

KENTUCKY DEPARTMENT OF HIGHWAYS

JEFFERSON COUNTY

LOUISVILLE - LEXINGTON

I 64 - 7TH STREET TO 2ND STREET

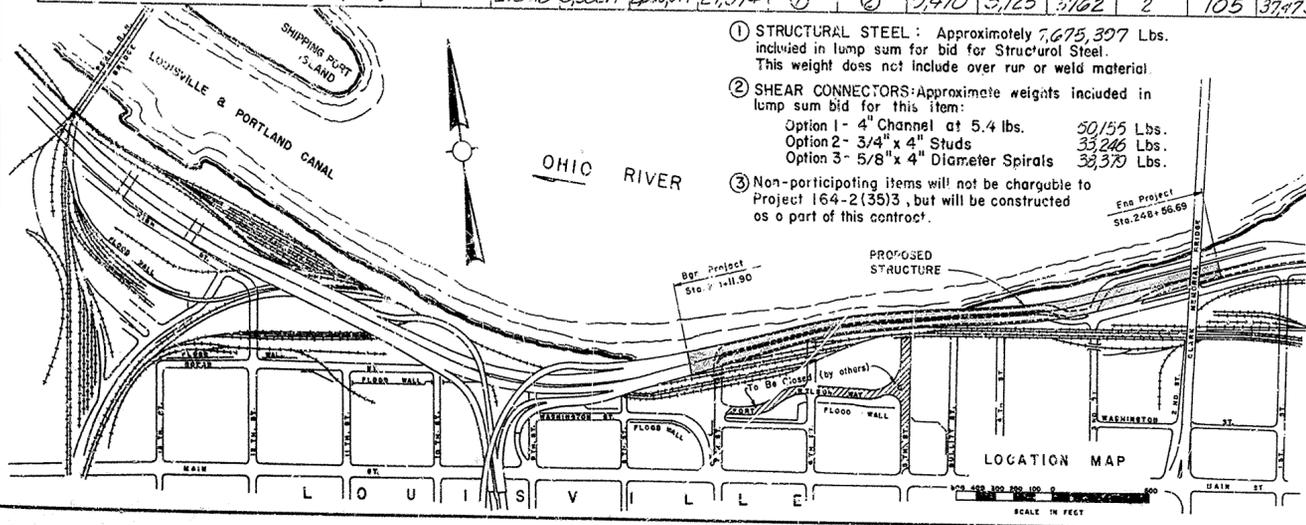
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 893-A

DESIGNED BY: DATE: CHECKED BY: DATE: TRACED BY: DATE: REVISIONS: DATE: REVISIONS: DATE: REVISIONS: DATE:

ESTIMATED QUANTITIES

SHEET DESIGNATION	SHEET NUMBER	CONCRETE CLASS "A" (CU YDS)	CONCRETE CLASS "AA" (CU YDS)	STEEL REINFORCEMENT (LBS)	LINSEED OIL PROTECTIVE COATING (SG YDS)	STRUCTURAL STEEL (LUMP SHW)	SHEAR CONNECTORS (LUMP SHW)	HIGH-STRENGTH HANDRAIL (LIN FT)	6" DRAIN PIPE (LIN FT)	STRUCTURE EXCAVATION COMMON (CU YDS)	PILE LOADING TESTS (EACH)	STRUCTURE EXCAVATION SOLID ROCK (CU YDS)	CONCRETE PILING (LIN FT)						STYRENE-BUTADIENE PROTECTIVE COATING (GAL)	OVERHEAD SIGN SUPPORT (LUMP SUM)						
													OPTION A	OPTION B	OPTION C	OPTION D	OPTION E	OPTION F								
													(See General Notes for description of Options)													
													FURNISHING	DRIVING	FURNISHING	DRIVING	FURNISHING	DRIVING	FURNISHING	DRIVING	FURNISHING	DRIVING				
TITLE SHEET	1																									
GENERAL & STRUCTURAL STEEL NOTES	2-3																									
LAYOUT SHEETS	4-9																									
TYPICAL SECTIONS	10-11																									
SOUNDINGS	12																									
PIERS	13-34	2003.5		546,530																						
PEDESTRIAN WALKWAYS (Participating)	35-38	649.7	178.8	176,498	390			78		3318	2	105	33,053	33,053	33,053	33,053	33,053	33,053	33,053	33,053	33,053	33,053	33,053	33,053	33,053	
STRUCTURAL STEEL										222			2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	4
FRAMING PLANS	39-42																									
GIRDER DETAILS	43-49																									
PIER GIRDERS	50-61																									
MISCELLANEOUS DETAILS	62-67																									
BEARING DETAILS	68-70																									
EXPANSION DAMS	71-73																									
SIGN SUPPORTS	Sigs 74, 75, 75A, 75B, 75C & 75D																									
SUPERSTRUCTURE	76-90		8203.0	211,547	27,184			5,392	3,125																	
DRAINAGE DETAILS	91-94																									
CONSTRUCTION ELEVATIONS	95-111																									
PILE RECORDS	112-118																									
TOTAL (Participating)		2653.2	8382.4	263,355	27,574	①	②	5,470	3,125	35,100	2	105	35,263	35,263	35,263	35,263	35,263	35,263	35,263	35,263	35,263	35,263	35,263	35,263	35,263	243
PEDESTRIAN WALKWAYS (Non-Participating) ③		128.6		15,444									2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	2,210	
TOTAL (Participating and Non-Participating)		2781.8	8382.4	265,019	27,574	①	②	5,470	3,125	37,310	2	105	37,473	37,473	37,473	37,473	37,473	37,473	37,473	37,473	37,473	37,473	37,473	37,473	37,473	243

NOTE:
For "General Notes" and "Bill of incidental Material" see Sheet No. 2



- ① STRUCTURAL STEEL: Approximately 7,675,397 Lbs. included in lump sum for bid for Structural Steel. This weight does not include over run or weld material.
- ② SHEAR CONNECTORS: Approximate weights included in lump sum bid for this item:
 - Option 1 - 4" Channel at 5.4 lbs. 50,155 Lbs.
 - Option 2 - 3/4" x 4" Studs 33,246 Lbs.
 - Option 3 - 5/8" x 4" Diameter Spirals 38,379 Lbs.
- ③ Non-participating items will not be chargeable to Project 164-2(35)3, but will be constructed as a part of this contract.

- REFERENCES**
(Standard Drawings listed below are the current edition and are to be used with these plans.)
- P2-A 14" Reinforced Concrete Precast Pile
 - P20-A 14" Cast-in-Place Concrete Pipe Pile
 - P21-B 14" Cast-in-Place Concrete Pile, Fluted Steel Shell
 - P-22 14" Cast-in-Place Concrete Pile, Corrugated Steel Step-Taper Shell
 - P-23 14" Prestressed Precast Concrete Pile
 - P-24 14" Cast-in-Place Concrete Pile, Corrugated Steel Step-Uniform Diameter Shell
 - H117C High-Strength Aluminum Handrail
 - G353 F Preformed Joint Seal Details for Concrete Bridges
 - G354 C Premolded Cork Expansion Joint Material Details for Concrete Bridges
 - AWS 2A Modifications and Additions to AWS D2.0-66 Specifications

- SPECIAL PROVISIONS**
- #12 Joint Sealing Compound
 - #8A Linseed Oil Protective Coating
 - #35C Class "AA" Concrete
 - #30B Membrane Curing of Concrete Structures
 - #31 Pile Lead Tests
 - #36A Set-Retarding Admixture
 - #37B Preformed Compression Joint Seals
 - #77B Styrene-Butadiene Protective Coating
 - #79 Concrete Bridge Deck Finishing Machine
 - #80 Blast Cleaning & Painting Structural Steel (Alkyd Method)

SPECIAL NOTES
Reinforced Concrete Bridge Floors (for Riverside Parkway)

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234 + 85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER **I 64-2(76)3** DRAWING NO. 17470 INDEX

TITLE SHEET

STRUCTURAL STEEL NOTES

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

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

A27-65	Carbon Steel Castings, Grade 70-36.
A36-67	Structural Steel, for all steel unless otherwise noted on the Plans.
A48-B4	Gray Iron Castings, Class 30A.
A108-61T	Cold Finished Carbon Steel Bars and Shafting, Grade 1016 to 1030 for Pins and Rollers less than 9" diameter, Grade 1015 for Stud Shear Connectors.
A242-68	High Strength Low-Alloy Structural Steel, Weldable with resistance to atmospheric corrosion of four to six times Carbon Steel.
A307-68	Low Carbon Threaded Fasteners where High Strength Bolts are NUT designated.
A325-68	High Strength Steel Bolts, Nuts and Plain Hardened Washers.
A370-67	Mechanical Testing of Steel Products (Stud Shear Connectors).
A441-68	High Strength Low-Alloy Structural Manganese Vanadium Steel for Welding.
A514-68	High Strength Quenched and Tempered Alloy Steel Plate, suitable for welding.
A508-58	High Strength Low-Alloy Structural Steel.
B22-61	Bronze Castings for Bridges and Turntables.
B29-55(1966)	Sheet Lead and Pig Lead

HIGH STRENGTH LOW ALLOY STRUCTURAL STEEL: High Strength Low Alloy Structural Steel shall conform to ASTM Specification A588, current edition, for Grades A through G. When furnishing Grades A, B or C, informational reporting shall indicate that Charpy V-notch test values of 15 foot-pounds are obtained. When furnishing Grades D through G, acceptance approval will not be granted until adequate data has been supplied showing that the material produced under production control procedures fully meets the Charpy V-notch requirement of 15 foot-pounds at 40° Fahrenheit, minimum elongation requirements and weldability properties.

DIMENSIONS: Dimensions shown on the Plans are for a normal temperature of 80° 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. Layout dimensions are horizontal measurements.

CONNECTIONS: Unless otherwise provided on the Plans, all connections shall be 7/8 inch diameter high strength bolts. Open holes shall be 15/16 inch diameter. All joints are designed as friction type connections. Tightening shall be done with properly calibrated wrenches or by the turn-or-nut method.

STEEL GIRDERS: The longitudinal steel girders are designed as simple spans between the pier girders for steel dead load, as continuous steel girders under weight of the concrete slab, and as continuous girders composite in positive moment for live load and the weight 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.

SHOP ASSEMBLING: General reaming of holes for each bolted splice and connection of the continuous girders shall be required. Each continuous girder unit shall be completely shop assembled with parts adjusted to line, elevations, camber and fit for drilling or reaming. For the splices and connections of the continuous stringer girders to the pier girders, the deck unit may be fully assembled in the shop or, alternatively, each continuous stringer girder may be assembled with templates equal to the pier girder web thickness between the end connections. A minimum of two spans of each continuous girder shall be assembled for reaming and the splices and connections at each pier girder reamed successively until reaming is completed for a continuous unit.

Milled ends of the compression flange splice plates shall be brought to full bearing against the pier girder web or template before reaming is started.

The continuous stringer girders are designed as simply supported at the ends for their dead load and shall be thus supported during reaming. Other bolted connections of the girders shall be drilled or reamed in the shop with connecting parts assembled or shall be drilled or reamed to a metal template without assembly. Girders shall remain assembled for inspection by the Department of Highways Inspector and are to be match-marked while assembled.

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 for general reaming.

CAMBER AND 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 at the approximate third points of the girder spans and shall be located on shop details. Such splices will not be paid for, but the cost thereof shall be included in the lump sum price bid for "Structural Steel."

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.

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.

WELDS: All welding shall conform to the American Welding Society Specifications for Welded Highway and Railway Bridges, AWS D2.0-66, with modifications and additions as stated on the Plans and Standard Drawing "Modifications and Additions to AWS D2.0-66 Specifications", AWS 2 (current edition).

WELDING PROCEDURE: Qualification tests of all welding procedures shall be completed by the Contractor and approved by the Engineer prior to the final approval of the shop drawings and Welding Procedure and the start of the fabrication.

PROHIBITED FIELD WELDING: Except as noted 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.

ERECTION AND FIELD ASSEMBLY: As soon as each girder is erected between pier girders, the top flange splices shall be pinned and bolted as required by Article 408.3.2-F. The milled end of the bottom flange splice plate shall be brought into full bearing against the pier girder web or milled seating plate and immediately pinned and bolted as required for continuity of the spans.

SHEAR CONNECTORS:

(a) Optional Types - The Contractor shall use one of the following options throughout this structure:

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

If the Contractor wishes to use other than 3/4" x 4" stud shear connectors as shown in the Plans, the proposed arrangement shall be submitted for approval with the shop plans.

(b) Materials -

- Option 1 - The studs shall be headed steel bars complying with Grade 1015, ASTM A108 and qualified in accordance with AWS Supplement on Requirements for Stud Welding.
- Option 2 - The spiral bars shall comply with the strength and elongation requirements of Grade 60, ASTM A615 and shall be weldable steel.
- Option 3 - The channels shall comply with ASTM A36.

(c) Welding - The shear connectors shall be shop or field welded to the tops of the steel girders as shown in the Plans. Welding procedures shall conform to the applicable requirements of AWS including AWS Sup. 2-6B, "Requirements for Stud Welding".

(d) Detail drawings will be required for the shear connectors in accordance with Article 408.3.1-A of the Specifications.

(e) 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.

TREPANNED SELF-LUBRICATING BEARING PLATES, BRONZE: Self-lubricating bronze plates shall be an article of standard production by an established manufacturer of such equipment. They shall be Alloy A in accordance with Article 643.6.0 of the Specifications. Trepanned recesses shall be in accordance with Article B43.8.D of the Specifications.

BLAST CLEANING AND PAINTING: All structural steel, except pins and pin bearing surfaces, shall be cleaned and painted in accordance with the Special Provision for Blast Cleaning and Painting Structural Steel, current edition. The pins and pin bearing surfaces shall be coated in the shop with a mixture of white lead and tallow in accordance with the Specifications.

Weld spatter shall be cleaned in accordance with AWS 413(a) before shop painting. Exposed surfaces of steel not accessible after erection and not in contact with concrete shall be given the required field coats of paint before erection. Exterior surfaces of the cast iron drain body which will be in contact with the concrete shall not be painted or coated and shall be free from mold sand, rust, or other foreign material. Other surfaces which will not be in contact with concrete shall be painted as required for structural steel.

PAYMENT FOR STRUCTURAL STEEL: The Lump Sum Bid for structural steel shall be full payment for all structural steel, rivets, bolts, washers, steel pins, cast iron, lead plates, molten lead, bronze plates, welding and welding materials, floor drains, paint and all labor and materials necessary to erect the steel in accordance with the Plans and Specifications. The approximate weight of structural steel shown in the Estimate of Quantities does not include overrun or weld material.

LETTING DATE

DESIGNED BY: WES CHECKED BY: WES DATE: 6-3-85	DATE: _____ DATE: _____ DATE: _____
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SHEET 3

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF

JEFFERSON ROAD
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON

STATION 234+ 85 P. E. PROJECT NO. 1 64-2 (35)3
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.

17470

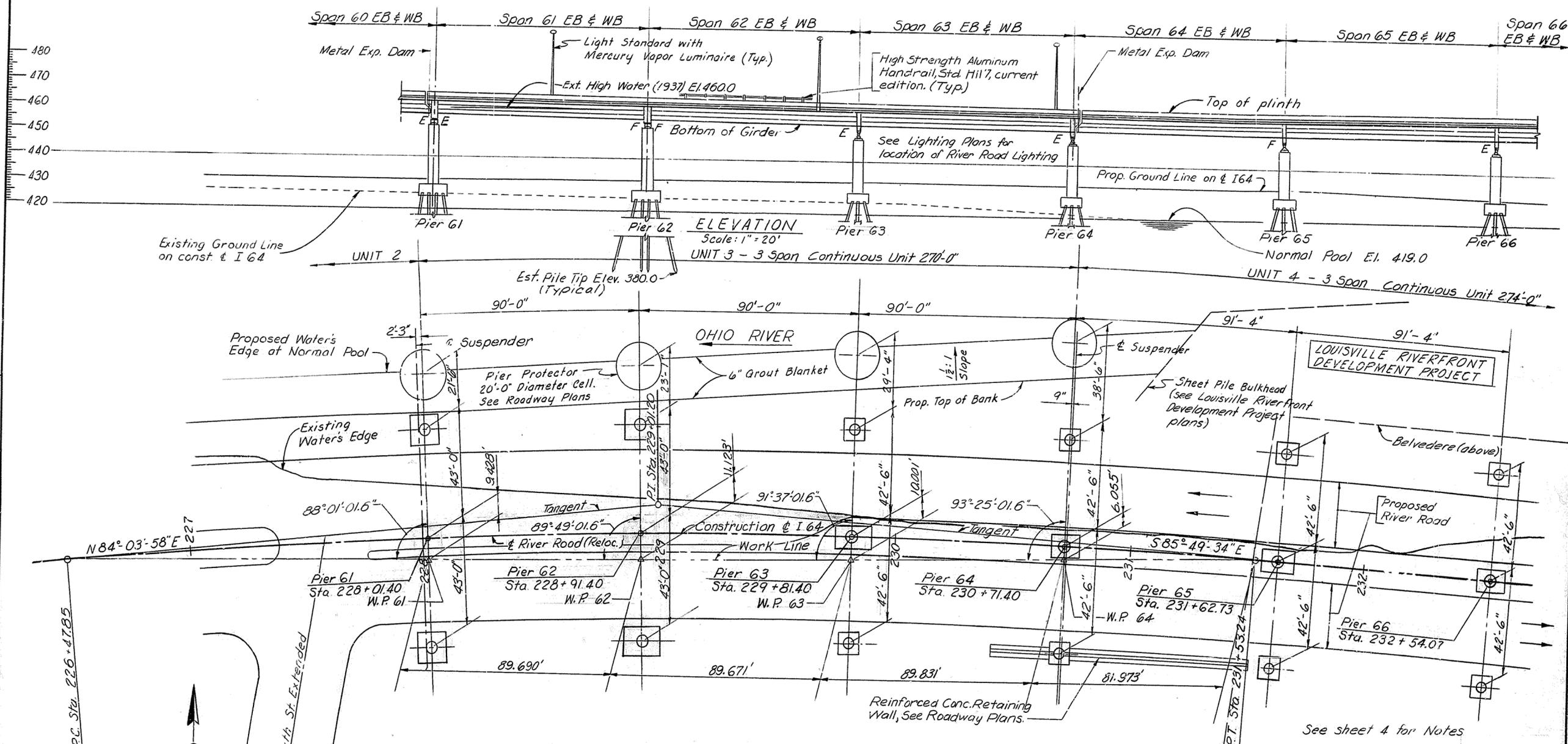
STRUCTURAL STEEL NOTES

To New Albany, Indiana

-0.50% Profile Grade I 64 EB & WB

To Lexington

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



DESIGNED BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____
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 IN CHARGE: _____ DATE: _____

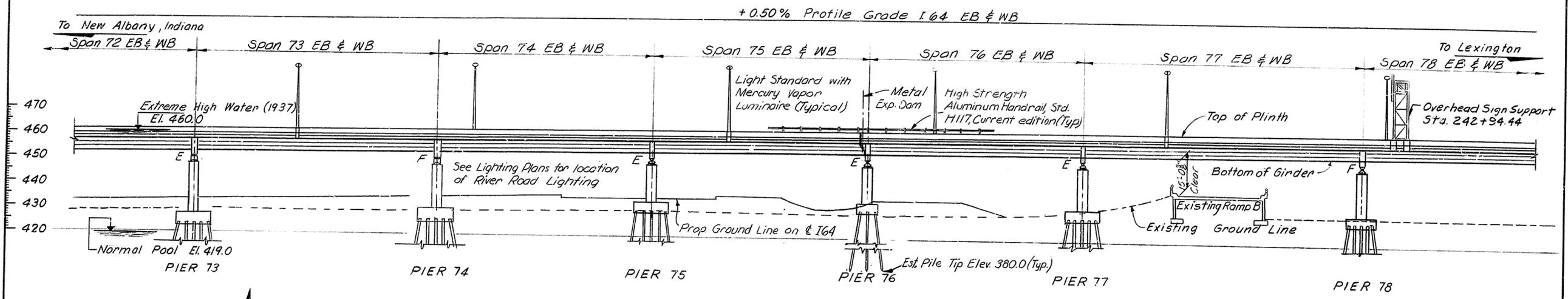
SHEET 6

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 I 64 - 7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

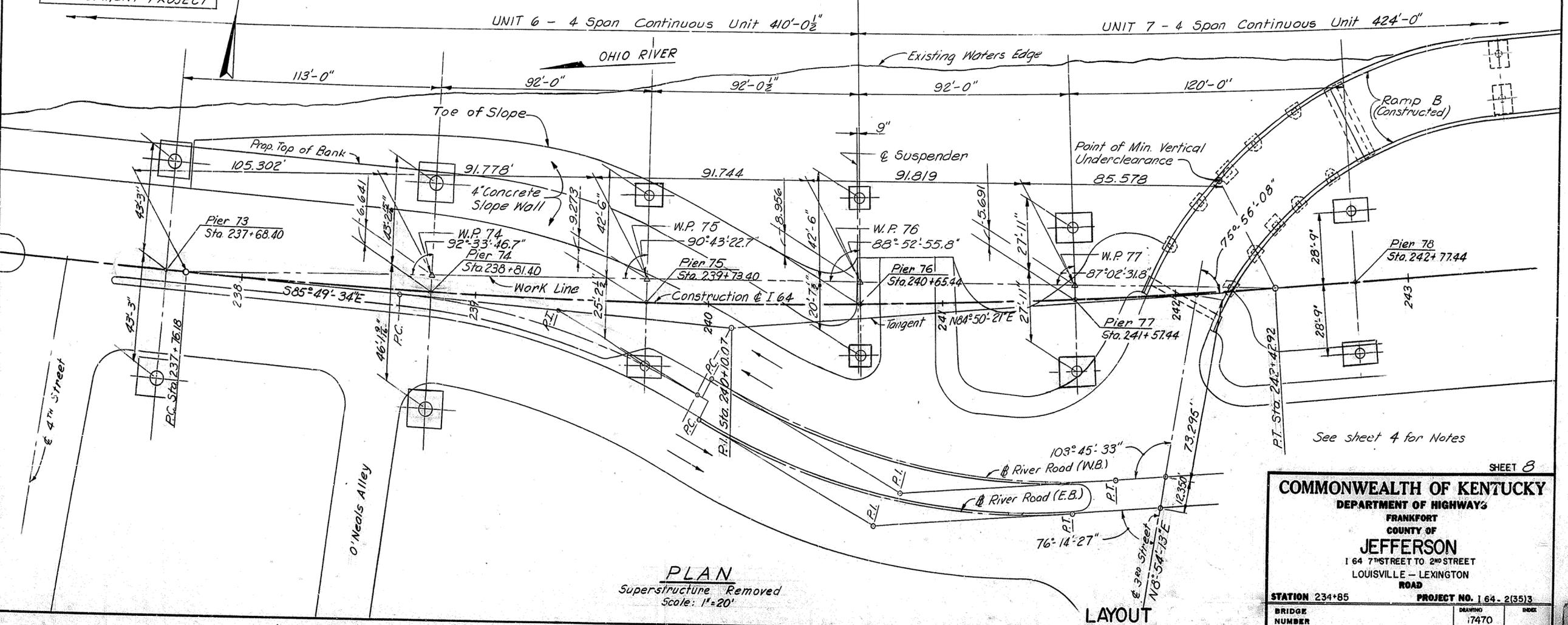
STATION 234+85 PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO. I7470	INDEX
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LAYOUT



ELEVATION
Scale: 1"=20'



PLAN
Superstructure Removed
Scale: 1"=20'

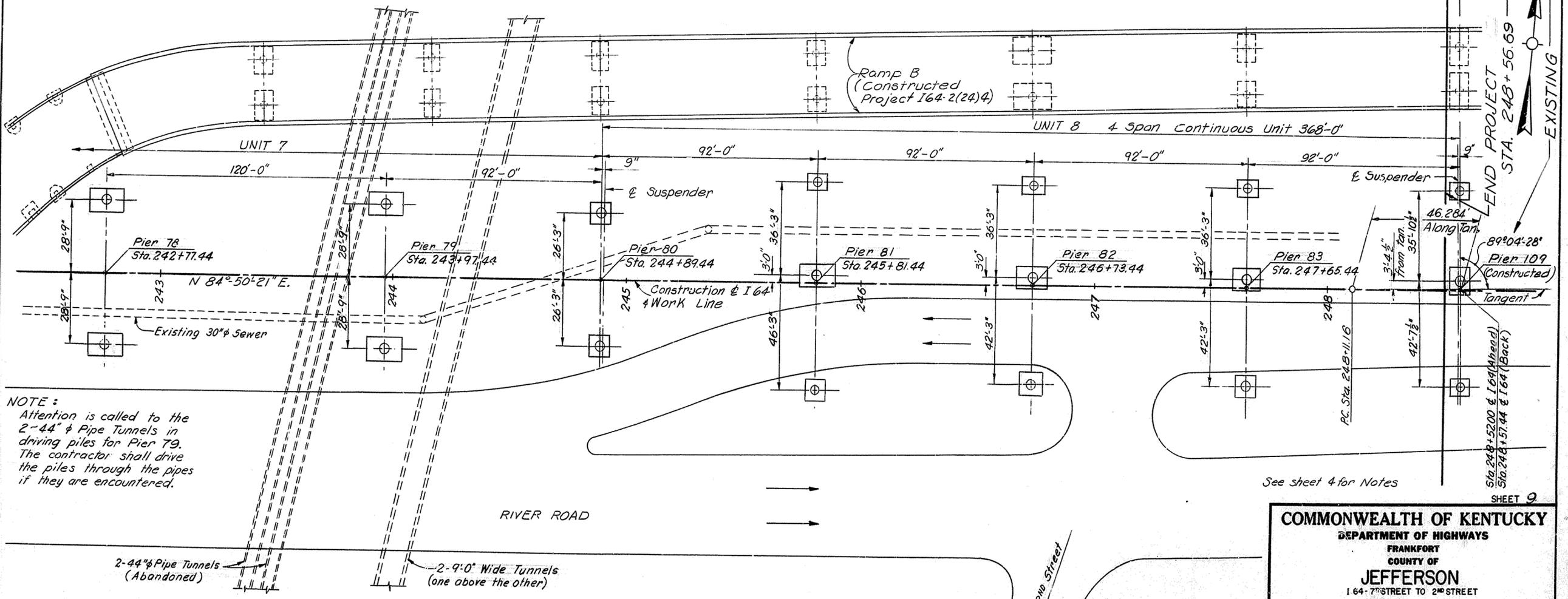
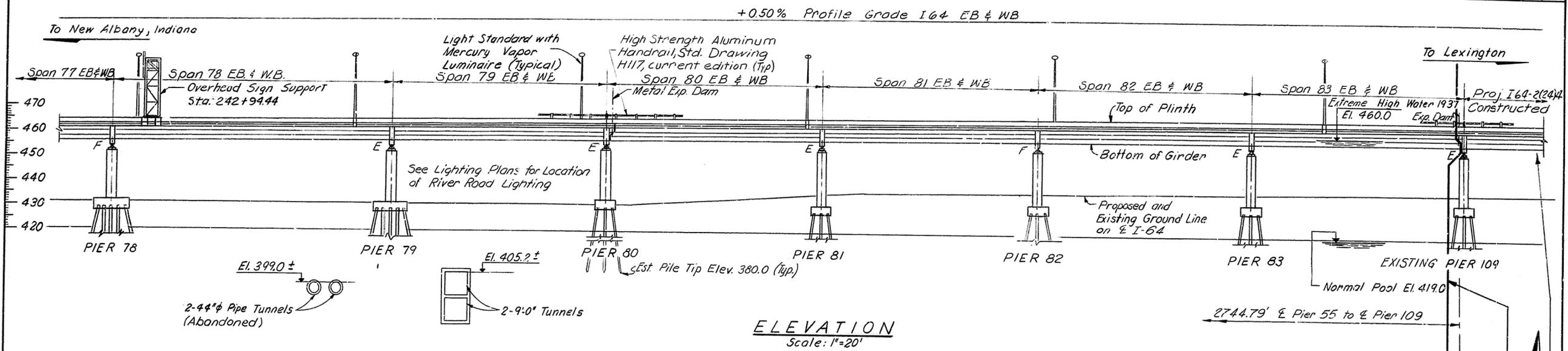
LAYOUT

SHEET 8

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85	PROJECT NO. I 64- 2(35)3
BRIDGE NUMBER	DRAWING NO. 7470
	INDEX

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 CHECKED BY: [] DATE: []
 TRACED BY: [] DATE: []
 REVISIONS: [] DATE: [] BY: []



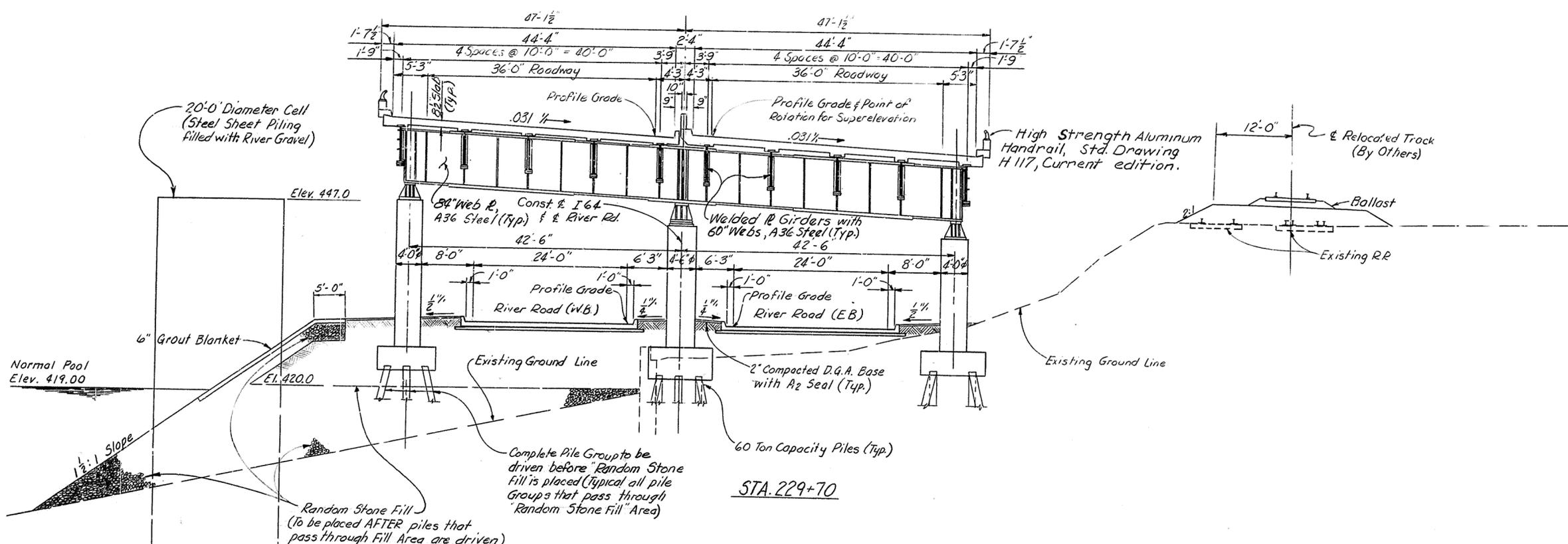
NOTE:
Attention is called to the 2-44" ϕ Pipe Tunnels in driving piles for Pier 79. The contractor shall drive the piles through the pipes if they are encountered.

COMMONWEALTH OF KENTUCKY
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ROAD

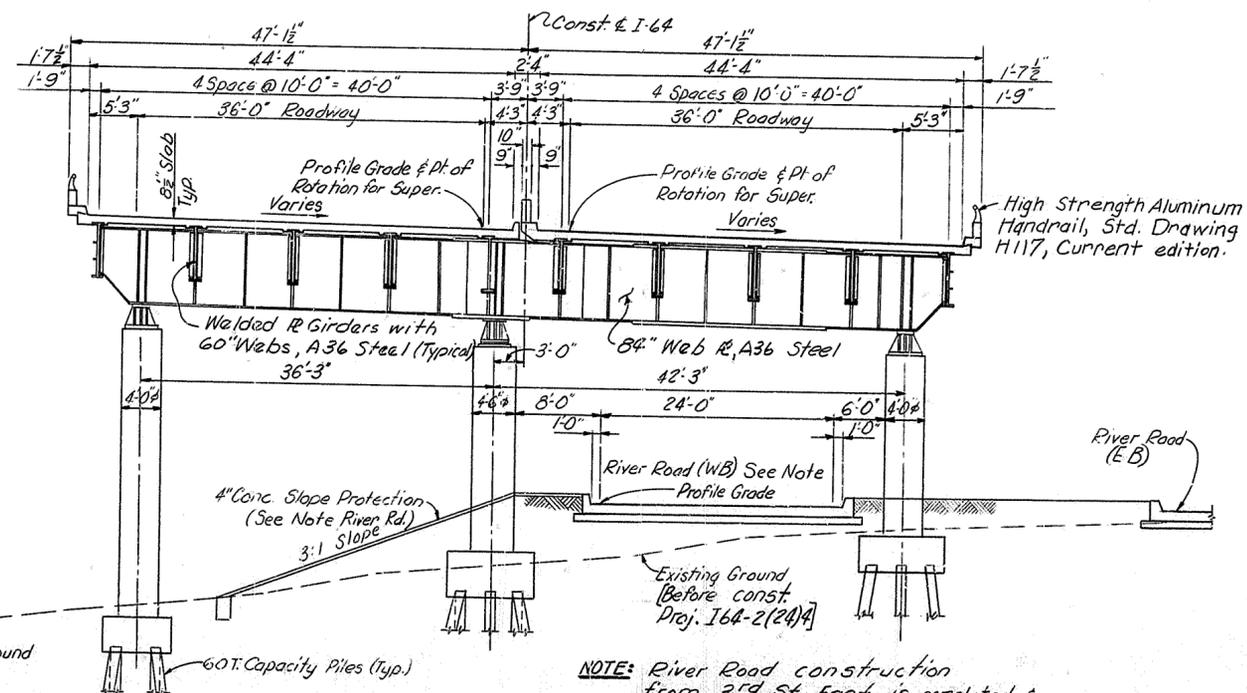
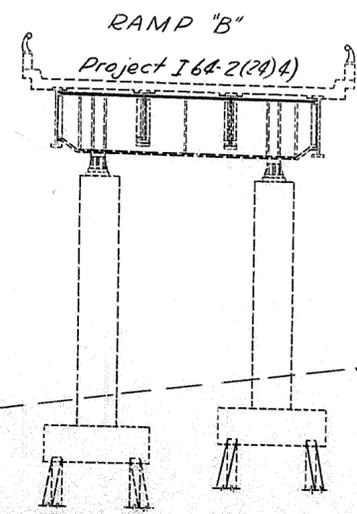
STATION 234+85 PROJECT NO. I 64 - 2(35)3

BRIDGE NUMBER DRAWING NO. 17470 INDEX

DESIGNED BY: H.A.S. CHECKED BY: H.A.S. DATE: 8/26/64
 DRAWN BY: H.A.S. CHECKED BY: H.A.S. DATE: 8/26/64



STA. 229+70



STA. 246+50

NOTE: River Road construction from 3rd St. East is completed & included in Project I 64-2(24)4. See Roadway Plans.

TYPICAL SECTION

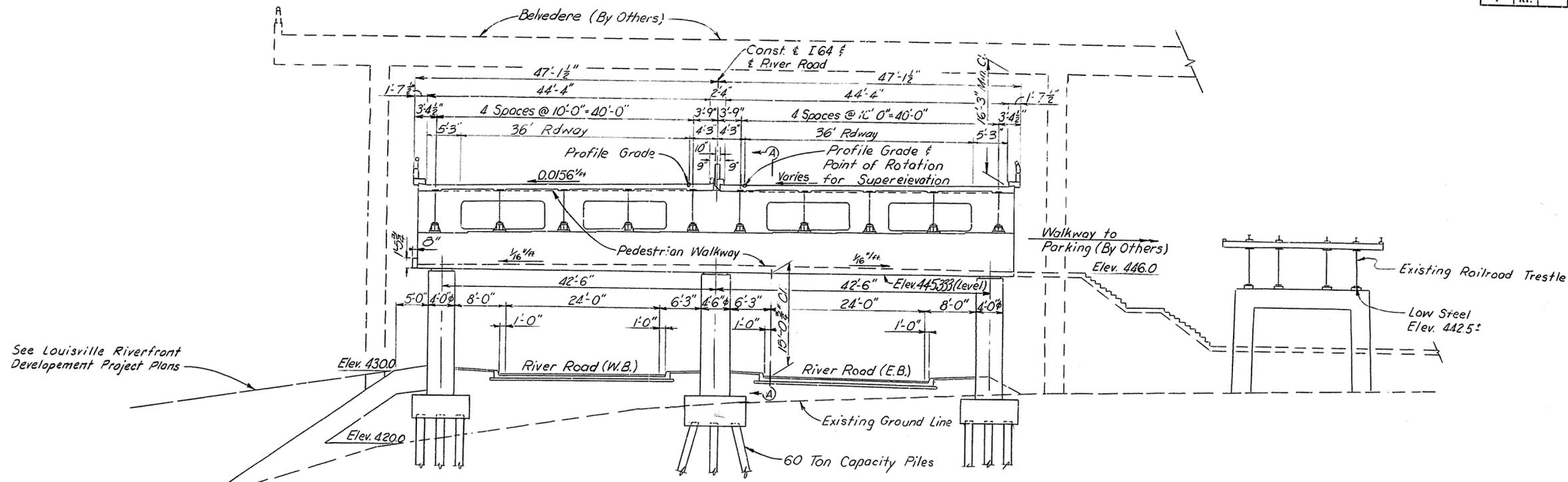
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 IN CHARGE: _____ CHECKED BY: _____ DATE: _____

SHEET 10

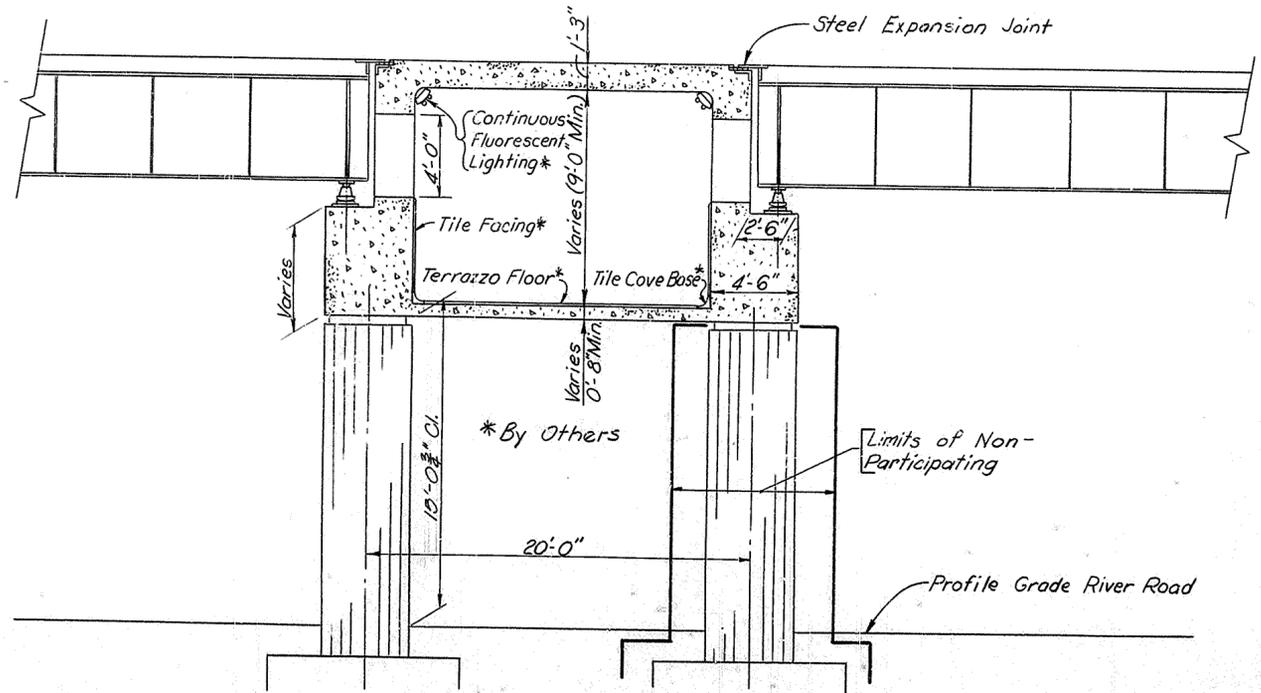
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164 7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85	PROJECT NO. 164-2(35)3
BRIDGE NUMBER	DRAWING NO. 17470

160. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



STATION 236 + 30



SECTION "AA"

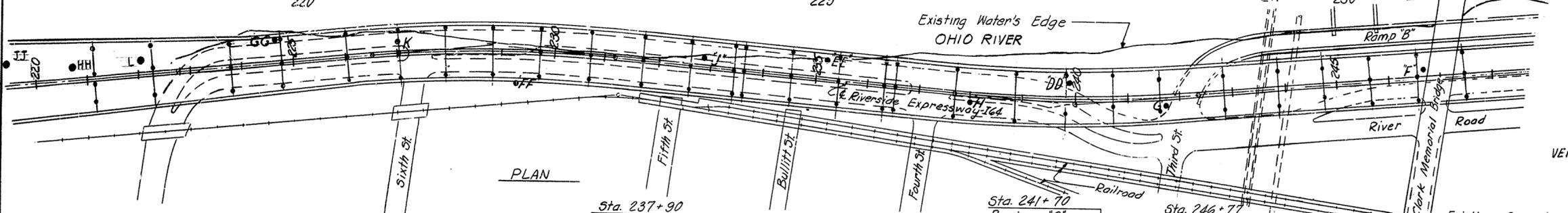
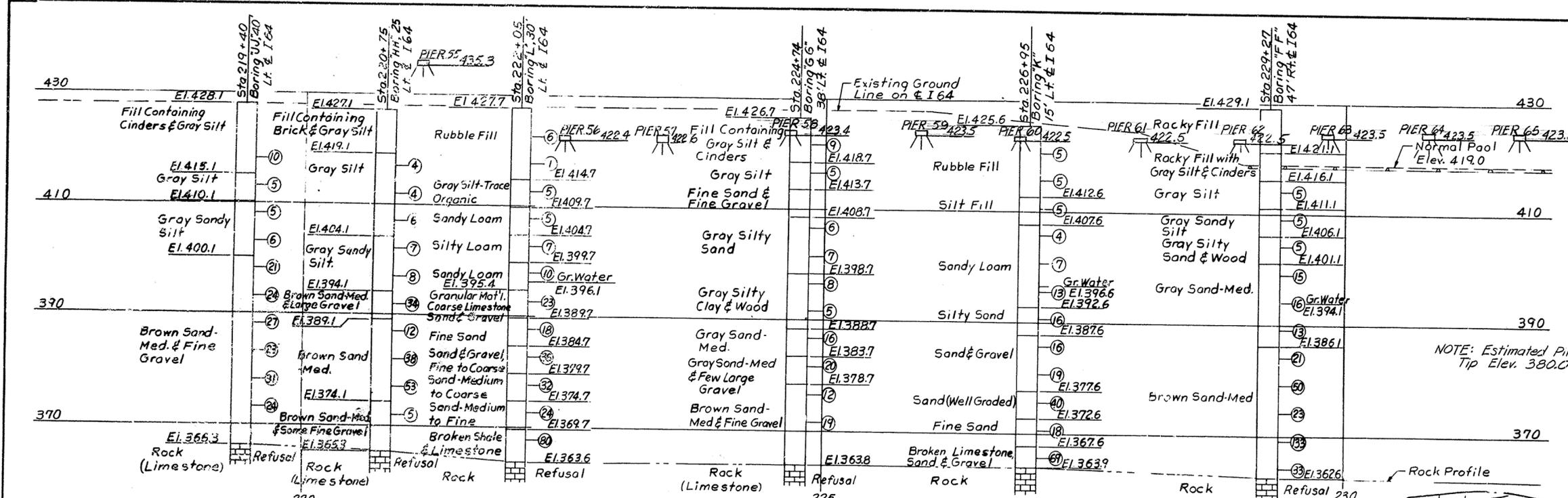
TYPICAL SECTION

DESIGNED BY	DATE	REVISION	DATE
WES	11/2/69		
CHECKED BY	DATE	REVISION	DATE
DMH	9-23-65		
TRACED BY	DATE	REVISION	DATE
RLK	9/2/65		

SHEET //

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
1 64-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85	PROJECT NO. 1 64 - 2(35)3
BRIDGE NUMBER	DRAWING NO. 17470



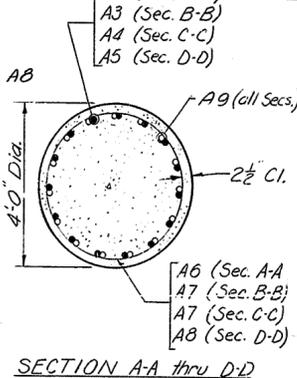
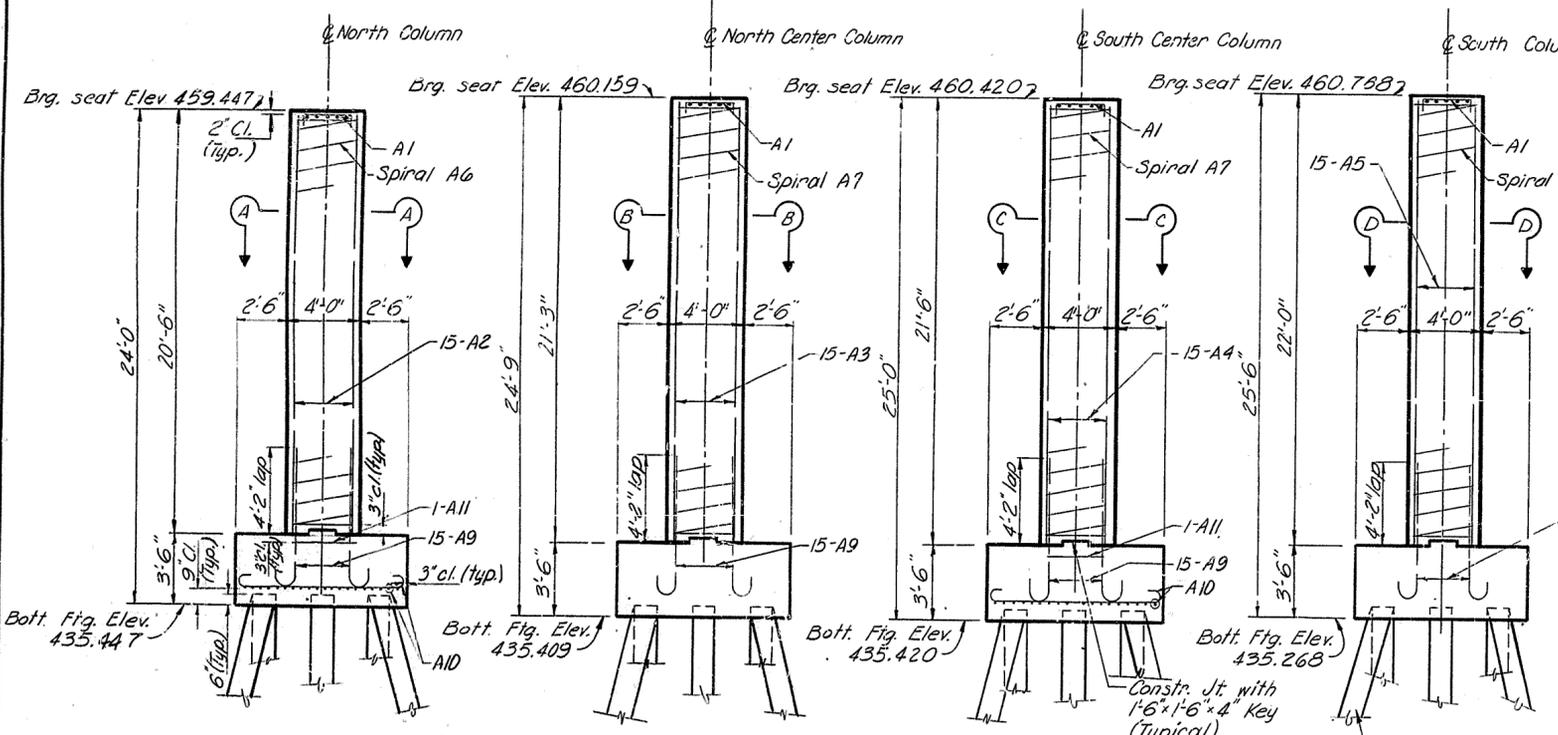
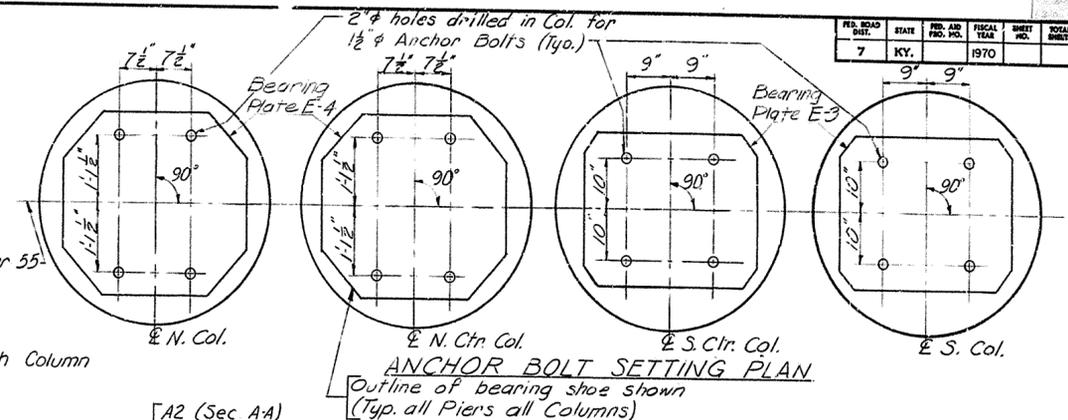
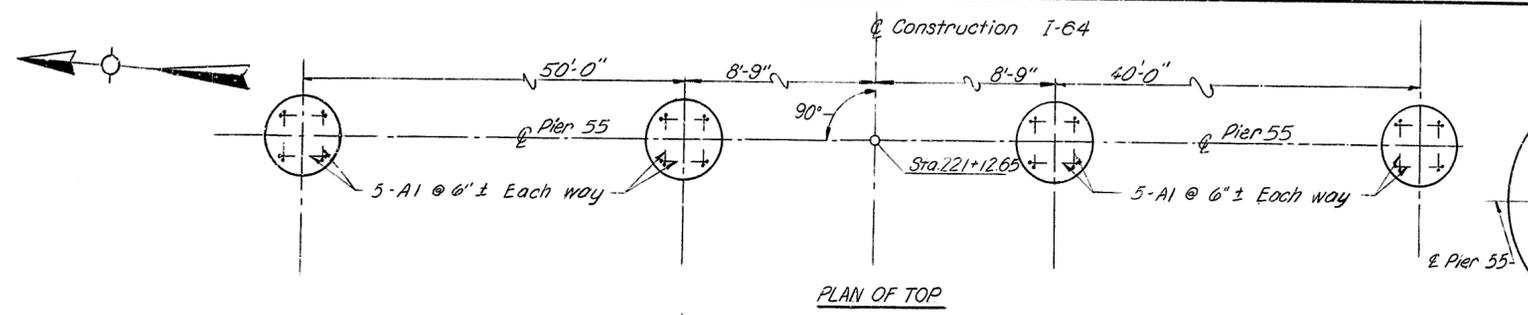
Station	Boring	Soil Description	Elevation	Notes
Sta. 232+75	Boring 'J' 35' Rt. & I 64	Cobblestone	El. 419.9	
Sta. 232+75	Boring 'J' 35' Rt. & I 64	Silty Clay	El. 417.4	
Sta. 232+75	Boring 'J' 35' Rt. & I 64	Sand with Silty Clay	El. 406.9	
Sta. 232+75	Boring 'J' 35' Rt. & I 64	Silt Loam with Sand Layers	El. 401.9	
Sta. 232+75	Boring 'J' 35' Rt. & I 64	Sand & Gravel	El. 396.9	
Sta. 232+75	Boring 'J' 35' Rt. & I 64	Sand	El. 386.9	
Sta. 232+75	Boring 'J' 35' Rt. & I 64	Sand & Gravel	El. 366.9	
Sta. 232+75	Boring 'J' 35' Rt. & I 64	Rock	El. 362.8	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Gray Clay Silt	El. 420.3	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Gray Silty Sand & Wood	El. 407.3	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Brown Sand-Med. & Med. Gravel	El. 402.3	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Brown Sand-Med. & Fine Gravel	El. 397.3	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Brown Sand-Coarse & Fine Gravel	El. 392.3	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Brown Sand-Med.	El. 387.3	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Brown Sand-Med. & Fine Gravel	El. 382.3	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Brown Sand-Med.	El. 377.3	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Brown Sand-Med.	El. 372.3	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Brown Sand-Med. & Fine Gravel	El. 366.9	
Sta. 235+09	Boring 'EE' 22' Rt. & I 64	Rock	El. 362.8	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Rubble Fill	El. 427.0	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Normal Pool	Elev. 419.0	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Sandy Loam	El. 407.3	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Sand & Gravel (Well Graded)	El. 402.3	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Fine Sand	El. 397.3	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Sand & Gravel	El. 392.3	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Sand & Gravel	El. 387.3	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Brown Sand-Medium & Fine Gravel	El. 382.3	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Fine Sand	El. 377.3	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Fine Sand	El. 372.3	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Coarse Sand & Small Gravel	El. 372.3	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Brown Sand-Coarse & Fine Gravel	El. 366.9	
Sta. 237+90	Boring 'H' 35' Rt. & I 64	Rock	El. 362.8	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Rubble Fill	El. 423.8	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Fill Containing Bricks, Gray Sand & Silt	El. 419.0	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Fill Containing Cinders, Wood & Sand	El. 410.8	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Gray Silty Clay & Some Bricks	El. 405.8	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Gray Silty Clay	El. 400.8	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Brown Sand-Medium & Fine Gravel	El. 396.0	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Brown Sand-Medium & Fine Gravel	El. 394.0	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Brown Sand-Medium & Fine Gravel	El. 389.0	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Brown Sand-Medium & Fine Gravel	El. 384.0	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Brown Sand-Medium	El. 380.8	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Brown Sand-Medium	El. 375.8	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Brown Sand-Medium & Fine Gravel	El. 370.8	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Brown Sand-Coarse & Fine Gravel	El. 365.8	
Sta. 239+85	Boring 'DD' 15' Rt. & I 64	Rock	El. 357.5	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Rubble Fill	El. 425.7	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Rubble Fill & Sand Loam	El. 419.5	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Sandy Loam	El. 415.8	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Gray Silt	El. 410.8	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Gray Silty Sand	El. 405.8	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Gray Sandy Loam with Tr. Organic Med. Gravel	El. 400.8	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Coarse Sand & Well Graded Gravel	El. 390.8	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Coarse Sand & Well Graded Gravel	El. 385.8	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Fine to Coarse Sand, Trace Gravel	El. 380.8	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Sand Well Graded	El. 375.8	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Sand Well Graded	El. 370.8	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Rock	El. 365.8	
Sta. 241+70	Boring 'G' 15' Rt. & I 64	Refusal	El. 357.5	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Rubble Fill	El. 428.0	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Rubble Fill	El. 418.2	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Sandy Loam	El. 416.7	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Sandy Loam	El. 411.7	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Gray Silt	El. 406.7	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Silty Sand	El. 401.7	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Sand & Gravel Well Graded	El. 397.0	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Gravel	El. 395.0	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Coarse Sand Well Graded Gravel	El. 391.7	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Gravel	El. 389.5	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Gravel	El. 384.5	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Fine to Coarse Sand, Trace Gravel	El. 380.0	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Fine Sand & Trace Gravel	El. 378.0	
Sta. 246+77	Boring 'F' 15' Lt. & I 64	Rock	El. 368.7	

NOTE:
 1. Numbers in Circles indicate number of blows of a 140 lb. weight dropping 30" required to drive a 2" split spoon sampler 1 foot.
 2. 421.8 Indicates approximate bottom of footing elevation.
 3. Where footings occur at different elevation in any one Pier, the elevation shown is of the lowest.

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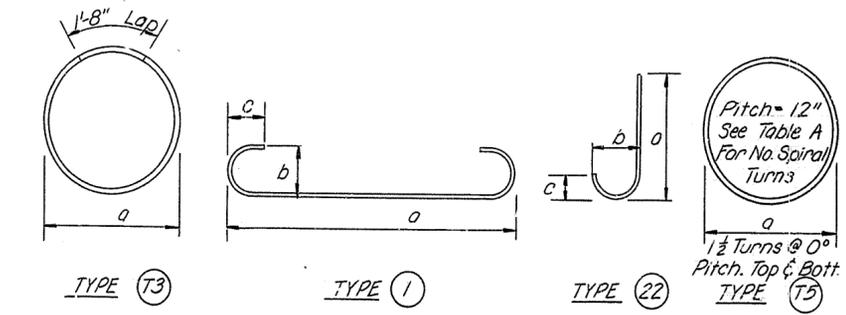
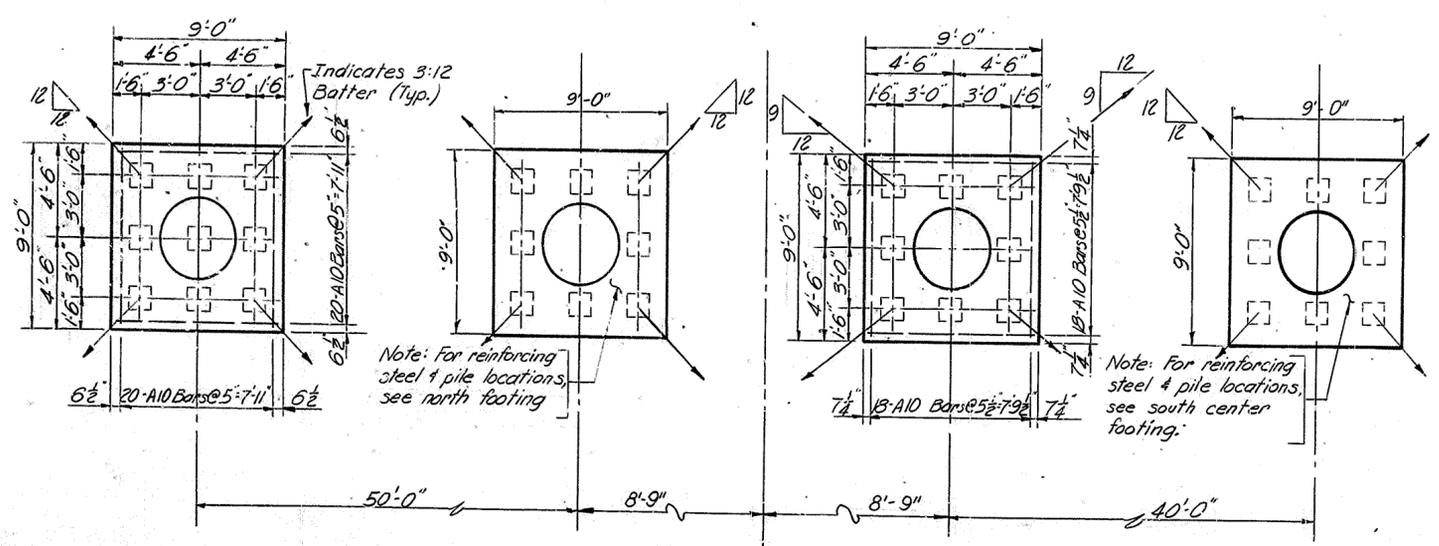
STATION 234+65 PROJECT NO. 164-2(3)53
 BRIDGE NUMBER 17470 DRAWING NO. INDEX

LOG OF SOUNDINGS



Mark	Type	Size	No. Req'd	Length	Location	a	b	c
			Pier 55	Ft. In.		Ft.	In.	Ft.
A1	(1)	#6	40	3 9	Column	2	9	0 6
A2	str.	#10	15	20 4	"	-	-	-
A3	str.	#10	15	21 1	"	-	-	-
A4	str.	#10	15	21 4	"	-	-	-
A5	str.	#10	15	21 10	"	-	-	-
A6	(3)	3/4	1	255 11	"	3	7	-
A7	(3)	3/4	2	267 1	"	3	7	-
A8	(3)	3/4	1	278 2	"	3	7	-
A9	(2)	#10	60	8 3	Col. & Ftg.	6	9 1/2	0 11 1/2
A10	(1)	#6	152	9 10	Footing	8	6	0 6
A11	(3)	3/4	4	12 10	"	3	7	-

Mark	Turns
A6	23
A7	24
A8	25



ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	80.9
Steel Reinforcement	Lbs.	10,749
Concrete Piling Furnishing	Lin. Ft.	1,845
Concrete Piling Driving	Lin. Ft.	1,845
Structure Excavation, Common	Cu. Yds.	142
Structure Excavation, Solid Rock	Cu. Yds.	35

GENERAL NOTES ALL PIERS

Top of column bars are to be accurately located in accordance with Plans so that they will not interfere with drilling anchor bolt holes.

Concrete Piles are to be driven to bearing capacity shown in the general notes, sheet 2. See sheets 68, 69 & 70 for bearing plate details. See sheets 112 thru 118 for test pile and load test pile locations.

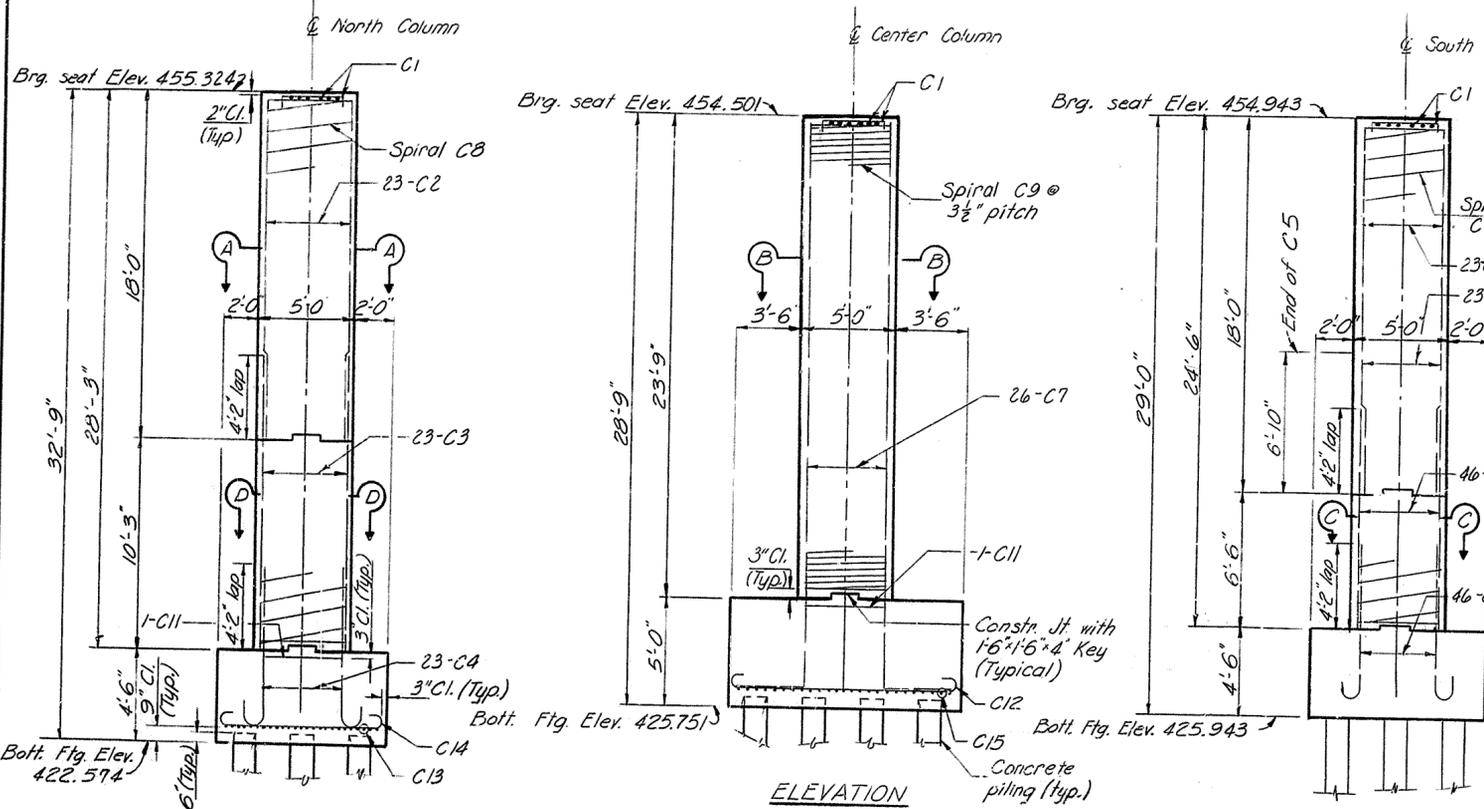
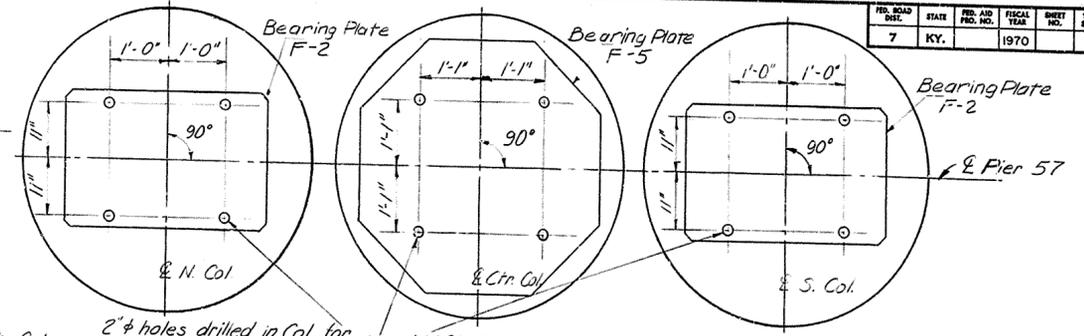
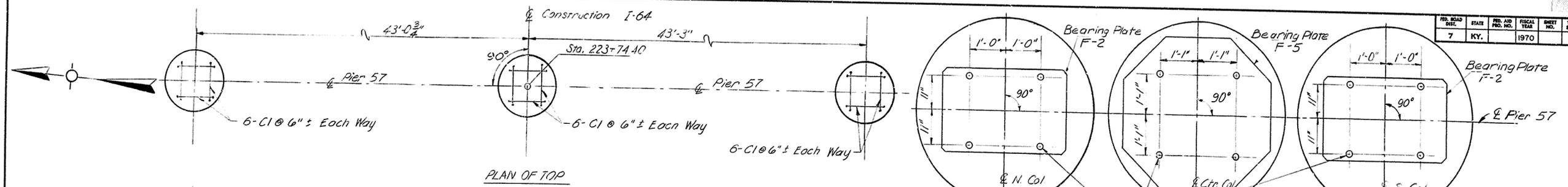
SHEET 13

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234 + 85 PROJECT NO. 164-2(35)3

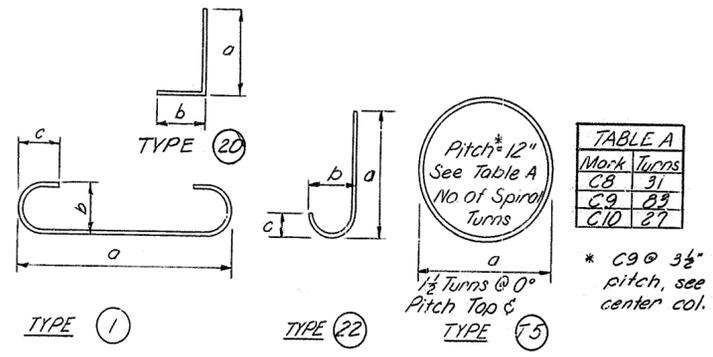
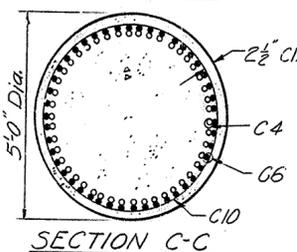
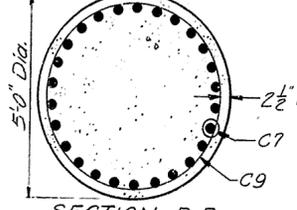
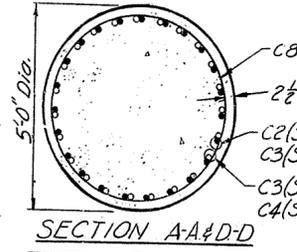
BRIDGE NUMBER 17470

DESIGNED BY: J.F.K. DATE: 3-68
 CHECKED BY: L.A.D. DATE: 4-68
 DRAWN BY: W.F.S. DATE: 3-68
 TYPED BY: DATE:



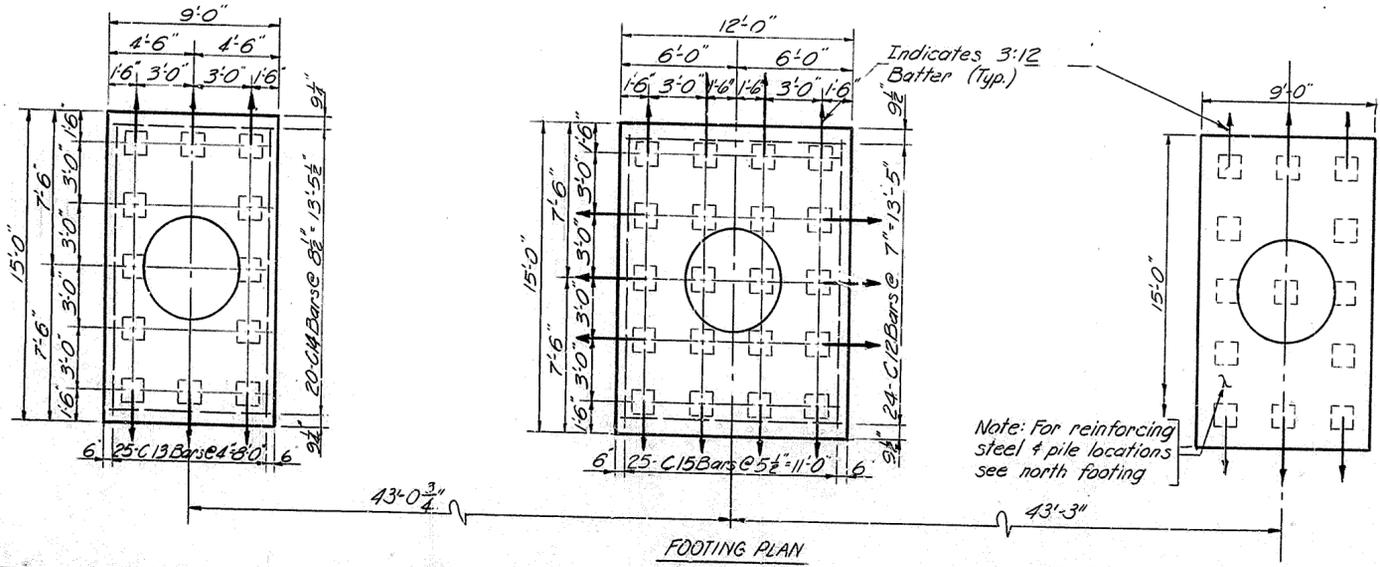
BILL OF REINFORCEMENT

Mark	Type	Size	No. Req'd	Length	Location	0		
						Ft.	In.	FF/In.
C1	(1)	#6	36	4 8	Column	3	0	6
C2	str	#10	46	17 10	"	-	-	-
C3	str	#10	23	14 5	"	-	-	-
C4	(2)	#10	69	9 3	Col. & Ftg.	7	10	1 0 3/4
C5	str	#10	23	6 10	Column	-	-	-
C6	str	#10	46	10 8	"	-	-	-
C7	(2)	#8	26	30 5	Col. & Ftg.	27	8	3 1/2
C8	(5)	#4	1	442 4	Column	4	7	-
C9	(5)	#4	1	181 6	"	4	7	-
C10	(5)	#4	1	385 3	"	4	7	-
C11	(3)	#4	3	16 0	Footings	4	7	-
C12	(1)	#7	24	13 2	"	11	6	0 7 0 7
C13	(1)	#8	50	16 4	"	14	6	0 8 0 8
C14	(1)	#6	40	9 10	"	8	6	0 6 0 6
C15	(1)	#9	25	17 0	"	14	6	0 11 0 10 6

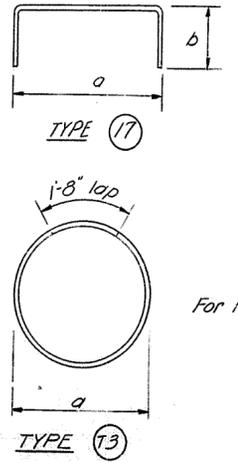


ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	132.9
Steel Reinforcement	Lbs.	28,146
Concrete Piling Furnishing	Lin. Ft.	2,056
Concrete Piling Driving	Lin. Ft.	2,056
Structure Excavation, Common	Cu. Yds.	204



Note: For reinforcing steel & pile locations see north footing

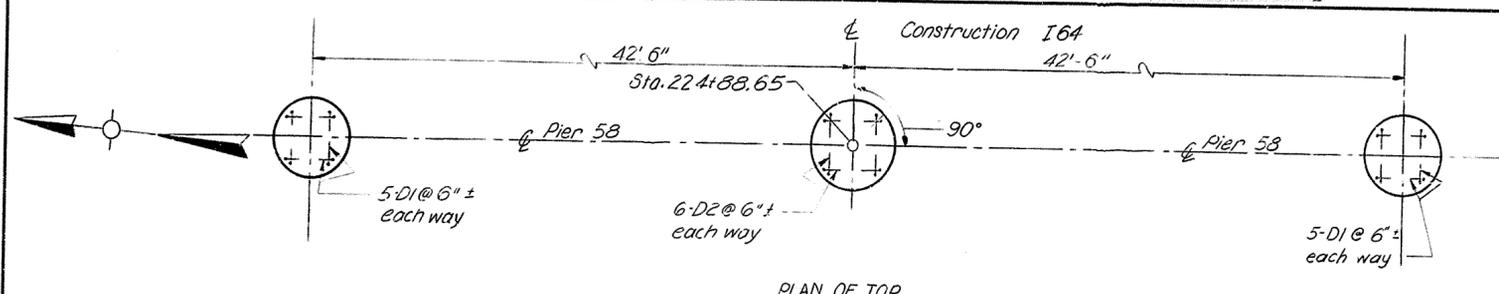


For Notes see sheet 13

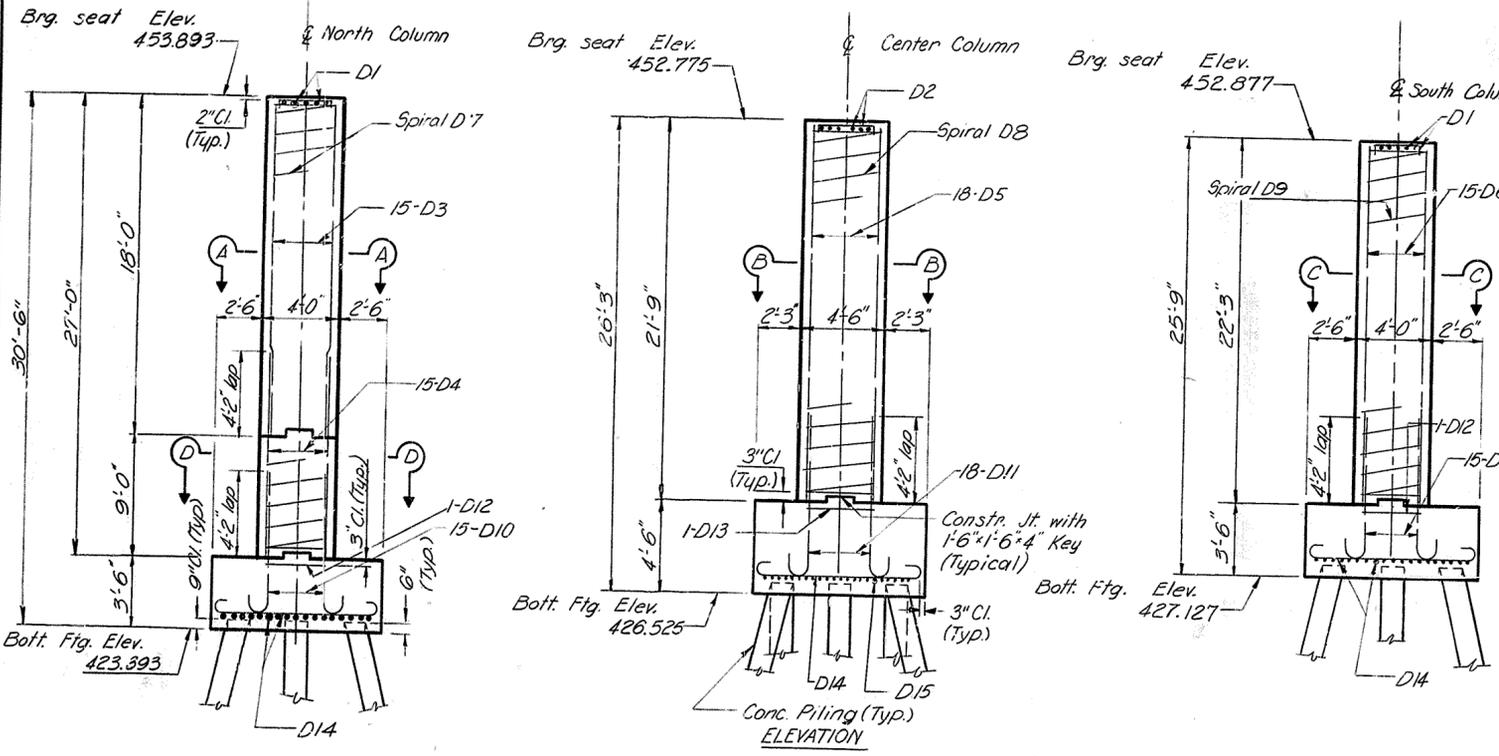
DESIGNED BY: PAL
 CHECKED BY: JAMES
 DATE: 3/80
 REVISION: LAD/MLW
 DATE: 4/80

PIER 57

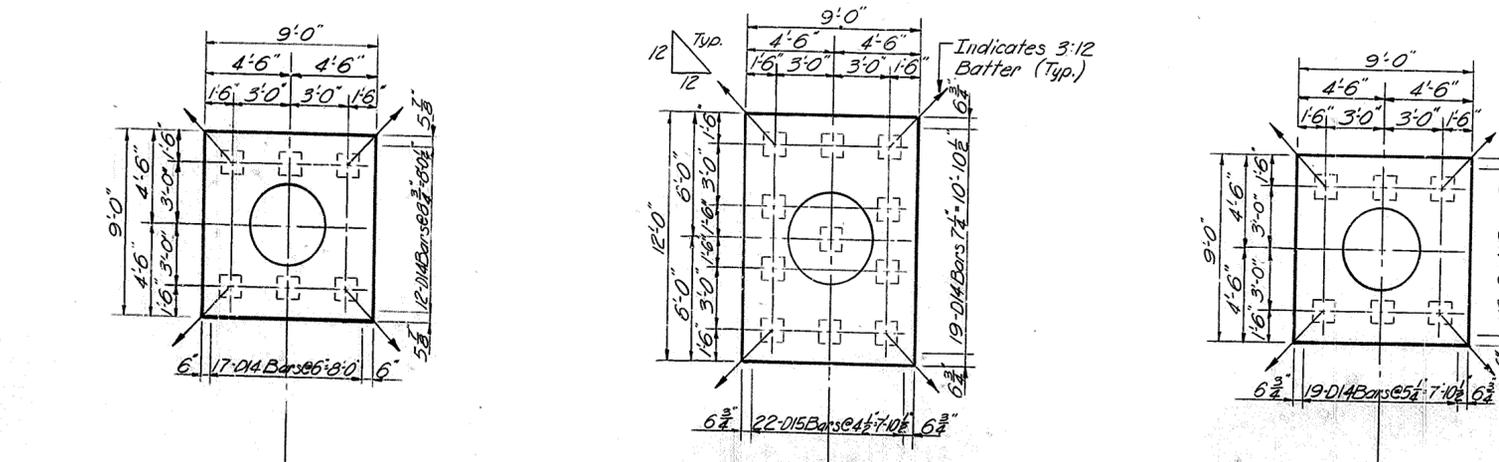
SHEET 15
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD
 STATION 234+85 PROJECT NO. 164-2(35)3
 BRIDGE NUMBER DRAWING NO. 17470 INDEX



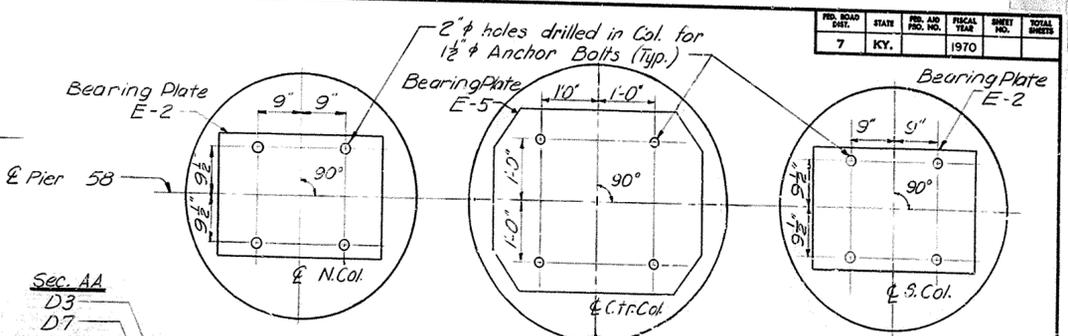
PLAN OF TOP



ELEVATION

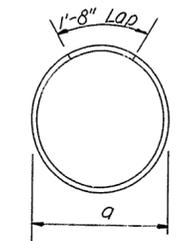
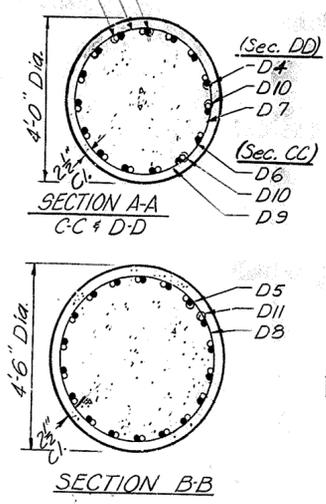


FOOTING PLAN

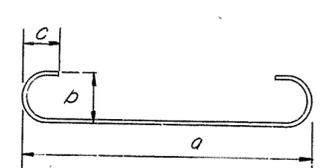


ANCHOR BOLT SETTING PLAN

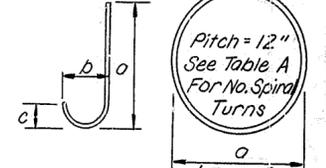
BILL OF REINFORCEMENT									
Mark	Type	Size	No. Req'd	Length Ft./In.	Location	a Ft./In.	b Ft./In.	c Ft./In.	
D1	(7)	#6	20	3 9	Column	2 9	0 6	-	-
D2	(7)	#6	12	4 0	"	3 0	0 6	-	-
D3	Str	#10	15	17 10	"	-	-	-	-
D4	Str	#10	15	13 2	"	-	-	-	-
D5	Str	#10	18	21 7	"	-	-	-	-
D6	Str	#10	15	22 1	"	-	-	-	-
D7	T5	1/2" #	1	333 10	"	3 7	-	-	-
D8	T5	1/2" #	1	377 6	"	4 1	-	-	-
D9	T5	1/2" #	1	278 2	"	3 7	-	-	-
D10	22	#10	30	8 3	Col. & Ftg.	6 10	1 0 1/2	0 1/2	1/2
D11	22	#10	18	9 3	Col. & Ftg.	7 10	1 0 1/2	0 1/2	1/2
D12	T3	1/2" #	2	12 10	Footing	3 7	-	-	-
D13	T3	1/2" #	1	14 5	"	4 1	-	-	-
D14	(1)	#6	20	9 10	"	8 6	0 6	0 6	
D15	(1)	#8	22	13 4	"	11 6	0 8	0 8	



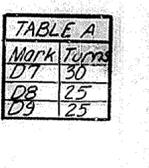
TYPE (T3)



TYPE (1)



TYPE (22)



TYPE (T5)

Pitch = 12" See Table A For No. Spiral Turns
1/2 Turns @ 0" Pitch Top & Batt.

Mark	Turns
D7	30
D8	25
D9	25

ESTIMATE OF QUANTITIES		
ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	74.2
Steel Reinforcement	Lbs.	9,655
Concrete Piling Furnishing	Lin. Ft.	1,190
Concrete Piling Driving	Lin. Ft.	1,190
Structure Excavation, Common	Cu. Yds.	112.

SHEET 16

COMMONWEALTH OF KENTUCKY
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164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

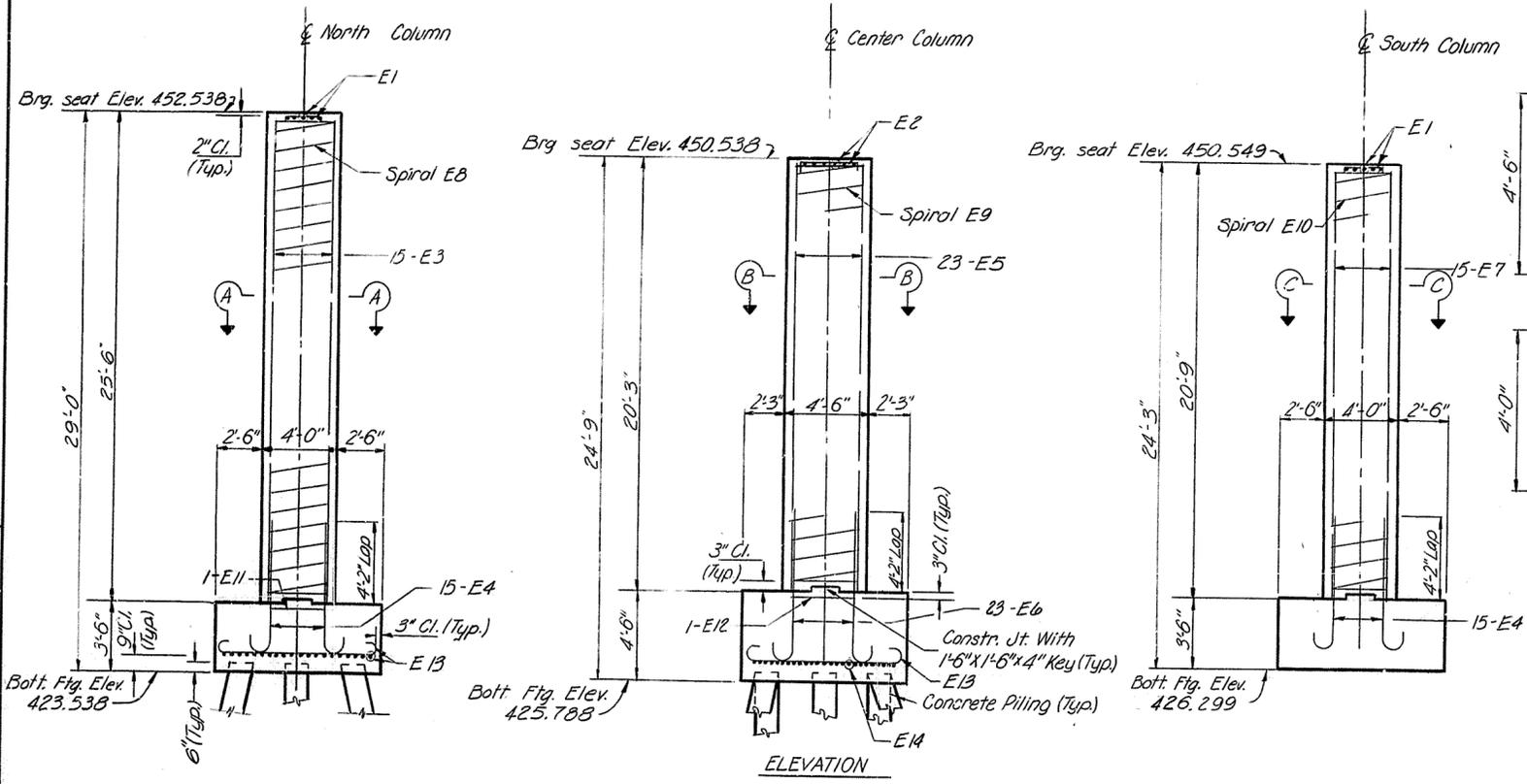
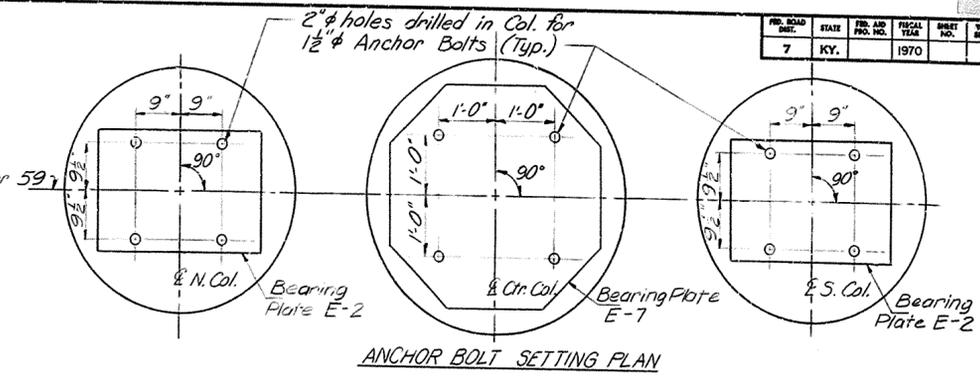
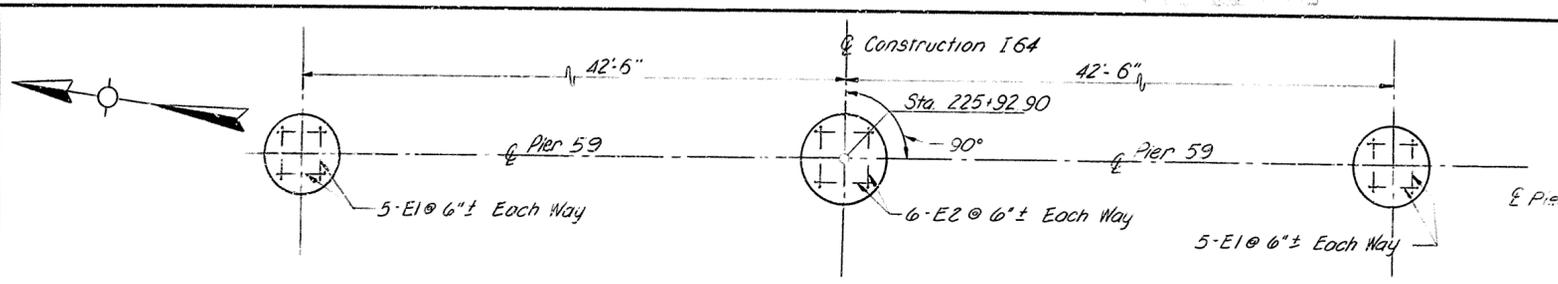
STATION 234+85 PROJECT NO. I64-2(35)3

BRIDGE NUMBER	17470	INDEX
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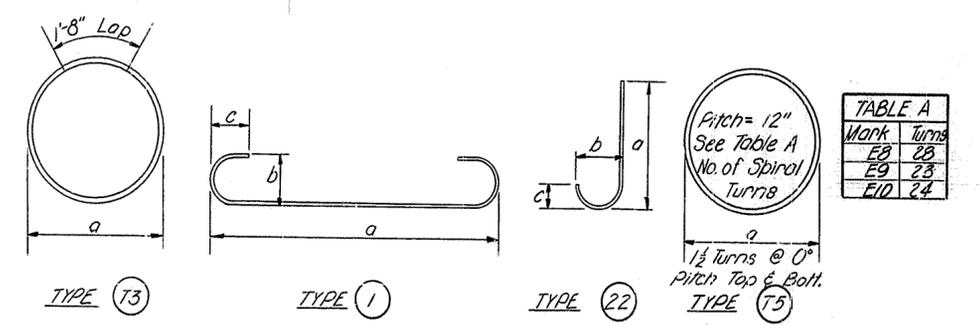
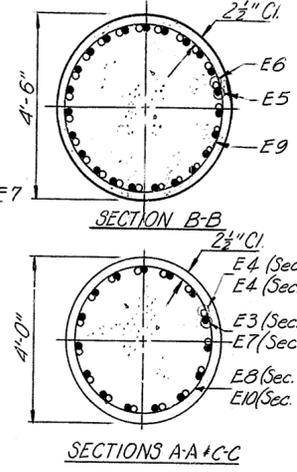
PIER 58

For Notes see sheet 13

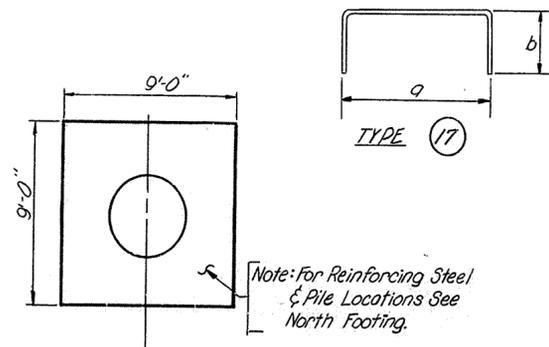
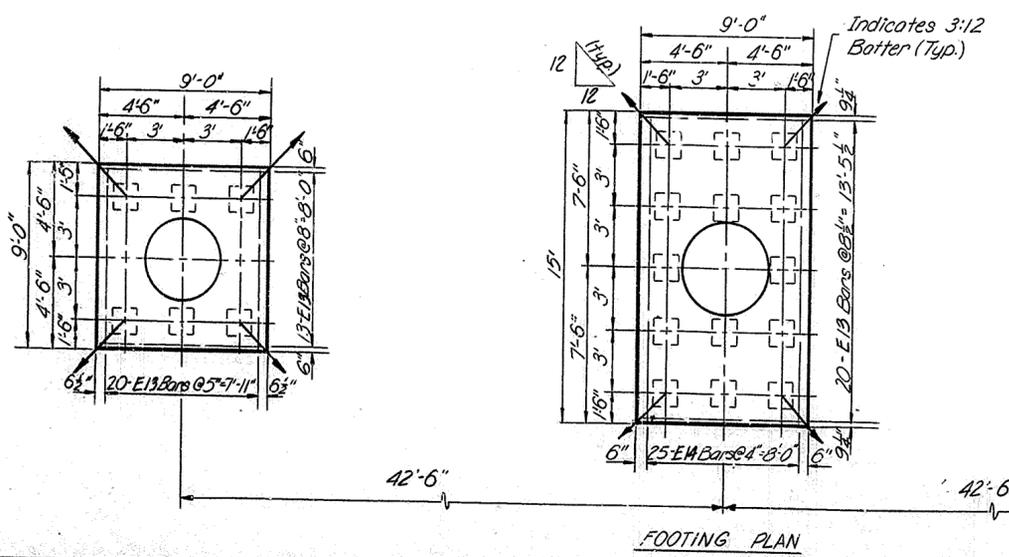
DESIGNED BY: J.F.K. DATE: 3-68
 CHECKED BY: L.A.D. DATE: 5-68
 DRAWN BY: P.A.L. DATE: 3-68
 REVISIONS:



Mark	Type	Size	No. Req'd	Length	Location	a	b	c
			Pier 59	Ft. In.		Ft. In.	Ft. In.	Ft. In.
E1	(1)	#6	20	3 9	Column	2 9	0 6	-
E2	(1)	#6	12	4 0	"	3 0	0 6	-
E3	str.	#10	15	25 4	"	-	-	-
E4	(2)	#10	30	8 3	Col. & Ftg.	6 10	1 0 3/4	0 1 1/2
E5	str.	#10	23	20 1	Column	-	-	-
E6	(2)	#10	23	9 3	Col. & Ftg.	7 10	1 0 3/4	0 1 1/2
E7	str.	#10	15	20 7	Column	-	-	-
E8	(1)	#8	1	3 1/7	"	3 7	-	-
E9	(1)	#8	1	2 9/1	"	4 1	-	-
E10	(1)	#8	1	2 6/7	"	3 7	-	-
E11	(3)	#8	2	12 10	Footing	3 7	-	-
E12	(3)	#8	1	14 5	"	4 1	-	-
E13	(1)	#6	86	9 10	"	8 6	0 6	0 6
E14	(1)	#8	25	17 0	"	14 6	0 1 1/2	0 1 1/2



ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds	76.2
Steel Reinforcement	Lbs.	10,443.
Concrete Piling Furnishing	Lin. Ft.	1,334.
Concrete Piling Driving	Lin. Ft.	1,334.
Structure Excavation, Common	Cu. Yds	125



DESIGNED BY: PAL
 CHECKED BY: J.E.K.
 DATE: 3-66
 REVISIONS: LAD & H.L.V. DATE: 4-66
 REVISIONS:

PIER 59

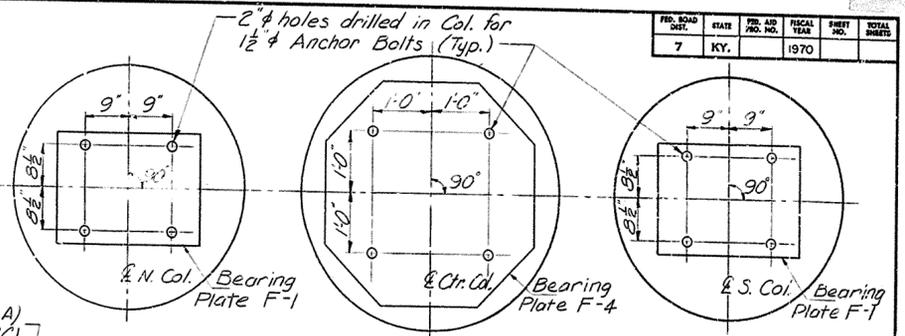
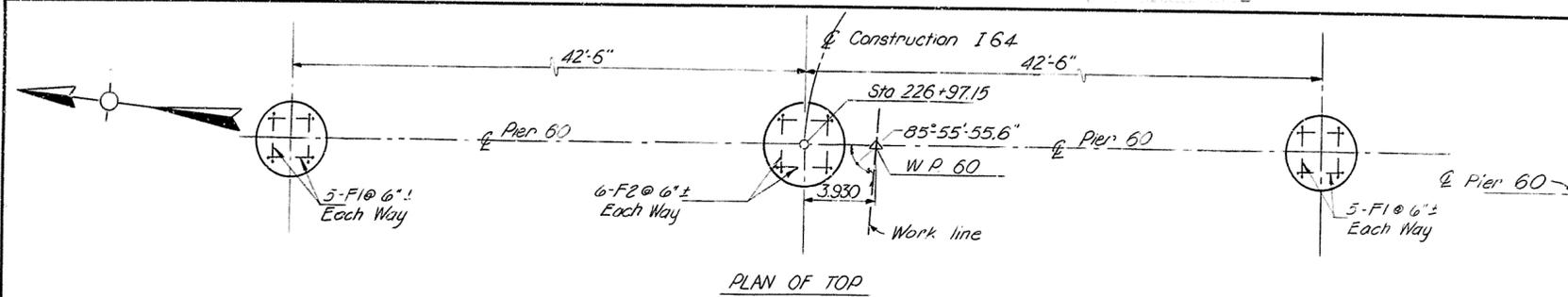
SHEET 17

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER 17470 DRAWING NO. 17470

For Notes see sheet 13



ANCHOR BOLT SETTING PLAN

BILL OF REINFORCEMENT									
Mark	Type	Size	No. Req'd	Length	Location	a	b	c	
			Pier 60	Ft. In.		Ft. In.	In.	Ft. In.	
F1	(1)	#6	20	3 9	Column	2 9 0	0	-	-
F2	(1)	#6	12	4 0	"	3 0 0	0	-	-
F3	str.	#10	15	24 10	"	-	-	-	-
F4	(2)	#10	30	9 3	Col. & Ftg.	7 10 1	0 7 1/2	0	11 1/2
F5	str.	#11	16	17 2	Column	-	-	-	-
F6	str.	#11	16	10 4	"	-	-	-	-
F7	(2)	#5	32	13 2	Col. & Ftg.	11 1 2	0 6 1/2	-	-
F8	str.	#10	15	20 7	Column	-	-	-	-
F9	(1)	#4	1	31 7	"	3 7	-	-	-
F10	(1)	#4	1	235 10	"	4 1	-	-	-
F11	(1)	#4	1	235 11	"	3 7	-	-	-
F12	(1)	#4	2	12 10	Footings	3 7	-	-	-
F13	(1)	#4	1	14 5	"	4 1	-	-	-
F14	(1)	#8	29	19 4	"	11 6	0 8	0 8	
F15	(1)	#6	24	9 10	"	8 6	0 6	0 6	
F16	(1)	#9	26	17 0	"	14 6	0 14	0 10 1/2	
F17	(1)	#7	18	13 2	"	11 6	0 7	0 7	

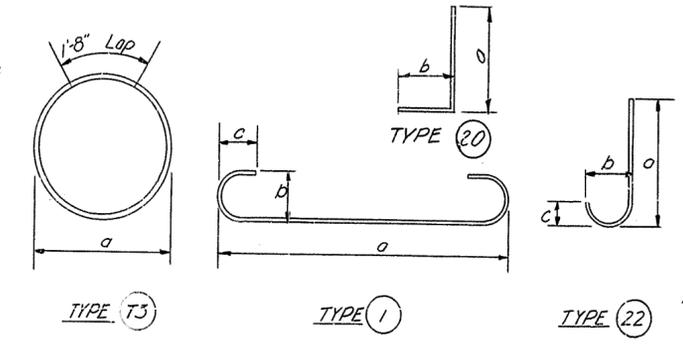
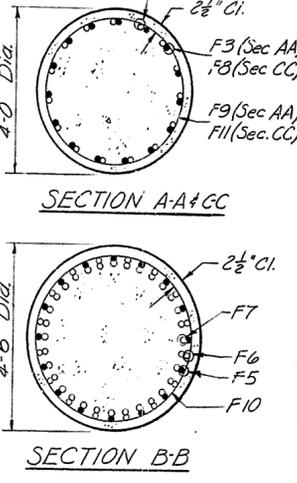
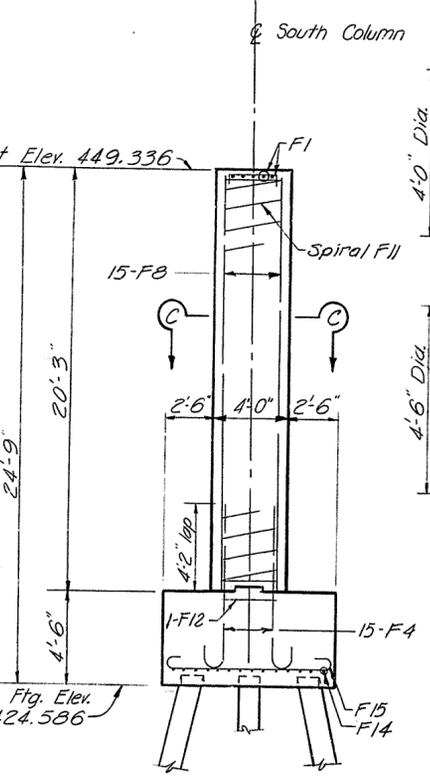
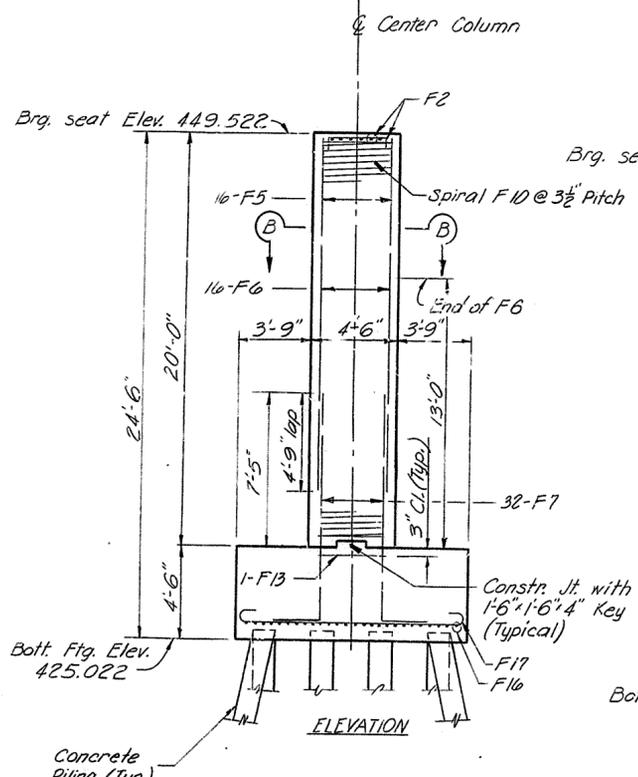
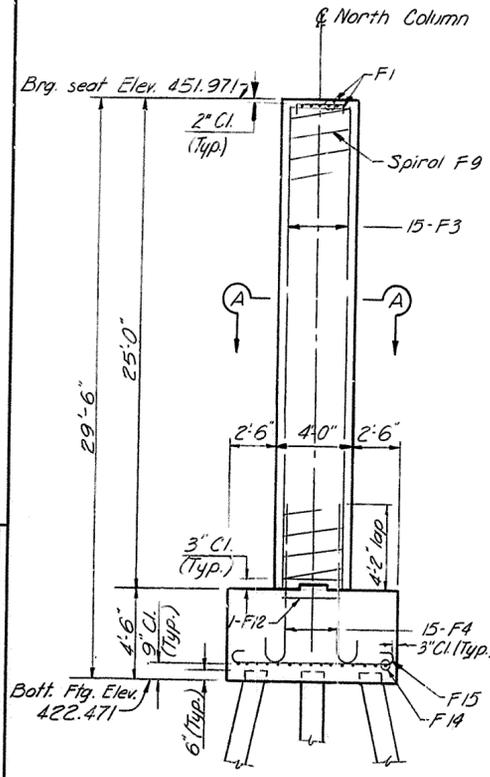
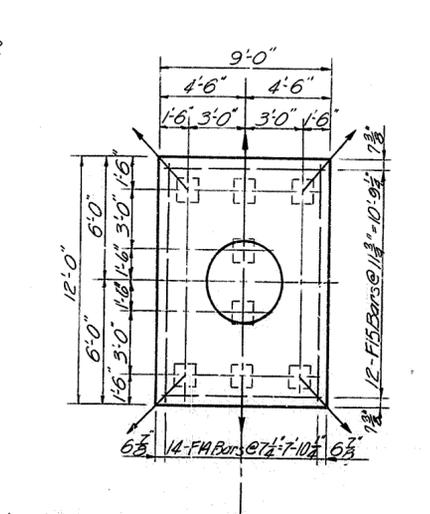
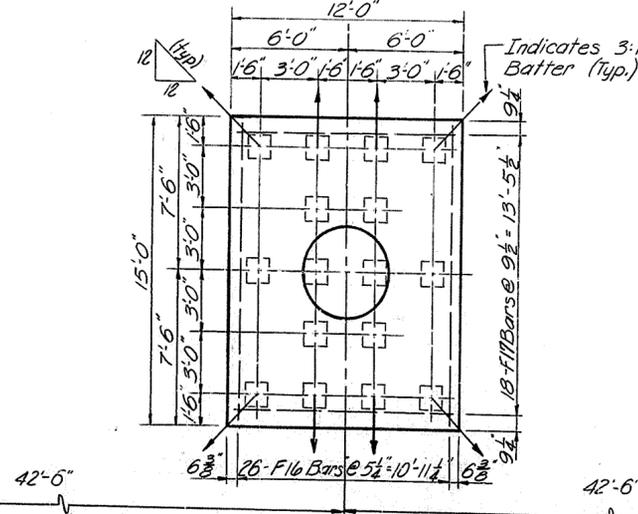
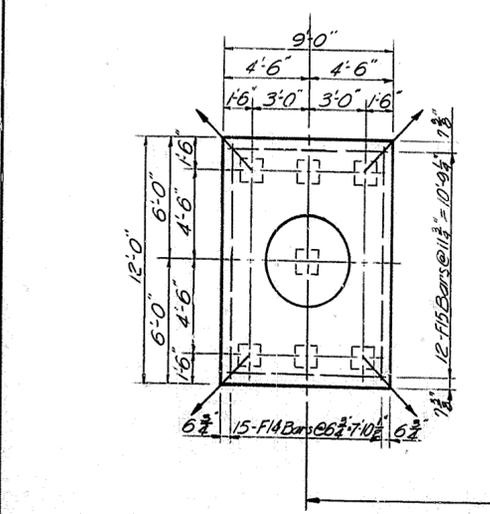


TABLE A	Mark	Turns
F9	28	
F10	70	
F11	23	

* Spiral F10 @ 3 1/2" pitch. Pitch Top & Bottom. See center column.



ESTIMATE OF QUANTITIES		
ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	98.1
Steel Reinforcement	Lbs.	14,553
Concrete Piling Furnishing	Lin. Ft.	1,400
Concrete Piling Driving	Lin. Ft.	1,400
Structure Excavation, Common	Cu. Yds.	161

SHEET 18

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

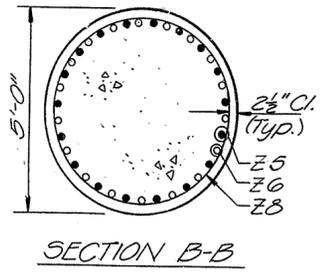
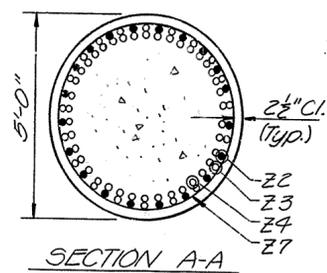
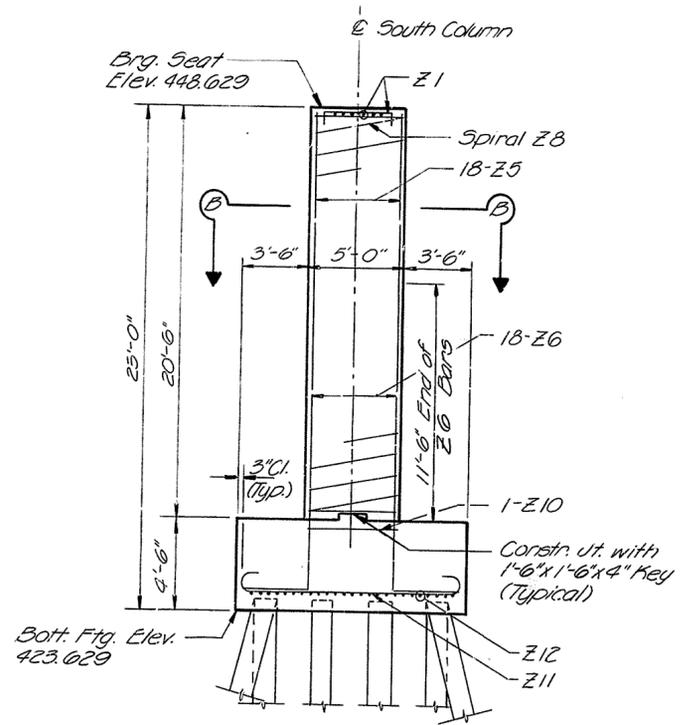
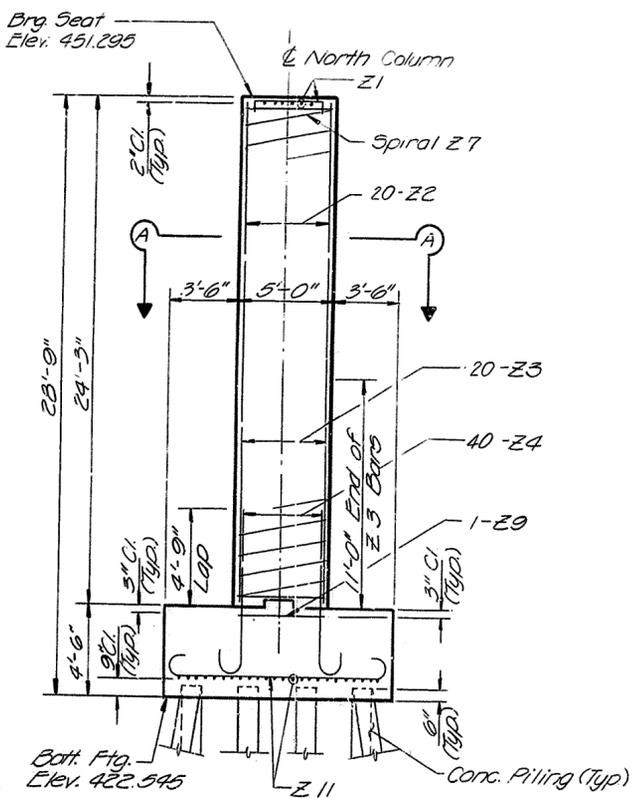
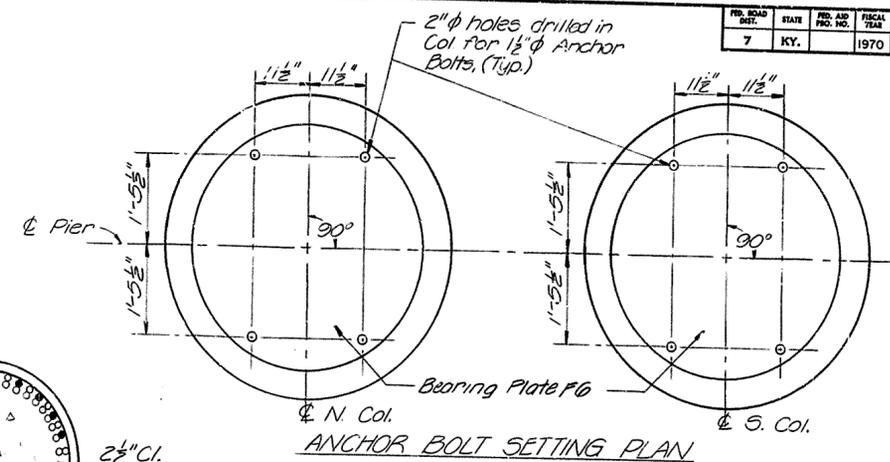
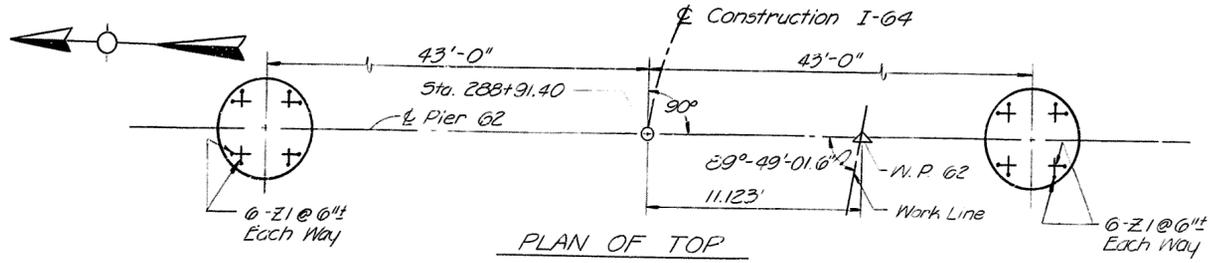
STATION 234+ 85 PROJECT NO. 164-2(35) 3

BRIDGE NUMBER 17470 DRAWING NO. WORK

For Notes see sheet 13

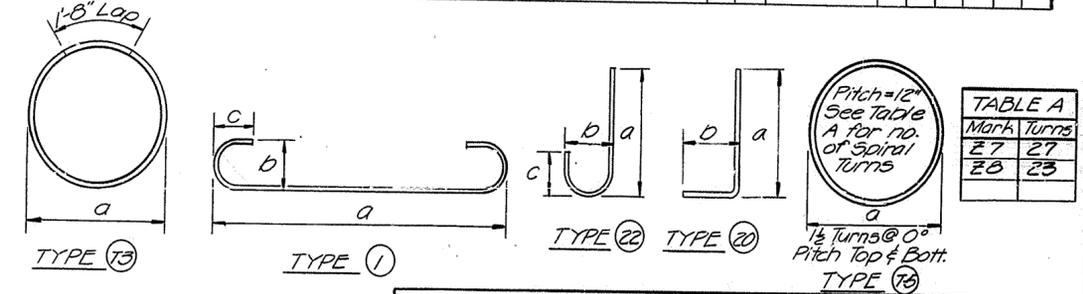
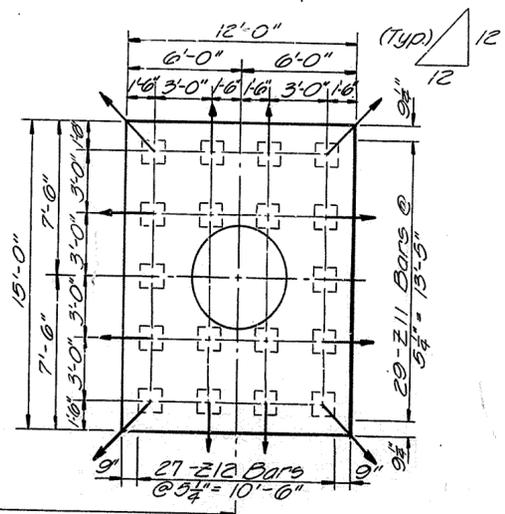
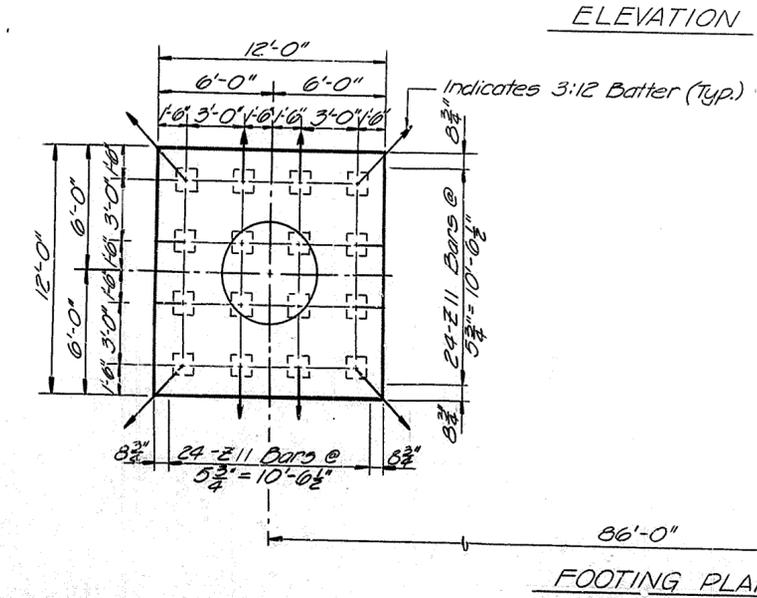
PIER 60

DESIGNED BY: PAL CHECKED BY: JLF DATE: 3-26-70
 DRAWN BY: JAMES CHECKED BY: LAD & WLN DATE: 2-26-70
 TYPED BY: DATE:



BILL OF REINFORCEMENT

Mark	Type	Size	No. Req'd.	Length Ft./In.	Location	a		
						Ft./In.	Ft./In.	Ft./In.
Z1	(17)	#6	24	4 8	Column	3	8	0
Z2	Str.	#11	20	28 7	"	-	-	-
Z3	Str.	#11	20	11 0	"	-	-	-
Z4	(2)	#11	40	10 0	Col. & Ftg.	8	4	1 2 1/2
Z5	(2)	#14	18	26 6	"	23	11	2 7
Z6	(2)	#14	18	16 8	"	14	1	2 7
Z7	(3)	2"φ	1	38 3	Column	4	7	-
Z8	(3)	2"φ	1	28 2	"	4	7	-
Z9	(3)	2"φ	1	15 4	Footing	4	4	-
Z10	(3)	2"φ	1	16 1	"	4	7	-
Z11	(1)	#7	77	13 2	"	11	6	0 7 0 7
Z12	(1)	#9	27	17 0	"	14	6	0 11 4 0 10 5



ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	35.7
Steel Reinforcement	Lbs.	16575
Concrete Piling Furnishing	Lin. Ft.	1483
Concrete Piling Driving	Lin. Ft.	1483
Structure Excavation, Common	Cu. Yds.	141

DESIGNED BY: PAL
 CHECKED BY: NCC
 DATE: 6/10/70
 REVISIONS: PAL
 DATE: 6/22/70
 REVISIONS: PAL
 DATE: 6/22/70
 REVISIONS: PAL
 DATE: 6/22/70
 REVISIONS: PAL
 DATE: 6/22/70

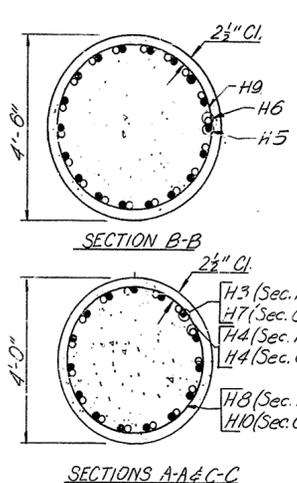
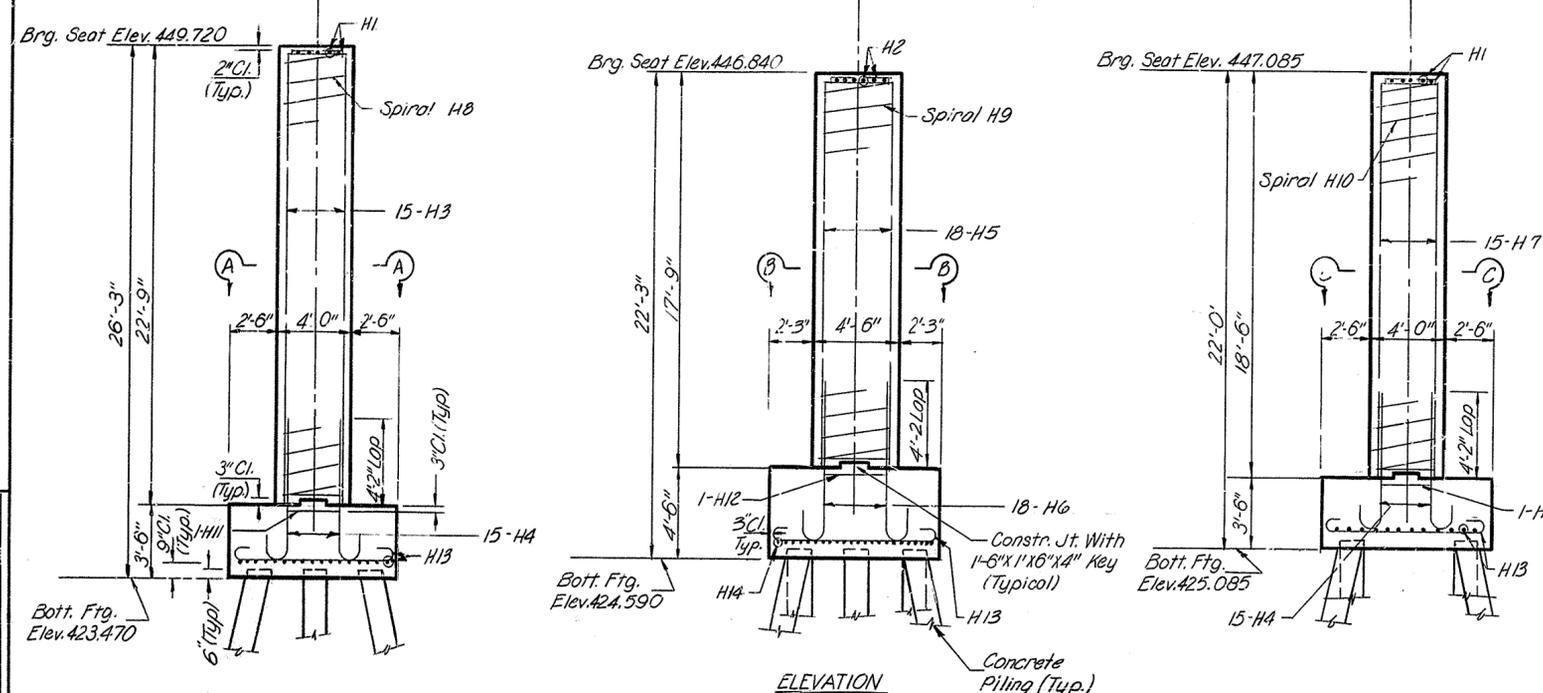
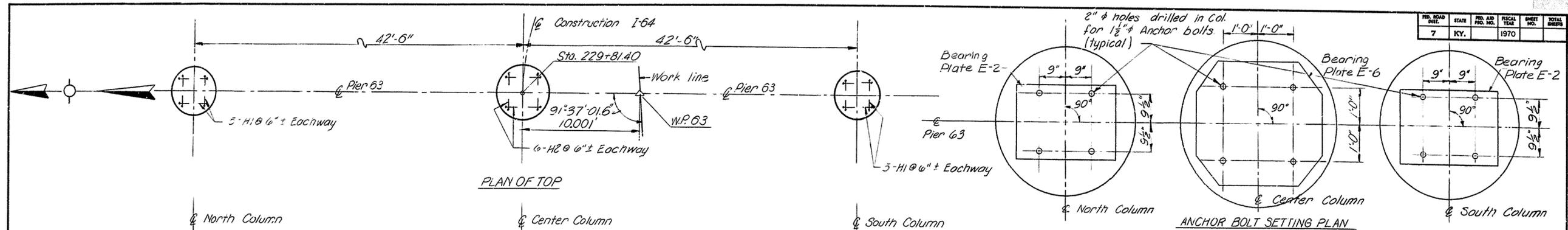
SHEET 20

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

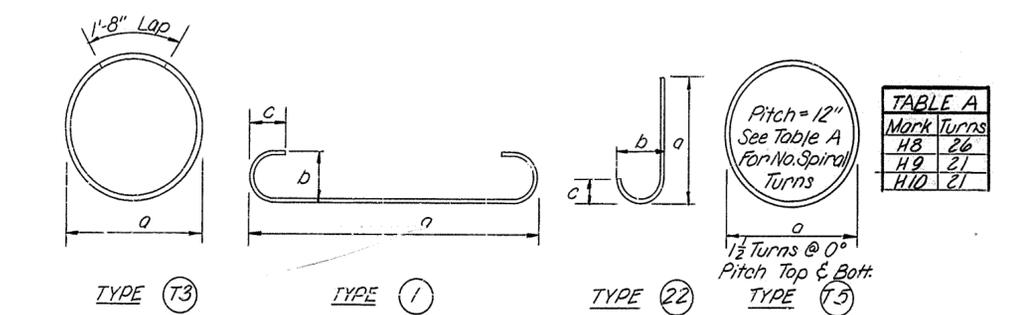
BRIDGE NUMBER: PIER 62 DRAWING NO. 17470 BOX

For Notes see sheet 13



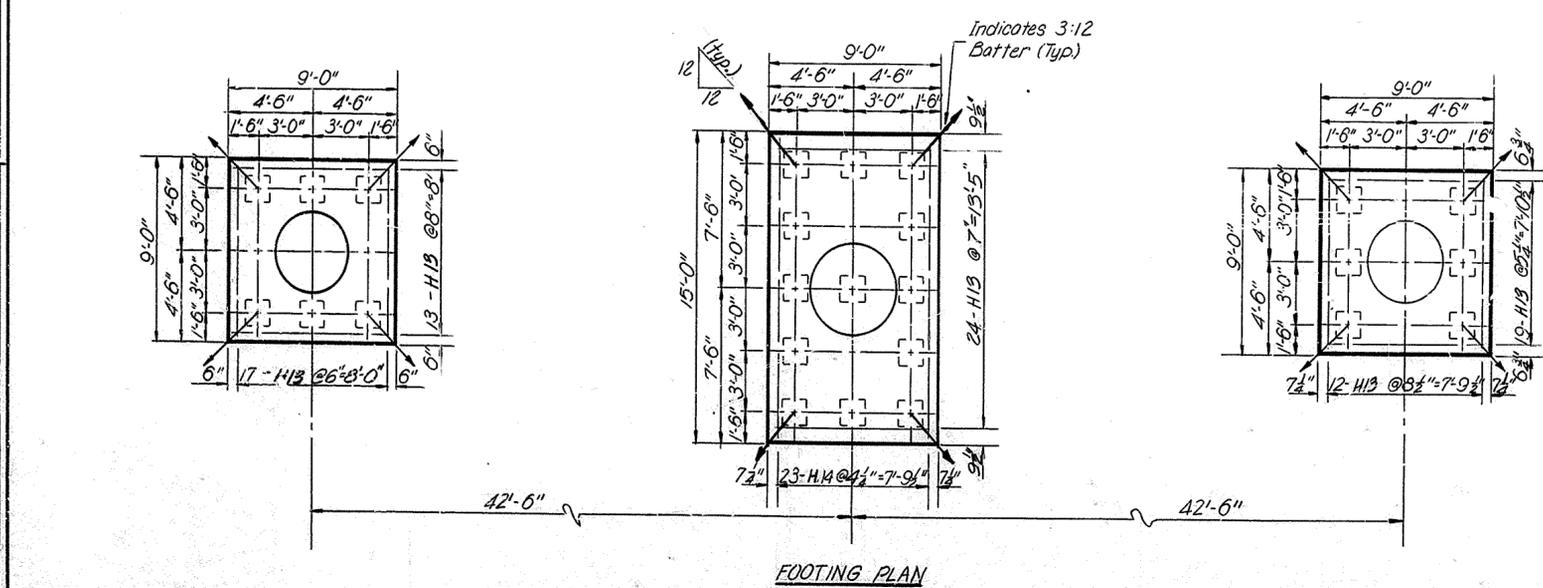
BILL OF REINFORCEMENT

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H1	(1)	#6	20	3 9	Column	2	9	0	0		
H2	(1)	#6	12	4 0	"	3	0	0	0		
H3	str	#10	15	22 7	"						
H4	(2)	#10	30	8 3	Col. & Ftg.	6	10	1	0	3	0 11 1/2
H5	str	#10	18	17 7	Column						
H6	(2)	#10	18	9 3	Col. & Ftg.	7	10	1	0	3	0 11 1/2
H7	str	#10	15	18 4	Column						
H8	(3)	#4	1	289 4	"	3	7				
H9	(5)	#4	1	266 8	"	4	1				
H10	(5)	#4	1	233 8	"	3	7				
H11	(3)	#4	2	12 10	Footing	3	7				
H12	(3)	#4	1	14 5	"	4	1				
H13	(1)	#6	85	9 10	"	8	6	0	6	0	6
H14	(1)	#9	23	17 0	"	14	6	0	11 1/2	0	10 1/2



ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	72.5
Steel Reinforcement	Lbs.	9,110.
Concrete Piling Furnishing	Lin. Ft.	1,134.
Concrete Piling Driving	Lin. Ft.	1,134.
Structure Excavation, Common	Cu. Yds.	112.
Structure Excavation, Solid Rock	Cu. Yds.	20.



DESIGNED BY: PAL
 CHECKED BY: J.E.K.
 DATE: 3-10-68
 REVISIONS: 1
 DATE: 3-10-68

For Notes see sheet 13

PIER 63

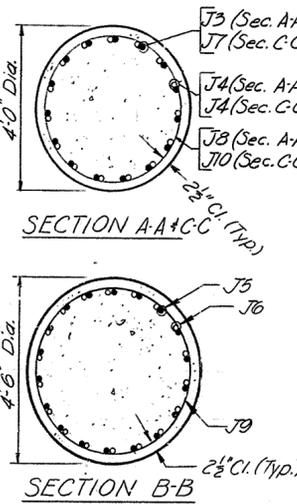
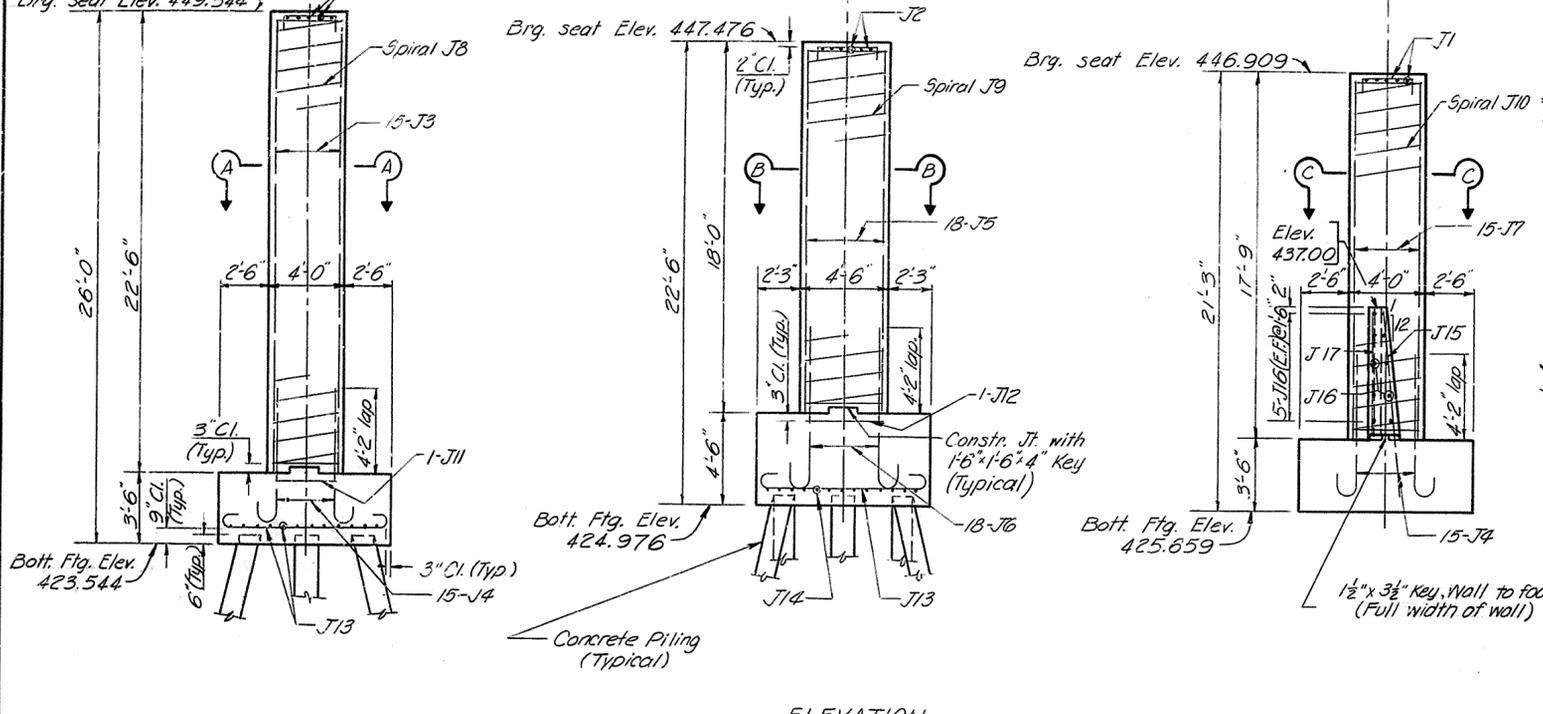
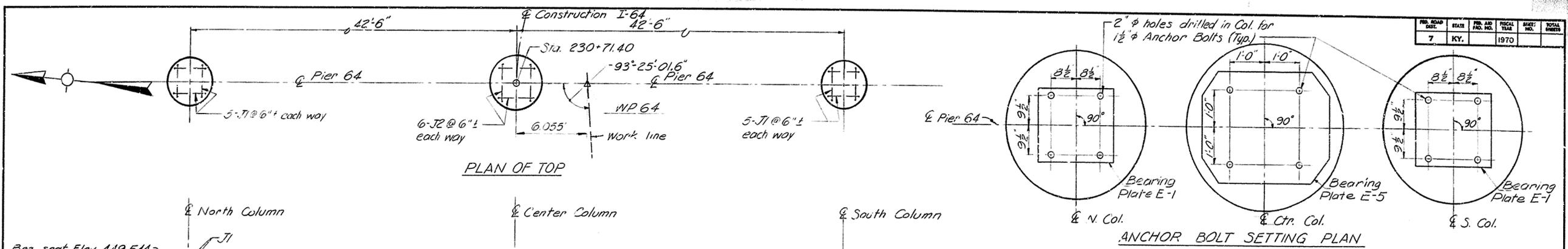
SHEET 21

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

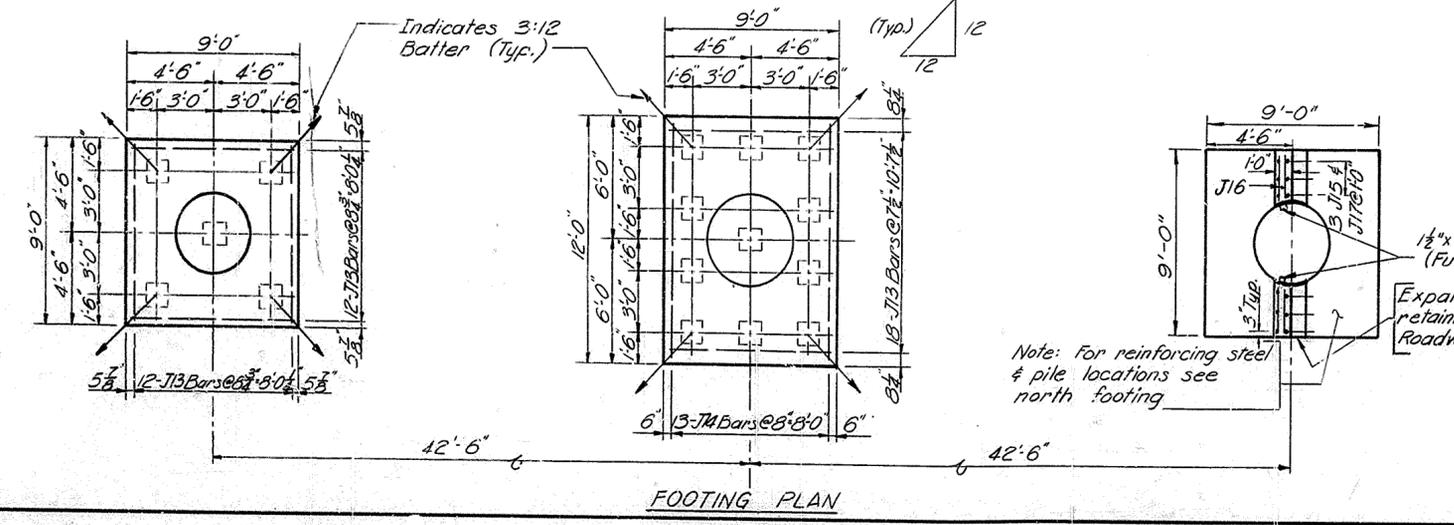
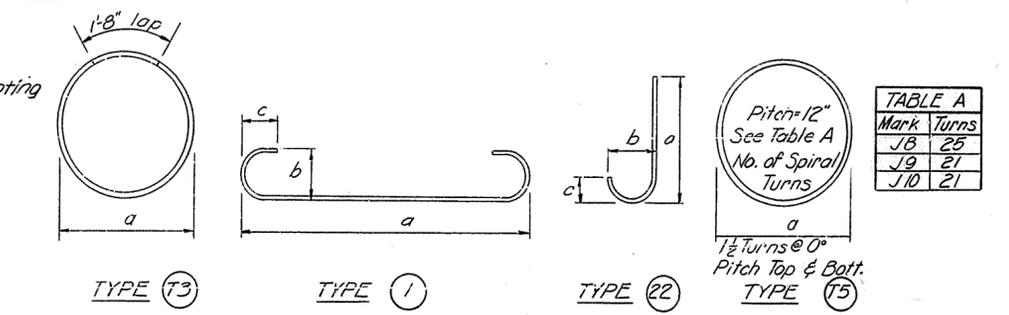
STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER DRAWING NO. INDEX

17470 17470



Mark	Type	Size	No. Req'd	Length	Location	a	b	c
			Pier 64	Ft. In.		Ft. In.	Ft. In.	Ft. In.
J1	(1)	#6	20	3 9	Column	2 9	0 6	-
J2	(1)	#6	12	4 0	"	3 0	0 6	-
J3	Str.	#10	15	22 4	"	-	-	-
J4	Str.	#10	30	8 3	Col. & Ftg.	6 10	1 0 3/4	0 1 1/2
J5	Str.	#10	18	17 10	Column	-	-	-
J6	Str.	#10	18	9 3	Col. & Ftg.	7 10	1 0 3/4	0 1 1/2
J7	Str.	#10	15	17 7	Column	-	-	-
J8	(5)	1/2"	1	278 2	"	3 7	-	-
J9	(5)	1/2"	1	266 3	"	4 1	-	-
J10	(5)	1/2"	1	233 8	"	3 7	-	-
J11	(3)	1/2"	2	12 10	Footing	3 7	-	-
J12	(3)	1/2"	1	14 5	"	4 1	-	-
J13	(1)	#6	66	9 10	"	8 6	0 6	0 6
J14	(1)	#8	13	13 4	"	11 6	0 8	0 8
J15	Str.	#6	6	10 0	Retaining Wall	-	-	-
J16	Str.	#4	10	2 2	"	-	-	-
J17	Str.	#4	6	7 8	"	-	-	-



ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	69.7
Steel Reinforcement	Lbs.	8,049
Concrete Piling Furnishing	Lin. Ft.	963
Concrete Piling Driving	Lin. Ft.	963
Structure Excavation, Common	Cu. Yds.	11.3
Structure Excavation, Solid Rock	Cu. Yds.	1.5

SHEET 22

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
16 47TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

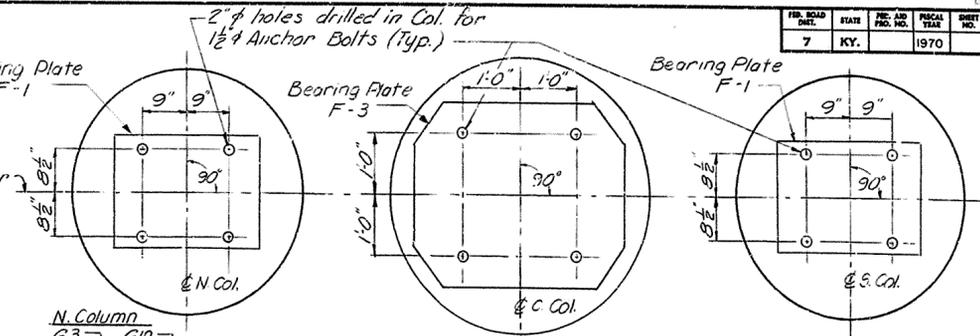
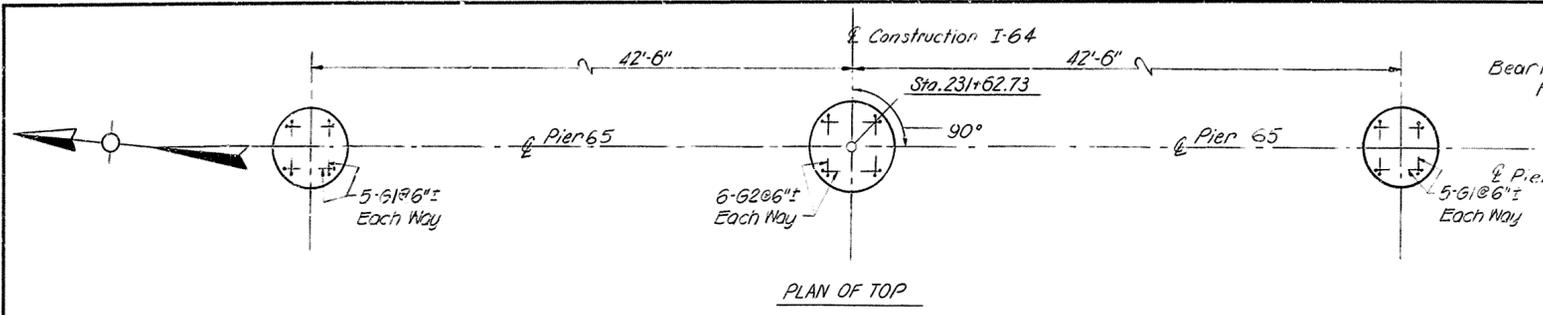
STATION 234 + 85 PROJECT NO. I64-2(35)3

BRIDGE NUMBER 17470 DRAWING NO. ENCL

DESIGNED BY: L.E.K. CHECKED BY: L.A.D. I.W.L.W. DATE: 3/68
 DRAWN BY: M.E.S. B.A.B. CHECKED BY: DATE: 3/68
 SCALE: AS SHOWN

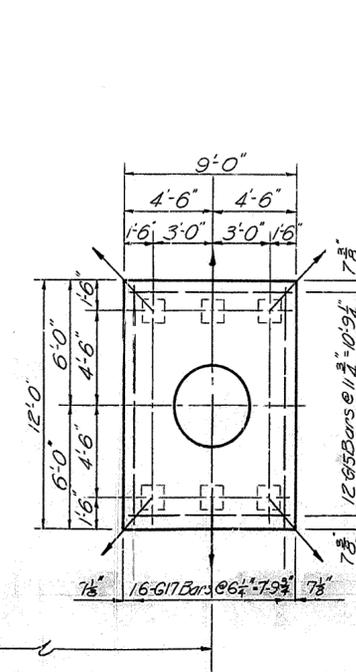
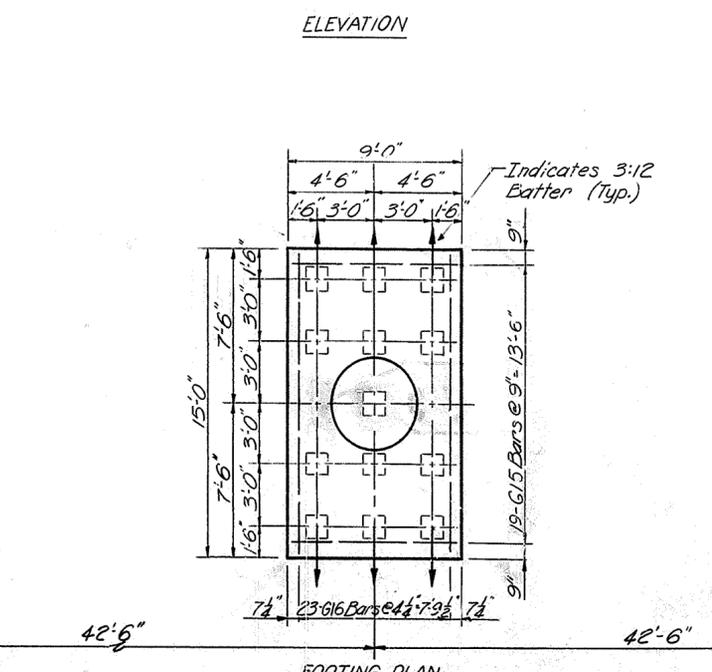
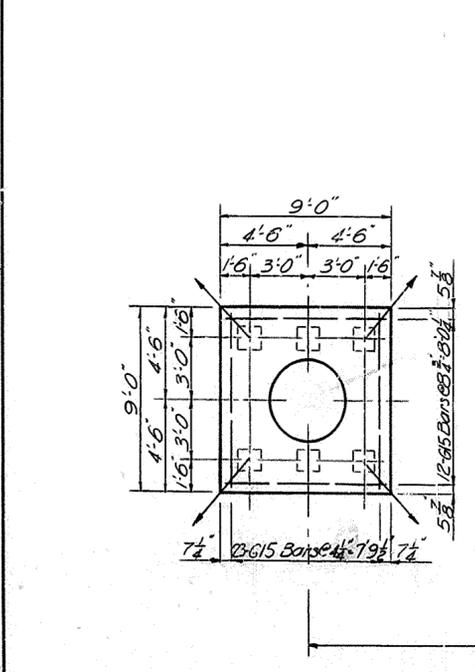
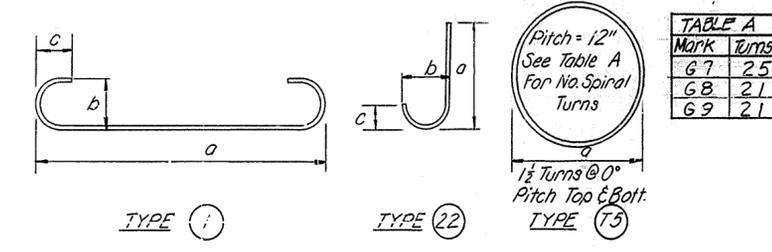
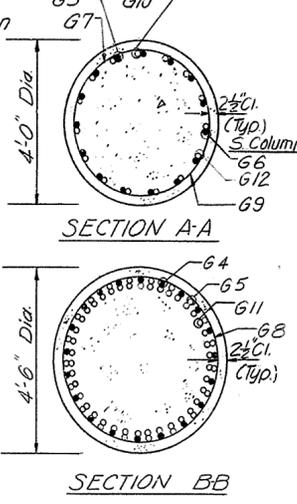
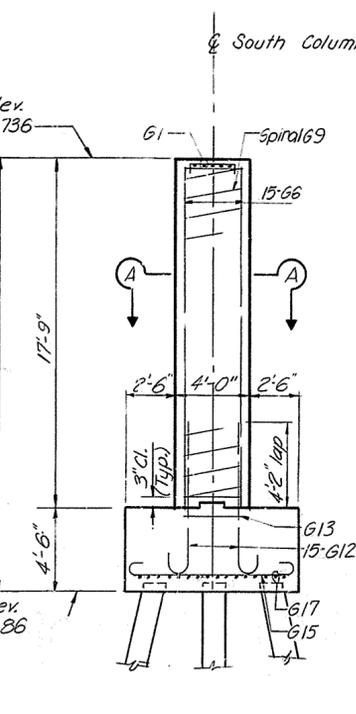
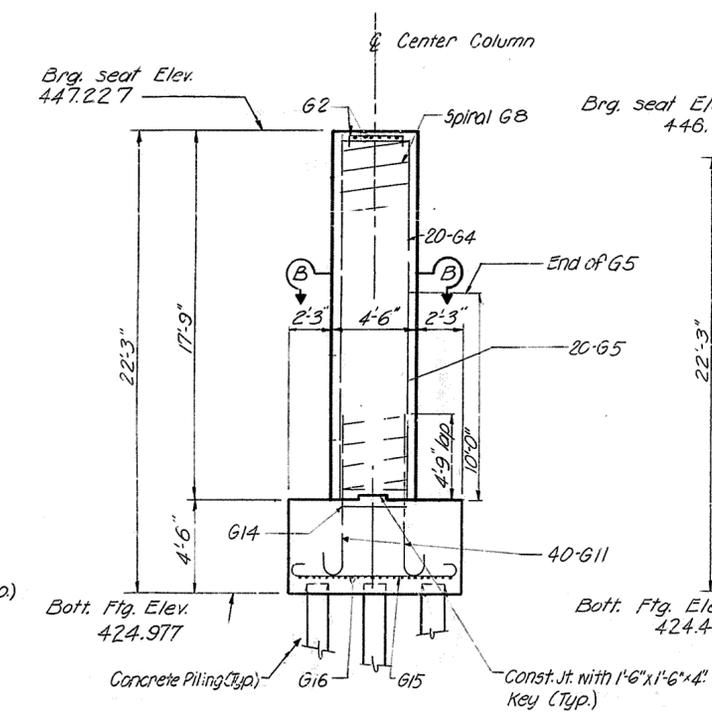
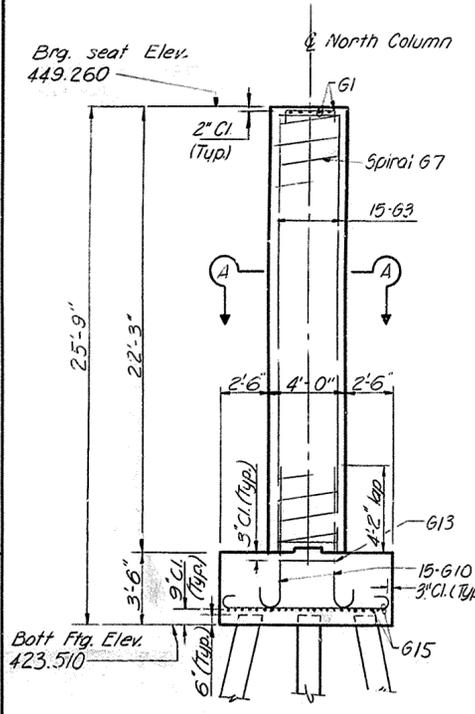
For Notes see sheet 13

Note: For reinforcing steel & pile locations see north footing



BILL OF REINFORCEMENT

Mark	Type	Size	No.	Reqd. Pier 65	Length Ft. In.	Location	a	b	c
G1	(17)	#6	20	3	9	Column	2	9	0
G2	(17)	#6	12	4	0	"	3	0	0
G3	Str.	#10	15	22	1	"	-	-	-
G4	Str.	#11	20	17	7	"	-	-	-
G5	Str.	#11	20	10	0	"	-	-	-
G6	Str.	#10	15	17	7	"	-	-	-
G7	(15)	#4	1	278	2	"	3	7	-
G8	(15)	#4	1	266	8	"	4	1	-
G9	(15)	#4	1	233	8	"	3	7	-
G10	(22)	#10	15	8	3	Col. & Ftg.	6	10	1
G11	(22)	#11	40	9	11	"	8	4	1
G12	(22)	#10	15	9	3	"	7	10	1
G13	(19)	#4	2	12	10	Footings	3	7	-
G14	(19)	#4	1	14	5	"	4	1	-
G15	(1)	#6	66	9	10	"	8	6	0
G16	(1)	#9	23	17	0	"	14	6	0
G17	(1)	#8	16	13	4	"	11	6	0



ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	79.4
Steel Reinforcement	Lbs.	12337
Concrete Piling Furnishing	Lin. Ft.	1136
Concrete Piling Driving	Lin. Ft.	1136
Structure Excavation, Common	Cu. Yds.	126
Structure Excavation, Solid Rock	Cu. Yds.	20

DESIGNED BY: PAL
CHECKED BY: LAD
DATE: 2-2-68
REVISIONS:
DATE: 2-2-68
BY: LAD
REVISIONS:
DATE: 2-2-68
BY: LAD

For notes see sheet 13

PIER 65

SHEET 23

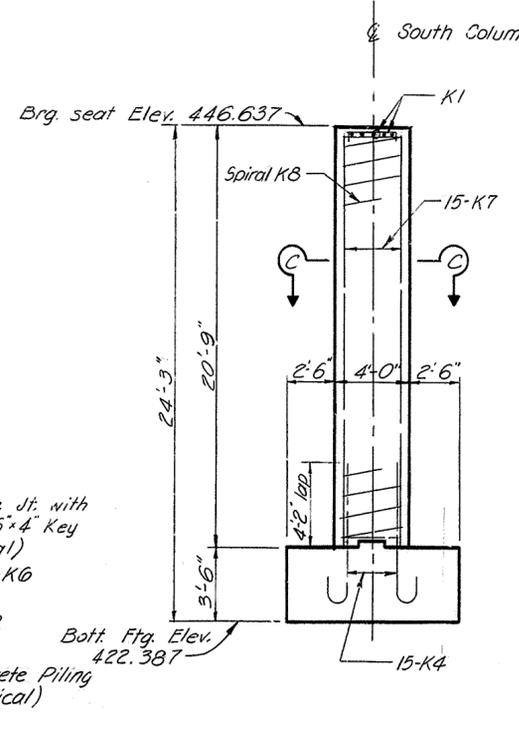
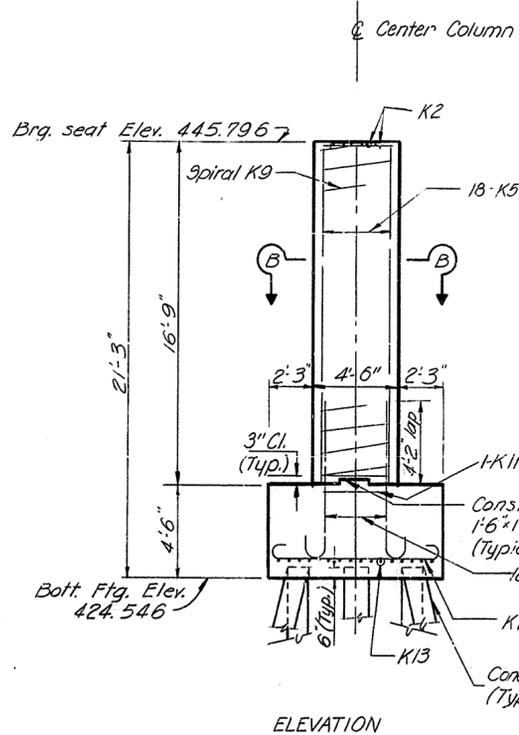
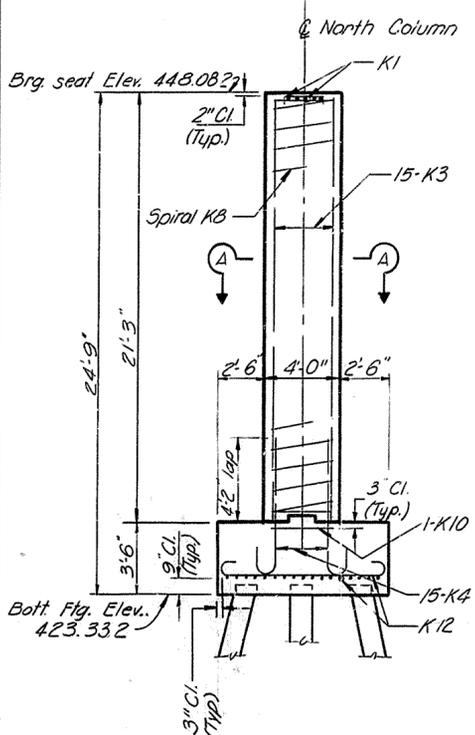
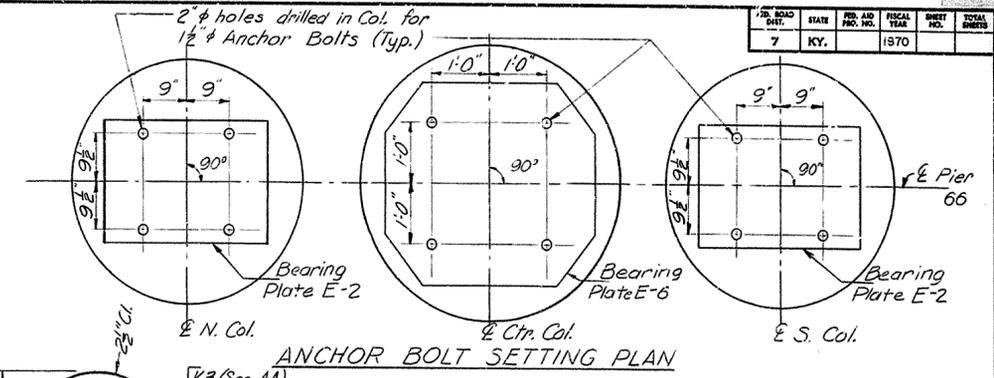
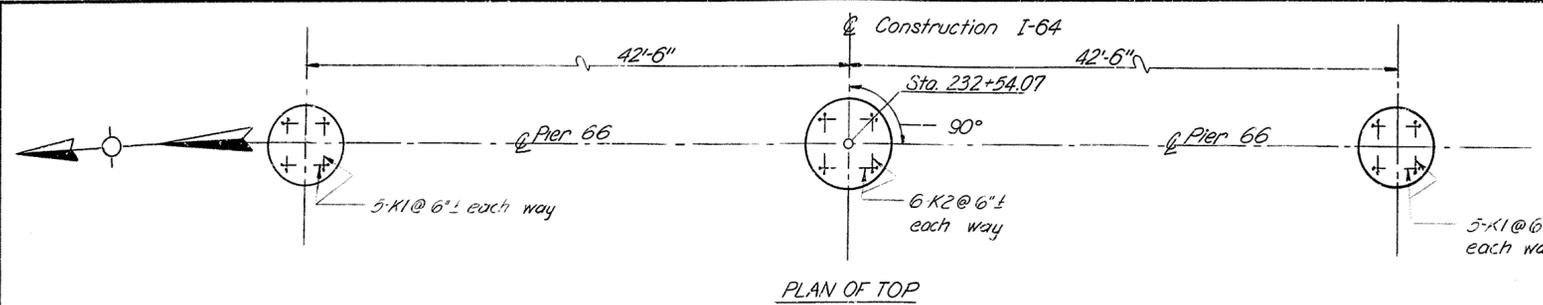
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

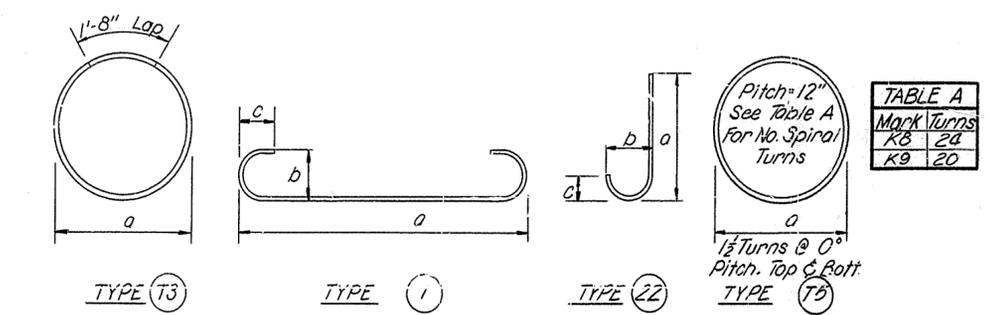
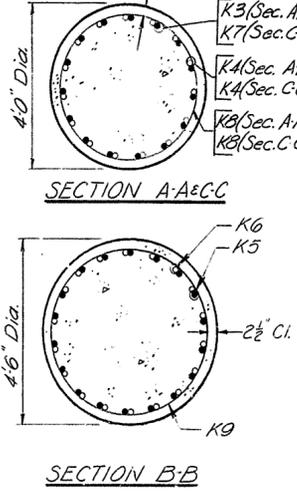
BRIDGE NUMBER DRAWING NO. DEED

17470

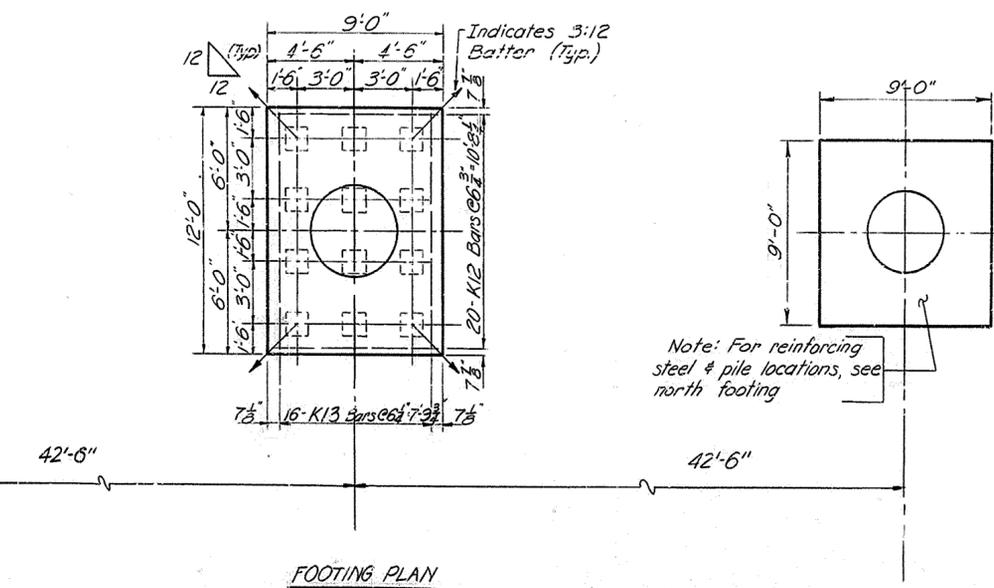
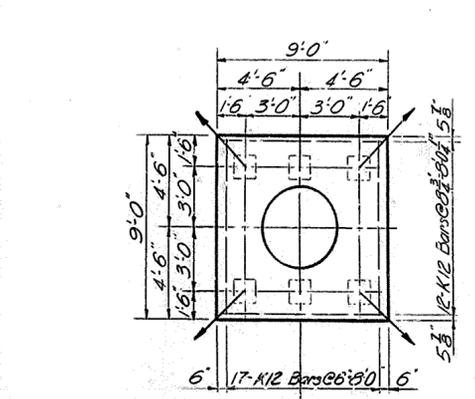
NO.	DATE	BY	CHKD.	APP'D.	TITLE
7	KY.				1970



Mark	Type	Size	No. Reqd. Pier 66	Length Ft. 1/2	Location	a. Ft. 1/2	b. Ft. 1/2	c. Ft. 1/2
K1	(1)	#6	20	3 9	Column	2	9	0 6
K2	(1)	#6	12	4 0	"	3	0	0 6
K3	5r	#10	15	21 1	"	-	-	-
K4	(2)	#10	30	8 3	Col. & Ftg.	6	10	1 0 1/2
K5	5r	#10	18	16 7	Column	-	-	-
K6	(2)	#10	18	9 3	Col. & Ftg.	7	10	1 0 1/2
K7	5r	#10	15	20 7	Column	-	-	-
K8	(3)	#4	2	267 1	"	3	7	-
K9	(3)	#4	1	254 0	"	4	1	-
K10	(3)	#4	2	12 10	Footings	3	7	-
K11	(3)	#4	1	14 5	"	4	1	-
K12	(1)	#6	73	9 10	"	8	6	0 6
K13	(1)	#8	16	13 4	"	11	6	0 8



ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	67.8
Steel Reinforcement	Lbs.	8,216.
Concrete Piling Furnishing	Lin. Ft.	1,072.
Concrete Piling Driving	Lin. Ft.	1,072.
Structure Excavation, Common	Cu. Yds.	117.
Structure Excavation, Solid Rock	Cu. Yds.	15.



DESIGNED BY: P. J. L. CHECKED BY: L. A. D. DATE: 3-68
 DRAWN BY: F. W. S. CHECKED BY: M. W. N. DATE: 4-68
 TRACED BY: DATE:

SHEET 24

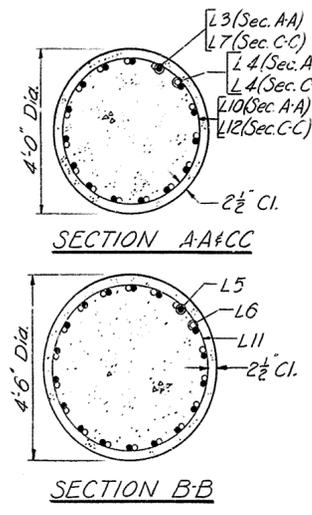
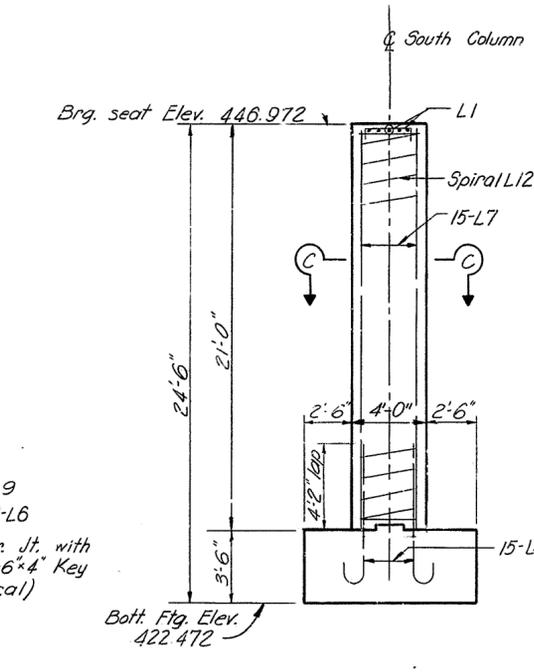
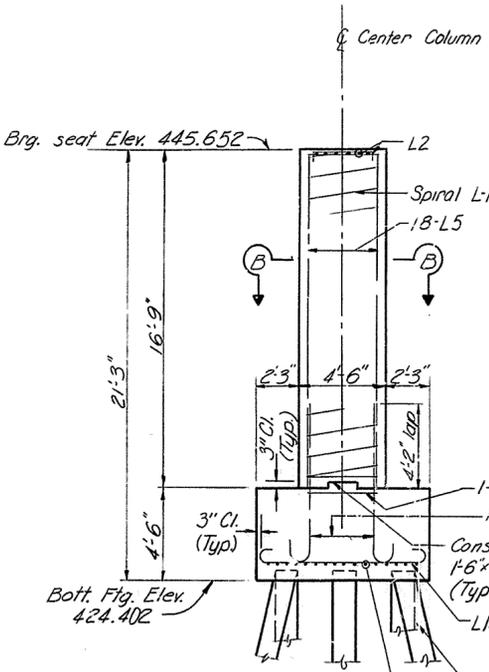
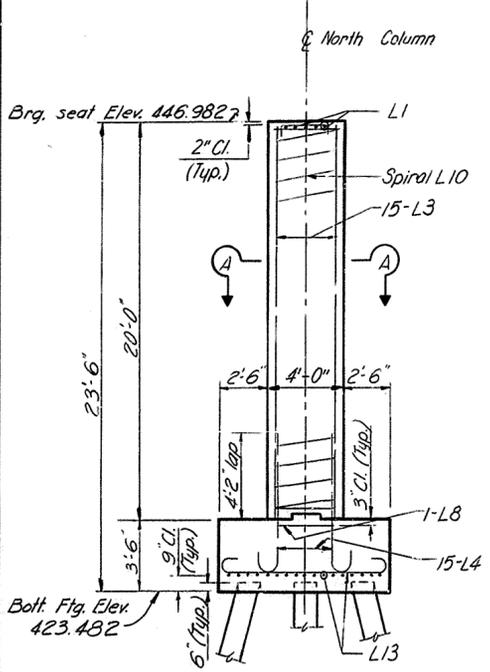
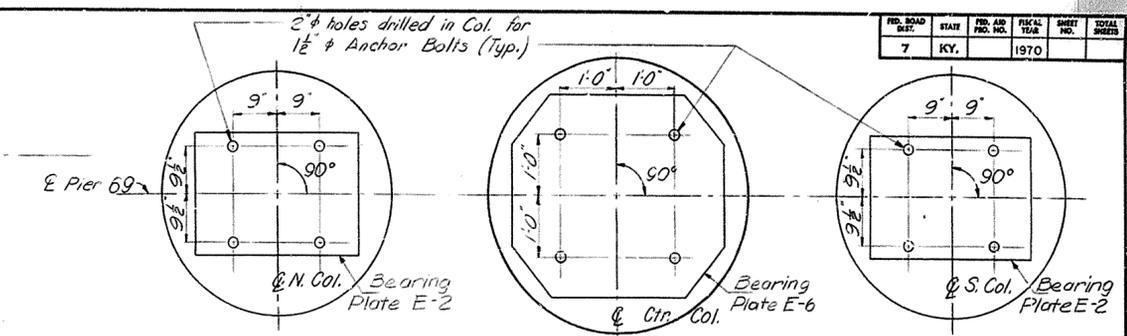
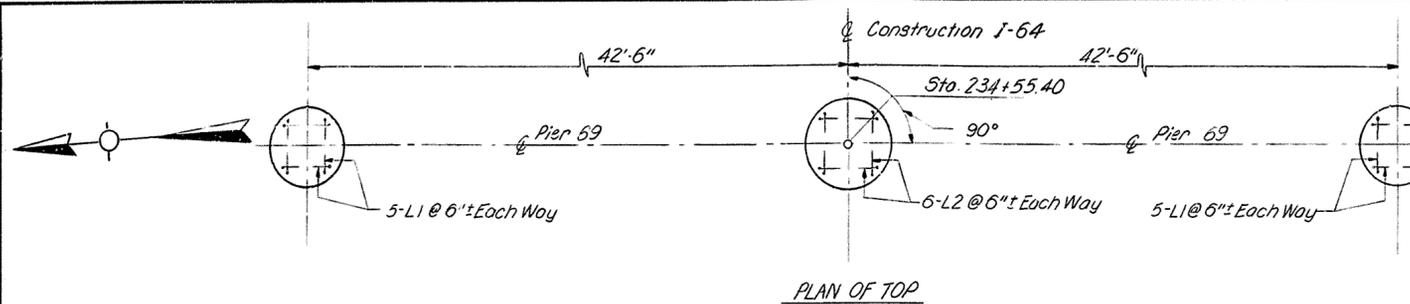
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	17470	

PIER 66

For Notes see sheet 13



BILL OF REINFORCEMENT

Mark	Type	Size	No. Req'd Pier 69	Length Ft. In.	Location	a Ft. In.	b Ft. In.	c Ft. In.
L1	(7)	#6	20	3 9	Column	2 9	0 6	-
L2	(1)	#6	12	4 0	"	3 0	0 6	-
L3	Str	#10	15	19 10	"	-	-	-
L4	(2)	#10	30	8 3	Col. & Ftg.	6 10	1 0 3/4	0 11 1/2
L5	Str	#10	18	16 7	Column	-	-	-
L6	(2)	#10	18	9 3	Col. & Ftg.	7 10	1 0 3/4	0 11 1/2
L7	Str	#10	15	20 10	Column	-	-	-
L8	(3)	#8	2	12 10	Footing	3 7	-	-
L9	(3)	#8	1	14 5	"	4 1	-	-
L10	(3)	#8	1	25 11	Column	3 7	-	-
L11	(3)	#8	1	25 0	"	4 1	-	-
L12	(3)	#8	1	28 1	"	3 7	-	-
L13	(1)	#8	78	9 10	Footing	8 6	0 6	0 6
L14	(1)	#8	16	13 4	"	11 6	0 8	0 8

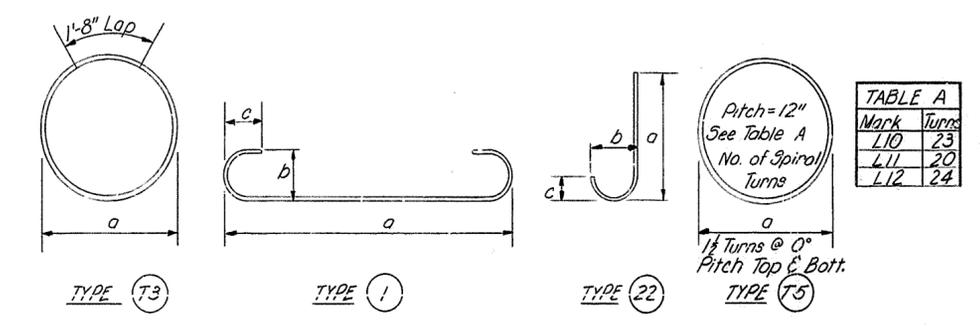
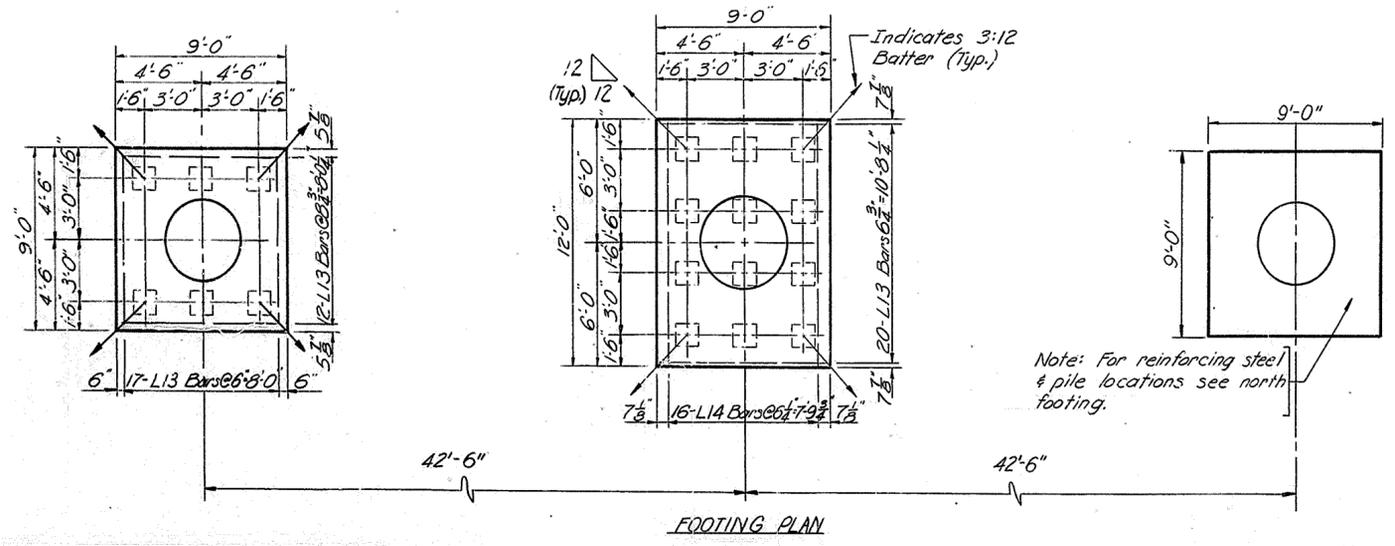


TABLE A

Mark	Turns
L10	23
L11	20
L12	24

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	67.3
Steel Reinforcement	Lbs.	8,150.
Concrete Piling Furnishing	Lin. Ft.	1,070.
Concrete Piling Driving	Lin. Ft.	1,070.
Structure Excavation, Common	Cu. Yds.	119.



DESIGNED BY: DAN. CHECKED BY: U.E.K. DATE: 3/18/68
 DRAWN BY: R.M.M. CHECKED BY: L.A.D. DATE: 3/18/68
 REVISIONS: NONE

For Notes see sheet 13

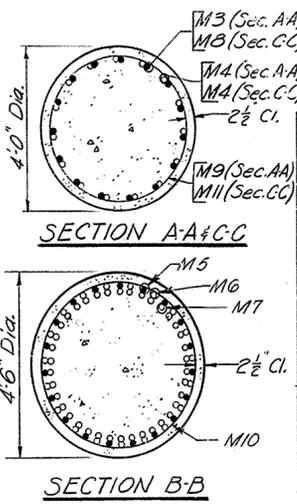
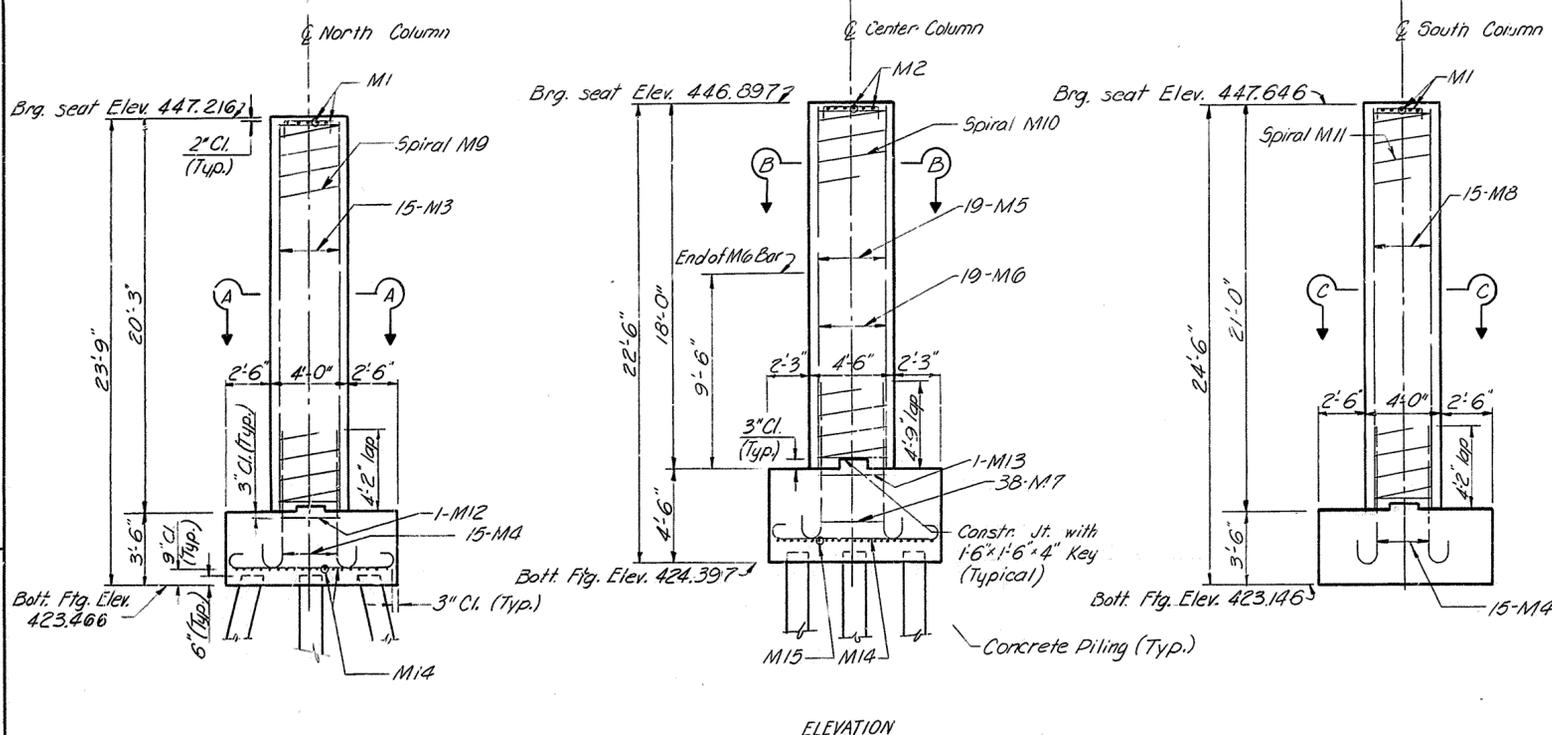
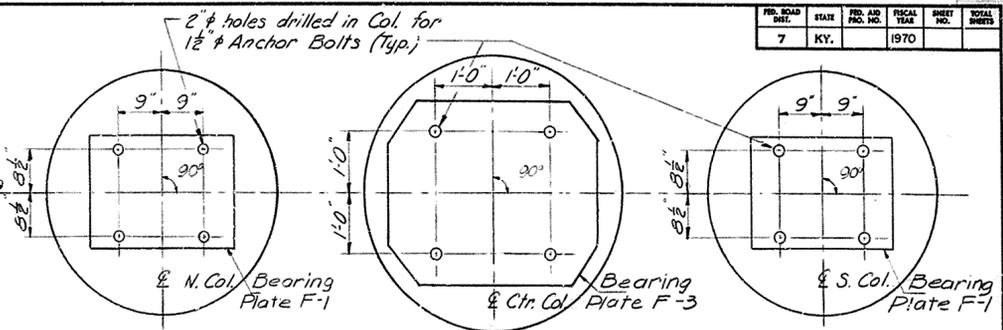
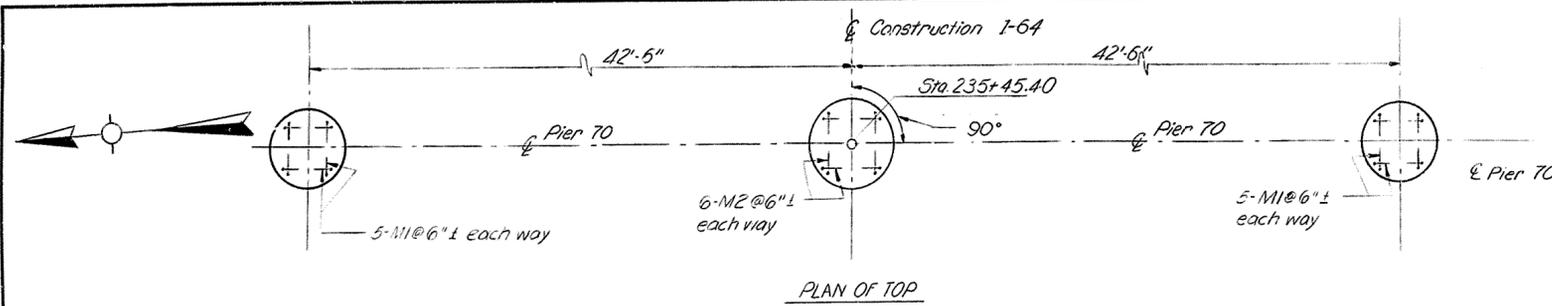
PIER 69

SHEET 25

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

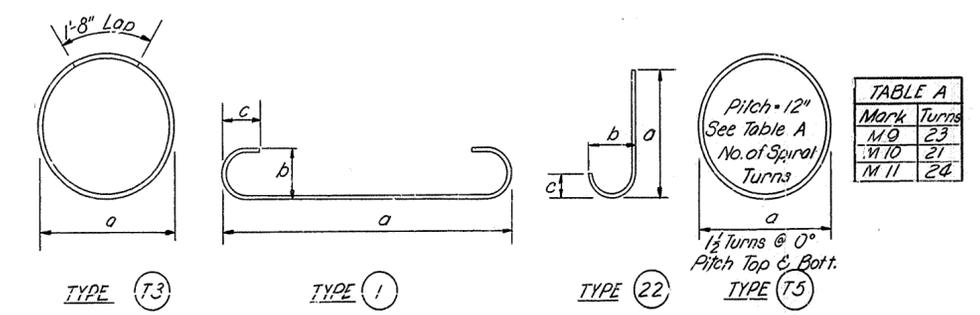
STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	17470	



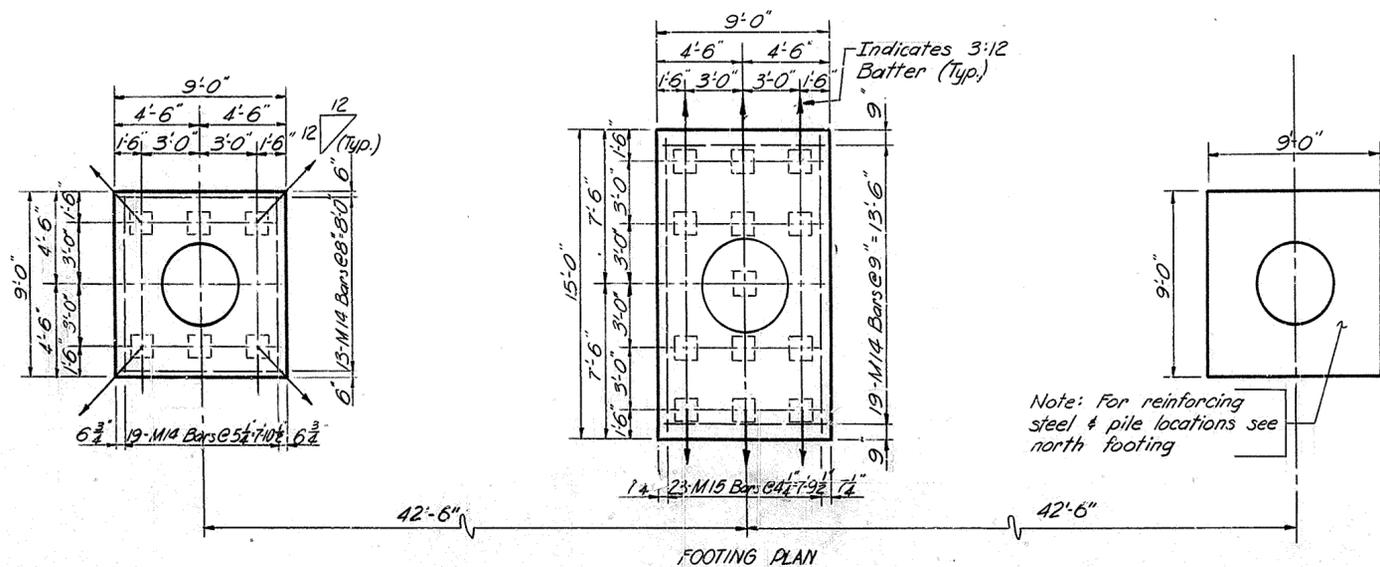
BILL OF REINFORCEMENT

Mark	Type	Size	No. Req'd. Pier 70	Length Ft./In.	Location	a Ft./In.	b Ft./In.	c Ft./In.
M1	(17)	#6	20	3 9	Column	2 9	0 0	-
M2	(17)	#6	12	4 0	"	3 0	0 0	-
M3	Str	#10	15	20 1	"	-	-	-
M4	(2)	#10	30	8 3	Col. & Ftg.	6 10	1 0 1/2	0 11 1/2
M5	Str	#11	19	17 10	Column	-	-	-
M6	Str	#11	19	9 6	"	-	-	-
M7	(2)	#11	38	10 0	Col. & Ftg.	8 5	1 2 1/2	1 0 3/4
M8	Str	#10	15	20 10	Column	-	-	-
M9	(5)	#4	1	255 11	"	3 7	-	-
M10	(5)	#4	1	260 8	"	4 1	-	-
M11	(5)	#4	1	261 1	"	3 7	-	-
M12	(5)	#4	2	12 10	Footings	3 7	-	-
M13	(3)	#8	1	14 5	"	4 1	-	-
M14	(1)	#6	33	9 10	"	8 6	0 0	0 0
M15	(1)	#9	23	17 0	"	14 6	0 11 1/2	0 10 1/2



ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	72.7
Steel Reinforcement	Lbs.	11,788
Concrete Piling Furnishing	Lin. Ft.	1,119
Concrete Piling Driving	Lin. Ft.	1,119
Structure Excavation, Common	Cu. Yds.	12.4



Note: For reinforcing steel & pile locations see north footing

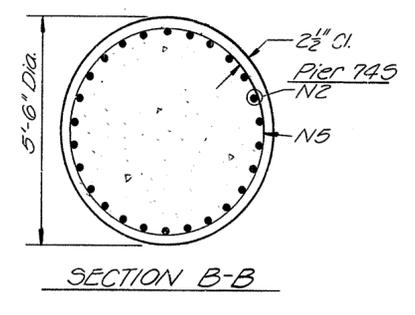
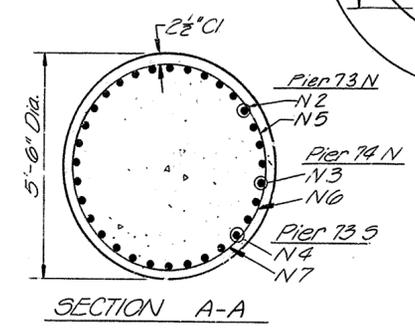
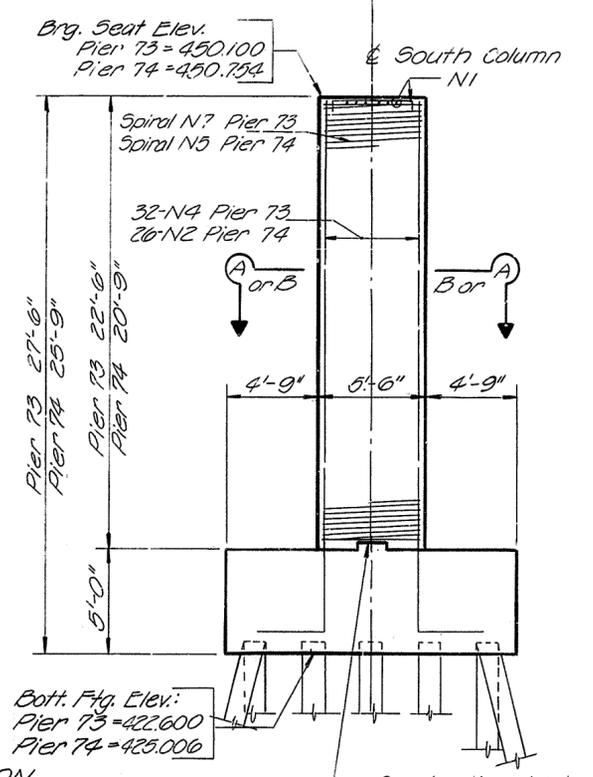
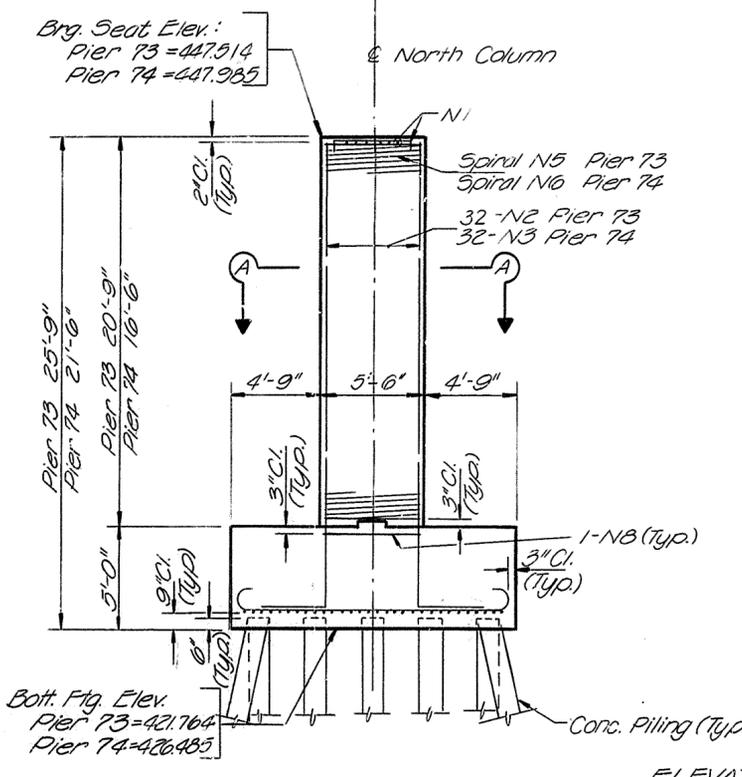
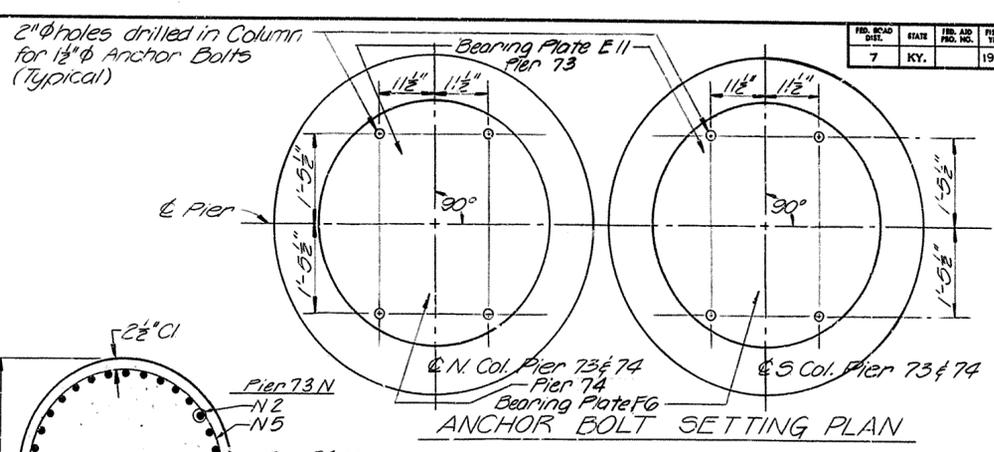
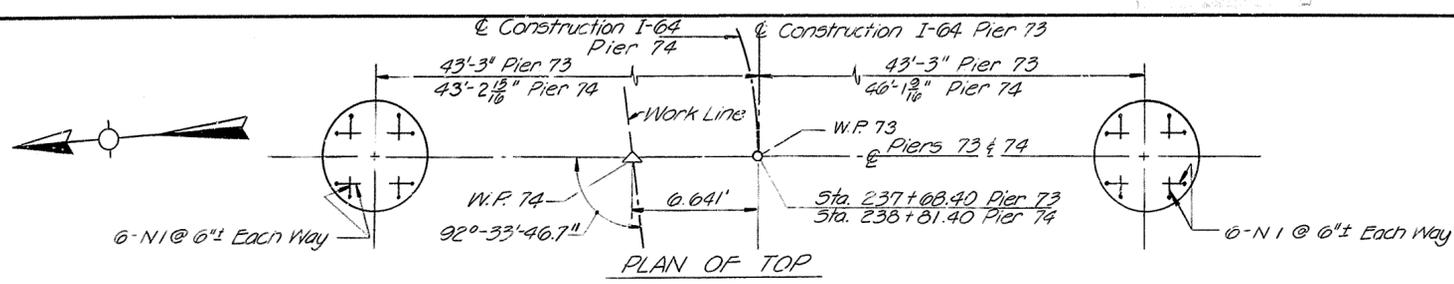
For Notes see sheet 13

DESIGNED BY: PAL
 CHECKED BY: LAD
 DATE: 3/64
 REVISIONS:

PIER 70

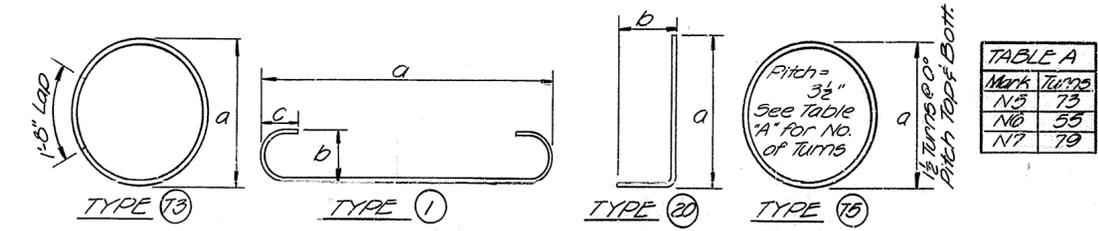
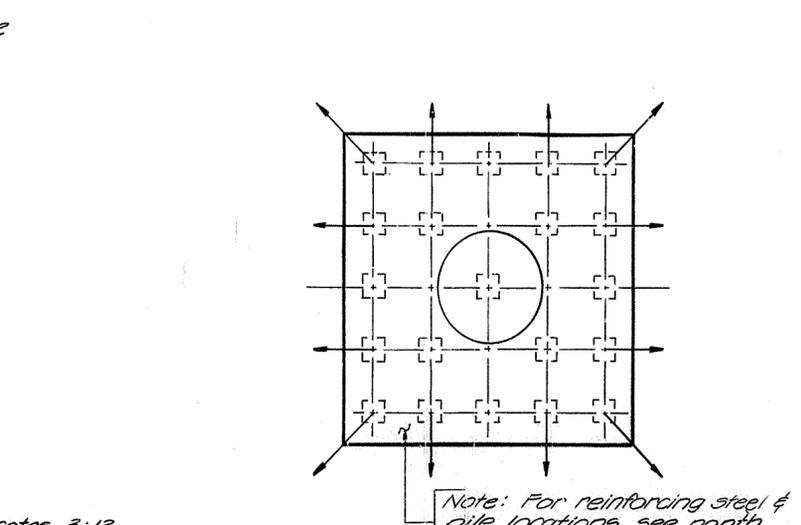
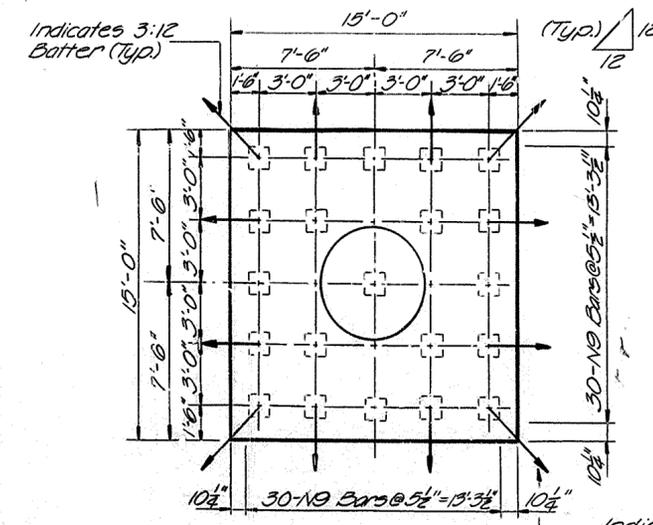
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD
 STATION 234+85 PROJECT NO. 164-2(35)3
 BRIDGE NUMBER 17470

SHEET 26



BILL OF REINFORCEMENT

Mark	Type	Size	No. Req'd		Length Ft./In.	Location	a			b			c			
			Pier 73	Pier 74			Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
N1	(1)	#10	24	24	5 4	Column	9	4	0	6	-	-	-	-	-	-
N2	(2)	#18s	32	26	28 1	Col. & Ftg	24	7 1/2	3	5	-	-	-	-	-	-
N3	(2)	#18s	-	32	23 10	"	20	4 1/2	3	5	-	-	-	-	-	-
N4	(2)	#18s	32	-	29 10	"	20	4 1/2	3	5	-	-	-	-	-	-
N5	(3)	3"φ	1	1	1153 10	Column	5	1	-	-	-	-	-	-	-	-
N6	(3)	3"φ	-	1	916 9	"	5	1	-	-	-	-	-	-	-	-
N7	(3)	3"φ	1	-	648 8	"	5	1	-	-	-	-	-	-	-	-
NB	(3)	3"φ	2	2	17 0	Footings	5	1	-	-	-	-	-	-	-	-
N9	(1)	#9	120	120	17 0	"	14	6	0	1 1/2	0	10 1/2	-	-	-	-



ESTIMATE OF QUANTITIES

ITEM	UNIT	Pier 73	Pier 74
Concrete Class A	Cu. Yds	1205	1150
Steel Reinforcement	Lbs.	34859	29611
Concrete Piling Furnishing	Lin. Ft.	1793	1942
Concrete Piling Driving	Lin. Ft.	1793	1942
Structure Excavation, Common	Cu. Yds	214	180

DESIGNED BY: SAJ
 CHECKED BY: JMS
 DATE: 11/15/69
 DRAWN BY: SAJ
 CHECKED BY: JMS
 DATE: 11/15/69
 REVISIONS: NONE

STATION 234+85 PROJECT NO. 164-2(35)3

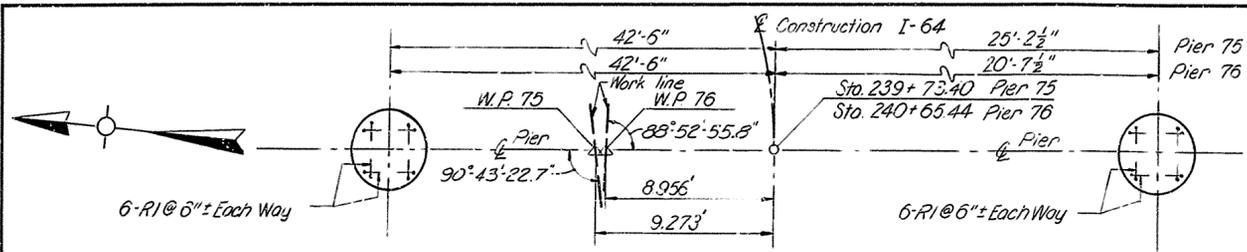
BRIDGE NUMBER 17470 DRAWING NO. INDEX

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON ROAD

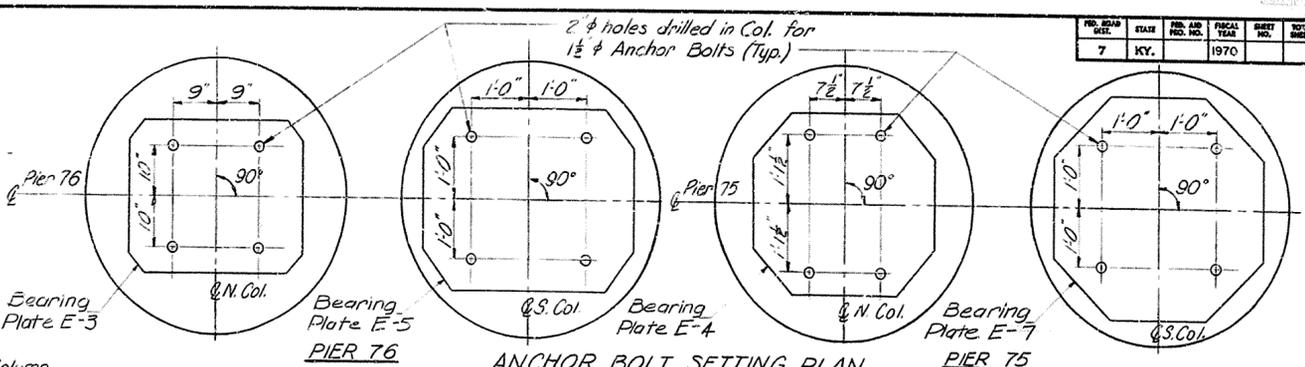
PIERS 73 & 74

For Notes see sheet 13

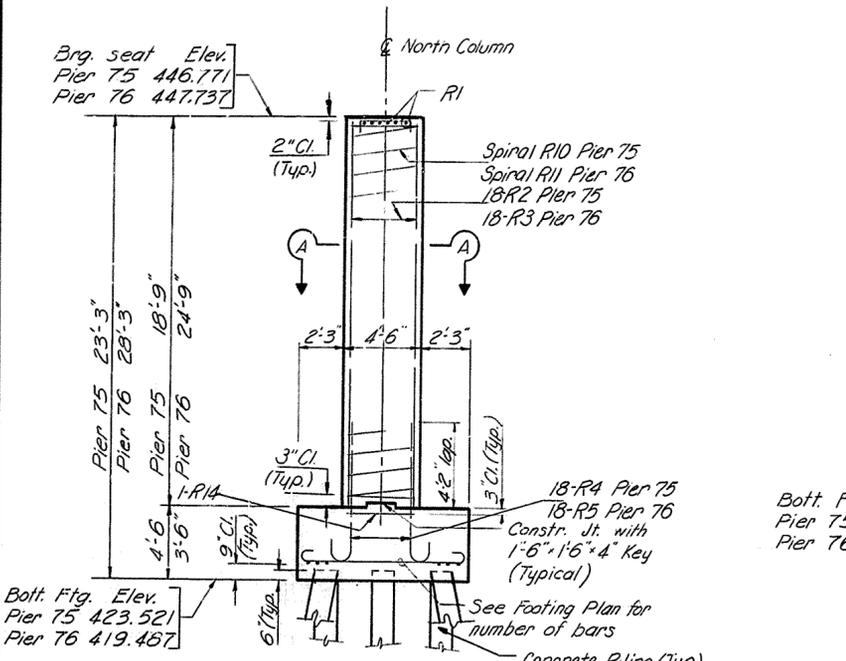
SHEET 27



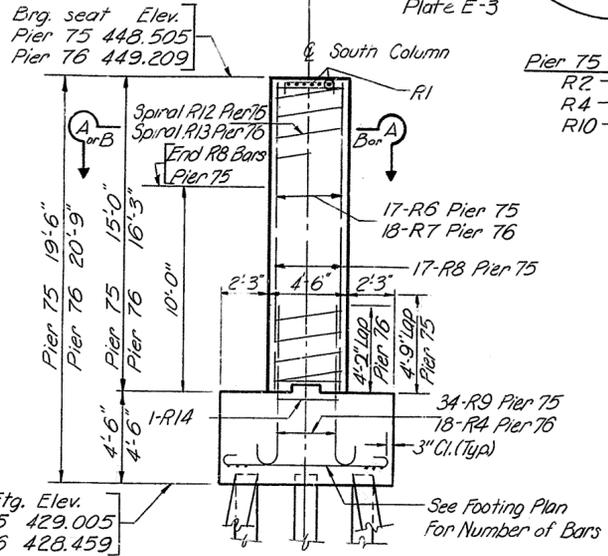
PLAN OF TOP



ANCHOR BOLT SETTING PLAN



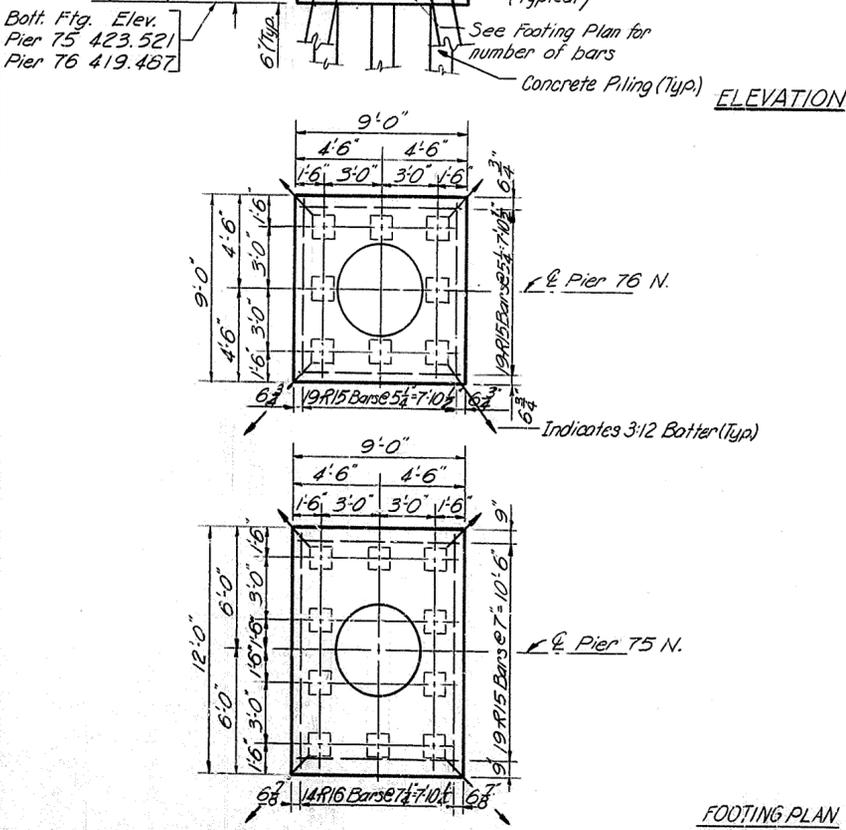
ELEVATION



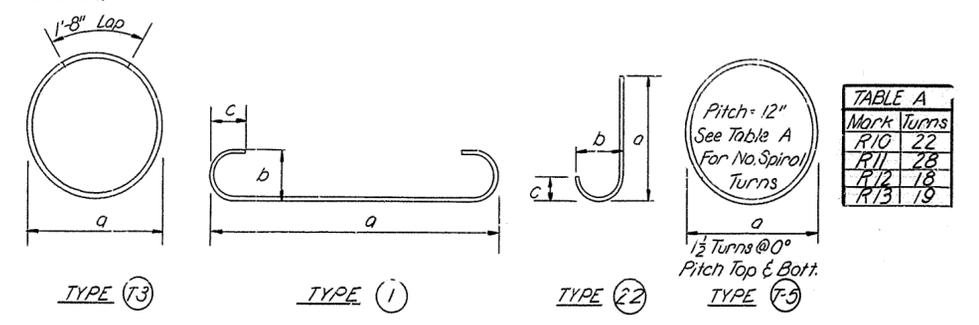
SECTION A-A

SECTION B-B

Mark	Type	Size	No. Req'd		Length Ft. In.	Location	a b c					
			Pier 75	Pier 76			Ft. In.	Ft. In.	Ft. In.			
R1	(1)	#6	24	24	4 0	Column	3	0	0	6	-	-
R2	Str.	#10	18	-	18 7	"	-	-	-	-	-	-
R3	Str.	#10	-	18	24 7	"	-	-	-	-	-	-
R4	(2)	#10	18	18	9 3	Col. & Ftg.	7	10	1	0	0	1 1/2
R5	(2)	#10	-	18	8 3	"	6	10	1	0	0	1 1/2
R6	Str.	#11	17	-	14 10	Column	-	-	-	-	-	-
R7	Str.	#10	-	18	16 1	"	-	-	-	-	-	-
R8	Str.	#11	17	-	10 0	"	-	-	-	-	-	-
R9	(2)	#11	34	-	10 0	Col. & Ftg.	8	5	1	2	1	0 1/2
R10	(5)	#6	1	-	279 4	Column	4	1	-	-	-	-
R11	(5)	#6	-	1	355 6	"	4	1	-	-	-	-
R12	(5)	#6	1	-	228 7	"	4	1	-	-	-	-
R13	(5)	#6	-	1	241 3	"	4	1	-	-	-	-
R14	(3)	#6	2	2	14 5	Footings	4	1	-	-	-	-
R15	(1)	#6	44	57	9 10	"	8	6	0	6	0	6
R16	(1)	#8	14	14	13 4	"	11	6	0	8	0	8
R17	(1)	#9	23	-	17 0	"	14	6	0	14	0	10 1/2



FOOTING PLAN



ITEM	UNIT	PIER 75	PIER 76
Concrete Class A	Cu. Yds.	596	522
Steel Reinforcement	Lbs.	9,187	6,408
Concrete Piling Furnishing	Lin. Ft.	1,193	869
Concrete Piling Driving	Lin. Ft.	1,193	869
Structure Excavation, Common	Cu. Yds.	86	85

DESIGNED BY: J.E.K. DATE: 3-68
 CHECKED BY: W.F.S. DATE: 3-68
 DRAWN BY: L.A.D. DATE: 3-68
 REVISIONS:

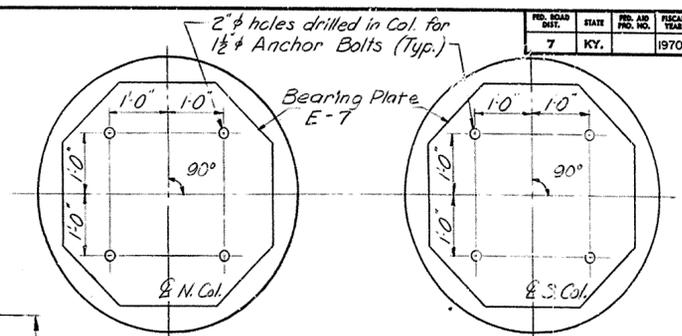
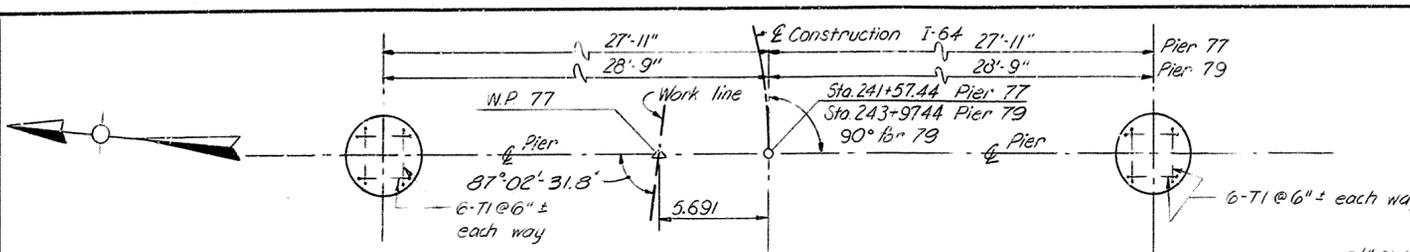
For Notes see sheet 13

PIERS 75 & 76

SHEET 28

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85	PROJECT NO. 164-2(35)3
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX



BILL OF REINFORCEMENT

Mark	Type	Size	No. Req'd		Length Ft./In.	Location	a		b		c	
			Pier 77	Pier 79			Ft.	In.	Ft.	In.	Ft.	In.
T1	(17)	#6	24	24	4 0	Column	3	0	0	0	-	-
T2	Str	#10	27	20	17 10	"	-	-	-	-	-	-
T3	Str	#9	27	-	10 2	"	-	-	-	-	-	-
T4	Str	#10	-	20	11 8	"	-	-	-	-	-	-
T5	(2)	#10	62	40	9 3	Col. & Ftg.	7	10	1	0	2	0
T6	Str	#10	35	-	16 4	Column	-	-	-	-	-	-
T7	Str	#10	-	20	19 7	"	-	-	-	-	-	-
T8	(2)	#9	1	-	342 10	"	4	1	-	-	-	-
T9	(2)	#9	1	1	355 6	"	4	1	-	-	-	-
T10	(2)	#9	1	-	241 3	"	4	1	-	-	-	-
T11	(2)	#9	1	1	202 1	"	4	1	-	-	-	-
T12	(3)	#9	2	2	14 5	Footings	4	1	-	-	-	-
T13	(1)	#9	47	50	17 0	"	14	6	0	11 1/2	0	0 1/2
T14	(1)	#6	48	38	9 10	"	8	6	0	6	0	0

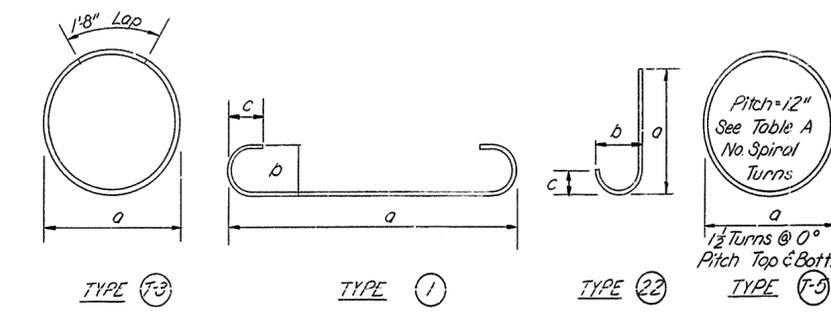
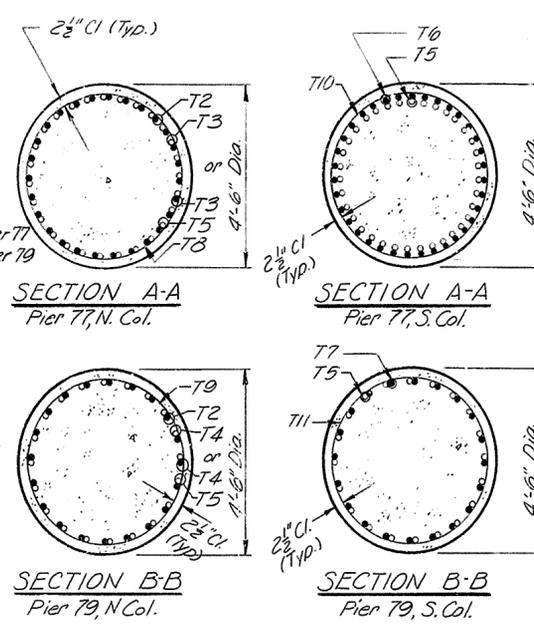
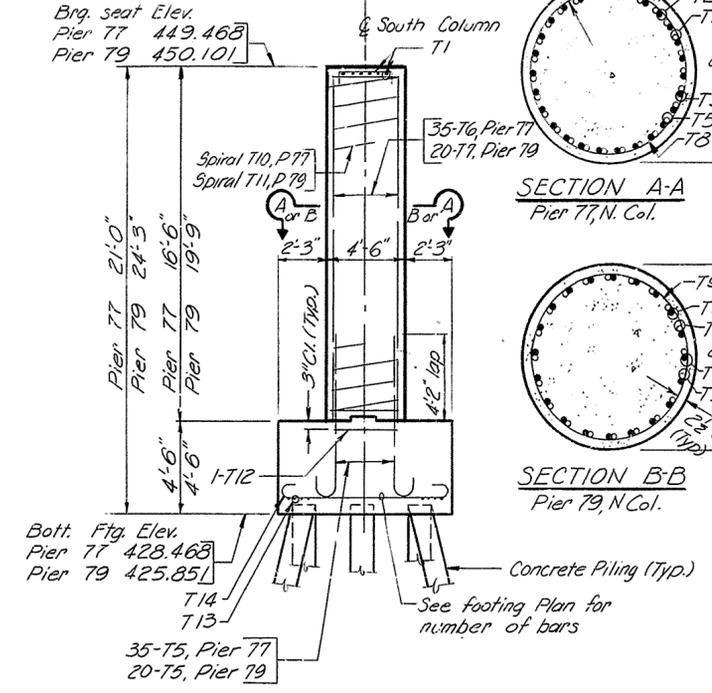
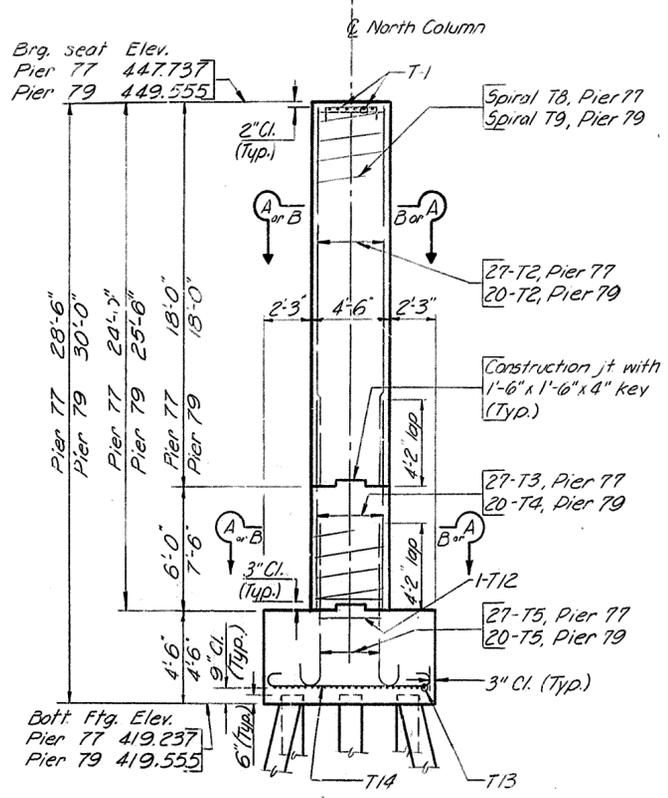
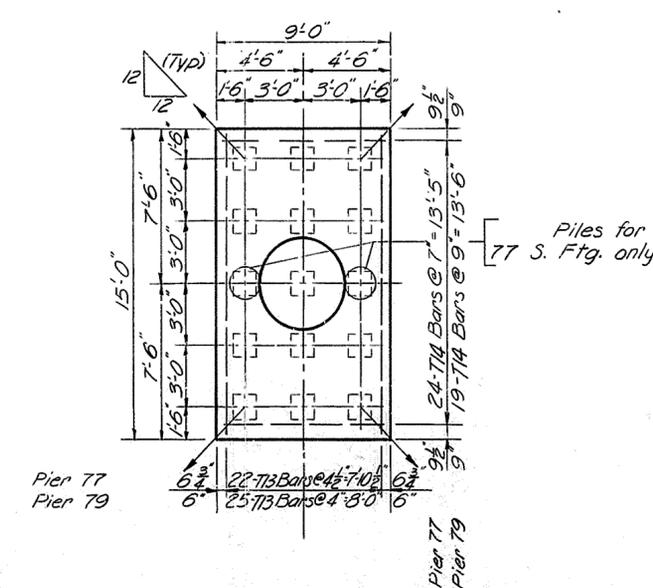
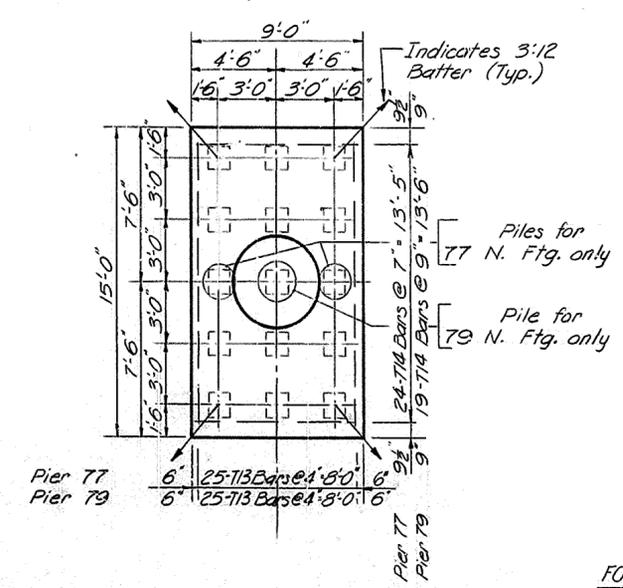


TABLE A

Mark	Turns
T3	27
T9	28
T10	19
T11	23

ESTIMATE OF QUANTITIES

ITEM	UNIT	PIER 77	PIER 79
Concrete Class A	Cu. Yds.	64.6	66.5
Steel Reinforcement	Lbs.	12,164	9,863
Concrete Piling Furnishing	Lin. Ft.	1,300	1,134
Concrete Piling Driving	Lin. Ft.	1,300	1,134
Structure Excavation, Common	Cu. Yds.	116	162



DESIGNED BY: [Signature] CHECKED BY: [Signature]
 DRAWN BY: [Signature] REVISIONS BY: [Signature]
 DATE: [Date] DATE: [Date]
 SCALE: [Scale]

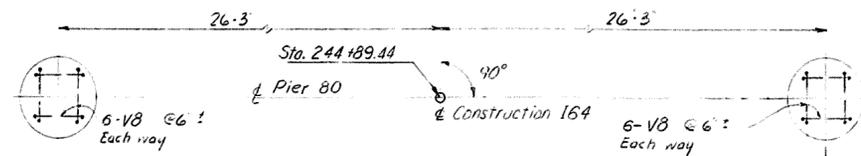
For Notes see sheet 13

PIERS 77 & 79

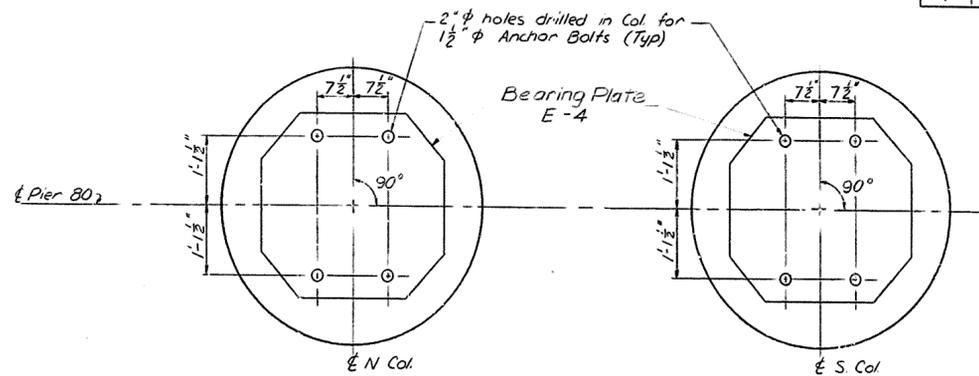
SHEET 29

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

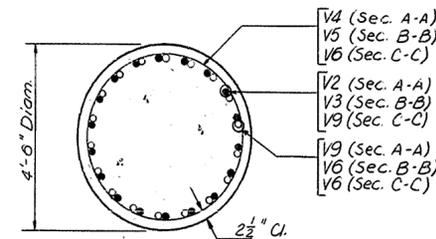
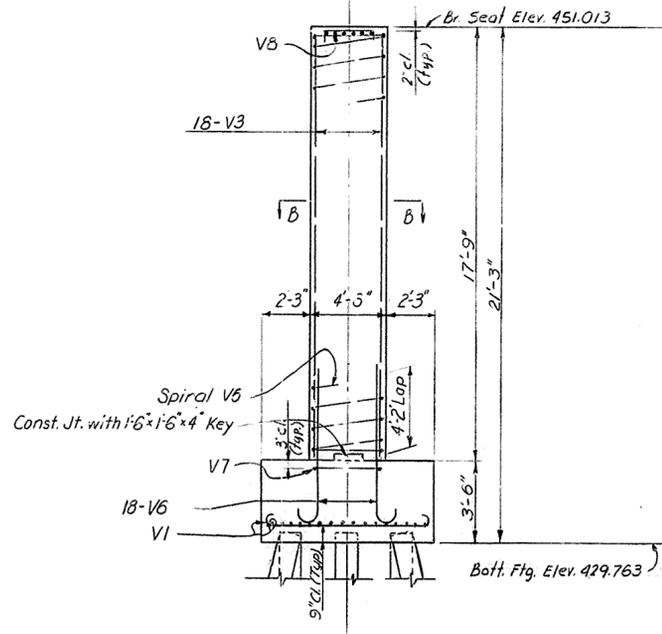
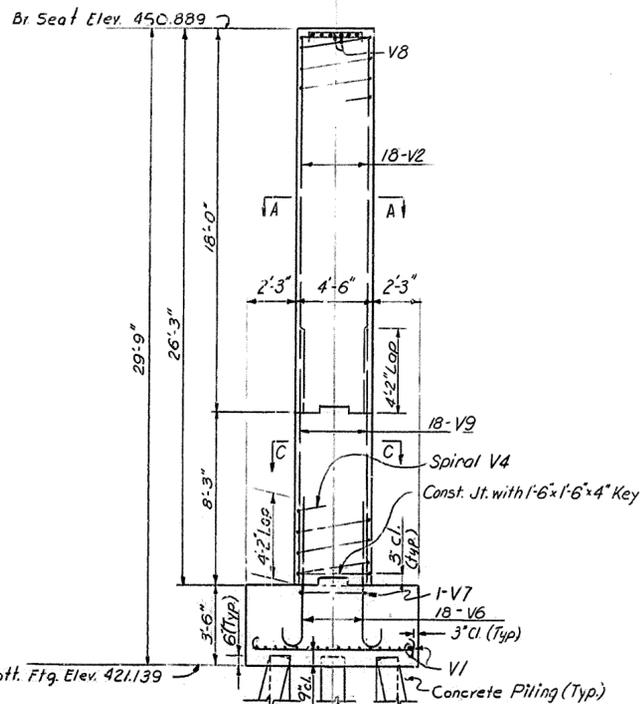
STATION 234+85 PROJECT NO. 164-2(35)3
 BRIDGE NUMBER 17470 DRAWING NO. 17470



PLAN OF TOP



ANCHOR BOLT SETTING PLAN



SECTION A-A, B-B & C-C

Mark	Type	Size	No. Req'd	Length Ft. in.	Location	a Ft. in.	b Ft. in.	c Ft. in.
V1	(1)	#6	80	9 10	Footing	8	6	0 6 0 6
V2	Str.	#10	18	17 10	Column	-	-	-
V3	Str.	#10	18	17 7	"	-	-	-
V4	(15)	1/2"	1	368 3	"	4	1	-
V5	(15)	1/2"	1	266 8	"	4	1	-
V6	(2)	#10	36	8 3	Col. & Ftg.	6	10	1 0 1/2 0 11 1/2
V7	(15)	1/2"	2	44 5	Footing	4	1	-
V8	(11)	#6	24	4 0	Column	3	0	0 6 -
V9	Str.	#10	18	12 5	"	-	-	-

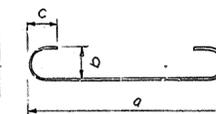


TYPE (13)

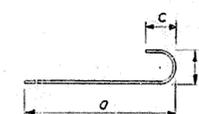


TYPE (15)

Mark	Turns
V4	29
V5	21



TYPE (1)

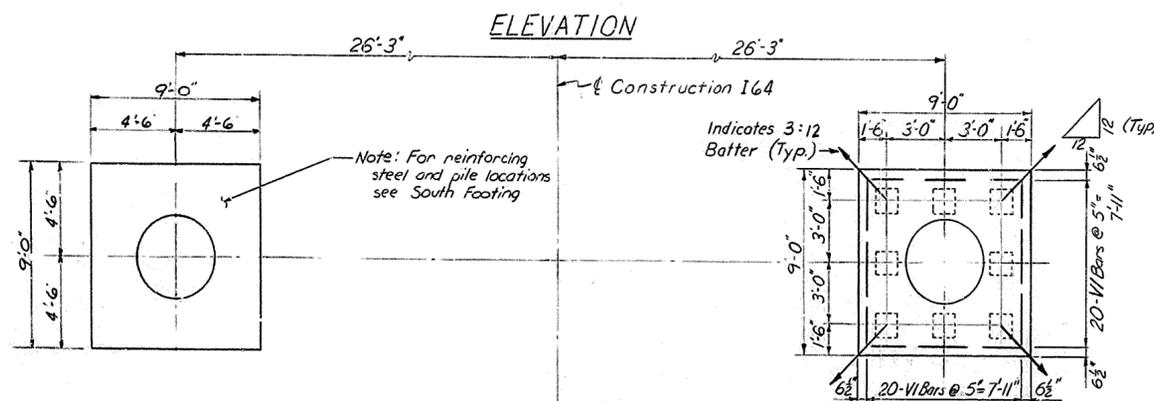


TYPE (2)

ITEM	UNIT	AMOUNT
Concrete Class. A	Cu. Yds.	46.5
Steel Reinforcement	Lbs.	6,751
Concrete Piling Furnishing	Lin. Ft.	745
Concrete Piling Driving	Lin. Ft.	745
Structure Excavation, Common	Cu. Yds	79



TYPE (17)



FOOTING PLAN

For Notes see Sheet 13

DESIGNED BY: WRT
 CHECKED BY: 206
 DATE: 12/2/66
 TRACED BY:

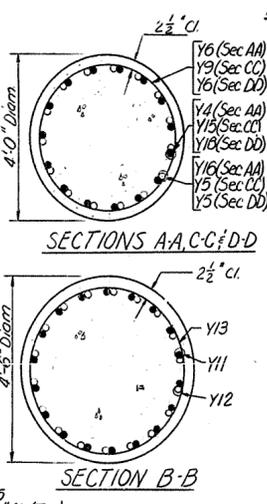
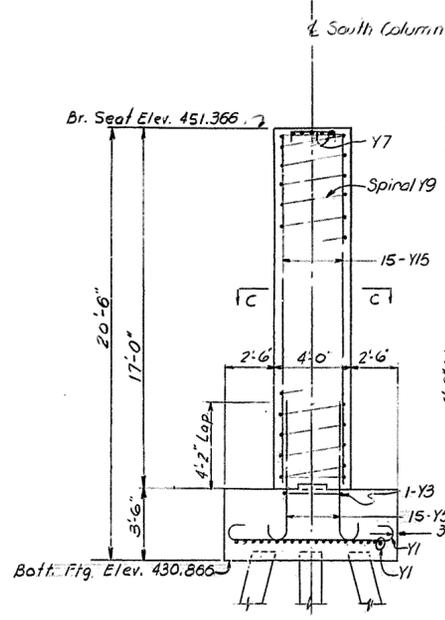
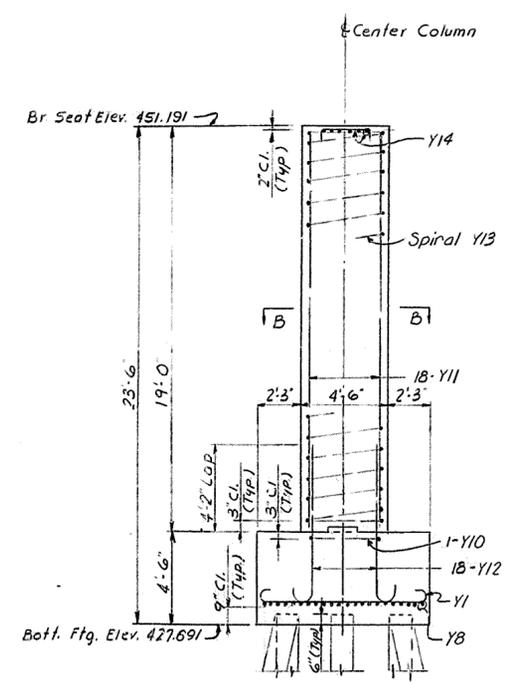
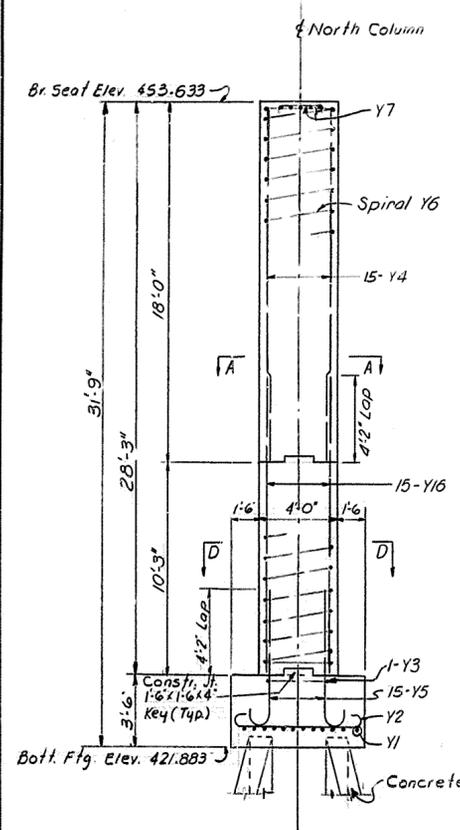
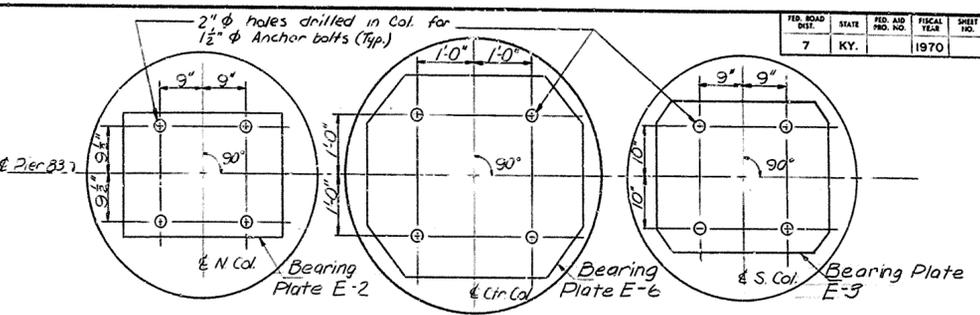
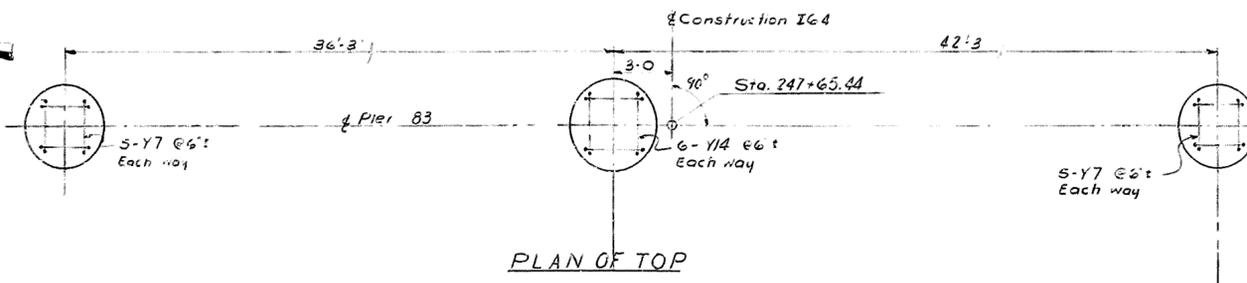
PIER 80

SHEET 31

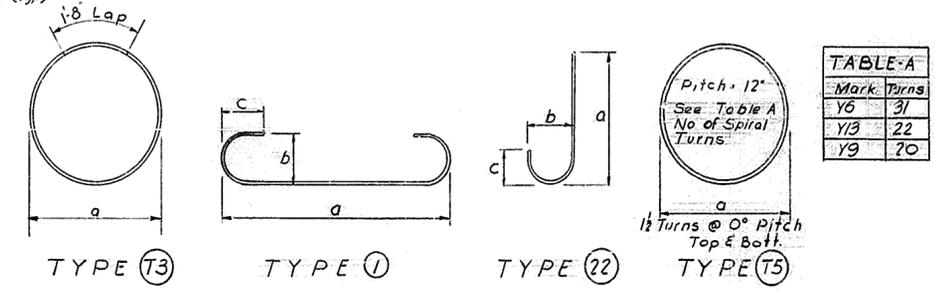
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164 7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+ 85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER	DRAWING NO.	NO.
	17470	

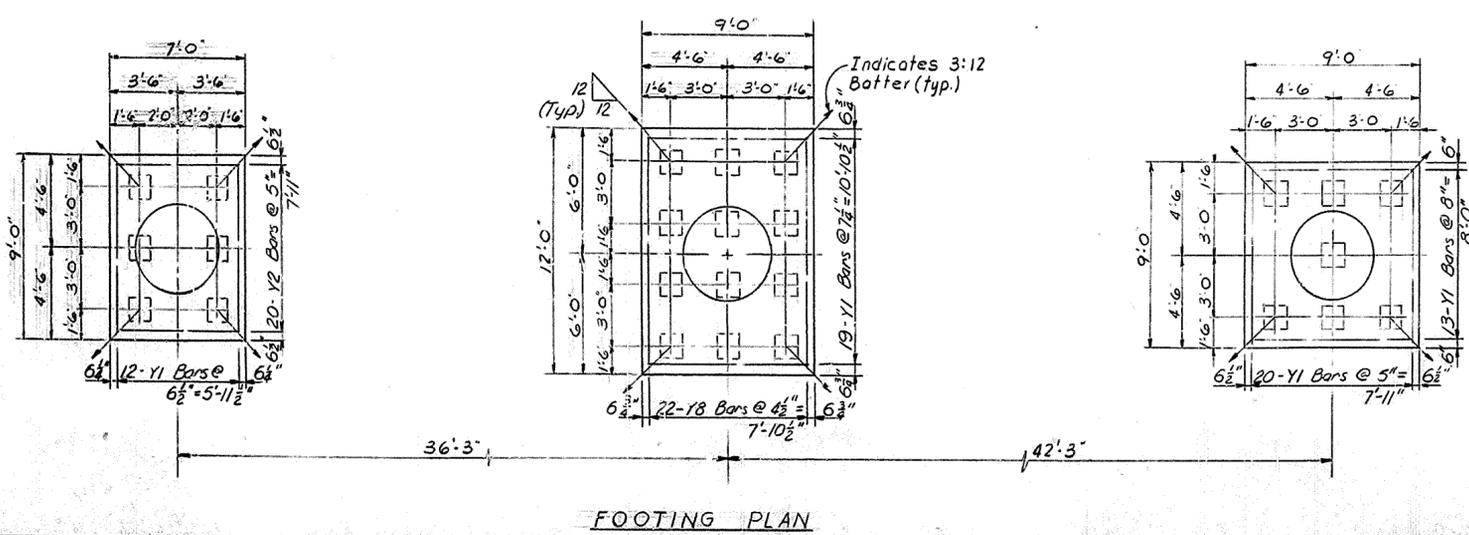


Mark	Type	Size	No. Reqd	length	Location	a	b	c
			Pier 83	ft. in		ft. in	ft. in	ft. in
Y1	(1)	#6	64	9 10	Footing	8 6 0	6 0 6	0 6
Y2	(1)	#6	20	7 10	"	6 6 0	6 0 6	0 6
Y3	(13)	#4	2	12 10	"	3 7	-	-
Y4	Str.	#10	15	17 10	Column	-	-	-
Y5	(22)	#10	30	8 3	Col. E Ftg	6 10 1	0 7 0	11 1/2
Y6	(75)	#4	1	344 11	Column	3 7	-	-
Y7	(17)	#6	20	3 9	Column	2 9 0	6	-
Y8	(1)	#8	22	13 4	Footing	11 6 0	8 0 8	-
Y9	(75)	#4	1	22 7	Column	3 7	-	-
Y10	(13)	#4	1	14 5	Footing	4 1	-	-
Y11	Str.	#10	18	18 10	Column	-	-	-
Y12	(22)	#10	18	9 3	Col. E Ftg	7 10 1	0 7 0	11 1/2
Y13	(75)	#4	1	279 4	Column	4 1	-	-
Y14	(17)	#6	12	4 0	"	3 0 0	6	-
Y15	Str.	#10	15	16 10	"	-	-	-
Y16	Str.	#10	15	14 5	"	-	-	-



Mark	Turns
Y6	31
Y13	22
Y9	?0

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	65.3
Steel Reinforcement	Lbs.	9,158
Concrete Piling Furnishing	Lin. Ft.	1,202
Concrete Piling Drilling	Lin. Ft.	1,202
Structure Excavation, Common	Cu. Yds.	96



DESIGNED BY: M.P.F. FOR [unreadable] CHECKED BY: R.D.G.
 DATE: [unreadable] DATE: [unreadable]
 REVISIONS: [unreadable]

For notes see Sheet 13

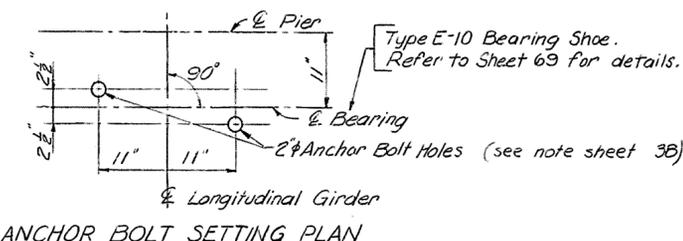
SHEET 34

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

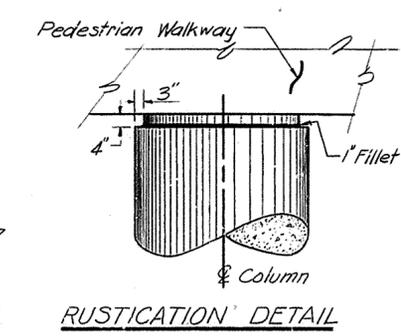
BRIDGE NUMBER	DRAWING NO. 17470	INDEX
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PIER 83



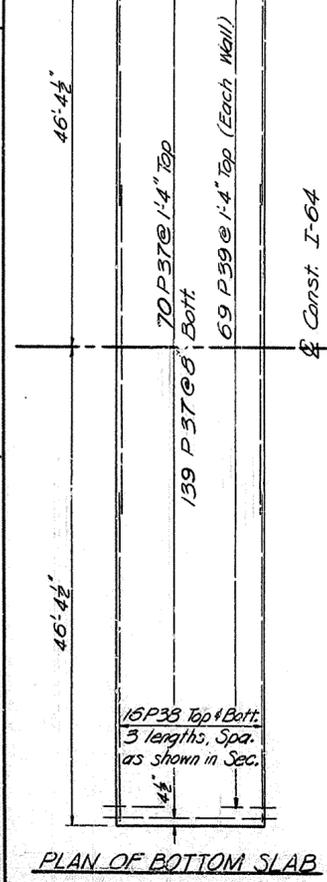
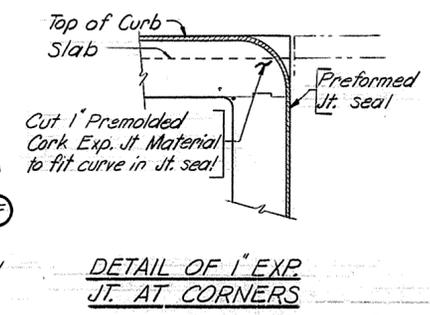
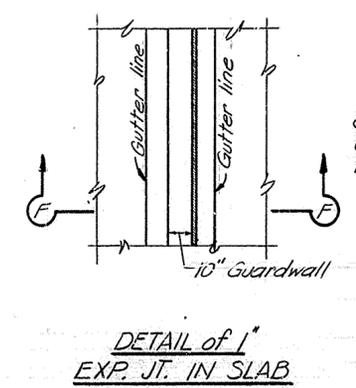
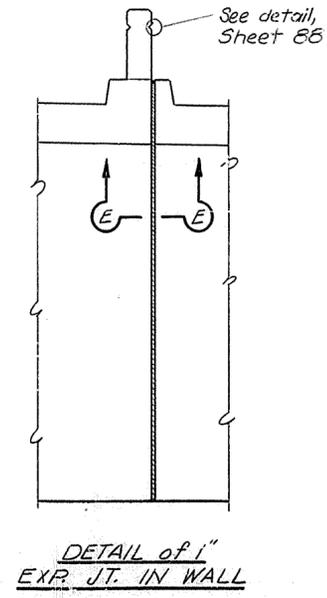
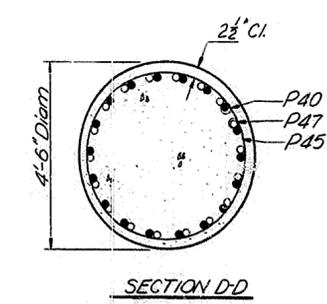
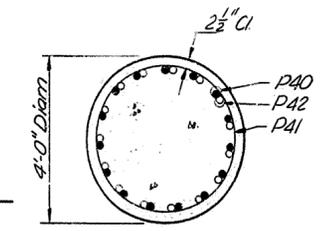
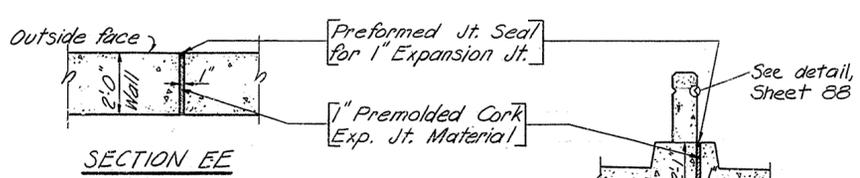
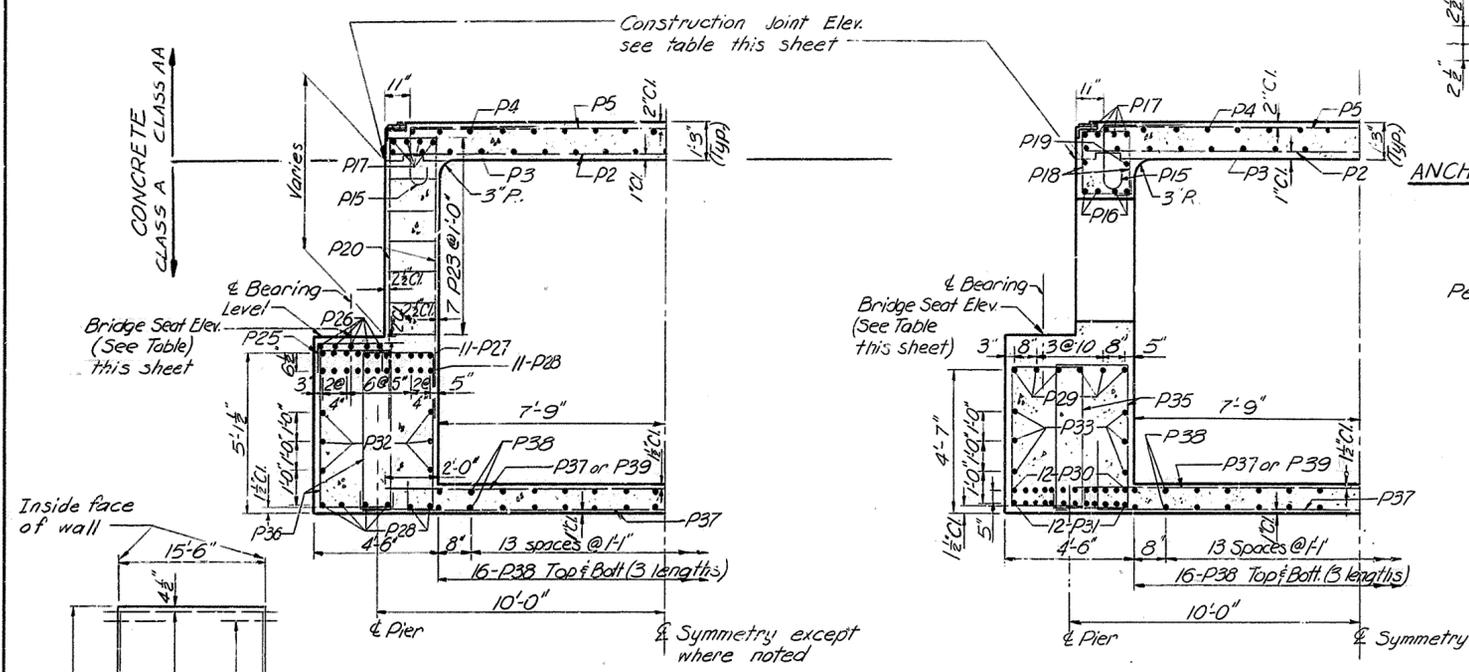
BRIDGE SEAT ELEVATIONS

@ & Girder	Pier 67	Pier 68	Pier 71	Pier 72
A	451.016	450.869	450.367	450.409
B	50.971	50.855	50.523	50.565
C	50.926	50.841	50.679	50.721
D	50.882	50.827	50.835	50.877
E	50.837	50.813	50.976	51.017
F	50.837	50.813	50.976	51.017
G	50.702	50.692	51.090	51.161
H	50.558	50.561	51.204	51.305
J	50.413	50.432	51.317	51.449
K	50.268	50.301	51.431	51.593



CONSTRUCTION JOINT ELEVATIONS

@ & Girder Extended	Pier 67	Pier 68	Pier 71	Pier 72
A	456.770	456.635	456.129	456.178
B	56.726	56.620	56.285	56.334
C	56.682	56.605	56.441	56.490
D	56.639	56.589	56.597	56.646
E	56.595	56.574	56.753	56.802
F	56.606	56.581	56.738	56.787
G	56.462	56.451	56.854	56.929
H	56.318	56.321	56.968	57.071
J	56.174	56.191	57.084	57.212
K	56.030	56.061	57.200	57.354



Work Sheets 35, 36, 37 & 38 together See sheet 3B for Notes

SHEET 36

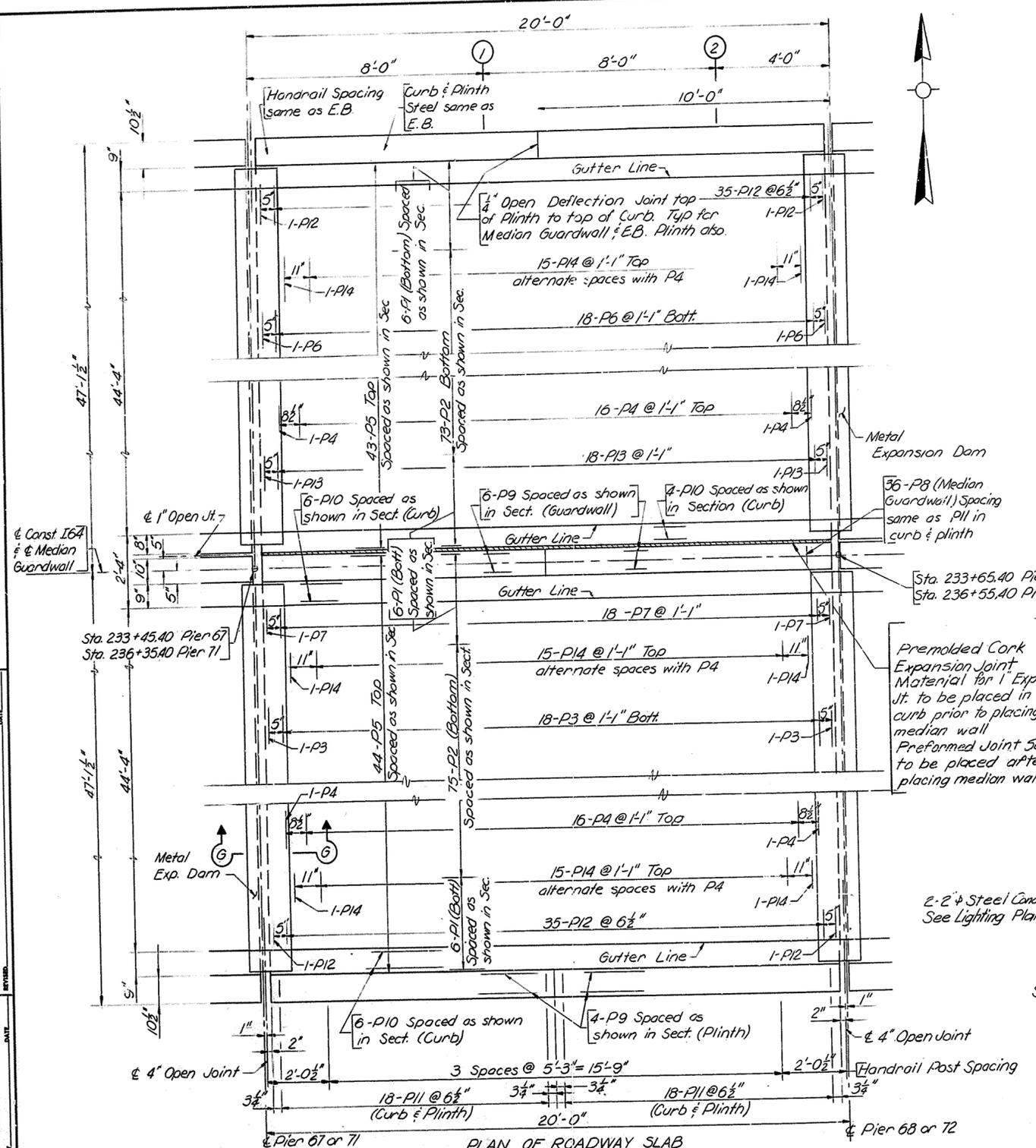
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
1647th STREET TO 2nd STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85 PROJECT NO. 164-2(3b)3

BRIDGE NUMBER	DRAWING NO.	BOOK
	17470	

SPANS 67 & 71
PEDESTRIAN WALKWAY

DESIGNED BY: WCC
CHECKED BY: DAL
DATE: 5-68
REVISIONS:
DATE: 5-68
DATE: 5-68



BILL OF REINFORCEMENT										
MARK	TYPE	SIZE	NUMBER REQUIRED		LENGTH ft. in.	LOCATION	a ft. in.	D ft. in.	C ft. in.	
			SPAN 67 Pier 67	SPAN 71 Pier 71						
P1	Str.	#10	24	24	19 2	Slab				
P2	Str.	#8	148	148	19 2	"				
P3	Str.	#6	20	20	46 6	"				
P4	Str.	#4	36	36	47 4	"				
P5	Str.	#8	87	87	17 3	"				
P6	Str.	#6	20	20	45 7	"				
P7	Str.	#5	20	20	6 4	Slab & Curb				
P8	Str.	#4	36	36	8 0	Guardwall	0 7	2 11		
P9	Str.	#4	28	28	9 5	Plinth & Sidewall				
P10	Str.	#5	22	22	19 2	Curb				
P11	Str.	#4	72	72	6 6	Curb & Plinth	0 7 1/2	2 1 1/2		
P12	Str.	#5	74	74	6 3	Slab & Curb				
P13	Str.	#4	20	20	3 2	"				
P14	Str.	#5	51	51	4 10	"	4 0	0 10		
P15	Str.	#6	172	172	7 1	Slab & Sidewall				
P16	Str.	#8	16	16	16 15	Sidewall				
P17	Str.	#10	8	8	8 45	"				
P18	Str.	#4	44	44	8 6	"	1 8	2 1		
P19	Str.	#5	8	8	8 15	"				
P20	Str.	#10	102	102	9 5	"				
P21	Str.	#4	14	14	14 15	"	1 8	6 2 1/2		
P22	Str.	#4	14	14	14 15	"	1 8	5 9 1/2		
P23	Str.	#4	7	7	7 19	"	1 8	7 7 1/2		
P24	Str.	#4	7	7	7 17	"	1 8	6 9 1/2		
P25	Str.	#4	70	70	4 4	Cap	2 3 1/2	1 0		
P26	Str.	#4	30	30	5 5	"	3 4 1/2	1 0		
P27	Str.	#11	11	11	11 18	"				
P28	Str.	#11	17	17	17 23	"				
P29	Str.	#11	12	12	12 40	"	39 1	1 2 1/2	1 0 3/4	
P30	Str.	#11	24	24	24 26	"				
P31	Str.	#11	24	24	24 40	"				
P32	Str.	#5	6	6	6 21	"				
P33	Str.	#5	12	12	12 37	"				
P34	Str.	#5	6	6	6 8	"	4 1	2 1		
P35	Str.	#4	128	128	15 2	"	2 6 1/2	4 6 1/2		
P36	Str.	#4	74	74	74 16	"	2 6 1/2	5 1		
P37	Str.	#5	209	209	19 6	Bottom Slab				
P38	Str.	#4	96	96	32 0	"				
P39	Str.	#5	138	138	6 8	"				
P40	Str.	#10	48	48	48 21	Column				
P41	Str.	#8	2	2	2 233	"	3 7			
P42	Str.	#10	30	30	30 8	Col. & Ftg.	6 11	1 0 3/4	0 11 1/2	
P43	Str.	#8	2	2	2 12	Footing	3 7			
P44	Str.	#6	70	70	70 9	"	8 6	0 6	0 6	
P45	Str.	#8	1	1	1 266	Column	4 1			
P46	Str.	#8	1	1	1 14	Footing	4 1			
P47	Str.	#10	18	18	18 8	Col. & Ftg.	7 5	1 0 3/4	0 11 1/2	
P48	Str.	#8	16	16	16 13	Footing	11 6	0 8	0 8	
P49	Str.	#5	2	2	2 1	Cap				
P50	Str.	#4	4	4	4 3	"	0 8	1 1 1/2		
P51	Str.	#5	3	3	3 2	"	1 5	1 0		

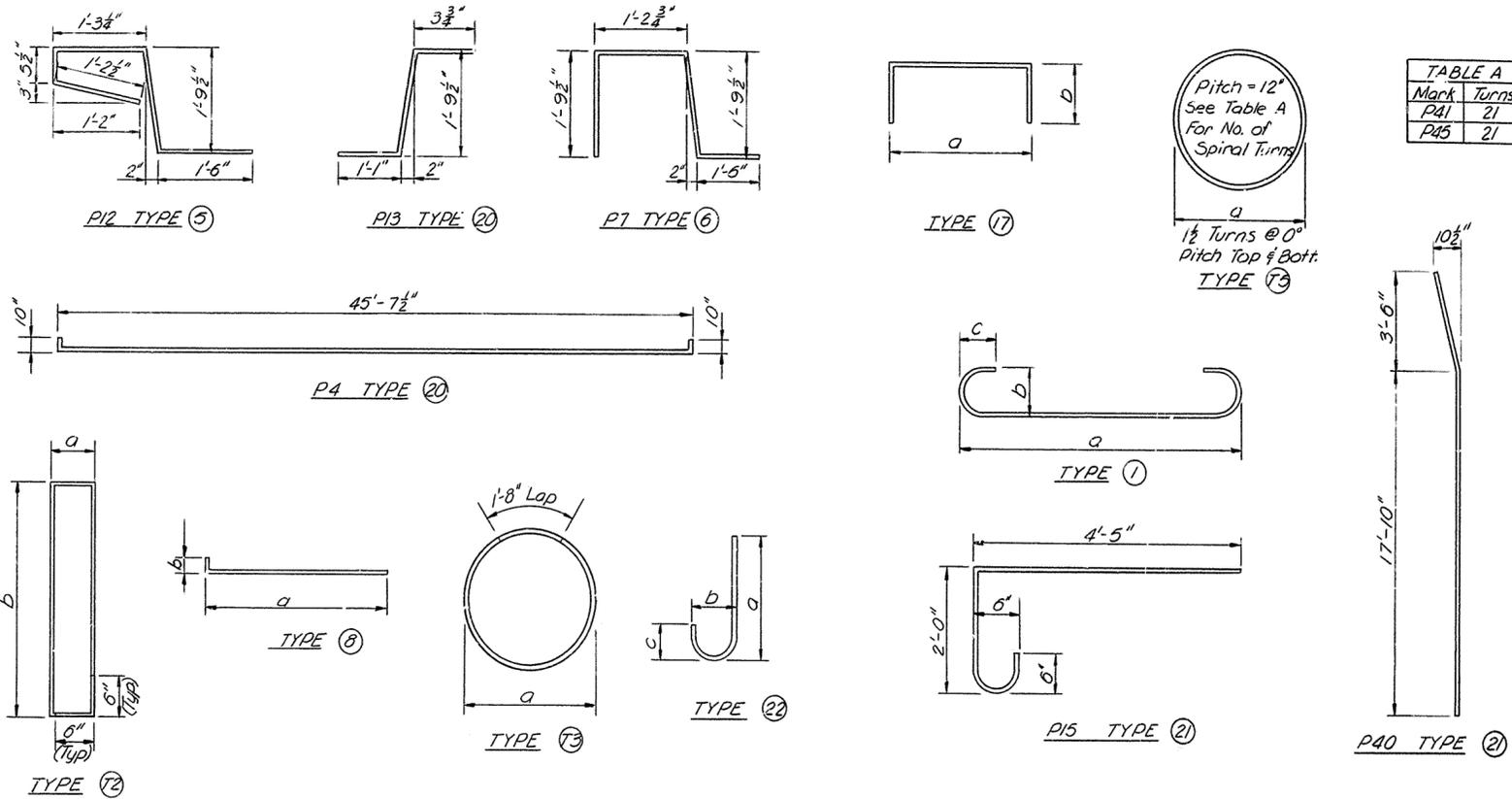


TABLE A		
Mark	Turns	
P41	21	
P45	21	

Notes
Concrete Piles are to be driven to bearing capacity shown in the general notes sheet 2.
Top of Cap Bars are to be accurately located in accordance with the plans so that they will not interfere with the drilling of anchor bolt holes.
For test pile locations see sheets 115 & 116.
See sheet 69 for details of Bearing Shoes.
See sheet 73 for details of Expansion Dams.
See sheet 1 for definition of Non-Participating.

ITEM	UNIT	AMOUNT		TOTAL
		Span 67	Span 71	
Concrete Class AA	Cu. Yds.	89.4	89.4	178.8
Concrete Class A	Cu. Yds.	320.8	328.9	649.7
Steel Reinforcement	Lbs.	88,249	88,249	176,498
Linseed Oil Protective Coating	Sq. Yds.	195	195	390
Styrene-Butadiene Protective Coating	Gal.	2	2	4
High Strength Handrail	Lin. Ft.	39	39	78
Concrete Piling Furnishing	Lin. Ft.	1105	1105	2210
Concrete Piling Driving	Lin. Ft.	1105	1105	2210
Structure Excavation Common	Cu. Yds.	107	115	222

ITEM	UNIT	AMOUNT		TOTAL
		Span 67	Span 71	
Concrete Class A	Cu. Yds.	64.3	64.3	128.6
Steel Reinforcement	Lbs.	8,222	8,222	16,444
Concrete Piling Furnishing	Lin. Ft.	1105	1105	2210
Concrete Piling Driving	Lin. Ft.	1105	1105	2210
Structure Excavation Common	Cu. Yds.	107	115	222

SPANS 67 & 71
PEDESTRIAN WALKWAY

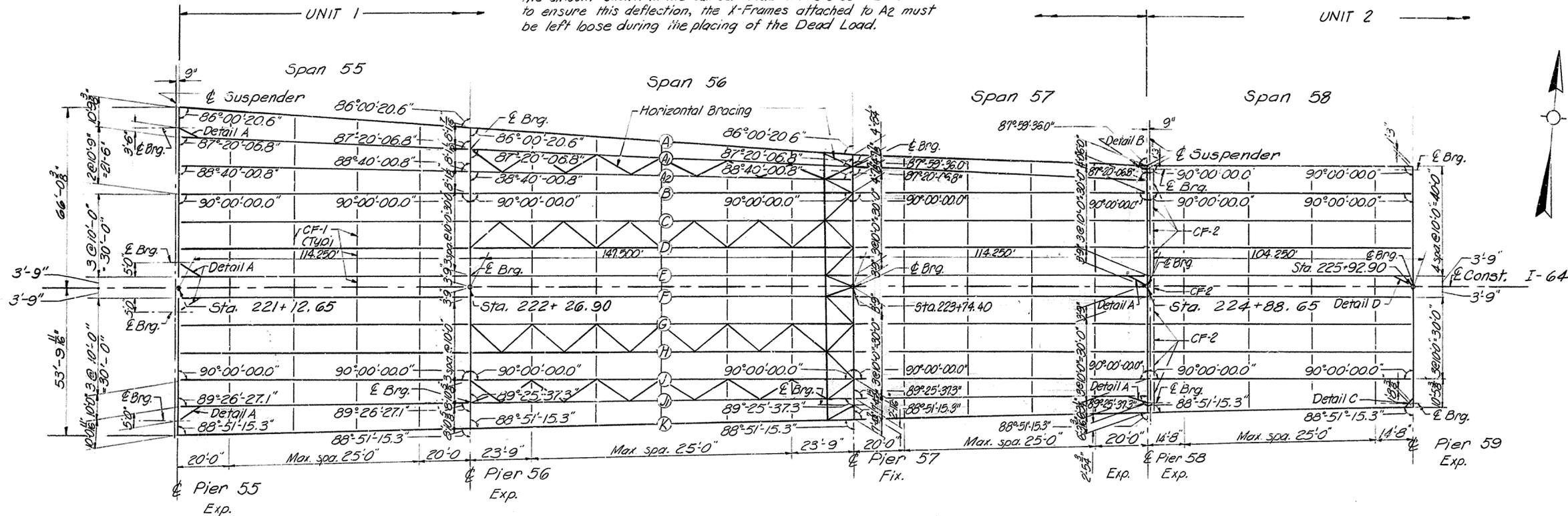
SHEET 38

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85	PROJECT NO. 164-2(35)13
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX

DESIGNED BY: W.L.W. CHECKED BY: W.L.W. DATE: 5-26-68
REVISION: DATE: 5-26-68
DRAWN BY: B.L.L. & J.V. CHECKED BY: W.L.W. DATE: 5-26-68
SCALE: AS SHOWN
REVISION: DATE: 5-26-68

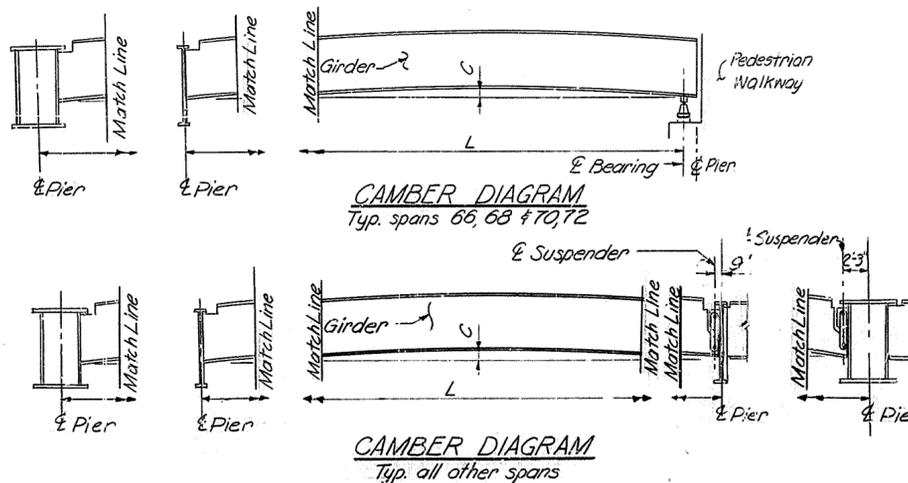
Note: Due to the two span action in Girder A2 it can be expected that this girder will deflect under Dead Load by approximately the amount shown in the camber table on this sheet. In order to ensure this deflection, the X-Frames attached to A2 must be left loose during the placing of the Dead Load.



FRAMING PLAN SPANS 55 THRU 58

TABLE OF GIRDER LENGTHS & CAMBER

Girder	Span 55		Span 56		Span 57		Span 58	
	L	C	L	C	L	C	L	C
A	114'-6 5/8"	1"	147'-10 7/8"	2 1/4"	114'-3 13/16"	3/4"	104'-3"	1 1/8"
A1	114'-4 1/2"	1 1/2"	147'-7 1/8"	1 7/8"	114'-4 1/2"	7/8"		
A2	114'-3 3/8"	1"	147'-6 1/2"	3 1/4"				
B	114'-3"	1 3/8"	147'-6"	1 3/8"	114'-3"	1 1/8"	104'-3"	1 1/4"
C		1 5/8"		1 1/8"		1 1/8"		
D		1 3/8"		1 1/8"		1 3/8"		
E		1 1/2"		1 1/8"		1 3/8"		
F		1 3/8"		1 3/8"		1 1/8"		1 1/4"
G		1 3/8"		1 3/8"		1 1/8"		1 1/8"
H		1 1/8"		1 3/8"		1 1/2"		2 1/8"
J	114'-3"	1"	147'-6"	1 3/8"	114'-3"	7/8"	104'-3"	2 1/2"
J1	114'-3 1/8"	3/4"	147'-6 1/8"	1 1/8"	114'-3 1/8"	1/2"		
K	114'-3 1/4"	0"	147'-6 3/8"	1 3/8"	114'-3 1/4"	3/4"	104'-3 1/4"	2 3/8"



Notes:
 All Piers are perpendicular to & Construction I-64.
 All Crossframes are CF-1 unless otherwise noted.
 All dimensions given for location of long girders are measured along the & of Pier Girder.
 See sheet 64 for Cross Frame Details.
 See shts 66, 67 for Horizontal Bracing and Details A thru D.
 Camber includes vertical curve ordinates.

FRAMING PLAN SPANS 55 THRU 58
 STRUCTURAL STEEL

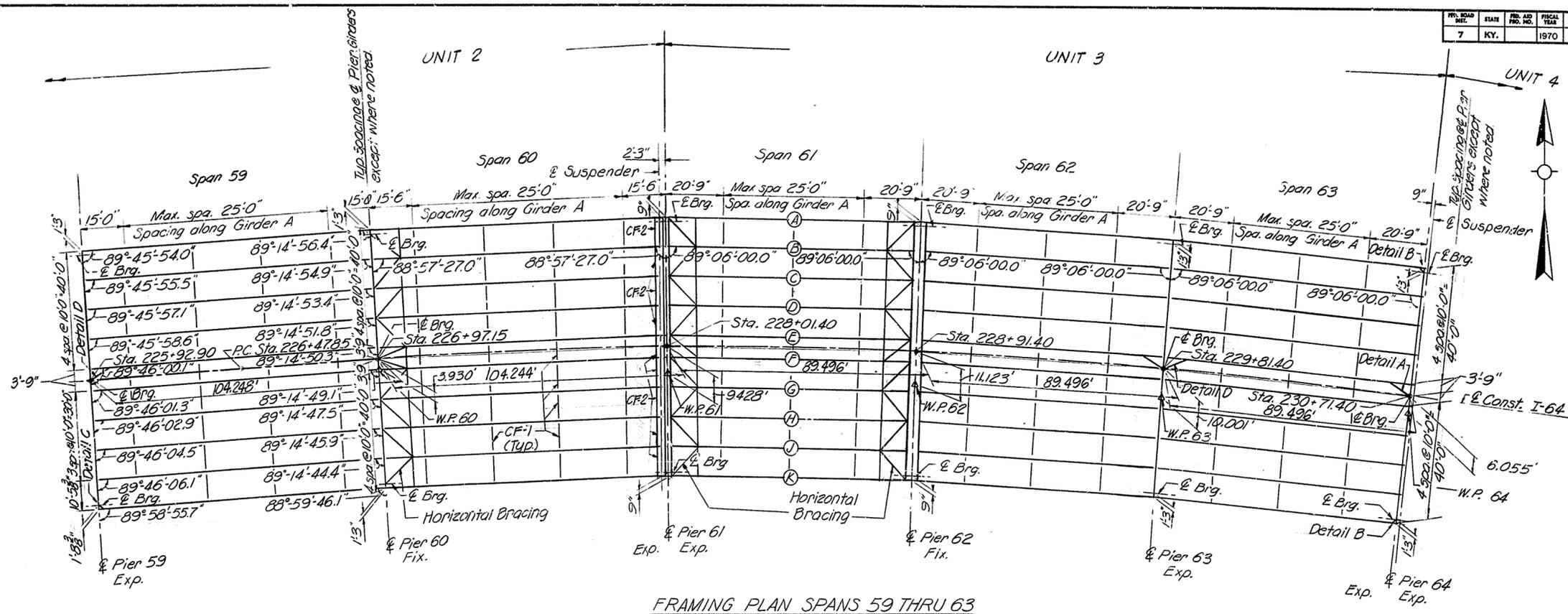
SHEET 39

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234 + 85 PROJECT NO. I 64-2(35)3

BRIDGE NUMBER DRAWING NO. 17470 INDEX

DESIGNED BY: THE DATE: 1/68
 CHECKED BY: WES DATE: 1/68
 DRAWN BY: MEN & PAL DATE: 1/68
 CHECKED BY: DATE:



FRAMING PLAN SPANS 59 THRU 63

TABLE OF GIRDER LENGTHS & CAMBER

Girder	Span 59		Span 60		Span 61		Span 62		Span 63		Span 64		Span 65		Span 66		Span 68		Span 69		Span 70		Span 72		Span 73		Span 74	
	L	C	L	C	L	C	L	C	L	C	L	C	L	C	L	C	L	C	L	C	L	C	L	C	L	C	L	C
A	105'-0"	0	105'-10 1/16"	1 1/16"	91'-4 1/16"	1 1/16"	91'-4 1/16"	0	91'-4 1/16"	1 1/16"	92'-6 3/8"	1 1/16"	91'-4 1/16"	0	90'-5"	1 1/16"	89'-1"	1 1/16"	90'-0"	0	89'-1"	0	112'-1"	1 1/16"	111'-4 3/8"	0	90'-7 1/2"	0
B	104'-9 1/2"	0	105'-5 1/16"	1 1/2"	91'-0 1/16"	1 1/16"	91'-0 1/16"		91'-0 1/16"	1 1/16"	92'-3 1/2"	1 1/8"				1 1/16"							11 1/16"	1 1/8"	111'-9 1/16"		90'-10 1/16"	
C	104'-7 3/4"		105'-1 1/16"		90'-8 1/16"		90'-8 1/16"		90'-8 1/16"		92'-0 1/16"	1 1/16"										11 1/16"	1 1/16"	112'-1 1/16"		91'-2 1/16"		
D	104'-5 13/16"		104'-8 1/16"		90'-5 3/8"		90'-5 3/8"		90'-5 3/8"		91'-8 3/8"	1 1/16"										11 1/16"	1 1/16"	112'-5 3/8"		91'-6 3/8"		
E	104'-3 3/4"		104'-4 1/16"	1 1/2"	90'-1 3/8"	1 1/16"	90'-1 3/8"		90'-1 3/8"	1 1/16"	91'-5 3/8"	1 1/8"				1 1/16"						11 1/16"	1 1/16"	112'-10 1/2"		91'-10 1/2"		
F	104'-0 3/4"		104'-1 1/16"	1 1/8"	89'-10 3/8"	3/8"	89'-10 3/8"		89'-10 3/8"	1 1/8"	91'-2 3/8"	1 1/16"				1 1/2"						11 1/16"	1 1/8"	113'-1 3/8"		92'-1 3/8"		
G	103'-10 1/16"		103'-8 1/16"		89'-6 3/4"		89'-6 3/4"		89'-6 3/4"		90'-11 3/8"	1 1/16"				1 1/2"						11 1/16"	1 1/8"	113'-6"		92'-5 1/4"		
H	103'-10 1/16"		103'-4 1/16"		89'-3"		89'-3"		89'-3"		90'-7 3/8"	1 1/16"				1 1/2"						11 1/16"	1 1/8"	113'-10 3/8"		92'-9 3/8"		
J	103'-8"		103'-0 1/16"	1 1/8"	88'-11 1/2"	3/8"	88'-11 1/2"		88'-11 1/2"	1 1/8"	90'-4 1/16"	1 1/16"				1 1/2"						11 1/16"	1 1/8"	114'-2 1/16"		93'-0 1/16"		
K	103'-5 1/16"	0	102'-7 1/16"	1"	88'-7 1/16"	5/8"	88'-7 1/16"	0	88'-7 1/16"	1"	90'-0 3/8"	3/8"				1 1/2"						11 1/16"	1 1/8"	114'-7 1/16"	0	93'-4 1/16"	0	

TABLE OF GIRDER LENGTHS & CAMBER

Girder	Span 75		Span 76		Span 77		Span 78		Span 79		Span 80		Span 81		Span 82		Span 83	
	L	C	L	C	L	C	L	C	L	C	L	C	L	C	L	C	L	C
A	90'-7 1/16"	1"	90'-7 1/16"	1 1/16"	118'-8 1/2"	0	120'-0"	1 3/8"	92'-0"	3/8"	92'-0"	1 1/16"	92'-0"	0	92'-0"	0	92'-8 1/16"	2 1/16"
B	90'-11 1/16"	1 1/8"	90'-10 1/16"	3/8"	118'-11 1/16"						1 3/8"						92'-6 1/2"	2 1/2"
C	91'-3 3/4"		91'-2 1/16"		119'-3 3/8"						1 1/16"						92'-4 1/16"	1 3/8"
D	91'-7 1/2"		91'-6 3/8"		119'-6 1/16"	0					1 1/16"						92'-2 3/8"	1 1/2"
E	91'-11"	1 1/8"	91'-10 3/8"	3/8"	119'-10 3/8"	3/8"					1 3/8"						92'-0 1/16"	1 1/8"
F	92'-1 3/8"	1 1/2"	92'-1 3/8"	7/8"	120'-1 1/2"	7/8"					1 1/16"						91'-11 1/2"	1 1/8"
G	92'-5 3/8"		92'-5 3/8"		120'-4 1/16"	1 1/8"					1 1/16"						91'-9 3/8"	3/8"
H	92'-9 3/8"		92'-9 3/8"		120'-8 3/8"	1 1/16"					1 1/16"						91'-7 3/8"	0
J	93'-1 1/16"	1 1/8"	93'-0 1/16"	3/8"	120'-11 1/16"	1 3/8"					1 1/16"						91'-5 1/16"	0
K	93'-5 1/16"	1 1/8"	93'-4 1/16"	1 1/16"	121'-3 1/16"	1 1/16"	120'-0"	1 1/16"	92'-0"	0	92'-0"	1 1/16"	92'-0"	0	92'-0"	0	91'-3 1/2"	0

See sheet 39 for notes & camber diagram

DESIGNED BY: JTB DATE: 1-6-62
 CHECKED BY: W.E.S. DATE: 7-69
 REVISIONS: DATE: 7-69
 DATE: 7-69

FRAMING PLAN
SPANS 59 THRU 63
STRUCTURAL STEEL

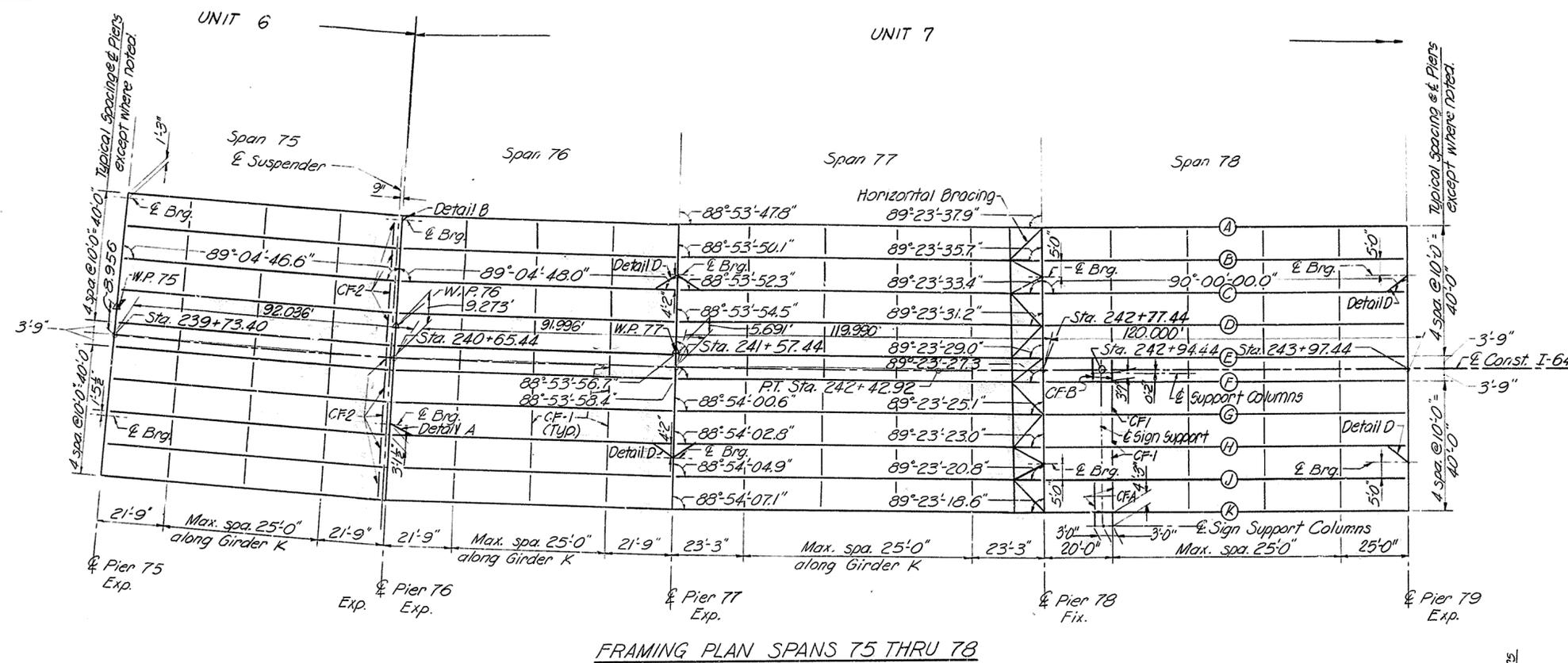
SHEET 40

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE-LEXINGTON
ROAD

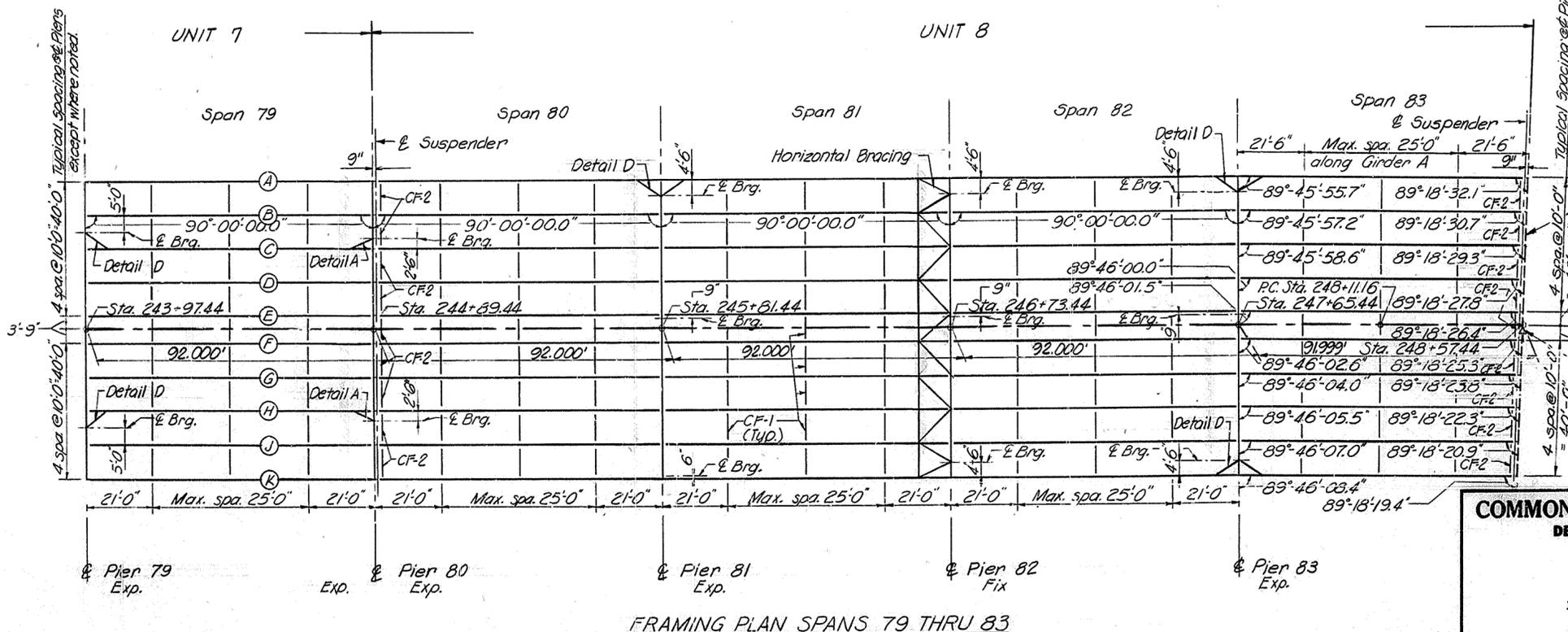
STATION 234 + 65 PROJECT NO. J 64-2 (85) 3

BRIDGE NUMBER	DRAWING NO.	DATE
	17470	

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



FRAMING PLAN SPANS 75 THRU 78



FRAMING PLAN SPANS 79 THRU 83

NOTE: Contractor will be responsible for field meas. of exist. Pier 109 for Vert. & Horiz. f.t.

Existing Pier Girder 109 (By Others)

Const. I-64

Const. I-64

W.P. 84 & 109
See sheet 39 for notes.
See sheet 74 for Sign Support
and Cross Frame A, & B
See sheet 40 for Girder
lengths and Camber

SHEET 42

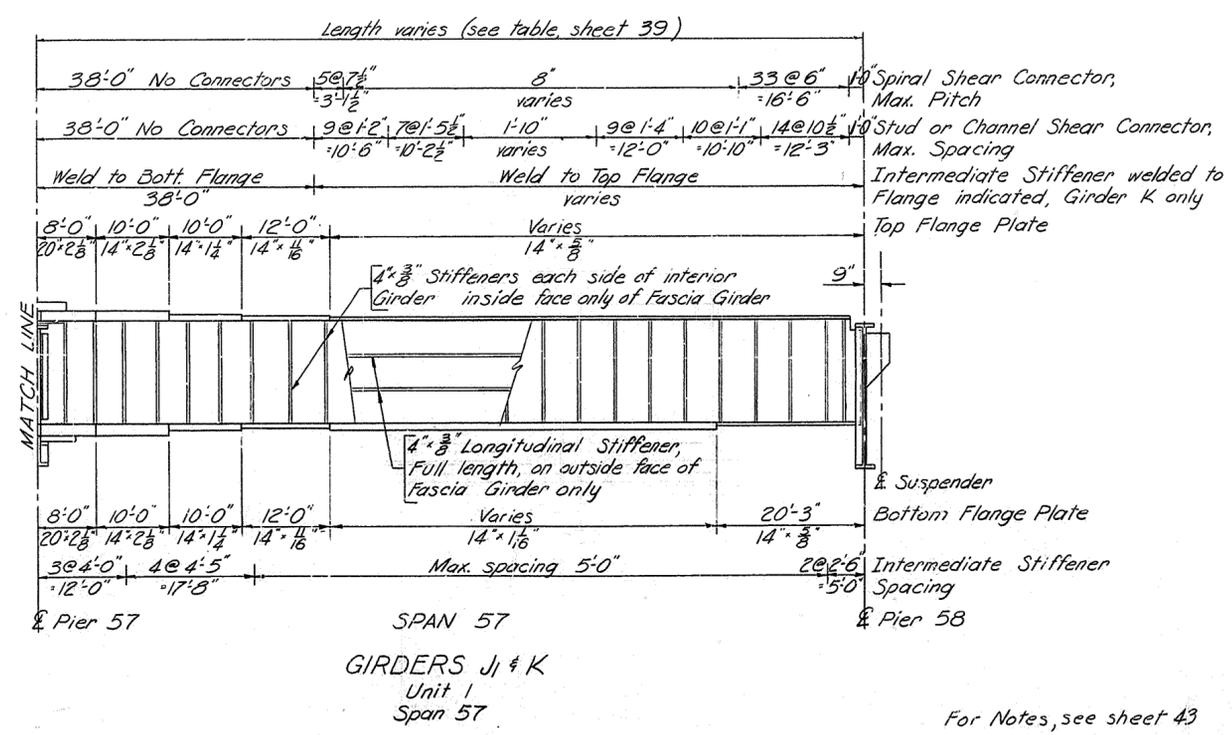
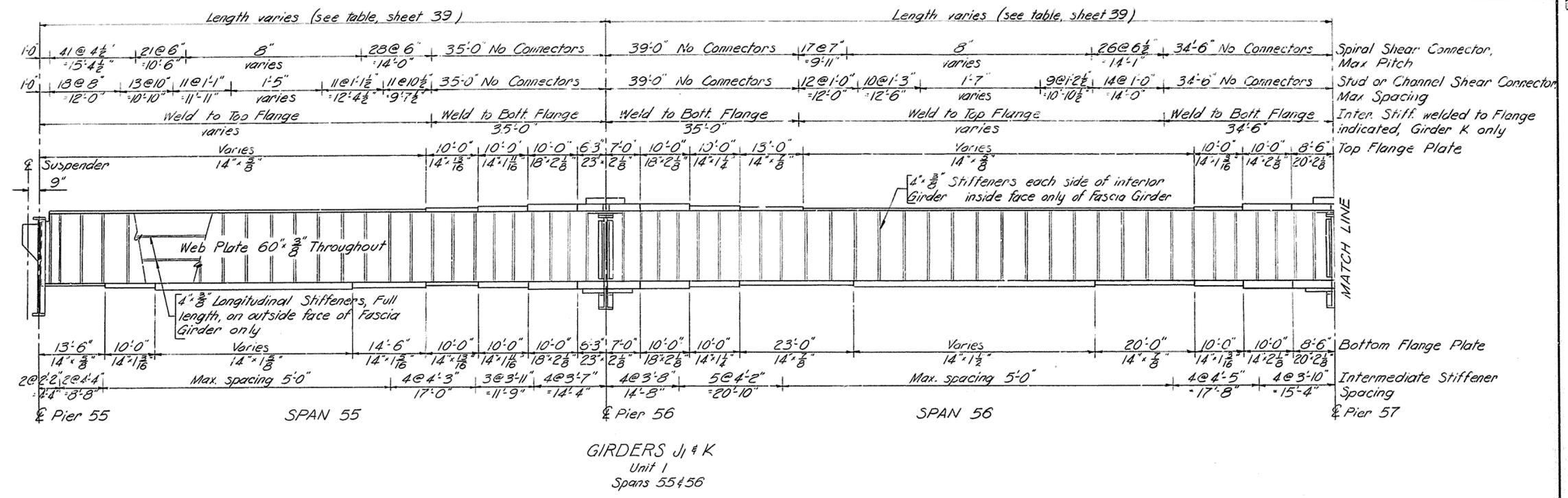
DATE	BY	DATE	BY
DATE	BY	DATE	BY
DATE	BY	DATE	BY

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 1647TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. I 64- 2 (35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	17470	

FRAMING PLAN SPANS 75 THRU 83
STRUCTURAL STEEL



GIRDER DETAILS, UNIT I
STRUCTURAL STEEL

For Notes, see sheet 43

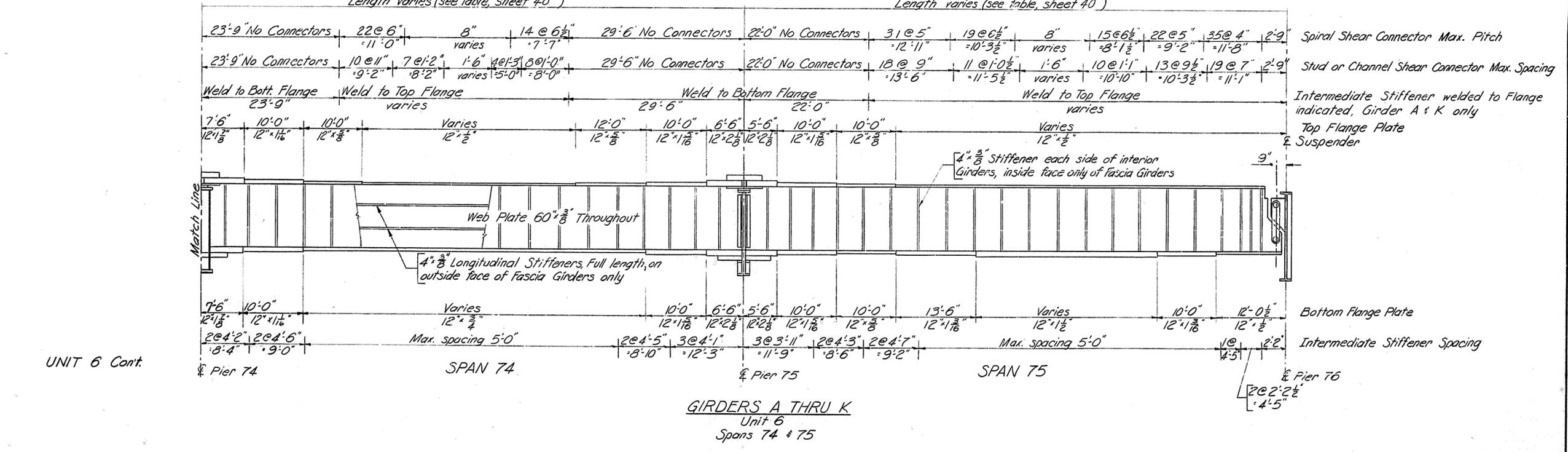
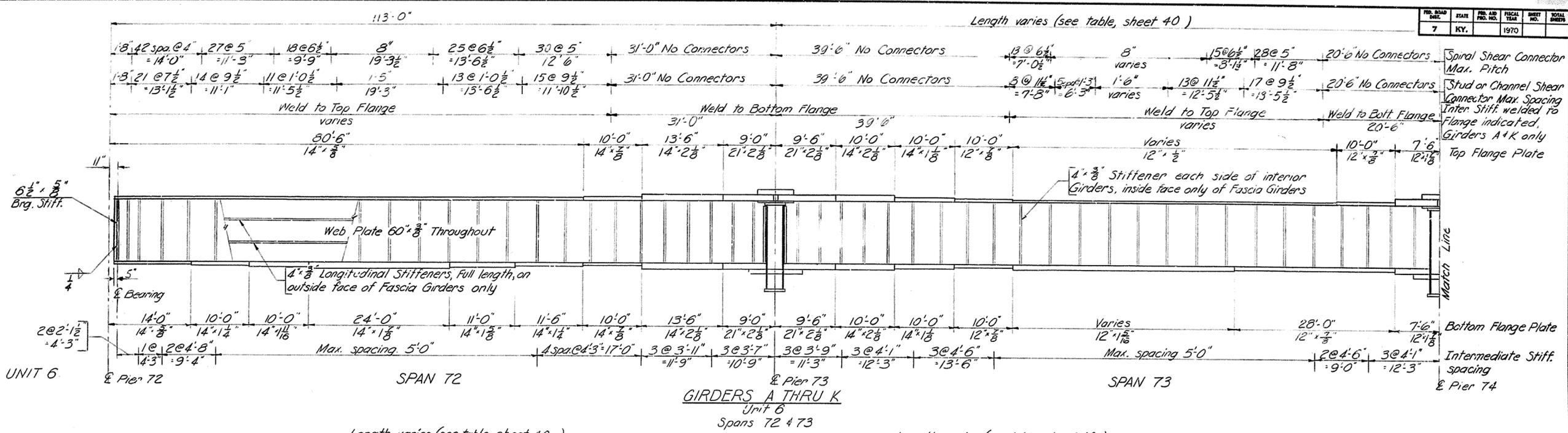
SHEET 45

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234 + 85	PROJECT NO. 164-2(35)3
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX

DESIGNED BY: L.B.D. - ACC. - APPROVED BY: L.B.D. DATE: 12/2/64
 DRAWN BY: J.V.E.S. CHECKED BY: L.B.D. DATE: 1/1/65
 TRACED BY: DATE:

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



DESIGNED BY LAD WILCOX CHECKED BY LAD DATE 12-24-64
 REVISIONS BY LAD DATE 1-16-65
 CHECKED BY LAD DATE 1-16-65
 DRAWN BY LAD DATE 1-16-65

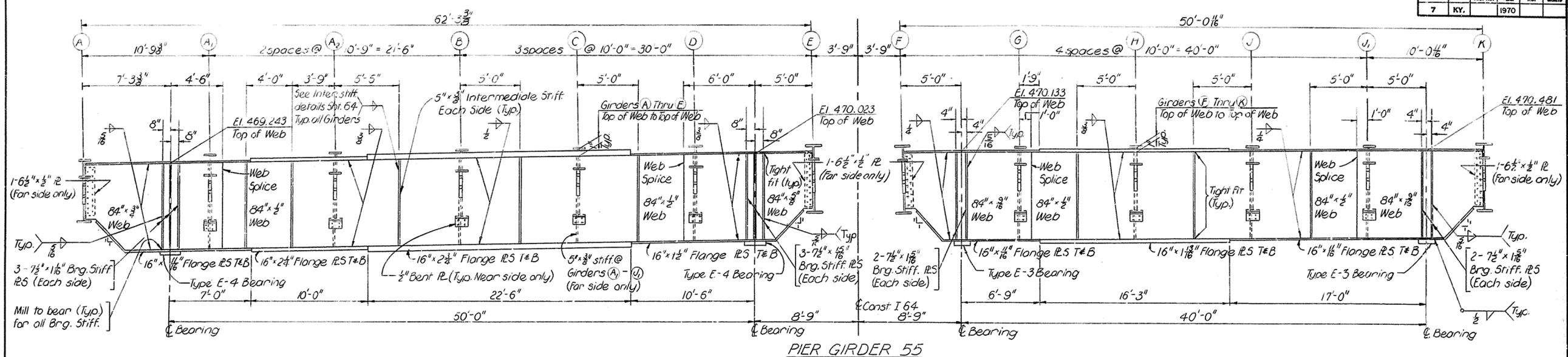
For Notes, see sheet 43

**GIRDER DETAILS, UNIT 6
STRUCTURAL STEEL**

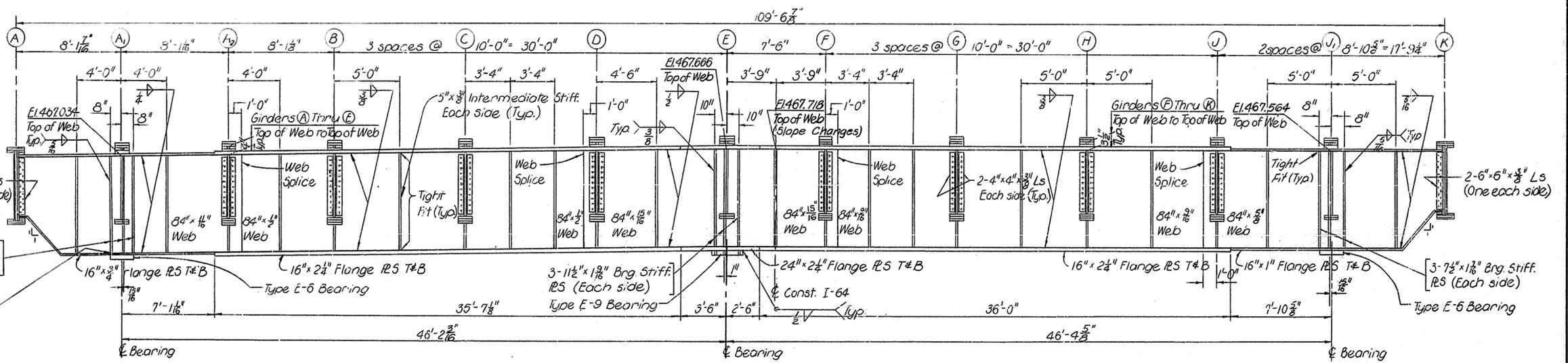
SHEET 48

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85	PROJECT NO. I 64-2(35)3
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX



PIER GIRDER 55



PIER GIRDER 56

NOTES:
 All stiffeners on Pier Girders are vertical.
 No camber required except in Pier Girder 75.
 For Pier Girder details, see sheets 62 thru 67.
 All dimensions shown are to be measured along \bar{C} of Pier Girder.

DESIGNED BY: JFC
 CHECKED BY: JFC
 DATE: 2-28-66
 REVISIONS:
 DATE: 5-5-66
 BY: JFC
 REVISIONS:
 DATE: 5-5-66
 BY: JFC
 TRACED BY: JFC
 DATE: 5-5-66
 BY: JFC

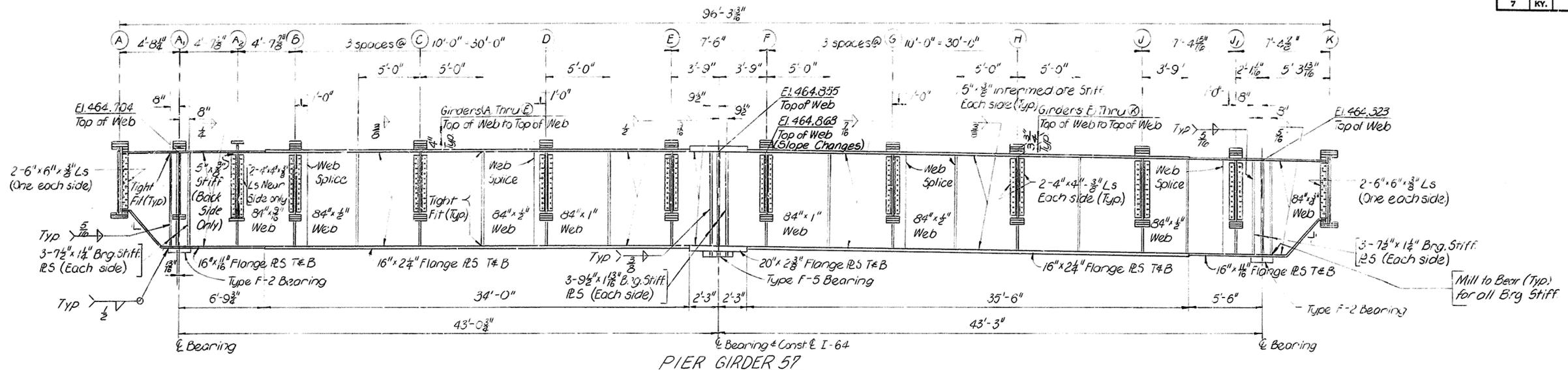
PIER GIRDERS 55 & 56
 STRUCTURAL STEEL

SHEET 50

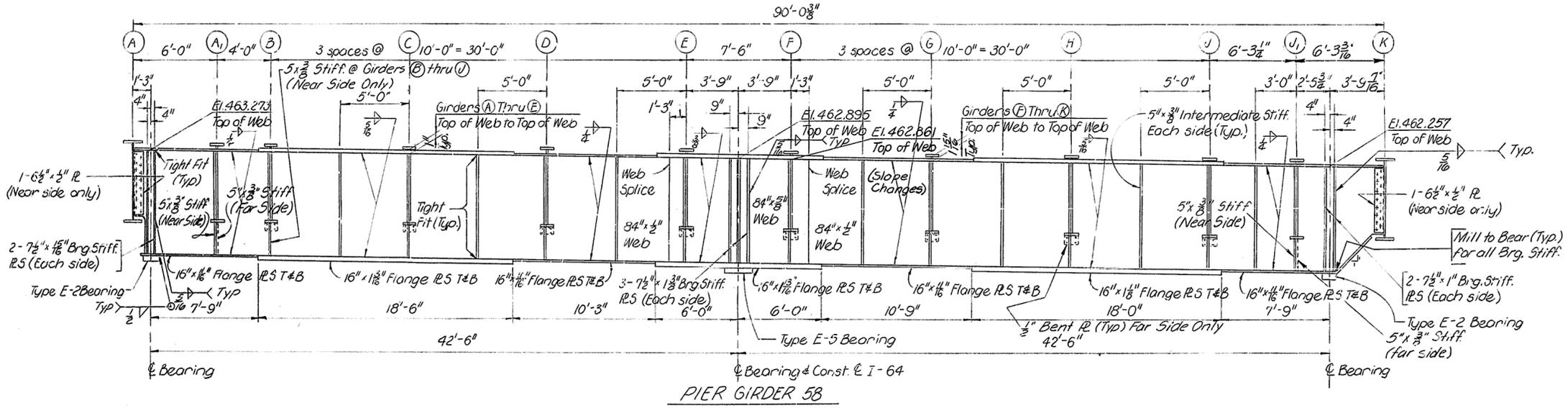
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234 + 85	PROJECT NO. 164 - 2 (35) 3
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		

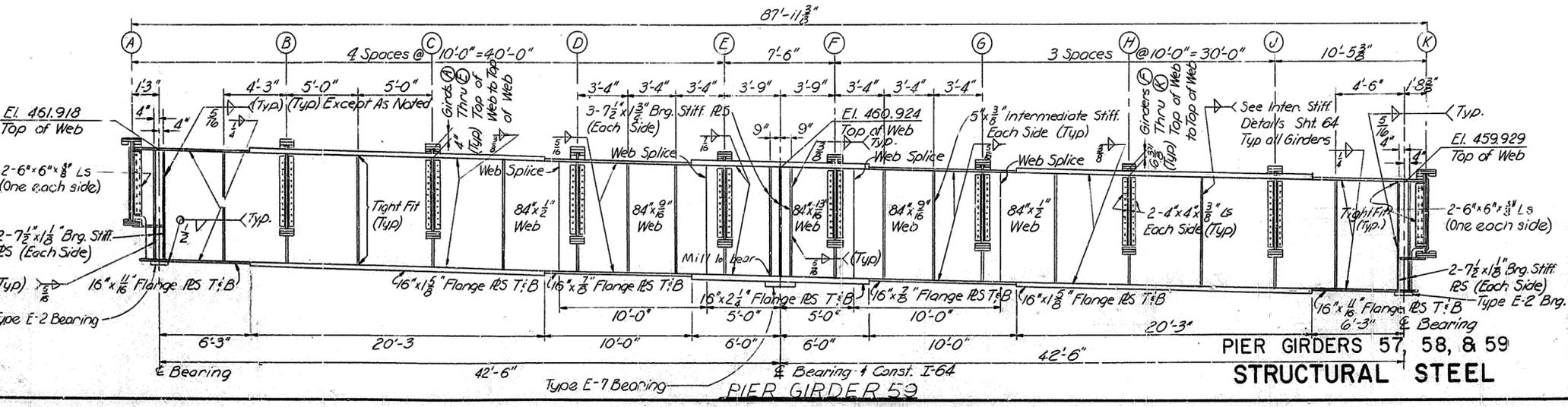


PIER GIRDER 57



PIER GIRDER 58

For Notes See Sheet 50



PIER GIRDERS 57, 58, & 59
STRUCTURAL STEEL

CHECKED BY: [Signature] DATE: [Date]
 DESIGNED BY: [Signature] DATE: [Date]
 TRACED BY: [Signature] DATE: [Date]

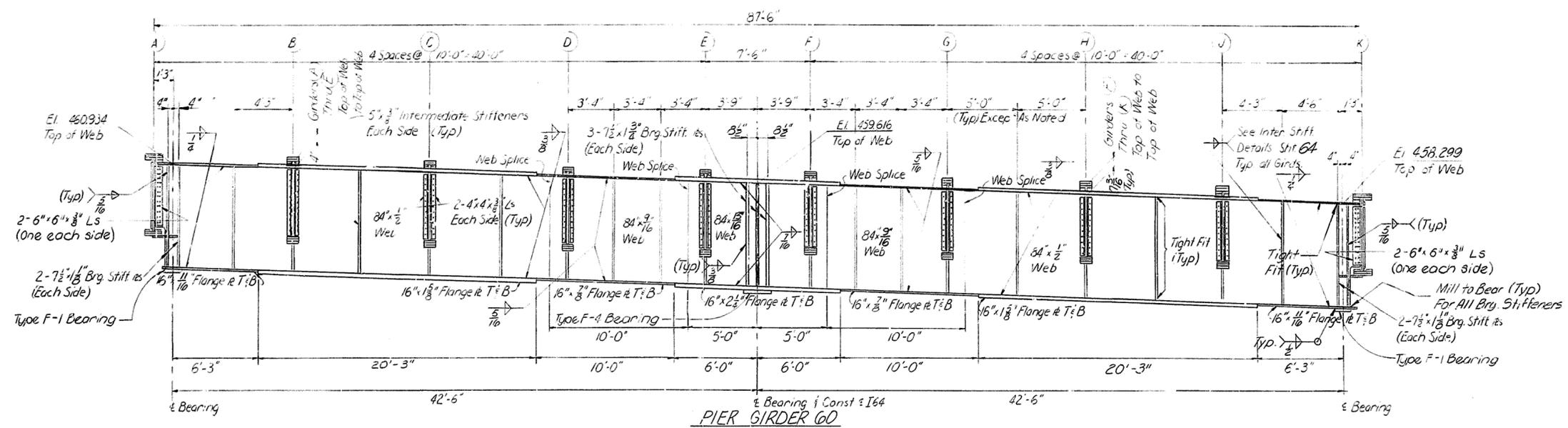
SHEET 51

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

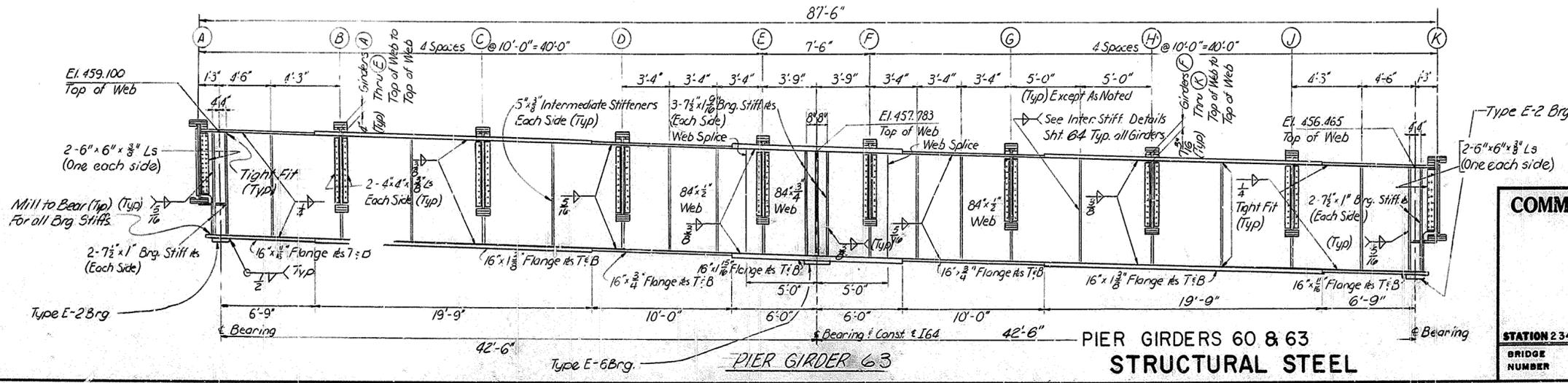
STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER DRAWING NO. 17470 INDEX

PRO. ROAD DIST.	STATE	PRO. AND PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



For Notes See Sheet 50



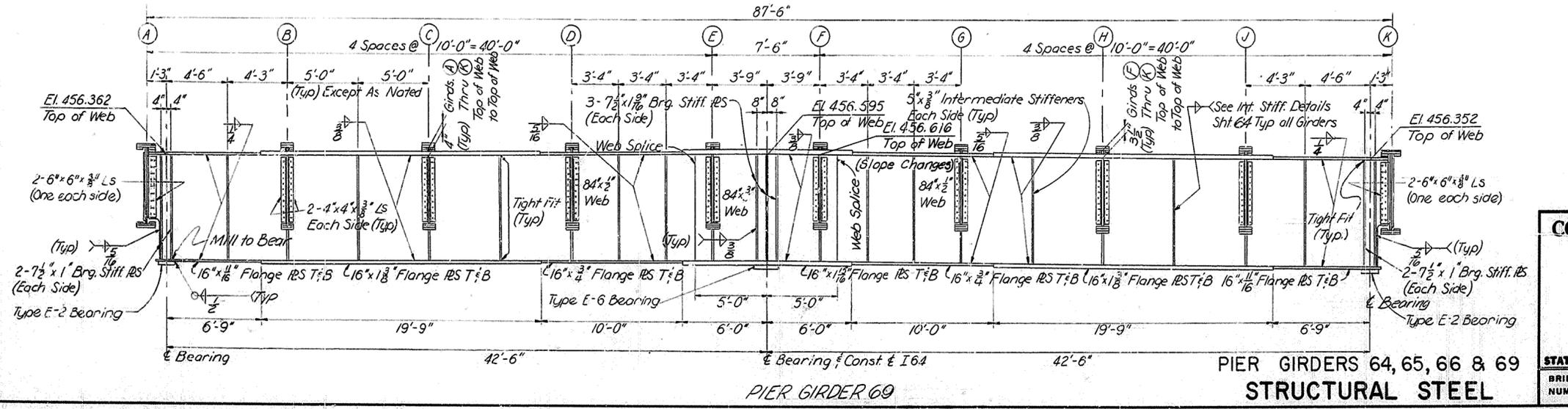
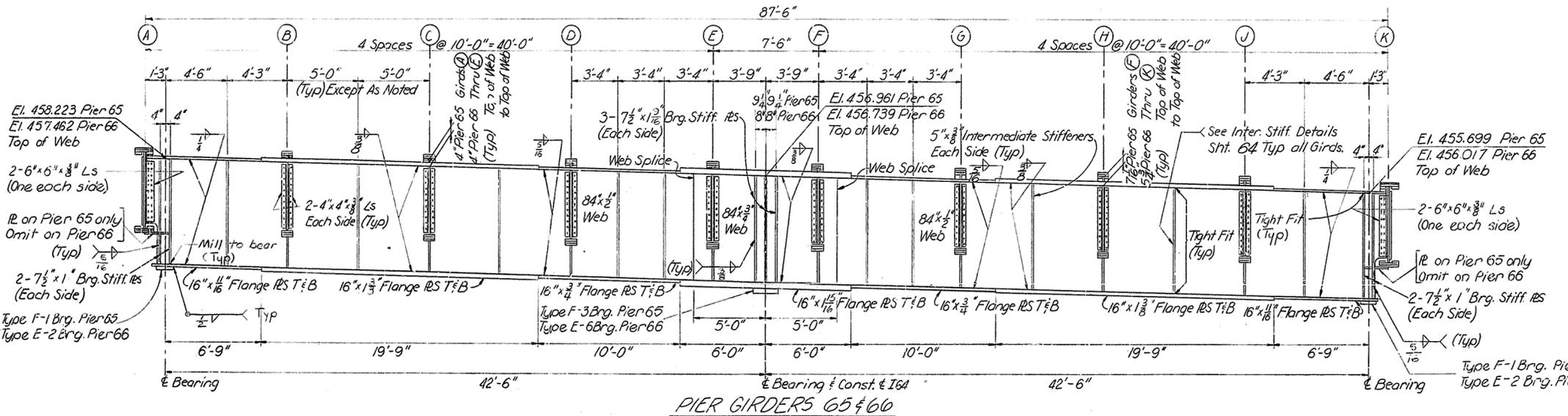
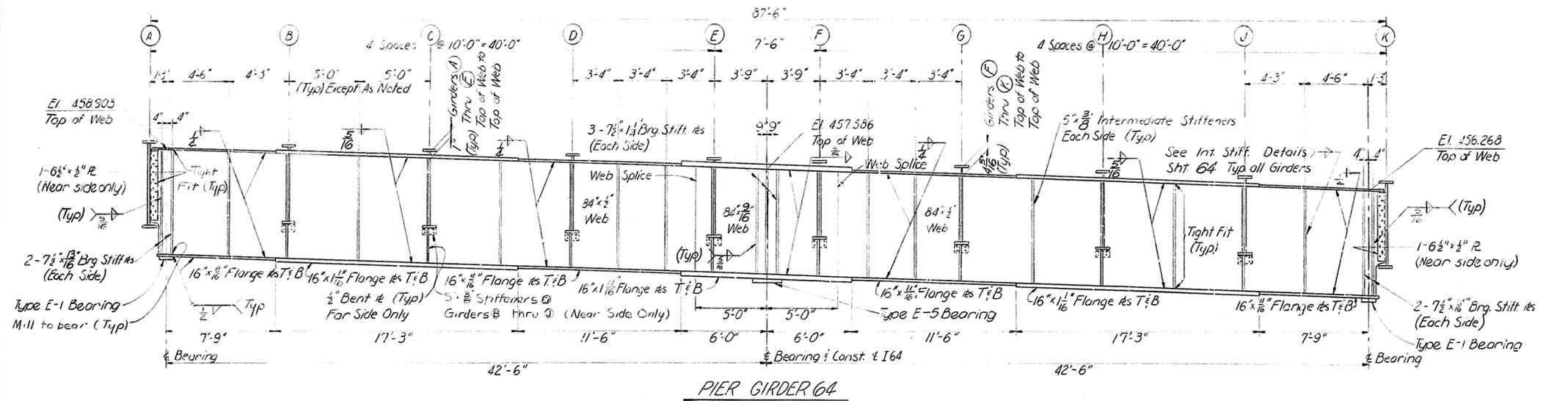
DESIGNED BY: M.C.C. CHECKED BY: M.C.C. DATE: 12-1-67
 DRAWN BY: P.D.L. CHECKED BY: P.D.L. DATE: 12-1-67
 TRACED BY: DATE:

SHEET 52

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER	DRAWING NO.	DATE
	17470	



For notes see sheet 50

PREPARED BY: L. J. ...
 CHECKED BY: ...
 DATE: ...
 REVISIONS: ...
 DATE: ...
 DATE: ...

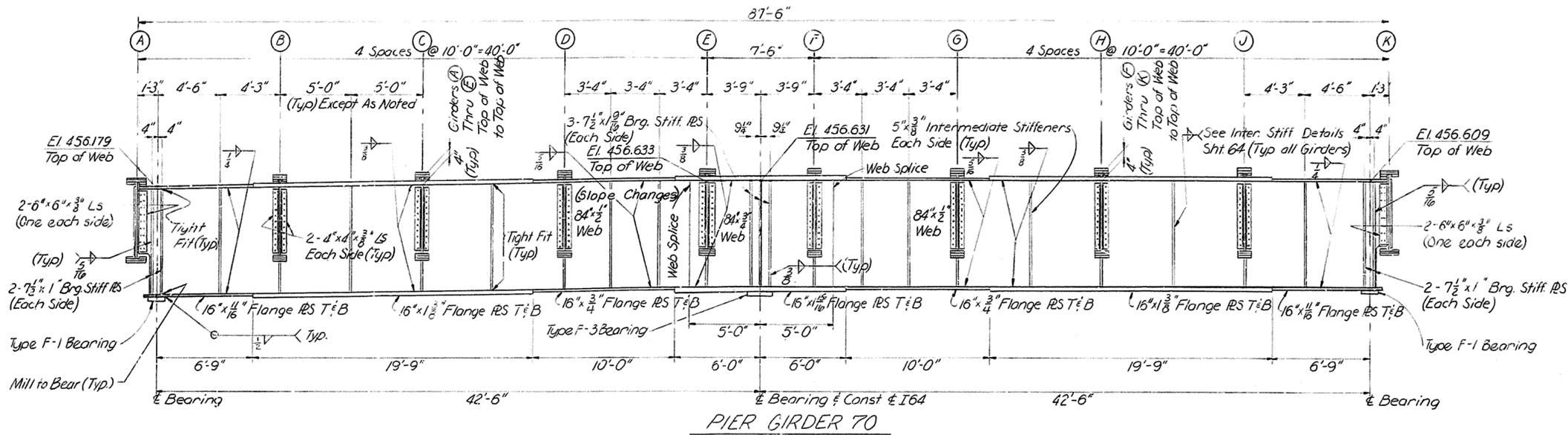
SHEET 53

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234 + 85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER	DRAWING NO.	NO.
	17470	

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



For notes see sheet 50

DESIGNED BY	DATE	REVISION	DATE
TRACED BY	DATE	REVISION	DATE
CHECKED BY	DATE	REVISION	DATE
CHECKED BY	DATE	REVISION	DATE

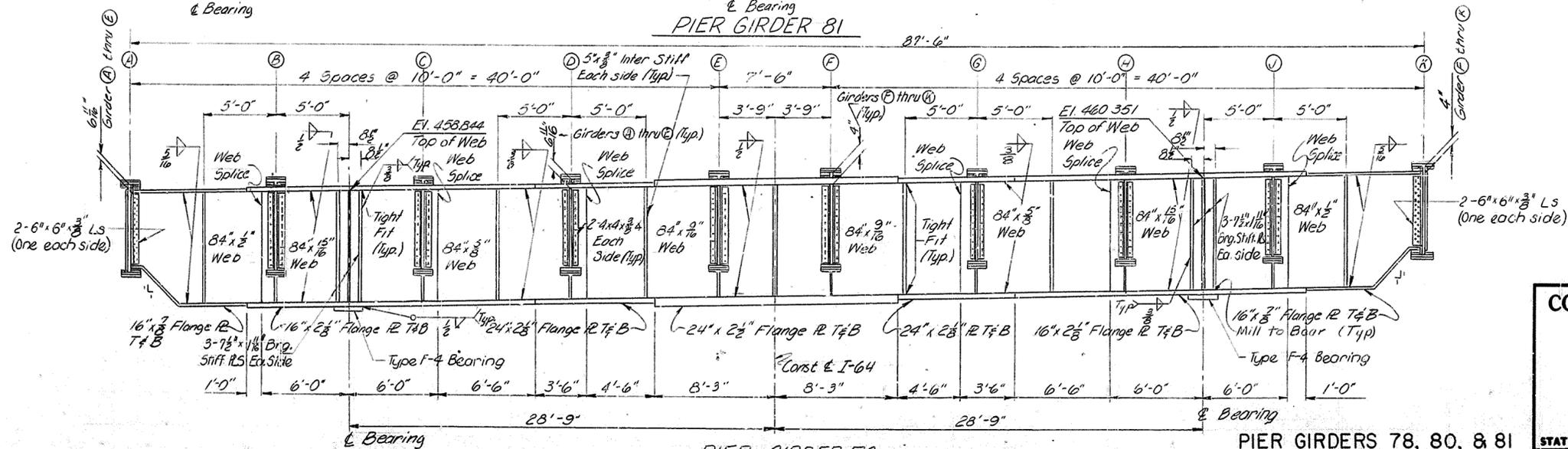
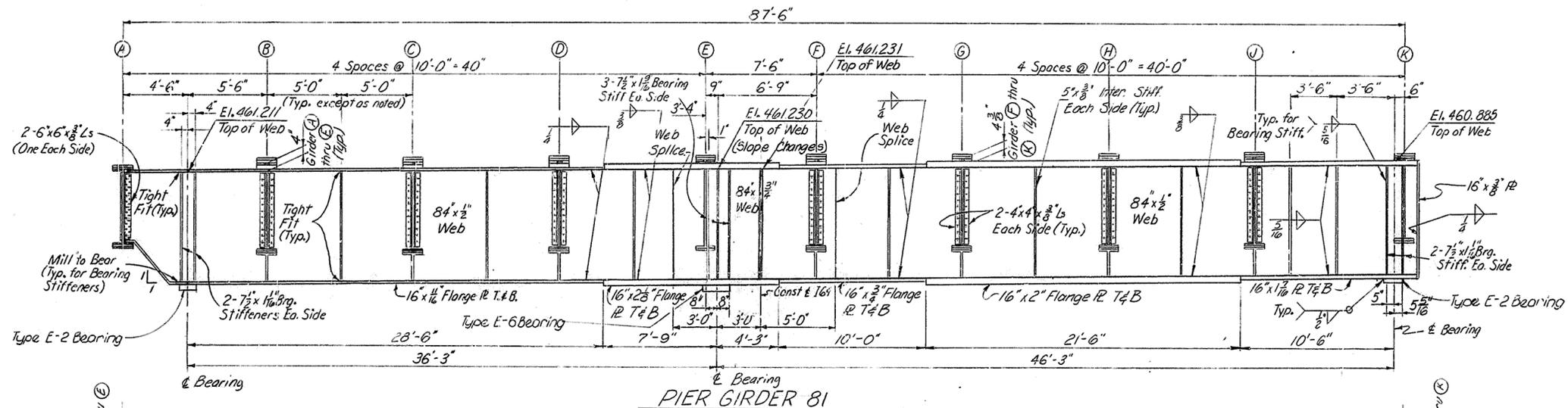
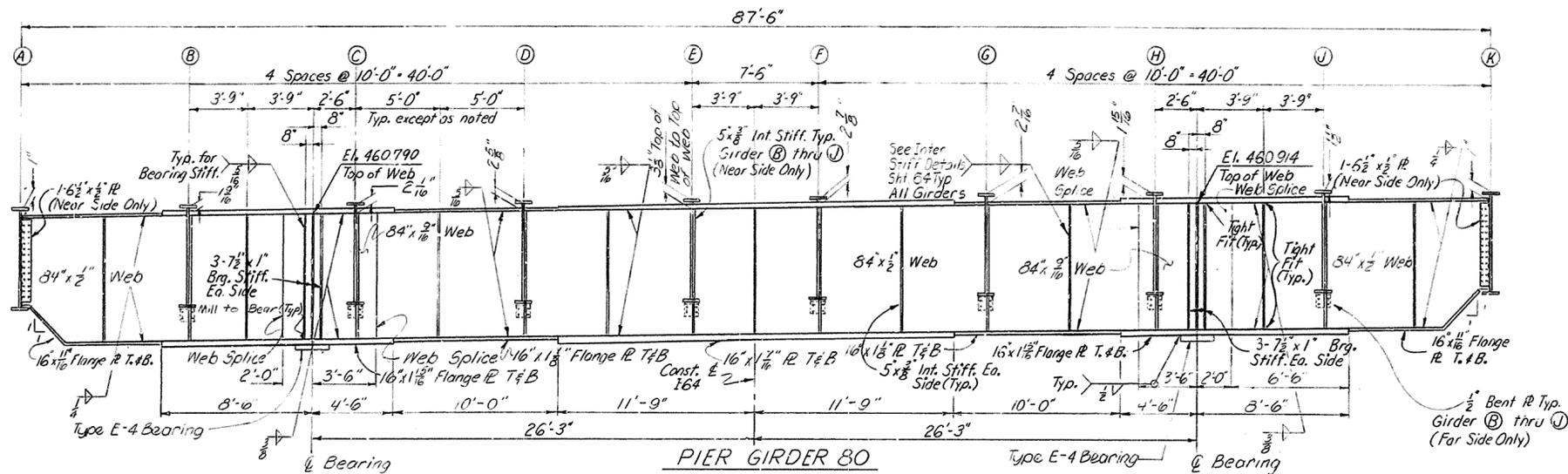
SHEET 54

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234 + 85 PROJECT NO. I 64 - 2 (35)3

BRIDGE NUMBER	DRAWING NO.	DESK
	17470	

PIER GIRDER 70
 STRUCTURAL STEEL



For notes see sheet 50

SHEET 56

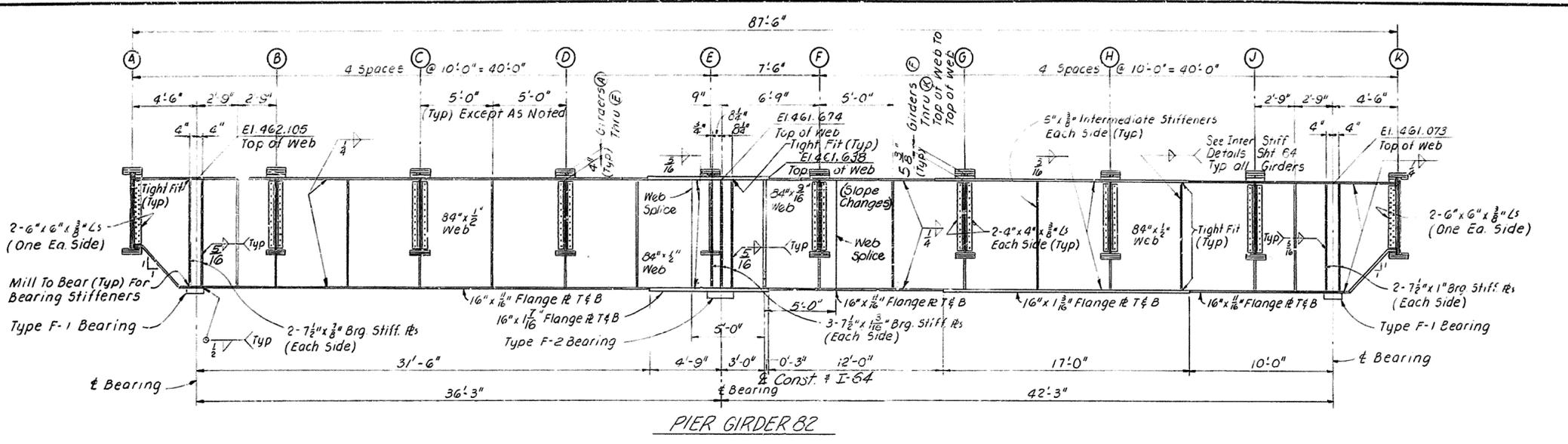
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 I 64 - 7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3
 BRIDGE NUMBER DRAWING NO. 17470

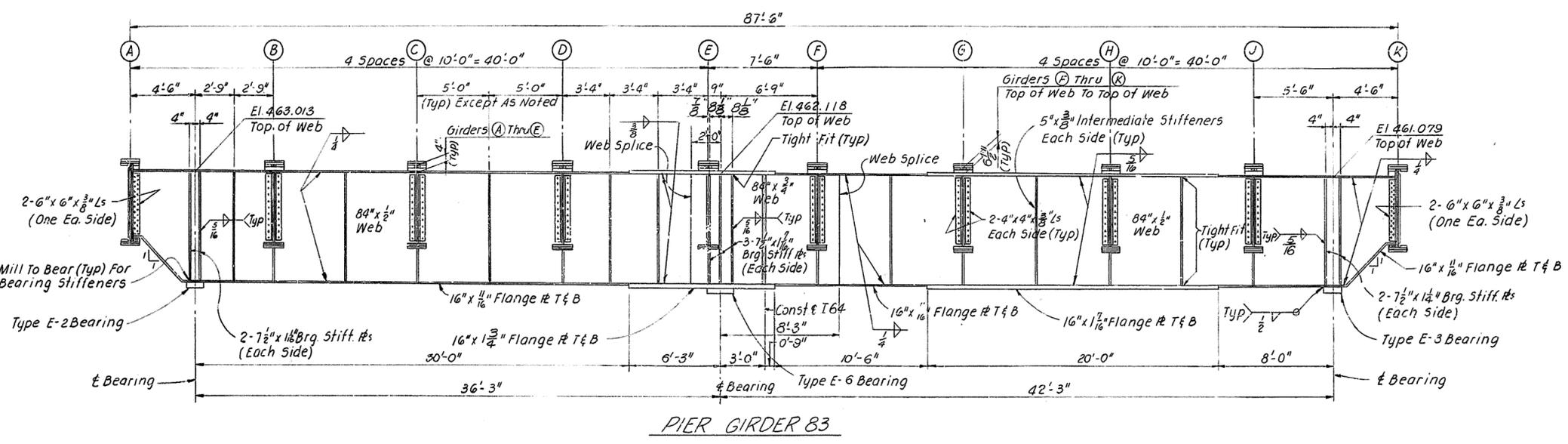
PIER GIRDERS 78, 80, & 81
STRUCTURAL STEEL

DESIGNED BY: W.R.T. CHECKED BY: R.L.W.
 DATE: 11/15/68 DATE: 11/15/68
 REVISIONS:

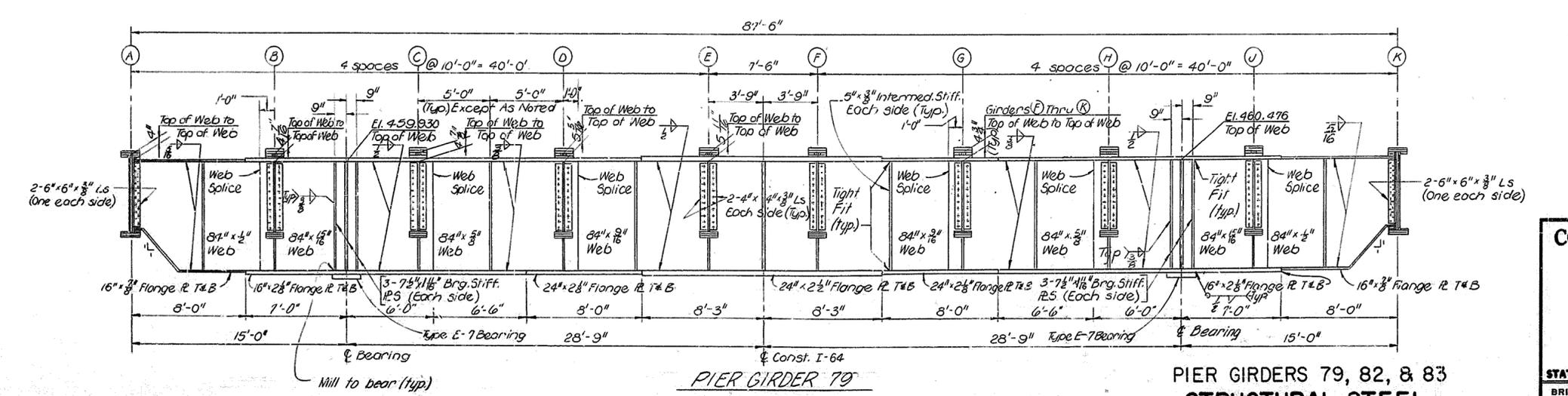
PRO. NO.	DATE	REV. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



PIER GIRDER 82



PIER GIRDER 83



PIER GIRDERS 79, 82, & 83
STRUCTURAL STEEL

For notes see sheet 50

DATE: _____
 CHECKED BY: R. L. IN _____
 DATE: _____
 DRAWN BY: _____
 DATE: _____
 SCALE: _____
 SHEET NO.: _____

SHEET 57

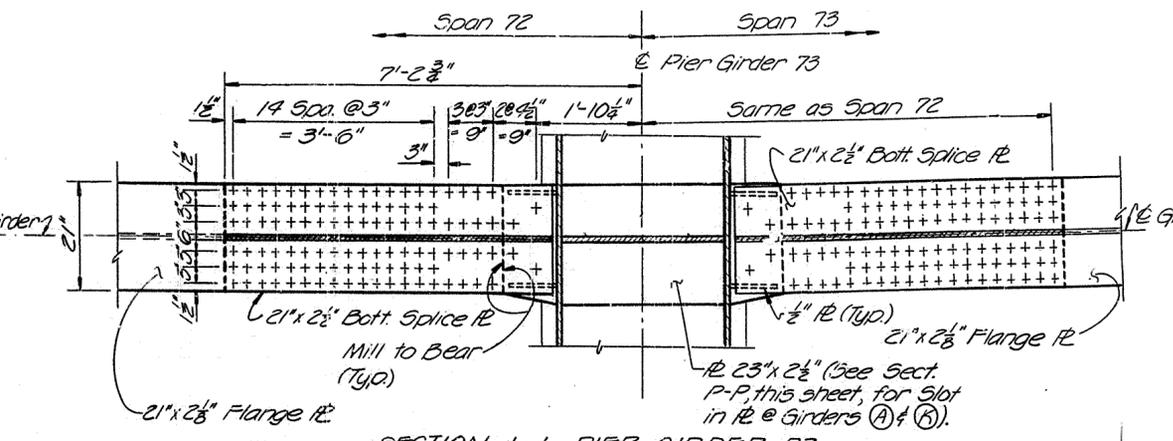
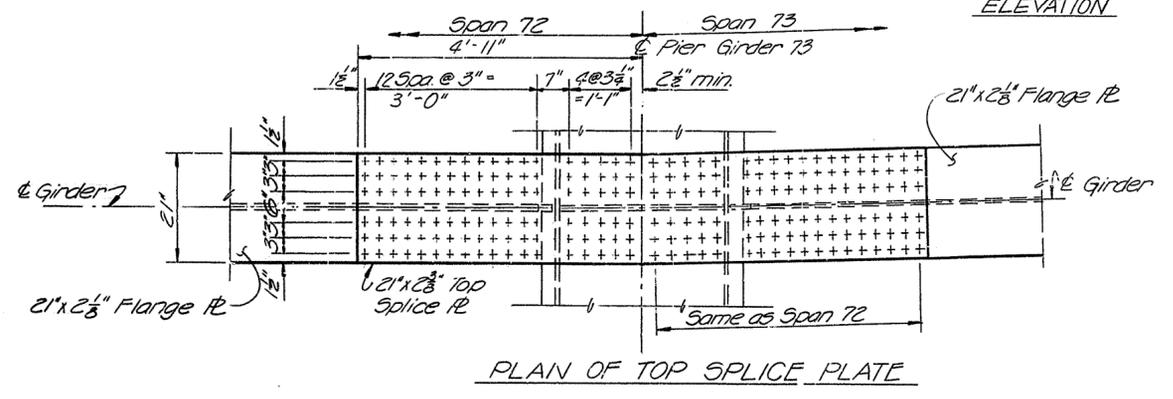
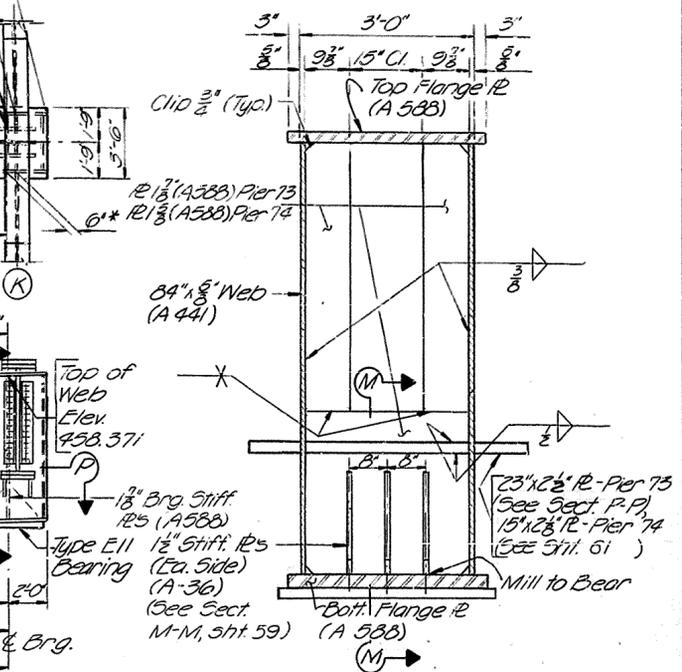
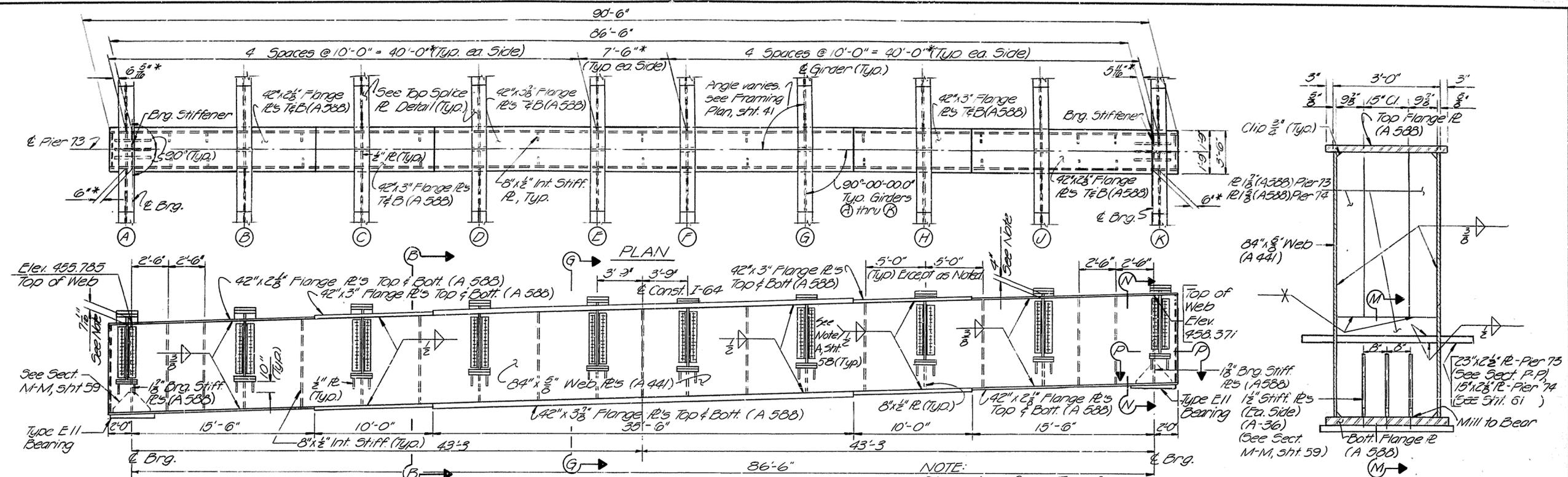
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 I 64-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER	DRAWING NO. 17470	DATE

LETTING DATE

DATE: 7-69
 CHECKED BY: M.L.C.
 DESIGNED BY: P.M.S.
 DRAWING NO. 17470



NOTE:
 Dimensions from Top of Web to Top of Web
 Girders (A) thru (E) = 7 1/2"
 Girders (G) thru (K) = 4"

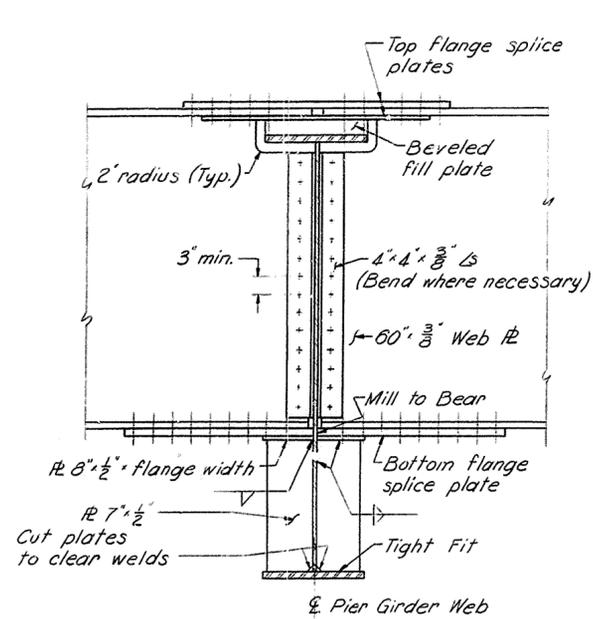
- NOTES:
1. For Section B-B see sheet 61 (Sections typical for Pier Girders 61, 62, 73 & 74).
 2. For "END ELEVATION" see sheet 59 (typical view for Pier Girders 61, 62, 73 & 74).
 3. For SECTIONS G-G and M-M see sheet 59 (Sections typical for Pier Girders 62, 73 & 74).
 4. All "PLAN" dimensions shown are measured at outside of pier girder web.
 5. See Pier Box Girder Notes, Sheet 58

SHEET 60

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

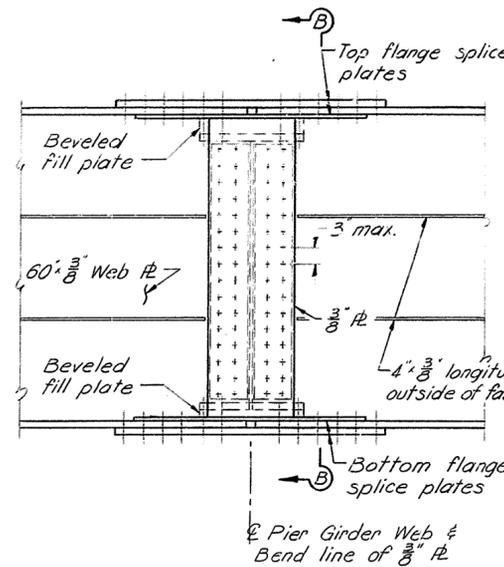
PIER BOX GIRDER 73
 STRUCTURAL STEEL

STATION 234+85	P. E. PROJECT NO. 164 - 2 (35) 3
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.
	DRAWING NO. 17470



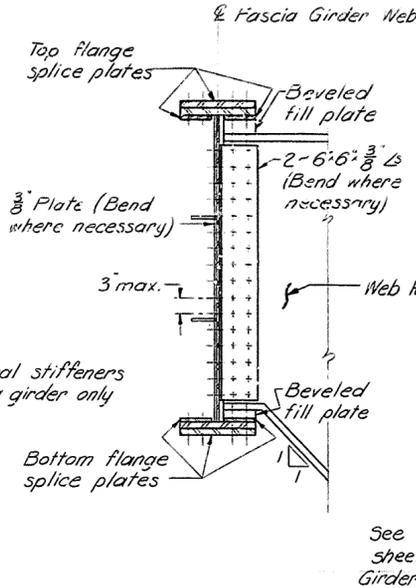
TYPICAL INTERIOR GIRDER SPLICE AT SINGLE WEB PIER GIRDERS

* Exceptions shown below.
For interior girder splices at Pier Box Girders, see Pier Box Girder Details.



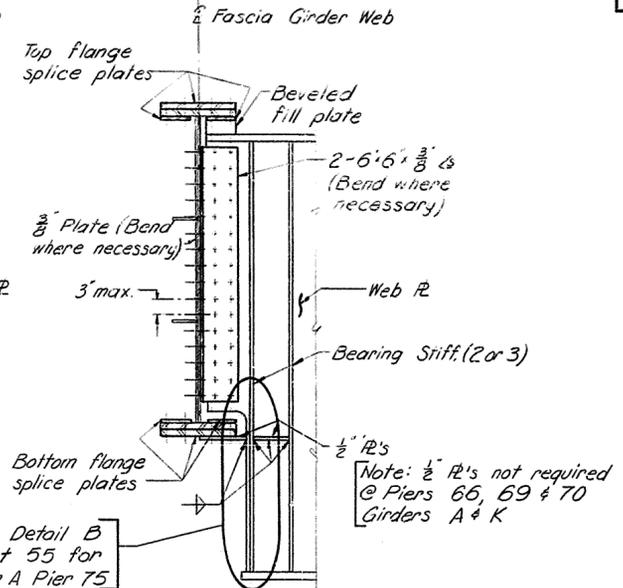
TYPICAL FASCIA GIRDER SPLICE AT SINGLE WEB PIER GIRDERS

Except Pier 81 Girder K.
For fascia girder splices at Pier Box Girders, see Pier Box Girder Details.



SECTION B-B

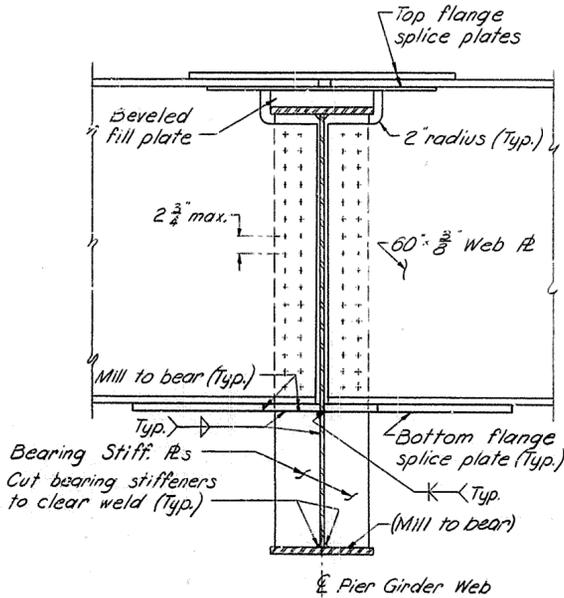
@ Pier 75 Girder K
@ Piers 56, 57, 77, 78, 79,
82 & 83 Girders A & K
@ Pier 81 Girder A



SECTION B-B

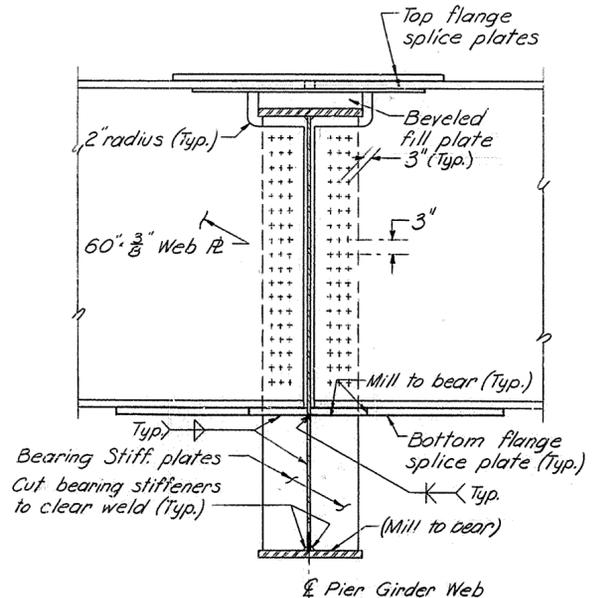
@ Piers 59, 60, 63, 65, 66,
69 & 70 Girders A & K
@ Pier 75 Girder A

See Detail B sheet 55 for Girder A Pier 75



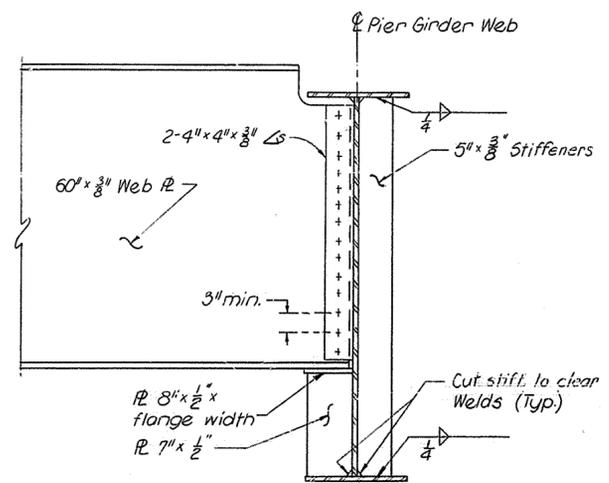
*** GIRDER SPLICE**

@ Pier 56 Girders A₁ & J₁
@ Pier 57 Girder A₁
@ Piers 81, 82 & 83 Girder E
@ Pier 81 Girder K



*** GIRDER SPLICE**

@ Pier 56 Girder E



*** GIRDER SPLICE**

@ Pier 57 Girder A₂

**GIRDER SPLICE DETAILS
STRUCTURAL STEEL**

DATE: _____
 CHECKED BY: W.C.C. DATE: 2-6-69
 DESIGNED BY: W.C.C. DATE: 2-6-69
 DRAWN BY: W.C.C. DATE: 2-6-69

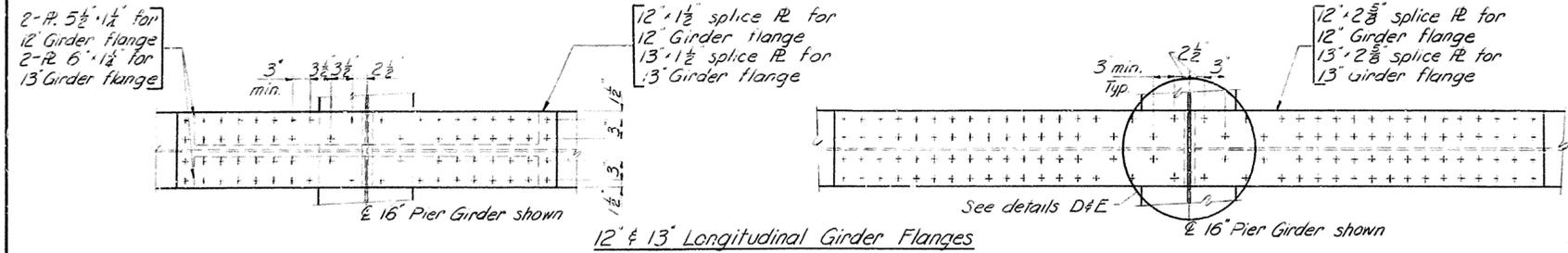
SHEET 62

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

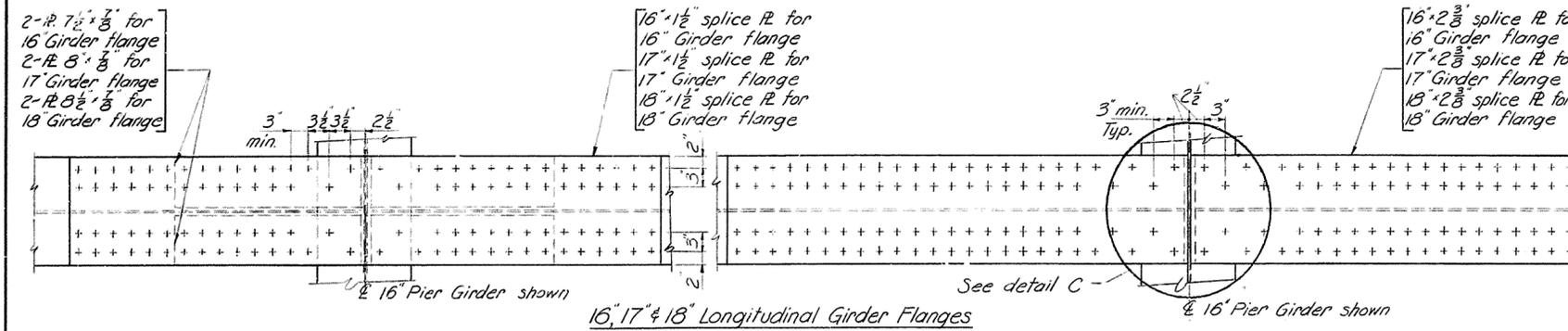
STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER	DRAWING NO.	NO.
	17470	

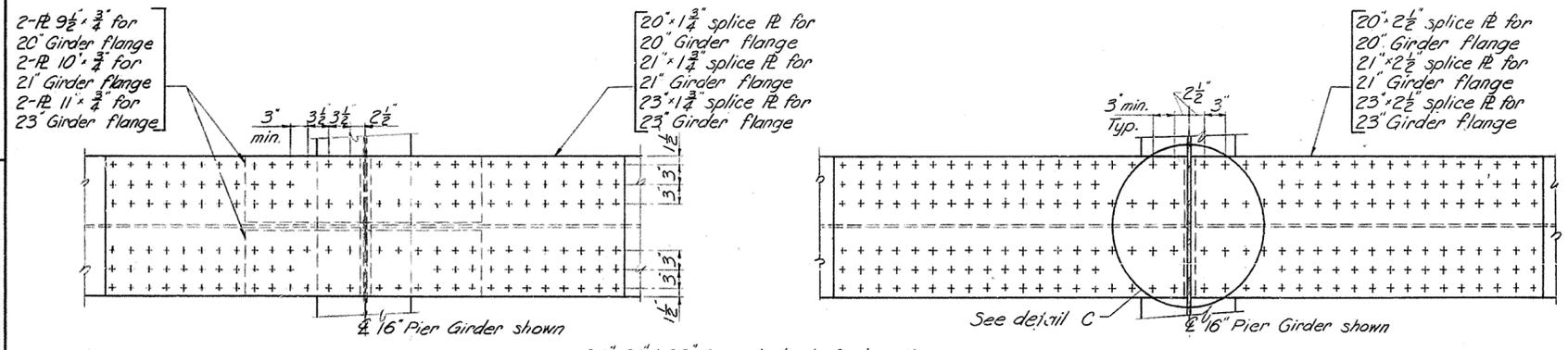
FED. ROAD DIST.	STAR	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



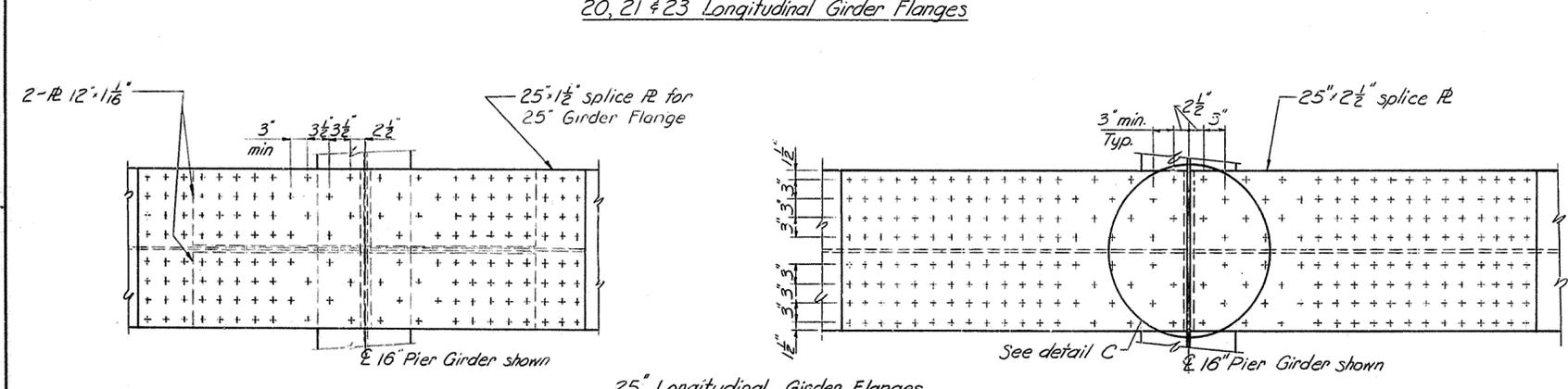
12" & 13" Longitudinal Girder Flanges



16", 17" & 18" Longitudinal Girder Flanges



20", 21" & 23" Longitudinal Girder Flanges



25" Longitudinal Girder Flanges

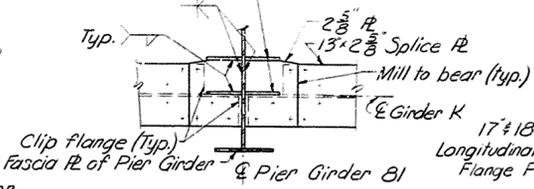
TYP. TOP FLANGE SPLICES OF INTERIOR GIRDERS
TYP. TOP & BOTT. FLANGE SPLICES OF FASCIA GIRDERS

Note: Bolt spacing for 16" Pier Girder flange shown.
For 24" Pier Girder flange bolt spa,
See Detail B

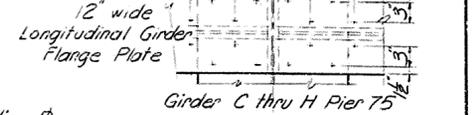
TYP. BOTTOM FLANGE SPLICES OF INTERIOR GIRDERS

All bottom flange splice plates shall be milled to bear at girder web & bolt holes reamed with 1/2" offset from flange holes to force bearing before slab is placed.

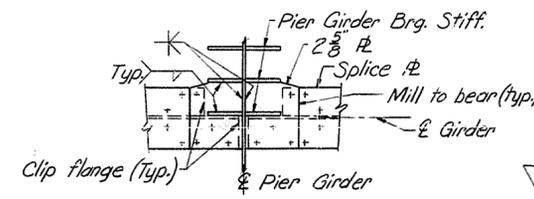
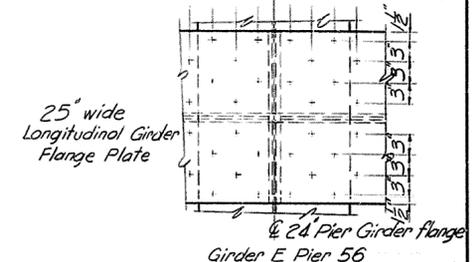
Pier Girder Brg. Stiff.



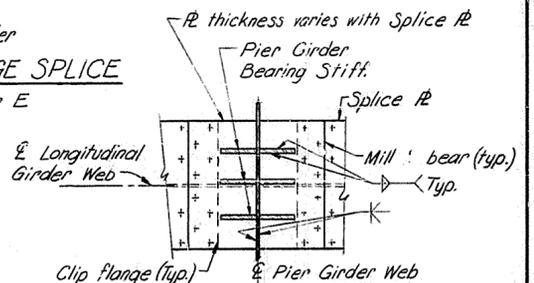
DETAIL D: BOTTOM FLANGE SPLICE @ Pier B1 Girder K



DETAIL B: BOLT SPACING FOR 24" PIER GIRDER FLANGES



DETAIL E: BOTTOM FLANGE SPLICE @ Piers B1, B2 & B3 Girder E



Note: Bolt pattern shown is for 25" Longitudinal Girder Flange. For other Girder Flange widths use patterns shown for girder bottom flanges at left.

DETAIL C @ Piers 56 & 57 Girder A1 @ Pier 56 Girders J1 & E

Note: Splice details shown are for Single Web Pier Girders. For splices at Pier Box Girders, see Pier Box Girder Details.

SHEET 63

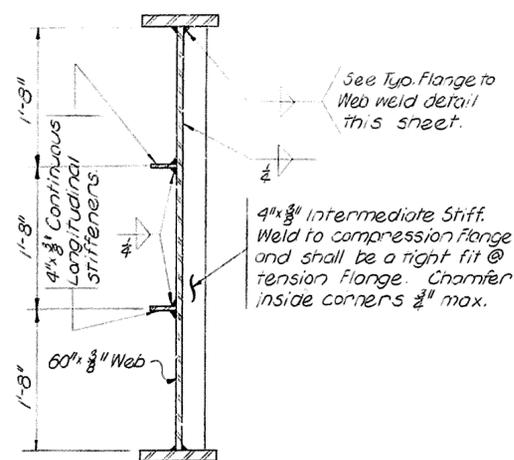
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85 PROJECT NO. I 64- 2(35)3

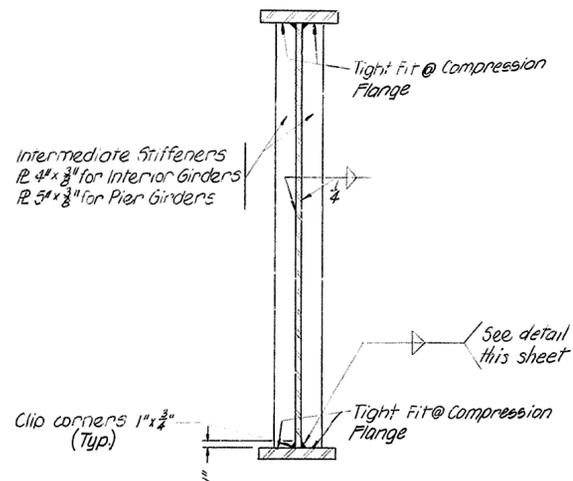
BRIDGE NUMBER 17470 DRAWING NO. INDEX

GIRDER SPLICE DETAILS
STRUCTURAL STEEL

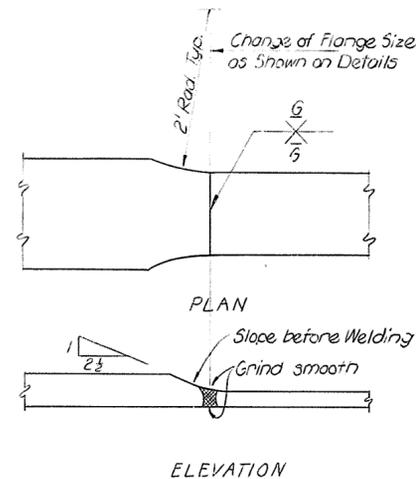
DESIGNED BY: J.E.K. CHECKED BY: M.C.C. DATE: 2-68
DRAWN BY: M.E.S. CHECKED BY: M.C.C. DATE: 3-68
TRACED BY: DATE:



INTERMEDIATE STIFFENER DETAILS
FASCIA GIRDERS

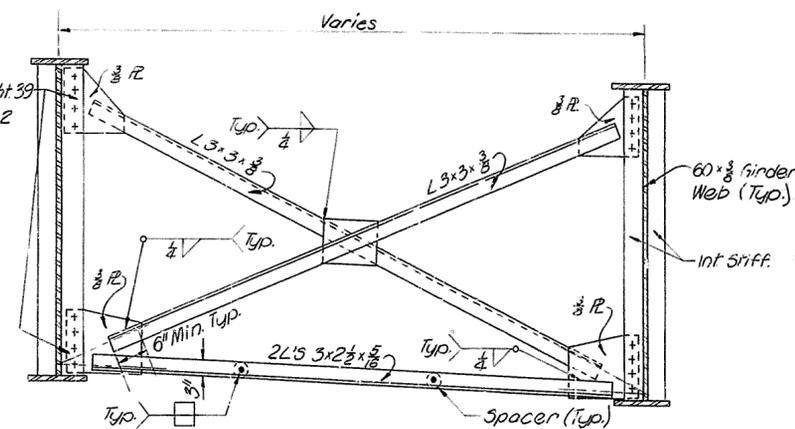


INTERMEDIATE STIFFENER DETAILS
INTERIOR & PIER GIRDERS
EXCEPT PIER BOX GIRDERS 61, 62, 73 & 74

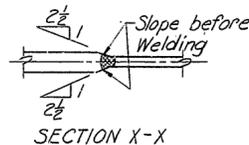


SHOP FLANGE SPLICE DETAIL
Refer also to Std. Dwg. Modifications & Additions to AWS D2.0-66 Specifications, AWS 2, Current edition.

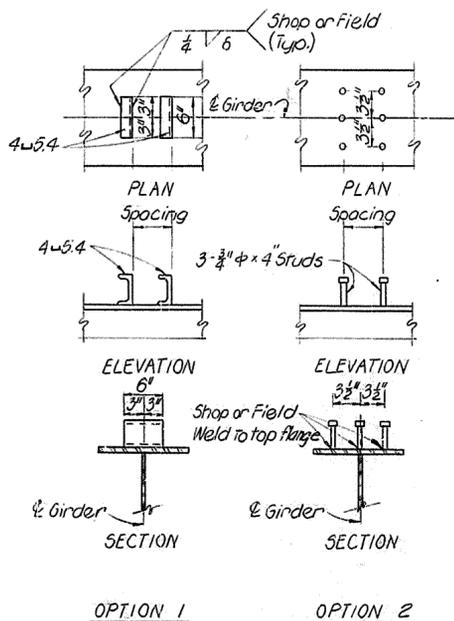
See Note, Sht. 39 for Girder A2 span 56



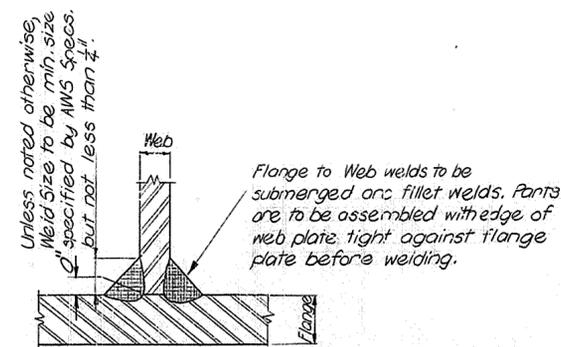
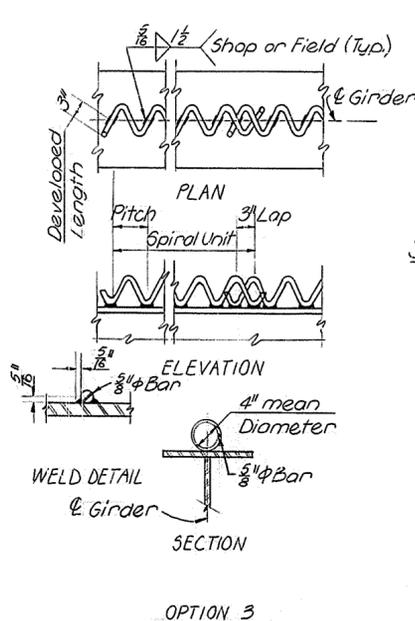
ELEVATION CROSS-FRAME 1



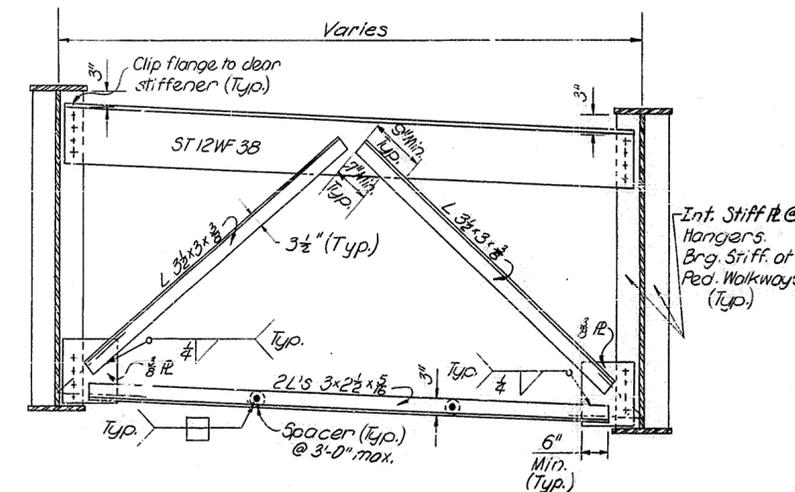
SHOP WEB SPLICE DETAIL



SHEAR CONNECTOR DETAILS



FLANGE TO WEB WELD



ELEVATION CROSS-FRAME 2
TYP. @ HANGERS & PEDESTRIAN WALKWAY

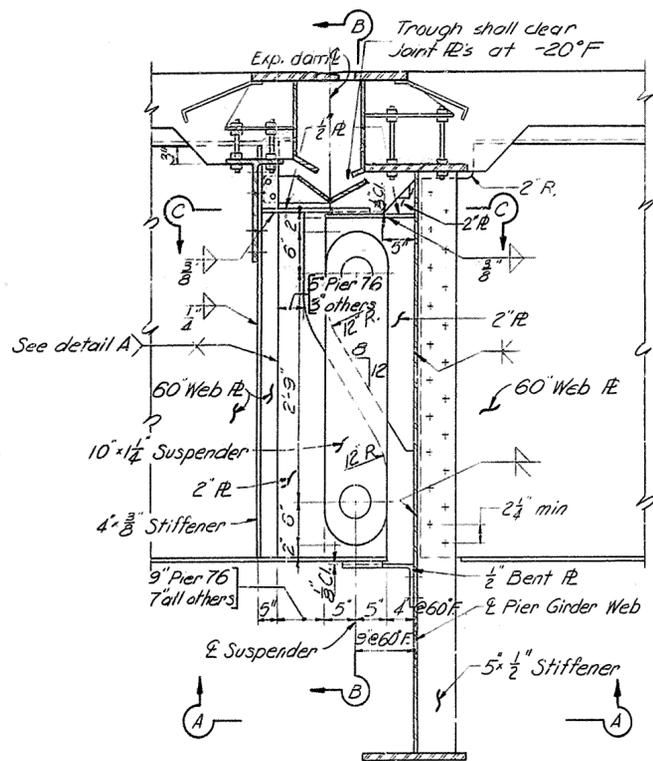
TYPICAL DETAILS
STRUCTURAL STEEL

DESIGNED BY: W.L.W. CHECKED BY: W.C.C. DATE: 3-16-61
 DRAWN BY: C.S. CHECKED BY: W.C.C. DATE: 3-16-61
 REVISIONS: DATE BY

SHEET 64

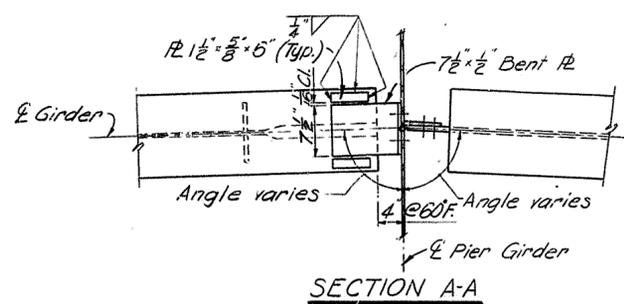
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION	234+85	PROJECT NO.	1 64- 2 (35) 3
BRIDGE NUMBER		DRAWING NO.	17470
		INDEX	

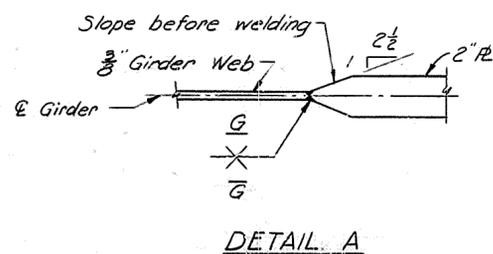


INTERIOR GIRDER SUSPENDER AT SINGLE WEB PIER GIRDERS

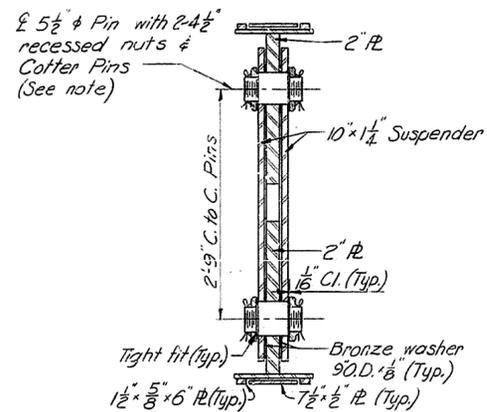
For Suspender Details at Pier 61, see Pier Box Girder Details.



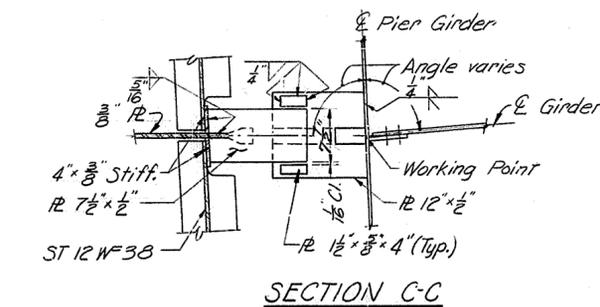
SECTION A-A



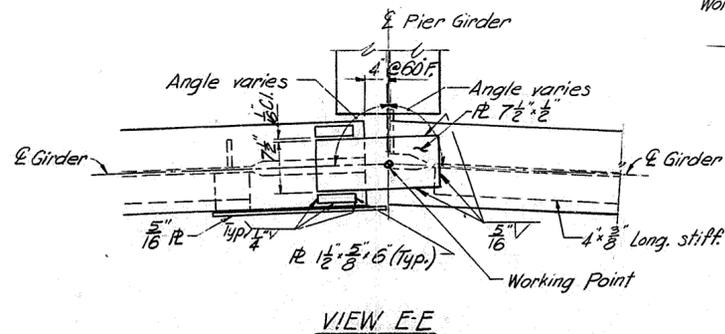
DETAIL A



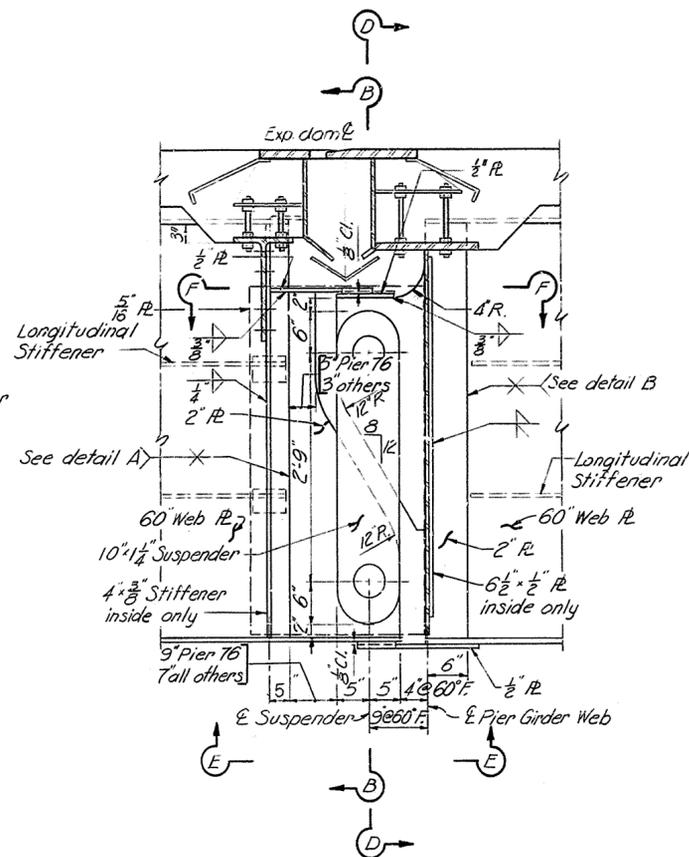
SECTION B-B



SECTION C-C

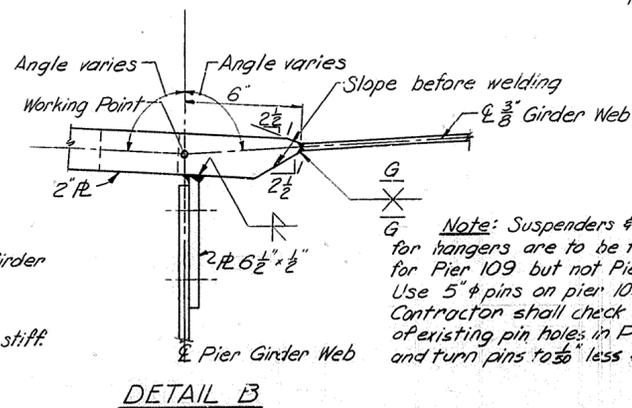


VIEW E-E



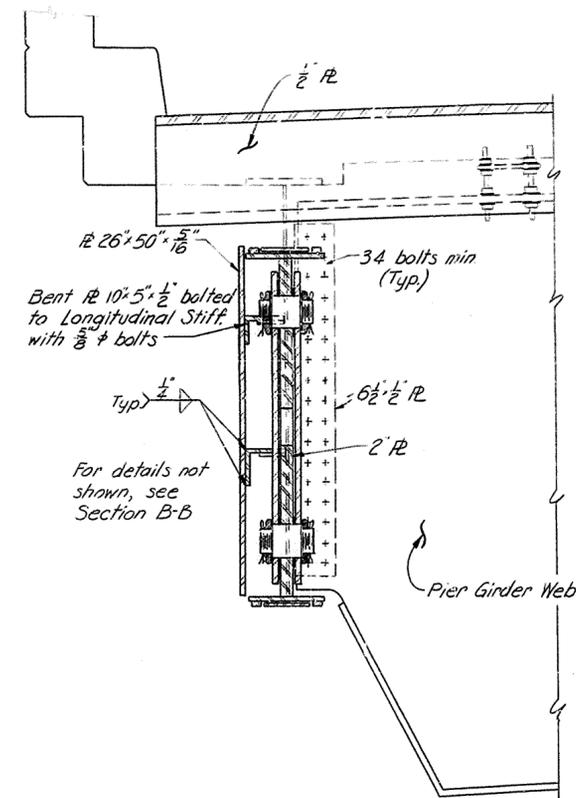
FASCIA GIRDER SUSPENDER AT SINGLE WEB PIER GIRDERS

For Suspender Details at Pier 61, see Pier Box Girder Details.

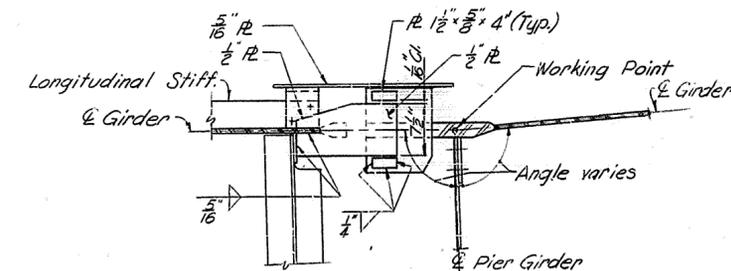


DETAIL B

**SUSPENDER DETAILS
STRUCTURAL STEEL**



SECTION D-D



SECTION F-F

Note: Suspenders & Pins for hangers are to be furnished for Pier 109 but not Pier 55. Use 5/8 inch pins on pier 109 only. Contractor shall check dia. of existing pin holes in Pier 109 and turn pins to 3/8 inch less dia.

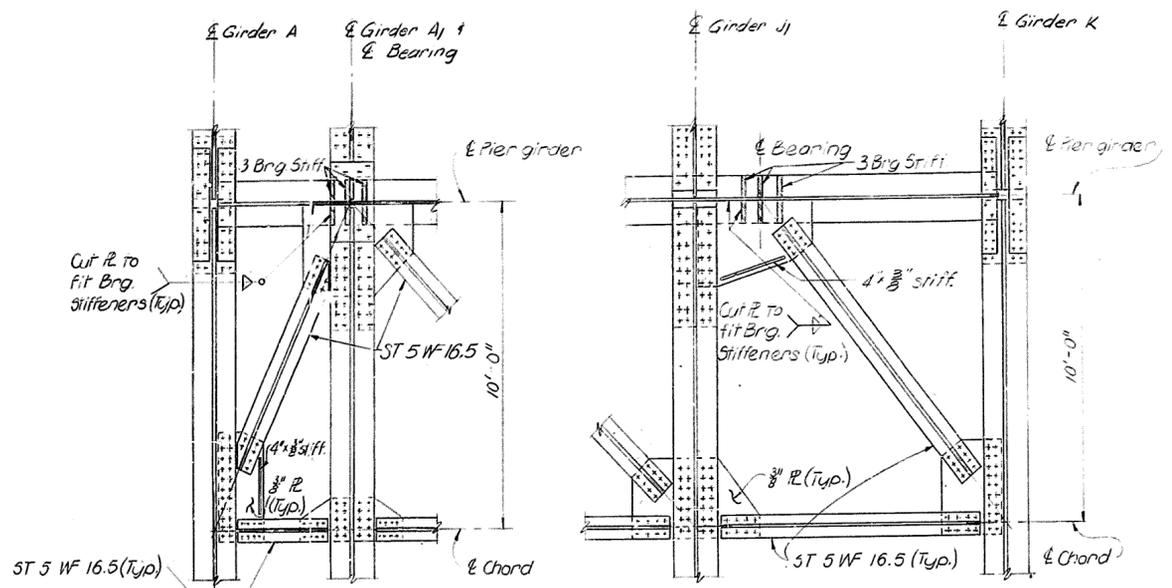
DESIGNED BY: W.C.C. CHECKED BY: J.E.K. DATE: 3/68
 DRAWN BY: W.E.S. CHECKED BY: W.C.C. DATE: 7/69
 MADE BY: DATE:

SHEET 65

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

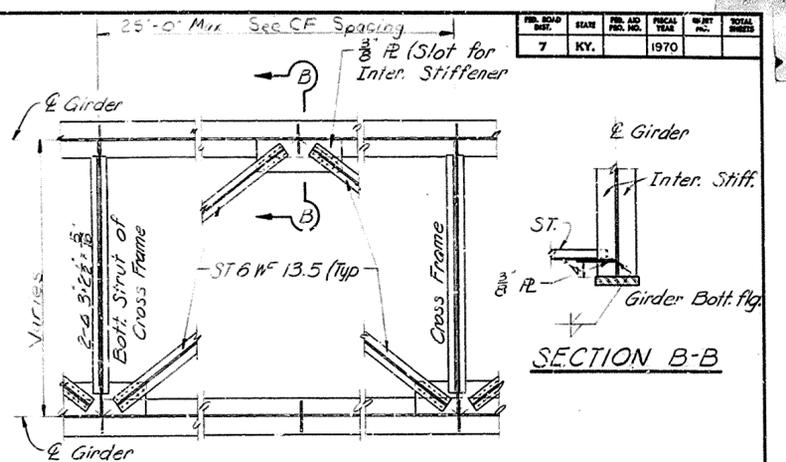
STATION 234+85	PROJECT NO. 164-2(32)3
BRIDGE NUMBER	DRAWING NO. 17470

PROJ. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		

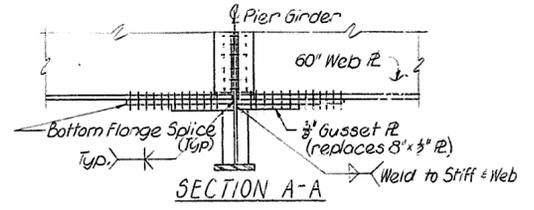


PIER 57 WB SUPPORT

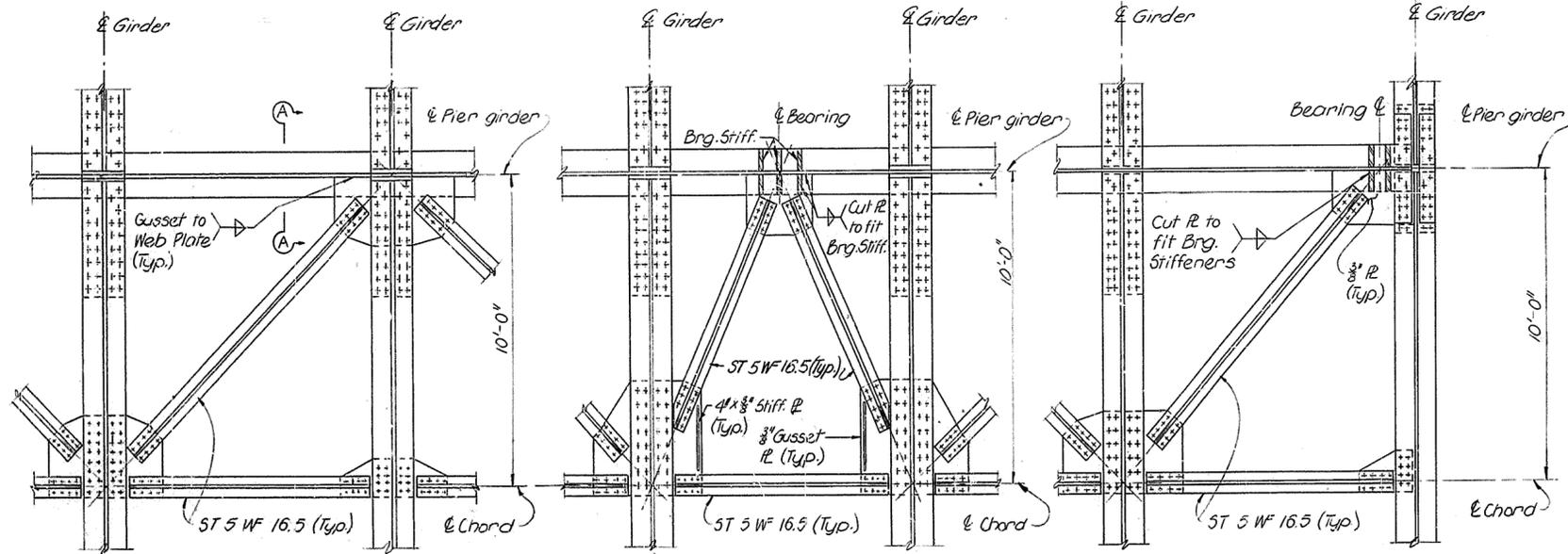
PIER 57 E.B. SUPPORT



HORIZONTAL BRACING IN SPAN 56 See Framing Plans for Location



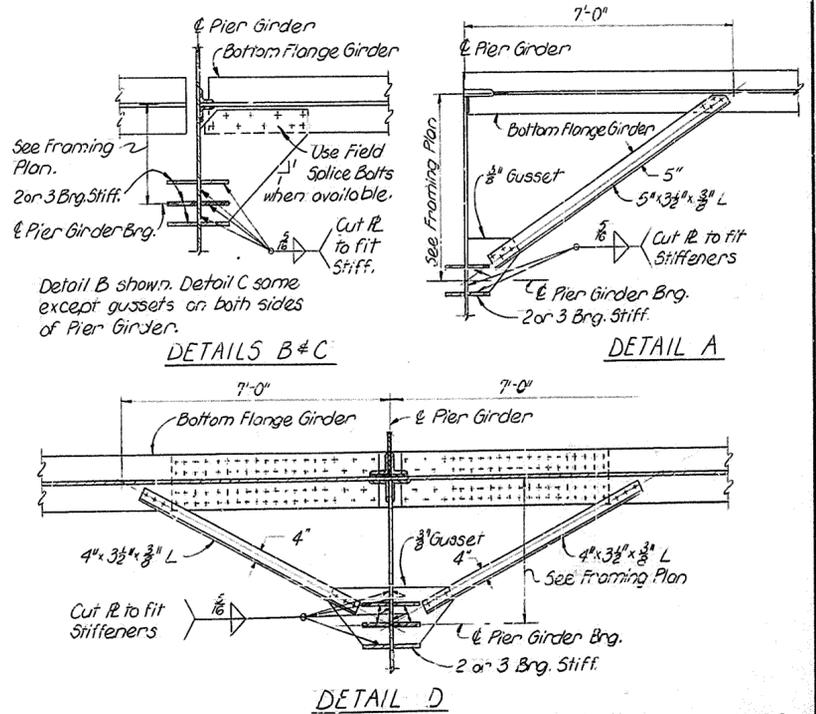
SECTION A-A



TYPICAL BETWEEN SUPPORTS
AT PIERS 57, 60, 65, 70, 78, 82

TYPICAL AT CENTER SUPPORT
PIERS 57, 60, 65, 70
PIER 78 EB & WB SUPPORTS
PIER 82 EB & WB SUPPORTS

TYPICAL AT PIERS 60 EB & WB,
65 EB & WB, 70 EB & WB, SUPPORTS



DETAILS B & C

DETAIL A

DETAIL D

Notes: Bracing shown typical at bottom girder flanges only. All filler welds shown shall be the minimum size specified by the AISC specifications unless shown otherwise.

BRACING DETAILS
STRUCTURAL STEEL

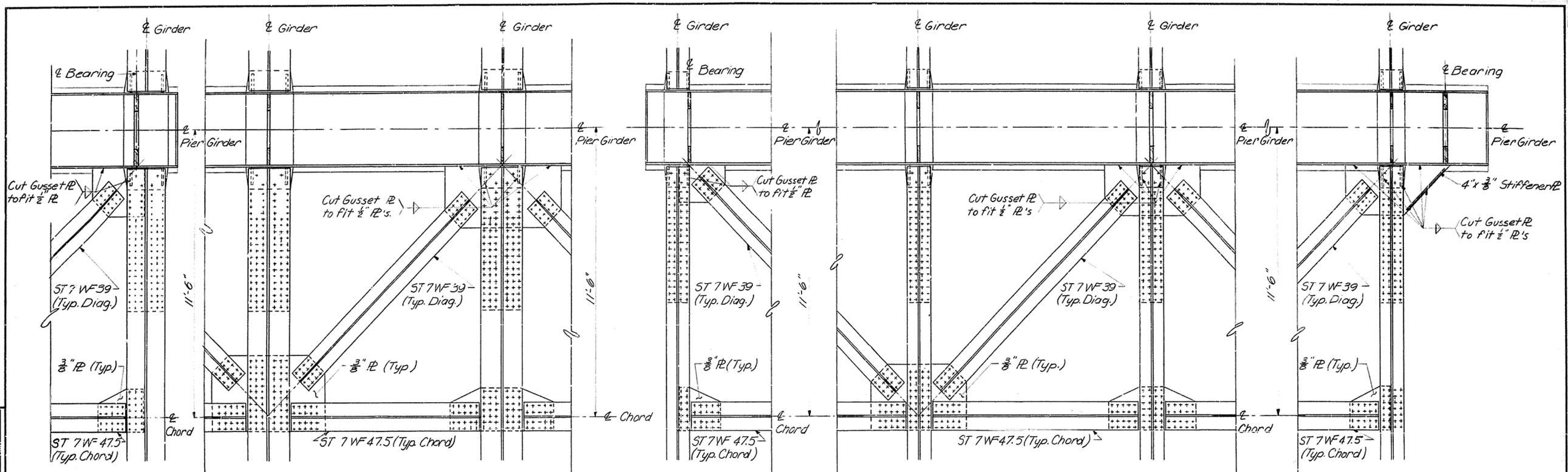
SHEET 66

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85	PROJECT NO. 164-2(35)3
BRIDGE NUMBER	DRAWING NO. 17470

DESIGNED BY: M.W. W.C.C. DATE: 2-68
 CHECKED BY: W.C.C. DATE: 4-68
 DRAWN BY: G.E.S. DATE: 4-68
 TRACED BY: DATE:

LETTING DATE



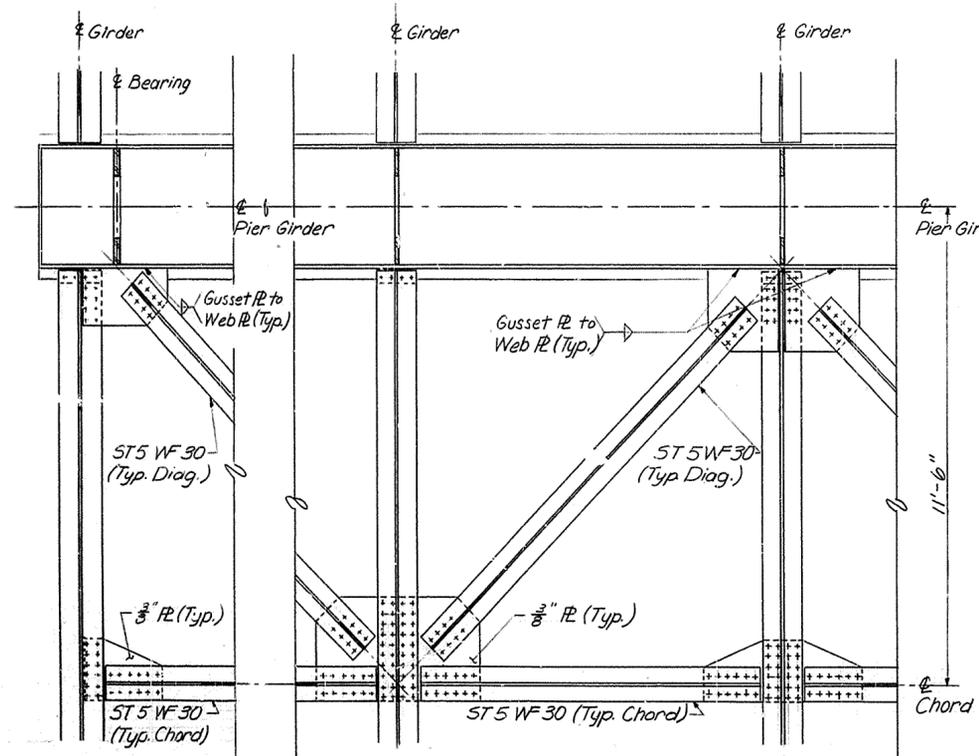
TYPICAL AT PIER 73
E.B. & W.B. SUPPORTS

TYPICAL AT PIER 73 BETWEEN SUPPORTS

PIER 74 W.B. SUPPORT

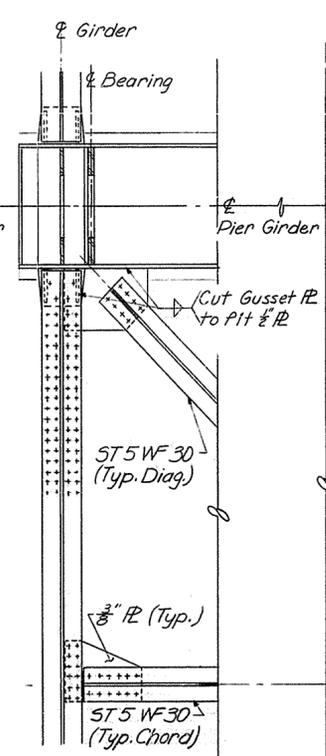
TYPICAL AT PIER 74 BETWEEN SUPPORTS

PIER 74 E.B. SUPPORT

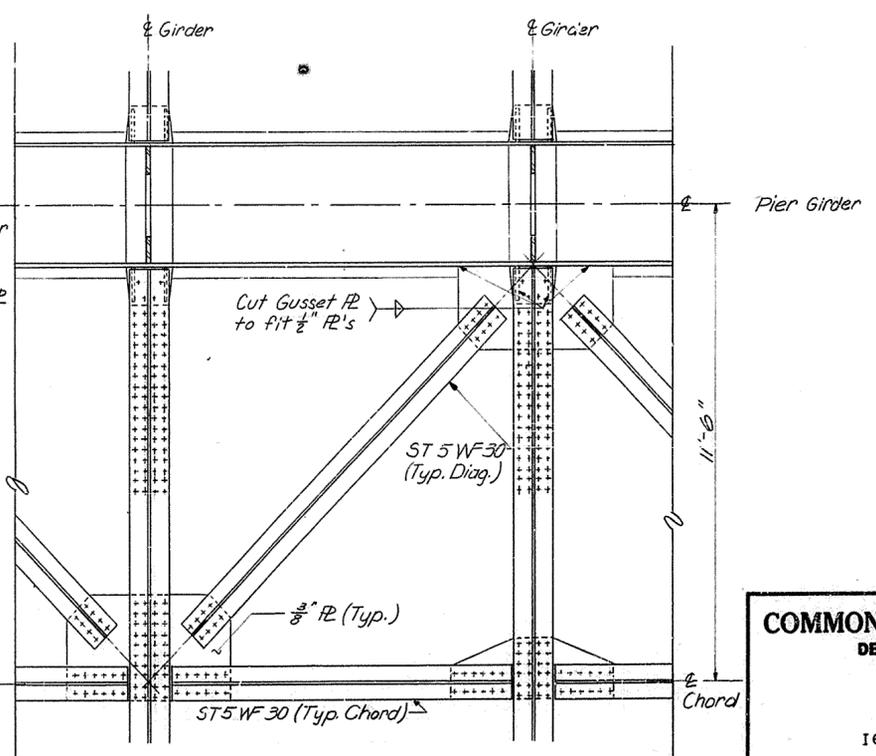


TYPICAL AT PIER 61
E.B. & W.B. SUPPORTS

TYPICAL AT PIER 61 BETWEEN SUPPORTS



TYPICAL AT PIER 62
E.B. & W.B. SUPPORTS



TYPICAL AT PIER 62 BETWEEN SUPPORTS

BRACING DETAILS
STRUCTURAL STEEL

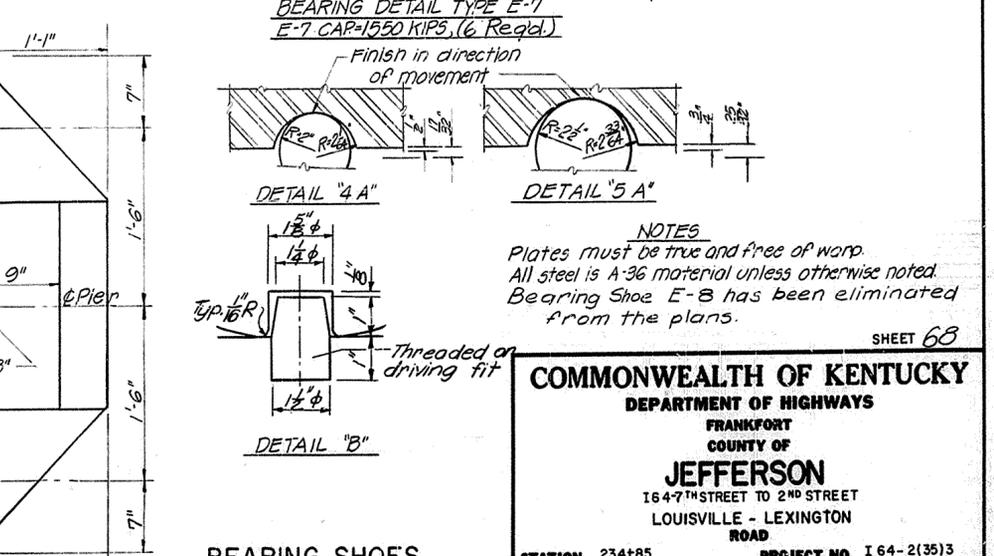
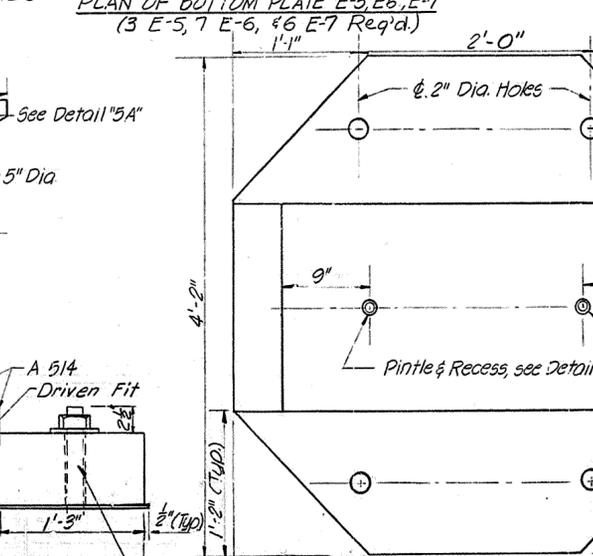
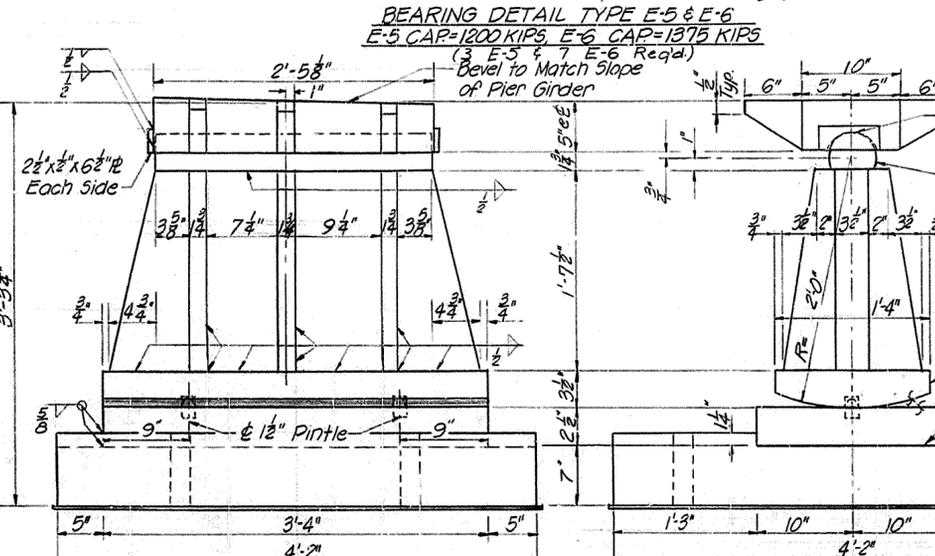
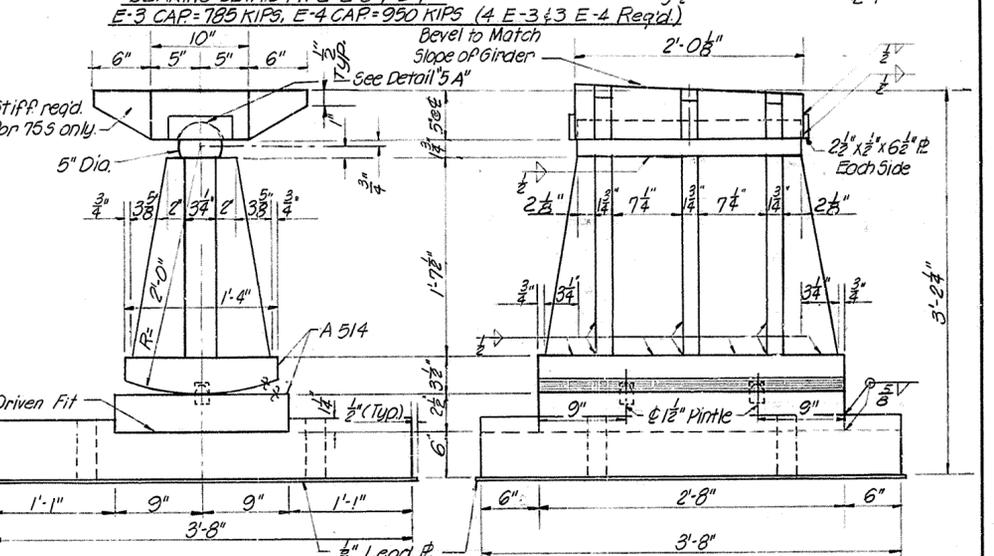
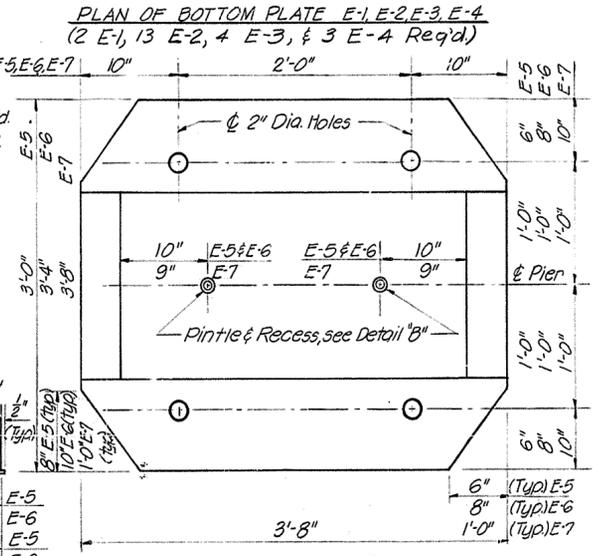
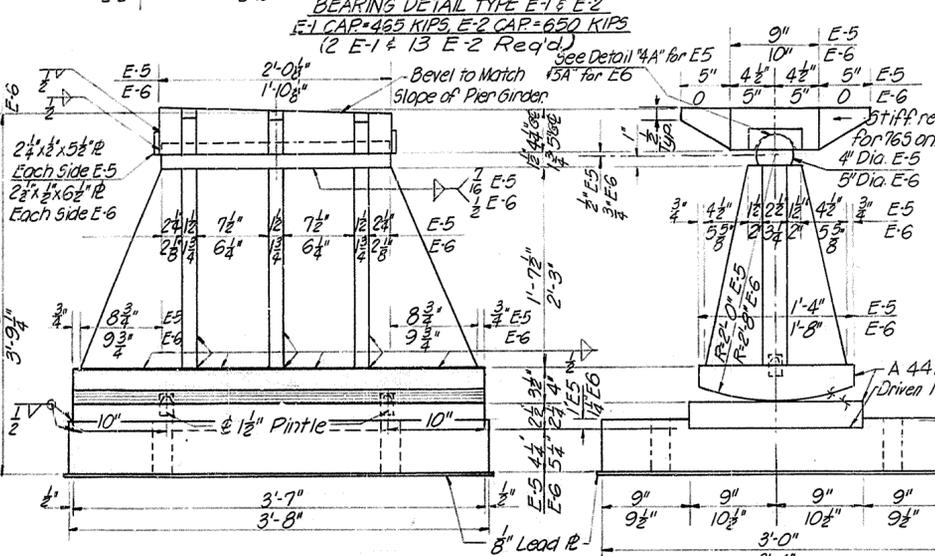
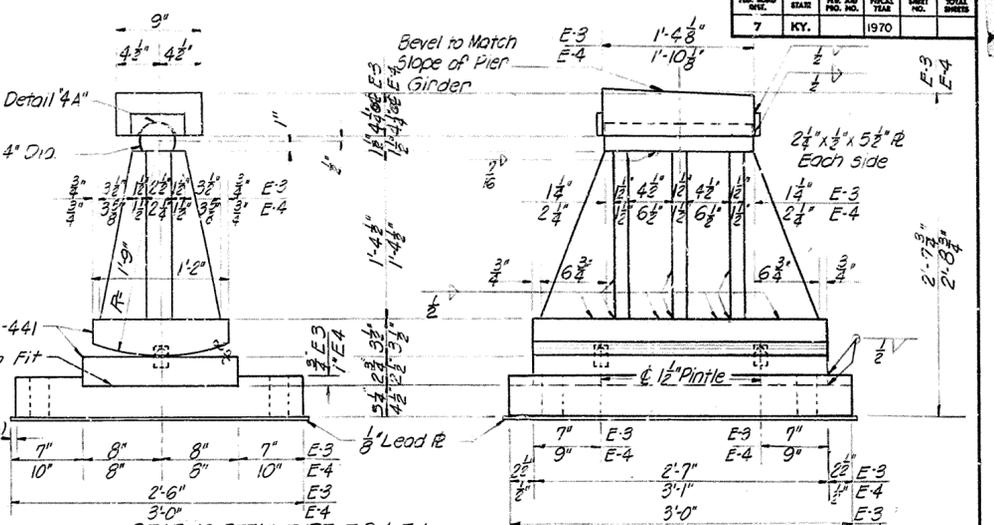
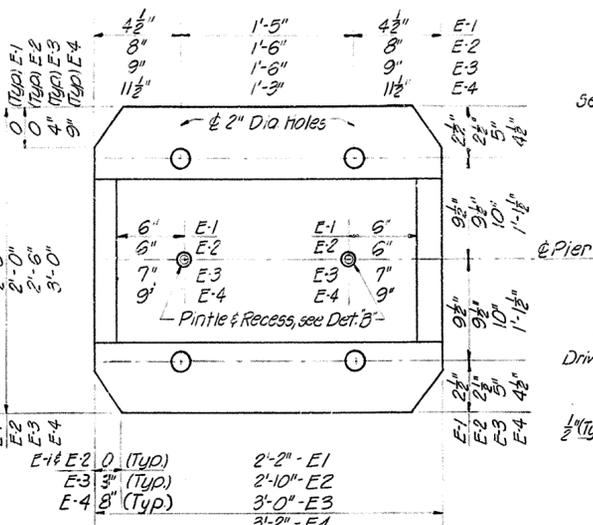
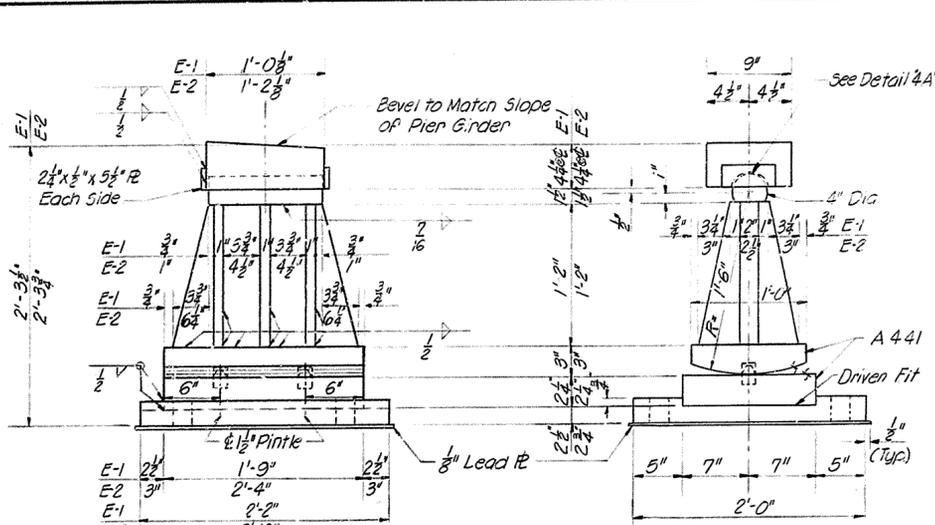
DATE	DATE	DATE
7-29	7-29	
DESIGNED BY	CHECKED BY	CHECKED BY
W.L.M.S.	B.M.	B.M.

For Notes, See Sheet 66

SHEET 67

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD
STATION 234+85 P. E. PROJECT NO. 164-2(3513)
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.
17470

REV.	DATE	BY	CHKD.	REASON
7	KY.			1970



NOTES
 Plates must be true and free of warp.
 All steel is A-36 material unless otherwise noted.
 Bearing Shoe E-8 has been eliminated from the plans.

DESIGNED BY: W.L.M. CHECKED BY: J.K. DATE: 3-6-66
 DRAWN BY: M.D.C. CHECKED BY: J.K. DATE: 3-6-66
 TRACED BY: DATE:

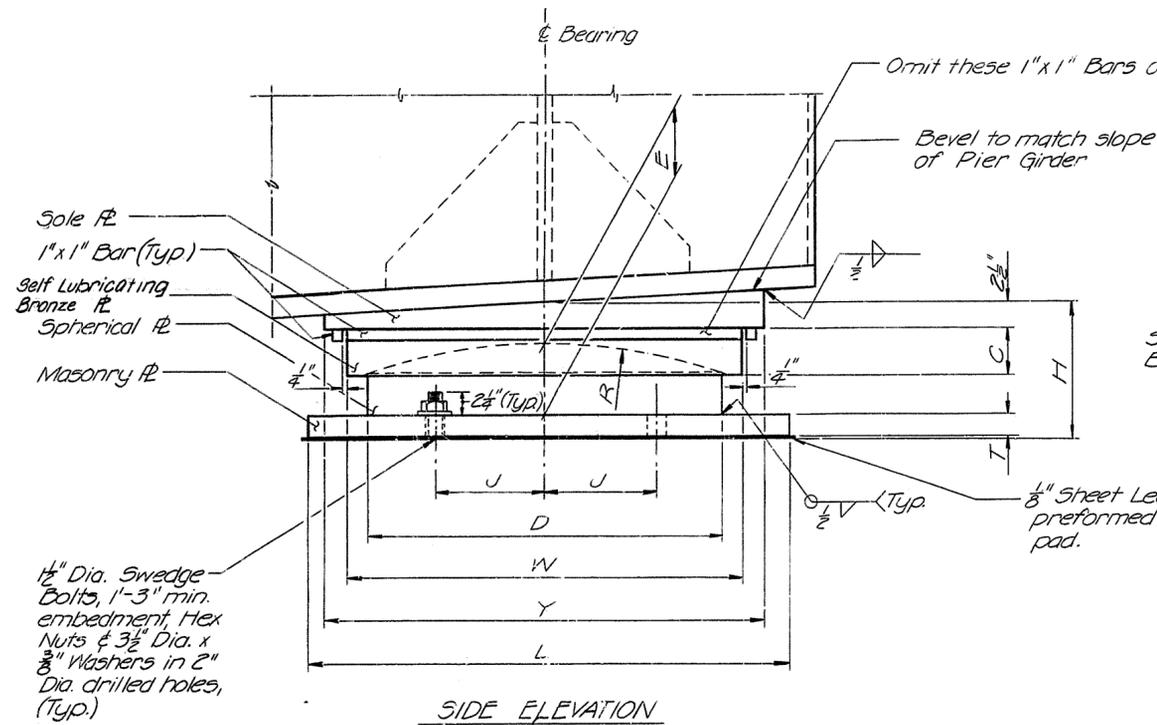
**BEARING SHOES
 STRUCTURAL STEEL**

SHEET 68

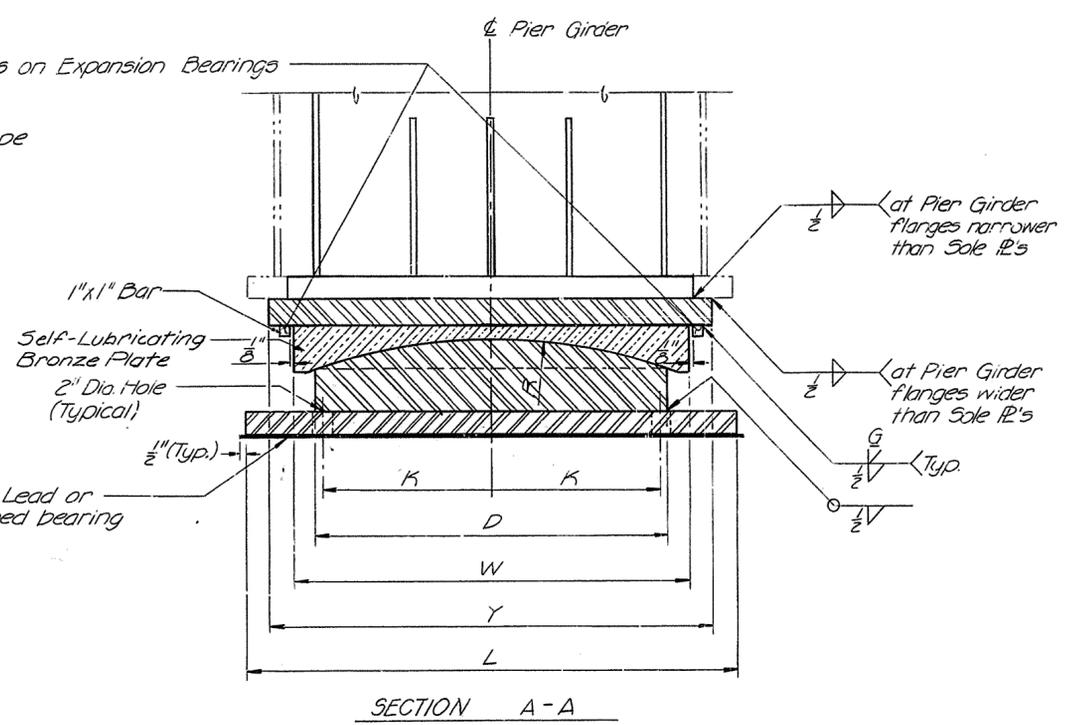
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION	234+85	PROJECT NO.	I 64-2(35)3
BRIDGE NUMBER		DRAWING NO.	17470
		INDEX	

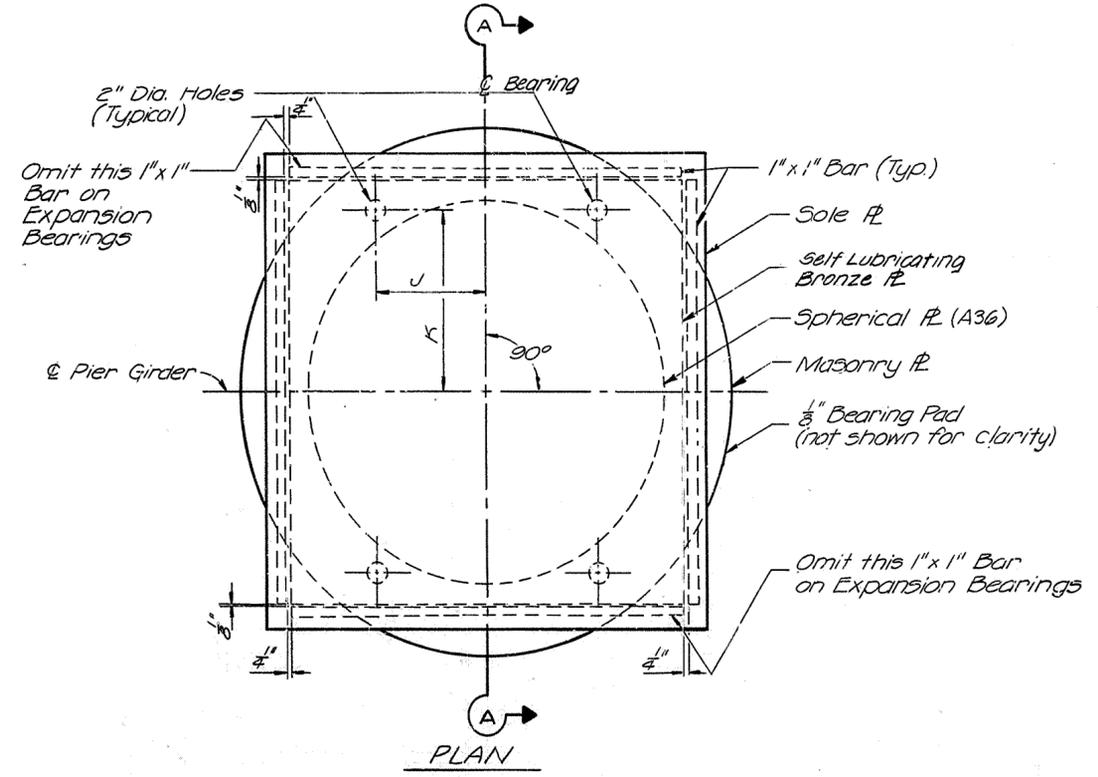
LETTING DATE



SIDE ELEVATION



SECTION A-A



BEARING TYPE FG, EI, & E12

TABLE OF DIMENSIONS

Pier	Brg Type	Capacity Kips	No. Reqd.	DIMENSIONS											ANCHOR BOLTS			
				D	W	Y	L	R	T	E	C	H	Diag.	K	J			
74,62	FG	1252	4	2' 10"	3' 1"	3' 8"	4' 0"	4' 0"	0' 2 1/2"	0' 7"	0' 4 1/2"	1' 1 1/2"	1' 1 1/2"	1' 1 1/2"	1' 1 1/2"	1' 1 1/2"	1' 1 1/2"	1' 1 1/2"
61	E12	1019	2	2' 6"	2' 9"	3' 2"	3' 8"	4' 0"	0' 2 1/2"	0' 6 3/8"	0' 4"	1' 0 1/2"	1' 1"	1' 1"	1' 1"	1' 1"	1' 1"	1' 1"
73	E11	1635	2	3' 1"	3' 5"	3' 10"	4' 3"	5' 0"	0' 2 1/2"	0' 7"	0' 4 1/2"	1' 1 1/2"	1' 1 1/2"	1' 1 1/2"	1' 1 1/2"	1' 1 1/2"	1' 1 1/2"	

NOTES
 All Plates must be true & free of warp.
 All Steel is A-36 material.
 Self-Lubricating Bronze Plates shall be A.S.T.M. B22-61 Alloy A

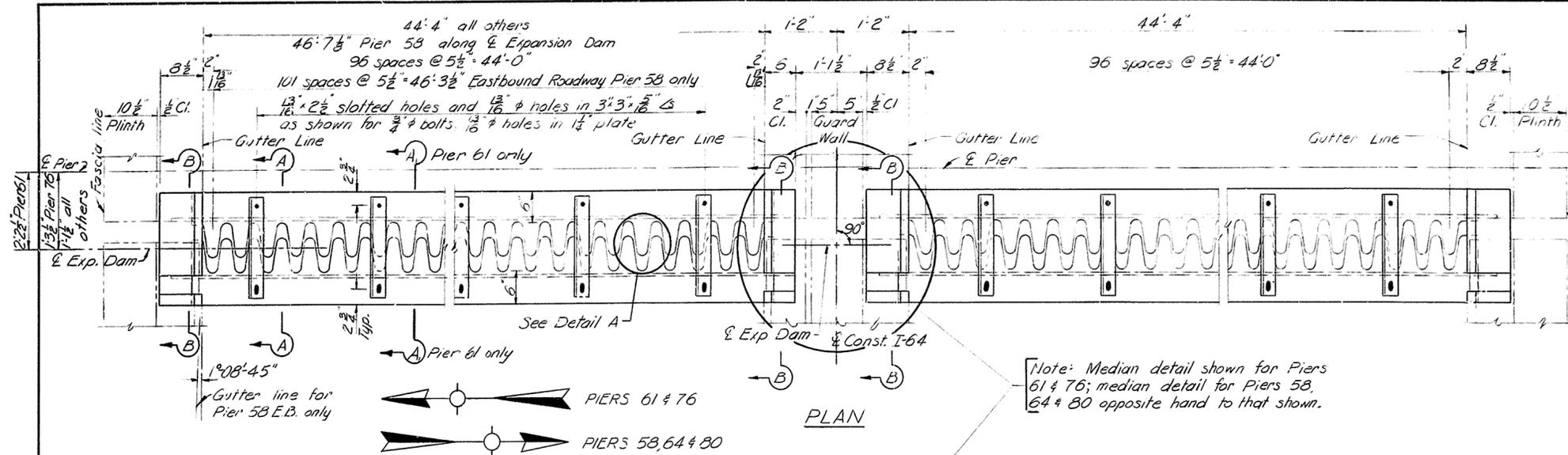
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 CHECKED BY: MJC
 DATE: 2-1-70
 CHECKED BY: PAL
 DATE: 2-1-70
 DRAWN BY: MJC
 DATE: 12-1-69
 SCALE: AS SHOWN

SHEET 70

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD
 STATION 234+85 P.E. PROJECT NO. 164-2(35)3
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 17470

BEARING SHOES
 STRUCTURAL STEEL

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



NOTES

To allow for Temperatures other than 60°F adjust dimensions shown as follows:

Pier 58,	1/4" for each 10° rise or fall
" 61,	" " " " " "
" 64,	" " " " " "
" 76,	" " " " " "
" 80,	" " " " " "

Plates must be True & free from warp.

Expansion Dam to be assembled in the shop in its relative final position and inspected for fit.

The toothed plate shall be match marked to maintain the same relative position before & after cutting.

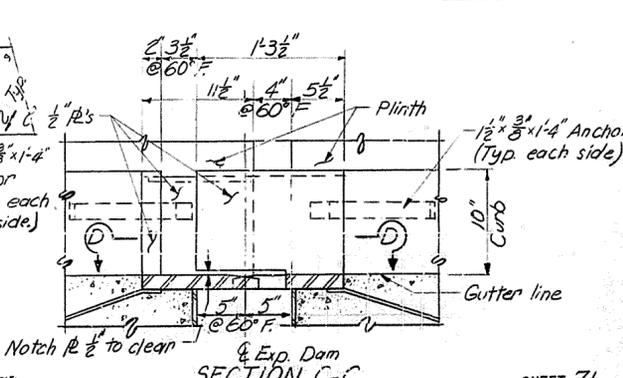
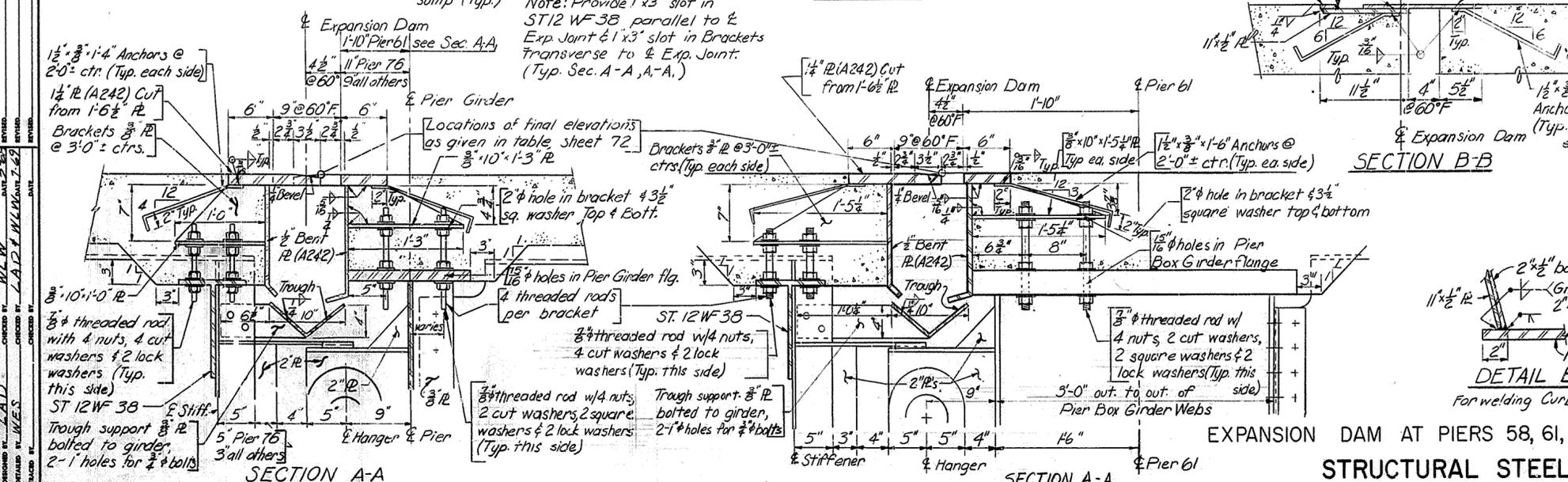
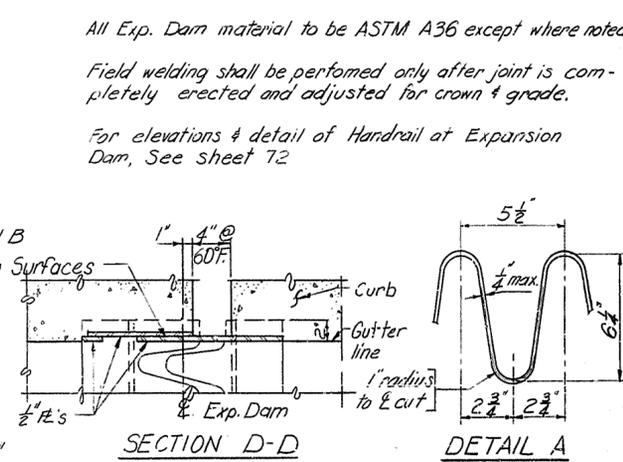
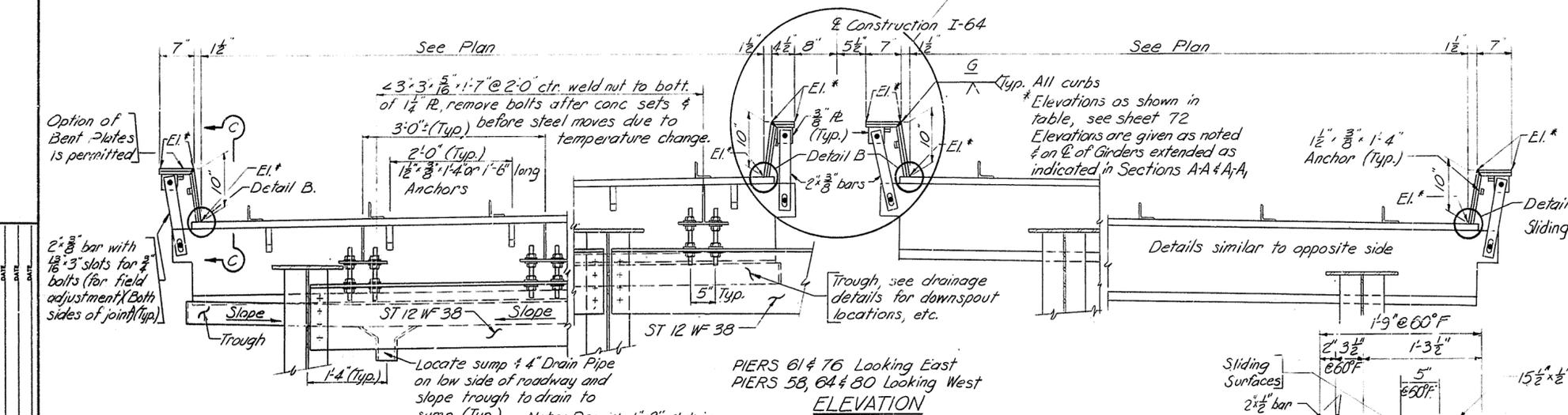
Payment for all Expansion Dam material, including trough & sump, shall be included in lump sum bid for Structural Steel.

Drain pipe, pipe reducer & supports included in unit price bid for 6" Drain Pipe.

All Exp. Dam material to be ASTM A36 except where noted.

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

For elevations & detail of Handrail at Expansion Dam, See sheet 72



EXPANSION DAM AT PIERS 58, 61, 64, 76 & 80
STRUCTURAL STEEL

STATION 234+ 85

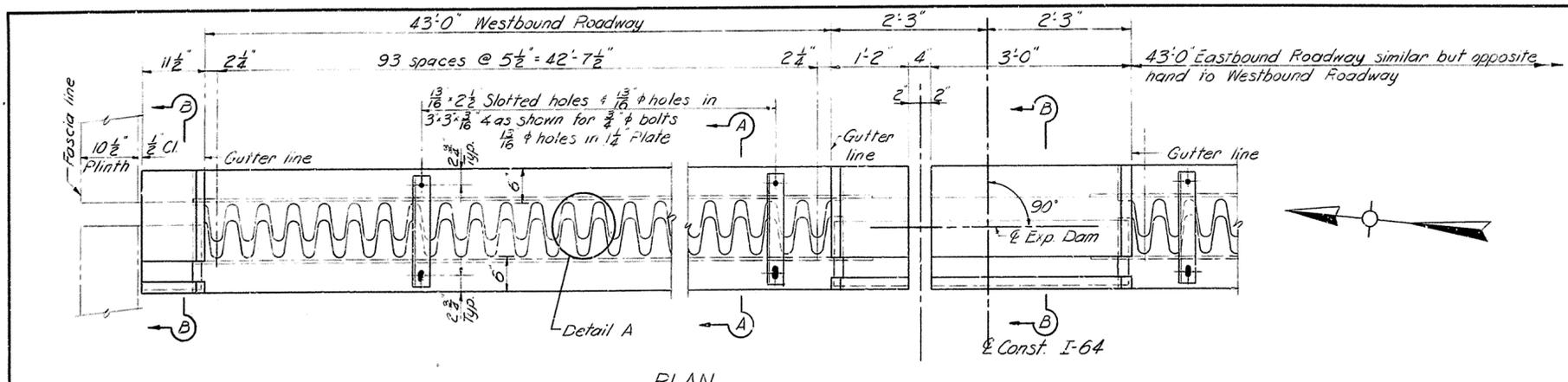
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PROJECT NO. 164-2(353)

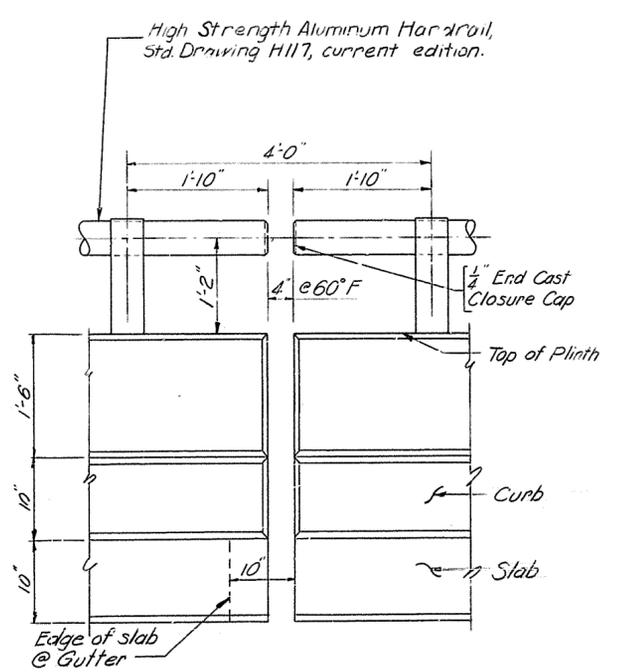
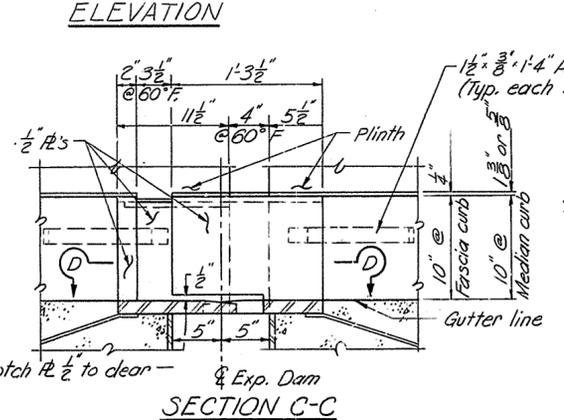
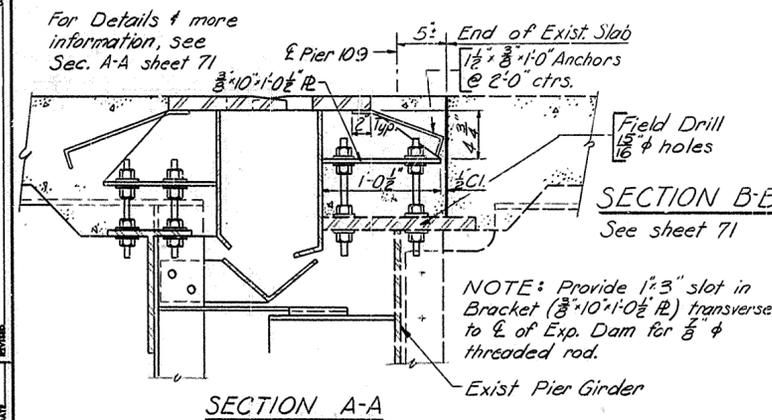
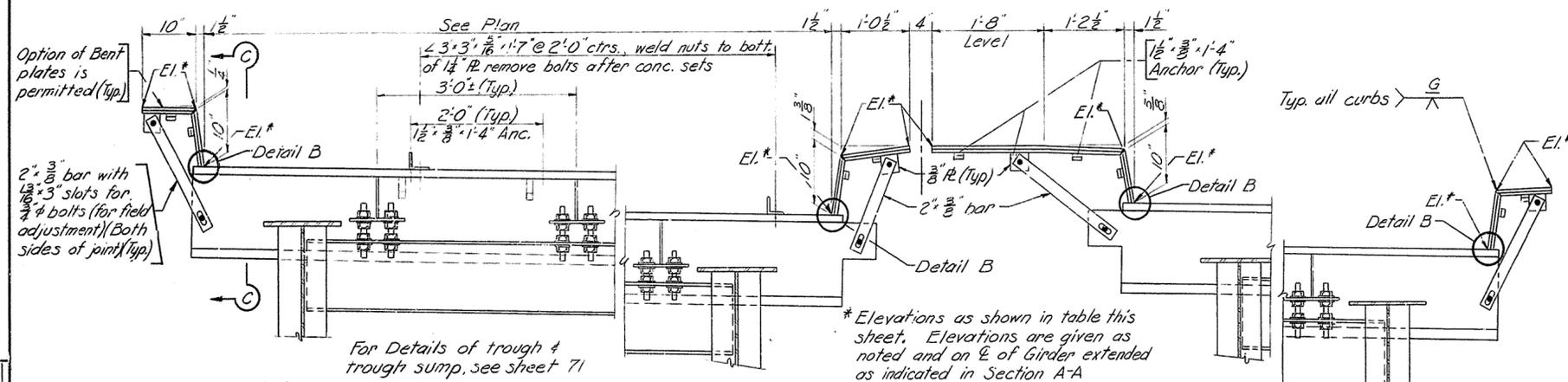
DRAWING NO. 17470

INDEX

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON ROAD



For notes see sheet 71
 To allow for temperatures other than 60°F. adjust dimensions shown by 1/8" for each 10° rise or fall.
 Elevations shown for this expansion dam are to be checked in the field to meet existing conditions and may be adjusted as directed by the Engineer.



Piers	WESTBOUND									EASTBOUND								
	Fascia Curb			Girders			Median Curb			Median Curb			Girders			Fascia Curb		
	Back Curb	Top Curb	Gutter	B	C	D	Gutter	Top Curb	Back Curb	Back Curb	Top Curb	Gutter	G	H	J	Gutter	Top Curb	Back Curb
58	465.084	465.084	464.251	464.152	464.065	463.971	463.853	464.636	464.656	464.763	464.763	463.930	463.738	463.585	463.426	463.204	464.037	464.037
61	62.193	62.193	61.360	61.027	60.744	60.453	60.073	60.906	60.906	61.095	61.095	60.262	59.862	59.533	59.196	58.801	59.634	59.634
64	60.786	60.786	59.953	59.595	59.287	58.974	58.580	59.413	59.413	59.605	59.605	58.772	58.387	58.080	57.767	57.396	58.229	58.229
76	59.409	59.409	58.576	58.958	59.275	59.588	59.975	60.808	60.808	60.611	60.611	59.778	60.157	60.459	60.770	61.131	61.964	61.964
80	62.540	62.540	61.707	61.784	61.853	61.926	62.314	62.847	62.847	62.831	62.831	61.998	61.973	61.952	61.935	61.919	62.752	62.752
109	65.940	65.920	65.087	64.732	64.422	64.111	63.755	64.589	64.703	64.832	64.780	63.947	63.526	63.216	62.904	62.545	63.378	63.398

EXPANSION DAM - PIER 109
 STRUCTURAL STEEL

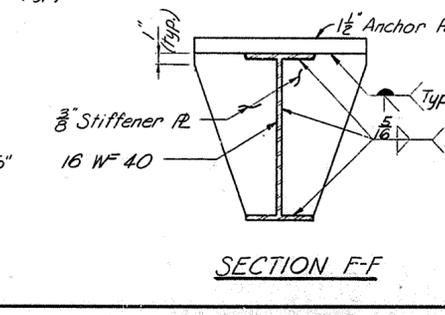
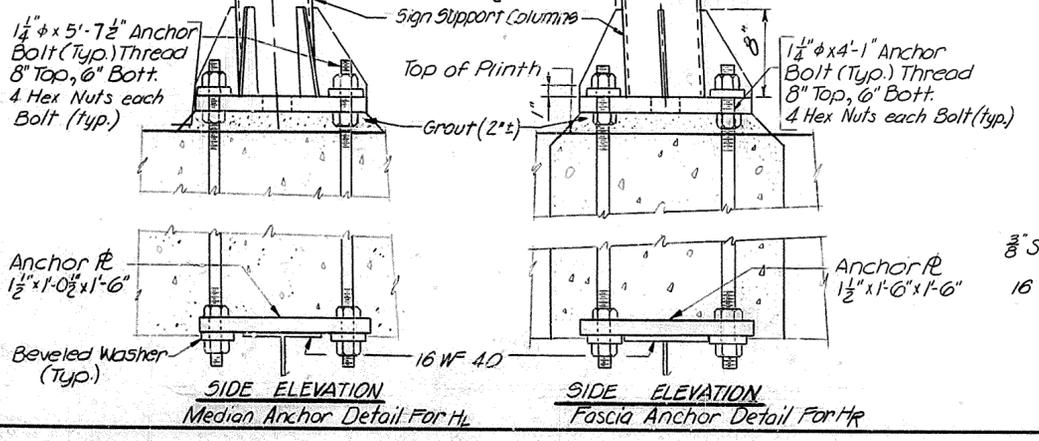
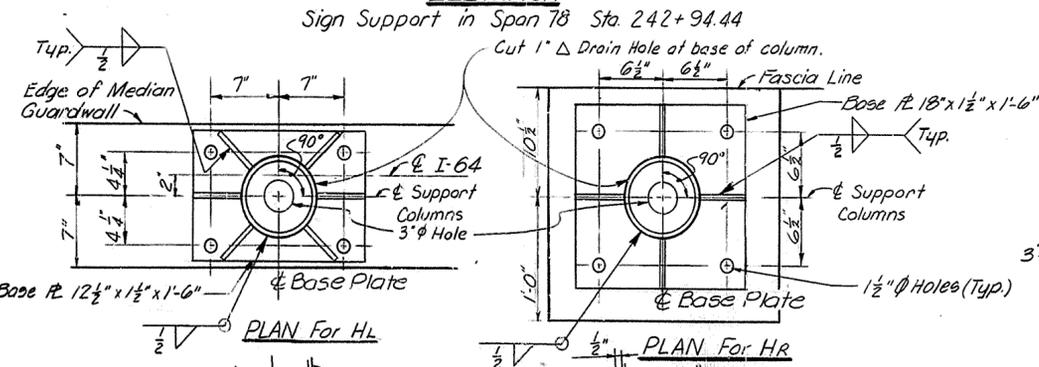
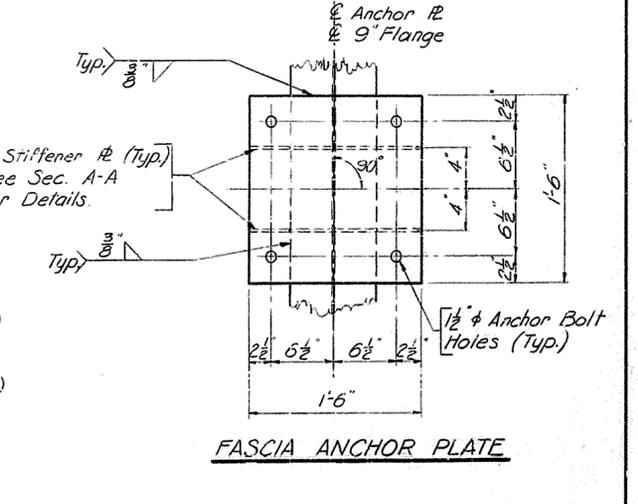
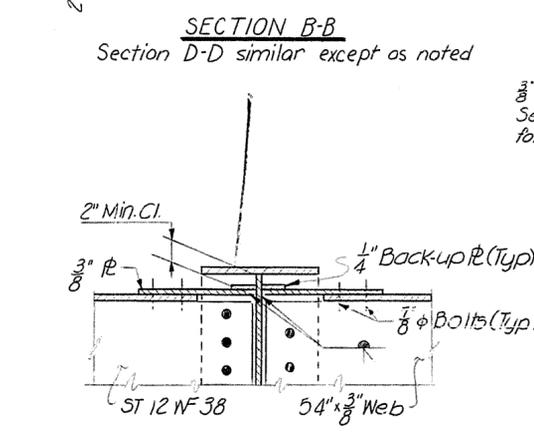
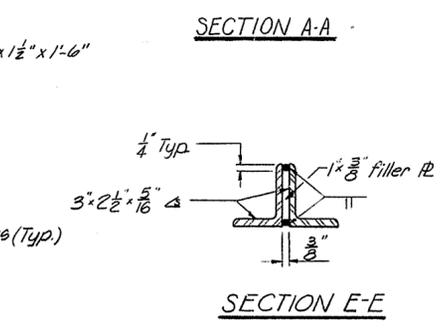
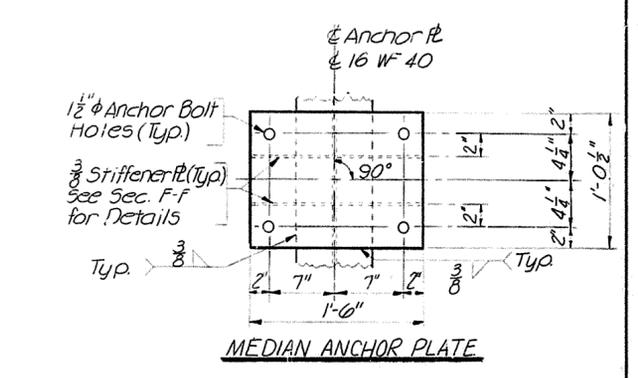
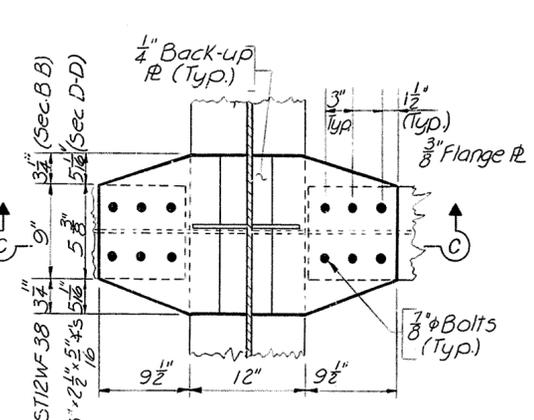
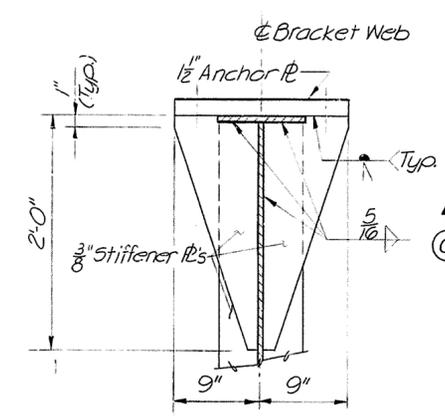
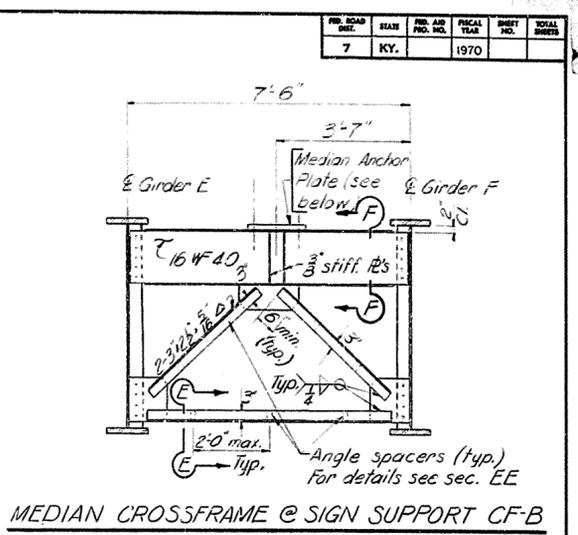
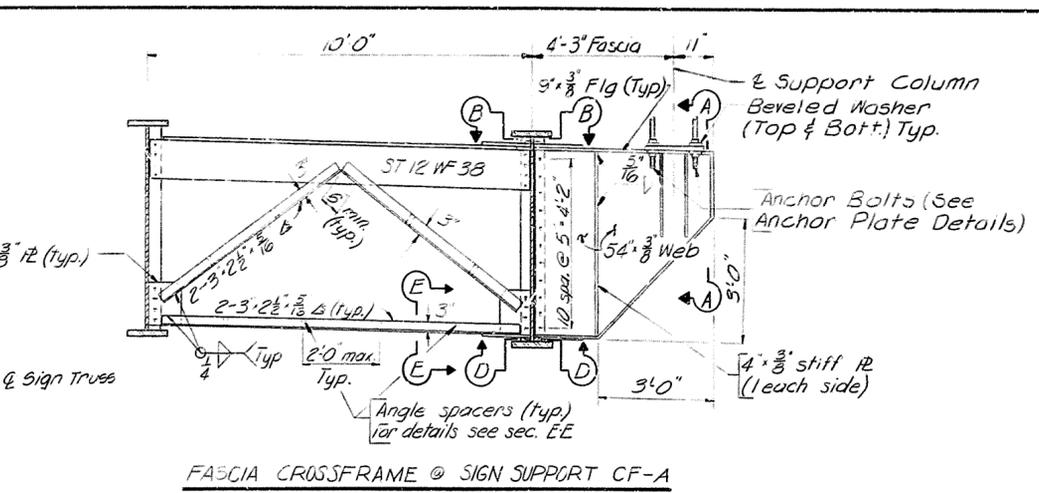
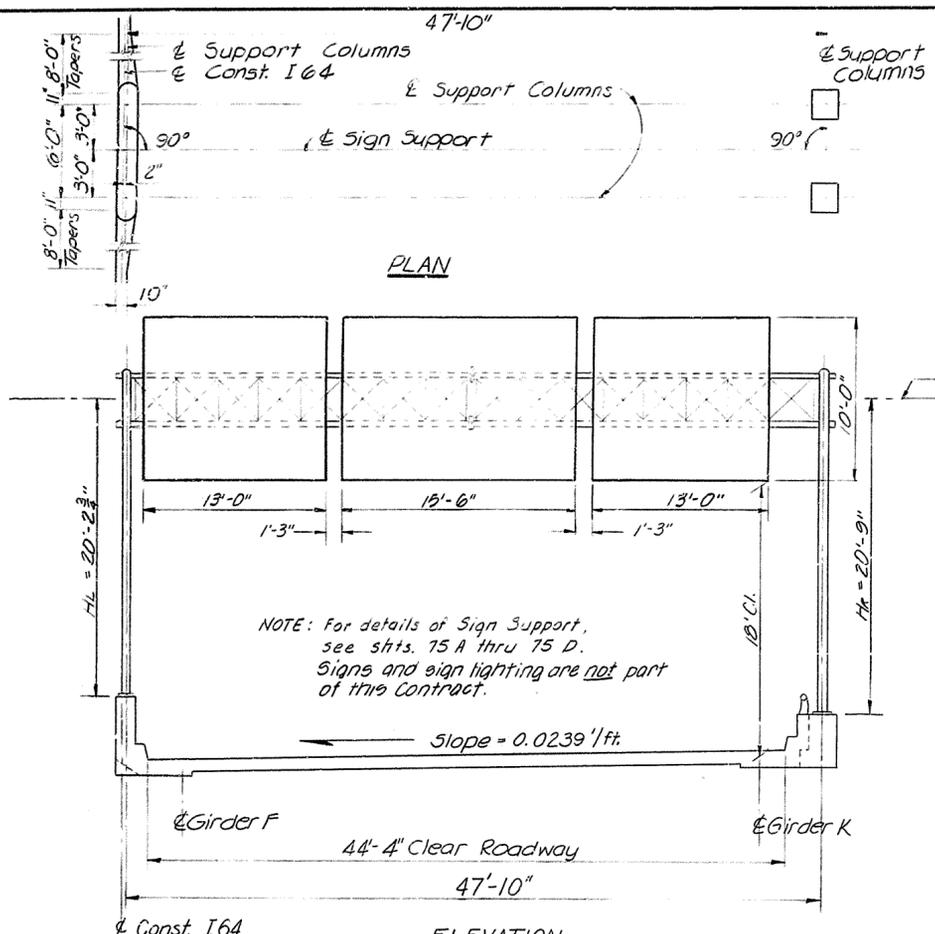
SHEET 72

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 I 64-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+ 85 PROJECT NO. I 64- 2(35)3
 BRIDGE NUMBER DRAWING NO. 17470

DESIGNED BY: LAD DATE: 11/17/69
 CHECKED BY: WLS DATE: 11/17/69
 DRAWN BY: LAD DATE: 11/17/69
 CHECKED BY: WLS DATE: 11/17/69
 TRACED BY: WLS DATE: 11/17/69

PROJ. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



Work this sheet with sheet 75

STA. 242+94.44
SIGN SUPPORTS

SHEET 74

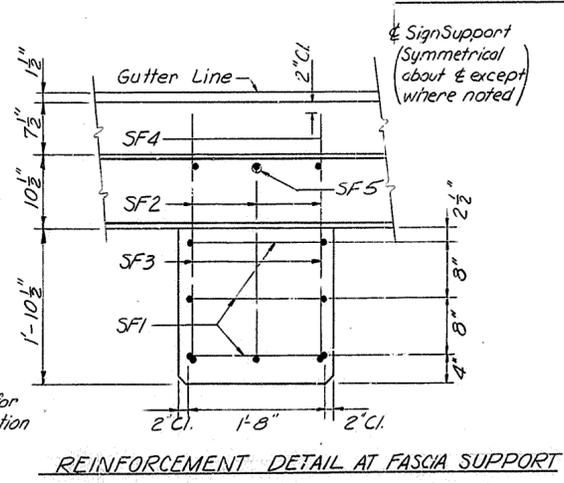
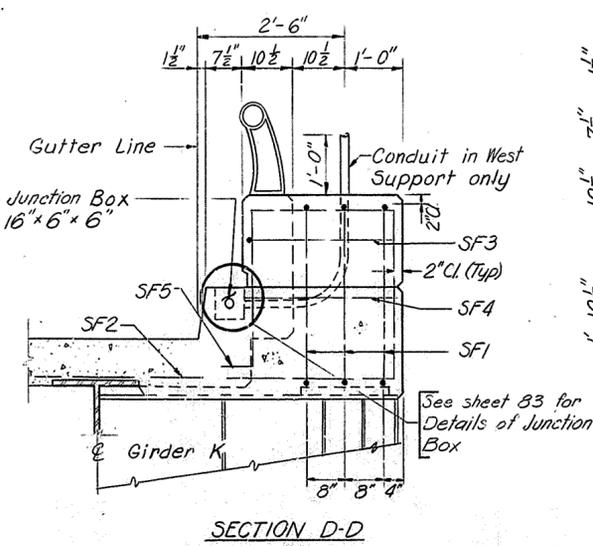
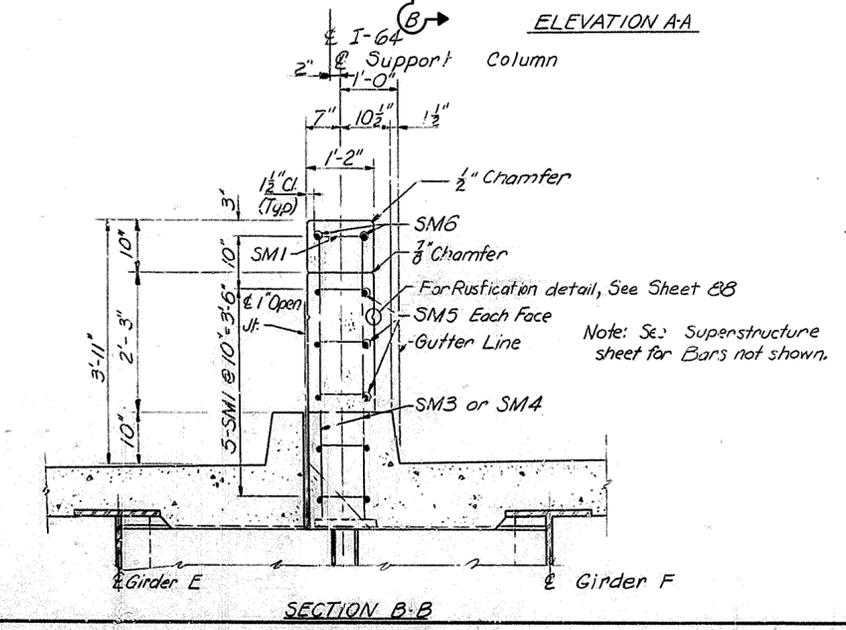
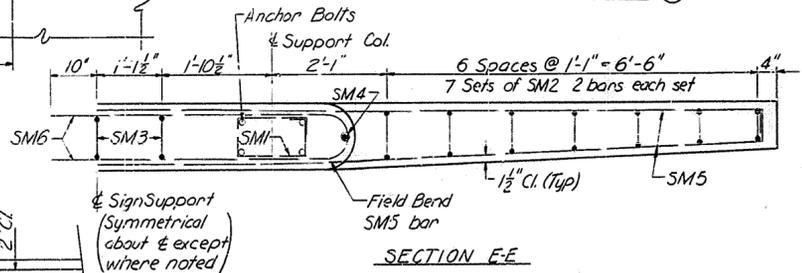
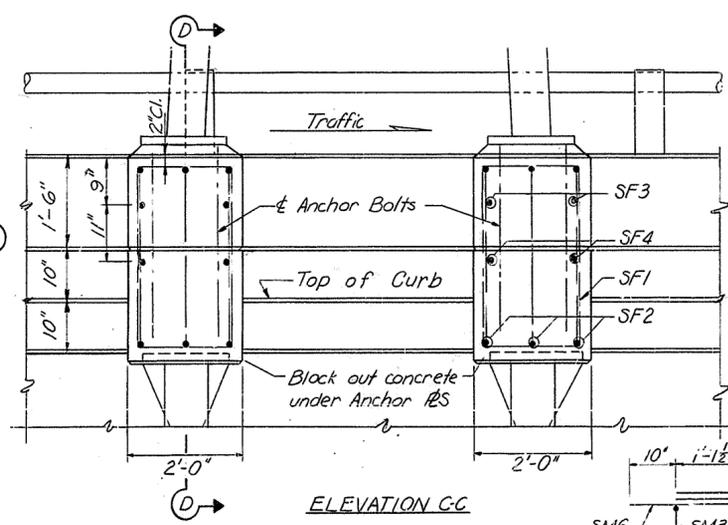
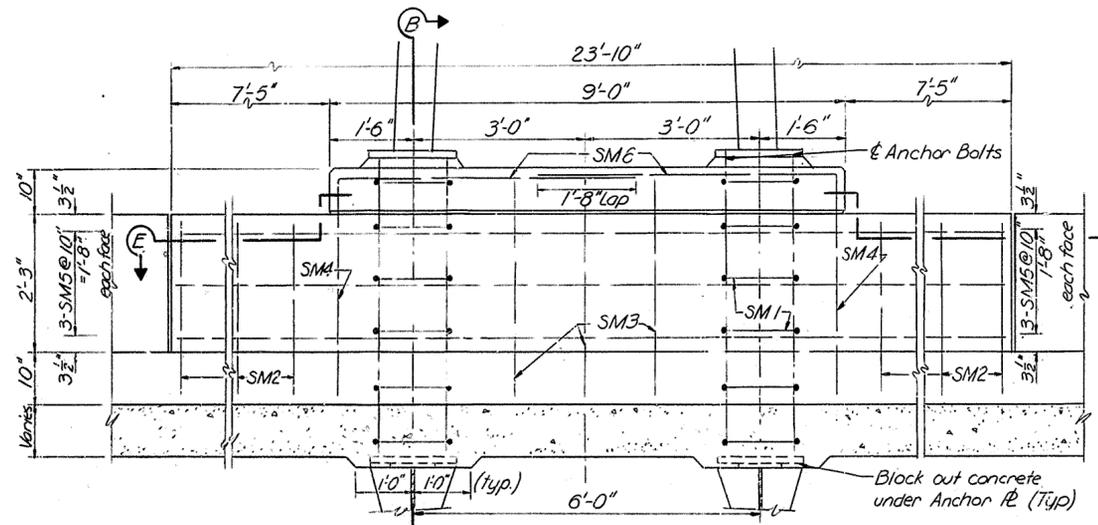
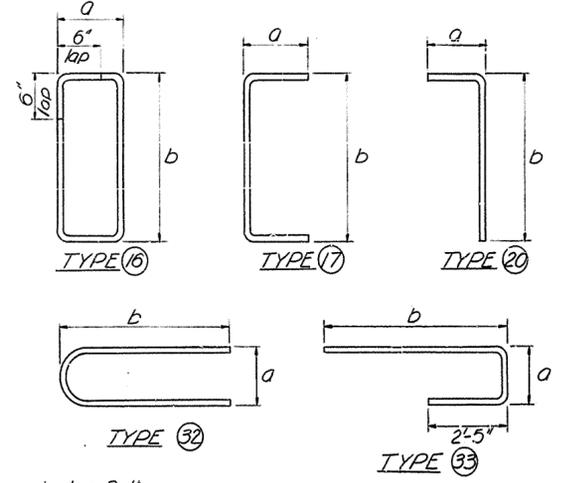
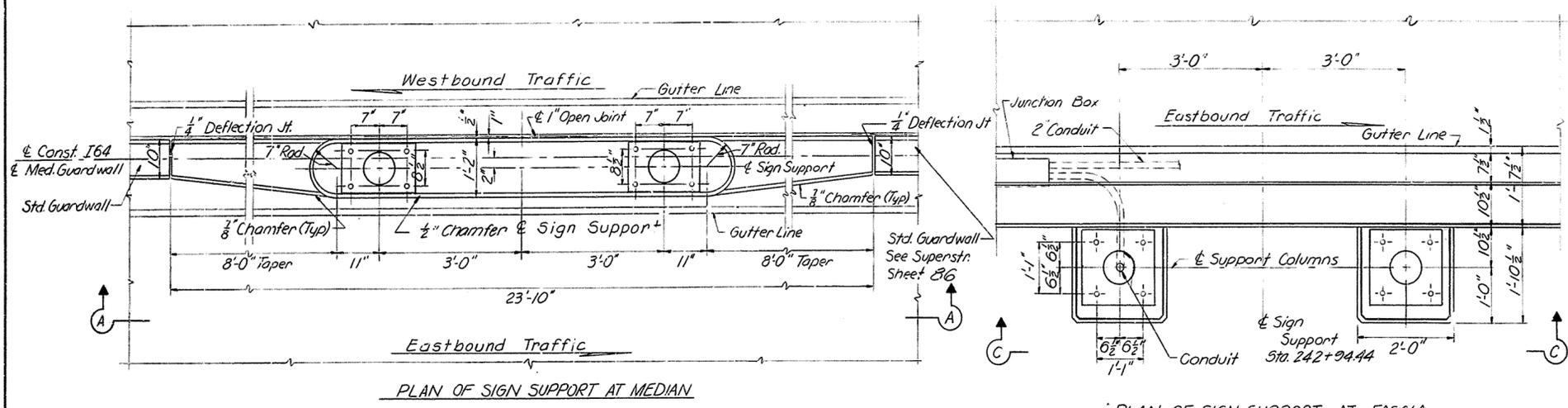
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85 PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	DATE
	17470	

DESIGNED BY: M.C. DATE: 3/69
 CHECKED BY: M.C. DATE: 7/69
 DRAWN BY: M.W. DATE: 7/69
 REVISIONS: 1. DATE: 7/69 BY: M.W.

BILL OF REINFORCEMENT									
MARK	TYPE	SIZE	NO	LENGTH	LOCATION	a		b	
						ft	in.	ft	in.
SM1	(6)	4	12	5 5	Median	0	10 3/4	1	4 1/2
SM2	(7)	6	28	3 11	"	0	6 1/2	2	10
SM3	(6)	6	3	10 0	"	0	10	3	8
SM4	Str	6	2	3 8	"	-	-	-	-
SM5	(7)	4	6	24 6	"	0	7	23	4
SM6	(8)	4	2	10 10	"	0	11	5	2
SF1	(6)	4	6	9 10	Fascia	1	8	2	9
SF2	(8)	6	6	11 1	"	2	8	6	0
SF3	(8)	4	4	3 3	"	2	5	0	10
SF4	Str	4	4	3 0	"	-	-	-	-
SF5	(8)	6	6	3 4	"	0	8	2	8



NOTES: Quantities for sign support included in quantities shown for Superstructure Unit 7.
Work this sheet with sheet 74

DESIGNED BY: W.L.W. & L.A.D. DATE: 3-68
 CHECKED BY: W.L.W. & L.A.D. DATE: 3-68
 DRAWN BY: E.A.L. DATE: 3-68
 TITLE: SIGN SUPPORTS

STA. 242+94.44
SIGN SUPPORTS

SHEET 75

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
1647th STREET TO 2nd STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	17470	

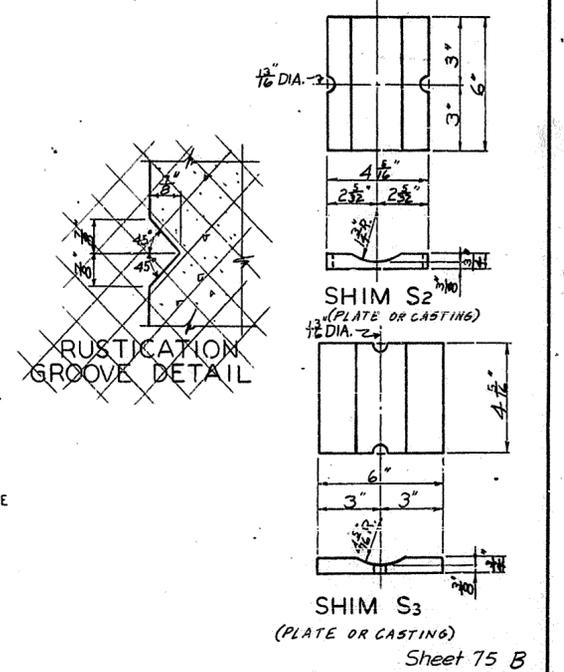
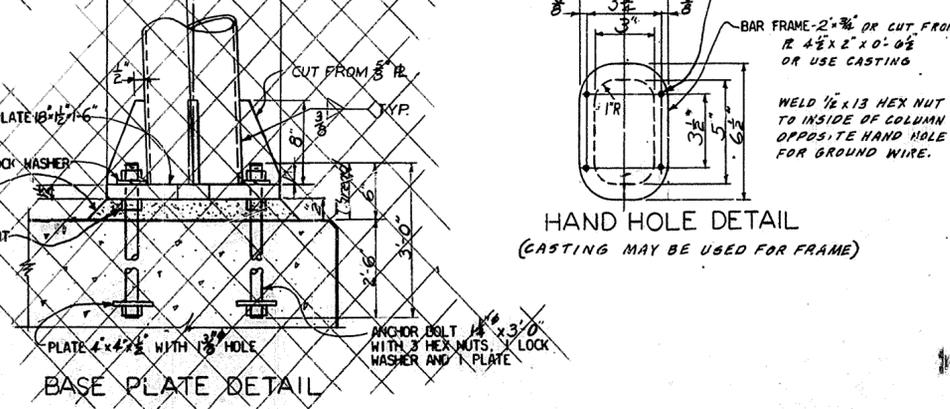
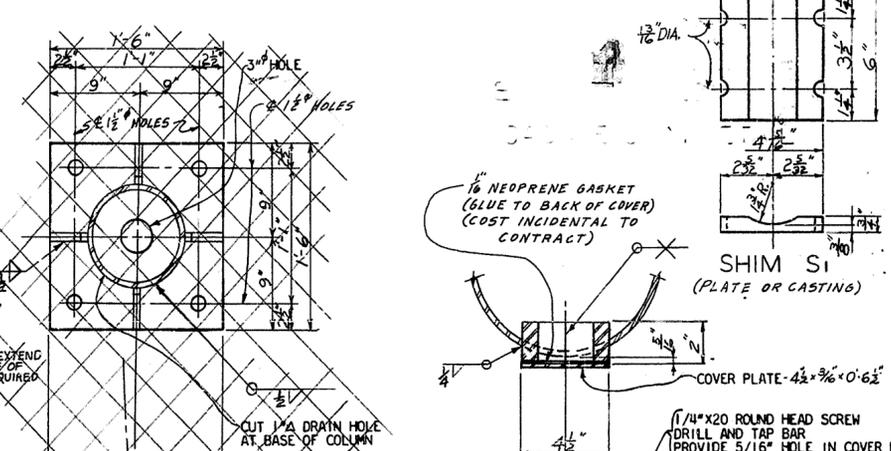
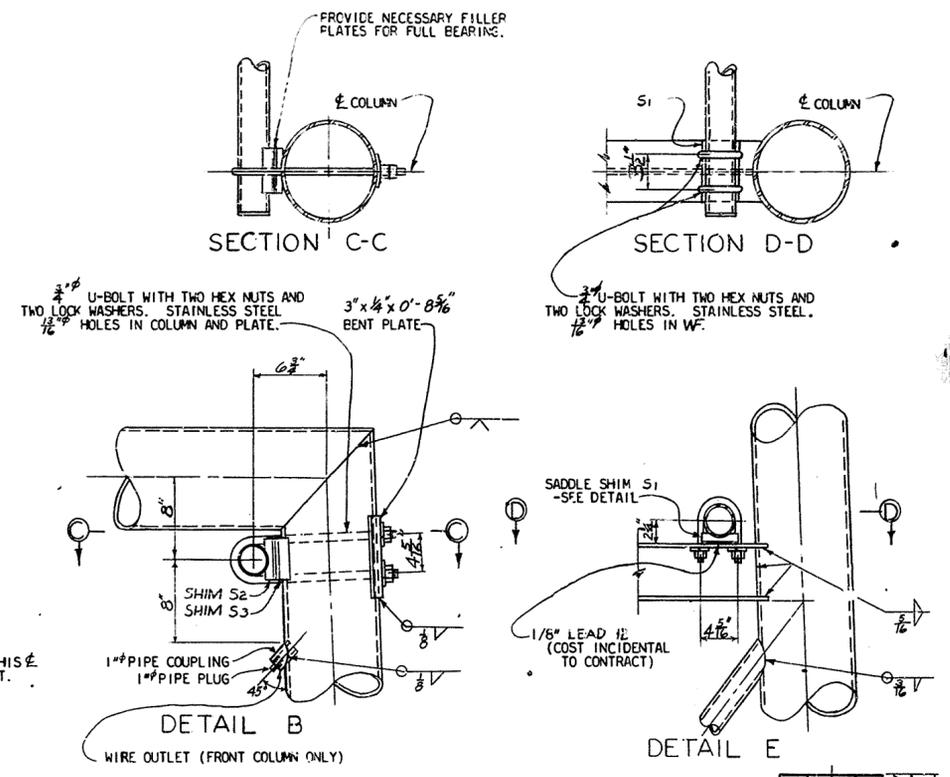
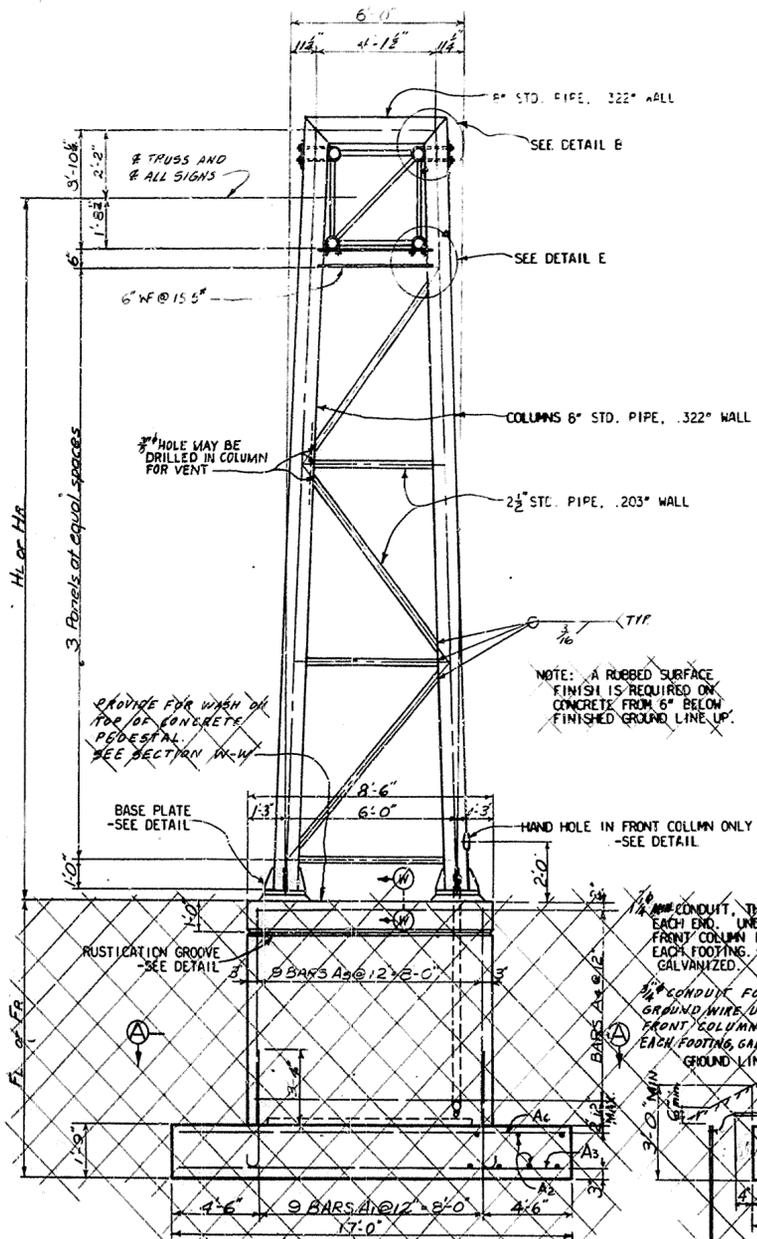
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

BILL OF REINFORCEMENT FOR ONE FOOTING

Mark	Type	No.	Size	Length	Location
A1	⊙	20	#6	5'-7"	Footing and Wall
A2	Str.	29	#3	5'-8"	"
A3	Str.	6	#7	16'-8"	"
A4	⊙	20	#4	20'-9"	Wall
A5	Str.	20	#5	F-11"	"
A6	Str.	4	#5	16'-8"	Footing

ESTIMATE OF QUANTITIES FOR ONE FOOTING

Concrete Class A	9.3 Cu. Yd.	Additional 1' of Wall	8.63 Cu. Yd.
Reinforcement	768. X Lbs.		35. X Lbs.



COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 STANDARD OVERHEAD
 SIGN SUPPORTS
 50' TO 70' SPANS.
 GALVANIZED STEEL

STATION: _____ PROJECT NO.: _____
 APPROVED: *[Signature]* 17470
 STATE HIGHWAY ENGINEER

DESIGNED BY: *[Name]* DATE: 11/64
 CHECKED BY: *[Name]* DATE: 12/64
 TRACED BY: *[Name]* DATE: _____
 REVISIONS: _____

NO.	DATE	BY	FOR	REVISION
7	KY.			

GENERAL NOTE

SPECIFICATIONS: THE KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION WITH REVISIONS SHALL APPLY TO THIS PROJECT.

DESIGN: DESIGNED FOR 85 M.P.H. WIND ON A SIGN AREA OF 400 SQ. FT. IN ACCORDANCE WITH "SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS" PUBLISHED BY A. A. S. H. O. 1961.

LOCATION: ROADWAY STATION OF SIGN SUPPORT INDICATED ON THE PLANS IS APPROXIMATE ONLY. WHERE SHOULDER LINES ARE DIVERGING IN PLAN, IT MAY BE NECESSARY TO SHIFT THE LOCATION OF THE SUPPORT IN ORDER TO MAINTAIN SIDE CLEARANCE WITHOUT CHANGING THE SPAN LENGTH. CHANGES IN STATION OF MORE THAN 20 FEET WILL REQUIRE WRITTEN APPROVAL FROM THE DIRECTOR OF TRAFFIC.

SUPERELEVATION OF ROADWAY: THE CONTRACTOR SHALL ALLOW FOR DIFFERENCES IN ELEVATION ACROSS THE FULL SHOULDER WIDTH AS SHOWN ON THE ROADWAY PLANS IN MAINTAINING THE REQUIRED 10 FOOT MINIMUM VERTICAL CLEARANCE TO THE BOTTOM OF THE LOWEST PART OF THE SIGNS OR SUPPORT. SIGNS ARE TO BE CENTERED OVER THE LANE OR LANES TO WHICH THEY APPLY UNLESS SHOWN OTHERWISE.

CONCRETE: CLASS "A" CONCRETE IS TO BE USED THROUGHOUT.

BEVELED EDGES: ALL EXPOSED CONCRETE EDGES ARE TO BE BEVELED 7/8" UNLESS OTHERWISE SHOWN.

REINFORCEMENT: DIMENSIONS FROM FACE OF CONCRETE TO BARS ARE CLEAR DISTANCES EXCEPT AS OTHERWISE SHOWN. DIMENSIONS FOR BAR SPACINGS ARE DISTANCES CENTER-TO-CENTER OF BARS.

SHOP DRAWINGS: THE CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWINGS TO THE DIVISION OF CONSTRUCTION FOR APPROVAL PRIOR TO FABRICATION IN ACCORDANCE WITH THE SPECIFICATIONS.

FABRICATION: THE ALUMINUM SIGN SUPPORT SHALL BE FABRICATED IN ACCORDANCE WITH A. A. S. H. O. SPECIFICATIONS AND SECTION I OF PAPER 970 OF THE "JOURNAL OF THE STRUCTURAL DIVISION" PUBLISHED MAY 1956 BY THE AMERICAN SOCIETY OF CIVIL ENGINEERS.

WELDERS AND WELDING PROCEDURE: WELDED FABRICATION SHALL BE LIMITED TO THE INERT-GAS SHIELDED, TUNGSTEN OR CONSUMABLE ELECTRODE METHODS OF ARC WELDING. WELDING PROCEDURE, WELDERS AND WELDING OPERATORS SHALL BE QUALIFIED ACCORDING TO SECTION IX OF THE A. S. M. E. BOILER AND PRESSURE VESSEL CODE, 1962 EDITION, PART B, REQUIREMENTS FOR NON-FERROUS METALS. CERTIFIED COPIES IN TRIPLICATE OF A. S. M. E. BOILER CODE, APPENDIX II, QUALIFICATION TEST FORMS Q-1, Q-10 AND Q-11 SHALL BE SUBMITTED TO THE DEPARTMENT OF HIGHWAYS. THE PERTINENT FORMS SHALL INDICATE ACCEPTABLE QUALIFICATION OF WELDING PROCEDURES AND WELDER PERFORMANCE ON GROOVE AND FILLET WELDS.

MATERIAL SPECIFICATIONS: THE FOLLOWING A. S. T. M. DESIGNATIONS SHALL GOVERN ALL MATERIAL USED.

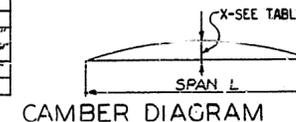
A. S. T. M.	MATERIAL
B221-65	EXTRUDED TUBE, ALUMINUM ALLOY 6061-T6511
B241-65	PIPE, ALUMINUM ALLY 6061-T6
B308-65	STRUCTURAL SHAPES, ALUMINUM ALLY 6061-T6
B271-65	EXTRUDED BAR, ROD, AND SHAPES, ALUMINUM ALLOY (261-T6511)
B209-65	SHEET AND PLATE, ALUMINUM ALLY 6061-T6
F287-61T	WELDING FILLER WIRE, ER 5356
A204-65	STAINLESS STEEL HARDWARE, NUTS, BOLTS AND WASHERS
A165-55	TYPE NS, ZINCUM COATING FOR ASTM A36 ANCHOR BOLTS, NUTS AND WASHERS
B26-65	SAND MOLD CASTINGS, ALUMINUM ALLOY 5670A-T6
B108-65	PERMANENT MOLD CASTINGS, ALUMINUM ALLOY 5670A-T6 HEAT TREATED TO TEMPER T6 INSTEAD OF TEMPER T61 IN ACCORDANCE WITH AASHO M193-60.

FOOTINGS: ALL FOOTINGS SHALL BE POURED AGAINST UNDISTURBED EARTH AND ARE DESIGNED TO TRANSFER NO MORE THAN 1/2 TONS PER SQUARE FOOT BEARING PRESSURE TO THE SOIL UNDER ANY DESIGN LOADING CONDITION.

VERTICAL DIMENSIONS: VERTICAL DIMENSIONS HR AND HL SHALL NOT EXCEED 23' AND THE COMBINED DIMENSIONS (H_R + F_R) AND (H_L + F_L) SHALL NOT EXCEED 31' WITHOUT THE WRITTEN APPROVAL OF THE DIVISION OF BRIDGES.

WILL TEST REPORTS: NOTARIZED TEST REPORTS IN TRIPLICATE SHALL BE FURNISHED THE DEPARTMENT OF HIGHWAYS STATING THAT THE MATERIALS USED CONFORM TO THE SPECIFICATIONS.

L	X
50' 1"	
55' 1 1/2"	
60' 1 1/2"	
65' 1 1/2"	
70' 1 1/2"	

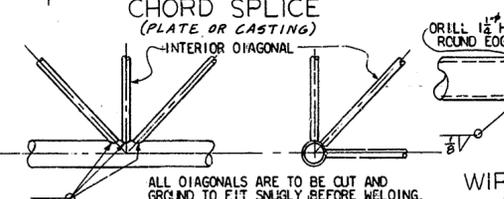
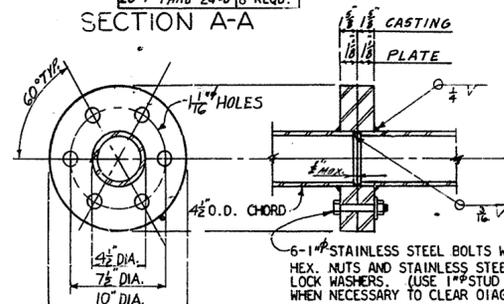
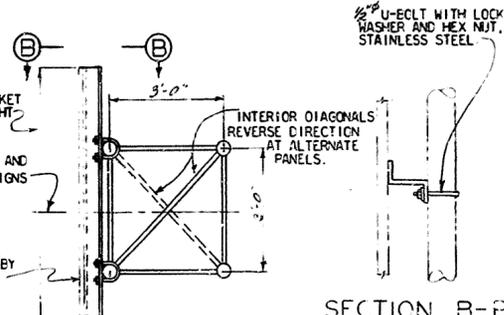
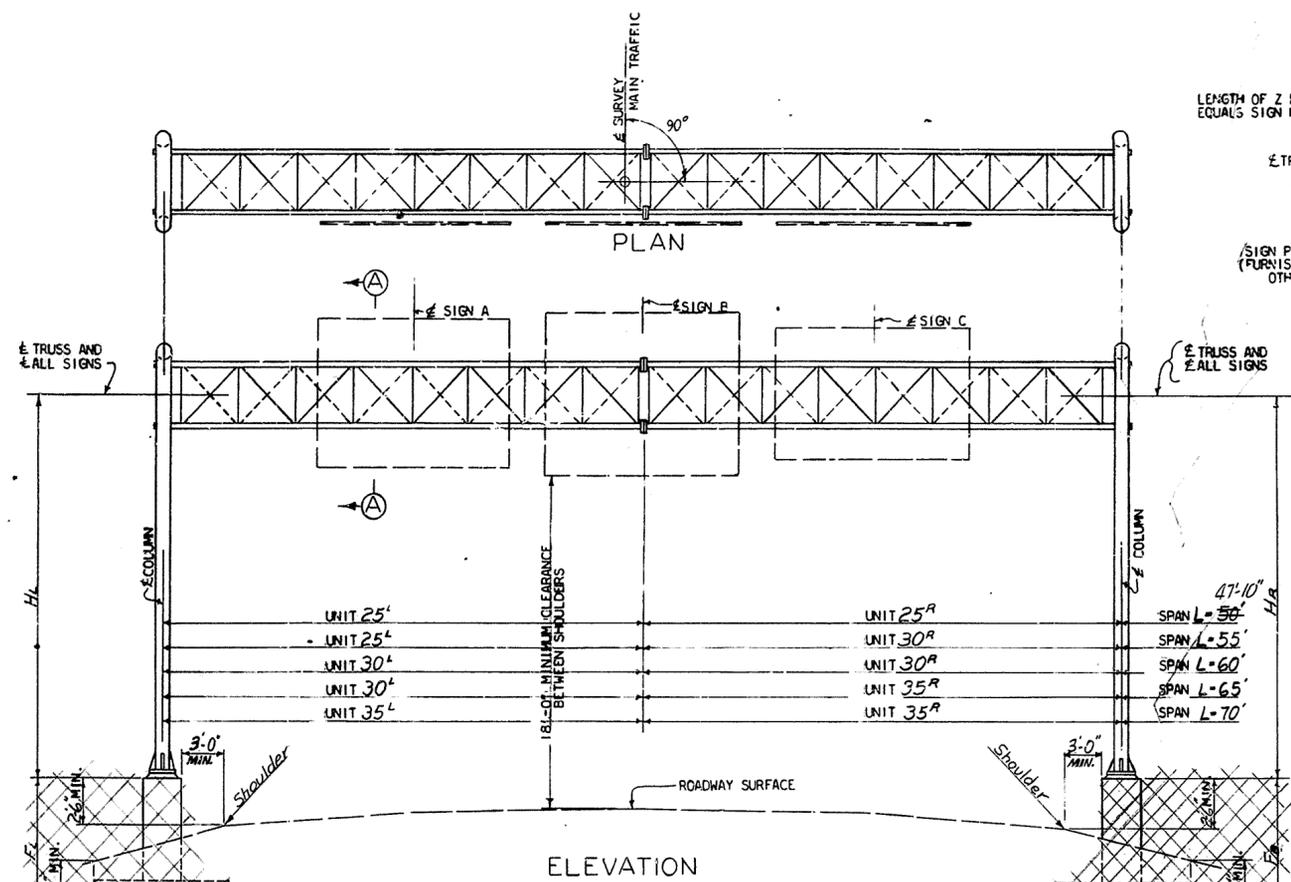


Sheet 75 C

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

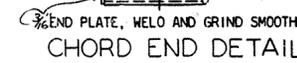
STANDARD OVERHEAD
SIGN SUPPORTS
50' TO 70' SPANS
ALUMINUM

STATION	PROJECT NO.
APPROVED	DRAWING NO. 17470

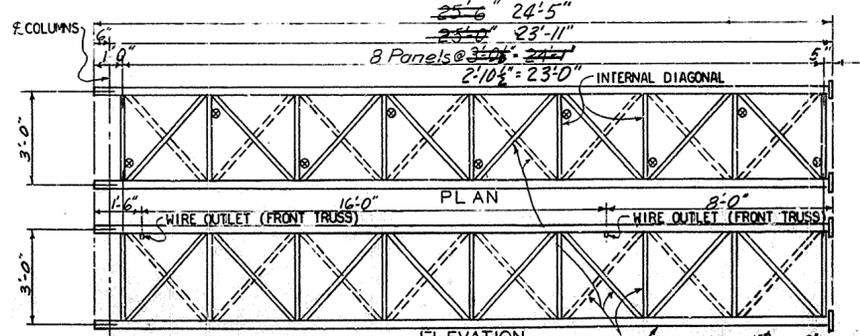
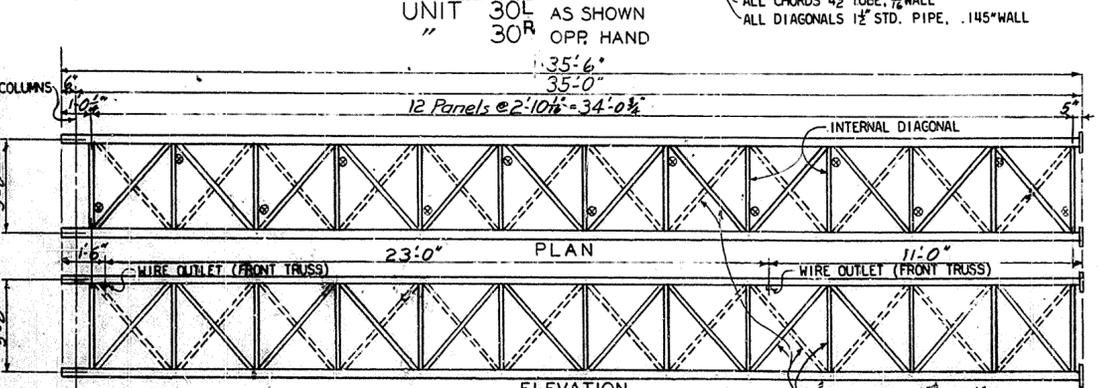
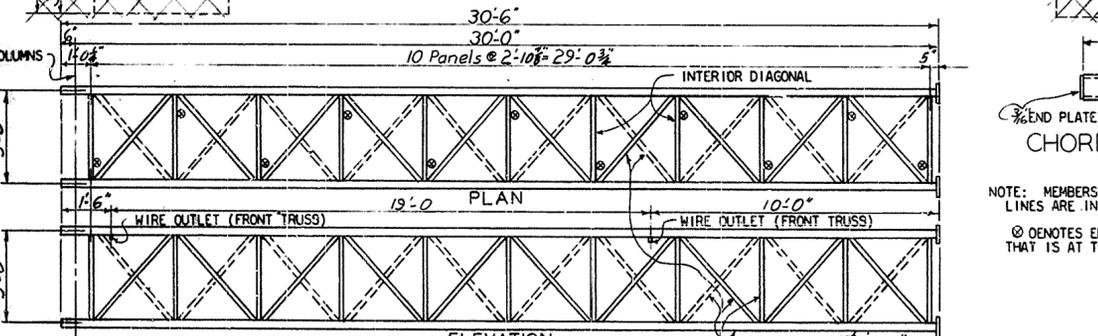


SUPPORT NO.	STATION	SPAN L		SUPPORT HEIGHT		FOOTING HEIGHT	
		L	HR	HL	FR	FL	
1	242+94.44	47'-10"	20'-9"	20'-2 3/4"			

SUPPORT NO.	SIGN A			SIGN B			SIGN C		
	NO.	HT.	LGTH.	NO.	HT.	LGTH.	NO.	HT.	LGTH.
1	1	10'-0"	13'-0"	1	10'-0"	15'-6"	1	10'-0"	13'-0"



NOTE: MEMBERS SHOWN BY DASHED LINES ARE IN THE FAR SIDE OF UNIT.
⊙ DENOTES END OF INTERNAL DIAGONAL THAT IS AT TOP CHORD.

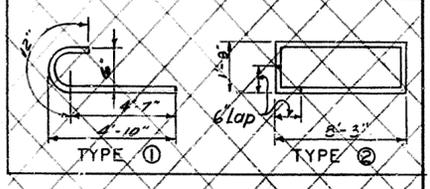


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 DESIGNED BY: DATE: 2/14/63
 DRAWN BY: DATE: 2/14/63
 INCHES BY: DATE: 2/14/63
 CHECKED BY: DATE: 2/14/63
 DESIGNED BY: DATE: 2/14/63
 DRAWN BY: DATE: 2/14/63
 INCHES BY: DATE: 2/14/63

PER. ROAD DIST.	STATE	REC. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

BILL OF REINFORCEMENT FOR ONE FOOTING

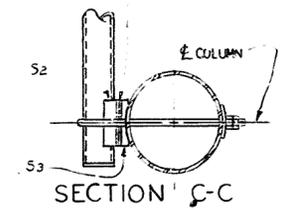
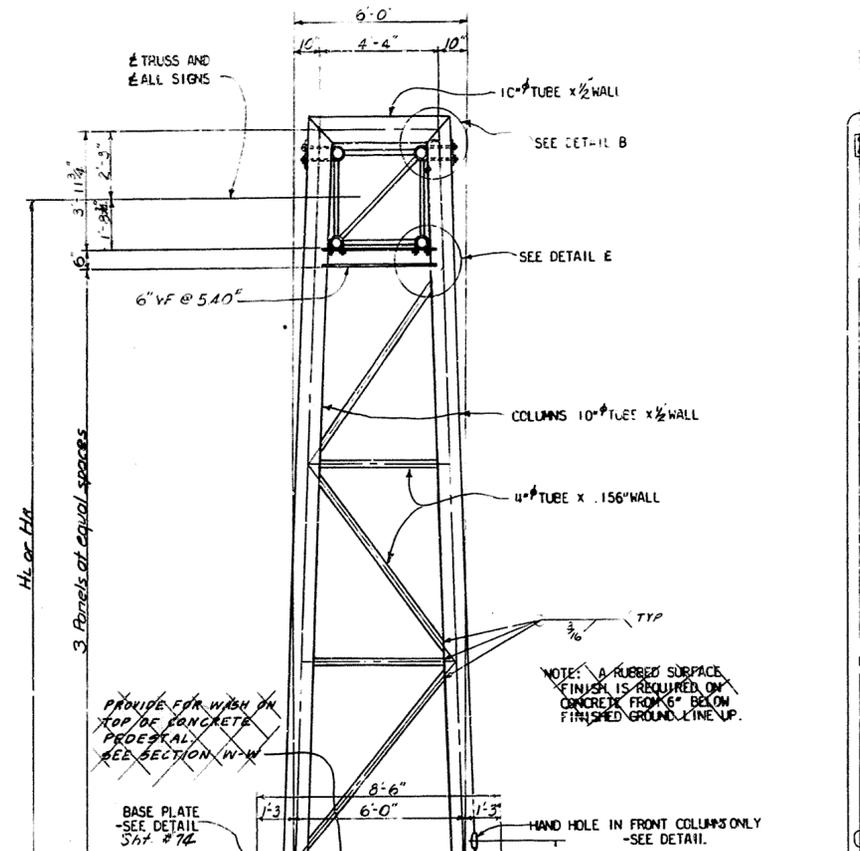
Mark	Type	No.	Size	Length	Location
A1	⊙	20	#6	5' 7"	Footing and Wall
A2	Str.	29	#5	5'	"
A3	Str.	6	#7	16'	"
A4	⊙	Varied	#4	20'	Wall
A5	Str.	20	#5	F-1-11'	"
A6	Str.	4	#5	16'	Footing



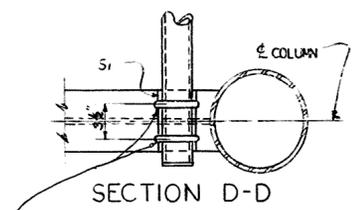
APPROX. ESTIMATE IS FOR INFORMATION ONLY. F₁ AND F₂ SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ESTIMATE OF QUANTITIES * FOR ONE FOOTING

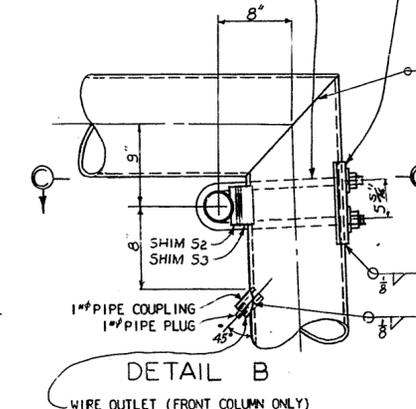
	F=6'-0"	Additional 1' of Wall
Concrete, Glass	9.3 Cu. Yd.	0.63 Cu. Yd.
Reinforcement	768 Lbs.	35 Lbs.



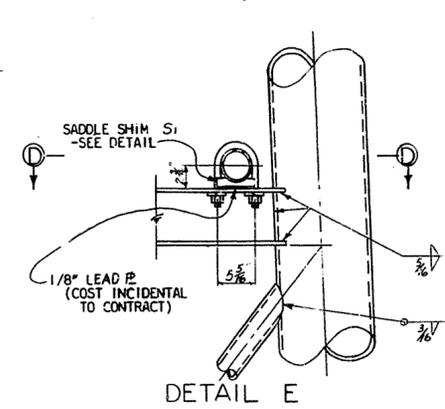
3/8" U-BOLT WITH TWO HEX NUTS AND TWO LOCK WASHERS, STAINLESS STEEL. 1/2" HOLES IN COLUMN AND PLATE.



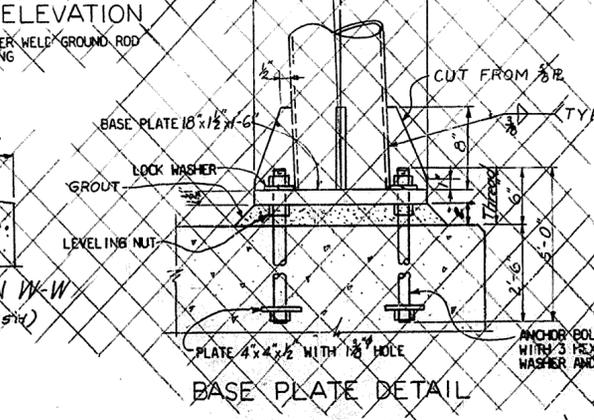
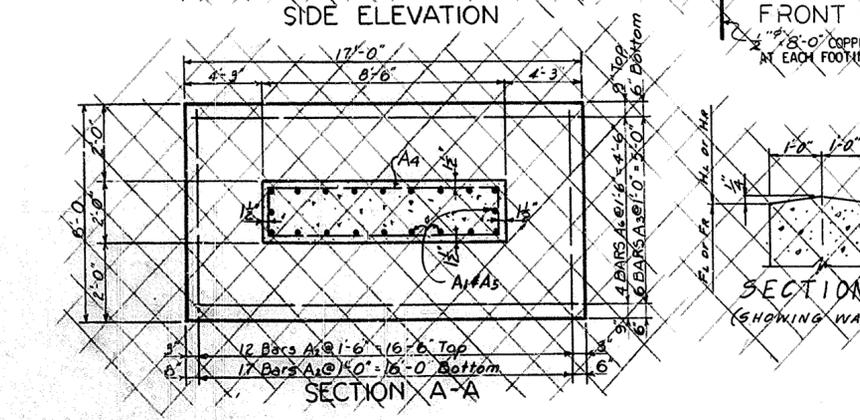
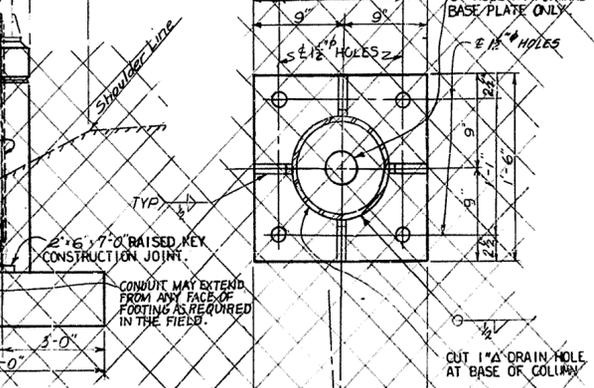
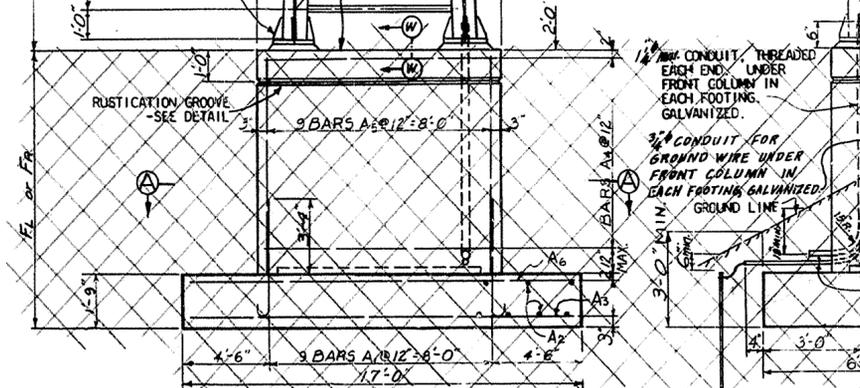
3/8" U-BOLT WITH TWO HEX NUTS AND TWO LOCK WASHERS, STAINLESS STEEL. 1/2" HOLES IN W.



DETAIL B
WIRE OUTLET (FRONT COLUMN ONLY)

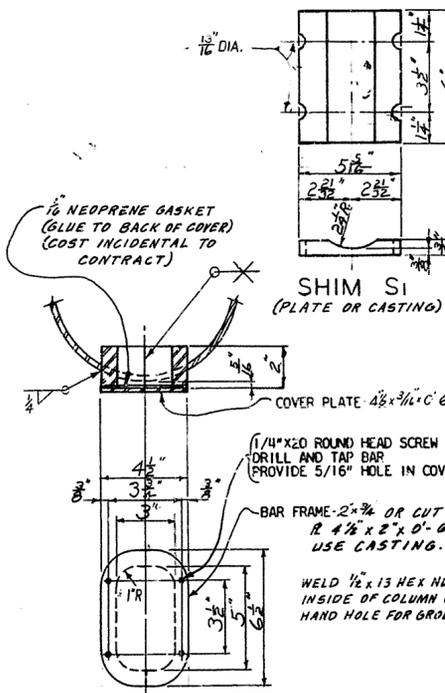


DETAIL E

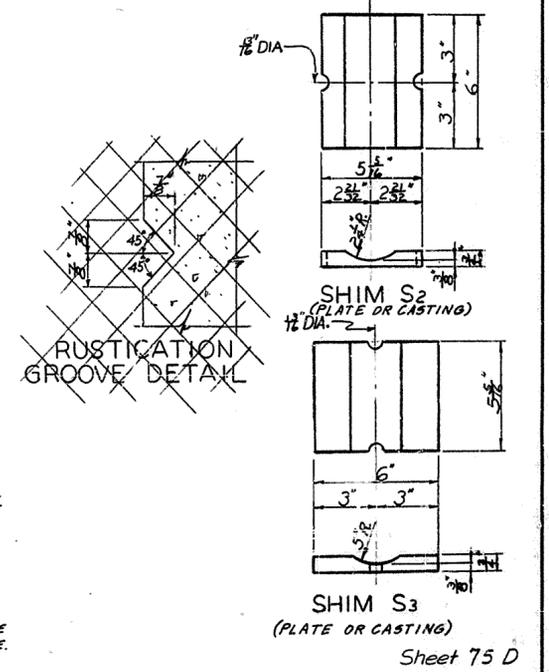


BASE PLATE DETAIL

(See Sht. # 74 for Base Plate Detail.)



HAND HOLE DETAIL
(CASTING MAY BE USED FOR FRAME)



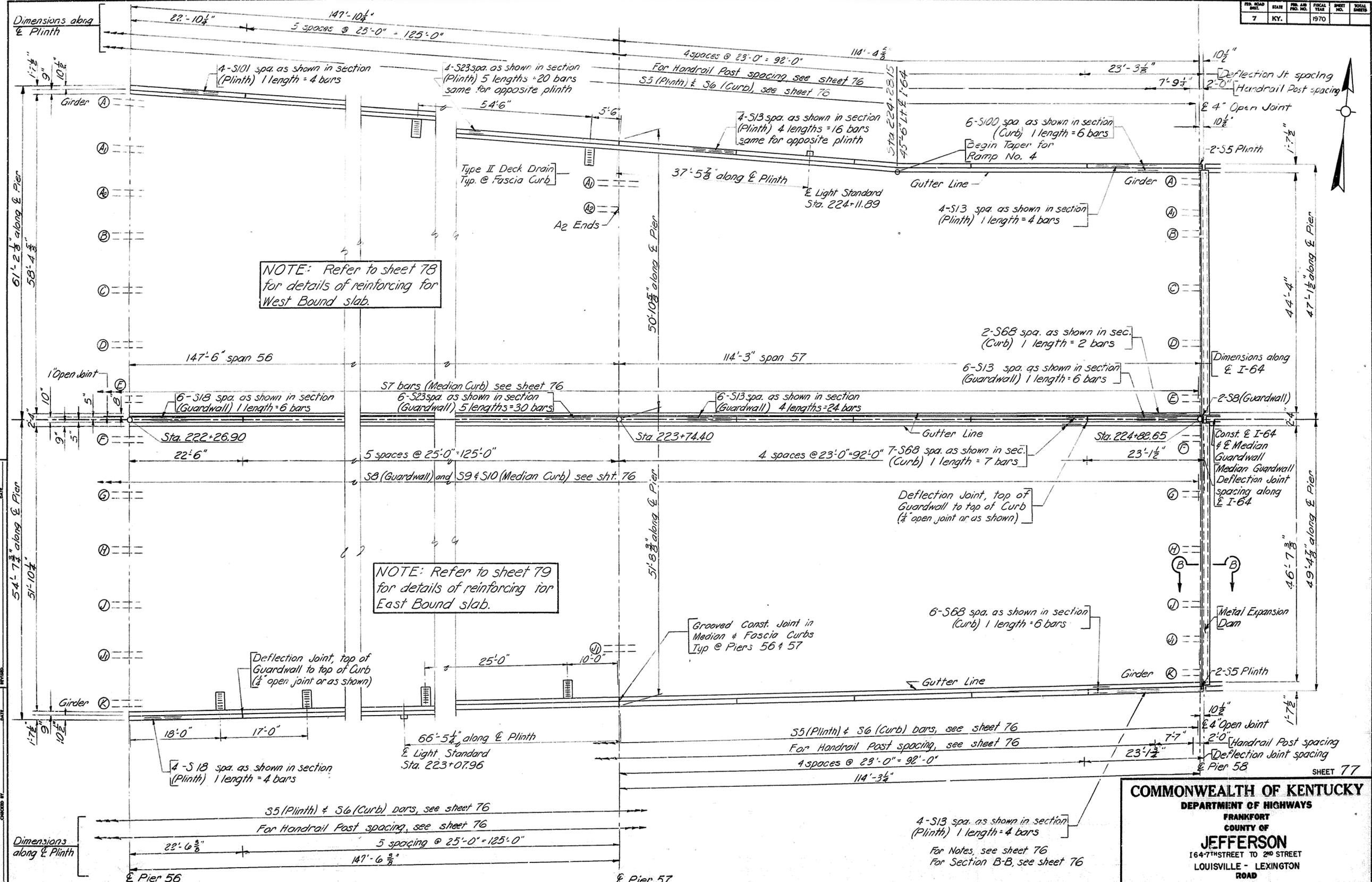
Sheet 75 D

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
ANKFORD
STANDARD OVERHEAD
SIGN SUPPORTS
50' TO 70' SPANS.
ALUMINUM

STATION	PROJECT NO.
APPROVED	DRAWING NO. 17470

DESIGNED BY: DATE: 2/14/33
 CHECKED BY: T. G. T.
 DRAWN BY: DATE: 2/14/33
 REVISIONS:

FED. ROAD DIST.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.	1970		



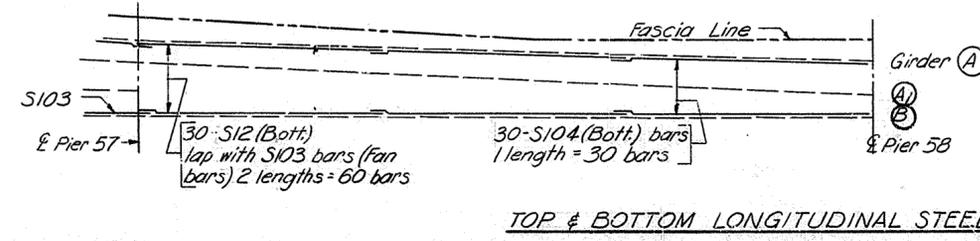
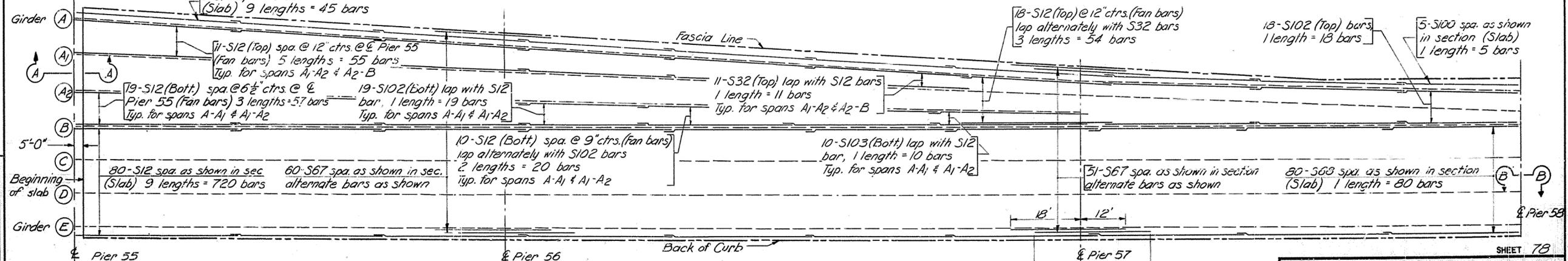
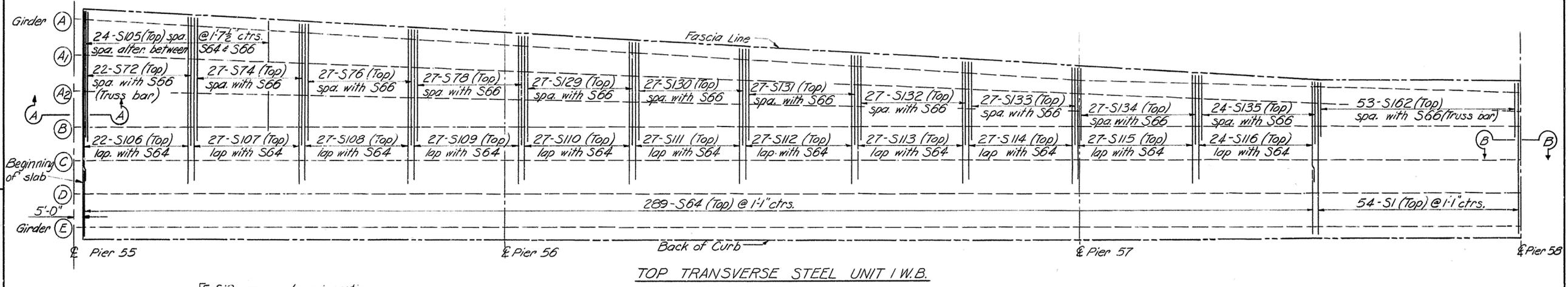
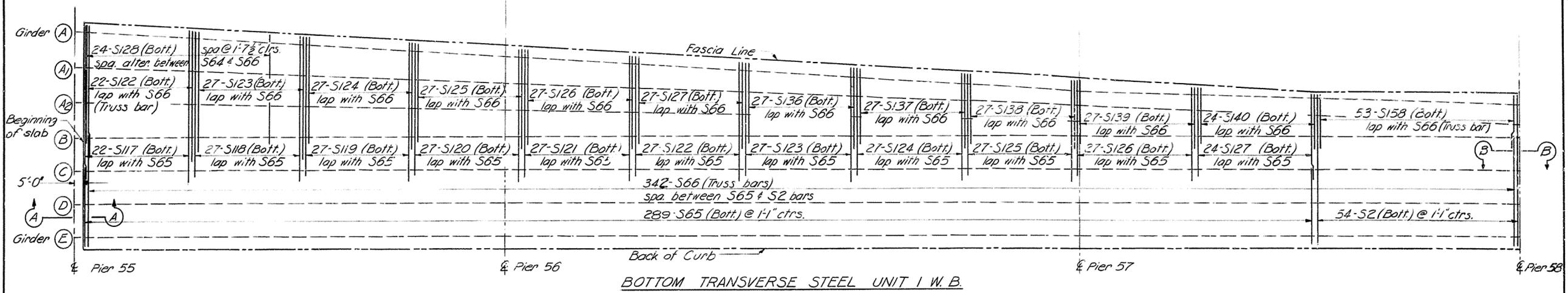
DESIGNED BY: LAD
 CHECKED BY: LAD
 DATE: 2-16-69
 DRAWN BY: HES
 DATE: 2-16-69
 CHECKED BY: LAD
 DATE: 2-16-69

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3
 BRIDGE NUMBER DRAWING NO. INDEX
 17470

**UNIT I, SPAN 56 & 57
 SUPERSTRUCTURE**

SHEET 77



For Notes, see sheet 76
 For Sections A-A & B-B see sheet 76
 Refer to sheets 76 & 77 for details & remaining reinforcement for Unit I.W.B.

**UNIT I, W.B.
 SUPERSTRUCTURE**

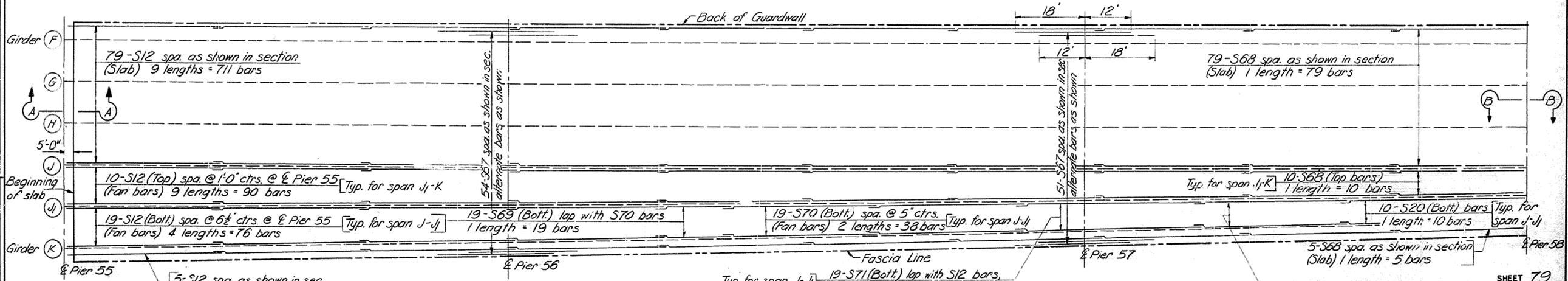
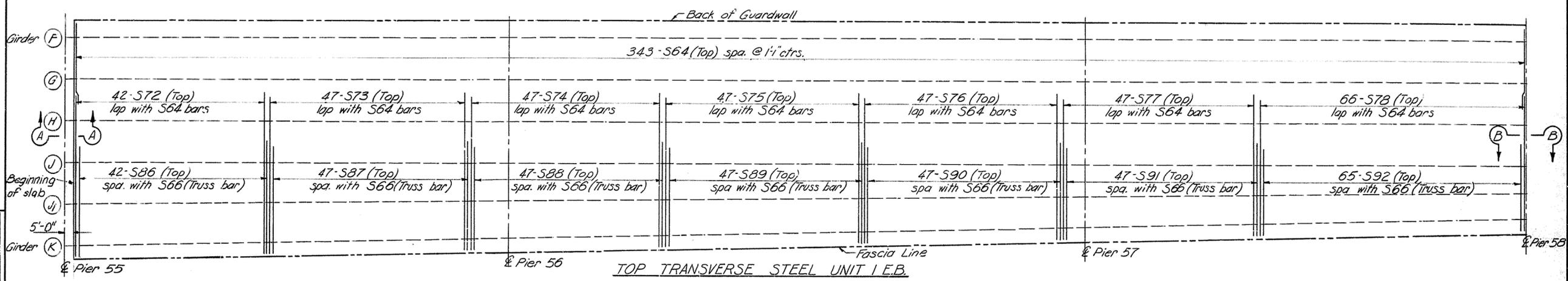
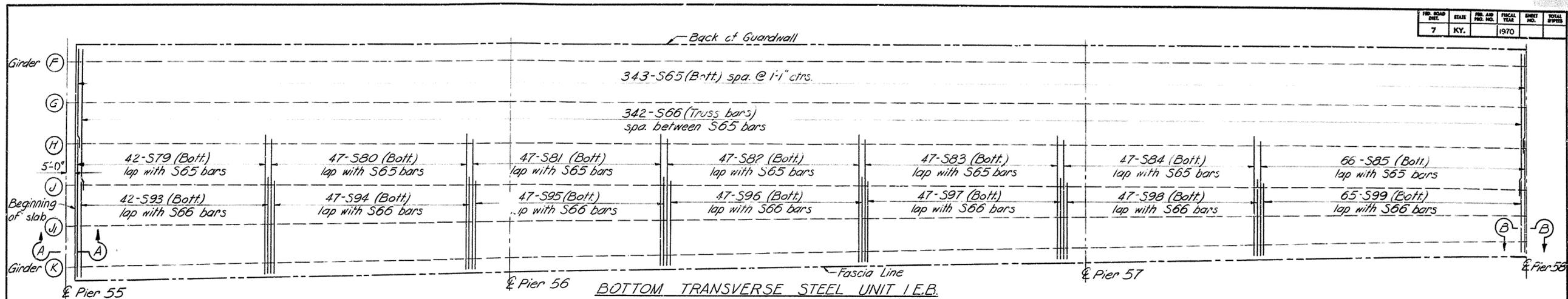
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(353)

BRIDGE NUMBER DRAWING NO. 17470 INDEX

DESIGNED BY: W.L.W. CHECKED BY: L.A.D. DATE: 5/68
 DRAWN BY: W.L.W. CHECKED BY: L.A.D. DATE: 5/68
 TRACED BY: DATE: 5/68

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



TOP & BOTTOM LONGITUDINAL STEEL UNIT I.E.B.

For Notes see sheet 76
For Sections A-A & B-B see sheet 76

Refer to sheets 76 & 77 for details & remaining reinforcement for Unit I.E.B.

**UNIT, I E.B.
SUPERSTRUCTURE**

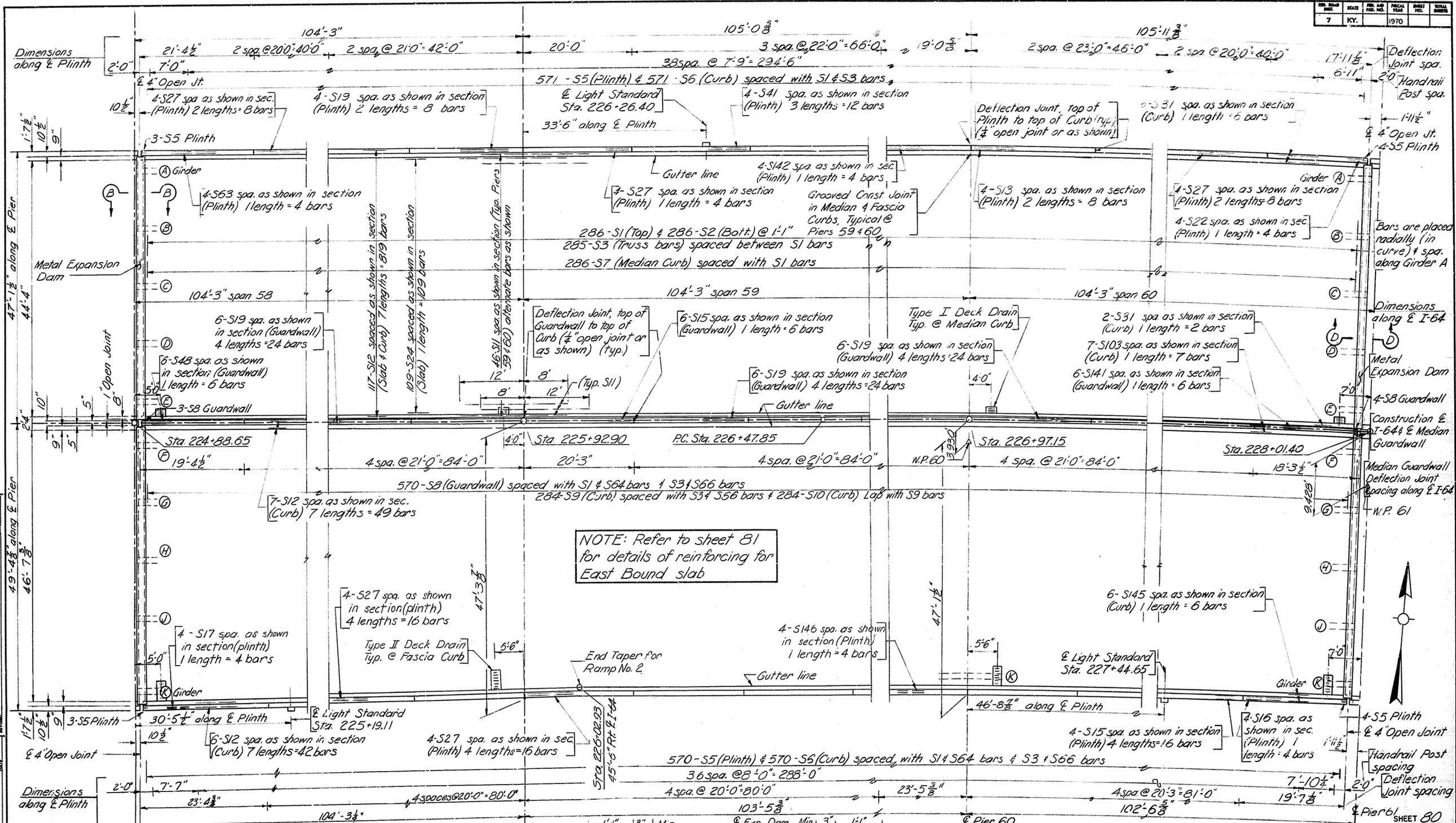
SHEET 79

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

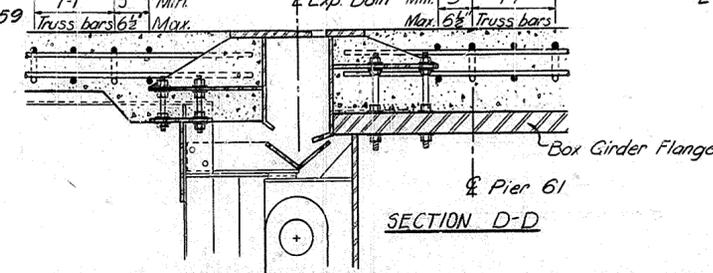
STATION 234+85	PROJECT NO. 164-2(35)3
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX

PREPARED BY: M.L.W. DATE: 12-2-62
 CHECKED BY: P.L.A.D. DATE: 2-16-63
 REVISIONS:

NO.	DATE	BY	REVISION
7	KY.		1970



NOTE: Refer to sheet 81 for details of reinforcing for East Bound slab



For Notes, see sheet 76
For Section B-B, see sheet 76

UNIT 2
SUPERSTRUCTURE

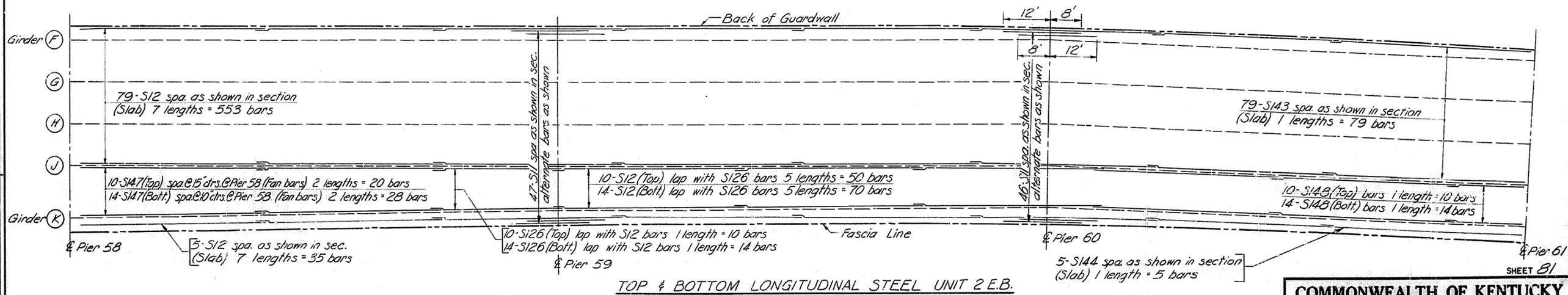
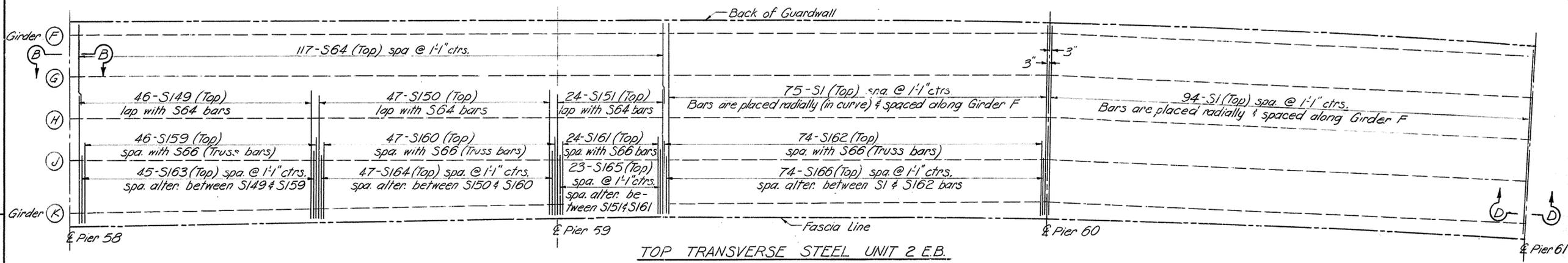
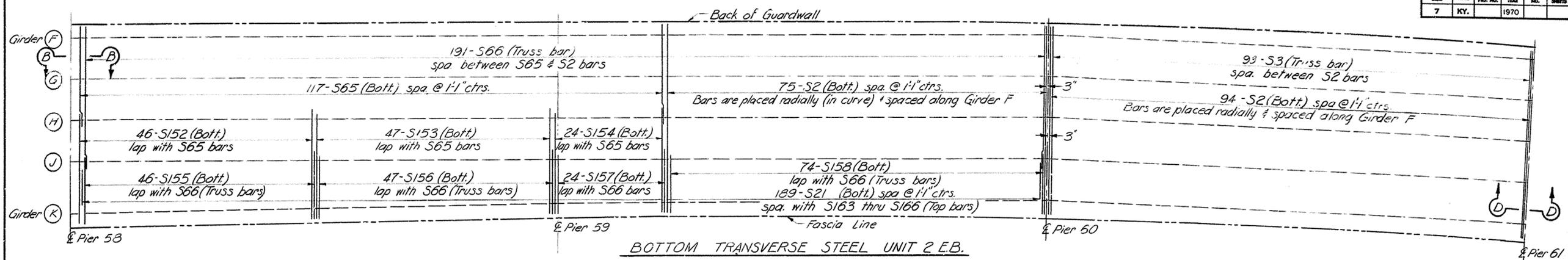
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 I64-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234 + 85 PROJECT NO. I64 - 2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	17470	

DESIGNED BY: M.W. DATE: 12/26/67
 CHECKED BY: L.A.D. DATE: 1/10/68
 DRAWN BY: H.E.S. DATE: 1/10/68
 IN CHARGE: L.A.D. DATE: 1/10/68

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



DESIGNED BY: W.L.W. DATE: 12/26/67
 CHECKED BY: L.A.D. DATE: 1/6/68
 TRACED BY: W.E.S. DATE: 7/68

For Notes see sheet 76
 For Section B-B see sheet 76
 For Section D-D see sheet 80
 Refer to sheet 80 for details & remaining reinforcement for Unit 2 E.B.

UNIT 2 E.B.
 SUPERSTRUCTURE

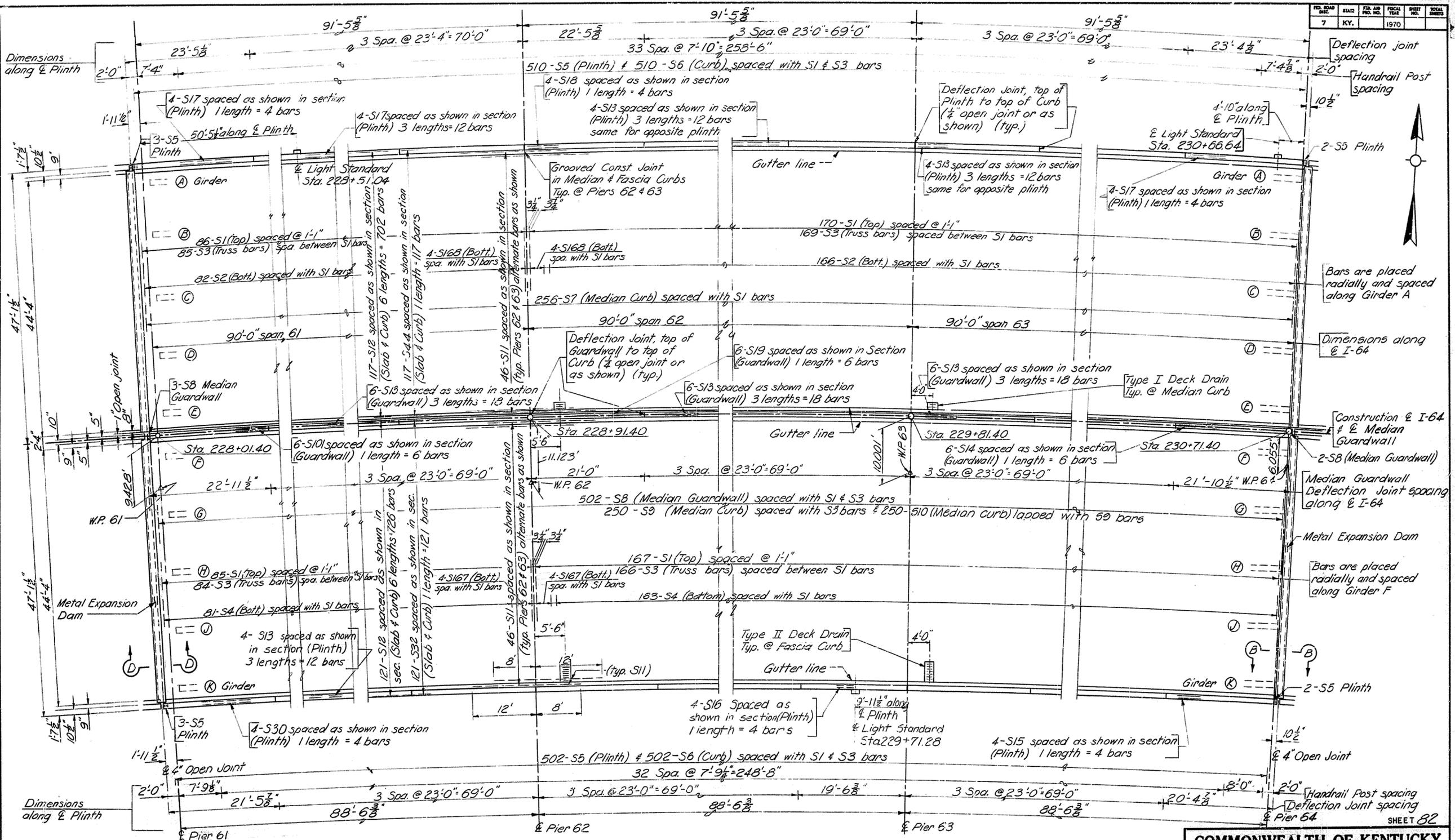
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER 17470

SHEET 81

FED. ROAD DIST. NO.	STATE	FED. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



DESIGNED BY: *W.L.M.* CHECKED BY: *L.A.D.* DATE: *12/26/67*
 DRAWING NO. *17470* SHEET NO. *82*
 TYPED BY: *M.E.S.* CHECKED BY: *L.A.D.* DATE: *12/26/67*

For Notes, see sheet 76
 For Section B-B, see sheet 76
 For Section D-D, see sheet 80

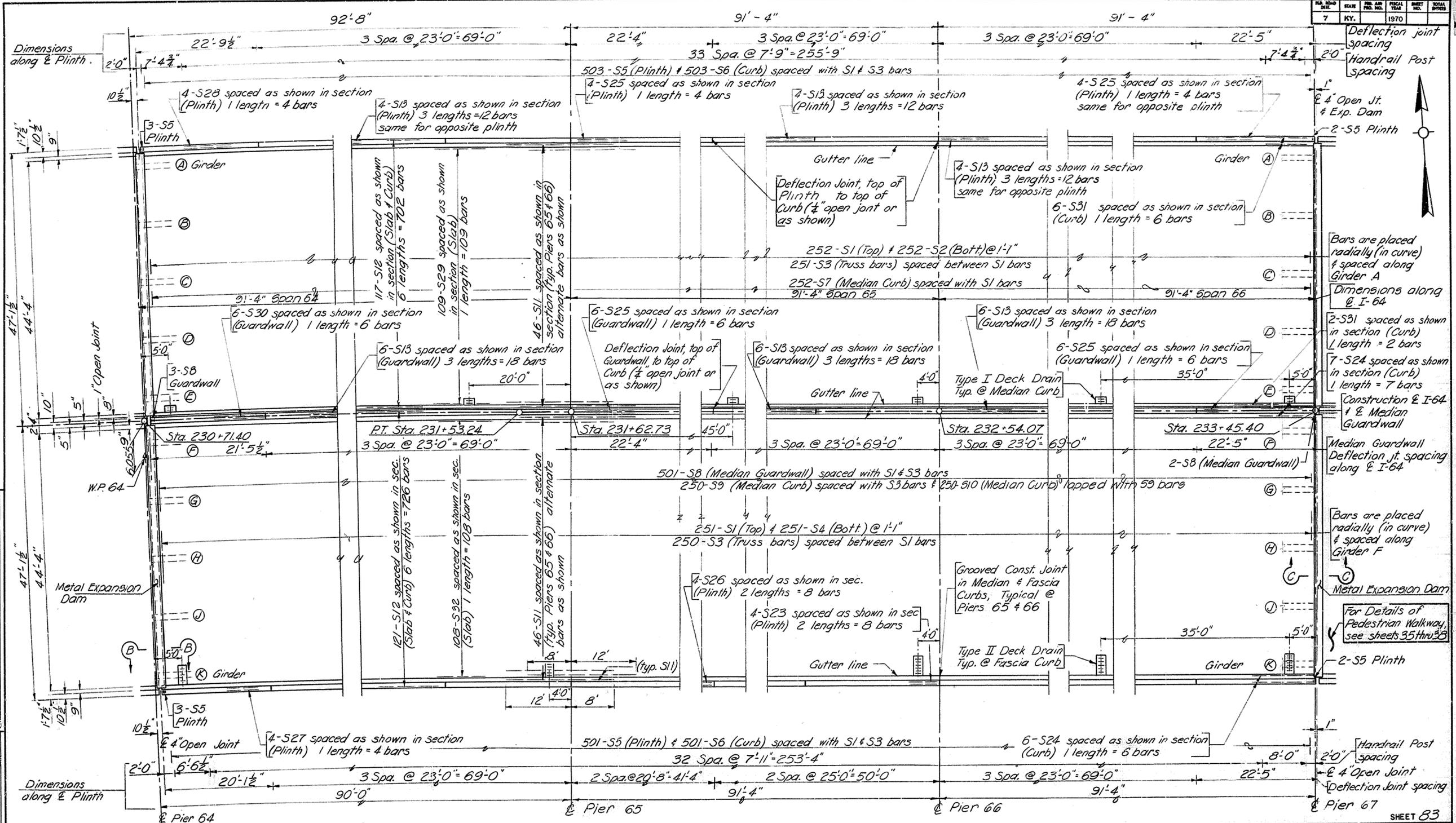
**UNIT 3
 SUPERSTRUCTURE**

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164 7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234 + 85 PROJECT NO. I 64 - 2(35)13

BRIDGE NUMBER	DRAWING NO.	INDEX
	17470	

REV.	DATE	BY	CHKD.
7	KY.		1970



DESIGNED BY: W.L.V. CHECKED BY: L.A.D. DATE: 10-6-62
 DRAWN BY: W.E.S. CHECKED BY: L.A.D. DATE: 10-6-62
 TITLE: BRIDGE

For Notes, see sheet 76
 For Sections B-B & C-C see sheet 76

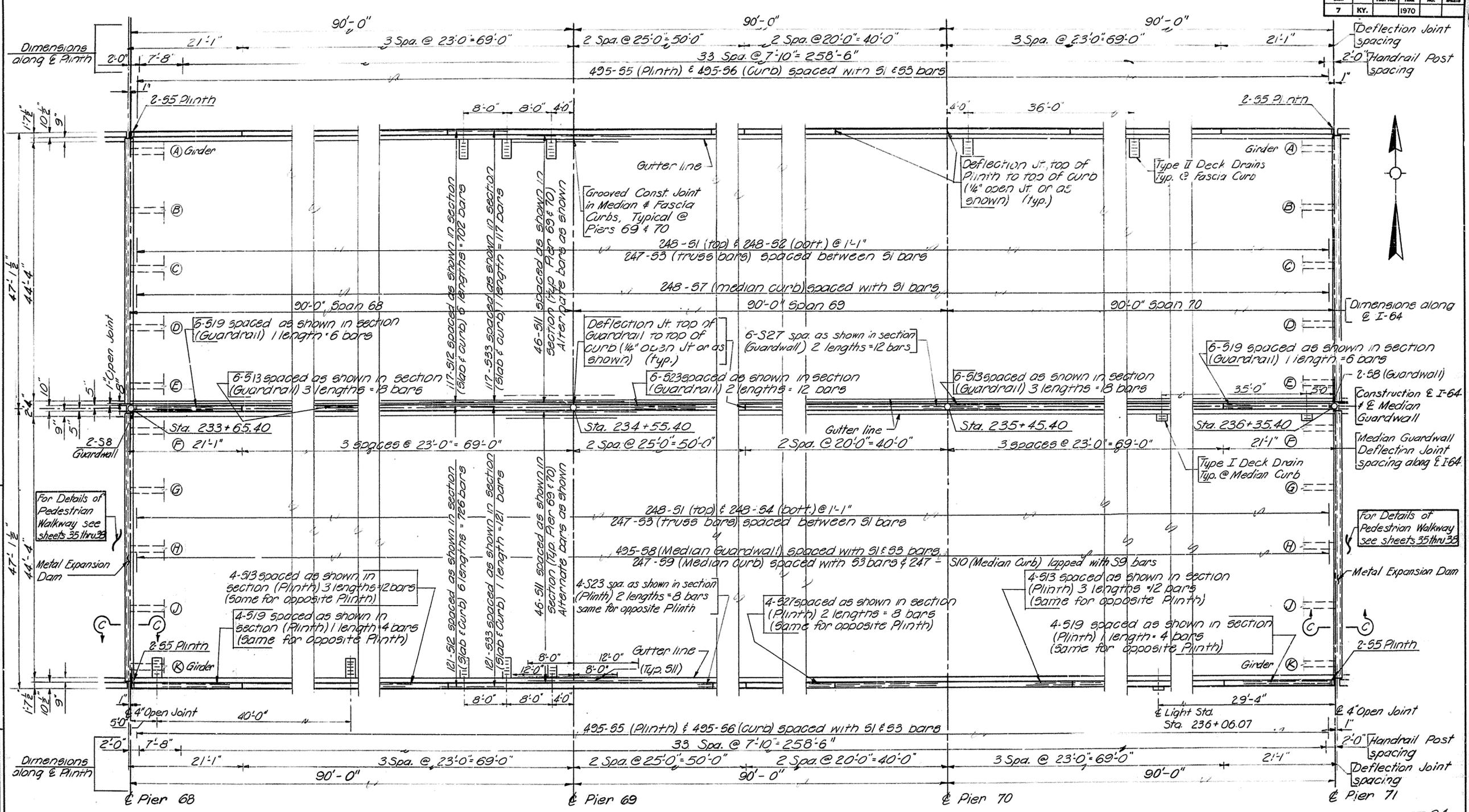
UNIT 4
 SUPERSTRUCTURE

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85	PROJECT NO. 164-2(3)53
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX

SHEET 83

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



DESIGNED BY: W.L.V. CHECKED BY: L.A.D.
 DATE: 3-26-70
 DRAWN BY: J.S.E. CHECKED BY: L.A.D.
 DATE: 3-26-70
 TRACED BY: DATE:

For Notes, see sheet 76
 For Section C-C, see sheet 76

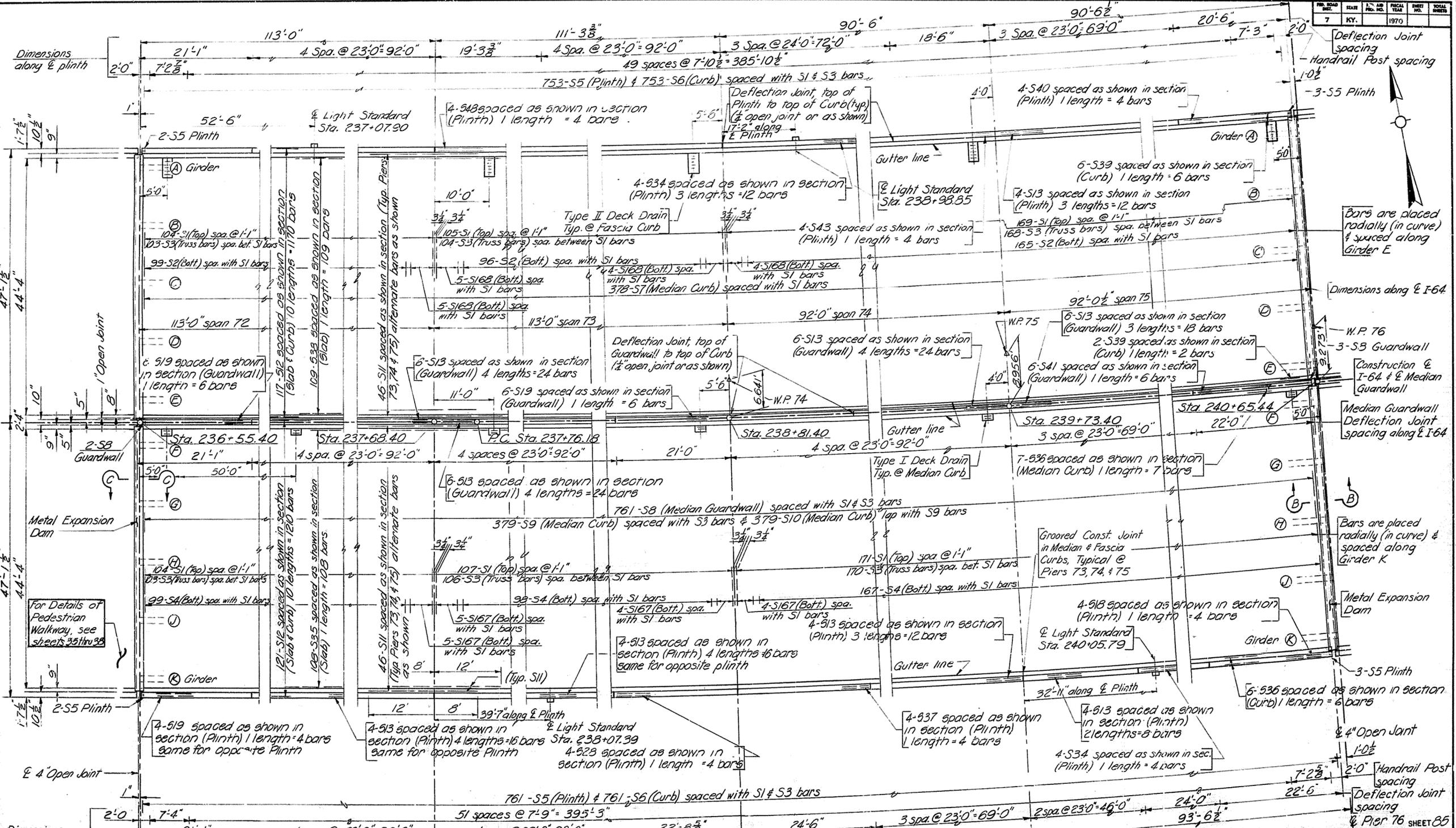
**UNIT 5
 SUPERSTRUCTURE**

SHEET 84

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+83	PROJECT NO. 164-2(35)3
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX

PRO. ROAD DIST.	YEAR	1" = 40' SCALE	DATE	TOTAL SHEETS
7	KY.	1970		



DESIGNED BY: W.L.M. DATE: 12/27/69
 CHECKED BY: L.A.D. DATE: 1/28/70
 DRAWN BY: W.E.S. DATE: 1/28/70
 TRACED BY: DATE:

For Notes see sheet 76
 For Sections B-B & C-C see sheet 76

**UNIT 6
 SUPERSTRUCTURE**

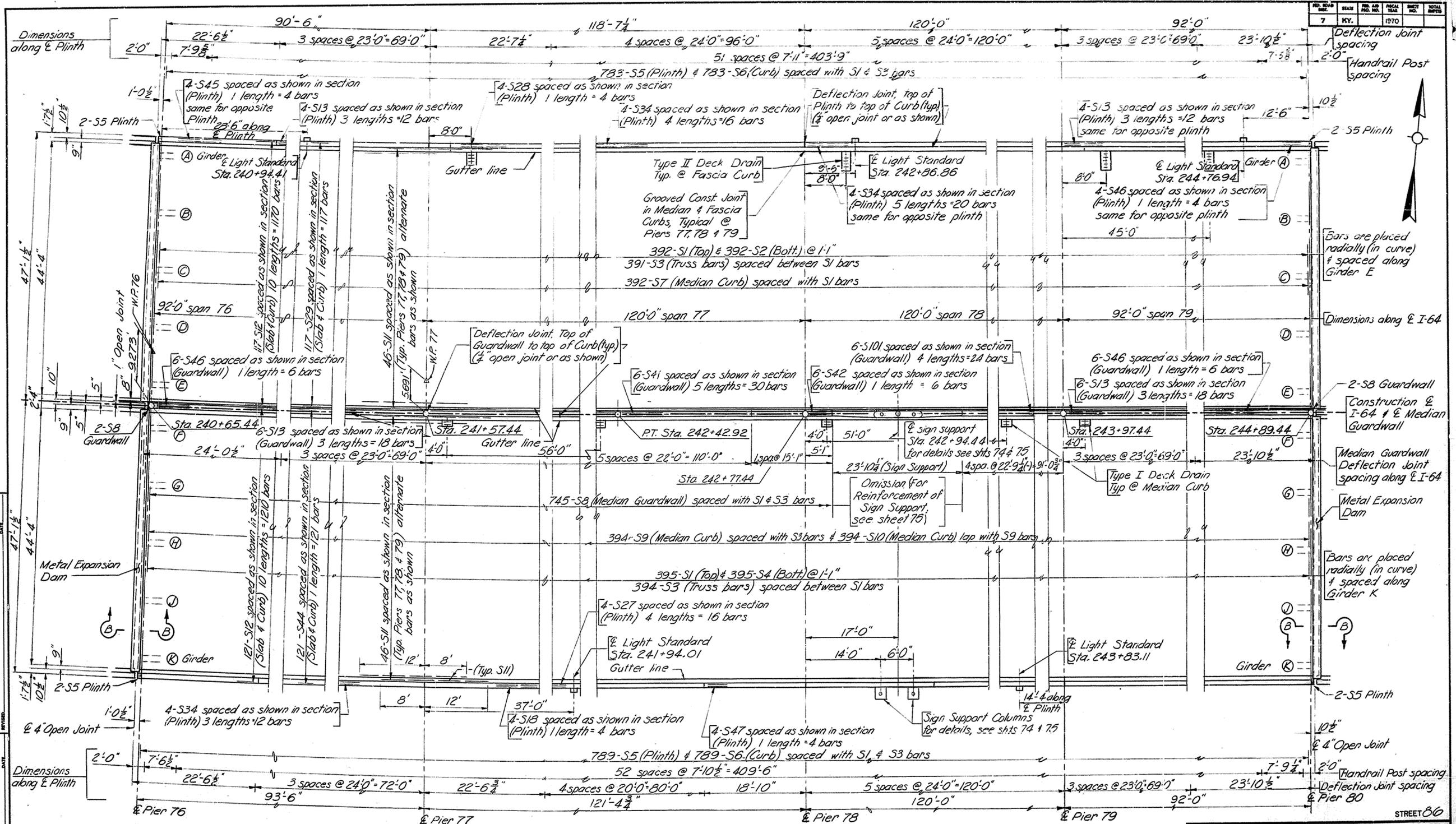
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	17470	

SHEET 85

REV.	DATE	BY	CHKD.	REASON
7	KV			1970



CHECKED BY: LAD DATE: 12/24/64
 DRAWN BY: WGS DATE: 12/24/64
 TRACED BY: WGS DATE: 12/24/64

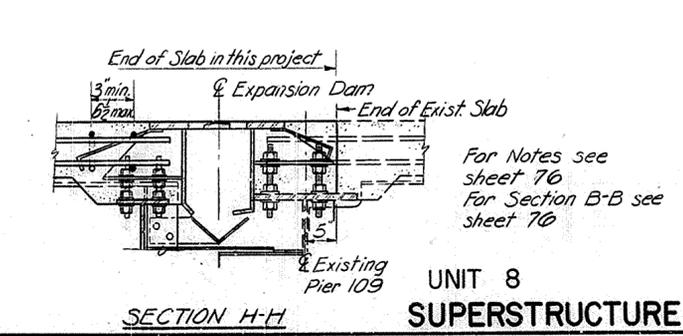
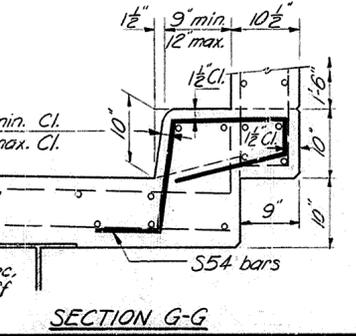
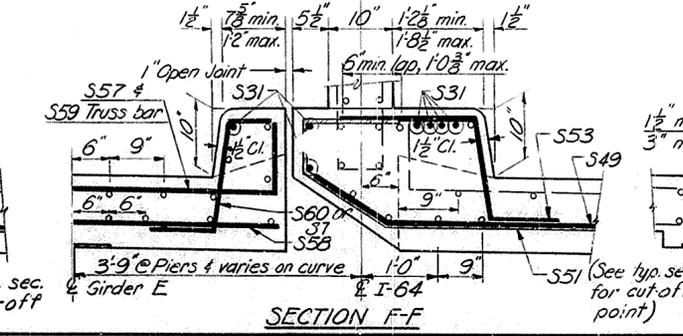
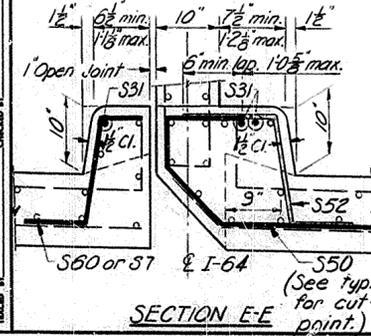
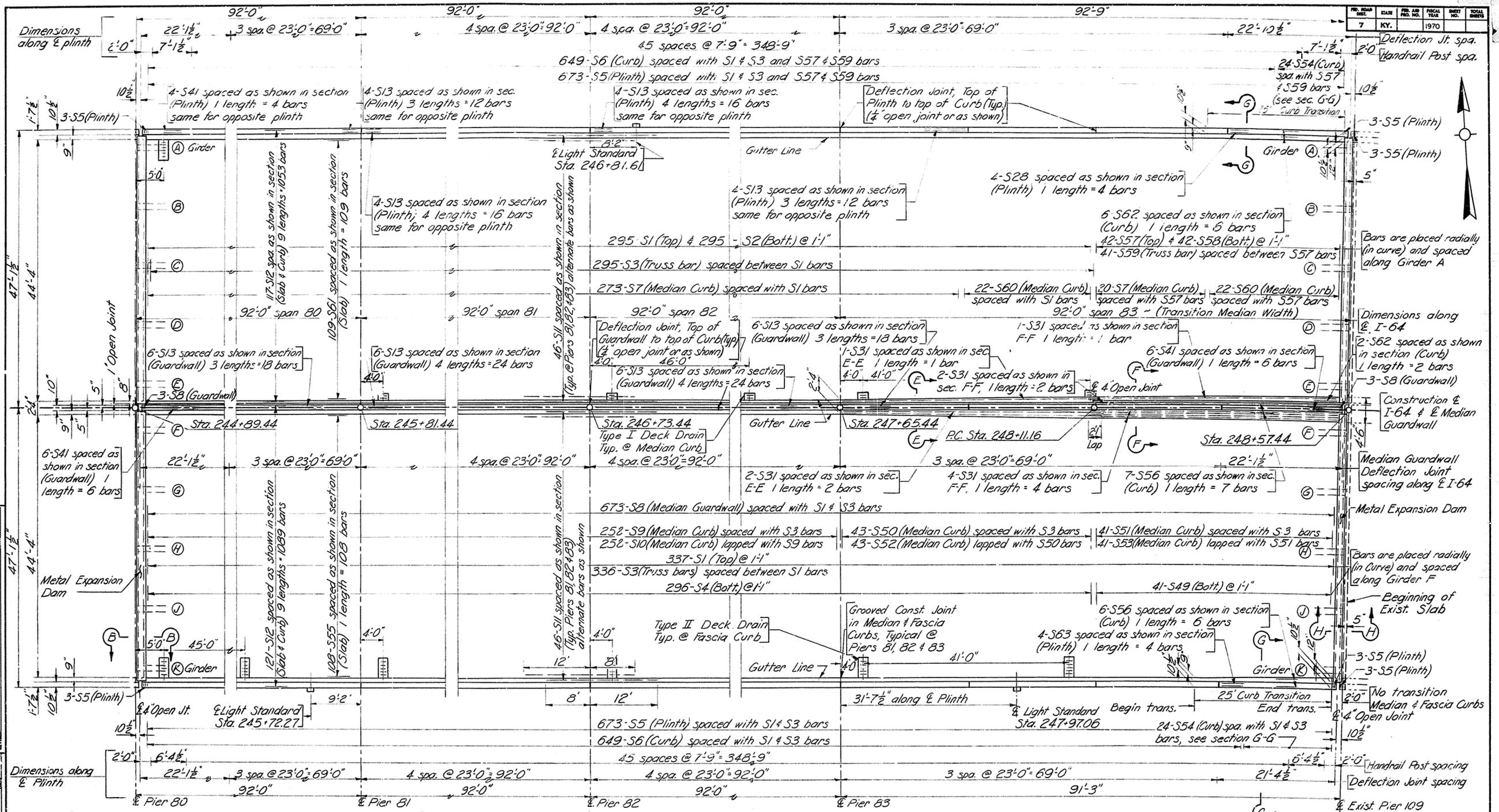
For Notes, see sheet 76
 For Section B-B, see sheet 76

**UNIT 7
 SUPERSTRUCTURE**

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85	PROJECT NO. 164-2(35)3
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX

NO.	DATE	BY	REVISION
7			



SHEET 87

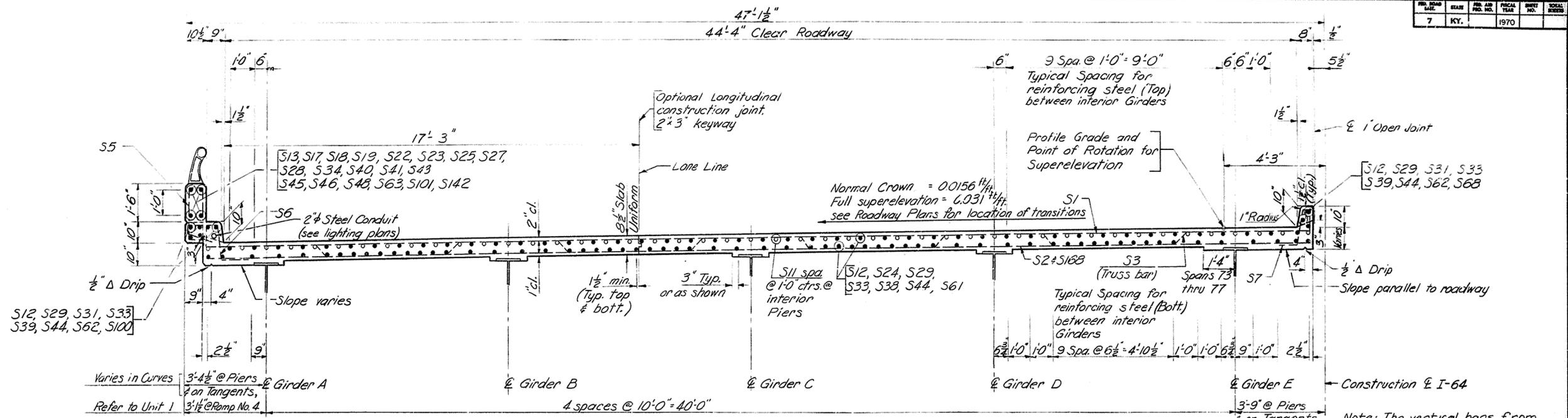
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

UNIT 8
SUPERSTRUCTURE

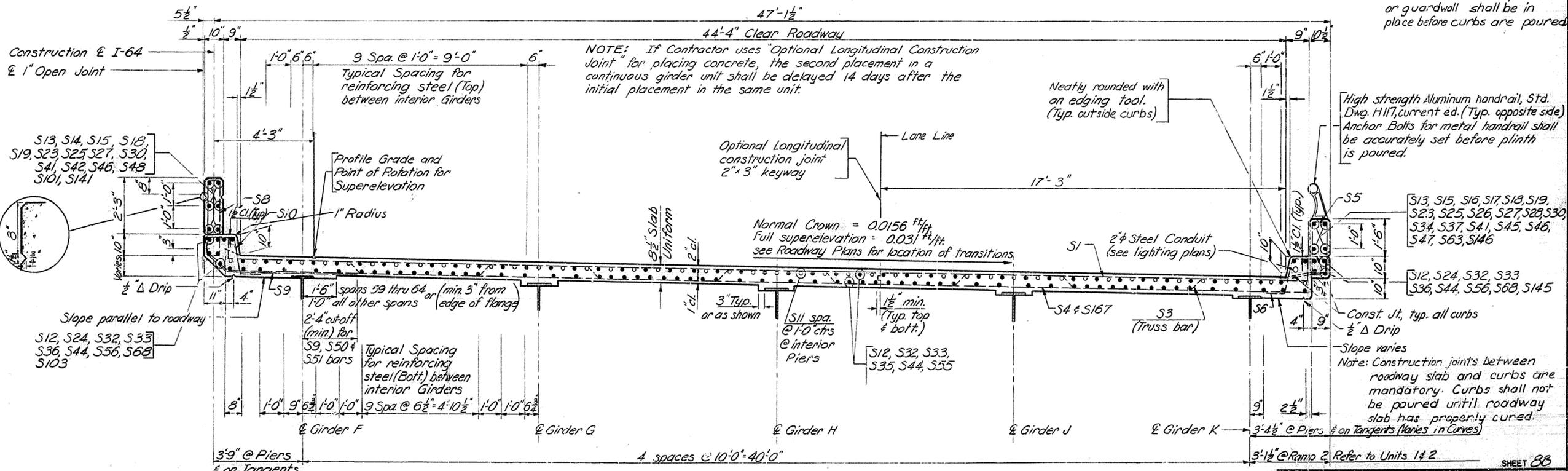
STATION 234+85	PROJECT NO. 164 - 2(35)3
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX

For Notes see sheet 76
 For Section B-B see sheet 76

REV.	DATE	BY	CHKD.	REASON
7	KY.			1970



TYPICAL SECTION (WESTBOUND)



TYPICAL SECTION (EASTBOUND)

Note: Reinforcing mats for concrete floors shall be securely tied down to forms at 8-foot intervals in both longitudinal and transverse directions. See Art. 411.3.3.D of Specifications.

Note: For additional details of reinforcing for Units 1, 2 & B, see sheets 78, 79, 81 & 87.
For girder dimensions & arrangement for Units 1 & 2, see sheets 39 & 40.
For dimensional changes of slab & curb for Units 1, 2, & B, see sheets 70, 77, 80 & 87.
Dimensions shown @ Piers, (radial dimensions in curve)

TYPICAL (NORMAL) SECTION SUPERSTRUCTURE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85 PROJECT NO. I64-2(35)3

BRIDGE NUMBER	DRAWING NO.	BOX
	17470	

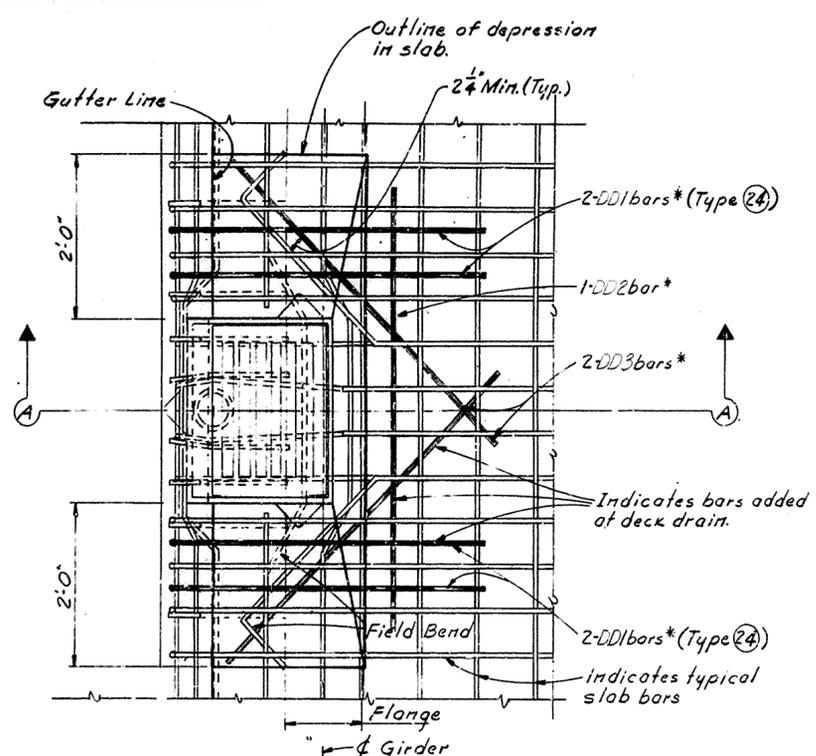
DESIGNED BY: W.L.V. DATE: 12-26-67
 CHECKED BY: L.A.D. DATE: 1-2-68
 DRAWN BY: W.F.S. DATE: 1-2-68
 TRACED BY: DATE:

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER								LENGTH		LOCATION
			Unit 1	Unit 2	Unit 3	Unit 4	Unit 5	Unit 6	Unit 7	Unit 8	Ft.	In.	
S1	⊙	*6	54	455	503	503	496	760	787	632	47	4"	Slab
S2	Str.	*6	54	455	248	252	248	360	392	295	45	7"	Slab
S3	⊙	*6	-	378	504	501	494	754	785	631	48	4"	Slab
S4	⊙	*6	-	-	244	251	248	364	395	296	46	8"	Slab
S5	⊙	*4	1,374	1,155	1,022	1,014	998	1,524	1,580	1,364	6	6"	Plinth
S6	⊙	*5	1,370	1,141	1,012	1,004	990	1,514	1,572	1,298	5	1"	Curb
S7	⊙	*4	343	286	256	252	243	378	392	293	2	4"	Curb
S8	⊙	*4	687	577	507	506	499	766	749	679	8	0"	Guardwall
S9	⊙	*5	342	284	250	250	247	379	394	252	7	8"	Curb
S10	⊙	*6	342	284	250	250	247	379	394	252	3	11"	Curb
S11	Str.	*8	-	185	184	184	184	276	276	276	20	0"	Slab
S12	Str.	*5	2,573	1,618	1,428	1,428	1,428	2,380	2,380	2,142	40	0"	Slab & Curb
S13	Str.	*4	124	8	114	114	84	186	72	196	22	8"	Plinths & Guardwall
S14	Str.	*4	-	-	6	-	-	-	-	21	5"	Guardwall	
S15	Str.	*4	-	22	4	-	-	-	-	19	11"	Plinth & Guardwall	
S16	Str.	*4	-	4	4	-	-	-	-	19	3"	Plinth	
S17	Str.	*4	-	4	20	-	-	-	-	22	11"	Plinth	
S18	Str.	*4	10	4	4	-	-	4	4	22	2"	Plinth & Guardwall	
S19	Str.	*4	-	80	6	-	28	20	-	20	8"	Guardwall & Plinth	
S20	Str.	*5	20	-	-	-	-	-	-	48	0"	Slab & Curb	
S21	Str.	*4	-	189	-	-	-	-	-	8	6"	Slab	
S22	Str.	*4	-	4	-	-	-	-	-	17	6"	Plinth	
S23	Str.	*4	70	-	-	8	28	-	-	24	8"	Plinth & Guardwall	
S24	Str.	*5	-	109	-	13	-	-	-	45	2"	Curb & Slab	
S25	Str.	*4	-	-	24	-	-	-	-	22	0"	Plinth & Guardwall	
S26	Str.	*4	-	-	8	-	-	-	-	20	4"	Plinth & Guardwall	
S27	Str.	*4	-	52	4	28	-	16	-	19	8"	Plinth	
S28	Str.	*4	-	-	4	-	4	4	4	22	4"	Plinth	
S29	Str.	*5	-	-	109	-	-	117	-	45	11"	Slab & Curb	
S30	Str.	*4	-	-	4	6	-	-	-	21	0"	Guardwall & Plinth	
S31	Str.	*5	-	8	8	-	-	-	-	10	6"	Curb	
S32	Str.	*5	33	-	121	108	-	-	-	44	7"	Slab & Curb	
S33	Str.	*5	-	-	-	238	-	-	-	42	1"	Slab & Curb	
S34	Str.	*4	8	-	-	-	16	68	-	23	8"	Plinth	
S35	Str.	*5	-	-	-	-	108	-	-	33	9"	Slab	
S36	Str.	*5	-	-	-	-	13	-	-	34	3"	Curb	
S37	Str.	*4	-	-	-	-	4	-	-	24	2"	Plinth	
S38	Str.	*5	-	-	-	-	109	-	-	29	0"	Slab	
S39	Str.	*5	-	-	-	-	8	-	-	29	6"	Curb	
S40	Str.	*4	-	-	-	-	4	-	-	20	2"	Plinth	
S41	Str.	*4	4	12	-	-	6	30	20	21	8"	Guardwall & Plinth	
S42	Str.	*4	-	-	-	-	14	9	6	14	9"	Guardwall	
S43	Str.	*4	-	-	-	-	4	-	-	18	2"	Plinth	
S44	Str.	*5	-	-	117	-	-	121	-	48	10"	Slab & Curb	
S45	Str.	*4	4	-	-	-	-	8	-	21	10"	Plinth	
S46	Str.	*4	-	-	-	-	-	20	-	23	5"	Plinth	
S47	Str.	*4	-	-	-	-	-	4	-	18	6"	Plinth	
S48	Str.	*4	-	6	-	-	4	-	-	18	10"	Guardwall	
S49	⊙	*6	-	-	-	-	-	-	-	41	47	1"	Slab
S50	⊙	*5	-	-	-	-	-	-	-	43	8	10"	Curb
S51	⊙	*5	-	-	-	-	-	-	-	41	9	5"	Curb
S52	⊙	*6	-	-	-	-	-	-	-	43	3	5"	Curb
S53	⊙	*6	-	-	-	-	-	-	-	41	4	2"	Curb
S54	⊙	*5	-	-	-	-	-	-	-	48	5	4"	Curb
S55	Str.	*5	-	-	-	-	-	-	-	108	23	4"	Slab
S56	Str.	*5	-	-	-	-	-	-	-	13	24	5"	Curbs
S57	⊙	*6	-	-	-	-	-	-	-	42	46	10"	Slab
S58	Str.	*6	-	-	-	-	-	-	-	42	45	2"	Slab
S59	⊙	*6	-	-	-	-	-	-	-	41	47	8"	Slab
S60	⊙	*4	-	-	-	-	-	-	-	44	2	7"	Curb
S61	Str.	*5	-	-	-	-	-	-	-	109	24	1"	Slab
S62	Str.	*5	-	-	-	-	-	-	-	8	25	2"	Curb
S63	Str.	*4	-	4	-	-	-	-	-	4	20	10"	Plinth
S64	⊙	*6	632	117	-	-	-	-	-	20	3"	Slab	
S65	Str.	*6	632	117	-	-	-	-	-	24	5"	Slab	
S66	⊙	*6	684	191	-	-	-	-	-	35	11"	Slab	
S67	Str.	*6	216	-	-	-	-	-	-	30	0"	Slab	
S68	Str.	*5	199	-	-	-	-	-	-	35	10"	Slab & Curb	
S69	Str.	*5	38	-	-	-	-	-	-	19	2"	Slab	
S70	Str.	*4	76	-	-	-	-	-	-	40	0"	Slab	

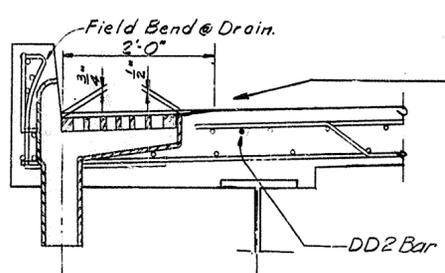
BILL OF REINFORCEMENT CONT.

MARK	TYPE	SIZE	NUMBER								LENGTH		LOCATION
			Unit 1	Unit 2	Unit 3	Unit 4	Unit 5	Unit 6	Unit 7	Unit 8	Ft.	In.	
S71	Str.	*4	-	-	-	-	-	-	-	38	9"	Slab	
S72	⊙	*6	-	-	-	-	-	-	-	39	8"	Slab	
S73	⊙	*6	-	-	-	-	-	-	-	47	38	8"	Slab
S74	⊙	*6	-	-	-	-	-	-	-	74	37	8"	Slab
S75	⊙	*6	-	-	-	-	-	-	-	47	36	8"	Slab
S76	⊙	*6	-	-	-	-	-	-	-	74	35	8"	Slab
S77	⊙	*6	-	-	-	-	-	-	-	47	34	8"	Slab
S78	⊙	*6	-	-	-	-	-	-	-	93	33	8"	Slab
S79	Str.	*6	-	-	-	-	-	-	-	42	33	10"	Slab
S80	Str.	*6	-	-	-	-	-	-	-	47	32	10"	Slab
S81	Str.	*6	-	-	-	-	-	-	-	47	31	10"	Slab
S82	Str.	*6	-	-	-	-	-	-	-	47	30	10"	Slab
S83	Str.	*6	-	-	-	-	-	-	-	47	29	10"	Slab
S84	Str.	*6	-	-	-	-	-	-	-	47	28	10"	Slab
S85	Str.	*6	-	-	-	-	-	-	-	66	27	10"	Slab
S86	⊙	*6	-	-	-	-	-	-	-	42	27	6"	Slab
S87	⊙	*6	-	-	-	-	-	-	-	47	26	6"	Slab
S88	⊙	*6	-	-	-	-	-	-	-	47	25	6"	Slab
S89	⊙	*6	-	-	-	-	-	-	-	47	24	6"	Slab
S90	⊙	*6	-	-	-	-	-	-	-	47	23	6"	Slab
S91	⊙	*6	-	-	-	-	-	-	-	47	22	6"	Slab
S92	⊙	*6	-	-	-	-	-	-	-	65	21	6"	Slab
S93	Str.	*6	-	-	-	-	-	-	-	42	23	10"	Slab
S94	Str.	*6	-	-	-	-	-	-	-	47	22	10"	Slab
S95	Str.	*6	-	-	-	-	-	-	-	47	21	10"	Slab
S96	Str.	*6	-	-	-	-	-	-	-	47	20	10"	Slab
S97	Str.	*6	-	-	-	-	-	-	-	47	19	10"	Slab
S98	Str.	*6	-	-	-	-	-	-	-	47	18	10"	Slab
S99	Str.	*6	-	-	-	-	-	-	-	65	17	10"	Slab
S100	Str.	*5	-	-	-	-	-	-	-	11	36	9"	Slab & Curb
S101	Str.	*4	-	-	6	-	-	-	24	4	22	6"	Plinth & Guardwall
S102	Str.	*5	-	-	-	-	-	-	-	75	32	5"	Slab
S103	Str.	*5	-	-	7	-	-	-	-	30	44	2"	Slab & Curb
S104	Str.	*5	-	-	-	-	-	-	-	30	40	2"	Slab
S105	Str.	*5	-	-	-	-	-	-	-	24	38	5"	Slab
S106	⊙	*6	-	-	-	-	-	-	-	22	51	11"	Slab
S107	⊙	*6	-	-	-	-	-	-	-	27	49	11"	Slab
S108	⊙	*6	-	-	-	-	-	-	-	27	47	11"	Slab
S109	⊙	*6	-	-	-	-	-	-	-	27	45	11"	Slab
S110	⊙	*6	-	-	-	-	-	-	-	27	43	11"	Slab
S111	⊙	*6	-	-	-	-	-	-	-	27	41	11"	Slab
S112	⊙	*6	-	-	-	-	-	-	-	27	39	11"	Slab
S113	⊙	*6	-	-	-	-	-	-	-	27	37	11"	Slab
S114	⊙	*6	-	-	-	-	-	-	-	27	35	11"	Slab
S115	⊙	*6	-	-	-	-	-	-	-	27	33	11"	Slab
S116	⊙	*6	-	-	-	-	-	-	-	24	31	11"	Slab
S117	Str.	*6	-	-	-	-	-	-	-	22	46	1"	Slab
S118	Str.	*6	-	-	-	-	-	-	-	27	44	1"	Slab
S119	Str.	*6	-	-	-	-	-	-	-	27	42	1"	Slab
S120	Str.	*6	-	-	-	-	-	-	-	27	40	1"	Slab
S121	Str.	*6	-	-	-	-	-	-	-	27	38	1"	Slab
S122	Str.	*6	-	-	-	-	-	-	-	49	36	1"	Slab
S123	Str.	*6	-	-	-	-	-	-	-	54	34	1"	Slab
S124	Str.	*6	-	-	-	-	-	-	-	54	32	1"	Slab
S125	Str.	*6	-	-	-	-	-	-	-	54	30	1"	Slab
S126	Str.	*6	-	-	-	-	-	-	24	54	28	1"	Slab
S127	Str.	*6	-	-	-	-	-	-	-	51	28	1"	Slab
S128	Str.	*4	-	-	-	-	-	-	-	24	34	10"	Slab
S129	⊙	*6	-	-	-	-	-	-	-	27	31	9"	Slab
S130	⊙	*6	-	-	-	-	-	-	-	27	29	9"	Slab
S131	⊙	*6	-	-	-	-	-	-	-	27	27	9"	Slab
S132	⊙	*6	-	-	-	-	-	-	-	27	2		

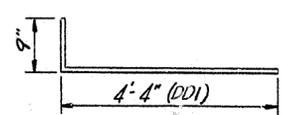


PLAN FOR REINFORCEMENT AT TYPE I DECK DRAIN

Cut or bend Longitudinal Reinforcing as shown or as necessary
 Cut or bend Transverse steel as shown.
 *Place near top of slab.



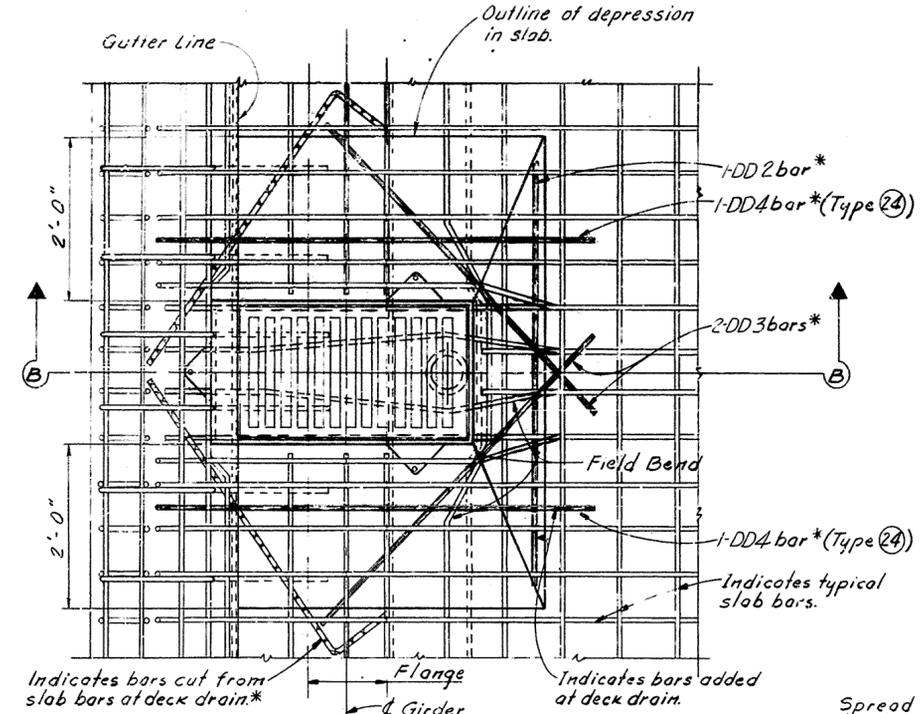
SECTION A A



Type 24

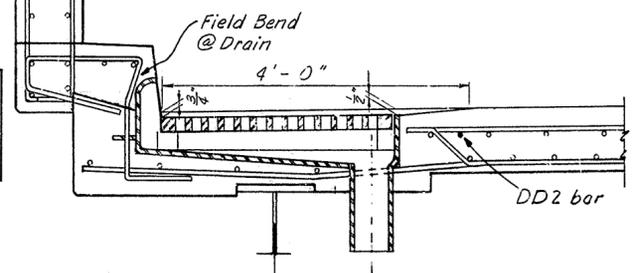
Mark	Type	Size	No.	Length
				Ft. In.
DD1	(24)	6	4	5 1
DD2	Str.	6	1	5 6
DD3	Str.	6	2	5 0

Note: "Bill of Reinforcement" indicates the number required for each installation and bars are billed for construction with superstructure.

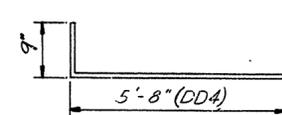


PLAN FOR REINFORCEMENT AT TYPE II DECK DRAIN

Cut or bend Longitudinal Reinforcing as shown or as necessary
 Cut or bend Transverse steel as shown.
 *Place near top of slab.

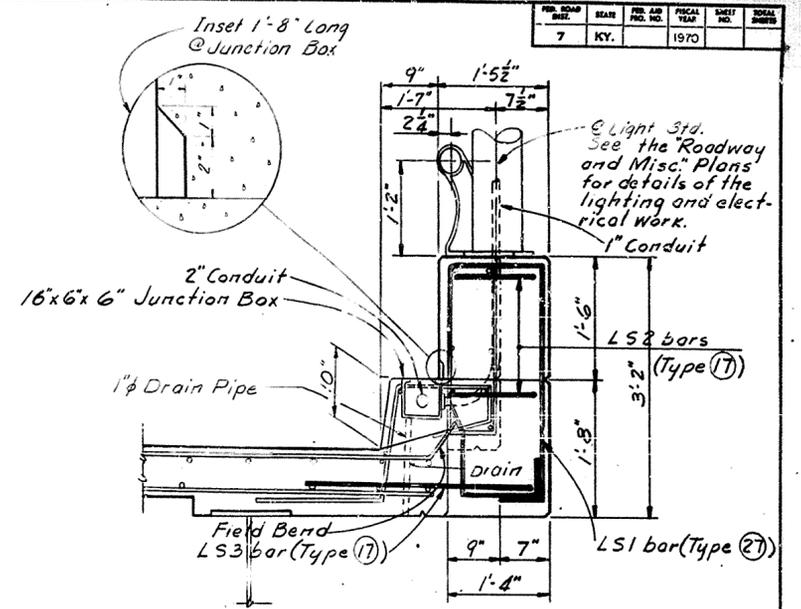


SECTION B B

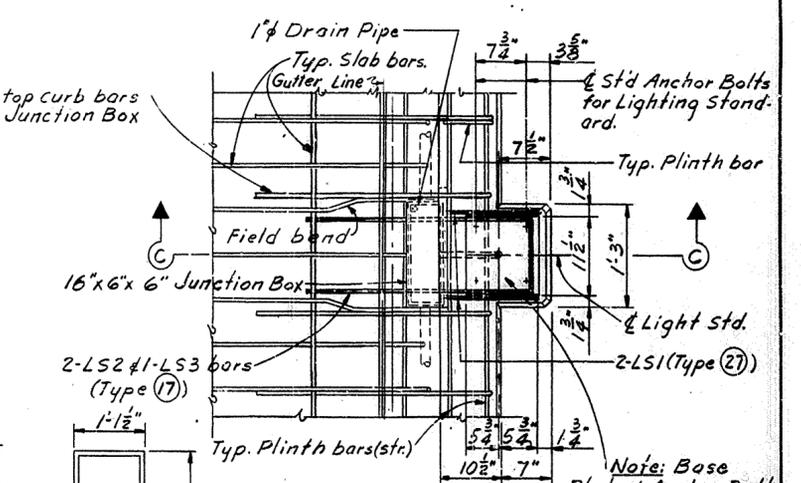


Type 24

Mark	Type	Size	No.	Length
				Ft. In.
DD2	Str.	6	1	5 6
DD3	Str.	6	2	5 0
DD4	(24)	6	2	6 5



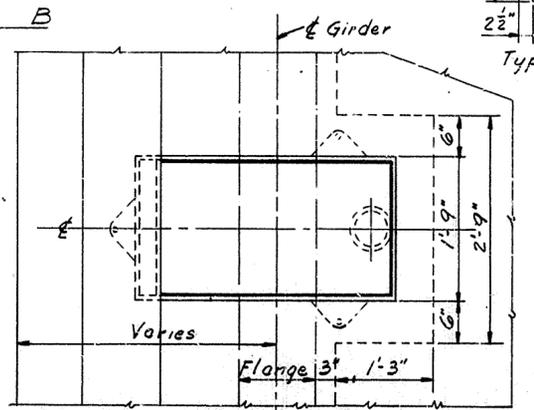
SECTION C C



PLAN OF LIGHT STANDARD
(26 Required)

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

Mark	Type	Size	No.	Length
				Ft. In.
LS1	(27)	4	2	8 8
LS2	(17)	4	2	2 11
LS3	(17)	4	1	6 11



DETAIL OF CONCRETE HAUNCH AT TYPE II DECK DRAIN SUPERSTRUCTURE

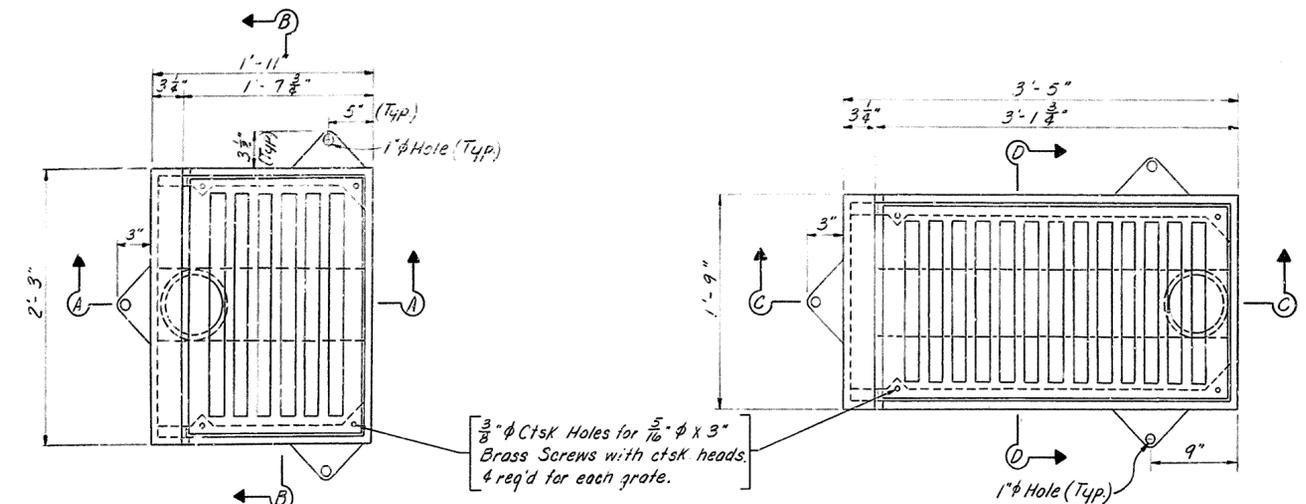
SHEET 9/

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE-LEXINGTON ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

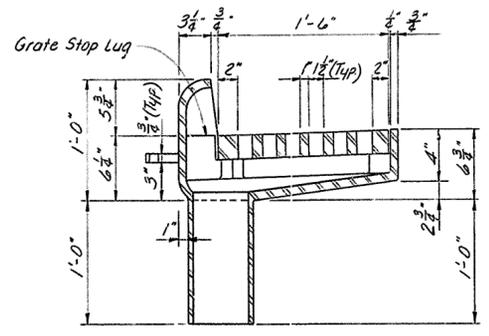
BRIDGE NUMBER	DRAWING NO.	DATE
	17470	

REV.	DATE	BY	CHKD.	APP.	REASON
7	KY.				1970

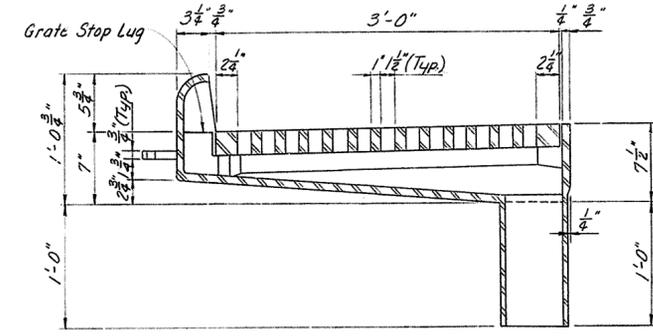


TYPE I DECK DRAIN
 Drain Casting @ Median Curb
 (31 Required)

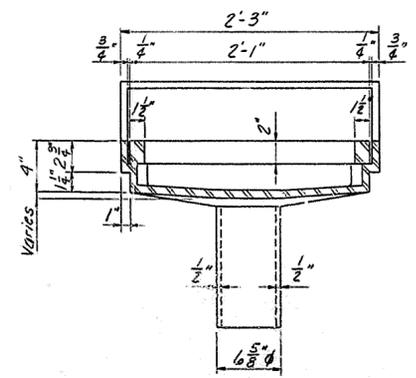
TYPE II DECK DRAIN
 Drain Casting @ Fascia Curb
 (45 Required)



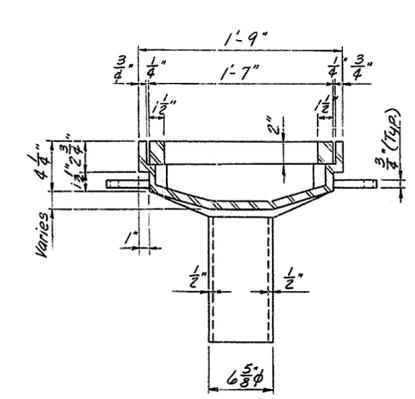
SECTION A-A



SECTION C-C



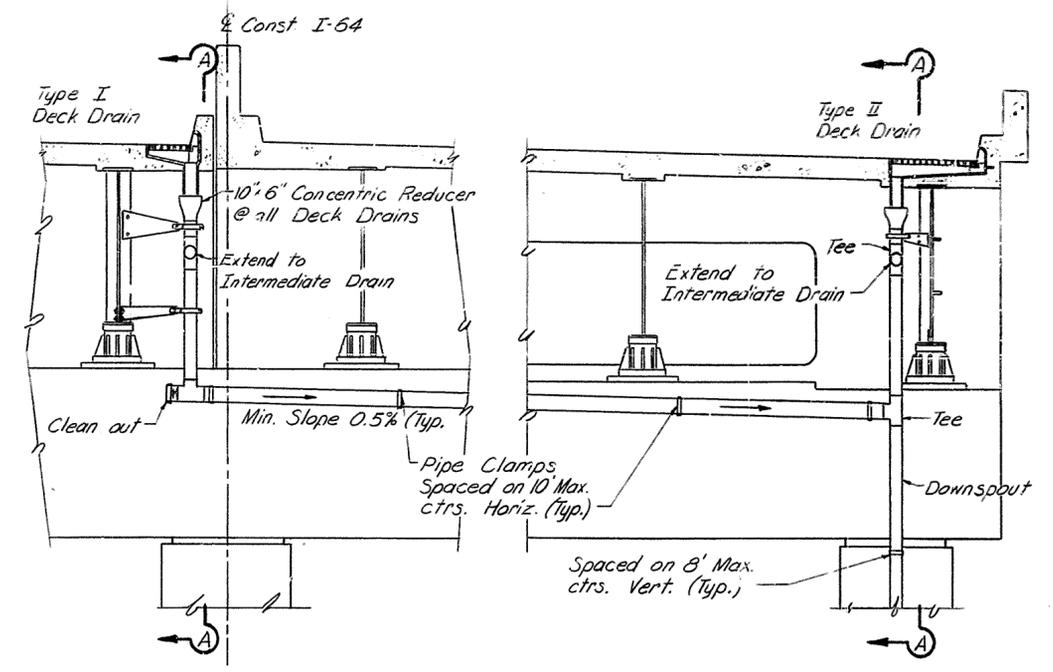
SECTION B-B



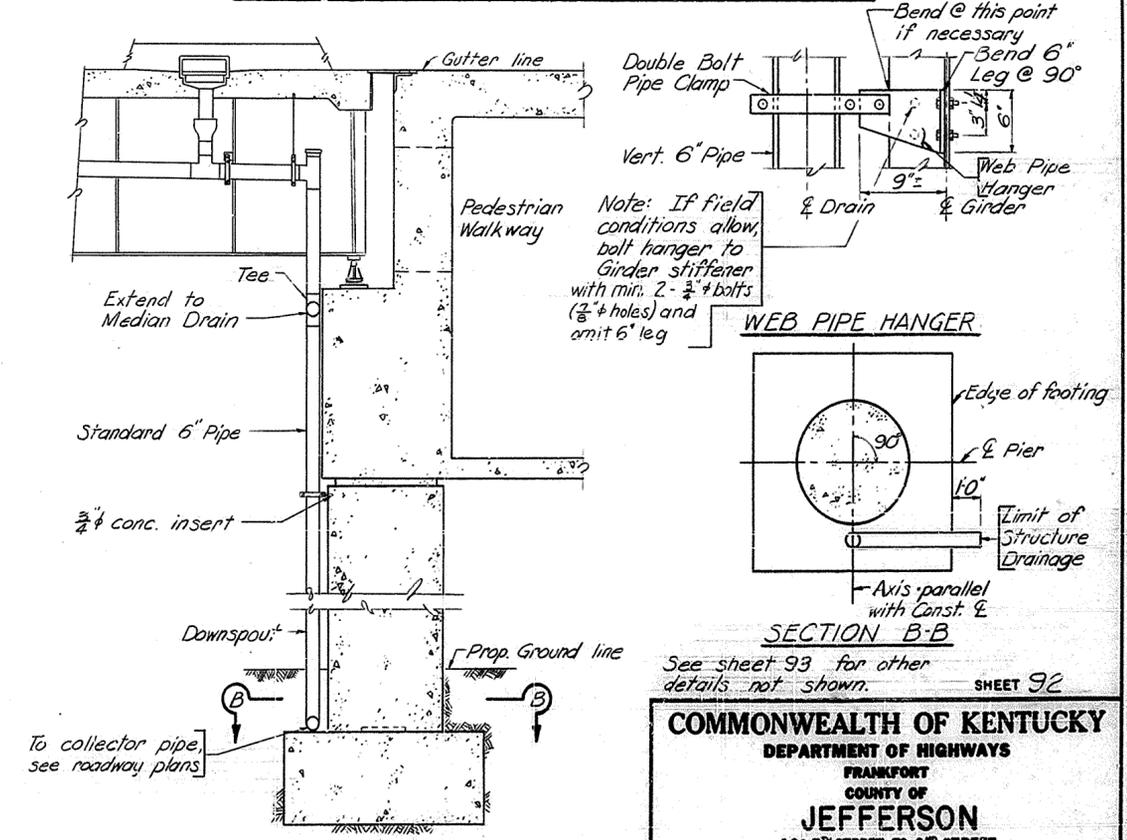
SECTION D-D

Wall thickness of castings to be 3/8" except outlet pipe.

Foundry Notes:
 Body of Drain Casting shall be Gray Cast Iron, ASTM A48, Class No. 30A. Drain Grates shall be Cast Steel, ASTM A27, Grade 70-36. Fit grate to body and ship in place. Form T-521 report of field inspection of castings is to be submitted to the laboratory. Payment for drain castings will be included in lump sum bid price of Structural Steel. For Surface Coating see Note, Sheet 3.



DETAIL OF DRAINAGE @ PIERS 67 & 68 71 & 72



SECTION A-A

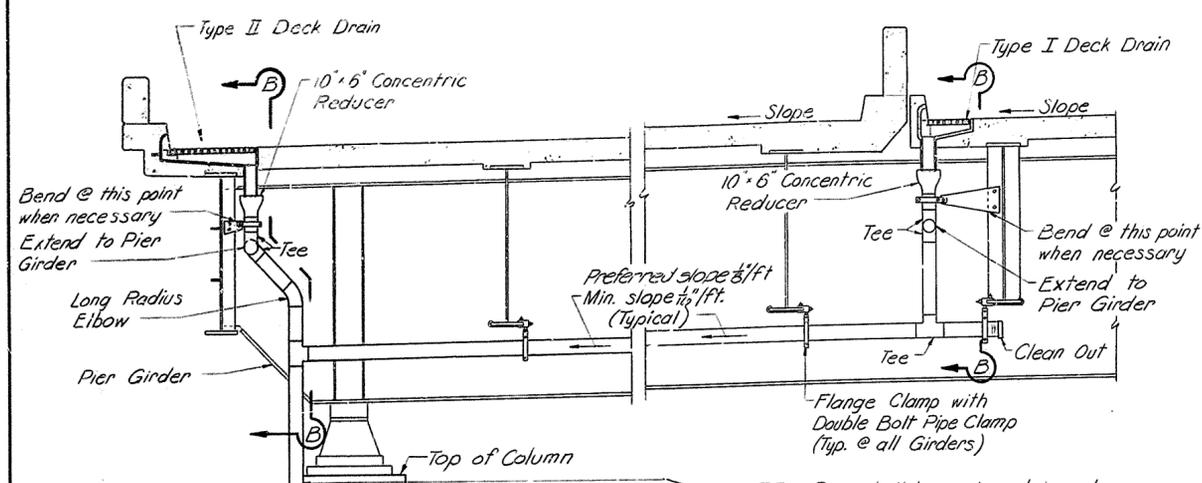
DRAINS & DRAIN PIPE DETAILS

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

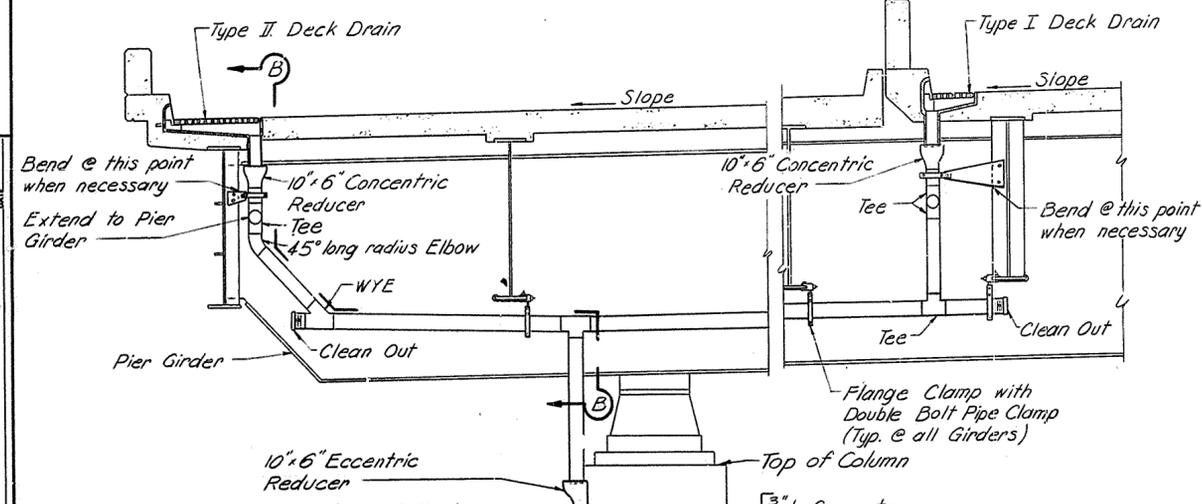
BRIDGE NUMBER SCALING NO. 17470 INDEX

DESIGNED BY	DATE	REVISION
CHECKED BY	DATE	REVISION
APPROVED BY	DATE	REVISION

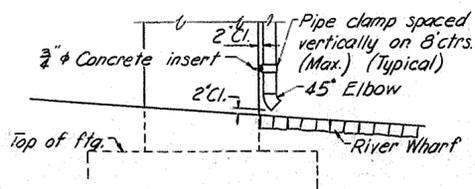


DETAIL OF DRAINAGE PIERS 55, 56, 57, 58, 82 & 83

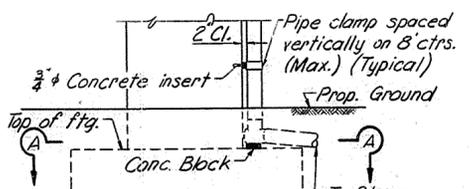
NOTE: Pipe shall be centered in reducer @ 60° F & adjusted for expansion or contraction of deck @ temperatures other than 60° F. (.078" per 100' expansion per 10° temperature change.) (Typical)



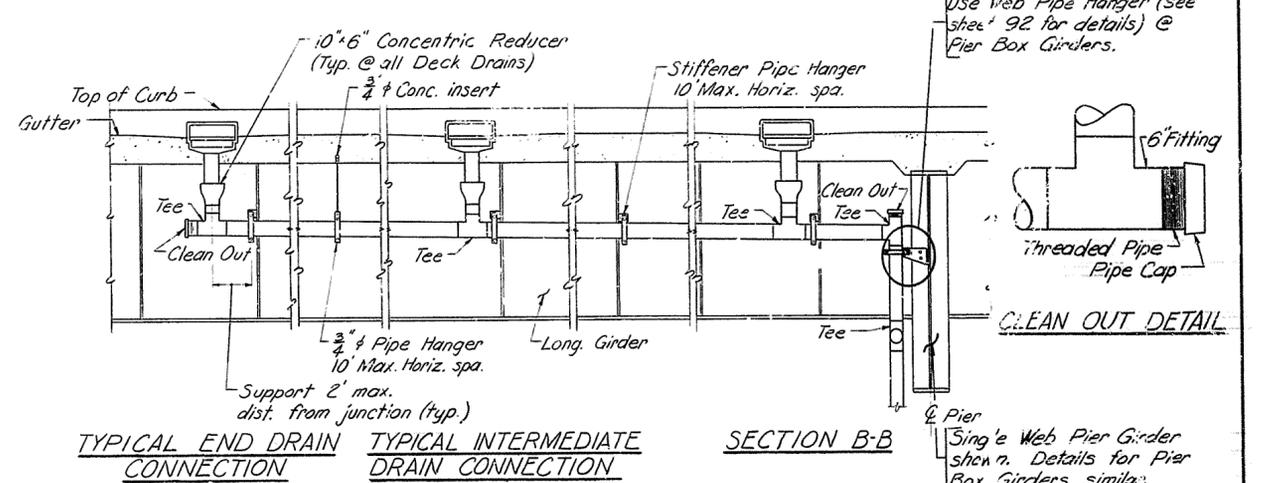
DETAIL OF DRAINAGE PIERS 77, 78, 79 & 80



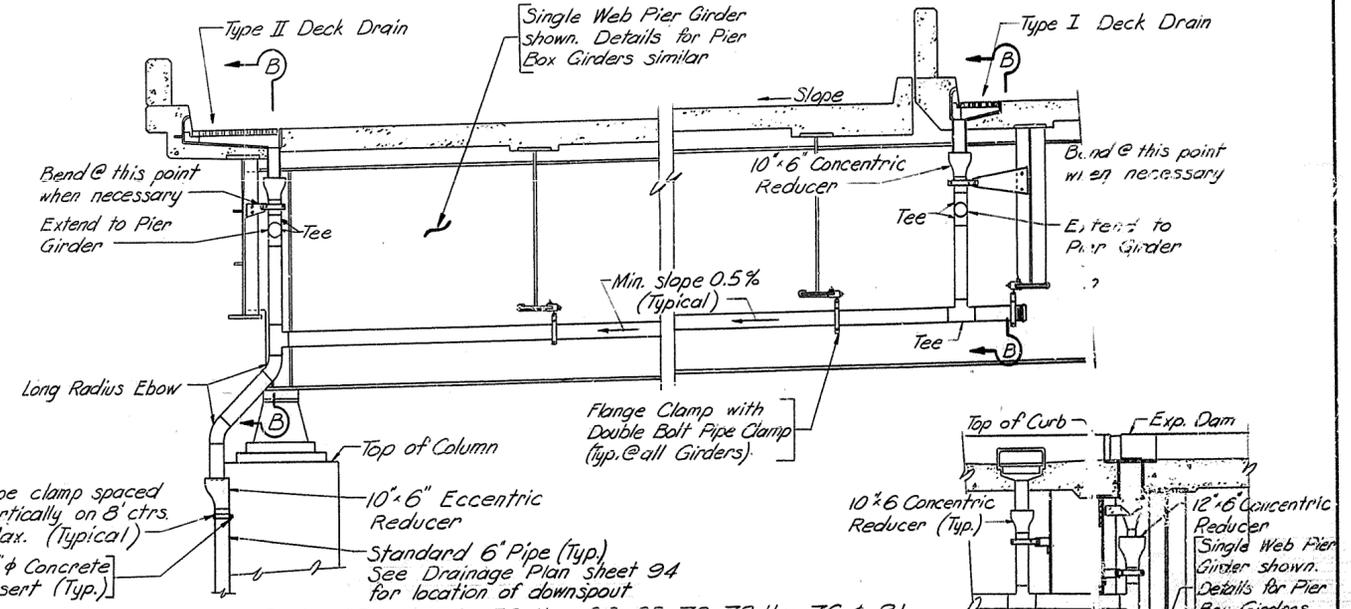
DRAINAGE @ FOOTING
Typ. for North Columns, Pier 57



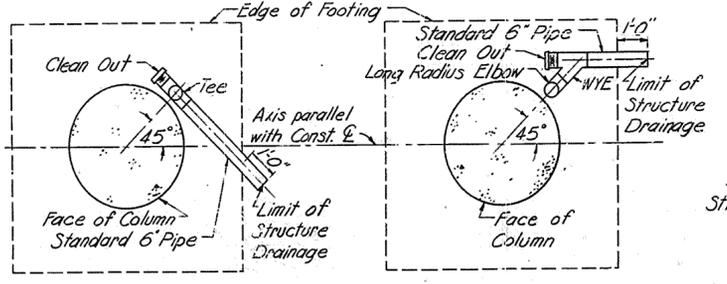
DRAINAGE @ FOOTING
Typ. for all Columns except North Columns of Pier 57



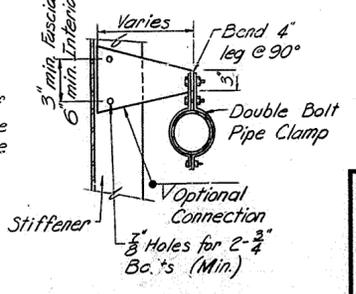
TYPICAL END DRAIN CONNECTION **TYPICAL INTERMEDIATE DRAIN CONNECTION** **SECTION B-B**



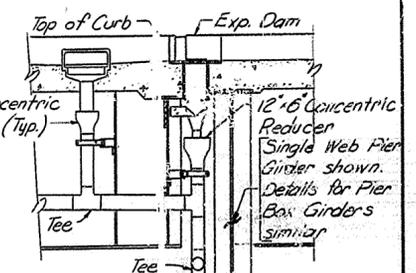
DETAIL OF DRAINAGE PIERS 59 thru 66, 69, 70, 73 thru 76 & 81



SECTION A-A **SECTION A-A Alternate**



STIFFENER PIPE HANGER



EXPANSION DAM DRAIN DETAIL

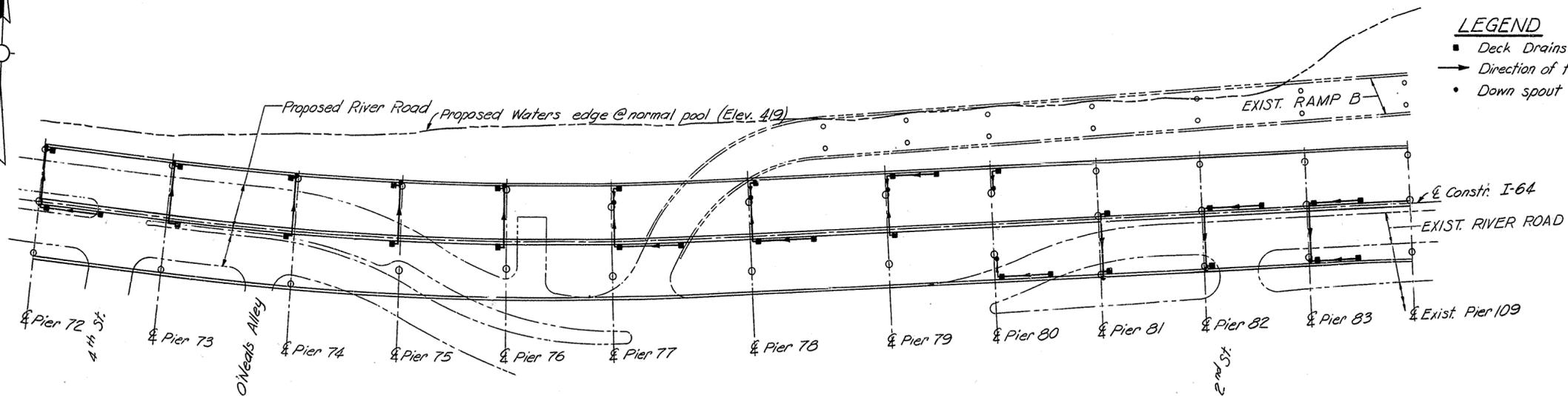
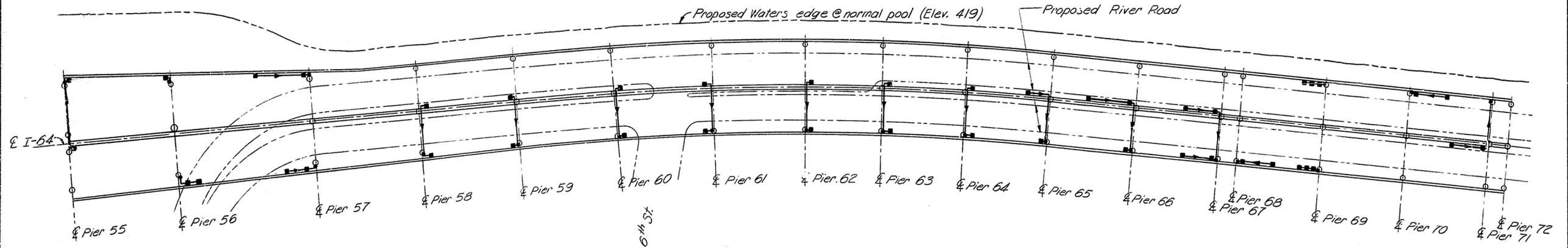
SHEET 93

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
1647TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
RD 10

STATION	234+85	PROJECT NO.	164-2(35)3
BRIDGE NUMBER		DRAWING NO.	17470

DRAIN PIPE DETAILS

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.		1970		



LEGEND

- Deck Drains
- Direction of flow
- Down spout

NOTES:

Shop drawings will be required for drainage details.
 If field conditions allow, use stiffener pipe hangers in lieu of web pipe hangers. Bracket plate may be bent to accommodate for horizontal differences in plan alignment.
 Pipe and all fittings shall be painted same as Structural Steel, (See Structural Steel notes, sheet 3). All anchoring devices for pipe drains shall be so constructed as to be rattle free and secured against rotation or translation.
 All pipe connections shall be leak proof.
 Pipe shall be cut and welded to welding fittings (tees, elbows and reducers) to field dimensions.

All pipe shall be supported every 10' maximum horizontally and 8' maximum vertically. Either 3/4" pipe hanger or stiffener and web pipe hangers may be used for intermediate support.
 Pipe shall be centered in reducer @ 60°F and adjusted for expansion or contraction of deck at temperatures other than 60°F. (.078" per 100' expansion per 10° temp. change)(typical).
 All drain pipe shall be installed on a min. slope of 1/8" per foot.
 See sheets 92 & 93 for details of drain pipe at Piers.

REVISION	DATE	BY	DATE	REVISION	DATE	BY
1		LAD		1		LAD
2		WES		2		WES

DRAINAGE PLAN

SHEET 94

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85	PROJECT NO. 164 - 2(35)3
BRIDGE NUMBER	DRAWING NO. 17470

Note: Slab Control Lines L, L1, L2, M, N & P are located at midpoint between Girders.

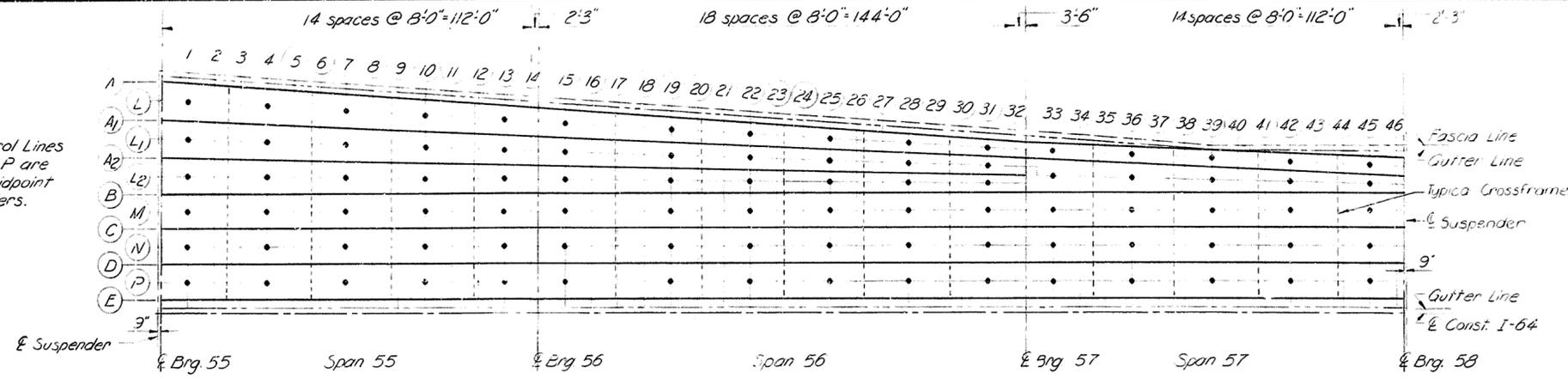


TABLE OF ELEVATIONS FOR UNIT I W.B.

SECTION	GIRDER A				GIRDER A1			GIRDER A2			GIRDER B			GIRDER C			GIRDER D			GIRDER E				SECTION	
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W		
Brig 55	1'-6 1/8"	470.053			470.260			470.439			470.611			470.764			470.910			471.094				2'-7"	Brig 55
1		469.947			.154			.318			.492			.643			.790			470.975					1
2		.831			470.045			.194			.369			.519			.666			.852					2
3		.110			469.927			470.063			.240			.387			.535			.721					3
4		.583			.802			469.925			470.105			.251			.398			.585					4
5		.450			.669			.780			469.962			470.105			.253			.441					5
6		.307			.526			.627			.811			469.953			470.101			.289					6
7		.156			.373			.469			.651			.792			469.941			470.130					7
8		469.000			.212			.305			.486			.625			.773			469.964					8
9		468.838			469.045			469.135			.315			.453			.602			.793					9
10		.675			468.872			468.965			469.140			.280			.429			.620					10
11		.514			.702			.800			468.968			469.108			.257			.448					11
12		.395			.557			.659			.813			468.950			469.093			.277					12
13		.261			.415			.523			.665			.797			468.935			469.112					13
14	1'-6 1/8"	468.139			468.278			468.395			468.514			468.650			468.782			468.954				2'-7"	14
Brig 56	1'-6 1/8"	468.106			468.242			468.359			468.472			468.609			468.741			468.910				2'-7"	Brig 56
15		467.995			468.115			.240			.332			.469			.596			.759					15
16		.889			467.996			.127			.196			.335			.456			.612					16
17		.788			.878			468.020			468.065			.207			.323			.471					17
18		.691			.767			467.917			467.937			468.083			.193			.335					18
19		.596			.660			.815			.811			467.961			468.065			.200					19
20		.499			.552			.718			.689			.837			467.937			468.064					20
21		.393			.441			.619			.564			.710			.804			467.925					21
22		.293			.327			.512			.434			.578			.666			.780					22
23		.181			.208			.398			.301			.442			.525			.631					23
24		467.060			467.081			.277			.165			.297			.375			.475					24
25		466.932			466.949			.149			467.023			467.146			.218			.311					25
26		.796			.812			467.011			466.878			466.991			467.058			467.144					26
27		.655			.670			466.865			.728			.831			466.892			466.971					27
28		.508			.527			.710			.579			.668			.724			.796					28
29		.362			.382			.544			.432			.507			.558			.623					29
30		.262			.239			.374			.288			.349			.394			.452					30
31		466.076			466.104			.195			.147			.196			.236			.286					31
32	1'-6 1/8"	465.945			465.971			466.012			466.008			466.050			466.084			466.128				2'-7"	32
Brig 57	1'-6 1/8"	465.890			465.913			465.932			465.951			465.986			466.018			466.059				2'-7"	Brig 57
33	1'-2 1/8"	.769			.790			.821			.846			465.873			465.873			465.906					33
34	0'-11 1/8"	.653			.673			.694			.713			.734			.761			.796					34
35	0'-9 1/8"	.541			.558			.572			.586			.601			.621			.642					35
36	0'-4 3/8"	.435			.448			.453			.464			.473			.486			.496					36
37	0'-1 1/8"	.328			.337			.337			.342			.346			.351			.351					37
38	-0'-2 1/8"	.218			.223			.217			.219			.217			.215			.215					38
39	-0'-3 1/8"	.120			.117			465.104			465.099			465.099			465.088			465.074					39
40	-0'-0 1/8"	465.020			465.008			464.991			464.979			464.979			464.956			464.928					40
41	0'-3 1/8"	464.913			464.894			.870			.848			.814			.772			.722					41
42	0'-6 3/8"	.800			.772			.744			.712			.667			.611			.552					42
43	0'-2 1/8"	.678			.642			.612			.568			.513			.442			.372					43
44	1'-1 1/8"	.554			.509			.477			.422			.355			.270			.191					44
45	1'-4 1/8"	.424			.370			.339			.270			.191			464.093			463.912					45
46	1'-8 1/8"	464.293			464.230			464.197			464.115			464.025			463.912			463.863				2'-7"	46
Brig 58	1'-9"	464.256			464.193			464.159			464.073			463.980			463.863			463.863				2'-7"	Brig 58

Note: Dimension "W" for sections 35, 39, & 40 Girder A are in the opposite direction to that shown in the typical section and is indicated by the minus sign (-) in the table.

See notes and typical section, Sheet 97

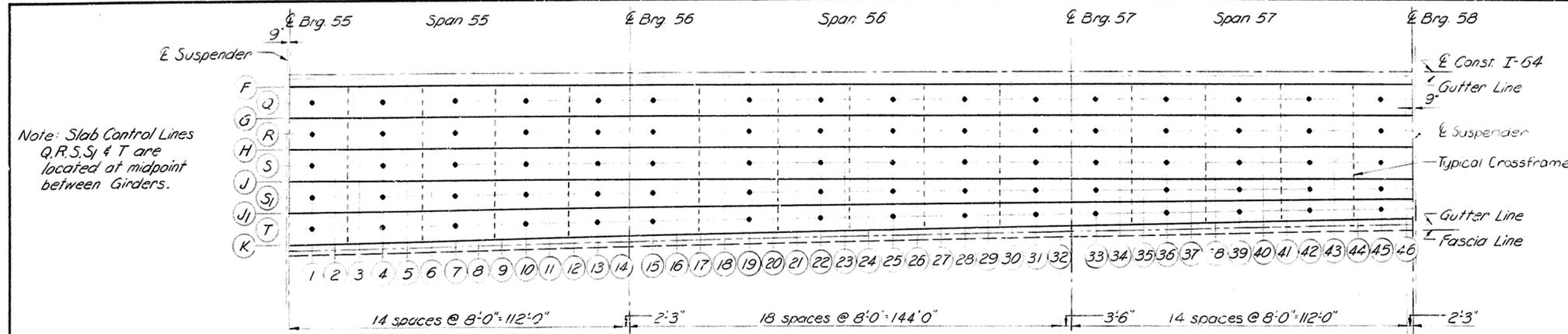
SHEET 95

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

UNIT I W.B.
CONSTRUCTION ELEVATIONS

STATION 234 + 85	PROJECT NO. 1 64 - 2(35)3
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX

DESIGNED BY: W.L.W. CHECKED BY: W.L.W.
 DATE: 2-6-64
 REVISIONS: 1-3-64
 DATE: 3-1-64
 CHECKED BY: W.L.W.
 DATE: 3-1-64
 TRACED BY: W.L.W.
 DATE: 3-1-64



Note: Slab Control Lines Q, R, S, J & T are located at midpoint between Girders.



TABLE OF ELEVATIONS FOR UNIT I.E.B.

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER J _i			GIRDER K				SECTION	
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W		
Brig 55	2'-7"	471.021			471.140			471.234			471.323			471.402			471.492				1'-6"	Brig 55
1		470.909			471.012			471.095			471.171			471.240			471.311					1
2		.790			470.880			470.952			471.016			471.073			471.125					2
3		.666			.741			.801			470.855			470.898			470.937					3
4		.532			.594			.642			.684			.718			.743					4
5		.394			.440			.478			.508			.531			.540					5
6		.245			.279			.304			.323			.333			.331					6
7		470.088			470.107			470.122			470.131			470.131			470.118					7
8		469.924			469.930			469.933			469.934			469.926			469.902					8
9		.756			.753			.751			.746			.732			.706					9
10		.582			.574			.565			.553			.535			.505					10
11		.409			.394			.380			.364			.339			.307					11
12		.242			.219			.199			469.176			469.149			469.115					12
13		469.080			469.051			469.024			468.995			468.961			468.926					13
14	2'-7"	468.924			468.888			468.855			468.818			468.781			468.741				1'-6"	14
Brig 56	2'-7"	468.882			468.845			468.809			468.770			468.731			468.690				1'-6"	Brig 56
15		.735			.689			.650			.602			.559			.515					15
16		.593			.541			.495			.440			.392			.344					16
17		.457			.397			.347			.283			.231			.178					17
18		.326			.259			.204			468.128			468.075			468.017					18
19		.197			468.123			468.063			467.979			467.921			467.857					19
20		468.065			467.985			467.919			.830			.768			.697					20
21		467.930			.844			.772			.677			.612			.534					21
22		.791			.697			.621			.518			.452			.367					22
23		.645			.544			.463			.355			.285			.195					23
24		.492			.384			.297			.187			467.114			467.017					24
25		.332			.217			467.124			467.010			466.935			466.833					25
26		467.165			467.044			466.946			466.828			.750			.643					26
27		466.995			466.866			.764			.643			.560			.449					27
28		.821			.686			.578			.455			.367			.253					28
29		.648			.506			.392			.267			466.176			466.056					29
30		.479			.331			.212			466.083			465.985			465.863					30
31		.316			466.161			466.037			465.903			.802			.674					31
32	2'-7"	466.161			465.999			465.869			465.726			465.621			465.489				1'-6"	32
Brig 57	2'-7"	466.092			465.926			465.794			465.652			465.542			465.410				1'-6"	Brig 57
33		465.944			.771			.634			.484			.371			.237					33
34		.801			.622			.478			.321			.205			465.068					34
35		.666			.480			.330			.162			465.043			464.924					35
36		.535			.345			.194			465.020			464.900			.766					36
37		.403			.214			465.063			464.887			.765			.636					37
38		.271			465.082			464.931			.750			.630			.503					38
39		465.134			464.945			.793			.610			.492			.367					39
40		464.991			.801			.650			.465			.348			.224					40
41		.839			.649			.498			.314			.198			464.077					41
42		.680			.489			.337			464.154			464.043			463.921					42
43		.513			.323			.171			463.992			463.883			.760					43
44		.344			464.152			464.000			.825			.718			.596					44
45		464.168			463.976			463.824			.656			.551			.427					45
46	2'-7"	463.989			463.798			463.645			463.483			463.382			463.257				1'-6"	46
Brig 58	2'-7"	463.940			463.749			463.596			463.437			463.335			463.209				1'-6"	Brig 58

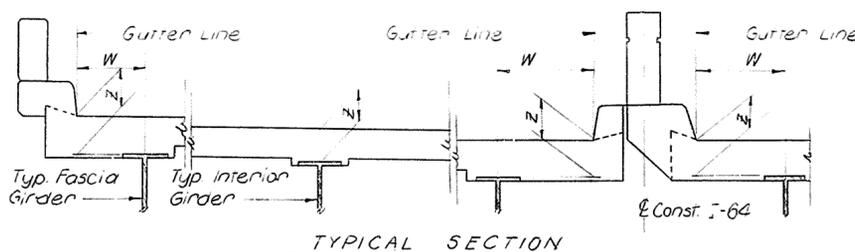
DRAWN BY: J.A. W.E.S.L.C.S. CHECKED BY: H.L.W. DATE: 2-68
 REVISION: DATE: 3-68
 DATE: DATE:

See notes and typical section, Sheet 97

SHEET 96

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7th STREET TO 2nd STREET
 LOUISVILLE - LEXINGTON
 ROAD
 STATION 234 + 85 PROJECT NO. I 64 - 2(35)3
 BRIDGE NUMBER 17470 INDEX

UNIT I.E.B.
CONSTRUCTION ELEVATIONS



SLAB CONTROL ELEVATION NOTE
 After the slab forms are erected and before the slab reinforcement is placed, the Resident Engineer shall take field elevations of 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 $\frac{1}{8}$ " from the plan thickness, allowing $\frac{3}{16}$ " 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.W.B.

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
L 1	470.065			M 1	470.567		
L 4	469.707			M 4	470.178		
L 7	469.208			M 7	469.721		
L 10	468.788			M 10	469.210		
L 13	468.350			M 13	468.729		
L 15	468.065			M 15	468.400		
L 19	467.633			M 19	467.886		
L 22	467.197			M 22	467.506		
L 25	466.942			M 25	467.084		
L 28	466.519			M 28	466.623		
L 31	466.230			M 31	466.171		
L 33	465.782			M 33	465.833		
L 36	465.443			M 36	465.458		
L 39	465.118			M 39	465.101		
L 42	464.795			M 42	464.728		
L 45	464.392			M 45	464.304		
L ₁	470.236			N 1	470.716		
L ₄	469.863			N 4	470.324		
L ₇	469.421			N 7	469.866		
L ₁₀	468.918			N 10	469.354		
L ₁₃	468.469			N 13	468.866		
L ₁₅	468.177			N 15	468.532		
L ₁₉	467.737			N 19	468.013		
L ₂₂	467.419			N 22	467.622		
L ₂₅	467.049			N 25	467.182		
L ₂₈	466.618			N 28	466.896		
L ₃₁	466.149			N 31	466.216		
L ₃₃	465.805			N 33	465.859		
L ₃₆	465.450			N 36	465.468		
L ₃₉	465.110			N 39	465.093		
L ₄₂	464.758			N 42	464.689		
L ₄₅	464.354			N 45	464.230		
L ₂ 1	470.405			P 1	470.864		
L ₂ 4	470.015			P 4	470.472		
L ₂ 7	469.560			P 7	470.016		
L ₂ 10	469.052			P 10	469.505		
L ₂ 13	468.592			P 13	469.006		
L ₂ 15	468.286			P 15	468.661		
L ₂ 19	467.813			P 19	468.119		
L ₂ 22	467.473			P 22	467.709		
L ₂ 25	467.086			P 25	467.255		
L ₂ 28	466.644			P 28	466.753		
L ₂ 31	466.171			P 31	466.256		
				P 33	465.885		
				P 36	465.478		
				P 39	465.082		
				P 42	464.645		
				P 45	464.152		

UNIT I.E.B.

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
Q 1	470.971			S 1	471.205		
Q 4	470.569			S 4	470.701		
Q 7	470.099			S 7	470.131		
Q 10	469.577			S 10	469.544		
Q 13	469.063			S 13	468.978		
Q 15	468.707			S 15	468.580		
Q 19	468.152			S 19	467.950		
Q 22	467.734			S 22	467.485		
Q 25	467.263			S 25	466.972		
Q 28	466.740			S 28	466.411		
Q 31	466.223			S 31	465.852		
Q 33	465.840			S 33	465.427		
Q 36	465.421			S 36	464.960		
Q 39	465.020			S 39	464.551		
Q 42	464.565			S 42	464.098		
Q 45	464.052			S 45	463.603		
R 1	471.053			T 1	471.271		
R 4	470.618			T 4	470.729		
R 7	470.114			T 7	470.125		
R 10	469.569			T 10	469.522		
R 13	469.037			T 13	468.946		
R 15	468.669			T 15	468.540		
R 19	468.093			T 19	467.894		
R 22	467.659			T 22	467.415		
R 25	467.170			T 25	466.891		
R 28	466.632			T 28	466.318		
R 31	466.099			T 31	465.747		
R 33	465.702			T 33	465.315		
R 36	465.269			T 36	464.845		
R 39	464.869			T 39	464.441		
R 42	464.413			T 42	463.993		
R 45	463.900			T 45	463.501		
S 1	471.133						
S 4	470.663						
S 7	470.126						
S 10	469.559						
S 13	469.009						
S 15	468.626						
S 19	468.021						
S 22	467.569						
S 25	467.067						
S 28	466.516						
S 31	465.970						
S 33	465.559						
S 36	465.107						
S 39	464.701						
S 42	464.245						
S 45	463.740						

CONSTRUCTION ELEVATION NOTES

- 1 Lay out Section ①, ②, etc. as shown in plan on sheet 95 thru 111. Center punch marks on top of girders for elevation points.
- 2 Read elevation to three decimals on top of girders as erected, after cross frames are in place and shoring and false work are removed, but before forms are placed and deck slab, etc. are poured. These elevations are to be entered in the table as Elevation "Y".
- 3 Compute Dimension "z" (See Typical Section). Top of concrete Elevation "X" minus Elevation "Y" equals Dimension "z".
- 4 Always measure from top of girder to top of slab (Dimension "z") for setting templates. DO NOT set templates by Elevation "X".
- 5 Elevations "X" include calculated deflection due to weight of floor slab, brush blocks, plinths, nonnail, and median.
- 6 Gutter line elevations (X@Gutter) contain the deflections of the adjacent girder as shown in Typical Section. Dimension "z" will indicate the difference in elevation of the girder at the center punch mark and the gutter line at a point measured along the section line Dimension "W" from the center of the girder (center punch mark).
- 7 Construct handrail plinth to brush block grade - Do not add camber to handrail plinth.

SPECIAL NOTE

Before placing concrete in deck on either side of metal expansion joints, Contractor and Engineer shall check screed elevations with elevation of roadway surfaces of the joint to assure no deviations of more than $\frac{1}{8}$ " under a 10-foot straight edge laid across the metal joint and the completed slab surfaces.

DESIGNED BY: T.B. CHECKED BY: M.L.W. DATE: 2-24-70
 DRAWN BY: C.S.H. CHECKED BY: M.L.W. DATE: 3-28-70
 TRACED BY: DATE:

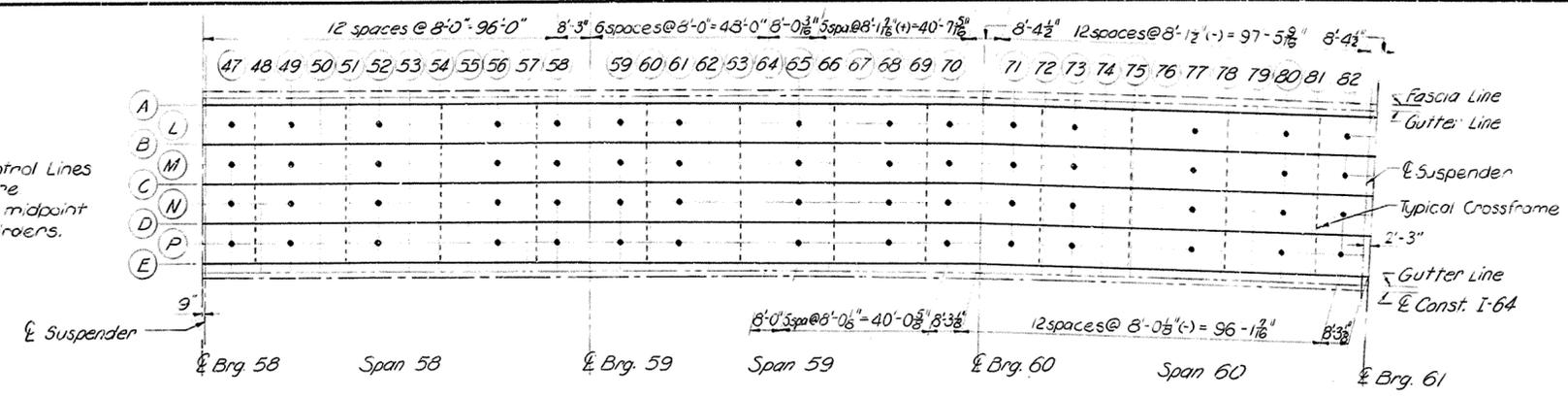
**UNIT I
CONSTRUCTION ELEVATIONS**

SHEET 97

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234 + 85 PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO. 17470	DATE
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Note: Slab Control Lines L, M, N & P are located at midpoint between Girders.



SECTION	GIRDER A				GIRDER B				GIRDER C				GIRDER D				GIRDER E				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W				
℄ Brg. 58	1'-9"	464.256			464.159			464.073			463.980			463.863			2'-7"	℄ Brg. 58			
℄ Susp.		.251			.152			.090			.971			.853				℄ Susp.			
47		.195			.090			.899			.755			.755				47			
48		.133			.018			.910			.795			.650				48			
49		.067			.942			.823			.697			.538				49			
50		.997			.861			.731			.593			.421				50			
51		.920			.774			.633			.485			.297				51			
52		.839			.680			.528			.368			.437				52			
53		.751			.580			.416			.245			463.030				53			
54		.659			.472			.298			463.116			462.836				54			
55		.562			.360			.174			462.382			.738				55			
56		.466			.241			.050			.346			.588				56			
57		.371			.136			.928			.713			.441				57			
58	1'-9"	463.281			463.030			462.811			462.585			462.299			2'-7"	58			
℄ Brg. 59	1'-9"	463.195			462.928			462.658			462.460			462.160			2'-7"	℄ Brg. 59			
59	1'-9 3/8"	.120			.339			.597			.348			462.035			2'-6 3/8"	59			
60	1'-9 3/8"	463.053			.756			.504			.244			461.907			2'-6 3/8"	60			
61	1'-10 1/8"	462.992			.682			.418			.147			.808			2'-5 1/8"	61			
62	1'-10 1/8"	.936			.611			.336			462.054			.702			2'-5 1/8"	62			
63	1'-11"	.883			.546			.259			461.966			.601			2'-5 1/8"	63			
64	1'-11 3/8"	.831			.480			.183			.878			.500			2'-4 3/8"	64			
65	1'-11 3/8"	.774			.409			.101			.787			.399			2'-4 3/8"	65			
66	2'-0"	.675			.311			.462.003			.689			.302			2'-4 1/8"	66			
67	1'-11 1/2"	.580			.214			461.906			.592			.205			2'-4 1/8"	67			
68	1'-11 1/2"	.486			.120			.812			.498			.109			2'-4 1/8"	68			
69	1'-11 1/2"	.396			.032			.724			.410			461.021			2'-5"	69			
70	1'-10 3/8"	462.313			461.953			461.645			461.331			460.939			2'-5 1/8"	70			
℄ Brg. 60	1'-5"	462.234			461.878			461.570			461.256			460.861			2'-7"	℄ Brg. 60			
71	1'-10 3/8"	.168			.303			.506			.193			.803			2'-5 3/8"	71			
72	2'-0"	.109			.754			.450			.140			.754			2'-4 1/8"	72			
73	2'-1 1/2"	.055			.691			.389			.090			.710			2'-2 1/2"	73			
74	2'-1 1/2"	462.005			.652			.352			461.045			.666			2'-2 1/2"	74			
75	2'-2 1/2"	461.951			.601			.302			460.998			.622			2'-1 3/8"	75			
76	2'-2 3/8"	.894			.546			.250			.947			.574			2'-1 3/8"	76			
77	2'-2 3/8"	.832			.489			.195			.893			.520			2'-1 3/8"	77			
78	2'-2 3/8"	.763			.423			.130			.831			.459			2'-1 3/8"	78			
79	2'-1 7/8"	.687			.349			461.059			.762			.390			2'-2 1/8"	79			
80	2'-1 7/8"	.610			.271			460.983			.687			.313			2'-2 1/8"	80			
81	2'-0 7/8"	.524			.188			.902			.607			.233			2'-4"	81			
82	1'-10 3/8"	461.434			461.098			460.815			460.523			460.146			2'-5 3/8"	82			
℄ Susp.	1'-9 3/8"	461.360			461.027			460.744			460.453			460.073			2'-6 3/8"	℄ Susp.			
℄ Brg. 61	1'-9"	461.341			461.008			460.726			460.435			460.055			2'-7"	℄ Brg. 61			

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
L 47	464.134			N 47	463.941		
L 49	463.954			V 49	.760		
L 52	.746			N 52	463.448		
L 56	.339			N 56	462.882		
L 58	463.136			N 58	.698		
L 59	462.958			N 59	.473		
L 61	.813			N 61	462.283		
L 65	.561			N 65	461.944		
L 68	.273			N 68	.655		
L 70	.105			N 70	.438		
L 71	462.006			N 71	.413		
L 73	461.841			N 73	.240		
L 77	.627			N 77	461.044		
L 80	.408			N 80	460.836		
L 82	461.237			N 82	460.669		
M 47	464.132			P 47	463.836		
M 49	463.933			P 49	.633		
M 52	.604			P 52	463.423		
M 56	463.149			P 56	462.676		
M 58	462.921			P 58	.471		
M 59	.718			P 59	.223		
M 61	.550			P 61	462.011		
M 65	462.255			P 65	461.629		
M 68	461.966			P 68	.340		
M 70	.799			P 70	.174		
M 71	.704			P 71	461.096		
M 73	.540			P 73	460.935		
M 77	.342			P 77	.739		
M 80	461.127			P 80	.535		
M 82	460.957			P 82	460.368		

See notes and typical section, Sheet 97

SHEET 98

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7th STREET TO 2nd STREET
 LOUISVILLE-LEXINGTON
 ROAD

STATION 234 + 85 PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	DATE
	17470	

UNIT 2 W.B.
CONSTRUCTION ELEVATIONS

DESIGNED BY: J.A. CHECKED BY: M.W. DATE: 2-6-69
 DRAWN BY: W.S.C. CHECKED BY: M.W. DATE: 2-6-69
 TRACED BY: DATE:

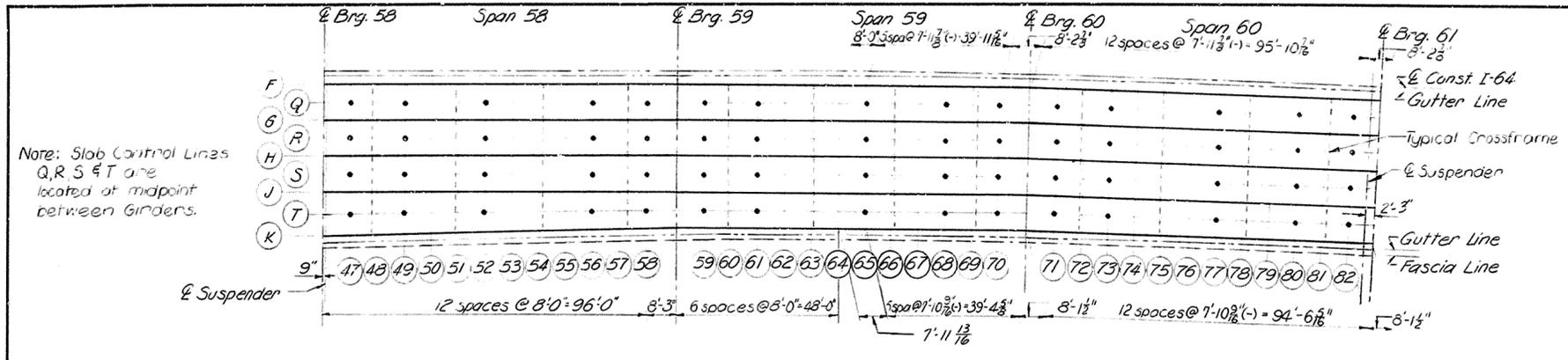


TABLE OF ELEVATIONS FOR UNIT 2 E.B.

SECTION	GIRDER															SECTION		
	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@GUTTER	Y	Z	W	
Brig 58	2'-7"	463.940			463.749			463.596			463.437			463.214			1'-9"	Brig 58
Susp.		.930			.738			.535			.426			.204				Susp.
47		.838			.647			.494			.335			.114				47
48		.734			.543			.390			.231			463.013				48
49		.627			.436			.283			.124			462.908				49
50		.514			.323			.171			463.712			.799				50
51		.393			.202			463.050			462.891			.680				51
52		.266			463.075			462.923			.764			.556				52
53		.135			462.932			.768			.699			.380				53
54		462.999			.781			.607			.426			.195				54
55		.857			.626			.442			.249			462.007				55
56		.714			.469			.273			462.070			461.817				56
57		.573			.314			462.107			461.893			.629				57
58	2'-7"	462.438			462.164			461.946			461.721			461.446			1'-9"	58
Brig 59	2'-7"	462.305			462.017			461.787			461.551			461.266			1'-9"	Brig 59
59	2'-7 1/2"	.187			461.834			.643			.396			461.101			1'-7 1/2"	59
60	2'-7 1/2"	462.076			.759			.507			.248			460.944			1'-5 1/2"	60
61	2'-8 1/2"	461.974			.641			.378			461.108			.797			1'-3 1/2"	61
62	2'-8 1/2"	.874			.527			.253			460.972			.649			1'-3 1/2"	62
63	2'-8 1/2"	.780			.418			.133			.840			.505			1'-3 1/2"	63
64	2'-9 1/2"	.687			.309			461.013			.709			.363			1'-3 1/2"	64
65	2'-9 1/2"	.591			.200			460.894			.580			.223			1'-3 1/2"	65
66	2'-9 1/2"	.493			.101			.795			.482			.126			1'-4"	66
67	2'-9 1/2"	.397			461.005			.699			.386			460.029			1'-4 1/2"	67
68	2'-9 1/2"	.302			460.911			.605			.292			459.934			1'-5 1/2"	68
69	2'-9 1/2"	.213			.823			.517			.204			.845			1'-6 1/2"	69
70	2'-8 1/2"	461.131			460.744			460.438			460.125			459.756			1'-7 1/2"	70
Brig 60	2'-7"	461.053			460.669			460.363			460.050			459.677			1'-9"	Brig 60
71	2'-8 1/2"	460.994			.605			.298			459.363			.610			1'-7 1/2"	71
72	2'-9 1/2"	.944			.551			.241			.924			.549			1'-6 1/2"	72
73	2'-11"	.898			.499			.188			.869			.493			1'-5"	73
74	2'-11 1/2"	.855			.453			.140			.817			.439			1'-4 1/2"	74
75	3'-0 1/2"	.810			.406			.091			.767			.384			1'-3 1/2"	75
76	3'-0 1/2"	.759			.353			460.036			.712			.327			1'-3 1/2"	76
77	3'-0 1/2"	.704			.298			459.979			.652			.262			1'-3 1/2"	77
78	3'-0 1/2"	.642			.236			.914			.586			.194			1'-3 1/2"	78
79	2'-11 1/2"	.562			.166			.843			.513			.120			1'-4 1/2"	79
80	2'-11 1/2"	.500			460.094			.769			.437			459.042			1'-5"	80
81	2'-10"	.419			460.014			.688			.354			458.960			1'-6 1/2"	81
82	2'-8 1/2"	460.334			459.933			459.605			459.268			458.874			1'-7 1/2"	82
Susp.	2'-7 1/2"	460.262			459.862			459.533			459.196			458.801			1'-8 1/2"	Susp.
Brig 61	2'-7"	460.246			459.847			459.517			459.179			458.784			1'-9"	Brig 61

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THNESS
Q 47	463.722			S 47	463.415		
Q 49	.511			S 49	463.204		
Q 52	463.150			S 52	462.844		
Q 56	462.566			S 56	462.172		
Q 58	.272			S 58	461.834		
Q 59	462.004			S 59	.520		
Q 61	461.772			S 61	461.243		
Q 65	.352			S 65	460.737		
Q 68	461.063			S 68	.449		
Q 70	460.896			S 70	.282		
Q 71	.757			S 71	.141		
Q 73	.653			S 73	460.029		
Q 77	.454			S 77	459.816		
Q 80	.252			S 80	.603		
Q 82	460.091			S 82	459.437		
R 47	463.571			T 47	463.238		
R 49	463.360			T 49	463.030		
R 52	462.999			T 52	462.674		
R 56	.371			T 56	461.961		
R 58	462.055			T 58	.603		
R 59	461.764			T 59	461.268		
R 61	.510			T 61	460.970		
R 65	461.047			T 65	.422		
R 68	460.758			T 68	460.135		
R 70	.591			T 70	459.966		
R 71	.452			T 71	.822		
R 73	.344			T 73	.703		
R 77	460.139			T 77	.477		
R 80	459.932			T 80	.261		
R 82	459.769			T 82	459.096		

DESIGNED BY: J.A. CHECKED BY: M.L.W. DATE: 2-6-63
 DRAWN BY: W.F.S. CS. T. CHECKED BY: M.L.W. DATE: 1-6-63
 TYPED BY: DATE:

See notes and typical section, Sheet S

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

UNIT 2 E.B.
CONSTRUCTION ELEVATIONS

STATION 234 + 85 PROJECT NO. I 64 - 2

BRIDGE NUMBER DRAWING NO. 1747C

See note, Sheet 98

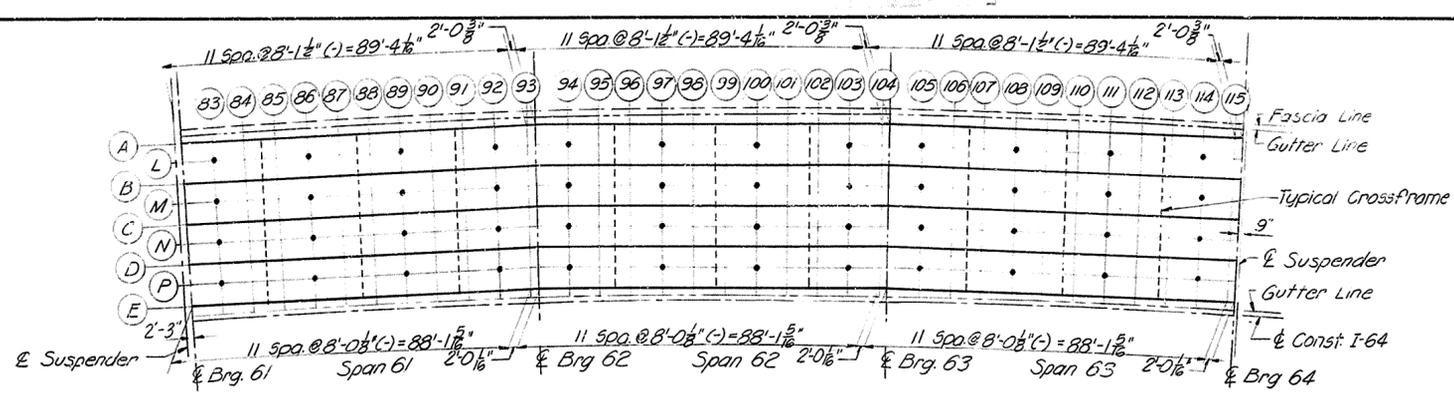


TABLE OF ELEVATIONS FOR UNIT 3 W.B.

SECTION	GIRDER A					GIRDER B			GIRDER C			GIRDER D			GIRDER E			SECTION			
	W	X@GUTTER	Y	Z		X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z		W		
⊕Brg 61	1'-9"	461.341				461.009						460.726				460.435				2'-7"	⊕Brg 61
83	1'-10 3/8"	.311				460.976						460.695				460.404				2'-5 3/8"	83
84	1'-11 1/2"	.292				460.959						460.677				460.387				2'-4 3/8"	84
85	2'-0 1/2"	.260				460.929						460.648				459.985				2'-3 1/2"	85
86	2'-0 3/4"	.226				460.893						460.612				459.952				2'-3 1/4"	86
87	2'-1 1/4"	.186				460.853						460.572				459.913				2'-2 13/16"	87
88	2'-1 3/4"	.140				460.807						460.526				459.877				2'-2 3/8"	88
89	2'-1 7/8"	.089				460.755						460.475				459.816				2'-2 1/2"	89
90	2'-0 3/8"	461.033				460.700						460.419				459.759				2'-3 1/2"	90
91	1'-11 1/2"	460.974				460.641						460.361				459.699				2'-4 1/2"	91
92	1'-10 1/2"	.917				460.586						460.305				460.017				2'-4 1/4"	92
93	1'-9 3/8"	460.563				460.534						460.254				459.966				2'-6 5/8"	93
⊕Brg 62	1'-9"	460.849				460.521						460.241				459.953				2'-7"	⊕Brg 62
94	1'-10 3/8"	.801				460.465						460.182				459.893				2'-5 3/8"	94
95	1'-11 1/2"	.758				460.416						460.131				459.839				2'-4 3/8"	95
96	2'-0 3/8"	.718				460.372						460.085				459.790				2'-3 1/2"	96
97	2'-0 1/2"	.682				460.331						460.041				459.744				2'-3 1/4"	97
98	2'-1 1/4"	.643				460.289						459.998				459.697				2'-2 13/16"	98
99	2'-1 3/4"	.603				460.247						459.952				459.650				2'-2 3/8"	99
100	2'-1 7/8"	.562				460.204						459.906				459.602				2'-2 1/2"	100
101	2'-0 3/8"	.519				460.161						459.861				459.555				2'-3 1/2"	101
102	1'-11 1/2"	.479				460.119						459.817				459.509				2'-4 1/2"	102
103	1'-10 1/2"	.441				460.083						459.778				459.467				2'-4 1/4"	103
104	1'-9 3/8"	460.408				460.053						459.745				459.432				2'-5 3/8"	104
⊕Brg 63	1'-9"	460.401				460.045						459.737				459.423				2'-7"	⊕Brg 63
105	1'-10 3/8"	.375				460.017						459.709				459.395				2'-5 3/8"	105
106	1'-11 1/2"	.353				459.994						459.686				459.372				2'-4 3/8"	106
107	2'-0 3/8"	.332				459.973						459.665				459.352				2'-3 1/2"	107
108	2'-0 1/2"	.309				459.930						459.642				459.329				2'-3 1/4"	108
109	2'-1 1/4"	.283				459.892						459.615				459.303				2'-2 13/16"	109
110	2'-1 3/4"	.245				459.850						459.582				459.266				2'-2 3/8"	110
111	2'-1 7/8"	.207				459.809						459.541				459.227				2'-2 1/2"	111
112	2'-0 3/8"	.159				459.798						459.490				459.177				2'-3 1/2"	112
113	1'-11 1/2"	.102				459.741						459.433				459.120				2'-4 1/2"	113
114	1'-10 1/2"	460.040				459.678						459.370				459.057				2'-4 1/4"	114
115	1'-9 3/8"	459.973				459.612						459.304				458.991				2'-5 3/8"	115
⊕Brg 64	1'-9"	459.954				459.595						459.287				458.974				2'-7"	⊕Brg 64

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
L 83	461.115			N 83	460.550		
L 86	461.027			N 86	.461'		
L 89	460.890			N 89	.331		
L 92	.722			N 92	460.161		
L 94	.604			N 94	459.038		
L 97	.474			N 97	.893		
L 100	.351			N 100	.754		
L 103	.233			N 103	.623		
L 105	.167			N 105	.552		
L 108	460.097			N 108	.436		
L 111	459.996			N 111	.384		
L 114	459.890			N 114	459.214		
M 83	460.836			P 83	460.254		
M 86	.753			P 86	460.172		
M 89	.615			P 89	460.036		
M 92	.446			P 92	459.867		
M 94	.324			P 94	.742		
M 97	.186			P 97	.591		
M 100	460.055			P 100	.447		
M 103	459.931			P 103	.310		
M 105	.863			P 105	.237		
M 108	.796			P 108	.172		
M 111	.695			P 111	459.070		
M 114	459.524			P 114	458.890		

See notes and typical section, Sheet 97

SHEET 100

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 1647TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER DRAWING NO. INDEX
 17470

UNIT 3 W.B.
 CONSTRUCTION ELEVATIONS

DESIGNED BY: J.B. CHECKED BY: M.L.W. DATE: 2-66
 DRAWN BY: M.C.S. - MDC. CHECKED BY: M.L.W. & P.A.L. DATE: 7-69
 SCALE: AS SHOWN

See note, Sheet 99

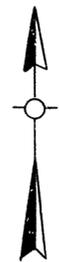
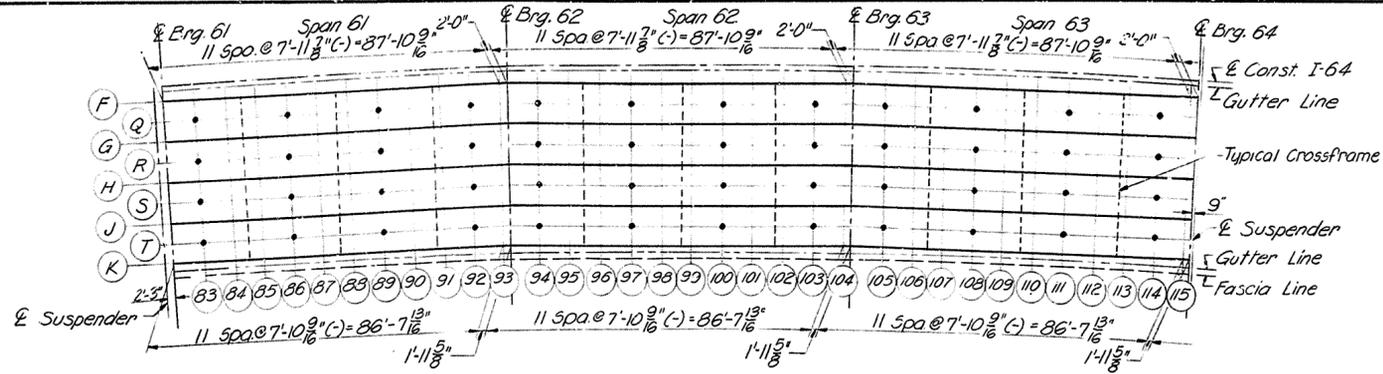


TABLE OF ELEVATIONS FOR UNIT 3 E.B.

SECTION	GIRDER F			GIRDER G			GIRDER H			GIRDER J			GIRDER K			SECTION		
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y		Z	W
Brig 61	2'-7"	460.246			459.847			459.517			459.179			458.784			1'-9"	Brig 61
83	2'-8 3/8"	.217			.814			.484			.145			.751			1'-7 3/8"	83
84	2'-9 1/2"	.199			.793			.463			.123			.730			1'-6 3/8"	84
85	2'-10 1/2"	.171			.764			.434			.095			.698			1'-5 3/8"	85
86	2'-10 3/4"	.136			.727			.396			.057			.663			1'-5 1/8"	86
87	2'-11 1/8"	.097			.687			.356			459.017			.622			1'-4 3/8"	87
88	2'-11 3/8"	.052			.641			.311			458.971			.574			1'-4 1/8"	88
89	2'-11"	460.003			.592			.261			.921			.524			1'-5 1/2"	89
90	2'-10 1/4"	459.947			.539			.208			.846			.466			1'-5 3/8"	90
91	2'-9 1/4"	.888			.481			.151			.810			.412			1'-6 1/8"	91
92	2'-8 1/4"	.876			.425			.094			.754			.355			1'-7 3/8"	92
93	2'-7 3/8"	459.777			459.376			459.045			458.704			458.303			1'-8 3/8"	93
Brig 62	2'-7"	459.764			459.364			459.033			458.692			458.291			1'-9"	Brig 62
94	2'-8 3/8"	.707			.304			458.975			.637			.243			1'-7 5/8"	94
95	2'-9 1/2"	.654			.187			.924			.588			.200			1'-6 5/8"	95
96	2'-10 1/2"	.606			.201			.877			.543			.161			1'-5 5/8"	96
97	2'-10 3/4"	.560			.156			.834			.503			.124			1'-5 3/8"	97
98	2'-11 3/8"	.513			.109			.789			.461			.080			1'-4 3/8"	98
99	2'-11 1/8"	.464			.062			.743			.419			.045			1'-4 1/8"	99
100	2'-11"	.415			459.014			.699			.375			458.004			1'-5 1/2"	100
101	2'-10 1/4"	.364			458.967			.654			.333			457.961			1'-5 3/8"	101
102	2'-9 1/4"	.315			.922			.610			.292			.921			1'-6 3/8"	102
103	2'-8 1/4"	.270			.880			.571			.255			.884			1'-7 3/8"	103
104	2'-7 3/8"	459.229			458.845			458.538			458.224			457.852			1'-8 3/8"	104
Brig 63	2'-7"	459.220			458.836			458.520			458.217			457.843			1'-9"	Brig 63
105	2'-8 3/8"	.194			.806			.500			.187			.816			1'-7 5/8"	105
106	2'-9 1/2"	.173			.782			.476			.163			.793			1'-6 5/8"	106
107	2'-10 1/2"	.153			.760			.453			.140			.771			1'-5 5/8"	107
108	2'-10 3/4"	.131			.737			.430			.117			.747			1'-5 3/8"	108
109	2'-11 3/8"	.105			.710			.403			.090			.720			1'-4 3/8"	109
110	2'-11 1/8"	.070			.674			.368			.055			.684			1'-4 1/8"	110
111	2'-11"	458.029			.633			.327			458.014			.643			1'-5 1/2"	111
112	2'-10 1/4"	458.979			.585			.279			457.966			.593			1'-5 3/8"	112
113	2'-9 1/4"	.920			.528			.221			.908			.537			1'-6 1/8"	113
114	2'-8 1/4"	.856			.467			.160			.847			.475			1'-7 3/8"	114
115	2'-7 3/8"	458.789			458.404			458.096			457.783			457.410			1'-8 3/8"	115
Brig 64	2'-7"	458.772			458.388			458.080			457.767			457.396			1'-9"	Brig 64

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
Q 83	459.974			S 83	459.315		
Q 86	.886			S 86	.227		
Q 89	.752			S 89	459.091		
Q 92	.608			S 92	458.924		
Q 94	.464			S 94	.806		
Q 97	.313			S 97	.669		
Q 100	.169			S 100	.537		
Q 103	459.033			S 103	.413		
Q 105	458.958			S 105	.344		
Q 108	.889			S 108	.274		
Q 111	.786			S 111	.171		
Q 114	458.619			S 114	458.004		
R 83	459.649			T 83	458.973		
R 86	.562			T 86	.882		
R 89	.427			T 89	.745		
R 92	.260			T 92	.580		
R 94	459.140			T 94	.465		
R 97	458.995			T 97	.336		
R 100	.857			T 100	.188		
R 103	.726			T 103	.095		
R 105	.653			T 105	458.027		
R 108	.584			T 108	457.954		
R 111	.430			T 111	.851		
R 114	458.314			T 114	457.826		

See notes and typical section, Sheet 97

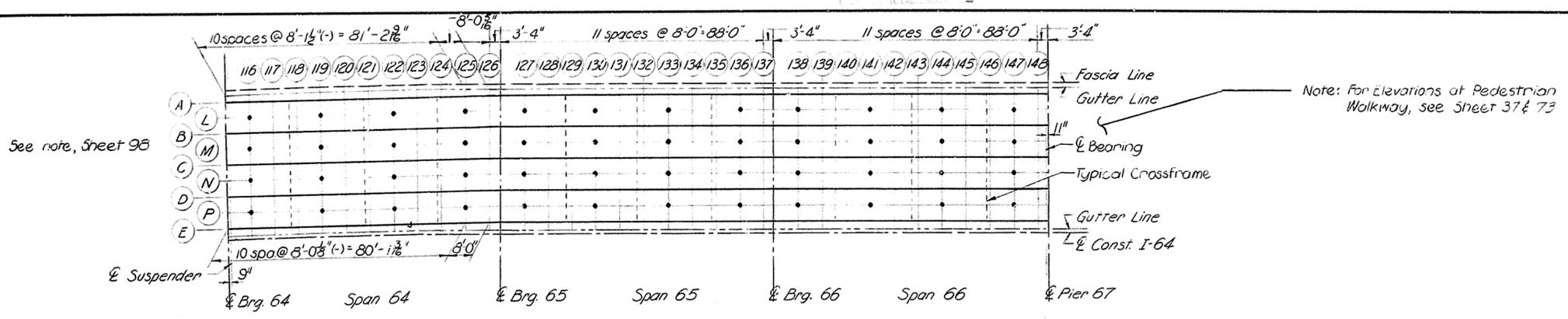
SHEET 101

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE-LEXINGTON
 ROAD

UNIT 3 E.B.
 CONSTRUCTION ELEVATIONS

STATION 234+85	PROJECT NO. 164-2(35)3
BRIDGE NUMBER	DRAWING NO. 17470
	INDEX

DRAWN BY: J.B. CHECKED BY: M.L.N. DATE: 2-68
 REVISIONS BY: M.L.N. DATE: 2-68
 REVISIONS BY: M.L.N. DATE: 2-68
 REVISIONS BY: M.L.N. DATE: 2-68



See note, Sheet 98



SECTION	GIRDER A			GIRDER B			GIRDER C			GIRDER D			GIRDER E			SECTION		
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y		Z	W
Brig. 64	1'-9"	459.954			459.595			459.287			458.974			458.580			2'-7"	Brig. 64
Susp.	1'-9 1/2"	.953			.595			.287			.974			.580			2'-6 3/4"	Susp.
116	1'-10 1/2"	.947			.588			.280			.967			.577			2'-5 3/4"	116
117	1'-11 1/2"	.938			.579			.271			.958			.570			2'-4 1/2"	117
118	2'-0 3/8"	.921			.561			.253			.939			.553			2'-3 1/8"	118
119	2'-0 7/8"	.899			.503			.230			.916			.532			2'-3 1/16"	119
120	2'-1 1/4"	.866			.507			.199			.885			.502			2'-2 1/4"	120
121	2'-1 7/8"	.830			.470			.182			.849			.465			2'-2 1/8"	121
122	2'-1 15/16"	.785			.424			.117			.804			.419			2'-2 1/16"	122
123	2'-0 1/8"	.736			.375			.067			.754			.368			2'-3 1/16"	123
124	1'-11 1/8"	.684			.324			.016		459.016	.702			.314			2'-4 1/16"	124
125	1'-10 3/8"	.634			.275			.016	459.967	.459.967	.653			.263			2'-5 1/4"	125
126	1'-9 1/2"	459.553			459.206			.016	459.906	459.906	.601			458.218			2'-6 1/2"	126
Brig. 65	1'-9"	459.519			459.178			458.884			458.583			458.204			2'-7"	Brig. 65
127		.436			.108			.825			.535			.170				127
128		.358			459.043			.770			.492			.141				128
129		.285			458.984			.722			.453			.118				129
130		.214			.926			.675			.419			.097				130
131		.147			.872			.633			.387			.079				131
132		.077			.815			.587			.353			.058				132
133		459.005			.756			.538			.315			.035				133
134		458.934			.698			.492			.280			458.013				134
135		.866			.642			.447			.247			457.994				135
136		.803			.592			.409			.219			.980				136
137	1'-9"	458.744			458.547			458.375			458.196			457.971			2'-7"	137
Brig. 66	1'-9"	458.720			458.528			458.360			458.186			457.968			2'-7"	Brig. 66
138		.669			.491			.336			.173			.968				138
139		.623			.460			.314			.163			.973				139
140		.578			.430			.295			.156			.980				140
141		.533			.399			.275			.146			.985				141
142		.483			.365			.251			.135			.988				142
143		.428			.323			.220			.115			.982				143
144		.367			.273			.182			.088			.970				144
145		.297			.215			.135			.052			.948				145
146		.223			.150			.081			458.011			.920				146
147		.143			.080			.080	458.021	458.021	.961			.886				147
148	1'-9"	458.058			458.004			457.956			457.908			457.847			2'-7"	148
Brig.	1'-9"	458.033			457.981			457.936			457.892			457.836			2'-7"	Brig.
Pier 67	1'-9"	458.026			457.976			457.932			457.889			457.835			2'-7"	Pier 67

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THNESS
L 116	459.741			N 116	459.123		
L 119	.674			N 119	459.073		
L 122	.577			N 122	458.960		
L 125	.423			N 125	.810		
L 127	.247			N 127	.680		
L 130	459.048			N 130	.547		
L 133	458.862			N 133	.426		
L 136	.682			N 136	.314		
L 138	.567			N 138	.254		
L 141	.456			N 141	.210		
L 144	.313			N 144	458.135		
L 147	458.107			N 147	457.991		
M 116	459.434			P 116	458.812		
M 119	.369			P 119	.763		
M 122	.270			P 122	.651		
M 125	459.121			P 125	.498		
M 127	458.966			P 127	.390		
M 130	.800			P 130	.291		
M 133	.647			P 133	.204		
M 136	.500			P 136	.124		
M 138	.413			P 138	.092		
M 141	.337			P 141	.082		
M 144	.228			P 144	458.041		
M 147	458.050			P 147	457.931		

See notes and typical section, Sheet 97

DESIGNED BY: J.B. CHECKED BY: M.W. DATE: 2-68
 DRAWING NO. 17470
 PROJECT NO. 164-2(35)3
 STATION 234+85
 BRIDGE NUMBER: 17470

SHEET 102

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

UNIT 4 W.B.
CONSTRUCTION ELEVATIONS

PROJECT NO. 164-2(35)3
 DRAWING NO. 17470

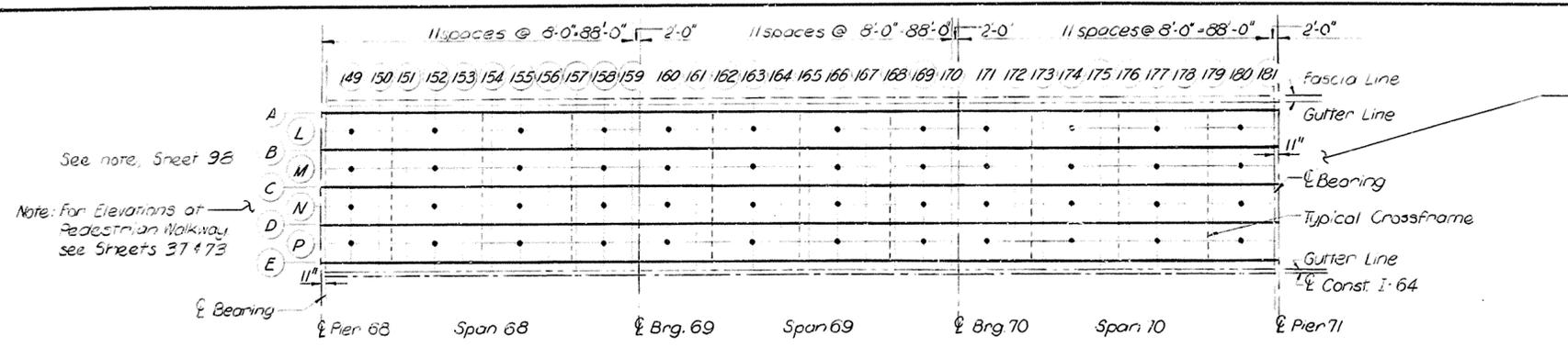


TABLE OF ELEVATIONS FOR UNIT 5 W.B.

SECTION	GIRDER															SECTION		
	GIRDER A			GIRDER B			GIRDER C			GIRDER D			GIRDER E					
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W	
± Pier 68	1'-9"	457.888			457.870			457.855			457.839			457.824			2'-7"	± Pier 68
± Brg.		.882			.865			.851			.837			.823				± Brg.
149		.861			.860			.856			.852			.845				149
150		.844			.858			.862			.864			.868				150
151		.832			.853			.863			.871			.881				151
152		.813			.843			.859			.872			.888				152
153		.790			.826			.847			.865			.889				153
154		.758			.803			.829			.853			.882				154
155		.721			.771			.803			.833			.869				155
156		.681			.736			.774			.808			.851				156
157		.640			.699			.744			.783			.832				157
158		.598			.664			.714			.758			.814				158
159	1'-9"	457.562			457.632			457.688			457.737			457.800			2'-7"	159
± Brg 69	1'-9"	457.553			457.626			457.682			457.733			457.797			2'-7"	± Brg 69
160		.524			.603			.666			.722			.793				160
161		.499			.585			.653			.714			.792				161
162		.479			.571			.644			.712			.796				162
163		.462			.561			.640			.713			.805				163
164		.445			.550			.634			.713			.811				164
165		.427			.538			.628			.712			.818				165
166		.408			.526			.621			.711			.823				166
167		.388			.513			.614			.709			.829				167
168		.372			.503			.609			.710			.837				168
169		.360			.498			.610			.716			.850				169
170	1'-9"	457.353			457.497			457.615			457.727			457.867			2'-7"	170
± Brg 70	1'-9"	457.353			457.498			457.617			457.731			457.873			2'-7"	± Brg 70
171		.353			.506			.632			.750			.900				171
172		.357			.518			.649			.773			.930				172
173		.362			.531			.667			.798			.962				173
174		.368			.546			.687			.823			457.995				174
175		.370			.554			.700			.843			458.022				175
176		.367			.558			.709			.858			.044				176
177		.358			.554			.711			.865			.059				177
178		.364			.560			.717			.871			.065				178
179		.366			.559			.716			.871			.065				179
180		.361			.552			.708			.863			.058				180
181	1'-9"	457.354			457.539			457.695			457.851			458.046			2'-7"	181
± Brg.	1'-9"	457.349			457.533			457.689			457.845			458.041			2'-7"	± Brg.
± Pier 71	1'-9"	457.351			457.535			457.691			457.847			458.043			2'-7"	± Pier 71

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
L 149	457.861			N 149	457.854		
L 152	.830			N 152	.865		
L 153	.749			N 155	.818		
L 158	.635			N 158	.736		
L 160	.569			N 160	.694		
L 163	.518			N 163	.676		
L 166	.475			N 166	.666		
L 169	.438			N 169	.663		
L 171	.440			N 171	.691		
L 174	.469			N 174	.755		
L 177	.469			N 177	.788		
L 180	457.469			N 180	457.786		
M 149	457.858			P 149	457.850		
M 152	.851			P 152	.878		
M 155	.787			P 155	.848		
M 158	.689			P 158	.780		
M 160	.634			P 160	.750		
M 163	.600			P 163	.676		
M 166	.574			P 166	.756		
M 169	.554			P 169	.769		
M 171	.569			P 171	.809		
M 174	.616			P 174	.891		
M 177	.632			P 177	.942		
M 180	457.630			P 180	457.940		

DESIGNED BY: J.B. CHECKED BY: W.L.W. DATE: 2-6-61
 DRAWING NO. 17470
 TRACED BY: C.S. CHECKED BY: W.L.W. DATE: 3-5-61
 REVISIONS:

See notes and typical section, Sheet 97

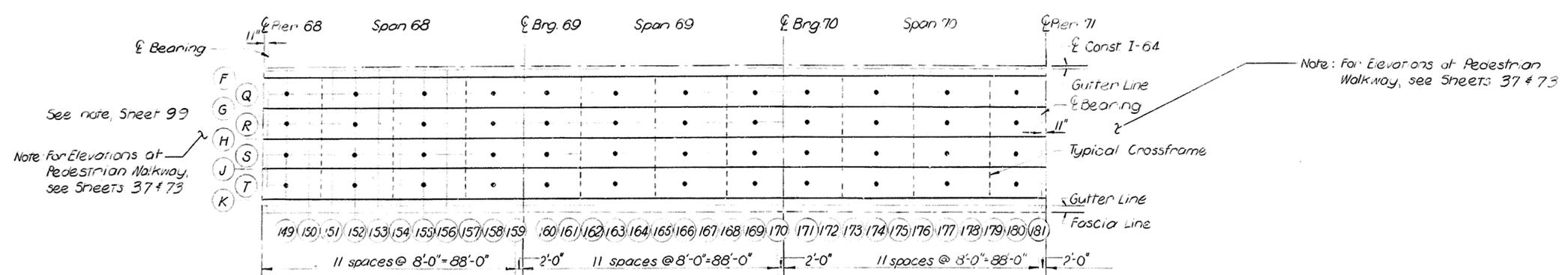
SHEET 104

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7th STREET TO 2nd STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. I 64 - 2(35)3

BRIDGE NUMBER 17470 DRAWING NO. INDEX

UNIT 5 W.B.
CONSTRUCTION ELEVATIONS



See note, Sheet 99
 Note For Elevations at Pedestrian Walkway, see Sheets 37 & 73

Note: For Elevations of Pedestrian Walkway, see Sheets 37 & 73



SECTION	TABLE OF ELEVATIONS FOR UNIT 5 E.B.															SECTION		
	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@GUTTER	Y	Z	W	
⊕ Pier 68	2'-7"	457.865			457.701			457.571			457.441			457.288			1'-9"	⊕ Pier 68
⊕ Brg.		.864			.702			.571			.442			.290				⊕ Brg.
149		.866			.730			.606			.480			.331				149
150		.905			.757			.639			.519			.370				150
151		.916			.775			.663			.548			.403				151
152		.927			.787			.680			.571			.431				152
153		.917			.791			.691			.588			.453				153
154		.908			.790			.694			.596			.467				154
155		.891			.780			.690			.598			.475				155
156		.869			.765			.682			.594			.481				156
157		.847			.750			.673			.591			.486				157
158		.824			.735			.664			.588			.489				158
159	2'-7"	457.806			457.725			457.660			457.588			457.497			1'-9"	159
⊕ Brg 69	2'-7"	457.802			457.723			457.659			457.589			457.500			1'-9"	⊕ Brg 69
160		.794			.722			.664			.599			.517				160
161		.790			.725			.673			.613			.538				161
162		.791			.733			.686			.632			.563				162
163		.796			.745			.703			.655			.592				163
164		.799			.755			.719			.676			.620				164
165		.802			.765			.735			.697			.648				165
166		.804			.774			.749			.718			.675				166
167		.808			.783			.764			.737			.701				167
168		.811			.795			.781			.760			.730				168
169		.820			.811			.803			.788			.764				169
170	2'-7"	457.835			457.832			457.830			457.820			457.803			1'-9"	170
⊕ Brg 70	2'-7"	457.840			457.839			457.838			457.829			457.815			1'-9"	⊕ Brg 70
171		.865			.870			.875			.874			.862				171
172		.890			.910			.924			.934			457.935				172
173		.918			.951			457.977			457.997			458.010				173
174		.946			457.993			458.029			458.061			.084				174
175		.968			458.027			.074			.118			.155				175
176		.983			.058			.115			.170			.222				176
177		.994			.081			.150			.217			.282				177
178		.996			.097			.177			.254			.333				178
179		.992			.106			.197			.285			.380				179
180		.987			.110			.210			.310			.421				180
181	2'-7"	457.966			458.107			458.219			458.330			458.459			1'-9"	181
⊕ Brg.	2'-7"	457.958			458.100			458.214			458.327			458.460			1'-9"	⊕ Brg.
⊕ Pier 71	2'-7"	457.960			458.104			458.218			458.333			458.467			1'-9"	⊕ Pier 71

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
Q 149	457.792			S 149	457.543		
Q 152	.840			S 152	.625		
Q 155	.824			S 155	.644		
Q 158	.770			S 158	.626		
Q 160	.751			S 160	.632		
Q 163	.765			S 163	.679		
Q 166	.786			S 166	.734		
Q 169	.815			S 169	.796		
Q 171	.867			S 171	457.874		
Q 174	457.974			S 174	458.045		
Q 177	458.046			S 177	.184		
Q 180	458.059			S 180	458.260		
R 149	457.668			T 149	457.416		
R 152	.734			T 152	.511		
R 155	.735			T 155	.545		
R 158	.700			T 158	.545		
R 160	.693			T 160	.564		
R 163	.724			T 163	.628		
R 166	.762			T 166	.699		
R 169	.807			T 169	.778		
R 171	457.872			T 171	457.869		
R 174	458.011			T 174	458.071		
R 177	.115			T 177	.245		
R 180	458.160			T 180	458.358		

See notes and typical section, Sheet 97

DESIGNED BY: J.B. CHECKED BY: W.L.M. DATE: 2-6-68
 DRAWN BY: C.S. CHECKED BY: W.L.M. DATE: 3-6-68
 REVISIONS:

SHEET 105

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

UNIT 5 E.B.
CONSTRUCTION ELEVATIONS

STATION 234 + 85 PROJECT NO. 164 - 2(35)3
 BRIDGE NUMBER 17470 DRAWING NO. DATE

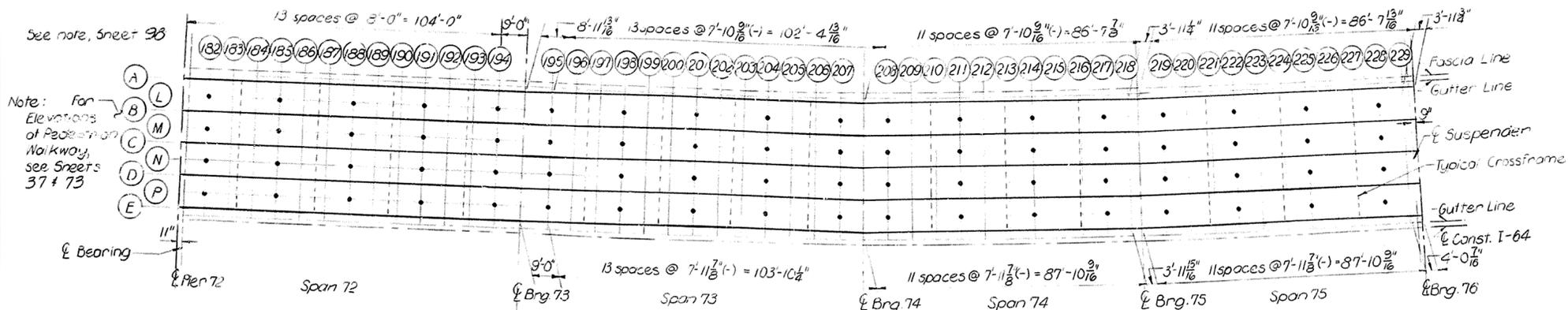


TABLE OF ELEVATIONS FOR UNIT 6 W.B.

SECTION	GIRDER A				GIRDER B				GIRDER C				GIRDER D				GIRDER E				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W				
€ Pier 72	1'-9"	457.400			457.584			457.740			457.896			458.092			2'-7"	€ Pier 72			
€ Brg.		.402			.586			.742			.898			.094				€ Brg.			
L 182		.451			.644			.802			.958			.155				N 182			
L 183		.471			.681			.849			1.016			.225				N 183			
L 184		.472			.703			.874			1.044			.286				N 184			
L 185		.466			.718			.893			1.065			.243				N 185			
L 186		.454			.724			.903			1.078			.300				N 186			
L 187		.436			.724			.905			1.083			.300				N 187			
L 188		.413			.703			.882			1.079			.262				N 188			
L 189		.383			.697			.876			1.089			.286				N 189			
L 190		.347			.674			.857			1.092			.304				N 190			
L 191		.309			.648			.834			1.093			.318				N 191			
L 192		.271			.623			.812			1.093			.335				N 192			
L 193		.235			.600			.794			1.096			.355				N 193			
L 194	1'-9"	457.205			457.580			457.896			458.202			458.512			2'-7"	L 194			
€ Brg 73	1'-9"	457.178			457.563			457.893			458.219			458.607			2'-7"	€ Brg 73			
L 195	1'-7 3/4"	.164			.562			.904			.235			.641			2'-8 3/4"	L 195			
L 196	1'-5 1/2"	.198			.593			.935			.265			.675			2'-10 1/2"	L 196			
L 197	1'-4 3/4"	.239			.630			1.002			.303			.716			2'-11 1/2"	L 197			
L 198	1'-3 1/2"	.284			.674			1.061			.347			.762			3'-0 1/2"	L 198			
L 199	1'-3"	.330			.720			1.061			.392			.810			3'-1 1/2"	L 199			
L 200	1'-2 1/2"	.375			.769			1.110			.440			.848			3'-1 1/2"	L 200			
L 201	1'-2 1/2"	.418			.812			1.153			.484			.903			3'-1 1/2"	L 201			
L 202	1'-2 1/2"	.460			.855			1.196			.527			.945			3'-1 1/2"	L 202			
L 203	1'-3"	.497			.892			1.233			.564			1.001			3'-1 1/2"	L 203			
L 204	1'-3 1/2"	.530			.927			1.267			.598			1.044			3'-0 3/4"	L 204			
L 205	1'-4 1/2"	.561			.958			1.298			.629			1.083			2'-11 1/2"	L 205			
L 206	1'-5 1/2"	.591			1.003			1.329			.660			1.121			2'-10 1/2"	L 206			
L 207	1'-7 1/4"	457.621			458.019			458.359			458.690			459.097			2'-8 3/4"	L 207			
€ Brg 74	1'-9"	457.656			458.057			458.397			458.728			459.100			2'-7"	€ Brg 74			
L 208	1'-7 1/2"	.694			1.088			1.426			.756			.161			2'-8 3/4"	L 208			
L 209	1'-6 1/2"	.735			1.126			1.464			.792			.199			2'-9 3/4"	L 209			
L 210	1'-5 1/2"	.779			1.168			1.504			.831			.239			2'-10 1/2"	L 210			
L 211	1'-5 1/4"	.823			1.209			1.544			.870			.279			2'-11"	L 211			
L 212	1'-4 1/2"	.866			1.250			1.584			.908			.327			2'-11 1/2"	L 212			
L 213	1'-4 1/4"	.904			1.287			1.620			.943			.351			2'-11 1/2"	L 213			
L 214	1'-4 1/2"	.940			1.322			1.653			1.000			.381			2'-11 1/2"	L 214			
L 215	1'-5 1/2"	457.975			1.355			1.685			1.037			.410			2'-10 3/4"	L 215			
L 216	1'-6"	458.009			1.390			1.721			1.079			.439			2'-10"	L 216			
L 217	1'-7"	.049			1.428			1.756			1.116			.472			2'-9"	L 217			
L 218	1'-8 1/4"	458.091			1.455			1.801			1.159			.511			2'-7 1/2"	L 218			
€ Brg 75	1'-9"	458.115			458.500			458.826			459.143			459.532			2'-7"	€ Brg 75			
L 219	1'-7 1/2"	.166			.550			.885			.192			.585			2'-8 3/4"	L 219			
L 220	1'-6 1/2"	.221			.606			.931			.248			.643			2'-9 3/4"	L 220			
L 221	1'-5 1/2"	.278			.664			1.000			.304			.702			2'-10 1/2"	L 221			
L 222	1'-5 1/4"	.335			.720			1.064			.359			.758			2'-11"	L 222			
L 223	1'-4 1/2"	.387			.774			1.133			.413			.813			2'-11 3/4"	L 223			
L 224	1'-4 1/4"	.434			.823			1.196			.461			.861			2'-11 1/2"	L 224			
L 225	1'-4 1/2"	.474			.864			1.260			.500			.890			2'-11 1/2"	L 225			
L 226	1'-5 1/2"	.507			.895			1.317			.531			.929			2'-10 3/4"	L 226			
L 227	1'-6"	.533			.922			1.340			.557			.953			2'-10"	L 227			
L 228	1'-7"	.553			.939			1.359			.573			.966			2'-9"	L 228			
L 229	1'-8 1/4"	.560			.951			1.371			.585			.974			2'-7 1/2"	L 229			
€ Susp.	1'-8 1/2"	.576			.958			1.375			.588			.975			2'-7 1/2"	€ Susp.			
€ Brg 76	1'-9"	458.577			458.956			459.276			459.589			459.976			2'-7"	€ Brg 76			

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
L 182	457.561			N 182	457.880		
L 183	.608			N 183	457.969		
L 184	.577			N 184	.064		
L 191	.501			N 191	.059		
L 194	.418			N 194	.049		
L 195	.388			N 195	.070		
L 198	.499			N 198	.182		
L 201	.634			N 201	.319		
L 204	.749			N 204	.433		
L 207	.845			N 207	.525		
L 208	457.916			N 208	.571		
L 211	458.038			N 211	.707		
L 214	.153			N 214	.815		
L 217	.262			N 217	458.916		
L 219	.383			N 219	459.039		
L 222	.550			N 222	.202		
L 225	.691			N 225	.343		
L 228	458.771			N 228	459.416		
M 182	457.723			P 182	458.036		
M 185	.766			P 185	.150		
M 188	.826			P 188	.292		
M 191	.786			P 191	.323		
M 194	.738			P 194	.350		
M 195	.733			P 195	.396		
M 198	.845			P 198	.507		
M 201	457.983			P 201	.645		
M 204	458.097			P 204	.759		
M 207	.189			P 207	.851		
M 208	.257			P 208	458.917		
M 211	.377			P 211	459.029		
M 214	.488			P 214	.134		
M 217	.592			P 217	.231		
M 219	.718			P 219	.347		
M 222	458.882			P 222	.513		
M 225	459.025			P 225	.654		
M 228	459.099			P 228	459.727		

See notes and typical section, Sheet 97

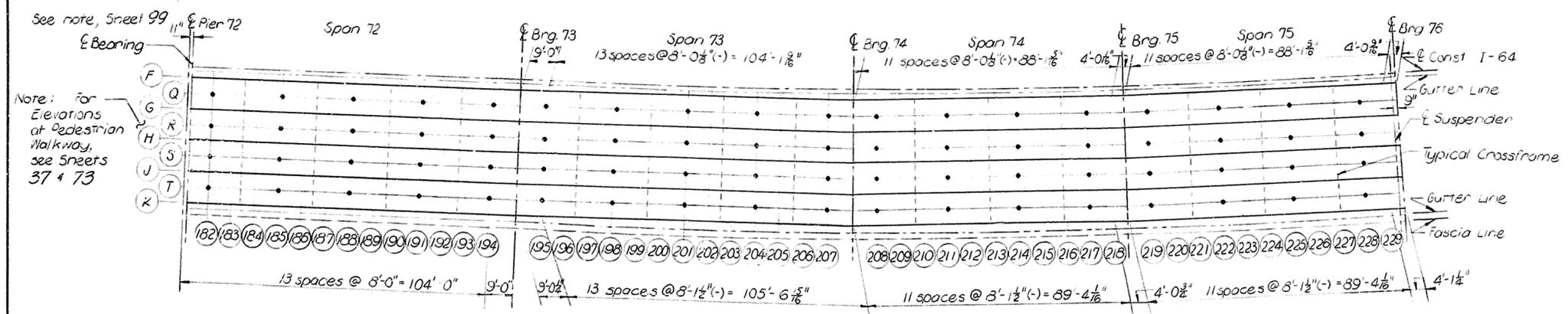
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234 + 85 PROJECT NO. I 64- 2(35)3

BRIDGE NUMBER DRAWING NO. 17470

UNIT 6 W.B.
 CONSTRUCTION ELEVATIONS

DESIGNED BY: J.B. CHECKED BY: M.L.W. DATE: 2-66
 DRAWN BY: C.S. CHECKED BY: M.L.W. DATE: 2-67
 TRACED BY: DATE:



Note: For Elevations at Pedestrian Walkway, see Sheets 37 & 73

TABLE OF ELEVATIONS FOR UNIT 6 E.B.

SECTION	GIRDER F			GIRDER G			GIRDER H			GIRDER J			GIRDER K			SECTION		
	W	X@ GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@ GUTTER	Y		Z	W
€ Pier 72	2'-7"	458.000			458.179			458.321			458.463			458.638			1'-9"	€ Pier 72
€ Brg 182		.002			.182			.326			.469			.638				€ Brg 182
Q 183		.061			.254			.406			.557			.727				Q 183
Q 184		.126			.331			.492			.653			.828				Q 184
Q 185		.181			.400			.570			.740			458.921				Q 185
Q 186		.231			.463			.623			.822			459.007				Q 186
Q 187		.271			.517			.707			.894			.088				Q 187
Q 188		.304			.563			.763			458.959			.162				Q 188
Q 189		.329			.601			.810			459.014			.230				Q 189
Q 190		.345			.630			.849			.063			.291				Q 190
Q 191		.357			.655			.884			.106			.348				Q 191
Q 192		.364			.676			.914			.145			.401				Q 192
Q 193		.474			.698			.940			.185			.455				Q 193
Q 194	2'-7"	458.396			458.749			459.015			459.272			459.571			1'-9"	Q 194
€ Brg 195	2'-7"	458.422			458.789			459.066			459.333			459.646			1'-9"	€ Brg 195
Q 196	2'-5 1/2"	.449			.825			.113			.391			.723			1'-10 1/2"	Q 196
Q 197	2'-3 1/2"	.484			.855			.143			.422			.758			2'-0 1/2"	Q 197
Q 198	2'-2 1/2"	.523			.893			.181			.460			.798			2'-1 1/2"	Q 198
Q 199	2'-1 1/2"	.571			.938			.226			.507			.846			2'-2 1/2"	Q 199
Q 200	2'-0 1/2"	.622			458.987			.276			.555			.894			2'-3 1/2"	Q 200
Q 201	2'-0 1/2"	.672			459.036			.324			.605			459.941			2'-3 1/2"	Q 201
Q 202	2'-0 1/2"	.717			.098			.471			.651			460.025			2'-3 1/2"	Q 202
Q 203	2'-0 1/2"	.759			.123			.413			.693			.031			2'-3 1/2"	Q 203
Q 204	2'-0 1/2"	.795			.160			.480			.729			.062			2'-3 1/2"	Q 204
Q 205	2'-1 1/2"	.826			.194			.484			.788			.102			2'-2 1/2"	Q 205
Q 206	2'-1 1/2"	.854			.224			.515			.796			.133			2'-2 1/2"	Q 206
Q 207	2'-3 1/2"	.889			.263			.584			.835			.161			2'-0 1/2"	Q 207
Q 208	2'-3 1/2"	458.907			459.285			459.576			459.858			460.192			1'-10 1/2"	Q 208
€ Brg 209	2'-7"	458.539			459.322			459.613			459.895			460.225			1'-9"	€ Brg 209
Q 210	2'-5 1/2"	458.969			.348			.639			.922			.261			1'-10 1/2"	Q 210
Q 211	2'-4 1/2"	459.007			.382			.673			.958			.299			1'-11 1/2"	Q 211
Q 212	2'-3 1/2"	.046			.418			.710			459.996			.341			2'-0 1/2"	Q 212
Q 213	2'-3"	.085			.455			.747			460.035			.383			2'-0 1/2"	Q 213
Q 214	2'-2 1/2"	.123			.491			.783			.072			.424			2'-1 1/2"	Q 214
Q 215	2'-2 1/2"	.156			.524			.816			.107			.460			2'-1 1/2"	Q 215
Q 216	2'-2 1/2"	.185			.554			.840			.138			.495			2'-1 1/2"	Q 216
Q 217	2'-4"	.214			.583			.875			.168			.527			2'-0 1/2"	Q 217
Q 218	2'-4"	.243			.614			.906			.201			.560			2'-0 1/2"	Q 218
Q 219	2'-5"	.275			.644			.939			.235			.597			1'-11 1/2"	Q 219
Q 220	2'-6 1/2"	459.313			459.688			459.981			460.279			460.636			1'-9"	Q 220
€ Brg 221	2'-7"	459.334			459.711			460.004			460.302			460.659			1'-9"	€ Brg 221
Q 222	2'-5 1/2"	.357			.760			.054			.352			.712			1'-10 1/2"	Q 222
Q 223	2'-4 1/2"	.447			.818			.112			.410			.770			1'-11 1/2"	Q 223
Q 224	2'-3 1/2"	.508			.877			.172			.472			.826			2'-0 1/2"	Q 224
Q 225	2'-3"	.569			.936			.233			.534			.889			2'-1 1/2"	Q 225
Q 226	2'-2 1/2"	.623			459.989			.286			.588			.945			2'-1 1/2"	Q 226
Q 227	2'-2 1/2"	.672			460.038			.336			.639			460.994			2'-1 1/2"	Q 227
Q 228	2'-2 1/2"	.710			.078			.377			.680			461.035			2'-1 1/2"	Q 228
Q 229	2'-3 1/2"	.740			.109			.408			.712			.068			2'-0 1/2"	Q 229
Q 230	2'-4"	.759			.130			.430			.735			.095			2'-0 1/2"	Q 230
Q 231	2'-5"	.772			.146			.447			.752			.114			1'-11 1/2"	Q 231
Q 232	2'-6 1/2"	.780			.158			.459			.766			.125			1'-9 1/2"	Q 232
€ Susp.	2'-6 1/2"	.778			.157			.459			.770			.131			1'-9 1/2"	€ Susp.
€ Brg 233	2'-7"	459.779			460.158			460.460			460.767			461.132			1'-9"	€ Brg 233

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
Q 182	458.177			S 182	458.482		
Q 185	.371			S 185	.733		
Q 188	.493			S 188	458.912		
Q 191	.553			S 191	459.030		
Q 194	.610			S 194	.144		
Q 195	.675			S 195	.252		
Q 198	.788			S 193	.367		
Q 201	.939			S 201	.561		
Q 204	459.043			S 204	.636		
Q 207	.134			S 207	.717		
Q 208	.197			S 208	.816		
Q 211	.305			S 211	.891		
Q 214	.404			S 214	459.992		
Q 217	.493			S 217	460.087		
Q 219	.612			S 219	.203		
Q 222	.787			S 222	.384		
Q 225	.929			S 225	.509		
Q 228	459.997			S 228	460.600		
R 182	458.330			T 182	458.629		
R 185	.553			T 185	458.893		
R 188	.706			T 188	459.103		
R 191	.795			T 191	.251		
R 194	.882			T 194	.396		
R 195	458.719			T 195	.527		
R 198	459.082			T 198	.642		
R 201	.285			T 201	.801		
R 204	.339			T 204	.911		
R 207	.431			T 207	459.994		
R 208	.494			T 208	460.098		
R 211	.601			T 211	.177		
R 214	.700			T 214	.284		
R 217	.793			T 217	.386		
R 219	459.907			T 219	.503		
R 222	460.055			T 222	.679		
R 225	.228			T 225	.825		
R 228	460.297			T 228	460.903		

See notes and typical section, Sheet 97

DESIGNED BY: M.L.N. DATE: 2-63
 CHECKED BY: M.L.N. DATE: 7-63
 TRACED BY: C.S. IT
 REVISIONS:

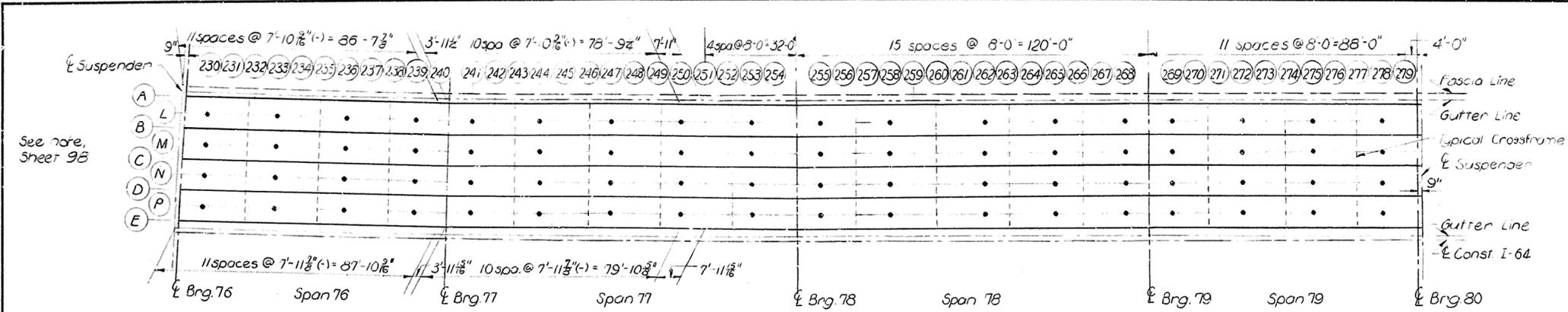
UNIT 6 E.B.
CONSTRUCTION ELEVATIONS

SHEET 107

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7th STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234 + 85 PROJECT NO. 164 - 2(35)3

BRIDGE NUMBER DRAWING NO. 17470 INDEX



See note, Sheet 95

TABLE OF ELEVATIONS FOR UNIT 7 W.B.

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E			SECTION	
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z		W
€ Brg. 76	1'-9"	458.577			458.956			459.276			459.589			459.976			2'-7"	€ Brg. 76
230	1'-7 3/8"	.636			459.013			.333			.646			460.038			2'-8 3/8"	230
231	1'-6 1/2"	.691			.067			.387			.700			.096			2'-9 1/2"	231
232	1'-5 3/8"	.742			.113			.438			.751			.149			2'-10 1/2"	232
233	1'-5 1/8"	.787			.160			.480			.794			.195			2'-11"	233
234	1'-4 1/2"	.827			.192			.518			.833			.235			2'-11 3/8"	234
235	1'-4 3/8"	.861			.229			.548			.864			.268			2'-11 1/2"	235
236	1'-4 1/4"	.891			.258			.577			.893			.296			2'-11 3/4"	236
237	1'-5 1/8"	.921			.284			.604			.920			.323			2'-10 3/4"	237
238	1'-6"	.949			.313			.632			.949			.351			2'-10"	238
239	1'-7"	458.980			.344			.663			459.981			.380			2'-9"	239
240	1'-8 1/4"	459.015			459.380			459.698			460.017			460.414			2'-7 3/4"	240
€ Brg. 77	1'-9"	459.035			459.400			459.717			460.037			460.433			2'-7"	€ Brg. 77
241	1'-7 1/2"	.077			.438			.755			.075			.476			2'-8 1/2"	241
242	1'-5 3/4"	.124			.484			.801			.121			.526			2'-10 3/8"	242
243	1'-4 3/4"	.172			.533			.850			.171			.578			2'-11 1/8"	243
244	1'-3 3/4"	.222			.582			.901			.221			.632			3'-0 1/4"	244
245	1'-3 1/2"	.274			.635			459.954			.274			.686			3'-0 3/8"	245
246	1'-2 1/2"	.322			.684			460.003			.324			.736			3'-1 1/2"	246
247	1'-2 1/4"	.366			.729			.048			.369			.782			3'-1 3/4"	247
248	1'-2 3/8"	.406			.770			.089			.410			.823			3'-1 7/8"	248
249	1'-3 1/8"	.442			.805			.124			.445			.857			3'-0 3/4"	249
250	1'-4"	.472			.836			.155			.477			.886			3'-0 1/2"	250
251	1'-4 1/8"	.515			.876			.191			.510			.912			2'-11 1/2"	251
252	1'-5 1/8"	.589			459.936			.243			.559			.935			2'-10 1/2"	252
253	1'-7"	.665			460.000			.295			.591			.960			2'-9 1/2"	253
254	1'-8"	459.744			460.066			460.350			460.635			460.988			2'-8"	254
€ Brg. 78	1'-9"	459.827			460.139			460.412			460.686			461.023			2'-7"	€ Brg. 78
255		459.915			.214			.476			.739			.062				255
256		460.008			.298			.548			.800			.108				256
257		.104			.382			.621			.862			.157				257
258		.203			.469			.697			.927			.207				258
259		.301			.557			.774			460.992			.259				259
260		.397			.639			.846			461.053			.305				260
261		.486			.717			.912			.108			.347				261
262		.574			.791			460.975			.160			.384				262
263		.655			.858			461.031			.205			.414				263
264		.710			.905			.072			.240			.442				264
265		.744			.935			.100			.267			.467				265
266		.795			460.977			.137			.298			.491				266
267		.848			461.022			.176			.331			.517				267
268	1'-9"	460.902			461.069			461.218			461.367			461.547			2'-7"	268
€ Brg. 79	1'-9"	450.962			461.123			461.266			461.410			461.582			2'-7"	€ Brg. 79
269		461.029			.182			.319			.457			.622				269
270		.100			.247			.377			.509			.668				270
271		.175			.316			.440			.566			.717				271
272		.251			.388			.505			.625			.768				272
273		.326			.457			.569			.682			.818				273
274		.399			.523			.628			.735			.865				274
275		.466			.594			.682			.784			.905				275
276		.527			.637			.730			.825			.939				276
277		.581			.685			.770			.859			.966				277
278		.632			.725			.805			.887			461.967				278
279		.677			.761			.833			.910			462.002				279
€ Brg. 80	1'-9"	461.698			461.776			461.845			461.918			462.007			2'-7"	€ Brg. 80

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
L 230	458.853			N 230	459.490		
L 233	459.002			N 233	.637		
L 236	.102			N 236	.735		
L 239	.190			N 239	.822		
L 241	.285			N 241	459.915		
L 244	.429			N 244	460.061		
L 247	.575			N 247	.208		
L 250	.681			N 250	.316		
L 253	459.858			N 253	.443		
L 255	460.087			N 255	.608		
L 258	.356			N 258	460.812		
L 262	.699			N 262	461.068		
L 265	.854			N 265	.183		
L 268	460.998			N 268	.292		
L 269	461.117			N 269	.388		
L 272	.330			N 272	.565		
L 275	.534			N 275	.733		
L 278	461.685			N 278	461.846		
M 230	459.173			P 230	459.802		
M 233	.320			P 233	459.953		
M 236	.417			P 236	460.053		
M 239	.504			P 239	.139		
M 241	.596			P 241	.234		
M 244	.741			P 244	.384		
M 247	.888			P 247	.533		
M 250	459.996			P 250	.639		
M 253	460.148			P 253	.738		
M 255	.345			P 255	460.867		
M 258	.533			P 258	461.038		
M 262	460.883			P 262	.249		
M 265	461.018			P 265	.347		
M 268	.143			P 268	.439		
M 269	.250			P 269	.523		
M 272	.446			P 272	.682		
M 275	.633			P 275	.832		
M 278	461.765			P 278	461.927		

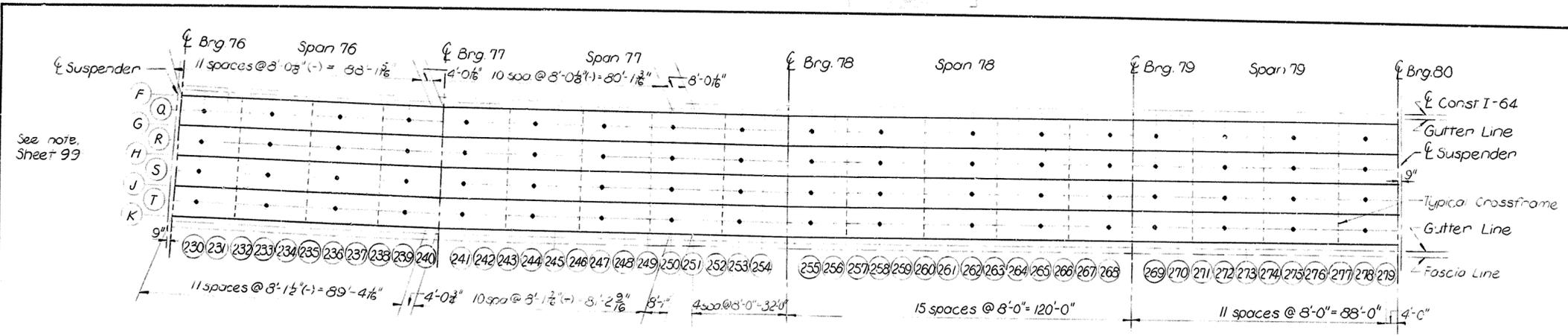
See notes and typical section, Sheet 97

DESIGNED BY: J.B. CHECKED BY: W.L.W. DATE: 2-28-77
 DRAWN BY: C.S. CHECKED BY: W.L.W. DATE: 2-28-77
 TRACED BY: DATE:

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

UNIT 7WB.
CONSTRUCTION ELEVATIONS

STATION 234 + 85 PROJECT No. I 64
 BRIDGE NUMBER DATE AND NO. I. 470



See note, Sheet 99

TABLE OF ELEVATIONS FOR UNIT 7 E.B.

SECTION	GIRDER F				GIRDER G				GIRDER H				GIRDER J				GIRDER K				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W				
⊕ Brg 76	2'-7"	459.779			460.158			460.460			460.767			461.132			1'-9"	⊕ Brg 76			
230	2'-5 3/8"	.844			.220			.521			.823			1.94			1'-10 3/8"	230			
231	2'-4 1/8"	.905			.279			.580			.886			.252			2'-0 1/2"	231			
232	2'-3 3/8"	459.960			.332			.632			.938			.306			2'-1 1/8"	232			
233	2'-3"	460.007			.377			.678			460.984			.352			2'-1 1/8"	233			
234	2'-2 3/8"	.046			.416			.717			461.022			.392			2'-1 1/8"	234			
235	2'-2 3/8"	.079			.449			.750			.055			.425			2'-1 1/8"	235			
236	2'-2 1/8"	.107			.477			.779			.083			.455			2'-1 1/8"	236			
237	2'-3 1/4"	.133			.505			.806			.110			.482			2'-0 1/8"	237			
238	2'-4"	.160			.534			.836			.140			.510			2'-0 1/8"	238			
239	2'-5"	.183			.566			.867			.170			.540			1'-11 1/8"	239			
240	2'-6 1/4"	460.223			460.604			460.905			461.203			461.574			1'-9 3/4"	240			
⊕ Brg 77	2'-7"	460.242			460.626			460.926			461.229			461.593			1'-9"	⊕ Brg 77			
241	2'-5 3/8"	.235			.664			460.964			.267			.635			1'-10 3/8"	241			
242	2'-3 3/8"	.336			.711			461.011			.314			.684			2'-0 1/8"	242			
243	2'-2 1/8"	.389			.762			.060			.363			.736			2'-1 1/8"	243			
244	2'-1 3/8"	.447			.816			.116			.418			.788			2'-2 1/8"	244			
245	2'-1 1/8"	.502			.870			.169			.471			.842			2'-2 1/8"	245			
246	2'-0 3/8"	.553			.921			.220			.521			.892			2'-3 1/8"	246			
247	2'-0 3/8"	.600			460.967			.266			.568			.937			2'-3 1/8"	247			
248	2'-0 1/8"	.641			461.008			.307			.608			461.977			2'-3 1/8"	248			
249	2'-1 1/8"	.674			.042			.341			.642			462.012			2'-2 1/8"	249			
250	2'-1 1/8"	.701			.072			.370			.671			.039			2'-2 1/8"	250			
251	2'-2 1/8"	.727			.096			.390			.688			.252			2'-1 1/8"	251			
252	2'-3 1/8"	.756			.113			.398			.683			.032			2'-0 1/8"	252			
253	2'-4 1/8"	.787			.133			.406			.680			462.013			1'-11 1/8"	253			
254	2'-6"	460.821			461.155			461.417			461.680			461.998			1'-10"	254			
⊕ Brg 78	2'-7"	460.861			461.184			461.434			461.686			461.989			1'-9"	⊕ Brg 78			
255		.907			.216			.455			.696			.985				255			
256		460.961			.256			.484			.714			.988				256			
257		461.018			.299			.515			.734			461.994				257			
258		.075			.342			.548			.755			462.001				258			
259		.134			.386			.581			.755			.008				259			
260		.188			.427			.610			.796			.012				260			
261		.236			.461			.634			.808			.012				261			
262		.280			.492			.653			.816			462.007				262			
263		.316			.514			.664			.816			461.995				263			
264		.350			.534			.673			.814			.980				264			
265		.378			.548			.676			.806			.961				265			
266		.407			.563			.679			.798			.941				266			
267		.438			.580			.686			.793			.924				267			
268	2'-7"	461.471			461.599			461.694			461.790			461.911			1'-9"	268			
⊕ Brg 79	2'-7"	461.512			461.626			461.709			461.795			461.902			1'-9"	⊕ Brg 79			
269		.557			.657			.731			.805			.900				269			
270		.608			.694			.756			.821			.902				270			
271		.662			.734			.786			.840			.908				271			
272		.719			.778			.819			.863			.905				272			
273		.774			.819			.850			.884			.922				273			
274		.825			.856			.876			.899			.924				274			
275		.871			.888			.899			.911			.926				275			
276		.910			.913			.914			.916			.916				276			
277		.942			.934			.926			.920			.913				277			
278		.966			.952			.939			.928			.917				278			
279		.984			.964			.945			.931			.916				279			
⊕ Brg 80	2'-7"	461.997			461.967			461.947			461.930			461.915			1'-9"	⊕ Brg 80			

TABLE OF ELEVATIONS FOR CONTROL OF SLABS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	FOOT OF SLAB ELEVATION
Q 230	460.071			S 230	460.674	
Q 233	.230			S 233	.831	
Q 236	.330			S 236	460.931	
Q 239	.417			S 239	461.018	
Q 241	.514			S 241	.115	
Q 244	.670			S 244	.267	
Q 247	.822			S 247	.417	
Q 250	.925			S 250	.520	
Q 253	460.996			S 253	.543	
Q 255	461.094			S 255	.576	
Q 258	.236			S 258	.652	
Q 262	.407			S 262	.734	
Q 265	.480			S 265	.741	
Q 268	.548			S 268	.742	
Q 269	.620			S 269	.768	
Q 272	.758			S 272	.841	
Q 275	.881			S 275	.905	
Q 278	461.958			S 278	461.933	
R 230	460.370			T 230	460.983	
R 233	.528			T 233	461.140	
R 236	.628			T 236	.241	
R 239	.716			T 239	.324	
R 241	.814			T 241	.423	
R 244	460.966			T 244	.571	
R 247	461.116			T 247	.721	
R 250	.221			T 250	.829	
R 253	.269			T 253	.821	
R 255	.336			T 255	.919	
R 258	.445			T 258	.859	
R 262	.572			T 262	.594	
R 265	.612			T 265	.872	
R 268	.647			T 268	.842	
R 269	.694			T 269	.845	
R 272	.798			T 272	.881	
R 275	.893			T 275	.917	
R 278	461.946			T 278	461.923	

See notes and typical sections

PREPARED BY: J.B. CHECKED BY: ALLAN DATE: 2-28-58
 DRAWN BY: G.S. CHECKED BY: DATE: 3-25-58
 REVISIONS:

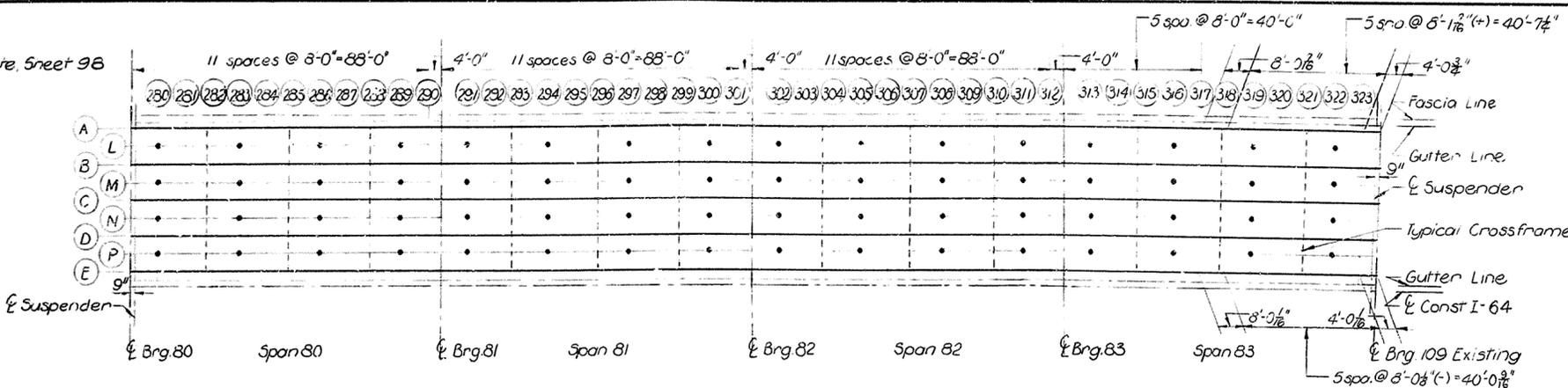
UNIT 7 E.B.
CONSTRUCTION ELEVATIONS

COMMONWEALTH OF MASSACHUSETTS
 DEPARTMENT OF HIGHWAYS
 COUNTY OF FRANKFORD
 COUNTY OF JEFFERS
 164-7TH STREET 10 2ND FLOOR
 LOUISVILLE - LEXINGTON ROAD

STATION 234 + 85

BRIDGE NUMBER

See note, Sheet 98



Note: The Elevations and Dimension W given in the tables for Span 83 are based on a transition from the typical section to the existing section, and are intended as a guide only. It will be the responsibility of the contractor to see that the transition is made in a uniform manner and that the slab in Span 83 is made to match with the existing slab at Pier 109. For limits of transition see Sheet 87.

TABLE OF ELEVATIONS FOR UNIT 8 W.B.

SECTION	GIRDER																SECTION		
	GIRDER A				GIRDER B				GIRDER C				GIRDER D					GIRDER E	
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W		
Brig 80	1'-9"	461.698			461.776			461.845			461.918			462.007			2'-7"	Brig 80	
Susp		.707			.784			.853			.925			.014				Susp	
280		.787			.862			.926			.993			.075				280	
281		.871			.943			1.002			1.063			.137				281	
282		461.950			462.019			.070			.126			.193				282	
283		462.023			.085			.132			.181			.241				283	
284		.087			.144			.185			.228			.281				284	
285		.146			.197			.233			.269			.315				285	
286		.200			.243			.274			.303			.342				286	
287		.247			.283			.308			.332			.364				287	
288		.292			.319			.338			.356			.381				288	
289		.340			.359			.373			.385			.402				289	
290	1'-9"	462.389			462.402			462.410			462.415			462.425			2'-7"	290	
Brig 81	1'-9"	462.418			462.425			462.430			462.432			462.439			2'-7"	Brig 81	
291		.481			.480			.479			.474			.473				291	
292		.568			.553			.541			.525			.509				292	
293		.659			.633			.610			.582			.553				293	
294		.753			.715			.680			.642			.598				294	
295		.845			.794			.749			.700			.642				295	
296		462.935			.872			.816			.756			.683				296	
297		463.021			462.945			.877			.806			.719				297	
298		.103			463.014			.935			.852			.752				298	
299		.182			.081			462.991			.898			.782				299	
300		.261			463.043			.940			.840			.781				300	
301	1'-9"	463.344			463.214			463.102			462.987			462.843			2'-7"	301	
Brig 82	1'-9"	463.386			463.249			463.132			463.011			462.861			2'-7"	Brig 82	
302		.473			.324			.195			.064			.899				302	
303		.566			.404			.264			.121			.943				303	
304		.658			.484			.333			.179			462.986				304	
305		.748			.563			.400			.235			463.029				305	
306		.836			.636			.463			.287			.067				306	
307		463.920			.708			.524			.336			.102				307	
308		464.001			.775			.580			.381			.133				308	
309		.080			.840			.634			.423			.161				309	
310		.156			.902			.686			.464			.188				310	
311		.241			463.973			.745			.513			.222				311	
312	1'-9"	464.328			464.046			463.807			463.563			463.259			2'-7"	312	
Brig 83	1'-9"	464.373			464.086			463.842			463.592			463.281			2'-7"	Brig 83	
313	1'-9 1/2"	.468			.169			463.914			.653			.332			2'-5 1/2"	313	
314	1'-9 1/2"	.568			.256			463.990			.718			.385			2'-3 1/2"	314	
315	1'-10 1/2"	.672			.348			464.069			.787			.445			2'-2 3/4"	315	
316	1'-10 1/2"	.773			.439			.859			.856			.504			2'-0 1/2"	316	
317	1'-10 1/2"	.872			.524			.919			.919			.558			1'-11 1/4"	317	
318	1'-11 1/2"	.952			.595			463.974			.607			.607			1'-9 3/4"	318	
319	1'-11 1/2"	464.994			.635			464.014			.652			.652			1'-8 3/4"	319	
320	1'-11 1/2"	465.028			.667			.358			.046			.687			1'-7 1/2"	320	
321	1'-10 1/2"	.052			.693			.384			.072			.715			1'-6 1/2"	321	
322	1'-8 1/2"	.89			.713			.403			.092			.736			1'-6"	322	
323	1'-6 1/2"	465.083			464.727			464.417			464.106			463.751			1'-5 1/2"	323	
Susp	1'-6 1/2"	465.087			464.732			464.422			464.111			463.755			1'-5 1/2"	Susp	
Brig 109	1'-6"	465.088			464.733			464.423			464.112			463.756			1'-6"	Brig 109	

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
L 280	461.830			N 280	461.959		
L 283	462.059			N 283	462.156		
L 286	.225			N 286	.288		
L 289	.351			N 289	.379		
L 291	.480			N 291	.476		
L 294	.731			N 294	.661		
L 297	462.977			N 297	.842		
L 300	463.194			N 300	462.991		
L 302	.387			N 302	463.129		
L 305	.642			N 305	.317		
L 308	463.871			N 308	.481		
L 311	464.087			N 311	.629		
L 313	.296			N 313	463.783		
L 316	.580			N 316	464.002		
L 319	.787			N 319	.170		
L 322	464.864			N 322	464.248		
M 280	461.394			P 280	462.026		
M 283	462.108			P 283	.205		
M 286	.258			P 286	.319		
M 289	.366			P 289	.392		
M 291	.480			P 291	.474		
M 294	.693			P 294	.624		
M 297	462.911			P 297	.771		
M 300	463.094			P 300	.889		
M 302	.259			P 302	462.998		
M 305	.481			P 305	463.153		
M 308	.678			P 308	.282		
M 311	463.859			P 311	.397		
M 313	464.042			P 313	.525		
M 316	.294			P 316	.716		
M 319	.481			P 319	.870		
M 322	464.558			P 322	463.951		

See notes and typical section, Sheet 97

DESIGNED BY: M.L.W. DATE: 2-68
 CHECKED BY: M.L.W. DATE: 3-68
 DRAWN BY: C.S.T. DATE: 3-68
 IN CHARGE: M.L.W. DATE: 3-68

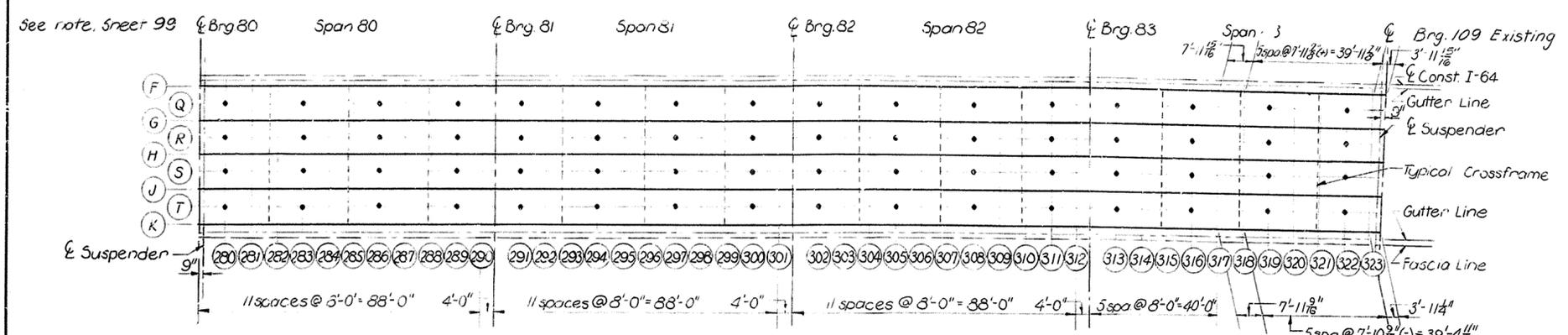
UNIT 8 W.B.
CONSTRUCTION ELEVATIONS

SHEET 110

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7th STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234 + 85 PROJECT NO. I 64-2(3)13

BRIDGE NUMBER 17470 DRAWING NO. INDEX



Note: See Sheet 110 for transition and Existing Slab.



TABLE OF ELEVATIONS FOR UNIT 8 E.B.

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER K				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W	
Brig 80	2'-7"	461.991			461.967			461.947			461.930			461.915			1'-9"	Brig 80
€ Susp.		461.998			461.973			461.952			.935			.919				€ Susp.
280		462.064			462.034			462.008			461.985			461.959				280
281		.132			.095			.065			462.036			461.998				281
282		.190			.149			.113			.078			462.031				282
283		.244			.196			.155			.115			.058				283
284		.289			.235			.190			.143			.078				284
285		.324			.264			.216			.162			.090				285
286		.355			.289			.235			.175			.097				286
287		.379			.306			.247			.182			.099				287
288		.402			.323			.259			.188			.097				288
289		.424			.339			.271			.194			.099				289
290	2'-7"	462.452			462.361			462.287			462.205			462.101			1'-9"	290
Brig 81	2'-7"	462.467			462.374			462.297			462.212			462.106			1'-9"	Brig 81
291		.505			.405			.323			.231			.120				291
292		.546			.440			.351			.255			.138				292
293		.595			.480			.387			.284			.161				293
294		.646			.524			.424			.317			.185				294
295		.694			.566			.460			.347			.208				295
296		.741			.606			.494			.375			.229				296
297		.781			.638			.522			.397			.245				297
298		.819			.669			.547			.416			.258				298
299		.854			.698			.569			.433			.270				299
300		.888			.725			.590			.449			.279				300
301	2'-7"	462.926			462.754			462.614			462.467			462.293			1'-9"	301
Brig 82	2'-7"	462.946			462.771			462.628			462.478			462.300			1'-9"	Brig 82
302		462.989			.807			.659			.504			.318				302
303		463.038			.849			.695			.534			.343				303
304		.085			.895			.740			.578			.385				304
305		.133			.935			.774			.604			.400				305
306		.178			.966			.793			.612			.396				306
307		.220			462.994			.810			.618			.388				307
308		.258			463.018			.822			.620			.377				308
309		.293			.839			.833			.619			.365				309
310		.327			.860			.842			.616			.350				310
311		.368			.887			.858			.622			.343				311
312	2'-7"	463.412			463.116			462.877			462.629			462.338			1'-9"	312
Brig 83	2'-7"	463.437			463.135			462.890			462.636			462.337			1'-9"	Brig 83
313	2'-6 1/2"	.495			.175			.917			.654			.340				313
314	2'-5 1/2"	.555			.217			.949			.675			.348			1'-8 1/2"	314
315	2'-4 1/2"	.621			.265			462.985			.700			.361			1'-7 1/2"	315
316	2'-3 1/2"	.686			.310			463.021			.725			.371			1'-7 1/8"	316
317	2'-3 1/8"	.747			.353			.751			.745			.378			1'-7 1/16"	317
318	2'-2 3/8"	.800			.392			.788			.768			.394			1'-6 1/2"	318
319	2'-1 3/8"	.845			.432			.809			.809			.435			1'-6 1/4"	319
320	2'-0 3/8"	.880			.465			.842			.842			.469			1'-6 1/8"	320
321	1'-10 3/8"	.908			.489			.866			.866			.597			1'-6 1/16"	321
322	1'-8 3/8"	.928			.508			.886			.886			.521			1'-5 3/4"	322
323	1'-6 3/8"	463.943			463.522			463.212			462.900			462.539			1'-5 1/8"	323
€ Susp.	1'-6 3/8"	463.947			463.526			463.216			462.904			462.545			1'-5 3/8"	€ Susp.
Brig 109	1'-6"	463.948			463.527			463.217			462.905			462.546			1'-6"	Brig 109

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB THICKNESS
Q 280	462.046			S 280	461.996		
Q 283	.215			S 283	462.135		
Q 286	.315			S 286	.205		
Q 289	.373			S 289	.232		
Q 291	.445			S 291	.277		
Q 294	.512			S 294	.370		
Q 297	.695			S 297	.459		
Q 300	.788			S 300	.520		
Q 302	462.879			S 302	.581		
Q 305	463.014			S 305	.689		
Q 308	.113			S 308	.721		
Q 311	.199			S 311	.740		
Q 313	.302			S 313	.785		
Q 316	.462			S 316	.873		
Q 319	.604			S 319	462.966		
Q 322	463.688			S 322	463.042		
R 280	462.021			T 280	461.974		
R 283	.175			T 283	462.091		
R 286	.262			T 286	.142		
R 289	.305			T 289	.154		
R 291	.364			T 291	.184		
R 294	.474			T 294	.261		
R 297	.580			T 297	.332		
R 300	.657			T 300	.379		
R 302	.733			T 302	.425		
R 305	.854			T 305	.517		
R 308	.920			T 308	.517		
R 311	462.972			T 311	.503		
R 313	463.046			T 313	.521		
R 316	.165			T 316	.574		
R 319	.278			T 319	.650		
R 322	463.353			T 322	462.731		

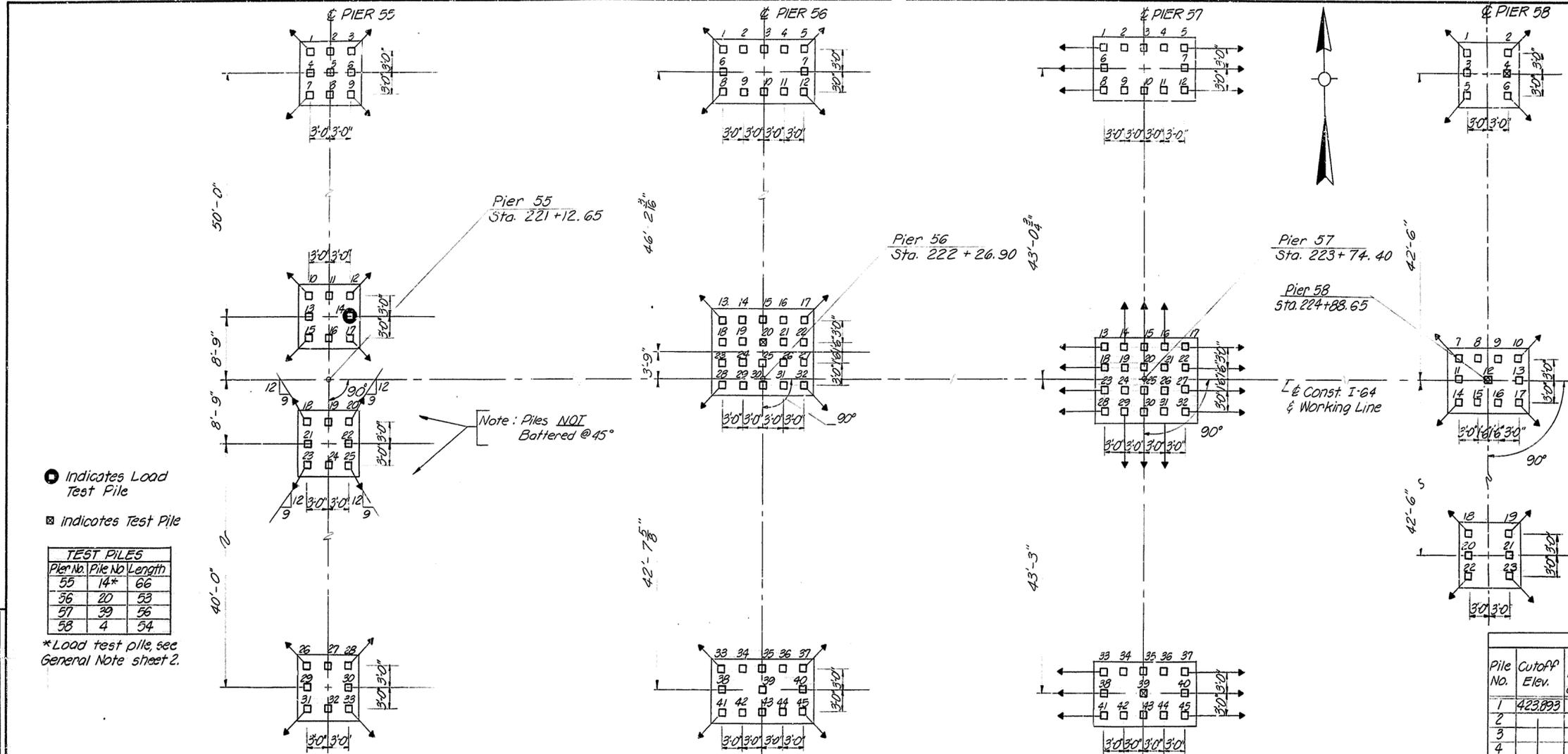
See notes and typical section, Sheet 97

DESIGNED BY: J.B. DATE: 2-69
 CHECKED BY: M.L.W. DATE: 3-69
 DRAWN BY: J.S. DATE: 3-69
 SCALE: 1"=40'-0"

UNIT 8 E.B.
CONSTRUCTION ELEVATIONS

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234 + 85 PROJECT NO. I 64 -
 BRIDGE NUMBER DRAWING NO.
 17-70



- Indicates Load Test Pile
- Indicates Test Pile

Pier No.	Pile No.	Length
55	14*	66
56	20	53
57	39	56
58	4	54

*Load test pile, see General Note sheet 2.

PIER 55				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	435.947			
2				
3				
4				
5				
6				
7				
8				
9	435.947			
10	435.909			
11				
12				
13				
14				
15				
16				
17	435.909			
18	435.920			
19				
20				
21				
22				
23				
24				
25	435.920			
26	435.768			

PIER 56				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	429.190			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12	429.190			
13	422.947			
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26	422.947			

PIER 57				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	423.074			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12	423.074			
13	426.251			
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26	426.251			

PIER 58			
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place
1	423.893		
2			
3			
4			
5			
6	423.893		
7	427.225		
8			
9			
10			
11			
12			
13			
14			
15			
16			
17	427.025		
18	427.627		
19			
20			
21			
22			
23	427.627		

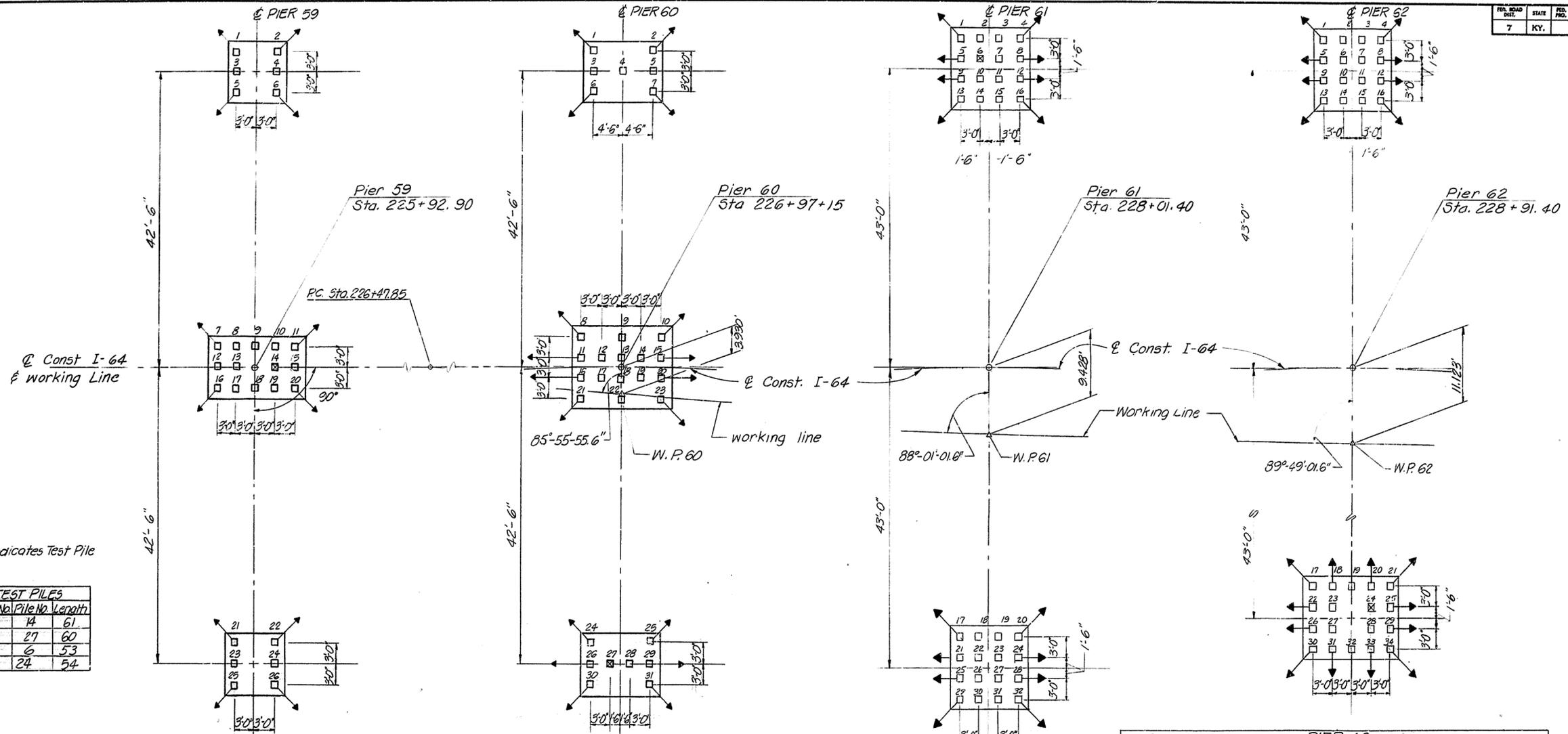
NOTES
 This pier record is to be kept on a separate sheet. After driven, the Recorder shall record the length of bearing capacity. This sheet will be returned to the Director of Bridge. Plans, lengths, and actual finished structure elevation and pay items.

All batter piles shall be battered 3:1 (unless otherwise noted) in a catenary curve with piles shown in a straight line. Dimensions given are measured as shown on the construction drawings.

DESIGNED BY: PAL
 CHECKED BY: MDC
 DATE: 2/68
 DRAWN BY: JPK
 CHECKED BY: MLN
 DATE: 2/68
 REVISIONS:

PIERS 55, 56, 57, 58
PILE RECORD

COMMONWEALTH OF MASSACHUSETTS
 DEPARTMENT OF HIGHWAYS
 COUNTY OF WORCESTER
JEFFERSON BRIDGE
 164-7TH STREET TO
 LOUISVILLE -
 ROAD NO. 1
 STATION 234+85
 BRIDGE NUMBER



☐ indicates Test Pile

Pier No.	Pile No.	Length
59	14	61
60	27	60
61	6	53
62	24	54

PIER 59				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Pile in Place	Calc. Brg. Capacity Tons
1	424.038			
2				
3				
4				
5				
6	424.038			
7	426.288			
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20	426.288			
21	426.199			
22	426.199			
23	426.199			

PIER 60				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Pile in Place	Calc. Brg. Capacity Tons
1	422.971			
2				
3				
4				
5				
6				
7	422.971			
8	425.522			
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23	425.522			

PIER 61 CONT.				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Pile in Place	Calc. Brg. Capacity Tons
10	423.089			
11				
12				
13				
14				
15				
16	423.089			
17	424.423			
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31				
32	424.423			

PIER 62				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Pile in Place	Calc. Brg. Capacity Tons
1	423.045			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16	423.045			
17	424.129			
18				
19				
20				
21				
22				
23	424.129			

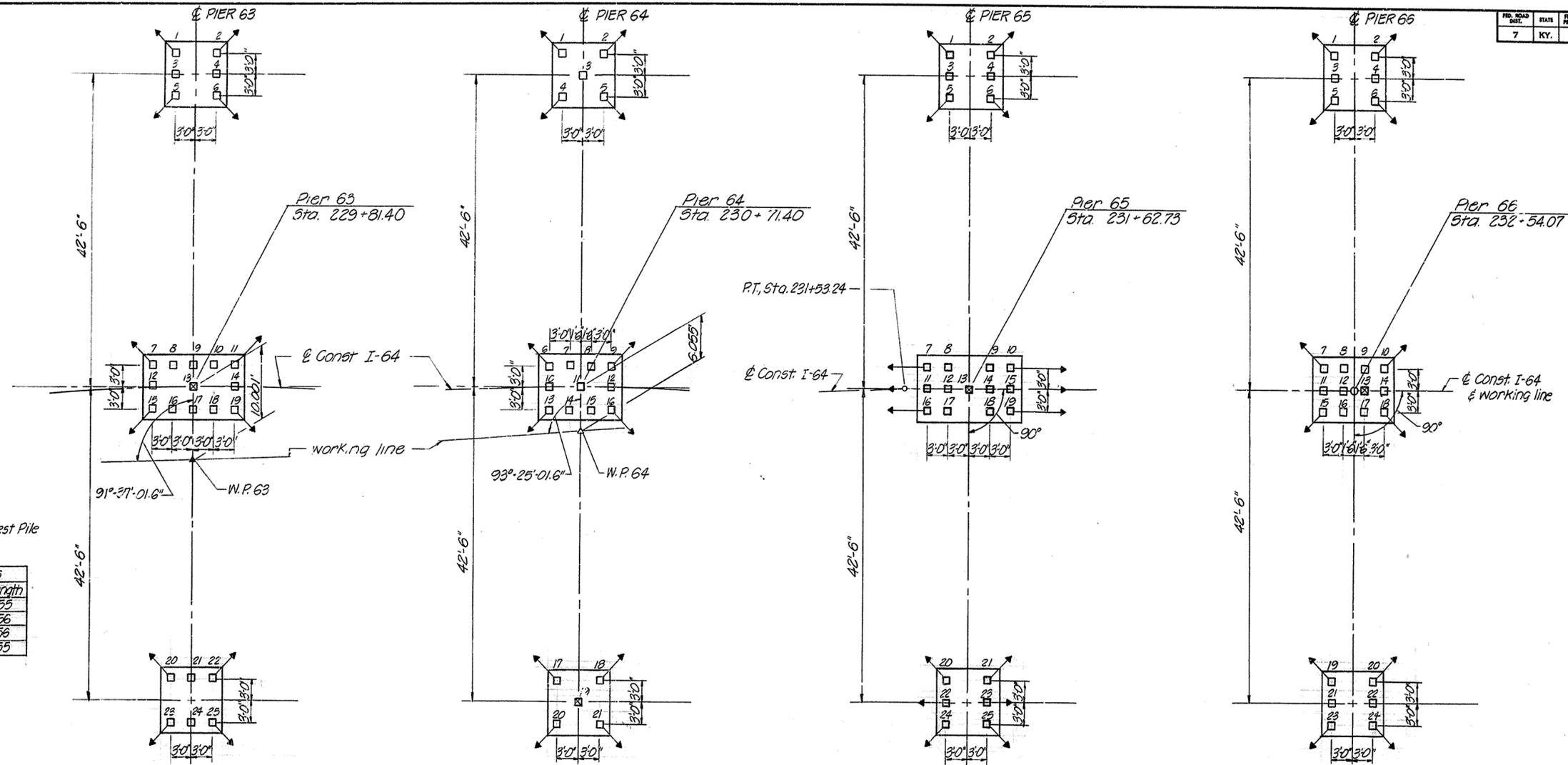
See sheet 112 for notes

PIERS 59, 60, 61, 62
PILE RECORD

SHEET 113

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON ROAD

STATION 234+85 PROJECT NO. 164-2(35)3
BRIDGE NUMBER 17470 DRAWING NO. 17470



☒ Indicates Test Pile

Pier No.	Pile No.	Length
63	13	55
64	19	56
65	13	56
66	13	55

PIER 63				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Pile in Place	Calc. Brg. Capacity Tons
1	423.970			
2				
3				
4				
5				
6	423.970			
7	423.090			
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19	425.090			
20	425.585			
21				
22				
23				
24				
25	425.585			

PIER 64				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Pile in Place	Calc. Brg. Capacity Tons
1	424.044			
2				
3				
4				
5	424.044			
6	425.476			
7				
8				
9				
10				
11				
12				
13				
14				
15				
16	425.476			
17	426.159			
18				
19				
20				
21	426.159			

PIER 65				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Pile in Place	Calc. Brg. Capacity Tons
1	424.010			
2				
3				
4				
5				
6	424.010			
7	425.477			
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19	425.477			
20	424.986			
21				
22				
23				
24				
25	424.986			

PIER 66				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Pile in Place	Calc. Brg. Capacity Tons
1	423.832			
2				
3				
4				
5				
6	423.832			
7	425.046			
8				
9				
10				
11				
12	425.046			
13	425.046			
14				
15				
16				
17				
18	425.046			
19	422.887			
20				
21				
22				
23				
24	422.887			

See sheet 112 for notes.

PIERS 63, 64, 65, 66
PILE RECORD

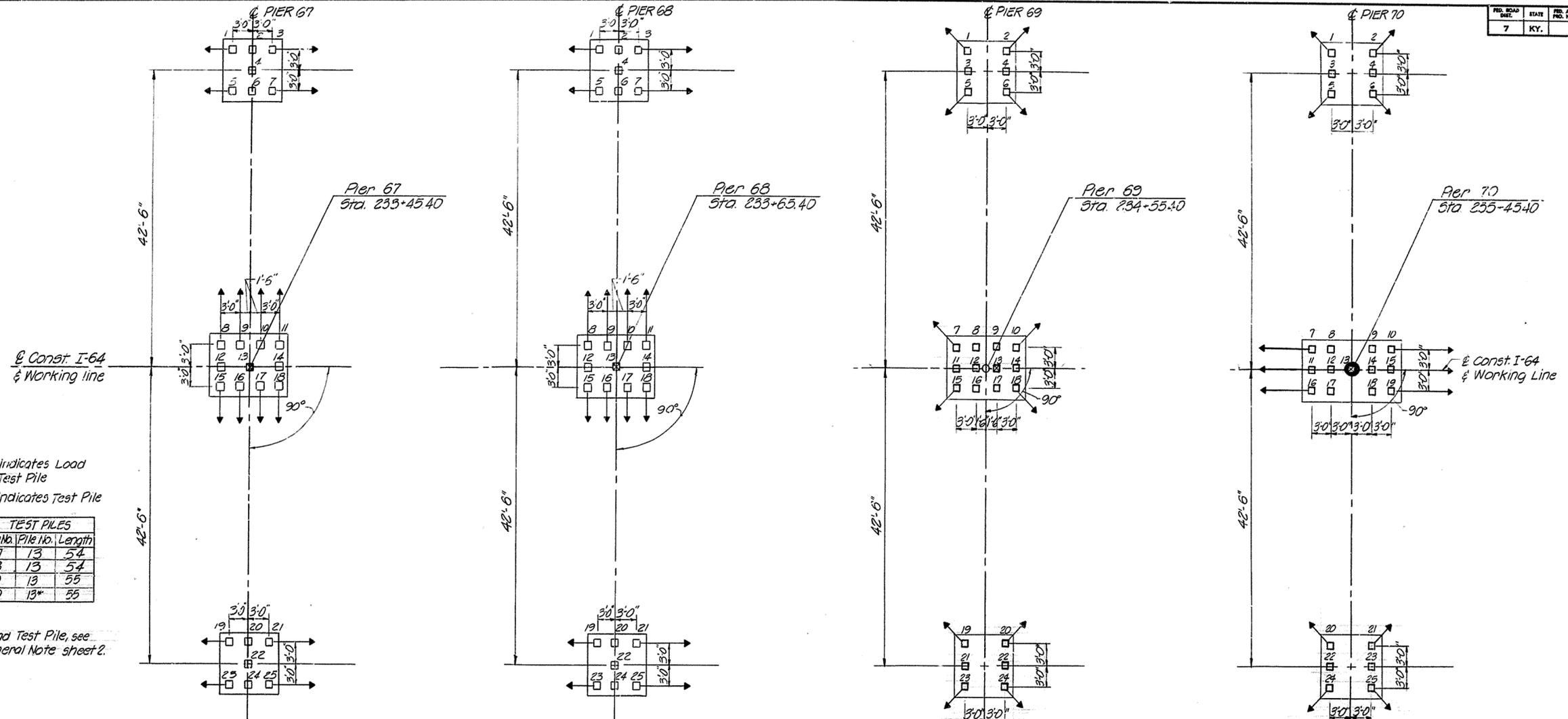
SHEET 14

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234 + 85 PROJECT NO. I 64 - 2 (35) 3

BRIDGE NUMBER	DRAWING NO.	INDEX
	17470	

DESIGNED BY: PAL DATE: 2-28-68
 CHECKED BY: MJC DATE: 3-28-68
 TRACED BY: MJC DATE: 3-28-68
 REVISIONS:



- Indicates Load Test Pile
- Indicates Test Pile

TEST PILES		
Pier No.	Pile No.	Length
67	13	54
68	13	54
69	13	55
70	13*	55

*Load Test Pile, see General Note sheet 2.

PIER 67				
Pile No.	Cutoff Elev.	Tip of Pile El.	Length of Piles as Driven in Place	Calc. Brg. Capacity Tons
1	424.00			
2				
3				
4				
5				
6				
7	424.00			
8	423.50			
9				
10				
11				
12				
13				
14				
15				
16				
17				
18	423.50			
19	424.00			
20				
21				
22				
23				
24				
25	424.00			

PIER 68				
Pile No.	Cutoff Elev.	Tip of Pile El.	Length of Piles as Driven in Place	Calc. Brg. Capacity Tons
1	424.00			
2				
3				
4				
5				
6				
7	424.00			
8	423.50			
9				
10				
11				
12				
13				
14				
15				
16				
17				
18	423.50			
19	424.00			
20				
21				
22				
23				
24				
25	424.00			

PIER 69				
Pile No.	Cutoff Elev.	Tip of Pile El.	Length of Piles as Driven in Place	Calc. Brg. Capacity Tons
1	423.982			
2				
3				
4				
5				
6	423.982			
7	424.902			
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18	424.902			
19	422.972			
20				
21				
22				
23				
24	422.972			

PIER 70				
Pile No.	Cutoff Elev.	Tip of Pile El.	Length of Piles as Driven in Place	Calc. Brg. Capacity Tons
1	423.966			
2				
3				
4				
5				
6	423.966			
7	424.897			
8				
9				
10				
11				
12				
13	424.897			
14	424.897			
15				
16				
17				
18				
19	424.897			
20	423.646			
21				
22				
23				
24				
25	423.646			

DESIGNED BY: J.K. PALMISTO
 CHECKED BY: M.D.C.
 DATE: 2-14-70
 DATE: 3-16-70

See sheet 112 for notes.

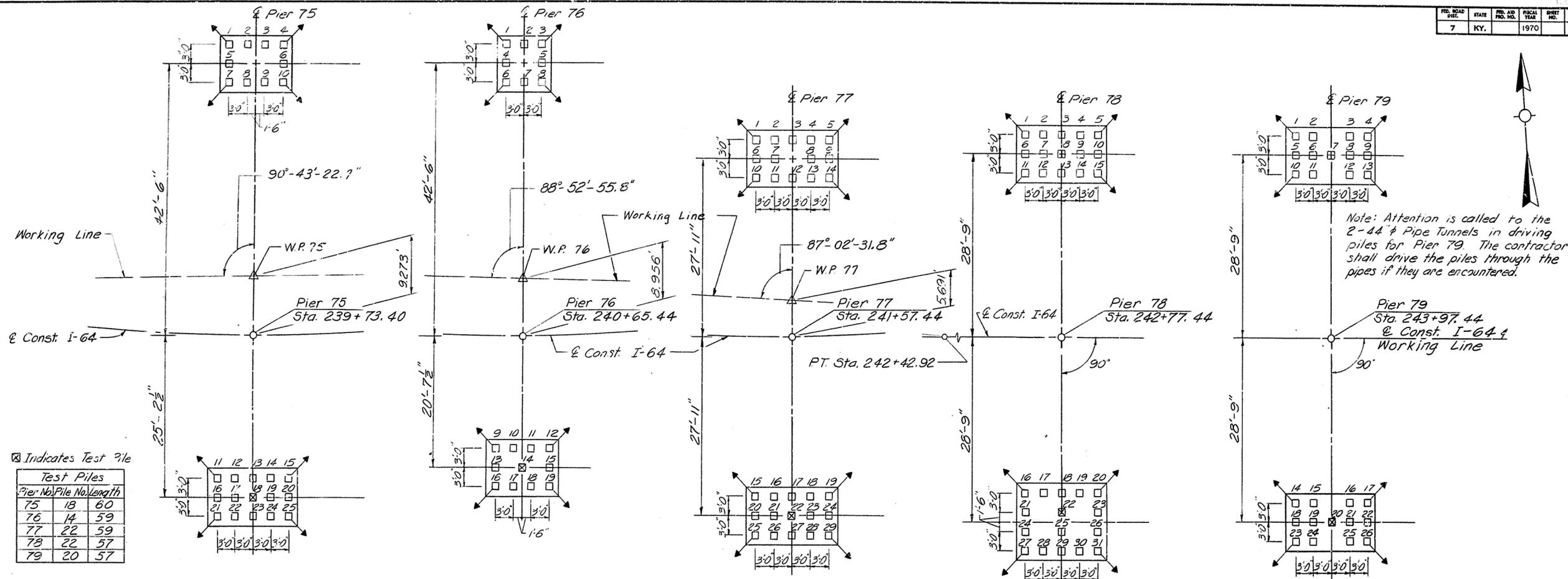
PIERS 67, 68, 69, 70
PILE RECORD

SHEET 115

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-7TH STREET TO 2ND STREET
LOUISVILLE - LEXINGTON
ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	17470	



Note: Attention is called to the 2-44" Pipe Tunnels in driving piles for Pier 79. The contractor shall drive the piles through the pipes if they are encountered.

Indicates Test Pile

Pier No.	Pile No.	Length
75	18	60
76	14	59
77	22	59
78	22	57
79	20	57

Pile No.	Cut off Elev.	Tip of Pile El. as Driven in place	Length of Pile capacity as Driven in place	Calc. Brg. Capacity Tons
1	424.021			
2				
3				
4				
5				
6				
7				
8				
9				
10	424.021			
11	429.505			
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25	429.505			

Pile No.	Cut off Elev.	Tip of Pile El. as Driven in place	Length of Pile capacity as Driven in place	Calc. Brg. Capacity Tons
1	419.997			
2				
3				
4				
5				
6				
7				
8	419.997			
9	428.959			
10				
11				
12				
13				
14				
15				
16				
17				
18				
19	428.959			

Pile No.	Cut off Elev.	Tip of Pile El. as Driven in place	Length of Pile capacity as Driven in place	Calc. Brg. Capacity Tons
1	419.737			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14	419.737			
15	428.968			
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29	428.968			

Pile No.	Cut off Elev.	Tip of Pile El. as Driven in place	Length of Pile capacity as Driven in place	Calc. Brg. Capacity Tons
1	419.261			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15	419.261			
16	427.268			
17				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				
30				
31	427.268			

Pile No.	Cut off Elev.	Tip of Pile El. as Driven in place	Length of Pile capacity as Driven in place	Calc. Brg. Capacity Tons
1	420.055			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13	420.055			
14		426.351		
15				
16				
17				
18				
19				
20				
21				
22				
23				
24				
25				
26		426.351		

See sheet 112 for notes

SHEET 117

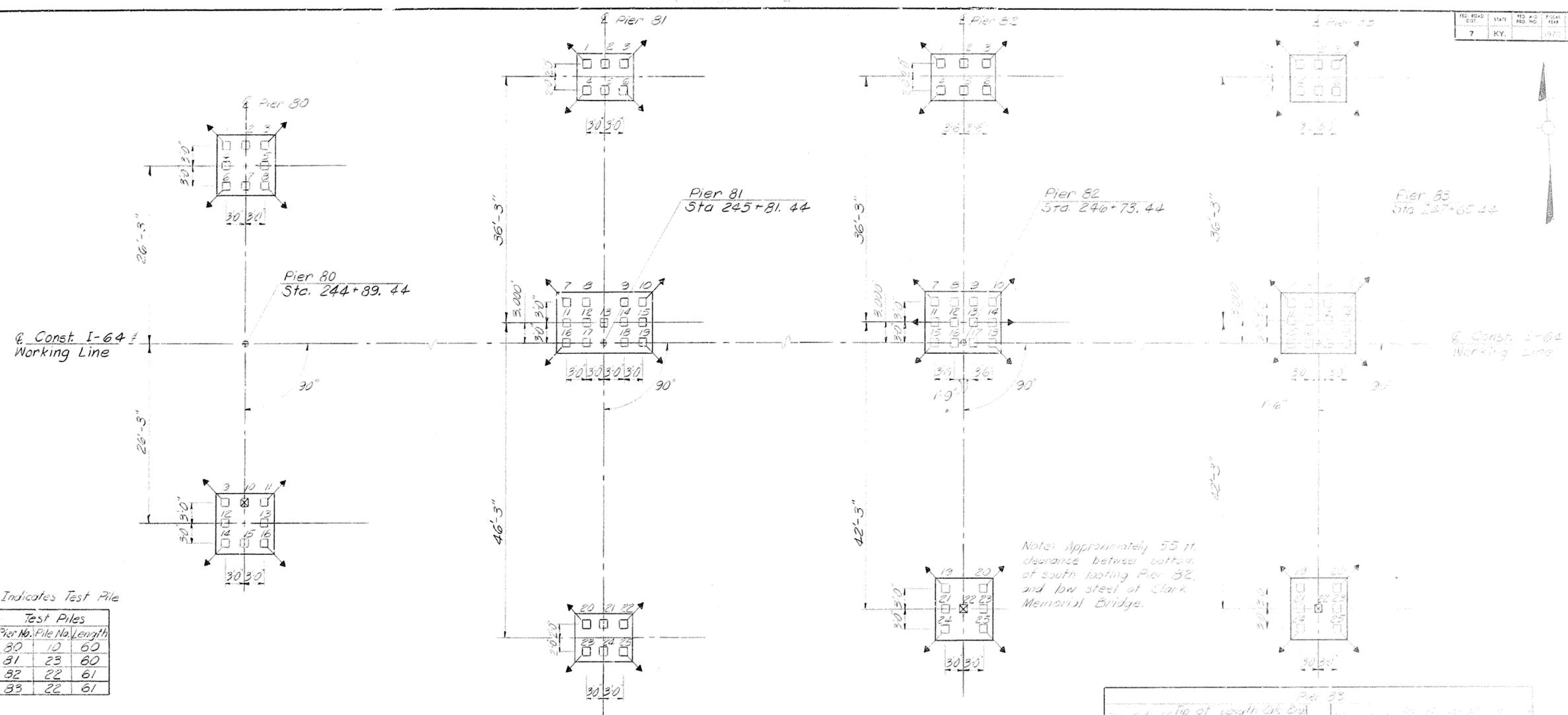
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-77TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER 17470

PIERS 75, 76,
77, 78, 79
PILE RECORD

DESIGNED BY: BAL CHECKED BY: LJK DATE: 2-68
 DRAWN BY: W.L.W. DATE: 2-68
 REVISIONS:



☒ Indicates Test Pile

Pier No.	Pile No.	Length
80	10	60
81	23	60
82	22	61
83	22	61

Pier 80		
Pile No.	Tip of Pile El.	Length Calc. Brg. as Driven in place Tests
1	421.639	
2		
3		
4		
5		
6		
7		
8	421.639	
9	430.263	
10		
11		
12		
13		
14		
15		
16	430.263	

Pier 81		
Pile No.	Tip of Pile El.	Length Calc. Brg. as Driven in place Tests
1	419.331	
2		
3		
4		
5		
6	419.331	
7	427.272	
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19	427.272	
20	429.942	
21		
22		
23		
24		
25	429.942	

Pier 82		
Pile No.	Tip of Pile El.	Length Calc. Brg. as Driven in place Tests
1	420.392	
2		
3		
4		
5		
6	420.392	
7	428.231	
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18	428.231	
19	430.860	
20		
21		
22		
23		
24		
25	430.860	

Pier 80		Pier 81	
Pile No.	Tip of Pile El.	Pile No.	Tip of Pile El.
1	422.353	1	423.191
2		2	
3		3	
4		4	
5		5	
6	422.353	6	423.191
7	423.191	7	431.366
8		8	
9		9	
10		10	
11		11	
12		12	
13	423.191	13	431.366

See sheet 112 for Notes

SHEET 115

DESIGNED BY: PAL
 CHECKED BY: J.E.K.
 DRAWN BY: W.L.S.
 DATE: 10/23/85
 DATE: 11/14/85
 DATE: 11/14/85

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON
 164-7TH STREET TO 2ND STREET
 LOUISVILLE - LEXINGTON
 ROAD

STATION 234+85 PROJECT NO. 164-2(35)3

BRIDGE NUMBER 17470 DRAWING NO. 17470 INDEX

PIERS 80, 81, 82, 83
 PILE RECORD

BRIDGE