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

KENTUCKY DEPARTMENT OF HIGHWAYS
JEFFERSON COUNTY
LOUISVILLE - LEXINGTON
I 64 OVER K&ITRR TRESTLE

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 887-A

ESTIMATED QUANTITIES

SHEET DESIGNATION	SHEET NUMBER	CONCRETE CLASS "A" (CU. YDS.)	CONCRETE CLASS "AA" (CU. YDS.)	STEEL REINFORCEMENT (LBS.)	(1) STRUCTURAL STEEL (LUMP SUM)	HIGH STRENGTH HANDRAIL (LIN. FT.)		(2) SHEAR CONNECTORS (LUMP SUM)	PROTECTIVE COATING (SQ. YDS.)	6"ø DRAIN PIPE (LIN. FT.)	STRUCTURE EXCAVATION COMMON (CU. YDS.)	END BENT BACKFILL (CU. YDS.)	(3) STEEL BEAM GUARDRAIL TYPE 3 (LIN. FT.)	12 BP 53 STEEL PILES FURNISHING (LIN. FT.)	12 BP 53 STEEL PILES DRIVING (LIN. FT.)	(4) ALTERNATE D PREBORING FOR STEEL PILES (LIN. FT.)	(4) ALTERNATE E UNCLASSIFIED STRUCTURE EXCAVATION (CU. YDS.)	(3) TERMINAL SECTION TYPE 2 (EACH)	10' PROTECTIVE FENCE (LIN. FT.)	
TITLE SHEET	1																			
GENERAL NOTES	2																			
STRUCTURAL STEEL NOTES	3																			
LAYOUT	4 - 8																			
CONTROL LAYOUT	9																			
LOG OF SOUNDINGS	10 - 11		120.4	32,228																
END BENTS	12 - 14	242.0	~~180.0~~	~~32,448~~							816	424		5,313	5,313	860 (5)	2300 (5)			
PIERS	15 - 53	7,417.9		1,204,227							4,732			51,405	51,405	800 (6)	3000 (6)			
STRUCTURAL STEEL.																				
FRAMING PLANS	54 - 58																			
GIRDER DETAILS	59 - 63																			
MISC. DETAILS	64																			
CROSS FRAMES	65																			
BEARING SHOES	66																			
EXPANSION DAMS	67 - 68		7,604.7	1,989,974										30,950	1,636					
SUPERSTRUCTURE, ROADWAY SLAB	69 - 78		~~734.50~~	~~366,545~~		5,374.1							~~2615~~	29,582	1693			~~10~~	230	
~~MEDIAN GUARD RAIL~~	~~79~~	THIS SHEET DELETED FROM PLANS																		
SIGN SUPPORT	80 - 81																			
DRAINAGE DETAILS	82 - 85																			
CONSTRUCTION ELEVATIONS	86 101																			
PILE RECORDS	102 - 110																			
			7,725.1	3,226,429										30,950	1,686					
TOTALS		7,659.9	~~7,466.0~~	~~3,202,920~~	(1)	5,374.1		(2)	~~29,582~~	1693	5,548	424	~~2615~~	56718	56718	1660	5300	~~10~~	230	

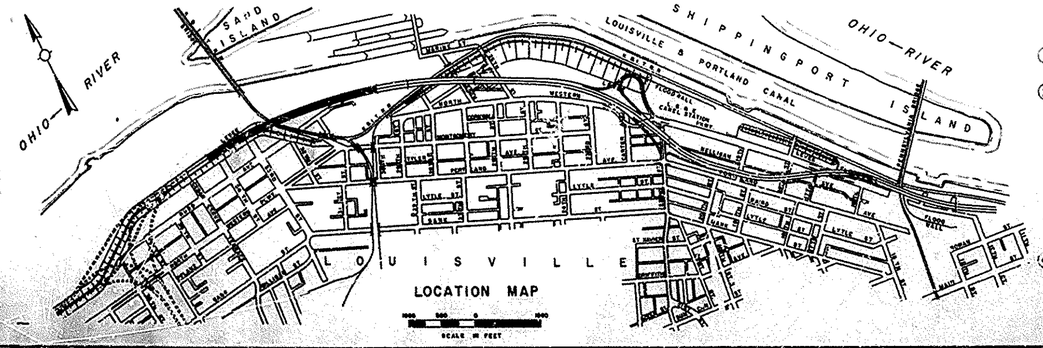
BILL OF INCIDENTAL MATERIAL

ITEM	NO.	DESCRIPTION	LOCATION
Joint Sealing Compound	2	1"x3½" x ~~48'-5"~~ 44'-5"	End Bent 2
Premoulded Cork Exp. Joint Material	2	1½"x 7"x ~~48'-9"~~ 45'-9"	End Bent 1
	1	1½"x ~~11'-5"~~ 10'-5" x ~~6'-2"~~ 5'-0"	
Preformed Joint Seal	1	2"x 2⅞" x ~~100'-6"~~ 95'-0"	End Bent 1

NOTE The Bill of Incidental Material is approximate only and the Contractor is responsible for furnishing enough material to complete the work according the plans and specifications.

REFERENCES

AWS2	Modifications and Additions to 1966 AWS Specifications for Welded Highway and Railroad Bridges.
G353E	Preformed Joint Seal Details for Concrete Bridge Floors
G354c	Premolded Cork Expansion Joint Material Details for Concrete Bridge Floors.
H117A	High-Strength Aluminum Handrail
H150B	High-Strength Concrete Handrail
P17	12" Structural Steel Bearing Pile at 53 Lbs.
SF2a	Details for Placing End Bent Backfill and Earth Core
AE1	Armored Edge for Joints in Concrete
AE2	Armored Edge for Joints in Concrete
~~M103N~~	~~Steel Beam Guard Rail~~
~~M118~~	~~Guard Rail End Treatments & Terminal Sections~~



NOTE:

For General Notes see Sheet No. 2

(1) STRUCTURAL STEEL: Approximately ~~4,958,685~~ 4,958,285 Lbs. included in lump sum for bid for Structural Steel.

(2) SHEAR CONNECTORS: Approximate weights included in lump sum bid for this item:

Option 1 - 5/8" x 4" Diameter Spirals	51,612 Lbs.
Option 2 - 3/4" x 4" Studs	45,069 Lbs.
Option 3 - 4" Channel at 5.4 lbs.	64,444 Lbs.

(4) Either Alternate D or Alternate E will be required for this contract. This item was only estimated for substructure units shown but may be required for other units. See Special Provisions.

~~(3) See Sheet No 79 for details and modifications to Standard Drawings H103 and H118~~

(5) Estimated for End Bent 2 only (includes approximately 260 Lin Ft of drilling through earth fill)

(6) Estimated for Piers 28 & 29 only.

SPECIAL PROVISIONS

No 36A For Set-Retarding Admixtures for Concrete
No 8 For Linseed Oil Protective Coating
No 9 For High Strength Cast Aluminum Bridge Rail Post
No 12 For Joint Sealing Compound
No 35 For Class "A A" Concrete
No 37 For Preformed Compression Joint Seals
~~Reinforced Concrete Bridge Floors (for Riverside Parkway)~~
~~Set-Retarding Admixtures for Concrete (for Riverside Parkway)~~
Blast Cleaning for Structural Steel (for Riverside Parkway)
Excavation for Foundations in Flood Levee (for Riverside Parkway)
Placing 12 BP 53 Piles through Boulder Fill (for Riverside Parkway)

SPECIAL NOTE

For Reinforced Concrete Bridge Floors for Riverside Parkway.

BRIDGE OVER K&ITRR TRESTLE SHEET 1 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP. 56 273 III.
STATION 89+53 PROJECT NO. I64-2(34)1

BRIDGE NUMBER 56-263.2 DRAWING NO. 16538 SHEET

TITLE SHEET

DESIGNED BY Curb Wathe Merton DATE 2/1/67
DRAWN BY WAW DATE 2/1/67
CHECKED BY WDC DATE 2/1/67
TRACED BY DATE
REVISED BY DATE
REVISED BY DATE
REVISED BY DATE

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

SPECIFICATIONS: Kentucky Department of Highways Standard Specifications, current edition with Revisions and Special Provisions shall apply to this Project.

DESIGN LOAD: Bridge designed for HS20-44 loading as specified in 1961 AASHO Specifications, including Interim Specifications for 1961, 1962, 1963 and 1964, or alternate loading of two 24 kip axles spaced 4 feet apart, whichever produces the greater stress. Dead load includes 20 pounds per square foot of roadway surface allowance for future wearing surface.

DESIGN STRESSES: For reinforced concrete:

f_s = 20,000 psi. v = 200 psi. for embedment
f'_c = 3,000 psi. v = 300 psi. for Σ_o.
f_c = 1,200 psi. n = 10

For structural steel:

f_s = 20,000 psi. for A36 steel.

FOUNDATION PILE LOADS: Piles are designed for a maximum load of 70 tons per pile. This maximum is for Group I loads with increases allowed for other loading groups in accordance with AASHO Article 1.4.1. Considering Dead Load plus Earth Overturning for End Bent design, the maximum design axial thrust is 39 tons per pile and the maximum design horizontal shear is 1 ton per pile exclusive of the horizontal component due to axial thrust.

TYPE OF PILE: The Contractor shall use 12" Structural Steel Bearing Pile at 53 pounds, Standard Drawing P17.

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.

DRIVING PILES: See Special Provision, 'Placing Piles through Boulder Fill' for driving piles in areas of boulder and rock fill.

COORDINATION WITH CONTRACTORS ON ADJACENT PROJECTS: In addition to the requirements of Article 1.5.6 of the Standard Specifications, this Contractor shall coordinate his work with that of Contractors on adjacent sections of this Project.

CONTROL OF THE WORK: In addition to the requirements of Article 1.5.9 of the Standard Specifications, subsequent to the Engineer's staking the reference lines, centerlines or base lines for the various roadway elements of this Project, the Contractor shall stake out and verify the locations of each substructure unit for agreement with the positions shown in the Plans. Prior to fabrication of the structural steel, the Contractor shall again verify the locations of each substructure unit and the dimensions between centerlines of piers and between centerlines of columns to insure correct fit of the steelwork. In the event a discrepancy is found in any dimension, the Engineer shall be notified at once and no further work will be permitted until the discrepancy is corrected.

PLACING FILLS AT END BENTS: See Standard Drawing SF2.

SLOPE PROTECTION: Slope Protection at End Bents 1 and 2 shall be Dry Cyclopean Stone Riprap. This riprap at End Bent 1 shall be placed in accordance with the U. S. Corps of Engineers' requirements, and at End Bent 2 shall be placed in accordance with Article 501.3.5 of the Specifications. Quantity of Dry Cyclopean Stone Riprap is included in Roadway Quantities.

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 H117, or High-Strength Concrete Handrail in accordance with Standard Drawing H150.

CONCRETE: Class 'AA' Concrete is to be used throughout for superstructure and for portions of end bent backwall and wingwalls above bridge seat elevation.

Class 'A' Concrete is to be used in all other parts of the substructure.

Class 'D' Concrete is to be used in Alternate Concrete Handrail when proposed.

CIRCULAR SECTION REINFORCED CONCRETE COLUMNS: This Note modifies the requirements of Article 404.3.1 and 403.3.8 for pier columns of grade separation structures. The concrete shall be placed, finished and cured as specified in Article 404.3.1 except as required by the following:

(a) All forms for the circular section columns shall be made of metal or shall be plastic or plastic-lined so as to give the surface a true, smooth, cylindrical shape free from fins, joints, and irregularities.

(b) The concrete shall be placed in, and carefully vibrated against the forms to assure smooth surfaces without voids, honeycomb, air pockets or irregularities in the surface.

(c) A rubbed surface finish will not be required for the columns as specified in Article 403.3.8-C. Instead, the surface shall be finished as specified in Article 403.3.8-B.

No extra payment will be made to the Contractor for the use of metal, plastic or plastic-lined forms, nor for placing or finishing the concrete. The cost of furnishing the forms, placing the concrete and finishing as specified shall be included in the unit price bid for Class 'A' Concrete.

CONCRETE FINISH: Exposed surfaces of substructure and superstructure shall be given a rubbed surface finish in accordance with Article 403.3.8-C of the Specifications, except as noted above for concrete columns. Should it be necessary to grind the railing in order to secure a straight line, and the grinding exposes the coarse aggregate in any section, then that section will not be acceptable and shall be removed and replaced. When forms are not held to true lines and grades within the limits set out in *PERMISSIBLE VARIATIONS*, or if the handrail does not meet the minimum requirements of workmanship, the sections involved shall be removed and replaced.

SLAB FORMS: Stay-in-Place forms will not be permitted for the concrete bridge floors.

BEVELED EDGES: All exposed edges shall be beveled 7/8" unless otherwise shown.

PERMISSIBLE VARIATIONS: The lines of the finished concrete, except bridge floors, shall not vary more than 1/4 inch in ten feet as measured from a straightedge, or vary from plan lines more than 0.1 percent of the distance between the extremities of the unit considered.

Any variations in excess of those permitted above will be, at the discretion of the Engineer, cause either for rejection and removal of the work as set out in Article 1.5.12 of the Specifications, or for a deduction from the monies due or which may become due the Contractor in an amount calculated by multiplying the volume of concrete in the portion of the structure in which such variation occurs by the unit bid price for concrete.

REINFORCEMENT: Dimensions shown from face of concrete to bars are to center of bars unless noted as clear distance. Spacing of bars is from center to center of bars. Bars #8 to #11 to be bent around pin of 8 bar diameters for all hooks.

SPIRAL REINFORCEMENT: Splices for spirals where desired by the Contractor shall be made with a minimum of one and one-half turns of spiral. No additional payment will be made for these splices, but the cost will be considered incidental to the cost of the developed length of spiral shown on the Plans. Spiral reinforcement shall meet the requirements of Section 641.5.0 of the Standard Specifications. One half inch round plain bar may be substituted for No. 4 size bar.

EXPANSION JOINT MATERIAL, SEALS, SEALING COMPOUND: The cost of these items is to be included in the unit price bid for Class 'AA' Concrete.

SET RETARDING ADMIXTURE FOR CONCRETE: An approved admixture shall be added to the concrete for the bridge floor slabs to delay the initial set of the concrete so as to permit the placement and finishing of concrete in all spans of a continuous unit in a single continuous operation. The admixture and its use shall conform to the Special Provisions. The amount of delay shall be dependent on the quantity of admixture and the quantity used shall be carefully determined on the basis of temperature, relative humidity, wind conditions and required placing time. The retarding action shall delay the initial set in each span until after the next adjacent span in the same continuous unit has been placed. The Contractor shall secure the Engineer's approval of the quantities of admixture to be used for each placement.

STRUCTURAL STEEL: See Sheet No. 3 for 'Structural Steel Notes'.

SHEAR CONNECTORS: The Contractor shall use one of the following optional types throughout the project where indicated in the Plans:

Option 1 - 5/8" x 4" diameter spirals.
Option 2 - 3/4" x 4" studs.
Option 3 - 4" channel @ 5.4 lbs./ft.

Spiral bar shear connectors shall be structural grade billet steel, ASTM A15. Stud shear connectors shall be headed studs of weldable steel with a yield point of 50,000 psi. and ultimate tensile strength of 60,000 psi. minimum as determined by applicable sections of ASTM Designation A370. Tensile tests of finished studs shall be made on studs welded to test plates using test fixtures that grip the stud head and plate without torsion. If the fracture occurs outside the middle half of the gage length, the test shall be repeated. Channel shear connectors shall be structural steel conforming with ASTM A36.

Shear connectors shall be shop or field welded to the tops of the steel girders as shown. Detail drawings for the shear connectors will be required as specified for 'Structural Steel'. Spirals and channels shall be electric arc welded. Stud shear connectors shall be welded automatically with approved equipment made for that purpose. All weld slag and all porcelain ferrules shall be removed in the shop before shipping, but if shear connectors are field welded, the slag and ferrules shall be removed before placing concrete.

Shear connectors and welds shall be tested by bending selected connectors toward the center of the span at an angle of 30 degrees to vertical. Cracks in the weld or connector after bending shall indicate failure and will require replacement of the defective connector and testing of additional connectors on the same beam. Connectors accepted after testing shall remain in the bent position. Before placing concrete, all surfaces (tops of beams, diaphragms and shear connectors) are to be thoroughly cleaned of all rust, grease and foreign matter.

Lump Sum Bid for 'Shear Connectors' shall be full payment for all shear connectors, welding and welding materials, equipment, tools, labor, detail drawings, patent royalties, and materials and incidentals necessary to place shear connectors on the girders in accordance with the Plans.

PROHIBITED FIELD WELDING: Except as shown on the Plans, no welding of any nature shall be performed on the load carrying members of the bridge without the written consent of the Director, Division of Bridges, or his authorized representative, and then only in the manner and at the locations designated in the authorization.

CONTINUOUS STEEL GIRDERS: The longitudinal steel girders are designed as continuous steel girders under their own weight, and the weight of the concrete slab, and as continuous girders composite in positive moment for live load and the weights of curbs, plinth, railing, future wearing surface, etc. Temporary supports or shoring will not be permitted under the steel girders when taking 'top of steel' elevations or when placing the concrete floor slab.

Girders which do not conform to plan camber and grade in the erected position shall be considered as requiring either an adjustment in depth of concrete haunch over the steel supporting members, at no additional cost to the State, or a reworking of the girder camber to meet the plan grade and slab thickness at no additional cost to the State.

WIND LOADS: This structure is designed using wind loads based on a wind velocity of 84 miles per hour.

GRADE BEAM FOR PIERS 24 THROUGH 27: The Contractor's attention is called to the presence of the 10'-6" brick circular sewer under the grade beam and the need for protection from construction operations, including pile driving, and the support of the grade beam during placement and setting of the grade beam concrete. If the sewer is damaged due to the Contractors operations, the sewer shall be repaired to it's original condition at the Contractor's expense, subject to approval by the Metropolitan Sewer District.

DRAIN PIPE: This Note is an addition to the requirements of the Standard Specifications for pipe material. The drain pipe for the bridge floor drainage shall be one of the following types:

(a) Wrought Iron Pipe shall be standard weight, black pipe in accordance with the current edition of ASTM A72.

(b) Continuous Weld or Seamless Steel Pipe shall be standard weight, black pipe conforming with the applicable provisions of ASTM A53, current edition. It shall be weldable alloy steel containing a minimum of 0.75 percent copper and 1.5 percent nickel, by weight. It shall have the following minimum mechanical properties:

Tensile Strength	50,000 psi
Yield Strength	37,500 psi
Elongation in 2 inches	30 percent

The pipe shall be of the size shown on the plans and shall be painted with two coats of red lead and two coats of aluminum paint in accordance with the requirements for shop and field painting Structural Steel.

The drain pipe will be measured in lineal feet on the centerline of the pipe. This item will be paid for at the unit price bid per lineal foot, which price shall include and be full payment for furnishing and installing complete in place and accepted, all materials including weld materials and welding, brackets, pipe clamps and hangers, fittings, connections, hardware and tools, paint and painting equipment and incidentals necessary to complete the work.

COFFERDAMS: Cofferdams or sheeting will be required for Piers 12 & 13 for the protection of railroad structure foundations.

Cofferdams or sheeting may be necessary for the construction of other piers as specified in the Standard Specifications. The cost of cofferdams or sheeting will not be paid for separately, but will be included in the unit price bid for 'Structure Excavation, Common'.

CONSTRUCTION NOTE: The Contractor shall arrange the work so as not to interfere with the operations of the Kentucky and Indiana Terminal Railroad Company tracks at any time unless the Contractor has made prior arrangements with the Railroad. The Contractor shall arrange with the Kentucky & Indiana Terminal Railroad Company to provide flag protection at the Contractor's expense. Plans for the erection of the structure and for the cofferdams specified in the preceeding note shall be submitted for approval to the Department of Highways and to the Kentucky & Indiana Terminal Railroad Co. The Contractor's attention is directed to Article 1.7.15 and 1.7.18 of the Specifications.

CLEARANCE: All falsework, bracing or forms shall have a minimum vertical clearance of 21 ft. above top of highest rail, and a minimum horizontal clearance of 10 ft. measured at right angles to the center line of the nearest track.

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

BRIDGE OVER K&ITTRR TRESTLE SHEET 2 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON ROAD SP 56 273 III

STATION 89+53 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

GENERAL NOTES

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

These notes are modifications of and additions to Section 408 of the Standard Specifications. Division, Section and Article numbers and letters appearing herein refer to portions of the Standard Specifications bearing the same designation

MATERIAL SPECIFICATIONS: The following ASTM Designations shall govern the materials furnished.

A36-66	Structural Steel, for all steel unless otherwise noted on the Plans.
A27-65	Carbon Steel Castings, Grade 70-36
A48-64	Gray Iron Castings.
A325-66a	High Strength Steel Bolts, Nuts and Plain Hardened Washers.
B29-55	Sheet Lead and Pig Lead.
A307-65	Low carbon, threaded fasteners where High Strength Bolts are not designated.
A441-66	High Strength Low Alloy Structural Steel
A242-66	High Strength Low Alloy Structural Steel.

SHOP DETAIL DRAWINGS: The Contractor shall submit shop detail drawings of all structural steel to the Bridge Engineer for approval in accordance with the Specifications. After the fabrication is completed and accepted for shipment, the Contractor shall furnish the Department one full set of linen or drafting film tracings of approved correct shop drawings, including the welding procedures. No direct payment will be made for the record tracings, but the cost shall be included in the lump sum bid for "Structural Steel"

Any material ordered or work done by the Contractor before the shop drawings, including the welding procedures, are approved shall be at his own risk. Qualification tests of all welding procedures shall be completed by the Contractor and approved by the Engineer prior to the final approval of shop drawings and start of fabrication

DESIGN: Shop welded construction is intended for all built-up members unless otherwise indicated. High Strength Bolts will be used for shop and field connections as shown on the Plans.

SHOP ASSEMBLING: Holes for field bolted splices of the continuous girders shall be subpunched and reamed, or drilled while assembled. Each continuous girder unit shall be completely shop assembled with parts adjusted to line, elevations, camber, and fit for drilling or reaming. A minimum of two spans of each continuous girder shall be assembled for reaming. Girders shall remain assembled for inspection by the Department of Highways Inspector, and are to be match-marked while assembled.

Other field bolted connections shall be drilled or reamed in the shop with connecting parts assembled or shall be drilled or reamed to a metal template without assembly.

Connections for the cross frames, diaphragms, expansion joints and other minor members may be punched or drilled full size without assembly, subject to the requirements in the Specifications for general reaming.

HIGH STRENGTH BOLTED CONNECTIONS: These are designed as friction type connections.

All high strength bolted connections shall be in accordance with Article 408.3.1-F of the Standard Specifications. Installation of bolts shall be by the turn-of-nut method.

WELDS: All welding shall conform to "Specifications for Welded Highway and Railway Bridges", 1966, with addenda, of the American Welding Society, with modifications and additions as stated on the Plans and Standard Drawing ANS 2.

No field welding will be allowed except as shown on the Plans. See note, "Prohibited Field Welding" on General Notes, Sheet No. 2.

FIELD SPLICES: The locations of field splices shown are based on an assumed sequence of erection from the west end of the bridge, but there shall be no more than two field splices in three span units, nor more than three in four span units. Optional field splices shall be at the Contractor's expense, and shall be included in the lump sum bid for "Structural Steel".

GIRDER WEB PLATES: Web Plates shall be cut to provide for camber as indicated on the Plans. Provide for possible warpage due to extra heat in the top flange by virtue of shear connectors. Optional shop welded web plate splices for the girders may be made by the Contractor at the approximate third points of the girder spans and shall be located on shop details. Such splices will not be paid for, but the cost thereof shall be included in the lump sum price bid for "Structural Steel".

GIRDER FLANGES: Prior to approval of the shop detail drawings, the Contractor may request permission from the Engineer to extend a thicker flange plate in the direction of a smaller to eliminate one or more butt welded flange splices. No extra payment will be made for the additional steel weight.

MILL TEST REPORTS: Notarized Mill Test Reports, in triplicate, shall be furnished to the Kentucky Department of Highways showing that all materials furnished conform to the Specifications.

DIMENSIONS: Dimensions shown on the Plans are for a normal temperature of 60 degrees Fahrenheit with dead load on the structure. Tapes used by the Contractor, including the structural steel fabricator and erector, shall have been calibrated correctly with the U. S. Bureau of Standards to insure correct fit of the steelwork.

MISFITS: With prior approval of the Engineer, the correction of minor misfits, involving harmless amounts of reaming, cutting and chipping, will be considered a legitimate part of the erection. However, any error in the shop fabrication or deformation resulting from handling and transportation which prevents the proper assembling and fitting up of parts by the moderate use of drift pins or by a moderate amount of reaming and slight chipping or cutting, shall be reported immediately to the Inspector and his approval of the method of correction obtained. The correction shall be made in his presence.

BLAST CLEANING: Blast cleaning shall be required for all steel prior to shop assembly and welding. See Special Provision.

PAINTING: All structural steel shall receive one shop coat of Type 1 Red Lead Primer, one field coat of the same type primer paint tinted with lamp black sufficient only to provide a color contrast, one field coat of tinted Aluminum Paint, and one field coat of Aluminum Paint.

All paint shall be applied with brushes except the finish coat of aluminum paint, which may be applied with an approved air-less spray. By either method, the coating of paint shall be applied smoothly and uniformly so that no excess paint will collect at any point.

The second coat of primer paint or any other intermediate coat shall be tinted to provide a color contrast. Red Lead Primer Paint shall be tinted with two ounces of lampblack per gallon of paint. The first coat of aluminum paint shall be tinted with Prussian Blue as specified in Article 661.4.7-C.

Weld spatter shall be cleaned in accordance with ANS 413(a) before shop painting. Exposed surfaces of steel not accessible after erection and not in contact with concrete shall be given the required field coats of paint before erection. Shop paint shall not be applied within three inches of open holes where high strength bolts are to be used, of edges or surfaces to be field welded, and to surfaces in contact with concrete. Areas not painted in the shop shall be given one coat of Type 1 Red Lead touch-up prior to application of the required field coats of paint.

Exterior surfaces of the cast iron drain body which will be in contact with concrete shall not be painted or coated and shall be free from rust, mold, sand, or other foreign material. Other surfaces which will not be in contact with concrete shall be painted as required for structural steel.

The dry film thickness of the shop coat of paint shall be uniform and not less than 1.5 mils as measured with a calibrated magnetic film thickness gage. The total dry film thickness of the first coat of field primer paint shall be uniform and 1.5 mils minimum. Each of the two aluminum coats of paint shall be uniform and 1.0 mils minimum. The total dry film thickness of shop and field coats shall not be less than 5.0 mils. All measurements of dry film thickness shall be measured with a calibrated magnetic film thickness gage.

The completion date of painting (year and month) shall be stenciled on the structure as directed by the Engineer.

PAYMENT FOR STRUCTURAL STEEL: The lump sum bid for Structural Steel includes and shall be full compensation for preparing shop detail and erecting drawings, furnishing, fabricating, transporting, placing and erecting all materials, drilling anchor bolt holes and leading in anchor bolts, furnishing paint and painting, furnishing linen or drafting film tracings of shop detail and erecting drawings, and all labor, equipment, tools and incidentals necessary to complete the structure in accordance with the Plans and Specifications. The item "Structural Steel" shall include also high strength bolts, washers, welding and welding materials, pig lead and lead plates, anchor bolts, cast iron drains and cast steel grates and miscellaneous materials necessary to complete the steelwork.

Payment changes for structural steel because of Plan changes ordered by the Engineer shall be computed at a unit price rate based on the lump sum bid divided by the total estimated weight of Structural Steel listed in the Plans.

DESIGNED BY _____ DATE _____ REVISED _____
DETAILED BY _____ DATE 2/23/68 REVISED _____
TRACED BY _____ DATE _____ REVISED _____
CHECKED BY EEG DATE _____ REVISED _____
CHECKED BY _____ DATE _____ REVISED _____

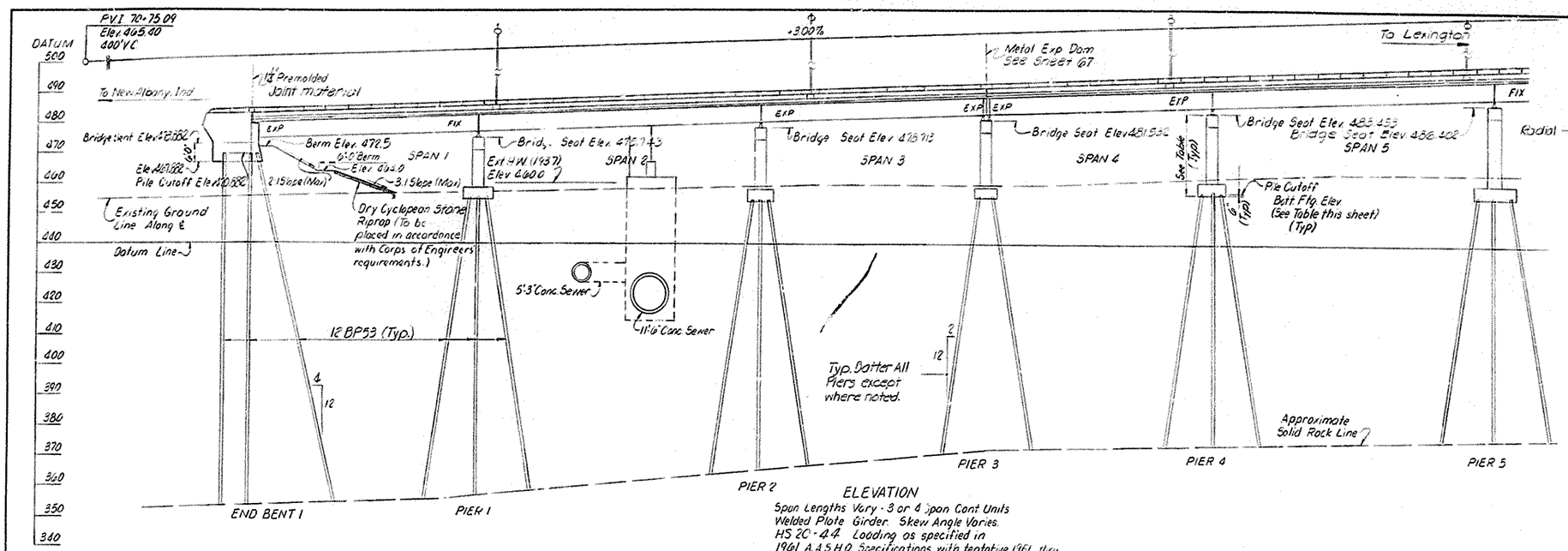
BRIDGE OVER K&I T RR TRESTLE — SHEET 3 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IL
STATION 89+53 PROJECT NO. I64-2(34)I

STRUCTURAL STEEL NOTES

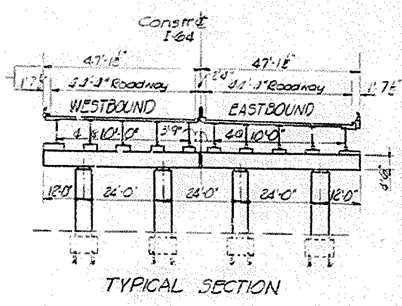
BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

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

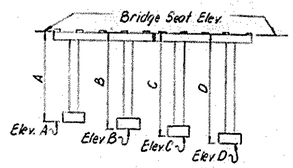


ELEVATION

Span Lengths Vary - 3 or 4 Span Cont Units
Welded Plate Girder. Skew Angle Varies.
HS 20 - 44 Loading as specified in 1961 A.A.S.H.O. Specifications with tentative 1961 thru 1964 revisions or alternate loading of two 24 Kip axles spaced 4 Feet apart, whichever produces the greater stress.
2 - 44'-4" Roadways with 9" brush blocks and 2'-4" Median, 104'-6" Shoulders
3:1 Fill Slopes to Elev. 464.0. 2:1 Fill Slopes above Elev 464.0



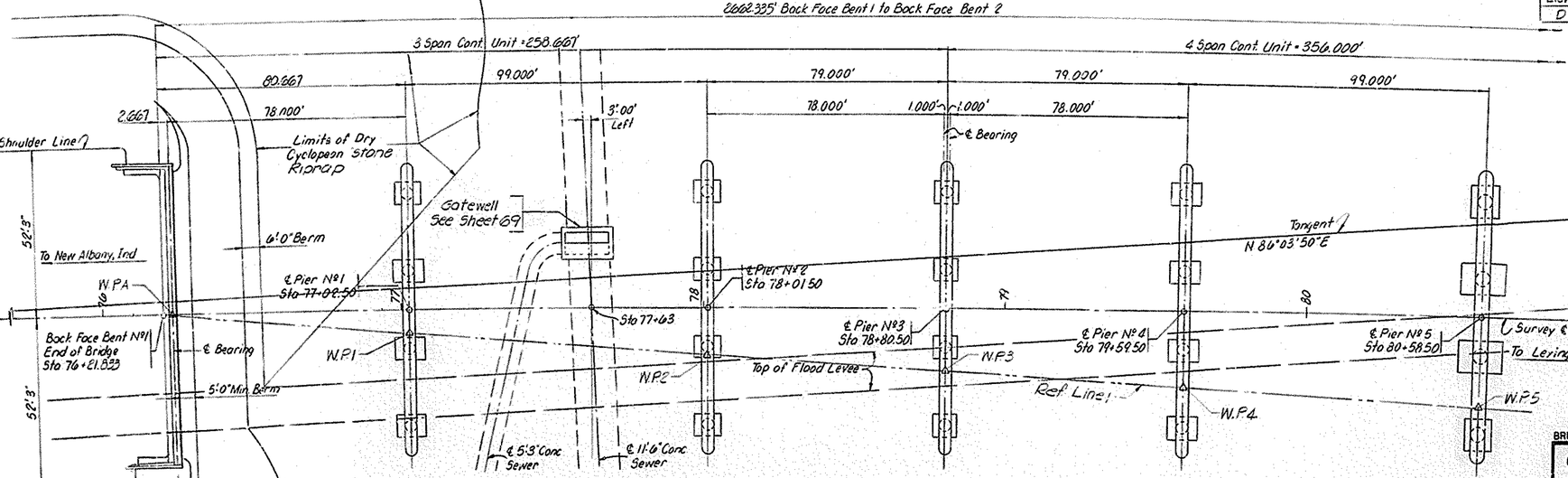
TYPICAL SECTION



VIEW LOOKING EAST

	PIER 1	PIER 2	PIER 3	PIER 4	PIER 5
Elev A	459.743	441.463	442.532	443.953	444.902
A	36'-0"	37'-3"	39'-0"	39'-6"	41'-6"
Elev B	446.993	448.463	450.532	450.953	452.902
B	28'-9"	30'-3"	31'-0"	32'-6"	33'-6"
Elev C	454.493	455.463	456.532	456.953	455.402
C	21'-3"	23'-3"	25'-0"	26'-6"	31'-0"
Elev D	455.743	454.463	452.532	451.453	448.402
D	20'-0"	24'-3"	29'-0"	32'-0"	38'-0"

TABLE OF PIER DIMENSIONS



PLAN
Superstructure Removed

CURVE DATA
P.I 97+19.77
Δ = 33° 52' 25"
D = 0°45'00"
T = 2326.40'
L = 4516.48'
R = 7639.44'
S.E. = 0.0156 ft/ft

Note:
All Piers and Bents Radial to ℄ Construction. All Dimensions are along ℄ Construction.
See Control Layout Sheet for Working Point Locations.

LAYOUT

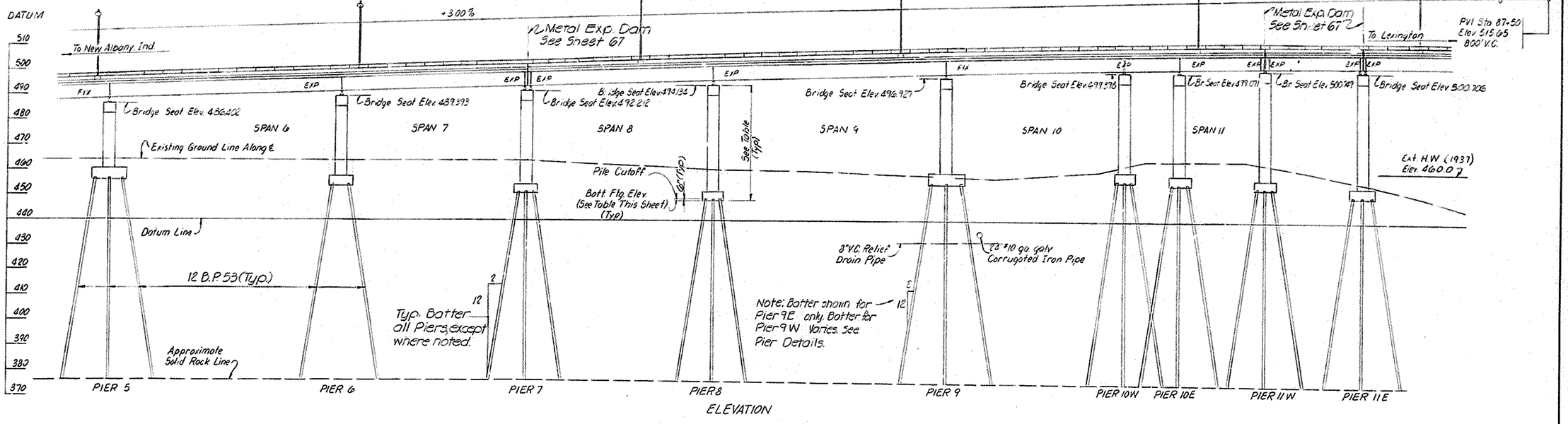
BRIDGE OVER K&ITRR TRESTLE SHEET 4 OF 110

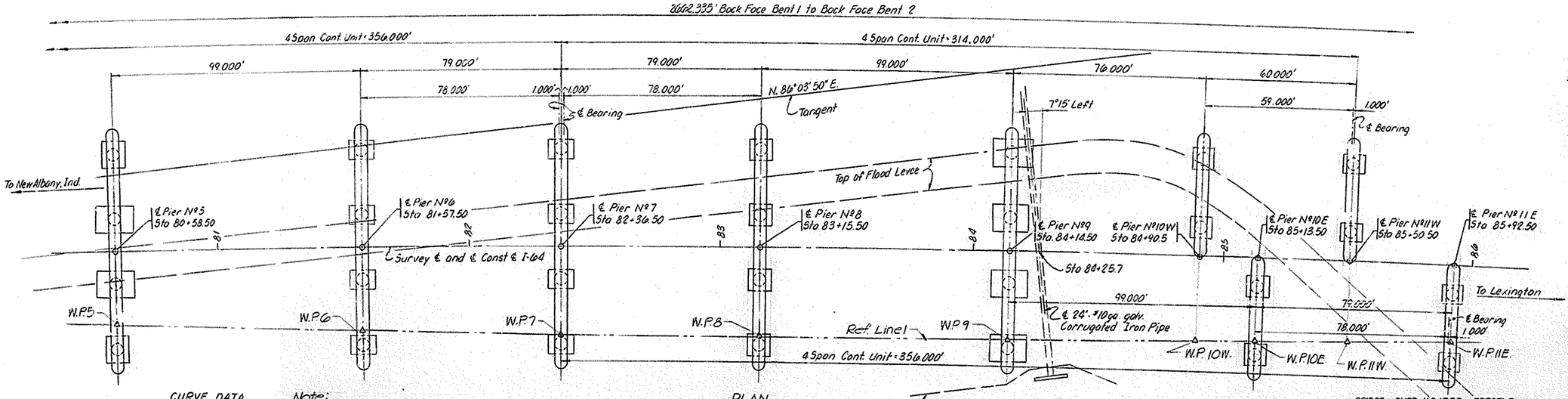
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 1 IL
STATION 89+33 PROJECT NO. 164-2(34)1

BRIDGE NUMBER	DRAWING NO. 16538	SHEET

DESIGNED BY ____ CHECKED BY ____ DATE ____
DETAILED BY ____ CHECKED BY ____ DATE ____
TRACED BY ____ CHECKED BY ____ DATE ____
REVISED ____ DATE ____
Curb width & Median Type
Block ____ DATE ____

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





CURVE DATA
PI 97+19.77
Δ = 33° 52' 25"
D = 0° 45' 06"
T = 2326.40'
L = 4516.48'
R = 7639.44'
SE = 0.0156 ft/ft

Note:
All Piers Radial to ℄ Construction. All Dimensions are along ℄ Construction. See Control Layout sheet for Working Point locations.

PLAN
Superstructure Removed

	PIER 6	PIER 7	PIER 8	PIER 9	PIER 10	PIER 11
ELEV A	447.893	450.962	453.884	455.927	455.648	447.999
A	41'-6"	41'-3"	40'-3"	41'-0"	43'-9"	52'-9"
ELEV B	455.393	456.462	455.884	452.427	455.648	454.999
B	34'-0"	35'-9"	38'-3"	44'-6"	43'-9"	45'-9"
ELEV C	453.393	450.462	447.643	444.427	455.571	450.706
C	36'-0"	41'-9"	46'-6"	52'-6"	43'-6"	50'-0"
ELEV D	446.143	443.962	440.384	435.427	447.571	456.956
D	43'-3"	48'-3"	53'-9"	61'-6"	51'-6"	45'-9"

DESIGNED BY WLW - MDC DATE 2-1960
DETAILED BY JAG CHECKED BY RWK DATE 3-1963
TRACED BY CHECKED BY DATE
REVISED WLW/WILLIS DATE
REVISED DATE
REVISED DATE

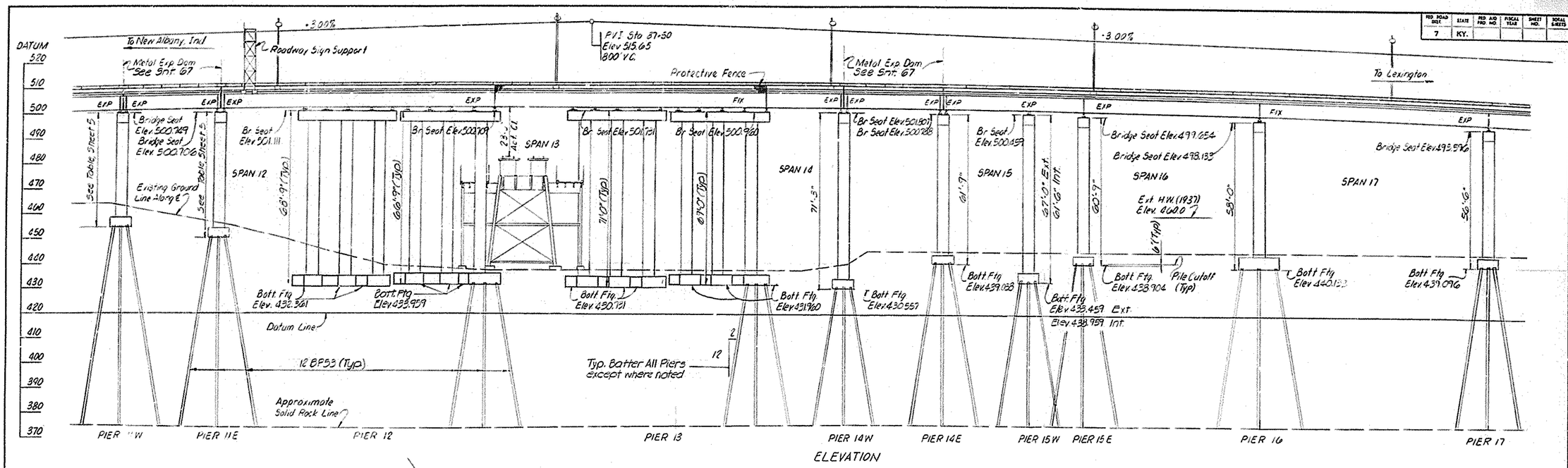
BRIDGE OVER K&I T&R TRESTLE SHEET 5 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164 - CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 89+53 PROJECT NO. 164-2031 I
SP 56 273 IL

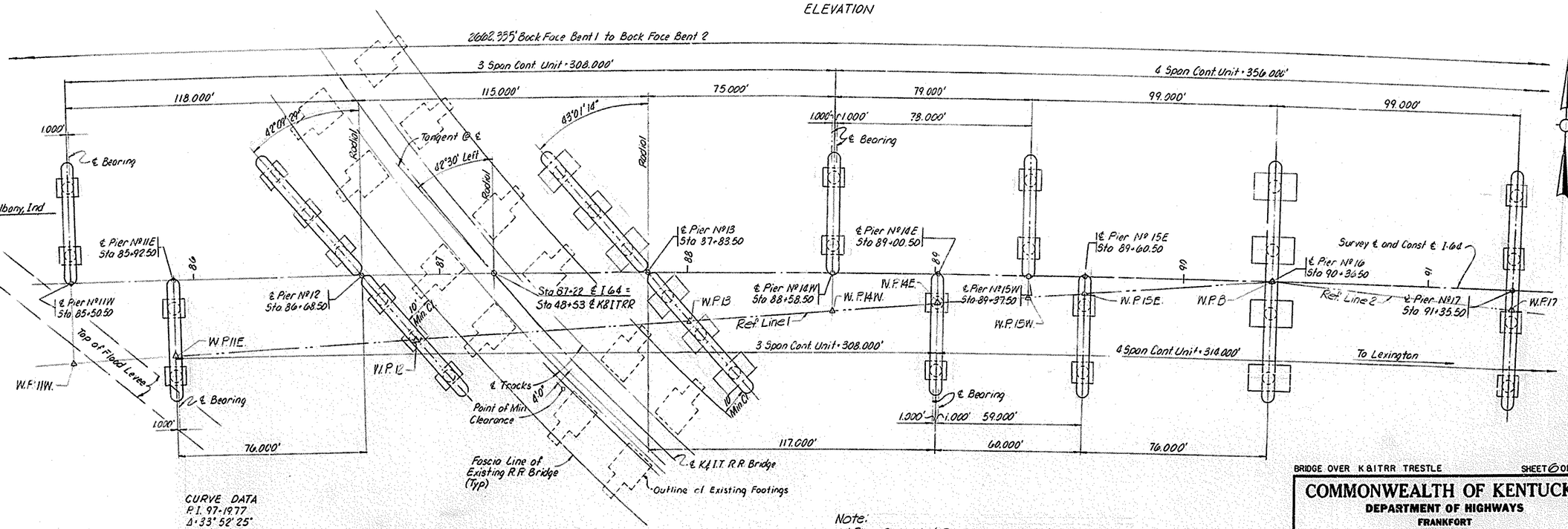
LAYOUT

BRIDGE NUMBER	DRAWING No. 16538	INDEX

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



ELEVATION



PLAN
Superstructure Removed

CURVE DATA
P.I. 97+19.77
Δ = 33° 52' 25"
D = 0° 45' 00"
T = 2326.40'
L = 4516.48'
R = 7639.44'
S.E. = 0.0156 ft/ft

Note:
All Piers Radial to ℄ Construction except as shown.
All Dimensions are along ℄ Construction.
See Control Layout Sheet for Working Point Locations

LAYOUT

BRIDGE OVER K&ITRR TRESTLE SHEET 6 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL

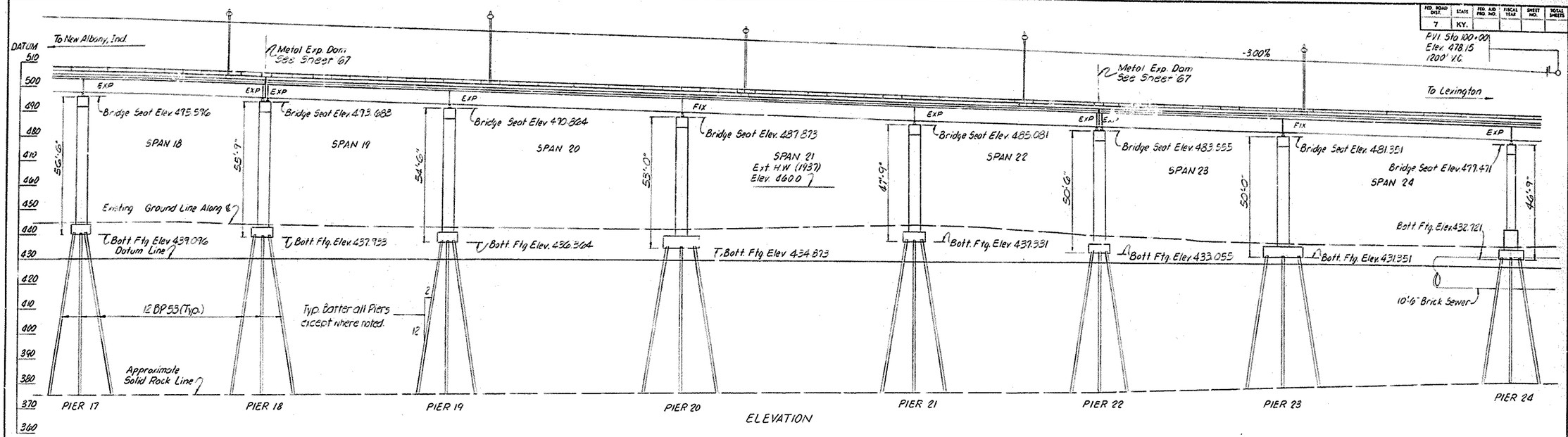
STATION 89+53 PROJECT NO. I64-2(34)11

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

DESIGNED BY JAG CHECKED BY Black DATE 2/11/63 REVISED JWW-MEC
DRAWN BY JAG CHECKED BY DATE REVISED MEW/JBK
TRACED BY DATE REVISED
CHECKED BY DATE

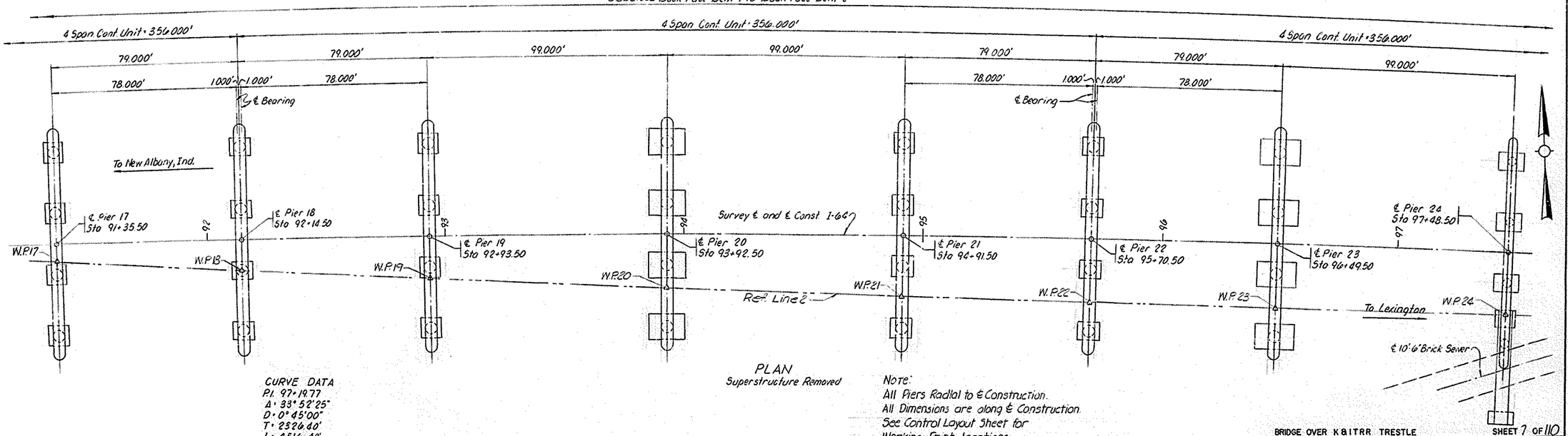
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

PVI Sta 100+00
Elev. 478.15
1200' V.C.



ELEVATION

2662.33' Back Face Bent 1 to Back Face Bent 2



PLAN
Superstructure Removed

CURVE DATA
P.I. 97+19.77
Δ = 33° 52' 25"
D = 0° 45' 00"
T = 2326.40'
L = 4516.88'
R = 7639.44'
S.E. = 0.0156 ft.

Note:
All Piers Radial to ℄ Construction.
All Dimensions are along ℄ Construction.
See Control Layout Sheet for Working Point locations.

BRIDGE OVER K&ITRR TRESTLE — SHEET 7 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164 - CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE – LEXINGTON
ROAD SP 56 273 11L

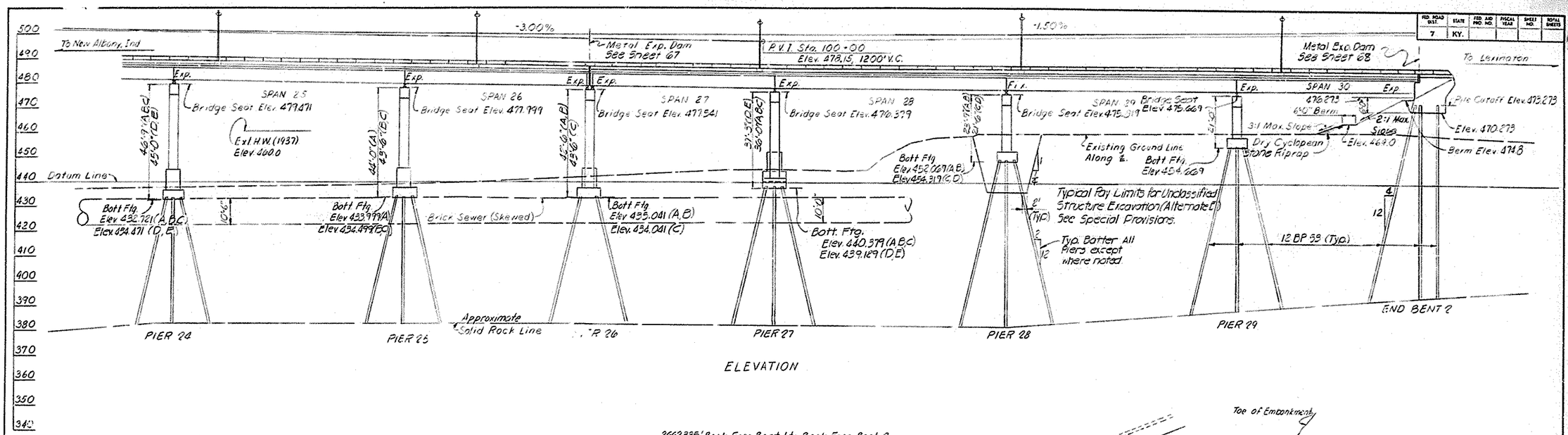
STATION 89+53 — PROJECT NO. 164-2(34)1

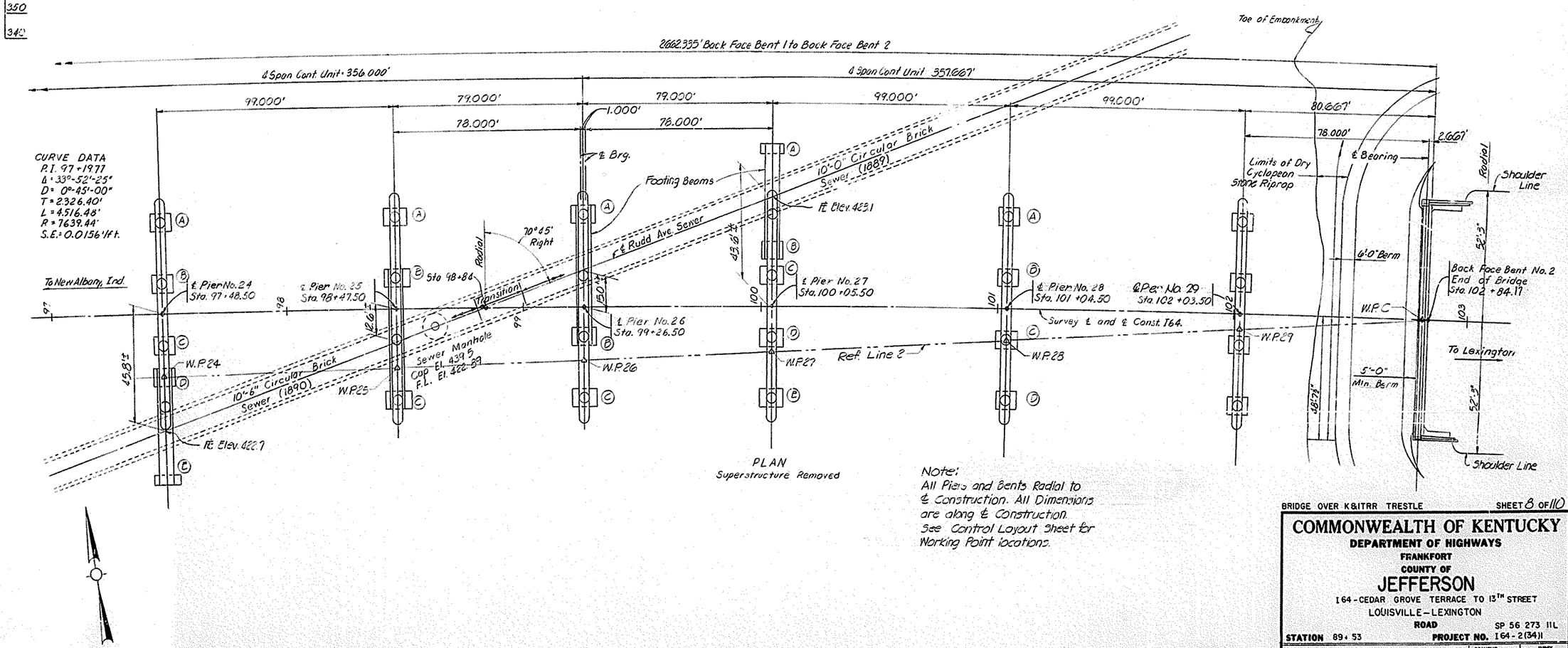
BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

LAYOUT

DESIGNED BY JAG — CHECKED BY Black — DATE 1-11-63
DETAILED BY JAG — CHECKED BY — DATE
TRACED BY — CHECKED BY — DATE
REVISED W.L.W. M.D.C.
REVISED 2-6-63
REVISED 3-13-63 W.L.W. J.B.K.

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





Note:
All Piers and Bents Radial to ℄ Construction. All Dimensions are along ℄ Construction. See Control Layout Sheet for Working Point locations.

LAYOUT

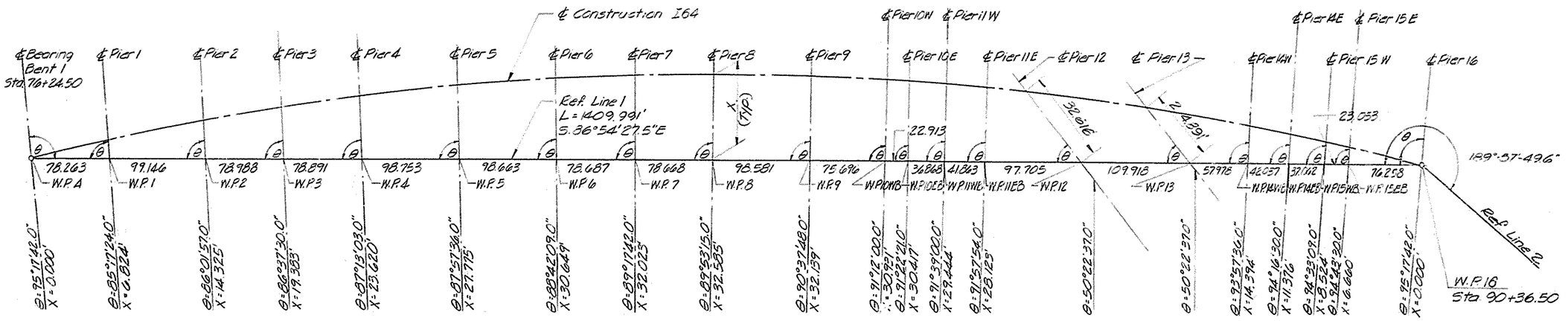
BRIDGE OVER K&ITRR TRESTLE — SHEET 8 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE – LEXINGTON
ROAD — SP 56 273 11L
STATION 89+53 — PROJECT NO. I64-2(34)I

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

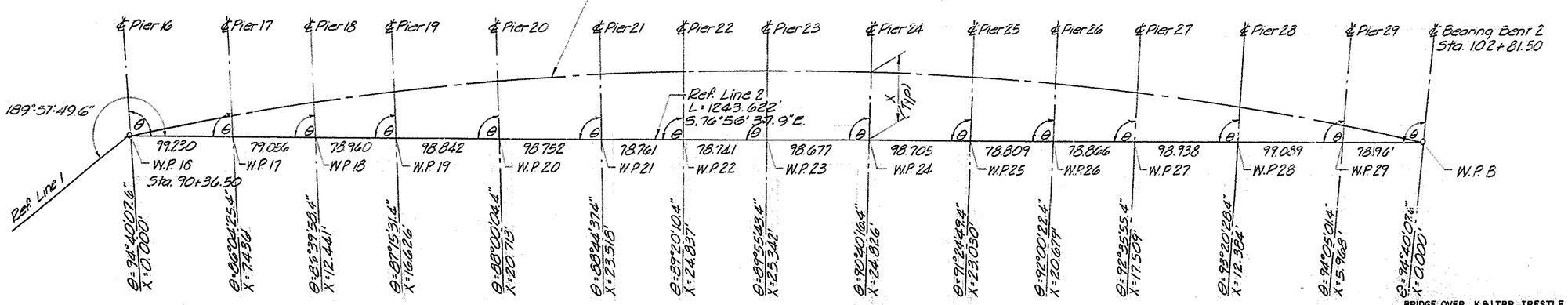
DESIGNED BY C.W.S. DATE 2-1-66 — REVISED W.L.W.-M.D.C.
DETAILED BY DATE 7-12-66 — REVISED W.L.W.-H.B.K.
TRACED BY DATE — REVISED
CHECKED BY Block DATE 9-15-66
CHECKED BY DATE
CHECKED BY DATE

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



CURVE DATA FOR ℄ CONSTRUCTION

Δ = 33°52'25"	P.C. Sta. 73+93.37
D = 0°45'00"	P.I. Sta. 97+19.77
T = 2326.40'	P.T. Sta. 119+09.85
R = 7639.44'	
L = 4516.48'	



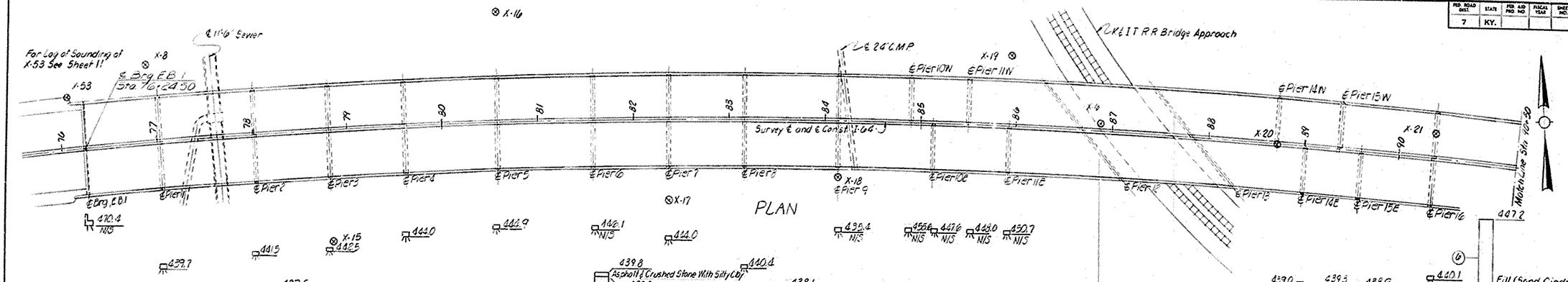
BRIDGE OVER K&I TRR TRESTLE SHEET 9 OF 110

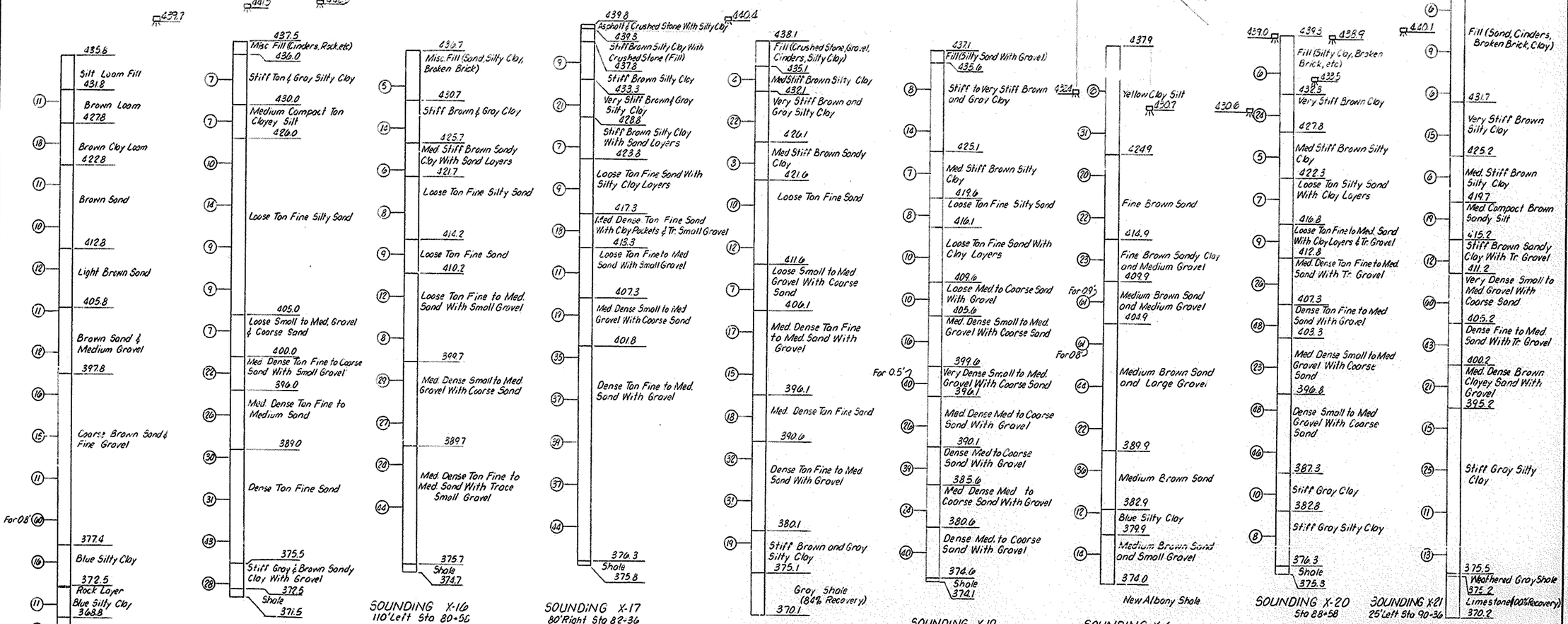
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON ROAD
STATION 89+53 PROJECT NO. SP 56 273 III. 134-2(341)
BRIDGE NUMBER
DRAWING NO. 16538
INDEX

CONTROL LAYOUT

DESIGNED BY MDC DETAILED BY WLW TRACED BY CHECKED BY CHECKED BY CHECKED BY DATE DATE DATE DATE 6-66 REVISED REVISED REVISED

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





NOTE:
1. Numbers in circles indicate number of blows of a 140 lb. weight dropping 30" required to drive a 2" Split Spoon Sampler 1 Foot.
2. All piles are to be driven to shale or refusal.
3. ▭ 435.4 indicates approximate bottom of footing elevation.
4. N.S. indicates footings are not shown at the proper vertical scale with respect to the sounding elevations.
5. Where footings occur at different elevations in any one Pier, the elevation shown is of the lowest footing.

LOG OF SOUNDINGS

BRIDGE OVER K&ITRR TRESTLE — SHEET 10 OF 110

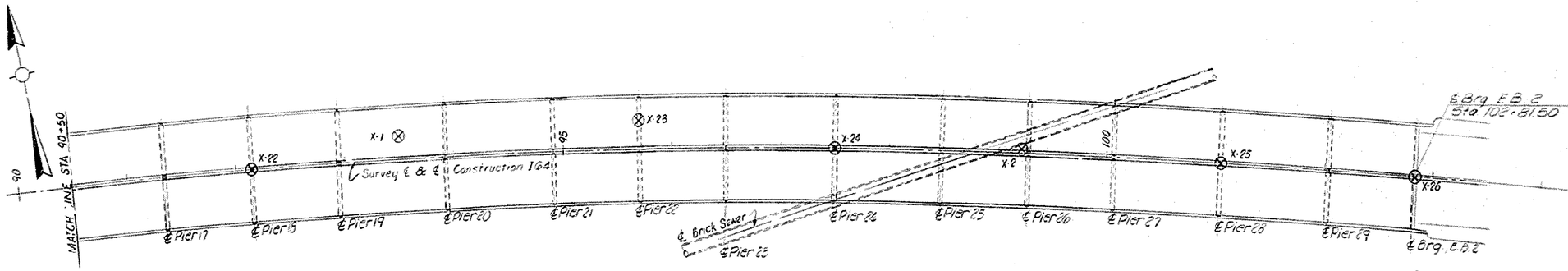
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164 - CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 IL

STATION 89+53 **PROJECT NO.** 164-2(34)1

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

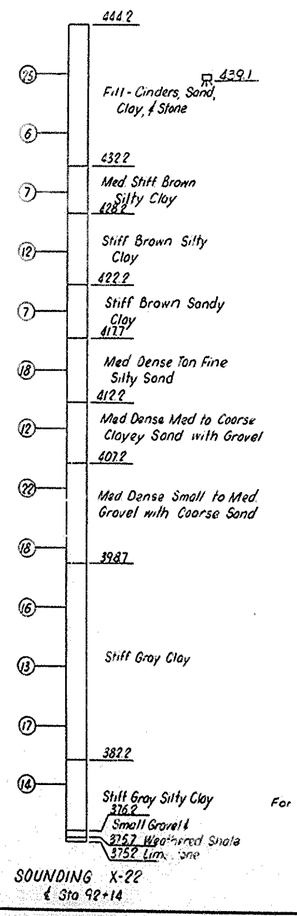
DESIGNED BY ... CHECKED BY ... DATE ...
DETAILED BY K.A.S. CHECKED BY Cla/2 DATE 2-66
TRACED BY ... CHECKED BY ... DATE ...
REVISED WNL-MDC DATE 9-19-66
REVISED WW, WAX DATE
REVISED ... DATE

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

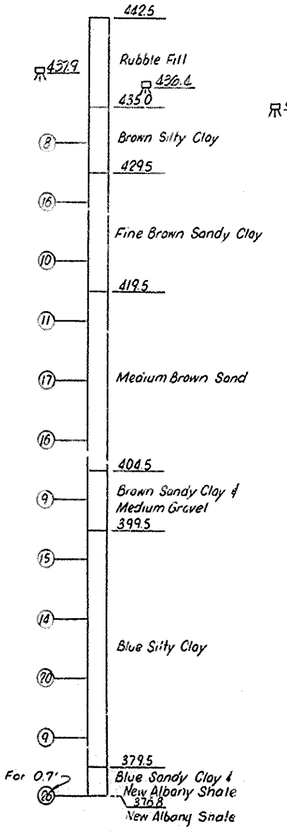


PLAN

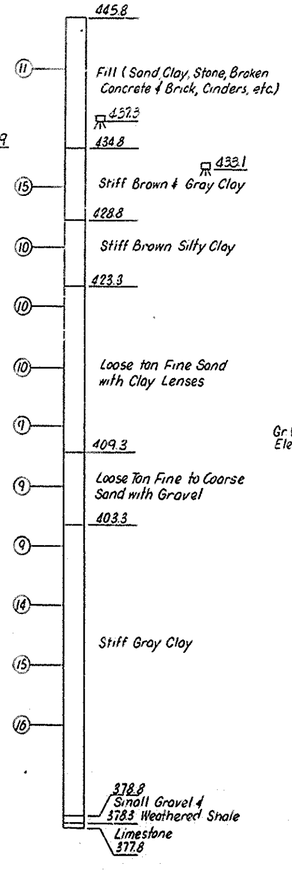
Note: From approximate Sta 95+00 to the end of structure, rubble fill, including large pieces of broken concrete, rock and bricks, was encountered to depths indicated on logs.



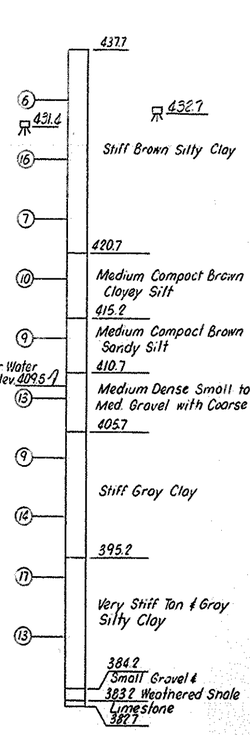
SOUNDING X-22
℄ Sta 92+14



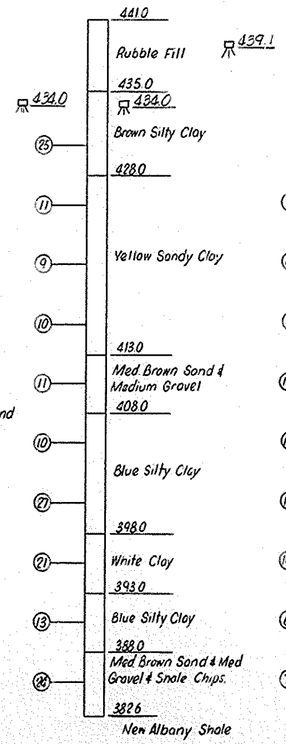
SOUNDING X-1
20' Left Sta 93+50



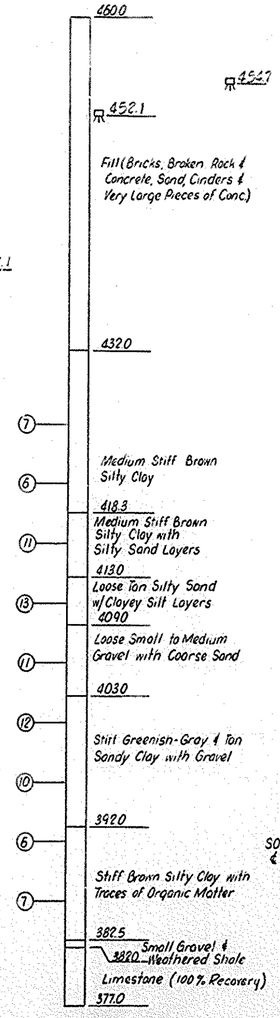
SOUNDING X-23
25' Left Sta. 95+70



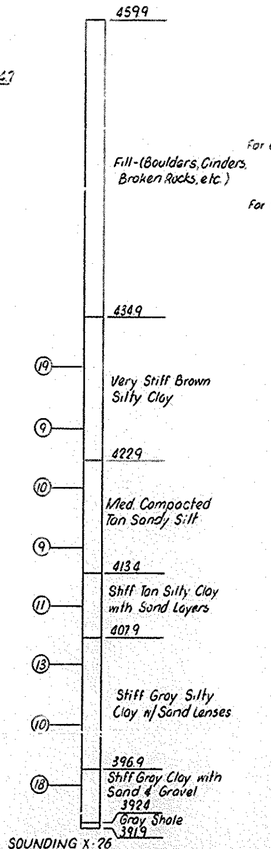
SOUNDING X-24
℄ Sta 97+49



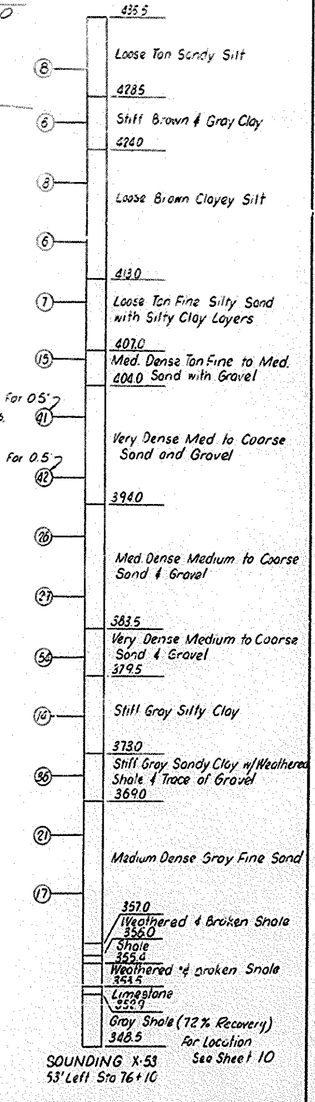
SOUNDING X-2
5' Left Sta 99+20



SOUNDING X-25
℄ Sta 101+03



SOUNDING X-26
℄ Sta 102+82



SOUNDING X-53
53' Left Sta 76+10

For Location See Sheet 10

For Notes, See Sheet 10

LOG OF SOUNDINGS

BRIDGE OVER K&ITRR TRESTLE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. 164-2(34)

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

DESIGNED BY ____ DATE ____
DETAILED BY GJM 7-9-65 DATE ____
TRACED BY ____ DATE ____
CHECKED BY ____ DATE ____
CHECKED BY ____ DATE ____
REVISED WNL-MDC
REVISED ____ DATE 7-16-65
REVISED ____ DATE ____

See 3rd Drwg. H117

END BENT 1 (Opposite hand & similar except as noted)
END BENT 2 (Shown this sheet.)

Metal Handrail Post See Ky. Std. H117 (Typ.)

Gutter line

4'-0" (Typ) 2'-0"

Const Joint

6 Bars B1 @ 8½" (Typ. Pedestals F,G,H,J,K)
6 Bars B2 @ 8½" (Typ. Pedestals A,B,C,D,E)

3 Bars B3 @ 10½" (Typ. Pedestals F,G,H,J,K)
3 Bars B4 @ 10½" (Typ. Pedestals A,B,C,D,E)

Const ℄ I-64

6" Pavement Seat

89°-55'-32"

℄ Brgs.

89°-42'-27.0" (Typ.)

2'-5" (Typ)

℄ Girder K | ℄ Girder J | ℄ Girder H | ℄ Girder G | ℄ Girder F | ℄ Girder E | ℄ Girder D | ℄ Girder C | ℄ Girder B | ℄ Girder A

3'-4½" | 4 Spaces @ 10'-0" = 40'-0" | 3'-9" | 3'-9" | 4 Spaces @ 10'-0" = 40'-0" | 3'-4½"

Top of Roadway Elevations given along front face of Backwall (Typ)

PLAN OF CAP (BENT 2)

1½" ℄ Holes drilled in Cap for 1¼" ℄ Anchor Bolts.

℄ Brgs.

10½" | 89°-42'-27.0" | Line of symmetry | ℄ Girder

TYPICAL ANCHOR BOLT PLAN

Typ. Brg. ℄, see detail this sheet for location of anchor bolt holes.

Const. Jt. from Bridge Seat to Pvmt Seat

W.P. A Bent 1, W.P. B Bent 2

89°-56'-09"

90°

Bent G L. El.	Bent El.	Bent El.	Bent El.	Bent El.	Bent El.	Bent El.	Bent El.	Bent El.	Bent El.	Bent El.
1 482.592	1 475.447	1 475.291	1 475.135	1 474.979	1 474.823	1 474.839	1 474.683	1 474.527	1 474.371	1 474.215
2 484.522	2 477.839	2 477.683	2 477.527	2 477.371	2 477.215	2 477.230	2 477.074	2 476.918	2 476.762	2 476.606

22'-10½" | 22'-7½" | 22'-7½" | 22'-10½"

4 Bars B12, 2 E.F., & 2 Bars B8 in Pvmt Seat - Typ. 45 treps. 3/16" per foot (Typ.)

1 Bar B10 E.F.

Bent G L. El. 1 481.800 / 2 484.230

Bent G L. El. 1 481.896 / 2 484.326

1 Bar B11 E.F.

Pavement Seat 4¼"

10" min. (Typ.)

1'-6" | 10"

2 Bars B9 (1 E.F.)

2 Bars B6 F.F.

Bent G L. El. 1 481.205 / 2 483.654

Bent 2, 161'-11¾"

2'-1½"

1'-8" min. (Typ.)

90 Spa. @ 1'-0" = 90'-0", 91 Bars B14

Const. Jt. with 2"x6" Key

See Detail A (Sht 14)

1'-8" Lap, min.

2" Cl. (Typ.) | 2" Cl. (Typ.)

12 Bars B10 (6 E.F.)

10 Bars B11 (5 E.F.)

5 Bars B6 5 spa. between B6 F.F.

Bent 1, 161'-11¾"

6 Bars B8 (5 spa. with Bars B6)

Bars B3 or B4

2 Bars B6 (6 E.F.)

1'-1" min. (Typ.)

3'-6"

1'-6" min.

2'-6" min.

2 Bars B7 (6 E.F.)

6 Bars B8 (5 spa. with Bars B7)

Bent El. 1 473.882 / 2 476.273

3'-0" (Typ.)

5 Bars B6 5 spa. between B7 F.F.

Bent 1, 151'-7⅞"

3" Cl.

1'-7½"

1'-10½"

45 Spa. @ 1'-0" = 45'-0", 46 Bars B16 N.F.
54 Spa. @ 10" = 45'-0", 55 Bars B15 F.F.

45 Spa. @ 1'-0" = 45'-0", 46 Bars B18
54 Spa. @ 10" = 45'-0", 55 Bars B17 F.F.

1'-7½"

1'-6½"

Bent El. 1 467.882 / 2 470.273

ELEVATION (BENT 2)

Notes:
Work this Sheet with Sheet 13 & Sheet 14
N.F. denotes Near Face. F.F. denotes Far Face.
E.F. denotes Each Face.
See Sheet 14 for further notes.

3'-9"

Indicates 4:12 Batter in direction shown. (Typ.)

Bars B45

Bars B44

3½" | 7½"

13'-3"

Const. ℄ I-64

10 Spaces @ 8'-0" = 80'-0"

7'-7½"

1'-0" (Typ)

Bars B61

Bars B62

10'-6"

See Std. Dwg. SF2

Const. Jt. Keyway

2'-0" | 2'-0" | 4'-0"

Back Face Bent 1 Sta. 70+21.833
Back Face Bent 2 Sta. 102+84.167

Bars B8 (Fan behind pile as req'd.)

Bars B6

3 Bars B6 N.F.

9 @ 2'-1½" = 2'-6"

Bars B5 (Typ. except as shown)

1'-0"

Bars B5

3 Bars B7 N.F.

Bars B7

Bars B8

℄ Piles

5'-10"

3'-1"

5'-10"

4 Bars B6 F.F.

4 Bars B7 F.F.

Bars B6

Bars B7

2"

74 Bars B5 Spa. as shown

10 Spaces @ 8'-0" = 80'-0"

6" | 4" | 1'-6" | 7'-7½" | 9½" | 6" | 4" | 5'-1½"

47'-1½" Along ℄ Brgs. | 47'-1½" Along ℄ Brgs.

FOOTING PLAN (BENT 2)

(Refer to Ky. Stds. AE1, AE2 & B3.3)

Preformed Joint

1" x 3½" Bars

1¼" Premolded Cork Exp. Jt. Material

2½" x ⅜" x 1'-0" Anchor Straps @ 12" Alternate Spacing (Typ.)

DETAIL B (BENT 1)

+0.31%

Bar 2" x 1"

1" x 3" Jt. Sealing Compound

4"

DETAIL C (BENT 2)

Note: See sheet 66 for Exp. Dam details.

4½" Cl. Bent 2
2½" Cl. Bent 1

2'-4" | 1'-6" | 6"

℄ Brg.

Bars B12

2" x 6" Const. Jt. Keyway (Typ.)

Bars B14

2'-0" | 1'-2" | 2"

Bars B13 or B17

3" Cl.

Bars B16 or B18
Bars B1 or B2
Bars B3 or B4

2" ⌀ Key

B65

4 | 12

Bars B44

Bar B5

3" Cl.

9" min.

5'-10"

SECTION A-A

DESIGNED BY: OEM — CHECKED BY: LDS — DATE: 2/68
DETAILED BY: MDC — CHECKED BY: LDS — DATE: 2/68
TRACED BY: — CHECKED BY: — DATE:

REVISED: Left and Median Extrication — 2/68
REVISED: Median Extrication — 10/69
REVISED:

BRIDGE OVER K & I TRR TRESTLE — SHEET

COMMONWEALTH OF KEN
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - CEDAR GROVE TERRACE TO 13TH ST
LOUISVILLE - LEXINGTON
ROAD

STATION 89+53 — PROJECT NO. 16

BRIDGE NUMBER — DRAWING 16534

END BENTS 1 & 2

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

NORTH WINGWALL ELEVATION - BENT 2

SECTION B-B

NORTH WINGWALL ELEVATION - BENT 1
(Reinf. steel & Handrail same as Bent 2, except as noted)

NORTH SAFETY CURB PLAN

SECTION C-C

SOUTH WINGWALL ELEVATION - BENT 2

SECTION D-D

SOUTH WINGWALL ELEVATION - BENT 1
(Reinf. steel & Handrail same as Bent 2, except as noted)

SOUTH SAFETY CURB PLAN

SECTION E-E

Notes:
Work this Sheet with Sheet 12 & Sheet 14.
N.F. denotes Near Face
F.F. denotes Far Face
E.F. denotes Each Face
See Sheet 14 for notes.

END BENTS 1 & 2

BRIDGE OVER K & I TRR TRESTLE — SHEET 13 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 1IL.
STATION 89+53 PROJECT NO. I64-2(34)1.

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

DESIGNED BY A.E.M. DATE 10-1961
DETAILED BY M.D.C. DATE 1-1962
TRACED BY DATE
CHECKED BY L.D.S. DATE
CHECKED BY L.D.S. DATE
REVISED DATE
REVISED DATE
REVISED DATE

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER Bent1	NUMBER Bent2	LENGTH ft	LENGTH in.	LOCATION	a ft	a in.	b ft	b in.	c ft	c in.	d ft	d in.
B1	(17)	4	30	30	7	0	Pedestals, North Cap	2	6	2	6	2	0		
B2	(17)	4	30	30	5	10	Pedestals, South Cap	1	11	1	11	2	0		
B3	(17)	4	15	15	3	7	Pedestals, North Cap	2	6	2	2	3	7		
B4	(17)	4	15	15	7	5	Pedestals, South Cap	1	11	1	11	3	7		
B5	(14)	5	74	74	21	1	North & South Cap	3	4½	5	7	5	10½	5	2½
B6	Str.	6	19	19	49	5	North Cap								
B7	Str.	6	19	19	46	10	South Cap								
B8	Str.	6	12	12	6	0	North & South Cap								
B9	(11)	6	2	2	6	3	North & South Backwall	2	3	2	3	1	9		
B10	Str.	4	14	14	48	8	North Backwall								
B11	Str.	4	12	12	46	11	South Backwall								
B12	Str.	4	16	16	25	6	North & South Backwall								
B8B	Str.	4	8	8	22	2	North & South Backwall								
B14	(16)	4	91	91	5	6	North & South Backwall	0	8	1	7				
B15	(21)	6	55	55	12	1	North Backwall	11	0	1	1			1	1
B16	(21)	5	46	46	10	11	North Backwall	9	10	1	1			1	1
B17	(21)	6	55	55	11	5	South Backwall	10	4	1	1			1	1
B18	(21)	5	46	46	10	3	South Backwall	9	2	1	1			1	1
B19	(21)	7	24	24	12	11	N. & S. Wingwall & Backwall	10	3	2	11			2	11
B20	(16)	5	25	25	18	8	N. & S. Wingwall Cap	3	3	5	7				
B21	Str.	7	27	27	12	3	North Wingwall Cap								
B22	(21)	7	9	9	17	2	North Wingwall & Backwall	14	3½	2	11			2	11
B23	(21)	7	4	4	10	7	North Wingwall & Backwall	7	8	2	11			2	11
B24	Str.	4	15	15	10	4	North Wingwall & Cap								
B25	Str.	4	4	4	7	11	North Wingwall								
B26	Str.	4	4	4	6	4	North Wingwall								
B27	Str.	4	4	4	4	9	North Wingwall								
B28	Str.	4	2	2	4	7	North Wingwall & Plinth								
B29	Str.	4	2	2	9	0	North Wingwall								
B30	(21)	8	3	3	20	1	N. Wingwall Curb & Backwall	2	11	17	2	0	6	17	2
B31	Str.	8	1	1	17	3	North Wingwall Curb								
B32	Str.	4	2	2	11	6	North Plinth								
B33	Str.	4	2	2	17	2	North Plinth								
B34	(17)	4	65	65	6	10	North Wingwall & Plinth	3	11	2	5	0	5½		
B35	(12)	4	8	8	4	2	N. & S. Wingwall & Curb			0	9	1	10	1	1

BILL OF REINFORCEMENT (CONT.)

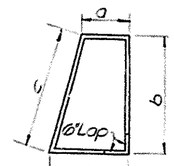
MARK	TYPE	SIZE	NUMBER Bent1	NUMBER Bent2	LENGTH ft	LENGTH in.	LOCATION	a ft	a in.	b ft	b in.	c ft	c in.	d ft	d in.
B36	(12)	4	8	8	4	6	N. & S. Wingwall & Curb			0	11	1	10	1	3
B37	(12)	4	8	8	4	9	N. & S. Wingwall & Curb			1	0	1	10	1	5
B38	(12)	4	6	6	5	2	N. & S. Wingwall & Curb			1	5	1	10	1	8
B39	Str.	4	4	4	5	5	North Wingwall								
B40	Str.	4	2	2	4	2	North Wingwall								
B41	Str.	4	2	2	2	10	North Wingwall								
B42	Str.	4	10	10	18	2	North Wingwall								
B43	Str.	4	1	1	17	7	North Wingwall								
B44	Str.	5	8	8	18	5	North Wingwall Cap								
B45	Str.	8	6	6	16	8	North Wingwall Cap								
B46	(21)	5	2	2	19	9	North Wingwall Cap	14	3	5	6			5	6
B47	Str.	7	23	23	11	0	South Wingwall & Cap								
B48	(21)	7	8	8	14	5	South Wingwall & Backwall	11	6½	2	11			2	11
B49	(21)	7	3	3	9	2	South Wingwall & Backwall	6	3	2	11			2	11
B50	Str.	4	12	12	9	2	South Wingwall & Cap								
B51	Str.	4	2	2	4	8	South Wingwall & Plinth								
B52	Str.	4	2	2	7	8	South Wingwall								
B53	(21)	8	3	3	17	4	South Curb & Backwall	2	11	14	5	0	6	14	5
B54	Str.	8	1	1	14	6	South Curb								
B55	Str.	4	2	2	14	9	South Plinth								
B56	Str.	4	2	2	14	6	South Plinth								
B57	Str.	4	4	4	5	5	South Wingwall								
B58	Str.	4	3	3	5	1	South Wingwall								
B59	Str.	4	9	9	15	4	South Wingwall								
B60	Str.	4	1	1	14	10	South Wingwall								
B61	Str.	5	8	8	15	8	South Wingwall Cap								
B62	Str.	8	6	6	14	0	South Wingwall Cap								
B63	(21)	5	2	2	17	0	South Wingwall Cap	11	6	5	6			5	6
B64	Str.	4	12	12	4	0	South Wingwall & Backwall								
B65	Str.	6	10	10	14	0	North & South Cap								
B66	(21)	7	4	4	12	0	North & South Backwall	10	0	2	0	0	0	2	0
B67	(16)	6	2	2	7	5	North & South Backwall	0	7	2	10				
B68	Str.	4	10	10	1	4	North & South Backwall								

Note:
Use Class AA Concrete above elevation 473.882 E.B.1 and 476.273 E.B.2, and use Class A Concrete below these elevations.

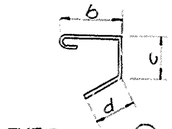
ESTIMATE OF QUANTITIES		BENT 1
ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yds.	121.0
Concrete, Class AA	Cu. Yds.	60.0
Steel Reinforcement	Lbs.	10,144
Steel Piles, 12 BP53, Furnishing	Lin. Ft.	3,129
Steel Piles, 12 BP53, Driving	Lin. Ft.	3,129
Structure Excavation, Common	Cu. Yds.	408
End Bent Backfill	Cu. Yds.	212

ESTIMATE OF QUANTITIES		BENT 2
ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yds.	121.0
Concrete, Class AA	Cu. Yds.	60.4
Steel Reinforcement	Lbs.	10,144
Steel Piles, 12 BP53, Furnishing	Lin. Ft.	2,184
Steel Piles, 12 BP53, Driving	Lin. Ft.	2,184
Structure Excavation, Common*	Cu. Yds.	408
End Bent Backfill	Cu. Yds.	212

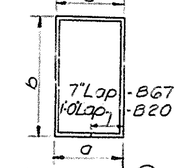
* See Special Provisions for Alternates D & E.



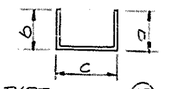
TYPE (T4)



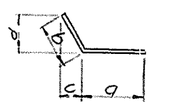
TYPE (12)



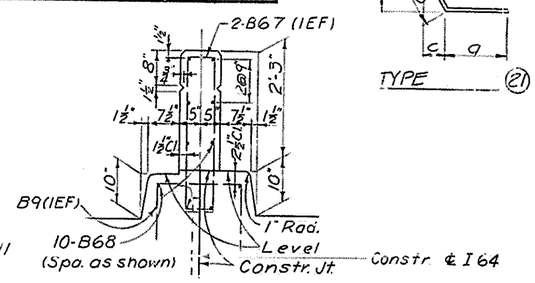
TYPE (16)



TYPE (17)



TYPE (21)



DETAIL A (See sht. 12 for location)

Notes:
See Screed Sheet for elevations along backwall
See Sheet 66 for anchor bolt details
See Sheets 102 & 110 for location of test piles
See Sheet 1 for Incidental Item quantities
High strength Handrail is included in 'Superstructure' quantities
Do not backfill above bridge seat until full Superstructure is in place

Top of cap bars shall be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
The Premolded Cork Expansion Jt. material and Preformed Joint Seal shown in Detail B, and the Expansion Dam shown in Detail C extend up curb and across safety curb to fascia.
For forming, grading, etc. See Sheet SF2

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

BRIDGE OVER K&I TRR TRESTLE — SHEET 14 OF 110

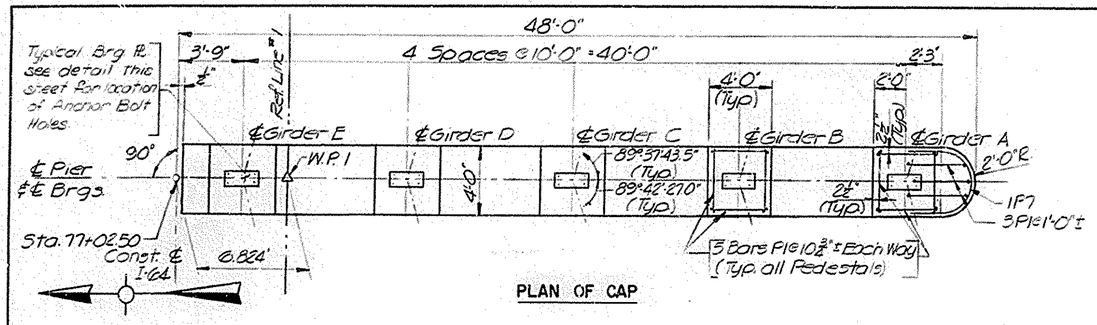
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	SHEET
	16538	

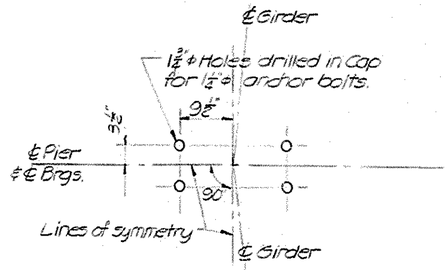
END BENTS 1 & 2

DESIGNED BY O.E.M. CHECKED BY L.D.S. DATE 6/10/1967
DETAILED BY M.D.C. CHECKED BY L.D.S. DATE 7-68
TRACED BY CHECKED BY
REVISED DATE 2-68
REVISED DATE 2-68
REVISED DATE
REVISED DATE
Curb and Median Width
Slope Rectification

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



PLAN OF CAP

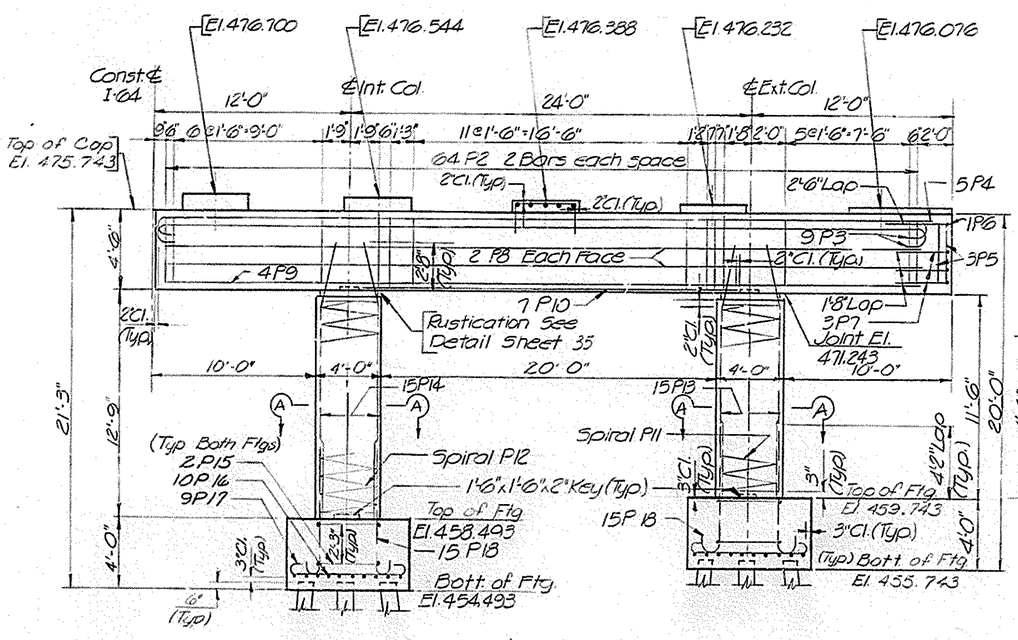


TYPICAL ANCHOR BOLT PLAN

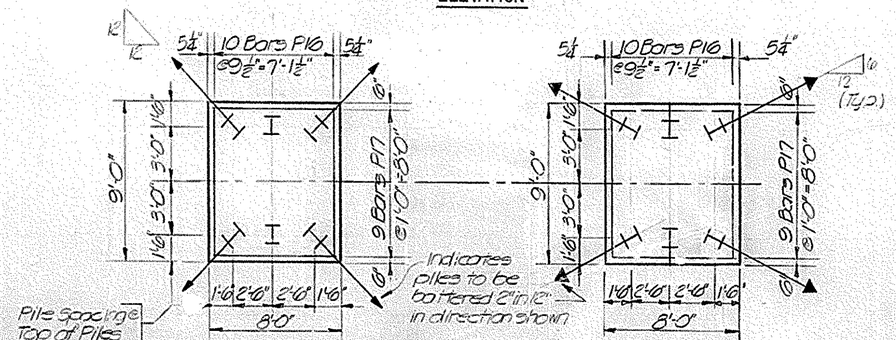
Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 102 for test pile locations.

BILL OF REINFORCEMENT

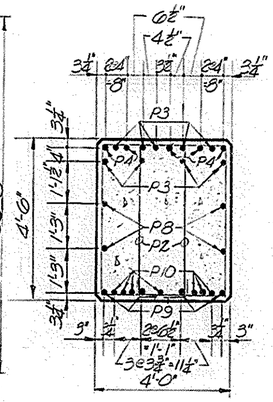
MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	17	4	53	7	6	Pedestal	1	11	3	6		
P2	16	4	64	14	3	Cap	4	1½	2	5½		
P3	1	11	9	49	7	Cap	46	5	1	2	1	0¾
P4	22	11	5	47	6	Cap	45	11	1	2	1	0¾
P5	17	4	3	10	8	Cap	3	4	3	11½		
P6	23	6	1	10	7	Cap	1	9¾	2	6	4	3
P7	23	4	4	8	11	Cap	1	9½	1	8	3	5
P8	Str.	5	4	45	11	Cap						
P9	Str.	9	4	45	11	Cap						
P10	Str.	9	7	22	2	Cap						
P11	12	4	1	156	3	Column	3	7				
P12	12	4	1	167	5	Column	3	7				
P13	21	10	15	14	3	Column	10	9	3	3	0	9¾
P14	21	10	15	15	6	Column	12	0	3	3	0	9½
P15	13	4	4	12	10	Footing	3	7				
P16	11	8	20	10	8	Footing	8	6	0	10	0	3
P17	11	7	18	9	2	Footing	7	6	0	7	0	7
P18	22	10	30	8	8	Footing	7	3	1	0¾	0	11½



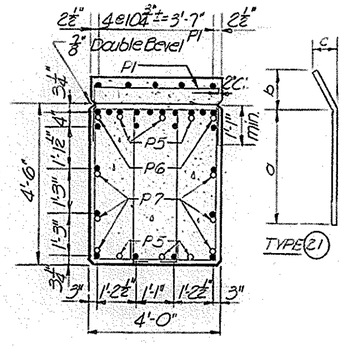
ELEVATION



FOOTING PLAN

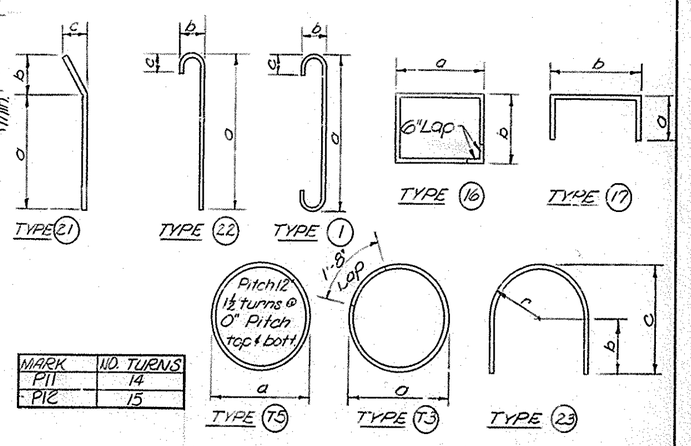


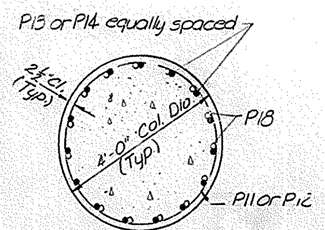
SECTION B-B



SECTION C-C

MARK	NO. TURNS
P11	14
P12	15





SECTION A-A

ESTIMATE OF QUANTITIES — PIER IE

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	66.3
Steel Reinforcement	lbs.	10,109
Steel Piles 12BP53 Furnishing	Lin. Ft.	1,217
Steel Piles 12BP53 Driving	Lin. Ft.	1,217
Structure Excavation, Common	Cu. Yd.	69

BRIDGE OVER K&I TRR TRESTLE — SHEET 15 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 18TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 — PROJECT NO. SP 56 273 IIL 164-2(341)

BRIDGE NUMBER — DRAWING NO. 10038 — INDEX

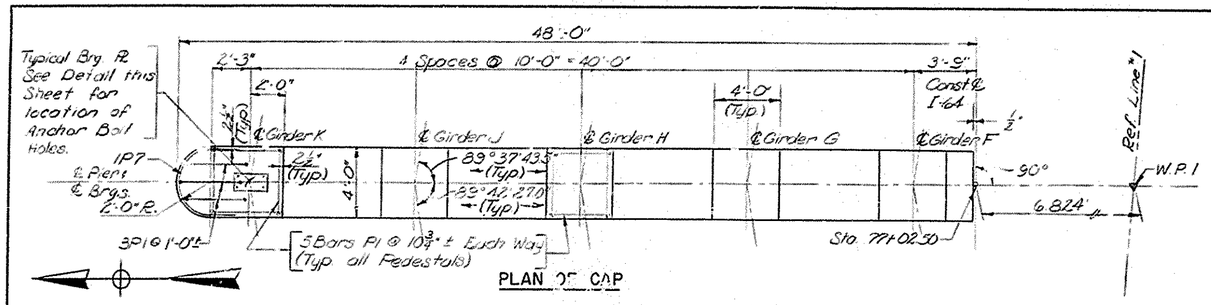
PIER IE

DESIGNED BY LDS 10/2016 CHECKED BY JLH 11-2025
DETAILED BY LPP, MCC CHECKED BY JLH 11-2025
TRACED BY CHECKED BY

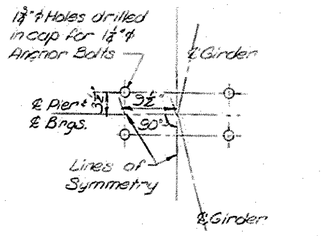
REVISED DATE
REVISED DATE
REVISED DATE

BRIDGE

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



PLAN OF CAP

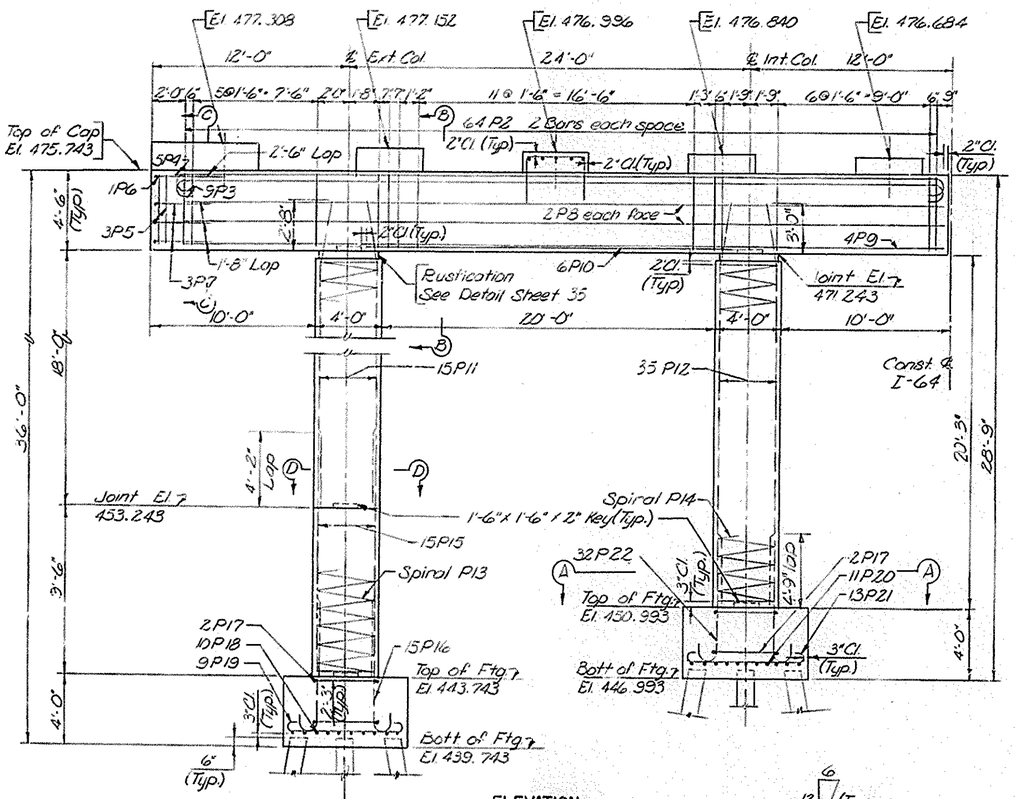


TYPICAL ANCHOR BOLT PLAN

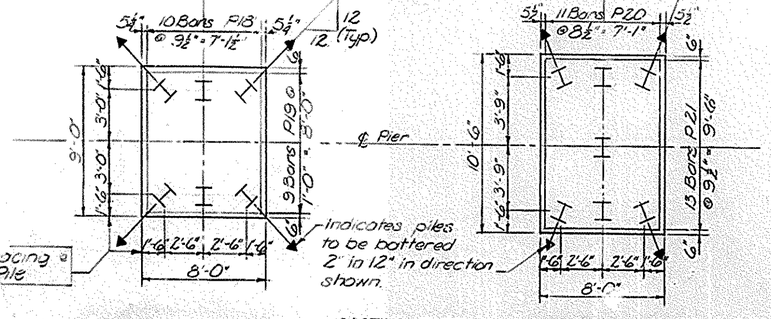
Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 102 for test pile locations.

BILL OF REINFORCEMENT

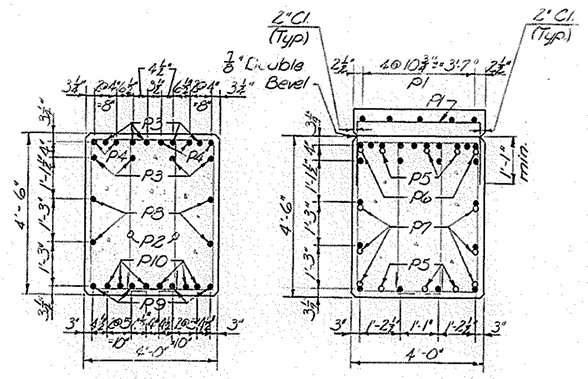
MARK	TYPE	SIZE	NUMBER	LENGTH	LOCATION	a or r	b	c
				Ft In		Ft In	Ft In	Ft In
P1	(17)	4	38	8 8	Pedestal	2 6	3 8	
P2	(16)	4	64	14 3	Cap	4 1¾	2 5½	
P3	(1)	11	9	49 7	Cap	46 5	1 2	1 0⅝
P4	(22)	11	5	47 6	Cap	45 11	1 2	1 0⅝
P5	(17)	4	3	10 8	Cap	3 4	3 11½	
P6	(23)	6	1	10 7	Cap	1 5½	2 6	1 3
P7	(23)	4	4	8 11	Cap	1 3½	1 8	3 5
P8	Str.	5	4	45 11	Cap			
P9	Str.	9	4	45 11	Cap			
P10	Str.	9	6	22 2	Cap			
P11	(21)	10	15	20 9	Column	17 3	3 5	0 9½
P12	(21)	11	35	23 4	Column	19 6	3 9	0 10½
P13	(15)	4	1	33 0	Column	3 7		
P14	(13)	4	1	25 10	Column	3 7		
P15	Str.	10	15	13 8	Column			
P16	(22)	10	15	8 8	Footing	7 3	1 0½	0 11½
P17	(13)	4	4	12 10	Footing	3 7		
P18	(1)	8	10	10 8	Footing	8 6	0 10	0 9
P19	(1)	7	9	9 2	Footing	7 6	0 7	0 7
P20	(1)	10	11	12 10	Footing	10 0	1 0½	0 11½
P21	(1)	6	13	8 10	Footing	7 6	0 6	0 6
P22	(22)	11	35	9 5	Footing	7 10	1 2	1 0½



ELEVATION



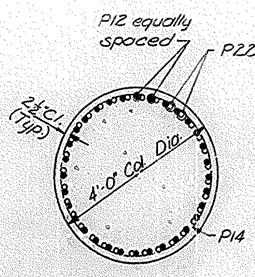
FOOTING PLAN



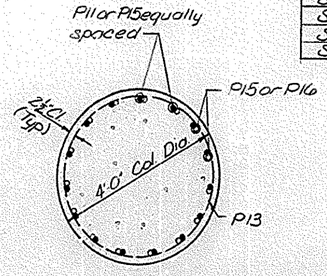
SECTION B-B

SECTION C-C

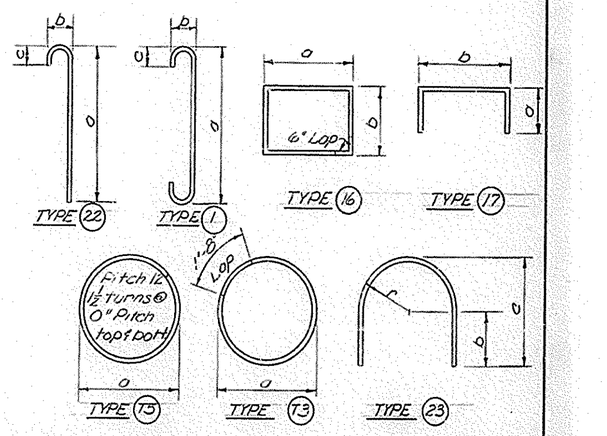
MARK	NO TURNS
P13	30
P14	23



SECTION A-A



SECTION D-D



ESTIMATE OF QUANTITIES PIER 1W

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	81.1
Steel Reinforcement	lbs.	16413
Steel Piles 12BP53 - Furnishing	Lin. Ft.	1,157
Steel Piles 12BP53 - Driving	Lin. Ft.	1,157
Structure Excavation, Common	Cu. Yd.	76

BRIDGE OVER K&ITRR TRESTLE SHEET 16 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION PROJECT NO. SP 56 273 IIL I64-2(34) 1

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

PIER 1W

DESIGNED BY: JDG 10/65 CHECKED BY: WLH
DETAILED BY: L.F.F. CHECKED BY: W.L.W.
TRACED BY: CHECKED BY:

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

Typical Brg. ℄ See Detail this Sheet for location of Anchor Bolt Holes.

48'-0"

3'-9" 4 Spaces @ 10'-0" = 40'-0" 2'-3"

Ref. Line #1

W. P2 for Pier 2E
N. P4 for Pier 4E

4'-0" (Typ.) 2'-0" 4 (Typ.)

℄ Girder E ℄ Girder D ℄ Girder C ℄ Girder B ℄ Girder A

℄ Pier & ℄ Brgs. 90°

89°-42'-13.5" (Typ. Pier 2)
89°-37'-43.5" (Typ. Pier 2)
89°-37'-43.5" (Typ. Pier 4)
89°-42'-13.5" (Typ. Pier 4)

4'-0" 4 (Typ.)

2'-0"R

1P7

3P16 1'-0"t

Sta. 78+01.50 Pier 2E
Sta. 79+59.50 Pier 4E
14.325' Pier 2E
23.620' Pier 4E

5 Bars P16 10"t each way (Typ. all Pedestals)

Const. ℄ I-64

PLAN OF CAP

1⅛" ϕ 4 Holes drilled in cap For 1¼" Anchor Bolts

℄ Girder

℄ Pier & ℄ Brgs.

90°

3½"

1'-0½"

Lines of symmetry

℄ Girder

TYPICAL ANCHOR BOLT PLAN

Notes:
Top of Cap bars are to be accurately located in accordance with plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 102 for test pile locations.
E - indicates Pier half for Eastbound lane

BILL OF REINFORCEMENT											
MARK	TYPE	SIZE	NUMBER PIER 2E	NUMBER PIER 4E	LENGTH	LOCATION	a or r	b		c	
								#	in.	ft	in.
P1	(1)	4	53	53	7 6	Pedestal	1	11		5	8
P2	(6)	4	64	64	14 3	Cap	2	5½		4	1½
P3	(10)	11	9	9	49 7	Cap	46	5		1	2
P4	(12)	11	5	5	47 6	Cap	45	11		1	2
P5	(7)	4	3	3	10 8	Cap	3	4		3	11½
P6	(3)	6	1	1	10 7	Cap	1	9½		2	6
P7	(8)	4	4	4	8 11	Cap	1	9½		1	8
P8	Str.	5	4	4	45 11	Cap					
P9	Str.	9	4	4	45 11	Cap					
P10	Str.	9	7	7	22 2	Cap					
P11	(13)	4	1		200 11	Column	3	7			
P12	(15)	4		1	230 4	Column	3	7			
P13	(14)	4	1		189 9	Column	3	7			
P14	(16)	4		1	234 6	Column	3	7			
P15	(2)	10	15		17 6	Column	14	0	3	5	0
P16	(2)	10		15	20 9	Column	17	3	3	5	0
P17	(2)	10	15		18 6	Column	15	0	3	5	0
P18	(2)	10		15	20 9	Column	17	3	3	5	0
P19	Str.	10		15	9 3	Column					
P20	(5)	6		11	8 10	Footing	7	6	0	6	0
P21	(11)	7	10	10	9 3	Footing	8	0	0	7	0
P22	(11)	7	20	10	8 3	Footing	7	6	0	7	0
P23	(9)	4	4	4	12 10	Footing	3	7			
P24	(1)	7	10		10 2	Footing	8	6	0	7	0
P25	(1)	8		10	10 8	Footing	8	6	0	10	0
P26	(4)	10	30	30	8 8	Footing	7	3	1	0½	0

Pier El. 2E 479.610 4E 484.410
Pier El. 2E 479.514 4E 484.254
Pier El. 2E 479.358 4E 484.098
Pier El. 2E 479.202 4E 483.942
Pier El. 2E 479.046 4E 483.786

Const. ℄ I-64

℄ Int Col. ℄ Ext. Col.

12'-0" 24'-0" 12'-0"

9@1'-6"=9'-0" 11@1'-6"=16'-6" 5@1'-6"=7'-6" 6@2'-0"

Top of Cap El. Pier 2E 478.713 Pier 4E 483.459

2" Cl. (Typ.)

64 P2 2 Bars each space 2" Cl. (Typ.)

2'-8" Lap

5 P4

1 P6

9 P3

2 P8 (Each Face)

2" Cl. (Typ.)

4 P9

7 P10

1'-8" Lap

3 P7

Rustication See Detail Sheet 35

Joint El. 7 Pier 2E 474.28 Pier 4E 478.953

1'-6" x 1'-6" x 2" Key (Typ.)

15 P15 Pier 2E
15 P16 Pier 4E

15 P17 Pier 2E
15 P18 Pier 4E

10'-0" 4'-0" 20'-0" Omit Jt. Pier 2E 4'-0" 10'-0"

Pier 2E 26'-6" Pier 4E 18'-0"

4'-6" (Typ.)

Pier 2E 23'-3" Pier 4E 14'-9"

4'-0"

Spiral P13 Pier 2E
Spiral P14 Pier 4E

Spiral P11 Pier 2E
Spiral P12 Pier 4E

Joint El. 7 Pier 4E 460.596

2 P23 (Typ.)
15 P26 (Typ.)

3" Cl. (Typ.)

Top of Ftg. El. Pier 2E 459.463 Pier 4E 460.953

6" (Typ.)

3" Cl. (Typ.)

Bott. of Ftg. El. Pier 2E 455.463 Pier 4E 456.953

10 P24 Pier 2E
10 P25 Pier 4E

10 P22 Pier 2E
11 P20 Pier 4E

ELEVATION

Pier 2E 15'-9" Pier 4E 32'-0"

10 P22 (Typ.)

10 P21 (Typ.)

15 P19 Pier 4E
2 P23 (Typ.)
15 P26 (Typ.)

Top of Ftg. El. Pier 2E 458.463 Pier 4E 455.453

Bott. of Ftg. El. Pier 2E 454.463 Pier 4E 451.453

2@4"=8" 4½ 2" Double Bevel 4" 4@10"t=3'-4" 4"

3½ 6½ 5½ 6½ 3½

P1 P3 P4 P2 P8 P10 P9

3½ 3 3½ 3

2@6½ 1'-1"

3@3¾=11¼

4'-0"

SECTION B-B

P1 P5 P6 P7 P5

1½" min.

5½ 5 1'-2½ 1'-1" 1'-2½ 3

4'-0"

SECTION C-C

2" Cl. (Typ.)

TYPE 21

MARK	NO. TURNS
P11	18
P12	26
P13	17
P14	21

TYPE 22

TYPE 1

6" Lap

TYPE 16

TYPE 17

Pitch 12 ½ turns @ 0" Pitch Top & Bott.

TYPE 15

TYPE 13

TYPE 23

5'-0" Cl. Dia. (Typ.)

P15 or P16
P13 or P14

P26

2½" Cl. (Typ.)

SECTION A-A

Indicates piles to be battered 2" in 12" in direction shown.

5½" 10 Bars P25 @ 9½"=7'-1½" 5½"

9'-0" 6'-0" 1'-6"

11 Bars P20 @ 9½"=7'-1"

℄ Pier

12 (Typ.)

1'-6" 2'-6" 2'-6" 1'-6"

8'-0"

Pile spacing ℄ top of pile, typ.

FOOTING PLAN (4E.)

4½" 10 Bars P21 @9"=6'-9" 4½"

3'-0" 3'-0" 1'-3"

10 Bars P22 @ 10½"=7'-10½"

6'-10½"=7'-0"

2'-6" 1'-6"

1'-6" 2'-3" 2'-3" 1'-6"

7'-6"

6" (Typ.)

Indicates piles to be battered 2" in 12" in direction shown.

4½" 10 Bars P24 @9"=6'-9" 4½"

4½" 10 Bars P21 @9"=6'-9" 4½"

1'-6" 3'-0" 3'-0" 1'-3"

Int. Ftg.

Ext. Ftg.

8'-6"

10 Bars P22 @ 10½"=7'-10½"

6'-10½"=7'-0"

1'-6" 2'-3" 2'-3" 1'-6"

7'-6"

12 (Typ.)

FOOTING PLAN (2E.)

P17 P26

P11

SECTION D-D (2E.)

P18 or P19
P19 or P26

P12

SECTION D-D (4E.)

PIERS 2E, 4E

ESTIMATE OF QUANTITIES		PIER 2E	PIER 4E
ITEM	UNIT	AMOUNT	
Concrete, Class A	Cu. Yd.	67.3	73.1
Steel Reinforcement	Lbs.	10,411	11,525
Steel Piles 12BP53-Furnishing	Lin. Ft.	936	934
Steel Piles 12BP53-Driving	Lin. Ft.	936	934
Structure Excavation, Common	Cu. Yd.	61	64

BRIDGE OVER K&I TRR TRESTLE SHEET 17 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL

STATION 89+53 PROJECT NO. 164-2(34)I

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

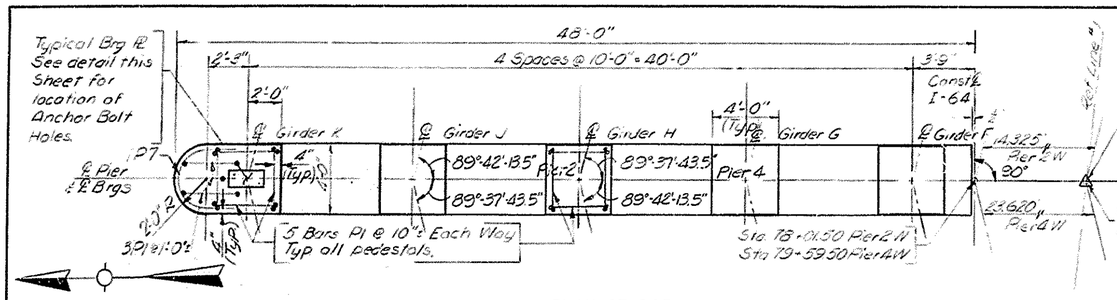
DESIGNED BY LDG 11-1-65 CHECKED BY H-L-H
DETAILED BY MDC-WBS 12-66 CHECKED BY W-L-W
TRACED BY CHECKED BY

DATE REVISED DATE REVISED DATE REVISED

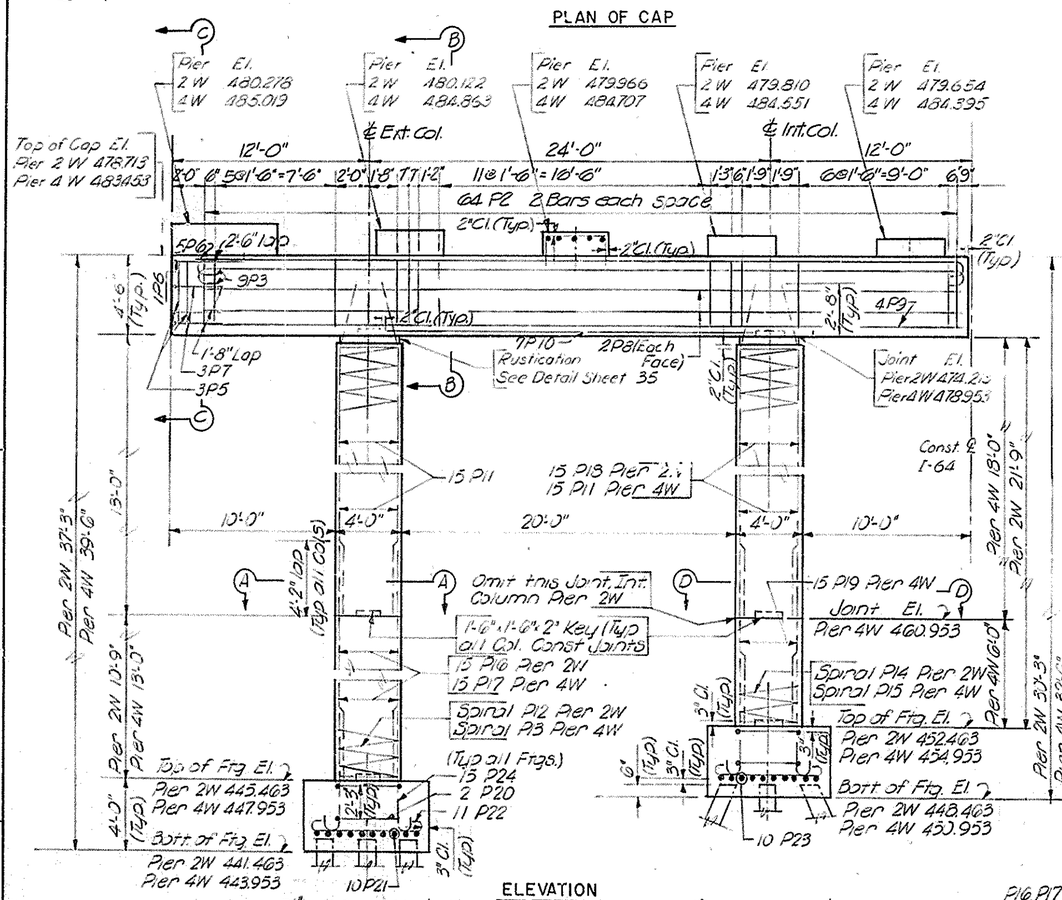
GIETZEN NO. 136 3 ASCP3609

BRIDGE

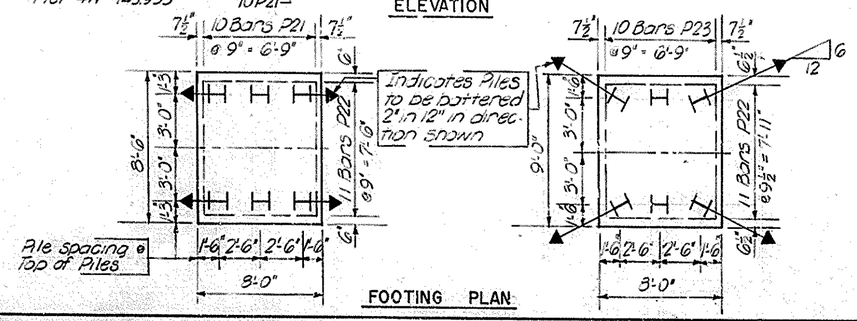
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



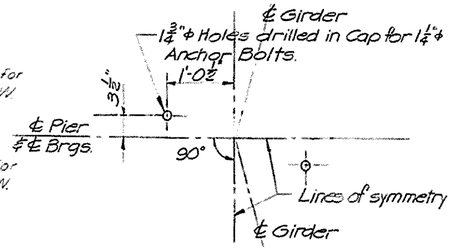
PLAN OF CAP



ELEVATION



FOOTING PLAN

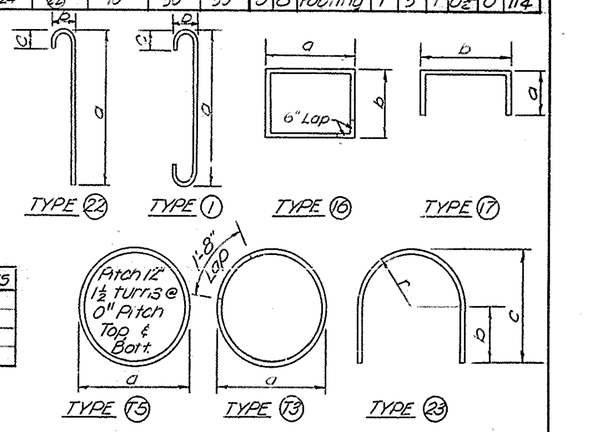


TYPICAL ANCHOR BOLT PLAN

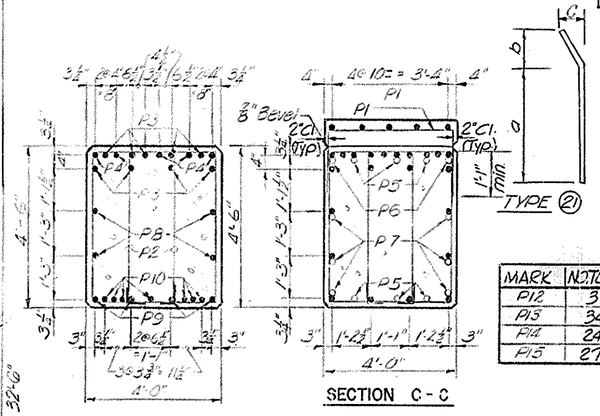
Notes:
Top of cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 102 for test pile location.
W- indicates Pier half for Westbound lane.

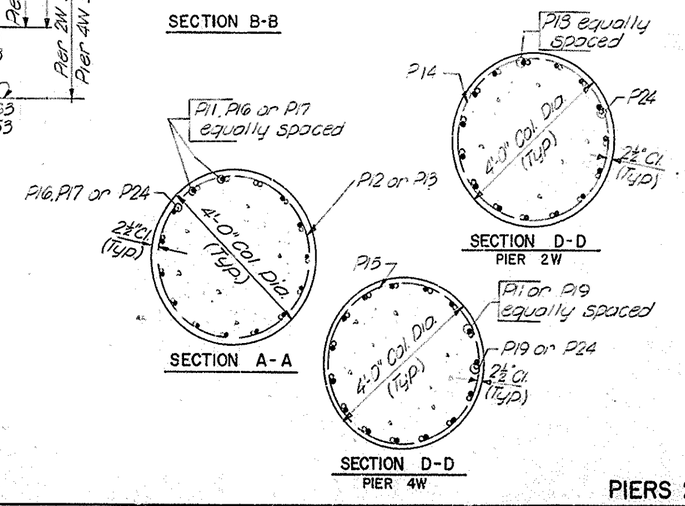
BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER PIER 2W	NUMBER PIER 4W	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	(1)	4	33	33	8	8	Pedestal	2	6	3	8		
P2	(16)	4	64	64	14	3	Cap	4	1½	2	5½		
P3	(1)	11	9	9	49	7	Cap	46	5	1	2	1	0½
P4	(22)	11	5	5	47	6	Cap	45	11	1	2	1	0½
P5	(17)	4	3	3	10	9	Cap	3	4	9	11½		
P6	(23)	6	1	1	10	7	Cap	1	9½	2	6	4	3
P7	(22)	4	2	2	8	11	Cap	1	9½	1	8	3	3
P8	Str.	5	4	4	45	11	Cap						
P9	Str.	5	4	4	45	11	Cap						
P10	Str.	9	7	7	22	2	Cap						
P11	(21)	10	15	30	20	9	Column	17	3	3	5	0	9½
P12	(T-5)	4	1		346	2	Column	3	7				
P13	(T-5)	4		1	378	8	Column	3	7				
P14	(T-5)	4	1		268	0	Column	3	7				
P15	(T-5)	4		1	301	6	Column	3	7				
P16	Str.	10	15		14	11	Column						
P17	Str.	10		15	17	3	Column						
P18	(21)	10	15		24	5	Column	21	0	3	3	0	9½
P19	Str.	10		15	10	2	Column						
P20	(T-3)	4	4	4	12	10	Footing	3	7				
P21	(1)	8	10	10	10	2	Footing	8	0	0	10	0	9
P22	(1)	6	22	22	8	10	Footing	7	6	0	6	0	6
P23	(1)	8	10	10	10	8	Footing	9	6	0	10	0	9
P24	(2)	10	30	30	8	8	Footing	7	3	1	0½	0	11½



MARK	NO. TURNS
P12	31
P13	34
P14	24
P15	27





ESTIMATE OF QUANTITIES		PIER 2W	PIER 4W
ITEM	UNIT	AMOUNT	
Concrete, Class A	Cu. Yd.	80.0	82.1
Steel Reinforcement	Lbs.	12,849	12,853
Steel Piles, 12BP53-Furnishing	Lin. Ft.	987	939
Steel Piles, 12BP53-Driving	Lin. Ft.	987	939
Structure Excavation, Common	Cu. Yd.	69	70

BRIDGE OVER K&I TRR TRESTLE SHEET 18 OF 110

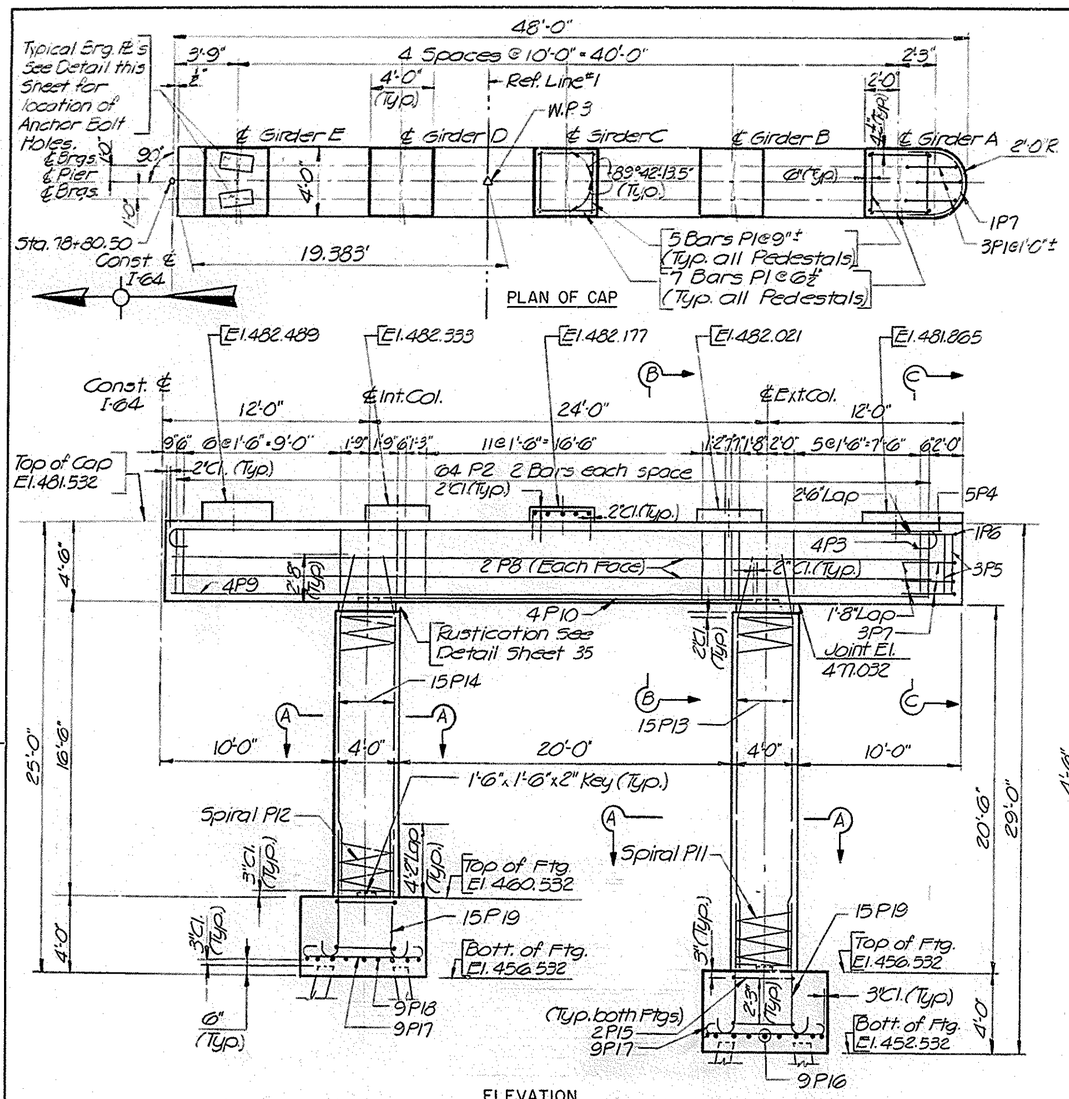
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON ROAD
SP 56 273 IIL
STATION 89+53 PROJECT NO. 164-2(34)1

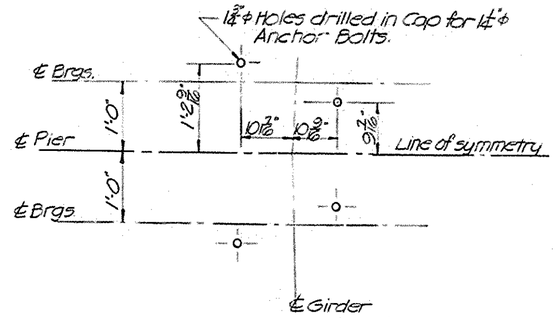
BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

PIERS 2 W, 4 W

DESIGNED BY JLH DATE 11/65
DETAILED BY NLN-MBC CHECKED BY WLW DATE 11/66
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE

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



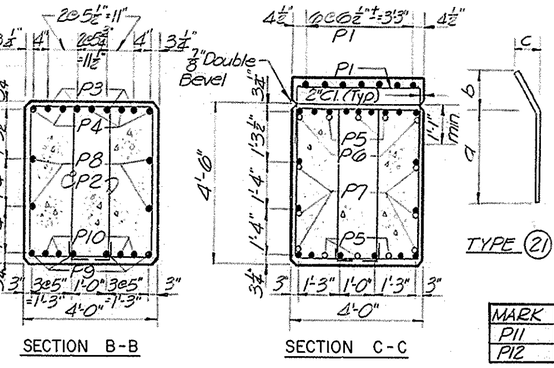


TYPICAL ANCHOR BOLT PLAN

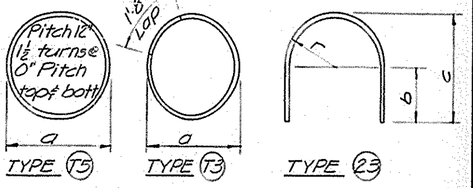
Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 102 fc - test pile locations.

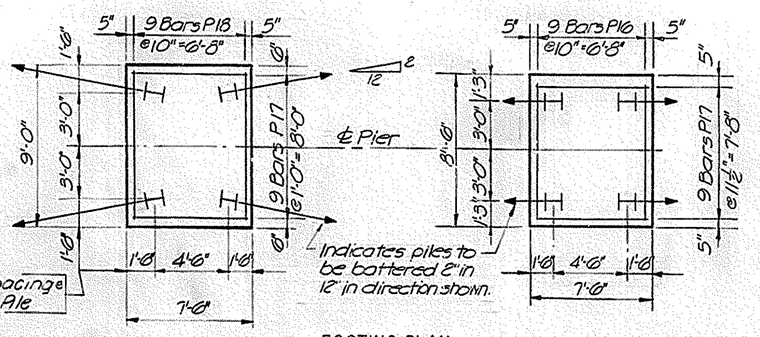
BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER	LENGTH	LOCATION	a or r	b	c
				Ft. In.		Ft. In.	Ft. In.	℄ In.
P1	(17)	4	63	7 6	Pedestal	1 11	3 3	
P2	(16)	4	61	14 2	Cap	4 1 1/2	2 5	
P3	(1)	11	4	49 7	Cap	46 5	1 2	1 0 1/2
P4	(22)	11	5	47 6	Cap	45 11	1 2	1 0 1/2
P5	(17)	4	3	10 8	Cap	3 4	3 11 1/2	
P6	(23)	6	1	10 7	Cap	1 9 1/2	2 6	4 3
P7	(23)	4	4	8 11	Cap	1 9 1/2	1 8	3 5
P8	Str.	5	4	45 11	Cap			
P9	Str.	9	4	45 11	Cap			
P10	Str.	9	4	22 2	Cap			
P11	(15)	4	1	256 10	Column	3 7		
P12	(15)	4	1	212 1	Column	3 7		
P13	(21)	10	15	23 3	Footing	19 9	3 5	0 9 1/2
P14	(21)	10	15	19 3	Footing	15 9	3 5	0 9 1/2
P15	(13)	4	4	12 10	Footing	3 7		
P16	(1)	7	9	9 8	Footing	8 0	0 7	0 7
P17	(1)	7	18	8 8	Footing	7 0	0 7	0 7
P18	(1)	7	9	10 2	Footing	8 6	0 7	0 7
P19	(22)	10	30	5 8	Footing	7 3	1 0 1/2	0 11 1/2

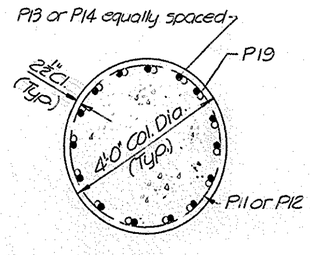


MARK	NO. TURNS
P11	23
P12	19





FOOTING PLAN



SECTION A-A

ESTIMATE OF QUANTITIES — PIER 3E

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	70.3
Steel Reinforcement	Lbs.	9,309
Steel Piles 12BP53 Furnishing	Lin. Ft.	690
Steel Piles 12BP53 Driving	Lin. Ft.	690
Structure Excavation, Common	Cu. Yd.	64

BRIDGE OVER K&I TRR TRESTLE — SHEET 19 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
SP 56 273 III
STATION 89+53 — PROJECT NO. I64-2(34)1.

BRIDGE NUMBER — DRAWING NO. 16538 — INDEX

PIER 3 E

DESIGNED BY JLH 11/65 — CHECKED BY LDG — DATE 11/65 REVISED
DETAILED BY MDG — CHECKED BY WLW — DATE 1/66 REVISED
TRACED BY — CHECKED BY — DATE REVISED
SECTION NO. 110-3 ASSEMBLY

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

PLAN OF CAP

ELEVATION
PIER FOR WESTBOUND LANE SHOWN

FOOTING PLAN

TYPICAL ANCHOR BOLT PLAN

Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 103 for test pile locations.
W - indicates Pier half for Westbound lane.
E - indicates Pier half for Eastbound lane.

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER PIER 5 W	NUMBER PIER 5 E	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	(11)	4	38		8	8	Pedestal	2	6	3	8		
P2	(11)	4		38	7	6	Pedestal	1	11	3	8		
P3	(11)	4	25		9	6	Pedestal	2	5	4	8		
P4	(11)	4		25	8	3	Pedestal	1	10	4	8		
P5	(1)	11	9	9	49	1	Cap	45	11	1	2	1	0½
P6	(2)	11	5	5	47	0	Cap	45	5	1	2	1	0½
P7	(11)	4	3	3	11	7	Cap	3	10	3	11½		
P8	(23)	6	1	1	12	2	Cap	2	3½	2	6	4	9
P9	Str.	5	4	4	46	5	Cap						
P10	(23)	4	4	4	10	6	Cap	2	3½	1	8	3	11
P11	Str.	9	4	4	45	5	Cap						
P12	Str.	9	7	7	22	2	Cap						
P13	(16)	4	60	60	15	8	Cap	4	1½	3	2		
P14	(21)	11	38	19	21	1	Column	17	3	3	9	0	10½
P15	(15)	4	1		500	6	Column	4	7				
P16	(15)	4		1	457	7	Column	4	7				
P17	(15)	4	1		386	1	Column	4	7				
P18	(15)	4		1	343	2	Column	4	7				
P19	(21)	11		19	24	7	Column	20	9	3	9	0	10½
P20	Str.	11	19		10	9	Column						
P21	Str.	11	19		19	3	Column						
P22	Str.	11		19	15	9	Column						
P23	(13)	4	4	4	15	11	Footing	4	7				
P24	(1)	6	11	11	9	10	Footing	3	6	0	6	0	6
P25	(1)	5	10	10	9	2	Footing	3	0	0	5	0	5
P26	(1)	11	12	12	17	8	Footing	14	6	1	2	1	0½
P27	(1)	6	14	14	9	10	Footing	3	6	0	6	0	6
P28	(2)	11	38	38	10	5	Footing	8	10	1	2	1	0½

MARK	NO. TURNS
P15	35
P16	32
P17	27
P18	24

ESTIMATE OF QUANTITIES — PIER 5

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	239.8
Steel Reinforcement	Lbs.	34,049
Steel Piles 12BP53 Furnishing	Lin. Ft.	2,134
Steel Piles 12BP53 Driving	Lin. Ft.	2,134
Structure Excavation, Common	Cu. Yd.	207

BRIDGE OVER K&ITRR TRESTLE — SHEET 21 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD — S P 56 273 III
STATION 89+53 — PROJECT NO. I64-2(3+1)I.

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

PIER 5

DESIGNED BY LDS 12-4-85 CHECKED BY OEM
DETAILED BY LDC 12-05 CHECKED BY RLW
TRACED BY ... CHECKED BY ...

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

Typical Brg. See Detail this Sheet for location of Anchor Bolt Holes

3 P10 @ 1'-0" & 6W, 3 P20 @ 1'-0" & 6E

℄ Pier & ℄ Brgs.

48'-0"

4 Spaces @ 10'-0" = 40'-0"

7 Bars P1 @ 9" = (Typ. all Pedestals 6W & 8W)

7 Bars P2 @ 9" = (Typ. all Pedestals 6E)

Pier Symm. about ℄ except where noted

Const. ℄ I-64

℄ Girder K, ℄ Girder J, ℄ Girder H, ℄ Girder G, ℄ Girder F

89°-42'-13.5" (Typ. Pier 6)

89°-37'-43.5" (Typ. Pier 8)

W. P6, W. P8, 90°

Sta 81+57.50 Pier 6

Sta 83+15.50 Pier 8W

Sta 80+43 Pier 6, Sta 82+58.5 Pier 8W

℄ Pier

5 Bars P3 @ 10 = (Typ. all Pedestals 6W & 8W)

5 Bars P4 @ 10 = (Typ. all Pedestals 6E)

PLAN OF CAP

Pier	El.
6W	490.959
6E	489.727
8W	495.699

Pier	El.
6W	490.803
6E	489.883
8W	495.543

Pier	El.
6W	490.647
6E	490.039
8W	495.387

Pier	El.
6W	490.491
6E	490.195
8W	495.231

Pier	El.
6W	490.335
6E	490.351
8W	495.075

Top of Cap El. Pier 6 489.393, Pier 8W 494.134

12'-0" | ℄ Ext. Col. | 24'-0" | ℄ Int. Col. | 12'-0"

2'-6" 5 @ 1'-6" 7'-6" | 2'-3" 6 @ 1'-6" 9'-0" | 11 @ 1'-6" = 16'-6" | 1'-4 1/2" 2" 1'-9" | 6 @ 1'-6" 9'-0" | 6 1/2"

60 P13-2 Bars each space

2" Cl. (Typ.)

5 P6, 2'-6" Lap, 1 P8, 3 P7, 9 P5, 3 P10 4'-8" Lap, 2 P9 each face, 4 P11, 7 P12

Rustication See Detail Sheet 35

Joint El. Pier 6 488.893, Pier 8W 493.634

9'-6", 3'-0", 19'-0", 5'-6", 3'-6"

19 P14 (Typ. all Col.)

1'-6" x 1'-6" x 2" Key (Typ.)

19 P24 Pier 6W, 19 P25 Pier 6E, 19 P26 Pier 8W

Spiral P18 Pier 6W, Spiral P19 Pier 6E, Spiral P20 Pier 8W

Joint El. 7 Pier 6 466.893, Pier 8W 471.634

Top of Ftgs. El. Pier 6W 459.893, Pier 6E 457.893, Pier 8W 460.384

19 P21 Pier 6W, 19 P22 Pier 6E, 19 P23 Pier 8W

Spiral P15 Pier 6W, Spiral P16 Pier 6E, Spiral P17 Pier 8W

Top of Ftgs. El. Pier 6W 452.393, Pier 6E 450.643, Pier 8W 458.384

2 P27, 10 P29, 19 P31, 10 P30 Pier 6E & 6W, 10 P28 Pier 8W

Pier 6W 41'-6", Pier 6E 45'-3", Pier 8W 40'-3"

Pier 6W 14'-6", Pier 6E 16'-3", Pier 8W 13'-3"

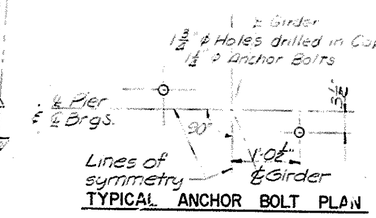
Bott. of Ftgs. El. Pier 6W 447.893, Pier 6E 446.143, Pier 8W 453.884

Bott. of Ftgs. El. Pier 6W 455.393, Pier 6E 453.393, Pier 8W 455.884

ELEVATION

PIER FOR WESTBOUND LANE SHOWN

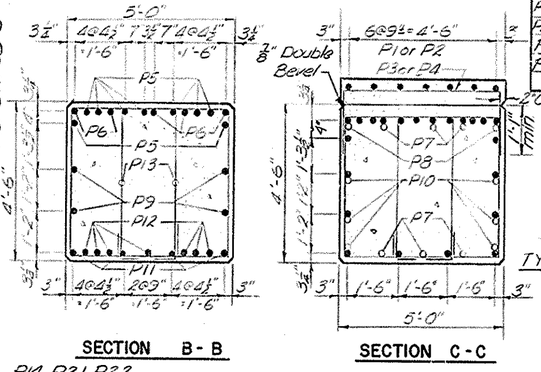
Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details
See sheet 103 for test pile locations.
W - indicates Pier half for Westbound lane.
E - indicates Pier half for Eastbound lane.
This Sheet for Pier 6 & 8 only. For Pier 8E See Sheet 25

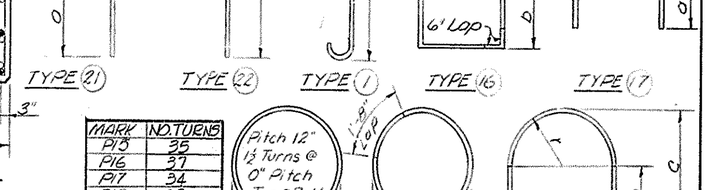


TYPICAL ANCHOR BOLT PLAN

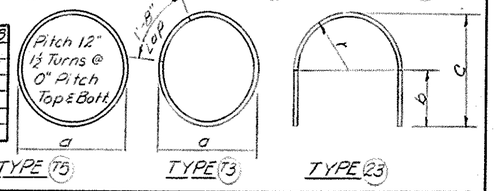
BILL OF REINFORCEMENT

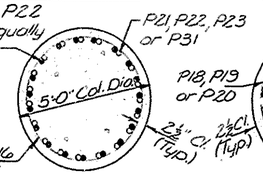
	TYPE	SIZE	NUMBER PIER 6 W	NUMBER PIER 6 E	NUMBER PIER 8 W	LENGTH ft	LENGTH in	LOCATION	a or c ft	a or c in	b ft	b in	c ft	c in
P1	17	4	38		38	8	3	Pedestal	2	6	3	5		
P2	17	4		38		7	6	Pedestal	1	11	2	8		
P3	17	4	25		25	9	6	Pedestal	2	5	4	8		
P4	17	4		25		8	4	Pedestal	1	10	2	8		
P5	7	11	9	9	9	49	1	Cap	45	11	1	2	1	0 1/2
P6	12	11	5	5	5	47	0	Cap	45	5	1	2	1	0 1/2
P7	17	4	3	3		11	7	Cap	3	10	3	11 1/2		
P8	13	6	1	1	1	12	2	Cap	2	3 1/2	2	6	4	9
P9	Str.	5	4	4	4	45	5	Cap						
P10	13	4	4	4		10	6	Cap	2	3 1/2	1	8	3	11
P11	Str.	9	4	4	4	45	5	Cap						
P12	Str.	5	7	7	7	22	2	Cap						
P13	16	4	60	60	60	15	8	Cap	4	1 1/2	5	2		
P14	21	11	38	38	38	21	1	Column	17	5	5	9	0	10 1/2
P15	15	4	1			500	6	Column	4	7				
P16	15	4		1		220	1	Column	4	7				
P17	15	4			1	458	2	Column	4	7				
P18	15	4	1			420	4	Column	4	7				
P19	15	4		1		439	0	Column	4	7				
P20	15	4			1	457	7	Column	4	7				
P21	Str.	11	19			19	6	Column						
P22	Str.	11		19		21	0	Column						
P23	Str.	11			19	18	0	Column						
P24	Str.	11	19			11	9	Column						
P25	Str.	11		19		13	9	Column						
P26	Str.	11			19	16	0	Column						
P27	13	4	4	4	4	15	11	Footing	4	7				
P28	1	6	10	10	20	9	10	Footing	8	6	0	6	0	6
P29	1	5	20	20	20	9	2	Footing	8	0	0	5	0	5
P30	1	6	10	10		9	4	Footing	8	0	0	6	0	6
P31	22	11	38	38	38	10	0	Footing	8	5	1	2	1	0 1/2



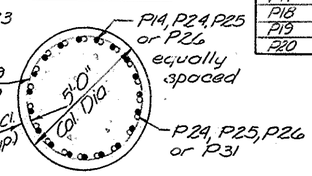


MARK	NO. TURNS
P13	35
P16	37
P17	34
P18	28
P19	30
P20	32





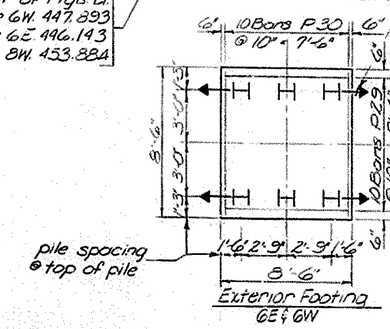
SECTION A-A

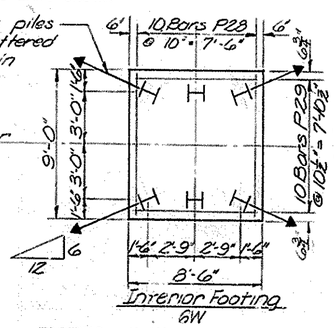


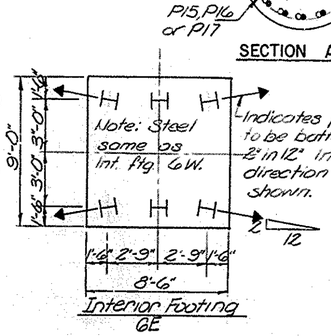
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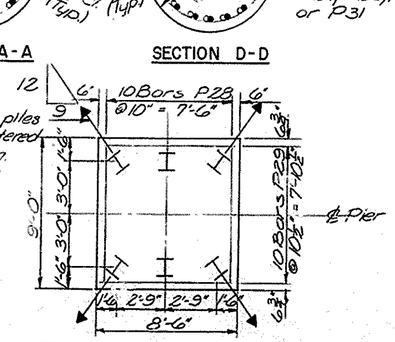
SECTION B-B

SECTION C-C









FOOTING PLAN PIER 6

TYPICAL FOOTING PLAN PIER 8W

ESTIMATE OF QUANTITIES		PIER 6 PIER 8W
ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	222.4 / 114.1
Steel Reinforcement	Lbs.	33,402 / 16,875
Steel Piles 12BP53 Furnishing	Lin. Ft.	1,301 / 1,004
Steel Piles 12BP53 Driving	Lin. Ft.	1,901 / 1,004
Structure Excavation, Common	Cu. Yd.	157 / 78

BRIDGE OVER K&I TRR TRESTLE — SHEET 22 OF 110

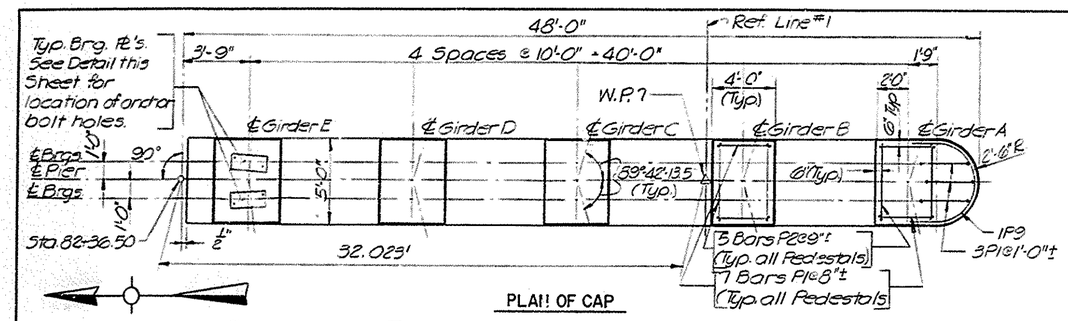
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON ROAD
STATION 89+53 — PROJECT NO. SP 56 273 IIL, I64-2(34)1

BRIDGE NUMBER — DRAWING NO. 16538 — INDEX

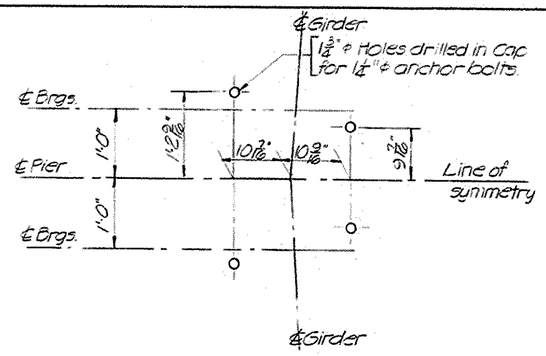
DESIGNED BY LDS 12-64 CHECKED BY O.E.M. DATE 2-65
DETAILED BY WES 1-31 CHECKED BY W.L.W. DATE 3-24
TRACED BY CHECKED BY DATE
REVISED DATE REVISED DATE REVISED DATE

PIERS 6, 8W

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



PLAN OF CAP

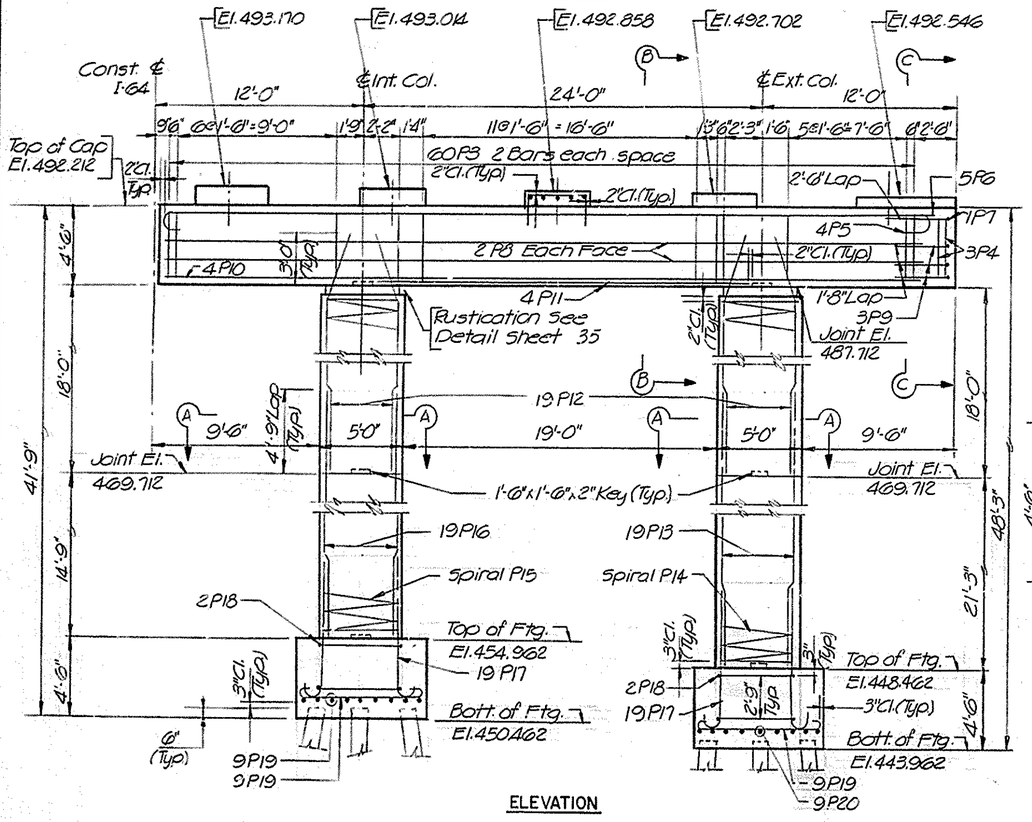


TYPICAL ANCHOR BOLT PLAN

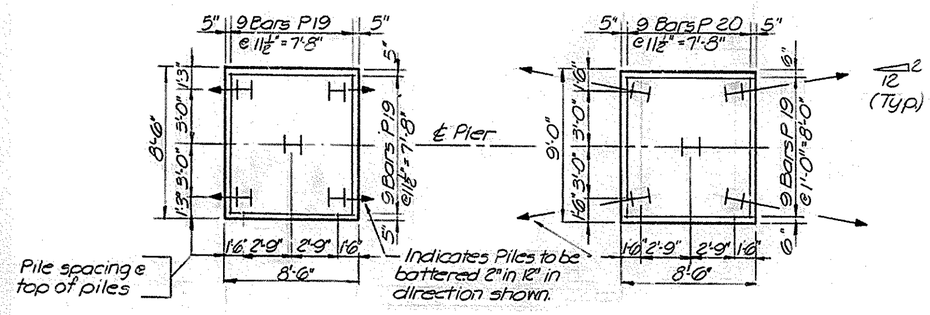
Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 103 for test pile locations.

BILL OF REINFORCEMENT

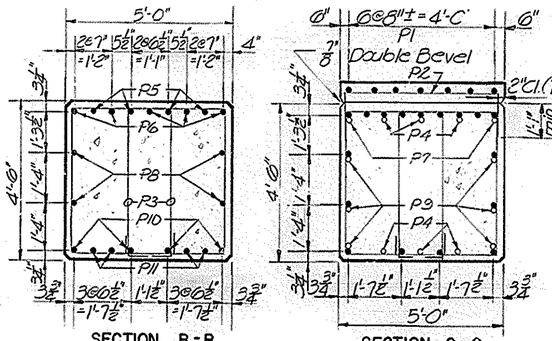
MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	(6)	4	38	7	6	Pedestal	1	11	3	8		
P2	(6)	4	25	8	4	Pedestal	1	10	4	8		
P3	(6)	4	60	15	2	Cap	4	1¾	2	11		
P4	(21)	4	3	11	7	Cap	3	10	3	11¾		
P5	(1)	11	4	49	1	Cap	45	11	1	2	1	0¾
P6	(22)	11	5	47	0	Cap	45	5	1	2	1	0¾
P7	(23)	6	1	11	11	Cap	2	2¾	2	6	4	8
P8	Str.	5	4	45	5	Cap						
P9	(23)	4	4	10	3	Cap	2	2¾	1	8	3	10
P10	Str.	9	4	45	5	Cap						
P11	Str.	9	4	22	2	Cap						
P12	(21)	11	38	21	1	Column	17	3	3	9	0	10½
P13	Str.	11	19	26	0	Column						
P14	(16)	4	1	60	7	Column	4	7				
P15	(16)	4	1	500	6	Column	4	7				
P16	Str.	11	19	19	6	Column						
P17	(22)	11	38	10	0	Footing	3	5	1	2	1	0¾
P18	(13)	4	4	15	11	Footing	4	7				
P19	(1)	5	27	9	2	Footing	8	0	0	3	0	5
P20	(1)	5	9	9	8	Footing	3	6	0	5	0	5

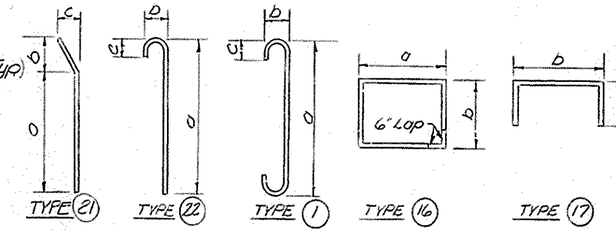


ELEVATION

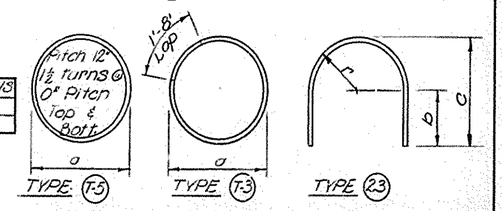


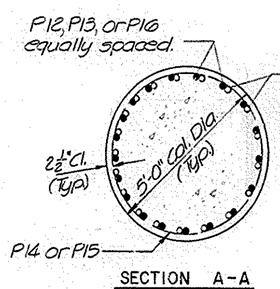
FOOTING PLAN





MARK	NO. TURNS
P14	42
P15	35





ESTIMATE OF QUANTITIES PIER 7E

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	119.1
Steel Reinforcement	lbs.	16,401
Steel Piles 12 BP 53 - Finishing	Lin. Ft.	746
Steel Piles 12 BP 53 - Driving	Lin. Ft.	746
Structure Excavation Common	Cu. Yd.	78

BRIDGE OVER K&I TRR TRESTLE SHEET 23 OF 110

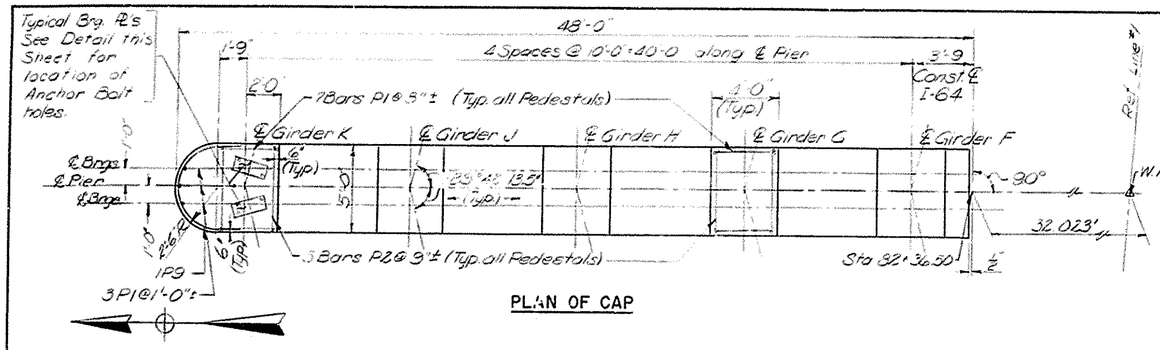
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON ROAD
STATION 89+53 PROJECT NO. SP 56 273 IL 164-2(34)I

BRIDGE NUMBER 16538 INDEX

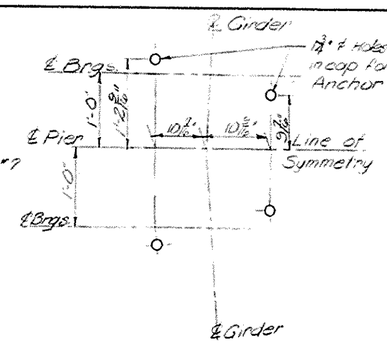
PIER 7E

DESIGNED BY: LDS 11/1/65 CHECKED BY: ZBM DATE: 1/66
DETAILED BY: MDC-LBE CHECKED BY: RWH DATE: 1/66
TRACED BY: CHECKED BY: DATE:
REVISED DATE REVISED DATE REVISED DATE

BRIDGE



PLAN OF CAP



TYPICAL ANCHOR BOLT PLAN

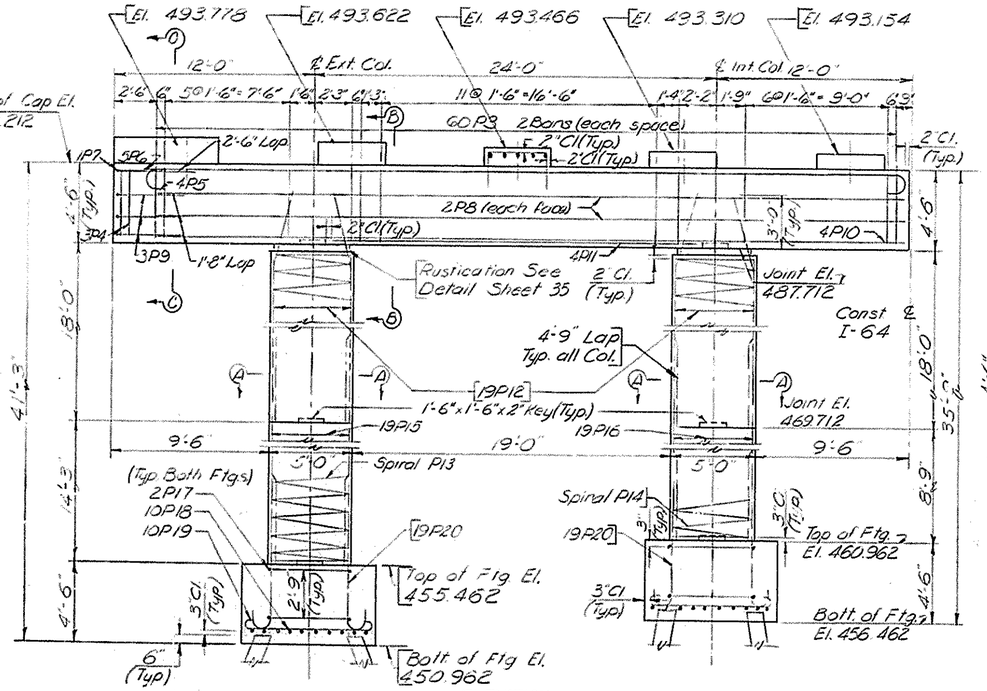
Notes:

Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 103 for test pile locations.

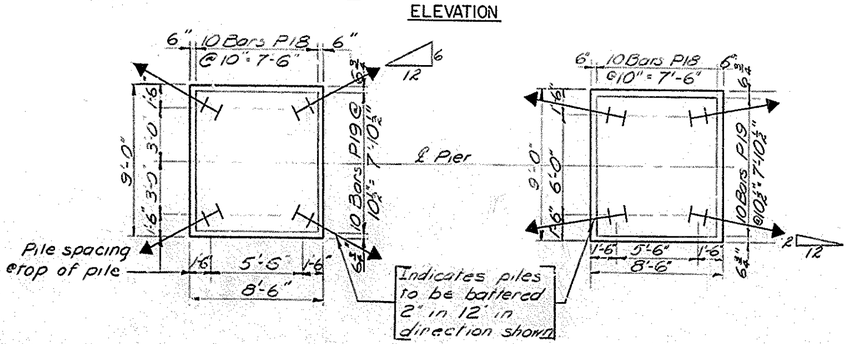
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

BILL OF REINFORCEMENT

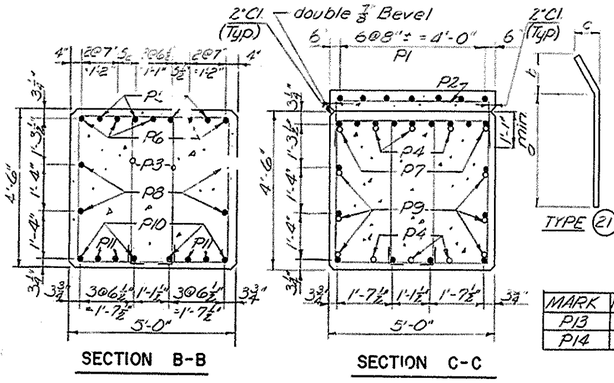
MARK	TYPE	SIZE	NUMBER	LENGTH ft/in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	(1)	4	38	8 6	Pedestal	4	6	3	8		
P2	(17)	4	25	9 6	Pedestal	2	5	4	8		
P3	(16)	4	60	15 2	Cap	4	1½	2	11		
P4	(17)	4	3	11 7	Cap	3	10	3	11½		
P5	(21)	11	4	49 1	Cap	45	11	1	2	1	0¾
P6	(22)	11	5	47 0	Cap	45	5	1	2	1	0¾
P7	(23)	6	1	11 11	Cap	2	2½	2	6	4	8
P8	Str.	5	4	45 5	Cap						
P9	(23)	4	4	10 3	Cap	2	2½	1	8	3	10
P10	Str.	5	4	45 5	Cap						
P11	Str.	9	4	22 2	Cap						
P12	(21)	11	38	21 1	Column	17	3	3	9	0	10½
P13	(13)	4	1	500 6	Column	4	7				
P14	(15)	4	1	414 8	Column	4	7				
P15	Str.	11	19	19 0	Column						
P16	Str.	11	19	13 6	Column						
P17	(13)	4	4	15 11	Footing	4	7				
P18	(1)	5	20	9 8	Footing	8	6	0	5	0	5
P19	(1)	5	20	9 2	Footing	8	0	0	5	0	5
P20	22	11	38	10 0	Footing	8	5	1	2	1	0¾



ELEVATION



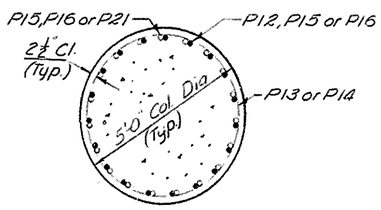
FOOTING PLAN



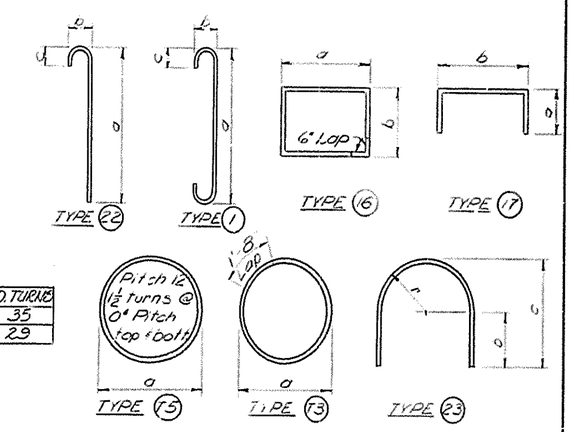
SECTION B-B

SECTION C-C

MARK	NO. TURNS
P13	35
P14	29



SECTION A-A



ESTIMATE OF QUANTITIES PIER 7W

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	113.0
Steel Reinforcement	lbs.	15,059
Steel Piles 12BP53 - Furnishing	Lin. Ft.	657
Steel Piles 12BP53 - Driving	Lin. Ft.	657
Structure Excavation, Common	Cu. Yd.	75

BRIDGE OVER K&ITRR TRESTLE SHEET 24 OF 110

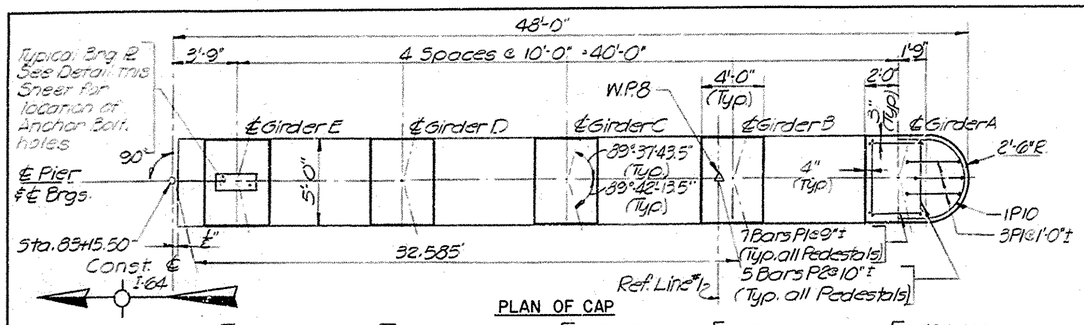
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 IIL I64-2(34) I

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

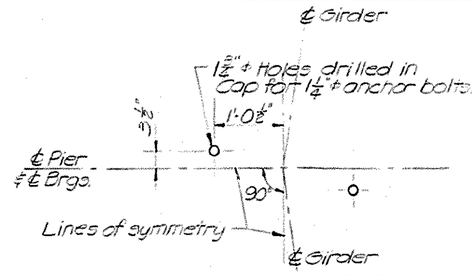
PIER 7W

DESIGNED BY: LDG 4/62 CHECKED BY: OCM DATE: 2/62 REVISED
DETAILED BY: W.E.S. 7/62 CHECKED BY: WLW DATE: 7/62 REVISED
TRACED BY: CHECKED BY: DATE: REVISED

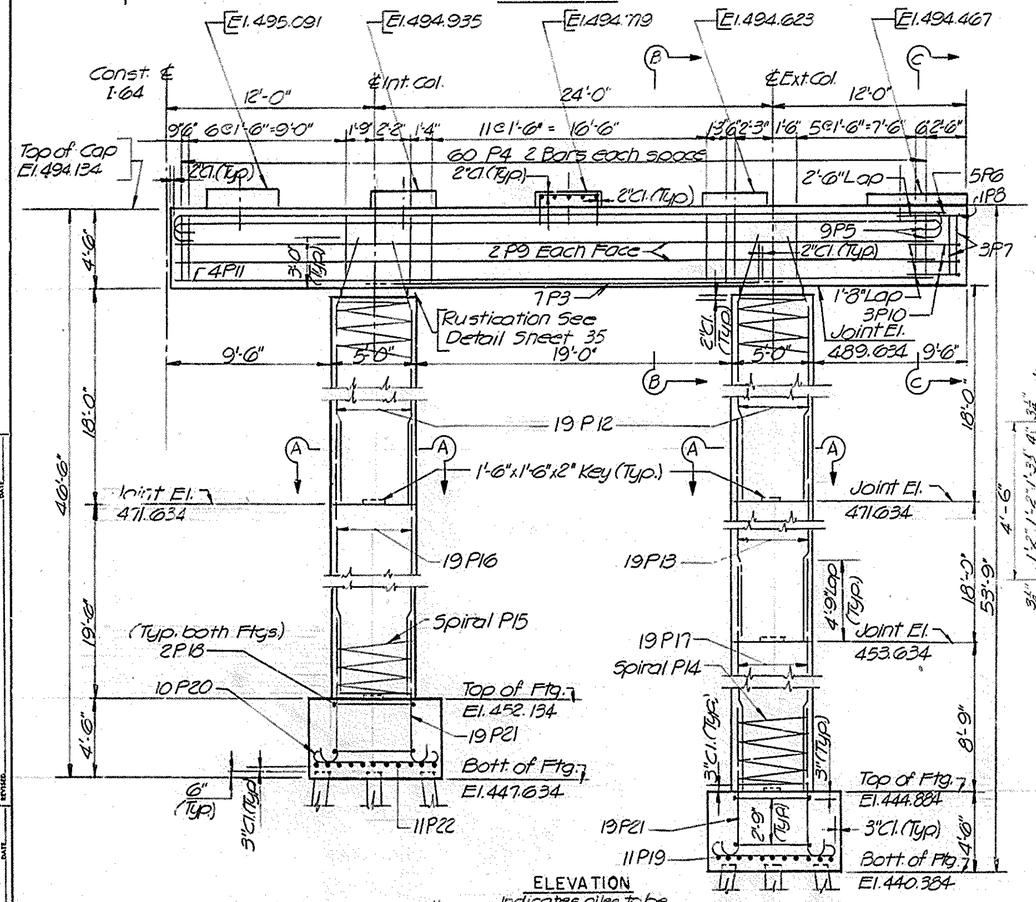
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN OF CAP

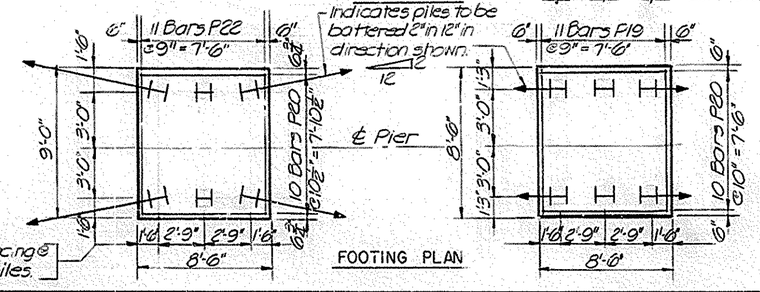


TYPICAL ANCHOR BOLT PLAN

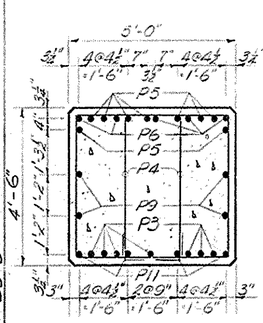


ELEVATION

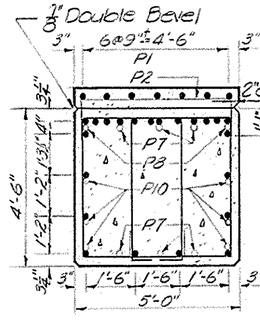
Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 108 for test pile locations.



FOOTING PLAN

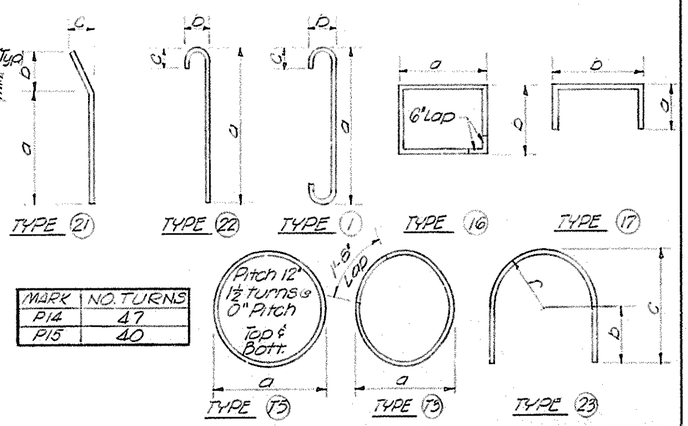


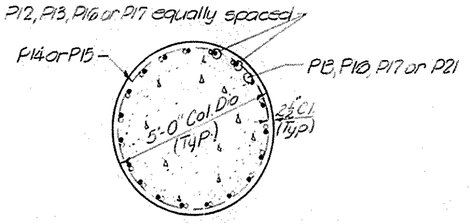
SECTION B-B



SECTION C-C

MARK	NO. TURNS
P14	47
P15	40





SECTION A-A

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	17	4	38	7	6	Pedestal	1	11	3	8		
P2	17	4	25	6	4	Pedestal	1	10	4	8		
P3	Str.	9	7	22	2	Cap						
P4	16	4	60	15	8	Cap	4	1½	3	2		
P5	1	11	9	49	1	Cap	45	11	1	2	1	0¾
P6	22	11	5	47	0	Cap	45	5	1	2	1	0¾
P7	17	4	3	11	7	Cap	5	10	3	11½		
P8	23	6	1	12	2	Cap	2	3½	2	6	4	9
P9	Str.	5	4	45	5	Cap						
P10	23	4	4	10	6	Cap	2	3½	1	8	3	11
P11	Str.	9	4	45	5	Cap						
P12	21	11	38	21	1	Column	17	3	3	9	0	10½
P13	Str.	11	19	22	9	Column						
P14	15	4	1	6	2	Column	4	7				
P15	15	4	1	5	8	Column	4	7				
P16	Str.	11	19	24	3	Column						
P17	Str.	11	19	13	6	Column						
P18	13	4	4	15	11	Footing	4	7				
P19	1	6	11	9	4	Footing	8	0	0	6	0	6
P20	1	5	20	9	2	Footing	8	0	0	5	0	5
P21	22	11	38	10	0	Footing	8	5	1	2	1	0¾
P22	1	6	11	9	10	Footing	8	6	0	6	0	6

ESTIMATE OF QUANTITIES — PIER 8 E

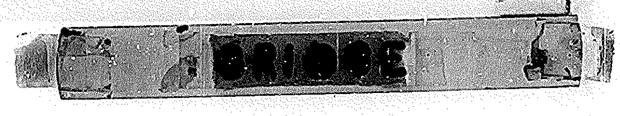
ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	120.5
Steel Reinforcement	Lbs.	19,723
Steel Piles, 12BP53, Furnishing	Lin. Ft.	866
Steel Piles, 12BP53, Driving	Lin. Ft.	866
Structure Excavation, Common	Cu. Yd.	81

BRIDGE OVER K&ITRR TRESTLE — SHEET 25 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
SP 56 273 IIL
STATION 89 53
PROJECT NO. I64-2(34) I
BRIDGE NUMBER
DRAWING NO. 16538
INDEX

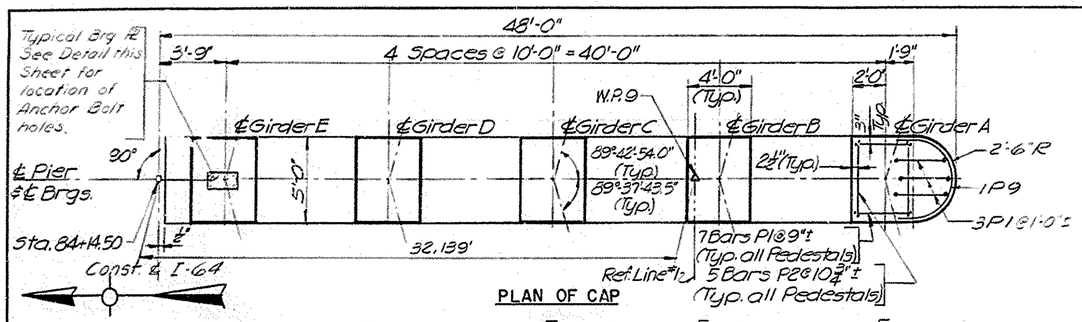
PIER 8E

DESIGNED BY LDS 10-25-62 CHECKED BY JSM DATE 1-1-63 REVISED
DETAILED BY MDC/MJB CHECKED BY WLW DATE 1-1-63 REVISED
TRACED BY DATE REVISED

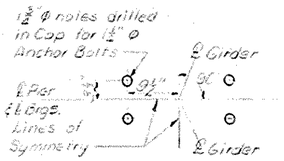


FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

Typical Brg. #2 See Detail this Sheet for location of Anchor Bolt holes.

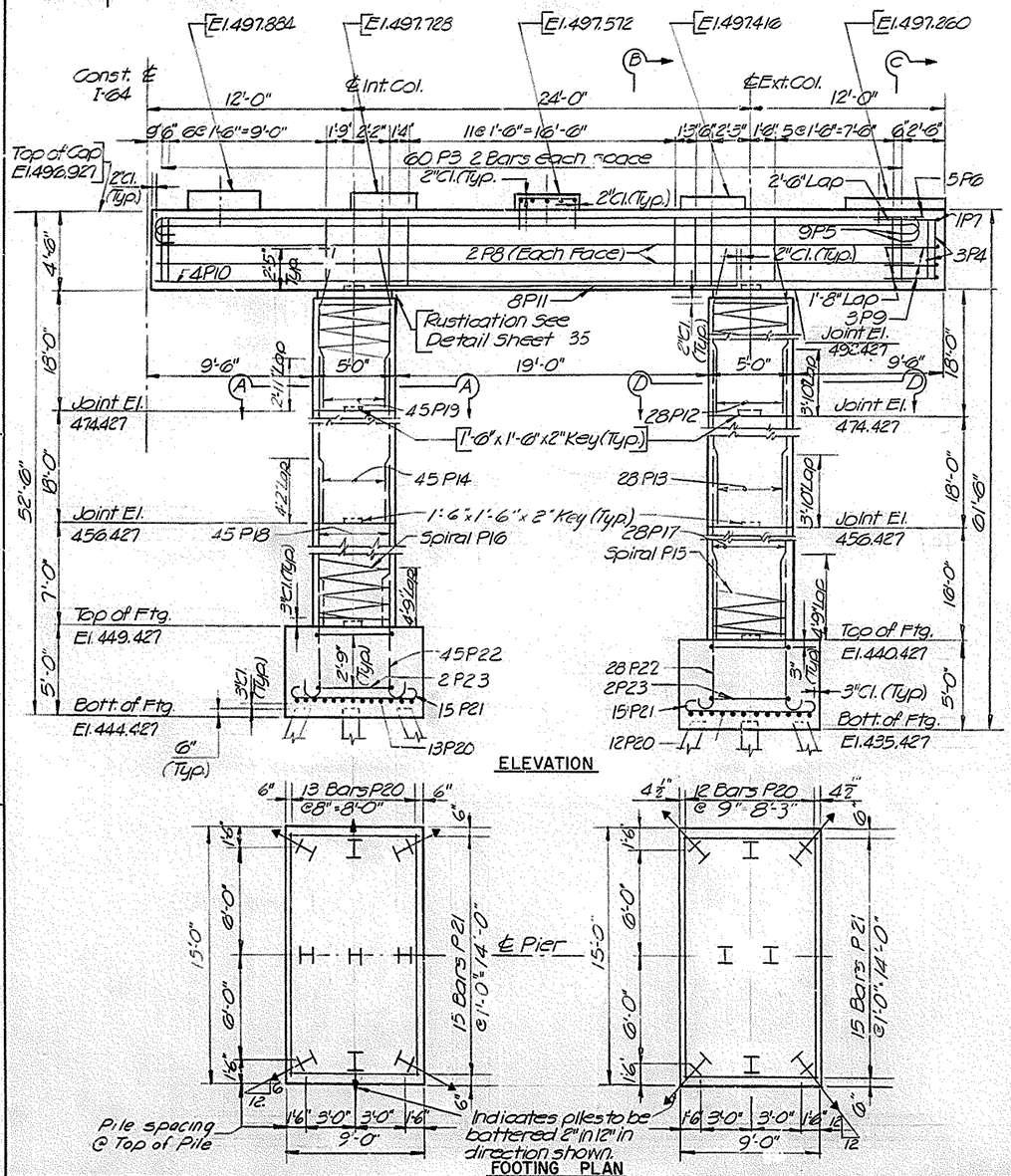


PLAN OF CAP



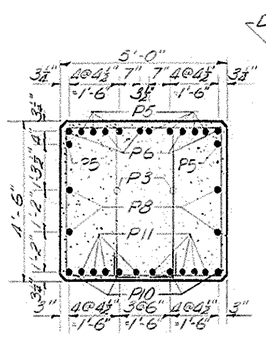
TYPICAL ANCHOR BOLT PLAN

Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 104 for test pile locations.

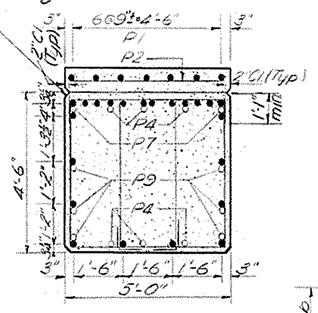


ELEVATION

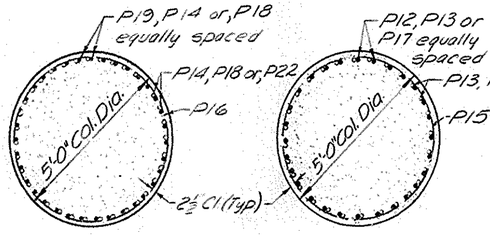
FOOTING PLAN



SECTION B - B



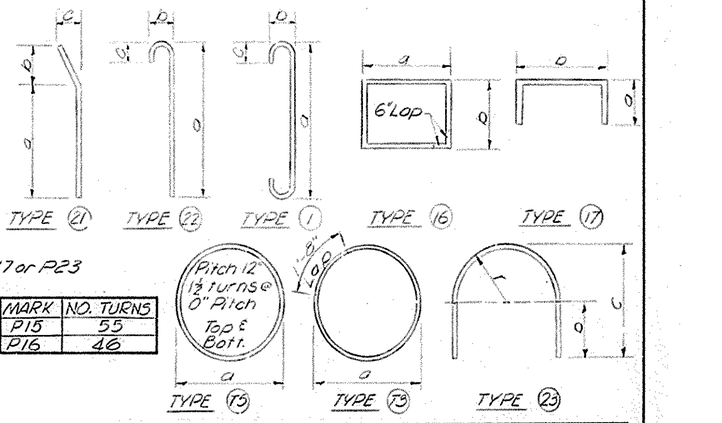
SECTION C - C



SECTION A-A

SECTION D-D

MARK	NO. TURNS
P15	55
P16	46



BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	17	4	38	7	6	Pedestal	1	11	3	8		
P2	17	4	25	6	6	Pedestal	1	10	4	8		
P3	16	4	60	15	8	Cap	4	1½	3	2		
P4	17	4	3	11	8	Cap	3	10	3	11½		
P5	1	11	9	49	1	Cap	45	11	1	2	1	10¾
P6	22	11	5	47	10	Cap	45	11	1	2	1	10¾
P7	23	6	1	12	2	Cap	2	3¾	2	6	4	9
P8	Str.	5	4	45	5	Cap						
P9	25	4	4	10	5	Cap	2	3¾	1	8	3	11
P10	Str.	9	4	45	5	Cap						
P11	Str.	9	8	22	2	Cap						
P12	21	9	28	20	6	Column	17	3	3	2	0	8¾
P13	Str.	9	28	21	10	Column						
P14	Str.	10	45	23	11	Column						
P15	15	4	1	66	7	Column	4	7				
P16	15	4	1	65	10	Column	4	7				
P17	Str.	11	28	19	10	Column						
P18	Str.	11	45	11	2	Column						
P19	21	7	45	20	6	Column	17	3	3	2	0	8¾
P20	1	11	25	17	3	Footing	14	6	1	2	1	0¾
P21	1	6	30	9	10	Footing	8	6	0	6	0	6
P22	22	11	73	10	5	Footing	8	10	1	2	1	0¾
P23	13	4	4	15	11	Footing	4	7				

ESTIMATE OF QUANTITIES — PIER 9E

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	161.0
Steel Reinforcement	Lbs.	29,455
Steel Piles, 12BP53, Furnishing	Lin. Ft.	1,151
Steel Piles, 12BP53, Driving	Lin. Ft.	1,151
Structure Excavation, Common	Cu. Yd.	134

BRIDGE OVER K&I TRR TRESTLE — SHEET 26 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 ML
STATION 89+53 PROJECT NO. I64-2(34)1.

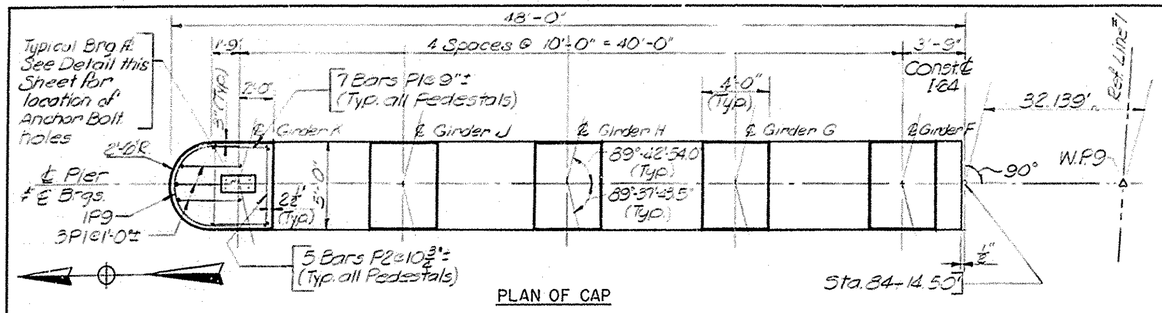
BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

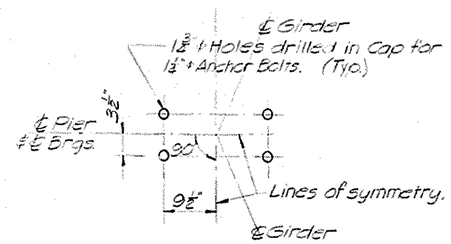
PIER 9 E

DESIGNED BY LDB DATE 2/62 REVISED DATE
DETAILED BY MJC-HH, KJ DATE 11/62 REVISED DATE
TRACED BY DATE CHECKED BY
DESIGN BY DEM DATE 10/62 CHECKED BY WLW DATE CHECKED BY

BRIDGE

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



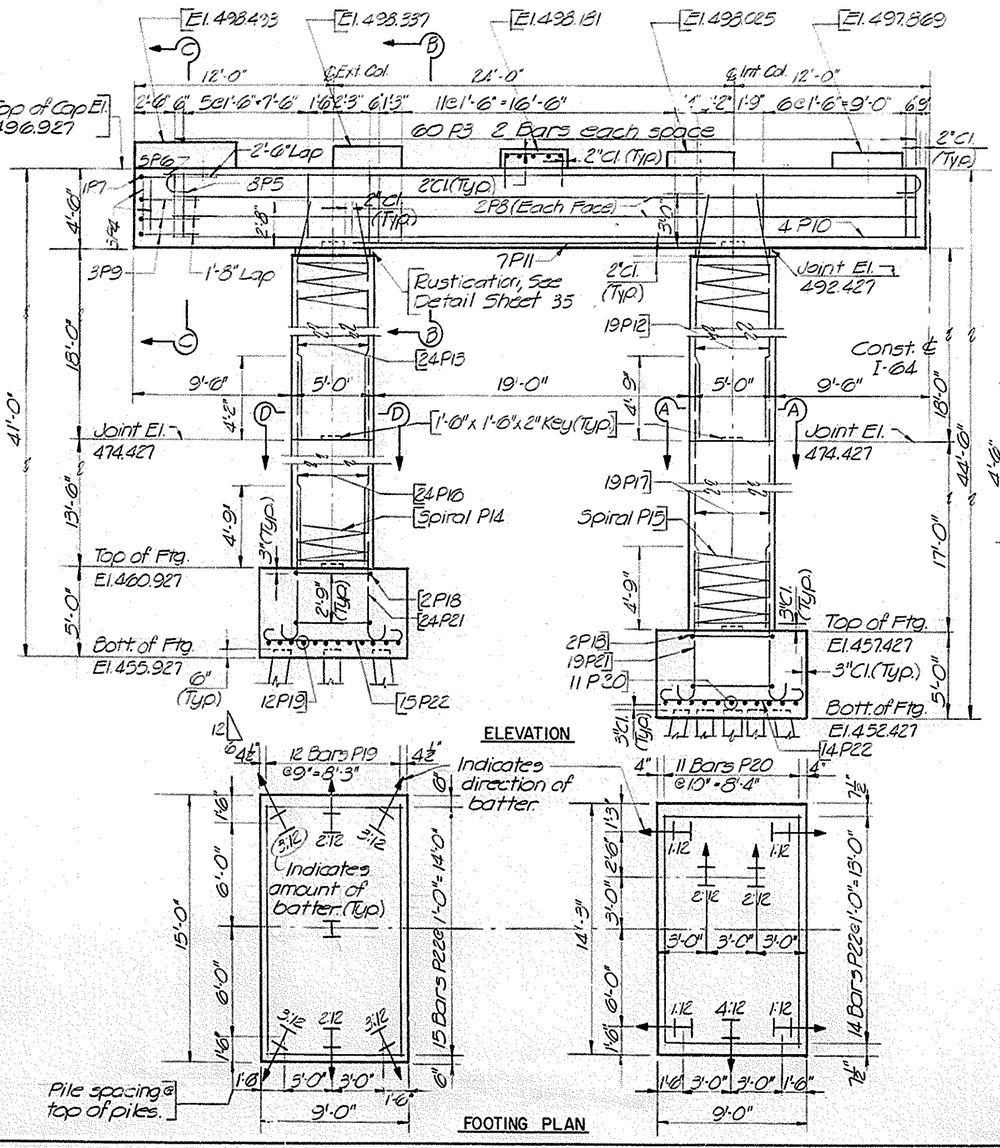


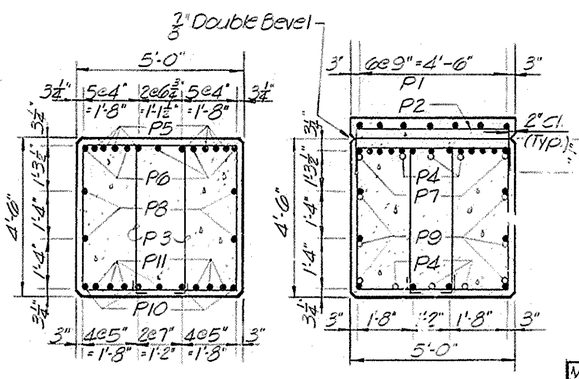
TYPICAL ANCHOR BOLT PLAN

Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 104 for test pile locations.

BILL OF REINFORCEMENT

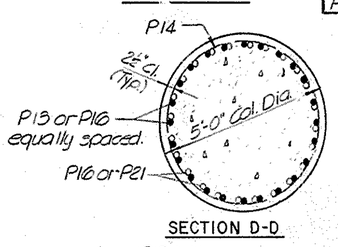
MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	17	4	38	3	8	Pedestal	2	6	3	8		
P2	17	4	25	9	6	Pedestal	2	5	4	8		
P3	16	4	60	15	4	Cap	4	1 1/2	3	0		
P4	17	4	3	11	8	Cap	3	10	3	11 1/2		
P5	1	11	8	49	1	Cap	45	11	1	2	1	0 3/4
P6	23	11	5	47	0	Cap	45	5	1	2	1	0 3/4
P7	23	6	1	12	2	Cap	2	3 1/4	2	0	4	9
P8	Str.	5	4	45	5	Cap						
P9	23	4	4	10	6	Cap	2	3 1/2	1	6	3	11
P10	Str.	9	4	45	5	Cap						
P11	Str.	9	7	22	2	Cap						
P12	21	11	19	21	1	Column	17	3	3	9	0	10 1/2
P13	21	10	24	20	9	Column	17	3	3	5	0	
P14	33	4	1	486	2	Column	4	7				
P15	33	4	1	543	5	Column	4	7				
P16	Str.	11	24	17	8	Column						
P17	Str.	11	19	21	9	Column						
P18	33	4	4	15	11	Footing	4	7				
P19	1	11	12	17	8	Footing	14	6	1	2	1	0 3/4
P20	1	11	11	16	11	Footing	13	9	1	2	1	0 3/4
P21	22	11	43	10	5	Footing	8	10	1	2	1	0 3/4
P22	1	6	29	9	10	Footing	8	6	0	6	0	6



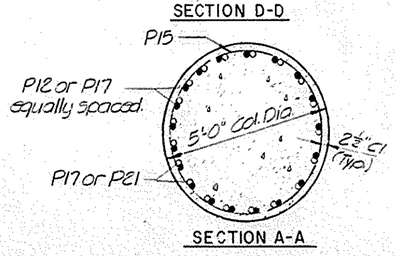


SECTION B-B

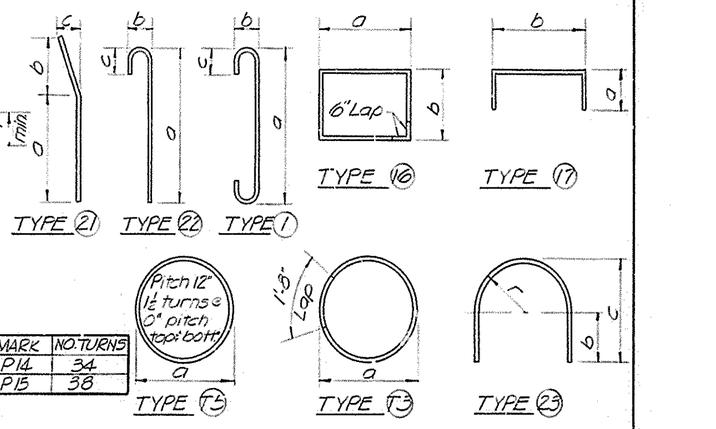
SECTION C-C



SECTION D-D



SECTION A-A



MARK	NO. TURNS
P14	34
P15	38

ESTIMATE OF QUANTITIES PIER 9W

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	141.7
Steel Reinforcement	Lbs.	20,107
Steel Piles 12 BP 53 - Furnishing	Lin. Ft.	1,104
Steel Piles 12 BP 53 - Driving	Lin. Ft.	1,104
Structure Excavation, Common	Cu. Yd.	122

BRIDGE OVER K & I T R R TRESTLE SHEET 27 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 69+53 PROJECT NO. SP 56 273 11L I64-2(34) 1

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

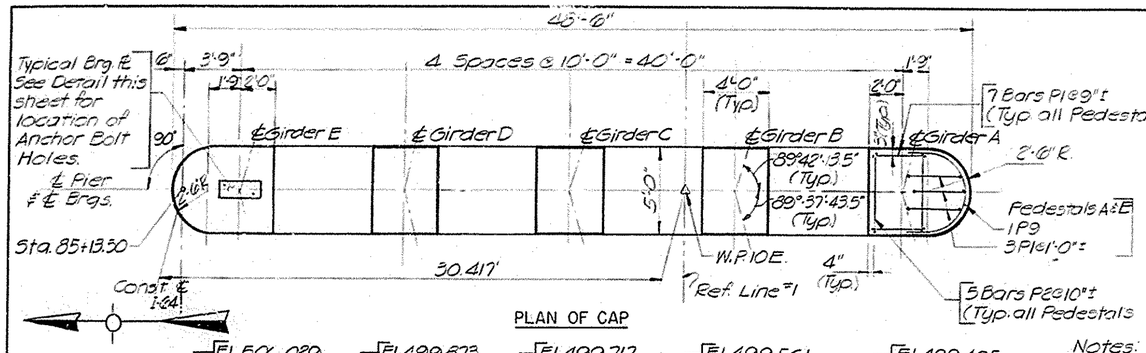
PIER 9W

DESIGNED BY: LDB CHECKED BY: JDM DATE: 11-65 REVISED
DETAILED BY: MDC-LFE CHECKED BY: WLW DATE: 2-66 REVISED
TRACED BY: CHECKED BY: DATE: REVISED

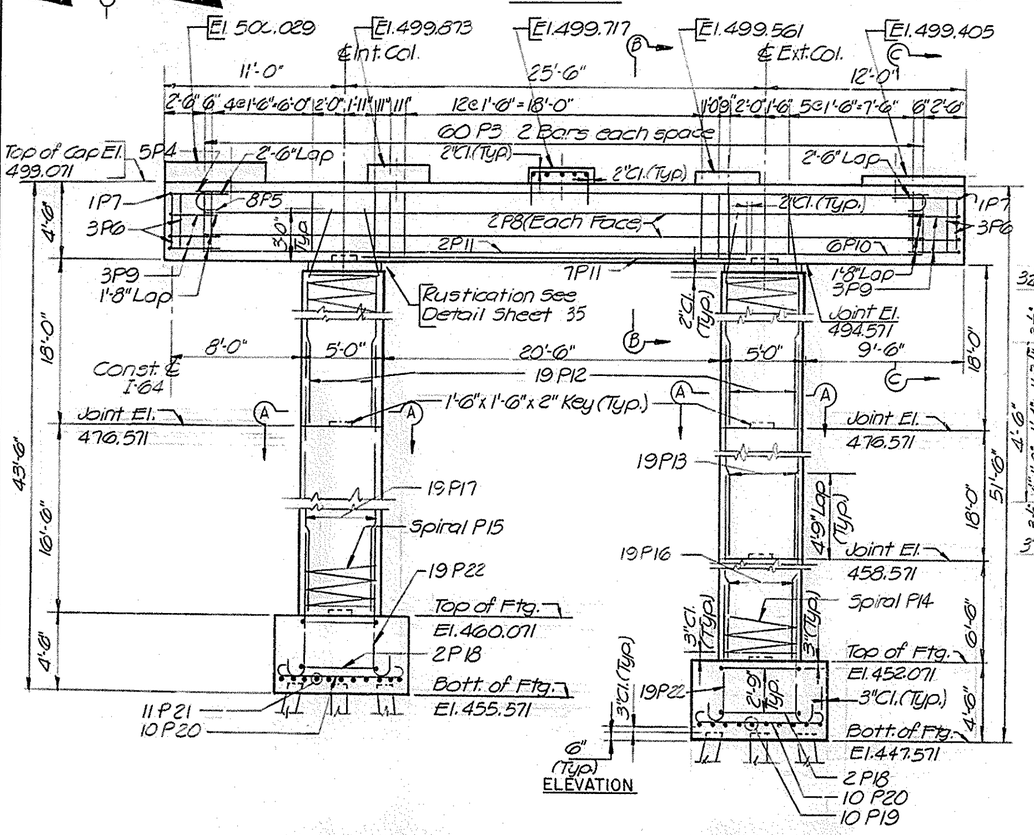
SHEETBOX NO. 1302 ASEPROOF

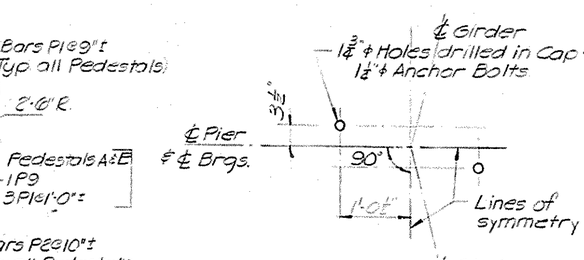
BRIDGE

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



PLAN OF CAP



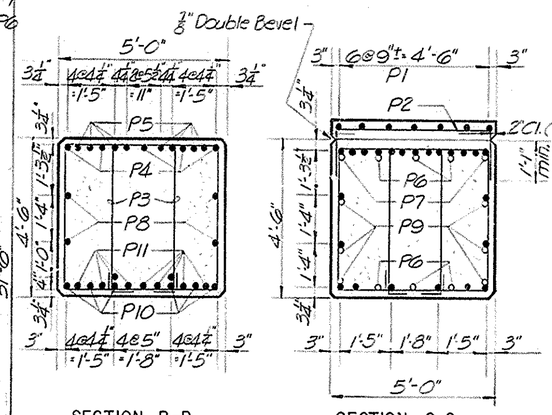


TYPICAL ANCHOR BOLT PLAN

Notes:
Top of cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 104 for test pile locations.

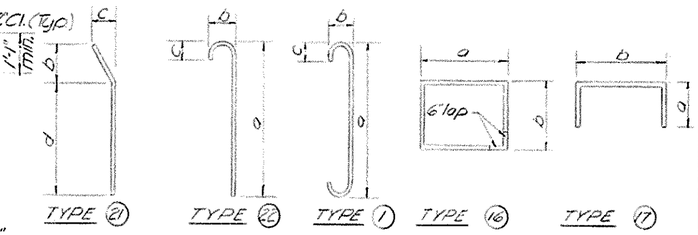
BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	(17)	4	41	7	6	Pedestal	1	11	3	8		
P2	(17)	4	25	3	4	Pedestal	1	10	4	8		
P3	(16)	4	60	15	10	Cap	4	1 3/4	3	3		
P4	Str.	11	5	23	3	Cap						
P5	(1)	11	8	47	10	Cap	44	8	1	2	1	0 3/4
P6	(17)	4	6	11	8	Cap	3	10	3	11 3/4		
P7	(23)	6	2	12	2	Cap	2	3 3/4	2	6	4	9
P8	Str.	5	4	43	8	Cap						
P9	(23)	4	8	10	6	Cap	2	3 3/4	1	8	3	11
P10	Str.	9	6	43	8	Cap						
P11	Str.	9	9	23	8	Cap						
P12	(21)	11	38	21	1	Column	17	3	3	3	0	10 3/4
P13	Str.	11	19	22	9	Column						
P14	(15)	4	1	643	6	Column	4	7				
P15	(15)	4	1	529	1	Column	4	7				
P16	Str.	11	19	11	3	Column						
P17	Str.	11	19	21	5	Column						
P18	(13)	4	4	15	11	Footing	4	7				
P19	(1) (2)	6	10	9	4	Footing	3	0	0	6	0	6
P20	(2)	5	20	9	2	Footing	8	0	0	5	0	5
P21	(2)	6	11	9	10	Footing	8	6	0	6	0	6
P22	(22)	11	38	10	0	Footing	8	5	1	2	1	0 3/4

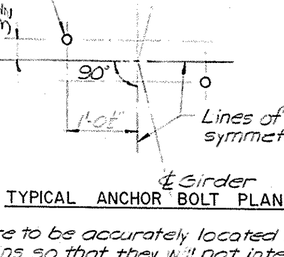


SECTION B-B

SECTION C-C



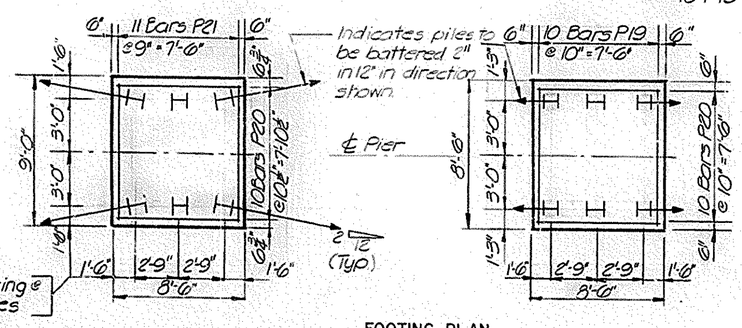
MARK	NO. TURNS
P14	45
P15	37



SECTION A-A

ESTIMATE OF QUANTITIES PIER 10 E.

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	123.0
Steel Reinforcement	Lbs.	19,282
Steel Piles 12BP53 Furnishing	Lin. Ft.	982
Steel Piles 12BP53 Driving	Lin. Ft.	982
Structure Excavation, Common	Cu. Yd.	71



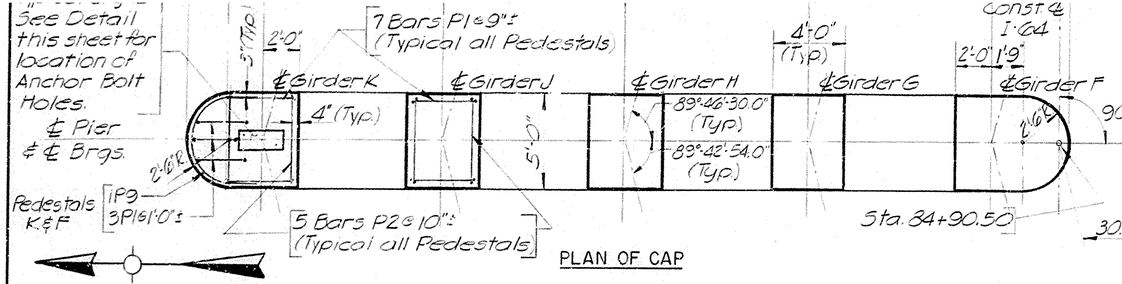
FOOTING PLAN

BRIDGE OVER K & I TRR TRESTLE SHEET 28 OF 112

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. I64-2(34)11.
SP 56 273 I-
BRIDGE NUMBER
DRAWING NO. 16538
INDEX

PIER 10 E

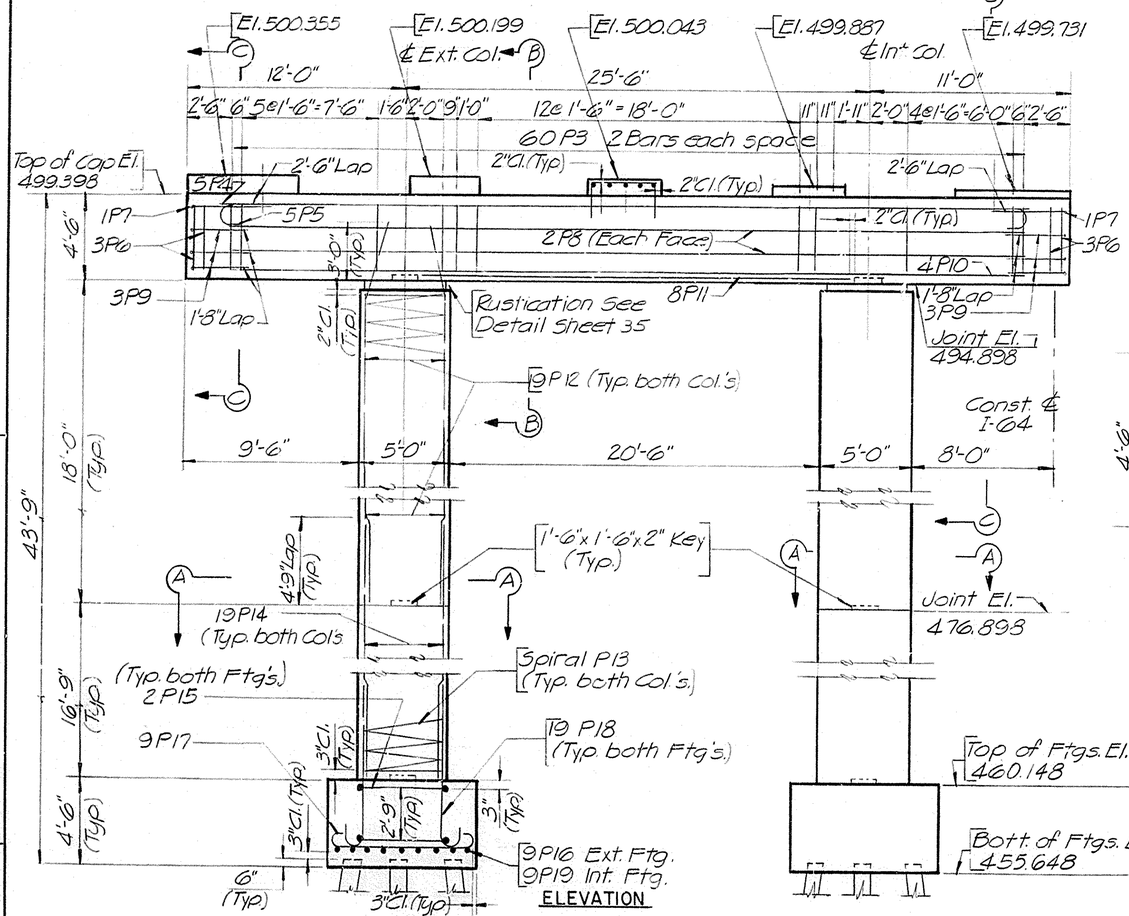
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DRAWN BY MDC-KJD CHECKED BY JWW DATE 12/26/62 REVISED
TRACED BY CHECKED BY DATE REVISED



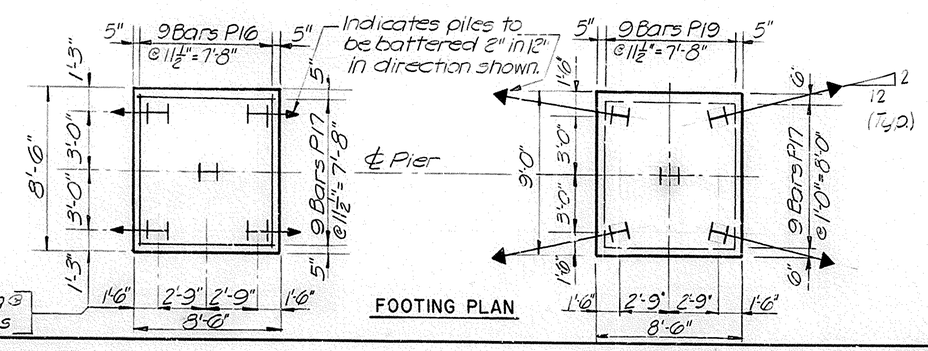
PLAN OF CAP

TYPICAL ANCHOR BOLT PLAN

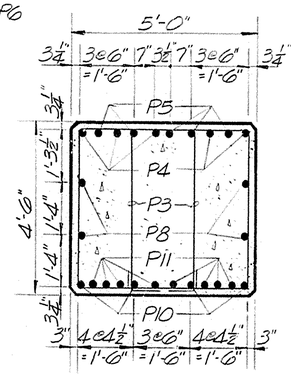
Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 104 for test pile locations.



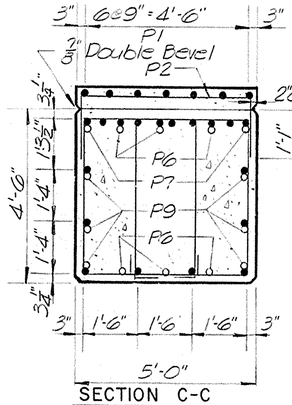
ELEVATION



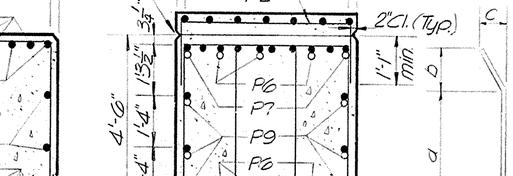
FOOTING PLAN



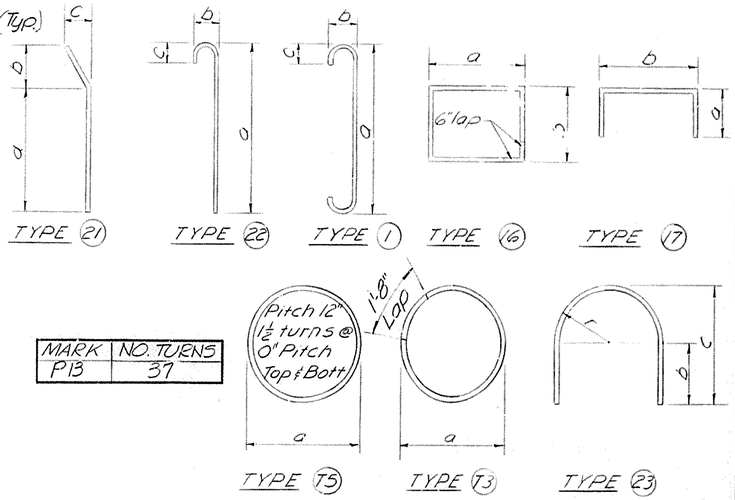
SECTION B-B



SECTION C-C



SECTION A-A



BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	17	4	41	7	6	Pedestal	1	11	3	8		
P2	17	4	25	8	4	Pedestal	1	10	4	8		
P3	16	4	60	15	8	Cap	4	1¾	3	2		
P4	Str.	11	5	43	8	Cap						
P5	1	11	5	47	10	Cap	44	8	1	2	1	0¾
P6	17	4	6	11	3	Cap	3	10	3	11¾		
P7	23	6	2	12	2	Cap	2	3¾	2	6	4	9
P8	Str.	5	4	43	8	Cap						
P9	23	4	8	10	6	Cap	2	3¾	1	8	3	11
P10	Str.	9	4	43	8	Cap						
P11	Str.	9	8	23	8	Cap						
P12	21	11	38	21	1	Column	17	3	3	9	0	10¾
P13	15	4	2	309	1	Column	4	7				
P14	Str.	11	38	21	6	Column						
P15	13	4	4	15	11	Footing	4	7				
P16	1	5	9	9	2	Footing	8	0	0	5	0	5
P17	1	5	18	9	2	Footing	8	0	0	5	0	5
P18	22	11	38	10	0	Footing	8	5	1	2	1	0¾
P19	1	5	9	9	8	Footing	8	6	0	5	0	5

MARK	NO. TURNS
P13	37

ESTIMATE OF QUANTITIES — PIER 10 W

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	117.6
Steel Reinforcement	Lbs.	16,076
Steel Piles 12BP53 Furnishing	Lin. Ft.	858
Steel Piles 12BP53 Driving	Lin. Ft.	858
Structure Excavation, Common	Cu. Yd.	78

DESIGNED BY LDS/JRG CHECKED BY JLH DATE 2-66
DETAILED BY MDC-NN CHECKED BY WLW DATE 2-66 REVISED WLW/JBK
TRACED BY CHECKED BY DATE REVISED
DIETZGEN NO. 136-3 AZEPROOF

BRIDGE OVER K&I TRR TRESTLE SHEET 29 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56273 NL I64-2(34)1.

BRIDGE NUMBER
DRAWING NO. 16538
INDEX

PIER 10 W

See Detail this sheet for location of anchor bolt holes.

4 Spaces @ 10'-0" = 40'-0" Along ℄ Pier

℄ Girder E | ℄ Girder D | ℄ Girder C | ℄ Girder B | ℄ Girder A

89°42'01.6" | 89°40'06.2" | 89°38'10.8" | 89°35'59.6" | 89°33'55.2"

℄ Brgs. / ℄ Pier / ℄ Brgs.

Sta. 85+92.50

28.123

W.P. IIE. Ref. Line #1

Const. ℄ I-64

PLAN OF CAP

Pedestals A & E: 1P9, 2P1 @ 1'-0" ±

7 Bars P1 @ 8" ± (Typ. all Pedestals)

5 Bars P2 @ 9" ± (Typ. all Pedestals)

14 ϕ Holes drilled in Cap for 1¼" ϕ anchor bolts

℄ Brgs. / ℄ Pier / ℄ Brgs.

Line of symm. except where noted.

Girder A, B: X = 10 3/8"

Girder C, D, E: X = 10 2/16"

℄ Girder

TYPICAL ANCHOR BOLT PLAN

Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 104 for test pile locations.

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	7	4	41	7	6	Pedestal	1	11	3	8		
P2	17	4	25	8	4	Pedestal	1	10	4	8		
P3	16	4	60	15	2	Cap	4	1¾	2	11		
P4	Str.	11	5	43	8	Cap						
P5	1	11	6	47	10	Cap	44	8	1	2	1	0¾
P6	17	4	4	11	8	Cap	3	10	3	11½		
P7	23	6	2	12	2	Cap	2	5¼	2	6	4	9
P8	Str.	5	4	43	8	Cap						
P9	23	4	8	10	6	Cap	2	3¼	1	8	3	11
P10	Str.	9	4	43	8	Cap						
P11	Str.	9	7	23	8	Cap						
P12	21	11	38	21	1	Column	17	3	3	3	0	10½
P13	Str.	11	19	22	9	Column						
P14	T3	4	1	529	1	Column	4	7				
P15	T3	4	1	529	3	Column	4	7				
P16	Str.	11	19	21	6	Column						
P17	Str.	11	19	9	9	Column						
P18	T3	4	4	15	11	Footing	4	7				
P19	1	5	10	9	2	Footing	8	0	0	3	0	5
P20	1	5	19	9	2	Footing	8	0	0	5	0	5
P21	1	5	9	9	8	Footing	8	6	0	5	0	5
P22	23	11	38	10	0	Footing	8	5	1	2	1	0¾

E1. 501.663 | E1. 501.507 ℄ Int. Col. | E1. 501.351 | E1. 501.195 ℄ Ext. Col. | E1. 501.039

11'-0" | 25'-0" | 12'-0"

2'-6" 6" 4@1'-6" 6'-0" 2'-0" 1'-11" 11" 11" | 12@1'-6" = 18'-0" | 1'-09" 2'-0" 1'-6" 5@1'-6" = 7'-6" 6" 2'-6"

60 P3 2 Bars each space

Top of Cap El. 500.706

2'-6" Lap | 2"Cl. (Typ.) | 2"Cl. (Typ.) | 2'-6" Lap | 5P4

1P7 | 6P5 | 2P8 (Each Face) | 2"Cl. (Typ.) | 1P7

3P6 | 3'-0" Typ. | 4P10 | 3P6

7P11

3P9 1'-6" Lap

Rustication See Detail Sheet 35

1'-8" Lap 3P9

Joint El. 496.206

8'-0" | 5'-0" | 20'-6" | 5'-0" | 9'-6"

Const. ℄ I-64

19P12

1'-6" x 1'-6" x 2" Key (Typ.)

Joint El. 478.206

19P16

19P13

4'-9" Lap (Typ.)

Joint El. 460.206

19P17

Spiral P15

Top of Ftg. El. 455.206

19P22 | 2P18 | 9P20

Bott. of Ftg. El. 450.706

9P21

6" (Typ.)

3'-1" (Typ.)

50'-0" | 18'-0" | 5'-0" | 4'-6"

Spiral P14

3"Cl. (Typ.) | 2'-9" (Typ.) | 3"Cl. (Typ.)

Top of Ftg. El. 461.456

3"Cl. (Typ.)

Bott. of Ftg. El. 456.956

19P22 | 2P18 | 10P20 | 10P19

45'-9" | 16'-9" | 4'-0"

ELEVATION

5'-0"

3½" | 3@5" @ 6" = 1'-3" | 3@5" @ 6" = 1'-3" | 3½"

3¼" | P5 | P4 | P3@ | P8 | P11 | P10 | 3¼"

3" | 40 5/8" | 29 6" | 40 5/8" | 3" = 1'-9" = 1'-0" = 1'-9"

SECTION B-B

6" | 6@8" ± = 4'-0" | 6"

P1 Double Bevel P27

7/8" | 2"Cl. (Typ.)

P5 | P4 | P3 | P8 | P9 | P6 | P10

1'-1" min.

3" | 1'-9" | 1'-0" | 1'-9" | 3"

5'-0"

SECTION C-C

MARK	NO. TURNS
P14	37
P15	44

TYPE (21) | TYPE (22) | TYPE (1) | TYPE (16) | TYPE (17)

6" lap

Pitch 12" 1½ turns @ 0" Pitch Top & Bott.

1'-8" Lap

TYPE (T3) | TYPE (T3) | TYPE (23)

6" 9 Bars P21 6" @ 1'-6" = 7'-6"

Indicates piles to be battered 2" in 12" in direction shown.

6" 10 Bars P19 6" @ 10" = 7'-6"

9'-0" | 3'-0" | 1'-6" | 3'-0" | 1'-6"

9 Bars P20 @ 1'-0" & 9'-0"

℄ Pier

8'-6" | 3'-0" | 1'-9" | 3'-0" | 1'-3"

10 Bars P20 @ 10" = 7'-6"

6" | 6" | 6"

1'-6" | 2'-9" | 2'-9" | 1'-6" = 8'-0"

1'-6" | 2'-9" | 2'-9" | 1'-6" = 8'-6"

12 : 2

Pile Spacing ℄ of piles.

FOOTING PLAN

P12, P13, P16, or P17 equally spaced.

2½" Cl. (Typ.)

5'-0" Col. Dia.

P13, P16, P17 or P22

P14 or P15

SECTION A-A

ESTIMATE OF QUANTITIES — PIER IIE

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	122.1
Steel Reinforcement	lbs.	18,028
Steel Piles 12BP53 Furnishing	Lin. Ft.	834
Steel Piles 12BP53 Driving	Lin. Ft.	834
Structure Excavation, Common	Cu. Yd.	73

BRIDGE OVER K & I TRR TRESTLE — SHEET 30 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 89+53 — PROJECT NO. SP 56 273 IIL I64-2(341)

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

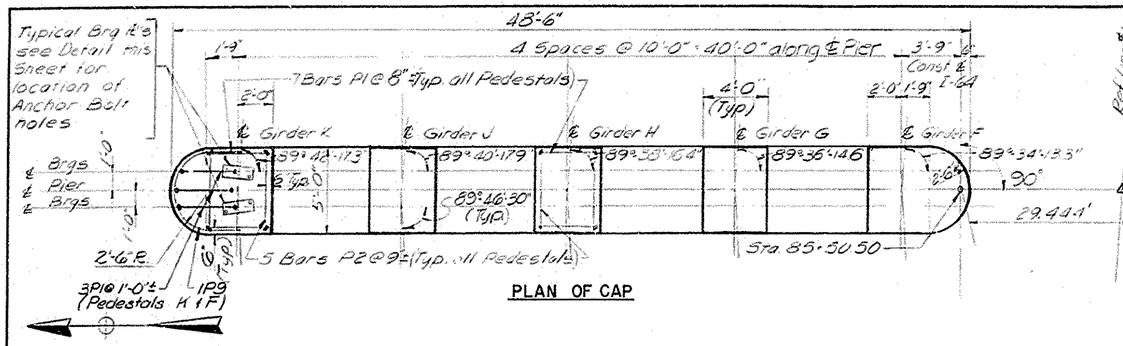
PIER IIE

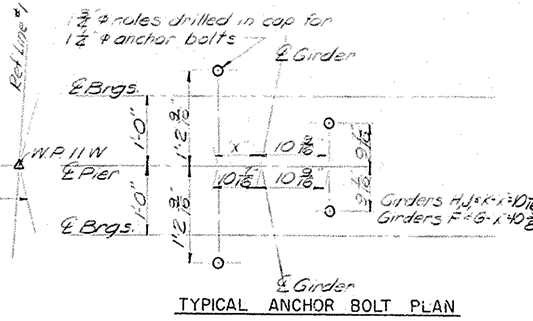
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DETAILED BY: MCC LEE — CHECKED BY: WLW
TRACED BY: — CHECKED BY:

DATE 1-66 REVISED
DATE 2-66 REVISED
DATE REVISED
DATE REVISED

DIETZGEN INC. 118-3 ABERDROOP

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

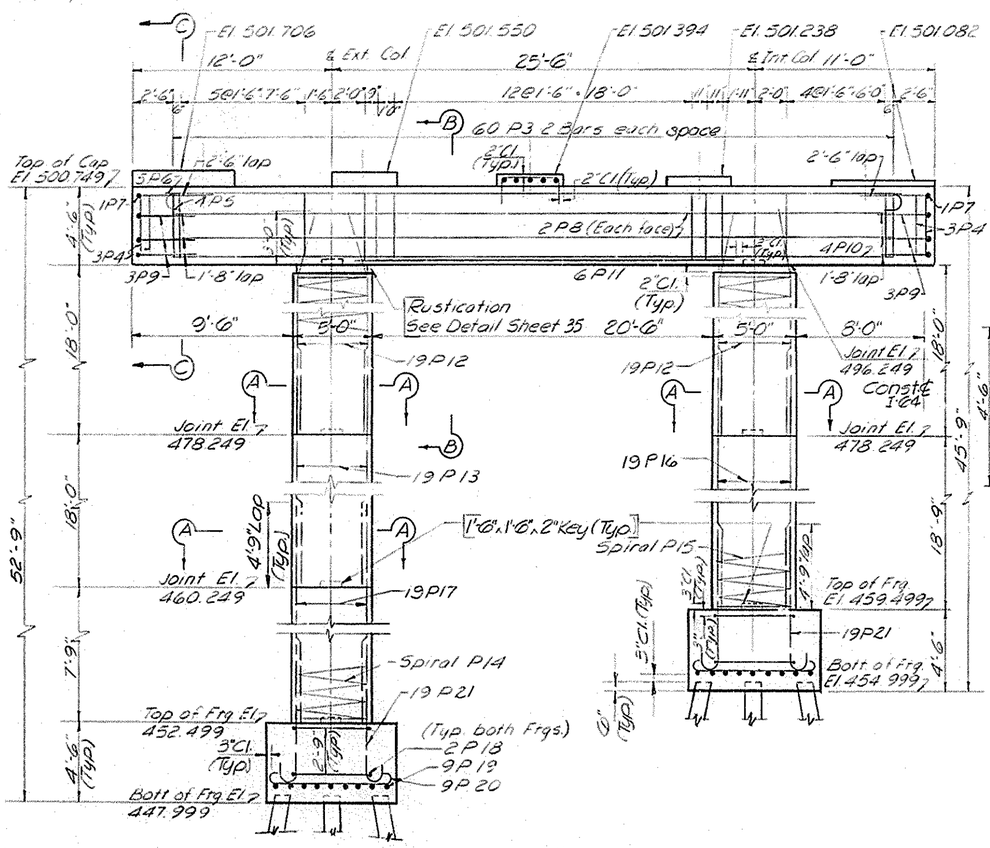


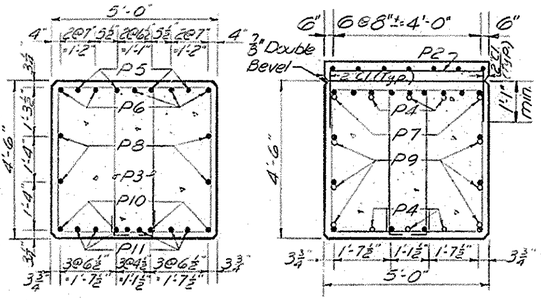


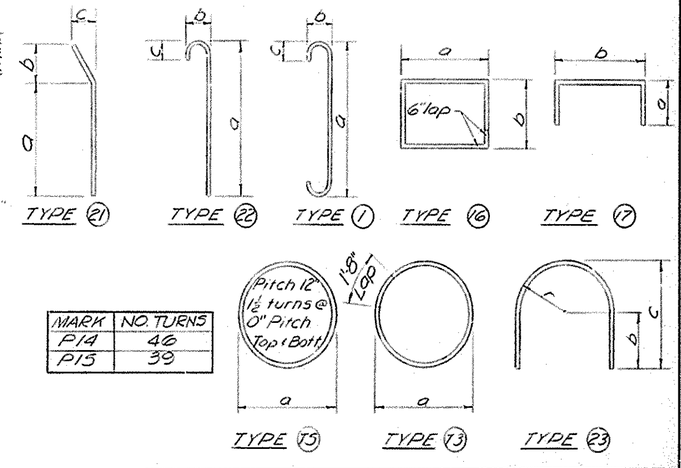
BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	17	4	41	7	6	Pedestal	1	11	3	8		
P2	17	4	25	8	4	Pedestal	1	10	4	8		
P3	16	4	60	15	2	Cap	4	1 1/2	2	11		
P4	17	4	6	11	8	Cap	5	10	3	11 1/2		
P5	1	11	4	47	10	Cap	44	8	1	2	1	0 3/4
P6	Str.	11	5	43	8	Cap						
P7	23	6	2	11	11	Cap	2	2 3/4	2	6	4	8
P8	Str.	5	4	43	8	Cap						
P9	23	4	8	10	3	Cap	2	2 3/4	1	8	3	11
P10	Str.	9	4	43	8	Cap						
P11	Str.	9	6	23	8	Cap						
P12	21	11	38	21	1	Column	17	3	3	9	0	10 3/4
P13	Str.	11	3	22	9	Column						
P14	13	4	1	65	10	Column	4	7				
P15	13	4	1	55	8	Column	4	7				
P16	Str.	11	19	23	6	Column						
P17	Str.	11	19	12	6	Column						
P18	13	4	4	15	11	Footing	4	7				
P19	1	5	18	9	6	Footing	8	6	0	5	0	5
P20	1	5	18	9	2	Footing	8	0	0	5	0	5
P21	22	11	38	10	0	Footing	8	5	1	2	1	0 3/4

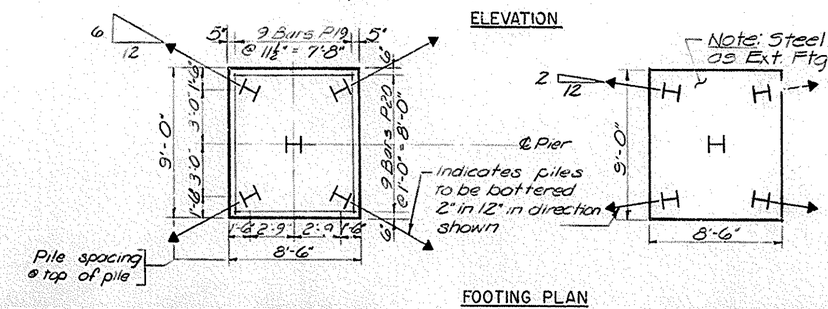
Notes:
Top of cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 104 for test pile locations.

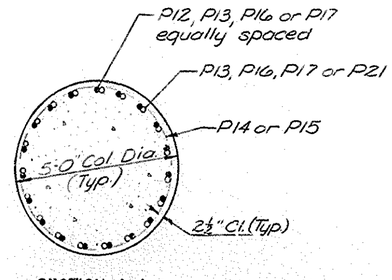






MARK	NO. TURNS
P14	46
P15	39





ESTIMATE OF QUANTITIES PIER II W.

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	126.3
Steel Reinforcement	Lbs.	17,930
Steel Piles 12BP53 Furnishing	Lin. Ft.	802
Steel Piles 12BP53 Driving	Lin. Ft.	802
Structure Excavation, Common	Cu. Yd.	75

BRIDGE OVER K&ITRR TRESTLE SHEET 31 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 III
STATION 89+53 PROJECT NO. I64-2(34)1.

BRIDGE NUMBER | DRAWING NO. 15538 | INDEX

PIER II W

DESIGNED BY LDS 11-25-63 CHECKED BY OEM DATE 2-64
DETAILED BY KJD 1-25-64 CHECKED BY WLW DATE 1-64
TRACED BY ____ CHECKED BY ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____

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

WESTBOUND — PLAN OF CAP — EASTBOUND

ELEVATION

Exterior Footing — Center Footing — Interior Footing — FOOTING PLAN — Interior Footing — Center Footing

Pile Spacing @ top of piles.

Indicates piles to be battered 2" in 12" in direction shown, typ.

& Pier

PIER 12

Note: Ftg. Plan same as Int Ftg. Eastbound

Note: Work this Sheet with Sheet 33

BRIDGE OVER K & I TRR TRESTLE SHEET 32 OF 110

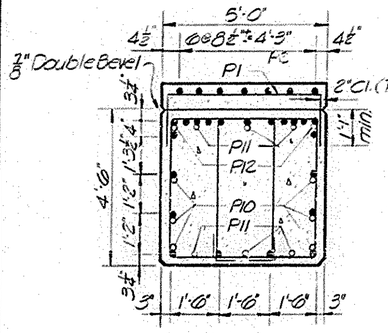
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 III. I64-2(34)1.

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

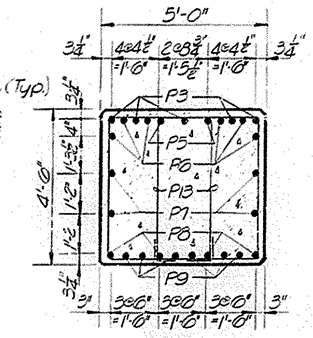
DESIGNED BY: JSM CHECKED BY: JSM
DETAILED BY: JLW CHECKED BY: JLW
TRACED BY: MDC CHECKED BY:
DATE: 1/66 REVISED DATE: 2/66 REVISED DATE: REVISED DATE:

DRIVE

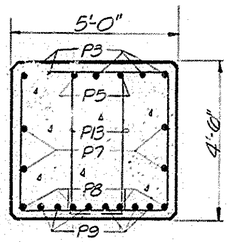
FED. ROAD DIST	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



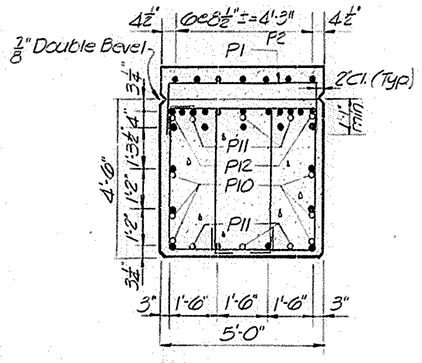
SECTION A-A



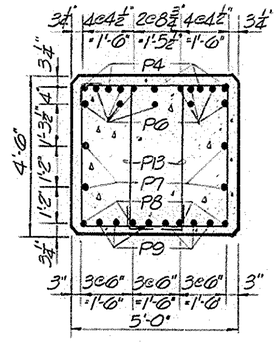
SECTION B-B



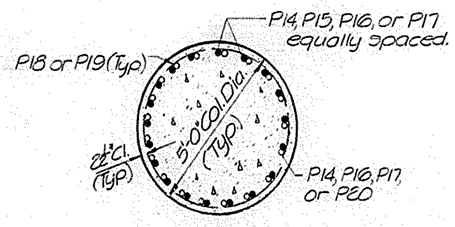
SECTION C-C



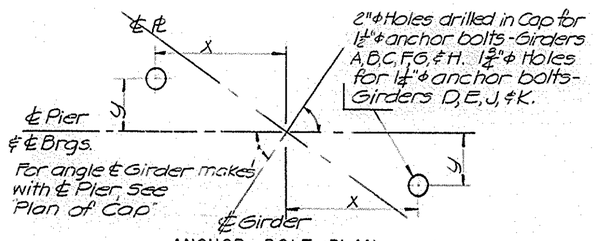
SECTION E-E



SECTION D-D



TYPICAL COLUMN SECTION AT LAP

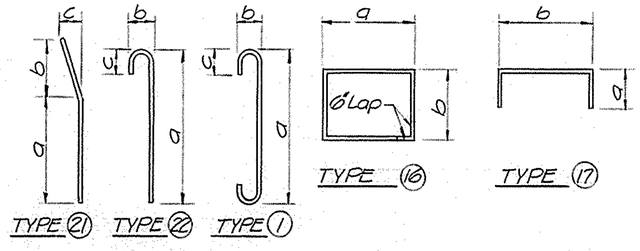


ANCHOR BOLT PLAN

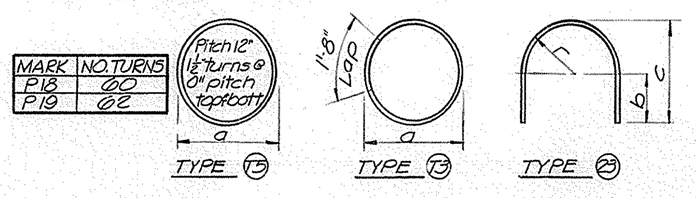
GIRDER	X	Y
A	12¼"	5⅛"
B	12¼"	5⅛"
C	12¼"	5⅛"
D	11⅝"	5 12/16"
E	11⅝"	5 12/16"
F	12 5/16"	5 12/16"
G	12 5/16"	5 1/16"
H	12 5/16"	5"
J	11⅝"	5¾"
K	11⅝"	5¾"

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER PIER 12 N	NUMBER PIER 12 E	LENGTH ft.	LENGTH in.	LOCATION	a or r ft.	a or r in.	b ft.	b in.	c ft.	c in.
P1	(11)	4	36	26	9	2	Pedestal	2	3	4	8		
P2	(11)	4	41	41	7	10	Pedestal	2	1	3	8		
P3	Str.	11	5	5	43	5	Cap						
P4	Str.	11	5	5	19	8	Cap						
P5	(22)	11	2	2	45	8	Cap	44	1	1	2	1	0¾
P6	(22)	11	17	17	21	11	Cap	20	4	1	2	1	0¾
P7	Str.	5	8	8	30	3	Cap						
P8	Str.	7	8	8	30	8	Cap						
P9	Str.	7	6	6	37	8	Cap						
P10	(13)	4	8	8	10	6	Cap	2	3¾	1	8	3	11
P11	(11)	4	6	6	11	7	Cap	3	10	3	11¾		
P12	(13)	6	2	2	12	2	Cap	2	3¾	2	6	4	9
P13	(10)	4	86	82	15	8	Cap	4	1¾	3	2		
P14	Str.	11	57		10	6	Column						
P15	(21)	11	57	57	21	1	Column	17	3	3	9	0	10¾
P16	Str.	11	114	57	22	9	Column						
P17	Str.	11		57	26	6	Column						
P18	(15)	4		3	28 3	1	Column	4	7				
P19	(15)	4	3		28 6	8	Column	4	7				
P20	(22)	11	57	57	10	0	Footing	8	5	1	2	1	0¾
P21	(1)	6	29	30	9	4	Footing	8	10	0	6	0	6
P22	(15)	4	6	6	15	11	Footing	4	7				
P23	(1)	6	20	33	9	10	Footing	8	6	0	6	0	6
P24	(1)	9	10		12	6	Footing	10	0	0	11¾	0	10¾



MARK	NO. TURNS
P18	60
P19	62



Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 105 for test pile locations.

Note: Work this Sheet with Sheet 32

ESTIMATE OF QUANTITIES ITEM	UNIT	PIER 12 AMOUNT
Concrete, Class A	Cu. Yd.	444.2
Steel Reinforcement	Lbs.	69,857
Steel Piles 12BP53 Furnishing	Lin. Ft.	2,352
Steel Piles 12BP53 Driving	Lin. Ft.	2,352
Structure Excavation, Common	Cu. Yd.	201

PIER 12

BRIDGE OVER K&ITRR TRESTLE SHEET 33 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273
STATION 89+53 PROJECT NO. I64-2(34)1.

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

DESIGNED BY: LDS DATE: 1-60
DETAILED BY: NDE DATE: 2-60
TRACED BY: DATE:
CHECKED BY: OEM
CHECKED BY: WEW
CHECKED BY:
REVISED
REVISED
REVISED

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

PLAN OF CAP

WESTBOUND

EASTBOUND

ELEVATION

FOOTING PLAN

℄ Pier

PIER 13

Pile Spacing @ top of piles

Indicates piles to be battered 2" in 12" in direction shown

Note: Ftg. Plan same as Int. Ftg. Plan Eastbound

Note: Work this Sheet with Sheet 35

BRIDGE OVER K & I TRR. TRESTLE

SHEET 34 OF 110

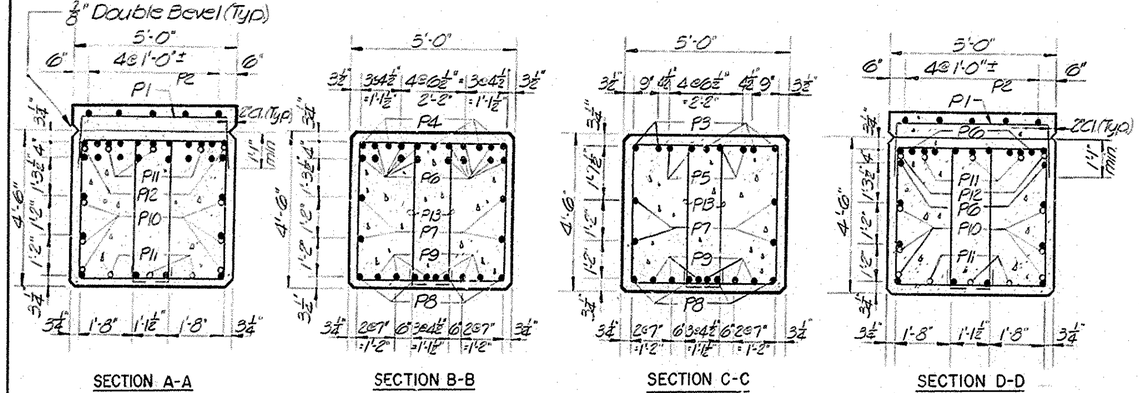
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE – LEXINGTON
ROAD
SP 56 273 IL.
STATION 89+53
PROJECT NO. I64-2(34)I.

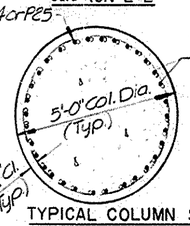
BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

DESIGNED BY LDS DATE
DETAILED BY MDC DATE
TRACED BY DATE
CHECKED BY OEM DATE
CHECKED BY WLW DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

BRIDGE

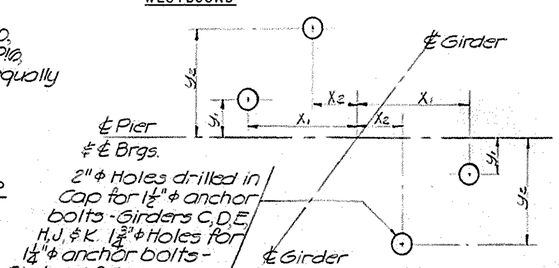
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				





TYPICAL COLUMN SECTION AT LAP

Note: For number of bars & size of bars in each Column see Elevation View.

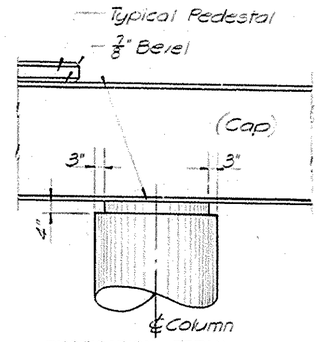


ANCHOR BOLT PLAN

GIRDER	X_1	Y_1	X_2	Y_2
A	9 5/16"	3 15/16"	4 ½"	9 1/16"
B	9 5/16"	3 15/16"	4 ½"	9 1/16"
C	10"	3 3/16"	3 7/8"	9 ¾"
D	10"	3 3/16"	3 7/8"	9 ¾"
E	10"	3 3/16"	3 7/8"	9 ¾"
F	9 5/16"	3 15/16"	4 9/16"	9 1/16"
G	9 5/16"	3 7/8"	4 9/16"	9"
H	10"	3 3/16"	3 15/16"	9 ¾"
J	10"	3 1/8"	3 15/16"	9 ¾"
K	10 1/16"	3 7/8"	3 15/16"	9 ¾"

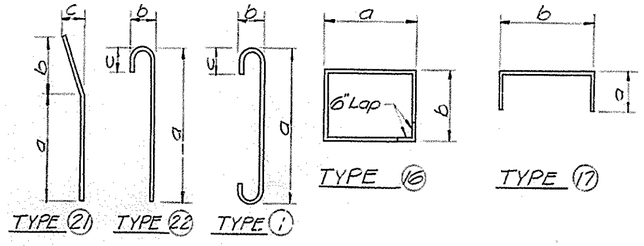
BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER PIER 13 W	NUMBER PIER 13 E	LENGTH ft.	LENGTH in.	LOCATION	a or r ft.	a or r in.	b ft.	b in.	c ft.	c in.
P1	(17)	4	35	35	7	10	Pedestal	1	7	4	8		
P2	(17)	4	31	31	7	0	Pedestal	1	8	3	8		
P3	5Tr.	11	5	5	23	3	Cap						
P4	5Tr.	11	5	5	20	6	Cap						
P5	(22)	11	4	4	45	3	Cap	43	10	1	2	1	0 ½
P6	(22)	11	16	18	22	9	Cap	21	2	1	2	1	0 ½
P7	5Tr.	5	8	8	32	6	Cap						
P8	5Tr.	9	8	8	31	5	Cap						
P9	5Tr.	9	5	6	41	7	Cap						
P10	(23)	4	8	8	10	4	Cap	2	3	1		3	
P11	(17)	4	6	6	11	6	Cap	3	10	3	11 ½		
P12	(23)	6	2	2	12	0	Cap	2	3	2	6	4	9
P13	(16)	4	92	94	15	0	Cap	4	1 ¾	2	11 ½		
P14	5Tr.	11	100		11	8	Column						
P15	5Tr.	11		89	9	8	Column						
P16	5Tr.	11		32	10	3	Column						
P17	(21)	9	100	34	20	6	Column	17	3	3	2	0	8 ¾
P18	5Tr.	9	100	34	21	10	Column						
P19	5Tr.	10		70	22	2	Column						
P20	5Tr.	10	100	34	21	10	Column						
P21	(21)	11		32	21	1	Column	17	3	3	9	0	10 ½
P22	5Tr.	11		64	22	9	Column						
P23	(21)	10		35	20	9	Column	17	3	3	5	0	9 ½
P24	(19)	4	3		9	3	Column	4	7				
P25	(19)	4		3	8	8	Column	4	7				
P26	(2)	11	100	101	10	5	Footing	8	10	1	2	1	0 ½
P27	(5)	4	6	6	15	11	Footing	4	7				
P28	(1)	6	11	11	9	4	Footing	8	0	0	6	0	6
P29	(1)	11	11	11	13	8	Footing	12	6	1	2	1	0 ½
P30	(1)	6	33	32	9	10	Footing	8	6	0	6	0	6
P31	(1)	11	25	24	17	8	Footing	14	6	1	2	1	0 ½

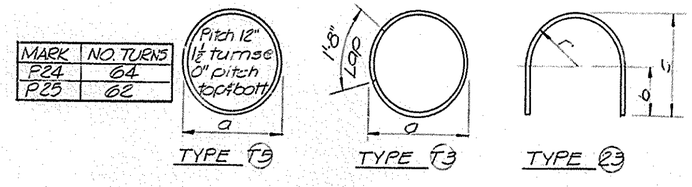


RUSTICATION DETAIL

TYPICAL ALL COLUMNS ALL PIERS



MARK	NO. TURNS
P24	64
P25	62



Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 105 for test pile locations.

Note: Work this Sheet with Sheet 34

ESTIMATE OF QUANTITIES — PIER 13

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	513.1
Steel Reinforcement	Lbs.	103,052
Steel Piles 12BP53 Furnishing	Lin. Ft.	2,561
Steel Piles 12BP53 Driving	Lin. Ft.	2,561
Structure Excavation, Common	Cu. Yd.	326

BRIDGE OVER K & I TRR TRESTLE — SHEET 35 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD — S P 56 273 1IL.
STATION 89+53 — PROJECT NO. I64-2 (34) 1.

BRIDGE NUMBER — DRAWING NO. 16538 — INDEX

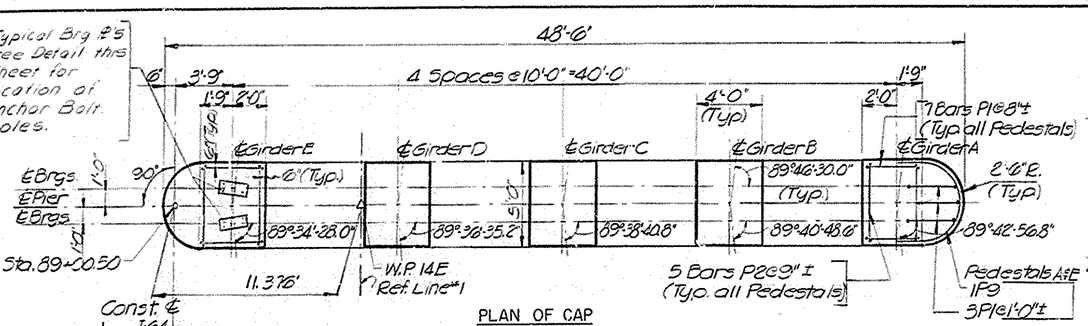
PIER 13

DESIGNED BY: LDS — DETAILED BY: MDE — TRACED BY: — DATE
CHECKED BY: DEM — CHECKED BY: WLW — CHECKED BY: — DATE
REVISED — DATE — REVISED — DATE — REVISED — DATE

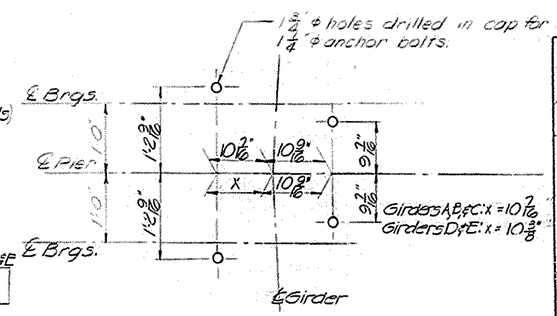
BRIDGE

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

Typical Brg #5 see Detail this Sheet for location of Anchor Bolt holes.



PLAN OF CAP

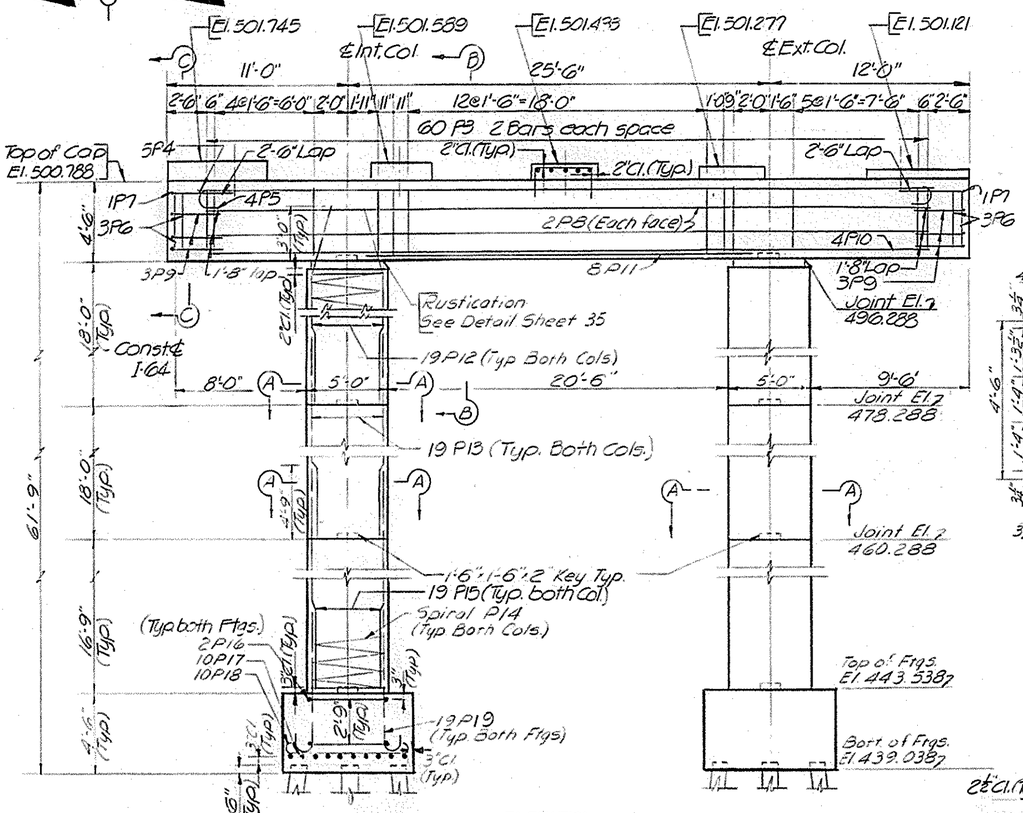


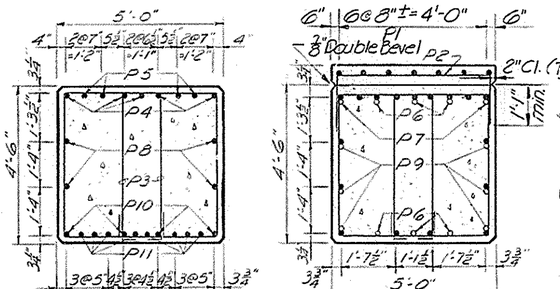
TYPICAL ANCHOR BOLT PLAN

Notes:
Top of cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 106 for test pile locations.

BILL OF REINFORCEMENT

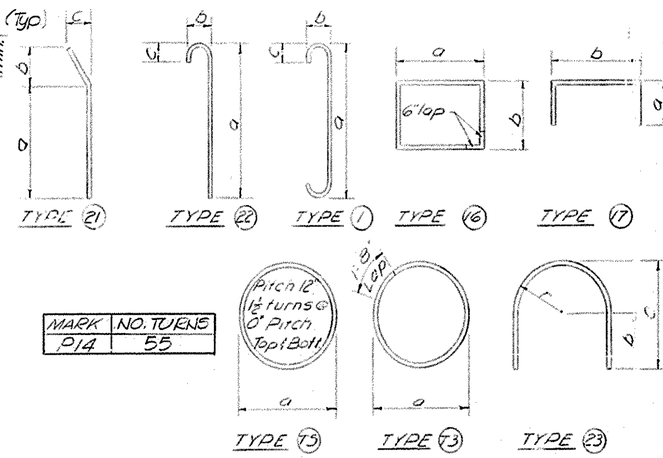
MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	17	4	41	7	6	Pedestal	1	11	5	8		
P2	17	4	25	8	4	Pedestal	1	10	4	8		
P3	16	4	60	4	11	Cap	4	1 4/8	2	11		
P4	Str.	11	5	45	8	Cap						
P5	1	11	4	47	10	Cap	44	8	1	2	0	4 3/8
P6	17	4	5	11	7	Cap	3	10	3	11 3/8		
P7	23	6	2	11	11	Cap	2	2 2/8	2	6	4	8
P8	Str.	5	4	45	8	Cap						
P9	23	4	8	10	3	Cap	2	2 2/8	1	8	3	10
P10	Str.	9	4	45	8	Cap						
P11	Str.	9	8	23	6	Cap						
P12	21	11	38	21	1	Column	17	3	3	9	2	10 3/8
P13	Str.	11	38	22	9	Column						
P14	73	4	2	186	7	Column	4	7				
P15	Str.	11	38	21	6	Column						
P16	73	4	4	15	11	Footing	4	7				
P17	1	5	20	9	8	Footing	8	6	0	5	0	5
P18	1	5	20	9	2	Footing	8	0	0	5	0	5
P19	22	11	38	10	0	Footing	8	5	1	2	0	2 3/8



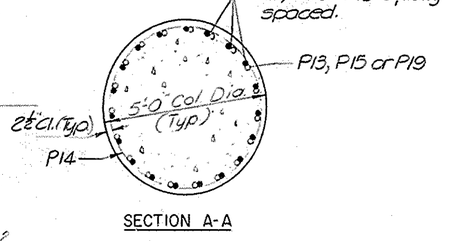


SECTION B - B

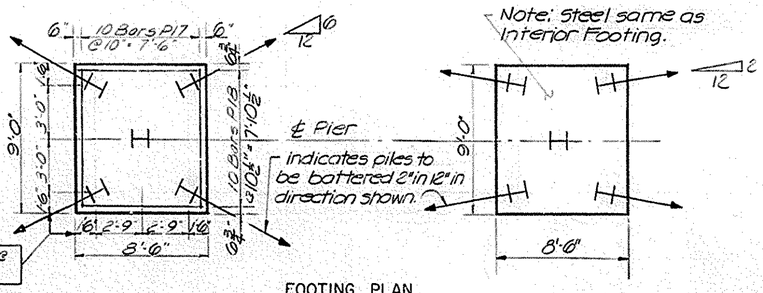
SECTION C - C



MARK	NO. TURNS
P14	55



SECTION A-A



FOOTING PLAN

ESTIMATE OF QUANTITIES PIER 14E

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	144.5
Steel Reinforcement	Lbs.	21,371
Steel Piles 12BP53 Furnishing	Lin. Ft.	602
Steel Piles 12BP53 Driving	Lin. Ft.	602
Structure Excavation, Common	Cu. Yd.	61

BRIDGE OVER K & I TRR TRESTLE SHEET 38 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. I64-2(34) I.

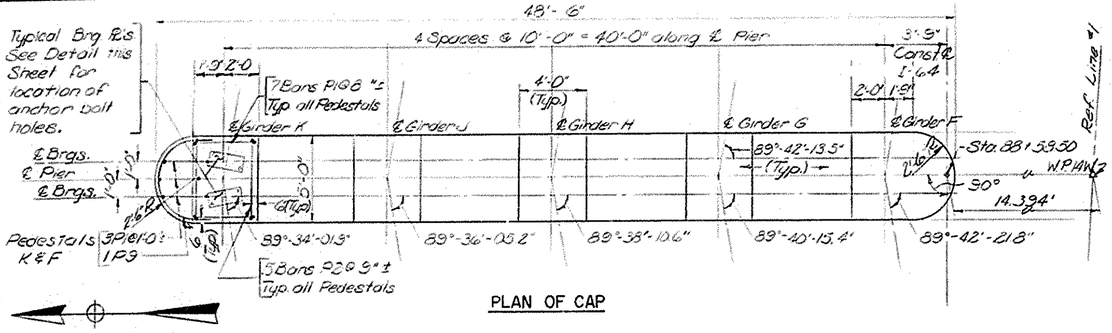
BRIDGE NUMBER — DRAWING NO. 1-538 — INDEX

PIER 14 E

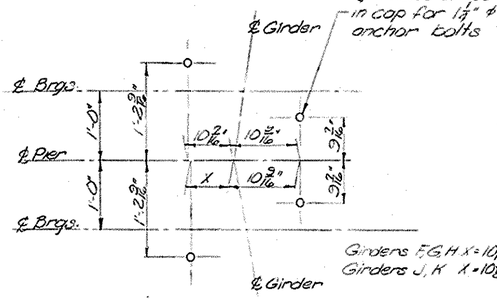
DESIGNED BY LDS 9/22/65 CHECKED BY DEM DATE 9/65 REVISED
DETAILED BY KJD-MD 1/66 CHECKED BY WLW DATE 1/66 REVISED
TRACED BY CHECKED BY DATE REVISED

BRIDGE

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



PLAN OF CAP

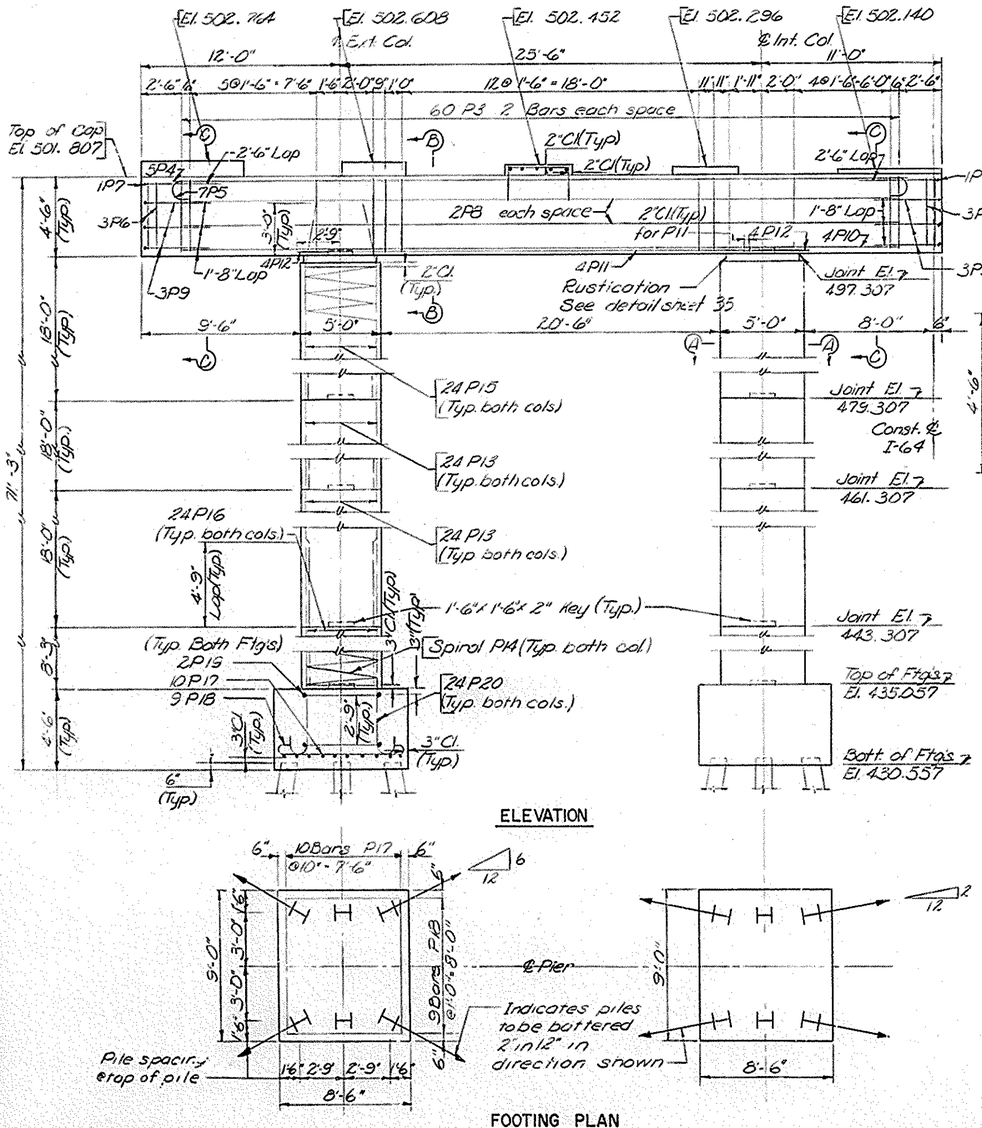


TYPICAL ANCHOR BOLT PLAN

Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 106 for test pile locations.

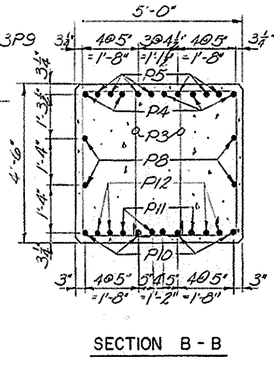
BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	17	4	41	7	6	Pedestal	1	11	3	8		
P2	10	4	25	8	4	Pedestal	1	10	4	8		
P3	16	4	60	15	4	Cap	4	1⅜	3	0		
P4	Str.	11	5	43	8	Cap						
P5	(1)	11	7	47	10	Cap	44	8	1	2	1	0½
P6	19	4	6	11	7	Cap	3	10	3	11½		
P7	23	6	2	12	2	Cap	2	3½	2	6	4	9
P8	Str.	5	4	43	8	Cap						
P9	23	4	8	10	6	Cap	2	3½	1	8	3	11
P10	Str.	9	4	43	8	Cap						
P11	Str.	9	4	23	8	Cap						
P12	Str.	9	4	31	0	Cap						
P13	Str.	11	96	22	9	Column						
P14	15	4	2	929	7	Column	4	7				
P15	21	11	48	21	1	Column	17	3	3	9	0	10½
P16	Str.	11	48	13	0	Column						
P17	(1)	6	20	9	10	Footing	8	6	0	6	0	6
P18	(1)	5	18	9	2	Footing	8	0	0	5	0	5
P19	13	4	4	15	11	Footing	4	7				
P20	22	11	48	10	0	Footing	8	5	1	2	1	0½

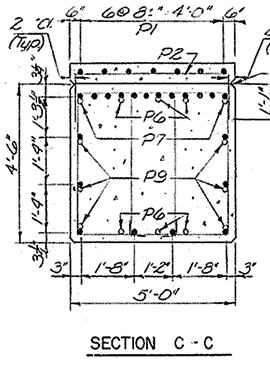


ELEVATION

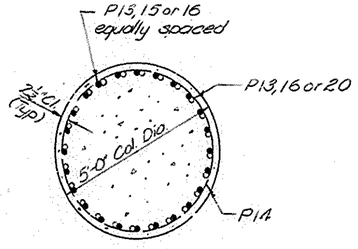
FOOTING PLAN



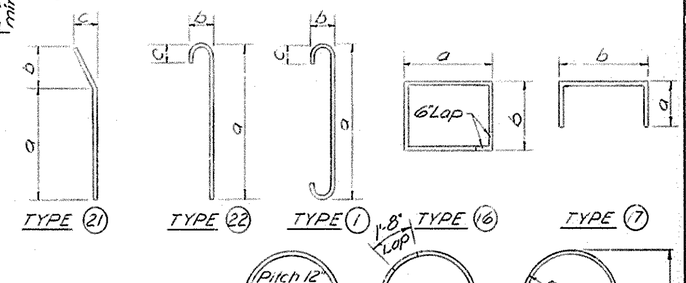
SECTION B - B



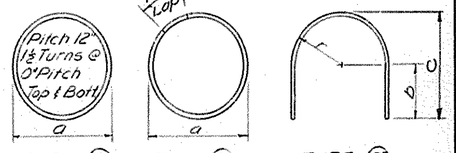
SECTION C - C



SECTION A - A



MARK	NO. TURNS
P14	65



ESTIMATE OF QUANTITIES — PIER 14 W

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	158.3
Steel Reinforcement	lbs.	30,155
Steel Piles 12BP53 Furnishing	Lin. Ft.	694
Steel Piles 12BP53 Driving	Lin. Ft.	694
Structure Excavation, Common	Cu. Yd.	103

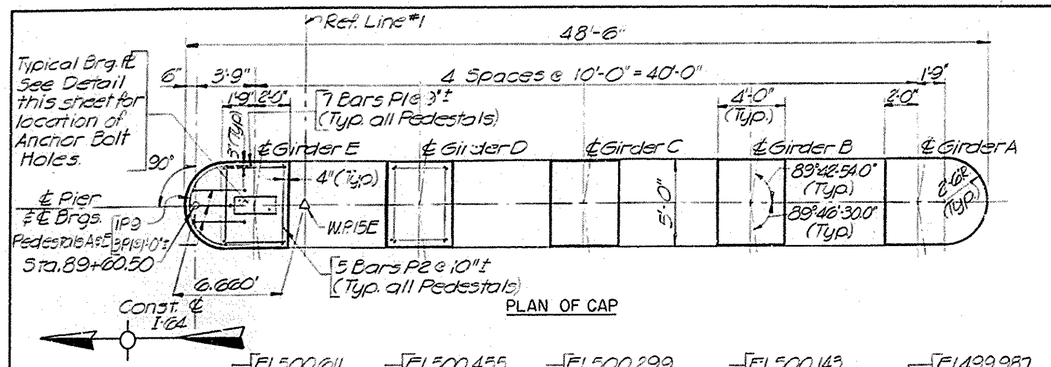
BRIDGE OVER K & I TRR TRESTLE — SHEET 37 OF 110

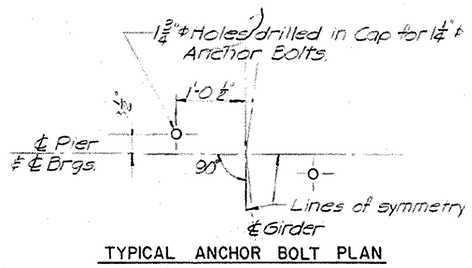
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON ROAD
STATION 89+53
SP 56 273 111
PROJECT NO. I64-2(341)I.
BRIDGE NUMBER
DRAWING NO. 16538
INDEX

PIER 14W

DESIGNED BY: L.D.G. 10/64 CHECKED BY: W.L.W.
DETAILED BY: W.D.C. CHECKED BY:
TRACED BY: CHECKED BY:
DATE: REVISED
DATE: 12/65 REVISED
DATE: REVISED

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



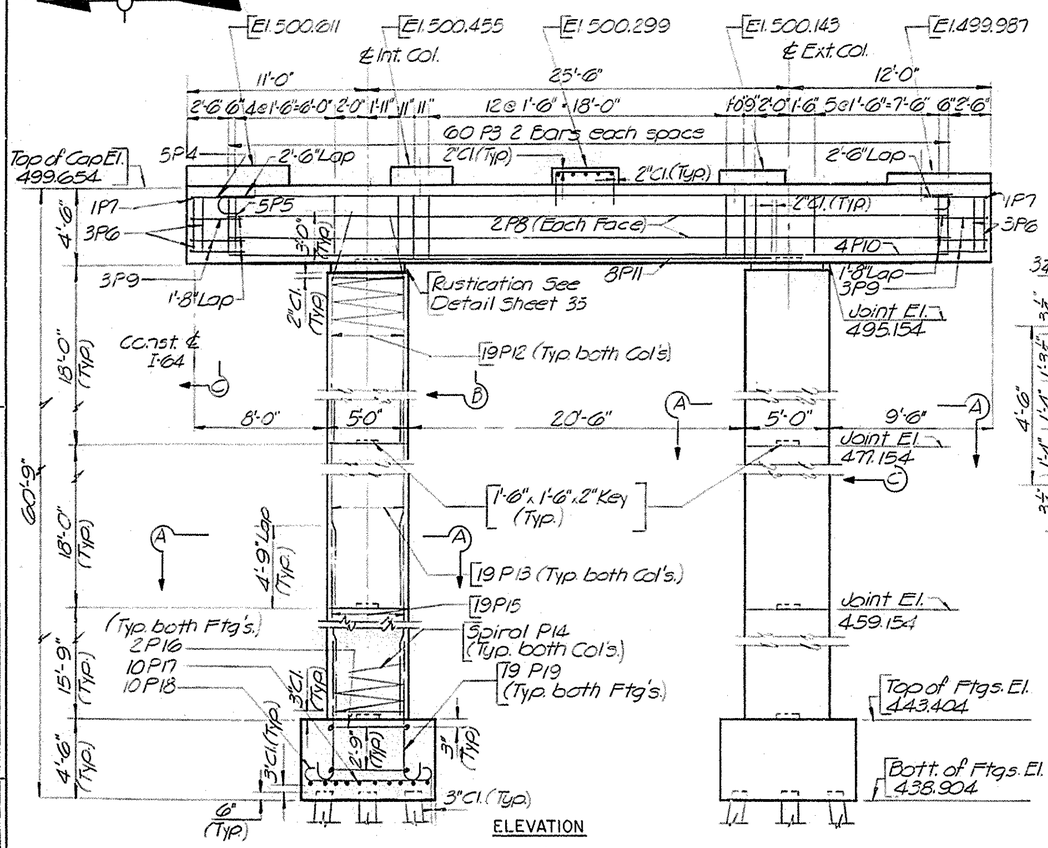


TYPICAL ANCHOR BOLT PLAN

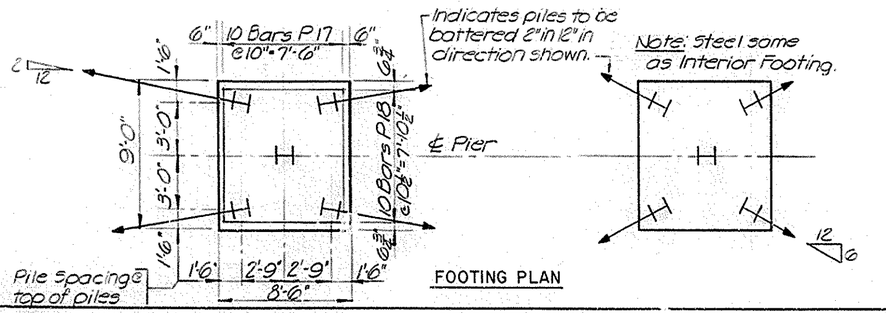
Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 106 for test pile locations.

BILL OF REINFORCEMENT

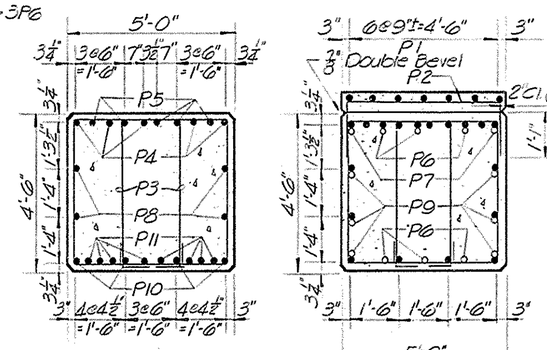
MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a ft	a in	b ft	b in	c ft	c in
P1	11	4	41	7	6	Pedestal	1	11	3	8		
P2	2	4	25	3	4	Pedestal	1	10	2	8		
P3	6	4	60	15	8	Cap	4	1½	3	2		
P4	STR.	11	5	43	3	Cap						
P5	1	11	5	47	10	Cap	44	8	1	2	1	0¾
P6	10	4	6	11	7	Cap	5	10	3	11½		
P7	25	6	2	12	2	Cap	2	3½	2	6	4	9
P8	STR.	5	4	43	8	Cap						
P9	23	4	8	10	6	Cap	2	3½	1	8	3	11
P10	STR.	9	4	43	8	Cap						
P11	STR.	9	3	23	8	Cap						
P12	21	11	38	21	1	Column	17	3	3	9	0	10½
P13	STR.	11	38	22	9	Column						
P14	13	4	2	112	5	Column	4	7				
P15	STR.	11	38	20	6	Column						
P16	12	4	4	15	11	Footing	4	7				
P17	1	5	20	9	6	Footing	8	6	0	5	0	5
P18	1	5	20	9	2	Footing	8	0	0	5	0	5
P19	22	11	38	10	0	Footing	8	5	1	2	1	0¾



ELEVATION

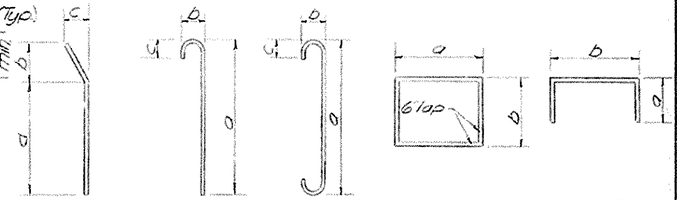


FOOTING PLAN

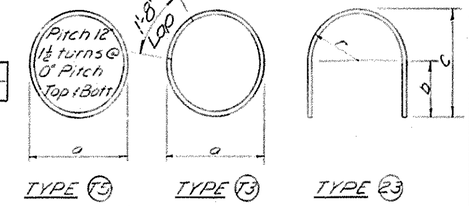


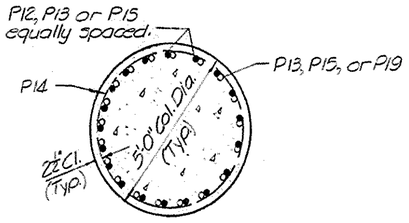
SECTION B-B

SECTION C-C



MARK	NO. TURNS
P14	54





SECTION A-A

ESTIMATE OF QUANTITIES	UNIT	PIER 15 E AMOUNT
Concrete, Class A	Cu. Yd.	143.0
Steel Reinforcement	Lbs.	21,430
Steel Piles 12BP53 Furnishing	Lin. Ft.	669
Steel Piles 12BP53 Driving	Lin. Ft.	669
Structure Excavation, Common	Cu. Yd.	63

BRIDGE OVER K&I TRR TRESTLE SHEET 38 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IL
STATION 89+53 PROJECT NO. I64-2(34)11.

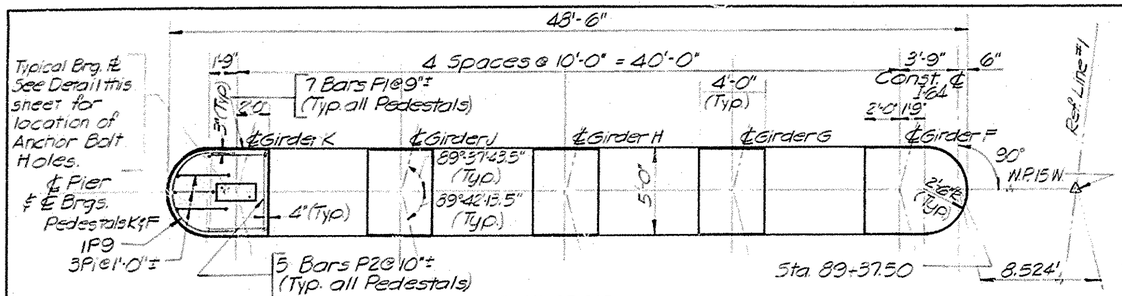
BRIDGE NUMBER	DRAWING NO	INDEX
	16538	

PIER 15 E

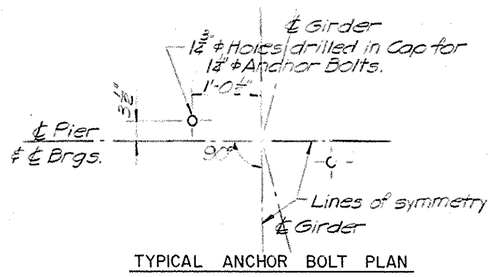
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DETAILED BY MDC-NLN CHECKED BY WLW
TRACED BY CHECKED BY
DATE 9-65 REVISED
DATE 2-66 REVISED
DATE REVISED

BRIDGE

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

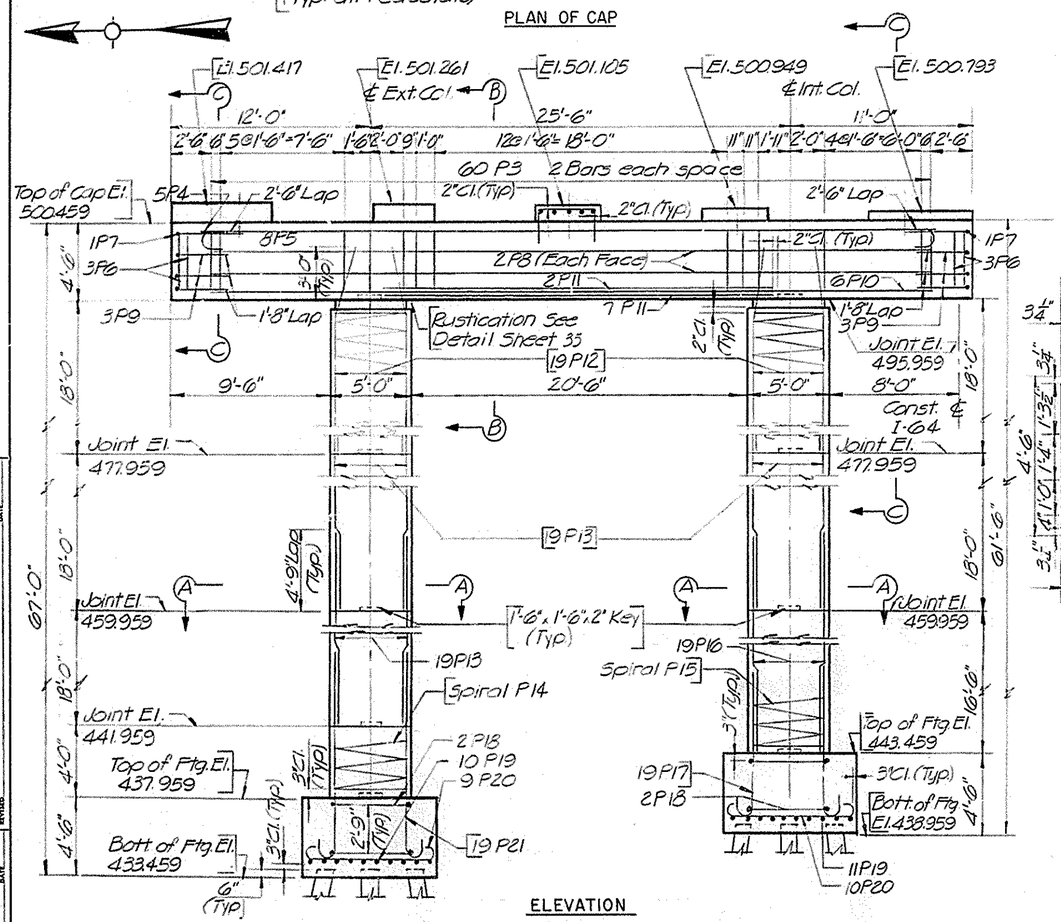


PLAN OF CAP

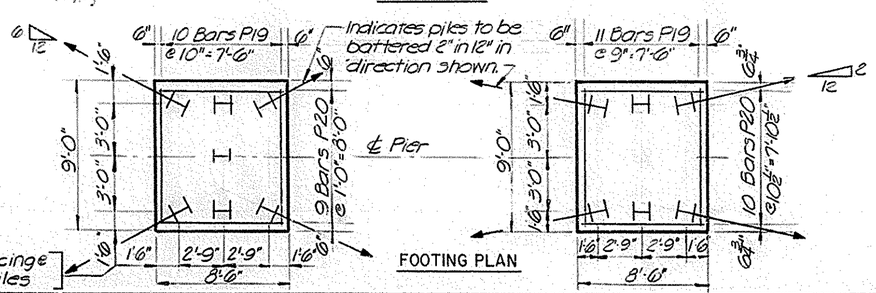


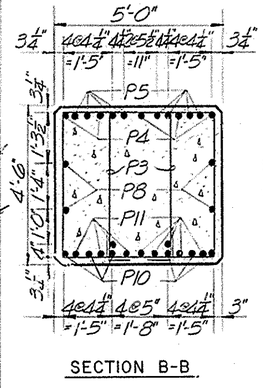
TYPICAL ANCHOR BOLT PLAN

Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 106 for test pile locations.

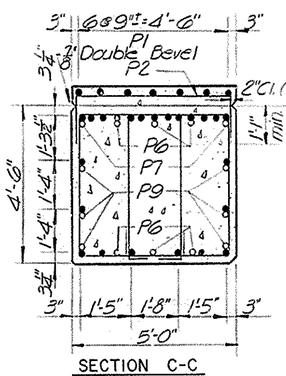


ELEVATION

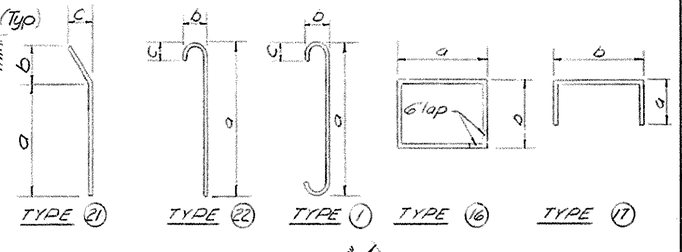




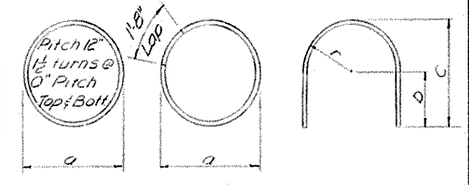
SECTION B-B

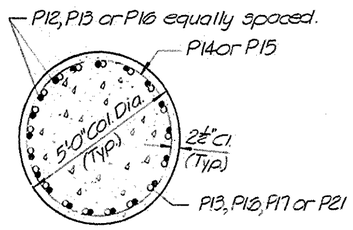


SECTION C-C



MARK	NO. TURNS
P14	61
P15	55





SECTION A-A

ESTIMATE OF QUANTITIES PIER 15 W		
ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	148.1
Steel Reinforcement	Lbs.	23,400
Steel Piles 12BP53 Furnishing	Lin. Ft.	822
Steel Piles 12BP53 Driving	Lin. Ft.	822
Structure Excavation, Common	Cu. Yd.	60

BILL OF REINFORCEMENT										
MARK	TYPE	SIZE	NUMBER	LENGTH ft.	LENGTH in.	LOCATION	a or f ft.	a or f in.	b ft.	b in.	c ft.	c in.
P1	(11)	4	41	7	6	Pedestal	1	11	3	8		
P2	(15)	4	25	8	4	Pedestal	1	10	4	8		
P3	(10)	4	60	15	10	Cap	4	1½	3	3		
P4	Str.	11	5	43	8	Cap						
P5	(1)	11	8	47	10	Cap	44	8	1	2	1	0½
P6	(5)	4	6	11	7	Cap	3	10	3	11¼		
P7	(2)	6	2	12	2	Cap	2	3½	2	6	4	9
P8	Str.	5	4	48	8	Cap						
P9	(3)	4	8	10	6	Cap	2	3½	1	8	3	11
P10	Str.	9	6	48	8	Cap						
P11	Str.	9	9	23	8	Cap						
P12	(21)	11	38	21	1	Column	17	3	3	9	0	10½
P13	Str.	11	57	22	9	Column						
P14	(19)	4	1	32	4	Column	4	7				
P15	(18)	4	1	18	7	Column	4	7				
P16	Str.	11	19	21	3	Column						
P17	(22)	11	19	10	0	Footing	8	5	1	2	1	0½
P18	(23)	4	4	15	11	Footing	4	7				
P19	(1)	6	21	9	10	Footing	8	6	0	6	0	6
P20	(2)	5	19	9	2	Footing	8	0	0	5	0	5
P21	(3)	11	19	4	0	Footing	12	5	1	2	1	0½

BRIDGE OVER K & I TRR TRESTLE SHEET 39 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 89+53 PROJECT NO. I64-2(34)1. SP 56 273 IIL

BRIDGE NUMBER	DRAWING NO.	INDEX
	16536	

PIER 15 W

DESIGNED BY: HDC DATE: 9-22-65 REVISED
DETAILED BY: HDC DATE: 1-1-66 REVISED
TRACED BY: DATE:
CHECKED BY: DATE:
CHECKED BY: DATE:

BRIDGE

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

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER PIER 16 W	PIER 16 E	PIER 20 W	PIER 20 E	LENGTH ft	LENGTH in	LOCATION	O or A	D ft	D in	C ft	C in
P1	(7)	4	38		38		38	8	Pedestal	O	3	6	3	3		
P2	(7)	4		38		38	7	2	Pedestal	O	1	10	3	5		
P3	(7)	4	25		25		9	10	Pedestal	O	2	5	4	3		
P4	(7)	4		25		25	8	4	Pedestal	O	1	10	4	8		
P5	(1)	11	9	9	9	9	49	1	Cap	O	43	11	1	2	1	0½
P6	(2)	11	5	5	5	5	47	0	Cap	O	45	5	1	2	1	0½
P7	(3)	6	1	1	1	1	10	2	Cap	O	2	3½	2	6	4	9
P8	Str.	5	4	4	4	4	45	5	Cap	O						
P9	(3)	4	4	4	4	4	10	6	Cap	O	2	3½	1	5	3	11
P10	Str.	9	4	4	4	4	45	5	Cap	O						
P11	Str.	9	5	8	8	8	22	2	Cap	O						
P12	(7)	4	3	3	3	3	11	7	Cap	O	3	0½	3	11½		
P15	(6)	4	60	60	60	60	15	2	Cap	O	4	1½	2	11		
P14	(21)	8	92	86	70	70	20	8	Column	O	17	3	3	4	0	9
P15	Str.	9	92	86	70	70	21	4	Column	O						
P16	(3)	4	2	2			7	4	Column	O	4	7				
P17	(3)	4			2	2	6	10	Column	O	4	7				
P18	Str.	11	92	86			16	4	Column	O						
P19	Str.	11			70	70	11	4	Column	O						
P20	(3)	4	4	4	4	4	15	11	Footing	O	4	7				
P21	(1)	11	26	26	26	26	17	8	Footing	O	14	6	1	2	1	0½
P22	(1)	6	30	30	30	30	9	10	Footing	O	5	6	0	6	0	6
P23	22	11	92	86	70	70	10	5	Footing	O	8	10	1	2	1	0½

Typ Brg @ See Detail this Sheet for location of anchor bolt holes

48'-0"

1'-9" 2'-0" 4 Spaces @ 10'-0" = 40'-0" 3'-9"

17 Bars, P1@9": Typ all Pedestals 16W & 20W
17 Bars, P2@9": Typ all Pedestals 16E & 20E

4'-0"

℄ Girder K ℄ Girder J ℄ Girder H ℄ Girder G ℄ Girder F

Const ℄ I-64

2'-6" R 11°-3 ℄ Pier ℄ ℄ Brg.

3" (Typ) 5'-0" 24" (Typ)

5 Bars, P3@10": Typ all Pedestals 16W & 20W
5 Bars, P4@10": Typ all Pedestals 16E & 20E
16W & 20W 3P1@1'-0" = 16E & 20E 3P2@1'-0" =

Pier Symm about ℄ except where noted

90° W.P.16 for Pier 16

20.713' Pier 20 W.P.20 for Pier 20

Sta 90+36.50 Pier 16
Sta 93+92.50 Pier 20

PLAN OF CAP

1½" ϕ holes drilled in Cap for 1¼" Anchor Bolts

℄ Pier ℄ ℄ Brgs. 3½" 5½" ℄ Girder 90° ℄ Girder

Line of Symmetry

TYPICAL ANCHOR BOLT PLAN

Pier	El.
16W	499.699
16E	498.466
20W	459.439
20E	458.207

Pier	El.
16W	499.543
16E	498.522
20W	459.283
20E	458.363

Pier	El.
16W	499.387
16E	498.778
20W	459.127
20E	458.519

Pier	El.
16W	499.231
16E	498.934
20W	458.971
20E	458.675

Pier	El.
16W	499.075
16E	499.090
20W	458.515
20E	458.831

Top of Cap El.
Pier 16 493.133
Pier 20 437.873

12'-0" ℄ Ext. Col. 24'-0" ℄ Int. Col. 12'-0"

2'-6" 16@1'-6" = 7'-6" 1'-6" 2'-3" 6@1'-3" 11@1'-6" = 16'-6" 14@2'-2" 1'-9" 6@1'-6" = 9'-0"

60 P13 2 bars each space

5P6 1P7 9P5 2'-6" Lap 3P12 4'-6" (Typ) 2"Cl. (Typ) 2"Cl. (Typ) 2P8 (Each Face) 4P10 8P11

Notes
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes
See sheet 66 for anchor bolt details
See sheet 106 & 107 for test pile locations
W- indicates Pier half for Westbound lane
E- indicates Pier half for Eastbound lane

Rustication See Detail Sheet 35

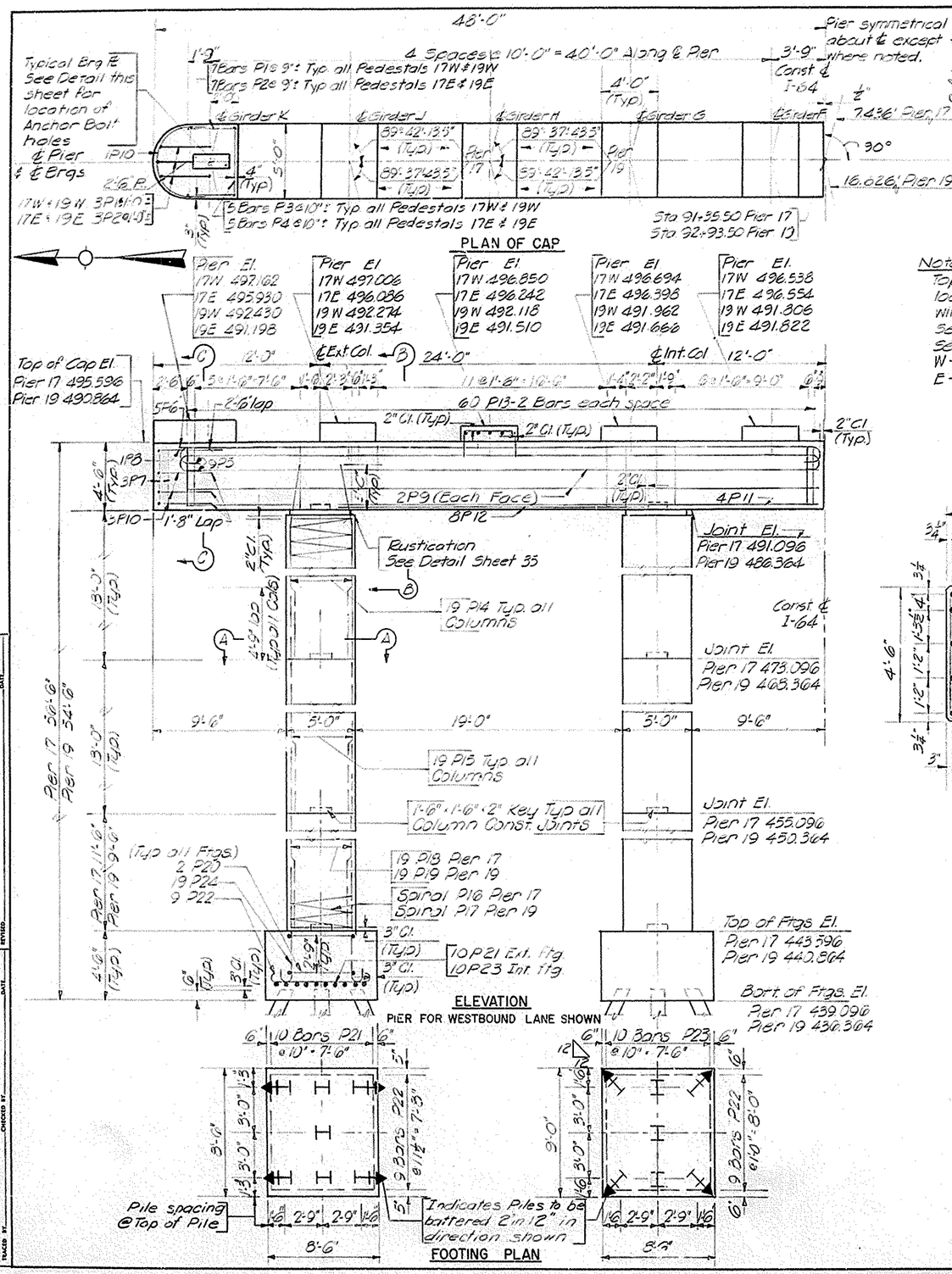
Joint El.
Pier 16 493.633
Pier 20 483.373

Const ℄ I-64

46 P14 Pier 16W 46 P14 Pier 16W
42 P14 Pier 16E 44 P14 Pier 16E
35 P14 Pier 20W 35 P14 Pier 20W
35 P14 Pier 20E 35 P14 Pier 20E

3½" 3½" 3½"

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



BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER PIER 17 W	NUMBER PIER 17 E	NUMBER PIER 19 W	NUMBER PIER 19 E	LENGTH Ft	LENGTH In	LOCATION	a or c Ft	a or c In	b Ft	b In	c Ft	c In
P1	17	4	35		35		5	8	Pedestal	2	6	5	5		
P2	17	4		35		35	7	6	Pedestal	1	11	3	5		
P3	17	4	25		25		9	6	Pedestal	2	5	2	5		
P4	17	4		25		25	8	2	Pedestal	1	10	2	5		
P5	1	11	9	9	9	9	45	1	Cap	45	11	1	2	1	0 3/4
P6	22	11	5	5	5	5	47	0	Cap	45	5	1	2	1	0 3/4
P7	17	4	3	3	3	3	11	7	Cap	3	10	3	11 1/2		
P8	23	6	1	1	1	1	12	2	Cap	2	3 1/2	2	6	4	6
P9	Str	5	4	4	4	4	43	5	Cap						
P10	23	4	4	2	4	1	10	6	Cap	2	3 1/2	1	5	3	11
P11	Str	9	4	4	4	4	45	5	Cap						
P12	Str	9	8	8	8	8	22	2	Cap						
P13	16	4	60	60	60	60	15	5	Cap	4	12 1/2	3	2		
P14	21	11	38	38	38	38	21	1	Column	17	3	3	9	0	10 1/2
P15	Str	11	38	38	38	38	22	9	Column						
P16	15	4	2	2			115	0	Column	4	7				
P17	15	4			2	2	289	5	Column	4	7				
P18	Str	11	38	38			16	3	Footing						
P19	Str	11			38	38	14	3	Footing						
P20	13	4	4	4	4	4	15	11	Footing	4	7				
P21	1	6	10	10	10	10	9	4	Footing	8	0	0	6	0	6
P22	1	5	18	18	18	18	9	2	Footing	6	0	0	5	0	5
P23	1	6	10	10	10	10	9	10	Footing	8	6	0	6	0	6
P24	23	11	38	38	38	38	10	0	Footing	8	5	1	2	1	0 3/4

ESTIMATE OF QUANTITIES

ITEM	UNIT	PIER 17 AMOUNT	PIER 19 AMOUNT
Concrete, Class A	CU. YD	274.3	268.5
Steel Reinforcement	LBS.	43,329	42,445
Steel Piles 12BP53 Furnishing	LIN. FT.	1351	1793
Steel Piles 12BP53 Driving	LIN. FT.	1351	1793
Structure Excavation, Common	CU. YD.	123	132

BRIDGE OVER K&I TRR TRESTLE SHEET 41 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL
STATION 69+53 PROJECT NO. I64-2(34) I

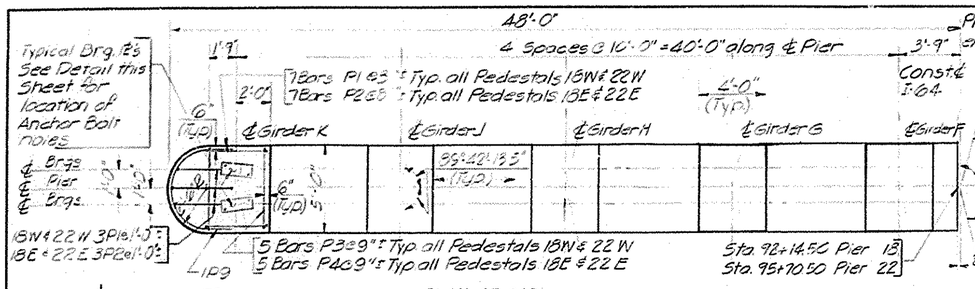
BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

PIERS 17, 19

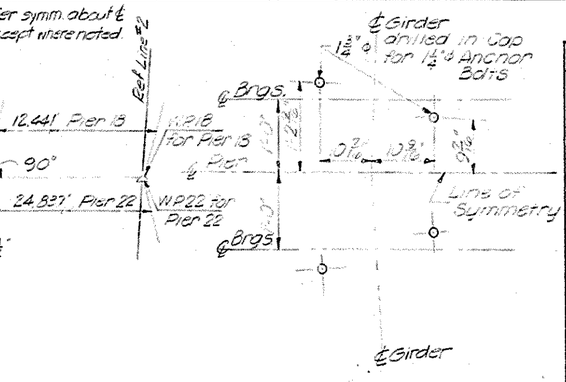
DESIGNED BY W.L.W. 9-20 CHECKED BY L.D.G.
DETAILED BY M.D.C. CHECKED BY W.L.W.
TRACED BY CHECKED BY
DATE REVISED 3-9-66
DATE REVISED
DATE REVISED

BRIDGE

FED. ROAD DIST.	STATE	FED. A'ID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



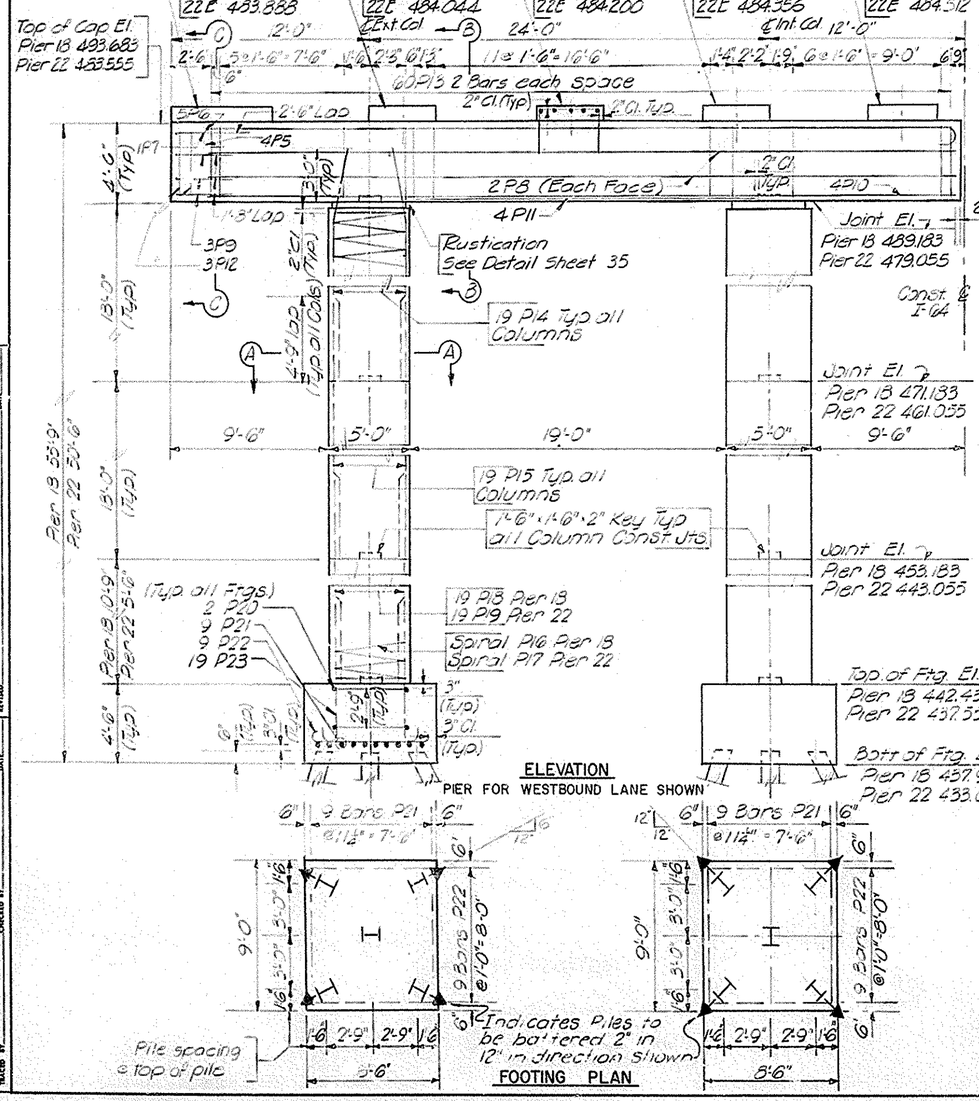
PLAN OF CAP



TYPICAL ANCHOR BOLT PLAN

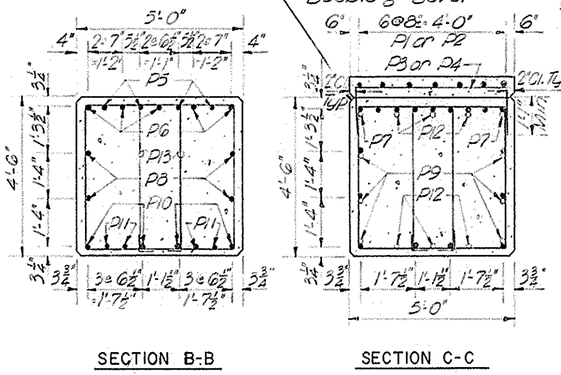
Pier	E1	E1	E1	E1	E1
	18W 495.249	18W 495.093	18W 494.937	18W 494.781	18W 494.625
	18E 494.016	18E 494.172	18E 494.328	18E 494.484	18E 494.640
	22W 485.120	22W 484.964	22W 484.808	22W 484.652	22W 484.496
	22E 483.888	22E 484.044	22E 484.200	22E 484.356	22E 484.512

Top of Cap El.
Pier 18 493.683
Pier 22 483.555



ELEVATION
PIER FOR WESTBOUND LANE SHOWN

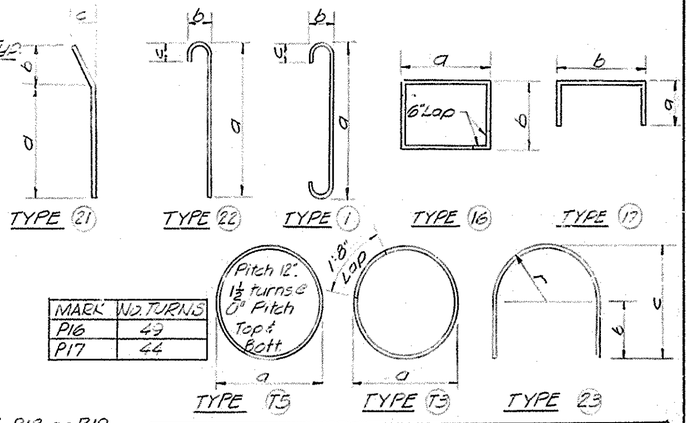
FOOTING PLAN

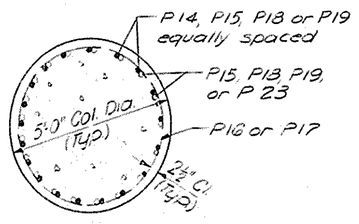


SECTION B-B

SECTION C-C

MARK	NO. TURNS
P16	49
P17	44





SECTION A-A

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER PIER 18 N	PIER 18 E	PIER 22 W	PIER 22 E	LENGTH ft	LENGTH in	LOCATION	A or R ft	A or R in	D ft	D in	C ft	C in
P1	(17)	4	38		38		3	8	Pedestal	2	6	3	5		
P2	(17)	4		38		38	7	4	Pedestal	1	10	3	5		
P3	(17)	4	25		25		9	10	Pedestal	2	5	4	5		
P4	(17)	4		25		25	5	4	Pedestal	1	10	4	5		
P5	(1)	11	3	3	4	4	49	1	Cap	45	11	1	2	1	0½
P6	(22)	11	5	5	5	5	47	0	Cap	45	5	1	2	1	0½
P7	(23)	6	1	1	1	1	11	11	Cap	2	2½	2	6	4	0
P8	Str.	5	4	4	4	4	45	5	Cap						
P9	(23)	4	4	4	4	4	10	3	Cap	2	2½	1	5	3	11
P10	Str.	9	4	4	4	4	45	5	Cap						
P11	Str.	9	4	4	4	4	22	2	Cap						
P12	(17)	4	3	3	3	3	11	7	Cap	3	10	3	11½		
P13	(16)	4	60	60	60	60	15	2	Cap	4	1½	2	11		
P14	(21)	11	38	38	38	38	21	1	Column	17	5	3	9	0	10½
P15	Str.	11	38	38	38	38	22	9	Column						
P16	(15)	4	2	2			700	9	Column	4	7				
P17	(15)	4			2	2	689	3	Column	4	7				
P18	Str.	11	38	38			15	6	Column						
P19	Str.	11			38	38	10	3	Column						
P20	(12)	4	4	4	4	4	15	11	Footing	4	7				
P21	(1)	5	13	13	13	13	9	8	Footing	5	6	0	5	0	5
P22	(1)	5	18	18	18	18	9	2	Footing	8	0	0	5	0	5
P23	(22)	11	38	38	38	38	10	0	Footing	8	5	1	2	1	0½

Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 107 & 108 for test pile locations
W - indicates Pier half for Westbound lane.
E - indicates Pier half for Eastbound lane.

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT PIER 18	AMOUNT PIER 22
Concrete, Class A	CU. YD	273.5	238.2
Steel Reinforcement	LBS	39,388	31,047
Steel Piles 12BP53 Furnishing	LIN. FT.	1294	1,145
Steel Piles 12BP53 Driving	LIN. FT.	1294	1,145
Structure Excavation Common	CU. YD	131	169

BRIDGE OVER K & I TRR TRESTLE SHEET 42 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 III I64-2(34) I

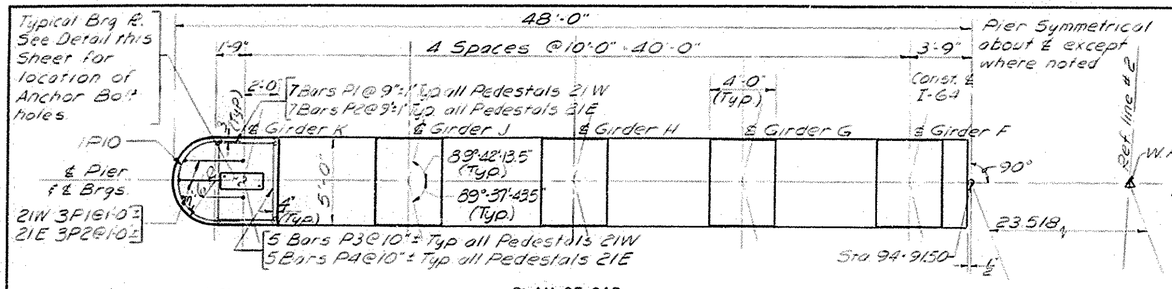
BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

PIERS 18, 22

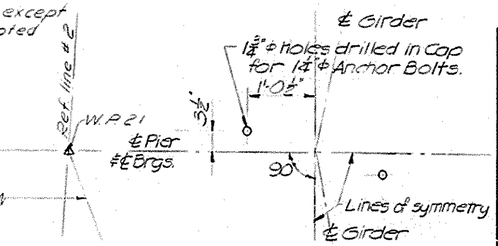
DESIGNED BY WLM 9-82 CHECKED BY LDG DATE 6-84 REVISED
DETAILED BY WLM CHECKED BY WLM DATE REVISED
TRACED BY NCC CHECKED BY DATE REVISED

BRIDGE

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



PLAN OF CAP



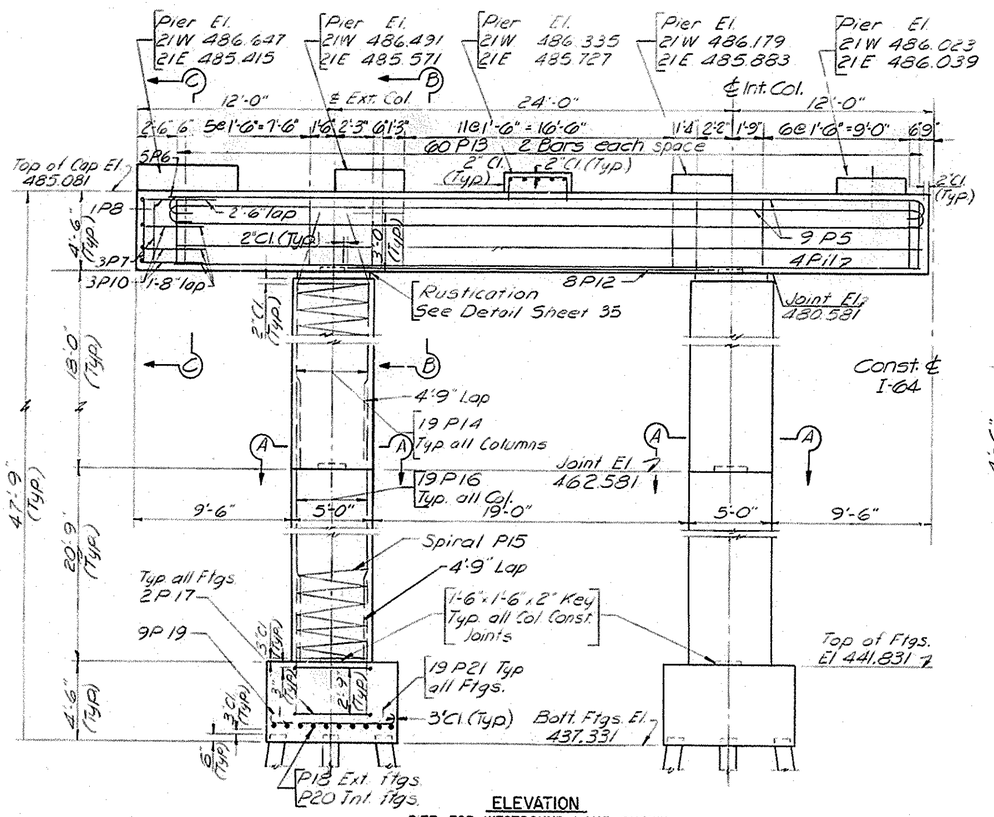
TYPICAL ANCHOR BOLT PLAN

Notes:

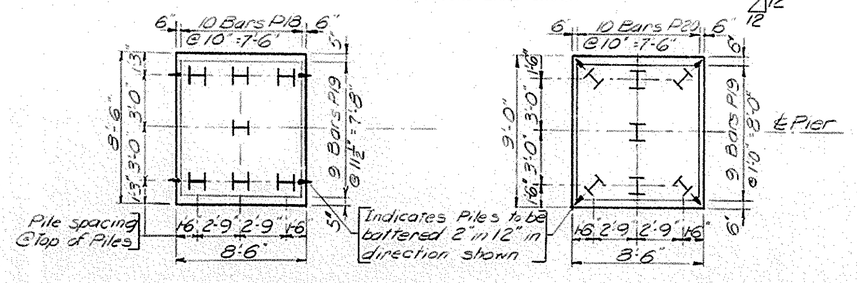
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes. See sheet 66 for anchor bolt details. See sheet 108 for test pile locations.
W-indicates Pier half for Westbound lane.
E-indicates Pier half for Eastbound lane.

BILL OF REINFORCEMENT

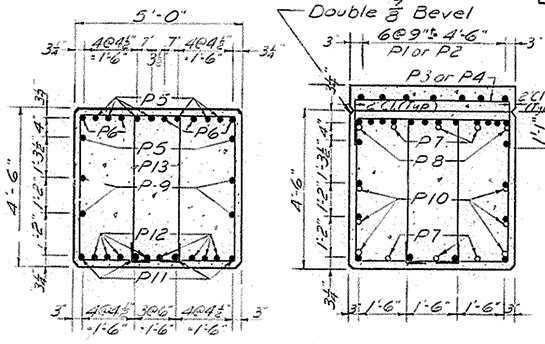
MARK	TYPE	SIZE	NUMBER Pier 21 W	NUMBER Pier 21 E	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	17	4	38		8	8	Pedestal	2	6	3	8		
P2	17	4		38	7	4	Pedestal	1	10	3	3		
P3	17	4	25		6	6	Pedestal	2	5	4	8		
P4	17	4		25	6	4	Pedestal	1	10	4	8		
P5	1	11	9	9	48	1	Cap	45	11	1	2	1	0¾
P6	22	11	5	5	47	0	Cap	45	5	1	2	1	0¾
P7	17	4	3	3	11	7	Cap	3	10	3	11½		
P8	23	6	1	1	12	2	Cap	2	3¾	2	6	4	9
P9	51r	5	4	4	45	5	Cap	45	4¾				
P10	23	4	4	4	10	6	Cap	2	3¾	1	8	3	11
P11	51r	9	4	4	45	5	Cap						
P12	51r	9	3	3	22	2	Cap						
P13	16	4	60	60	15	8	Cap	4	1¾	3	2		
P14	21	11	38	38	21	1	Column	17	3	3	9	0	10½
P15	T5	4	2	2	58	4	Column	4	7				
P16	51r	11	38	38	25	6	Column						
P17	T2	4	4	4	15	11	Footing	4	7				
P18	1	6	10	10	9	4	Footing	5	0	0	6	0	6
P19	1	5	18	18	9	2	Footing	8	0	0	5	0	5
P20	1	6	10	10	9	10	Footing	8	6	0	6	0	6
P21	22	11	38	38	10	0	Footing	8	5	1	2	1	0¾



ELEVATION
PIER FOR WESTBOUND LANE SHOWN

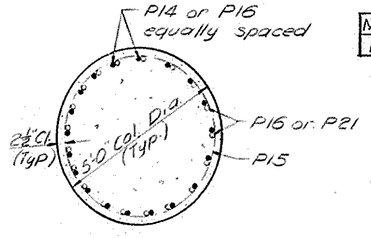


FOOTING PLAN



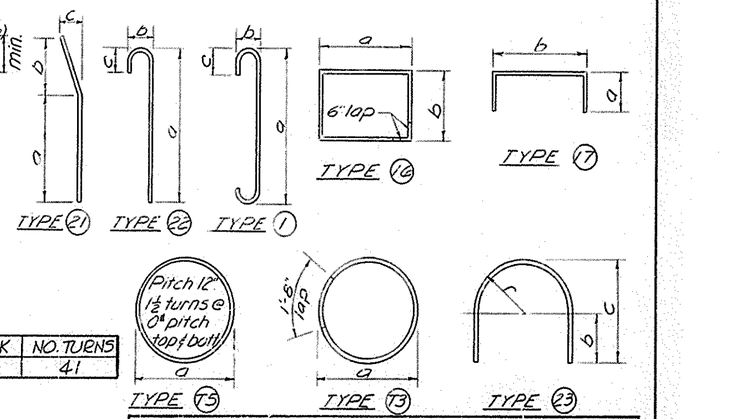
SECTION B-B

SECTION C-C



SECTION A-A

MARK	NO. TURNS
P15	41



ESTIMATE OF QUANTITIES — PIER 21

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	248.8
Steel Reinforcement	Lbs.	37,502
Steel Piles 12BP53 Furnishing	Lin. Ft.	1776
Steel Piles 12BP53 Driving	Lin. Ft.	1776
Structure Excavation, Common	Cu. Yd.	131

DESIGNED BY J.W.L.W. 9/69 CHECKED BY L.D.S.
DETAILED BY E.J.D.-M.D.C. CHECKED BY W.L.W.
TRACED BY CHECKED BY
DATE 3/1969 REVISED
DATE 5/1969 REVISED
DATE REVISED

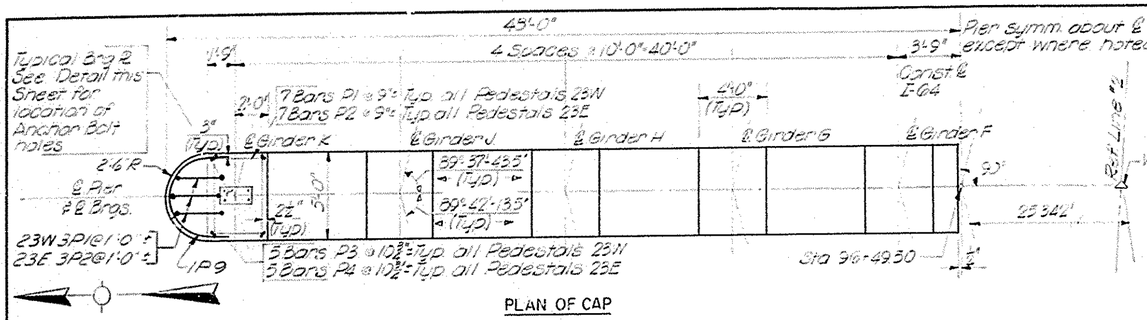
BRIDGE OVER K&ITRR TRESTLE SHEET 43 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 III
STATION 89+53 PROJECT NO. 164-2(34) I

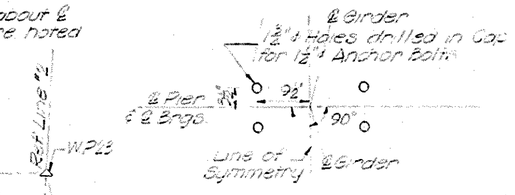
BRIDGE NUMBER
DRAWING NO. 16538
INDEX

PIER 21

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



PLAN OF CAP

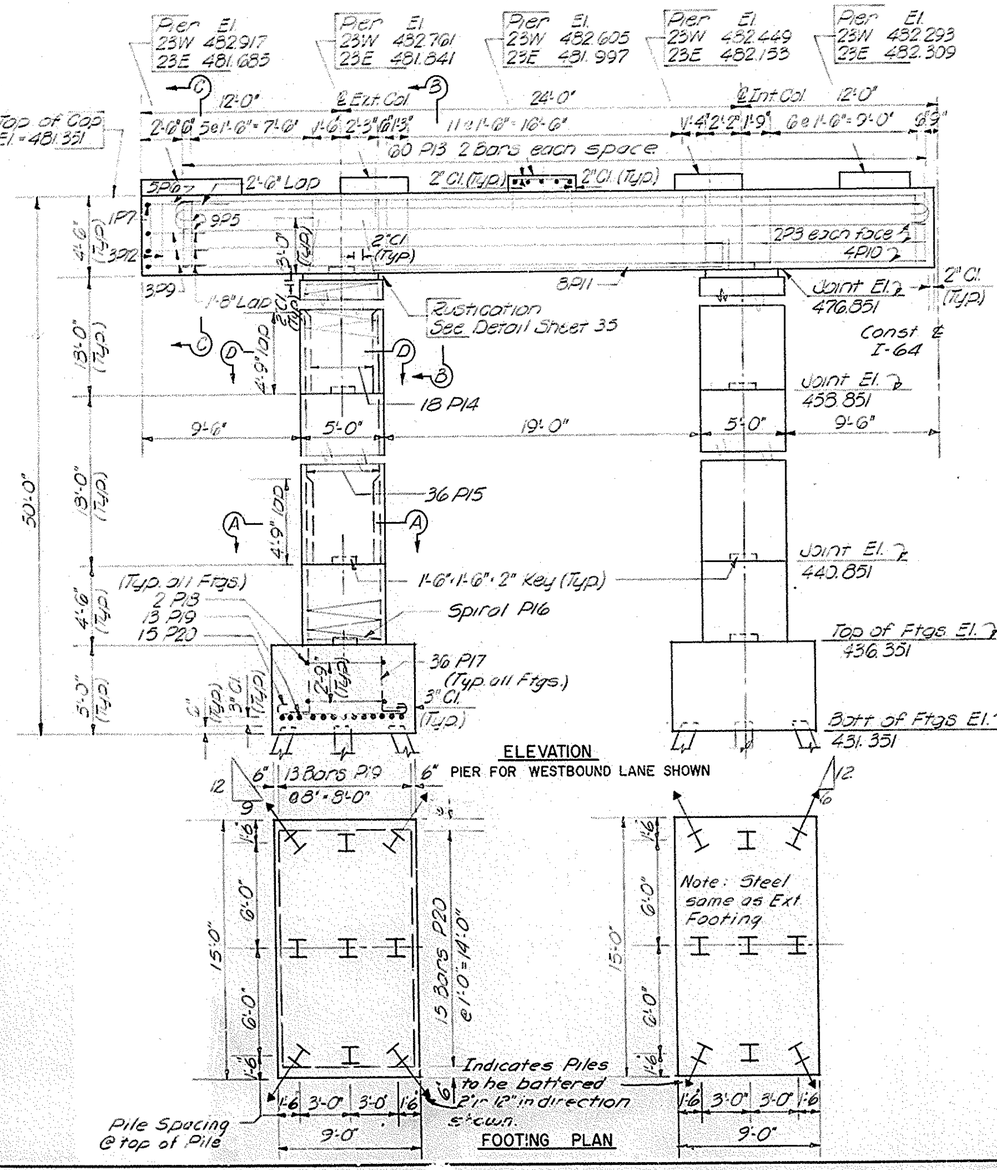


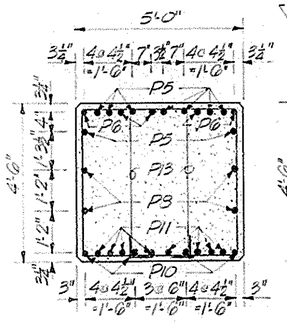
TYPICAL ANCHOR BOLT PLAN

Notes
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See Sheet 66 for anchor bolt details.
See Sheet 108 for test pile locations.
W-Indicates Pier half for Westbound lane.
E-Indicates Pier half for Eastbound lane.

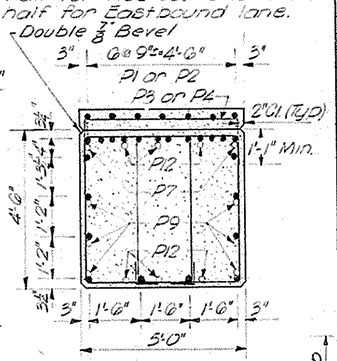
BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER PIER 23 W	NUMBER PIER 23 E	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	(2)	4	38		5	8	Pedestal	2	6	3	3		
P2	(7)	4		38	7	6	Pedestal	1	11	3	3		
P3	(7)	4	23		9	6	Pedestal	2	5	4	3		
P4	(7)	4		25	5	4	Pedestal		10	4	5		
P5	(1)	11	9	9	49	1	Cap	45	11	1	2	1	0 1/2
P6	(2)	11	5	5	47	0	Cap	45	5	1	2	1	0 1/2
P7	(3)	6	1	1	12	2	Cap	2	3 1/4	2	6	4	9
P8	Str.	3	4	4	25	5	Cap						
P9	(3)	4	4	4	10	6	Cap	2	3 1/2	1	5	3	11
P10	Str.	9	4	4	45	5	Cap						
P11	Str.	9	3	3	22	2	Cap						
P12	(7)	4	3	3	11	7	Cap	3	10	3	11 1/4		
P13	(8)	4	60	60	15	8	Cap	4	1 3/8	3	2		
P14	(2)	11	36	36	21	1	Column	17	3	3	9	0	10 1/2
P15	Str.	11	72	72	22	9	Column						
P16	(5)	4	2	2	6	11	Column	4	7				
P17	20	4.3	72	72	15	0	Footing	13	4	2	1 3/4		
P18	(3)	4	4	4	15	11	Footing	4	7				
P19	(1)	11	20	20	17	8	Footing	14	6	1	2	1	0 1/2
P20	(1)	6	30	30	9	10	Footing	8	6	0	6	0	6

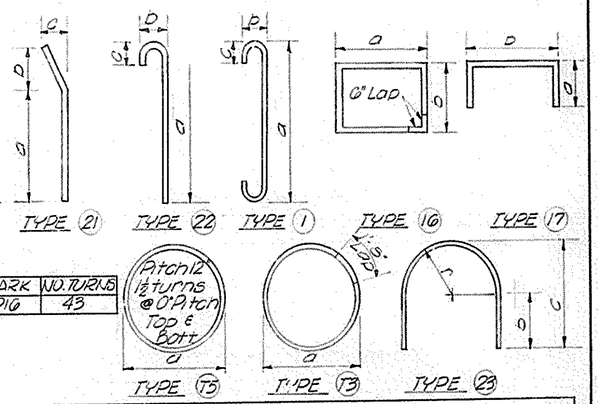




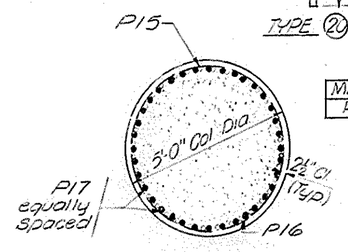
SECTION B-B



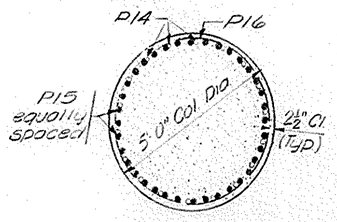
SECTION C-C



MARK	NO. TURNS
P16	43



SECTION A-A



SECTION D-L

ESTIMATE OF QUANTITIES PIER 23		
ITEM	UNIT	AMOUNT
Concrete, Class A	CU. YD.	304.3
Steel Reinforcement	LBS.	61,049
Steel Piles, 12BP53 Furnishing	LIN. FT.	1,953
Steel Piles, 12BP53 Driving	LIN. FT.	1,953
Structure Excavation, Common	CU. YD.	244

BRIDGE OVER K&I TRR TRESTLE SHEET 44 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56273 IIL
STATION 89+53 PROJECT NO. I64-2(34)1.

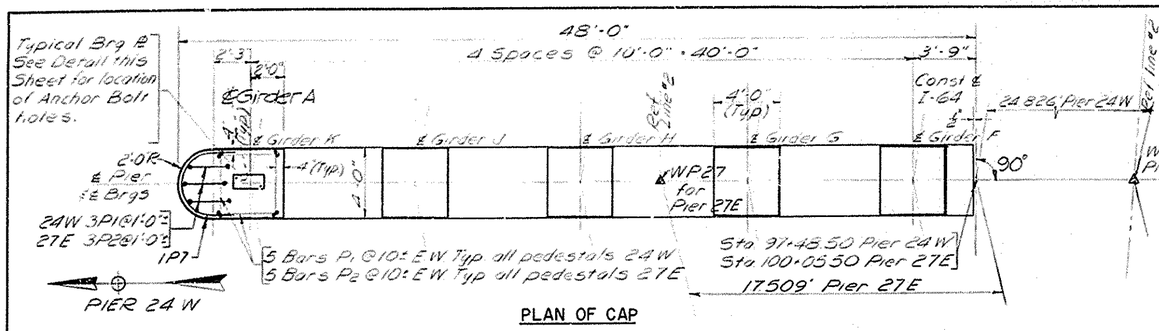
BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

PIER 23

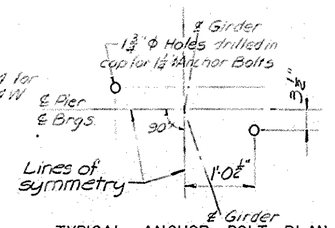
DESIGNED BY WLW DATE 2-66
DETAILED BY JBK DATE 4-66
TRACED BY DATE
CHECKED BY WLW DATE 4-66
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

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

Typical Brg # See Detail this Sheet for location of Anchor Bolt holes.



PLAN OF CAP

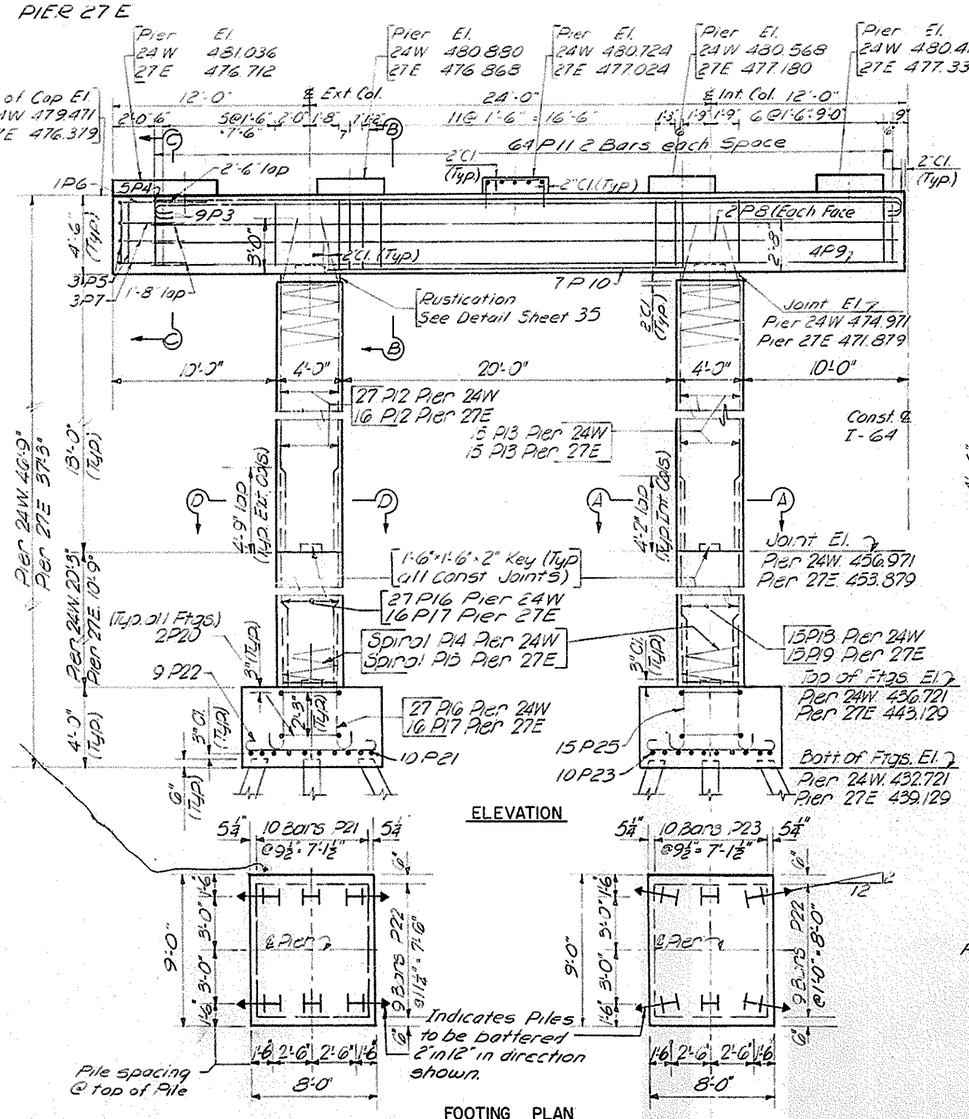


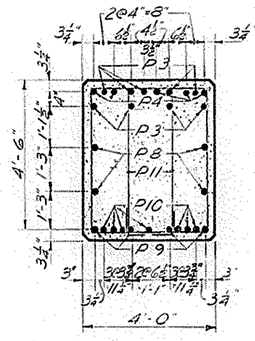
TYPICAL ANCHOR BOLT PLAN

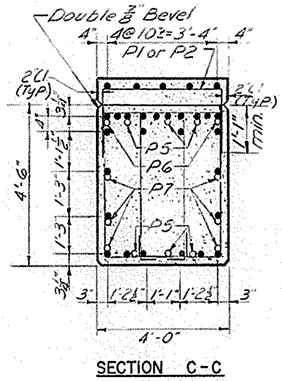
Notes:

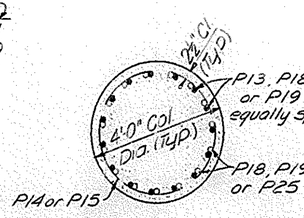
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes. See sheet 66 for anchor bolt details. See sheet 108 & 109 for test pile locations.

W- indicates Pier half for Westbound lane.
E- indicates Pier half for Eastbound lane.

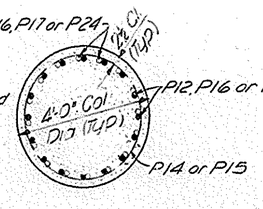








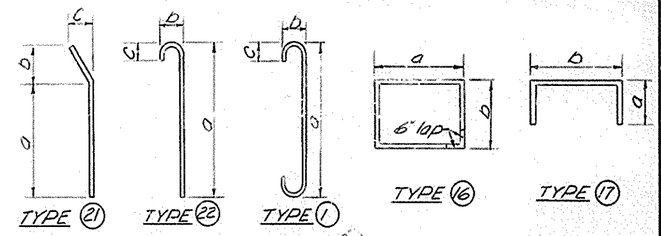
SECTION A-A



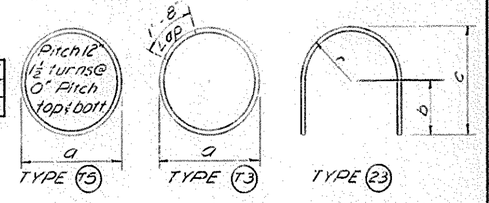
SECTION D-D

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER PIER 24W	NUMBER PIER 27E	LENGTH ft	LENGTH in.	LOCATION	a or f ft.	a or f in.	b ft.	b in.	c ft.	c in.
P1	(17)	4	53		8	8	Pedestal	2	6	3	8		
P2	(17)	4		53	7	6	Pedestal	1	11	3	8		
P3	(1)	11	9	9	49	7	Cap	46	5	1	2	1	0 Hooks
P4	(22)	11	5	5	47	6	Cap	45	11	1	2	1	0 Hooks
P5	(17)	4	3	3	10	8	Cap	3	4	3	11½		
P6	(23)	6	1	1	10	7	Cap	1	9½	2	6	4	3
P7	(23)	4	4	4	8	11	Cap	1	9±	1	8	3	5
P8	Str.	5	4	4	45	11	Cap						
P9	Str.	9	4	4	45	11	Cap						
P10	Str.	9	7	7	22	2	Cap						
P11	(16)	4	64	64	14	8	Cap	4	1½	2	8		
P12	(21)	11	27	16	21	1	Column	17	3	3	9	0	10½
P13	(21)	10	15	15	20	9	Column	17	3	3	5	0	9½
P14	(23)	4	2		45	11	Column	3	7				
P15	(15)	4		2	34	2	Column	3	7				
P16	Str.	11	27		25	0	Footing						
P17	Str.	11		16	15	6	Footing						
P18	Str.	10	15		25	0	Footing						
P19	Str.	10		15	15	6	Footing						
P20	(3)	4	4	4	12	10	Footing	3	7				
P21	(1)	8	10	10	10	2	Footing	8	0	0	10	0	9
P22	(1)	7	18	18	9	2	Footing	7	6	0	7	0	7
P23	(1)	8	10	10	10	8		8	6	0	10	0	9
P24	(22)	11	27	16	9	5		7	10	1	2	1	10½
P25	(22)	10	15	15	8	8		7	3	1	10±	0	11±



MARK	NO. TURNS
P14	41
P15	31



ESTIMATE OF QUANTITIES PIER 24W PIER 27E

ITEM	UNIT	AMOUNT	
Concrete, Class A	Cu. Yd.	92.1	81.1
Steel Reinforcement	Lbs.	18,982	14,128
Steel Piles 12BP53 - Furnishing	Lin. Ft	622	740
Steel Piles 12BP53 - Driving	Lin. Ft.	622	740
Structure Excavation, Common	Cu. Yd.	50	64

BRIDGE OVER K&ITRR TRESTLE SHEET 45 OF 110

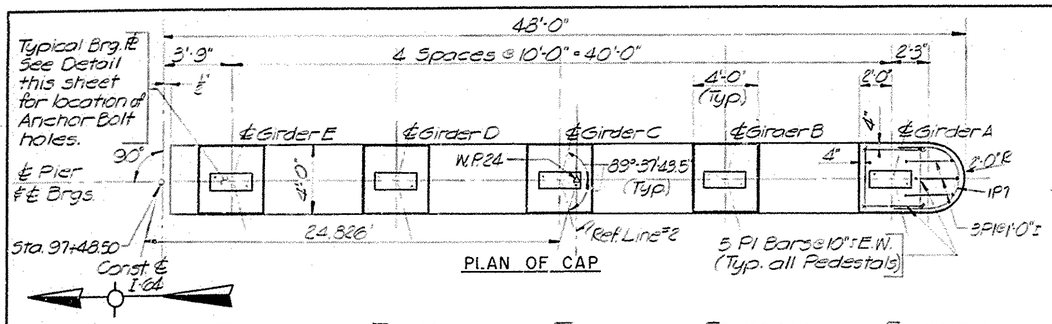
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON ROAD
STATION 89+53 PROJECT NO. I64-2(34)1 SP 56 273 111

BRIDGE NUMBER | DRAWING NO 16538 | INDEX

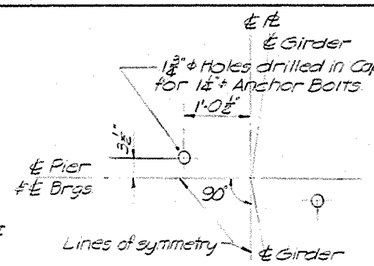
PIERS 24W 27E

DESIGNED BY JLH DATE 8/55 REVISED
DETAILED BY WLW DATE 5/56 REVISED
CHECKED BY DATE REVISED
TRACED BY DATE REVISED

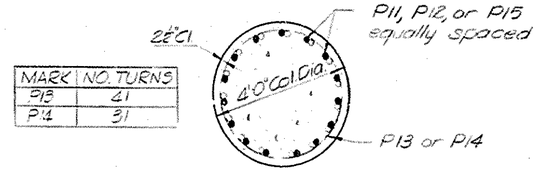
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN OF CAP

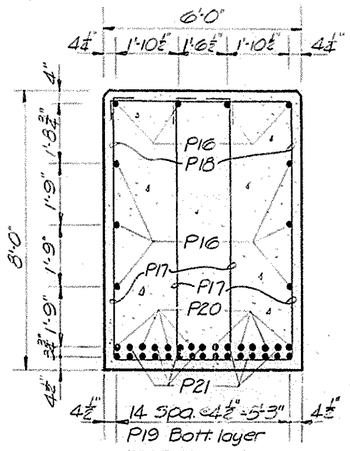


TYPICAL ANCHOR BOLT PLAN



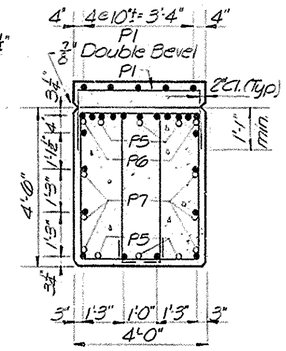
MARK	NO. TURNS
P13	41
P14	31

TYPICAL COLUMN SECTION AT LAP



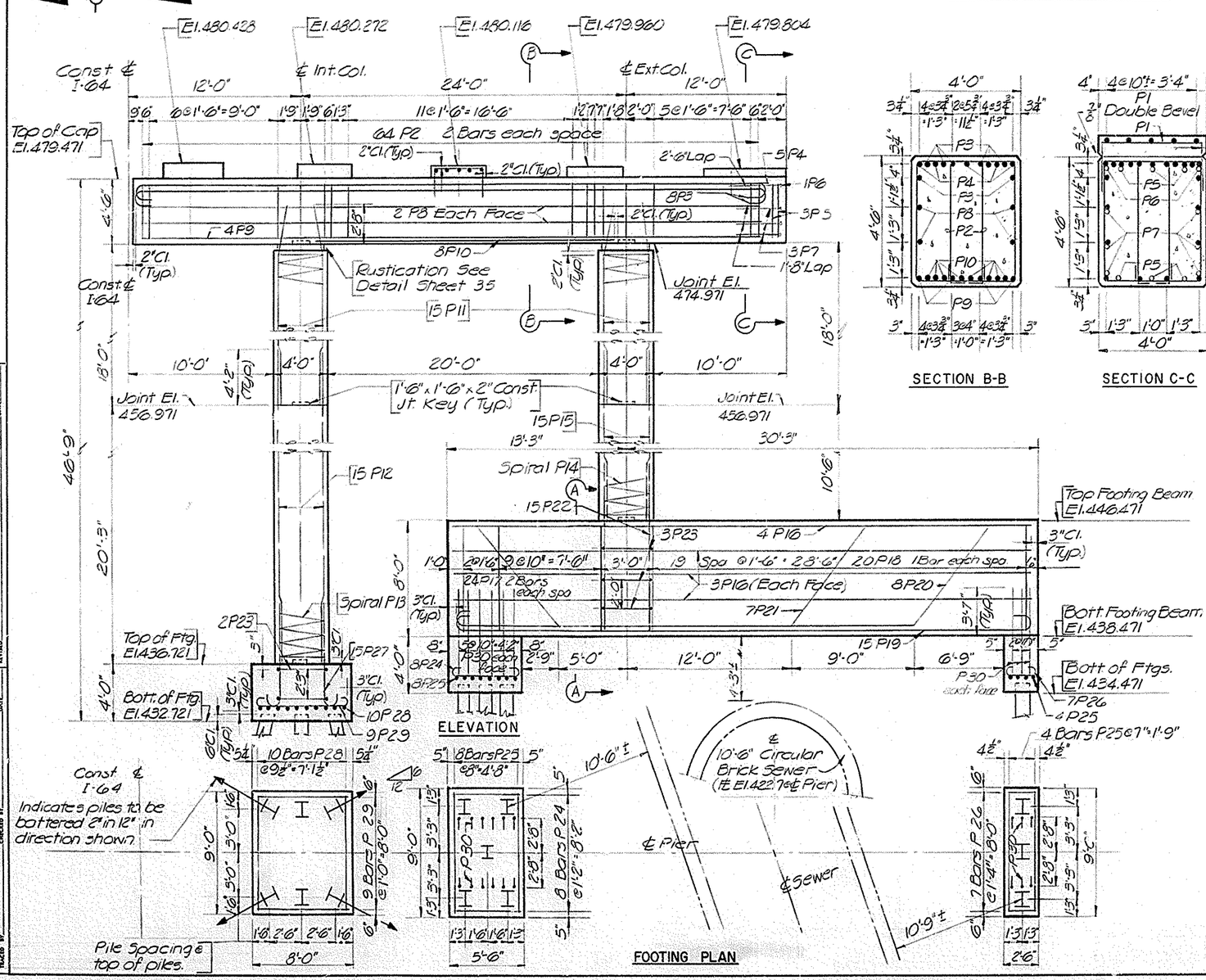
SECTION A-A

SECTION B-B



SECTION C-C

Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See Sheet 66 for anchor bolt details.
See Sheet 108 for location of test piles.
See Sheet 47 for brick sewer note.



Note:
Work this sheet with Sheet 48 for Bill of Reinforcement, Estimate of Quantities, and Bar Bending Diagrams.

BRIDGE OVER K & I TRR. TRESTLE — SHEET 46 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON ROAD
SP 56 273 111
STATION 89+53 — PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

PIER 24 E

DESIGNED BY: EJP — DETAILED BY: MDC — TRACED BY: — CHECKED BY: DEM — CHECKED BY: MLW — CHECKED BY: — DATE 9/66 — DATE — DATE — DATE 2/68 REVISED MLW/JBK — DATE — REVISED — DATE — REVISED

SHEET(S) NO. 170-3 ASSEMBLY

BRIDGE

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

Typical Brg. See Detail this Sheet for Location of Anchor Bolt Holes

43'-0" | 43'-0"

4 Spaces @ 10'-0" = 40'-0" | 3'-9" | 3'-9" | 4 Spaces @ 10'-0" = 40'-0"

Const. ℄ I-64

2'-3" 2'-2" 4" (Typ) | ℄ Girder K | ℄ Girder J | ℄ Girder H | ℄ Girder G | ℄ Girder F | ℄ Girder E | ℄ Girder D | ℄ Girder C | ℄ Girder B | ℄ Girder A | 2'-2" 2'-3"

4'-0" (Typ) | 4" (Typ) | 39°-42'-13.5" (Typ) | 89°-37'-43.5" | 90° | 40° | W 23

℄ Pier & Brgs. | IP7 | 3P28 1'-0" t | 3 Bars P2 @ 10" ± E.W. Typ. all Pedestals W. | Sta. 93+47.50 | 28.08'

3 Bars P1e 10" ± E.W. Typ. all Pedestals E | IP7 | 3P18 1'-0" t

WESTBOUND | EASTBOUND

PLAN OF CAP

1½" ϕ holes drilled in cap for 1½" Anchor Bolts | ℄ Girder | 1'-0½" | 90° | ℄ Pier & Brgs. | Lines of Symmetry | ℄ Girder

TYPICAL ANCHOR BOLT PLAN

El. 479.525 | El. 479.409 | El. 479.253 | El. 479.097 | El. 478.941 | El. 478.956 | El. 478.800 | El. 478.644 | El. 478.488 | El. 478.332

12'-0" | ℄ Ext. Col. | 24'-0" | ℄ Int. Col. | 12'-0" | 12'-0" | ℄ Int. Col. | 24'-0" | ℄ Ext. Col. | 12'-0"

2'-0" | 16 @ 1'-6" = 24'-0" | 11 @ 1'-6" = 16'-6" | 1'-3" | 1'-9" | 1'-9" | 6 @ 1'-6" = 9'-0" | 6 @ 1'-6"

64 P11 28 brs each space

Top of Cap El. 479.999 | 5P4 | 2'-6" | 2'-0" (Typ) | 2'-0" (Typ) | 2'-0" (Typ) | Top of Cap El. 477.999

1P6 | 3P5 | @P3 | 2P3 | 2P8 each face | 4P3 | 2'-8" | 2'-9" | 3P7 | 1'-3" | 6P10

Note: Steel in Cap same as W.B. Cap

15 P12 | 15 P12 | 15 P12 | Joint El. 473.499

Const. ℄ I-64 | Rustication See Detail Sheet 35

10'-0" | 4'-0" | 20'-0" | 4'-2" (Typ) | 4'-0" | 10'-0" | 10'-0" | 4'-0" | 20'-0" | 4'-2" (Typ) | 4'-0" | 10'-0"

A | A | A | A | A | A | A | A | A | A | A | A

Joint El. 455.499

15 P16 | 1'-6" x 1'-6" x 2" Key (Typ) | 15 P16

Spiral P14 | Spiral P14

E | 3'-6" | 24'-0" | 24'-0" | 3'-6" | 3"Cl. (Typ)

4P18

Top of Footing Beam El. 446.999

6" | 36 Spa. @ 1'-6" = 54'-0" = 37 P19 | 1 Bar each space | 6P24 | 6" | 6P23 | 3P22 | 3P21

3P18 each face | 3P17 | ℄ Symmetry for Footing Beam steel except were noted. | P26 (Typ) | 4P25

12 P20 | 2'-0" Typ. | 3'-7" (Typ) | 6½" | 7@11" = 6'-5" | 6½" | 20'-0" | 5'-0" | 5'-0" | 4'-6" | 2'-0" | 2'-0" | 1'-6"

P28 each face | 11 P29 | 10 P32 | 3'-9" | 3'-9"

Top of Ftg. 7 El. 438.499 | Bott. of Ftg. 7 El. 434.499

18'-0" | 44'-2" | 17'-6" | 4'-0" | 4'-6" | 18'-0" (Typ) | 43'-6" | 8'-6" | 8'-6" | 4'-0"

15 P13 | Spiral P15 | 4'-2" | 3" (Typ) | 3"Cl. (Typ) | 15 P30 | 2 P17 | 11 P27 | 10 P31 | 6" (Typ)

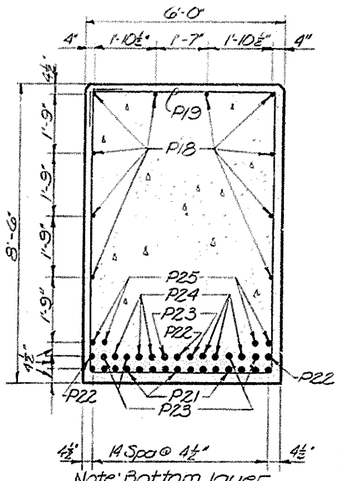
Top of Ftg. 7 El. 437.999 | Bott. of Ftg. 7 El. 433.999

ELEVATION

4½" | 10 Bars P31 @ 9½" = 7'-11½" | 5¼" | 5¼" | 10 Bars P32 @ 9" = 6'-9" | 4½"

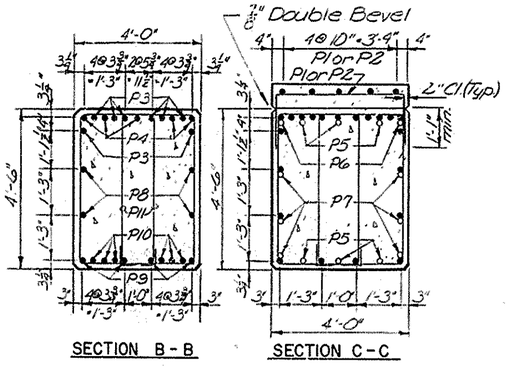
3'-0" | 3'-0" | 3'-0" | 11 Bars P27 @ 9½" = 7'-11" | 11 Bars P29 @ 10" = 10'-0" | 2'-6" | 2'-6" | 2'-6

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



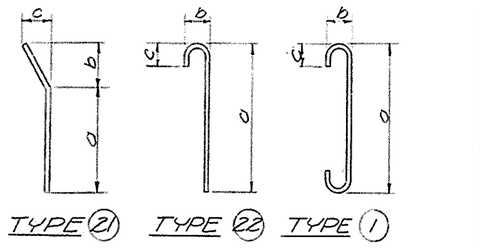
Note: Bottom layer of steel P20 except where noted.

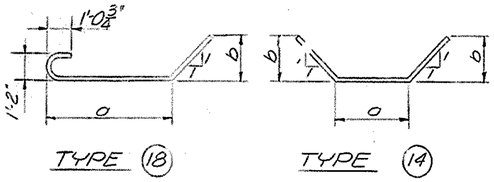
SECTION E - E

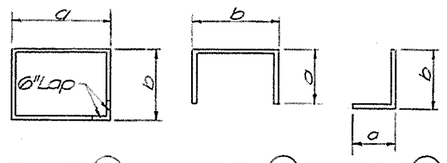


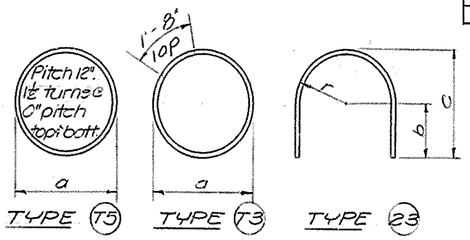
SECTION B - B

SECTION C - C

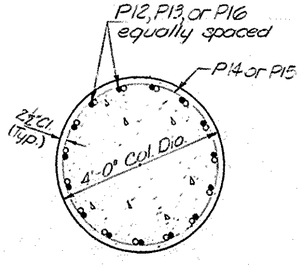








MARK	NO. TURNS
P14	29
P15	38



SECTION A - A

BILL OF REINFORCEMENT PIER 25

MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or f ft	a or f in	b ft	b in	c ft	c in
P1	(17)	4	53	7	6	Pedestal	1	11	3	3		
P2	(17)	4	53	3	3	Pedestal	2	6	3	3		
P3	(1)	11	16	49	7	Cap	46	5	1	2	1	0¾
P4	(22)	11	10	47	6	Cap	45	11	1	2	1	0¾
P5	(17)	4	6	10	9	Cap	3	5	3	11¾		
P6	(25)	6	2	10	7	Cap	1	9¾	2	6	4	3
P7	(23)	4	8	8	11	Cap	1	9¾	1	8	3	5
P8	Str.	5	8	45	11	Cap						
P9	Str.	9	8	45	11	Cap						
P10	Str.	9	12	22	2	Cap						
P11	(16)	4	128	14	2	Cap	4	1¾	2	5		
P12	(21)	10	60	20	9	Column	17	3	3	5	0	9¾
P13	Str.	10	15	21	8	Column						
P14	(15)	4	3	353	10	Column	3	7				
P15	(15)	4	1	404	4	Column	3	7				
P16	Str.	10	45	12	8	Column						
P17	(13)	4	11	12	10	Ftg. Bm. & Ftg.	3	7				
P18	Str.	6	10	34	6	Ftg. Beam						
P19	(16)	5	37	27	11	Ftg. Beam	7	11¾	5	6		
P20	(17)	14.5	12	56	7	Ftg. Beam	2	6¾	54	6		
P21	(14)	14.5	3	55	8	Ftg. Beam	37	0	7	8		
P22	(14)	14.5	3	53	6	Ftg. Beam	35	0	7	3		
P23	(14)	14.5	6	49	6	Ftg. Beam	29	0	7	3		
P24	(14)	14.5	6	40	6	Ftg. Beam	20	0	7	3		
P25	(14)	11	4	29	7	Ftg. Beam	10	0	6	11		
P26	Str.	10	45	11	10	Ftg. Beam						
P27	(1)	6	11	8	10	Footing	7	6	0	6	0	6
P28	(20)	8	32	7	9	Footing	1	5	6	6		
P29	(1)	6	22	8	4	Footing	7	0	0	6	0	6
P30	(20)	10	15	8	9	Footing	7	4	1	0¾	0	11¾
P31	(1)	8	10	10	8	Footing	8	6	0	10	0	9
P32	(1)	8	20	12	8	Footing	10	6	0	10	0	9

BILL OF REINFORCEMENT PIER 24 E.

MARK	TYPE	SIZE	NUMBER	LENGTH ft	LENGTH in	LOCATION	a or f ft	a or f in	b ft	b in	c ft	c in
P1	(17)	4	53	7	6	Pedestal	1	11	3	3		
P2	(16)	4	64	14	2	Cap	4	1¾	2	5		
P3	(1)	11	8	49	7	Cap	46	5	1	2	1	0¾
P4	(22)	11	5	47	6	Cap	45	11	1	2	1	0¾
P5	(17)	4	3	10	9	Cap	3	5	3	11¾		
P6	(25)	6	1	10	7	Cap	1	9¾	2	6	4	3
P7	(23)	4	4	8	11	Cap	1	9¾	1	8	3	5
P8	Str.	5	4	45	11	Cap						
P9	Str.	9	4	45	11	Cap						
P10	Str.	9	8	22	2	Cap						
P11	(21)	10	30	20	9	Column	17	3	3	5	0	9¾
P12	Str.	10	15	24	5	Column						
P13	(15)	4	1	457	11	Column	3	7				
P14	(15)	4	1	340	2	Column	3	7				
P15	Str.	10	15	14	8	Column						
P16	Str.	6	10	43	0	Ftg. Beam						
P17	(18)	5	24	23	2	Ftg. Beam	7	5¾	3	7¾		
P18	(18)	5	20	26	11	Ftg. Beam	7	5¾	5	5¾		
P19	(1)	11	15	46	2	Ftg. Beam	45	0	1	2	1	0¾
P20	(15)	11	8	45	3	Ftg. Beam	34	0	6	10		
P21	(14)	11	7	36	4	Ftg. Beam	17	0	6	10		
P22	Str.	10	15	11	5	Ftg. Beam						
P23	(13)	4	5	12	10	Ftg. Bm. & Ftg.	3	7				
P24	(1)	6	8	6	4	Footing	5	0	0	6	0	6
P25	(1)	7	12	10	2	Footing	8	6	0	7	0	7
P26	(1)	5	7	3	2	Footing	2	0	0	5	0	5
P27	(20)	10	15	8	9	Footing	7	4	1	0¾	0	11¾
P28	(1)	8	10	10	8	Footing	8	6	0	10	0	9
P29	(1)	7	9	9	2	Footing	7	6	0	7	0	7
P30	(20)	8	18	7	9	Footing	1	5	6	6		

ESTIMATE OF QUANTITIES PIER 25

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	261.9
Steel Reinforcement	Lbs.	37,741
Steel Piles 12BP53 Furnishing	Lin. Ft.	1,420
Steel Piles 12BP53 Driving	Lin. Ft.	1,420
Structure Excavation, Common	Cu. Yd.	109

ESTIMATE OF QUANTITIES PIER 24 E

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yd.	163.3
Steel Reinforcement	Lbs.	22,722
Steel Piles 12BP53 Furnishing	Lin. Ft.	750
Steel Piles 12BP53 Driving	Lin. Ft.	750
Structure Excavation, Common	Cu. Yd.	73

DESIGNED BY E.J.D. DATE 2-66 REVISED
DETAILED BY L.E.F.-M.C.C. DATE 2-66 REVISED
CHECKED BY J.W.J. DATE REVISED
TRACED BY CHECKED BY

BRIDGE OVER K & I TRR TRESTLE SHEET 48 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO I3TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 III.
STATION 89+53 PROJECT NO. I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

PIER 25

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

Typical Brg. ℄'s See Detail this Sheet for location of Anchor Bolt Holes.

WESTBOUND

PLAN OF CAP

EASTBOUND

7 Bars P1@6½"± (Typ. all Pedestals W.B. Lane)
7 Bars P2@6½"± (Typ. all Pedestals E.B. Lane)
5 Bars P1@9"± (Typ. all Pedestals W.B. Lane)
5 Bars P2@9"± (Typ. all Pedestals E.B. Lane)
3 P1@1'-0"± Pedestal K
3 P2@1'-0"± Pedestal A

TYPICAL ANCHOR BOLT PLAN

Notes:
Top of cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 108 for test pile locations.

Note: Steel in Cap same as W. Cap.

ELEVATION

FOOTING PLAN

Indicates piles to be battered 2" in 12" in direction shown.

Note: Work this Sheet with Sheet 50 for Bill of Reinforcement, Estimate of Quantities, Bending Diagrams & Sections.

BRIDGE OVER K & I T R R TRESTLE — SHEET 49 OF 110

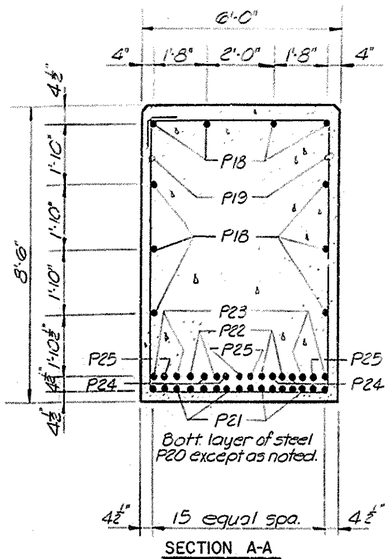
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION — PROJECT NO. SP 56 273 IIL I64-2(34) I

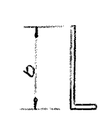
BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

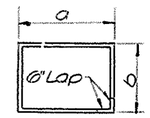
PIER 26

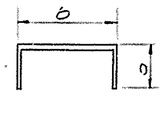
DESIGNED BY EJC — DETAILED BY MRC/WES — CHECKED BY OEM — CHECKED BY JWW — TRACED BY — CHECKED BY
DATE 2-66 — REVISED — DATE 2-66 — REVISED — DATE — REVISED — DATE — REVISED

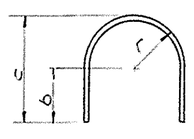
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

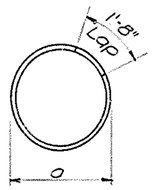








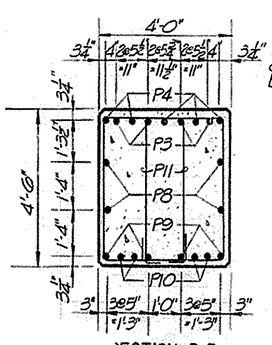


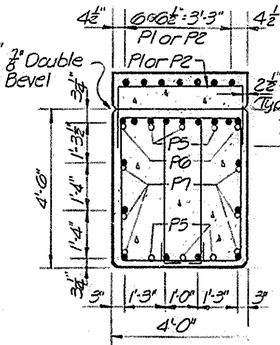


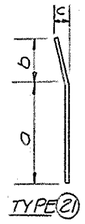
PIER 26	
MARK	NO. TURNS
P15	28
P16	38

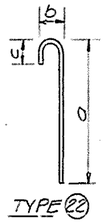
PIER 27 W.	
MARK	NO. TURNS
P14	30
P15	22

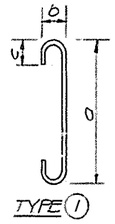


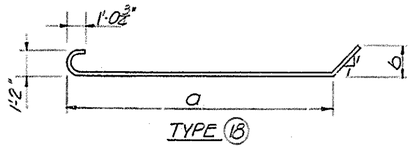


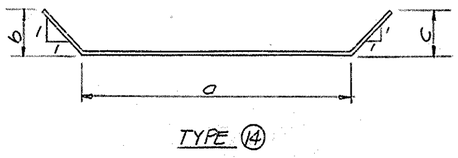


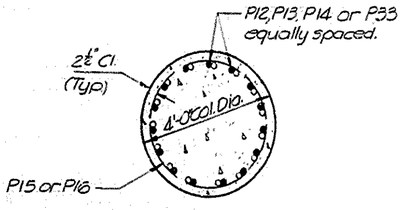












TYPICAL COLUMN SECTION AT LAP

BILL OF REINFORCEMENT PIER 26

MARK	TYPE	SIZE	NUMBER	LENGTH ft.	LENGTH in.	LOCATION	a or r ft.	a or r in.	b ft.	b in.	c ft.	c in.
P1	17	4	67	8	8	Pedestal	2	6	3	8		
P2	17	4	63	7	6	Pedestal	1	11	3	8		
P3	1	11	8	49	7	Cap	46	5	1	2	1	0 3/4
P4	22	11	10	47	6	Cap	45	11	1	2	1	0 3/4
P5	17	4	6	10	0	Cap	3	5	3	11 1/4		
P6	23	6	2	10	5	Cap	1	9 3/4	2	6	4	4
P7	23	4	8	8	10	Cap	1	9 3/4	1	8	3	6
P8	Str.	5	8	45	11	Cap						
P9	Str.	9	8	45	11	Cap						
P10	Str.	9	8	22	2	Cap						
P11	16	4	128	14	2	Cap	4	1 3/4	2	5		
P12	21	10	60	20	9	Column	17	3	3	5	0	9 3/4
P13	Str.	10	45	11	8	Column						
P14	Str.	10	15	21	2	Column						
P15	13	4	3	312	8	Column	3	7				
P16	13	4	1	424	4	Column	3	7				
P17	Str.	10	45	11	11	Ftg. Beam						
P18	Str.	6	10	55	0	Ftg. Beam						
P19	16	5	37	27	11	Ftg. Beam	7	11 1/2	5	6		
P20	17	14.5	12	59	2	Ftg. Beam	2	6 1/2	55	0		
P21	14	14.5	4	59	11	Ftg. Beam	38	3	7	8	7	8
P22	14	11	4	53	4	Ftg. Beam	32	10	7	3	7	3
P23	14	11	4	47	8	Ftg. Beam	27	2	7	3	7	3
P24	14	11	4	42	4	Ftg. Beam	21	10	7	3	7	3
P25	14	11	4	35	4	Ftg. Beam	14	10	7	3	7	3
P26	13	4	11	12	10	Ftg. Bm. & Ftg.	3	7				
P27	1	6	26	9	10	Footing	8	6	0	6	0	6
P28	1	6	8	6	4	Footing	5	0	0	6	0	6
P29	1	6	8	8	4	Footing	7	0	0	6	0	6
P30	1	7	9	10	2	Footing	8	6	0	7	0	7
P31	20	8	28	7	9	Footing	1	5	6	6		
P32	1	7	9	8	8	Footing	7	0	0	7	0	7
P33	22	10	15	8	9	Footing	7	4	1	0 1/2	0	11 1/4

BILL OF REINFORCEMENT PIER 27 W.

MARK	TYPE	SIZE	NUMBER	LENGTH ft.	LENGTH in.	LOCATION	a or r ft.	a or r in.	b ft.	b in.	c ft.	c in.
P1	17	4	53	8	8	Pedestal	2	6	3	8		
P2	16	4	64	14	2	Cap	4	1 3/4	2	5		
P3	1	11	8	49	7	Cap	46	5	1	2	1	0 3/4
P4	22	11	5	47	6	Cap	45	11	1	2	1	0 3/4
P5	17	4	3	10	5	Cap	3	5	3	11 1/4		
P6	23	6	1	10	5	Cap	1	9 3/4	2	6	4	4
P7	23	4	4	8	10	Cap	1	9 3/4	1	8	3	6
P8	Str.	5	4	45	11	Cap						
P9	Str.	9	4	45	11	Cap						
P10	Str.	9	8	22	2	Cap						
P11	21	10	15	22	3	Column	18	9	3	5	0	9 3/4
P12	21	10	15	20	9	Column	17	3	3	5	0	9 3/4
P13	Str.	10	15	13	8	Column						
P14	15	4	1	355	0	Column	3	7				
P15	15	4	1	245	8	Column	3	7				
P16	Str.	10	15	11	5	Ftg. Beam						
P17	16	5	18	26	11	Ftg. Beam	7	5 3/4	5	5 1/2		
P18	16	5	20	23	2	Ftg. Beam	7	5 3/4	3	7		
P19	Str.	6	10	42	0	Ftg. Beam						
P20	1	11	10	45	2	Ftg. Beam	42	0	1	2	1	0 3/4
P21	18	11	5	45	8	Ftg. Beam	37	0	5	0		
P22	14	11	8	44	11	Ftg. Beam	27	6	5	6	6	10
P23	14	11	9	35	10	Ftg. Beam	16	6	6	10	6	10
P24	13	4	5	12	10	Ftg. Bm. & Ftg.	3	7				
P25	20	8	18	7	9	Footing	7	5	6	6		
P26	1	6	15	9	10	Footing	8	6	0	6	0	6
P27	1	6	8	6	4	Footing	5	0	0	6	0	6
P28	1	5	7	3	2	Footing	3	7	0	5	0	5
P29	1	8	10	10	8	Footing	8	6	0	10	0	9
P30	1	7	9	9	2	Footing	7	6	0	7	0	7
P31	22	10	15	8	9	Footing	7	4	1	0 1/2	0	11 1/4

ESTIMATE OF QUANTITIES — PIER 26		
ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yds.	252.5
Steel Reinforcement	Lbs.	36,190
Steel Piles, 12 BP53, Furnishing	Lin. Ft.	1,197
Steel Piles, 12 BP53, Driving	Lin. Ft.	1,197
Structure Excavation, Common	Cu. Yds.	133

ESTIMATE OF QUANTITIES — PIER 27 W		
ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yds.	154.5
Steel Reinforcement	Lbs.	21,153
Steel Piles, 12 BP53, Furnishing	Lin. Ft.	869
Steel Piles, 12 BP53, Driving	Lin. Ft.	869
Structure Excavation, Common	Cu. Yds.	93

DESIGNED BY EJD — DETAILED BY MDC — TRACED BY — CHECKED BY OEM — CHECKED BY WLW — CHECKED BY — DATE 2-68 REVISED — DATE 8-68 REVISED — DATE — DATE

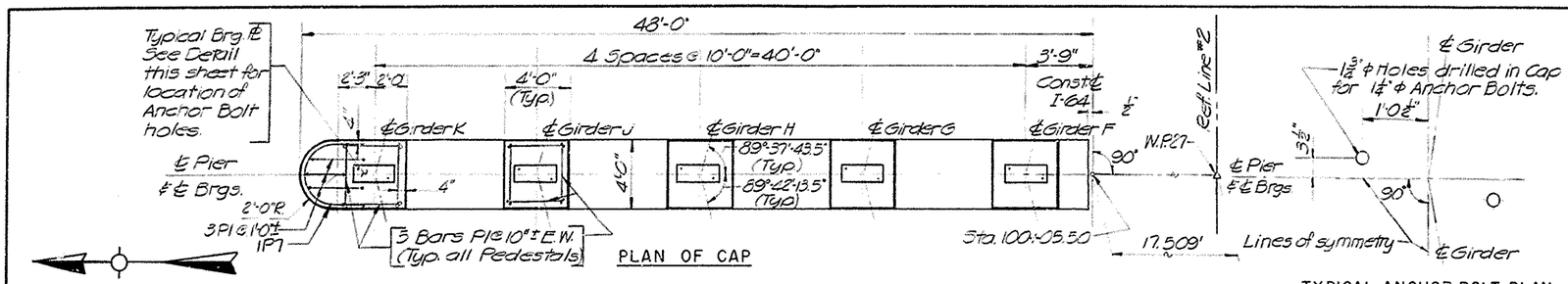
BRIDGE OVER K & ITRR TRESTLE — SHEET 500F 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 15TH STREET
LOUISVILLE-LEXINGTON ROAD
SP 52 272 1IL.
STATION 89+53 — PROJECT NO. I64-2(34)1.

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

PIER 26

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



DESIGNED BY E.I.D. DATE 3-66 REVISED MLW, HBC
CHECKED BY O.E.M. DATE 2-68 REVISED
DETAILED BY M.B.C. DATE 2-68 REVISED
TRACED BY DATE REVISED

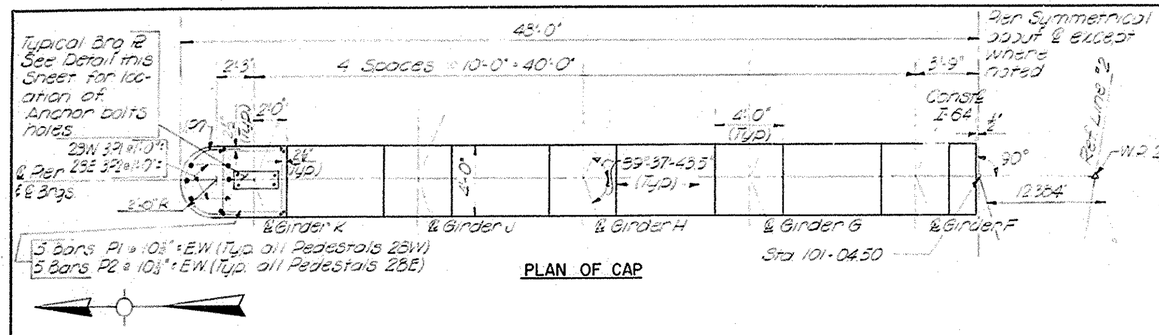
BRIDGE OVER K & I TRR TRESTLE SHEET 51 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. I64-2 (34)1 SP 56 273 111.

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538.	

PIER 27 W

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



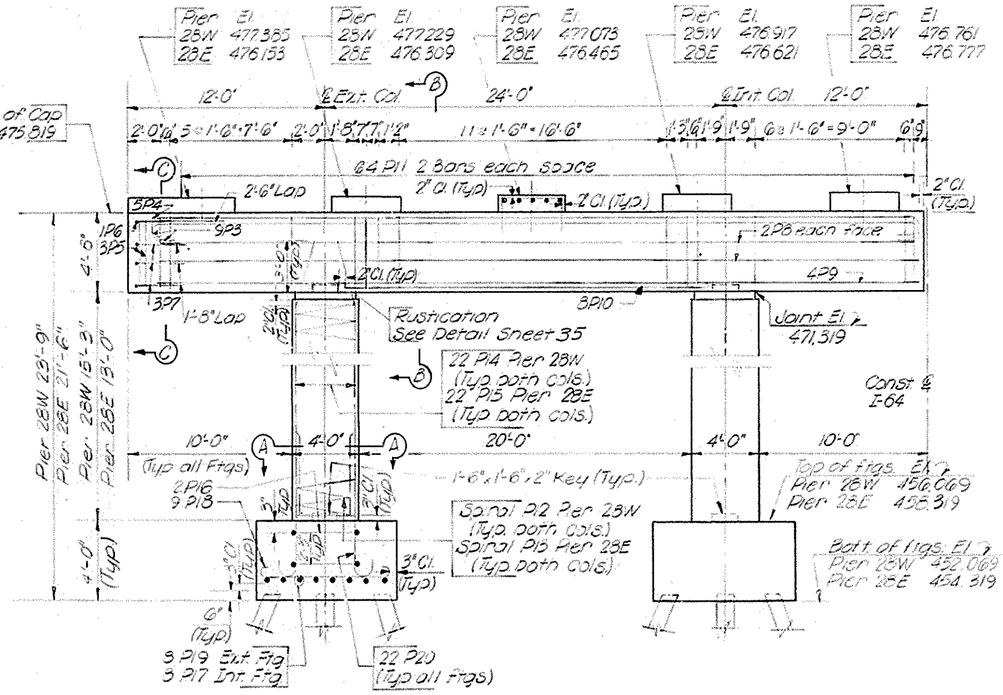
PLAN OF CAP

TYPICAL ANCHOR BOLT PLAN

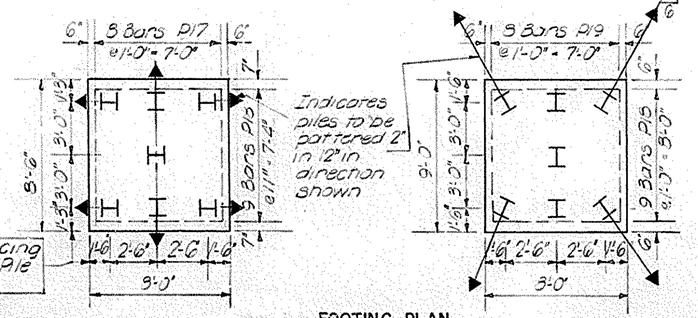
Notes
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See Sheet 66 for anchor bolt details.
See Sheet 110 for test pile locations.
W - indicates Pier half for Westbound lane.
E - indicates Pier half for Eastbound lane.

BILL OF REINFORCEMENT

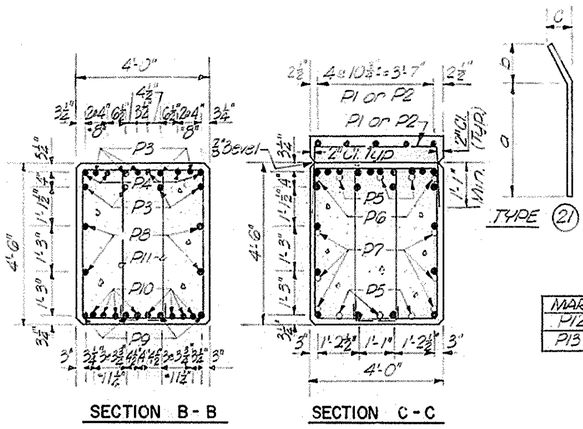
MARK	TYPE	SIZE	NUMBER PIER 28 W	NUMBER PIER 28 E	LENGTH ft.	LENGTH in.	LOCATION	D or d ft.	D or d in.	a ft.	a in.	c ft.	c in.
P1	17	4	53		8	5	Pedestal	2	6	3	3		
P2	17	4		53	7	6	Pedestal	1	11	3	3		
P3	1	11	9	9	49	7	Cap	4.6	3	1	2	1	0½
P4	22	11	5	5	47	6	Cap	4.5	11	1	2	1	0½
P5	17	4	3	3	10	3	Cap	3	4	3	11½		
P6	23	6	1	1	10	6	Cap	1	9½	2	6	4	3
P7	23	4	4	4	5	10	Cap	1	9½	1	8	3	5½
P8	Str.	5	4	4	45	11	Cap						
P9	Str.	9	4	4	45	11	Cap						
P10	Str.	9	8	8	22	2	Cap						
P11	16	4	64	64	14	3	Cap	4	1⅜	2	5½		
P12	T5	4	2		200	11	Column	3	7				
P13	T5	4		2	179	7	Column	3	7				
P14	21	11	44		18	4	Column	14	6	5	9	0	10½
P15	21	11		44	16	1	Column	12	3	5	9	0	10½
P16	T3	4	4	4	12	10	Footing	3	7				
P17	1	9	3	3	10	6	Footing	5	5	0	11½	0	10½
P18	1	7	18	18	9	2	Footing	7	6	0	7	0	7
P19	1	9	8	8	11	9	Footing	9.0	6	0	11½	0	10½
P20	22	11	44	44	9	5	Footing	7	10	1	2	1	0½



ELEVATION
PIER FOR WESTBOUND LANE SHOWN

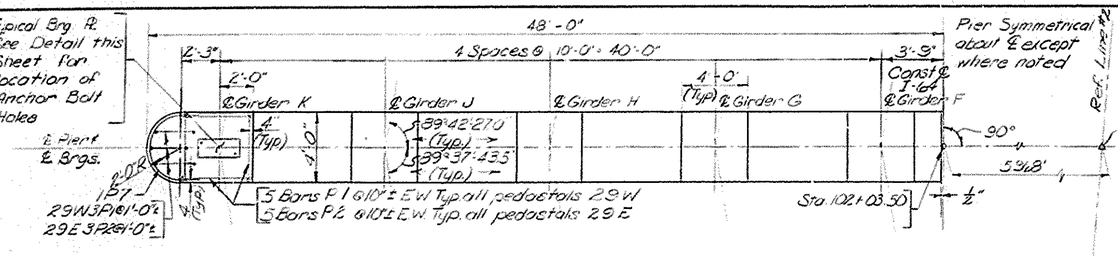


FOOTING PLAN

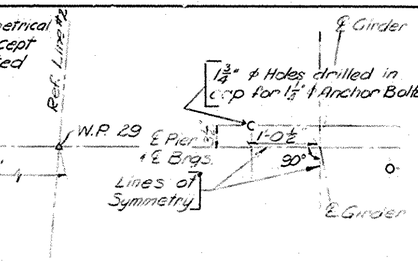

4'-0"
2⅜"
4 @ 10⅜" = 3'-7"
2⅜"
P1 or P2
2'-0" Cl. Typ
2" Cl. (Typ)
3⅜" Bevel
P3
P4
P3
P8
P11
P10
P9
P5
P6
P7
P5
4'-6"
1'-3"
1'-3"
1'-3

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

Typical Brg. ℄ See Detail this Sheet for location of Anchor Bolt Holes



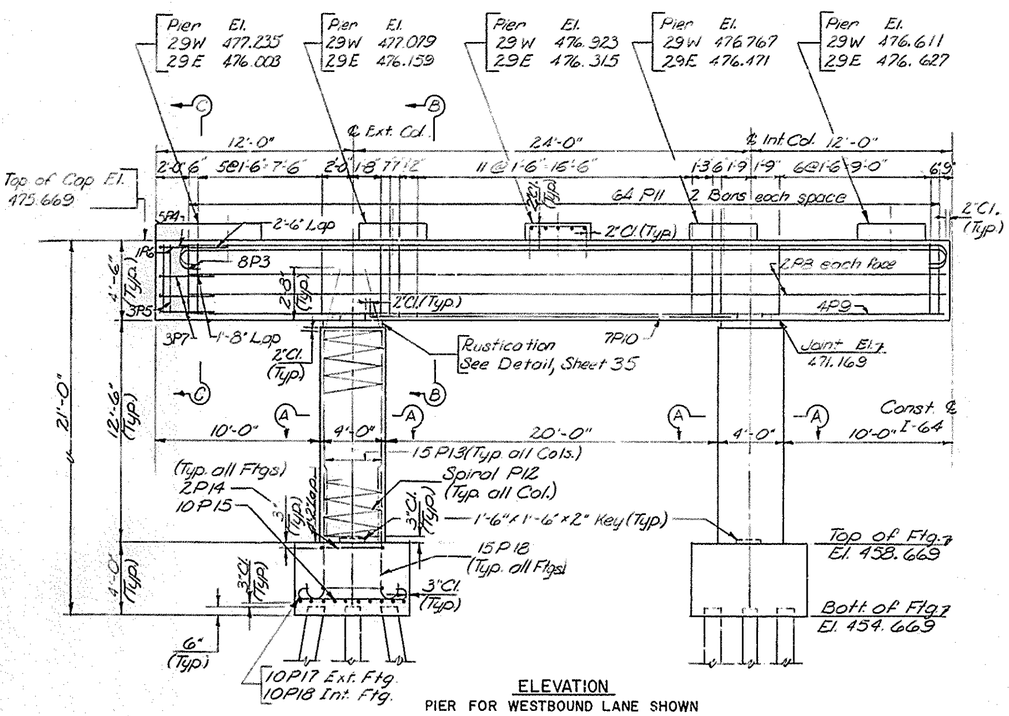
PLAN OF CAP



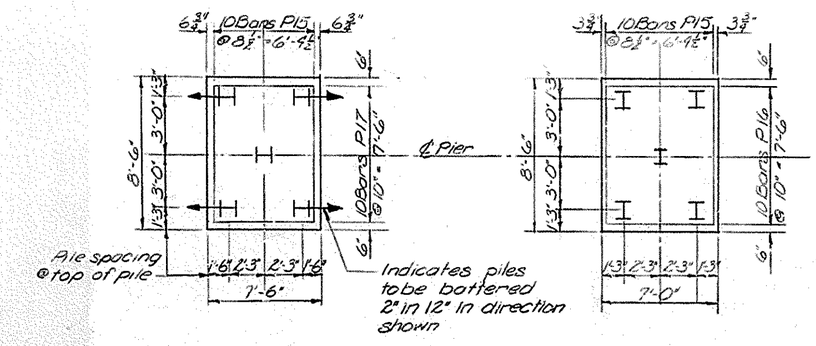
TYPICAL ANCHOR BOLT PLAN

BILL OF REINFORCEMENT												
MARK	TYPE	SIZE	NUMBER PIER 29 N	NUMBER PIER 29 E	LENGTH ft	LENGTH in	LOCATION	a or r ft	a or r in	b ft	b in	c ft	c in
P1	(17)	4	53		9	8	Pedestal	2	6	3	3		
P2	(17)	4		53	7	6	Pedestal	1	11	3	3		
P3	(1)	11	8	8	49	7	Cap	46	5	1	2	1	0 1/2
P4	(22)	11	5	5	47	6	Cap	45	11	1	2	1	0 1/2
P5	(17)	4	3	3	10	8	Cap	3	4	3	11 1/2		
P6	(23)	6	1	1	10	6	Cap	1	9 1/2	2	6	1	3 1/2
P7	(23)	4	4	4	8	10	Cap	1	9 1/2	1	8	3	5 1/2
P8	Str.	5	4	4	45	11	Cap						
P9	Str.	9	4	4	45	11	Cap						
P10	Str.	9	7	7	22	2	Cap						
P11	(16)	4	64	64	14	2	Cap	2	1 3/4	2	5		
P12	(21)	4	2	2	167	5	Column	3	7				
P13	(21)	10	30	30	15	3	Column	11	9	3	5	0	9 1/2
P14	(12)	4	4	4	12	10	Footing	3	7				
P15	(1)	7	20	20	9	8	Footing	8	0	0	7	0	7
P16	(1)	7	10	10	8	2	Footing	6	6	0	7	0	7
P17	(1)	7	10	10	8	8	Footing	7	0	0	7	0	7
P18	(22)	10	30	30	8	9	Footing	7	4	1	0 1/2	0	11 1/2

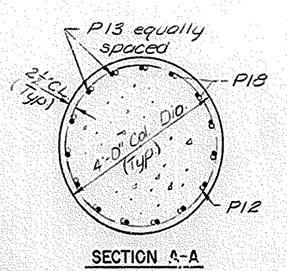
Notes:
Top of Cap bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.
See sheet 66 for anchor bolt details.
See sheet 110 for test pile locations.
W - indicates Pier half for Westbound lane
E - indicates Pier half for Eastbound lane.



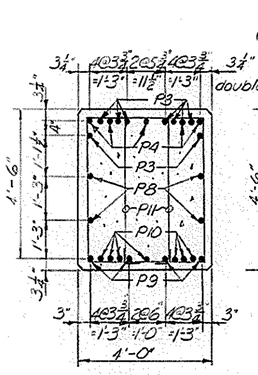
ELEVATION
PIER FOR WESTBOUND LANE SHOWN



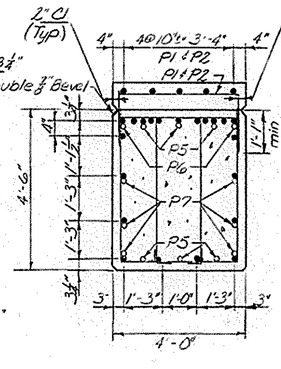
FOOTING PLAN



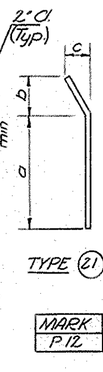
SECTION A-A

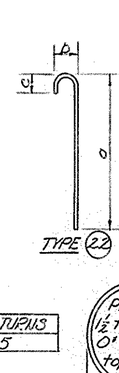


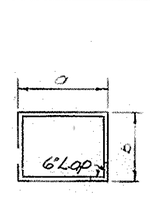
SECTION B-B



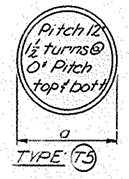
SECTION C-C

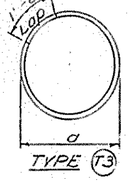


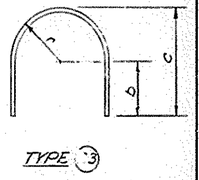




MARK	NO. TURNS
P12	15







ESTIMATE OF QUANTITIES PIER 29		
ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yd	129.2
Steel Reinforcement	lbs.	19,513
Steel Piles 12BP53 - Furnishing	Lin. Ft.	1,446
Steel Piles 12BP53 - Driving	Lin. Ft.	1,446
Structure Excavation, Common*	Cu. Yd.	102

*See Special Provisions for Alternates D & E

BRIDGE OVER K&ITRR TRESTLE SHEET 53 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273
STATION 89+53 PROJECT NO. I64-2 34)1.

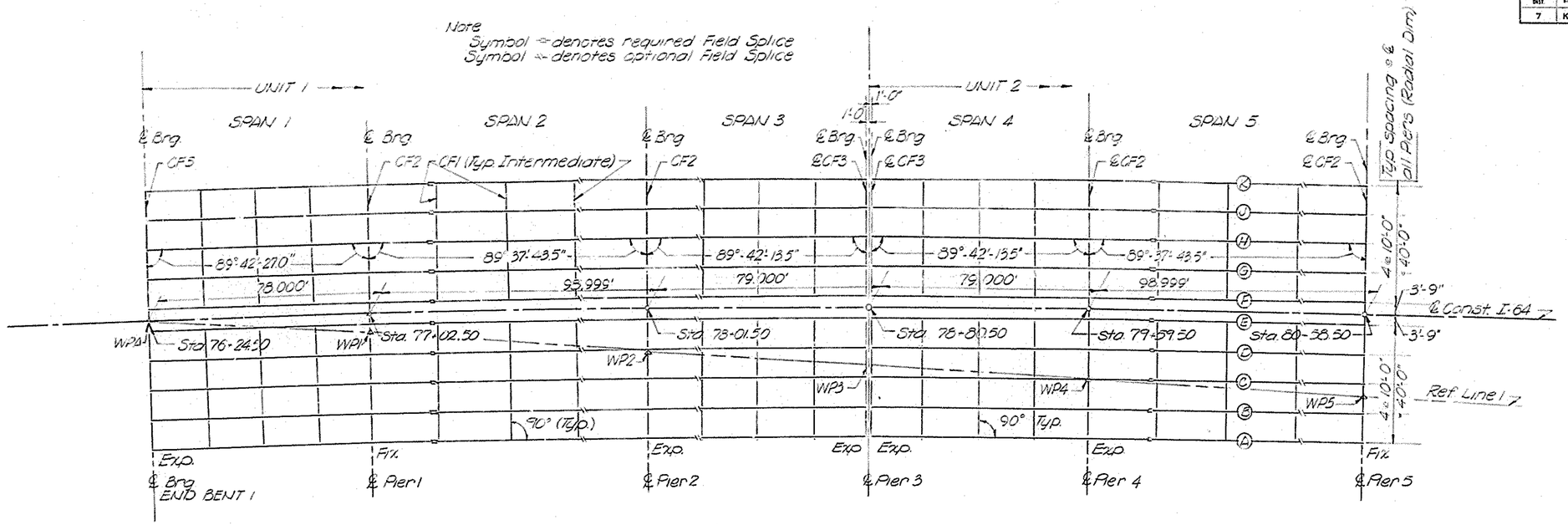
BRIDGE NUMBER	DRAWING NO. 16558	INDEX

PIER 29

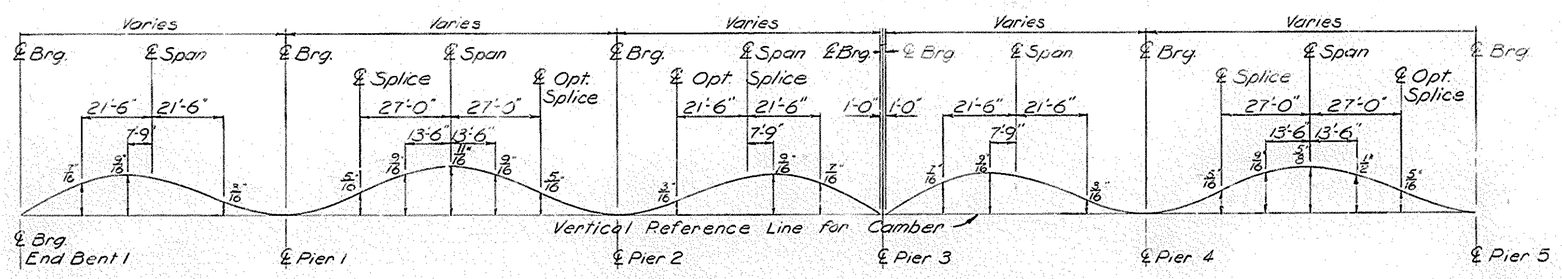
DESIGNED BY W.L.W. 9/20 CHECKED BY L.D.G. DATE 9/22 REVISED
DETAILED BY L.E.F. CHECKED BY W.L.W. DATE 2/66 REVISED
TRACED BY CHECKED BY DATE REVISED

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

Note
Symbol ⊕ denotes required Field Splice
Symbol ⊕ denotes optional Field Splice



FRAMING PLAN SPANS 1 THRU 5



CAMBER DIAGRAM SPANS 1 THRU 5

GIRDER	GIRDER LENGTH				
	SPAN 1	SPAN 2	SPAN 3	SPAN 4	SPAN 5
A	78'-6 5/8"	98'-5 3/16"	77'-11 9/16"	77'-11 9/16"	98'-5 3/16"
B	78'-7 7/8"	98'-6 3/4"	78'-0 13/16"	78'-0 13/16"	98'-6 3/4"
C	78'-9 1/16"	98'-8 5/16"	78'-2 1/16"	78'-2 1/16"	98'-8 5/16"
D	78'-10 5/16"	98'-9 7/8"	78'-3 5/16"	78'-3 5/16"	98'-9 7/8"
E	78'-11 9/16"	98'-11 7/16"	78'-4 1/2"	78'-4 1/2"	98'-11 7/16"
F	79'-0 7/16"	99'-0 9/16"	78'-5 7/16"	78'-5 7/16"	99'-0 9/16"
G	79'-1 11/16"	99'-2 1/8"	78'-6 11/16"	78'-6 11/16"	99'-2 1/8"
H	79'-2 7/8"	99'-3 11/16"	78'-7 15/16"	78'-7 15/16"	99'-3 11/16"
J	79'-4 1/16"	99'-5 1/4"	78'-9 3/16"	78'-9 3/16"	99'-5 1/4"
K	79'-5 3/8"	99'-6 13/16"	78'-10 7/16"	78'-10 7/16"	99'-6 13/16"

NOTES FOR FRAMING Plans
1. All ℄ Brgs End Bents and ℄ Piers are radial to ℄ Construction, except where noted
2. All Girders are straight line chord distances between Brgs.
3. All Girders in any span are parallel to each other and to center chord except in Unit 4EB and 4WB where Girders are non-parallel
4. Angles are measured between ℄ Brgs and ℄ Girders.

NOTES FOR CAMBER DIAGRAMS
1. Vertical Reference Line for camber is a straight line from ℄ Brg. to ℄ Brg. for each span
2. Ordinates for camber diagram reflect total dead load deflection (no load conditions) plus any ordinate due to Vertical curve.

DESIGNED BY RLW DATE 9-65 REVISED
DETAILED BY RLW DATE 12-66 REVISED
CHECKED BY JBC DATE REVISED
CHECKED BY DATE
PLACED BY

BRIDGE OVER K&I TRR TRESTLE SHEET 54 OF 110

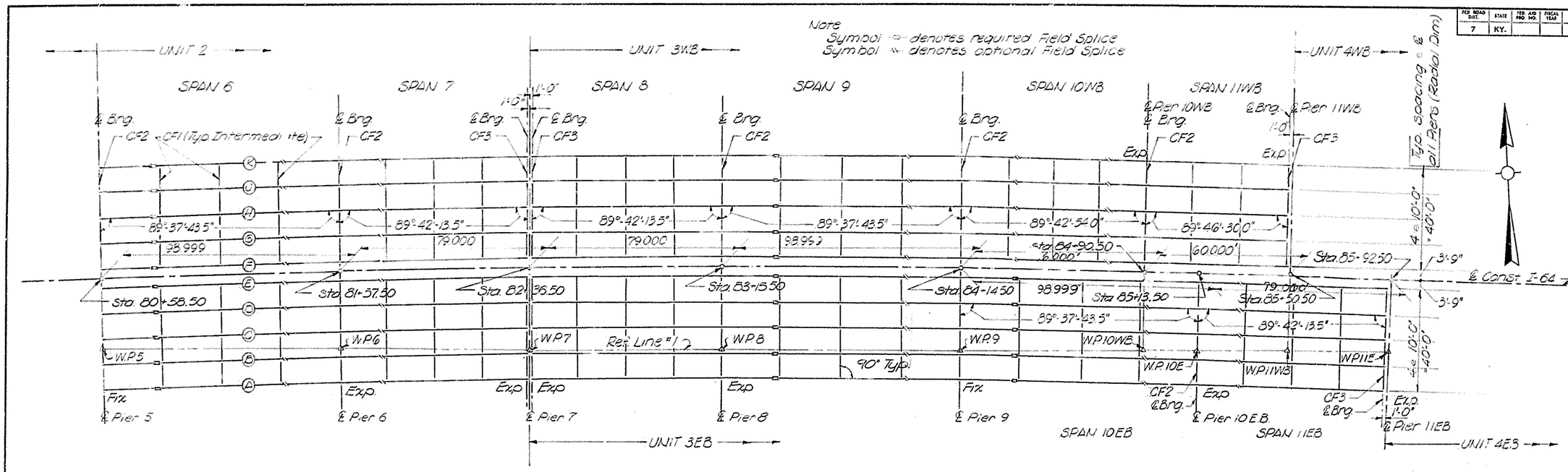
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
SP 56.273 IIL
STATION 89+53 PROJECT NO. 164-2(34)I

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

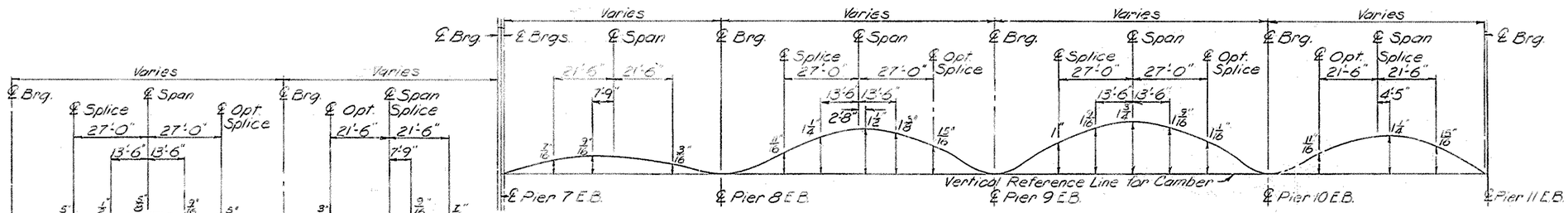
FRAMING PLAN SPANS 1 THRU 5
STRUCTURAL STEEL

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

Note
Symbol ⊕ denotes required Field Splice
Symbol ⊗ denotes optional Field Splice



FRAMING PLAN SPANS 6 THRU 11



CAMBER DIAGRAM SPANS 6 & 7

CAMBER DIAGRAM SPANS 8 THRU 11

GIRDER	GIRDER LENGTH					
	SPAN 6	SPAN 7	SPAN 8	SPAN 9	SPAN 10	SPAN 11
A	98'-5 3/16"	77'-11 9/16"	77'-11 9/16"	98'-5 3/16"	98'-5 3/16"	77'-11 9/16"
B	98'-6 3/4"	78'-0 13/16"	78'-0 13/16"	98'-6 3/4"	98'-6 3/4"	78'-0 13/16"
C	98'-8 5/16"	78'-2 1/16"	78'-2 1/16"	98'-8 5/16"	98'-8 5/16"	78'-2 1/16"
D	98'-9 7/8"	78'-3 5/16"	78'-3 5/16"	98'-9 7/8"	98'-9 7/8"	78'-3 5/16"
E	98'-11 7/16"	78'-4 1/2"	78'-4 1/2"	98'-11 7/16"	98'-11 7/16"	78'-4 1/2"
F	99'-0 9/16"	78'-5 7/16"	78'-5 7/16"	99'-0 9/16"	76'-0 7/16"	59'-5 3/8"
G	99'-2 1/4"	78'-6 11/16"	78'-6 11/16"	99'-2 1/4"	76'-1 5/8"	59'-6 5/16"
H	99'-3 11/16"	78'-7 15/16"	78'-7 15/16"	99'-3 11/16"	76'-2 13/16"	59'-7 1/4"
J	99'-5 1/4"	78'-9 3/16"	78'-9 3/16"	99'-5 1/4"	76'-4"	59'-8 3/16"
K	99'-6 15/16"	78'-10 7/16"	78'-10 7/16"	99'-6 13/16"	76'-5 5/16"	59'-9 1/8"

See Sheet 54 for Framing Plan & Camber Notes.

FRAMING PLAN SPANS 6 THRU 11
STRUCTURAL STEEL

BRIDGE OVER K&I TRR. TRESTLE SHEET 55 OF 110

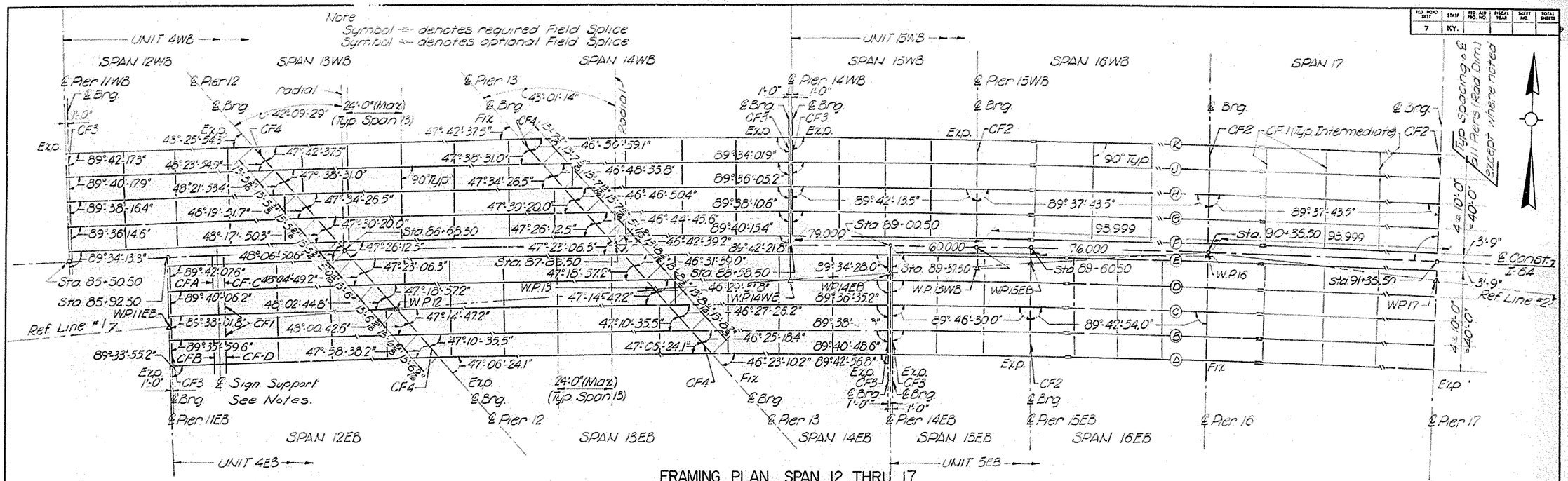
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. I64-2(34)I

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

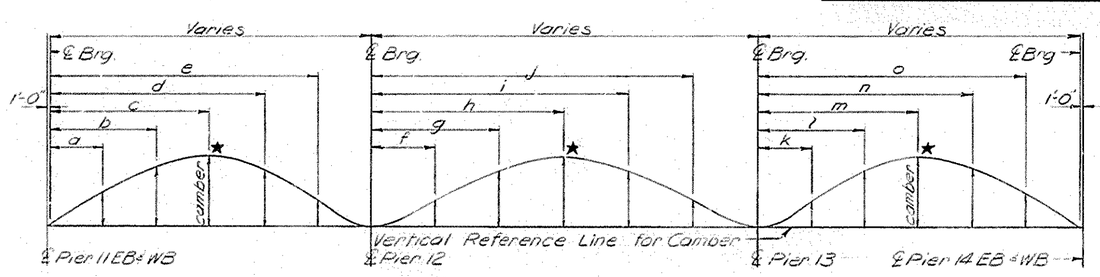
REVISED BY	DATE	REVISED	DATE
DESIGNED BY RLK	CHECKED BY WLW	DATE 9-68	REVISED DATE
DETAILED BY LBK	CHECKED BY WLW	DATE 12-68	REVISED DATE
TRACED BY	CHECKED BY	DATE	REVISED DATE

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

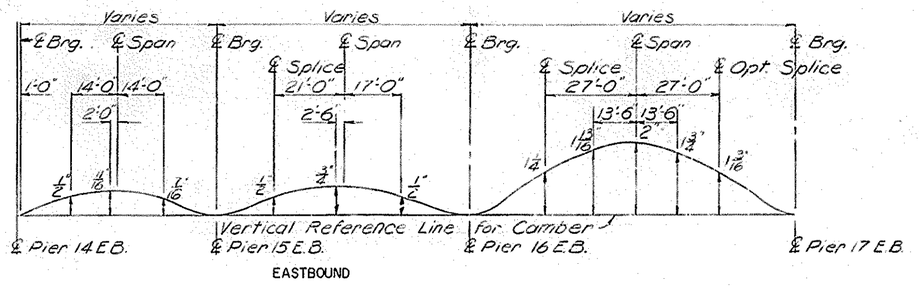
Note
Symbol ⊢ denotes required Field Splice
Symbol ⊢ denotes optional Field Splice



FRAMING PLAN SPAN 12 THRU 17



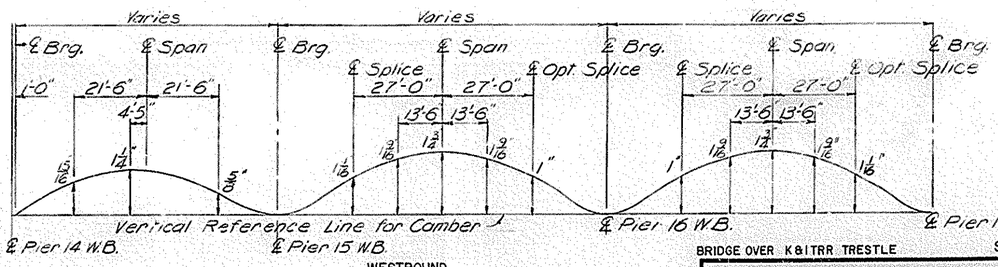
CAMBER DIAGRAM SPANS 12 THRU 14



EASTBOUND

GIRDER		a	b	c★	d	e	f	g	h★	i	j	k	ℓ	m★	n	o
A	dist.	17'-0" 1 1/16"	34'-0" 3 3/8"	50'-6" 3 15/16"	68'-0" 3 3/8"	85'-1" 2 3/8" *	33'-0" 1 1/2" *	47'-0" 2"	61'-0" 2 1/4"	76'-0" 2 1/16"	92'-6 3/16" 1 3/8" *	21'-9 15/16" 0 3/8" *	32'-0" 0 13/16"	42'-0" 0 13/16"	53'-0" 0 13/16"	64'-0" 0 1/2"
	camber															
B		15'-8" 1 9/16"	31'-4" 2 1/16"	47'-0" 2 15/16"	63'-0" 2 3/8"	79'-7" 1 11/16" *	31'-0" 1 5/8" *	44'-0" 2 3/16"	58'-6" 2 7/16"	74'-0" 2 1/4"	89'-5 13/16" 1 9/16" *	20'-4 3/8" 0 7/8" *	33'-0" 1 1/16"	47'-6" 1 3/8"	60'-0" 1 1/4"	72'-0" 0 3/4"
C		14'-0" 1 1/4"	28'-0" 2"	42'-6" 2 1/16"	57'-0" 2 1/16"	71'-0" 1 3/8" *	29'-0" 1 11/16" *	43'-0" 2 1/4"	57'-6" 2 3/16"	72'-0" 2 1/16"	86'-3 5/16" 1 11/16" *	22'-5 5/8" 1" *	36'-0" 1 1/2"	51'-6" 2 1/16"	65'-0" 1 3/4"	79'-0" 1 3/8"
D		13'-0" 0 3/4"	26'-0" 1 1/16"	38'-0" 1 3/8"	51'-0" 1 1/16"	63'-7" 1" *	26'-0" 1 1/2" *	41'-0" 2 1/16"	56'-6" 2 1/16"	70'-0" 2 1/4"	84'-2 1/16" 1 3/8" *	23'-4 3/8" 1" *	40'-0" 2 3/8"	56'-6" 2 3/4"	73'-0" 2 3/8"	88'-0" 1 3/8"
E		11'-0" 0 3/4"	22'-0" 1"	34'-0" 1 3/8"	52'-7" 0 5/8" *	65'-0" 0 7/16"	23'-0" 1 3/8" *	38'-0" 2 1/16"	53'-6" 2 3/8"	68'-0" 2 1/16"	82'-0 9/16" 1 3/8" *	27'-4 7/16" 2" *	44'-0" 3"	61'-6" 3 1/16"	79'-0" 3"	96'-0" 1 3/8"
F		17'-0" 1 1/16"	34'-0" 3 3/8"	50'-6" 3 3/8"	68'-0" 3 3/8"	85'-1" 2 1/16" *	33'-0" 1 1/2" *	48'-0" 2"	62'-0" 2 7/16"	75'-0" 2"	91'-11 7/16" 1 3/8" *	12'-0" 0 3/8"	24'-11 7/16" 0 3/8" *	44'-6" 1 7/16"	55'-0" 0 5/8"	66'-0" 0 3/8"
G		15'-0" 1 1/2"	30'-0" 2 1/2"	46'-6" 2 1/16"	63'-0" 2 3/8"	79'-7" 1 11/16" *	31'-0" 1 3/8" *	44'-0" 2 3/8"	58'-0" 2 3/8"	73'-0" 2 3/8"	88'-9 1/2" 1 1/2" *	23'-4 1/2" 1" *	36'-0" 1 7/16"	48'-6" 1 3/8"	62'-0" 1 7/16"	75'-0" 0 15/16"
H		14'-0" 1 1/4"	28'-0" 2"	42'-6" 2 1/16"	57'-0" 2 1/16"	71'-0" 1 3/8" *	29'-0" 1 3/8" *	43'-0" 2 1/16"	57'-6" 2 1/16"	71'-0" 2 1/4"	85'-3 5/16" 1 3/8" *	25'-4 3/8" 1 1/16" *	39'-0" 2 1/16"	53'-6" 2 7/16"	71'-0" 1 15/16"	84'-0" 1 5/8"
J		13'-0" 0 3/4"	26'-0" 1 1/16"	39'-0" 1 3/8"	51'-0" 1 1/16"	63'-7" 1" *	26'-0" 1 1/2" *	41'-0" 2 3/8"	56'-0" 2 3/8"	70'-0" 2 3/8"	83'-5 3/8" 1 3/8" *	26'-2 1/8" 1 1/8" *	42'-0" 2 7/16"	58'-0" 3"	74'-0" 2 11/16"	90'-0" 1 3/8"
K		11'-0" 0 3/4"	22'-0" 1"	34'-6" 1 1/8"	52'-7" 0 5/8" *	65'-0" 0 7/16"	23'-0" 1 1/8" *	38'-0" 2"	52'-6" 2 1/4"	67'-0" 2 1/16"	81'-5 3/8" 1 1/2" *	30'-0 3/8" 2 3/8" *	47'-0" 3 3/8"	63'-0" 3 3/4"	80'-0" 3 3/4"	97'-0" 2 7/16"

NOTE:
★ Indicates location & value of Maximum camber.
* Indicates location of optional field splices.



WESTBOUND

CAMBER DIAGRAM SPANS 15 THRU 17

See Sheet 54 for Framing Plan & Camber Notes

See Sheet 80 & 81 for Framing Plan & Details of Sign Support.

FRAMING PLAN SPANS 12 THRU 17

STRUCTURAL STEEL

BRIDGE OVER K&I TRR TRESTLE

SHEET 56 OF 110

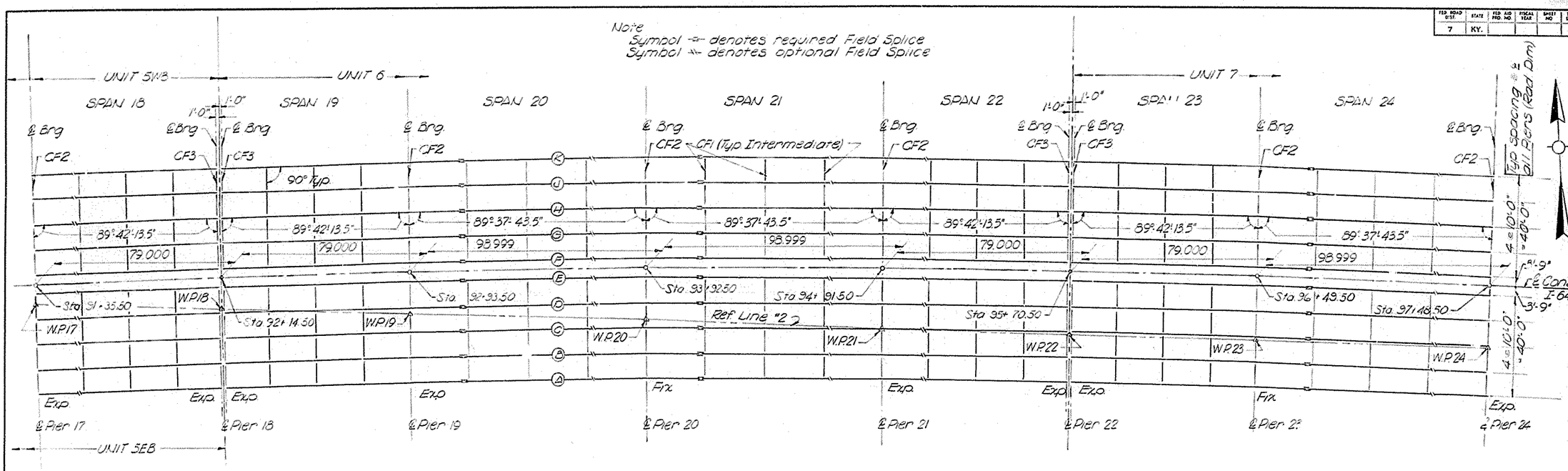
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IL
STATION 89+53 PROJECT NO. 164-2(34)I

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

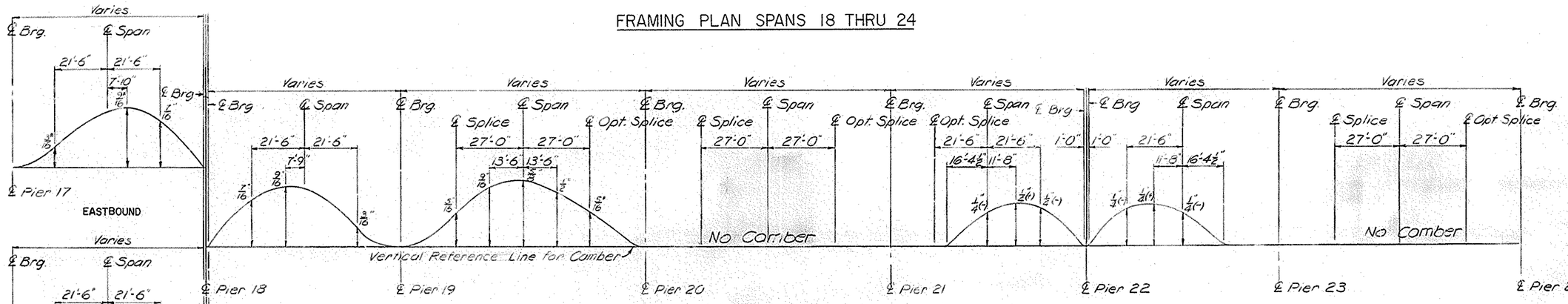
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DETAILED BY JBK WES CHECKED BY WLW DATE 2-66
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

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

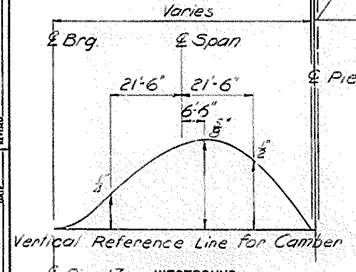
Note
Symbol ⊸ denotes required Field Splice
Symbol ⊸ denotes optional Field Splice



FRAMING PLAN SPANS 18 THRU 24



CAMBER DIAGRAM SPAN 18



CAMBER DIAGRAM SPANS 19 THRU 24

GIRDER	GIRDER LENGTH					
	SPAN 12	SPAN 13	SPAN 14	SPAN 15	SPAN 16	SPAN 17
A	114'-8 1/4"	115'-6 3/4"	74'-9 13/16"	59'-0 7/8"	75'-6 3/4"	98'-5 5/16"
B	105'-8 3/16"	115'-5 3/16"	84'-4 5/8"	59'-1 13/16"	75'-7 15/16"	98'-6 5/8"
C	96'-8 1/2"	115'-3 5/8"	93'-10 5/16"	59'-2 3/4"	75'-9 3/16"	98'-7 5/16"
D	87'-8 7/8"	115'-2 1/16"	103'-4 3/8"	59'-3 11/16"	75'-10 3/8"	98'-9 3/8"
E	78'-9 5/16"	115'-0 9/16"	112'-10 5/16"	59'-4 3/8"	75'-11 9/16"	98'-11 7/16"
F	114'-0 15/16"	114'-11 7/16"	77'-11 7/16"	78'-5 7/16"	99'-0 9/16"	99'-0 9/16"
G	105'-2 5/16"	114'-9 7/8"	87'-4 1/2"	78'-6 11/16"	99'-2 1/8"	99'-2 1/8"
H	96'-3 11/16"	114'-8 3/8"	96'-9 3/8"	78'-7 15/16"	99'-3 11/16"	99'-3 11/16"
J	87'-5 5/16"	114'-6 7/8"	106'-2 15/16"	78'-9 3/16"	99'-5 1/4"	99'-5 1/4"
K	78'-6 7/8"	114'-5 3/8"	115'-6 7/8"	78'-10 7/16"	99'-6 13/16"	99'-6 13/16"

GIRDER	GIRDER LENGTH						
	SPAN 18	SPAN 19	SPAN 20	SPAN 21	SPAN 22	SPAN 23	SPAN 24
A	77'-11 9/16"	77'-11 9/16"	98'-5 3/16"	98'-5 3/16"	77'-11 9/16"	77'-11 9/16"	98'-5 3/16"
B	78'-0 13/16"	78'-0 13/16"	98'-6 3/4"	98'-6 3/4"	78'-0 13/16"	78'-0 13/16"	98'-6 3/4"
C	78'-2 1/16"	78'-2 1/16"	98'-8 5/16"	98'-8 5/16"	78'-2 1/16"	78'-2 1/16"	98'-8 5/16"
D	78'-3 5/16"	78'-3 5/16"	98'-9 7/8"	98'-9 7/8"	78'-3 5/16"	78'-3 5/16"	98'-9 7/8"
E	78'-4 1/2"	78'-4 1/2"	98'-11 7/16"	98'-11 7/16"	78'-4 1/2"	78'-4 1/2"	98'-11 7/16"
F	78'-5 7/16"	78'-5 7/16"	99'-0 9/16"	99'-0 9/16"	78'-5 7/16"	78'-5 7/16"	99'-0 9/16"
G	78'-6 11/16"	78'-6 11/16"	99'-2 1/8"	99'-2 1/8"	78'-6 11/16"	78'-6 11/16"	99'-2 1/8"
H	78'-7 15/16"	78'-7 15/16"	99'-3 11/16"	99'-3 11/16"	78'-7 15/16"	78'-7 15/16"	99'-3 11/16"
J	78'-9 3/16"	78'-9 3/16"	99'-5 1/4"	99'-5 1/4"	78'-9 3/16"	78'-9 3/16"	99'-5 1/4"
K	78'-10 7/16"	78'-10 7/16"	99'-6 13/16"	99'-6 13/16"	78'-10 7/16"	78'-10 7/16"	99'-6 13/16"

See Sheet 54 for Framing Plan & Camber Notes

FRAMING PLAN SPANS 18 THRU 24
STRUCTURAL STEEL

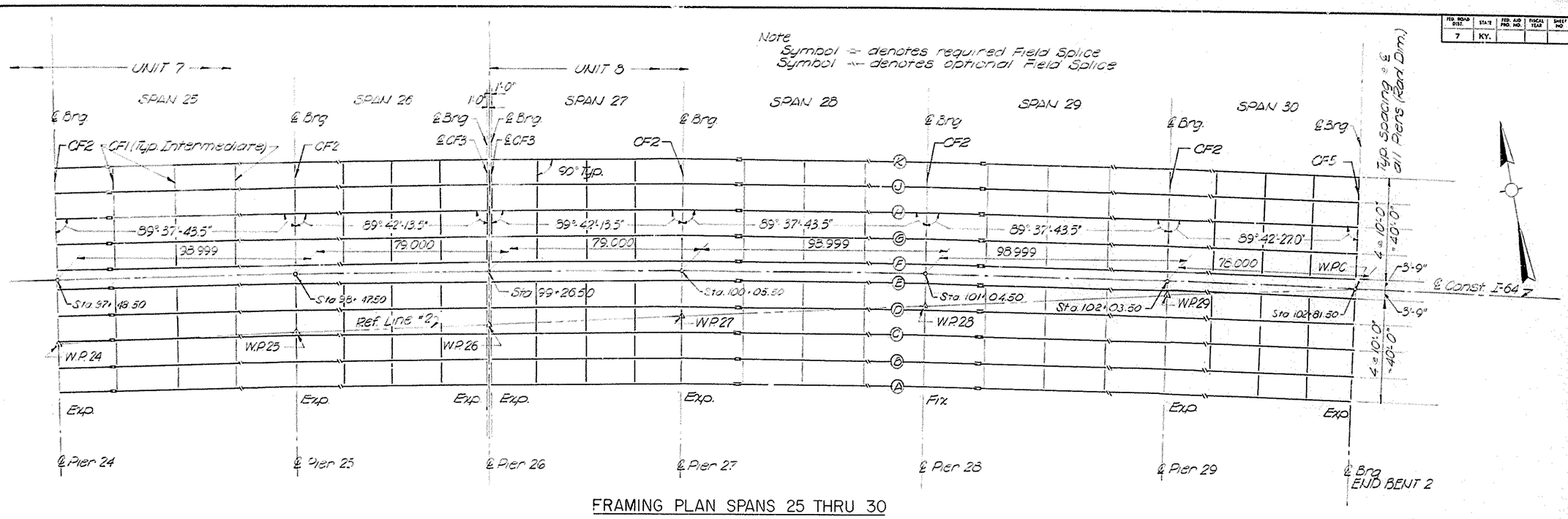
BRIDGE OVER K&I TRR TRESTLE SHEET 57 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 1IL
STATION 89+53 PROJECT NO. 164-2(34)I

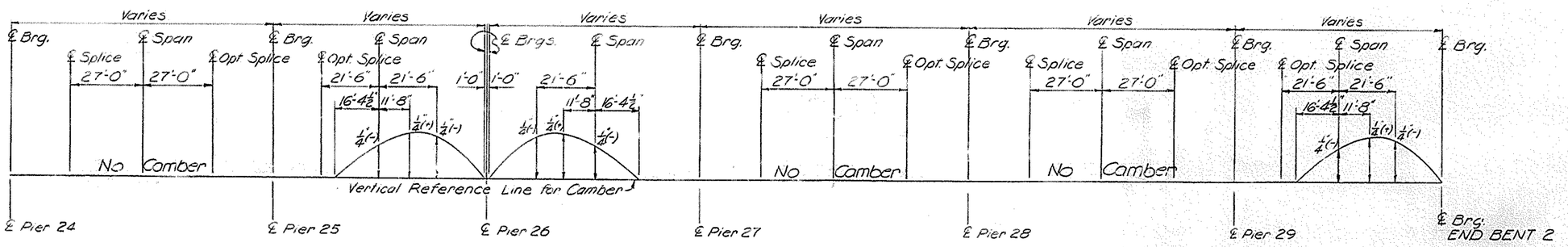
BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

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



FRAMING PLAN SPANS 25 THRU 30



CAMBER DIAGRAM SPANS 25 THRU 30

GIRDER	GIRDER LENGTH					
	SPAN 25	SPAN 26	SPAN 27	SPAN 28	SPAN 29	SPAN 30
A	98'-5 3/16"	77'-11 9/16"	77'-11 9/16"	98'-5 3/16"	98'-5 3/16"	78'-4 1/8"
B	98'-6 3/16"	78'-0 13/16"	78'-0 13/16"	98'-6 3/4"	98'-6 3/4"	78'-5 3/8"
C	98'-8 5/16"	78'-2 1/16"	78'-2 1/16"	98'-8 5/16"	98'-8 5/16"	78'-6 9/16"
D	98'-9 7/8"	78'-3 5/16"	78'-3 5/16"	98'-9 7/8"	98'-9 7/8"	78'-7 13/16"
E	98'-11 7/16"	78'-4 1/2"	78'-4 1/2"	98'-11 7/16"	98'-11 7/16"	78'-9 1/16"
F	99'-0 9/16"	78'-5 7/16"	78'-5 7/16"	99'-0 9/16"	99'-0 9/16"	78'-9 13/16"
G	99'-2 1/8"	78'-6 11/16"	78'-6 11/16"	99'-2 1/8"	99'-2 1/8"	78'-11 3/16"
H	99'-3 11/16"	78'-7 15/16"	78'-7 15/16"	99'-3 11/16"	99'-3 11/16"	79'-0 3/8"
J	99'-5 1/4"	78'-9 3/16"	78'-9 3/16"	99'-5 1/4"	99'-5 1/4"	79'-1 5/8"
K	99'-6 13/16"	78'-10 7/16"	78'-10 7/16"	99'-6 13/16"	99'-6 13/16"	79'-2 7/8"

See Sheet 54 for framing plan and Camber Notes.

FRAMING PLAN SPANS 25 THRU 30
STRUCTURAL STEEL

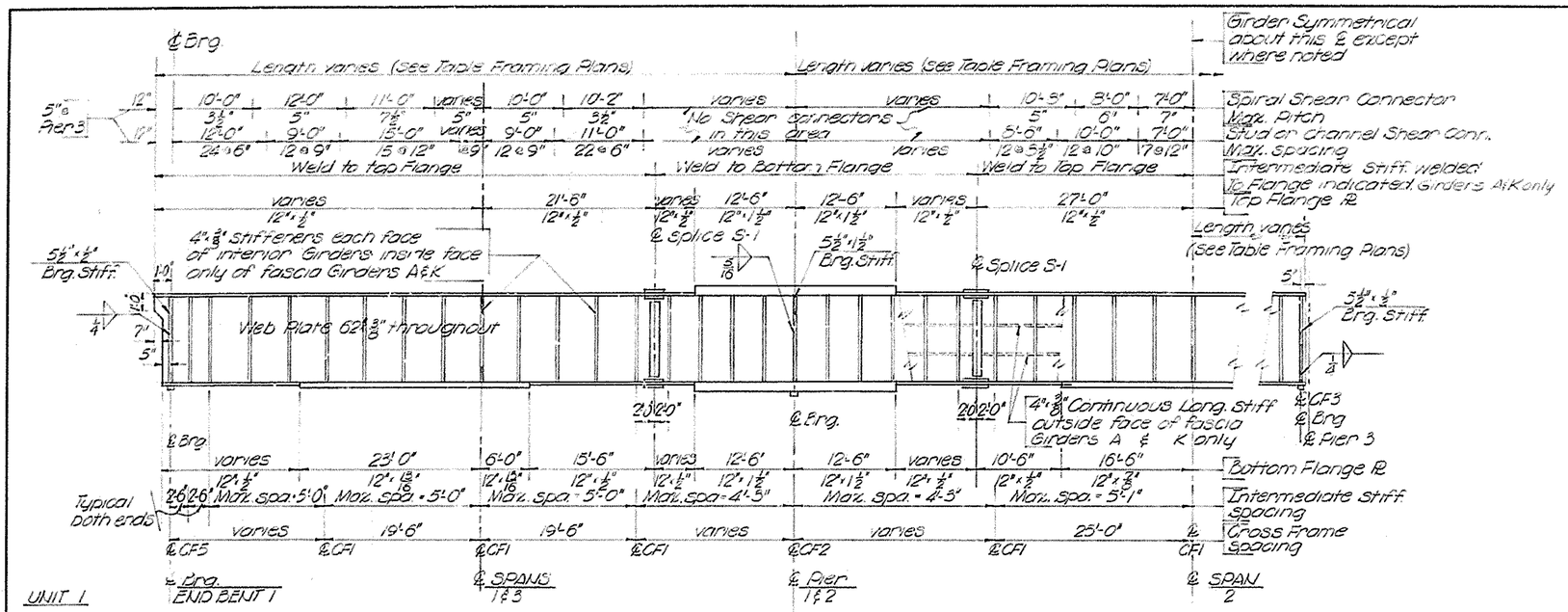
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DRAWN BY HLW DATE
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CHECKED BY FLK DATE 2-68
CHECKED BY JBC DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

BRIDGE OVER K&I TRR TRESTLE SHEET 58 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 III.
STATION 89+53 PROJECT NO. I 64-2(34)1

BRIDGE NUMBER
DRAWING NO. 16538
INDEX

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

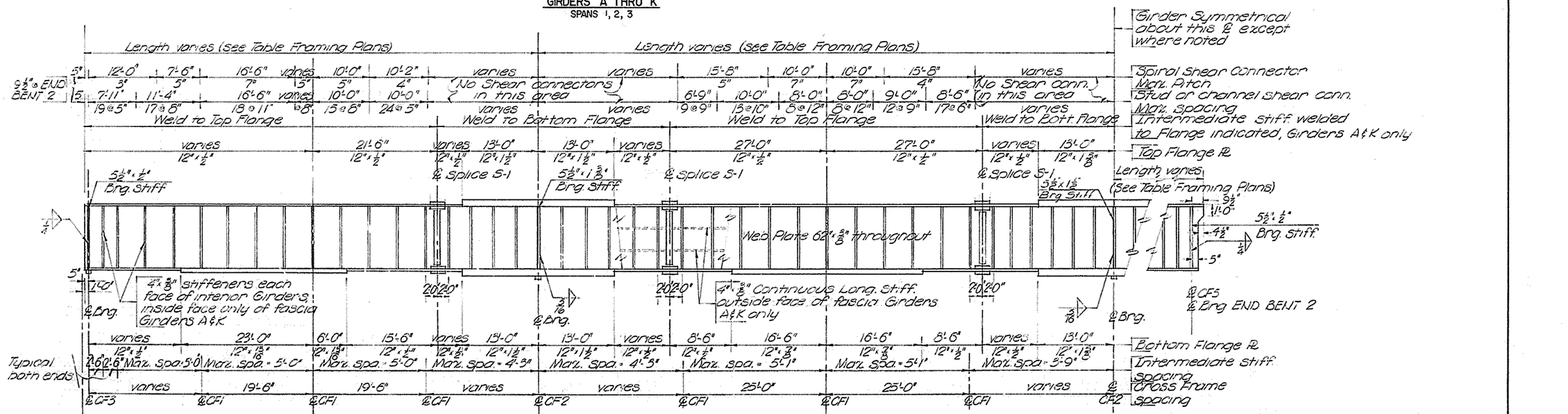


UNIT 1

NOTES

1. Splices shown are not typical for all spans. See Framing Plans for number of required splices and or optional splices in each span
2. Bearing Stiffeners are to be assembled in a vertical position on the girders. The bottom edge shall be milled to bear on the flange. The top edge shall be a high bit. The corners shall be chamfered as required
3. Intermediate stiffeners shall be placed perpendicular to the chord from ℄ Brg. to ℄ Brg. when girder is cambered.
4. Shear connectors are not to be placed on field splice plates. At locations where optional splices are not used, Shear connectors shall be continued for an additional 3 feet.
5. All dimensions shown are horizontal and should be corrected for grade where applicable
6. For Structural Steel Notes See sheet 3
7. For Field Splice details, Stiffener details, Crossframe details, Shear connector details, Shop Flange splice details and Flange to Web detail, See Sheets 64 and 65
8. For Framing Plan, Camber and Girder length table See Sheets 54 thru 58.
9. For Expansion Dam details See Sheets 67 & 68
10. Bolts ⅞" ⌀ A 325 unless noted
    Holes 13/16" ⌀ unless noted

GIRDERS A THRU K
SPANS 1, 2, 3



	℄ Pier	℄ SPANS	℄ Pier	℄ SPANS	℄ Pier
UNIT 2	3 & 7	4 & 7	4 & 6	5 & 6	5
UNIT 3EB	7EB & 11EB	8EB & 11EB	8EB & 10EB	9EB & 10EB	9EB
UNIT 5WB	14WB & 18WB	15WB & 18WB	15WB & 17WB	16WB & 17WB	16WB
UNIT 6	18 & 22	19 & 22	19 & 21	20 & 21	20
UNIT 7	22 & 26	23 & 26	23 & 25	24 & 25	24
UNIT 8	26	27 & 30	27 & 29	28 & 29	28

GIRDERS A THRU K
SPANS
4, 5, 6, 7, 8E, 9E, 10E, 11E, 15W, 16W, 17W, 18W,
19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30

GIRDER DETAILS UNITS 1, 2, 3E, 5W, 6, 7, 8
STRUCTURAL STEEL

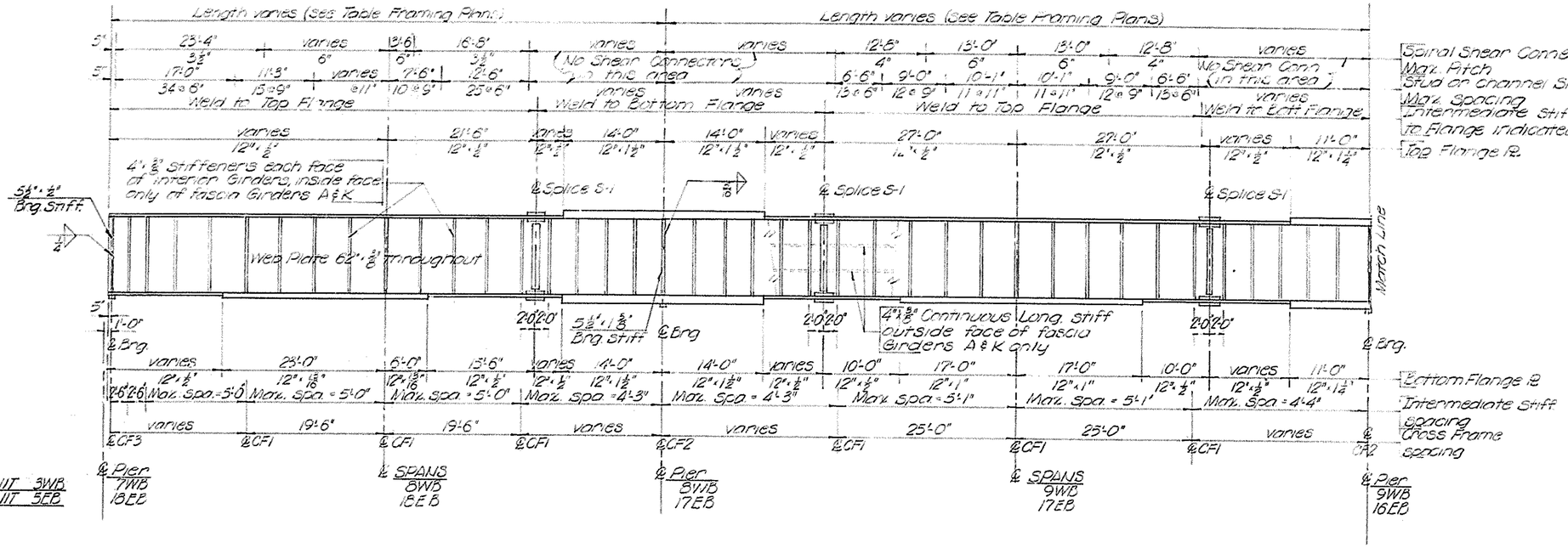
BRIDGE OVER K & ITRR TRESTLE SHEET 59 OF 110

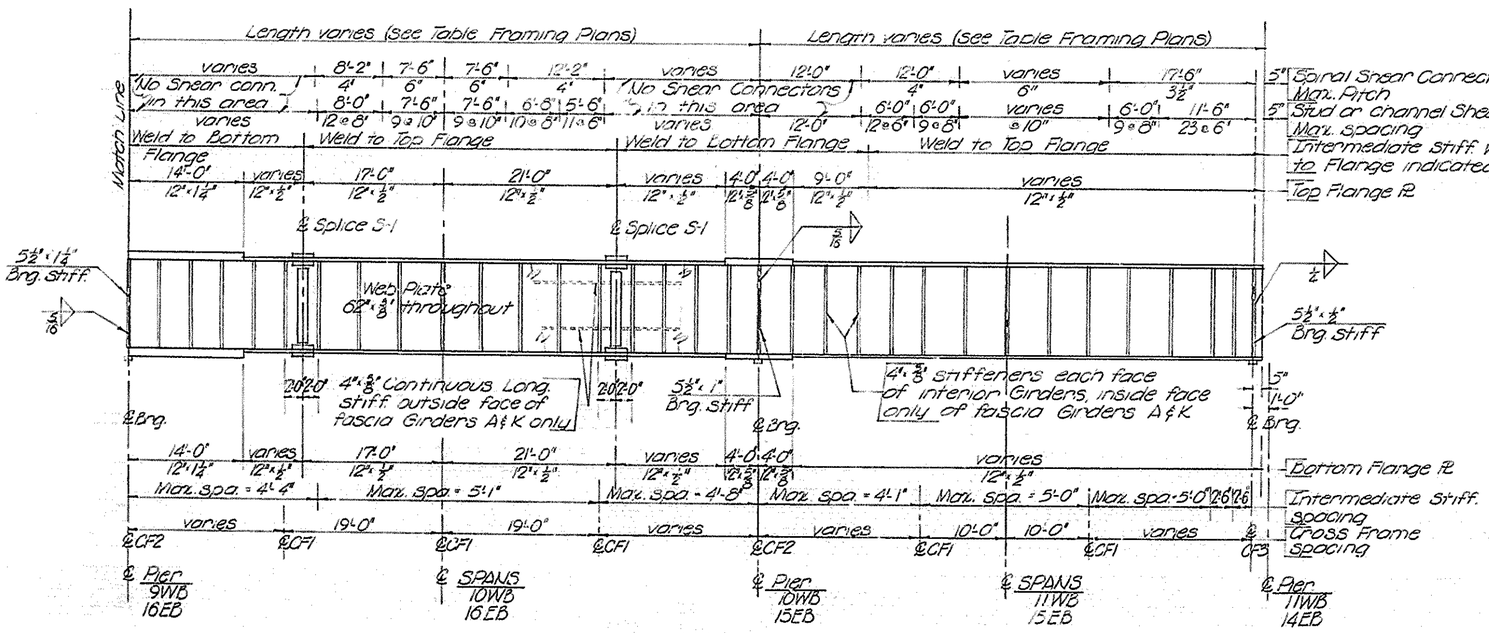
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. I64-2(34) 1

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

DESIGNED BY LCS CHECKED BY WLW DATE 8/66
DETAILED BY JSK CHECKED BY WLW DATE 7/68
TRACED BY DATE REVISED
CHECKED BY DATE REVISED
CHECKED BY DATE REVISED

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





See Sheet 59 for notes

GIRDERS A THRU K

SPANS

8W, 9W, 10W, 11W, 15E, 16E, 17E, 18E

GIRDER DETAILS UNITS 3W, 5E

STRUCTURAL STEEL

DESIGNED BY	JDS	CHECKED BY	WLW	DATE	9-65
DETAILED BY	JAK	CHECKED BY	WLW	DATE	11-65
TRACED BY		CHECKED BY		DATE	

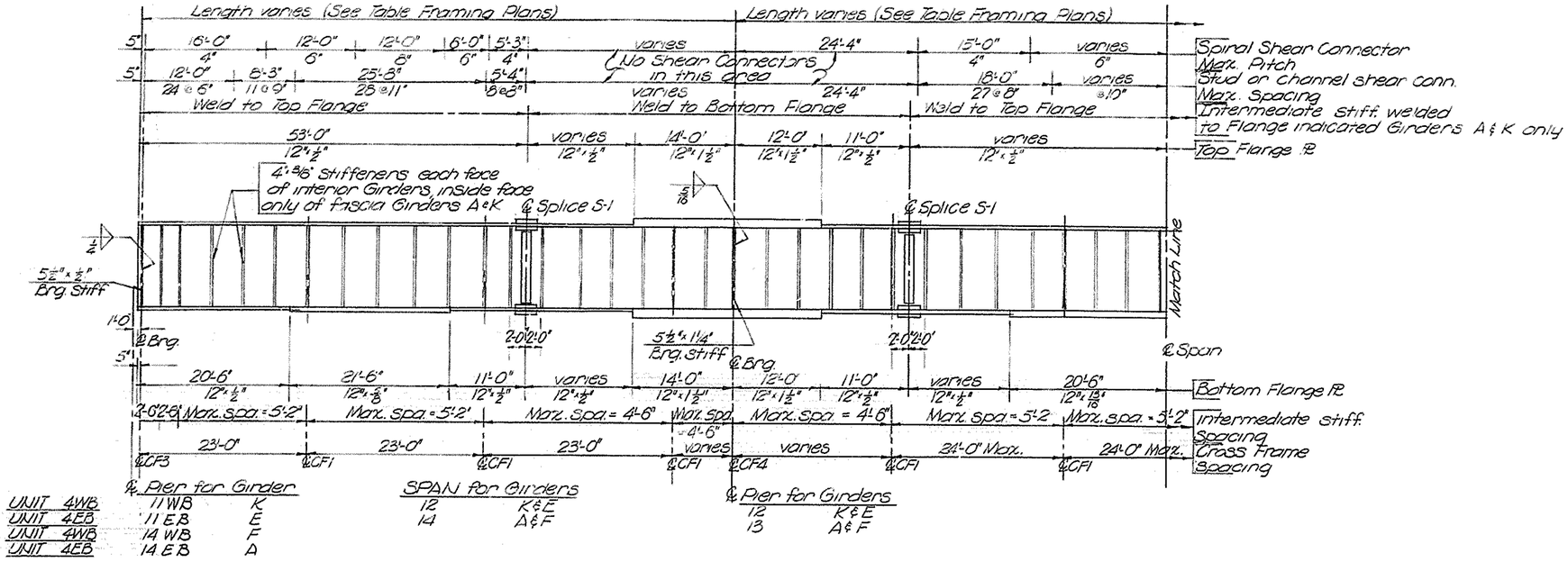
BRIDGE OVER K&ITRR TRESTLE SHEET 60 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 89+53 PROJECT NO. I64-2(34) I

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

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7	KY.				



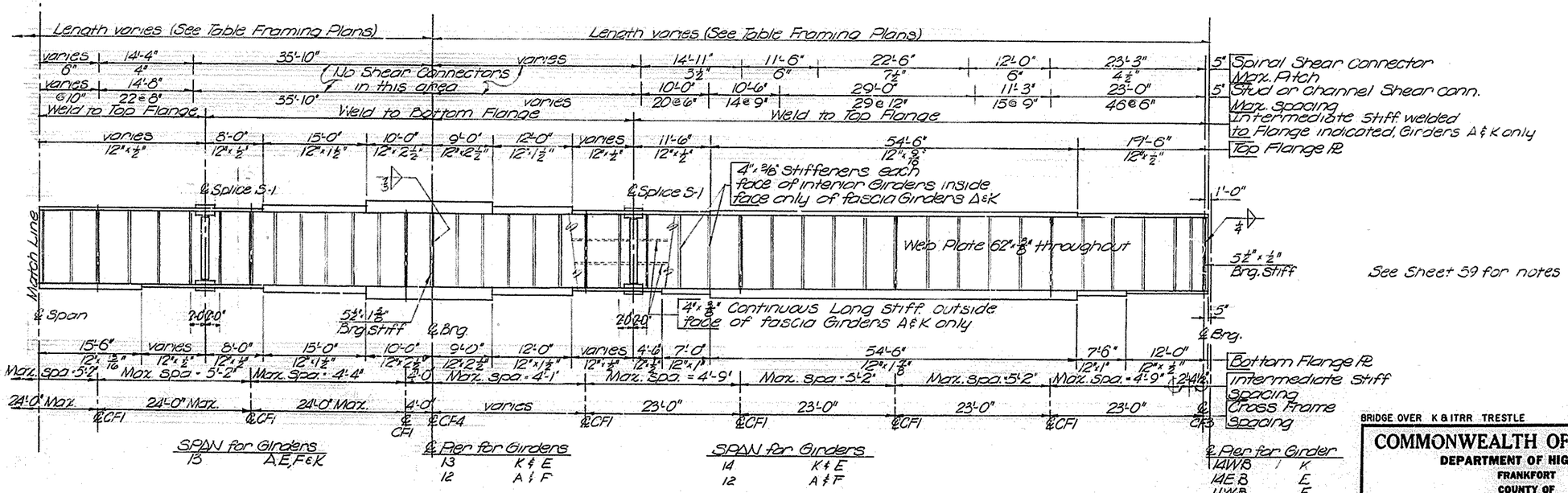
UNIT 4WB	11 WB	K
UNIT 4EB	11 EB	E
UNIT 4WB	14 WB	F
UNIT 4EB	14 EB	A

℄ Pier for Girder

SPAN for Girders	
12	K & E
14	A & F

℄ Pier for Girders

12	K & E
13	A & F



SPAN for Girders

13	A, E, F & K

℄ Pier for Girders

13	K & E
12	A & F

SPAN for Girders

14	K & E
12	A & F

℄ Pier for Girder

14WB	K
14EB	E
11WB	F
11EB	A

GIRDERS A, E, F, K

SPANS 12, 13, 14

GIRDER DETAILS UNITS 4E, 4W

STRUCTURAL STEEL

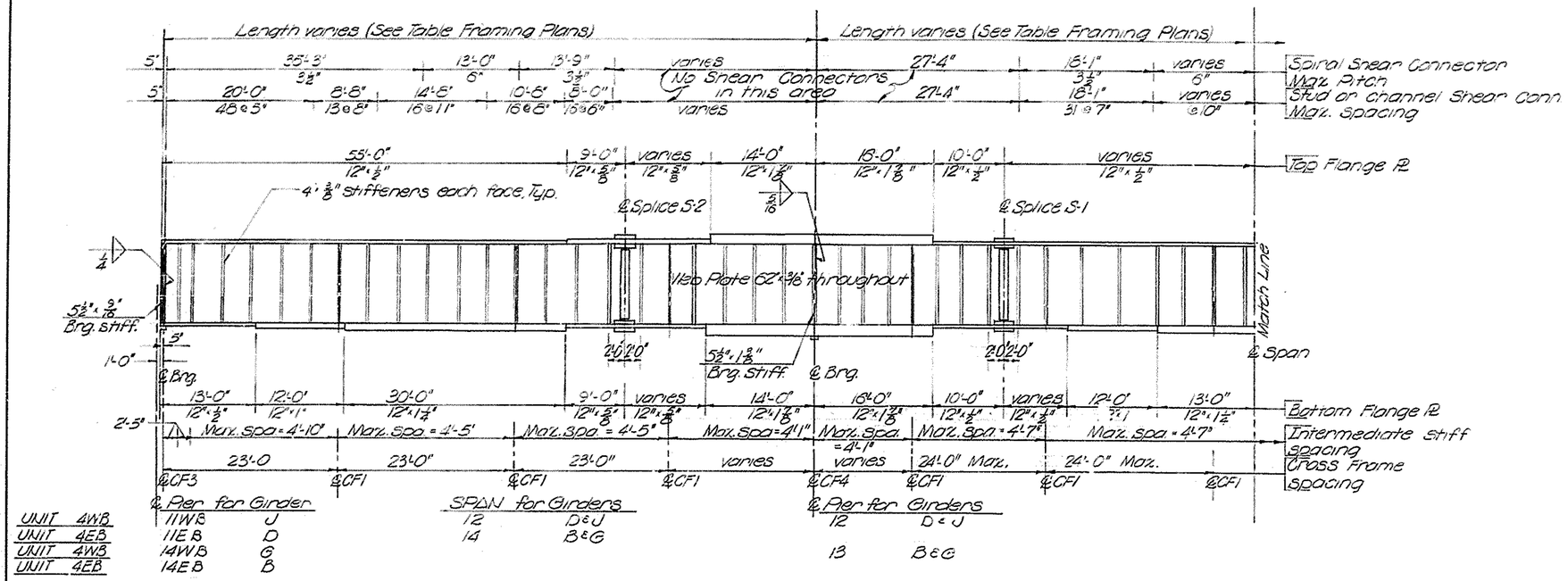
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BRIDGE OVER K & I TRR TRESTLE — SHEET 61 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 89+53 — PROJECT NO. SP 56 273 11L I64-2(34) I

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

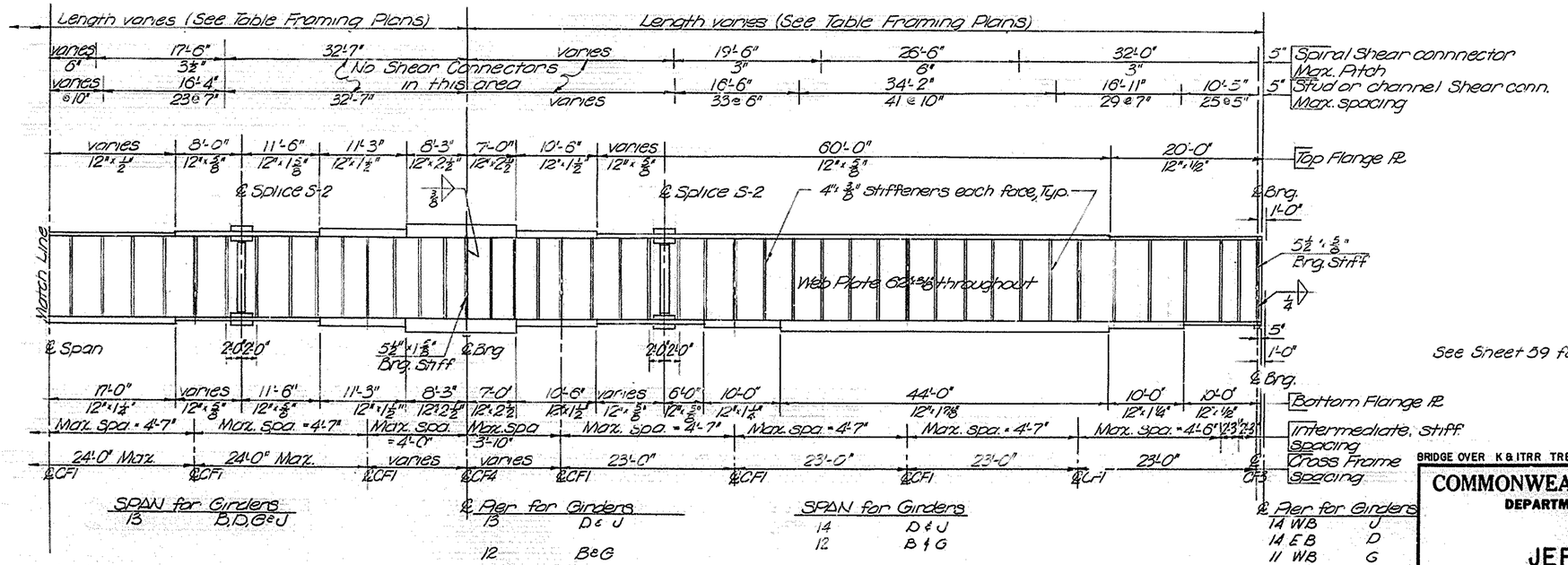
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



UNIT 4WB	℄ Pier for Girder	
UNIT 4EB	11WB	J
UNIT 4WB	11EB	D
UNIT 4EB	14WB	G
	14EB	B

SPAN for Girders	
12	D & J
14	B & G

℄ Pier for Girders	
12	D & J
13	B & G



SPAN for Girders	
13	B, D, G & J

℄ Pier for Girders	
13	D & J
12	B & G

SPAN for Girders	
14	D & J
12	B & G

℄ Pier for Girders	
14 WB	J
14 EB	D
11 WB	G
11 EB	B

GIRDERS B, D, G, J
SPANS 12, 13, 14

See Sheet 59 for notes

GIRDER DETAILS UNITS 4E, 4W
STRUCTURAL STEEL

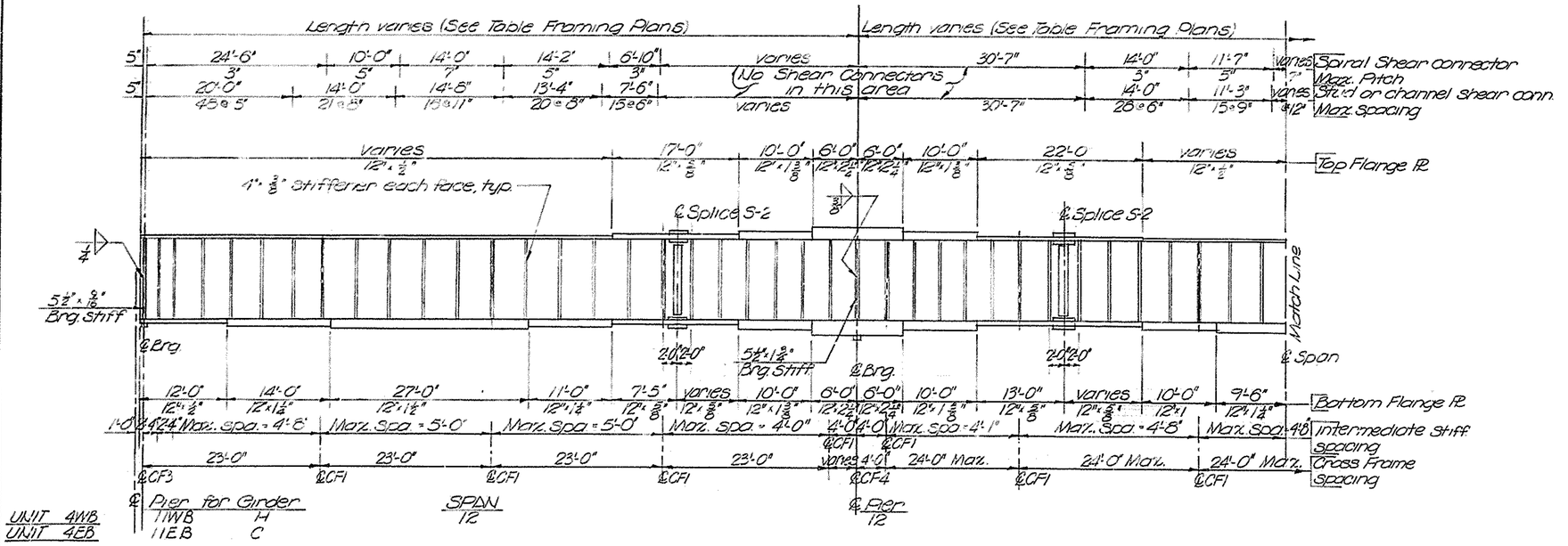
BRIDGE OVER K & I T R R TRESTLE SHEET 62 OF 110

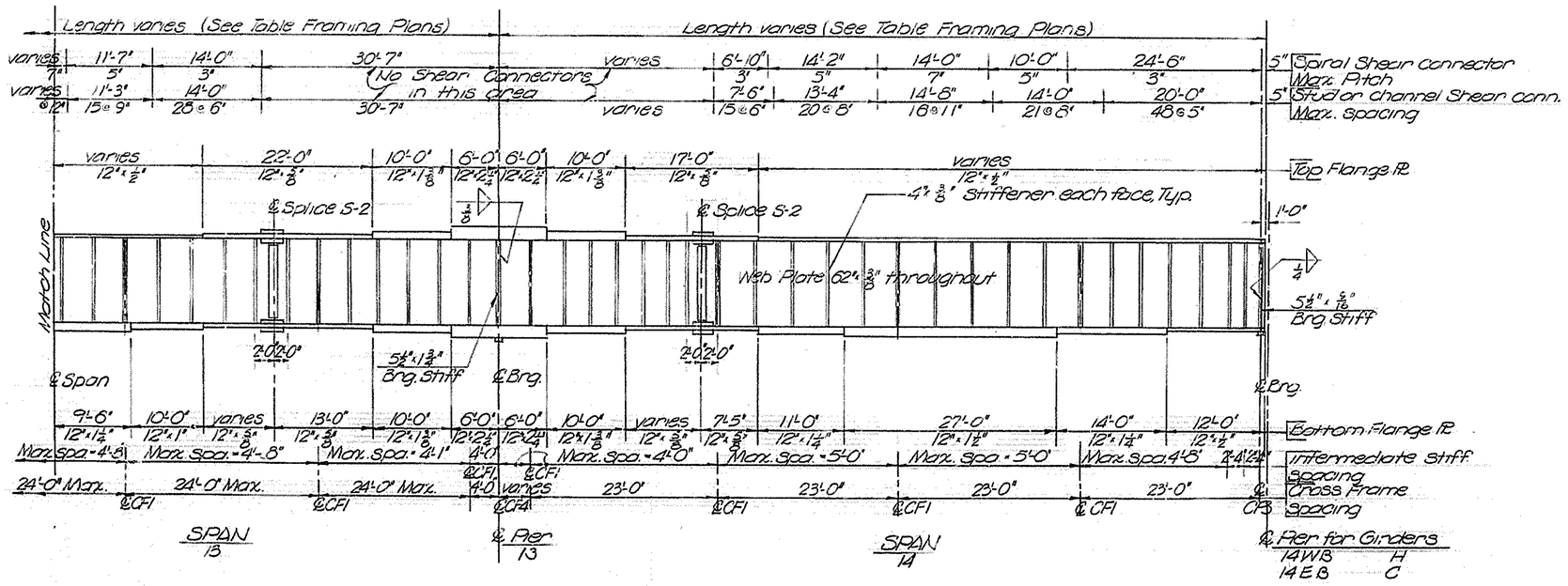
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. I64 2(34)1 SP 56 273 IIL

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

DESIGNED BY JDS DATE 9-63
DETAILED BY WLW DATE 1963
CHECKED BY WLW DATE
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

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





GIRDERS C, H,
SPANS 12, 13, 14

See Sheet 59 for notes

GIRDER DETAILS UNITS 4E, 4W
STR'CTURAL STEEL

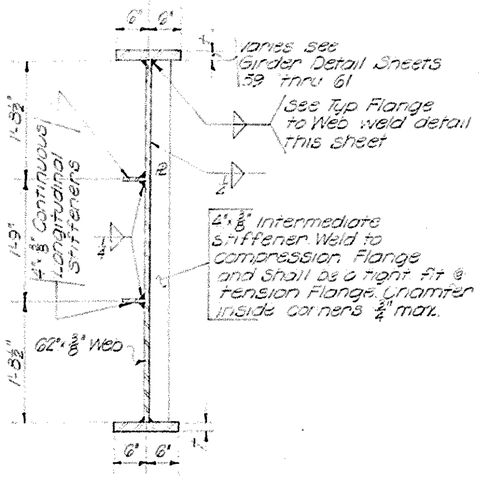
BRIDGE OVER K&ITRR TRESTLE SHEET 63 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
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JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP. 56 273 111
STATION 89+53 PROJECT NO. I64-2(34)1

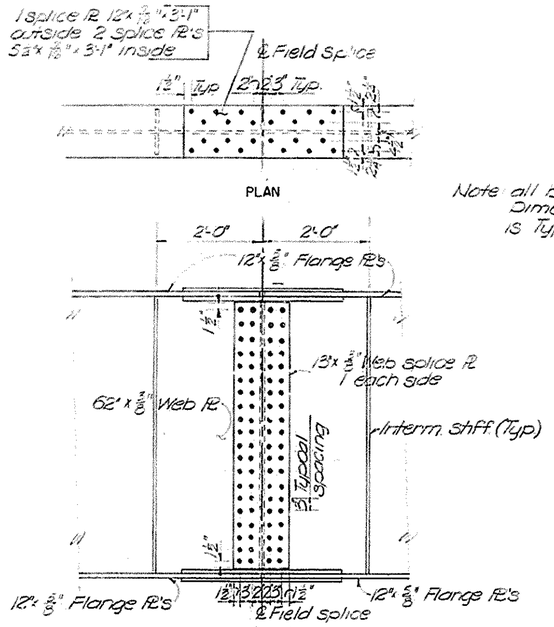
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DETAILED BY: WLW DATE: 7-65 REVISED DATE
TRACED BY: WLW CHECKED BY: UBK CHECKED BY DATE

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

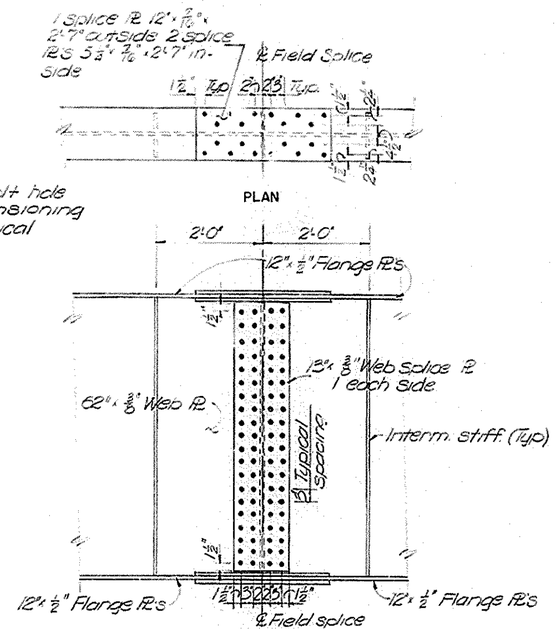


GIRDERS A & K



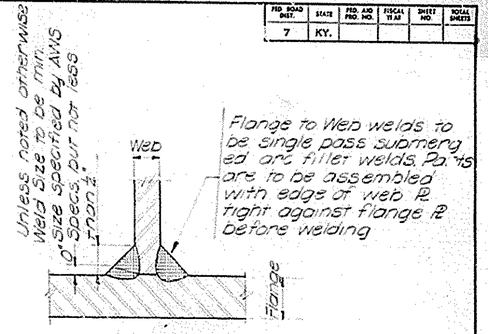
ELEVATION
SPLICE S-2

Note all bolt hole Dimensioning is Typical

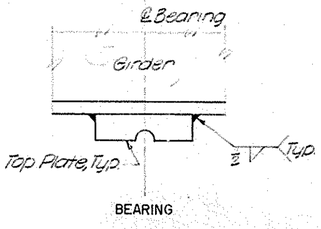


ELEVATION
SPLICE S-1

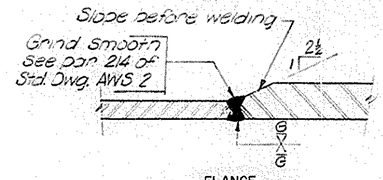
FIELD SPLICE DETAILS



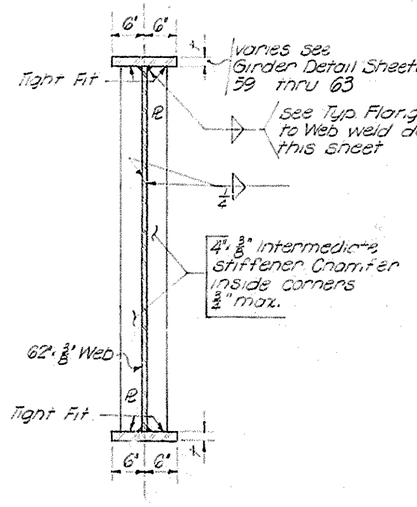
FLANGE TO WEB



BEARING

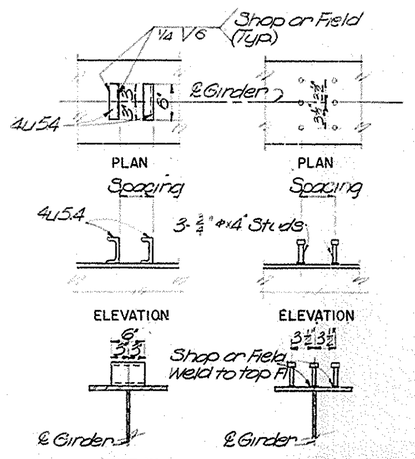


FLANGE



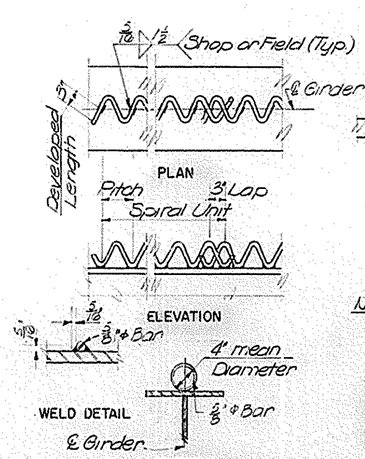
GIRDERS B THRU J

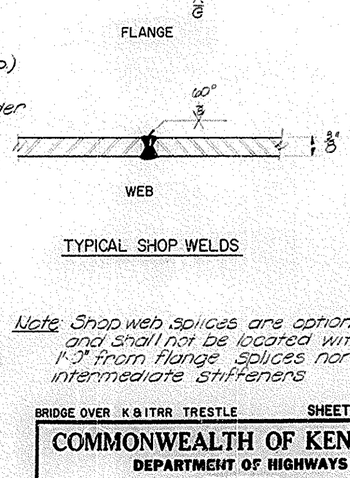
GIRDER SECTIONS



	ALTERNATE A	ALTERNATE B	ALTERNATE C
ESTIMATED WEIGHT	69,444 LBS	45,069 LBS	51,612 LBS

SHEAR CONNECTOR DETAILS





WEB

TYPICAL SHOP WELDS

Note: Shop web splices are optional and shall not be located within 1'-0" from flange splices nor intermediate stiffeners

MISC. DETAILS
STRUCTURAL STEEL

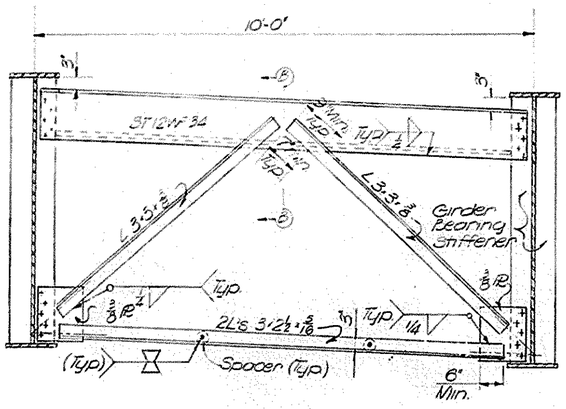
BRIDGE OVER K & I TRR TRESTLE SHEET 64 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 III.
STATION 89+53 PROJECT NO. I64-2(34) I

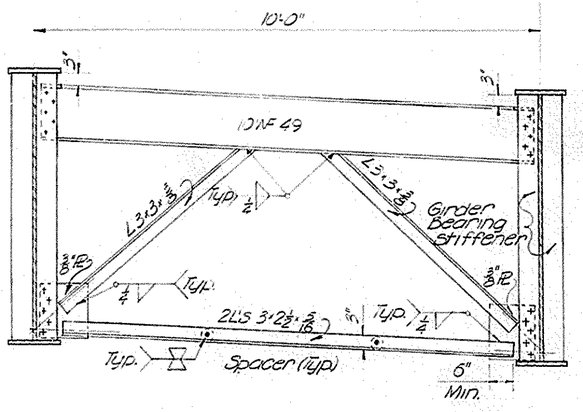
BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

DESIGNED BY RLK DATE 9-65 REVISED WLW
DETAILED BY JBK DATE 10-65 REVISED RLK
TRACED BY DATE REVISED
CHECKED BY WLW CHECKED BY RLK CHECKED BY

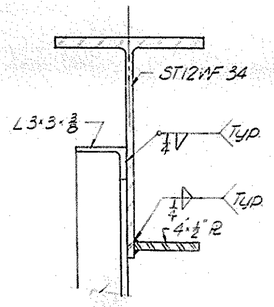
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



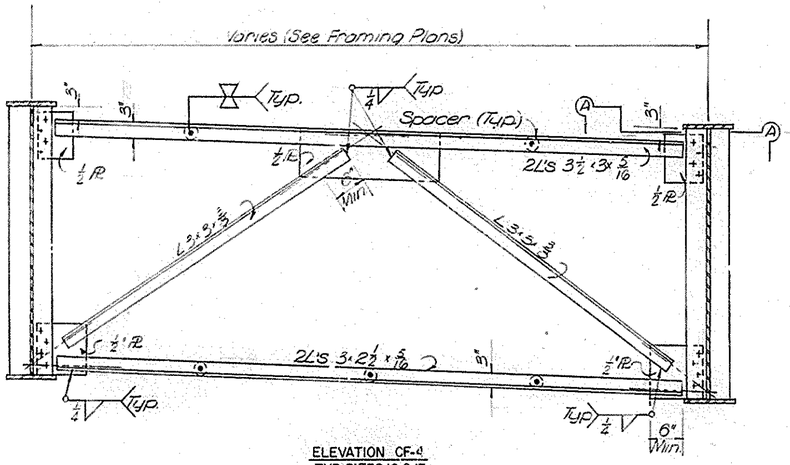
ELEVATION CF-5
TYP. END BENTS



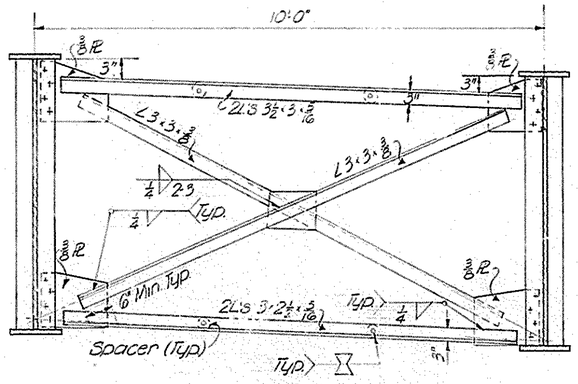
ELEVATION CF-3
END BRGS.



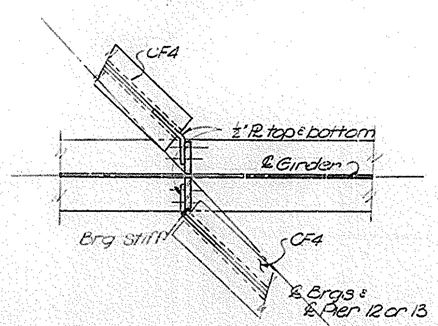
SECTION B-B
CF-5



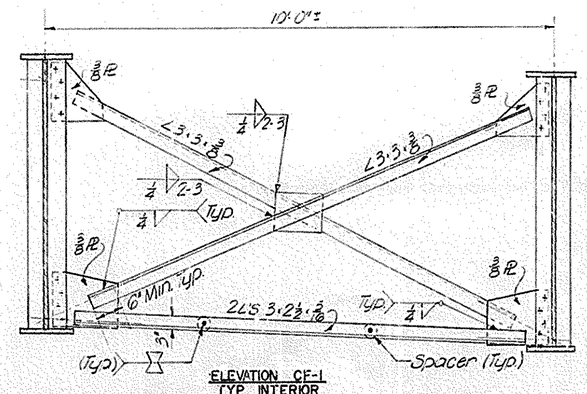
ELEVATION CF-4
TYP. PIERS 12 & 13



ELEVATION CF-2
TYP. INTERIOR BRGS.



SECTION A-A
CF-4



ELEVATION CF-1
TYP. INTERIOR

CROSS FRAMES
STRUCTURAL STEEL

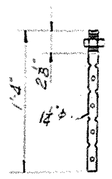
BRIDGE OVER K&ITRR TRESTLE SHEET 65 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56.273 III. 164-2(34)I

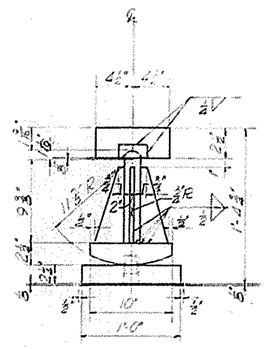
BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

DESIGNED BY BLK DATE 9-68
DETAILED BY JBC CHECKED BY WLM DATE 10-68
TRACED BY CHECKED BY DATE
REVISED REVISED REVISED

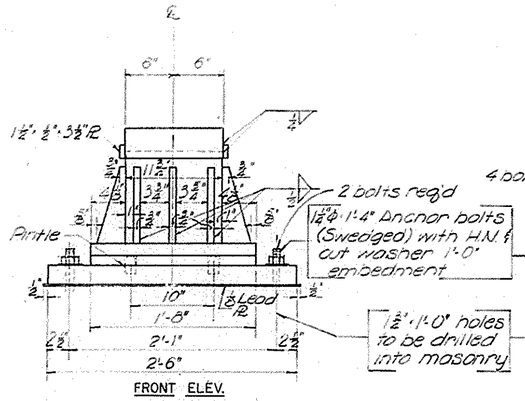
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



ANCHOR BOLT



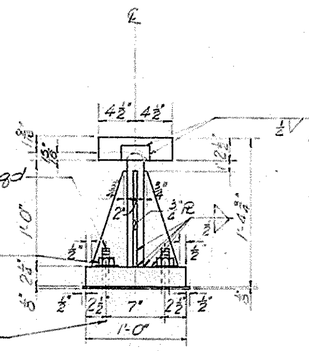
END ELEV



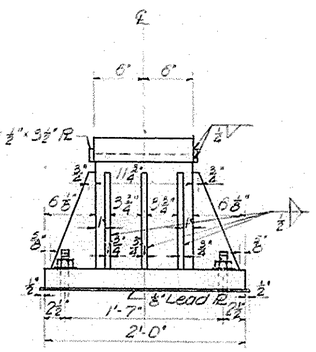
FRONT ELEV.

EXPANSION BEARING TYPE E1—134 REQ'D

TYP. FOR PIERS 2, 4, 6, 8, 10EB, 10WB, 15EB, 15WB, 17, 19, 21, 24, 25, 27, & 29—ALL GIRDERS
PIER 12—GIRDERS D, E, J, & K ONLY CAPACITY 265 KIPS



END ELEV.



FRONT ELEV.

FIXED BEARING TYPE F1—74 REQ'D

TYP. FOR PIERS. 1, 5, 9, 16, 20, 23, & 28 — ALL GIRDERS
PIER 13—GIRDERS A, B, F, & G CAPACITY 265 KIPS

NOTES

PLATES: Plates must be true & free of warp.

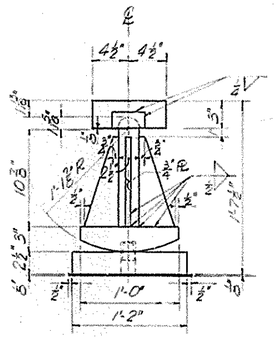
PAINT: All material on this sheet except finished surfaces of structural steel formed by radii R, & R2, shall be given one shop coat of red lead paint according to specifications. All exposed surfaces not in contact with concrete shall be given one field coat of tinted red lead paint and two field coats of aluminum paint in accordance with specifications.

WHITE LEAD & TALLOW: Finished surfaces of structural steel formed by radii R, & R2 shall be coated with white lead and tallow in accordance with current specifications and revisions.

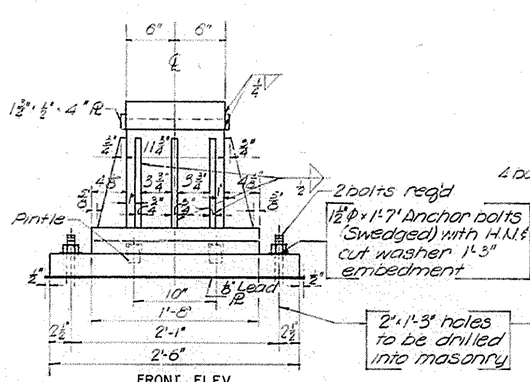
ANCHOR BOLTS: Holes of depth and dimensions shown shall be drilled for anchor bolts or dowels by the superstructure contractor who shall be responsible for keeping holes dry in freezing weather. After base plates are properly set and anchor bolts are placed in drilled holes molten lead shall be poured 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.



ANCHOR BOLT



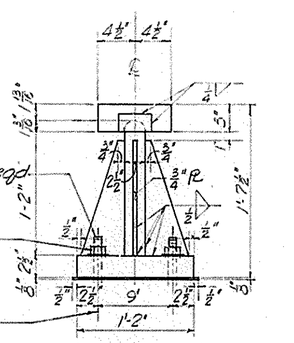
END ELEV.



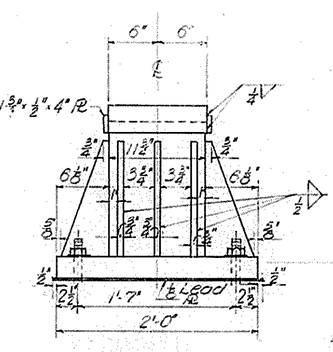
FRONT ELEV.

EXPANSION BEARING TYPE E2—6 REQ'D

TYP. FOR PIER 12 — GIRDERS A, B, C, F, G, & H ONLY CAPACITY 300 KIPS



END ELEV.



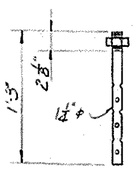
FRONT ELEV.

FIXED BEARING TYPE F2—6 REQ'D

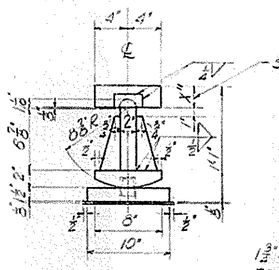
TYP. FOR PIER 13 — GIRDERS C, D, E, H, J, & K ONLY CAPACITY 300 KIPS

SURFACE FINISH OF STEEL SPECIFICATIONS

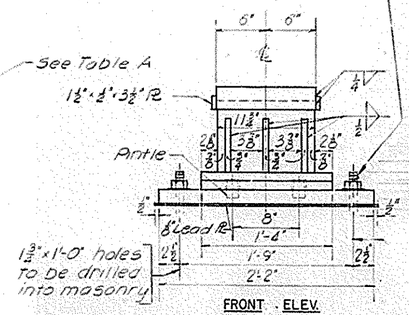
STEEL SLABS	ASA 2000
HEAVY PLATES IN CONTACT IN SHOES TO BE WELDED	ASA 1000
MILLED ENDS OF COMPRESSION MEMBERS, STIFFENERS & FILLERS	ASA 500
BRIDGE ROCKERS	ASA 250



ANCHOR BOLT



END ELEV



FRONT ELEV.

EXPANSION BEARING TYPE E3—160 REQ'D

TYP. FOR PIERS 3, 7, 11EB, 11WB, 14EB, 14WB, 18, 22, 26, AND END BENTS 1 & 2
ALL GIRDERS CAPACITY 135 KIPS.

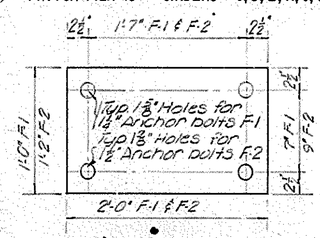
1¾"ϕ x 1'-3" Anchor bolts (Swedged) with H.N. & cut washer 1'-0" embedment. 2 bolts req'd.

Dimension X shown in column titled "West Brg." applies to all Bearings on "Bearing line located 1'-0" west of ℄ Pier. Likewise Dimension X for "East Brg." applies to all Bearings on Bearing line located 1'-0" East of ℄ Pier.

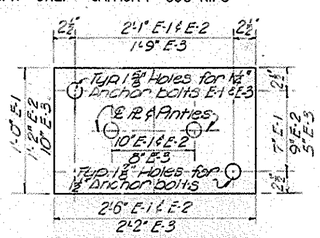
TABLE A

PIER	DIMENSION X	
	West Brg.	East Brg.
3	2⅛"	3 3/16"
7	2 5/16"	3 3/16"
11E	2⅜"	2 7/16"
11W	2⅜"	2⅜"
14E	2 3/16"	2⅜"
14W	2 1/16"	2⅜"
18	3 1/16"	2⅜"
22	3 1/16"	2⅜"
26	2⅜"	2⅜"

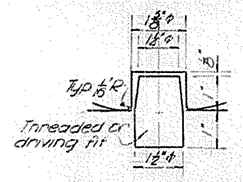
Dimension X=2⅜" for all Brg's. End Bent 1 & End Bent 2.



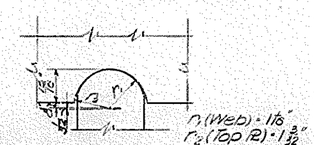
BOTTOM PLATE F1, F2



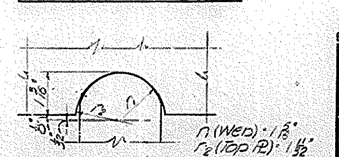
BOTTOM PLATE E1, E2, E3



PINTLE DETAIL



TOP BEARING DETAIL E1, E3, F1



TOP BEARING DETAIL E2, F2

BEARINGS SHOES
STRUCTURAL STEEL

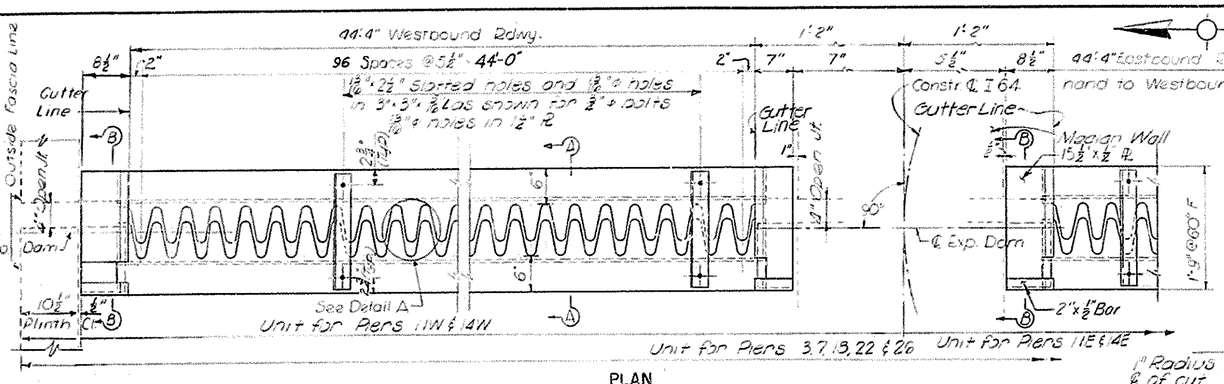
BRIDGE OVER K & I TRR TRESTLE SHEET 66 OF 110

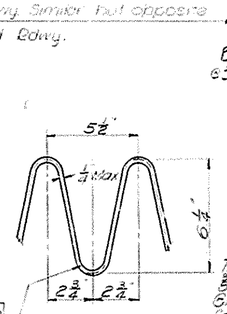
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. I64 (34) 1

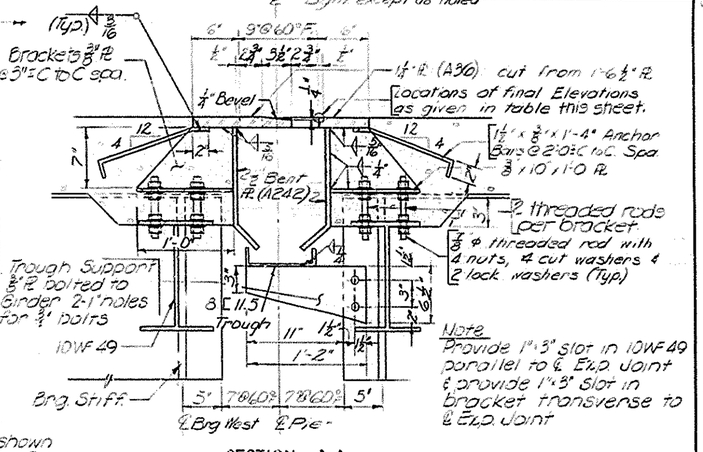
BRIDGE NUMBER	DRAWING NO.	SHEET
	16538	

DESIGNED BY RLC DATE 9-64
DETAILED BY GAVV DATE 9-64
TRACED BY DATE
CHECKED BY JDS DATE
CHECKED BY WLW DATE
REVISED MWL/BK
REVISED
REVISED

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

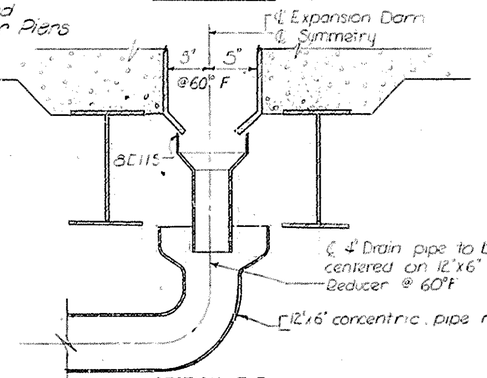






Note
To allow for temperatures other than 60° F adjust dimensions shown by 3/16" for each 10° rise or fall for Piers 14W, 4E & 22 and 5/16" for Piers 1W, 1E and ¼" for each 10° rise or fall for all other Piers

SECTION A-A

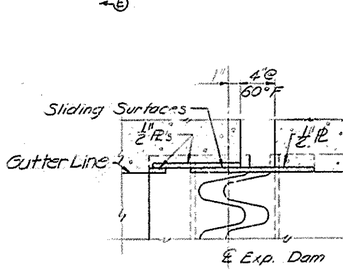


SECTION E-E

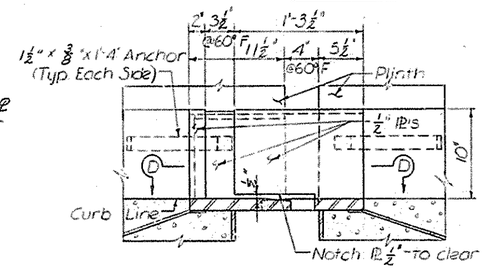
NOTES:
Plates must be true and free from warp.
Expansion Dam to be assembled in the shop in its relative final position and inspected for fit.
The toothed plate shall be match marked to maintain the same relative position before and after cutting.
Payment for all Expansion Dam Material, including Trough and Sump, shall be included in Lump Sum Bid for Structural Steel.
Drain pipe, pipe reducer and supports included in unit price bid for "6" Drain Pipe."
All Expansion Dam material to be ASTM A36 except where noted.

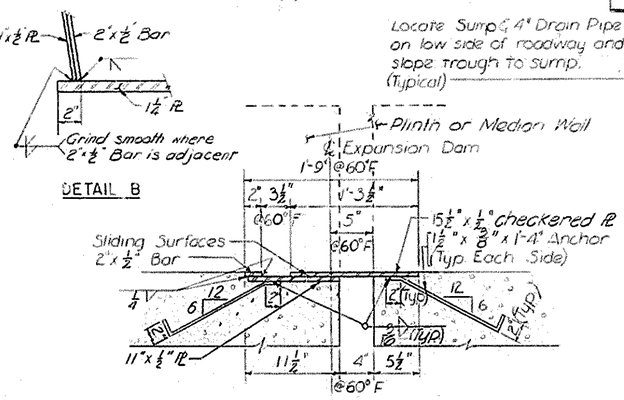
Field welding shall be performed only after joint is completely erected and adjusted for crown and grade of roadway.

Estimated Wt. of one Expansion Dam: 13,808 lbs.



ELEVATION

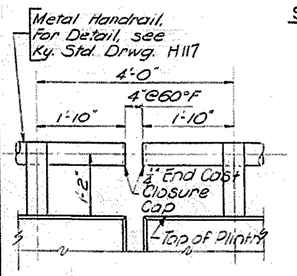




SECTION B-B

SECTION C-C

SECTION D-D



DETAIL OF HANDRAIL AT EXPANSION DAM

WEST BOUND								
Piers	Fascia Curb		Girders			Median Curb		
	Top Curb	Gutter	J	H	G	Gutter	Top Curb	
3	491.051	490.218	490.085	489.879	489.723	489.527	490.360	
7	501.732	500.899	500.716	500.559	500.404	500.207	501.014	
11	509.639	508.806	508.623	508.467	508.311	508.115	508.948	
14	510.682	509.849	509.666	509.510	509.354	509.157	509.990	
18	503.181	502.348	502.164	502.008	501.852	501.656	502.489	
22	493.048	492.215	492.031	491.875	491.719	491.523	492.356	
26	487.025	486.192	486.009	485.853	485.697	485.500	486.333	

EAST BOUND								
Median Curb		Girders			Fascia Curb			
Top Curb	Gutter	D	C	B	Gutter	Top Curb		
490.456	489.623	489.421	489.271	489.115	488.931	489.764		
501.137	500.304	500.107	499.951	499.795	499.612	500.445		
509.605	508.772	508.576	508.420	508.264	508.080	508.913		
509.673	508.845	508.648	508.492	508.336	508.153	508.986		
502.585	501.752	501.556	501.400	501.244	501.060	501.893		
492.452	491.619	491.423	491.267	491.111	490.928	491.761		
486.430	485.597	485.400	485.244	485.088	484.905	485.738		

EXPANSION DAM AT PIERS 3, 7, 11, 14, 18, 22, 26
STRUCTURAL STEEL

BRIDGE OVER K & I TRR TRESTLE — SHEET 67 OF 110

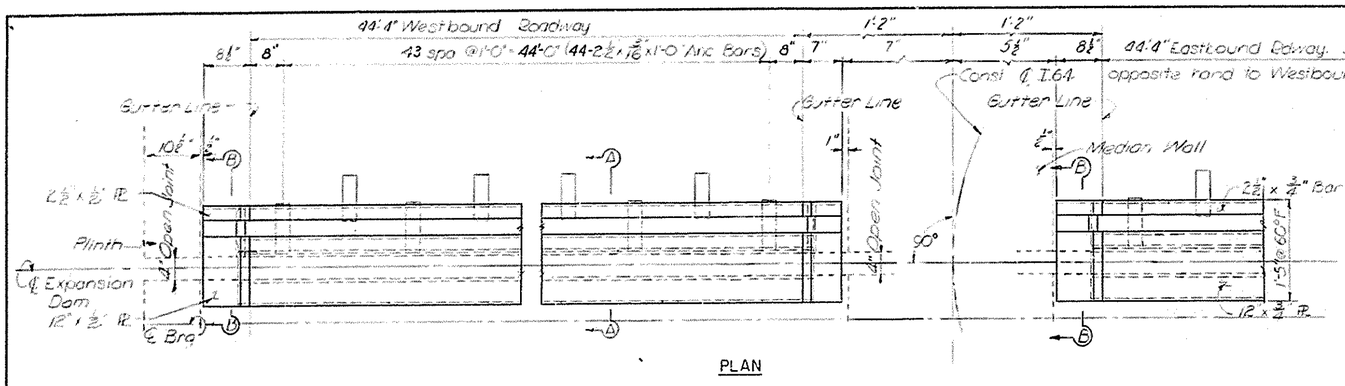
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE LEXINGTON
ROAD
STATION 89+53 — PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

Curb and Median Width

DRAWN BY BLC DATE 1-66 REVISED
CHECKED BY JLH DATE REVISED
DETAILED BY GNM-WES CHECKED BY RLW-JLH DATE 2-66 REVISED
TRACED BY DATE REVISED

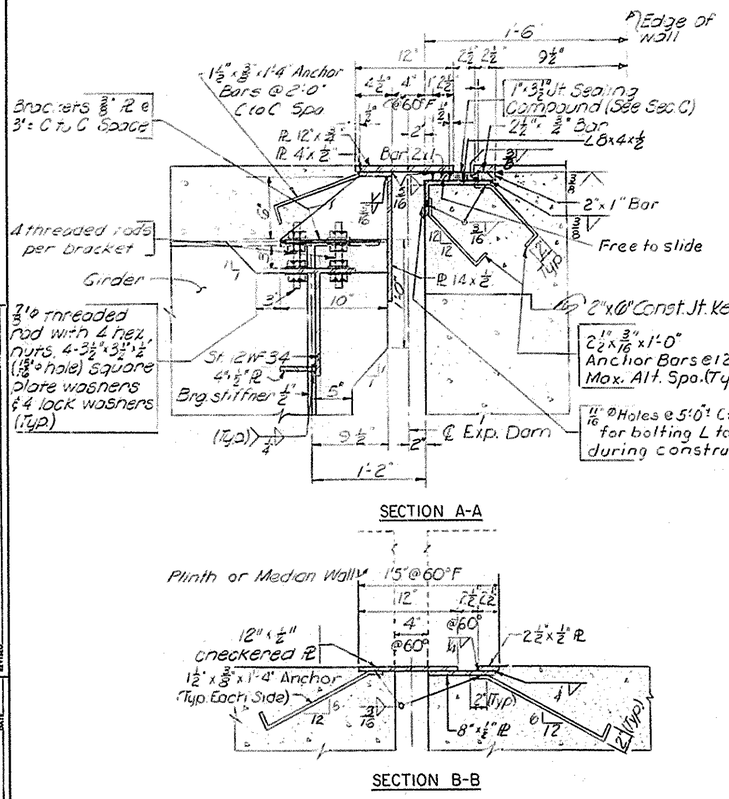
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

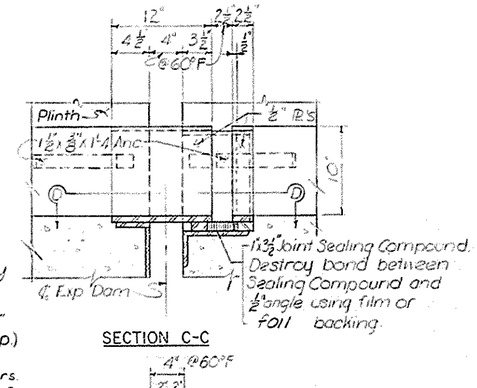


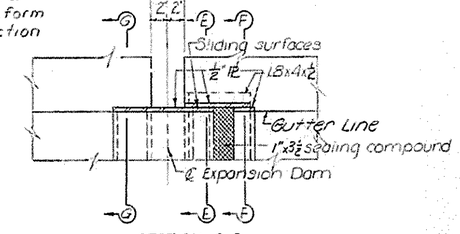
Notes:
Plates must be true and free from warp. Expansion Dam to be assembled in the shop in its relative final position and inspected for fit. Field welding shall be performed only after joint is completely erected and adjusted for crown and grade of roadway.

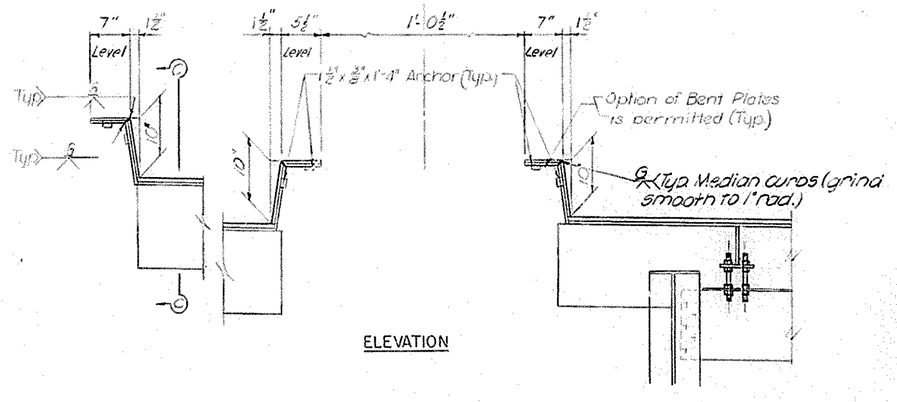
Payment: The cost of expansion dam bolts and nuts shall be included in the lump sum for Structual Steel. Such payment shall be complete compensation for all materials, equipment, tools, labor, and incidentals to complete the work.

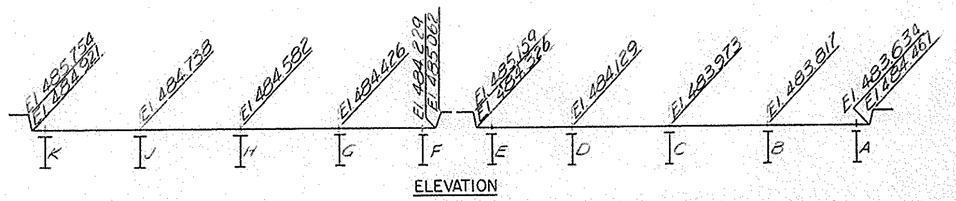
Estimated Wt.-Expansion Dam: ~~19,150~~ 10,288 lbs.
Note: To allow for temperatures other than 60°F adjust dimensions shown by ⅛" for each 10° rise or fall of temperature



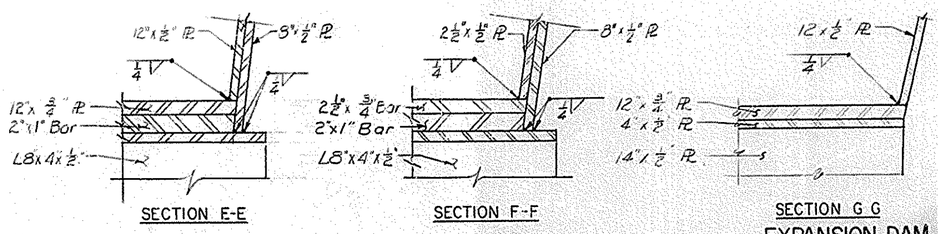








Note: Elevations are given on ℄ Expansion Dam & ℄ Girders Extended.



EXPANSION DAM AT END BENT 2
STRUCTURAL STEEL

BRIDGE OVER K&ITRR TRESTLE SHEET 68 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 15TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

DESIGNED BY JLH DATE 1-65
DETAILED BY EAH CHECKED BY JLH DATE 2-65
TRACED BY CHECKED BY DATE
REVISED
REVISED
REVISED
Curb and Median Width

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

℄ 1¼" Preformed Jt.

Dimensions along ℄ Plinth

1'-1⅞" 31'-7⅛" 2 Spaces @ 24'-0" = 48'-0" 27'-7¼" 3 Spaces @ 24'-0" = 72'-0" 2 Spaces @ 24'-0" = 48'-0" 31'-8¾"

1'-0⅜" 7'-11½" 30 Spaces @ 8'-0" = 240'-0" 7'-11½" 2'-0"

Deflection Jt Spacing

Handrail Post Spacing

℄ 4" Open Jt.

2-S12 Spaced as shown in section (Plinth) 1 Length = 4 Bars

4-S14 Spaced as shown in section (Plinth) 1 Length = 4 Bars

4-S16 Spaced as shown in section (Plinth) 1 Length = 4 Bars

1-S7 (Plinth) ℄ Plinth

4-S11 Spaced as shown in section 2 Lengths = 8 Bars (Typ. for Spans 1 & 3) Same for opposite Plinth

4-S11 Spaced as shown in section 3 Lengths = 12 Bars (Same for opposite Plinth)

2-S7 (Plinth)

Ⓚ Girder

Gutter Line

5'-4¾"

℄ Light Standard Sta. 77+07.86

Deflection Jt, Top of Plinth to top of curb (¼" Open Jt.

Girder Ⓚ

Metal Exp. Dam

Ⓙ

477-S6 (Curb) & 477-S7 (Plinth) Spaced with S1 & S3 Bars

Ⓗ

Const. Joint in Median and Fascia Curbs (Typ. Piers 1 & 2)

Sleeve for Valve Stem, for Details, see sheet 83

59'-0"±

1¼" Preformed Joint Seal

74-S1 (top) & 74-S2 (bott) @ 1'-1"
73-S3 (truss bars) Spaced between S1 bars

93-S1 (top) & 93-S2 (bott) @ 1'-1"
92-S3 (truss bars) Spaced between S1 bars

73-S1 (top) & 73-S2 (bott) @ 1'-1"
72-S3 (truss bars) Spaced between S1 bars

Ⓖ

117-S4 Spaced as shown in Section 6 Lengths = 702 bars

117-S10 Spaced as shown in Section 1 Length = 117 bars

44-S5 Spaced as shown in section (Typical Piers 1 & 2)

16'-6½"

Bars are placed radially and spaced along Girder K

2-S9 (Median curb) Spaced with S1 Bars

10'-6"

6-S19 Bars (Median Wall)

1" Open Joint

Ⓕ

Gutter Line

Type I Deck Drain (Typ. @ Median Curb)

6'-6"

Deflection Joint, Top of Median Wall to Top of Curb (¼" Open Jt.)

5'-6"

6-S19 Bars (Median Wall)

Ⓕ

Construction ℄ I-64 & ℄ Median Wall

6-S17 Bars (Median Wall)

Sta. 76+24.50

Sta. 77+02.50

6-S11 Spaced as shown in Sect. 7 Lengths 42 Bars (Median Wall) Edge Fascia & Median Curbs @ Const Jts with approved edging tool (Typ.)

Sta. 78+01.50

Sta. 78+30.50

Ⓔ

Deflection Joint Spacing

Bars are placed radially and spaced along Girder E

Ⓓ

30'-0" 2 Spaces @ 24'-0" = 48'-0" 27'-0" 3 Spaces @ 24'-0" = 72'-0" 2 Spaces @ 24'-0" = 48'-0" 31'-0"

475-S8,938 (Median curb) Spaced with S1 & S3 Bars

74-S1 (top) & 74-S2 (bott) @ 1'-1"
73-S3 (truss bars) Spaced between S1 bars

92-S1 (top) & 92-S2 (bott) @ 1'-1"
91-S3 (truss bars) Spaced between S1 bars

73-S1 (top) & 73-S2 (bott) @ 1'-1"
72-S3 (truss bars) Spaced between S1 bars

Ⓒ

1'-1⅜"

Ⓐ Ⓐ

℄ Brg.

Along Const ℄ I-64

78'-0" Span 1

99'-0" Span 2

78'-0" Span 3

120-S4 Spaced as shown in Section 6 Lengths = 720 bars

120-S10 Spaced as shown in Section 1 Length = 120 bars

44-S5 Spaced as shown in section (Typical Piers 1 & 2)

Ⓑ Ⓑ

Ⓒ Ⓒ

1'-0"

Ⓓ

℄ Plinth

1-S7 Plinth

Ⓐ Girder

8'-0" 8'-0" (Typical 35)

10'-6"

Gutter Line

Type II Deck Drain (Typ. @ Fascia Curb)

6'-6"

℄ Light Standard Sta. 78+19.30

17'-6¼"

Note: S11 bars (Plinth) same as opposite side, all spans

5'-6"

Girder Ⓐ

Ⓔ

4-S13 Spaced as shown in section (Plinth) 1 Length = 4 Bars

4-S15 Spaced as shown in section (Plinth) 1 Length = 4 Bars

475-S6 (Curb) & 475-S7 (Plinth) Spaced with S1 & S3 Bars

4-S13 Spaced as shown in section (Plinth) 1 Length = 4 Bars

2-S7 (Plinth)

3"

℄ 4" Open Joint ⊕

1'-0⅜"

℄ 1¼" Preformed Jt.

7'-7½"

30 Spaces @ 7'-11" = 237'-6"

7'-7½"

2'-0"

Handrail Post Spacing

Dimensions along ℄ Plinth

1'-1⅜"

30'-7⅝" 2 Spaces @ 24'-0" = 48'-0" 26'-4¾" 3 Spaces @ 24'-0" = 72'-0" 2 Spaces @ 24'-0" = 48'-0" 30'-9½"

77'-6¼" 98'-4¾" 78'-6¼"

Deflection Jt Spacing Pier 3

℄ Brg. End Bent 1

℄ Pier 1

℄ Pier 2

℄ 4" Open Jt. in Handrail 1'-0"

PLAN

NOTES

⊕ 4" Open Joint in Plinth and Median Wall at Piers 3, 7, 11, 14, 18, 22 and 26

For Details of Expansion Dams, see sheets 67 & 68

For Reinforcement Details, see sheet 77

For Quantities, see sheet 78

For Typical Section, see sheet 77

Std. Min. Lap of 2'-1" for #5 Longitudinal Bars

For Sections A-A, B-B, C-C, see sheet 10

Vertical bars from safety curb into handrail posts or plinth are to be in place before safety curb is poured.

Transverse bars to be placed radially except adjacent to ℄ of Piers (See Sections, sheets 10 & 76).

For Deck Drain Reinforcement, see sheet 82

For Light Std. Support Reinf., see sheet 82

For Deck Drain Details, see sheet 83

For Details of 1¼" Preformed Joint @ End Bent 1 see sheet 12

See note on sheet 78 for reinforcement anchorage.

UNIT 1

SUPERSTRUCTURE

BRIDGE OVER K & I T R R TRESTLE SHEET 69 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD

STATION 89+53 PROJECT NO. SP 56.273 IIL I64-2(34) 1

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

DESIGNED BY J.B.S. DATE 7-65 REVISED DATE
DETAILED BY J.B.S. & W.E.S. DATE 4-66 REVISED DATE
TRACED BY DATE REVISED
CHECKED BY DATE

Curb Width and Median Type

BRIDGE

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

Dimensions along ℄ Plinth

79'-5 3/8" | 99'-7 1/4" | 99'-7 1/2" | 79'-5 3/8"

31'-2 3/8" + 2 Spaces @ 24'-0" = 48'-0" | 27'-7 1/8" + 3 Spaces @ 24'-0" = 72'-0" | 3 Spaces @ 24'-0" = 72'-0" | 27'-7 1/8" + 2 Spaces @ 24'-0" = 48'-0" | 31'-8 3/8"

43 Spaces @ 7'-10 1/2" = 338'-7 1/2"

2'-0" 7'-9 1/2" | 7'-9 1/2" 2'-0"

℄ 4" Open Joint

℄ Plinth 3"

4-S19 Spaced as shown in section (Plinth) 1 Length = 4 Bars

4-S14 Spaced as shown in section (Plinth) 1 Length = 4 Bars (Typ. for Spans 5 & 6)

4-S16 Spaced as shown in section (Plinth) 1 Length = 4 Bars

4-S11 Spaced as shown in section 2 Lengths = 8 Bars (Typ. for Spans 4 & 7) Same for opposite Plinth

4-S11 Spaced as shown in section 3 Lengths = 12 Bars (Typ. for Spans 5 & 6) Same for opposite Plinth

Deflection Jt. Spacing

Handrail Post Spacing

3"

℄ 4" Open Jt.

2-S7 (Plinth)

℄ Light Standard Sta. 79+41.34

℄ Light Standard Sta. 81+68.33

10'-0 3/8"

18'-3 1/2"

Const. Joint in Median and Fascia Curbs Typ. @ Piers 4, 5 & 6

Deflection Jt. Top of Plinth to top of curb (1/4" Open Jt.)

Gutter Line

Girder K

Girder J

660-S6 (Curb) & 660-S7 (Plinth) Spaced with S1 & S3 bars

Girder H

93-S1 (top) & 93-S2 (bott) @1'-1"

92-S3 (truss bars) Spaced between S1 bars

93-S1 (top) & 93-S2 (bott) @1'-1"

92-S3 (truss bars) Spaced between S1 bars

73-S1 (top) & 73-S2 (bott) @1'-1"

72-S3 (truss bars) Spaced between S1 bars

Bars are placed radially and spaced along Girder K

Metal Exp. Dam

Edge Fascia & Median Curbs @ Const. Jt. with approved edging tool (Typ.)

Type I Deck Drain (Typ. @ Median Curb)

332-S9 (Median curb) Spaced with S1 bars

44-S5 Spaced as shown in section (Typical Piers 4, 5 & 6)

1" Open Joint

6-S13 Bars (Med. Wall)

6-S17 Bars (Median Wall)

8'-6"

Deflection Jt. Top of Med. Wall to Top of Curb (4" Open Jt.)

Gutter Line

6-S19 Bars (Median Wall)

9'-6"

Construction ℄ I-64 & ℄ Median Wall

Sta. 78+80.50

Sta. 79+59.50

6-S11 Spaced as shown in Sect. 10 Lengths = 60 Bars (Median Wall)

Sta. 80+58.50

Sta. 81+57.50

Sta. 82+36.50

31'-0" | 2 Spaces @ 24'-0" = 48'-0" | 27'-0" | 3 Spaces @ 24'-0" = 72'-0" | 3 Spaces @ 24'-0" = 72'-0" | 27'-0" | 2 Spaces @ 24'-0" = 48'-0" | 31'-0"

Deflection Joint Spacing

656-S8, S38 (Median curb) Spaced with S1 & S3 bars

120-S4, S36 as shown in Section 9 Lengths = 1080 Bars

120-S18 Spaced as shown in Section 1 Length = 120 bars

92-S1 (top) & 92-S2 (bott) @1'-1" 91-S3 (truss bars) Spaced between S1 bars

92-S1 (top) & 92-S2 (bott) @1'-1" 91-S3 (truss bars) Spaced between S1 bars

73-S1 (top) & 73-S2 (bott) @1'-1" 72-S3 (truss bars) Spaced between S1 bars

Bars are placed radially and spaced along Girder E

Girder G

Girder E

Girder A

Type II Deck Drain (Typ. @ Fascia Curb)

℄ Light Standard Sta. 80+50.96

Gutter Line

Type S5

8'-0" | 8'-0"

Note: S11 bar (Plinth) same as opposite side, all spans

℄ Brg. 1'-0"

78'-0" Span 4 | 99'-0" Span 5 | 99'-0" Span 6 | 78'-0" Span 7

℄ Brg. 1'-0"

Along Const. ℄ I-64

2-S7 (Plinth)

Girder A

4-S20 Spaced as shown in section (Plinth) 1 Length = 4 bars

4-S15 Spaced as shown in section (Plinth) 1 Length = 4 Bars (Typ. for Spans 5 & 6)

4-S13 Spaced as shown in section (Plinth) 1 Length = 4 bars

656-S6 (Curb) & 656-S7 (Plinth) Spaced with S1 & S3 bars

2-S7 (Plinth)

3" ℄ 4" Open Joint

43 Spaces @ 7'-9 1/2" = 334'-1 3/4"

7'-10 1/2" 2'-0"

Handrail Post Spacing

Deflection Jt. Spacing

Dimensions along ℄ Plinth

30'-3 3/4" | 2 Spaces @ 24'-0" = 48'-0" | 26'-4 3/4" | 3 Spaces @ 24'-0" = 72'-0" | 3 Spaces @ 24'-0" = 72'-0" | 26'-4 3/4" | 2 Spaces @ 24'-0" = 48'-0" | 30'-9 1/4"

78'-6 1/4" | 98'-4 3/4" | 98'-4 3/4" | 78'-6 1/4"

℄ Pier 3 | ℄ Pier 4 | ℄ Pier 5 | ℄ Pier 6 | ℄ Pier 7

End of Curb, Plinth and Median Wall

3" Min. 6 1/2" Max.

End Bent 1

Truss Bars

1:2

3

℄ Brg.

SECTION A-A

3" Min. 6 1/2" Max. | 3" Min. 6 1/2" Max.

Truss Bars

℄ Pier

SECTION B-B

PLAN

3" Min. 6 1/2" Max. | 1'-0" | 1'-0" | 3" Min. 6 1/2" Max.

Truss Bar

3" Typ.

℄ Brg. ℄ Pier ℄ Brg.

SECTION C-C

For Notes, see sheet 69

UNIT 2

SUPERSTRUCTURE

BRIDGE OVER K&ITRR TRESTLE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD

STATION 89+53 | PROJECT NO. 164-2(34)1 | SP 56 273 III.

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

DESIGNED BY: 109 E 140 | CHECKED BY: RLK | DATE: 7-63
DETAILED BY: VARIOUS | CHECKED BY: LAD | DATE: 7-63
TRACED BY: | CHECKED BY: | DATE:

REVISED: Curb width and Median Type | DATE: 10-64
REVISED: Removed haunch at Section B-B | DATE: 2-65
REVISED: | DATE:

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

79'-5 3/4" | 99'-7 1/4" | 76'-5 5/8" | 60'-4 1/8"

£4"Open Jt | 31'-2 3/4" | 2 Spaces @ 24'-0"=48'-0" | 3 Spaces @ 24'-0"=72'-0" | 27'-7 1/4" | 28'-5 5/8" | 2 Spaces @ 24'-0"=48'-0" | 30'-2 3/4" | 30'-4 5/8"

Dimensions along £ Plinth | 2'-0" 7-11 1/2" | 37 Spaces @ 8'-0"=296'-0" | 7'-11 1/2" 2'-0"

Deflection Jt Spacing
Handrail Post Spacing

2-S7 Plinth
£ Plinth

4-S11 Spaced as shown in section 2 Lengths = 8 Bars (Typ. for Plinth @ Spans 8 EB & WB, 10 WB & 11 EB)

4-S11 Spaced as shown in section 3 Lengths = 12 Bars (Typ. for Plinth @ Spans 9 EB & WB, 10 E.B.)

£ Pier 10 WB

£ Pier 11 WB.

3" £4 Open Jt

4-S19 Spaced as shown in section (Plinth) 1 Length = 4 Bars

4-S14 Spaced as shown in section (Plinth) 1 Length = 4 Bars

20'-10 1/2"

4-S24 Spaced as shown in section (Plinth) 1 Length = 4 Bars

4-S21 Spaced as shown in section (Plinth) 2 Length = 6 Bars

2 - S7 (Plinth)

Ⓚ Girder

£ Light Standard Sta. 83+93.75

Gutter Line

582-S6 (Curb) & 582-S7 (Plinth) Spaced with S1 & S3 Bars

Deflection Jt. Top of Plinth to top of curb (4" Open Jt.)

13- S1 (top) & 12- S2 (bottom) @1'-1"
Ⓘ 72-S3 (truss bars) Spaced between S1 bars

93- S1 (top) & 93-S2 (bottom) @1'-1"
92 - S3 (truss bars) Spaced between S1 bars

71 - S1 (top) & 71 - S2 (bottom) @1'-1"
70 - S3 (truss bars) Spaced between S1 bars

56-S1 (top) & 56 - S2 (bottom) @1'-1"
55-S2 (truss bars) Spaced between S1 bars

Girder Ⓙ

Bars are placed radially and spaced along Girder K

47'-1 1/2" | 40'-4"

117-S4 Spaced as shown in section 8 Lengths = 936 Bars

117-S23 Spaced as shown in section 1 Length = 117 Bars

Const. Joint in median & Fascia curbs (typical at Piers 8,9, 10E & 10W)

44-S5 Spaced as shown in section (Typ. @ Piers 8,9,10 W&E)

Ⓗ

Metal Expansion Dam Typ. Piers 7, 11 EB & 11 WB

1'-0"

Ⓖ

293- S9 (Median curb) Spaced with S1 bars

1" Open Joint

Type I Deck Drain (Typ. @ Median Curb)

9'-6"

76'-0" Span 10WB

59'-0" Span 11WB

£ Bearing 42'-0"

Along Const. £ I-64

6-S18 Bars (Median Wall)

1" open Jt.

Ⓕ

6-S17 Bars (Med. Wall)

Gutter Line

16'-0"

23'-0"

6-S17 Bars (Median Wall)

6-S19 Bars (Median Wall)

Const. £ I-64 & £ Median Wall

Ⓔ Sta. 82+36.50

Sta. 83+15.50

Sta. 84+14.50

Sta. 84+90.50 Pier 10 WB

Sta. 85+13.50 Pier K-EB

Sta. 85+50.50 Ⓔ Pier 11 WB

Sta. 85+92.50

6-S11 Spaced as shown in Sect - 10 Lengths 60 Bars (Med Wall)

Deflection Jt. Top of Median Wall to top of Curb (4" Open Jt.)

Deflection Joint Spacing

Ⓓ 31'-0" | 2 Spaces @ 24'-0" = 48'-0" | 27'-0" | 2 Spaces @ 24'-0" = 72'-0" | 3 Spaces @ 24'-0" = 72'-0" | 27'-0" | 2 Spaces @ 24'-0" = 48'-0" | Ⓓ 31'-0"

656-S8 (Median Curb) Spaced with S1 & S3 bars

Ⓒ

73-S1 (top) & 73-S2 (bott.) @1'-1"
72-S3 (truss bars) Spaced between S1 bars

92-S1 (top) & 92-S2 (bott) @1'-1"
91-S3 (truss bars) Spaced between S1 bars

92-S1 (top) & 92-S2 (bott) @1-1"
91-S3 (truss bars) Spaced between S1 bars

44-S5 Spaced as shown in section (Typ. @ Piers 8,9,10 E&W)

73-S1 (top) & 73-S2 (bott.) @1'-1"
72-S3 (truss bars) Spaced between S1 bars

Bars are placed radially and spaced along Girder E

Ⓒ

1'-0"

Ⓑ

18'-0" Span 8

99'-0" Span 9

99'-0" Span 10 EB

78'-0" Span 11 E.B.

Along Const. £ I-64

£ Bearing

£ Brg

£ Light Standard Sta. 82+81.84

Ⓐ Girder

33'-5 1/2" | 8'-0"

120-S4 Spaced as shown in section 9 Lengths = 1080 Bars

120-S22 Spaced as shown in Section 1 Length = 120 Bars

Edge Fascia & Median Curbs @ Const. Jts with approved edging tool (Typ.)

Type II Deck Drain (Typ. @ Fascia Curb)

9'-6"

Gutter Line

34'-0"

8'-0" | 8'-0" Typ. S5

Note: S11 bars (Plinth) same as opposite side, all spans except Span 11 W&E

£ Bearing

1'-0"

22'-6"

Girder Ⓐ

2-S7 (Plinth)

4-S20 Spaced as shown in section (Plinth) 1 Length = 4 Bars

4-S15 Spaced as shown in section (Plinth) 1 Length = 4 Bars (Typ. for Spans 9 & 10 EB)

£ Light Standard Sta. 85+16.39

4-S13 Spaced as shown in section (Plinth) 1 Length = 4 Bars

£ Plinth
2-S7 (Plinth)
£4"Open Jt.

3"
£4"Open Jt.

Handrail Post Spacing
Defl. Jt. Spacing

656-S6 (Curb) & 656-S7 (Plinth) Spaced with S1 & S3 Bars

43 Spaces @ 7'-9 1/4" = 334'-1 3/4"

Dimensions along £ Plinth | 2'-0" 7'-10 3/8" | 30'-3 1/4" | 2 Spaces @ 24'-0"=48'-0" | 26'-4 3/4" | 3 Spaces @ 24'-0"=72'-0" | 3 Spaces @ 24'-0"=72'-0" | 26'-4 3/4" | 2 Spaces @ 24'-0"=48'-0" | 30'-9 1/4" | 7'-10 3/8" 2'-0"

78'-6 1/4" | 98'-4 3/4" | 98'-4 3/4" | 78'-6 1/4"

£ Pier 7 | £ Pier 8 | £ Pier 9 | £ Pier 10 EB | £ Pier 11 EB

PLAN

For Notes, see sheet 69
For Sections, see sheets 70

BRIDGE OVER K & ITRR TRESTLE | SHEET 71 OF 110

DESIGNED BY JOS | DATE 7-63 | REVISED
DETAILED BY RES | DATE 7-64 | REVISED
TRACED BY | DATE | REVISED
CHECKED BY RJS | DATE 7-64
CHECKED BY LAO | DATE 7-64

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 | PROJECT NO. SP 56 273 IIL I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

UNIT 3
SUPERSTRUCTURE

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

℄ 4" Open Jt.

77'-7½"

114'-5½"

117'-9⅞"

3"

29'-4½" 2 Spaces @ 24'-0" = 48'-0"

3 Spaces @ 24'-0" = 72'-0"

18'-5½"

24'-0"

4 Spaces @ 24'-0" = 96'-0"

22'-0⅜"

37 Spaces @ 7'-10" = 289'-10"

Deflection Jt. Spacing

Handrail Post Spacing

2'-0" 8'-0½"

3'-0⅝" 2'-0"

Dimensions along ℄ Plinth

5"

℄ 4" Open Jt.

℄ Pier 11 WB

℄ Pier 14 WB

569-S6 (Curb) & 569-S7 (Plinth) Spaced with S1 & S3 bars

2-S7 (Plinth) ℄ Plinth

4-S25 Spaced as shown in section 1 Length = 4 Bars

4-S26 Spaced as shown in section 1 Length = 4 Bars

4-S11 Spaced as shown in section 4 Lengths = 16 Bars (Typ. for Plinth @ Spans 12 EB, 13 EB & WB, & 14 WB.)

4-S11 Spaced as shown in section 2 Lengths = 8 Bars (Typ. for Plinth @ Spans 12 WB & 14 EB)

10' Protective Fence at Span 13 as shown See sheet 78 for details

4-S27 Spaced as shown in section 1 Length = 4 Bars

5-9½

2-S7 (Plinth)

K Girder

Gutter Line

℄ Light Standard Sta 88+52.78

Girder K

Metal Expansion Dam (Typ. @ Piers 11 E.B. & W.B. & 14 E.B. & W.B.

8'-7⅛"

℄ Light Standard Sta 86+19.11

Constr. Jt. in Median & Fascia Curb Typ. Piers 12 & 13

Edge Fascia & Median Curbs @ Const. Jts. with approved edging tool

Deflection Jt., Top of Plinth to top of curb (¼" Open Jt.)

44-S5 Spaced as shown (Typ. @ Piers 12 WB & 13 WB) Section

285-S1 (top) & 285-S2 (bott.) @ 1'-1" & 284-S3 (truss bars) Spaced between S1 Bars

285-S9 (Median Curb) Spaced with S1 Bars

Bars are placed radially and spaced along Girder K

℄ Bearing

1'-0" Along Const. ℄ I-64 42'-0"

117'-0" Span 12 WB.

115'-0" Span 13 W.B.

74'-0" Span 14 W.B.

117'-5½ Spaced as shown in section 7 Lengths = 56 Bars

117'-5½ Spaced as shown in section 1 Length = 117 Bars

47'-1½

1'-0"

℄ Brg.

Type I Deck Drain Typ. @ Median Curb

6-528 2-Lengths = 12 Bars

6-541 Bars (Median Wall)

8'-0" 8'-0"

Typ. S5

40'-0"

12'-0"

24'-6"

22'-6"

21'-6"

2'-6"

3'-6"

6-540 Bars (Median Wall)

Const. ℄ I-64

℄ Median Wall

1" Open Joint 3'-1¼"

8"

1'-2"

1:7

1:2

Sta 85+50.50

Sta 85+92.50

Sta 86+68.50

Sta 87+83.50

Sta 88+38.50

Sta 89+00.50

1" Open Joint

℄ Sign Support Sta 86+16.50 ℄ I-64 For Details, see sheets 80 & 81

Deflection Joint-Top of Median Wall to Top of Curb (¼" Open Jt.)

Gutter Line

6-511 Spaced as shown in Sect. 8 Lengths = 48 Bars (Median Wall)

℄ Bearing

42'-0" Along Const. ℄ I-64

1'-0"

75'-0" Span 12 E.B.

115'-0" Span 13 E.B.

116'-0⅛" Span 14 E.B.

1'-0"

℄ Bearing

Omission for sign Support

Deflection Joint Spacing

12'-1⅛"

23'-10¼"

20'-6⅜"

20'-7"

18'-10⅜"

4 Spaces @ 29'-0" = 96'-0"

4 Spaces @ 24'-0" = 96'-0"

20'-0½"

47'-1½"

44'-4"

120-S4 Spaced as shown in section 1 Length = 120 Bars

120-S3 Spaced as shown in section 1 Length = 120 Bars

560-S8-S38 (Median Curb) Spaced with S1 & S3 Bars

Bars are placed radially and spaced along Girder E

283-S1 (top) & 283-S2 (bott.) @ 1'-1" & 282-S3 (truss bars) Spaced between S1 Bars

44-S5 Spaced as shown (Typ. @ Piers 12 EB & 13 EB) Section

Type II Deck Drain Typ. @ Fascia Curb

53'-6"

℄ Sign Support Sta. 86+16.50 ℄ I-64

Gutter Line

℄ Light Standard Sta 87+38.94

28'-8⅛"

10'-6"

Note: S11 bars (Plinth) same as opposite side, all spans

Girder A

Girder A

10½"

5½"

6"

℄ Plinth

2-S7 (Plinth)

3"

4-S28 Spaced as shown in section 1 Length = 4 Bars

Sign Support Columns For Details, see sheet 80 & 81

℄ Pier 12

10'-0"

4-S29 Spaced as shown in section 1 Length = 4 Bars

℄ Pier 13

4-S30 Spaced as shown in section 1 Length = 4 Bars

10' Protective Fence at Span 13 as shown. See sheet 78 for details.

2-S7 (Plinth)

℄ Pier 14 EB

℄ 4" Open Jt.

℄ 4" Open Jt.

565-S6 (Curb) & 565-S7 (Plinth) Spaced with S1 & S3 bars

Handrail Post Spacing

2'-0" 7'-8¼"

37 Spaces @ 7'-9" = 286'-9

3'-0⅝" 2'-0"

Deflection Jt. Spacing

20'-7⅛"

4 Spaces @ 24'-0" = 96'-0"

19'-6⅛"

4 Spaces @ 24'-0" = 96'-0"

24'-0"

25'-9⅞"

24'-1⅞"

Dimensions along ℄ Plinth

5"

116'-10½"

115'-6⅛"

73'-8¾"

℄ Pier 11 EB

PLAN

For Notes, see sheet 69

For Sections, see sheet 70

SHEET 72 OF 110

BRIDGE OVER K & I TRR TRESTLE

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

JEFFERSON

I64-CEDAR GROVE TERRACE TO 13TH STREET

LOUISVILLE - LEXINGTON

ROAD

SP 56 273 111

STATION 89+53

PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

UNIT 4

SUPERSTRUCTURE

JOINT ST. 121 L.80 CHECKED BY P.K. DATE 7-65

DETAILED BY W.C.S. CHECKED BY E.A.D. DATE 7-66

TRACED BY CHECKED BY DATE

REVISED DATE

REVISED DATE

REVISED DATE

Curb Width & Median Type

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

Deflection Jt. Spacing
Handrail Post Spacing
℄ 4 Open Jt.
2-S7 (Plinth)

79'-5¾" | 99'-7¼" | 99'-7¼" | 79'-5¾"

31'-2¾" | 2 Spaces @ 24'-0" = 48'-0" | 27'-7¼" | 3 Spaces @ 24'-0" = 72'-0" | 3 Spaces @ 24'-0" = 72'-0" | 27'-7½" | 2 Spaces @ 24'-0" = 48'-0" | 3'-8¾"

43 Spaces @ 7'-10½" = 338'-7½"

2'-0" 7'-9¼" | ℄ Pier 14 WB | 4-S19 Spaced as shown in section 1 Length = 4 Bars; 2-S11 Spaced as shown in sec. on ℄ Lengths = 8 Bars (Typ. for Plinth @ Spans 15 WB, 16 EB, & 18 EB & WB) | ℄ Pier 15 WB | 4-S14 Spaced as shown in section 1 Length = 4 Bars (Typ. for Plinth @ Spans 16 WB, & 17 WB) | 4-S11 Spaced as shown in section 3 Lengths = 12 Bars (Typ. for Plinth @ Spans 16 WB, 17 EB, & 17 WB) | 44'-2¾" | 4-S15 Spaced as shown in section (Plinth) 1 Length = 4 Bars | 7'-9¼" | Dimensions along ℄ Plinth

3" | 2'-0" | 3" | ℄ 4" Open Jt. | 2-S7 (Plinth) | ℄ Plinth

Ⓚ Girder | ℄ Bearing | Gutter Line | 660 S6 (Curb) & 660 S7 (Plinth) Spaced with S1 & S3 bars | ℄ Light Standard Sta. 90+91.54 | Deflection Jt. Top of Plinth to top of curb (¾" Open Jt.) Ⓚ

Along Const. ℄ I-64 | 1'-0" | 78'-0" Span 15 WB | 99'-0" Span 16 WB | 90'-0" Span 17 | 78'-0" Span 18 | ℄ Brg. Girder Ⓙ | 1'-0"

Bars are placed radially and spaced along Girder K

73-S1 (top) & 73-S2 (bott) @ 1'-1" | 72-S3 (truss bars) Spaced between S1 bars | 93-S1 (top) & 93-S2 (bott) @ 1'-1" | 92 S3 (truss bars) Spaced between S1 bars | 93-S1 (top) & 93-S2 (bott) @ 1'-1" | 92-S3 (truss bars) Spaced between S1 bars | 73-S1 (top) & 73-S2 (bott) @ 1'-1" | 72-S3 (truss bars) Spaced between S1 bars

Ⓗ | Ⓖ

117 S4 Spaced as shown in section 9 Lengths = 1053 bars | 117 S3 Spaced as shown in section 1 length = 117 bars | 44-S5 Spaced as shown in section (Typ. Piers 15 WB, 16, & 17)

332-S9 (Median curb) Spaced with S1 bars

Type I Deck Drain Typ. @ Median Curb | 8'-0" | 8'-0" | Typ. S5 | Const. Joint in Median & Fascia Curbs Typ. Piers 15 WB & EB, 16 & 17 | 4-S19 Bars (Med. Wall) | Deflection Joint Top of Median Wall to Top of Curb (¾" Open Joint)

28'-6" | 9'-6" | Gutter Line | 6-S39 Bars (Median Wall) | 6'-6" | 6-S17 Bars (Med. Wall) | 27'-6" | 17'-0"

Construction ℄ I-64 & ℄ Median Wall | Ⓕ

Sta. 88+58.50 Pier 14 WB | Ⓔ Sta. 89+00.50 Pier 14 EB | Sta. 89+37.50 Pier 15 WB | Sta. 89+60.50 Pier 15 EB | Sta. 90+38.50 | Sta. 91+35.50 | 1" Open Joint | Sta. 92+14.50

6-S32-2 Lengths = 12 Bars (Median Wall) | 6-S11 Spaced as shown in Sect. 7 Lengths = 42 Bars (Median Wall)

Deflection Joint Spacing | Ⓓ | 30'-2½" | 29'-9½" | 2 Spaces @ 24'-0" = 48'-0" | 28'-0" | 27'-0" | 3 Spaces @ 24'-0" = 72'-0" | 2 Spaces @ 24'-0" = 48'-0" | 31'-0" Ⓓ

Along Const. ℄ I-64 | 42'-0" | 1'-0" | 59'-0" Span 15 EB | 76'-0" Span 16 EB | Edge Fascia & Median Curb @ Const. Jt. with approved edging tool (Typ.)

℄ Bearing | Ⓒ | 120-S4 Spaced as shown in section 7 Lengths = 840 bars | 120-S3 Spaced as shown in section 1 length = 120 bars | 578-S8, S33 (Median Curb) Spaced with S1 & S3 Bars | 44-S5 Spaced as shown in section (Typ. Piers 15 WB, 16, & 17) | Ⓒ | 14'-4" | 47'-1½"

Bars are placed radially and spaced along Girder E

55-S1 (top) & 55-S2 (bott) @ 1'-1" | 54-S3 (truss bars) Spaced between S1 bars | 71-S1 (top) & 71-S2 (bott) @ 1'-1" | 70-S3 (truss bars) Spaced between S1 bars | 92-S1 (top) & 92-S2 (bott) @ 1'-1" | 91-S3 (truss bars) Spaced between S1 bars | 73-S1 (top) & 73-S2 (bott) @ 1'-1" | 72-S3 (truss bars) Spaced between S1 bars

Ⓑ Girder

Metal Exp. Dam Typ. Piers 14 WB, 14 EB & 18 | 12'-6" | Ⓐ | Gutter Line | Type II Deck Drain Typ @ Fascia Curb | 23'-6" | 27'-6" | Note: S11 bars (Plinth) same as opposite side, all spans except 15 EB | 17'-0" | Girder Ⓐ

2-S7 (Plinth)

4-S32 Spaced as shown in section (Plinth) 2 Length = 8 Bars | 9'-6¾" | 4-S33 Spaced as shown in section (Plinth) 1 Length = 4 Bars | 4-S15 Spaced as shown in section (Plinth) 1 Length = 4 Bars | ℄ Light Standard Sta. 92+01.13 | 13'-3½" | ℄ Plinth | 2-S7 (Plinth)

℄ Light Standard Sta. 89+70.12 | 4-S13 Spaced as shown in section (Plinth) 1 Length = 4 Bars | 3" | ℄ 4" Open Jt.

℄ 4" Open Joint | 2'-0" | 578-S6 (Curb) & 578-S7 (Plinth) Spaced with S1 & S3 Bars

7'-7" | 37 Spaces @ 7'-11" = 292'-11" | 7'-7" | 2'-0" | Dimensions along ℄ Plinth

Handrail Post Spacing | Deflection Jt. Spacing | 3" | 29'-9¼" | 29'-7⅞" | 2 Spaces @ 24'-0" = 48'-0" | 27'-6⅞" | 26'-4¾" | 3 Spaces @ 24'-0" = 72'-0" | 2 Spaces @ 24'-0" = 48'-0" | 30'-9¼" | ℄ Pier 18

59'-7⅝" | 75'-6⅜" | 98'-4¾" | 78'-6¼"

℄ Pier 14 EB | ℄ Pier 15 EB | ℄ Pier 16 | ℄ Pier 17

PLAN

For Notes, see sheet 69
For Sections, see sheets 70

UNIT 5
SUPERSTRUCTURE

BRIDGE OVER K & I T R R TRESTLE | SHEET 73 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 III
STATION 89+53 PROJECT NO. I64-2(34) I

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

DESIGNED BY JDS | DATE 6-12-61 | CHECKED BY RJK | DATE
DETAILED BY GAW | DATE 7-25 | CHECKED BY LAD | DATE
TRACED BY | DATE | CHECKED BY | DATE
REVISED | DATE | REVISED | DATE

Curb Width and Median Type

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

Dimensions along ℄ Plinth

79'-5¾" | 99'-7½" | 99'-7½" | 79'-5½"

31'-2¾" | 2 Spaces @ 24'-0" = 48'-0" | 27'-7½" | 3 Spaces @ 24'-0" = 72'-0" | 3 Spaces @ 24'-0" = 72'-0" | 27'-7½" | 2 Spaces @ 24'-0" = 48'-0" | 31'-8¾"

43 Spaces @ 7'-10½" = 338'-7½"

℄ 4" Open Jt.
2'-5" Plinth
℄ Plinth
20" 7'-9½"
3"
4-S19 Spaced as shown in section (Plinth) 1 Length = 4 Bars
4-S14 Spaced as shown in section (Plinth) 1 Length = 4 Bars (Typ. for Spans 20 & 21)
4-S16 Spaced as shown in section (Plinth) 1 Length = 4 Bars
4-S11 Spaced as shown in 2 Lengths = 8 Bars (Typ. for Spans 19 & 22) Same for opposite Plinth
4-S11 Spaced as shown in 3 Lengths = 12 Bars (Typ. for Spans 20 & 21) Same for opposite Plinth
℄ Light Standard Sta. 95+41.47
Deflection Jt. Spacing
Handrail Post Spacing
℄ 4" Open Jt.
2-S7 (Plinth)
Girder K
Gutter Line
21'-1¼"
℄ Light Standard Sta. 93+14.48
Deflection Jt, Top of Plinth to top of curb (¾" Open Jt.)
Const. Joint in Median and Fascia Curbs (Typ. Piers 19, 20 & 21)
660-S6 (Curb) & 660-S7 (Plinth) Spaced with S1 & S3 bars
Metal Exp. Dam
73-S1 (top) & 73-S2 (bott) @ 1'-1"
72-S3 (truss bars) Spaced between S1 bars
93-S1 (top) & 93-S2 (bott) @ 1'-1"
92-S3 (truss bars) Spaced between S1 bars
93-S1 (top) & 93-S2 (bott) @ 1'-1"
32-S3 (truss bars) Spaced between S1 bars
73-S1 (top) & 73-S2 (bott) @ 1'-1"
72-S3 (truss bars) Spaced between S1 bars
Bars are placed radially and spaced along Girder K
Type II Deck Drain (Typ. @ Median Curb)
44'-4"
47'-1½"
1" Open Joint
1" Open Joint
8"
1'-7"
332-S9 (Median Curb) Spaced with S1 bars
16'-6"
17'-6"
16'-6"
6-S17 Bars (Med. Wall)
6-S17 Bars (Med. Wall)
6-S17 Bars (Med. Wall)
Deflection Joint Top of Median Wall to Top of Curb (¾" Open Jt.)
Gutter Line
Sta. 92+14.50
Sta. 92+93.50
Sta. 93+92.50
Sta. 94+91.50
Edge Fascia & Median Curbs @ Const. Jts. with approved edging tool (Typ.)
Construction ℄ I-64 & ℄ Median Wall
Sta. 95+70.50
Deflection Joint Spacing
31'-0"
2 Spaces @ 24'-0" = 48'-0"
27'-0"
3 Spaces @ 24'-0" = 72'-0"
3 Spaces @ 24'-0" = 72'-0"
27'-0"
2 Spaces @ 24'-0" = 48'-0"
31'-0"
D
C
B
A
656-S8, S38 (Median Curb) Spaced with S1 & S3 bars
6-S11 Spaced as shown in Sect. 10-Lengths = 60 Bars (Median Wall)
73-S1 (top) & 73-S2 (bott) @ 1'-1"
72-S3 (truss bars) Spaced between S1 bars
92-S1 (top) & 92-S2 (bott) @ 1'-1"
91-S3 (truss bars) Spaced between S1 bars
92-S1 (top) & 92-S2 (bott) @ 1'-1"
91-S3 (truss bars) Spaced between S1 bars
73-S1 (top) & 73-S2 (bott) @ 1'-1"
72-S3 (truss bars) Spaced between S1 bars
Bars are placed radially and spaced along Girder E
120-S4 Spaced as shown in Section 9 Lengths = 1080 Bars
120-S18 Spaced as shown in Section 1 Length = 120 Bars
44-S5 Spaced as shown in Section (Typ. Piers 19, 20 & 21)
Girder B
℄ Brg.
1'-0"
78'-0" Span 19
99'-0" Span 20
99'-0" Span 21
78'-0" Span 22
℄ Brg.
1'-0"
Along Const. ℄ I-64
16'-6"
5'-0"
2'-0" Typ. 55
16'-6"
16'-6"
Note: S11 bars (Plinth) same as opposite side, all spans
Gutter Line
℄ Light Standard Sta. 94+24.02
31'-4"
2-S7 (Plinth)
Girder A
4-S20 Spaced as shown in section (Plinth) 1 Length = 4 Bars
4-S15 Spaced as shown in section (Plinth) 1 Length = 4 Bars (Typ. for Spans 20 & 21)
4-S13 Spaced as shown in section (Plinth) 1 Length = 4 Bars
2-S7 (Plinth)
3"
℄ Plinth
3"
℄ 4" Open Jt.
656-S6 (Curb) & 656-S7 (Plinth) Spaced with S1 & S3 bars
℄ 4" Open Joint
2'-0" 7'-10⅛"
43 Spaces @ 7'-9½" = 334'-1¾"
7'-10⅛" 2'-0"
Handrail Post Spacing
Deflection Jt. Spacing
Dimensions along ℄ Plinth
30'-3¼"
2 Spaces @ 24'-0" = 48'-0"
26'-4¾"
3 Spaces @ 24'-0" = 72'-0"
3 Spaces @ 24'-0" = 72'-0"
26'-4¾"
2 Spaces @ 24'-0" = 48'-0"
30'-9¼"
78'-6¼"
98'-4¾"
98'-4¾"
78'-6¼"
℄ Pier 18
℄ Pier 19
℄ Pier 20
℄ Pier 21
℄ Pier 22

PLAN

For Notes, see sheet 69
For Sections, see sheets 70

BRIDGE OVER K & I TRR TRESTLE SHEET 74 OF 110

DESIGNED BY W.D.S. 1-10 CHECKED BY R.L.K. 2-10
DETAILED BY L.F.E.W.E.S. CHECKED BY
TRACED BY
DATE 10-26-61 DATE DATE
REVISED 7-65 DATE REVISED DATE REVISED
Curb Width and Median Type

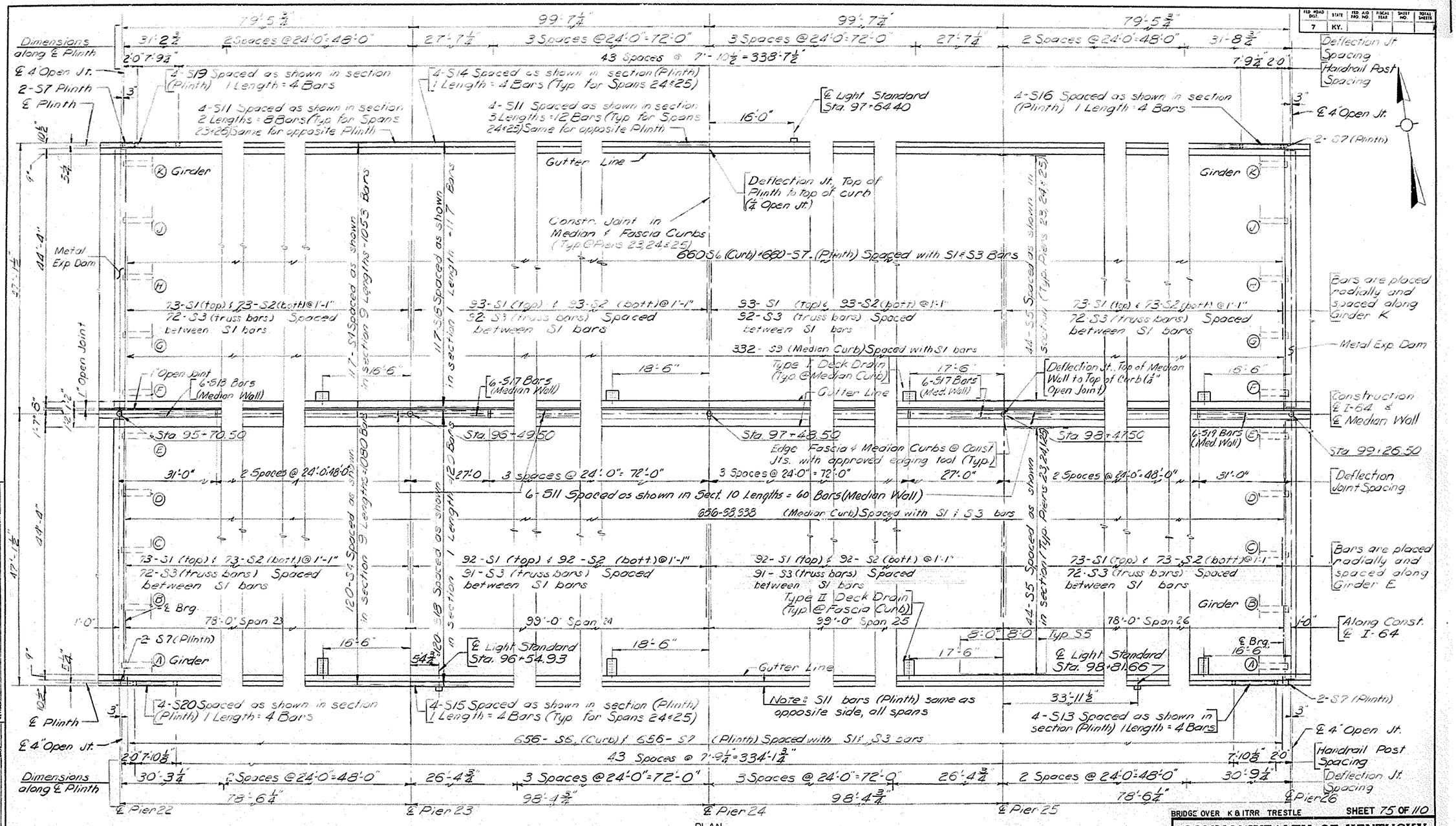
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 111 I64-2(34)1

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

UNIT 6
SUPERSTRUCTURE

BRIDGE

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



PLAN

For Notes, see sheet 69
For Sections, see sheet 70

DESIGNED BY: J.P.S. DATE: 10/1963
DETAILED BY: L.F.H.E. DATE: 7-65
TRACED BY: DATE:
CHECKED BY: R.L.K. DATE: 7-65
CHECKED BY: L.A.D. DATE: 7-65
REVISED DATE: REVISED DATE: REVISED DATE:

Curb Walk & Median Type

UNIT 7
SUPERSTRUCTURE

BRIDGE OVER K & I T R R TRESTLE SHEET 75 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 854+53 PROJECT NO. SP 56 273 IIL 164-2(34) I

BRIDGE NUMBER	DRAWING No. 16538	INDEX

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

79'-5¾" | 99'-7¼" | 99'-7¼" | 78'-5¾"

Dimensions along ℄ Plinth: 31'-2¾" | 2 Spaces @ 24'-0" = 48'-0" | 27'-7¼" | 3 Spaces @ 24'-0" = 72'-0" | 3 Spaces @ 24'-0" = 72'-0" | 27'-7¼" | 2 Spaces @ 24'-0" = 48'-0" | 31'-5¾"

20'-7-2¾" | 43 Spaces @ 7'-10¾" = 339'-6¼" | 8'-0" | 1'-2"

Deflection Jt Spacing
Handrail Post Spacing

℄ 4" Open Jt
2-S7 Plinth
℄ Plinth

4-S19 Spaced as shown in section (Plinth) / Length = 4 Bars
4-S11 Spaced as shown in section 2 Lengths = 8 Bars (Typ. for Spans 27 & 30) Same for opposite Plinth

4-S14 Spaced as shown in section (Plinth) / Length = 4 Bars (Typ. for Spans 28 & 29)
4-S11 Spaced as shown in section 3 Lengths = 12 Bars (Typ. for Spans 28 & 29) Same for opposite Plinth

4-S35 Spaced as shown in section (Plinth) / Length = 4 Bars

18'-11⅞"

2-S7 (Plinth)

℄ Light Standard Sta. 99+94.78

0'-9¾"

Gutter Line

Const. Joint in Median & Fascia Curbs (Typ. @ Piers 27, 28 & 29)

Deflection Jt, Top of Plinth to top of curb (¼ Open Jt)

Light Standard Sta. 102+22.37

Girder ℄

Girder ⓚ

Girder Ⓐ

Metal Exp. Dam

662-S6 (Curb) & 662-S7 (Plinth) Spaced with S1 & S3 bars

Metal Exp. Dam

73-S1 (top) & 73-S2 (bott) @ 1'-1"
72-S3 (truss bars) Spaced between S1 bars

93-S1 (top) & 93-S2 (bott) @ 1'-1"
92-S3 (truss bars) Spaced between S1 bars

93-S1 (top) & 93-S2 (bott) @ 1'-1"
92-S3 (truss bars) Spaced between S1 bars

74-S1 (top) & 74-S2 (bott) @ 1'-1"
73-S3 (truss bars) Spaced between S1 bars

Bars are placed radially and spaced along Girder ℄

1" Open Joint

117-S4 Spaced as shown in section 3 Lengths = 1053 bars

117-S37 Spaced as shown in section 1 Length = 117 bars

233-S9 (Median Curb) Spaced with S1 bars

Type I Deck Drain (Typ @ Median Curb)

14-S5 Spaced as shown in section (Typ. Piers 27, 28 & 29)

1" Open Joint
6-S13 Bars (Med. Wall)

22'-6"

Deflection Jt, top of Median Wall to top of Curb (¼" Open Jt.)

21'-6"
6-S17 Bars, 2 Lengths = 12 (Median Wall)

30'-6"

Gutter Line

6'-3" | 3 @ 6'-2⅔"

6-S13 Bars (Med. Wall)

Construction Jt. I-64 & ℄ Median Wall

Sta. 99+26.50

Sta. 100+05.50

Sta. 101+04.50

Edge Fascia & Median Curbs @ Const. Jts. with approved edging tool (Typ)

Sta. 102+03.50

Sta. 102+81.50

Deflection Joint Spacing

31'-0" | 2 Spaces @ 24'-0" = 48'-0" | 3 Spaces @ 24'-0" = 72'-0" | 27'-0" | 27'-0" | 3 Spaces @ 24'-0" = 72'-0" | 2 Spaces @ 24'-0" = 48'-0" | 30'-0"

120-S4 Spaced as shown in section 3 Lengths = 1080 bars

120-S37 Spaced as shown in section 1 Length = 120 bars

656-S8, S38 (Median Curb) Spaced with S1 & S3 bars

6-S11 Spaced as shown in Sect.-10 Lengths = 60 Bars (Median Wall)

73-S1 (top) & 73-S2 (bott) @ 1'-1"
72-S3 (truss bars) Spaced between S1 bars

92-S1 (top) & 92-S2 (bott) @ 1'-1"
91-S3 (truss bars) Spaced between S1 bars

92-S1 (top) & 92-S2 (bott) @ 1'-1"
91-S3 (truss bars) Spaced between S1 bars

73-S1 (top) & 73-S2 (bott) @ 1'-1"
72-S3 (truss bars) Spaced between S1 bars

Bars are placed radially and spaced along Girder E

Type II Deck Drain (Typ @ Fascia Curb)

1'-0" | 78'-0" Span 27 | 99'-0" Span 28 | 99'-0" Span 29 | 78'-0" Span 30

℄ Brg.

Ⓐ Girder

22'-6" | 21'-6" | 30'-6"

Gutter Line

3'-0" | 6 @ 3'-6⅔"

Typ. S5

Note: S11 bars (Plinth) same as opposite side, all spans

Along Const. ℄ I-64

Girder Ⓐ

4-S20 Spaced as shown in section (Plinth) / Length = 4 Bars

4-S15 Spaced as shown in section (Plinth) / Length = 4 Bars (Typ. for Spans 28 & 29)

5'-0"

℄ Light Standard Sta. 101+09.53

4-S36 Spaced as shown in section (Plinth) / Length = 4 Bars

2-S7 (Plinth)

℄ Plinth

3"

2-S7 (Plinth)

1'-0"

℄ 4" Open Jt.

2'-0" | 7'-8"

6'-9"

Handrail Post Spacing

Deflection Jt. Spacing

42 Spaces @ 8'-0" = 336'-0"

656-S6 (Curb) & 656-S7 (Plinth) Spaced with S1 & S3 bars

Dimensions along ℄ Plinth: 30'-3½" | 2 Spaces @ 24'-0" = 48'-0" | 3 Spaces @ 24'-0" = 72'-0" | 26'-4¾" | 26'-4¾" | 3 Spaces @ 24'-0" = 72'-0" | 2 Spaces @ 24'-0" = 48'-0" | 30'-6¼"

78'-6¼" | 98'-4¾" | 98'-4¾" | 77'-6¼"

℄ Pier 26 | ℄ Pier 27 | ℄ Pier 28 | ℄ Pier 29 | ℄ Brg. End Bent 2

PLAN

End of Curb, Plinth & Med. Wall

3" min. 6½" max.

Truss bars

3

1'-2"

SECTION D-D

℄ Brg.

End Bent 2

For Notes, see sheet 69
For Sections, see sheet 70

UNIT 8
SUPERSTRUCTURE

BRIDGE OVER K & I RR TRESTLE

SHEET 76 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD

STATION 89+53

PROJECT NO. SP 56 273 IL 164-2 (34) I

BRIDGE NUMBER

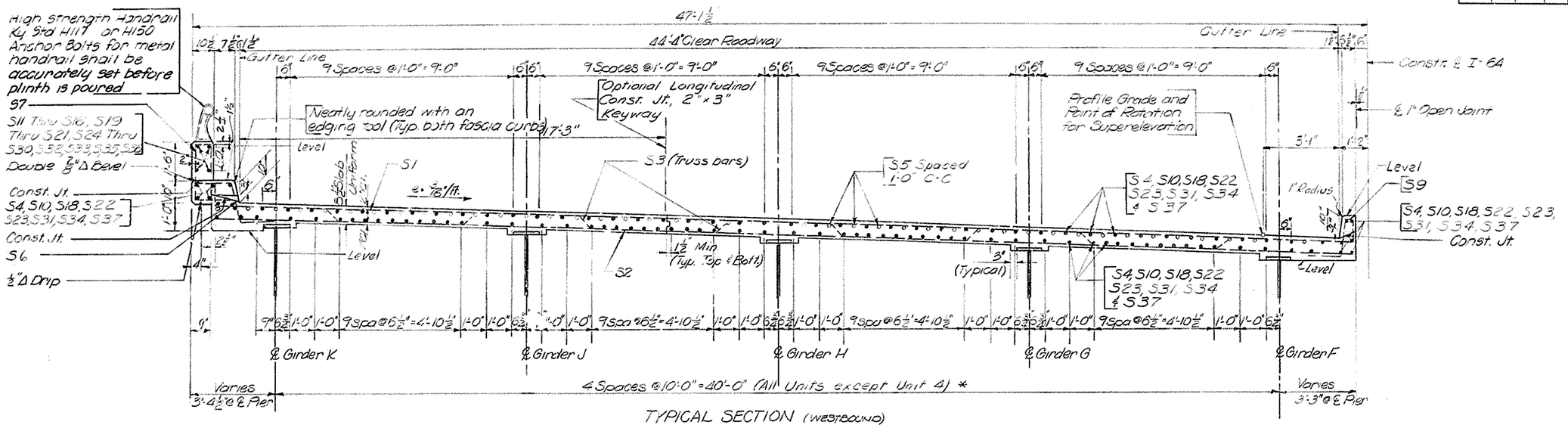
DRAWING NO. 16538

INDEX

DESIGNED BY: J.D.S. 4/60 CHECKED BY: R.L.K. DATE 7-64
DETAILED BY: L.F.F.W.E.S. CHECKED BY: Z.A.D. DATE 7-64
TRACED BY: DATE
REVISED DATE
REVISED DATE
REVISED DATE

Curb Width & Median Type (Typ.)

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



TYPICAL SECTION (WESTBOUND)

TYPICAL SECTION (EASTBOUND)

x For spacing of Girders @ Unit 4, see Framing plans, sheet 56.

Dimensions shown are radial dimensions @ ℄ piers.

TYPICAL SECTION SUPERSTRUCTURE

BRIDGE OVER K & I TRR TRESTLE — SHEET 77 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. I64-2(34) I
BRIDGE NUMBER — DRAWING NO. 16538 — INDEX

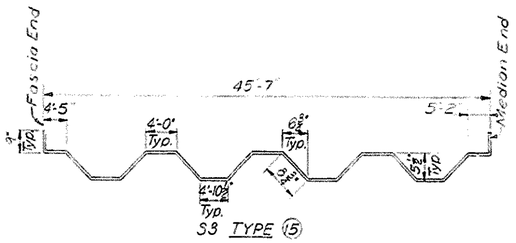
DESIGNED BY: RLK DATE: 10-1-71
DRAWN BY: JBK CHECKED BY: WES
REVISED: Curb Width & Median Type DATE: 10-12-72
REVISED: DATE:
REVISED: DATE:
REVISED: DATE:
REVISED: DATE:

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

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER Unit 1	Unit 2	Unit 3	Unit 4	Unit 5	Unit 6	Unit 7	Unit 8	LENGTH ft.	in.	LOCATION
S 1	②	#6	479	662	623	568	623	662	662	663	47	3	Slab
S 2	Str.	#6	479	662	623	568	623	662	662	663	45	7	Slab
S 3	⑤	#6	473	654	615	566	615	654	654	655	48	5	Slab
S 4	Str.	#5	1,422	2,133	2016	1,659	1,893	2,133	2,133	2,133	40	0	Slab
S 5	Str.	#6	176	264	264	176	264	264	264	264	16	0	Slab
S 6	⑤	#5	952	1,316	1,238	1,134	1,238	1,316	1,316	1,318	6	6	Fascia Curb
S 7	⑥	#4	958	1,324	1,246	1,142	1,246	1,324	1,324	1,326	6	4	Plinth
S 8	⑥	#5	475	656	656	365	578	656	656	656	7	5	EB Median Curb
S 9	⑤	#4	240	332	293	285	332	332	332	333	2	9	WB Median Curb
S 10	Str.	#5	237								31	0	Slab
S 11	Str.	#4	98	140	128	128	110	140	140	140	23	10	Plinth & Med.
S 12	Str.	#4	4								31	4	Plinth
S 13	Str.	#4	8	10	10		4	10	10	12	30	5	Plinth & Med.
S 14	Str.	#4	4	8	4		8	8	8	8	27	5	Plinth
S 15	Str.	#4	4	8	8		4	8	8	8	26	2	Plinth
S 16	Str.	#4	4	4			4	4	4		31	5	Plinth
S "	Str.	#4	6	12	12		6	12	12	12	26	10	Median Wall
S 18	Str.	#5		237			117	237	237		16	5	Slab
S 19	Str.	#4	12	10	10		10	10	10	4	30	11	Plinth & Med.
S 20	Str.	#4		4	4			4	4	4	29	11	Plinth
S 21	Str.	#4			8						30	0	Plinth
S 22	Str.	#5			120						14	3	EB Slab
S 23	Str.	#5			117						12	1	WB Slab
S 24	Str.	#4			4						28	3	Plinth
S 25	Str.	#4				4					29	0	Plinth
S 26	Str.	#4				4					18	3	Plinth
S 27	Str.	#4				4					21	9	Plinth
S 28	Str.	#4				16					20	4	Plinth & Med.
S 29	Str.	#4				4					19	4	Plinth
S 30	Str.	#4				4					25	8	Plinth
S 31	Str.	#5				237					44	0	Slab
S 32	Str.	#4					20				29	5	Plinth & Med.
S 33	Str.	#4					4				27	4	Plinth
S 34	Str.	#5					120				48	1	EB Slab
S 35	Str.	#4								4	31	2	Plinth
S 36	Str.	#4								4	30	2	Plinth
S 37	Str.	#5								237	16	2	Slab
S38	⑯	#4	475	656	656	565	578	656	656	656	7	10	Median Wall
S39	Str.	#4					6				27	10	Median Wall
S40	Str.	#4				6					11	6	Median Wall
S41	Str.	#4				6					18	9	Median Wall
S42	Str.	#4				6					19	10	Median Wall

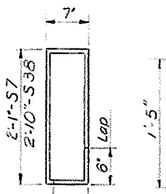
NOTE:
The top layer of slab reinforcement shall be positively anchored to the slab forms on 10' centers in each direction to prevent movement of reinforcement during pouring of slab concrete.



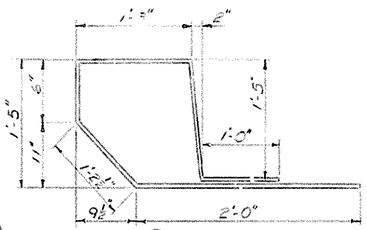
S3 TYPE ⑮



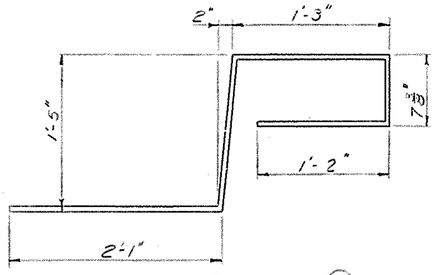
S1 TYPE ②



S7 TYPE ⑯
S38



S8 TYPE ⑥



S6 TYPE ⑤

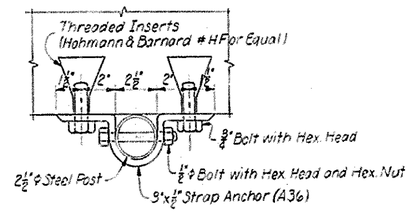
NOTES-PROTECTIVE FENCE:

All fittings, braces, sockets, tie wires, etc. necessary to make a complete installation to be incidental to 10' Protective Fence.

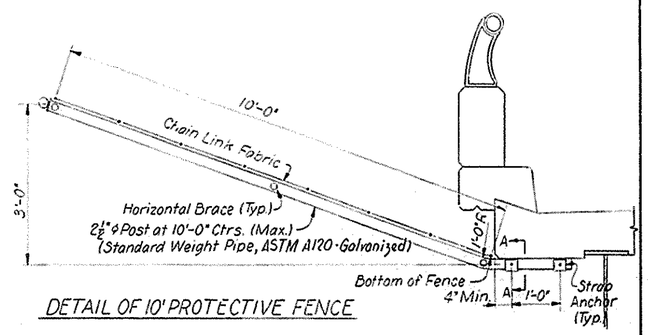
10' Protective Fence will be paid for at the contract unit price per lineal foot, complete in place, which price shall be full payment for all materials, labor, equipment, tools, and incidentals necessary to complete the work.

All posts, rails, braces, sockets, wire, and fittings shall be hot galvanized.

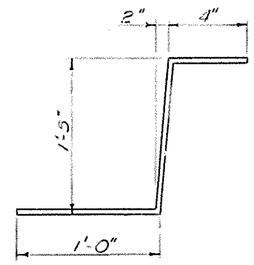
The fabric for fence shall be No. 9 Gage (0.148") zinc-coated steel wire woven in two (2) inch mesh, with top and bottom selvages having a twisted and barbed finish. The fencing shall conform to Section 647 of the Std. Specs. for Zinc-Coated Steel Chain Link Fence Fabric galvanized after weaving



SECTION A-A



DETAIL OF 10' PROTECTIVE FENCE



S9 TYPE ⑤

ESTIMATE OF QUANTITIES

ITEM	UNITS	AMOUNT UNIT 1	UNIT 2	UNIT 3	UNIT 4	UNIT 5	UNIT 6	UNIT 7	UNIT 8	TOTAL
Concrete, Class AA	Cu. Yd.	734.9	1016.8	959.3	**892.3	953.4	1016.8	1016.8	1014.4	7604.7
Steel Reinforcement	Lbs.	192,226	266,641	251,642	**228,959	250,722	266,641	266,641	267,002	1,989,974
High Strength Handrail	Lin. Ft.	*544.7	711.3	669.1	615.3	669.6	711.3	711.3	*741.5	5,374.1
Drain Pipe	Lin. Ft.	217	398	528	256	59	54	54	60	1686

*Length includes Handrail for adjacent End Bent

**Includes Sign Support

BRIDGE OVER K & I TRR TRESTLE SHEET 78 OF 110

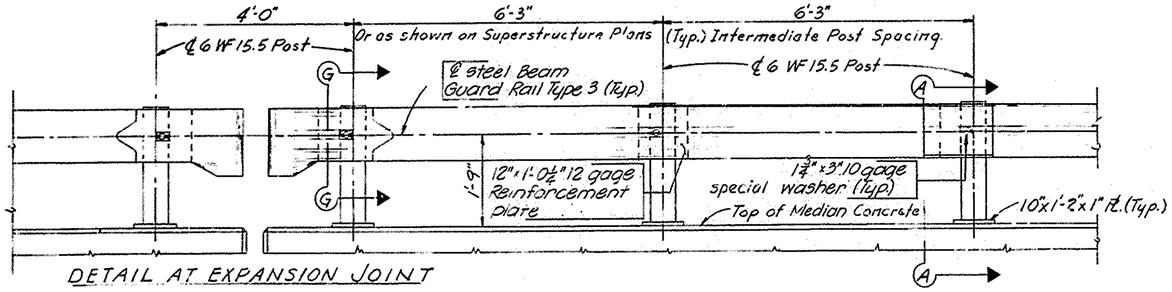
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
T64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 III.
STATION 89+53 **PROJECT NO.** 164-2 (34) I.

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

SUPERSTRUCTURE

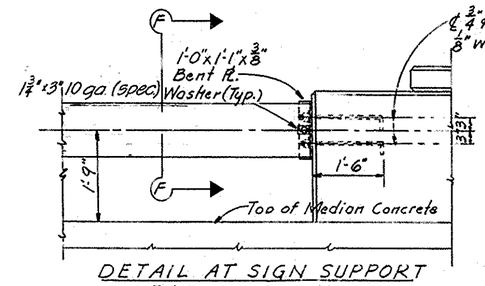
DESIGNED BY LAD CHECKED BY DATE 1-66
DETAILED BY WES CHECKED BY DATE 2-66
TRACED BY CHECKED BY DATE
REVISED Curb Width & Median Type DATE 10/24/67

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



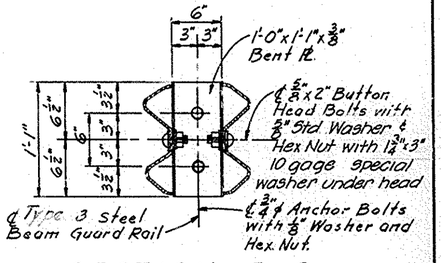
DETAIL AT EXPANSION JOINT

ELEVATION

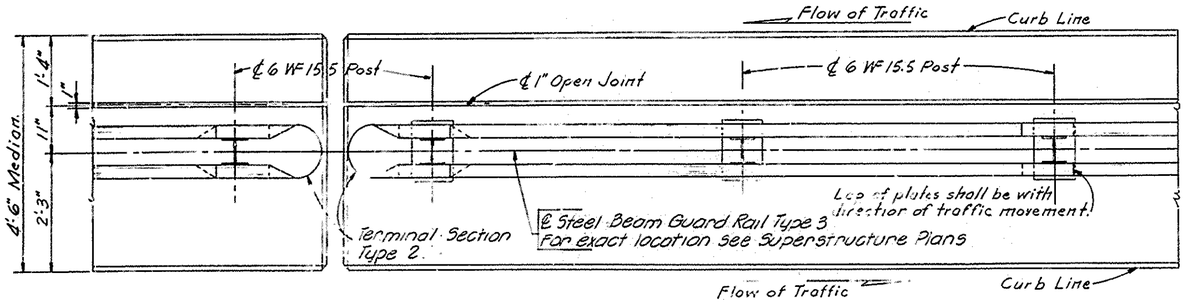


DETAIL AT SIGN SUPPORT

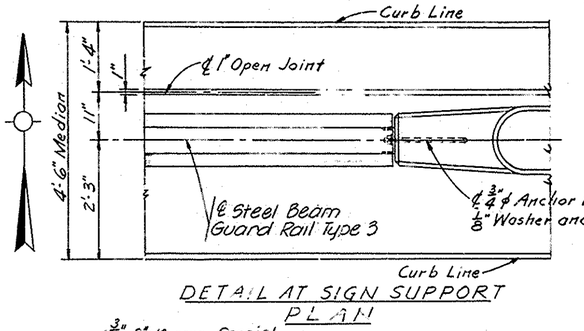
ELEVATION



SECTION F F

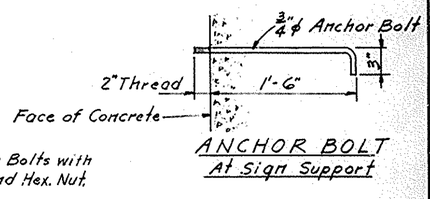


PLAN



DETAIL AT SIGN SUPPORT

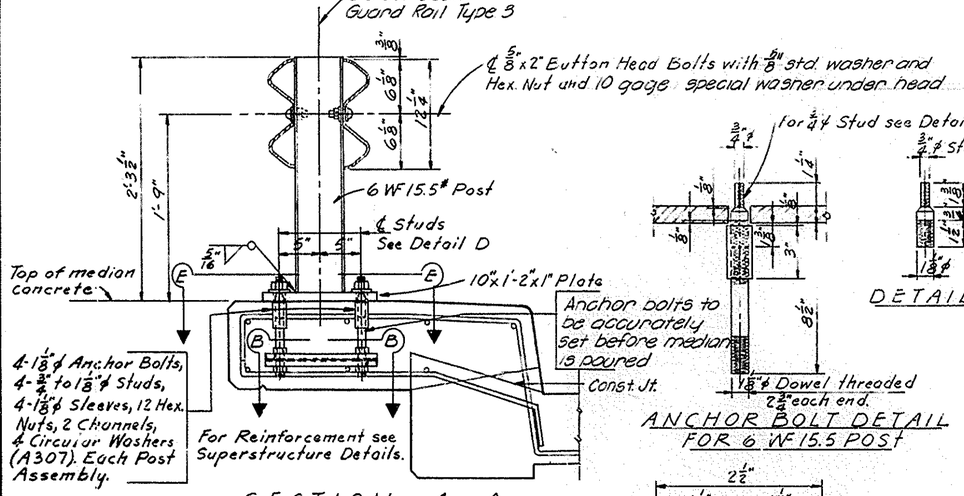
PLAN



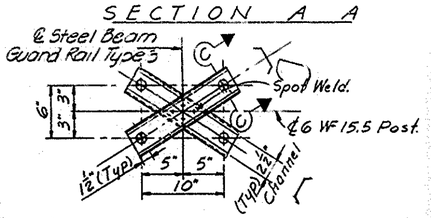
ANCHOR BOLT

At Sign Support

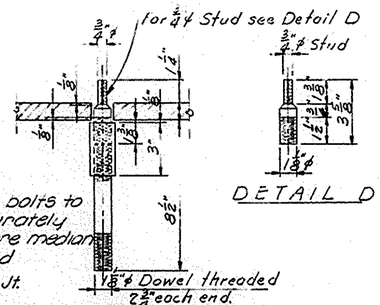
VOID



SECTION A A



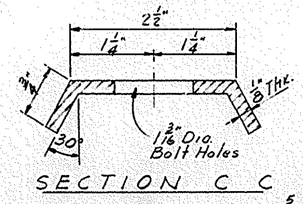
SECTION B B



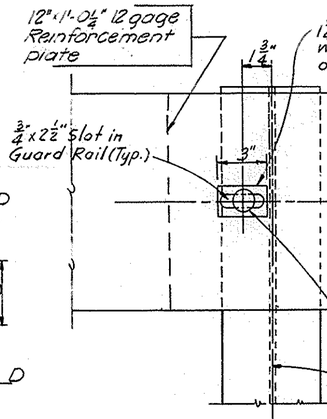
DETAIL D

ANCHOR BOLT DETAIL

FOR 6 WF 15.5 POST

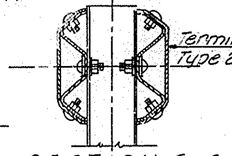


SECTION C C

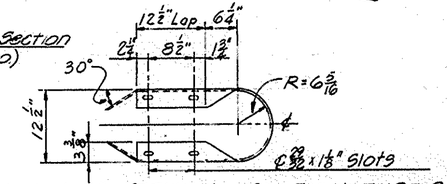


TYPICAL ELEVATION

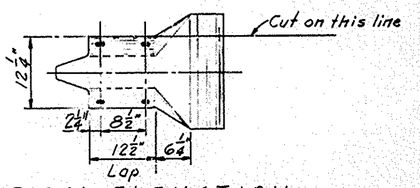
OF GUARD RAIL AT POST



SECTION G G

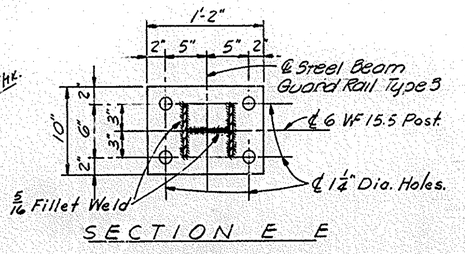


PLAN OF TERMINAL SECTION TYPE 2



TYPICAL ELEVATION

OF TERMINAL SECTION TYPE 2



SECTION E E

NOTE:
See Kentucky Standard Drawing No. 17.03 & 17.16 for General Notes, Guard Rail Details and Hardware.
The pay items for Terminal Sections shall be Terminal Section Type 2, and shall include all materials and labor for a complete installation. They shall be the same gage as the rail to which they are installed

VOID

BRIDGE OVER K&ITRR TRESTLE

SHEET 79 OF 110

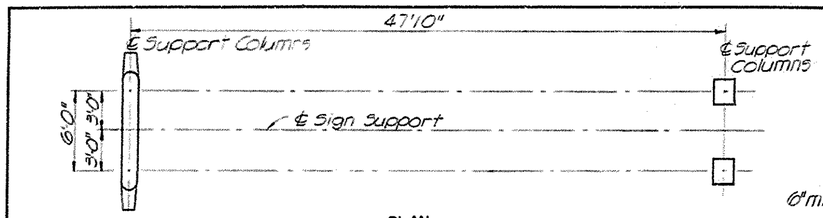
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON ROAD
SP 56 273 IL
STATION 89+53
PROJECT NO. 164-2(34)I

BRIDGE NUMBER	DRAWING NO.	SHEET
	16538	

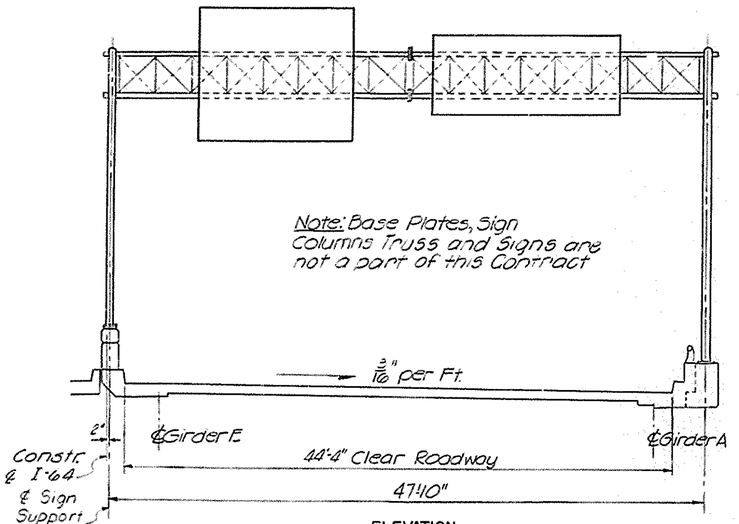
MEDIAN GUARD RAIL

DESIGNED BY L.M.M. CHECKED BY R.B.G. DETAILED BY L.M.M. CHECKED BY R.B.G. TRACED BY CHECKED BY DATE 9/66 DATE 8-1966 DATE DATE REVISED W.W./J.B.K. REVISED REVISED

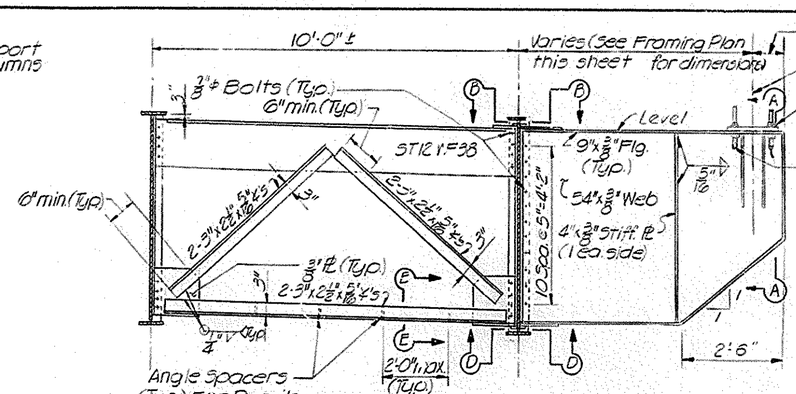
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



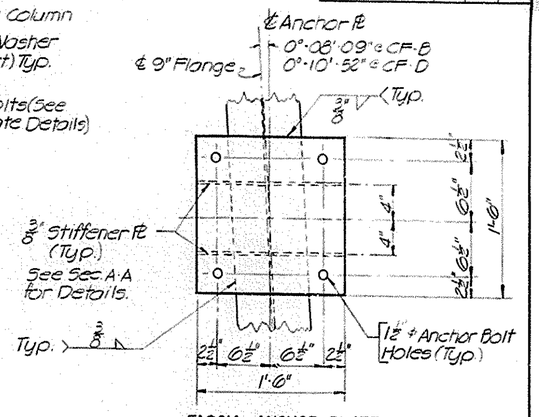
PLAN



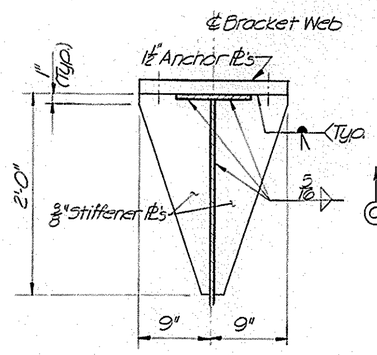
ELEVATION
SIGN SUPPORT @ SPAN 12 EB - LOOKING EAST



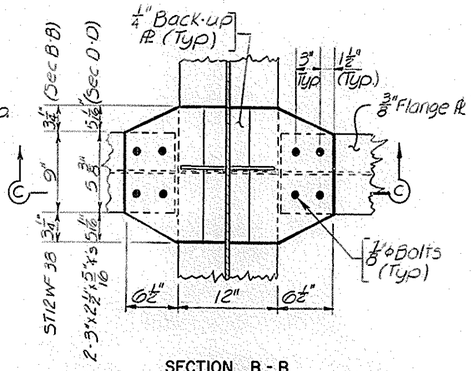
FASCIA CROSSFRAME AT SIGN SUPPORT
MEDIAN CROSSFRAME SIMILAR EXCEPT AS NOTED



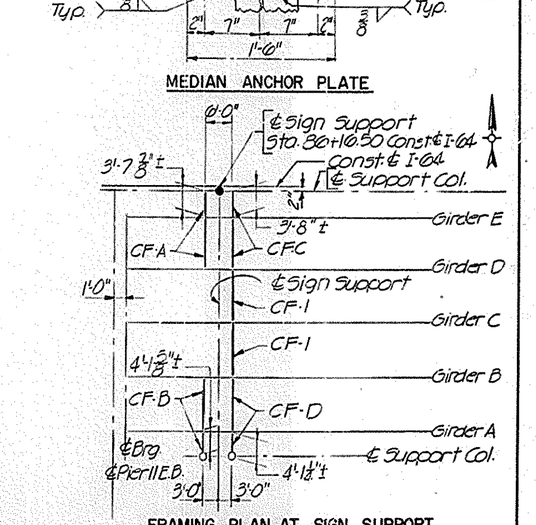
FASCIA ANCHOR PLATE



SECTION A - A

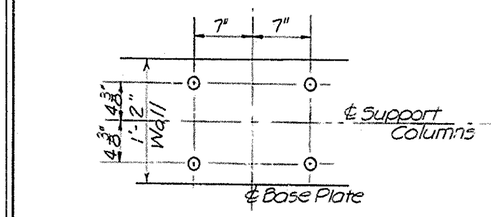


SECTION B - B
SECTION D-D SIMILAR EXCEPT AS NOTED

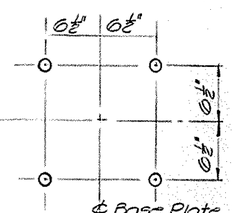


MEDIAN ANCHOR PLATE

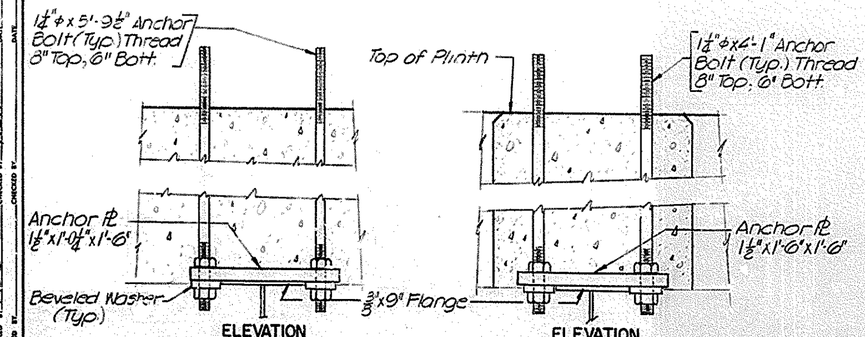
FRAMING PLAN AT SIGN SUPPORT



PLAN

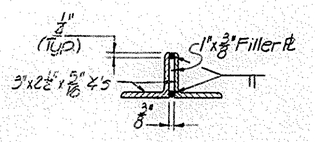


PLAN

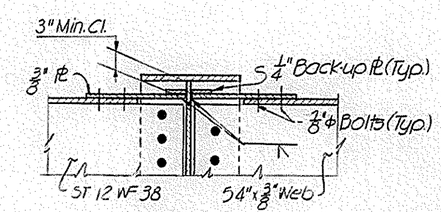


ELEVATION
MEDIAN ANCHOR PLATE DETAIL

ELEVATION
FASCIA ANCHOR PLATE DETAIL



SECTION E-E



SECTION C-C

Note: Work this Sheet with Sheet 81

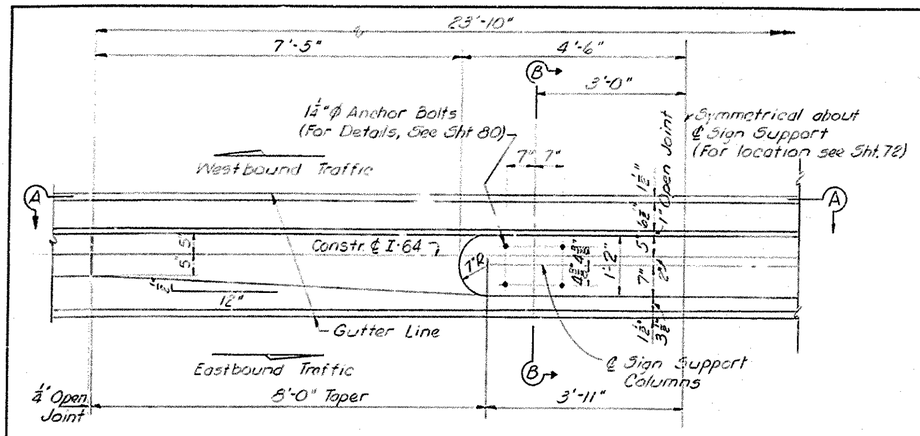
SIGN SUPPORTS

BRIDGE OVER K&I TRR TRESTLE SHEET 80 OF 110

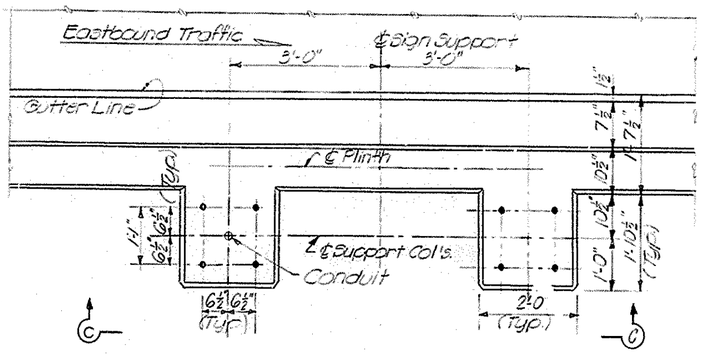
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 III
STATION 69+53 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

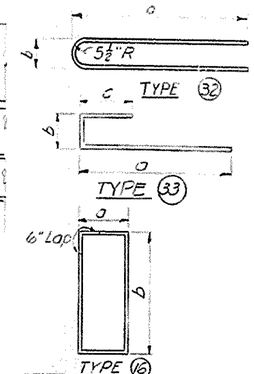
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DETAILED BY MDC CHECKED BY JWW
TRACED BY CHECKED BY
REVISED DATE
REVISED DATE
REVISED DATE

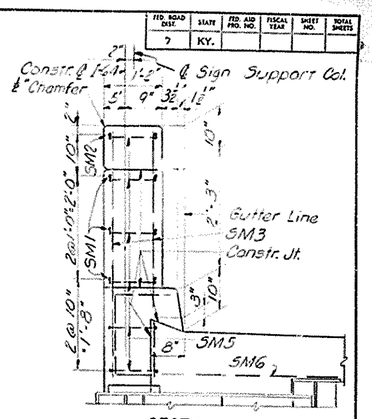


PLAN OF SIGN SUPPORT AT MEDIAN

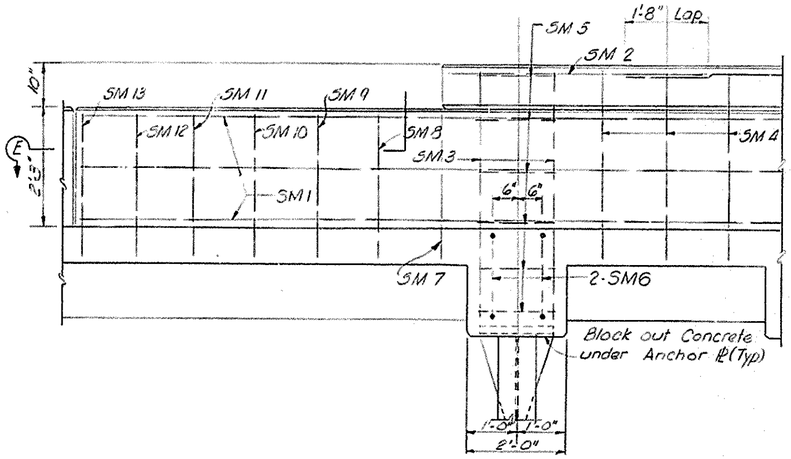


PLAN OF SIGN SUPPORT AT FASCIA

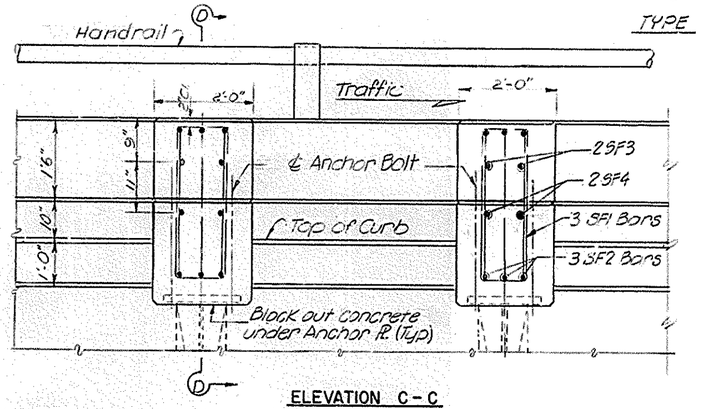




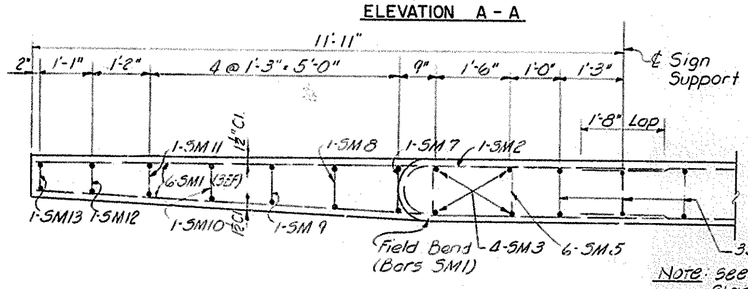
SECTION B - B



ELEVATION A - A

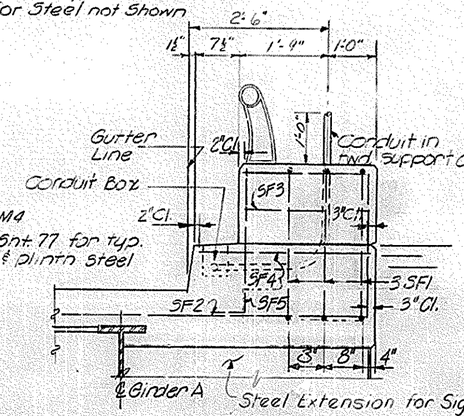


ELEVATION C - C



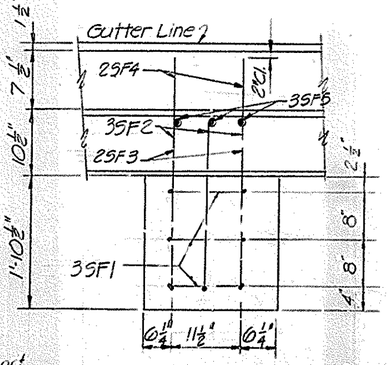
SECTION E - E

Note:
See Superstruture for Steel not Shown



Note: See Sht. 77 for typ. Slab & plinth steel

SECTION D - D



REINFORCEMENT DETAIL AT FASCIA SUPPORT

Note: Quantities for Sign Support included in Quantities shown for Superstructure Unit 4

Note: Work this Sheet with Sheet 80.

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NO.	LENGTH ft	LENGTH in.	LOCATION	a ft	a in.	b ft	b in.	c ft	c in.
SM1	Str.	4	6	23	8	Median						
SM2	(32)	4	2	10	11	Median	5	2½	0	11		
SM3	Str.	4	8	4	8	Median						
SM4	(16)	6	3	9	10	Median	0	10	3	7		
SM5	(16)	4	12	6	1	Median	0	11	1	7½		
SM6	(33)	4	4	7	2	Median	4	6	1	6	1	2
SM7	(16)	6	2	8	4	Median	0	7⅝	2	10		
SM8	(16)	6	2	8	2	Median	0	9	2	10		
SM9	(16)	6	2	8	1	Median	0	8½	2	10		
SM10	(16)	6	2	7	11	Median	0	7⅜	2	10		
SM11	(16)	6	2	7	11	Median	0	7½	2	10		
SM12	(16)	6	2	7	10	Median	0	6⅜	2	10		
SM13	(16)	6	2	7	8	Median	0	6	2	10		
SF1	(16)	4	6	8	5	Fascia	0	11½	2	9		
SF2	(33)	6	6	11	0	Fascia	6	0	2	8	2	4
SF3	Str.	4	4	2	4	Fascia						
SF4	Str.	4	4	2	11	Fascia						
SF5	(20)	6	6	3	4	Fascia	2	8	0	8		

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

BRIDGE OVER K&I TRR TRESTLE SHEET 81 OF 110

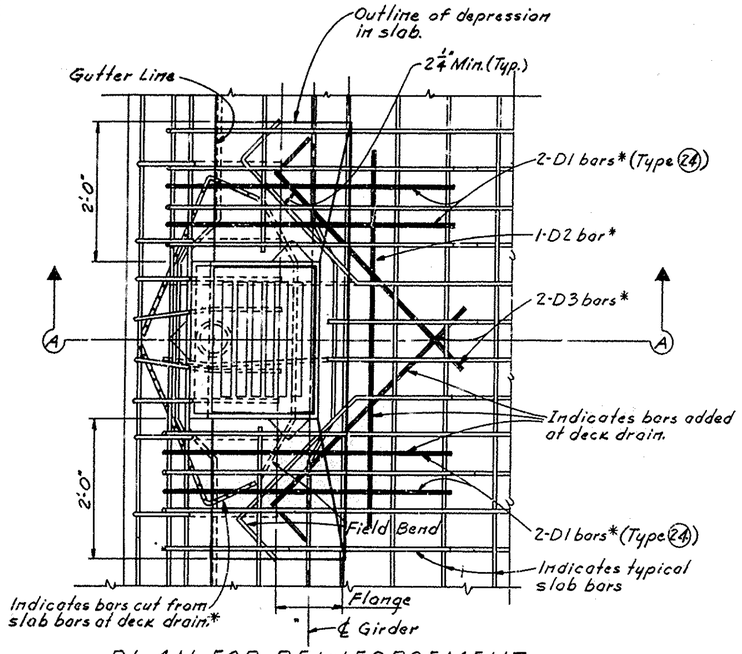
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 R.
STATION 89+53 PROJECT NO. I64-2(34) I.

BRIDGE NUMBER — DRAWING NO. 16538 — INDEX

SIGN SUPPORTS

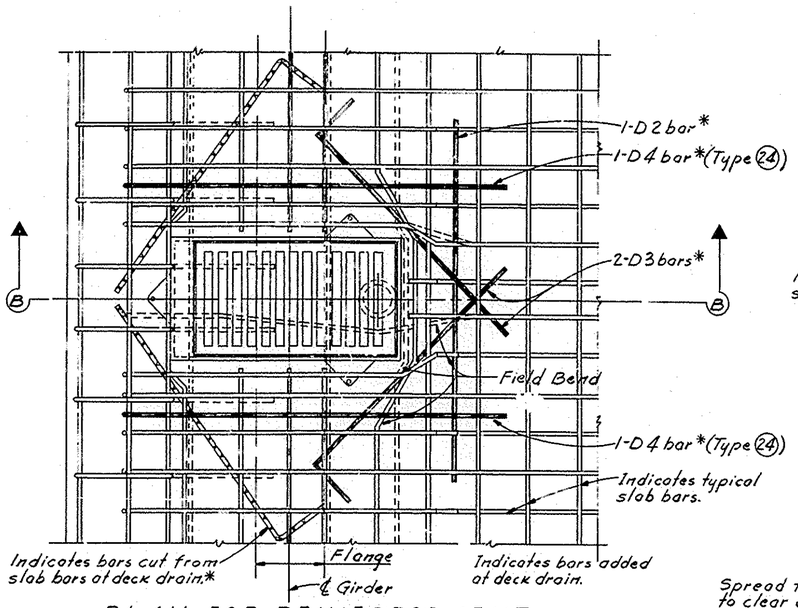
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DETAILED BY BC-MDC DATE — REVISED DATE
TRACED BY DATE — REVISED DATE
CHECKED BY WLW DATE — CHECKED BY DATE

BRIDGE



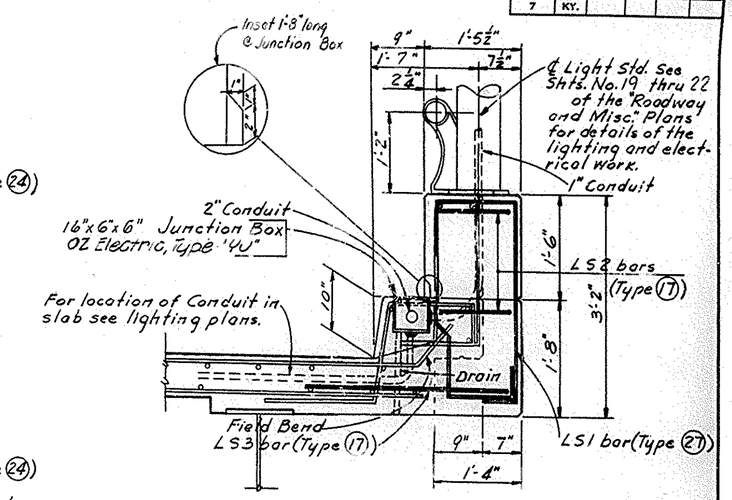
PLAN FOR REINFORCEMENT AT TYPE I DECK DRAIN

Cut or bend Longitudinal Reinforcing as shown or as necessary
Cut or bend Transverse steel as shown.
*Place near top of slab.

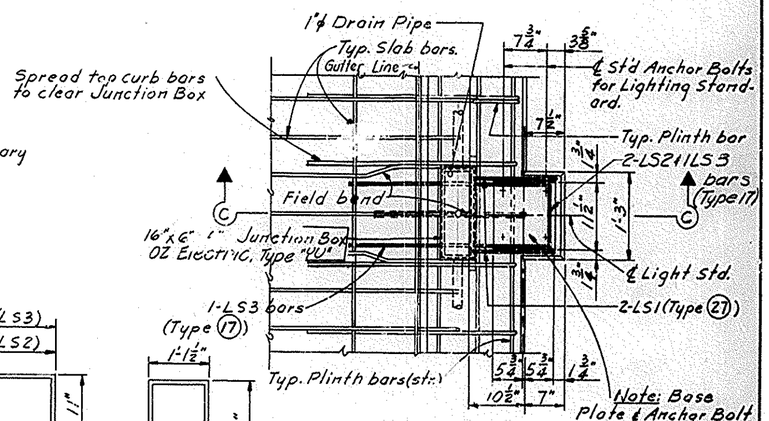


PLAN FOR REINFORCEMENT AT TYPE II DECK DRAIN

Cut or bend Longitudinal Reinforcing as shown or as necessary
Cut or bend Transverse steel as shown
*Place near top of slab.

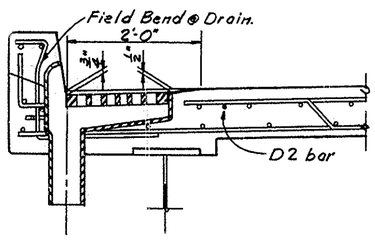


SECTION C C

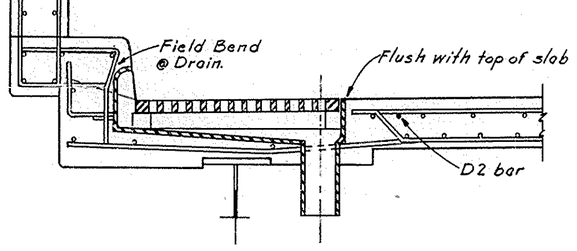


Note: Base Plate & Anchor Bolt dimensions should be checked for specific make of Light Standard.

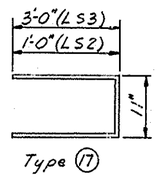
PLAN OF LIGHT STANDARD

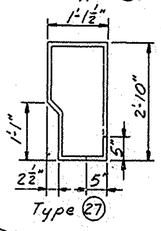


SECTION A A

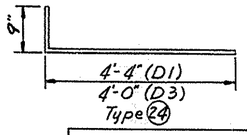


SECTION B B



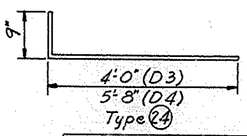


BILL OF REINFORCEMENT					
Mark	Type	Size	No.	Length Ft.	Length In.
LS1	(27)	4	2	8	8
LS2	(17)	4	2	2	11
LS3	(17)	4	1	6	11

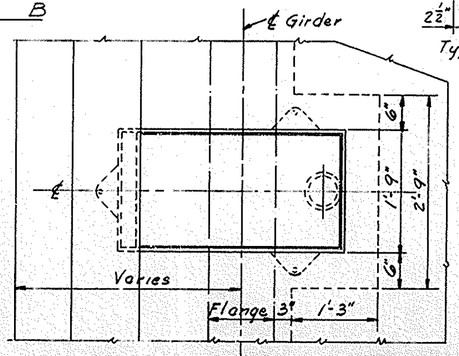


BILL OF REINFORCEMENT					
Mark	Type	Size	No.	Length Ft.	Length In.
D1	(24)	6	4	5	1
D2	Str.	6	1	5	6
D3	(24)	6	2	4	9

Note:
"Bill of Reinforcement" indicates the number required for each installation and bars are billed for construction with superstructure.



BILL OF REINFORCEMENT					
Mark	Type	Size	No.	Length Ft.	Length In.
D2	Str.	6	1	5	6
D3	(24)	6	2	4	9
D4	(24)	6	2	6	5



DETAIL OF CONCRETE HAUNCH AT TYPE II DECK DRAIN

SUPERSTRUCTURE

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

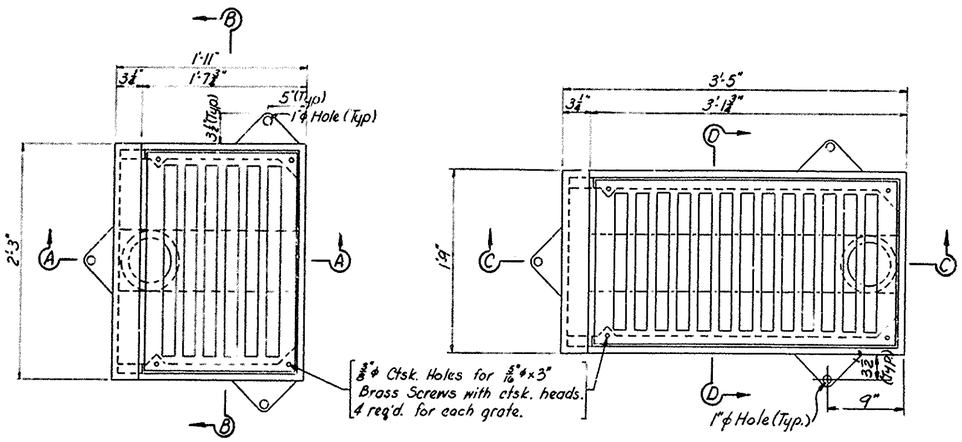
BRIDGE OVER K&ITRR TRESTLE SHEET 82 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 IIL I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 16536 | SHEET

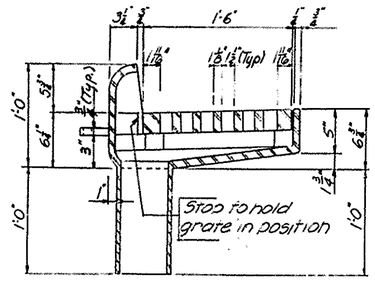
Curb width & Median Type

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

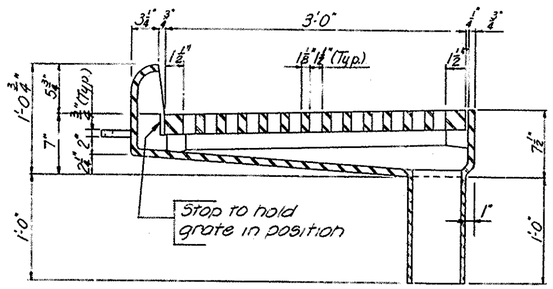


TYPE I DECK DRAIN
Drain Casting @ Median Curb

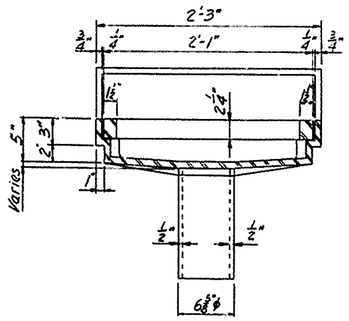
TYPE II DECK DRAIN
Drain Casting @ Fascia Curb



SECTION A-A

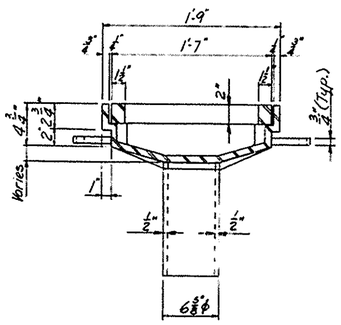


SECTION C-C



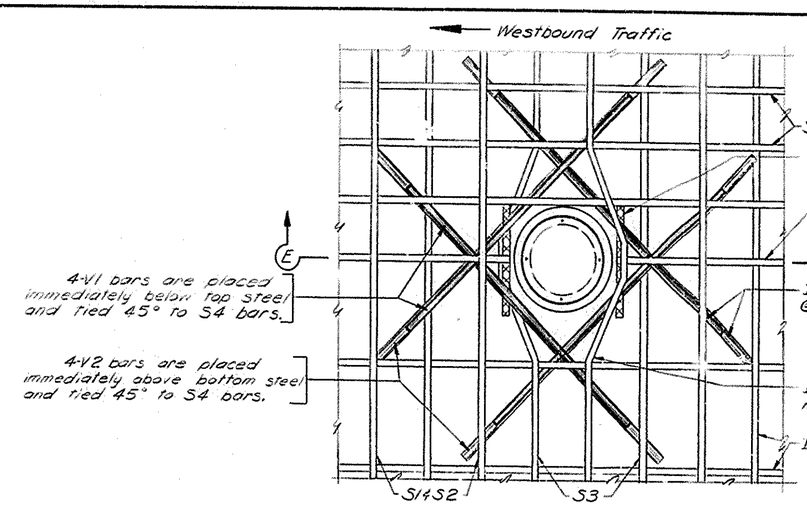
SECTION B-B

Wall thickness of castings to be ⅜" except down pipe.

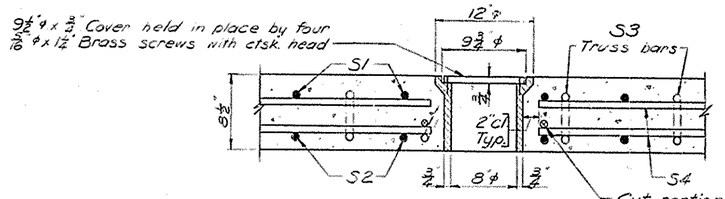


SECTION D-D

Foundry Notes
Body of Drain Casting shall be Gray Cast Iron ASTM A48, Class No. 30A.
Drain Grates shall be Cast Steel. ASTM A27, Grade 70-36
Fit grate to body and ship in place.
Form T-521 report of field inspection of castings is to be submitted to the laboratory.
Payment for drain castings will be included in lump sum bid price of Structural Steel.
For Surface Coating and Finish see Note Sheet.



PLAN FOR REINFORCEMENT AT VALVE STEM



SECTION E-E

Notes:

Exact location of sleeve shall be determined in field. Sleeve shall be placed in the slab form directly over the 6" ϕ stem cover tube.

Casting & Cover to be gray iron casting ASTM A48 Class No. 30A

Cut or bend Longitudinal & Transverse Reinforcing as necessary.

"Bill of Reinforcement" indicates the number required for installation & bars are billed for construction with Superstructure, Unit 1.

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NO	LENGTH ft.	LENGTH in.
V-1	Str.	#6	4	3	2
V-2	Str.	#8	4	4	1

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

DESIGNED BY CCG - WES CHECKED BY
DETAILED BY R. LIN - LAD CHECKED BY
TRACED BY CHECKED BY
DATE 2/66 DATE DATE
REVISIONS DATE REVISIONS DATE REVISIONS DATE

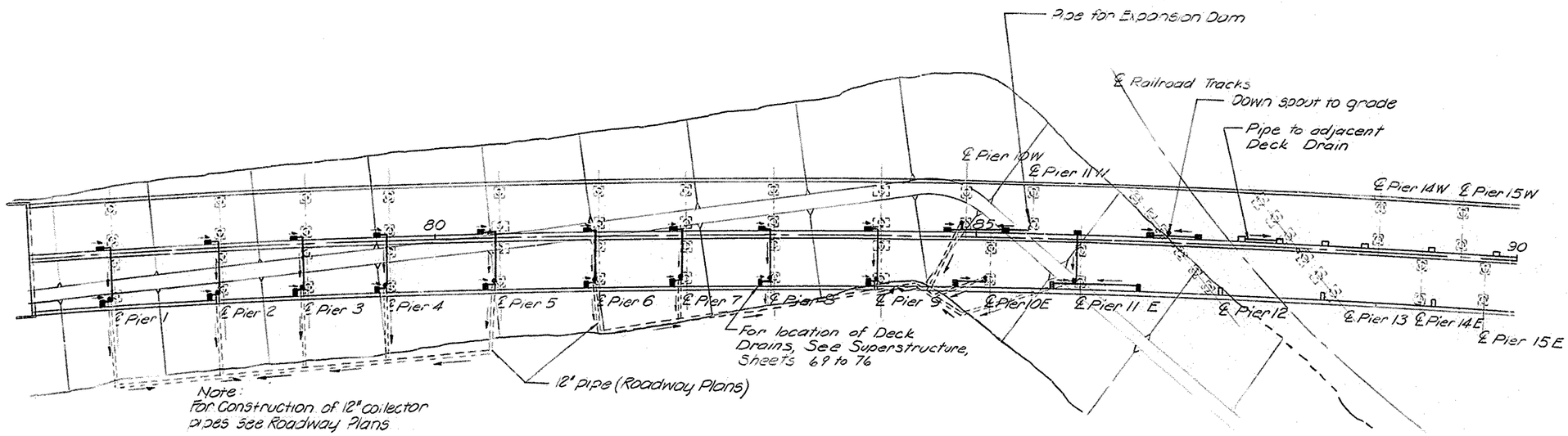
BRIDGE OVER K&ITRR TRESTLE SHEET 830F 110

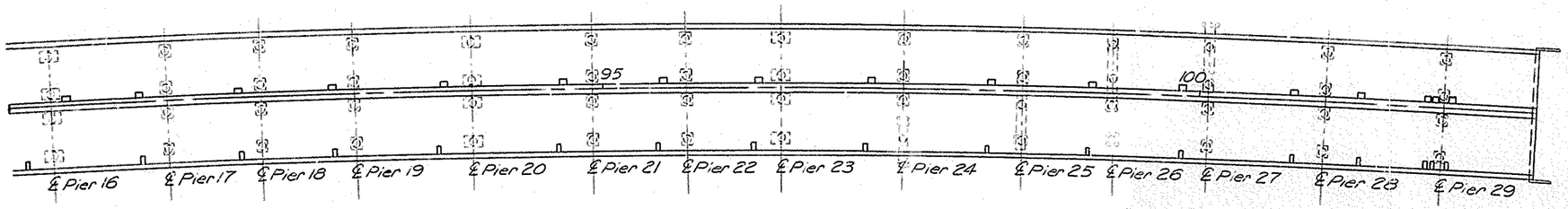
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON ROAD
STATION 89+53 PROJECT NO. SP 56 273 III. 164-2(34)I

BRIDGE NUMBER 16538

DRAIN & VALVE SLEEVE DETAILS

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





LEGEND

- Deck Drains to be piped to bott. of Girder (See Down Spout Details, Sheet 85)
- Deck Drains to be piped to 12" pipe at base of Column
- Direction of Flow
- Down spout

NOTES:

Shop Drawings will be required for Drainage Details.

All deck drains and double expansion drains to be piped to bott. of girder. (See Down Spout Details)

If field conditions allow, use stiffener pipe hangers in lieu of web pipe hangers. Bracket plate may be bent to accommodate for horizontal differences in plan alignment.

Pipe and all fittings shall be painted same as Structural Steel, (See Structural Steel Notes, sheet 3). All anchoring devices for pipe drains shall be so constructed as to be rattle free and secured against rotation or translation.

All pipe connections shall be leak proof.

Pipe shall be cut and welded to field dimensions.

All pipe shall be supported every 10' maximum horizontally and 8' maximum vertically. Either ¾" ϕ Pipe Hanger or Stiffener & Web Pipe Hangers may be used for intermediate support.

Pipe shall be centered in reducer @ 60° F. and adjusted for expansion or contraction of deck at temperatures other than 60° F. (.078" per 100' expansion per 10° temperature change.) (Typical)

All Drain Pipe shall be installed on a min. grade of 0.5%.

DRAINAGE PLAN

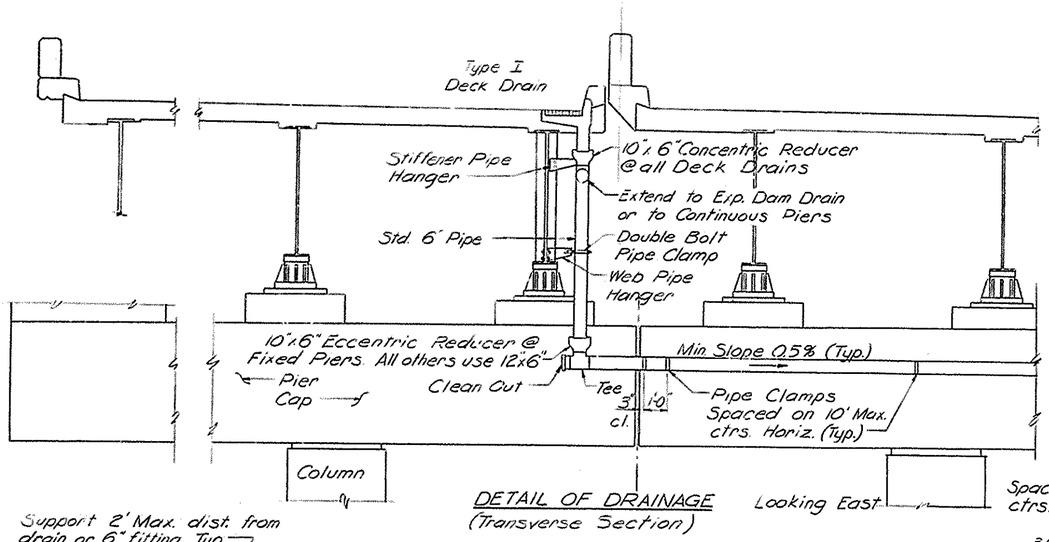
BRIDGE OVER K&ITRR TRESTLE SHEET 84 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 IL 164-2(34) I

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

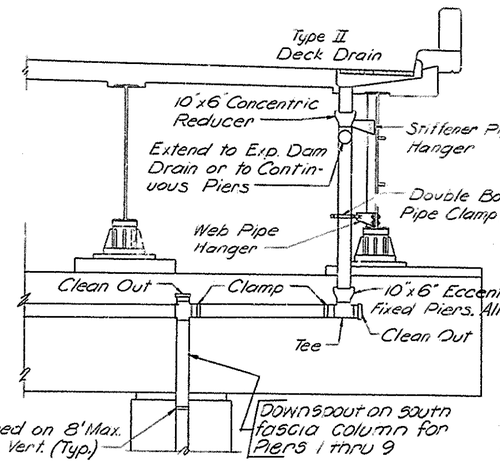
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REVISED DATE
REVISED DATE
DIVISION NO. 1966 ASSEMBLY

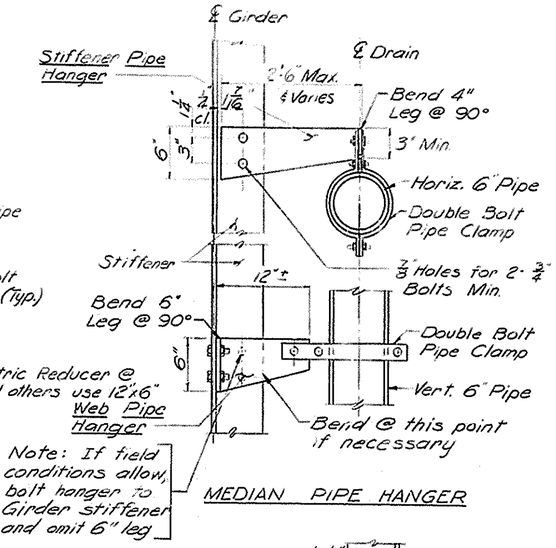
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



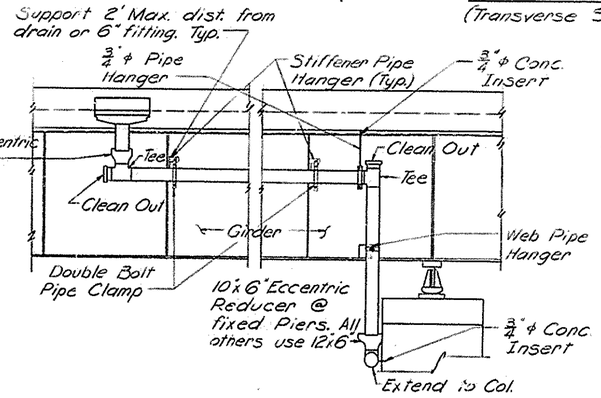
DETAIL OF DRAINAGE
(Transverse Section)

Looking East

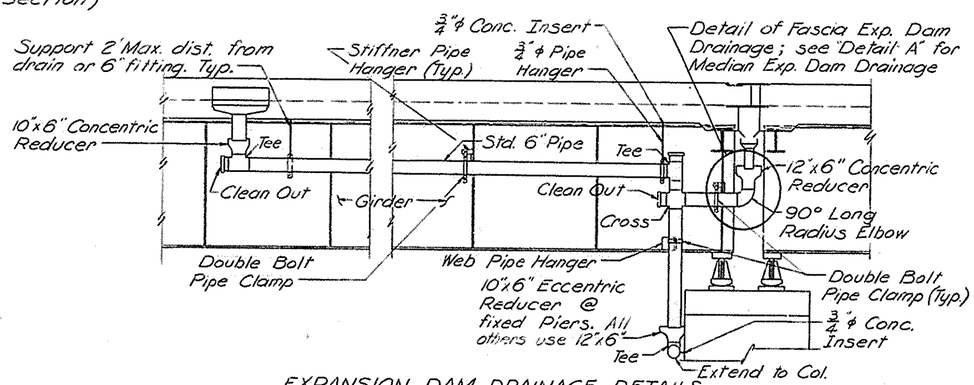




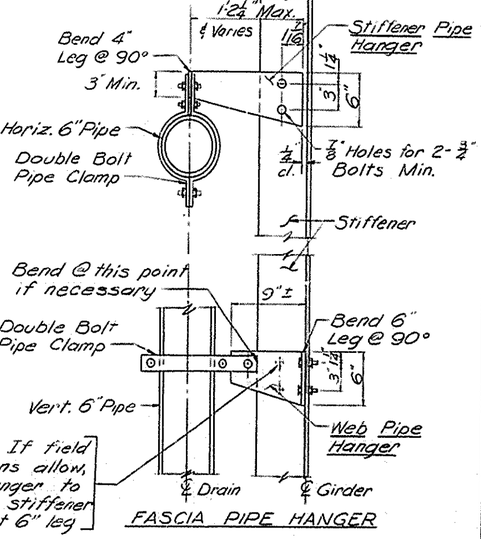
MEDIAN PIPE HANGER



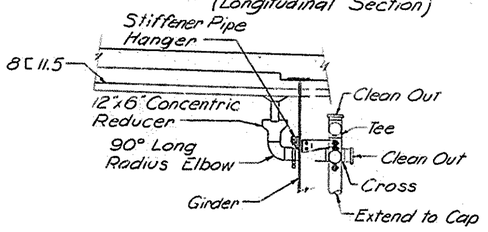
CONTINUOUS PIER DRAINAGE DETAILS
(Longitudinal Section)



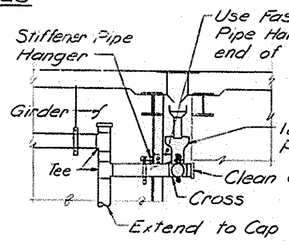
EXPANSION DAM DRAINAGE DETAILS
(Longitudinal Section)

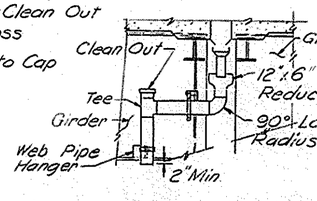


FASCIA PIPE HANGER

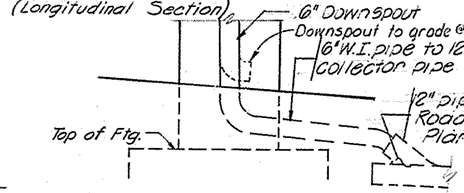


DETAIL A

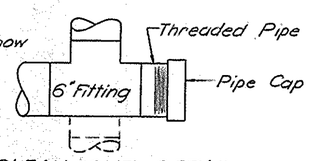




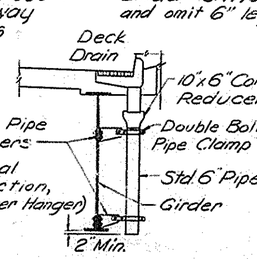
DOWN SPOUT DETAIL
(Double Expansion Piers)



DRAINAGE AT FOOTINGS
(At Collector pipes)



CLEAN OUT DETAIL



DOWN SPOUT DETAIL
(Deck Drains)

Work this sheet with Sheet 84

DRAIN PIPE DETAILS

BRIDGE OVER K&ITRR TRESTLE — SHEET 85 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF

I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL

STATION 89+53 **PROJECT NO.** I64-2(34)1

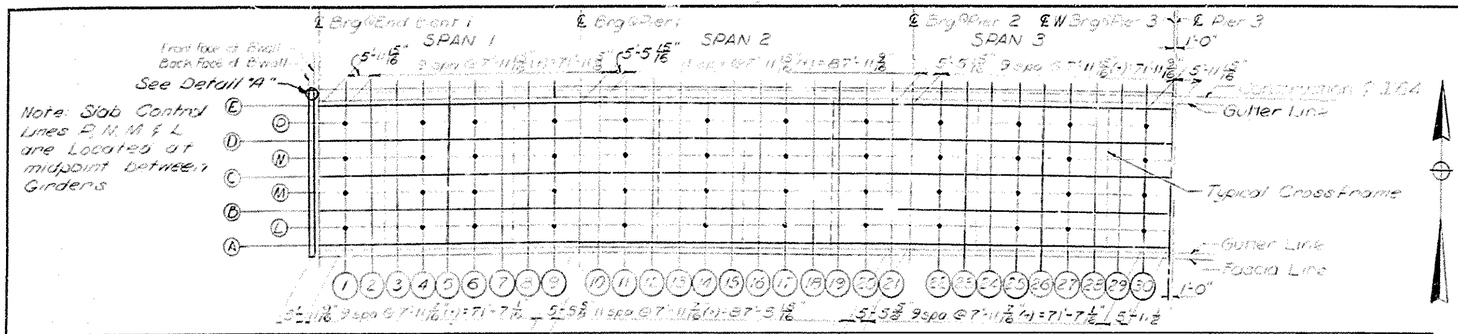
BRIDGE NUMBER	DRAWING NO.	REF.
	16538	

DESIGNED BY LAD CHECKED BY
DETAILED BY WLES CHECKED BY
TRACED BY CHECKED BY
DATE 1-64 REVISED
DATE 2-66 REVISED
DATE REVISED
DATE REVISED

Curb Width & Median Type

SECTION NO. 130-0 ADDENDUM

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



SLAB CONTROL ELEVATION NOTE:

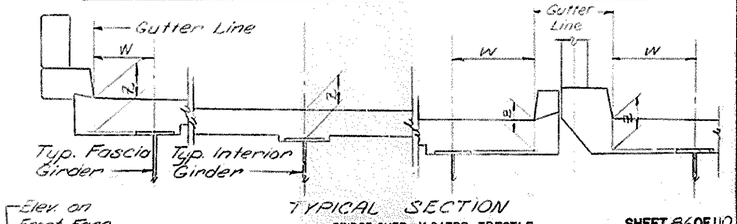
After the slab forms are erected and before the slab reinforcement is placed, the Resident Engineer shall take Extra elevations at the slab thickness check points and enter them in table in the space provided. The slab thickness shall then be computed. If the computed slab thickness varies more than ½" from the plan thickness, allowing 1/360 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.

TABLE OF ELEVATIONS FOR UNIT I E.B.

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W	
℄Brg E B1	1'-9"	481.240			481.423			481.579			481.735			481.931			2'-7"	℄Brg E B1
1	1'-8 15/16"	481.431			481.616			481.772			481.928			482.123			2'-7 7/16"	1
2	1'-8 11/16"	481.683			481.870			482.026			482.182			482.375			2'-7 1/16"	2
3	1'-8 1/16"	481.931			482.119			482.275			482.431			482.623			2'-7 1/16"	3
4	1'-7 5/8"	482.175			482.364			482.520			482.676			482.867			2'-6 5/8"	4
5	1'-7 13/16"	482.413			482.602			482.758			482.914			483.105			2'-6 5/16"	5
6	1'-7 5/8"	482.648			482.835			482.991			483.147			483.339			2'-6 5/8"	6
7	1'-8"	482.878			483.064			483.220			483.376			483.570			2'-6"	7
8	1'-8 1/16"	483.108			483.293			483.449			483.605			483.800			2'-7 1/16"	8
9	1'-8 5/16"	483.342			483.525			483.681			483.837			484.033			2'-7 1/16"	9
℄ Brg 1	1'-9"	483.550			483.763			483.919			484.075			484.272			2'-7"	℄ Brg 1
10	1'-8 3/8"	483.746			483.930			484.086			484.242			484.438			2'-7 1/8"	10
11	1'-8 1/16"	483.993			484.176			484.332			484.488			484.685			2'-7 1/16"	11
12	1'-7 11/16"	484.243			484.428			484.584			484.740			484.935			2'-7 1/16"	12
13	1'-7 7/16"	484.493			484.679			484.835			484.992			485.185			2'-6 3/8"	13
14	1'-7 1/16"	484.741			484.929			485.085			485.241			485.433			2'-6 1/16"	14
15	1'-7 1/8"	484.985			485.174			485.330			485.486			485.677			2'-6 1/16"	15
16	1'-7 1/4"	485.225			485.414			485.570			485.726			485.917			2'-6 1/16"	16
17	1'-7 11/16"	485.461			485.649			485.805			485.961			486.153			2'-6 1/16"	17
18	1'-7 3/8"	485.693			485.880			486.036			486.192			486.385			2'-6 3/8"	18
19	1'-7 11/16"	485.923			486.108			486.264			486.420			486.615			2'-6 3/16"	19
20	1'-8 1/16"	486.153			486.337			486.493			486.649			486.845			2'-7 1/16"	20
21	1'-8 3/16"	486.387			486.570			486.726			486.882			487.078			2'-7 3/8"	21
℄ Brg 2	1'-9"	486.550			486.733			486.889			487.045			487.242			2'-7"	℄ Brg 2
22	1'-8 15/16"	486.792			486.975			487.131			487.287			487.484			2'-7 1/16"	22
23	1'-8 5/16"	487.039			487.223			487.379			487.535			487.730			2'-7 1/16"	23
24	1'-8"	487.289			487.474			487.630			487.786			487.980			2'-6 1/16"	24
25	1'-7 13/16"	487.538			487.725			487.881			488.037			488.230			2'-6 3/16"	25
26	1'-7 13/16"	487.784			487.972			488.128			488.284			488.476			2'-6 1/4"	26
27	1'-7 13/16"	488.025			488.214			488.370			488.526			488.717			2'-6 1/16"	27
28	1'-8"	488.262			488.450			488.606			488.762			488.954			2'-6"	28
29	1'-8 1/4"	488.494			488.681			488.837			488.993			489.186			2'-7 1/4"	29
30	1'-8 3/8"	488.721			488.906			489.062			489.218			489.413			2'-7 3/8"	30
℄ W Brg 3	1'-8 3/16"	488.890			489.073			489.229			489.385			489.582			2'-7 1/16"	℄ W Brg 3

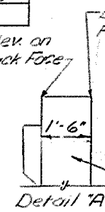
TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
L 1	481.537			N 1	481.850		
L 4	482.282			N 4	482.598		
L 6	482.754			N 6	483.009		
L 9	483.447			N 9	483.759		
L11	484.098			N11	484.410		
L14	484.848			N14	485.163		
L17	485.568			N17	485.883		
L20	486.258			N20	486.571		
L22	486.897			N22	487.209		
L25	487.644			N25	487.959		
L27	488.133			N27	488.448		
L30	488.827			N30	489.140		
M 1	481.694			P 1	482.005		
M 4	482.442			P 4	482.750		
M 6	482.913			P 6	483.222		
M 9	483.603			P 9	483.915		
M11	484.254			P11	484.566		
M14	485.007			P14	485.316		
M17	485.727			P17	486.036		
M20	486.415			P20	486.726		
M22	487.053			P22	487.365		
M25	487.803			P25	488.112		
M27	488.292			P27	488.601		
M30	488.984			P30	489.295		



CONSTRUCTION ELEVATION NOTES:

1. Lay out Section ①, ② etc. as shown in plan on sheet 86 thru 101. Center punch marks on top of girders for elevation points.
2. Read elevation on top of girders as erected, after cross frames are in place and shoring and falsework are removed but before forms are placed and deck slab, walks, plinths, etc. are poured. These elevations are to be entered in the table as Elevation "Y".
3. Compute Dimension "Z" (See Typical Section). Top of concrete Elevation "X" minus Elevation "Y" equals Dimension "Z".
4. Always measure from top of girder to top of slab (Dimension "Z") for setting templates. DO NOT set templates by Elevation "X".
5. Elevations "X" include calculated deflection due to weight of floor slab, walks, plinths, handrail and median.
6. Gutter line elevations (X@Gutter) contain the deflections of the adjacent girder as shown in Typical Section. Dimension "Z" will indicate the difference in elevation of the top of the girder at the center punch mark and the gutter line at a point measured along the section line Dimension "W" from the ℄ of the girder (center punch mark).



GIRDER	ELEVATION	BACKWALL
	FRONT FACE	BACK FACE
A	481.232	481.187
B	481.388	481.343
C	481.544	481.499
D	481.700	451.655
E	481.856	481.811

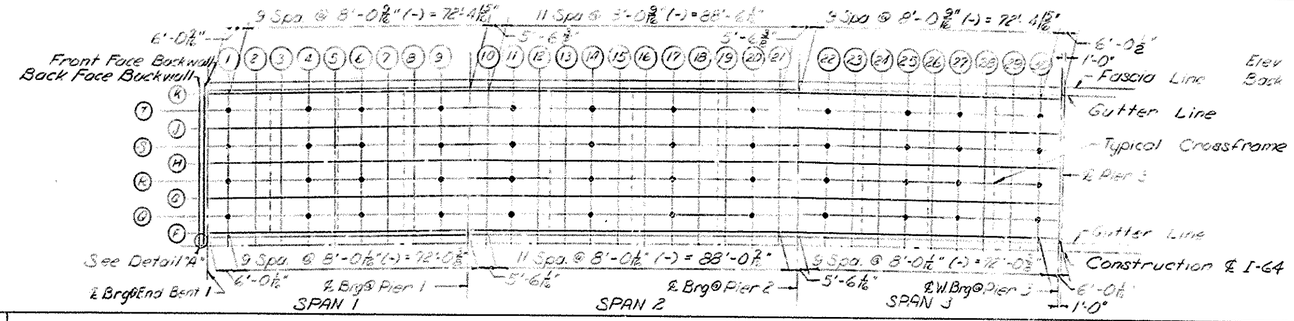
UNIT I E B
CONSTRUCTION ELEVATIONS

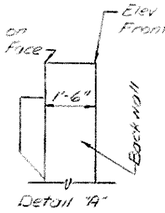
BRIDGE OVER K&ITRR TRESTLE — SHEET 86 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
SP 56 273 111
STATION 89+53 — PROJECT NO. 164-2(341)

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

DESIGNED BY: LOE — DETAILED BY: WES — CHECKED BY: — TRACED BY: — DATE: 10-12-67
REVISED: Dim W's Elev. X of Girders, A & E — DATE: — REVISED: — DATE: — REVISED: — DATE:





GIRDER	ELEVATION BACKWALL	
	FRONT FACE	BACK FACE
F	481.840	481.795
G	481.996	481.951
H	482.152	482.107
J	482.309	482.263
K	482.464	482.419

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

TABLE OF ELEVATION FOR UNIT - I W.B.

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER K				SECTION
	W	X℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X℄GUTTER	Y	Z	W	
℄ Brg E B1	2'-7"	481.835			482.031			482.187			482.343			482.527			1'-9"	℄ Brg E B1
1	2'-6 11/16"	482.026			482.224			482.380			482.536			482.718			1'-9 5/16"	1
2	2'-6 5/16"	482.279			482.479			482.635			482.791			482.971			1'-9 11/16"	2
3	2'-6"	482.527			482.728			482.884			483.040			483.219			1'-10"	3
4	2'-5 5/8"	482.770			482.972			483.128			483.284			483.462			1'-10 1/8"	4
5	2'-5 13/16"	483.009			483.210			483.366			483.522			483.701			1'-10 3/8"	5
6	2'-5 5/16"	483.243			483.443			483.599			483.755			483.935			1'-10 5/8"	6
7	2'-6"	483.474			483.673			483.829			483.985			484.166			1'-10"	7
8	2'-6 1/16"	483.704			483.901			484.057			484.213			484.396			1'-9 15/16"	8
9	2'-6 3/16"	483.937			484.133			484.289			484.445			484.629			1'-9 1/16"	9
℄ Brg 1	2'-7"	484.175			484.372			484.528			484.684			484.867			1'-9"	℄ Brg 1
10	2'-6 3/8"	484.342			484.538			484.694			484.850			485.034			1'-9 1/8"	10
11	2'-6 1/16"	484.588			484.785			484.941			485.097			485.280			1'-9 9/16"	11
12	2'-5 15/16"	484.838			485.036			485.192			485.348			485.530			1'-10 3/16"	12
13	2'-5 3/8"	485.089			485.288			485.444			485.600			485.780			1'-10 3/8"	13
14	2'-5 1/16"	485.337			485.537			485.693			485.849			486.028			1'-10 9/16"	14
15	2'-5 1/16"	485.581			485.782			485.938			486.094			486.273			1'-10 7/8"	15
16	2'-5 1/8"	485.821			486.022			486.178			486.334			486.513			1'-10 15/16"	16
17	2'-5 3/16"	486.057			486.257			486.413			486.569			486.745			1'-10 13/16"	17
18	2'-5 5/8"	486.287			486.488			486.644			486.800			486.980			1'-10 3/8"	18
19	2'-5 11/16"	486.512			486.716			486.872			487.028			487.210			1'-10 5/16"	19
20	2'-6 1/16"	486.748			486.975			487.101			487.257			487.440			1'-9 15/16"	20
21	2'-6 3/8"	486.982			487.173			487.334			487.490			487.674			1'-9 7/16"	21
℄ Brg 2	2'-7"	487.145			487.342			487.498			487.654			487.837			1'-9"	℄ Brg 2
22	2'-6 3/16"	487.387			487.583			487.739			487.835			488.079			1'-9 1/16"	22
23	2'-6 1/16"	487.634			487.831			487.987			488.143			488.326			1'-9 9/16"	23
24	2'-5 15/16"	487.884			488.083			488.239			488.395			488.576			1'-10 1/16"	24
25	2'-5 15/16"	488.133			488.333			488.489			488.645			488.825			1'-10 3/16"	25
26	2'-5 3/8"	488.379			488.580			488.736			488.892			489.071			1'-10 1/16"	26
27	2'-5 13/16"	488.621			488.823			488.979			489.135			489.313			1'-10 3/16"	27
28	2'-6"	488.857			489.058			489.214			489.370			489.549			1'-10"	28
29	2'-6 1/16"	489.089			489.289			489.445			489.601			489.781			1'-9 7/8"	29
30	2'-6 3/8"	489.317			489.515			489.671			489.827			490.008			1'-9 3/4"	30
℄ W. Brg 3	2'-6 13/16"	489.485			489.682			489.838			489.994			490.177			1'-9 1/16"	℄ W. Brg 3

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
Q 1	482.142			S 1	482.458		
S 1	482.891			S 4	483.206		
Q 6	483.363			S 6	483.677		
Q 9	484.055			S 9	484.367		
Q 11	484.706			S 11	485.019		
Q 14	485.456			S 14	485.771		
Q 17	486.176			S 17	486.491		
Q 20	486.866			S 20	487.179		
Q 22	487.505			S 22	487.817		
Q 25	488.253			S 25	488.567		
Q 27	488.741			S 27	489.057		
Q 30	489.436			S 30	489.749		
R 1	482.302			T 1	482.613		
R 4	483.050			T 4	483.359		
R 6	483.521			T 6	483.831		
R 9	484.211			T 9	484.523		
R 11	484.863			T 11	485.174		
R 14	485.615			T 14	485.924		
R 17	486.335			T 17	486.644		
R 20	487.023			T 20	487.334		
R 22	487.661			T 22	487.974		
R 25	488.411			T 25	488.721		
R 27	488.901			T 27	489.209		
R 30	489.593			T 30	489.904		

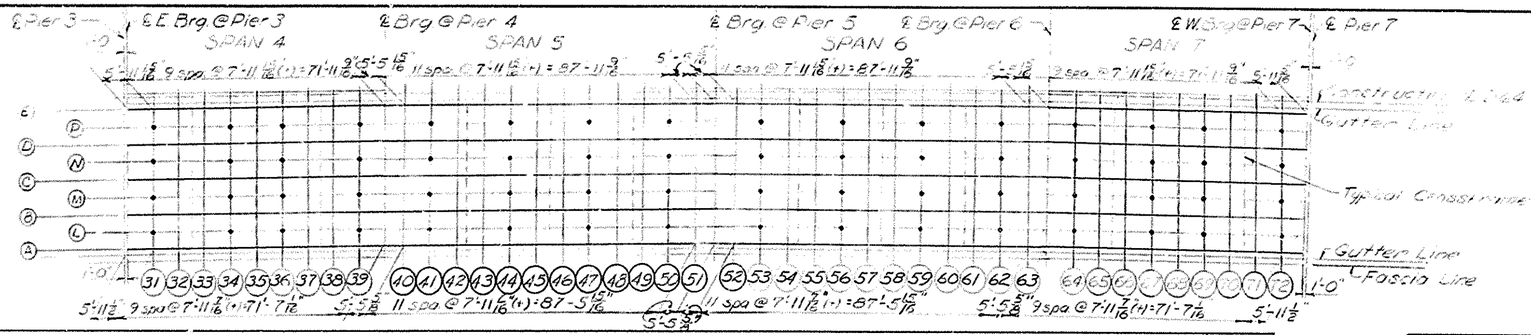
DESIGNED BY LDS CHECKED BY WLM DATE 2/65 REVISIONS Dim W & Elev X of Girders F & K
DETAILED BY LES CHECKED BY WLM DATE 7/65 REVISIONS
TRACED BY CHECKED BY DATE REVISIONS
CHECKED FOR 6/1262 DATE

See Notes and Typical Section Sheet 86

BRIDGE OVER K & ITRR TRESTLE SHEET 87 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. I64-2(34)1
BRIDGE NUMBER DRAWING NO. 16538 INDEX

UNIT I W B
CONSTRUCTION ELEVATIONS



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

TABLE OF ELEVATIONS FOR UNIT 2 E.B.

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W	
℄E.Brg.3	1'-8 12/16"	488.950			489.133			489.289			489.445			489.642			2'-7 1/16"	℄E.Brg.3
31	1'-8 11/16"	489.141			489.326			489.482			489.638			489.833			2'-7 3/16"	31
32	1'-8 1/16"	489.394			489.581			489.737			489.893			490.096			2'-7 3/16"	32
33	1'-0"	489.643			489.831			489.987			490.143			490.335			2'-8"	33
34	1'-7 12/16"	489.886			490.075			490.231			490.387			490.578			2'-8 1/16"	34
35	1'-7 13/16"	490.125			490.313			490.469			490.625			490.817			2'-8 1/16"	35
36	1'-7 15/16"	490.359			490.546			490.702			490.858			491.051			2'-8 1/16"	36
37	1'-8"	490.590			490.776			490.932			491.088			491.281			2'-8 1/16"	37
38	1'-8 1/16"	490.819			491.003			491.159			491.315			491.511			2'-7 15/16"	38
39	1'-8 1/16"	491.052			491.235			491.391			491.547			491.744			2'-7 15/16"	39
℄Brg.4	1'-9"	491.290			491.474			491.630			491.786			491.982			2'-7"	℄Brg.4
40	1'-8 3/16"	491.456			491.640			491.796			491.952			492.148			2'-7 3/16"	40
41	1'-8 5/16"	491.703			491.886			492.042			492.198			492.395			2'-7 15/16"	41
42	1'-7 14/16"	491.953			492.138			492.293			492.450			492.645			2'-8 1/16"	42
43	1'-7 7/8"	492.203			492.389			492.545			492.701			492.894			2'-8 1/16"	43
44	1'-7 15/16"	492.450			492.638			492.794			492.950			493.142			2'-8 1/16"	44
45	1'-7 5/8"	492.695			492.883			493.039			493.195			493.386			2'-8 1/16"	45
46	1'-7 3/8"	492.935			493.123			493.279			493.435			493.627			2'-8 1/16"	46
47	1'-7 15/16"	493.170			493.358			493.514			493.669			493.862			2'-8 1/16"	47
48	1'-7 7/8"	493.402			493.588			493.744			493.900			494.094			2'-8 1/16"	48
49	1'-7 1/16"	493.632			493.817			493.973			494.129			494.324			2'-8 1/16"	49
50	1'-8 1/8"	493.862			494.045			494.201			494.357			494.554			2'-7 15/16"	50
51	1'-8 3/16"	494.097			494.280			494.436			494.592			494.788			2'-7 7/8"	51
℄Brg.5	1'-9"	494.260			494.444			494.600			494.756			494.952			2'-7"	℄Brg.5
52	1'-8 3/16"	494.427			494.610			494.766			494.922			495.118			2'-7 7/8"	52
53	1'-8 1/8"	494.672			494.855			495.011			495.167			495.364			2'-7 15/16"	53
54	1'-7 11/16"	494.922			495.107			495.263			495.419			495.614			2'-8 1/16"	54
55	1'-7 13/16"	495.172			495.358			495.514			495.670			495.864			2'-8 1/16"	55
56	1'-7 15/16"	495.420			495.608			495.764			495.920			496.112			2'-8 1/16"	56
57	1'-7 7/8"	495.665			495.853			496.009			496.165			496.357			2'-8 1/16"	57
58	1'-7 5/8"	495.905			496.094			496.250			496.406			496.597			2'-8 1/16"	58
59	1'-7 7/16"	496.141			496.328			496.484			496.640			496.832			2'-8 1/16"	59
60	1'-7 3/16"	496.373			496.559			496.715			496.871			497.065			2'-8 3/16"	60
61	1'-7 11/16"	496.603			496.788			496.944			497.100			497.295			2'-8 1/16"	61
62	1'-8 1/16"	496.833			497.017			497.173			497.329			497.525			2'-7 15/16"	62
63	1'-8 3/16"	497.067			497.250			497.406			497.562			497.758			2'-7 3/8"	63
℄Brg.6	1'-9"	497.230			497.414			497.570			497.726			497.922			2'-7"	℄Brg.6
64	1'-8 1/16"	497.473			497.656			497.812			497.968			498.164			2'-7 1/16"	64
65	1'-8 1/16"	497.720			497.904			498.060			498.216			498.412			2'-7 1/16"	65
66	1'-8"	497.970			498.156			498.312			498.468			498.662			2'-8 1/16"	66
67	1'-7 15/16"	498.219			498.406			498.562			498.718			498.911			2'-8 1/16"	67
68	1'-7 13/16"	498.466			498.654			498.810			498.966			499.157			2'-8 1/4"	68
69	1'-7 11/16"	498.707			498.896			499.052			499.208			499.399			2'-8 1/16"	69
70	1'-8"	498.943			499.132			499.288			499.444			499.635			2'-8"	70
71	1'-8 1/4"	499.175			499.362			499.518			499.674			499.867			2'-7 3/4"	71
72	1'-8 3/8"	499.402			499.587			499.743			499.899			500.094			2'-7 3/8"	72
℄W.Brg.7	1'-8 12/16"	499.570			499.754			499.910			500.066			500.262			2'-7 1/16"	℄W.Brg.7

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
L31	489.247			N31	489.560		
L34	489.994			N34	490.309		
L36	490.465			N36	490.730		
L39	491.157			N39	491.469		
L41	491.808			N41	492.120		
L44	492.551			N44	492.872		
L47	493.276			N47	493.592		
L50	493.967			N50	494.279		
L53	494.777			N53	495.089		
L56	495.526			N56	495.842		
L59	496.247			N59	496.562		
L62	496.938			N62	497.251		
L64	497.578			N64	497.890		
L67	498.326			N67	498.640		
L69	498.814			N69	499.130		
L72	499.508			N72	499.821		
M31	489.404			P31	489.715		
M34	490.153			P34	490.462		
M36	490.624			P36	490.933		
M39	491.313			P39	491.625		
M41	491.964			P41	492.276		
M44	492.716			P44	493.025		
M47	493.436			P47	493.744		
M50	494.123			P50	494.435		
M53	494.933			P53	495.245		
M56	495.686			P56	495.994		
M59	496.406			P59	496.715		
M62	497.095			P62	497.406		
M64	497.734			P64	498.046		
M67	498.484			P67	498.794		
M69	498.974			P69	499.282		
M72	499.665			P72	499.976		

See Notes and Typical Section Sheet 86

BRIDGE OVER K&ITRR TRESTLE SHEET 88 OF 110

UNIT 2 E B
CONSTRUCTION ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. I64-2(34)I

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

DESIGNED BY LEES DATE 6/2/61 CHECKED BY ALL
DETAILED BY LEES CHECKED BY ALL
TRACED BY CHECKED BY
REVISED DATE REVISED DATE

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

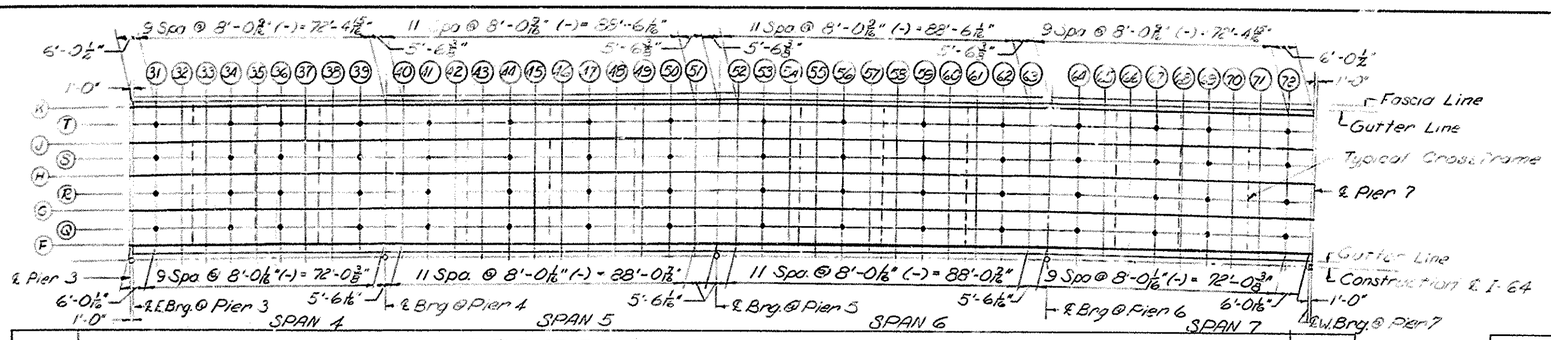


TABLE OF ELEVATION FOR UNIT - 2 W.B.

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER K				SECTION
	W	X℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X℄GUTTER	Y	Z	W	
℄ E.Brg 3	2'-6 5/16"	489.545			489.742			489.898			490.054			490.237			1'-9 1/16"	℄ E.Brg 3
31	2'-6 5/8"	489.737			489.935			490.091			490.247			490.429			1'-9 3/16"	31
32	2'-6 7/8"	489.940			490.190			490.346			490.502			490.681			1'-9 3/8"	32
33	2'-6"	490.238			490.440			490.596			490.752			490.930			1'-10"	33
34	2'-5 13/16"	490.482			490.683			490.839			490.995			491.174			1'-10 1/16"	34
35	2'-5 7/8"	490.721			490.922			491.078			491.234			491.412			1'-10 1/8"	35
36	2'-5 13/16"	490.954			491.154			491.310			491.466			491.646			1'-10 3/16"	36
37	2'-5 7/16"	491.185			491.384			491.540			491.696			491.877			1'-10 5/16"	37
38	2'-6 1/16"	491.415			491.612			491.768			491.924			492.107			1'-9 13/16"	38
39	2'-6 9/16"	491.648			491.844			492.000			492.156			492.340			1'-9 7/16"	39
℄ Brg 4	2'-7"	491.886			492.082			492.238			492.394			492.577			1'-9"	℄ Brg 4
40	2'-6 5/8"	492.052			492.248			492.404			492.560			492.744			1'-9 1/16"	40
41	2'-6 1/16"	492.298			492.495			492.651			492.807			492.990			1'-9 15/16"	41
42	2'-5 11/16"	492.548			492.746			492.902			493.058			493.240			1'-10 1/16"	42
43	2'-5 3/8"	492.798			492.997			493.153			493.309			493.490			1'-10 3/16"	43
44	2'-5 1/16"	493.046			493.246			493.402			493.558			493.738			1'-10 5/16"	44
45	2'-5 1/16"	493.290			493.492			493.648			493.804			493.982			1'-10 5/16"	45
46	2'-5 1/16"	493.530			493.731			493.887			494.043			494.222			1'-10 5/16"	46
47	2'-5 3/16"	493.765			493.966			494.122			494.278			494.457			1'-10 7/16"	47
48	2'-5 3/8"	493.997			494.196			494.352			494.508			494.689			1'-10 5/16"	48
49	2'-5 11/16"	494.227			494.425			494.581			494.737			494.919			1'-10 5/16"	49
50	2'-6 1/16"	494.458			494.659			494.810			494.966			495.149			1'-9 15/16"	50
51	2'-6 3/16"	494.692			494.888			495.044			495.200			495.384			1'-9 7/16"	51
℄ Brg 5	2'-7"	494.856			495.052			495.208			495.364			495.548			1'-9"	℄ Brg 5
52	2'-6 3/8"	495.022			495.218			495.374			495.530			495.714			1'-9 7/16"	52
53	2'-6 1/16"	495.268			495.464			495.620			495.776			495.959			1'-9 15/16"	53
54	2'-5 11/16"	495.517			495.715			495.871			496.027			496.209			1'-10 1/16"	54
55	2'-5 3/8"	495.767			495.966			496.122			496.278			496.459			1'-10 3/16"	55
56	2'-5 1/16"	496.015			496.216			496.372			496.528			496.707			1'-10 5/16"	56
57	2'-5 1/16"	496.260			496.461			496.617			496.773			496.952			1'-10 5/16"	57
58	2'-5 1/16"	496.500			496.702			496.858			497.014			497.192			1'-10 15/16"	58
59	2'-5 3/16"	496.736			496.937			497.093			497.249			497.428			1'-10 13/16"	59
60	2'-5 3/8"	496.968			497.168			497.324			497.480			497.660			1'-10 3/16"	60
61	2'-5 11/16"	497.198			497.396			497.552			497.708			497.890			1'-10 1/16"	61
62	2'-6 1/16"	497.429			497.625			497.781			497.937			498.120			1'-9 15/16"	62
63	2'-6 3/8"	497.662			497.858			498.014			498.170			498.354			1'-9 7/16"	63
℄ Brg 6	2'-7"	497.826			498.022			498.178			498.334			498.518			1'-9"	℄ Brg 6
64	2'-6 9/16"	498.068			498.264			498.420			498.576			498.760			1'-9 1/16"	64
65	2'-6 1/16"	498.315			498.512			498.668			498.824			499.007			1'-9 13/16"	65
66	2'-5 13/16"	498.565			498.764			498.920			499.076			499.257			1'-10 1/16"	66
67	2'-5 1/16"	498.815			499.015			499.171			499.327			499.506			1'-10 3/16"	67
68	2'-5 3/16"	499.061			499.262			499.418			499.574			499.753			1'-10 1/4"	68
69	2'-5 13/16"	499.302			499.504			499.660			499.816			499.994			1'-10 3/16"	69
70	2'-6"	499.539			499.740			499.896			500.052			500.230			1'-10"	70
71	2'-6 1/16"	499.770			499.970			500.126			500.282			500.462			1'-9 3/4"	71
72	2'-6 3/8"	499.997			500.195			500.351			500.507			500.689			1'-9 3/8"	72
℄ W.Brg 7	2'-6 15/16"	500.166			500.362			500.518			500.674			500.858			1'-9 1/16"	℄ W.Brg 7

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAb CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
Q 31	489.856			S 31	490.169		
Q 34	490.602			S 34	490.917		
Q 36	491.074			S 36	491.388		
Q 39	491.766			S 39	492.078		
Q 41	492.416			S 41	492.729		
Q 44	493.165			S 44	493.480		
Q 47	493.685			S 47	494.200		
Q 50	494.575			S 50	494.888		
Q 53	495.385			S 53	495.698		
Q 56	496.135			S 56	496.450		
Q 59	496.855			S 59	497.171		
Q 62	497.546			S 62	497.859		
Q 64	498.186			S 64	498.499		
Q 67	498.934			S 67	499.249		
Q 69	499.423			S 69	499.736		
Q 72	500.116			S 72	500.429		
R 31	490.013			T 31	490.324		
R 34	490.761			T 34	491.070		
R 36	491.232			T 36	491.542		
R 39	491.922			T 39	492.234		
R 41	492.573			T 41	492.884		
R 44	493.324			T 44	493.633		
R 47	494.044			T 47	494.353		
R 50	494.732			T 50	495.043		
R 53	495.542			T 53	495.853		
R 56	496.294			T 56	496.603		
R 59	497.015			T 59	497.325		
R 62	497.703			T 62	498.014		
R 64	498.342			T 64	498.654		
R 67	499.093			T 67	499.402		
R 69	499.580			T 69	499.891		
R 72	500.273			T 72	500.584		

See Notes and Typical Section Sheet 86

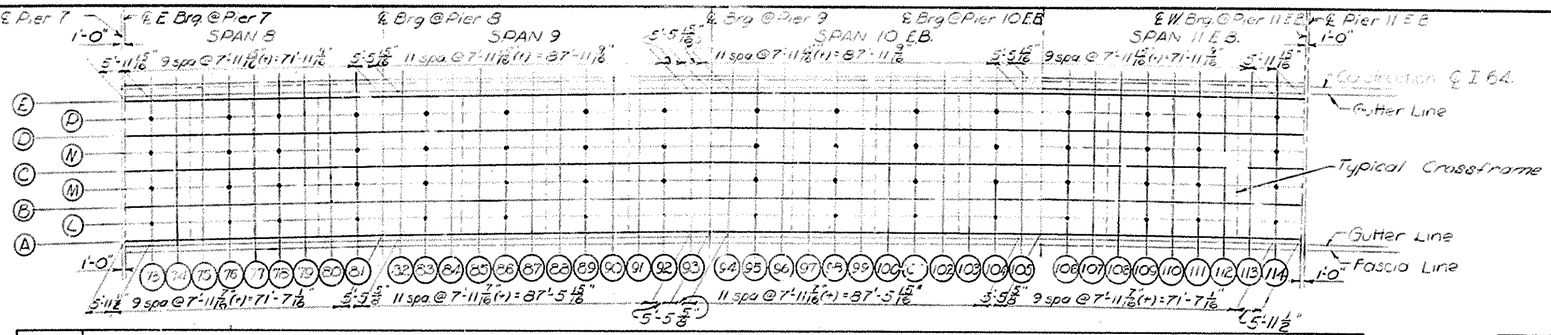
BRIDGE OVER K&ITRR TRESTLE SHEET 89 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 IIL I64-2(341)

BRIDGE NUMBER | DRAWING No. 1653e | INDEX

UNIT 2WB
CONSTRUCTION ELEVATIONS

DESIGNED BY ADE DATE 6/1/67
DETAILED BY L.F.E. DATE
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED Dim'n'l EL'N's of Girders F & K DATE 10/12/67
REVISED DATE
REVISED DATE



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

TABLE OF ELEVATIONS FOR UNIT 3 E.B.

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E				SECTION
	W	X@ GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@ GUTTER	Y	Z	W	
℄ E Brg 7	1'-8 4/16"	499.631			499.814			499.970			500.126			500.322			2'-7 1/16"	℄ E. Brg 7
73	1'-8 3/8"	499.822			500.007			500.163			500.319			500.514			2'-7 3/8"	73
74	1'-8 4/8"	500.075			500.262			500.418			500.574			500.767			2'-7 4/8"	74
75	1'-8"	500.323			500.512			500.668			500.824			501.015			2'-8"	75
76	1'-7 15/16"	500.567			500.756			500.912			501.068			501.259			2'-8 3/16"	76
77	1'-7 7/8"	500.806			500.994			501.150			501.306			501.497			2'-8 4/16"	77
78	1'-7 4/16"	501.039			501.226			501.382			501.538			501.731			2'-8 7/16"	78
79	1'-8"	501.270			501.456			501.612			501.768			501.962			2'-8 10/16"	79
80	1'-8 3/16"	501.500			501.684			501.840			501.996			502.192			2'-7 13/16"	80
81	1'-8 7/16"	501.733			501.916			502.072			502.228			502.425			2'-7 7/16"	81
℄ Brg 8	1'-9"	501.971			502.154			502.310			502.466			502.663			2'-7"	℄ E Brg 8
82	1'-8 3/8"	502.137			502.320			502.476			502.632			502.827			2'-7 3/8"	82
83	1'-8 4/8"	502.383			502.567			502.723			502.879			503.075			2'-7 10/16"	83
84	1'-7 15/16"	502.633			502.818			502.974			503.130			503.325			2'-8 3/16"	84
85	1'-7 8/8"	502.883			503.070			503.226			503.382			503.575			2'-8 4/16"	85
86	1'-7 7/16"	503.131			503.318			503.474			503.630			503.823			2'-8 7/16"	86
87	1'-7 8/8"	503.371			503.560			503.716			503.872			504.063			2'-8 10/16"	87
88	1'-7 4/8"	503.602			503.790			503.946			504.102			504.294			2'-8 13/16"	88
89	1'-7 3/16"	503.823			504.011			504.167			504.323			504.515			2'-8 16/16"	89
90	1'-7 8/8"	504.037			504.223			504.379			504.535			504.728			2'-8 3/16"	90
91	1'-7 4/16"	504.243			504.428			504.584			504.740			504.935			2'-8 6/16"	91
92	1'-8 1/8"	504.445			504.628			504.784			504.940			505.137			2'-7 15/16"	92
93	1'-8 3/8"	504.647			504.830			504.986			505.142			505.339			2'-7 8/16"	93
℄ Brg 9	1'-9"	504.785			504.968			505.124			505.280			505.477			2'-7"	℄ E Brg 9
94	1'-8 3/8"	504.924			505.107			505.263			505.419			505.615			2'-7 3/8"	94
95	1'-8 4/8"	505.125			505.308			505.464			505.620			505.816			2'-7 10/16"	95
96	1'-7 11/16"	505.325			505.510			505.666			505.822			506.017			2'-8 1/16"	96
97	1'-7 8/8"	505.521			505.707			505.863			506.019			506.213			2'-8 4/16"	97
98	1'-7 3/16"	505.710			505.898			506.054			506.210			506.402			2'-8 7/16"	98
99	1'-7 8/8"	505.892			506.080			506.236			506.392			506.584			2'-8 10/16"	99
100	1'-7 8/8"	506.063			506.252			506.408			506.564			506.755			2'-8 13/16"	100
101	1'-7 10/16"	506.226			506.413			506.569			506.725			506.918			2'-8 16/16"	101
102	1'-7 8/8"	506.380			506.567			506.722			506.879			507.072			2'-8 3/16"	102
103	1'-7 12/16"	506.528			506.712			506.868			507.024			507.219			2'-8 6/16"	103
104	1'-8 1/8"	506.670			506.854			507.010			507.166			507.362			2'-7 12/16"	104
105	1'-8 3/8"	506.811			506.994			507.150			507.306			507.503			2'-7 8/8"	105
℄ Brg 10 E.B.	1'-9"	506.909			507.092			507.248			507.404			507.600			2'-7"	℄ Brg 10 E.B.
106	1'-8 4/16"	507.050			507.233			507.339			507.545			507.748			2'-7 2/16"	106
107	1'-8 3/8"	507.192			507.376			507.532			507.688			507.864			2'-7 13/16"	107
108	1'-8"	507.332			507.518			507.674			507.830			507.024			2'-8 1/16"	108
109	1'-7 13/16"	507.467			507.654			507.810			507.966			508.158			2'-8 4/16"	109
110	1'-7 14/16"	507.593			507.781			507.937			508.093			508.285			2'-8 7/16"	110
111	1'-7 13/16"	507.710			507.899			508.055			508.211			508.402			2'-8 10/16"	111
112	1'-8"	507.817			508.006			508.162			508.318			508.509			2'-8"	112
113	1'-8 1/4"	507.915			508.102			508.258			508.414			508.606			2'-7 3/4"	113
114	1'-8 3/8"	508.003			508.188			508.344			508.500			508.695			2'-7 9/8"	114
℄ W Brg 11 E.B.	1'-8 4/16"	508.064			508.247			508.403			508.559			508.756			2'-7 1/16"	℄ W Brg 11 E.B.

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
L 73	499.928			N 73	500.241		
L 76	500.674			N 76	500.990		
L 78	501.146			N 78	501.460		
L 81	501.838			N 81	502.150		
L 83	502.488			N 83	502.801		
L 86	503.237			N 86	503.552		
L 89	503.930			N 89	504.245		
L 92	504.550			N 92	504.862		
L 95	505.229			N 95	505.542		
L 98	505.817			N 98	506.132		
L101	506.332			N101	506.647		
L104	506.775			N104	507.088		
L106	507.155			N106	507.467		
L109	507.573			N109	507.888		
L111	507.817			N111	508.133		
L114	508.109			N114	508.422		
M 73	500.085			P 73	500.396		
M 76	500.834			P 76	501.142		
M 78	501.304			P 78	501.614		
M 81	501.994			P 81	502.306		
M 83	502.645			P 83	502.956		
M 86	503.396			P 86	503.705		
M 89	504.089			P 89	504.397		
M 92	504.706			P 92	505.018		
M 95	505.386			P 95	505.697		
M 98	505.976			P 98	506.285		
M101	506.491			P101	506.800		
M104	506.932			P104	507.243		
M106	507.311			P106	507.623		
M109	507.732			P109	508.041		
M111	507.977			P111	508.285		
M114	508.266			P114	508.577		

See Notes and Typical Section Sheet 86

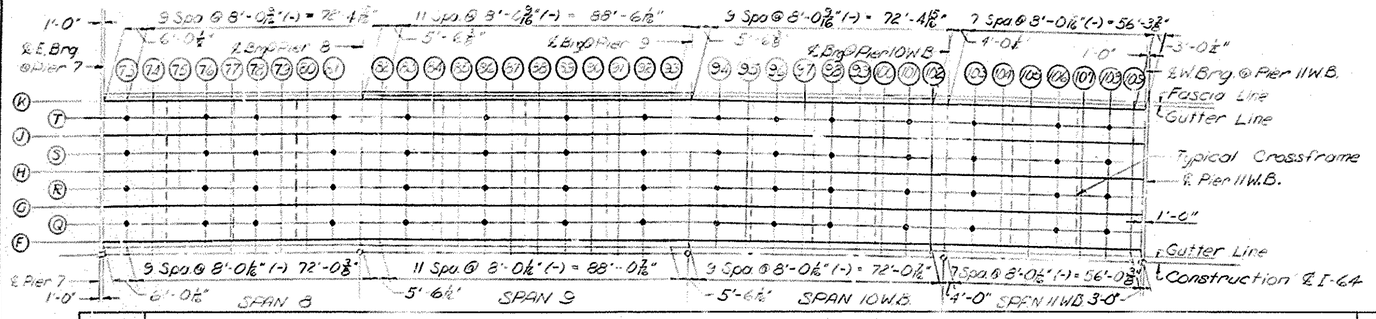
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REVISED DATE
REVISED DATE

BRIDGE OVER K & I T R R TRESTLE SHEET 90 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164 - CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 11L I64-2(34)1

BRIDGE NUMBER | DRAWING No. 16538 | BDEC

UNIT 3 E B
CONSTRUCTION ELEVATIONS



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

TABLE OF ELEVATION FOR UNIT - 3 W.B.

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER K				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W	
℄ E. Brg 7	2'-6 15/16"	500.226			500.422			500.578			500.734			500.918			1'-9 1/16"	℄ E. Brg 7
73	2'-6 3/8"	500.417			500.615			500.771			500.927			501.108			1'-9 5/8"	73
74	2'-6 1/4"	500.668			500.868			501.024			501.180			501.360			1'-9 3/4"	74
75	2'-6"	500.916			501.117			501.273			501.429			501.608			1'-10"	75
76	2'-5 13/16"	501.169			501.360			501.516			501.672			501.851			1'-10 3/16"	76
77	2'-5 3/4"	501.397			501.597			501.753			501.909			502.089			1'-10 1/4"	77
78	2'-5 11/16"	501.631			501.830			501.986			502.142			502.322			1'-10 5/16"	78
79	2'-5 5/8"	501.868			502.059			502.215			502.371			502.553			1'-10 7/16"	79
80	2'-6 1/16"	502.092			502.289			502.445			502.601			502.784			1'-9 15/16"	80
81	2'-6 1/16"	502.326			502.522			502.678			502.834			503.018			1'-9 7/16"	81
℄ Brg 8	2'-7"	502.566			502.763			502.919			503.075			503.258			1'-9"	℄ Brg 8
82	2'-6 3/8"	502.733			502.930			503.086			503.242			503.425			1'-9 1/16"	82
83	2'-6 1/16"	502.893			503.181			503.337			503.493			503.675			1'-9 15/16"	83
84	2'-5 1/16"	503.235			504.184			504.340			504.496			503.927			1'-10 1/16"	84
85	2'-5 3/8"	503.488			503.689			503.845			504.001			504.179			1'-10 3/8"	85
86	2'-5 1/16"	503.739			503.941			504.097			504.253			504.430			1'-10 13/16"	86
87	2'-5 1/16"	503.980			504.184			504.340			504.496			504.672			1'-10 3/16"	87
88	2'-5 1/16"	504.212			504.416			504.572			504.728			504.904			1'-10 3/16"	88
89	2'-5 1/16"	504.435			504.638			504.794			504.950			505.127			1'-10 3/16"	89
90	2'-5 3/8"	504.648			504.849			505.005			505.161			505.339			1'-10 1/2"	90
91	2'-5 1/16"	504.852			505.052			505.208			505.364			505.543			1'-10 1/16"	91
92	2'-6 1/16"	505.050			505.248			505.404			505.560			505.742			1'-9 15/16"	92
93	2'-6 3/8"	505.247			505.443			505.599			505.755			505.938			1'-9 7/16"	93
℄ Brg 9	2'-7"	505.380			505.577			505.733			505.889			506.072			1'-9"	℄ Brg 9
94	2'-6 3/16"	505.575			505.770			505.926			506.082			506.267			1'-9 7/16"	94
95	2'-6 1/4"	505.769			505.964			506.120			506.276			506.461			1'-9 3/4"	95
96	2'-6"	505.962			506.157			506.313			506.469			506.654			1'-10"	96
97	2'-5 3/4"	506.150			506.346			506.502			506.658			506.842			1'-10 1/4"	97
98	2'-5 5/8"	506.332			506.528			506.684			506.840			507.024			1'-10 3/8"	98
99	2'-5 15/16"	506.507			506.703			506.859			507.015			507.199			1'-10 1/16"	99
100	2'-6 1/8"	506.675			506.871			507.027			507.183			507.367			1'-9 13/16"	100
101	2'-6 3/8"	506.833			507.034			507.190			507.346			507.530			1'-9 5/8"	101
102	2'-6 3/4"	506.998			507.193			507.349			507.505			507.689			1'-9 1/4"	102
℄ Brg 10 W.B.	2'-7"	507.076			507.273			507.429			507.585			507.768			1'-9"	℄ Brg 10 W.B.
103	2'-6 15/16"	507.233			507.430			507.586			507.742			507.925			1'-9 1/16"	103
104	2'-6 1/16"	507.387			507.585			507.741			507.897			508.079			1'-9 15/16"	104
105	2'-6 1/16"	507.536			507.734			507.890			508.046			508.228			1'-9 11/16"	105
106	2'-6 5/16"	507.677			507.876			508.032			508.188			508.369			1'-9 11/16"	106
107	2'-5 3/8"	507.810			508.009			508.165			508.321			508.502			1'-9 5/8"	107
108	2'-5 3/16"	507.935			508.133			508.289			508.445			508.627			1'-9 1/16"	108
109	2'-6 3/16"	508.052			508.249			508.405			508.561			508.744			1'-9 5/16"	109
℄ W. Brg 11 W.B.	2'-6 13/16"	508.094			508.290			508.446			508.602			508.786			1'-9 7/16"	℄ W. Brg 11 W.B.

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
Q 73	500.536			S 73	500.849		
Q 76	501.279			S 76	501.594		
Q 78	501.750			S 78	502.064		
Q 81	502.444			S 81	502.756		
Q 83	503.102			S 83	503.415		
Q 86	503.858			S 86	504.175		
Q 89	504.555			S 89	504.872		
Q 92	505.169			S 92	505.482		
Q 94	505.693			S 94	505.811		
Q 96	506.079			S 96	506.391		
Q 98	506.450			S 98	506.762		
Q 101	506.955			S 101	507.268		
Q 103	507.352			S 103	507.664		
Q 106	507.797			S 106	508.110		
Q 108	508.054			S 108	508.367		
R 73	500.693			T 73	501.004		
R 76	501.438			T 76	501.747		
R 78	501.908			T 78	502.218		
R 81	502.600			T 81	502.912		
R 83	503.259			T 83	503.570		
R 86	504.019			T 86	504.326		
R 89	504.716			T 89	505.023		
R 92	505.326			T 92	505.637		
R 94	505.655			T 94	506.161		
R 96	506.235			T 96	506.547		
R 98	505.606			T 98	506.918		
R 101	507.112			T 101	507.423		
R 103	507.508			T 103	507.820		
R 106	507.954			T 106	508.265		
R 108	508.211			T 108	508.522		

See Notes and Typical Section Sheet 86

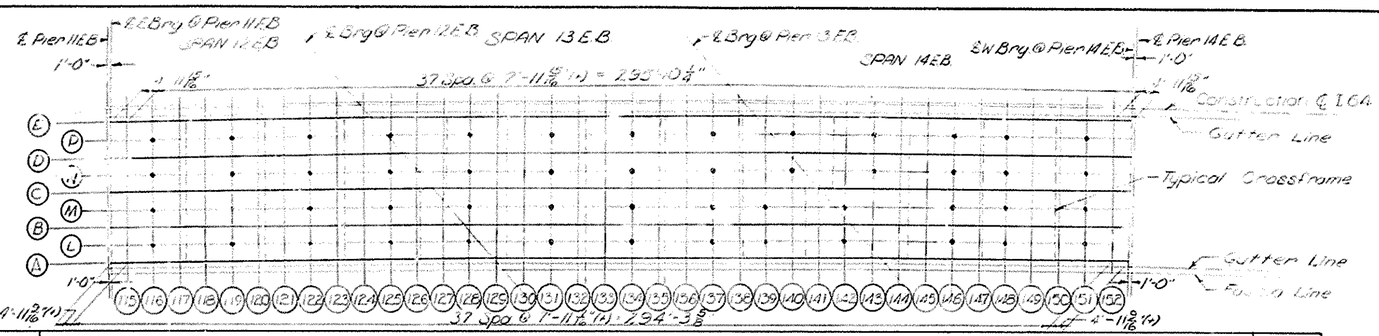
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TRACED BY ... DATE ... CHECKED BY ...
DESIGNED BY ... DATE ... CHECKED BY ...

UNIT 3WB
CONSTRUCTION ELEVATIONS

BRIDGE OVER K&ITRR TRESTLE SHEET 91 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. 164-2(341)

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	



SECTION	TABLE OF ELEVATIONS FOR UNIT 4E.B.																		SECTION
	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E				
	W	X@ GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@ GUTTER	Y	Z	W	
℄ E.Brg 11 E.B.	1'-8 15/16"	508.088			508.271			508.427			508.583			508.780			2'-7 1/16"	℄ E.Brg 11 E.B.
115	1'-8 2/16"	508.171			508.350			508.503			508.653			508.847			2'-7 3/16"	115
116	1'-7 15/16"	508.300			508.472			508.619			508.761			508.943			2'-7 11/16"	116
117	1'-7 3/8"	508.417			508.582			508.724			508.858			509.043			2'-8"	117
118	1'-7"	508.521			508.682			508.817			508.944			509.125			2'-8 1/8"	118
119	1'-6 11/16"	508.614			508.768			508.898			509.020			509.198			2'-8 1/4"	119
120	1'-6 1/2"	508.692			508.841			508.967			509.084			509.260			2'-8 3/16"	120
121	1'-6 3/8"	508.756			508.902			509.023			509.139			509.314			2'-8 1/16"	121
122	1'-6 3/8"	508.806			508.950			509.069			509.186			509.365			2'-7 15/16"	122
123	1'-6 1/2"	508.844			508.988			509.105			509.226			509.412			2'-7 1/2"	123
124	1'-6 11/16"	508.871			509.015			509.136			509.269			509.461			2'-7 1/16"	124
125	1'-7"	508.891			509.038			509.166			509.310			509.512			2'-7 1/16"	125
126	1'-7 3/16"	508.903			509.058			509.196			509.34-			509.565			2'-8 1/16"	126
127	1'-7 3/8"	508.915			509.078			509.231			509.398			509.616			2'-8 3/16"	127
128	1'-8 1/2"	508.929			509.103			509.268			509.441			509.661			2'-9 1/16"	128
129	1'-8 13/16"	508.946			509.132			509.306			509.481			509.699			2'-9 3/16"	129
130	1'-8 15/16"	508.965			509.161			509.343			509.516			509.726			2'-9 1/2"	130
131	1'-7 13/16"	508.986			509.192			509.375			509.542			509.744			2'-9 5/16"	131
132	1'-7 15/16"	509.007			509.219			509.399			509.557			509.751			2'-9 13/16"	132
133	1'-6 15/16"	509.026			509.240			509.413			509.563			509.747			2'-9 1/2"	133
134	1'-6 3/16"	509.042			509.251			509.417			509.558			509.736			2'-9 1/4"	134
135	1'-6 1/16"	509.050			509.253			509.410			509.543			509.720			2'-8 15/16"	135
136	1'-6 3/16"	509.050			509.244			509.392			509.522			509.698			2'-8 1/2"	136
137	1'-6 1/16"	509.040			509.226			509.366			509.493			509.677			2'-8"	137
138	1'-6 3/16"	509.020			509.197			509.332			509.466			509.657			2'-7 3/8"	138
139	1'-6 13/16"	508.990			509.160			509.296			509.440			509.641			2'-7 5/16"	139
140	1'-7 5/16"	508.952			509.120			509.260			509.414			509.632			2'-7 1/16"	140
141	1'-7 3/8"	508.907			509.077			509.226			509.394			509.625			2'-8 1/16"	141
142	1'-8 1/16"	508.860			509.034			509.195			509.375			509.615			2'-8 3/16"	142
143	1'-8 1/2"	508.810			508.993			509.167			509.345			509.601			2'-9 3/16"	143
144	1'-8 11/16"	508.762			508.953			509.137			509.331			509.579			2'-9 3/8"	144
145	1'-8 15/16"	508.712			508.912			509.103			509.297			509.547			2'-9 1/2"	145
146	1'-8 1/16"	508.663			508.869			509.062			509.254			509.501			2'-9 5/16"	146
147	1'-7 15/16"	508.612			508.818			509.010			509.199			509.442			2'-9 7/16"	147
148	1'-7 3/8"	508.553			508.758			508.947			509.131			509.369			2'-9 1/4"	148
149	1'-7 15/16"	508.485			508.688			508.872			509.050			509.282			2'-8 15/16"	149
150	1'-8 1/16"	508.409			508.605			508.786			508.958			509.180			2'-8 9/16"	150
151	1'-8 1/16"	508.325			508.517			508.686			508.853			509.067			2'-8 1/16"	151
152	1'-8 1/16"	508.230			508.418			508.579			508.740			508.941			2'-7 1/16"	152
E.W.Brg 14 E.B.	1'-8 1/16"	508.168			508.352			508.506			508.664			508.860			2'-7 1/16"	E.W.Brg 14 E.B.

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS							
SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
L116	508.398			N116	508.690		
L119	508.703			N119	509.959		
L122	508.590			N122	509.128		
L125	508.976			N125	509.238		
L128	509.030			N128	509.355		
L131	509.102			N131	509.459		
L134	509.159			N134	509.487		
L137	509.144			N137	509.430		
L139	509.087			N140	509.337		
L142	508.960			N143	509.261		
L146	508.779			N146	509.158		
L148	508.668			N148	509.039		
L151	508.434			N151	508.770		
M116	508.546			P116	508.834		
M119	508.833			P119	509.087		
M122	509.010			P122	509.254		
M125	509.102			P125	509.390		
M128	509.186			P128	509.530		
M131	509.284			P131	509.621		
M134	509.334			P134	509.625		
M137	509.296			P137	509.564		
M139	509.228			P140	509.502		
M142	509.115			P143	509.456		
M146	508.965			P146	509.356		
M148	508.853			P148	509.229		
M151	508.603			P151	508.939		

See Notes and Typical Section Sheet 86

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

DESIGNED BY: Mike Ice-Pres. CHECKED BY: L.E.P.
DETAILED BY: W.E.S. CHECKED BY: M.M.
TRACED BY: CHECKED BY:
DATE: 2-24-61 REVISED: Dan W. 3 El. X of Grd. Ave. Lines ① ② DATE: 10-19-62
DATE: 2-25-61 REVISED: DATE:
DATE: REVISED: DATE:

BRIDGE OVER K&I T&R TRESTLE SHEET 92 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO I3TH STREET
LOUISVILLE-LEXINGTON
ROAD
SP 56 273 IIL
STATION 89+53 PROJECT NO. I64-2(34)I

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

UNIT 4 E B
CONSTRUCTION ELEVATIONS

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

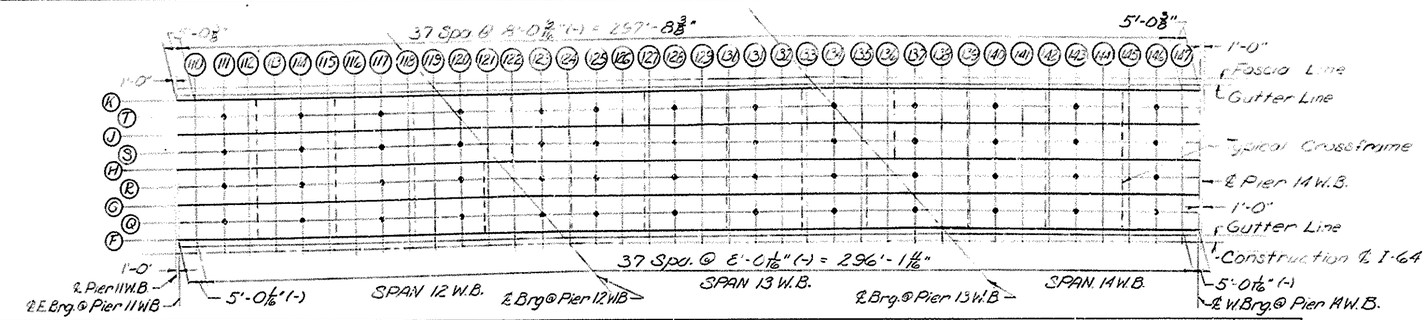


TABLE OF ELEVATION FOR UNIT - 4 W.B.

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER K				SECTION
	W	℄ GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	℄ GUTTER	Y	Z	W	
℄ E. Brg 11 W.B.	2'-6 1/16"	508.134			508.320			508.476			508.633			508.816			1'-9 1/16"	℄ E. Brg 11 W.B.
110	2'-6 1/2"	508.227			508.415			508.568			508.719			508.899			1'-9 1/16"	110
111	2'-5 15/16"	508.376			508.562			508.710			508.852			509.025			1'-9 1/16"	111
112	2'-5 3/8"	508.520			508.698			508.840			508.974			509.143			1'-10"	112
113	2'-5"	508.650			508.822			508.958			509.086			509.251			1'-10 1/8"	113
114	2'-4 1/16"	508.767			508.934			509.064			509.187			509.349			1'-10 1/16"	114
115	2'-4 1/2"	508.869			509.032			509.156			509.276			509.437			1'-10 3/16"	115
116	2'-4 1/16"	508.958			509.118			509.239			509.356			509.518			1'-10 1/16"	116
117	2'-4 1/16"	509.034			509.191			509.310			509.428			509.593			1'-9 15/16"	117
118	2'-4 3/16"	509.096			509.253			509.371			509.495			509.666			1'-9 1/2"	118
119	2'-4 1/4"	509.148			509.305			509.427			509.561			509.740			1'-9 15/16"	119
120	2'-5 1/16"	509.190			509.353			509.482			509.627			509.816			1'-9 3/8"	120
121	2'-5 1/2"	509.229			509.399			509.538			509.696			509.893			1'-10 3/16"	121
122	2'-6"	509.267			509.444			509.598			509.765			509.966			1'-10 1/16"	122
123	2'-6 3/8"	509.307			509.496			509.660			509.833			510.034			1'-11 1/16"	123
124	2'-6 11/16"	509.350			509.549			509.723			509.898			510.095			1'-11 15/16"	124
125	2'-6 15/16"	509.395			509.604			509.785			509.955			510.146			1'-11 1/2"	125
126	2'-5 9/16"	509.441			509.660			509.841			510.005			510.187			1'-11 9/16"	126
127	2'-5 1/2"	509.489			509.711			509.888			510.044			510.218			1'-11 1/4"	127
128	2'-4 13/16"	509.532			509.756			509.926			510.073			510.240			1'-11 3/8"	128
129	2'-4 5/16"	509.572			509.792			509.953			510.092			510.255			1'-11 1/16"	129
130	2'-4 1/16"	509.605			509.816			509.970			510.102			510.265			1'-10 15/16"	130
131	2'-4 1/16"	509.628			509.831			509.976			510.105			510.273			1'-10 15/16"	131
132	2'-4 1/2"	509.641			509.836			509.975			510.105			510.279			1'-9 3/4"	132
133	2'-4 11/16"	509.645			509.833			509.968			510.106			510.288			1'-9 1/4"	133
134	2'-4 13/16"	509.640			509.822			509.960			510.108			510.301			1'-9 1/2"	134
135	2'-5 1/16"	509.626			509.808			509.953			510.113			510.321			1'-10 1/16"	135
136	2'-5 1/16"	509.608			509.794			509.946			510.123			510.339			1'-10 1/16"	136
137	2'-6 3/8"	509.587			509.779			509.947			510.133			510.355			1'-11"	137
138	2'-6 13/16"	509.567			509.768			509.948			510.141			510.369			1'-11 15/16"	138
139	2'-6 3/8"	509.546			509.756			509.946			510.143			510.371			1'-11 1/2"	139
140	2'-6 1/16"	509.525			509.744			509.939			510.136			510.362			1'-11 5/8"	140
141	2'-5 13/16"	509.505			509.726			509.924			510.118			510.341			1'-11 3/8"	141
142	2'-5 13/16"	509.478			509.701			509.897			510.087			510.305			1'-11 1/2"	142
143	2'-5 13/16"	509.445			509.666			509.858			510.043			510.256			1'-11 15/16"	143
144	2'-5 3/8"	509.403			509.620			509.807			509.985			510.193			1'-11"	144
145	2'-6"	509.350			509.563			509.742			509.914			510.116			1'-10 3/8"	145
146	2'-6 1/16"	509.288			509.495			509.666			509.832			510.028			1'-10 3/8"	146
147	2'-6 1/16"	509.216			509.418			509.580			509.739			509.929			1'-9 1/2"	147
℄ W. Brg 14 W.B.	2'-6 1/16"	509.168			509.365			509.521			509.677			509.860			1'-9 1/16"	℄ W. Brg 14 W.B.

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP SLAB T'NESS
Q 111	508.489			S 111	508.791		
Q 114	508.568			S 114	509.126		
Q 117	509.130			S 117	509.369		
Q 120	509.290			S 120	509.555		
Q 123	509.422			S 123	509.747		
Q 125	509.519			S 125	509.870		
Q 128	509.662			S 128	510.000		
Q 131	509.748			S 131	510.041		
Q 134	509.750			S 134	510.034		
Q 137	509.703			S 137	510.040		
Q 140	509.654			S 140	510.038		
Q 143	509.574			S 143	509.950		
Q 146	509.410			S 146	509.749		
R 111	508.636			T 111	508.924		
R 114	508.999			T 114	509.253		
R 117	509.250			T 117	509.496		
R 120	509.418			T 120	509.707		
R 123	509.578			T 123	509.919		
R 125	509.695			T 125	510.035		
R 128	509.841			T 128	510.141		
R 131	509.904			T 131	510.175		
R 134	509.891			T 134	510.191		
R 137	509.863			T 137	510.229		
R 140	509.841			T 140	510.234		
R 143	509.762			T 143	510.134		
R 146	509.580			T 146	509.915		

See Notes and Typical Section Sheet 86

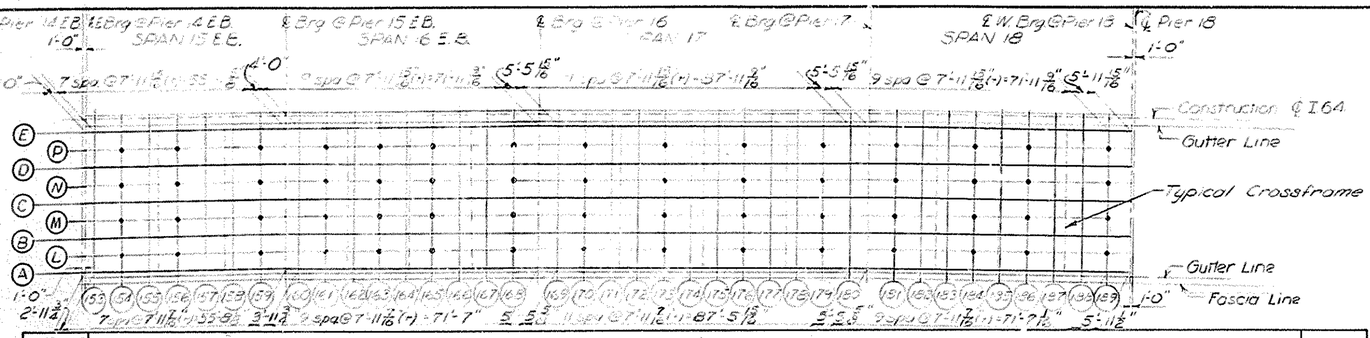
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TRACED BY: DATE: CHECKED BY:
REVISED: Dim. W. at "C" of Grd. F.K. Line ℄ DATE: 10/12/67
REVISED: DATE:
REVISED: DATE:

UNIT 4WB
CONSTRUCTION ELEVATIONS

BRIDGE OVER K&I T.R.R. TRESTLE SHEET 93 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	



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

TABLE OF ELEVATIONS FOR UNIT 5 E.B.

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W	
℄ Brg 14 EB	1'-8 15/16"	508.136			508.329			508.485			508.641			508.838			2'-7 1/16"	℄ Brg 14 EB
153	1'-8 15/16"	508.113			508.298			508.454			508.610			508.806			2'-7 1/16"	153
154	1'-8 7/8"	508.067			508.212			508.368			508.524			508.719			2'-7 1/16"	154
155	1'-8 3/4"	507.932			508.118			508.274			508.430			508.624			2'-7 1/8"	155
156	1'-8 7/8"	507.828			508.014			508.170			508.326			508.520			2'-7 1/16"	156
157	1'-8 7/8"	507.717			507.902			508.058			508.214			508.408			2'-7 1/16"	157
158	1'-8 1/16"	507.597			507.782			507.938			508.094			508.289			2'-7 1/16"	158
159	1'-8 1/16"	507.473			507.656			507.812			507.968			508.164			2'-7 1/16"	159
℄ Brg 15 EB	1'-9"	507.345			507.528			507.684			507.840			508.037			2'-7"	℄ Brg 15 EB
160	1'-8 3/4"	507.221			507.463			507.619			507.775			507.972			2'-7 1/2"	160
161	1'-8 3/4"	507.150			507.333			507.489			507.645			507.842			2'-7 1/8"	161
162	1'-8 3/4"	507.018			507.200			507.356			507.512			507.709			2'-7 1/8"	162
163	1'-7 15/16"	506.879			507.062			507.218			507.374			507.571			2'-8 1/16"	163
164	1'-7 7/8"	506.733			506.916			507.072			507.228			507.425			2'-8 1/8"	164
165	1'-7 1/8"	506.581			506.763			506.919			507.075			507.272			2'-8 1/8"	165
166	1'-8"	506.422			506.604			506.760			506.916			507.114			2'-8"	166
167	1'-8 1/4"	506.258			506.440			506.596			506.752			506.950			2'-7 3/4"	167
168	1'-8 3/16"	506.094			506.276			506.432			506.588			506.786			2'-7 1/16"	168
℄ Brg 16	1'-9"	505.928			506.112			506.268			506.424			506.620			2'-7"	℄ Brg 16
169	1'-8 5/16"	505.815			505.999			506.155			506.311			506.507			2'-7 1/8"	169
170	1'-8 1/8"	505.648			505.832			505.988			506.144			506.340			2'-7 1/16"	170
171	1'-7 11/16"	505.479			505.666			505.822			505.978			506.170			2'-8 1/16"	171
172	1'-7 3/8"	505.304			505.493			505.649			505.805			505.996			2'-8 1/8"	172
173	1'-7 1/16"	505.121			505.311			505.467			505.623			505.813			2'-8 1/16"	173
174	1'-7 5/8"	504.928			505.119			505.275			505.431			505.619			2'-8 1/16"	174
175	1'-7 1/8"	504.725			504.916			505.072			505.228			505.417			2'-8 1/16"	175
176	1'-7 1/16"	504.512			504.702			504.858			505.014			505.204			2'-8 1/16"	176
177	1'-7 3/8"	504.290			504.479			504.635			504.791			504.982			2'-8 1/8"	177
178	1'-7 11/16"	504.062			504.247			504.403			504.559			504.753			2'-8 1/16"	178
179	1'-8 3/8"	503.827			504.013			504.169			504.325			504.521			2'-7 15/16"	179
180	1'-8 3/8"	503.594			503.777			503.933			504.089			504.285			2'-7 3/8"	180
℄ Brg 17	1'-9"	503.434			503.617			503.773			503.929			504.125			2'-7"	℄ Brg 17
181	1'-8 3/16"	503.200			503.383			503.539			503.695			503.892			2'-7 1/16"	181
182	1'-8 3/16"	502.968			503.151			503.307			503.463			503.659			2'-7 1/16"	182
183	1'-8"	502.737			502.922			503.078			503.234			503.429			2'-8 1/16"	183
184	1'-7 13/16"	502.506			502.692			502.848			503.004			503.198			2'-8 1/16"	184
185	1'-7 13/16"	502.272			502.460			502.616			502.772			502.964			2'-8 1/8"	185
186	1'-7 13/16"	502.034			502.222			502.378			502.534			502.726			2'-8 1/16"	186
187	1'-8"	501.791			501.979			502.135			502.291			502.483			2'-8"	187
188	1'-8 1/4"	501.543			501.730			501.886			502.042			502.235			2'-7 15/16"	188
189	1'-8 3/8"	501.292			501.477			501.633			501.789			501.984			2'-7 3/8"	189
℄ W. Brg 18	1'-8 1/16"	501.102			501.285			501.441			501.597			501.793			2'-7 1/16"	℄ W. Brg 18

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
L 154	508.133			N 154	508.446		
L 156	507.935			N 156	508.248		
L 159	507.578			N 159	507.890		
L 161	507.255			N 161	507.567		
L 163	506.983			N 163	507.296		
L 165	506.685			N 165	506.997		
L 168	506.198			N 168	506.510		
L 170	505.753			N 170	506.066		
L 173	505.228			N 173	505.545		
L 176	504.620			N 176	504.936		
L 179	503.934			N 179	504.247		
L 181	503.305			N 181	503.617		
L 184	502.612			N 184	502.926		
L 186	502.141			N 186	502.456		
L 189	501.398			L 189	501.711		
M 154	508.290			P 154	508.601		
M 156	508.092			P 156	508.403		
M 159	507.734			P 159	508.046		
M 161	507.411			P 161	507.723		
M 163	507.140			P 163	507.451		
M 165	506.841			P 165	507.153		
M 168	506.354			P 168	506.666		
M 170	505.910			P 170	506.221		
M 173	505.383			P 173	505.696		
M 176	504.780			P 176	505.087		
M 179	504.091			P 179	504.402		
M 181	503.461			P 181	503.773		
M 184	502.770			P 184	503.080		
M 186	502.300			P 186	502.609		
M 189	501.555			P 189	501.866		

DESIGNED BY: Lida DATE: 11-62
DETAILED BY: M.E.S. DATE: 11-62
TRACED BY: DATE:
CHECKED BY: DATE:
CHECKED BY: DATE:
REVISED: DATE:
REVISED: DATE:
REVISED: DATE:
Dist. W. 5 E.B. X-1 Girders A 3 E

See Notes and Typical Section Sheet 86

BRIDGE OVER K & I T R R TRESTLE SHEET 94 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 III.
STATION 89+53 PROJECT NO. I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

UNIT 5 E B
CONSTRUCTION ELEVATIONS

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

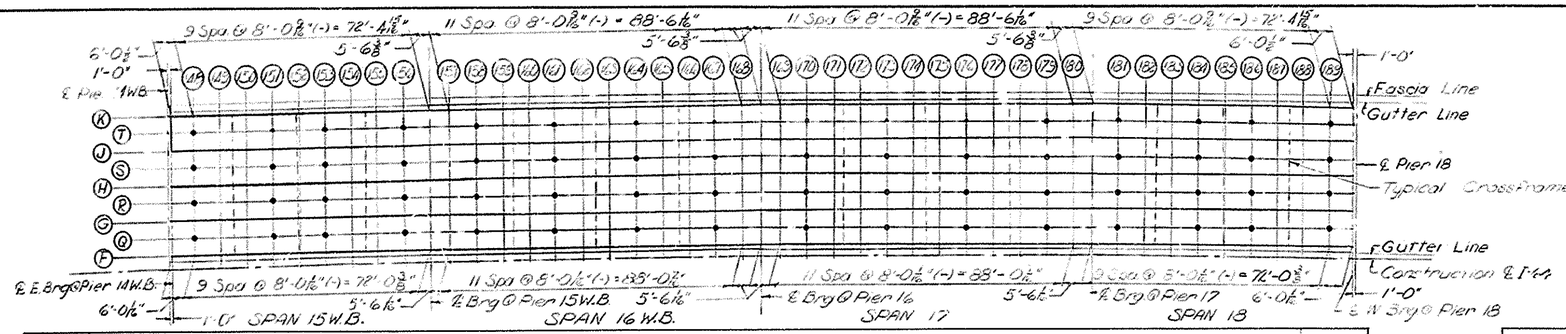


TABLE OF ELEVATION FOR UNIT - 5 W.B.

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER K				SECTION
	W	X⊗GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X⊗GUTTER	Y	Z	W	
℄E.Brg.14W.B.	2'-6 19/16"	509.152			509.348			509.504			509.661			509.844			1'-9 1/16"	℄E.Brg.14W.B.
148	2'-6 5/16"	509.11-			509.311			509.467			509.623			509.805			1'-9 3/16"	148
149	2'-6 1/4"	509.051			509.254			509.410			509.566			509.746			1'-9 3/16"	149
150	2'-6"	508.986			509.188			509.344			509.500			509.678			1'-10"	150
151	2'-5 13/16"	508.903			509.110			509.265			509.422			509.600			1'-10 3/16"	151
152	2'-5 3/4"	508.821			509.022			509.178			509.334			509.513			1'-10 1/4"	152
153	2'-5 13/16"	508.724			508.924			509.080			509.236			509.416			1'-10 3/16"	153
154	2'-5 15/16"	508.619			508.818			508.974			509.130			509.311			1'-10 1/16"	154
155	2'-6 3/16"	508.508			508.705			508.861			509.017			509.200			1'-9 15/16"	155
156	2'-6 3/16"	508.396			508.592			508.748			508.904			509.088			1'-9 15/16"	156
℄Brg.15W.B.	2'-7"	508.283			508.480			508.636			508.792			508.975			1'-9"	℄Brg.15W.B.
157	2'-6 7/16"	508.206			508.402			508.558			508.714			508.898			1'-9 1/16"	157
158	2'-6 1/16"	508.095			508.291			508.447			508.603			508.786			1'-9 15/16"	158
159	2'-5 15/16"	507.981			508.179			508.335			508.491			508.673			1'-10 15/16"	159
160	2'-5 7/8"	507.863			508.063			508.219			508.375			508.55-			1'-10 15/16"	160
161	2'-5 13/16"	507.739			507.939			508.095			508.251			508.430			1'-10 13/16"	161
162	2'-5 11/16"	507.605			507.807			507.963			508.119			508.297			1'-10 13/16"	162
163	2'-5 7/16"	507.463			507.664			507.820			507.976			508.155			1'-10 15/16"	163
164	2'-5 5/16"	507.311			507.512			507.668			507.824			508.003			1'-10 13/16"	164
165	2'-5 3/16"	507.158			507.351			507.507			507.663			507.844			1'-10 3/16"	165
166	2'-5 1/16"	506.985			507.183			507.339			507.495			507.677			1'-10 1/16"	166
167	2'-6 1/16"	506.814			507.010			507.166			507.322			507.506			1'-9 15/16"	167
168	2'-6 3/16"	506.642			506.838			506.994			507.151			507.334			1'-9 7/16"	168
℄Brg.16	2'-7"	506.524			506.720			506.876			507.032			507.216			1'-9"	℄Brg.16
169	2'-6 5/16"	506.406			506.602			506.758			506.914			507.098			1'-9 7/16"	169
170	2'-6 1/8"	506.234			506.430			506.585			506.742			506.925			1'-9 15/16"	170
171	2'-5 11/16"	508.061			506.259			506.415			506.571			506.753			1'-10 1/16"	171
172	2'-5 3/4"	505.884			506.083			506.239			506.395			506.576			1'-10 3/16"	172
173	2'-5 3/16"	505.700			505.901			506.056			506.212			506.392			1'-10 13/16"	173
174	2'-5 1/16"	505.508			505.709			505.865			506.021			506.200			1'-10 15/16"	174
175	2'-5 1/16"	505.306			505.508			505.664			505.820			505.998			1'-10 13/16"	175
176	2'-5 3/16"	505.096			505.296			505.452			505.608			505.787			1'-10 13/16"	176
177	2'-5 3/4"	504.877			505.076			505.232			505.388			505.568			1'-10 3/16"	177
178	2'-5 11/16"	504.651			504.849			505.005			505.161			505.343			1'-10 3/16"	178
179	2'-6 1/16"	504.430			504.617			504.773			504.929			505.112			1'-9 15/16"	179
180	2'-6 3/8"	504.188			504.384			504.540			504.696			504.880			1'-9 7/16"	180
℄Brg.17	2'-7"	504.029			504.225			504.381			504.537			504.721			1'-9"	℄Brg.17
181	2'-6 9/16"	503.798			503.994			504.150			504.306			504.489			1'-9 7/16"	181
182	2'-6 3/16"	503.566			503.763			503.919			504.075			504.258			1'-9 13/16"	182
183	2'-5 15/16"	503.336			503.535			503.691			503.847			504.028			1'-10 1/16"	183
184	2'-5 15/16"	503.106			503.306			503.462			503.618			503.797			1'-10 3/16"	184
185	2'-5 3/4"	502.872			503.073			503.229			503.385			503.564			1'-10 1/4"	185
186	2'-5 15/16"	502.633			502.835			502.991			503.147			503.325			1'-10 3/16"	186
187	2'-6"	502.390			502.591			502.747			502.903			503.081			1'-10"	187
188	2'-6 3/8"	502.141			502.341			502.497			502.653			502.833			1'-9 3/8"	188
189	2'-6 3/8"	501.888			502.086			502.242			502.398			502.580			1'-9 3/8"	189
℄W.Brg.18	2'-6 13/16"	501.697			501.893			502.049			502.205			502.388			1'-9 1/16"	℄W.Brg.18

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP SLAB T'NESS
Q 148	509.232			S 148	509.545		
Q 151	509.029			S 151	509.344		
Q 153	508.843			S 153	509.158		
Q 156	508.514			S 156	508.826		
Q 158	508.212			S 158	508.525		
Q 161	507.858			S 161	508.173		
Q 164	507.431			S 164	507.746		
Q 167	506.932			S 167	507.244		
Q 170	506.351			S 170	506.664		
Q 173	505.819			S 173	506.134		
Q 176	505.215			S 176	505.530		
Q 179	504.538			S 179	504.851		
Q 181	503.916			S 181	504.228		
Q 184	503.225			S 184	503.540		
Q 186	502.754			S 186	503.069		
Q 189	502.007			S 189	502.320		
R 148	509.389			T 148	509.700		
R 151	509.188			T 151	509.497		
R 153	509.002			T 153	509.311		
R 156	508.670			T 156	508.982		
R 158	508.369			T 158	508.680		
R 161	508.018			T 161	508.326		
R 164	507.590			T 164	507.899		
R 167	507.088			T 167	507.400		
R 170	506.508			T 170	506.819		
R 173	505.979			T 173	506.287		
R 176	505.374			T 176	505.683		
R 179	504.695			T 179	505.006		
R 181	504.072			T 181	504.384		
R 184	503.384			T 184	503.693		
R 186	502.913			T 186	503.222		
R 189	502.164			T 189	502.475		

See Notes and Typical Section Sheet 86

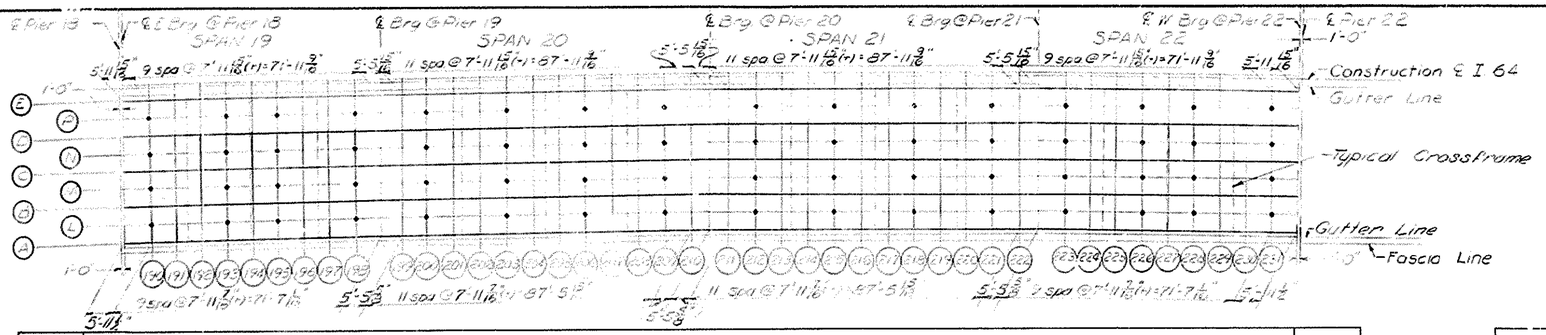
UNIT 5WB
CONSTRUCTION ELEVATIONS

BRIDGE OVER K & ITRR TRESTLE SHEET 95 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 III
164-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

DESIGNED BY LCA CHECKED BY [illegible] DATE 11/65
DETAILED BY LEE CHECKED BY [illegible] DATE 12/65
TRACED BY [illegible] CHECKED BY [illegible] DATE
REVISED DIM W & El. K of Girders F & K DATE 12/12/67
REVISED DATE
REVISED DATE



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

TABLE OF ELEVATIONS FOR UNIT 6 E.B.

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E				SECTION
	W	X@ GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@ GUTTER	Y	Z	W	
℄ E Brg 18	1'-8 13/16"	501.041			501.225			501.381			501.537			501.733			2'-7 1/16"	℄ E Brg 18
190	1'-8 3/8"	500.873			501.058			501.214			501.370			501.565			2'-7 3/8"	190
191	1'-8 1/2"	500.644			500.833			500.989			501.145			501.337			2'-7 1/2"	191
192	1'-8"	500.414			500.603			500.759			500.915			501.106			2'-8"	192
193	1'-7 13/16"	500.178			500.366			500.522			500.678			500.870			2'-8 1/16"	193
194	1'-7 13/16"	499.936			500.125			500.281			500.437			500.628			2'-8 1/4"	194
195	1'-7 13/16"	499.690			499.877			500.033			500.189			500.382			2'-8 3/16"	195
196	1'-8"	499.441			499.627			499.783			499.939			500.133			2'-8 1/16"	196
197	1'-8 3/16"	499.191			499.375			499.531			499.687			499.882			2'-7 15/16"	197
198	1'-8 3/16"	498.944			499.127			499.283			499.439			499.635			2'-7 7/16"	198
℄ Brg 19	1'-9"	498.701			498.885			499.041			499.197			499.393			2'-7"	℄ Brg 19
199	1'-8 3/8"	498.536			498.721			498.877			499.033			499.229			2'-7 3/8"	199
200	1'-8 1/2"	498.304			498.488			498.644			498.800			498.996			2'-7 1/16"	200
201	1'-7 15/16"	498.074			498.259			498.415			498.571			498.766			2'-8 1/16"	201
202	1'-7 3/8"	497.844			498.030			498.186			498.342			498.536			2'-8 3/16"	202
203	1'-7 5/16"	497.612			497.799			497.955			498.111			498.303			2'-8 13/16"	203
204	1'-7 1/2"	497.376			497.565			497.721			497.877			498.068			2'-8"	204
205	1'-7 3/8"	497.136			497.324			497.480			497.636			497.828			2'-8 1/16"	205
206	1'-7 7/16"	496.891			497.079			497.235			497.391			497.583			2'-8 1/16"	206
207	1'-7 3/8"	496.643			496.829			496.985			497.141			497.335			2'-8 1/16"	207
208	1'-7 15/16"	496.393			496.578			496.734			496.890			497.085			2'-7 15/16"	208
209	1'-8 1/16"	496.143			496.326			496.482			496.638			496.835			2'-7 7/8"	209
210	1'-8 3/8"	495.898			496.081			496.237			496.393			496.590			2'-7 3/4"	210
℄ Brg 20	1'-9"	495.731			495.915			496.071			496.227			496.423			2'-7"	℄ Brg 20
211	1'-8 3/8"	495.568			495.751			495.907			496.063			496.260			2'-7 1/16"	211
212	1'-8 3/8"	495.334			495.517			495.673			495.829			496.026			2'-7 5/16"	212
213	1'-7 15/16"	495.107			495.291			495.447			495.603			495.799			2'-8 1/16"	213
214	1'-7 3/8"	494.882			495.068			495.224			495.380			495.574			2'-8 3/16"	214
215	1'-7 5/16"	494.658			494.846			495.002			495.158			495.350			2'-8 7/16"	215
216	1'-7 3/8"	494.433			494.621			494.777			494.933			495.125			2'-8 5/16"	216
217	1'-7 1/2"	494.206			494.394			494.550			494.706			494.897			2'-8 1/16"	217
218	1'-7 7/16"	493.976			494.164			494.320			494.476			494.668			2'-8 7/16"	218
219	1'-7 3/8"	493.746			493.932			494.088			494.244			494.438			2'-8 3/16"	219
220	1'-7 15/16"	493.516			493.701			493.857			494.013			494.208			2'-8 1/16"	220
221	1'-8 1/8"	493.288			493.472			493.628			493.784			493.980			2'-7 15/16"	221
222	1'-8 3/8"	493.066			493.250			493.406			493.562			493.758			2'-7 3/4"	222
℄ Brg 21	1'-9"	492.918			493.102			493.258			493.414			493.610			2'-7"	℄ Brg 21
223	1'-8 3/16"	492.709			492.892			493.048			493.204			493.401			2'-7 1/16"	223
224	1'-8 3/16"	492.507			492.691			492.847			493.003			493.199			2'-7 13/16"	224
225	1'-8"	492.311			492.497			492.653			492.809			493.003			2'-8 1/16"	225
226	1'-7 15/16"	492.116			492.303			492.459			492.615			492.808			2'-8 1/16"	226
227	1'-7 15/16"	491.921			492.109			492.265			492.421			492.612			2'-8 1/4"	227
228	1'-7 15/16"	491.723			491.911			492.067			492.223			492.415			2'-8 7/16"	228
229	1'-8"	491.522			491.711			491.867			492.023			492.214			2'-8"	229
230	1'-8 1/4"	491.319			491.506			491.662			491.818			492.011			2'-7 3/4"	230
231	1'-8 3/8"	491.114			491.299			491.455			491.611			491.806			2'-7 5/8"	231
℄ W Brg 22	1'-8 15/16"	490.960			491.144			491.300			491.455			491.652			2'-7 1/16"	℄ W Brg 22

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAE ELEVATION	COMP. SLAB T'NESS
L 190	500.979			N 190	501.292		
L 193	500.285			N 193	500.600		
L 195	499.953			N 195	500.111		
L 198	499.049			N 198	499.361		
L 200	498.409			N 200	498.722		
L 203	497.718			N 203	498.033		
L 208	496.997			N 208	497.313		
L 209	496.248			N 209	496.560		
L 212	495.439			N 212	495.751		
L 215	494.764			N 215	495.080		
L 218	494.083			N 218	494.398		
L 221	493.393			N 221	493.706		
L 223	492.814			N 223	493.126		
L 226	492.223			N 226	492.537		
L 228	491.830			N 228	492.145		
L 231	491.220			N 231	491.533		
M 190	501.136			P 190	501.447		
M 193	500.444			P 193	500.753		
M 195	499.955			P 195	500.265		
M 198	499.205			P 198	499.517		
M 200	498.566			P 200	498.877		
M 203	497.877			P 203	498.186		
M 206	497.157			P 206	497.465		
M 209	496.404			P 209	496.716		
M 212	495.595			P 212	495.907		
M 215	494.924			P 215	495.232		
M 218	494.242			P 218	494.551		
M 221	493.550			P 221	493.861		
M 223	492.970			P 223	493.282		
M 226	492.381			P 226	492.691		
M 228	491.989			P 228	492.298		
M 231	491.377			P 231	491.685		

DESIGNED BY L.D.S. CHECKED BY DATE
DETAILED BY M.E.S. CHECKED BY DATE
TRACED BY CHECKED BY DATE
REVISED Dim W & El. X of Girder A S E DATE 10-12-67
REVISED DATE
REVISED DATE

See Notes and Typical Section Sheet 86

UNIT 6 E B
CONSTRUCTION ELEVATIONS

BRIDGE OVER K & I T R R TRESTLE SHEET 96 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. 164-2(34)I

BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

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

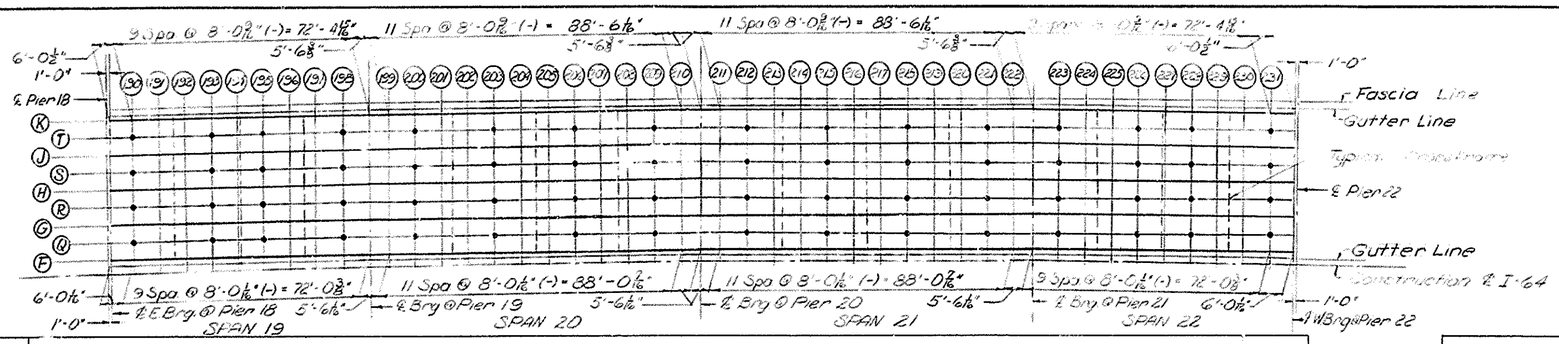


TABLE OF ELEVATION FOR UNIT - 6 W. B.

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDEF J			GIRDER K				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W	
℄ E Brg 18	2'-6 9/16"	501.637			501.833			501.989			502.145			502.329			1'-9 15/16"	℄ E Brg 18
190	2'-6 5/8"	501.448			501.666			501.822			501.978			502.160			1'-9 3/4"	190
191	2'-6 3/4"	501.241			501.441			501.597			501.753			501.932			1'-9 7/8"	191
192	2'-6"	501.010			501.211			501.367			501.523			501.701			1'-10"	192
193	2'-5 15/16"	500.773			500.975			501.131			501.287			501.465			1'-10 1/16"	193
194	2'-5 7/8"	500.532			500.733			500.889			501.045			501.224			1'-10 1/16"	194
195	2'-5 13/16"	500.286			500.486			500.642			500.798			500.977			1'-10 1/16"	195
196	2'-5 5/8"	500.036			500.235			500.391			500.547			500.728			1'-10 1/16"	196
197	2'-6 3/16"	499.786			499.983			500.139			500.295			500.478			1'-9 15/16"	197
198	2'-6 5/16"	499.539			499.735			499.891			500.047			500.231			1'-9 15/16"	198
℄ Brg 19	2'-7"	499.297			499.493			499.649			499.805			499.989			1'-9"	℄ Brg 19
199	2'-6 3/4"	499.133			499.329			499.485			499.641			499.825			1'-9 1/16"	199
200	2'-6 1/16"	498.900			499.096			499.252			499.408			499.591			1'-9 15/16"	200
201	2'-5 11/16"	498.669			498.867			499.023			499.179			499.361			1'-10 1/16"	201
202	2'-5 3/8"	498.439			498.639			498.795			498.951			499.131			1'-10 1/16"	202
203	2'-5 1/16"	498.207			498.408			498.564			498.720			498.899			1'-10 1/16"	203
204	2'-5 1/16"	497.971			498.173			498.329			498.485			498.663			1'-10 1/16"	204
205	2'-5 1/16"	497.731			497.932			498.088			498.244			498.423			1'-10 1/16"	205
206	2'-5 11/16"	497.486			497.687			497.843			497.999			498.178			1'-10 1/16"	206
207	2'-5 3/8"	497.239			497.437			497.593			497.749			497.930			1'-10 1/16"	207
208	2'-5 1/16"	496.989			497.186			497.342			497.498			497.680			1'-10 1/16"	208
209	2'-6 1/16"	496.739			496.935			497.091			497.247			497.430			1'-9 15/16"	209
210	2'-6 1/8"	496.493			496.689			496.845			497.001			497.185			1'-9 15/16"	210
℄ Brg 20	2'-7"	496.327			496.523			496.679			496.835			497.019			1'-9"	℄ Brg 20
211	2'-6 3/8"	496.163			496.359			496.515			496.671			496.855			1'-9 1/16"	211
212	2'-6 1/16"	495.929			496.125			496.281			496.437			496.621			1'-9 15/16"	212
213	2'-5 11/16"	495.702			495.900			496.056			496.212			496.394			1'-10 1/16"	213
214	2'-5 3/8"	495.473			495.677			495.833			495.989			496.169			1'-10 1/16"	214
215	2'-5 1/16"	495.253			495.454			495.610			495.766			495.945			1'-10 1/16"	215
216	2'-5 1/16"	495.029			495.229			495.385			495.541			495.720			1'-10 1/16"	216
217	2'-5 1/16"	494.801			495.003			495.159			495.315			495.493			1'-10 1/16"	217
218	2'-5 3/16"	494.572			494.772			494.928			495.084			495.264			1'-10 1/16"	218
219	2'-5 3/8"	494.341			494.541			494.697			494.853			495.033			1'-10 1/16"	219
220	2'-5 11/16"	494.111			494.309			494.465			494.621			494.803			1'-10 1/16"	220
221	2'-6 1/16"	493.884			494.080			494.236			494.392			494.575			1'-9 15/16"	221
222	2'-6 3/8"	493.662			493.858			494.014			494.170			494.354			1'-9 7/16"	222
℄ Brg 21	2'-7"	493.514			493.710			493.866			494.022			494.206			1'-9"	℄ Brg 21
223	2'-6 9/16"	493.305			493.501			493.657			493.813			493.996			1'-9 7/16"	223
224	2'-6 1/16"	493.103			493.300			493.456			493.612			493.795			1'-9 13/16"	224
225	2'-5 15/16"	492.906			493.105			493.261			493.417			493.598			1'-10 1/16"	225
226	2'-5 13/16"	492.712			492.912			493.068			493.224			493.403			1'-10 1/16"	226
227	2'-5 7/8"	492.516			492.717			492.873			493.029			493.208			1'-10 1/16"	227
228	2'-5 15/16"	492.318			492.520			492.676			492.832			493.010			1'-10 1/16"	228
229	2'-6"	492.117			492.319			492.475			492.631			492.809			1'-10"	229
230	2'-6 1/16"	491.914			492.114			492.270			492.426			492.606			1'-9 15/16"	230
231	2'-6 3/16"	491.709			491.907			492.058			492.219			492.401			1'-9 15/16"	231
℄ W Brg 22	2'-6 5/16"	491.556			491.752			491.908			492.064			492.247			1'-9 1/16"	℄ W Brg 22

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
Q 190	501.387			S 190	501.900		
Q 193	500.894			S 193	501.209		
Q 195	500.405			S 195	500.720		
Q 198	499.657			S 198	499.963		
Q 200	499.017			S 200	499.330		
Q 203	498.326			S 203	498.642		
Q 206	497.608			S 206	497.921		
Q 209	496.856			S 209	497.169		
Q 212	496.047			S 212	496.359		
Q 215	495.373			S 215	495.688		
Q 218	494.691			S 218	495.006		
Q 221	494.002			S 221	494.314		
Q 223	493.423			S 223	493.735		
Q 226	492.831			S 226	493.146		
Q 228	492.438			S 228	492.754		
Q 231	491.828			S 231	492.136		
R 190	501.744			T 190	502.055		
R 193	501.053			T 193	501.362		
R 195	500.564			T 195	500.873		
R 198	499.813			T 198	500.125		
R 200	499.174			T 200	499.485		
R 203	498.486			T 203	498.794		
R 206	497.765			T 206	498.076		
R 209	497.013			T 209	497.324		
R 212	496.203			T 212	496.515		
R 215	495.532			T 215	495.841		
R 218	494.850			T 218	495.159		
R 221	494.158			T 221	494.470		
R 223	493.579			T 223	493.891		
R 226	492.990			T 226	493.299		
R 228	492.598			T 228	492.906		
R 231	491.985			T 231	492.296		

See Notes and Typical Section Sheet 86

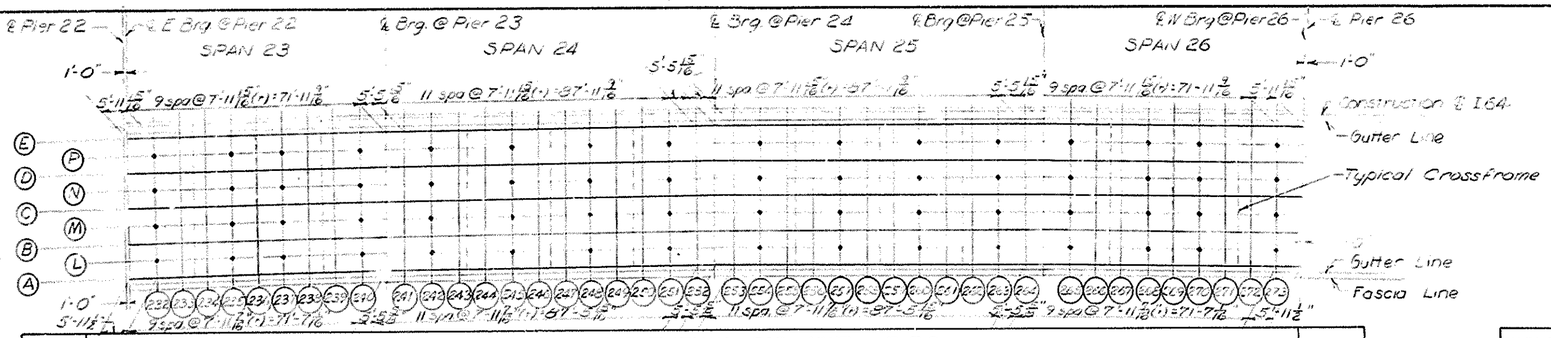
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CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE
DRAWN BY LEE X of Girders F & K DATE 12/27

BRIDGE OVER K&I RR TRESTLE SHEET 97 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 IIL I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

UNIT 6WB
CONSTRUCTION ELEVATIONS



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

TABLE OF ELEVATIONS FOR UNIT 7 E.B.

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E				SECTION
	W	X GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X GUTTER	Y	Z	W	
℄ E Brg 22	1'-8 15/16"	490.913			491.096			491.252			491.408			491.605			2'-7 1/16"	℄ E Brg 22
232	1'-8 7/8"	490.764			490.969			491.125			491.281			491.475			2'-7 3/8"	232
233	1'-8 1/4"	490.611			490.798			490.954			491.110			491.303			2'-7 3/4"	233
234	1'-8"	490.436			490.625			490.781			490.937			491.128			2'-8"	234
235	1'-7 13/16"	490.259			490.448			490.604			490.760			490.951			2'-8 3/16"	235
236	1'-7 15/16"	490.079			490.267			490.423			490.579			490.771			2'-8 1/2"	236
237	1'-7 15/16"	489.897			490.084			490.240			490.396			490.589			2'-8 13/16"	237
238	1'-8"	489.714			489.900			490.056			490.212			490.406			2'-8 1/16"	238
239	1'-8 1/16"	489.533			489.717			489.873			490.029			490.225			2'-7 15/16"	239
240	1'-8 1/16"	489.357			489.540			489.696			489.852			490.049			2'-7 1/16"	240
℄ Brg 23	1'-9"	489.189			489.372			489.528			489.684			489.880			2'-7"	℄ Brg 23
241	1'-8 3/16"	489.077			489.260			489.416			489.572			489.769			2'-7 3/16"	241
242	1'-8 5/16"	488.921			489.105			489.261			489.417			489.613			2'-7 5/16"	242
243	1'-7 11/16"	488.771			488.956			489.112			489.268			489.463			2'-8 1/16"	243
244	1'-7 13/16"	488.623			488.810			488.966			489.122			489.315			2'-8 3/16"	244
245	1'-7 15/16"	488.476			488.664			488.820			488.976			489.168			2'-8 1/16"	245
246	1'-7 3/8"	488.328			488.516			488.672			488.828			489.019			2'-8 5/16"	246
247	1'-7 1/16"	488.177			488.365			488.521			488.67			488.869			2'-8 5/16"	247
248	1'-7 3/16"	488.024			488.212			488.368			488.524			488.716			2'-8 1/16"	248
249	1'-7 5/16"	487.871			488.057			488.213			488.369			488.563			2'-8 3/16"	249
250	1'-7 11/16"	487.718			487.903			488.059			488.215			488.410			2'-8 1/16"	250
251	1'-8 3/16"	487.567			487.751			487.907			488.063			488.259			2'-7 15/16"	251
252	1'-8 5/16"	487.424			487.607			487.763			487.919			488.115			2'-7 7/8"	252
℄ Brg 24	1'-9"	487.329			487.512			487.668			487.824			488.020			2'-7"	℄ Brg 24
253	1'-8 3/16"	487.237			487.421			487.577			487.733			487.929			2'-7 3/8"	253
254	1'-8 1/8"	487.110			487.293			487.449			487.605			487.802			2'-7 15/16"	254
255	1'-7 14/16"	486.990			487.175			487.331			487.487			487.682			2'-8 1/16"	255
256	1'-7 7/8"	486.872			487.058			487.214			487.370			487.564			2'-8 3/8"	256
257	1'-7 7/8"	486.755			486.942			487.098			487.254			487.446			2'-8 1/16"	257
258	1'-7 1/8"	486.637			486.825			486.981			487.137			487.329			2'-8 15/16"	258
259	1'-7 1/8"	486.516			486.705			486.861			487.017			487.208			2'-8 15/16"	259
260	1'-7 13/16"	486.394			486.581			486.737			486.893			487.085			2'-8 15/16"	260
261	1'-7 7/8"	486.270			486.456			486.612			486.768			486.962			2'-8 3/8"	261
262	1'-7 14/16"	486.147			486.331			486.487			486.643			486.839			2'-8 1/16"	262
263	1'-8 1/8"	486.026			486.209			486.365			486.521			486.718			2'-7 15/16"	263
264	1'-8 3/8"	485.911			486.094			486.250			486.406			486.603			2'-7 7/8"	264
℄ Brg 25	1'-9"	485.836			486.020			486.176			486.332			486.528			2'-7"	℄ Brg 25
265	1'-8 9/16"	485.734			485.917			486.073			486.229			486.426			2'-7 1/16"	265
266	1'-8 7/16"	485.639			485.823			485.979			486.135			486.331			2'-7 11/16"	266
267	1'-8"	485.549			485.735			485.891			486.047			486.241			2'-8 1/16"	267
268	1'-7 13/16"	485.461			485.648			485.804			485.960			486.153			2'-8 1/16"	268
269	1'-7 13/16"	485.373			485.561			485.717			485.873			486.064			2'-8 1/16"	269
270	1'-7 13/16"	485.281			485.470			485.626			485.782			485.973			2'-8 1/16"	270
271	1'-8"	485.188			485.376			485.532			485.688			485.879			2'-8"	271
272	1'-8 1/4"	485.091			485.278			485.434			485.590			485.783			2'-7 3/4"	272
273	1'-8 3/8"	484.993			485.178			485.334			485.490			485.685			2'-7 7/8"	273
℄ W Brg 26	1'-8 15/16"	484.919			485.103			485.259			485.415			485.611			2'-7 1/16"	℄ W Brg 26

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T NESS
L232	490.890			N232	491.203		
L235	490.366			N235	490.682		
L237	490.004			N237	490.318		
L240	489.462			N240	489.774		
L242	489.026			N242	489.339		
L245	488.582			N245	488.898		
L248	488.131			N248	488.446		
L251	487.672			N251	487.985		
L254	487.215			N254	487.527		
L257	486.861			N257	487.176		
L260	486.500			N260	486.815		
L263	486.131			N263	486.443		
L265	485.839			N265	486.151		
L268	485.568			N268	485.882		
L270	485.389			N270	485.704		
L273	485.099			N273	485.412		
M232	491.047			P232	491.358		
M235	490.526			P235	490.834		
M237	490.162			P237	490.472		
M240	489.618			P240	489.930		
M242	489.183			P242	489.494		
M245	488.742			P245	489.050		
M248	488.290			P248	488.599		
M251	487.829			P251	488.140		
M254	487.371			P254	487.683		
M257	487.020			P257	487.329		
M260	486.659			P260	486.968		
M263	486.287			P263	486.599		
M265	485.995			P265	486.307		
M268	485.726			P268	486.036		
M270	485.548			P270	485.857		
M273	485.256			P273	485.567		

See Notes and Typical Section Sheet 86

DESIGNED BY LRC DATE 11/67 REVISED DATE
DETAILED BY WES DATE REVISED DATE
TRACED BY DATE REVISED DATE
CHECKED BY DATE CHECKED BY DATE CHECKED BY DATE
Den W I E L X oI Girders A I E

BRIDGE OVER K & I T R R TRESTLE SHEET 98 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 89+53 PROJECT NO. SP 56 273 IIL I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

UNIT 7 E B
CONSTRUCTION ELEVATIONS

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

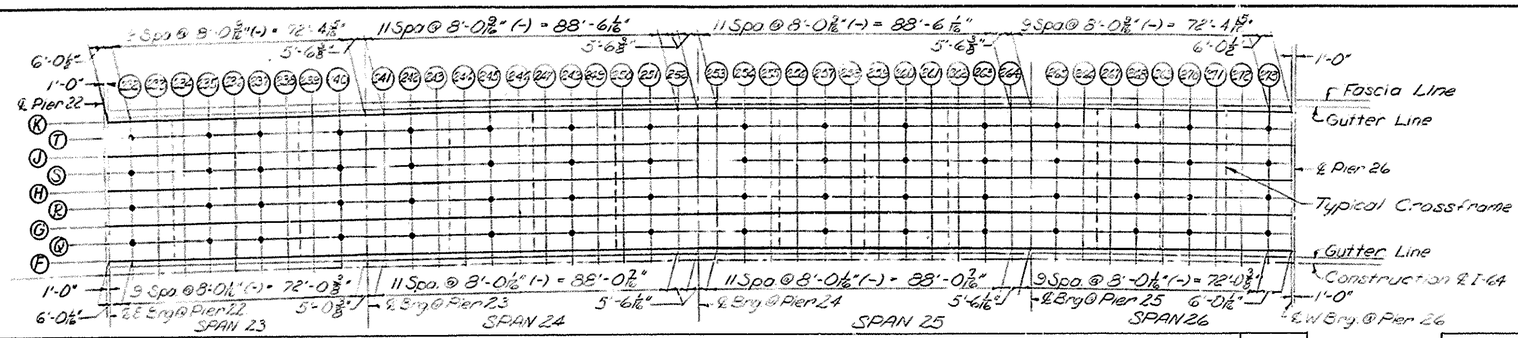


TABLE OF ELEVATION FOR UNIT - 7 W. B.

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER K				SECTION
	W	X℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X℄GUTTER	Y	Z	W	
℄E.Brg22	2'-6 15/16"	491.508			491.705			491.861			492.017			492.200			1'-9 1/16"	℄E.Brg22
232	2'-6 7/8"	491.379			491.577			491.733			491.889			492.071			1'-9 5/16"	232
233	2'-6 1/4"	491.206			491.406			491.562			491.718			491.898			1'-9 3/4"	233
234	2'-6"	491.032			491.233			491.389			491.545			491.723			1'-10"	234
235	2'-5 15/16"	490.859			491.056			491.212			491.368			491.546			1'-10 5/16"	235
236	2'-5 3/4"	490.675			490.876			491.032			491.188			491.367			1'-10 1/4"	236
237	2'-5 15/16"	490.498			490.693			490.849			491.005			491.164			1'-10 7/16"	237
238	2'-5 15/16"	490.310			490.509			490.665			490.821			491.001			1'-10 1/16"	238
239	2'-6 3/16"	490.126			490.325			490.481			490.637			490.820			1'-9 13/16"	239
240	2'-6 3/16"	489.953			490.149			490.305			490.461			490.644			1'-9 7/16"	240
℄Brg23	2'-7"	489.784			489.980			490.136			490.292			490.476			1'-9"	℄Brg23
241	2'-6 5/8"	489.672			489.868			490.024			490.180			490.364			1'-9 9/16"	241
242	2'-6 1/16"	489.514			489.713			489.869			490.025			490.208			1'-9 15/16"	242
243	2'-5 11/16"	489.346			489.564			489.720			489.876			490.058			1'-10 7/16"	243
244	2'-5 5/8"	489.219			489.418			489.574			489.730			489.910			1'-10 3/8"	244
245	2'-5 5/16"	489.071			489.272			489.428			489.584			489.763			1'-10 13/16"	245
246	2'-5 1/16"	488.923			489.125			489.281			489.437			489.615			1'-10 15/16"	246
247	2'-5 1/16"	488.778			488.974			489.130			489.286			489.465			1'-10 15/16"	247
278	2'-5 3/16"	488.620			488.821			488.977			489.133			489.312			1'-10 13/16"	248
249	2'-5 3/16"	488.467			488.665			488.821			488.977			489.158			1'-10 5/8"	249
250	2'-5 1/16"	488.313			488.511			488.667			488.823			489.005			1'-10 5/16"	250
251	2'-6 1/16"	488.163			488.359			488.515			488.671			488.855			1'-9 1/16"	251
252	2'-6 3/16"	488.019			488.215			488.371			488.527			488.711			1'-9 7/16"	252
℄Brg24	2'-7"	487.924			488.120			488.276			488.432			488.616			1'-9"	℄Brg24
253	2'-6 3/8"	487.833			488.029			488.185			488.341			488.525			1'-9 2/16"	253
254	2'-6 1/16"	487.706			487.902			488.058			488.214			488.398			1'-9 13/16"	254
255	2'-5 11/16"	487.585			487.783			487.939			488.095			488.277			1'-10 7/16"	255
256	2'-5 3/4"	487.468			487.667			487.823			487.979			488.159			1'-10 1/2"	256
257	2'-5 3/16"	487.350			487.551			487.707			487.863			488.042			1'-10 15/16"	257
258	2'-5 1/16"	487.232			487.433			487.589			487.745			487.924			1'-10 15/16"	258
259	2'-5 1/16"	487.111			487.313			487.469			487.625			487.803			1'-10 1/8"	259
260	2'-5 3/16"	486.989			487.189			487.345			487.501			487.681			1'-10 3/8"	260
261	2'-5 3/8"	486.845			487.065			487.221			487.377			487.557			1'-10 5/8"	261
262	2'-5 11/16"	486.742			486.940			487.096			487.252			487.434			1'-10 7/8"	262
263	2'-6 1/16"	486.621			486.818			486.974			487.130			487.313			1'-9 13/16"	263
264	2'-6 5/8"	486.506			486.702			486.858			487.014			487.198			1'-9 7/16"	264
℄Brg25	2'-7"	486.432			486.628			486.784			486.940			487.123			1'-9"	℄Brg25
265	2'-6 9/16"	486.329			486.525			486.681			486.837			487.021			1'-9 2/16"	265
266	2'-6 3/16"	486.234			486.431			486.587			486.743			486.926			1'-9 13/16"	266
267	2'-5 15/16"	486.145			486.344			486.500			486.656			486.836			1'-10 1/16"	267
268	2'-5 13/16"	486.057			486.257			486.413			486.569			486.748			1'-10 3/16"	268
269	2'-5 3/4"	485.968			486.169			486.325			486.481			486.660			1'-10 1/4"	269
270	2'-5 13/16"	485.877			486.078			486.234			486.390			486.569			1'-10 3/16"	270
271	2'-6"	485.783			485.985			486.141			486.297			486.475			1'-10"	271
272	2'-6 1/4"	485.687			485.887			486.043			486.199			486.378			1'-9 3/16"	272
273	2'-6 3/8"	485.589			485.787			485.943			486.099			486.280			1'-9 5/16"	273
℄W.Brg26	2'-6 13/16"	485.515			485.711			485.867			486.023			486.206			1'-9 1/16"	℄W.Brg26

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
Q 232	491.498			S 232	491.811		
Q 235	490.975			S 235	491.290		
Q 237	490.612			S 237	490.927		
Q 240	490.071			S 240	490.383		
Q 242	489.634			S 242	489.947		
Q 245	489.191			S 245	489.506		
Q 248	488.739			S 248	489.055		
Q 251	488.281			S 251	488.593		
Q 254	487.823			S 254	488.136		
Q 257	487.469			S 257	487.785		
Q 260	487.108			S 260	487.423		
Q 263	486.739			S 263	487.052		
Q 265	486.447			S 265	486.759		
Q 268	486.176			S 268	486.491		
Q 270	485.997			S 270	486.312		
Q 273	485.708			S 273	486.021		
R 232	491.655			T 232	491.966		
R 235	491.134			T 235	491.443		
R 237	490.771			T 237	491.080		
R 240	490.227			T 240	490.539		
R 242	489.791			T 242	490.102		
R 245	489.350			T 245	489.659		
R 248	488.899			T 248	489.207		
R 251	488.437			T 251	488.749		
R 254	487.980			T 254	488.291		
R 257	487.629			T 257	487.937		
R 260	487.267			T 260	487.576		
R 263	486.896			T 263	487.207		
R 265	486.603			T 265	486.915		
R 268	486.335			T 268	486.644		
R 270	486.156			T 270	486.405		
R 273	485.865			T 273	486.176		

See Notes and Typical Section Sheet 86

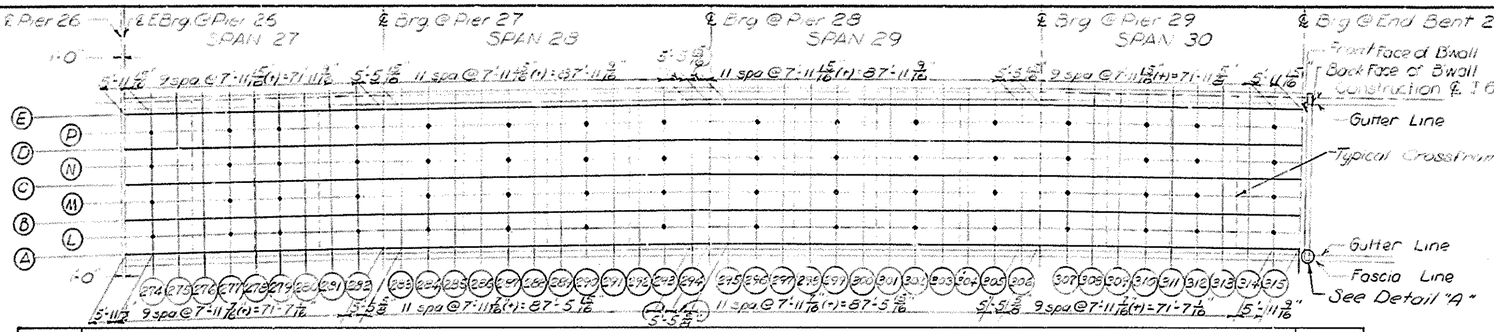
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TRACED BY CHECKED BY DATE
REVISED DATE REVISED DATE

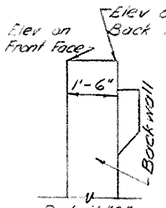
Dim. W. "E.L." & "C" Girders F & K

BRIDGE OVER K&ITRR TRESTLE SHEET 99 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 IIL
STATION 89+53 PROJECT NO. I64-2(34)1
BRIDGE NUMBER 16538 DRAWING NO. INDEX

UNIT 7W B
CONSTRUCTION ELEVATIONS





GIRDER	ELEVATION BACKWALL	
	FRONT FACE	BACK FACE
A	483.662	483.667
B	483.818	483.823
C	483.974	483.979
D	484.130	484.135
E	484.286	484.291

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

TABLE OF ELEVATIONS FOR UNIT 8 E.B.

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W	
℄ Brg 26	1'-8 15/16"	484.897			485.082			485.238			485.394			485.591			2'-7 1/16"	℄ Brg 26
274	1'-8 3/8"	484.850			485.035			485.191			485.347			485.541			2'-7 7/8"	274
275	1'-8 1/2"	484.781			484.971			485.127			485.283			485.475			2'-7 3/4"	275
276	1'-8"	484.716			484.904			485.060			485.216			485.408			2'-8"	276
277	1'-7 13/16"	484.645			484.834			484.990			485.146			485.337			2'-8 1/16"	277
278	1'-7 11/16"	484.573			484.761			484.917			485.073			485.264			2'-8 1/2"	278
279	1'-7 11/16"	484.497			484.684			484.840			484.996			485.189			2'-8 5/16"	279
280	1'-8"	484.421			484.607			484.763			484.919			485.113			2'-8 1/16"	280
281	1'-8 1/16"	484.345			484.530			484.686			484.842			485.038			2'-7 15/16"	281
282	1'-8 3/16"	484.273			484.461			484.617			484.773			484.969			2'-7 1/16"	282
℄ Brg 27	1'-9"	484.216			484.399			484.555			484.711			484.908			2'-7"	℄ Brg 27
283	1'-8 5/16"	484.177			484.361			484.517			484.673			484.869			2'-7 3/8"	283
284	1'-8 3/8"	484.123			484.312			484.468			484.624			484.820			2'-7 5/16"	284
285	1'-7 15/16"	484.085			484.270			484.426			484.582			484.777			2'-8 1/16"	285
286	1'-7 3/4"	484.044			484.231			484.387			484.543			484.736			2'-8 1/8"	286
287	1'-7 7/8"	484.009			484.191			484.347			484.503			484.696			2'-8 1/16"	287
288	1'-7 7/8"	483.962			484.151			484.307			484.463			484.654			2'-8 1/16"	288
289	1'-7 5/8"	483.911			484.107			484.263			484.419			484.611			2'-8 1/16"	289
290	1'-7 3/4"	483.873			484.060			484.216			484.372			484.564			2'-8 1/16"	290
291	1'-7 3/8"	483.826			484.012			484.168			484.324			484.518			2'-8 1/8"	291
292	1'-7 1/16"	483.780			483.964			484.120			484.276			484.472			2'-8 3/16"	292
293	1'-8 1/8"	483.736			483.919			484.075			484.231			484.428			2'-7 15/16"	293
294	1'-8 3/8"	483.699			483.882			484.038			484.194			484.391			2'-7 13/16"	294
℄ Brg 28	1'-9"	483.677			483.861			484.017			484.173			484.369			2'-7"	℄ Brg 28
295	1'-8 5/8"	483.660			483.843			483.999			484.155			484.351			2'-7 7/8"	295
296	1'-8 3/8"	483.639			483.822			483.978			484.134			484.331			2'-7 15/16"	296
297	1'-7 11/16"	483.626			483.810			483.966			484.122			484.318			2'-8 1/16"	297
298	1'-7 3/4"	483.615			483.801			483.957			484.113			484.307			2'-8 1/16"	298
299	1'-7 5/16"	483.604			483.792			483.948			484.104			484.296			2'-8 1/16"	299
300	1'-7 3/8"	483.593			483.781			483.937			484.093			484.285			2'-8 1/16"	300
301	1'-7 5/8"	483.579			483.768			483.924			484.080			484.271			2'-8 1/16"	301
302	1'-7 1/16"	483.563			483.751			483.907			484.063			484.255			2'-8 1/16"	302
303	1'-7 3/8"	483.546			483.733			483.889			484.045			484.238			2'-8 1/16"	303
304	1'-7 11/16"	483.530			483.715			483.871			484.027			484.222			2'-8 1/16"	304
305	1'-8 1/8"	483.516			483.700			483.856			484.012			484.208			2'-7 15/16"	305
306	1'-8 3/8"	483.508			483.691			483.847			484.003			484.200			2'-7 15/16"	306
℄ Brg 29	1'-9"	483.507			483.690			483.846			484.002			484.198			2'-7"	℄ Brg 29
307	1'-8 5/16"	483.511			483.694			483.850			484.006			484.203			2'-7 1/16"	307
308	1'-8 1/4"	483.523			483.707			483.863			484.019			484.215			2'-7 1/16"	308
309	1'-8"	483.540			483.726			483.882			484.038			484.232			2'-8"	309
310	1'-7 7/8"	483.559			483.746			483.902			484.058			484.251			2'-8 1/16"	310
311	1'-7 13/16"	483.577			483.765			483.921			484.077			484.269			2'-8 1/16"	311
312	1'-7 5/8"	483.593			483.781			483.937			484.093			484.284			2'-8 1/16"	312
313	1'-8 1/16"	483.606			483.794			483.950			484.106			484.297			2'-7 15/16"	313
314	1'-8 1/16"	483.616			483.803			483.959			484.115			484.308			2'-7 15/16"	314
315	1'-8 1/16"	483.625			483.810			483.966			484.122			484.317			2'-7 15/16"	315
℄ Brg EB 2	1'-9"	483.631			483.814			483.970			484.126			484.323			2'-7"	℄ Brg EB 2

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
L 274	484.956			N 274	485.269		
L 277	484.753			N 277	485.068		
L 279	484.604			N 279	484.918		
L 282	484.383			N 282	484.695		
L 284	484.233			N 284	484.546		
L 287	484.110			N 287	484.425		
L 290	483.979			N 290	484.294		
L 293	483.841			N 293	484.153		
L 296	483.744			N 296	484.056		
L 299	483.711			N 299	484.026		
L 302	483.670			N 302	483.985		
L 305	483.621			N 305	483.934		
L 307	483.616			N 307	483.928		
L 310	483.665			N 310	483.980		
L 312	483.700			N 312	484.015		
L 315	483.731			N 315	484.044		
" 274	485.113			P 274	485.424		
M 277	484.912			P 277	485.221		
M 279	484.762			P 279	485.072		
M 282	484.539			P 282	484.851		
M 284	484.390			P 284	484.701		
M 287	484.269			P 287	484.578		
M 290	484.138			P 290	484.447		
M 293	483.997			P 293	484.309		
M 296	483.900			P 296	484.212		
M 299	483.870			P 299	484.178		
M 302	483.829			P 302	484.138		
M 305	483.778			P 305	484.089		
M 307	483.772			P 307	484.084		
M 310	483.824			P 310	484.133		
M 312	483.859			P 312	484.168		
M 315	483.888			P 315	484.199		

See Notes and Typical Section Sheet 86

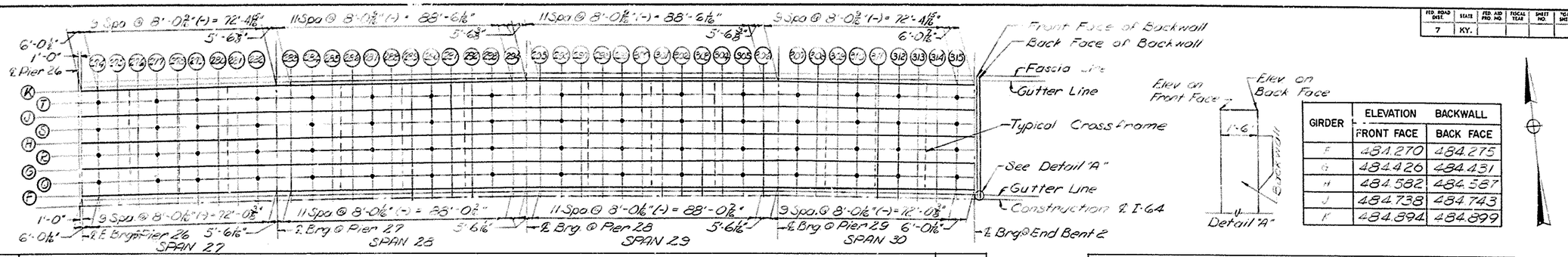
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DETAILED BY: MES DATE: 4-64
TRACED BY: DATE:
CHECKED BY: DATE:
CHECKED BY: DATE:
REVISED
REVISED
Dia. W. EB, X's of Girders A, E

BRIDGE OVER K&ITRR TRESTLE SHEET 100 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 89+53 PROJECT NO. I64-2(34)1
SP 56 273 RL

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

UNIT 8 EB
CONSTRUCTION ELEVATIONS



GIRDER	ELEVATION BACKWALL	
	FRONT FACE	BACK FACE
F	484.270	484.275
G	484.426	484.431
H	484.582	484.587
J	484.738	484.743
K	484.894	484.899

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

TABLE OF ELEVATION FOR UNIT - 8 W.B.

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER K				SECTION
	W	X℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X℄GUTTER	Y	Z	W	
℄E Brg 26	2'-6 15/16"	485.511			485.690			485.846			486.002			486.184			1'-9 1/16"	℄E Brg 26
274	2'-6 5/8"	485.445			485.643			485.799			485.955			486.137			1'-9 5/8"	274
275	2'-6 1/4"	485.379			485.579			485.735			485.891			486.071			1'-9 3/4"	275
276	2'-6"	485.311			485.513			485.669			485.825			486.003			1'-10"	276
277	2'-5 13/16"	485.241			485.442			485.598			485.754			485.933			1'-10 3/16"	277
278	2'-5 3/4"	485.168			485.369			485.525			485.681			485.860			1'-10 3/8"	278
279	2'-5 13/16"	485.092			485.293			485.449			485.605			485.784			1'-10 5/16"	279
280	2'-5 15/16"	485.016			485.215			485.371			485.527			485.708			1'-10 1/16"	280
281	2'-6 1/16"	484.942			485.139			485.295			485.451			485.634			1'-9 15/16"	281
282	2'-6 9/16"	484.873			485.069			485.225			485.381			485.565			1'-9 7/16"	282
℄ Brg 27	2'-7"	484.811			485.008			485.164			485.320			485.503			1'-9"	℄ Brg 27
283	2'-6 5/8"	484.773			484.969			485.125			485.281			485.465			1'-9 7/16"	283
284	2'-6 1/16"	484.724			484.920			485.076			485.232			485.416			1'-9 15/16"	284
285	2'-5 11/16"	484.681			484.878			485.034			485.190			485.372			1'-10 5/16"	285
286	2'-5 3/8"	484.640			484.839			484.995			485.151			485.331			1'-10 5/8"	286
287	2'-5 9/16"	484.599			484.800			484.956			485.112			485.291			1'-10 12/16"	287
288	2'-5 1/16"	484.558			484.759			484.915			485.071			485.249			1'-10 15/16"	288
289	2'-5 1/16"	484.514			484.715			484.871			485.027			485.206			1'-10 13/16"	289
290	2'-5 3/16"	484.468			484.669			484.825			484.981			485.160			1'-10 12/16"	290
291	2'-5 3/8"	484.422			484.620			484.776			484.932			485.113			1'-10 5/8"	291
292	2'-5 11/16"	484.375			484.573			484.729			484.885			485.067			1'-10 5/8"	292
293	2'-6 1/16"	484.331			484.528			484.684			484.840			485.023			1'-9 15/16"	293
294	2'-6 3/8"	484.291			484.491			484.647			484.803			484.986			1'-9 7/16"	294
℄ Brg 28	2'-7"	484.273			484.469			484.625			484.781			484.965			1'-9"	℄ Brg 28
295	2'-6 5/8"	484.255			484.451			484.607			484.763			484.947			1'-9 7/16"	295
296	2'-6 1/16"	484.235			484.431			484.587			484.743			484.927			1'-9 13/16"	296
297	2'-5 11/16"	484.221			484.419			484.575			484.731			484.913			1'-10 5/16"	297
298	2'-5 3/8"	484.210			484.409			484.565			484.721			484.902			1'-10 3/16"	298
299	2'-5 3/16"	484.199			484.400			484.556			484.712			484.891			1'-10 1/16"	299
300	2'-5 1/16"	484.188			484.389			484.545			484.701			484.880			1'-10 12/16"	300
301	2'-5 1/16"	484.174			484.376			484.532			484.688			484.866			1'-10 12/16"	301
302	2'-5 3/16"	484.159			484.359			484.515			484.671			484.851			1'-10 12/16"	302
303	2'-5 3/8"	484.142			484.341			484.497			484.653			484.834			1'-10 3/16"	303
304	2'-5 11/16"	484.126			484.323			484.479			484.635			484.817			1'-10 5/16"	304
305	2'-6 1/16"	484.111			484.308			484.464			484.620			484.803			1'-9 15/16"	305
306	2'-6 5/16"	484.103			484.299			484.455			484.611			484.795			1'-9 7/16"	306
℄ Brg 29	2'-7"	484.102			484.298			484.454			484.610			484.794			1'-9"	℄ Brg 29
307	2'-6 9/16"	484.107			484.309			484.459			484.615			484.798			1'-9 7/16"	307
308	2'-6 1/2"	484.118			484.315			484.471			484.627			484.810			1'-9 15/16"	308
309	2'-6"	484.135			484.334			484.490			484.646			484.827			1'-10"	309
310	2'-5 13/16"	484.154			484.354			484.510			484.666			484.846			1'-10 3/16"	310
311	2'-5 13/16"	484.172			484.373			484.529			484.685			484.864			1'-10 3/16"	311
312	2'-5 7/8"	484.188			484.390			484.546			484.702			484.880			1'-10 1/8"	312
313	2'-6"	484.201			484.403			484.559			484.715			484.893			1'-10"	313
314	2'-6 3/16"	484.211			484.412			484.568			484.724			484.903			1'-9 11/16"	314
315	2'-6 11/16"	484.220			484.418			484.574			484.730			484.912			1'-9 5/16"	315
℄ Brg E B 2	2'-7"	484.226			484.423			484.579			484.735			484.918			1'-9"	℄ Brg E B 2

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
Q 274	485.554			S 274	485.577		
Q 277	485.361			S 277	485.676		
Q 279	485.212			S 279	485.527		
Q 282	484.991			S 282	485.303		
Q 284	484.842			S 284	485.154		
Q 287	484.719			S 287	485.034		
Q 290	484.587			S 290	484.903		
Q 293	484.449			S 293	484.762		
Q 296	484.352			S 296	484.665		
Q 299	484.319			S 299	484.634		
Q 302	484.278			S 302	484.593		
Q 305	484.229			S 305	484.542		
Q 307	484.225			S 307	484.537		
Q 310	484.274			S 310	484.586		
Q 312	484.308			S 312	484.624		
Q 315	484.339			S 315	484.652		
R 274	485.721			T 274	486.032		
R 277	485.520			T 277	485.825		
R 279	485.371			T 279	485.680		
R 282	485.147			T 282	485.459		
R 284	484.998			T 284	485.310		
R 287	484.878			T 287	485.187		
R 290	484.747			T 290	485.055		
R 293	484.606			T 293	484.917		
R 296	484.509			T 296	484.820		
R 299	484.476			T 299	484.787		
R 302	484.437			T 302	484.746		
R 305	484.386			T 305	484.697		
R 307	484.381			T 307	484.693		
R 310	484.432			T 310	484.742		
R 312	484.468			T 312	484.776		
R 315	484.496			T 315	484.807		

See Notes and Typical Section Sheet 86

DESIGNED BY: LDC DATE: 10/12/67
DETAILED BY: L.S.F. DATE:
CHECKED BY: DATE:
CHECKED BY: DATE:
TRACED BY: DATE:
REVISED: Dim. "K" & "E" at Girders E & K DATE: 10/12/67
REVISED: DATE:
REVISED: DATE:

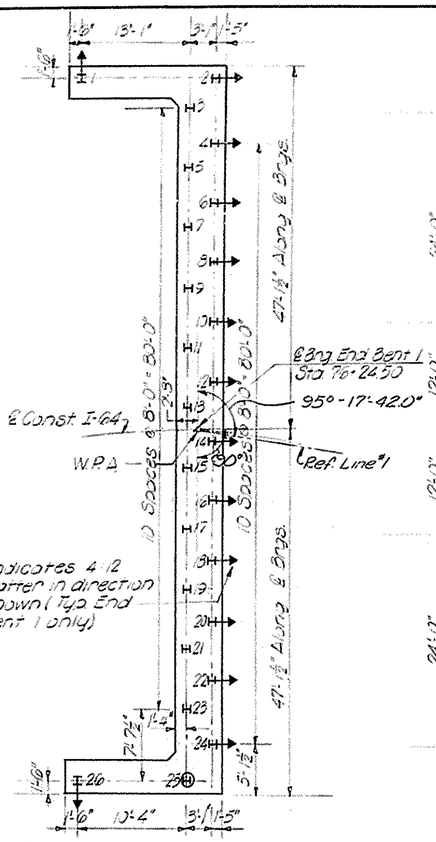
BRIDGE OVER K&ITRR TRESTLE SHEET 101 OF 110

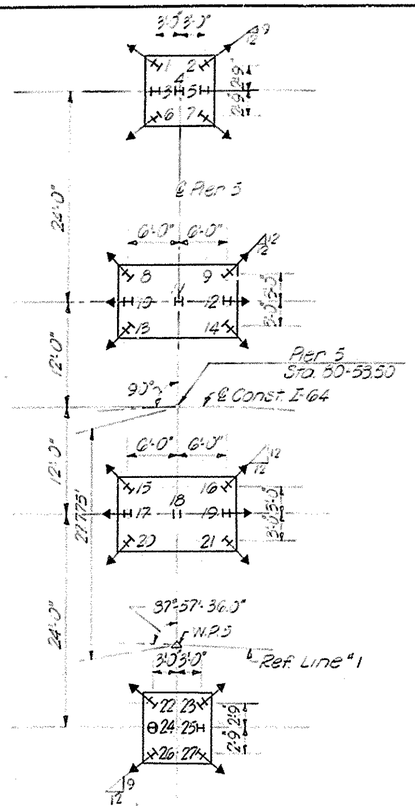
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DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
SP 56 273 III.
STATION 89+53 PROJECT NO. I64-2(34)1

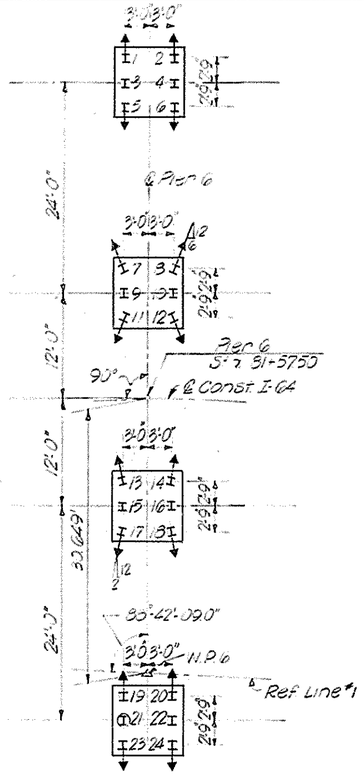
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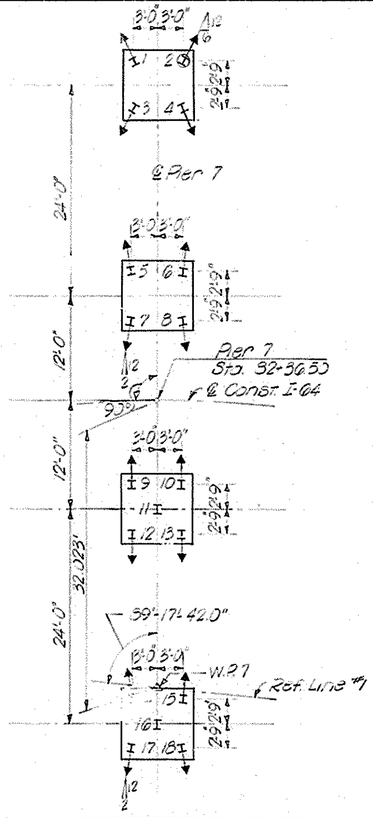
UNIT 8WB
CONSTRUCTION ELEVATIONS

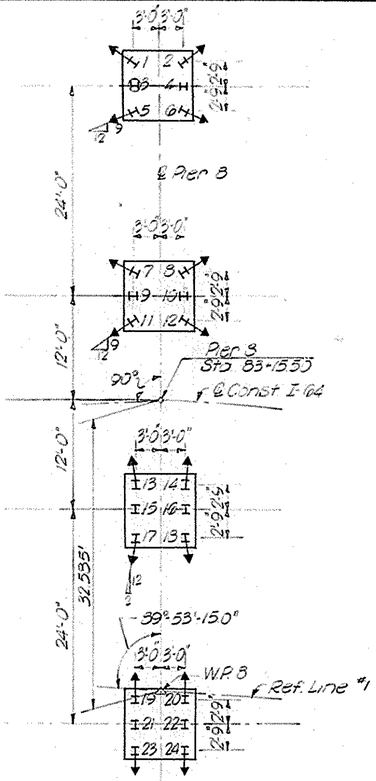
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				


Indicates 4:12 batter in direction shown (Typ End Bent 1 only)
10 Spaces @ 8'-0" = 80'-0"
10 Spaces @ 8'-0" = 80'-0"
47'-1½" Along ℄ Brgs.
47'-1½" Along ℄ Brgs.
℄ Brg. End Bent 1 Sta. 76+24.50
95°-17'-42.0"
℄ Const. I-64
W.P. 4
Ref. Line "1"
90°
85°-17'-24.0"
W.P. 1
86°-01'-57.0"
W.P. 2
86°-37'-30.0"
W.P. 3
87°-13'-03.0"
W.P. 4
Pier 1 Sta. 77+02.50
Pier 2 Sta. 78+01.50
Pier 3 Sta. 78+90.50
Pier 4 Sta. 79+59.50
℄ Pier 1
℄ Pier 2
℄ Pier 3
℄ Pier 4
24'-0"
12'-0"
6.824'
14.325'
19.383'
23.620'
3'-0"3'-0"
2'-6"2'-6"
2'-0"2'-0"
2'-3"2'-3"
2'-2"2'-2"
2'-3"2'-3"
2'-3"2'-3"
2'-3"2'-3









See nores Sheet 102

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

PIER 5

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	445.402			
2	↓			
3				
4				
5				
6	↓			
7	445.402			
8	453.402			
9	↓			
10				
11				
12				
13	↓			
14	453.402			
15	455.902			
16	↓			
17				
18				
19				
20	↓			
21	455.902			
22	448.902			
23	↓			
24				
25				
26	↓			
27	448.902			

PIER 6

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	448.393			
2	↓			
3				
4				
5	↓			
6	448.393			
7	453.893			
8	↓			
9				
10				
11	↓			
12	455.893			
13	453.893			
14	↓			
15				
16				
17	↓			
18	453.393			
19	446.643			
20	↓			
21				
22				
23	↓			
24	446.643			

PIER 7

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	451.462			
2	↓			
3	↓			
4	451.462			
5	456.962			
6	↓			
7	↓			
8	456.962			
9	450.962			
10	↓			
11				
12	↓			
13	450.962			
14	444.462			
15	↓			
16				
17	↓			
18	444.462			

PIER 8

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	454.384			
2	↓			
3				
4				
5	↓			
6	454.384			
7	456.384			
8	↓			
9				
10				
11	↓			
12	456.384			
13	448.134			
14	↓			
15				
16				
17	↓			
18	448.134			
19	440.884			
20	↓			
21				
22				
23	↓			
24	440.884			

Θ Denotes Test Pile

Test Piles		
Pier No.	Pile No.	Length
5	24	82'
6	21	80'
7	2	85'
8	3	87'

PIERS 5,6,7,8
PILE RECORD

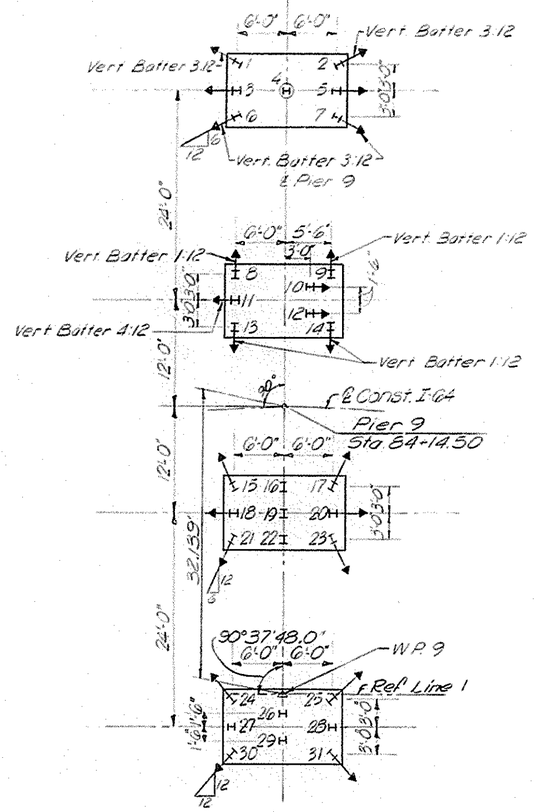
BRIDGE OVER K & I TRR TRESTLE — SHEET 103 OF 110

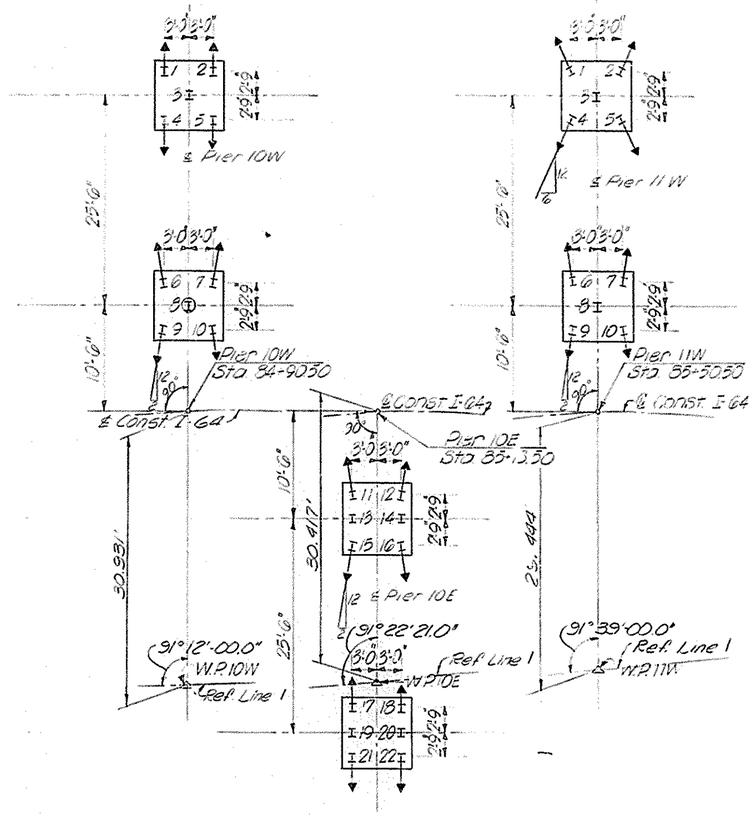
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DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD — SP 56 273 11L
STATION 89+53 — **PROJECT NO.** I64-2(34)1.

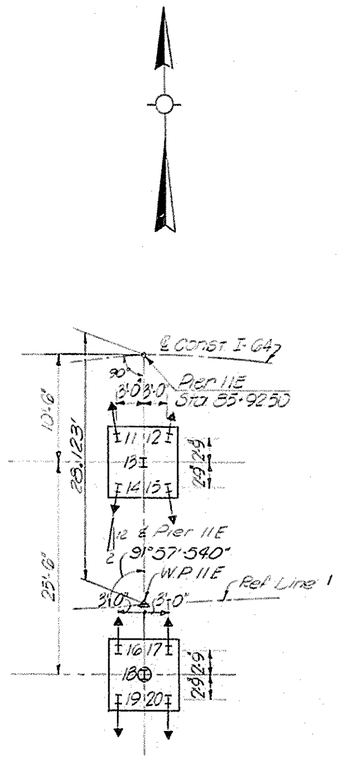
BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

DESIGNED BY LDB DATE 1/66
DETAILED BY LBK DATE 2/66
TRACED BY DATE
CHECKED BY WLW DATE
CHECKED BY WALL DATE
REVISED DATE
REVISED DATE
REVISED DATE

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







See Notes, sheet 102

PIER 9

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	456.427			
2	↕			
3				
4				
5				
6				
7	456.427			
8	452.927			
9	↕			
10				
11				
12				
13				
14	452.927			
15	444.927			
16	444.927			
17	444.927			
18	↕			
19				
20				
21				
22				
23	444.927			
24	435.927			
25	↕			
26				
27				
28				
29				
30	435.927			
31	435.927			

PIER 10

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	456.143			
2	↕			
3				
4				
5				
6				
7				
8				
9	↕			
10	456.148			
11	456.071			
12	↕			
13				
14				
15				
16	456.071			
17	448.071			
18	↕			
19				
20				
21				
22	448.071			

PIER 11

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	448.499			
2	↕			
3				
4				
5	448.499			
6	455.499			
7	↕			
8				
9				
10	455.499			
11	451.206			
12	↕			
13				
14				
15	451.206			
16	457.456			
17	↕			
18				
19				
20	457.456			

① Denotes Test Pile

TEST PILES		
Pier No.	Pile No.	Length
9	4	90'
10	8	92'
11	18	92'

PIERS 9, 10, 11
PILE RECORD

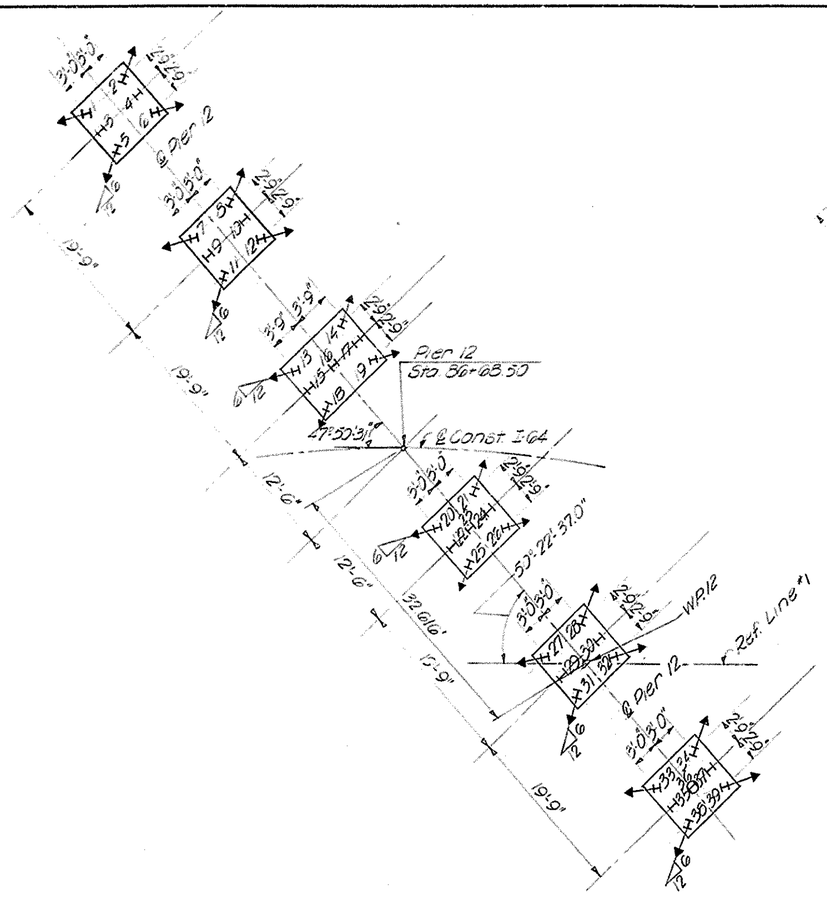
BRIDGE OVER K&I TRR TRESTLE — SHEET 104 OF 110

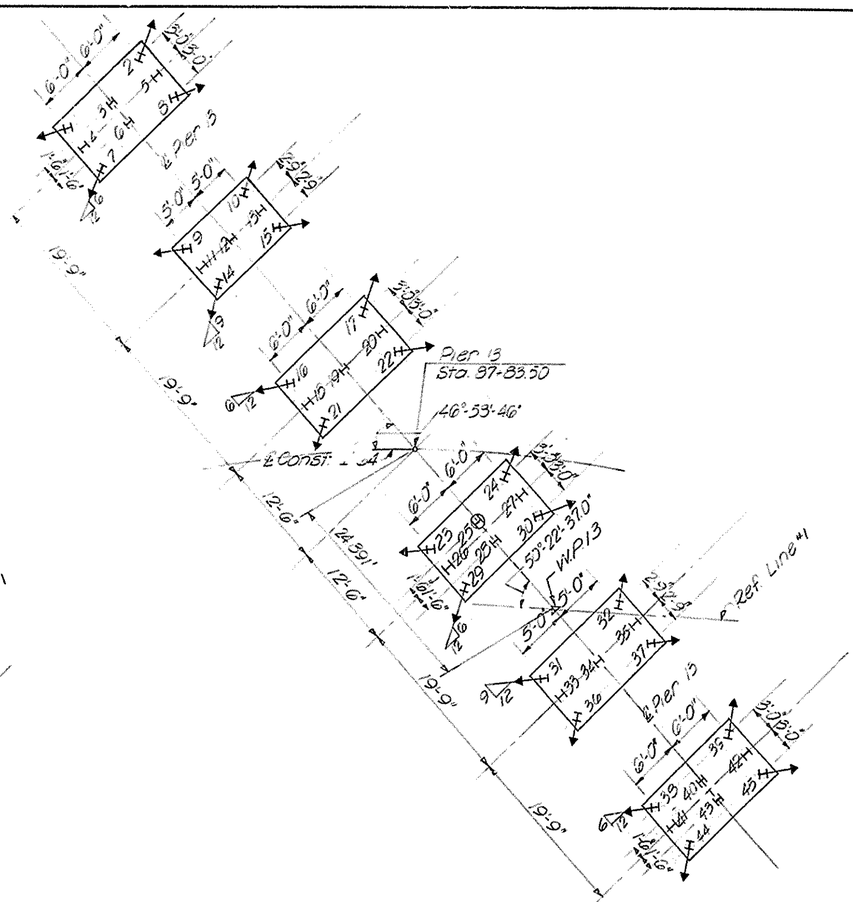
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD — PROJECT NO. SP 56273 III. I64-2(34)1.
STATION 89+53

BRIDGE NUMBER	DRAWING NO. 16538	INDEX

DESIGNED BY KDG DATE 7-66 REVISED
DETAILED BY WLW DATE 7-66 REVISED
TRACED BY JBK CHECKED BY WLW DATE REVISED
CHECKED BY DATE

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





See Notes, Sheet 102

Denotes test pile

TEST PILES		
Pier No.	Pile No.	Length
12	36	67'
13	24	64'

PIER 12

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons	Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	432.861				24	434.459			
2	↓				25	↓			
3					26				
4					27				
5					28				
6					29				
7					30				
8					31				
9					32				
10					33				
11					34				
12					35				
13					36				
14					37				
15					38	↓			
16					39	434.459			
17									
18	↓								
19	432.861								
20	434.459								
21	↓								
22	↓								
23	434.459								

PIER 13

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons	Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	431.231				24	432.460			
2	↓				25	↓			
3					26				
4					27				
5					28				
6					29				
7					30				
8					31				
9					32				
10					33				
11					34				
12					35				
13					36				
14					37				
15					38				
16					39				
17					40				
18					41				
19					42				
20					43				
21	↓				44	↓			
22	431.231				45	432.460			
23	432.460								

DESIGNED BY LDS CHECKED BY WHL DATE 1-66 REVISED
DETAILED BY KLP CHECKED BY WLW DATE 2-66 REVISED
TRACED BY CHECKED BY DATE REVISED

BRIDGE OVER K & I TRR TRESTLE SHEET 105 OF 110

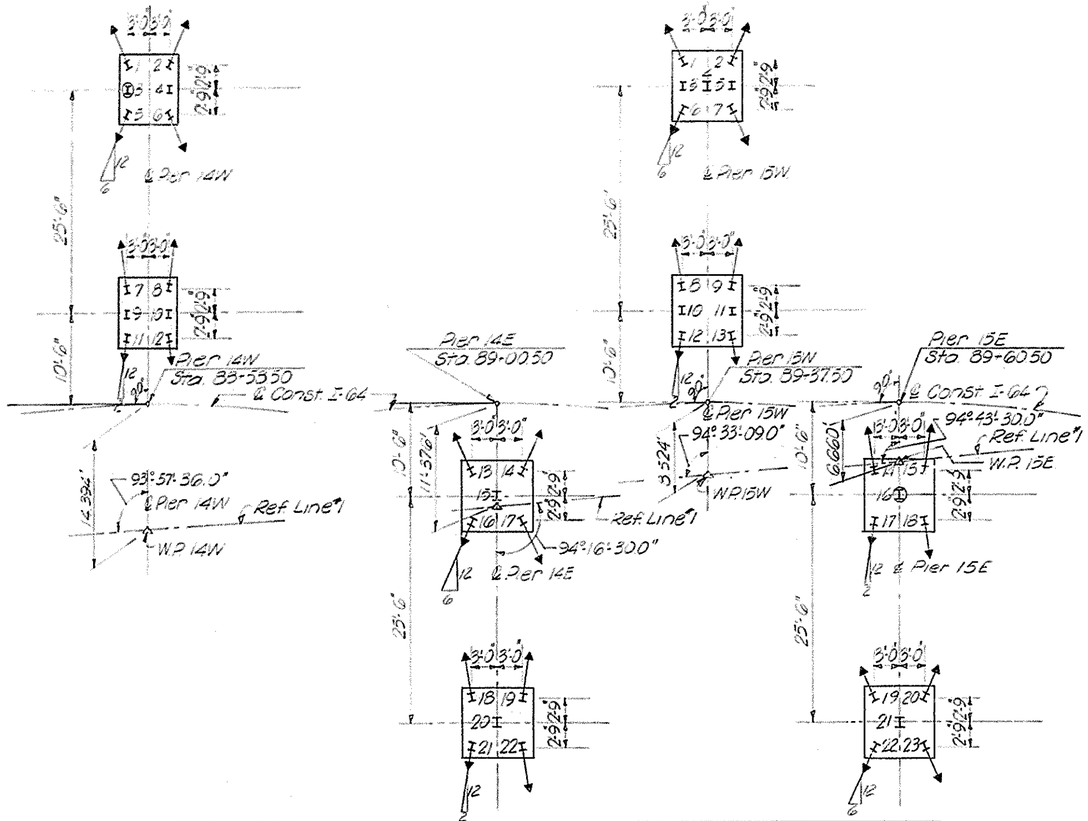
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56 273 III.
STATION 89+53 PROJECT NO. I64-2(34)I.

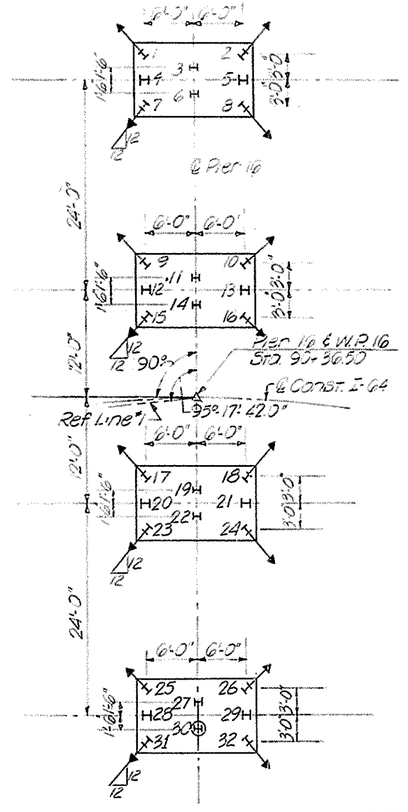
BRIDGE NUMBER | DRAWING NO. 16538 | SHEET

PIERS 12, 13
PILE RECORD

DAVIDSON

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





See Notes, sheet 102

Ⓗ Denotes Test Pile

Test Piles		
Pier No.	Pile No.	Length
14	3	63'
15	16	72'
16	30	73'

PIER 14

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc Brg. Capacity Tons
1	431.057			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11	↓			
12	431.057			
13	439.538			
14	↓			
15				
16				
17				
18				
19				
20				
21	↓			
22	439.538			

PIER 15

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc Brg. Capacity Tons
1	433.959			
2	↓			
3				
4				
5				
6				
7	433.959			
8	439.459			
9	↓			
10				
11				
12	↓			
13	439.459			
14	439.404			
15	↓			
16				
17				
18				
19				
20				
21				
22	↓			
23	439.404			

PIER 16

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc Brg. Capacity Tons	Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc Brg. Capacity Tons
1	440.633				24	440.633			
2	↑				25	↑			
3					26				
4					27				
5					28				
6					29				
7					30				
8					31				
9					32	440.633			
10									
11									
12									
13									
14									
15									
16									
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18									
19									
20									
21									
22									
23	440.633								

PIERS 14, 15, 16
PILE RECORD

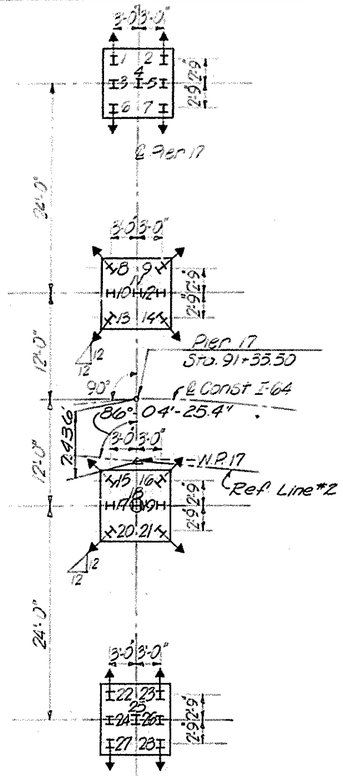
BRIDGE OVER K & I TRR TRESTLE SHEET 106 OF 110

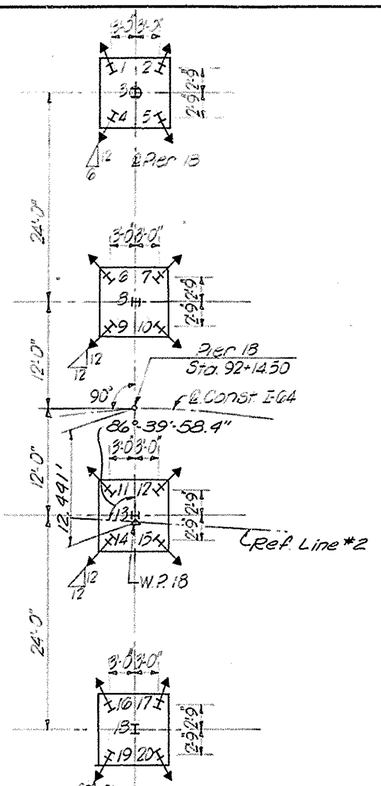
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
STATION 89+53 PROJECT NO. 164-2(34)I.
SP 56 273 IIL.

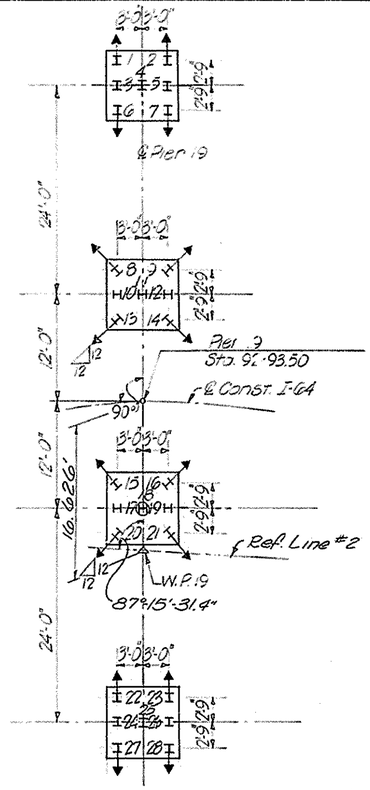
BRIDGE NUMBER	DRAWING NO.	INDEX
	16538	

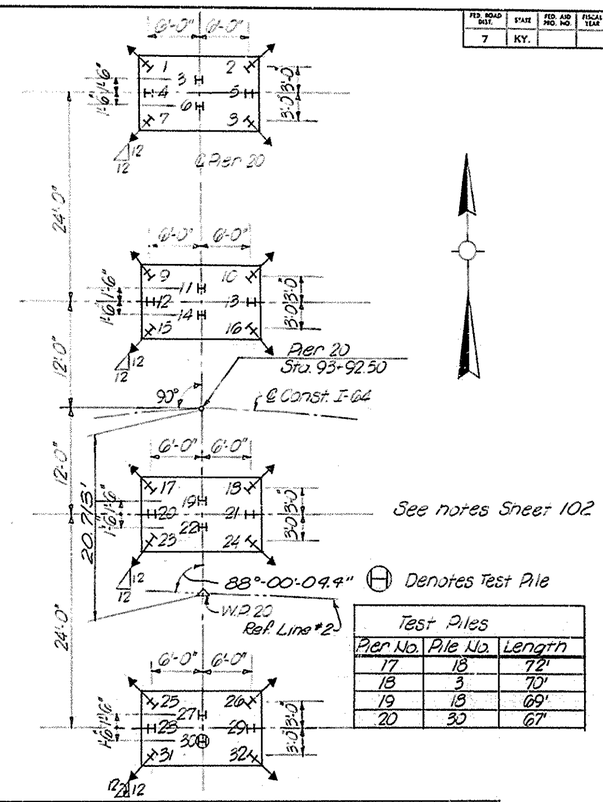
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DETAILED BY WLW DATE 2-66
TRACED BY RJD DATE
CHECKED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISION
REVISION
REVISION

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









Test Piles		
Pier No.	Pile No.	Length
17	18	72'
18	3	70'
19	18	69'
20	30	67'

PIER 17

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	439.596			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28	439.596			

PIER 18

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	435.433			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20	433.433			

PIER 19

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	436.864			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28	436.864			

PIER 20

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	435.373			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24	435.373			
25	435.373			
26	↓			
27				
28				
29				
30				
31				
32	435.373			

DESIGNED BY LDG DATE 1-66
DETAILED BY WJL DATE 2-66
CHECKED BY WLW DATE
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

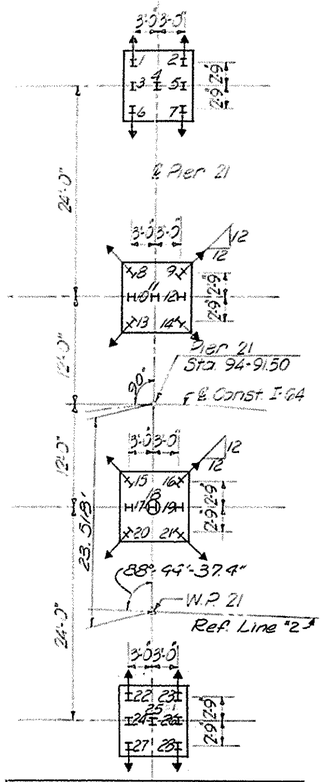
BRIDGE OVER K&I TRR TRESTLE SHEET 107 OF 110

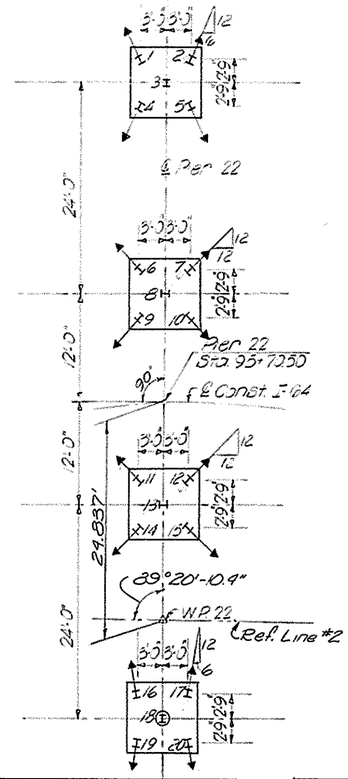
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON ROAD
STATION 89+53 PROJECT NO. SP 56 273 111
I64-2(34) I

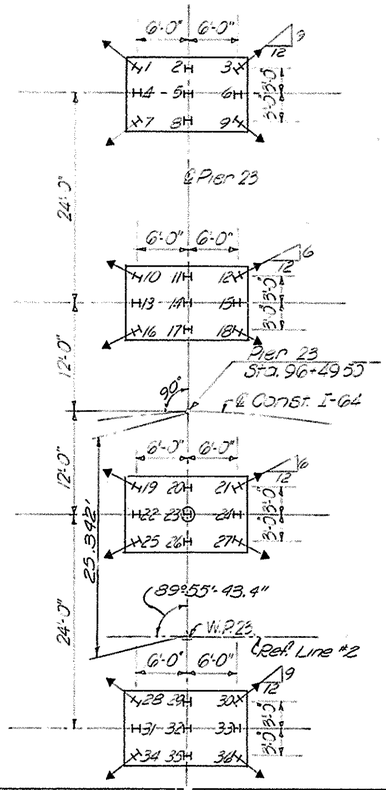
BRIDGE NUMB. 16538 DRAWING NO. INDEX

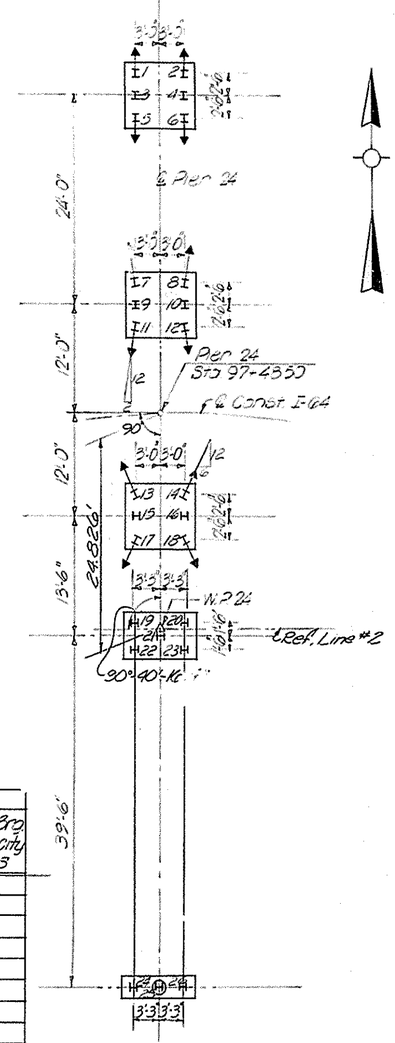
PIERS 17, 18, 19, 20
PILE RECORD

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









PIER 24

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	433.221			
2	↑			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	↓			
18	433.221			
19	434.971			
20	↑			
21				
22				
23				
24				
25	↓			
26	434.971			

PIER 21

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	437.831			
2	↑			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28	437.831			

PIER 22

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	433.555			
2	↑			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20	433.555			

PIER 23

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	431.851			
2	↑			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	↓			
18	431.851			

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
19	431.851			
20	↑			
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32				
33				
34				
35				
36	431.851			

Ⓗ Denotes Test Pile

TEST PILES

Pier No	Pile No.	Length
21	18	69'
22	18	62'
23	23	61'
24	25	60'

See Notes, Sheet 102

DESIGNED BY LDG DATE 1-66
DETAILED BY KJD DATE 2-66
CHECKED BY WNL DATE
CHECKED BY WLW DATE
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TRACED BY DATE
REVISED
REVISED
REVISED

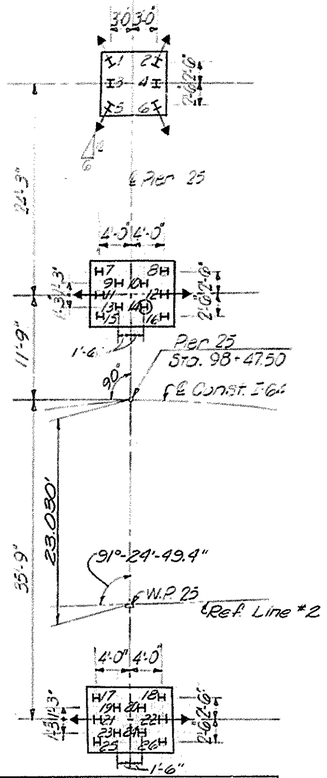
BRIDGE OVER K & I TRR TRESTLE SHEET 108 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE - LEXINGTON
ROAD SP 56 273 IL.
STATION 89+55 PROJECT NO. I64-2(34)1.

BRIDGE NUMBER | DRAWING NO. 16538 | INDEX

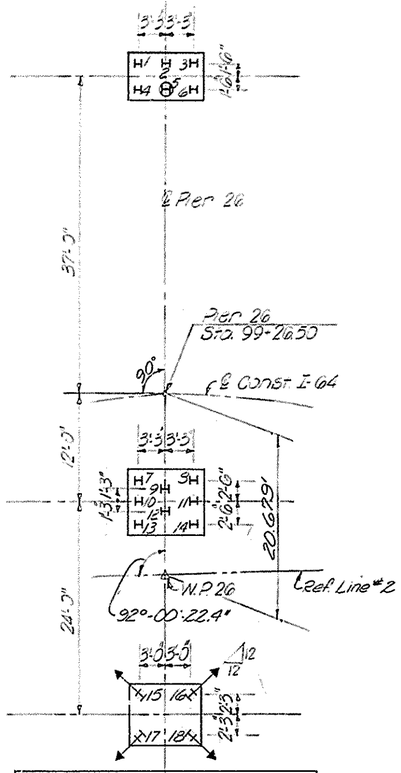
PIERS 21, 22, 23, 24
PILE RECORD

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



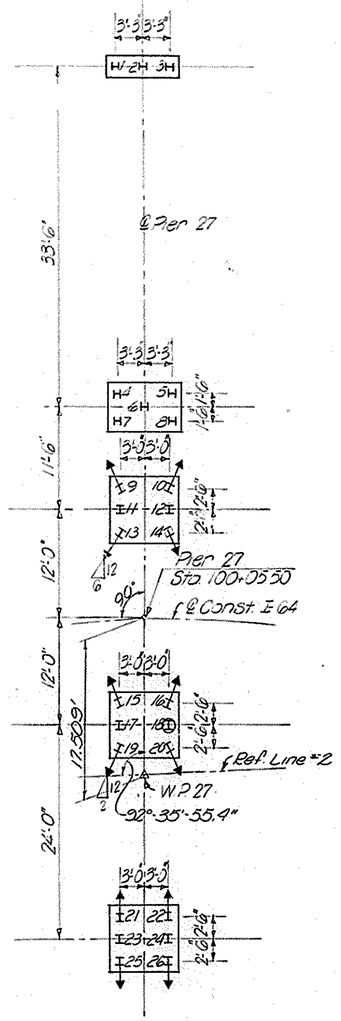
PIER 25

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	434.499			
2				
3				
4				
5				
6	434.439			
7	434.999			
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26	434.999			



PIER 26

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	435.541			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14	435.541			
15	434.541			
16				
17				
18	434.541			



Denotes Test Pile

Test Piles		
Pier No.	Pile No.	Length
25	14	62'
26	5	62'
27	18	69'

PIER 27

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	440.879			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14	440.879			
15	439.629			
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26	439.629			

See Notes, Sheet 102

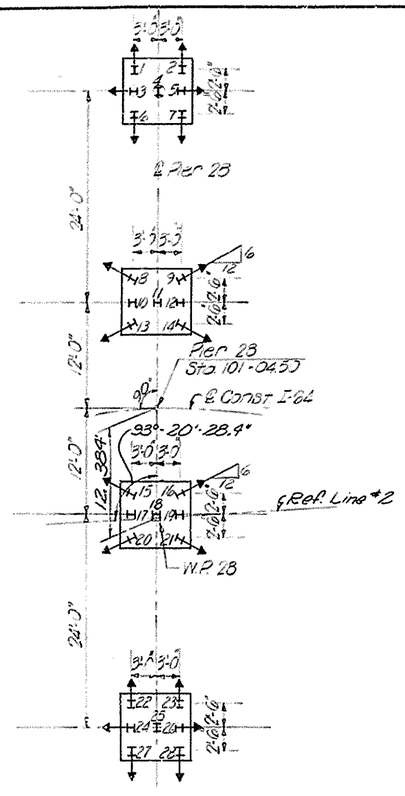
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DETAILED BY KLD CHECKED BY WLW DATE 2-66
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

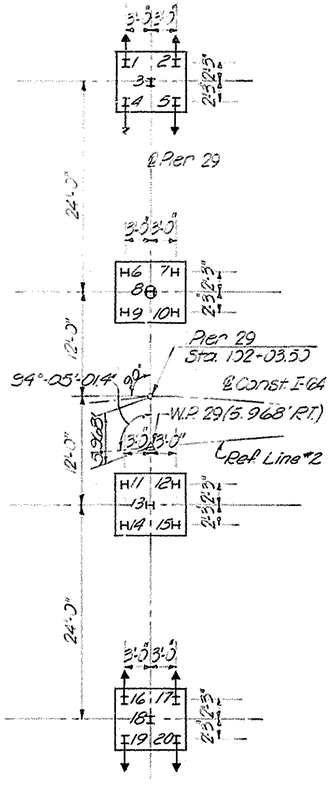
BRIDGE OVER K&ITRR TRESTLE SHEET 109 OF 110

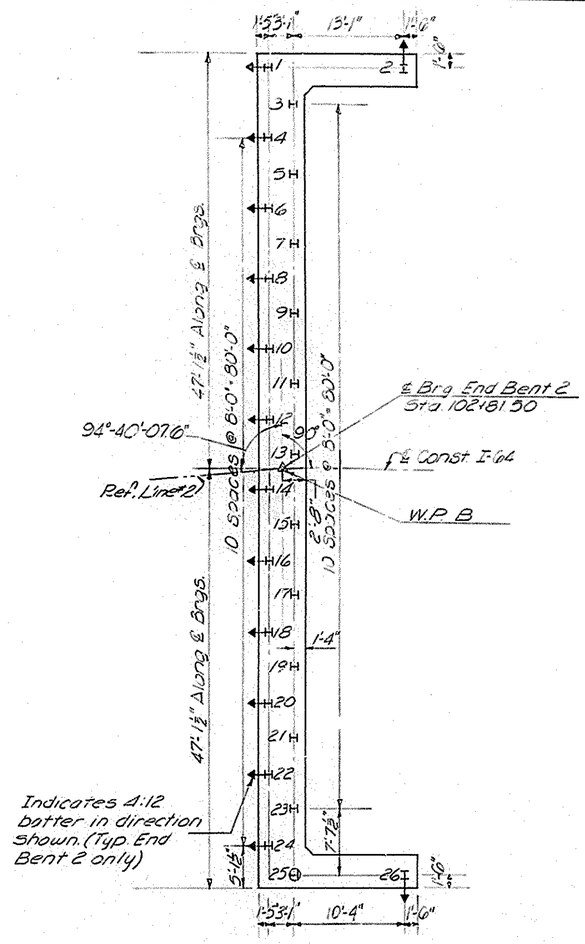
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD SP 56273 IIL
STATION 89+53 PROJECT NO. I64-2(34)11.

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PIERS 25, 26, 27
PILE RECORD







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

PIER 28

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	452.539			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13	↓			
14	452.539			
15	454.819			
16	↑			
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28	454.819			

PIER 29

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	455.169			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19	↓			
20	455.169			

END BENT 2

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	473.273			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25	↑			
26	473.273			

See Notes, Sheet 102

Ⓗ Denotes Test Pile

Test Piles		
Pier No.	Pile No.	Length
28	4	78'
29	8	81'
E.B. 2	25	90'

PIERS 28, 29, END BENT 2

PILE RECORD

BRIDGE OVER K & I TRR TRESTLE — SHEET 110 OF 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-CEDAR GROVE TERRACE TO 13TH STREET
LOUISVILLE-LEXINGTON
ROAD
SP 56 273 11.
STATION 89+53 — PROJECT NO. I64-2(54)11

BRIDGE NUMBER	DRAWING NO. 16538	SHEET

DESIGNED BY KJO — DETAILED BY WLW — CHECKED BY WNL — REVISED DATE 1-66 — REVISED DATE 2-66 — REVISED DATE — REVISED DATE