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 - 17TH STREET TO 13TH STREET

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 887-D

DESIGNED BY ____ DATE ____
DETAILED BY ____ DATE ____
CHECKED BY ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____

ESTIMATED QUANTITIES

SHEET DESIGNATION	SHEET NUMBER	CONCRETE CLASS A (CU YDS)	CONCRETE CLASS "A" (CU YDS)	STEEL REINFORCEMENT (LBS)	STRUCTURAL STEEL (LUMP SUM)	HIGH STRENGTH HANDRAIL (LIN FT)	STYRENE BUTADIENE PROTECTIVE COATING (GALS)	SHEAR CONNECTORS (LUMP SUM)	LINSEED OIL PROTECTIVE COATING (SQ YDS)	6" DRAIN PIPE (LIN FT)	STRUCTURE EXCAVATION COMMON (CU YDS)	END BENT BACKFILL (CU YDS)	SLOPE PROTECTION STONE SLOPE WALL (SQ YDS)	12 BP 53 STEEL PILES FURNISHING (LIN FT)	12 BP 53 STEEL PILES DRIVING (LIN FT)	DOWEL BOLTS WITH EXPANSION ANCHORS (EACH)	STEEL SHEET PILING (LBS)	TYPE I SEAL STRIPS (LIN FT)	TYPE II SEAL STRIPS (LIN FT)	REMOVAL OF EXISTING MONOLITH NO. 279
TITLE SHEET & GENERAL NOTES	1 - 3																			
LAYOUT, TYPICAL SECTIONS, & SOUNDINGS	4 - 9																			
END BENT No. 1	10 - 14	222.6	454.3	34466			2				1034	650	665	2965	2965					
PIERS 4 THRU 25 (EXCEPT 8J)	15 - 20		3247.9	457091			8				4587			22269	22269					
R.R. COLLISION WALL	21		50.0	10740							64			192	192					
FLOODWALL MONOLITH 8 COLUMN 8J	22 - 24		120.3	3605							181			310	310	210	32360	120	73	Lump Sum
FLOODWALL CLOSURES	25 - 27		53.1	4308														74		
STRUCTURAL STEEL FRAMING UNITS I - VI	28 - 35																			
STRUCTURAL STEEL UNIT I	36 - 42																			
STRUCTURAL STEEL UNITS II THRU VI	43 - 49																			
EXPANSION DAM DETAILS	50 - 53																			
BEARING DETAILS	54 - 57																			
SUPERSTRUCTURE UNIT I	58 - 59	970.4		262,917		711	30	②	3293											
SUPERSTRUCTURE UNITS II THRU VI	60 - 67	1875.3		1,423,044		3555	163		17,492											
SUPERSTRUCTURE CROSS SECTIONS	68 - 69																			
LIGHTING & DRAINAGE	70 - 74									2000										
SIGN SUPPORT DETAILS	75 - 76																			
SUPERSTRUCTURE BILL OF REINFORCEMENT	77 - 79																			
CONSTRUCTION ELEVATIONS	80 - 93																			
PILE RECORDS	94 - 101																			
		6068.3	3925.6	2201171	①	4266	203	②	20985	2000	5866	650	665	25736	25736	210	32350	194	73	Lump Sum

BILL OF INCIDENTAL MATERIAL

ITEM	AMOUNT	LOCATION
1" x 4" Joint Sealing Compound Lin. Ft.	299	Plate Expansion Dams
1/2" Preformed Joint Filler Sq. Ft.	11	End Bent 1
1" Preformed Joint Filler, Type II Sq. Ft.	73	End Bent 1
Class D Waterproofing Sq. Yds.	23	End Bent 1
Class E Waterproofing Sq. Yds.	111	End Bent 1
Bituminous Seal Lin. Ft.	15	Flood Wall Monolith 279
1/2" Preformed Joint Filler Sq. Ft.	370	Flood Wall Monolith 279
1/8" Bituminous Cement Sq. Ft.	112	Flood Wall Monolith 279
Polysulfide Base Joint Sealer Lin. Ft.	139	Flood Wall Closures
4 Bolt Insert Assembly	2	Wingwalls-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 to the plans and specifications.

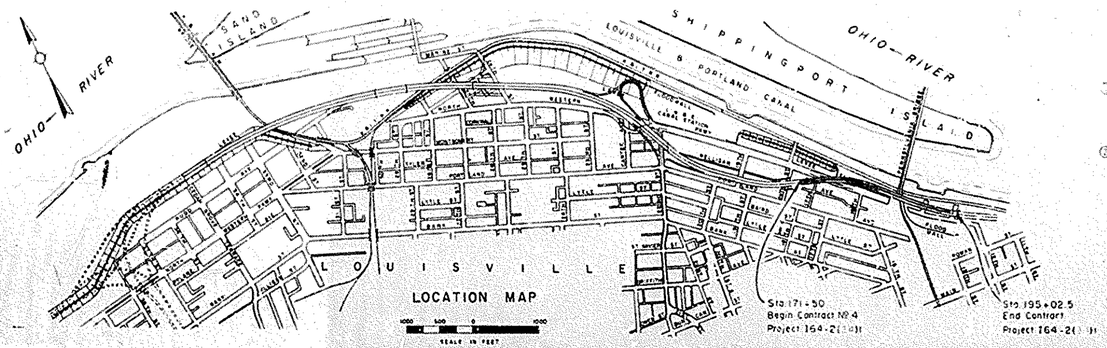
REFERENCES

Standard Drawings listed below are the current edition and are to be used with these Plans.

AE 1-C	Standard Armored Edge for Concrete
ANS 2 A	Modifications and Additions to ANS D2.0-66 Specifications
H 117-C	High-Strength Aluminum Handrail
P 212A	12" Structural Steel Bearing Pile at 53 Lbs.
SP 1	Concrete Slope Walls for Grade Separation Bridges
SP 2B	Details for Placing End Bent Backfill and Earth Core

SPECIAL NOTES

Reinforced Concrete Bridge Floors (For Riverside Parkway)
Finished Grade (For Riverside Parkway)



NOTE

For General Notes, see Sheet No 2

① STRUCTURAL STEEL: Approximately 5 700 970 Lbs included in lump sum bid for Structural Steel. This structural steel weight does not include overrun or weld material.

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

Option 1 - 5/8" x 4" Diameter Spirals	4 995 Lbs
Option 2 - 3/4" x 4" Studs	4 090 Lbs
Option 3 - 4" Channel at 5.4 Lbs	6 700 Lbs

SPECIAL PROVISIONS

No. 8A	Linseed Oil Protective Coating
No. 38-B	Membrane Curing of Concrete Structures
No. 12	Joint Sealing Compound
No. 35-B	Class "AA" Concrete
No. 56-A	Set Retarding Admixture for Concrete
No. 77-B	Styrene-Butadiene Protective Coating
No. 79	Concrete Bridge Deck Finishing Machine
No. 80-A	Blast Cleaning and Painting Structural Steel

TITLE SHEET

SHEET 1 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE-LEXINGTON ROAD
SP 56 273-III
STATION 183+80
PROJECT NO. 164-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
I 64-2(34)	17122	

BRIDGE

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

SPECIFICATIONS: Kentucky Department of Highways, 1965 Standard Specifications, current edition, with Revisions, Special Provisions and Special Notes 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 lbs./sq. ft. of roadway surface allowance for future wearing surface.

DESIGN STRESSES:

For reinforced concrete:
- f'_s = 20,000 psi μ = 200 psi for embedment
- f'_c = 3,000 psi μ = 300 psi for Σ_o
- f'_c = 1,200 psi n = 10

For structural steel:
- For A36 Steel f_s = 20,000 psi.
- For A440 and A441 Steel:
- 3/4" thick and under, f_s = 27,000 psi
- Over 3/4" to 1½" incl. f_s = 24,000 psi
- Over 1½" to 4" incl. f_s = 22,000 psi

FOUNDATION PILE LOADS: Piles under pier columns 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. Piles under End Bent No. 1 have a design axial thrust of 49 tons per pile and a horizontal shear of 4 tons (exclusive of the horizontal component) for Case I loading plus surcharge.

TYPE OF PILE: The Contractor shall use 12" Structural Steel Bearing Pile @ 53 pounds, Standard Drawing P212A, current edition.

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 AND EXCAVATING ADJACENT TO FLOODWALL: When excavating adjacent to the floodwall, extreme care shall be executed so as not to disturb the existing monoliths. Piles shall driven prior to excavating below bottom of floodwall footing elevation. The excavated earth shall be used in backfilling and shall be compacted to original density.

PILES FOR FOOTING 6B: These piles shall be pre-drilled to an elevation of 425 and driven the remaining distance to rock. The drilled holes around the piles shall be filled with concrete upon completion of driving piles. The cost of materials and labor shall be incidental to furnishing and driving piles.

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 of 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.

CONCRETE: Class "AA" Concrete is to be used 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.

PLACING FILLS AT END BENTS: See Standard Drawing SF2, current edition.

HIGH-STRENGTH HANDRAIL: High-Strength Handrail, in accordance with Standard Drawing H 117, current edition, shall be used.

CONCRETE FINISH: Exposed surfaces of substructure and superstructure shall be given a rubbed surface finish in accordance with Article 403.3.B-C of the Specifications, except as noted subsequently 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.

STRUCTURAL STEEL: See Sheet 3 for "Structural Steel Notes."

CIRCULAR SECTION REINFORCED CONCRETE COLUMNS: This note modifies the requirements of Article 404.3.1-A and 403.3.B-A for pier columns of grade separation structures. The concrete shall be placed, finished and cured as specified in Article 404.3.1-A 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.B-C. Instead, the surface shall be finished as specified in Article 403.3.B-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.

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 clear distances. Spacing of bars is from center to center of bars. Bars #8 through #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 for one-half inch round steel wire, and Section 641.1.3 for 5/8 inch round plain bars.

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.

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 for Spans 3, 4, 5 and 6 are designed as simple spans between the pier girders. The longitudinal steel girders for all other spans are designed as continuous steel girders under their own weight, the weight of the concrete slab, 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.

SHEAR CONNECTORS: The Contractor shall use one of the following optional types throughout the project, where indicated on 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.

DRAIN PIPE: This note is in 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% copper and 1.5% 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 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 material and welding, brackets, pipe clamps and hangers, fittings, connections, hardware and tools, paint and painting, equipment and incidentals necessary to complete the work.

SLOPE PROTECTION: Slope protection shall be four inch concrete slope wall in accordance with Standard Drawing SP-1, current edition.

CLEARANCE: All falsework, bracing or forms shall have a minimum vertical clearance of 21 feet above top of highest rail and a minimum horizontal clearance of 8 feet measured at right angles to the centerline of the nearest track.

PLACING CONCRETE: Unit 1 bridge floor concrete shall be poured continuously in the eastbound (south) side from the end bent to Pier 7, seven days before the westbound (north) side is poured. That side shall also be poured continuously from the end bent to Pier 7.

DAMAGE TO EXISTING SEWERS OR FLOODWALLS: If any sewer or floodwall is damaged due to the Contractor's operations, the damaged structure shall be repaired to its original condition at the Contractor's expense, subject to approval by the Metropolitan Sewer District or the U. S. Corps of Engineers, respectively.

COFFERDAMS: Cofferdams or sheeting will be required for Footings 11B and 12J for the protection of the railroad embankment and tracks. For design of cofferdams, assume an earth surcharge of 10 feet above top of rail to simulate the effect of the railway load. Earth pressure shall be assumed equivalent to 30 pounds per cubic foot fluid pressure.

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 operation of any of the railroads in the area (Kentucky and Indiana Terminal Railroad Company, Pennsylvania Railroad Company, and the Southern Railway System). The Contractor shall arrange with the respective railroads to provide flag protection at the Contractor's expense. Plans for the erection of the structure and the cofferdams specified in the above note shall be submitted for approval to the Department of Highways and to the respective railroads.

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

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

CONSTRUCTION IDENTIFICATION: The names of the Prime Contractor and the Subcontractor shall be imprinted in the concrete with one inch letters at a location designated by the Engineer. The Contractor shall furnish all plans, equipment and labor necessary to do the work, for which no direct payment will be made.

PREMOLDED CORK EXPANSION JOINT MATERIAL: Premolded Cork Filler shall conform to ASTM Specification D1752-67 Type II.

TYPE I AND II SEAL STRIPS: The seal strips shall be manufactured from virgin polyvinylchloride plastic compound and shall not contain any scrap or reclaimed material. A foot length of each strip shall be submitted to the Laboratory for approval of the minimum cross section dimensions. A notarized statement shall accompany the sample stating that the seal strips furnished on the project are manufactured from virgin polyvinylchloride plastic compound only and contain no scrap or reclaimed material.

STEEL SHEET PILING: Steel Sheet Piling shall be driven between the floodwall and the proposed Piers 6B and 7J as shown on the plans. Piling shall be driven prior to any excavation below the level of the floodwall footing, and shall be left in place.

ELEVATIONS: All elevations are based on U.S.C. & G.S. 1929 (1959 Releveling) Datum.

WATER PROOFING & 4-BOLT INSERT ASSEMBLY: The cost of these items shall be included in the unit price bid for Class AA Concrete.

LINSEED OIL PROTECTIVE COATING: Linseed Oil Protective Coating shall be applied in accordance with the special provision, except that it shall only be applied to the bridge deck between the gutter lines and shall not be applied until after the styrene-butadiene protective coating has been applied to the curbs and plinths.

MEMBRANE CURING COMPOUND: White pigmented curing compound shall be applied to the bridge deck in accordance with the special provision, except that the membrane compound used shall have a resinous base.

DESIGNED BY ... DATE ...
DETAILED BY BOB-BLACK ... DATE ...
TRACED BY ... DATE ...
CHECKED BY ... DATE ...
REVISED ... DATE ...

SHEET 2 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON ROAD
SP56-273-11L
STATION 183+80
PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

GENERAL NOTES

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

These notes are modifications of, and additions to, Section 400 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: With the exception of Corrosive Resistant Steel (Metal splice material for seal strip at Monolith #279) which shall conform to A.I.S.I. Grade 302 or 304, the following A.S.T.M. Designations shall govern the materials furnished:

A36-67	Structural Steel, for all steel unless otherwise noted on the Plans.
A27-65	Carbon Steel Castings, Grade 70-36.
A48-64	Gray Iron Castings, Class 30A
A108-61T	Cold Finished Carbon Steel Bars and Shafting (Pins and Rollers 9" or less in diameter, Grade 1030).
A307-68	Machine bolts, nuts and washers.
A325-68	High Strength Steel Bolts, Nuts and Plain Hardened Washers.
A242-68	High Strength Low Alloy Structural Steel with atmospheric corrosion resistance approximately four (4) times that of plain carbon steel and suitable for welding.
A440-66	High Strength Structural Steel for high-strength bolted connections.
A328-67	Steel Sheet Piling of structural quality.
A441-68	High Strength Low Alloy Structural Steel.
B29-55(1966)	Sheet Lead and Pig Lead

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: All stringer to pier girder connections in Unit 1 shall be reamed to a template. Each bolted splice in Girders B, E, F and J of Units II through VI shall be reamed assembled, with the two adjacent pieces held in their relative unstressed position adjusted to line, camber, and fit. Holes for the floorbeam to girder connections may be punched or drilled full size.

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

HIGH STRENGTH BOLTED CONNECTIONS: These are designed as friction type connections. All bolts shall be 7/8" diameter unless noted on the Plans.

All high strength bolted connections shall be in accordance with Article 408.3.1-F of the Standard Specifications. Tightening of the bolts shall be done with properly calibrated wrenches or by the turn-of-nut method.

WELDS: All welding shall conform to Specifications for Welded Highway and Railway Bridges, AWS D2.0-68, of the American Welding Society with modifications and additions as stated on the Plans and Standard Drawing AWS2, current edition.

ADDITIONAL FIELD SPLICES: If additional field splices are permitted, they 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 top flange by virtue of shear connectors. Optional shop welded web plate splices for the girders may be made by the Contractor, and shall be located on shop details. Maintain a minimum distance of three feet (3') from any flange welded splice. Such splices will not be paid for, but the cost thereof shall be included in the lump sum price bid for 'Structural Steel.'

STEEL FINISH: Steel bearing surfaces in contact shall be finished in accordance with Article 408.3.1-H.

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.

PAINTING: All structural steel shall be cleaned and painted in accordance with Special Provision No. 80, current edition.

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
DETAILED BY RDG, Rev. 1
CHECKED BY
CHECKED BY
TRACED BY
CHECKED BY

DATE
DATE 6-68
DATE
DATE
DATE

REVISED
REVISED
REVISED

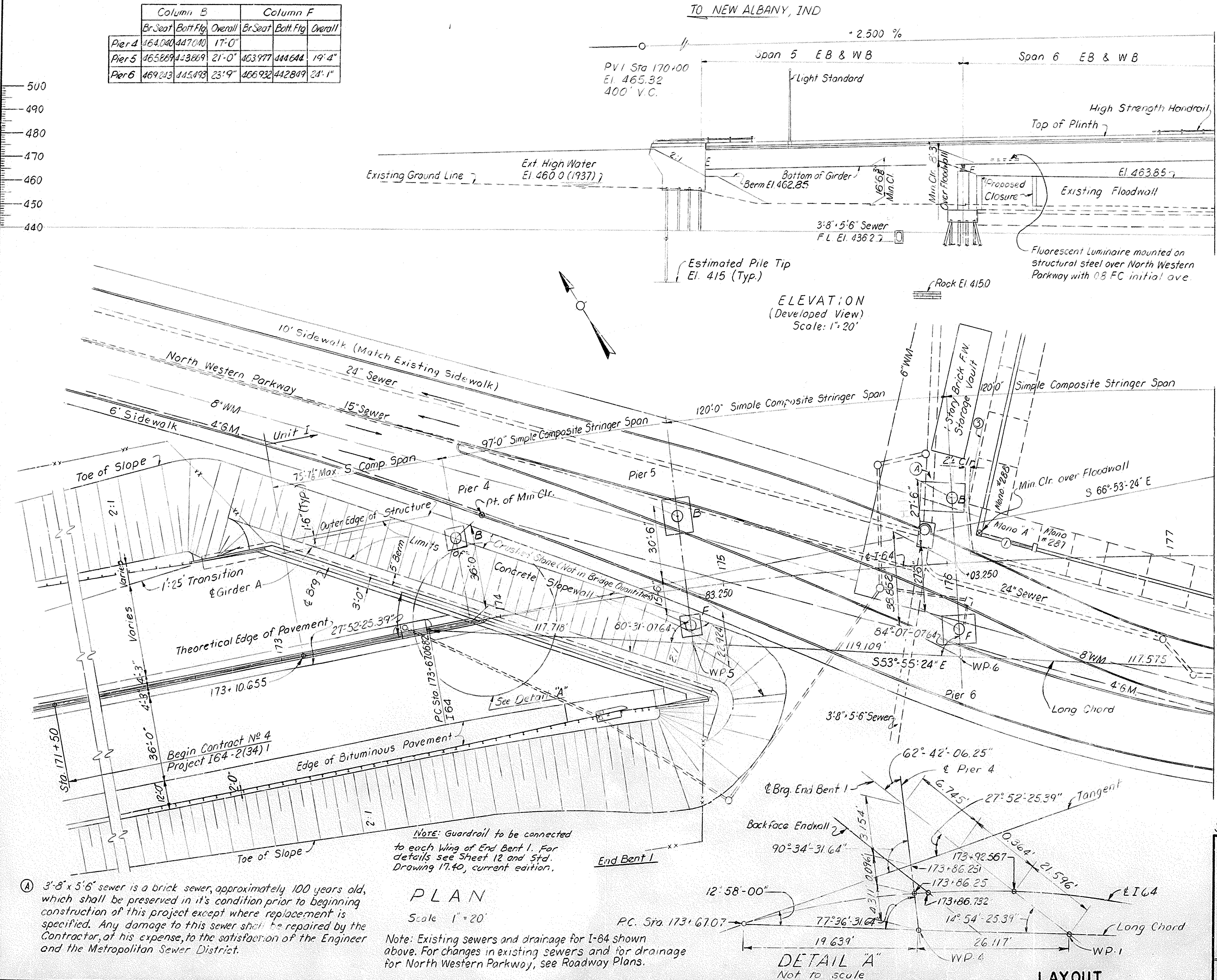
SHEET 3 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I 64-2(34)1

BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

STRUCTURAL STEEL NOTES

	Column B			Column F		
	Br. Seat	Bott. Ftg.	Overall	Br. Seat	Bott. Ftg.	Overall
Pier 4	464.040	447.040	17'-0"			
Pier 5	465.869	443.869	21'-0"	463.977	444.644	19'-4"
Pier 6	469.243	445.493	23'-9"	466.932	442.849	24'-1"



TO NEW ALBANY, IND
TO LEXINGTON
+2.500 %
P.V.I. Sta. 170+00
El. 465.32
400' V.C.
Span 5 EB & WB
Span 6 EB & WB
Light Standard
High Strength Handrail
Top of Plinth
Existing Ground Line
Ext. High Water El. 460.0 (1937)
Berm El. 462.85
Bottom of Girder
Min. Cl.
Min. Clr. over Floodwall
Proposed Closure
Existing Floodwall
El. 463.85
3'-8" x 5'-6" Sewer F.L. El. 436.2
Estimated Pile Tip El. 415 (Typ.)
Rock El. 415.0
Fluorescent Luminaire mounted on structural steel over North Western Parkway with 0.8 FC initial ave.
Match Line Sta. 177+20
ELEVATION
(Developed View)
Scale: 1" = 20'
10' Sidewalk (Match Existing Sidewalk)
North Western Parkway
24" Sewer
15" Sewer
8" WM
4" G.M.
6' Sidewalk
Unit I
97'-0" Simple Composite Stringer Span
120'-0" Simple Composite Stringer Span
120'-0" Simple Composite Stringer Span
1 Story Brick F.W. Storage Vault
6" WM
Toe of Slope
2:1
Outer Edge of Structure
Pier 4
Pt. of Min. Clr.
Pier 5
Limits of Crushed Stone (Not in Bridge Quantities)
Concrete Slopewall
1:25 Transition
¢ Girder A
¢ Brg.
Theoretical Edge of Pavement
27°-52'-25.39"
117.718'
60°-31'-07.64"
83.250
WP 5
173+10.655
P.C. Sta. 173+67.07
I 64
See Detail "A"
Begin Contract No. 4
Project I 64-2(34)1
Edge of Bituminous Pavement
Sta. 171+50
Varies
36'-0"
12'-0"
2'-0"
Min. Clr. over Floodwall
S 66°-53'-24" E
Mono "A"
Mono # 287
Mono # 288
¢ I-64
84°-07'-07.64"
119.109'
S 53°-55'-24" E
WP 6
+03.250
24" Sewer
8" WM
117.575
4" GM
Pier 6
Long Chord
3'-8" x 5'-6" Sewer
End Bent I
Note: Guardrail to be connected to each Wing of End Bent I. For details see Sheet 12 and Std. Drawing 17.40, current edition.
PLAN
Scale 1" = 20'
62°-42'-06.25"
¢ Pier 4
¢ Brg. End Bent I
6.745'
27°-52'-25.39"
Tangent
Back Face Endwall
90°-34'-31.64"
173+92.567
173+86.251
173+86.25
173+86.732
0.364'
21.596'
¢ I 64
12°-58'-00"
77°-36'-31.64"
14°-54'-25.39"
Long Chord
P.C. Sta. 173+67.07
19.639'
26.117'
WP 4
WP 1
DETAIL "A"
Not to scale

Note: Existing sewers and drainage for I-64 shown above. For changes in existing sewers and for drainage for North Western Parkway, see Roadway Plans.

Ⓐ 3'-8" x 5'-6" sewer is a brick sewer, approximately 100 years old, which shall be preserved in it's condition prior to beginning construction of this project except where replacement is specified. Any damage to this sewer shall be repaired by the Contractor, at his expense, to the satisfaction of the Engineer and the Metropolitan Sewer District.

CURVE DATA
I-64
P.I. Sta. 178+06.8238
D = 3°-00'-00"
Δ = 25°-56'-00"
R = 1909.8593'
T = 439.7556'
L = 864.4444
E = 49.9742
S.E. = 0.042'/'

NOTE:
All Piers Normal or Radial to ¢ I-64
All Span Lengths are measured along ¢ I-64 except noted
EB denotes Eastbound
WB denotes Westbound
E denotes Expansion
F denotes Fixed
H S20-44 Loading as specified in 1961 AASHO Specifications or Alternate Loading of Two 24-Kip Axles spaced 4 feet apart whichever produces the greater stress.

① Permanent Closure to be constructed in Floodwall Opening.

② Floodwall Monolith to be removed and replaced with combined footing and floodwall.
Monolith No's. refer to "As Built Plans" for the Louisville Flood Protection Section B by U.S. Engineer Office, Louisville, Ky.

③ The 2'-8" x 2'-8" Relief Drain at the base of the floodwall shall be replaced where destroyed. If necessary the drain may be rebuilt around the footing. All costs of labor and materials shall be included in the cost of Concrete, Class A.

Sta. 172+60 to Sta. 177+20

Fed. Road Dist.	State	Fed. Aid Proj. No.	Fiscal Year	Sheet No.	Total Sheets
7	KY.				

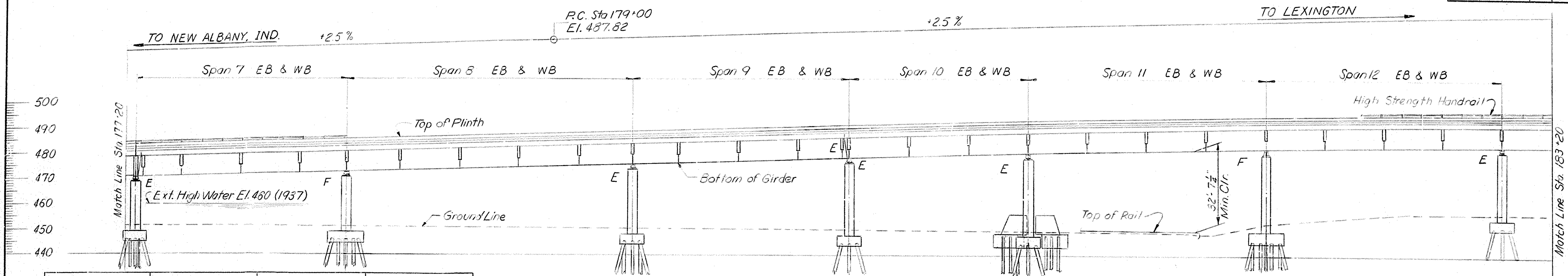
SHEET 4 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON ROAD
SP56-273-11L
STATION 183+80
PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122

LAYOUT

DESIGNED BY DETAILED BY R. LIN TRACED BY
CHECKED BY CHECKED BY CHECKED BY
DATE 2-23-65 DATE 5-66

Checked PME 2-12-68



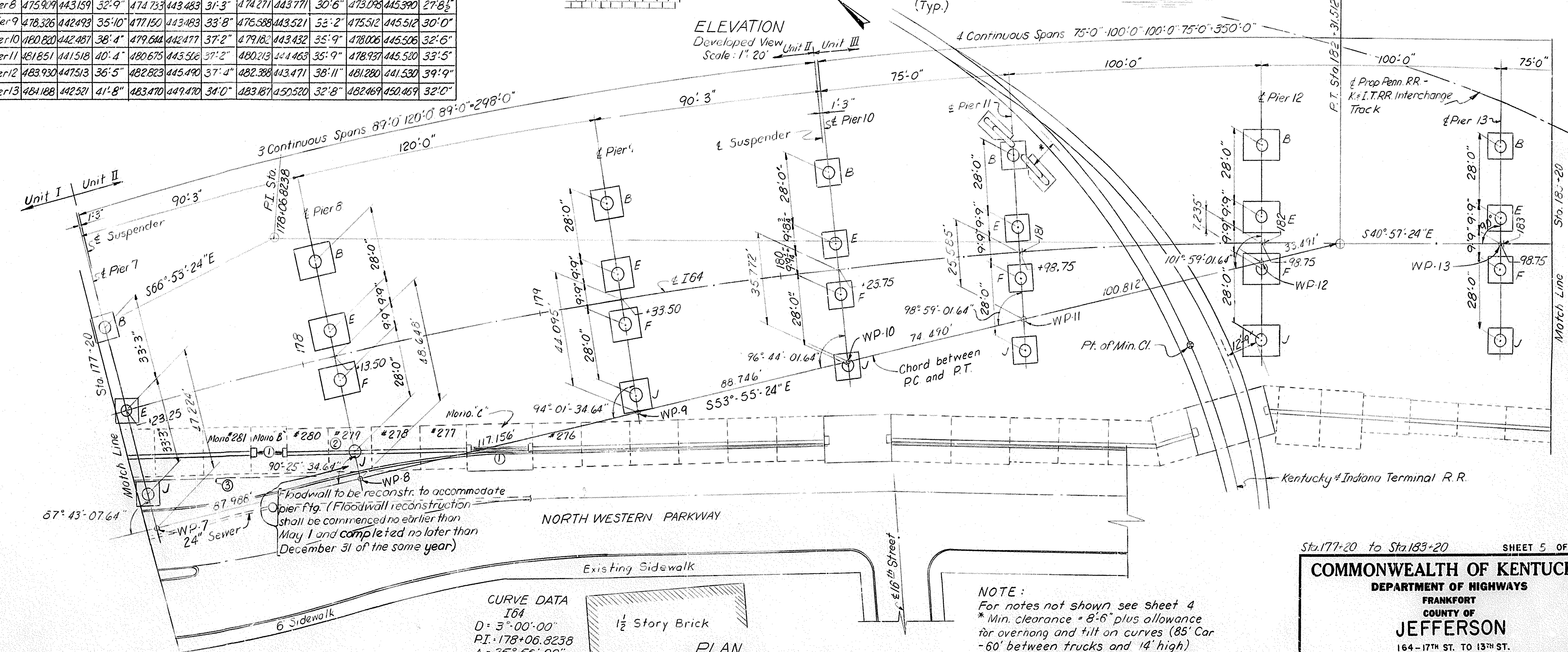
	Column B			Column E			Column F			Column J		
	Br. Seat	Bott. Ftg.	Overall	Br. Seat	Bott. Ftg.	Overall	Br. Seat	Bott. Ftg.	Overall	Br. Seat	Bott. Ftg.	Overall
Pier 7	472.635	444.052	28'-7"	471.239	444.489	26'-9"	—	—	—	469.843	445.843	24'-0"
Pier 8	475.909	443.159	32'-9"	474.733	443.483	31'-3"	474.271	443.771	30'-6"	473.095	445.390	27'-8½"
Pier 9	478.326	442.493	35'-10"	477.150	443.483	33'-8"	476.588	443.521	33'-2"	475.512	445.512	30'-0"
Pier 10	480.820	442.487	38'-4"	479.644	442.477	37'-2"	479.182	443.432	35'-9"	478.006	445.506	32'-6"
Pier 11	481.851	441.518	40'-4"	480.675	443.508	37'-2"	480.213	444.463	35'-9"	478.937	445.520	33'-5"
Pier 12	483.930	447.513	36'-5"	482.823	445.490	37'-4"	482.388	443.471	38'-11"	481.280	441.530	39'-9"
Pier 13	484.188	442.521	41'-8"	483.470	449.470	34'-0"	483.187	450.520	32'-8"	482.469	450.469	32'-0"

Rock El. 415.0 (Typ.)

Estimated Pile Tip El. 415.0 (Typ.)

Normal Pool Elev. 419.05

ELEVATION
Developed View
Scale: 1" = 20'



CURVE DATA
I64
D = 3°-00'-00"
P.I. = 178+06.8238
Δ = 25°-56'-00"
R = 1909.8593
T = 439.7556
L = 864.4444'
E = 49.9742'

PLAN
Scale: 1" = 20'

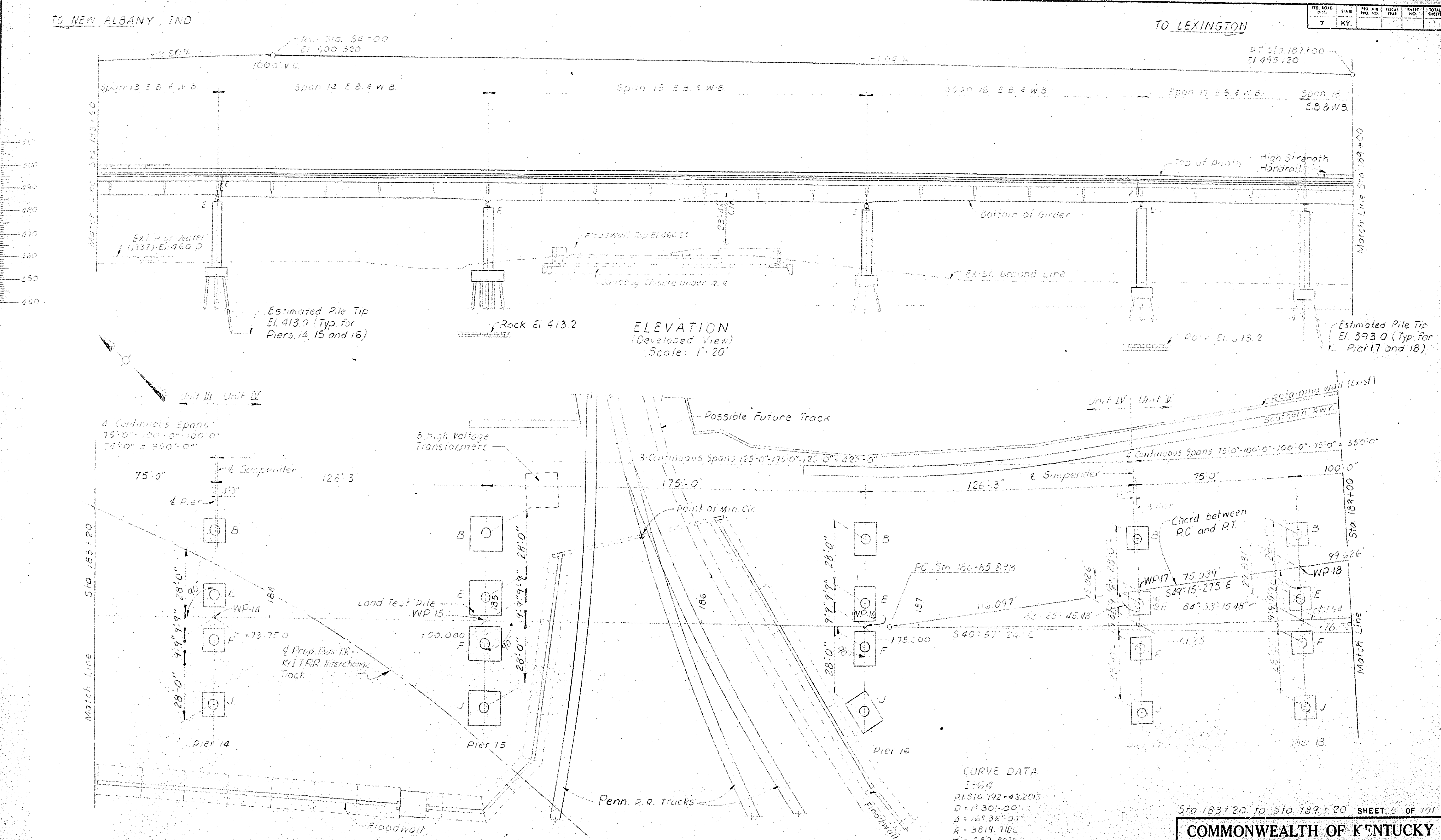
NOTE:
For notes not shown see sheet 4
* Min. clearance = 8'-6" plus allowance for overhang and tilt on curves (85' Car - 60' between trucks and 14' high)
Pier protection crashwalls required where face of column is less than 12'-6" from ℄ of R.R. track.

LAYOUT

Sta. 177+20 to Sta. 183+20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 – 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON ROAD
SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

DESIGNED BY E.D.D. 4.1963 CHECKED BY
DETAILED BY E.D.R. CHECKED BY DAF
TRACED BY CHECKED BY C.H.H.



	Column B			Column E			Column F			Column J		
	Br. Seat	Bott. Ftg.	Overall	Br. Seat	Bott. Ftg.	Overall	Br. Seat	Bott. Ftg.	Overall	Br. Seat	Bott. Ftg.	Overall
Pier 14	484.972	443.472	41'-6"	484.546	443.463	41'-1"	484.378	448.461	35'-11"	483.952	450.452	33'-6"
Pier 15	482.861	444.194	38'-8"	482.925	444.258	38'-8"	482.951	448.201	34'-9"	483.015	444.848	38'-2"
Pier 16	481.664	443.997	37'-8"	482.364	446.364	36'-0"	482.636	447.638	35'-0"	483.338	451.921	31'-5"
Pier 17	483.908	443.491	40'-5"	484.608	444.441	40'-2"	484.883	444.466	40'-5"	485.583	446.416	39'-2"
Pier 18	482.874	444.457	38'-5"	483.574	444.407	39'-2"	483.849	445.516	38'-4"	484.549	445.382	39'-2"

LAYOUT

Sta. 183+20 to Sta. 189+20 SHEET 6 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 – 17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON
ROAD
SP56-273-11L
STATION 183+80
PROJECT NO. I64-2(34)
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

FED. ROAD DIST. 7 | STATE KY.

BRIDGE

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

To NEW ALBANY, IND.

-1.04%

P.C. Sta 195+00
El 488.880
-1.49%

Span 18 EB & WB | Span 19 EB & WB | Span 20 EB & WB | Span 21 EB & WB | Span 22 EB & WB | Span 23 EB & WB | Span 24 EB & WB

Sign Support
Lower Edge of Sign
High Strength Handrail
18'0" Min Clr
PVI 197+00
Elev 486.80
400' V.C.

Top of Plinth
Bottom of Girder
Ext. High Water (1937) El. 460.0
12'-0" Min Clr
Existing Ground Line

TO LEXINGTON

END OF PROPOSED CONTRACT Nº 4 OF PROJECT Nº I64-2(34)1

490 / 480 / 470 / 460 / 450 / 440

394.0'* Rock El 376.5 | 399.0'* | 406.0'* | 406.0'* Rock El 413.1 | 413.1'* | *413.1' Rock El 413.1

Match Line Sta 189+00

K & I RR

60'-14th Street (Closed)

Southern Rwy.

ELEVATION
Scale 1"=20'

P.G. Elev = 494.72
El. 486.61
12'-0" Min Clr
R/W
R/W

Ground Elev. 451.25 | Elev. 452.50 (Typ.) | Elev. 451.0 | Elev. 449.0 (Typ.) | Elev. 447.5 | Elev. 448.25 | Top of Road Elev. 457.75

Chord between P.C. and P.T.

SECTION A-A
Scale: 3/32"=1'-0"
Invert Elev. 444.50
18"ø Pipe

Sta. 189+00

6'6"x6' Box Culvert

27'-4"

℄ Easement and Prop. Conveyor

P/W 14th Street

49.626' | 49.267' | 74.297' | 75.467' | 98.968' | 99.088' | 74.476'

16'0" | 31.05 | 28'-0" | 36.372' | 39.014' | 40.000' | 39.010' | 35.425' | 31.027'

WP 19 | WP 20 | WP 21 | WP 22 | WP 23 | WP 24 | WP 25

18"ø Pipe

86°-03'-15.48" | 87°-33'-15.48" | 88°-40'-45.48" | 89°-49'-22.98" | S 49°-15'-27.5" E | 91°-19'-22.98" | 92°-49'-22.98" | 93°-56'-52.98"

Match Sta. 188+38.77
Sta. 189+37.70

℄ I-64

190 | 191 | 192 | 193 | 194 | 195

+76.250 | +76.250 | +51.250 | +27.500 | +27.500 | +27.500

S 40°-57'-24" E

S 57°-33'-31" E

End of Contract Nº 4 Project Nº I64-2(34)1
195+02.50

50' Farm Motor Vehicle Easement

100'-0" | 100'-0" | 75'-0" ℄ Suspender | 76'-3" | 100'-0" | 100'-0" | 75'-0"

Pier 19 | Pier 20 | ℄ Pier 21 | Pier 22 | Pier 23 | 80'-13th Street (Closed) | Pier 24 | ℄ Pier 25 | ℄ Suspender

4 Continuous Spans 75'0" 100'0" 100'0" 75'0" = 350'0"

P.I. Sta. 192+43.2013

Unit V | Unit VI

Sta 189+20 to Sta 195+02.50

SHEET 7 OF 101

HIGH ST. (To be relocated) ~ ℄ Prop Southern Rwy.

PLAN
Scale 1"=20'

	Column B			Column E			Column F			Column J		
	Br. Seat	Bott. Flg.	Overall	Br. Seat	Bott. Flg.	Overall	Br. Seat	Bott. Flg.	Overall	Br. Seat	Bott. Flg.	Overall
Pier 19	482.386	444.469	37'-11"	483.086	444.669	38'-5"	483.361	444.529	38'-10"	484.061	444.478	39'-7"
Pier 20	480.804	444.471	36'-4"	481.504	444.504	37'-0"	481.779	444.529	37'-3"	482.479	444.479	38'-0"
Pier 21	480.440	444.440	36'-0"	481.140	444.473	36'-8"	481.415	444.498	36'-11"	482.115	444.446	37'-8"
Pier 22	479.231	444.481	34'-9"	479.931	444.514	35'-5"	480.206	444.456	35'-9"	480.906	444.489	36'-5"
Pier 23	478.733	443.483	35'-3"	479.433	443.516	35'-11"	479.708	443.458	36'-3"	480.408	443.491	36'-11"
Pier 24	477.085	443.535	33'-6"	477.851	443.518	34'-4"	478.126	443.459	34'-8"	478.826	443.493	35'-4"
Pier 25	476.736	442.484	34'-3"	477.487	442.487	35'-0"	477.762	442.512	35'-3"	478.462	442.462	36'-0"

NOTE: For Notes not shown see Sheet 4.
* Estimated pile tip elevation

LAYOUT

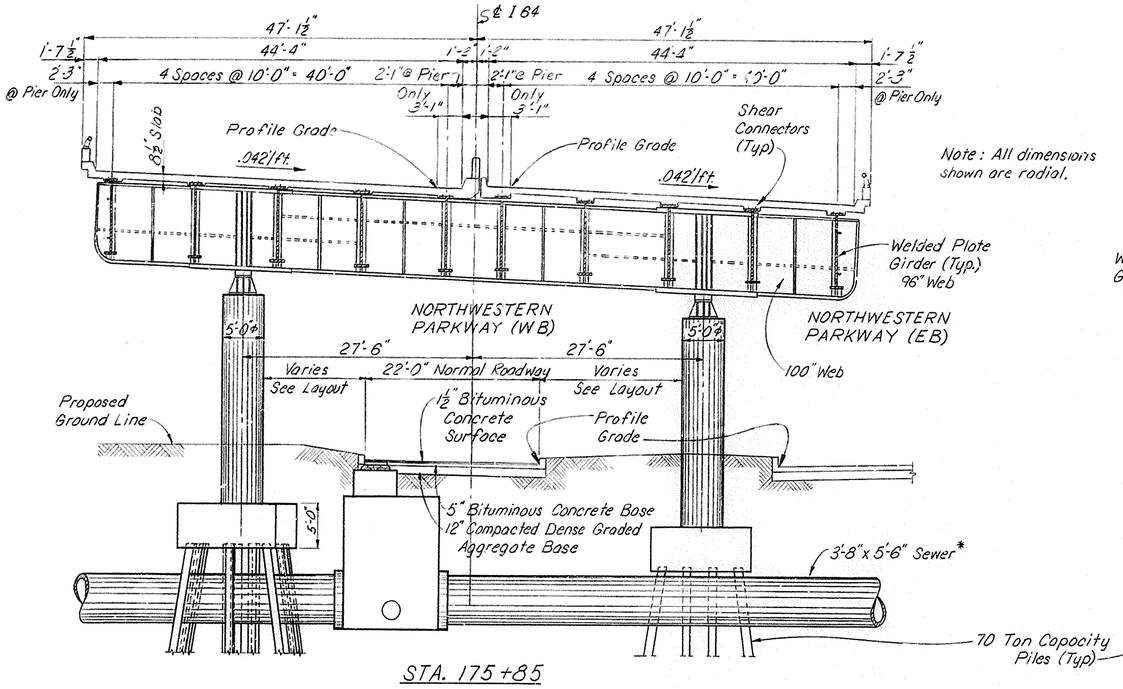
CURVE DATA
I-64
D = 1°30'00"
PI = 192+43.2013
Δ = 16°36'07"
R = 3819.7186'
T = 557.3029'
L = 1106.7963'
E = 40.4416'

REVISED: Added I.S.&G.O. Easement and Conveyor — DATE 2.13.69
REVISED: — DATE
REVISED: — DATE
DESIGNED BY: — CHECKED BY: — DATE
DETAILED BY: R. LIN — CHECKED BY: — DATE 2.25.69
TRACED BY: C.W.L. — CHECKED BY: — DATE 5.66

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-IIL
STATION 183+80 PROJECT NO. I64-2(34)1

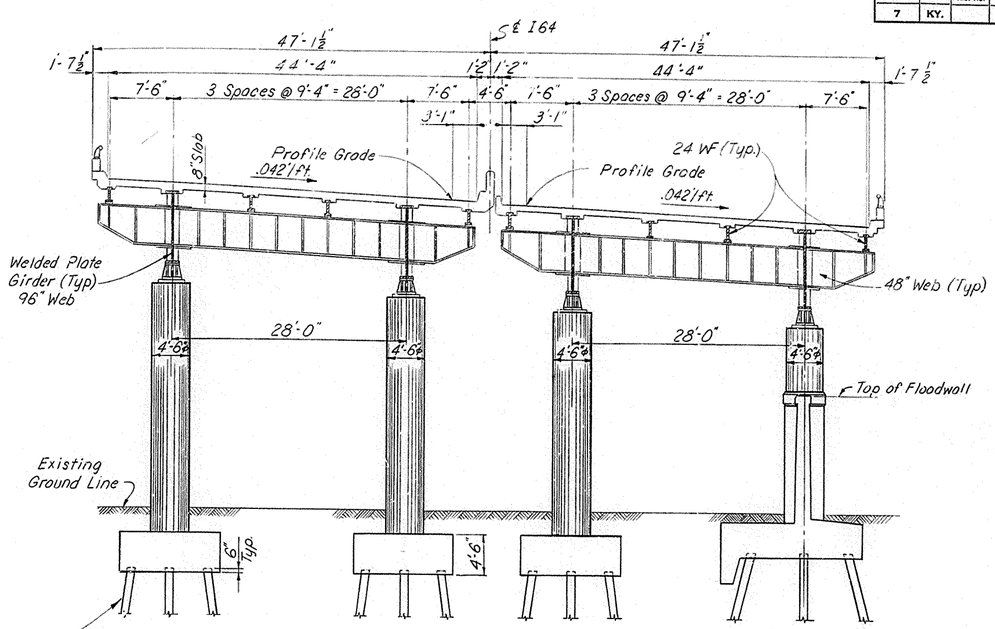
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

BRIDGE



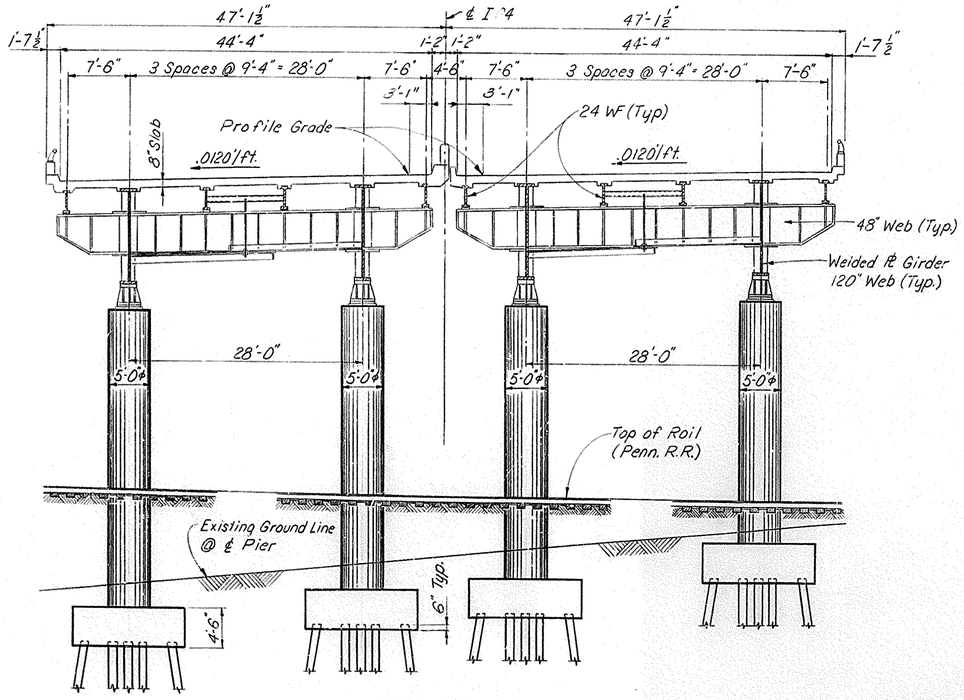
STA. 175+85

Note: All dimensions shown are radial.



STA. 178+13.50

Note: Floodwall "T" section modified to receive footing and piles. See Sheet No 22



STA. 185+70

* 3'-8"x 5'-6" sewer is a brick sewer, approximately 100 years old, which shall be preserved in its condition prior to beginning construction of this project except where replacement is specified. Any damage to this sewer shall be repaired by the Contractor at his expense to the satisfaction of the Engineer and the Metropolitan Sewer District.

TYPICAL SECTIONS

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

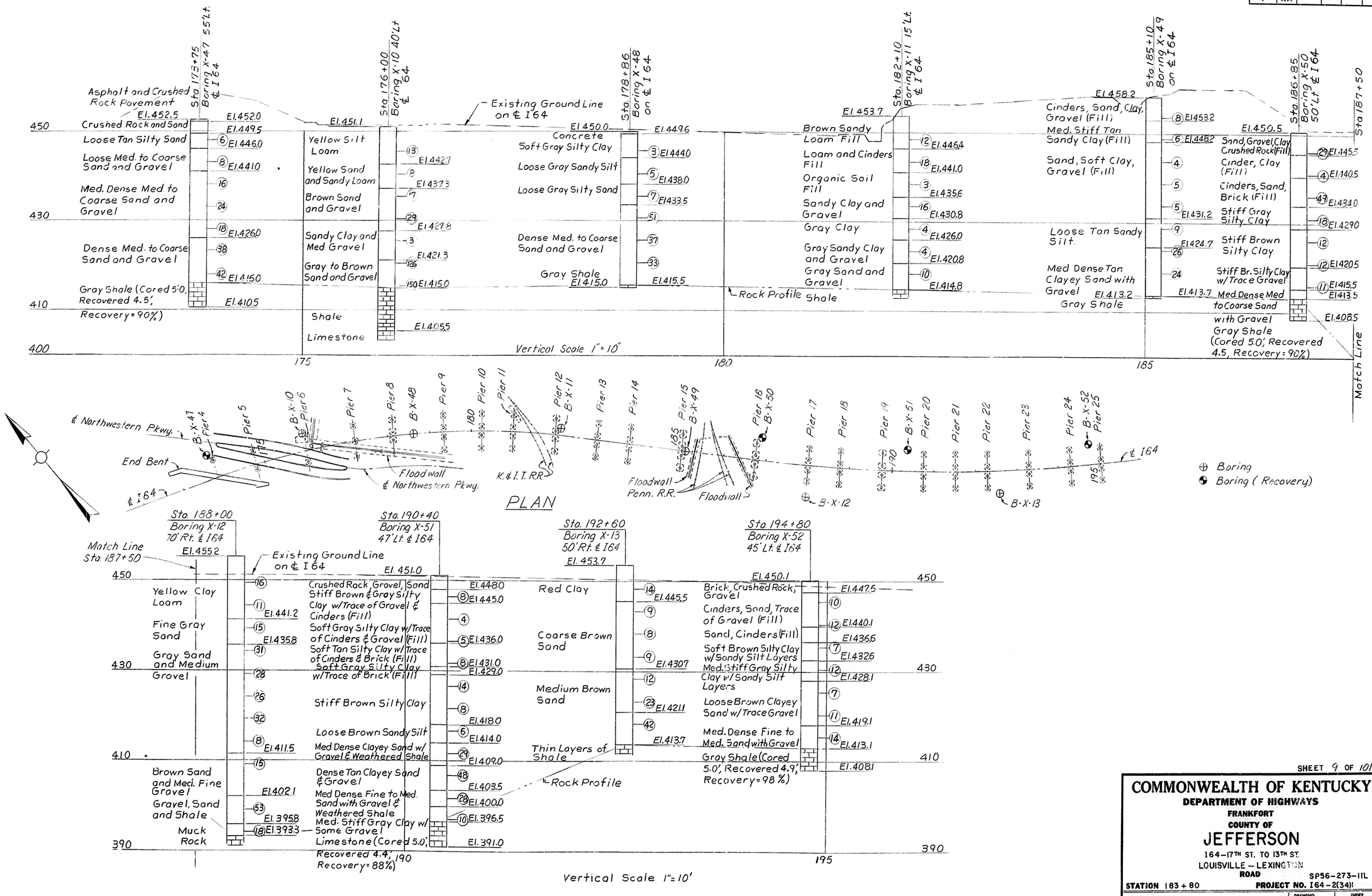
SHEET 8 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I64-2(34)I

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGNED BY
DETAILED BY W.R.T.
TRACED BY
CHECKED BY OAE PME
CHECKED BY
CHECKED BY
DATE
DATE 2-68
DATE
REVISED
REVISED
REVISED

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



LOG OF BORING

SHEET 9 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164–17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING No. 17122	INDEX

DESIGNED BY MDC 7-19-63 CHECKED BY
DETAILED BY R. L.N. DATE 7-25-63 CHECKED BY
TRACED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

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

SOUTH PART CAP PLAN

PART ELEVATION

PART FOOTING PLAN

END BENT 1

Connection for Guardrail See South Wingwall Elevation

Typ. Girders F thru J

Typical between Girders F & K

℄ Expansion Dam supports (ST6WF20)

Const. Joint Keyway

Elev 475.631 @ Gutter Line

Elev 475.724

See Detail A

See Detail B

See Detail C

See Detail D

℄ Pier Girder #5

℄ Bearing

Sta. 173 + 92.567

Const. ℄ I-64

Tangent to Const. ℄ @ ℄ Bearing

Gutter Line

WP - 1

℄ 1" Expansion Joint Keyway (See Detail F)

For NORTH PART END BENT See Sheets 11 and 12

100 - A94 Bars (Pavement Seat) Space with A69 Bars & Alternate A93 Bars

195 - A73 Bars (9⅛ FF & 99 - BF) Space with A69 Bars & Alternate A93 Bars

POUR 13

POUR 11

POUR 12

POUR 10

POUR 9

POUR 8

POUR 7

POUR 6

POUR 5

POUR 4

POUR 3

POUR 2

POUR 1

High Strength Handrail

4-A73 Bars Spa. with A20 Bars

1-A28 Bar

9-A42 Bars

7-A20 Bars

2-A71 Bars (Pvmt Seat)

30-A69 Bars (Space with A68 Bars)

5-A70 Bars (FF)

9-A71 Bars (BF)

33-A69 Bars (Space with A68 Bars)

2" Const Joint Keyway (Typical unless noted)

1-A74 Bar

2-A53 Bars (Pvmt Seat)

30-A69 Bars (Space with A68 Bars)

Elev. 468.322

14-A93 Bars

Elev. 464.011

5-A75 Bars (FF) Space with Alternate A93 Bars

Elev. 474.315

Vertical Const Jt.

3-A77 Bars

Elev. 464.671

Elev. 463.847

7-A78 Bars Spa. with A20 Bars

Elev. 457.847

30-A68 Bars

7-A70 Bars (FF & Top)

11-A72 Bars Spa. with A53 Bars

11-A72 Bars Spa. with A704 A53 Bars

9-A53 Bars (BF)

4-A85 Bars (FF)

29 Spaces @ 1'-0" = 29'-0"

32 Spaces @ 1'-0" = 32'-0"

13 Spaces @ 6" = 6'-6"

23-A13 Bars

23-A12 Bars

15-A12, 2-A11 & 6-A10 Bars

12 BP 53 (Typ.)

Class A Concrete

Class E Waterproofing Typical Class AA Concrete

76 - A1 Bars Spaced as shown

A10 Bars

A12 Bars

A13 Bars

2-A3 Bars

2-A9 Bars

2-A2 Bars

2-A4 Bars

A8 Bars

2" Const. Jt. Keyway

2" Min. Clr.

A1 Bar

12 BP 53 (Typical)

℄ Bearing

Indicates 4:12 Batter

4" Exp. Jt. Keyway

A1 Bars

1-A79 Bar Each Front Row Pile - 16 this sheet

Const. ℄ I-64

Sta. 173 + 92.567

NOTE: Work this sheet with Sheets 11, 12, 13 & 14.

8 Spaces @ 10'-6" = 84'-0 (Back Piles)

13 Spaces @ 7'-0" = 91'-0" (Front Piles)

106'-11½"

DESIGNED BY EJW DETAILED BY EJW TRACED BY

CHECKED BY EJS & OAF CHECKED BY CHECKED BY

DATE 12/64 DATE 12/64 DATE

REVISED REVISED REVISED

SHEET 10 OF 101

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

JEFFERSON

I64-17TH ST. TO 13TH ST.

LOUISVILLE—LEXINGTON ROAD

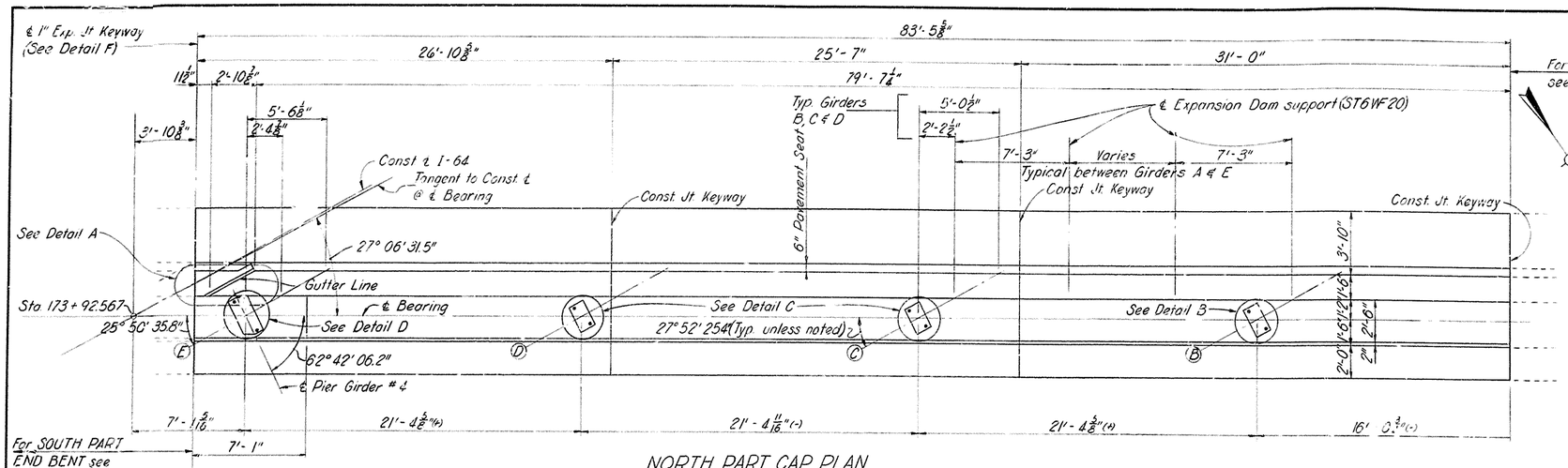
STATION 183+80

PROJECT NO. I64-2(34)1

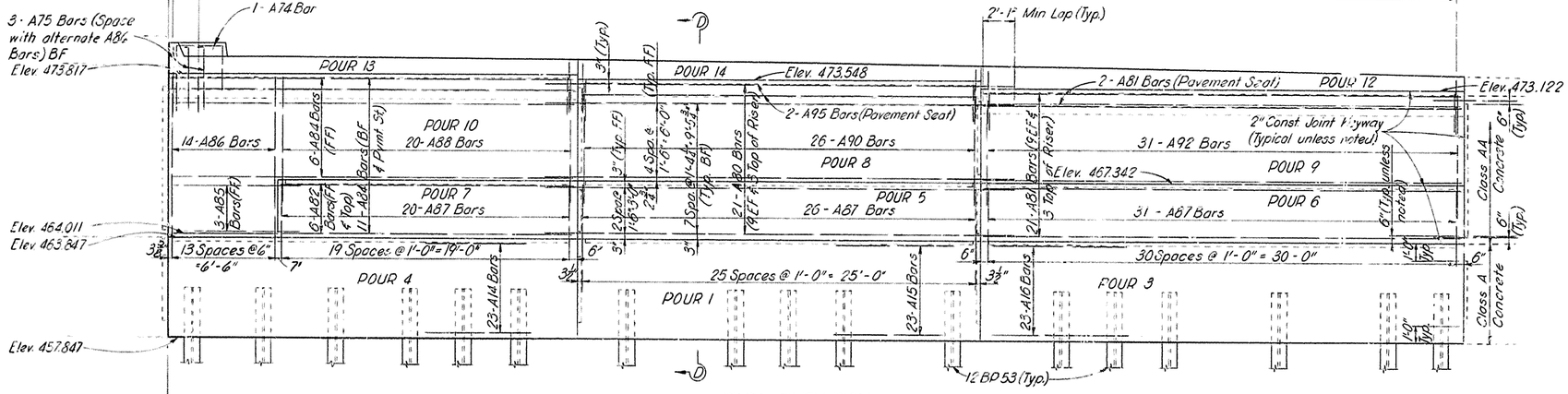
SP56-273-11

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

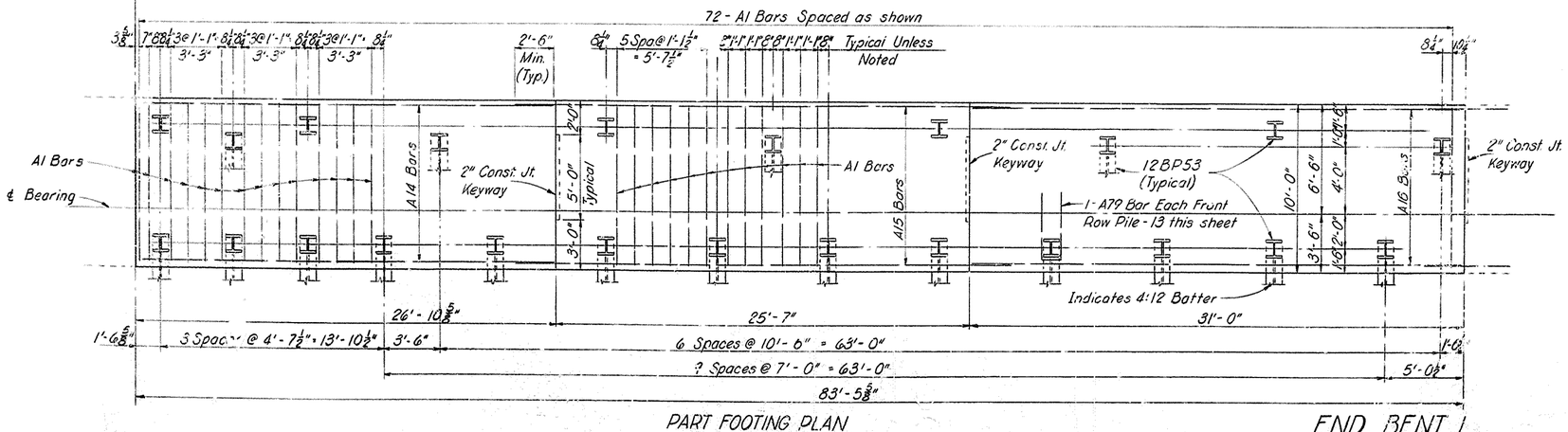
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



NORTH PART CAP PLAN

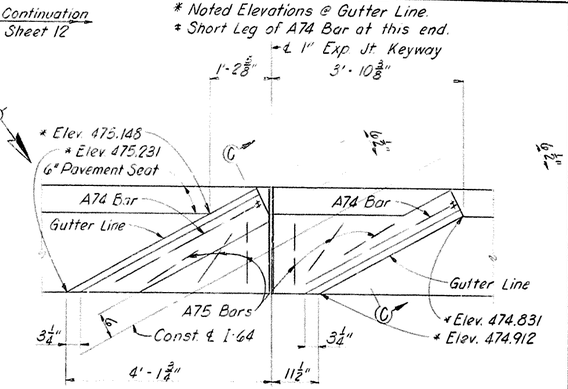


PART ELEVATION

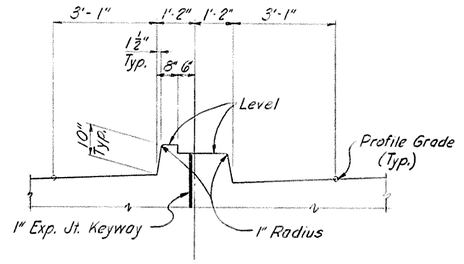


PART FOOTING PLAN

END BENT 1



DETAIL A



SECTION C-C

NOTES: Current edition

For construction of End Bent Foundation and Backfill see Sheet SF2,1A
Top of cap bars are to be located so as not to interfere with drilling of Anchor Bolt Holes.
Work this sheet with Sheets 10, 12, 13 & 14.
See Screed Sheet for elevation along backwall.
Do not backfill above bridge seat until superstructure is in place.
For Anchor Bolt Details see Sheet 55.
For Test Pile Location see Sheet 94.
High Strength Handrail is included in superstructure quantities.
Waterproof the back face of all construction and expansion joints as shown on plans.
For Class D and Class E Waterproofing see Section 412 of the specifications.
FF denotes Front Face, BF denotes Back Face, EF denotes Each Face.
Concrete Pours are numbered consecutively for sections on either side of the Expansion Joint.

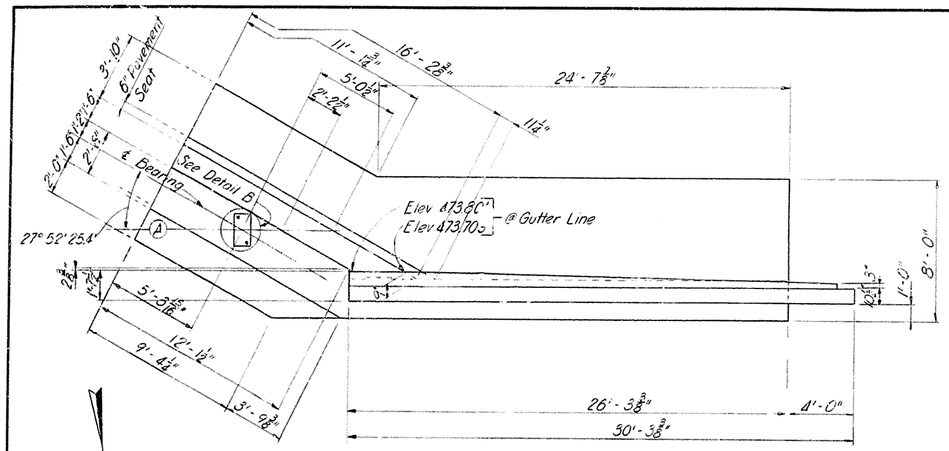
SHEET 11 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64--17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON ROAD
STATION 183+80
SP56-273-11L
PROJECT NO. I64-2(34)1

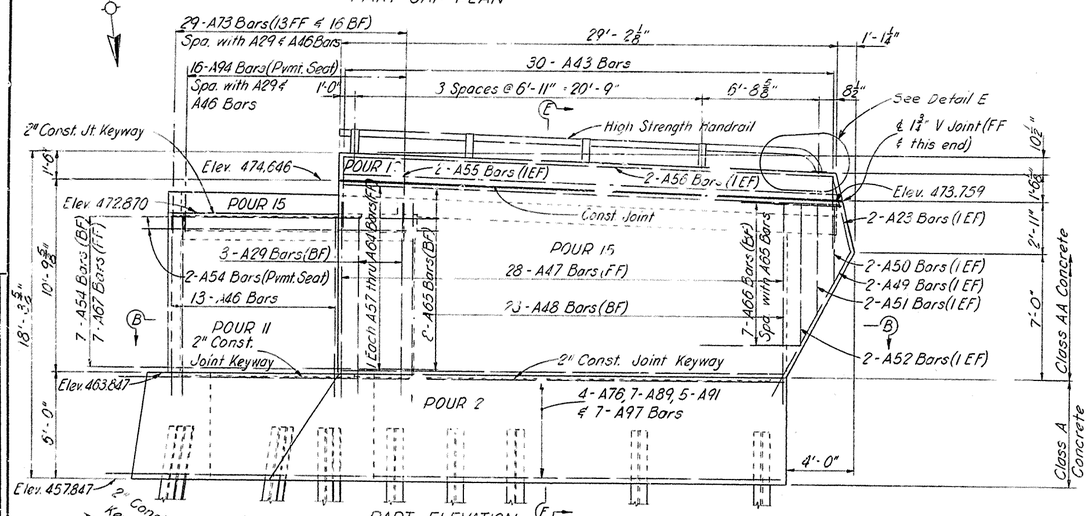
BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGNED BY: E.L.W. CHECKED BY: P.B.S. DATE: 12/66 REVISED
DETAILED BY: E.L.W. CHECKED BY: P.B.S. - D.A.F. DATE: 1-66 REVISED
TRACED BY: DATE: REVISED

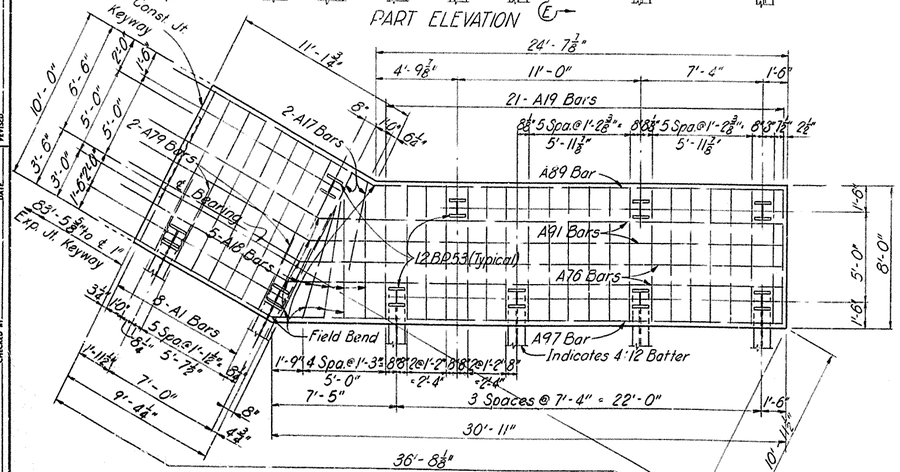
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



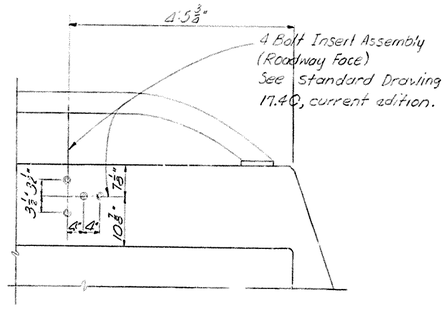
PART CAP PLAN



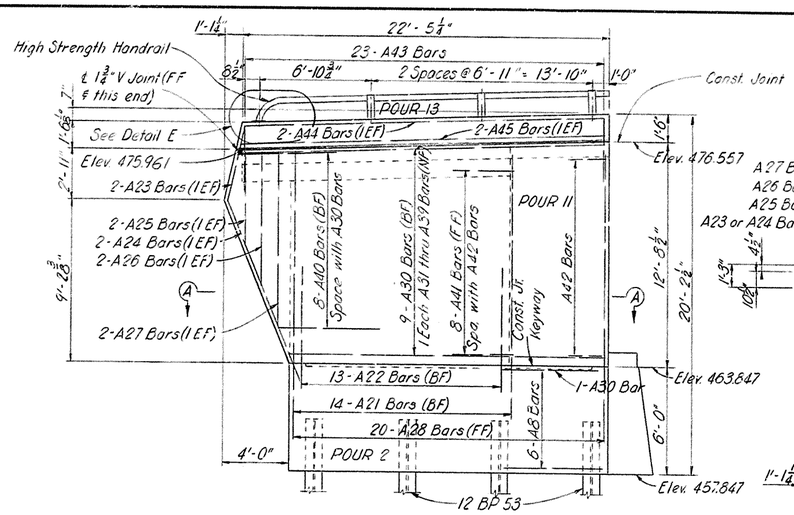
PART ELEVATION



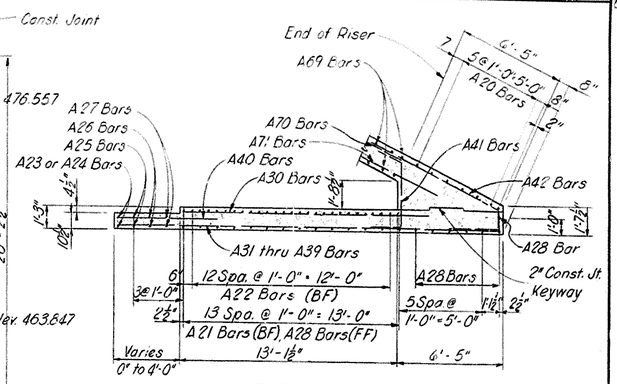
PART FOOTING PLAN



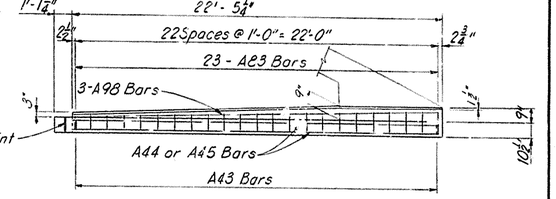
DETAIL E



SOUTH WINGWALL ELEVATION

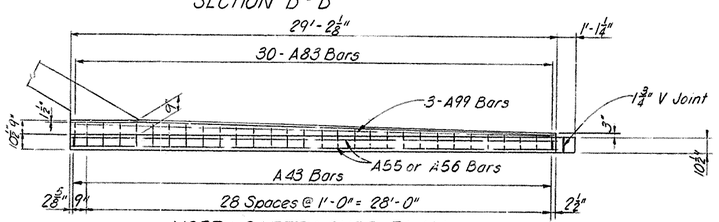


SECTION A - A



SOUTH SAFETY CURB PLAN

SECTION B - B



NORTH SAFETY CURB PLAN

NOTE:
Work this sheet with Sheets 10, 11, 13 & 14.

SHEET 12 OF 101

DESIGNED BY: GWL DATE: 9/64
DETAILED BY: GWL CHECKED BY: PBS DATE: 10/64
TRACED BY: CHECKED BY: DATE:
REVISED
REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON
ROAD SP56-273-11L

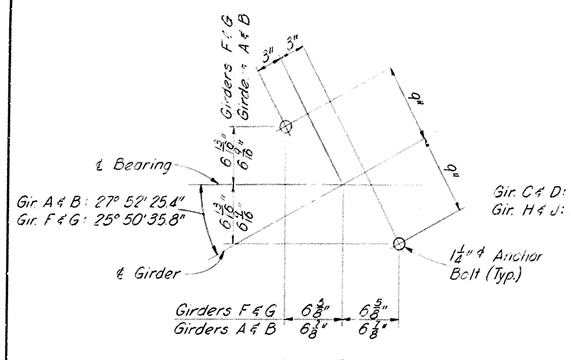
STATION 183+80 **PROJECT NO.** I 64-2(341)

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

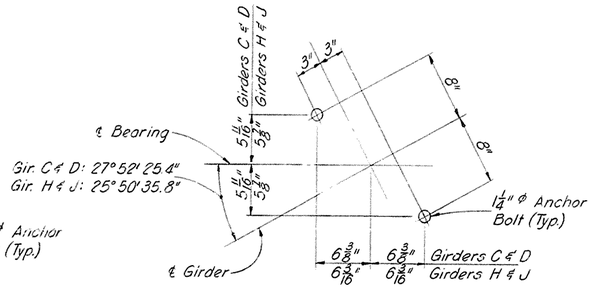
END BENT 1

GIETZ-GEM NO. 138-S ABEPROOF

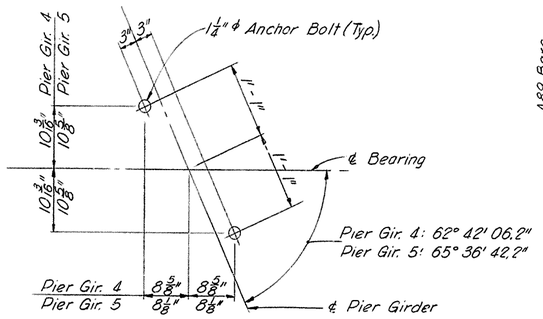
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



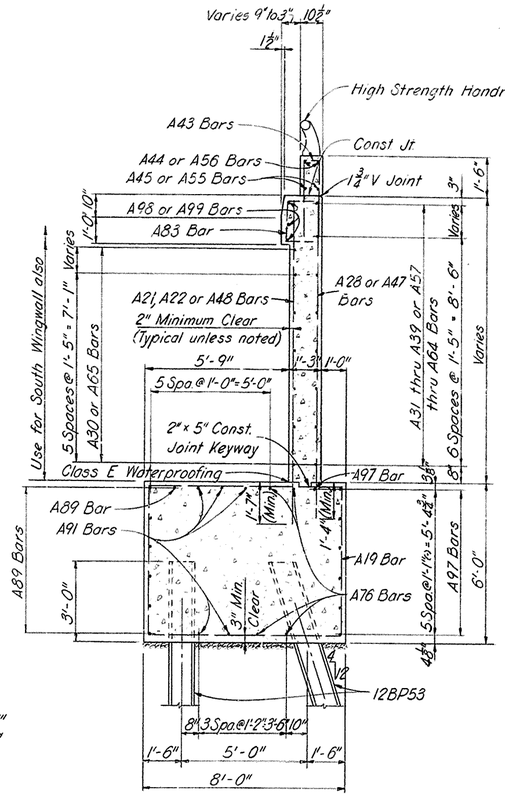
DETAIL B



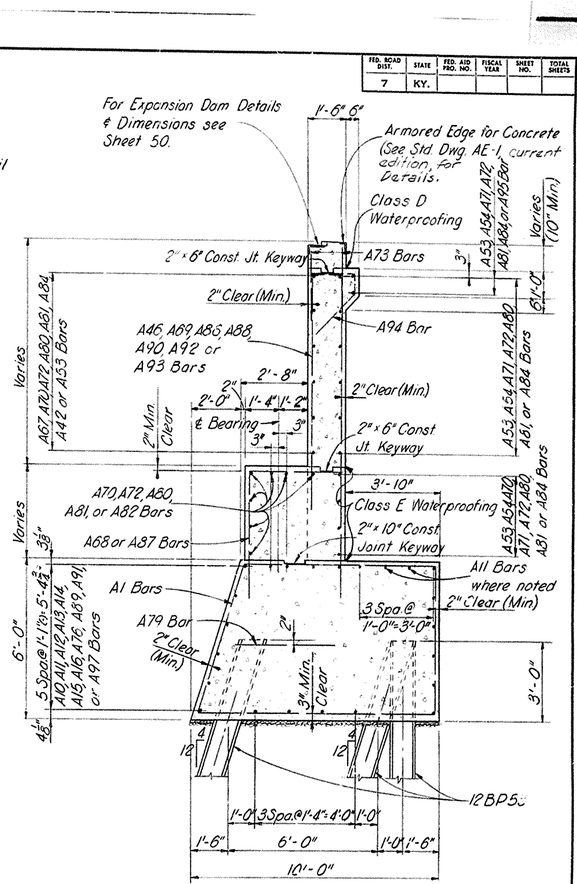
DETAIL C



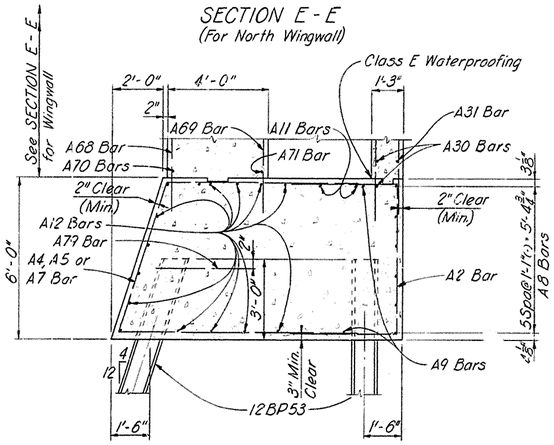
DETAIL D



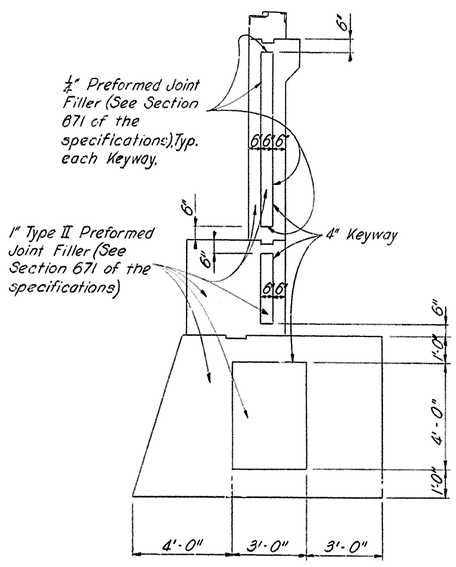
SECTION E-E
(For South Wingwall)



SECTION D-D



SECTION F-F



DETAIL F

NOTE:
Work this sheet with Sheets 10, 11, 12 & 14

SHEET 13 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON ROAD
SP 56-273-11L
STATION 183+80
PROJECT NO. I64-2(34)11

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

END BENT 1

DESIGNED BY EWJ DATE 1966
DETAILED BY EWJ CHECKED BY RBS DATE 1966
TRACED BY CHECKED BY
REVISED DATE REVISED DATE REVISED DATE

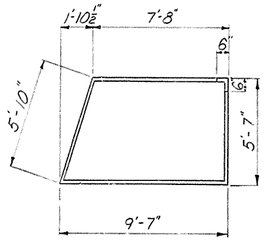
BILL OF REINFORCEMENT - END BENT

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

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location
A 1	T1	6	156	29	8	Footing
A 2	17	6	17	15	7	Footing - Wing Wall
A 3	17	6	2	20	1	Footing - Wing Wall
A 4	39	6	7	15	8	Footing
A 5	39	6	5	19	6	Footing
A 6	(Not Used)					
A 7	39	6	6	25	8	Footing
A 8	40	6	6	30	5	Footing - Wing Wall
A 9	Str.	6	2	14	0	Footing - Wing Wall
A 10	Str.	6	6	26	9	Footing
A 11	Str.	6	2	31	8	Footing
A 12	Str.	6	38	39	4	Footing
A 13	Str.	6	23	32	10	Footing
A 14	Str.	6	23	26	7	Footing
A 15	Str.	6	23	31	0	Footing
A 16	Str.	6	23	30	10	Footing
A 17	17	6	2	15	7	Footing - Wing Wall
A 18	39	6	5	19	10	Footing - Wing Wall
A 19	T24	6	21	27	6	Footing - Wing Wall
A 20	Str.	5	7	11	10	Wing Wall - Stem
A 21	Str.	6	14	14	3	Wing Wall - Stem
A 22	Str.	6	13	6	3	Wing Wall - Stem
A 23	Str.	4	4	4	2	Wing Wall - Stem
A 24	Str.	4	2	11	1	Wing Wall - Stem
A 25	Str.	4	2	5	3	Wing Wall - Stem
A 26	Str.	4	2	7	6	Wing Wall - Stem
A 27	Str.	4	2	9	9	Wing Wall - Stem
A 28	Str.	5	21	14	0	Wing Wall - Stem
A 29	26	5	3	11	6	Back Wall
A 30	Str.	5	10	14	5	Wing Wall - Stem
A 31	Str.	5	1	19	6	Wing Wall - Stem
A 32	Str.	5	1	20	1	Wing Wall - Stem
A 33	Str.	5	1	20	8	Wing Wall - Stem
A 34	Str.	5	1	21	3	Wing Wall - Stem
A 35	Str.	5	1	21	10	Wing Wall - Stem
A 36	Str.	5	1	22	5	Wing Wall - Stem
A 37	Str.	5	1	22	11	Wing Wall - Stem
A 38	Str.	5	1	22	9	Wing Wall - Stem
A 39	Str.	5	1	22	6	Wing Wall - Stem
A 40	Str.	5	8	5	3	Wing Wall - Stem
A 41	40	5	8	6	10	Wing Wall - Stem
A 42	40	5	9	12	5	Wing Wall - Stem
A 43	17	4	53	6	7	Wing Wall - Plinth
A 44	Str.	4	2	22	1	Wing Wall - Plinth
A 45	Str.	4	2	22	4	Wing Wall - Plinth
A 46	17	5	13	21	8	Backwall
A 47	Str.	5	28	12	0	Wing Wall
A 48	Str.	6	23	12	3	Wing Wall
A 49	Str.	4	2	9	2	Wing Wall
A 50	Str.	4	2	4	6	Wing Wall
A 51	Str.	4	2	6	3	Wing Wall
A 52	Str.	4	2	8	0	Wing Wall
A 53	Str.	5	16	39	0	Backwall
A 54	Str.	5	9	20	6	Backwall
A 55	Str.	4	2	29	1	Wing Wall - Plinth
A 56	Str.	4	2	28	10	Wing Wall - Plinth
A 57	26	5	1	28	10	Wing Wall - Stem
A 58	26	5	1	29	10	Wing Wall - Stem
A 59	26	5	1	30	9	Wing Wall - Stem
A 60	26	5	1	31	9	Wing Wall - Stem
A 61	26	5	1	32	9	Wing Wall - Stem
A 62	26	5	1	32	10	Wing Wall - Stem
A 63	26	5	1	32	5	Wing Wall - Stem
A 64	26	5	1	32	3	Wing Wall - Stem
A 65	Str.	5	8	25	11	Wing Wall - Stem
A 66	Str.	5	7	5	3	Wing Wall - Stem
A 67	Str.	5	7	18	6	Backwall
A 68	26	5	93	9	4	Backwall
A 69	17	5	93	20	4	Backwall
A 70	Str.	5	19	31	11	Backwall
A 71	Str.	5	11	33	11	Backwall
A 72	Str.	5	23	32	10	Backwall
A 73	Str.	5	392	2	8	Backwall
A 74	17	4	2	9	4	Backwall
A 75	26	4	6	5	2	Backwall
A 76	Str.	6	4	41	6	Footing
A 77	Str.	5	3	9	0	Riser
A 78	26	5	7	5	10	Riser
A 79	17	6	31	9	2	Footing
A 80	Str.	5	21	30	0	Backwall
A 81	Str.	5	23	30	10	Backwall
A 82	Str.	5	6	19	6	Backwall
A 83	17	4	53	2	10	Curb
A 84	Str.	5	17	26	7	Backwall
A 85	Str.	5	7	9	4	Backwall
A 86	17	5	14	23	10	Backwall
A 87	26	5	77	8	6	Backwall
A 88	17	5	20	20	2	Backwall
A 89	Str.	6	7	38	3	Footing
A 90	17	5	26	19	8	Backwall
A 91	Str.	6	5	39	9	Footing
A 92	17	5	31	18	10	Backwall
A 93	17	5	14	24	10	Backwall
A 94	40	5	201	4	6	Pavement Seat
A 95	Str.	5	2	25	3	Pavement Seat
A 96	(Not Used)					
A 97	Str.	6	7	42	6	Footing
A 98	Str.	4	3	22	1	Curb
A 99	Str.	4	3	28	10	Curb

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class "A"	Cu. Yds.	454.3
Concrete Class "AA"	Cu. Yds.	222.6
Steel Reinforcement	Lbs.	34,966
Steel Piles 12BP53 Furnishing	Lin. Ft.	2965
Steel Piles 12BP53 Driving	Lin. Ft.	2965
Structure Excavation, Common	Cu. Yds.	1034
End Bent Backfill	Cu. Yds.	650



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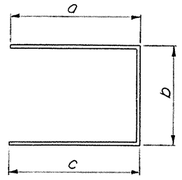
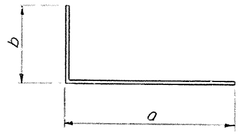


TYPE (17)

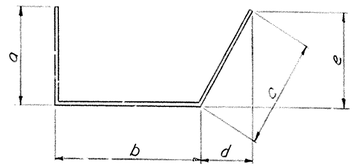
Mark	a	b	c
A 2	5'-0"	5'-7"	5'-0"
A 3	7'-3"	5'-7"	7'-3"
A 17	5'-0"	5'-7"	5'-0"
A 43	3'-0"	0'-6½"	3'-0"
A 46	10'-3"	1'-2"	10'-3"
A 69	7'-4"	1'-2"	11'-10"
A 74	3'-8"	3'-2"	2'-6"
A 79	4'-0"	1'-2"	4'-0"
A 86	11'-4"	1'-2"	11'-4"
A 88	7'-9"	1'-2"	11'-3"
A 90	7'-6"	1'-2"	11'-0"
A 92	7'-1"	1'-2"	10'-7"
A 93	11'-10"	1'-2"	11'-10"
A 83	0'-8"	1'-6"	0'-8"



TYPE (26)

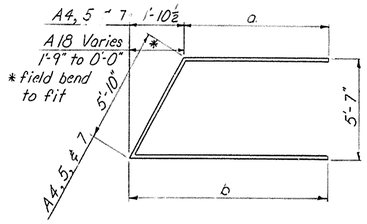
Mark	a	b
A 29	10'-4"	1'-2"
A 57	25'-10"	3'-0"
A 58	26'-10"	3'-0"
A 59	27'-9"	3'-0"
A 60	28'-9"	3'-0"
A 61	29'-9"	3'-0"
A 62	29'-10"	3'-0"
A 63	29'-5"	3'-0"
A 64	29'-3"	3'-0"
A 68	5'-8"	3'-8"
A 75	4'-0"	1'-2"
A 78	2'-2"	3'-8"
A 87	4'-10"	3'-8"

TYPE (T24)



TYPE (40)

Mark	a	b	c	d	e
A 8	7'-3"	19'-2"	4'-0"	1'-8¼"	3'-7½"
A 41	1'-6"	3'-10"	1'-6"	0'-7½"	1'-4½"
A 42	2'-7"	1'-1"	8'-9"	7'-11¼"	3'-6⅜"
A 94	1'-8"	0'-9"	2'-1"	1'-5½"	1'-5½"



TYPE (39)

Mark	a	b
A 4	4'-0"	5'-10"
A 5	5'-11"	7 9"
A 7	9'-0"	10'-10"
A 18	7'-0"	7'-0"

SHEET 14 OF 101

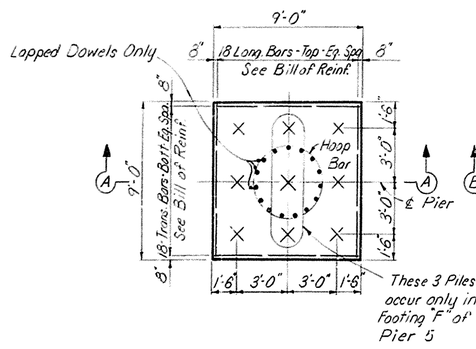
END BENT 1

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I64-2(34)1

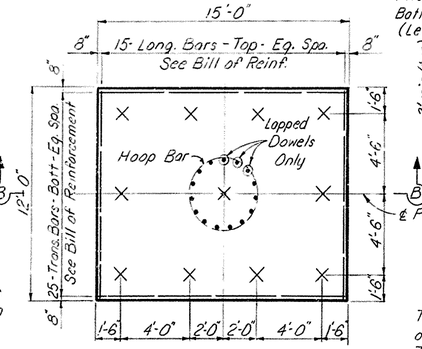
BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGNED BY
DETAILED BY W.R.T. DATE 1966
CHECKED BY
CHECKED BY
TRACED BY
CHECKED BY
REVISED DATE
REVISED DATE
REVISED DATE

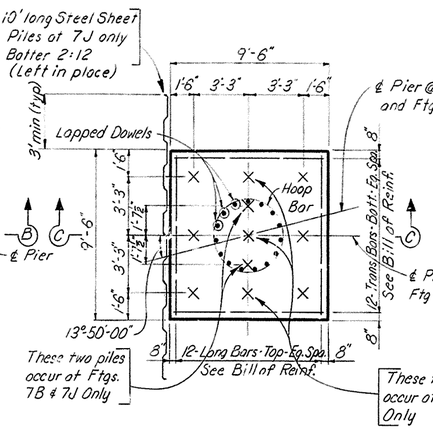
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



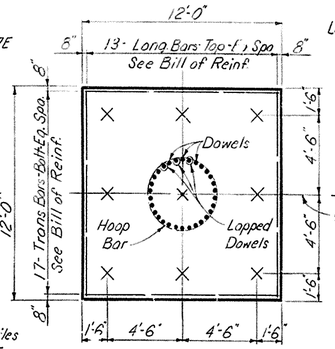
FOOTING PLAN
Footings 4B and 5F



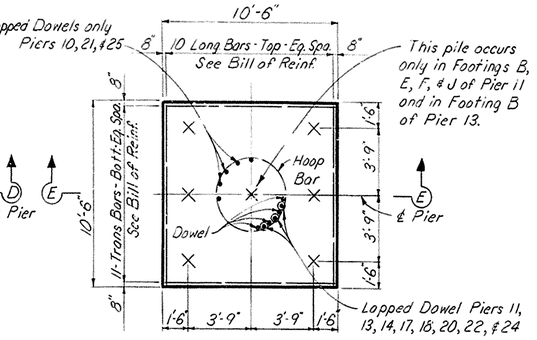
FOOTING PLAN
Pier 5B



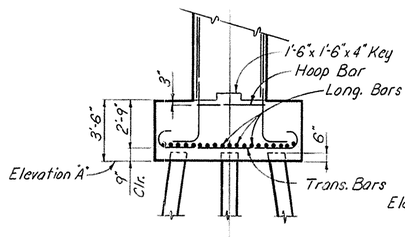
FOOTING PLAN
All Footings of Pier 7



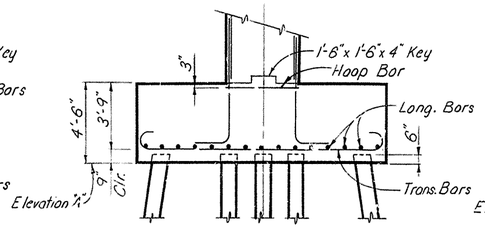
FOOTING PLAN
All Footings of Pier 9



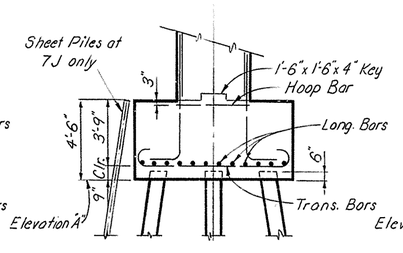
FOOTING PLAN
All Footings of Piers 10, 11, 13, 14, 17, 18, 20, 21, 22, 24 & 25



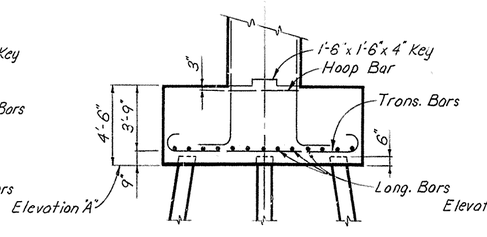
SECTION A-A



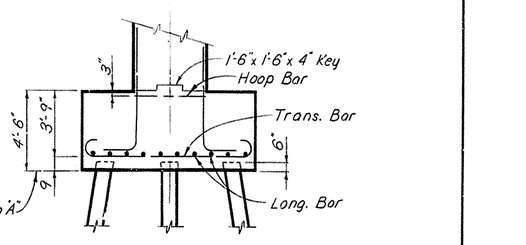
SECTION B-B



SECTION C-C

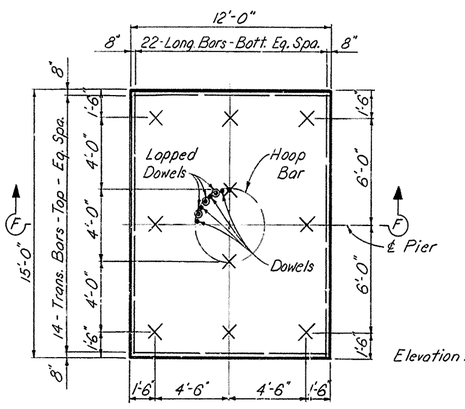


SECTION D-D

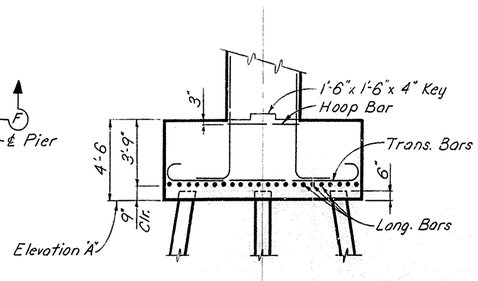


SECTION E-E

Footing	Unit	Elevation A	Footing	Unit	Elevation A	Footing	Unit	Elevation A	Footing	Unit	Elevation A	Footing	Unit	Elevation A
4	B	447.040.	10	B	442.437	14	B	443.472	18	B	444.457	22	B	444.481
			10	E	442.477	14	E	443.463	18	E	444.407	22	E	444.514
5	B	443.869	10	F	443.432	14	F	448.461	18	F	445.516	22	F	444.456
5	F	444.644	10	J	445.506	14	J	450.452	18	J	445.382	22	J	444.489
6	B	445.493.	11	B	441.518	15	B	444.194	19	B	444.469	23	B	443.483
6	F	442.849	11	E	443.508	15	E	444.258	19	E	444.669	23	E	443.516
			11	F	444.463	15	F	448.201	19	F	444.528	23	F	443.458
7	B	444.052	11	J	445.520	15	J	444.848	19	J	444.478	23	J	443.491
7	E	444.489												
7	J	445.843	12	B	447.513	16	B	443.997	20	B	444.471	24	B	443.535
			12	E	445.490	16	E	446.364	20	E	444.504	24	E	443.518
8	B	443.159	12	F	443.471	16	F	447.638	20	F	444.529	24	F	443.459
8	E	443.483	12	J	441.530	16	J	451.921	20	J	444.479	24	J	443.493
8	F	443.771												
			13	B	442.521	17	B	443.491	21	B	444.440	25	B	442.484
9	B	442.493	13	E	449.470	17	E	444.441	21	E	444.473	25	E	442.487
9	E	443.483	13	F	450.520	17	F	444.466	21	F	444.498	25	F	442.512
9	F	443.521	13	J	450.469	17	J	446.416	21	J	444.448	25	J	442.462
9	J	445.512												



FOOTING PLAN
All Footings of Piers 12, 19, & 23
Footings B, E, & F of Pier 8



SECTION F-F

NOTES

Steel Sheet Piles at Piers 6B & 7J shall be USCE type DA 27, USS type MP 116, B&C° type DP2 or approved equal.

Bar designated "Lapped Dowel" extends into Column and laps with "Vertical Column" bar. Bar designated "Vertical Column" bar extends from "Lapped Dowel" lap to top of column. Bar designated "Dowel" extends into column but is not lapped.

For piling information see "General Notes" and "Pile Record" sheets.

Work this sheet with sheets 16, 17, 18, 19, & 20

For location dimensions of footings and Columns for each pier, refer to "Layout" and "Pile Record" drawings.

SHEET 15 OF 101

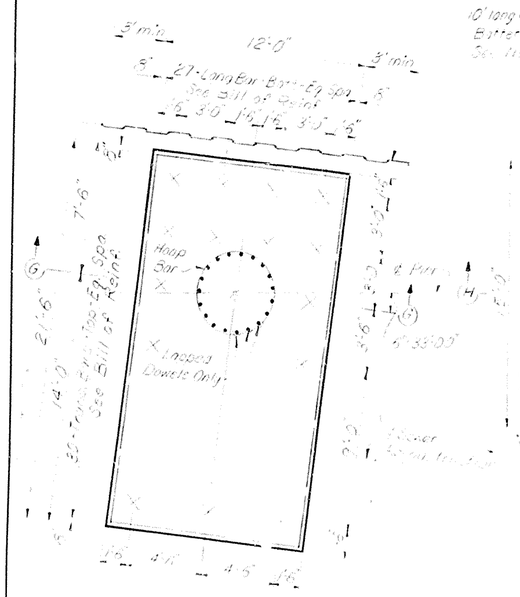
DESIGNED BY W.R.T. DATE
DETAILED BY CHECKED BY
TRACED BY CHECKED BY
CHECKED BY DATE
CHECKED BY DATE
REVISED
REVISED
REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I 64-2(34)1

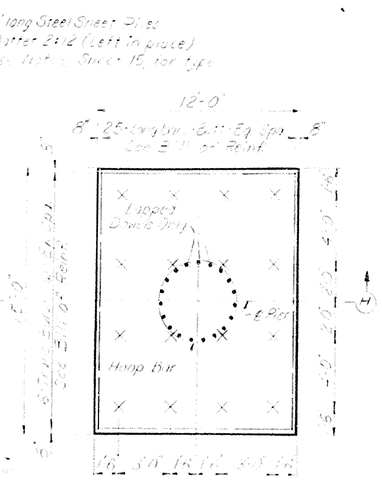
BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

PIERS

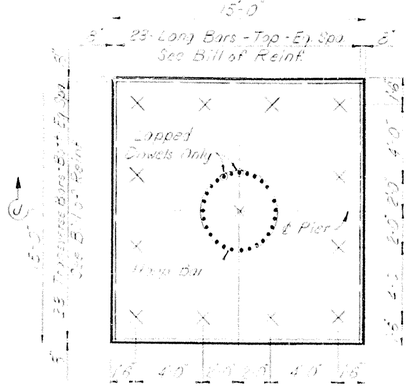
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



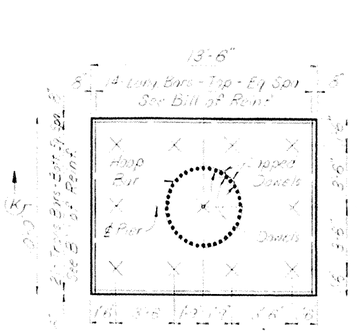
FOOTING PLAN
Footing 6B



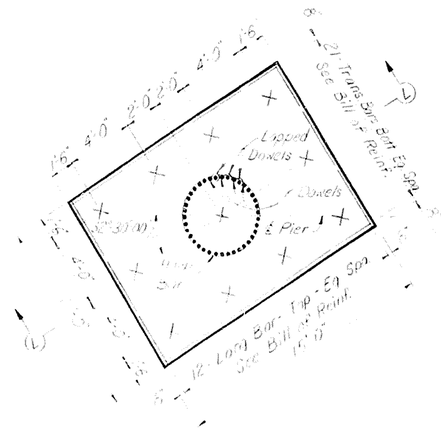
FOOTING PLAN
Footing 6F



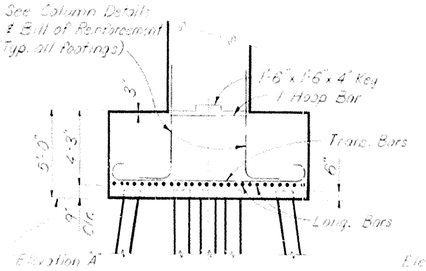
FOOTING PLAN
All Footings of Pier 15



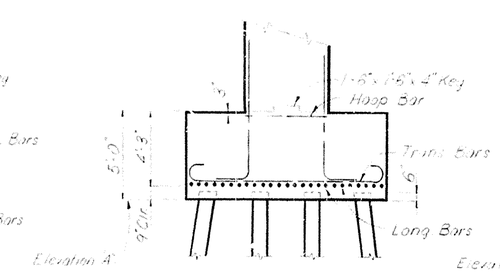
FOOTING PLAN
Footings B, E, & F of Pier 16



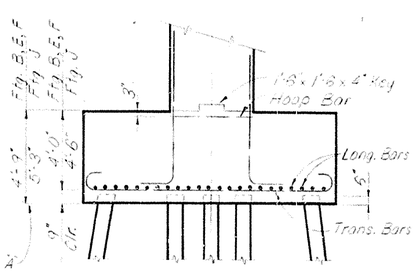
FOOTING PLAN
Footing J of Pier 16



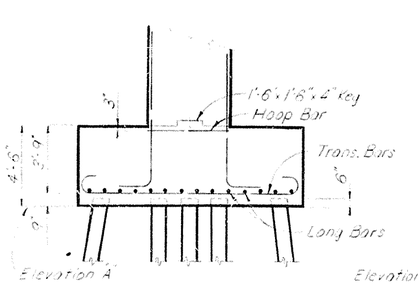
SECTION G-G



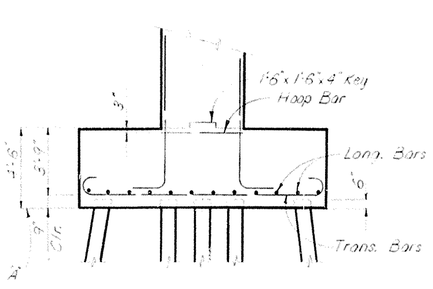
SECTION H-H



SECTION J-J



SECTION K-K



SECTION L-L

Work this Sheet with Sheets 15, 17, 18, 19, & 20
For Piling Information see "General Notes" and "Pile Record" Sheets

SHEET 16 OF 101

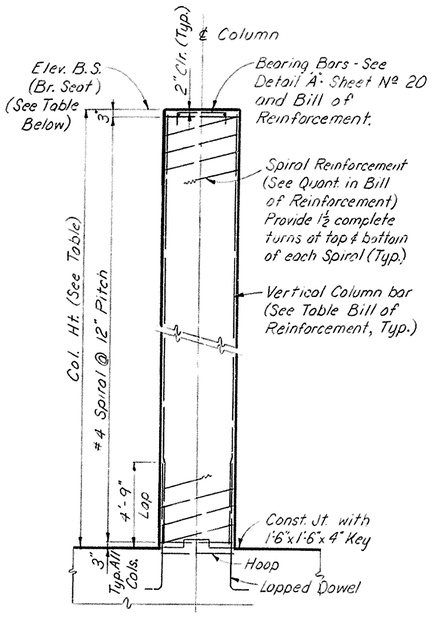
DESIGNED BY _____ DATE _____ CHECKED BY _____ DATE _____
DETAILED BY M.R.T. DATE 3-66 CHECKED BY _____ DATE _____
TRACED BY _____ DATE _____ CHECKED BY _____ DATE _____
REVISED DATE
REVISED DATE
REVISED DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I 64-2(34)1

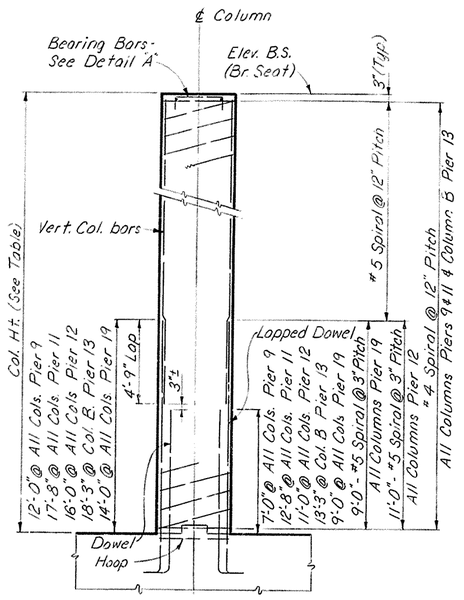
BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

PIERS

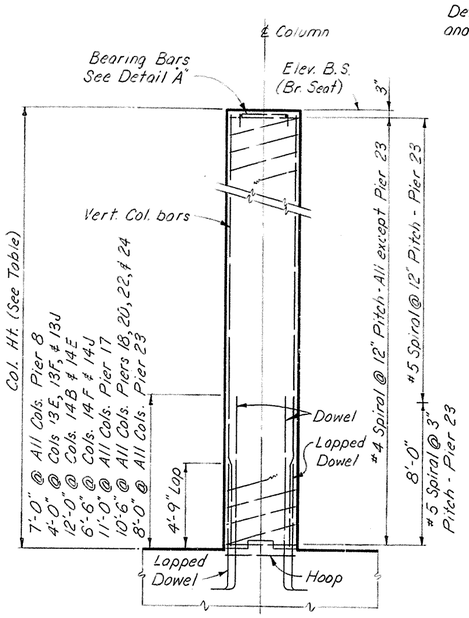
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



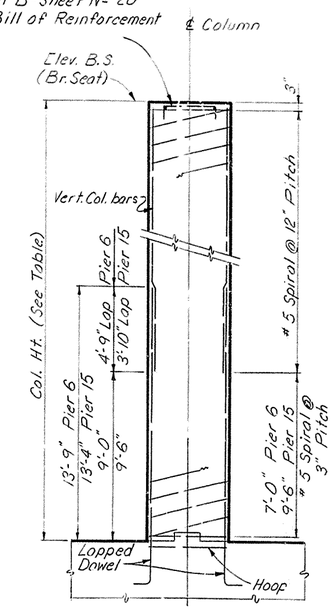
ELEVATION
All Columns of Piers 4, 5, 7, 10, 21, & 25



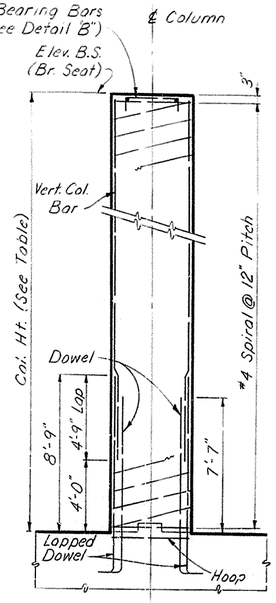
ELEVATION
All Columns of Piers 9, 11, 12, & 13
Column B of Pier 13



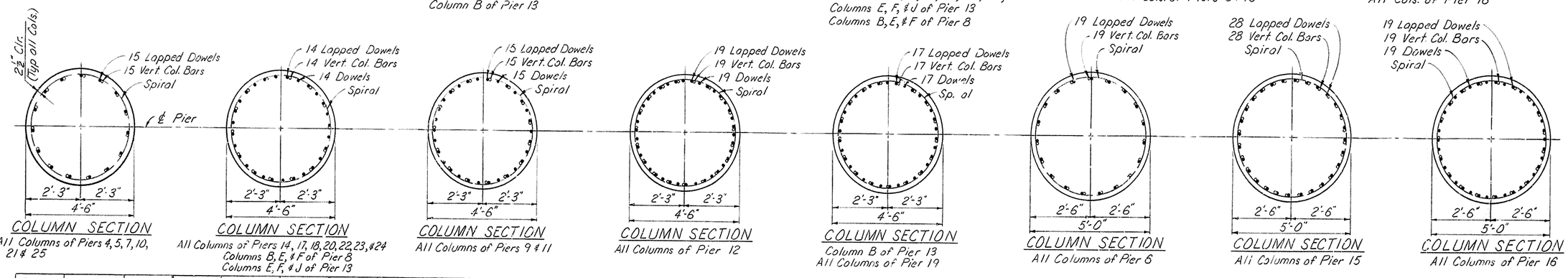
ELEVATION
All Columns of Piers 14, 17, 18, 20, 22, 23, & 24
Columns E, F, & J of Pier 13
Columns B, E, & F of Pier 8



ELEVATION
All Cols. of Piers 6 & 15



ELEVATION
All Cols. of Pier 16



COLUMN SECTION
All Columns of Piers 4, 5, 7, 10, 21 & 25

COLUMN SECTION
All Columns of Piers 14, 17, 18, 20, 22, 23, & 24
Columns B, E, & F of Pier 8
Columns E, F, & J of Pier 13

COLUMN SECTION
All Columns of Piers 9 & 11

COLUMN SECTION
All Columns of Pier 12

COLUMN SECTION
Column B of Pier 13
All Columns of Pier 19

COLUMN SECTION
All Columns of Pier 6

COLUMN SECTION
All Columns of Pier 15

COLUMN SECTION
All Columns of Pier 16

Col. Unit	Elev. B.S.	Col. Ht.	Col. Unit	Elev. B.S.	Col. Ht.	Col. Unit	Elev. B.S.	Col. Ht.	Col. Unit	Elev. B.S.	Col. Ht.	Col. Unit	Elev. B.S.	Col. Ht.	Col. Unit	Elev. B.S.	Col. Ht.	Col. Unit	Elev. B.S.	Col. Ht.
4 B	464.040	13'-6"	9 B	478.326	31'-4"	12 B	483.930	31'-11"	15 B	482.861	33'-11"	18 B	482.874	33'-11"	21 B	480.440	31'-6"	24 B	477.035	29'-0"
			9 E	477.150	29'-2"	12 E	482.823	32'-10"	15 E	482.925	33'-11"	18 E	483.574	34'-8"	21 E	481.140	32'-2"	24 E	477.851	29'-10"
5 B	465.869	17'-6"	9 F	476.688	28'-8"	12 F	482.388	34'-5"	15 F	482.951	30'-0"	18 F	483.849	33'-10"	21 F	481.415	32'-5"	24 F	478.126	30'-2"
5 F	463.977	15'-10"	9 J	475.512	25'-6"	12 J	481.280	35'-3"	15 J	483.015	32'-11"	18 J	484.549	34'-8"	21 J	482.115	33'-2"	24 J	478.826	30'-10"
6 B	469.243	18'-9"	10 B	480.820	33'-10"	13 B	484.183	37'-2"	16 B	481.664	33'-2"	19 B	482.386	33'-5"	22 B	479.231	30'-3"	25 B	476.734	29'-9"
6 F	466.932	19'-1"	10 E	479.644	32'-8"	13 E	483.470	29'-6"	16 E	482.364	31'-6"	19 E	483.086	33'-11"	22 E	479.931	30'-11"	25 E	477.487	30'-6"
			10 F	479.182	31'-3"	13 F	483.187	28'-2"	16 F	482.638	30'-6"	19 F	483.361	34'-4"	22 F	480.206	31'-3"	25 F	477.762	30'-9"
7 B	472.635	24'-1"	10 J	478.006	28'-0"	13 J	482.469	27'-6"	16 J	483.338	26'-11"	19 J	484.061	35'-1"	22 J	480.906	31'-11"	25 J	478.462	31'-6"
7 E	471.239	22'-3"																		
7 J	469.843	19'-6	11 B	481.851	35'-10"	14 B	484.972	37'-0"	17 B	483.908	35'-11"	20 B	480.804	31'-10"	23 B	478.733	30'-9"			
			11 E	480.675	32'-8"	14 E	484.546	36'-7"	17 E	484.608	35'-8"	20 E	481.504	32'-6"	23 E	479.433	31'-5"			
8 B	475.909	28'-3"	11 F	480.213	31'-3"	14 F	484.378	31'-5"	17 F	484.883	35'-11"	20 F	481.779	32'-9"	23 F	479.708	31'-9"			
8 E	474.733	26'-9"	11 J	478.937	28'-11"	14 J	483.952	29'-0"	17 J	485.583	34'-8"	20 J	482.479	33'-6"	23 J	480.408	32'-5"			
8 F	474.271	26'-0"																		

PIERS

Work this Sheet with Sheets 15, 16, 18, 19, & 20

SHEET 17 OF 101

REVISED BY:	DATE:	REVISED:	DATE:
DETAILED BY: W.R.T. 4-19-66 CHECKED BY: CHH	DATE: 5-1966		
TRACED BY:	CHECKED BY:		

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-111
STATION 183+80 **PROJECT NO.** I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

BILL OF REINFORCEMENT - PIER UNITS

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

PIER 4

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
4P1	(1)	8	18				18	10	8	Long. Footing	8	6			
4P2	(1)	8	18				18	10	8	Trans. Footing	8	6			
4P3	T3	5	1				1	14	9	Footing Hoop	4	1	2	1	
4P4	(26)	11	15				15	9	0	Lapped Dowel	2	0	7	4	
4P5	Str.	11	15				15	13	3	Vert. Col. Bar					
4P6	T5	4	1				1	203	10	Spiral	4	1			18
4P7	(17)	4	10				10	3	11	Bearing Bar	0	10	2	6	

PIER 5

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
5P1	(1)	8	15				15	13	8	Long. Footing	11	6			
5P2	(1)	8			18		18	10	8	Long. Footing	8	6			
5P3	(1)	8	25				25	16	8	Trans. Footing	14	5			
5P4	(1)	8			18		18	10	8	Trans. Footing	8	6			
5P5	T3	5	1		1		2	14	9	Footing Hoop	4	1	2	1	
5P6	(26)	11	15				15	10	0	Lapped Dowel	2	0	8	4	
5P7	(26)	11			15		15	9	0	Lapped Dowel	2	0	7	4	
5P8	Str.	11	15				15	17	3	Vert. Col. Bar					
5P9	Str.	11			15		15	15	7	Vert. Col. Bar					
5P10	T5	4	1				1	254	9	Spiral	4	1			20
5P11	T5	4			1		1	235	8	Spiral	4	1			18½
5P12	(17)	4	10		10		20	3	11	Bearing Bar	0	10	2	6	

PIER 6

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
6P1	(1)	11	27				27	24	7	Long. Footing	21	0			
6P2	(1)	8			25		25	16	8	Long. Footing	14	6			
6P3	(1)	8	30		16		46	13	8	Trans. Footing	11	6			
6P4	T3	5	1		1		2	16	4	Footing Hoop	4	7	2	1	
6P5	(26)	14S	19		19		38	20	4	Lapped Dowel	2	7	18	1	
6P6	Str.	11	19				19	9	6	Vert. Col. Bar					
6P7	Str.	11			19		19	9	10	Vert. Col. Bar					
6P8	T5	5	1				1	598	5	Spiral	4	7			42
6P9	T5	5			1		1	607	0	Spiral	4	7			42½
6P10	(17)	4	12		12		24	4	9	Bearing Bar	0	10	3	4	

PIER 7

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
7P1	(1)	8	12	12		12	36	11	2	Long. Footing	9	0			
7P2	(1)	8	12	12		12	36	11	2	Trans. Footing	9	0			
7P3	T3	5	1	1		1	3	14	9	Footing Hoop	4	1	2	1	
7P4	(26)	11	15	15		15	45	10	0	Lapped Dowel	2	0	8	4	
7P5	Str.	11	15				15	23	10	Vert. Col. Bar					
7P6	Str.	11		15			15	22	0	Vert. Col. Bar					
7P7	Str.	11				15	15	19	3	Vert. Col. Bar					
7P8	T5	4	1				1	337	6	Spiral	4	1			26½
7P9	T5	4		1			1	318	5	Spiral	4	1			25
7P10	T5	4			1		1	280	3	Spiral	4	1			22
7P11	17	4	10	10		10	30	3	11	Bearing Bar	0	10	2	6	

PIER 8

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
8P1	(1)	8	22	22	22		66	16	8	Long.-Footing	14	6			
8P2	(1)	8	14	14	14		42	13	8	Trans.-Footing	11	6			
8P3	T3	5	1	1	1		3	14	9	Footing Hoop	4	1	2	1	
8P4	(26)	11	14	14	14		42	10	0	Lapped Dowel	2	0	8	4	
8P5	(26)	11	14	14	14		42	12	3	Dowel	2	0	10	7	
8P6	Str.	11	14				14	28	0	Vert. Col. Bar					
8P7	Str.	11		14			14	26	6	Vert. Col. Bar					
8P8	Str.	11			14		14	25	9	Vert. Col. Bar					
8P9	T5	4	1				1	394	10	Spiral	4	1			31
8P10	T5	4		1			1	375	9	Spiral	4	1			29½
8P11	T5	4			1		1	369	4	Spiral	4	1			29
8P12	(17)	4	10	10	10		30	3	11	Bearing Bar	0	10	2	6	

PIER 9

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
9P1	(1)	8	13	13	13	13	52	13	8	Long.-Footing	11	6			
9P2	(1)	8	17	17	17	17	68	13	8	Trans.-Footing	11	6			
9P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
9P4	(26)	11	15	15	15	15	60	17	3	Lapped Dowel	2	0	15	7	
9P5	(26)	11	15	15	15	15	60	12	3	Dowel	2	0	10	7	
9P6	Str.	11	15				15	23	10	Vert. Col. Bar					
9P7	Str.	11		15			15	21	8	Vert. Col. Bar					
9P8	Str.	11			15		15	21	2	Vert. Col. Bar					
9P9	Str.	11				15	15	18	0	Vert. Col. Bar					
9P10	T5	4	1				1	433	0	Spiral	4	1			34
9P11	T5	4		1			1	407	7	Spiral	4	1			32
9P12	T5	4			1		1	401	2	Spiral	4	1			31½
9P13	T5	4				1	1	356	8	Spiral	4	1			28
9P14	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

PIER 10

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
10P1	(1)	8	10	10	10	10	40	12	2	Long. Footing	10	0			
10P2	(1)	8	11	11	11	11	44	12	2	Trans. Footing	10	0			
10P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
10P4	(26)	11	15	15	15	15	60	10	0	Lapped Dowel	2	0	8	4	
10P5	Str.	11	15				15	33	7	Vert. Col. Bar					
10P6	Str.	11		15			15	32	5	Vert. Col. Bar					
10P7	Str.	11			15		15	31	0	Vert. Col. Bar					
10P8	Str.	11				15	15	27	9	Vert. Col. Bar					
10P9	T5	4	1				1	454	10	Spiral	4	1			36½
10P10	T5	4		1			1	452	2	Spiral	4	1			35½
10P11	T5	4			1		1	433	0	Spiral	4	1			34
10P12	T5	4				1	1	394	10	Spiral	4	1			31
10P13	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

PIER 11

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
11P1	(1)	8	10	10	10	10	40	12	2	Long. Footing	10	0			
11P2	(1)	8	11	11	11	11	44	12	2	Trans. Footing	10	0			
11P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
11P4	(26)	11	15	15	15	15	60	22	11	Lapped Dowel	2	0	21	3	
11P5	(26)	11	15	15	15	15	60	17	11	Dowel	2	0	16	3	
11P6	Str.	11	15				15	22	8	Vert. Col. Bar					
11P7	Str.	11		15			15	19	6	Vert. Col. Bar					
11P8	Str.	11			15		15	18	1	Vert. Col. Bar					
11P9	Str.	11				15	15	15	8	Vert. Col. Bar					
11P10	T5	4	1				1	490	4	Spiral	4	1			38½
11P11	T5	4		1			1	452	2	Spiral	4	1			35½
11P12	T5	4			1		1	433	0	Spiral	4	1			34
11P13	T5	4				1	1	401	2	Spiral	4	1			31½
11P14	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

PIER 12

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
12P1	(1)	8	22	22	22	22	88	16	8	Long.-Footing	14	6			
12P2	(1)	8	14	14	14	14	56	13	8	Trans-Footing	11	6			
12P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
12P4	(26)	11	19	19	19	19	76	21	3	Lapped Dowel	2	0	19	7	
12P5	(26)	11	19	19	19	19	76	16	3	Dowel	2	0	14	7	
12P6	Str.	10	19				19	20	5	Vert. Col. Bar					
12P7	Str.	10		19			19	21	4	Vert. Col. Bar					
12P8	Str.	10			19		19	22	11	Vert. Col. Bar					
12P9	Str.	10				19	19	23	9	Vert. Col. Bar					
12P10	T5	5	1				1	849	6	Spiral	4	1			67
12P11	T5	5		1			1	862	2	Spiral	4	1			68
12P12	T5	5			1		1	874	11	Spiral	4	1			69
12P13	T5	5				1	1	887	7	Spiral	4	1			70
12P14	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

Work this Sheet with Sheets 15, 16, 17, 19, 20

SHEET 18 OF 101

DESIGNED BY: JBW DATE: 2-12-68
DETAILED BY: W.R.T. CHECKED BY: CHH DATE: 5-68
TRACED BY: CHECKED BY: DATE:
REVISED: DATE:
REVISED: DATE:
REVISED: DATE:

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

PIERS

BILL OF REINFORCEMENT - PIER UNITS

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

PIER 13

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
13P1	(1)	8	10	10	10	10	40	12	2	Long.-Footing	10	0			
13P2	(1)	8	11	11	11	11	44	12	2	Trans-Footing	10	0			
13P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
13P4	(26)	11	17				17	23	6	Lapped Dowel	2	0	21	10	
13P5	(26)	11		14	14	14	42	10	0	Lapped Dowel	2	0	8	4	
13P6	(26)	11	17				17	18	6	Dowel	2	0	16	10	
13P7	(26)	11		14	14	14	42	9	3	Dowel	2	0	7	7	
13P8	Str.	11	17				17	23	5	Vert. Col. Bar					
13P9	Str.	11		14			14	29	3	Vert. Col. Bar					
13P10	Str.	11			14		14	27	11	Vert. Col. Bar					
13P11	Str.	11				14	14	27	3	Vert. Col. Bar					
13P12	T5	4	1				1	509	6	Spiral	4	1			40
13P13	T5	4		1			1	407	7	Spiral	4	1			32
13P14	T5	4			1		1	394	10	Spiral	4	1			31
13P15	T5	4				1	1	382	1	Spiral	4	1			30
13P16	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

PIER 14

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
14P1	(1)	8	10	10	10	10	40	12	2	Long-Footing	10	0			
14P2	(1)	8	11	11	11	11	44	12	2	Trans.-Footing	10	0			
14P3	T3	5	1	1	1	1	4	14	9	Foot Hoop	4	1	2	1	
14P4	(26)	11	14	14	14	14	56	10	0	Lapped Dowel	2	0	8	4	
14P5	(26)	11	14	14			28	17	3	Dowel	2	0	15	7	
14P6	(26)	11			14	14	28	11	9	Dowel	2	0	10	1	
14P7	Str.	11	14				14	36	9	Vert. Col. Bar					
14P8	Str.	11		14			14	36	4	Vert. Col. Bar					
14P9	Str.	11			14		14	31	2	Vert. Col. Bar					
14P10	Str.	11				14	14	28	9	Vert. Col. Bar					
14P11	T5	4	1				1	509	6	Spiral	4	1			40
14P12	T5	4		1			1	496	8	Spiral	4	1			39
14P13	T5	4			1		1	433	0	Spiral	4	1			34
14P14	T5	4				1	1	407	6	Spiral	4	1			32
14P15	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

PIER 15

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
15P1	(1)	8	23	23	23	23	92	16	8	Long.-Footing	14	6			
15P2	(1)	8	23	23	23	23	92	16	8	Trans.-Footing	14	6			
15P3	T3	5	1	1	1	1	4	16	4	Footing Hoop	4	7	2	1	
15P4	(26)	14S	28	28	28		84	19	4	Lapped Dowel	2	7	17	2	
15P5	Str.	9	28	28			56	24	2	Vert. Col. Bar					
15P6	Str.	9			28		28	20	3	Vert. Col. Bar					
15P7	Str.	9				28	28	23	7	Vert. Col. Bar					
15P8	T5	5	1	1			2	926	3	Spiral	4	7			65
15P9	T5	5			1		1	869	2	Spiral	4	7			61
15P10	T5	5				1	1	911	11	Spiral	4	7			64
15P11	(17)	4	12	12	12	12	48	4	9	Bearing Bar	0	10	3	4	
15P12	(26)	14S				28	28	19	10	Lapped Dowel	2	7	17	8	

PIER 16

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
16P1	(1)	8	14	14	14		42	11	8	Long.-Footing	9	6			
16P2	(1)	8	21	21	21		63	15	2	Trans.-Footing	13	0			
16P3	(1)	8				12	12	12	8	Long.-Footing	10	6			
16P4	(1)	8				21	21	16	8	Trans.-Footing	14	6			
16P5	T3	5	1	1	1	1	4	16	4	Footing Hoop	4	7	2	1	
16P6	(26)	14S	19	19	19	19	76	14	6	Lapped Dowel	2	7	12	4	
16P7	(26)	14S	19	19	19	19	76	13	4	Dowel	2	7	11	2	
16P8	Str.	11	19				19	28	11	Vert. Col. Bar					
16P9	Str.	11		19			19	27	3	Vert Col. Bar					
16P10	Str.	11			19		19	26	2	Vert. Col. Bar					
16P11	Str.	11				19	19	22	8	Vert Col. Bar					
16P12	T5	4	1				1	515	0	Spiral	4	7			36
16P13	T5	4		1			1	486	4	Spiral	4	7			34
16P14	T5	4			1		1	472	1	Spiral	4	7			33
16P15	T5	4				1	1	429	2	Spiral	4	7			30
16P16	(17)	4	12	12	12	12	48	4	9	Bearing Bar	0	10	3	4	

PIER 17

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
17P1	(1)	8	10	10	10	10	40	12	2	Long.-Footing	10	0			
17P2	(1)	8	11	11	11	11	44	12	2	Trans.-Footing	10	0			
17P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
17P4	(26)	11	14	14	14	14	56	10	0	Lapped Dowel	2	0	8	4	
17P5	(26)	11	14	14	14	14	56	16	3	Dowel	2	0	14	7	
17P6	Str.	11	14		14		28	35	8	Vert. Col. Bar					
17P7	Str.	11		14			14	35	5	Vert. Col. Bar					
17P8	Str.	11				14	14	34	4	Vert. Col. Bar					
17P9	T5	4	1				1	496	8	Spiral	4	1			39
17P10	T5	4		1	1		2	490	4	Spiral	4	1			38½
17P11	T5	4				1	1	477	8	Spiral	4	1			37½
17P12	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

PIER 18

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
18P1	(1)	8	10	10	10	10	40	12	2	Long. Footing	10	0			
18P2	(1)	8	11	11	11	11	44	12	2	Trans. Footing	10	0			
18P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
18P4	(26)	11	14	14	14	14	56	10	0	Lapped Dowel	2	0	8	4	
18P5	(26)	11	14	14	14	14	56	15	9	Dowel	2	0	14	1	
18P6	Str.	11	14				14	33	8	Vert. Col. Bar					
18P7	Str.	11		14		14	28	34	5	Vert. Col. Bar					
18P8	Str.	11			14		14	33	7	Vert. Col. Bar					
18P9	T5	4	1		1		2	458	6	Spiral	4	1			36
18P10	T5	4		1		1	2	477	8	Spiral	4	1			37½
18P11	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

PIER 19

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
19P1	(1)	8	22	22	22	22	88	16	8	Long.-Footing	14	6			
19P2	(1)	8	14	14	14	14	56	13	8	Trans.-Footing	11	6			
19P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
19P4	(26)	11	17	17	17	17	68	19	3	Lapped Dowel	2	0	17	7	
19P5	(26)	11	17	17	17	17	68	14	3	Dowel	2	0	12	7	
19P6	Str.	11	17				17	23	11	Vert. Col. Bar					
19P7	Str.	11		17			17	24	7	Vert. Col. Bar					
19P8	Str.	11			17		17	24	10	Vert. Col. Bar					
19P9	Str.	11				17	17	25	7	Vert. Col. Bar					
19P10	T5	5	1				1	786	3	Spiral	4	1			62
19P11	T5	5		1	1		2	799	0	Spiral	4	1			63
19P12	T5	5				1	1	811	8	Spiral	4	1			64
19P13	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

PIER 20

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
20P1	(1)	8	10	10	10	10	40	12	2	Long.-Footing	10	0			
20P2	(1)	8	11	11	11	11	44	12	2	Trans-Footing	10	0			
20P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
20P4	(26)	11	14	14	14	14	56	10	0	Lapped Dowel	2	0	8	4	
20P5	(26)	11	14	14	14	14	56	15	9	Dowel	2	0	14	1	
20P6	Str.	11	14				14	31	7	Vert. Col. Bar					
20P7	Str.	11		14			14	32	3	Vert. Col. Bar					
20P8	Str.	11			14		14	32	6	Vert. Col. Bar					
20P9	Str.	11				14	14	33	3	Vert. Col. Bar					
20P10	T5	4	1				1	445	10	Spiral	4	1			35
20P11	T5	4		1	1		2	452	2	Spiral	4	1			35½
20P12	T5	4				1	1	458	6	Spiral	4	1			36
20P13	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

PIER 21

Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
21P1	(1)	8	10	10	10	10	40	12	2	Long. Footing	10	0			
21P2	(1)	8	11	11	11	11	44	12	2	Trans. Footing	10	0			
21P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
21P4	(26)	11	15	15	15	15	60	10	0	Lapped Dowel	2	0	8	4	
21P5	Str.	11	15				15	31	3	Vert. Col. Bar					
21P6	Str.	11		15			15	31	11	Vert. Col. Bar					
21P7	Str.	11			15		15	32	2	Vert. Col. Bar					
21P8	Str.	11				15	15	32	11	Vert. Col. Bar					
21P9	T5	4	1				1	433	0	Spiral	4	1			34
21P10	T5	4		1	1		2	445	10	Spiral	4	1			35
21P11	T5	4				1	1	458	6	Spiral	4	1			36
21P12	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

Work this Sheet with Sheets 15, 16, 17, 18, & 20

DESIGNED BY ____ DATE ____
DETAILED BY W.R.T. DATE 5-64
TRACED BY ____ DATE ____
CHECKED BY ____ DATE ____
CHECKED BY C.H.H. DATE ____
CHECKED BY ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I 64-2(34)11

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

PIERS

BILL OF REINFORCEMENT - PIER UNITS

	Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
PIER 22	22P1	(1)	8	10	10	10	10	40	12	2	Long. Footing	10	0			
	22P2	(1)	8	11	11	11	11	44	12	2	Trans. Footing	10	0			
	22P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
	22P4	(26)	11	14	14	14	14	56	10	0	Lapped Dowel	2	0	8	4	
	22P5	(26)	11	14	14	14	14	56	15	9	Dowel	2	0	14	1	
	22P6	Str.	11	14				14	30	0	Vert. Col. Bar					
	22P7	Str.	11		14			14	30	8	Vert. Col. Bar					
	22P8	Str.	11			14		14	31	0	Vert. Col. Bar					
	22P9	Str.	11				14	14	31	8	Vert. Col. Bar					
	22P10	T5	4	1				1	420	4	Spiral	4	1			33
	22P11	T5	4		1	1		2	433	0	Spiral	4	1			34
	22P12	T5	4				1	1	445	10	Spiral	4	1			35
	22P13	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

	Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
PIER 25	25P1	(1)	8	10	10	10	10	40	12	2	Long. Footing	10	0			
	25P2	(1)	8	11	11	11	11	44	12	2	Trans. Footing	10	0			
	25P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
	25P4	(26)	11	15	15	15	15	60	10	0	Lapped Dowel	2	0	8	4	
	25P5	Str.	11	15				15	29	6	Vert. Col. Bar					
	25P6	Str.	11		15			15	30	3	Vert. Col. Bar					
	25P7	Str.	11			15		15	30	6	Vert. Col. Bar					
	25P8	Str.	11				15	15	31	3	Vert. Col. Bar					
	25P9	T5	4	1				1	414	0	Spiral	4	1			32½
	25P10	T5	4		1			1	420	4	Spiral	4	1			33
	25P11	T5	4			1		1	426	8	Spiral	4	1			33½
	25P12	T5	4				1	1	433	0	Spiral	4	1			34
	25P13	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

	Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
PIER 23	23P1	(1)	8	22	22	22	22	88	16	8	Long. Footing	14	6			
	23P2	(1)	8	14	14	14	14	56	13	8	Trans. Footing	11	6			
	23P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
	23P4	(26)	11	14	14	14	14	56	10	0	Lapped Dowel	2	0	8	4	
	23P5	(26)	11	14	14	14	14	56	13	3	Dowel	2	0	11	7	
	23P6	Str.	11	14				14	30	6	Vert. Col. Bar					
	23P7	Str.	11		14			14	31	2	Vert. Col. Bar					
	23P8	Str.	11			14		14	31	6	Vert. Col. Bar					
	23P9	Str.	11				14	14	32	2	Vert. Col. Bar					
	23P10	T5	5	1				1	716	7	Spiral	4	1			56½
	23P11	T5	5		1			1	722	11	Spiral	4	1			57
	23P12	T5	5			1		1	729	3	Spiral	4	1			57½
	23P13	T5	5				1	1	742	0	Spiral	4	1			58½
	23P14	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

	Mark	Type	Size	No. Required Per Unit B	E	F	J	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Nº Spiral Turns
PIER 24	24P1	(1)	8	10	10	10	10	40	12	2	Long. Footing	10	0			
	24P2	(1)	8	11	11	11	11	44	12	2	Trans. Footing	10	0			
	24P3	T3	5	1	1	1	1	4	14	9	Footing Hoop	4	1	2	1	
	24P4	(26)	11	14	14	14	14	56	10	0	Lapped Dowel	2	0	8	4	
	24P5	(26)	11	14	14	14	14	56	15	9	Dowel	2	0	14	1	
	24P6	Str.	11	14				14	28	9	Vert. Col. Bar					
	24P7	Str.	11		14			14	29	7	Vert. Col. Bar					
	24P8	Str.	11			14		14	29	11	Vert. Col. Bar					
	24P9	Str.	11				14	14	30	7	Vert. Col. Bar					
	24P10	T5	4	1				1	407	7	Spiral	4	1			32
	24P11	T5	4		1			1	414	0	Spiral	4	1			32½
	24P12	T5	4			1		1	420	4	Spiral	4	1			33
	24P13	T5	4				1	1	426	8	Spiral	4	1			33½
	24P14	(17)	4	10	10	10	10	40	3	11	Bearing Bar	0	10	2	6	

ESTIMATE OF QUANTITIES

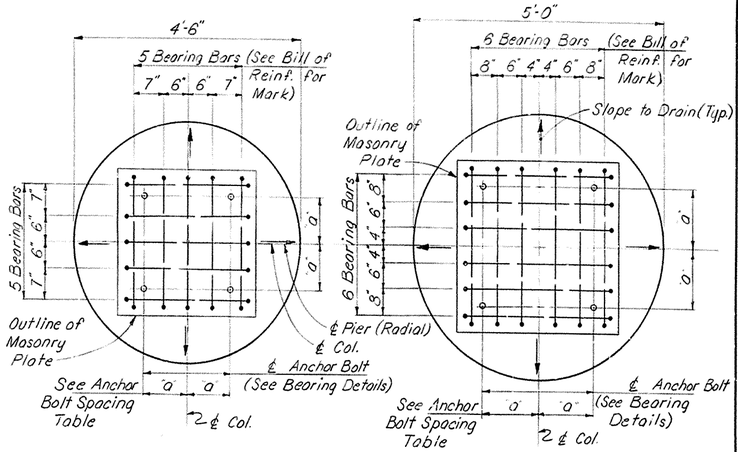
PIER Nº	Concrete Class 'A' C. Yds.	Steel Reinforcement Lbs.	Steel Piles 12BP53 Furnishing Lin. Ft.	Steel Piles 12BP53 Driving Lin. Ft.	Structure Excavation, Common Cu. Yds.
Pier 4	18.4	2976	195	195	48
Pier 5	60.0	7227	594	594	122
Pier 6†	108.3	15440	952	952	150
Pier 7†	84.0	10474	757	757	109
Pier 8†	137.6	16290	870	870	210
Pier 9	163.2	21764	1053	1053	226
Pier 10	147.5	17190	696	696	181
Pier 11*	149.1	23149	819	819	175
Pier 12	199.0	32120	1200	1200	304
Pier 13	145.4	20510	838	838	229
Pier 14	152.3	21311	816	816	294
Pier 15	257.3	37644	1709	1709	552
Pier 16	183.7	33473	1539	1539	226
Pier 17	157.5	22505	1253	1253	183
Pier 18	154.1	21929	1258	1258	183
Pier 19	200.3	30496	2040	2040	260
Pier 20	150.3	21403	1104	1104	175
Pier 21	149.5	17495	936	936	175
Pier 22	146.6	20887	936	936	175
Pier 23	194.2	25401	1240	1240	260
Pier 24	144.0	20510	744	744	175
Pier 25	145.6	16897	720	720	175
Coll. Wall*	50.0	10740	192	192	64
TOTAL	3297.9	467831	22461	22461	4651

ANCHOR BOLT SPACING Dimension "a"
9½"
10½"
1-3½"
10½"
10½"
9½"
8½"
9½"
10½"
9½"
8½"
1'-1½"
1'-0½"
8½"
9½"
10½"
9½"
8½"
9½"
10½"
9½"
8½"

*See Sheet Nº 21 for Collision Wall

† Footing & Column 8J Quantities included with Floodwall Monolith 279, see Sheet 24.

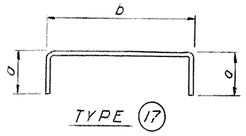
‡ Sheet Pile Quantities included with Floodwall Monolith and Column Quantities - Sheet 24

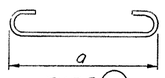


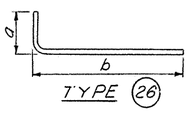
DETAIL "A"
All Cols. of Piers 4, 5, 7 thru 14 and 17 thru 25

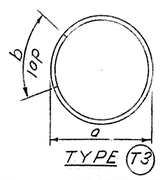
DETAIL "B"
All Cols. of Piers 6, 15 & 16

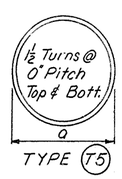
NOTE: In addition to the requirements of Sect. 403.3.8-D. for finishing bridge seats, the tops of the columns outside the bearing areas shall be sloped to the column sides for drainage.











NOTES:
Long. indicates Longitudinal
Trans. indicates Transverse
Vert. indicates Vertical
Reinforcing bars will be accurately placed under the "Bearings" so they do not interfere with drilling Anchor Bolt holes.
For detail of Anchor Bolt see Sheet 55
Work this Sheet with Sheets 15, 16, 17, 18, & 19

SHEET 20 OF 101

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

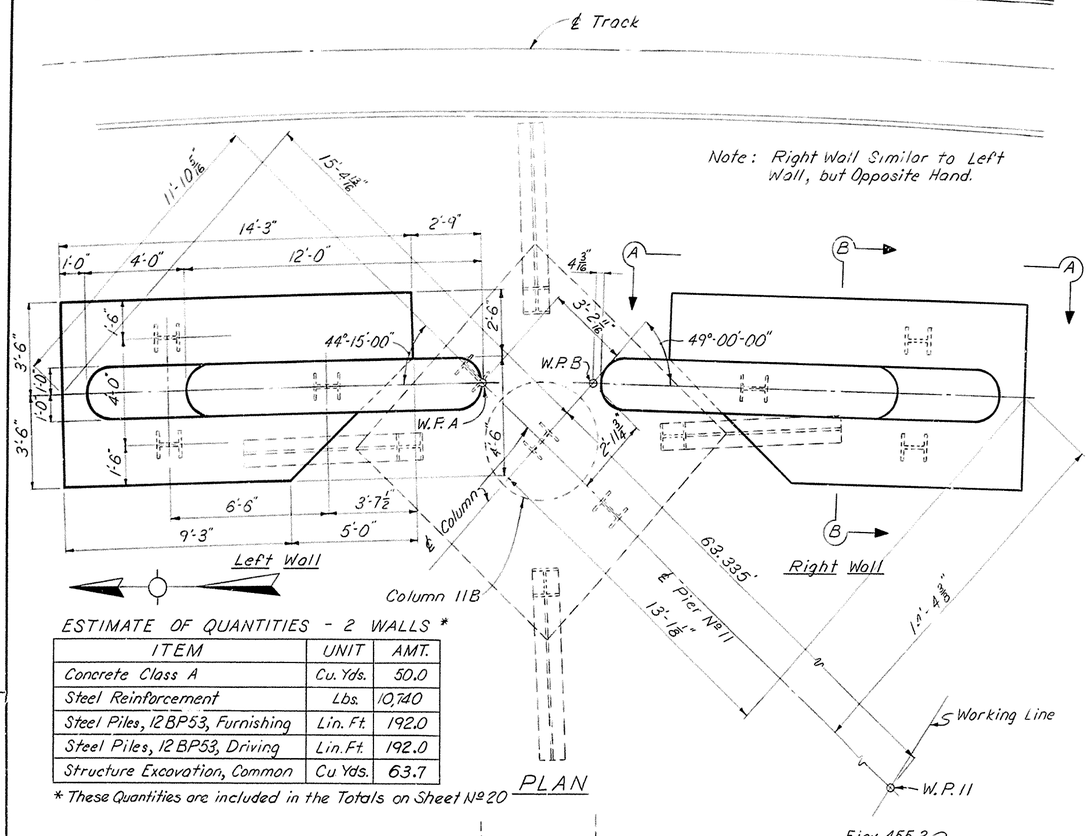
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-111
STATION 183+80 PROJECT NO. I64-2(341)

BRIDGE NUMBER	DRAWING NO.	INDEX
	17:22	

PIERS

DATE REVISED
DATE REVISED
DATE REVISED
DESIGNED BY CHH DATE 5-66
DETAILED BY W.R.T. CHECKED BY
TRACED BY CHECKED BY

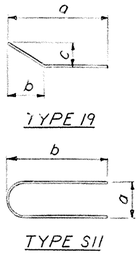
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



ESTIMATE OF QUANTITIES - 2 WALLS *

ITEM	UNIT	AMT.
Concrete Class A	Cu. Yds.	50.0
Steel Reinforcement	Lbs.	10,740
Steel Piles, 12 BP53, Furnishing	Lin. Ft.	192.0
Steel Piles, 12 BP53, Driving	Lin. Ft.	192.0
Structure Excavation, Common	Cu Yds.	63.7

* These Quantities are included in the Totals on Sheet No 20

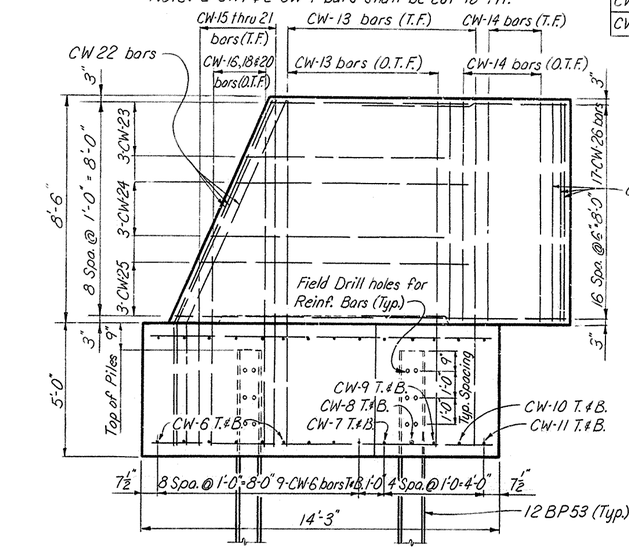


BILL OF REINFORCEMENT

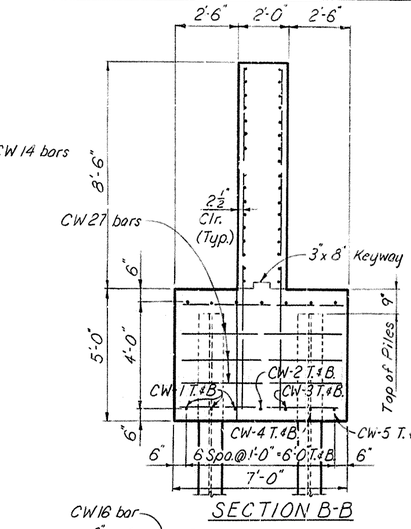
Mark	Type	Size	No. Req'd.	Length Ft.	Length In.	Location	a	b	c
CW-1	Str.	8	12	13	3	Footing			
CW-2	Str.	8	4	12	2	Footing			
CW-3	Str.	8	4	11	0	Footing			
CW-4	Str.	8	4	9	11	Footing			
CW-5	Str.	8	4	8	10	Footing			
CW-6	Str.	8	36	6	4	Footing			
CW-7	Str.	8	4	6	0	Footing			
CW-8	Str.	8	4	5	1	Footing			
CW-9	Str.	8	4	4	2	Footing			
CW-10	Str.	8	4	3	4	Footing			
CW-11	Str.	8	4	2	5	Footing			
CW-12	Str.	8	4	7	0	Footing			
CW-13	Str.	11	46	13	0	Stem & Ftg.			

Mark	Type	Size	No. Req'd.	Length Ft.	Length In.	Location	a	b	c
CW-14	Str.	11	24	8	2	Stem			
CW-15	Str.	11	2	6	0	Stem & Ftg.			
CW-16	Str.	11	4	7	1	Stem & Ftg.			
CW-17	Str.	11	2	8	1	Stem & Ftg.			
CW-18	Str.	11	4	9	2	Stem & Ftg.			
CW-19	Str.	11	2	10	2	Stem & Ftg.			
CW-20	Str.	11	4	11	3	Stem & Ftg.			
CW-21	Str.	11	2	12	3	Stem & Ftg.			
CW-22	19	11	10	13	11	Stem & Ftg.	13'-6"	4'-3"	1'-10"
CW-23	S11	8	6	16	2	Stem	1'-4"	1'-9"	
CW-24	S11	8	6	19	0	Stem	1'-4"	9'-2"	
CW-25	S11	8	6	21	8	Stem	1'-4"	10'-6"	
CW-26	S11	8	34	17	0	Stem	1'-4"	8'-1"	
CW-27	Str	11	12	6	0	Footing			
CW-28	Str.	11	12	3	0	Footing			

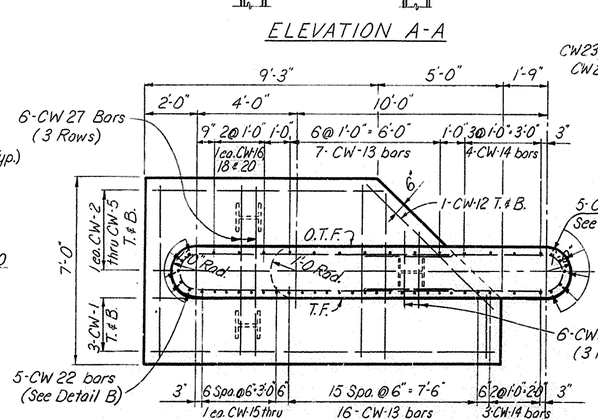
Note: 2-CW-1 & 2-CW-4 bars shall be cut to fit.



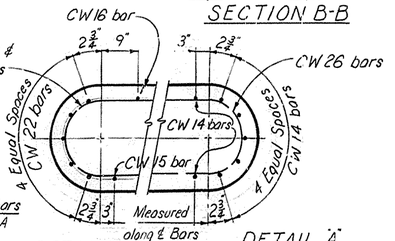
ELEVATION A-A



SECTION B-B



FOOTING PLAN
(Right Wall shown - Rotated 180°)



DETAIL B DETAIL A

NOTE: T.F. means Track Face
O.T.F. means Opposite Track Face
W.P. means Working Point

R.R. COLLISION WALL

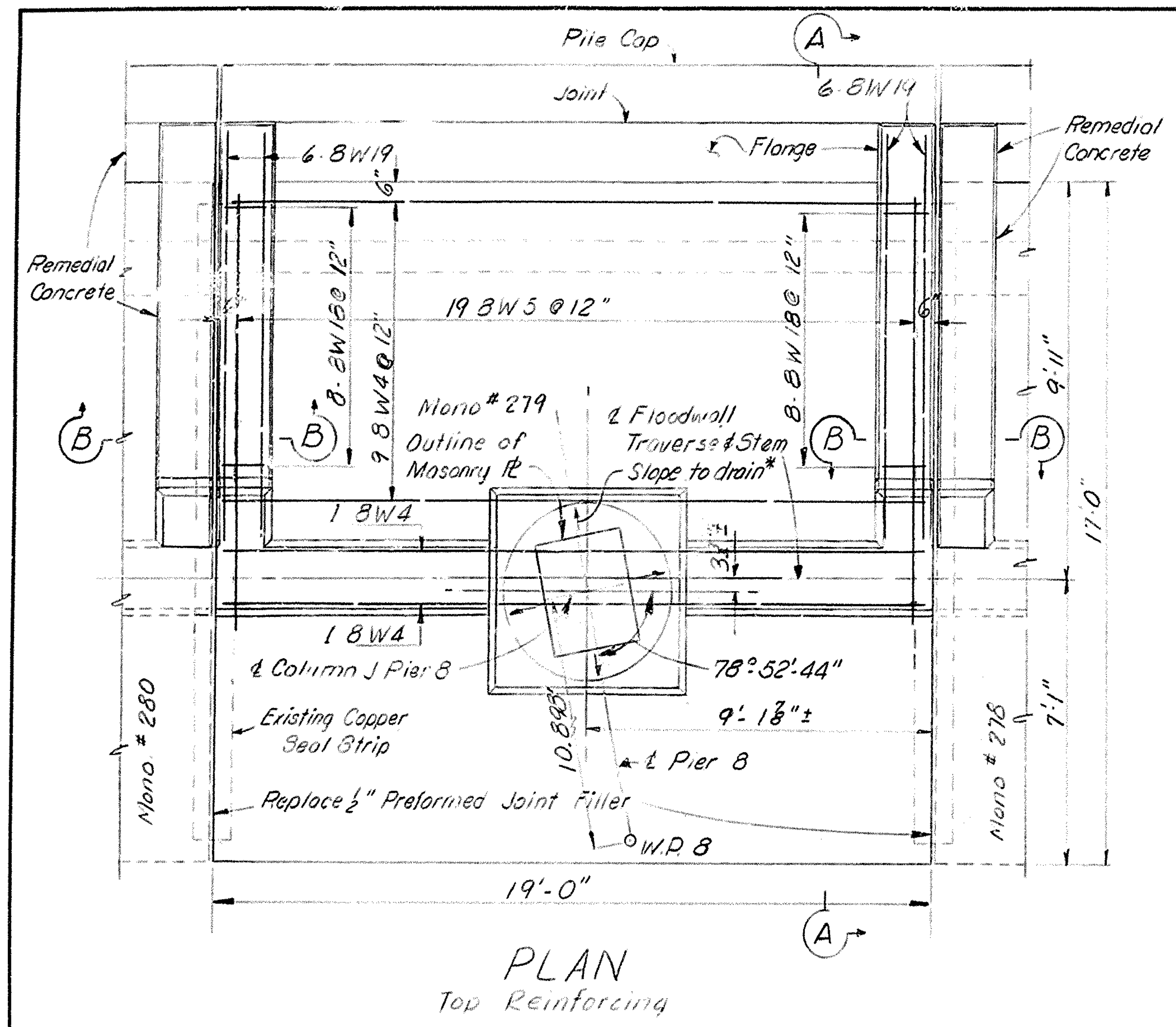
SHEET 21 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 — 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO 17122
INDEX

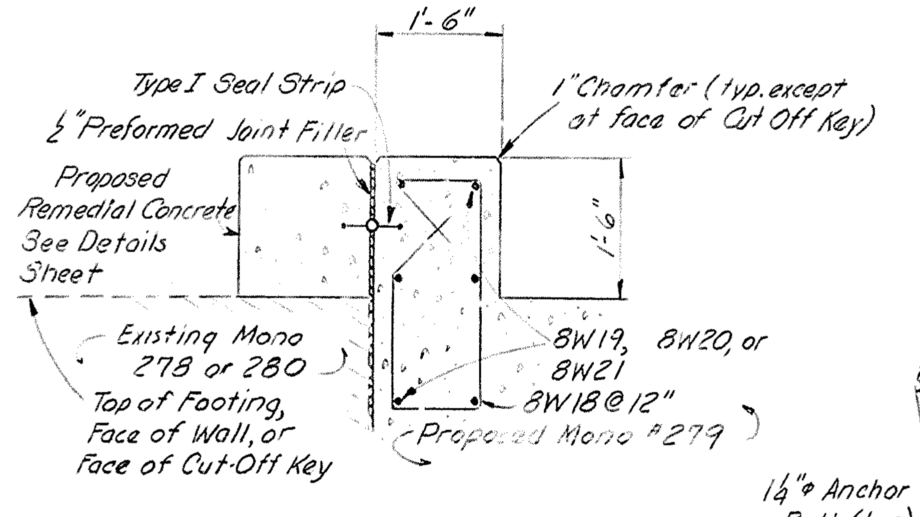
DESIGNED BY	CHH	DATE	REVISED	DATE
DETAILED BY				
TRACED BY	WRT 4-1-66	CHECKED BY	DAF 5/18/66	

KEUFFEL & ESSER CO. NO. 188-B AEPROOF

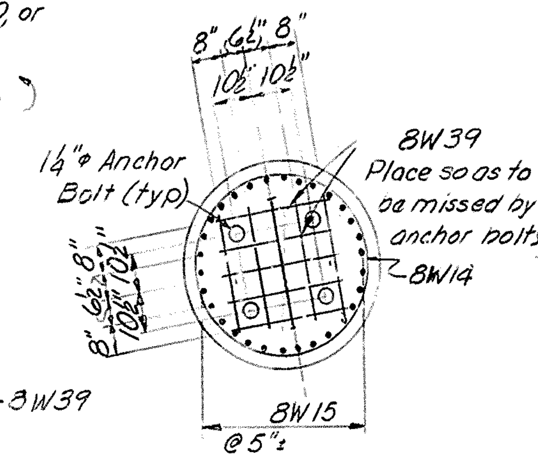
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



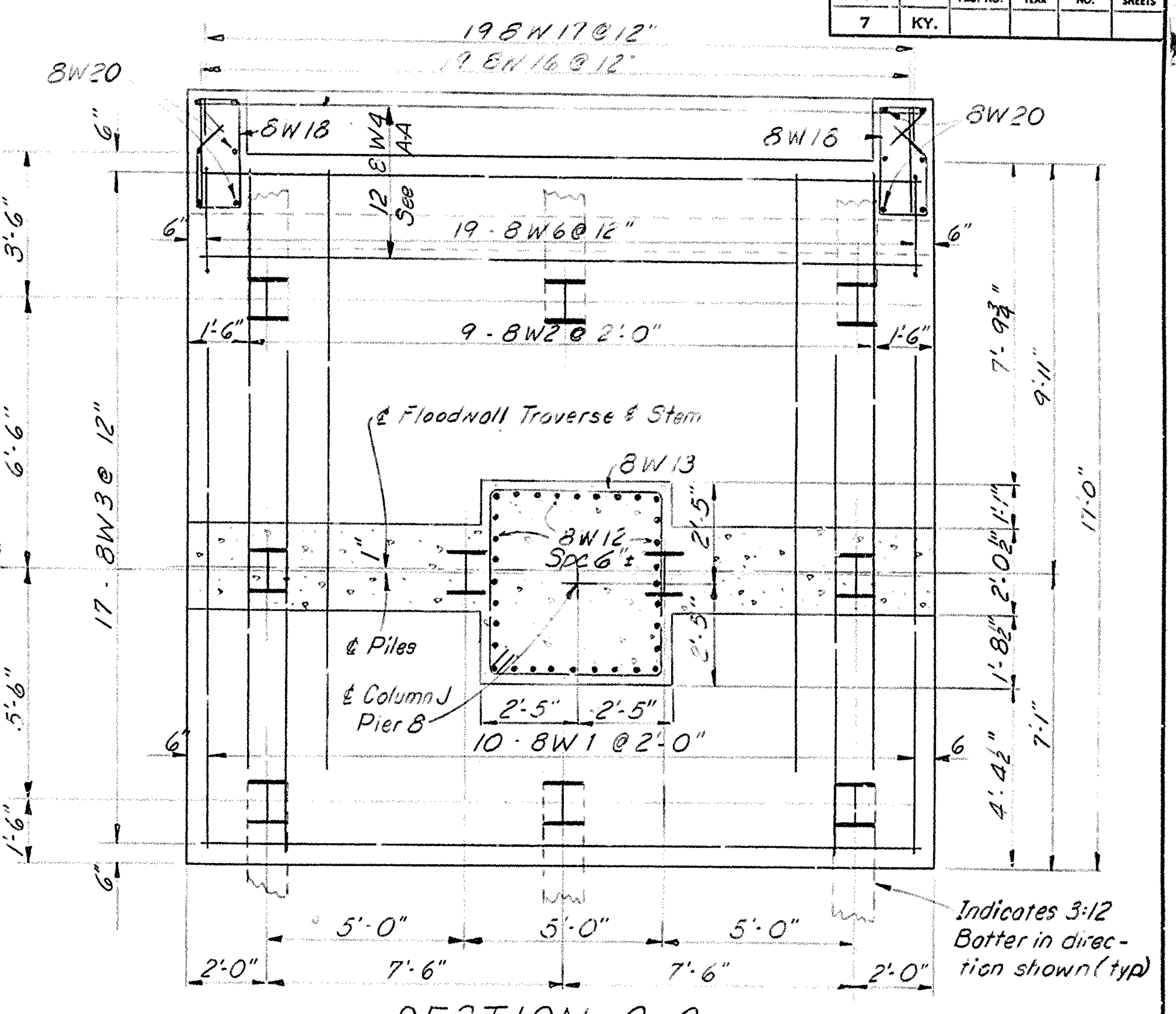
PLAN
Top Reinforcing



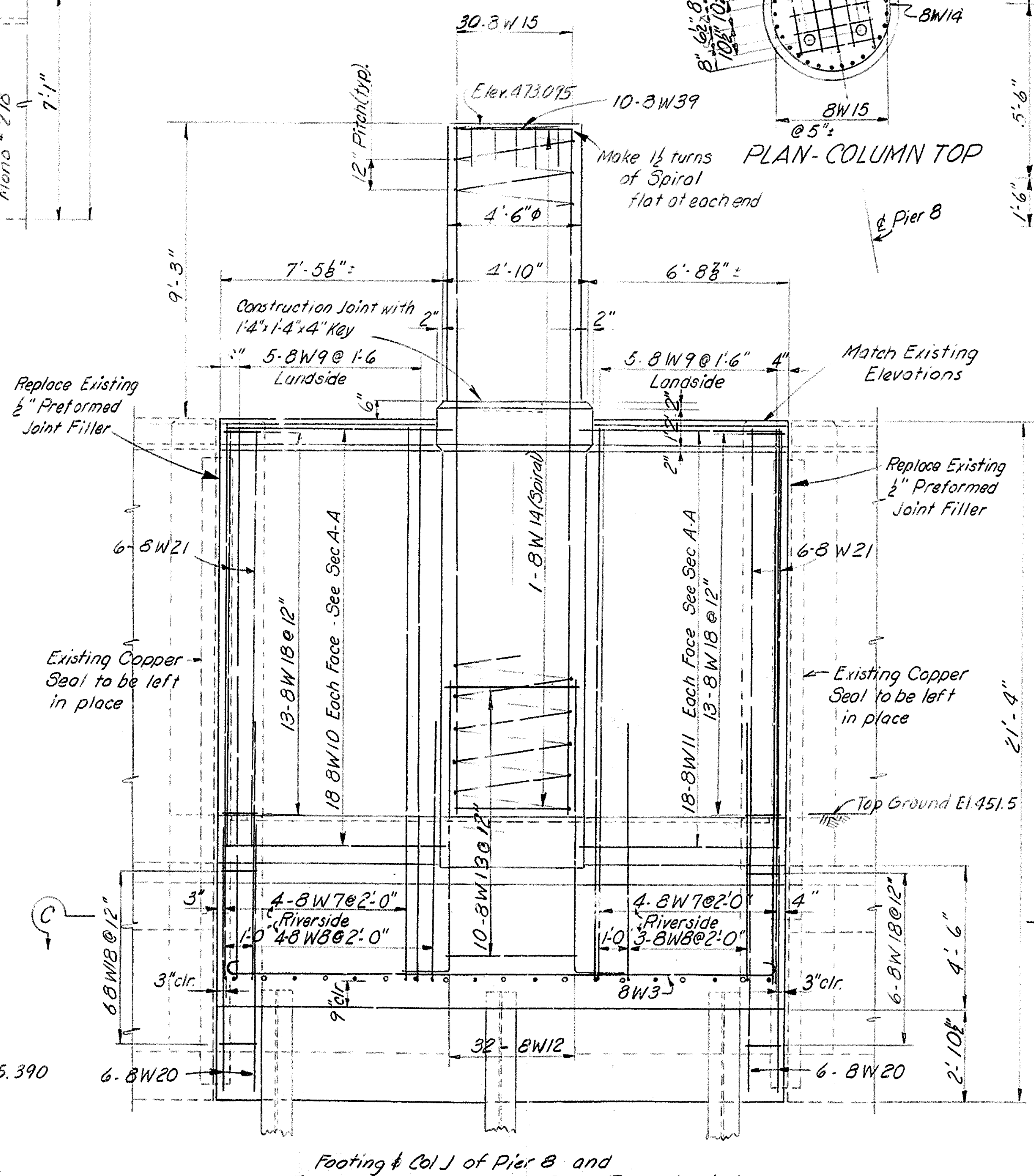
SECTION B-B



PLAN - COLUMN TOP

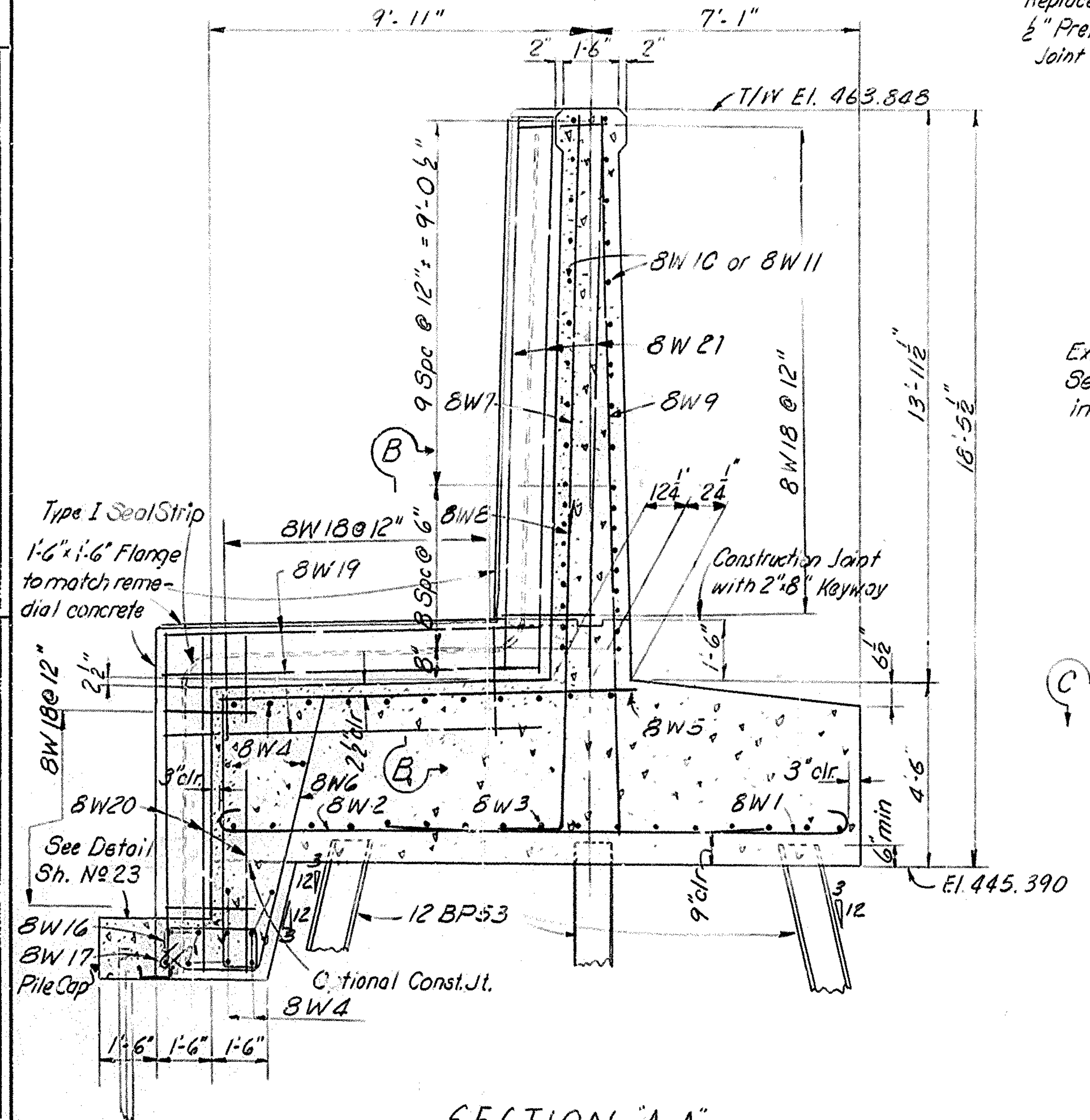


SECTION C-C
Bottom Reinforcing



Footing & Col J of Pier 8 and Floodwall Monolith No 279 Reconstructed.

ELEVATION



SECTION "A-A"

NOTES

1. The steel H Piles shall be driven prior to excavation for the sheet piles.
2. Additional seepage protection is deemed necessary due to the required monolith replacement. This is accomplished through the placement of sheet piling and remedial concrete detailed on Sheet No 23 & 24.
3. For details of the existing monolith # 279, see sheet No 605-12.1/27 "As Built" Plans for the Louisville Flood Protection, Section B, by U.S. Engineer Office, Louisville, Kentucky.

* In addition to the requirements of Sect. 403.3.8-D for finishing bridge seats, the tops of the column outside the bearing areas shall be sloped to the column sides for drainage.
Remedial Concrete to be Class "A" Concrete.
Work this sheet with Sheets 23 & 24

FLOODWALL MONOLITH & COLUMN

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD
SP56-273-11L
STATION 183 + 80
PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122

DESIGNED BY R.B.S.
DETAILED BY R.B.S.
CHECKED BY Blink
DATE 3/1/61

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

See Section AA Sheet 22 for 279 Details

1'-6" | 1'-6" (Varies along Mono. 280)

½" Bituminous Cement | 12" thin, 6" min.

8W38 @ 16½" | 8W26 thru 8W30 @ 12"

1'-6" (Varies at Detail 'A')

1'-0"

⅞" ϕ Dowel Bolts @ 12" (See Plan for location of existing steel) with Expansion Anchors

8W17

Sandblast Existing Surface

8W38 through sheet pile lift hole or hole burned in field

Type II Seal Strip

Bottom of Existing Cutoff Key

Sheet Piling

SECTION C C

1'-6" | 1'-6"

8W22, 8W23, 8W24 or 8W25

New Mono # 279 is to be built up to meet remedial section on 278 and 280. See Sheet 22

1" Chamfer (typ)

1'-6" (Varies at 280)

12" min

Sand

½" Joint Material Type I Seal Strip

⅞" ϕ Dowel Bolts @ 12"

Existing Face of Wall, Footing, or Cut-Off Key

Expansion Anchor

Sandblast Existing Surface

Existing Joint Between Monoliths

SECTION - REMEDIAL CONCRETE

Existing Cut Off Key

Type I Seal Strip

Existing Cut Off Key

8W35

8W30

8W37

8W26

Type II Seal Strip

Joint

4 Sheet Piles

8 in 38

1'-6"

1'-6"

½" Joint Material

PLAN

1'-6" | 1'-6"

Mono # 280

Joint

8"

Type I Seal Strip

8W38 (Put 2 in this Sheet Pile Only)

4 8W37 (Cut & Bend in Field)

Type II Seal Strip

8W35

1'-6"

1'-4⅝"

102°

102°

Existing Cut Off Keys

Sheet Piles

8" | 6" | 3½" | 6½" | 8W40 (Bend in Field)

DETAIL "A" ELEVATION

Reinforcement Bars and Dowels Shown this side are on Closure side of joint.

8 Dowels & 12 8W22 @ 12" oc

6 8W21

8 Dowels & 8 W22 @ 12"

4 8W34

Closure

4 8W32

level

1'-6"

13 Dowels & 13 8W24 @ 12"

7 Dowels & 7 8W22 @ 12"

Type I Seal Strip

6 8W33

Mono # 280

8 Dowels & 7 8W25 @ 12"

4 8W31

Reinforcement Bars and Dowels shown this side are on Mono # 280 side of joint.

6 Dowels & 6 8W23 @ 12"

6 8W31

SECTION A A

1'-6"

2"

4 8W21

Type I Seal Strip

12 Dowels & 12 8W22 @ 12" Spc

Remedial Concrete

4 8W19

Sheet Pile tips to Elev 429.5

1'-6"

1 Dowel

4 8W20

6 Dowels & 6 8W22 @ 6 Spc @ 12"

8 Dowels & 8 8W22 @ 7 Spc @ 12"

Pile Cap

Pay Limit for Structure Excavation

1'-6" (typ)

1'-6" (typ)

See Detail B, Sheet No 24

SECTION B-B

Typical at Mono # 277 West End, # 278 Both Ends, and # 280 East End.

NOTES

1. Face of Cut-Off Keys shall be adequately braced prior to driving Sheet Piles.
2. Holes burned in the sheet piling for 8W38 bars shall be included in the price bid for Reinforcement.
3. All Sand Blasting and cleaning, ½" Joint Material, Bituminous Seal, Bituminous Cement etc shall be included in the price bid for Concrete.
4. Remedial Concrete to be Class "A" Concrete

Existing Utility Lines to be Removed to Cut Off Key and Plugged at the Cut Off Key

10'-4" | 16'-7½" | 19'-0" | 19'-0" | 7'-8"

7 Spc @ 16"± = 8.8W17, 8.8W38

3" | 3"

4'-0" | 4'-0"

See Detail A

46 Spc @ 1'-4"± = 47.8W17, 47.8W38

Pay Limit for Structure Excavation (typ)

4 8W40

4 8W35 (Bend in field)

4 8W4

Joint

Pile Cap

4 8W4

1'-6" (typ)

4-8W36

& driving for Sheet Piles

* Sheet Piles are U.S.C.E. Type SA 23, U.S.S. Type MP 112, Beth. Type SP 4 or approved equal.

1'-6"

1'-6"

4 8W40

8W22

10 Dowels, 10 8W26, 10 8W17 9 Spc @ 12"

4 8W30

8W29

8W28

8W27

48W35

98W26

16 Dowels, 16 8W26, 16 8W17 15 Spc @ 12"

Type II Seal Strip

Mono # 279 to be replaced with a column added. See Sheet No 22 for details

4 8W4

19 Dowels, 19 8W26, 19 8W17 18 Spc @ 12"

1'-6" (typ to # 280)

1'-6"

6 Spc @ 12" : 7 Dowels, 7 8W17, 78W26

& dowels (typ)

Floodwall Closure B Details Sheet 26

1'-6"

varies

8W24

Remedial Concrete

Remedial Concrete (typ)

Type I Seal Strip (typ)

& Protection and Wall Stem

1½"

W

10" ϕ Sewer

Pay Limit for Structure Excavation (typ)

Existing Structure (typ)

1'-6" | 1'-6" (typ)

F W Closure @ Sta 186+55.8 (Floodwall Traverse) (17'-10")

280 (16'-7½")

279 (19'-0")

278 (19'-0")

277 (19'-0")

3" | 17 @ 12½" = 17'-4" | 3" | 3" | 22 @ 9¾" = 16'-1" | 3" | Landside | 1'-6" | 3" | 25 @ 9"± = 18'-6" | 3" | 3" | 25 @ 9"± = 18'-6" | 3"

Spacing of existing rebars in Cut-Off Keys as recorded on "As Built" plans.

Lump Sum price bid for removing and plugging pipe in the work area shall include all work and materials required to complete the item

PLAN

FLOODWALL MONOLITH & COLUMN

Work this sheet with Sheets 22 & 24

SHEET 23 OF 101

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

JEFFERSON

I 64 - 17TH ST. TO 13TH ST.

LOUISVILLE - LEXINGTON

ROAD SP 56-273-IIL

STATION 183+80 **PROJECT NO.** I 64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGNED BY — DATE — REVISED

DETAILED BY — DATE — REVISED

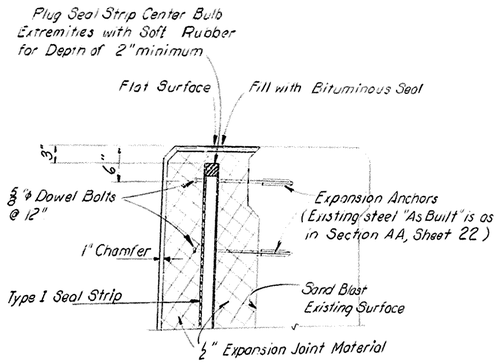
TRACED BY — DATE — REVISED

CHECKED BY — DATE — REVISED

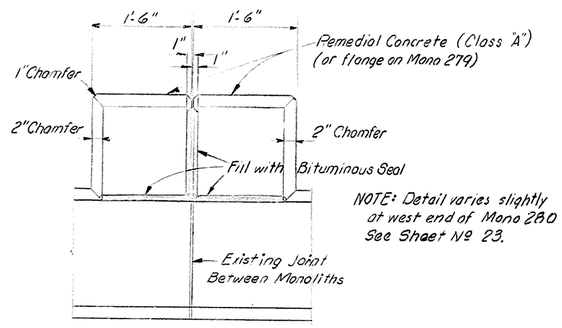
CHECKED BY — DATE — REVISED

DIETZGEN NO. 199-3 WATERPROOF

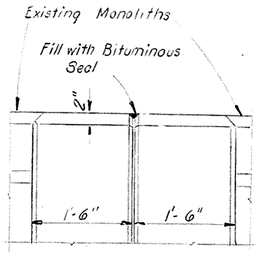
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



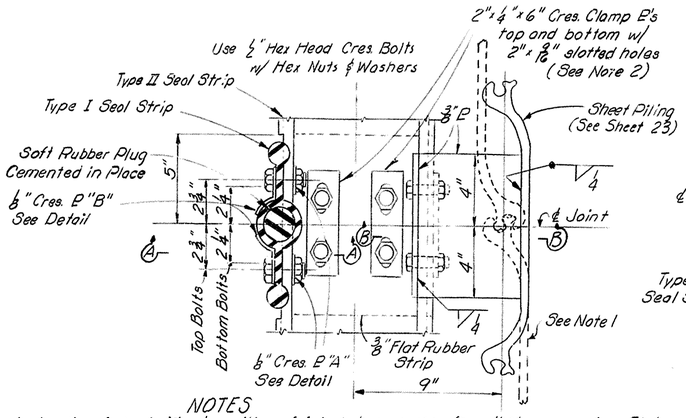
SECTION at TOP of WALL



PLAN at TOP of WALL

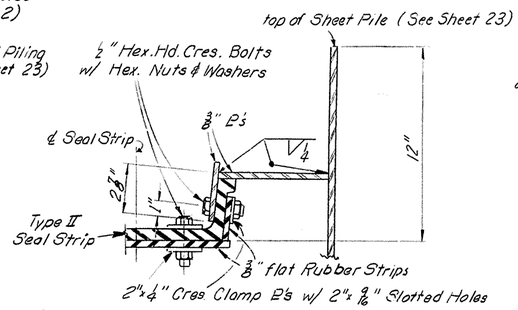


ELEVATION at TOP of WALL



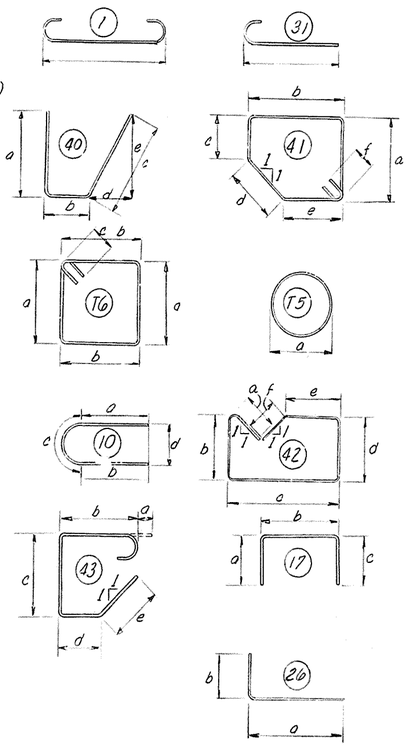
NOTES

1. Location of sheet piling & position of interlock may vary from that shown (Contractor shall be responsible for detailing connection plates to match actual field conditions).
2. Slotted clamp P's and flat rubber strips across joint may be omitted as in Section A-A if Type II Seal Strip joint is of molded rather than spliced type construction. This shall apply to all joints and intersections in Type II Seal Strip.
3. Parts noted "Cres" shall be Corrosive Resistant Steel, Mill Finished plates, ASTM A167 type 302 and Bolts ASTM 193 B8 type 304.
4. Flat rubber strips & splice plates may be omitted if shop moulded intersections are used. If used, the ⅜" flat rubber strips shall extend past any splice point in Type II Seal Strip at least 5".



SECTION B-B

PLAN OF DETAIL "B" - SHEET 23



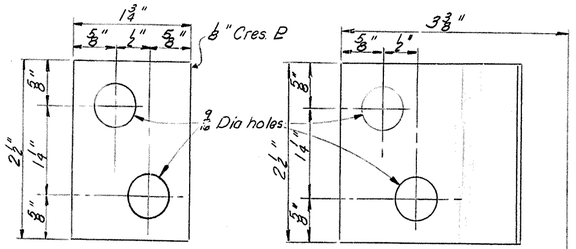


PLATE "A"

All splicing materials and connection materials such as nuts & bolts, plates, gluing, welding, etc. and all labor required for splicing and placement shall be included in the price bid for Type I Seal Strip and Type II Seal Strip

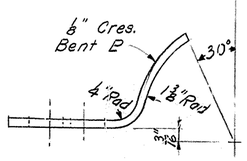
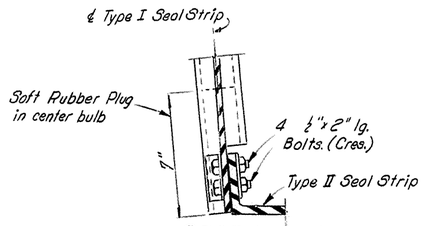
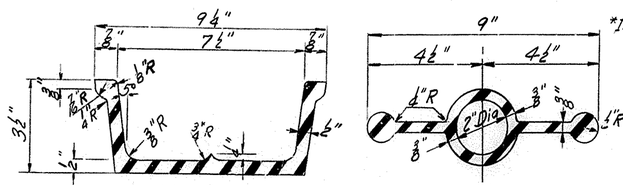


PLATE "B"
(1 as shown & 1 opposite hand each joint)



SECTION A-A

Note: Bulbs of Type I Strip shall be shaved down to web to provide a flat surface for bolting to Type II Strip. All rubber surfaces in contact with each other shall be coated with rubber cement.



TYPE II "U" TYPE

TYPE I HOLLOW BULB TYPE

DETAIL of SEAL STRIPS

BAR REINFORCEMENT

Mark	Type	Number	Size	Length Ft	Length In	Location	a Ft	a In	b Ft	b In	c Ft	c In	d Ft	d In	e Ft	e In	f Ft	f In
8W1	31	10	9	13	2	Ftg.	11	11										
8W2	31	9	9	15	9	Ftg	14	6										
8W3	1	17	6	19	10	Ftg.	18	6										
8W4	Str	35	4	18	6	Ftg, Cap												
8W5	Str	19	4	10	6	Ftg												
8W6	40	19	4	14	6	Ftg	6	8	1	0	6	10	1	6	6	8		
8W7	26	8	8	19	0	Wall	17	6	1	6								
8W8	26	7	8	9	9	Wall	8	3	1	6								
8W9	Str	10	5	17	6	Wall												
8W10	Str	36	5	7	6	Wall												
8W11	Str	36	5	6	9	Wall												
8W12	26	32	8	10	3	Column	8	9	1	6								
8W13	T6	10	4	18	10	Ftg	4	5	4	5	-	7						
8W14	T5	1	4	320	0	Column	4	1										
8W15	Str	30	8	21	0	Column												
8W16	41	19	4	7	4	Ftg	1	0	2	6	-	6	-	8	2	0	-	4
8W17	10	126	2	1	3	Cap	-	5	-	5	-	5	-	3				
8W18	42	54	4	7	4	Wall & Ftg	-	8	1	0	2	6	1	0	1	6	-	8
8W19	Str	28	4	10	0	Cap												
8W20	Str	28	4	8	3	Cap												
8W21	Str	34	4	13	9	Cap												
8W22	42	131	4	4	4	Cap	-	8	1	0	1	0	1	0	-	-	-	8
8W23	42	6	4	5	6	Cap	-	8	1	0	1	7	1	0	-	7	-	8
8W24	42	13	4	6	4	Cap	-	8	1	0	2	0	1	0	1	0	-	8
8W25	42	7	4	7	10	Cap	-	8	1	0	2	9	1	0	1	9	-	8
8W26	41	45	4	4	4	Cap	1	0	1	0	-	6	-	8	-	6	-	4
8W27	41	1	4	4	8	Cap	1	0	1	2	-	6	-	8	-	8	-	4
8W28	41	1	4	5	0	Cap	1	0	1	4	-	6	-	8	-	10	-	4
8W29	41	1	4	5	4	Cap	1	0	1	6	-	6	-	8	1	0	-	4
8W30	41	4	4	5	6	Cap	1	0	1	7	-	6	-	8	1	1	-	4
8W31	Str	10	4	10	0	Cap												
8W32	Str	4	4	9	9	Cap												
8W33	Str	6	4	11	0	Cap												
8W34	Str	4	4	12	4	Cap												
8W35	Str	8	4	16	1	Cap												
8W36	Str	8	4	7	2	Cap												
8W37	Str	4	4	6	0	Cap												
8W38	43	55	4	3	8	Cap	-	6	1	0	1	0	-	8	-	6		
8W39	17	10	4	5	0	Column	1	2	2	8	1	2						
8W40	Str	8	4	9	10	Cap												

QUANTITIES

Removal of Existing Floodwall Monolith No 279			Lump Sum
Structure Excavation, Common	181 Cu.Yd.	Sheet Piling	32,360 lb.*
Piles (furnish & drive)	310 Lin.Ft.	Type I Seal Strip	120 Lin.Ft.
Concrete, Class "A"	120.3 Cu.Yd.	Type II Seal Strip	73 Lin.Ft.
Reinforcement	8,605 lb.	Dowel Bolts ⅝"ϕ x 1'-6" with expansion anchors	210 each

*Includes 5,040 lbs of Pier 6 B & 4,320 lb of Pier 7 J

Work this sheet with Sheets 22 & 23

SHEET 24 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-11L

STATION 183+80 **PROJECT NO.** 164-2(34)1

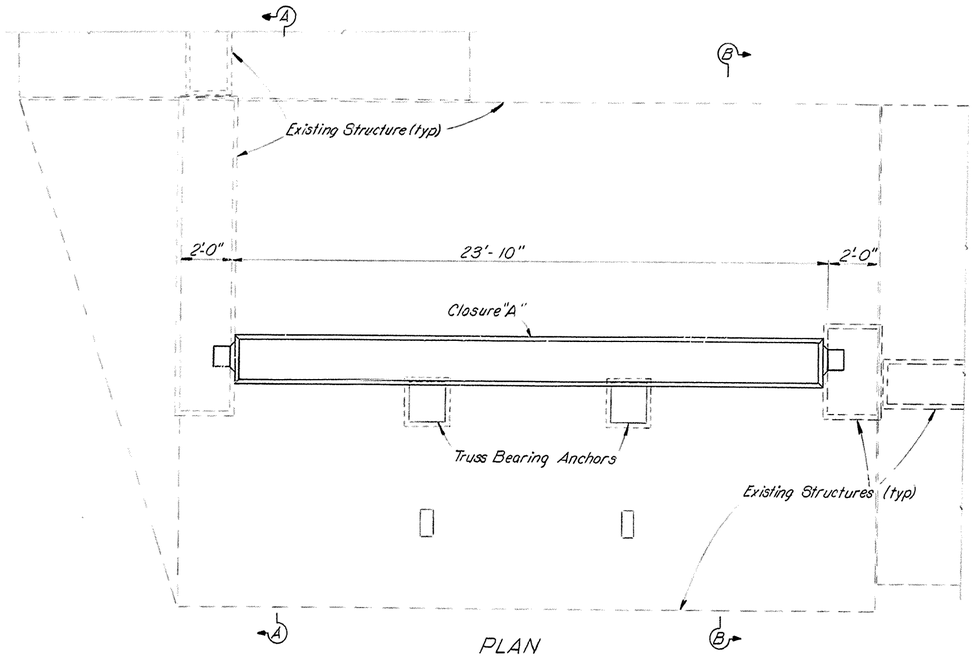
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

DESIGNED BY ABS DETAILED BY TRACED BY CHECKED BY CHECKED BY DATE 3/64 DATE DATE REVISED REVISED

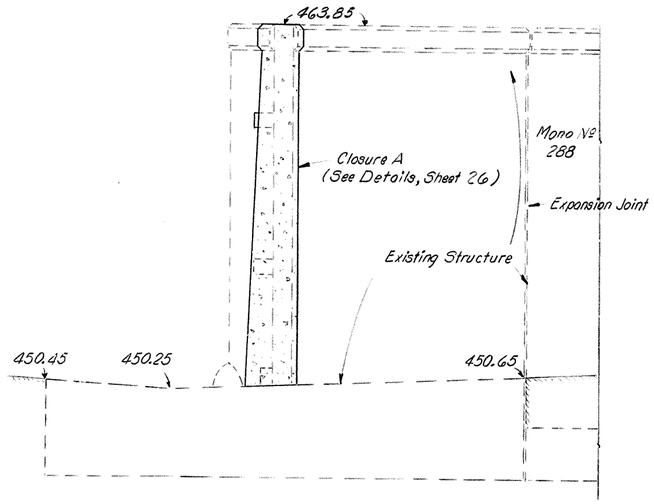
DIETZGEN NO. 136-3 ASEPROOF

FLOODWALL MONOLITH & COLUMN

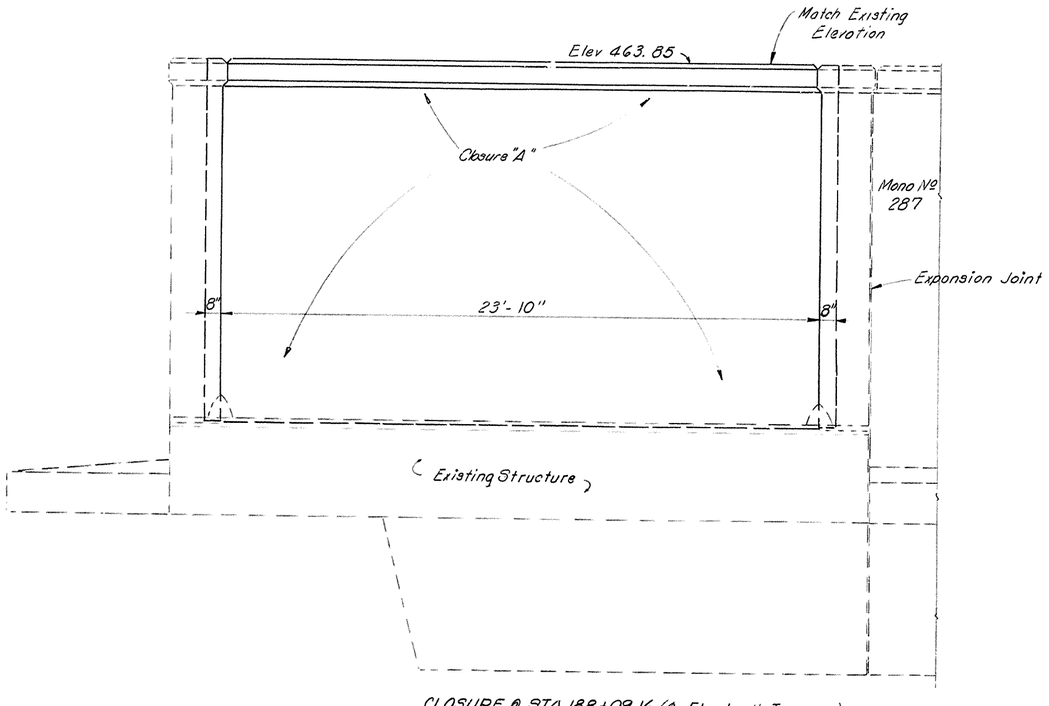
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



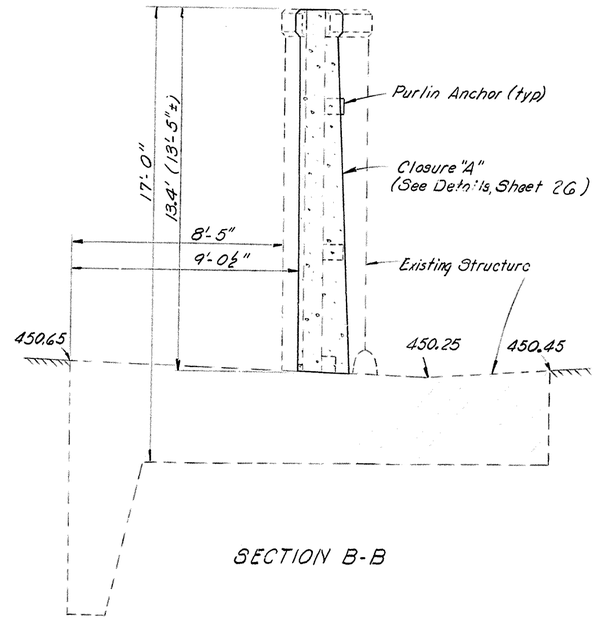
PLAN



SECTION A-A



CLOSURE @ STA 188+09.16 (℄ Floodwall Traverse)
LANDSIDE ELEVATION



SECTION B-B

Work this sheet with Sheets 26 & 27

SHEET 25 OF 101

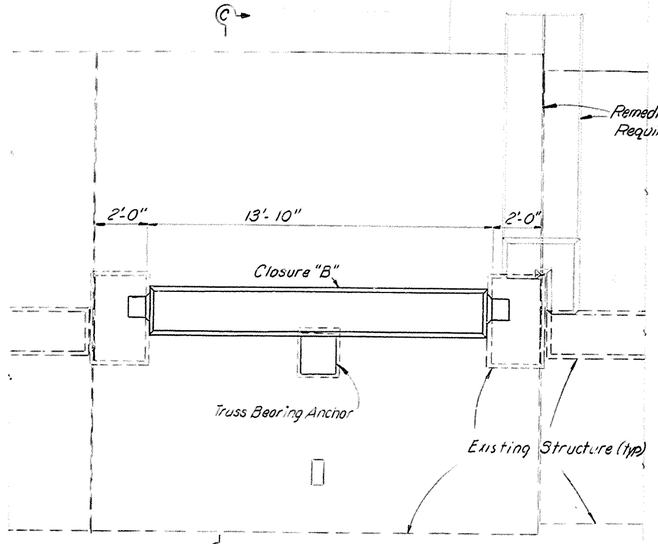
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE-LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

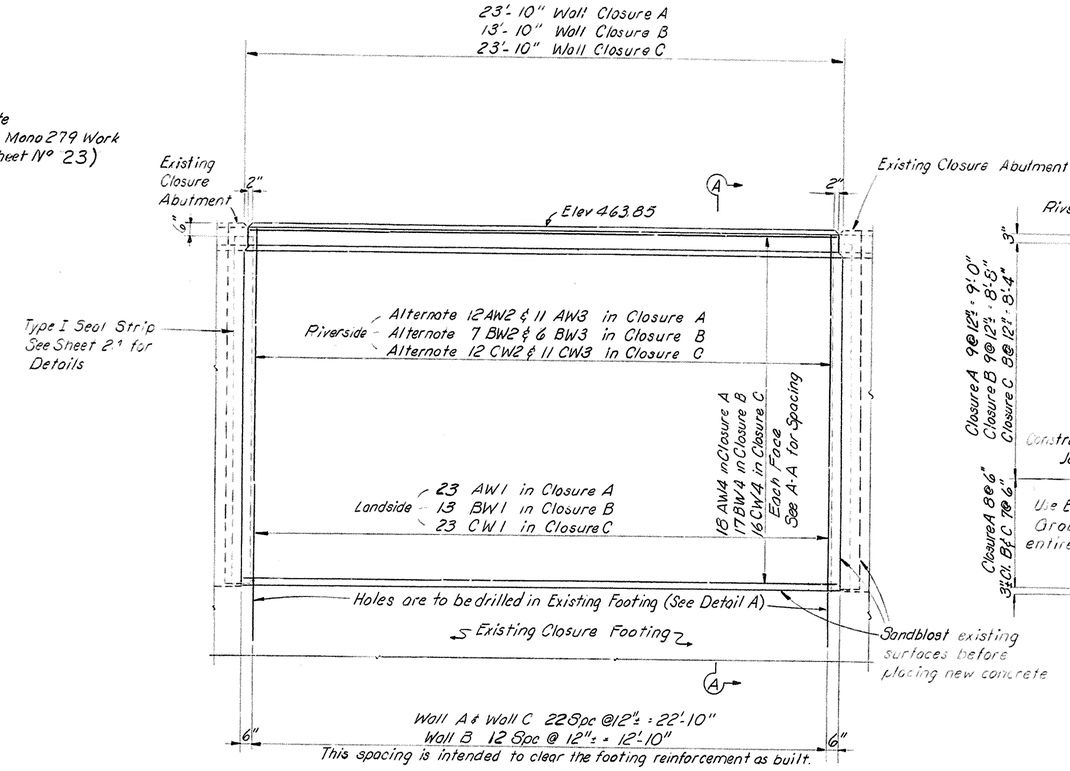
FLOODWALL CLOSURES

DESIGNED BY RBS CHECKED BY B.L.L. DATE 3/66 REVISED
DETAILED BY CHECKED BY DATE REVISED
TRACED BY CHECKED BY DATE REVISED

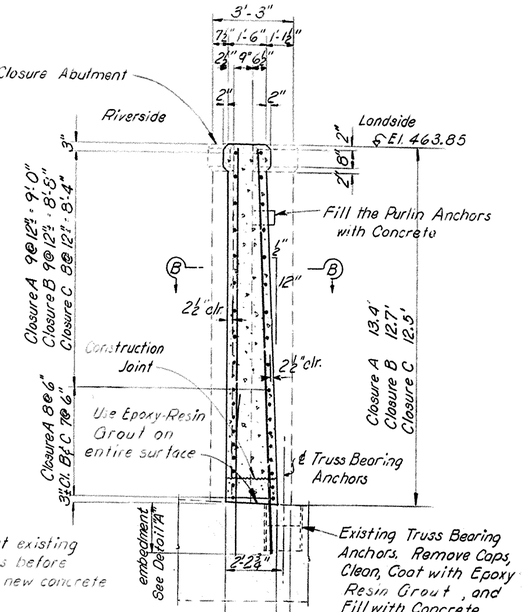
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN



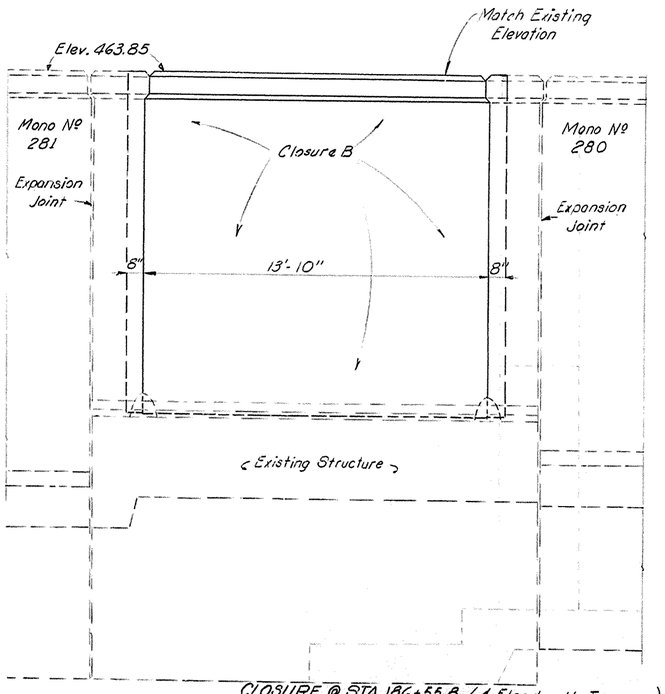
Typical Closure Wall
LANDSIDE ELEVATION



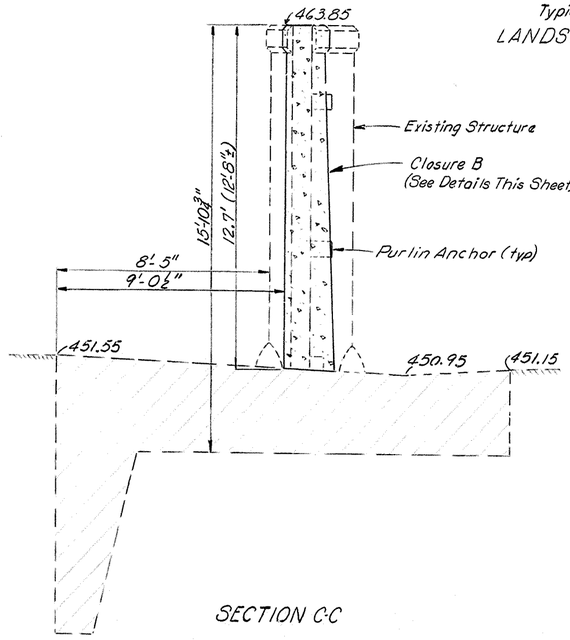
SECTION A-A

DETAIL "A"

SECTION B-B



CLOSURE @ STA 186+55.8 (℄ Floodwall Traverse)
LANDSIDE ELEVATION



SECTION C-C

Work this sheet with Sheets 25 & 27

SHEET 26 OF 101

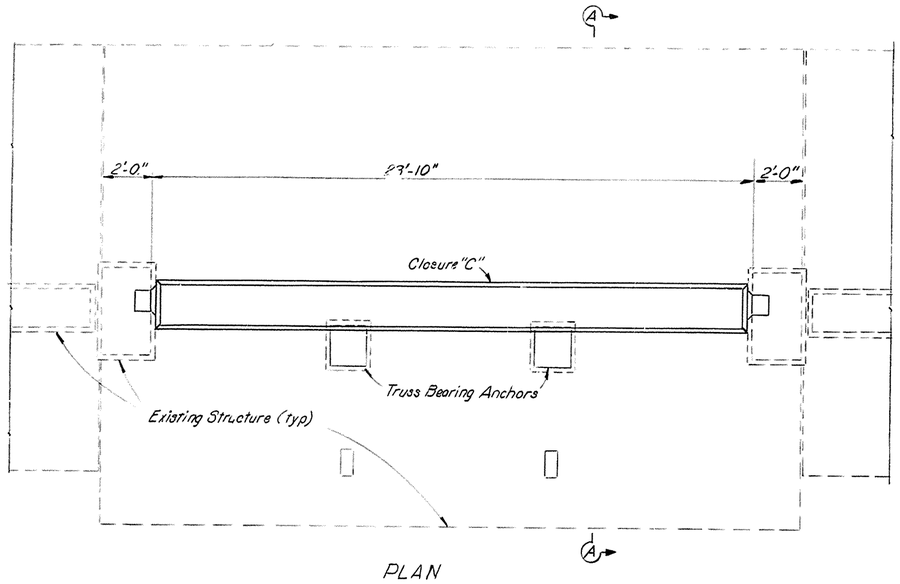
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-111
STATION 183+80 **PROJECT NO.** I 64-2(34)1
BRIDGE NUMBER | **DRAWING NO.** 17122 | **INDEX**

DESIGNED BY RBS CHECKED BY
DETAILED BY CHECKED BY
TRACED BY CHECKED BY
DATE 3/66 REVISED DATE
REVISED DATE
REVISED DATE

KENTUCKY NO. 138-3 ASS-.007

FLOODWALL CLOSURES

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



PLAN

NOTES:

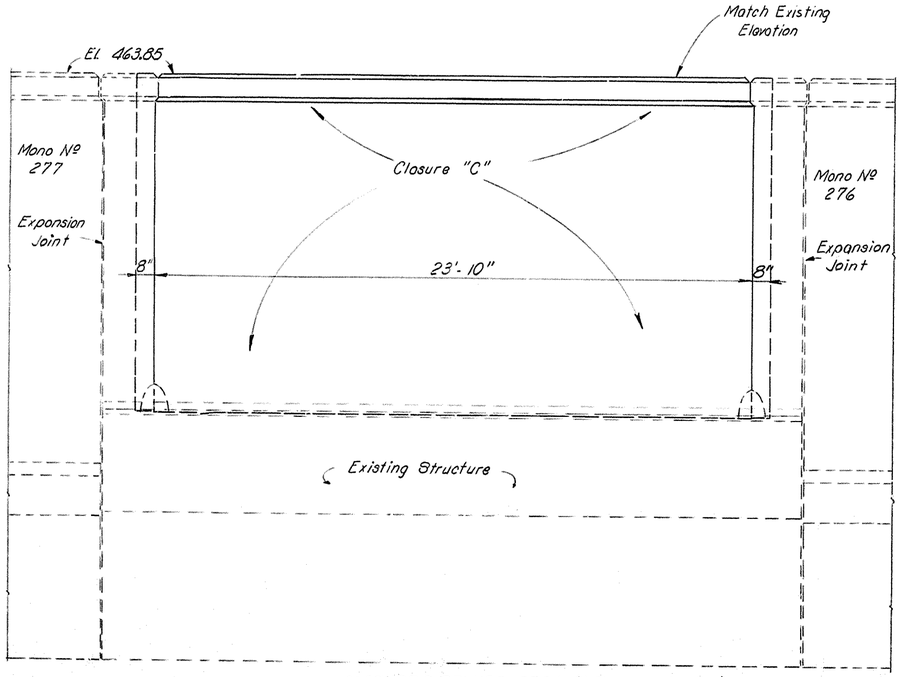
The cost of Sand Blasting & cleaning the existing surfaces of the floodwall closure prior to placing new concrete, cleaning, coating and filling Truss Bearing Anchors and Purlin Seats; furnishing and placing Epoxy Resin Grout ; etc., shall be included in the price bid for "Concrete, Class "A".

Drilling and cleaning holes, furnishing and placing the Epoxy Resin Mortar and placing bars in the existing structures shall be included in the price bid for Reinforcement.

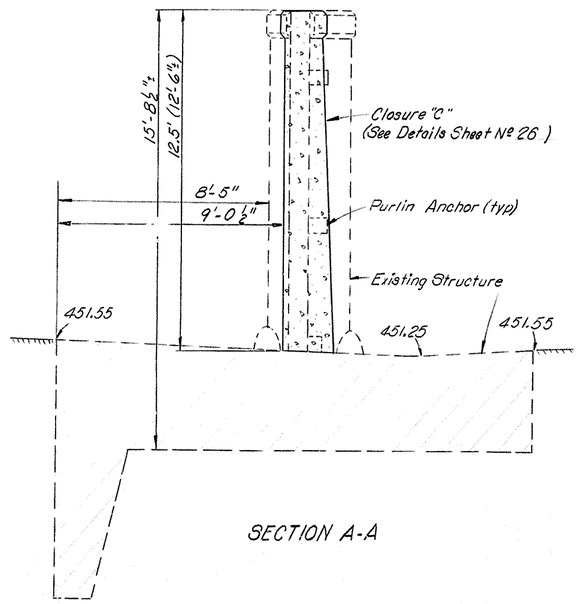
Elevations shown are on Datum this Contract. Elevations shown on "As Built Plans" of the Flood Protection are on U.S.C. & G.S. 1912 Datum (Elev. 444.435 U.S.C. & G.S. 1912 = Elev. 444.083 datum this Contract)

Elevations and dimensions shown are taken from the "As Built Plans." The Contractor is responsible for matching Proposed Construction to Existing Floodwall. Elevations are converted to the datum for this Contract. (Typical for sheets 25 thru 27)

BAR REINFORCEMENT					
Mark	Type	Size	Number	Length	Location
AW1	Str	4	23	14'-3"	Closure A
AW2	Str	8	12	15'-3"	"
AW3	Str	8	11	6'-0"	"
AW4	Str	5	36	23'-6"	"
BW1	Str	4	13	13'-6"	Closure B
BW2	Str	8	7	14'-6"	"
BW3	Str	8	6	5'-3"	"
BW4	Str	5	34	13'-6"	"
CW1	Str	4	23	13'-3"	Closure C
CW2	Str	8	12	14'-3"	"
CW3	Str	8	11	5'-0"	"
CW4	Str	5	32	23'-6"	"



CLOSURE @ STA 185+59.34 (℄ Floodwall Traverse)
LANDSIDE ELEVATION



SECTION A-A

BILL of MATERIAL				
Item / Closure	A	B	C	Total
Concrete, Class "A" C.Y.	21.4	11.9	19.8	53.1
Reinforcement lbs.	1766	951	1591	4308
Type I Seal Strip Lin Ft.	25.8	24.4	24.0	74.2

Work this sheet with Sheets 25 & 26

FLOODWALL CLOSURES

SHEET 27 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-1L

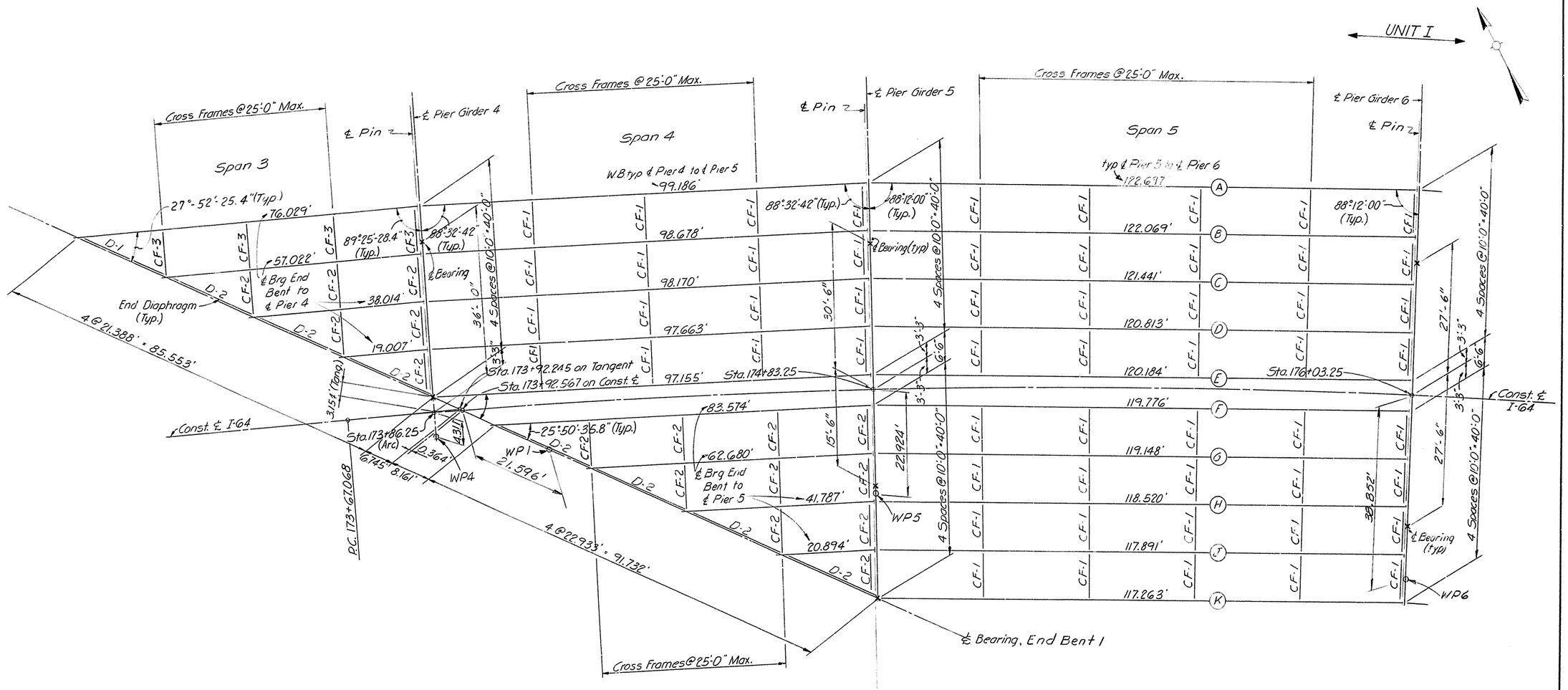
STATION 183+80 PROJECT NO. 164-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGNED BY _____ DATE _____ CHECKED BY _____ DATE _____ CHECKED BY _____ DATE _____
DETAILED BY RBS DATE 3/66 CHECKED BY BLL DATE _____ CHECKED BY _____ DATE _____
TRACED BY _____ DATE _____ CHECKED BY _____ DATE _____
REVISED _____ DATE _____ REVISED _____ DATE _____ REVISED _____ DATE _____

DIETZGEN NO. 136-2 ASCPROOF

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



NOTE:
For General Notes See Sheet No. 3

For types of steel used, see Detail sheets.
All dimensions shown are horizontal and shall be corrected for grade where applicable.

SHEET 28 OF 101

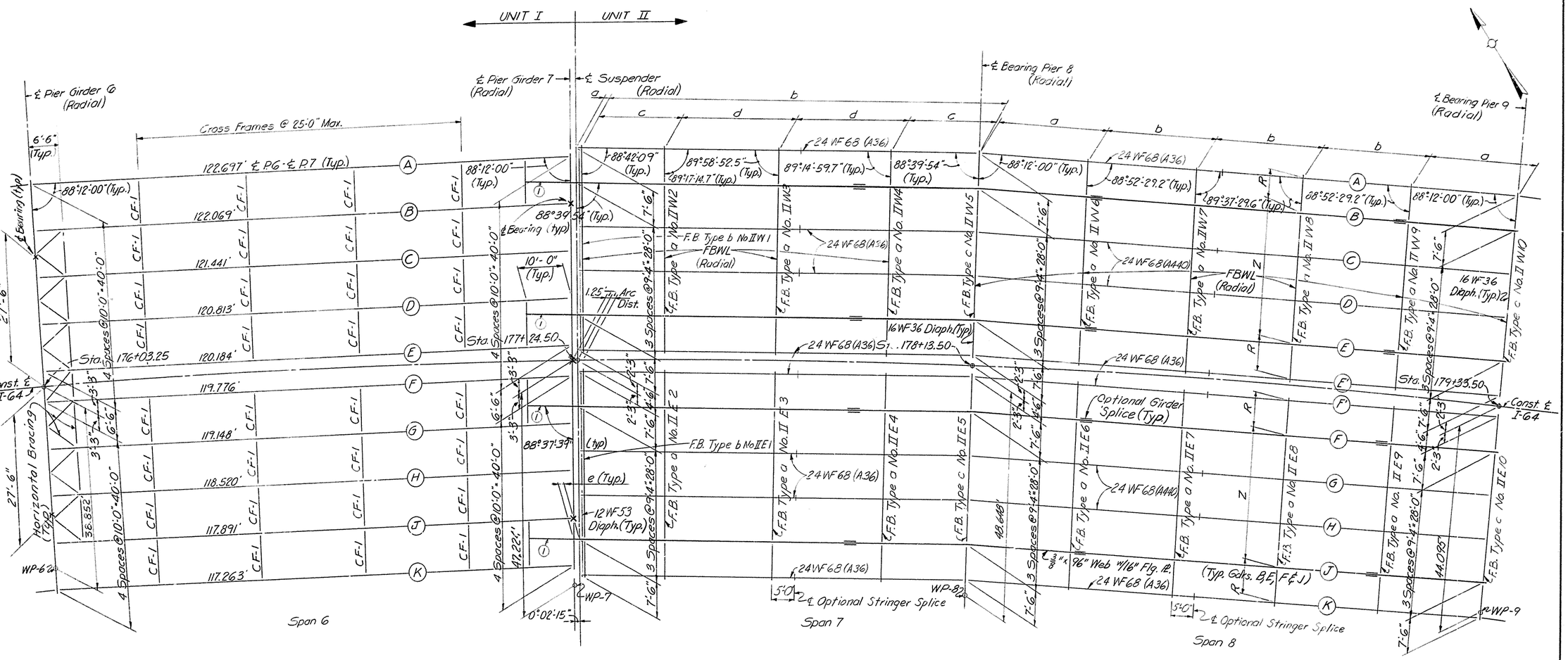
DESIGNED BY ____ CHECKED BY ____ DATE ____
DETAILED BY EER&MDC CHECKED BY RBS DATE ____
TRACED BY ____ CHECKED BY ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-111
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

STRUCTURAL STEEL

No Change VNE 1-16-68

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



Dimensions @ Pier 7

Beam	e
B	1.275'
E	1.257'
F	1.244'
J	1.226'

Floorbeam Dimensions

Floorbeams No.	Z	R
II E1, II W1	28.000'	7.500
II E2, II W2, II E4, II W4	27.994'	7.499'
II E3, II W3, II E6 II W6, II E9, II W9	27.992'	7.498'
II E7, II W7, II E8, II W8	27.987'	7.496'

For dimensions not shown see Plan.

Dimensions - Span 7

Beam	℄ Suspender - ℄ Pier 8	a	b	c	d
A	91.100'	1.280'	89.821	19.960'	24.950'
B	90.751'	1.275'	89.476'	19.884'	24.854'
C	90.316'	1.269'	89.047'	19.788'	24.735'
D	89.881'	1.263'	88.618'	19.693'	24.616'
E	89.446'	1.257'	88.190'	19.598'	24.497'
E'	89.097'	1.252'	87.845'	19.521'	24.401'
F'	88.887'	1.249'	87.638'	19.475'	24.344'
F	88.538'	1.244'	87.294'	19.399'	24.248'
G	88.103'	1.238'	86.865'	19.303'	24.129'
H	87.668'	1.232'	86.436'	19.208'	24.010'
J	87.233'	1.226'	86.007'	19.113'	23.891'
K	86.883'	1.221'	85.663'	19.036'	23.795'

Dimensions - Span 8

Beam	℄ Pier 8 - ℄ Pier 9	a	b
A	122.823'	23.029'	25.588'
B	122.352'	22.941'	25.490'
C	121.765'	22.831'	25.368'
D	121.179'	22.721'	25.246'
E	120.593'	22.611'	25.124'
E'	120.122'	22.523'	25.025'
F'	119.839'	22.470'	24.966'
F	119.368'	22.382'	24.868'
G	118.781'	22.271'	24.746'
H	118.195'	22.162'	24.624'
J	117.609'	22.052'	24.502'
K	117.138'	21.963'	24.404'

(1) See Detail D Sheet 40

For types of steel not shown, see Detail sheets

"FBWL" denotes "Floor Beam Working Line"
Both A36 and A440 Steel used in Stringers.
All dimensions shown are horizontal and shall be corrected for grade where applicable

SHEET 29 OF 101

DESIGNED BY F.F.R. CHECKED BY R.L.L. DATE 1-16-65
DETAILED BY E.C.W.R. CHECKED BY DATE
TRACED BY CHECKED BY DATE
REVISED DATE REVISED DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE-LEXINGTON
ROAD SP56-273-11L

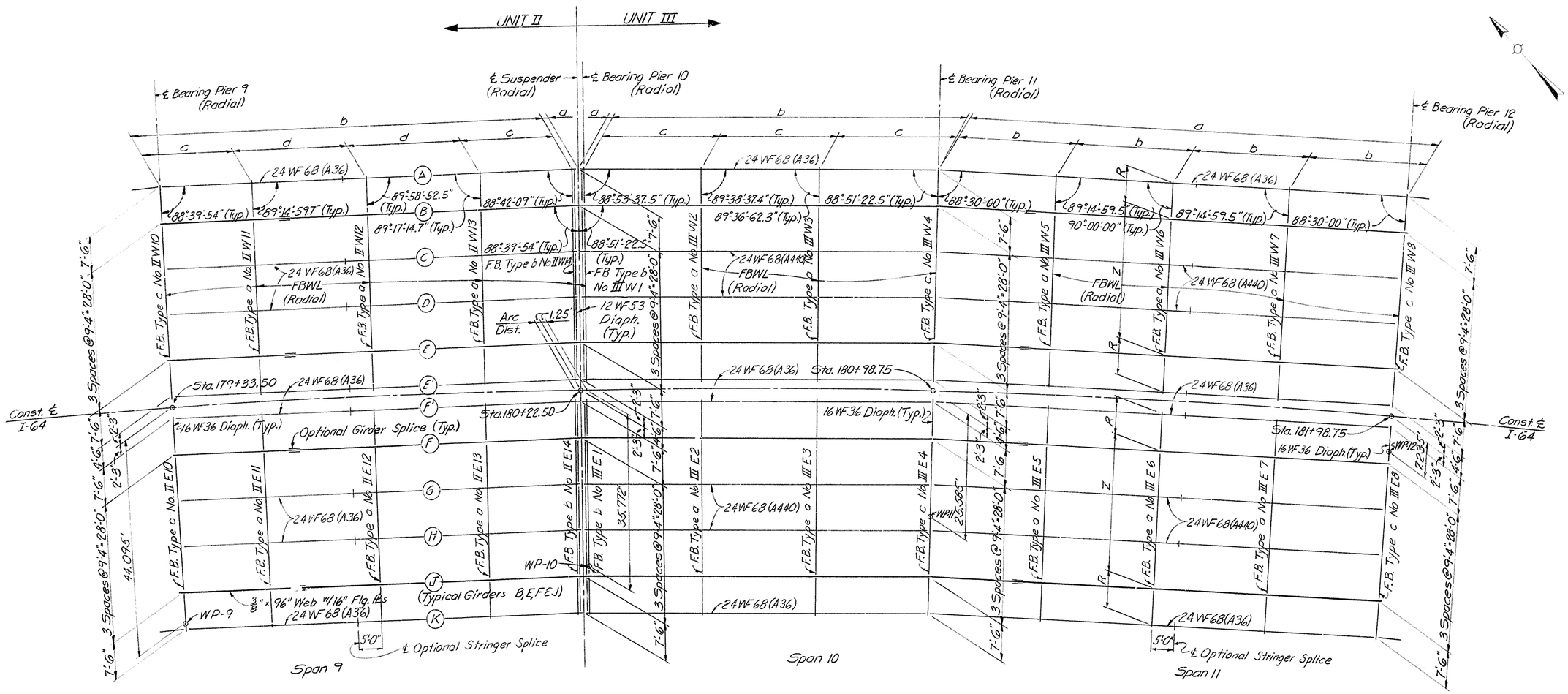
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

STRUCTURAL STEEL

Chk. Check PWE 1-16-65

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



Floorbeam Dimensions

Floorbeams No.	Z	R
II E11, II W11, II E13, II W13, III E2, III W2, III E3, III W3	27.995'	7.499'
II E12, II W12	27.992'	7.498'
II E14, II W14, III E1, III W1	28.000(+)'	7.500'
III E6, III W6	27.990'	7.497'
III E5, III W5, III E7, III W7	27.993'	7.498'

For dimensions not shown see Plan.

Dimensions - Span 9

Beam	℄ Pier 9 - ℄ Suspender	a	b	c	d
A	91.100'	1.280'	89.821'	19.960'	24.950'
B	90.751'	1.275'	89.476'	19.884'	24.854'
C	90.316'	1.269'	89.047'	19.788'	24.735'
D	89.881'	1.263'	88.618'	19.693'	24.616'
E	89.446'	1.257'	88.190'	19.598'	24.497'
E'	89.097'	1.252'	87.845'	19.521'	24.401'
F'	88.887'	1.249'	87.638'	19.475'	24.344'
F	88.538'	1.244'	87.294'	19.399'	24.248'
G	88.103'	1.238'	86.865'	19.303'	24.129'
H	87.668'	1.232'	86.436'	19.208'	24.010'
J	87.233'	1.226'	86.007'	19.113'	23.891'
K	86.883'	1.221'	85.663'	19.036'	23.795'

Dimensions - Span 10

Beam	℄ Suspender - ℄ Pier 11	a	b	c
A	78.051'	1.280'	76.772'	25.591'
B	77.752'	1.275'	76.477'	25.492'
C	77.379'	1.269'	76.111'	25.370'
D	77.007'	1.263'	75.744'	25.248'
E	76.634'	1.257'	75.378'	25.126'
E'	76.335'	1.252'	75.083'	25.028'
F'	76.155'	1.249'	74.906'	24.969'
F	75.856'	1.244'	74.612'	24.871'
G	75.483'	1.238'	74.245'	24.748'
H	75.111'	1.232'	73.879'	24.626'
J	74.738'	1.226'	73.512'	24.504'
K	74.439'	1.221'	73.218'	24.406'

Dimensions - Span 11

Beam	a	b
A	102.358'	25.589'
B	101.965'	25.491'
C	101.476'	25.369'
D	100.988'	25.247'
E	100.499'	25.125'
E'	100.106'	25.027'
F'	99.871'	24.968'
F	99.478'	24.869'
G	98.990'	24.747'
H	98.501'	24.625'
J	98.012'	24.503'
K	97.620'	24.405'

Both A 36 and A440 Steel used in Stringers.
"FBWL" denotes "Floor Beam Working Line"
All dimensions shown are horizontal and shall be corrected for grade where applicable.

SHEET 30 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L

STATION 183+80 PROJECT NO. I64-2(34)1

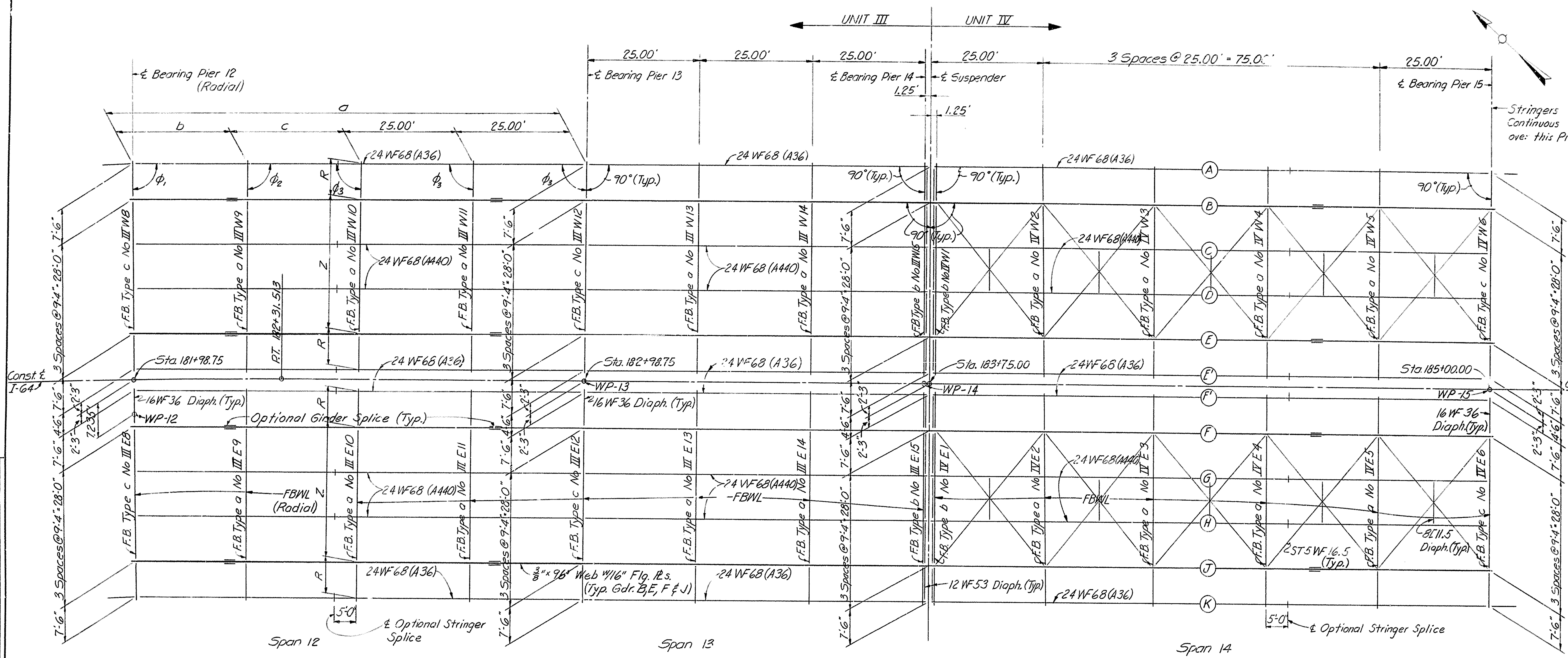
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

STRUCTURAL STEEL

DESIGNED BY: JBW DATE:
DETAILED BY: E.F.R & C.W.R. CHECKED BY: DATE:
TRACED BY: CHECKED BY: DATE:
REVISED: DATE:
REVISED: DATE:
REVISED: DATE:

No Change PME 1-16-68

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



Floorbeam Dimensions

Floorbeams No.	Z	R
III E9, III W9, III E10, III W10	27.996'	7.499'
III E11, III W11	27.998'	7.500'

For dimensions not shown see Plan.

Dimensions - Span 12

Beam	a	b	c	ϕ_1	ϕ_2	ϕ_3
A	100.775'	25.592'	25.184'	89°10'51"	89°55'51"	89°50'11"
B	100.646'	25.494'	25.153'	89-10-49	89-55-49	89-50-13
C	100.486'	25.372'	25.115'	89-10-47	89-55-47	89-50-15
D	100.326'	25.250'	25.077'	89-10-45	89-55-45	89-50-17
E	100.166'	25.127'	25.039'	89-10-44	89-55-44	89-50-18
E'	100.037'	25.029'	25.009'	89-10-42	89-55-42	89-50-20
F'	99.960'	24.970'	24.991'	89-10-41	89-55-41	89-50-21
F	99.832'	24.872'	24.960'	89-10-40	89-55-40	89-50-22
G	99.671'	24.750'	24.922'	89-10-38	89-55-38	89-50-24
H	99.511'	24.628'	24.884'	89-10-36	89-55-36	89-50-26
J	99.351'	24.506'	24.846'	89-10-34	89-55-34	89-50-28
K	99.223'	24407'	24.816'	89-10-32	89-55-32	89-50-30

Both A36 & A440 Steel used in Stringers.
"FBWL" denotes "Floor Beam Working Line"
All dimensions shown are horizontal and shall be corrected for grade where applicable.

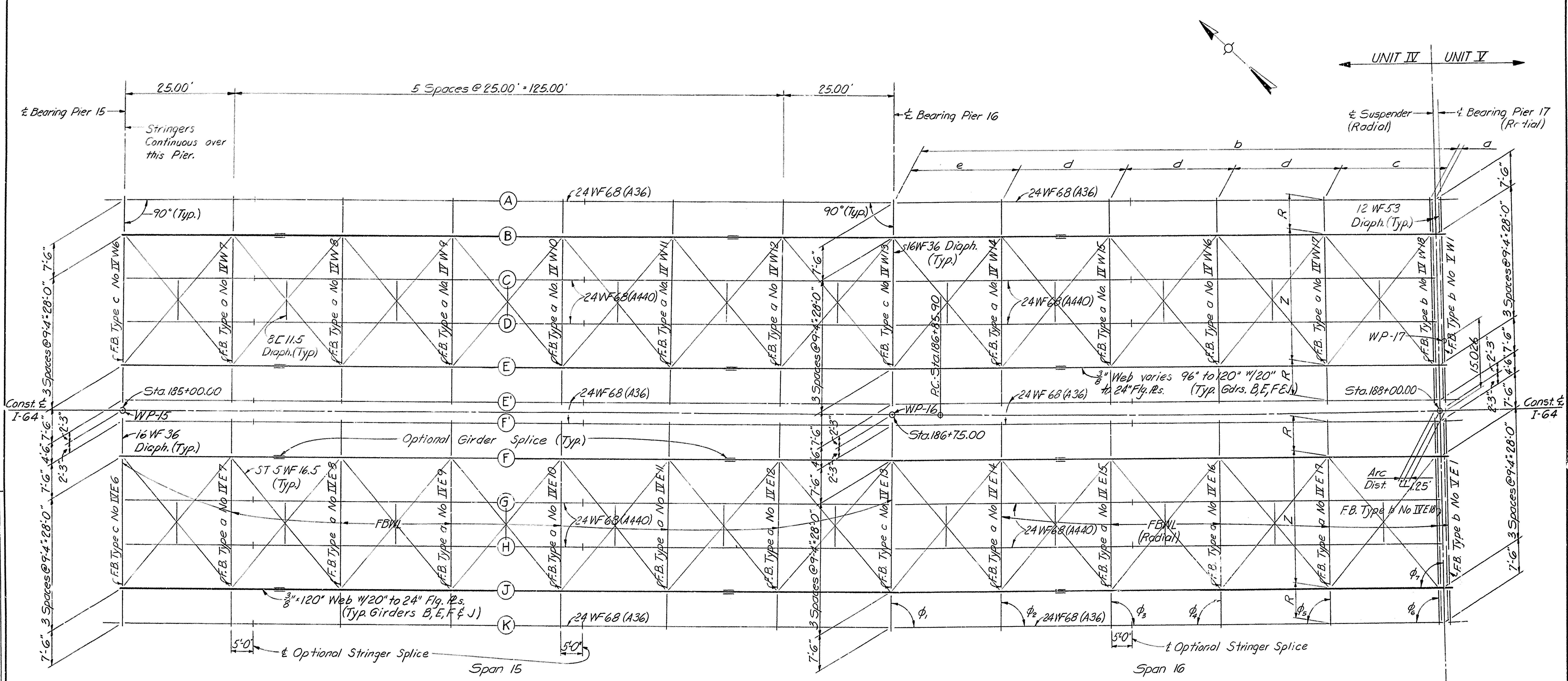
STRUCTURAL STEEL

SHEET 31 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON ROAD
SP56-273-11L
STATION 183+80
PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

DESIGNED BY E.F.R. | CHECKED BY E.C.W.R.
DETAILED BY | CHECKED BY B... | DATE 2/66
TRACED BY | CHECKED BY

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



Floorbeam Dimensions

Floor beams No.	Z	R
IV E 14, IV W 14	27.997'	7.500'
IV E 15, IV W 15, IV E 17, IV W 17	27.996'	7.499'
IV E 16, IV W 16	27.995'	7.499'
IV E 18, IV W 18	28.000'(+)	7.500'

For dimensions not shown see Plan.

Dimensions - Span 16

Beam	℄ Pier 16 - ℄ Suspender	a	b	c	d	ϕ_1	ϕ_2	ϕ_3	ϕ_4	ϕ_5	ϕ_6	ϕ_7	e
A	123.643'	1.235'	122.408'	23.474'	24.709'	89°-13'-10.8"	89°-25'-50.9"	89°-48'-21.3"	89°-49'-08.3"	89°-26'-37.9"	89°-05'-15.2"	89°-04'-07.7"	24.809
B	123.867'	1.238'	122.630'	23.521'	24.757'	89-13-10.37	89-25'-50.47	89-48'-20.83"	89-49'-08.75"	89-26-38.39	89-05-15.64	89-04-08.14	24.836
C	124.146'	1.241'	122.905'	23.576'	24.816'	89-13-09.7	89-25'-49.8"	89-48'-20.2"	89-49'-09.4"	89-26-39.1	89-05-16.3	89-04-08.8	24.871
D	124.425'	1.244'	123.181'	23.637'	24.881'	89-13-09.0	89-25'-49.1"	89-48'-19.5"	89-49'-10.1"	89-26-39.8	89-05-17.0	89-04-09.5	24.905
E	124.704'	1.247'	123.457'	23.695'	24.942'	89-13-08.54	89-25'-48.64"	89-48'-19.0"	89-49-10.58	89-26-40.22	89-05-17.47	89-04-09.97	24.939
E'	124.928'	1.249'	123.678'	23.742'	24.991'	89-13-08.0	89-25'-48.1"	89-48'-18.5"	89-49-11.1	89-26-40.8	89-05-18.0	89-04-10.5	24.967
F'	125.062'	1.251'	123.811'	23.769'	25.020'	89-13-07.7	89-25'-47.8"	89-48-18.2	89-49-11.4	89-26-41.1	89-05-18.3	89-04-10.8	24.984
F	125.286'	1.253'	124.033'	23.816'	25.069'	89-13-07.29	89-25-47.39	89-48-17.75	89-49-11.83	89-26-41.47	89-05-18.72	89-04-11.22	25.011
G	125.565'	1.256'	124.309'	23.873'	25.130'	89-13-06.6	89-25-46.7	89-48-17.1	89-49-12.5	89-26-42.2	89-05-19.4	89-04-11.9	25.046
H	125.844'	1.259'	124.584'	23.932'	25.192'	89-13-06.0	89-25-46.1	89-48-16.5	89-49-13.1	89-26-42.8	89-05-20.0	89-04-12.5	25.080
J	126.122'	1.262'	124.860'	23.990'	25.253'	89-13-05.49	89-25-45.59	89-48-15.95	89-49-13.64	89-26-43.27	89-05-20.52	89-04-13.02	25.115
K	126.346'	1.265'	125.082'	24.037'	25.302'	89-13-04.9	89-25-45.0	89-48-15.4	89-49-14.2	89-26-43.9	89-05-21.1	89-04-13.6	25.142

Both A36 & A440 Steel used in Stringers.
"FBWL" denotes "Floor Beam Working Line"
All dimensions shown are horizontal and shall be corrected for grade where applicable.

STRUCTURAL STEEL

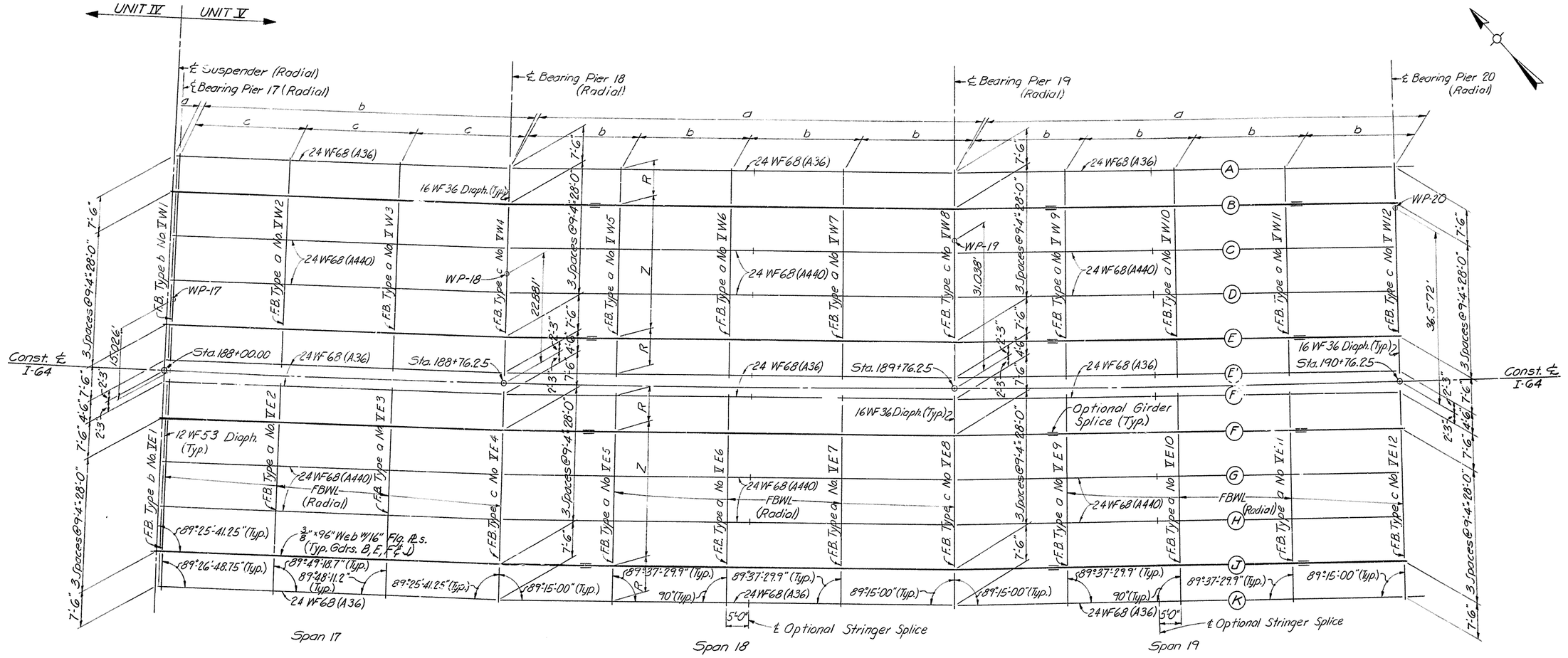
SHEET 32 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 – 17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I 64-2(34)1

BRIDGE NUMBER	DRAWING NO. 17122	INDEX

DESIGNED BY | CHECKED BY | DETAILED BY ... C.W.R. | CHECKED BY Bloom

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



Floorbeam Dimensions

Floorbeams No.	Z	R
VE 1, V W1	28.000'	7.500'
V E2, V W2, V E3, V W3	27.999'	7.500'
V E5, V W5, V E6, V W6 V E7, V W7, V E9, V W9 V E10, V W10, V E11, V W11	27.998'	7.499'

For dimensions not shown see Plan.

Dimensions - Span 17

Beam	℄ Suspender - ℄ Pier 18	a	b	c
A	75.345'	1.235'	74.110'	24.703'
B	75.495'	1.238'	74.258'	24.752'
C	75.682'	1.241'	74.441'	24.814'
D	75.868'	1.244'	74.624'	24.875'
E	76.054'	1.247'	74.807'	24.936'
E'	76.204'	1.249'	74.755'	24.985'
F'	76.294'	1.251'	75.043'	25.014'
F	76.443'	1.253'	75.190'	25.063'
G	76.630'	1.256'	75.373'	25.124'
H	76.816'	1.259'	75.557'	25.186'
J	77.002'	1.262'	75.740'	25.247'
K	77.152'	1.265'	75.887'	25.296'

Dimensions - Spans 18 & 19

Beam	a	b
A	98.813'	24.703'
B	99.009'	24.752'
C	99.253'	24.813'
D	99.498'	24.874'
E	99.742'	24.935'
E'	99.938'	24.985'
F'	100.056'	25.014'
F	100.252'	25.063'
G	100.497'	25.124'
H	100.741'	25.185'
J	100.985'	25.246'
K	101.182'	25.295'

Both A36 & A440 Steel used in Stringers.
"FBWL" denotes "Floor Beam Working Line"
All dimensions shown are horizontal and shall be corrected for grade where applicable.

SHEET 33 OF 101

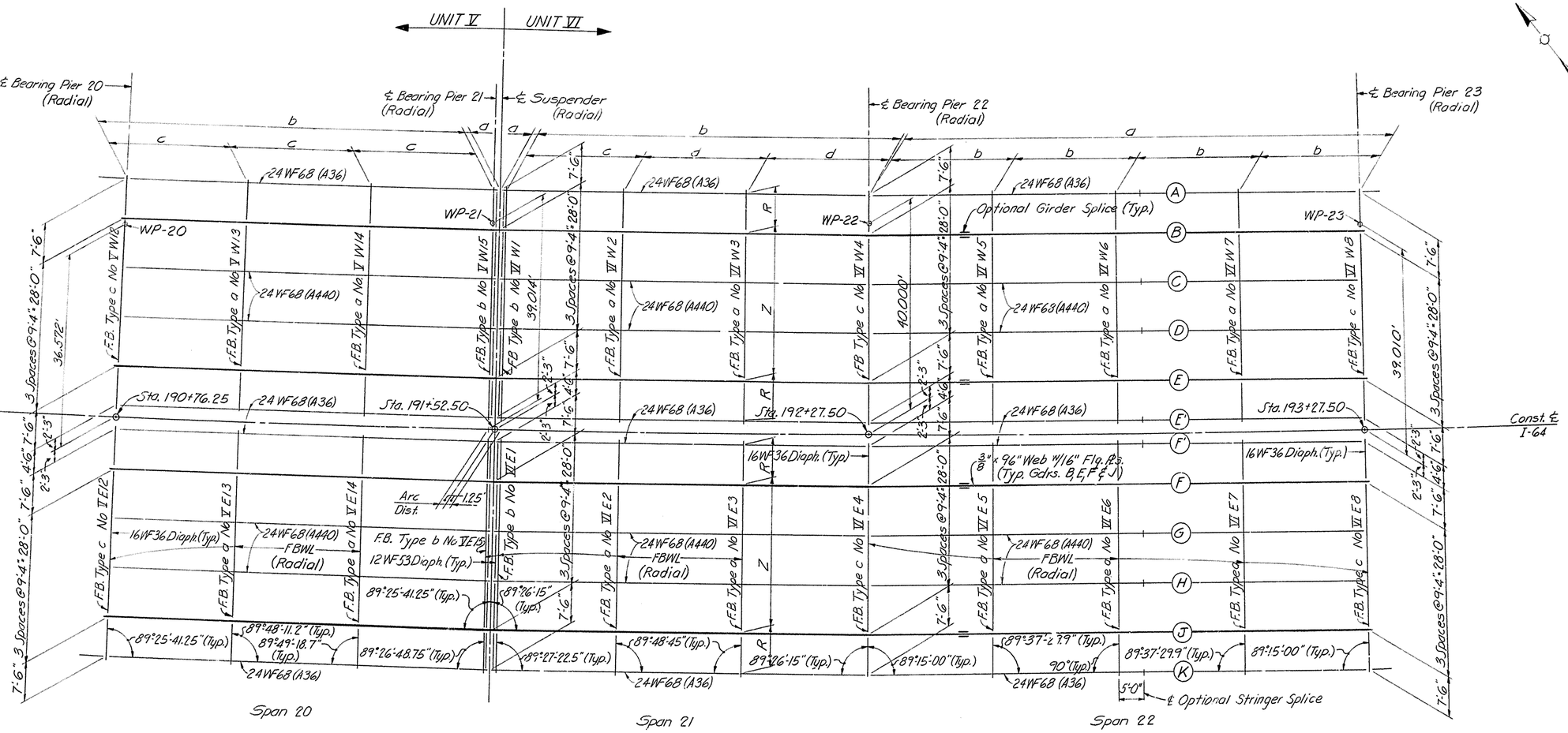
DESIGNED BY E.F.B. DATE
DETAILED BY E.C.M.R. CHECKED BY DATE
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

STRUCTURAL STEEL

No Change PME 1-16-68

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



Floorbeam Dimensions

Floorbeams No.	Z	R
℣E13, ℣W13, ℣E14, ℣W14 ℣E2, ℣W2, ℣E3, ℣W3	27.999'	7.500'
℣E15, ℣W15, ℣E1, ℣W1	28.000'	7.500'
℣E5, ℣W5, ℣E6, ℣W6 ℣E7, ℣W7	27.998'	7.499'

For dimensions not shown see Plan.

Dimensions - Span 20

Beam	℄ Pier 20 - ℄ Suspender	a	b	c
A	75.345'	1.235'	74.110'	24.703'
B	75.495'	1.238'	74.258'	24.752'
C	75.682'	1.241'	74.441'	24.814'
D	75.868'	1.244'	74.624'	24.875'
E	76.054'	1.247'	74.807'	24.936'
E'	76.204'	1.249'	74.955'	24.985'
F'	76.294'	1.251'	75.043'	25.014'
F	76.443'	1.253'	75.190'	25.063'
G	76.630'	1.256'	75.373'	25.124'
H	76.816'	1.259'	75.557'	25.186'
J	77.002'	1.262'	75.740'	25.247'
K	77.152'	1.265'	75.887'	25.296'

Dimensions - Span 21

Beam	℄ Suspender - ℄ Pier 22	a	b	c	d
A	74.110'	1.235'	72.875'	23.468'	24.703'
B	74.258'	1.238'	73.020'	23.515'	24.752'
C	74.441'	1.241'	73.200'	23.573'	24.814'
D	74.624'	1.244'	73.380'	23.631'	24.875'
E	74.807'	1.247'	73.561'	23.689'	24.936'
E'	74.955'	1.249'	73.705'	23.736'	24.985'
F'	75.043'	1.251'	73.792'	23.764'	25.014'
F	75.190'	1.253'	73.937'	23.810'	25.063'
G	75.373'	1.256'	74.117'	23.868'	25.124'
H	75.557'	1.259'	74.297'	23.926'	25.186'
J	75.740'	1.262'	74.478'	23.984'	25.247'
K	75.887'	1.265'	74.622'	24.031'	25.296'

Dimensions - Span 22

Beam	a	b
A	98.813'	24.703'
B	99.009'	24.752'
C	99.253'	24.813'
D	99.498'	24.874'
E	99.742'	24.935'
E'	99.938'	24.985'
F'	100.056'	25.014'
F	100.252'	25.063'
G	100.497'	25.124'
H	100.741'	25.185'
J	100.985'	25.246'
K	101.182'	25.295'

Both A36 & A440 Steel used in Stringers.
"FBWL" denotes "Floor Beam Working Line"
All dimensions shown are horizontal and shall be corrected for grade where applicable.

SHEET 34 OF 101

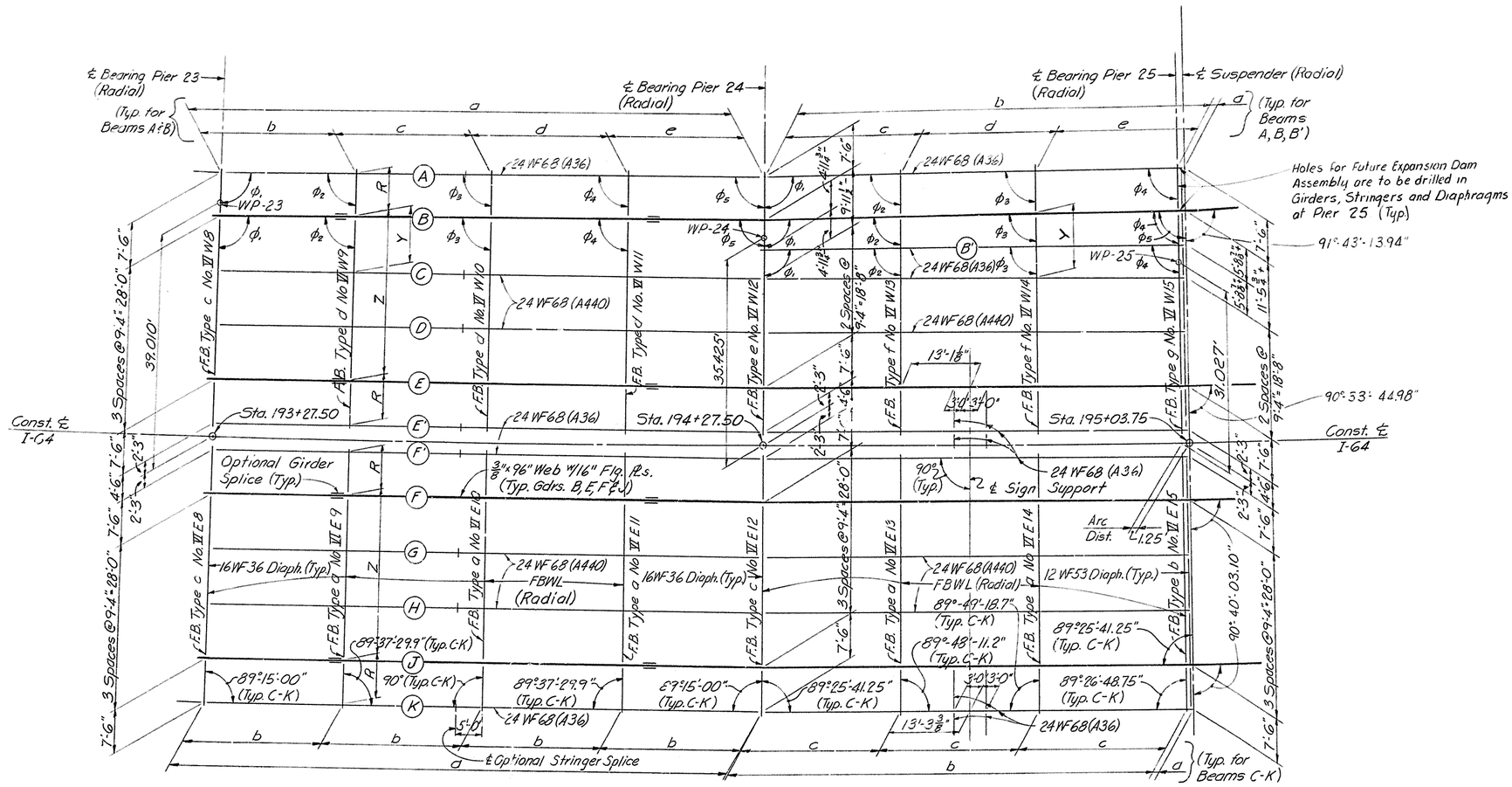
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - 17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

DESIGNED BY E.F.R. CHECKED BY
DETAILED BY E.C.W.R. CHECKED BY
TRACED BY CHECKED BY
DATE 7/66 REVISED
DATE REVISED
DATE REVISED

No Change PME 1-16-68

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



Floorbeam Dimensions

Floorbeams No.	Y	Z	R
W E 9, W E 10, W E 11	—	27.998'	7.499'
W E 13, W E 14	—	27.999'	7.500'
W E 15	9.333'	28.000'(+)	7.500'
W W 9	9.488'	28.153'	7.499'
W W 10	9.643'	28.308'	7.499'
W W 11	9.800'	28.465'	7.499'
W W 12	9.956'	28.623'	7.500'
W W 13	10.456'	29.121'	7.500'
W W 14	10.957	29.622'	7.499'
W W 15	11.456'	30.123'	7.500'

For dimensions not shown see Plan.

Dimensions - Beams A, B & B' in Spans 23 & 24

	Span 23 Beam A	Span 23 Beam B	Span 24 Beam A	Span 24 Beam B	Span 24 Beam B'
℄ Pier 24 - ℄ Suspender	—	—	75.333'	75.483'	75.578'
a	98.806'	99.003'	1.235'	1.237'	1.239'
b	24.705'	24.754'	74.099'	74.246'	74.339'
c	24.703'	24.752'	24.705'	24.754'	24.782'
d	24.701'	24.750'	24.702'	24.751'	24.782'
e	24.699'	24.748'	24.692'	24.741'	24.775'
ϕ_1	91°-06'-40.05"	91°-06'-37.68"	91°-43'-54.35"	91°-43'-46.07"	91°-08'-59.86"
ϕ_2	89°-15'-49.7"	89°-15'-52.3"	88°-38'-35.6"	88°-38'-43.8"	89°-13'-30.1"
ϕ_3	89°-38'-20.0"	89°-38'-22.3"	89°-01'-05.7"	89°-01'-14.0"	89°-36'-00.2"
ϕ_4	90°-00'-50.0"	90°-00'-52.4"	89°-23'-35.7"	89°-23'-43.9"	89°-58'-30.1"
ϕ_5	90°-23'-19.95"	90°-23'-22.32"	89°-24'-43.15"	89°-24'-51.41"	89°-59'-37.64

Dimensions - Span 23 (Beams C-K)

Beam	a	b
C	99.253'	24.813'
D	99.498'	24.874'
E	99.742'	24.935'
E'	99.938'	24.985'
F'	100.056'	25.014'
F	100.252'	25.063'
G	100.497'	25.124'
H	100.741'	25.185'
J	100.985'	25.246'
K	101.182'	25.295'

Span 24

Dimensions - Span 24 (Beams C-K)

Beam	℄ Pier 24 - ℄ Suspender	a	b	c
C	75.682'	1.241'	74.441'	24.814'
D	75.868'	1.244'	74.624'	24.875'
E	76.054'	1.247'	74.807'	24.936'
E'	76.204'	1.249'	74.955'	24.985'
F'	76.294'	1.251'	75.043'	25.014'
F	76.443'	1.253'	75.190'	25.063'
G	76.630'	1.256'	75.373'	25.124'
H	76.816'	1.259'	75.557'	25.186'
J	77.002'	1.262'	75.740'	25.247'
K	77.152'	1.265'	75.887'	25.296'

Both A36 & A440 Steel used in Stringers
"FBWL" denotes "Floor Beam Working Line"
All dimensions shown are Horizontal and shall be corrected for grade where applicable.

DESIGNED BY E.F.R. DETAILED BY E.C.W.R. CHECKED BY 13 Dec 66 CHECKED BY DATE 2/66 TRACED BY DATE
REVISED DATE REVISED DATE REVISED

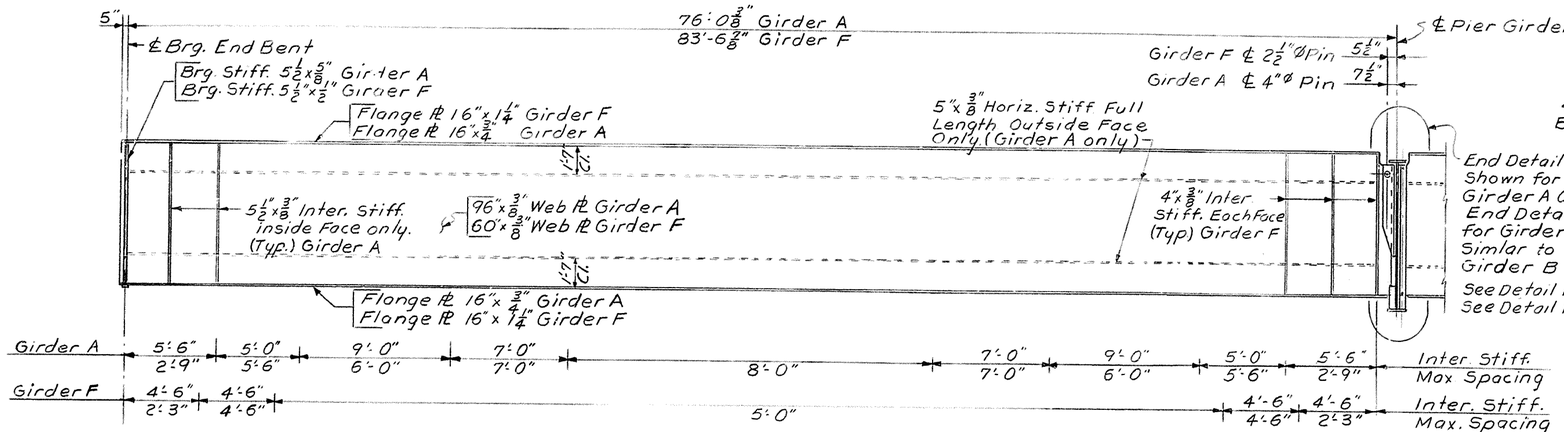
Modified Page 1-16-68

SHEET 35 OF 101

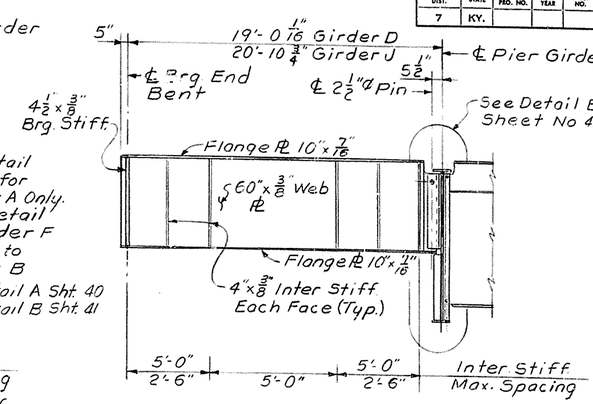
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO. 17122	INDEX

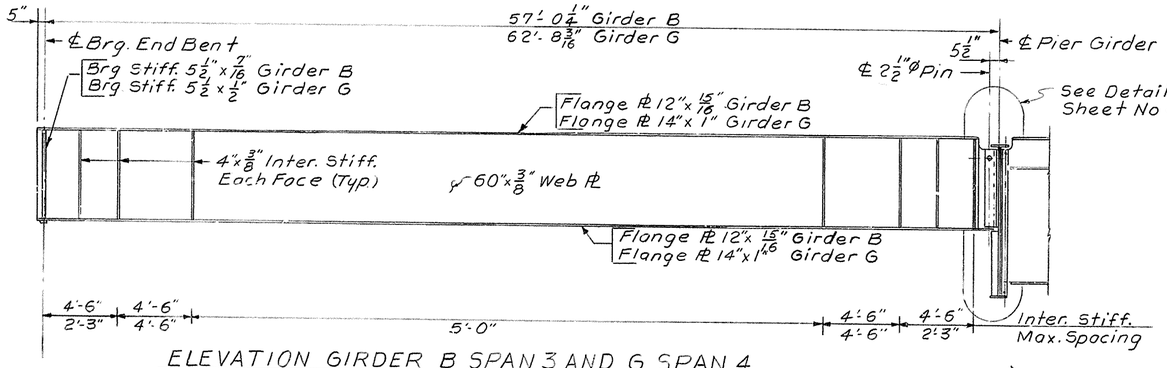
STRUCTURAL STEEL



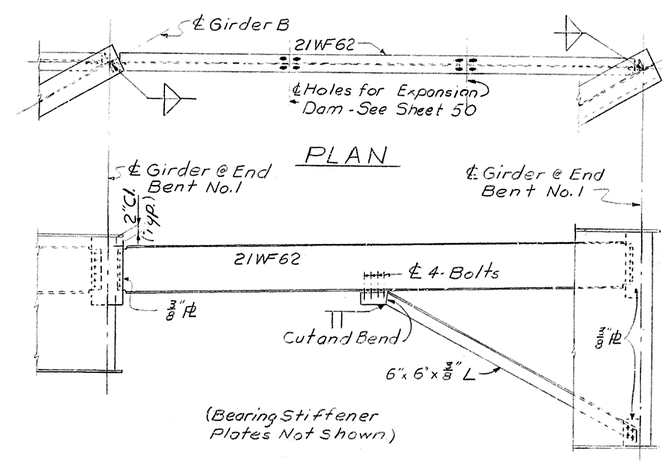
ELEVATION GIRDER A SPAN 3 AND F SPAN 4
UNIT I



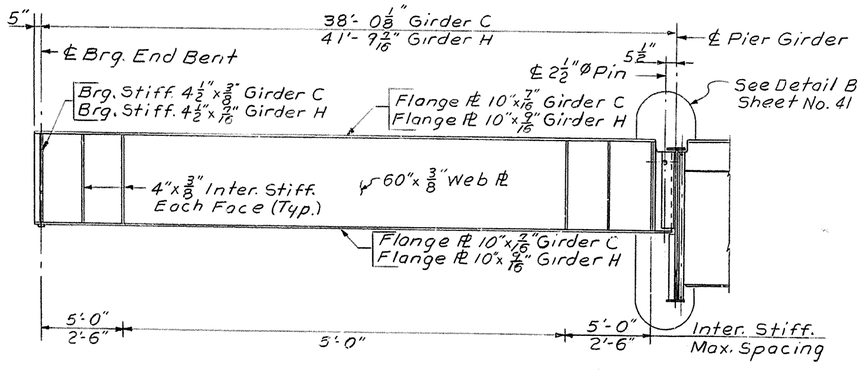
ELEVATION GIRDER D SPAN 3 AND J SPAN 4
UNIT I



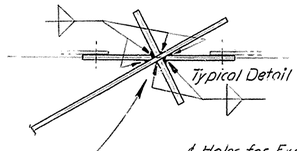
ELEVATION GIRDER B SPAN 3 AND G SPAN 4
UNIT I

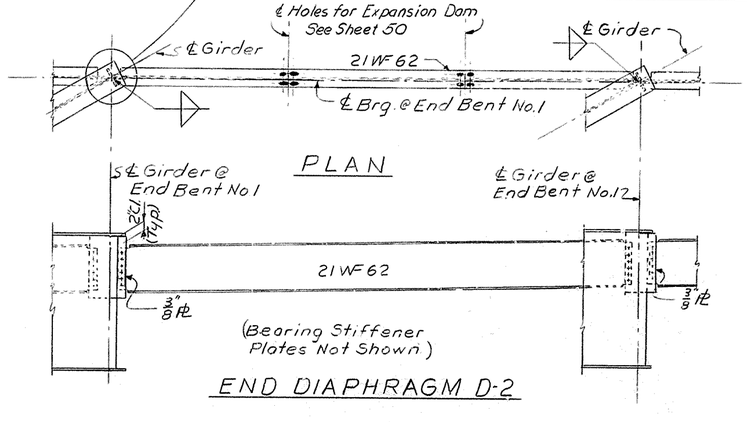


END DIAPHRAGM D-1



ELEVATION GIRDER C SPAN 3 AND H SPAN 4
UNIT I





END DIAPHRAGM D-2

NOTE:
For General Notes See Sheet No. 3
Work this Sheet with Sheets No 37, 38 & 42
All material A 36 unless noted
See Sheet 50 for Expansion Dam details and connections.

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

SHEET 36 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 — 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER | DRAWING NO. 17/22 | INDEX

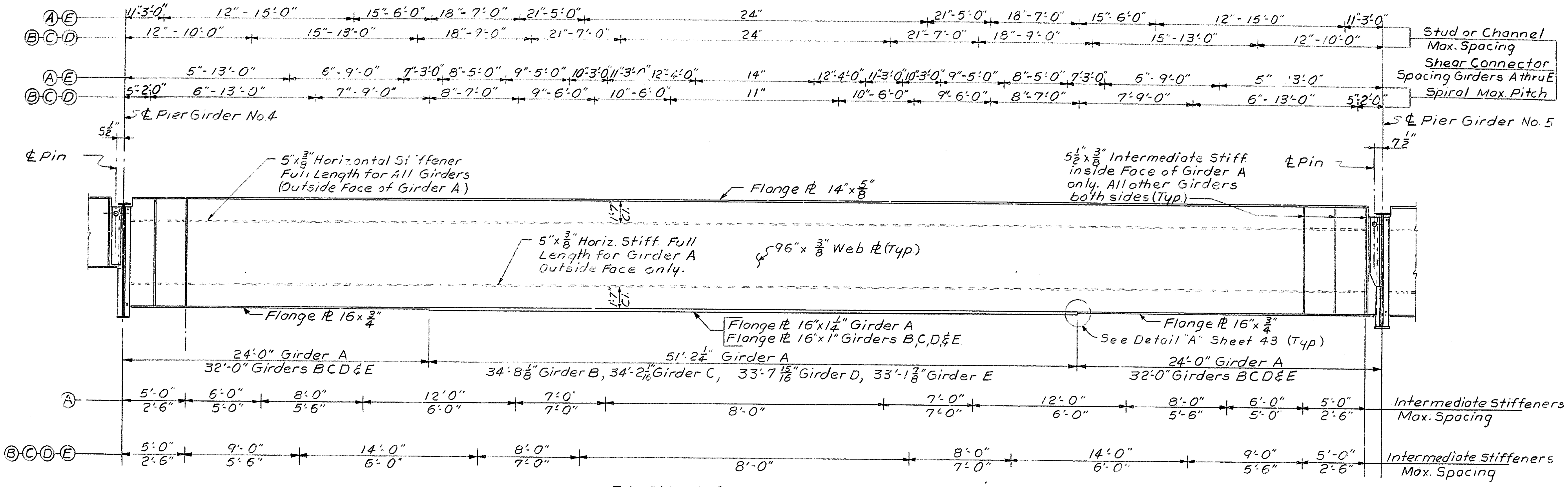
UNIT I
STRUCTURAL STEEL

DESIGNED BY ____ DATE ____ REVISED ____
DETAILED BY N.D.C. DATE 2/66 REVISED ____
CHECKED BY R.B.S. DATE ____ REVISED ____
CHECKED BY ____ DATE ____ REVISED ____
TRACED BY ____ DATE ____ REVISED ____

SKETCHON NO. 135-S ABEPROOF

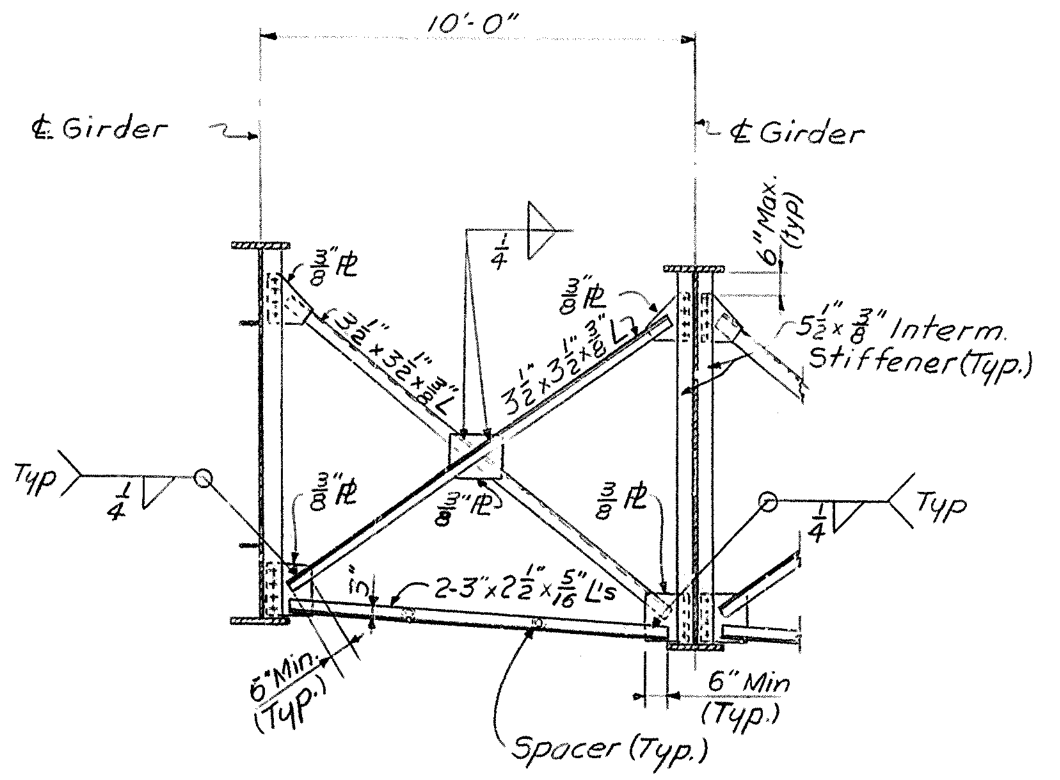
No Change PME 1-16-68

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

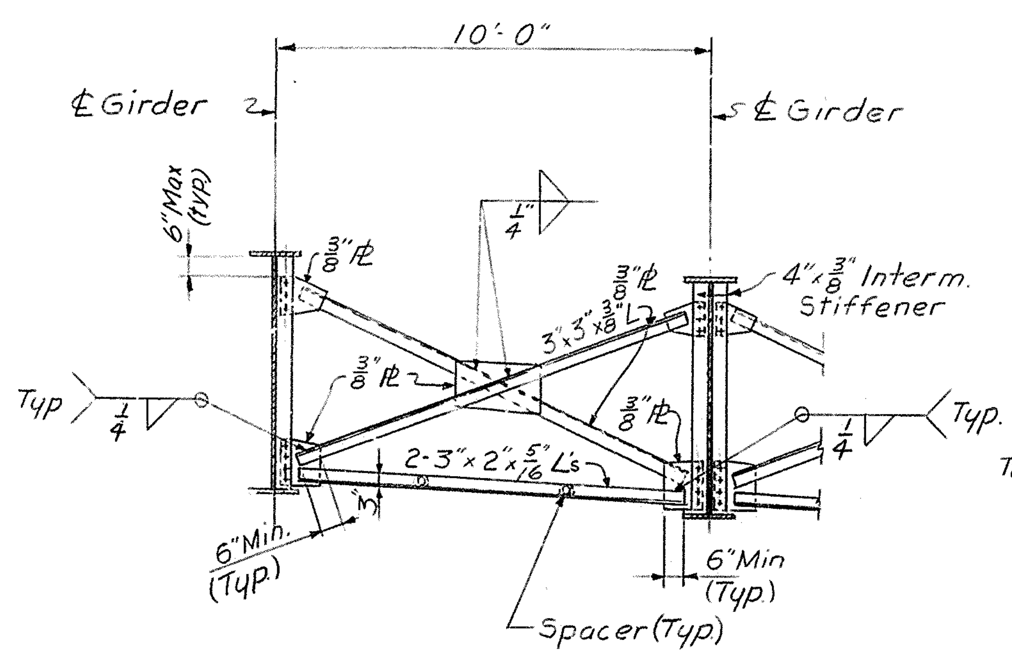


ELEVATION GIRDERS A THRU E

UNIT I Span 4 Westbound Rdwy.



CROSSFRAME CF-1



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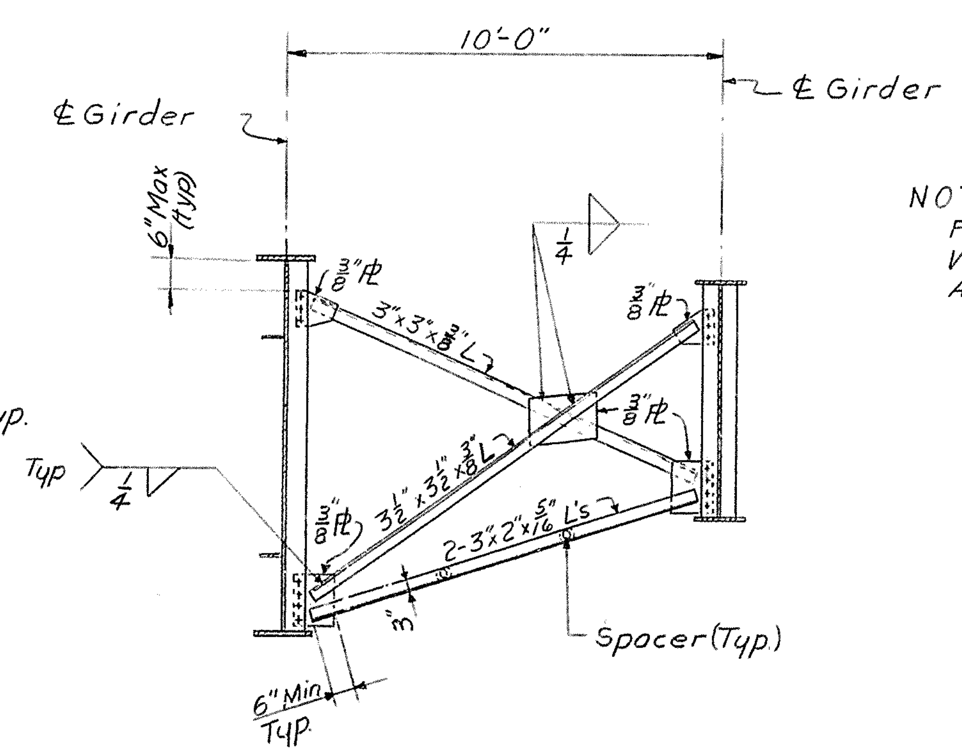


CROSSFRAME CF-3

NOTE:
For General Notes See Sheet No 3
Work this Sheet with Sheets 36, 38 & 42.
All material A36 unless noted.

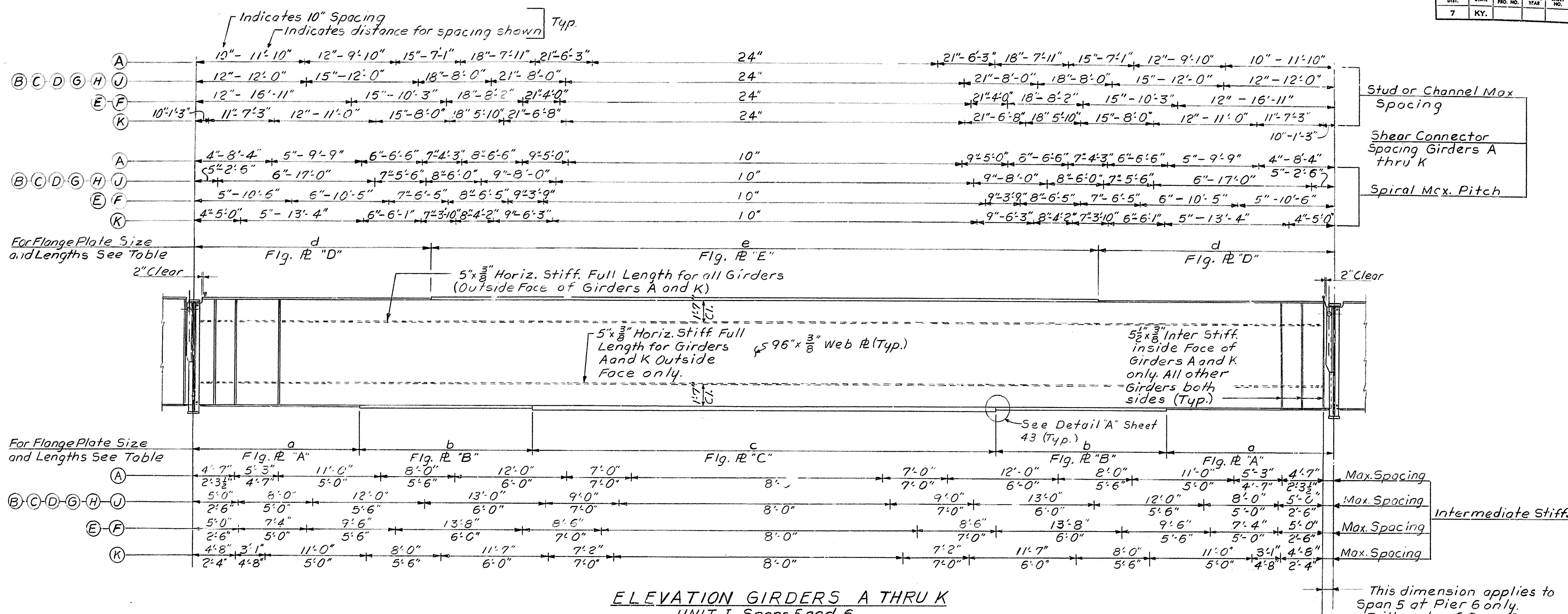
UNIT I
STRUCTURAL STEEL

SHEET 37 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 183+80
SP56-273-11L
PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122

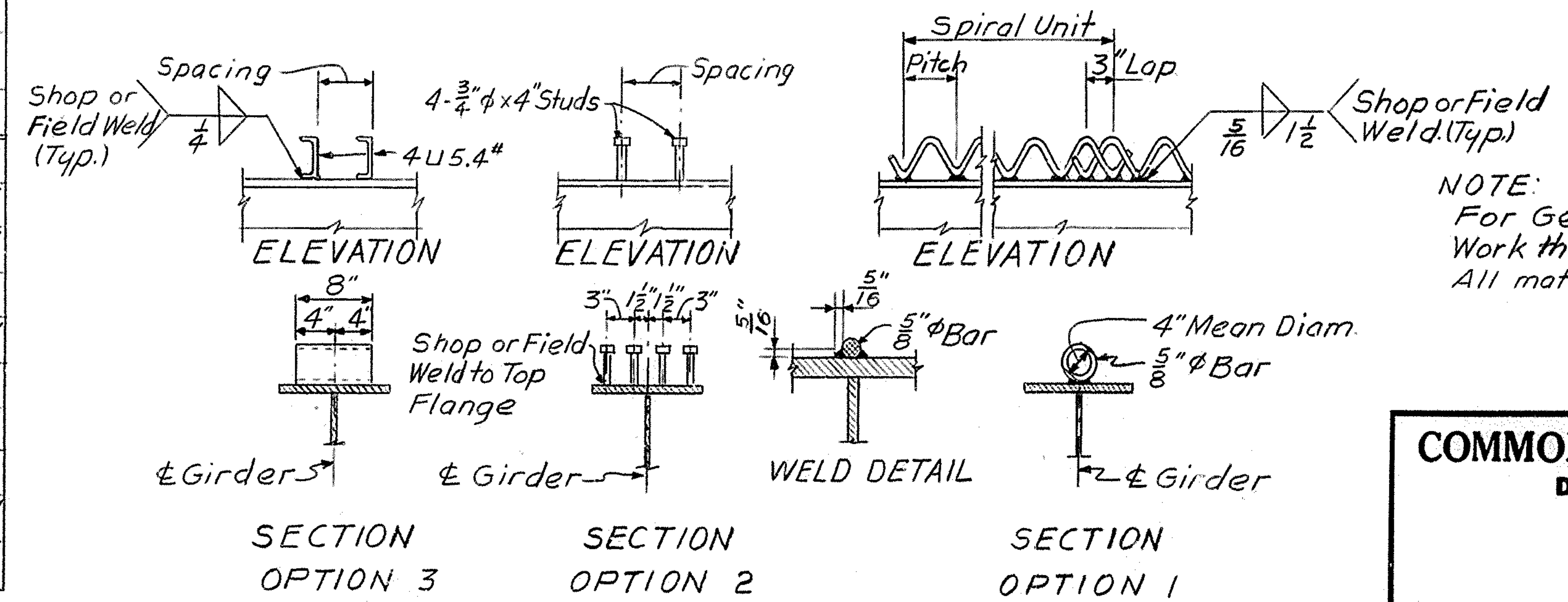
DESIGNED BY ___ DETAILED BY MDC TRACED BY ___ CHECKED BY RBS DATE 5-6-66

Copy Check PME 1-16-68



ELEVATION GIRDERS A THRU K
UNIT I Spans 5 and 6

GIRDER	TOTAL LENGTH ℄ PIER TO ℄ PIER	FLANGE PLATE SIZES "A"	"B"	"C"	"D"	"E"	FLANGE PLATE DIMENSIONS a	b	c	d	e
A	122' – 8 3/8"	16"x 3/4"	16"x 1 1/2"	16"x 2"	14"x 5/8"	14"x 1 1/4"	18'-0"	18'-6"	49'-8 3/8"	25'-6"	71'-8 3/8"
B	122' – 0 13/16"	16"x 3/4"	16"x 1 1/4"	16"x 1 5/8"	14"x 5/8"	14"x 1 1/8"	22'-0"	17'-0"	44'-0 13/16"	28'-0"	66'-0 13/16"
C	121' – 5 5/16"	16"x 3/4"	16"x 1 1/4"	16"x 1 5/8"	14"x 5/8"	14"x 1 1/8"	22'-0"	17'-0"	43'-5 5/16"	28'-0"	65'-5 5/16"
D	120' – 9 3/4"	16"x 3/4"	16"x 1 1/4"	16"x 1 5/8"	14"x 5/8"	14"x 1 1/8"	22'-0"	17'-0"	42'-9 3/4"	28'-0"	64'-9 3/4"
E	120' – 2 3/16"	16"x 3/4"	16"x 1 1/4"	16"x 1 5/8"	—	14"x 3/4"	24'-0"	14'-6"	43'-2 3/16"	—	120'-2 3/16"
F	119' – 9 5/16"	16"x 3/4"	16"x 1 1/4"	16"x 1 5/8"	—	14"x 3/4"	24'-0"	14'-6"	42'-9 5/16"	—	119'-9 5/16"
G	119' – 1 3/4"	16"x 3/4"	16"x 1 1/4"	16"x 1 5/8"	14"x 5/8"	14"x 1 1/8"	22'-0"	17'-0"	41'-1 3/4"	28'-0"	63'-1 3/4"
H	118' – 6 1/4"	16"x 3/4"	16"x 1 1/4"	16"x 1 5/8"	14"x 5/8"	14"x 1 1/8"	22'-0"	17'-0"	40'-6 1/4"	28'-0"	62'-6 1/4"
J	117' – 10 11/16"	16"x 3/4"	16"x 1 1/4"	16"x 1 5/8"	14"x 5/8"	14"x 1 1/8"	22'-0"	17'-0"	39'-10 11/16"	28'-0"	61'-10 11/16"
K	117' – 3 1/8"	16"x 3/4"	16"x 1 1/4"	16"x 1 3/4"	14"x 5/8"	14"x 1 1/8"	19'-0"	13'-0"	53'-3 1/8"	27'-6"	62'-3 1/8"



SHEAR CONNECTOR DETAILS

NOTE:
For General Notes See Sh. No. 3
Work this Sheet with Sheets No. 36, 37 & 42
All material A36 unless noted

SHEET 38 OF 101

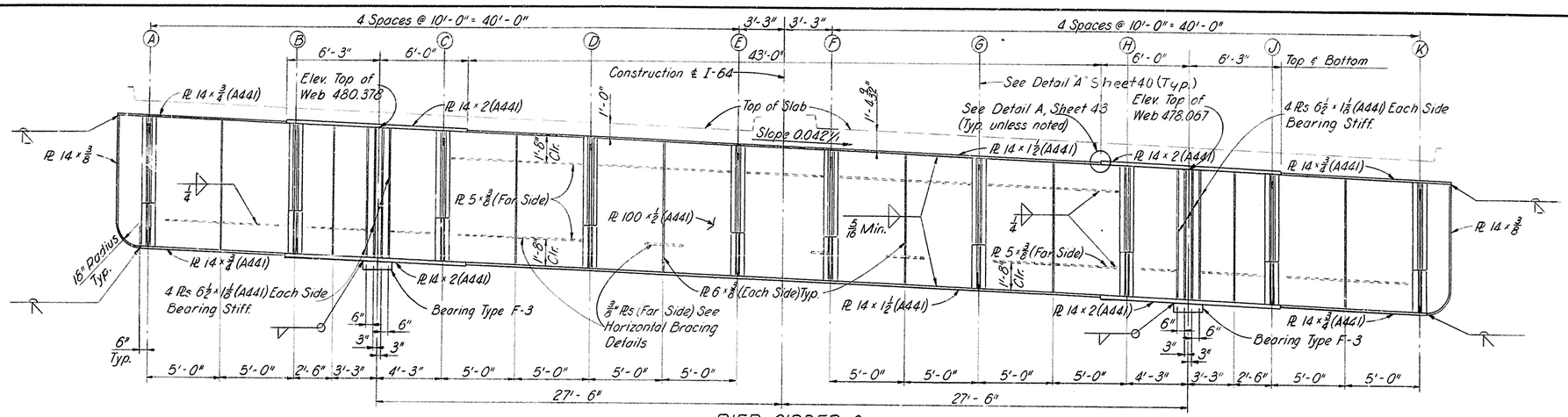
UNIT I
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON
ROAD
SP56-273-IIL
STATION 183+80
PROJECT NO. I 64-2(34) I
BRIDGE NUMBER
DRAWING NO. 17122

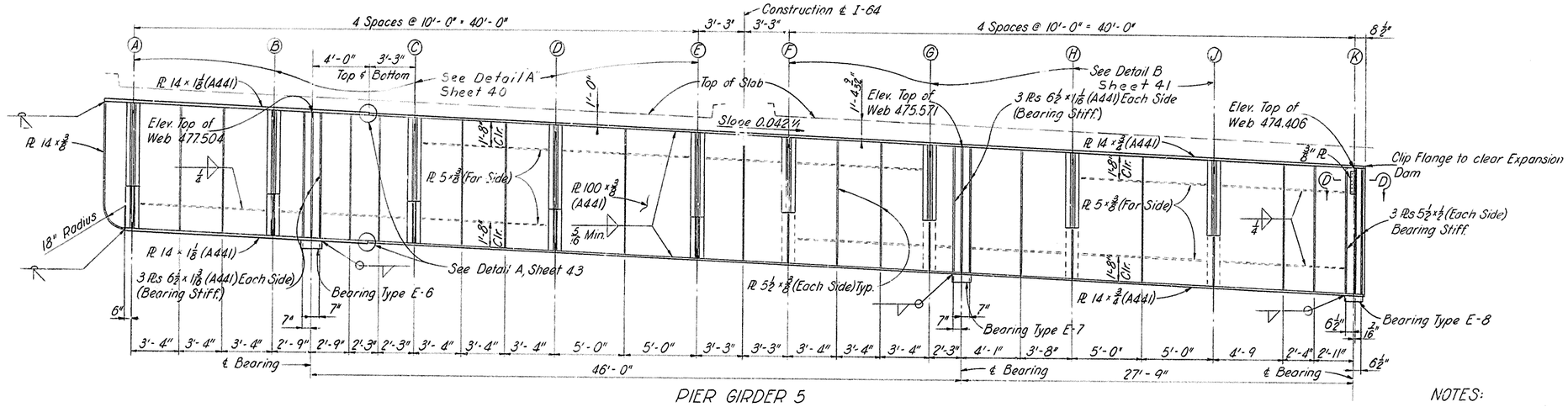
DESIGNED BY JBW
DETAILED BY M.D.C.
CHECKED BY RBS
DATE 5-6-66

Copy Check PME 1-16-68

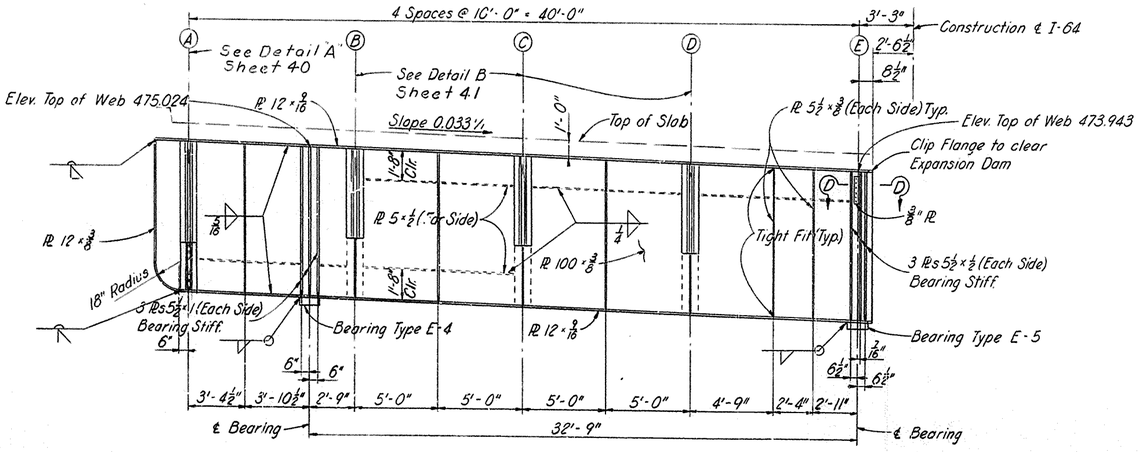
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



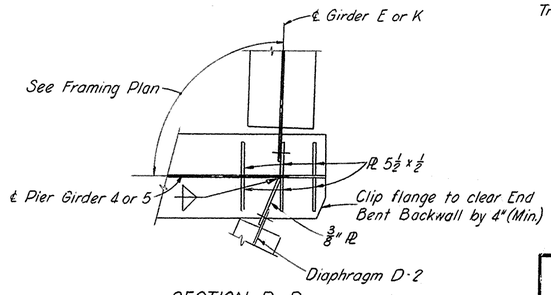
PIER GIRDER 6



PIER GIRDER 5



PIER GIRDER 4



SECTION D-D

NOTES:

Work this sheet with Sheets 40, 41 & 42
All material A36 unless noted.
Transverse stiffeners to be vertical.

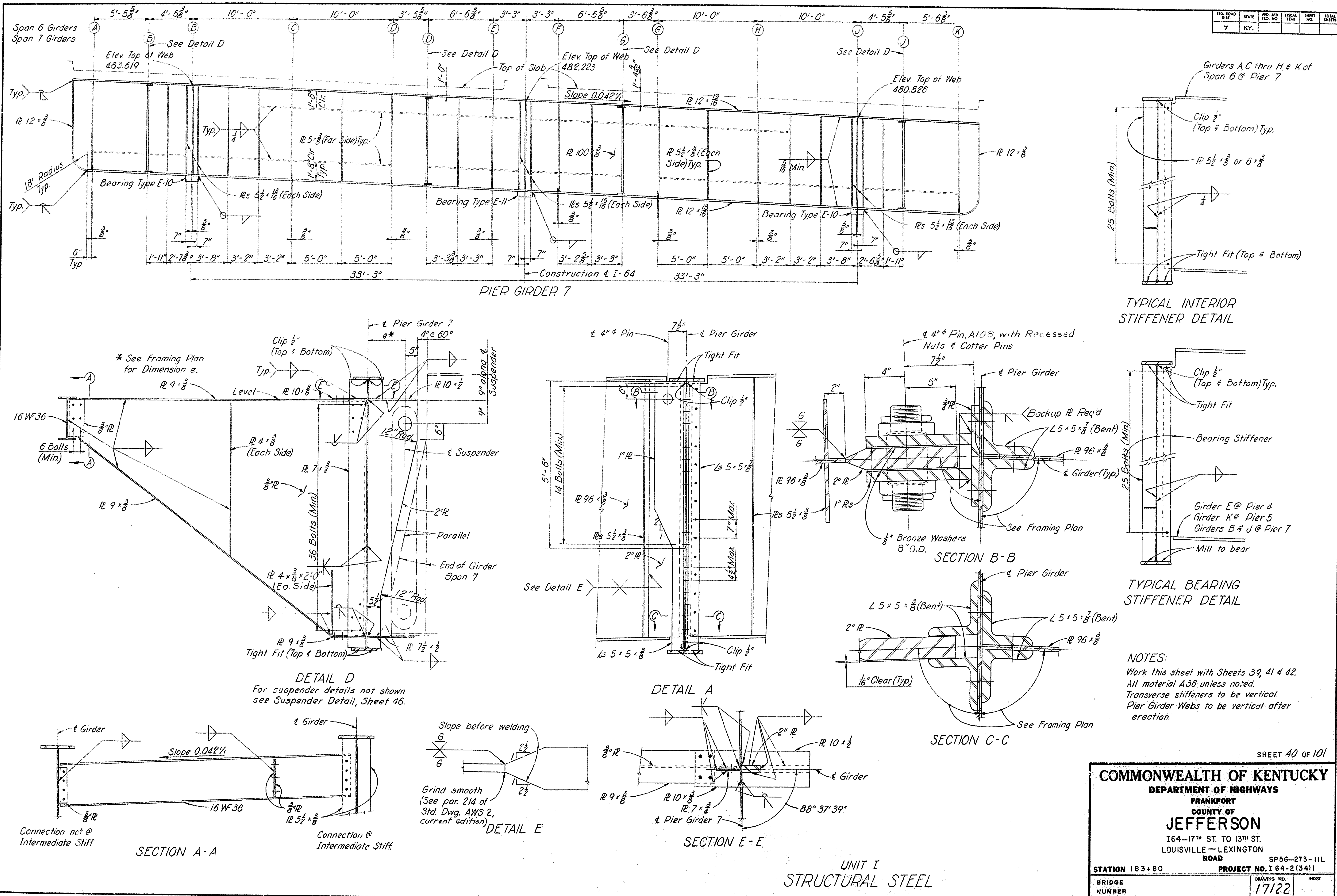
SHEET 39 OF 101

UNIT I
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

DESIGNED BY ELW 6 RBS CHECKED BY RBS & ELW DATE 1962 REVISED
DETAILED BY ELW CHECKED BY DATE 1964 REVISED
TRACED BY CHECKED BY DATE REVISED

JSW
ROAD DATA PME 1-16-68



NOTES:
Work this sheet with Sheets 39, 41 & 42.
All material A36 unless noted.
Transverse stiffeners to be vertical.
Pier Girder Webs to be vertical after erection.

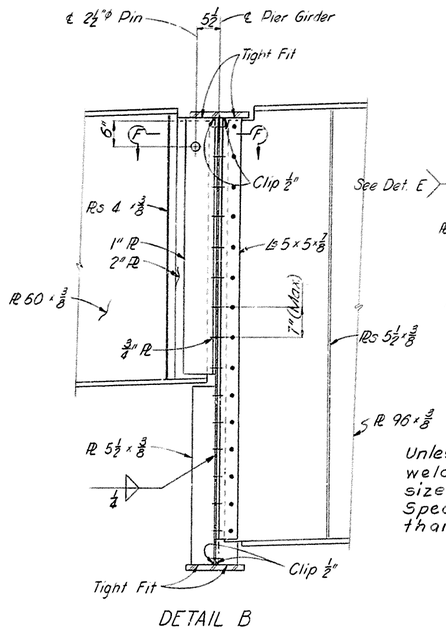
UNIT I
STRUCTURAL STEEL

SHEET 40 OF 101

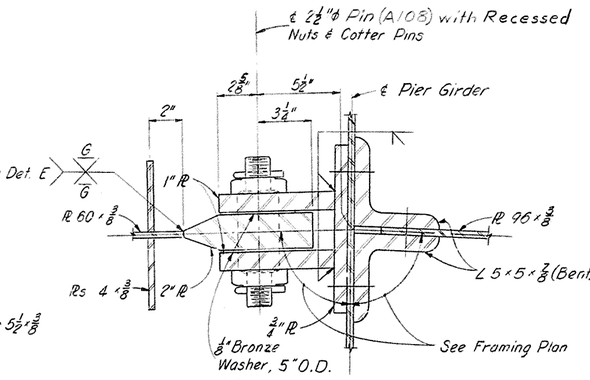
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD
SP56–273–11L
STATION 183+80
PROJECT NO. I 64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122

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

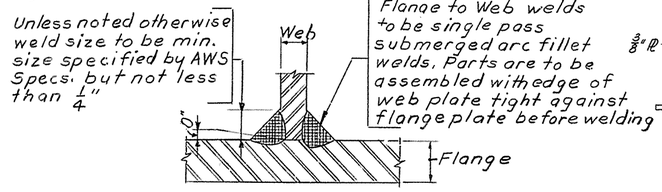
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



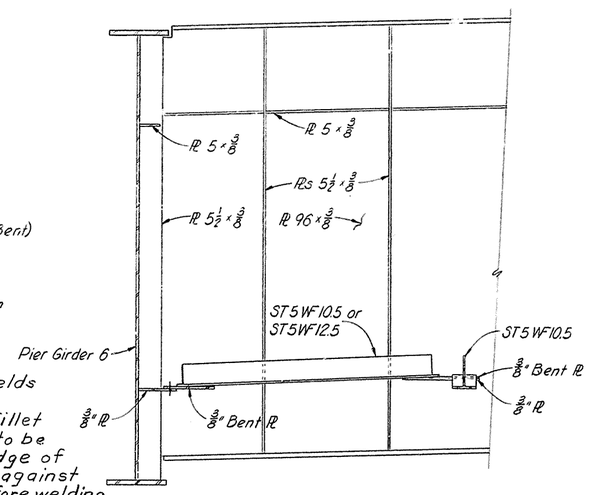
DETAIL B



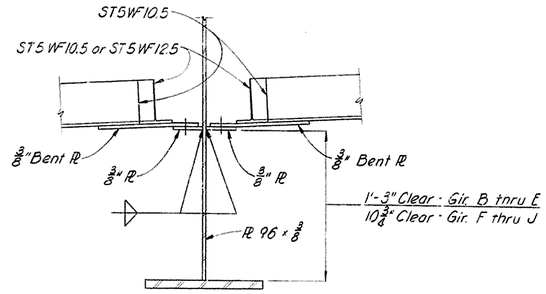
SECTION F-F



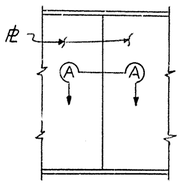
FLANGE TO WEB WELD



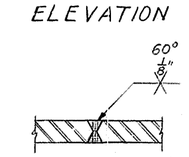
SECTION H-H



SECTION G-G

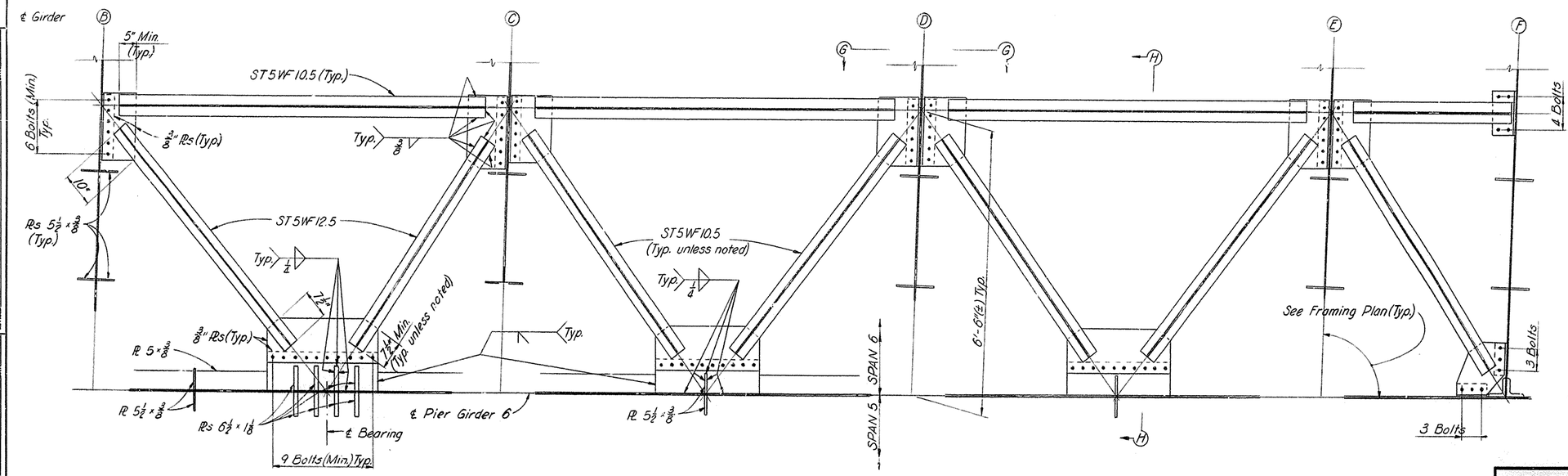


ELEVATION



SECTION A-A

SHOP WEB SPLICE



HORIZONTAL BRACING DETAILS

Bracing between Girders B & F shown, between Girders F & J is opposite hand from Girders E to B.

NOTE:
Work this sheet with Sheets 39, 40 & 42.

SHEET 41 OF 101

UNIT I
STRUCTURAL STEEL

DESIGNED BY: EWL & RBS	CHECKED BY: RBS & EWL	DATE: 1/26	REVISED:
DETAILED BY: EWL	CHECKED BY: RBS	DATE: 1/26	REVISED:
TRACED BY:	CHECKED BY:	DATE:	REVISED:

RBW
Dan Check PME 1-16-65

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I 64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

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

SPAN 3 W.B.

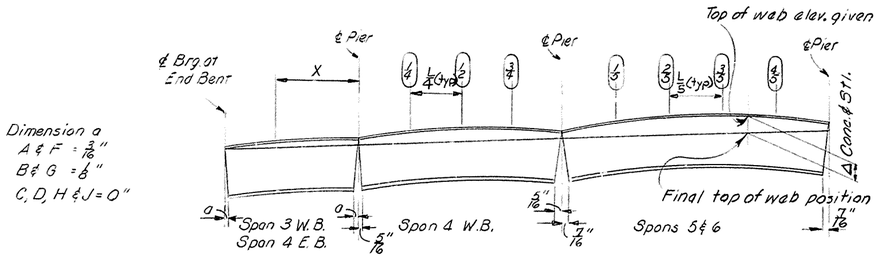
Girder	Location →	℄ Brg-End Bent	Pt 1	Pt 2	Pt 3	Pt 4	℄ Pier 4 *
A	Distance X	76.029	60.824	45.618	30.412	15.206	—
	Elev. top of web	473.044	473.534	474.012	474.575	474.919	475.349
	Δ Conc & Stl (ft)	—	.028	.043	.044	.029	.003
	Δ Stl. (ft)	—	.003	.005	.005	.003	—
B	Distance X	57.022		45.518	30.312	15.129	—
	Elev. top of web	473.368		473.721	474.175	474.606	475.017
	Δ Conc & Stl. (ft.)	—		.019	.032	025	.001
	Δ Stl. (ft)	—		.002	.004	.003	—
C	Distance X	38.014			30.211	15.050	—
	Elev top of web	473.639			473.863	474.287	474.692
	Δ Conc & Stl (ft)	—			.008	.015	006
	Δ Stl. (ft)	—			.001	.002	.001
D	Distance X	19.007				14.973	—
	Elev. top of web	473.858				473.965	474.362
	Δ Conc & Stl. (ft.)	—				.002	.006
	Δ Stl. (ft)	—				.000	.001

SPAN 4 E.B.

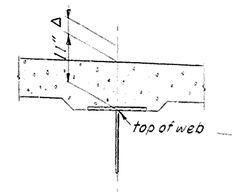
Girder	Location →	℄ Brg-End Bent	Pt 1	Pt 2	Pt 3	Pt 4	℄ Pier 5 *
F	Distance X	83.574	64.544	48.408	32.272	16.136	—
	Elev. top of web	474.416	474.944	475.374	475.784	476.171	476.546
	Δ Conc & Stl. (ft)	—	.058	.087	.089	.063	.020
	Δ Stl. (ft)	—	.011	.017	.017	.012	.003
G	Distance X	62.680		46.156	32.104	16.052	—
	Elev. top of web	474.546		474.918	475.321	475.720	476.110
	Δ Conc & Stl (ft)	—		.028	.041	.032	.004
	Δ Stl. (ft.)	—		.004	.005	.005	.001
H	Distance X	41.787			31.936	15.968	—
	Elev. top of web	474.632			474.874	475.281	475.686
	Δ Conc & Stl.(ft.)	—			.010	.013	—
	Δ Stl. (ft.)	—			.001	.001	—
J	Distance X	20.894				15.884	—
	Elev. top of web	474.718				474.849	475.267
	Δ Conc & Stl. (ft)	—				.001	.001
	Δ Stl. (Ft.)	—				—	—

SPAN 4 W.B.

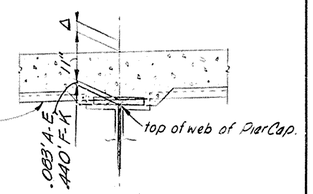
Girder	Location →	℄ Pier 4*	1/4	1/2	3/4	℄ Pier 5 *
A	Elev. top of web	475.349	476.147	476.908	477.578	478.130
	Δ Conc. & Stl. (ft.)	.003	.081	.112	.084	.008
	Δ Stl. (ft.)	—	.013	.018	.014	.001
B	Elev. top. web	475.017	475.776	476.500	477.149	477.704
	Δ Conc. & Stl. (ft.)	.00!	.073	.101	.074	.002
	Δ Stl. (ft.)	—	.014	.019	.014	—
C	Elev. top of web	474.692	475.418	476.110	476.736	477.292
	Δ Conc. & Stl. (ft.)	.006	.079	.108	.081	.010
	Δ Stl. (ft.)	.001	.015	.020	.016	.002
D	Elev. top of web	474.362	475.059	475.720	476.328	476.886
	Δ Conc & Stl. (ft.)	.006	.083	.115	.092	.024
	Δ Stl. (ft.)	.001	.016	.021	.017	.004
E	Elev. top of web	474.026	474.684	475.313	475.902	476.468
	Δ Conc & Stl. (ft)	—	.072	.105	.085	.026
	Δ Stl. (ft.)	—	.015	.021	.017	.004



GIRDER ELEVATIONS



GIRDER SECTION



PIER CAP SECTION

SPAN 5

Girder	Location →	℄ Pier 5*	1/5	2/5	3/5	4/5	℄ Pier 6 *
A	Elev. top of web	478.130	478.820	479.470	480.070	480.622	481.134
	Δ Conc & Stl. (ft.)	.008	.124	.187	.187	.126	.012
	Δ Stl. (ft.)	.001	.022	.033	.034	.023	.002
B	Elev. top of web	477.704	478.396	479.048	479.649	480.198	480.705
	Δ Conc. & Stl. (ft.)	.002	.120	.184	.185	.121	.003
	Δ Stl. (ft.)	—	.023	.036	.036	.023	—
C	Elev. top of web	477.292	477.984	478.535	479.234	479.783	480.289
	Δ Conc. & Stl. (ft.)	.010	.127	.191	.190	.126	.007
	Δ Stl. (ft.)	.002	.025	.038	.038	.025	.002
D	Elev. top of web	476.886	477.579	478.230	478.830	479.379	479.886
	Δ Conc. & Stl. (ft.)	.024	.142	.206	.206	.142	.024
	Δ Stl. (ft)	.004	.027	.040	.040	.027	.004
E	Elev. top of web	476.468	477.148	477.794	478.395	478.953	479.477
	Δ Conc & Stl. (ft.)	.026	.131	.190	.191	.136	.035
	Δ Stl. (ft.)	.004	.028	.042	.042	.030	.006
F	Elev. top of web	476.546	477.227	477.874	478.476	479.035	479.560
	Δ Conc. & Stl. (ft.)	.020	.126	.186	.188	.134	.034
	Δ Stl. (ft.)	.003	.028	.041	.042	.029	.006
G	Elev. top of web	476.110	476.797	477.448	478.051	478.608	479.129
	Δ Conc. & Stl (ft.)	.004	.116	.179	.182	.127	.023
	Δ Stl. (ft.)	.001	.023	.035	.036	.024	.004
H	Elev. top of web	475.686	476.370	477.019	477.620	478.175	478.693
	Δ Conc. & Stl. (ft.)	—	.109	.170	.171	.114	.007
	Δ Stl. (ft)	—	.021	.034	.034	.023	.002
J	Elev. top of web	475.267	475.950	476.598	477.198	477.753	478.269
	Δ Conc. & Stl (ft.)	.001	.109	.169	.169	.111	.003
	Δ Stl. (ft.)	—	.021	.033	.033	.021	—
K	Elev. top of web	474.846	475.530	476.179	476.782	477.338	477.857
	Δ Conc. & Stl. (ft.)	—	.109	.170	.173	.116	.011
	Δ Stl. (ft.)	—	.019	.031	.031	.021	.002

SPAN 6

Girder	Location →	℄ Pier 6 *	1/5	2/5	3/5	4/5	℄ Pier 7 *
A	Elev. top of web	481.134	481.823	482.472	482.971	483.623	484.133
	Δ Conc. & Stl. (ft.)	.012	.127	.189	.188	.126	.011
	Δ Stl. (ft)	.002	.023	.035	.035	.025	.004
B	Elev. top of web	480.705	481.397	482.048	482.647	483.195	483.702
	Δ Conc. & Stl. (ft)	.003	.121	.184	.183	.118	—
	Δ Stl (ft.)	—	.023	.036	.036	.023	—
C	Elev. top of web	480.289	480.981	481.632	482.231	482.780	483.286
	Δ Conc & Stl. (ft.)	.007	.124	.188	.187	.123	.004
	Δ Stl. (ft.)	.002	.025	.038	.038	.025	.002
D	Elev. top of web	479.886	480.575	481.223	481.819	482.365	482.868
	Δ Conc & Stl. (ft)	.024	.138	.199	.195	.128	.006
	Δ Stl. (ft)	.004	.027	.039	.039	.025	.002
E	Elev. top of web	479.477	480.148	480.786	481.379	481.928	482.444
	Δ Conc. & Stl. (ft.)	.035	.131	.182	.175	.111	.002
	Δ Stl. (ft.)	.006	.029	.041	.040	.026	.001
F	Elev. top of web	479.560	480.232	480.869	481.463	482.012	482.528
	Δ Conc & Stl. (ft.)	.034	.131	.181	.175	.111	.002
	Δ Stl. (ft.)	.006	.029	.041	.040	.026	.001
G	Elev top of web	479.129	479.809	80.452	481.049	481.598	482.112
	Δ Conc. & Stl. (ft.)	.023	.128	.183	.180	.117	.006
	Δ Stl. (ft.)	.004	.025	.036	.036	.023	.002
H	Elev. top of web	478.693	479.376	480.022	480.622	481.174	481.690
	Δ Conc & Stl. (ft)	.007	.115	.173	.173	.113	.004
	Δ Stl. (ft.)	.002	.023	.035	.035	.023	.002
J	Elev. top of web	478.269	478.952	479.598	480.198	480.751	481.266
	Δ Conc. & Stl. (ft.)	.003	.111	.169	.169	.109	—
	Δ Stl (ft.)	—	.021	.033	.033	.021	—
K	Elev. top of web	477.857	478.539	479.186	479.786	480.340	480.857
	Δ Conc & Stl (ft)	.011	.118	.177	.177	.118	.011
	Δ Stl (ft)	.002	.021	.033	.033	.023	.004

*Elevations given are for the unstressed condition with the girders on the pier caps. The columns with * have elevations of extended fictitious girder webs. In order to camber the Pier Caps, the elevations must be lowered by .083' at Girders A-E and .440' at Girders F-K.*

DESIGNED BY ... DATE ... REVISED
DETAILED BY RBS DATE 5-66 REVISED
CHECKED BY EWW DATE REVISED
TRACED BY ... DATE ... REVISED
JBW

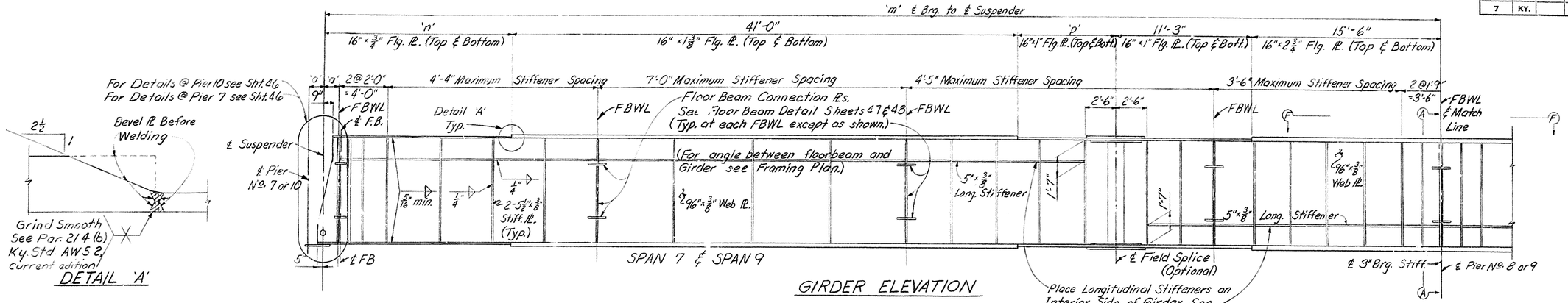
No Change PME 1-16-68

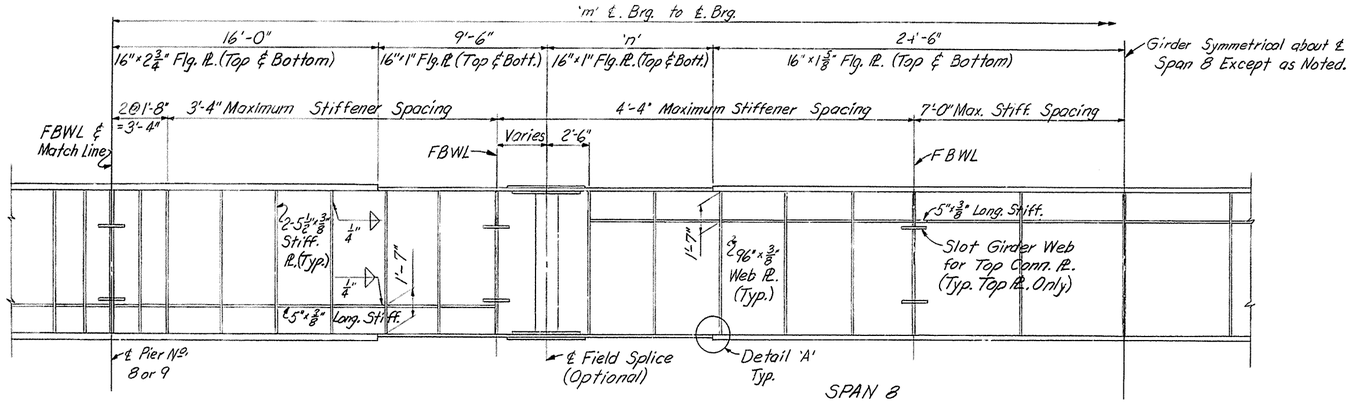
SHEET 42 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I 64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

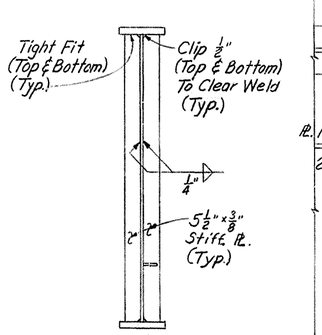
STRUCTURAL STEEL

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

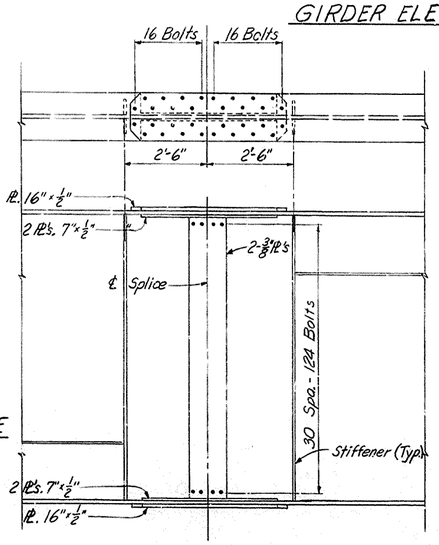




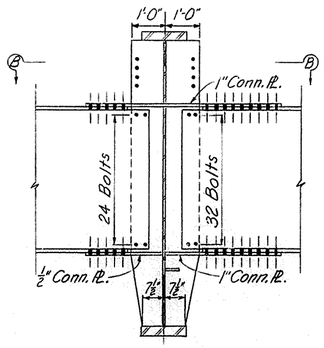
Unit & Span No.	Gdr.	'm'	'n'	'p'	'a'
Unit II Span 7 & 9	B	90'-9"	13'-6"	9'-6"	1'-3 5/16"
	E	89'-5 3/8"	12'-9"	8'-11 3/8"	1'-3 1/16"
	F	88'-6 1/16"	12'-9"	8'-0 1/16"	1'-2 15/16"
	J	87'-2 13/16"	12'-9"	6'-8 13/16"	1'-2 11/16"
Unit II Span 8	B	122'-4 1/4"	111'-2 1/8"	—	—
	E	120'-7 1/8"	10'-3 9/16"	—	—
	F	119'-4 1/16"	9'-8 3/16"	—	—
	J	117'-7 5/16"	8'-9 5/16"	—	—



TYPICAL INTERMEDIATE STIFFENER DETAIL



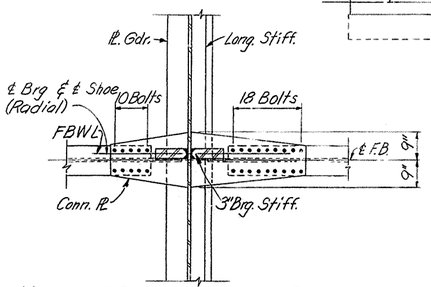
FIELD SPLICE



MEDIAN OR FASCIA SIDE INTERIOR SIDE

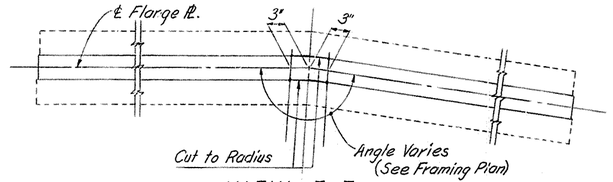
SECTION A-A

(See Sheet 48 for Weld Details)



MEDIAN OR FASCIA SIDE INTERIOR SIDE

SECTION B-B



VIEW F-F

(Showing fabrication of Angled Flange Plates. Additional Flanges may be cut from plate as shown by dashed lines.)

NOTES:

All Steel A36 unless noted.
For Suspender Details see Sheet No. 46
All horizontal dimensions shown shall be corrected for grade where applicable.
All transverse stiffeners to be Vertical.
FBWL denotes Floor Beam Working Line.
For Spacing of FBWL's see Framing Plan.

UNIT II
STRUCTURAL STEEL

SHEET 43 OF 101

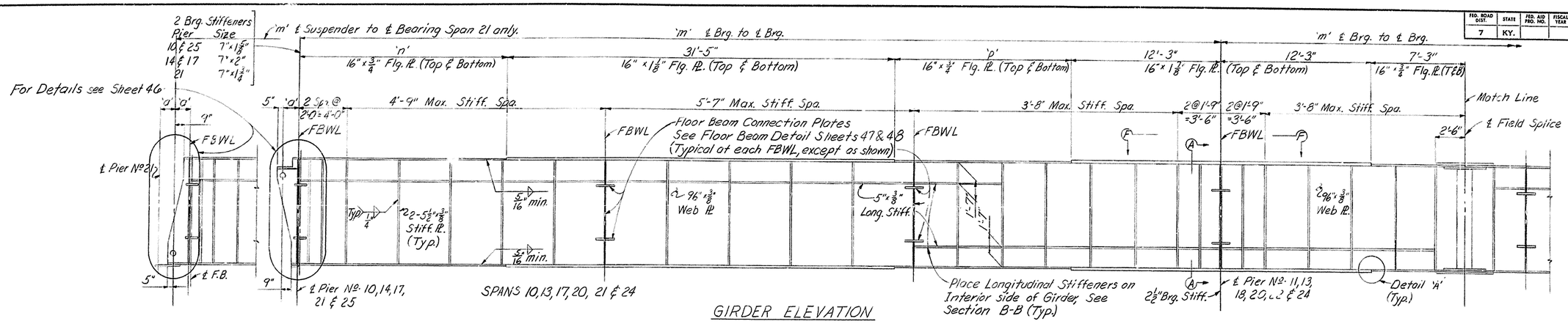
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE-LEXINGTON ROAD
STATION 183+80 PROJECT NO. I64-2(34)1 SP56-273-11L
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

DESIGNED BY CWR 1-17-66 DATE
DETAILED BY DATE
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE

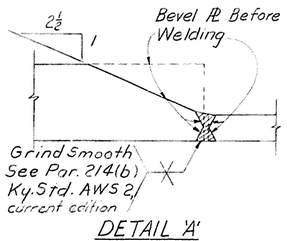
DIETZGEN NO. 136-9 ASEPROOF

Dept. Check DME 1-16-68

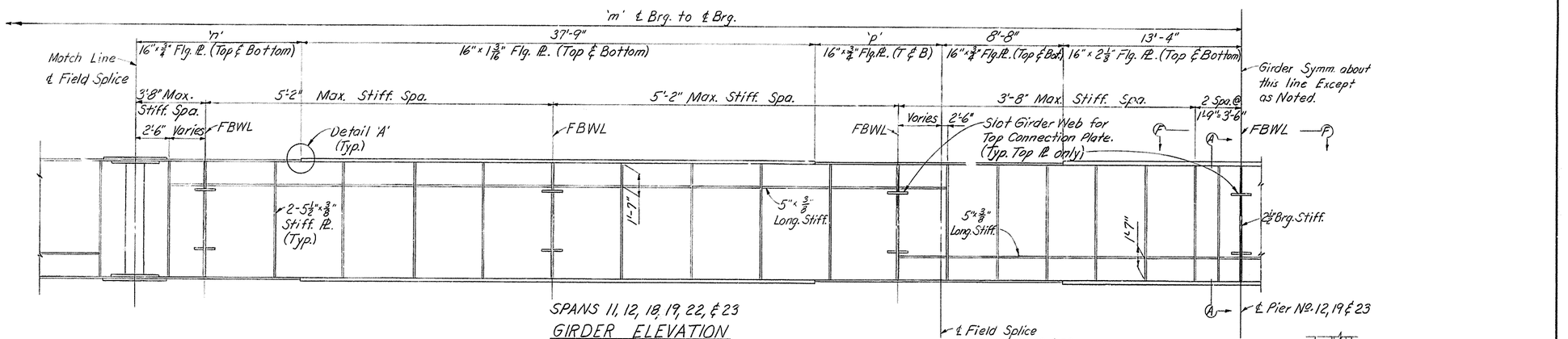
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



GIRDER ELEVATION



DETAIL 'A'

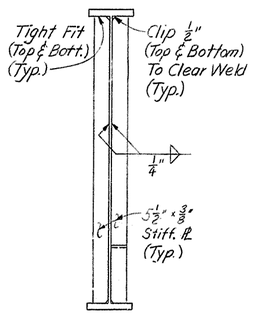


GIRDER ELEVATION

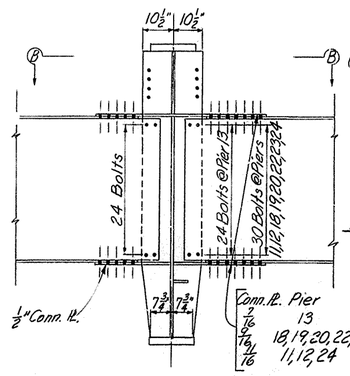
Unit & Span No.	Gdr.	'm'	'n'	'p'	'a'
Unit III Span 10	B	76'-5 3/4"	17'-6 1/4"	15'-3½"	1'-3 5/16"
	E	75'-4 3/16"	17'-1 7/8"	14'-7"	1'-3 1/16"
	F	74'-7 3/8"	16'-8 3/8"	14'-3"	1'-2 15/16"
	J	73'-6 5/8"	16'-3 1/8"	13'-7"	1'-2 11/16"
Unit III Span 11	B	101'-11 9/16"	13'-1½"	9'-7 1/16"	——
	E	100'-6"	12'-5"	8'-10"	——
	F	99'-5 3/4"	11'-9"	8'-5 3/4"	——
	J	98'-0 1/8"	11'-1"	7'-8 1/8"	——
Unit III Span 12	B	100'-7 3/4"	12'-5"	8'-11 3/4"	——
	E	100'-2"	12'-2"	8'-9"	——
	F	99'-10"	12'-0"	8'-7"	——
	J	99'-4 3/16"	11'-9"	8'-4 3/16"	——
Unit III Span 13	B	75'-0"	16'-11"	14'-5"	1'-3"
	E	75'-0"	16'-11"	14'-5"	1'-3"
	F	75'-0"	16'-11"	14'-5"	1'-3"
	J	75'-0"	16'-11"	14'-5"	1'-3"

Unit & Span No.	Gdr.	'm'	'n'	'p'	'a'
Unit V Span 17 & 20 Unit VI Span 21, & (Gdr. E, F & J) 24	B	74'-3 1/8"	16'-7 15/16"	14'-0"	1'-2 7/8"
	E	74'-9 11/16"	16'-10 11/16"	14'-3"	1'-2 15/16"
	F	75'-2 1/4"	17'-0 1/4"	14'-6"	1'-3 1/16"
	J	75'-8 7/8"	17'-2 7/8"	14'-10"	1'-3 1/8"
Unit V Span 18 & 19 Unit VI Span 22 & (Gdr. E, F & J) 23	B	99'-0 7/8"	11'-6"	8'-3 1/8"	——
	E	99'-8 3/8"	11'-11"	8'-6 3/8"	——
	F	100'-3"	12'-2"	8'-10"	——
	J	100'-11 9/16"	12'-7"	9'-1 13/16"	——
Unit VI, Span 24	B	74'-2 15/16"	16'-6 15/16"	14'-0"	1'-2 7/8"
Unit VI, Span 23	B	99'-0 1/16"	11'-8"	8'-1 1/16"	——

NOTES
All horizontal dimensions shown shall be corrected for grade where applicable.
For Suspender & Field Splice Details See Sheet No. 46.
All transverse stiffeners to be Vertical.
FBWL denotes Floor Beam Working Line.
For spacing of FBWL's see Framing Plan.
For View F-F see Sheet No. 43
All steel A36 unless noted.

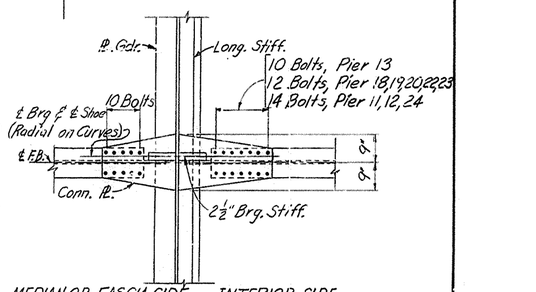


TYPICAL INTERMEDIATE STIFFENER DETAIL



MEDIAN OR FASCIA SIDE INTERIOR SIDE

SECTION A-A
(See Sheet 48 for Weld Details.)



MEDIAN OR FASCIA SIDE INTERIOR SIDE

SECTION B-B

UNITS III, V & VI
STRUCTURAL STEEL

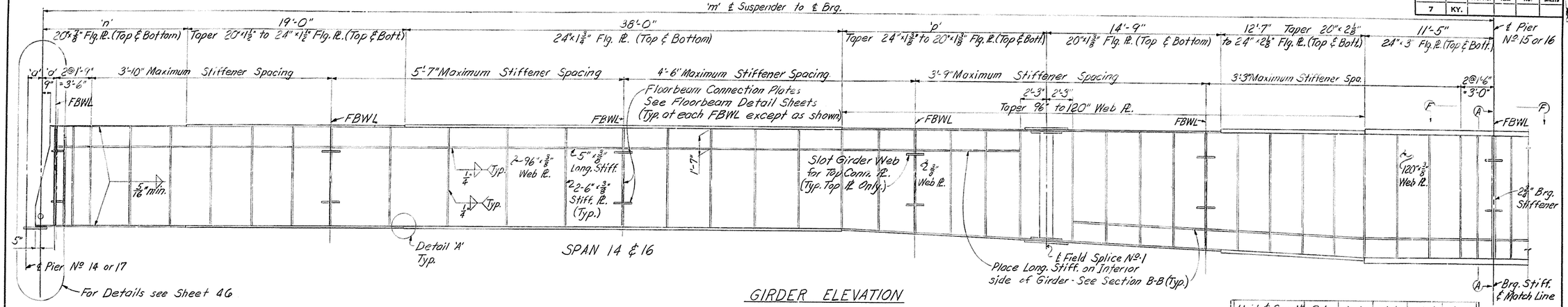
SHEET 44 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-IIL
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

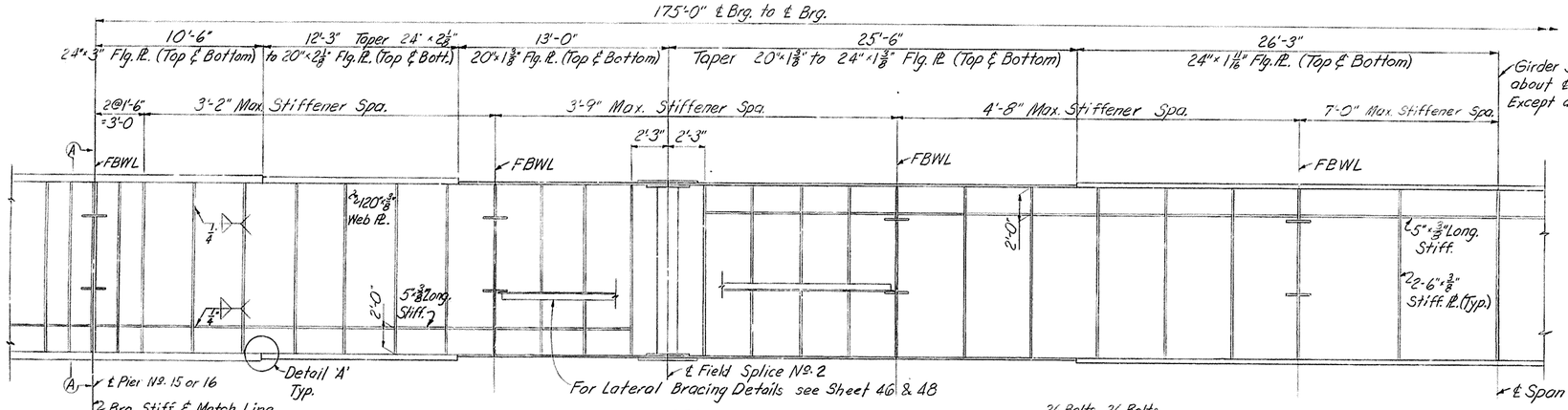
DESIGNED BY C.W.R. DATE 1-16-68
DETAILED BY ____ DATE ____ REVISED
CHECKED BY ____ DATE ____ REVISED
TRACED BY ____ DATE ____ REVISED
CHECKED BY ____ DATE ____ REVISED

DIETZGEN NO. 188-3 AEPROOF

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

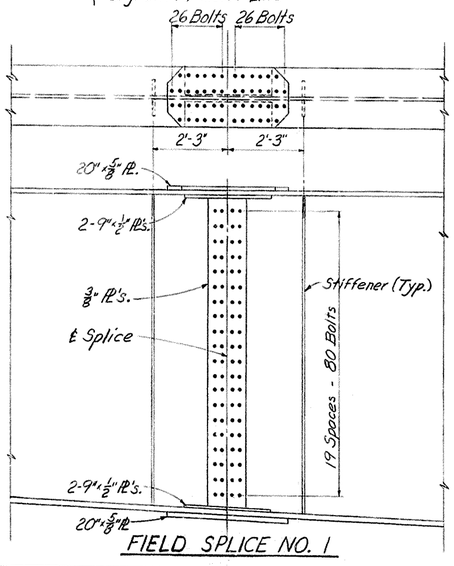


GIRDER ELEVATION

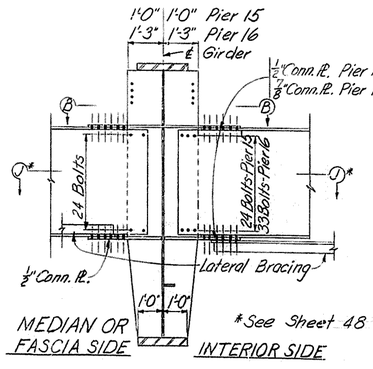


GIRDER ELEVATION

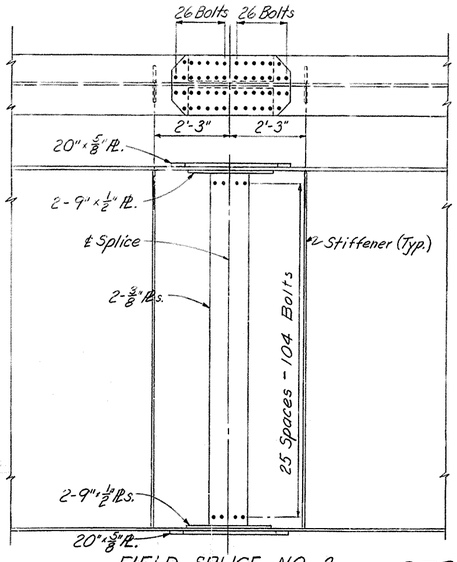
Unit & Span No.	Gdr.	'm'	'n'	'p'	'o'
Unit IV Span 14	B	125'-0"	12'-3"	17'-0"	1'-3"
	E	125'-0"	12'-3"	17'-0"	1'-3"
	F	125'-0"	12'-3"	17'-0"	1'-3"
	J	125'-0"	12'-3"	17'-0"	1'-3"
Unit III Span 15	B	175'-0"	——	——	——
	E	175'-0"	——	——	——
	F	175'-0"	——	——	——
	J	175'-0"	——	——	——
Unit IV Span 16	B	123'-10⅜"	11'-2⅜"	16'-11"	1'-2⅜"
	E	124'-8⅛"	11'-7 7/16"	17'-4"	1'-2 15/16"
	F	125'-3⅛"	11'-11 7/16"	17'-7"	1'-3 1/16"
	J	126'-1 11/16"	12'-4 7/16"	18'-0"	1'-3 5/16"



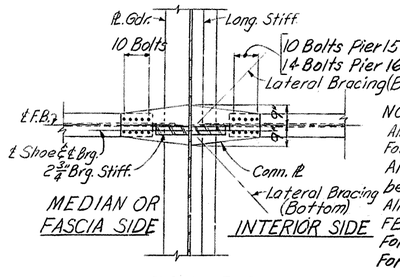
FIELD SPLICE NO. 1



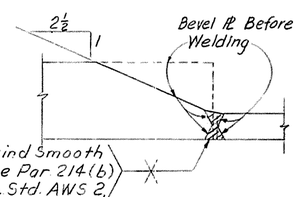
SECTION A-A
(See Sheet 48 for Weld Details)



FIELD SPLICE NO. 2



SECTION B-B



DETAIL 'A'

NOTES:
All Steel A36 unless noted.
For Suspender Details see Sheet 46.
All horizontal dimensions shown shall be corrected for grade where applicable.
All transverse stiffeners to be Vertical
FBWL denotes Floor Beam Working Line.
For spacing of FBWL's see Framing Plan.
For View F-F see Sheet 43.

SHEET 45 OF 101

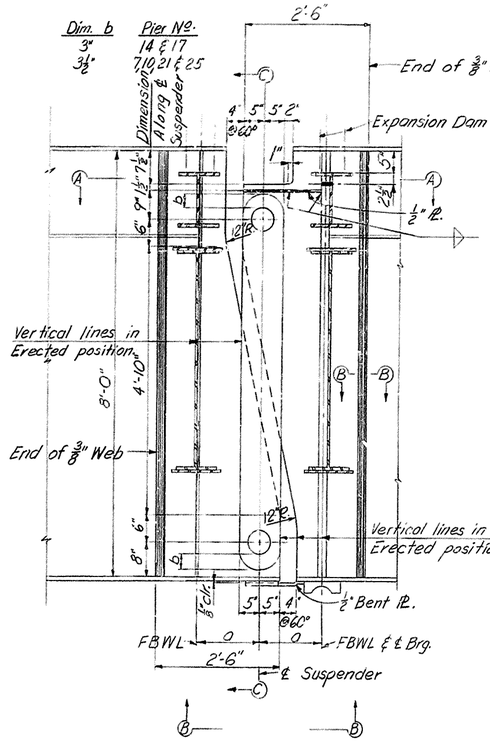
DESIGNED BY
DETAILED BY CWR 1-27-66 CHECKED BY BWL DATE 3/66 REVISED
TRACED BY CHECKED BY DATE REVISED
DATE REVISED

UNIT IV
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON ROAD
SP56-273-IIL
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

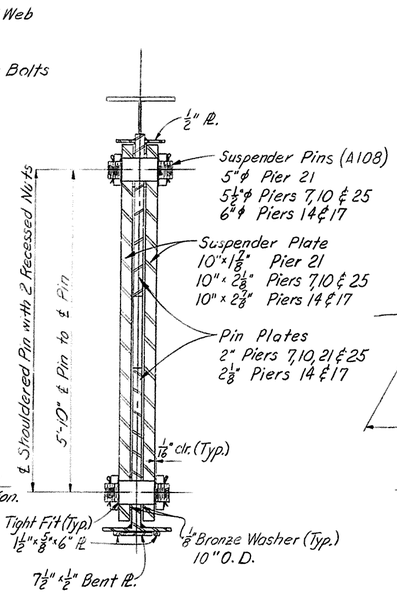
OPEN CHECK DATE 1-16-68

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

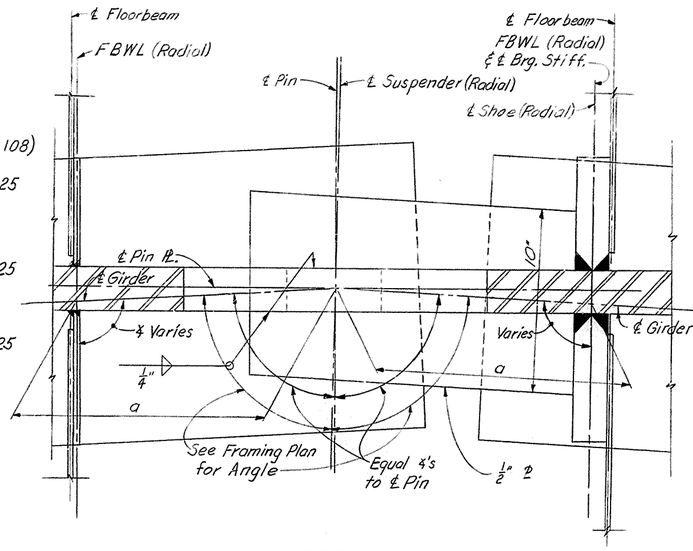


SUSPENDER DETAIL

See Framing Plan for Dim. a.
For details at Pier 7 that are not shown here, See Sheet 40

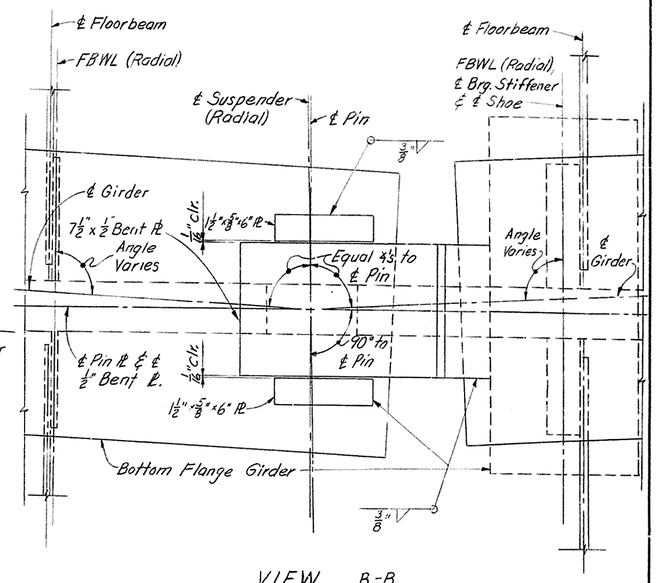


SECTION C-C



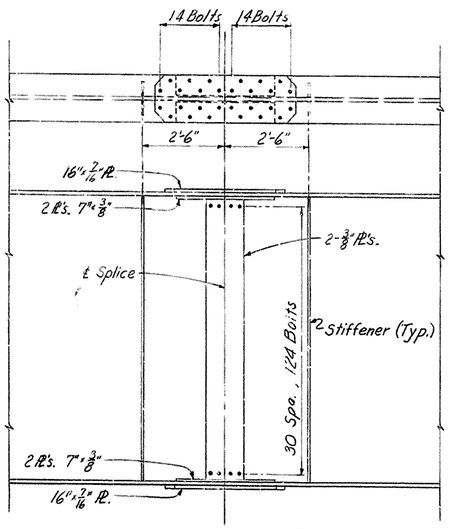
SECTION A-A

Suspender Plates Not Shown
See Framing Plan for Angles



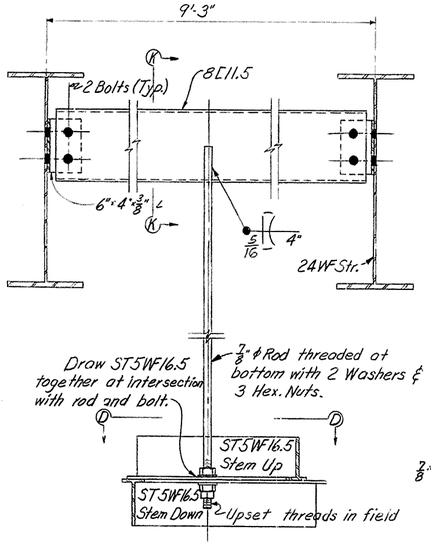
VIEW B-B

Suspender Plates Not Shown
See Framing Plan for Angles

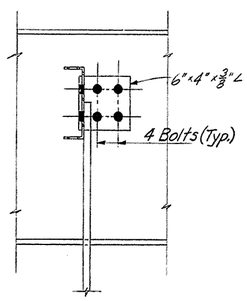


FIELD SPLICE

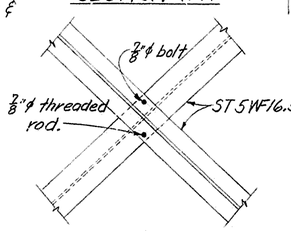
Units Nos. III, V & VI



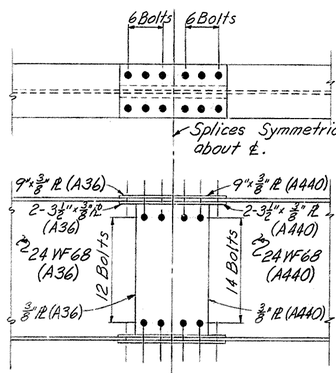
LATERAL BRACING SUPPORT UNIT IV



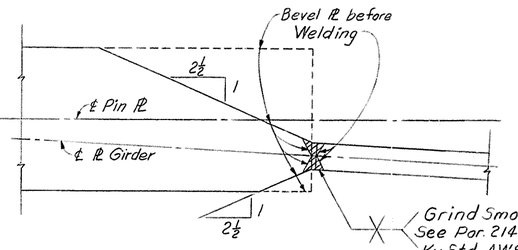
SECTION K-K



SECTION D-D



FIELD SPLICE FOR 24 WF 68 STRINGER



SECTION B-B

NOTE:
All horizontal dimensions shown shall be corrected for grade where applicable.
See Sheet No. 47 for Floorbeam to Stiffener Conn.
All Steel A36 unless noted.

SHEET 46 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON ROAD
SP56-273-IIL

STATION 183+80 PROJECT NO. I64-2(34)1

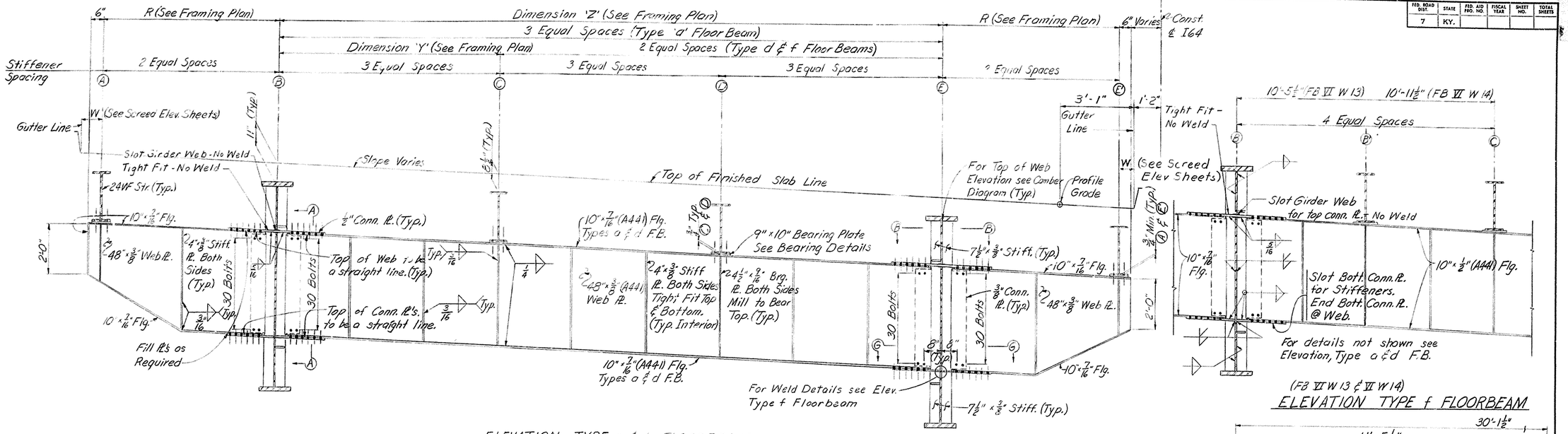
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

DESIGNED BY C.W.R. 1-11-66 CHECKED BY
DETAILED BY CHECKED BY
TRACED BY CHECKED BY
DATE REVISED
DATE 3/16 REVISED
DATE REVISED
DATE REVISED

Copy Check PME 1-16-68

STRUCTURAL STEEL

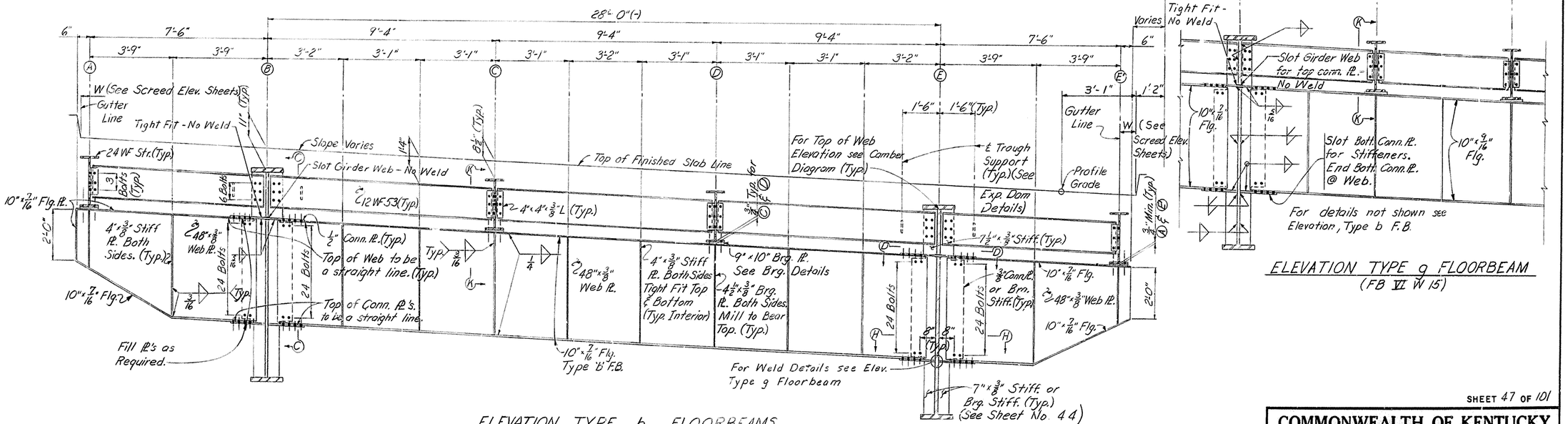
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



(FB VI W 13 & VI W 14)

ELEVATION TYPE a & d FLOORBEAMS

For Location See Framing Plan.
Westbound shown, Eastbound similar.



ELEVATION TYPE b FLOORBEAMS

For Location See Framing Plan.
Westbound shown, Eastbound similar.

ELEVATION TYPE g FLOORBEAM

(FB VI W 15)

NOTES:
Floorbeam to be built with No Camber.
All Steel A36 Unless Noted.
For sections Not shown see following sheet.
All stiffeners are Vertical.
All horizontal dimensions shown shall be corrected for grade where applicable.
Work this sheet with Sheet 48.

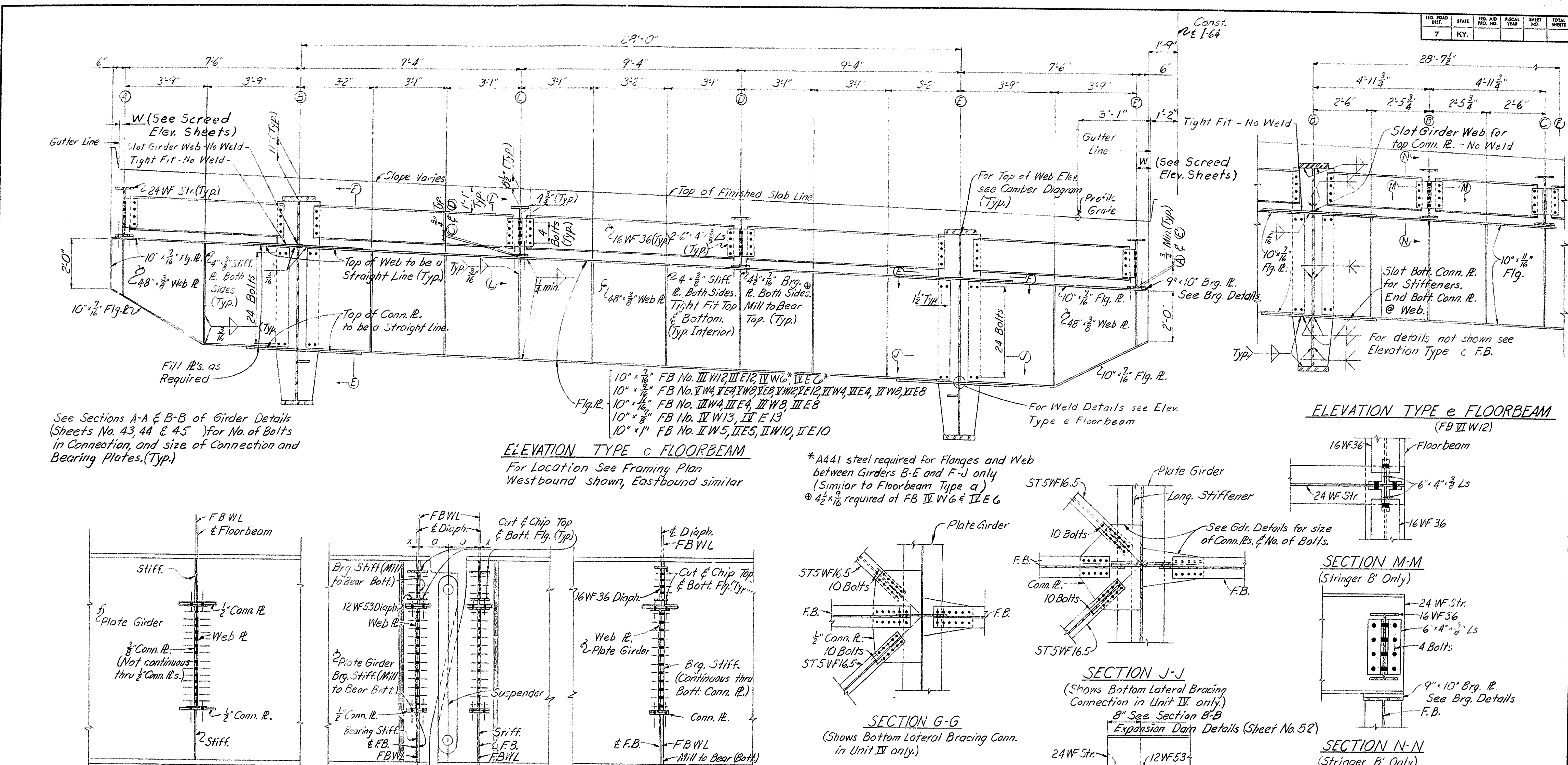
STRUCTURAL STEEL

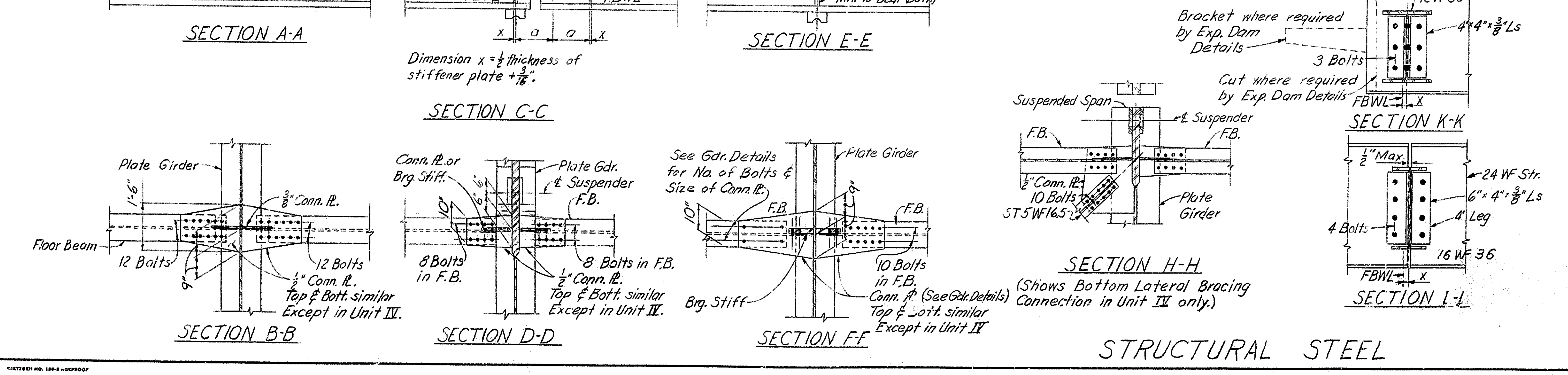
SHEET 47 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD
STATION 183+80 PROJECT NO. SP56-273-11L I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

DESIGNED BY CWP 8-20-65 CHECKED BY
DETAILED BY CWP 9-21-65 CHECKED BY
TRACED BY CHECKED BY
REVISED Top Flange Splice at F.B. to Girder Conn. DATE 6-25-72
REVISED DATE
REVISED DATE
REVISED DATE

Top Check PMF 1-16-68





NOTE:
All horizontal dimensions shown shall be corrected for grade where applicable.
All steel A36 unless noted.
All stiffeners are vertical.
Floorbeams to be built with No camber.
FBWL indicates Floorbeam Working Line.
Work this sheet with Sheet 47.

STRUCTURAL STEEL

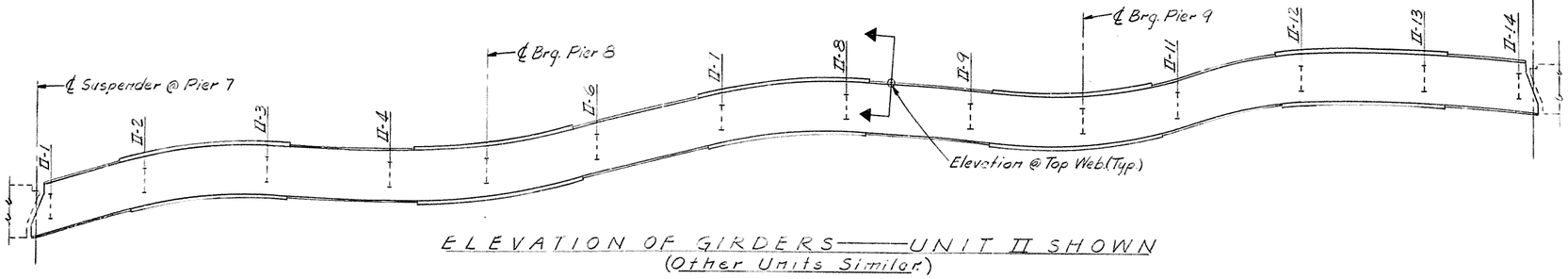
SHEET 48 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON ROAD
SP56-273-11L
STATION 183+80
PROJECT NO. I64-2 (34) 1
BRIDGE NUMBER
DRAWING NO. 17122

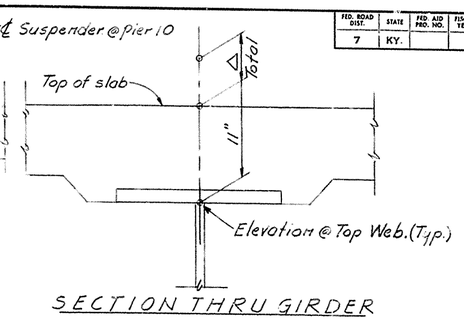
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

DESIGNED BY C.K.B. 8-20-65 CHECKED BY C.W.R. 8-26-65
DETAILED BY C.W.R. 10-6-65 CHECKED BY
REVISED: Top Flange Splice Pl. - FB to Girder Conn. 6-25-70

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



ELEVATION OF GIRDERS——UNIT II SHOWN
(Other Units Similar)



SECTION THRU GIRDER

UNIT II

Suspender, Floor Beam(W.L.) or Pier Line	ELEVATIONS AT TOP OF WEB* GIRDER B	GIRDER E	GIRDER F	GIRDER J	Δ Deflections Δ Conc. and Steel(Feet.)	Δ Steel (Feet.)
℄ Suspender	483.923	482.747	482.285	481.109	———	———
II-1	483.956	482.780	482.318	481.142	.005	.001
II-2	484.459	483.284	482.822	481.646	.034	.005
II-3	485.065	483.890	483.428	482.252	.037	.005
II-4	485.655	484.479	484.017	482.842	.010	.001
℄ Brg. Pier 8	486.148	484.972	484.510	483.334	———	———
II-6	486.711	485.536	485.074	483.898	.026	.004
II-7	487.359	486.184	485.722	484.547	.063	.010
II-8	487.985	486.809	486.347	485.172	.063	.010
II-9	488.584	487.409	486.947	485.771	.026	.004
℄ Brg. Pier 9	489.128	487.952	487.490	486.314	———	———
II-11	489.580	488.404	487.942	486.767	.010	.001
II-12	490.153	488.973	488.516	487.340	.037	.005
II-13	490.689	489.513	489.051	487.875	.034	.005
II-14	491.083	489.907	489.445	488.269	.003	.001
℄ Suspender	491.107	489.931	489.469	488.293	———	———

UNIT III

Suspender, Floor Beam(W.L.) or Pier Line.	ELEVATIONS AT TOP OF WEB* GIRDER B	GIRDER E	GIRDER F	GIRDER J	Δ Deflections Δ Conc. and Steel(Feet.)	Δ Steel (Feet.)
℄ Suspender	491.107	489.931	489.469	488.293	———	———
℄ Brg. Pier 10	491.132	489.956	489.494	488.318	———	———
III-2	491.647	490.472	490.010	488.834	.025	.003
III-3	492.121	490.945	490.483	489.308	.015	.002
℄ Brg. Pier 11	492.580	491.404	490.942	489.766	———	———
III-5	493.019	491.843	491.381	490.205	.022	.003
III-6	493.444	492.268	491.806	490.631	.038	.005
III-7	493.824	492.650	492.189	491.016	.020	.003
℄ Brg. Pier 12	494.117	493.010	492.575	491.467	———	———
III-9	494.362	493.353	492.956	491.947	.020	.003
III-10	494.594	493.682	493.323	492.411	.038	.005
III-11	494.770	493.954	493.634	492.819	.022	.003
℄ Brg. Pier 13	494.917	494.199	493.916	493.198	———	———
III-13	495.078	494.457	494.213	493.592	.015	.002
III-14	495.209	494.635	494.480	493.956	.025	.003
℄ Brg. Pier 14	495.284	494.858	494.690	494.264	———	———
℄ Suspender	495.289	494.867	494.702	494.280	———	———

UNIT IV

Suspender, Floor Beam(W.L.) or Pier Line	ELEVATIONS AT TOP OF WEB* GIRDER B	GIRDER E	GIRDER F	GIRDER J	Δ Deflections Δ Conc. and Steel(Feet.)	Δ Steel (Feet.)
℄ Suspender	495.289	494.867	494.702	494.280	———	———
IV-1	495.297	494.881	494.717	494.300	.004	———
IV-2	495.438	495.117	494.991	494.671	.070	.011
IV-3	495.516	495.291	495.203	494.979	.093	.015
IV-4	495.521	495.393	495.342	495.214	.066	.010
IV-5	495.482	495.450	495.438	495.406	.017	.002
℄ Brg. Pier 15	495.454	495.518	495.544	495.608	———	———
IV-7	495.458	495.619	495.683	495.844	.036	.008
IV-8	495.463	495.722	495.824	496.082	.098	.020
IV-9	495.426	495.782	495.922	496.279	.140	.027
IV-10	495.327	495.780	495.958	496.411	.140	.027
IV-11	495.164	495.714	495.931	496.481	.098	.020
IV-12	494.959	495.607	495.861	496.509	.036	.008
℄ Brg. Pier 16	494.810	495.510	495.784	496.484	———	———
IV-14	494.747	495.447	495.722	496.422	.017	.002
IV-15	494.698	495.398	495.673	496.372	.066	.010
IV-16	494.608	495.308	495.583	496.283	.093	.015
IV-17	494.450	495.150	495.425	496.125	.070	.011
IV-18	494.241	494.941	495.216	495.916	.004	———
℄ Suspender	494.229	494.929	495.204	495.904	———	———

UNIT V

Suspender, Floor Beam(W.L.) or Pier Line.	ELEVATIONS AT TOP OF WEB* GIRDER B	GIRDER E	GIRDER F	GIRDER J	Δ Deflections Δ Conc. and Steel(Feet.)	Δ Steel (Feet.)
℄ Suspender	494.229	494.929	495.204	495.904	———	———
℄ Brg. Pier 17	494.220	494.920	495.195	495.895	———	———
V-2	494.057	494.757	495.032	495.732	.025	.003
V-3	493.842	494.542	494.817	495.517	.015	.002
℄ Brg. Pier 18	493.603	494.303	494.578	495.278	———	———
V-5	493.368	494.068	494.343	495.043	.022	.003
V-6	493.122	493.822	494.097	494.797	.038	.005
V-7	492.846	493.546	493.821	494.521	.020	.003
℄ Brg. Pier 19	492.573	493.273	493.548	494.248	———	———
V-9	492.326	493.026	493.301	494.001	.020	.003
V-10	492.082	492.782	493.057	493.757	.038	.005
V-11	491.808	492.508	492.783	493.483	.022	.003
℄ Brg. Pier20	491.533	492.233	492.508	493.208	———	———
V-13	491.284	491.984	492.259	492.959	.015	.002
V-14	491.033	491.733	492.008	492.708	.025	.003
℄ Brg. Pier 21	490.752	491.452	491.727	492.427	———	———
℄ Suspender	490.740	491.440	491.715	492.415	———	———

UNIT VI

Suspender, Floor Beam(W.L.) or Pier Line.	ELEVATIONS AT TOP OF WEB* GIRDER B	GIRDER E	GIRDER F	GIRDER J	Δ Deflections Δ Conc. and Steel(Feet.)	Δ Steel (Feet.)
℄ Suspender	490.740	491.440	491.715	492.415	———	———
VI-1	490.726	491.426	491.701	492.401	———	———
VI-2	490.500	491.200	491.475	492.175	.025	.003
VI-3	490.231	490.931	491.206	491.906	.015	.002
℄ Brg. Pier 22	489.960	490.660	490.935	491.635	———	———
VI-5	489.715	490.415	490.690	491.390	.022	.003
VI-6	489.469	490.169	490.444	491.144	.038	.005
VI-7	489.193	489.893	490.168	490.868	.020	.003
℄ Brg. Pier 23	488.920	489.620	489.895	490.595	———	———
VI-9	488.670	489.373	489.648	490.348	.020	.003
VI-10	488.422	489.129	489.404	490.104	.038	.005
VI-11	488.144	488.855	489.130	489.830	.022	.003
℄ Brg. Pier 24	487.864	488.580	488.855	489.555	———	———
VI-13	487.603	488.331	488.606	489.306	.015	.002
VI-14	487.340	488.080	488.355	489.055	.025	.003
℄ Brg. Pier 25	487.046	487.799	488.074	488.774	———	———
℄ Suspender	487.033	487.786	488.061	488.761	———	———

*Elevations given are for unstressed condition and contain the camber for concrete and steel. All girders must be cambered in the unstressed condition. Should the theoretical final elevation at top of web be desired subtract Δ due to concrete and steel from elevations given.

Floor beams are to be built with no camber.

Stringers are to be placed so any natural camber will conform to the grade

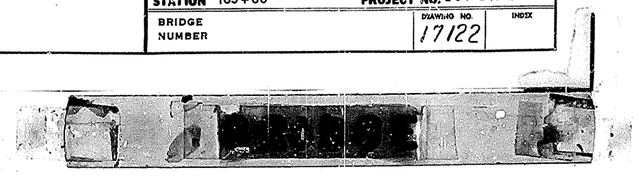
DESIGNED BY ... DATE ... REVISED
DETAILED BY L.M.H. DATE 3-76 REVISED
TRACED BY ... DATE ... REVISED
CHECKED BY C.W.R.
CHECKED BY ...
CHECKED BY ...

No Change PMS 1-16-68

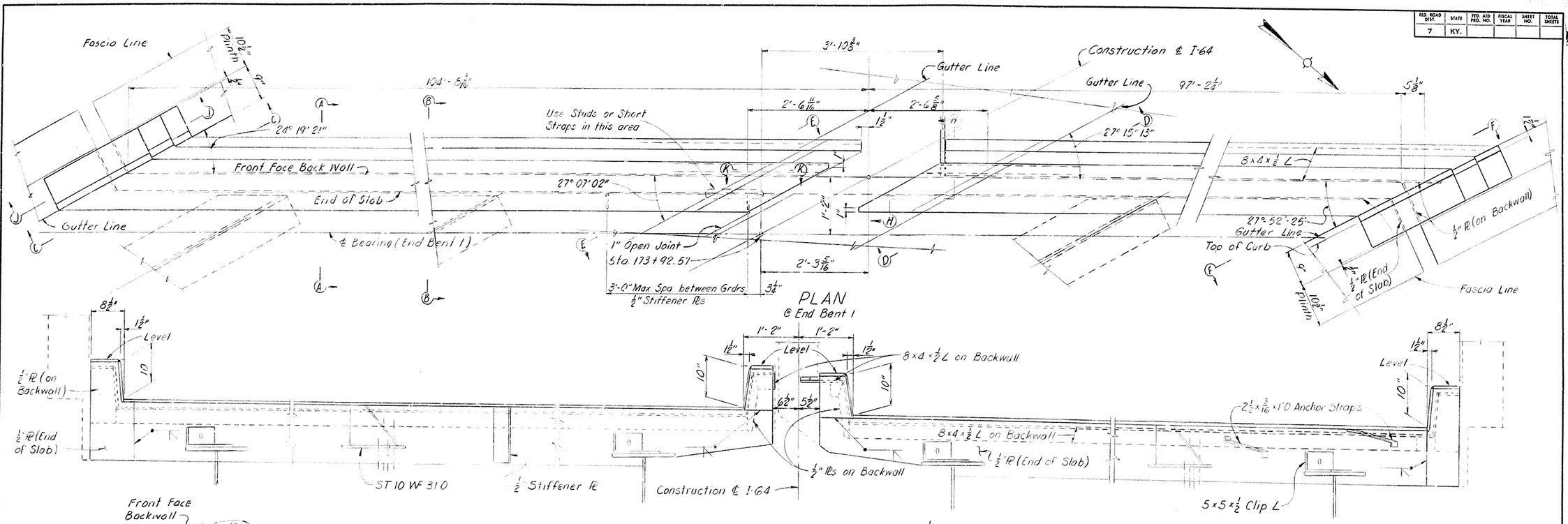
SHEET 49 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-IIL
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER DRAWING NO. 17122 INDEX

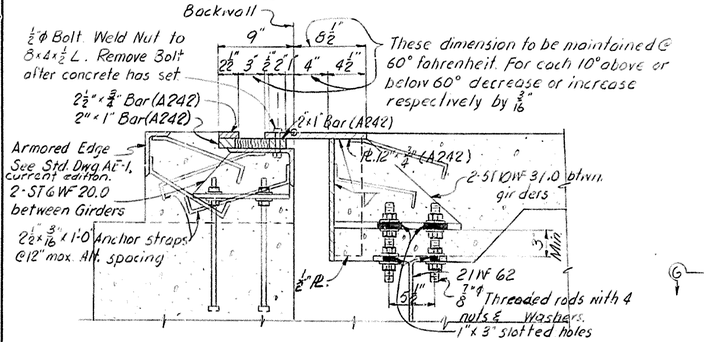
STRUCTURAL STEEL



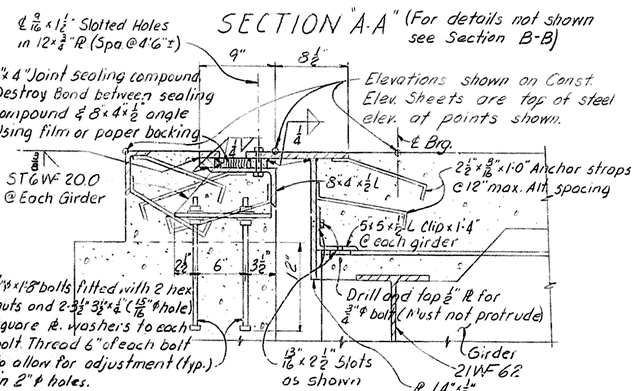
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



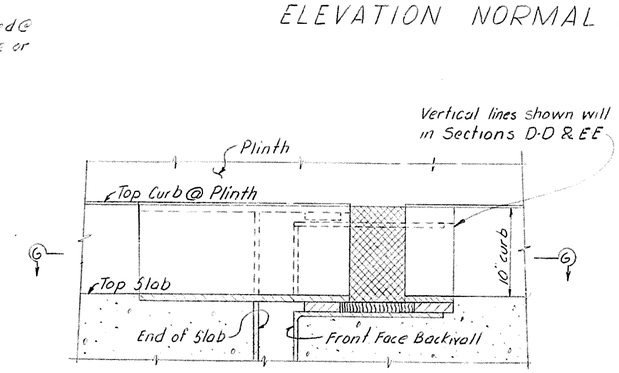
ELEVATION NORMAL TO ℄



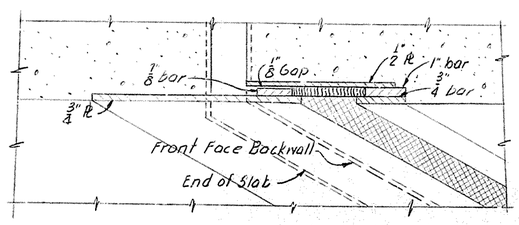
SECTION "A-A" (For details not shown see Section B-B)



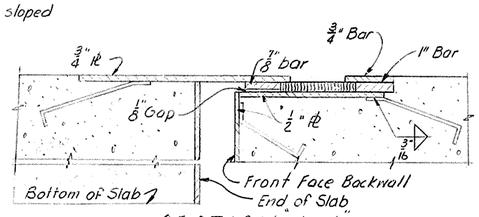
SECTION "B-B" (For details not shown see Section A-A)



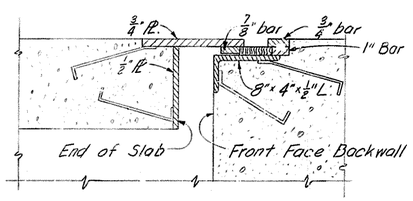
SECTION "C-C" AS SHOWN & SECTION "D-D" SIMILAR
SECTION "F-F" OPPOSITE HAND & SECTION "E-E" SIMILAR



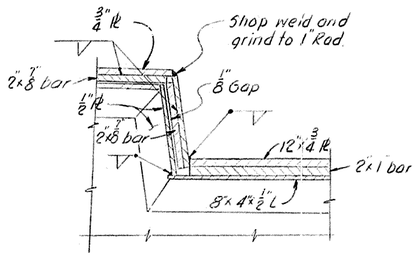
SECTION "G-G"



SECTION "J-J"



SECTION "H-H"



SECTION K-K

NOTE:
Work this sheet with Sheets 10, 11, 12, 13, 80, 81 & 82.
See Sheet No. 52 for Expansion Dam Notes.
Weight of One Expansion Dam : 21,961 lbs.

EXPANSION DAM

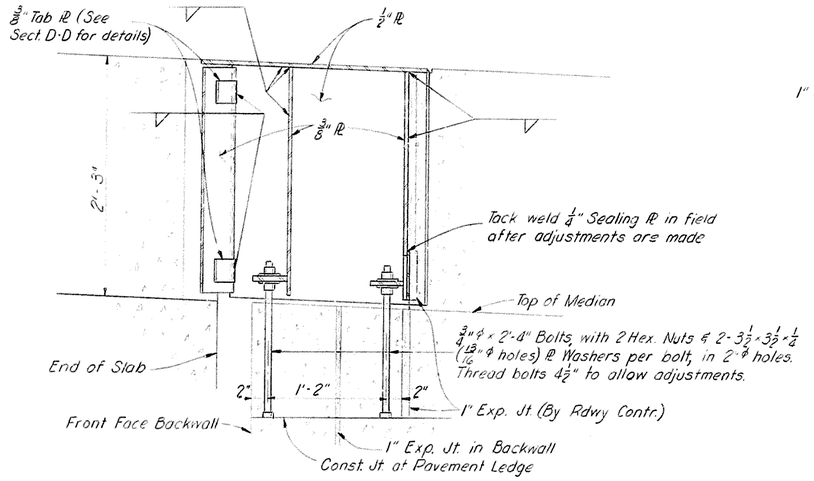
SHEET 50 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I64-2(341)

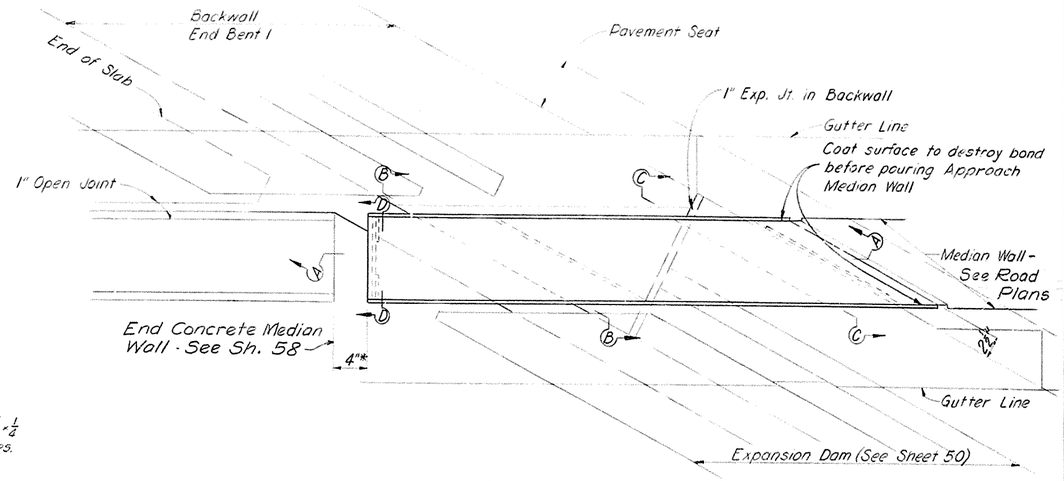
BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGNED BY: M.S. Garland DATE
DETAILED BY: DATE
TRACED BY: DATE
CHECKED BY: DATE
CHECKED BY: DATE
REVISED: DATE
REVISED: DATE
REVISED: DATE
DIETZGEN NO. 138-3 ACEPROOF

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

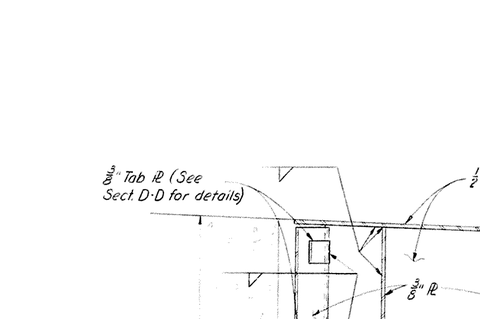


SECTION A-A



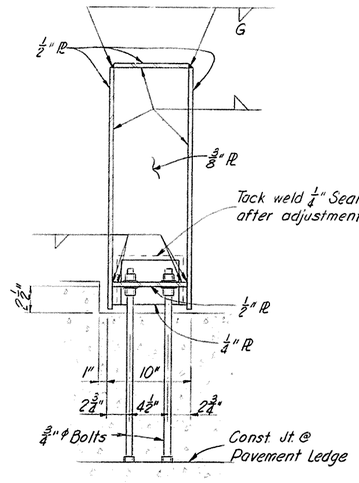
PLAN

* This dimension to be maintained at 60° fahrenheit. For each 10° above or below 60° decrease or increase respectively by $\frac{3}{8}$".



SECTION D-D

SECTION B-B



SECTION C-C

NOTES:
Work this sheet with sheets 10, 11, 13, 80, 81, & 82.
See sheet 52 for Expansion Dam Notes.
Weight of One Expansion Dam: 699 lbs.

DESIGNED BY	CHECKED BY
DETAILED BY Eld	CHECKED BY DAF
TRACED BY	CHECKED BY

REVISED	DATE
REVISED	DATE
REVISED	DATE
REVISED 2-68	DATE

DIETZGEN NO. 139-3 AGEPROOF

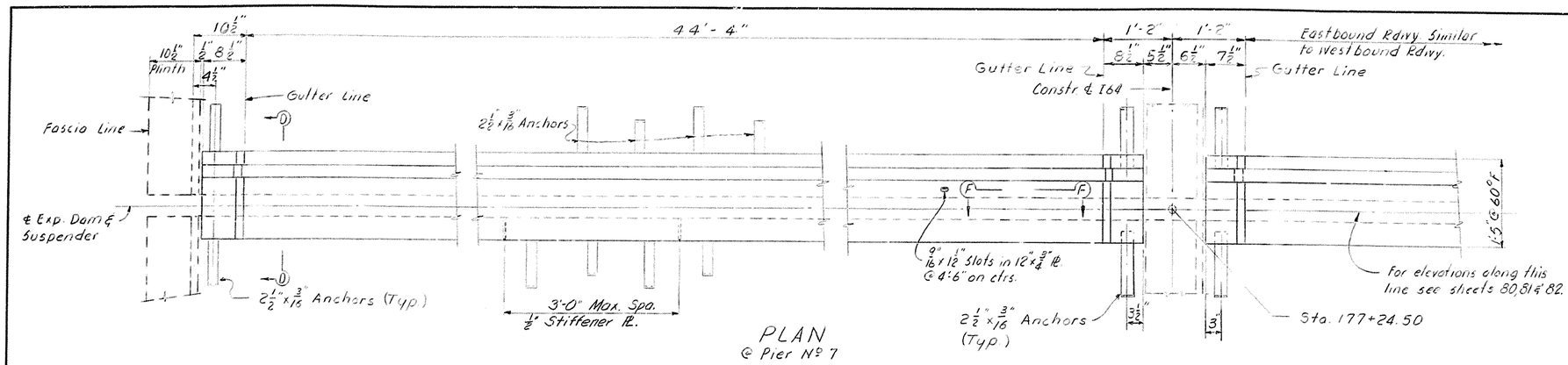
SHEET 51 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE-LEXINGTON ROAD
SP56-273-111
STATION 183+80
PROJECT NO. I64-2(34)1

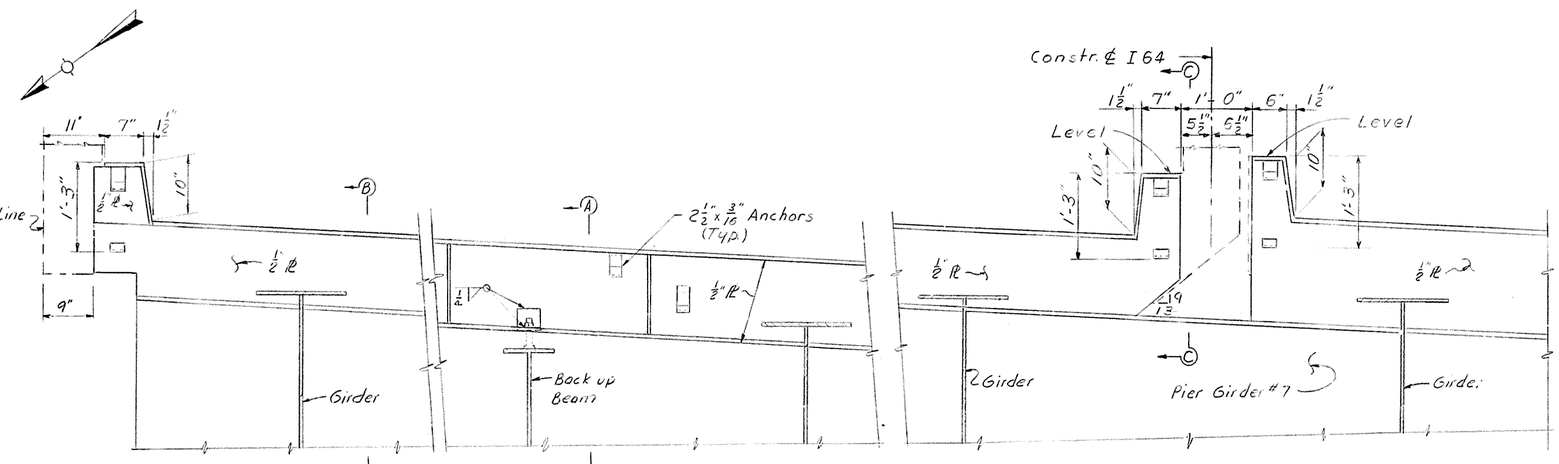
BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

MEDIAN WALL EXPANSION DAM

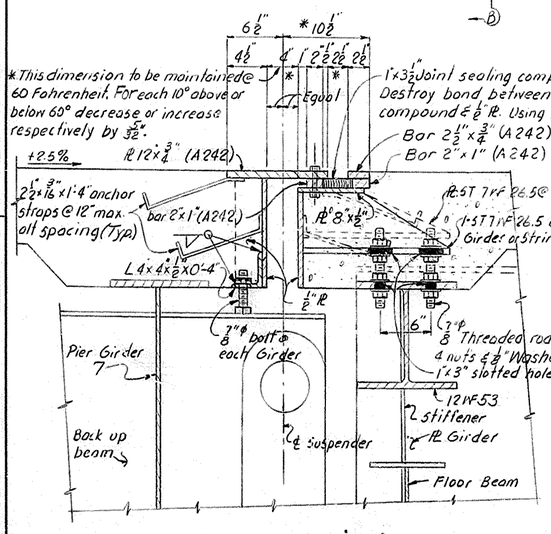
Fin. DAF



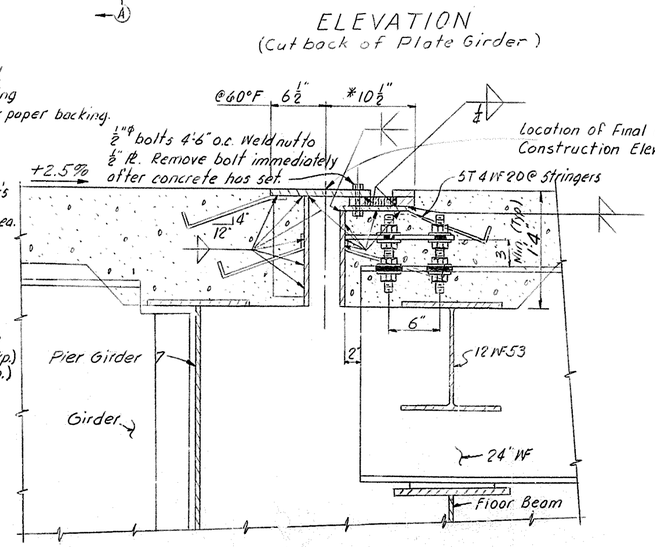
PLAN
@ Pier No 7



ELEVATION
(Cut back of Plate Girder)



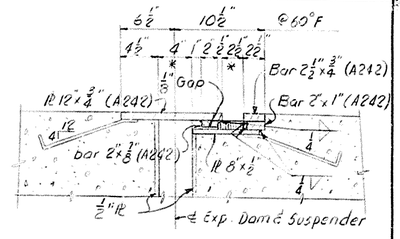
SECTION "A-A"
For details not shown see Section B-B.



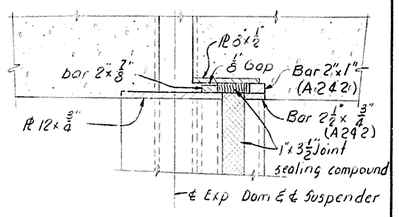
SECTION "B-B" For details not shown see Section A-A.

EXPANSION DAM NOTES

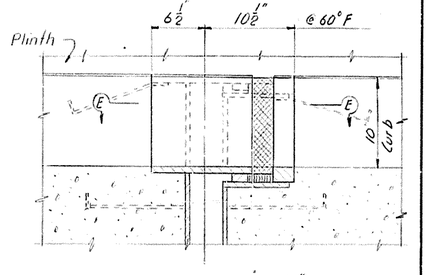
Plates must be true and free from warp.
Expansion Dams to be assembled in the shop in its relative final position and inspected for fit and sliding clearance.
Field welding shall be performed only after joint is completely erected and adjusted for crown and grade of roadway.
All Expansion Dam material to be ASTM A36 unless noted.
The cost of Expansion Dam bolts and nuts (trough and sump where required) shall be included in the Lump Sum Bid for Structural Steel.
1"x3½" Joint Sealing Compound is included in the unit price bid for Class "AA" Concrete.
Weight of One Expansion Dam - 12,208 Lbs.



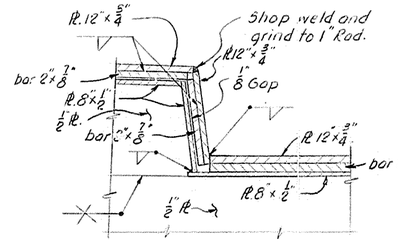
SECTION "C-C"



SECTION "E-E"



SECTION "D-D"



SECTION F-F
(Typ. all Curbs)

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

SHEET 52 OF 101

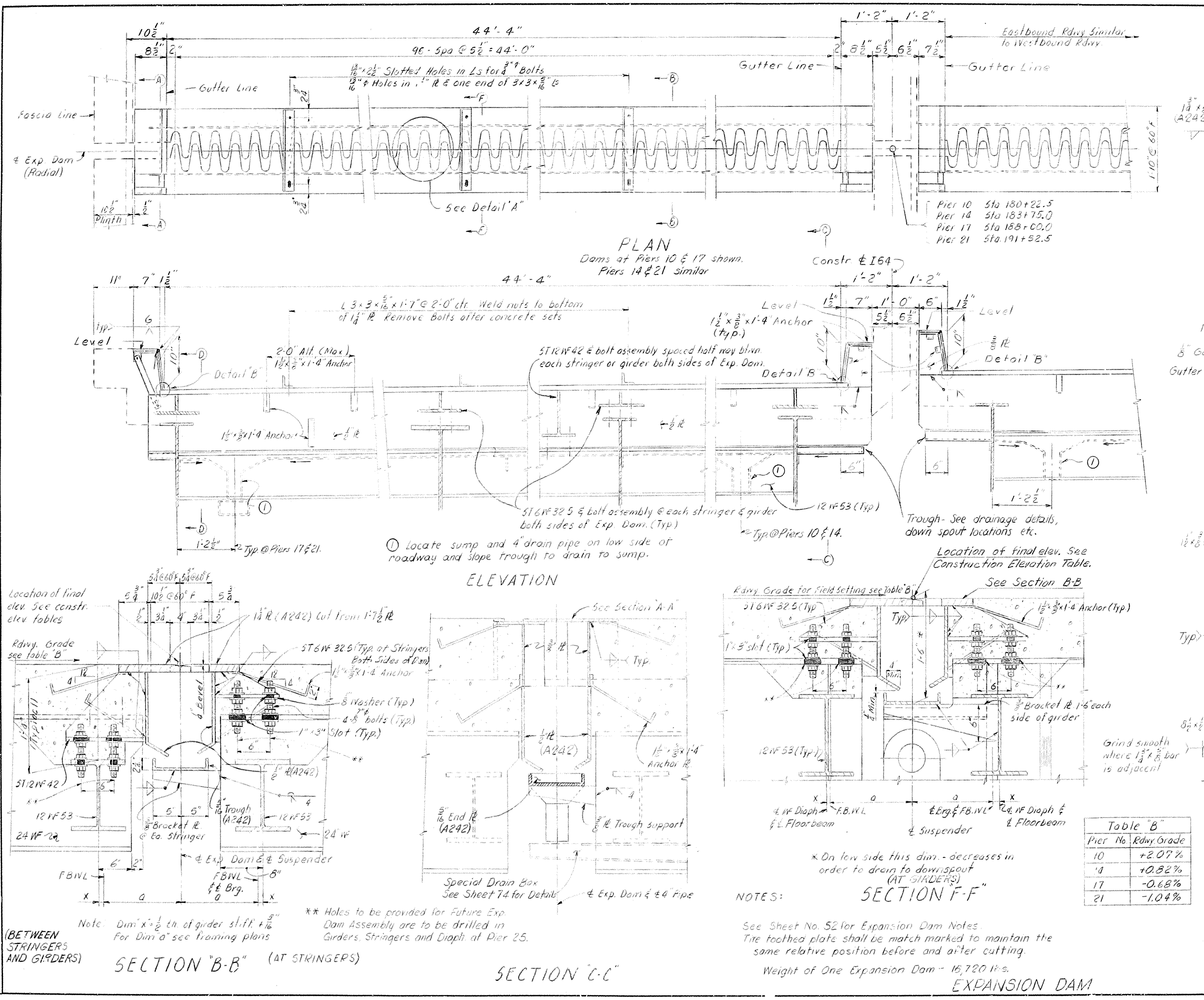
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 – 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

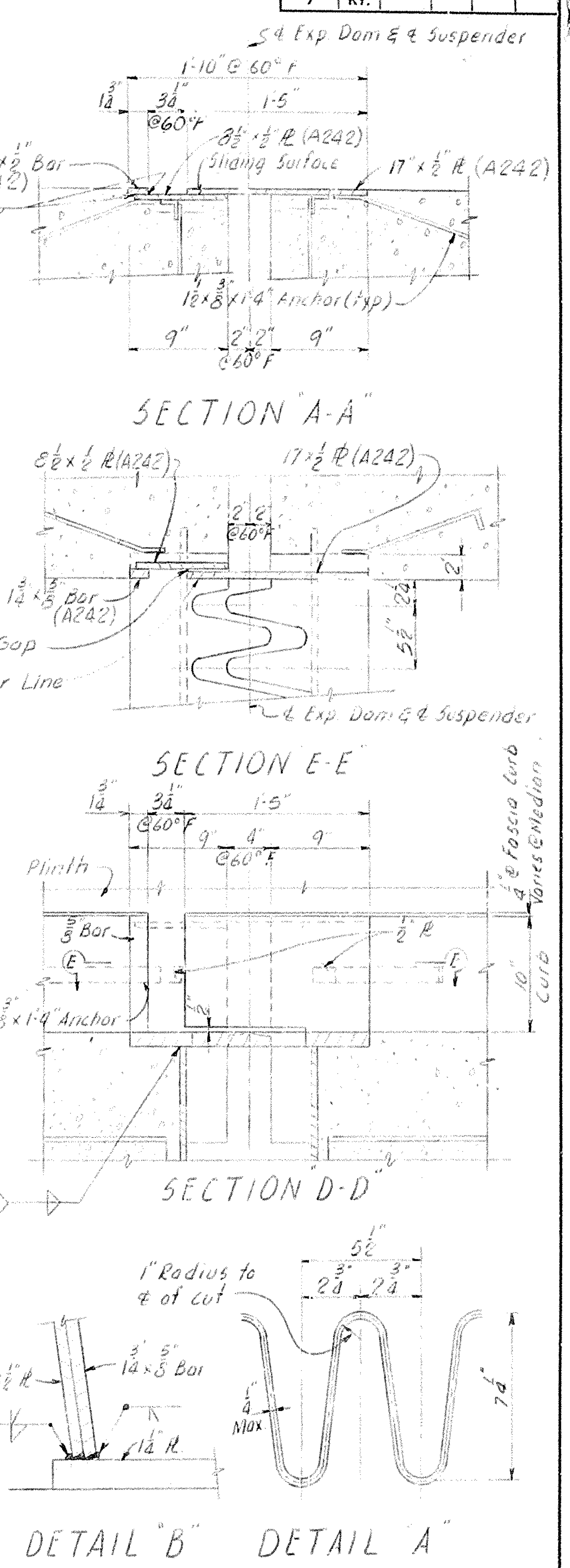
BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGNED BY ____ DATE ____ REVISED ____
DETAILED BY M. Forland DATE 5-64 REVISED ____
TRACED BY ____ CHECKED BY ____ DATE ____
CHECKED BY ____ DATE ____

JBW
CHECKED PME 1-16-65

DIETZGEN NO. 139-S AGEPRESS





NOTES:

See Sheet No. 52 for Expansion Dam Notes.
The toothed plate shall be match marked to maintain the same relative position before and after cutting.

Weight of One Expansion Dam - 16,720 lbs.

EXPANSION DAM

Table "B"	
Pier No.	Rdwy Grade
10	+2.07%
14	+0.82%
17	-0.68%
21	-1.04%

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

SHEET 53 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - 17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON ROAD
SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122

Revised: Extended Drain Trough

BRIDGE

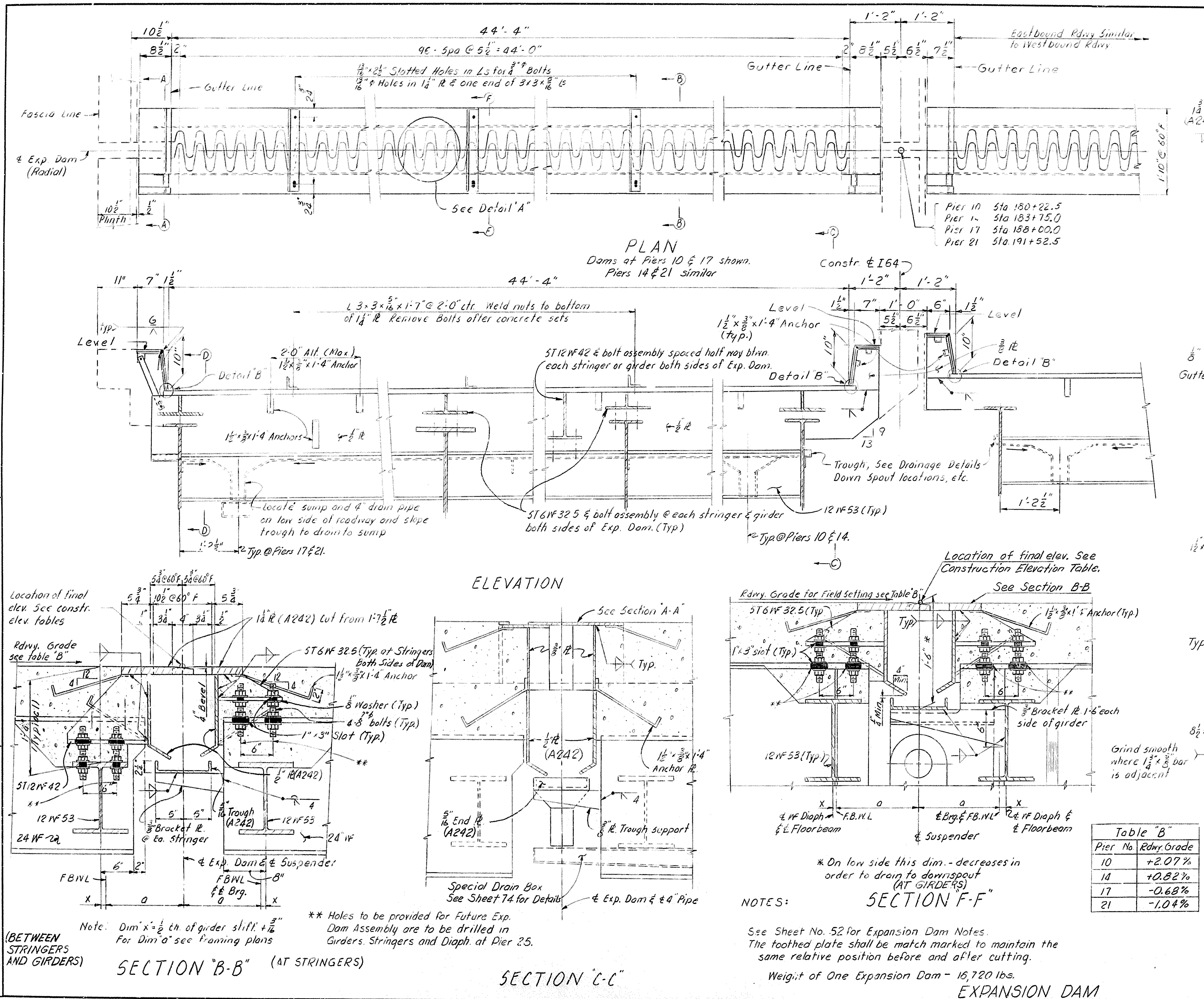


Table "B"	
Pier No.	Rdwy. Grade
10	+2.07%
14	+0.82%
17	-0.68%
21	-1.04%

NOTES:

See Sheet No. 52 for Expansion Dam Notes.
The toothed plate shall be match marked to maintain the same relative position before and after cutting.

Weight of One Expansion Dam - 16,720 lbs.

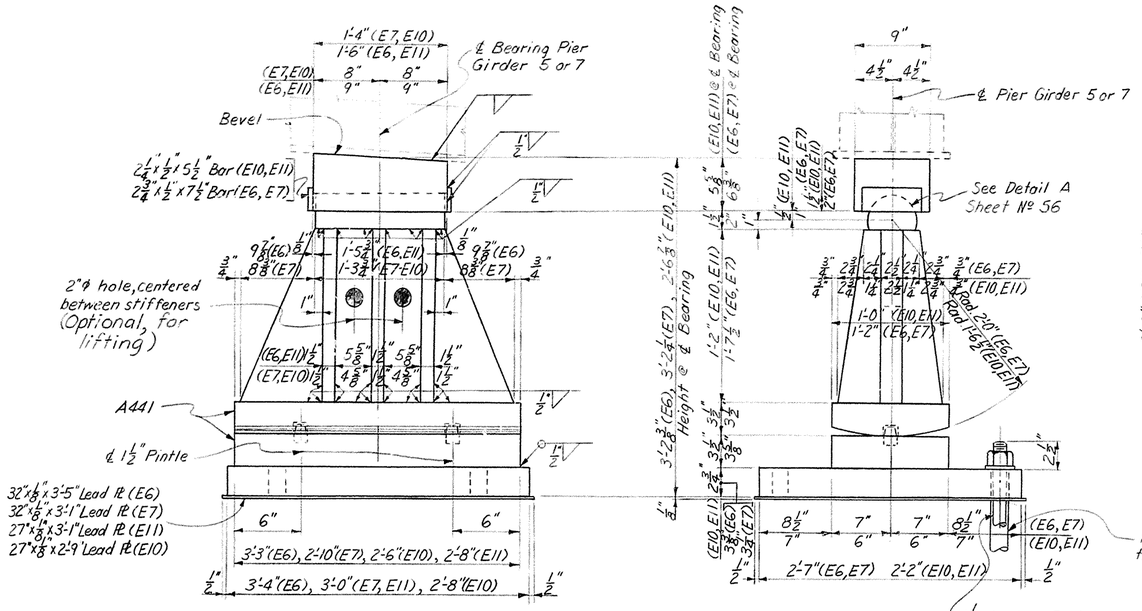
EXPANSION DAM

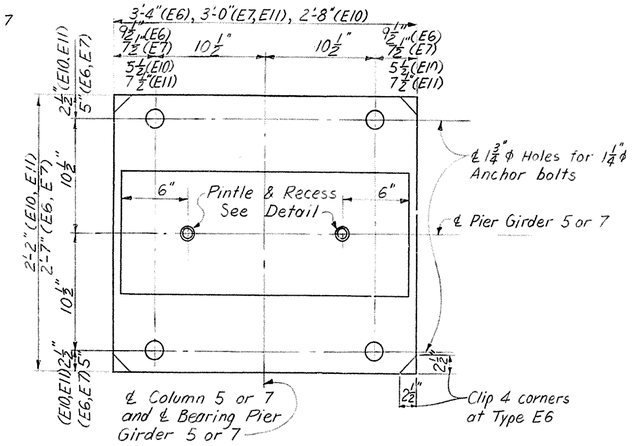
SHEET 53 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST TO 13TH ST
LOUISVILLE—LEXINGTON ROAD
SP56-273-11L
STATION 183+80
PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122

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

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





EST. WEIGHTS: E6 - 2128# (A36), 1102# (A441)
E7 - 1884# (A36), 960# (A441)
E10 - 1250# (A36), 714 # (A441)
E11 - 1383# (A36), 763# (A447)

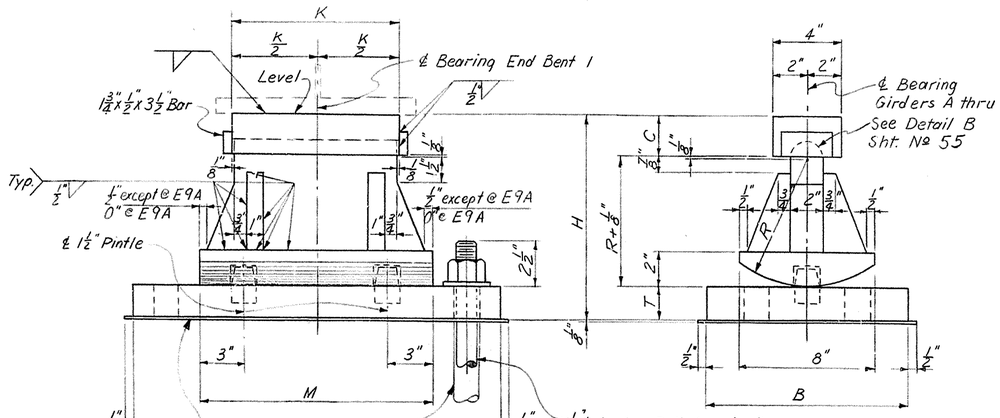
BEARING DETAIL - TYPES E6, E7, E10 & E11

1 Each E6, E7 and E11 Req'd. 2 Each E10 Req'd.
E6 at Col. 5B, E7 at Col. 5F, E10 at Col. 7B and 7J, E11 at Col. 7E.
REACTION: 1070K (E6), 930K (E7), 674K (E10), 760K (E11)

PLAN OF BOTTOM PLATE TYPES E6, E7, E10 & E11

DIMENSIONS - TYPE E9 BEARINGS

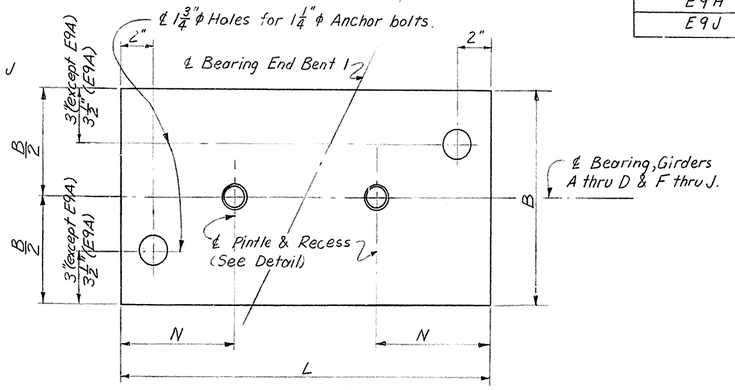
BEARING TYPE	B	C	H	K	L	M	N	R	T
E9A	13"	2¼"	13½"	14"	22"	14"	4"	9⅜"	2"
E9B	12"	2¼"	11¼"	10"	22"	14"	4"	7⅛"	1¾"
E9C	12"	2¼"	15"	8"	20"	12"	3"	11⅛"	1½"
E9D	12"	2"	17⅝"	8"	20"	12"	3"	14"	1½"
E9F	12"	2¼"	11¾"	10"	22"	14"	4"	7⅝"	1¾"
E9G	12"	2¼"	13 9/16"	10"	22"	14"	4"	9 9/16"	1¾"
E9H	12"	2¼"	15"	8"	20"	12"	3"	11"	1½"
E9J	12"	2"	16 3/16"	8"	20"	12"	3	12 9/16"	1½"



EST. WEIGHTS: E9A - 346# (A36)
E9B - 276# (A36)
E9C - 255# (A36)
E9D - 275# (A36)
E9F - 280# (A36)
E9G - 295# (A36)
E9H - 256# (A36)
E9J - 266# (A36)

BEARING DETAIL
TYPES E9A, E9B, E9C, E9D, E9F, E9G, E9H & E9J

1 Each Req'd. at Girder A, B, C, D, F, G, H and J at End Bent 1.
REACTION: 144K (E9A), 112K (E9B), 92K (E9C), 64K (E9D) 120K (E9F), 117K (E9G), 97K (E9H), 67K (E9J)



PLAN OF BOTTOM PLATE TYPES E9A THRU E9D AND E9F THRU E9J

Work this sheet with Sheet No 55, 56 & 57.

SHEET 54 OF 101

DESIGNED BY: DAF DATE 4-15-66
DETAILED BY: DATE
TRACED BY: DATE
CHECKED BY: C.H.H. DATE 5-66
CHECKED BY: DATE
CHECKED BY: DATE
REVISED
REVISED
REVISED

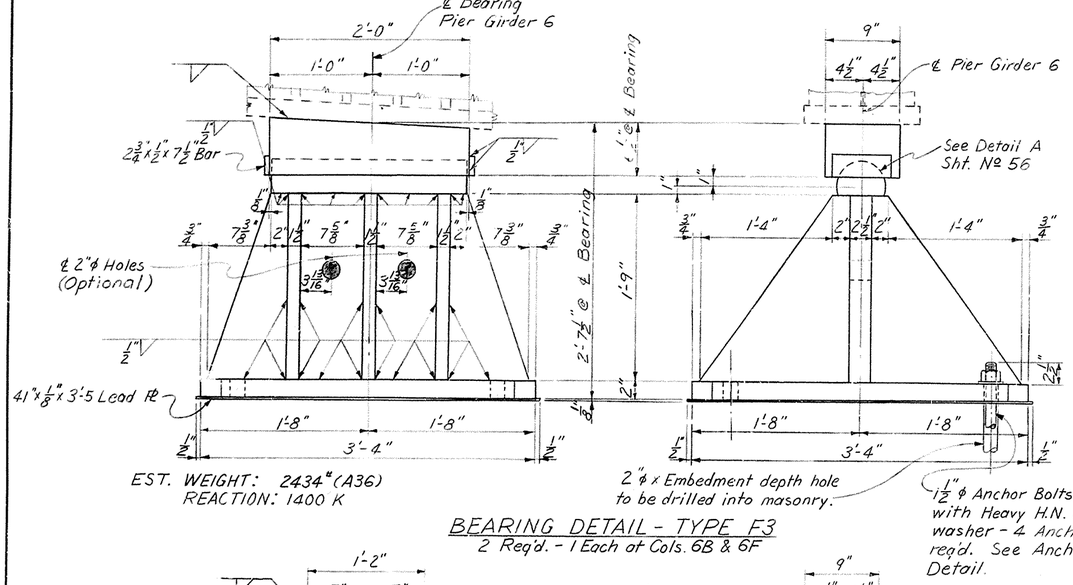
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 - 17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON ROAD
STATION 183+80 PROJECT NO. SP56-273-11L I 64-2(341)

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

BEARING DETAILS

NR Change PMC 1-16-68

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

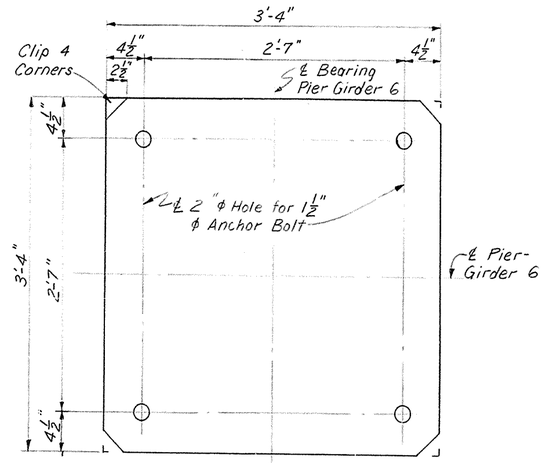


EST. WEIGHT: 2434# (A36)
REACTION: 1400 K

2"ϕ x Embedment depth hole to be drilled into masonry.

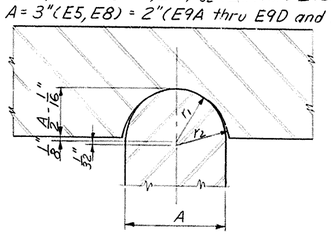
1½"ϕ Anchor Bolts (swedged) with Heavy H.N. and cut washer - 4 Anchor Bolts req'd. See Anchor Bolt Detail.

BEARING DETAIL - TYPE F3
2 Req'd. - 1 Each at Cols. 6B & 6F

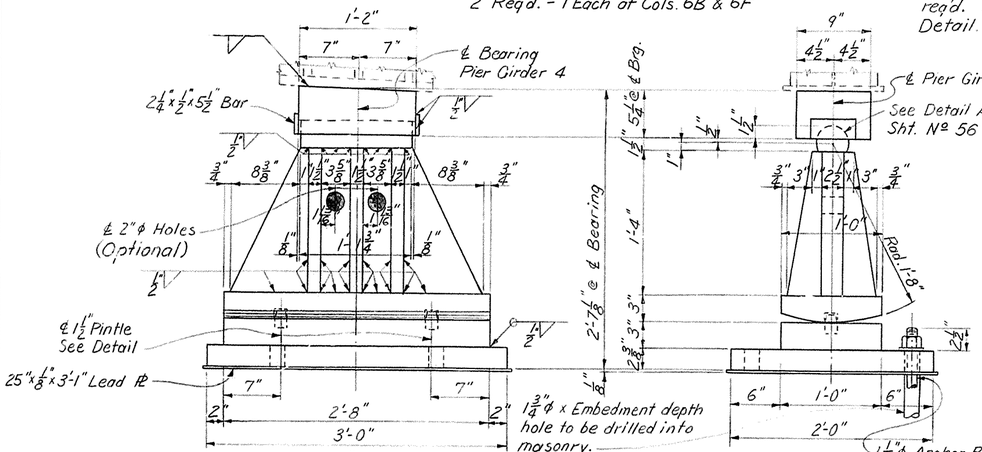


PLAN OF BOTTOM PLATE - TYPE F3

r₁ (Web) = 1 3/16" (E5, E8), 1 1/16" (E9A thru E9D and E9F thru E9J)
r₂ (Top Pl = 1 9/32" (E5, E8), 1 3/32" (E9A thru E9D and E9F thru E9J)
A = 3" (E5, E8) = 2" (E9A thru E9D and E9F thru E9J)



DETAIL B
No Scale

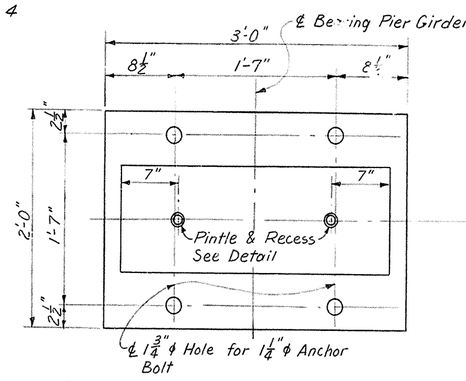


EST. WEIGHT: 1832# (A36)
REACTION: 609 K

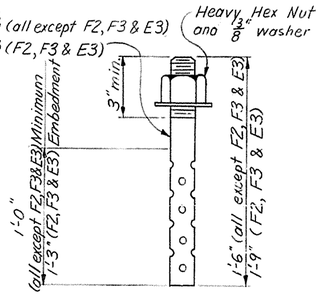
1¾"ϕ x Embedment depth hole to be drilled into masonry.

1¼"ϕ Anchor Bolts (swedged) with Heavy H.N. and cut washer. 4 Anchor Bolts req'd. See Detail.

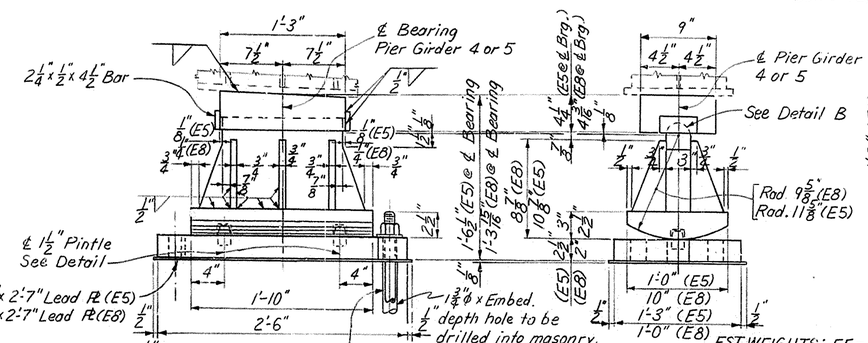
BEARING DETAIL - TYPE E4
1 Req'd. at Col. 4B



PLAN OF BOTTOM PLATE - TYPE E4



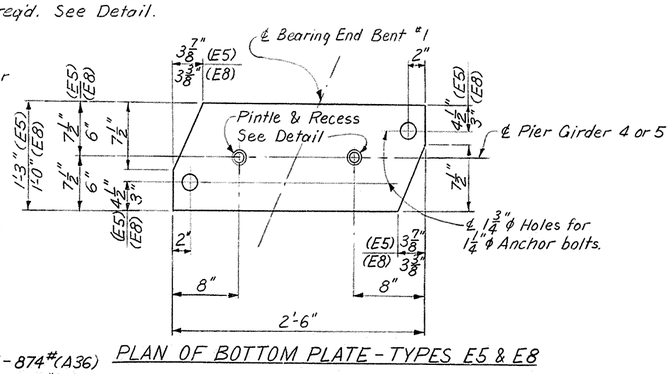
SWEDGED ANCHOR BOLT DETAIL



1¾"ϕ x Embed. ½" depth hole to be drilled into masonry.

1¼"ϕ Anchor Bolts (swedged) with Heavy H.N. and cut washer. 2 Anchor Bolts req'd. See Detail.

BEARING DETAIL - TYPES E5 & E8
1 Each Req'd. - E5 at Pier Cap 4 and End Bent 1, E8 at Pier Cap 5 and End Bent 1.



PLAN OF BOTTOM PLATE - TYPES E5 & E8

EST. WEIGHTS: E5 - 874# (A36)
E8 - 655# (A36)
REACTION: 277 K (E5), 245 K (E8)

Work this sheet with Sheet No 54, 56 & 57

SHEET 55 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD
STATION 183+80 PROJECT NO. I 64-2(341)

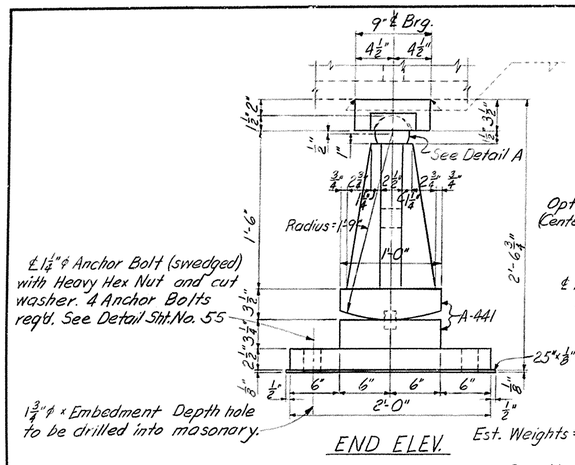
BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

BEARING DETAILS

DESIGNED BY: DAF DATE 4-19-66 CHECKED BY: CAH DATE 5-66 REVISED
DETAILED BY: DATE REVISED
TRACED BY: CHECKED BY: DATE

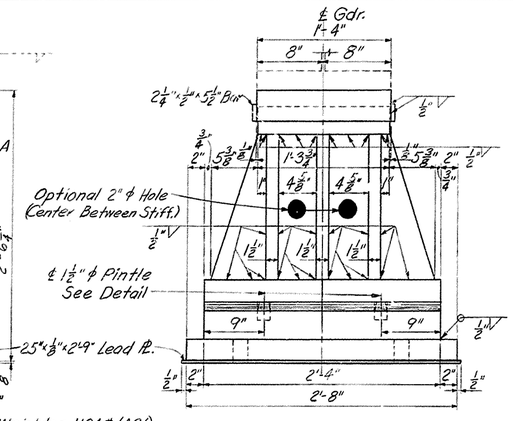
No Change 1-16-68

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



END ELEV.

Est. Weights = 1104# (A36)
642# (A441)
Reaction = 742 K

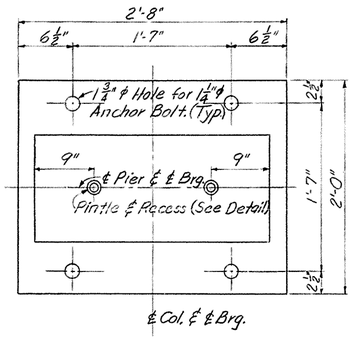


FRONT ELEV.

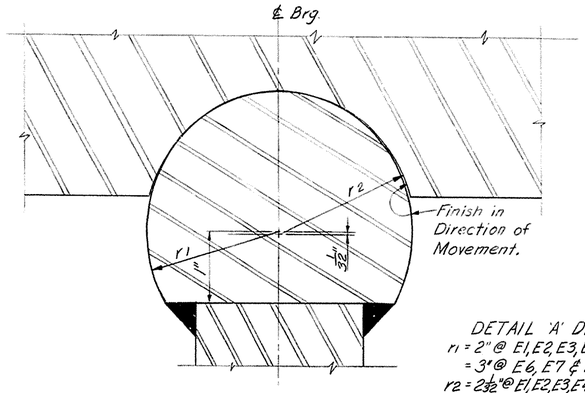
28 REQUIRED

BEARING TYPE E1

USE AT PIERS 9, 11, 13, 18, 20, 22 & 24

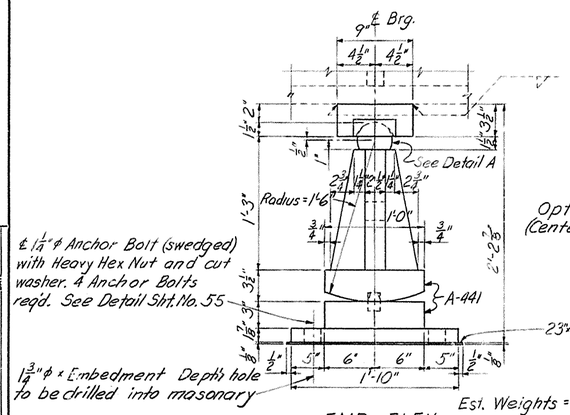


PLAN BOTTOM PLATE



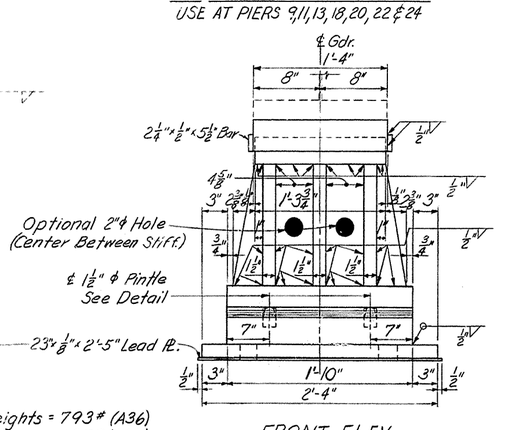
DETAIL 'A'

DETAIL 'A' DIMENSIONS
r1 = 2" @ E1, E2, E3, E4, E10, E11, F1 & F2.
= 3' @ E6, E7 & F3.
r2 = 2 5/32" @ E1, E2, E3, E4, E10, E11, F1 & F2.
= 3 5/32" @ E6, E7 & F3.



END ELEV.

Est. Weights = 793# (A36)
485# (A441)
Reaction = 495 K

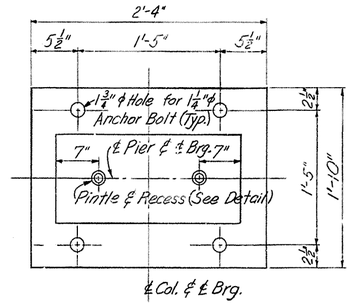


FRONT ELEV.

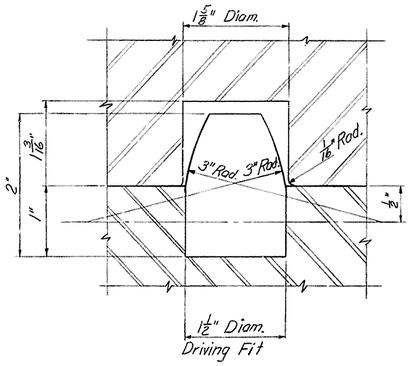
20 REQUIRED

BEARING TYPE E2

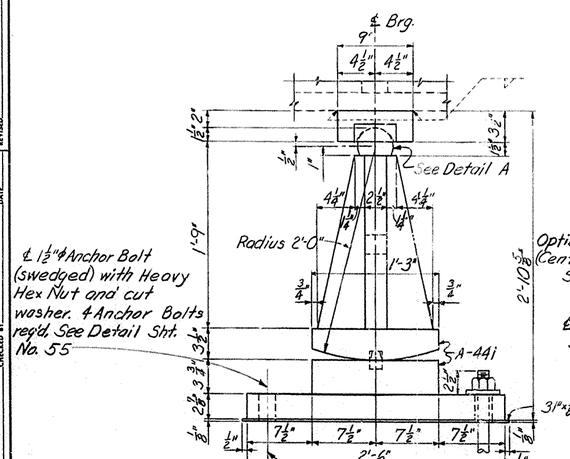
USE AT PIERS 10, 14, 17, 21 & 25



PLAN BOTTOM PLATE

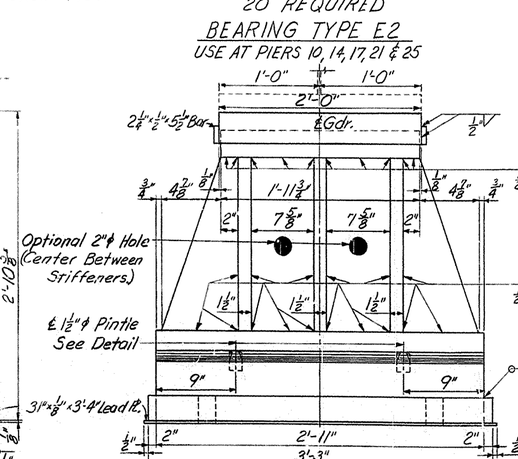


PINTLE AND RECESS DETAIL



END ELEV.

Est. Weights = 1824# (A36)
1080# (A441)
Reaction = 990K

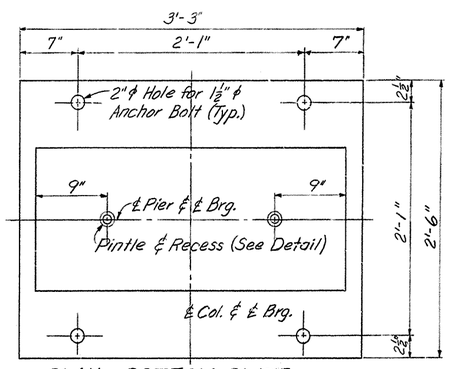


FRONT ELEV.

BEARING TYPE E3

4 REQUIRED

USE AT PIER 16.



PLAN BOTTOM PLATE

Work this sheet with Sheet No 54, 55 & 57

BEARING DETAILS

SHEET 56 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

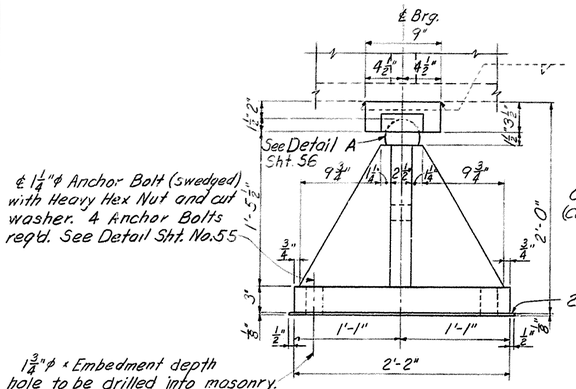
BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGNED BY C.W.R. DATE
DETAILED BY DAF DATE 5/2/66 REVISED
CHECKED BY DATE REVISED
TRACED BY CHECKED BY DATE REVISED

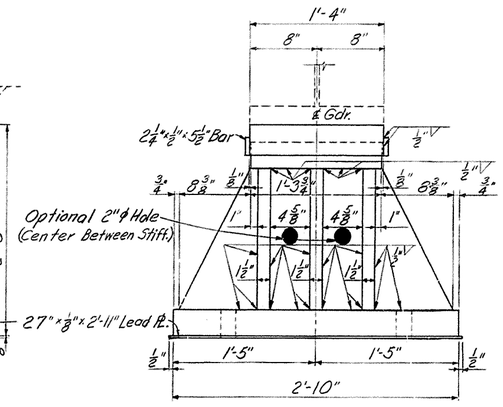
No Change PMG 1-16-68

GIETZEEN NO. 138-2 ASEPROOF

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

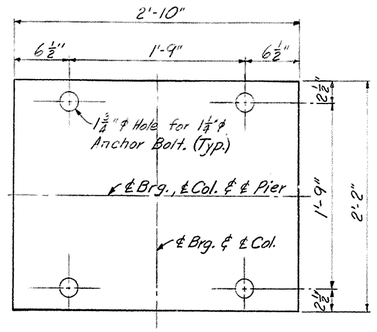


END ELEV.



Est. Weight = 1,475#(A36)
Reaction = 742K

FRONT ELEV.



PLAN BOTTOM PLATE

BEARING TYPE F1
USE AT PIERS 8,12,19 & 23
16 REQUIRED

NOTES

BEARING WEIGHTS
All weights shown are estimated weights and shall not be considered the final costructed weights of the pieces.

CLEARANCE
Edges and corners of masonry plates shall be 3" minimum from face of concrete bridge seat.

PLATES:
Plates must be true and free of warp.

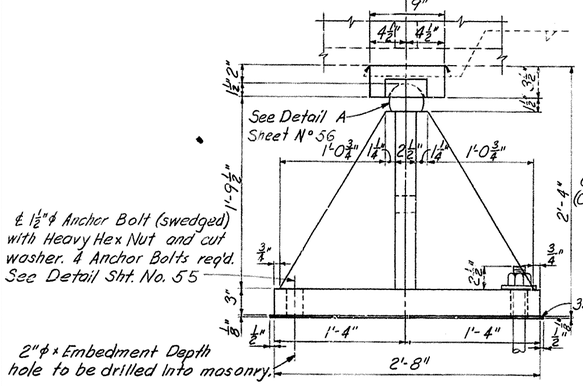
WHITE LEAD & TALLOW;
Finished surfaces of structural steel, formed by r, & r₂ radii, (in Detail A Sh. 56 & in Detail B Sh. 55) shall be coated with white lead & tallow in accordance with current specifications & amendments.

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. At time of setting, Anchor Bolts are to be heated to a blue heat to assure free flow of lead to the bottom of the holes. 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.

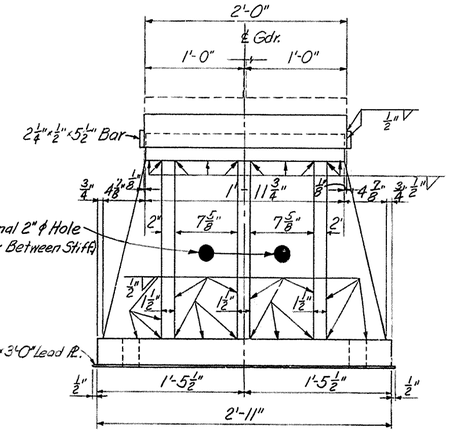
FINISHED SURFACES;
See Structural Steel Notes for Finished Surfaces

STEEL;
All steel to be A-36 unless noted.

GENERAL NOTES;
See Sheet No. 2 for General Notes.



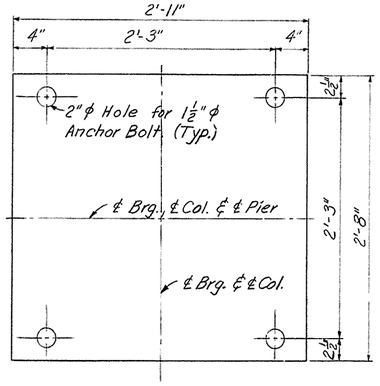
END ELEV.



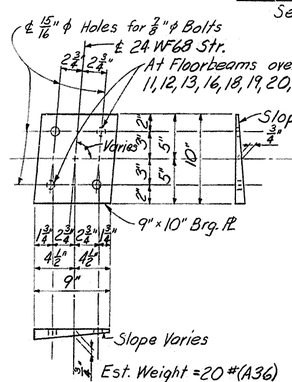
Est. Weight = 2059#(A36)
Reaction = 1008 K

FRONT ELEV.

BEARING TYPE F2
USE AT PIER 15
4 REQUIRED



PLAN BOTTOM PLATE



BEARING PLATE DETAIL
(24 WF 68 STRINGER)
620 REQUIRED

Work this sheet with Sheet No 54,55 & 56.

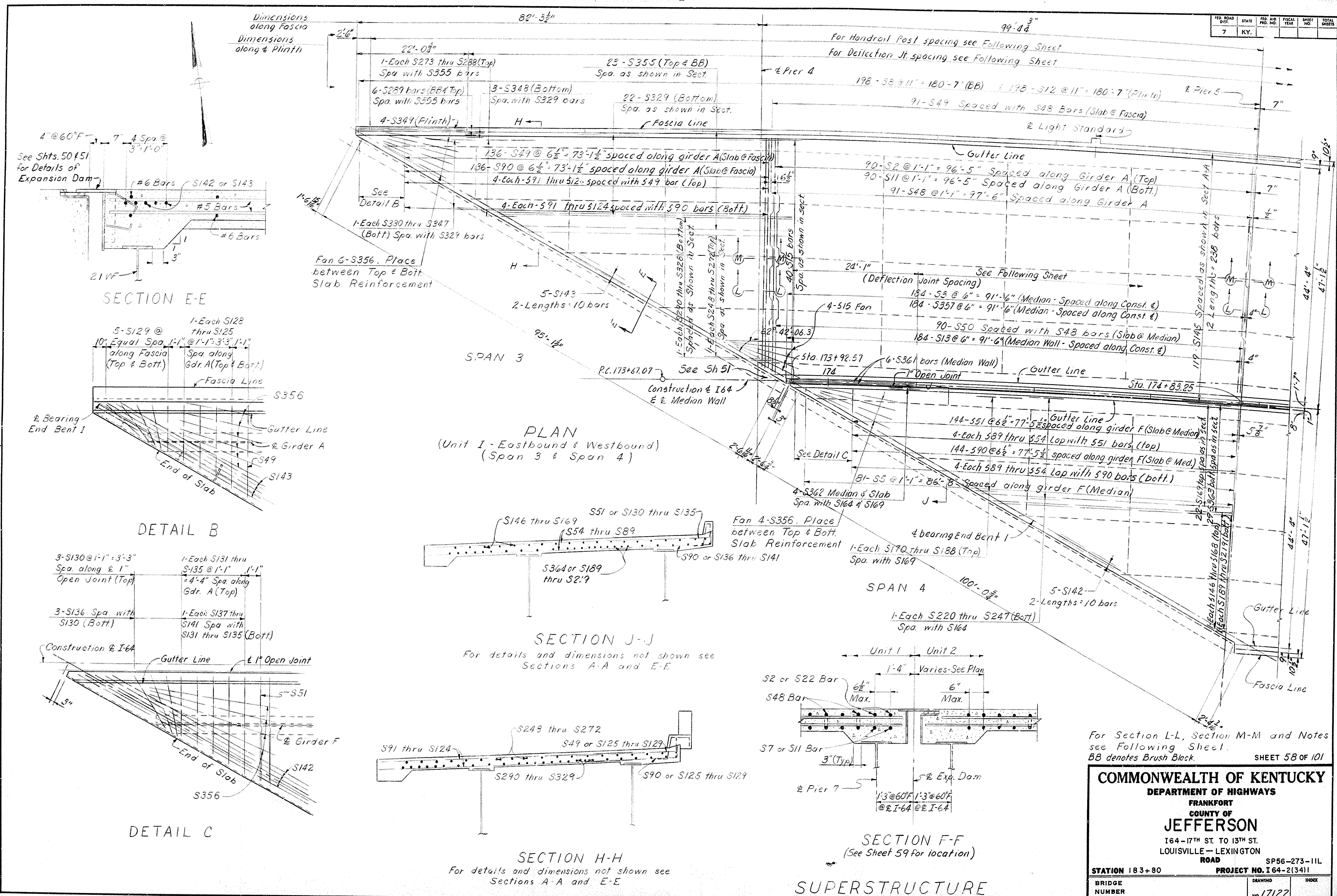
SHEET 57 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

DESIGNED BY C.W.R. DATE
DETAILED BY DATE
TRACED BY DATE
CHECKED BY DAF DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE

BEARING DETAILS

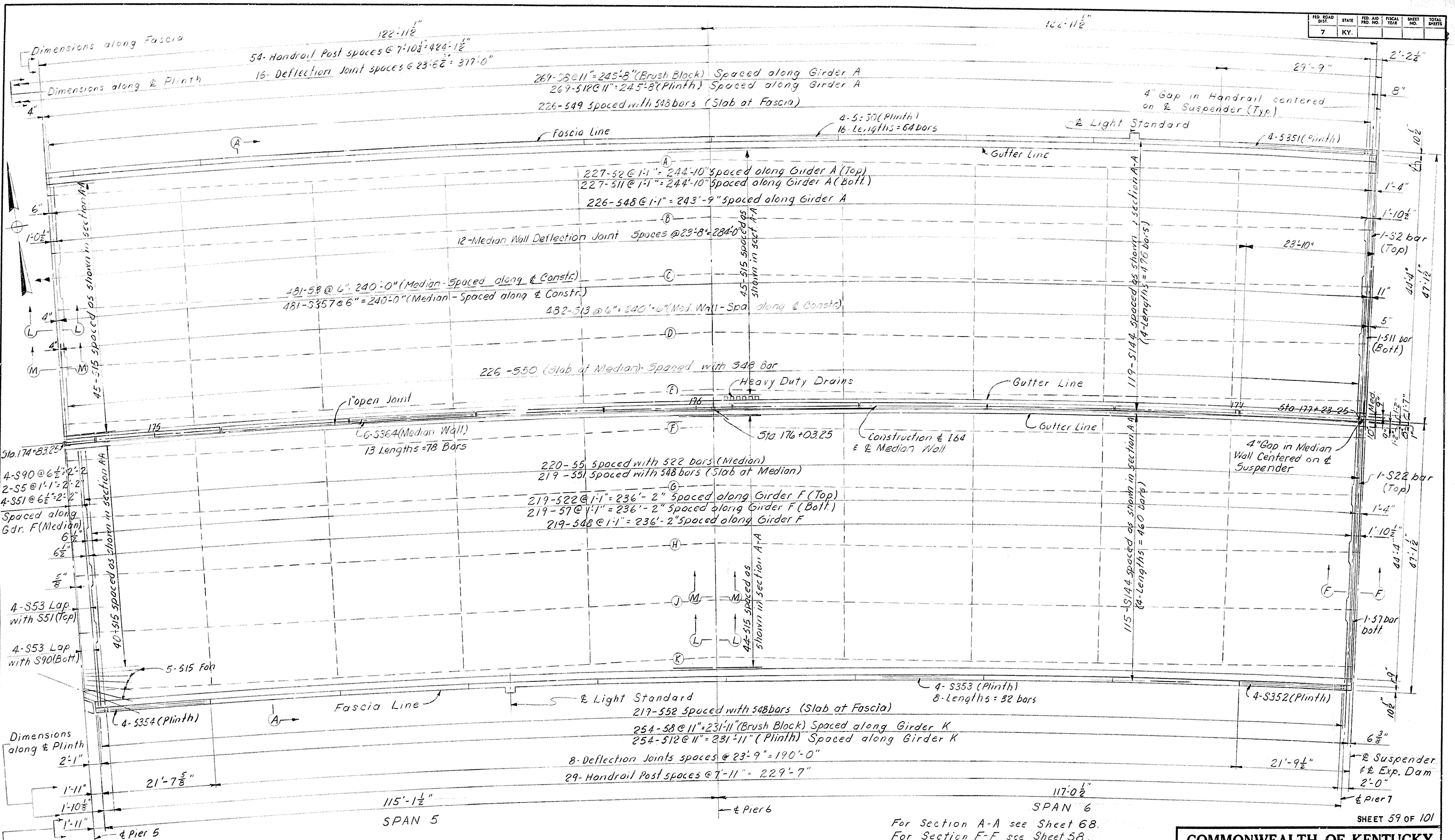
Chas. Check DATE 1-16-68

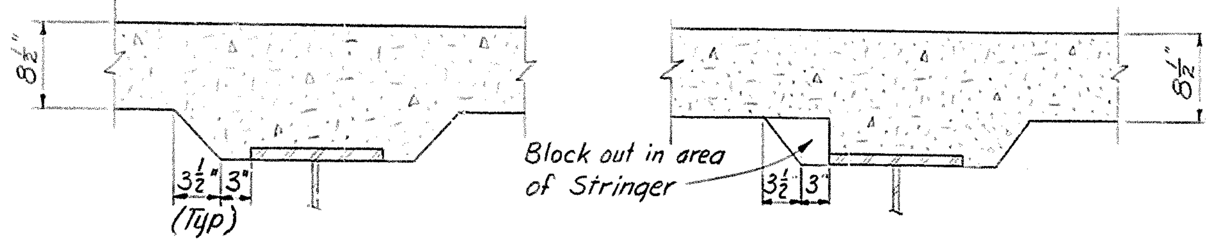


For Section L-L, Section M-M and Notes see Following Sheet.
BB denotes Brush Block.

SHEET 58 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 – 17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON ROAD
SP56-273-11L
STATION 183+80
PROJECT NO. I 64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122





SECTION L-L
(Typ. between Gdrs)

SECTION M-M
(Typ. @ Gdrs)

PLAN
(Unit I - Eastbound & Westbound)
(Span 5 & Span 6)

For Section A-A see Sheet 68.
For Section F-F see Sheet 58.
For Section K-K see Sheet 66.

For Heavy Duty Drain and Light Standard location see Sheets 70 to 72.
For Light Standard Details see Sheet 72.
For Heavy Duty Drain Details see Sheet 73.
For Bill of Reinforcement, Bar Bending Details and Quantities see Sheet 77-79

SUPERSTRUCTURE

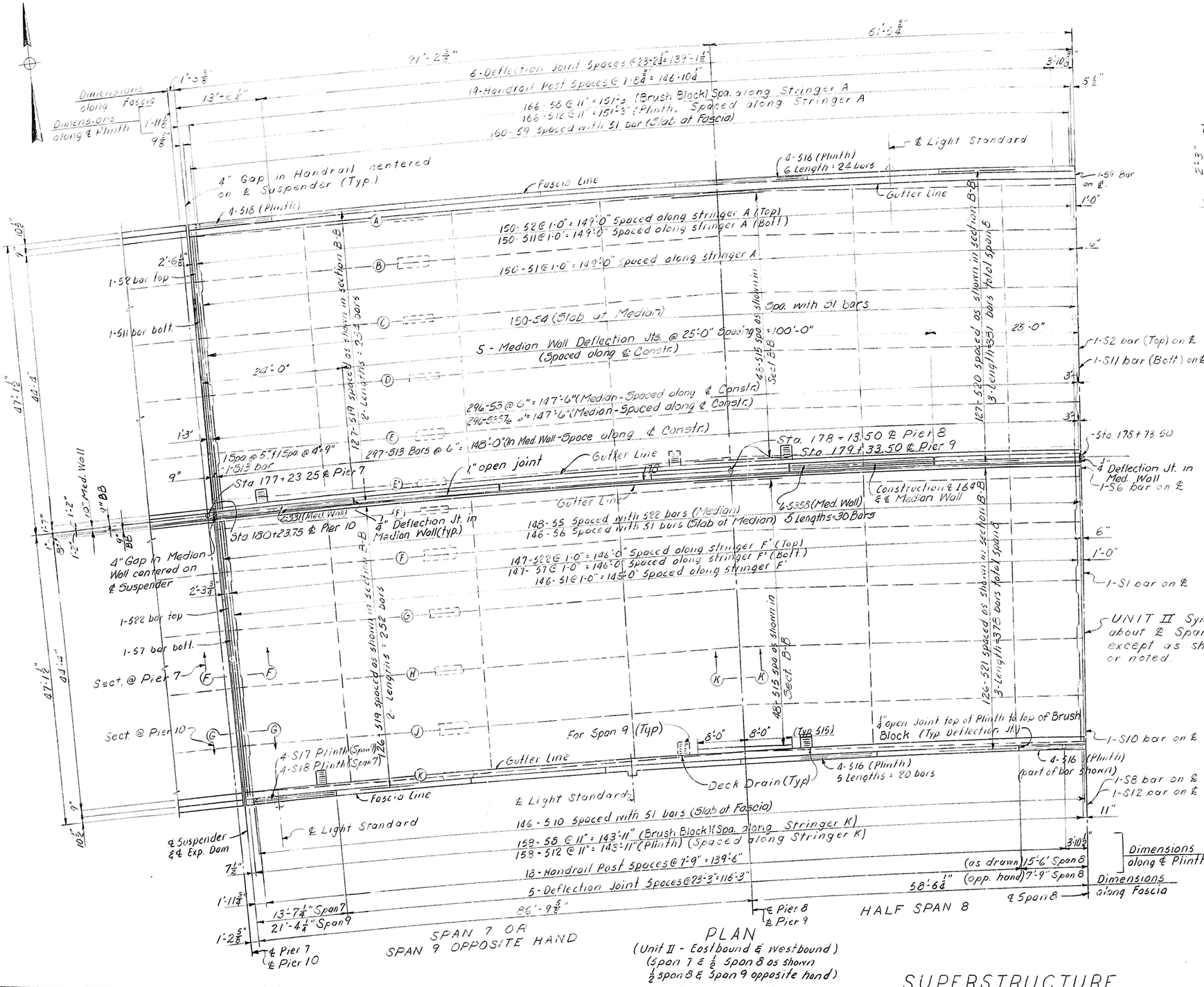
SHEET 59 OF 101

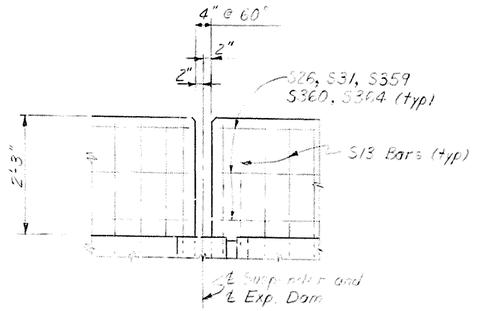
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON ROAD
SP 56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

DESIGNED BY R.L. McF. & C.K.B. CHECKED BY ... DETAILED BY ... CHECKED BY ... TRACED BY ... CHECKED BY ...

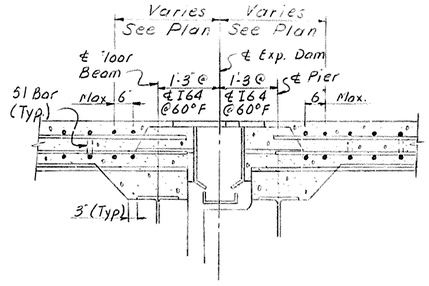
Fin. OAF 2-68
PME 2-15-68

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





ELEVATION MEDIAN WALL AT EXP. DAM



SECTION G-G

For Section K-K see Sheet 66.
Transverse reinforcement to be placed radially.
For Section B-B, see Sheet 68.
For Deck Drain & Light Standard location see Sheets 70 to 72.
For Light Standard Details see Sheet 72.
For Deck Drain Details see Sheet 73.
For Bill of Reinforcement, Bar Bending Details and Quantities see Sheet 77 to 79.
For Section F-F see Sheet 58.

SHEET 60 OF 101

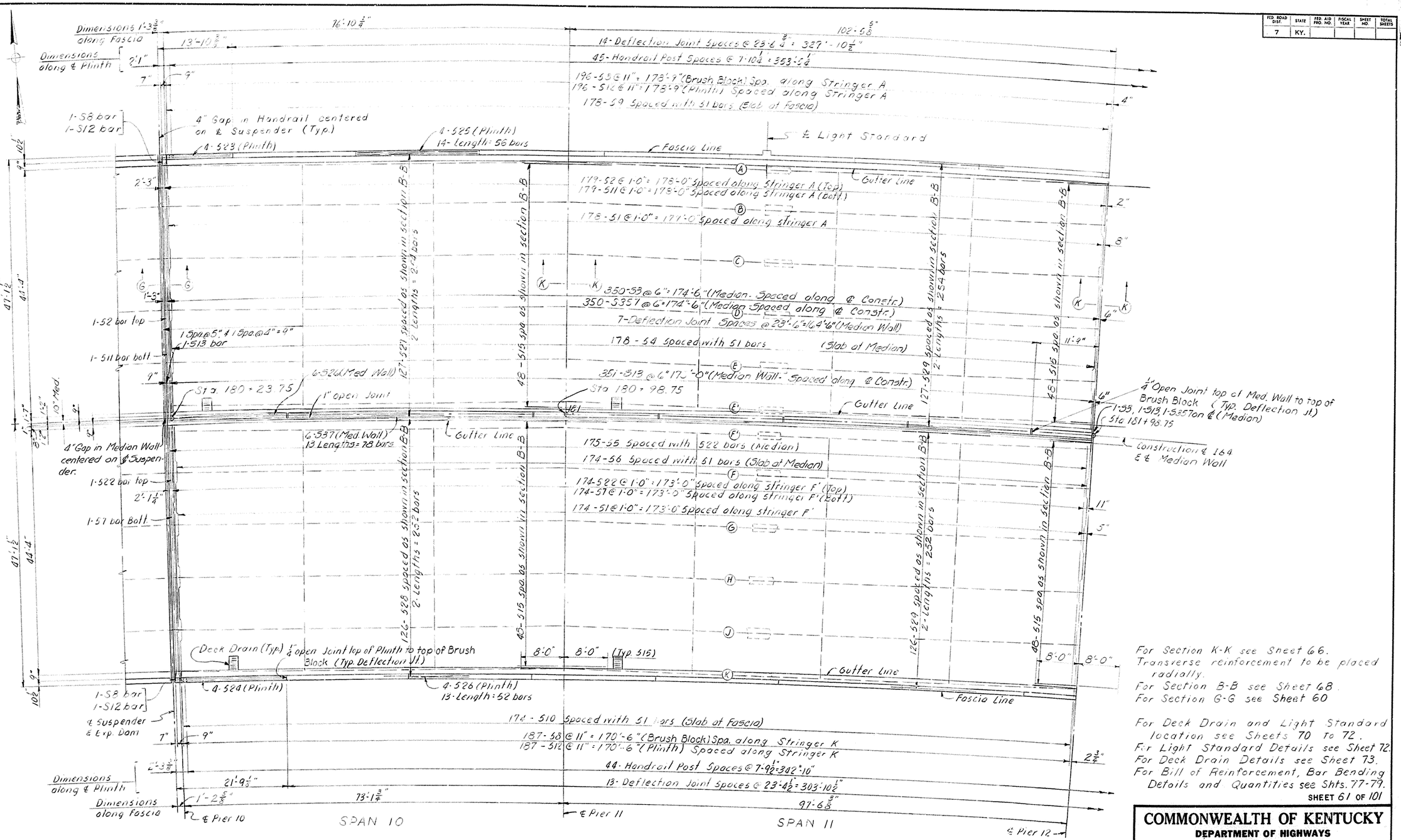
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(341)1

BRIDGE NUMBER	DRAWING No. 17122	INDEX

DESIGNED BY: Block DATE: CHECKED BY: C.H.E.
DETAILED BY: R.L.M.F.F.C.K.B. DATE: CHECKED BY: R.A.P. DATE: 3/64
TRACED BY: DATE: CHECKED BY: DATE:
REVISED: REVISED:

SUPERSTRUCTURE

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



PLAN
(Unit III - Eastbound & Westbound)
(Span 10 & Span 11)

For Section K-K see Sheet 66.
Transverse reinforcement to be placed radially.
For Section B-B see Sheet 68.
For Section G-G see Sheet 60.

For Deck Drain and Light Standard location see Sheets 70 to 72.
For Light Standard Details see Sheet 72.
For Deck Drain Details see Sheet 73.
For Bill of Reinforcement, Bar Bending Details and Quantities see Shts. 77-79.

SHEET 61 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 — 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO. 17122	INDEX

DESIGNED BY Block CHECKED BY CWK
DETAILED BY Block CHECKED BY Block DATE 8-1-66
TRACED BY CHECKED BY
REVISED DATE
REVISED DATE
REVISED DATE

SUPERSTRUCTURE

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

Dimensions along fascia

100'-9 3/4"

75'-0"

1'-3"

For Deflection Jt spacing see Previous Sheet

For Handrail Post spacing see Previous Sheet

13'-10 3/8"

2'-1"

7"

192 - S8 @ 11" = 175'-1" (Brush Block) Spa. along Stringer A

192 - S12 @ 11" = 175'-1" (Plinth) Spaced along Stringer A

9

7 1/4"

4" Gap in Handrail centered on ℄ Suspender (Typ)

175 - S9 Spaced with S1 bars (Slab at Fascia)

℄ Light Standard

4 - S23 (Plinth)

1 - S8 bar

1 - S12 bar

Fascia Line

Gutter Line

2'-2 1/2"

10"

175 - S2 @ 1'-0" = 174'-0" Spaced along Stringer A (Top)

175 - S11 @ 1'-0" = 174'-0" Spaced along Stringer A (Bott.)

4"

175 - S1 @ 1'-0" = 174'-0" Spaced along Stringer A

1 - S2 bar top

1'-3"

1 - S11 bar bott

6"

350 - S3 @ 6" = 174'-6" (Median - Spaced along ℄ Constr)

350 - S3 @ 6" = 174'-6" (Median - Spaced along ℄ Constr)

175 - S4 (Spaced with S1 bars) (Slab at Median)

11'-9"

7 Deflection Joint Spaces @ 23'-6" = 164'-6" (Median Wall)

351 - S13 @ 6" = 175'-0" (Median Wall - Spaced along ℄ Constr)

9"

1 Spa. @ 4", 6 Spa. @ 5" = 9"

1 - S13 bar

Sta 183 + 73.15

4" Gap in Median Wall centered on Suspender ℄

Construction ℄ I64 & ℄ Median Wall

6 - S26 (Med. Wall)

Sta. 181 + 98.75

182

P.T. Sta 182 + 31.51

Sta 182 + 98.75

183

1" open Joint

174 - S6 Spaced with S-1 bars (Slab at Median)

176 - S5 Spaced with S-22 bars (Median)

175 - S22 @ 1'-0" = 174'-0" Spaced along Stringer F (Top)

175 - S7 @ 1'-0" = 174'-0" Spaced along Stringer F (Bott.)

174 - S1 @ 1'-0" = 173'-0" Spaced along Stringer F

1 - S22 bar top

2'-1 1/2"

1 - S7 bar bott.

Deck Drain (Typ)

Gutter Line

8'-0"

8'-0"

(S15 typ)

4" open joint top of Plinth to top of Brush Blk (Typ. Deflection Jt)

℄ Light Standard

Fascia Line

4 - S24 (Plinth)

℄ Suspender & ℄ Exp. Dam

174 - S10 Spaced with S1 bars (Slab at Fascia)

8 1/4"

191 - S8 @ 11" = 174'-2" (Brush Block) Spa. along Stringer K

191 - S12 @ 11" = 174'-2" (Plinth) Spaced along Stringer K

7 1/2"

For Handrail Post spacing see Previous Sheet

2'-3 3/8"

for Deflection Jt spacing see Previous Sheet

21'-9 1/8"

Dimensions along fascia

99'-2 1/4"

75'-0"

1'-3"

℄ Pier 12

℄ Pier 13

℄ Pier 14

SPAN 12

SPAN 13

126 - S29 spaced as shown in section B-B 2 Lengths = 252 bars

43 - S15 spaced as shown in section B-B

126 - S28 spaced as shown in section B-B 2 Lengths = 252 bars

1 - S2 bar top

1'-3"

1 - S11 bar bott

1 - S22 bar top

2'-1 1/2"

1 - S7 bar bott.

67'-1 1/2"

42'-3"

44'-4"

41'-1 1/2"

10 1/2"

9"

1'-7"

1'-6"

10" Max.

8"

1'-5"

1'-2"

For Notes see Sheet 61.

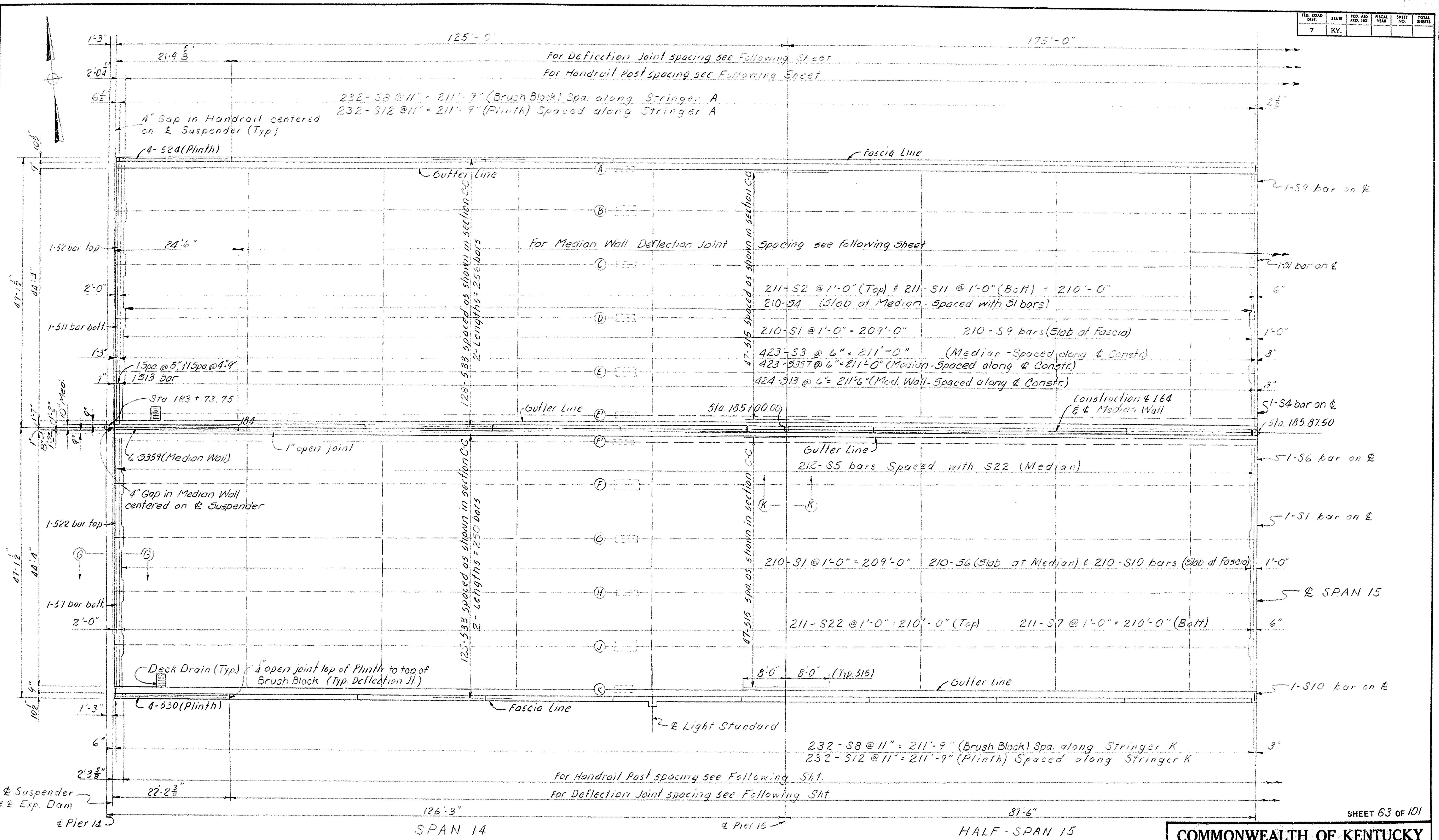
SHEET 62 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 — 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER | DRAWING No. 17122 | INDEX

DESIGNED BY Block CHECKED BY L.H.B. DATE
DETAILED BY R.L.M.F.T.C.H.S. CHECKED BY D.A.E. DATE 3/64 REVISED
TRACED BY CHECKED BY DATE REVISED
DATE REVISED

PLAN
(Unit III - Eastbound & Westbound)
(Span 12 & Span 13)

SUPERSTRUCTURE



SHEET 63 OF 101

For Section C-C see Sheet 69.
For Section G-G see Sheet 60.
For Deck Drain and Light Standard location, see Sheets 70 to 72.
For Light Standard Details see Sheet 72.
For Deck Drain Details see Sheet 73.
For Bill of Reinforcement, Bar Bending Details and Quantities see Sheets 77 to 79.
For Section K-K see Sheet 66.

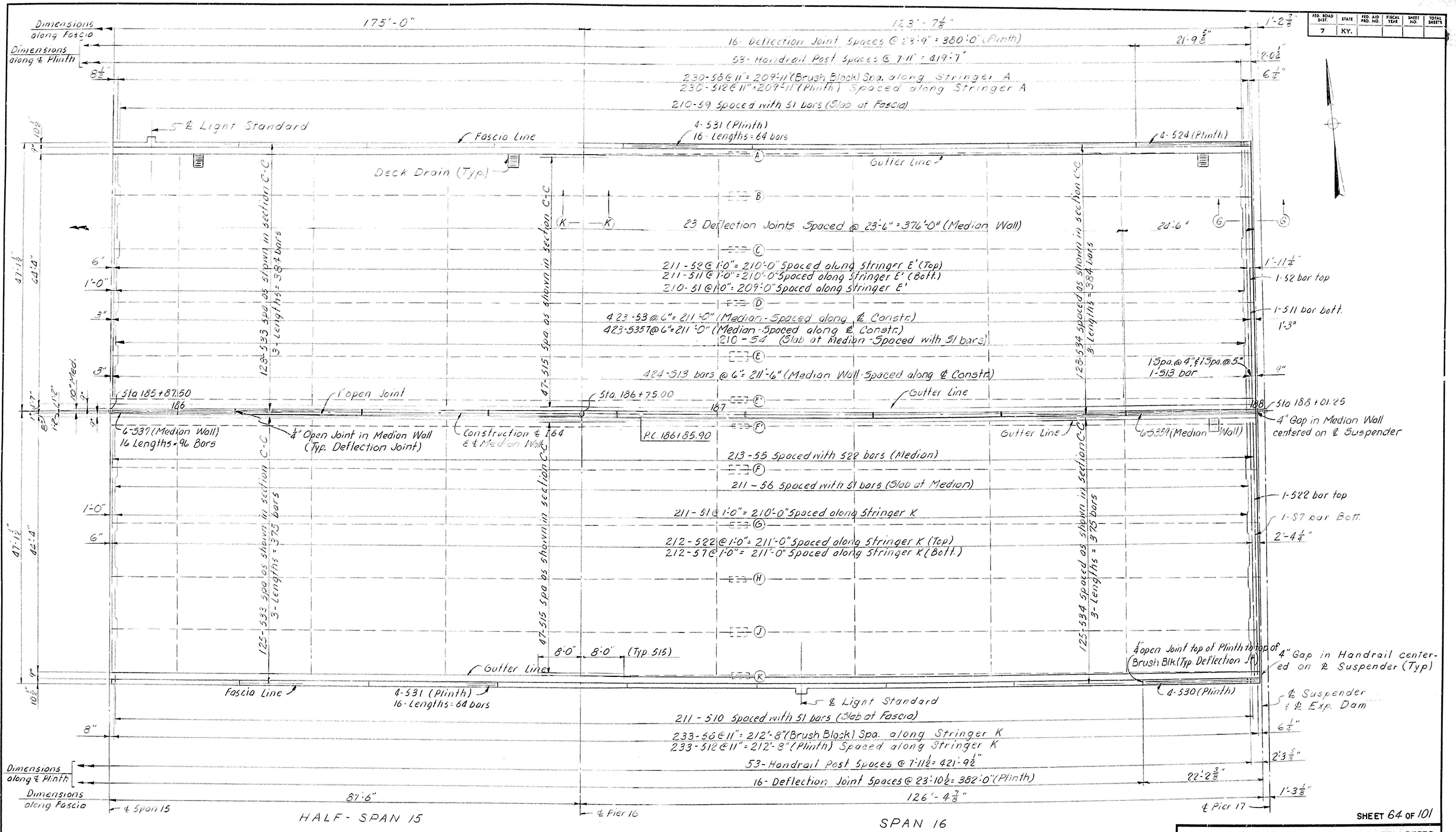
PLAN
(Unit IV - Eastbound & Westbound)
(Span 14 & 1/2 Span 15)

SUPERSTRUCTURE

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

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD
SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

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



SHEET 64 OF 101

PLAN

(Unit IV - Eastbound & Westbound)
(½ Span 15 & Span 16)

Transverse reinforcement to be placed radially.
For other Notes see Sheet 63.

SUPERSTRUCTURE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD
SP56-27? -11L

STATION 183+80 | PROJECT NO. I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

DESIGNED BY Block | CHECKED BY C.W.R.
DETAILED BY R.A.A. | CHECKED BY R.L.McF.
TRACED BY | CHECKED BY

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

95'-9 1/4"

74'-0 7/8"

7- Deflection Joint Spaces @ 23'-11 1/4" = 160'-6 3/4"

22- Handrail Post Spaces @ 7'-7 3/8" = 166'-2 1/2"

189-58 @ 11" = 172'-4" (Brush Block) Spa along Stringer A

189-512 @ 11" = 172'-4" (Plinth) Spaced along Stringer A

174-59 Spaced with 51 bars (Slab at Fascia)

Dimensions along Fascia 1'-2 7/8" 13'-6 1/2" 5'-9 7/8" 5 1/2"

Dimensions along ℄ Plinth 2'-0 1/2" 7 3/8" 9"

1-S8 bar
1-S12 bar

4-538 (Plinth)
7- Lengths = 28 bars

¼" open Joint top of Plinth to top of Brush Blk (Typ. Deflection Jt.)

Fascia Line

4-535 (Plinth)

Gutter Line

℄ Light Standard

8'-0 8'-0" 8'-0 5/8" (Typ)

7- Deflection Joint Spaces @ 23'-6" = 164'-6" (Median Wall) Spaced along ℄ Constr.

174-54 (Slab at Median - Spaced with 51 bars)

1-S2 bar on ℄ (top)

1-S2 bar top

174-52 @ 1'-0" = 173'-0" Spaced along stringer E' (Top)

174-511 @ 1'-0" = 173'-0" Spaced along stringer E' (Bott.)

174-51 @ 1'-0" = 173'-0" Spaced along stringer E'

350-53 @ 6" = 174'-6" (Median - Spaced along ℄ Constr.)

350-535 @ 6" = 174'-6 (Median - Spaced along ℄ Constr.)

351-513 @ 6" = 175'-0" (Median Wall - Spaced along ℄ Constr.)

1-S11 bar bolt

1-S11 bar on ℄ (bott)

1-S13 on ℄

Sta 189+76.25

1-S5 on ℄

1-S22 bar on ℄ (top)

1-S7 bar on ℄ (bolt.)

Unit V symmetrical about ℄ Pier 19 except as shown or noted

1-S8 bar ℄
1-S12 bar on ℄

128-539 spaced as shown in section C-C
2- Lengths = 256 bars

47-515 spaced as shown in section C-C

128-540 spaced as shown in section C-C
2- Lengths = 256 bars

47-515 spaced as shown in ℄ Length shown

1 Spa @ 5", 1 Spa. @ 4" - 9"
1-S13 bar

Sta 188+01.25 (Pier 17) 1" open Joint
Sta. 191+51.25 (Pier 21)

Sta 188+76.25 (Pier 18)
Sta 190+76.25 (Pier 20)

Gutter Line

6-S350 (Med. Wall)
13 Lengths = 78 bars

Construction ℄ I-64 ℄ Median Wall

4" Gap in Med. Wall centered on ℄ Suspender

Deck Drain (Typ)

Cutter Line

6-S26 (Median Wall)

177-55 Spaced with 522 bars (Median)

176-56 Spaced with 51 bars (Slab at Median)

¼" Open Jt. in Med. Wall (Typ. Deflection Joint)

1-S22 bar top

1-S7 bar bott.

2'-4"

Gutter Line

4-537 (Plinth)
7- Lengths = 28 bars

Fascia Line

℄ Light Standard

4-543 (Plinth)

4" Gap in Handrail centered on ℄ Suspender (Typ.)

℄ Suspender & ℄ Exp. Dam

176-510 Spaced with 51 bars (Slab at Fascia)

194-58 @ 11" = 176'-11" (Brush Block) Spa. along Stringer K

194-512 @ 11" = 176'-11" (Plinth) Spaced along Stringer K

22- Handrail Post Spaces @ 7'-10" = 172'-4"

7- Deflection Joint Spaces @ 23'-6" = 164'-6"

101'-2 3/4"

Dimensions along ℄ Plinth

Dimensions along Fascia

℄ Pier 19

13'-10 3/4"

75'-11 5/8"

℄ Pier 17
℄ Pier 21

SPAN 17 or
SPAN 20 (Opposite Hand)

℄ Pier 18
℄ Pier 20

SPAN 18 or
SPAN 19 (Opposite Hand)

For Section K-K see Sheet 66.
For Deck Drain Detail see Sheet 73.
Transverse reinforcement to be placed radially.
For Section C-C see Sheet 69.
For Section G-G see Sheet 60.

For Deck Drain and Light Standard location see Sheet 70 to 72
For Light Standard Detail see Sheet 72
For Bill of Reinforcement Bar Bending Details and Quantities see Shts. 77-79.

SHEET 65 OF 101

PLAN

(Unit V - Eastbound & Westbound)
(Span 17 & Span 18 as shown
Span 19 & Span 20 opposite hand)

SUPERSTRUCTURE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 — 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP 56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

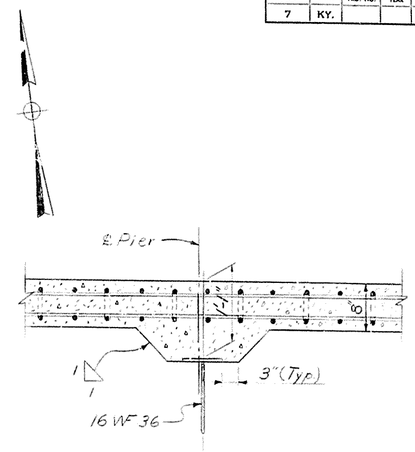
BRIDGE NUMBER	DRAWING No. 17122	INDEX

DESIGNED BY: Block DATE:
DETAILED BY: AL Wolf E.C.B. CHECKED BY: SAB DATE: 7 Mar 62 CHECKED BY: DATE:
TRACED BY: 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.				

Dimensions along Fascia 1'-2⅝"
Dimensions along ℄ Plinth 1'-11½"
9"
74'-0⅞"
98'-9¼"
21'-10⅝"
13- Deflection Joint Spaces @ 23'-11¼" = 311'-2½"
43- Handrail Post Spaces @ 7'-11¾" = 343'-1½"
188-S8 @ 11" = 171'-5" (Brush Block) Spa. along Stringer A
188-S12 @ 11" = 171'-5" (Plinth) Spaced along Stringer A
173-S9 Spaced with 51 bars (Slab at Fascia)
4" Gap in Handrail centered on ℄ Suspender (Typ)
10½"
47'-1½"
44'-4"
℄-S24 (Plinth)
Fascia Line
4-S45 (Plinth)
13-Lengths = 52 bars
Gutter Line
℄ Light Standard
Deck Drain (Typ.)
8'-0"
8'-0" (Typ. S15)
(A) (B) (C) (D) (E) (E') (F) (G) (H) (J) (K)
11- Deflection Joint Spaces @ 25'-0" = 275'-0" (Median Wall)
1-S2 bar top
2'-0½"
13-2⅜" — 13'-0"
128-S47 spaced as shown in section C-C
2 Lengths = 256 bars
47-S15 spaced as shown in section C-C
128-S46 spaced as shown in section C-C
2 Lengths = 256 bars
47-S15 spaced as shown in section C-C
℄ Length shown
173-S2 @ 1'-0" = 172'-0" spaced along stringer E' (Top)
173-S11 @ 1'-0" = 172'-0" spaced along stringer E' (Bott.)
173-S1 @ 1'-0" = 172'-0" spaced along stringer E'
1-S11 bar bolt 1'6"
347-S3 @ 6" = 173'-0" (Median - Spaced along ℄ Constr.)
347-S3,S7 @ 6" = 173'-0" (Median - Spaced along ℄ Constr.)
173-S9 (Slab at Median - Spaced with 51 bars)
10½"
4½"
6"
6"
349-S13 @ 6" = 174'-0" (Median Wall - Spaced along ℄ Constr.)
1-S3, 1-S13, 1-S25,7 on ℄ (Median)
Sta. 191+51.25
Construction ℄ I64 ℄ ℄ Median Wall
Sta 192+27.50
Sta. 193+27.50
192
193
Gutter Line
Gutter Line
1" open Joint
176-S5 Spaced with 51 bars (Median)
175-S6 Spaced with 51 bars (Slab at Median)
℄-S360 (Median Wall)
2 Lengths = 12 bars
4" Gap in Med. Wall Centered on ℄ Suspender
1-S22 bar top
℄-S358 (Median Wall)
11 Lengths = 66 Bars
1-S7 bar bolt
2'-2¼"
125-S47 spaced as shown in section C-C
2 Lengths = 250 bars
47-S15 spaced as shown in section C-C
125-S46 spaced as shown in section C-C
2 Lengths = 250 bars
47-S15 spaced as shown in section C-C
℄ Length shown
175-S1 @ 1'-0" = 174'-0" spaced along stringer K
175-S22 @ 1'-0" = 174'-0" spaced along stringer K (Top)
175-S7 @ 1'-0" = 174'-0" spaced along stringer K (Bott.)
4½"
10½"
Gutter Line
10½"
℄ Suspender
℄ Exp Dam
9¼"
4-S30 (Plinth)
4-S45 (Plinth)
13-Lengths = 52 bars
Fascia Line
175-S10 Spaced with 51 bars (Slab at Fascia)
℄ Light Standard
193-S8 @ 11" = 176'-0" (Brush Block) Spa along Stringer K
193-S12 @ 11" = 176'-0" (Plinth) Spaced along Stringer K
3½"
Dimensions along ℄ Plinth 2'-2¾"
44-Handrail Post Spaces @ 7'-11¾" = 351'-1"
13- Deflection Joint Spaces @ 23'-11¼" = 311'-2½"
Dimensions along Fascia 1'-3⅛"
22'-2⅛"
75'-11⅛"
101'-2¾"
℄ Pier 21
℄ Pier 22
℄ Pier 23
SPAN 21
SPAN 22



SECTION K-K

PLAN
(Unit VI - Eastbound & Westbound)
(Span 21 & Span 22)

SUPERSTRUCTURE

Transverse reinforcement to be placed radially.
For Section C-C see Sheet 69.
For Section B-B and Detail A see Sheet 60.
For Deck Drain and Light Standard Location see Sheet 70 to 72
For Light Standard Details see Sheet 72.
For Deck Drain Details see Sheet 73.
For Bill of Reinforcement, Bar Bending Details & Quantities see Sheets 77-79.

SHEET 66 OF 101

DESIGNED BY Blunt DATE
DETAILED BY A.L. Hoff & CKB CHECKED BY RAR DATE 3/66
TRACED BY CHECKED BY
REVISED DATE
REVISED DATE
REVISED DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 — 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO. 17122	INDEX

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

98'-9 3/8"

74'-1 1/8"

1'-2 7/8"

13'-10 7/8"

Dimensions along Fascia

1'-11 1/4"

Dimensions along ℄ Plinth

8 3/4"

For Deflection Joint spacing see previous sheet

For Handrail Post spacing see previous sheet

18'-3"

190 - S8 @ 11" = 173'-3" (Brush Block) Spaced along Stringer A

190 - S12 @ 11" = 173'-3" (Plinth) Spaced along Stringer A

174 - S9 Spaced with S32 bars (Slab at Fascia)

Begin Taper @ Sta. 194+08.84 (Fascia)

Taper Fascia & Gutter Lines 1:50 to Construction ℄

6-S43 (Plinth)

Fascia Line

Gutter Line

174 - S36 @ 1'-0" = 173'-0" spaced with S32 & S14

See Notes

1-S44 (Top)

1-S42 (Bott.)

For Median Wall Deflection Jt. Spacing see Preceding Sh.

350 - S3 @ 6" = 174'-6" & 350 - S35 @ 6" (Med. - Spa. along ℄ Const.)

174 - S14 @ 1'-0" = 173'-0" spaced with S32 & S36 (Bott.)

23'-10 1/4"

13'-0"

13'-2 1/8"

1 1/8"

175 - S44 @ 1'-0" = 174'-0" spaced with S44 (Top)

175 - S42 @ 1'-0" = 174'-0" spaced with S41 (Bott.)

See Notes 8 3/4" ±

Keyway Construction Joint in Slab and Brush Blocks.

174 - S41 (Median - Spaced with S32 bars)

174 - S32 @ 1'-0" = 173'-0" spaced along stringer E'

175 - S44 @ 1'-0" = 174'-0" spaced along stringer E' (Top)

175 - S41 @ 1'-0" = 174'-0" spaced along stringer E' (Bott.)

1-S44 (Top)

2'-0 1/4"

1-S41 (Bott)

252 - S13 @ 6" = 125'-6" (Median Wall Spaced along ℄ Const.)

Sta. 193+27.50

1" open joint

Gutter Line

Sta. 194+27.50

23'-10 1/4"

3 3/4"

52 - S13 @ 6" = 25'-6"

Sta. 195+02.50

℄ 1" Open Joint

Construction ℄ I-64 & ℄ Median Wall

Gutter Line

1" open Jt in Med. Wall (Typ. Deflection Jt.)

Deck Drain (Typ.)

6-S30 (Med. Wall) 2 Lengths = 12 bars

See Notes

4" Gap in Median Wall Centered on ℄ Suspender

178 - S5 Spaced with S22 bars (Median)

176 - S6 Spaced with S1 bars (Median)

1-S22 bar top

℄ Sign Support Sta. 194+65.63 For Details see Sheet 75.

176 - S1 @ 1'-0" = 175'-0" Spaced along Stringer K

177 - S22 @ 1'-0" = 176'-0" Spaced along Stringer K (Top)

177 - S7 @ 1'-0" = 176'-0" Spaced along Stringer K (Bott.)

1-S7 bar bott.

2'-2 1/2"

4" Gap in Handrail centered on ℄ Suspender (Typ.)

8'-0" 8'-0" (Typ 5 Spa.)

1" open joint top of plinth to top brush block (Typ. Deflection Joint)

Gutter Line

Fascia Line

176 - S10 Spaced with S1 bars (Slab at Fascia)

℄ Light Standard

4-S30 (Plinth) See Notes

℄ Suspender and ℄ Exp. Dam

7 1/2"

194 - S8 @ 11" = 176'-11" Spaced along Stringer K (Brush Block)

194 - S12 @ 11" = 176'-11" Spaced along Stringer K (Plinth)

4 1/2"

2'-2 3/4"

For Handrail Post spacing see Previous Sheet

For Deflection Joint spacing see Previous Sheet

Dimensions along ℄ Plinth

For Section K-K see Sheet 66.

For other Notes see Sheet 66.

101'-2 3/4"

℄ Pier 23

75'-11 1/8"

22'-2 1/8"

1'-3 1/8"

℄ Pier 24

℄ Pier 25

Dimensions along Fascia

SPAN 23

SPAN 24

Notes:

Reinforcement for last 8'-6 1/2" of slab and Brush Blocks is to be placed but no concrete is to be placed until Expansion Dam (By others) is in place.

Reinforcement for end section of Plinths and Median Wall is to be placed and concrete for same poured after Expansion Dam (By others) is in place.

All exposed reinforcement in last 8'-6 1/2" of Slab and Brush Blocks and in last section of Median Wall and Plinths to be sand-blasted before concrete is poured.

PLAN

(Unit VI - Eastbound & Westbound)

(Span 23 & Span 24)

SUPERSTRUCTURE

SHEET 67 OF 101

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

JEFFERSON

I64 - 17TH ST. TO 13TH ST.

LOUISVILLE - LEXINGTON ROAD

STATION 183+80 PROJECT NO. SP56-273-11L I64-2(34)1

BRIDGE NUMBER

DRAWING NO. 17/22

INDEX

DESIGNED BY: Black CHECKED BY: C.W.K. DATE

DETAILED BY: R.L.M.F. & C.W.K. CHECKED BY: R.A.B. PAE. A.A.F. DATE: 3/64

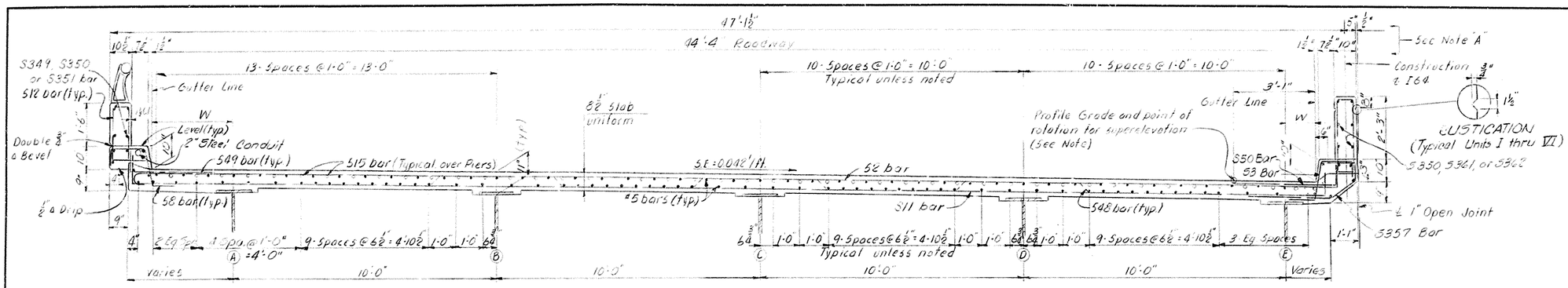
TRACED BY: CHECKED BY: DATE

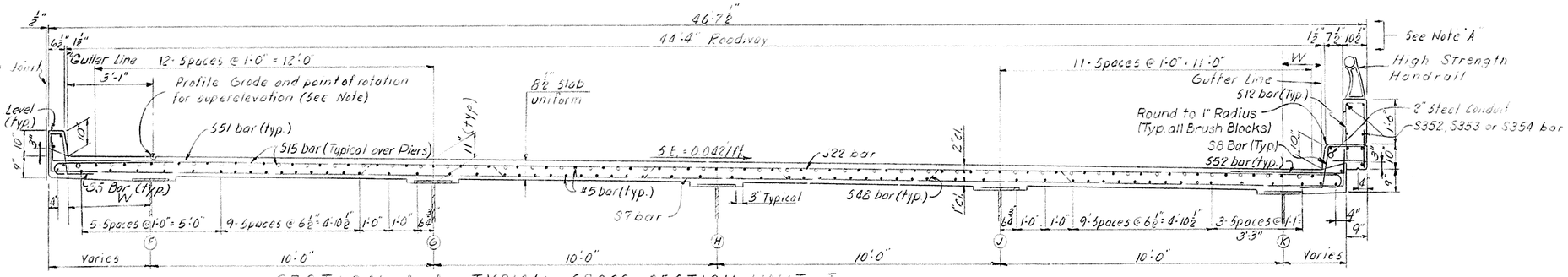
REVISED

REVISED

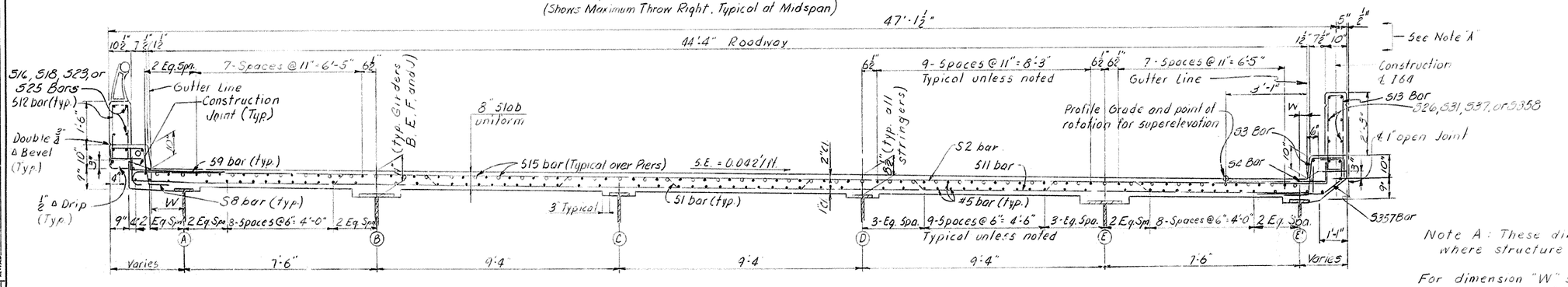
REVISED

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



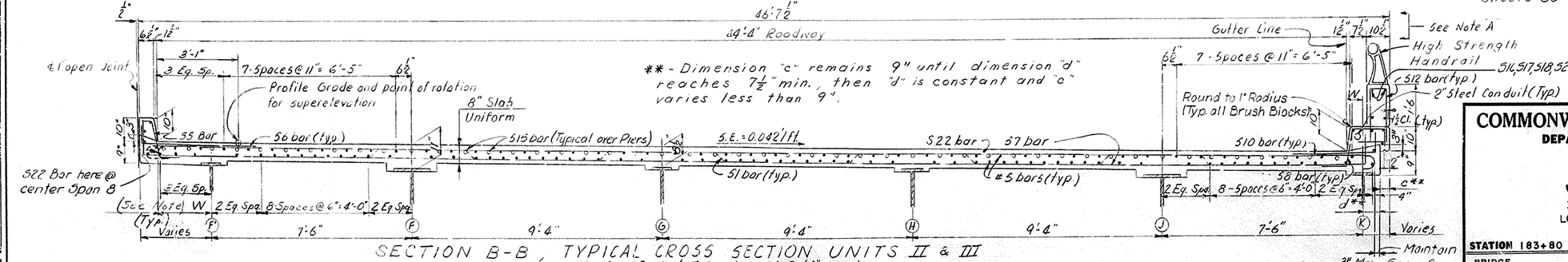


SECTION A-A, TYPICAL CROSS SECTION UNIT I
Span 5, Unit I is shown (120'-0" Span)
(Shows Maximum Throw Right, Typical at Midspan)



Note A: These dimensions are radial where structure is on a curve.

For dimension "W" see Screed Elevations, Sheets 80 to 93.



** - Dimension "c" remains 9" until dimension "d" reaches 7½" min., then varies less than 9". "d" is constant and "c" varies less than 9".

SECTION B-B, TYPICAL CROSS SECTION UNITS II & III
Span 8, Unit II is shown (120'-0" Span)
(Shows Maximum Throw Right, Typical at Midspan)

SUPERSTRUCTURE

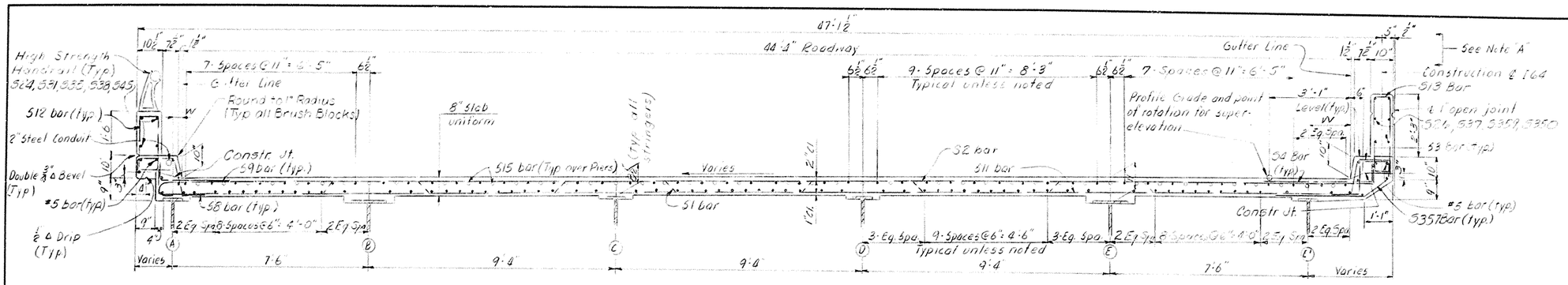
DESIGNED BY Black CHECKED BY Cole DATE
DETAILED BY RL McF CKD CHECKED BY Black DATE 3/66
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

SHEET 68 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 — 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

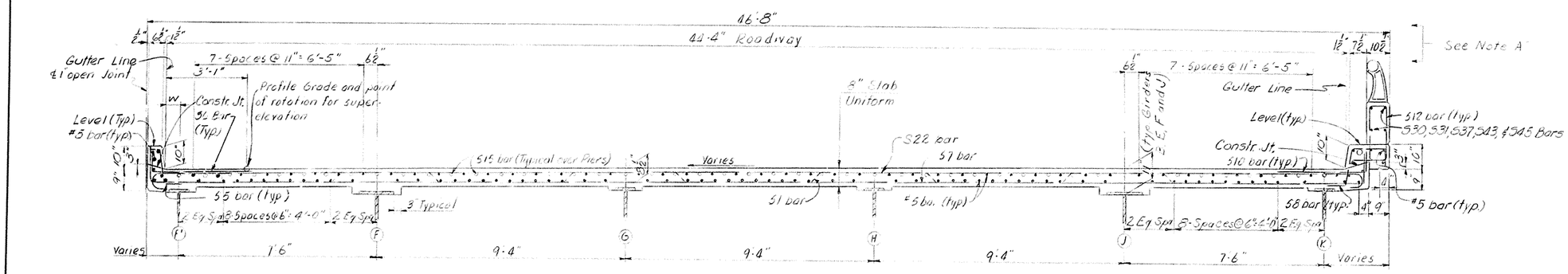
BRIDGE NUMBER	DRAWING No. 17122	INDEX

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



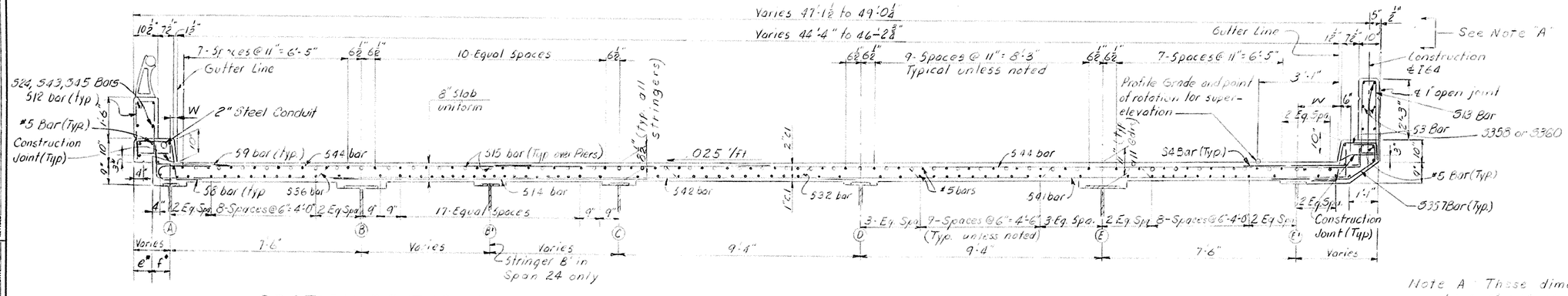
SECTION C-C, TYPICAL CROSS SECTION UNITS IV, V & VI

Span 16, Unit IV is shown (125'-0" span)
(Shows maximum throw left, Typical at Mid-span)



SECTION D-D, TYPICAL CROSS SECTION THRU SPAN 23 & 24 N.B.

*Dimension "e" remains 9" until dimension "f" becomes 7½" min., then dimension "f" remains 7½" and dimension "e" varies less than 9".



SUPERSTRUCTURE

Note A: These dimensions are radial where structure is on a curve.

For dimension "W" see Screed Elevations, Sheets 50 to 93.

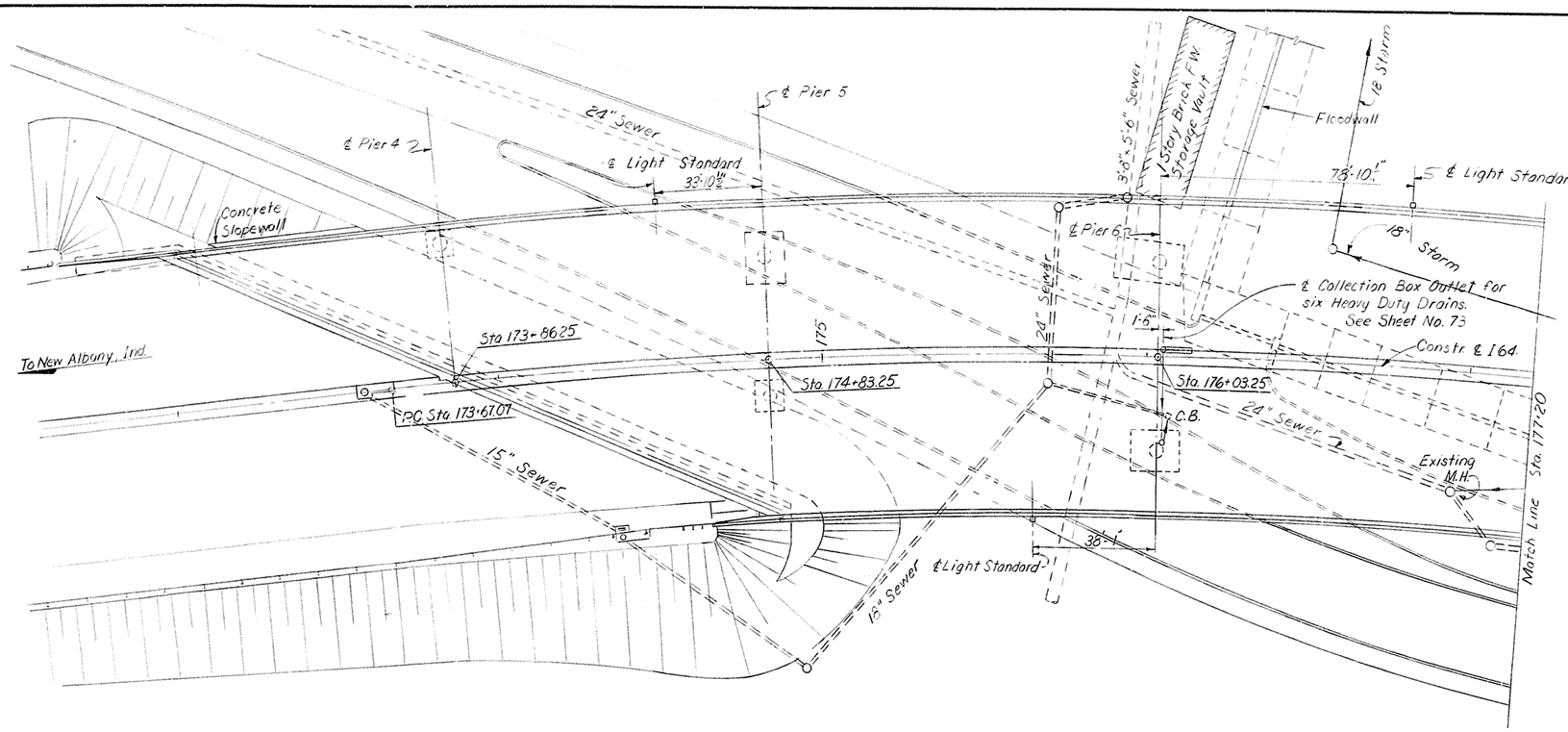
SHEET 69 OF 101

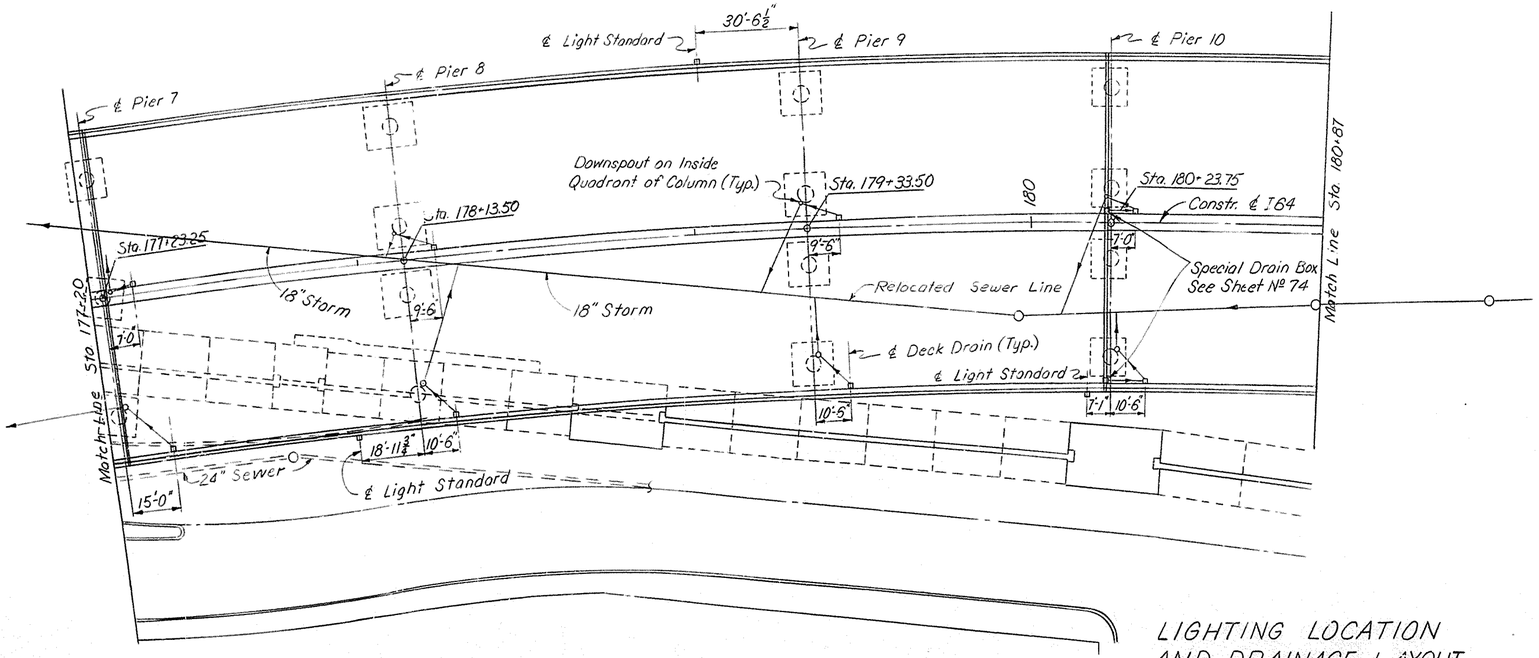
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 – 17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

DESIGNED BY: Civil DATE
CHECKED BY:
DETAILED BY: R.L.M.F. & C.A.B. CHECKED BY: K.A.B. DRAFT ENG. DATE 3/14
CHECKED BY: DATE
TRACED BY: DATE
REVISED
REVISED

BRIDGE

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





ESTIMATED QUANTITIES

6" Drain Pipe 2,000 Lin. Ft.

NOTES:

- Dimensions from ℄ Pier to ℄ Light Standard are measured along ℄ Plinth.
- Dimensions from ℄ Pier to ℄ Drain are measured along Gutter Line.
- Dimensions to ℄ Drains may be adjusted to fit transverse reinforcing steel.
- For Detail of Drains, Pipes and Downspouts see Sheets 73 and 74.
- For Location of Storm Sewer see Roadway Plans.
- For Details of Light Standard Supports see Sheet 72.
- For Location of Lighting Conduit etc. see Roadway Plans.

DESIGNED BY W.R.T. DATE
DETAILED BY C.K.B. + O.M.F. DATE 2-66
TRACED BY T.J.W. DATE
CHECKED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

SHEET 70 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

COUNTY OF
JEFFERSON

I64 — 17TH ST TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L

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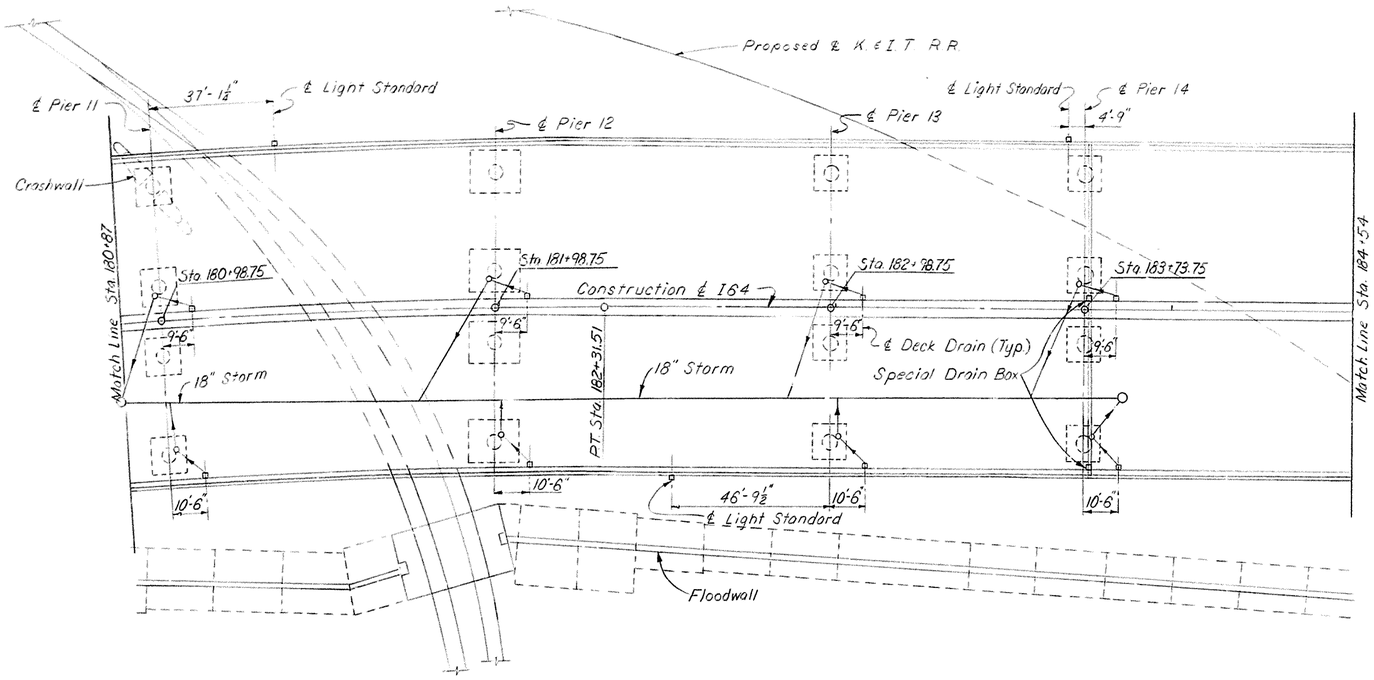
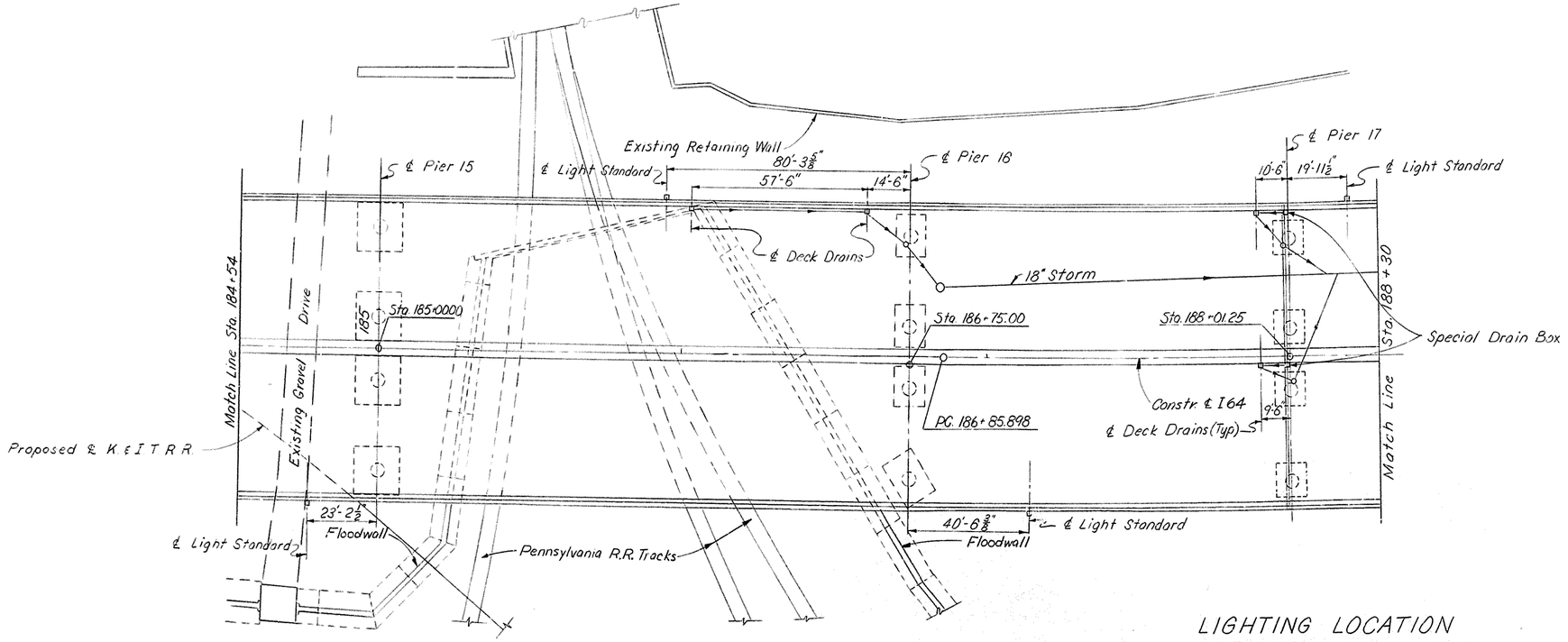
LIGHTING LOCATION AND DRAINAGE LAYOUT

2-12-66

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





See Sheet 70 for Notes.

LIGHTING LOCATION AND DRAINAGE LAYOUT

SHEET 71 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO. 17122	INDEX

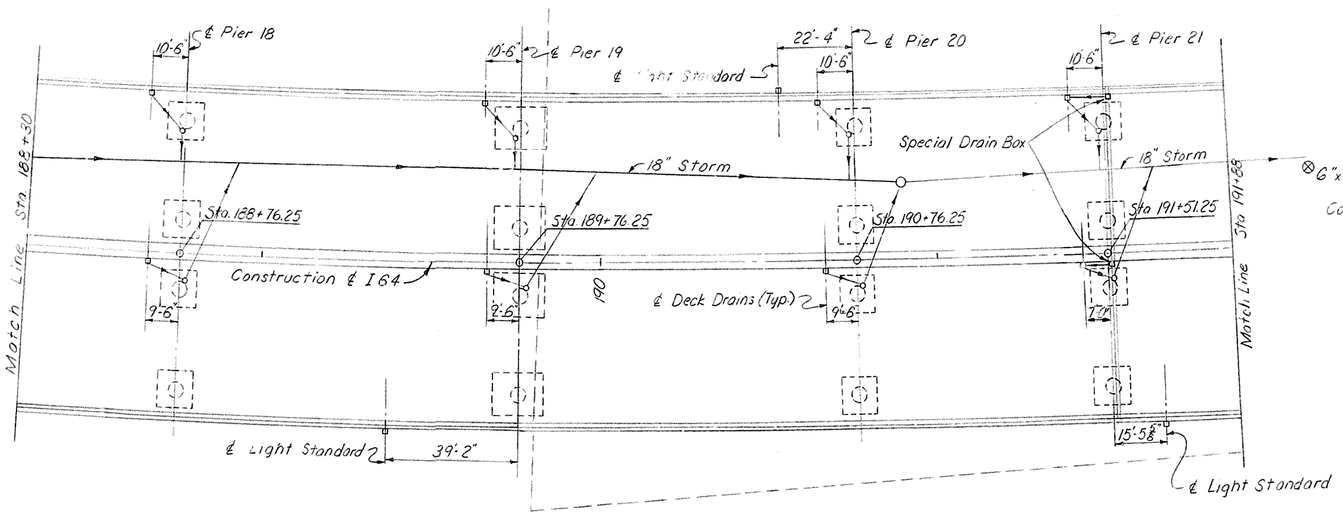
DESIGNED BY W.R.T. DATE
DETAILED BY W.R.T. DATE
TRACED BY C.D.W. DATE
CHECKED BY DATE
CHECKED BY C.K.S. - D.A.F. DATE 4-66
CHECKED BY DATE
REVISED DATE
REVISED DATE

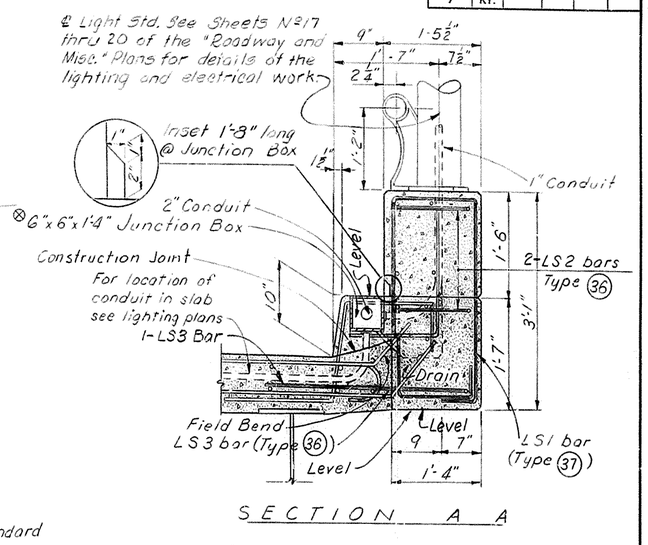
JBW 2-12-68

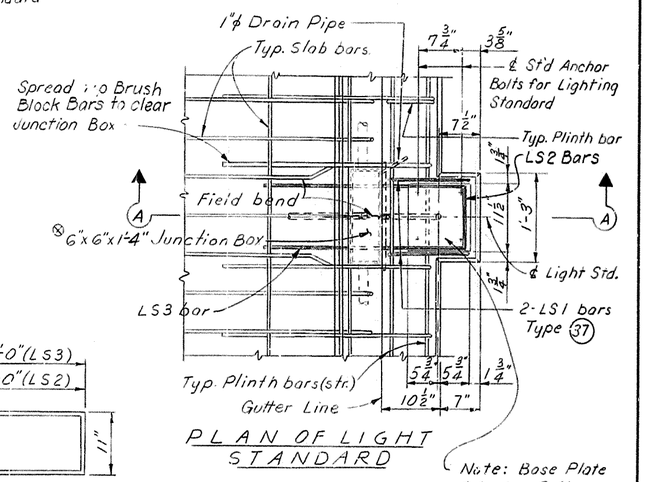
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

⊗ The Junction Box shall be one of the following or an approved equal:

OZ Electric Co. ~ Type "YU"
Spring City Elec. Co. ~ Type "IE"
Hope Elec. Products Co. ~ Type "HG200"





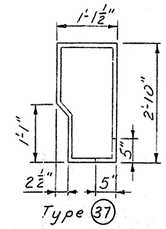


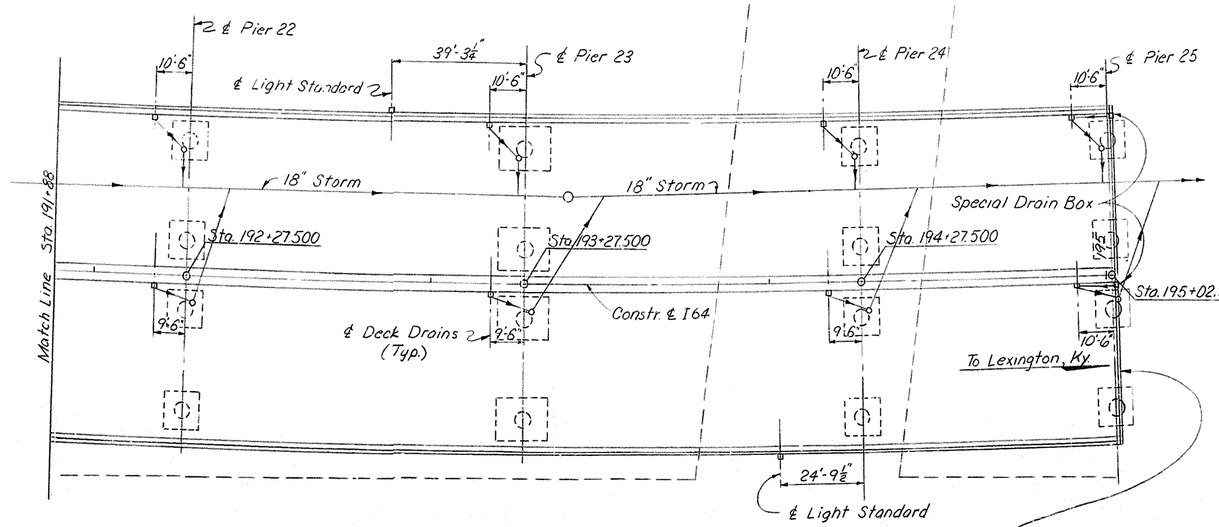
Note: Base Plate & Anchor Bolt dimensions should be checked for specific make of Light Standard.

* Included in "Bill of Reinforcement", Sht. Nº 79.

BILL OF REINFORCEMENT*					
Mark	Type	Size	No.	Length Ft.	Length in.
LS1	(37)	4	2	8	8
LS2	(36)	4	2	2	11
LS3	(36)	4	1	6	11

Note: Bill of Reinforcement indicates the number required for each installation.



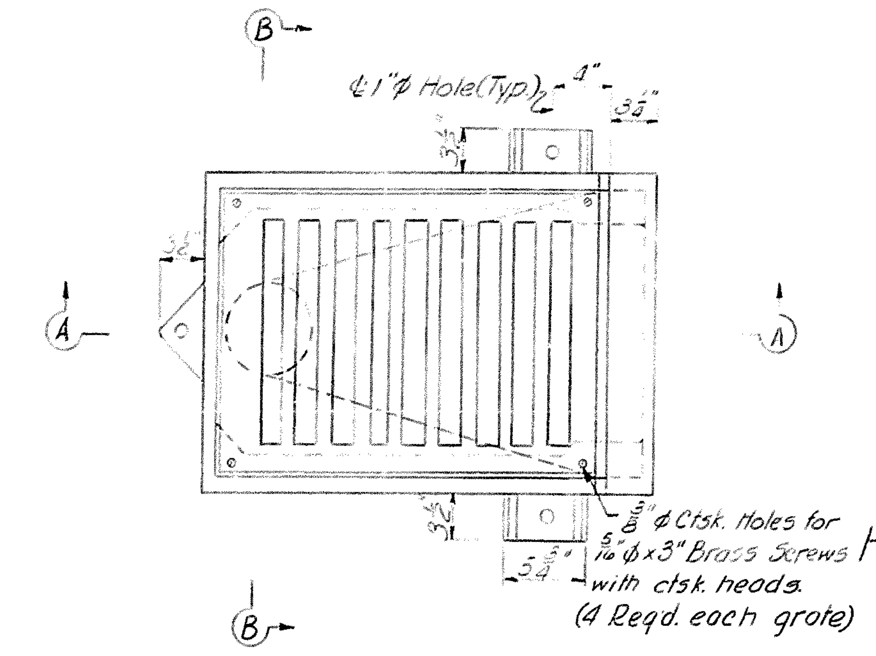


LIGHTING LOCATION AND DRAINAGE LAYOUT

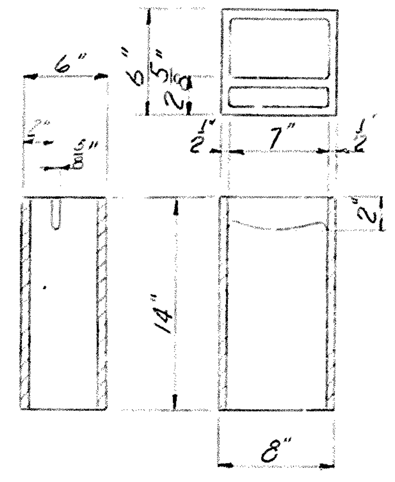
SHEET 72 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I64-2(34)1
BRIDGE NUMBER | DRAWING No. 17122 | INDEX

DESIGNED BY
DETAILED BY W.R.T.
TRACED BY
CHECKED BY C.K.A. 4-03
CHECKED BY
CHECKED BY
DATE 2-9-68
REVISED
REVISED
REVISED



PLAN OF DECK DRAIN



HEAVY DUTY DRAIN AT PIER 6

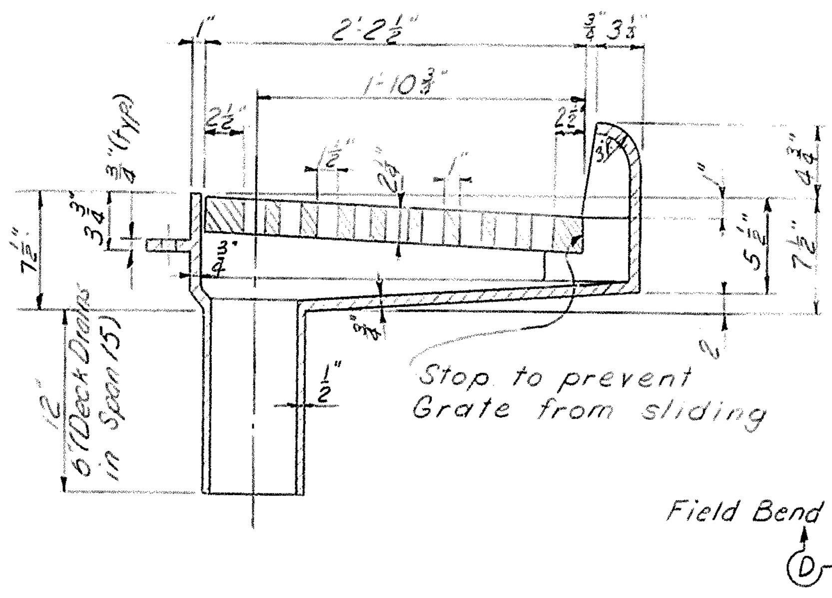
BILL OF REINFORCEMENT*

Mark	Type	Size	No.	Length Ft.	Length In.
D1	Str.	6	4	5	0
D2	Str.	6	2	3	6
D3	Str.	6	2	4	4

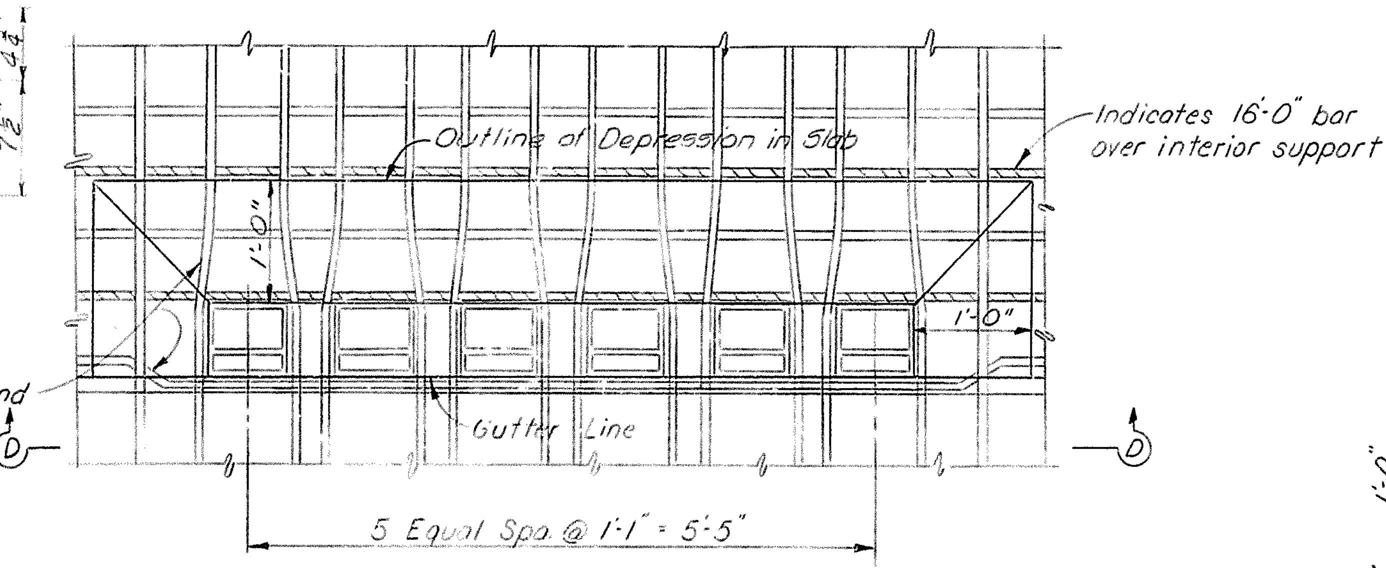
Note:
"Bill of Reinforcement" indicates the number required for each installation.

* Reinforcement is included in "Bill of Reinforcement", Sht. № 79.

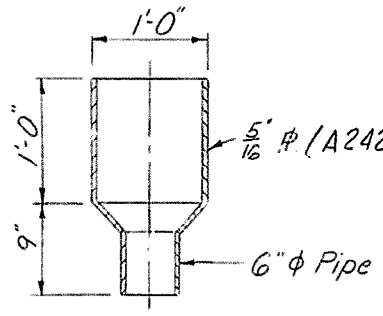
NOTE: Material for Roadway Drains to be Gray Iron, A48, and material for Grates to be Cast Steel, A27 grade 70-36. Materials shall conform with standard specifications.
For payment for Cast Iron Drains and Cast Steel Grates see Notes on Sheet № 3.



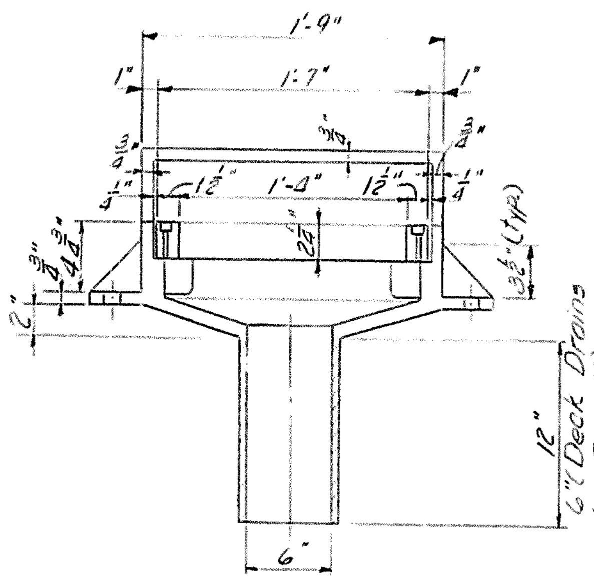
SECTION "A-A"



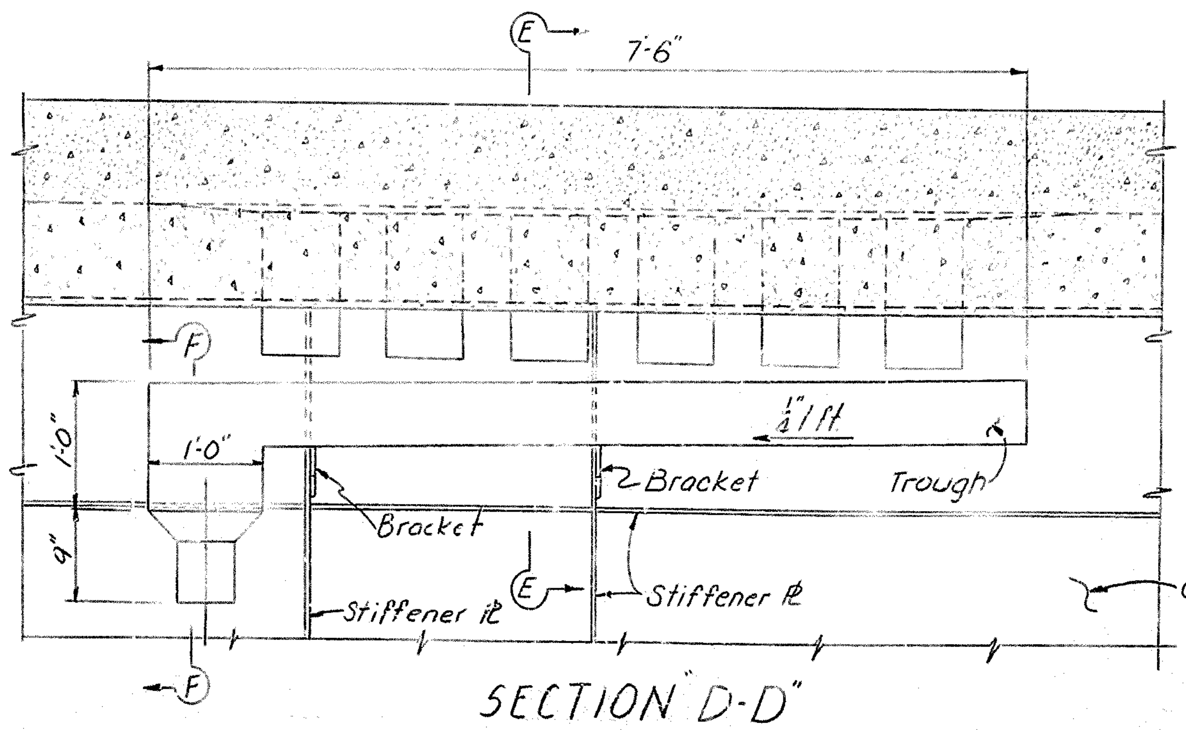
PLAN FOR REINFORCEMENT
Bend reinforcing as shown or as necessary



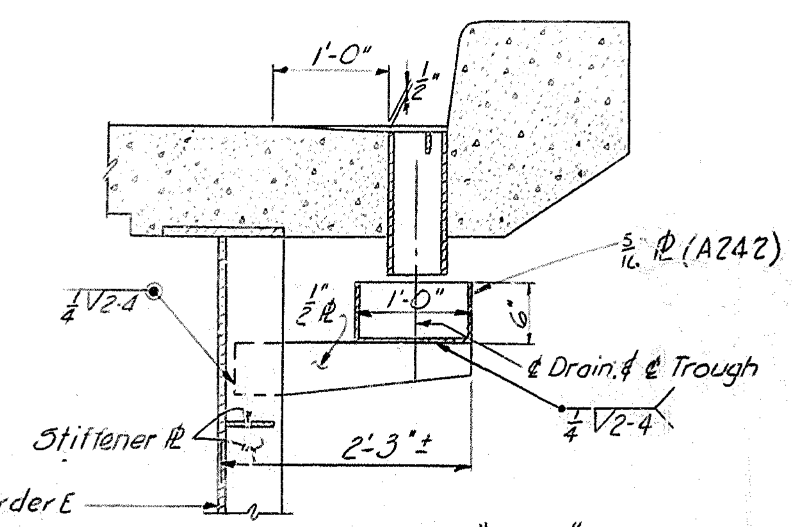
SECTION "F-F"



SECTION "B-B"

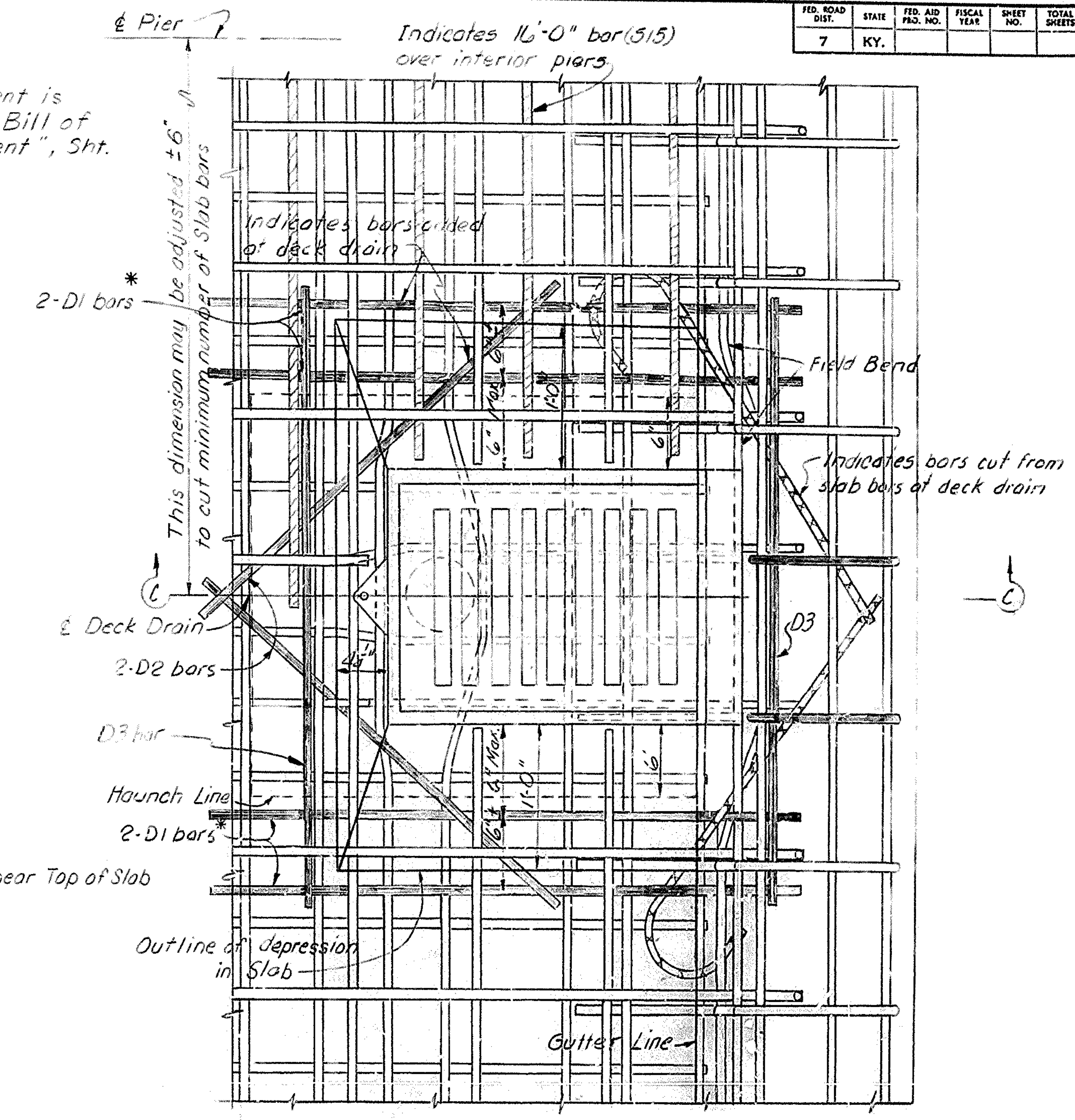


SECTION "D-D"

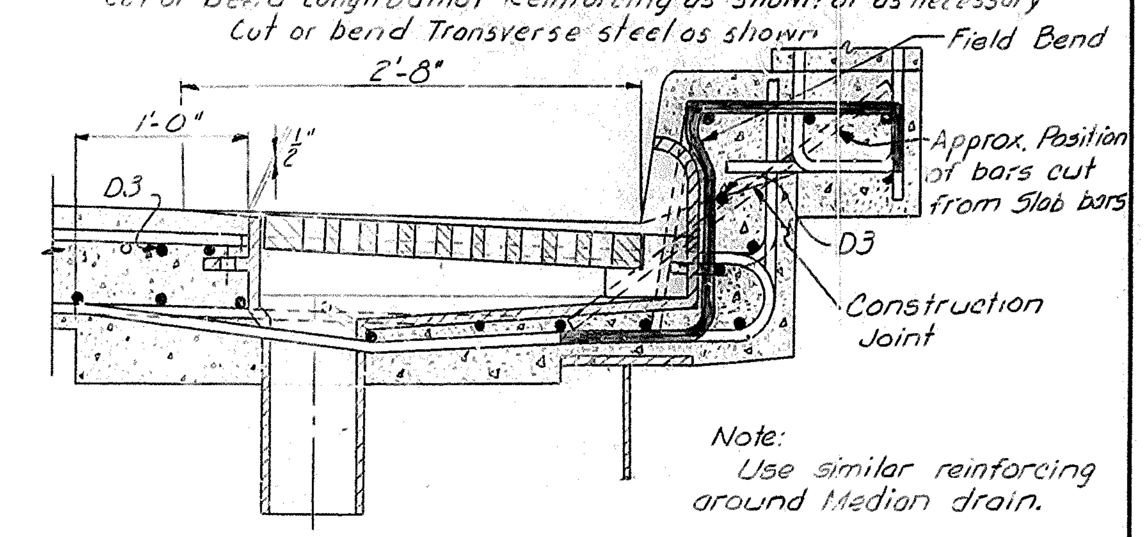


SECTION "E-E"

DRAIN DETAILS



PLAN FOR REINFORCEMENT
Cut or bend Longitudinal Reinforcing as shown or as necessary
Cut or bend Transverse steel as shown



Note:
Use similar reinforcing around Median drain.

SECTION "C-C"

SHEET 73 OF 101

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

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
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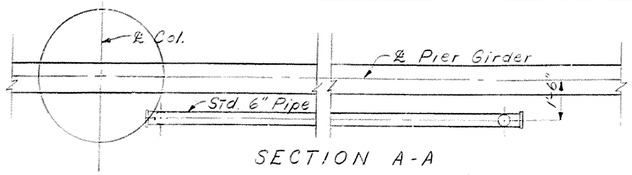
I64 – 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON ROAD
SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER — DRAWING NO. 17122 — INDEX

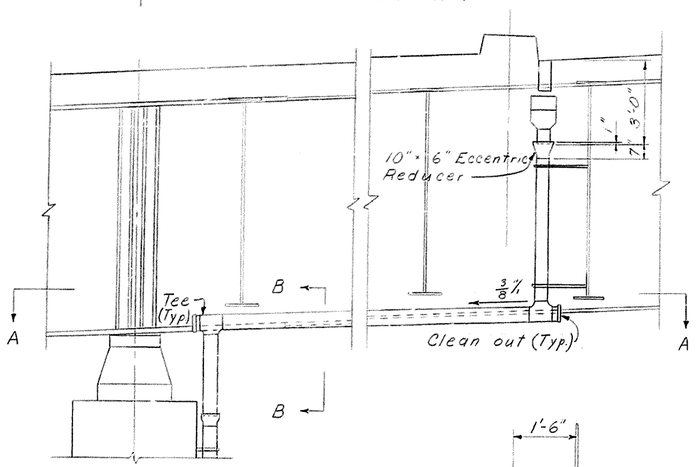
DESIGNED BY ___ DETAILED BY McFarland CHECKED BY Black TRACED BY ___

Fin. DAF
PME 2.14.68

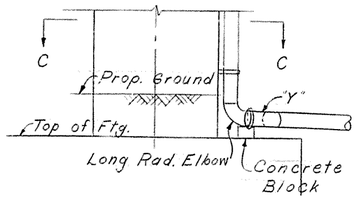
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



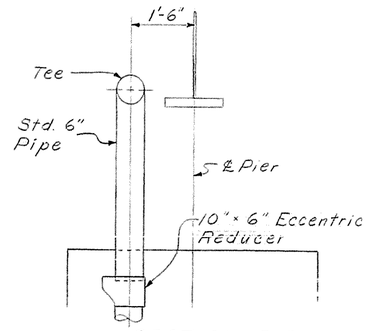
SECTION A-A



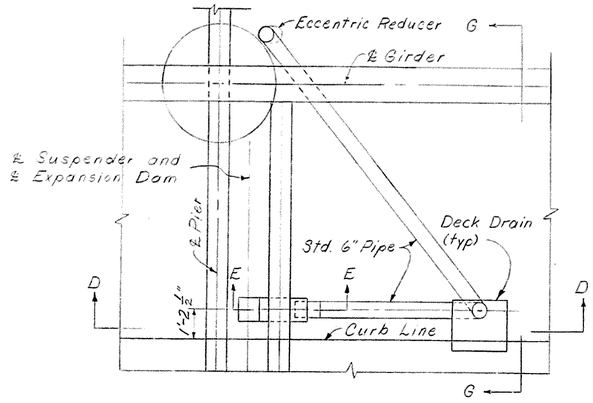
ELEVATION OF DRAIN PIPE AT PIER 6



DETAILS AT FOOTING
(Typ all Piers)



SECTION B-B

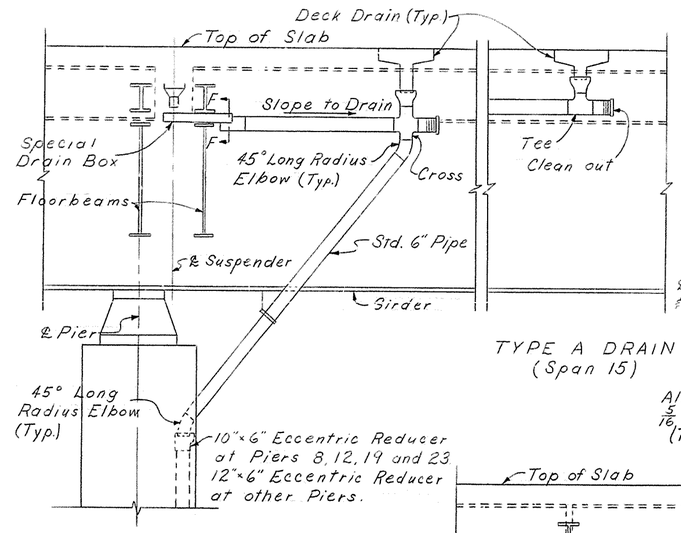


PLAN OF DRAIN PIPE

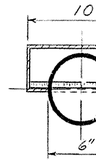
NOTES

All pipe shown on drainage sheets is 6" Ø Drain Pipe.
Drain Pipe shall be Wrought Iron Pipe 6" Ø Standard Weight 19.0 lbs. per lineal foot in accordance with ASTM A 72-64 T, or 6" Ø Standard Weight Pipe 19.0 lbs. per lineal foot containing a minimum of .75 % Copper and 1.50 % Nickel and having a minimum tensile strength of 50,000 psi in accordance with the General Notes (See Sht. 2)
Pipe, fittings, Special Drain Boxes, Collection Box, connections and supports complete and in place, are to be paid for at the unit price per lineal foot of 6" Ø Drain Pipe.

Pipe and all fittings shall be painted same as Structural Steel (See Structural Steel Notes, Sht 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 3/4" Ø Pipe Hanger or Stiffener Pipe Hanger may be used for intermediate support.

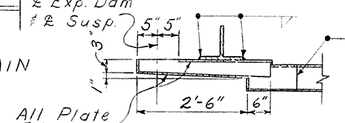


SECTION D-D
(Typ. @ Fascia Curb Drains)

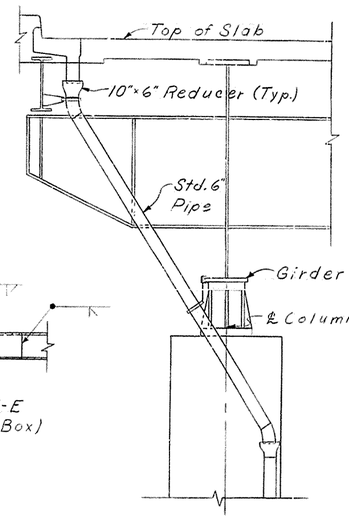


SECTION F-F

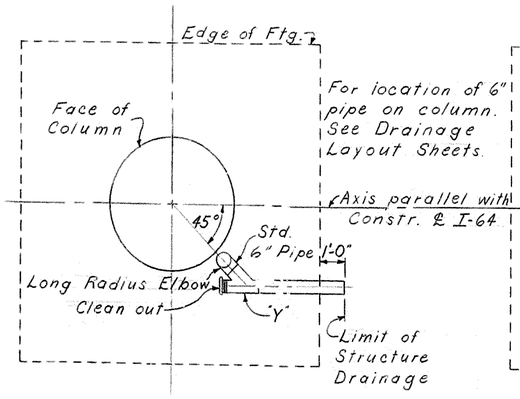
TYPE A DRAIN
(Span 15)



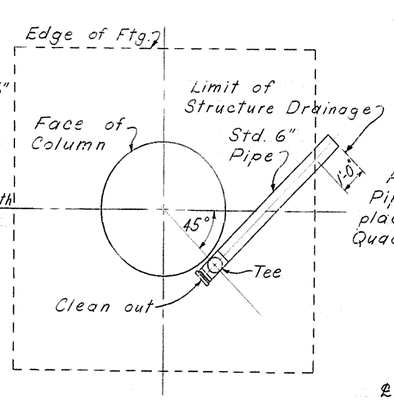
SECTION E-E
(Special Drain Box)



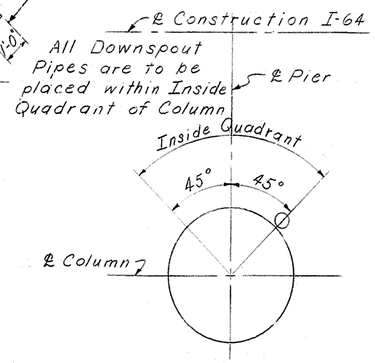
SECTION G-G

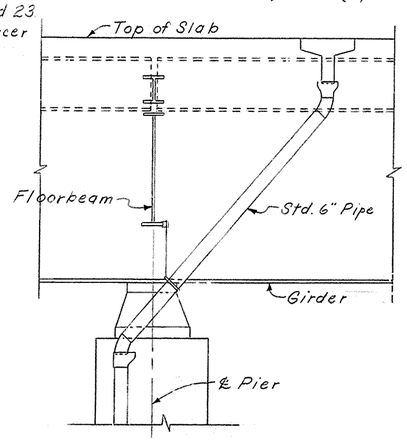


SECTION C-C
(Typical all Piers)



SECTION C-C
ALTERNATE





ALTERNATE SECTION D-D
(Typ. @ Median Drains)

DRAIN DETAILS

SHEET 74 OF 101

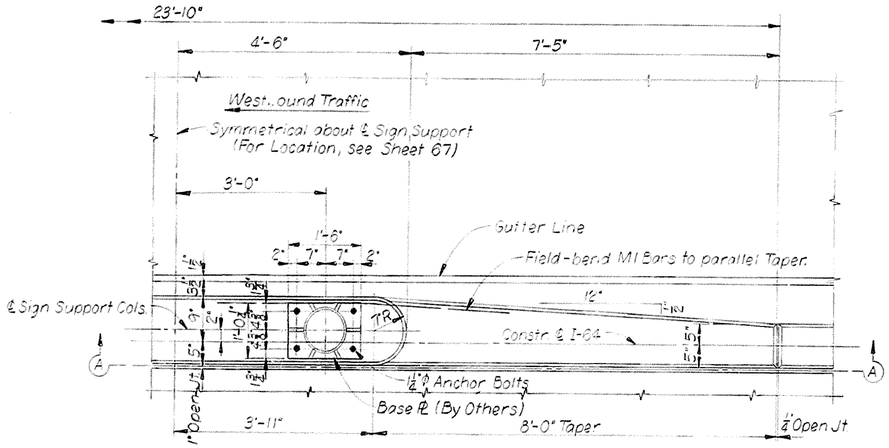
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP 56-273-111
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

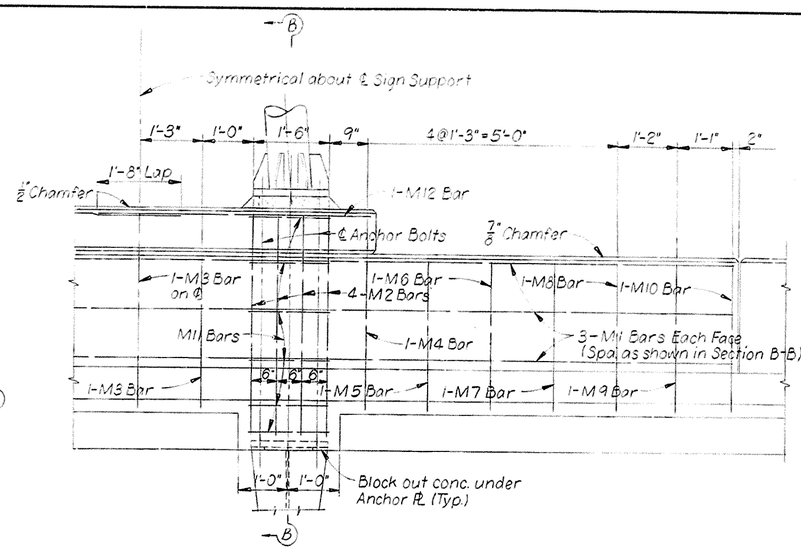
DESIGNED BY
DETAILED BY CKB
TRACED BY
CHECKED BY RAB. OAC
CHECKED BY
CHECKED BY
DATE
DATE 3/66
DATE
REVISED
REVISED
REVISED

DIETZGEN NO. 139-2 AGEPROOF

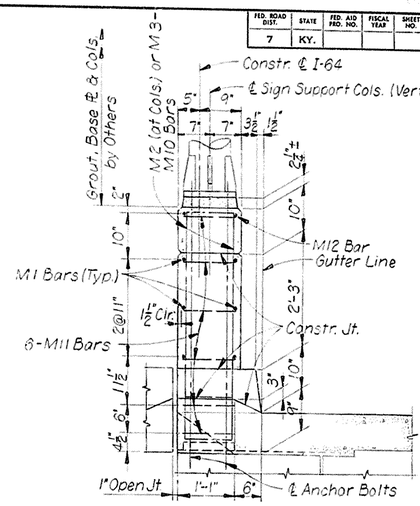
2-12-68



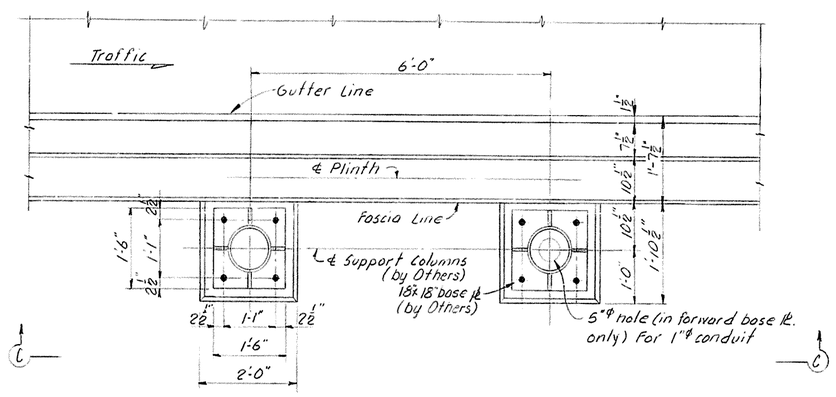
PLAN OF SIGN SUPPORT AT MEDIAN



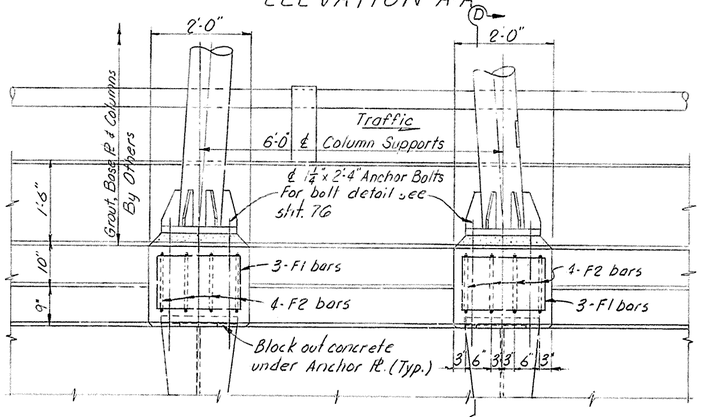
ELEVATION A-A



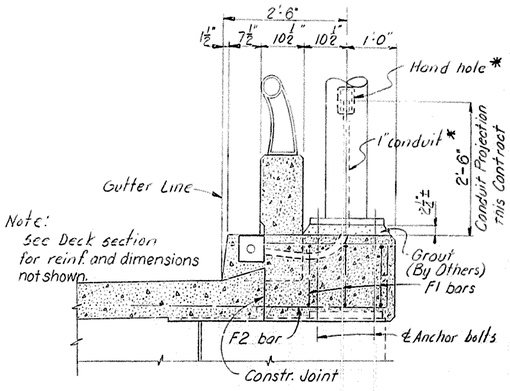
SECTION B-B



PLAN OF SIGN SUPPORT AT FASCIA



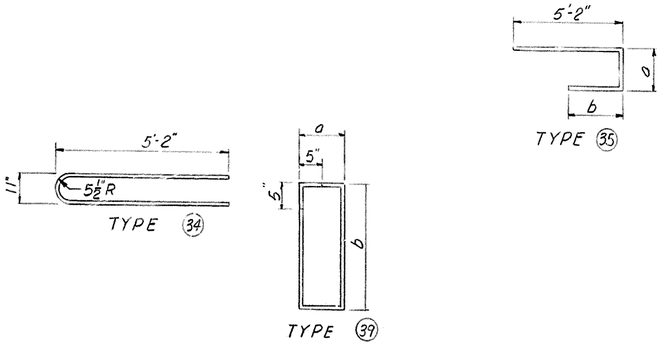
ELEVATION C-C



SECTION D-D

* In forward column only

For location of Sign Support see Framing Plan and Superstructure Sheet 67.



REINFORCEMENT LIST *

Mark	Type	Size	No.	Length ft.	Length in.	Dim a ft.	Dim a in.	Dim b ft.	Dim b in.	Location
M1	Str.	4	6	23	8					Median
M2	39	6	8	11	2	0	10	4	4	"
M3	39	5	3	9	6	0	10	3	6	"
M4	39	5	2	7	9	0	9¾	2	8	"
M5	39	5	2	7	8	0	9	2	8	"
M6	39	5	2	7	7	0	8½	2	8	"
M7	39	5	2	7	5	0	7¾	2	8	"
M8	39	5	2	7	4	0	7¼	2	8	"
M9	39	5	2	7	3	0	6½	2	8	"
M10	39	5	2	7	2	0	6	2	8	"
M11	39	4	12	6	0	0	11	1	8	"
M12	34	4	2	10	11					"
F1	39	4	6	6	0	0	11	1	8	Fascia
F2	35	6	8	8	9	1	2	2	5	"

* The weights of these bars are included in the Reinforcement Bar List for Unit VI, Sheet 79.

SIGN SUPPORT DETAILS

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

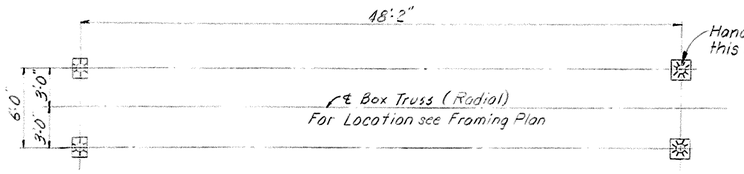
SHEET 75 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER DRAWING NO. 17122 INDEX

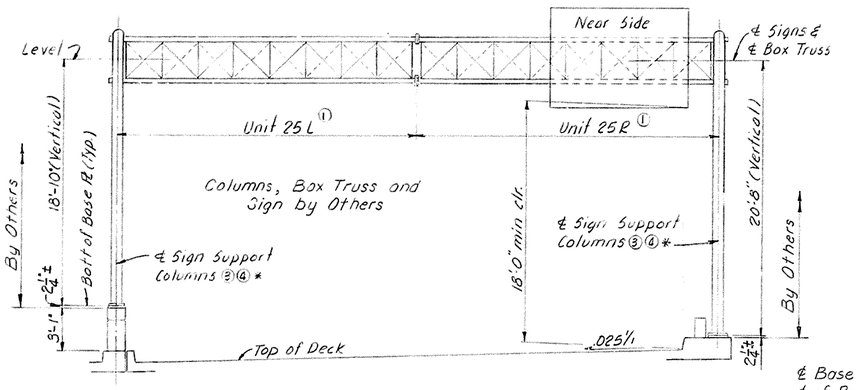
DESIGNED BY: ELM DRAFT. CHECKED BY: Blank
DETAILED BY: CHECKED BY:
TRACED BY: CHECKED BY:
DATE REVISED DATE DATE REVISED DATE

DIETZGEN NO. 130-3 AGEPROOF

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

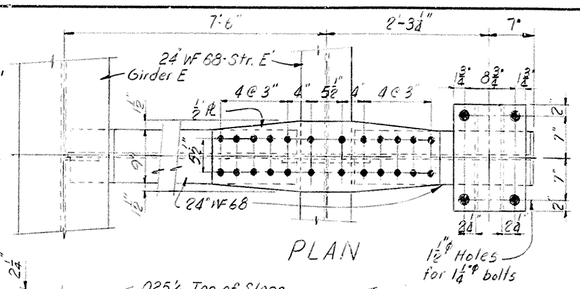


PLAN

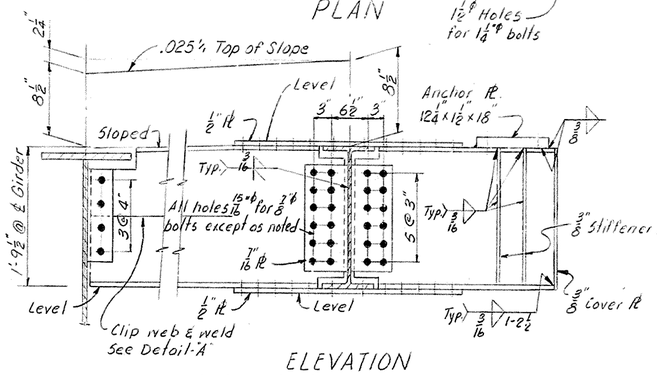


ELEVATION
SIGN SUPPORT @ SPAN 24 ② E.B.
Looking East
(By Others)

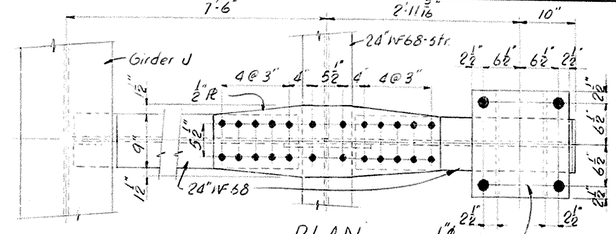
Notes:
① Modified for length. (Shorten one or more panels)
② Work with Commonwealth of Kentucky Dept of Highway drawings 051 Sht. 1 & 2 or dwg. 0511 Sht. 1 & 2
③ Modified Base Plate.
④ Modified Column slope to accommodate angle of Box Truss.
⑤ For weld size and thickness of stiffener see Ky. Std. Dwgs.



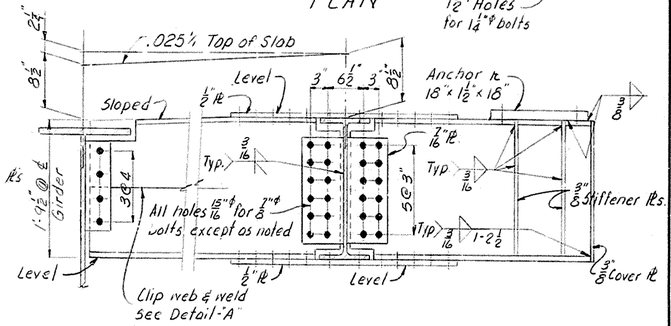
PLAN



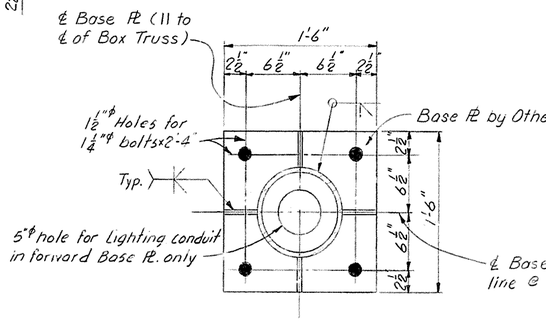
ELEVATION
SIGN SUPPORT @ MEDIAN



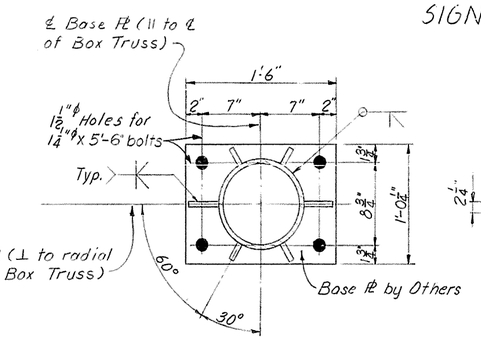
PLAN



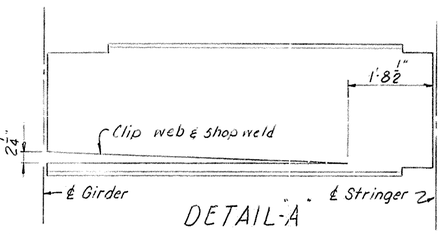
ELEVATION
SIGN SUPPORT @ FASCIA



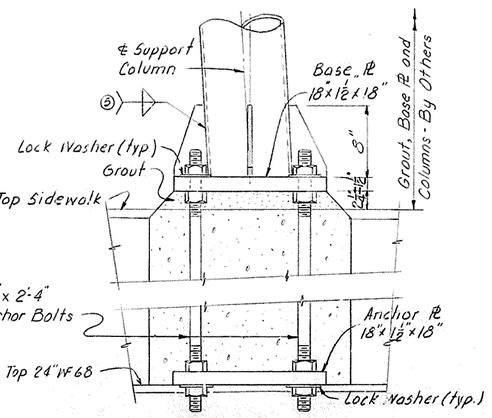
PLAN



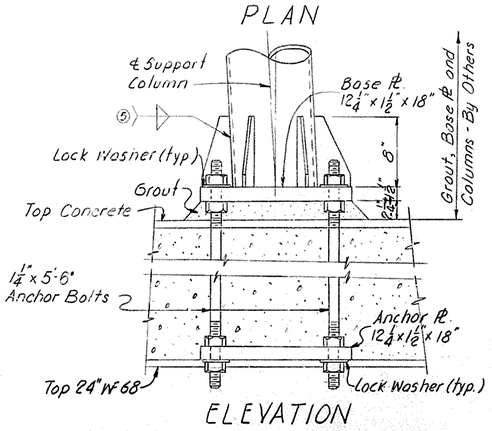
PLAN



DETAIL 'A'



ELEVATION
FASCIA BASE PLATE DETAIL



ELEVATION
MEDIAN BASE PLATE DETAIL

Notes:
Anchor Bolts, Nuts and Washers included in Structural Steel.
Designed for 44 #/ft² wind on a sign area of 400 ft² and in accordance with "Specifications for the Design and Construction of Structural Supports for Highway Signs" Published by AASHO, 1961

SIGN SUPPORT DETAILS

SHEET 76 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 — 17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD
STATION 183+80 **PROJECT NO.** I64-2(34)1 SP56-273-11L

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGN BY ... CHECKED BY ...
DETAILED BY R.L.M. & W.B.T. CHECKED BY Black
TRACED BY ... CHECKED BY ...
DATE ... REVISED ...
DATE 4/66 REVISED ...
DATE ... REVISED ...

SHEET SIZE 22"x34"

BILL OF REINFORCEMENT - UNITS I THRU VI

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

Mark	Type	Size	Number Required Per Unit I	II	III	IV	V	VI	Total	Length Ft.	In.	Location
S 1	25	6		593	701	843	700	524	3361	45	1	Deck Trans.
S 2	18	6	318	303	356	424	351	174	1926	47	7	Deck Trans.
S 3	29	5	865	592	701	846	700	698	4202	4	0	Median Trans.
S 4	25	5		300	353	421	348	347	1769	4	8	Deck @ Med. (Trans)
S 5	22	4	303	296	351	425	355	354	2084	2	4	Median Trans.
S 6	26	4		293	348	422	352	351	1766	4	6	Deck @ Med. (Trans)
S 7	17	6	220	296	351	425	355	354	2001	47	9	Deck Trans.
S 8	29	6	721	649	769	927	769	765	4600	4	2	Fascia BB Trans.
S 9	26	6		301	353	421	348	347	1770	4	4	Deck @ Fascia (Trans)
S 10	26	6		293	348	422	352	351	1766	3	11	Deck @ Fascia (Trans)
S 11	17	6	318	303	356	424	351	174	1926	47	7	Deck Trans.
S 12	24	5	721	649	769	927	769	765	4600	6	1	Plinth Trans.
S 13	41	4	666	596	705	850	705	654	4176	7	4	Median Wall Trans.
S 14	Str.	6						174	174	12	0	Deck Trans.
S 15	Str.	5	223	192	288	188	282	282	1455	16	0	Long. @ Piers
S 16	Str.	4		92					92	23	0	Long. Plinth
S 17	Str.	4		4					4	21	0	Long. Plinth
S 18	Str.	4		12					12	13	1	Long. Plinth
S 19	Str.	5		1012					1012	47	0	Long. Deck & BB
S 20	Str.	5		381					381	42	6	Long Deck & BB
S 21	Str.	5		378					378	40	2	Long. Deck & BB
S 22	1	6	220	296	351	425	355	354	2001	46	11	Deck Trans.
S 23	Str.	4			8				8	13	5	Long. Plinth
S 24	Str.	4			8	8		4	20	21	4	Long. Plinth
S 25	Str.	4			56				56	23	4	Long. Plinth
S 26	Str.	4			64		12		76	23	1	Long. Plinth & Med. Wall
S 27	Str.	5			254				254	40	7	Long. Deck & BB
S 28	Str.	5			758				758	39	8	Long. Deck & BB
S 29	Str.	5			1012				1012	52	4	Long. Deck & BB
S 30	Str.	4				8		8	16	21	9	Long. Plinth
S 31	Str.	4		12		128			140	23	6	Long. Plinth & Med. Wall
S 32	33	6						174	174	31	6	Deck Trans.
S 33	Str.	5				1265			1265	60	0	Long. Deck & BB
S 34	Str.	5				759			759	47	0	Long. Deck & BB
S 35	Str.	4					8		8	13	2	Long. Plinth
S 36	32	C						174	174	17	11	Deck Trans
S 37	Str.	4			78	96	56		230	23	3	Long. Plinth & Med. Wall
S 38	Str.	4					56		56	22	8	Long. Plinth
S 39	Str.	5					1012		1012	40	2	Long. Deck & BB
S 40	Str.	5					1012		1012	52	2	Long. Deck & BB
S 41	26	6						176	176	21	1	Deck Trans.
S 42	26	6						176	176	31	1	Deck Trans.
S 43	Str.	4					8	4	12	13	6	Long. Plinth
S 44	31	6						352	352	25	8	Deck Trans.
S 45	Str.	4						104	104	23	8	Long. Plinth
S 46	Str.	5						1024	1024	52	5	Long. Deck & BB
S 47	Str.	5						1024	1024	39	9	Long. Deck & BB
S 48	30	6	536						536	42	10	Deck Trans.
S 49	26	7	453						453	6	7	Deck @ Fascia (Trans.)
S 50	26	7	316						316	5	8	Deck @ Median (Trans.)
S 51	26	7	367						367	6	4	Deck @ Median (Trans.)
S 52	26	7	219						219	5	8	Deck @ Fascia (Trans.)
S 53	Str.	6	8						8	40	6	Deck Trans. - T. & B.
S 54	Str.	6	8						8	40	6	Deck Trans. - T. & B.
S 55	Str.	6	8						8	39	6	Deck Trans. - T. & B.
S 56	Str.	6	8						8	38	6	Deck Trans. - T. & B.
S 57	Str.	6	8						8	37	6	Deck Trans. - T. & B.
S 58	Str.	6	8						8	36	6	Deck Trans. - T. & B.
S 59	Str.	6	8						8	35	6	Deck Trans. - T. & B.
S 60	Str.	6	8						8	34	6	Deck Trans. - T. & B.
S 61	Str.	6	8						8	33	6	Deck Trans. - T. & B.
S 62	Str.	6	8						8	32	6	Deck Trans. - T. & B.
S 63	Str.	6	8						8	31	6	Deck Trans. - T. & B.
S 64	Str.	6	8						8	30	6	Deck Trans. - T. & B.
S 65	Str.	6	8						8	29	9	Deck Trans. - T. & B.
S 66	Str.	6	8						8	28	9	Deck Trans. - T. & B.
S 67	Str.	6	8						8	27	9	Deck Trans. - T. & B.
S 68	Str.	6	8						8	26	9	Deck Trans. - T. & B.
S 69	Str.	6	8						8	25	9	Deck Trans. - T. & B.
S 70	Str.	6	8						8	24	9	Deck Trans. - T. & B.
S 71	Str.	6	8						8	23	6	Deck Trans. - T. & B.
S 72	Str.	6	8						8	22	6	Deck Trans. - T. & B.
S 73	Str.	6	8						8	21	6	Deck Trans - T. & B.
S 74	Str.	6	8						8	20	6	Deck Trans. - T. & B.
S 75	Str.	6	8						8	19	6	Deck Trans. - T. & B.
S 76	Str.	6	8						8	18	6	Deck Trans. - T. & B.
S 77	Str.	6	8						8	17	6	Deck Trans. - T. & B.
S 78	Str.	6	8						8	16	6	Deck Trans - T. & B.
S 79	Str.	6	8						8	15	6	Deck Trans. - T. & B.
S 80	Str.	6	8						8	14	3	Deck Trans. - T. & B.
S 81	Str.	6	8						8	13	3	Deck Trans. - T. & B.
S 82	Str.	6	8						8	12	3	Deck Trans. - T. & B.
S 83	Str.	6	8						8	11	3	Deck Trans. T. & B.
S 84	Str.	6	8						8	10	3	Deck Trans. - T. & B.
S 85	Str.	6	8						8	9	0	Deck Trans - T. & B.
S 86	Str.	6	8						8	8	0	Deck Trans. - T. & B.
S 87	Str.	6	8						8	7	0	Deck Trans. - T. & B.
S 88	Str.	6	8						8	5	9	Deck Trans. - T. & B.
S 89	Str.	6	8						8	4	9	Deck Trans. - T. & B.
S 90	26	6	284						284	6	7	Deck @ Med. & Fascia
S 91	Str.	6	8						8	3	9	Deck Trans. - T. & B.
S 92	Str.	6	8						8	5	0	Deck Trans. - T. & B.
S 93	Str.	6	8						8	6	0	Deck Trans. - T. & B.
S 94	Str.	6	8						8	7	3	Deck Trans. - T. & B.
S 95	Str.	6	8						8	8	3	Deck Trans. - T. & B.
S 96	Str.	6	8						8	9	6	Deck Trans. - T. & B.
S 97	Str.	6	8						8	10	9	Deck Trans. - T. & B.
S 98	Str.	6	8						8	11	9	Deck Trans. - T. & B.
S 99	Str.	6	8						8	13	0	Deck Trans. - T. & B.
S 100	Str.	6	8						8	14	0	Deck Trans. - T. & B.
S 101	Str.	6	8						8	15	3	Deck Trans. - T. & B.
S 102	Str.	6	8						8	16	3	Deck Trans. - T. & B.
S 103	Str.	6	8						8	17	6	Deck Trans. - T. & B.
S 104	Str.	6	8						8	18	9	Deck Trans. - T. & B.
S 105	Str.	6	8						8	19	9	Deck Trans. - T. & B.
S 106	Str.	6	8						8	21	0	Deck Trans. - T. & B.
S 107	Str.	6	8						8	22	0	Deck Trans. - T. & B.
S 108	Str.	6	8						8	23	3	Deck Trans. - T. & B.
S 109	Str.	6	8						8	24	6	Deck Trans. - T. & B.
S 110	Str.	6	8						8	25	6	Deck Trans. - T. & B.
S 111	Str.	6	8						8	26	9	Deck Trans. - T. & B.
S 112	Str.	6	8						8	27	9	Deck Trans. - T. & B.
S 113	Str.	6	8						8	29	0	Deck Trans. - T. & B.
S 114	Str.	6	8						8	30	3	Deck Trans. - T. & B.
S 115	Str.	6	8						8	31	3	Deck Trans. T. & B.
S 116	Str.	6	8						8	32	6	Deck Trans. T. & B.
S 117	Str.	6	8						8	33	6	Deck Trans. T. & B.
S 118	Str.	6	8						8	34	9	Deck Trans. T. & B.
S 119	Str.	6	8						8	35	9	Deck Trans. T. & B.
S 120	Str.	6	8						8	36	9	Deck Trans. T. & B.
S 121	Str.	6	8						8	38	0	Deck Trans. - T. & B.
S 122	Str.	6	8						8	39	0	Deck Trans. - T. & B.
S 123	Str.	6	8						8	40	0	Deck Trans. - T. & B.
S 124	Str.	6	8						8	41	0	Deck Trans. - T. & B.
S 125	26	7	2						2	6	3	Deck @ Fascia (Trans)
S 126	26	7	2						2	5	8	Deck @ Fascia (Trans)
S 127	26	7	2						2	5	1	Deck @ Fascia (Trans)
S 128	26	7	2						2	4	6	Deck @ Fascia (Trans)
S 129	26	7	10						10	3	10	Deck @ Fascia (Trans)
S 130	26	7	3						3	4	2	Deck @ Med. (Trans)
S 131	26	7	1						1	4	6	Deck @ Med. (Trans)
S 132	26	7	1						1	5	1	Deck @ Med. (Trans)
S 133	26	7	1						1	5	7	Deck @ Med. (Trans)
S 134	26	7	1						1	6	2	Deck @ Med. (Trans)
S 135	26	7	1						1	6	10	Deck @ Med. (Trans)
S 136	26	6	3						3	4	2	Deck @ Med. (Trans)
S 137	26	6	1						1	4	6	Deck @ Med. (Trans)
S 138	26	6	1						1	5	1	Deck @ Med. (Trans)
S 139	26	6	1						1	5	7	Deck @ Med. (Trans)
S 140	26	6	1						1	6	4	Deck @ Med. (Trans)
S 141	26	6	1						1	6	10	Deck @ Med. (Trans)
S 142	Str.	6	10						10	55	3	Deck Trans @ End Bt. 1
S 143	Str.	6	10						10	51	0	Deck Trans. @ End Bt. 1
S 144	Str.	5	936						936	60	0	Long. Deck & BB
S 145	Str.	5	238						238	55	6	Long. Deck & BB
S 146	Str.	5	1						1	8	0	Deck Long. - Top
S 147	Str.	5	1						1	10	3	Deck Long. - Top
S 148	Str.	5	1						1	12	6	Deck Long. - Top
S 149	Str.	5	1						1	14	9	Deck Long - Top
S 150	Str.	5	1						1	17	0	Deck Long - Top
S 151	Str.	5	1						1	19	0	Deck Long - Top
S 152	Str.	5	1						1	21	3	Deck Long - Top
S 153	Str.	5	1						1	23	6	Deck Long. - Top
S 154	Str.	5	1						1	25	9	Deck Long. - Top
S 155	Str.	5	1						1	28	0	Deck Long. - Top
S 156	Str.	5	1						1	30	3	Deck Long. - Top
S 157	Str.	5	1						1	32	6	Deck Long. - Top
S 158	Str.	5	1						1	34	9	Deck Long. - Top
S 159	Str.	5	1						1	37	0	Deck Long. - Top
S 160	Str.	5	1						1	39	0	Deck Long. - Top

NOTE: BB denotes Brush Block.

SUPERSTRUCTURE

SHEET 77 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON
ROAD SP56-273-IIL
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

DESIGNED BY ____ DATE ____
DETAILED BY W.B.T. 2-3-66 CHECKED BY CKB DATE 5-66
TRACED BY ____ CHECKED BY ____ DATE ____

REVISED ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____

Finished 12-2-68
PME

DIETZGEN NO. 136-3 ARESPROOF

BILL OF REINFORCEMENT - UNITS I THRU VI

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

Mark	Type	Size	Number Required Per Unit I	II	III	IV	V	VI	Total	Length Ft.	In.	Location
S 161	Str.	5	1						1	41	3	Deck-Long-Top
S 162	Str.	5	1						1	43	6	Deck-Long-Top
S 163	Str.	5	1						1	45	9	Deck-Long-Top
S 164	Str.	5	1						1	48	0	Deck-Long-Top
S 165	Str.	5	1						1	50	3	Deck-Long-Top
S 166	Str.	5	1						1	52	6	Deck-Long-Top
S 167	Str.	5	1						1	54	9	Deck-Long-Top
S 168	Str.	5	1						1	56	9	Deck-Long-Top
S 169	Str	5	22						22	59	0	Deck-Long-Top
S 170	Str.	5	1						1	4	3	Deck-Long-Top
S 171	Str.	5	1						1	6	6	Deck-Long-Top
S 172	Str.	5	1						1	8	9	Deck-Long-Top
S 173	Str.	5	1						1	11	0	Deck-Long-Top
S 174	Str.	5	1						1	13	3	Deck-Long-Top
S 175	Str.	5	1						1	15	3	Deck-Long-Top
S 176	Str.	5	1						1	17	6	Deck-Long-Top
S 177	Str.	5	1						1	19	9	Deck-Long-Top
S 178	Str.	5	1						1	22	0	Deck-Long-Top
S 179	Str.	5	1						1	24	3	Deck-Long-Top
S 180	Str.	5	1						1	26	6	Deck-Long-Top
S 181	Str.	5	1						1	28	9	Deck-Long-Top
S 182	Str.	5	1						1	30	9	Deck-Long-Top
S 183	Str.	5	1						1	33	0	Deck-Long-Top
S 184	Str.	5	1						1	35	3	Deck-Long-Top
S 185	Str.	5	1						1	37	6	Deck-Long-Top
S 186	Str.	5	1						1	39	9	Deck-Long-Top
S 187	Str.	5	1						1	42	0	Deck-Long-Top
S 188	Str	5	1						1	42	6	Deck-Long-Top
S 189	Str.	5	1						1	7	0	Deck-Long-Bottom
S 190	Str.	5	1						1	9	3	Deck-Long-Bottom
S 191	Str.	5	1						1	11	3	Deck-Long-Bottom
S 192	Str.	5	1						1	12	6	Deck-Long-Bottom
S 193	Str.	5	1						1	13	9	Deck-Long-Bottom
S 194	Str.	5	1						1	15	0	Deck-Long-Bottom
S 195	Str.	5	1						1	16	3	Deck-Long-Bottom
S 196	Str.	5	1						1	17	6	Deck-Long-Bottom
S 197	Str.	5	1						1	18	9	Deck-Long-Bottom
S 198	Str.	5	1						1	20	0	Deck-Long-Bottom
S 199	Str.	5	1						1	21	3	Deck-Long-Bottom
S 200	Str.	5	1						1	22	3	Deck-Long-Bottom
S 201	Str.	5	1						1	24	6	Deck-Long-Bottom
S 202	Str.	5	1						1	26	9	Deck-Long-Bottom
S 203	Str.	5	1						1	29	0	Deck-Long-Bottom
S 204	Str.	5	1						1	31	3	Deck-Long-Bottom
S 205	Str.	5	1						1	33	6	Deck-Long-Bottom
S 206	Str.	5	1						1	34	9	Deck-Long-Bottom
S 207	Str.	5	1						1	36	0	Deck-Long-Bottom
S 208	Str.	5	1						1	37	3	Deck-Long-Bottom
S 209	Str.	5	1						1	38	6	Deck-Long-Bottom
S 210	Str.	5	1						1	39	9	Deck-Long-Bottom
S 211	Str.	5	1						1	41	0	Deck-Long-Bottom
S 212	Str.	5	1						1	42	3	Deck-Long-Bottom
S 213	Str.	5	1						1	43	3	Deck-Long-Bottom
S 214	Str.	5	1						1	44	6	Deck-Long-Bottom
S 215	Str.	5	1						1	46	9	Deck-Long-Bottom
S 216	Str.	5	1						1	49	0	Deck-Long-Bottom
S 217	Str.	5	1						1	51	3	Deck Long-Bottom

Mark	Type	Size	Number Required Per Unit I	II	III	IV	V	VI	Total	Length Ft.	In.	Location
S 218	Str	5	1						1	53	6	Deck-Long-Bottom
S 219	Str.	5	1						1	55	9	Deck-Long-Bottom
S 220	Str.	5	1						1	4	3	Deck-Long-Bottom
S 221	Str.	5	1						1	5	6	Deck-Long-Bottom
S 222	Str.	5	1						1	6	9	Deck-Long-Bottom
S 223	Str.	5	1						1	8	0	Deck-Long-Bottom
S 224	Str.	5	1						1	9	3	Deck-Long-Bottom
S 225	Str.	5	1						1	10	6	Deck-Long-Bottom
S 226	Str.	5	1						1	11	9	Deck-Long-Bottom
S 227	Str.	5	1						1	12	9	Deck-Long-Bottom
S 228	Str.	5	1						1	15	0	Deck-Long-Bottom
S 229	Str.	5	1						1	17	3	Deck-Long-Bottom
S 230	Str.	5	1						1	19	6	Deck-Long-Bottom
S 231	Str.	5	1						1	21	9	Deck-Long-Bottom
S 232	Str.	5	1						1	23	9	Deck-Long-Bottom
S 233	Str.	5	1						1	25	0	Deck-Long-Bottom
S 234	Str.	5	1						1	26	3	Deck-Long-Bottom
S 235	Str.	5	1						1	27	6	Deck-Long-Bottom
S 236	Str	5	1						1	28	9	Deck-Long-Bottom
S 237	Str.	5	1						1	30	0	Deck-Long-Bottom
S 238	Str.	5	1						1	31	3	Deck-Long-Bottom
S 239	Str.	5	1						1	32	6	Deck-Long-Bottom
S 240	Str.	5	1						1	33	9	Deck-Long-Bottom
S 241	Str.	5	1						1	35	0	Deck-Long-Bottom
S 242	Str.	5	1						1	37	3	Deck-Long-Bottom
S 243	Str.	5	1						1	39	6	Deck-Long-Bottom
S 244	Str.	5	1						1	41	9	Deck-Long-Bottom
S 245	Str.	5	1						1	44	0	Deck-Long-Bottom
S 246	Str.	5	1						1	46	3	Deck-Long-Bottom
S 247	Str.	5	1						1	48	3	Deck-Long-Bottom
S 248	Str.	5	1						1	5	3	Deck-Long-Top
S 249	Str.	5	1						1	7	3	Deck-Long-Top
S 250	Str.	5	1						1	9	3	Deck-Long-Top
S 251	Str.	5	1						1	11	6	Deck-Long-Top
S 252	Str.	5	1						1	13	6	Deck-Long-Top
S 253	Str.	5	1						1	15	6	Deck-Long-Top
S 254	Str.	5	1						1	17	9	Deck-Long-Top
S 255	Str.	5	1						1	19	9	Deck-Long-Top
S 256	Str.	5	1						1	21	9	Deck-Long-Top
S 257	Str.	5	1						1	23	9	Deck-Long-Top
S 258	Str.	5	1						1	25	9	Deck-Long-Top
S 259	Str.	5	1						1	27	9	Deck-Long-Top
S 260	Str.	5	1						1	29	9	Deck-Long-Top
S 261	Str.	5	1						1	32	0	Deck-Long-Top
S 262	Str.	5	1						1	34	0	Deck-Long-Top
S 263	Str.	5	1						1	36	0	Deck-Long-Top
S 264	Str.	5	1						1	38	0	Deck-Long-Top
S 265	Str.	5	1						1	40	0	Deck-Long-Top
S 266	Str.	5	1						1	42	3	Deck-Long-Top
S 267	Str.	5	1						1	44	3	Deck-Long-Top
S 268	Str.	5	1						1	46	3	Deck-Long-Top
S 269	Str.	5	1						1	48	3	Deck-Long-Top
S 270	Str.	5	1						1	50	3	Deck-Long-Top
S 271	Str.	5	1						1	52	3	Deck-Long-Top
S 272	Str.	5	1						1	54	3	Deck-Long-Top
S 273	Str.	5	1						1	4	3	Deck-Long-Top
S 274	Str.	5	1						1	6	3	Deck-Long-Top

Mark	Type	Size	Number Required Per Unit I	II	III	IV	V	VI	Total	Length Ft.	In.	Location
S 275	Str.	5	1						1	8	3	Deck-Long-Top
S 276	Str.	5	1						1	10	3	Deck-Long-Top
S 277	Str.	5	1						1	12	3	Deck-Long-Top
S 278	Str.	5	1						1	14	3	Deck-Long-Top
S 279	Str.	5	1						1	16	3	Deck-Long-Top
S 280	Str.	5	1						1	18	3	Deck-Long-Top
S 281	Str.	5	1						1	20	6	Deck-Long-Top
S 282	Str.	5	1						1	22	6	Deck-Long-Top
S 283	Str.	5	1						1	24	6	Deck-Long-Top
S 284	Str.	5	1						1	26	6	Deck-Long-Top
S 285	Str.	5	1						1	28	6	Deck-Long-Top
S 286	Str.	5	1						1	30	6	Deck-Long-Top
S 287	Str.	5	1						1	32	9	Deck-Long-Top
S 288	Str.	5	1						1	34	9	Deck-Long-Top
S 289	Str.	5	6						6	36	0	Long - BB & Deck
S 290	Str.	5	1						1	4	6	Deck-Long-Bottom
S 291	Str.	5	1						1	6	6	Deck-Long-Bottom
S 292	Str.	5	1						1	8	6	Deck-Long-Bottom
S 293	Str.	5	1						1	9	9	Deck-Long-Bottom
S 294	Str.	5	1						1	10	9	Deck-Long-Bottom
S 295	Str.	5	1						1	12	0	Deck-Long-Bottom
S 296	Str.	5	1						1	13	0	Deck-Long-Bottom
S 297	Str.	5	1						1	14	3	Deck-Long-Bottom
S 298	Str.	5	1						1	15	3	Deck-Long-Bottom
S 299	Str.	5	1						1	16	6	Deck-Long-Bottom
S 300	Str.	5	1						1	17	6	Deck-Long-Bottom
S 301	Str.	5	1						1	18	9	Deck-Long-Bottom
S 302	Str.	5	1						1	20	9	Deck-Long-Bottom
S 303	Str.	5	1						1	22	9	Deck-Long-Bottom
S 304	Str.	5	1						1	25	0	Deck-Long-Bottom
S 305	Str.	5	1						1	27	0	Deck-Long-Bottom
S 306	Str.	5	1						1	29	0	Deck-Long-Bottom
S 307	Str.	5	1						1	30	3	Deck-Long-Bottom
S 308	Str.	5	1						1	31	3	Deck-Long-Bottom
S 309	Str.	5	1						1	32	6	Deck-Long-Bottom
S 310	Str.	5	1						1	33	6	Deck-Long-Bottom
S 311	Str.	5	1						1	34	6	Deck-Long-Bottom
S 312	Str.	5	1						1	35	9	Deck-Long-Bottom
S 313	Str.	5	1						1	36	9	Deck-Long-Bottom
S 314	Str.	5	1						1	37	9	Deck-Long-Bottom
S 315	Str.	5	1						1	39	0	Deck-Long-Bottom
S 316	Str.	5	1						1	41	0	Deck-Long-Bottom
S 317	Str.	5	1						1	43	0	Deck-Long-Bottom
S 318	Str.	5	1						1	45	0	Deck-Long-Bottom
S 319	Str.	5	1						1	47	0	Deck Long-Bottom
S 320	Str.	5	1						1	49	0	Deck-Long-Bottom

NOTE: BB denotes Brush Block

SUPERSTRUCTURE

SHEET 78 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** 164-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGNED BY: DATE:
DETAILED BY: WRT 2-66 CHECKED BY: CKB DATE: 3/66
TRACED BY: CHECKED BY: DATE:
REVISED. REVISED. REVISED.

DIETZGEN NO. 136-3 ARKPROOF

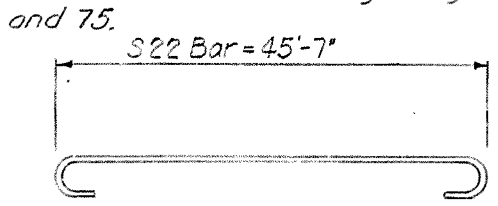
Fin. DWF
- PME 2-5-68

BILL OF REINFORCEMENT - UNITS I THRU VI

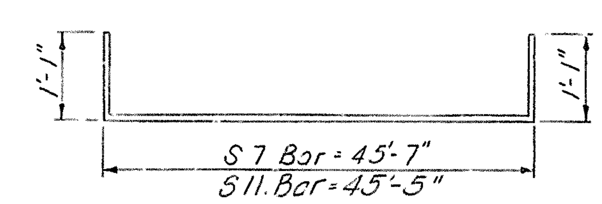
Mark	Type	Size	Number Required Per Unit I	II	III	IV	V	VI	Total	Length Ft.	In.	Location
S 321	Str.	5	1						1	50	0	Deck - Long - Bottom
S 322	Str.	5	1						1	51	3	Deck - Long - Bottom
S 323	Str.	5	1						1	52	3	Deck - Long - Bottom
S 324	Str	5	1						1	53	6	Deck - Long - Bottom
S 325	Str.	5	1						1	54	6	Deck - Long - Bottom
S 326	Str.	5	1						1	55	9	Deck - Long - Bottom
S 327	Str.	5	1						1	57	0	Deck - Long - Bottom
S 328	Str.	5	1						1	58	0	Deck - Long - Bottom
S 329	Str.	5	22						22	59	3	Deck - Long - Bottom
S 330	Str.	5	1						1	4	0	Deck - Long - Bottom
S 331	Str.	5	1						1	6	0	Deck - Long - Bottom
S 332	Str.	5	1						1	8	3	Deck - Long - Bottom
S 333	Str.	5	1						1	10	3	Deck - Long - Bottom
S 334	Str.	5	1						1	12	3	Deck - Long - Bottom
S 335	Str.	5	1						1	13	3	Deck - Long - Bottom
S 336	Str.	5	1						1	14	6	Deck - Long - Bottom
S 337	Str.	5	1						1	15	6	Deck - Long - Bottom
S 338	Str.	5	1						1	16	9	Deck - Long - Bottom
S 339	Str.	5	1						1	17	9	Deck - Long - Bottom
S 340	Str.	5	1						1	19	0	Deck - Long - Bottom
S 341	Str.	5	1						1	20	0	Deck - Long - Bottom
S 342	Str.	5	1						1	21	3	Deck - Long - Bottom
S 343	Str.	5	1						1	22	3	Deck - Long - Bottom
S 344	Str.	5	1						1	24	3	Deck - Long - Bottom
S 345	Str.	5	1						1	26	3	Deck - Long - Bottom
S 346	Str.	5	1						1	28	3	Deck - Long - Bottom
S 347	Str.	5	1						1	30	3	Deck - Long - Bottom
S 348	Str.	5	3						3	33	0	Deck - Long - Bottom
S 349	Str.	4	4						4	21	9	Long. Plinth
S 350	Str.	4	64				78		142	23	2	Long. Plinth & Med. Wall
S 351	Str.	4	4						4	29	4	Long. Plinth
S 352	Str.	4	4						4	21	4	Long. Plin[illegible]
S 353	Str.	4	32						32	23	5	Long. Plinth
S 354	Str	4	4						4	21	2	Long. Plinth
S 355	Str.	5	23						23	56	6	Long. Deck & BB
S 356	Str.	6	10						10	15	0	Deck @ End Bent
S357	42	5	655	592	701	846	700	698	4202	4	10	Median Trans.
S358	Str	4		60				66	126	24	8	Median - Long.
S359	Str.	4				12			12	24	1	Median - Long.
S360	Str.	4						24	24	12	9	Median - Long.
S361	Str.	4	6						6	24	10	Median Wall - Long.
S362	Str.	5	4						4	43	3	Deck & Med. - Long.
S363	Str.	5	29						29	56	9	Deck - Bott. - Long.
S364	Str.	4	78						78	23	5	Median Wall - Long.

Mark	Type	Size	Number Required Per Unit I	II	III	IV	V	VI	Total	Length Ft.	In.	Location
D 1	Str.	6		24	32	24	32	32	144	5	0	Deck around Drain
D 2	Str.	6		12	16	12	16	16	72	3	6	Deck around Drain
D 3	Str.	6		12	16	12	16	16	72	4	4	Deck around Drain
LS 1	37	4	6	6	6	6	6	6	36	8	8	Fascia @ Light Stnds.
LS 2	36	4	6	6	6	6	6	6	36	2	11	Fascia @ Light Stnds.
LS 3	36	4	3	3	3	3	3	3	18	6	11	Fascia @ Light Stnds.
F 1	39	4						6	6	6	0	Fascia @ Sign Spt.
F 2	35	6						8	8	8	9	Fascia @ Sign Spt.
M 1	Str.	4						6	6	23	8	Median @ Sign Spt.
M 2	39	6						8	8	11	2	Median @ Sign Spt.
M 3	39	5						3	3	9	6	Median @ Sign Spt.
M 4	39	5						2	2	7	9	Median @ Sign Spt.
M 5	39	5						2	2	7	8	Median @ Sign Spt.
M 6	39	5						2	2	7	7	Median @ Sign Spt.
M 7	39	5						2	2	7	5	Median @ Sign Spt.
M 8	39	5						2	2	7	4	Median @ Sign Spt.
M 9	39	5						2	2	7	3	Median @ Sign Spt.
M 10	39	5						2	2	7	2	Median @ Sign Spt.
M 11	39	4						12	12	6	0	Median @ Sign Spt.
M 12	34	4						2	2	10	11	Median @ Sign Spt.

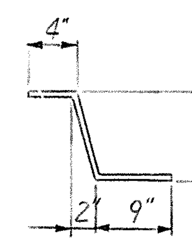
For Location and Bending Diagrams of D, LS, F, and M Bars, see Sh. № 72, 73 and 75.



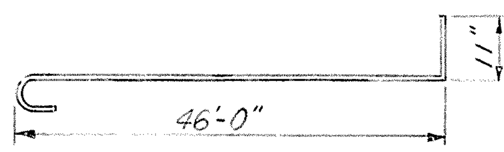
TYPE 1



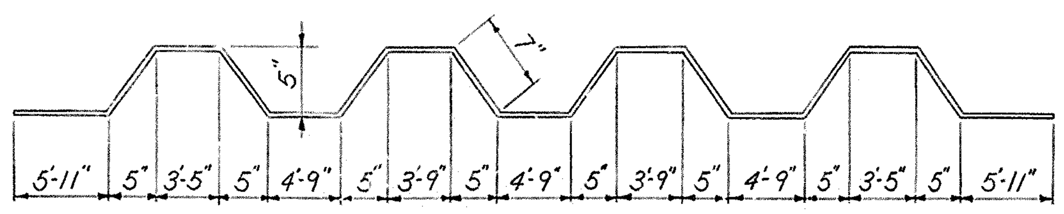
TYPE 17



TYPE 22

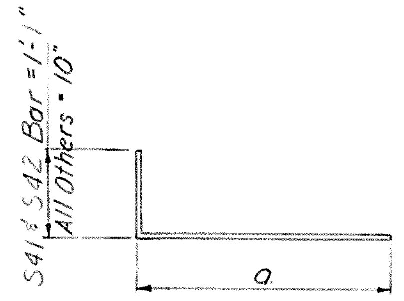


TYPE 18



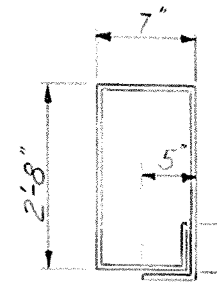
TYPE 25

NOTE: BB denotes Brush Block

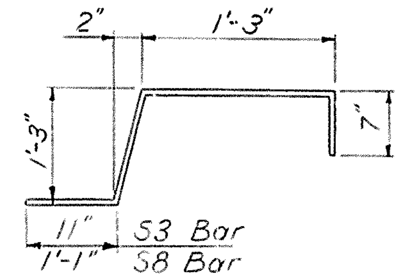


S 4 Bar a = 5'-10"
S 6 Bar a = 3'-7"
S 9 Bar a = 3'-6"
S 10 Bar a = 3'-1"
S 42 Bar a = 30'-0"
S 49 Bar a = 5'-9"
S 50 Bar a = 4'-10"
S 51 Bar a = 5'-6"
S 52 Bar a = 4'-10"
S 90 Bar a = 5'-9"
S 125 Bar a = 5'-5"
S 126 Bar a = 4'-10"
S 127 Bar a = 4'-3"
S 128 Bar a = 3'-8"
S 41 Bar a = 20'-0"
S 129 Bar a = 3'-0"
S 130 Bar a = 3'-4"
S 131 Bar a = 3'-8"
S 132 Bar a = 4'-3"
S 133 Bar a = 4'-9"
S 134 Bar a = 5'-4"
S 135 Bar a = 6'-0"
S 136 Bar a = 3'-4"
S 137 Bar a = 3'-8"
S 138 Bar a = 4'-3"
S 139 Bar a = 4'-9"
S 140 Bar a = 5'-6"
S 141 Bar a = 6'-0"

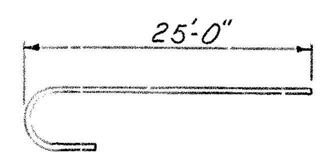
TYPE 26



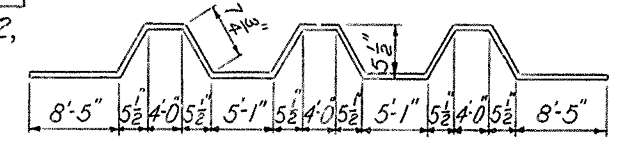
TYPE 41



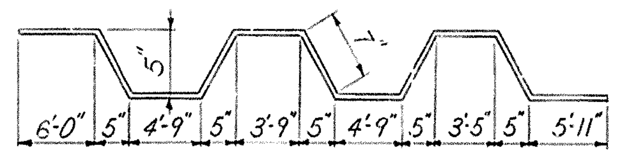
TYPE 29



TYPE 31



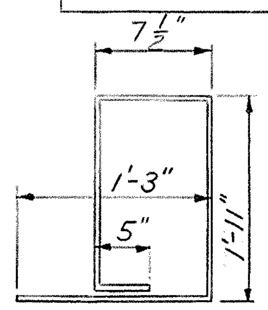
TYPE 30



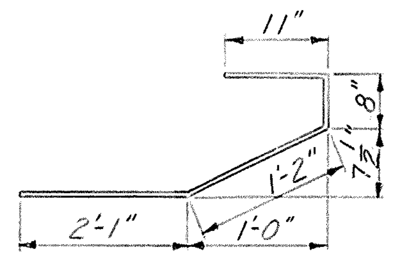
TYPE 33

ESTIMATE OF QUANTITIES

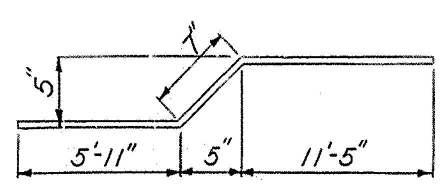
ITEM	Unit	Unit I	Unit II	Unit III	Unit IV	Unit V	Unit VI
Concrete Class A-A	Cu. Yds.	970.4	816.4	966.2	1158.0	965.3	969.4
Steel Reinforcement	Lbs.	262,917	237,264	281,426	334,771	281,192	288,383
High Strength Handrail	Lin. Ft.	711.0	595.3	704.3	849.4	704.3	701.9
Protective Coating	Sq. Yds.	3904	3476	4112	4959	4112	4118



TYPE 24



TYPE 42



TYPE 32

SUPERSTRUCTURE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 17TH ST. TO 13TH ST.
LOUISVILLE - LEXINGTON
ROAD
SP 56-273-11L
STATION 183+80 PROJECT NO. I 64-2(34)1
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

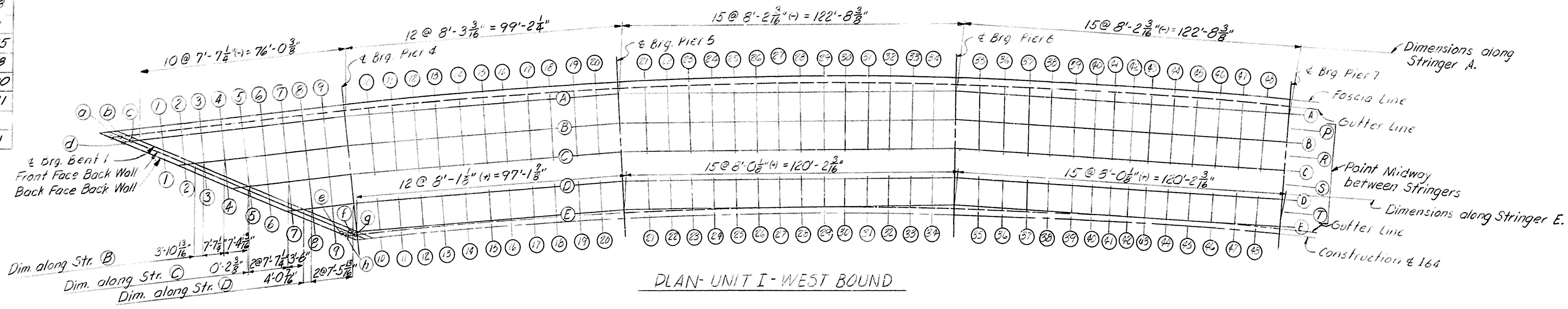
DESIGNED BY / DETAILED BY W.P.T. 2-7-68 / CHECKED BY C.K.B. / DATE 5/66 / TRACED BY / REVISED

Pine 2-19-68

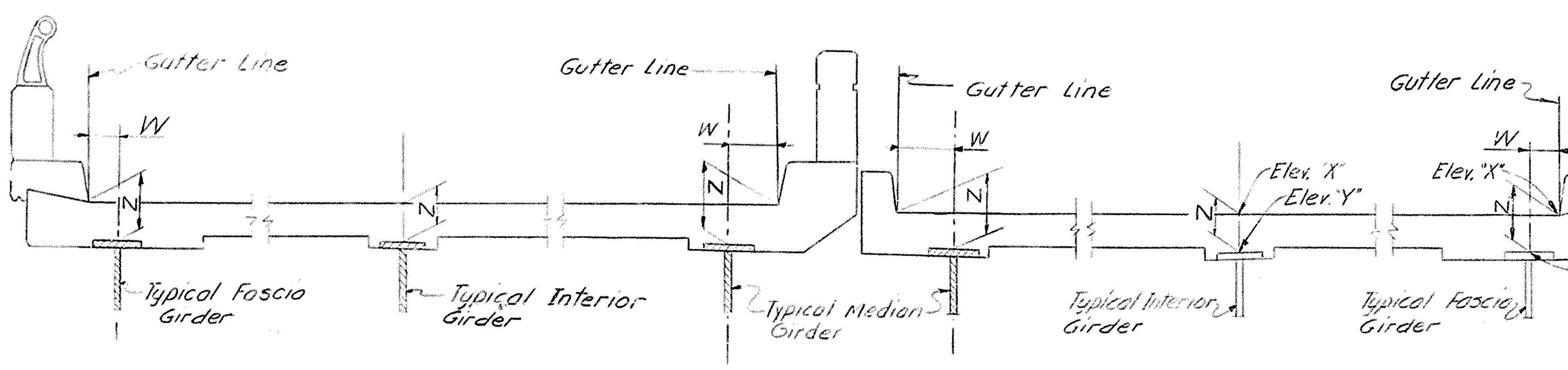
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

BACKWALL ELEVATIONS

Point	Elevation
a	473.703
b	473.801
c	473.885
d	473.788
e	474.800
f	474.881
g	474.912
h	474.831



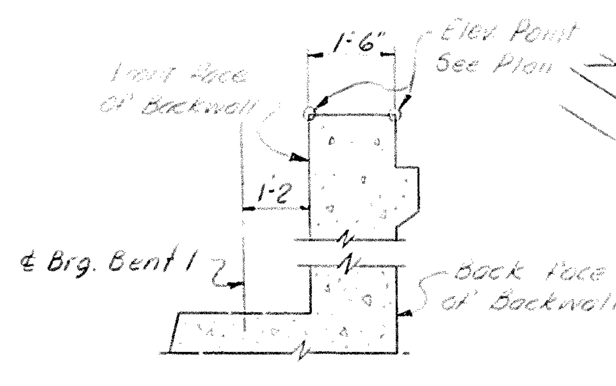
PLAN- UNIT I - WEST BOUND



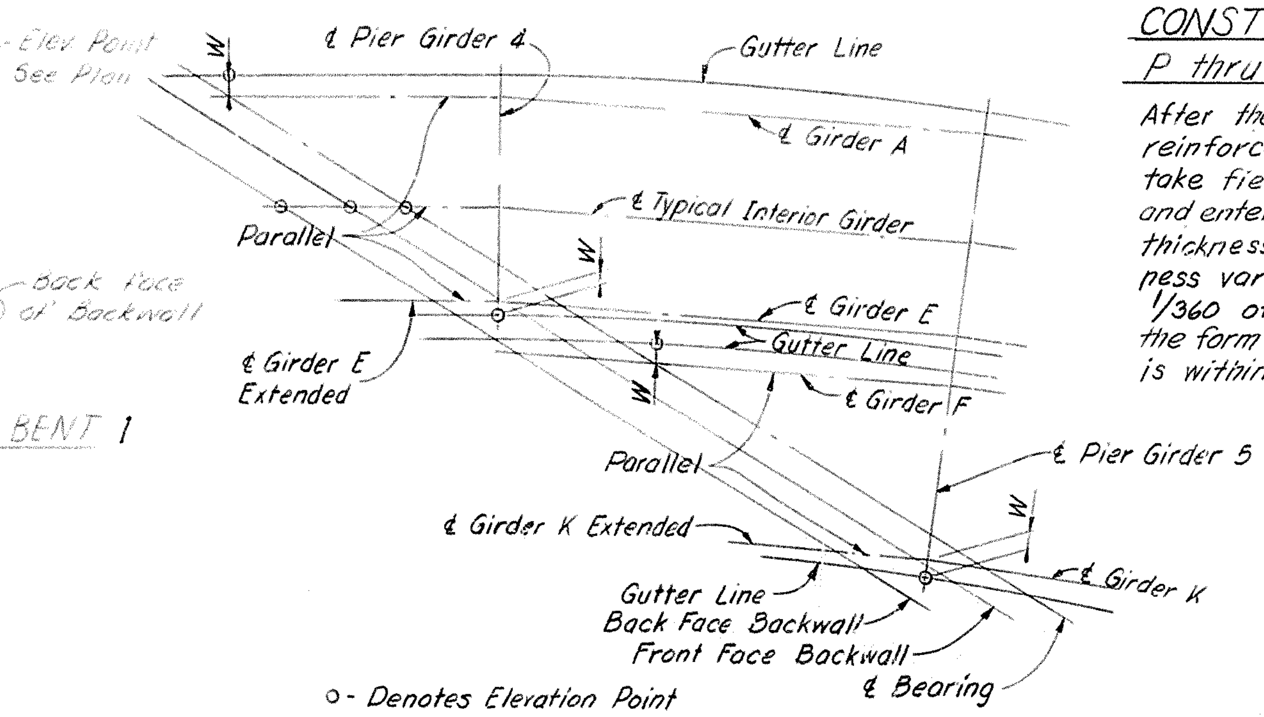
TYPICAL SECTION

CONSTRUCTION NOTES FOR LINES A thru E', & F' thru K.

1- Lay out Sections ①-①, ②-② etc as shown in plan on the various Construction Elevation Sheets. Center punch marks on top of girders for elevation points
2- Read elevations on top of girders as erected, after diaphragms and cross frames are in place and shoring and falsework removed, but before forms are placed and before deck slab, walk, plinths, etc. are poured. These elevations are to be entered in the table as Elevation "Y".
3- Compute Dimension "Z" (see Typical Sections). 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" includes calculated deflections 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 Sections. Dimension "Z" will indicate the difference in elevation of the top of girder at the center punch mark and the gutter line at a point measured along the section line Dimension "W" from the ℄ of girder (center punch mark). A negative "W" indicates the Girder falls under the brush block or median (Not in roadway).



SECTION THRU BENT 1



o - Denotes Elevation Point

ELEVATION LOCATION AT END BENT 1

CONSTRUCTION NOTES FOR LINES P thru Z.

After the slab forms are erected and before the slab reinforcement is placed, the Resident Engineer shall take field elevations at the slab thickness check points and enter them in the table in the space provided. The slab thickness shall then be computed. If the computed slab thickness varies more than ¼" 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.

UNIT I WB
CONSTRUCTION
ELEVATIONS

SHEET 80 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD
SP56-273-11L

STATION 183+80 — PROJECT NO. I 84-2(34)11

BRIDGE NUMBER — DRAWING NO. 17122 — INDEX

DESIGNED BY — DETAILED BY C.W.R. — CHECKED BY Bl... + OAF DATE 5/66 — TRACED BY — CHECKED BY — REVISED — DATE

Copy check MDC 1-15-69

UNIT I WESTBOUND

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

TABLE OF ELEVATIONS FOR UNIT

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER			GIRDER E			
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W
Back Face	2'-4 3/16"				474.119			474.399			47- 525									2'-0 7/16"
Front Face	2'-4 3/16"				474.213			474.487			474.709									2'-0 3/4"
℄ Brg Bent 1	2'-4 3/16"	474.014			474.285			474.556			474.775						474.814			2'-1"
1-1	2'-4 3/16"	474.260																		
2-2	2'-4 3/16"	474.506																		
3-3	2'-4 3/16"	474.748			474.404															
4-4	2'-4 3/16"	474.987			474.836															
5-5	2'-4 3/16"	475.223			474.863															
6-6	2'-4 3/16"	475.455			475.069			474.779												
7-7	2'-4 3/16"	475.683			475.309			474.994												
8-8	2'-4 3/16"	475.906			475.520			475.202			474.881									
9-9	2'-3 3/4"	476.124			475.727			475.406			475.080									
℄ Pier 4	2'-3"	476.340			475.934			475.608			475.278						474.874			2'-1"
10-10	2'-5 5/16"	476.612			476.194			475.847			475.501						475.094			1'-10 3/8"
11-11	2'-7 3/16"	476.884			476.433			476.086			475.735						475.313			1'-8 7/8"
12-12	2'-8 11/16"	477.150			476.679			476.320			475.960						475.529			1'-7 1/16"
13-13	2'-9 3/4"	477.411			476.923			476.553			476.182						475.739			1'-6 1/16"
14-14	2'-10 3/8"	477.670			477.162			476.781			476.400						475.946			1'-5 13/16"
15-15	2'-10 11/16"	477.920			477.398			477.007			476.616						476.150			1'-5 5/8"
16-16	2'-10 3/8"	478.164			477.629			477.226			476.825						476.343			1'-5 13/16"
17-17	2'-9 3/4"	478.390			477.848			477.437			477.030						476.543			1'-6 1/16"
18-18	2'-8 11/16"	478.595			478.052			477.637			477.227						476.735			1'-7 1/16"
19-19	2'-7 5/16"	478.782			478.245			477.831			477.421						476.923			1'-8 7/8"
20-20	2'-5 5/16"	478.963			478.433			478.019			477.610						477.109			1'-10 3/4"
℄ Pier 5	2'-3"	479.141			478.621			478.207			477.799						477.294			2'-1"
21-21	2'-5 7/8"	479.376			478.846			478.432			478.024						477.523			1'-10 3/16"
22-22	2'-8 3/8"	479.607			479.069			478.655			478.247						477.751			1'-7 3/4"
23-23	2'-10 3/8"	479.836			479.290			478.876			478.469						477.974			1'-5 3/4"
24-24	3'-0 1/16"	480.067			479.507			479.092			478.685						478.194			1'-4 1/8"
25-25	3'-1 1/4"	480.274			479.718			479.304			478.897						478.408			1'-2 15/16"
26-26	3'-2 5/8"	480.487			479.929			479.514			479.107						478.619			1'-2 1/16"
27-27	3'-2 1/2"	480.692			480.133			479.718			479.312						478.824			1'-1 3/4"
28-28	3'-2 1/2"	480.893			480.334			479.917			479.512						479.024			1'-1 5/16"
29-29	3'-2 5/8"	481.088			480.530			480.113			479.707						479.221			1'-2 5/8"
30-30	3'-1 1/4"	481.275			480.720			480.303			479.897						479.410			1'-2 15/16"
31-31	3'-0 1/16"	481.458			480.908			480.491			480.085						479.596			1'-4 1/8"
32-32	2'-10 3/8"	481.637			481.092			480.675			480.269						479.778			1'-5 3/4"
33-33	2'-8 3/8"	481.810			481.270			480.852			480.447						479.955			1'-7 3/4"
34-34	2'-5 7/8"	481.979			481.447			481.029			480.625						480.129			1'-10 3/16"
℄ Pier 6	2'-3"	482.144			481.622			481.204			480.799						480.301			2'-1"
35-35	2'-5 1/2"	482.379			481.847			481.429			481.023						480.528			1'-10 5/16"
36-36	2'-8 3/8"	482.610			482.070			481.652			481.245						480.753			1'-7 3/4"
37-37	2'-10 3/8"	482.838			482.291			481.874			481.466						480.974			1'-5 3/4"
38-38	3'-0 1/16"	483.058			482.508			482.090			481.681						481.191			1'-4 1/8"
39-39	3'-1 1/2"	483.275			482.718			482.301			481.892						481.403			1'-2 15/16"
40-40	3'-2 1/8"	483.488			482.929			482.511			482.101						481.613			1'-2 5/8"
41-41	3'-2 1/2"	483.693			483.133			482.715			482.305						481.815			1'-1 3/4"
42-42	3'-2 1/2"	483.893			483.333			482.915			482.503						482.013			1'-1 5/16"
43-43	3'-2 3/8"	484.087			483.526			483.111			482.697						482.207			1'-2 5/8"
44-44	3'-1 1/4"	484.274			483.718			483.300			482.886						482.394			1'-2 15/16"
45-45	3'-0 1/16"	484.457			483.906			483.488			483.073						482.579			1'-4 1/8"
46-46	2'-10 3/8"	484.636			484.090			483.672			483.256						482.758			1'-5 3/4"
47-47	2'-8 3/8"	484.808			484.267			483.850			483.433						482.933			1'-7 3/4"
48-48	2'-5 7/8"	484.976			484.444			484.027			483.610						483.104			1'-10 7/16"
℄ Pier 7	2'-3"	485.141			484.619			484.201			483.783						483.274			2'-1"
℄ Suspender*		*			*			*			*						*			

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
4-4/P	474.780			27-27/R	479.926		
6-6/P	475.238			27-27/S	479.515		
6-6/R	474.934			27-27/T	479.089		
8-8/P	475.676			30-30/P	480.932		
8-8/R	475.361			30-30/R	480.512		
8-8/S	475.042			30-30/S	480.100		
10-10/P	476.362			30-30/T	479.672		
10-10/R	476.020			33-33/P	481.483		
10-10/S	475.677			33-33/R	481.061		
10-10/T	475.305			33-33/S	480.650		
13-13/P	477.114			33-33/T	480.212		
13-13/R	476.738			35-35/P	482.060		
13-13/S	476.368			35-35/R	481.638		
13-13/T	475.972			35-35/S	481.226		
16-16/P	477.838			35-35/T	480.782		
16-16/R	477.428			38-38/P	482.720		
16-16/S	477.026			38-38/R	482.299		
16-16/T	476.600			38-38/S	481.886		
19-19/P	478.458			38-38/T	481.453		
19-19/R	478.038			41-41/P	483.344		
19-19/S	477.626			41-41/R	482.924		
19-19/T	477.180			41-41/S	482.510		
21-21/P	479.058			41-41/T	482.081		
21-21/R	478.639			44-44/P	483.930		
21-21/S	478.228			44-44/R	483.509		
21-21/T	477.780			44-44/S	483.093		
24-24/P	479.718			44-44/T	482.659		
24-24/R	479.300			47-47/P	484.480		
24-24/S	478.888			47-47/R	484.058		
24-24/T	478.456			47-47/S	483.642		
27-27/P	480.344			47-47/T	483.194		

For notes concerning the use of tables see Sheet No. 80

NOTE:
3-3/P denotes "Slab Check Point" on intersection of screed line '3-3' and longitudinal line 'P'.
All other points similar.

* For Screed Elevations at ℄ Suspender Pier 7 see Unit II

UNIT I WB
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(341)

BRIDGE NUMBER | DRAWING No. 17122 | INDEX

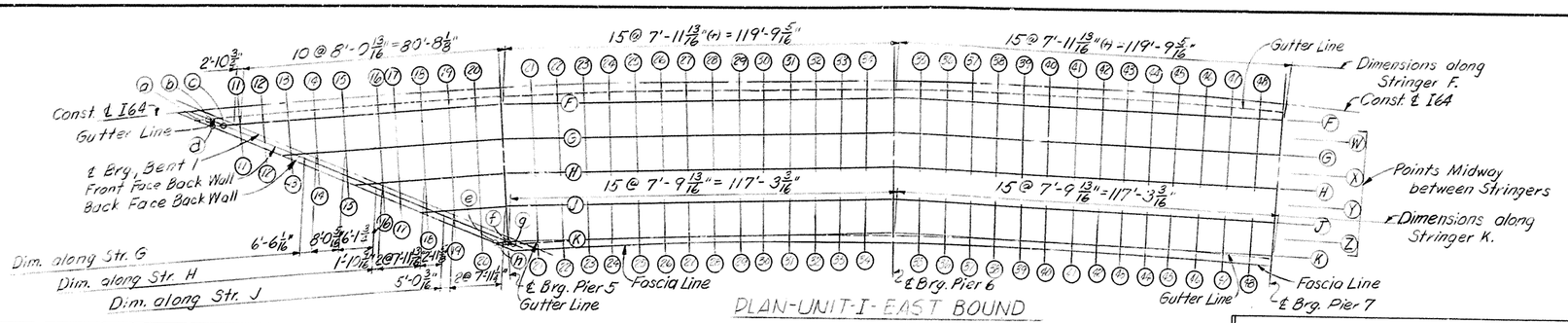
DESIGNED BY ... DATE ...
DETAILED BY L.W.R. & M.R.T. CHECKED BY Black DATE 5/64
TRACED BY ... CHECKED BY ... DATE ...
REVISED ... DATE ...
REVISED ... DATE ...
REVISED ... DATE ...

Copy check MDL 1-11-68
Addl. copy 2-68

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

BACKWALL ELEVATIONS

Point	Elevation
a	475.148
b	475.231
c	475.267
d	475.183
e	475.581
f	475.683
g	475.724
h	475.631



PLAN-UNIT-I-EAST BOUND

TABLE OF ELEVATIONS FOR UNIT

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER			GIRDER K			
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W
Back Face	2'-3"				475.319			475.410			475.481									3'-6 3/8"
Front Face	2'-3 7/8"				475.400			475.488			475.566									2'-9 11/16"
℄ Brg. Bent 1	2'-1"	475.415			475.463			475.549			475.635						475.669			2'-3"
11-11	2'-5 5/8"	475.497																		
12-12	2'-6 7/16"	475.723																		
13-13	2'-7 1/16"	475.948																		
14-14	2'-8 3/16"	476.168			475.629															
15-15	2'-8 5/8"	476.382			475.830															
16-16	2'-8 11/16"	476.592			476.032			475.594												
17-17	2'-7 7/16"	476.794			476.232			475.790												
18-18	2'-6 7/16"	476.988			476.433			475.992												
19-19	2'-5 5/8"	477.178			476.632			476.197			475.766									
20-20	2'-3 3/4"	477.364			476.830			476.401			475.976									
℄ Pier 5	2'-1"	477.547			477.026			476.603			476.184									2'-3"
21-21	2'-3 13/16"	477.777			477.249			476.825			476.406						475.903			2'-0 1/4"
22-22	2'-6 1/4"	478.004			477.471			477.047			476.627						476.132			1'-9 7/8"
23-23	2'-8 1/4"	478.228			477.691			477.266			476.846						476.359			1'-7 15/16"
24-24	2'-9 13/16"	478.448			477.906			477.482			477.062						476.580			1'-6 3/8"
25-25	2'-11 5/16"	478.664			478.119			477.693			477.274						476.797			1'-5 3/16"
26-26	2'-11 15/16"	478.874			478.329			477.902			477.482						477.009			1'-4 3/8"
27-27	3'-0 1/4"	479.079			478.533			478.106			477.686						477.214			1'-4"
28-28	3'-0 1/4"	479.280			478.735			478.306			477.886						477.415			1'-4"
29-29	2'-11 13/16"	479.477			478.933			478.504			478.082						477.610			1'-4 3/8"
30-30	2'-11 15/16"	479.667			479.126			478.696			478.274						477.800			1'-5 3/16"
31-31	2'-9 13/16"	479.853			479.315			478.884			478.462						477.985			1'-6 3/8"
32-32	2'-8 1/4"	480.035			479.501			479.070			478.649						478.164			1'-7 15/16"
33-33	2'-6 1/4"	480.213			479.683			479.251			478.829						478.339			1'-9 7/8"
34-34	2'-3 13/16"	480.386			479.864			479.432			479.009						478.510			2'-0 1/4"
℄ Pier 6	2'-1"	480.558			480.042			479.609			479.186						478.678			2'-3"
35-35	2'-3 13/16"	480.785			480.263			479.830			479.407						478.911			2'-0 1/4"
36-36	2'-6 1/4"	481.010			480.483			480.051			479.628						479.140			1'-9 7/8"
37-37	2'-8 1/4"	481.232			480.701			480.270			479.847						479.366			1'-7 15/16"
38-38	2'-9 13/16"	481.449			480.914			480.485			480.062						479.586			1'-6 3/8"
39-39	2'-11 5/16"	481.662			481.125			480.696			480.274						479.802			1'-5 3/16"
40-40	2'-11 15/16"	481.870			481.333			480.904			480.482						480.013			1'-4 3/8"
41-41	3'-0 1/4"	482.073			481.535			481.107			480.685						480.218			1'-4"
42-42	3'-0 1/4"	482.271			481.734			481.307			480.885						480.418			1'-4"
43-43	2'-11 13/16"	482.465			481.930			481.504			481.081						480.613			1'-4 3/8"
44-44	2'-11 5/16"	482.653			482.121			481.695			481.273						480.802			1'-5 3/16"
45-45	2'-9 13/16"	482.837			482.308			481.883			481.461						480.986			1'-6 3/8"
46-46	2'-8 1/4"	483.016			482.492			482.068			481.647						481.165			1'-7 15/16"
47-47	2'-6 1/4"	483.191			482.672			482.249			481.826						481.339			1'-9 7/8"
48-48	2'-3 13/16"	483.362			482.851			482.429			482.006						481.509			2'-0 1/4"
℄ Pier 7	2'-1"	483.532			483.027			482.605			482.183						481.676			2'-3"
℄ Suspender			*		*			*			*						*			

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
14-14/W	475.846			33-33/X	479.467		
16-16/W	476.258			33-33/Y	479.040		
16-16/X	475.813			33-33/Z	478.556		
19-19/W	476.854			35-35/W	480.476		
19-19/X	476.414			35-35/X	480.046		
19-19/Y	475.982			35-35/Y	479.618		
21-21/W	477.464			35-35/Z	479.127		
21-21/X	477.037			38-38/W	481.122		
21-21/Y	476.616			38-38/X	480.700		
21-21/Z	476.122			38-38/Y	480.274		
24-24/W	478.118			38-38/Z	479.802		
24-24/X	477.694			41-41/W	481.741		
24-24/Y	477.272			41-41/X	481.321		
24-24/Z	476.799			41-41/Y	480.896		
27-27/W	478.743			41-41/Z	480.434		
27-27/X	478.320			44-44/W	482.326		
27-27/Y	477.896			44-44/X	481.908		
27-27/Z	477.432			44-44/Y	481.484		
30-30/W	479.336			44-44/Z	481.018		
30-30/X	478.911			47-47/W	482.879		
30-30/Y	478.485			47-47/X	482.460		
30-30/Z	478.017			47-47/Y	482.038		
33-33/W	479.896			47-47/Z	481.554		

For notes concerning the use of tables see Sheet No. 80

* For Screed Elevations of ℄ Suspender Pier 7 see Unit II

UNIT I EB
CONSTRUCTION
ELEVATIONS

DESIGNED BY _____ CHECKED BY _____ DATE _____
DETAILED BY CWR & WET CHECKED BY Black DATE 5/66
TRACED BY _____ CHECKED BY _____ DATE _____
REVISED _____ DATE _____
REVISED _____ DATE _____
REVISED _____ DATE _____

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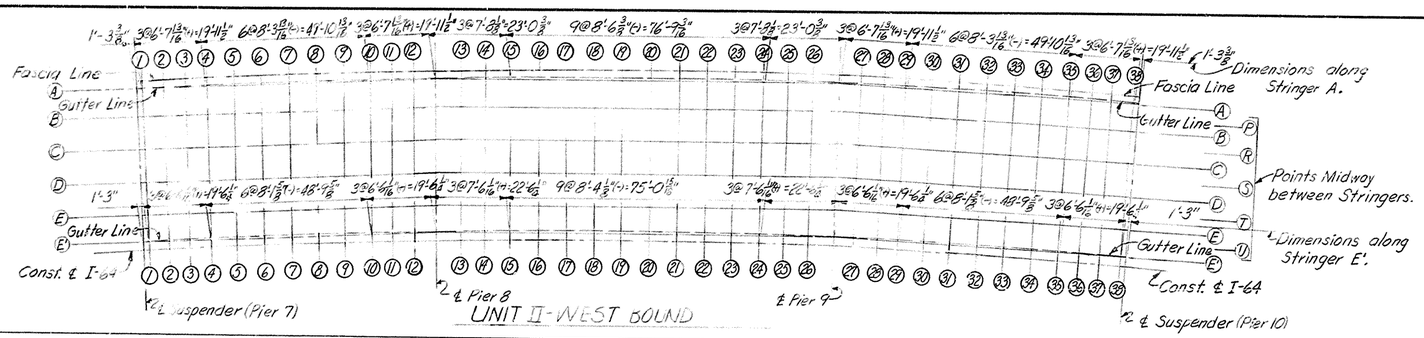
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER | DRAWING No. 1/122 | INDEX

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



UNIT II - WEST BOUND

TABLE OF ELEVATIONS FOR UNIT

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E			GIRDER E'			
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W
℄ Susp.	0'-5"	485.167			484.840			484.448			484.056			483.664			483.306			1'-1"
1-1	0'-5 3/16"	485.200			484.872			484.480			484.088			483.696			483.339			1'-0 5/16"
2-2	0'-5"	485.377			485.039			484.649			484.257			483.863			483.516			0'-11"
3-3	0'-6 1/16"	485.551			485.206			484.814			484.422			484.030			483.689			0'-9 5/16"
4-4	0'-7 3/16"	485.719			485.371			484.978			484.587			484.196			483.858			0'-8 5/16"
5-5	0'-8 1/16"	485.929			485.576			485.185			484.793			484.400			484.068			0'-7 1/16"
6-6	0'-9 3/16"	486.134			485.778			485.387			484.995			484.602			484.273			0'-6 5/16"
7-7	0'-9 3/8"	486.332			485.977			485.585			485.193			484.802			484.471			0'-5 5/16"
8-8	0'-9 1/8"	486.530			486.174			485.784			485.392			484.999			484.669			0'-7"
9-9	0'-8 1/16"	486.725			486.372			485.981			485.589			485.196			484.864			0'-7 1/16"
10-10	0'-7 7/8"	486.918			486.571			486.178			485.786			485 395			485.051			0'-8 3/16"
11-11	0'-6 3/16"	487.076			486.732			486.340			485.948			485.556			485.214			0'-9 3/16"
12-12	0'-4 3/4"	487.235			486.896			486.505			486.113			485.720			485.374			0'-11 1/16"
℄ Pier 8	0'-3"	487.395			487.065			486.672			486.280			485.889			485.534			1'-1"
13-13	0'-5 1/16"	487.592			487.246			486.858			486.466			486.071			485.730			0'-10 5/16"
14-14	0'-6 1/16"	487.784			487.433			487.043			486.651			486.257			485.923			0'-8 1/16"
15-15	0'-10 1/16"	487.981			487.624			487.231			486.839			486.449			486.120			0'-6 1/16"
16-16	0'-11 1/8"	488.203			487.838			487.448			487.056			486.663			486.342			0'-4 3/8"
17-17	1'-1 3/16"	488.423			488.052			487.661			487.269			486.877			486.561			0'-3 1/16"
18-18	1'-2 1/16"	488.637			488.266			487.874			487.482			487.091			486.776			0'-2 3/16"
19-19	1'-2 1/2"	488.853			488.477			488.087			487.696			487.302			486.991			0'-1 5/8"
20-20	1'-2 1/2"	489.062			488.686			488.296			487.904			487.510			487.200			0'-1 3/4"
21-21	1'-2 1/16"	489.262			488.892			488.499			488.107			487.716			487.401			0'-2 3/16"
22-22	1'-1 3/16"	489.465			489.094			488.703			488.311			487.919			487.603			0'-3 1/16"
23-23	0'-11 1/8"	489.662			489.297			488.906			488.514			488.121			487.801			0'-4 3/8"
24-24	0'-10 1/16"	489.854			489.497			489.105			488.713			488.322			487.993			0'-6 1/8"
25-25	0'-8 1/16"	490.029			489.677			489.287			488.895			488.501			485 168			0'-8 1/16"
26-26	0'-5 11/16"	490.205			489.860			489.471			489.079			488.684			488.343			0'-10 3/8"
℄ Pier 9	0'-3"	490.375			490.045			489.652			489.260			488.869			488.514			1'-1"
27-27	0'-1 3/8"	490.532			490.193			489.802			489.410			489.017			488.671			0'-11 5/16"
28-28	0'-6 3/16"	490.687			490.343			489.951			489.559			489.167			488.825			0'-9 7/8"
29-29	0'-7 3/8"	490.843			490.496			490.103			489.711			489.320			488.982			0'-8 3/4"
30-30	0'-8 7/16"	491.010			490.687			490.296			489.904			489.511			489.179			0'-7 1/16"
31-31	0'-9 1/8"	491.232			490.877			490.486			490.094			489.701			489.371			0'-7"
32-32	0'-9 3/8"	491.419			491.065			490.672			490.280			489.890			489.558			0'-6 3/4"
33-33	0'-9 3/16"	491.204			491.249			490.858			490.466			490.073			489.743			0'-6 15/16"
34-34	0'-8 9/16"	491.781			491.427			491.036			490.644			490.251			489.920			0'-7 1/16"
35-35	0'-7 9/16"	491.949			491.601			491.208			490.816			490.425			490.088			0'-8 7/16"
36-36	0'-6 1/16"	492.081			491.736			491.344			490.952			490.560			490.219			0'-9 5/8"
37-37	0'-5"	492.207			491.869			491.479			491.087			490.693			490.346			0'-11"
38-38	0'-3 5/8"	492.327			491.999			491.607			491.215			490.823			490.466			1'-0 5/8"
℄ Susp.	0'-3"	492.351			492.024			491.632			491.240			490.848			490.490			1'-1"

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
2-2/P	485.200			19-19/T	487.499		
2-2/R	484.844			19-19/U	487.150		
2-2/S	484.453			22-22/P	489.256		
2-2/T	484.060			22-22/R	488.899		
2-2/U	483.708			22-22/S	488.507		
5-5/P	485.738			22-22/T	488.115		
5-5/R	485.381			22-22/U	487.766		
5-5/S	484.989			25-25/P	489.839		
5-5/T	484.596			25-25/R	489.482		
5-5/U	484.247			25-25/S	489.091		
8-8/P	486.336			25-25/T	488.698		
8-8/R	485.974			25-25/U	488.348		
8-8/S	485.588			27-27/P	490.354		
8-8/T	485.195			27-27/R	489.998		
8-8/U	484.846			27-27/S	489.606		
11-11/P	486.894			27-27/T	489.213		
11-11/R	486.536			27-27/U	488.864		
11-11/S	486.144			30-30/P	490.849		
11-11/T	485.752			30-30/R	490.492		
11-11/U	485.402			30-30/S	490.100		
13-13/P	487.409			30-30/T	489.707		
13-13/R	487.052			30-30/U	489.358		
13-13/S	486.662			33-33/P	491.410		
13-13/T	486.269			33-33/R	491.054		
13-13/U	485.918			33-33/S	490.662		
16-16/P	488.000			33-33/T	490.269		
16-16/R	487.643			33-33/U	489.920		
16-16/S	487.252			36-36/P	491.898		
16-16/T	486.859			36-36/R	491.540		
16-16/U	486.510			36-36/S	491.148		
19-19/P	488.640			36-36/T	490.756		
19-19/R	488.292			36-36/U	490.406		
19-19/S	487.892						

For Notes concerning the use of tables see Sheet Nº 80.

DESIGNED BY ____ CHECKED BY ____ DATE ____
DETAILED BY CWR CHECKED BY CWR DATE 4-24-68
TRACED BY ____ CHECKED BY ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____

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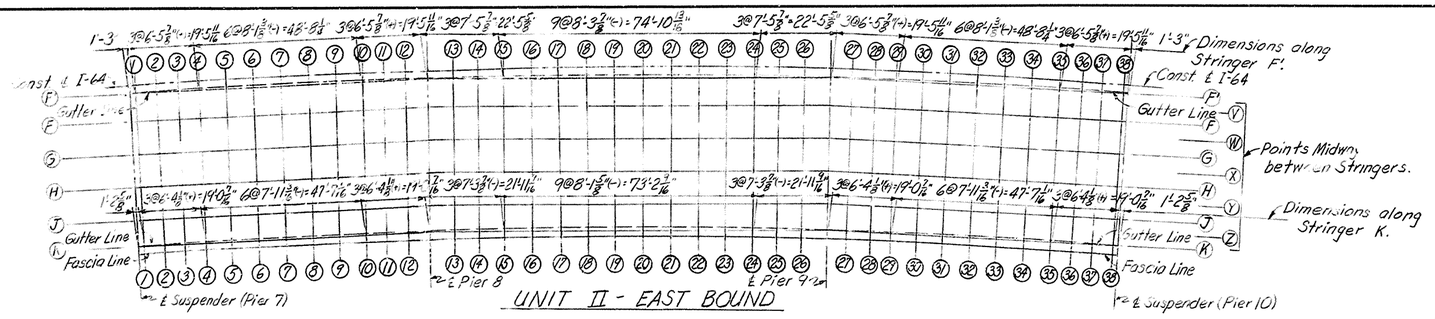
UNIT II WB
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

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



UNIT II - EAST BOUND

TABLE OF ELEVATIONS FOR UNIT

SECTION	GIRDER F'				GIRDER F			GIRDER G			GIRDER H			GIRDER J			GIRDER K			
	W	X℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X℄GUTTER	Y	Z	W
℄ Susp.	1'-1"	483.564			483.202			482.810			482.418			482.026			481.703			0'-3"
1-1	1'-1 3/8"	483.597			483.234			482.842			482.450			482.058			481.736			0'-2 11/16"
2-2	1'-3"	483.774			483.401			483.011			482.619			482.225			481.913			0'-1 1/16"
3-3	1'-4 5/16"	483.947			483.568			483.176			482.784			482.392			482.087			- 0'-0 1/4"
4-4	1'-5 5/16"	484.116			483.734			483.341			482.949			482.558			482.255			- 0'-1 5/16"
5-5	1'-6 7/16"	484.326			483.938			483.547			483.156			482.763			482.465			- 0'-2 5/16"
6-6	1'-7 1/16"	484.531			484.140			483.750			483.358			482.965			482.670			- 0'-2 7/8"
7-7	1'-7 3/16"	484.729			484.340			483.947			483.555			483.164			482.868			- 0'-3 1/16"
8-8	1'-7"	484.927			484.537			484.146			483.754			483.361			483.066			- 0'-2 13/16"
9-9	1'-6 5/16"	485.122			484.734			484.343			483.952			483.559			483.261			- 0'-2 3/16"
10-10	1'-5 1/4"	485.315			484.933			484.540			484.148			483.758			483.454			- 0'-1 1/8"
11-11	1'-4 1/8"	485.472			485.094			484.702			484.310			483.918			483.612			0'-0"
12-12	1'-2 11/16"	485.632			485.258			484.867			484.475			484.082			483.771			0'-1 3/8"
℄ Pier 8	1'-1"	485.792			485.427			485.034			484.642			484.251			483.931			0'-3"
13-13	1'-3 3/8"	485.988			485.609			485.220			484.828			484.433			484.128			0'-0 7/16"
14-14	1'-5 15/16"	486.181			485.795			485.405			485.013			484.619			484.320			- 0'-1 13/16"
15-15	1'-7 1/8"	486.378			485.987			485.594			485.202			484.811			484.517			- 0'-3 3/4"
16-16	1'-9 5/8"	486.000			486.201			485.810			485.418			485.026			484.739			- 0'-5 7/16"
17-17	1'-10 15/16"	486.819			486.415			486.024			485.632			485.239			484.959			- 0'-6 11/16"
18-18	1'-11 13/16"	487.024			486.629			486.236			485.845			485.454			485.173			- 0'-7 9/16"
19-19	2'-0 1/4"	487.249			486.840			486.450			486.059			485.665			485.389			- 0'-8"
20-20	2'-0 1/4"	487.458			487.049			486.659			486.267			485.873			485.598			- 0'-8"
21-21	1'-11 15/16"	487.659			487.254			486.862			486.470			486.079			485.798			- 0'-7 1/16"
22-22	1'-10 15/16"	487.861			487.457			487.066			486.674			486.281			486.001			- 0'-6 11/16"
23-23	1'-9 7/8"	488.059			487.660			487.269			486.877			486.484			486.198			- 0'-5 7/16"
24-24	1'-7 1/8"	488.251			487.860			487.467			487.075			486.684			486.390			- 0'-3 3/4"
25-25	1'-5 15/16"	488.426			488.039			487.650			487.258			486.864			486.565			- 0'-1 13/16"
26-26	1'-3 3/8"	488.601			488.222			487.833			487.441			487.046			486.741			0'-0 7/16"
℄ Pier 9	1'-1"	488.772			488.407			488.014			487.622			487.231			486.911			0'-3"
27-27	1'-2 11/16"	488.929			488.555			488.164			487.772			487.379			487.068			0'-1 3/8"
28-28	1'-4 5/8"	489.083			488.705			488.313			487.922			487.530			487.223			0'-0"
29-29	1'-5 1/4"	489.240			488.858			488.465			488.074			487.683			487.379			- 0'-1 1/8"
30-30	1'-6 5/16"	489.437			489.049			488.658			488.267			487.874			487.576			- 0'-2 3/16"
31-31	1'-7"	489.629			489.240			488.849			488.457			488.064			487.768			- 0'-2 13/16"
32-32	1'-7 3/16"	489.816			489.428			489.035			488.643			488.252			487.995			- 0'-3 1/16"
33-33	1'-7 1/16"	490.001			489.611			489.220			488.828			488.435			488.140			- 0'-2 7/8"
34-34	1'-6 7/16"	490.178			489.790			489.399			489.007			488.614			488.317			- 0'-2 5/16"
35-35	1'-5 7/16"	490.346			489.963			489.570			489.178			488.787			488.485			- 0'-1 5/16"
36-36	1'-4 5/16"	490.477			490.098			489.706			489.314			488.922			488.617			- 0'-0 1/4"
37-37	1'-3"	490.604			490.231			489.841			489.449			489.055			488.743			0'-1 1/16"
38-38	1'-1 3/8"	490.727			490.361			489.969			489.577			489.185			488.863			0'-2 1/16"
℄ Susp.	1'-1"	490.748			490.386			489.994			489.602			489.210			488.887			0'-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
2-2/V	483.562			19-19/Y	485.862		
2-2/W	483.206			19-19/Z	485.512		
2-2/X	482.815			22-22/V	487.619		
2-2/Y	482.422			22-22/W	487.262		
2-2/Z	482.070			22-22/X	486.870		
5-5/V	484.100			22-22/Y	486.477		
5-5/W	483.743			22-22/Z	486.129		
5-5/X	483.352			25-25/V	488.202		
5-5/Y	482.960			25-25/W	487.845		
5-5/Z	482.610			25-25/X	487.454		
8-8/V	484.699			25-25/Y	487.061		
8-8/W	484.342			25-25/Z	486.711		
8-8/X	483.950			27-27/V	488.716		
8-8/Y	483.557			27-27/W	488.360		
8-8/Z	483.208			27-27/X	487.968		
11-11/V	485.255			27-27/Y	487.575		
11-11/W	484.898			27-27/Z	487.226		
11-11/X	484.506			30-30/V	489.211		
11-11/Y	484.114			30-30/W	488.854		
11-11/Z	483.764			30-30/X	488.463		
13-13/V	485.772			30-30/Y	488.070		
13-13/W	485.414			30-30/Z	487.721		
13-13/X	485.024			33-33/V	489.773		
13-13/Y	484.631			33-33/W	489.416		
13-13/Z	484.281			33-33/X	489.024		
16-16/V	486.363			33-33/Y	488.631		
16-16/W	486.006			33-33/Z	488.282		
16-16/X	485.614			36-36/V	490.259		
16-16/Y	485.222			36-36/W	489.902		
16-16/Z	484.872			36-36/X	489.510		
19-19/V	487.002			36-36/Y	489.118		
19-19/W	486.645			36-36/Z	488.769		
19-19/X	486.255						

For Notes concerning the use of tables see Sheet Nº 80

UNIT II EB
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE -- LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING No. 17122
INDEX

DESIGNED BY ____ DATE ____ REVISED ____
DETAILED BY C.W.B. CHECKED BY C.W.B. DATE 4-1966 REVISED ____
TRACED BY ____ CHECKED BY ____ DATE ____ REVISED ____

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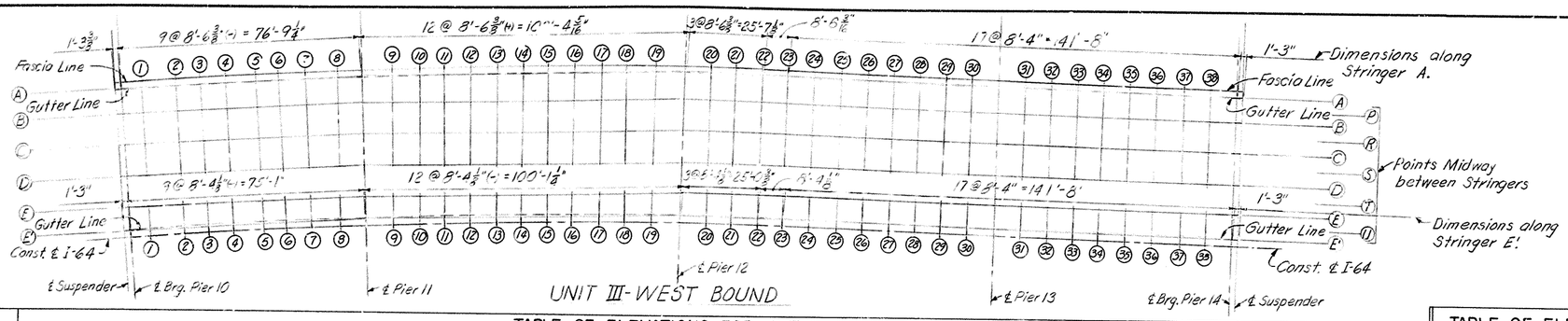
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



UNIT III - WEST BOUND

SECTION	TABLE OF ELEVATIONS FOR UNIT																			
	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E			GIRDER E'			
	W	X⊕GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X⊕GUTTER	Y	Z	W
℄ Susp.	0'-3"	492.351			492.024			491.632			491.240			490.848			490.490			1'-1"
℄ Brg Pier 10	0'-3 5/16"	492.377			492.049			491.657			491.265			490.873			490.516			1'-0 11/16"
1-1	0'-3 1/16"	492.561			492.223			491.838			491.446			491.047			490.706			0'-11"
2-2	0'-2 3/8"	492.743			492.395			492.007			491.615			491.219			490.882			0'-9 1/16"
3-3	0'-1 1/4"	492.903			492.561			492.167			491.777			491.386			491.047			0'-8 3/8"
4-4	0'-7/8"	493.012			492.724			492.331			491.939			491.548			491.211			0'-8 1/16"
5-5	0'-5/8"	493.229			492.881			492.488			492.096			491.705			491.368			0'-8 1/2"
6-6	0'-3/8"	493.332			493.036			492.643			492.251			491.860			491.521			0'-8 15/16"
7-7	0'-2/16"	493.535			493.187			492.799			492.407			492.011			491.674			0'-9 3/8"
8-8	0'-0 13/16"	493.686			493.340			492.954			492.562			492.164			491.825			0'-11 3/16"
℄ Pier 11	0'-3"	493.827			493.497			493.104			492.712			492.321			492.966			1'-1"
9-9	0'-5 7/16"	493.986			493.639			493.253			492.861			492.464			492.125			0'-10 5/8"
10-10	0'-7 7/16"	494.138			493.785			493.398			493.006			492.610			492.277			0'-8 3/16"
11-11	0'-9"	494.286			493.933			493.540			493.148			492.757			492.425			0'-7 1/8"
12-12	0'-10 5/8"	494.435			494.077			493.685			493.293			492.901			492.571			0'-6"
13-13	0'-10 13/16"	494.579			494.218			493.827			493.435			493.042			492.718			0'-5 3/16"
14-14	0'-11 1/16"	494.715			494.356			493.963			493.571			493.180			492.855			0'-5 1/8"
15-15	0'-10 13/16"	494.849			494.488			494.097			493.705			493.312			492.988			0'-5 5/8"
16-16	0'-10 5/8"	494.974			494.616			494.224			493.832			493.440			493.113			0'-6"
17-17	0'-9"	495.090			494.738			494.346			493.954			493.564			493.233			0'-7 1/8"
18-18	0'-7 7/16"	495.195			494.846			494.463			494.076			493.685			493.356			0'-8 5/16"
19-19	0'-5 7/16"	495.290			494.944			494.569			494.190			493.805			493.477			0'-10 5/8"
℄ Pier 12	0'-3"	495.345			495.034			494.664			494.295			493.927			493.592			1'-1"
20-20	0'-4 1/8"	495.427			495.112			494.759			494.400			494.037			493.725			0'-11 13/16"
21-21	0'-5 1/16"	495.500			495.193			494.850			494.502			494.151			493.850			0'-11"
22-22	0'-5 7/16"	495.570			495.276			494.939			494.602			494.267			493.971			0'-10 1/16"
23-23	0'-5 5/16"	495.643			495.358			495.032			494.706			494.381			494.095			0'-10 3/4"
24-24	0'-5"	495.711			495.435			495.121			494.806			494.490			494.215			0'-11 5/16"
25-25	0'-4 3/4"	495.770			495.506			495.201			494.897			494.594			494.326			0'-11 5/8"
26-26	0'-4 7/16"	495.827			495.570			495.278			494.985			494.690			494.433			0'-11 3/8"
27-27	0'-4 5/16"	495.874			495.629			495.347			495.064			494.782			494.532			0'-11 3/8"
28-28	0'-3 7/8"	495.918			495.684			495.411			495.139			494.868			494.627			1'-0 1/16"
29-29	0'-3 9/16"	495.962			495.733			495.477			495.216			494.951			494.724			1'-0 7/16"
30-30	0'-3 5/16"	496.005			495.783			495.538			495.288			495.032			494.816			1'-0 3/4"
℄ Pier 13	0'-3"	496.037			495.834			495.593			495.354			495.116			494.900			1'-1"
31-31		496.089			495.885			495.663			495.434			495.200			495.003			
32-32		496.131			495.939			495.725			495.507			495.285			495.097			
33-33		496.171			495.993			495.785			495.578			495.372			495.188			
34-34		496.210			496.041			495.844			495.647			495.452			495.279			
35-35		496.247			496.086			495.899			495.714			495.529			495.366			
36-36		496.275			496.123			495.947			495.773			495.599			495.446			
37-37		496.303			496.155			495.995			495.831			495.664			495.525			
38-38		496.319			496.181			496.035			495.882			495.722			495.583			
℄ Pier 14		496.322			496.201			496.059			495.917			495.775			495.647			
℄ Susp.	0'-3"	496.325			496.206			496.065			495.925			495.784			495.657			1'-1"

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
1-1/P	492.386			20-20/P	495.262		
1-1/R	492.030			20-20/R	494.935		
1-1/S	491.642			20-20/S	494.580		
1-1/T	491.247			20-20/T	494.219		
1-1/U	490.896			20-20/U	493.900		
4-4/P	492.885			23-23/P	495.473		
4-4/R	492.527			23-23/R	495.195		
4-4/S	492.135			23-23/S	494.869		
4-4/T	491.744			23-23/T	494.543		
4-4/U	491.394			23-23/U	494.254		
7-7/P	493.350			26-26/P	495.692		
7-7/R	492.993			26-26/R	495.424		
7-7/S	492.603			26-26/S	495.131		
7-7/T	492.209			26-26/T	494.838		
7-7/U	491.860			26-26/U	494.576		
9-9/P	493.803			29-29/P	495.844		
9-9/R	493.446			29-29/R	495.605		
9-9/S	493.057			29-29/S	495.346		
9-9/T	492.662			29-29/T	495.082		
9-9/U	492.313			29-29/U	494.852		
12-12/P	494.238			31-31/P	495.984		
12-12/R	493.881			31-31/R	495.774		
12-12/S	493.489			31-31/S	495.549		
12-12/T	493.097			31-31/T	495.317		
12-12/U	492.748			31-31/U	495.115		
15-15/P	494.650			34-34/P	496.123		
15-15/R	494.293			34-34/R	495.942		
15-15/S	493.901			34-34/S	495.745		
15-15/T	493.508			34-34/T	495.550		
15-15/U	493.159			34-34/U	495.377		
18-18/P	495.008			37-37/P	496.227		
18-18/R	494.655			37-37/R	496.075		
18-18/S	494.270			37-37/S	495.913		
18-18/T	493.881			37-37/T	495.718		
18-18/U	493.536			37-37/U	495.604		

For Notes concerning the use of tables see Sheet № 80

DESIGNED BY ____ DATE ____ CHECKED BY ____ DATE ____
DETAILED BY C.W.R. & N.E.T. DATE 7-1966 CHECKED BY C.W.R. DATE ____
TRACED BY ____ DATE ____ CHECKED BY ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____

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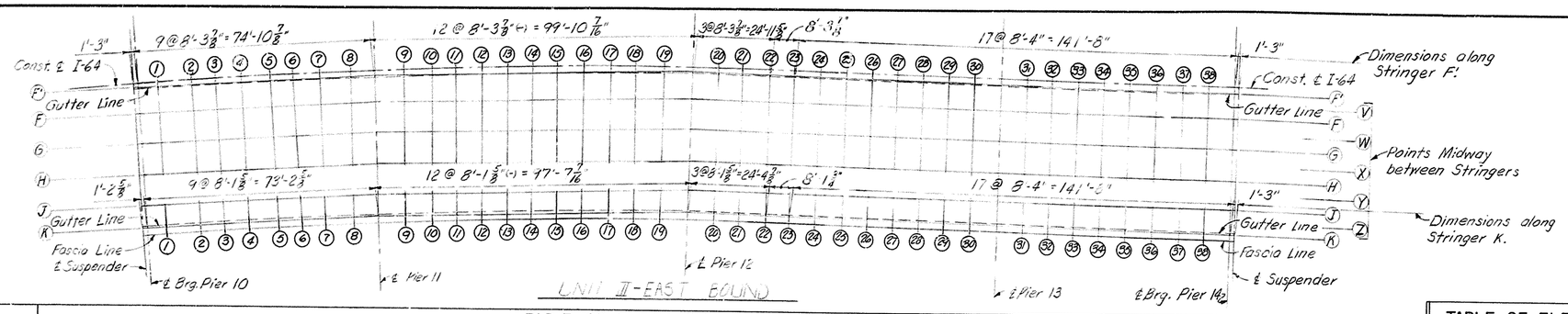
UNIT III W.B.
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-111L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING No. 17122
INDEX

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



UNIT II - EAST BOUND

TABLE OF ELEVATIONS FOR UNIT

SECTION	GIRDER F'				GIRDER F			GIRDER G			GIRDER H			GIRDER J			GIRDER K			
	W	X℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X℄GUTTER	Y	Z	W
℄ Susp.	1'-1"	490.748			490.386			489.794			489.602			489.210			488.887			0'-3"
℄ Pier 10	1'-1 5/16"	490.774			490.411			490.019			489.627			489.235			488.913			0'-2 11/16"
1-1	1'-3"	490.964			490.585			490.200			489.808			489.409			489.103			0'-1 1/16"
2-2	1'-4 1/4"	491.140			490.757			490.369			489.977			489.581			489.279			-0'- 3/16"
3-3	1'-5 1/8"	491.305			490.924			490.531			490.139			489.748			489.464			-0'-1"
4-4	1'-5 15/16"	491.469			491.087			490.694			490.302			489.911			489.608			-0'-1 3/16"
5-5	1'-6 3/4"	491.626			491.243			490.851			490.459			490.068			489.765			-0'-1 5/8"
6-6	1'-7"	491.779			491.398			491.006			490.614			490.223			489.918			-0'-2 1/16"
7-7	1'-7 13/16"	491.932			491.549			491.162			490.770			490.374			490.071			-0'-2 1/16"
8-8	1'-8 5/8"	492.083			491.703			491.317			490.925			490.527			490.222			0'-1 1/4"
℄ Pier 11	1'-1"	492.224			491.859			491.466			491.074			490.683			490.363			0'-3"
9-9	1'-9 3/8"	492.383			492.002			491.615			491.223			490.826			490.522			0'-3 1/16"
10-10	1'-9 7/8"	492.535			492.148			491.760			491.368			490.972			490.674			-0'-1 1/4"
11-11	1'-10 3/4"	492.683			492.295			491.902			491.510			491.119			490.822			-0'-2 3/4"
12-12	1'-11"	492.832			492.439			492.048			491.656			491.264			490.971			-0'-3 13/16"
13-13	1'-11 5/8"	492.976			492.581			492.190			491.798			491.405			491.115			-0'-4 7/16"
14-14	1'-11 7/8"	493.113			492.718			492.325			491.933			491.543			491.252			-0'-4 11/16"
15-15	1'-11 5/8"	493.246			492.851			492.460			492.068			491.675			491.385			-0'-4 7/16"
16-16	1'-11"	493.371			492.978			492.586			492.195			491.803			491.510			-0'-3 13/16"
17-17	1'-10 7/8"	493.490			493.103			492.711			492.320			491.930			491.633			-0'-2 3/4"
18-18	1'-10 3/8"	493.611			493.229			492.845			492.458			492.067			491.773			-0'-1 7/16"
19-19	1'-9 7/8"	493.727			493.358			492.983			492.604			492.219			491.925			0'-0 11/16"
℄ Pier 12	1'-1"	493.836			493.492			493.122			492.752			492.384			492.083			0'-3"
20-20	1'-2 11/16"	493.962			493.615			493.262			492.904			492.541			492.259			0'-1 13/16"
21-21	1'-3"	494.079			493.742			493.398			493.051			492.700			492.450			0'-1 1/16"
22-22	1'-3 5/16"	494.192			493.870			493.533			493.196			492.861			492.595			0'-0 3/4"
23-23	1'-3 1/4"	494.311			493.997			493.671			493.345			493.019			492.762			0'-0 15/16"
24-24	1'-3"	494.424			494.119			493.805			493.490			493.174			492.928			0'-1 1/8"
25-25	1'-2 11/16"	494.526			494.235			493.930			493.626			493.323			493.082			0'-1 5/16"
26-26	1'-2 1/8"	494.627			494.345			494.052			493.759			493.465			493.234			0'-1 15/16"
27-27	1'-1 5/8"	494.720			494.449			494.166			493.883			493.601			493.376			0'-2 5/16"
28-28	1'-1 3/16"	494.808			494.548			494.275			494.004			493.733			493.516			0'-2 5/16"
29-29	1'-1 9/16"	494.896			494.643			494.386			494.125			493.860			493.657			0'-2 1/16"
30-30	1'-1 15/16"	494.981			494.738			494.492			494.242			493.987			493.793			0'-2 3/4"
℄ Pier 13	1'-1"	495.059			494.833			494.593			494.354			494.115			493.922			0'-3"
31-31		495.155			494.930			494.708			494.479			494.245			494.069			
32-32		495.241			495.029			494.815			494.597			494.375			494.206			
33-33		495.325			495.128			494.920			494.713			494.507			494.341			
34-34		495.409			495.221			495.024			494.828			494.632			494.477			
35-35		495.489			495.311			495.125			494.939			494.755			494.608			
36-36		495.561			495.394			495.218			495.044			494.870			494.732			
37-37		495.633			495.471			495.311			495.147			494.979			494.856			
38-38		495.694			495.541			495.395			495.242			495.082			494.967			
℄ Pier 14		495.740			495.607			495.465			495.323			495.181			495.065			
℄ Susp.	1'-1"	495.750			495.619			495.478			495.337			495.197			495.082			0' 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
1-1/V	490.748			20-20/V	493.766		
1-1/W	490.392			20-20/W	493.438		
1-1/X	490.004			20-20/X	493.083		
1-1/Y	489.608			20-20/Y	492.723		
1-1/Z	489.258			20-20/Z	492.403		
4-4/V	491.248			23-23/V	494.132		
4-4/W	490.890			23-23/W	493.834		
4-4/X	490.498			23-23/X	493.508		
4-4/Y	490.107			23-23/Y	493.182		
4-4/Z	489.756			23-23/Z	492.892		
7-7/V	491.712			26-26/V	494.467		
7-7/W	491.356			26-26/W	494.198		
7-7/X	490.966			26-26/X	493.905		
7-7/Y	490.572			26-26/Y	493.612		
7-7/Z	490.222			26-26/Z	493.352		
9-9/V	492.166			29-29/V	494.754		
9-9/W	491.809			29-29/W	494.514		
9-9/X	491.419			29-29/X	494.256		
9-9/Y	491.024			29-29/Y	493.992		
9-9/Z	490.675			29-29/Z	493.762		
12-12/V	492.601			31-31/V	495.027		
12-12/W	492.244			31-31/W	494.819		
12-12/X	491.852			31-31/X	494.594		
12-12/Y	491.460			31-31/Y	494.362		
12-12/Z	491.110			31-31/Z	494.160		
15-15/V	493.012			34-34/V	495.304		
15-15/W	492.656			34-34/W	495.122		
15-15/X	492.264			34-34/X	494.926		
15-15/Y	491.871			34-34/Y	494.730		
15-15/Z	491.522			34-34/Z	494.557		
18-18/V	493.390			37-37/V	495.542		
18-18/W	493.037			37-37/W	495.391		
18-18/X	492.652			37-37/X	495.229		
18-18/Y	492.263			37-37/Y	495.063		
18-18/Z	491.918			37-37/Z	494.920		

For Notes concerning the use of tables see Sheet Nº 80

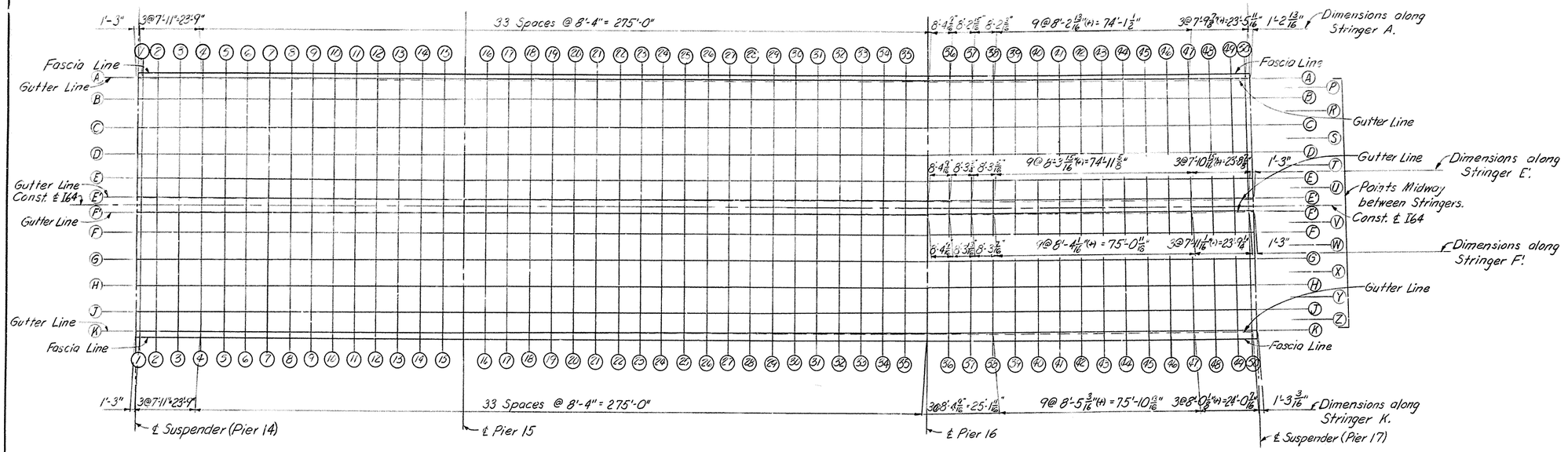
DESIGNED BY ____ DATE ____
DETAILED BY C.W.R. KNUST CHECKED BY C.M.H. DATE 2-26-68
TRACED BY ____ CHECKED BY ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____
REVISED ____ DATE ____

UNIT III E.B.
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-IIL
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

Copy Check MDC 1-11-68

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



UNIT IV

DESIGNED BY C.W.R. DATE
DETAILED BY C.W.R. DATE
TRACED BY DATE
CHECKED BY DATE
CHECKED BY C.W.R. DATE 1-12-66
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

UNIT IV
CONSTRUCTION
ELEVATIONS

SHEET 87 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L

STATION 183+80 **PROJECT NO.** I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

UNIT IV WEST BOUND

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

TABLE OF ELEVATIONS FOR UNIT

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E			GIRDER E'			
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W
℄ Susp.	0'-3"	496.325			496.206			496.065			495.925			495.784			495.656			1'-1"
1-1	↓	496.352			496.214			496.075			495.937			495.798			495.672			↓
2-2		496.379			496.262			496.140			496.011			495.877			495.770			
3-3		496.416			496.306			496.193			496.075			495.953			495.857			
4-4		496.440			496.344			496.236			496.129			496.023			495.932			
5-5		496.461			496.376			496.280			496.184			496.088			496.007			
6-6		496.480			496.400			496.315			496.229			496.144			496.073			
7-7		496.487			496.418			496.342			496.267			496.193			496.131			
8-8		496.490			496.427			496.365			496.301			496.235			496.186			
9-9		496.484			496.430			496.379			496.326			496.270			496.231			
10-10		496.470			496.423			496.384			496.341			496.300			496.267			
11-11		496.456			496.421			496.389			496.357			496.325			496.303			
12-12		496.433			496.408			496.387			496.365			496.344			496.338			
13-13		496.413			496.397			496.386			496.375			496.365			496.363			
14-14		496.399			496.386			496.390			496.390			496.386			496.399			
15-15		496.383			496.377			496.393			496.404			496.410			496.438			
℄ Pie 15		496.361			496.371			496.391			496.413			496.435			496.462			
16-16		496.354			496.367			496.405			496.437			496.464			496.508			
17-17		496.341			496.366			496.413			496.456			496.495			496.548			
18-18		496.329			496.367			496.420			496.473			496.528			496.584			
19-19		496.321			496.367			496.431			496.496			496.561			496.628			
20-20		496.311			496.365			496.440			496.518			496.591			496.669			
21-21		496.296			496.360			496.445			496.532			496.619			496.705			
22-22		496.281			496.352			496.451			496.548			496.643			496.742			
23-23		496.258			496.338			496.448			496.556			496.661			496.770			
24-24		496.225			496.316			496.434			496.553			496.672			496.789			
25-25		496.193			496.290			496.421			496.551			496.678			496.807			
26-26		496.150			496.256			496.399			496.539			496.677			496.816			
27-27		496.098			496.217			496.367			496.518			496.670			496.815			
28-28		496.047			496.171			496.335			496.497			496.657			496.816			
29-29		495.985			496.119			496.294			496.466			496.637			496.806			
30-30		495.915			496.061			496.243			496.427			496.611			496.787			
31-31		495.847			495.999			496.194			496.388			496.582			496.769			
32-32		495.772			495.934			496.139			496.344			496.550			496.746			
33-33		495.695			495.868			496.083			496.299			496.516			496.721			
34-34		495.631			495.806			496.036			496.261			496.482			496.701			
35-35	↓	495.580			495.759			495.995			496.226			496.452			496.678			
℄ Pier 16	0'-3"	495.538			495.727			495.959			496.192			496.427			496.646			1'-1"
36-36	0'-1 5/8"	495.524			495.702			495.940			496.174			496.402			496.632			1'-2 3/8"
37-37	0'-0 5/16"	495.504			495.680			495.918			496.151			496.380			496.612			1'-3 11/16"
38-38	-0'-0 3/4"	495.483			495.662			495.894			496.127			496.362			496.591			1'-4 3/4"
39-39	-0'-1 5/8"	495.467			495.643			495.876			496.110			496.343			496.575			1'-5 5/8"
40-40	-0'-2 1/4"	495.453			495.626			495.860			496.093			496.326			496.560			1'-6 5/16"
41-41	-0'-2 11/16"	495.430			495.605			495.837			496.070			496.305			496.538			1'-6 3/4"
42-42	-0'-2 15/16"	495.408			495.579			495.814			496.047			496.279			496.516			1'-7"
43-43	-0'-2 15/16"	495.376			495.547			495.782			496.016			496.247			496.484			1'-7"
44-44	-0'-2 3/4"	495.336			495.510			495.743			495.976			496.210			496.444			1'-6 13/16"
45-45	-0'-2 5/16"	495.292			495.466			495.699			495.932			496.166			496.399			1'-6 3/8"
46-46	-0'-1 11/16"	495.239			495.415			495.648			495.881			496.115			496.347			1'-5 3/4"
47-47	-0'-0 7/16"	495.178			495.356			495.588			495.822			496.056			496.288			1'-4 7/8"
48-48	0'-0 3/16"	495.119			495.295			495.532			495.765			495.995			496.227			1'-3 7/8"
49-49	0'-1 3/8"	495.048			495.228			495.467			495.700			495.928			496.156			1'-2 5/8"
50-50	0'-2 3/4"	494.947			495.158			495.391			495.624			495.858			496.075			1'-1 1/4"
℄ Susp.	0'-3"	494.954			495.146			495.379			495.612			495.846			496.062			1'-1"

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
2-2/P	496.319			25-25/T	496.614		
2-2/R	496.201			25-25/U	496.735		
2-2/S	496.076			28-28/P	496.111		
2-2/T	495.944			28-28/R	496.253		
2-2/U	495.831			28-28/S	496.416		
5-5/P	496.419			28-28/T	496.577		
5-5/R	496.328			28-28/U	496.727		
5-5/S	496.232			31-31/P	495.926		
5-5/T	496.136			31-31/R	496.096		
5-5/U	496.053			31-31/S	496.291		
8-8/P	496.458			31-31/T	496.485		
8-8/R	496.396			31-31/U	496.664		
8-8/S	496.333			34-34/P	495.722		
8-8/T	496.268			34-34/R	495.921		
8-8/U	496.214			34-34/S	496.148		
11-11/P	496.438			34-34/T	496.372		
11-11/R	496.405			34-34/U	496.578		
11-11/S	496.373			36-36/P	495.614		
11-11/T	496.341			36-36/R	495.821		
11-11/U	496.316			36-36/S	496.057		
14-14/P	496.392			36-36/T	496.288		
14-14/R	496.388			36-36/U	496.502		
14-14/S	496.390			39-39/P	495.553		
14-14/T	496.388			39-39/R	495.760		
14-14/U	496.392			39-39/S	495.993		
16-16/P	496.361			39-39/T	496.226		
16-16/R	496.386			39-39/U	496.440		
16-16/S	496.421			42-42/P	495.490		
16-16/T	496.450			42-42/R	495.696		
16-16/U	496.484			42-42/S	495.930		
19-19/P	496.345			42-42/T	496.163		
19-19/R	496.399			42-42/U	496.378		
19-19/S	496.464			45-45/P	495.376		
19-19/T	496.528			45-45/R	495.582		
19-19/U	496.591			45-45/S	495.816		
22-22/P	496.318			45-45/T	496.049		
22-22/R	496.401			45-45/U	496.264		
22-22/S	496.500			48-48/P	495.207		
22-22/T	496.596			48-48/R	495.414		
22-22/U	496.687			48-48/S	495.648		
25-25/P	496.243			48-48/T	495.880		
25-25/R	496.356			48-48/U	496.094		
25-25/S	496.486						

For Notes concerning the use of tables see Sheet No 80

DESIGNED BY ____ DATE ____ CHECKED BY ____ DATE ____
DETAILED BY C.W.R. DATE 1-11-69 CHECKED BY ____ DATE ____
TRACED BY ____ DATE ____
REVISED ____ REVISED ____

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UNIT IV W.B.
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

UNIT IV EAST BOUND

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

TABLE OF ELEVATIONS FOR UNIT

SECTION	GIRDER F'				GIRDER F			GIRDER G			GIRDER H			GIRDER J			GIRDER K			
	W	X @ GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X @ GUTTER	Y	Z	W
℄ Susp.	1'-1"	495.750			495.619			495.478			495.337			495.197			495.058			
1-1	↑	495.763			495.634			495.495			495.356			495.217			495.103			0'-3"
2-2		495.855			495.726			495.604			495.476			495.341			495.246			↑
3-3		495.935			495.815			495.701			495.584			495.462			495.377			
4-4		496.002			495.897			495.790			495.683			495.577			495.495			
5-5		496.071			495.974			495.878			495.782			495.686			495.614			
6-6		496.130			496.043			495.957			495.872			495.786			495.725			
7-7		496.181			496.105			496.029			495.955			495.881			495.826			
8-8		496.227			496.159			496.097			496.033			495.967			495.923			
9-9		496.264			496.207			496.156			496.103			496.047			496.013			
10-10		496.294			496.249			496.206			496.163			496.121			496.095			
11-11		496.325			496.287			496.255			496.223			496.191			496.175			
12-12		496.346			496.319			496.298			496.277			496.255			496.245			
13-13		496.369			496.353			496.341			496.331			496.321			496.319			
14-14		496.399			496.386			496.390			496.390			496.386			496.400			
15-15		496.427			496.422			496.438			496.449			496.454			496.477			
℄ Pier 15		496.448			496.461			496.481			496.503			496.525			496.550			
16-16		496.484			496.502			496.539			496.572			496.599			496.640			
17-17		496.520			496.546			496.593			496.636			496.675			496.724			
18-18		496.549			496.592			496.645			496.698			496.753			496.805			
19-19		496.586			496.637			496.702			496.766			496.831			496.893			
20-20		496.619			496.680			496.755			496.831			496.907			496.979			
21-21		496.648			496.721			496.806			496.892			496.979			497.058			
22-22		496.678			496.757			496.856			496.953			497.049			497.140			
23-23		496.700			496.789			496.899			497.006			497.112			497.212			
24-24		496.710			496.812			496.930			497.049			497.169			497.274			
25-25		496.722			496.831			496.962			497.092			497.219			497.336			
26-26		496.724			496.843			496.985			497.125			497.263			497.390			
27-27		496.717			496.848			496.998			497.149			497.301			497.434			
28-28		496.709			496.848			497.012			497.174			497.334			497.478			
29-29		496.692			496.841			497.015			497.188			497.359			497.512			
30-30		496.666			496.828			497.010			497.194			497.378			497.538			
31-31		496.640			496.811			497.006			497.200			497.394			497.564			
32-32		496.610			496.791			496.996			497.202			497.407			497.585			
33-33		496.578			496.770			496.985			497.201			497.418			497.604			
34-34		496.552			496.747			496.977			497.202			497.423			497.622			
35-35	↓	496.525			496.724			496.960			497.191			497.418			497.622			↓
℄ Pier 16	1'-1"	496.492			496.701			496.934			497.167			497.401			497.600			0'-3"
36-36	0'-11 5/8"	496.478			496.677			496.915			497.149			497.377			497.586			0'-4 3/8"
37-37	0'-10 9/16"	496.458			496.655			496.893			497.126			497.355			497.566			0'-5 11/16"
38-38	0'-9 1/4"	496.437			496.637			496.869			497.102			497.337			497.545			0'-6 13/16"
39-39	0'-8 3/8"	496.421			496.618			496.851			497.085			497.318			497.529			0'-7 11/16"
40-40	0'-7 11/16"	496.406			496.601			496.835			497.068			497.301			497.515			0'-8 3/8"
41-41	0'-7 1/4"	496.384			496.580			496.812			497.045			497.279			497.492			0'-8 7/8"
42-42	0'-7"	496.362			496.554			496.789			497.022			497.254			497.470			0'-9 1/16"
43-43	0'-7"	496.330			496.522			496.757			496.991			497.222			497.438			0'-9 1/8"
44-44	0'-7 3/16"	496.290			496.485			496.718			496.951			497.185			497.398			0'-8 7/8"
45-45	0'-7 5/8"	496.245			496.440			496.674			496.907			497.140			497.354			0'-8 1/2"
46-46	0'-8 1/4"	496.193			496.390			496.623			496.856			497.090			497.301			0'-7 13/16"
47-47	0'-9 1/8"	496.132			496.331			496.563			496.797			497.031			497.200			0'-6 15/16"
48-48	0'-10 1/8"	496.073			496.270			496.507			496.740			496.969			497.181			0'-5 15/16"
49-49	0'-11 3/8"	496.002			496.202			496.442			496.675			496.902			497.110			0'-4 11/16"
50-50	1'-0 3/4"	495.921			496.133			496.366			496.599			496.833			497.029			0'-3 1/4"
℄ Susp.	1'-1"	495.908			496.121			496.354			496.587			496.821			497.016			0'-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
2-2/V	495.783			25-25/Y	497.156		
2-2/W	495.665			25-25/Z	497.276		
2-2/X	495.540			28-28/V	496.788		
2-2/Y	495.408			28-28/W	496.930		
2-2/Z	495.295			28-28/X	497.093		
5-5/V	496.017			28-28/Y	497.254		
5-5/W	495.926			28-28/Z	497.404		
5-5/X	495.830			31-31/V	496.737		
5-5/Y	495.734			31-31/W	496.908		
5-5/Z	495.652			31-31/X	497.103		
8-8/V	496.190			31-31/Y	497.297		
8-8/W	496.128			31-31/Z	497.476		
8-8/X	496.065			34-34/V	496.662		
8-8/Y	496.000			34-34/W	496.862		
8-8/Z	495.946			34-34/X	497.090		
11-11/V	496.304			34-34/Y	497.312		
11-11/W	496.271			34-34/Z	497.520		
11-11/X	496.239			36-36/V	496.590		
11-11/Y	496.207			36-36/W	496.796		
11-11/Z	496.182			36-36/X	497.032		
14-14/V	496.392			36-36/Y	497.263		
14-14/W	496.388			36-36/Z	497.477		
14-14/X	496.390			39-39/V	496.528		
14-14/Y	496.388			39-39/W	496.734		
14-14/Z	496.393			39-39/X	496.968		
16-16/V	496.496			39-39/Y	497.202		
16-16/W	496.520			39-39/Z	497.416		
16-16/X	496.556			42-42/V	496.466		
16-16/Y	496.586			42-42/W	496.671		
16-16/Z	496.619			42-42/X	496.906		
19-19/V	496.615			42-42/Y	497.138		
19-19/W	496.670			42-42/Z	497.352		
19-19/X	496.734			45-45/V	496.350		
19-19/Y	496.798			45-45/W	496.557		
19-19/Z	496.861			45-45/X	496.790		
22-22/V	496.723			45-45/Y	497.024		
22-22/W	496.806			45-45/Z	497.238		
22-22/X	496.904			48-48/V	496.182		
22-22/Y	497.001			48-48/W	496.388		
22-22/Z	497.093			48-48/X	496.624		
25-25/V	496.784			48-48/Y	496.854		
25-25/W	496.896			48-48/Z	497.069		
25-25/X	497.027						

For Notes concerning the use of tables see Sheet Nº 80

DESIGNED BY ____ DATE ____ CHECKED BY C.M.R. DATE 5-28-68 REVISED ____ DATE ____
DETAILED BY C.M.R. & W.E.T. CHECKED BY ____ DATE ____ REVISED ____ DATE ____
TRACED BY ____ CHECKED BY ____ DATE ____ REVISED ____ DATE ____

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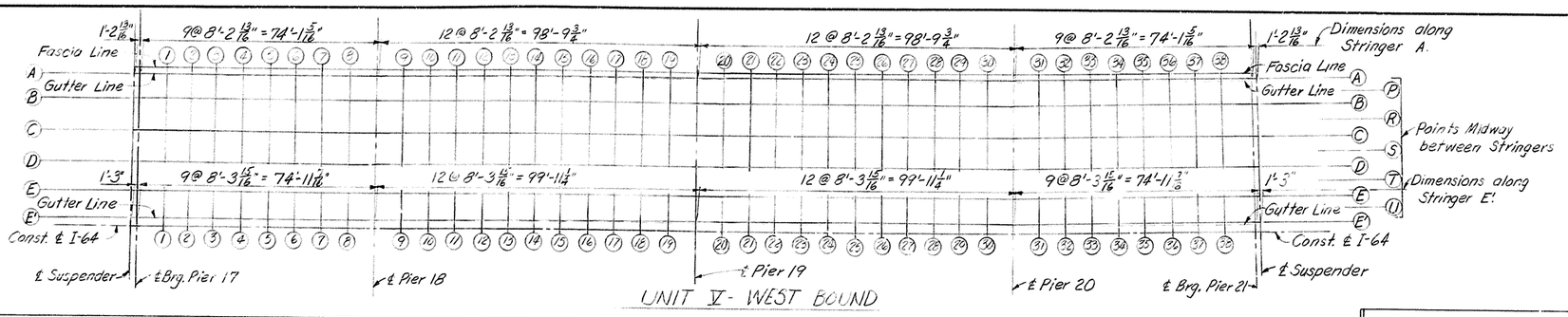
UNIT IV E.B.
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING No. 17122	INDEX

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



UNIT V - WEST BOUND

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E			GIRDER E'			
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W
℄ Susp.	0'-3"	494.954			495.146			495.379			495.612			495.846			496.042			1'-1"
℄ Pier 17	-0'-3 3/8"	494.945			495.137			495.370			495.603			495.837			496.053			1'-1 1/8"
1-1	-0'-4"	494.907			495.086			495.326			495.560			495.786			496.015			1'-2"
2-2	-0'-4 5/8"	494.853			495.032			495.269			495.502			495.732			495.961			1'-2 5/8"
3-3	-0'-5 1/16"	494.789			494.971			495.203			495.437			495.671			495.897			1'-3 1/16"
4-4	-0'-5 1/4"	494.724			494.905			495.138			495.371			495.605			495.832			1'-3 1/4"
5-5	-0'-5 1/2"	494.651			494.833			495.085			495.279			495.533			495.759			1'-3 1/4"
6-6	-0'-5"	494.575			494.757			494.990			495.223			495.457			495.683			1'-3"
7-7	-0'-4 7/16"	494.498			494.677			494.914			495.147			495.377			495.606			1'-2 9/16"
8-8	-0'-3 7/8"	494.419			494.597			494.836			495.070			495.297			495.527			1'-1 7/8"
℄ Pier 18	0'-3"	494.331			494.520			494.752			494.985			495.220			495.439			1'-1"
9-9	-0'-4 3/16"	494.261			494.439			494.677			494.911			495.139			495.364			1'-2 3/16"
10-10	-0'-5 3/16"	494.184			494.361			494.598			494.831			495.061			495.293			1'-3 3/16"
11-11	-0'-5 15/16"	494.102			494.282			494.515			494.748			494.982			495.210			1'-3 15/16"
12-12	-0'-6 3/16"	494.023			494.202			494.435			494.668			494.902			495.131			1'-4 1/2"
13-13	-0'-6 3/4"	493.943			494.119			494.354			494.587			494.819			495.051			1'-4 13/16"
14-14	-0'-6 7/8"	493.856			494.034			494.267			494.500			494.734			494.964			1'-4 15/16"
15-15	-0'-6 3/4"	493.769			493.946			494.180			494.414			494.646			494.877			1'-4 13/16"
16-16	-0'-6 15/16"	493.676			493.854			494.087			494.321			494.554			494.784			1'-4 1/2"
17-17	-0'-5 15/16"	493.580			493.760			493.993			494.226			494.460			494.688			1'-3 15/16"
18-18	-0'-5 1/8"	493.481			493.666			493.904			494.137			494.366			494.597			1'-3 3/16"
19-19	-0'-4 9/16"	493.378			493.576			493.814			494.047			494.276			494.506			1'-2 3/16"
℄ Pier 19	0'-3"	493.301			493.490			493.722			493.955			494.190			494.409			1'-1"
20-20	-0'-4 3/16"	493.274			493.402			493.641			493.874			494.102			494.332			1'-2 3/16"
21-21	-0'-5 1/16"	493.143			493.320			493.557			493.790			494.020			494.251			1'-3 1/16"
22-22	-0'-5 15/16"	493.060			493.240			493.473			493.706			493.940			494.168			1'-3 15/16"
23-23	-0'-6 1/16"	492.982			493.161			493.394			493.627			493.861			494.090			1'-4 1/2"
24-24	-0'-6 3/4"	492.903			493.079			493.314			493.547			493.779			494.011			1'-4 13/16"
25-25	-0'-6 7/8"	492.816			492.994			493.227			493.460			493.694			493.924			1'-4 15/16"
26-26	-0'-6 3/4"	492.729			492.906			493.140			493.374			493.606			493.837			1'-4 13/16"
27-27	-0'-6 1/16"	492.637			492.815			493.048			493.282			493.515			493.745			1'-4 1/2"
28-28	-0'-5 15/16"	492.542			492.722			492.955			493.188			493.422			493.650			1'-3 15/16"
29-29	-0'-5 1/8"	492.461			492.628			492.866			493.099			493.328			493.559			1'-3 3/16"
30-30	-0'-4 3/16"	492.359			492.537			492.775			493.008			493.237			493.467			1'-2 3/16"
℄ Pier 20	0'-3"	492.261			492.450			492.682			492.915			493.150			493.369			1'-1"
31-31	-0'-3 7/8"	492.184			492.362			492.601			492.835			493.062			493.292			1'-1 7/8"
32-32	-0'-4 9/16"	492.101			492.279			492.516			492.750			492.979			493.209			1'-2 9/16"
33-33	-0'-5"	492.017			492.199			492.432			492.665			492.899			493.125			1'-3"
34-34	-0'-5 1/4"	491.935			492.117			492.350			492.583			492.817			493.043			1'-3 1/4"
35-35	-0'-5 1/4"	491.853			492.035			492.267			492.500			492.735			492.961			1'-3 1/2"
36-36	-0'-5 1/16"	491.765			491.947			492.180			492.413			492.647			492.873			1'-3 1/16"
37-37	-0'-4 3/4"	491.679			491.857			492.095			492.328			492.557			492.787			1'-2 5/8"
38-38	-0'-4"	491.585			491.764			492.005			492.238			492.464			492.693			1'-2"
℄ Pier 21	-0'-3 3/8"	491.478			491.669			491.903			492.136			492.369			492.586			1'-1 7/8"
℄ Susp.	0'-3"	491.465			491.657			491.890			492.123			492.357			492.573			1'-1"

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
1-1/P	494.998			20-20/P	493.315		
1-1/R	495.206			20-20/R	493.522		
1-1/S	495.444			20-20/S	493.757		
1-1/T	495.673			20-20/T	493.988		
1-1/U	495.886			20-20/U	494.202		
4-4/P	494.815			23-23/P	493.071		
4-4/R	495.021			23-23/R	493.277		
4-4/S	495.255			23-23/S	493.510		
4-4/T	495.488			23-23/T	493.744		
4-4/U	495.702			23-23/U	493.958		
7-7/P	494.589			26-26/P	492.816		
7-7/R	494.794			26-26/R	493.023		
7-7/S	495.031			26-26/S	493.257		
7-7/T	495.262			26-26/T	493.490		
7-7/U	495.476			26-26/U	493.704		
9-9/P	494.352			29-29/P	492.540		
9-9/R	494.558			29-29/R	492.747		
9-9/S	494.794			29-29/S	492.982		
9-9/T	495.025			29-29/T	492.213		
9-9/U	495.239			29-29/U	493.428		
12-12/P	494.112			31-31/P	492.275		
12-12/R	494.318			31-31/R	492.482		
12-12/S	494.551			31-31/S	492.718		
12-12/T	494.795			31-31/T	492.949		
12-12/U	495.000			31-31/U	493.162		
15-15/P	493.856			34-34/P	492.029		
15-15/R	494.063			34-34/R	492.233		
15-15/S	494.277			34-34/S	492.466		
15-15/T	494.530			34-34/T	492.700		
15-15/U	494.744			34-34/U	492.914		
18-18/P	493.578			37-37/P	491.770		
18-18/R	493.785			37-37/R	491.976		
18-18/S	494.020			37-37/S	492.211		
18-18/T	494.252			37-37/T	492.443		
18-18/U	494.466			37-37/U	492.657		

For Notes concerning the use of tables see Sheet Nº 80

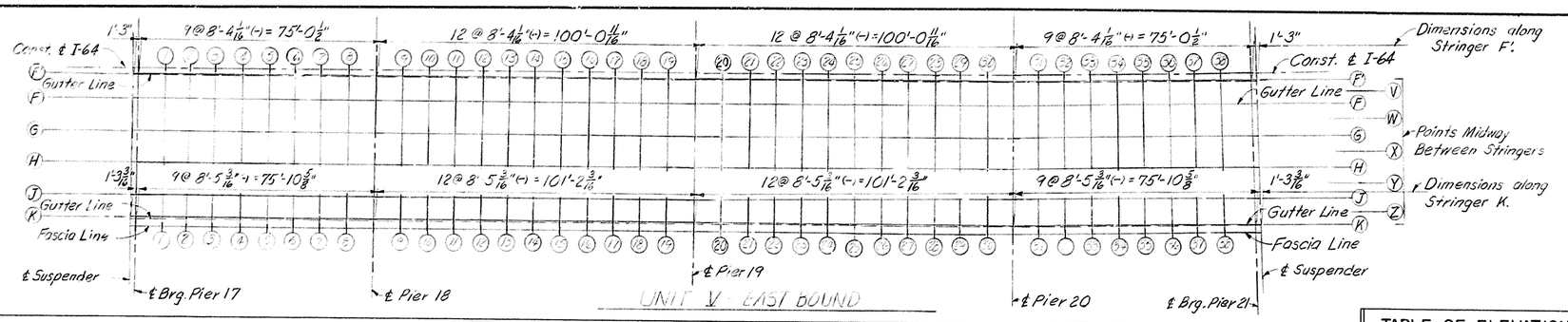
UNIT V W.B.
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)I
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

DESIGNED BY
DETAILED BY C.W.R. & W.R.T. CHECKED BY C.M.R. DATE 1-11-58
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

Copy Check MDC 1-11-58

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



UNIT V - EAST BOUND

TABLE OF ELEVATIONS FOR UNIT

SECTION	GIRDER F'				GIRDER F			GIRDER G			GIRDER H			GIRDER J			GIRDER K			
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W
℄ Susp.	1'-1"	495.908			496.121			496.354			496.587			496.821			497.016			0'-3"
℄ Pier 17	1'-0 5/8"	495.899			496.112			496.345			496.578			496.812			497.007			0'-3 1/8"
1-1	1'-0"	495.861			496.081			496.301			496.535			496.761			496.964			0'-4"
2-2	0'-11 5/8"	495.807			496.007			496.244			496.477			496.706			496.915			0'-4 11/16"
3-3	0'-10 5/8"	495.743			495.946			496.178			496.412			496.646			496.851			0'-5 1/16"
4-4	0'-10 3/4"	495.673			495.880			496.113			496.346			496.580			496.786			0'-5 5/16"
5-5	0'-10 7/8"	495.605			495.808			496.040			496.274			496.508			496.713			0'-5 1/4"
6-6	0'-11"	495.529			495.732			495.965			496.198			496.432			496.637			0'-5 1/16"
7-7	0'-11 1/16"	495.452			495.652			495.889			496.122			496.352			496.560			0'-4 3/16"
8-8	1'-0 1/8"	495.373			495.572			495.811			496.045			496.272			496.481			0'-3 7/8"
℄ Pier 18	1'-1"	495.285			495.495			495.727			495.960			496.195			496.393			0'-3"
9-9	0'-11 13/16"	495.215			495.414			495.652			495.886			496.114			496.323			0'-4 3/16"
10-10	0'-10 13/16"	495.138			495.336			495.573			495.806			496.036			496.246			0'-5 3/16"
11-11	0'-10 1/16"	495.056			495.257			495.490			495.723			495.957			496.164			0'-4"
12-12	0'-9 1/2"	494.977			495.177			495.410			495.643			495.877			496.085			0'-6 9/16"
13-13	0'-9 15/16"	494.897			495.094			495.329			495.562			495.794			496.005			0'-6 7/8"
14-14	0'-9 1/16"	494.810			495.009			495.242			495.475			495.709			495.918			0'-7"
15-15	0'-9 15/16"	494.723			494.921			495.155			495.389			495.621			495.831			0'-6 1/8"
16-16	0'-9 1/2"	494.630			494.829			495.062			495.296			495.529			495.738			0'-6 1/2"
17-17	0'-10 1/16"	494.534			494.735			494.968			495.201			495.435			495.642			0'-6"
18-18	0'-10 9/16"	494.443			494.641			494.879			495.112			495.341			495.551			0'-5 3/16"
19-19	0'-11 13/16"	494.352			494.551			494.799			495.022			495.251			495.460			0'-4 3/16"
℄ Pier 19	1'-1"	494.255			494.465			494.697			494.930			495.165			495.363			0'-3"
20-20	0'-11 13/16"	494.178			494.377			494.616			494.849			495.077			495.286			0'-4 3/16"
21-21	0'-10 13/16"	494.097			494.295			494.532			494.765			494.995			495.205			0'-5 3/16"
22-22	0'-10 1/16"	494.014			494.215			494.448			494.681			494.915			495.122			0'-6"
23-23	0'-9 1/2"	493.936			494.136			494.369			494.602			494.836			495.044			0'-6 9/16"
24-24	0'-9 3/16"	493.857			494.054			494.289			494.522			494.754			494.965			0'-6 7/8"
25-25	0'-9 1/16"	493.770			493.969			494.202			494.435			494.669			494.878			0'-7"
26-26	0'-9 3/16"	493.683			493.881			494.115			494.349			494.581			494.791			0'-6 7/8"
27-27	0'-9 1/2"	493.591			493.790			494.023			494.257			494.490			494.699			0'-6 1/2"
28-28	0'-10 1/16"	493.496			493.697			493.930			494.163			494.397			494.604			0'-6"
29-29	0'-10 15/16"	493.405			493.603			493.841			494.074			494.303			494.513			0'-5 3/16"
30-30	0'-11 15/16"	493.313			493.512			493.750			493.983			494.212			494.421			0'-4 3/16"
℄ Pier 20	1'-1"	493.215			493.125			493.657			493.890			494.125			494.323			0'-3"
31-31	1'-0 1/8"	493.138			493.337			493.576			493.810			494.037			494.246			0'-3 1/8"
32-32	0'-11 7/16"	493.055			493.254			493.491			493.725			493.954			494.163			0'-4 3/16"
33-33	0'-11"	492.971			493.114			493.407			493.640			493.874			494.079			0'-5 1/16"
34-34	0'-10 3/4"	492.889			493.092			493.324			493.558			493.792			493.997			0'-5 1/4"
35-35	0'-10 3/4"	492.807			493.010			493.242			493.475			493.709			493.915			0'-5 5/16"
36-36	0'-10 15/16"	492.719			492.922			493.155			493.388			493.622			493.827			0'-5 1/16"
37-37	0'-11 3/8"	492.633			492.832			493.070			493.303			493.532			493.741			0'-4 11/16"
38-38	1'-0"	492.539			492.739			492.979			493.213			493.439			493.647			0'-4"
℄ Pier 21	1'-0 3/8"	492.432			492.644			492.818			493.111			493.344			493.560			0'-3 3/8"
℄ Susp.	1'-1"	492.419			492.632			492.865			493.098			493.332			493.527			0'-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
1-1/V	495.974			20-20/V	494.290		
1-1/W	496.181			20-20/W	494.497		
1-1/X	496.418			20-20/X	494.732		
1-1/Y	496.648			20-20/Y	494.963		
1-1/Z	496.861			20-20/Z	495.178		
4-4/V	495.790			23-23/V	494.046		
4-4/W	495.996			23-23/W	494.252		
4-4/X	496.230			23-23/X	494.486		
4-4/Y	496.463			23-23/Y	494.719		
4-4/Z	496.678			23-23/Z	494.934		
7-7/V	495.564			26-26/V	493.792		
7-7/W	495.770			26-26/W	493.998		
7-7/X	496.006			26-26/X	494.232		
7-7/Y	496.237			26-26/Y	494.464		
7-7/Z	496.452			26-26/Z	494.679		
9-9/V	495.327			29-29/V	493.516		
9-9/W	495.533			29-29/W	493.722		
9-9/X	495.769			29-29/X	493.958		
9-9/Y	496.000			29-29/Y	494.188		
9-9/Z	496.214			29-29/Z	494.403		
12-12/V	495.087			31-31/V	493.250		
12-12/W	495.294			31-31/W	493.456		
12-12/X	495.526			31-31/X	493.693		
12-12/Y	495.760			31-31/Y	493.924		
12-12/Z	495.974			31-31/Z	494.138		
15-15/V	494.832			34-34/V	493.002		
15-15/W	495.038			34-34/W	493.208		
15-15/X	495.272			34-34/X	493.441		
15-15/Y	495.505			34-34/Y	493.675		
15-15/Z	495.719			34-34/Z	493.890		
18-18/V	494.554			37-37/V	492.744		
18-18/W	494.760			37-37/W	492.951		
18-18/X	494.996			37-37/X	493.186		
18-18/Y	495.226			37-37/Y	493.418		
18-18/Z	495.441			37-37/Z	493.632		

For Notes concerning the use of tables see Sheet Nº 80

SHEET 91 OF 101

DESIGNED BY _____ DATE _____ REVISED _____
DETAILED BY CMR & WET DATE 5-24-68 REVISED _____
TRACED BY _____ CHECKED BY CMR DATE _____ REVISED _____
CHECKED BY _____ DATE _____

Copy Check MDL 1-11-68

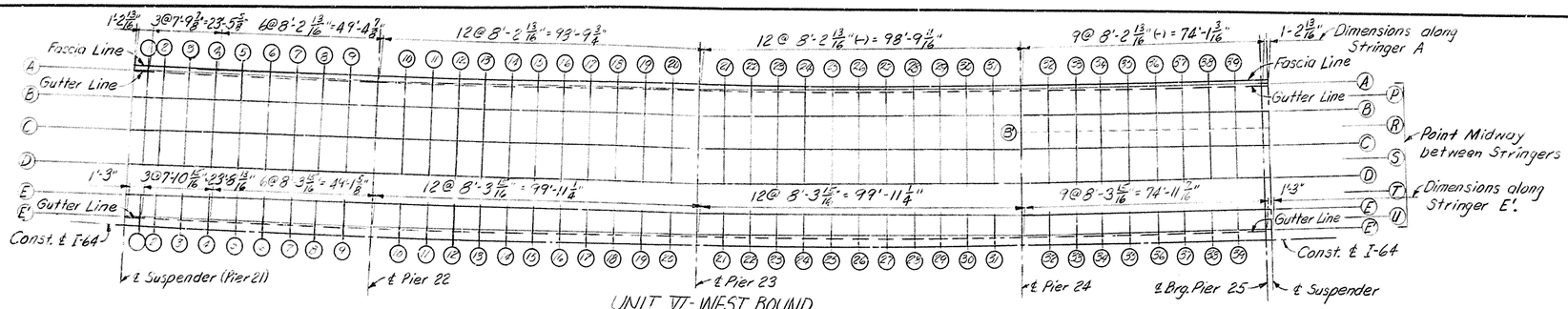
UNIT V E.B.
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE-LEXINGTON
ROAD SP56-273-11L

STATION 183+80 **PROJECT NO.** I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

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



UNIT VI - WEST BOUND

TABLE OF ELEVATIONS FOR UNIT

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E				GIRDER E'		
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W
℄ Susp.	0'-3"	491.465			491.657			491.890			492.123			492.357			492.573			1'-1"
1-1	0'-2 3/8"	491.452			491.643			491.877			492.110			492.343			492.560			1'-1 1/8"
2-2	0'-2 1/16"	491.390			491.569			491.810			492.043			492.269			492.498			1'-1 15/16"
3-3	0'-1 11/16"	491.315			491.494			491.731			491.964			492.194			492.423			1'-2 3/16"
4-4	0'-1 1/16"	491.232			491.414			491.647			491.880			492.114			492.340			1'-2 15/16"
5-5	0'-0 3/8"	491.140			491.328			491.561			491.794			492.028			492.254			1'-3 9/16"
6-6	0'-0 3/8"	491.050			491.238			491.470			491.703			491.938			492.164			1'-3 15/16"
7-7	0'-1 1/16"	490.961			491.146			491.379			491.612			491.846			492.072			1'-2 15/16"
8-8	0'-1 1/2"	490.878			491.053			491.290			491.523			491.753			491.982			1'-2 1/2"
9-9	0'-2 5/8"	490.785			490.962			491.202			491.435			491.662			491.892			1'-1 7/8"
℄ Pier 22	0'-3"	490.688			490.877			491.109			491.342			491.577			491.796			1'-1"
10-10	0'-1 13/16"	490.612			490.790			491.029			491.262			491.490			491.720			1'-2 3/16"
11-11	0'-0 13/16"	490.532			490.709			490.946			491.179			491.409			491.640			1'-3 1/16"
12-12	0'-0 1/16"	490.449			490.629			490.862			491.095			491.329			491.557			1'-3 15/16"
13-13	-0'-0 1/16"	490.370			490.549			490.782			491.015			491.249			491.478			1'-4 1/2"
14-14	-0'-0 3/4"	490.290			490.466			490.701			490.934			491.156			491.398			1'-4 13/16"
15-15	-0'-0 3/4"	490.203			490.381			490.614			490.847			491.081			491.311			1'-4 15/16"
16-16	-0'-0 3/4"	490.116			490.293			490.527			490.761			490.993			491.224			1'-4 13/16"
17-17	-0'-0 1/16"	490.023			490.201			490.434			490.668			490.901			491.131			1'-4 1/2"
18-18	0'-0 1/16"	489.927			490.107			490.340			490.573			490.807			491.035			1'-3 15/16"
19-19	0'-0 1/8"	489.836			490.013			490.251			490.484			490.713			490.944			1'-3 9/16"
20-20	0'-1 13/16"	489.745			489.923			490.161			490.394			490.623			490.853			1'-2 3/16"
℄ Pier 23	0'-3"	489.648			489.837			490.069			490.302			490.537			490.756			1'-1"
21-21	0'-1 7/8"	489.571			489.748			489.988			490.221			490.449			490.679			1'-2 3/16"
22-22	-0'-0 3/8"	489.490			489.664			489.904			490.137			490.367			490.598			1'-3 9/16"
23-23	-0'-1 3/4"	489.407			489.584			489.820			490.053			490.287			490.515			1'-3 15/16"
24-24	-0'-2 15/16"	489.329			489.502			489.741			489.974			490.208			490.437			1'-4 5/16"
25-25	-0'-3 1/8"	489.250			489.420			489.661			489.894			490.126			490.357			1'-4 13/16"
26-26	-0'-4 5/8"	489.163			489.334			489.574			489.807			490.041			490.270			1'-4 15/16"
27-27	-0'-5 1/16"	489.076			489.244			489.487			489.721			489.953			490.173			1'-4 13/16"
28-28	-0'-5 1/16"	488.984			489.152			489.395			489.629			489.862			490.091			1'-4 1/2"
29-29	-0'-5 9/16"	488.889			489.058			489.302			489.535			489.769			489.996			1'-3 15/16"
30-30	-0'-4 15/16"	488.797			488.962			489.213			489.446			489.675			489.905			1'-3 3/16"
31-31	0'-2 9/16"	488.694			488.869			489.123			489.356			489.584			489.813			1'-2 5/16"
℄ Pier 24	0'-0"	488.597			488.781			489.030			489.263			489.497			489.715			1'-1"
32-32	-0'-0 3/8"	488.517			488.689			488.947			489.183			489.409			489.636			1'-1 7/8"
33-33	-0'-1 9/16"	488.429			488.602			488.862			489.097			489.326			489.554			1'-2 9/16"
34-34	-0'-2"	488.341			488.518			488.779			489.012			489.246			489.472			1'-3"
35-35	-0'-2 1/2"	488.255			488.432			488.697			488.930			489.164			489.394			1'-3 1/4"
36-36	-0'-2 3/4"	488.168			488.345			488.614			488.847			489.082			489.312			1'-3 7/16"
37-37	-0'-2 1/16"	488.077			488.254			488.527			488.760			488.994			489.220			1'-3 1/16"
38-38	-0'-1 5/8"	487.987			488.160			488.441			488.675			488.904			489.132			1'-2 5/8"
39-39	-0'-1"	487.889			488.062			488.350			488.585			488.811			489.038			1'-2"
℄ Pier 25	-0'-0 1/8"	487.778			487.963			488.250			488.483			488.716			488.933			1'-1 5/8"
℄ Susp.	0'-0"	487.764			487.950			488.237			488.470			488.703			488.920			1'-1"

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
2-2/P	491.482			21-21/P	489.661		
2-2/R	491.689			21-21/R	489.868		
2-2/S	491.926			21-21/S	490.104		
2-2/T	492.156			21-21/T	490.335		
2-2/U	492.369			21-21/U	490.550		
5-5/P	491.238			24-24/P	489.412		
5-5/R	491.444			24-24/R	489.622		
5-5/S	491.678			24-24/S	489.858		
5-5/T	491.911			24-24/T	490.091		
5-5/U	492.126			24-24/U	490.306		
8-8/P	490.965			27-27/P	489.154		
8-8/R	491.172			27-27/R	489.366		
8-8/S	491.406			27-27/S	489.604		
8-8/T	491.638			27-27/T	489.837		
8-8/U	491.852			27-27/U	490.046		
10-10/P	490.703			30-30/P	488.874		
10-10/R	490.910			30-30/R	489.088		
10-10/S	491.146			30-30/S	489.330		
10-10/T	491.376			30-30/T	489.560		
10-10/U	491.590			30-30/U	489.774		
13-13/P	490.459			32-32/P	488.602		
13-13/R	490.666			32-32/R	488.819		
13-13/S	490.898			32-32/S	489.066		
13-13/T	491.132			32-32/T	489.296		
13-13/U	491.346			32-32/U	489.508		
16-16/P	490.204			35-35/P	488.341		
16-16/R	490.410			35-35/R	488.564		
16-16/S	490.644			35-35/S	488.814		
16-16/T	490.877			35-35/T	489.047		
16-16/U	491.091			35-35/U	489.264		
19-19/P	489.926			38-38/P	488.072		
19-19/R	490.132			38-38/R	488.301		
19-19/S	490.368			38-38/S	488.558		
19-19/T	490.598			38-38/T	488.790		
19-19/U	490.813			38-38/U	489.003		

For Notes concerning the use of tables see Sheet Nº 80

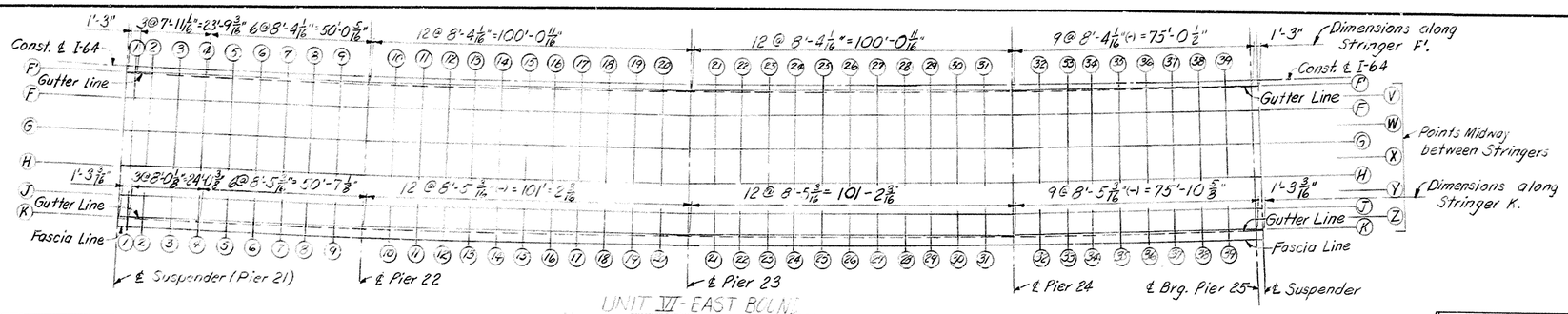
DESIGNED BY _____ DATE _____ REVISED _____
DETAILED BY L.W.B. & W.B.I. DATE 6-26 REVISED _____
CHECKED BY C.W.B. DATE _____ REVISED _____
TRACED BY _____ DATE _____ REVISED _____

Copy Check MDC 1-10-68

UNIT VI W.B.
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 1712.2
INDEX

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



UNIT VI - EAST BOUND

TABLE OF ELEVATIONS FOR UNIT

SECTION	GIRDER F'				GIRDER F			GIRDER G			GIRDER H			GIRDER J			GIRDER K			
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W
℄ Susp.	1'-1"	492.419			492.632			492.865			493.098			493.332			493.527			0'-3"
1-1	1'-0 3/8"	492.406			492.618			492.852			493.085			493.318			493.516			0'-3 5/8"
2-2	1'-0 1/16"	492.344			492.544			492.785			493.018			493.244			493.452			0'-3 15/16"
3-3	0'-11 7/16"	492.264			492.469			492.706			492.939			493.169			493.377			0'-4 7/16"
4-4	0'-11 1/16"	492.186			492.389			492.622			492.855			493.089			493.294			0'-5"
5-5	0'-10 9/16"	492.100			492.303			492.536			492.769			493.003			493.208			0'-5 9/16"
6-6	0'-10 5/16"	492.010			492.213			492.445			492.678			492.913			493.118			0'-5 9/16"
7-7	0'-11 1/16"	491.918			492.121			492.354			492.587			492.821			493.026			0'-5"
8-8	0'-11 1/2"	491.828			492.028			492.265			492.498			492.728			492.936			0'-4 15/16"
9-9	1'-0 5/8"	491.739			491.937			492.177			492.410			492.637			492.847			0'-3 7/8"
℄ Pier 22	1'-1"	491.642			491.852			492.084			492.317			492.552			492.750			0'-3"
10-10	0'-11 13/16"	491.566			491.765			492.004			492.237			492.465			492.674			0'-4 3/16"
11-11	0'-10 13/16"	491.486			491.684			491.921			492.154			492.384			492.594			0'-5 1/16"
12-12	0'-10 1/16"	491.403			491.604			491.837			492.070			492.304			492.511			0'-6"
13-13	0'-9 1/2"	491.324			491.524			491.757			491.990			492.224			492.432			0'-6 1/16"
14-14	0'-9 3/16"	491.244			491.441			491.676			491.909			492.141			492.352			0'-6 3/8"
15-15	0'-9 1/16"	491.157			491.356			491.589			491.822			492.056			492.265			0'-7"
16-16	0'-8 13/16"	491.070			491.268			491.502			491.726			491.968			492.178			0'-6 7/8"
17-17	0'-8 1/2"	490.977			491.176			491.409			491.643			491.876			492.085			0'-6 1/2"
18-18	0'-10 1/16"	490.881			491.082			491.315			491.548			491.782			491.989			0'-6"
19-19	0'-10 13/16"	490.790			490.988			491.226			491.459			491.688			491.898			0'-5 13/16"
20-20	0'-11 13/16"	490.699			490.898			491.136			491.369			491.598			491.807			0'-4 11/16"
℄ Pier 23	1'-1"	490.602			490.812			491.044			491.277			491.512			491.710			0'-3"
21-21	0'-11 13/16"	490.525			490.724			490.963			491.196			491.424			491.633			0'-4 3/16"
22-22	0'-10 13/16"	490.444			490.642			490.879			491.112			491.342			491.552			0'-5 3/16"
23-23	0'-10 1/16"	490.361			490.562			490.795			491.028			491.262			491.469			0'-6"
24-24	0'-9 1/2"	490.283			490.483			490.716			490.949			491.183			491.391			0'-6 7/16"
25-25	0'-9 3/16"	490.204			490.401			490.636			490.869			491.101			491.312			0'-6 3/8"
26-26	0'-9 1/16"	490.117			490.316			490.549			490.782			491.016			491.225			0'-7"
27-27	0'-9 3/16"	490.030			490.228			490.462			490.696			490.928			491.138			0'-6 7/16"
28-28	0'-9 1/2"	489.938			490.137			490.370			490.604			490.837			491.046			0'-6 1/2"
29-29	0'-10 1/16"	489.843			490.044			490.277			490.510			490.744			490.951			0'-6"
30-30	0'-10 13/16"	489.752			489.950			490.188			490.421			490.650			490.860			0'-5 7/16"
31-31	0'-11 13/16"	489.660			489.859			490.097			490.330			490.559			490.768			0'-4 3/16"
℄ Pier 24	1'-1"	489.562			489.772			490.004			490.237			490.472			490.670			0'-3"
32-32	1'-0 1/8"	489.485			489.684			489.923			490.157			490.384			490.592			0'-3 1/8"
33-33	0'-11 7/16"	489.402			489.601			489.837			490.071			490.301			490.510			0'-4 9/16"
34-34	0'-11"	489.318			489.521			489.753			489.986			490.221			490.427			0'-5 1/16"
35-35	0'-10 3/8"	489.236			489.439			489.670			489.904			490.139			490.347			0'-5 1/4"
36-36	0'-10 1/4"	489.154			489.357			489.588			489.821			490.056			490.265			0'-5 5/16"
37-37	0'-10 15/16"	489.066			489.269			489.501			489.734			489.969			490.175			0'-5 1/16"
38-38	0'-11 3/8"	488.980			489.179			489.417			489.650			489.879			490.087			0'-4 11/16"
39-39	1'-0"	488.886			489.086			489.325			489.559			489.786			489.993			0'-4"
℄ Brg. Pier 25	1'-0 3/8"	488.779			488.991			489.225			489.458			489.691			489.887			0'-3 5/8"
℄ Susp.	1'-1"	488.766			488.978			489.212			489.445			489.678			489.874			0'-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
2-2/V	492.456			21-21/V	490.637		
2-2/W	492.664			21-21/W	490.844		
2-2/X	492.902			21-21/X	491.078		
2-2/Y	493.131			21-21/Y	491.310		
2-2/Z	493.344			21-21/Z	491.524		
5-5/V	492.213			24-24/V	490.393		
5-5/W	492.420			24-24/W	490.600		
5-5/X	492.652			24-24/X	490.832		
5-5/Y	492.886			24-24/Y	491.066		
5-5/Z	493.100			24-24/Z	491.280		
8-8/V	491.940			27-27/V	490.138		
8-8/W	492.146			27-27/W	490.345		
8-8/X	492.382			27-27/X	490.579		
8-8/Y	492.613			27-27/Y	490.812		
8-8/Z	492.828			27-27/Z	491.026		
10-10/V	491.678			30-30/V	489.862		
10-10/W	491.884			30-30/W	490.069		
10-10/X	492.120			30-30/X	490.304		
10-10/Y	492.351			30-30/Y	490.536		
10-10/Z	492.576			30-30/Z	490.750		
13-13/V	491.434			32-32/V	489.579		
13-13/W	491.640			32-32/W	489.804		
13-13/X	491.874			32-32/X	490.040		
13-13/Y	492.107			32-32/Y	490.271		
13-13/Z	492.322			32-32/Z	490.484		
16-16/V	491.178			35-35/V	489.349		
16-16/W	491.385			35-35/W	489.554		
16-16/X	491.614			35-35/X	489.787		
16-16/Y	491.847			35-35/Y	490.021		
16-16/Z	492.066			35-35/Z	490.234		
19-19/V	490.900			38-38/V	489.092		
19-19/W	491.107			38-38/W	489.298		
19-19/X	491.342			38-38/X	489.534		
19-19/Y	491.574			38-38/Y	489.765		
19-19/Z	491.788			38-38/Z	489.978		

For Notes concerning the use of tables see Sheet Nº 80

DESIGNED BY: DATE: REVISED:
DETAILED BY: C.M.R. CHECKED BY: G.M.R. DATE: 4-'66 REVISED:
TRACED BY: CHECKED BY: DATE: REVISED:

UNIT VI E.B.
CONSTRUCTION
ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I.64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(341)
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

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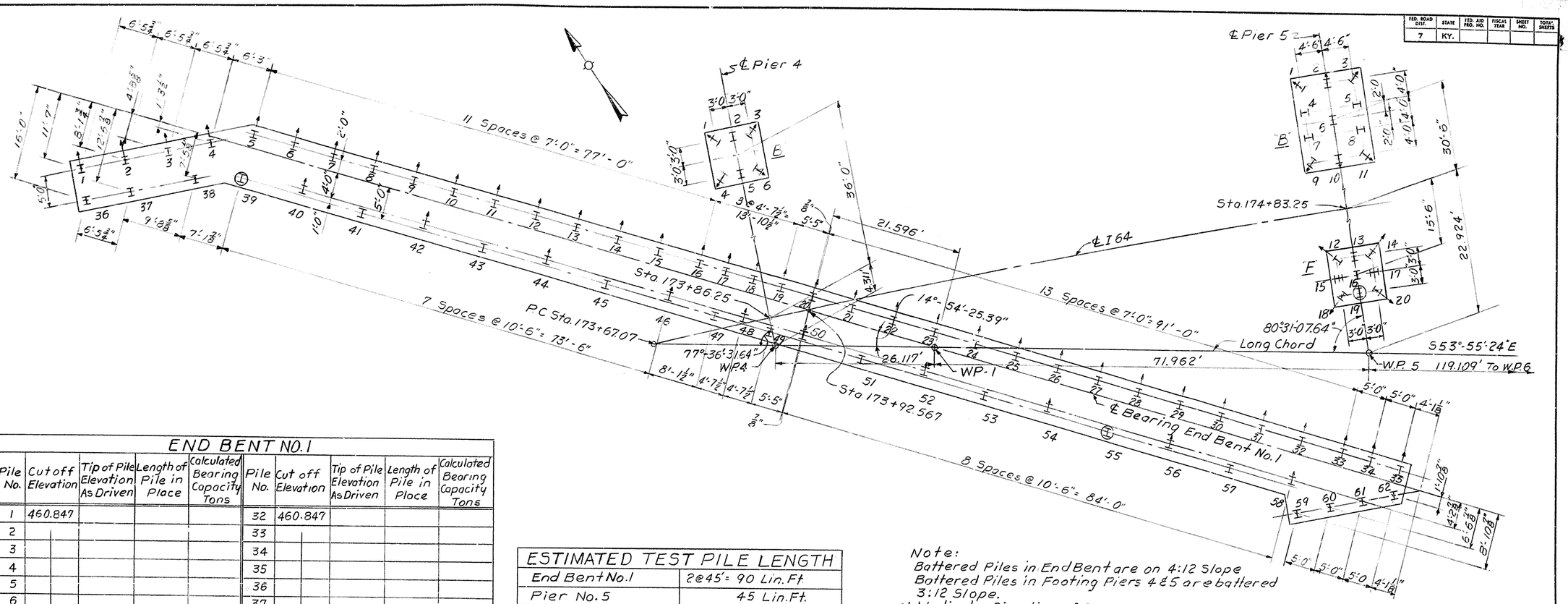
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



END BENT NO. 1

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons	Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	460.847				32	460.847			
2					33				
3					34				
4					35				
5					36				
6					37				
7					38				
8					39				
9					40				
10					41				
11					42				
12					43				
13					44				
14					45				
15					46				
16					47				
17					48				
18					49				
19					50				
20					51				
21					52				
22					53				
23					54				
24					55				
25					56				
26					57				
27					58				
28					59				
29					60				
30	↓				61	↓			
31	460.847				62	460.847			

ESTIMATED TEST PILE LENGTH

End Bent No. 1	2@45' = 90 Lin. Ft.
Pier No. 5	45 Lin. Ft.

Note:
Battered Piles in End Bent are on 4:12 Slope
Battered Piles in Footing Piers 4 & 5 are battered 3:12 Slope.
⊣ Indicates Direction of Batter
Ⓣ Indicates Test Pile For Length (Estimated Pile Tip Elevation. 415 ±)

PIER NO. 4

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	447.540			
2				
3				
4				
5				
6	447.540			

PIER NO. 5

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	444.369			
2				
3				
4				
5				
6				
7				
8				
9				
10	↓			
11	444.369			
12	445.144			
13				
14				
15				
16				
17				
18				
19	↓			
20	445.144			

NOTES:

This pile record does not replace other records of piles required to be kept and submitted by the Resident Engineer. After all piles have been driven the Resident Engineer shall record the tip-of-pile elevation as driven, the length of pile in place, the calculated bearing capacity of each pile, and shall return one blue print copy of this sheet with this data to the Director of Bridges so that the data may be recorded on the original plans. Length of piles in place shown hereon are the actual lengths of piles in the finished structure below cut-off elevation and are not necessarily pay items.

PILE RECORD

SHEET 94 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–17TH ST. TO 13TH ST.
LOUISVILLE–LEXINGTON ROAD
SP56-273-11L

STATION 183+80 PROJECT NO. I64-2(34)1

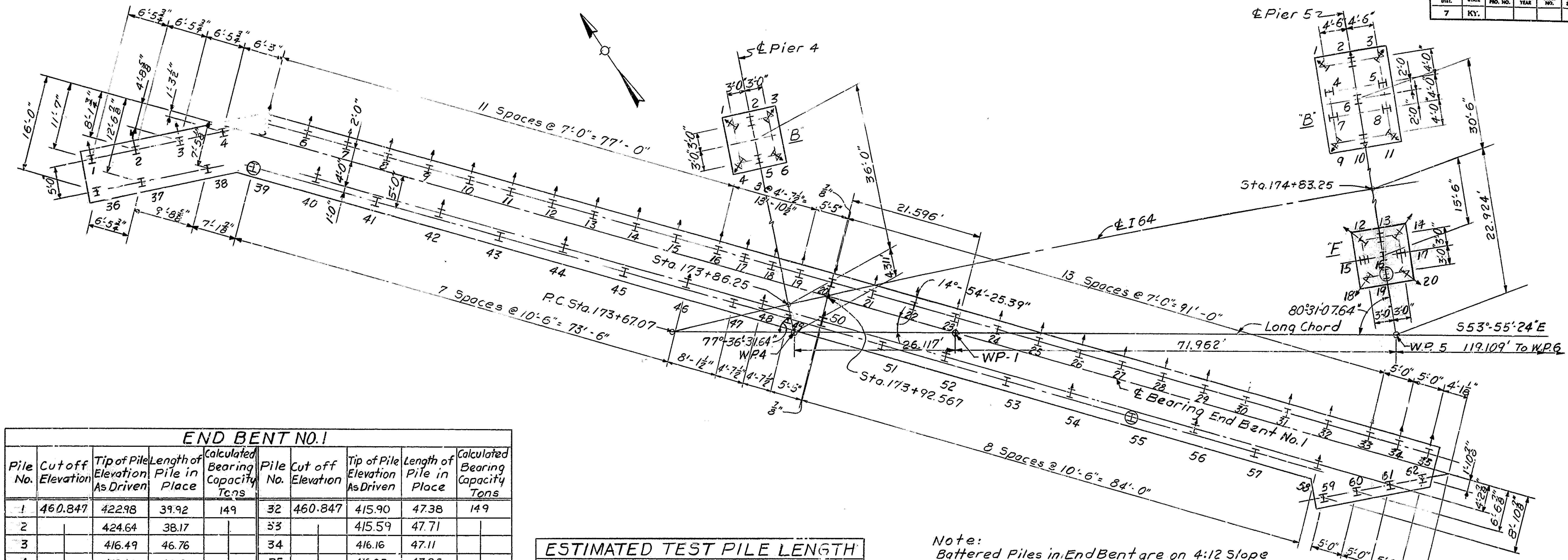
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

DESIGNED BY MDC 4-6-66 CHECKED BY CHH DATE 5-66
DETAILED BY DATE
TRACED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

2-12-68 PME

GIETTGEN NO. 139-S ASCPROOF

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



END BENT NO. 1

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons	Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	460.847	422.98	39.92	149	32	460.847	415.90	47.38	149
2		424.64	38.17		33		415.59	47.71	
3		416.49	46.76		34		416.16	47.11	
4		416.43	46.82		35		416.05	47.22	
5		416.83	46.40		36		416.06	44.79	
6		425.59	37.17		37		416.11	44.74	
7		415.46	47.84		38		416.07	44.78	
8		416.60	46.64		39		415.99	44.86	
9		415.87	47.41		40		414.93	45.92	
10		425.97	36.77		41		418.00	42.85	
11		421.32	41.67		42		413.64	47.21	
12		415.99	47.29		43		416.08	44.77	
13		416.00	47.28		44		414.03	46.82	
14		416.87	46.36		45		415.99	44.86	
15		416.27	46.99		46		412.78	48.07	
16		414.31	49.06		47		415.52	45.33	
17		420.63	42.40		48		414.50	46.35	
18		416.23	47.03		49		415.21	45.64	
19		416.64	46.60		30		413.10	47.75	
20		415.99	47.29		51		415.07	45.78	
21		415.36	47.95		52		412.35	48.50	
22		415.31	48.00		53		414.73	46.12	
23		415.34	47.97		54		408.46	52.39	
24		415.31	48.00		55		418.15	42.70	
25		415.34	47.97		56		412.01	48.84	
26		415.02	48.31		57		414.78	46.07	
27		415.89	47.39		58		412.46	48.39	
28		415.62	47.68		59		414.93	45.92	
29		415.86	47.42		60		416.16	44.69	
30	↓	414.63	48.72	↓	61	↓	415.42	45.43	↓
31	450.847	414.75	48.59	149	62	460.847	416.42	44.43	149

ESTIMATED TEST PILE LENGTH

End Bent No. 1	2 @ 45' = 90 Lin. Ft.
Pier No. 5	45 Lin. Ft.

Note:
Battered Piles in End Bent are on 4:12 Slope
Battered Piles in Footing Piers 4 & 5 are battered 3:12 Slope.
↤ Indicates Direction of Batter
Ⓘ Indicates Test Pile For Length (Estimated Pile Tip Elevation. 415 ±)

PIER NO. 4

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B 1	447.540	416.62	31.87	149
2		415.62	31.92	
B 3		414.26	34.30	
B 4		416.70	31.79	
5	↓	412.43	35.11	↓
B 6	447.540	413.48	35.05	149

PIER NO. 5

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B 1	444.369	416.32	28.91	149
B 2		416.24	29.00	
B 3		416.14	29.10	
4		415.91	28.46	
5		415.91	28.46	
6		416.24	28.13	
7		415.79	28.53	
8		415.86	28.51	
B 9		416.00	29.24	
B 10	↓	415.32	29.94	
B 11	444.369	415.40	29.86	
B 12	445.144	413.32	32.80	
13		415.95	29.19	
B 14		413.20	32.92	
15		415.84	29.30	
16		415.58	29.56	
17		415.77	29.37	
B 18		411.11	35.08	
19	↓	415.60	29.54	↓
B 20	445.144	415.64	30.41	149

NOTES:

This pile record does not replace other records of piles required to be kept and submitted by the Resident Engineer. After all piles have been driven the Resident Engineer shall record the tip-of-pile elevation as driven, the length of pile in place, the calculated bearing capacity of each pile, and shall return one blue print copy of this sheet with this data to the Director of Bridges so that the data may be recorded on the original plans. Length of piles in place shown hereon are the actual lengths of piles in the finished structure below cut-off elevation and are not necessarily pay items.

PILE RECORD

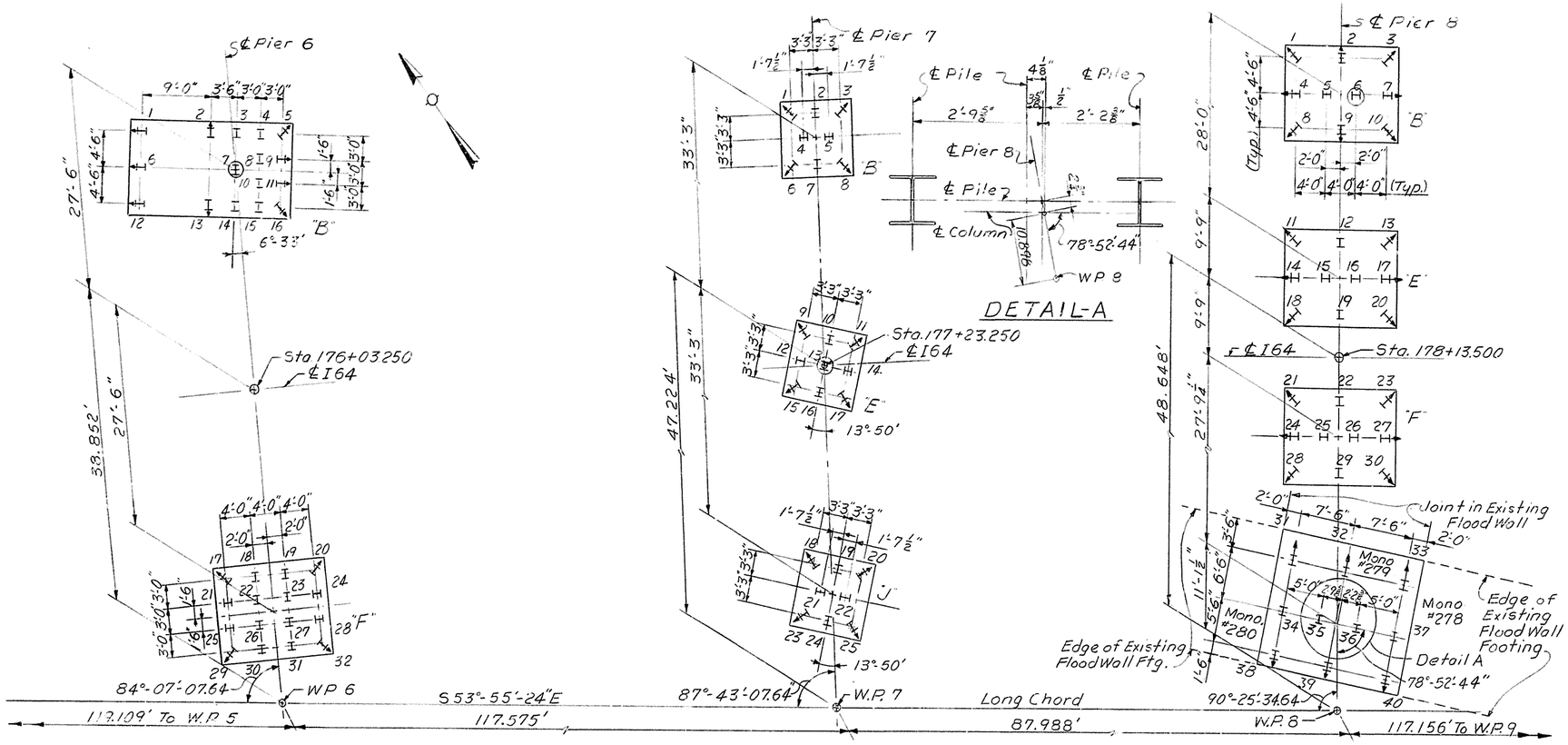
SHEET 94 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64 – 17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON ROAD
SP 56-273-11L

STATION 183+80 | PROJECT NO. I64-2(34)1
BRIDGE NUMBER | DRAWING NO. 17122

DESIGNED BY | CHECKED BY MDC 4-5-66 | DETAILED BY QHH DATE 5-66
REVISED Pile Info. Added 5-71
2-12-68

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



PIER NO. 8

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	443.659			
2				
3				
4				
5				
6				
7				
8				
9	↓			
10	443.659			
11	443.983			
12				
13				
14				
15				
16				
17				
18				
19	↓			
20	443.983			
21	444.271			
22				
23				
24				
25				
26				
27				
28				
29	↓			
30	444.271			
31	445.890			
32				
33				
34				
35				
36				
37				
38				
39	↓			
40	445.890			

PIER NO. 6

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	445.993			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15	↓			
16	445.993			
17	443.349			
18	443.349			

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
19	443.349			
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31	↓			
32	443.349			

PIER NO. 7

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	444.552			
2				
3				
4				
5				
6				
7	↓			
8	444.552			
9	444.989			
10				
11				
12				
13				
14				
15				
16	↓			
17	444.989			
18	446.343			

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
19	446.343			
20				
21				
22				
23				
24	↓			
25	446.343			

ESTIMATED TEST PILE LENGTH		
Pier No. 6	31	Lin. Ft.
Pier No. 7	30	Lin. Ft.
Pier No. 8	29	Lin. Ft.

Note:
See Sheet No. 94 for Pile Notes:
Ⓣ Indicates Test Piles for Length (Estimated Pile Tip Elevation 415.0)
⟷ Indicates Direction of 3:12 Batter for Pier 6, 7 and Floodwall Footing at Pier 8 only.
2:12 Batter for Pier 8 ℄ Col. B, E, F.

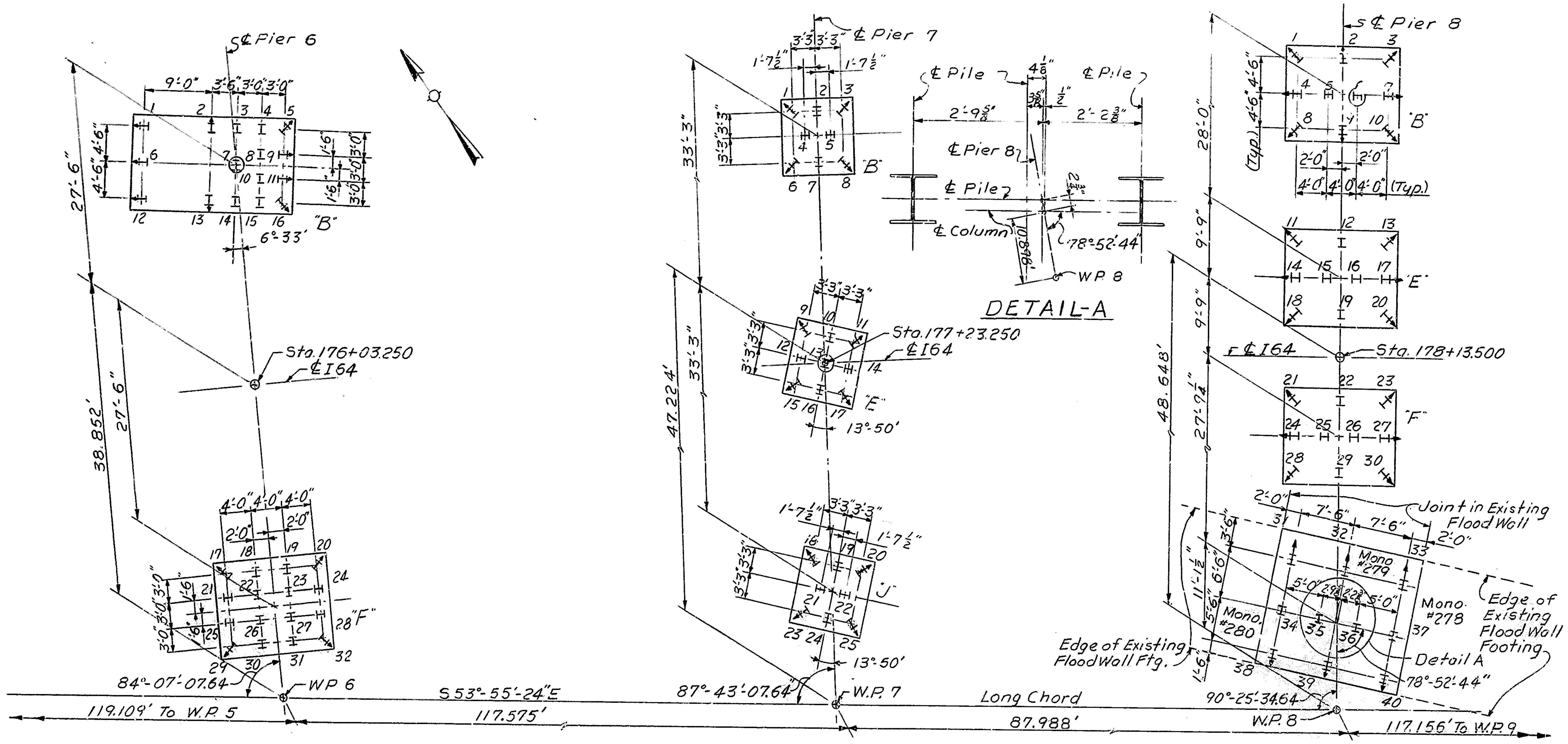
PILE RECORD

DESIGNED BY: MDC DATE: 5-66 CHECKED BY: GHH
DETAILED BY: DATE: CHECKED BY:
TRACED BY: DATE: CHECKED BY:
REVISED DATE
REVISED DATE
REVISED DATE

SHEET 95 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

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



PIER NO. 6

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B 1	445.993	415.60	31.32	149
B 2		415.57	31.36	
3		415.48	30.51	
4		415.47	30.52	
B 5		416.40	30.50	
B 6		415.63	31.29	
7		415.38	30.61	
8		415.56	30.43	
B 9		414.93	32.02	
10		415.36	30.63	
B11		415.63	31.29	
B12		415.00	31.94	
B13		415.36	31.57	
14		415.68	30.31	
15		415.55	30.44	
B16	445.993	415.27	31.66	
B17	443.349	415.25	28.96	
18	443.349	415.29	28.06	149
19	443.349	415.18	28.17	149
B20		415.96	28.23	
21		414.90	28.45	
22		415.71	27.64	
23		415.15	28.20	
24		415.49	27.86	
25		415.28	28.07	
26		415.20	28.15	
27		415.59	27.76	
28		415.50	27.85	
B29		418.65	25.46	
30		415.46	27.89	
31		415.37	27.98	
B32	443.349	416.90	27.26	149

PIER NO. 7

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B 1	444.552	416.04	29.39	149
2		415.97	28.58	
B 3		416.09	29.34	
4		415.96	28.59	
5		415.86	28.69	
B 6		416.10	29.33	
7		415.95	28.60	
B 8	444.552	415.63	29.81	
B 9	444.989	415.26	30.64	
10		415.10	29.89	
B11		415.52	30.38	
12		414.88	30.11	
13		415.22	29.77	
14		414.96	30.03	
B15		415.14	30.77	
16		415.25	29.74	
B17	444.989	415.57	30.33	
B18	446.343	414.28	32.06	149
19	446.343	415.21	31.13	149
B20		414.85	32.46	
21		415.02	31.32	
22		414.77	31.57	
B23		417.10	30.14	
24		415.01	31.33	
B25	446.343	414.47	32.85	149

PIER NO. 8

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B 1	443.659	416.25	27.79	149
B 2		416.11	27.93	
B 3		416.20	27.84	
B 4		414.75	29.31	
5		415.28	28.38	
6		415.28	28.33	
B 7		415.03	29.02	
B 8		414.56	29.50	
B 9		414.76	29.30	
B10	443.659	414.59	29.47	
B11	443.983	415.44	28.93	
12		414.87	29.11	
B13		415.17	29.21	
B14		415.37	29.00	
15		415.03	28.95	
16		414.99	28.99	
B17		415.06	29.32	
B18		415.10	29.28	
19		415.03	28.95	
B20	443.983	415.35	29.02	
B21	444.271	415.28	29.39	
22		415.15	29.12	
B23		415.38	29.29	
B24		415.06	29.61	
25		415.13	29.14	
26		415.19	29.08	
B27		415.26	29.41	
B28		415.36	29.31	
29		415.05	29.22	
B30	444.271	414.95	29.72	
B31	445.890	415.36	31.46	
B32		416.40	30.40	
B33		415.18	31.65	
34		415.29	30.60	
35		415.49	30.40	
36		415.05	30.84	
37		415.05	30.84	
B38		416.21	30.59	
B39		415.22	31.61	
B40	445.890	416.08	30.73	149

ESTIMATED TEST PILE LENGTH

Pier No. 6	31	Lin. Ft.
Pier No. 7	30	Lin. Ft.
Pier No. 8	29	Lin. Ft.

Note:

See Sheet No. 94 for Pile Notes:

Ⓘ Indicates Test Piles for Length (Estimated Pile Tip Elevation 415.0)

⊣⊢ Indicates Direction of 3:12 Batter for Pier 6, 7 and Flood Wall Footing at Pier 8 only. 2:12 Batter for Pier 8 @ Col. B, E, F.

PILE RECORD

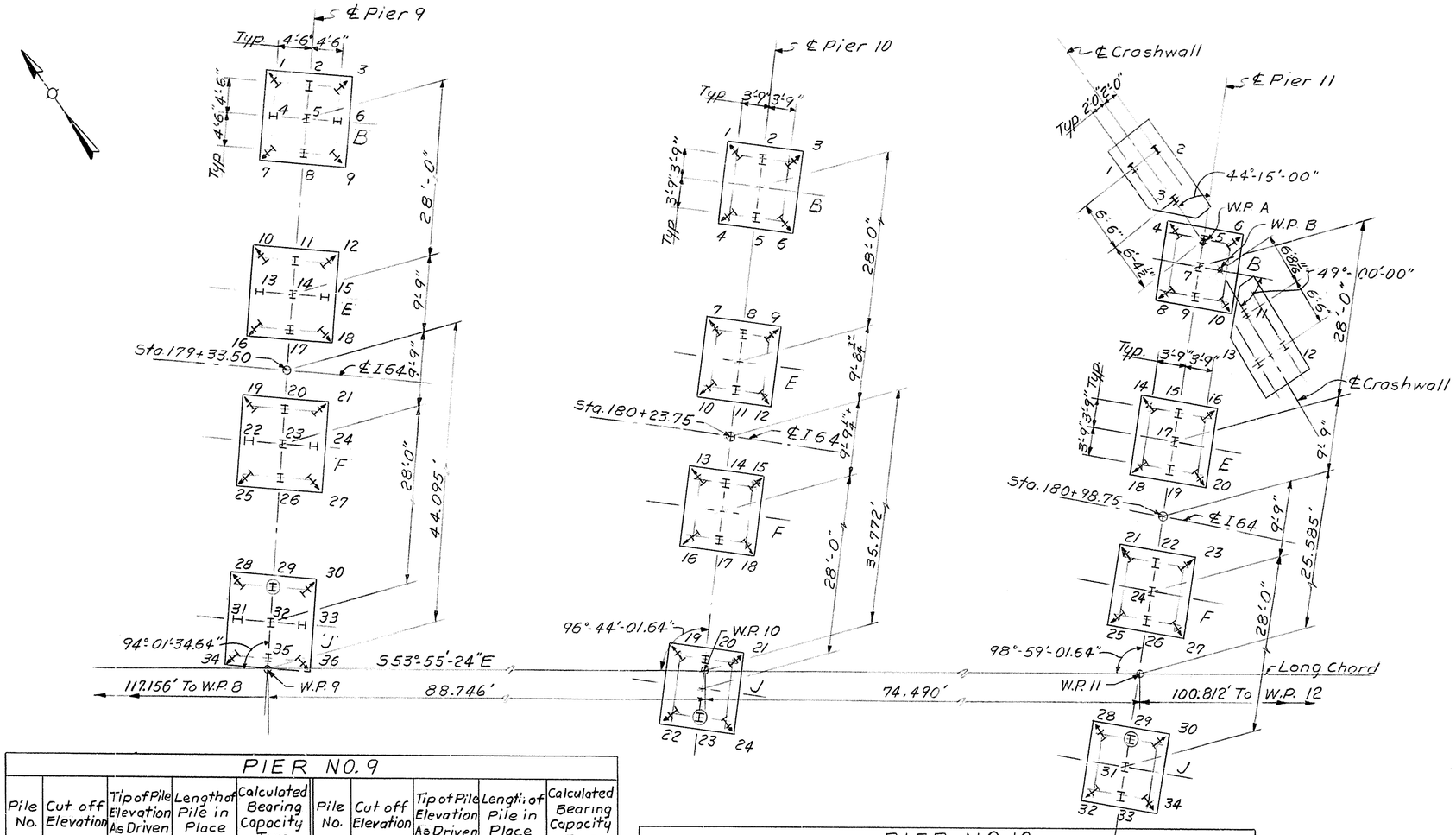
SHEET 95 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD
SP56—273—11L
STATION 183+80
PROJECT NO. I 64-2 (34) 1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

DESIGNED BY ___ DETAILED BY M.D.C. CHECKED BY G.H.L. DATE 5-66

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



PIER NO. 11

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	446.550			
2	↓			
3	446.550			
4	442.018			
5				
6				
7				
8				
9	↓			
10	442.018			
11	446.550			
12	↓			
13	446.550			
14	444.008			
15				
16				
17				
18				
19	↓			
20	444.008			
21	444.963			
22				
23				
24				
25				
26	↓			
27	444.963			
28	446.020			
29				
30				
31				
32				
33	↓			
34	446.020			

PIER NO. 9

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	442.993			
2				
3				
4				
5				
6				
7				
8	↓			
9	442.993			
10	443.983			
11				
12				
13				
14				
15				
16				
17	↓			
18	443.983			
19	444.021			
20				
21				
22				
23				
24				
25				
26	↓			
27	444.021			
28	446.012			
29				
30				
31				
32				
33				
34				
35	↓			
36	446.012			

PIER NO. 10

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	442.987			
2				
3				
4				
5				
6	442.987			
7	442.977			
8				
9				
10				
11	↓			
12	442.977			
13	443.932			
14				
15	↓			
16	443.932			
17	443.932			
18	443.932			
19	446.006			
20				
21				
22				
23	↓			
24	446.006			

ESTIMATED TEST PILE LENGTH		
Pier No. 9	31.0	Lin. Ft.
Pier No. 10	31.0	Lin. Ft.
Pier No. 11	31.0	Lin. Ft.

Note:
See Sheet No. 94 for Pile Notes.
⊣H Indicates Direction of 2:12 Batter.
Ⓗ Indicates Test Pile For Length (Estimated Pile Tip Elevation 415.0)

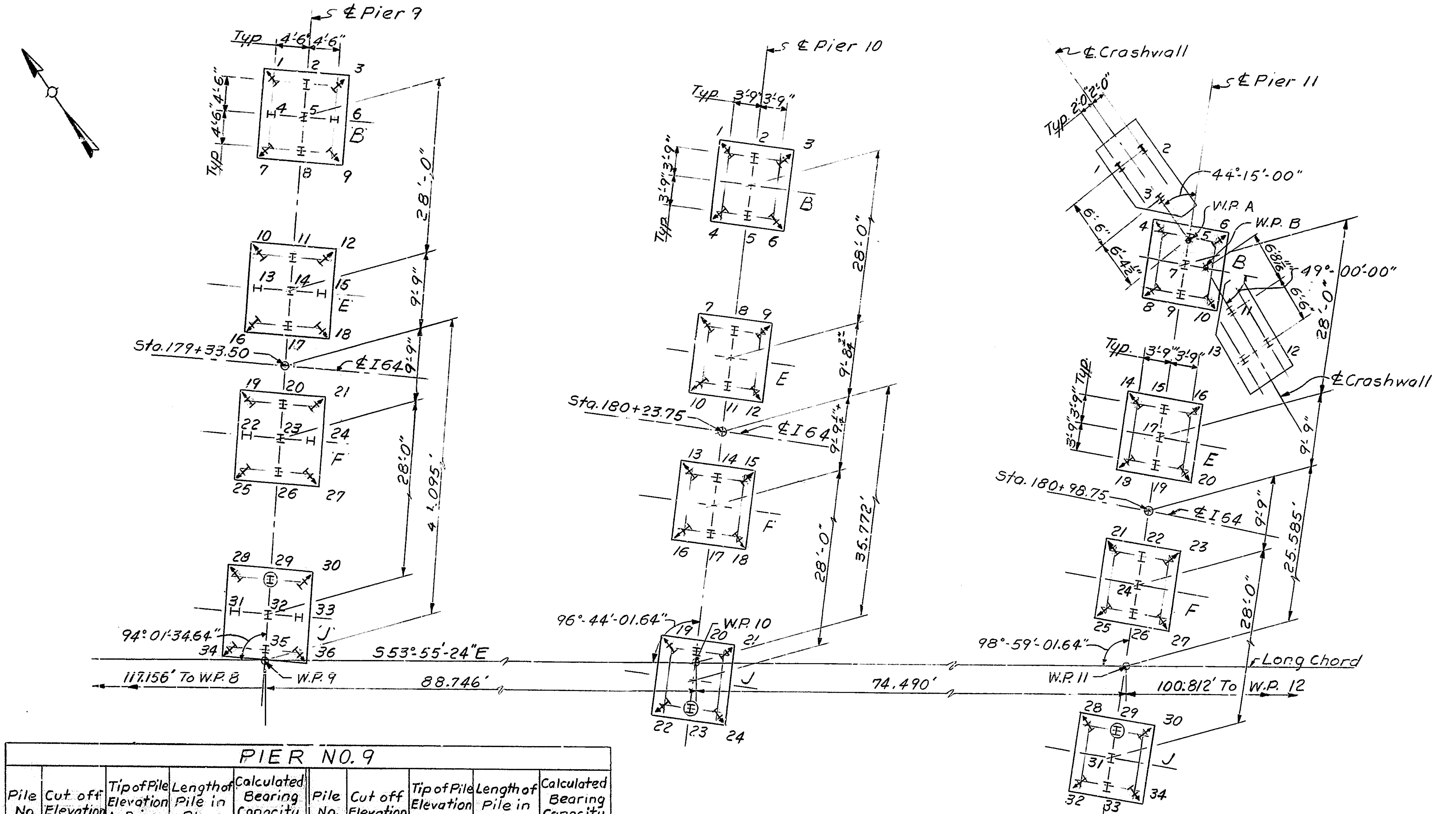
PILE RECORD

SHEET 96 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-111
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

DESIGNED BY
DETAILED BY M.D.C.
TRACED BY
CHECKED BY
CHECKED BY
CHECKED BY
DATE 3-66
REVISED
REVISED
REVISED

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



PIER NO. 9

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons	Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B 1	442.993	414.64	28.74	149	B19	444.021	414.74	29.68	149
2		414.87	28.12		20		414.86	29.16	
B 3		414.58	28.80		B21		414.79	29.63	
4		414.94	28.05		22		415.16	28.86	
5		414.98	28.01		23		415.08	28.94	
6		415.00	27.99		24		414.78	29.24	
B 7		414.38	29.00		B25		414.39	30.04	
8		414.84	28.15		26		415.17	28.85	
B 9	442.993	414.74	28.64		B27	444.021	414.61	29.81	
B10	443.983	414.81	29.57		B28	446.012	414.66	31.78	
11		414.86	29.12		29		414.96	31.05	
B12		414.59	29.79		B30		415.15	31.28	
13		415.24	28.74		31		414.62	31.39	
14		414.88	29.10		32		415.16	30.85	
15		415.26	28.72		33		415.08	30.93	
B16		414.80	29.58		B34		414.28	32.17	
17		414.97	29.01		35		414.77	31.24	
B18	443.983	414.71	29.67	149	B36	446.012	414.46	31.98	149

PIER NO. 10

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons	Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	442.987	415.03	28.35	149	17	443.932	415.83	28.10	149
2		415.13	27.86		B18	443.932	414.99	29.34	
B 3		414.65	28.73		B19	446.006	415.09	31.35	
B 4		414.96	28.42		20		414.57	31.44	
5		415.42	27.57		B21		414.88	31.56	
B 6	442.987	415.07	28.30		B22		415.29	31.14	
B 7	442.977	415.14	28.22		23		414.13	31.88	
8		414.97	28.01		B24	446.006	414.89	31.55	149
B 9		415.16	28.20						
B10		414.88	28.49						
11		415.02	27.96						
B12	442.977	414.96	28.41						
B13	443.932	414.78	29.55						
14		415.16	28.77						
B15		415.38	28.94						
B16	443.932	414.85	29.48	149					

PIER NO. 11

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	446.550	413.82	32.73	149
2		413.74	32.81	
3	446.550	413.86	32.69	
B 4	442.018	413.35	29.06	
B 5		412.46	29.97	
6		412.73	29.29	
7		413.15	28.87	
B 8		413.25	29.17	
9		413.54	28.48	
B10	442.018	413.28	29.14	
11	446.550	413.81	32.74	
12		413.72	32.83	
13	446.550	413.79	32.76	
B14	444.008	414.38	30.04	
15		413.88	30.13	
B16		413.36	31.07	
17		414.88	29.13	
B18		414.65	29.76	
19		414.81	29.20	
B20	444.008	414.74	29.67	
B21	444.963	414.78	30.60	
22		414.64	30.32	
B23		414.66	30.72	
24		414.83	30.13	
B25		414.29	30.67	
26		414.77	30.19	
B27	444.963	415.26	30.11	
B28	446.020	414.78	31.67	
29		414.53	31.49	
B30		414.82	31.63	
31		414.90	31.12	
B32		415.16	31.29	
33		414.87	31.15	
B34	446.020	414.77	31.68	149

Note:
See Sheet No. 94 for Pile Notes.
→H Indicates Direction of 2:12 Batter.
Ⓗ Indicates Test Pile For Length (Estimated Pile Tip Elevation 415.0)

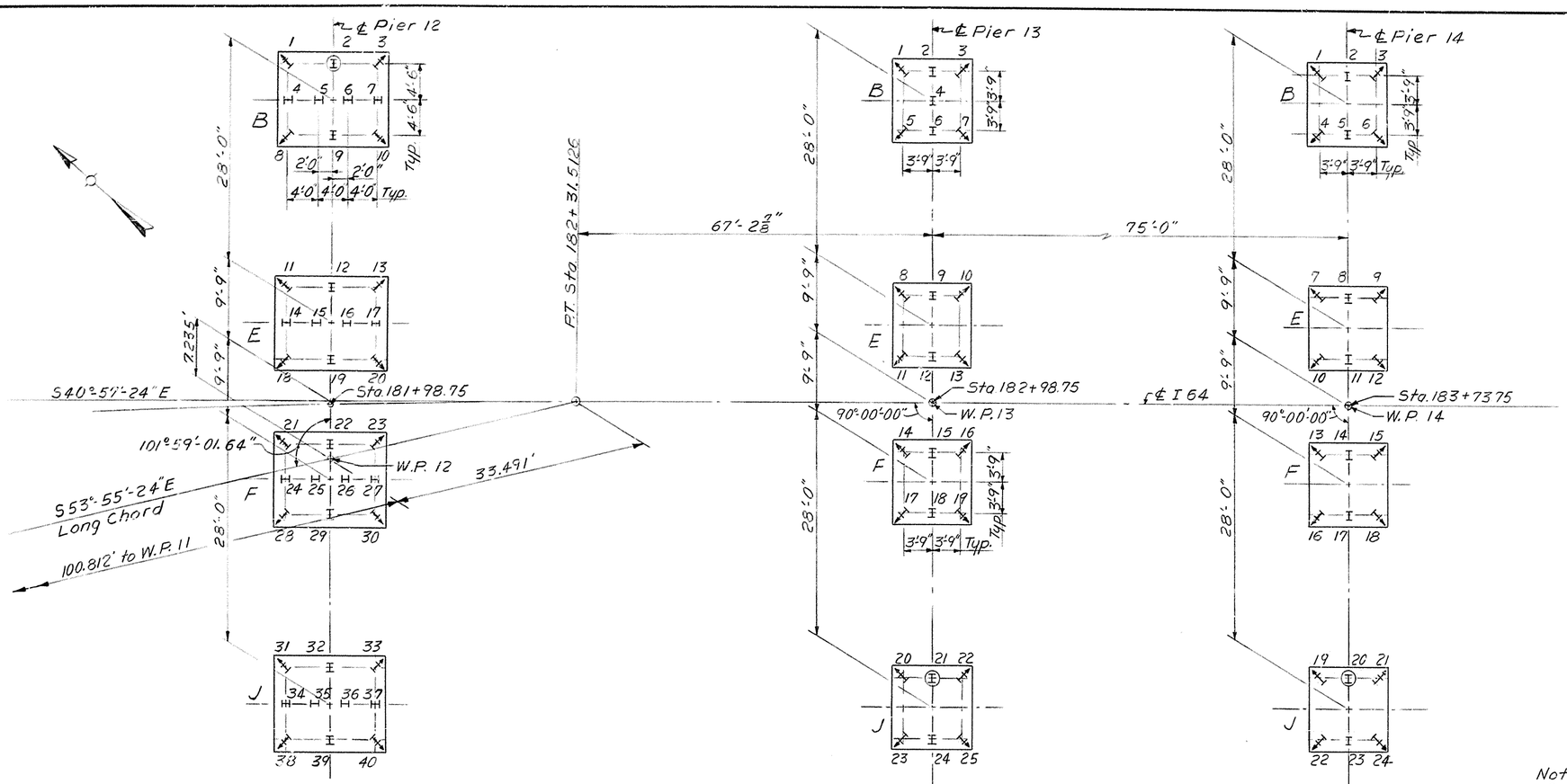
ESTIMATED TEST PILE LENGTH		
Pier No. 9	31.0	Lin. Ft.
Pier No. 10	31.0	Lin. Ft.
Pier No. 11	31.0	Lin. Ft.

PILE RECORD

SHEET 96 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–17TH ST. TO 13TH ST.
LOUISVILLE–LEXINGTON ROAD
SP56–273–11L
STATION 183+80
PROJECT NO. I64-2(34)11
BRIDGE NUMBER
DRAWING NO. 17122

DESIGNED BY: M.D.C.
CHECKED BY: C.H.H.
REVISED: Piling Added [illegible] DATE 5-71



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

PIER NO 14

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	443.972			
2				
3				
4				
5				
6	443.972			
7	443.963			
8				
9				
10				
11				
12	443.963			
13	448.961			
14				
15				
16				
17				
18	448.961			
19	450.952			
20				
21				
22				
23				
24	450.952			

Note:
See Sheet No. 94 for Pile Notes.
⊣H Indicates Direction of 2:12 Batter
Ⓣ Indicates Test Pile For Length (Estimated Pile Tip Elevation 414.8)

PIER NO. 12

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons	Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	448.013				21	443.971			
2					22				
3					23				
4					24				
5					25				
6					26				
7					27				
8					28				
9					29				
10	448.013				30	443.971			
11	445.990				31	442.030			
12					32				
13					33				
14					34				
15					35				
16					36				
17					37				
18					38				
19					39				
20	445.990				40	442.030			

PIER NO.13

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons	Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	443.021				14	451.020			
2					15	451.020			
3					16				
4					17				
5					18				
6					19	451.020			
7	443.021				20	450.969			
8	449.970				21				
9					22				
10					23				
11					24				
12					25	450.969			
13	449.970								

ESTIMATED TEST PILE LENGTH

Pier No. 12	33.2 Lin. Ft.
Pier No. 13	36.2 Lin. Ft.
Pier No. 14	36.2 Lin. Ft.

PILE RECORD

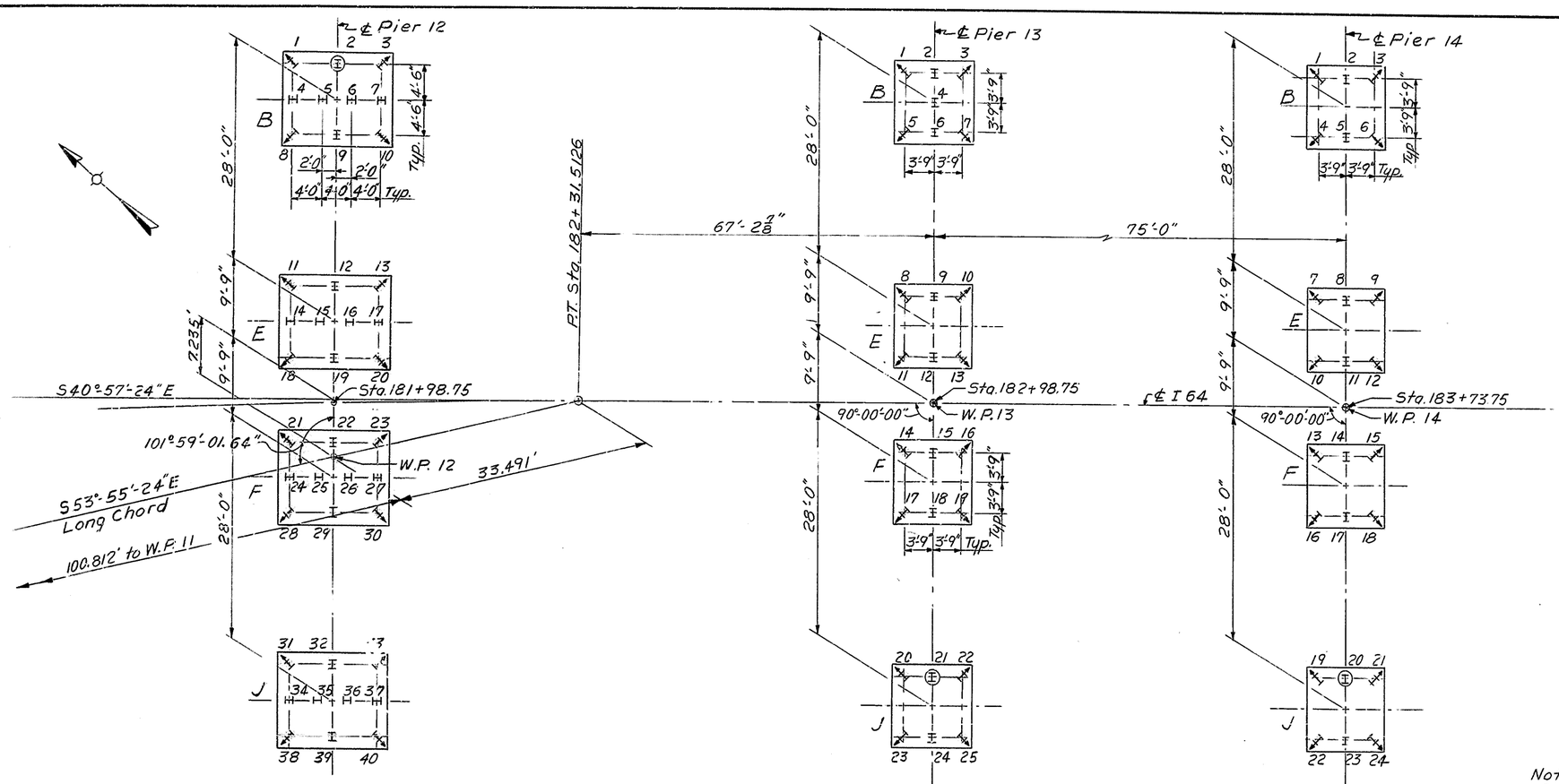
DESIGNED BY: DATE:
DETAILED BY: MDC CHECKED BY: CHH DATE: 5-66 REVISED
TRACED BY: CHECKED BY: DATE: REVISED
DATE REVISED

SHEET 97 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFOIRT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

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



PIER NO 14

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	443.972	414.22	30.16	149
2		413.81	30.16	
B3		413.94	30.44	
B4		413.72	30.67	
5		413.48	30.49	
B6	443.972	413.53	30.86	
B7	443.963	413.51	30.87	
8		413.78	30.18	
B9		413.41	30.97	
B10		413.42	30.96	
11		413.75	30.21	
B12	443.963	413.82	30.55	
B13	448.961	413.53	35.92	
14		413.94	35.02	
B15		413.94	35.50	
B16		413.74	35.71	
17		413.86	35.10	
B18	448.961	413.77	35.67	
B19	450.952	413.23	38.24	
20		412.96	37.99	
B21		413.85	37.61	
B22		413.65	37.81	
23		413.31	37.64	
B24	450.952	414.00	37.46	149

Note:
See Sheet No. 94 for Pile Notes.
⇉ Indicates Direction of 2:12 Batter
Ⓣ Indicates Test Pile For Length (Estimated Pile Tip Elevation 414.8)

PIER NO. 12

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	448.013	415.81	32.64	149
2		414.17	33.84	
B3		414.60	33.87	
4		414.20	33.81	
5		414.15	33.86	
6		414.26	33.75	
7		414.42	33.59	
B8		414.29	34.18	
9		414.28	33.73	
B10	448.013	413.79	34.69	
B11	445.990	414.14	32.29	
12		414.31	31.68	
B13		414.17	32.26	
14		414.09	31.90	
15		413.96	32.03	
16		414.03	31.96	
17		413.92	32.07	
B18		414.12	32.31	
19		414.02	31.97	
B20	445.990	413.99	32.44	149
B21	443.971	414.18	30.20	149
22		413.84	30.13	
B23		413.76	30.63	
24		413.71	30.26	
25		413.57	30.40	
26		413.58	30.39	
27		413.51	30.46	
B28		413.73	30.66	
29		413.69	30.28	
B30	443.971	413.47	30.50	
B31	442.030	413.95	28.47	
32		414.12	27.91	
B33		413.89	28.53	
34		413.80	28.23	
35		414.14	27.89	
36		414.00	28.03	
37		413.88	28.15	
B38		413.68	28.74	
39		413.80	28.23	
B40	442.030	413.58	28.84	149

PIER NO.13

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	443.021	414.05	29.37	149
2		413.73	29.29	
B3		413.61	29.81	
4		413.70	29.32	
B5		413.95	29.47	
6		413.86	29.16	
B7	443.021	413.92	29.50	
B8	449.970	413.71	36.76	
9		413.82	36.15	
B10		413.63	36.84	
B11		413.40	37.07	
12		413.56	36.41	
B13	449.970	413.62	36.85	149
B14	451.020	411.96	39.60	149
15	451.020	412.57	38.45	
B16		413.63	37.91	
B17		413.84	37.69	
18		407.30	43.72	
B19	451.020	412.81	38.74	
B20	450.969	413.74	37.74	
21		413.10	37.87	
B22		413.46	38.03	
B23		415.36	36.10	
24		411.98	38.99	
B25	450.969	413.42	38.07	149

ESTIMATED TEST PILE LENGTH

Pier No. 12	33.2 Lin. Ft.
Pier No. 13	36.2 Lin. Ft.
Pier No. 14	36.2 Lin. Ft.

PILE RECORD

SHEET 97 OF 101

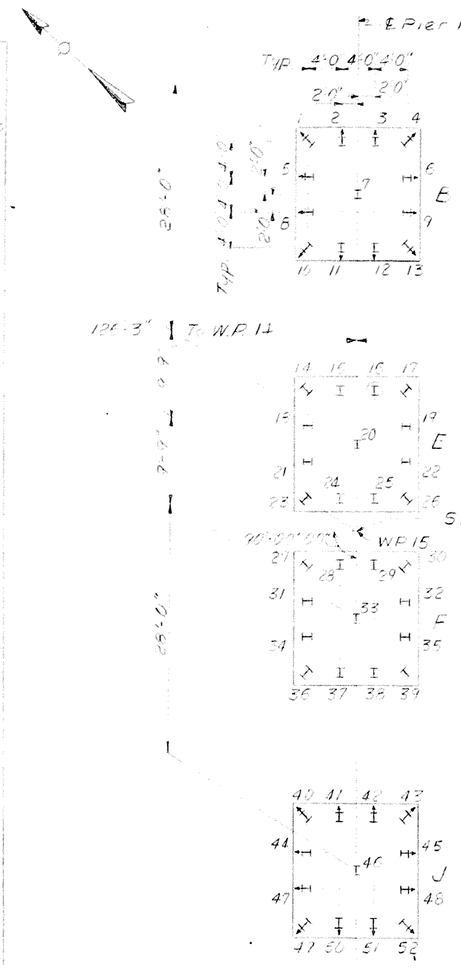
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I 64-2(34)1
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

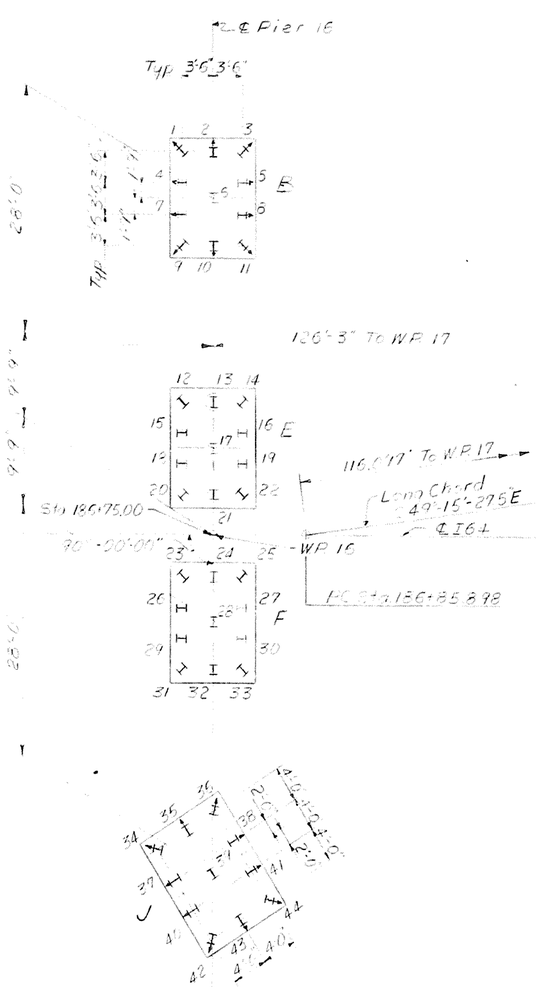
DESIGNED BY MOC DATE 5-66 CHECKED BY
DETAILED BY CHH DATE 5-66 CHECKED BY
TRACED BY DATE CHECKED BY
REVISED PILE LIST 4-2066 RJ
REVISED
REVISED

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

PIER NO 15

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	444.694			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13	444.694			
14	444.758			
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26	444.758			
27	448.761			
28				
29				
30				
31				
32				
33				
34				
35				
36				
37				
38				
39	448.701			
40	445.348			
41				
42				
43				
44				
45				
46				
47				
48				
49				
50				
51				
52	445.348			





ESTIMATED TEST PILE LENGTH		
Pier No. 15	31.0	Lin. Ft.
Pier No. 16	33.2	Lin. Ft.

Note
See Sheet No. 94 for Pile Notes
⊣H Indicates Direction of 2:12 Batter
Ⓘ Indicates Test Pile For Length (Estimated Pile Tip Elevation 413.6)

PIER NO 16

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	444.497			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11	444.497			
12	446.864			
13				
14				
15				
16				
17				
18				
19				
20				
21				
22	446.864			
23	448.138			
24				
25				
26				
27				
28				
29				
30				
31				
32				
33	448.138			
34	452.421			
35				
36				
37				
38				
39				
40				
41				
42				
43				
44	452.421			

DESIGNED BY MDC DATE
DETAILED BY DATE
TRACED BY DATE
CHECKED BY GHH DATE 2-6
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE

PILE RECORD

SHEET 96 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I 64-2(34)1

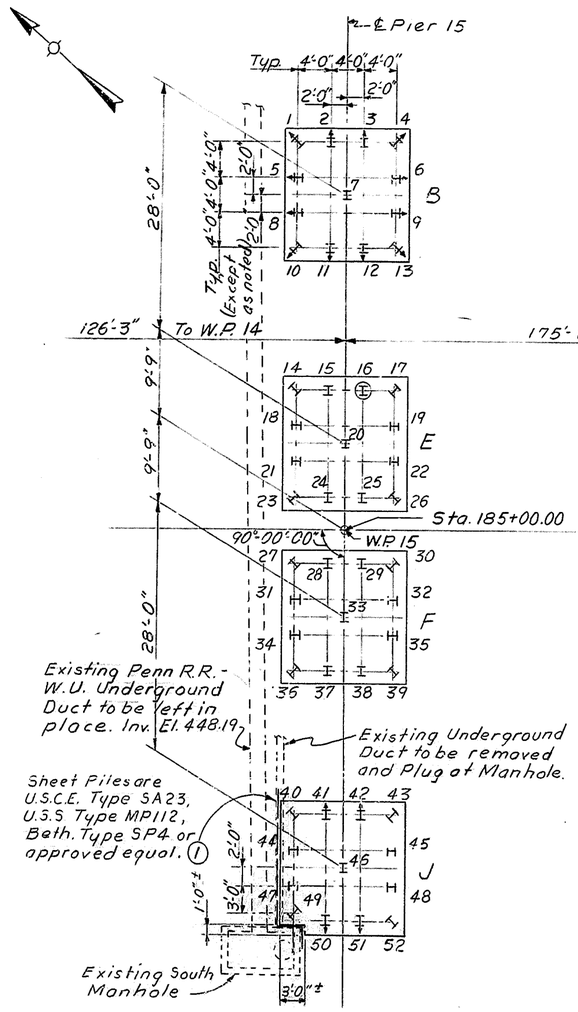
BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

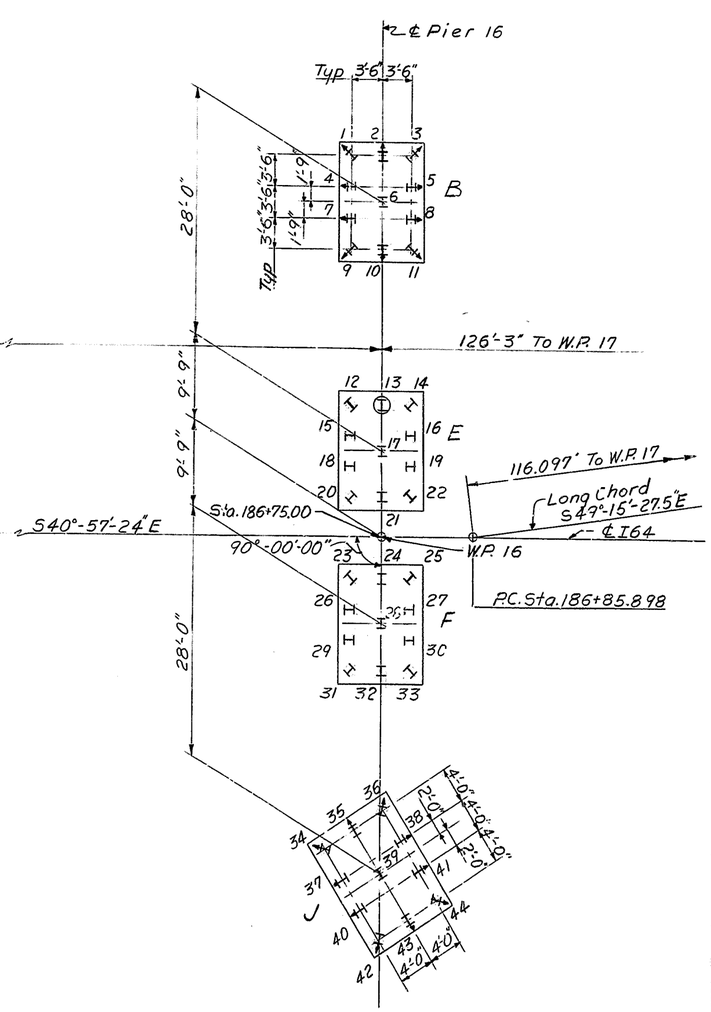
BRIDGE

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

PIER NO. 15

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	444.694	414.21	30.90	149
B2		414.08	31.03	
B3		414.11	31.00	
B4		413.83	31.28	
B5		413.91	31.20	
B6		414.18	30.93	
7		413.97	30.72	
B8		413.83	31.28	
B9		413.62	31.50	
B10		413.73	31.39	
B11		413.99	31.12	
B12		414.05	31.06	
B13	444.694	414.01	31.10	
14	444.758	412.95	31.81	
15		413.14	31.62	
16		412.68	32.08	
17		413.05	31.75	
18		412.84	31.92	
19		413.64	31.12	
20		413.56	31.20	
21		412.96	31.80	
22		413.56	31.20	
23		413.38	31.38	
24		413.42	31.34	
25		413.36	31.40	
26	444.758	412.88	31.88	
27	448.701	413.42	35.28	
28		413.35	35.35	
29		412.95	35.75	
30		413.45	35.25	
31		413.22	35.48	
32		413.42	35.28	
33		413.60	35.10	
34		413.38	35.32	
35		413.22	35.48	
36		413.33	35.37	
37		413.33	35.37	
38		413.28	35.42	
39	448.701	413.32	35.38	
40	445.348	413.25	32.10	
B41		412.31	33.50	
B42		412.60	33.00	
43		412.85	32.50	
44		412.30	33.05	
45		411.25	34.10	
46		412.55	32.80	
47		412.92	32.43	
48		414.77	30.58	
49		412.65	32.70	
B50		412.47	33.33	
B51		411.94	33.87	
52	445.348	412.03	33.32	149





PIER NO. 16

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	444.497	412.86	32.08	149
B2		412.12	32.83	
B3		413.43	31.50	
B4		412.44	32.50	
B5		412.19	32.75	
6		411.58	32.92	
B7		412.77	32.17	
B8		413.67	31.25	
B9		412.69	32.25	
B10		413.75	31.17	
B11	444.497	412.93	32.00	
12	446.864	411.00	35.86	
13		411.12	35.74	
14		414.01	32.85	
15		410.97	35.89	
16		409.51	37.35	
17		410.97	35.89	
18		410.88	35.98	
19		410.53	36.33	
20		409.87	36.99	
21		409.65	37.21	
22	446.864	410.28	36.58	
23	448.138	412.51	35.63	
24		412.18	35.96	
25		412.95	35.19	
26		413.10	35.04	
27		412.90	35.24	
28		412.46	35.68	
29		412.61	35.53	
30		412.13	36.01	
31		412.30	35.84	
32		412.47	35.67	
33	448.138	411.51	36.63	
B34	452.421	406.58	46.47	
B35		411.80	41.18	
B36		412.44	40.35	
B37		407.05	46.00	
B38		412.69	40.28	
39		407.92	44.50	
B40		405.04	48.03	
B41		404.96	48.11	
B42		408.16	44.87	
B43		408.80	44.22	
B44	452.421	405.06	48.01	149

ESTIMATED TEST PILE LENGTH

Pier No. 15	31.0	Lin. Ft.
Pier No. 16	33.2	Lin. Ft.

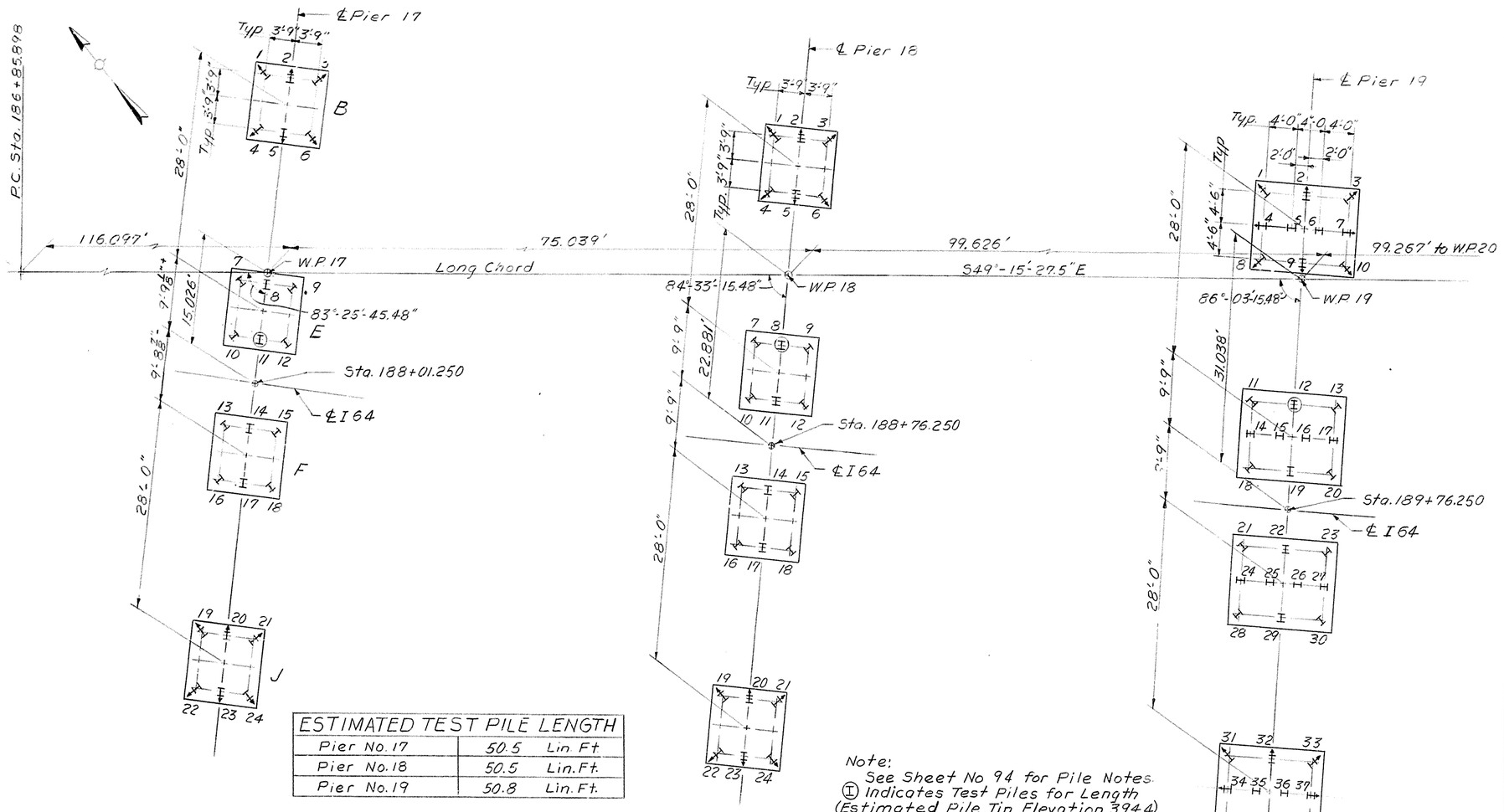
Note:
See Sheet No. 94 for Pile Notes
⊣ Indicates Direction of 2:12 Batter.
Ⓣ Indicates Test Pile For Length (Estimated Pile Tip Elevation 413.6)
(I) Sheet piling shall be driven to a min. Elev 440.0 Piling may be cut off at top of footing upon completion of the job.

PILE RECORD

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

Pier 15 Footing J
DRAWN BY M.D.C. DATE 5-66 CHECKED BY CHH DATE 5-66
DESIGNED BY DATE CHECKED BY DATE
TRACED BY DATE CHECKED BY DATE
REVISED REVISED

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



ESTIMATED TEST PILE LENGTH

Pier No. 17	50.5	Lin. Ft
Pier No. 18	50.5	Lin. Ft.
Pier No. 19	50.8	Lin. Ft.

Note:
See Sheet No 94 for Pile Notes.
Ⓘ Indicates Test Piles for Length
(Estimated Pile Tip. Elevation 394.4)
⊣H Indicates Direction of 2:12 Batter

PIER NO. 19

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	444.969			
2				
3				
4				
5				
6				
7				
8				
9				
10	444.969			
11	445.169			
12				
13				
14				
15				
16				
17				
18				
19				
20	445.169			
21	445.028			
22				
23				
24				
25				
26				
27				
28				
29				
30	445.028			
31	444.978			
32				
33				
34				
35				
36				
37				
38				
39				
40	444.978			

PIER NO. 17

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	443.991			
2				
3				
4				
5				
6	443.991			
7	444.941			
8				
9				
10				
11				
12	444.941			
13	444.966			
14				
15				
16				
17				
18	444.966			
19	446.916			
20				
21				
22				
23				
24	446.916			

PIER NO. 18

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	444.957			
2				
3				
4				
5				
6	444.957			
7	444.907			
8				
9				
10				
11				
12	444.907			
13	446.016			
14				
15				
16				
17				
18	446.016			
19	445.882			
20				
21				
22				
23				
24	445.882			

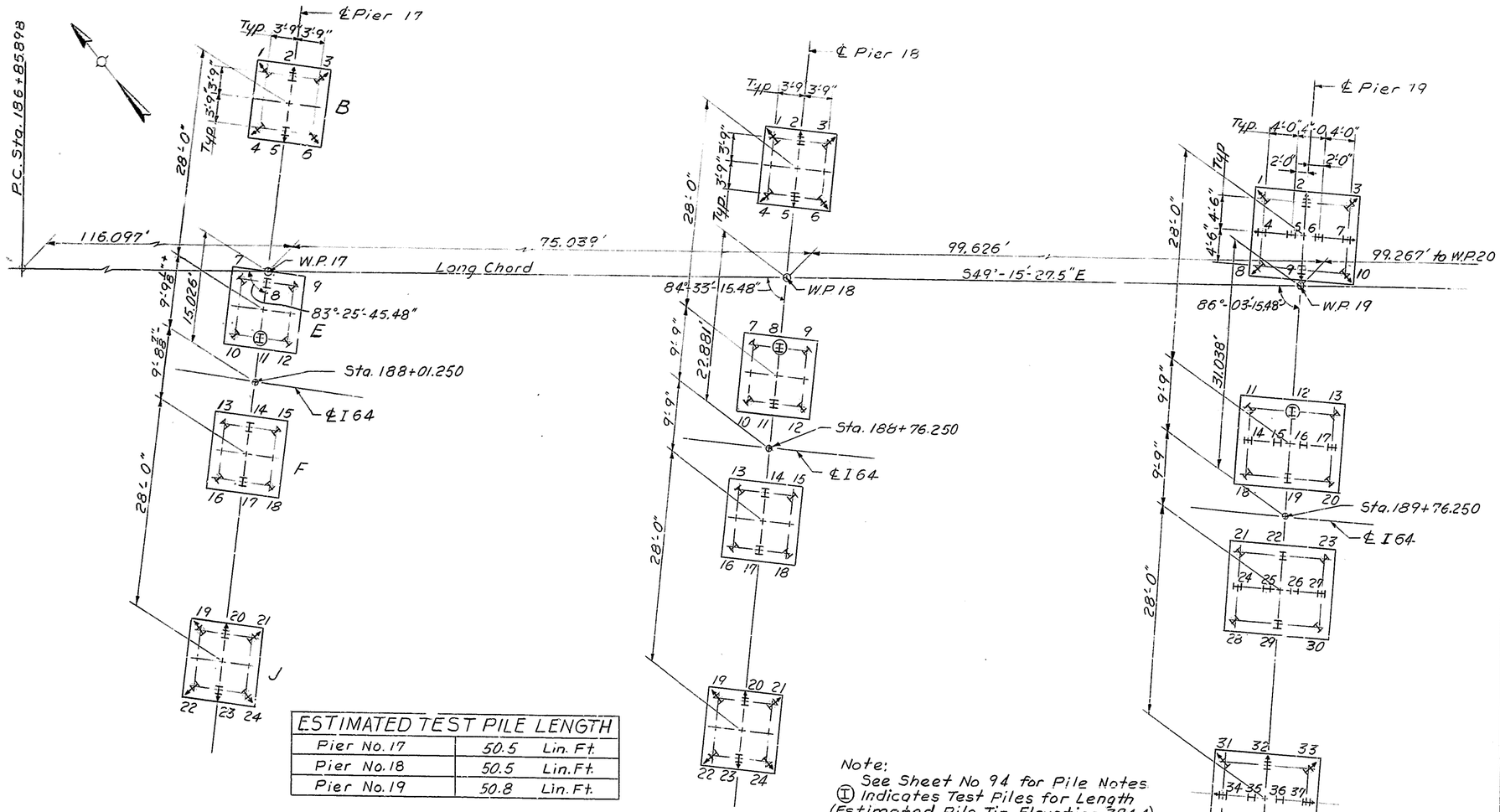
PILE RECORD

DESIGNED BY MDC DETAILED BY CHECKED BY CHECKED BY TRACED BY CHECKED BY
DATE 5-66 DATE DATE DATE DATE DATE
REVISED REVISED REVISED

SHEET 99 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–17TH ST. TO 13TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I64-2(34)1

BRIDGE NUMBER | DRAWING NO. 17122 | INDEX



ESTIMATED TEST PILE LENGTH		
Pier No. 17	50.5	Lin. Ft.
Pier No. 18	50.5	Lin. Ft.
Pier No. 19	50.8	Lin. Ft.

Note:
See Sheet No 94 for Pile Notes
Ⓘ Indicates Test Piles for Length
(Estimated Pile Tip. Elevation 394.4)
⊣H Indicates Direction of 2:12 Batter

PIER NO. 19

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	444.969	400.94	44.64	149
B2		400.81	44.77	
B3		400.71	44.87	
B4		401.65	43.92	
5		397.87	47.10	
6		400.79	44.18	
B7		400.66	44.92	
B8		400.58	45.00	
B9		400.82	44.76	
B10	444.969	400.54	45.04	
11	445.169	400.79	44.38	
12		400.43	44.74	
13		400.52	44.65	
14		394.63	50.54	
15		400.65	44.52	
16		400.58	44.59	
17		400.41	44.76	
18		400.56	44.61	
19		400.41	44.76	
20	445.169	400.47	44.70	
21	445.028	400.47	44.56	
22		399.80	45.23	
23		398.09	46.94	
24		400.48	44.55	
25		399.29	45.74	
26		398.97	46.06	
27		398.06	46.97	
28		398.16	46.87	
29		397.88	47.15	
30	445.028	397.19	47.84	
B31	444.978	395.41	50.25	
B32		395.24	50.43	
B33		389.38	56.37	
B34		393.72	51.97	
35		390.92	54.06	
36		389.30	55.68	
B37		388.77	56.98	
B38		390.14	55.60	
B39		388.21	57.55	
B40	444.978	395.54	59.25	149

PIER NO. 17

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	443.991	407.49	37.00	149
B2		407.75	36.74	
B3		406.46	38.05	
B4		405.79	38.73	
B5		392.83	51.87	
B6	443.991	405.19	39.33	
7	444.941	404.20	40.74	
8		394.03	50.91	
9		405.13	39.81	
10		403.46	41.48	
11		402.57	42.37	
12	444.941	403.76	41.18	149
13	444.966	402.85	42.12	149
14		403.01	41.96	
15		402.30	42.67	
16		400.58	44.39	
17		400.17	44.80	
18	444.966	400.72	44.25	
B19	446.916	399.49	48.08	
B20		399.64	47.93	
B21		398.31	49.28	
B22		395.05	52.58	
B23		394.64	53.00	
B24	446.916	394.93	52.71	149

PIER NO. 18

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	444.957	400.83	44.74	149
B2		400.80	44.77	
B3		400.85	44.72	
B4		402.37	43.18	
B5		400.09	45.49	
B6	444.957	400.90	44.67	
7	444.907	402.27	42.64	
8		402.22	42.69	
9		400.72	44.19	
10		401.90	43.01	
11		402.14	42.77	
12	444.907	400.82	44.09	149
13	446.016	401.41	44.61	149
14		400.66	45.36	
15		400.76	45.26	
16		400.67	45.35	
17		400.59	45.43	
18	446.016	400.84	45.18	
B19	445.882	398.02	48.52	
B20		398.92	47.61	
B21		397.86	48.68	
B22		393.31	53.29	
B23		393.15	53.46	
B24	445.882	393.15	53.46	149

PILE RECORD

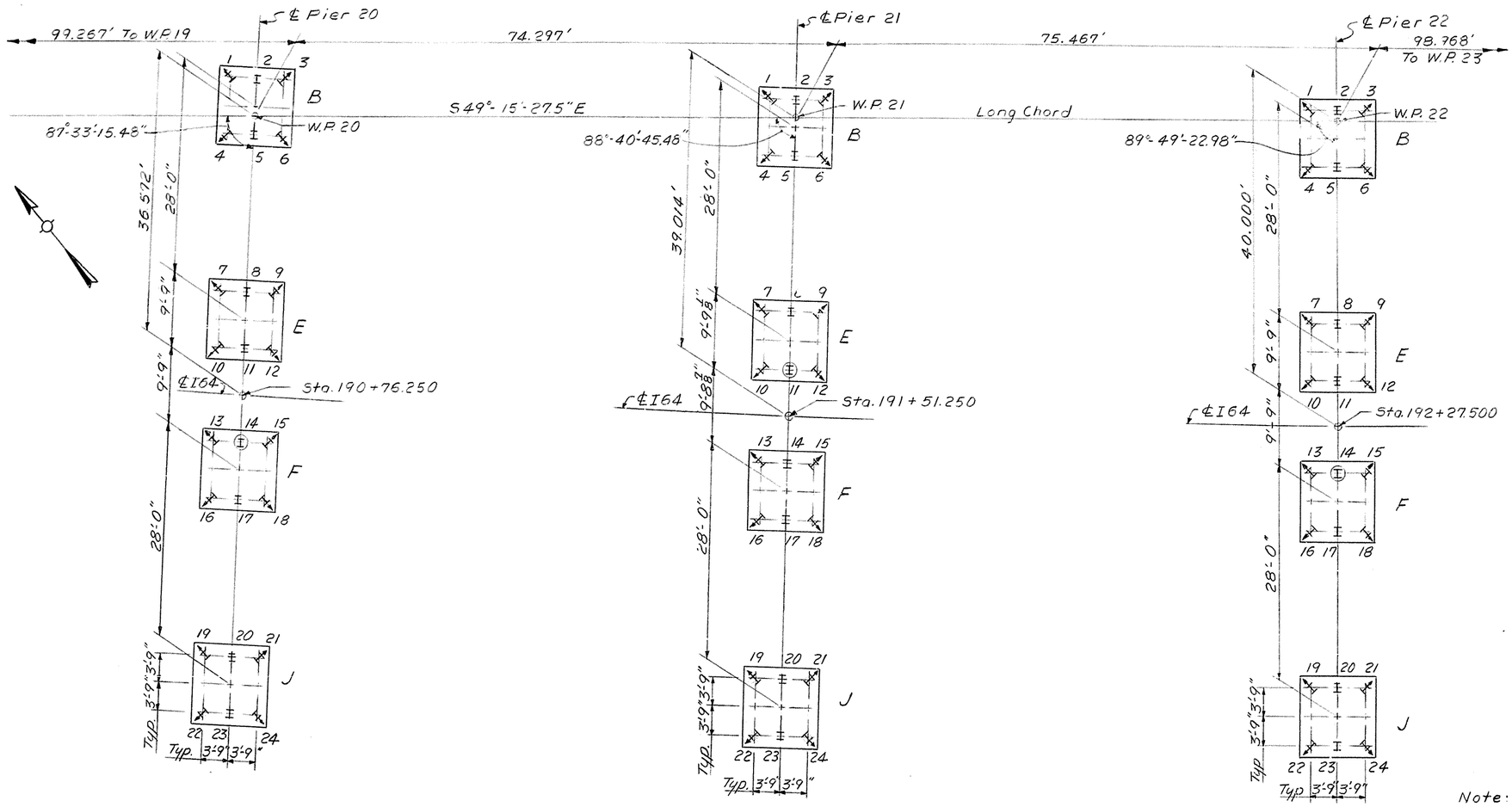
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

SHEET 99 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 183+60 PROJECT NO. I64-2(341)
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

DESIGNED BY MDC DATE
DETAILED BY CAH DATE 5-64
CHECKED BY DATE
CHECKED BY DATE
TRACED BY DATE
REVISED PILE LAYOUT ADDED PIER 19 8/64
REVISED DATE
REVISED DATE

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



PIER NO. 22

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	444.981			
2	↓			
3	↓			
4	↓			
5	↓			
6	444.981			
7	445.014			
8	↓			
9	↓			
10	↓			
11	↓			
12	445.014			
13	444.956			
14	↓			
15	↓			
16	↓			
17	↓			
18	444.956			
19	444.989			
20	↓			
21	↓			
22	↓			
23	↓			
24	444.989			

ESTIMATED TEST PILE LENGTH	
Pier No. 20	46.0 Lin. Ft.
Pier No. 21	41.0 Lin. Ft.
Pier No. 22	34.0 Lin. Ft.

Note:
See Sheet No. 94 for Pile Notes
⊣⊢ Indicated Direction of 2:12 Batter
Ⓘ Indicated Test Pile for Length
Estimated Pile Tip Elevation
Pier No. 20 El. 399.0
Pier No. 21 El. 404.0
Pier No. 22 El. 411.0

PIER NO. 20

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons	Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	444.971				13	445.029			
2	↓				14	↓			
3	↓				15	↓			
4	↓				16	↓			
5	↓				17	↓			
6	444.971				18	445.029			
7	445.004				19	444.979			
8	↓				20	↓			
9	↓				21	↓			
10	↓				22	↓			
11	↓				23	↓			
12	445.004				24	444.979			

PIER NO. 21

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons	Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	444.940				13	444.998			
2	↓				14	↓			
3	↓				15	↓			
4	↓				16	↓			
5	↓				17	↓			
6	444.940				18	444.998			
7	444.973				19	444.948			
8	↓				20	↓			
9	↓				21	↓			
10	↓				22	↓			
11	↓				23	↓			
12	444.973				24	444.948			

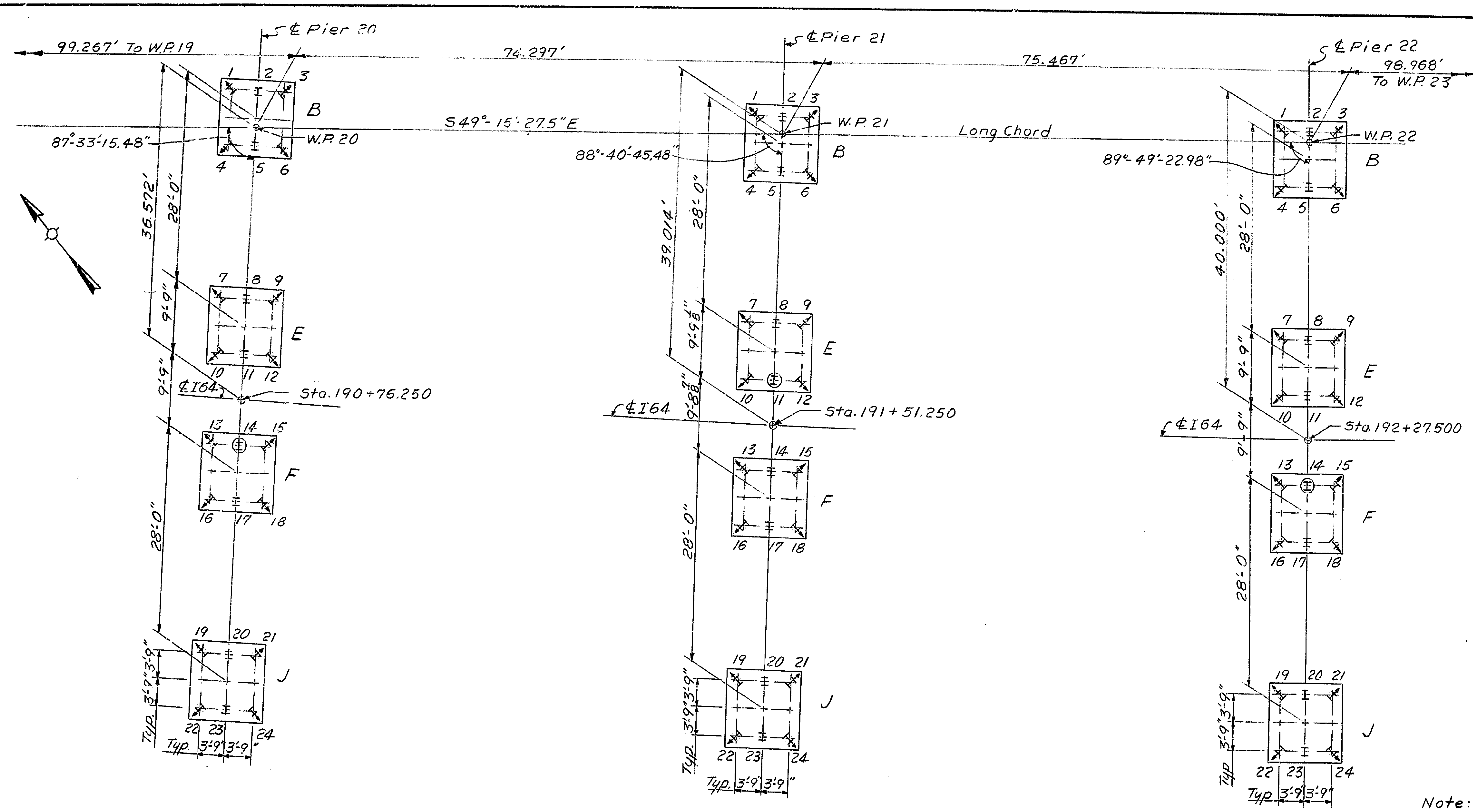
PILE RECORD

DESIGNED BY: DATE:
DETAILED BY: MDC DATE: 5-66
CHECKED BY: Cutt DATE:
TRACED BY: CHECKED BY: DATE:
REVISED DATE: REVISED DATE: REVISED DATE:

SHEET 100 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 PROJECT NO. I 64-2(34)1
BRIDGE NUMBER | DRAWING NO. 17122 | INDEX

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



PIER NO. 22

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	444.981	409.79	35.67	149
2		410.68	34.30	
B3		411.39	34.05	
B4		409.97	35.49	
5		412.06	32.92	
B6	444.981	411.51	33.93	
B7	445.014	410.49	35.00	
8		411.57	33.44	
B9		412.71	32.74	
B10		411.35	34.12	
11		412.06	32.95	
B12	445.014	412.65	32.81	
B13	444.956	411.62	33.80	
14		412.16	32.80	
B15		412.72	32.68	
B16		412.00	33.41	
17		412.62	32.34	
B18	444.956	413.11	32.29	
B19	444.989	412.05	33.39	
20		412.45	32.54	
B21		413.41	32.01	
B22		411.39	34.06	
23		412.99	32.00	
B24	444.989	414.01	31.41	149

ESTIMATED TEST PILE LENGTH	
Pier No. 20	46.0 Lin. Ft.
Pier No. 21	41.0 Lin. Ft.
Pier No. 22	34.0 Lin. Ft.

Note:
See Sheet No. 94 for Pile Notes
◄H Indicated Direction of 2:12 Batter
(I) Indicated Test Pile for Length
Estimated Pile Tip Elevation
Pier No. 20 El. 399.0
Pier No. 21 El. 404.0
Pier No. 22 El. 411.0

PIER NO. 20

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons	Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	444.971	389.40	56.34	149	B13	445.029	389.25	56.55	149
2		389.36	55.61		14		381.66	63.37	
B3		390.00	55.73		B15		389.93	55.86	
B4		388.73	57.01		B16		389.15	56.65	
5		388.84	56.13		17		389.57	55.46	
B6	444.971	390.01	55.72		B18	445.029	391.39	54.38	
B7	445.004	383.06	62.76		B19	444.979	388.96	56.79	
8		388.98	56.02		20		390.17	54.81	
B9		388.93	56.84		B21		391.30	54.42	
B10		388.22	57.56		B22		389.47	56.27	
11		388.83	56.17		23		390.71	54.27	
B12	445.004	390.08	55.68	149	B24	444.979	391.42	54.30	149

PIER NO. 21

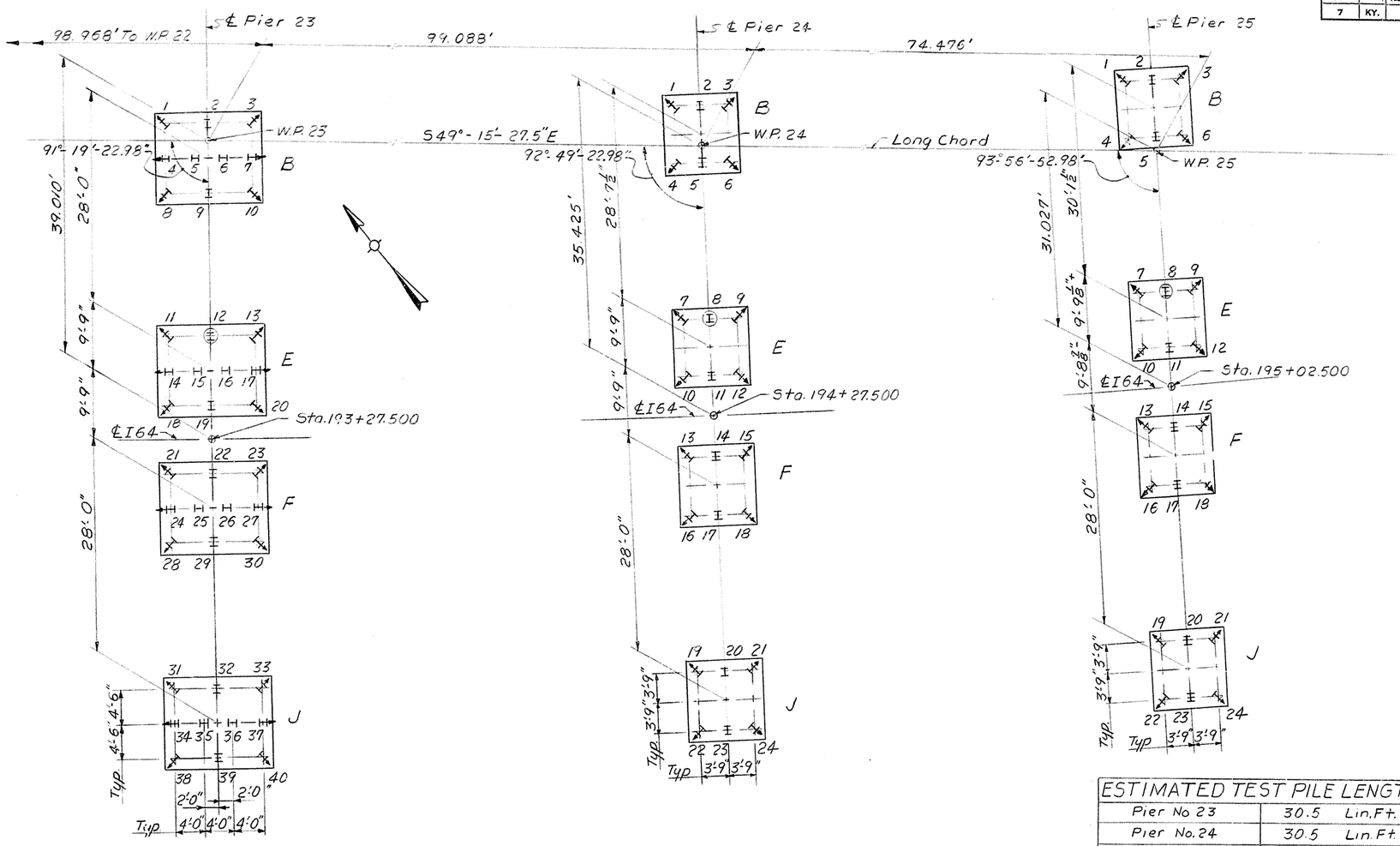
Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons	Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	444.940	396.87	48.73	149	B13	444.998	401.26	44.34	149
2		399.11	45.83		14		400.96	44.04	
B3		401.66	43.88		B15		404.03	41.53	
B4		397.51	48.08		B16		401.79	43.81	
5		398.69	46.25		17		400.81	44.19	
B6	444.940	400.85	44.70		B18	444.998	406.26	39.27	
B7	444.973	400.15	45.44		B19	444.948	394.05	51.60	
8		401.97	43.00		20		405.29	39.66	
B9		401.01	44.57		B21		406.87	38.60	
B10		401.71	43.86		B22		404.67	40.83	
11		402.46	42.51		23		405.75	39.20	
B12	444.973	400.80	44.78	149	B24	444.948	407.15	38.32	149

PILE RECORD

SHEET 100 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD
SP56-273-11L
STATION 183+80
PROJECT NO. I 64-2(34)1
BRIDGE NUMBER
DRAWING NO. 17122
INDEX

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



PIER NO. 23

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	443.983			
2				
3				
4				
5				
6				
7				
8				
9				
10	443.983			
11	444.016			
12				
13				
14				
15				
16				
17				
18				
19				
20	444.015			
21	443.958			
22				
23				
24				
25				
26				
27				
28				
29				
30	443.958			
31	443.991			
32				
33				
34				
35				
36				
37				
38				
39				
40	443.991			

PIER NO. 24

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	444.035			
2				
3				
4				
5				
6	444.035			
7	444.018			
8				
9				
10				
11				
12	444.018			

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
13	443.959			
14				
15				
16				
17				
18	443.959			
19	443.993			
20				
21				
22				
23				
24	443.993			

PIER NO. 25

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
1	442.984			
2				
3				
4				
5				
6	442.984			
7	442.987			
8				
9				
10				
11				
12	442.987			

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
13	443.012			
14				
15				
16				
17				
18	443.012			
19	442.962			
20				
21				
22				
23				
24	442.962			

ESTIMATED TEST PILE LENGTH

Pier No 23	30.5	Lin. Ft.
Pier No. 24	30.5	Lin. Ft.
Pier No. 25	29.5	Lin. Ft.

Note:
See Sheet No. 94 for Pile Notes.
⊣H Indicates Direction of 2:12 Batter
Ⓘ Indicates Test Pile For Length
(Estimated Pile Tip Elevation 413.5)

DESIGNED BY ____ DATE ____ REVISED ____
DETAILED BY MDC DATE 5-86 REVISED ____
CHECKED BY ____ DATE ____ REVISED ____
CHECKED BY ____ DATE ____ REVISED ____
TRACED BY ____ DATE ____

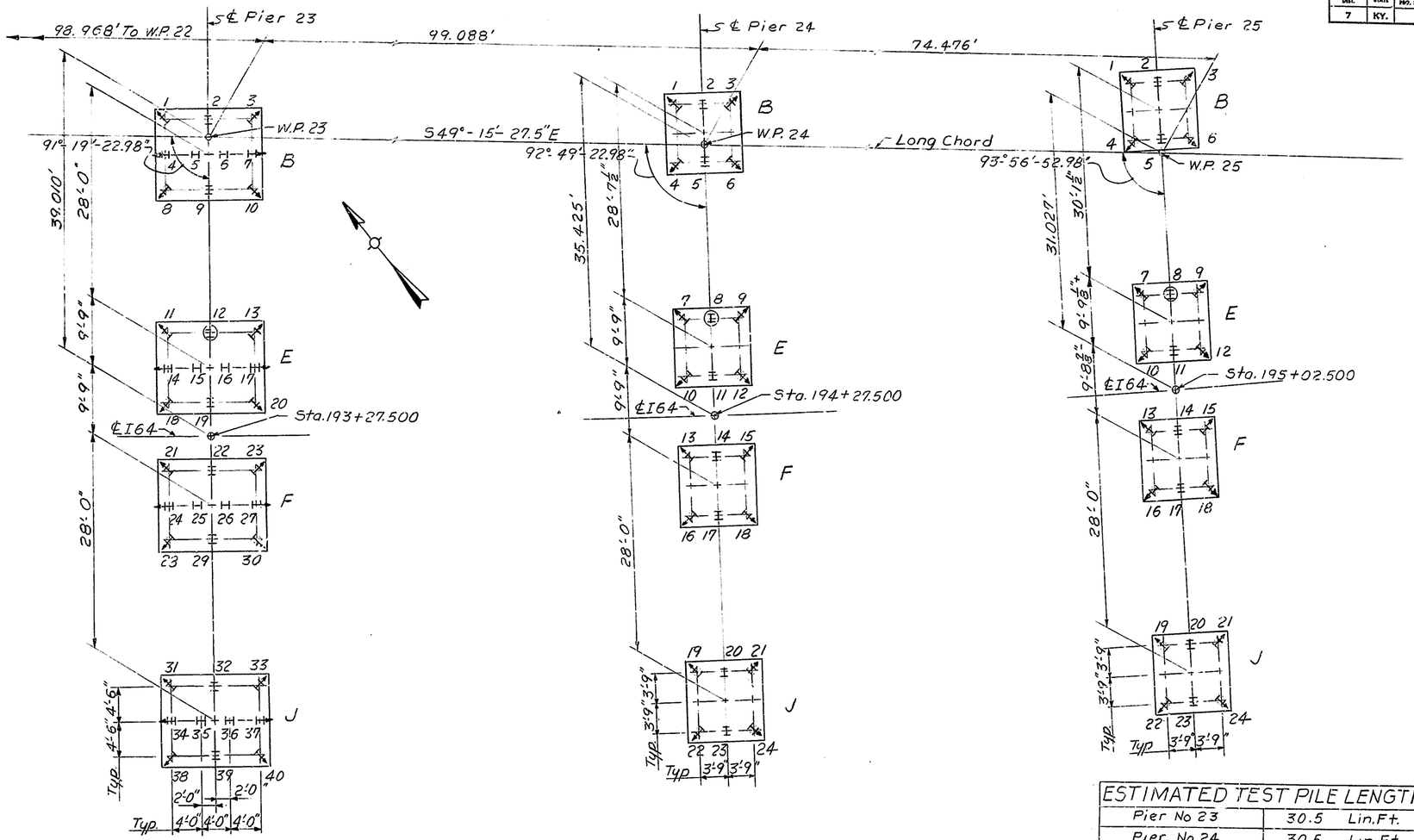
SHEET 101 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—17TH ST. TO 13TH ST.
LOUISVILLE—LEXINGTON
ROAD SP56-273-11L
STATION 183+80 **PROJECT NO.** I 64-2(34)1

BRIDGE NUMBER	DRAWING NO.	INDEX
	17122	

PILE RECORD

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



PIER NO. 23

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	443.983	415.43	28.94	149
2		413.07	30.91	
B3		413.86	30.53	
B4		414.84	29.54	
5		414.47	29.51	
6		414.09	29.89	
B7		414.52	29.87	
B8		414.91	29.47	
9		414.21	29.77	
B10	443.983	414.11	30.28	
B11	444.016	414.14	30.29	
12		415.51	28.51	
B13		414.26	30.17	
B14		414.48	29.95	
15		414.88	29.14	
16		414.52	29.50	
B17		413.73	30.71	
B18		414.42	30.01	
19		413.93	30.09	
B20	444.016	413.83	30.61	
B21	443.958	414.18	30.19	
22		415.61	28.35	
B23		413.96	30.41	
B24		413.94	30.43	
25		414.20	29.76	
26		413.98	29.98	
B27		413.43	30.95	
B28		413.80	30.58	
29		413.83	30.13	
B30	443.958	414.03	30.34	
B31	443.991	413.83	30.58	
32		413.87	30.12	
B33		413.66	30.75	
B34		415.56	30.85	
35		420.37	23.62	
36		413.82	30.17	
B37		413.75	30.66	
B38		413.38	31.03	
39		413.61	30.38	
B40	443.991	414.67	29.72	149

PIER NO. 24

Pile No.	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	444.035	413.32	31.14	149
2		413.39	30.65	
B3		413.26	31.20	
B4		412.98	31.49	
5		413.12	30.92	
B6	444.035	413.26	31.20	
B7	444.018	412.78	31.67	
8		413.06	30.96	
B9		413.18	31.26	
B10		412.97	31.48	
11		412.62	31.40	
B12	444.018	412.52	31.93	149
B13	443.959	413.08	31.31	149
14		413.15	30.81	
B15		412.98	31.41	
B16		413.04	31.35	
17		413.08	30.88	
B18	443.959	413.01	31.38	
B19	443.993	412.90	31.52	
20		412.86	31.13	
B21		413.19	31.22	
B22		412.68	31.74	
23		412.76	31.23	
B24	443.993	412.73	31.69	149

PIER NO. 25

Pile No	Cut off Elevation	Tip of Pile Elevation As Driven	Length of Pile in Place	Calculated Bearing Capacity Tons
B1	442.984	413.01	30.38	149
2		413.34	29.64	
B3		413.37	30.02	
B4		413.03	30.36	
5		413.11	29.87	
B6	442.984	413.20	30.19	
B7	442.987	412.78	30.63	
8		412.57	30.42	
B9		412.93	30.47	
B10		412.52	30.89	
11		412.99	30.00	
B12	442.987	412.62	30.79	149
B13	443.012	412.55	30.8[illegible]	149
14		412.61	30.40	
B15		412.64	30.79	
B16		412.41	31.02	
17		412.59	30.42	
B18	443.012	412.39	31.04	
B19	442.962	412.77	30.61	
20		412.83	30.13	
B21		412.79	30.59	
B22		412.58	30.80	
23		411.76	31.20	
B24	442.962	412.77	30.61	149

ESTIMATED TEST PILE LENGTH

Pier No 23	30.5 Lin. Ft.
Pier No. 24	30.5 Lin. Ft.
Pier No. 25	29.5 Lin. Ft.

Note:
See Sheet No. 94 for Pile Notes.
⊣H Indicates Direction of 2:12 Batter
Ⓣ Indicates Test Pile For Length
(Estimated Pile Tip Elevation 413.5)

SHEET 101 OF 101

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64--17TH ST. TO 13TH ST.
LOUISVILLE — LEXINGTON
ROAD SP56-273-11L
STATION 163+30 PROJECT NO. I64-2(34)1

BRIDGE NUMBER	DEPT. BRG. NO.	INDEX
	17122	

PILE RECORD

DESIGNED BY MDC CHECKED BY
DETAILED BY CHECKED BY
TRACED BY CHECKED BY
REVISED Pile Lgths Added 4-60 DATE 3-61
REVISED DATE 5-61
REVISED DATE
REVISED DATE