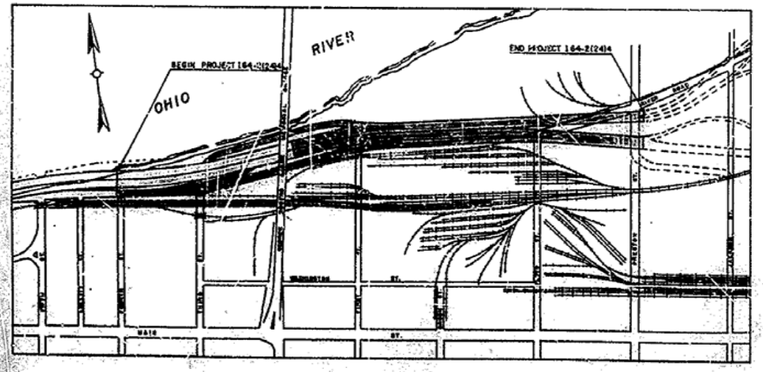
FED. ROAD PROJ.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

KENTUCKY DEPARTMENT OF HIGHWAYS
JEFFERSON COUNTY
LOUISVILLE - LEXINGTON
INTERSTATE 64 - THIRD ST. TO PRESTON ST.

REFERENCE AND ESTIMATE OF QUANTITIES

SHEET DESIGNATION	SHEET NUMBER	CONCRETE CLASS "A" (CU. YDS.)	STEEL REINFORCEMENT (LBS.)	STRUCTURE EXCAVATION COMMON (CU. YDS.)	END BENT BACKFILL (CU. YDS.)		CONCRETE PILING (LIN. FT.) (See General Notes for description of Alternates)												PILE LOADING TESTS (EACH)	STRUCTURAL STEEL (LUMP SUM)	METAL HANDRAIL		DOUBLE STEEL BEAM GUARDRAIL (LIN. FT.)	6" DRAIN PIPE (LIN. FT.)	SHEAR CONNECTORS (LUMP SUM)	SIGN SUPPORTS		SLOPE PROTECTION, 4" CONCRETE SLOPEWALL (SQ. YDS.)	PROTECTIVE COATING (SQ. YDS.)	BITUMINOUS CONCRETE CLASS I (TONS)					
							ALTERNATE A		ALTERNATE B		ALTERNATE C		ALTERNATE D		ALTERNATE E		ALTERNATE F				ALTER-NATE G (LIN. FT.)	ALTER-NATE H (LIN. FT.)				ALTER-NATE J (LUMP SUM)	ALTER-NATE K (LUMP SUM)								
							FURNISHING	DRIVING	FURNISHING	DRIVING	FURNISHING	DRIVING	FURNISHING	DRIVING	FURNISHING	DRIVING	FURNISHING	DRIVING																	
TITLE, GENERAL NOTES, LAYOUT, SECTIONS AND SOUNDINGS	1-15																																	
PIERS-UNITS 3-6, 7E-9E, 7W-9W AND RAMPS A & B	16-38	2633.9	375,470	3970			30,485	30,485	30,485	30,485	30,485	30,485	30,485	30,485	30,485	30,485	30,485	30,485	2																
END BENTS AND ABUTMENTS	39-45	455.1	30190	930	335		2,964	2,964	2,964	2,964	2,964	2,964	*2,964	*2,964	2,964	2,964	*2,964	*2,964																	
RAMP A AND B SLAB BRIDGES	46-54	839.9	239620	450	65		4,240	4,240	4,240	4,240	4,240	4,240	4,240	4,240	4,240	4,240	4,240	4,240			654	654						920		1,185					
STRUCTURAL STEEL - FRAMING PLANS, UNITS 3-6	55-60																																	
STRUCTURAL STEEL - GIRDER DETAILS, UNITS 3-6	61-72																																	
STRUCTURAL STEEL - FRAMING PLANS, UNITS 7E-9E	73-74																																	
STRUCTURAL STEEL - GIRDER DETAILS, UNITS 7E-9E	75-80																																	
STRUCTURAL STEEL - FRAMING PLANS, UNITS 7W-9W	81-83																																	
STRUCTURAL STEEL - GIRDER DETAILS, UNITS 7W-9W	84-91																																	
STRUCTURAL STEEL - FRAMING PLANS, RAMPS A & B	92-95																																	
STRUCTURAL STEEL - DETAILS, RAMPS A & B	96-97																																	
STRUCTURAL STEEL - DETAILS, MISCELLANEOUS & TYPICAL	98-102																																	
STRUCTURAL STEEL - BEARING DETAILS	103-105																																	
STRUCTURAL STEEL - EXPANSION DAMS	106-111																																	
SIGN SUPPORTS DETAILS	112-114																																	
SUPERSTRUCTURE - UNITS 3-6	115-128	4,306.9	1,082,280																		3,099	3,099	1152							17,340	6.8			
SUPERSTRUCTURE - UNITS 7E-9E (EASTBOUND ROADWAY)	129-132	1,426.1	375,800																		1,447	1,447								6,240				
SUPERSTRUCTURE - UNITS 7W-9W (WESTBOUND ROADWAY)	133-136	1,217.7	361,250																		1,616	1,616								5,765				
SUPERSTRUCTURE - RAMPS A & B	137-140	1,022.2	244,500																		2,079	2,079								3,870				
SUPERSTRUCTURE - TYPICAL DETAILS	141																																	
DRAINAGE LAYOUT AND DETAILS (6" DIAMETER DRAIN PIPE)	142-144																							4800										
MEDIAN GUARD RAIL DETAILS	145																																	
CONSTRUCTION ELEVATIONS	146-148																																	
PILE RECORD	159-167																																	
TOTALS		12,133.8	2,720,340	5320	400		37,689	37,689	37,689	37,689	37,689	37,689	37,689	37,689	37,689	37,689	37,689	37,689	2	1	8,895	8,895	1152	4800	1	1	1	1	920	34,400	6.8			



SITE PLAN

SCALE IN FEET

NOTE:

For General Notes and Bill of Incidental Material see Sheet No. 2.

STRUCTURAL STEEL: Approximately 6,917,720 lbs. included in lump sum bid for this item, based on optional welded bottom flange splice.

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

Option 1 - 5/8" x 4" Diameter Spirals	61,610 Lbs.
Option 2 - 3/4" x 4" Studs	59,270 Lbs.
Option 3 - 4" Channel at 5.4 lbs.	87,180 Lbs.

METAL HANDRAIL: The Contractor shall bid on both alternate types and use the Alternate designated in the Contract throughout:
Alternate G - Aluminum Handrail
Alternate H - Galvanized Steel Handrail

SIGN SUPPORTS: The Contractor shall bid on both alternate types and use the Alternate designated in the Contract throughout:
Alternate J - Aluminum Sign Supports
Alternate K - Galvanized Steel Sign Supports

* 2314 Lin. ft. of one of alternate types A, B, C or E shall be used in the End Bents and paid for at the unit prices bid for furnishing and driving respectively for alternate D or F.

STANDARD PLANS

AE-1	Armored Edge for Concrete
AWS-1	Welding Notes (Revised)
17.03	Steel Beam Guard Rail
H-112	Aluminum Handrail - I Pipe
H-113	Galvanized Steel Handrail - I Pipe
OS-1	Aluminum Overhead Sign Supports
OS-2	Aluminum Overhead Sign Supports
OS-11	Galvanized Steel Overhead Sign Supports
OS-12	Galvanized Steel Overhead Sign Supports
P-2	14" Reinforced Concrete Precast Piles
P-20	14" Cast-in-Place Concrete Pipe Pile
P-21	14" Cast-in-Place Concrete Pile, Fluted Steel Shell
P-22	14" Cast-in-Place 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 Shell
G-353	Preformed Joint Seal Details for Concrete Bridge Floors
G-354	Premolded Cork Expansion Joint Material Details for Concrete Bridge Floors

SPECIAL PROVISIONS

Cold-Applied Elastomeric Type Joint Sealing Compound (6-27-62)
Preformed Polychloroprene Joint Sealer (2-11-64)
Linseed Oil Protective Coating (4-14-64)
Reinforced Concrete Bridge Floors (for Riverside Xway)
Set-Retarding Admixture (for Riverside Xway)

SHEET 1 OF 167

TITLE SHEET

PREPARED AND SUBMITTED BY: HAZELET & ERDAL, CONSULTING ENGINEERS, LOUISVILLE, KENTUCKY
DATE: March 19, 1965

STATE OF KENTUCKY — ROBERT E. LEE — 110 — 1965 — REGISTERED ENGINEER

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION

PROJECT NO. I 64-2(24)4

BRIDGE NUMBER 157-J4

PROJECT NO.	STATE	SHEET NO.	TOTAL SHEETS	SHEET NO.	TOTAL SHEETS
7	KY.			2	167

SPECIFICATIONS: Kentucky Department of Highways, 1956 Standard with Amendments and Special Provisions.

DESIGN LOAD: Bridge designed for H20-S16 loading as specified in 1961 AASHO Specifications or alternate loading of two 24 kip axles spaced 4 feet apart, whichever produces the greater stress. Dead load includes 20 pounds per square foot of roadway surface allowance for future wearing surface.

DESIGN STRESSES: For reinforced concrete:

f_s = 20,000 psi. n = 200 psi. for embedment
f_t = 3,000 psi. n = 300 psi. for K.
f_c = 1,200 psi. n = 10

For structural steel:

f_s = 20,000 psi. for A36 steel

FOUNDATION PILE LOADS: Piles are designed for a maximum load of 60 tons per pile. This maximum is for Group I loads with increases allowed for other loading groups in accordance with AASHO Article 1.1.1, (1961).

ALTERNATE TYPES OF PILES: The Contractor shall use one of the following types throughout, except that Alternates D and F will not be permitted for the end bents:

Alternate A - 14" Reinforced Concrete Precast Piles, Standard Drawing P-2.
Alternate B - 14" Cast-in-Place Concrete Pipe Piles, Standard Drawing P-20.
Alternate C - 14" Cast-in-Place Concrete Pile, Fluted Steel Shell, Standard Drawing P-21.
Alternate D - 14" Cast-in-Place Pile, Corrugated Steel Step-Taper Shell, Standard Drawing P-22.
Alternate E - 14" Prestressed Precast Concrete Pile, Standard Drawing P-23.
Alternate F - 14" Cast-in-Place Concrete Pile, Corrugated Steel Step-Uniform Shell, Standard Drawing P-24.

Corrugated Steel Shell Cast-in-Place Piles, Alternates D and F, shall not be used for supporting bridge end structures which require the piles to resist horizontal earth pressures in bending. Other acceptable pile types shall be required to substitute for the corrugated steel shell piles, Alternates D and F, in this instance in the end bents.

PILING LOAD TESTS: Piling load tests shall be made on the piles where indicated in the plans. The test load shall be 120 tons for a safe allowable design load of 60 tons. The test shall consist of the application of a test load to the pile together with suitable apparatus for accurately determining the superimposed weight and the settlement of the pile under each increment of load. The permanent net settlement, measured at the top of the pile, shall not exceed 1/8 inch after 48 hours continuous application of the 120 ton test load. This maximum settlement shall not be increased by a continuous application of the test load for a period of 60 hours or longer.

The Contractor shall outline the method of test loading, the method of instrumentation for measuring the test loads and for measuring the test pile deflections under load. The outline shall specify loading increments, periods of time for sustaining each increment and the appointed time for reading the deflections. The load test outline shall be submitted to the Department for approval prior to testing. The results of the pile load test shall be tabulated and graphed on a load-deflection grid. The test results tabulated and graphed shall be submitted to the Department for determination of the safe allowable pile load. Evidence of failure either in the application of the load or in the instrumentation when either is indicated in the test results or reported by the Engineer, shall render a pile load test incomplete and unacceptable. Failure of the pile under load or excessive settlement of the pile under load shall not be considered an unacceptable test.

If the test results indicate the structure foundation requires redesign to accommodate reduced safe allowable pile loads, the cost of construction delays to permit re-design shall be included in the unit price bid for each pile load test.

PILING: Piling shall be driven to refusal or to sustain a minimum load of 75 tons per pile in accordance with the Specifications. Test piles shall be driven where designated on the plans to determine the length required. All test piles shall be accurately located so that they may be used in the finished structure.

DRIVING PILES: Cored pilot holes through the end bent embankments will be required for starting piles. The cost of this work is to be included in the unit price bid per linear foot for driving piles.

COORDINATION WITH CONTRACTOR ON ADJACENT PROJECTS: In addition to the requirements of Article 1.5.7 of the Standard Specifications, this Contractor shall coordinate his work with that of contractors on adjacent sections of this Project. In particular, this Contractor is advised that the end bents, piers and spans over and east of Preston Street cannot be constructed until the embankment east of Preston Street is completed by others.

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

CONCRETE: Class "A" Concrete is to be used throughout, except in piles. Class "D" Concrete is to be used in piles.

CIRCULAR SECTION REINFORCED CONCRETE COLUMNS: This Note modifies the requirements of Articles 5.1.3-A and 5.6.3-H for pier columns of grade separation structures. The concrete shall be placed, finished and cured as specified in Article 5.1.3-A except as required by the following:

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

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

(c) A rubbed surface finish will not be required for the columns as specified in Article 5.6.3-H.3. Instead, the surface shall be finished as specified in Article 5.6.3-H.2.

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

CONCRETE FINISH: Exposed surfaces of substructure and superstructure shall be given a rubbed surface finish in accordance with Article 5.6.3-H.3 of the Specifications, except as noted above for concrete columns. Should it be necessary to grind the railing in order to secure a straight line, and the grinding exposes the coarse aggregate in any section, then that section will not be acceptable and shall be removed and replaced.

When forms are not held to true lines and grades within the limits set out in "PERMISSIBLE VARIATIONS", or if the handrail does not meet the minimum requirements of workmanship, the sections involved shall be removed and replaced.

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

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

PERMISSIBLE VARIATIONS: The lines of the finished concrete, except bridge floors and precast piles, shall vary not more than 1/4 inch in 10 feet as measured from a straightedge, or vary from plan lines more than 0.1 percent of the distance between the extremities of the unit considered.

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

REINFORCEMENT: Intermediate or hard grade reinforcement shall be used in accordance with ASTM A15-58T for billet steel or A16-59T for rail steel, conforming to bending requirements of AASHO Specification M42. Dimensions shown from face of concrete to bars are clear distances. Spacing of bars is from center to center of bars.

SPIRAL REINFORCEMENT: Splices for spirals where desired by the Contractor shall be made with a minimum of one and one-half turns of spiral. No additional payment will be made for these splices, but the cost will be considered incidental to the cost of the developed length of spiral shown on the Plans. Spiral reinforcement shall meet the requirements of Section 7.13.6 of the Standard Specifications. One-half inch round bar may be substituted for No. 4 size bar.

EXPANSION JOINT MATERIAL, SAWING, AND SEALER: The cost of these items is to be included in the unit price bid for Class "A" Concrete.

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

STRUCTURAL STEEL: "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, welding and welding materials, floor drains, paint, linen tracings of shop detail and erection drawings, and for all labor and materials necessary to erect the steel in accordance with the plans and specifications.

CONTINUOUS 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 weights of curbs, plinth, railing, future wearing surface, etc. Temporary supports or shoring will not be permitted under the steel girders when taking "top of steel" elevations or when placing the concrete floor slab.

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

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

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

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

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

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

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

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

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

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

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

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

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

WIND LOADS: This structure is designed using wind loads based on a wind velocity of 80 miles per hour.

SLOPE PROTECTION: Slope protection shall be 4" concrete slope wall in accordance with Standard Drawing SP-1.

COFFERDAMS: Cofferdams or sheeting will be required for Piers 12SW, 12SW, 12SW, 12SW, 13SW, 12SE, 12SE and 13SE, for the protection of the railroad embankment and tracks. For design of cofferdams, assume an earth surcharge of 10 feet above top of rail to simulate the effect of the railway load. Earth pressure shall be assumed equivalent to 30 pounds per cubic foot fluid pressure.

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

CONSTRUCTION NOTE: The Contractor shall arrange the work so as not to interfere with operations of the Louisville & Nashville Railroad Company trains at any time unless the Contractor has made prior arrangements with the Railroad. The Contractor shall arrange with the Louisville & Nashville Railroad Company to provide flag protection at the Contractor's expense, as specified in the Special Provisions. Plans for the erection of the structure and for the cofferdams specified in the preceding note shall be submitted for approval to the Department of Highways and to the Louisville & Nashville Railroad Company.

REFER TO SHEET NO. 3 FOR STRUCTURAL STEEL NOTES

SHEET 2 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
County of
JEFFERSON
I 64 - 3rd ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

GENERAL NOTES

HAILEY & EROAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER 15754

SHEET NO.	COUNTY	ROAD SYSTEM	ROUTE NO.	SHEET TOTAL	SHEET NO.
7	JEF.				

These notes are modifications of, and additions to, Section 5.2 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 A.S.T.M. Designations shall govern the materials furnished:

A36-62T	Structural Steel, for all steel unless noted otherwise on the Plans.
A27-62	Carbon Steel Castings, Grade 70-36.
A48-42	Gray Iron Castings.
A108-61T	Cold Finished Carbon Steel Bars and Shafting (Pins and Rollers 7" or less in diameter, Grade 1030.)
A307-61T	Low Carbon Steel Machine Bolts, Nuts and Cap Bolts.
A325-61T	High Strength Steel Bolts, Nuts and Plain Hardened Washers.
A242-60	High Strength Low Alloy Structural Steel with atmospheric corrosion resistance approximately four (4) times that of plain carbon steel and suitable for welding.
A441-60T	High Strength Low Alloy Structural Manganese Vanadium Steel.
B29-55	Sheet Lead and Pig Lead.
A370-61T	Mechanical Testing of Steel Products (Stud Shear Connectors).

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

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

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

SHOP ASSEMBLING: 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, alignment and camber, 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.

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

Bolt dimensions shall conform to the current requirements of the ASA Standard B18.2 for one of the following:

(1) Heavy hexagon head.
(2) Hexagon head having same height as regular semi-finished hexagon head but having width across flats equal to heavy semi-finished hexagon head.

Dimensions of nuts shall conform to current requirements for heavy semi-finished hexagon nuts of ASA Standard B18.2. Circular washers shall be flat and smooth and nominal dimensions shall conform to current requirements of ASA B27.2 for Type A washers.

When assembled, all joint surfaces, including those adjacent to the washers, shall be free of scale except tight mill scale. They shall be free of dirt, loose scale, burrs and other defects that would prevent solid seating of the parts. Contact surfaces shall be free of oil, paint, lacquer or galvanizing.

Bolts shall be installed with a hardened washer under the nut or bolt head, whichever is the element turned in tightening. A flat washer may be used when the abutment surface adjacent to the bolt head or nut does not have a slope of more than 1:20 with respect to a plane normal to the bolt axis. Where an outer face of the bolted parts has a slope of more than 1:20 with respect to a plane normal to the bolt axis, a smooth beveled washer shall be used to compensate for lack of parallelism.

Installation of the bolts shall be by the "turn-of-nut" method. Before final tightening of the bolts by this method, the several parts of the joint shall be properly compacted by bringing a sufficient number of bolts to a snug tight condition such as can be produced by a few blows of an impact wrench, or by an ordinary spud wrench. Snug tight shall be defined as the tightness attained by the full effort of a workman using an ordinary spud wrench. All bolts shall be tightened in accordance with the provisions given in Table I, this sheet, titled "Bolt Tightening Turn-of-Nut", progressing from the most rigid part of the joint towards the free edge.

WELDS: All welding shall conform to "Specifications for Welded Highway and Railway Bridges, 1963, of the American Welding Society, with modifications and additions as stated on the Plans and Standard Drawing A.W.S.-1.

Field welding of the structural steel or of accessory or auxiliary material to the structural steel will be permitted only as shown on the Plans or as approved by the Engineer. Welding to girder flanges transverse to the direction of stress and miscellaneous field spot welding to girder tension flanges will not be permitted under any circumstances except as shown on the Plans.

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. Shop splices will not be paid for, but the cost thereof shall be included in the lump sum price bid for "Structural Steel".

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

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

DIMENSIONS: Dimensions shown on the Plans are for a normal temperature of 60° FAHRENHEIT with dead load on the structures. 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.

ERECTION AND FIELD ASSEMBLY: The stringer girders are designed as simply supported between the pier girders for their weight only. For additional steel weight and that of the concrete slab, the stringer girders are designed as continuous spans. For live load and dead loads applied after the slab has cured, the girders and slab are composite in regions of positive moment.

As soon as each girder is erected between pier girders, the top flange splices shall be pinned and bolted as required by Article 5.2.3-B-6. 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.

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

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

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

The second coat of primer paint or any other intermediate coat shall be tinted to provide a color contrast. Red Lead Primer Paint shall be tinted with 2 ounces of lampblack per gallon of paint. The first coat of aluminum paint shall be tinted with Prussian Blue as specified in Article 7.23.4-F-3.

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. Shop paint shall not be applied within three inches of open holes where high strength bolts are to be used, of edges or surfaces to be field welded, and to surfaces in contact with concrete. Areas not painted in the shop shall be given one coat of Type I Red Lead touch-up prior to application of the required field coats of paint.

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

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

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

BASIS OF PAYMENT: This work shall be paid for at the contract unit prices bid for the several pay items, which payment and prices shall be full compensation for preparing shop plans, for furnishing, preparing, fabricating, transporting, placing, and erecting all materials for the complete structure, for drilling anchor bolt holes, erecting anchor bolts, and furnishing grout or lead; for all shop work, painting and field work, and for all labor, equipment, tools and incidentals necessary to complete the work. Such payment shall constitute full compensation for the completed structure ready for use, and no allowance will be made for cofferdam construction, falsework or other expenses, except as provided in the Specifications. Pay estimates will be governed by the provisions of Article 1.9.6 and Article 5.8.0.

For purposes of payment, "lump sum bid" for Structural Steel includes structural steel, shop details, rivets, high-strength bolts, washers, cast iron drains, welding and welding materials, molten lead, lead plates and anchor bolts, paint, and all labor and materials necessary to erect the steel in accordance with the plans and specifications. Changes in payment for structural steel due to plan changes ordered by the Engineer shall be computed at a unit price rate based on the lump sum bid price divided by the total estimated weight of structural steel listed on the plans.

TABLE I

BOLT TIGHTENING TURN-OF-NUT

BOLT DIAMETER IN INCHES	FROM SNUG TIGHT ROTATE NUTS*	
	1/2 TURN FOR GRIPS	3/4 TURN FOR GRIPS
3/4 AND 7/8	5 IN. AND UNDER	ABOVE 5 IN.
1 THRU 1-1/2	8 IN. AND UNDER	ABOVE 8 IN.

* Permissible Tolerance: 1/4 Turn over, nothing under

BILL OF INCIDENTAL MATERIAL

ITEM / LOCATION	1/16"x3/4" PREFORMED POLYCHLOROPHENE JOINT FILLER (LIN. FT.)	COLD APPLIED, ELASTOMETRIC TYPE JOINT SEALING COMPOUND (LIN. FT.)	1" PREMOULDED JOINT FILLER (SQ FT) Size	1" PREMOULDED JOINT FILLER (SQ FT) Location	1/4" WALL JOINT SEALER (GREY COLOR) (LIN. FT.)	1/4" PREMOULDED JOINT FILLER (SQ FT) Size	1/4" PREMOULDED JOINT FILLER (SQ FT) Location	1'-7" x 7'-0" CAST IRON VENTS WITH BRONZE SCREENS (COMPLETE)	STEEL GRATE, OVERHEAD METAL DOOR(COMPLETE WITH HARDWARE) (EACH)	3'0"x6'-7" METAL SWING DOOR (COMPLETE WITH HARDWARE) (EACH)	1-1/2"x1-1/2"x3/16" PERFORMED EXPANSION JOINT FILLER (LIN. FT.)	8"x8"x3/16" STEEL ANGLE EXPANSION JOINT-MITER (Note-4b)
RAMP A	66	26	2 Pc. 2'-6" x 25'-6" 3 Pc. 10⅜" x 6'-9" 2 Pc. 2'-0" x 8'-9" 2 Pc. 3'-6" x 12'-6" 2 Pc. 8" x 17'-9" Total - 275 Sq.Ft.	Slab at Frames 4 & 8 Sidewalk @ End Bent A, Frames 4 & 8 Columns at Frame 4 Columns at Frame 8 Wall at Abutment RA	129	4 Pc. 2" x 17'-9" Total - 12 Sq.Ft.	Wall at Abutment RA	23	1		(86) 32	
RAMP B	210	34	2 Pc. 8" x 19'-0" 2 Pc. 10⅜" x 6'-9" 1 Pc. 3'-0" x 38'-0" 2 Pc. 3'-6" x 15'-0" Total - 230 Sq.Ft.	Wall at Abutment RB Sidewalk @ End Bent B and Frame 3 Slab at Frame 3 Columns at Frame 3	96	2 Pc. 2" x 16'-9" 2 Pc. 2" x 18'-9" Total - 12 Sq.Ft.	Wall at Abutment RB Wall at Abutment RB	9		1	(73) 36	
UNIT 1	258											
UNIT 2	258											
UNIT 3	207											
UNIT 4	216											
UNIT 5	288											
UNIT 6	379											
UNIT 7E	208											
UNIT 8E	139											
UNIT 9E		75	1 Pc. 1'-0" x 82'-0" 1 Pc. 10⅜" x 3'-9" Total - 85 Sq.Ft.	Slab at End Bent 101E Sidewalk at End Bent 101E							(88)	
UNIT 7W	162											
UNIT 8W	130											
UNIT 9W	123		1 Pc. 1'-0" x (7'-0" 1 Pc. 10⅜" x 3'-9" Total - 70 Sq.Ft.	Slab at End Bent 101W Sidewalk at End Bent 101W							74	
TOTAL	2,644	135	660		225	24		32	1	1	(321)	

NOTE: The Bill of Incidental Material is approximate only, and the Contractor is responsible for furnishing enough material to complete the work in accordance with the plans and specifications.

SHEET 3 OF 167

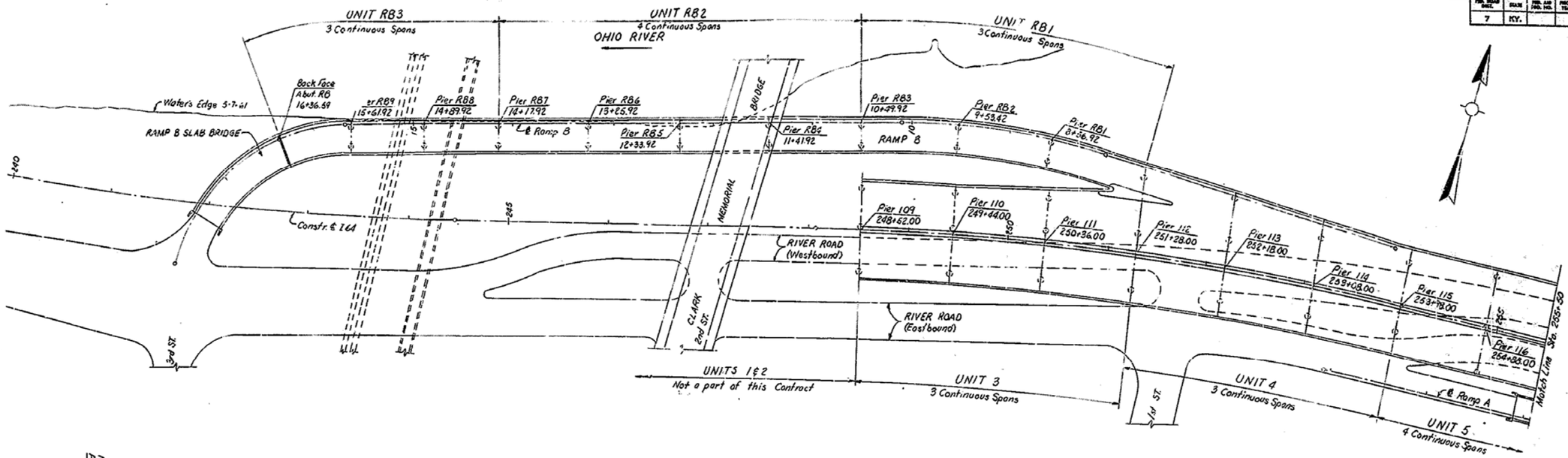
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3rd ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

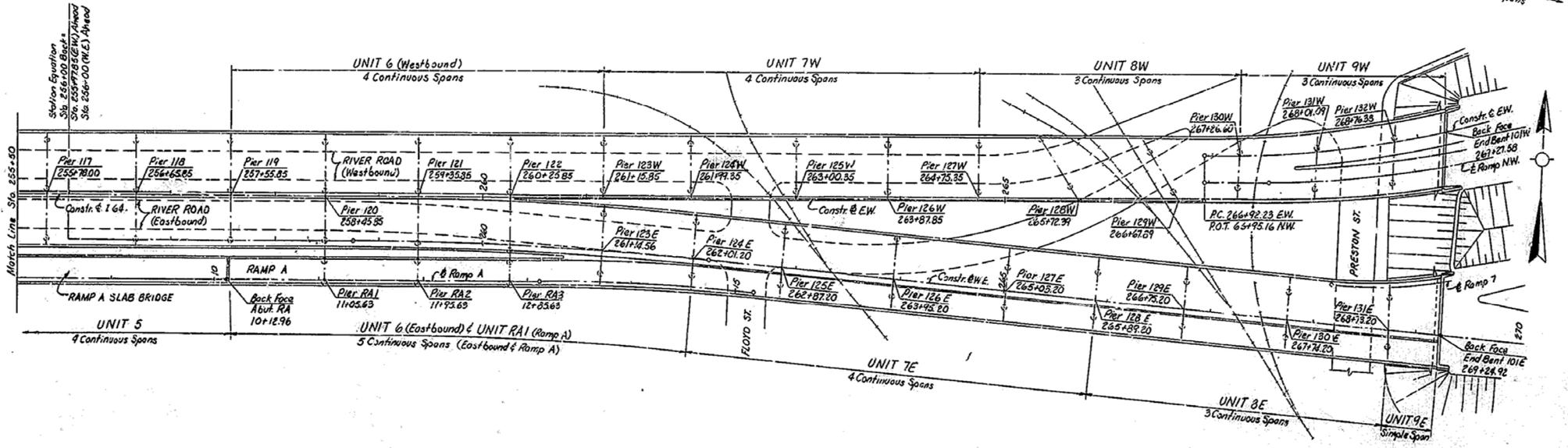
STRUCTURAL STEEL NOTES & BILL OF INCIDENTAL MATERIAL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER 15754

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





KEY PLAN

SHEET 4 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS F.E.# 648

BRIDGE NUMBER 15754

DESIGNED BY DATE
DRAWN BY DATE
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE

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

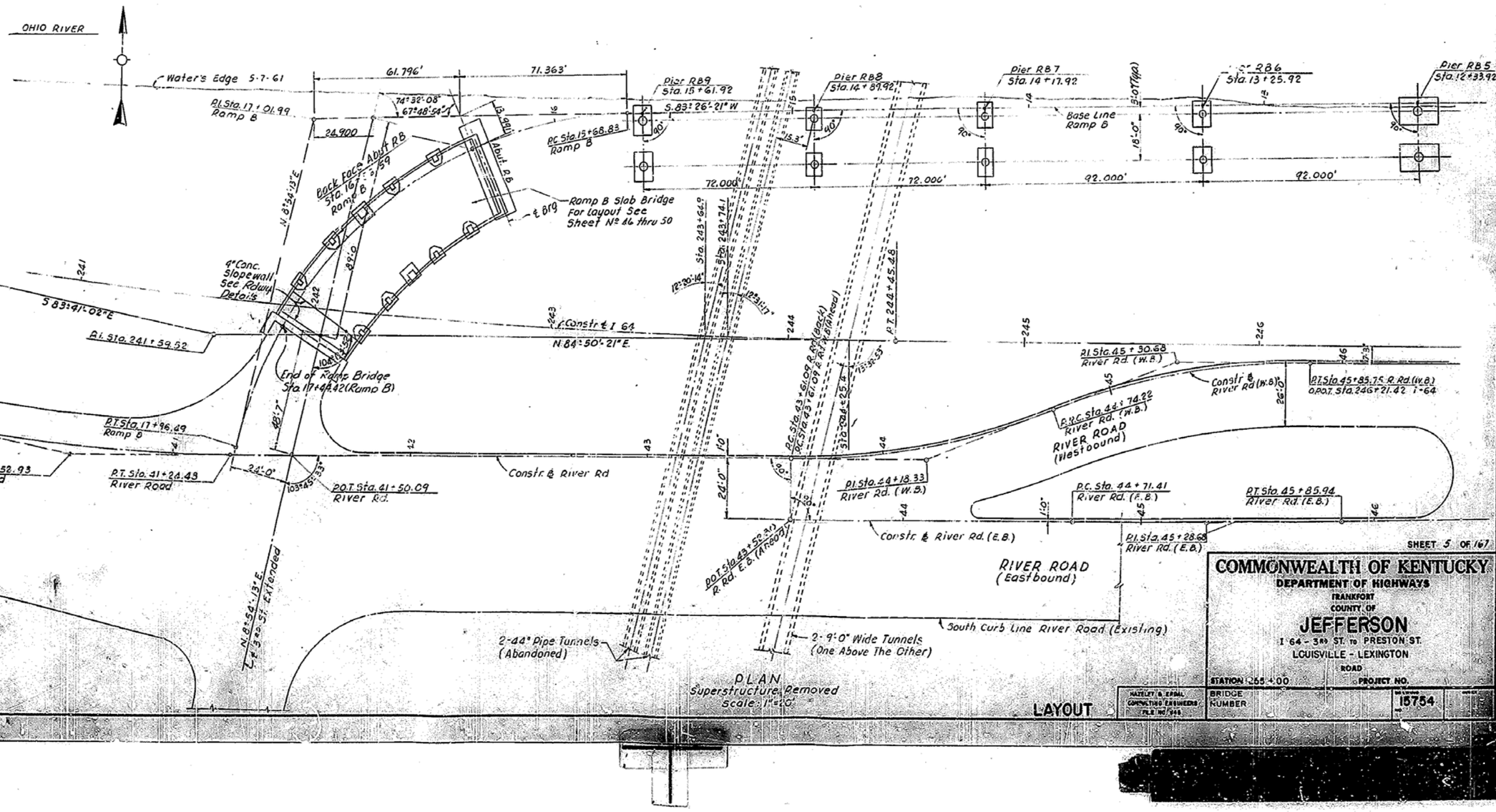
Note.

H20-S16-44 Loading As Specified in 1961 AASHO Specifications or Alternate Loading of Two 28 Kip Axles spaced 4 Feet apart Whichever Produces the Greater Stress. Variable Roadway width With 0'10½" Safety Curbs And 8'-6" Median, 2:1 Fill Slopes.

"Refer to Substructure Details for Bridge Seat and Footing Elevations"

For Horizontal and Vertical Curve Data See Roadway Detail Sheets.

Note:
For Elevation of Ramp B
See Sheet No 11



SHEET 5 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 34th ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 265+00 PROJECT NO.

HATELEY & ERWIN CONSULTING ENGINEERS P.S.C. NO. 546

BRIDGE NUMBER 15754

DESIGNED BY: Price
DRAWN BY:
CHECKED BY:
QUANTITIES BY: T.G. & C.S. Kirk 10-14-61
CHECKED BY:
QUANTITIES CHECKED BY:
REVISED BY: DATE:

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

TO LOUISVILLE

TO LEXINGTON

Light Standards with Mercury Vapor Luminaire See Lighting Plans, Shts. 34 to 38 of Roadway Plans

For spacing of luminaires for under bridge lighting see Sht. #35 of Roadway Plans

Profile Grade 2.3% Rt. Constr. ℄ 1 64

3 - Continuous Spans @ 92'-0" Measured along Constr. ℄ 164 (Typ)

3 - Continuous Spans @ 90'-0"

Overhead Sign Support Sta. 251+08.75 (Westbound)

Ext. High Water (1937) El. 460.0

Metal Handrail

Top of Plinth

Bot. of Girder

Span 109

Span 110

Span 111 Proposed Ground Line Constr. ℄ 1 64

Span 112 Exist. Ground Line on Constr. ℄ 1 64

PIER 109

PIER 110

PIER 111

PIER 112

PIER 113

ELEVATION
Scale: 1" = 20'

OHIO RIVER

Water's Edge 5-7-61

Pier RB5 Sta. 12+33.92

Pier RB4 Sta 11+41.92

Pier RB3 Sta 10+49.92

Pier RB2 Sta. 9+59.42

Pier RB1 Sta. 8+56.92

P.I. Sta. 9+10.45 Ramp B

P.C. Sta 8+02.45 Ramp B

P.T. Sta. 10+16.83 Ramp B

S 85°-26'-21" W

92.000'

92.000'

63.37'

44.424'

84°-55'-39"

53.420'

54.575'

65°-38'-32"

18'-0"

5'-0" (Typical)

2.816'

5.076'

2.076'

30'-0" Entrance

Out to Out Section 1 (164)

2077.73' (Westbound)

2072.92' (Eastbound)

Sta. 48+00.00 Back
Sta. 48+00.00 Ahead
River Rd. (W.B.)

Pier 109 Sta 248+52.00

67°-04'-28"

35'-10½"

3.375'

Pier 110 Sta 249+44.00

87°-10½"

N 84°-50'-21" E.

3.000'

Pier 111 Sta 250+36.00

85°-23'-40"

3.083'

P.C. Sta 250+92.19 (164)

35.091'

Pier 112 Sta. 251+28.00

S 83°-39'-39" E

51.692'

RIVER ROAD (westbound)

92.390'

92.104'

46.284'

Constr. ℄ River Rd. (W.B.)

P.C. Sta. 248+05.72

Load Test Pile

P.I. Sta. 47+73.97 River Rd. (E.B.)

P.C. Sta. 47+08.94 River Rd. (E.B.)

P.T. Sta. 48+38.98 River Rd. (E.B.)

P.C. Sta. 50+00.14 River Rd. (W.B.)

P.C. Sta. 51+03.42 River Rd. (E.B.)

P.I. Sta. 51+37.40 River Rd. (E.B.)

RIVER ROAD (Eastbound)

Existing Edge River Road

30'-0" Entrance

93.390'

Sta. 7+60.42

N 79°-24'-39" W

Sta. 6+67.03

Base Line Ramp B

40'-0" Entrance

45°

90.482'

N 56°-44'-

S 88°-48'-44" E

22.500'

Pier 113 Sta. 252+16.00

4.628'

Constr. ℄ 164

Constr. ℄ River Rd. (W.B.)

Constr. ℄ River Rd. (E.B.)

℄ 2nd Street

℄ 1st Street

℄ Col.

Curve Tangent

Const ℄ 164

℄ Pier

46.284' To P.C.

92.104' To ℄ Pier 110

PLAN
Superstructure Removed
Scale: 1" = 20'

SHEET 6 OF 107

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
1 64 - 3RD ST. TO PRESTON ST.
SVILLE - LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

BRIDGE NUMBER 10754

LAYOUT

DESIGNED BY: EDM DRAWN BY: JDM CHECKED BY: TRACED BY: DETAILED BY: CHECKED BY: REVISED DATE

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.			4	

Sta 256+00 (W.E.)

+0.50%

Profile Grade 1.64
4'-3" Rt. & Lt. of Constr. ℄ 1.64

Profile Grade (W.E.)
36' Lt. of Constr. ℄ W.E.
Sta 256+00 (E.W.)
El. 467.57

+0.50%
Profile Grade (E.W.) Apply 4'-3" Lt. Constr. ℄ E.W.)

BVI Sta 260+00 (W.E.)
El. 469.56
400' V.C.

BVI Sta 260+80 (E.W.)
El. 469.97

TO LOUISVILLE

TO LEXINGTON

3- Continuous Spans @ 90'-0"

4- Continuous Spans @ 90'-0"
Meas along Constr. ℄ 1.64 (Typ.)

5- Continuous Spans (Eastbound)
5- Continuous Spans (Ramp A)
4- Continuous Spans @ 90' (Westbound)

480
470
460
450
440

Ext. High Water (1937) El. 460.0

Top of Plinth

Metal Handrail

Span 113

Span 114
Exist. Ground Line On Constr. ℄ 1.64

Span 115
Proposed Ground Line On Constr. ℄ 1.64

Span 116

Bot. of Girder

Span 117

Span 118

Span 119

4.5% Grade

PIER 113 | PIER 114 | PIER 115 | PIER 116 | RAMP A | ABUT. RA | PIER 120

ELEVATION
Scale: 1" = 20'

Sta. 6+67.03

92.620'

74.410'

Sta. 5+74.21

Base Line Ramp B

Sta. 5+00 Ramp B
O.P.T. Sta. 253+80.72

94°15'

52°3"

42'-0"

90.000'

90.000'

90.000'

40'-0"
Entrance

90.000'

90.000'

256+00
Sta. 255+78.85 Ahead (E.W.)
Sta. 256+00.00 Ahead (W.E.)

90°-1'47"

RIVER ROAD
(Westbound)

Constr. ℄ River Rd. (W.B.)

Pier 113
Sta. 252+18.00

Pier 114
Sta 253+08.00

Pier 116
Sta. 254+88.00

PI Sta. 52+88.61
R. Road (W.B.)

PT Sta. 55+75.14
R. Road (W.B.)

Pier 120
Sta. 258+15.85

Constr. ℄ (E.W.)

Constr. ℄ River Rd. (E.B.)

Tang

S 83°39'-39"E

Constr. ℄ 164

Pier 115
Sta. 253+98.00

PT Sta. 54+79.37
R. Road (E.B.)

Pier 117
Sta. 255+78.00

Pier 118
Sta. 256+65.85

Pier 119
Sta. 257+55.85

PT Sta. 253+80.72
(1-64)

PT Sta. 54+79.98
R. Road (E.B.)

RIVER ROAD
(Eastbound)

90.160'

72.736'

PI Sta. 51+87.40
R. Road (E.B.)

PRC Sta. 53+78.50
R. Road (E.B.)

Sta 256+68.00

Sta 257+58.00

Constr. ℄ (W.E.)

S 83°39'-39"E

10' Entrance

PT Sta. 52+70.87
R. Road (E.B.)

PC Sta. 52+77.02
R. Road (E.B.)

PI Sta. 53+23.25
R. Road (E.B.)

See Roadway Drawings for Bridge Approach Details.

Ramp A Slab Bridge
for Details see sheets 55 thru 58.

8' Door

Back Face Abut RA
Sta. 10+12.96

Sta 258+08.00

S. 83°39'-39"E

Base Line Ramp A

Pier RA-1
Sta. 11+05.63

90.000'

P.C.T. Sta. 6+38.35 Ramp A
P.R.T. Sta. 253+80.72
75°-3" Rt. ℄ 1.64

End of Ramp Bridge
Sta. 7+89.54

Curve Tangent

Constr. ℄ 164

℄ Pier

90.160' To ℄ pier 113

72.736' To P.T.

0.923'

1'-6" End Bent A | Frame 1 16'-6" | Frame 2 20'-0" | Frame 3 20'-0" | Frame 4 17'-3" | Frame 5 17'-3" | Frame 6 20'-0" | Frame 7 20'-0" | Frame 8 17'-3" | Frame 9 17'-3" | Frame 10 20'-0" | Frame 11 20'-0" | 16'-3" | 2'-8"

PLAN
Superstructure Removed
Scale: 1" = 20'

SHEET 7 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 846

BRIDGE NUMBER 15754

LAYOUT

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

Profile Grade 36' Lt. of Constr ℄ (W.E.) El. 472.32 — Profile Grade on Constr ℄ (W.E.)

+0.50% — 400' V.C. — +0.9216% — Sta. 263+00 El. 471.76 — +0.9216%

TO LOUISVILLE — Overhead Sign Support Sta. 260+00.02 (Westbound) — P.V.I. Sta. 260+00 El. 469.56 — P.V.I. Sta. 260+80 El. 469.97 — TO LEXINGTON

+0.50% — 200' V.C. — +0.80% — Profile Grade E.W. (Apply 4'-3" Lt. Constr ℄ E.W.)

5 - Continuous Spans 90'-0", 90'-0", 90'-0", 86'-6½", 86'-7½" (Eastbound)
5 - Continuous Spans (Ramp A) Meas. along Const ℄ (E.W.) (Typ.
4 - Continuous Spans @ 90'-0" (Westbound)
4 - Continuous Spans 86'-0", 108'-0", 105'-0", 86'-0" (Eastbound)

Metal Handrail — Top of plinth — Bot. of girder — 24'-0" Min. Clear

480 / 470 / 460 / 450 / 440 / 430

Span 120 | Span 121 | Span 122 (Proposed Ground Line Constr ℄ (W.E.)) | Span 123 E (Exist. Ground Line on Constr ℄ (W.E.)) | Span 124 E (℄ Floyd St.) | Span 125 E (℄ Proposed L.&N.R.R.Co. Spur)

PIER 120 — PIER 121 — PIER 122 — PIER 123 E — PIER 124 E — PIER 125 E — PIER 126 E

ELEVATION
Scale: 1" = 20'

90.000' — 90.000' — 90.000' — 83.500' — 101.000' — 87.500'

℄ Track F L.&N.R.R. Co. Spur — 24'-0" Entrance — ℄ Track E-1 L.&N.R.R. Co. Spur

Point of Min. Undercl. 262+19.0 (E.W.) 11+54.0 (Track "F") — Load Test Pile — P.C. Sta. 11+02.04 — 104'-4" Clear Min.

RIVER ROAD (Westbound) — RIVER ROAD (Eastbound)

Pier 120 Sta. 258+45.85 — Pier 121 Sta. 259+35.85 — Pier 122 Sta. 260+25.85 — S 83°39'-39" E — Pier 123 W Sta. 261+15.85 — Pier 124 W Sta. 261+99.35 — Pier 125 W Sta. 263+00.35 — Pier 126 W Sta. 263+87.85

Pi Sta. 58+80.37 R. Road (E.B.) — P.C. Sta. 57+94.99 R. Road (E.B.) — P.T. Sta. 59+69.63 R. Road (E.B.)

Const ℄ River Rd. (W.B.) — Const ℄ (E.W.) — Const ℄ River Rd. (E.B.) — Const ℄ (W.E.)

69.041' — Pi Sta. 260+45.72 (W.E.) — 86.662' — Pier 124 E Sta. 262+01.20 — 15.050' — S 78°32'-30" E — Pi Sta. 14+13.86 Ramp A — Sta. 13+70.27 Ramp A — Sta. 14+56.23 Ramp A — P.T. Sta. 262+16.25 (W.E.) — P.C. Sta. 10+39.94 — 104'-4" Clear Min. — P.C. Sta. 3+69.46 River Rd. (E.B.) — Pi (+10 Ftg.) Sta. 9+95.2 — N. 78°32'-30" W. — Base Line Ramp A — ℄ Track E L.&N.R.R. Co. Spur — 108.000' — ℄ Floyd St.

Pier RA-1 Sta. 11+05.63 — Pier RA-2 Sta. 11+95.63 S 83°39'-39" E — Pier RA-3 Sta. 12+85.63 — Sta. 258+48.00 — Sta. 259+38.00 — Sta. 260+28.04 — P.C. Sta. 258+74.97 (W.E.) — P.C. Sta. 13+11.41 Ramp A — Curve Tangent — Constr ℄ (W.E.) — ℄ Pier — 86.662' To ℄ Pier 123 E — 15.050' To P.T. — P.T. Sta. 15+16.18 Ramp A

PLAN
Superstructure Removed
Scale: 1" = 20'

SHEET 6 OF 167

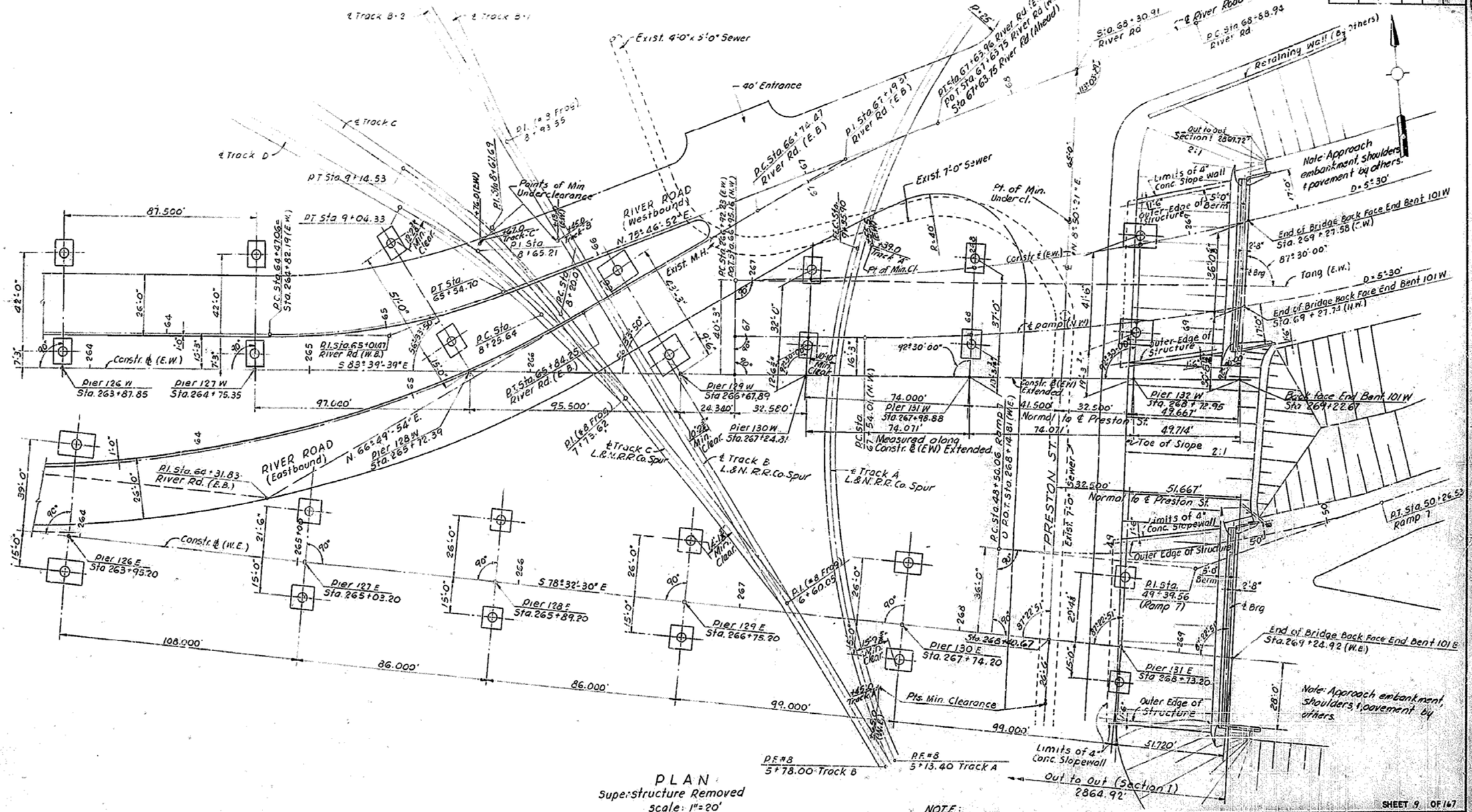
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I-64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 265+00 — PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845 — BRIDGE NUMBER 15784

LAYOUT

DESIGNED BY O.R.K. — DETAILED BY — CHECKED BY — QUANTITIES BY — CHECKED BY — REVISED — DATE

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



PLAN
Superstructure Removed
scale: 1"=20'

NOTE:
For Elevations see Sheet 10.
For Concrete Slopewall Details see Std. Dwg. SP1 except use 5' grid pattern for horizontal and vertical scoring and joints.

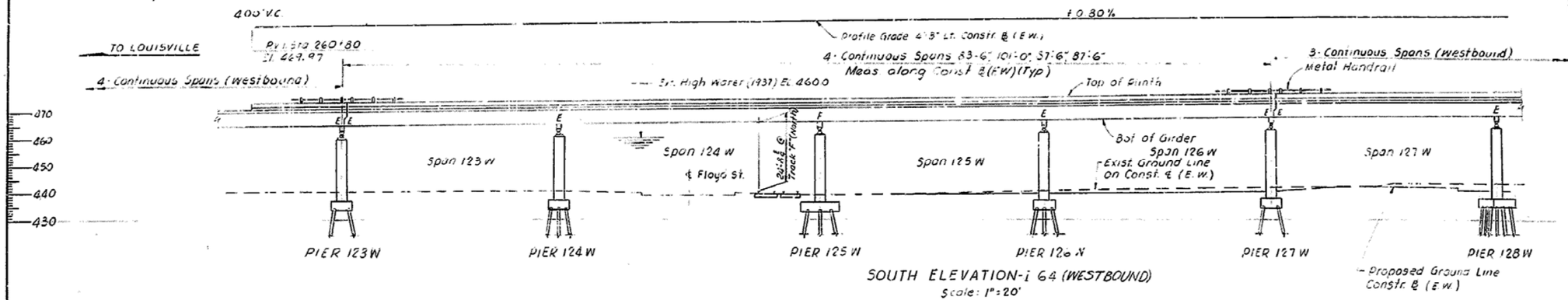
Contractor may have to delay construction of End Bents 101E and 101W until compacted fill by others is in place.

LAYOUT

SHEET 9 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I-64 - 3rd ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER 15734

DESIGNED BY DMA DRAWN BY CHECKED BY C.P.K. TRACED BY CHECKED BY DATE 2/63 REVISED DATE REVISED DATE REVISED DATE



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

SHEET 10 OF 167

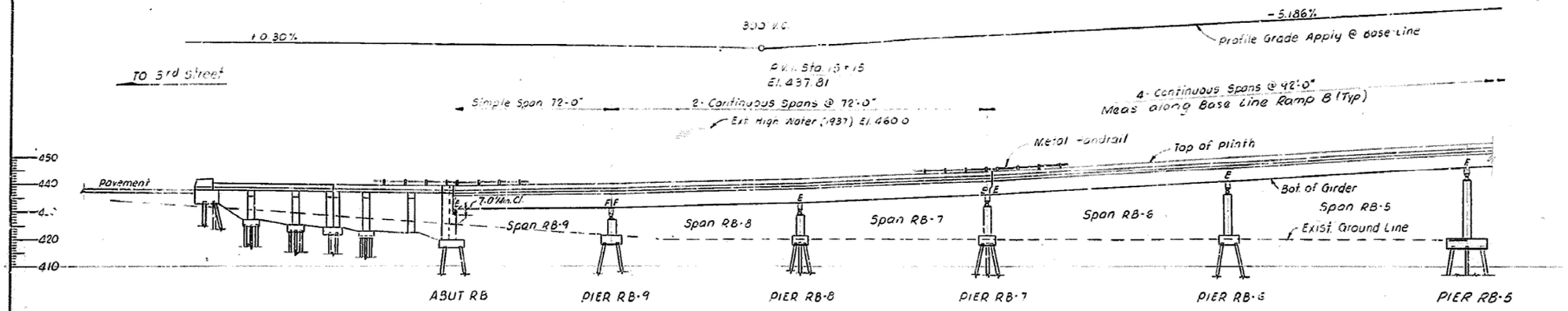
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

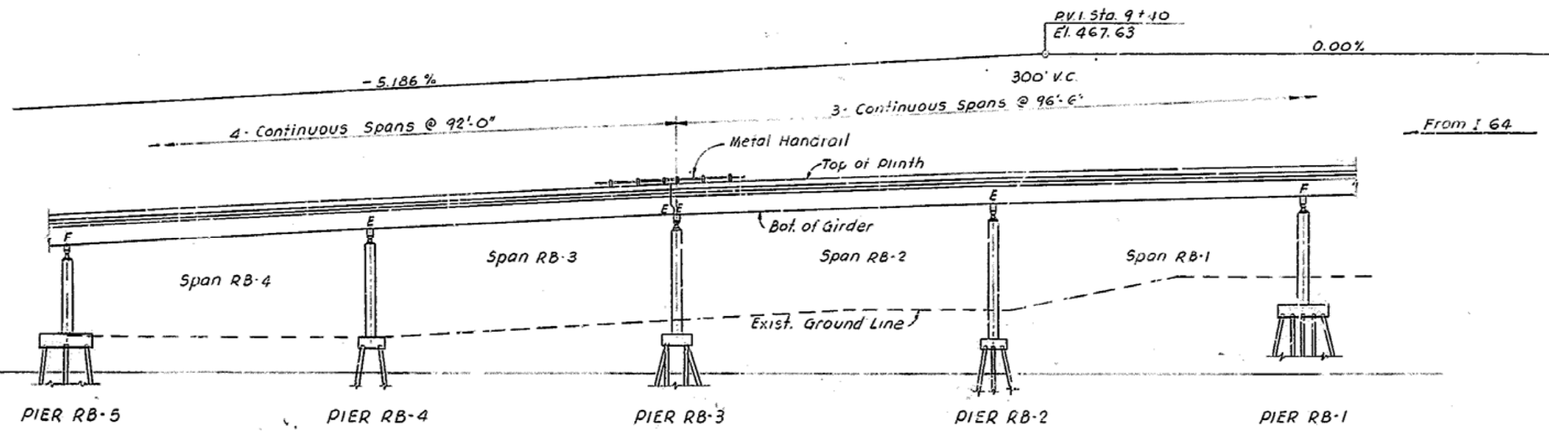
HARLEY E. ERDAL CONSULTING ENGINEERS FILE NO. 648

BRIDGE NUMBER 15754

LAYOUT



SOUTH ELEVATION
RAMP B
Scale: 1" = 20'



SOUTH ELEVATION
RAMP B
Scale: 1" = 20'

FOR PROJECT DIST.	STATE	FOR AID PROJ. NO.	SPECIAL PROJ.	SHEET NO.	TOTAL SHEETS
7	KY.				

SHEET 11 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 285+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS F.E.E. NO. 649

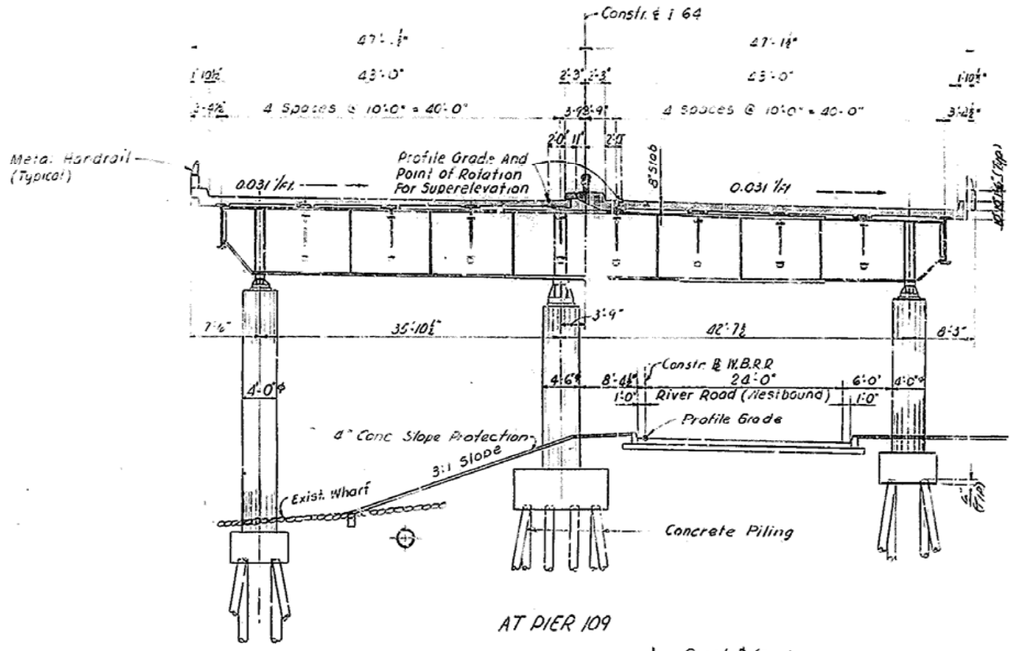
BRIDGE NUMBER 15754

LAYOUT

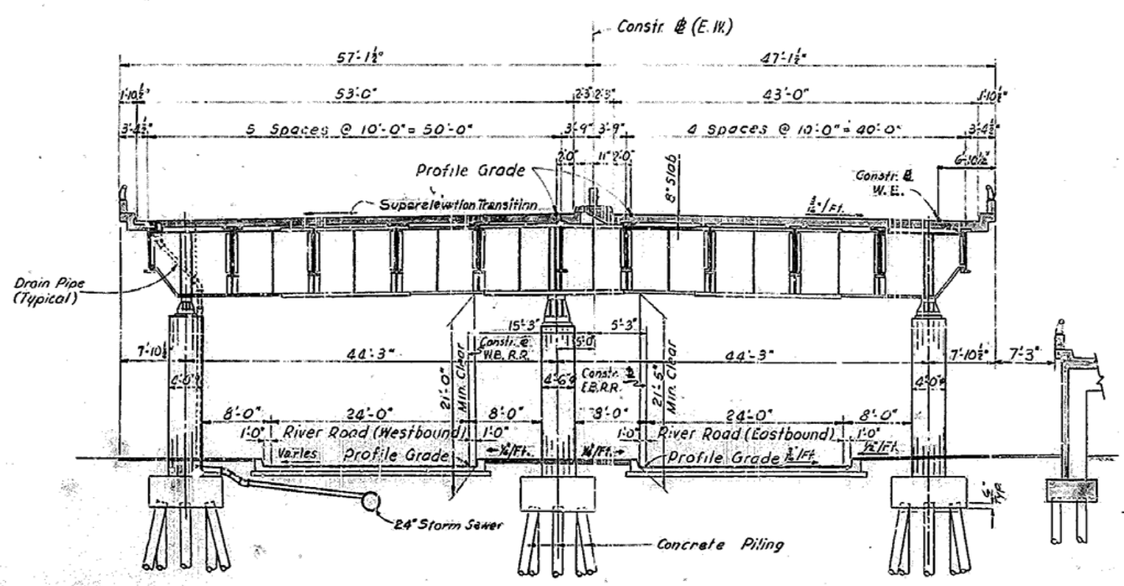
REVISED DATE REVISED DATE REVISED DATE

DESIGNED BY C.R.K. 10-24-75 CHECKED BY
DETAILED BY [illegible] CHECKED BY
TRACED BY CHECKED BY

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



AT PIER 109



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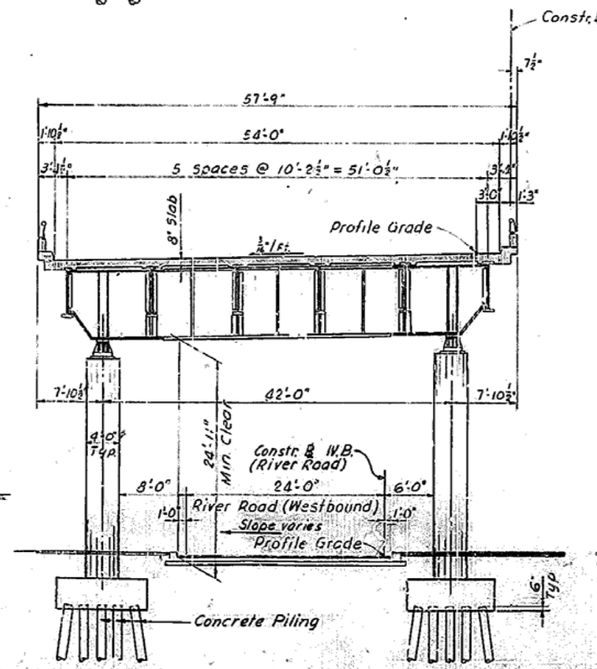


AT PIER 126W

SHEET 12 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I-64 - 3rd ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

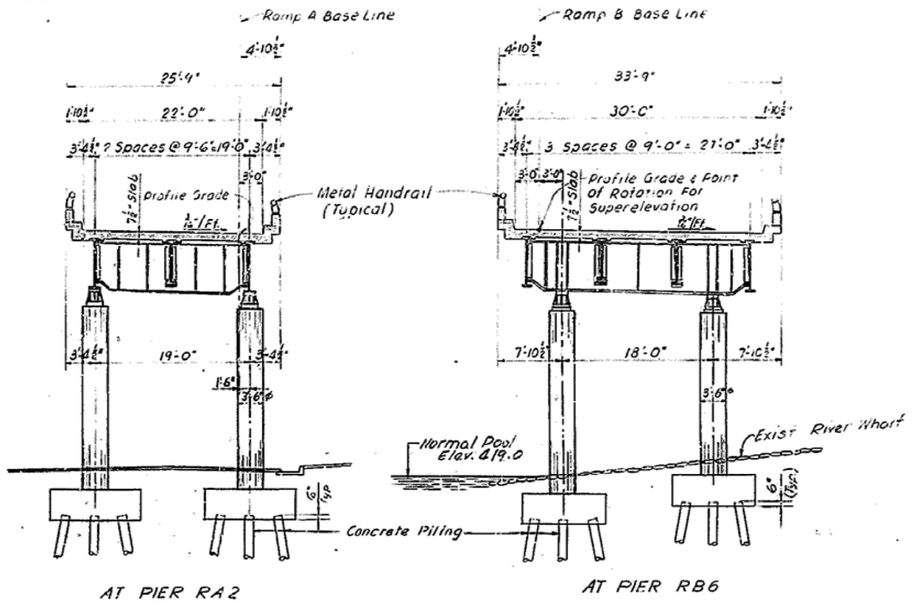
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 646

BRIDGE NUMBER

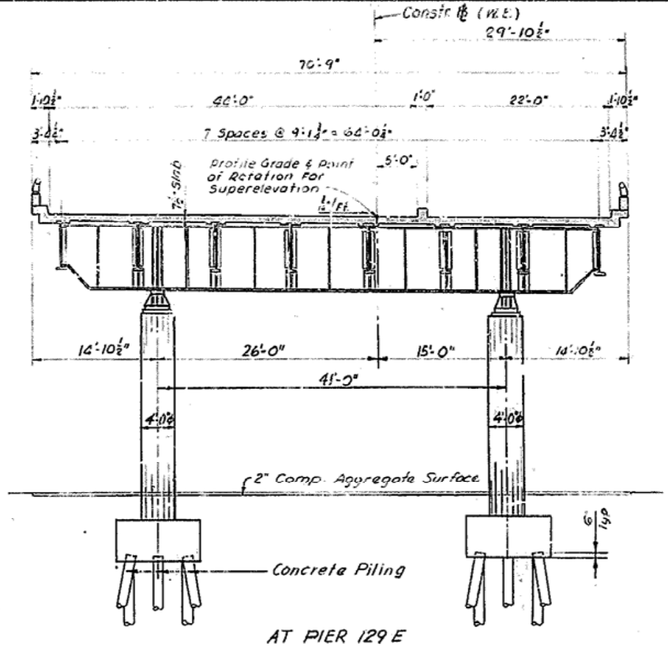
DRAWING NO. 15754

TYPICAL SECTIONS



AT PIER RA2

AT PIER RB6



AT PIER 129 E

FED. GRAD. PROJ.	STATE	FED. AID PROJ. NO.	PARENT YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

DESIGNED BY: F.L.S.(CH) 4-8-63
DRAWN BY: D.M.B.
TRACED BY:
CHECKED BY:

REVISED: DATE
REVISED: DATE
REVISED: DATE

SHEET 13 OF 167

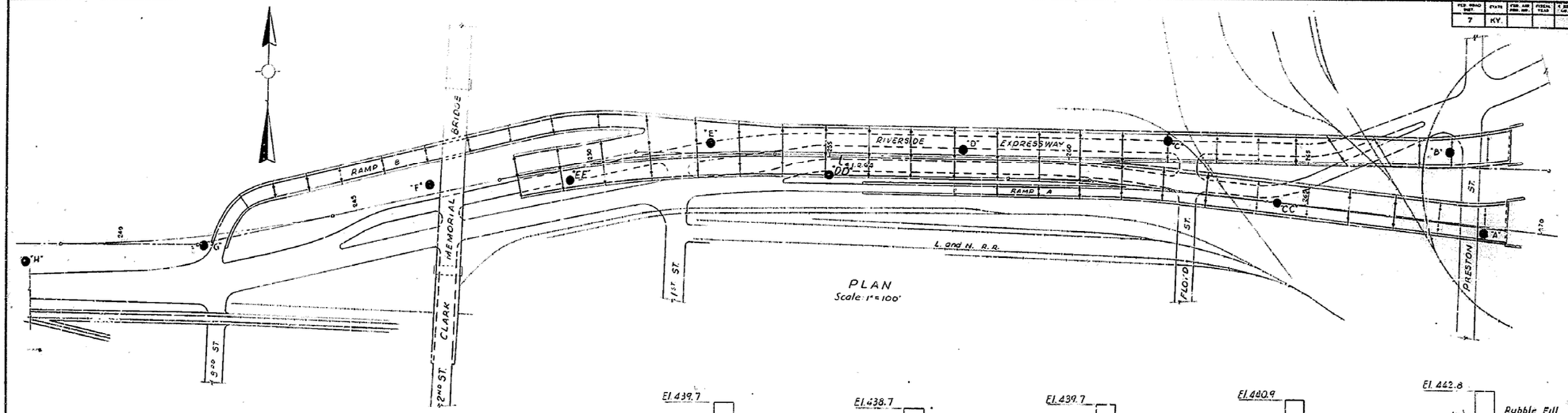
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY
JEFFERSON
I 64 - 34th ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 649

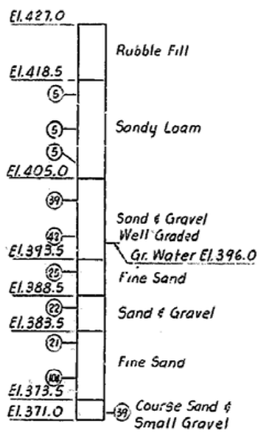
BRIDGE NUMBER 15754

TYPICAL SECTIONS

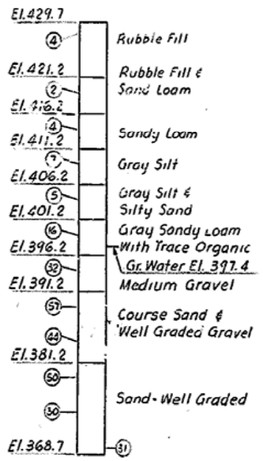
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN
Scale: 1"=100'



BORING "H"



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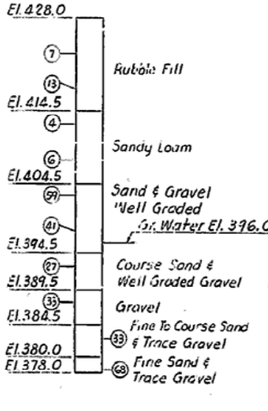

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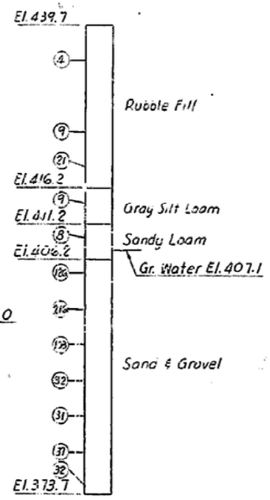

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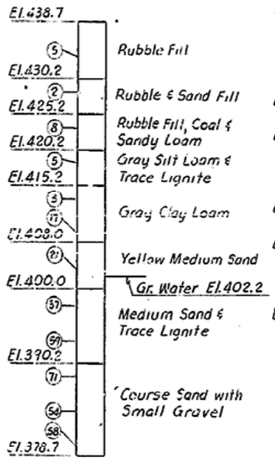

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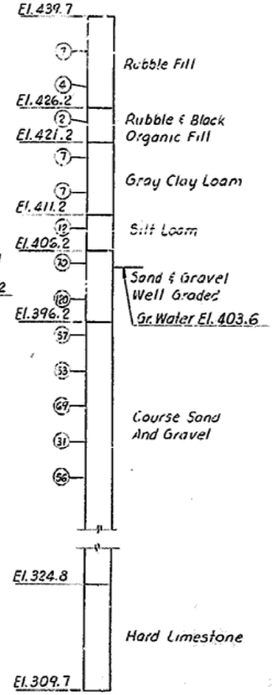

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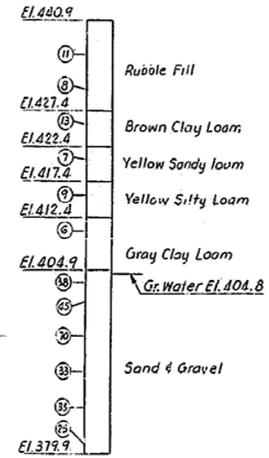
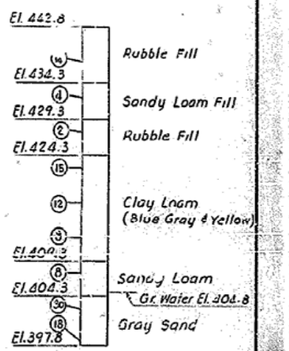


BORING "B"



BORING "A"

Vertical Scale: 1"=10'

Note: See Sht No. 15 for Borings "CC", "DD" and "EE"

SHEET 14 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

SOUNDINGS

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848

BRIDGE NUMBER 15754

DESIGNED BY D.M.
DRAWN BY CRK
CHECKED BY
TRACED BY
DATE
REVISED
DATE
REVISED
DATE

El. 435.6
- (60) Fill
- (60)
El. 422.6
- (4)
- (3) Blue Silty Clay
- (4)
El. 407.6
- (67) Silt, Fine Brown Sand & Medium Gravel
El. 402.6
- (39) Brown Medium Sand & Medium Gravel
El. 397.6
- (41)
- (63) Brown Medium Sand & Fine Gravel
- (63)
- (51)
El. 377.6
El. 374.6
- (37) Medium Sand & Medium Gravel

BORING "EE"

El. 439.0
- (10) Misc. Fill Material Brick, Cinders & Etc.
- (2)
El. 426.0
- (8) Blue Silty Clay & Organic Material
El. 421.0
- (5) Blue Silty Clay
El. 416.0
- (5) Blue Silty Clay Approx. 10% Sand
El. 411.0
- (19) Silt, Fine Brown Sand & Medium Gravel
- (49)
El. 401.0
- (28) Fine Brown Sand & Medium Gravel
El. 396.0
- (32)
- (40)
- (21)
- (29) Fine Brown Sand & Fine Gravel
- (45)
- (53)
- (64)
El. 361.5 — End of Sampling
- (60)
- (63)
- (141)
- (112)
- (73)
- (115)
- (99)
- (121)
- (51)
- (56)
- (78)
- (103)
- (34)
El. 331.9

BORING "DD"

Note
For Location of Borings in plan See Sheet 22

El. 442.1
- (9) Sand, Cinder & Brick (Fill)
El. 434.1
- (10) Cinder (Fill)
El. 429.1
- (8) Gray Silt
- (11)
El. 419.1
- (6) Gray Sandy Silt
El. 414.1
- (8) Yellow Clay, Silt And Sand
El. 409.1
- (56) Gray Medium Sand & Medium Gravel
El. 404.1
- (60) Gray Medium Sand
El. 399.1
- (59) Gray Medium Sand & Medium Gravel
- (36)
El. 389.1
- (49)
- (37) Gray Coarse Sand & Fine Gravel
El. 376.1
- (40)

BORING "CC"

SOUNDINGS

SHEET 15 OF 167

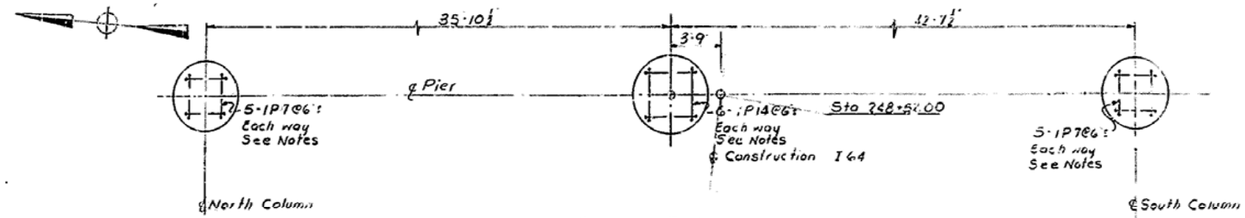
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
PROJECT NO.
STATION 255+00

NEELEY & ERDAL CONSULTING ENGINEERS P.E. NO. 646

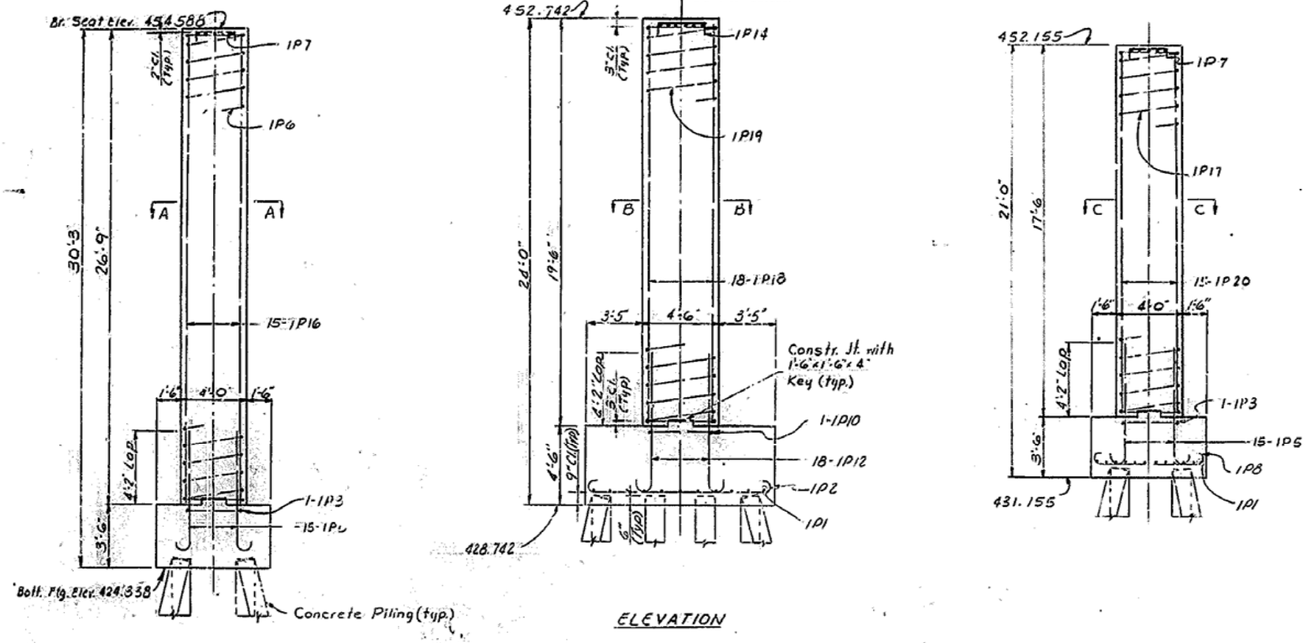
BRIDGE NUMBER

DRAWING NO. 15754

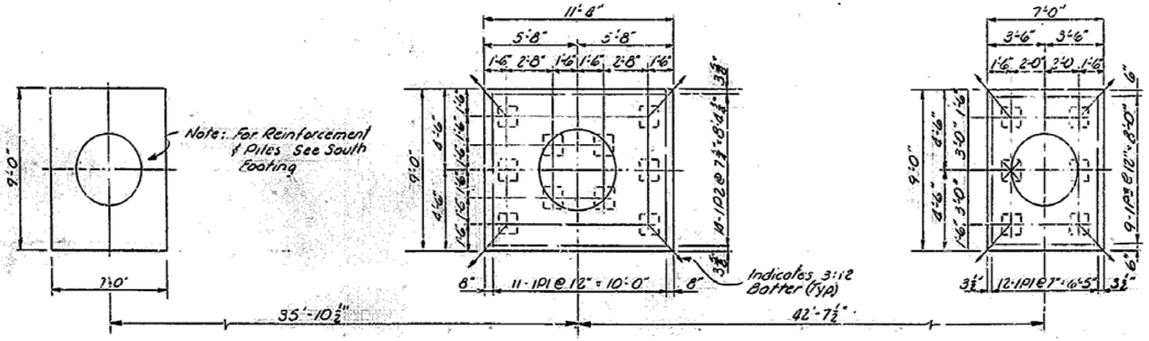
DATE



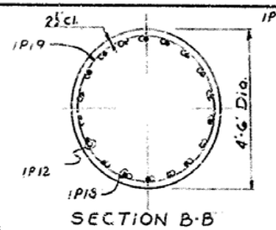
PLAN OF TOP



ELEVATION

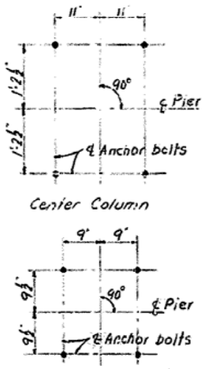


PIER FOOTING PLAN



SECTION B-B

SECTION A-A, C-C



ANCHOR BOLT SETTING PLAN

BILL OF REINFORCEMENT

Mark	Type	Size	No. Req'd	Length ft	Length in	Location	c ft	c in	b ft	b in	c ft	c in
1P1	(1)	#6	35	9	10	Footing	8	6	0	6	0	6
1P2	(1)	#8	14	13	0	"	10	10	0	10	0	9
1P3	(73)	#8	2	12	10	"	3	7	–	–	–	–
1P5	(72)	#10	30	8	4	Col & Ftg	6	11	1	0½	0	11¼
1P6	(75)	#4	1	329	5	Column	3	7	–	–	–	–
1P7	(11)	#6	20	3	9	"	2	9	0	6	–	–
1P8	(1)	#6	18	7	10	Footing	6	6	0	6	0	6
1P10	(73)	#4	1	14	5	Footing	4	1	–	–	–	–
1P12	(72)	#10	18	9	4	Col & Ftg.	7	11	1	0½	0	11¼
1P14	(1)	#6	12	4	0	"	3	0	0	6	–	–
1P16	Str.	#10	15	26	7	"	–	–	–	–	–	–
1P17	(75)	#4	1	223	4	"	3	7	–	–	–	–
1P18	Str.	#10	18	19	4	"	–	–	–	–	–	–
1P19	(75)	#4	1	283	0	"	4	1	–	–	–	–
1P20	Str.	#10	15	17	4	"	–	–	–	–	–	–

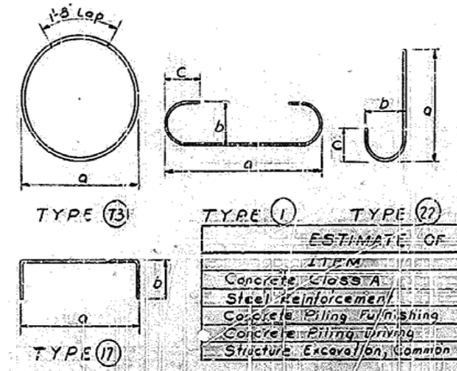


TABLE-A

Mark	Turns
1P6	29½
1P17	20
1P19	22

ESTIMATE OF QUANTITIES

Item	Unit	
Concrete Class A	Cu. Yds.	655
Steel Reinforcement	Lbs.	8120
Concrete Piling Furnishing	Lin. ft.	741
Concrete Piling Driving	Lin. ft.	741
Structure Excavation, Common	Cu. Yds.	101

Notes~

Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet No. 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with installation of anchor bolt holes. See notes on Sheet No. 103

For anchor bolt details see sheet No. 103

☒ Indicates load reliable

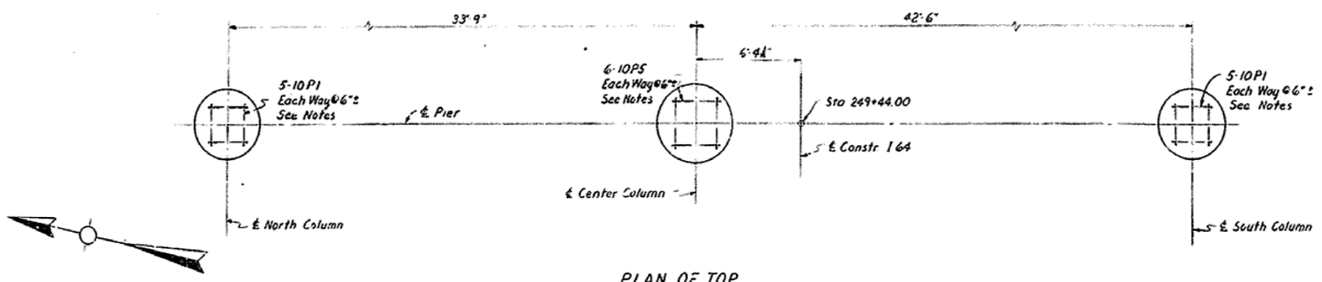
PIER 109

SHEET 16 OF 167

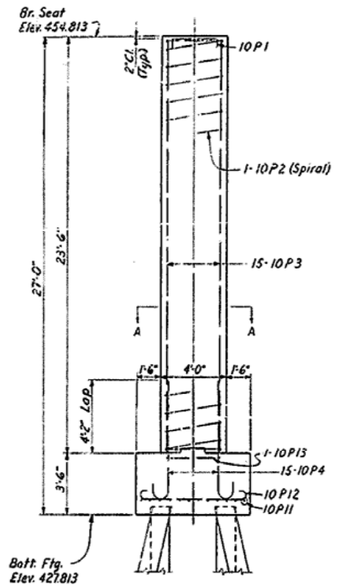
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 266+00
PROJECT NO.
BRIDGE NUMBER
15754

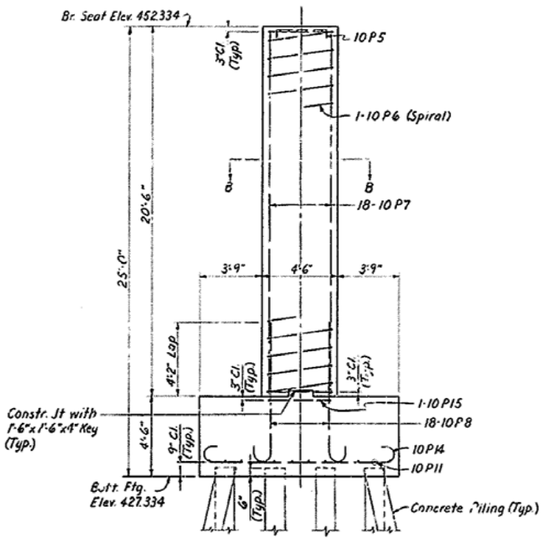
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

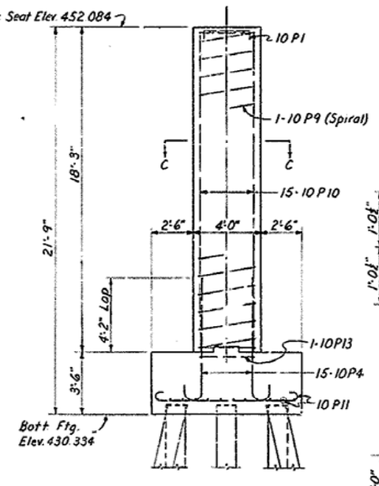
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

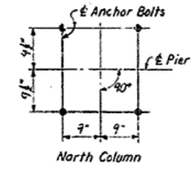


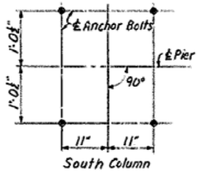
PLAN OF TOP

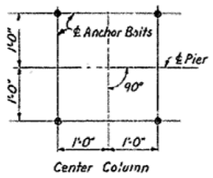




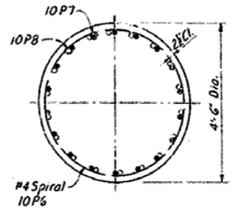




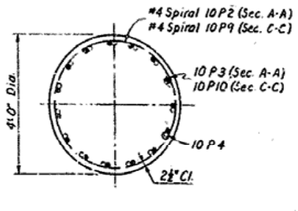




ANCHOR BOLT SETTING PLAN



SECTION B-B



SECTIONS A-A, C-C

BILL OF REINFORCEMENT											
Mark	Type	Size	Nº Reqd Pier 110	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	c ft.	c in.
10P1	(11)	#6	20	3	9	Column	2	9	0	6	-	-
10P2	(15)	#4	1	290	4	"	3	7	-	-	-	-
10P3	Str.	#10	15	23	4	"	-	-	-	-	-	-
10P4	(22)	#10	30	8	4	Col. & Ftg.	6	11	1	0½	0	11½
10P5	(11)	#6	12	4	0	Column	3	0	0	6	-	-
10P6	(15)	#4	1	292	10	"	4	1	-	-	-	-
10P7	Str.	#10	18	20	4	"	-	-	-	-	-	-
10P8	(22)	#10	18	9	4	Col. & Ftg.	7	11	1	0½	0	11½
10P9	(15)	#4	1	234	6	Column	3	7	-	-	-	-
10P10	Str.	#10	15	18	1	"	-	-	-	-	-	-
10P11	(1)	#6	54	9	10	Footing	8	6	0	6	0	6
10P12	(1)	#6	9	7	10	"	6	6	0	6	0	6
10P13	(13)	#4	2	12	10	"	3	7	-	-	-	-
10P14	(1)	#9	12	14	0	"	11	6	0	11½	0	10½
10P15	(13)	#4	1	14	5	"	4	1	-	-	-	-

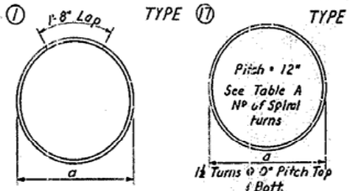
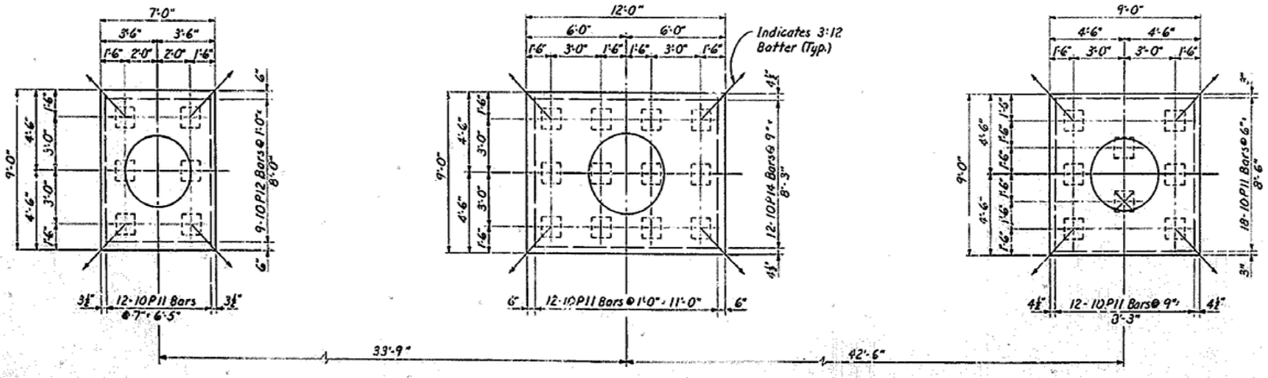


TABLE A	
Mark	Turns
10P2	26
10P6	23
10P9	21



FOOTING PLAN

ESTIMATE OF QUANTITIES		
ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yds.	68.2
Steel Reinforcement	Lbs.	8280
Concrete Piling, Furnishing	Lin. Ft.	890
Concrete Piling, Driving	Lin. Ft.	990
Structure Excavation, Common	Cu. Yds.	97

NOTES:

Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet Nº 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See notes on Sheet Nº 103

For anchor bolt details, see Sheet Nº 105

☒ Indicates test pile

SHEET 17 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

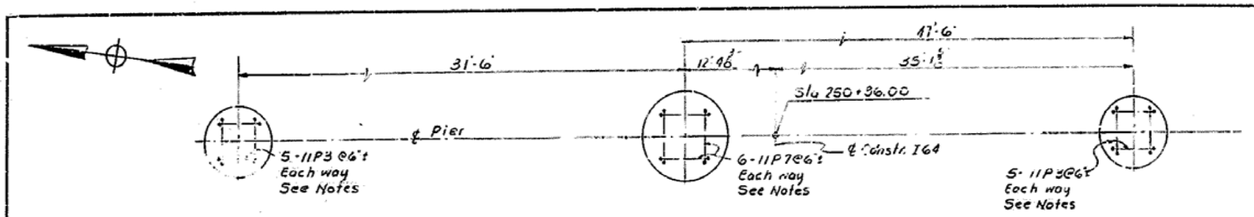
PIER 110

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848

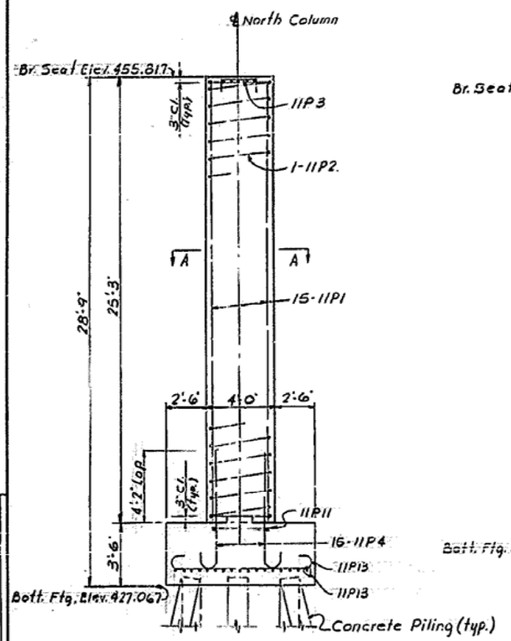
BRIDGE NUMBER 15754

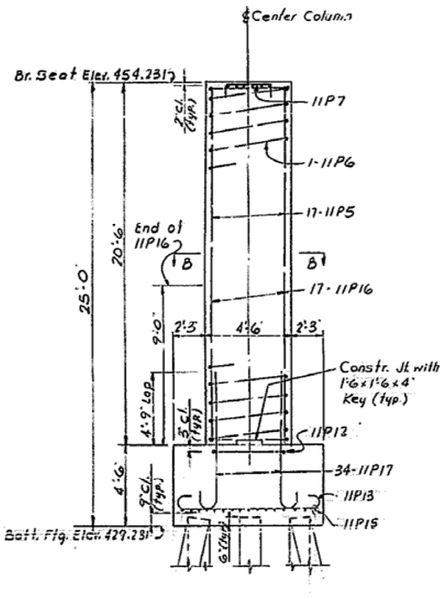
DESIGNED BY ESM 10-63 DRAWN BY Black CHECKED BY
REVISIONS

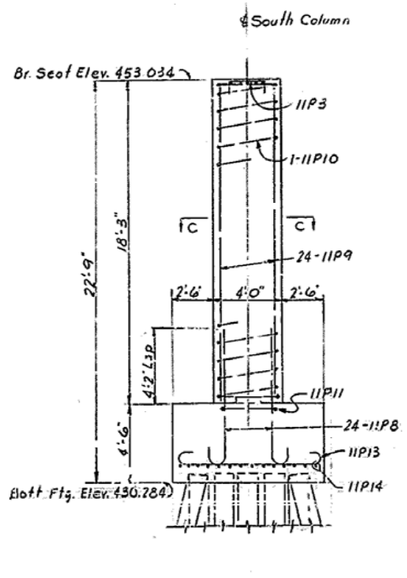
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



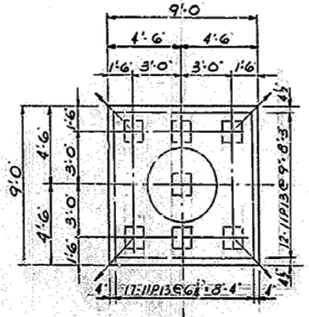
PLAN OF TOP

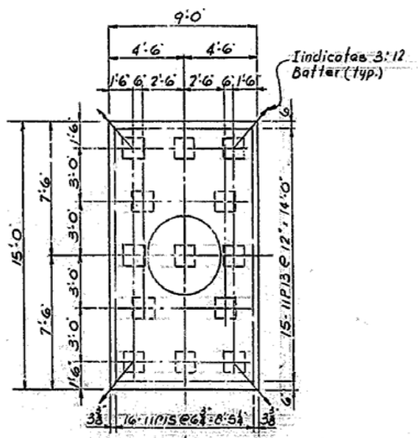


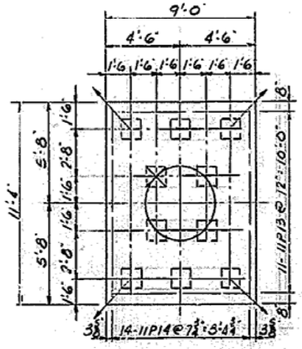




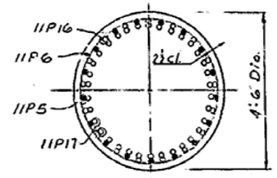
ELEVATION



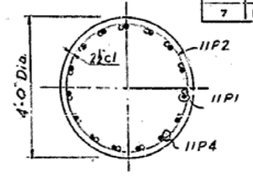




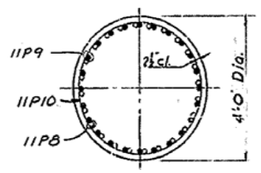
FOOTING PLAN



SECTION B-B



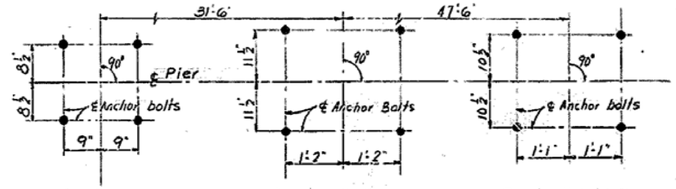
SECTION A-A



SECTION C-C

BILL OF REINFORCEMENT

Mark	Type	Size	No Reqd Pier III	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	c ft.	c in.
11P1	Str	#10	15	25	1	Column	–	–	–	–	–	–
11P2	(15)	#4	1	317	8	"	3	7	–	–	–	–
11P3	(17)	#6	20	3	9	"	2	9	0	6	–	–
11P4	(22)	#10	15	8	4	Col & Ftg.	6	11	1	0½	0	11¼
11P5	Str.	#11	17	20	4	Column	–	–	–	–	–	–
11P6	(15)	#4	1	242	10	"	6	1	–	–	–	–
11P7	(17)	#6	12	4	0	"	3	0	0	6	–	–
11P8	(22)	#10	24	9	4	Col & Ftg.	7	11	1	0½	0	11¼
11P9	Str.	#10	24	18	1	Column	–	–	–	–	–	–
11P10	(15)	#4	1	234	6	"	3	7	–	–	–	–
11P11	(13)	#4	2	12	10	Footing	5	7	–	–	–	–
11P12	(13)	#4	1	13	10	"	5	11	–	–	–	–
11P13	(1)	#6	55	9	10	"	8	6	0	6	0	6
11P14	(1)	#8	14	13	0	"	10	10	0	10	0	9
11P15	(1)	#10	16	17	4	"	14	6	1	0½	0	11¼
11P16	Str	#11	17	9	0	Column	–	–	–	–	–	–
11P17	(22)	#11	34	10	1	Col. & Ftg.	8	6	1	2	1	0¼



ANCHOR BOLT SETTING PLAN

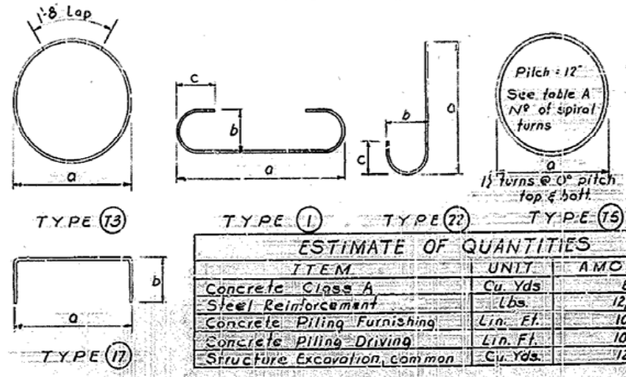


TABLE-A	
Mark	Turns
11P2	28
11P6	23
11P10	21

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds	82.3
Steel Reinforcement	Lbs.	12,722
Concrete Piling Furnishing	Lin. Ft.	1048
Concrete Piling Driving	Lin. Ft.	1048
Structure Excavation, common	Cu. Yds.	123

Notes -

Concrete piles are to be driven to elevation and bearing capacity shown in General Notes Sheet № 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See Note on Sheet № 104

For anchor bolt details see sheet № 104

☒ Indicates ℄ of pile

SHEET 18 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

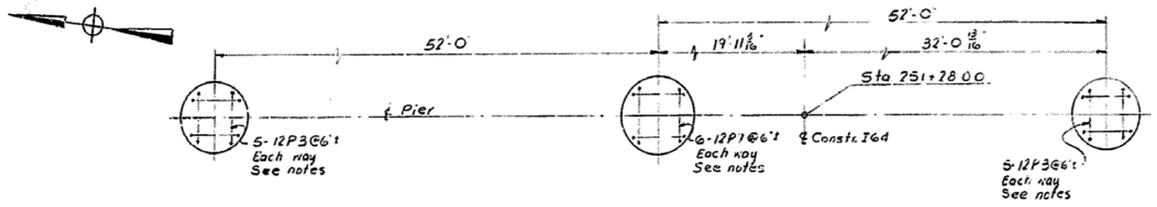
STATION 255+00 PROJECT NO.

BRIDGE NUMBER 15754

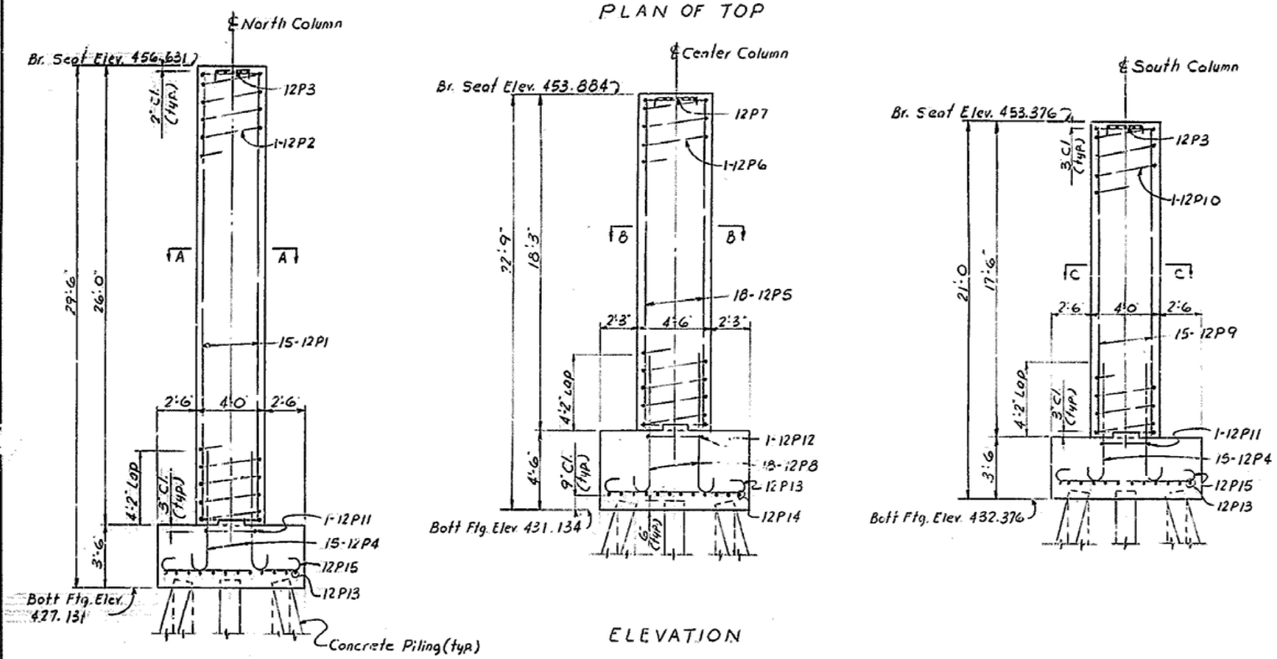
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

PIER III

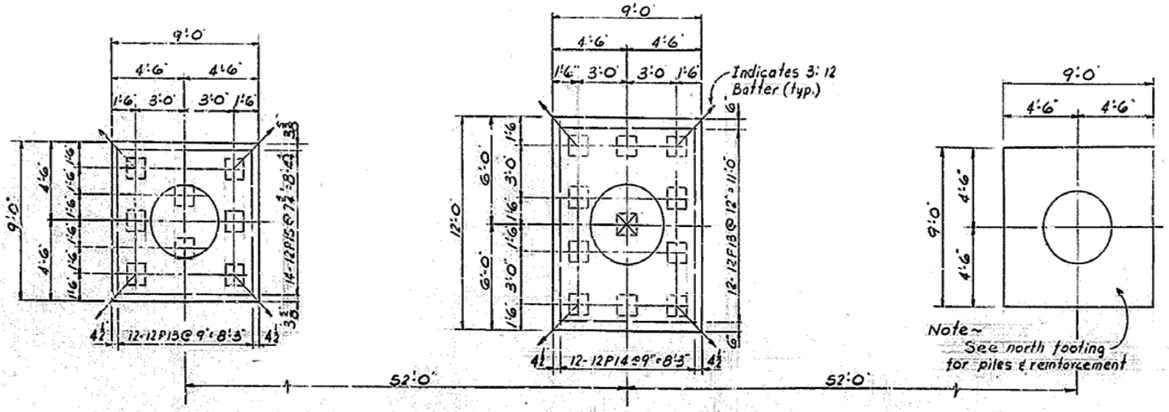
FED. ROAD PROJ.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



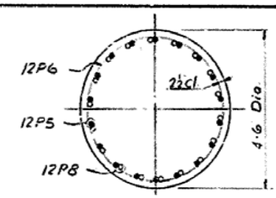
PLAN OF TOP



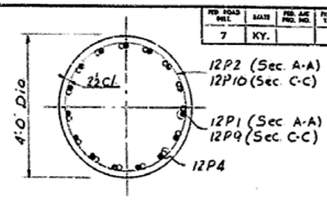
ELEVATION



FOOTING PLAN



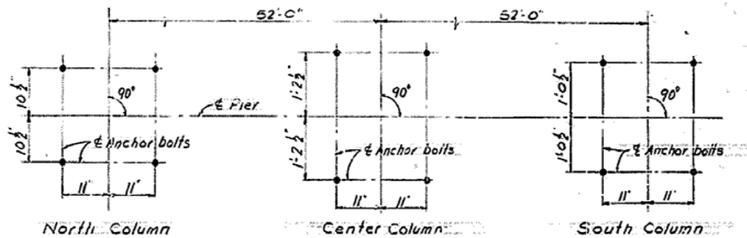
SECTION B-B



SECTION A-A, C-C.

BILL OF REINFORCEMENT

Mark	Type	Size	No. Read. Pier 112	length ft.	length in.	Location	a ft.	a in.	b ft.	b in.	c ft.	c in.
12P1	Str.	#10	15	25	10	Column	–	–	–	–	–	–
12P2	(15)	#4	1	318	3	"	3	7	–	–	–	–
12P3	(11)	#6	20	3	9	"	2	9	0	6	–	–
12P4	(12)	#10	30	8	4	Col. & Ftg.	6	11	1	0½	0	11¼
12P5	Str.	#10	18	118	1	Column	–	–	–	–	–	–
12P6	(15)	#4	1	267	4	"	4	1	–	–	–	–
12P7	(11)	#6	12	4	0	"	3	0	0	6	–	–
12P8	(12)	#10	18	9	4	Col. & Ftg.	7	11	1	0½	0	11¼
12P9	Str.	#10	15	17	4	Column	–	–	–	–	–	–
12P10	(15)	#4	1	223	4	"	3	7	–	–	–	–
12P11	(13)	#4	2	12	10	Footing	3	7	–	–	–	–
12P12	(13)	#4	1	14	5	"	4	1	–	–	–	–
12P13	(1)	#6	36	9	10	"	8	6	0	6	0	6
12P14	(1)	#9	12	14	0	"	11	6	0	11¼	0	10¼
12P15	(1)	#7	28	10	2	"	8	6	0	7	0	7



ANCHOR BOLT SETTING PLAN

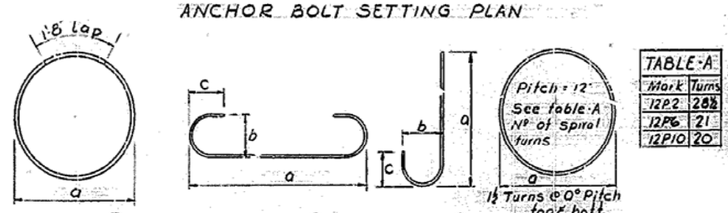


TABLE-A	
Mark	Turns
12P2	28½
12P6	21
12P10	20

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	70.0
Steel Reinforcement	Lbs.	8422
Concrete Piling Furnishing	Lin. Ft.	970
Concrete Piling Driving	Lin. Ft.	970
Structure Excavation, Common	Cu. Yds.	103

SHEET 19 OF 147

Notes~

Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet No. 2

Bors in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes.

See notes on sheet No. 103

For anchor bolt details see sheet No. 103

☒ Indicates test pile

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

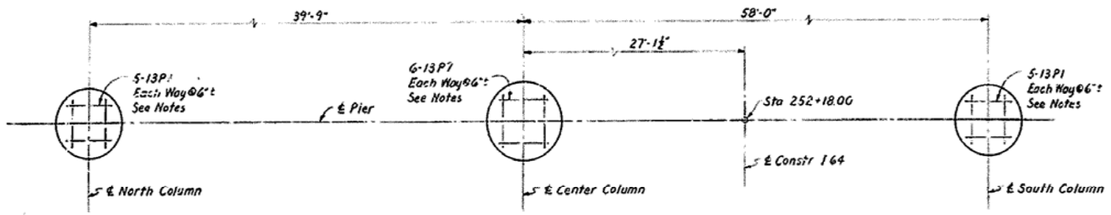
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

BRIDGE NUMBER
PIER 112

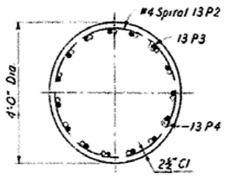
DRAWING NO. 15754

SHEET NO.

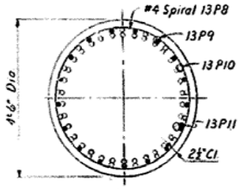
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



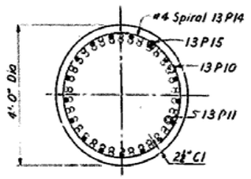
PLAN OF TOP



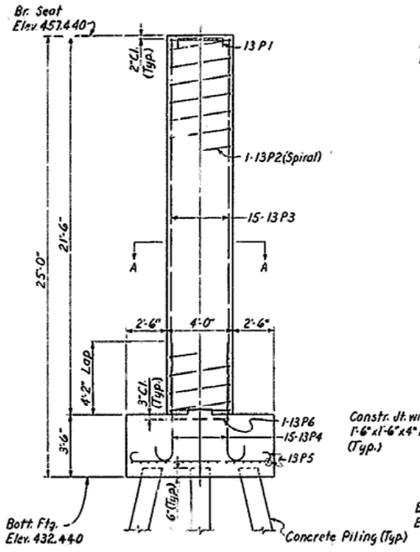
SECTION A-A

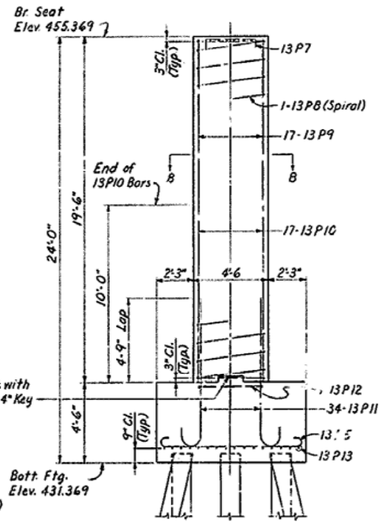


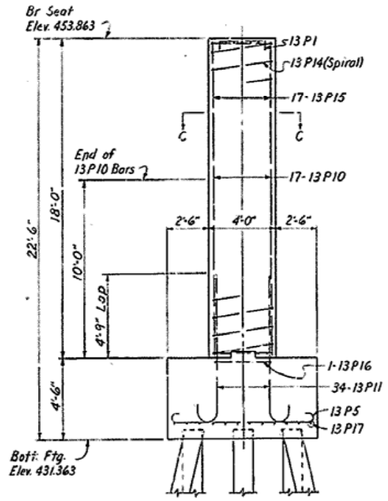
SECTION B-B



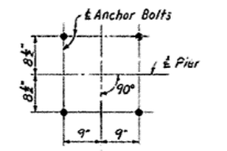
SECTION C-C



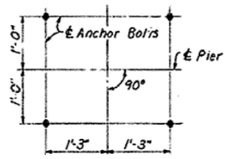




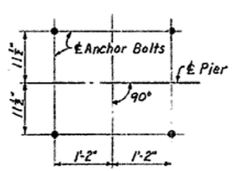
ELEVATION



North Column



Center Column

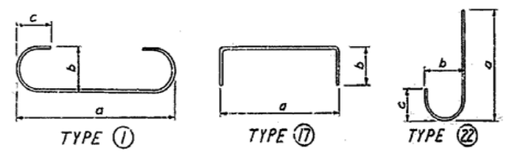


South Column

ANCHOR BOLT SETTING PLAN

BILL OF REINFORCEMENT

Mark	Type	Size	Nº Req'd Pier 113	Length Ft.	Length in.	Location	a Ft.	a in.	b Ft.	b in.	c Ft.	c in.
13P1	(17)	#6	20	3	9	Column	2	9	0	6	-	-
13P2	(15)	#4	1	268	0	"	3	7	-	-	-	-
13P3	Str.	#10	15	21	4	"	-	-	-	-	-	-
13P4	(22)	#10	15	8	4	Col. & Ftg.	6	11	1	0½	0	11½
13P5	(1)	#6	56	9	10	Footing	8	6	0	6	0	6
13P6	(13)	#4	1	12	10	"	3	7	-	-	-	-
13P7	(17)	#6	12	4	0	Column	3	0	0	6	-	-
13P8	(15)	#4	1	280	1	"	4	1	-	-	-	-
13P9	Str.	#11	17	19	4	"	-	-	-	-	-	-
13P10	Str.	#11	34	10	0	"	-	-	-	-	-	-
13P11	(22)	#11	68	10	1	Col. & Ftg.	8	6	1	2	1	0½
13P12	(13)	#4	1	13	10	Footing	3	11	-	-	-	-
13P13	(1)	#10	16	17	4	"	14	6	1	0½	0	11½
13P14	(15)	#4	1	228	11	Column	3	7	-	-	-	-
13P15	Str.	#11	17	17	10	"	-	-	-	-	-	-
13P16	(13)	#4	1	12	5	Footing	3	5	-	-	-	-
13P17	(1)	#9	12	14	0	"	11	6	0	11½	0	10½



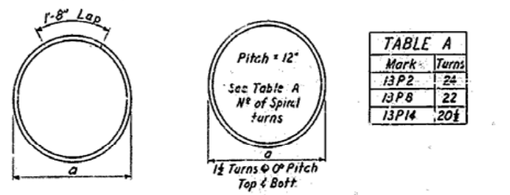
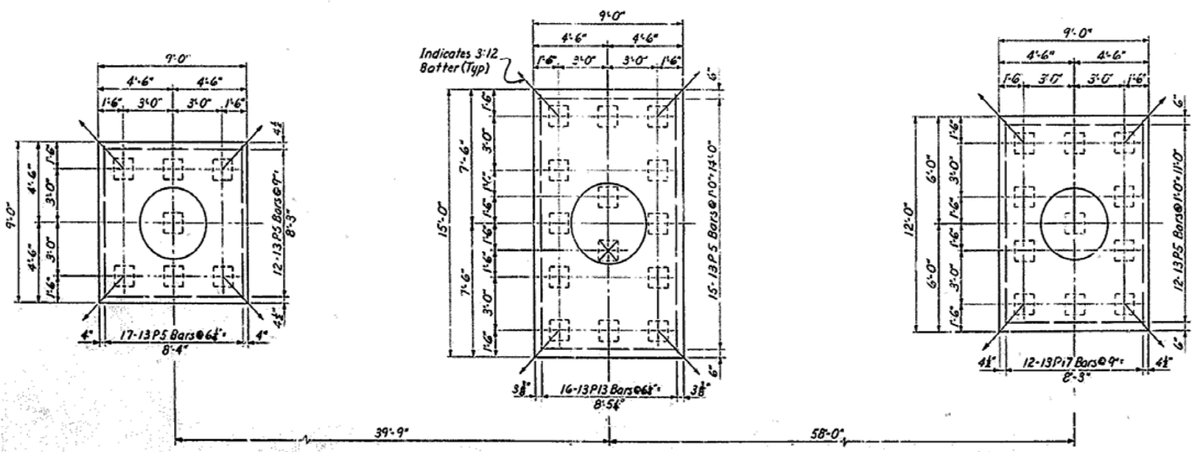


TABLE A	
Mark	Turns
13P2	24
13P8	22
13P14	20½



FOOTING PLAN

NOTES:

Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet Nº 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See notes on Sheet Nº 104

For anchor bolt details, See Sheet Nº 104

☒ Indicates test pile

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yds.	90.9
Steel Reinforcement	Lbs.	14,043
Concrete Piling Furnishing	Lin. Ft.	1198
Concrete Piling Driving	Lin. Ft.	1198
Structure Excavation, Common	Cu. Yds.	125

SHEET 20 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 256+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO 848

BRIDGE NUMBER

DRAWING NO. 15754

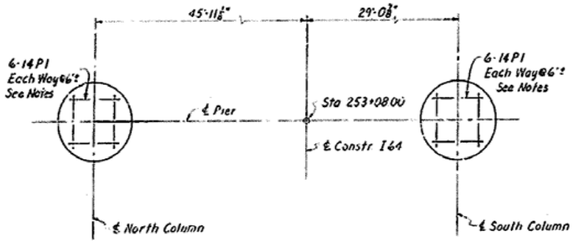
INDEX

PIER 113

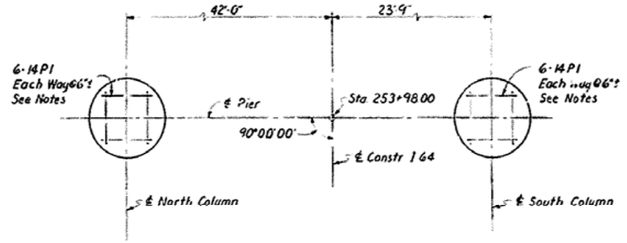
DESIGNED BY LSM 10-63 DRAWN BY CHECKED BY TRACED BY CHECKED BY

DATE REVISED DATE REVISED DATE

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



PLAN OF TOP - PIER 114



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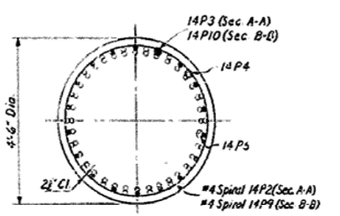
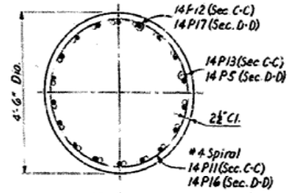
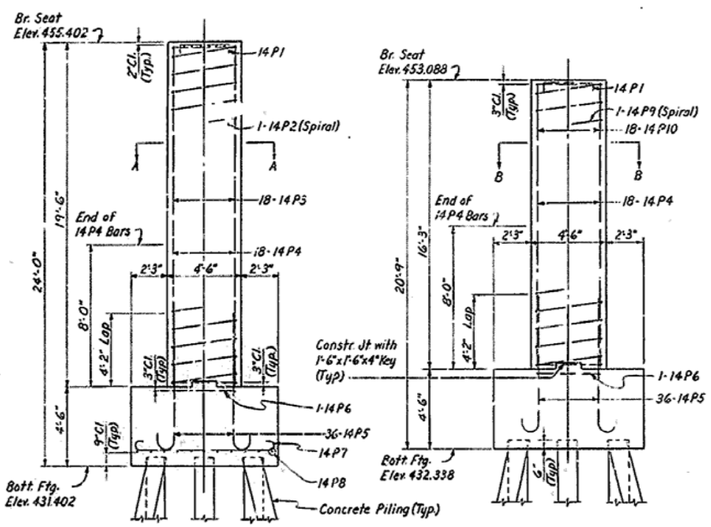


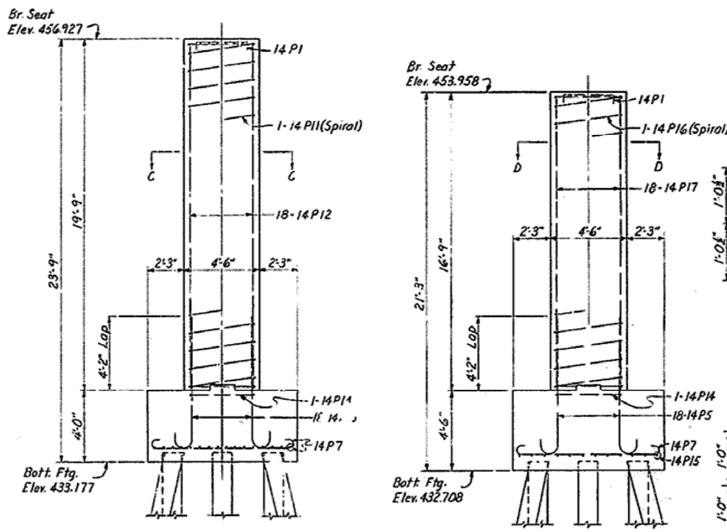
SECTION A-A, B-B



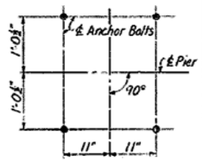
SECTION C-C, D-D



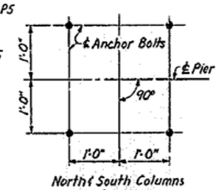
ELEVATION - PIER 114



ELEVATION - PIER 115

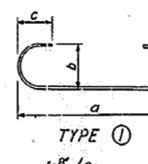


North Column - Pier 115



North & South Columns Pier 114
South Column - Pier 115

ANCHOR BOLT SETTING PLAN



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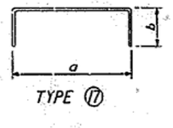

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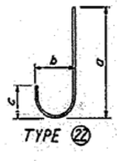

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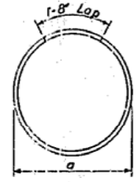


TYPE ⑬

12 Turns @ 0" Pitch Top & Bott.

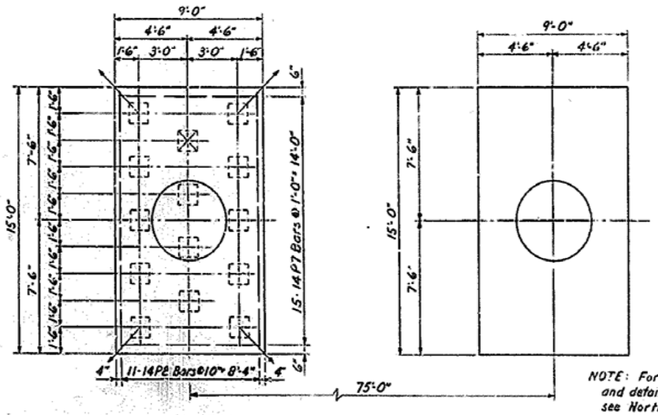
TYPE ⑭

TABLE A

Mark	Turns
14P2	22
14P9	19
14P11	22½
14P16	19½

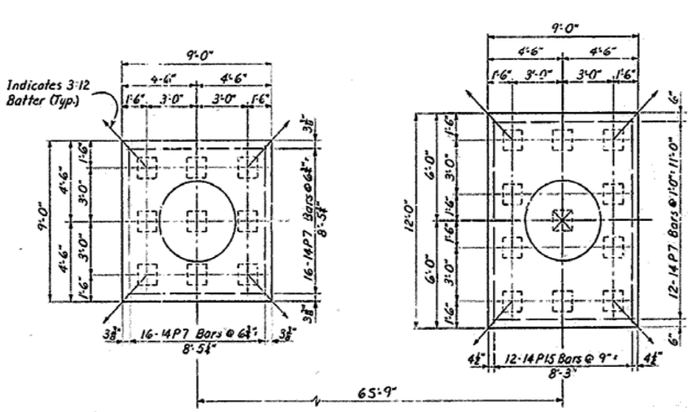
BILL OF REINFORCEMENT

Mark	Type	Size	Nº Reqd. Pier 114	Nº Reqd. Pier 115	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	c ft.	c in.
14P1	(17)	#6	24	24	4	0	Column	3	0	0	6	-	-
14P2	(15)	#4	1	-	280	1	"	4	1	-	-	-	-
14P3	Str.	#10	18	-	14	4	"	-	-	-	-	-	-
14P4	Str.	#10	36	-	8	0	"	-	-	-	-	-	-
14P5	(22)	#10	72	18	9	4	Col. & Ftg.	7	11	1	0½	0	11½
14P6	(13)	#4	2	-	13	10	Footing	3	11	-	-	-	-
14P7	(1)	#6	30	44	9	10	"	8	6	0	6	0	6
14P8	(1)	#11	22	-	17	8	"	14	6	1	2	1	0½
14P9	(15)	#4	1	-	241	11	Column	4	1	-	-	-	-
14P10	Str.	#10	18	-	16	1	"	-	-	-	-	-	-
14P11	(15)	#4	-	1	286	5	"	4	1	-	-	-	-
14P12	Str.	#10	-	18	19	7	"	-	-	-	-	-	-
14P13	(22)	#10	-	18	8	10	Col. & Ftg.	7	5	1	0½	0	11½
14P14	(13)	#4	-	2	14	5	Footing	4	1	-	-	-	-
14P15	(1)	#9	-	12	14	0	"	11	6	0	11½	0	11½
14P16	(15)	#4	-	1	248	3	Column	4	1	-	-	-	-
14P17	Str.	#10	-	18	16	7	"	-	-	-	-	-	-



NOTE: For dimensions and details not shown see North Footing.

FOOTING PLAN - PIER 114



FOOTING PLAN - PIER 115

ESTIMATE OF QUANTITIES

ITEM	UNIT	PIER 114	PIER 115
Concrete, Class A	Cu. Yds.	66.0	51.5
Steel Reinforcement	Lbs.	9894	5950
Concrete Piling Furnishing	Lin. Ft.	1057	773
Concrete Piling Driving	Lin. Ft.	1057	773
Structure Excavation, Common	Cu. Yds.	104	76

NOTES:
Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet Nº 2
Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See notes on Sheet Nº 103
For anchor bolt details, see Sheet Nº 103
☒ Indicates to pile

SHEET 21 OF 147

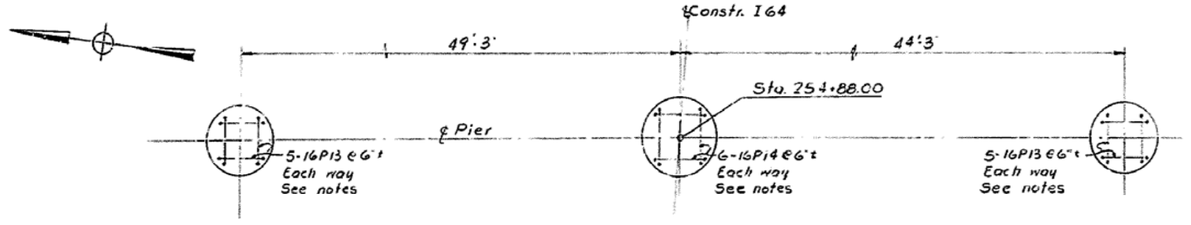
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

PIERS 114 & 115

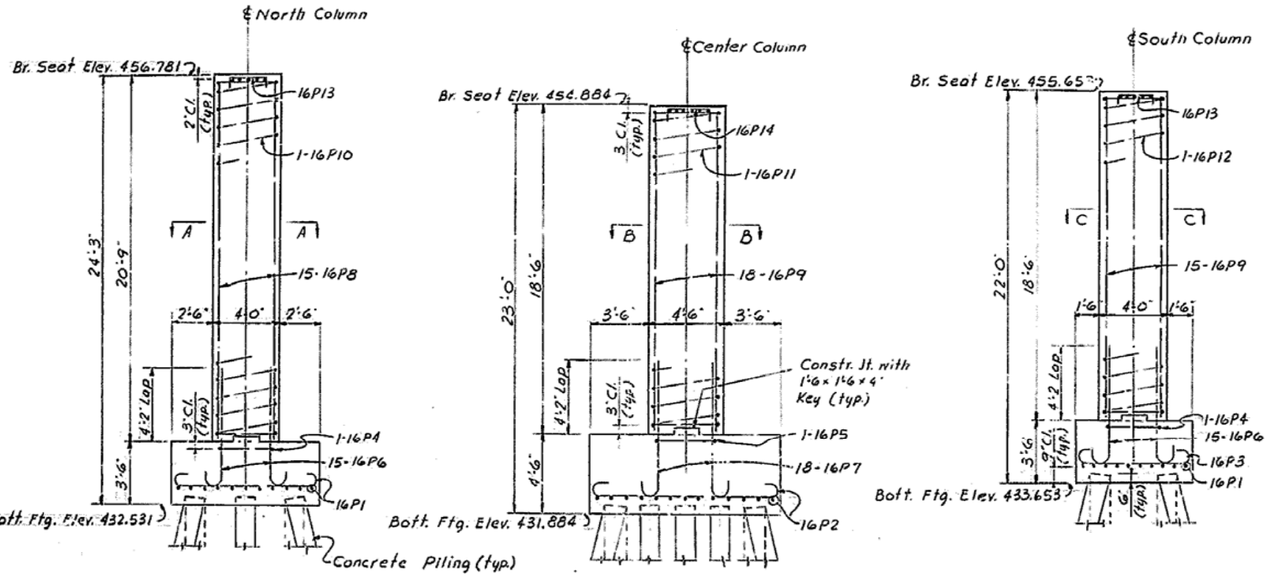
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

DATE DATE DATE
DESIGNED BY JSM 10-63 CHECKED BY Rev. 1 CHECKED BY
DETAILED BY JSM 10-63 CHECKED BY CHECKED BY
TRACED BY

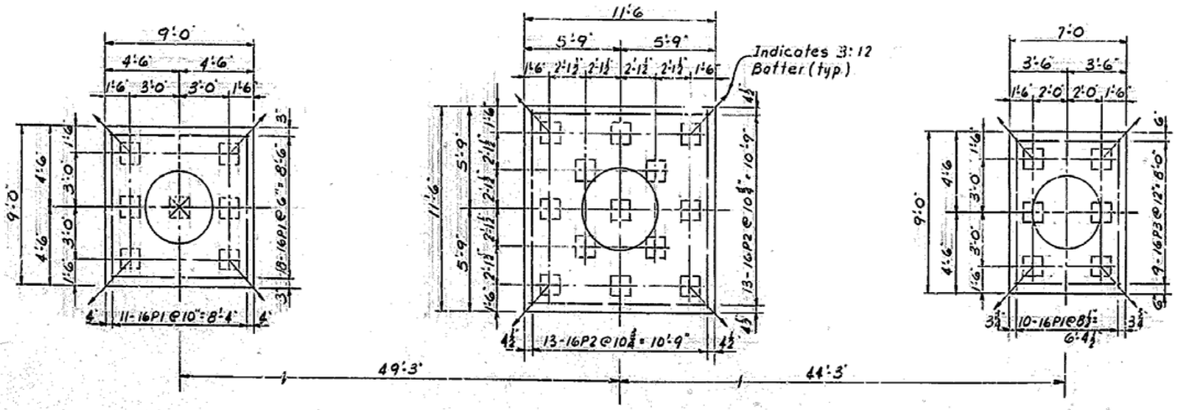
FED. ROAD PROJ.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



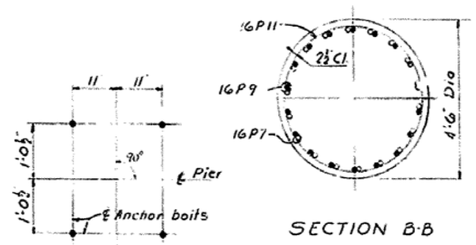
PLAN OF TOP



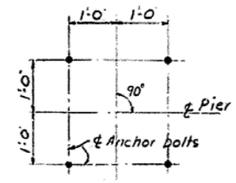
ELEVATION



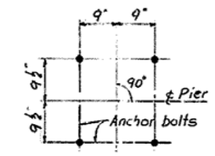
FOOTING PLAN



North Column



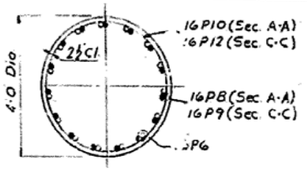
Center Column



South Column

ANCHOR BOLT SETTING PLAN

SECTION B-B

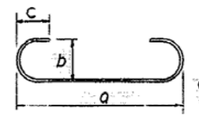


SECTION A-A, C-C

BILL OF REINFORCEMENT

Mark	Type	Size	No Reqd.	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	c ft.	c in.
16P1	(1)	#6	39	9	10	Footing	8	6	0	6	0	6
16P2	(1)	#8	26	13	2	"	11	0	0	10	0	9
16P3	(1)	#6	9	7	10	"	6	6	0	6	0	6
16P4	(12)	#4	2	12	10	"	3	7	—	—	—	—
16P5	(13)	#4	1	14	5	"	4	1	—	—	—	—
16P6	(22)	#10	30	8	4	Col & Ftg.	6	11	1	0½	0	11¼
16P7	(22)	#10	18	9	4	"	7	11	1	0½	0	11¼
16P8	Str.	#10	15	20	7	Column	—	—	—	—	—	—
16P9	Str.	#10	33	18	4	"	—	—	—	—	—	—
16P10	(15)	#4	1	762	5	"	3	7	—	—	—	—
16P11	(15)	#4	1	267	4	"	4	1	—	—	—	—
16P12	(15)	#4	1	234	6	"	3	7	—	—	—	—
16P13	(11)	#6	20	3	9	"	2	9	0	6	—	—
16P14	(11)	#6	12	4	0	"	3	0	0	6	—	—

TYPE (73)



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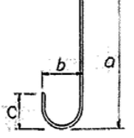


TYPE (22)

TYPE (15)

½ Turns @ 0" pitch top & bott.

TABLE-A	
Mark	Turns
16P10	23½
16P11	21
16P12	21

TYPE (17)

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	69.9
Steel Reinforcement	Lbs.	8049
Concrete Piling Furnishing	Lin. Ft.	998
Concrete Piling Driving	Lin. Ft.	998
Structural Excavation, Common	Cu. Yds.	105

Notes~

Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet Nº 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See notes on sheet Nº 103

For anchor bolt details see sheet Nº 103

☒ Indicates test pile

SHEET 22 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

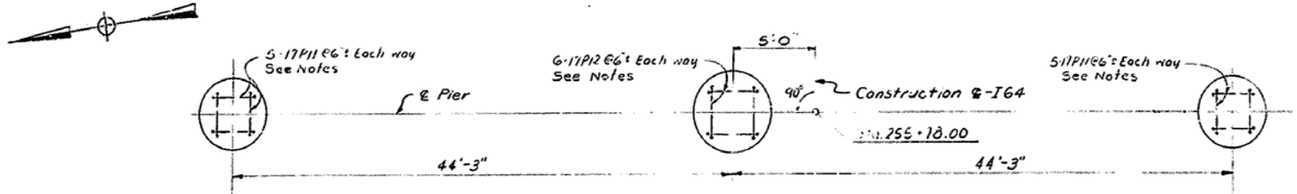
PIER 116

HAZLET & ERDAL CONSULTING ENGINEERS FILE NO. 048

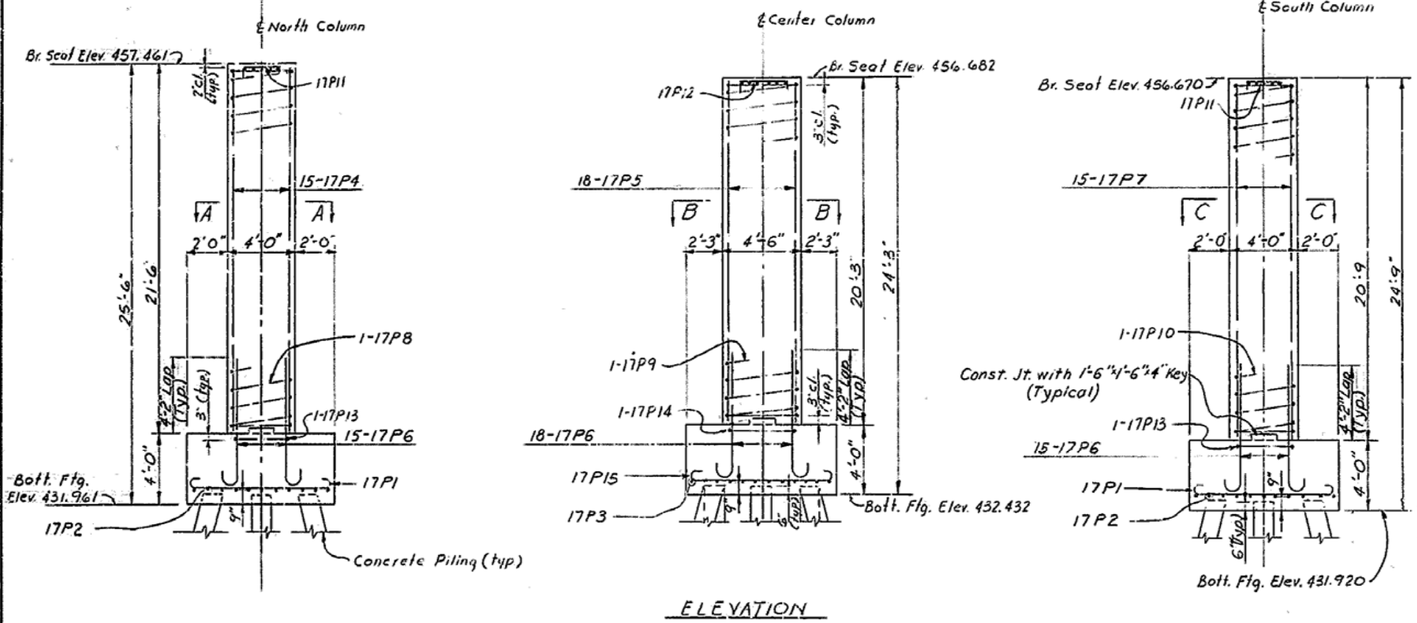
BRIDGE NUMBER 15754

DESIGNED BY: M.C. Farland
DRAWN BY: Black
CHECKED BY:
CHECKED BY:
DATE:
REVISED

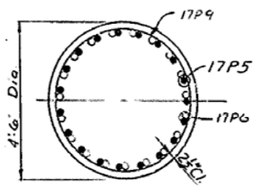
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



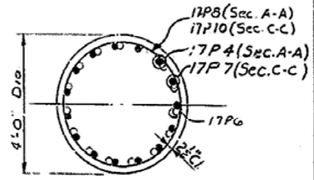
PLAN OF TOP



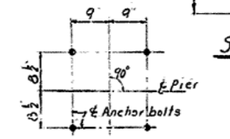
ELEVATION



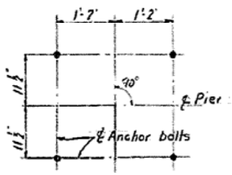
SECTION B-B



SECTIONS A-A, C-C



North & South Column

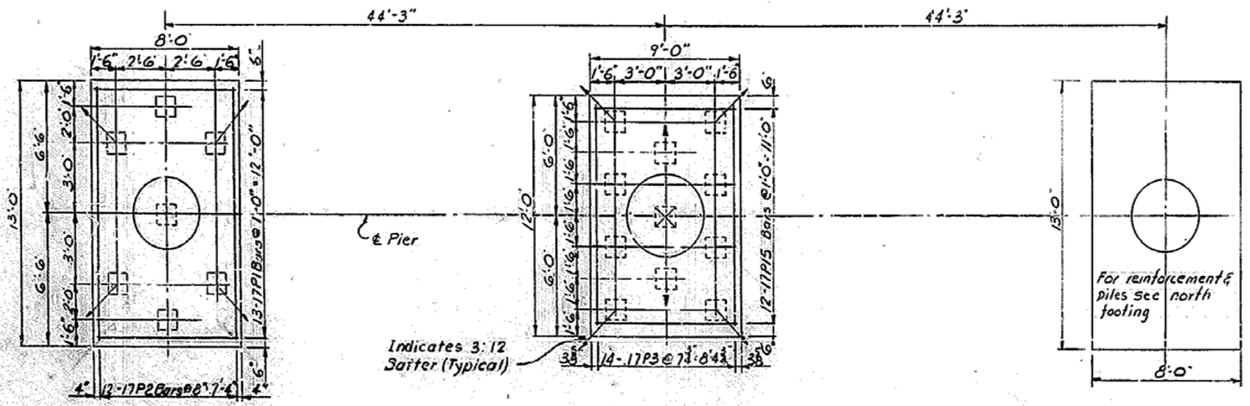


Center Column

ANCHOR BOLT SETTING PLAN

BILL OF REINFORCEMENT

Mark	Type	Size	No. Req'd	Length Ft.	Length in	Location	a Ft.	a in.	b Ft	b in	c Ft.	c in.
17P1	(1)	#6	26	8	10	Footing	7	6	0	6	0	6
17P2	(1)	#8	24	14	8	"	12	6	0	10	0	9
17P3	(1)	#8	14	13	8	"	11	6	0	10	0	9
17P4	Str.	#10	15	21	4	Column	–	–	–	–	–	–
17P5	Str.	#10	18	20	1	"	–	–	–	–	–	–
17P6	(22)	#10	48	8	10	Col. & Ftg.	7	5	1	0½	0	11¼
17P7	Str.	#10	15	20	7	Column	–	–	–	–	–	–
17P8	(15)	#4	1	268	0	Footing	3	7	–	–	–	–
17P9	(15)	#4	1	292	10	"	4	1	–	–	–	–
17P10	(15)	#4	1	261	5	"	3	7	–	–	–	–
17P11	(11)	#6	20	3	9	"	2	9	0	6	–	–
17P12	(11)	#6	12	4	0	"	3	0	0	6	–	–
17P13	(13)	#4	2	12	11	Footing	3	7	–	–	–	–
17P14	(13)	#4	1	14	2	"	4	1	–	–	–	–
17P15	(1)	#6	12	9	1	"	8	6	0	6	0	6



FOOTING PLAN

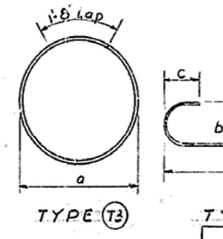


TABLE-A	
Mark	Turns
17P8	24
17P9	23
17P10	23½

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	78.5
Steel Reinforcement	Lbs.	8820
Concrete Piling furnishing	Lin. ft.	953
Concrete Piling Driving	Lin. ft.	953
Structure Excavation, Common	Cu. Yds.	118

Notes~

Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet No 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See notes on Sheet No 104

For anchor bolt details see sheet No 104

☒ Indicates test pile

SHEET 23 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON ROAD
STATION 255+00
PROJECT NO.

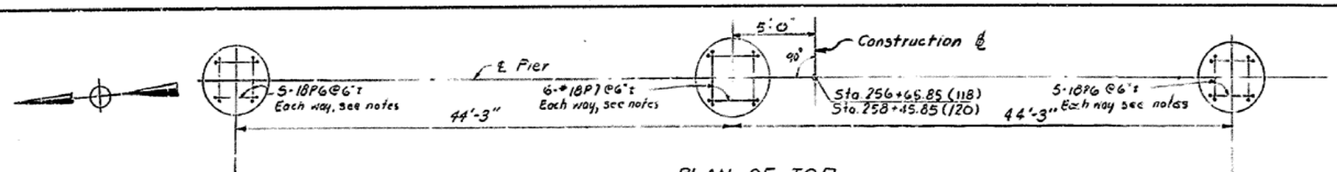
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 945

BRIDGE NUMBER

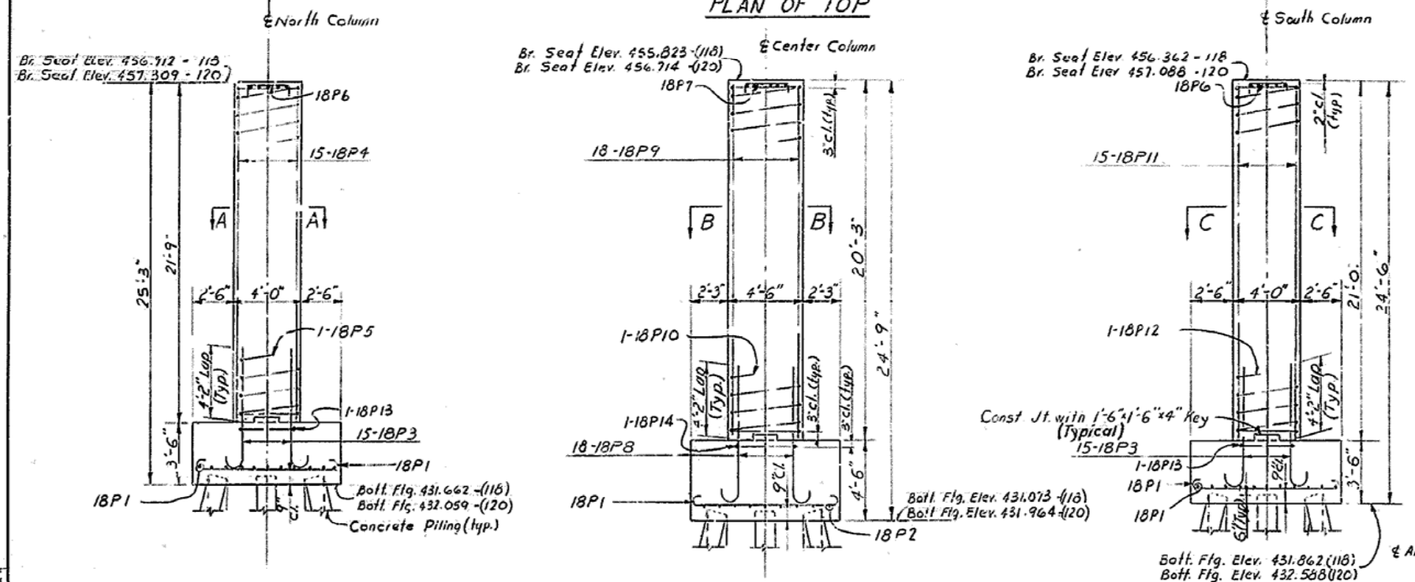
PIER 117

DRAWING NO. 15754

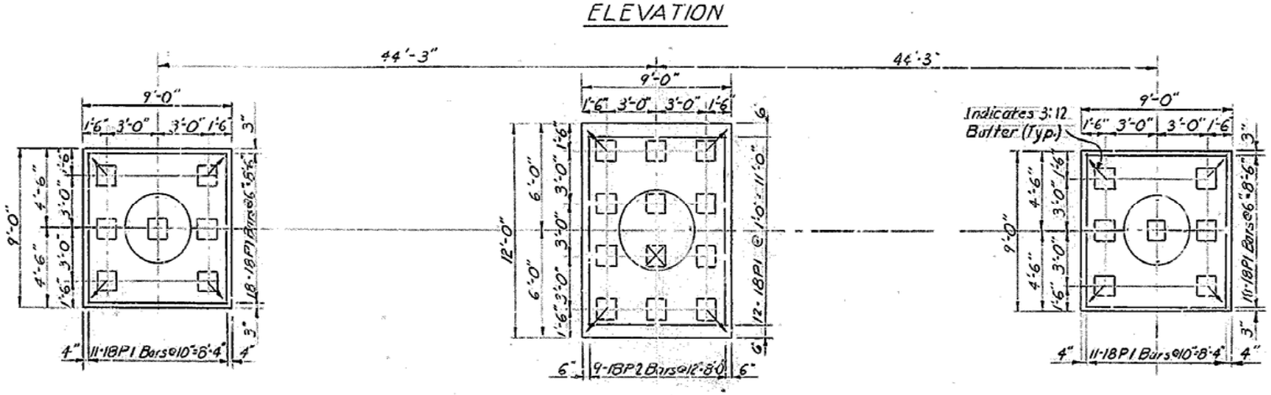
FED. ROAD DIST.	STATE	FED. AID PROJ.	FISCAL YEARS	SHEET NO.	TOTAL SHEETS
7	KY.				



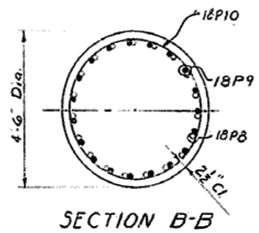
PLAN OF TOP



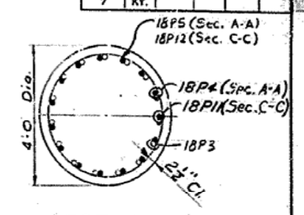
ELEVATION



FOOTING PLAN



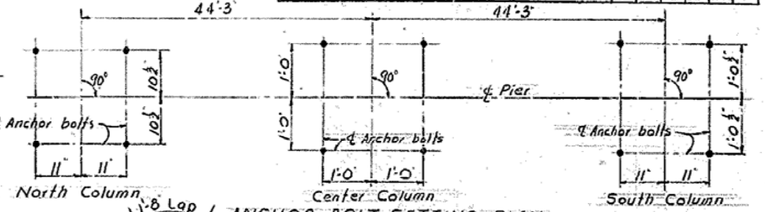
SECTION B-B



SECTIONS A-A, C-C

BILL OF REINFORCEMENT

Mark	Type	Size	No. Reqd 118	No. Reqd 120	Length Ft.	Length in	Location	a Ft.	a in	b Ft.	b in	c Ft.	c in
18P1	(1)	#6	70	70	9	10	Footing	8	6	0	6	0	6
18P2	(1)	#10	9	9	14	4	"	11	½	1	0½	0	11¼
18P3	(22)	#10	30	30	8	3	Col. & Flg.	6	11	1	0½	0	11¼
18P4	Str.	#10	15	15	21	7	Column	—	—	—	—	—	—
18P5	(15)	#4	1	1	273	7	"	3	7	—	—	—	—
18P6	(11)	#6	20	20	3	9	"	2	9	0	6	—	—
18P7	(11)	#6	12	12	4	0	"	3	0	0	6	—	—
18P8	(22)	#10	18	18	9	4	Col. & Flg.	7	11	1	0½	0	11¼
18P9	Str.	#10	18	18	20	1	Column	—	—	—	—	—	—
18P10	(15)	#4	1	1	292	10	"	4	1	—	—	—	—
18P11	Str.	#10	15	15	20	10	"	—	—	—	—	—	—
18P12	(15)	#4	1	1	263	5	"	3	7	—	—	—	—
18P13	(13)	#4	2	2	12	10	Footing	3	7	—	—	—	—
18P14	(13)	#4	1	1	14	5	"	4	1	—	—	—	—



ANCHOR BOLT SETTING PLAN

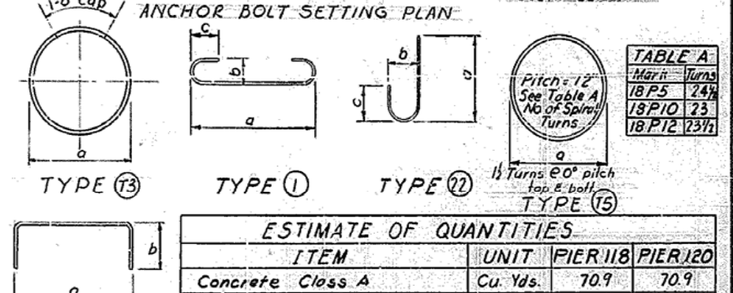


TABLE A	
Mark	Turns
18P5	24½
18P10	23
18P12	23½

ESTIMATE OF QUANTITIES

ITEM	UNIT	PIER 118	PIER 120
Concrete Class A	Cu. Yds.	70.9	70.9
Steel Reinforcement	Lbs.	8447	8447
Concrete Piling Furnishing	Lin. Ft	972	990
Concrete Piling Driving	Lin. Ft.	972	990
Structure Excavation, Common	Cu. Yds.	102	102

Note:-
Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet No. 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See notes on Sheet No. 103

For anchor bolt details see sheet No. 103

☒ Indicates test pile

PIERS 118 & 120

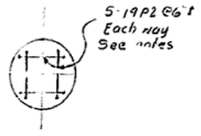
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

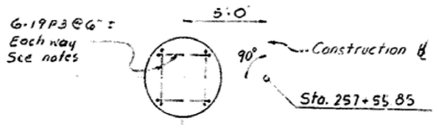
SHEET 24 OF 167

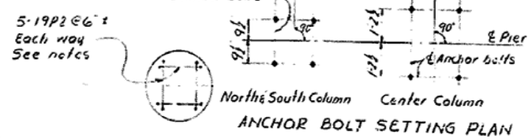
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER DRAWING NO. 15754 INDEX

DESIGNED BY GG CHECKED BY
DRAWN BY CHECKED BY
TRACED BY CHECKED BY

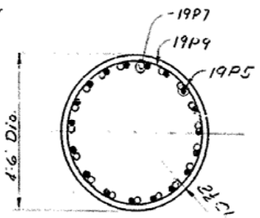
FED. ROAD DIST.	STATE	JOB PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.	-	-	7	



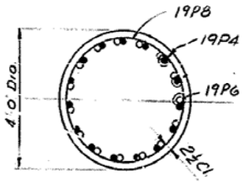




ANCHOR BOLT SETTING PLAN

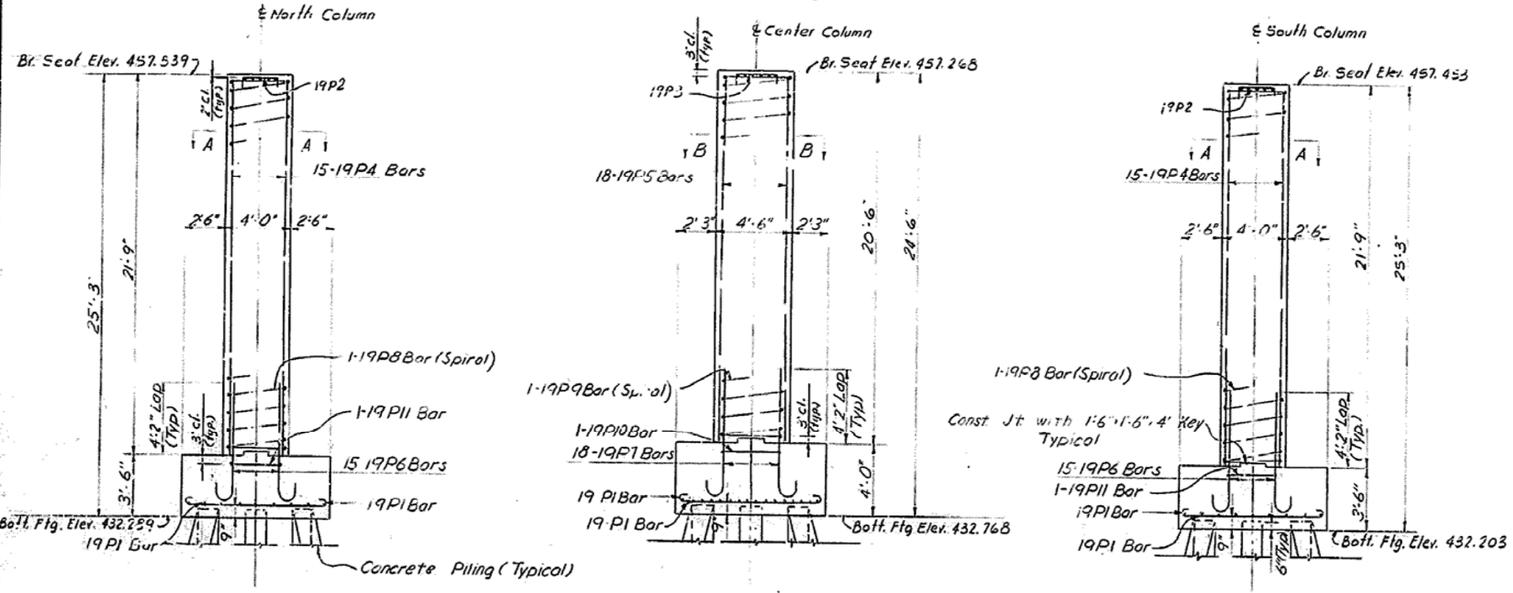


SECTION BB

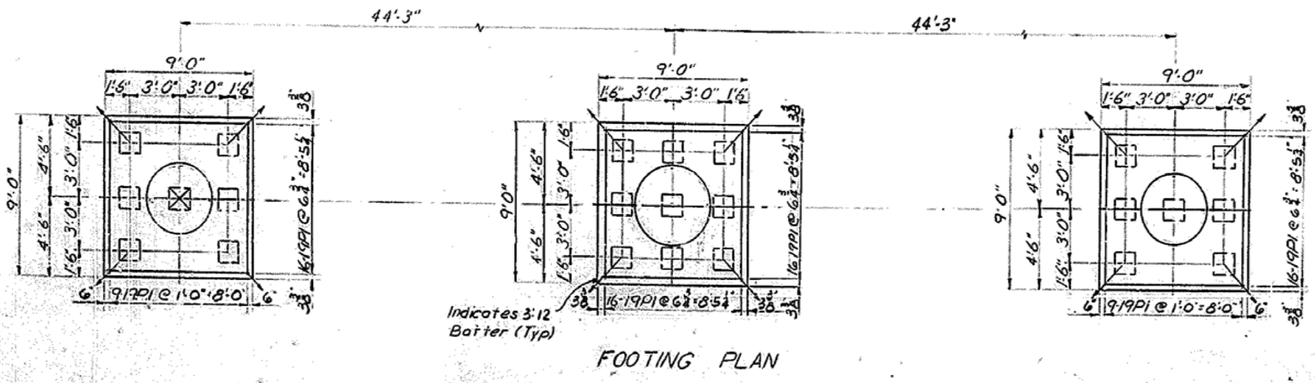


SECTIONS A-A

PLAN OF TOP



ELEVATION

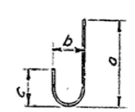


FOOTING PLAN

BILL OF REINFORCEMENT

Mark	Type	Size	No. Reqd	Length FT	Length in	Location	a FT	a in	b FT	b in	c FT	c in
19P1	(1)	#6	82	9	10	Footing	8	6	0	6	0	6
19P2	(11)	#6	20	3	9	"	2	9	0	6	—	—
19P3	(11)	#6	10	4	0	"	3	0	0	6	—	—
19P4	Str	#10	30	21	7	Column	—	—	—	—	—	—
19P5	Str	#10	18	20	4	"	—	—	—	—	—	—
19P6	(22)	#10	30	8	4	Col. & Ftg.	6	11	1	0½	0	11¼
19P7	(11)	#10	18	8	10	"	7	5	1	0½	0	11¼
19P8	(T3)	#4	2	273	7	Column	3	7				
19P9	(T5)	#4	1	292	10	"	4	1				
19P10	(13)	#4	1	14	5	Footing	4	1	—	—	—	—
19P11	(13)	#4	2	12	10	Footing	3	7	—	—	—	—

TYPE (1)



TYPE (22)

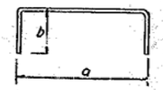
TYPE (T5)

TYPE (T3)

TABLE A	
Mark	Turns
19P8	14½
19P9	23

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu Yds.	65.3
Steel Reinforcement	Lbs.	8093
Concrete Piling Furnishing	Lin Ft	877
Concrete Piling Driving	Lin Ft	877
Structure Excavation Common	Cu Yds.	91



TYPE (11)

Note ~

Concrete Piles are to be driven to elevation and bearing capacity shown in General Notes Sheet N° 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See notes on sht. 7 N° 103

For anchor bolt details see sheet N° 103

☒ Indicates test pile

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

PIER 119

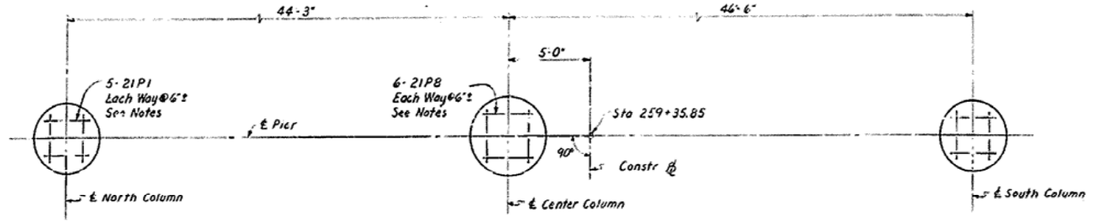
HADLEY & ERDAL CONSULTING ENGINEERS PLS. NO. 646

BRIDGE NUMBER

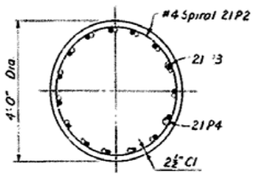
DRAWING NO. 15754

DWG.

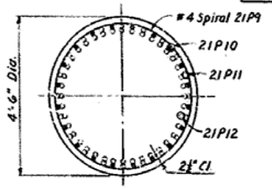
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



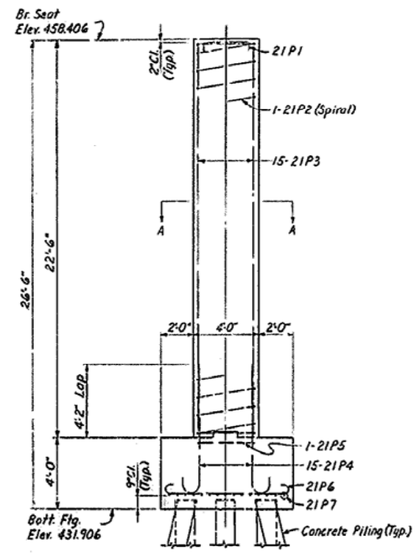
PLAN OF TOP

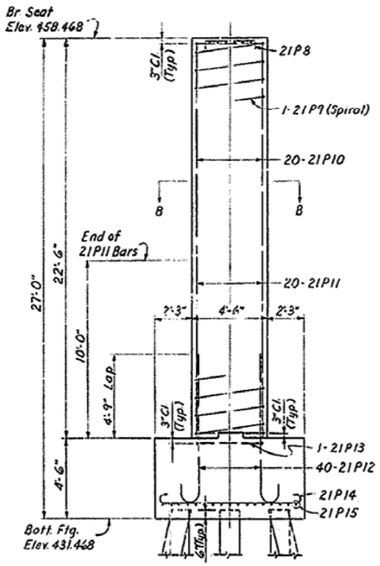


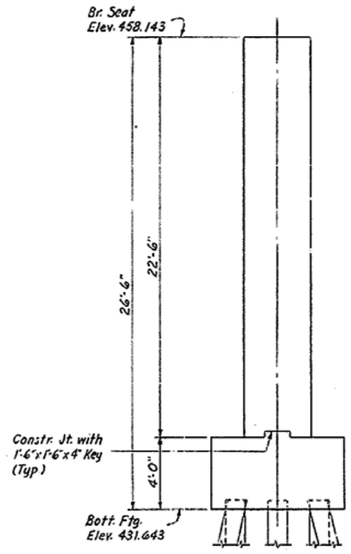
SECTION A-A



SECTION B-B

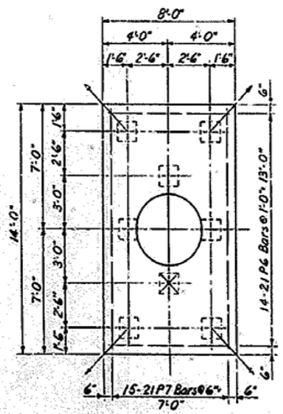


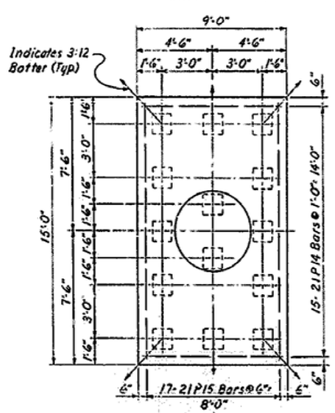


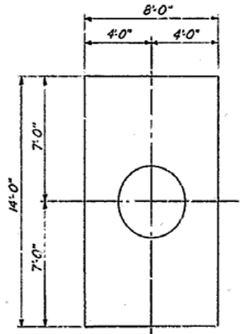


ELEVATION

NOTE: For dimensions and details not shown, see North Column and Footing.

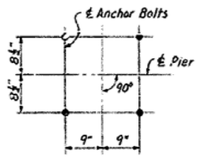




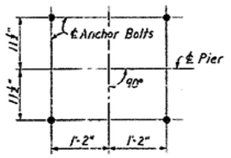


44'-3" 46'-6"

FOOTING PLAN



North ℄ South Columns

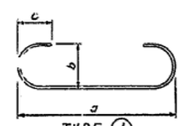


Center Column

ANCHOR BOLT SETTING PLAN

BILL OF REINFORCEMENT

Mark	Type	Size	Nº Reqd Pier 121	Length ft	Length in	Location	a ft	a in.	b ft	b in.	c ft	c in.
21P1	(17)	#6	20	3	9	Column	2	9	0	6	-	-
21P2	(15)	#4	2	279	2	"	3	7	-	-	-	-
21P3	Str.	#10	30	22	4	"	-	-	-	-	-	-
21P4	(2)	#10	30	8	10	Col. & Ftg.	7	5	1	0½	0	11½
21P5	(13)	#4	2	12	10	Footing	3	7	-	-	-	-
21P6	(1)	#6	28	8	10	"	7	6	0	6	0	6
21P7	(1)	#9	30	16	0	"	13	6	0	11½	0	10½
21P8	(17)	#6	12	4	0	Column	3	0	0	6	-	-
21P9	(15)	#4	1	318	4	"	4	1	-	-	-	-
21P10	Str.	#11	20	22	4	"	-	-	-	-	-	-
21P11	Str.	#11	20	10	0	"	-	-	-	-	-	-
21P12	(22)	#11	40	10	1	Col. & Ftg.	8	6	1	2	1	0½
21P13	(13)	#4	1	13	10	Footing	3	11	-	-	-	-
21P14	(1)	#6	15	9	10	"	8	6	0	6	0	6
21P15	(1)	#10	17	17	4	"	14	6	1	0½	0	11½



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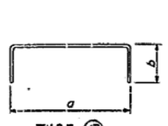
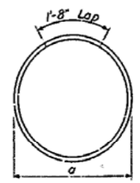


TYPE (17)

TYPE (22)



TYPE (13)

TYPE (15)

TABLE A	
Mark	Turns
21P2	25
21P9	25

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete, Class A	Cu. Yds.	89.9
Steel Reinforcement	Lbs.	13,892
Concrete Piling Furnishing	Lin. Ft.	1125
Concrete Piling Driving	Lin. Ft.	1125
Structural Excavation, Common	Cu. Yds.	135

NOTES:

Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet Nº 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See notes on Sheet Nº 104

For anchor bolt details, see Sheet Nº 104

☒ Indicates test [illegible]

SHEET 26 OF 147

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 850

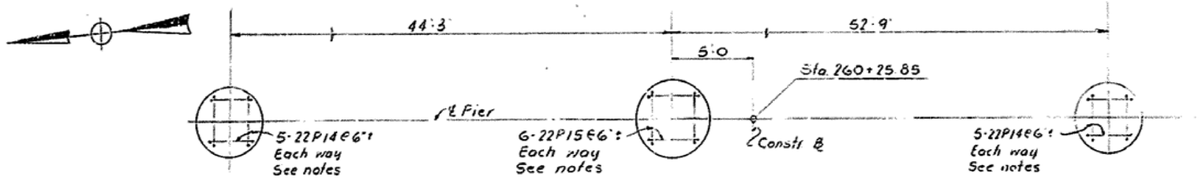
BRIDGE NUMBER

PIER 121

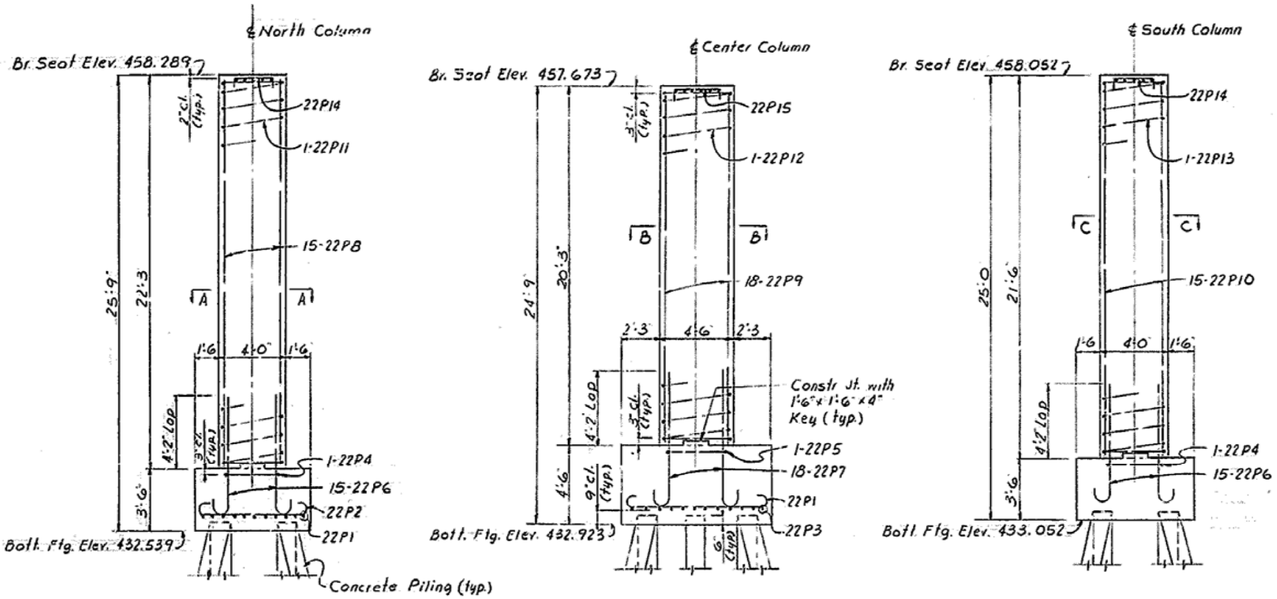
DRAWING NO. 15754

DATE
REVISED BY DATE
REVISED BY DATE
CHECKED BY DATE
DRAWN BY L.S.M. 10-63 CHECKED BY Rivera
DETAILED BY CHECKED BY
TRACED BY

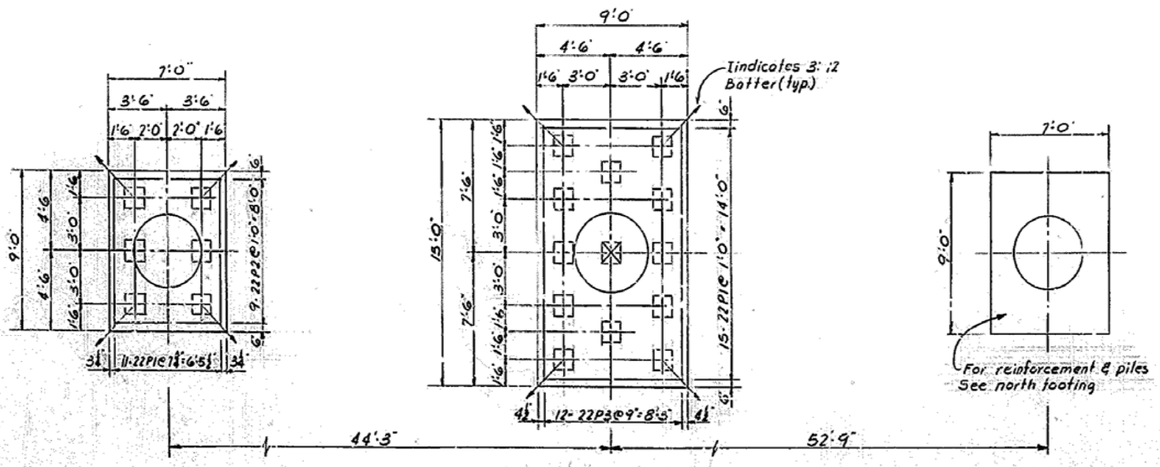
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



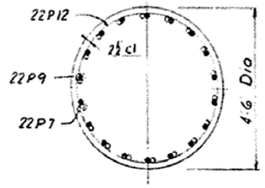
PLAN OF TOP



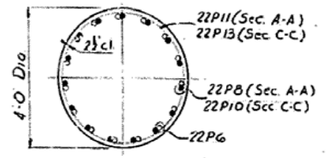
ELEVATION



FOOTING PLAN



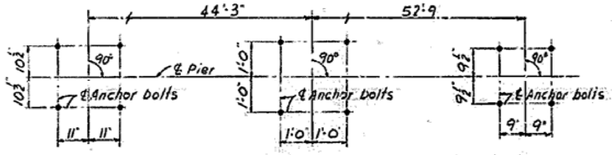
SECTION B-B



SECTION A-A, C-C

BILL OF REINFORCEMENT

Mark	Type	Size	No Reqd	Length ft	Length in	Location	a ft	a in	b ft	b in	c ft	c in
22P1	(1)	#6	37	9	10	Footing	8	6	0	6	0	6
22P2	(1)	#6	18	7	10	"	6	6	0	6	0	6
22P3	(1)	#11	12	17	8	"	14	6	1	2	1	0¾
22P4	(13)	#4	2	12	10	"	3	7	—	—	—	—
22P5	(13)	#4	1	14	5	"	4	1	—	—	—	—
22P6	(12)	#10	30	8	4	Col & Ftg	6	11	1	0½	0	11¼
22P7	(12)	#10	18	9	4	"	7	11	1	0½	0	11¼
22P8	Str.	#10	15	22	1	Column	—	—	—	—	—	—
22P9	Str.	#10	18	20	1	"	—	—	—	—	—	—
22P10	Str.	#10	15	21	4	"	—	—	—	—	—	—
22P11	(15)	#4	1	279	2	"	3	7	—	—	—	—
22P12	(15)	#4	1	292	10	"	4	1	—	—	—	—
22P13	(15)	#4	1	268	0	"	3	7	—	—	—	—
22P14	(11)	#6	20	3	9	"	2	9	0	6	—	—
22P15	(11)	#6	12	4	0	"	3	0	0	6	—	—



ANCHOR BOLT SETTING PLAN

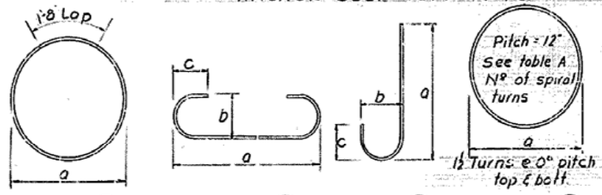


TABLE - A	
Mark	Turns
22P11	25
22P12	23
22P13	24

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu Yds.	71.2
Steel Reinforcement	Lbs.	8814
Concrete Piling Furnishing	Lin Ft.	969
Concrete Piling Driving	Lin Ft.	969
Structural Excavation, Common	Cu Yds.	101

Notes~

Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet No 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See notes on sheet No 103

For anchor bolt details see sheet No 103

☒ Indicates test pile

SHEET 27 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164 - 3 ST. PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

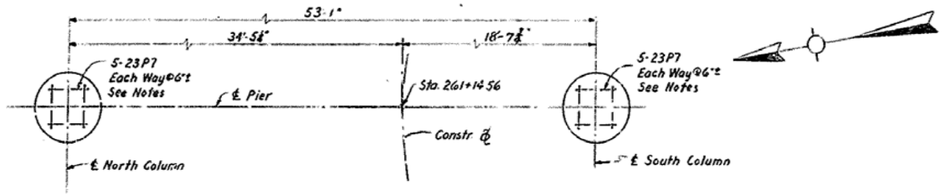
BRIDGE NUMBER **PIER 122**

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 846

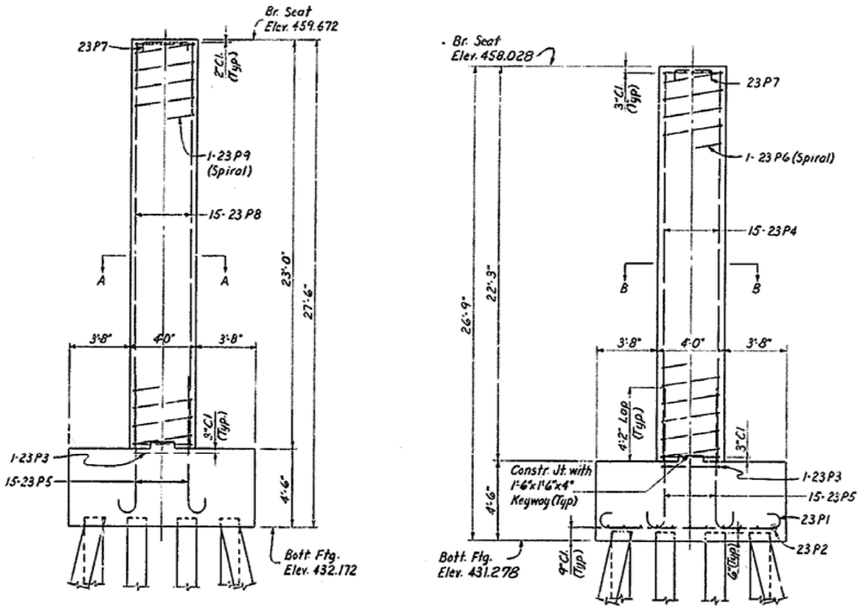
DRAWING NO. 15754

DESIGNED BY M.S. Farland CHECKED BY
DETAILED BY Black CHECKED BY
TRACED BY CHECKED BY
DATE 10-63

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

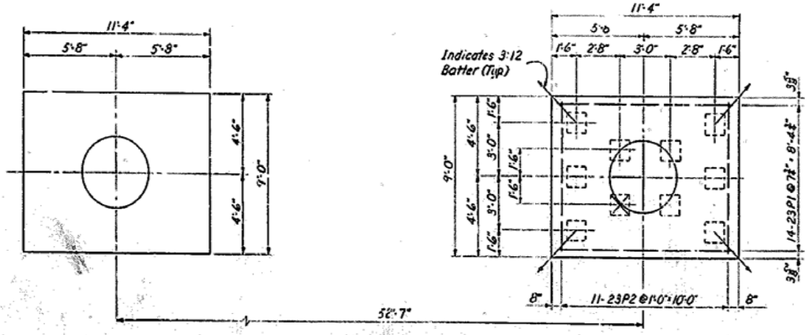


PLAN OF TOP

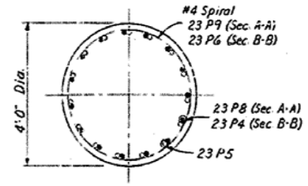


ELEVATION

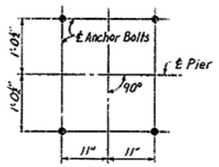
NOTE: For Dimensions and Details not shown, see South Footing



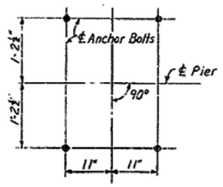
FOOTING PLAN



SECTION A-A, B-B



North Column

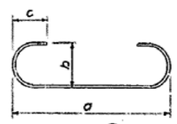


South Column

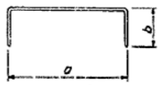
ANCHOR BOLT SETTING PLAN

BILL OF REINFORCEMENT

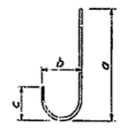
Mark	Type	Size	Nº Req'd.	Length ft.	Length in.	Location	a ft.	a in.	a ⅛ in.	b ft.	b in.	c ft.	c in.
23P1	①	#8	28	13	0	Footing	10	10	0	10	0	9	
23P2	①	#6	22	9	10	"	8	6	0	6	0	6	
23P3	⑬	#4	2	12	10	"	3	7	-	-	-	-	
23P4	Str.	#10	15	22	1	Column	-	-	-	-	-	-	
23P5	㉒	#10	30	9	4	Col. & Ftg.	7	11	1	0⅛	0	11⅛	
23P6	⑮	#4	1	274	2	Column	3	7	-	-	-	-	
23P7	⑰	#6	20	3	9	"	2	9	0	6	-	-	
23P8	Str.	#10	15	22	10	"	-	-	-	-	-	-	
23P9	⑮	#4	1	284	9	"	3	7	-	-	-	-	



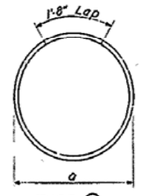
TYPE ①



TYPE ⑰



TYPE ㉒



TYPE ⑬

1½ turns @ 0 pitch top & bott.

TYPE ⑮

TABLE A	
Mark	Turns
23P6	25
23P9	25½

ESTIMATE OF QUANTITIES

ITEM	UNIT	QUANTITY
Concrete, Class A	Cu. Yds.	55.0
Steel Reinforcement	Lbs.	5907
Concrete Piling Furnishing	Lin. Ft.	755
Concrete Piling Driving	Lin. Ft.	755
Structure Excavation, Common	Cu. Yds.	83

NOTES:

Concrete piles are to be driven to elevation and bearing capacity shown in General Notes, Sheet Nº 2

Bars in tops of columns are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes. See notes on Sheet Nº 103

For anchor bolt details, see Sheet Nº 103

☒ Indicates test pile

SHEET 28 OF 147

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

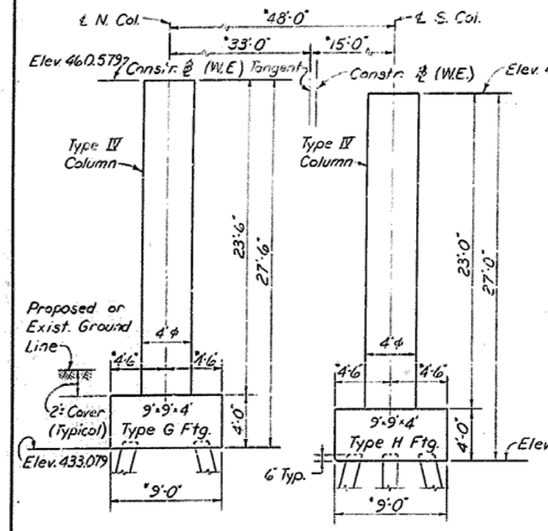
HAZELET & ERDAL CONSULTING ENGINEERS FILE No. 945

BRIDGE NUMBER

DRAWING NO. 15754

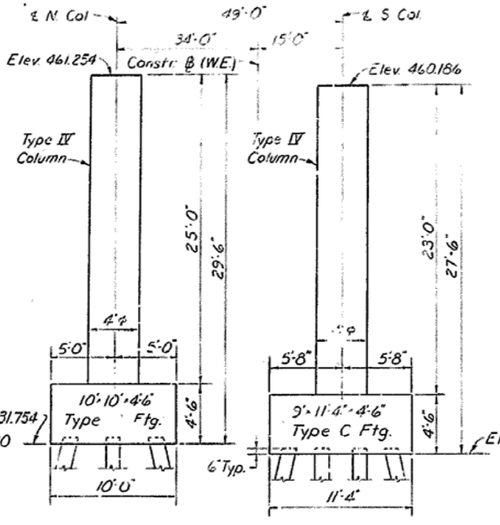
PIER 123E

DESIGNED BY LSM 10-63 CHECKED BY
DETAILED BY CHECKED BY
TRACED BY CHECKED BY

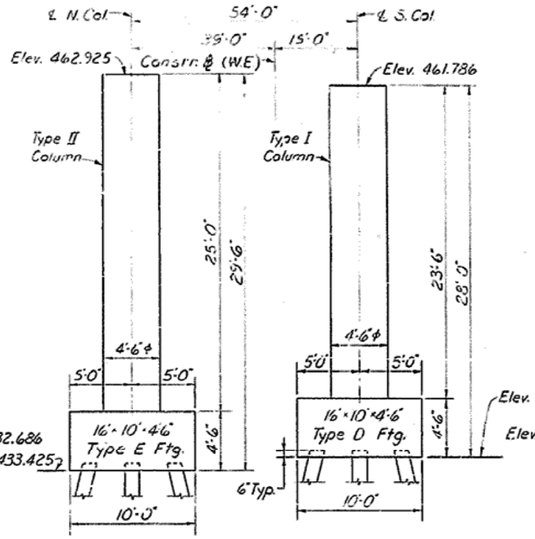


PIER 124 E

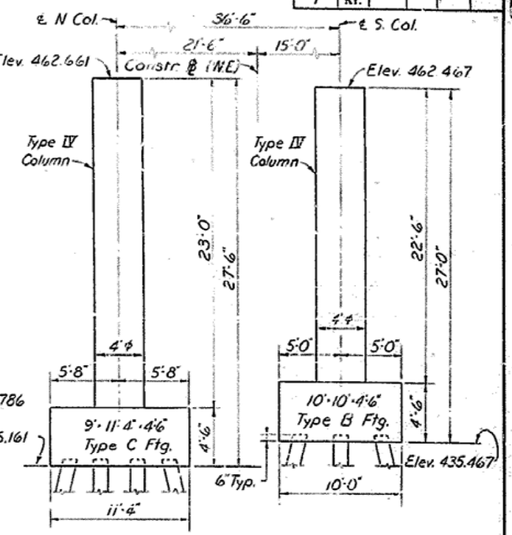
*Measured perpendicular to forward tangent of Construction ℄ (W.E) curve



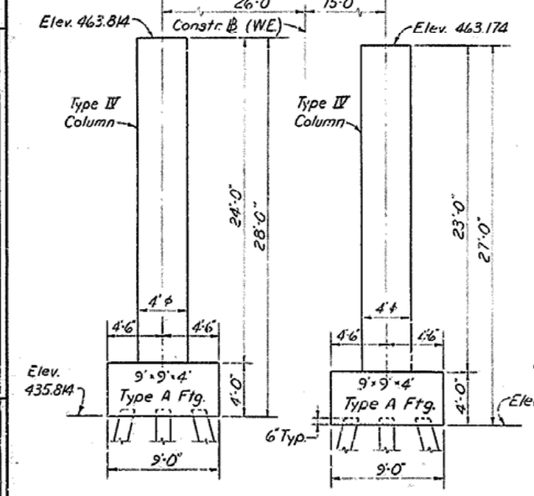
PIER 125 E



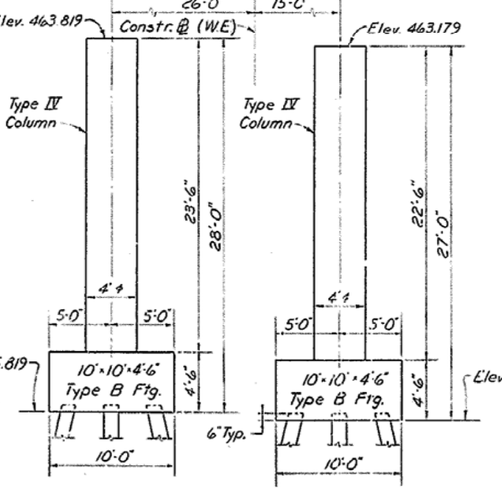
PIER 126 E



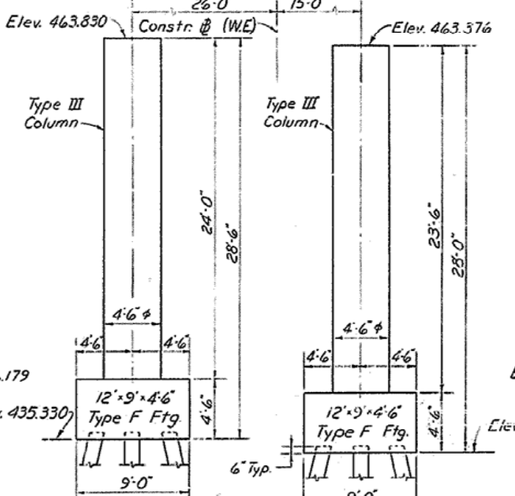
PIER 127 E



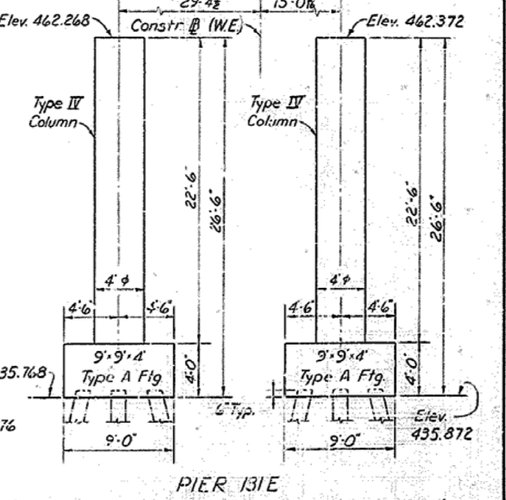
PIER 128 E



PIER 129 E



PIER 130 E



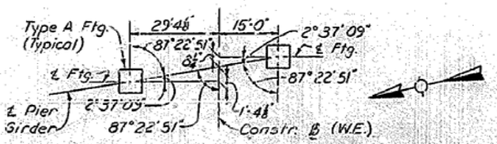
PIER 131 E

*Skewed dimension measured along ℄ Pier Girder

Notes—
All horizontal dimensions are measured perpendicular to Constr. ℄ (W.E.) except as noted in Pier 124 E & 131 E.
Work Sheets 29, 30 & 31 together.

For Pile Spacing and Footing Reinforcement see sheet No. 30

For Column Reinforcement, Estimate of Quantities, etc., see sheet No. 31



LAYOUT DETAIL PIER 131 E

PIERS 124E THRU 131E

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

SHEET 29 OF 167

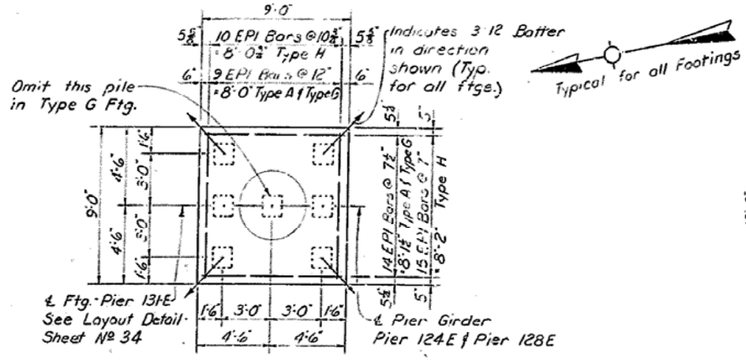
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.

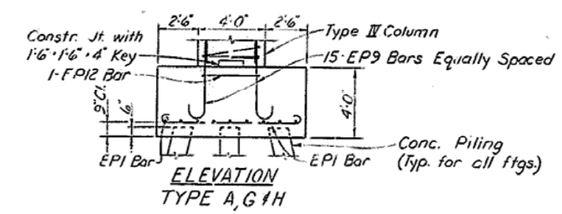
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO 845

BRIDGE NUMBER

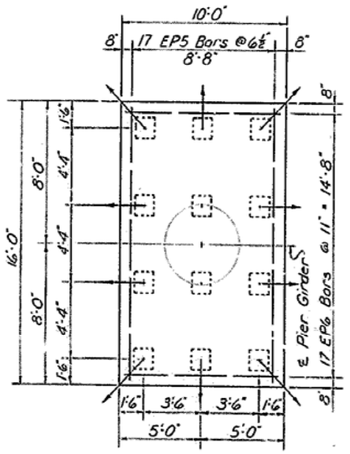
DRAWING NO. 15754

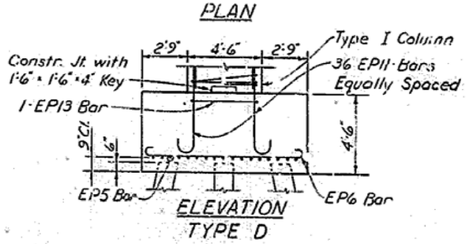
DRAWN BY C.R.S. DATE 11-63 REVISED
TRACED BY G.A.W. DATE 11-63 REVISED
DETAILED BY G.A.W. DATE REVISED
CHECKED BY A.L. DATE
CHECKED BY DATE

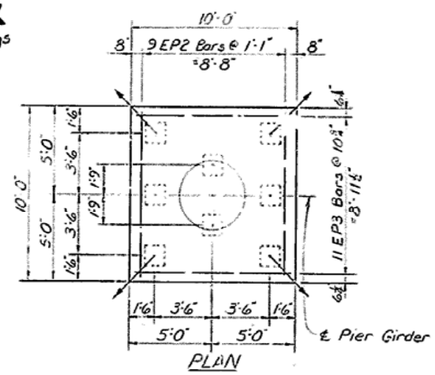


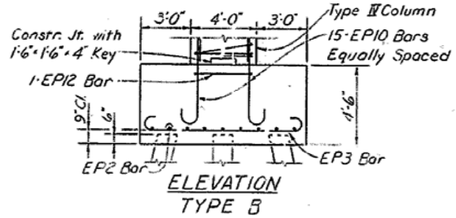


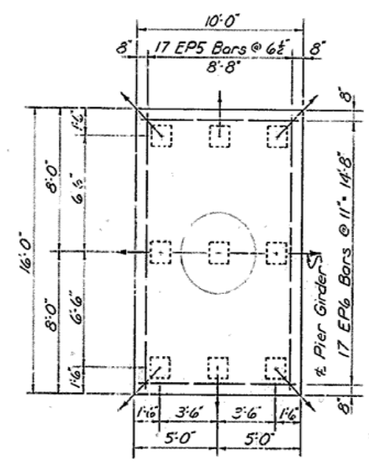
NOTE:
Pile Spacings are measured along bottom of Footing.

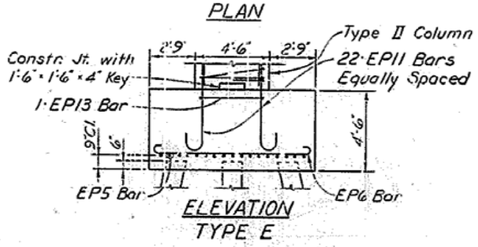


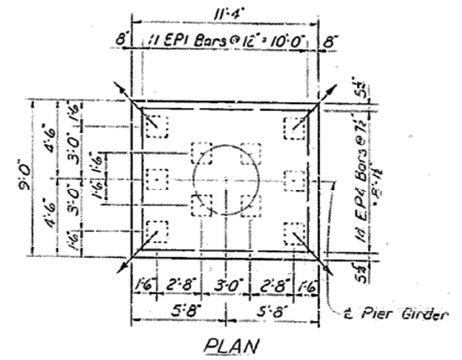


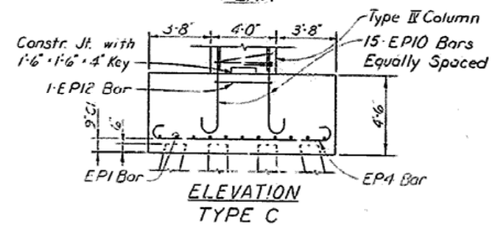


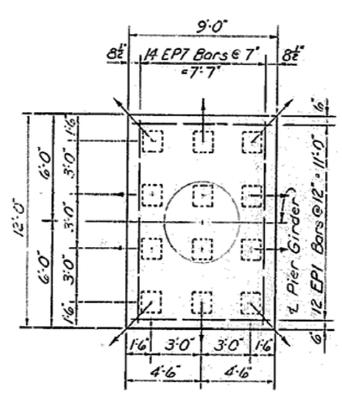


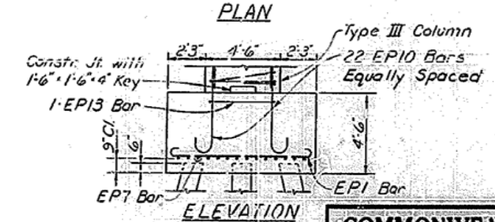












NOTE
Work sheets 29, 30 ¶ 31 together.
For location of Test Piles see Pile Record Sheet 163 ¶ 164

PIERS 124E THRU 131E

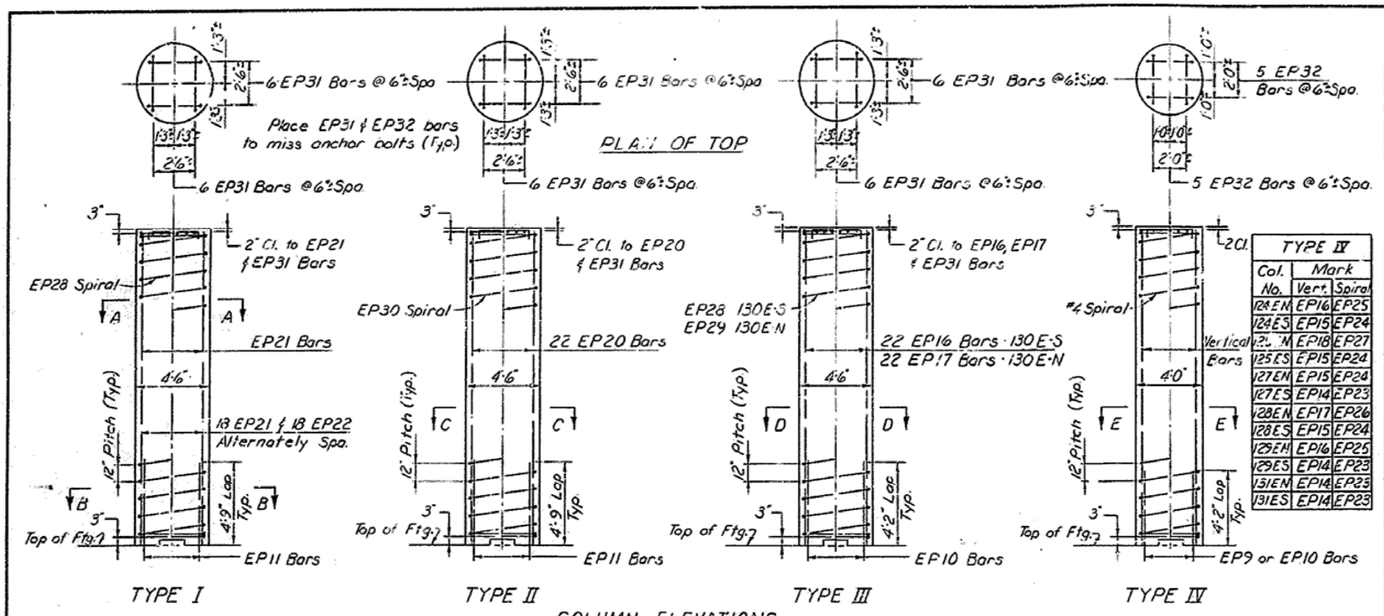
SHEET 30 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00
PROJECT NO.
BRIDGE NUMBER 15754

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

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

DESIGNED BY C.A.K. DATE 4/63
DRAWN BY R.L. DATE
CHECKED BY DATE
TRACED BY DATE



TYPE IV	
Col. No.	Mark Vert.	Spiral
124E N	EP16	EP25
124E S	EP15	EP24
125E N	EP18	EP27
125E S	EP15	EP24
127E N	EP15	EP24
127E S	EP14	EP23
128E N	EP17	EP26
128E S	EP15	EP24
129E N	EP16	EP25
129E S	EP14	EP23
131E N	EP14	EP23
131E S	EP14	EP23

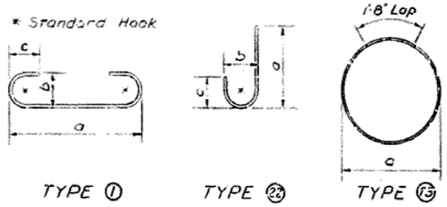
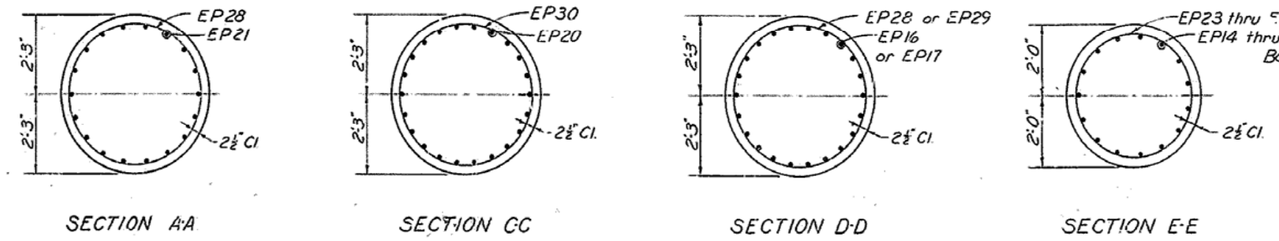
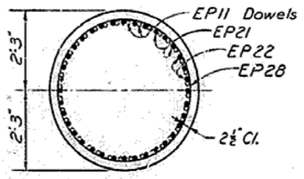


TABLE A	
Mark	Turns
EP23	22
EP24	22.5
EP25	23
EP26	23.5
EP27	24.5
EP28	23
EP29	23.5
EP30	24.5

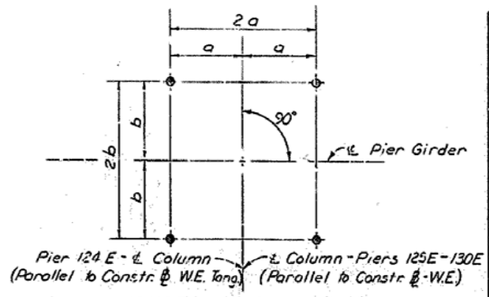
BILL OF REINFORCEMENT

Mark	Type	Size	No Reqd.	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	No. in Each Pier 124E	125E	126E	127E	128E	129E	130E	131E
EP1	①	6	186	9	10	Footing	8	6	0	6	0	6	48	11		11	46		24	46
EP2	↓	7	36	11	2	↓	9	6	0	7	0	7		9		9		18		
EP3		8	44	11	8		3	6	0	10	0	9		11		11		22		
EP4		8	28	13	0		10	10	0	10	0	9		14		14				
EP5		10	34	18	4		15	6	1	0½	0	11½			34					
EP6	↓	6	34	10	10	↓	9	6	0	6	0	6			34					
EP7	①	8	28	13	8	Footing	11	6	0	10	0	9							28	
EP8						Not Used														
EP9	22	10	90	8	9	Footing	7	4	1	0½	0	11½	30				30			30
EP10	22	10	134	9	3	↓	7	10	1	0½	0	11½		30		30		30	44	
EP11	23	11	58	10	0		8	5	1	2	1	0½			58					
EP12	13*	4	12	12	10		3	7					2	2		2	2	2		2
EP13	13*	4	4	14	5	Footing	4	1							2				2	
EP14	Str.	10	60	22	4	Column										15		15		30
EP15	↓	10	60	22	10	↓							15	15		15	15			
EP16		10	52	23	4								15					15	22	
EP17		10	37	23	10												15		22	
EP18		10	15	24	10	Column								15						
EP19						Not Used														
EP20		11	22	24	10	Column									22					
EP21		11	16	23	4	↓									16					
EP22	Str.	11	18	10	0										18					
EP23	15*	4	4	279	2		3	7								1		1		2
EP24	↓	4	4	284	9		3	7					1	1		1	1			
EP25		4	2	290	4		3	7					1					1		
EP26		4	1	295	11		3	7									1			
EP27		4	1	307	1		3	7						1						
EP28		4	2	331	0		4	1							1				1	
EP29		4	1	337	5		4	1											1	
EP30	15*	4	1	350	2		4	1							1					
EP31	11	6	48	4	0	↓	3	0	0	6					24				24	
EP32	11	6	120	3	9	Column	2	9	0	6			20	20		20	20	20		20



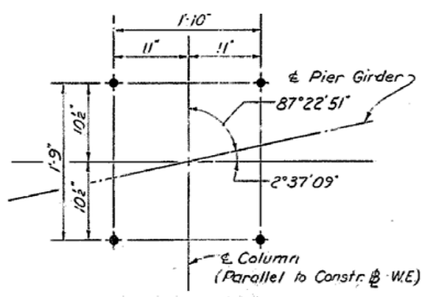


SECTION B-B
Dowel location typical for all columns



ANCHOR BOLT SETTING DIAGRAM
See Table B

TABLE B				
Column	a Ft.	a In.	b Ft.	b In.
124 E N	0	11	0	10½
124 E S	0	11	1	0½
125 E N	0	11	1	0½
125 E S	0	11	1	2½
126 E N	0	11	0	9½
126 E S	1	2	0	11½
127 E N	0	11	1	2½
127 E S	0	11	1	0½
128 E N	0	11	0	10½
128 E S	0	11	0	10½
129 E N	0	11	1	0½
129 E S	0	11	1	0½
130 E N	1	1	0	10½
130 E S	1	1	0	10½



ANCHOR BOLT SETTING DIAGRAM PIER 131

ESTIMATE OF QUANTITIES

ITEM	UNIT	PIER NO. 124E	125E	126E	127E	128E	129E	130E	131E
Concrete - Class A	Cu. Yds.	45.3	55.6	81.4	54.4	45.5	54.4	63.4	44.6
Steel Reinforcement	Lbs.	5268	5992	13036	5812	5338	5748	8376	5795
Concrete Piling Furnishing	Lin. Ft.	503	689	846	743	591	674	1009	591
Concrete Piling Driving	Lin. Ft.	503	689	846	743	591	674	1009	591
Common Structure Excavation	Cu. Yds.	64	90	124	98	64	84	89	77

Work sheets 29, 30 & 31 together.
See General Notes for Spiral Reinforcement.

SHEET 31 OF 167

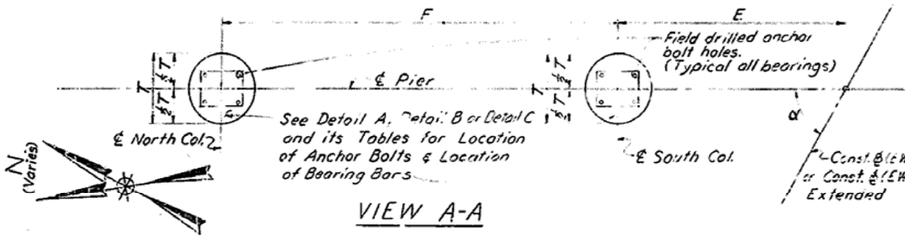
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255 + 00
PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845
BRIDGE NUMBER
DRAWING NO. 15754
INDEX

PIERS 124E THRU 131E

DESIGNED BY C.R.S. DATE 11-4-63
DETAILED BY G.W.W. DATE 11-4-63
TRACED BY DATE
CHECKED BY G.W.W. DATE
CHECKED BY R.L. DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

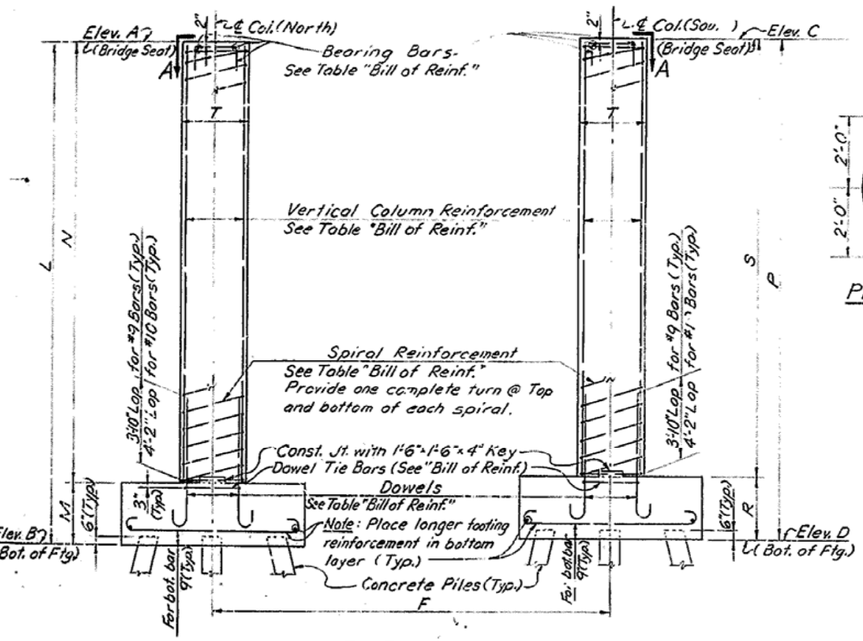
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



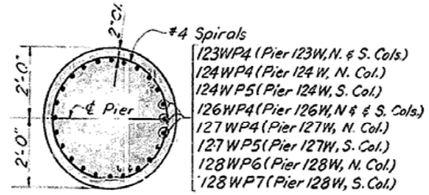
VIEW A-A

TABLE OF ELEVATIONS AND DIMENSIONS

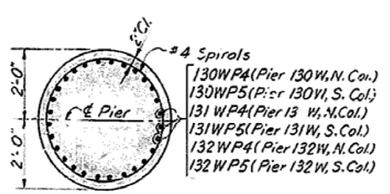
PIER No.	STATION (E.W.)	ANGLE α	ELEVATIONS A	B	C	D	DIMENSIONS E	F	G	H	J	K	L	M	N	P	R	S	T	PIER No.
123 W	261+15.85	90°00'00"	459.531	432.78	460.186	433.44	7'-3"	42'-0"	8'-0"	11'-0"	8'-0"	11'-0"	26'-9"	3'-6"	23'-3"	26'-9"	3'-6"	23'-3"	4'-0"	123 W
124 W	261+99.35	90°00'00"	459.388	430.97	460.043	433.46	7'-3"	42'-0"	8'-0"	11'-0"	8'-0"	11'-0"	28'-5"	3'-6"	24'-11"	26'-7"	3'-6"	23'-1"	4'-0"	124 W
125 W	263+00.35	90°00'00"	460.776	432.44	461.431	430.93	7'-3"	42'-0"	15'-0"	10'-0"	15'-0"	10'-0"	28'-4"	4'-3"	24'-1"	30'-6"	4'-3"	26'-3"	4'-6"	125 W
126 W	263+87.85	90°00'00"	461.007	432.92	461.662	433.58	7'-3"	42'-0"	8'-0"	11'-0"	8'-0"	11'-0"	28'-1"	3'-6"	24'-7"	28'-1"	3'-6"	24'-7"	4'-0"	126 W
127 W	264+75.35	90°00'00"	461.798	433.80	462.927	434.26	7'-3"	42'-0"	8'-0"	11'-0"	8'-0"	11'-0"	28'-0"	3'-6"	24'-6"	28'-8"	3'-6"	25'-2"	4'-0"	127 W
128 W	265+72.39	56°33'50"	461.556	433.97	462.547	434.46	15'-0"	51'-0"	8'-0"	12'-0"	9'-0"	12'-0"	27'-7"	3'-6"	24'-1"	28'-1"	4'-3"	23'-10"	4'-0"	128 W
129 W	266+67.89	56°33'50"	461.873	433.96	463.719	433.97	9'-6"	43'-3"	15'-0"	12'-0"	15'-0"	12'-0"	27'-11"	4'-3"	23'-8"	29'-9"	4'-3"	25'-6"	4'-6"	129 W
130 W	267+24.81	92°30'00"	461.822	433.99	463.645	433.98	12'-6⅝"	32'-0"	9'-0"	11'-0"	9'-0"	11'-0"	27'-10"	4'-3"	23'-7"	29'-8"	4'-3"	25'-5"	4'-0"	130 W
131 W	267+98.88	92°30'00"	460.907	435.99	462.897	435.98	13'-3⅜"	37'-0"	9'-0"	12'-0"	9'-0"	12'-0"	24'-11"	4'-3"	20'-8"	26'-11"	4'-3"	22'-8"	4'-0"	131 W
132 W	268+72.95	92°30'00"	460.841	435.92	462.987	436.00	19'-3⅝"	41'-6"	15'-0"	12'-0"	15'-0"	12'-0"	24'-11"	4'-3"	20'-8"	27'-0"	4'-3"	22'-9"	4'-0"	132 W



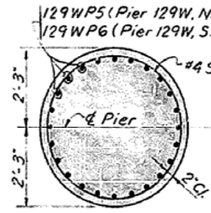
ELEVATION



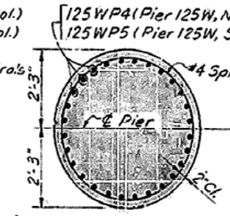
PIERS 123W, 124W & 126W, 127W, 128W



PIERS 130W, 131W, 132 W

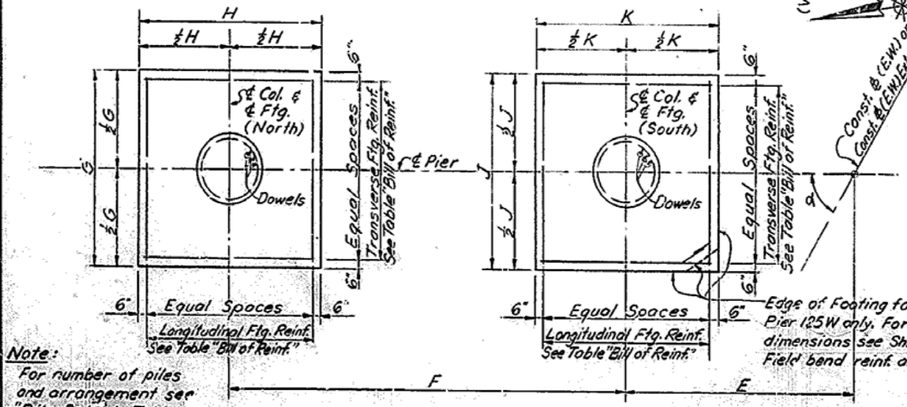


PIER 129W



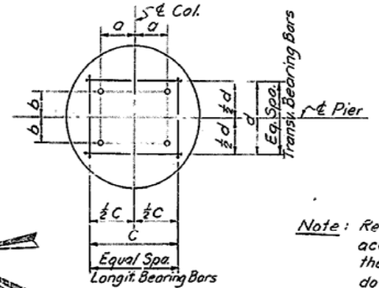
PIER 125W

COLUMN SECTIONS

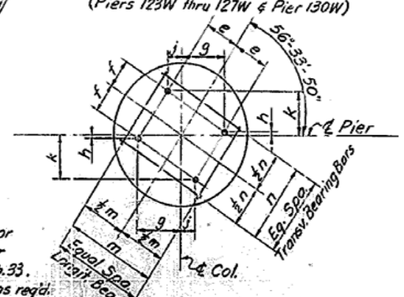


FOOTING PLAN

Note: For number of piles and arrangement see "Pile Data" in Table & "Pile Pattern Type." For locations of Test Piles see Sh. 165.



DETAIL A
(Piers 123W thru 127W & Pier 130W)



DETAIL B
(Piers 128W & 129W)

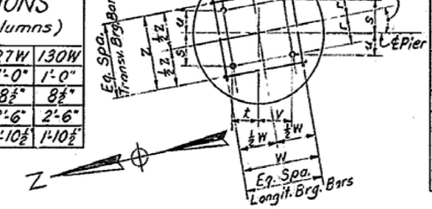
DETAIL A DIMENSIONS
(For both North & South Columns)

Piers	123W	124W	125W	126W	127W	130W
a	1'-0"	11"	11"	11"	1'-0"	1'-0"
b	8½"	1'-0½"	9½"	10½"	8½"	8½"
c	2'-6"	2'-2¾"	2'-6"	2'-3"	2'-6"	2'-6"
d	1'-10½"	2'-4½"	2'-3"	2'-3"	1'-10½"	1'-10½"

Note: Reinforcing bars shall be accurately placed under the bearings so that they do not interfere with drilling of anchor bolt holes.

DETAIL B DIMENSIONS

Piers	128W		129W	
Columns	North	South	North	South
e	1'-0"	11"	11"	11"
f	8½"	1'-0½"	9½"	9½"
g	1'-2 11/16"	1'-4 1/16"	1'-2 7/16"	1'-2 7/16"
h	½"	4⅜"	1⅜"	1⅜"
j	5 1/16"	2 1/16"	3 1/16"	3 1/16"
k	1'-1 11/16"	1'-4 1/16"	1'-2"	1'-2"
m	2'-6"	2'-2¾"	2'-6"	2'-6"
n	1'-10½"	2'-4½"	2'-3"	2'-3"



DETAIL C
(Piers 131 W & 132W)

DETAIL C DIMENSIONS
(For both North & South Columns)

Piers	131 W	132W
p	11"	11"
r	10⅝"	9⅝"
s	11⅜"	11 1/16"
t	9⅜"	9 1/16"
u	9⅝"	7⅛"
v	1'-0⅛"	1'-0 1/16"
w	2'-3"	2'-3"
z	2'-3"	2'-3"

Note: For anchor bolt details see Shs. 103, 104 & 105.

Work this Sheet with Sheet 33.

SHEET 32 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 265+00 PROJECT NO.

BRIDGE NUMBER DRAWING NO. 15754 SHEET NO.

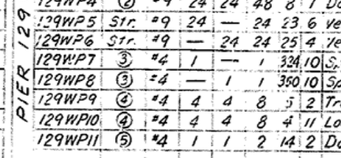
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 64-1

PIERS 123W THRU 132W

DRAWN BY WEB DATE
DESIGNED BY DW CHECKED BY WEB DATE
DETAILED BY TFL CHECKED BY WEB DATE
TRACED BY CHECKED BY DATE

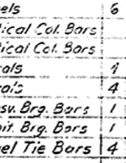
BILL OF REINFORCEMENT (PIERS 123W THRU 132W)

Pier	Mark	Type	Size	No. Required N.Col.	S.Col.	Total	Length Ft.	in.	Location	a Ft.	a in.	b Ft.	b in.	c Ft.	c in.	d Ft.	d in.
PIER 123W	123WP1	①	#9	9	9	18	13	0	Footing, Transv. Bars	9	6⅜	1	8⅜	0	11½	10	6
	123WP2	①	#6	17	17	34	8	10	Footing, Longit. Bars	7	0	0	11	0	6	7	6
	123WP3	②	#9	24	24	48	7	10	Dowels	6	1⅜	1	8⅜	0	11½	6	7
	123WP4	Str.	#9	24	24	48	23	1	Vertical Col. Bars								
	123WP5	③	#4	1	1	2	285	9	Spirals	3	8						
	123WP6	④	#4	4	4	8	5	2	Transv. Brg. Bars	1	3	2	8				
	123WP7	④	#4	5	5	10	4	6	Longit. Brg. Bars	1	3	2	0				
	123WP8	⑤	#4	1	1	2	12	7	Dowel Tie Bars	3	6						
PIER 124W	124WP1	①	#8	12	12	24	12	8	Footing, Transv. Bars	9	8	1	6	0	10	10	6
	124WP2	①	#6	17	17	34	8	10	Footing, Longit. Bars	7	0	0	11	0	6	7	6
	124WP3	②	#9	24	24	48	7	10	Dowels	6	1⅜	1	8⅜	0	11½	6	7
	124WP4	Str.	#9	24	—	24	24	9	Vertical Col. Bars								
	124WP5	Str.	#9	—	24	24	22	11	Vertical Col. Bars								
	124WP6	③	#4	1	--	1	297	3	Spirals	3	8						
	124WP7	③	#4	—	1	1	285	9	Spirals	3	8						
	124WP8	④	#4	4	4	8	4	10	Transv. Brg. Bars	1	3	2	4				
	124WP9	④	#4	4	4	8	5	0	Longit. Brg. Bars	1	3	2	6				
	124WP10	⑤	#4	1	1	2	12	7	Dowel Tie Bars	3	6						
PIER 125W	125WP1	①	#10	15	15	30	17	4	Footing, Longit. Bars	13	5½	1	11½	1	0½	14	6
	125WP2	①	#6	15	15	30	10	10	Footing, Transv. Bars	9	0	0	11	0	6	9	6
	125WP3	②	#10	28	28	56	9	1	Dowels	7	1⅜	1	11½	1	0½	7	8
	125WP4	Str.	#10	28	—	28	23	11	Vertical Col. Bars								
	125WP5	Str.	#10	—	28	28	26	1	Vertical Col. Bars								
	125WP6	③	#4	1	—	1	337	10	Spirals	4	2						
	125WP7	③	#4	—	1	1	363	10	Spirals	4	2						
	125WP8	④	#4	4	4	8	5	2	Transv. Brg. Bars	1	3	2	8				
	125WP9	④	#4	4	4	8	4	11	Longit. Brg. Bars	1	3	2	5				
	125WP10	⑤	#4	1	1	2	14	1	Dowel Tie Bars	3	11¾						
PIER 126W	126WP1	①	#8	12	12	24	12	8	Footing, Transv. Bars	9	8	1	6	0	10	10	6
	126WP2	①	#6	17	17	34	8	10	Footing, Longit. Bars	7	0	0	11	0	6	7	6
	126WP3	②	#9	24	24	48	7	10	Dowels	6	1⅜	1	8⅜	0	11½	6	7
	126WP4	Str.	#9	24	24	48	24	5	Vertical Col. Bars								
	126WP5	③	#4	1	1	2	297	3	Spirals	3	8						
	126WP6	④	#4	8	8	16	4	11	Longit. Brg. Bars (4 each Col.) Transv. Brg. Bars (4 each Col.)	1	3	2	5				
	126WP7	⑤	#4	1	1	2	12	7	Dowel Tie Bars	3	6						
PIER 127W	127WP1	①	#9	9	9	18	13	0	Footing, Transv. Bars	9	6⅜	1	8⅜	0	11½	10	6
	127WP2	①	#6	17	17	34	8	10	Footing, Longit. Bars	7	0	0	11	0	6	7	6
	127WP3	②	#9	24	24	48	7	10	Dowels	6	1⅜	1	8⅜	0	11½	6	7
	127WP4	Str.	#9	24	—	24	24	4	Vertical Col. Bars								
	127WP5	Str.	#9	—	24	24	25	0	Vertical Col. Bars								
	127WP6	③	#4	1	—	1	297	3	Spirals	3	8						
	127WP7	③	#4	—	1	1	308	8	Spirals	3	8						
	127WP8	④	#4	4	4	8	5	2	Transv. Brg. Bars	1	3	2	8				
	127WP9	④	#4	5	5	10	4	6	Longit. Brg. Bars	1	3	2	0				
	127WP10	⑤	#4	1	1	2	12	7	Dowel Tie Bars	3	6						
PIER 128W	128WP1	①	#9	9	12	21	14	0	Footing, Transv. Bars	10	6⅜	1	8⅜	0	11½	11	6
	128WP2	①	#6	17	—	17	8	10	Footing, Longit. Bars	7	0	0	11	0	6	7	6
	128WP3	①	#6	—	15	15	9	10	Footing, Longit. Bars	8	0	0	11	0	6	8	6
	128WP4	②	#9	24	—	24	7	10	Dowels	6	1⅜	1	8⅜	0	11½	6	7
	128WP5	②	#9	—	24	24	8	7	Dowels	6	10⅜	1	8⅜	0	11½	7	4
	128WP6	Str.	#9	24	—	24	23	11	Vertical Col. Bars								
	128WP7	Str.	#9	—	24	24	23	8	Vertical Col. Bars								
	128WP8	③	#4	1	—	1	297	3	Spirals	3	8						
	128WP9	③	#4	—	1	1	285	9	Spirals	3	8						
	128WP10	④	#4	4	—	4	5	2	Transv. Brg. Bars	1	3	2	8				
	128WP11	④	#4	5	—	5	4	6	Longit. Brg. Bars	1	3	2	0				
PIER 128W	128WP12	④	#4	—	4	4	4	10	Transv. Brg. Bars	1	3	2	4				
	128WP13	④	#4	—	4	4	5	0	Longit. Brg. Bars	1	3	2	6				
	128WP14	⑤	#4	1	1	2	12	7	Dowel Tie Bars	3	6						
PIER 129W	129WP1	①	#10	12	12	24	17	4	Footing, Longit. Bars	13	5½	1	11½	1	0½	14	6
	129WP2	①	#8	19	—	19	13	8	Footing, Transv. Bars	10	8	1	6	0	10	11	6
	127WP3	①	#7	—	19	19	13	2	Footing, Transv. Bars	10	11	1	1½	0	7	11	6
	129WP4	②	#9	24	24	48	8	7	Dowels	6	0⅜	1	8⅜	0	11½	7	4
	129WP5	Str.	#9	24	—	24	23	6	Vertical Col. Bars								
	129WP6	Str.	#9	—	24	24	25	4	Vertical Col. Bars								
	129WP7	③	#4	1	—	1	334	10	Spirals	4	2						
	129WP8	③	#4	—	1	1	350	10	Spirals	4	2						
	129WP9	④	#4	4	4	8	5	2	Transv. Brg. Bars	1	3	2	8				
	129WP10	④	#4	4	4	8	4	11	Longit. Brg. Bars	1	3	2	5				
	129WP11	⑤	#4	1	1	2	14	2	Dowel Tie Bars	4	0						
PIER 130W	130WP1	①	#9	10	10	20	13	0	Footing, Transv. Bars	9	6⅜	1	8⅜	0	11½	10	6
	130WP2	①	#6	10	10	20	9	10	Footing, Longit. Bars	8	0	0	11	0	6	8	6
	130WP3	②	#9	28	28	56	8	7	Dowels	6	10⅜	1	8⅜	0	11½	7	4
	130WP4	Str.	#9	28	—	28	23	5	Vertical Col. Bars								
	130WP5	Str.	#9	—	28	28	25	3	Vertical Col. Bars								
	130WP6	③	#4	1	--	1	285	9	Spirals	3	8						
	130WP7	③	#4	—	1	1	306	6	Spirals	3	8						
	130WP8	④	#4	4	4	8	5	2	Transv. Brg. Bars	1	3	2	8				
	130WP9	④	#4	5	5	10	4	6	Longit. Brg. Bars	1	3	2	0				
	130WP10	⑤	#4	1	1	2	12	7	Dowel Tie Bars	3	6						
PIER 131W	131WP1	①	#9	12	12	24	14	0	Footing, Transv. Bars	10	6⅜	1	8⅜	0	11½	11	6
	131WP2	①	#6	12	12	24	9	10	Footing, Longit. Bars	8	0	0	11	0	6	8	6
	131WP3	②	#10	28	28	56	9	1	Dowels	7	1⅜	1	11½	1	0½	7	8
	131WP4	Str.	#10	28	—	28	20	6	Vertical Col. Bars								
	131WP5	Str.	#10	—	28	28	22	6	Vertical Col. Bars								
	131WP6	③	#4	1	—	1	251	6	Spirals	3	8						
	131WP7	③	#4	—	1	1	274	4	Spirals	3	8						
	131WP8	④	#4	8	8	16	4	11	Longit. Brg. Bars (4 each Col.) Transv. Brg. Bars (4 each Col.)	1	3	2	5				
	131WP9	⑤	#4	1	1	2	12	6	Dowel Tie Bars	3	5⅜						
PIER 132W	132WP1	①	#10	12	12	24	17	4	Footing, Longit. Bars	13	5½	1	11½	1	0½	14	6
	132WP2	①	#8	18	18	36	13	8	Footing, Transv. Bars	10	8	1	6	0	10	11	6
	132WP3	②	#10	28	28	56	9	1	Dowels	7	1⅜	1	11½	1	0½	7	8
	132WP4	Str.	#10	28	—	28	20	6	Vertical Col. Bars								
	132WP5	Str.	#10	—	28	28	22	7	Vertical Col. Bars								
	132WP6	③	#4	1	—	1	251	6	Spirals	3	8						
	132WP7	③	#4	—	1	1	274	4	Spirals	3	8						
	132WP8	④	#4	8	8	16	4	11	Longit. Brg. Bars (4 each Col.) Transv. Brg. Bars (4 each Col.)	1	3	2	5				
	132WP9	⑤	#4	1	1	2	12	6	Dowel Tie Bars	3	5⅜						



TYPE ①

TYPE ②



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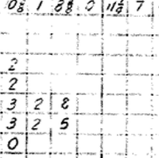

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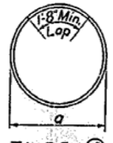
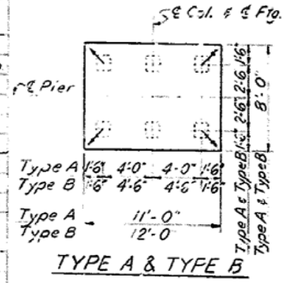


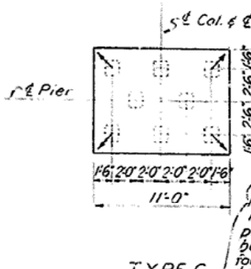
TYPE ⑤

TABLE A

Mark	Turns	Mark	Turns	Mark	Turns
123WP5	25	127WP6	26	130WP6	25
124WP6	26	127WP7	27	130WP7	27
124WP7	25	128WP8	26	131WP6	22
125WP6	26	128WP9	25	131WP7	24
125WP7	28	129WP7	25	132WP6	22
126WP5	26	129WP8	27	132WP7	24

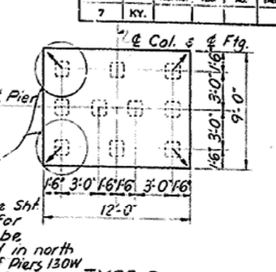


TYPE A & TYPE B

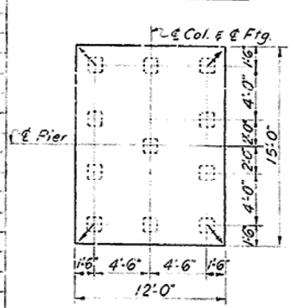


TYPE C

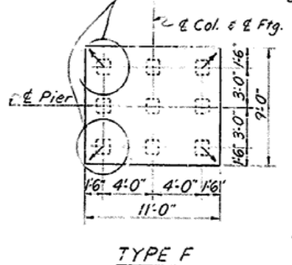
Note: See Sht No. 165 for piles to be battered in north footings of Piers 130W & 131W. (To clear sewer)



TYPE D

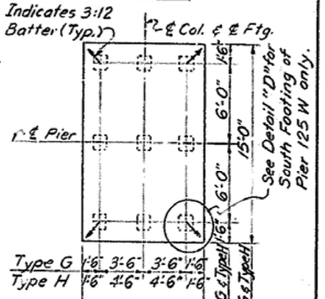


TYPE E



TYPE F

Indicates 3:12 Batter (Typ.)



TYPE G & TYPE H

See Detail "D" for South Footing of Pier 125W only.

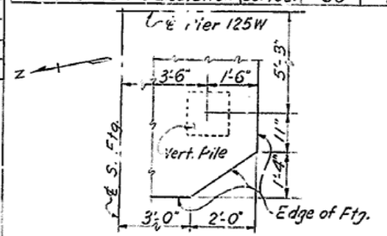
PILE PATTERN TYPE

PILE DATA

Piers	123W		124W		125W		126W		127W		128W		129W		130W		131W		132W	
Footings	North	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South
Pattern Type	A	A	C	C	G	G	C	C	A	A	B	D	E	H	F	F	D	D	H	H
No. of Piles	6	6	8	8	9	9	8	8	6	6	6	10	11	9	9	9	10	10	9	9

ESTIMATE OF QUANTITIES

Item	Unit	Pier 123W	Pier 124W	Pier 125W	Pier 126W	Pier 127W	Pier 128W	Pier 129W	Pier 130W	Pier 131W	Pier 132W
Concrete Class "A"	Cu. Yds.	44.4	45.1	76.7	45.7	45.9	51.7	85.6	54.0	54.2	76.9
Steel Reinforcement	Lbs.	6,752	6,892	11,479	6,992	7,037	7,132	8,904	7,912	9,287	10,907
Concrete Piling, Furnishing	Lin. Ft.	475	615	680	630	490	645	800	720	840	760
Concrete Piling, Driving	Lin. Ft.	475	615	680	630	490	645	800	720	840	760
Common Structure Excavation	Cu. Yds.	60	70	110	60	64	75	130	75	60	144



DETAIL D
(South Footing Pier 125W)

Work this Sheet with Sheet 32.

SHEET 33 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

PIERS 123W THRU 132W

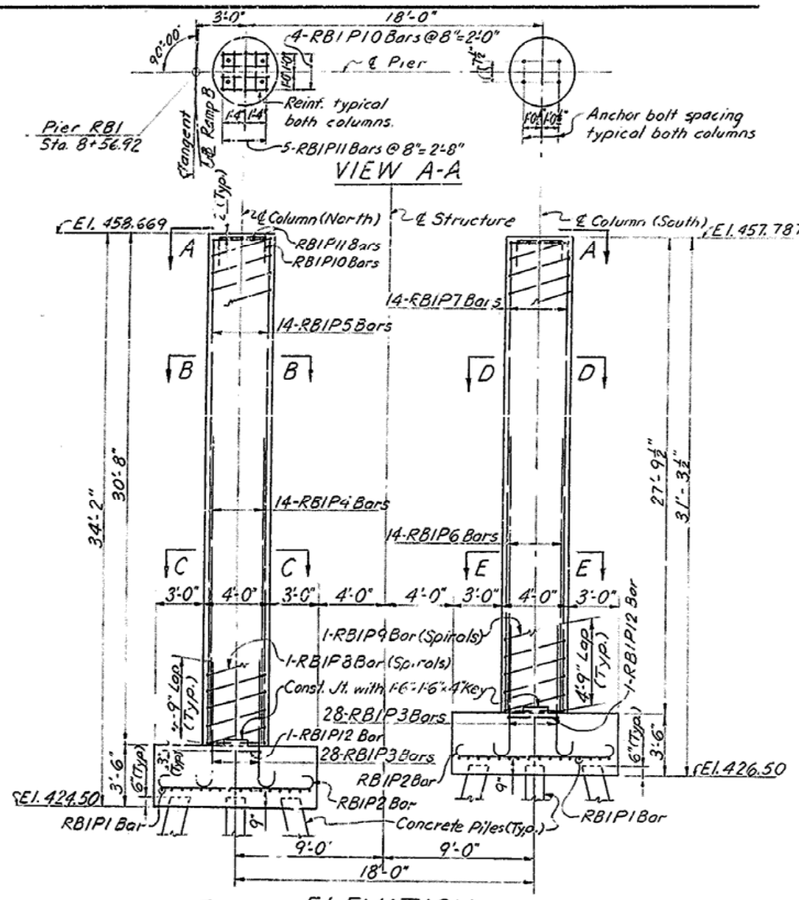
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

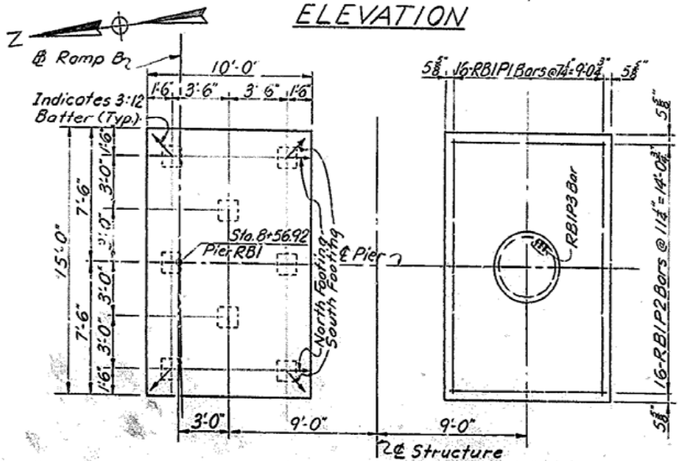
BRIDGE NUMBER 15754

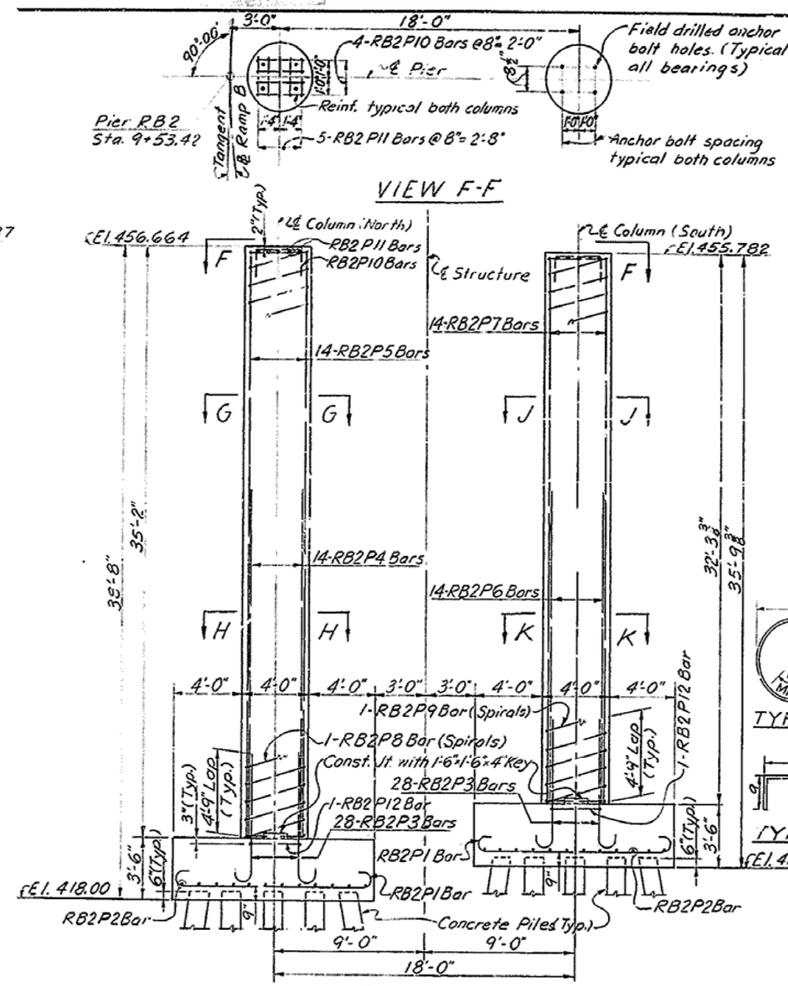
FED. ROAD DIV.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

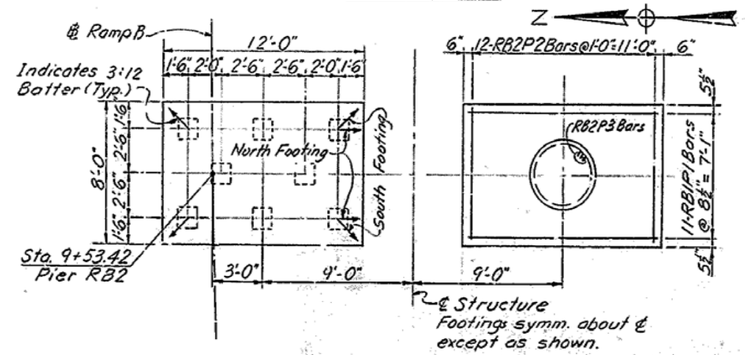
DESIGNED BY WEB
DETAILED BY WES
TRACED BY
CHECKED BY
CHECKED BY
CHECKED BY
DATE 2-27-63

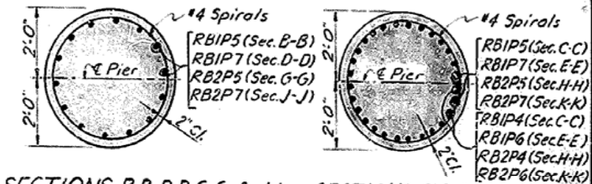
PROJ. ROAD SYST.	STATE	PROJ. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				







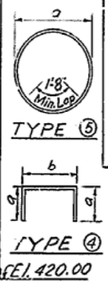


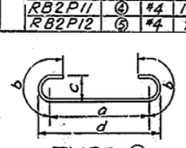


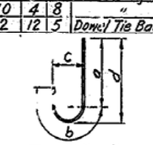
SECTIONS B-B, D-D, G-G, & J-J SECTIONS C-C, E-E, H-H & K-K

BILL OF REINFORCEMENT

	Mark	Type	Size	No. Req'd	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
PIER RB1	RB 1P1	①	#9	32	17	0	Footings	13	6⅜	1	8⅜	0	11¼	14	6
	RB 1P2	①	#8	32	11	8	Footings	8	8	1	6	0	10	9	6
	RB1P3	②	#11	56	9	1	Dowels	6	11	2	2	1	2	7	6
	RB1P 4	Str.	#11	14	17	6	Column								
	RB1P 5	Str.	#11	14	30	5	"								
	RB1P 6	Str.	#11	14	15	6	"								
	RB1P 7	Str.	#11	14	27	6	"								
	RB1P8	③	#4	1	365	8	Spirals								
	RB1P9	③	#4	1	331	4	Spirals								
	RB1P10	④	#4	8	5	4	Bearings	1	3	2	10				
	RB1 P11	④	#4	10	4	8	"	1	3	2	2				
	RB1 P12	⑤	#4	2	12	5	Dowel Tie Bars	3	5⅜						
PIER RB2	RB2P1	①	#6	22	14	0	Footings	10	6⅜	1	8⅜	0	11¼	11	6
	RB2P2	①	#6	24	8	10	"	7	0	0	11	0	6	7	6
	RB2P3	②	#11	56	9	1	Dowels	6	11	2	2	1	2	7	6
	RB2P4	Str.	#11	14	19	6	Column								
	RB2P5	Str.	#11	14	35	0	"								
	RB2P6	Str.	#11	14	17	6	"								
	RB2P7	Str.	#11	14	32	0	"								
	RB2P8	③	#4	1	422	9	Spirals								
	RB2P9	③	#4	1	388	6	"								
	RB2P10	④	#4	8	5	4	Bearings	1	3	2	10				
	RB2P11	④	#4	10	4	8	"	1	3	2	2				
	RB2P12	⑤	#4	2	12	5	Dowel Tie Bars	3	5⅜						







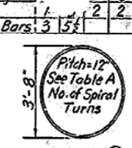


TABLE A	
Mark	Turns
RB1P8	32
RB1P9	29
RB2P8	37
RB2P9	34

ESTIMATE OF QUANTITIES

ITEM	UNIT	PIER RB1	PIER RB2
Concrete Class A	Cu. Yds.	66.1	56.3
Steel Reinforcement	Lbs.	12,857	12,418
Concrete Piling, Furnishing	Lin. Ft.	504	504
Concrete Piling, Driving	Lin. Ft.	504	504
Common Structure Excavation	Cu. Yds.	70	75

Note: Provide one complete turn at top and bottom of each spiral. Reinforcing bars shall be accurately placed under the bearing so that they do not interfere with drilling of anchor bolt holes.
See Sheet 105 for anchor bolt details.
Normal pool elevation is 419.05.
For location of Test Piles see Sh. 166.

SHEET 34 OF 167

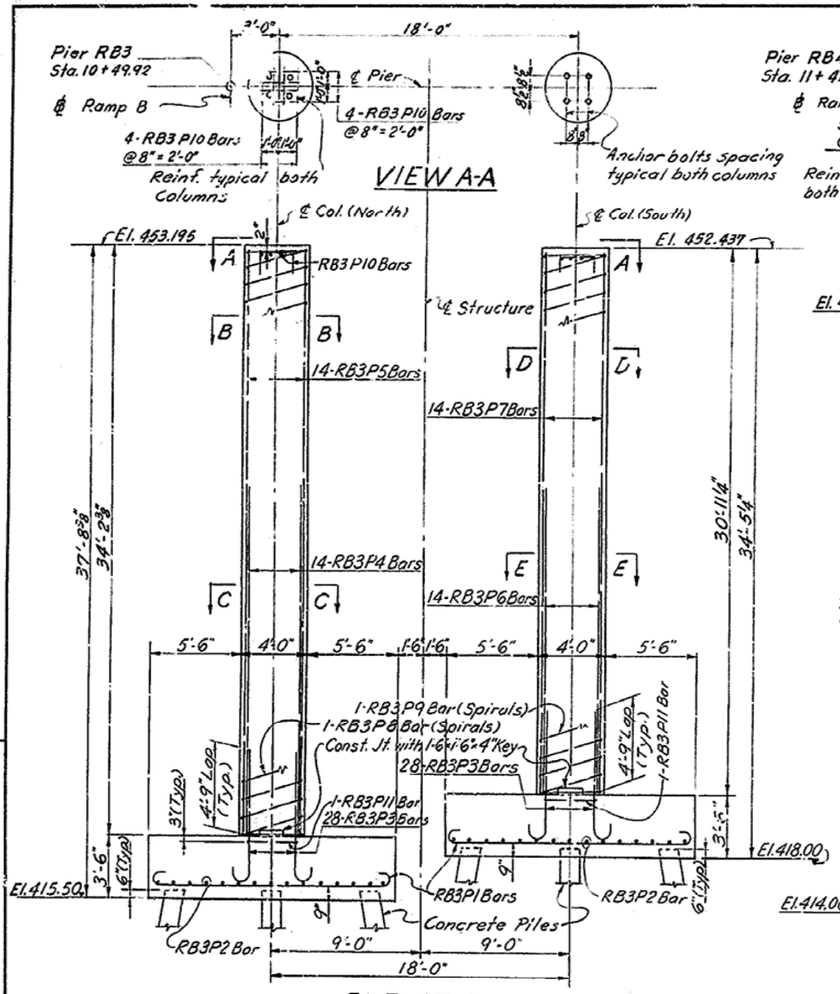
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

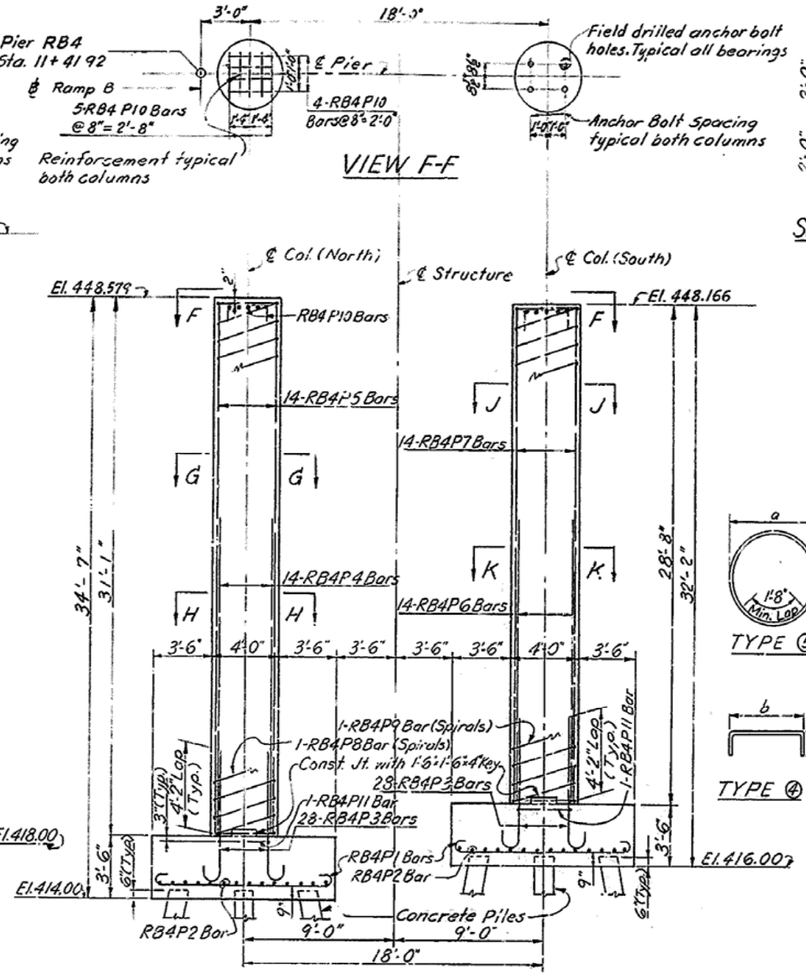
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 849

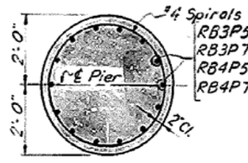
BRIDGE NUMBER MASTER NO. 15754

PIERS RB1 & RB2

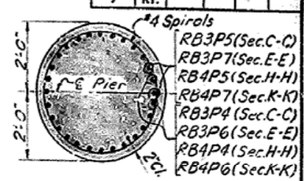
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				







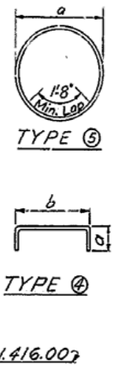
SECTIONS B-B, D-D, G-G & J-J



SECTIONS C-C, E-E, H-H & K-K

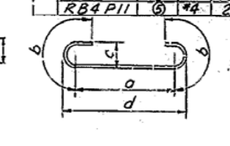
BILL OF REINFORCEMENT

	Mark	Type	Size	No. Reqd	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d In.
PIER RB3	RB3P1	①	#9	24	17	0	Footings	13	6⅜	1	8⅜	0	1¼	14	6
	RB3P2	①	#6	30	8	10	"	7	0	0	11	0	6	7	6
	RB3P3	②	#11	56	9	1	Dowels	6	11	2	2	1	2	7	6
	RB3P4	Str.	#11	14	21	6	Column								
	RB3P5	Str.	#11	14	34	0	"								
	RB3P6	Str.	#11	14	19	0	"								
	RB3P7	Str.	#11	14	30	8	"								
	RB3P8	③	#4	1	411	4	"								
	RB3P9	③	#4	1	365	8	"								
	RB3P10	④	#4	16	4	8	"								
	RB3P11	⑤	#4	2	12	5	Dowel Tie Bars	-	5¾						
PIER RB4	RB4P1	①	#8	22	12	11	Footings	9	11	1	6	0	10	10	9
	RB4P2	①	#6	28	8	10	"	1	10	0	11	0	6	7	6
	RB4P3	②	#10	56	8	4	Dowels	6	5	1	11	1	0⅜	6	11
	RB4P4	Str.	#10	14	17	2	Column								
	RB4P5	Str.	#10	14	30	10	"								
	RB4P6	Str.	#10	14	15	2	"								
	RB4P7	Str.	#10	14	28	5	"								
	RB4P8	③	#4	1	365	8	"								
	RB4P9	③	#4	1	342	9	"								
	RB4P10	④	#4	18	5	2	"	1	3	2	8				
	RB4P11	⑤	#4	2	12	6	Dowel Tie Bars	3	5¾						



TYPE ⑤

TYPE ④



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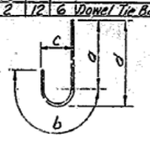

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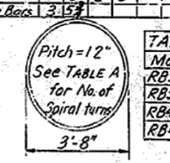
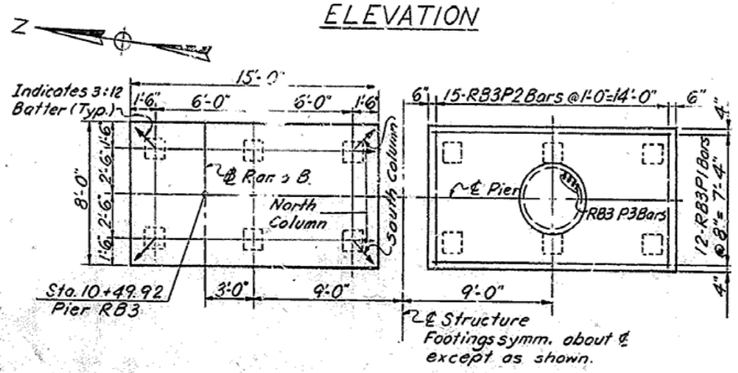


TYPE ③

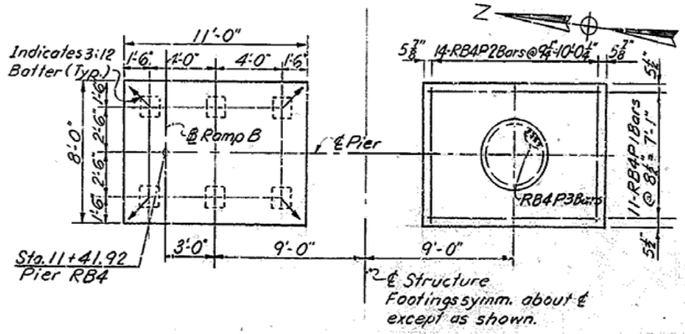
TABLE A	
Mark	Turns
RB3P8	36
RB3P9	32
RB4P8	32
RB4P9	30

ESTIMATE OF QUANTITIES

ITEM	UNIT	PIER RB3	PIER RB4
Concrete Class A	Cu. Yds.	61.4	50.6
Steel Reinforcement	Lbs.	12,875	9208
Concrete Piling, Furnishing	Lin. Ft.	273	251
Concrete Piling, Driving	Lin. Ft.	273	251
Common Structure Excavation	Cu. Yds.	75	70



FOOTING PLAN
PIER RB3



FOOTING PLAN
PIER RB4

Notes: Provide one complete turn at top and bottom of each spiral.
Reinforcing bars shall be accurately placed under the bearings so that they do not interference with drilling of anchor bolt holes; see sheet 105 for anchor bolts details.
Normal pool elevation is 419.05.
For locations of Test Piles see Sh. 166.

SHEET 35 OF 167

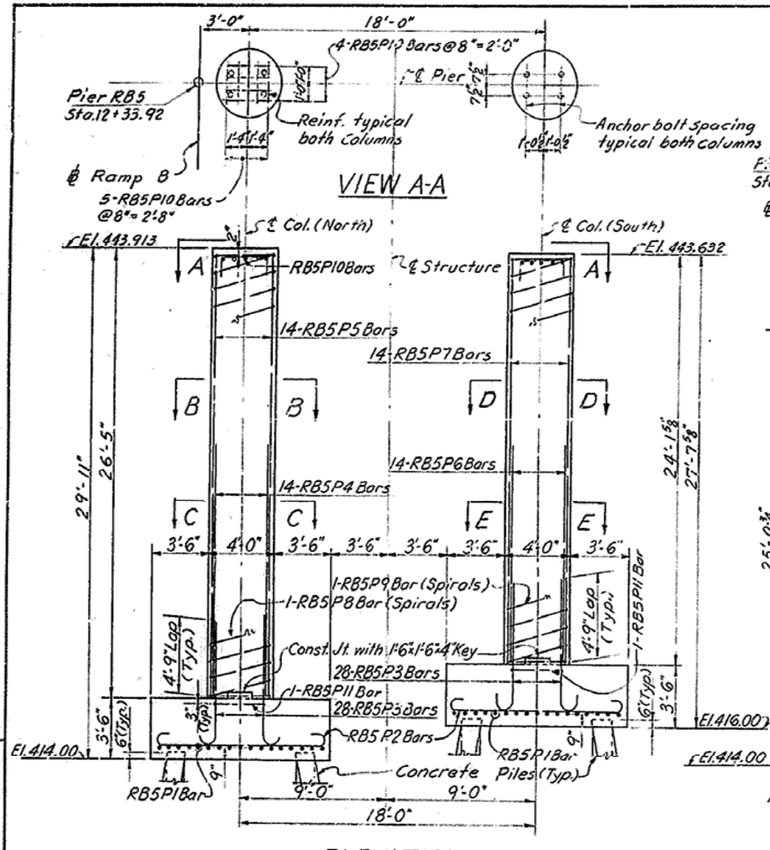
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3rd ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

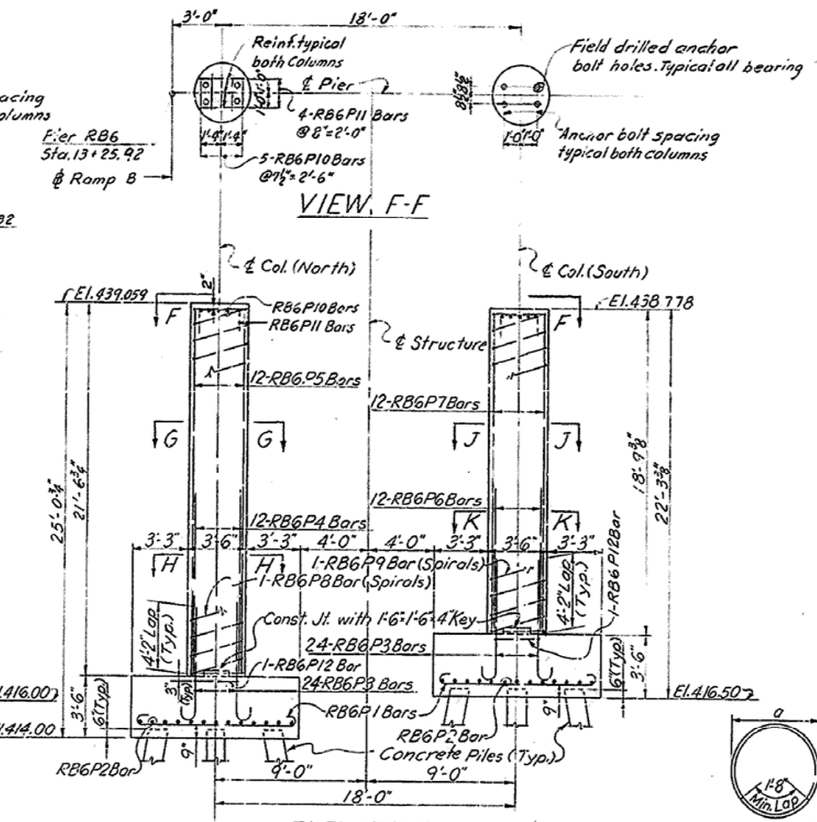
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 849

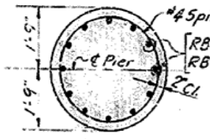
BRIDGE NUMBER 15754

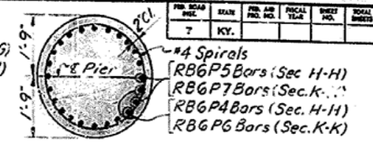
PIERS RB3 & RB4

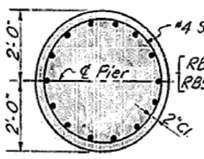
PROJECT NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

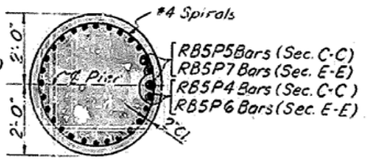












BILL OF REINFORCEMENT

	Mark	Type	Size	No. Req'd	Length Ft.	Length in.	Location	a Ft.	a in.	b Ft.	b in.	c Ft.	c in.	d Ft.	d in.
PIER RB5	RB5P1	①	#9	34	18	0	Footings	14	6 3/4	1	8 8	0	11 1/4	15	6
	RB5P2	①	#8	32	12	8	"	9	8	1	6	0	10	10	6
	RB5P3	②	#11	56	9	1	Dowels	6	11	2	2	1	2	7	6
	RB5P4	Str.	#11	14	17	6	Column								
	RB5P5	Str.	#11	14	26	2	"								
	RB5P6	Str.	#11	14	15	6	"								
	RB5P7	Str.	#11	14	23	11	"								
	RB5P8	③	#4	1	319	11	Spirals								
	RB5P9	③	#4	1	297	1	"								
	RB5P10	④	#4	18	5	2	Bearings	1	3	2	8				
	RB5P11	⑤	#4	2	12	5	Dowel Tie Bars	3	5 1/2						
PIER RB6	RB6P1	①	#7	24	11	1	Footings	8	11	1	1	0	7	9	6
	RB6P2	①	#6	26	8	10	"	7	10	0	11	0	6	7	6
	RB6P3	②	#10	48	8	4	Dowels	6	5	1	11	1	0 1/2	6	11
	RB6P4	Str.	#10	12	13	2	Column								
	RB6P5	Str.	#10	12	21	4	"								
	RB6P6	Str.	#10	12	10	8	"								
	RB6P7	Str.	#10	12	18	7	"								
	RB6P8	③	#4	1	226	10	Spirals								
	RB6P9	③	#4	1	197	3	"								
	RB6P10	④	#4	10	4	7	Bearings	1	3	2	1				
	RB6P11	④	#4	8	5	0	"	1	3	2	6				
	RB6P12	⑤	#4	2	10	11	Dowel Tie Bars	2	11 3/4						

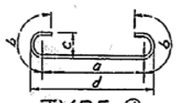
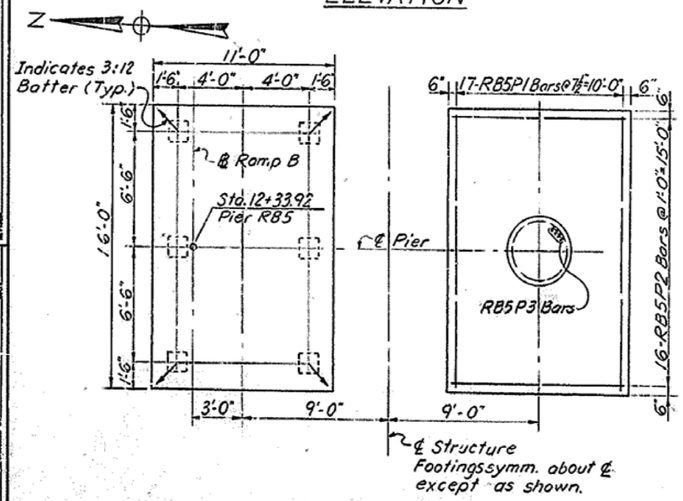


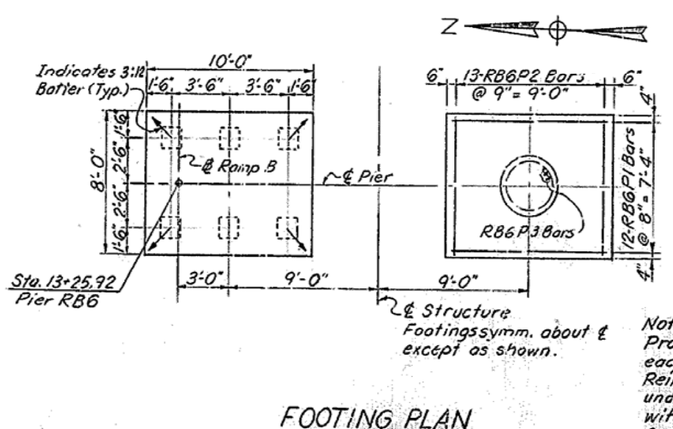
TABLE A	
Mark	Turns
RB5P8	28
RB5P9	26
RB6P8	23
RB6P9	20

3'-8" (RB5P8 & RB5P9)
3'-2" (RB6P8 & RB6P9)

ESTIMATE OF QUANTITIES

ITEM	UNIT	PIER RB5	PIER RB6
Concrete Class A	Cu. Yds.	69.2	35.1
Steel Reinforcement	Lbs.	12538	6258
Concrete Piling, Furnishing	Lin. Ft.	251	254
Concrete Piling, Driving	Lin. Ft.	251	254
Common Structure Excavation	Cu. Yds.	105	55





Notes:
Provide one complete turn at top and bottom of each spiral.
Reinforcing bars shall be accurately placed under the bearings so that they do not interfere with drilling of anchor bolt holes.
See sheet 108 for anchor bolt details.
Normal pool elevation is 419.05.
For location of Test Piles see Sh. 166.

SHEET 36 OF 167

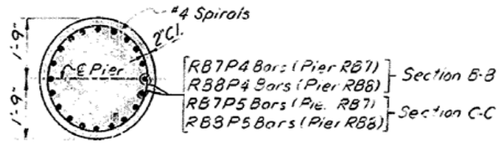
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

HAYES & ERDAL CONSULTING ENGINEERS FILE NO. 845

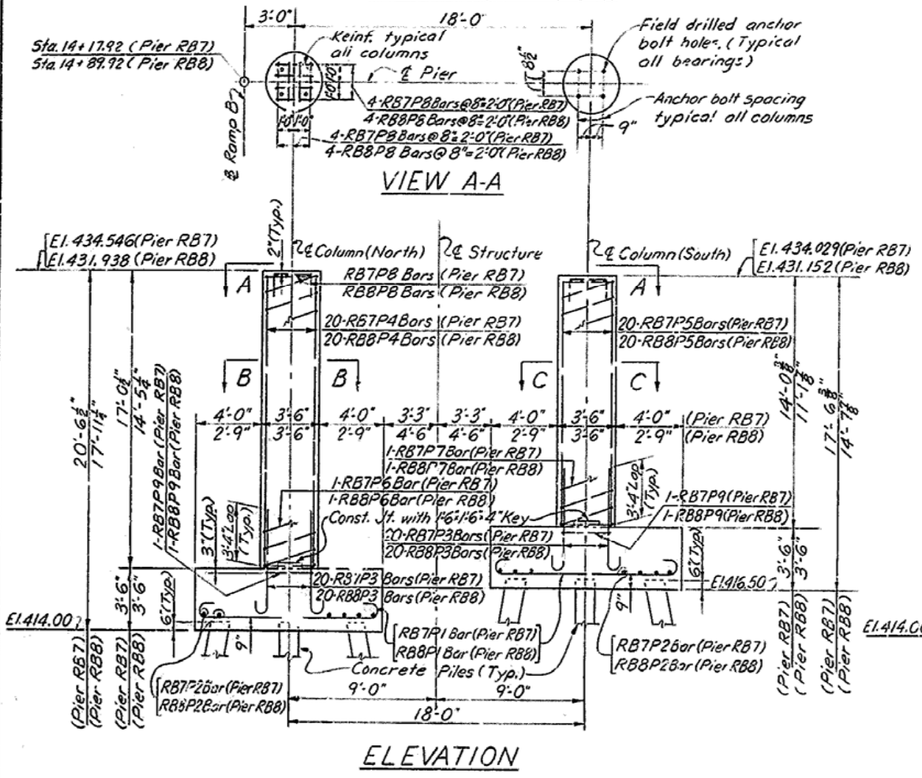
BRIDGE NUMBER — DRAWING NO. 15754

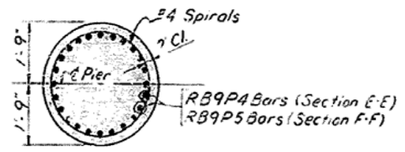
PIERS RB5 & RB6

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

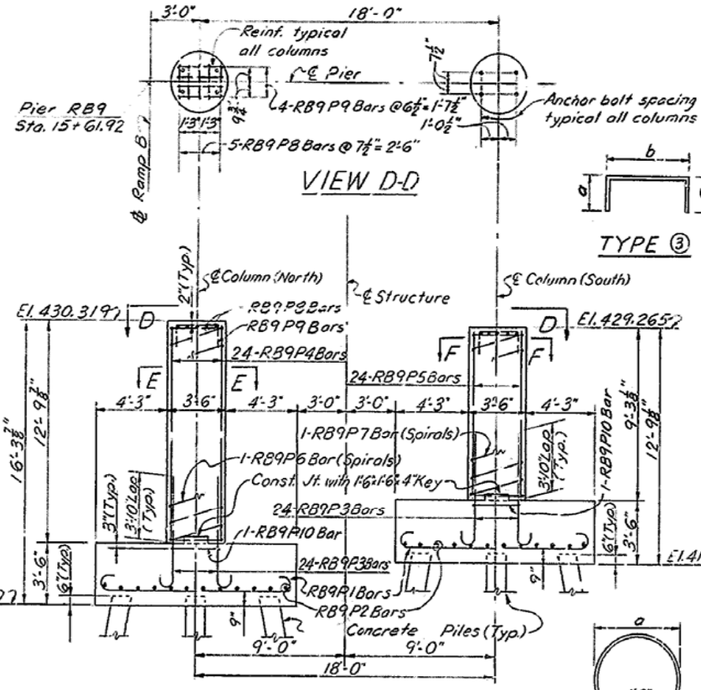


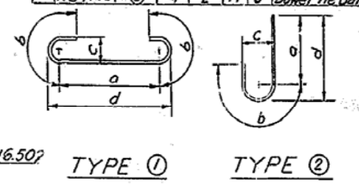
SECTIONS B-B & C-C

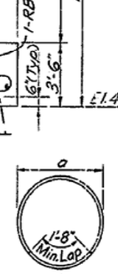




SECTIONS E-E & F-F







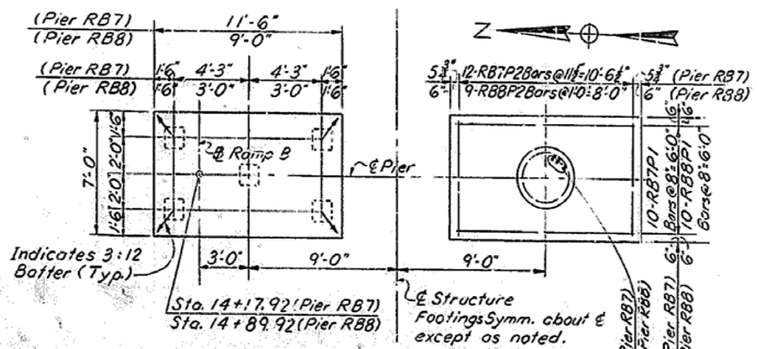
BILL OF REINFORCEMENT

	Mark	Type	Size	No. Reqd	Length Ft.	Length in.	Location	a Ft.	a in.	b Ft.	b in.	c Ft.	c in.	d Ft.	d in.
PIER RB7	RB7P1	①	#9	20	13	6	Footings	10	0⅜	1	8⅜	0	11½	11	0
	RB7P2	①	#6	24	7	10	"	6	0	0	11	0	6	6	6
	RB7P3	②	#8	40	7	2	Dowels	5	8	1	6	0	10	6	1
	RB7P4	Str.	#8	20	16	10	Column								
	RB7P5	Str.	#8	20	13	10	"								
	RB7P6	③	#4	1	171	6	Spirals								
	RB7P7	③	#4	1	147	11	"								
	RB7P8	④	#4	16	4	8	Bearings	1	3	2	2				
	RB7P9	⑤	#4	2	11	0	Dowel Tie Bars	3	0						
PIER RB8	RB8P1	①	#7	20	10	2	Footings	7	11	1	11½	0	7	8	6
	RB8P2	①	#6	18	7	10	"	6	0	0	11	0	6	6	6
	RB8P3	②	#8	40	7	2	Dowels	5	8	1	6	0	10	6	1
	RB8P4	Str.	#8	20	14	2	Column								
	RB8P5	Str.	#8	20	10	11	"								
	RB8P6	③	#4	1	157	10	Spirals								
	RB8P7	③	#4	1	128	2	"								
	RB8P8	④	#4	16	4	8	Bearings	1	3	2	2				
	RB8P9	⑤	#4	2	11	0	Dowel Tie Bars	3	0						
PIER RB9	RB9P1	①	#9	22	14	0	Footings	10	6⅜	1	8⅜	0	11½	11	6
	RB9P2	①	#6	24	8	10	"	7	0	0	11	0	6	7	6
	RB9P3	②	#9	48	7	10	Dowels	6	8	1	8⅜	0	11½	6	7
	RB9P4	Str.	#9	24	12	7	Column								
	RB9P5	Str.	#9	24	9	0	"								
	RB9P6	③	#4	1	136	1	Spirals								
	RB9P7	③	#4	1	108	6	"								
	RB9P8	④	#4	10	4	3	Bearings	1	3	1	9				
	RB9P9	④	#4	8	5	0	"	1	3	2	6				
	RB9P10	⑤	#4	2	11	0	Dowel Tie Bars	3	0						

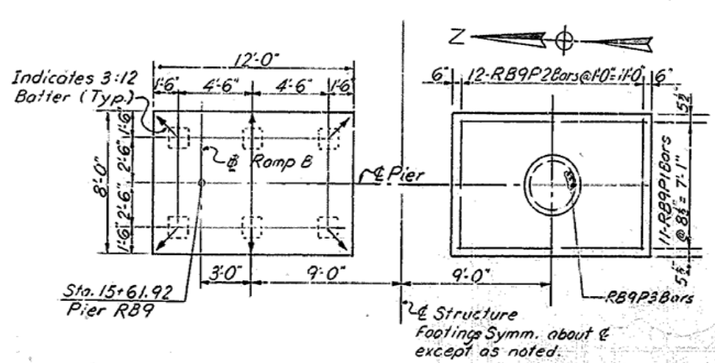
TABLE A	
Mark	Turns
RB7P6	18
RB7P7	15
RB8P6	16
RB8P7	13
RB9P6	14
RB9P7	11

ESTIMATE OF QUANTITIES

ITEM	UNIT	PIER RB7	PIER RB8	PIER RB9
Concrete Class "A"	Cu. Yds.	32.0	25.4	32.8
Steel Reinforcement	Lbs.	3,886	2,985	4,642
Concrete Piling, Furnishing	Lin. Ft.	213	213	257
Concrete Piling, Driving	Lin. Ft.	213	213	257
Common Structure Excavation	Cu. Yds.	55	45	60



FOOTING PLAN
PIER RB7 & PIER RB8



FOOTING PLAN
PIER RB9

Notes: Provide one complete turn of top and bottom of each spiral.
Reinforcing bars shall be accurately placed under the bearings so that they do not interfere with drilling of anchor bolt holes.
See Sheet 105 for anchor bolt details.
Normal pool elevation is 419.05.
For location of Test Piles see Sh. 164.

SHEET 37 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

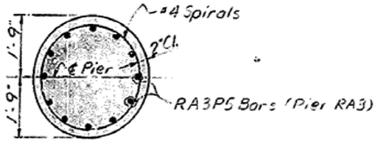
BRIDGE NUMBER

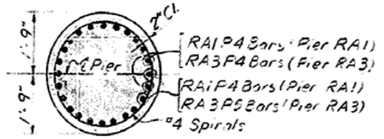
DRAWING NO. 15754

PIERS RB7, RB8 & RB9

DRAWN BY TEL CHECKED BY C.G.H. DATE 11-58
REVISED BY DATE
REVISED BY DATE
TRACED BY CHECKED BY DATE

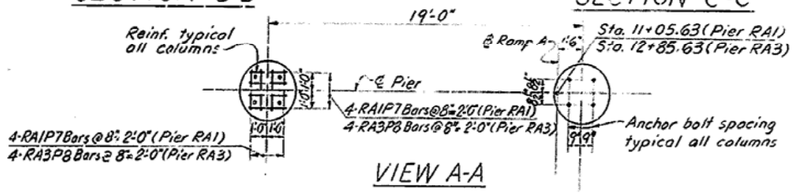
FED. ROAD CODE	STATE	JOB NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



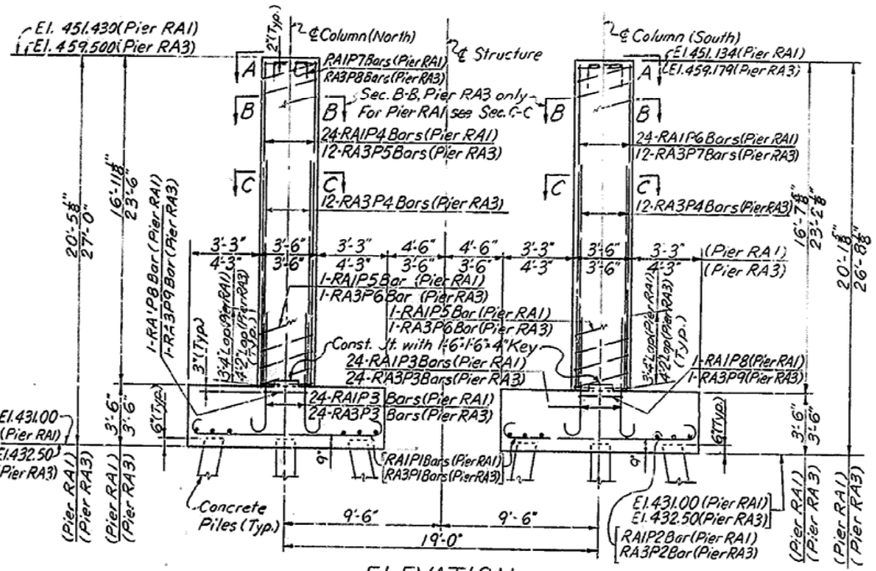


SECTION B-B

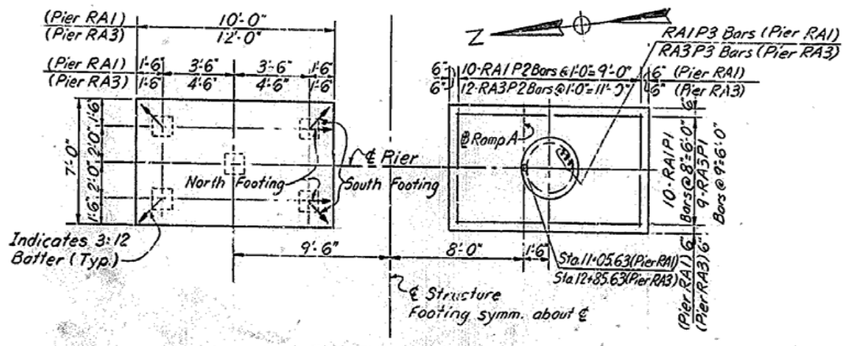
SECTION C-C



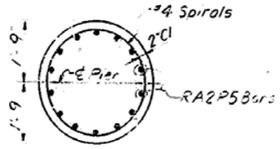
VIEW A-A

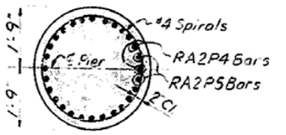


ELEVATION

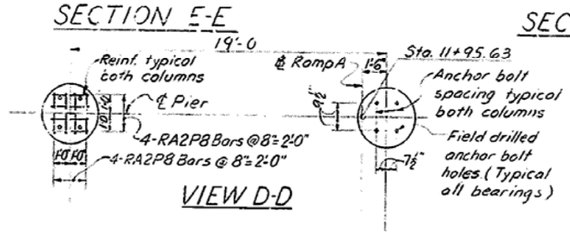


FOOTING PLAN
PIER RA1 & PIER RA3





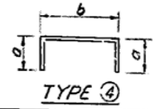
SECTION E-E



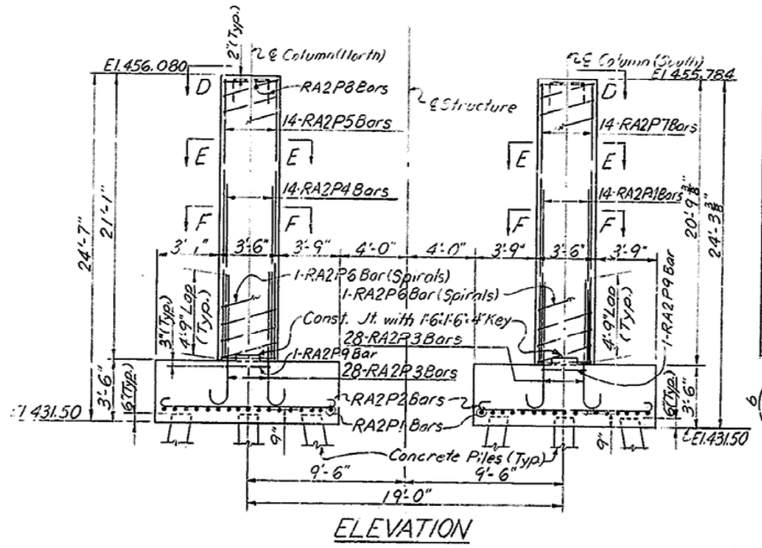
VIEW D-D

SECTION F-F

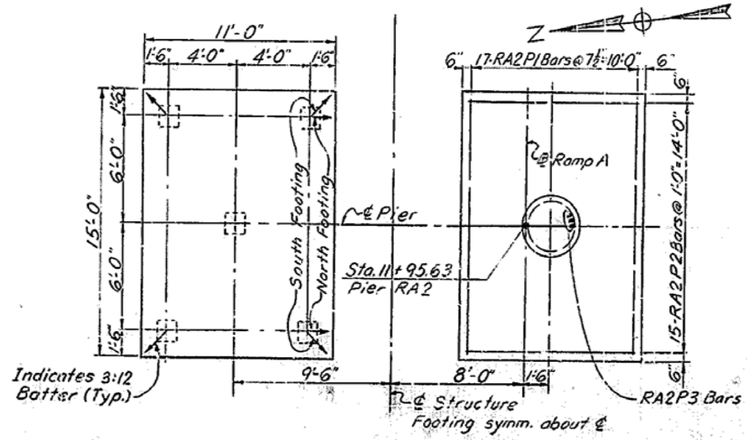
TYPE ⑤



TYPE ④



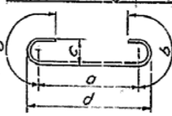
ELEVATION



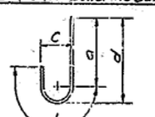
FOOTING PLAN
PIER RA2

BILL OF REINFORCEMENT

	Mark	Type	Size	No. Reqd.	Length Ft.	Length in.	Location	a Ft.	a in.	b Ft.	b in.	c Ft.	c in.	d Ft.	d in.
PIER RA1	RA1P1	①	#7	20	11	2	Footings	8	11	1	1½	0	7	9	6
	RA1P2	①	#6	20	7	10	"	6	0	0	11	0	6	6	6
	RA1P3	②	#8	48	7	2	Dowels	5	8	1	6	0	10	6	1
	RA1P4	Str.	#8	24	16	9	Column								
	RA1P5	③	#4	2	177	6	Spirals								
	RA1P6	Str.	#8	24	16	5	Column								
	RA1P7	④	#4	16	4	8	Bearings	1	3	2	2				
	RA1P8	⑤	#4	2	11	0	Dowel Tie Bars	5	0						
PIER RA2	RA2P1	①	#9	34	17	0	Footings	13	6½	1	8½	0	11½	14	6
	RA2P2	①	#6	30	11	10	"	10	0	0	11	0	6	10	6
	RA2P3	②	#11	56	9	1	Dowels	6	11	2	2	1	2	7	6
	RA2P4	Str.	#11	28	13	0	Column								
	RA2P5	Str.	#11	14	19	10	"								
	RA2P6	③	#4	2	217	0	Spirals								
	RA2P7	Str.	#11	14	19	6	Column								
	RA2P8	④	#4	16	4	8	Bearings	1	3	2	2				
	RA2P9	⑤	#4	2	10	10	Dowel Tie Bars	2	11½						
PIER RA3	RA3P1	①	#9	18	14	0	Footings	10	6½	1	8½	0	11½	11	6
	RA3P2	①	#6	24	7	10	"	6	0	0	11	0	6	6	6
	RA3P3	②	#10	48	8	4	Dowels	6	5	1	11	1	01	6	11
	RA3P4	Str.	#10	24	13	0	Column								
	RA3P5	Str.	#10	12	23	4	"								
	RA3P6	③	#4	2	246	7	Spirals								
	RA3P7	Str.	#10	12	23	0	Column								
	RA3P8	④	#4	16	4	8	Bearings	1	3	2	2				
	RA3P9	⑤	#4	2	10	11	Dowel Tie Bars	2	11½						



TYPE ①



TYPE ②

TYPE ③

TABLE A	
Mark	Turns
RA1P5	18
RA2P6	22
RA3P6	25

ESTIMATE OF QUANTITIES

ITEM	UNIT	PIER RA1	PIER RA2	PIER RA3
Concrete Class "A"	Cu. Yds.	30.1	57.7	38.4
Steel Reinforcement	Lbs.	4,039	10,415	6,990
Concrete Piling, Furnishing	Lin. Ft.	374	379	389
Concrete Piling, Driving	Lin. Ft.	374	379	389
Common Structure Excavation	Cu. Yds.	60	125	70

Note: Provide one complete turn of top and bottom of each spiral.
Reinforcing bars shall be accurately placed under the bearings so that they do not interfere with drilling of anchor bolt holes. See Sh. 105 for anchor bolt details.
For location of Test Piles see Sh. 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

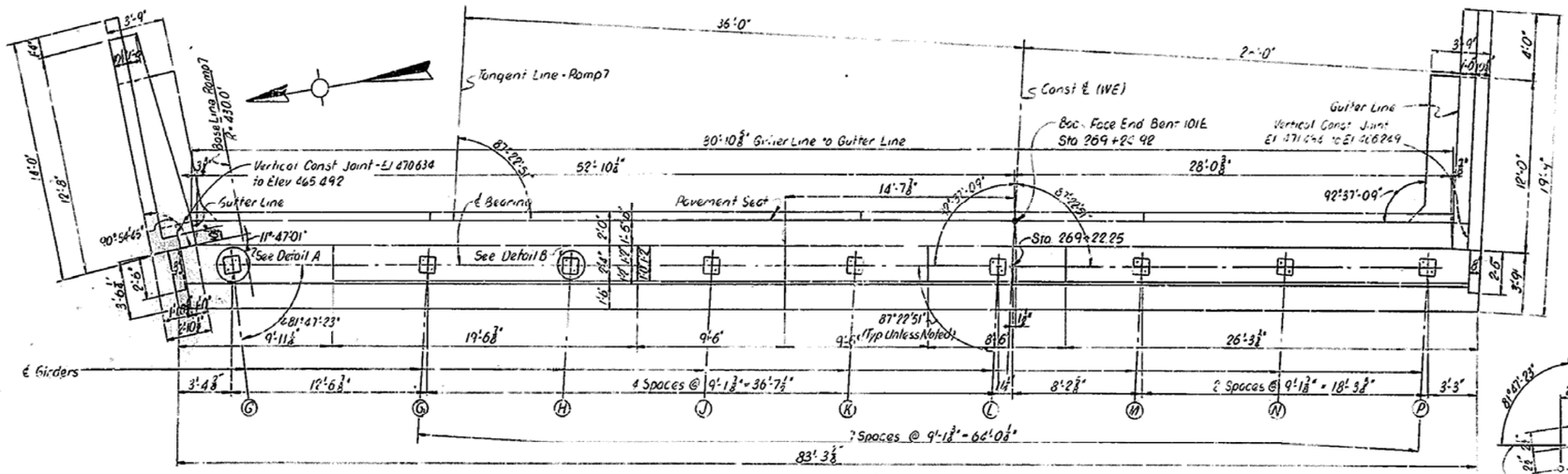
HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 545

BRIDGE NUMBER

DRAWING NO. 15754

PIERS RA1, RA2 & RA3

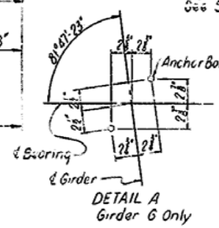
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



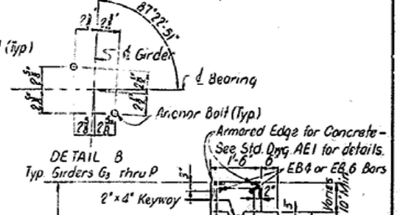
CAP PLAN

NOTES.
See Sheet No 43 for construction of End Bent foundation and backfill.
Top of Cap bars are to be located so as not to interfere with drilling of Anchor Bolt Holes
Tie cored pilot hole thru embankment see General Notes
NF denotes Near Face. FF denotes Far Face
Work this sheet with sheet No. 40

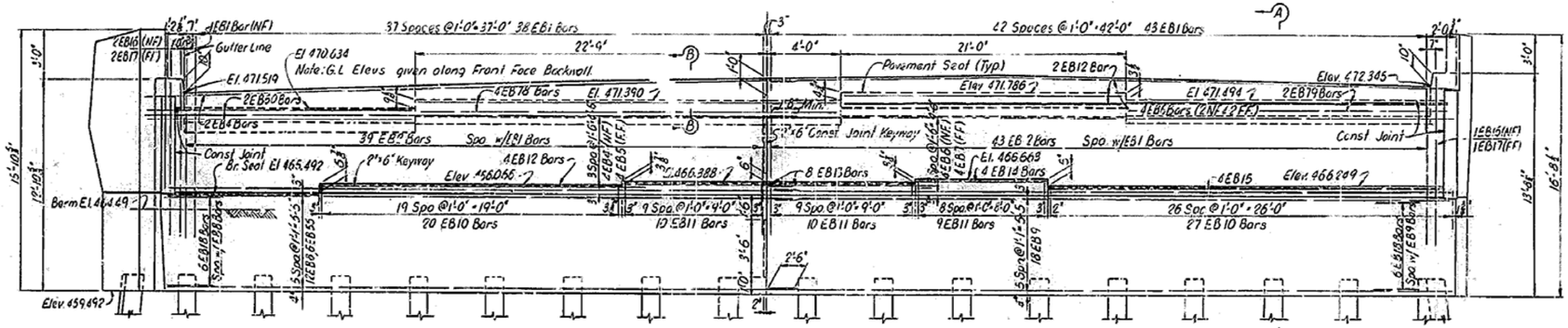
Do not backfill above bridge seat until superstructure is in place
See Spread Sheet for elevations along backwall.



DETAIL A
Girder G Only

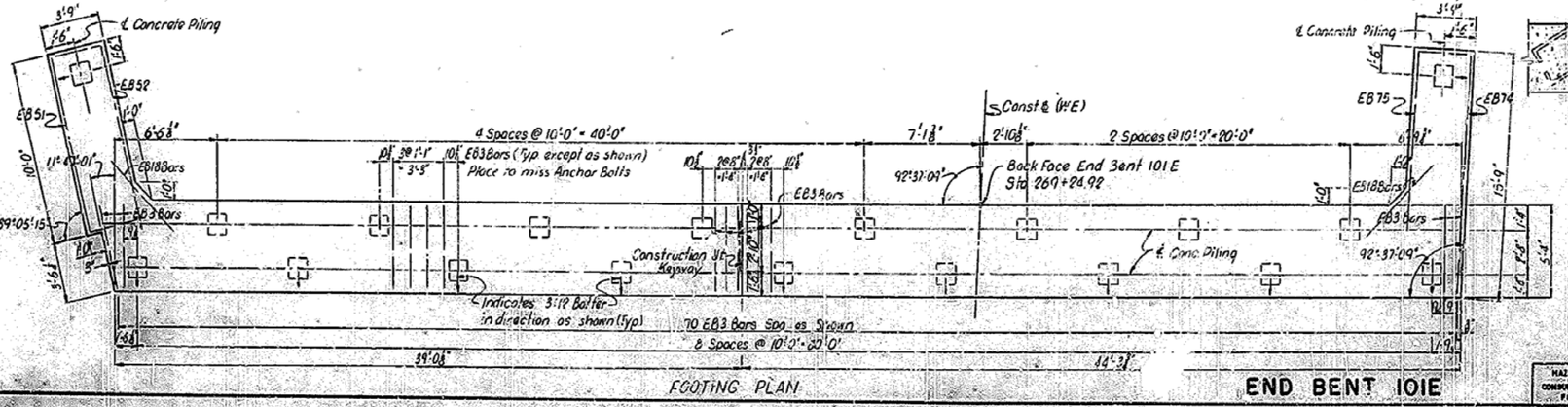


DETAIL B
Typ Girders G thru P

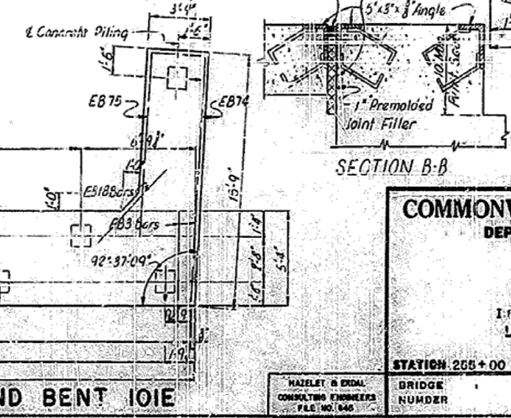


ELEVATION

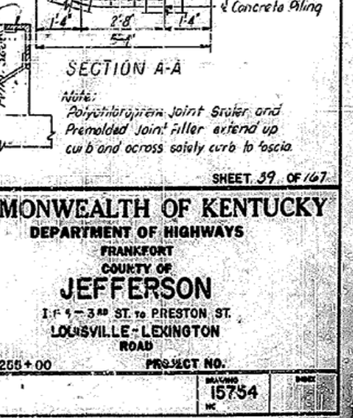
Note: For location of test pile see pile record sheet no 164.
See Sheet 43 for details of End Bent Backfill Construction.
Secure premolded joint filler with approved adhesive. No nails will be permitted.



FOOTING PLAN



END BENT 101E



SECTION A-A

SECTION B-B

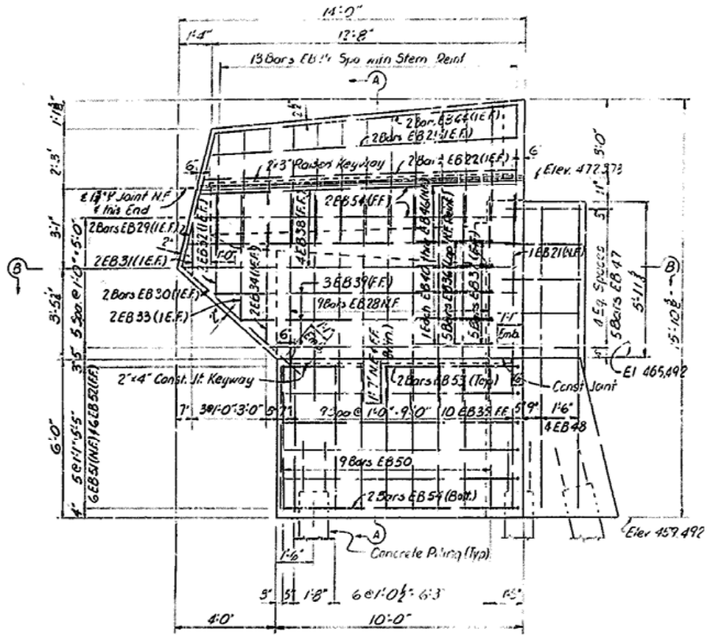
Note:
Polychloroprene Joint Sealer and Premolded Joint Filler extend up curb and across solely curb to fascia.

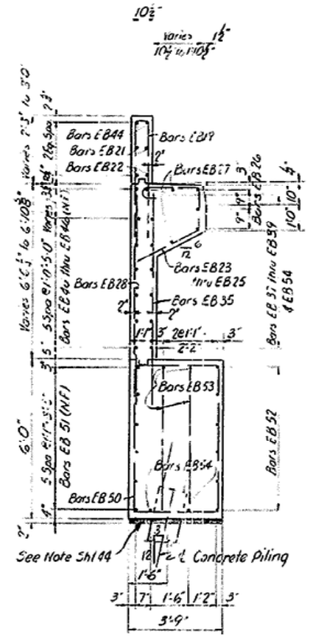
SHEET 39 OF 167

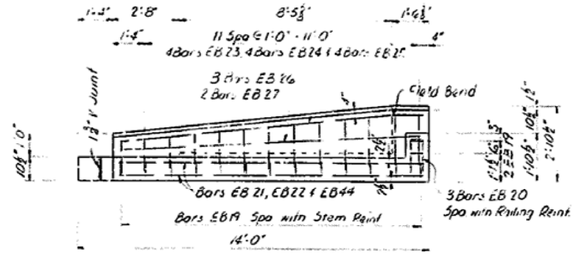
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I-65 — 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 265+00
PROJECT NO.

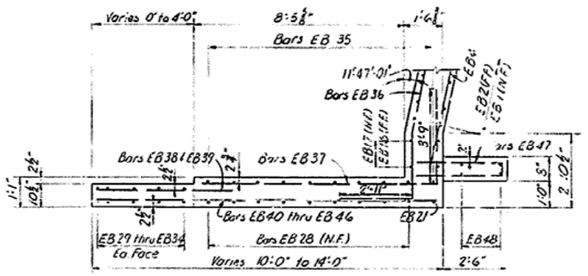
HAZELET & ERDAL CONSULTING ENGINEERS P.E.C. NO. 845	BRIDGE NUMBER	DRAWING NO. 15754	SHEET NO.

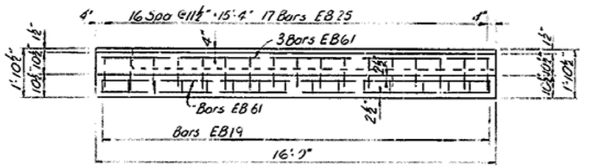
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



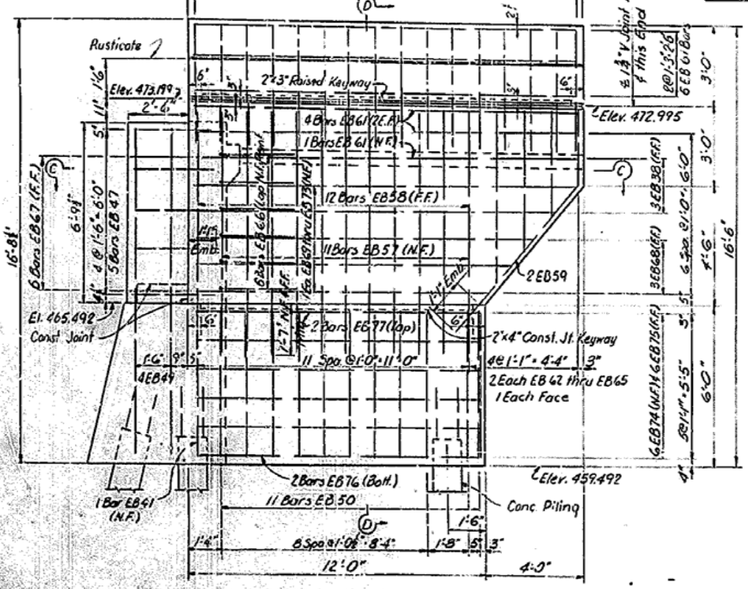


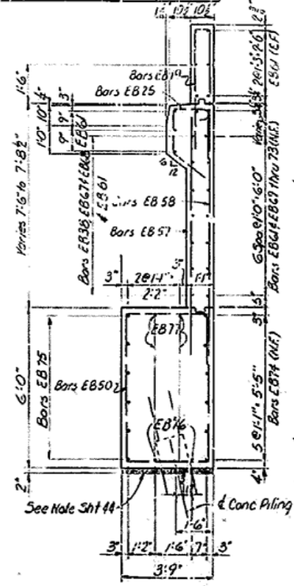


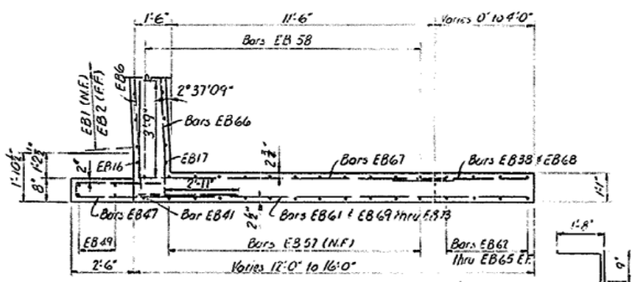


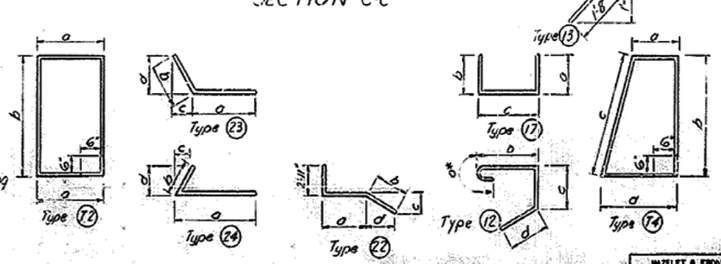


ESTIMATE OF QUANTITIES	
Concrete Class A	153 Cu Yds
Reinforcement	11170 Lbs.
Conc. Piling (Furnishing & Driving)	1265 Lin Ft
Structural Excavation - Common	350 Cu Yds
End Bent Backfill	154 Cu Yds









BILL OF REINFORCEMENT

Mark	Size	Type	No	Length Ft	Length In	Location	Dim 'a' Ft	Dim 'a' In	Dim 'b' Ft	Dim 'b' In	Dim 'c' Ft	Dim 'c' In	Dim 'd' Ft	Dim 'd' In
EB1	6	13	61	15	10	North & South Backwall	3	10	8	10	1	2		
EB2	6	13	82	8	1	North & South Backwall								
EB3	5	14	70	20	7	North & South Cap	3	6	3	7	3	9	0	11
EB4	6	Str	5	01	10	North Backwall								
EB5	6	Str	6	31	10	North Backwall								
EB6	6	Str	8	66	1	South Backwall								
EB7	6	Str	6	36	1	South Backwall								
EB8	6	Str	12	01	9	North Cap								
EB9	6	Str	12	06	0	South Cap								
EB10	9	23	82	3	3	Riser	3	9	1	11	0	0	1	11
EB11	6	23	29	5	9		3	4	2	5	0	0	2	5
EB12	6	Str	6	20	6	& Pavement Seat								
EB13	6	Str	8	11	0									
EB14	6	Str	6	6	2									
EB15	6	Str	9	22	3	Riser								
EB16	5	Str	3	9	0	North & South Backwall								
EB17	6	Str	3	9	3	North & South Backwall								
EB18	6	Str	12	6	2	North & South Cap								
EB19	6	13	21	9	11	North & South Railing	3	8	3	8	3	8		
EB20	6	13	3	3	6	North Railing	1	6	1	6	0	5½		
EB21	6	Str	3	12	6	North Railing & wingwall								
EB22	6	Str	9	12	8	North Railing								
EB23	6	13	6	6	6	North Curb	0	6	2	1	1	6	2	3
EB24	6	12	6	3	10	North Curb	0	6	1	10	1	6	2	0
EB25	6	12	21	5	0	North & South Curb	0	6	1	5	1	6	1	7
EB26	6	23	3	13	9	North Curb	12	6	1	5	0	0	1	5
EB27	6	Str	2	12	3	North Curb								
EB28	6	Str	9	6	3	North Wingwall								
EB29	9	Str	2	5	3									
EB30	6	Str	2	6	6									
EB31	6	Str	2	2	7									
EB32	6	Str	2	6	1									
EB33	6	Str	2	6	11									
EB34	6	Str	2	5	10									
EB35	6	Str	10	8	3									
EB36	7	22	5	18	7									
EB37	8	23	5	13	3	North Wingwall	2	8	9	0	1	10	8	10
EB38	6	Str	7	5	6	North & South Wingwall	9	6	3	9	0	0	5	9
EB39	6	Str	3	6	3	North Wingwall								
EB40	6	Str	1	12	10	North Wingwall								
EB41	6	Str	2	13	1	North & South Wingwall								
EB42	9	Str	1	13	6	North Wingwall								
EB43	6	Str	1	13	7	North Wingwall								
EB44	6	Str	15	12	6	North Railing & Wingwall								
EB45	9	Str	1	11	3	North Wingwall								
EB46	6	Str	1	10	2	North Wingwall								
EB47	6	13	10	7	6	North & South Stubwall	3	6	3	6	0	6		
EB48	6	Str	6	11	6	North Stubwall								
EB49	6	Str	6	12	6	South Stubwall								
EB50	5	12	20	19	0	North & South Wingwall Cap	3	5	3	7				
EB51	5	23	6	11	10	North Wingwall Cap	9	8	2	2	0	0	2	2
EB52	5	23	6	15	1	North Wingwall Cap	11	8	3	5	0	0	3	5
EB53	5	23	2	15	3	North Wing Wall Cap	9	8	5	7	0	0	5	7
EB54	9	Str	4	9	8	North Wingwall Cap								
EB55	6	Str	6	63	6	North Cap								
EB56	5	Str	8	8	0	North & South Cap								
EB57	6	Str	11	9	3	South Wingwall								
EB58	6	Str	12	7	3	South Wingwall								
EB59	6	Str	8	7	3	South Wingwall								
EB60	6	Str	2	16	3	Pavement Seat								
EB61	9	Str	14	13	8	South Curb & Wingwall								
EB62	9	Str	2	9	10	South Wingwall								
EB63	6	14	2	6	1									
EB64	6	Str	2	5	6									
EB65	6	Str	2	6	7									
EB66	7	22	6	12	11		2	11	10	0	0	5½	10	0
EB67	8	23	6	13	5		11	8	3	9	0	0	3	9
EB68	6	Str	3	3	6									
EB69	9	Str	1	15	6									
EB70	6	Str	1	14	8									
EB71	6	Str	1	13	9									
EB72	9	Str	1	13	10									
EB73	6	14	1	12	4	South Wingwall								
EB74	5	Str	6	11	8	South Wingwall Cap								
EB75	5	23	6	16	1		12	6	3	5	0	0	3	5
EB76	5	23	2	17	3	South Wingwall Cap	11	5	3	7	0	0	3	7
EB77	6	Str	4	26	5	Pavement Seat & N Bkwl								
EB78	6	Str	2	18	4	Pavement Seat								

NOTE:
N.F. denotes Near face. F.F. denotes far face.
E.F. denotes Each Face. Work this sheet with sheet no. 39

*Std Hook

SHEET 40 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST
LOUISVILLE - LEXINGTON
ROAD
STATION 255 + 00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

BRIDGE NUMBER

DRAWING NO. 15754

BRDG.

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

CAP PLAN

ELEVATION

FOOTING PLAN

END BENT 101W

DETAIL A
Typical Beams A, B & C

DETAIL B
Typical Beam C, D, E, & F

DETAIL OF ARMORED EDGE AT MEDIAN

SECTION AA

DETAIL "C"

NOTES:

See Sheet 43 for construction of End Bent foundation and backfill.
Top of cap bars are to be located so as not to interfere with drilling of Anchor Bolt holes.
NF denotes Near Face. FF denotes Far Face.
Work this sheet with sheet No. 42
For bored pilot hole thru embankment see General Notes.
See Screed Sheet for elevation along backwall.
Do not backfill above bridge seat until superstructure is in place.
For Detail of Polychloroprene Joint Sealer and premolded joint filler see Section BB Sheet No 39
For location of test pile see Pile Record sheet no. 165

SHEET 41 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

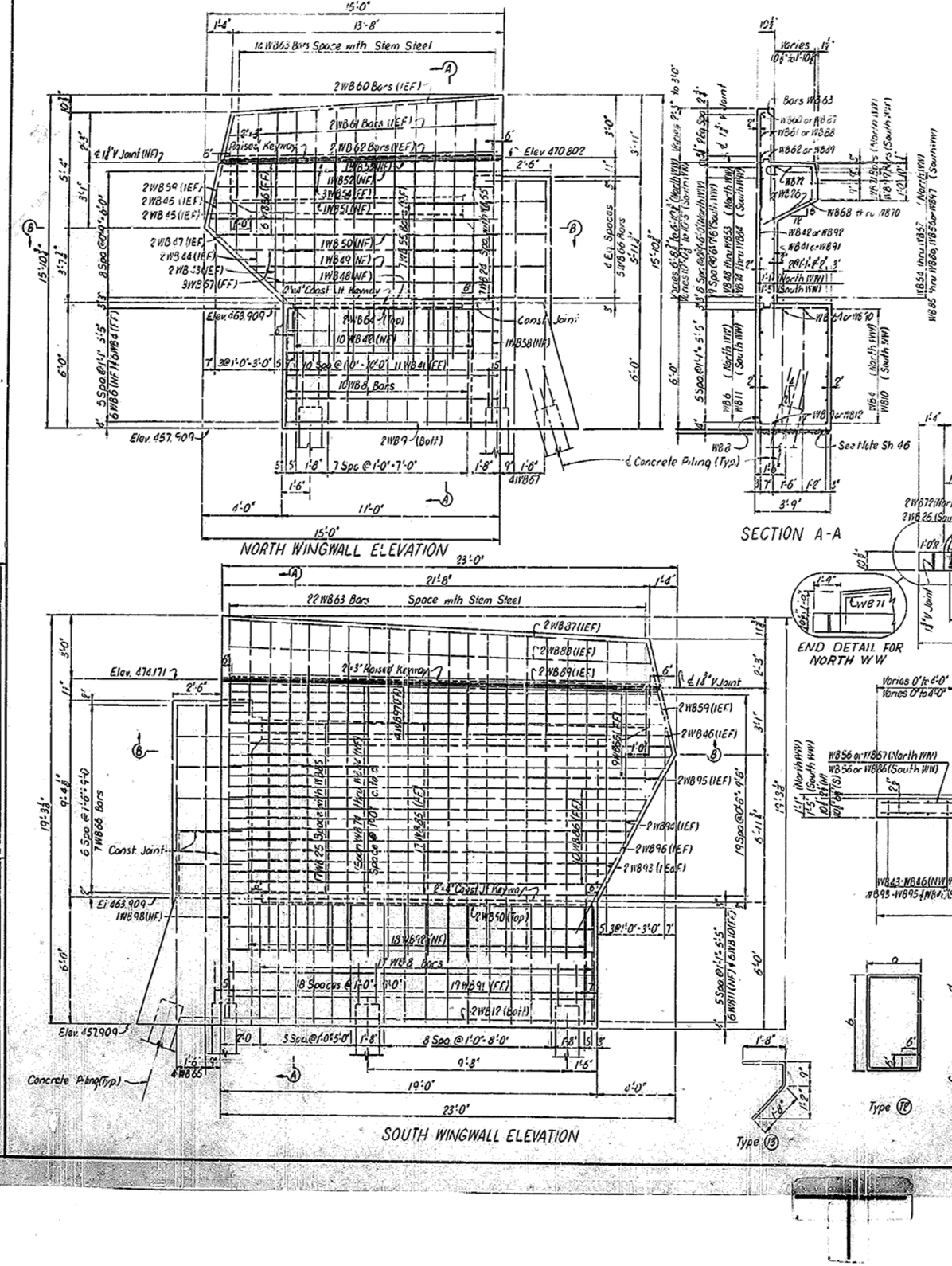
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER

DRAWING NO. 15754

SHEET

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



BILL OF REINFORCEMENT

Mark	Size	Type	No	Length Ft	Length In	Location	Dim a Ft	Dim a In	Dim b Ft	Dim b In	Dim c Ft	Dim c In	Dim d Ft	Dim d In
WB84	5	Str	1	21	9	South Wingwall								
WB85	5	Str	2	23	11	South Wingwall	18	7	3	4	0	0	3	4
WB86	4	Str	10	4	5	South Wingwall								
WB87	4	Str	2	21	8	South Railing								
WB88	4	Str	2	21	6	South Railing								
WB89	4	Str	2	21	10	South Railing								
WB90	6	Str	2	24	3	South Wingwall Cap	18	8	5	7	0	3	5	7
WB91	6	Str	12	11	0	South Wingwall								
WB92	4	Str	18	11	9									
WB93	4	Str	2	8	9									
WB94	4	Str	2	7	1									
WB95	4	Str	2	5	4									
WB96	4	Str	2	3	8									
WB97	5	Str	16	16	7									
WB98	4	Str	1	15	10	South Wingwall								
WB99	4	Str	3	22	4	South Curb	20	6						
WB100	6	Str	16	9	8	Pavement Seat								

ESTIMATE OF QUANTITIES

Concrete Class A	161.2 Cu Yds
Reinforcement	13390 Lbs
Conc. Piling (Furnish & Drive)	1049 Lin Ft
Structural Excav.-Common	380 Cu Yds
Emb. Bent Backfill	171 Cu Yds

NOTES: NF denotes Near Face. FF denotes Far Face.
EF denotes Each Face. Work this sheet with sheet no 41

BILL OF REINFORCEMENT

Mark	Size	Type	No	Length Ft	Length In	Location	Dim a Ft	Dim a In	Dim b Ft	Dim b In	Dim c Ft	Dim c In	Dim d Ft	Dim d In
WB1	5	T4	55	21	3	North & South Cap	3	6	5	7	5	9	3	5
WB2	6	Str	12	40	3	North Cap								
WB3	6	Str	18	32	0	South Cap								
WB4	5	P3	6	16	5	North Wingwall Cap	13	0	3	5	0	0	3	3
WB5	6	Str	12	7	0	North & South Cap								
WB6	5	P3	6	15	8	North Wingwall Cap	10	8	5	6	0	0	3	0
WB7	5	P3	6	8	3	North Wingwall Cap	6	0	8	3	0	11	2	2
WB8	5	T2	27	19	0	North & South Wingwall Cap	3	3	3	7				
WB9	5	Str	2	12	0	North Wingwall Cap								
WB10	8	P3	2	24	5	South Wingwall Cap	21	0	5	5	0	0	3	3
WB11	8	P3	6	23	8	South Wingwall Cap	18	8	5	0	0	0	3	0
WB12	8	Str	2	21	0	South Wingwall Cap								
WB13	5	P3	6	9	3	South Wingwall Cap	7	0	7	3	0	5	2	2
WB14	4	P3	10	4	10	Riser	3	4	3	0	0	10	1	6
WB15	4	P3	11	5	7		3	5	4	5	0	0	1	6
WB16	4	P3	11	6	7		3	5	4	5	0	0	1	6
WB17	4	P3	11	6	7		3	4	3	3	0	0	2	3
WB18	4	P3	10	7	7		3	4	3	4	0	0	3	4
WB19	4	P3	8	7	7		3	4	4	3	0	0	4	3
WB20	4	Str	6	11	3									
WB21	4	Str	12	12	3									
WB22	4	Str	1	31	6									
WB23	4	Str	4	8	0	Riser								
WB24	7	T2	7	17	0	North Backwall	2	8	11	0	3	0½	10	6
WB25	8	P6	17	18	10	South Backwall	2	8	12	10	2	8	12	6½
WB26	4	Str	6	21	2	South Curb & Backwall								
WB27	4	Str	6	41	2	North Backwall								
WB28	4	Str	2	36	2	North Backwall								
WB29	4	Str	4	37	8	North Backwall								
WB30	4	Str	6	32	4	South Backwall								
WB31	4	Str	4	23	6	South Backwall								
WB32	6	T7	37	10	6	North Backwall	7	3	9	3	1	3		
WB33	6	T3	67	4	1	Backwall								
WB34	6	T7	30	22	8	South Backwall	10	9	10	9	1	2		
WB35						Not Used								
WB36	6	Str	6	42	0	North Cap								
WB37	5	Str	1	12	2	South Backwall								
WB38	6	Str	1	12	7	South Backwall								
WB39	5	Str	1	8	10	North Backwall								
WB40	6	Str	1	9	3	South Backwall								
WB41	6	Str	11	8	6	North Wingwall								
WB42	4	Str	10	8	0									
WB43	4	Str	2	6	0									
WB44	4	Str	2	5	0									
WB45	4	Str	2	8	2	North Wingwall								
WB46	4	Str	4	2	3	North & South Wingwall								
WB47	4	Str	2	6	6	North Wingwall								
WB48	5	Str	1	10	10									
WB49	5	Str	1	12	5									
WB50	5	Str	1	14	2									
WB51	5	Str	1	14	4									
WB52	5	Str	1	14	10									
WB53	5	Str	1	13	10									
WB54	5	Str	3	10	8									
WB55	8	P3	7	14	0	North Wingwall	10	8	3	4	0	0	3	4
WB56	4	Str	15	5	6	North & South Wingwall								
WB57	4	Str	3	4	3	North Wingwall								
WB58	4	Str	1	12	7	North Wingwall								
WB59	4	Str	4	5	3	North & South Railing								
WB60	4	Str	2	13	4	North Railing								
WB61	4	Str	2	13	6	North Railing								
WB62	4	Str	2	13	8	North Railing								
WB63	4	T7	40	9	11	North & South Railing	4	8	4	8	0	6½		
WB64	5	P3	2	17	7	North Wingwall Cap	12	0	5	7	0	0	5	7
WB65	4	Str	4	15	0	South Stubwall								
WB66	4	T7	12	7	4	North & South Stubwall	3	6	3	6	0	4		
WB67	4	Str	4	11	6	North Stubwall								
WB68	4	T2	11	6	4	North & South Curb	0	6	8	1	1	6	2	3
WB69	4	T2	18	3	10	North & South Curb	0	6	1	10	1	6	2	0
WB70	4	T2	11	3	0	North & South Curb	0	6	1	3	1	6	1	7
WB71	4	P3	3	14	7	North Curb	13	2	1	5	0	0	1	5
WB72	4	Str	2	15	2	North Curb								
WB73	4	T7	6	3	6	North & South Railing	1	6	1	6	0	5½		
WB74	5	Str	1	18	9	South Wingwall								
WB75	5	Str	1	19	3									
WB76	5	Str	1	19	4									
WB77	5	Str	1	20	4									
WB78	5	Str	1	20	11									
WB79	5	Str	1	21	5									
WB80	5	Str	1	22	0									
WB81	5	Str	1	22	4									
WB82	5	Str	1	22	1									
WB83	5	Str	1	21	10	South Wingwall								

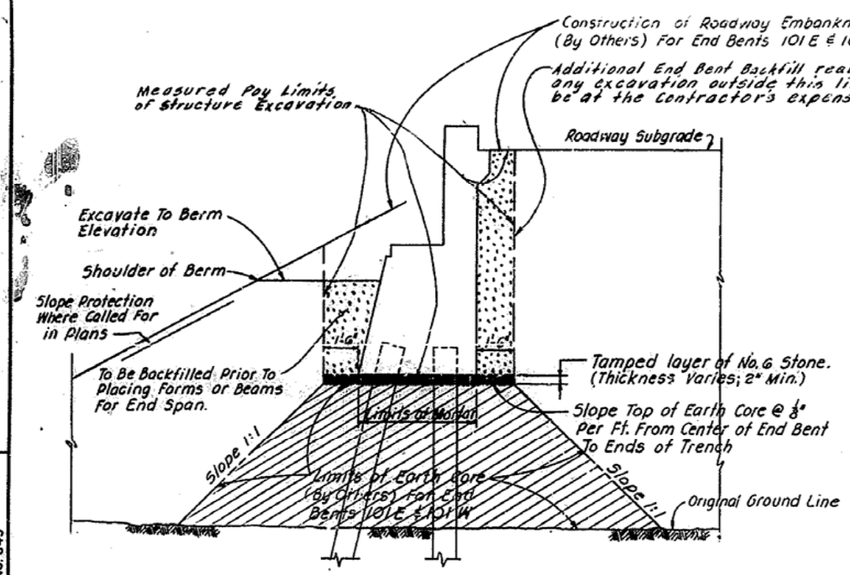
*Std Hook

SHEET 42 OF 147

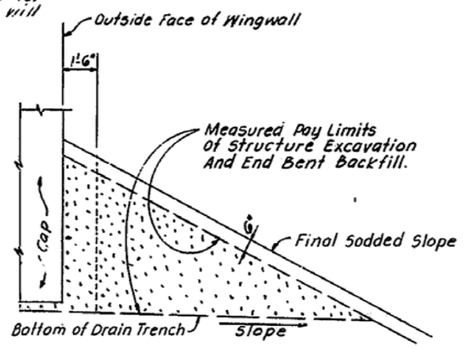
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 1415

BRIDGE NUMBER 15754

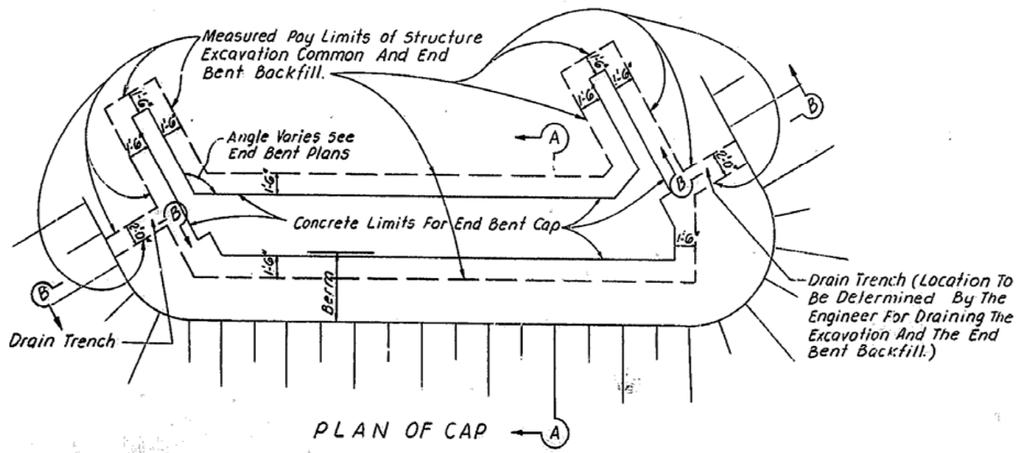


SECTION A-A



SECTION B-B
(Thru Trench)

LEGEND ⁘ Pay Limits for End Bent Backfill.



PLAN OF CAP

NOTES

MATERIALS: END BENT BACKFILL- End Bent Backfill Material Shall Consist of Natural Sand or Concrete Sand or Dense Graded Aggregate Meeting Requirements of The Specifications; or Sand, Crushed or Uncrushed Gravel, Crushed Limestone, Crushed Sandstone, Crushed Slag or a Combination Thereof, Meeting The Following Requirements:

GRADATION	SIEVE SIZE	Percent Passing
	3½ Inch	100
	1½ Inch	50-90
	¼ Inch	20-40
SOUNDNESS	Percentage Loss After Subjection To Five Alternations of The Sodium Sulfate Soundness Test, not More Than 20	
WEAR	Percent, Not More Than	50
SHALE	Percent, Not More Than	5
DIRT	Percent, Not More Than	5

CONSTRUCTION METHODS: Roadway Embankment At End Bents 101E & 101W Will Be Constructed By Others. Embankment At End Bents A & B Shall Be Constructed in Accordance With The Specifications For Extra Compaction to The Roadway Subgrade Elevation For Full Embankment Section. After The Embankment Has Been Constructed, Excavate To The Bottom of Bent Cap Elevation Within The Limits Indicated Before Driving Piles. After Piles Are Driven (See General Notes) Slope Bottom of Excavation Toward Ends of Trench As Noted For Drainage. Place #6 Crushed Stone in Trench To Bottom of End Bent Elevation, Tamped Well. Place 1:2 Cement Mortar To Bottom of Cap Elevation. Side Forms For End Bent May Be Placed As Soon As Mortar Has Set Sufficiently To Support Workmen And Forms Without Being Disturbed. After Concrete Cap Has Been Placed The Excavation Shall Be Filled With "End Bent Backfill" Material Noted Above To Level of The Berm Prior To Placing Beams For The Bridge. After Concrete Backwall Has Been Placed The "End Bent Backfill" Shall Be Placed Up To Subgrade Elevation. If The Original Excavation Has Been Enlarged Beyond The Limits Shown, The Entire Excavation, Regardless of The Limits Shall Be Backfilled With The End Bent Backfill Material.

End Bent Backfill Shall Be Placed in Drainage Trenches At Ends of The Excavation To Embankment Side Slopes, As Shown in Section B-B. The Backfill Shall Be Tamped By Hand Tampers, Pneumatic Tampers or Other Means Approved By The Engineer. Care Shall Be Exercised To Thoroughly Compact The Backfill Under The Haunches of The Structure To Insure That The Backfill is in Intimate Contact With The Sides of The Structure. The Density of The Backfill Shall Be At Least Equal To That Required For The Adjacent Embankment.

MEASUREMENT AND PAYMENT: Excavation For The Pile End Bent Shall Be Measured As Shown in "Plan" And "Section" And Will Be Paid For As "Structure Excavation Common" in Accordance With The Specifications. Pay Limits For Structure Excavation Shall Serve As Limits For Determining Quantity For Payment For "End Bent Backfill" Which Quantity Shall Be Paid For At the Unit Price Per Cubic Yard Bid For End Bent Backfill", except that the volume of concrete end-bent cap and void directly above the berm shall be deducted from the measurement for "Structure Excavation" to establish the quantity for payment for "End Bent Backfill." Crushed stone and mortar placed under the end bent will not be paid for separately and shall be incidental to and included in the Unit Price Bid for Class "A" Concrete.

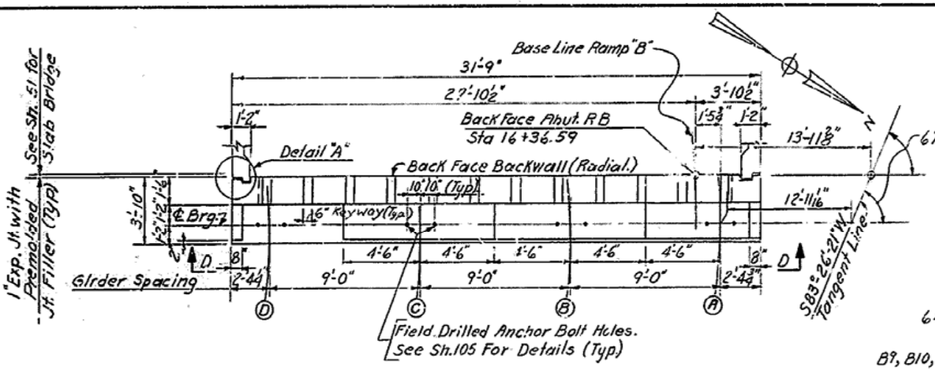
SHEET 43 OF 167

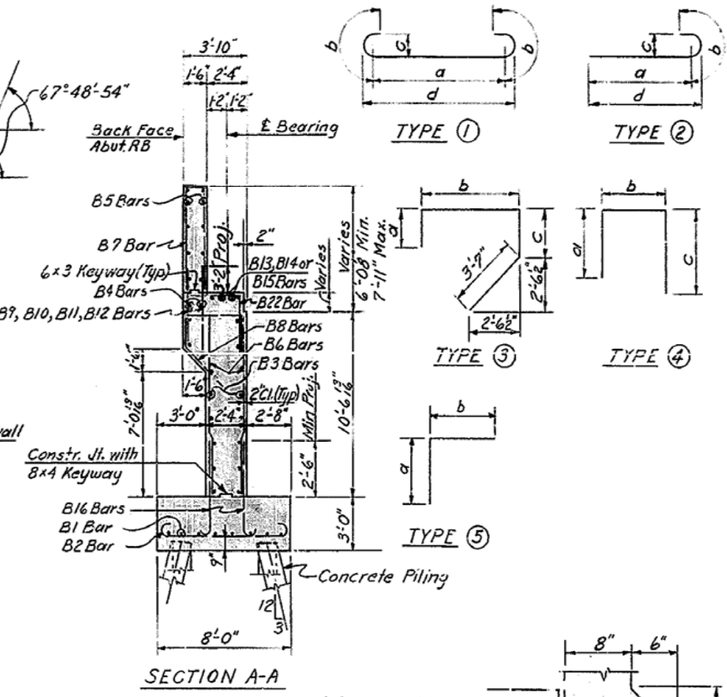
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-3RD ST. TO PRESTON ST.
LOUISVILLE-LEXINGTON ROAD
STATION 255+00 PROJECT NO. 164
BRIDGE NUMBER 15754

END BENT BACKFILL

FED. FOND DIST.	STATE	FED. AID PROJ. NO.	PROJECT YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



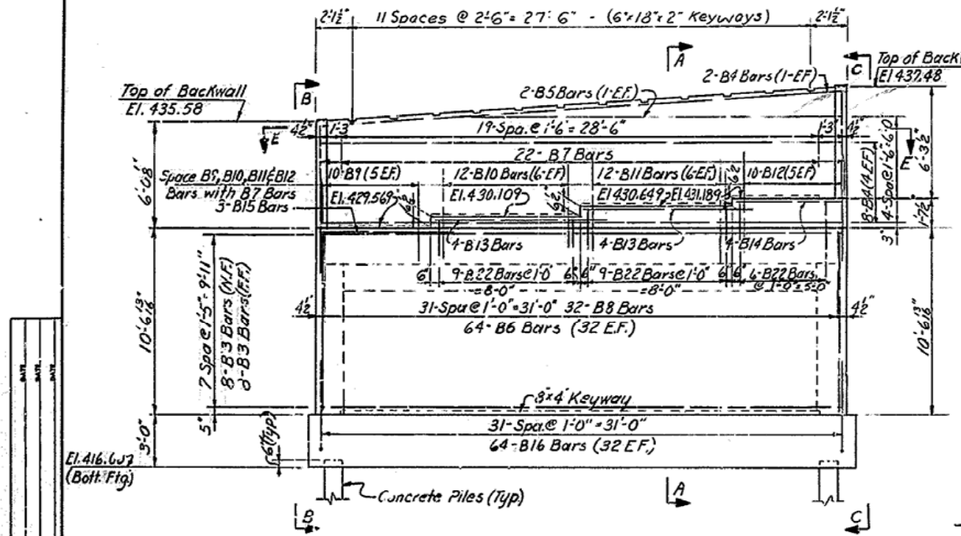


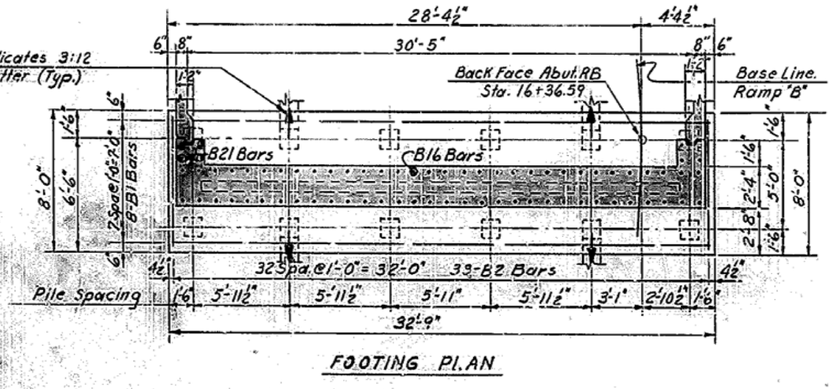
BILL OF REINFORCEMENT

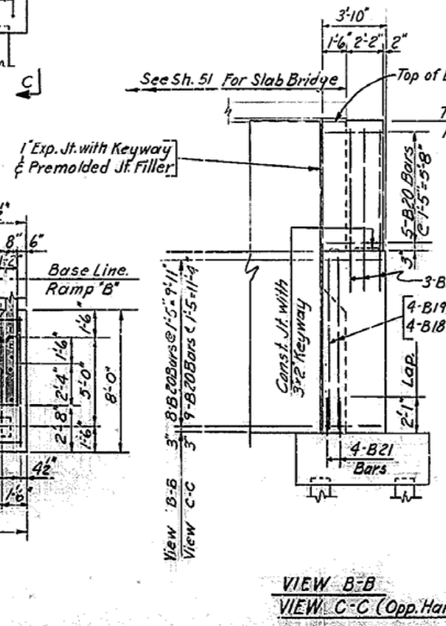
Mark	Type	Size	No. Reqd	Length Ft.	Length in.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
B1	①	6	8	33	7	Footing	31	9	0	11	0	6	32	3
B2	①	7	33	9	2	do	6	11	1	1½	0	7	7	6
B3	Str.	5	16	31	3	Stem								
B4	Str	5	10	31	3	Backwall								
B5	Str	5	2	28	0	do								
B6	Str	6	64	10	3	Stem								
B7	④	6	22	12	6	Backwall	5	8	1	2	5	8		
B8	③	5	32	10	3	Stem	1	6	3	6	1	8		
B9	Str	6	10	5	0	Dowell								
B10	Str.	6	12	5	6	do								
B11	Str.	6	12	6	0	do								
B12	Str.	6	10	6	6	do								
B13	Str.	4	8	10	3	Br. Seat								
B14	Str.	4	4	6	6	do								
B15	Str.	4	3	8	3	do								
B16	②	6	64	5	5	Dowels	4	6	0	11	0	6	4	9
B17	Str.	5	6	7	6	Stub Wall								
B18	Str.	5	4	12	0	do								
B19	Str.	5	4	10	4	do								
B20	Str.	5	27	3	4	do								
B21	Str.	5	8	4	3	Dowels								
B22	⑤	4	24	5	1	Br. Seat	1	9	3	4				

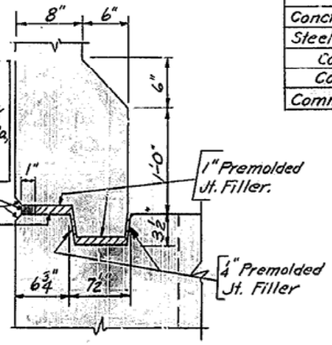
ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class "A"	Cu. Yds.	78.9
Steel Reinforcement	Lbs.	4990
Concrete Piling, Furnishing	Lin. Ft.	260
Concrete Piling, Driving	Lin. Ft.	260
Common Structure Excavation	Cu. Yds.	120

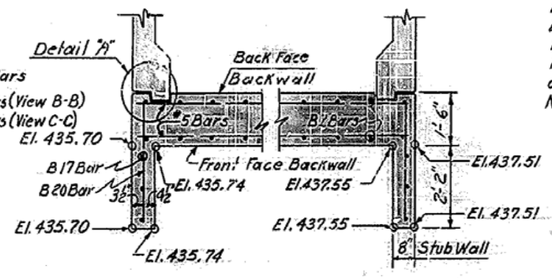








1'x1' Wall Joint Sealer, gray color, incidental to class A Conc., shall be P.R.C. Rubber Calk as mfg. by Products Research Co. Colma Joint Sealer mfg. by Sika Chemical Co. or approved equal.



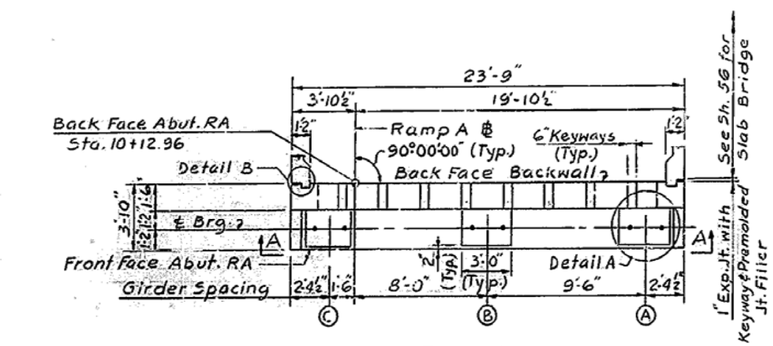
NOTES:
N.F. Denotes Near Face.
F.F. Denotes Far Face.
E.F. Denotes Each Face.
Reinforcing bars shall be accurately placed under the bearings so that they do not interfere with drilling of anchor bolt holes.
Normal pool elevation is 419.05.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 65 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
INDEX

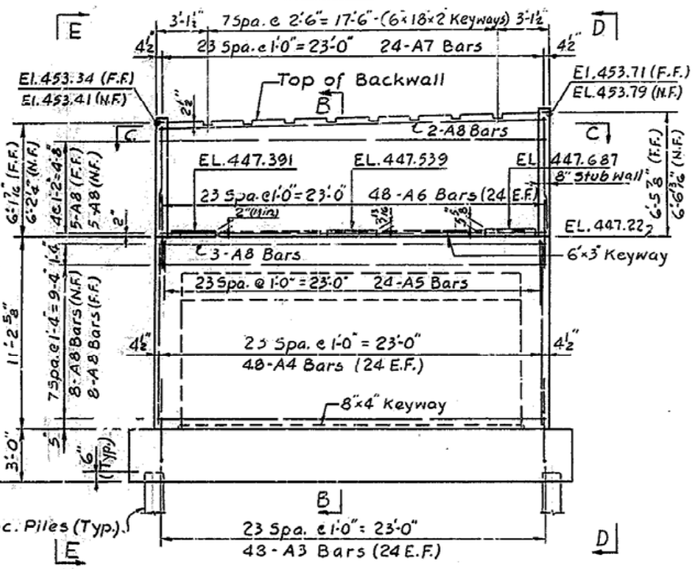
HAZLET & ERDAL CONSULTING ENGINEERS FILE NO. 845

ABUTMENT RB

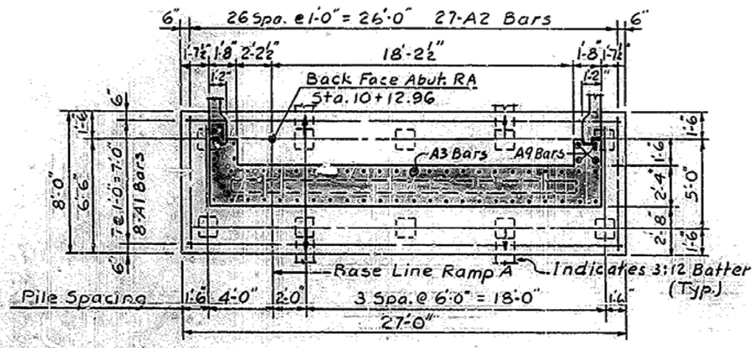
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN

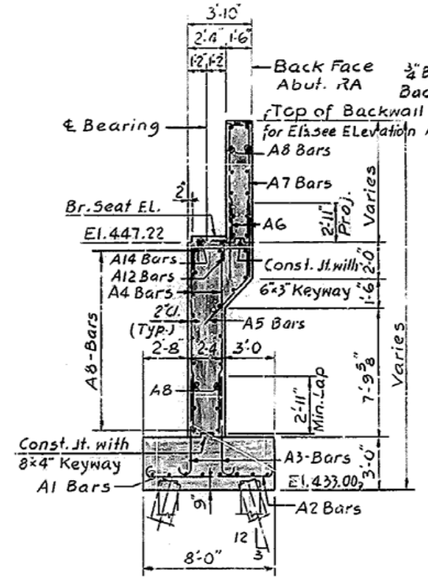


ELEVATION A-A

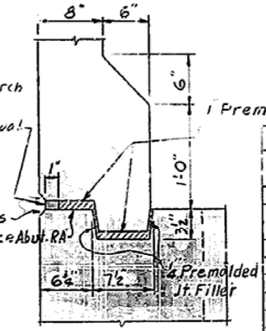


FOOTING PLAN

1"x1" Wall Joint Sealer, gray color, incidental to Class A Concrete, shall be P.R.C. Rubber Calk as mfg. by Products Research Co., Colma Joint Sealer mfg. by Sika Chemical Co. or approved equal

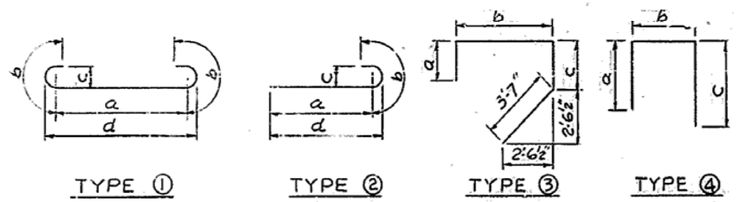


SECTION B-B

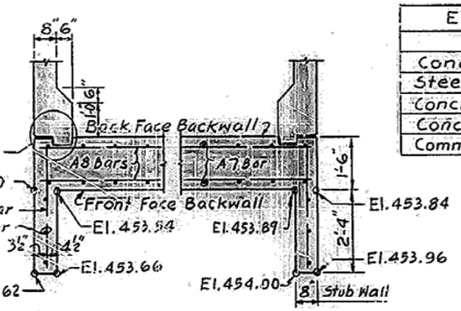


DETAIL B

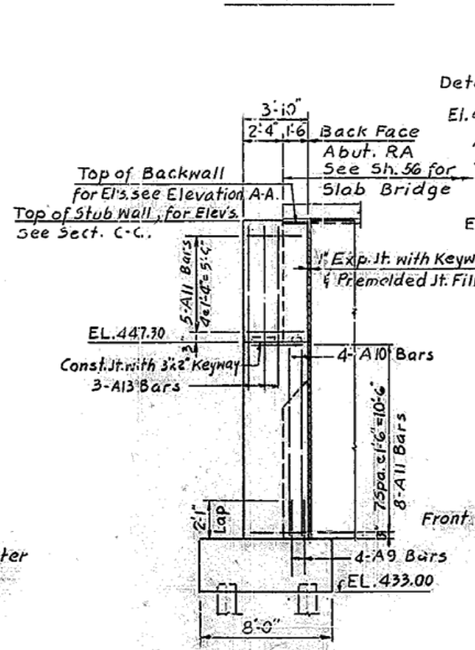
BILL OF REINFORCEMENT															
Mark	Type	Size	No. Reqd	Length Ft.	Length in.	Location	a Ft.	a in.	b Ft.	b in.	c Ft.	c in.	d Ft.	d in.
A1	①	6	8	27	10	Footing	26	0	0	11	1	6	26	6
A2	①	7	27	9	2	do	6	11	1	1½	1	7	7	6
A3	②	7	48	5	11	Dowels	4	9½	1	1½	1	7	5	1
A4	Str.	7	48	11	0	Stem								
A5	③	5	24	10	13	do	1	6	3	6	1	8		
A6	Str.	6	48	4	6	Dowels								
A7	④	6	24	13	0	Backwall	5	11	1	12	5	11		
A8	Str.	5	31	23	4	Stem & B. Wall								
A9	Str.	5	8	4	5	Dowels								
A10	Str.	5	8	11	10	Wall								
A11	Str.	5	26	3	4	Stub Wall								
A12	⑤	5	6	3	0	Brg. Seat	1	3	2	6	1	3		
A13	Str.	5	6	8	0	do								
A14	④	5	9	4	3	Brg. Seat	1	3	1	9	1	3		



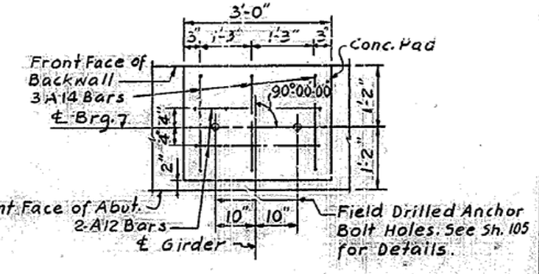
ESTIMATE OF QUANTITIES		
ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	61.6
Steel Reinforcement	Lbs.	4640
Concrete Piling, Furnishing	Lin. Ft.	390
Concrete Piling, Driving	Lin. Ft.	390
Common Structure Excavation	Cu. Yds	50



SECTION C-C
Elev's. shown are at top of Stub Walls



VIEW D-D
VIEW E-E (Opp. Hand.)



DETAIL A

Notes:
N.F. denotes Near Face.
F.F. denotes Far Face.
E.F. denotes Each Face.
Reinforcing bars shall be accurately placed under the bearings so that they do not interfere with drilling of anchor bolt holes.

SHEET 65 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
SHEET

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

ABUTMENT RA

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

SLAB PLAN

BOTTOM STEEL SHOWN

TOP STEEL SHOWN

SECTION S-S

SECTION A-A

SECTION T-T

DETAIL A (See Sect. A-A for Reinf.)

NOTES:
For Section U-U see Sheet 49
For Railing details see Std. Drawings.
For Deck Drain details see Sh. 142, 143 & 144.
Contractor shall place reinf. to clear deck drains.
For Expansion Dam details see Sh. 111.
For Abutment & Wing details see Sh. 44.
N.F. denotes Near Face.
F.F. denotes Far Face.
E.F. denotes Each Face.
Normal Pool Elevation is 419.05.
Work Sheets 46 thru 50 together.

SHEET 46 OF 167

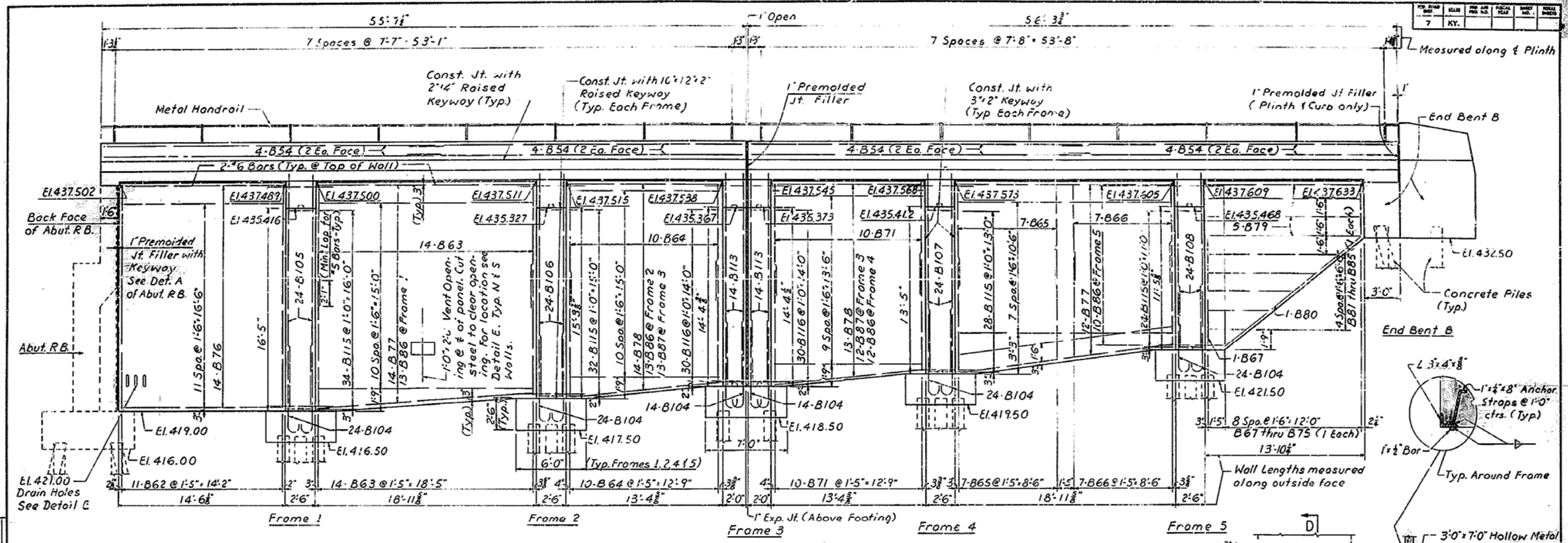
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

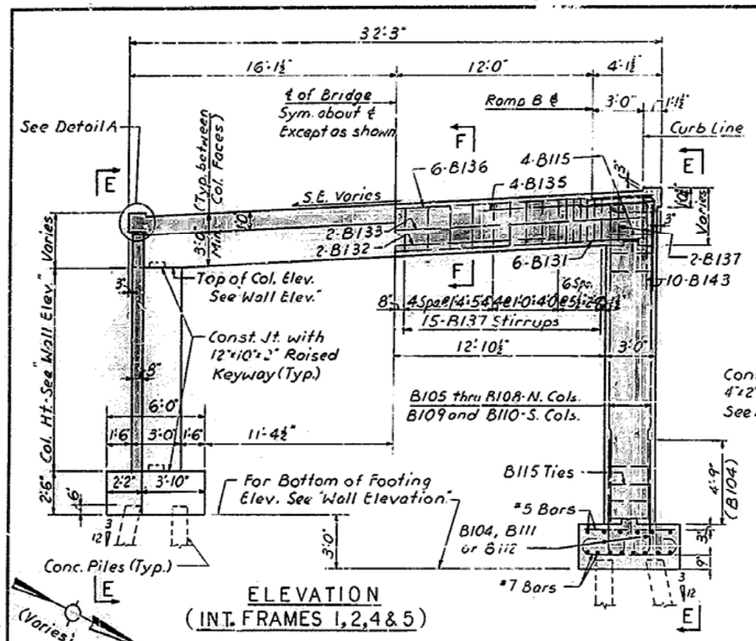
BRIDGE NUMBER
DRAWING NO. 15754

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO 845

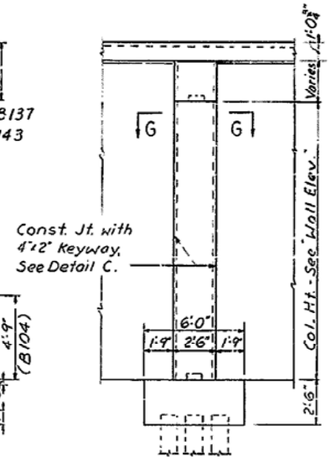
RAMP B SLAB BRIDGE

FOR BOARD SHEET	KILLED	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	ROAD SYSTEM
7	KY.				

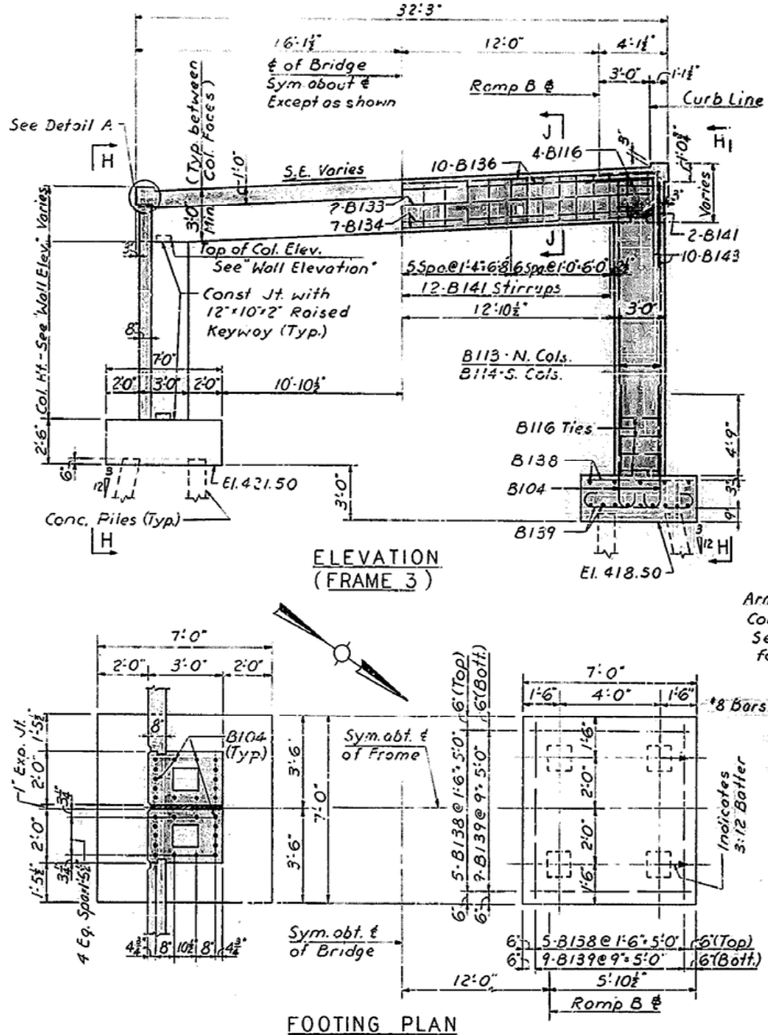




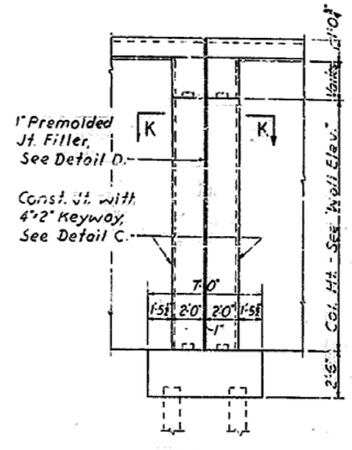
Note: For Details of Curb, Plinth & Slab see Section A-A.



VIEW E-E



ELEVATION
(FRAME 3)

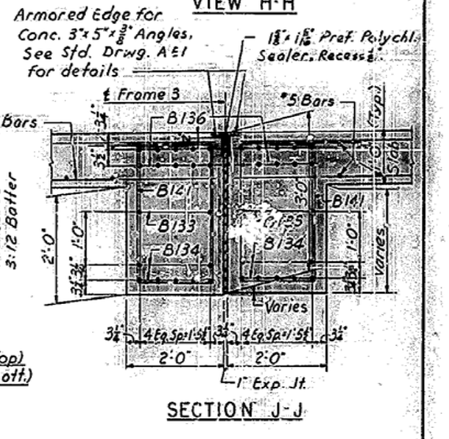


VIEW H-H

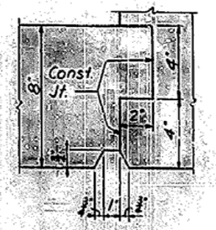
FOOTING PLAN
(INT. FRAME)

SECTION F-F

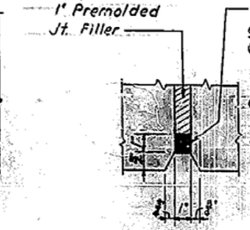
FOOTING PLAN
(FRAME 3)



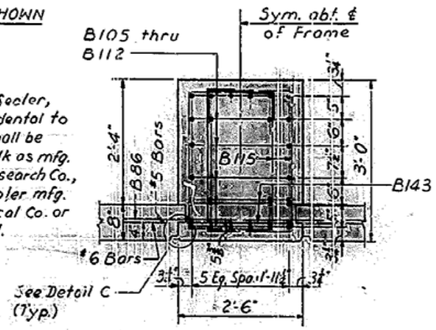
SECTION J-J



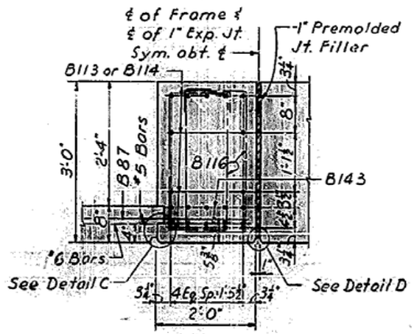
DETAIL C



DETAIL D



SECTION G-G



SECTION K-K

Work Sheets 46 thru 50 together.

SHEET 48 OF 167

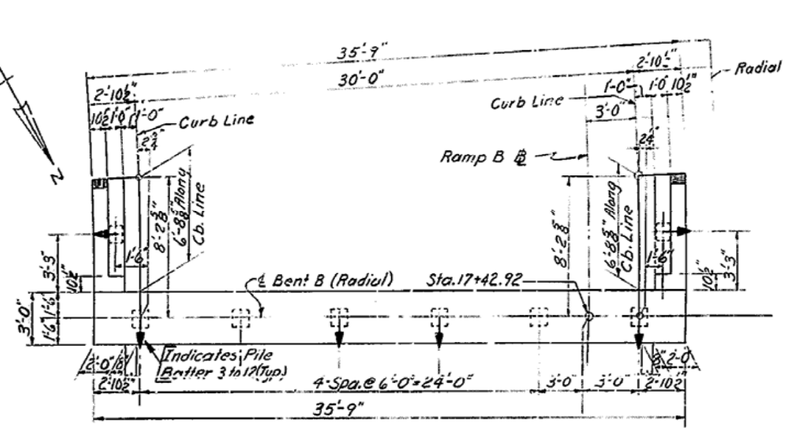
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3rd ST. - PRESTON ST.
LOUISVILLE-LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

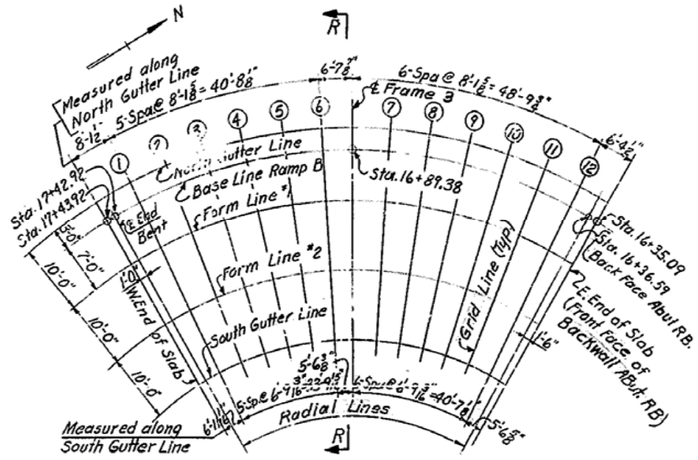
BRIDGE NUMBER 15754

RAMP B SLAB BRIDGE

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

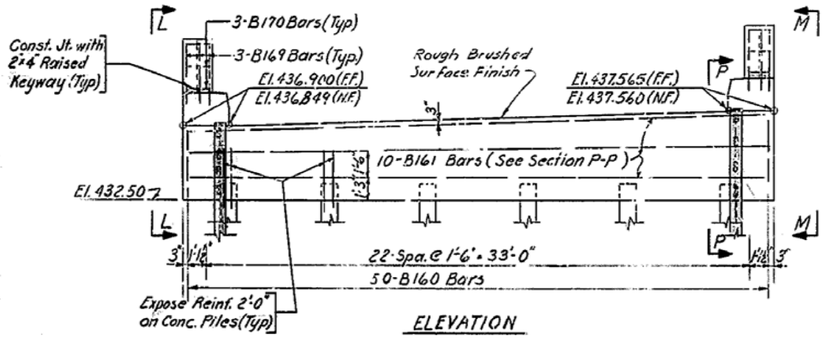


PLAN
END BENT B

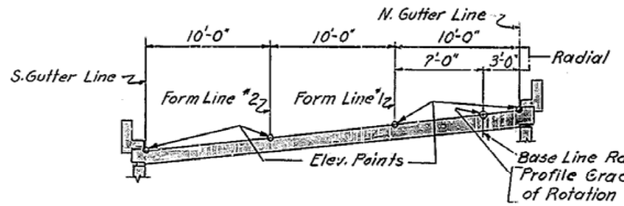


SLAB GRID LAYOUT

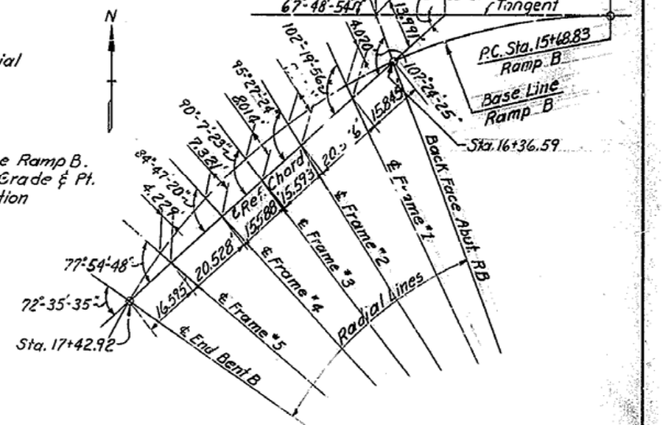
RAMP B SLAB BRIDGE				
Top of Slab Elevations				
Grid Lines	Form Lines			
	N. Gutter	FL. #1	FL. #2	S. Gutter
W. End of Slab	438.544	438.339	438.114	437.888
1	438.550	438.292	438.033	437.774
2	438.536	438.249	437.952	437.660
3	438.522	438.197	437.872	437.546
4	438.508	438.150	437.791	437.432
5	438.494	438.102	437.710	437.318
6	438.480	438.055	437.630	437.204
℄ Frame 3	438.469	438.016	437.564	437.111
7	438.455	437.969	437.483	436.997
8	438.441	437.922	437.402	436.883
9	438.427	437.874	437.322	436.769
10	438.418	437.833	437.247	436.662
11	438.415	437.815	437.215	436.615
12	438.420	437.820	437.220	436.620
E. End of Slab	438.432	437.832	437.232	436.632



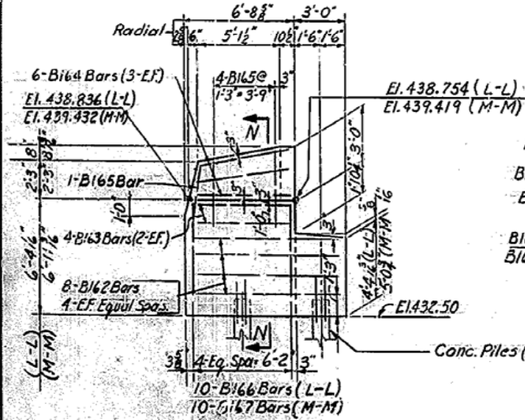
ELEVATION



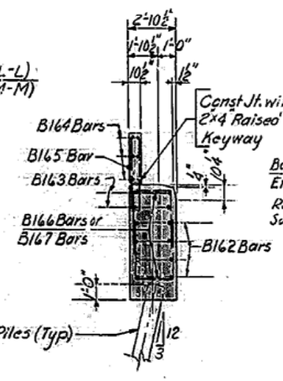
SECTION R-R



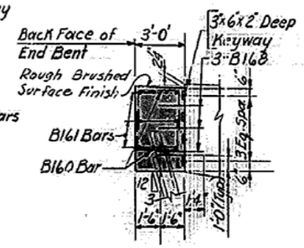
GEOMETRICS



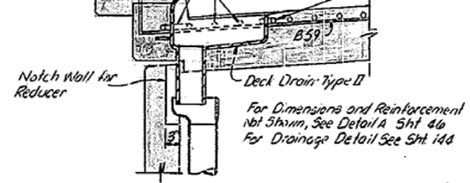
VIEW L-L
VIEW M-M (Opp. Hand)



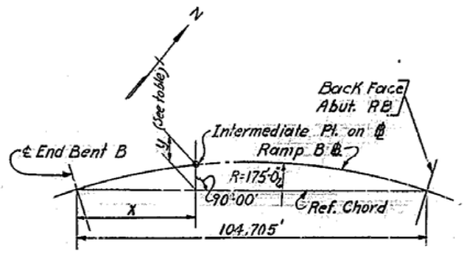
SECTION N-N



SECTION P-P



SECTION U-U



REFERENCE CHORD ORDINATES

x(Ft.)	y(Ft.)
10.00	2.812
20.00	4.978
30.00	6.581
40.00	7.578
50.00	7.995
60.00	7.847
70.00	7.122
80.00	5.817
90.00	3.917
100.00	1.403

Work this sheet with sheets 46, 47, 48 & 50

SHEET 49 OF 167

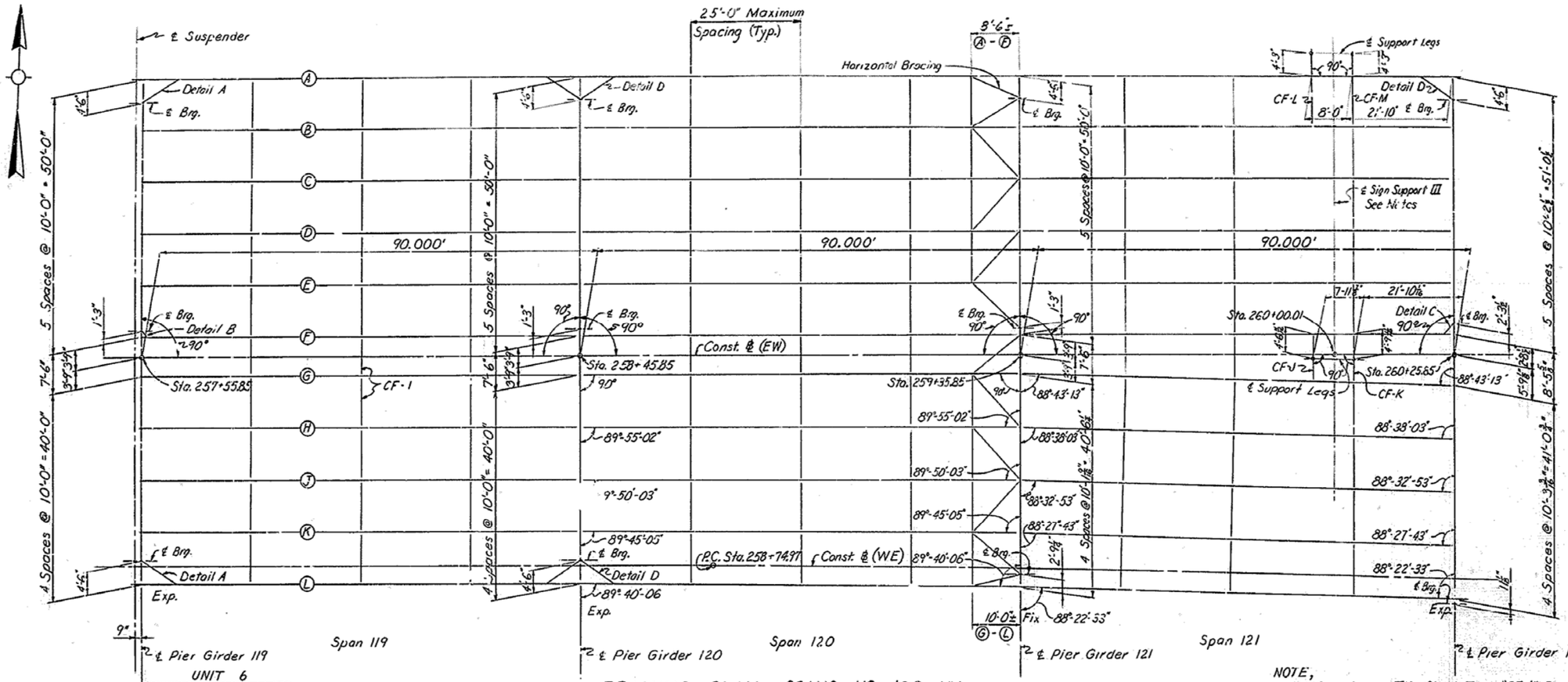
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I-64 - 3rd ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

HAZLET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER 15754

RAMP B SLAB BRIDGE

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



FRAMING PLAN - SPANS 119, 120, 121

NOTE,
All Crossframes This Sheet Type "CF-1", Except as Noted
For Sign Support and Crossframes J, K, L, and M Details see sheets 112 thru 114.
For CF-1 & CF-2 see sheet no. 98.
For Horizontal Bracing see sheet no. 100.
For Details A thru D see sheet 101.

SHEET 59 OF 167

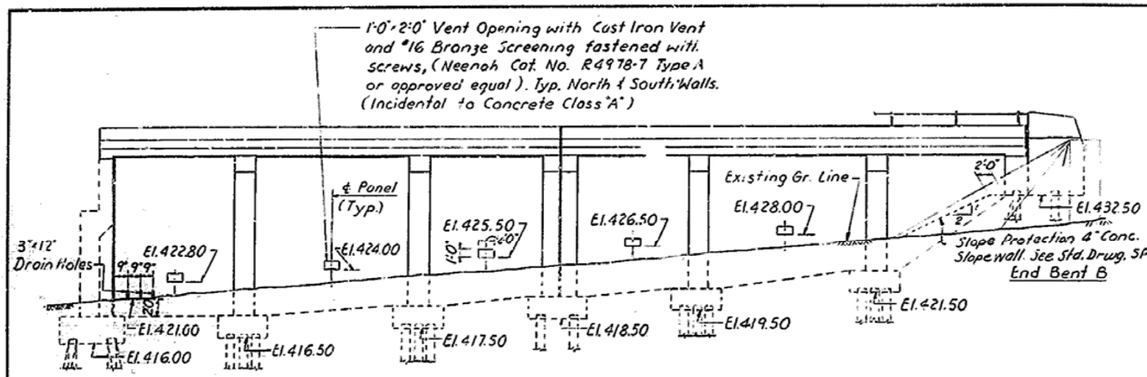
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

FRAMING PLANS UNITS 5-6
STRUCTURAL STEEL

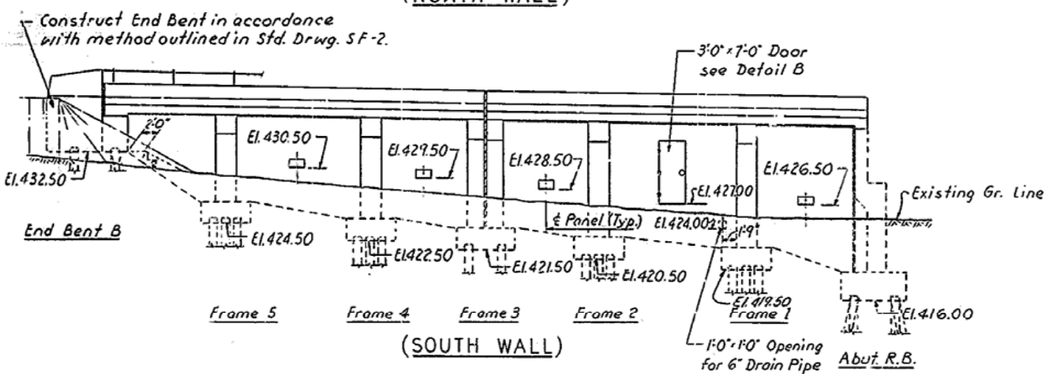
HAZELET & ERDAL CONSULTING ENGINEERS T.E. NO. 845

BRIDGE NUMBER 15754 DRAWING NO. INDEX

DATE BY REVISIONS
DETAILED BY: F.L.W. DATE 8-2-65 CHECKED BY:
TRACED BY: DATE CHECKED BY:



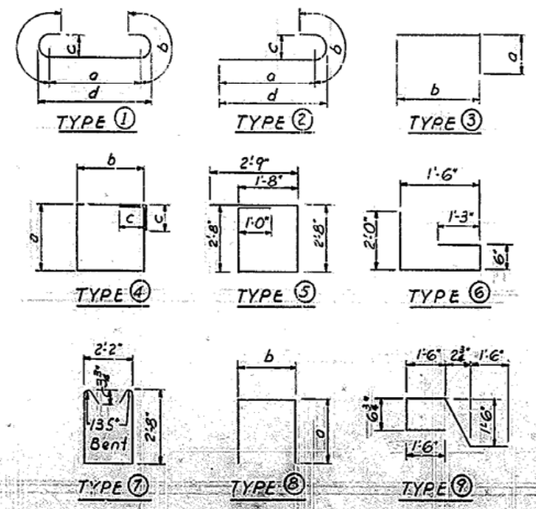
(NORTH WALL)



(SOUTH WALL)

DETAIL E

ESTIMATE OF QUANTITIES		
ITEM	UNIT	AMOUNT
Concrete Class 'A'	Cu Yds.	311.7
Steel Reinforcement	Lbs.	103,740
Common Struct. Excav.	Cu Yds.	205
Concrete Piling; Furnishing	Lin. Ft.	1150
Concrete Piling; Driving	Lin. Ft.	1150
Metal Handrail	Lin. Ft.	204
Structural Steel	Lbs.	1,830
Protective Coating	Sq. Yds.	425
End Bent Backfill	Cu. Yds.	39



Note: All dimensions are out to out of bar.

BILL OF REINFORCEMENT

Mark	Type	Size	No. Reqd	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
B93	Str.	5	1	5	11	Closure Wall								
B94	Str.	5	17	6	10	" "								
B95	Str.	5	13	7	8	" "								
B96	Str.	5	1	8	6	" "								
B97	Str.	5	2	9	5	" "								
B98	Str.	6	118	14	9	" "								
B99	Str.	6	22	10	0	" "								
B100	Str.	6	1	4	3	" "								
B101	Str.	6	1	6	6	" "								
B102	Str.	6	1	9	0	" "								
B103	Str.	6	3	10	6	Closure Wall								
B104	(2)	11	200	8	1	Frame Column	5	11	2	2	1	2	6	6
B105	Str.	11	24	18	8	" "								
B106	Str.	11	24	17	7	" "								
B107	Str.	11	24	15	8	" "								
B108	Str.	11	24	13	8	" "								
B109	Str.	11	24	13	10	" "								
B110	Str.	11	24	13	2	" "								
B111	(2)	11	24	15	0	" "	12	10	2	2	1	2	13	5
B112	(2)	11	24	13	4	" "	11	2	2	2	1	2	11	9
B113	Str.	11	28	16	7	" "								
B114	Str.	11	28	12	11	Frame Column								
B115	(4)	4	232	10	7	Column Ties	1	9½	2	8	0	10		
B116	(4)	4	120	9	7	Column Ties	1	3½	2	8	0	10		
B117	(1)	7	56	7	2	Frame Footing	4	11	1	1½	0	7	5	6
B118	(1)	7	8	6	9	" "	4	6	1	1½	0	7	5	1
B119	Str.	7	8	4	6	" "								
B120	Str.	7	8	3	9	" "								
B121	Str.	7	8	3	0	" "								
B122	(2)	7	16	4	10	" "	3	8½	1	1½	0	7	4	0
B123	(2)	7	16	3	4	" "	2	2½	1	1½	0	7	2	6
B124	Str.	5	32	5	6	" "								
B125	Str.	5	8	5	2	" "								
B126	Str.	5	8	4	3	" "								
B127	Str.	5	8	3	4	" "								
B128	Str.	5	8	2	5	" "								
B129	Str.	5	16	4	11	" "								
B130	Str.	5	17	2	9	" Footing								
B131	Str.	11	24	30	0	" Cap								
B132	Str.	11	8	18	0	" "								
B133	Str.	6	12	30	0	" "								
B134	Str.	10	14	30	0	" "								
B135	Str.	10	32	11	0	" "								
B136	Str.	10	44	31	3	" "								
B137	(7)	5	136	8	6	" Cap								
B138	Str.	5	20	6	6	" Footing								
B139	(1)	7	36	8	2	" "	5	11	1	1½	0	7	6	6
B140	(10)	7	8	10	3	" Footing								
B141	(5)	5	54	10	9	Frame Cap								
B143	(3)	11	120	11	6	Frame - Col. to Cap	6	3	5	3				
B144	Str.	6	14	5	8	Closure Wall								
B160	(8)	5	50	8	4	End Bent	2	10	2	8				
B161	Str.	6	10	35	3	" "								
B162	Str.	5	16	9	0	Wingwall								
B163	Str.	5	8	6	1	"								
B164	Str.	5	12	5	9	"								
B165	(8)	5	10	8	0	"	3	9	0	6				
B166	(8)	5	10	9	4	"	3	5	2	6				
B167	(8)	5	10	10	0	"	3	9	2	6				
B168	(8)	5	6	5	8	"	2	8	0	4				
B169	(8)	5	6	9	2	"	4	4	0	6				
B170	(6)	5	6	5	3	Wingwall								

BILL OF REINFORCEMENT

Mark	Type	Size	No. Reqd	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
B31	Str.	8	14	34	7	Slab								
B32	Str.	8	10	35	9	"								
B33	Str.	8	10	36	10	"								
B34	Str.	8	10	38	0	"								
B35	Str.	8	10	39	2	"								
B36	Str.	8	14	40	7	"								
B37	Str.	8	14	15	5	"								
B38	Str.	8	10	15	11	"								
B39	Str.	8	10	16	5	"								
B40	Str.	8	10	16	11	"								
B41	Str.	8	10	17	5	"								
B42	Str.	8	14	18	11	"								
B43	Str.	8	60	13	0	"								
B44	Str.	8	64	14	3	"								
B45	Str.	8	30	12	0	"								
B46	Str.	8	32	13	3	"								
B47	Str.	8	28	24	11	"								
B48	Str.	8	20	25	8	"								
B49	Str.	8	20	26	6	"								
B50	Str.	8	20	27	4	"								
B51	Str.	8	20	28	2	"								
B52	Str.	8	28	29	2	"								
B53	Str.	8	124	8	10	Slab								
B54	Str.	4	32	28	8	Curb & Plinth								
B55	Str.	4	32	23	6	Curb & Plinth								
B56	(9)	4	188	6	7	Curb								
B57	(4)	4	188	5	11	Plinth	1	10	0	7½	0	6		
B58	Str.	5	2	4	3	Deck Drain								
B59	(8)	5	68	33	5	Slab	0	9	3	11				
B60	Str.	5	128	30	1	"								
B61	(3)	5	256	3	3	Slab	1	3	2	0				
B62	Str.	5	11	18	2	Closure Wall								
B63	Str.	5	28	10	1	" "								
B64	Str.	5	20	9	8	" "								
B65	Str.	5	14	8	8	" "								
B66	Str.	5	22	8	4	" "								
B67	Str.	5	2	13	3	" "								
B68	Str.	5	1	12	3	" "								
B69	Str.	5	1	11	2	" "								
B70	Str.	5	1	10	2	" "								
B71	Str.	5	21	9	1	" "								
B72	Str.	5	1	8	1	" "								
B73	Str.	5	1	7	0	" "								
B74	Str.	5	13	6	0	" "								
B75	Str.	5	1	4	11	" "								
B76	Str.	6	14	14	2	" "								
B77	Str.	6	26	18	6	" "								
B78	Str.	6	27	12	11	" "								
B79	Str.	6	5	13	6	" "								
B80	Str.	6	1	15	0	" "								
B81	Str.	6	1	3	6	" "								
B82	Str.	6	1	5	3	" "								
B83	Str.	6	1	7	3	" "								
B84	Str.	6	1	9	3	" "								
B85	Str.	6	12	11	3	Closure Wall								
B86	Str.	6	84	7	9	Column & Closure Wall								
B87	Str.	6	45	4	9	Column & Closure Wall								
B88	Str.	5	28	7	5	Closure Wall								
B89	Str.	5	10	9	3	" "								
B90	Str.	5	12	6	7	" "								
B91	Str.	5	3	4	1	" "								
B92	Str.	5	1	5	1	Closure Wall								

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

SHEET 50 OF 167

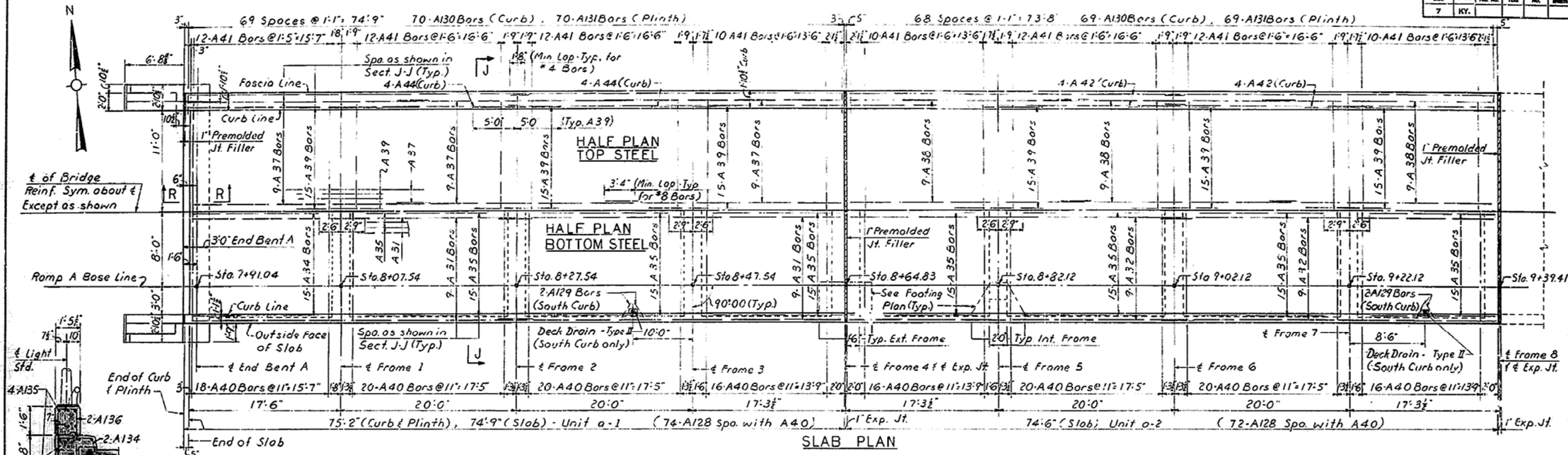
Work Sheets 46 thru 50 together.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 + 3 no ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

HATELEY & ERDAL CONSULTING ENGINEERS FILE NO. 643
BRIDGE NUMBER
DRAWING NO. 15754

RAMP B SLAB BRIDGE

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



ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT
Concrete Class A	Cu. Yds.	528.2
Steel Reinforcement	Lbs.	135,880
Common Struct. Excav.	Cu. Yds.	245
Concrete Piling, Furnishing	Lin. Ft.	3,090
Concrete Piling, Driving	Lin. Ft.	3,090
Metal Handrail	Lin. Ft.	450
Structural Steel	Lbs.	2500
Protective Coating	Sq. Yds.	760
End Bent Backfill	Cu. Yds.	26

Notes:
For Railing details see Std. drawings.
For Lighting details see Sh. 141
For Deck Drain details see Sheets 142 thru 144
Contractor shall place reinf. to clear Deck Drains.
For Section thru Deck Drain see Sheet 49

Work this sheet with Sheets 52, 53 & 54.

SHEET 51 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
IN

STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER 15754 DRAWING NO. BRIDGE

RAMP A SLAB BRIDGE

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

68 Spaces @ 1'-1" = 73'-8" 69-A130 Bars (Cu-b), 69-A131 Bars (Plinth)

10-A41 Bars @ 1'-6" = 3'-6" 12-A41 Bars @ 1'-6" = 16'-6" 12-A41 Bars @ 1'-6" = 16'-6" 12 A41 Bars @ 1'-5" = 15'-7"

℄ Light Std (Luminoire Type II) Sta. 9+55.00

1-A130 ℄ 1-A131

4-A43 Bars (Curb)

4-A43 Bars (Curb)

Fascia Line

Curb Line

1" Premolded Jt. Filler

9-A37 Bars

15-A39 Bars

A39

A38

HALF PLAN TOP STEEL

90°00" (Typ.)

5'-0" 5'-0" (Typ. A39)

℄ of Bridge Reinf. Sym. about ℄

Back Face of Abut. RA Sta. 10+12.96

End of Slab Sta. 10+14.46

Ramp A Base Line

1'-6" Abut. Back Wall

15-A35 Bars

A35

A33

9-A33 Bars

HALF PLAN BOTTOM STEEL

Sta. 9+39.41

Sta. 9+56.71

Sta. 9+76.71

Sta. 9+96.71

90°00" (Typ.)

15-A36 Bars

Curb Line

Outside Face of Slab

Space as shown in Sect. J-J (Typ.)

3¾" (Min. Lap - Typ. for *8 Bars)

2'-0" Typ. Int. Frame

℄ Frame 8 ℄ Exp. Jt.

℄ Frame 9

℄ Frame 10

℄ Frame 11

20-A40 Bars @ 11"

18-A40 Bars @ 11"

1" Exp. Jt.

75'-0" (Slab) Unit a-3 (74-A128 Spa. with A40)

SLAB PLAN

See Exp. Dam Details. Sh. 111

1'-6" End of Slab

Abut Back Wall

SECTION S-S

24'-3"

12'-1½" ℄ of Bridge

8'-0" Ramp A ℄

4'-1½"

3'-0"

1'-1½" Curb Line

5-A122

4-A58

4-A110

5-A111

2-A112

See Detail B, Sh. 53

3-A108

2-A109

2-A107

Typ. bet. Col. Faces

5 Spa. @ 10"

2 Spa. @ 1'-6"

3'-0"

11-A112 Stirrup

9'-4½"

Const. Jt. with 8"x10"x2" Raised Keyway (Typ.)

A66 thru A71

Sym. about ℄ Except as shown

7'-7½"

A 58 Ties

*5 Bars

A60, A63, A64 or A65

*9 Bars

El 433.50 (Typ.)

6'-0"

1'-9" 2'-6" 1'-9"

3'-7" 2'-5"

TYPICAL INTERIOR FRAME

For Details of Curb, Plinth & Slab see Sect. J-J, Sh. 51.

1'-1½" ℄ Drip Bead

See Sh. 53 for W-I Elev.

DETAIL A

4" Wide copper insect screen, bent; tack at 24" intervals with epoxy cement. Incidental to Class "A" Conc.

Const. Jt. with 4"x2" Keyway See Sect. C-C

Col. Ht. See "Elevation"

6'-0" 2'-0" 2'-0" 2'-0"

2'-6"

Concrete Piles (Typ.)

VIEW A-A

A60 Dowel Spa. for A63, A64 & A65 Spa. See Sect. C-C

1'-9" 2'-6" 1'-9"

4½" 8½" 11" 4½"

1-A98 3-A76 1-A75 1-A95 1-A96 2-A97 1-A94

2'-0" 2'-0" 6'-0" 2'-0" 6"

4 Spa. @ 1'-3" = 5'-0"

2'-5" 3'-7"

6'-0"

Sym. about ℄ of Frome

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

1-A104 1-A103 1-A102 1-A101 1-A100 1-A106 3-A93

1-A105 1-A94 2-A93

7 Spa. @ 9" = 5'-3"

7'-7½" 8'-0"

3'-7" 2'-5" 6'-0" 5'-7½"

A 60 (Typ.)

Ramp A ℄

Sym. about ℄ of Bridge

1-A98 1-A105 1-A106

Indicates 3:12 Batter

TOP STEEL SHOWN

BOTTOM STEEL SHOWN

Work this sheet with Sheets 51, 53 & 54.

SECTION B-B

*8 Bars

*5 Bars

A111

A110

A109

A112

A108

A107

1'-10" (Slab)

1'-1½"

1'-6"

4 Eq. Spa. @ 2'-0"

Note 'A' - (Section G-G)
1"x1" Wall Joint Sealer, gray color, Incidental to Class A Conc., shall be P.R.C. Rubber Calk as mfg. by Products Research Co., Colmo Joint Sealer mfg. by Sika Chemical Co. or approved equal.

9 Spaces @ 8'-1" = 72'-9" (Railing Post Spacing)

1'-1½"

1" Premolded Jt. Filler

Metal Handrail

2-*6 Bars @ Top of Wall (Typ.)

4-A43 Bars (2 Eq. Face)

Back Face of Abut. R.A.

1" Expansion Joint with Keyway - See Det. B of Abut. R.A., Sh. 45

10-A42 12'-5⅜" (N)

6-A42 8'-10" 11'-0"

10-A132 @ Frame 8

8 Spa. @ 1'-6" = 12'-0"

11-A46 11'-11"

13-A46 13'-0⅜" (S) 13'-3⅜" (N)

12-A69

28-A58 @ 11" = 11'-11"

11-A133 @ Frame 9

Vent Opening (Typ.) See Sh. 57 for Det.

9 Spa. @ 1'-6" = 13'-6"

12-A45 14'-0⅜" (S) 14'-3⅜" (N)

12-A70

32-A58 @ 11" = 13'-9"

11-A133 @ Frame 10

(Typ.) 3"

9 Spa. @ 1'-6" = 13'-6"

12-A45 15'-0⅜" (S) 15'-3⅜" (N)

12-A71

34-A58 @ 11" = 14'-8"

10 Spa. @ 1'-6" = 15'-0"

12-A133 @ Frame 11

13-A62

10-A61

12-A60

El. 433.50 (Typ.)

Concrete Piles (Typ.)

2 Sets of 11-A54 @ 1'-5" = 14'-2"

2 Sets of 13-A55 @ 1'-5" = 17'-0"

2 Sets of 13-A56 @ 1'-5" = 17'-0"

2 Sets of 11-A57 @ 1'-5" = 14'-2"

14'-9" 6'-0" (Typ.) 18'-0" 18'-0" 15'-2"

Frame 8 Frame 9 Frame 10 Frame 11

For North Panel Wall See Sheet 54 (View D-D)

SOUTH ELEVATION
(NORTH ELEV. Reinf. Similar) Except as Noted.)

Note: (N) denotes North Wall. (S) denotes South Wall.

FOOTING PLAN
(INTERIOR FRAME)

A115 at top of column.

℄ of Ext. Frame & ℄ of 1" Exp. Jt. Sym. about ℄

¾" Bevel See Note 'A'

1" Premolded Jt. Filler

A132

A72 or A73

A59

*5 Bars

*6 Bars

See Det. C

1'-6" 3 Eq. Spa. @ 1'-7½"

3¼" 11½" 11½" 3¼"

8" 1'-10" 2'-6"

SECTION G-G

*6 Bars

A133 1'-10"

*5 Bars

A58 thru A63 thru A71

At top of Col. A110 A122

Sym. abt. ℄

4 Eq. Spa. @ 2'-0"

4'-4"

SECTION C-C

Const. Jt.

2" 4" 4"

8"

DETAIL C

SHEET 52 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

BRIDGE NUMBER

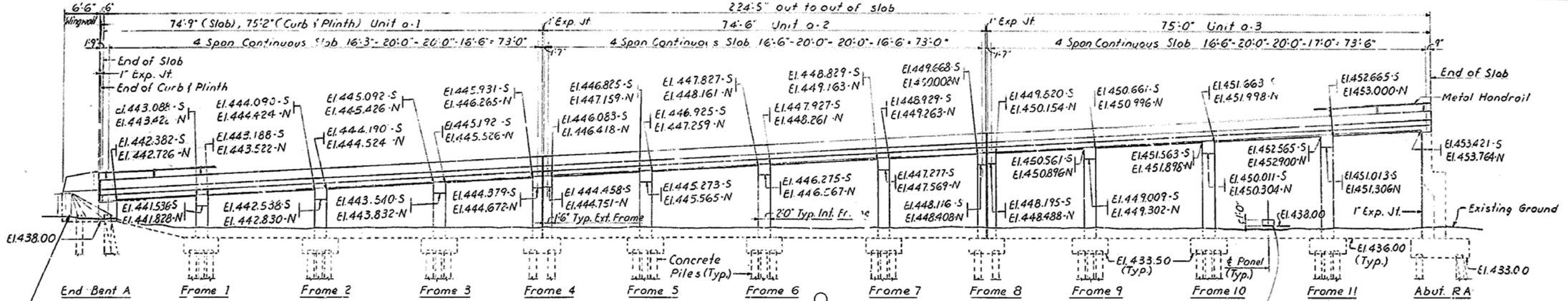
DRAWING NO. 15754

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

RAMP A SLAB BRIDGE

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

Note: Elevs. shown are for tops of closure walls (outside faces) and tops of columns.



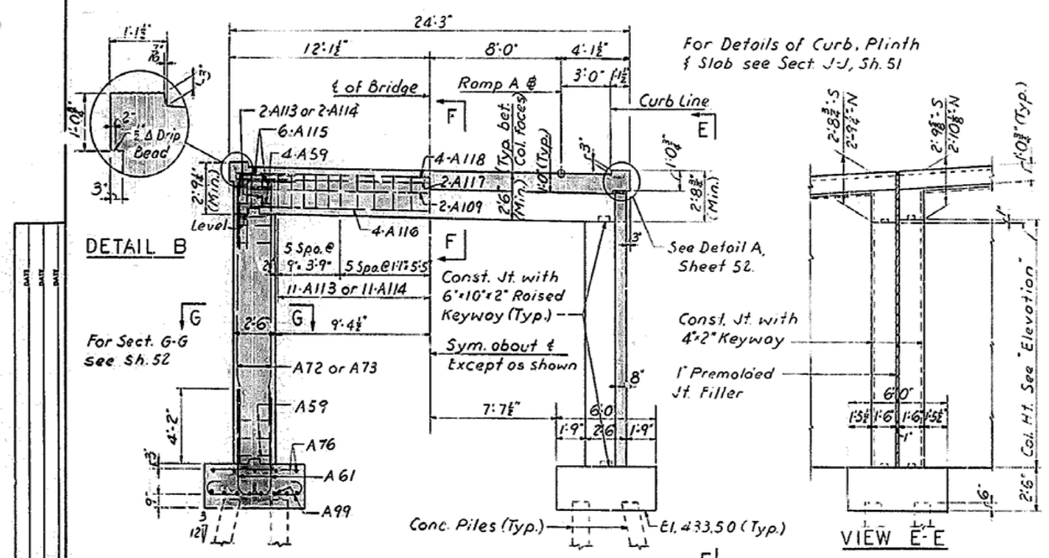
Construct End Bent in accordance with method outlined in Std. Drwg. SF-2.

Note: S-denotes South Wall. N-denotes North Wall.

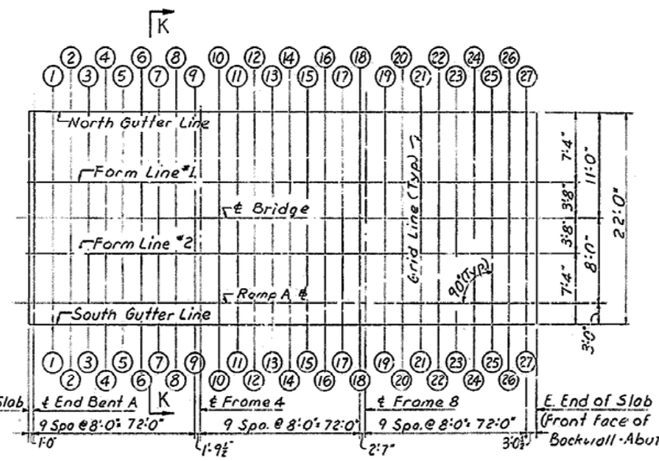
ELEVATION

Existing 24" Sewer

1'-0"x2'-0" Vent Opening with Cast Iron Vent and #16 bronze screening fastened with screws, (Neenah Cat. No. R4978-7 Type A or approved equal.) Typical each wall panel except at door opening. (Incidental to Concrete Class "A".)



For Details of Curb, Plinth & Slab see Sect. J-J, Sh. 51

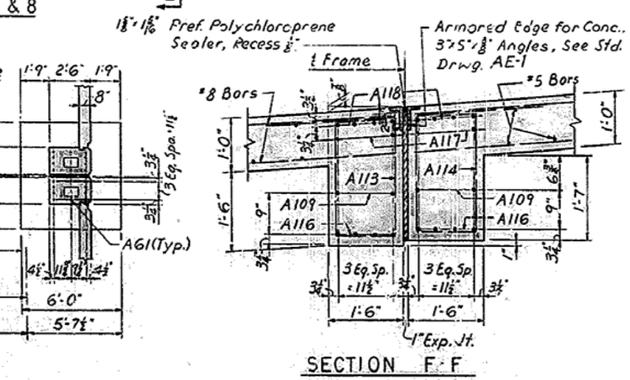


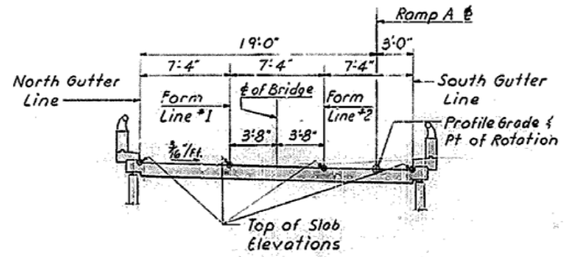
TOP OF SLAB ELEVATIONS

Grid Lines	Form Lines N. Gutter	F.L. #1	F.L. #2	S. Gutter
W. End of Slab	443.528	443.413	443.299	443.184
℄ of End Bent A	443.578	443.463	443.349	443.234
1	443.978	443.864	443.750	443.635
2	444.379	444.265	444.150	444.036
3	444.780	444.666	444.551	444.437
4	445.181	445.066	444.752	444.838
5	445.582	445.467	445.353	445.238
6	445.982	445.868	445.754	445.639
7	446.383	446.269	446.154	446.040
8	446.784	446.670	446.555	446.441
9	447.185	447.071	446.956	446.842
℄ of Frame 4	447.275	447.160	447.046	446.932
10	447.676	447.561	447.447	447.332
11	448.076	447.962	447.848	447.733
12	448.477	448.363	448.248	448.134
13	448.878	448.764	448.649	448.535
14	449.279	449.164	449.050	448.936
15	449.680	449.565	449.451	449.336
16	450.080	449.966	449.852	449.737
17	450.481	450.370	450.253	450.138
18	450.882	450.768	450.653	450.539
℄ of Frame 8	451.012	450.897	450.783	450.668
19	451.412	451.298	451.184	451.069
20	451.813	451.699	451.584	451.470
21	452.214	452.100	451.985	451.871
22	452.615	452.500	452.386	452.272
23	453.016	452.901	452.787	452.672
24	453.417	453.302	453.188	453.073
25	453.817	453.703	453.589	453.474
26	454.218	454.104	453.989	453.875
27	454.619	454.505	454.390	454.276
E. End of Slab	454.772	454.657	454.443	454.428

Work this sheet with Sheets 51, 52 & 54

SHEET 53 OF 107





COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

RAMP A SLAB BRIDGE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

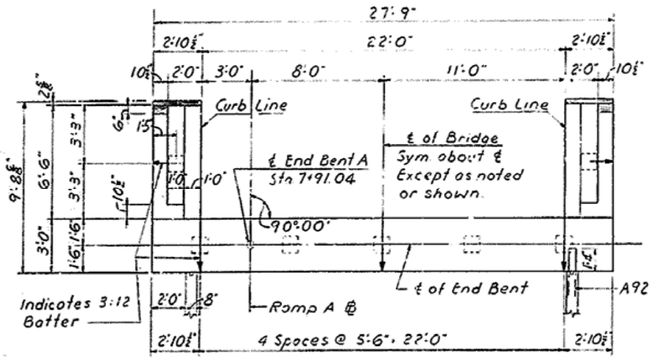
BRIDGE NUMBER

DRAWING NO. 15754

SHEET NO.

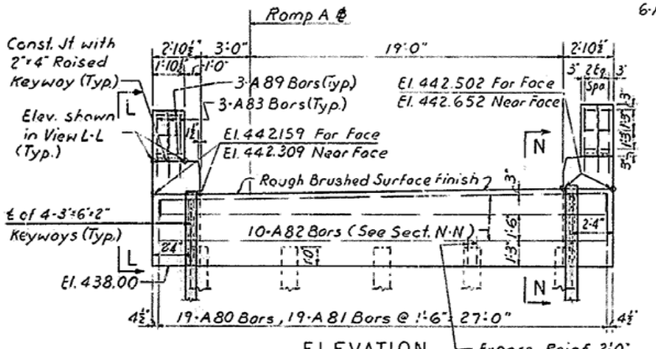
DESIGNED BY S.W.
DETAILED BY S.W.
TRACED BY
CHECKED BY C.G.H.
CHECKED BY
CHECKED BY
DATE
REVISED
REVISED
REVISED

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



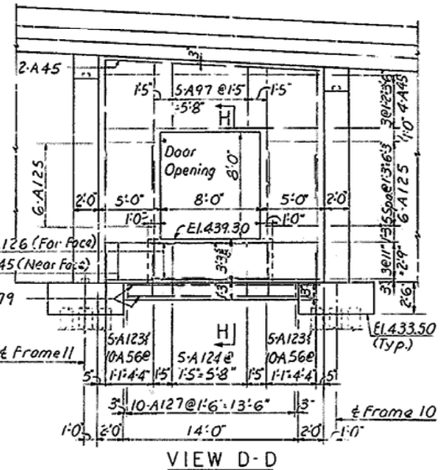
END BENT A PLAN

N

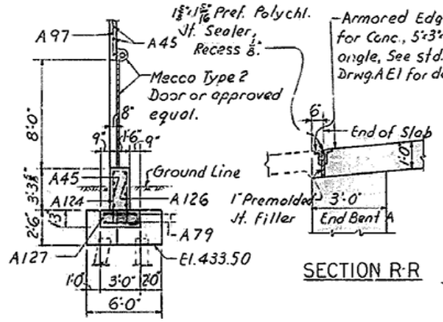


ELEVATION

Note: 8'-0" x 8'-0" Clear Door Opening. Opening shall be equipped with a manually operated inside face mounted interlocking slat type steel overhead door. The door shall be a 'Mecco' Type 2 door as manufactured by the Maeschl-Edwards Corrugating Co. Inc. of Cincinnati, Ohio or approved equal. Door shall be equipped with an exterior operated slide bolt locking device with cylinder lock. Cost of Door & Lock shall be incidental to Concrete Class "A".

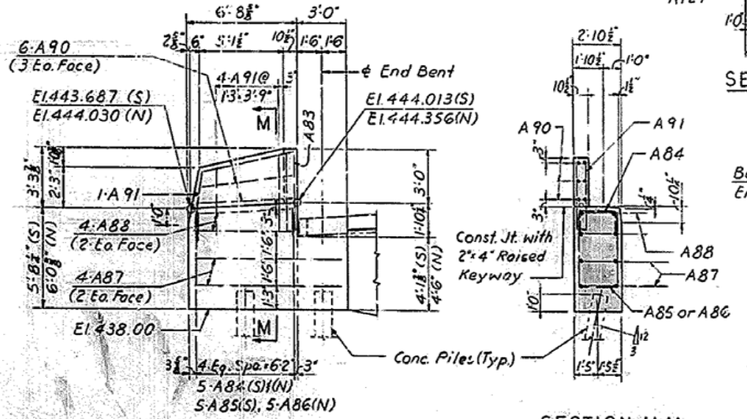


VIEW D-D



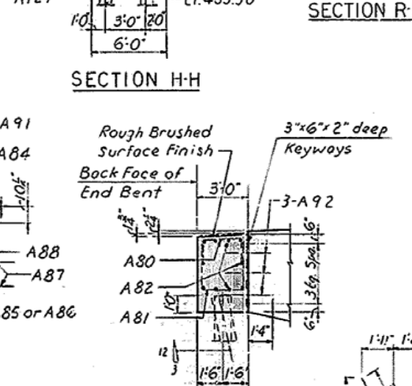
SECTION H-H

SECTION R-R



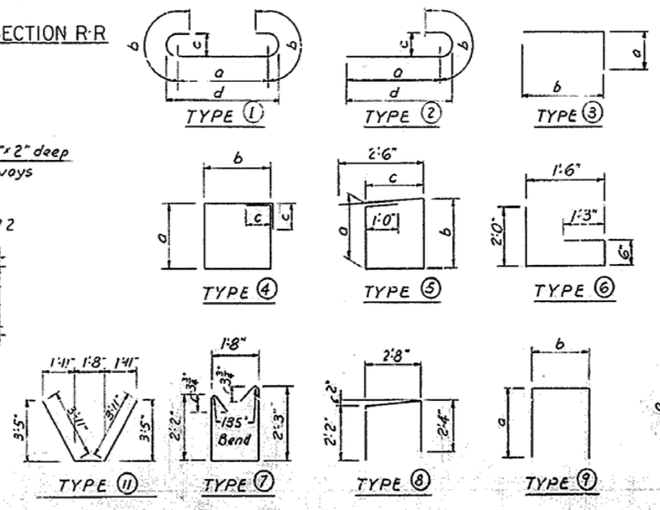
VIEW L-L

Drawn for South Wingwall (S). North Wingwall (N) Similar except as Shown.



SECTION M-M

SECTION N-N



Note: All dimensions are out to out of bar.

BILL OF REINFORCEMENT

Mark	Type	Size	No. Reqd	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
A91	⑨	5	10	8	8	Wingwall	4	1	0	6				
A92	⑨	5	6	5	8	Wingwall	2	8	0	4				
A93	①	9	90	8	1	Frame-Footing	4	7	1	9	0	11½	5	6
A94	①	9	36	7	10	" - "	4	4	1	9	0	11½	5	3
A95	Str.	5	18	3	4	" - "								
A96	Str.	5	18	2	0	" - "								
A97	Str.	5	41	4	8	" - ℄ Wall								
A98	Str.	5	36	2	6	" - "								
A99	①	8	64	7	8	" - "	4	8	1	6	0	10	5	6
A100	Str.	9	18	5	3	" - "								
A101	Str.	9	18	4	4	" - "								
A102	Str.	9	18	3	7	" - "								
A103	Str.	9	18	2	9	" - "								
A104	⑪	9	18	9	6	" - "								
A105	②	9	36	6	3	" - "	4	6	1	9	0	11½	5	0
A106	②	9	36	3	6	" - Footing	1	9	1	9	0	11½	2	3
A107	Str.	11	18	13	6	" - Cap								
A108	Str.	11	27	22	7	" - "								
A109	Str.	6	26	22	7	" - "								
A110	③	9	72	12	6	" - "	5	6	7	0				
A111	Str.	9	45	23	9	" - "								
A112	⑦	5	234	7	1	" - "								
A113	⑤	5	50	9	1	" - "	2	2	2	3	1	2		
A114	⑤	5	50	9	1	" - "	2	3	2	2	1	2		
A115	③	8	48	8	0	" - "	4	5	3	7				
A116	Str.	10	16	23	2	" - "								
A117	Str.	8	8	23	3	" - "								
A118	Str.	8	16	23	3	" - "								
A122	③	9	90	9	6	Frame - Cap	5	8	3	10				
A123	②	5	10	3	8	Closure Wall	2	11	0	9	0	5	3	1
A124	⑨	5	5	9	5	" - "	4	2	1	1				
A125	Str.	6	12	4	6	" - "								
A126	Str.	6	4	9	6	Closure Wall								
A127	④	5	10	7	6	Door Footing	0	9	2	6	0	6		
A128	③	5	440	3	6	Slab	1	3	2	3				
A129	Str.	4	4	2	0	Drain Cost								
A130	⑩	4	418	6	7	Curb	0	6⅜						
A131	④	4	418	5		Plinth	1	10	0	7½	0	6		
A132	Str.	6	66	4	0	Col. & Wall								
A133	Str.	6	152	7	6	Col. & Wall								
A134	⑩	5	2	7	5	Curb (Light Std.)	1	4						
A135	Str.	5	4	0	11	Plinth & Curb (Light Std)								
A136	④	5	2	8	8	" " "	2	10	1	0	0	6		

BILL OF REINFORCEMENT

Mark	Type	Size	No. Reqd	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
A31	Str.	8	36	39	1	Slab								
A32	Str.	8	36	38	8	"								
A33	Str.	8	36	38	11	"								
A34	Str.	8	30	15	3	"								
A35	Str.	8	300	14	6	"								
A36	Str.	8	30	15	0	"								
A37	Str.	8	108	27	2	"								
A38	Str.	8	54	27	0	"								
A39	Str.	8	270	10	0	"								
A40	Str.	5	220	21	11	"								
A41	⑨	5	136	25	5	Slab	0	9	23	11				
A42	Str.	4	32	37	10	Curb & Plinth								
A43	Str.	4	32	38	1	" - "								
A44	Str.	4	32	38	3	Curb & Plinth								
A45	Str.	6	108	17	6	Closure Wall								
A46	Str.	6	74	14	3	" - "								
A47	Str.	5	52	5	1	" - "								
A48	Str.	5	52	5	7	" - "								
A49	Str.	5	44	6	1	" - "								
A50	Str.	5	44	6	6	" - "								
A51	Str.	5	52	7	0	" - "								
A52	Str.	5	52	7	6	" - "								
A53	Str.	5	44	7	11	" - "								
A54	Str.	5	44	8	4	" - "								
A55	Str.	5	52	8	10	" - "								
A56	Str.	5	46	9	4	" - "								
A57	Str.	5	44	9	9	Closure Wall								
A58	④	4	476	8	8	Frame - Col. Ties	2	2	1	3⅜	0	10		
A59	④	4	200	7	9	Frame - Col. Ties	2	2	0	10½	0	10		
A60	②	11	144	8	1	Frame - Col. Dowels	5	11	2	2	1	2	6	6
A61	②	10	80	7	4	Frame - Col. Dowels	5	5	1	11	1	0⅛	5	11
A62	Str.	6	26	14	8	Closure Wall								
A63	②	11	24	10	9	Frame - Column	8	7	2	2	1	2	9	2
A64	②	11	24	11	9	" - "	9	7	2	2	1	2	10	2
A65	②	11	24	12	9	" - "	10	7	2	2	1	2	11	2
A66	Str.	11	24	11	2	" - "								
A67	Str.	11	24	12	2	" - "								
A68	Str.	11	24	13	2	" - "								
A69	Str.	11	24	14	11	" - "								
A70	Str.	11	24	15	11	" - "								
A71	Str.	11	24	16	11	" - "								
A72	Str.	10	40	10	3	" - "								
A73	Str.	10	40	14	0	Frame - Column								
A74	Str.	5	4	4	1	Closure Wall								
A75	Str.	5	22	4	9	" - ℄ Pig.								
A76	Str.	5	98	5	6	" - ℄ Pig.								
A77	Str.	5	4	6	2	" - "								
A78	Str.	5	4	6	8	" - "								
A79	Str.	6	18	13	6	Closure Wall								
A80	⑤	5	19	7	2	End Bent								
A81	⑨	5	19	8	2	End Bent	2	9	2	8				
A82	Str.	6	10	27	3	End Bent								
A83	⑦	5	6	9	2	Wingwall	4	4	0	6				
A84	⑨	5	10	5	10	"	1	8	2	6				
A85	⑨	5	5	11	0	"	4	3	2	6				
A86	⑨	5	5	11	8	"	4	7	2	6				
A87	Str.	5	8	9	2	"								
A88	Str.	5	8	6	2	"								
A89	⑥	5	6	5	3	"								
A90	Str.	5	12	5	9	Wingwall								

Work this sheet with Sheets 51, 52 & 53.

SHEET 54 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER

DRAWING NO. 15754

RAMP A SLAB BRIDGE

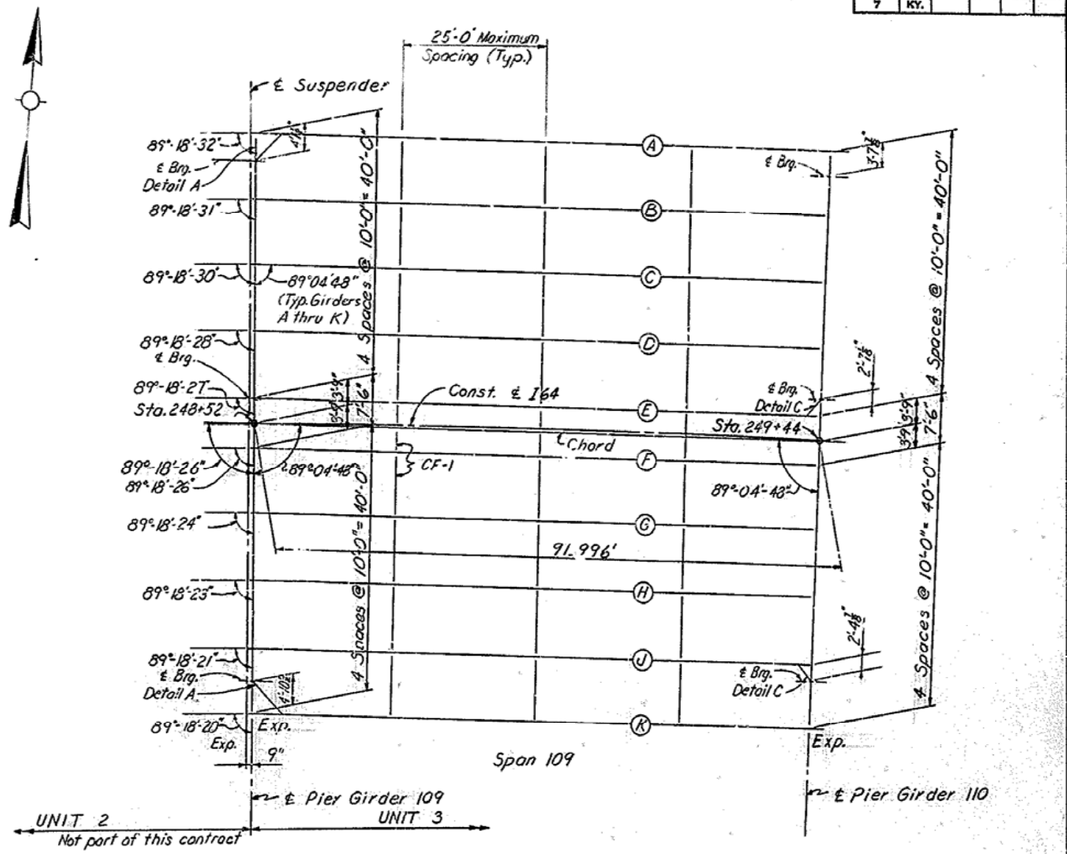
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

TABLE OF GIRDER LENGTHS AND CAMBER

Girder	Span 109		Span 110		Span 111		Span 112		Span 113		Span 114		Span 115	
	L	C	L	C	L	C	L	C	L	C	L	C	L	C
A	93'-4 12/16"	1 3/8"	93'-7 12/16"	1/4"	93'-11 12/16"	1 3/8"	93'-5 12/16"	1"	92'-5 12/16"	1/4"	91'-6 12/16"	1 12/16"	90'-0"	1 4/8"
A_1	——		——		47'-0 4/16"	0	92'-11 12/16"	1 4/8"	92'-5 12/16"	2/8"	——		——	
A_2	——		93'-3 8/16"	6/8"	93'-4 8/16"	1"	92'-3 4/16"	2 8/8"	——		——		——	
A_3	——		——		——		91'-9 12/16"	1 8/8"	91'-8 8/16"	8/8"	——		——	
A_4	——		——		——		91'-6 8/16"	2"	——		——		——	
B	93'-0 16/16"	1 8/8"	93'-0 16/16"	1/4"	93'-0 16/16"	1 8/8"	91'-4 12/16"	1 6/8"	91'-4 12/16"	1/4"	91'-1 16/16"	1 12/16"	90'-0"	1 4/8"
C	92'-9 8/16"	1 3/8"	92'-9 8/16"	1/4"	92'-9 8/16"	1 8/8"	91'-0 12/16"	1 4/8"	91'-0 12/16"	2/8"	90'-10 8/16"	1 12/16"		
D	92'-5 4/16"	1 8/8"	92'-5 4/16"	1/4"	92'-5 4/16"	1 8/8"	90'-8 8/16"	1 4/8"	90'-8 8/16"	2/8"	90'-7 4/16"	1 12/16"		
E	92'-1 8/16"	1 8/8"	92'-1 8/16"	1/4"	92'-1 8/16"	1 8/8"	90'-5 8/16"	1 4/8"	90'-5 8/16"	2/8"	90'-4 12/16"	1 12/16"		
F	91'-10 12/16"	1 5/8"	91'-10 12/16"	1/4"	91'-10 12/16"	1 8/8"	90'-1 8/16"	1 4/8"	90'-1 8/16"	2/8"	90'-1 8/16"	1 12/16"		
G	91'-6 8/16"	1 6/8"	91'-5 8/16"	1/4"	91'-6 8/16"	1 12/16"	89'-10 12/16"	1 8/8"	89'-10 12/16"	2/8"	89'-10 8/16"	1 12/16"		
H	91'-2 12/16"	1 8/8"	91'-2 12/16"	1/4"	91'-2 12/16"	1 8/8"	89'-6 8/16"	1 4/8"	89'-6 8/16"	2/8"	89'-7 12/16"	1 12/16"		
J	90'-10 12/16"	1 5/8"	90'-10 12/16"	1/4"	90'-10 12/16"	1 8/8"	89'-3"	1 4/8"	89'-3"	2/8"	89'-4 8/16"	1 12/16"		
K	90'-7 16/16"	1 8/8"	90'-7 16/16"	1/4"	90'-7 16/16"	1 8/8"	88'-11 4/16"	1 8/8"	88'-11 4/16"	2/8"	89'-1 16/16"	1 12/16"		
L	——		——		——		88'-7 16/16"	1 8/8"	88'-7 16/16"	1/8"	88'-10 12/16"	1 12/16"	90'-0"	1 4/8"

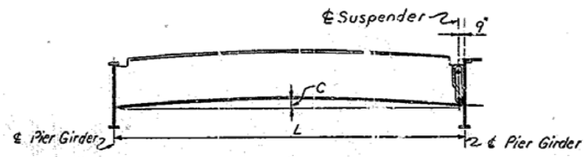
TABLE OF GIRDER LENGTHS AND CAMBER — CONT'D

Girder	Span 116		Span 117		Span 118		Span 119		Span 120		Span 121		Span 122		Span 123E	
	L	C	L	C	L	C	L	C	L	C	L	C	L	C	L	C
A	90'-0"	2/16"	90'-0"	2/16"	90'-0"	1 4/8"	90'-0"	1 4/8"	90'-0"	1/2"	90'-0"	1/2"	90'-0"	1 8/8"	——	
A_1	——		——		——		——		——		——		——		——	
A_2	——		——		——		——		——		——		——		——	
A_3	——		——		——		——		——		——		——		——	
A_4	——		——		——		——		——		——		——		——	
B	90'-0"	2/16"	90'-0"	2/16"	90'-0"	1 4/8"	90'-0"	1 4/8"	90'-0"	1/2"	90'-0"	1/2"	90'-0"	1 8/8"	——	
C															——	
D															——	
E															——	
F										1/2"	90'-0"	1/2"	90'-0"	1 8/8"	——	
G										5/16"	90'-0 4/16"	11/16"	88'-10 12/16"	2 6/16"	87'-7 8/16"	15/16"
H											90'-0 8/16"		88'-2 8/16"		87'-4 16/16"	
J											90'-0 8/16"		87'-7 8/16"		87'-1 4/16"	
K											90'-0 8/16"		86'-11 12/16"		86'-10 12/16"	
L	90'-0"	2/16"	90'-0"	2/16"	90'-0"	1 4/8"	90'-0"	1 4/8"	90'-0"	2/16"	90'-0 12/16"	11/16"	86'-4 8/16"	2/16"	86'-7 12/16"	15/16"



FRAMING PLAN - SPAN 109

NOTE:
All crossframes this sheet type "CF-1" except as noted.
Piers 109 and 110 are radial to Construction ℄.
For CF-1 see Sheet No. 98.
For Horizontal Bracing see Sheet No. 100.
For Details A and C see Sheet No. 101.



CAMBER DIAGRAM
(Typ. all Spans)

FRAMING PLAN UNIT 3

STRUCTURAL STEEL

SHEET 55 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
PROJECT NO.
STATION 255+00

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER

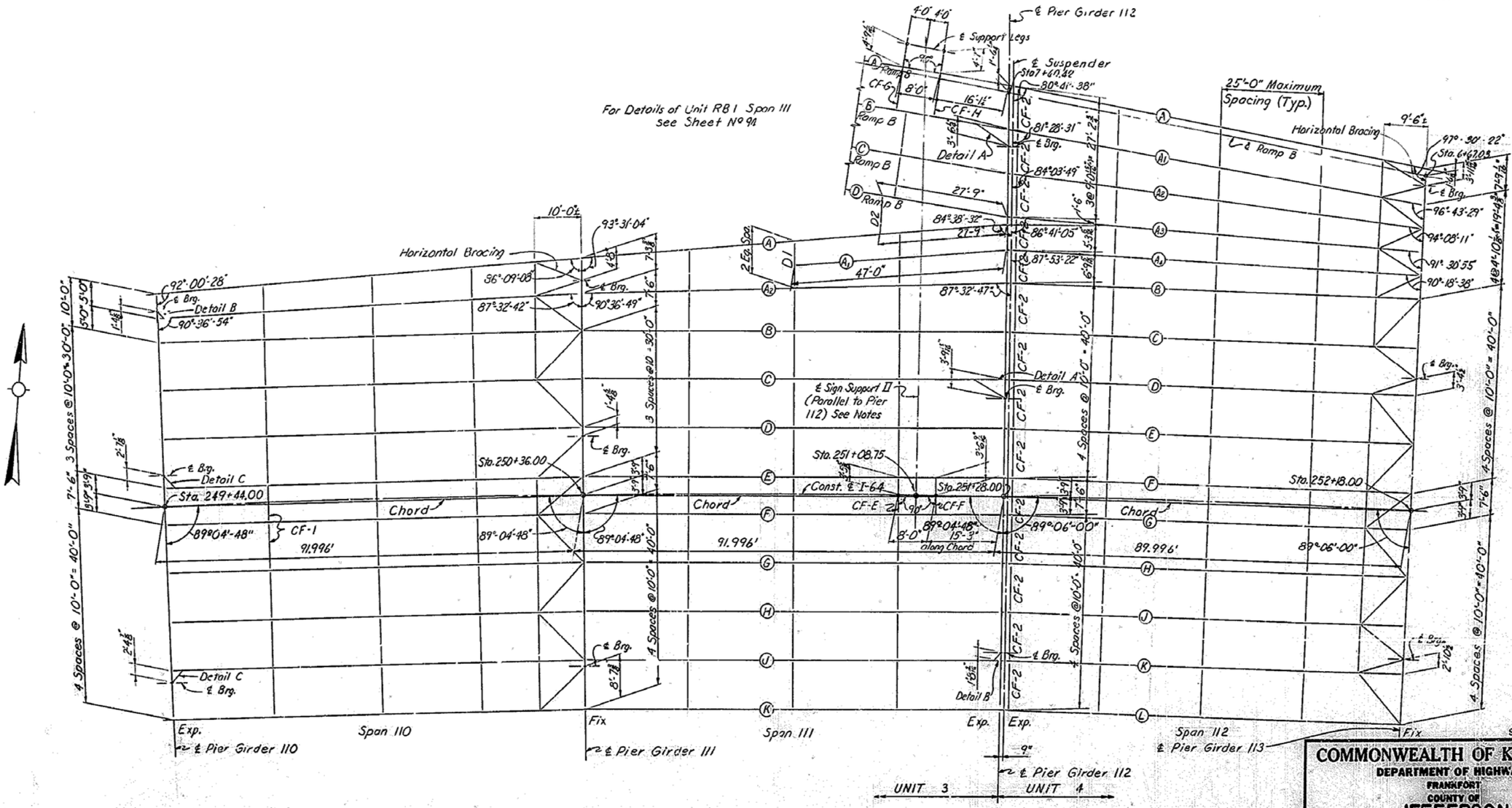
RAILROAD NO. 15754

ROAD

DESIGNED BY C.W.R. 7-3045 CHECKED BY L.L.W.
DETAILED BY CHECKED BY
TRACED BY CHECKED BY

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

Note :
Piers 110 thru 113 are radial to Const. ℄.
All Crossframes this sheet type CF-1 except as noted.
For Sign Support and Crossframes E, F, G & H see sheet nos. 112 thru 114
For CF-1, CF-2, D-1 & D-2 see sheet no. 98
For Horizontal Bracing see sheet no. 100
For Details A thru D see sheet no. 101



FRAMING PLAN - SPANS 110, 111, 112

FRAMING PLAN UNITS 3 & 4
STRUCTURAL STEEL

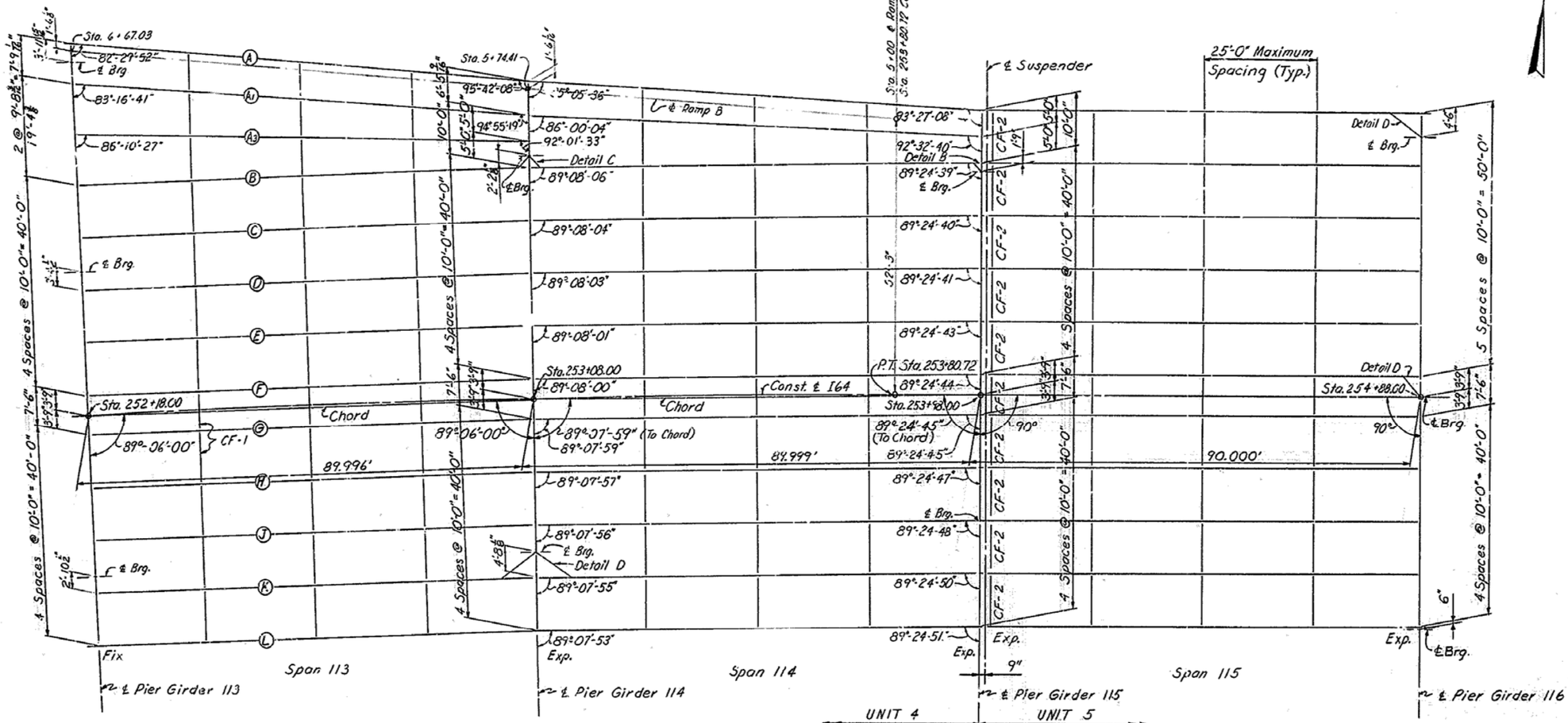
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848

SHEET 56 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER 15754

DESIGNED BY CWR 8-1963 DRAWN BY FLW CHECKED BY DATE
REVISED BY DATE REVISED BY DATE REVISED BY DATE

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



FRAMING PLAN - SPANS 113, 114, 115

NOTE.
Piers 113 and 114 are radial to Const. ℄.
All Crossframes this sheet type CF-1 except as noted.
For CF-1 and CF-2 see sheet No. 98
For Horizontal Bracing see sheet No. 100
For Details A thru D see sheet No. 101

SHEET 57 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

FRAMING PLAN UNITS 4 & 5
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS F&E NO. 845

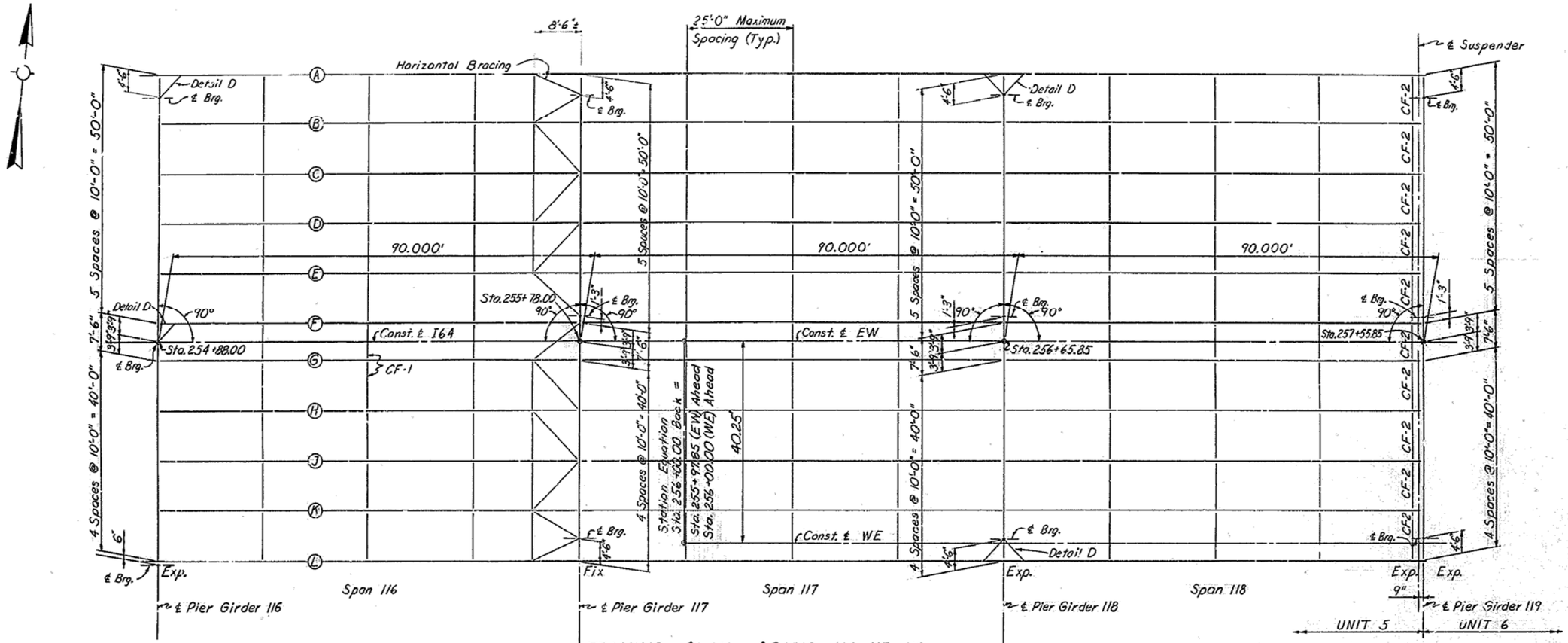
BRIDGE NUMBER

DRAWING NO. 15754

DATE

DESIGNED BY: E.C.W.R. 7/63
DRAWN BY: E.L.H.
TRACED BY:
CHECKED BY:
APPROVED BY:

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



FRAMING PLAN - SPANS 116, 117, 118

NOTE,
All Crossframes This Sheet Type "CF-1", Except as Noted.
For CF-1 & CF-2, See Sheet 98.
For Horizontal Bracing, See Sheet 100
For Details A Thru D, See Sheet 101

SHEET 58 OF 147

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

FRAMING PLAN UNIT 5
STRUCTURAL STEEL

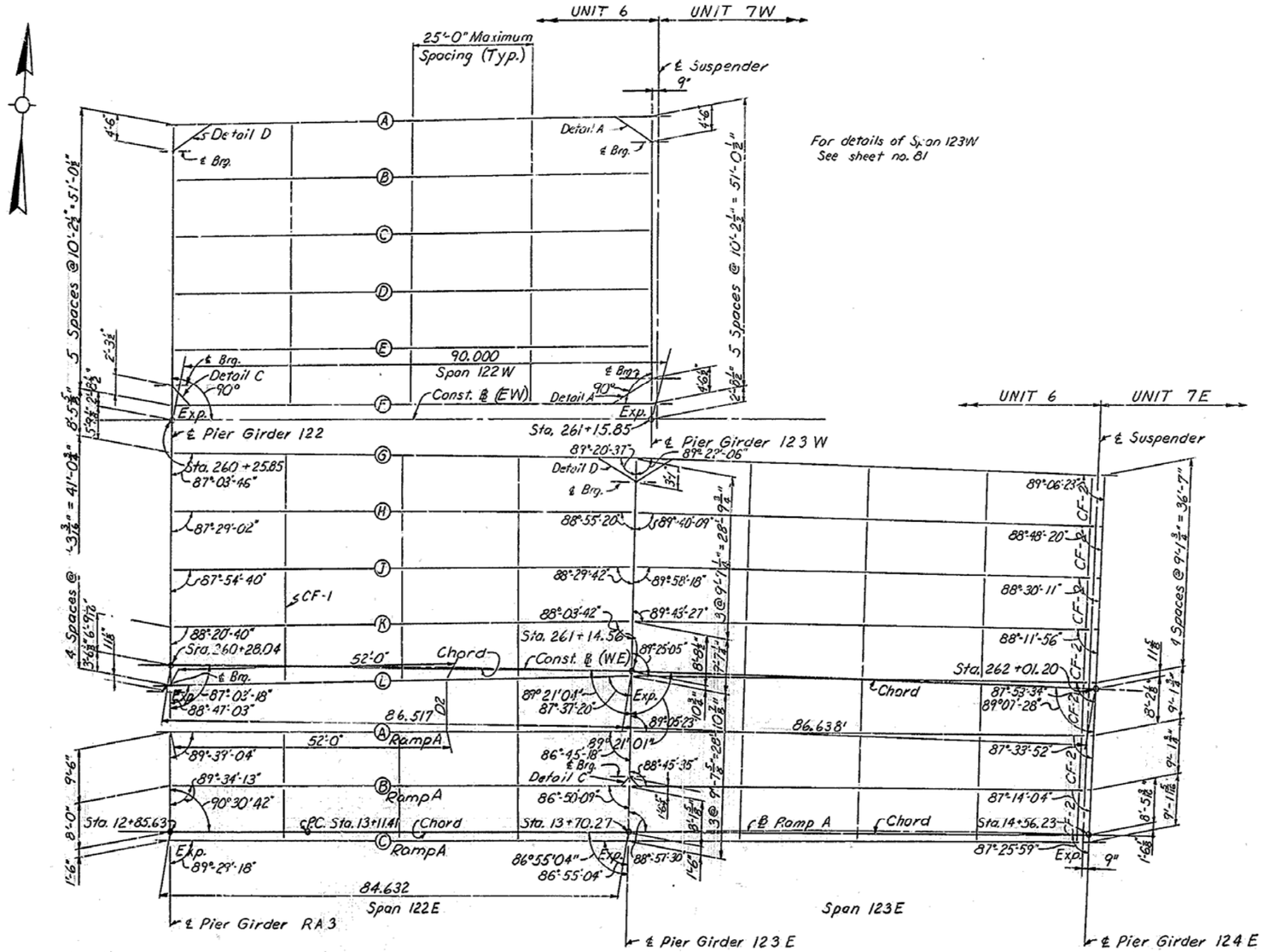
DESIGNED BY GWR 8-1-63 CHECKED BY
DRAWN BY DATE
TRACED BY DATE
CHECKED BY DATE

TELET & FEIGAL CONSULTING ENGINEERS FILE NO. 865

BRIDGE NUMBER 15754

SHEET

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



FRAMING PLAN - SPANS 122, 123E

ESTIMATED WEIGHT - UNITS 3 THRU 6						
Unit			3	4	5	6
Structrual Steel			716,200#	867,600#	891,180#	1,044,200#
Shear Connectors Option 1			6,566#	8,060#	7,765#	8,589#
Shear Connectors Option 2			5,760#	7,070#	6,810#	7,533#
Shear Connectors Option 3			8,513#	10,430#	10,046#	11,111#

Note:
All Crossframes this sheet CF-1 except as noted.
For CF-1, CF-2, and D-2 see sheet no. 98.
For Details A thru D see sheet no. 101.
Pier 123E is radial to Constr. ℄ (W.E.)
Pier 124E is normal to the forward curve tangent of Constr. ℄ (W.E.)

SHEET 60 OF 167

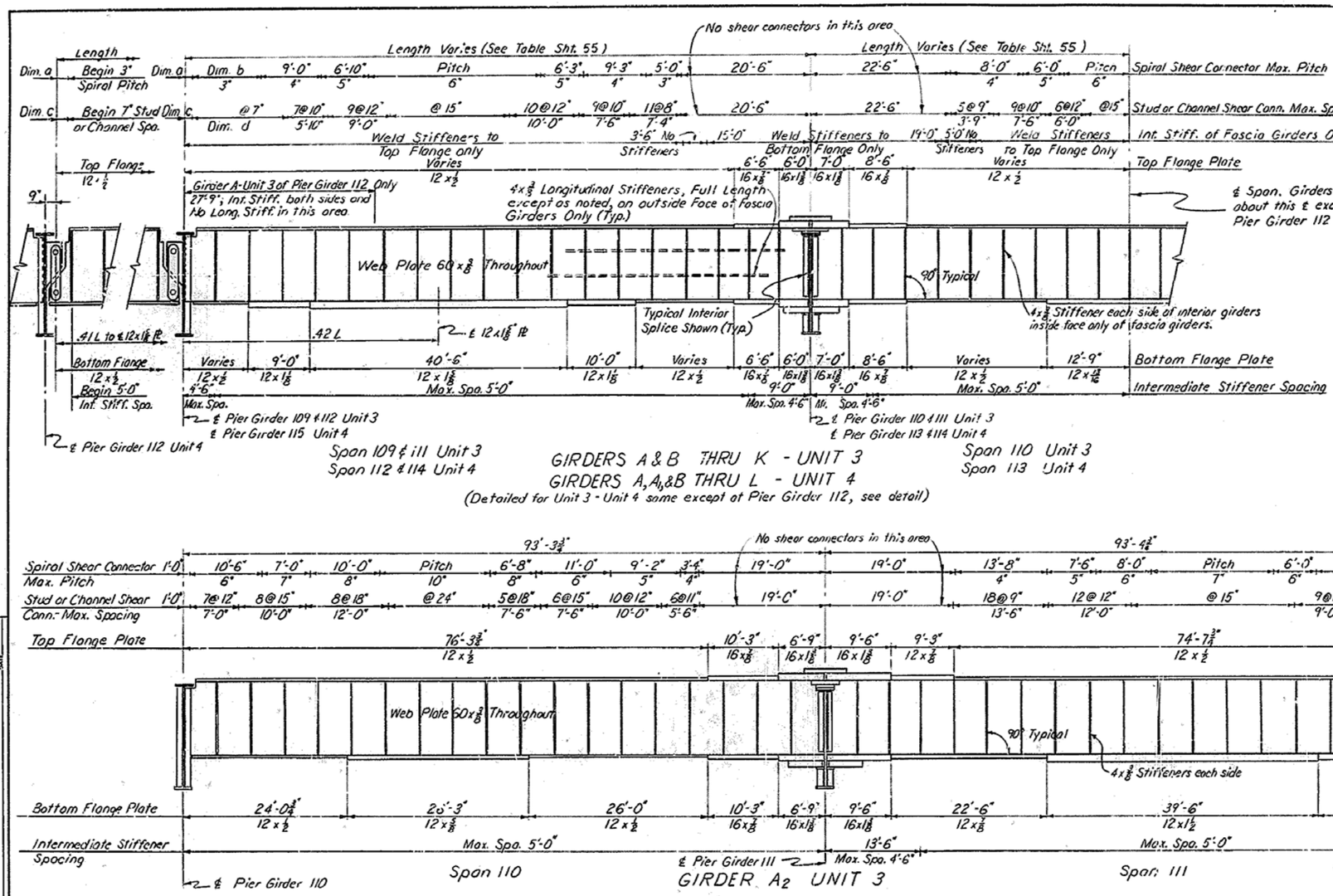
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

FRAMING PLAN UNIT 6
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

DESIGNED BY C.W.A.R. 8-'63 CHECKED BY CLW
DRAWN BY CHECKED BY
TRACED BY CHECKED BY
REVISIONS DATE

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



Span 109 & 111 Unit 3
Span 112 & 114 Unit 4

Span 110 Unit 3
Span 113 Unit 4

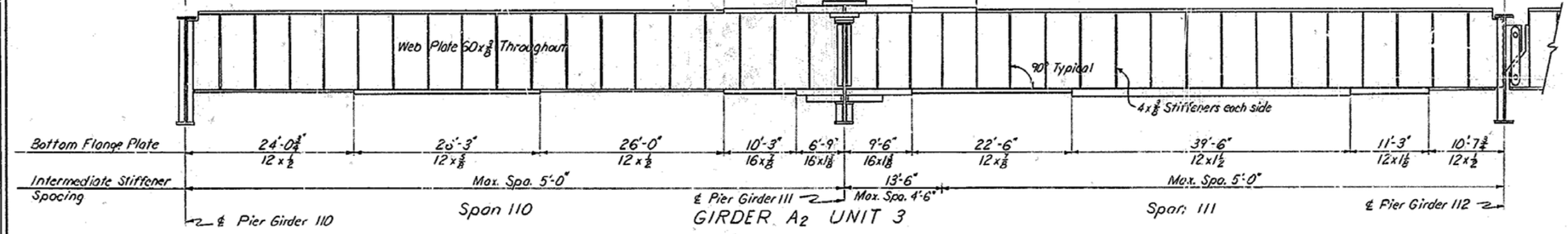
GIRDERS A & B THRU K - UNIT 3
GIRDERS A, A1, & B THRU L - UNIT 4

(Detailed for Unit 3 - Unit 4 same except at Pier Girder 112, see detail)

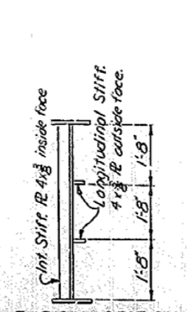
	Dim a	Dim. b	Dim c	Dim d
Unit 3 - All except Girders E & K @ Pier Girder 109	1'-0"	10'-0"	1'-0"	14'-0"
Girders E & K @ Pier Girder 109	4'-6"	6'-6"	4'-6"	10'-6"
Unit 4 - All except Girders F & L @ Pier Girder 112	1'-6"	9'-6"	1'-7"	13'-5"
Girder F @ Pier Girder 112	5'-6"	5'-6"	5'-8"	9'-8"
Girder L @ Pier Girder 112	6'-6"	4'-6"	6'-10"	8'-2"

Notes:

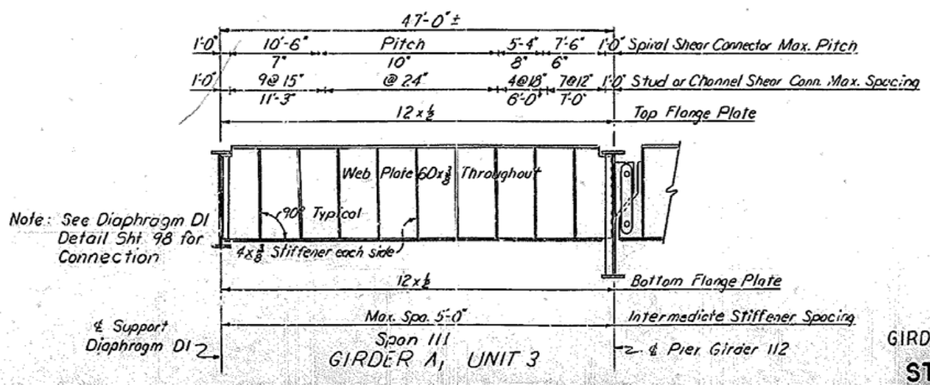
For Structrual Steel Notes, see Sheet No. 3
For Welding Notes, See Standard Dwg. AWS1
For Field Splice Details, see Sheets 70, 71, & 72
For Suspender & Fascia Joint Cover Details see Sheet 99
Optional shop welded web plate splices are permitted as prescribed in Structural Steel Notes, Sht. 3.
For cross frame & diaphragm details, stiffener details, shear connector details, shop flange splice detail, and flange to web weld, see Sheet 98
Horizontal Bracing not shown, for details see Sheet 100.
For Framing Plan, Camber, Girder Length Table and location of Horizontal Bracing, see Sheets 55 thru 60
For Pier Girder Details, see Sheets 64 thru 69
For Expansion Dam Details, see Sheets 106 & 107
All dimensions shown are horizontal and should be corrected for grade where applicable.
The structural steel in this contract shall include the 2" suspender plate on Pier Girder 109 but not the 5" ϕ pins or 10"x1" Suspender Plates.
Bolts: 7/8" ϕ A325, unless noted
Holes: 15/16" ϕ, unless noted



GIRDER A_2 UNIT 3



TYPICAL SECTION FASCIA GIRDER



GIRDER A_1 UNIT 3

GIRDER DETAILS UNITS 3 & 4
STRUCTURAL STEEL

SHEET 61 OF 167

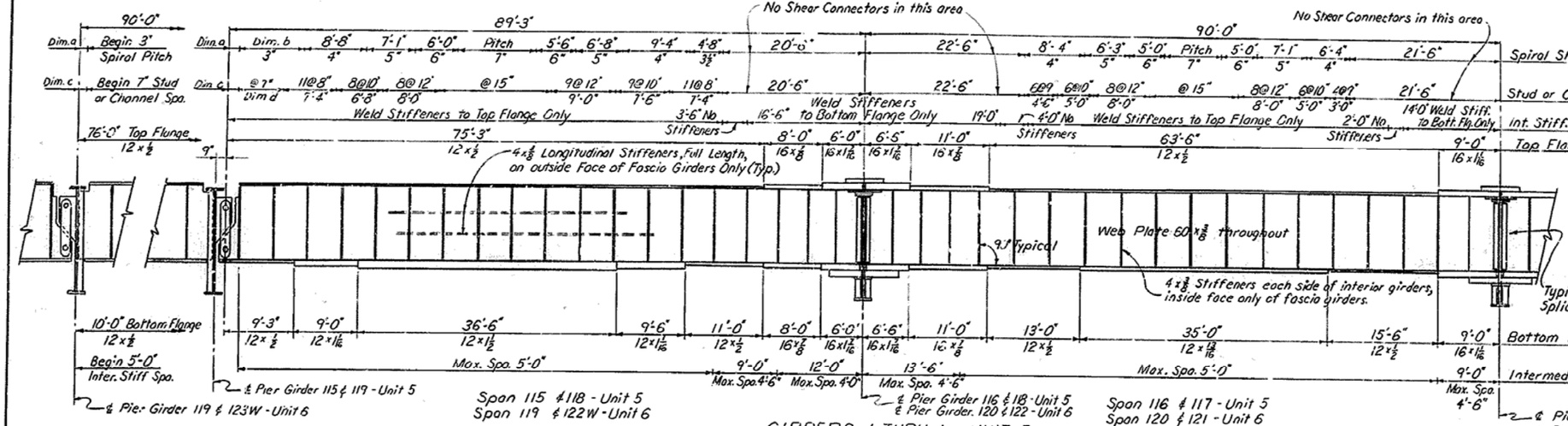
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 3RD ST. TO PRESTON ST.
LOUISVILLE — LEXINGTON ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER 15754

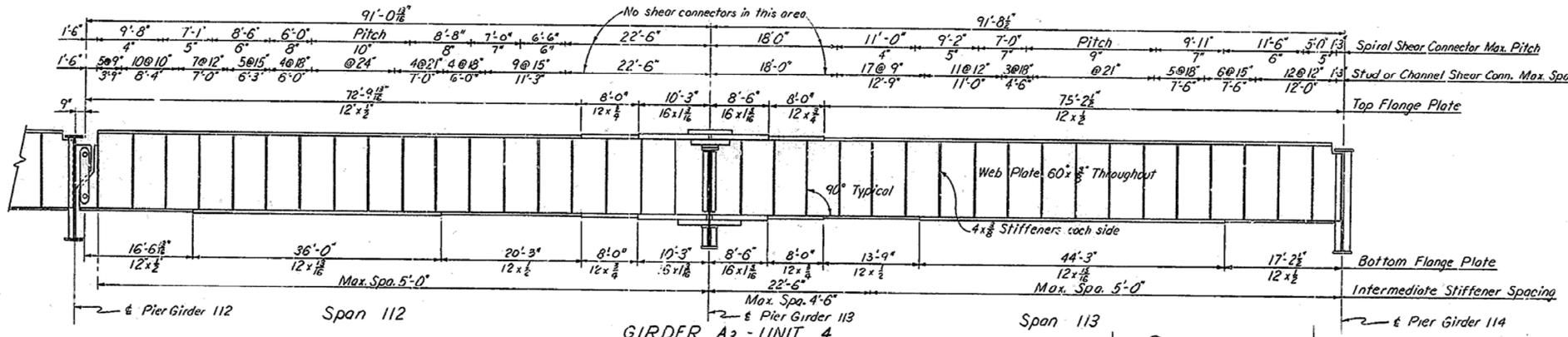
DESIGNED BY W.R.T. DETAILED BY JTG TRACED BY JBJ CHECKED BY

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

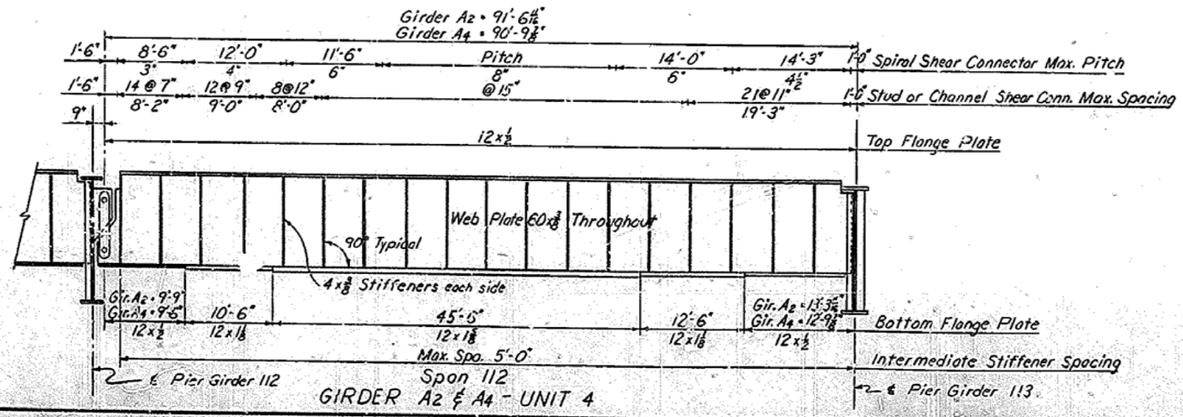


	Dim. a	Dim. b	Dim. c	Dim. d
Unit 5 - All Except Girders F & L At Pier Girder 115	1'-6"	9'-0"	1'-7"	6'-5"
Girders F & L At Pier Girder 115	6'-6"	4'-0"	6'-10"	1'-2"
Unit 6 - All Except Girder A At Pier Girder 119	1'-0"	9'-6"	1'-0"	7'-0"
Girder A At Pier Girder 119	4'-6"	6'-0"	4'-6"	3'-6"

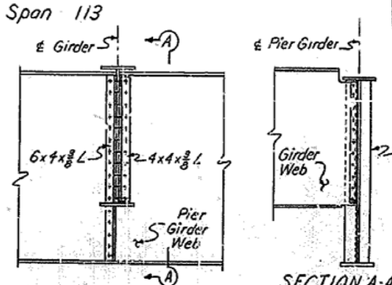
GIRDERS A THRU L - UNIT 5
GIRDERS A THRU F - UNIT 6
(Detailed for Unit 5. Unit 6 Same except at Pier Girders 119 & 123W, See Detail)



GIRDER A3 - UNIT 4



GIRDER A2 & A4 - UNIT 4



END CONNECTION

SECTION A-A

Girder A2 - Unit 3 at Pier Girder 110
Girder A - Unit 3 at Pier Girder 112
Girders A2 & A4 - Unit 4 at Pier Girder 113
Girder A3 - Unit 4 at Pier Girder 114
Girder A1 - Unit 4 at Pier Girder 115

For Notes, See Sheet 61

GIRDER DETAILS - UNIT 4, 5 & 6
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

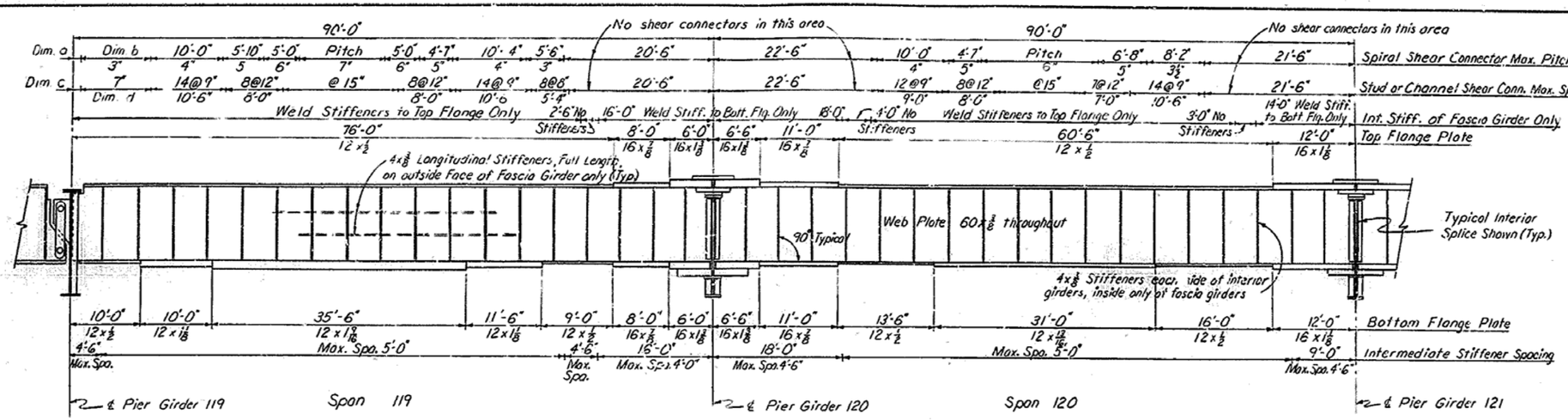
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

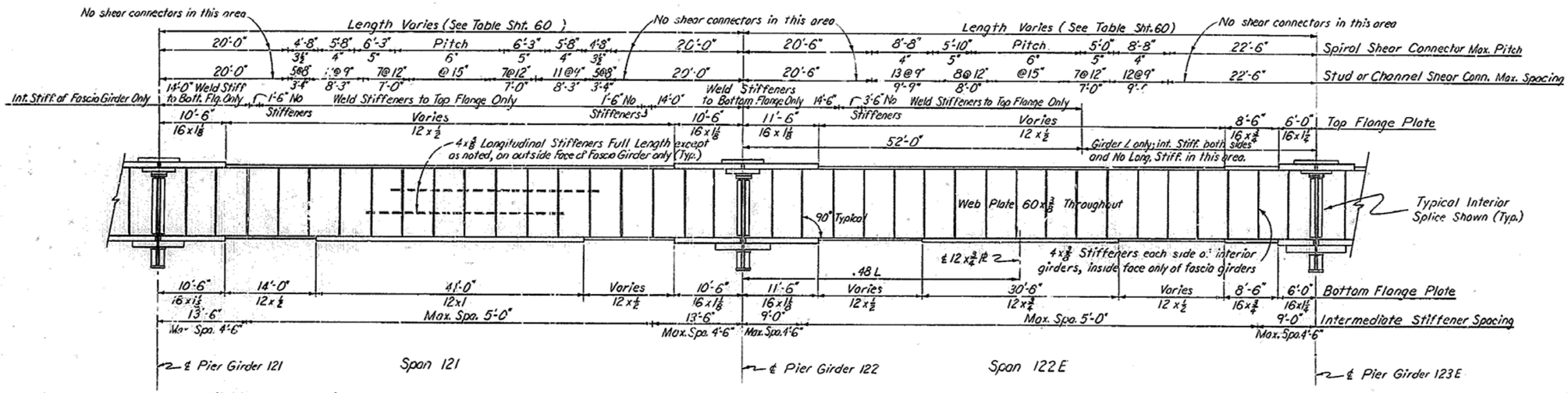
BRIDGE NUMBER

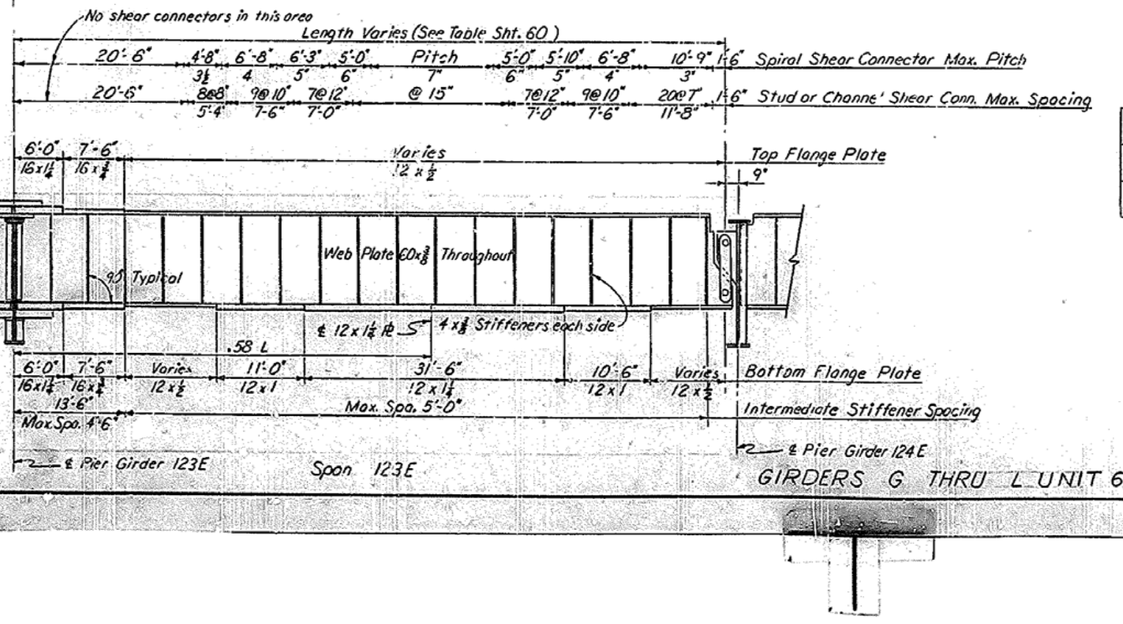
DRAWING NO. 15754

INDEX

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







	Dim.a	Dim.b	Dim.c	Dim.d
Unit 6 - All except Girder L at Pier Girder 119	1'-0"	10'-0"	1'-0"	9'-11"
Girder L at Pier Girder 119	4'-6"	6'-6"	4'-6"	6'-5"

For Notes see Sht. 61

GIRDERS G THRU L UNIT 6

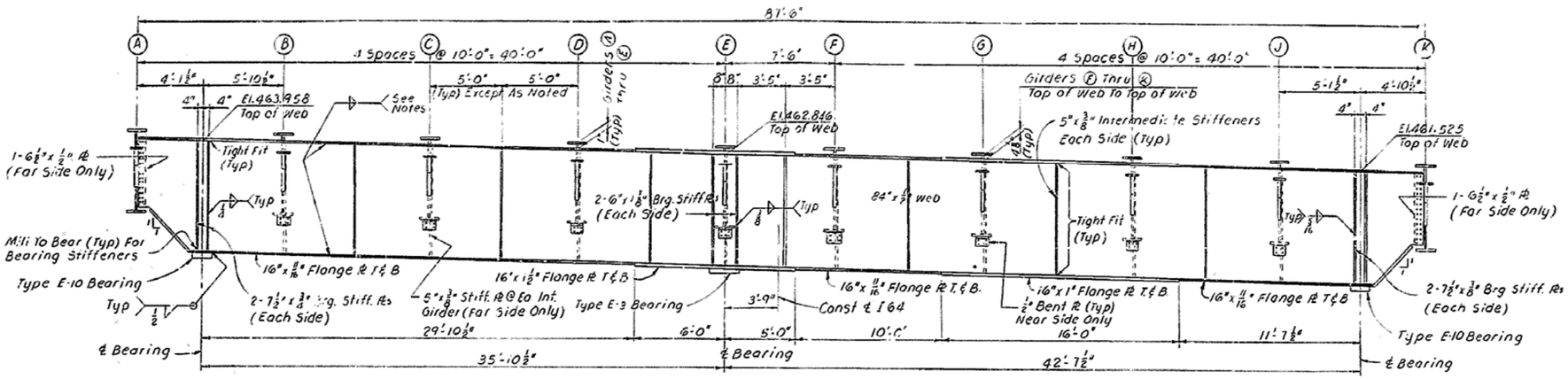
GIRDER DETAILS UNIT 6
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

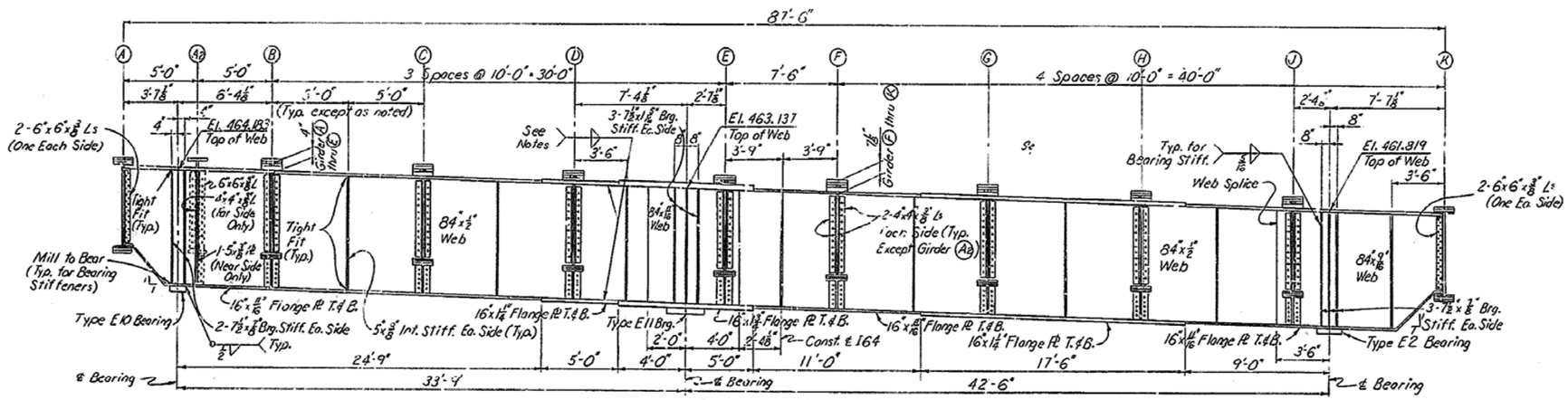
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE — LEXINGTON
ROAD
STATION 255+00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
INDEX

DRAWN BY W.R.T. CHECKED BY
REVISED BY CHECKED BY
TRACED BY CHECKED BY
DATE

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



PIER GIRDER 109



PIER GIRDER 110

Notes:-

For structural steel notes, see Sheet 3
For field splice details see Sheets 70, 71, & 72
For size of fillet welds between flange Pl And web Pl and shop flange or web splice details see Sheet 98
For suspender details, see Sheet 99.
For expansion dam details, see Sheets 106 & 107
For bearing details, see Sheets 103 & 104
Extra optional shop welded web plate splices are permitted as prescribed in Structural Steel Notes, Sht. 3.
All stiffeners on pier girders are vertical.
5"x 3"x⅝" L with field bolts may be substituted for 5"x⅝" welded plate for intermediate stiffeners, where necessary for erection clearances.
For Welding Notes see Standard Sheet AWS1
All pier girder webs to be vertical.
No camber required in Pier Girder 109 thru 113 and 116 thru 123E.
See Sheets 66 and 67 for Camber Diagrams for Pier Girder 114 and 115.

DESIGNED BY: Dma & WET CHECKED BY: R. LIN
DETAILED BY: WET & ALT CHECKED BY: DAF
TRACED BY: WET

REVISION	DATE
REVISION	DATE 12-6-63
REVISION	DATE 5-22

SHEET 64 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

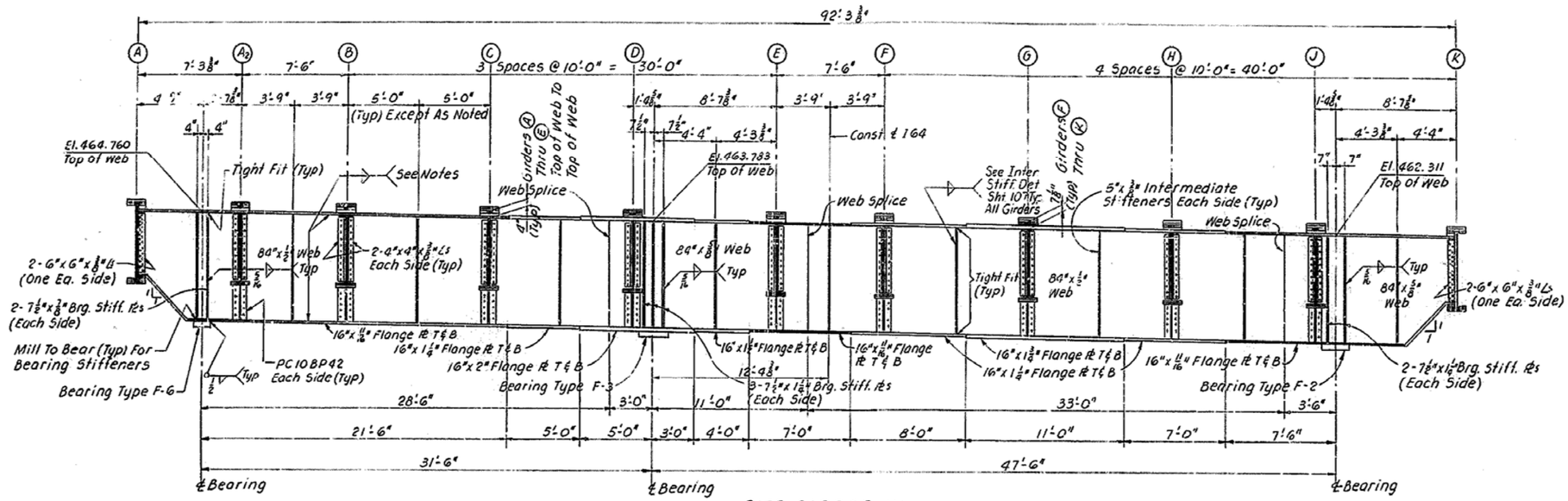
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848

BRIDGE NUMBER

DRAWING NO. 15754

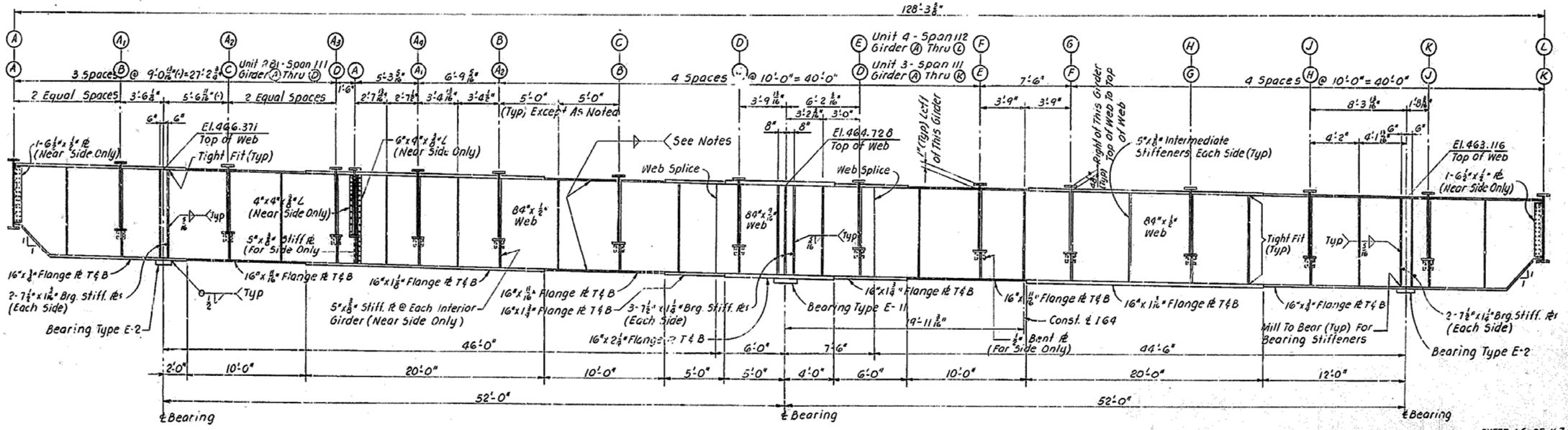
PIER GIRDER 109 & 110
STRUCTURAL STEEL

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



PIER GIRDER III

Notes:-
For Horizontal Bracing Details At Pier Girder III, See Sheets 56 & 100
For Other Notes, See Sheet 64.



PIER GIRDER II2

SHEET 65 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON ROAD
STATION 255+00 PROJECT NO.

PIER GIRDERS III & II2
STRUCTURAL STEEL

HAZLET & ERDAL CONSULTING ENGINEERS FILE NO. 848

BRIDGE NUMBER

DRAWING NO. 15754

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DETAILED BY
TRACED BY
CHECKED BY
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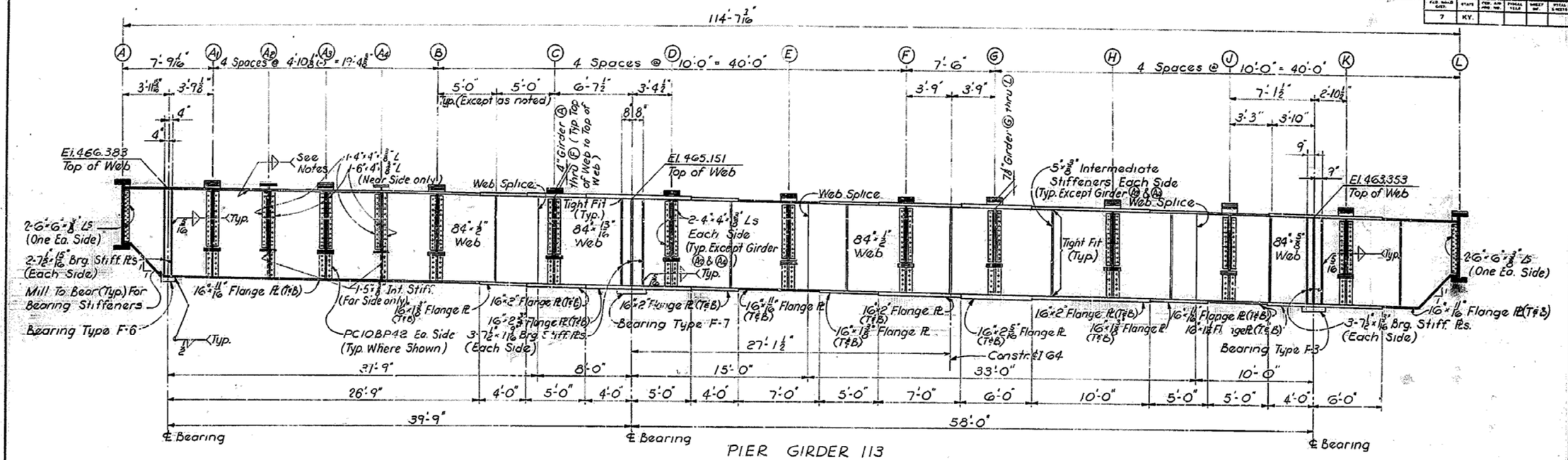
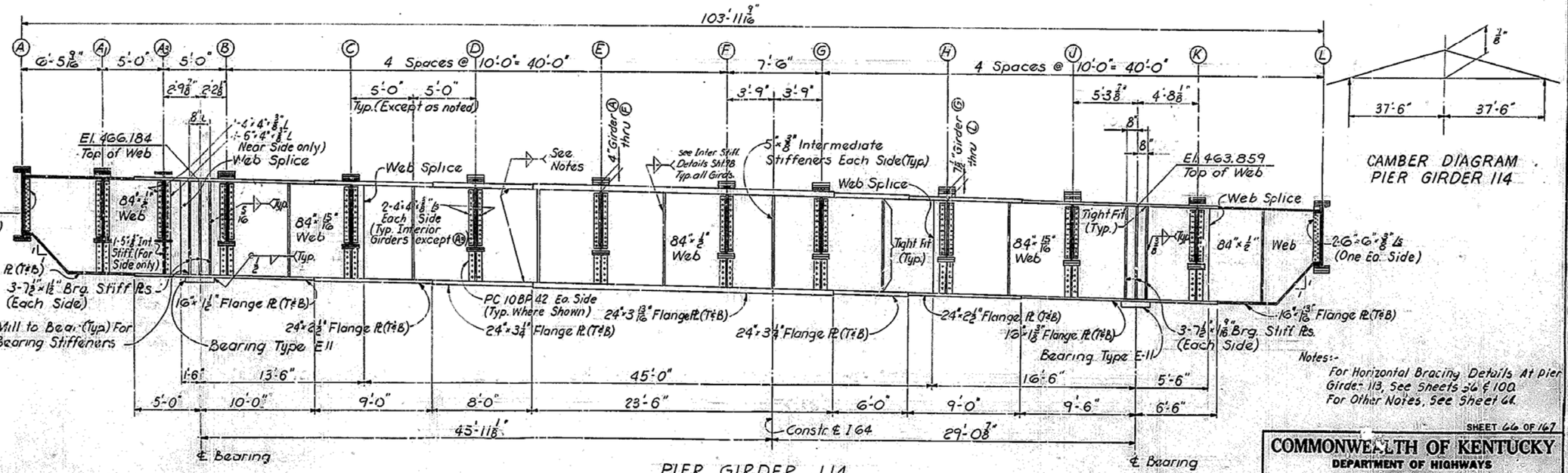
REVISED
REVISED
REVISED
DATE
DATE
DATE



PIER GIRDER 113



PIER GIRDER 114

CAMBER DIAGRAM
PIER GIRDER 114

Notes:-
For Horizontal Bracing Details At pier Girder 113, See Sheets 34 & 100
For Other Notes, See Sheet 64

SHEET 66 OF 167

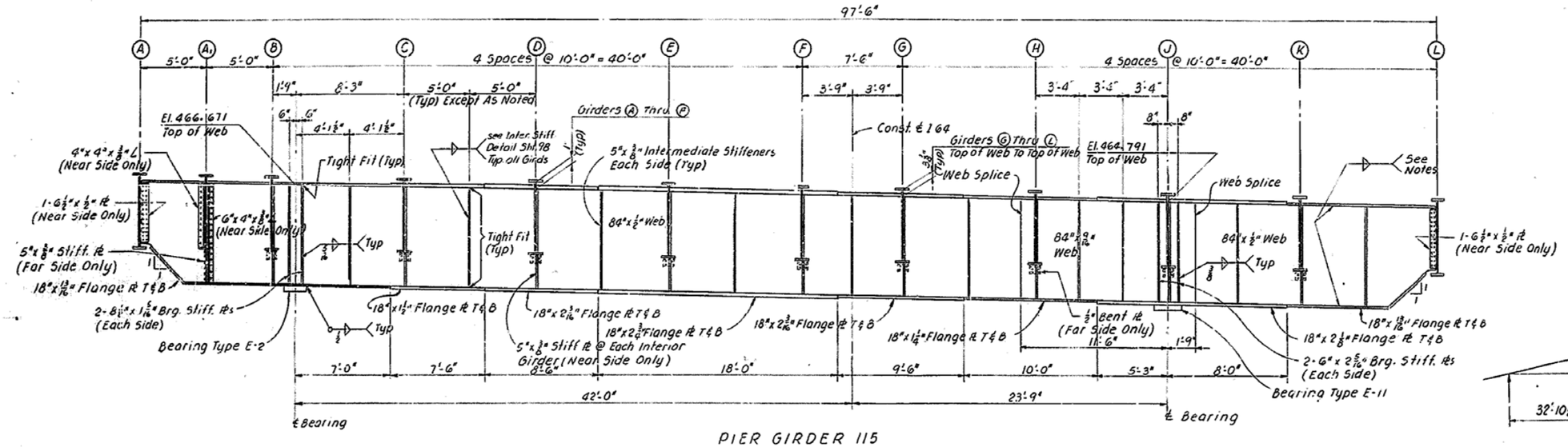
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER 15754

PIER GIRDERS 113 & 114
STRUCTURAL STEEL

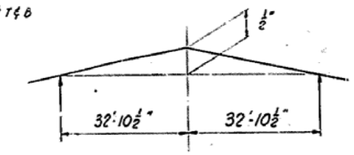
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

REVISED BY DATE REVISED
DESIGNED BY R. LIN DATE 11/65
DRAWN BY C.T.M. CHECKED BY DATE
TRACED BY CHECKED BY DATE

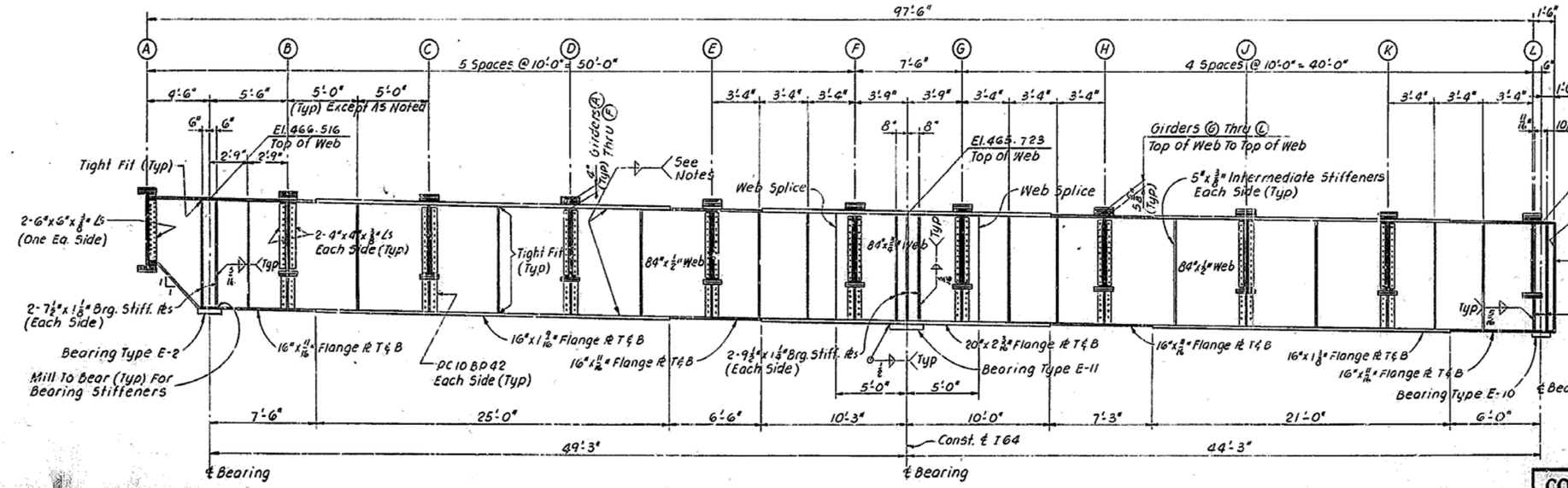
FED. ROAD DIST.	STATE	CTY. AND SYS. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PIER GIRDER 115



CAMBER DIAGRAM
PIER GIRDER 115



PIER GIRDER 116

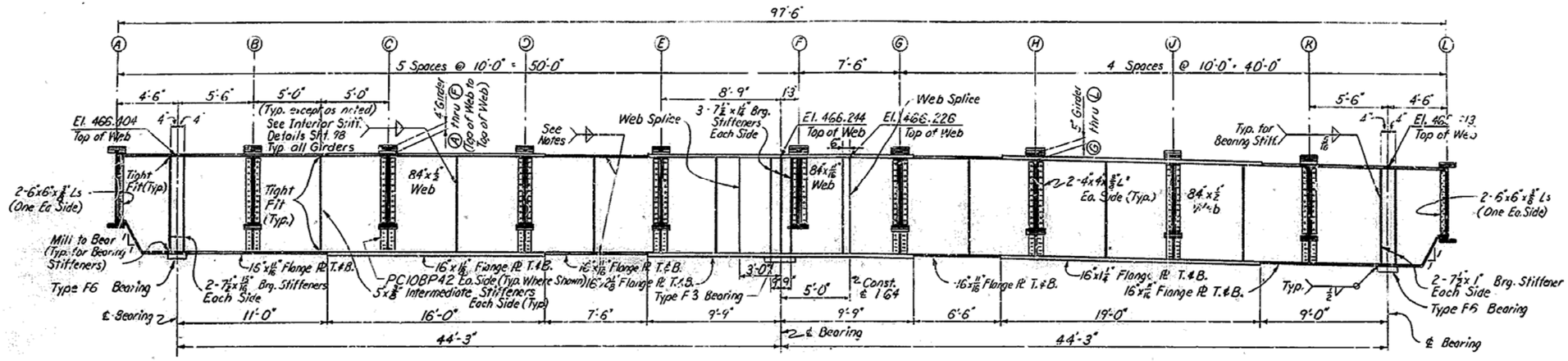
For Notes, See Sheet 66

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
PROJECT NO.
STATION 255 + 00
BRIDGE NUMBER
DRAWING NO. 15754
SHEET

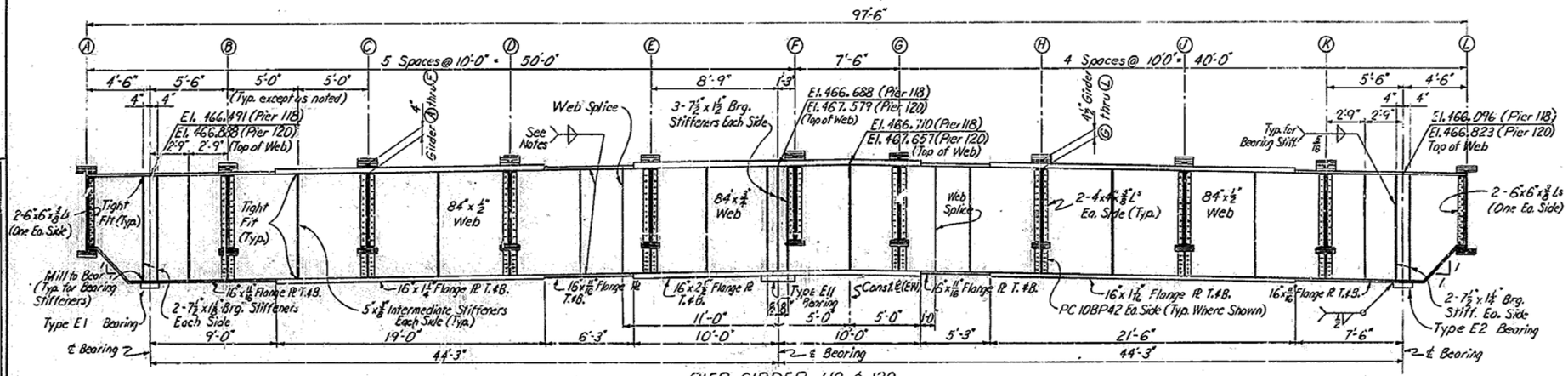
PIER GIRDERS 115 & 116
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

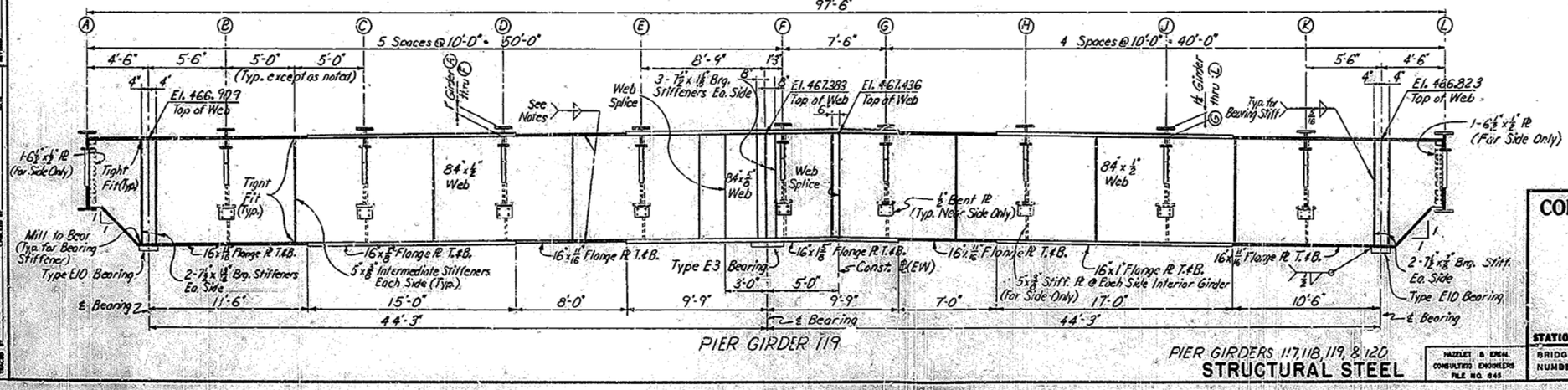
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PIER GIRDER 117



PIER GIRDER 118 & 120



PIER GIRDER 119

PIER GIRDERS 117, 118, 119, & 120
STRUCTURAL STEEL

Notes:-
For Horizontal Bracing Details At Pier Girder 117, See Sheets 58 & 100
For Other Notes, See Sheet 64.

SHEET 68 OF 147

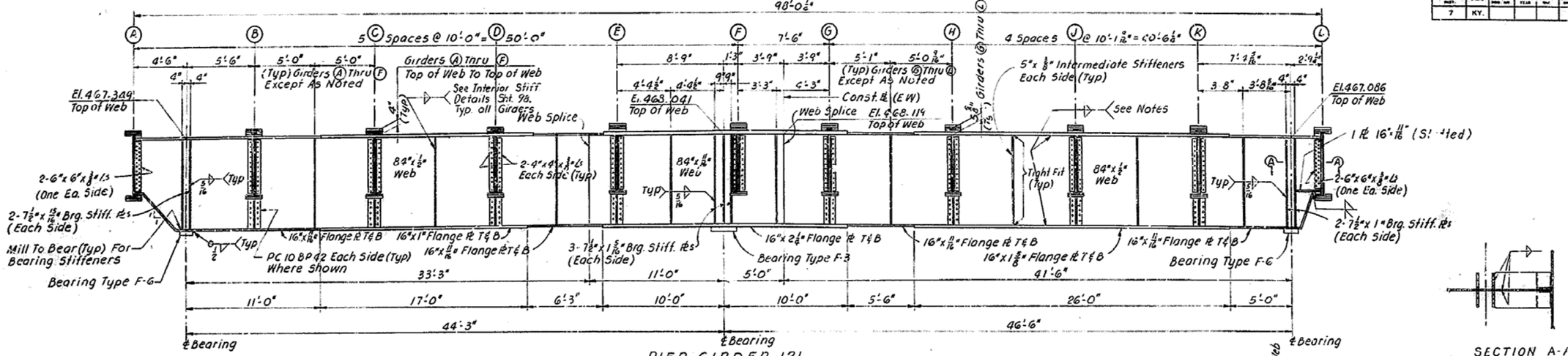
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST to PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

BRIDGE NUMBER	DRAWING NO. 15754

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

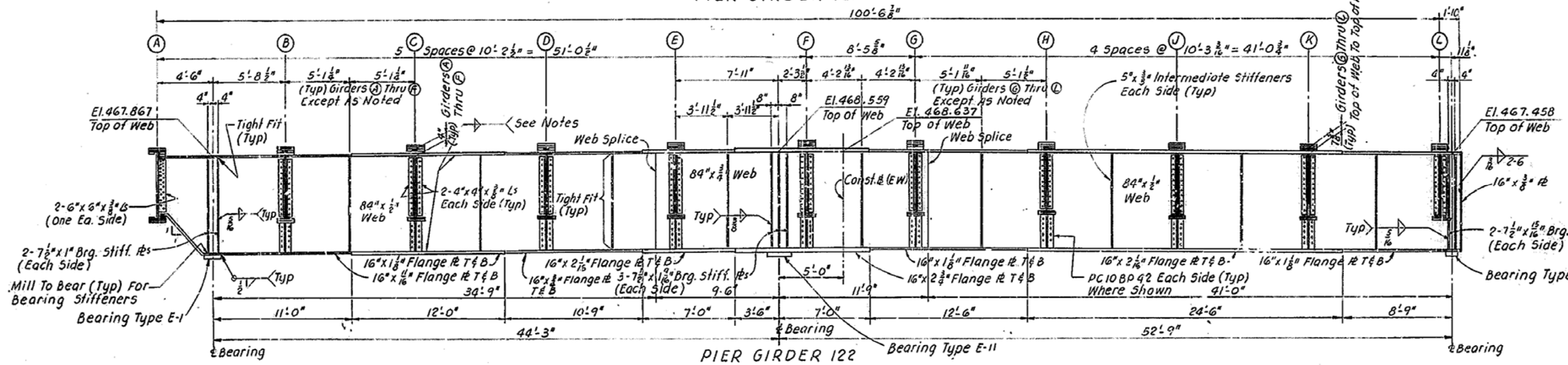
DESIGNED BY R. LIN DATE 11/66
DETAILED BY W.R.T. DATE
CHECKED BY DATE
TRACED BY DATE

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

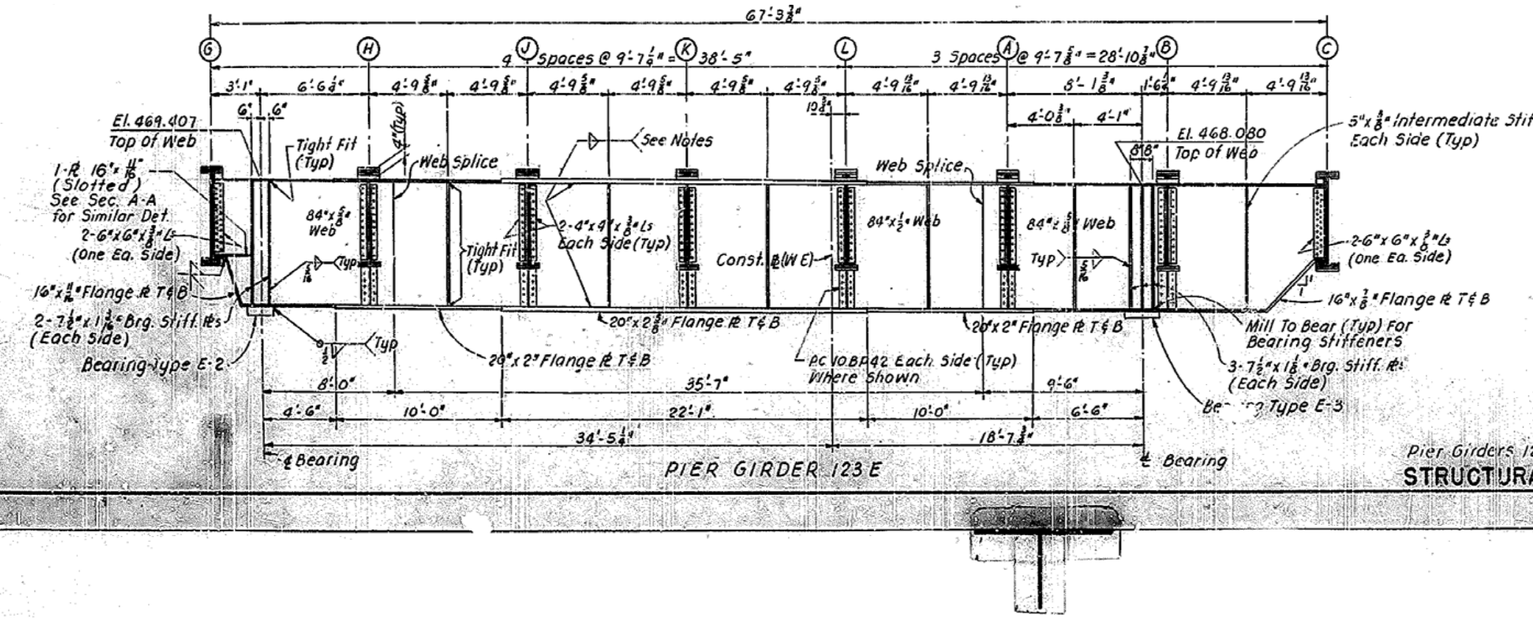


PIER GIRDER 121

SECTION A-A



PIER GIRDER 122



PIER GIRDER 123 E

Notes:-
For Horizontal Bracing Details At Pier Girder 121, See Sheets 59 & 100.
For Other Notes, See Sheet 64.

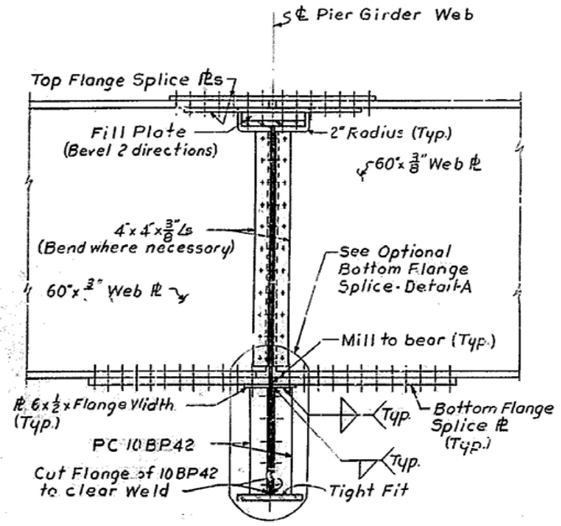
SHEET 69 OF 147

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I.R. 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER 15754

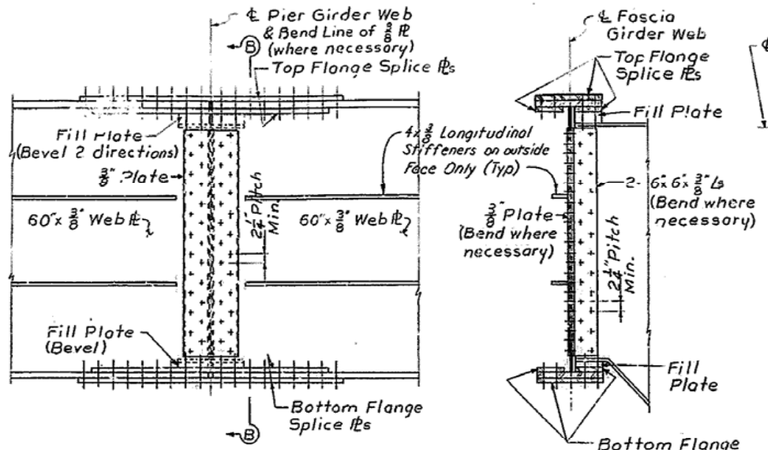
Pier Girders 121, 122 & 123 E
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

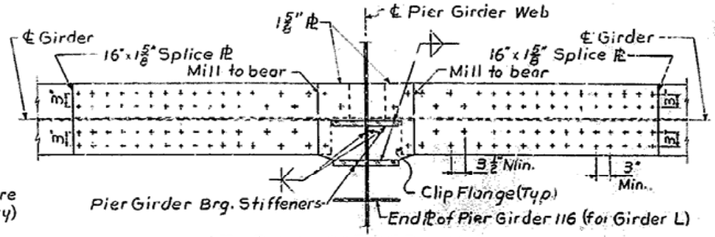
DESIGNED BY DMM DETAILED BY R. LIN CHECKED BY CHECKED BY



TYPICAL INTERIOR GIRDER SPLICE



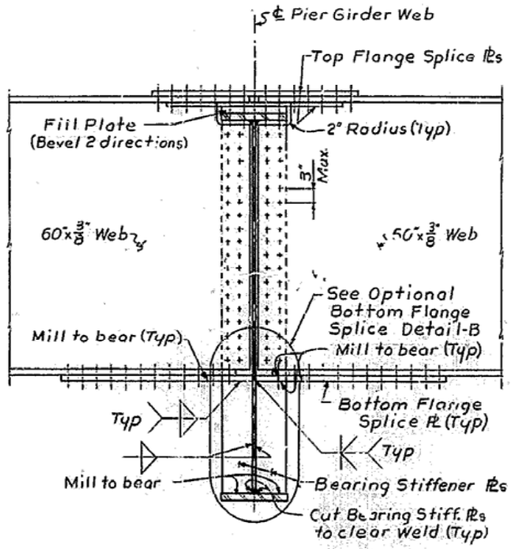
TYPICAL FASCIA GIRDER SPLICE
For all Fascia Girders except Girder L at Pier Girder 116 & 122



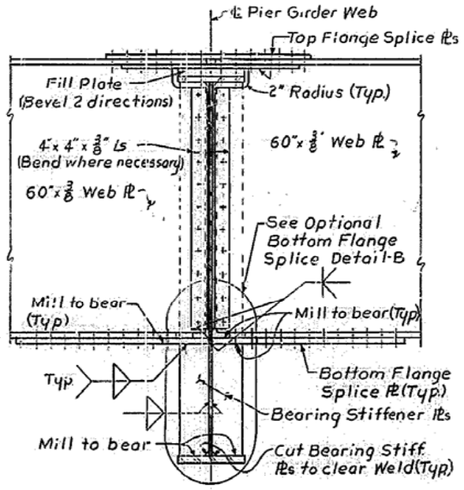
AT PIER GIRDER 116
(Girder L only)

SECTION B-B

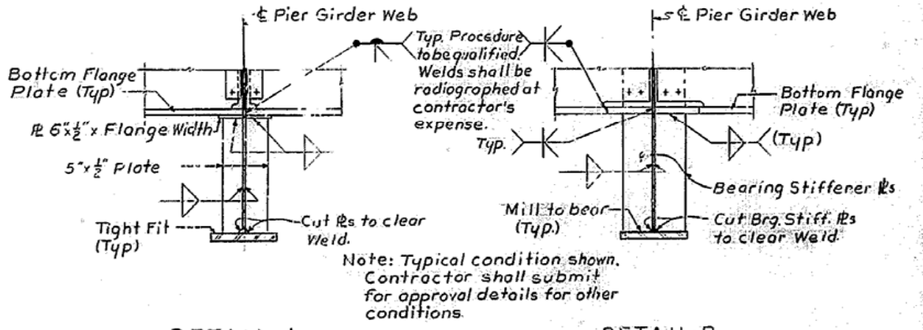
OPTIONAL BOTTOM FLANGE SPLICE
OF INTERIOR GIRDERS



GIRDER SPLICE
At Pier Girders 116 - Girder L



GIRDER SPLICE
At Pier Girders 117, 118, 120 & 121 - Girder F
At Pier Girder 122 - Girder L



Note: Typical condition shown.
Contractor shall submit
for approval details for other
conditions.

DETAIL-A DETAIL-B

OPTIONAL GIRDER BOTTOM FLANGE SPLICE

Note:
Horizontal Bracing Connection Plates
not shown.
Work this Sheet with Sheets No 71 & 72

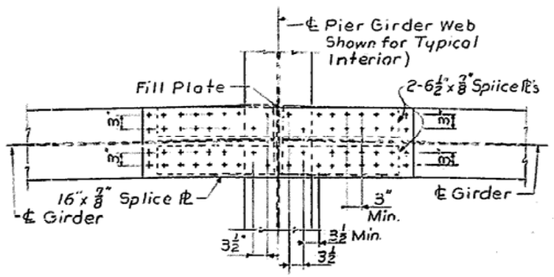
SHEET 70 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.
BRIDGE NUMBER

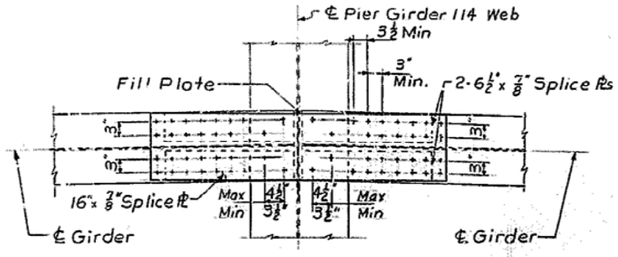
GIRDER SPLICE DETAILS
STRUCTURAL STEEL

HAISLET & KADAL
CONSULTING ENGINEERS
FILE NO. 648

DESIGNED BY MDC
DETAILED BY
CHECKED BY
TRACED BY
CHECKED BY
REVISED
REVISED
REVISED
DATE
DATE
DATE

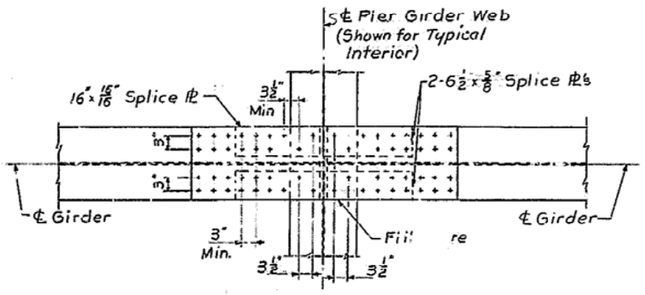


AT PIER GIRDERS 110, 111, 113, 114 & 120
Except Girders C thru H At Pier Girder 114
Except Girders A thru F At Pier Girder 120

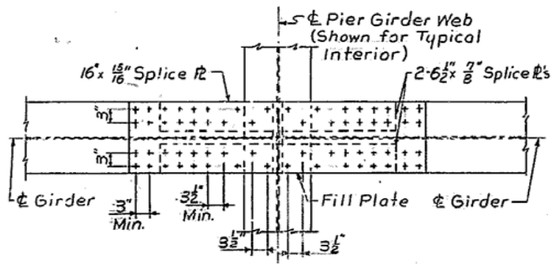


AT PIER GIRDER 114 GIRDERS C THRU H

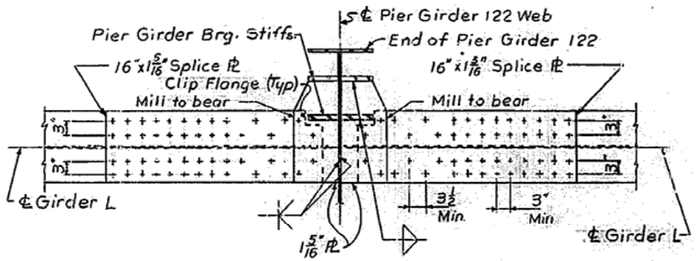
TOP FLANGE SPLICES
OF INTERIOR GIRDERS



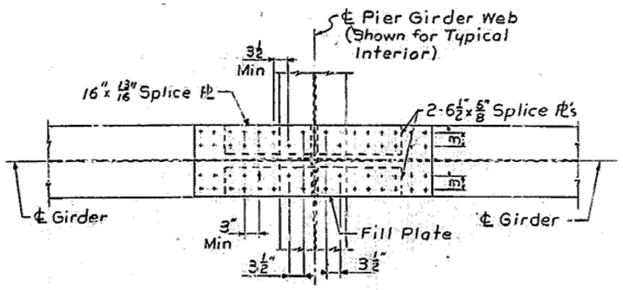
AT PIER GIRDER 123E
Except Girders A thru F



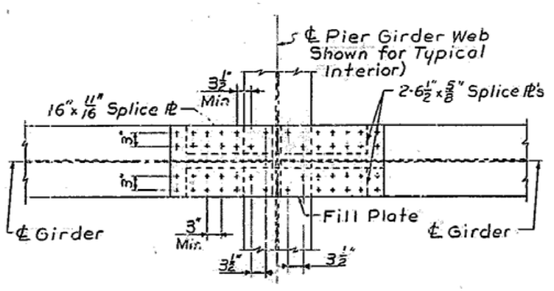
AT PIER GIRDERS 116, 118, 120 & 122
Except Girders G thru L At Pier Girders 120 & 122
(Note: Top only at Pier Girder 116 Girder L)*



AT PIER GIRDER 122 GIRDER L



AT PIER GIRDERS 121 & 122
Except Girders A thru F
(Note: Top only at Pier Girder 122 Girder L)*



AT PIER GIRDERS 117 & 121
Except Girders G thru L Pier Girder 121

NOTES:
*For Bottom Flange Splices of Fascia Girders see Bottom Flange Splices of Interior Girders
Work this Sheet with Sheets No. 70 & 72
Horizontal Bracing Connection Plates not shown.

TOP FLANGE SPLICES OF INTERIOR GIRDERS
TOP & BOTTOM FLANGE SPLICES OF FASCIA GIRDERS

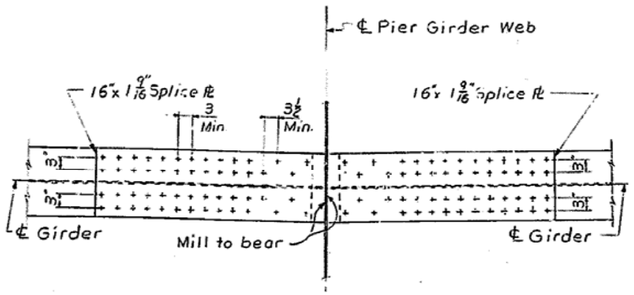
GIRDER SPLICE DETAILS
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

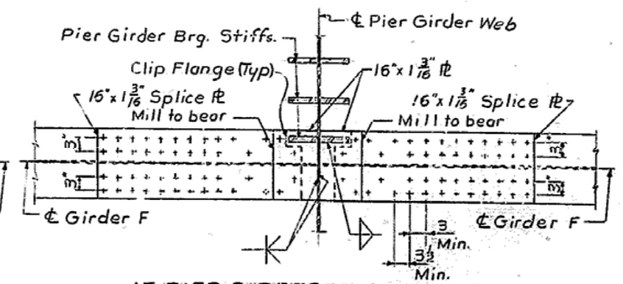
SHEET 71 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255 + 00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

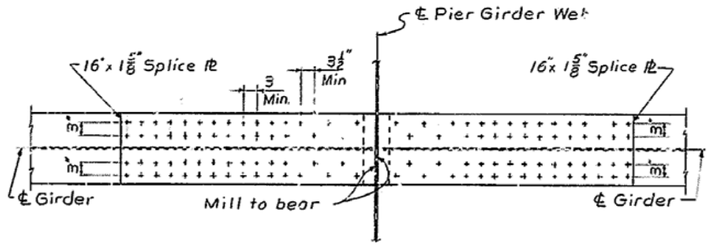
DESIGNED BY MDC



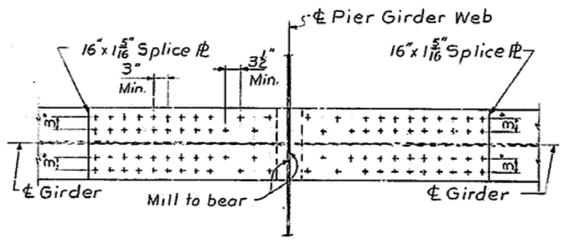
AT PIER GIRDERS 110, 111, 113, 114, & 120
Except: Girders B thru F at Pier Girder 120



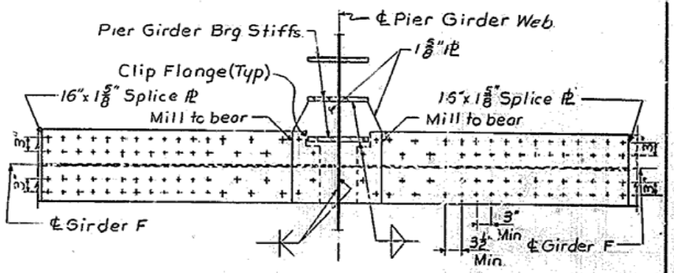
AT PIER GIRDER 117 GIRDER F
AT PIER GIRDER 121 GIRDER F



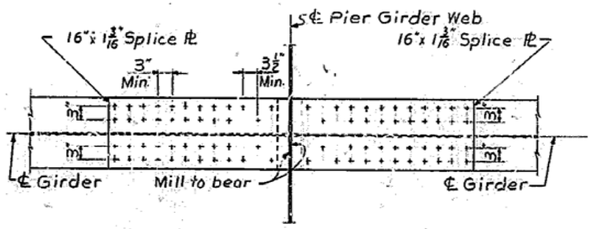
AT PIER GIRDERS 116, 118, 120 & 122
Except: Girders F at Pier Girder 118
Girder F thru K at Pier Girder 120
Girder G thru K at Pier Girder 122



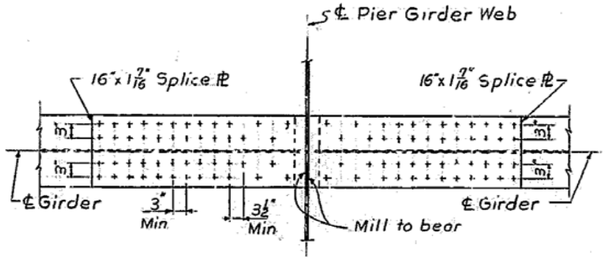
AT PIER GIRDERS 121 & 122
GIRDERS B THRU F



AT PIER GIRDER 118 GIRDER F
AT PIER GIRDER 120 GIRDER F



AT PIER GIRDERS 117 & 121
Except: Girder F at Pier Girder 117
Girder F thru K at Pier Girder 121



AT PIER GIRDER 123 E

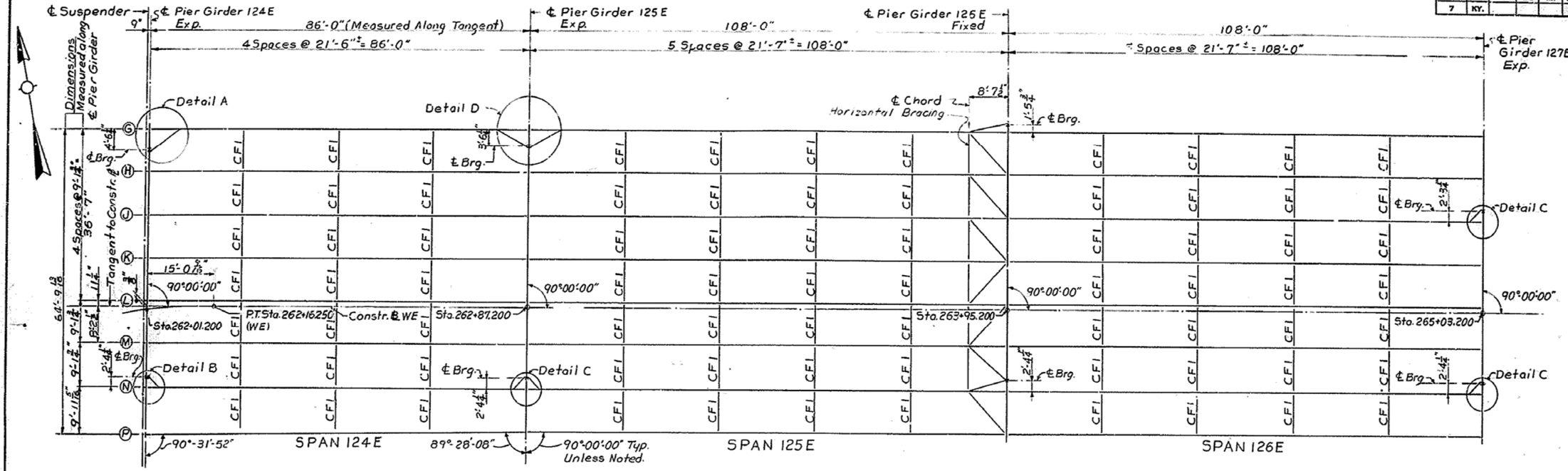
NOTES:
Work this Sheet with Sheets No. 70 & 71
Horizontal Bracing Connection Plates not shown

GIRDER SPLICE DETAILS
STRUCTURAL STEEL

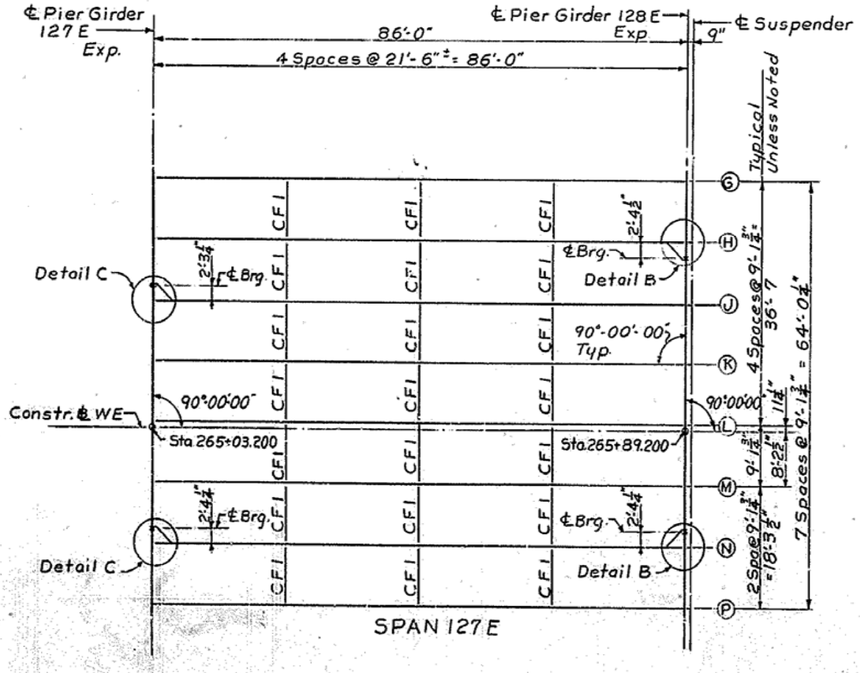
HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 849

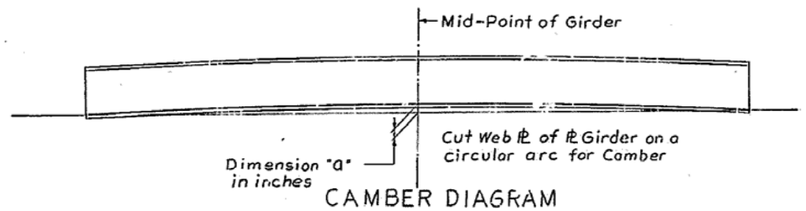
SHEET 72 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754



FRAMING PLAN UNIT 7E





CAMBER DIAGRAM

CAMBER TABLE

SPAN	GIRDERS	DIM. "a"	SPAN	GIRDERS	DIM. "a"	SPAN	GIRDERS	DIM. "a"	SPAN	GIRDERS	DIM. "a"
124E	G	7/16	125E	G	1½	126E	G	1½	127E	G	1½
124E	H	9/16	125E	H	1½	126E	H	1½	127E	H	1½
124E	J	11/16	125E	J	1½	126E	J	1½	127E	J	1½
124E	K	13/16	125E	K	1½	126E	K	1½	127E	K	1½
124E	L	15/16	125E	L	1½	126E	L	1½	127E	L	1½
124E	M	1 1/16	125E	M	1½	126E	M	1½	127E	M	1½
124E	N	1 3/16	125E	N	1½	126E	N	1½	127E	N	1½
124E	P	1¼	125E	P	1½	126E	P	1½	127E	P	1½

UNIT 7E ESTIMATED WEIGHT

Structural Steel	717,800#	
Shear Connectors	8,500#	Option No. 1
Shear Connectors	7,470#	Option No. 2
Shear Connectors	11,000#	Option No. 3

NOTE

All dimensions shown are horizontal and should be corrected for grade where applicable

Maximum spacing for Cross Frames is 25'-0".

For Horizontal Bracing Details and Details A thru D see sheet No. 101

For C.F.I Details see sheet No. 98

For Pier Girder Details see sheets No. 77, 78, & 79

For Girder Details see sheet No. 75

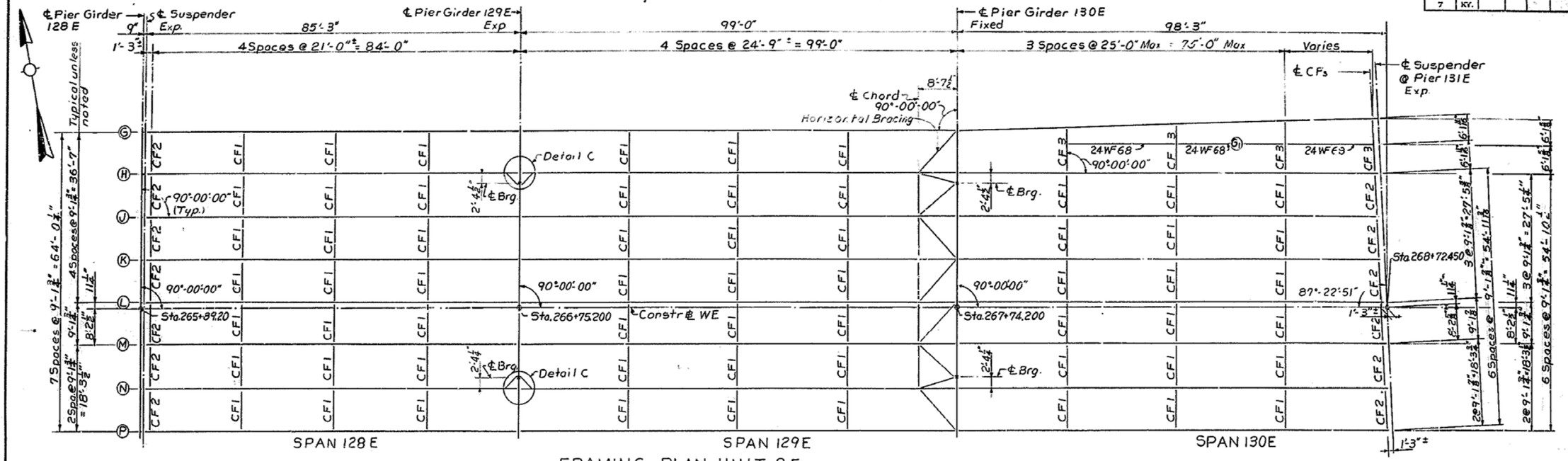
FRAMING PLAN UNIT 7E

STRUCTURAL STEEL

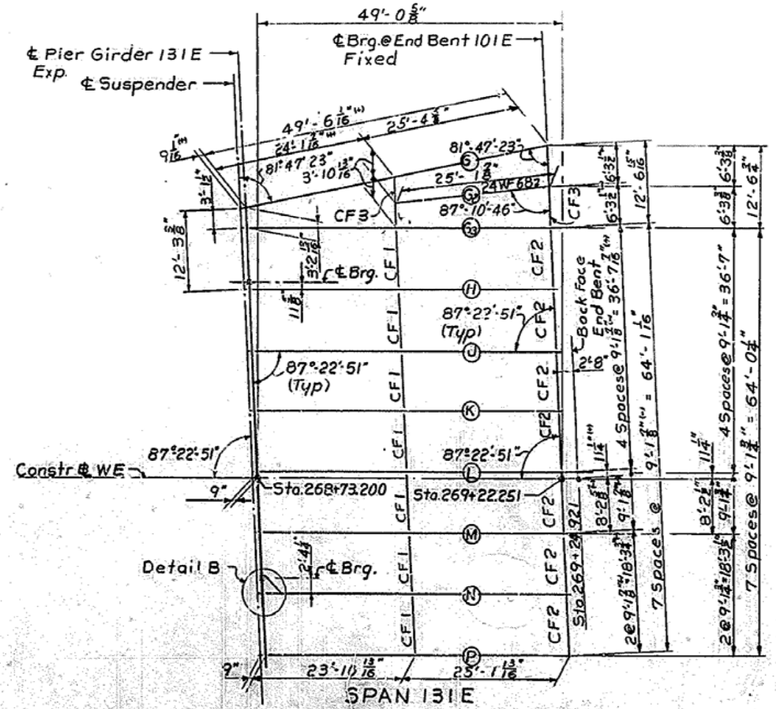
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848

SHEET 73 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON ROAD
STATION 255+00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
INDEX



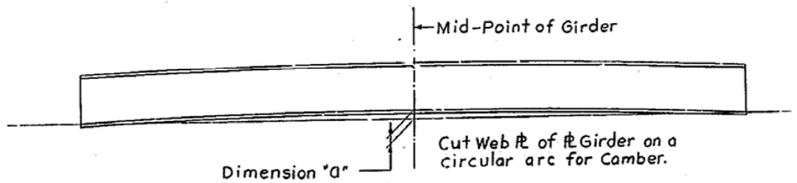
FRAMING PLAN UNIT 8 E



FRAMING PLAN UNIT 9E

TABLE OF GIRDER LENGTHS SPAN 130E	
GIRDER	LENGTH
G	96'-5 7/16
G1	70'-5 7/16
H	96'-11 7/8
U	97'-4 3/8
K	97'-9 7/8
L	98'-2 3/8
M	98'-7 1/2
N	99'-0 5/8
P	99'-5 3/8

Girder Lengths given in table are from ℄ Pier Girder 130E to ℄ Suspender, for Girders G and H thru P.
Girder G1 length from ℄ Cross Frame to ℄ Cross Frame @ Pier 131E (25'-0" + 25'-0" + 20'-5 7/16")



CAMBER DIAGRAM

CAMBER TABLE

SPAN	GIRDERS	DIM. "a"	SPAN	GIRDERS	DIM. "a"	SPAN	GIRDERS	DIM. "a"	SPAN	GIRDERS	DIM. "a"
128E	G	1 3/8	129E	G	3 3/8	130E	G	3	131E	G	- 1/4
128E	H	1 1/4	129E	H	2 3/4	130E	G1	*	131E	G2	*
128E	J	1 1/8	129E	U	2 1/4	130E	H	2 1/2	131E	G3	- 1/4
128E	K	1	129E	K	2	130E	U	2 3/8	131E	H	- 1/4
128E	L	1 1/8	129E	L	1 7/8	130E	K	2 1/4	131E	J	0
128E	M	1 1/4	129E	M	1 3/4	130E	L	2 1/8	131E	K	1/4
128E	N	1 1/4	129E	N	1 3/4	130E	M	2 1/8	131E	L	1/4
128E	P	1 1/4	129E	P	1 3/4	130E	N	2 1/8	131E	M	1/4
						130E	P	2 1/8	131E	N	1/4
									131E	P	1/4

* Note: No Camber required, place any natural camber up.

NOTE:
All dimensions shown are horizontal and should be corrected for grade where applicable.
Maximum Spacing for Cross Frames 25'-0", unless noted.
For Horizontal Bracing Details and Details B and C see Sheet No. 101
For CF'S Details see Sheets No. 79 & 98
For Pier Girder Details see Sheets No. 79 & 80
For Girder Details see Sheet No. 76

UNIT 8E ESTIMATED WEIGHTS

Structural Steel	480,130#
Shear Connectors	5,640# Option No.1
Shear Connectors	4,940# Option No.2
Shear Connectors	7,310# Option No.3

UNIT 9E ESTIMATED WEIGHTS

Structural Steel	105,480 #

COMMONWEALTH OF KENTUCKY
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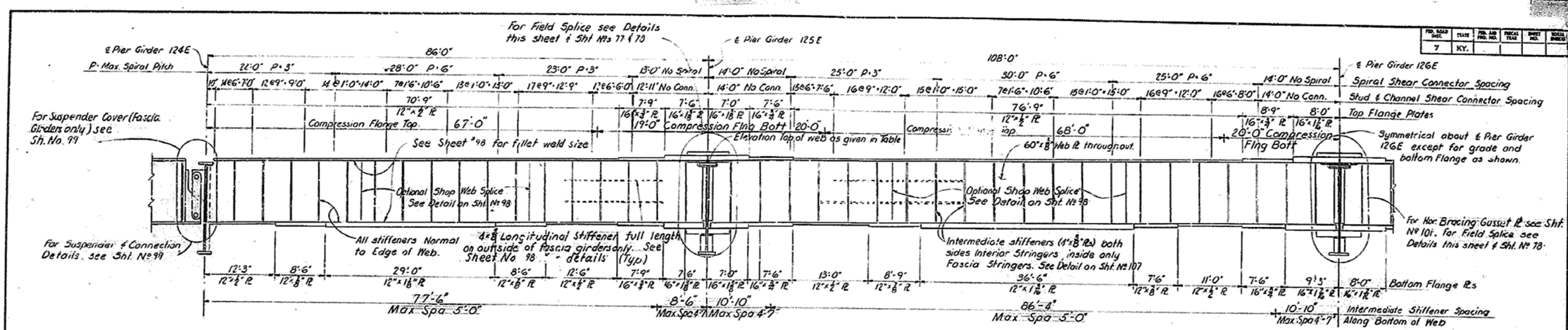
STATION 255 + 00
PROJECT NO.
BRIDGE NUMBER
NO. 15754

FRAMING PLAN UNIT 8E & 9E
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848

REVISED — MDC 10-28-88 — CHECKED BY — DRAWN BY — TRACED BY — DATE

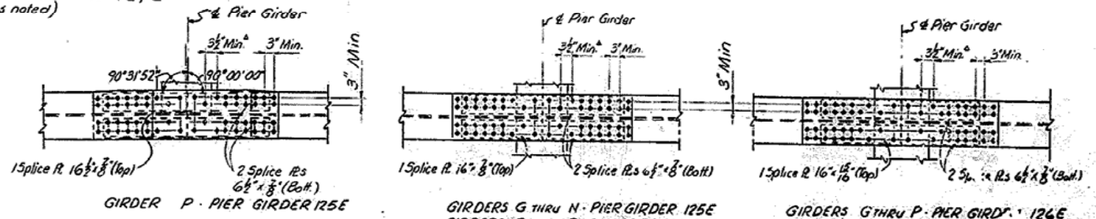
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.	-			



ELEVATION · GIRDERS G THRU P · SPANS 124E THRU 127E

(Girders H thru N shown, Girders G & P similar except as noted)

NOTE:
All dimensions are horizontal although girders will be inclined in erection position.

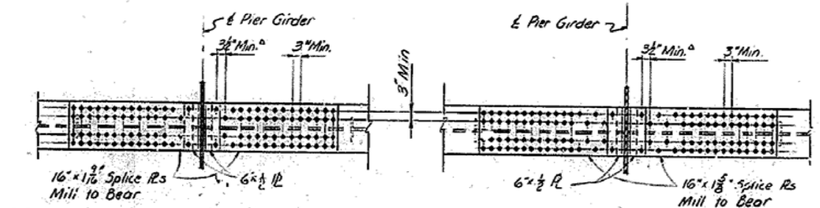


GIRDER P · PIER GIRDER 125E

GIRDERS G THRU N · PIER GIRDER 125E
GIRDERS G THRU P · PIER GIRDER 127E
(Interior Girders Shown)

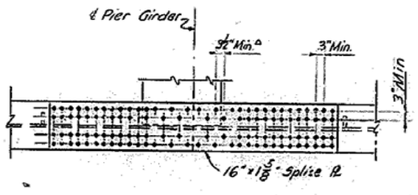
GIRDERS G THRU P · PIER GIRDER 126E
(Girders G thru N shown)

TOP FLANGE FIELD SPLICES



GIRDERS H THRU N · PIER GIRDERS 125E & 127E
GIRDERS G & P · USE TOP FLANGE SPLICE

GIRDERS G THRU N · PIER GIRDER 126E
(See Horizontal Truss for Gusset Pls)



GIRDER P · PIER GIRDER 126E

BOTTOM FLANGE FIELD SPLICES

*NOTE: Elevations given are final top of web at ℄ Pier Girder or ℄ Bearing Bent 101E. Holes for field splices are to be reamed with girders supported in this relative position.

***FINAL CONSTRUCTION ELEVATIONS**

GIRD.	PIER GIRDERS 124E	125E	126E	127E	128E	129E	130E	131E	BENT 101E
G	470.619	471.398	472.912	473.580	473.915	474.087	473.548	471.889	470.798
H	470.390	471.255	472.250	473.238	473.773	472.945	473.491	472.195	471.532
J	470.162	471.112	472.107	473.095	473.630	473.802	473.413	472.218	471.690
K	469.933	470.970	471.964	472.951	473.487	473.659	473.336	472.403	471.828
L	469.704	470.827	471.822	472.840	473.345	473.517	473.259	472.609	471.965
M	469.475	470.696	471.679	472.647	473.202	473.374	473.123	472.388	471.847
N	469.245	470.536	471.536	472.524	473.059	473.231	472.980	472.241	471.698
P	468.993	470.376	471.394	472.382	472.917	473.089	472.838	472.095	471.551
G3	—	—	—	—	—	—	—	472.041	471.368

NOTES:
For Structural Steel Notes See Sheet No 3.
For Framing Plan and Camber Diagram see Sheet No 73.
For Cross Frames see Sheet No 98.
For Expansion Dam Details at Pier Girders 124E & 128E see Sht. No. 108.
For Girder Connections at Pier Girders 124E & 128E see Section AA Sht No 77.
For Pier Girder Details and Field Splice Details see Sht. Nos. 77 & 78.
For Shear Connector Details see Sheet No 98.
For Intermediate Stiffener Details see Sheet No 98.
For Horizontal Bracing at Pier Girder 126E see Sheet No 101.
For Suspender Details see Sheet No 99.
*3½" Min. pitch for all staggered bolts.
For welding notes, see Standard Dwg. A.W.S.1
For optional welded bottom flange splice, see Sheet No. 70.

GIRDER DETAILS · UNIT 7E

STRUCTURAL STEEL

SHEET 75 OF 147

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 849

BRIDGE NUMBER 15754

DRAWN BAC CHECKED BY CRK

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

℄ Pier Girder 128 E — 86'-0" — ℄ Pier Girder 129 E — 99'-0" — ℄ Pier Girder 130 E

22'0" P=3" | 10'-0" P=6" | 5@9'-9" | 14'-0" P=6" | 20'-0" P=3" | 15'-0" No Spiral | 18'-0" No Spiral | 14'-0" P=3" | 25'-0" P=6" | 17'-0" P=3" | 21'-0" No Spiral — Spiral Shear Connector Spacing

3@3'-3" | 12@7'-0" | 12@7'-9'-0" | 10@10'-0"-13'-0" | 8@11½"=12'-0" | 16@10'-0"-16'-0" | 14@9'-11'-6" | 9@6'-6" | 13'-0" No Conn | 18'-0" No Conn | 12@9'-0" | 12@10'-0"-12'-0" | 9@11'-6"-13'-6" | 13@10'-0"-13'-0" | 18@9'-13'-6" | 20'-0" No Conn. — Stud ℄ Channel Shear Connector Spacing

Compression Flange Top 69'-0" — 17'-0" Compression Flng Bolt 20'-0" — Compression Flange Top 55'-0" — Compression Flng Bolt 24'-0"

75'-0" 12"x⅝" PL | 10'-0" 16"x1⅛" PL | 10'-0" 16"x1⅛" PL | 75'-0" 12"x1¾" PL | 7'-0" 16"x¾" PL | 7'-0" 16"x1 15/16" PL — Top Flange Plates

For Suspender Cover (Fascia Girders only) see Sh. No 99

For Suspender & Connection Details See Sheet Nº 99 & 79

Intermediate Stiffeners (4"x⅜" PL) One (1) each side - Interior stringers One inside only - Fascia stringers See Detail Sh. Nº 98

Elevation - Top of web as given in Table Sheet Nº 75

See Flange Splice Detail See Sheet Nº 98

Optional Shop Web Splice See Detail Sheet Nº 98

See Sheet No. 98 for fillet weld sizes.

60"x⅜" Web PL (Typ)

Optional Shop Web Splice See Detail Sheet Nº 98

For Fascia & Interior Field Splice See Detail this Sheet & Sheet Nº 78 & 79

For Fascia & Interior Field Splice See Detail this Sheet & Sheet Nº 78 & 80

4"x⅜" Longitudinal Stiffeners full length on outside of Fascia Girders only. See Sheet No 98 for detail. (Typ)

All stiffeners normal to edge of Web.

12'-6" 12"x⅝" PL | 7'-5" 12"x⅝" PL | 32'-6" 12"x1 3/16" PL | 7'-6" 12"x⅝" PL | 16'-0" 12"x⅝" PL | 10'-0" 16"x1⅛" PL | 10'-0" 16"x1⅛" PL | 21'-0" 12"x⅝" PL | 33'-0" 12"x1⅜" PL | 20'-0" 12"x½" PL | 7'-0" 16"x¾" PL | 7'-0"* 16"x1⅛" PL — Bottom Flange Plates

2'-0" | 73'-0" Max Spa = 5'-0" | 11'-0" Max Spa 4'-7" | 10'-0" Max Spa 4'-10" | 79'-0" Max Spa = 5'-0" | 10'-0" Max Spa 4'-8" — Intermediate Stiffener Spacing Along Bottom of Web.

Note. All dimensions are horizontal although girders will be inclined in erection position

℄ Pier Girder 130E — Varies See Framing Plan — ℄ Pier Girder 131 E — 49'-0 3/8"

17'-0" No Spiral | 17'-0" P=3" | 9'-0" P=6" | P=8" Max | 10'-0" P=6" | 28'-0" P=3" — Spiral Shear Connector Spacing

17'-0" No Conn | 24@6'-12'-0" | 18@10'-14'-0" | 1'-6 Max Spc | 15@10'-15'-0" | 14@9'-10'-6" | 25@6'-12'-6" — Stud & Channel Shear Connector Spacing

19'-0" Compression Flng Bolt — Compression Flange Top (Varies) — Compression Flange Top — ℄ Bearing & Bent 101 E

7'-0" 16"x1 3/16" PL | 7'-0" 16"x⅞" PL — Varies 12"x⅝" PL — 15'-0" 12"x½" PL | 19'-0 5/8"Δ 12"x⅜" PL | 15'-0" 12"x½" PL — Top Flange Plates

For Fascia & Interior Field Splice See Detail this Sh. & Sh. Nº 78 & 80

For Suspender & Connection Details, See Sheet Nº 80 & 99. For Girder G See Sec. 55 Sh. No 80

12"x½" PL (Girder P Only)

60"x⅜" Web PL (Typ)

Optional Shop Web Splice See Detail Sheet Nº 98

2 Pls. 5½"x⅜" Brg. Stiffener

4"x⅜" Longitudinal Stiffeners full length on outside of Fascia Girders only.

For Suspender Cover (Fascia Girders only) see Sh's. No. 80 and 99

6"

7'-0" 16"x1 3/16" PL | 7'-0" 16"x⅞" PL | Varies See Note * 12"x½" PL | 13'-0" 12"x1¼" PL | 39'-0" 12"x1 11/16" PL | 11'-0" 12"x1¼" PL | Varies See Note * 12"x½" PL | 15'-0" 12"x⅜" PL | 19'-0 5/8"Δ 12"x⅜" PL | 15'-0" 12"x½" PL — Bottom Flange Plates

13'-10" Max Spa 4'-6½" | Varies Max Spa = 5'-0" | 2'-0" | 49'-0 5/8" Max Spa = 5'-0 — Intermediate Stiffener Spacing Along Bottom of Web.

* Note: The two Bottom Flange PL (12"x½") Span 130 E to be equal length in each Girder.

ELEVATION - GIRDERS H THRU N SPANS 128E THRU 131E
(Girders G, G, & P Similar Except as Noted) Δ Increase length by 0'-5 3/16" G only

* 99'-5" Girder J & M

℄ Pier Girder 130E

3" Min | 3½" Min.ΔΔ | 3" Min | 1 Splice PL 16"x1 3/16" (Mill to Bear)

See Horizontal Truss Details for Gusset Plate.

BOTTOM FLANGE FIELD SPLICE AT PIER GIRDER 130E (Girder H thru N)

NOTES:
For Structural Steel notes See Sheet Nº 3.
For Framing Plan and Camber Diagram see Sheet No 74.
For Cross Frames see Sheet No. 79 & 92.
For Expansion Dam Details at Pier Girders 128E and 131E see Sheet No 108 & 109.
For Horizontal Bracing of Pier Girder 130E see Sheet Nº 101.
For Pier Girder Details see Sheet No. 79 & 80.
For Suspender Details see Sheet Nº 99.
For Shear Connector Details see Sheet No 98.
For Intermediate Stiffener Details see Sheet No. 98.
ΔΔ 3½" Minimum pitch for all staggered bolts. For optional welded bottom flange field splice, see Sheet No. 70.

℄ Pier Girder — 3" Min | 3" Min | 1 Splice Plate 16"x⅞" | 3½" Min | 2 Splice Plates 6½"x⅜" (Bolt)

TOP FLANGE FIELD SPLICE AT PIER GIRDER 129E
(Bottom Flange Girder G & P)

℄ Pier Girder — 3" Min | 3½" Min.Δ | 3" Min | 6"x½" PL | 16"x1⅛" Splice Plates Mill to bear

BOTTOM FLANGE FIELD SPLICE AT PIER GIRDER 129E
(Girder H thru N)

℄ Pier Girder 130E — 3" Min | 3½" Min.ΔΔ | 90° | 88°-08'-36" Girder G Only | 90° Girder H thru P | 1 Splice PL 16"x⅞" | 1 Splice PL 16½"x⅞" Gird. G Only | 2 Splice Plates 6½"x⅜" | 2 Splice PL 7¾"x⅜" Girder G Only

TOP FLANGE FIELD SPLICE AT PIER GIRDER 130E - GIRDER G THRU P
(Shown for Girder G)

℄ Pier Girder — 3" Min | 3½" Min.ΔΔ | 90° | 88°-08'-36" Girder G Only | 90° Girder H thru P | 1 Splice PL 15"x1⅛" Girder P | 1 Splice PL 16⅜"x1⅛" Girder G | See Horizontal Bracing Details for Gussets

BOTTOM FLANGE FIELD SPLICE AT PIER GIRDER 130E - GIRDER P & G
(Shown for Girder G)

SHEET 76 OF 147

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.

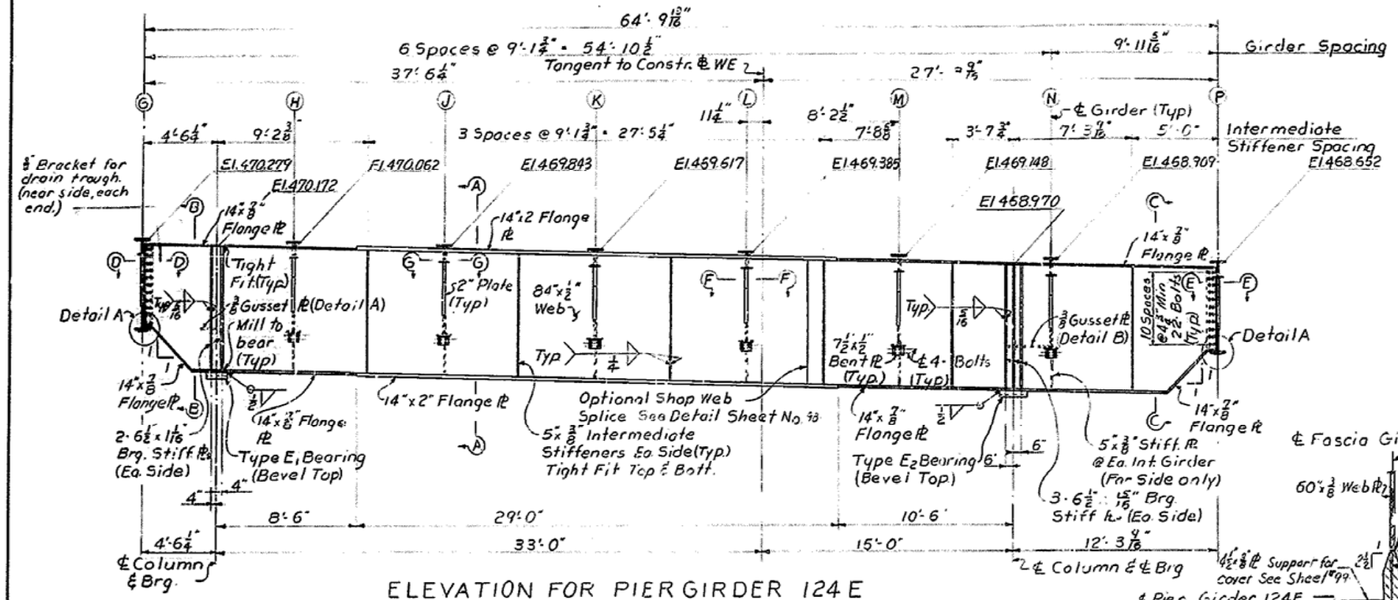
GIRDER DETAILS UNIT 8E & 9E

STRUCTURAL STEEL

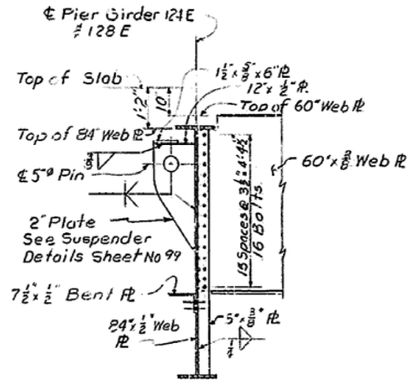
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

BRIDGE NUMBER | DRAWING NO. 15754 | SHEET

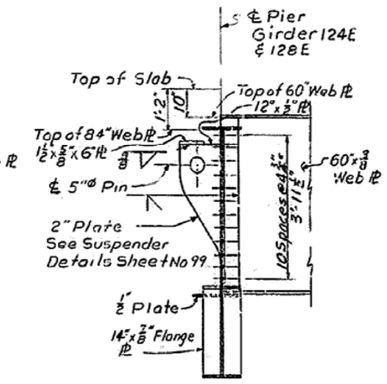
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



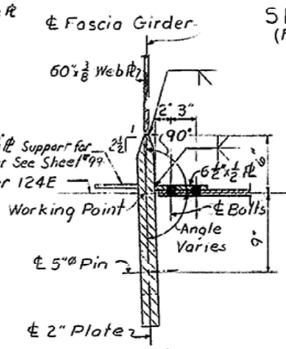
ELEVATION FOR PIER GIRDER 124 E



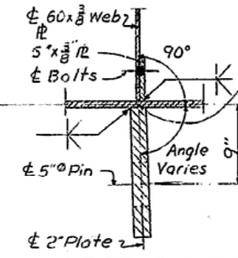
SECTION A-A
(For all Int. Girders)



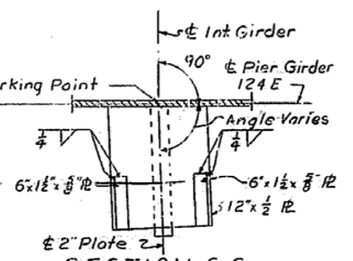
SECTION B-B
(Section C-C Similar)



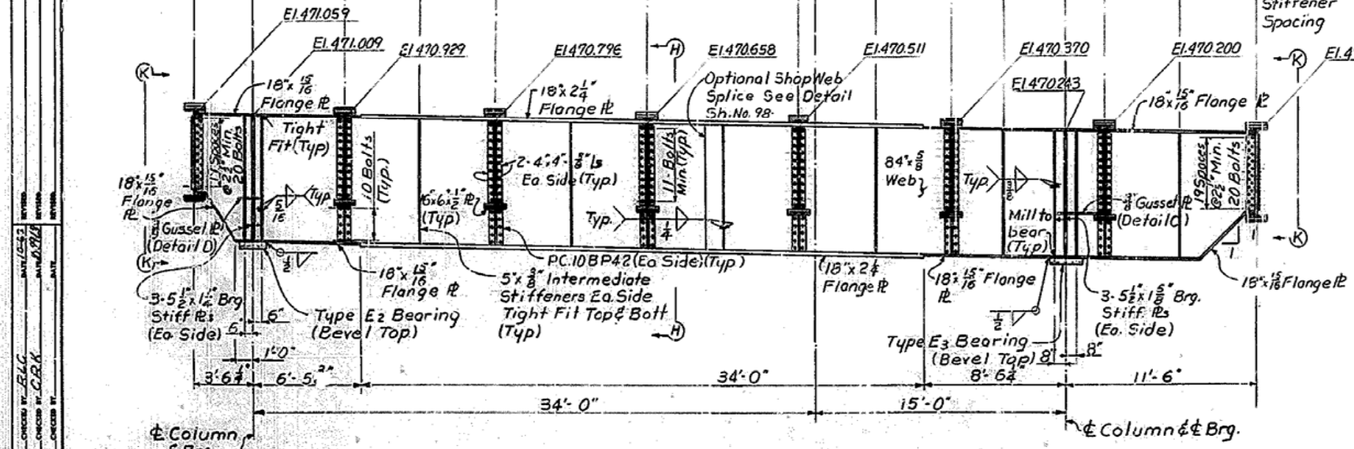
SECTION D-D
(Section E-E Similar)



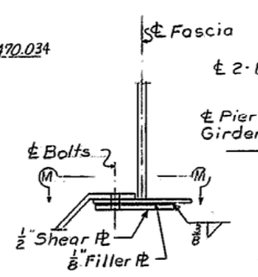
SECTION F-F



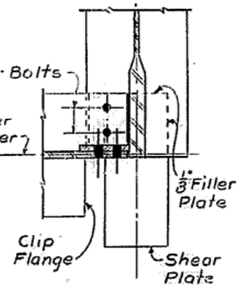
SECTION G-G
(For all Int. Girder)



ELEVATION FOR PIER GIRDER 125 E



DETAIL-A



SECTION M-M

NOTES
For Structural Steel Notes see Sheet No. 3
Elevations shown are to top of Pier Girder Web for cambered no load position.
Work this Sheet with Sheets No. 78 thru 80
For Shop Flange Splice Detail See See Sheet No. 98
For Sections H H & K K See Sheet No. 78
For Flange to Web Fillet Weld use same size as shown in table for Girders.
For Shop Web Splice see Detail Sheet No. 98
All stiffeners in Pier Girders are Vertical, 5"x 3/8" L with field bolts may be substituted for 5"x 3/8" Welded Plate for Intermediate Stiffeners, where necessary for erection.
For Suspender Detail See Sheet No. 99
For Bearing Plate See Sheet No. 103

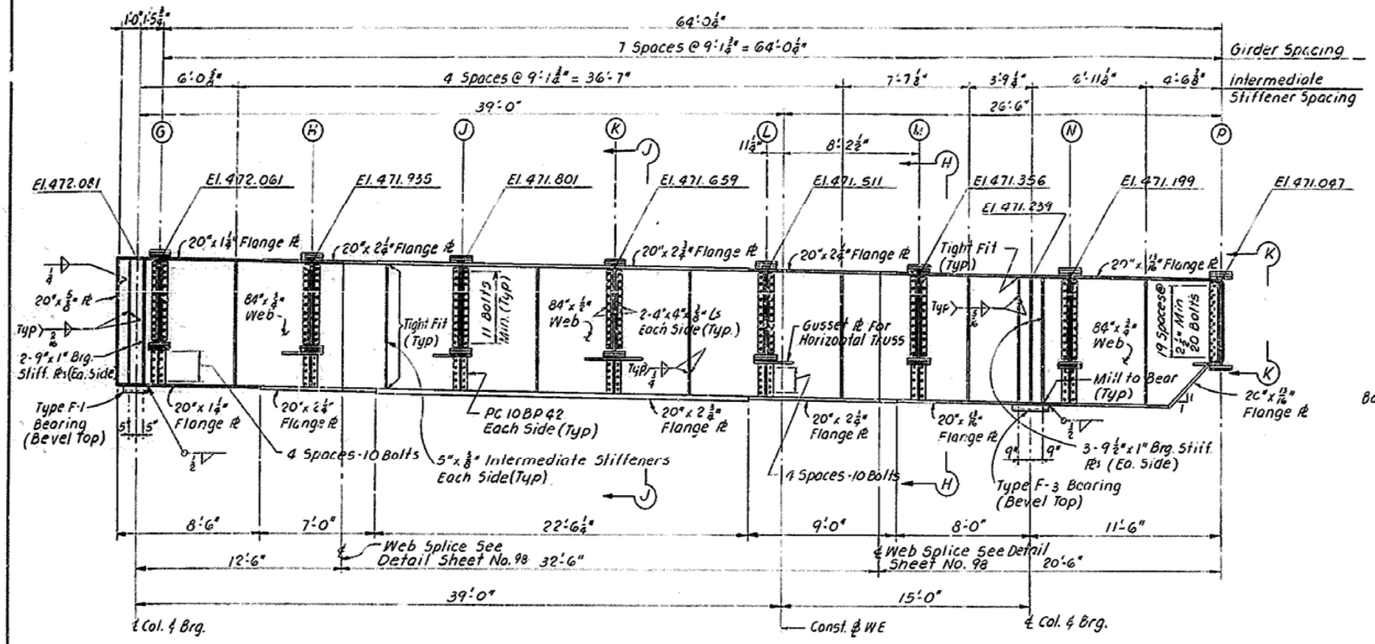
SHEET 77 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

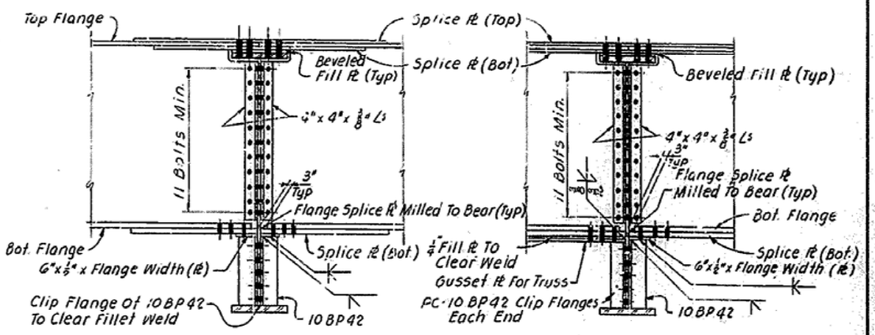
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

PIER GIRDERS 124E & 125E
STRUCTURAL STEEL

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



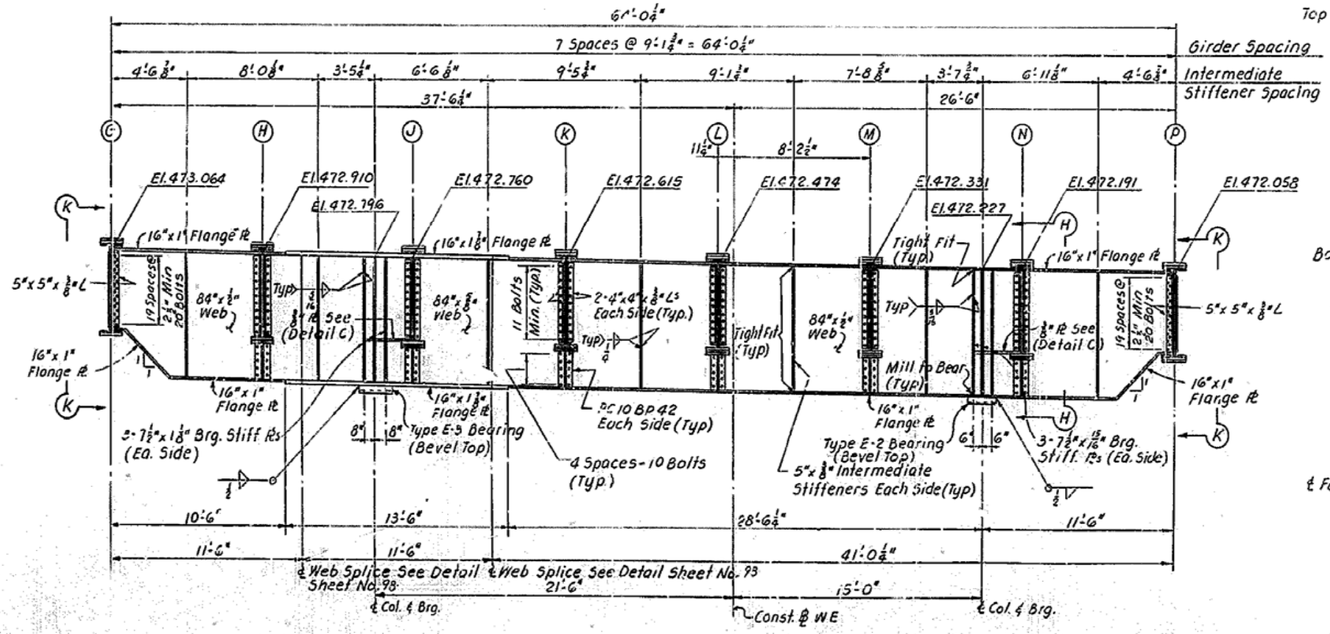
ELEVATION FOR PIER GIRDER 126E



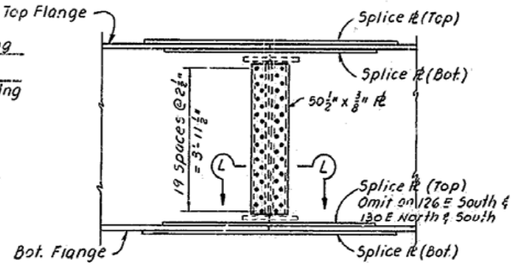
SECTION H-H

SECTION J-J
(With Horizontal Bracing Conn)

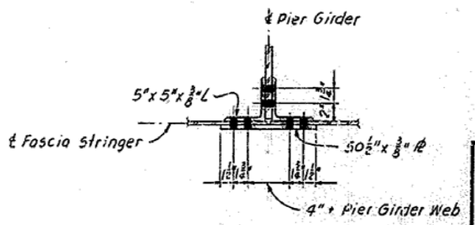
Notes:
For Structural Steel Notes See Sheet № 3.
Elevations Shown Are to Top of Pier Girder Web For Cambered No Load Position.
Work This Sheet With Sheets No 77, 79 & 80.
For Horizontal Bracing Details See Sheet No. 101.
For Bearing Plate see Sheets No 103 & 104.



ELEVATION FOR PIER GIRDER 127E



SECTION K-K



SECTION L-L

PIER GIRDERS 126E & 127E
STRUCTURAL STEEL

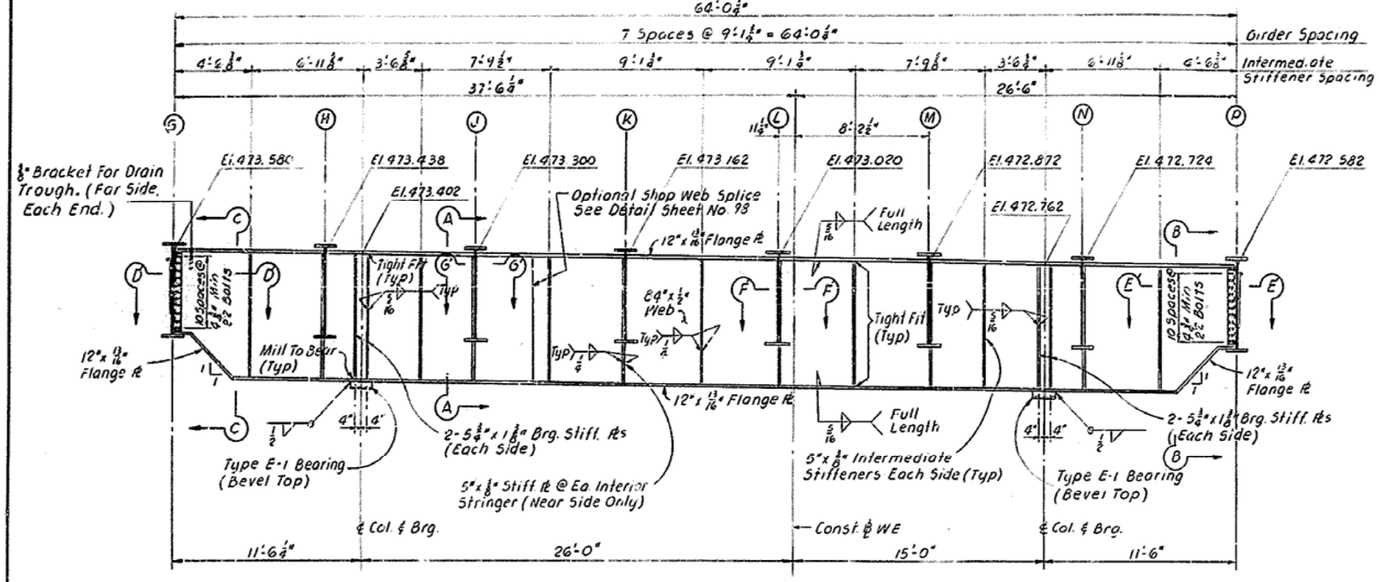
SHEET 78 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.

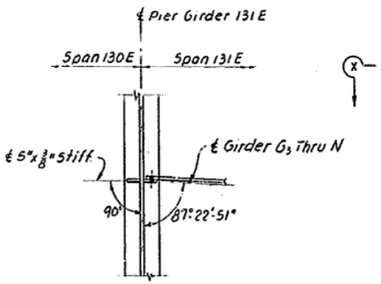
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER 15754

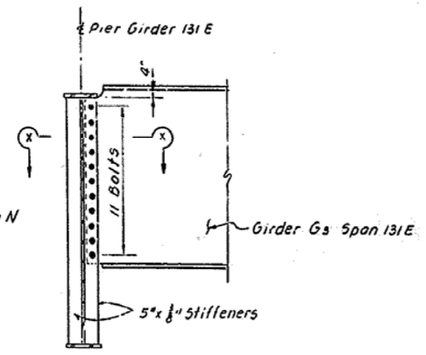
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



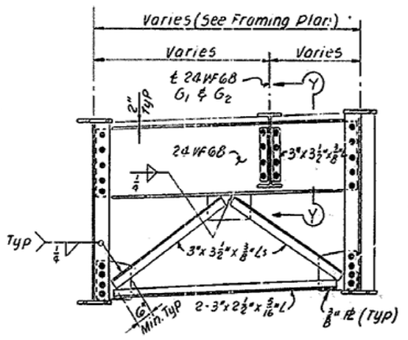
ELEVATION FOR PIER GIRDER 128E



SECTION X-X



SECTION T-T



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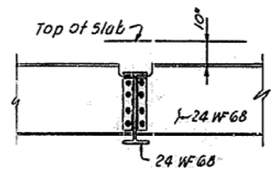
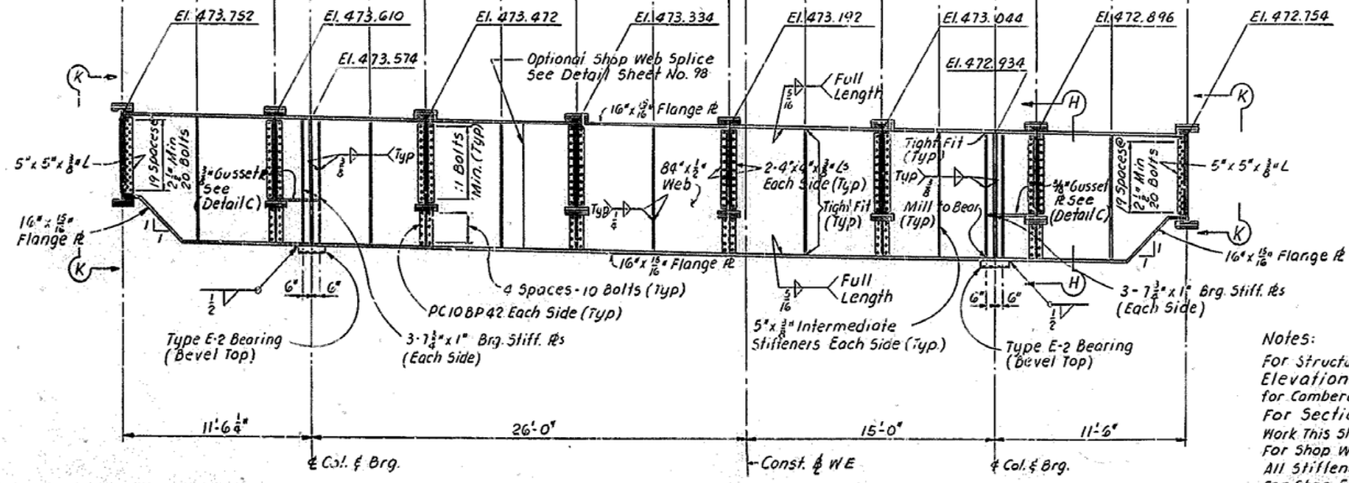


SECTION Y-Y



ELEVATION FOR PIER GIRDER 129E

Notes:

For Structural Steel Notes see Sheet No. 3
Elevations Shown Are to Top of Pier Girder Web for Cambered No Load Position.
For Sections A-A Thru H-H & K-K See Sheet No. 77 & 78
Work This Sheet With Sheet No. 77, 78 & 80
For Shop Weld Splice See Detail Sheet No. 98
All Stiffeners in Pier Girder are Vertical.
For Shop Flange Splice Detail See Sheet No. 98
For Suspender Detail See Sheet No. 99
For Bearing Plate See Sheet No. 103
Sections D-D thru G-G are similar to sections D-D thru G-G Sh. No. 77

PIER GIRDERS 128E & 129E

STRUCTURAL STEEL

SHEET 79 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON ROAD
STATION 255 + 00
PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

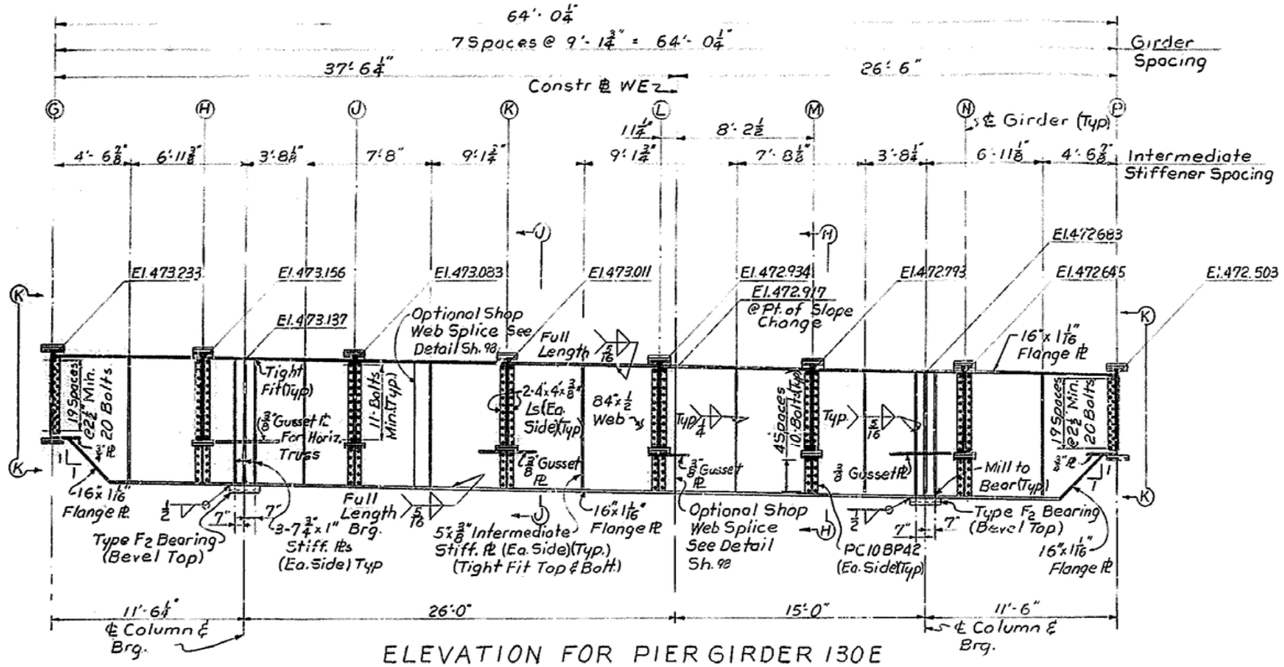
BRIDGE NUMBER

DRAWING NO. 15754

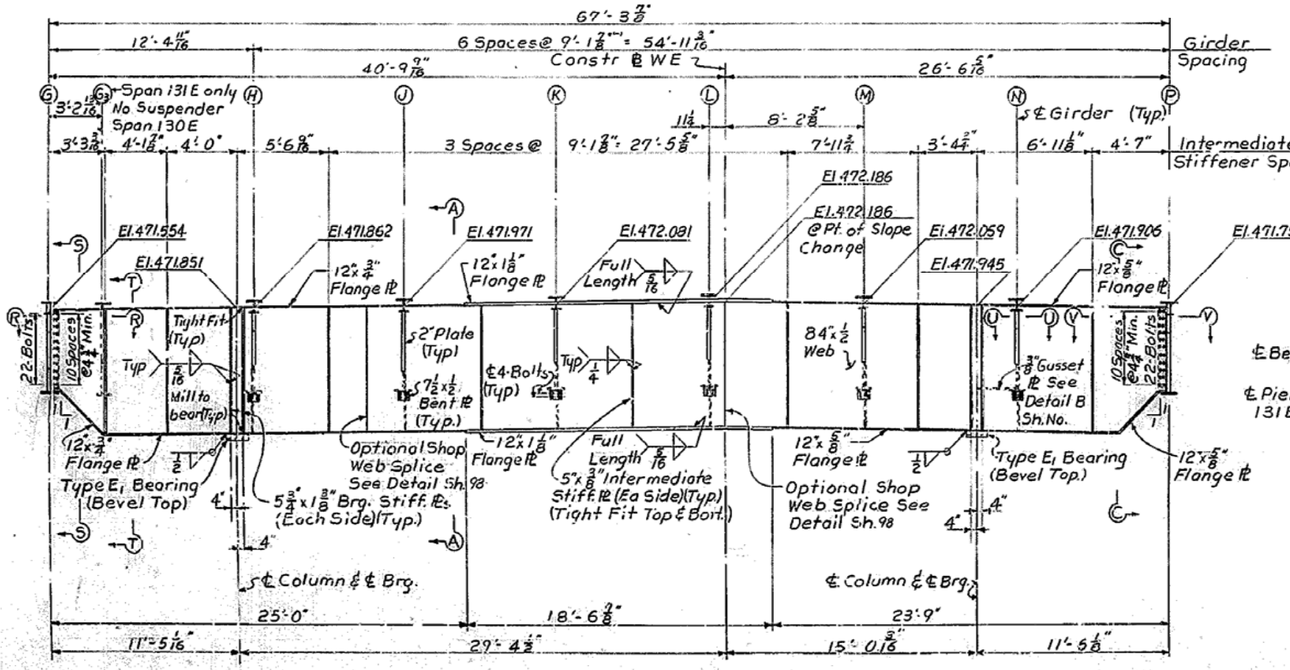
SHEET NO.

DESIGNED BY MDC DATE 10-67
DETAILED BY CRK DATE 8-68
TRACED BY DATE
CHECKED BY DATE
REVISED 11-5-68 DATE

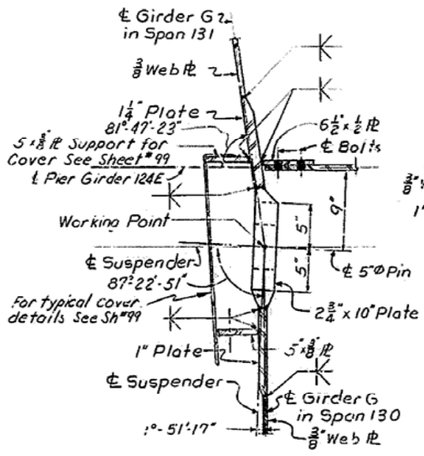
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



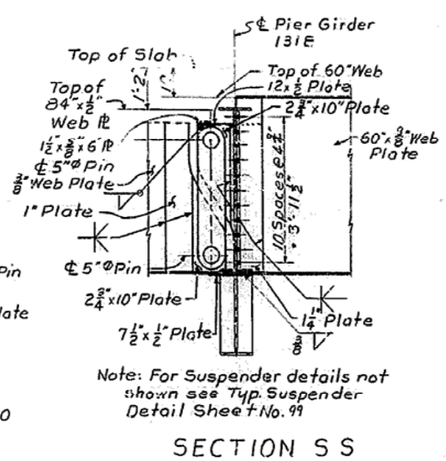
ELEVATION FOR PIER GIRDER 130E



ELEVATION FOR PIER GIRDER 131E

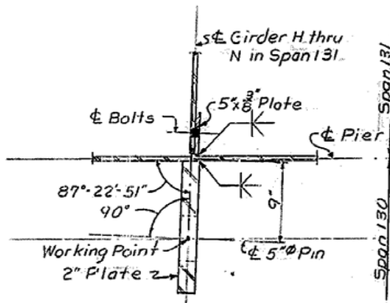


SECTION RR



Note: For Suspender details not shown see Typ. Suspender Detail Sheet No. 99

SECTION S S



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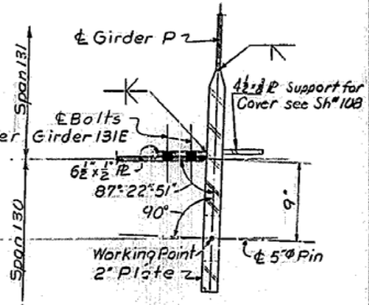

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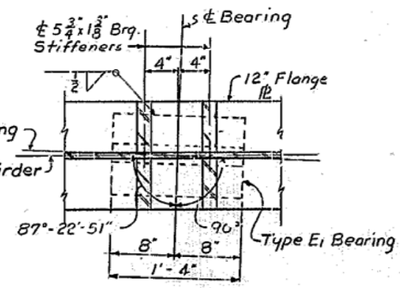


SECTION AT PIER GIRDER 131E
(Showing Bearing Plate)

NOTES.
For Structural Steel Notes see Sheet No. 3
Elevations shown are to top of Pier Girder Web for cambered no load position.
Work this Sheet with Sheets 77 thru 79

For Sections A A & C C See Sheet No 77
For Sections H H, J J, and K K see Sheet No. 78
For Horizontal Bracing Details see Sheet No 101
For Suspender Details see Sheet No. 99

SHEET 80 OF 167

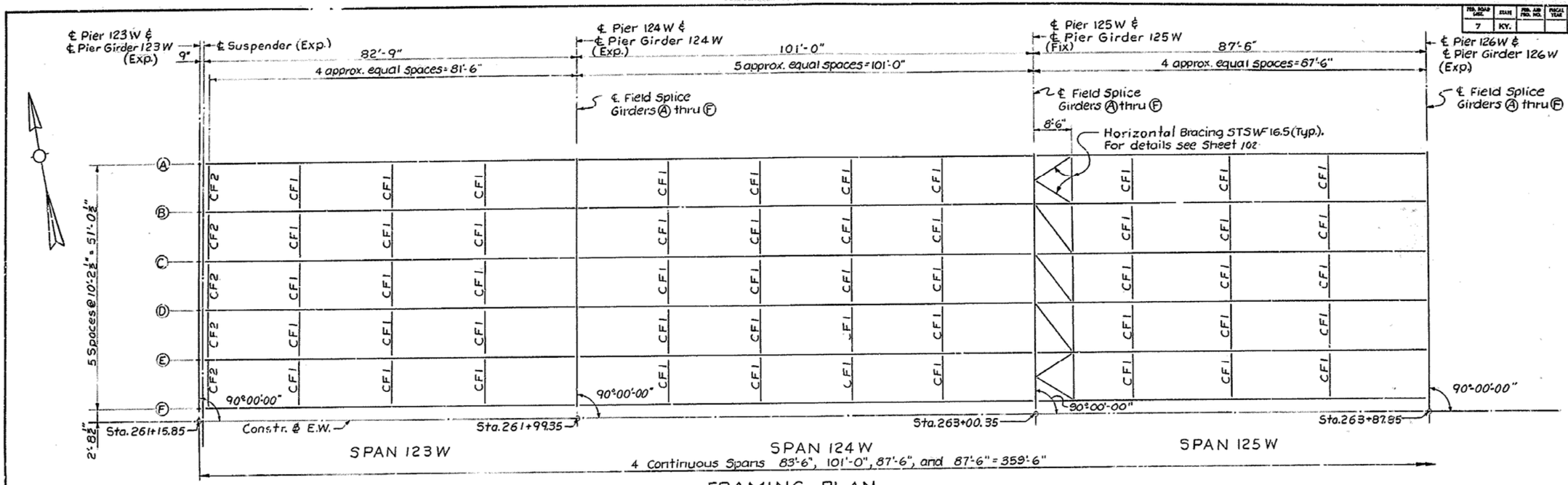
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 265+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

HAZLET & ERDAL CONSULTING ENGINEERS FILE NO. 849

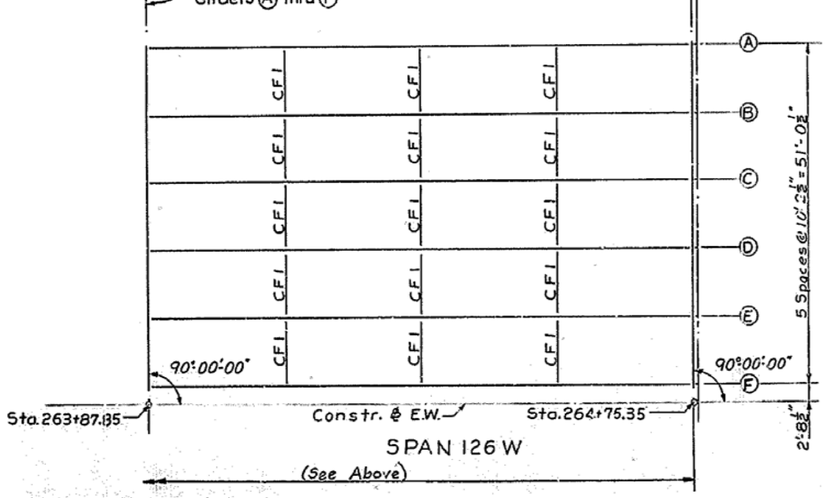
PIER GIRDERS 130E & 131E
STRUCTURAL STEEL

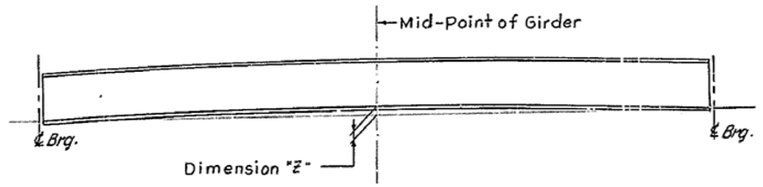
DRAWN BY GLN CHECKED BY CRK
DETAILED BY MDC CHECKED BY
TRACED BY CHECKED BY

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



FRAMING PLAN
Unit 7W





CAMBER DIAGRAM

CAMBER TABLE

SPAN	GIRDERS	DIM. "Z"	SPAN	GIRDERS	DIM. "Z"	SPAN	GIRDERS	DIM. "Z"	SPAN	GIRDERS	DIM. "Z"
123W	A	¾"	124W	A	1¼"	125W	A	½"	126W	A	1½"
123W	B	¾"	124W	B	1 3/8"	125W	B	½"	126W	B	1½"
123W	C	¾"	124W	C	1 3/8"	125W	C	½"	126W	C	1½"
123W	D	¾"	124W	D	1 3/8"	125W	D	½"	126W	D	1⅜"
123W	E	¾"	124W	E	1⅜"	125W	E	½"	126W	E	1⅜"
123W	F	¾"	124W	F	1¼"	125W	F	½"	126W	F	1¼"

Note:
Plan dimensions shown are horizontal dimensions.

ESTIMATED QUANTITIES - UNIT 7W

Structural Steel	=	*481,500 lbs.*
Shear Connectors: Option 1	=	*503,0 lbs.*
Option 2	=	*435,0 lbs.*
Option 3	=	*637,0 lbs.*

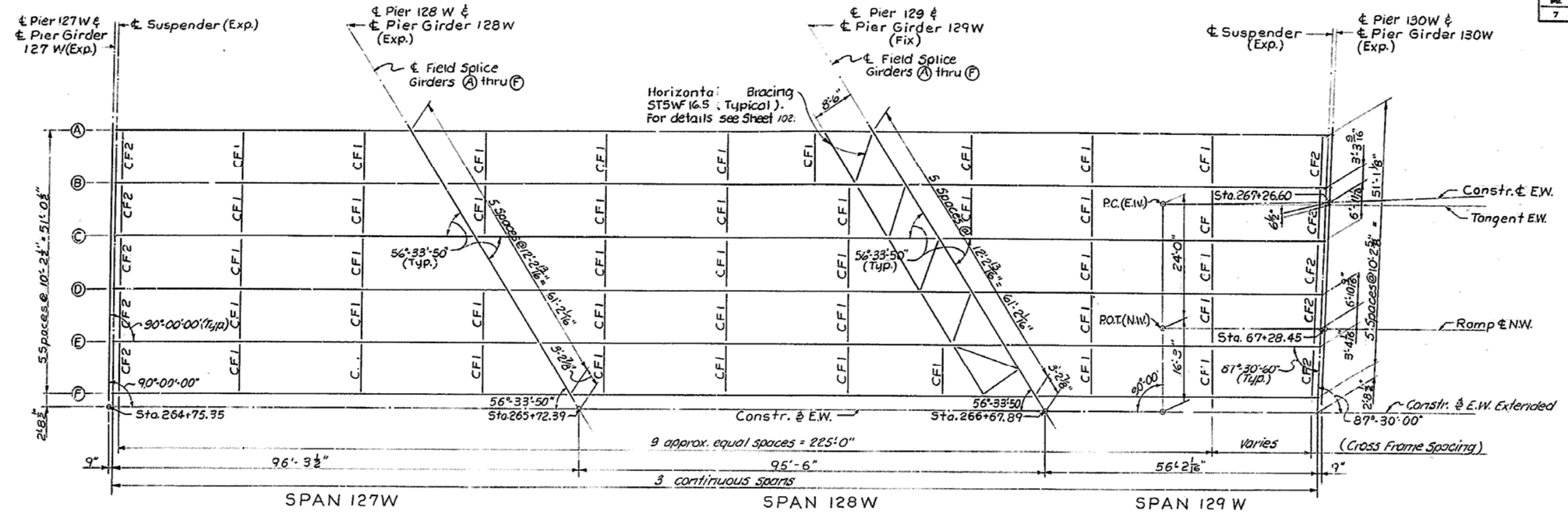
Note:
For additional typical details see sheet 98.
For Structural Steel Notes see sheet 9.
For Fascia Girder Closure Plate detail at Suspenders see Sheet 99.

SHEET 81 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848

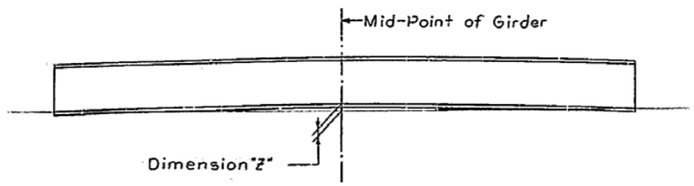
UNIT 7W
STRUCTURAL STEEL



FRAMING PLAN
(Unit 8W)

TABLE OF GIRDER LENGTHS					
SPAN 127W		SPAN 128W		SPAN 129W	
GIRDER	LENGTH	GIRDER	LENGTH	GIRDER	LENGTH
A	60'-9⅜"	A	95'-6"	A	94'-0 15/16"
B	67'-6½"	B	95'-6"	B	86'-9 7/8"
C	74'-3⅝"	C	95'-6"	C	79'-7⅝"
D	81'-0¾"	D	95'-6"	D	72'-5⅜"
E	87'-9⅛"	E	95'-6"	E	65'-3 13/16"
F	94'-6"	F	95'-6"	F	58'-0 15/16"

Span 127W & 129W lengths are measured from ℄ Suspender to ℄ Pier.
Span 128W lengths are measured from ℄ Pier to ℄ Pier.



CAMBER DIAGRAM

CAMBER TABLE								
SPAN	GIRDERS	DIM."Z"	SPAN	GIRDERS	DIM."Z"	SPAN	GIRDERS	DIM."Z"
127W	A	¼"	128W	A	1⅜"	129W	A	⅝"
127W	B	½"	128W	B	1⅝"	129W	B	⅜"
127W	C	¾"	128W	C	1⅜"	129W	C	¼"
127W	D	1⅛"	128W	D	1⅜"	129W	D	¼"
127W	E	1½"	128W	E	1¼"	129W	E	¼"
127W	F	2⅛"	128W	F	1⅛"	129W	F	¼"

ESTIMATED QUANTITIES - UNIT 8W

Structural Steel	=	317,400 lbs.
Shear Connectors: Option 1	=	3490 lbs.
Option 2	=	3060 lbs.
Option 3	=	4480 lbs.

Note:
Plan dimensions shown are horizontal dimensions.
For additional typical details see sheet 98.
For Structural Steel Notes sheet 3.

For Fascia Girder Closure Plate detail at suspenders see Sheet 99.

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	MISCELL. TILES	SHEET NO.	TOTAL SHEETS
7	KY.				

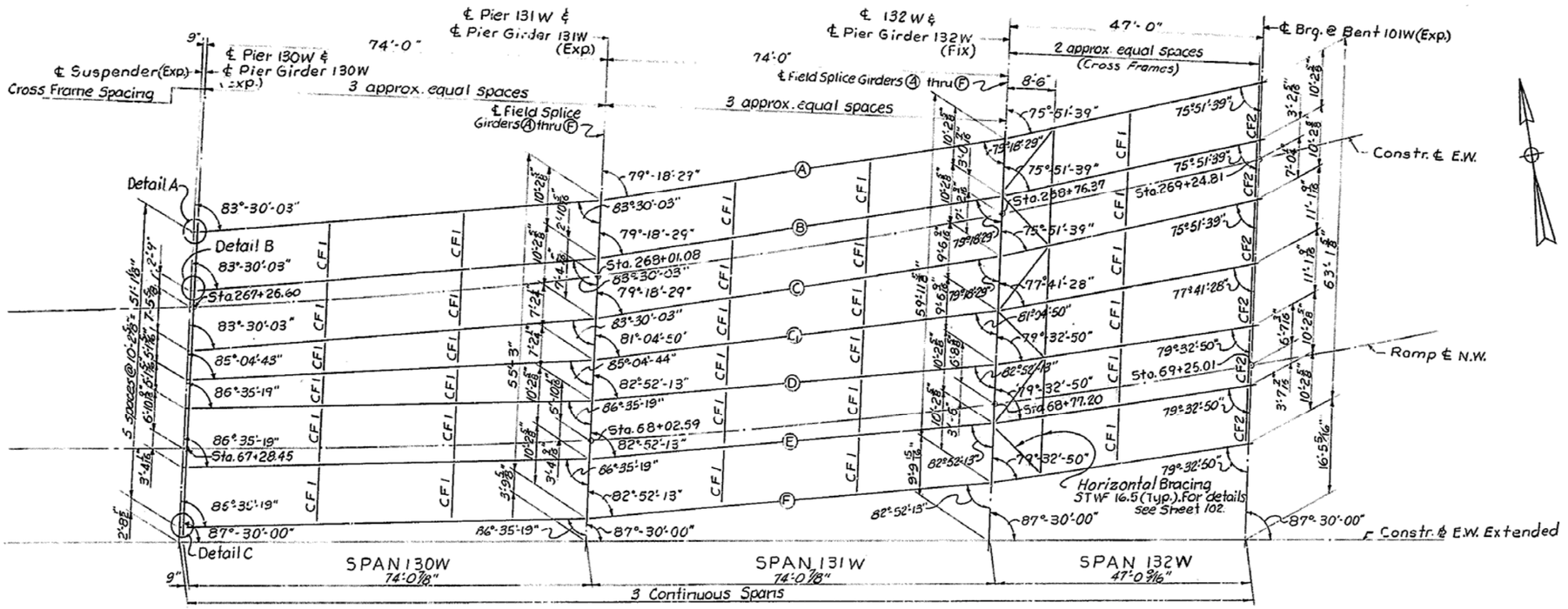
SHEET 82 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I-64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

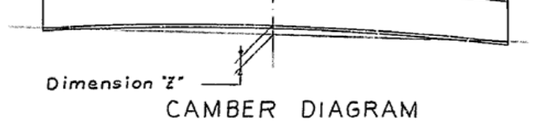
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845
BRIDGE NUMBER
DRAWING NO. 15754

UNIT 8W
STRUCTURAL STEEL

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



FRAMING PLAN
(Unit 9W)

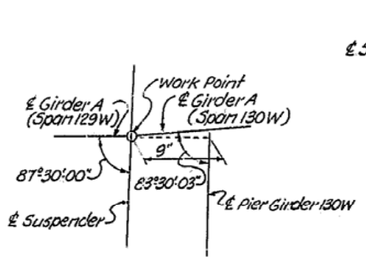


CAMBER DIAGRAM

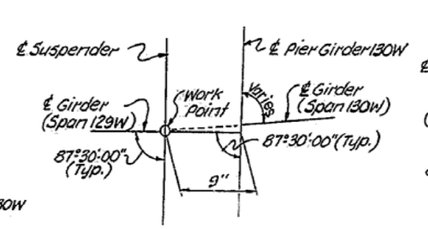
CAMBER TABLE								
SPAN	GIRDER	DIM."Z"	SPAN	GIRDER	DIM."Z"	SPAN	GIRDER	DIM."Z"
130W	A	5/8"	131W	A	3/8"	132W	A	0
130W	B	5/8"	131W	B	3/8"	132W	B	0
130W	C	5/8"	131W	C	3/8"	132W	C	0
130W	C_1	1/4"	131W	C_1	1/2"	132W	C_1	1/4"
130W	D	3/4"	131W	D	1/2"	132W	D	0
130W	E	1"	131W	E	1/2"	132W	E	0
130W	F	1 1/8"	131W	F	1/2"	132W	F	0

TABLE OF GIRDER LENGTHS					
SPAN 130W		SPAN 131W		SPAN 132W	
GIRDER	LENGTH	GIRDER	LENGTH	GIRDER	LENGTH
A	75'-2 3/4"	A	75'-3 1/16"	A	46'-5 5/8"
B	75'-2 3/4"	B	75'-3 1/16"	B	46'-5 5/8"
C	75'-2 3/4"	C	75'-3 1/16"	C	46'-5 5/8"
C_1	74'-3 5/16"	C_1	74'-10 7/8"	C_1	46'-1 1/4"
D	74'-10 1/16"	D	74'-6 5/16"	D	47'-9 1/2"
E	74'-10 1/16"	E	74'-6 5/16"	E	47'-9 1/2"
F	74'-10 1/16"	F	74'-6 5/16"	F	47'-9 1/2"

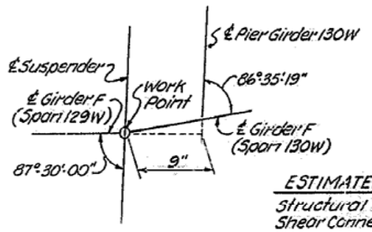
Note: Span 130W lengths are measured from ℄ Suspender to ℄ Pier Girder, except Girder C_1 which is measured ℄ Pier Girder to ℄ Pier Girder.
Span 131W lengths are measured from ℄ Pier Girder to ℄ Pier Girder.
Span 132W lengths are measured from ℄ Pier Girder to ℄ Brg. @ Bent 101W.



DETAIL A



DETAIL B
(Typical Interior Girders except Girder C_1)



DETAIL C

ESTIMATED QUANTITIES - UNIT 9W

Structural Steel	=	298,500 lbs.
Shear Connectors: Option 1	=	2,250 lbs.
Option 2	=	1,980 lbs.
Option 3	=	2,890 lbs.

Note:
Plan dimensions shown are horizontal dimensions.
For additional typical details see sheet 98.
For Structural Steel Notes see sheet 3.
For Fascia Girder Closure Plate detail at Suspenders see Sheet 99.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
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COUNTY OF
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I 64 - 3RD ST to PRESTON ST
LOUISVILLE - LEXINGTON
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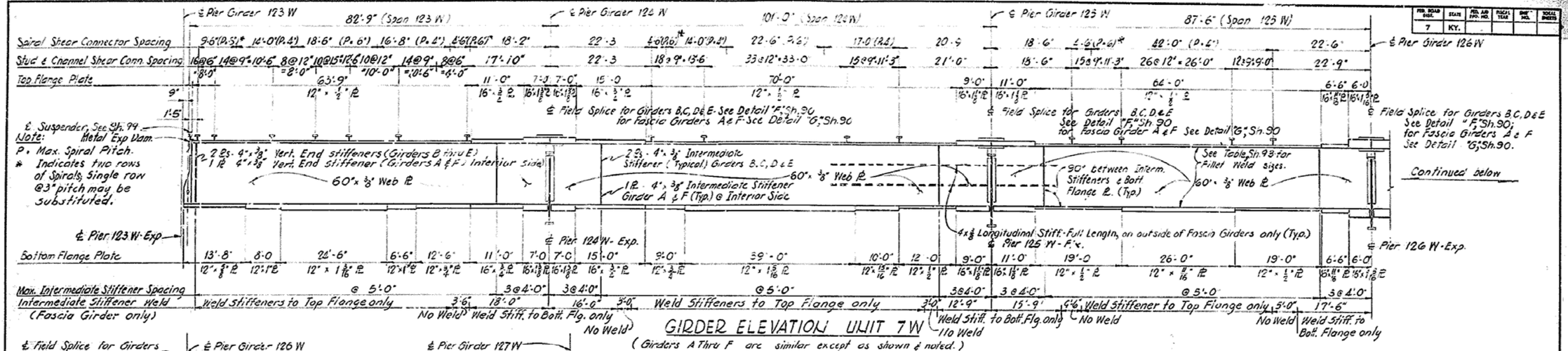
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
BRIDGE NO. 15754

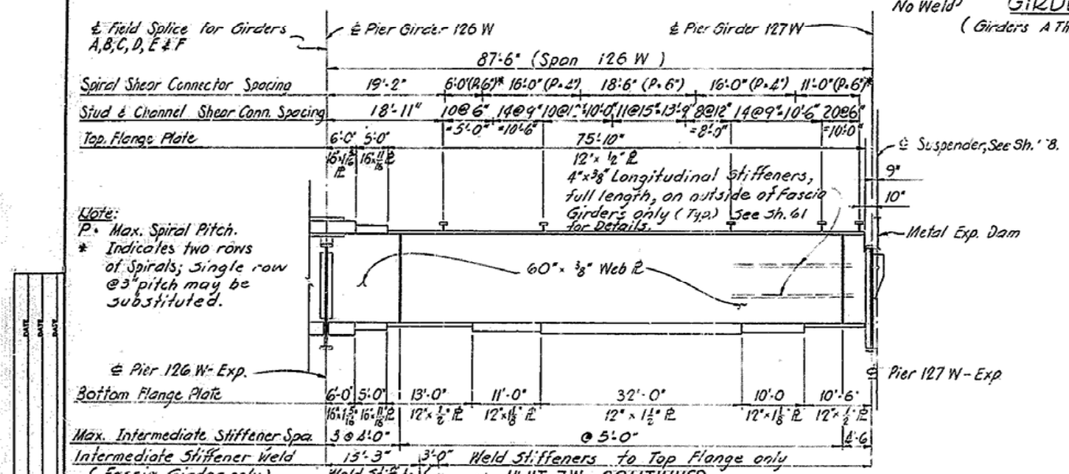
UNIT 9W
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

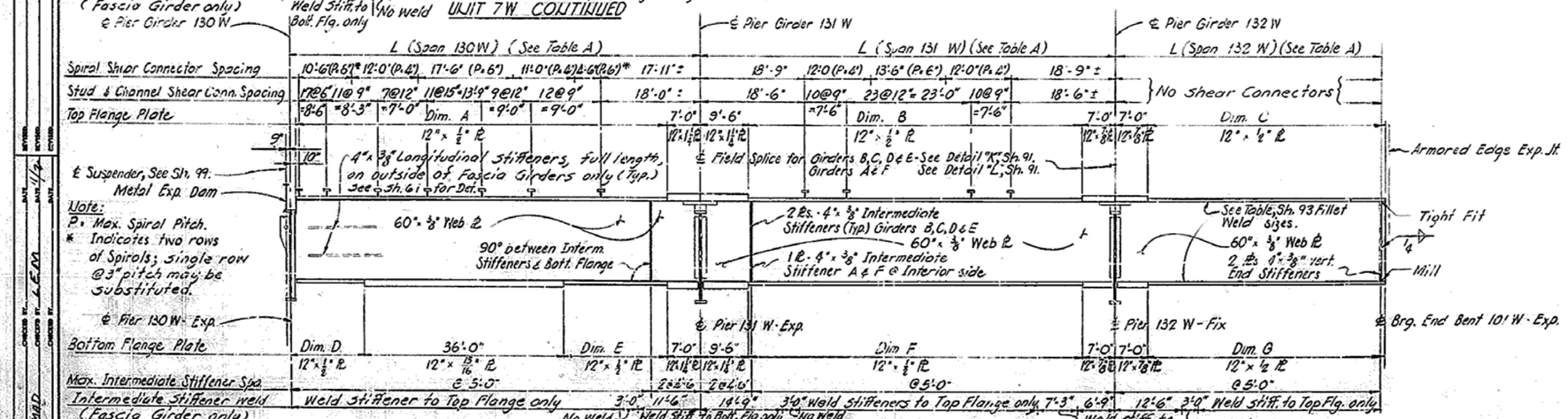


GIRDER ELEVATION UNIT 7W

(Girders A Thru F are similar except as shown & noted.)



UNIT 7W CONTINUED



GIRDER ELEVATION UNIT 9W

(Girders A thru F are similar except as shown & noted.)

TABLE "A"

Girder	L Spans 130W	131W	132W	Dimensions "A"	"B" or "F"	"C" or "G"	"D"	"E"
A	74'-5 3/4"	75'-3 11/16"	48'-5 5/8"	66'-10 3/4"	58'-9 11/16"	41'-11 5/8"	13'-0 3/4"	18'-5"
B	74'-5 3/4"	75'-3 11/16"	48'-5 5/8"	66'-10 3/4"	58'-9 11/16"	41'-11 5/8"	13'-0 3/4"	18'-5"
C	74'-5 3/4"	75'-3 11/16"	48'-5 5/8"	66'-10 3/4"	58'-9 11/16"	41'-11 5/8"	13'-0 3/4"	18'-5"
C1	74'-3 5/16"	74'-10 3/8"	48'-1 1/4"	66'-8 5/16"	58'-4 7/16"	41'-7 1/4"	12'-11 3/8"	18'-3 9/16"
D	74'-1 7/16"	74'-6 5/16"	47'-9 1/2"	66'-6 1/16"	58'-0 13/16"	41'-3 1/2"	12'-10 3/8"	18'-2 11/16"
E	74'-1 7/16"	74'-6 5/16"	47'-9 1/2"	66'-6 7/16"	58'-0 13/16"	41'-3 1/2"	12'-10 3/8"	18'-2 11/16"
F	74'-1 7/16"	74'-6 5/16"	47'-9 1/2"	66'-6 7/16"	58'-0 13/16"	41'-3 1/2"	12'-10 3/8"	18'-2 11/16"

UNITS 7W & 9W
STRUCTURAL STEEL

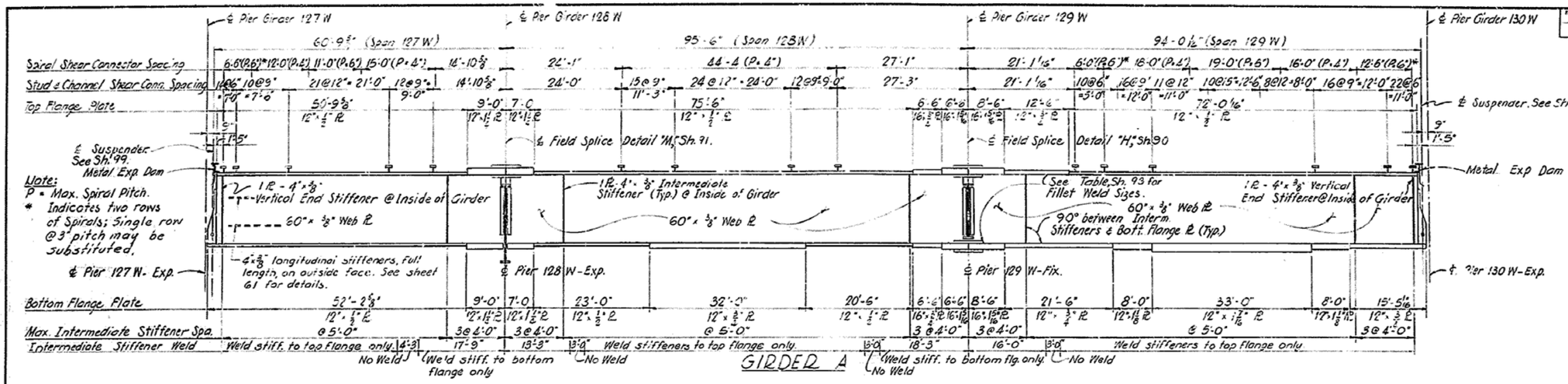
SHEET 84 OF 167

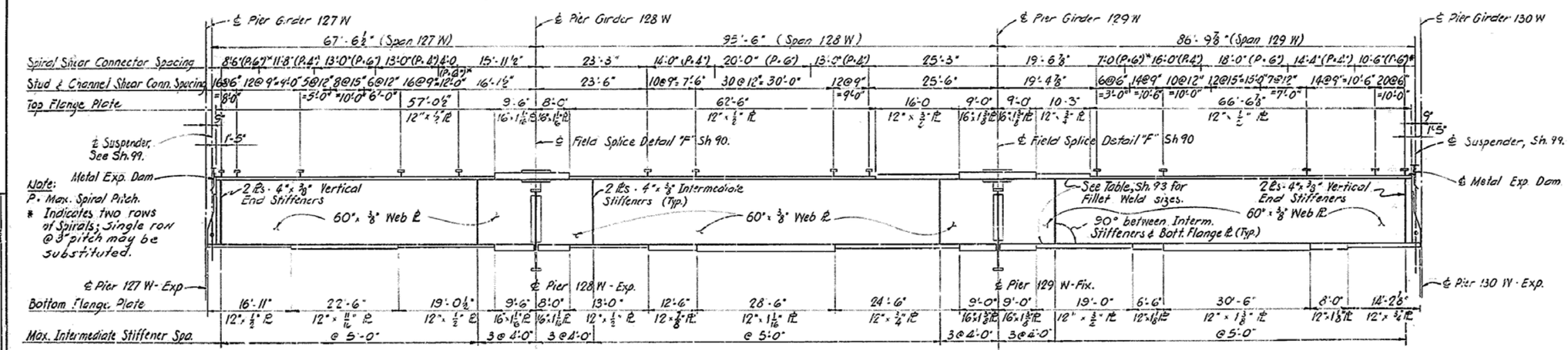
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3 RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

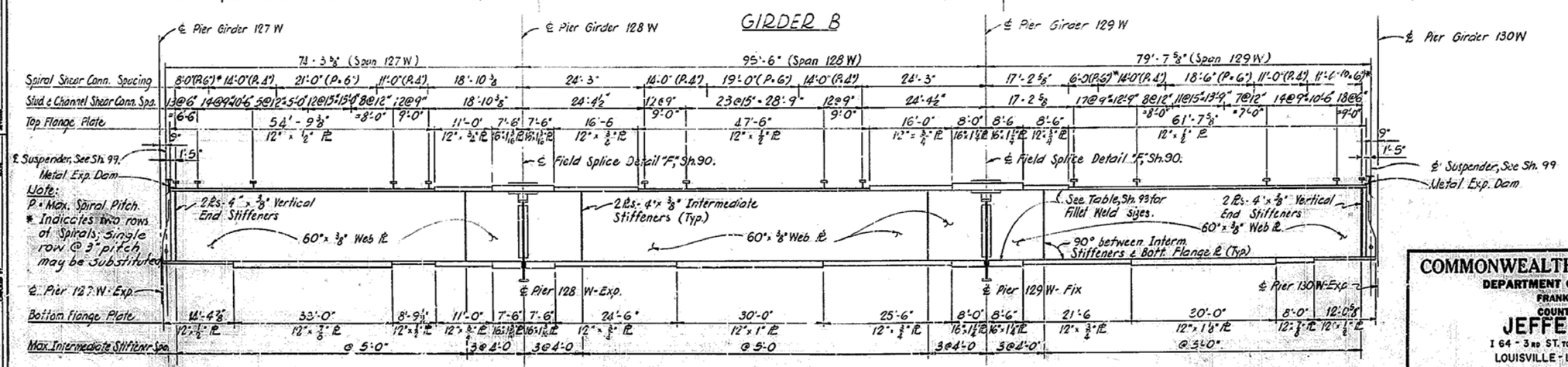
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845
BRIDGE NUMBER
DRAWING NO. 15754

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

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







GIRDER ELEVATION - UNIT 8W

UNIT 8W
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 849

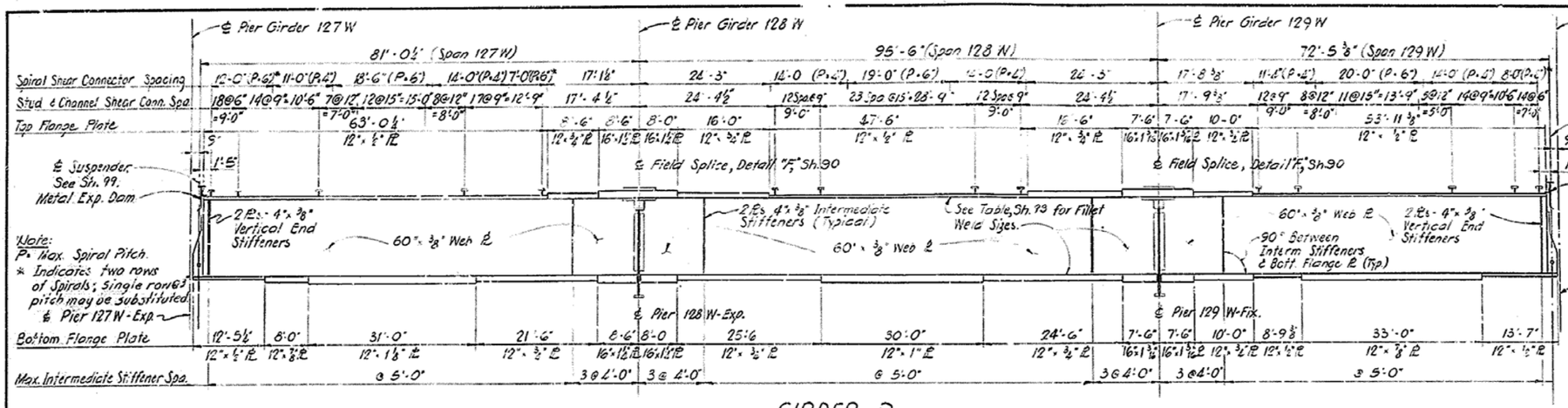
SHEET 85 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

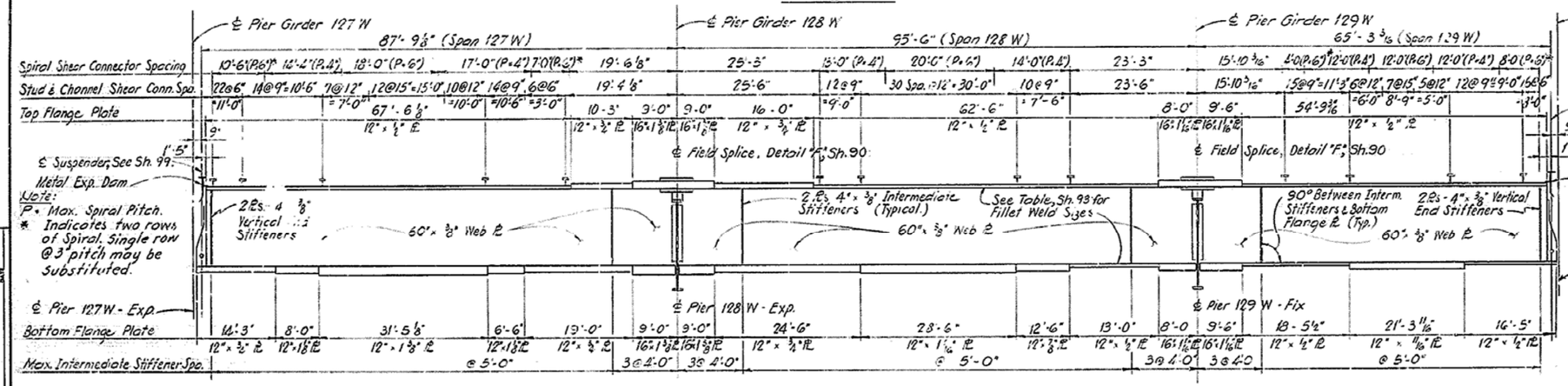
STATION 255+00 PROJECT NO.

BRIDGE NUMBER | DRAWING NO. 15754

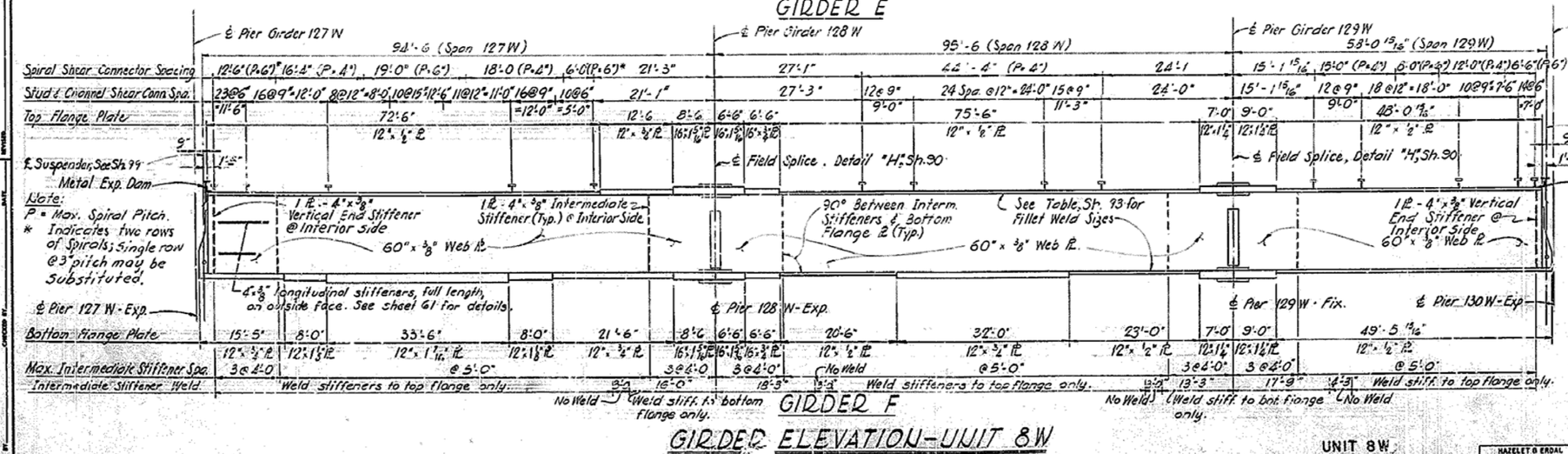
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



GIRDER D



GIRDER E



GIRDER F

GIRDER ELEVATION - UNIT 8W

SHEET 86 OF 147

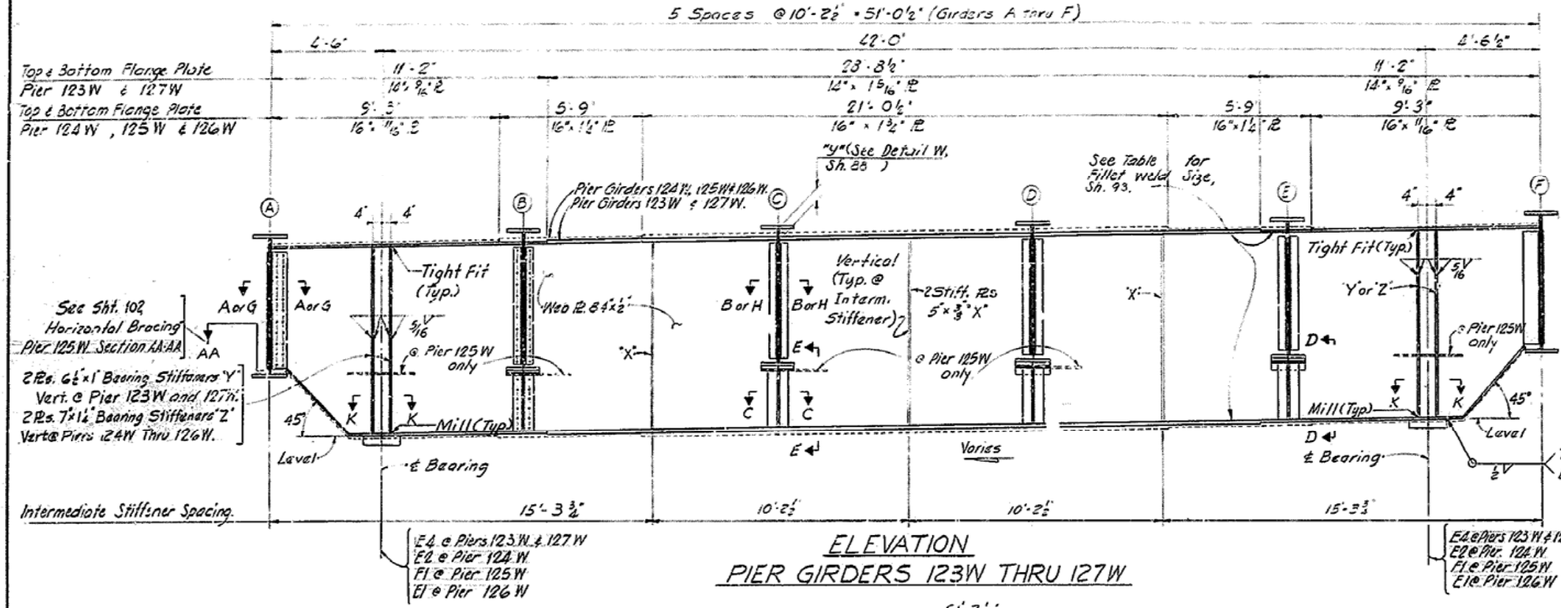
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3 RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
INDEX

UNIT 8W
STRUCTURAL STEEL

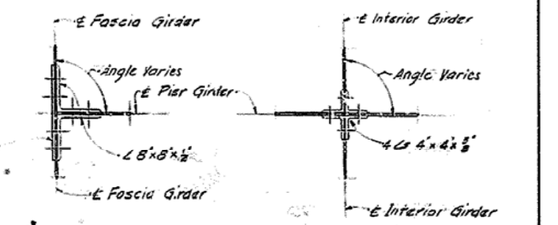
HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 845

DESIGNED BY: MRD DATE:
DRAWN BY: LEM DATE:
TRACED BY: DATE:
CHECKED BY: DATE:
CHECKED BY: DATE:

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

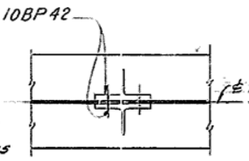


ELEVATION
PIER GIRDERS 123W THRU 127W

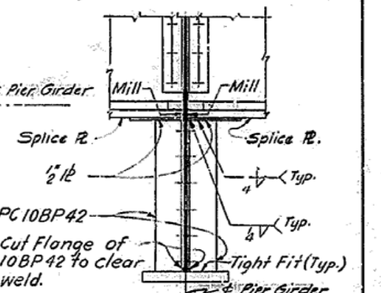


SECTION A-A
Typ. @ Girders A & F - Piers 124W Thru 126W; Girder F - Pier 128W.

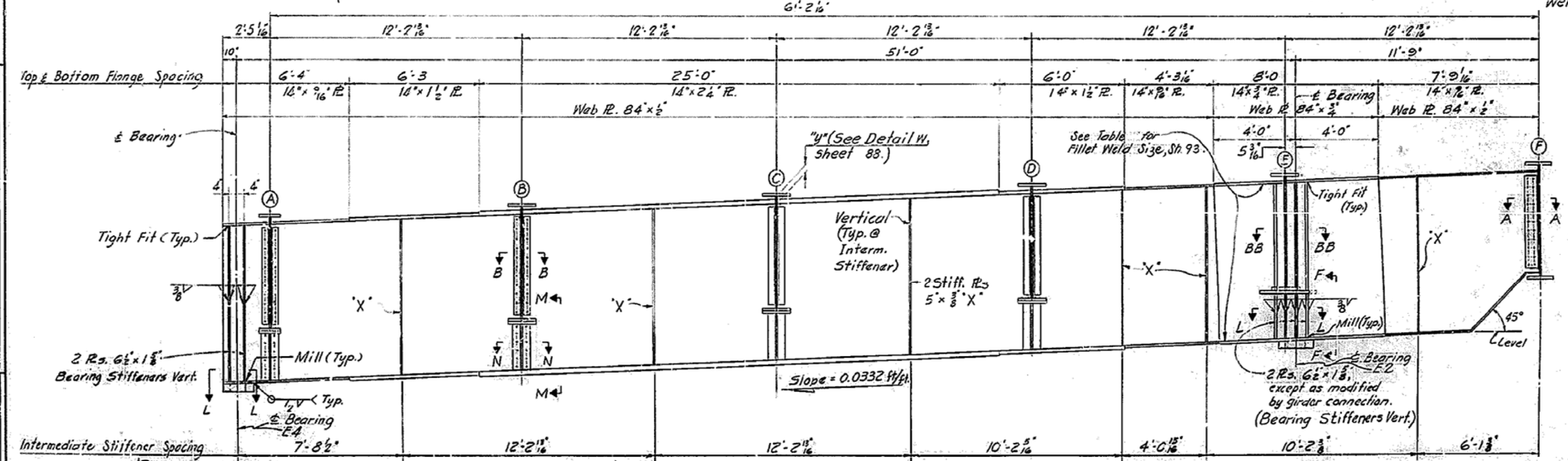
SECTION B-B
Typ. @ Girders B Thru E - Piers 124W Thru 126W. Typ. @ Girders A Thru D - Pier 128W.



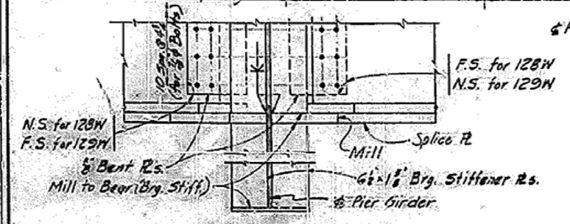
SECTION C-C
Typ. @ Girders B Thru E - Piers 124W Thru 126W. Typ. @ Girders A Thru D - Pier 128W.



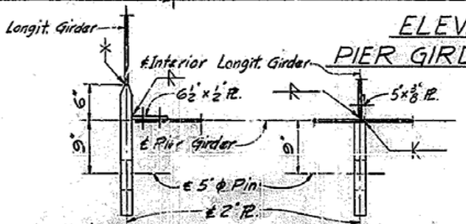
SECTION D-D
Typ. @ Girders B Thru E - Piers 124W & 126W. Typ. @ Girder E only - Pier 125W.



ELEVATION
PIER GIRDER 128W

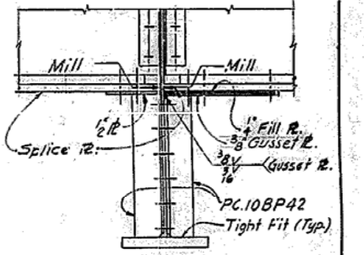


SECTION F-F
Girder B, Pier 128W & Girder B, Pier 129W.



SECTION G-G
@ Suspender Piers 123W & 127W.

SECTION H-H



SECTION E-E
Typ. @ Girders B Thru D - Pier 125W.

Notes:
For Girders "A" thru "F" Field Splices see Field Splice Details "F", "G", "H" & "M" Shs. 90 & 91.
Section M-M & N-N Typ. @ Girders A thru D - Pier 128W for sections see Sh. 89.
For Suspender Details see Sh. 99.
For Section K-K & L-L see Sh. 89.
For Section BB-BB see Sh. 91.

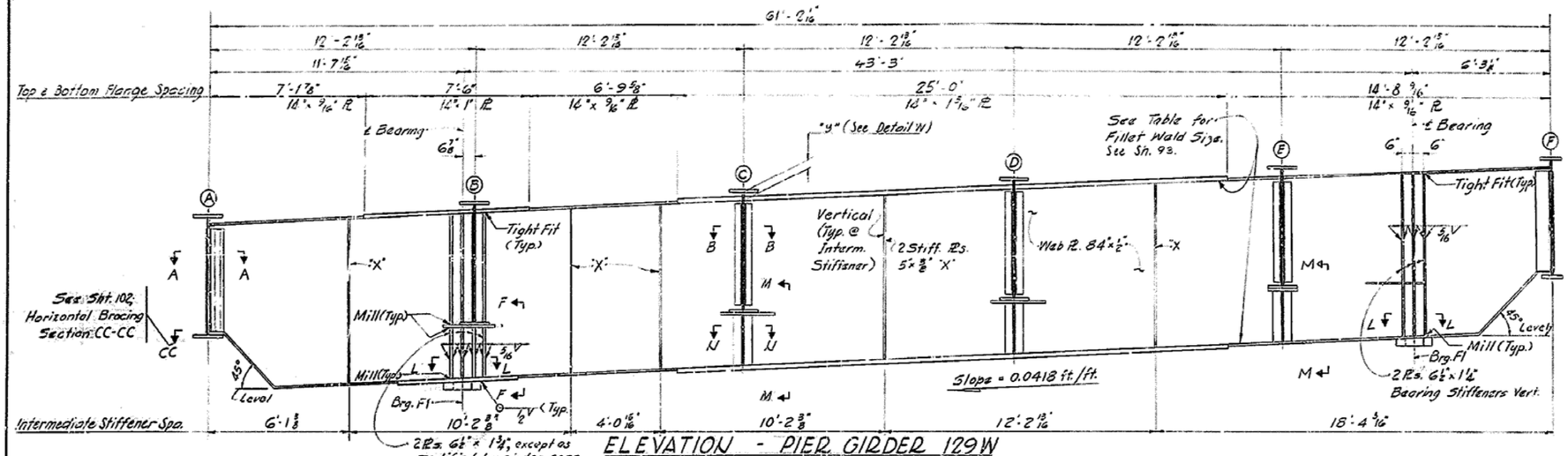
PIER GIRDERS 123W THRU 128W
STRUCTURAL STEEL

I. HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

SHEET 87 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 1575-4

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



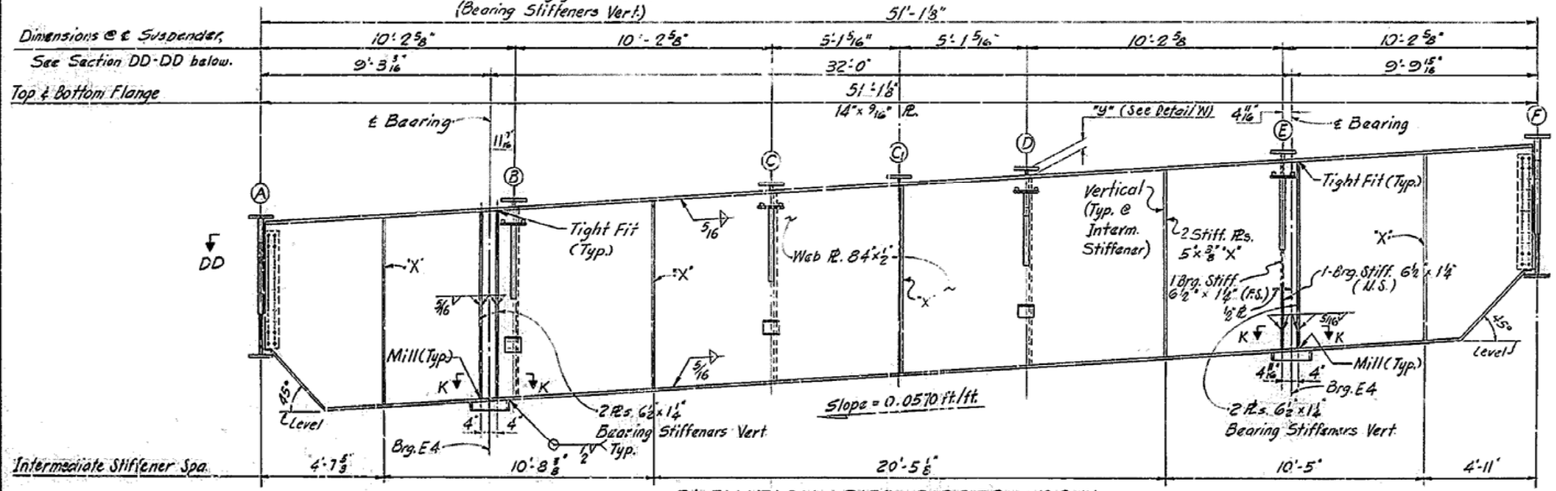
ELEVATION - PIER GIRDER 129W

Notes:

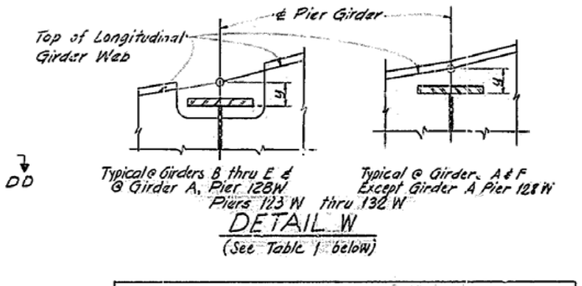
Pier Girder 129W -
For Sections not shown on this Sheet see Shs. 87, 89 & 102.
Section A-A Typ. @ Girders A & F.
Section B-B Typ. @ Girders C thru E.
Section N-N Typ. @ Girders C thru E.
Section M-M Typ. @ Girders C thru E.
For Sections F-F & L-L see Shs. 87 & 89.

Pier Girder 130W -
For Section K-K see Sh. 89.
For Suspender Details see Sh. 99.

For Girders A thru F Field Splices see Field Splice Details, Shs. 90 & 91.



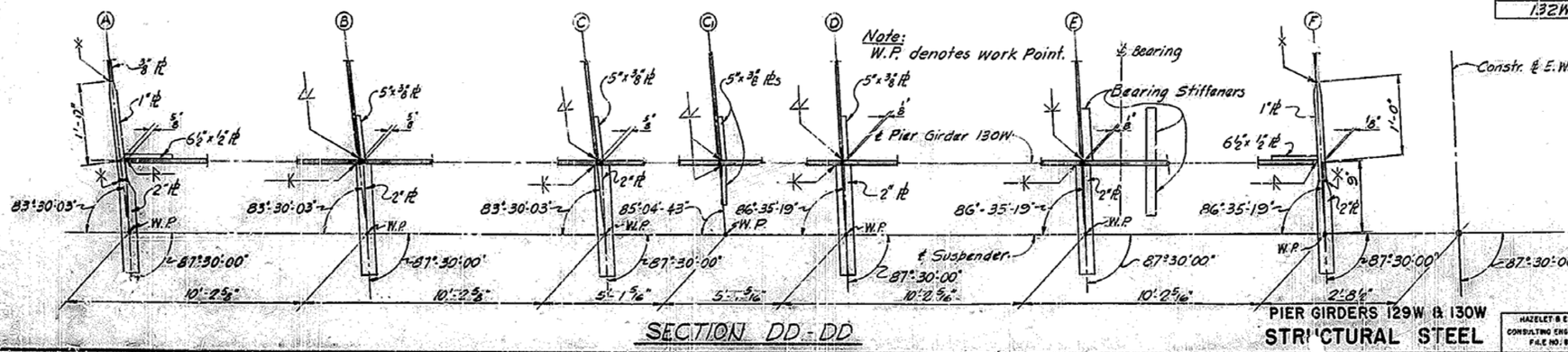
ELEVATION - PIER GIRDER 130 W



DETAIL W
(See Table 1 below)

TABLE 1 (for Dimension "y")

Pier Girder	Longitudinal Girder						
	A	B	C	C1	D	E	F
123W	2 15/16"	2 15/16"	2 15/16"	-	2 15/16"	2 15/16"	2 15/16"
124W	3 1/4"	3 1/4"	3 1/4"	-	3 1/4"	3 1/4"	3 1/4"
125W	3 1/4"	3 1/4"	3 1/4"	-	3 1/4"	3 1/4"	3 1/4"
126W	3 1/4"	3 1/4"	3 1/4"	-	3 1/4"	3 1/4"	3 1/4"
127W	2 15/16"	2 15/16"	2 15/16"	-	2 15/16"	2 15/16"	2 15/16"
128W	4 3/8"	4"	3 3/4"	-	3 3/4"	4"	4 3/8"
129W	3 7/16"	3"	2 15/16"	-	2 15/16"	3"	3 7/16"
130W	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"	2 1/16"
131W	2 5/8"	3 1/16"	3 5/8"	4 1/8"	3 5/8"	3 1/16"	2 5/8"
132W	2 5/8"	3 1/16"	4 5/8"	3 7/8"	3 5/8"	2 5/8"	2 5/8"



SECTION DD - DD

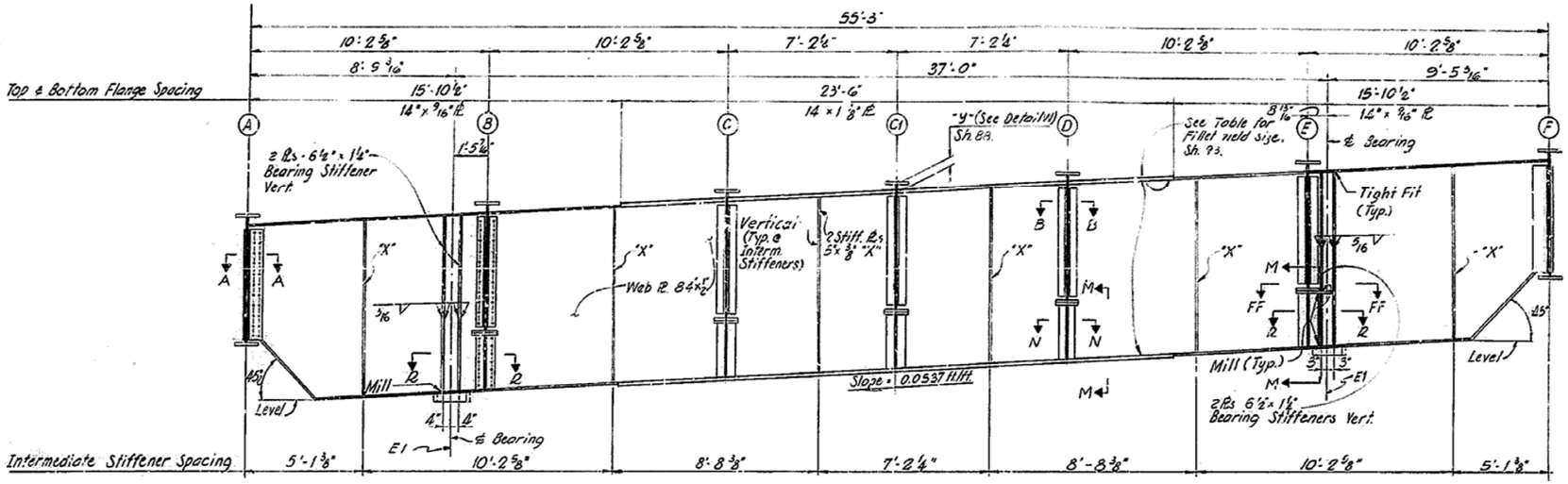
PIER GIRDERS 129W & 130W
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

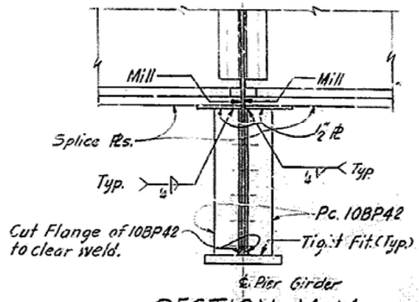
SHEET 88 OF 147

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER 15754

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

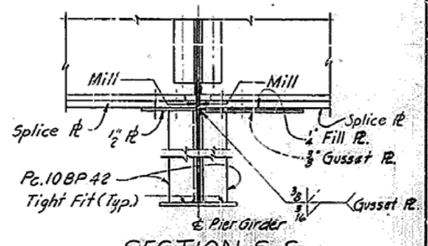


ELEVATION - PIER GIRDER 131W



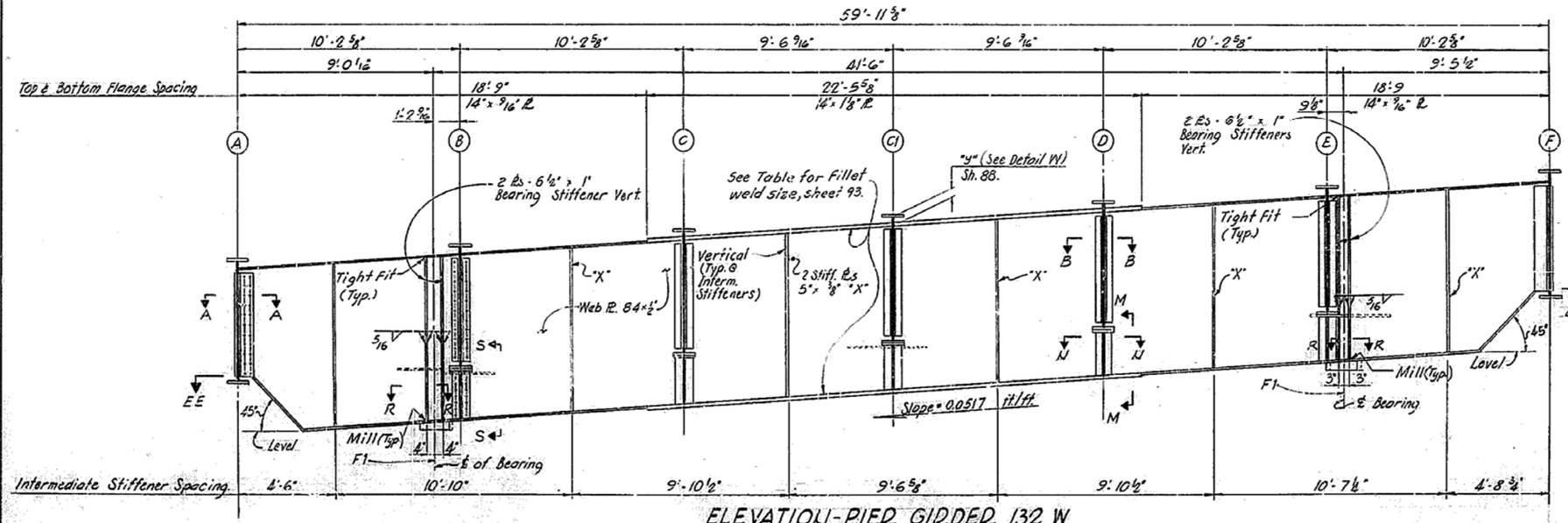
SECTION M-M

Typ. @ Girders B thru E - Pier Girder 131W
Typ. @ Girders C, D & E - Pier Girder 132W

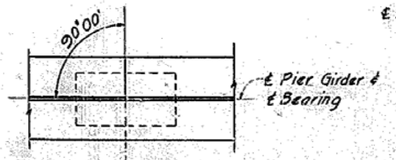


SECTION S-S

Typ. @ Girders B & C1 - Pier Girder 132W

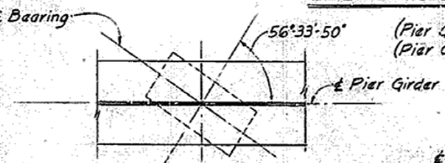


ELEVATION - PIER GIRDER 132 W



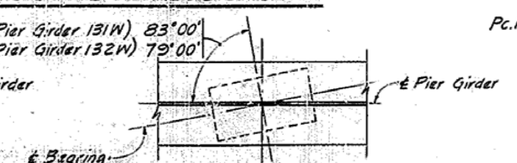
SECTION K-K

Typ. @ Pier Girders 123W thru 127W & 130W



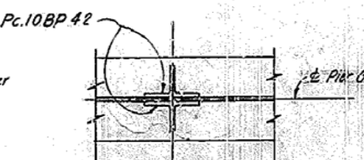
SECTION L-L

Typ. @ Pier Girders 128W & 129W



SECTION R-R

Typ. @ Pier Girders 131W & 132W



SECTION U-U

Typ. @ Girders B thru E - Pier 131W
Typ. @ Girders B thru E - Pier 132W

Notes:

Pier Girder 131W -
For Sections not shown on this sheet, see Shts. 87, 88 & 91.
Section A-A Typ. @ Girders A & F.
Section B-B Typ. @ Girders B thru E.

Pier Girder 132W -
For Sections not shown on this sheet, see Shts. 87, 88 & 102.
Section A-A Typ. @ Girders A & F.
Section B-B Typ. @ Girders B thru E.

For Girders A thru F Field Splices see Field Splice Details, Shs. 90 & 91

PIER GIRDERS 131W AND 132W
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

SHEET 89 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
INDEX

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

Connection Symmetrical abt. ℄ Pier Girder

4½ 5½" 7 @ 3½" = 2'-0½" 3½ 5½" @ Piers 124 W & 126 W
6 @ 3½" = 1'-9" 3½ 5½" @ Pier 125 W

TOP FLANGE

6 Spa @ 3½" = 1'-9" 3½ 3½" @ Pier 128 W, Girder B
@ Pier 129 W, Girder E
7 Spa @ 3½" = 2'-0½" 3½ 3½" @ Piers 128 W & 129 W Girders C & D
7 Spa @ 3½" = 2'-0½" 3½ 3½" @ Pier 128 W Girder E
@ Pier 129 W Girder B

Connection Symmetrical abt ℄ Pier Girder (by Rotation)

TOP FLANGE

124 W	16" x 15/16" ℓ	
125 W	16" x 13/16" ℓ	
126 W	16" x 15/16" ℓ	

Fill (Bevel @ 2 Directions)

128 W — 129 W

Girder A	12" x 13/16" ℓ	Girder 3
Girder B	16" x 13/16" ℓ	Girder C
Girder C	16" x 7/8" ℓ	Girder D
Girder D	16" x 7/8" ℓ	Girder E
Girder E	16" x 13/16" ℓ	

Pier Girder

10 Spaces @ 4¾" ea. leg

4 Ls 4" x 4" x 5/8"

D

Shown for Bolted Option I @ Piers 124 W, 125 W & 126 W. For Bolted Option I @ Piers 128 W & 129 W see Elevation - Detail J.

124 W	2-6½" x 13/16" ℓ
125 W	2-6½" x 13/16" ℓ
126 W	2-6½" x 15/16" ℓ

Mill to bear

Bolted Option I Shown. See Bott. Flange welded Option II below. Note - For Elev. @ Pier 125 W, Girder B, C & D - East Side of Conn. See Sect. E-E, Sh 87.

124 W —	16" x 15/16" ℓ
125 W —	16" x 13/16" ℓ
126 W —	16" x 15/16" ℓ

Mill one end

128 W —

Girder A	2-5¼" x 13/16" ℓ
Girder B	2-6½" x 13/16" ℓ
Girder C	2-6½" x 7/8" ℓ
Girder D	2-6½" x 7/8" ℓ
Girder E	2-6½" x 15/16" ℓ

129 W —

Girder B	2-6½" x 13/16" ℓ
Girder C	2-6½" x 7/8" ℓ
Girder D	2-6½" x 7/8" ℓ
Girder E	2-6½" x 13/16" ℓ

ELEVATION

Conn. Symm. abt ℄ Pier Girder (by Rotation) Unless Noted.

A' 12 Spa @ 3½" = 3'-6" @ Pier 128 W, Girder "B" & Pier 129 W, Girder "E"
13 Spa @ 3½" = 3'-9½" @ Pier 128 W & 129 W, Girders "C" & "D"

Mill — West Side — Mill — East Side

For Details of Splice @ Pier 129 W Girder A, C & D See Sect. CC-CC, Sh. 102.
For Details of Splice @ Pier 128 W, Girder E See Sect. BB-BB, Sh. 91.
For Details of Splice @ Pier 128 W, Girder E See Sect. BB-BB, Sh. 91.
For Details of Splice @ Pier 129 W, Girder B See Sect. CC-CC, Sh. 102.

BOTTOM FLANGE

5' 3-4" 14 Spa @ 3½" = 4'-1" @ Piers 124 W & 126 W
11 Spa @ 3½" = 3'-2½" @ Pier 125 W

West Side — East Side

Gusset Pl @ Pier 125 W Girder B, C & D. For Details see Sect. AA - 4 Sh. 102.

BOTTOM FLANGE

FIELD SPLICE DETAIL "F"

(For 16" Flange - Interior Girder @ Pier Girder)

Use for Top & Bottom Flanges @ Pier 128 W, Girder "A". See Field Splice Detail "M", Sh. 91.

Connection Symmetrical abt. ℄ Pier Girder

4½ 5½" 7 @ 3½" = 2'-0½" 3½ 3½" @ Piers 124 W & 126 W
6 @ 3½" = 1'-9" 3½ 3½" @ Pier 125 W

Pier 124 W - 15" x 15/16" ℓ
Pier 125 W - 16" x 13/16" ℓ
Pier 126 W - 16" x 15/16" ℓ

℄ Fascia Girder

TOP FLANGE

Pier 128 W - Girder F - 16" x 15/16"
Pier 129 W - Girder A - 16" x 13/16"
Pier 129 W - Girder F - 12" x 13/16"

℄ Pier Girder

Fill (Bevel @ 2 Directions)

2 Ls 8" x 8" x ½"

10 Spaces @ 4¾" ea. leg

⅜" ℓ F.S.

Pier 128 W — Girder F - 2 Ls 6½" x 15/16"
Pier 129 W — Girder A - 2 Ls 6½" x 15/16"
Girder F - 2 Ls 5½" x 13/16"

124 W	2-6½" x 15/16" ℓ
125 W	2-6½" x 13/16" ℓ
126 W	2-6½" x 15/16" ℓ

ELEVATION

Connection Symmetrical about ℄ Pier Girder

3½" 7 @ 3½" = 2'-0½" @ Pier 124 W & Pier 126 W
6 @ 3½" = 1'-9" @ Pier 125 W

℄ Fascia Girder

3½" 3½"

BOTTOM FLANGE

FIELD SPLICE - DETAIL G

(For 16" Flange - Fascia Girders @ Pier Girders)

Mill to bear

16" Wide Pls (Typ.) except Pier 128 W, Girder "A".

Girder A	12 x 1¼" Pl
Girder B	1¼" Pl
Girder C	1⅜" Pl
Girder D	1⅞" Pl
Girder E	1⅝" Pl

Pier 128 W — 16" Wide Pls U.N.O. on bottom Flange Det. "F" or Detail "M"

Pier 129 W —

Girder B	1⅝" Pl
Girder C	1¼" Pl
Girder D	1⅜" Pl
Girder E	1¼" Pl

Bolted Option I Shown. See Bott. Flange Welded Option II below.

ELEVATION DETAIL J

℄ Pier Girder

Note A

Bott. Flange Pl (Typ.)

Pl 6" x ½" Flange Width

5" x ½" Pl

Tight Fit (Typ.)

Cut Pls to clear weld.

BOTTOM FLANGE WELDED OPTION II

(For Interior Girders @ Details "F" or "G")

Note: Welded Option does not apply @ Horizontal Bracing Connections.

Note A: Typical procedure to be qualified. Welds shall be radiographed at Contractor's expense.

℄ Long. Girder

Pier Girder

½" Pl

Pc. 10BP42

SECTION D-D BOLTED OPTION I

@ Piers 124 W, 125 W & 126 W

Connection Symmetrical about ℄ Pier Girder for Top Flange

8 @ 3½" = 2'-4" 3½" @ Pier 129 W, Girder "F"

℄ Fascia Girder

TOP FLANGE

Connection Symmetrical about ℄ Pier Girder for Top Flange (by rotation)

8 Spa @ 3½" = 2'-4" 3½" @ Pier 129 W, Girder A & @ Pier 128 W, Girder F

℄ Fascia Girder

TOP FLANGE

℄ Bottom Flange Splice

8 Spa @ 3½" = 2'-4" @ Piers 128 W, Girder F & @ Pier 129 W, Girder A

Bolt Spa. Symmetrical abt ℄ (by Rotation)

℄ Pier Girder

℄ Fascia Girder

BOTTOM FLANGE

℄ Bottom Flange Splice

8 Spa @ 3½" = 2'-4" @ Pier 129 W Girder "F"

Bottom Spa. Symm. abt ℄ (by Rotation)

℄ Fascia Girder

℄ Pier Girder

BOTTOM FLANGE

FIELD SPLICE - DETAIL H

(For 12" & 16" Flange Fascia Girder Elevation - See Elevation Detail G)

SHEET 90 OF 167

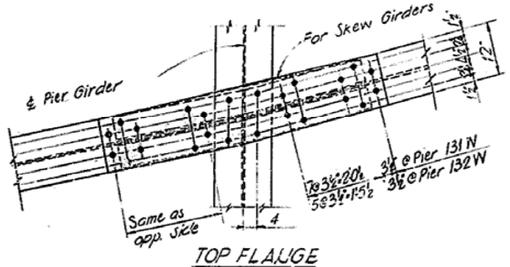
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255+00 — PROJECT NO.

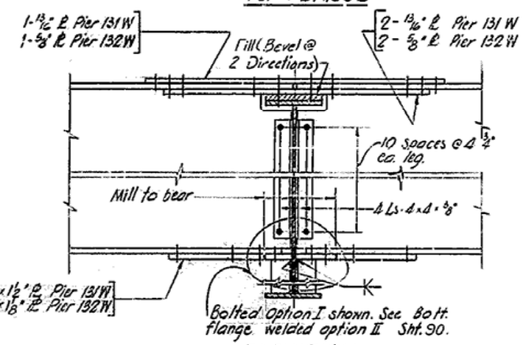
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER — SHEET NO. 15754 — DWG.

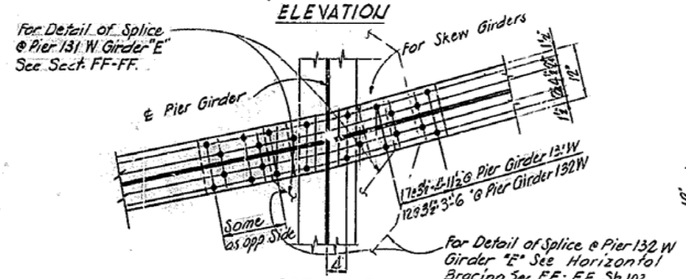
STRUCTURAL STEEL



TOP FLANGE



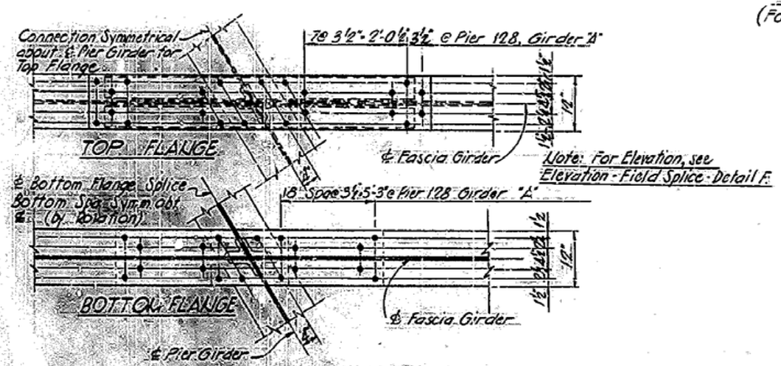
ELEVATION



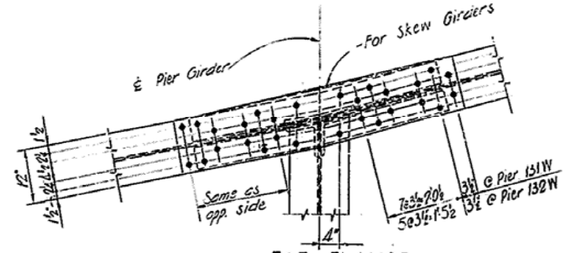
BOTTOM FLANGE

FIELD SPLICE-DETAIL K

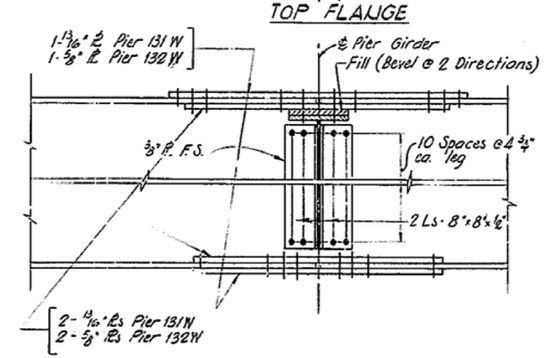
(For 12" Flange - Interior Girder @ Pier Girder)



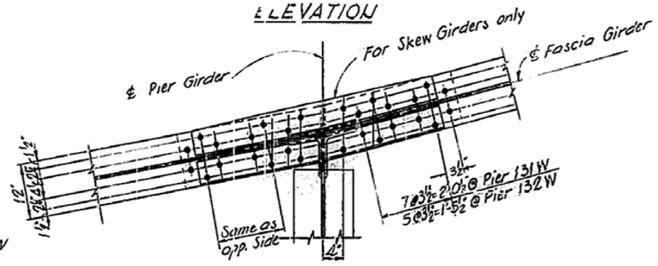
FIELD SPLICE - DETAIL M



TOP FLANGE



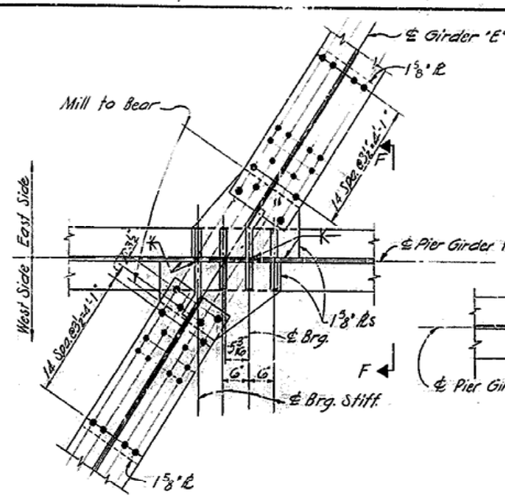
℄ ELEVATION



BOTTOM FLANGE

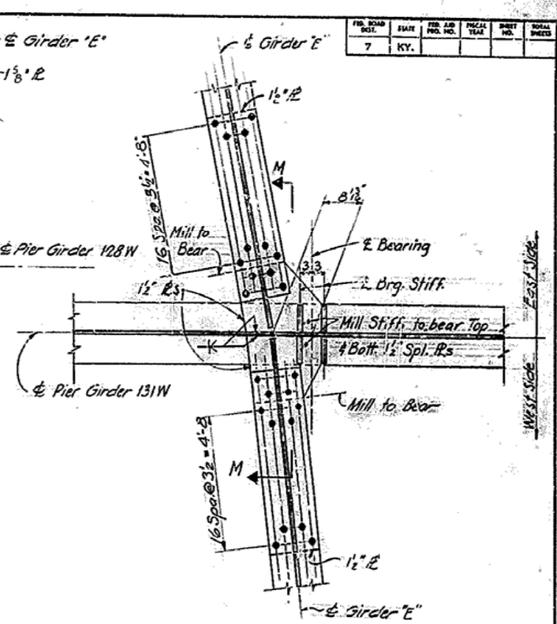
FIELD SPLICE - DETAIL L

(For 12" Flange - Fascia Girder @ Pier Girder)



SECTION BB - BB

@ Pier Girder 128 W



SECTION FF-FF

@ Pier Girder 131 W

Note: For Section F-F see Sh. 87.
For Section M-M see Sh. 89.

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

SHEET 91 OF 147

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

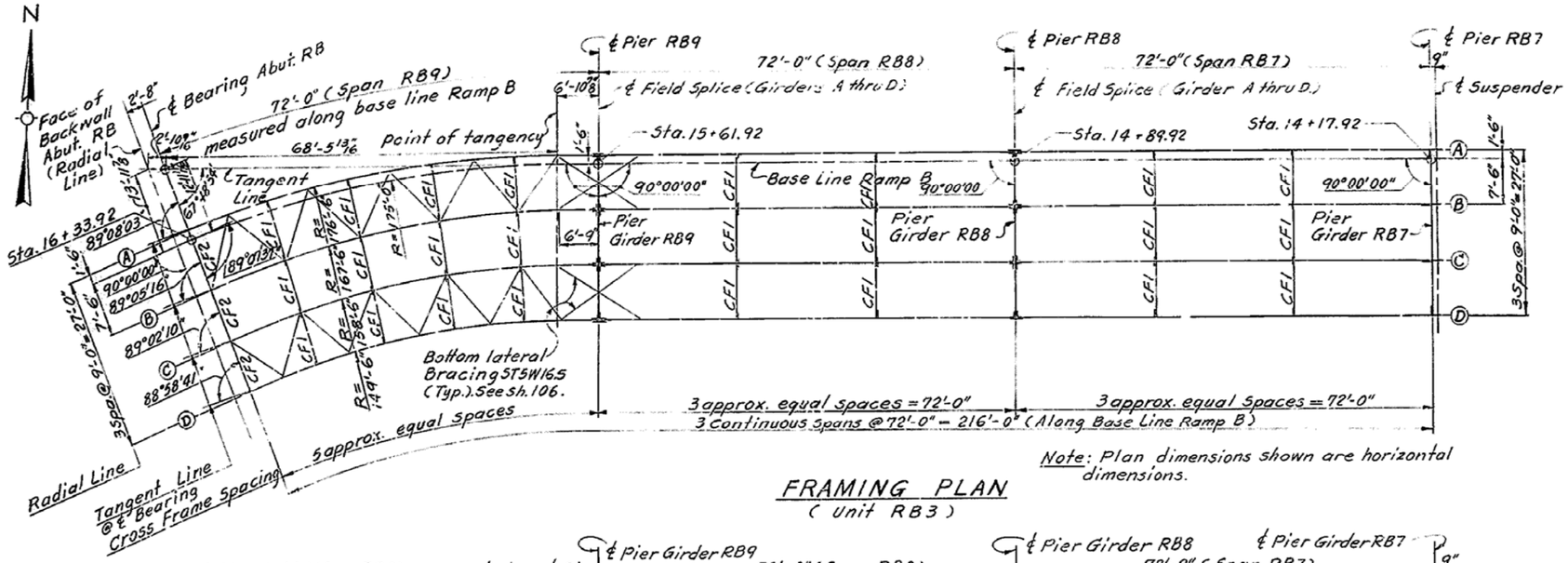
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER 15754

STRUCTURAL STEEL

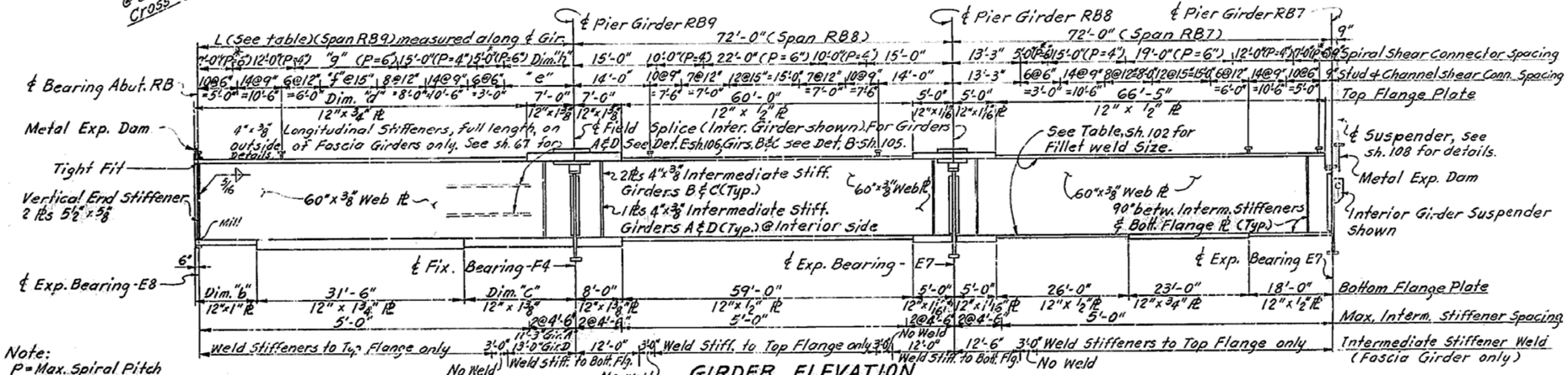
DESIGNED BY E.L. DATE 8/1/62
DRAWN BY H.E.H. DATE 8/1/62
DETAILED BY DATE
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

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



Note: Plan dimensions shown are horizontal dimensions.

FRAMING PLAN
(Unit RB3)

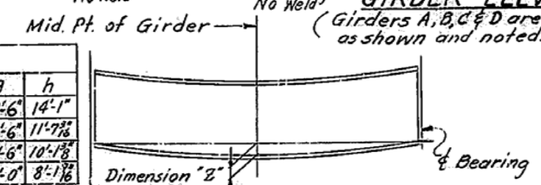


GIRDER ELEVATION
(Girders A, B, C & D are similar except as shown and noted.

Note:
P = Max. Spiral Pitch
* Indicates two rows of Spirals; single row @3" pitch may be substituted.

SPAN RB9 GIRDER DATA

Girder	L	b	c	d	e	f	g	h
A	72'-7"	11'-6"	30'-1"	65'-1"	14'-7"	15'-0"	19'-6"	14'-1"
B	69'-1⅞"	10'-7⅞"	27'-6"	62'-7⅛"	12'-4⅞"	13'-9"	18'-6"	11'-7⅞"
C	65'-7⅛"	9'-7⅞"	25'-0"	59'-1⅜"	11'-4⅞"	11'-3"	16'-6"	10'-1⅜"
D	62'-1⅛"	8'-9⅝"	22'-4"	55'-7⅛"	9'-1⅛"	10'-0"	15'-0"	8'-1⅛"



CAMBER DIAGRAM

CAMBER TABLE

SPAN	GIRDER	DIM. "B"	SPAN	GIRDER	DIM. "C"	SPAN	GIRDER	DIM. "Z"
RB9	A	0	RB8	A	-1¼"	RB7	A	-¾"
RB9	B	0	RB8	B	-1¼"	RB7	B	-¾"
RB9	C	0	RB8	C	-1¼"	RB7	C	-¾"
RB9	D	0	RB8	D	-1¼"	RB7	D	-¾"

Note: (-) Indicates Concave Camber

Estimated Quantities - Unit RB3

Structural steel :	190,850 lbs.
Shear Connectors:	
option 1 :	2150 lbs.
Option 2 :	1890 lbs.
option 3 :	2750 lbs.

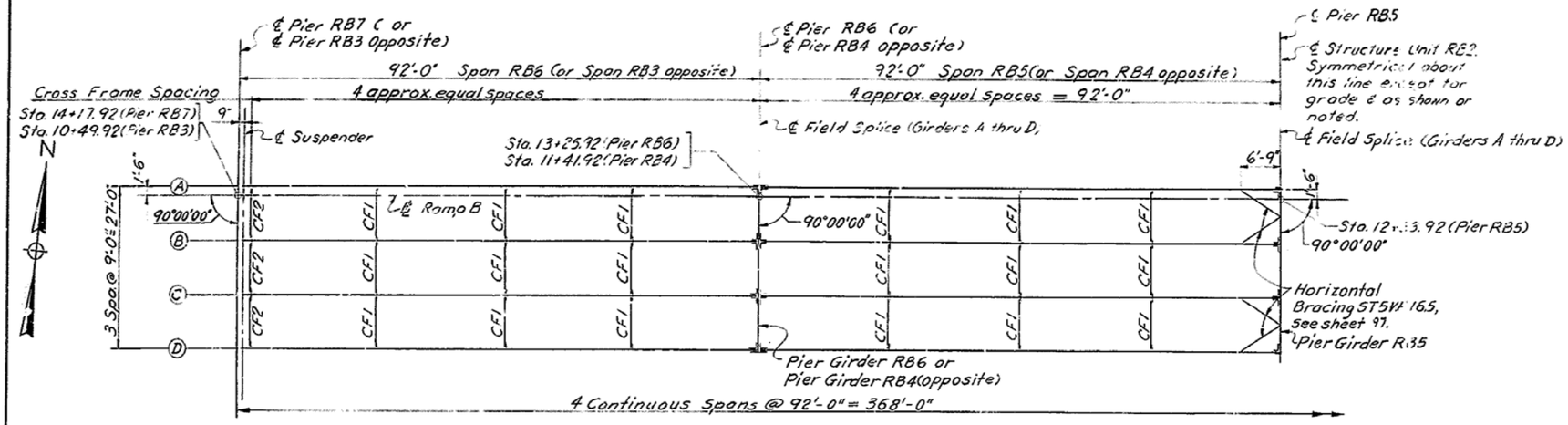
Note: For Fascia Girder closure Plate detail at suspenders see sheet 99.
For additional typical details see sh. 98.
For Structural Steel Notes see sheet 3.

SHEET 92 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER 15754

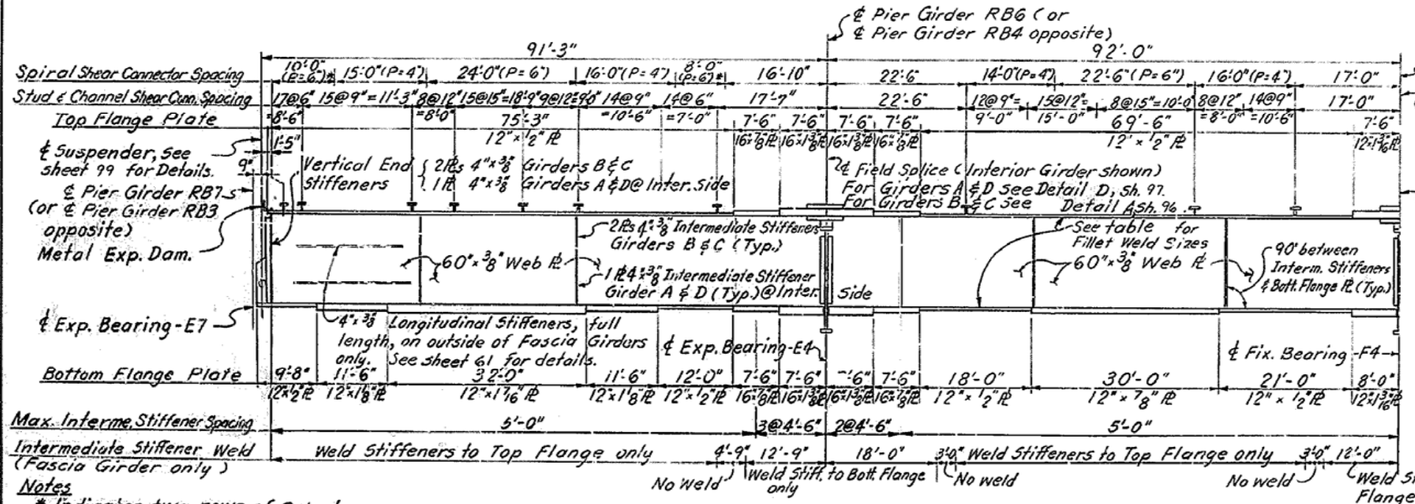
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

UNIT RB3
STRUCTURAL STEEL



Note: Plan dimensions shown are horizontal dimensions.

FRAMING PLAN
(Unit RB2)

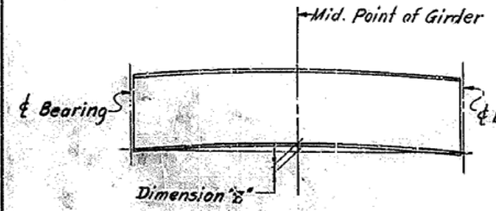


Estimated Quantities - Unit RB2

Structural steel	298,200 lbs.
Shear Connectors:	
option 1	3640 lbs.
option 2	3200 lbs.
option 3	4670 lbs.

Notes
* Indicates two rows of Spirals; Single row @ 3" pitch may substituted.
P = Max. Spiral Pitch

GIRDER ELEVATION
(Girders A, B, C & D are similar except as shown & noted)



CAMBER DIAGRAM

CAMBER TABLE

SPAN	GIRDER	DIM. "Z"	SPAN	GIRDER	DIM. "Z"	SPAN	GIRDER	DIM. "Z"	SPAN	GIRDER	DIM. "Z"
RB3	A	2 1/8"	RB4	A	3/4"	RB5		3/4"	RB6	A	0
RB3	B	2 1/8"	RB4	B	1 1/8"	RB5	B	3/4"	RB6	B	0
RB3	C	2 1/8"	RB4	C	1 1/2"	RB5	C	3/4"	RB6	C	1/2"
RB3	D	2 1/8"	RB4	D	1 7/8"	RB5	D	3/4"	RB6	D	3/4"

FLANGE TO WEB MIN. WELD SIZE	
Flange Pl. Thickness	Fillet Weld Size
1/2" to 3/4"	1/4"
3/4" to 1 1/2"	5/16"
Over 1 1/2"	3/8"
Fillet welds to be Continuous	

Note: For additional typical details see sh. 98.
For Structural Steel Notes see sheet 3
For Fascia Girder closure plate detail at suspenders see sheet 99.

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

SHEET 93 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255 + 00 PROJECT NO.

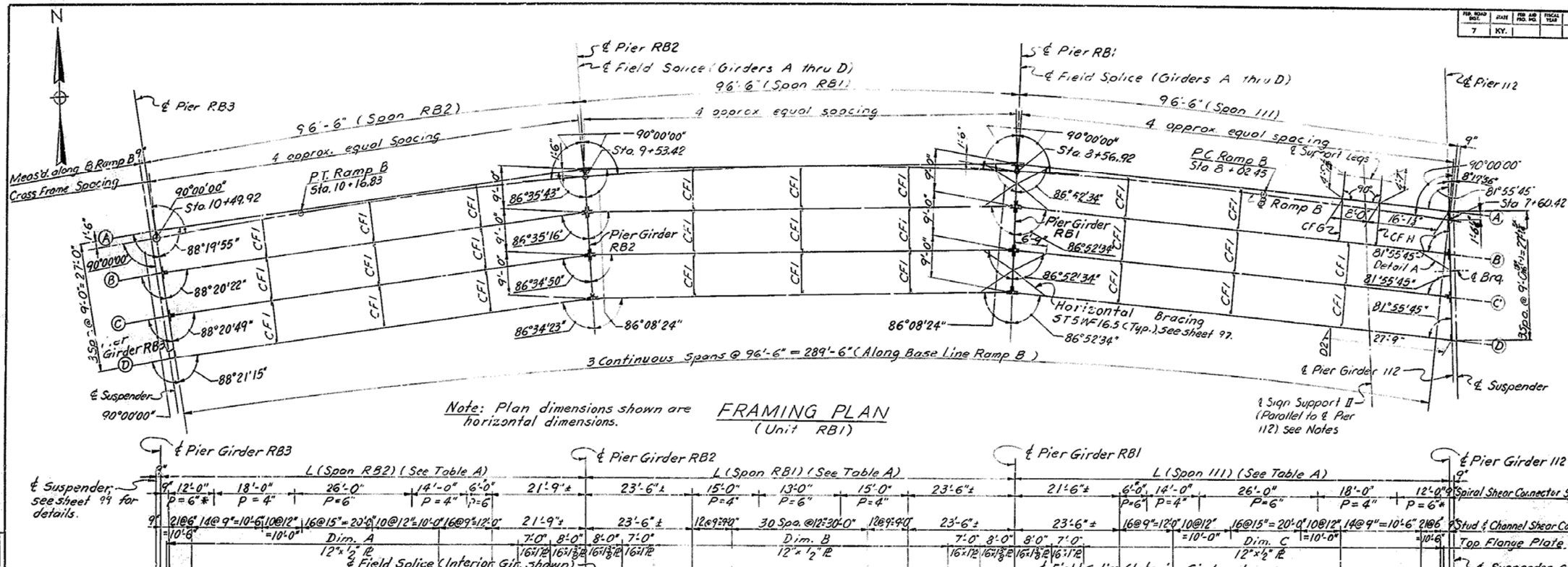
UNIT RB2
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER DRAWING NO. 15754 RANGE

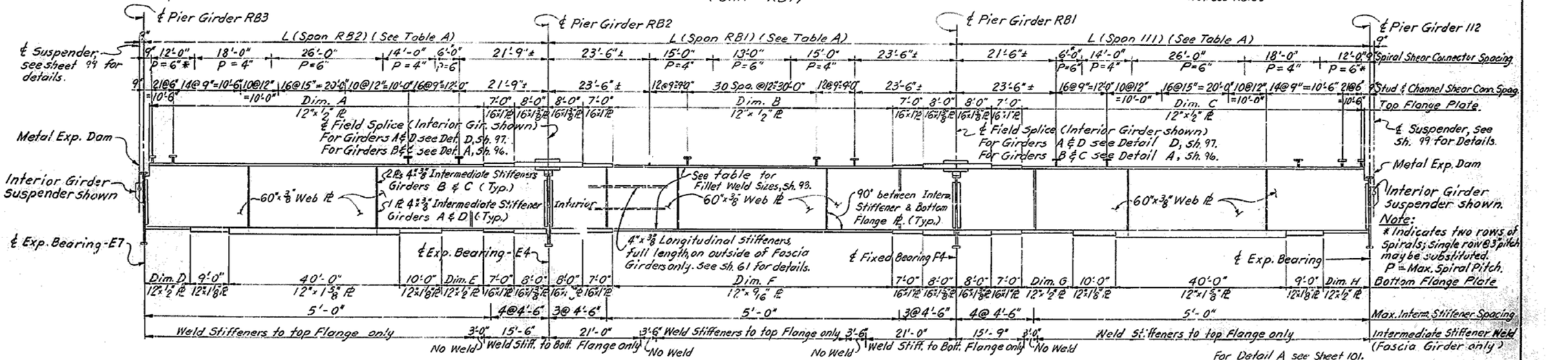
DESIGNED BY JSH DRAWN BY JSH CHECKED BY LEAD CHECKED BY

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



Note: Plan dimensions shown are horizontal dimensions.

FRAMING PLAN
(Unit RB1)



GIRDER ELEVATION
(Girders A, B, C & D are similar except as shown and noted.)

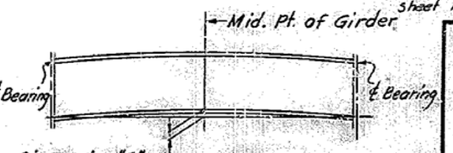
TABLE A

Girder	L Spans 111	L Spans RB1	L Spans RB2	Dimensions A	B	C	D	E	F	G	H
A	96'-4"	96'-7 7/16"	96'-7 7/16"	81'-0 1/16"	66'-0 9/16"	80'-9"	11'-9 1/16"	10'-10"	66'-7 7/16"	11'-0"	11'-4"
B	97'-1 1/16"	95'-5"	95'-4 5/8"	80'-2 5/8"	65'-5"	81'-6 1/16"	11'-3 5/16"	10'-5"	65'-5"	11'-4"	11'-9 1/16"
C	97'-10 5/16"	94'-2 7/16"	94'-1 3/16"	79'-4 1/16"	64'-2 7/16"	82'-3 1/16"	10'-9 1/16"	10'-2"	64'-2 7/16"	11'-8"	12'-2 1/16"
D	98'-8 1/4"	92'-11 1/16"	94'-2 5/16"	78'-7 1/16"	62'-11 1/16"	83'-1 1/4"	10'-4 1/16"	9'-10"	62'-11 1/16"	12'-0"	12'-8 1/4"

Estimated Quantities - Unit RB1
Structural steel: 245,100 lbs.
Shear Connectors: option 1 : 2670 lbs.
option 2 : 2350 lbs.
option 3 : 3430 lbs.

CAMBER TABLE

Span	Girder	Dim. "Z"	Span	Girder	Dim. "Z"	Span	Girder	Dim. "Z"
111	A	3 3/4"	RB1	A	2"	RB2	A	3 3/8"
111	B	3 3/8"	RB1	B	2"	RB2	B	2 7/8"
111	C	2 7/8"	RB1	C	2"	RB2	C	2 3/8"
111	D	2 3/8"	RB1	D	2"	RB2	D	1 7/8"



CAMBER DIAGRAM

Notes:
For Detail A see Sheet 101.
For Fascia Girder closure plate detail at Suspenders see Sheet 99.
For additional typical details see sheet 98.
For Structural Steel Notes see sheet 3
For additional framing details see sheet 56,
For Sign Support and Crossframes G & H see Sheet nos. 112 thru 114.

SHEET 94 OF 167

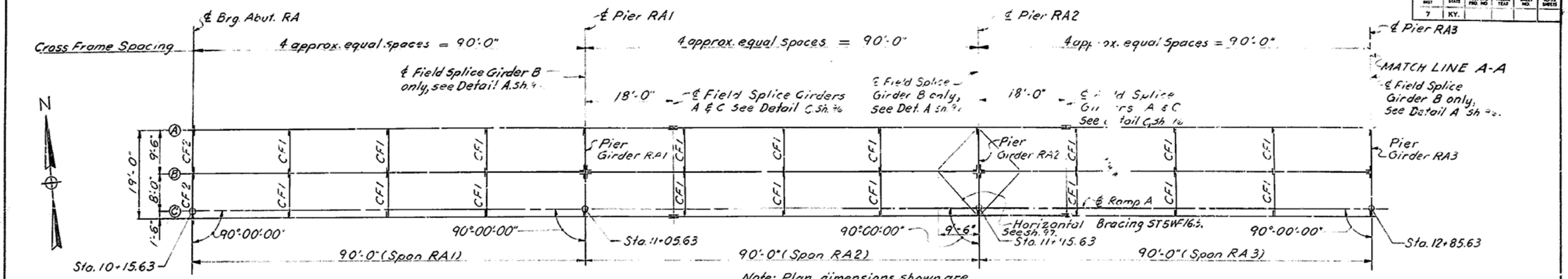
UNIT RB1
STRUCTURAL STEEL

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 646

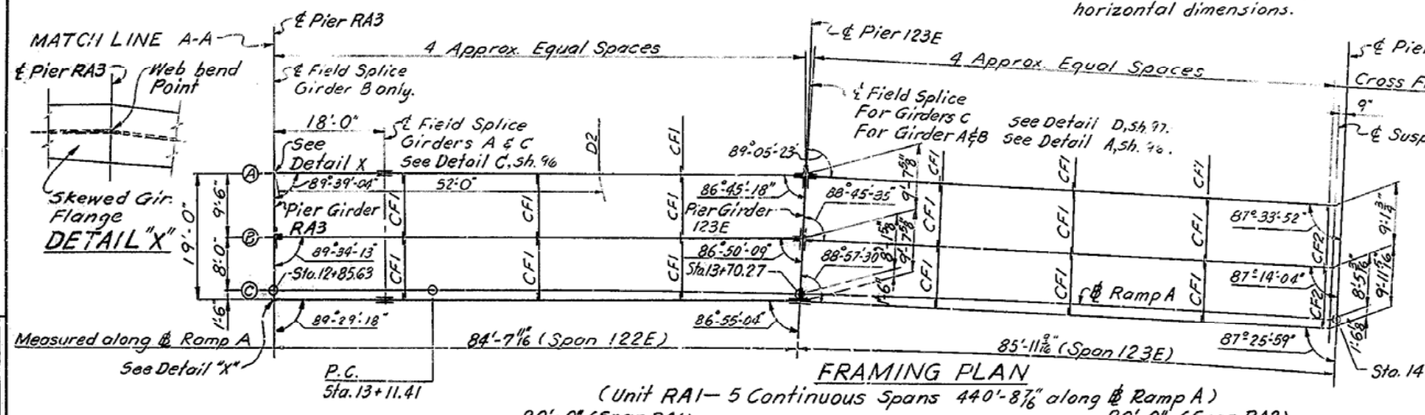
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255 + 00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
BRIDGE

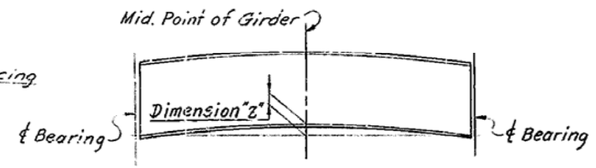
DATE / REVISION / DRAWN / CHECKED / DESIGNED / DETAILED / CHECKED / RETURNED

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



Note: Plan dimensions shown are horizontal dimensions.

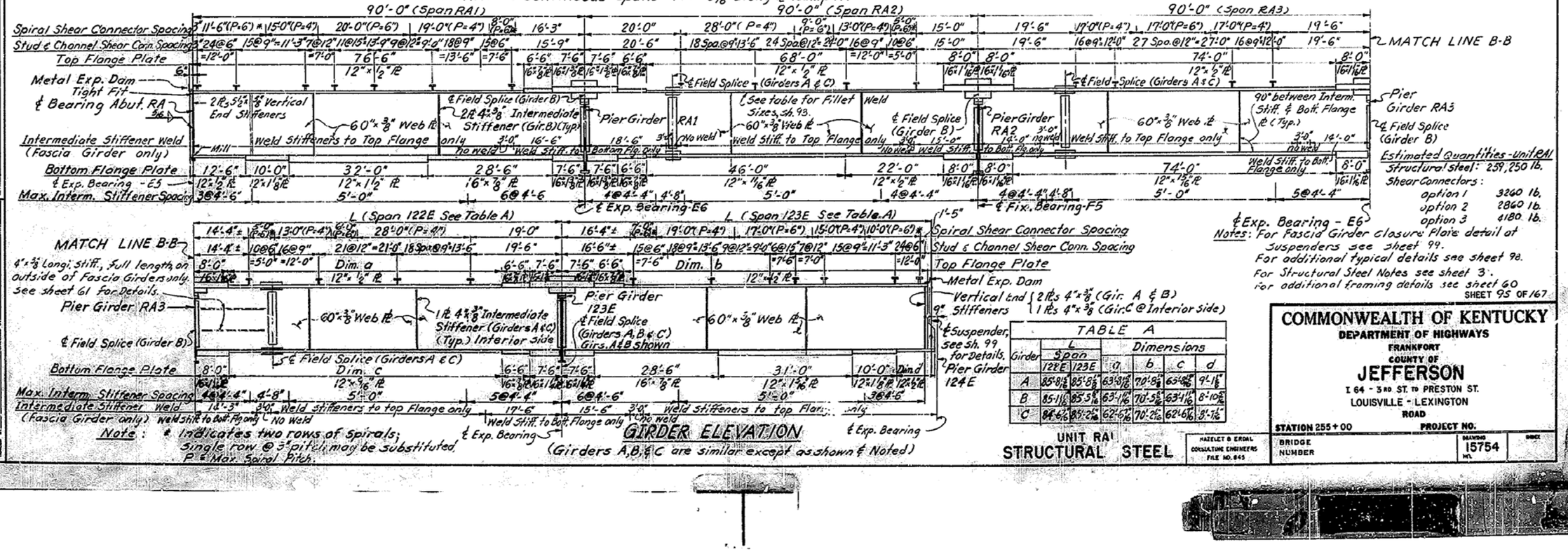




CAMBER DIAGRAM

CAMBER TABLE

SPAN	GIRDER	DIM. "Z"	SPAN	GIRDER	DIM. "Z"	SPAN	GIRDER	DIM. "Z"	SPAN	GIRDER	DIM. "Z"	SPAN	GIRDER	DIM. "Z"
RA1	A	0	RA2	A	0	RA3	A	3"	122E	A	1 3/8"	123E	A	1/4"
RA1	B	1 1/4"	RA2	B	5/8"	RA3	B	3 1/4"	122E	B	2 5/8"	123E	B	1 1/4"
RA1	C	0	RA2	C	0	RA3	C	3"	122E	C	1 3/8"	123E	C	1/4"



Note: * Indicates two rows of spirals; Single row @ 3" pitch may be substituted. P = Max. Spiral Pitch.

GIRDER ELEVATION
(Girders A, B, & C are similar except as shown & Noted)

TABLE A

Girder	L Span 122E	L Span 123E	a	b	c	d
A	85'-8 1/16"	85'-8 1/16"	63'-3 1/16"	70'-8 9/16"	63'-8 9/16"	9'-1 5/8"
B	85'-1 1/16"	85'-5 5/16"	63'-1 1/16"	70'-5 5/16"	63'-1 1/16"	8'-10 5/8"
C	84'-6 1/16"	85'-2 1/16"	62'-6 1/16"	70'-2 1/16"	62'-6 1/16"	8'-7 1/8"

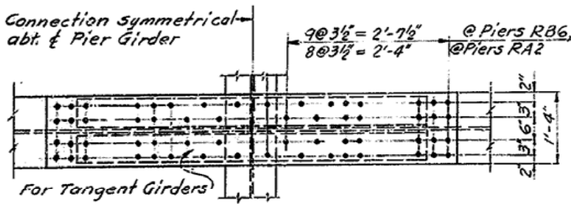
UNIT RA1
STRUCTURAL STEEL

HAZLETT & ERDAL CONSULTING ENGINEERS FILE NO. 845

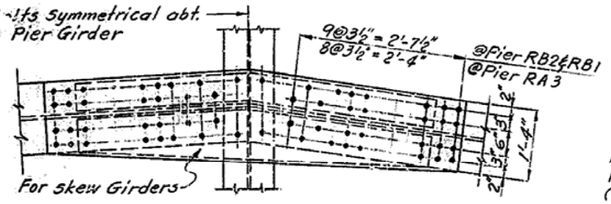
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
BOOK

REVISED BY ... DATE ... CHECKED BY ... DATE ... LEM JOH

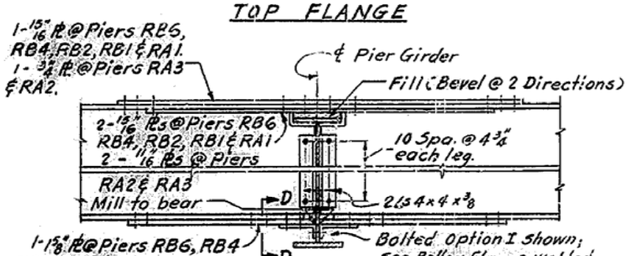
STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
KY.				



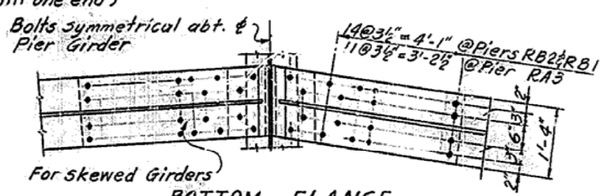
TOP FLANGE



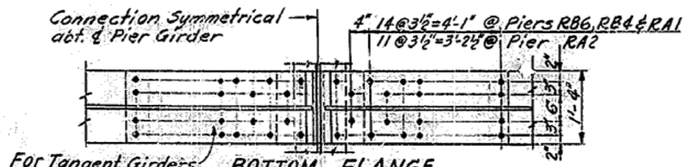
TOP FLANGE



ELEVATION



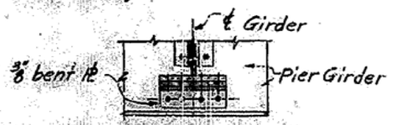
BOTTOM FLANGE



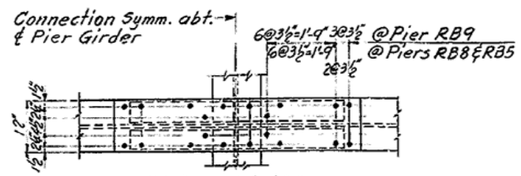
BOTTOM FLANGE

FIELD SPLICE - DETAIL A

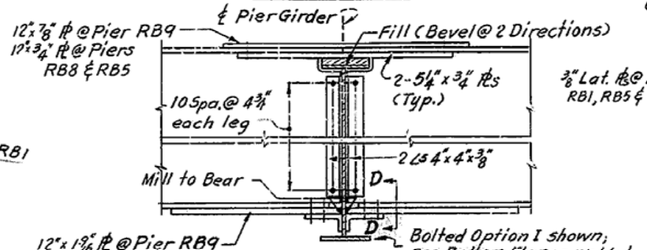
(For 15" Flange - Interior Girder @ Pier Girders)



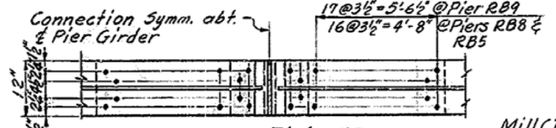
SECTION D-D BOLTED OPTION I



TOP FLANGE



ELEVATION

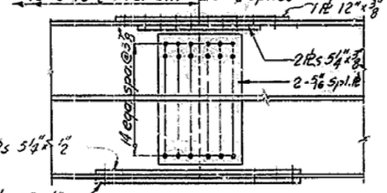


BOTTOM FLANGE

FIELD SPLICE - DETAIL B

(For 12" Flange - Interior Girder @ Pier Girders)

TOP FLANGE

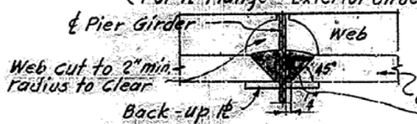


ELEVATION

BOTTOM FLANGE

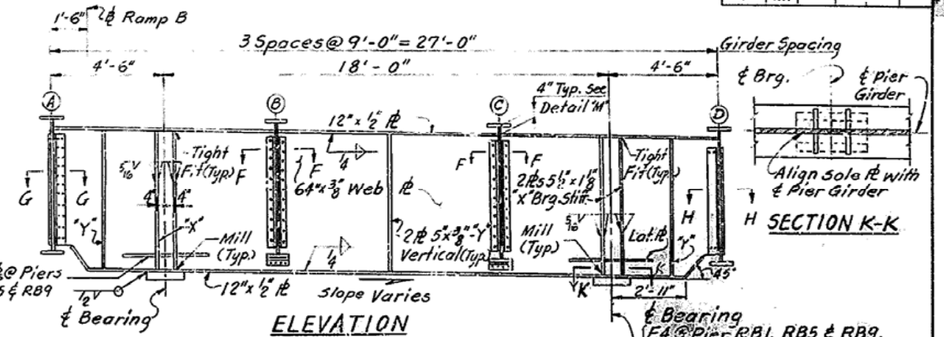
FIELD SPLICE - DETAIL C

(For 12" Flange - Exterior Girders)



BOTTOM FLANGE WELDED OPTION II

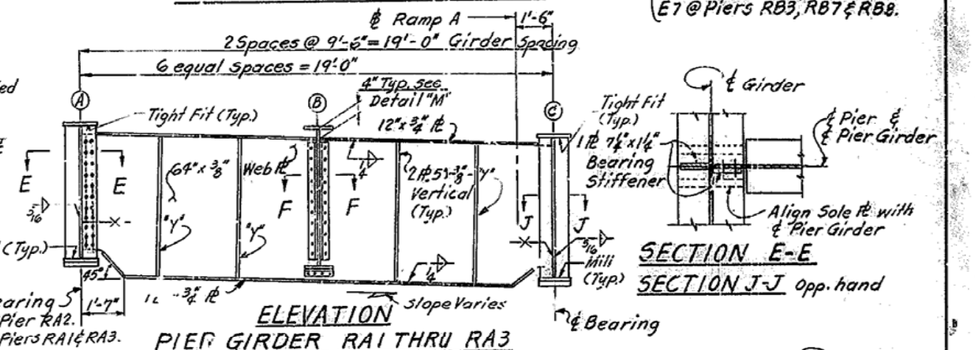
(For Interior Girders @ Det. A & B)



H SECTION K-K

ELEVATION

PIER GIRDER RB1 THRU RB9

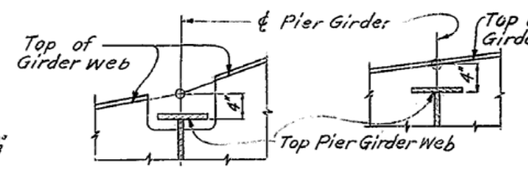


SECTION E-E

SECTION J-J opp. hand

ELEVATION

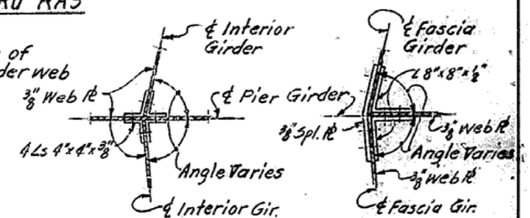
PIER GIRDER RA1 THRU RA3



Interior Girders

Fascia Girders

DETAIL M

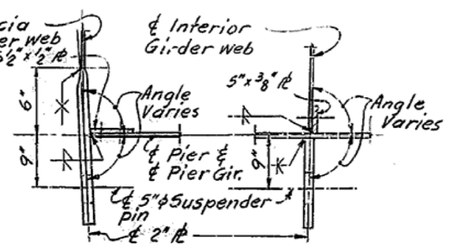


SECTION F-F

SECTION G-G

SECTION H-H opp. hand

(@ all Piers except Suspender Piers RB7 and RB3.)



SECTION G-G or SECTION H-H

SECTION F-F

(@ Suspender Pier RB7 & RB3)

Note: Typ. Procedure to be qualified. Welds shall be radiographed at Contractor's expense.

SHEET 96 OF 167

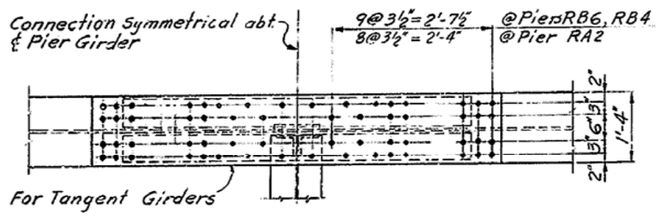
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255 + 00 | PROJECT NO.

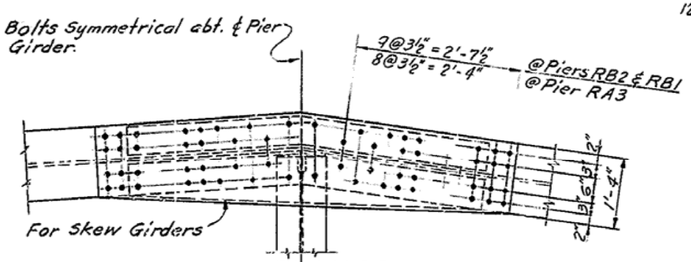
BRIDGE NUMBER | DRAWING NO. 15754

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

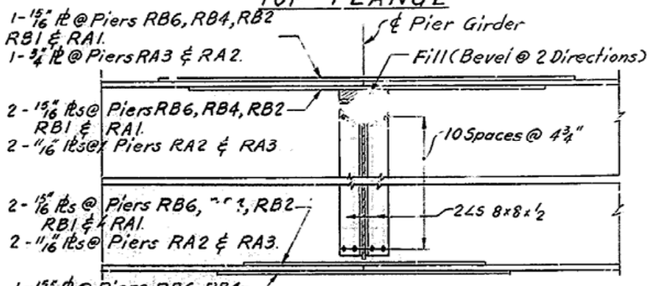
RAMPS A & B
STRUCTURAL STEEL



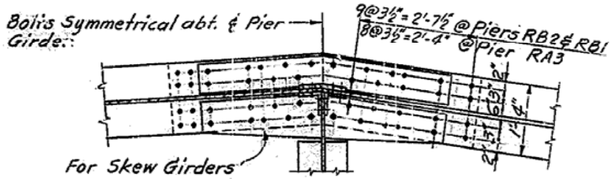
TOP FLANGE



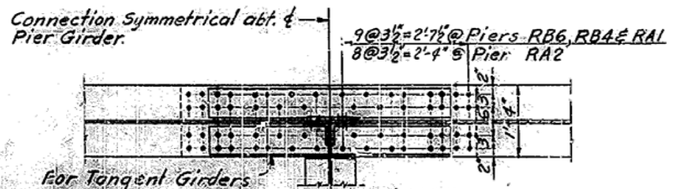
TOP FLANGE



ELEVATION



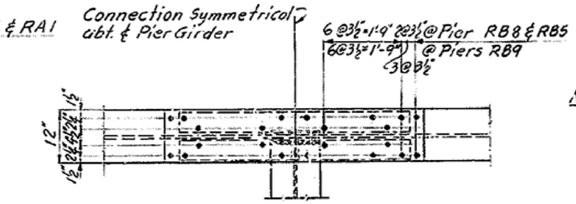
BOTTOM FLANGE



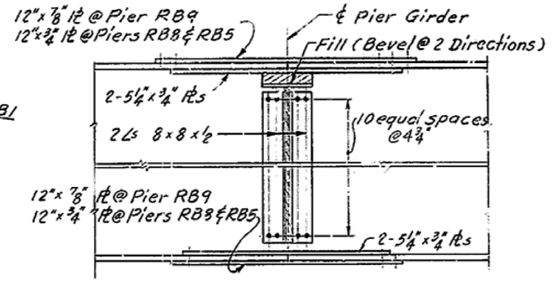
BOTTOM FLANGE

FIELD SPLICE - DETAIL D

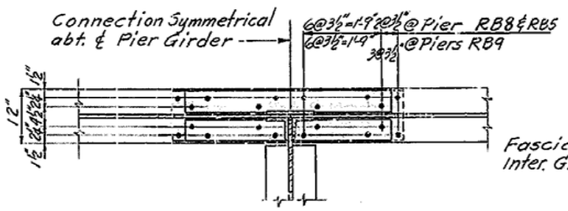
(For 16" Flange - Fascia Girders @ Pier Girder)



TOP FLANGE



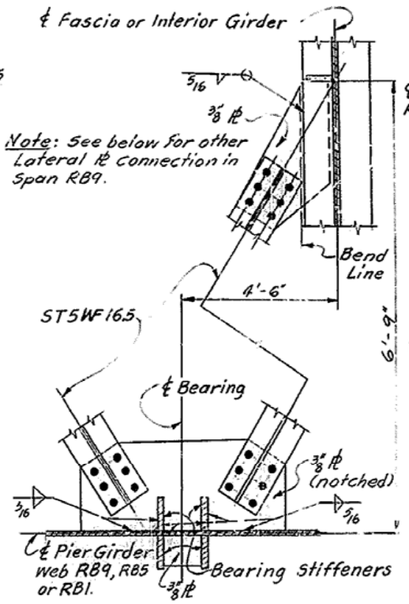
ELEVATION



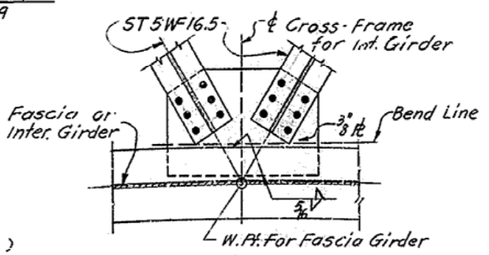
BOTTOM FLANGE

FIELD SPLICE - DETAIL E

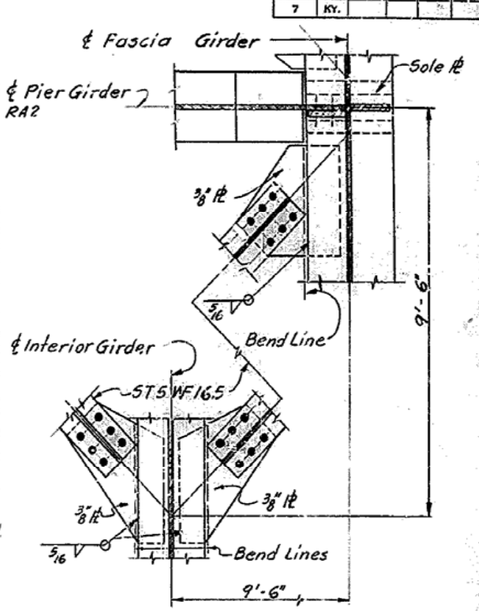
(For 12" Flange - Fascia Girders @ Pier Girder)



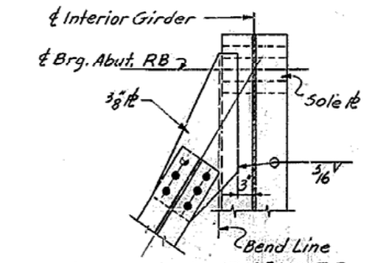
FOR RAMP B BRACING



FOR SPAN RB9 BRACING



FOR RAMP A BRACING



FOR BRACING AT ABUT. RB

BOTTOM LATERAL BRACING DETAILS

PRO. BOARD DIST.	STATE	PROJ. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

SHEET 97 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

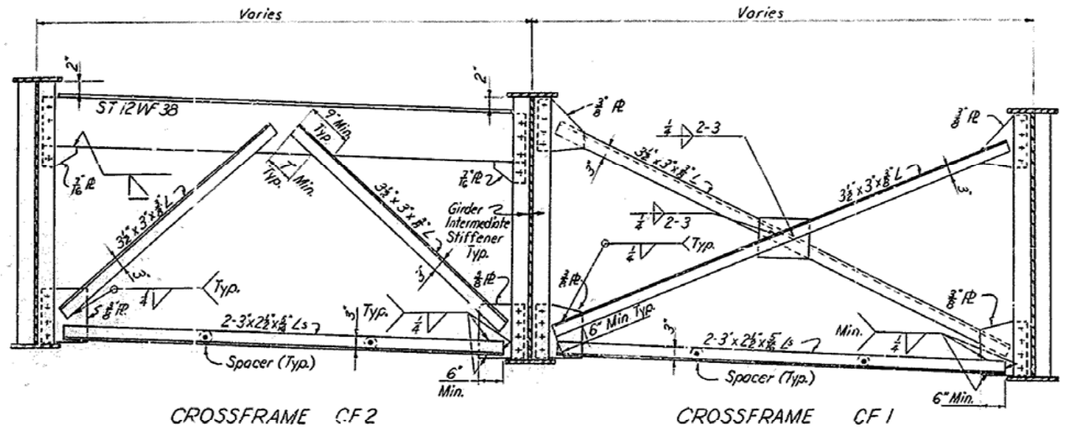
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER

DRAWING NO. 15754

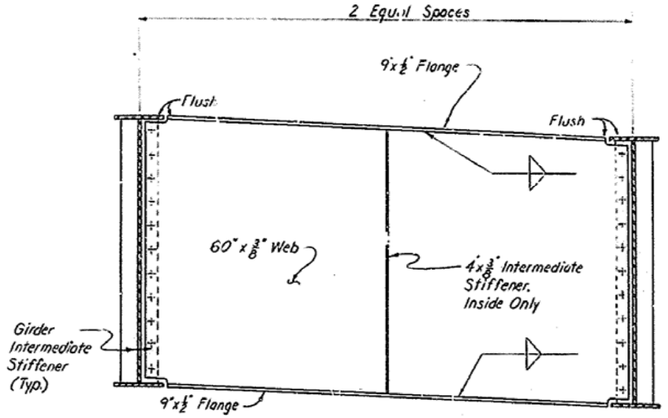
RAMPS A & B
STRUCTURAL STEEL

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

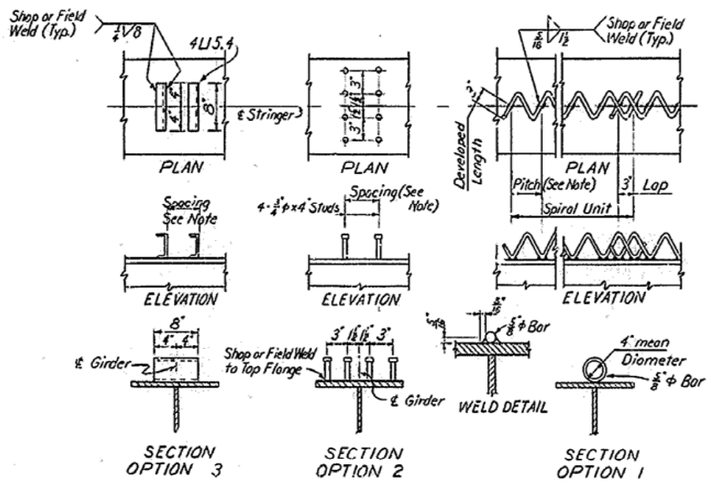


CROSSFRAME CF 2

CROSSFRAME CF 1

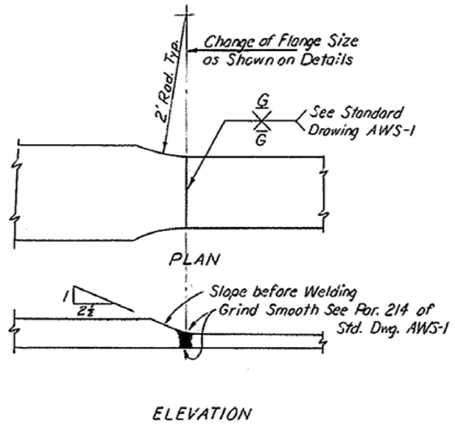


DIAPHRAGM D2

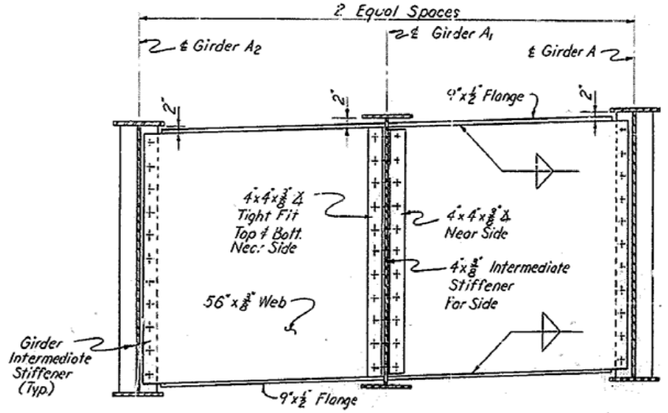


SHEAR CONNECTOR DETAILS

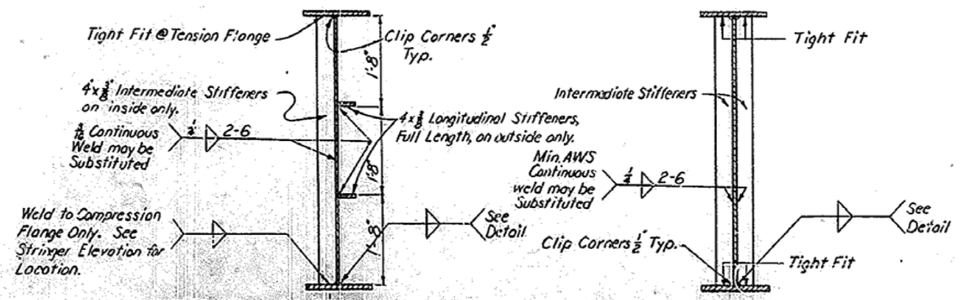
Note: Adjust Shear Connectors from the area of Type I & Type II Deck Drains.



SHOP FLANGE SPLICE DETAIL

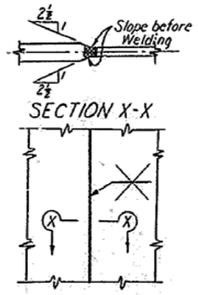


DIAPHRAGM D1

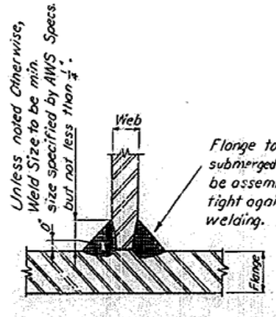


INTERMEDIATE STIFFENER DETAILS FASCIA GIRDERS

INTERMEDIATE STIFFENER DETAILS INTERIOR GIRDERS & PIER GIRDERS



SHOP WEB SPLICE



FLANGE TO WEB WELD

SHEET 98 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.

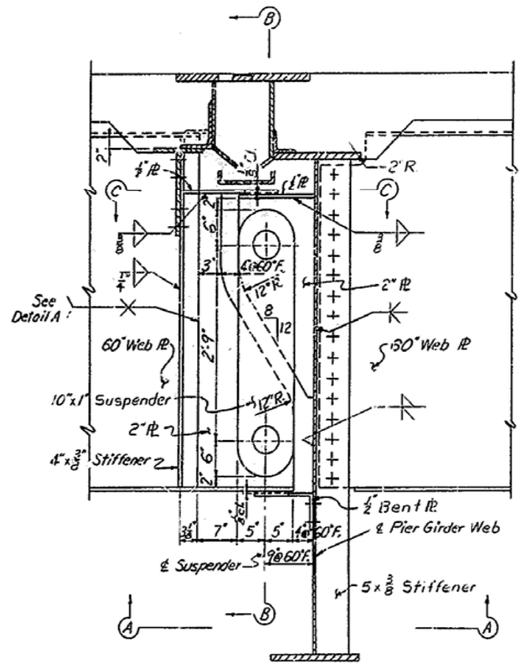
TYPICAL DETAILS
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848

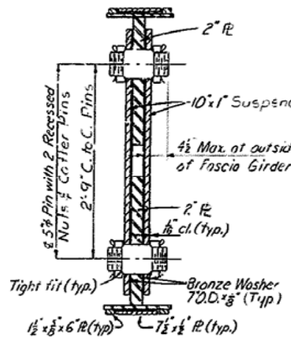
BRIDGE NUMBER

DRAWING NO. 10754

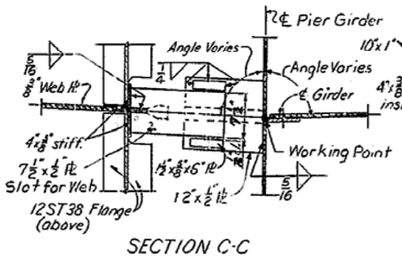
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



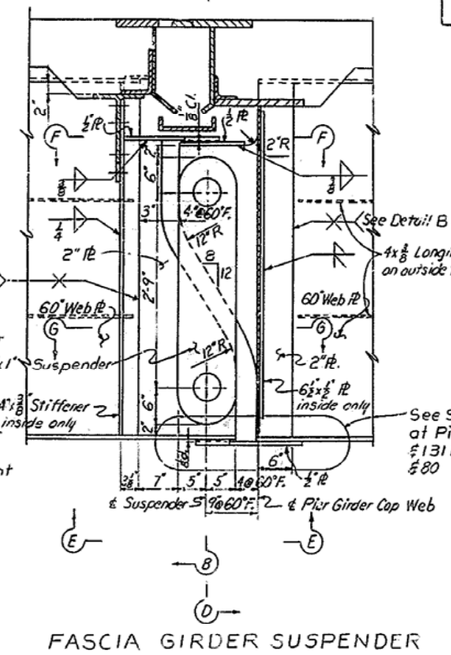
INTERIOR GIRDER SUSPENDER



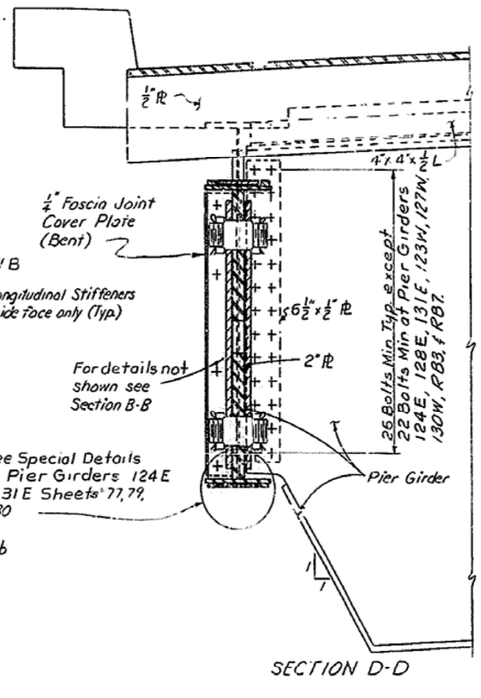
SECTION B-B



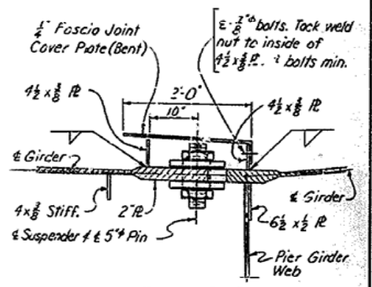
SECTION C-C



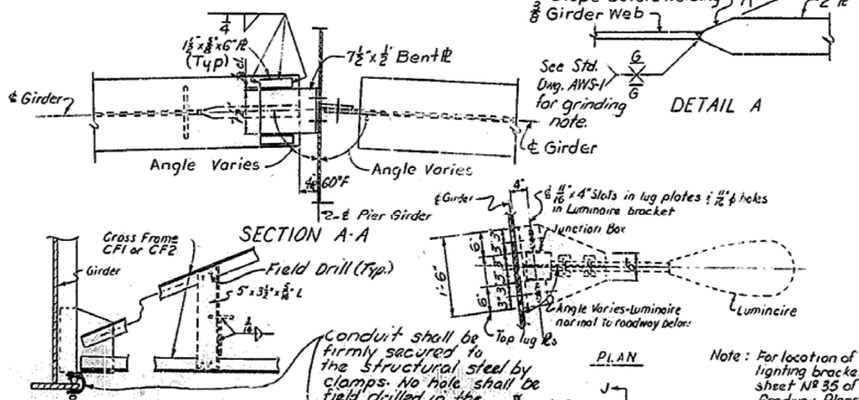
FASCIA GIRDER SUSPENDER



SECTION D-D

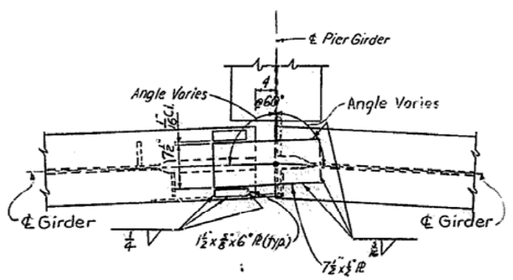


SECTION G-G



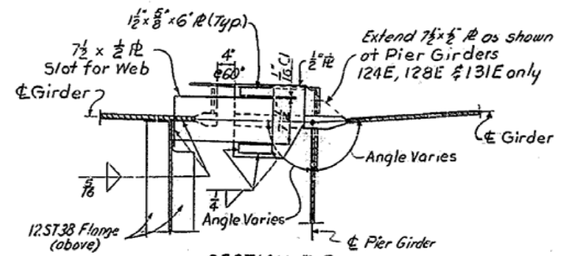
UNDER STRUCTURE LIGHTING BRACKET DETAILS

Steel Lighting Brackets are to be included in the Lump Sum bid item "Lighting"
Lug plates are included in the Lump Sum bid item "Structural Steel"

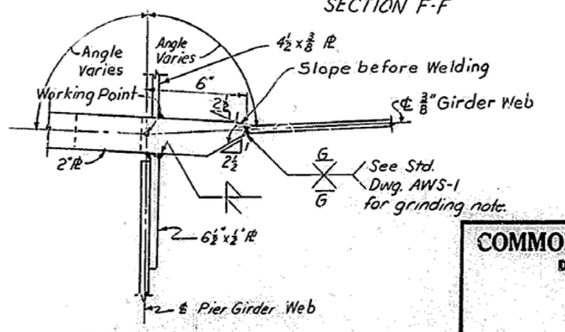


VIEW E-E

Typical except at Pier Girders 124E, 128E, 131E, & 130W which are similar except as shown on Sheets 77, 79, 80, & 88.



SECTION F-F



DETAIL B

Typical except at Pier Girders 128E, 131E & 130W see Sheet 79, 80, & 88.

TYPICAL DETAILS
STRUCTURAL STEEL

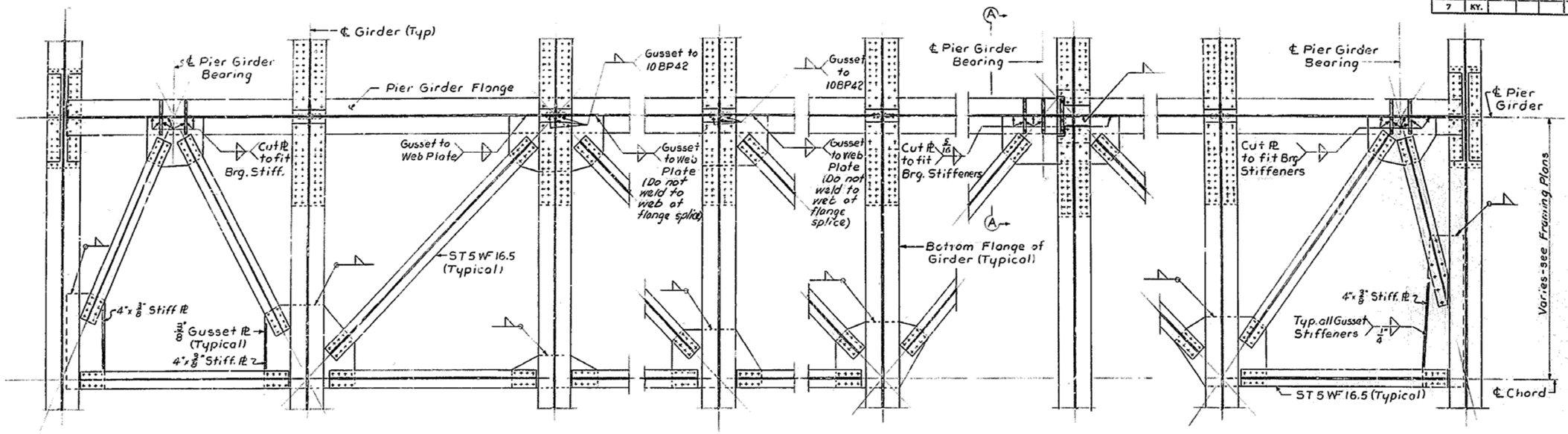
SHEET 99 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164 - 3RD ST TO PRESTON ST
LOUISVILLE – LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

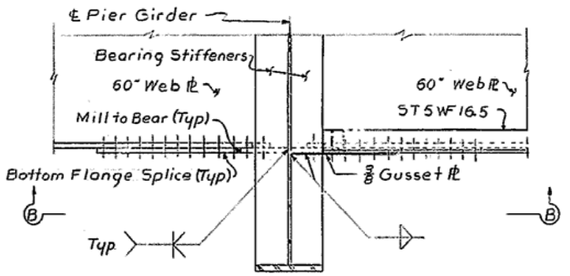
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 849

BRIDGE NUMBER 15754

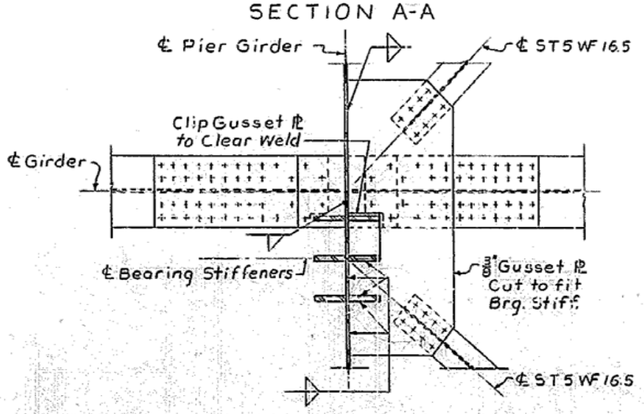
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



TYPICAL HORIZONTAL BRACING DETAILS
AT PIER GIRDERS 111, 113, 117, & 121



SECTION A-A



SECTION B-B

NOTE:

For location and layout of Horizontal Bracing see Framing Plans.
For Structural Steel Notes see Sheet No. 3
All fillet welds on this Sheet shall be the minimum size specified by the AWS Specifications but not less than 5/16".

HORIZONTAL BRACING
UNITS 3-6
STRUCTURAL STEEL

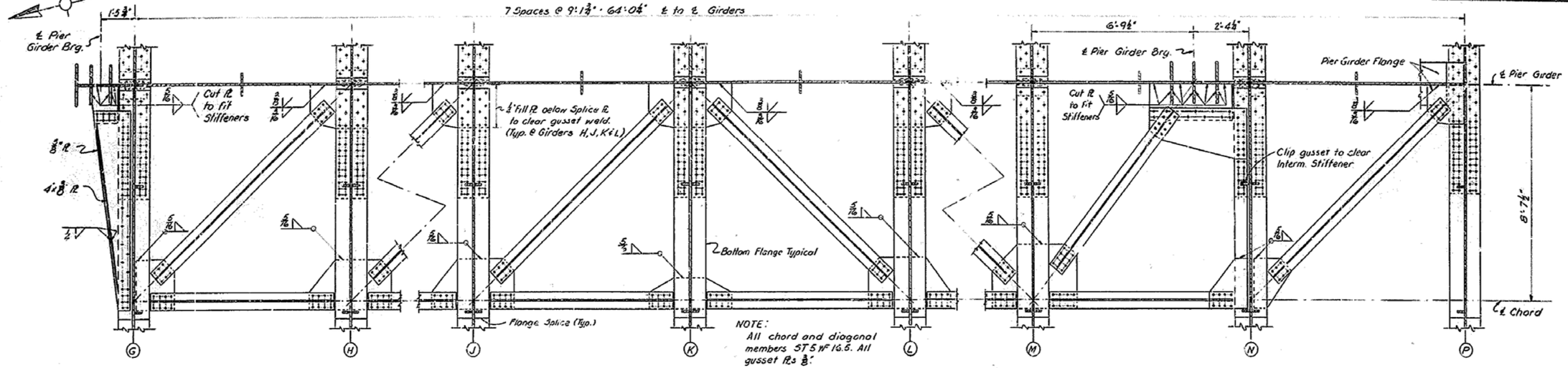
HATCHET & EADAL
CONSULTING ENGINEERS
FILE NO. 846

SHEET 100 OF 167

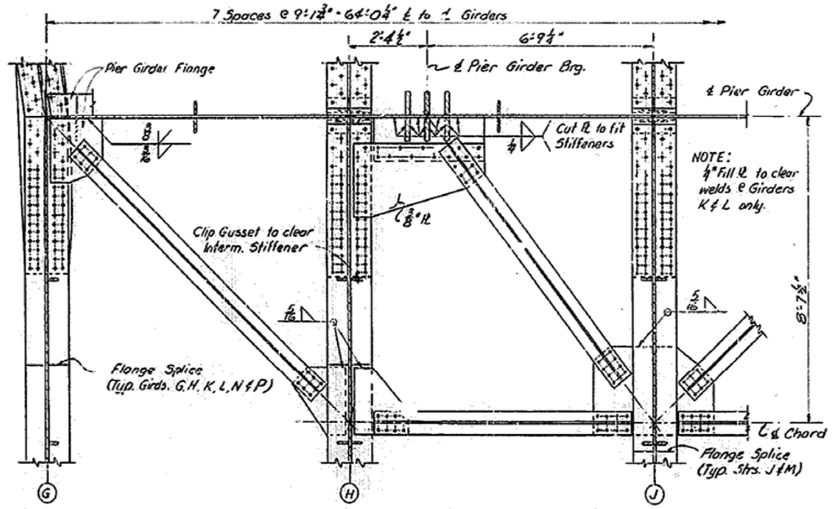
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
SHT. 7

DESIGNED BY MDC DRAWN BY MDC CHECKED BY MDC CHECKED BY

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

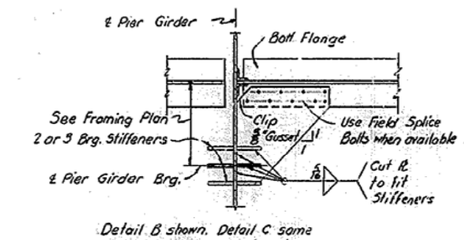


HORIZONTAL BRACING AT PIER GIRDER 126E



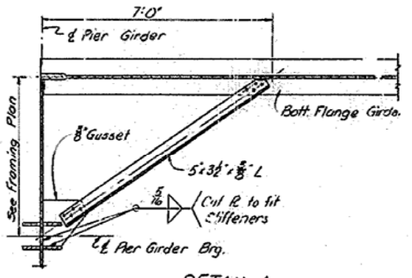
HORIZONTAL BRACING AT PIER GIRDER 130E

NOTE.
For all Details not shown see Bracing @ 126E

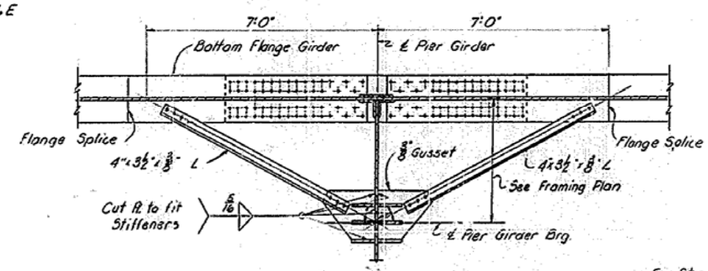


Detail B shown. Detail C same except gussets on both sides of Pier Girder.

DETAILS B & C



DETAIL A



DETAIL D

For Structural Steel Notes see Sheet No 3.

SHEET 101 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

BRACING DETAILS
STRUCTURAL STEEL

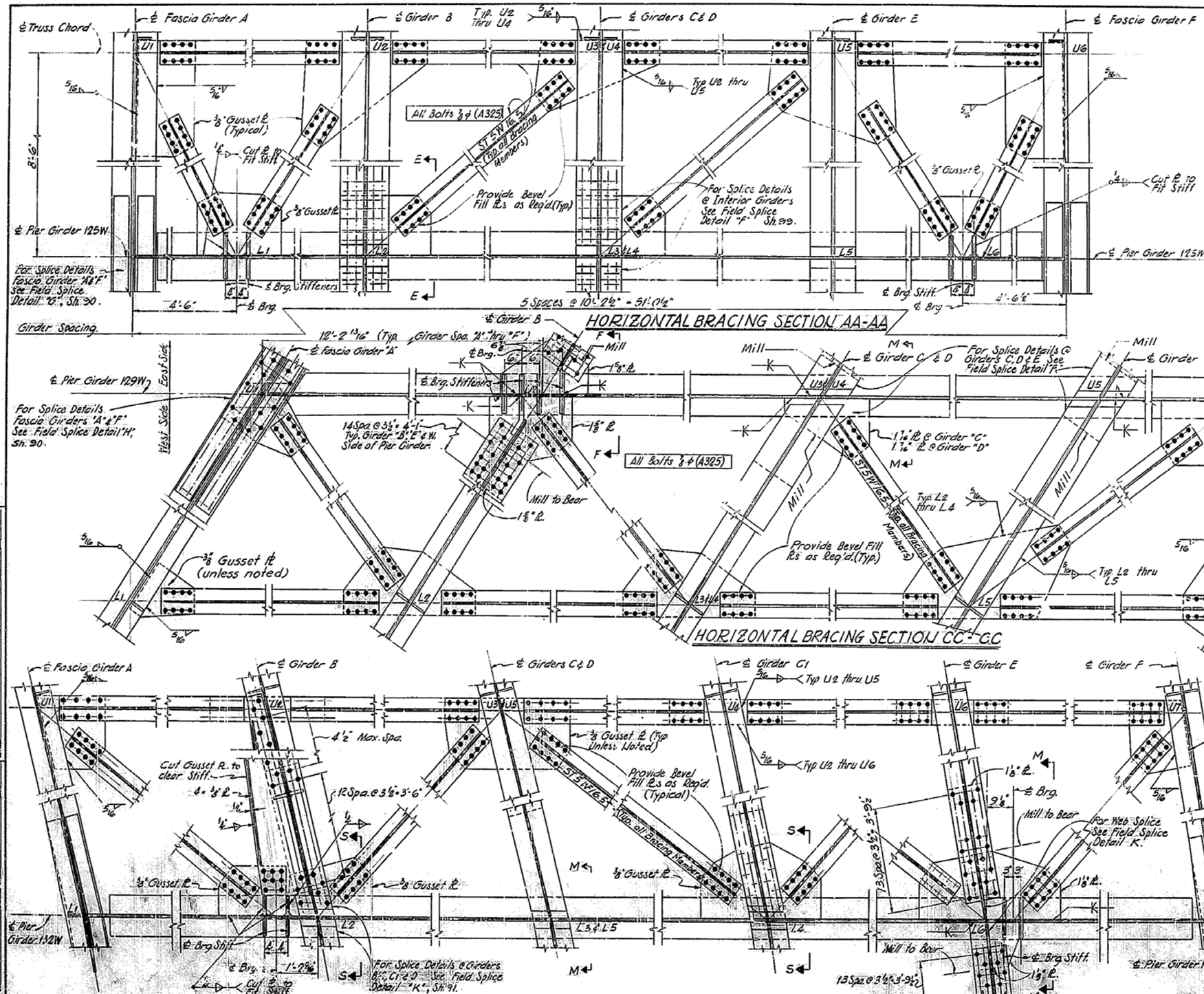
HAZLET & ERDAL CONSULTING ENGINEERS FILE NO. 848

BRIDGE NUMBER

DRAWING NO. 15754

SHEET

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



SHEET 102 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

COUNTY OF

JEFFERSON

I 64 - 3RD ST. TO PRESTON ST.

LOUISVILLE - LEXINGTON ROAD

STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

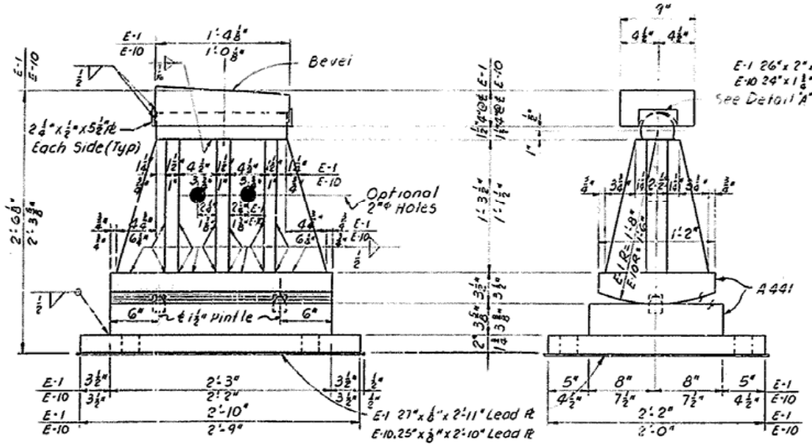
BRIDGE NUMBER 15754

DRAWING NO.

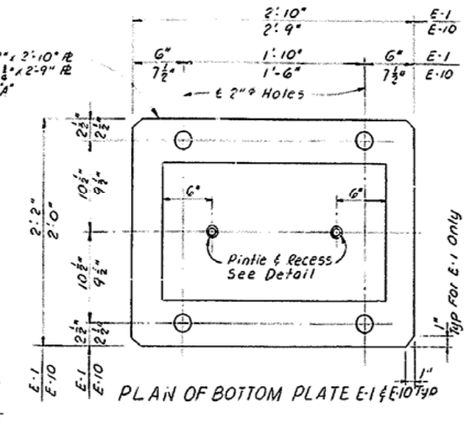
INDEX

STRUCTURAL STEEL

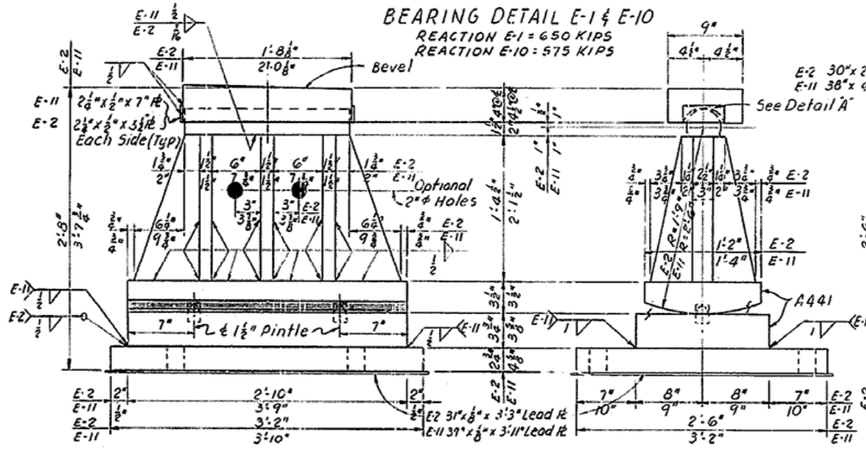
FED. ROAD SHEET	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



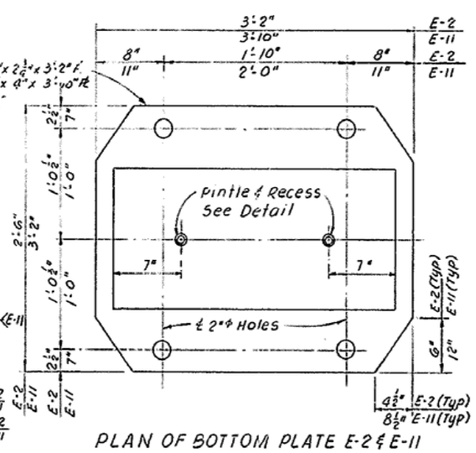
BEARING DETAIL E-1 & E-10
REACTION E-1 = 650 KIPS
REACTION E-10 = 575 KIPS



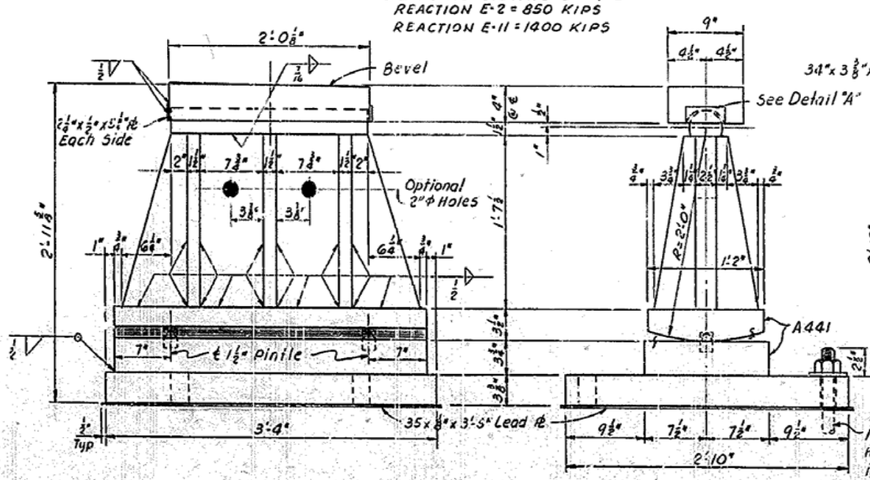
PLAN OF BOTTOM PLATE E-1 & E-10



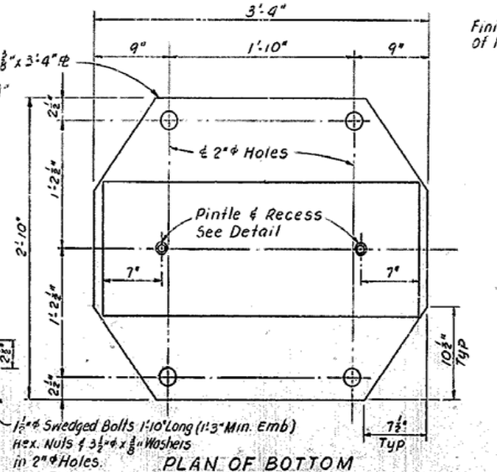
BEARING DETAIL E-2 & E-11
REACTION E-2 = 850 KIPS
REACTION E-11 = 1400 KIPS



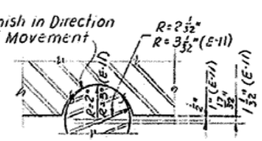
PLAN OF BOTTOM PLATE E-2 & E-11



BEARING DETAIL E-3
REACTION = 1050 KIPS

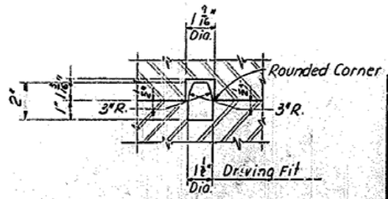


PLAN OF BOTTOM PLATE E-3



DETAIL "A"
(Typ Except As Noted)

For Notes See Sheet No. 104



PINTLE AND RECESS DETAIL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

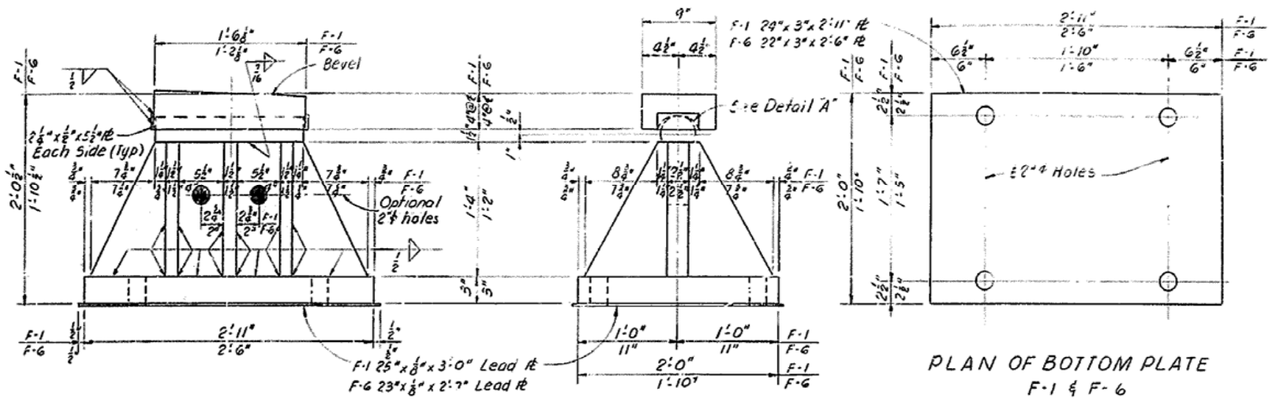
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER 15754

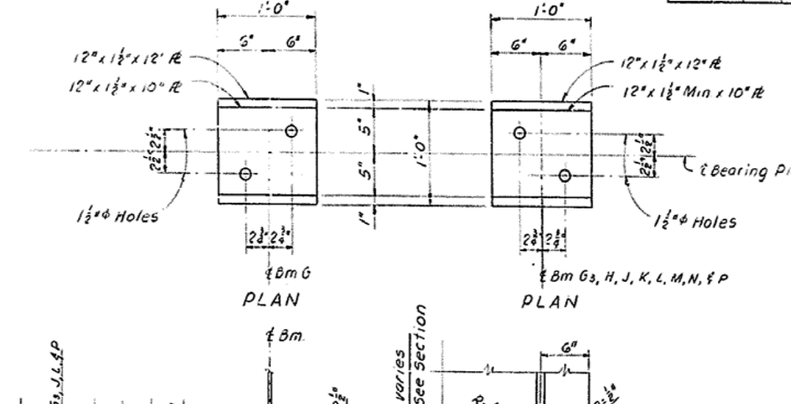
BEARINGS

DESIGNED BY GRK CHECKED BY BL
DETAILED BY GRK CHECKED BY CRK
TRACED BY Smc CHECKED BY
DATE 10-63 REVISED
DATE 8-64 REVISED
DATE REVISED

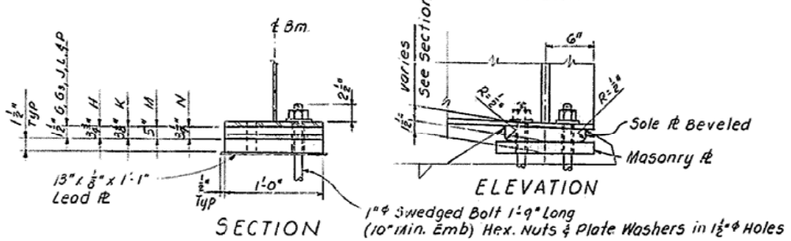
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



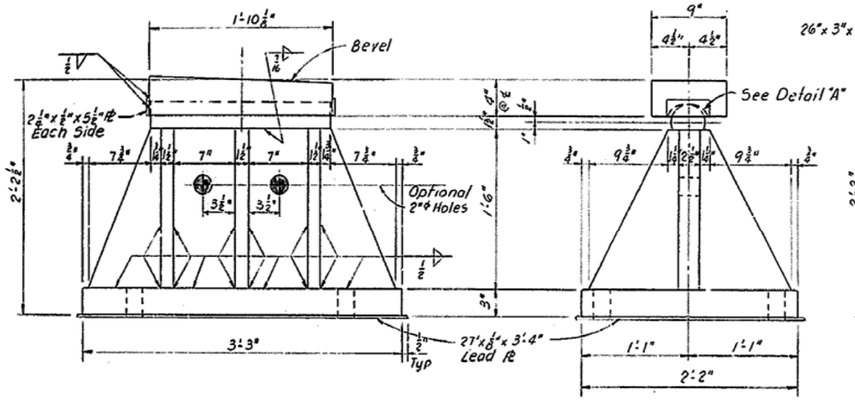
BEARING DETAIL F-1 & F-6
REACTION F-1 = 750 KIPS
REACTION F-6 = 600 KIPS



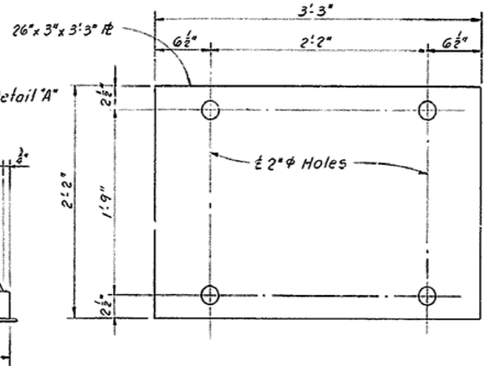
PLAN OF BOTTOM PLATE
F-1 & F-6



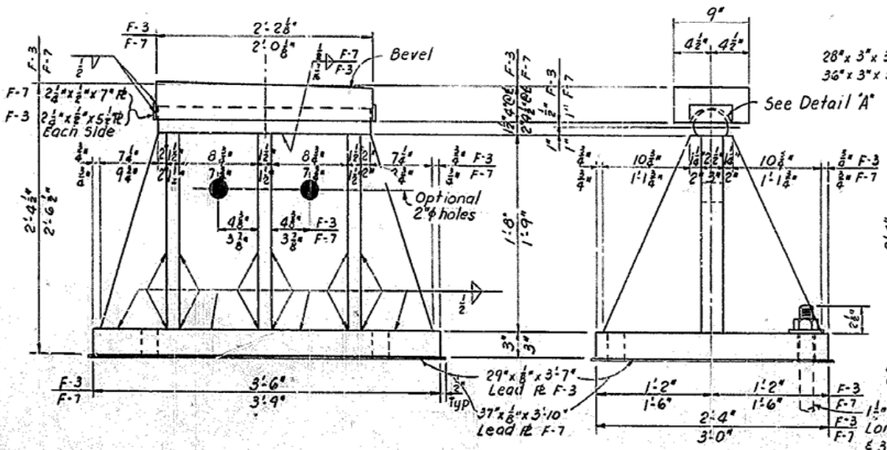
BEARINGS AT END BENT 101E
REACTION = 96 Kips



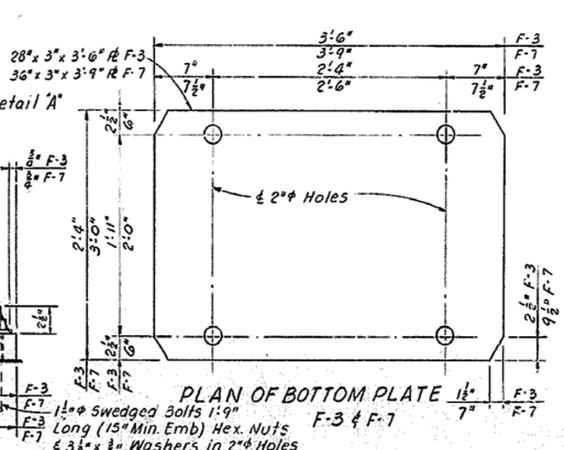
BEARING DETAIL F-2
REACTION = 950 KIPS



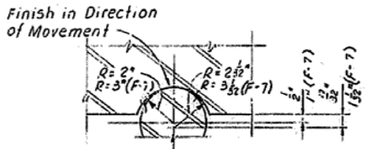
PLAN OF BOTTOM PLATE F-2



BEARING DETAIL F-3 & F-7
REACTION F-3 = 1150 KIPS
REACTION F-7 = 1375 KIPS



PLAN OF BOTTOM PLATE
F-3 & F-7



Notes:
Plates Must Be True And Free Of Warp.
All Steel is A36 Material Unless Otherwise Noted.
See Sheet No 105 for notes on Anchor Bolts.

SHEET 104 OF 167

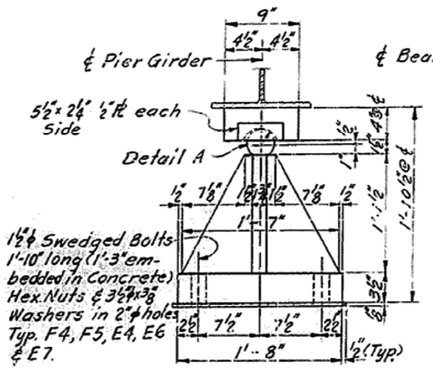
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 255 + 00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845
BRIDGE NUMBER
DRAWING NO. 15754
SHEET NO.

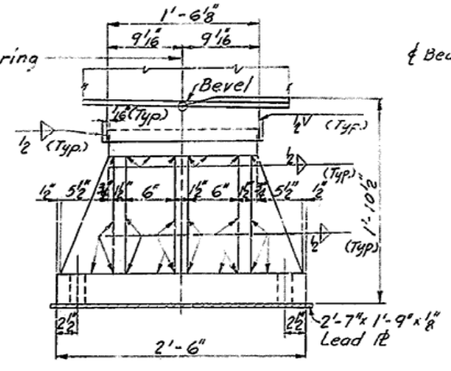
BEARINGS

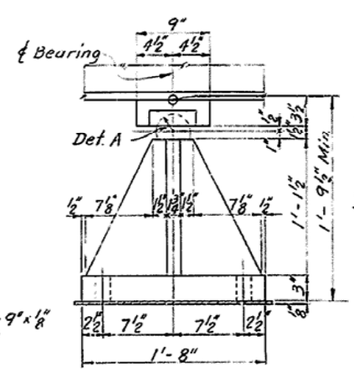
DESIGNED BY GRA DATE 10-65 REVISED
DRAWN BY GRA CHECKED BY RL DATE 6-66 REVISED
TRACED BY CHECKED BY GRK DATE REVISED
CHECKED BY

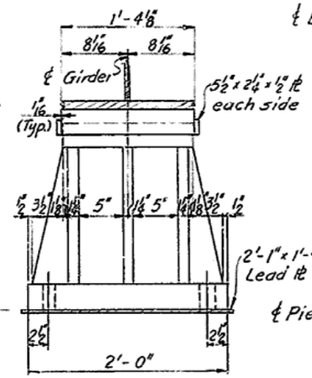
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



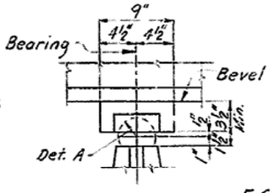
F4
Capacity = 525 Kips



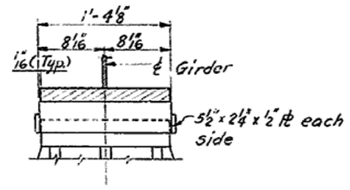




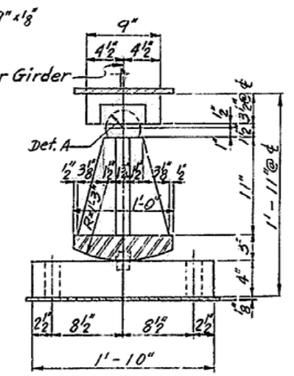
F5
Capacity = 340 Kips

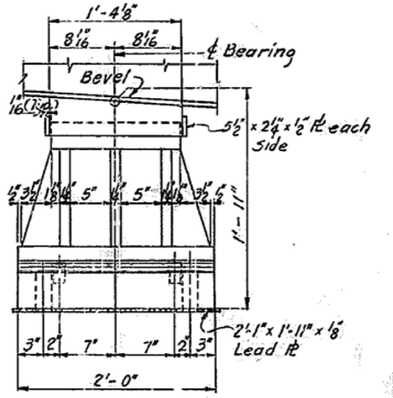


E6
Capacity = 395 Kips

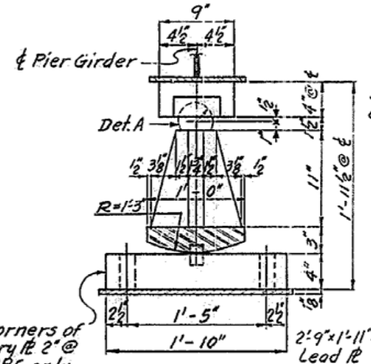


Note: Lower parts of this Bearing same as E7.

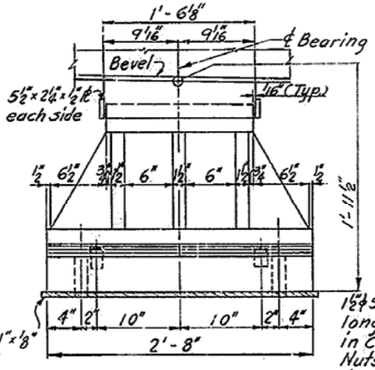




E7
Capacity = 395 Kips

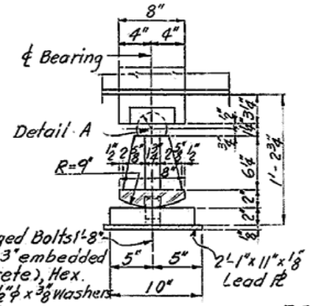


Note: Clip corners of Masonry ℔ 2"℄ Pier RB6 only.

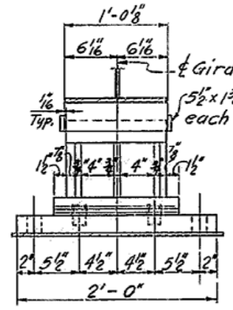


2'-9"x 1'-11"x⅛" Lead ℔

E4
Capacity = 520 Kips

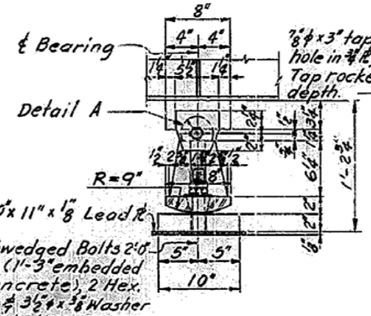


1½"℄ Swedged Bolts 1'-8" long. (1'-3" embedded in Concrete), Hex. Nuts ℄ 3½"x 3⅜" Washers in 2"℄ holes.



2'-1"x 11"x⅛" Lead ℔

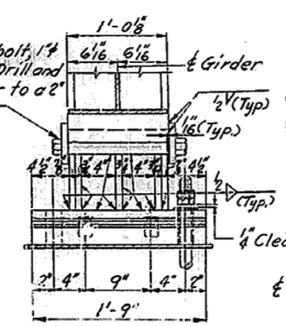
E5
Capacity = 130 Kips



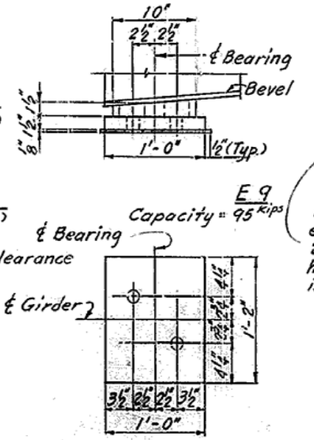
⅞"℄ x 3" tap bolt, 1"℄ hole in ¾"℔, Drill and Tap rocker to a 2" depth.

1'-10"x 11"x⅛" Lead ℔

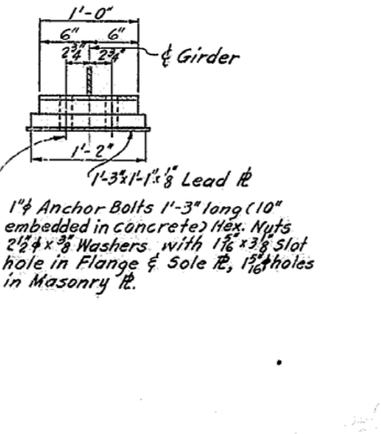
1½"℄ Swedged Bolts 2'-0" long. (1'-3" embedded in Concrete), 2 Hex. Nuts ℄ 3½"x 3⅜" Washer in 2"℄ holes.



E8
Capacity = 130 Kips



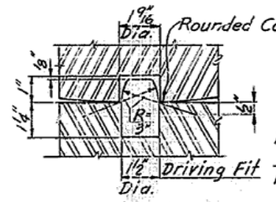
E9
Capacity = 95 Kips

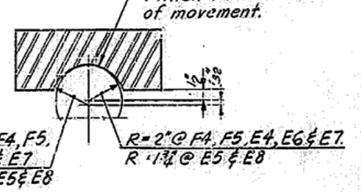


1'-3¾" 1'-1¾" 1⅛" Lead ℔

1"℄ Anchor Bolts 1'-3" long (10" embedded in concrete) Hex. Nuts 2½"℄ x ⅜" Washers with 1⅛" x 3⅛" Slot hole in Flange ℄ Sole ℔, 1⅛" holes in Masonry ℔.

MASONRY ℔ E9





PINTLE AND RECESS DETAIL DETAIL A

Notes:
For location of Anchor Bolts see Substructure details. Anchor Bolt holes shall be drilled in the concrete ½" larger than the diameter of the bolts by the superstructure Contractor who shall be responsible for keeping holes dry in freezing weather. After base plates are properly set and Anchor Bolts placed in drilled holes, molten lead shall be poured in holes and packed until holes are completely filled flush to top of Base Plates. At time of setting, Anchor Bolts are to be heated to a blue heat to assure free flow of lead to the bottom of the holes. The cost of drilling anchor bolt holes, furnishing lead and filling holes shall be incidental to and included in the lump sum bid for Structural Steel.

SHEET 105 OF 147

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

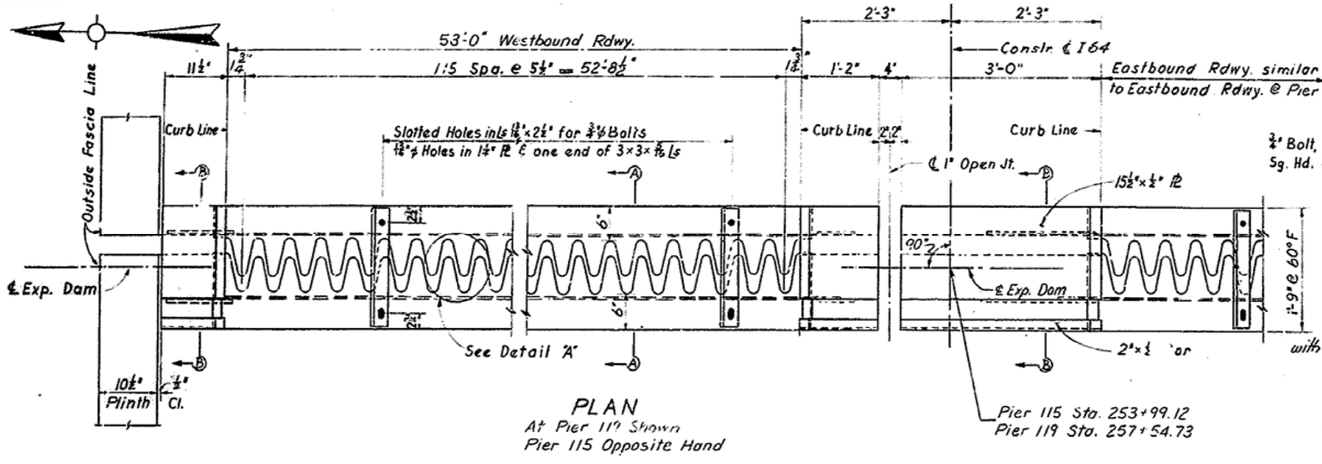
BEARINGS
STRUCTURAL STEEL

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 645

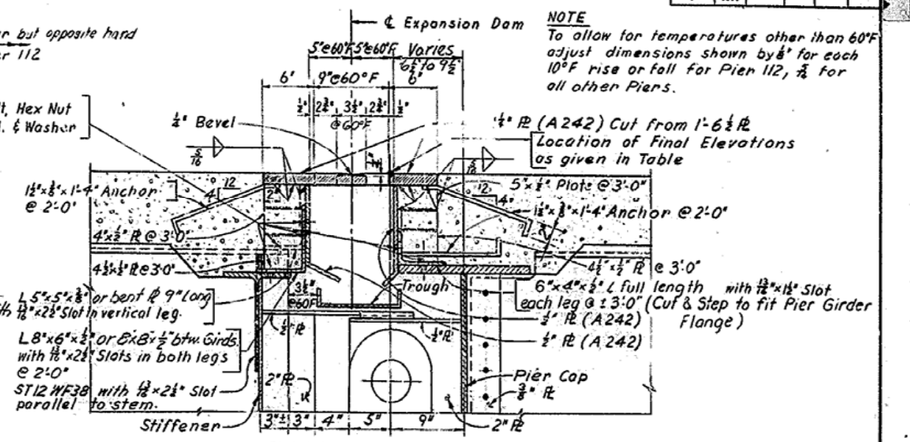
BRIDGE NUMBER DRAWING NO. 15754 SHEET

DRAWN BY: JLH CHECKED BY: LEAD CHECKED BY: CHECKED BY:

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

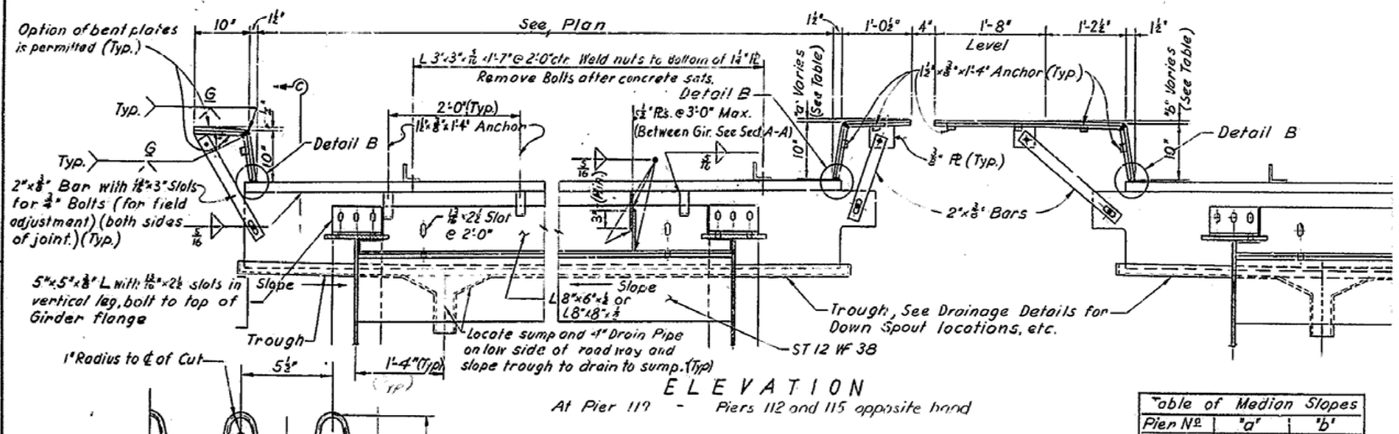


PLAN
At Pier 119 Shown
Pier 115 Opposite Hand



SECTION A-A

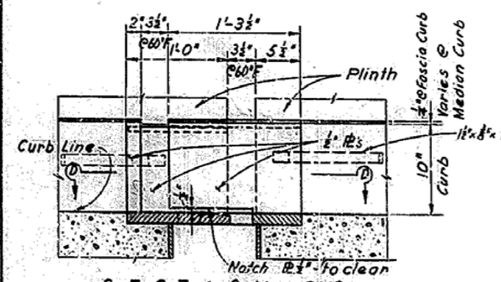
NOTE
To allow for temperatures other than 60°F adjust dimensions shown by ⅛" for each 10°F rise or fall for Pier 112, 1/16 for all other Piers.



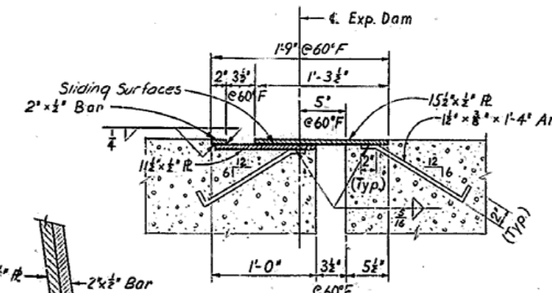
ELEVATION
At Pier 119 - Piers 112 and 115 opposite hand

DETAIL "A"

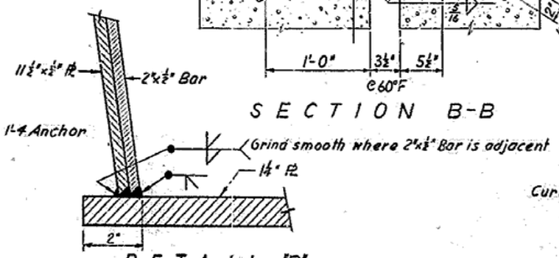
Table of Median Slopes		
Pier No.	"a"	"b"
112	1⅛"	¼"
115	1 11/16"	7/16"
119	½"	⅝"



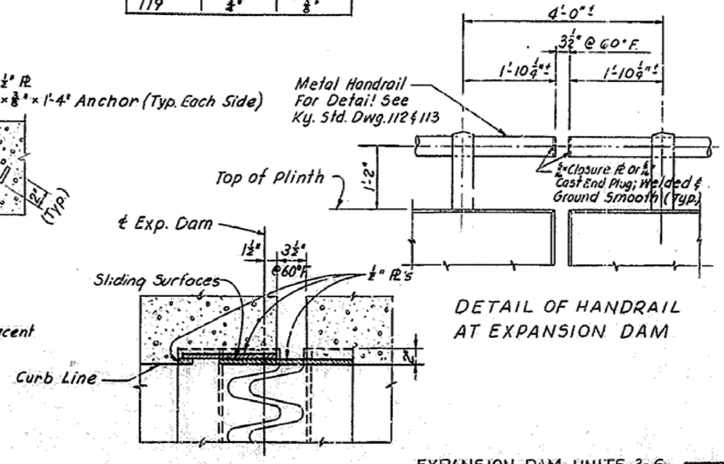
SECTION C-C
(Shown For Fascia Curb, Median Curb opposite hand)



SECTION B-B

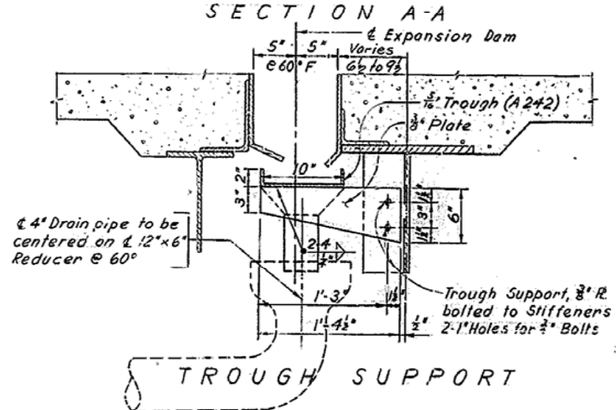


DETAIL "B"
For Welding Curb Flr's



DETAIL OF HANDRAIL AT EXPANSION DAM

SECTION D-D



TROUGH SUPPORT

NOTES:
Plates must be true and free from warp.
Expansion Dam to be assembled in the shop in its relative final position and inspected for fit.
The toothed plate shall be match marked to maintain the same relative position before and after cutting.
Payment for all Expansion Dam Material, including Trough and Sump, shall be included in Lump Sum Bid for Structural Steel.
Drain pipe, pipe reducer and supports included in unit price bid for "6" Drain Pipe".
All Expansion Dam material to be ASTM A36 except where noted
Field welding shall be performed only after joint is completely erected and adjusted for crown and grade of roadway.
Work this sheet with Sheet No. 107

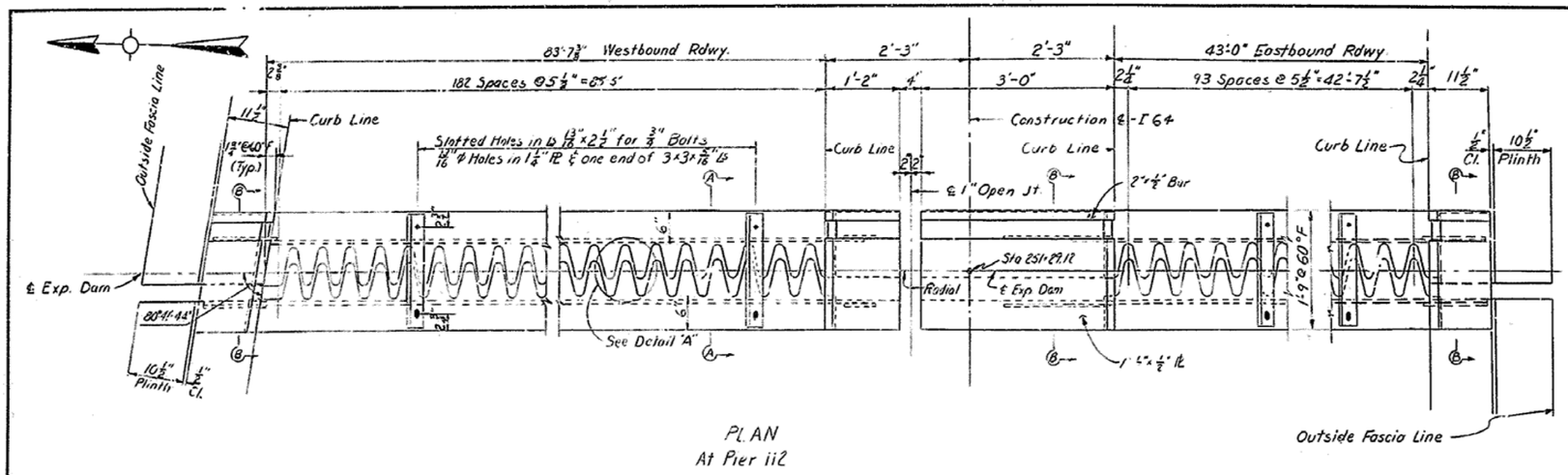
SHEET 106 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

EXPANSION DAM UNITS 3-6
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 865
BRIDGE NUMBER
DRAWING NO. 15754
INDEX

DESIGNED BY: DATE:
DRAWN BY: H.A.S. DATE: 12-62
CHECKED BY: DATE:
TRACED BY: DATE:



PLAN
At Pier iii2

FINAL ELEVATIONS AT ℄ SUSPENDER				
ELEV. AT			PIER	
		112	115	119
N Curb (Fascia)		467.734	468.007	467.803
Girder A		467.688	467.965	467.819
" A_1		467.407	——	——
" A_2		467.127	——	——
" A_3		466.847	——	——
" A_4		466.637	——	——
" B		466.428	467.680	467.925
" C		466.118	467.395	468.032
" D		465.808	467.110	468.138
" E		465.498	466.825	468.245
" F		465.188	466.539	468.351
N Curb (Med)		465.142	466.497	468.367
S Curb (Med)		465.266	466.611	468.377
		——	——	——
Girder G		465.219	466.568	468.354
" H		464.909	466.283	468.198
" J		464.599	465.998	468.042
" K		464.289	465.714	467.886
" L		463.979	465.429	467.730
S Curb (Fascia)		463.933	465.386	467.707

NOTE:
Work this sheet with Sheet Nº 106.

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

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

SHEET 107 OF 167

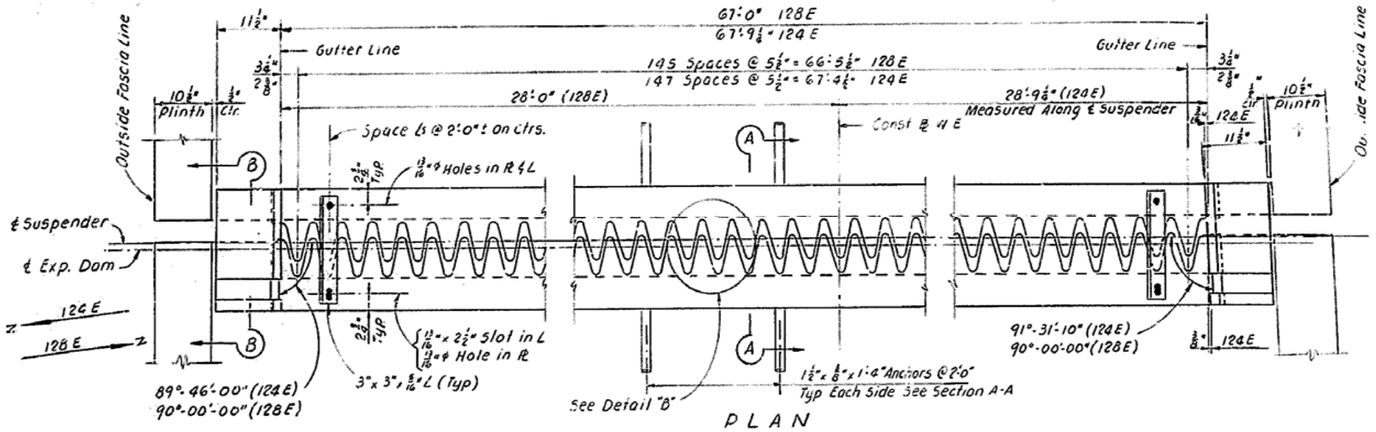
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. TO PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

EXPANSION DAM UNITS 3-6
STRUCTURAL STEEL

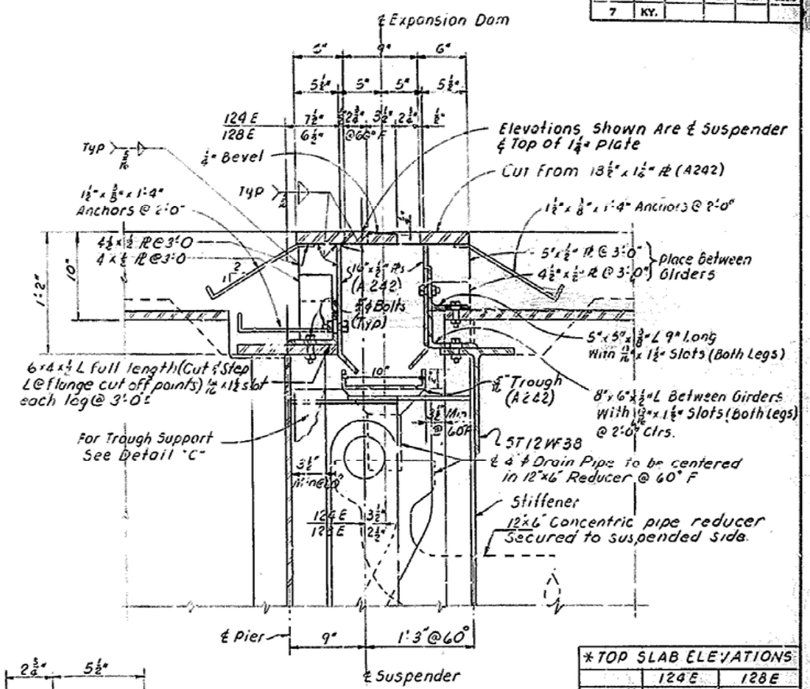
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 842

BRIDGE NUMBER | DRAWING NO. 15754

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



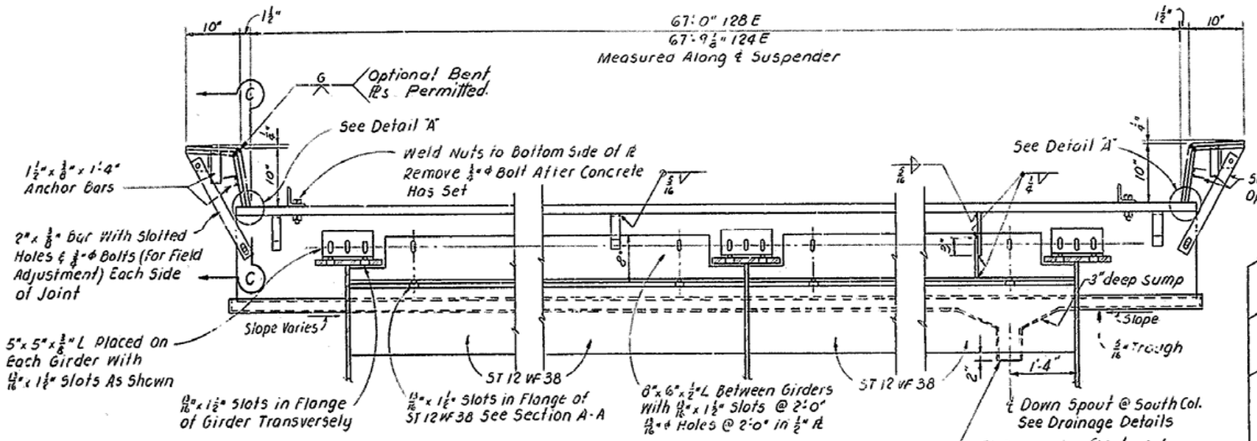
PLAN
At Piers 124E & 128E



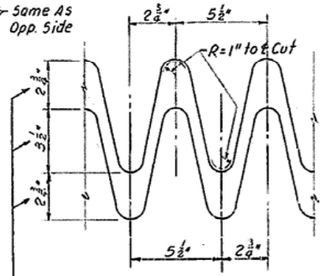
SECTION A-A

*TOP SLAB ELEVATIONS		
	124E	128E
N. Plinth	472.336	475.628
N. Gutter	471.482	474.774
Bm. G	471.445	474.751
Bm. H	471.216	474.609
Bm. J	470.988	474.466
Bm. K	470.759	474.323
Bm. L	470.530	474.181
Bm. M	470.302	474.038
Bm. N	470.070	473.895
Bm. P	469.618	473.753
S. Gutter	469.781	473.729
S. Plinth	470.635	474.583

*Elevations are Finished Top of Slab.

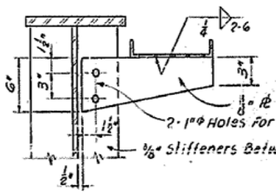


ELEVATION

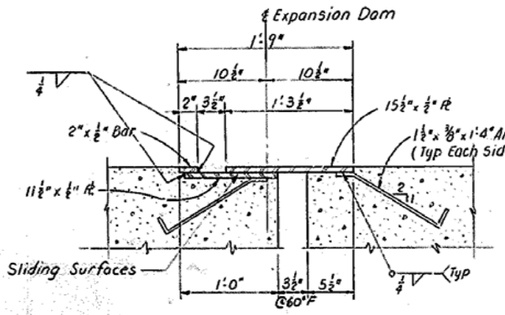


DETAIL "B"

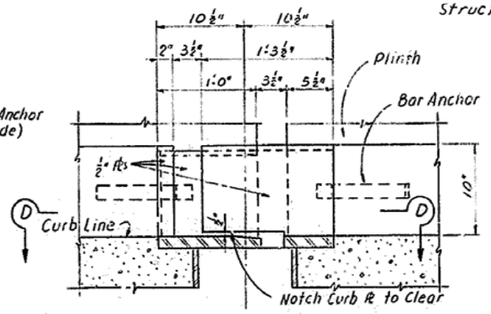
Note: Dimensions Shown For 60°F Increase or Decrease These Dimensions Respectively By 5/16" For Every 10° Decrease or Increase in Temperature.



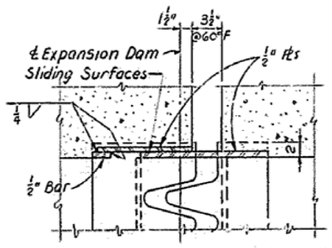
DETAIL "C"



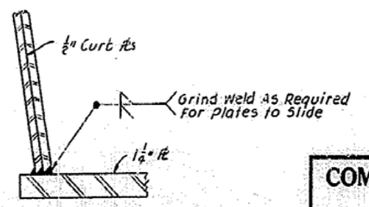
SECTION B-B



SECTION C-C



SECTION D-D



DETAIL "A"

SHEET 108 OF 167

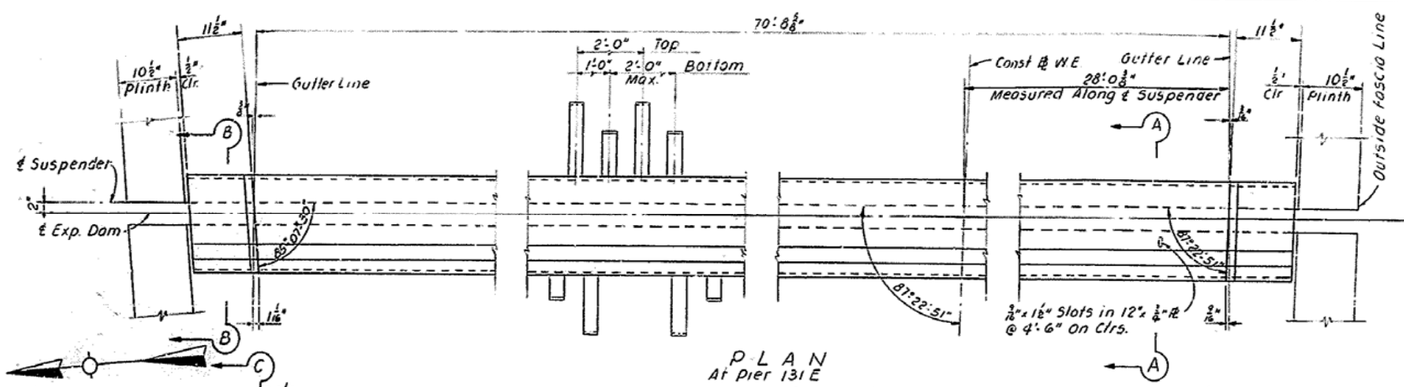
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

EXPANSION DAM @ 124E 128E
STRUCTURAL STEEL

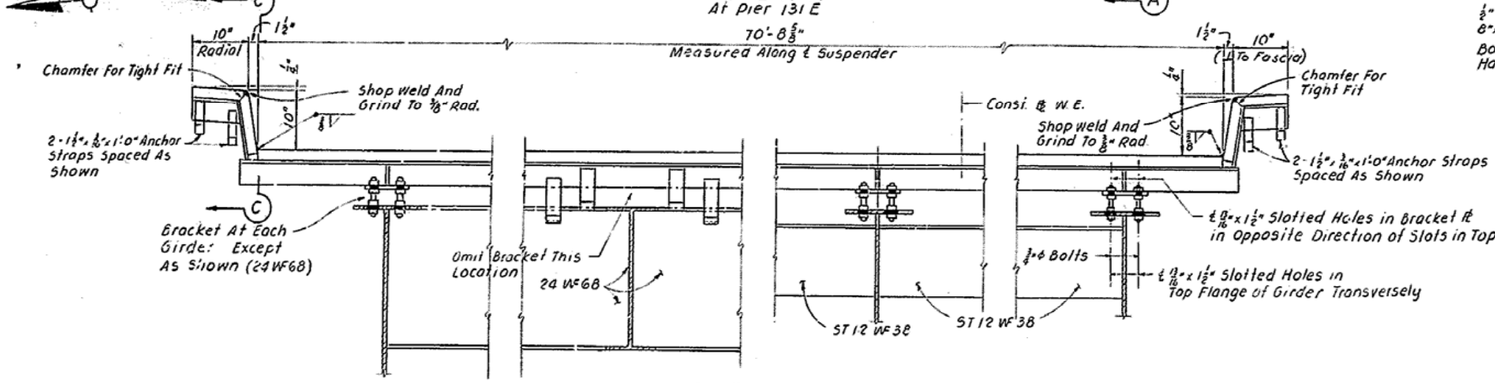
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848
BRIDGE NUMBER
DRAWING NO. 15754

DESIGNED BY SJA DATE 10/62
DETAILED BY SJA DATE 8/1963
CHECKED BY GJK DATE 8/1963
TRACED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

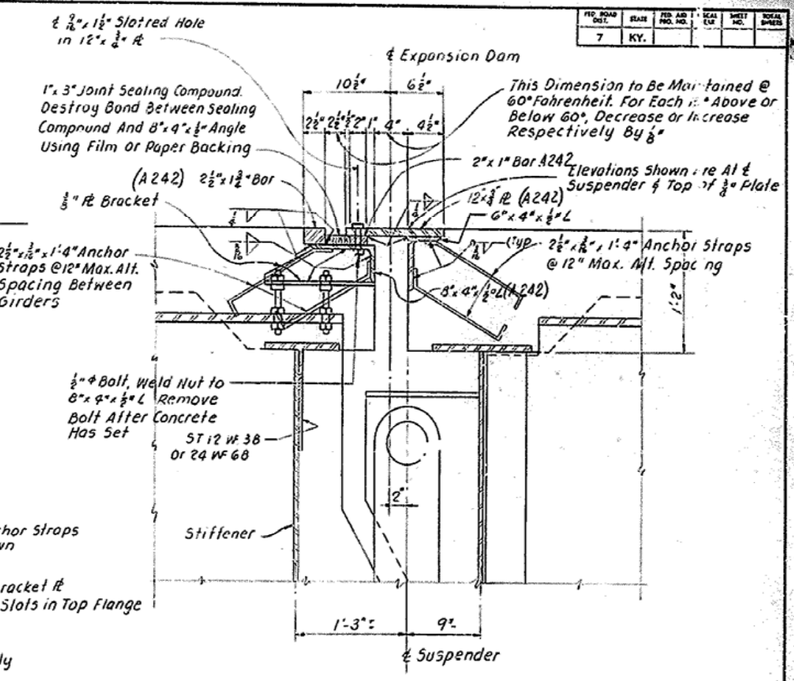
For Notes See Sheet No. 106



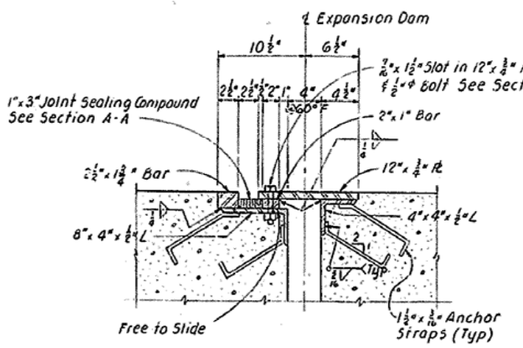
PLAN
At Pier 131E



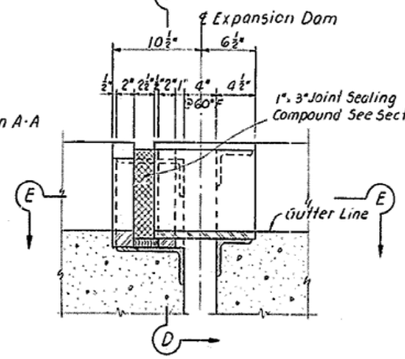
ELEVATION



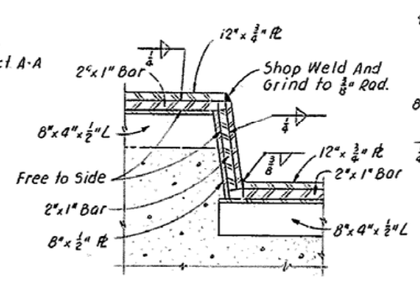
SECTION A-A



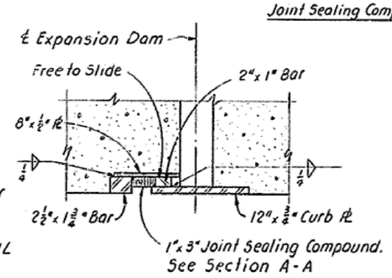
SECTION B-B



SECTION C-C



SECTION D-D



SECTION E-E

Notes

Materials: The Following Current A.S.T.M. Designation's Shall Govern The Materials Furnished: A.S.T.M. A 242
Structural Steel A.S.T.M. A36
Machine Bolts & Nuts A.S.T.M. A307

Joint Sealing Compound: Cold-Applied, Elastomeric Type Joint Sealing Compound Shall Conform To The Special Provisions For This Material. Special Provisions Govern Material Requirements, Sampling And Testing, Application And Payment.

For Structural Steel Notes see Sheet No 3.

*ELEVATIONS	
N-Plinth	473.502
N-Gutter	472.648
Bm. G	472.740
Bm. H	473.040
Bm. J	473.142
Bm. K	473.244
Bm. L	473.349
Bm. M	473.228
Bm. N	473.081
Bm. P	472.935
S-Gutter	472.910
S-Plinth	473.764

*Elevations are Finished Top Slab

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

SHEET 109 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.

EXPANSION DAMS 131E
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 648

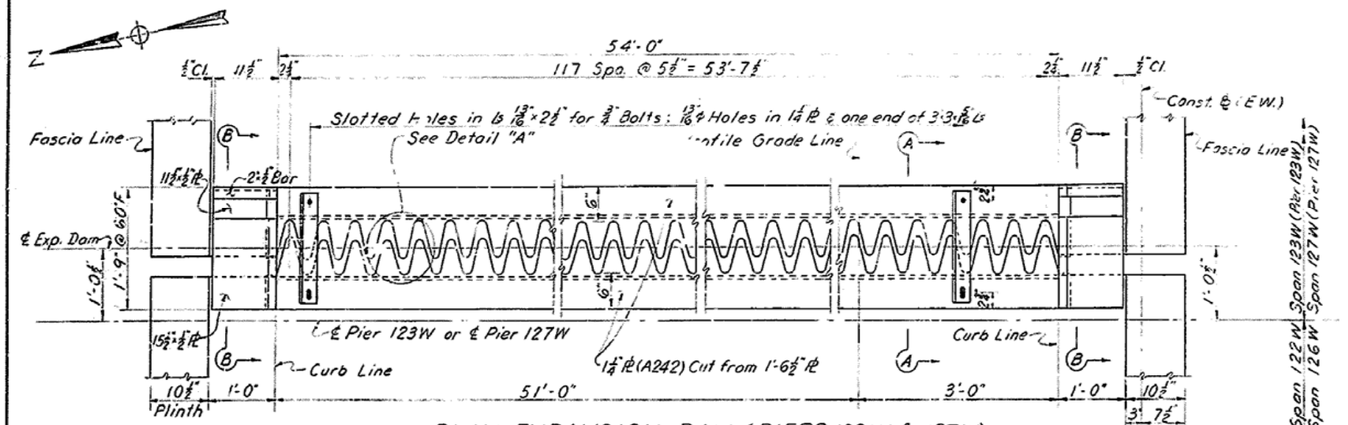
BRIDGE NUMBER

DRAWING NO. 1575

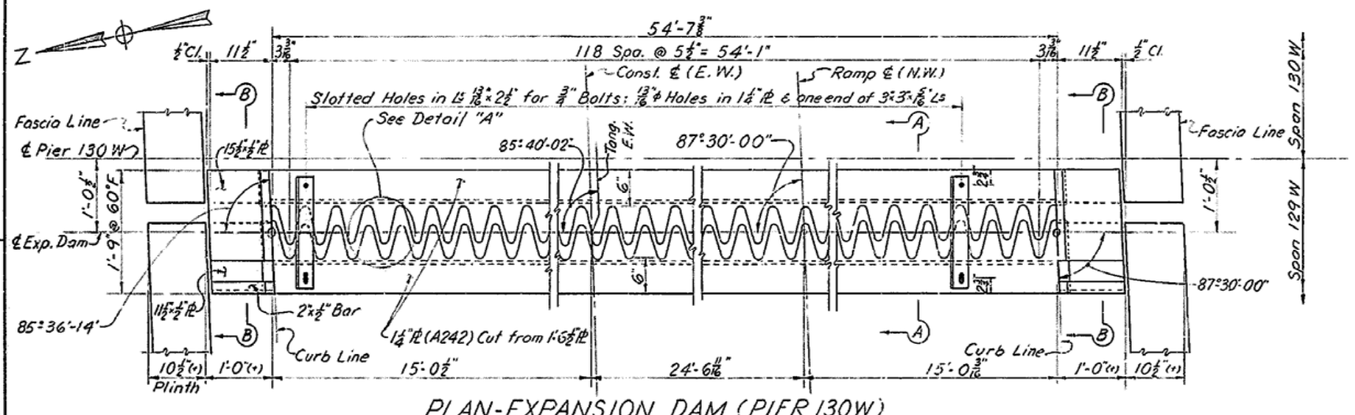
SHEET

DESIGNED BY SA DATE 10-63 REVISED
DETAILED BY SA DATE 11/28 REVISED
CHECKED BY CRK DATE
CHECKED BY DATE
TAKEN BY DATE

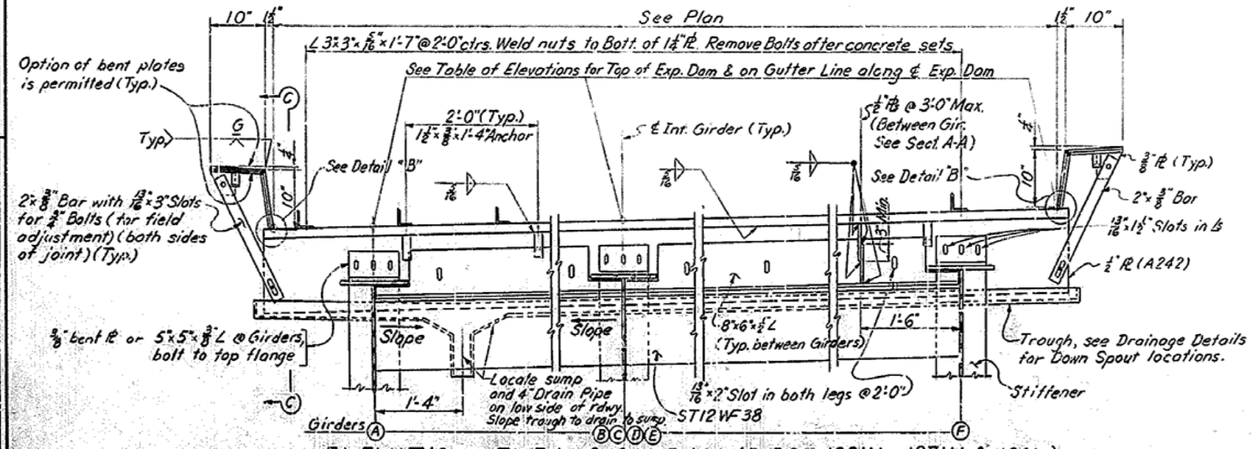
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN-EXPANSION DAM (PIERS 123W & 127W)



PLAN-EXPANSION DAM (PIER 130W)



ELEVATION EXPANSION DAM (PIERS 123W, 127W & 130W)

(Elev. for Pier 130W shown, opposite hand for Piers 123W and 127W)

Notes:

To allow for temperature other than 60°F adjust dimensions shown by ¼" for Exp. Dam at Pier 123W & Pier 127W and by 5/32" for that at Pier 130W for each 10°F rise or fall. For Expansion Dam Section A-A, Section B-B, Section C-C, Detail A and Detail B and for other Notes on Expansion Dams refer to sheet 106.

TABLE OF TOP ROADWAY ELEVATIONS ALONG ℄ EXP. DAM

Location	Pier 123W	Pier 127W	Pier 130W
N. Gutter Line	469.569	471.763	471.238
Girder A	469.593	471.803	471.356
Girder B	469.752	472.079	471.938
Girder C	469.911	472.355	472.520
Girder D	470.070	472.631	473.102
Girder E	470.230	472.907	473.664
Girder F	470.389	473.183	474.266
S. Gutter Line	470.412	473.222	474.322

STRUCTURAL STEL

SHEET 110 OF 167

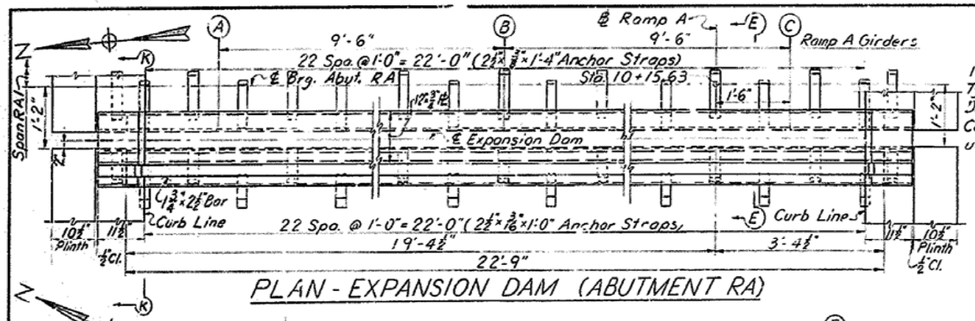
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

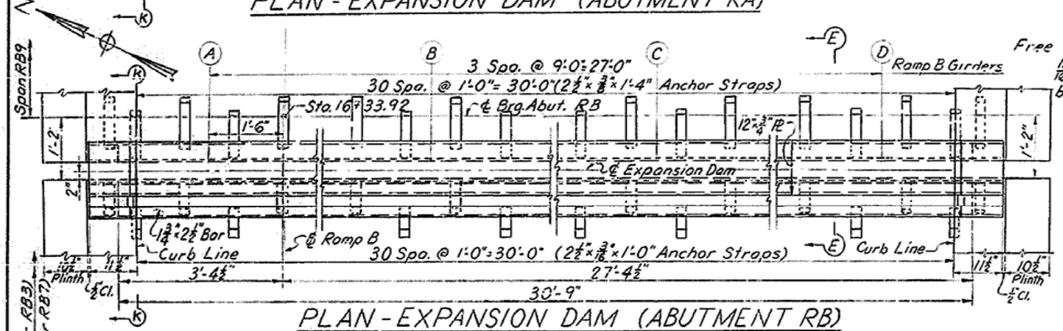
BRIDGE NUMBER

DRAWING NO. 15754

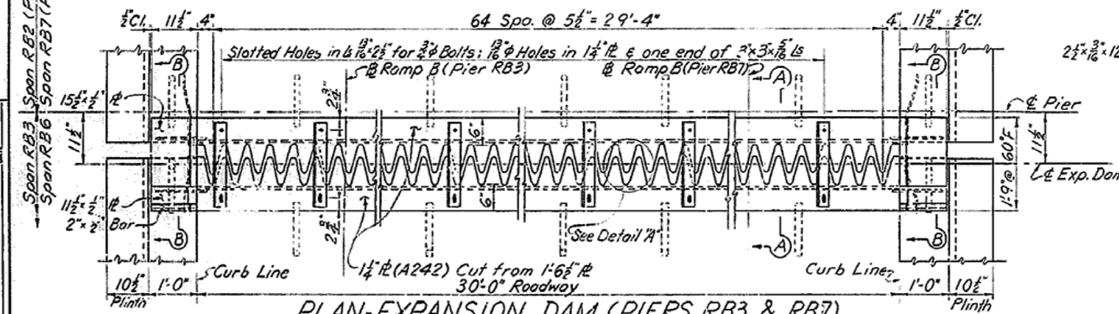
SHEET



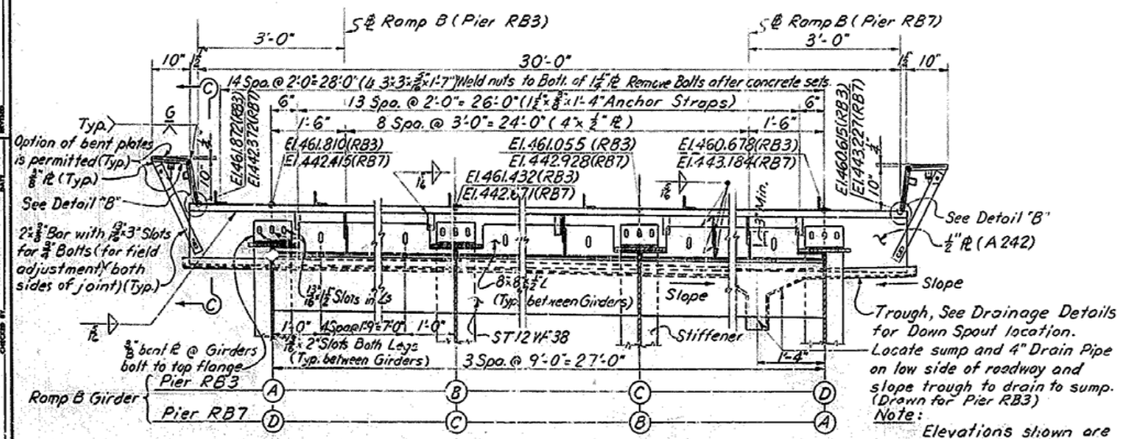
PLAN - EXPANSION DAM (ABUTMENT RA)



PLAN - EXPANSION DAM (ABUTMENT RB)



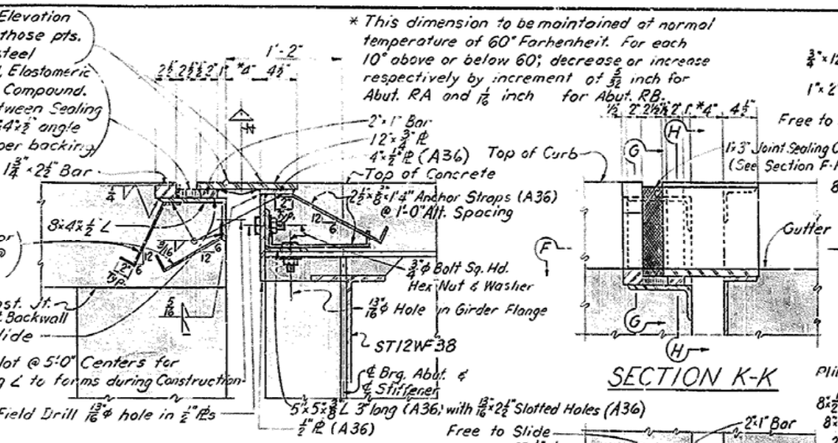
PLAN - EXPANSION DAM (PIERS RB3 & RB7)



ELEVATION - EXPANSION DAM (PIERS RB3 & RB7)

Note:
Elevations shown are along ℄ Exp. Dam.

See Const. Elevation Sheet for those pts. on top of steel
1"×3" Cold Applied, Elastomeric Type Joint Sealing Compound. Destroy bond between Sealing Compound and 8"×4"×½" angle using film or paper backing.
1¾"×2½" Bar
2½"×⅜"×12" Anchor Straps (A36) @ 1'-0" Alt. Spa.
Const. Jt. Abut. Backwall
Free to Slide
13/16"×1½" Slot @ 5'-0" Centers for bolting ∠ to forms during Construction
Field Drill 13/16"ϕ hole in ½" ℞s



SECTION E-E

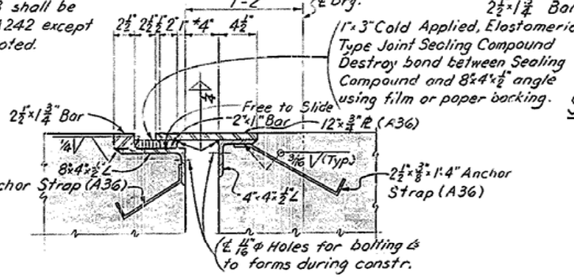
SECTION K-K

SECTION F-F

SECTION H-H

SECTION G-G

Note:
All expansion dam material of Abut. RA & RB shall be ASTM A242 except where noted.



SECTION M-M

Notes:
To allow for temperatures other than 60°F adjust dimensions shown by ¼" for each 10° rise or fall for Exp. Dams at Piers RB3 & RB7. For Expansion Dam Section A-A, Section B-B, Section C-C, Detail A and Detail B and for other Notes on Expansion Dams, refer to Sheet 106.

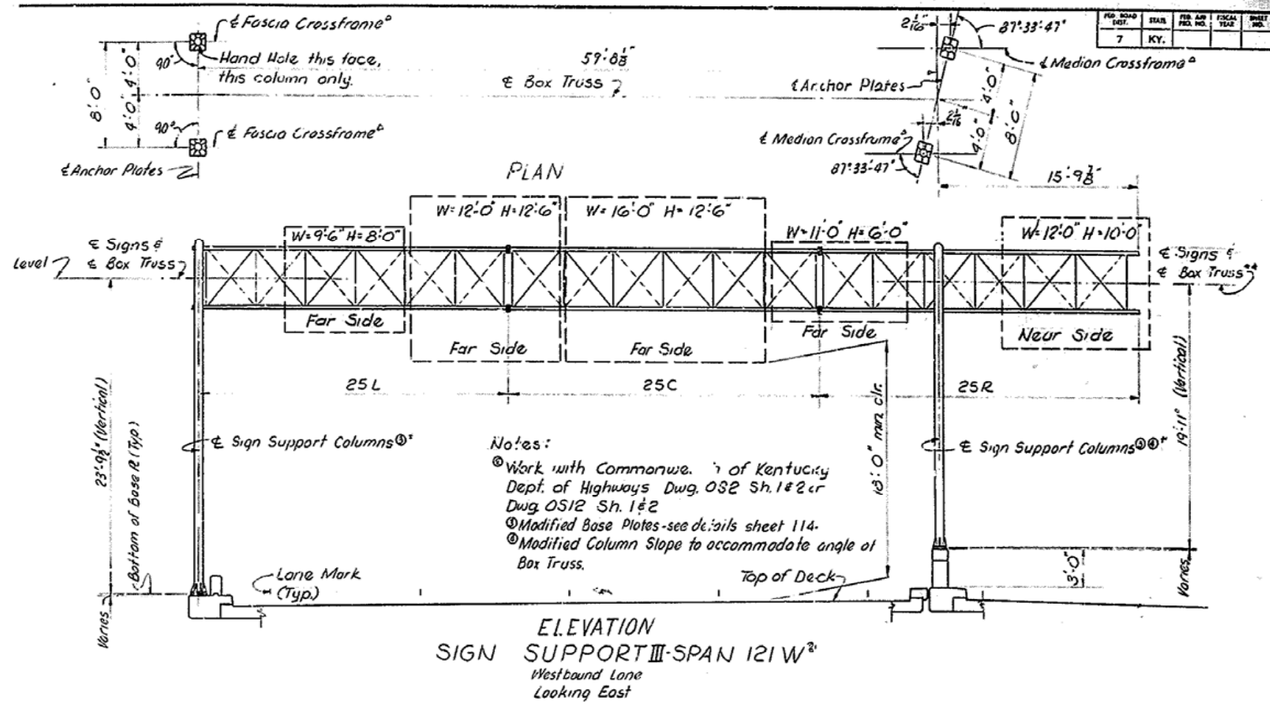
SHEET 111 OF

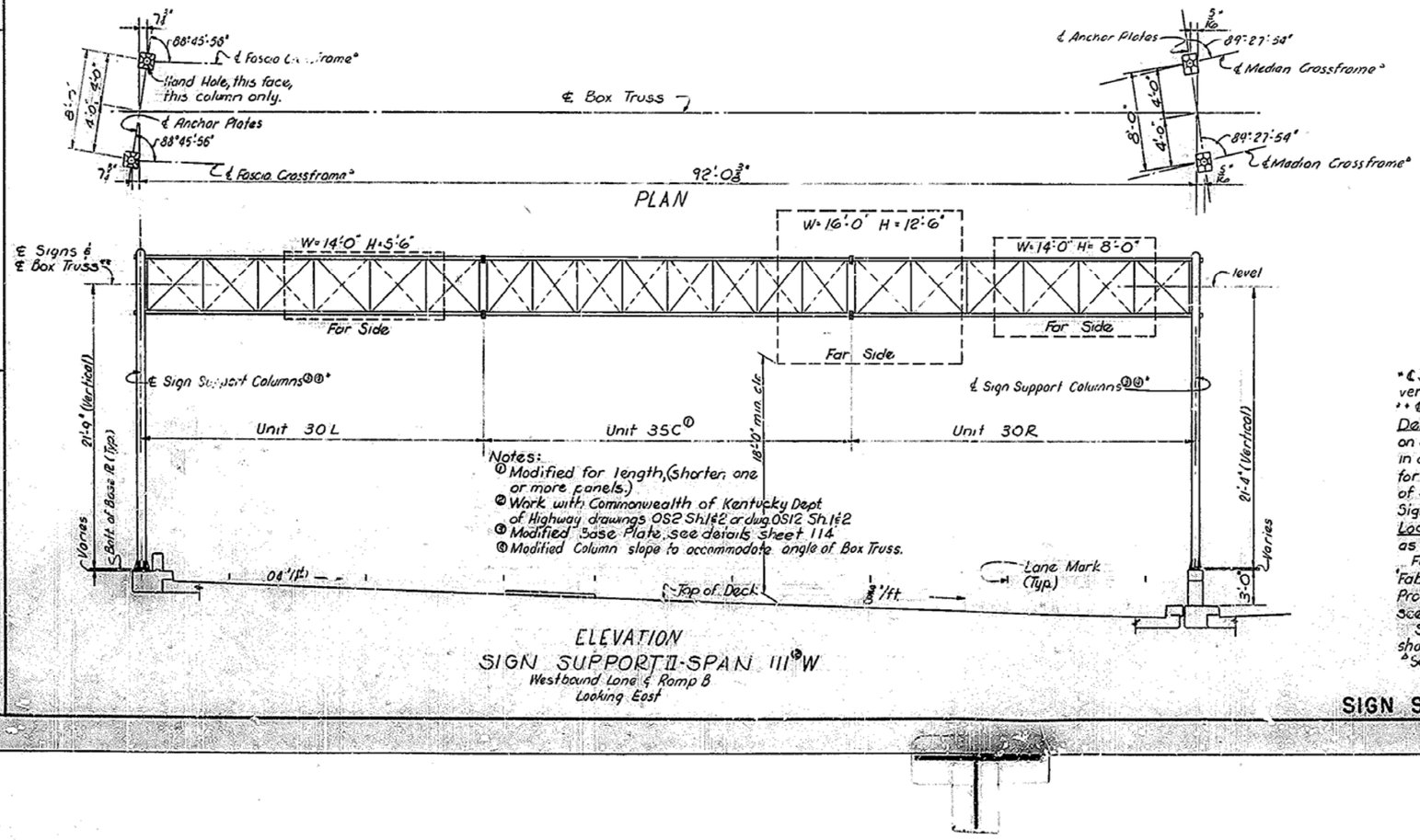
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

RAMPS A & B
STRUCTURAL STEEL

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

DESIGNED BY T.F.L. CHECKED BY
DETAILED BY LEM CHECKED BY
LAYOUT BY CHECKED BY





*℄ Sign Support Columns shall be vertical.
** ℄ Box Truss shall be horizontal.
Design: Designed for 44 #/ft² wind on a sign area as indicated in plans in accordance with "Specifications for the Design and Construction of Structural Supports for Highway Signs." Published by AASHO, 1961
Location: Sign Support shall be located as shown on plans (Superstructure).
For notes on "Shop Drawings," "Fabrication," Welders and Welding Procedure," Material Specifications, see Dwg. 051 or 0511
Sign panels and their lighting shall be furnished by others.
△ See Details Sheet No. 114

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

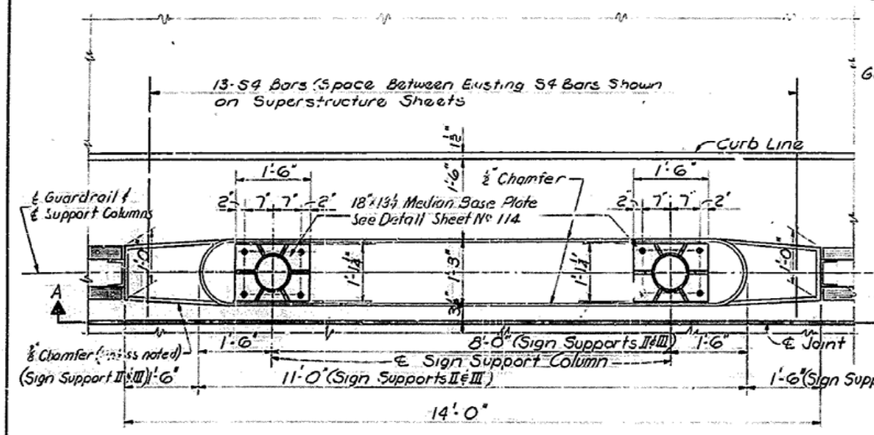
SHEET 112 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. TO PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

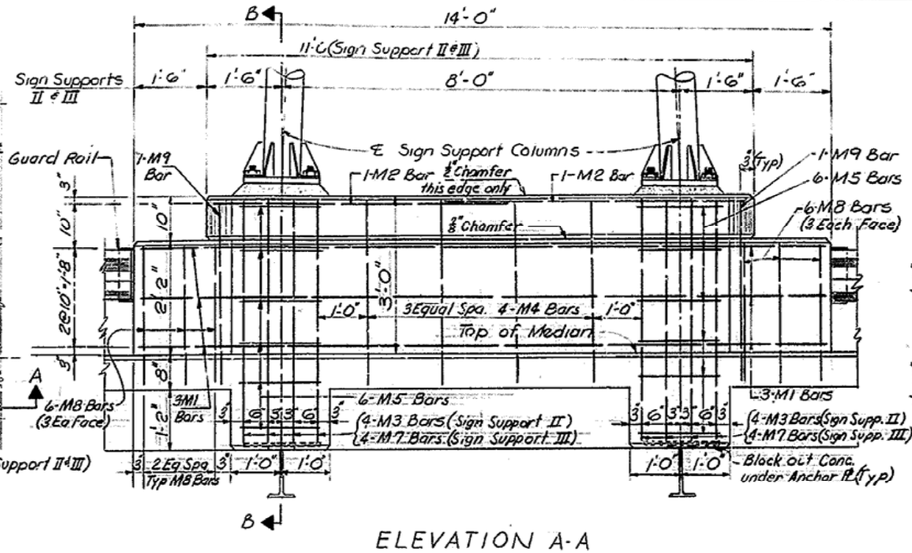
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 948
BRIDGE NUMBER
DRAWING NO. 15754
UNDER

SIGN SUPPORTS

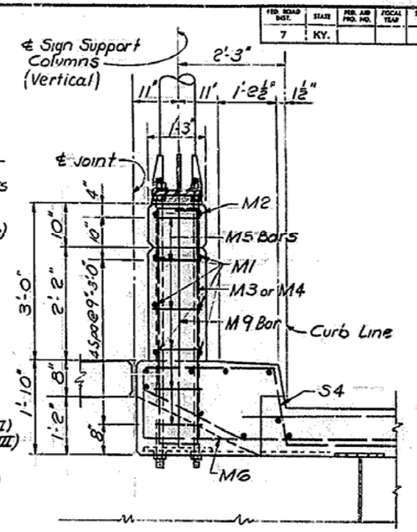
DESIGNED BY G.M. DRAWN BY C.T.M. CHECKED BY B.H.C.



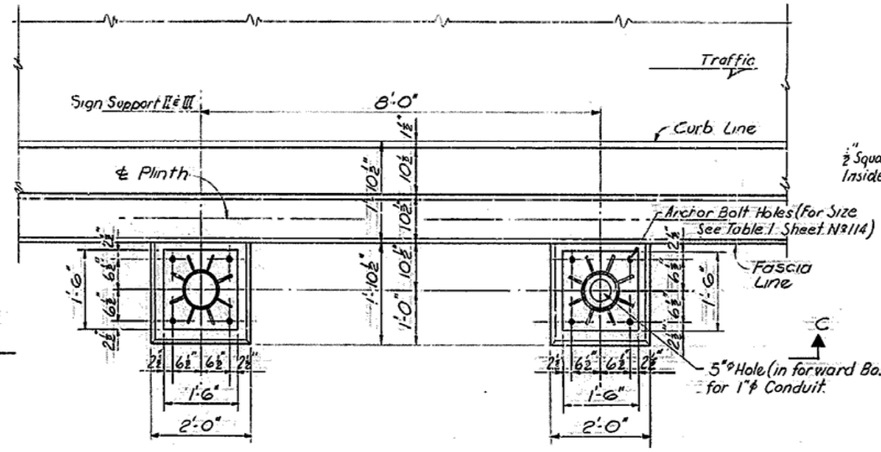
PLAN OF SIGN SUPPORT AT MEDIAN



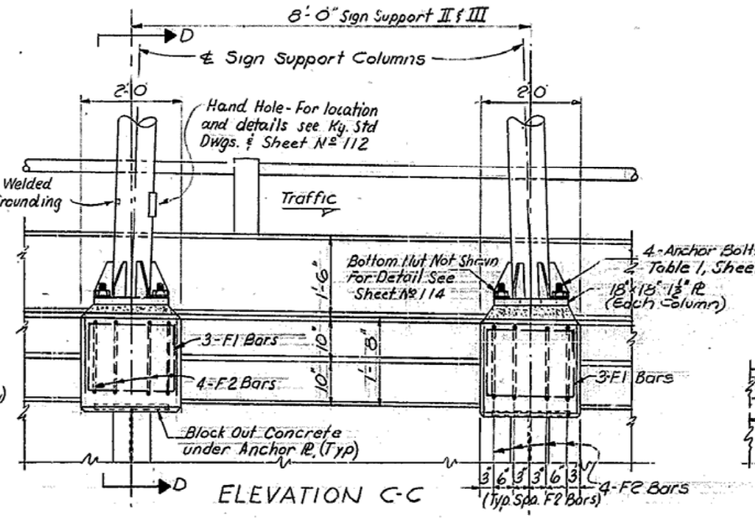
ELEVATION A-A



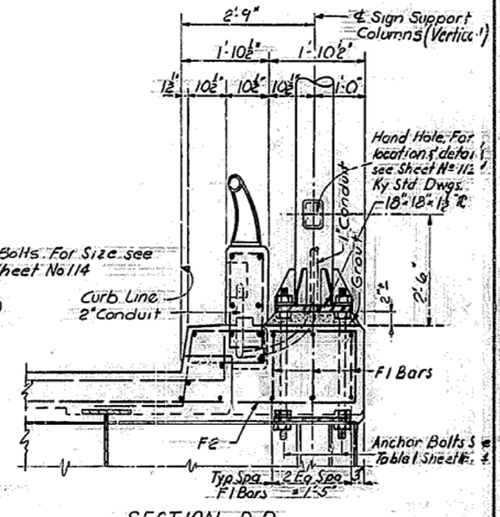
SECTION B-B



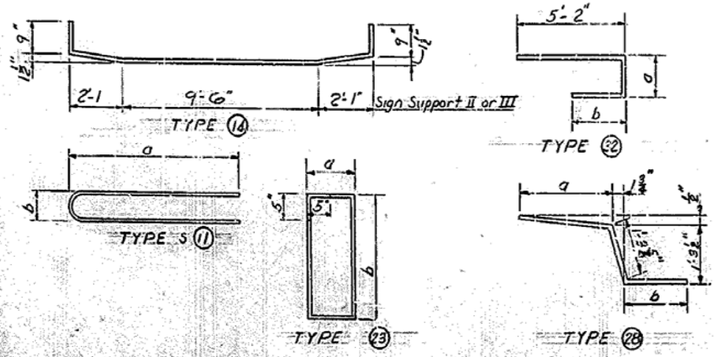
PLAN OF SIGN SUPPORT AT FASCIA



ELEVATION C-C



SECTION D-D



LIST OF REINFORCEMENT (For one Support)

Mark	Type	Size	No.	Length Ft.	Length In.	Dim a Ft.	Dim a In.	Dim b Ft.	Dim b In.	Location
M1	14	4	6	15	2					II, III
M2	S11	4	2	16	4	7	11	1	0	II, III
M3	23	6	8	11	8	0	11	4	6	II
M4	23	5	4	9	4	0	11	3	4	II, III
M5	23	4	12	6	0	1	0	1	7	II, III
M6	32	6	8	9	1	1	5	2	6	II, III
M7	23	7	8	11	8	0	11	4	6	III
M8	Str.	5	12	2	6					II, III
M9	Str.	4	2	3	4					II, III
F1	23	4	6	6	10	1	4	1	8	II, III
F2	32	6	8	9	7	1	3	3	2	II, III
354	28	6	13	5	7	2	9	1	6	II
654	28	6	13	5	3	2	5	1	6	III

SHEET 113 OF 16

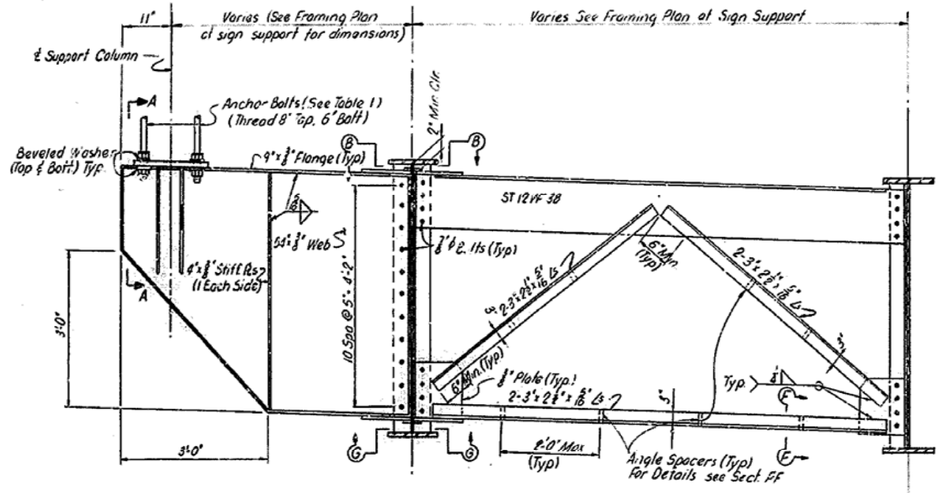
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 3RD ST. to PRESTON ST
LOUISVILLE — LEXINGTON ROAD
STATION 255+00 PROJECT NO.

MAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

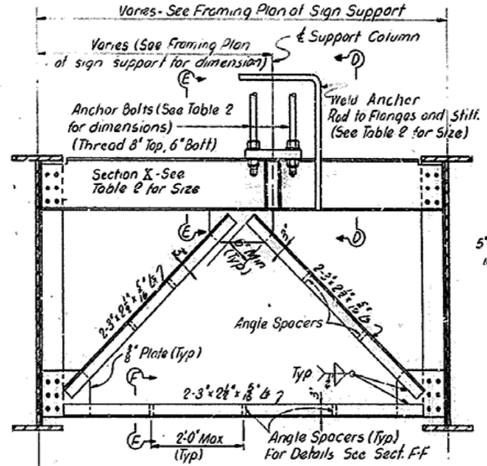
BRIDGE NUMBER

DRAWING NO. 15754

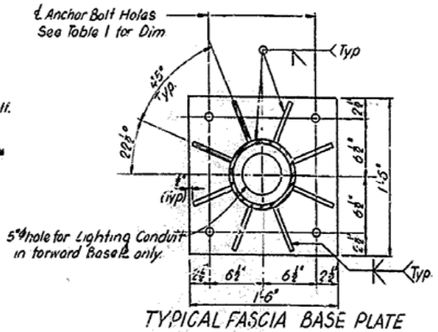
SIGN SUPPORTS



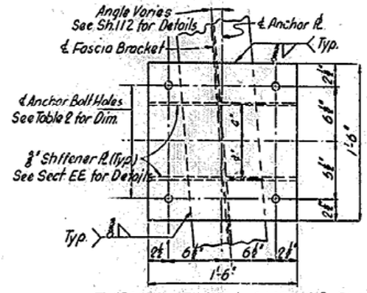
TYPICAL FASCIA CROSSFRAME AT SIGN SUPPORT



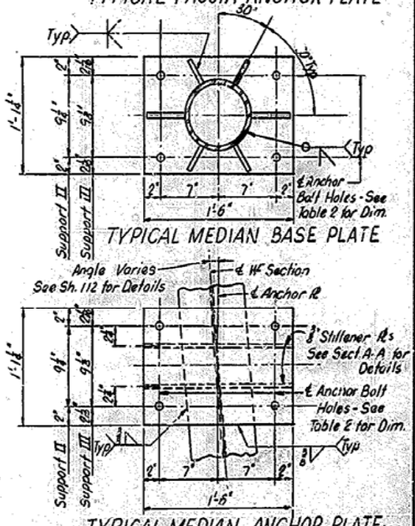
TYPICAL MEDIAN CROSSFRAME AT SIGN SUPPORT



TYPICAL FASCIA BASE PLATE



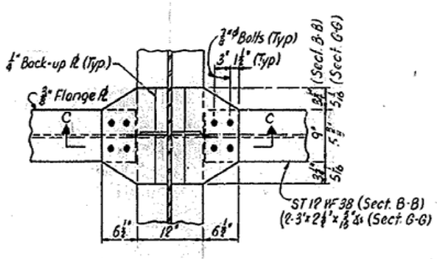
TYPICAL FASCIA ANCHOR PLATE



TYPICAL MEDIAN BASE PLATE

TYPICAL MEDIAN ANCHOR PLATE

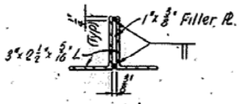
SHEET 114 OF 167



SECTION B-B
(Section G-G Similar except as noted)

TABLE 1			
Support	*Crossframe	A.B. Holes	Anchor Bolt
II	G	1⅜" ϕ	2'-8"x1⅜" ϕ
II	H	1⅜" ϕ	2'-8"x1⅜" ϕ
III	L	1⅜" ϕ	2'-8½"x1⅜" ϕ
III	M	1⅜" ϕ	2'-8½"x1⅜" ϕ

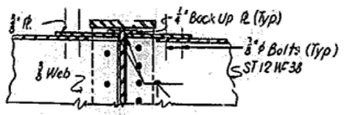
* See Framing Plan of Sign Support for Location.



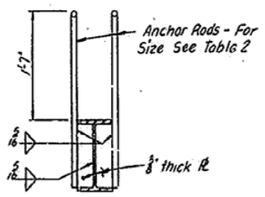
SECTION F-F

TABLE 2					
Sign Support	*Crossframe	Section X	Anchor Bolt Holes	Anchor Bolts	Anchor Rods
II (Sta. 251+08.75)	E	12 WF 36	2" ϕ	5'3"x1⅜" ϕ	49 Bar
II (Sta. 251+08.75)	F	12 WF 36	2" ϕ	5'3"x1⅜" ϕ	49 Bar
III (Sta. 260+00.00)	J	12 WF 40	2½" ϕ	5'8"x1⅜" ϕ	410 Bar
III (Sta. 260+00.00)	K	12 WF 40	2½" ϕ	5'8"x1⅜" ϕ	410 Bar

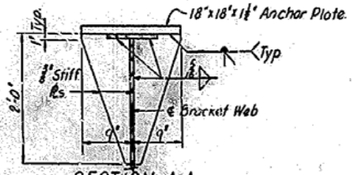
* See Framing Plan of Sign Support for Location.



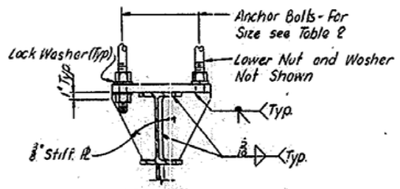
SECTION C-C



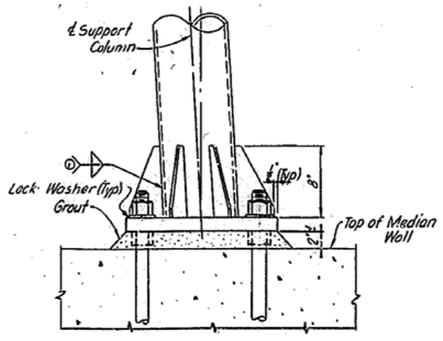
SECTION D-D



SECTION A-A

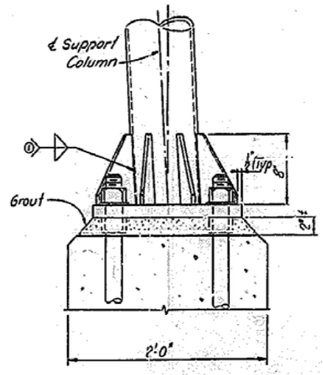


SECTION E-E



MEDIAN BASE PLATE DETAIL

NOTES
① For Weld size and thickness of stiffener see Ky. Std. Dwgs indicated on sheet no. 112



FASCIA BASE PLATE DETAIL

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

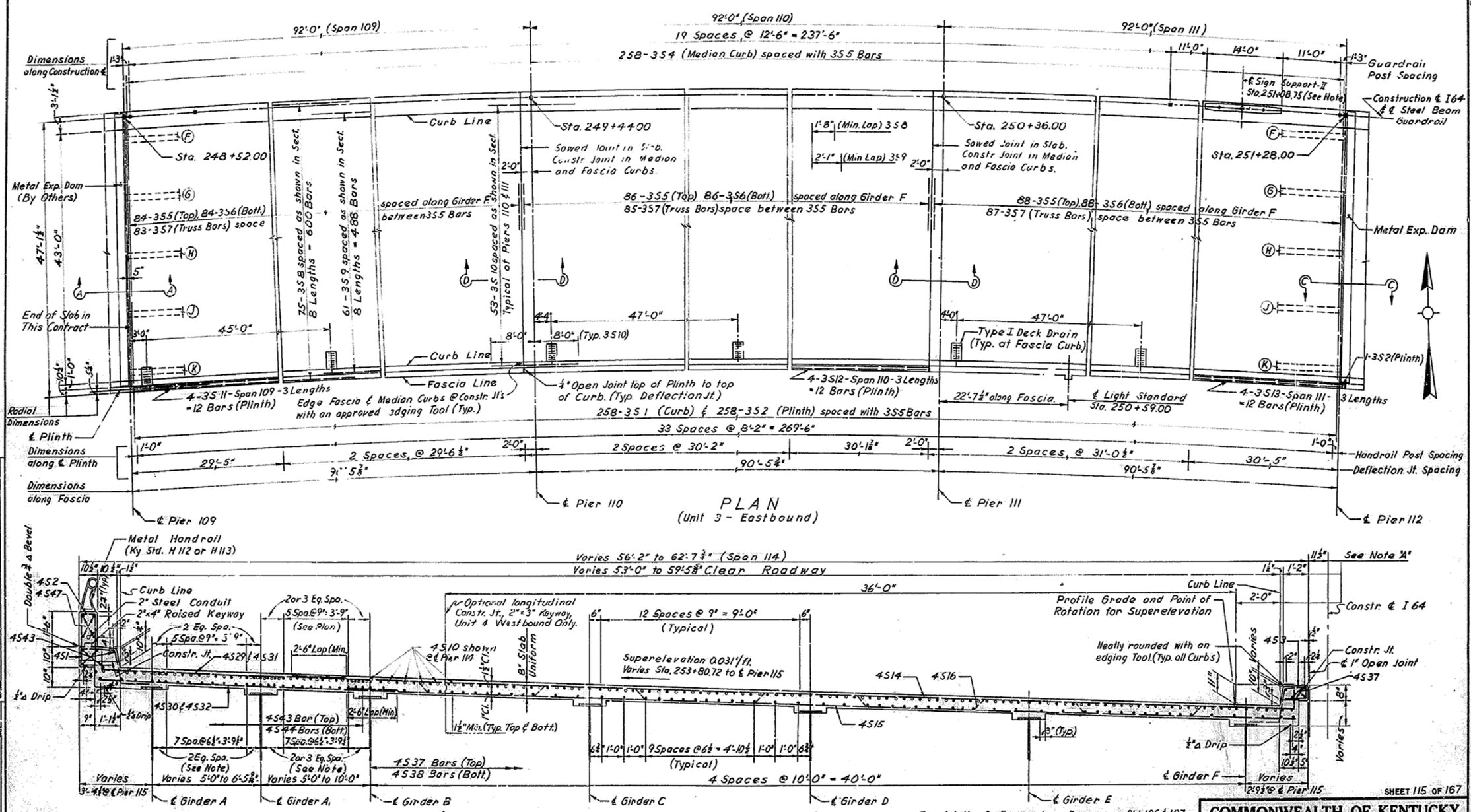
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845
BRIDGE NUMBER
DRAWING NO. 15754
SHEET

SIGN SUPPORTS

DESIGNED BY G.J.N. DETAILED BY G.J.N. CHECKED BY J.D.H. CHECKED BY

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



PLAN
(Unit 3 - Eastbound)

SECTION P-P
(Unit 4 - Westbound)

SECTION NOTES— All longitudinal Reinforcement spacing shown in Section P-P are to be centered between Girders.
The prefix number to indicate the Reinforcement callout (4520) denotes the span unit number.
For Fascia Detail see Sheet 119
NOTE "A"
These dimensions are radial where structure is curved

PLAN NOTES
For Section A-A see Sheet 116.
For Guardrail Details see Sht. 145
For Sign Support Reinforcement Details see Sht. 113
For Sign Support Details & Location see Sht. 112
For Unit-3 Westbound Plan see Sht. 117

For details of Expansion Dams see Sht. 106 & 107
For Reinforcement details see Sht. 127 & 128
For Quantities see Sht. 128
For Typical Section see Sht. 119
For Sections C-C and D-D see Sht. 119
Transverse Bars to be normal to Girders
For Bars see Section C-C & D-D
For Deck Drain & Light Std. Support Reinf. Details see Sht. 141 & 142

UNIT 3 EASTBOUND
SUPERSTRUCTURE

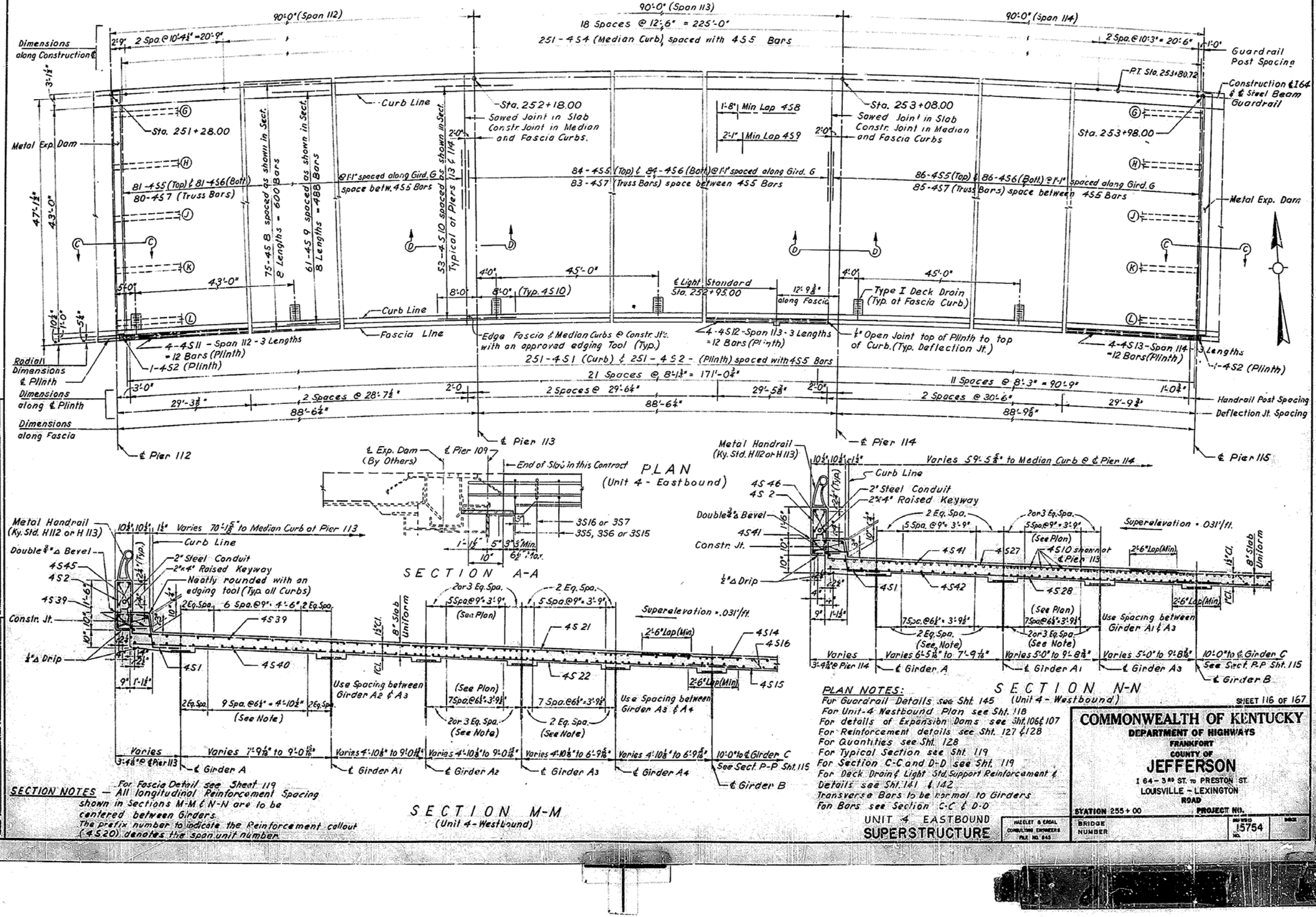
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

SHEET 115 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
SHEET NO.

DATE DESIGNED BY
DATE DRAWN BY
DATE CHECKED BY
DATE CHECKED BY
DATE REVISED

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



SECTION NOTES — All longitudinal Reinforcement Spacing shown in Sections M-M & N-N are to be centered between Girders. The prefix number to indicate the Reinforcement callout (4S20) denotes the span unit number. For Fascia Detail see Sheet 119

PLAN NOTES:
For Guardrail Details see Sht. 145
For Unit-4 Westbound Plan see Sht. 118
For details of Expansion Dams see Sht. 106 & 107
For Reinforcement details see Sht. 127 & 128
For Quantities see Sht. 128
For Typical Section see Sht. 119
For Section C-C and D-D see Sht. 119
For Deck Drain & Light Std. Support Reinforcement & Details see Sht. 141 & 142
Transverse Bars to be normal to Girders
For Bars see Section C-C & D-D

UNIT 4 EASTBOUND
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

DESIGNED BY H.A.S. DRAWN BY P.D.C. CHECKED BY DATE 2/1/63

SHEET 116 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

BRIDGE NUMBER 15754

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

DETAIL "A"

PLAN
(Unit 3 - Westbound)

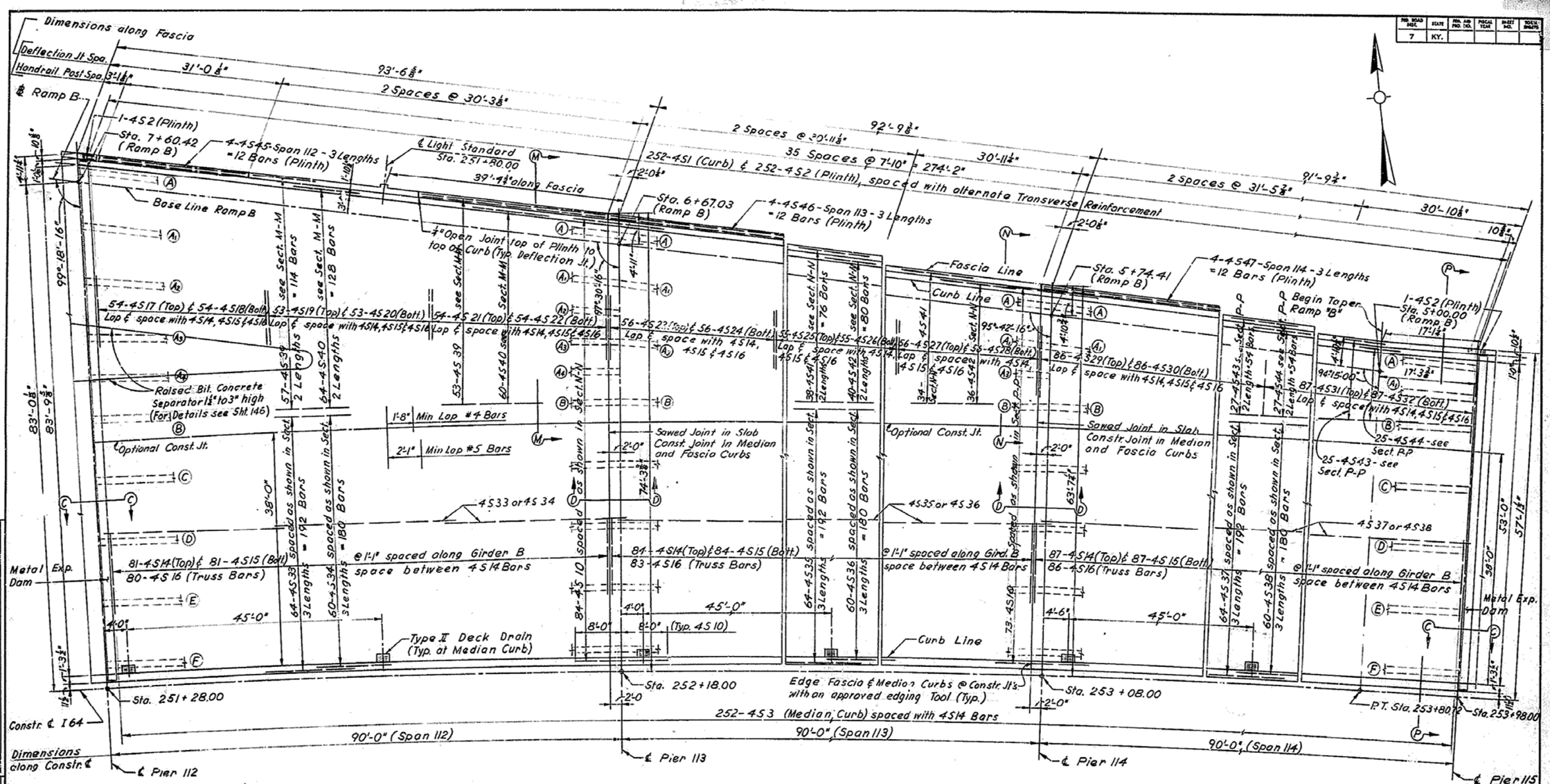
NOTES:
Transverse Bars to be normal to Girder B of I64 & Girder A of Ramp "B"
Fan Bars See Section C-C & D-D
For Sign Support Reinforcement Details see Sht. 113
For Unit-3 Eastbound Plan see Sht. 115
For Section C-C and D-D see Sht. 119
For Section E-E, F-F, G-G, H-H, J-J K-K & L-L see Sht. 120
For Section B-B see Sht. 137
For details of Expansion Dams see Sht. 106 & 107
For Reinforcement details see Sht. 127 & 128
For Quantities see Sht. 128
For Typical Section see Sht. 119
For Deck Drain & Light Standard Support Reinf. Details see Sht. 141
For Deck Drain Details see Sht. 142
For Sign Support Details & Location see Sht. 112
For Section A-A see Sheet 116

UNIT 3 - WESTBOUND
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 5754

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



PLAN
(Unit 4 - Westbound)

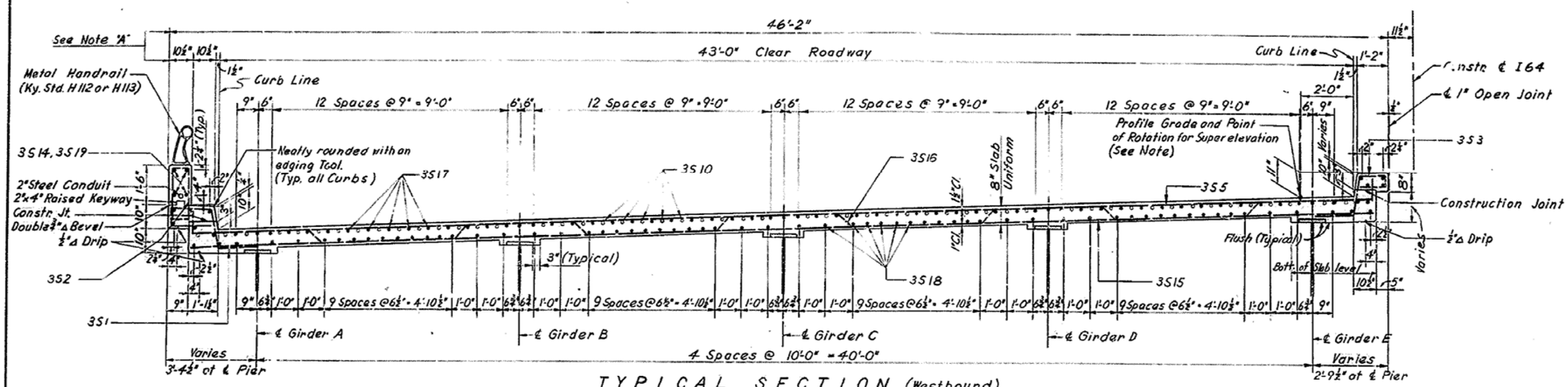
NOTES:
For Reinforcement details see Sht. 127 & 128
For Quantities see Sht. 128
For details of Expansion Dams see Sht. 106 & 107
For Section C-C and D-D see Sht. 119
For Section M-M and N-N see Sht. 116
For Section P-P see Sht. 115
For Deck Drain & Light Std. Support Reinforcement Details see Sht. 141
Transverse Bars to be placed normal to Girders '8'
For Bars see Section C-C & D-D
For Deck Drain Details see Sht. 142
For Unit-4 Eastbound Plan see Sht. 116

UNIT 4 WESTBOUND
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

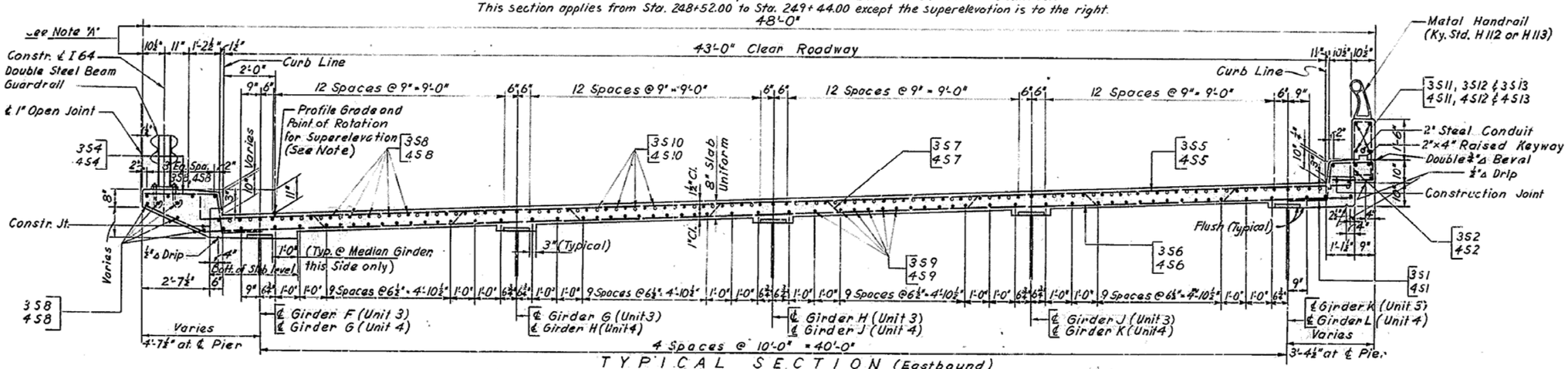
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
INDEX

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



TYPICAL SECTION (Westbound)

Note: Sta. 240+60.00 to Sta. 248+48.80 (full super to left) shown but deleted from this contract.
This section applies from Sta. 248+52.00 to Sta. 249+44.00 except the superelevation is to the right.

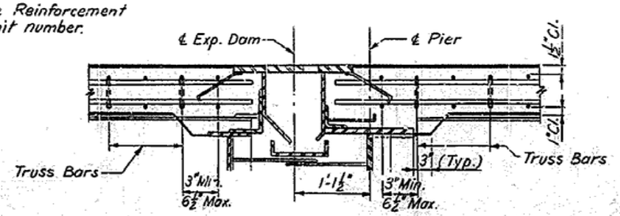


TYPICAL SECTION (Eastbound)

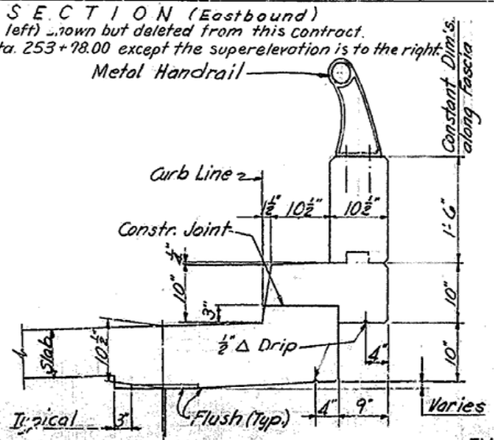
Note: Sta. 240+60.00 to Sta. 248+48.80 (full super to left) shown but deleted from this contract.
This section applies from Sta. 248+52.00 to Sta. 253+98.00 except the superelevation is to the right.

NOTE "A"
These Dimensions are Radial where Structure is curved.

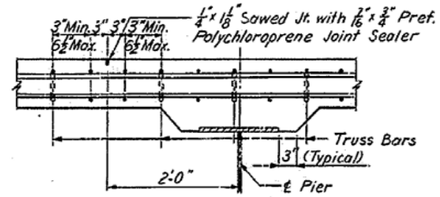
NOTE:
Slab shown superelevated to the left.
Between the limits for which these Sections apply, the superelevation is to the right at 0.031'/ft from Sta. 248+52.00 to Sta. 253+80.72. From Sta. 253+80.72 to Sta. 253+98.00 the superelevation is to the right but varies. See Plan and Profile sheets.
The prefix number to indicate the Reinforcement callout, (3S20) denotes the span unit number.



SECTION C-C



FASCIA DETAIL (Typical)



SECTION D-D
(Typical at Transverse Sawed Joints)

SHEET 119 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON ROAD
STATION 255+00
PROJECT NO.

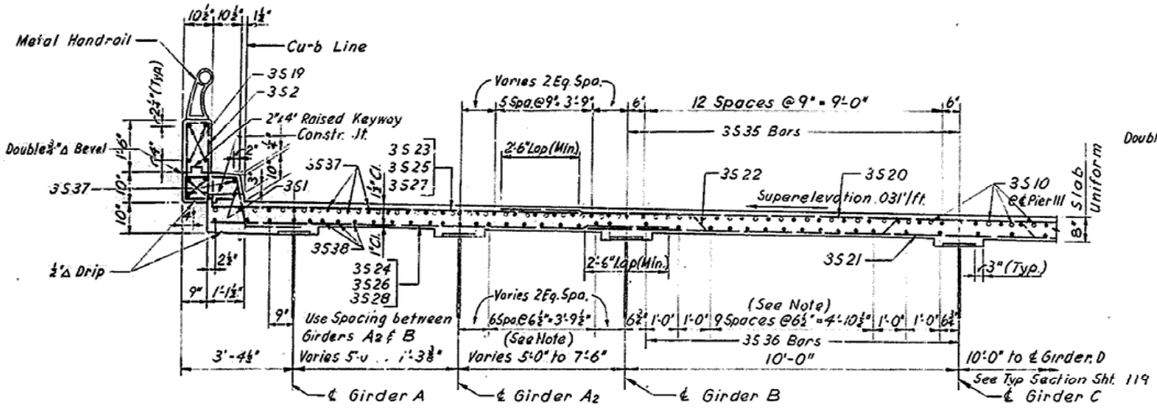
TYPICAL SECTIONS
UNIT 3 AND UNIT 4
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

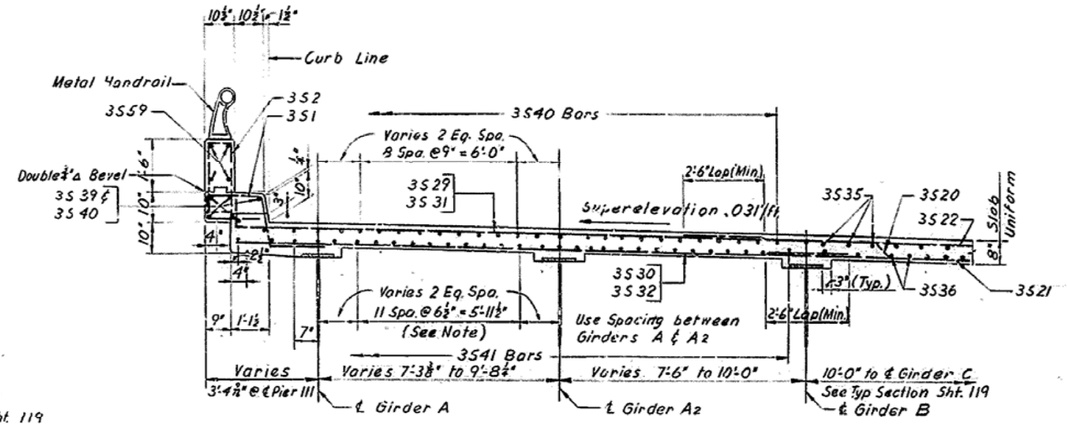
BRIDGE NUMBER 15754

DESIGNED BY ... DRAWN BY ... CHECKED BY ... DATE 12/63
QUANTITIES BY ... CHECKED BY ... DATE
TRACED BY ... CHECKED BY ... DATE
R.A.S. PRE

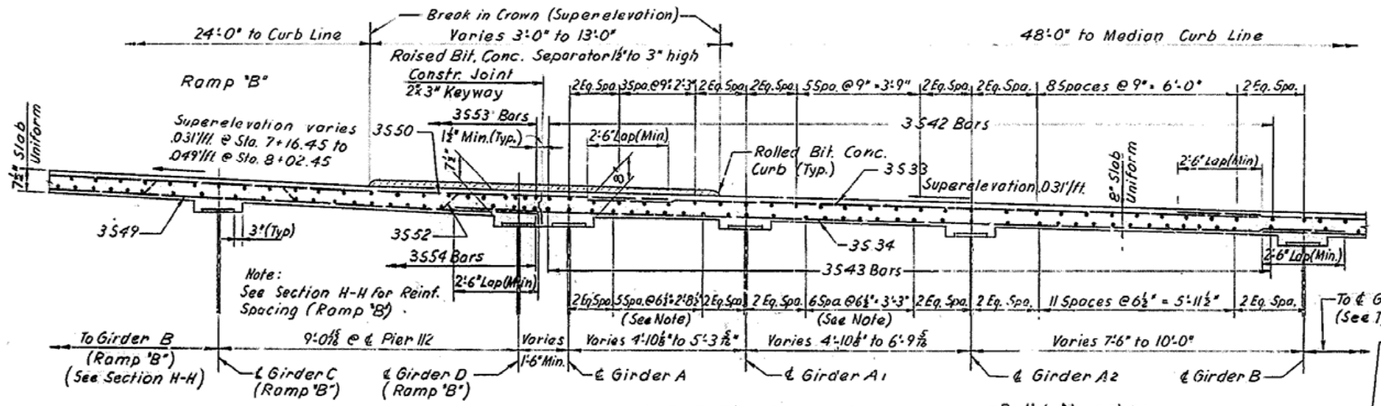
FED. ROAD DIST	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



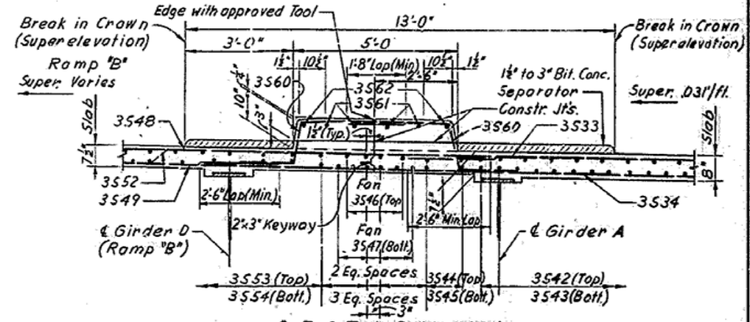
SECTION E-E



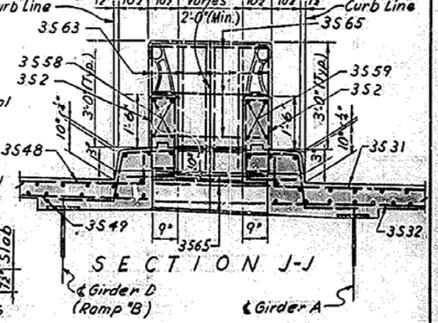
SECTION F-F



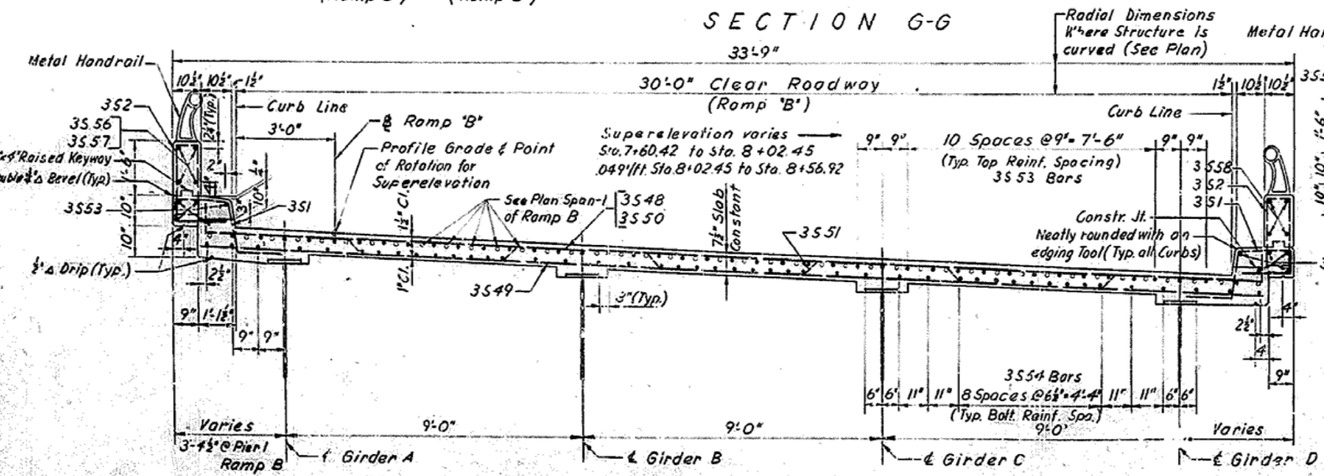
SECTION G-G



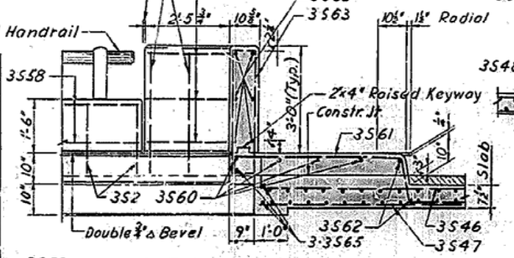
SECTION L-L



SECTION J-J



SECTION H-H



SECTION K-K

NOTE:
All longitudinal reinforcement spacing shown in Sections are to be centered between Girders.
The prefix number to indicate the Reinforcement callout (3520) denotes the span unit number
For Fascia Detail see Sheet 119

SHEET 120 OF 167

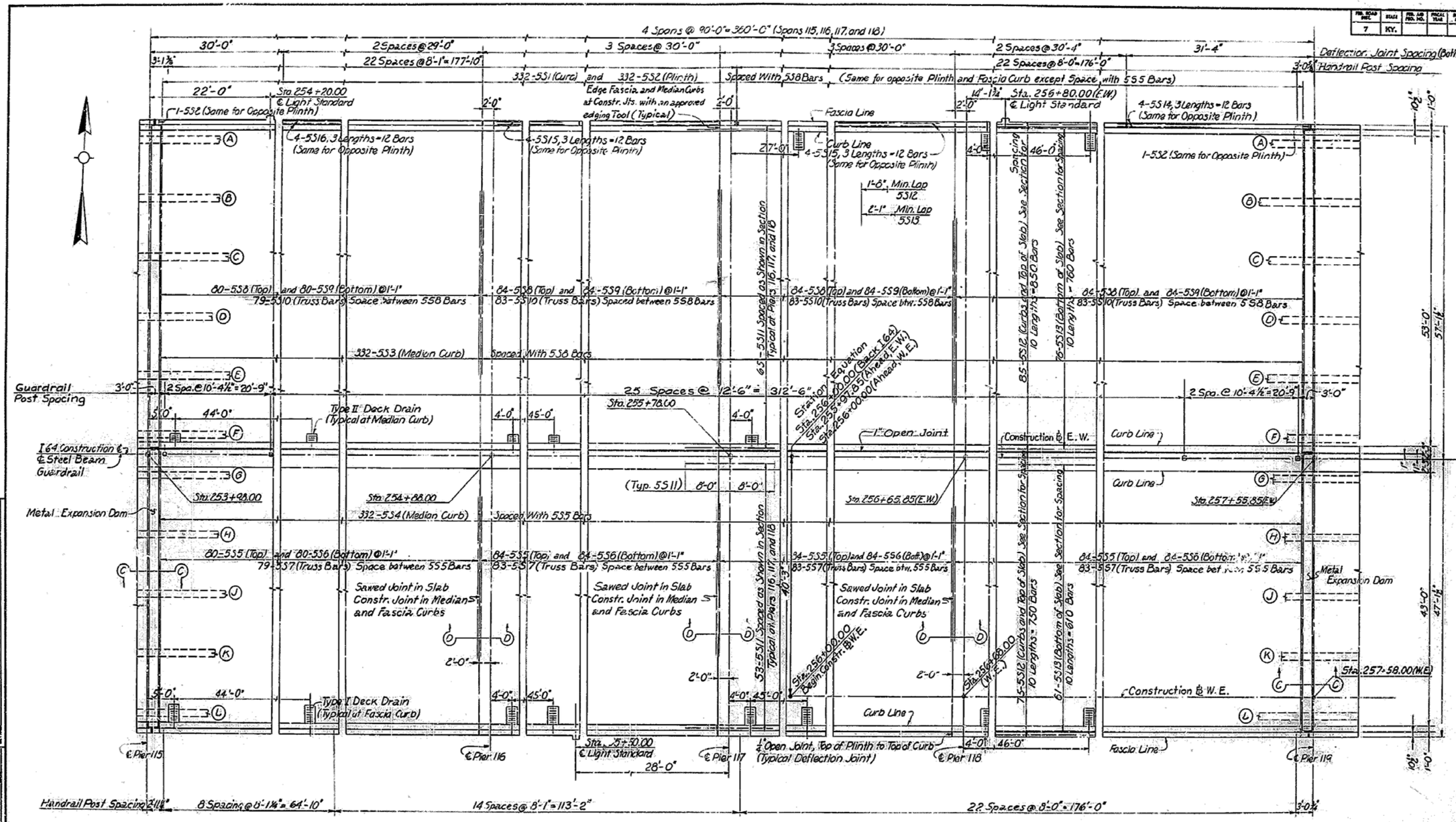
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD
PROJECT NO.
STATION 255+00
BRIDGE NUMBER
DRAWING NO. 15754
SHEET NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848

SECTIONS UNIT 3
SUPERSTRUCTURE

DESIGNED BY H.A.S. DRAWN BY CHECKED BY TRACED BY
REVISED DATE 11/63

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



PLAN
(Unit 5 Eastbound and Westbound)

NOTES:
For Typical Section See Sheet 124
For Sections C-C & D-D See Sheet 119
For Details of Expansion Dams See Sheets 106 & 107
For Reinforcement Details See Sheets 127 & 128
For Quantities See Sheet 128
For Deck Drain Details See Sheet 142
For Drain & Light Std. Support reinforcement Details See Sh. 141
Transverse Bars to be placed normal to the Fascia Lines.
See Section C-C & D-D
For Guardrail Details See Sheet 145

UNIT 5
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 648

SHEET 121 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. TO PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD

STATION 255 + 00 PROJECT NO.

BRIDGE NUMBER | DRAWING NO. 15754 | PAGE NO.

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

3 Spans (Of Unit 6) @ 90'-0" = 270'-0" (Spans 119, 120, and 121)
33 Spaces @ 8'-0" = 264'-0"

Handrail Post Spacing 11⅜"
Deflection Joint Spacing 28'-10" 25 Spaces @ 29'-7" 3 Spaces @ 30'-0" 3 Spaces @ 30'-0"

250-631 (Curb) and 250-632 (Plinth) Spaced With 6519 and 6522 Bars

3'-0" 44'-0" 4'-0" 46'-0" 2'-0" 7'-0" 43'-0" 2'-0"

1'-0" 1'-0⅛" 1-632 (Plinth)

℄ Light Standard Sta. 259+39.00 (E.W.)

℄ Sign Support III

Fascia Line

4-6330 (Plinth, Span 119) 3 Lengths = 12 Bars (Same for Opposite Plinth)

4-6329 (Plinth, Spans 120 and 121) 6 Lengths = 24 Bars (Same for Opposite Plinth)

1'-6" Min. Lap 6326
2'-1" Min. Lap 6327

Curb Line

Edge Fascia and Median Curbs at Constr. Jts., with an approved edging tool. (Typical)

25-6521 (Truss Bars) 1'-1" 29-6524 (Truss Bars) 1'-1" 29-6525 (Truss Bars)
Space Truss Bars between 6519 & 6522 Bars

82-6519 (Top) and 82-6520 (Bottom) @ 1'-1"
81-6521 (Truss Bars) Space between 6519 Bars

85-6526 (Curbs and Top of Slab, Spans 119, 120, and 121) 7 Lengths = 595 Bars (See Section)

84-6519 (Top) and 84-6520 (Bottom) @ 1'-1"
83-6521 (Truss Bars) Space between 6519 Bars

76-6527 (Bottom of Slab, Spans 119, 120, and 121) 7 Lengths = 532 Bars (See Section)

65-6528 Spaced as Shown in Section Typical at Piers 120, 121, and 122

42-6519 (Top) and 42-6520 (Bottom) @ 1'-1"

1'-1" 42-6522 (Top) and 42-6523 (Bottom) @ 1'-1"

202-635
Space All Median Curb Bars with 6519 Bars

1'-1" 12-656 1'-1" 12-657 1'-1" 12-658 1'-1" 12-659
Space with 6519 & 6522 Bars

Sta. 259+60.86 End 53'-0" clear Roadway Basin Median Curb, Guardrail and Open Joint Transition

Sta. 260+00.00 ℄ Sign Support (See Notes)

Begin 54'-0" Roadway Sta. 260+30.32

57'-1½" 53'-0" 54'-0"

Metal Expansion Dam-s

℄ Steel Beam Guardrail

1" 1" 1" Open Jt.

Sta. 259+35.05 (E.W.)

Sta 260+25.05 (E.W.)

Straight-Line Transition Curb Line

Straight-Line Transition

Construction ℄ E.W.

Curb Line

Sta. 257+55.85 (E.W.)

Sta. 258+45.85 (E.W.)

Begin Median Curb Transition & End 43'-0" Clear Roadway
18 Spaces @ 12'-6" = 225'-0"

Extension of Back Tangent along Median Curb Line (Transition)

24'-9¾"

℄ Curb Line Concentric with Construction ℄ W.E. (34'-0" Left)

20-6515 (Bottom) @ 1'-1"

1'-1" 28-6517 (Bottom) @ 1'-1" 1'-0" 30-6518 (Bottom) @ 1'-0"

11'-2" 14'-0" 25 Spaces @ 11'-8" = 23'-4"

Guardrail Post Spacing 1'-0⅜"

82-6510 (Top) and 82-6511 (Bottom) @ 1'-1"
81-6512 (Truss Bars) Space between 6510 Bars

56-6511 (Bottom) @ 1'-1"
84-6510 (Top) @ 1'-1"
83-6512 (Truss Bars) Space between 6510 Bars
191-633 (Median Curb Bars) Spaced With 6510 and 6514 Bars

1'-1" 28-6513 (Bottom) @ 1'-1"

38'-6¼"

85-6516 (Truss Bars)

56-6514 (Top) @ 1'-1" 1'-0" 30-6514 (Top) @ 1'-0"
Space between 6514 Bars
61-654 (Median Curb Bars) Spaced With 6514 Bars

Sawed Joint in Slab Construction Joint in Median and Fascia Curbs

Sawed Joint in Slab Construction Joint in Median and Fascia Curbs

Sawed Joint in Slab Construction Joint in Median and Fascia Curbs 2'-0"

Sta. 257+38.00 (W.E.)

Sta. 258+48.00 (W.E.)

Sta. 259+38.00 (W.E.)

Sta. 260+28.04 (W.E.)

℄ Light Standard Sta. 258+10.00 (W.E.)

P.C. Sta. 258+74.97 (W.E.)
P.O.T. Sta. 258+72.82 (E.W.)

Type I Deck Drain (Typical at Fascia Curb)

Construction ℄ W.E.

4" Open Joint Top of Plinth to Top of Curb (Typical Deflection Joint)

℄ Plinth

Curb Line

Fascia Line

1-632 (Plinth)

Deflection Joint Spacing 28'-10" 25 Spaces @ 29'-7" 3 Spaces @ 30'-0" 2 Spaces @ 30'-0⅛" 30'-0¼"

Handrail Post Spacing 11⅛" 33 Spaces @ 8'-0" = 264'-0"

Dimensions along Fascia Line 90'-0" Span 119 90'-0" Span 120 90'-0½" Span 121

Radial Dims.

℄ Pier 122

Measured Along ℄ Plinth

℄ Pier 119 ℄ Pier 120 ℄ Pier 121

NOTES - For Guardrail Details See Sheet 145
For Typical Section See Sheet 124
For Section C-C & D-D See Sheet 119
For Details of Expansion Dams See Sheets 106 & 107
For Reinforcement Details See Sheets 127 & 128
For Quantities See Sheet 128
Transverse Bars to be Normal to Girders, Fan Bars See Sections C-C & D-D
For Light Std. Support & Deck Drain Reinf. Details see Sht 141 & 142
For Sign Support Reinf., Details & Location See Sheet 112 & 113

PLAN
Unit 6, Spans 119, 120, and 121, Eastbound and Westbound

DME MBS 22K

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 258+00 PROJECT NO.

UNIT 6
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 649

BRIDGE NUMBER

DRAWING NO. 15754

SHEET 122 OF 167

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

1 Span (Of Unit 6) = 90'-0" (Span 122W) 30'-2"

℄ Pier 123W — Deflection Jt. Spacing, Handrail Post Spacing

℄ Pier 122 — 2 Spaces @ 30'-11" = 61'-10"; 11 Spaces @ 7'-10" = 86'-2"

1'-9⅜" — 86-651(Curb) and 86-652(Plinth) Spaced With 6531 Bars — 43'-0"

1-652 (Same for Opposite Plinth)

4'-10" — Fascia Line — Curb Line — 1'-10½"

2'-0" — 4-6536(Plinth) 3 Lengths = 12 Bars

Type I Deck Drain (Typical at Fascia Curb)

86-6531 (Top) and 86-6532(Bottom)@1'-1", 85-6533(Truss Piers) Space between 6531 Bars

1'-8" Mi Lap 6534 Bars
2'-1" Min. Lap 6535 Bars

Sawed Joint in Slab
Construction Joint in Median and Fascia Curbs

85-6534 (Curbs and Top of Slab) 3 Lengths = 255 Bars (See Section)

76-6535 (Bottom of Slab) 3 Lengths = 228 Bars (See Section)

Space these Bars Normal to Girders

Metal Expansion Dam

57'-1½" — 54'-0" — 54'-0" — 57'-9"

27'-2⅞"

Deflection Jt. Spacing
Handrail Post Spacing

4'-5⅜" — 2'-6" — 1'-4"

2 Spaces @ 27'-10¾" = 55'-9½"
10 Spaces @ 8'-0¾" = 80'-7½"

80-651(Curb) and 80-652 (Plinth) Spaced With 6531 Bars

Sta. 261+15.85(E.W.)

4-6537 (Plinth) 3 Lengths = 12 Bars

2-6538(Median) Spaced With 6531 Bars
6-6539(Median Curb) Spaced With 6531 Bars

Sta. 260+25.65(E.W.)
Sta. 260+31.20(E.W.)
Construction ℄ E.W.

Curb Line — Fascia Lines — 84'-7⅞" Along Fascia Line

7½" — 10½" — 1'-0"

90°-00'-00"

Sta. 260+31.71(W.E.)

6-6538(Median) — 6-6540(Median Curb) Spaced @ 1'-0"

℄ Light Standard Sta. 260+57.00(W.)

Detail 'A'

4-6553(Plinth) 3 Lengths = 12 Bars

8'-0" — 8'-0" — Curb Line — Typ. 6528 Bars @ Pier 123E

4-6554 (Plinth) 3 Lengths = 12 Bars

1-652(Plinth) — ℄ Plinth — 1'-10½"

25'-6⅞" Along Fascia — 83'-8⅞" (Span 122E) — 87'-8¾" (Span 123E)

Measured Along Fascia Line

Deflection Jt. Spacing — Handrail Post Spacing — Measured Along ℄ Plinth

26'-8⅞" — 2 Spaces @ 26'-8" — 2 Spaces @ 29'-7" — 30'-6⅝"

20 Spaces @ 8'-3¼" = 165'-5"

13-6542(Bottom)@6" — 80-651(Curb) and 80-652(Plinth) Space with alternate transverse Bars — 82-651(Curb) and 82-652(Plinth) Spaced with alternate 6543 Bars

94-6541(Bottom) — 107-6540(Top)@6" — 6" 65-6543(Top) and 65-6541(Bottom)@6½" — 163-6542 (Top) and 163-6544 (Bottom)@6½"

Space these Bars normal to Girder 'G'

Sawed Joint in Slab
Construction Joint in Fascia & Barrier Curbs

Metal Expansion Dam

10'-0" Max. Spacing 3"x8" Drain Slots thru Barrier Curbs, Span 123E

Sta. 262+01.20(W.E.)

Construction ℄ W.E.

Constr. Joint in Slab (Optional)

8" Slot (Typ.)

For Detail of Barrier Curb at Metal Exp. Dam See Section C-C, Sh. 129

Curb Line — Barrier Curb — Curb Line

22-6560 (Barrier Curb each Curb) — 22-6561 (Barrier Curb each Curb)

163-6547 (Top) and 163-6548 (Bott.) Space with 6543 & 6544 Bars

Type I Deck Drain (Typ. @ Fascia Curbs Except as shown)

Sta. 14+56.23 Ramp 'A'

Base Line Ramp 'A'

Curb Line — 4-6556 (Plinth) 3 Lengths = 12 Bars — 1-652 (Plinth)

℄ Plinth — Measured Along ℄ Plinth

℄ Pier 123E — Fascia Line — ℄ Pier 124E

82-651(Curb) and 82-652(Plinth)@1'-1"

20 Spaces @ 8'-2½" = 164'-2"

2 Spaces @ 28'-11¾"

85'-11½" (Span 123E)

Measured Along Fascia Line

Handrail Post Spacing — Deflection Jt. Spacing — Along ℄ Plinth

Type II Deck Drain

Sta. 260+20.04(W.E.)

4-6535(Plinth) 3 Lengths = 8 Bars

Type II Deck Drain

Radial Dimensions — Along W.E. Fascia — Along Plinth — Fascia Lines

Deflection Jt. Spacing — Handrail Post Spacing — Along ℄ Plinth

24'-6" — 2-6555(Plinth) 2 Lengths = 8 Bars

6 Spaces @ 7'-3½" = 43'-10½"

48-651(Curb), and 48-652(Plinth) Spaced @ 1'-1"

95-6545(Top), and 95-6546(Bott.)@6½"

Sta. 12+85.63 ℄ Pier RA3 (Ramp 'A')

42'-0" P.C. Sta. 13+11.41 Ramp 'A'

Sta. 13+34.59 Ramp 'A'

Sta. 13+70.27 Ramp 'A'

4-6555(Plinth) 3 Lengths = 12 Bars

80-651(Curb) and 80-652(Plinth) Space @ 1'-1"

3 Spaces @ 27'-11¾" = 84'-5" (Span 122E)

Edge Fascia and Barrier Curbs at Constr. Jts. with an approved edging Tool (Typ.)

Detail 'B'

16-6559 (Barrier Curb each Curb)

65-6547 (Top) and 65-6548 (Bott.)

Sta. 261+14.56(W.E.)

Sta. 260+77.74(W.E.)

44'-0"

Curb Line — Fascia Lines

Lap 2'-1" Min. (Top)

Lap 24" Min. (Bottom)

85-6549 (Curbs and Top of Slab) 2 Lengths (See Section) = 170 Bars

85-6550 (Bottom of Slab) 2 Lengths (See Section) = 170 Bars

106-6551 (Curbs and Top of Slab) 4 Lengths = 424 Bars (See Section)

104-6552 (Bottom of Slab) 4 Lengths = 416 Bars (See Section)

Spaced as shown in Section

4-6551 Top of Barrier

3-6557 Top of Barrier 3 Lengths = 98 Bars

1'-1½"

14'-3⅜"

22'-0⅜"

97-6528

44'-0"

Base Line Ramp 'A'

16'-0" — 37'-0"

Curb Line

Sta. 13+70.27 Ramp 'A'

Sta. 14+56.23 Ramp 'A'

1-652(Plinth)

℄ Plinth — Measured Along ℄ Plinth

℄ Pier 123E — Fascia Line — ℄ Pier 124E

Edge Fascia and Barrier Curbs at Constr. Jts. with an approved edging Tool (Typ.)

82-651(Curb) and 82-652(Plinth)@1'-1"

20 Spaces @ 8'-2½" = 164'-2"

2 Spaces @ 28'-11¾"

85'-11½" (Span 123E)

Measured Along Fascia Line

Handrail Post Spacing — Deflection Jt. Spacing

3 Spaces @ 27'-11¾" = 84'-5" (Span 122E)

Along ℄ Plinth

25'-9" — 22'-0" — 4'-0" — 1'-6" — 3'-2½"

50'-2⅜" — 44'-0" — 2'-0" (W.E.)

1'-10⅛" — 10'-0" — 1'-10⅛"

39'-0" — 67'-9⅜" — 71'-6¾"

19'-0⅛" — 5'-0" — 1'-9"

3'-6" — 10½" — 1'-0"

NOTES-Transverse Bars to be normal to Girders Fan Bars see Sections C-C & D-D
For Reinforcement Details see Sheets 127 & 128
For Drains & Light Standard Support Reinforcement Details see Sheet 141
For Deck Drain Details see Sheet 142
For Section B-B see Sheet 137
For Sections C-C & D-D see Sheet 119
For Cross Sections see Sheets 124, 125 & 126
For Detail 'B' see Sheet 125
For Details of Expansion Dams see Sheets 106, 107 & 108
For Quantities see Sheet 128

PLAN

Unit 6 - Span 122 Westbound, also Spans 122 & 123 Eastbound

Sta. 260+31.20(E.W.)

X — 2'-6" — 1'-4" — Curb Line E.W. Rdwy — Constr. ℄ E.W.

3-6563 — 3-6564 — 3-6562 — Metal Hand Rail (Typ.)

Y — Z

1'Open Jt. — 4-6564 — 3-6562 — 2-6564

℄ Beam Guard Rail (See Note) — Bent Pl — 3-6563

2'-6" — 1'-4" — Curb Line W.E. Rdwy — Sta. 260+31.71(W.E.)

Note: For Beam Guard Rail Details see Sheet № 145

SECTION X-X

DETAIL - A

Constr. ℄ E.W. — 6564 — 1'Open Jt. — 3'-0"(Typ.) — 1'-0" — 1'-0" — Each Face — Varies

6539 (Typ.) — 6531 (Typ.) — 6532 (Typ.) — 6541 (Typ.) — 6542 (Typ.) — 6565 (Typ.) Constr. Jt. (Typ.)

Westbound — Eastbound

6563 — Constr. ℄ E.W. — 6562 — 6563

Curb Line — 3'-0"(Typ.) — 6564 — 1'Open Jt. — 1'-0" — 10½" — 10½" — 1'-0" — Curb Line

6531 — 10" — 3" — 1½" — 1'-1½" 1½" — 6564 — Constr. Jt. (Typ.) — 651

Eastbound — 1'-1½" — Varies — 1'-1½" — Westbound

SECTION Y-Y

Constr. Joint, 2"x4" Raised Keyway — Top of Curb — 6538 — 6-6565

10½" — 1'-7½" — 1'-4" — Metal Handrail — ½" Open Jt. in Plinth — 6562 (Typ.) — ℄ Top of Curb — 6564 — Double ¾" ℄ Cover

3'-0"(Typ.) — 6563(Typ.) — 10" — 1'-6" — 10"

1'-0" — 9" — 6.566 (Typ.)

SECTION Z-Z

SHEET 123 OF 167

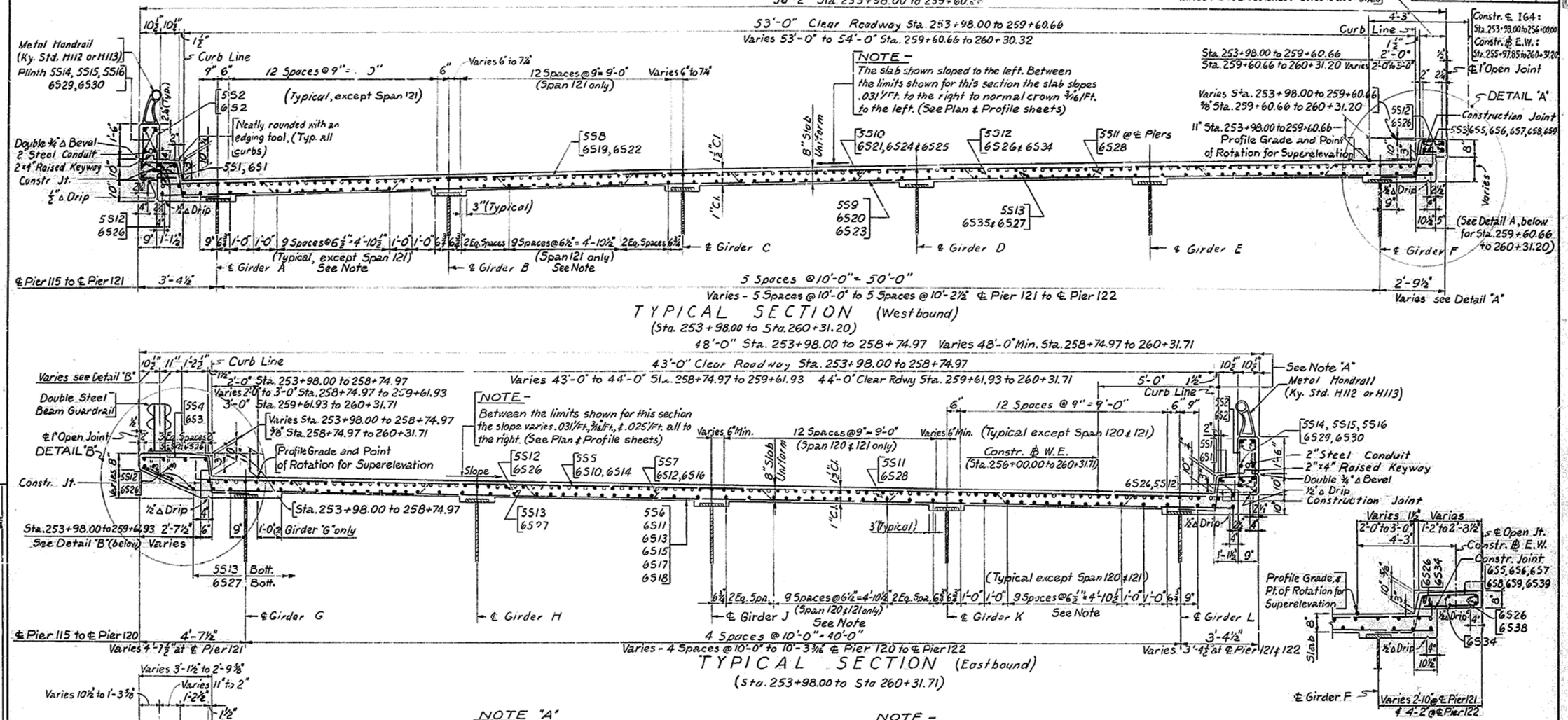
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255+00 — PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

BRIDGE NUMBER — DRAWING NO. 15754

UNIT 6
SUPERSTRUCTURE

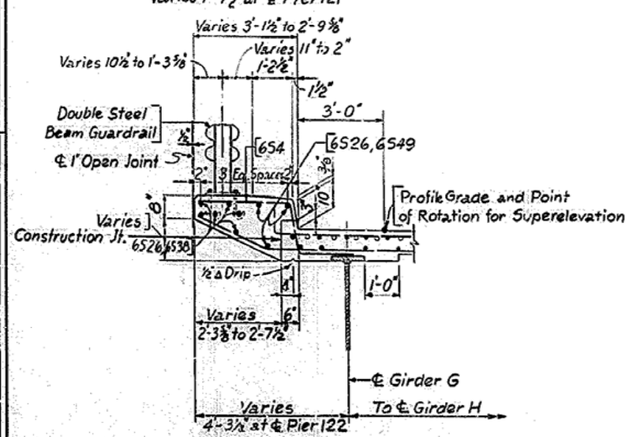


TYPICAL SECTION (Westbound)

(Sta. 253+98.00 to Sta. 260+31.20)

TYPICAL SECTION (Eastbound)

(Sta. 253+98.00 to Sta 260+31.71)



DETAIL – B

(Sta. 259+61.93 to Sta. 260+31.71)

DETAIL "A"

(Sta. 259+60.66 to Sta. 260+31.20)

NOTE "A"

These dimensions are radial where Structure is curved.

NOTE –

The prefix number to indicate the reinforcement callout (6520), denotes the span unit number.

The longitudinal reinforcement spacing shown are to be centered between the Girders.

For Fascia Detail see Sheet 119

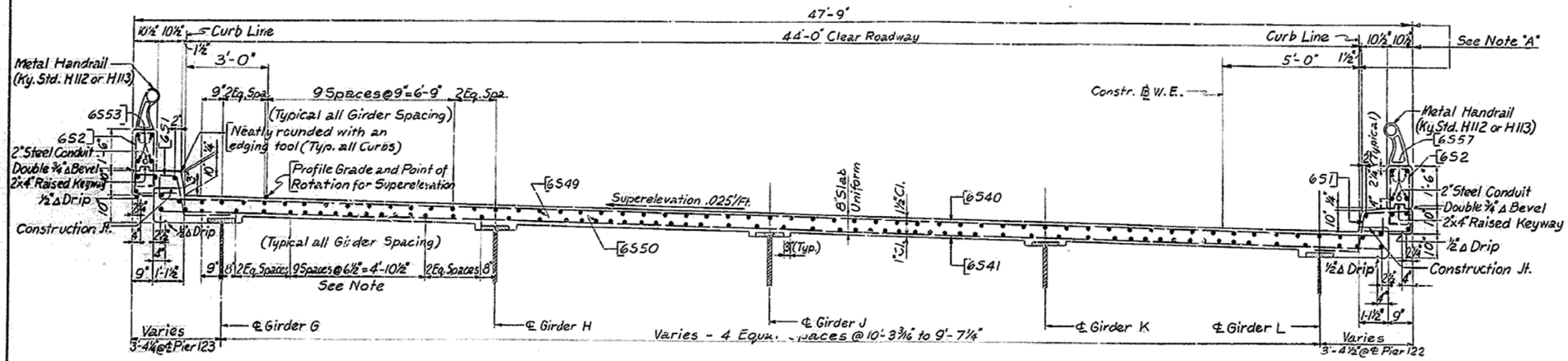
TYPICAL SECTIONS
UNIT 5 THRU UNIT 6
SUPERSTRUCTURE

HAZLET & ERDAL CONSULTING ENGINEERS FILE NO. 845

SHEET 124 OF 167

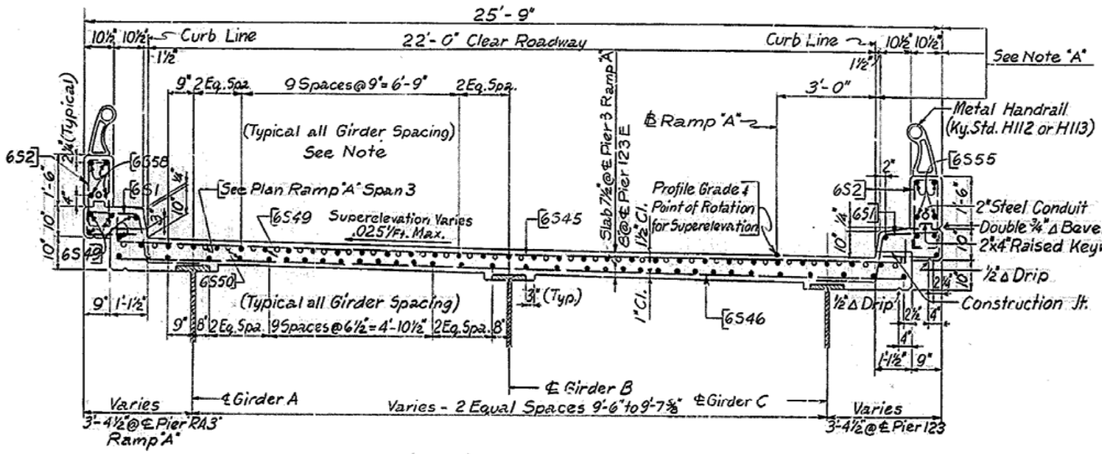
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
INDEX

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

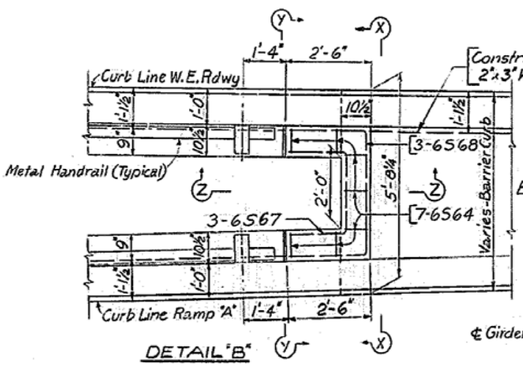


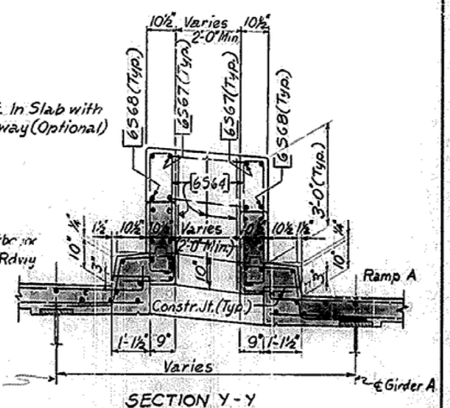
TYPICAL SECTION (Eastbound)

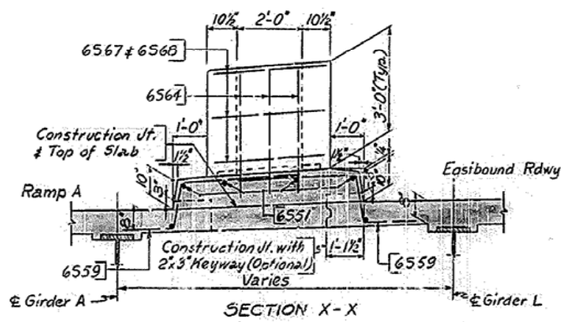
Sta. 260+31.71 to Sta. 260+77.74

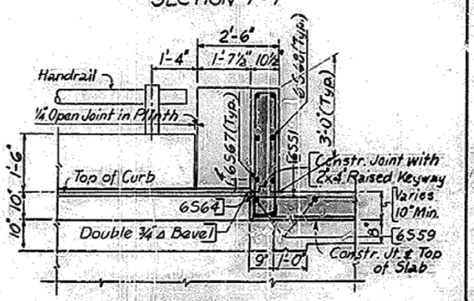


TYPICAL SECTION (Ramp A)









Note "A"
These dimensions are radial where structure is curved.

NOTE –
The prefix number to indicate the reinforcement callout (6520) denotes the span unit number.
The longitudinal reinforcement spacing shown are to be centered between the Girders.
For Fascia Detail see Sheet 119

SHEET 125 OF 167

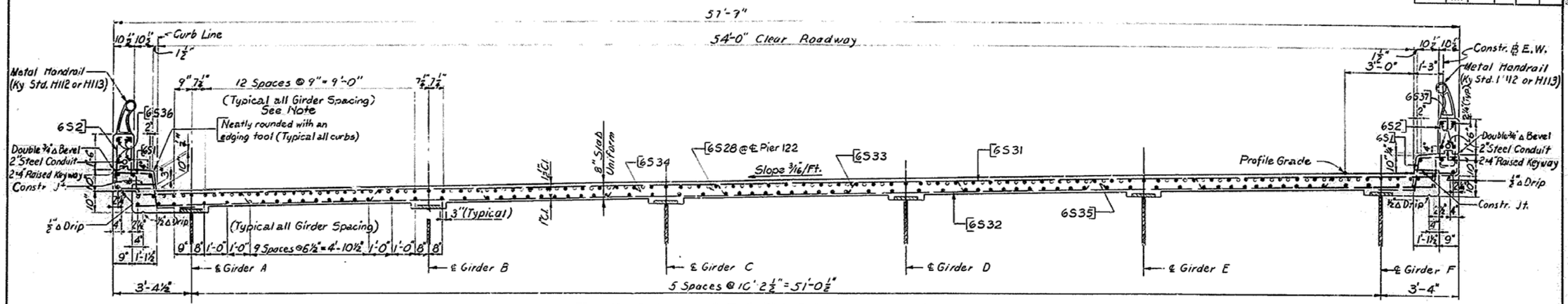
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

SECTIONS - TYPICAL & RAMP "A"
SUPERSTRUCTURE

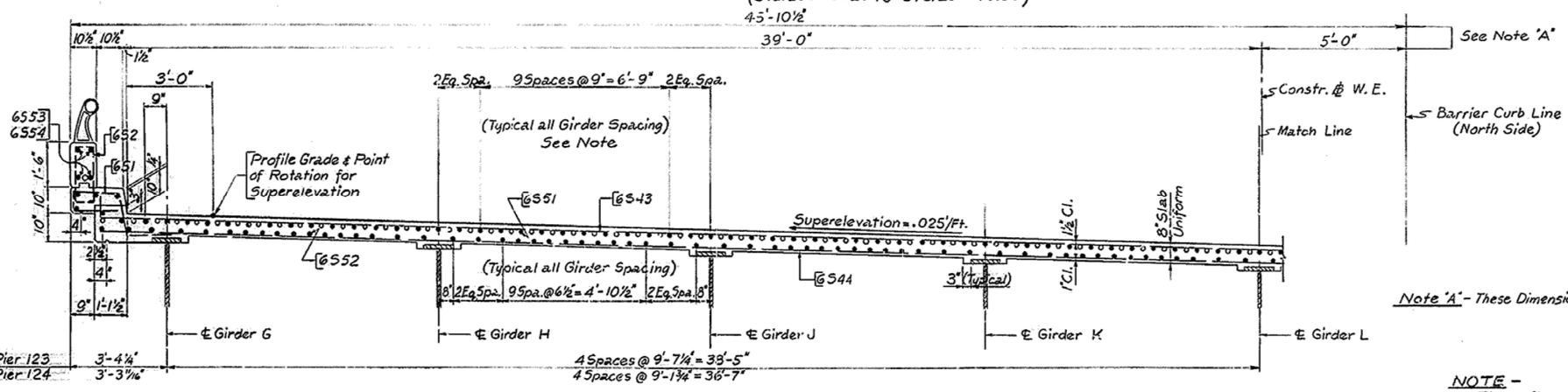
HAZELET & ERDAL CONSULTING ENGINEERS ESS E NO. 946

DESIGNED BY M.P.S. CHECKED BY
DRAWN BY CHECKED BY
TRACED BY CHECKED BY

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

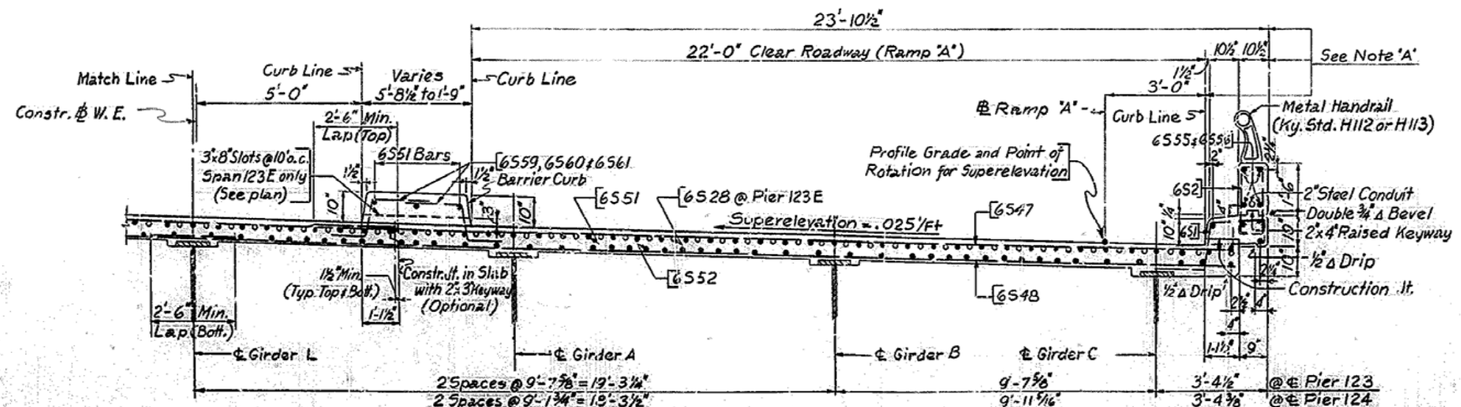


TYPICAL SECTION (Westbound)
(Sta. 260+31.20 to Sta. 261+15.85)



Note 'A' – These Dimensions are Radial

NOTE –
The prefix number to indicate the reinforcement callout (6S20) denotes the span unit number.
The longitudinal reinforcement spacing shown are to be centered between the Girders.
For Fascia Detail see Sheet 119



TYPICAL SECTION (East bound)
(Sta. 260+77.74 to Sta. 262+01.20)

TYPICAL SECTIONS, UNIT 6
SUPERSTRUCTURE

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 848

SHEET 126 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

BRIDGE NUMBER

DRAWING NO. 15754

INDEX

DRAWN BY: EDK DATE: 3/11/63 REVISED
CHECKED BY: M.D.S. DATE: REVISED
DETAILED BY: DATE: REVISED
TRACED BY: DATE: REVISED

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

BILL OF REINFORCEMENT UNIT-3 THRU 6

UNIT-2

Mark	Type	Size	No. Req.	Length Ft.	Length In.	Location
1S1	(22)	4	796	5	11	Curb (E.B.&W.B.)
1S2	(23)	4	798	5	9	Plinth (E.B.&W.B.)
1S3	(22)	4	396	4	7	Median (W.B.)
1S4	(28)	6	413	5	7	Median (E.B.)
1S5	Str	6	396	44	6	Trans. Bott. (W.B.)
1S6	(17)	6	796	46	3	Trans. Top (E.B.&W.B.)
1S7	(29)	6	400	47	2	Trans. Bott. (E.B.)
1S8	(15)	6	178	47	5	Trans. Truss (W.B.)
1S9	(15)	6	222	47	5	Trans. Truss (W.B.)
1S10	(15)	6	172	47	8	Trans. Truss (E.B.)
1S11	(15)	6	224	47	8	Trans. Truss (E.B.)
1S12	Str.	4	852	37	0	Long. Top (W.B.)
1S13	Str.	5	744	37	5	Long. Bott. (W.B.)
1S14	Str.	4	318	16	0	Top @ Pier 102,103 & 104
1S15	Str.	4	12	29	5	Plinth Span 101 (W.B.)
1S16	Str.	4	32	29	3	Plinth Span 102 & 103 (W.B.)
1S17	Str.	4	12	31	0	Plinth Span 104 (W.B.)
1S18	Str.	4	12	30	5	Plinth Span 101 (E.B.)
1S19	Str.	4	32	30	3	Plinth Span 102 & 103 (E.B.)
1S20	Str.	4	12	31	7	Plinth Span 104 (E.B.)
1S21	Str.	4	900	37	7	Long. Top (E.B.)
1S22	Str.	5	732	37	11	Long. Bott. (E.B.)
LS1	(27)	4	6	8	8	Light Std. (E.B.&W.B.)
LS2	(17)	4	6	2	11	Light Std. (E.B.&W.B.)
LS3	(17)	4	3	6	11	Light Std. (E.B.&W.B.)
DS1	(24)	6	32	4	3	Deck Drain (E.B.&W.B.)
DS2	Str.	5	16	2	8	Deck Drain (W.B.)
DS3	(25)	4	16	4	8	Deck Drain (W.B.)
DS4	(26)	5	32	6	7	Deck Drain (W.B.)
M1	(14)	4	6	15	2	Sign Support (Median)
M2	(31)	4	2	16	4	Sign Support (Median)
M3	(23)	6	8	11	8	Sign Support (Median)
M4	(23)	5	4	9	4	Sign Support (Median)
M5	(23)	4	12	6	0	Sign Support (Median)
M6	(32)	6	8	9	1	Sign Support (Median)
M8	Str.	5	12	2	6	Sign Support (Median)
M9	Str.	4	2	3	4	Sign Support (Median)
F1	(23)	4	6	6	10	Sign Support (Fascia)
F2	(32)	6	8	9	7	Sign Support (Fascia)

UNIT-3

Mark	Type	Size	No. Req.	Length Ft.	Length In.	Location
2S1	(22)	4	681	5	11	Curb (E.B.&W.B.)
2S2	(23)	4	685	5	9	Plinth (E.B.&W.B.)
2S3	(22)	4	341	4	7	Median (W.B.)
2S4	(28)	6	340	5	7	Median (E.B.)
2S5	Str.	6	341	44	9	Trans. Bott. (W.B.)
2S6	(17)	6	681	46	3	Trans. Top (E.B.&W.B.)
2S7	(29)	6	340	47	2	Trans. Bott. (E.B.)
2S8	(15)	6	673	47	8	Trans. Truss (E.B.&W.B.)
2S9	Str.	4	12	81	0	Plinth Span 108 (W.B.)
2S10	Str.	4	1460	38	1	Long. Top (E.B.&W.B.)
2S11	Str.	5	1230	38	6	Long. Bott. (E.B.&W.B.)
2S12	Str.	4	8	30	3	Plinth Span 107 (E.B.)
2S13	Str.	4	4	30	9	Plinth Span 107 (E.B.)
2S14	Str.	4	318	16	0	Top @ Pier 106, 107 & 108
2S15	Str.	4	24	29	5	Plinth Span 105 (E.B.&W.B.)
2S16	Str.	4	24	30	5	Plinth Span 106 (E.B.&W.B.)
2S17	Str.	4	12	30	6	Plinth Span 108 (E.B.)
2S18	Str.	4	4	31	3	Plinth Span 107 (W.B.)
2S19	Str.	4	8	30	0	Plinth Span 107 (W.B.)
LS1	(27)	4	6	8	8	Light Std. (E.B.&W.B.)
LS2	(17)	4	6	2	11	Light Std. (E.B.&W.B.)
LS3	(17)	4	3	6	11	Light Std. (E.B.&W.B.)
DS1	(24)	6	34	4	3	Deck Drain (E.B.&W.B.)
DS2	Str.	5	18	2	8	Deck Drain (E.B.&W.B.)
DS3	(25)	4	18	4	8	Deck Drain (E.B.&W.B.)
DS4	(26)	5	36	6	7	Deck Drain (E.B.&W.B.)

UNIT-3

Mark	Type	Size	No. Req.	Length Ft.	Length In.	Location
3S1	(22)	4	639	5	11	Curb (E.B., W.B. & RampB)
3S2	(23)	4	639	5	9	Plinth (E.B., W.B. & RampB)
3S3	(22)	4	260	4	7	Median (W.B.)
3S4	(28)	6	271	5	7	Median (E.B.)
3S5	(17)	6	343	46	3	Trans. Top (E.B. & Span 109 W.B.)
3S6	(29)	6	258	47	2	Trans. Bott. (E.B.)
3S7	(15)	6	255	47	8	Trans. Truss (E.B.)
3S8	Str.	4	600	36	1	Long. Top (E.B.)
3S9	Str.	5	488	36	5	Long. Bott. (E.B.)
3S10	Str.	4	218	16	0	Top @ Pier 110 & 111
3S11	Str.	4	12	29	2	Plinth Span 109 (E.B.)
3S12	Str.	4	12	29	10	Plinth Span 110 (E.B.)
3S13	Str.	4	12	30	8	Plinth Span 111 (E.B.)
3S14	Str.	4	12	30	4	Plinth Span 109 (W.B.)
3S15	Str.	6	85	44	9	Trans. Bott. Span 109 (W.B.)
3S16	(15)	6	84	47	4	Trans. Truss Span 109 (W.B.)
3S17	Str.	4	213	32	9	Long. Top Span 109 (W.B.)
3S18	Str.	5	186	33	0	Long. Bott. Span 109 (W.B.)
3S19	Str.	4	12	30	11	Plinth Span 110 (W.B.)
3S20	(24)	6	175	37	0	Trans. Top Span 110 & 111 (W.B.)
3S21	Str.	6	175	33	6	Trans. Bott. Span 110 & 111 (W.B.)
3S22	(15)	6	173	37	9	Trans. Truss Span 110 & 111 (W.B.)
3S23	(24)	6	58	13	4	Trans. Top Span 110 (W.B.)
3S24	Str.	6	58	15	4	Trans. Bott. Span 110 (W.B.)
3S25	(24)	6	58	14	11	Trans. Top Span 110 (W.B.)
3S26	Str.	6	58	16	11	Trans. Bott. Span 110 (W.B.)
3S27	(24)	6	57	16	7	Trans. Top Span 110 (W.B.)
3S28	Str.	6	57	18	7	Trans. Bott. Span 110 (W.B.)
3S29	(24)	6	61	19	2	Trans. Top Span 111 (W.B.)
3S30	Str.	6	61	21	2	Trans. Bott. Span 111 (W.B.)
3S31	(24)	6	62	21	10	Trans. Top Span 111 (W.B.)
3S32	Str.	6	62	23	10	Trans. Bott. Span 111 (W.B.)
3S33	Str.	6	53	22	6	Trans. Top Span 111 (W.B.)
3S34	Str.	6	53	29	0	Trans. Bott. Span 111 (W.B.)
3S35	Str.	4	250	38	10	Long. Top Span 110 & 111 (W.B.)
3S36	Str.	5	225	39	3	Long. Bott. Span 110 & 111 (W.B.)
3S37	Str.	4	75	32	11	Long. Top Span 110 (W.B.)
3S38	Str.	5	69	33	4	Long. Bott. Span 110 (W.B.)
3S39	Str.	4	5	18	6	Long. Curb @ Nose (W.B.)
3S40	Str.	4	62	26	0	Long. Top Span 111 (W.B.)
3S41	Str.	5	66	26	8	Long. Bott. Span 111 (W.B.)
3S42	Str.	4	29	46	6	Long. Top Span 111 (W.B.)
3S43	Str.	5	35	46	6	Long. Bott. Span 111 (W.B.)
3S44	Str.	4	2	40	6	Long. Top @ Nose (Fan)
3S45	Str.	5	2	41	0	Long. Bott. @ Nose (Fan)
3S46	(24)	4	4	11	3	Long Top. @ Nose
3S47	Str.	5	6	10	6	Long Bott @ Nose
3S48	(17)	6	67	33	6	Trans. Top (Ramp B)
3S49	Str.	6	95	30	4	Trans. Bott. (Ramp B)
3S50	(24)	6	28	37	0	Trans. Top (Ramp B)
3S51	(15)	6	66	33	10	Trans. Truss (Ramp B)
3S52	(15)	6	27	37	9	Trans. Truss (Ramp B)
3S53	Str.	4	138	34	3	Long. Top (Ramp B)
3S54	Str.	5	135	34	7	Long. Bott. (Ramp B)
3S55	Str.	4	10	37	2	Long. Curb (Ramp B)
3S56	Str.	4	8	32	2	Plinth (Ramp B)
3S57	Str.	4	4	33	0	Plinth (Ramp B)
3S58	Str.	4	8	33	5	Plinth (Ramp B)
3S59	Str.	4	8	31	4	Plinth Span 111 (W.B.)
3S60	(28)	4	8	6	4	Nose
3S61	(28)	4	4	7	9	Nose
3S62	(30)	4	2	10	5	Nose
3S63	(23)	4	10	8	9	Endwall @ Nose
3S64	Str.	4	12	3	0	Endwall @ Nose
3S65	Str.	4	9	3	4	Endwall Fascia @ Nose
LS1	(27)	4	4	8	8	Light Std. (E.B.&W.B.)
LS2	(17)	4	4	2	11	Light Std. (E.B.&W.B.)
LS3	(17)	4	2	6	11	Light Std. (E.B.&W.B.)
DS1	(24)	6	44	5	3	Deck Drain (E.&W.B. & RampB)
DS2	Str.	5	16	2	8	Deck Drain (E.B. & RampB)
DS3	(25)	4	16	4	8	Deck Drain (E.B. & RampB)
DS4	(26)	5	16	6	7	Deck Drain (E.B. & RampB)
M1	(14)	4	6	15	2	Sign Support (Median)
M2	(31)	4	2	16	4	Sign Support (Median)
M3	(23)	6	8	11	8	Sign Support (Median)
M4	(23)	5	4	9	4	Sign Support (Median)
M5	(23)	4	12	6	0	Sign Support (Median)

UNIT-4

Mark	Type	Size	No. Req.	Length Ft.	Length In.	Location
4S1	(23)	4	503	5	11	Curb (E.B. & W.B.)
4S2	(23)	4	507	5	9	Plinth (E.B. & W.B.)
4S3	(22)	4	252	4	7	Median (W.B.)
4S4	(28)	6	251	5	7	Median (E.B.)
4S5	(17)	6	251	46	3	Trans. Top (E.B.)
4S6	(29)	6	251	47	2	Trans. Bott. (E.B.)
4S7	(15)	6	248	47	8	Trans. Truss (E.B.)
4S8	Str.	4	600	35	1	Long. Top (E.B.)
4S9	Str.	5	488	35	5	Long. Bott. (E.B.)
4S10	Str.	4	263	16	0	Top @ Pier 113 & 114
4S11	Str.	4	12	28	4	Plinth Span 112 (E.B.)
4S12	Str.	4	12	29	3	Plinth Span 113 (E.B.)
4S13	Str.	4	12	30	3	Plinth Span 114 (E.B.)
4S14	(24)	6	232	46	9	Trans. Top (W.B.)
4S15	Str.	6	252	43	6	Trans. Bott. (W.B.)
4S16	(15)	6	249	48	2	Trans. Truss (W.B.)
4S17	(24)	6	54	42	3	Trans. Top Span 112 (W.B.)
4S18	Str.	6	54	44	3	Trans. Bott. Span 112 (W.B.)
4S19	(24)	6	53	37	9	Trans. Top Span 112 (W.B.)
4S20	Str.	6	53	40	0	Trans. Bott. Span 112 (W.B.)
4S21	(24)	6	54	33	3	Trans. Top Span 112 (W.B.)
4S22	Str.	6	54	35	6	Trans. Bott. Span 112 (W.B.)
4S23	(24)	6	56	29	1	Trans. Top Span 113 (W.B.)
4S24	Str.	6	56	31	2	Trans. Bott. Span 113 (W.B.)
4S25	(24)	6	55	25	7	Trans. Top Span 113 (W.B.)
4S26	Str.	6	55	27	8	Trans. Bott. Span 113 (W.B.)
4S27	(24)	6	56	22	1	Trans. Top Span 113 (W.B.)
4S28	Str.	6	56	24	1	Trans. Bott. Span 113 (W.B.)
4S29	(24)	6	86	18	7	Trans. Top Span 114 (W.B.)
4S30	Str.	6	86	20	3	Trans. Bott. Span 114 (W.B.)
4S31	(24)	6	87	14	6	Trans. Top Span 114 (W.B.)
4S32	Str.	6	87	16	0	Trans. Bott. Span 114 (W.B.)
4S33	Str.	4	192	31	7	Long. Top Span 112 (W.B.)
4S34	Str.	5	180	31	11	Long. Bott. Span 112 (W.B.)
4S35	Str.	4	192	32	2	Long. Top Span 113 (W.B.)
4S36	Str.	5	180	32	7	Long. Bott. Span 113 (W.B.)
4S37	Str.	4	192	32	0	Long. Top Span 114 (W.B.)
4S38	Str.	5	180	32	5	Long. Bott. Span 114 (W.B.)
4S39	Str.	4	167	32	0	Long. Top Span 112 (W.B.)
4S40	Str.	5	188	32	4	Long. Bott. Span 112 (W.B.)
4S41	Str.	4	110	32	8	Long. Top Span 113 (W.B.)
4S42	Str.	5	116	33	0	Long. Bott. Span 113 (W.B.)
4S43	Str.	4	79	32	2	Long. Top Span 114 (W.B.)
4S44	Str.	5	79	32	7	Long. Bott. Span 114 (W.B.)
4S45	Str.	4	12	30	0	Plinth Span 112 (W.B.)
4S46	Str.	4	12	30	8	Plinth Span 113 (W.B.)
4S47	Str.	4	12	31	2	Plinth Span 114 (W.B.)
LS1	(27)	4	4	8	8	Light Std. (E.B.&W.B.)
LS2	(17)	4	4	2	11	Light Std. (E.B.&W.B.)
LS3	(17)	4	2	6	11	Light Std. (E.B.&W.B.)
DS1	(24)	6	36	5	3	Deck Drain (E.B.&W.B.)
DS2	Str.	5	12	2	8	Deck Drain (E.B.)
DS3	(25)	4	12	4	8	Deck Drain (E.B.)
DS4	(26)	5	12	6	7	Deck Drain (E.B.)

UNIT-3

Mark	Type	Size	No. Req.	Length Ft.	Length In.	Location
M6	(32)	6	8	9	1	Sign Support (Median)
M8	Str.	5	12	2	6	Sign Support (Median)
M9	Str.	4	2	3	4	Sign Support (Median)
F1	(23)	4	6	6	10	Sign Support (Fascia)
F2	(32)	6	8	9	7	Sign Support (Fascia)

UNIT-5

Mark	Type	Size	No. Req.	Length Ft.	Length In.	Location
5S1	(22)	4	664	5	11	Curb (E.B. & W.B.)
5S2	(23)	4	668	5	9	Plinth (E.B. & W.B.)
5S3	(22)	4	332	4	7	Median (W.B.)
5S4	(28)	6	332	[illegible]	7	Median (E.B.)
5S5	(17)	6	332	46	3	Trans. Top (E.B.)
5S6	(29)	6	332	47	2	Trans. Bott. (E.B.)
5S7	(15)	6	328	47	9	Trans. Truss (E.B.)
5S8	(17)	6	332	56	3	Trans. Top (W.B.)
5S9	Str.	6	332	54	9	Trans. Bott. (W.B.)
5S10	(15)	6	328	58	2	Trans. Truss (W.B.)
5S11	Str.	4	354	16	0	Top @ Pier 116, 117 & 118
5S12	Str.	4	1600	37	2	Long. Top (E.B. & W.B.)
5S13	Str.	5	1370	37	7	Long. Bott. (E.B. & W.B.)
5S14	Str.	4	24	30	1	Plinth Span 118 (E.B. & W.B.)
5S15	Str.	4	48	29	9	Plinth Span 116 & 117 (E.B. & W.B.)
5S16	Str.	4	24	28	9	Plinth Span 115 (E.B. & W.B.)
LS1	(27)	4	6	8	8	Light Std. (E.B. & W.B.)
LS2	(17)	4	6	2	11	Light Std. (E.B. & W.B.)
LS3	(17)	4	3	6	11	Light Std. (E.B. & W.B.)
DS1	(24)	6	54	5	3	Deck Drain (E.B. & W.B.)
DS2	Str.	5	22	2	8	Deck Drain (E.B. & W.B.)
DS3	(25)	4	22	4	8	Deck Drain (E.B. & W.B.)
DS4	(26)	5	22	6	7	Deck Drain (E.B. & W.B.)

UNIT-6

Mark	Type	Size	No. Req.	Length Ft.	Length In.	Location
6S1	(22)	4	1092	5	11	Curb (E.B., W.B. & RampA)
6S2	(23)	4	1098	5	9	Plinth (E.B., W.B. & RampA)
6S3	(28)	6	191	5	7	Median (E.B.)
6S4	(28)	6	80	5	3	Median (E.B.)
6S5	(22)	4	202	4	7	Median (W.B.)
6S6	(22)	4	12	5	1	Median (W.B.)
6S7	(22)	4	12	5	8	Median (W.B.)
6S8	(22)	4	12	6	3	Median (W.B.)
6S9	(22)	4	12	6	10	Median (W.B.)
6S10	(17)	6	166	46	3	Trans. Top Span 119 & 120 (E.B.)
6S11	(29)	6	138	47	2	Trans. Bott. Span 119 & 120 (E.B.)
6S12	(15)	6	164	47	10	Trans. Truss Span 119 & 120 (E.B.)
6S13	(29)	6	28	47	5	Trans. Bott. Span 120 (E.B.)
6S14	(17)	6	86	47	0	Trans. Top Span 121 (E.B.)
6S15	(29)	6	28	47	8	Trans. Bott. Span 121 (E.B.)
6S16	(15)	6	85	48	5	Trans. Truss Span 121 (E.B.)
6S17	(29)	6	28	48	1	Trans. Bott. Span 121 (E.B.)
6S18	(27)	6	30	47	10	Trans. Bott. Span 121 (E.B.)
6S19	(17)	6	208	56	3	Trans. Top Span 119, 120 & 121 (W.B.)
6S20	Str.	6	208	54	9	Trans. Bott. Span 119, 120 & 121 (W.B.)
6S21	(15)	6	189	58	2	Trans. Truss Span 119, 120 & 121 (W.B.)
6S22	(17)	6	42	56	6	Trans. Top Span 121 (W.B.)
6S23	Str.	6	42	55	0	Trans. Bott. Span 121 (W.B.)
6S24	(15)	6	29	58	1	Trans. Truss. Span 121 (W.B.)
6S25	(15)	6	29	58	6	Trans. Truss. Span 121 (W.B.)
6S26	Str.	4	1120	39	9	Long. Top Span 119, 120 & 121 (E.&W.B.)
6S27	Str.	5	959	40	0	Long. Bott. Span 119, 120 & 121 (E.&W.B.)
6S28	Str.	4	451	16	0	Top @ Pier 120, 121, 122 (E.&W.B. & 123B)

UNIT-6

Mark	Type	Size	No. Req.	Length Ft.	Length In.	Location
6S29	Str.	4	48	29	9	Plinth Span 120 & 121 (E.&W.B.)
6S30	Str.	4	24	29	4	Plinth Span 119 (E.&W.B.)
6S31	(17)	6	86	57	6	Trans. Top Span 122 (W.B.)
6S32	Str.	6	86	56	0	Trans. Bott. Span 122 (W.B.)
6S33	(15)	6	85	59	5	Trans. Truss Span 122 (W.B.)
6S34	Str.	4	255	32	6	Long. Top Span 122 (W.B.)
6S35	Str.	5	228	32	11	Long. Bott. Span 122 (W.B.)
6S36	Str.	4	12	30	8	Plinth Span 122 (W.B.)
6S37	Str.	4	12	27	7	Plinth Span 122 (W.B.)
6S38	(24)	4	8	9	9	Median @ Nose Span 122 (E.&W.B.)
6S39	(22)	4	6	7	3	Median Span 122 (W.B.)
6S40	(17)	6	107	47	6	Trans. Top Span 122 (E.B.)
6S41	Str.	6	94	46	0	Trans. Bott. Span 122 (E.B.)
6S42	(29)	6	13	47	8	Trans. Bott. Span 122 (E.B.)
6S43	(24)	6	228	46	9	Trans. Top Span 122 & 123 (E.B.)
6S44	Str.	6	228	43	9	Trans. Bott. Span 122 & 123 (E.B.)
6S45	(17)	6	95	25	6	Trans. Top RampA
6S46	Str.	6	95	24	0	Trans Bott. RampA
6S47	(24)	6	228	31	1	Trans. Top Span 122 & 123 (E.B.)
6S48	Str.	6	228	32	9	Trans. Bott. Span 122 & 123 (E.B.)
6S49	Str.	4	216	28	0	Long. Top Span 123 & RampA
6S50	Str.	5	192	28	0	Long. Bott. Span 122 & RampA
6S51	Str.	4	437	31	8	Long Top (E.B. & Barrier)
6S52	Str.	5	416	32	0	Long. Bott (E.B.)
6S53	Str.	4	12	26	5	Plinth Span 122 (E.B.)
6S54	Str.	4	12	29	4	Plinth Span 123 (E.B.)
6S55	Str.	4	12	27	8	Plinth RampA & Span 122 (E.B.)
6S56	Str.	4	12	28	8	Plinth RampA & Span 123 (E.B.)
6S57	Str.	4	8	24	7	Plinth Span 122 (E.B.)
6S58	Str.	4	8	24	3	Plinth RampA
6S59	(28)	4	32	5	11	Barrier Curb Span 122 (E.B.)
6S60	(28)	4	44	5	0	Barrier Curb Span 123 (E.B.)
6S61	(28)	4	44	3	10	Barrier Curb Span 123 (E.B.)
6S62	(24)	4	6	2	7	Endwall in Median
6S63	(24)	4	6	3	10	Endwall in Median
6S64	(23)	4	15	8	9	Endwall in Median
6S65	(23)	4	6	5	4	Endwall in Median
6S66	Str.	4	12	2	5	Endwall in Median
6S67	(17)	4	3	5	9	Endwall in Barrier Curb
6S68	(17)	4	3	7	9	Endwall in Barrier Curb
LS1	(27)	4	6	8	8	Light Std. (E.B.&W.B.)
LS2	(11)	4	6	2	11	Light Std. (E.B.&W.B.)
LS3	(17)	4	3	6	11	Light Std. (E.B.&W.B.)
DS1	(26)	6	76	5	3	Deck Drain (E.&W.B. & RampA)
DS2	Str.	5	36	2	8	Deck Drain (E.&W.B. & RampA)
DS3	(25)	4	36	4	8	Deck Drain (E.&W.B. & RampA)
DS4	(26)	5	36	6	7	Deck Drain (E.&W.B. & RampA)
M1	(14)	4	6	15	2	Sign Support (Median)
M2	(31)	4	2	16	4	Sign Support (Median)
M4	(23)	5	4	9	4	Sign Support (Median)
M5	(23)	4	12	6	0	Sign Support (Median)
M6	(32)	6	8	9	1	Sign Support (Median)
M7	(23)	7	8	11	8	Sign Support (Median)
M8	Str.	5	12	2	6	Sign Support (Median)
M9	Str.	4	2	3	4	Sign Support (Median)
F1	(23)	4	6	6	10	Sign Support (Fascia)
F2	(32)	6	8	9	7	Sign Support (Fascia)

NOTE:
For Bar Bending, Estimate of Quantities and Notes see Sht. 128

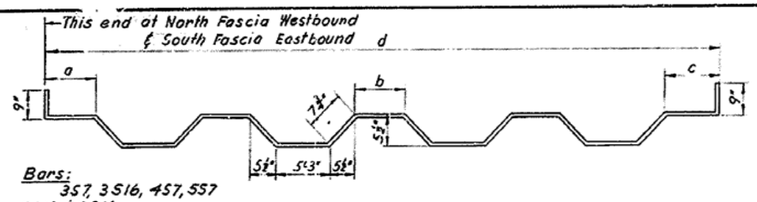
SHEET 127 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
INDEX

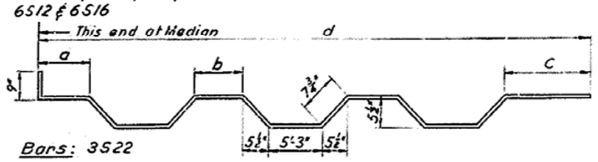
REINFORCING DETAILS
UNIT 3 THRU UNIT 6
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

DRAWN BY H.A.S. CHECKED BY ERK DATE 11/63
REVISED DATE



Bars: 357, 3516, 457, 557 6512 & 6516



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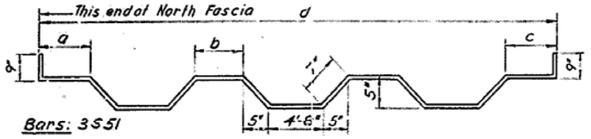

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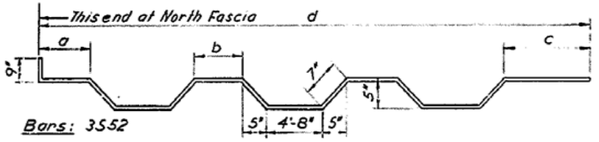
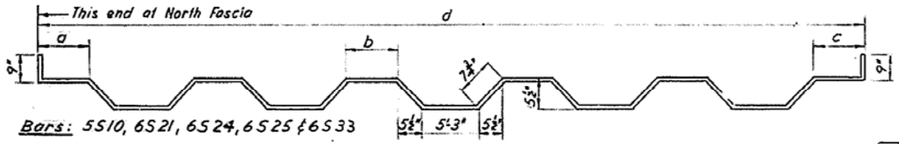
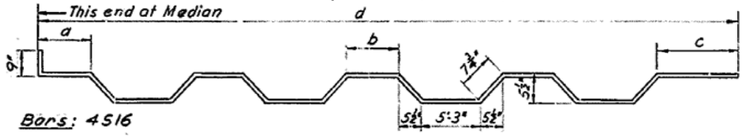


Bars: 3552



Bars: 5510, 6521, 6524, 6525 & 6533



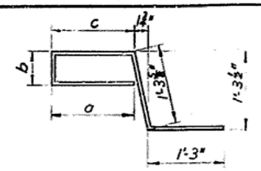
Bars: 4516

TYPE (15) BARS

TYPE (15)											
Mark	Size	a		b		c		d	
		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
357	6	4	0½	3	10	4	5½	44	8
3516	6	4	5	3	10	3	9	44	4
3522	6	3	9	3	10	5	11	35	10
3551	6	4	3	3	6	3	7	31	4
3552	6	4	3	3	6	8	5	36	0
457	6	4	0½	3	10	4	5½	44	8
4516	6	3	10	3	10	5	11	45	11
557	6	4	5	3	10	4	2	44	9
5510	6	4	5	3	10	4	2	54	9
6512	6	4	2	3	11	4	3	44	10
6516	6	4	3½	4	1	4	2½	45	5
6521	6	4	5	3	10	4	2	54	9
6524	6	4	4	3	11	3	10	54	8
6525	6	4	4	4	0	4	0	55	2
6533	6	4	6	4	0½	4	6	56	0

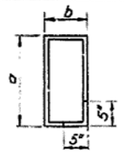
TYPE (17)

TYPE (17)					
Mark	Size	a		b	
		Ft.	In.	Ft.	In.
355	6	44	9	0	9
3548	6	32	0	0	9
455	6	44	9	0	9
555	6	44	9	0	9
558	6	54	9	0	9
6510	6	44	9	0	9
6514	6	45	6	0	9
6519	6	54	9	0	9
6522	6	55	0	0	9
6531	6	56	0	0	9
6540	6	45	0	0	9
6545	6	24	0	0	9
567	4	2	5	1	6
6568	4	3	5	2	2



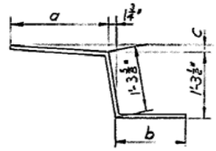
TYPE (22)

TYPE (22)							
Mark	Size	a		b		c	
		Ft.	In.	Ft.	In.	Ft.	In.
351	4	1	4	0	6½	1	6
353	4	0	9	0	4½	0	11
451	4	1	4	0	6½	1	6
453	4	0	9	0	4½	0	11
551	4	1	4	0	6½	1	6
553	4	0	9	0	4½	0	11
651	4	1	4	0	6½	1	6
653	4	0	9	0	4½	0	11
656	4	1	0	0	4½	1	2
657	4	1	3½	0	4½	1	5½
658	4	1	7	0	4½	1	9
659	4	1	10½	0	4½	2	0½
6539	4	2	1	0	4½	2	3



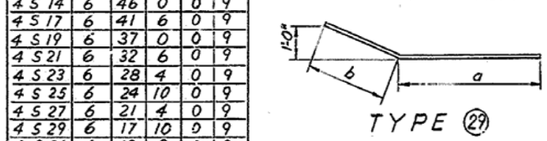
TYPE (23)

TYPE (23)					
Mark	Size	a		b	
		Ft.	In.	Ft.	In.
352	4	1	10	0	7½
3563	4	3	4	0	7½
452	4	1	10	0	7½
552	4	1	10	0	7½
652	4	1	10	0	7½
6564	4	3	4	0	7½
6565	4	1	6	0	9



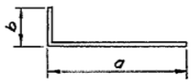
TYPE (28)

TYPE							
Mark	Size	a		b		c	
		Ft.	In.	Ft.	In.	Ft.	In.
354	6	2	9	1	6	0	½
3560	4	3	6	1	6	0	0
3561	4	4	11	1	6	0	0
454	6	2	9	1	6	0	½
554	6	2	9	1	6	0	½
653	6	2	9	1	6	0	½
654	6	2	5	1	6	0	½
6559	4	3	4	1	3	0	0
6560	4	2	5	1	3	0	0
6561	4	1	3	1	3	0	0



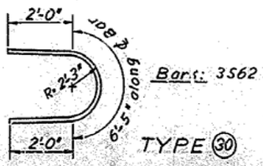
TYPE (29)

TYPE (29)					
Mark	Size	a		b	
		Ft.	In.	Ft.	In.
356	6	44	9	2	5
456	6	44	9	2	5
556	6	44	9	2	5
6511	6	44	9	2	5
6513	6	45	0	2	5
6515	6	45	3	2	5
6517	6	45	8	2	5
6518	6	45	8	2	2
6542	6	45	8	2	0



TYPE (24)

TYPE (24)					
Mark	Size	a		b	
		Ft.	In.	Ft.	In
3520	6	36	3	0	9
3523	6	12	7	0	9
3525	6	14	2	0	9
3527	6	15	10	0	9
3529	6	18	5	0	9
3531	6	21	1	0	9
3546	4	10	6	0	9
3550	6	36	3	0	9
4514	6	46	0	0	9
4517	6	41	6	0	9
4519	6	37	0	0	9
4521	6	32	6	0	9
4523	6	28	4	0	9
4525	6	24	10	0	9
4527	6	21	4	0	9
4529	6	17	10	0	9
4531	6	13	9	0	9
6538	4	9	0	0	9
6543	6	46	0	0	9
6547	6	30	4	0	9
6562	4	1	7	1	0
6563	4	2	3	1	6½



Bars: 3562

TYPE (30)

ESTIMATE OF QUANTITIES

ITEM			UNIT 3	4	5	6
Concrete Class A – Cu. Yds	—	—	913.8	916.6	1093.5	1383.0
Steel Reinforcement – Lbs.	—	—	226,275.0	241,052.0	262,966.0	351,787.0
Metal Handrail – Lin. Ft.	—	—	684.4	544.2	720.2	1150.2
Double Steel Beam Guardrail-Lin. Ft.	—	—	263.2	270.1	357.4	261.3
Protective Coating – Sq. Yds.	—	—	3662.0	3736.0	4425.0	5517.0
Bituminous Concrete Class I - Tons	—	—	6.8		—	—

NOTES:

Ramp B Sta. 7+83.43 to Sta. 8+56.92 Quantities are included in Unit-3
Ramp A Sta. 12+85.63 to Sta. 12+34.59 Quantities are included in Unit-6
For Deck Drain & Light Std. Support Reinforcement see Sht. 141
For Sign Support Reinforcement see Sht. 113
For Bar Schedule see Sht. 127
Bituminous Concrete Quantity includes R.S.-1 Emulsified Asphalt at 0.1 Gallons per Sq. Yd.
Guardrail Mall Barriers are included in Double Steel Beam Guardrail Quantity.

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

SHEET 128 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

REINFORCING DETAILS
UNIT 3 THRU UNIT 6
SUPERSTRUCTURE

HAZLET & EIDAL CONSULTING ENGINEERS FILE NO. 615

BRIDGE NUMBER 15754

DRAWING NO.

DWG.

REVISED BY DATE
DETAILED BY DATE HAS
CHECKED BY DATE PRK
TRACED BY DATE

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

Dimensions along ℄ Plinth

28'-3¾" | 2 Spaces @ 28'-2⅜" = 56'-5½" | 2 Spaces @ 28'-2⅜" | 2 Spaces @ 25'-9¼" | 4 Spa @ 27'-0" = 108'-0" | 3 Spaces @ 29'-6¾" = 88'-8¼"

48 Spa @ 8'-0½" = 386'-0"

℄ Pier Girder 124E | ℄ Pier Girder 125E | ℄ Pier Girder 126E | ℄ Pier Girder 127E | ℄ Pier Girder 128E

℄ Plinth | 1-7ES2 (Plinth) | 4-7ES15-Span 124E, 3 Lengths = 12 Bars (Plinth) | 4-7ES15-Span 125E, 2 Lengths = 8 Bars (Plinth) | 4-7ES16-Span 125E 2 Lengths = 8 Bars (Plinth) @ 7'-10" | ℄ Light Std Sta 264+63.0 | 4-7ES17-Span 126E 4 Lengths = 16 Bars (Plinth) | Fascia Line | 4-7ES18-Span 127E 3 Lengths = 12 Bars (Plinth) | 1-7ES2 (Plinth) | ℄ Plinth

Metal Exp. Dam | 144'-0" Radial | 2-7ES14 (Barrier Curb) Spaced as shown in section. 10 Lengths = 20 Bars | 99-7ES14 (Top) Spaced as shown in section. 10 Lengths = 990 Bars | 97-7ES13 (Bott.) Spaced as shown in section. 10 Lengths = 970 Bars | 90-7ES12 (Top) Spaced as shown in section. Typical at Piers 125E, 126E, 127E Total 270 Bars | Sawed Jt. in Slab ℄ Construction Jt. in Safety Curb | 1" Open Jt. top of Plinth to top of curb (Typical Deflection Jt.) | Sawed Jt. in Slab ℄ Construction Jt. in Safety Curb | Curb Line | Sawed Jt. in Slab ℄ Construction Jt. in Safety Curb | Metal Exp. Dam

Dimensions along Const. ℄ 90°00'00" | 78-7ES9 (Top) ℄ 78-7ES8 (Bott) @ 1'-1" | 77-7ES4-Space Between 7ES9 Bars | 101-7ES9 (Top) ℄ 101-7ES8 (Bott) @ 1'-1" | 100-7ES4-Space Between 7ES9 Bars | 101-7ES9 (Top) ℄ 101-7ES8 (Bott) @ 1'-1" | 100-7ES4-Space Between 7ES9 Bars | 82-7ES9 (Top) ℄ 82-7ES8 (Bott) @ 1'-1" | 81-7ES4-Space Between 7ES9 Bars

15°08" | Tangent to Constr ℄ (WE) | PT Sta 262+16.25 (WE) | Sta 262+01.20 | Construction Jt with 2"x3" Keyway (Typ.) | Sta 262+87.20 | 5-7ES19 @ 2'-0" Mal. (Typical) | Sta 263+75.20 | Special Barrier Curb | Construction ℄ (WE) | Sta 265+03.20 | Sta 265+89.20

8"x3" Drain Holes (Typ.) | 10'-0"℄ (Max.)

Dimensions along Constr ℄ | 78-7ES10 (Top) ℄ 78-7ES11 (Bott) @ 1'-1" | 77-7ES5 & 77ES6-Space Between 7ES10 Bars | 101-7ES9 (Top) ℄ 101-7ES7 (Bott) @ 1'-1" | 100-7ES3-Spaces Between 7ES9 Bars | 101-7ES9 (Top) ℄ 101-7ES7 (Bott) @ 1'-1" | 100-7ES3-Spaces Between 7ES9 Bars | 82-7ES9 (Top) ℄ 82-7ES7 (Bott) @ 1'-1" | 81-7ES3-Spaces Between 7ES9 Bars

122'-0" Radial | ℄ Light Std Sta 262+53.0 | 1-7ES20 Spaced as shown in Section 2 Lengths = 2 Bars | 1-7ES21-Spaced as shown in Section 2 Lengths = 2 Bars | ℄ Ramp A | 8'-0" | 8'-0" | Type I Deck Drain (Typical at Fascia Curb) | Curb Line | Fascia Line

PT Sta 15+16.18 Ramp A | POT Sta 262+61.14 25' RT℄ Constr. (WE) | 6'-0" | 51'-0"± | 4-7ES15-Span 125E 2 Lengths = 8 Bars (Plinth) | 6'-0" | 51'-0"± | 4-7ES17-Span 126E 4 Lengths = 16 Bars (Plinth) | 6'-0" | 35'-0"± | 4-7ES18-Span 127E-3 Lengths = 12 Bars (Plinth) | ℄ Plinth | 1-7ES2 (Plinth)

42'-0"± | 1-7ES2 (Plinth) | 36'-2½" | 4-7ES15-Span 124E 3-Lengths = 12 Bars (Plinth) | 4-7ES15-Span 125E 2-Lengths = 8 Bars (Plinth) | ℄ Suspender

362-7ES1 (N. Curb) ℄ 346-7ES1 (S. Curb) ℄ 362-7ES2 (N. ℄ S Plinth) Spaced with 7ES9 ℄ 7ES10 Bars.

Dimensions along ℄ Plinth | 28'-3⅛" | 2 Spaces @ 28'-2⅜" = 56'-5½" | 2'-0" | 2 Spa @ 28'-2⅜" | 2 Spa @ 25'-9¼" | 2'-0" | 4 Spa @ 27'-0" = 108'-0" | 2'-0" | 3 Spaces @ 29'-6¾" = 88'-8¼"

SPAN 124E 86'-0" (Along Tangent of Const. ℄ WE) 86'-0⅛" (Along ℄ South Plinth) | SPAN 125E 108'-0" | SPAN 126E 108'-0" | SPAN 127E 86'-0"

℄ Expansion Jt in Curb ℄ Plinth | ℄ Pier Girder 124E | ℄ Pier Girder 125E | ℄ Pier Girder 126E | ℄ Pier Girder 127E | ℄ Pier Girder 128E | ℄ Expansion Jt in Curb ℄ Plinth.

Hondrail Post Spa. | Deflection Jt Spa.

1'-9" | 8½" | 3½" | 8½" | ℄ Exp Dam | ℄ Pier Girder | Divider Curb | 10" | Truss Bars Top & Bott. Bars | 3" Min. 6½" Max. | Pier 128E 14" Min. Varies to 19" 5½" Max. | 3" (Typ.)

SECTION C-C

6½" or less | 3" Min. 5" Max. | 3" Min. 6½" Max. | ½"x1⅛" Deep Sawed Jt. with ½"x½" Preformed Polychloroprene Joint Sealer. | Truss Bars Top Bars & Bottom Bars | 2'-0" | ℄ Pier Girder | (Typ.)

SECTION D-D

PLAN
(Unit 7E - Eastbound)

Notes:
For details of Expansion Dams see sht. 108
For Bill of Reinforcement see sht. 132
For quantities see sht. 132
For typical section & section F-F see sht. 131
Transverse bars to be normal to girders.
Extra bars around deck drain & light std. are shown and detailed on sht. 141

SHEET 129 OF 167

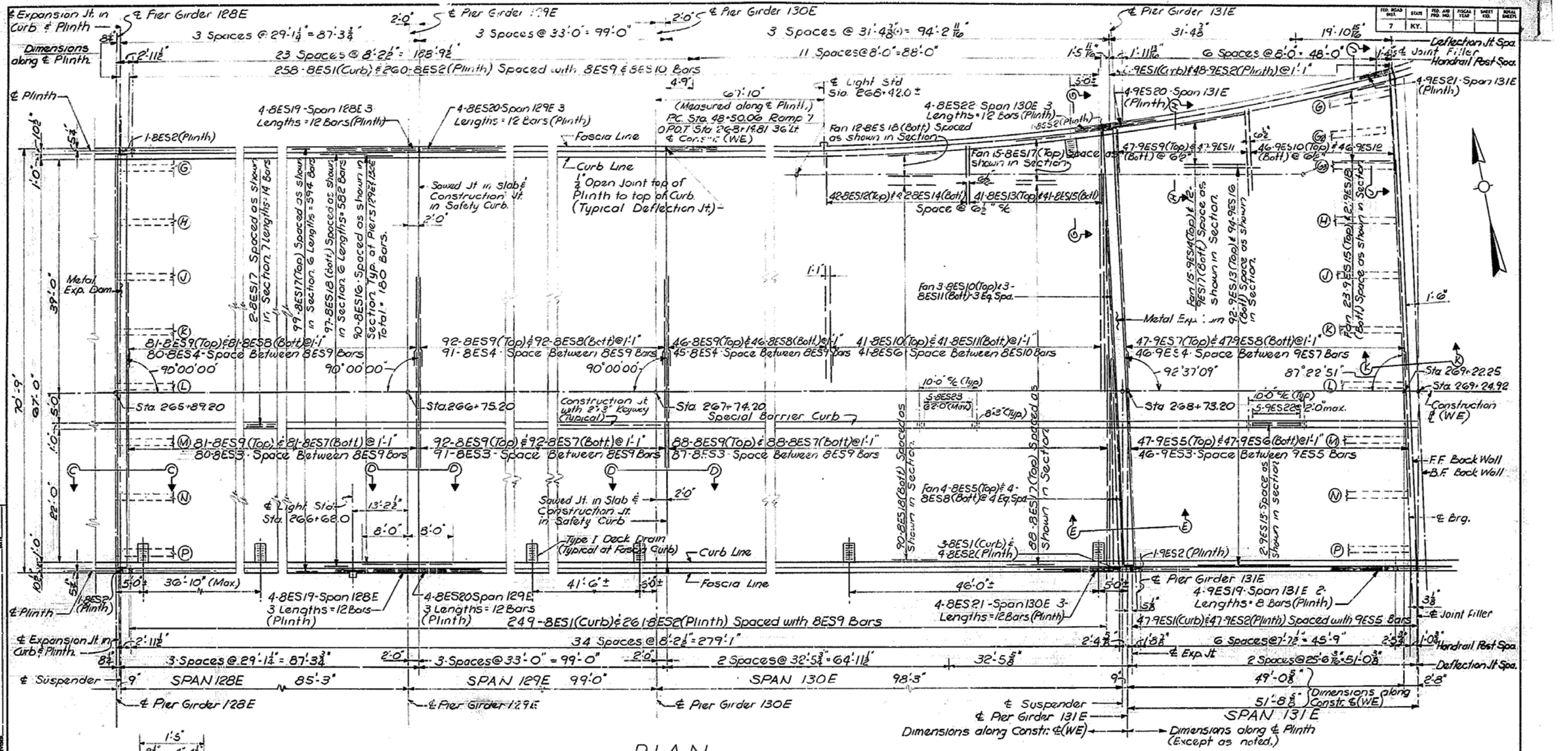
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. TO PRESTON ST.
LOUISVILLE – LEXINGTON ROAD
STATION 255+00 PROJECT NO.

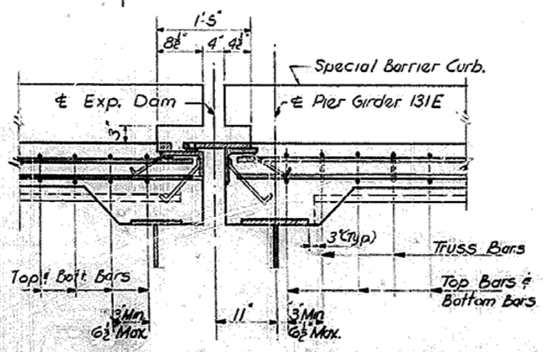
PLAN UNIT 7E
SUPERSTRUCTURE

HAZELET & DIDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER | DRAWING NO. 1575

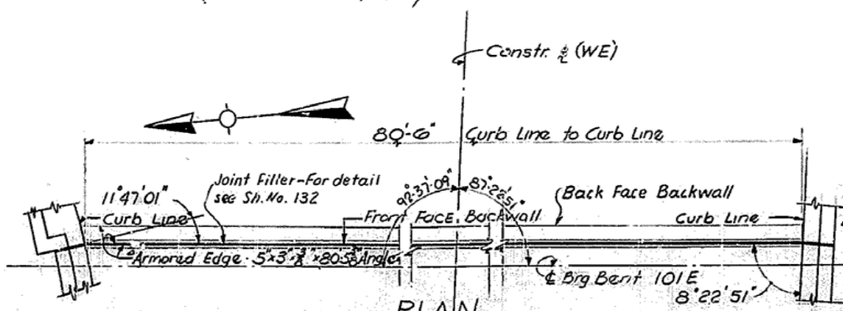
DESIGNED BY S.A. DRAWN BY R.L. CHECKED BY C.T.M. CHECKED BY
REVISED BY DATE 10-63 REVISED BY DATE 11-63 REVISED BY DATE





SECTION E-E

PLAN
(UNITS 8E & 9E)



PLAN
End Bent 101E (No Scale)

Note:
For details of Expansion Dams see sh't 109
For Bill of Reinforcement and Section K-K see sh't 132
For quantities see sh't 132
For typical section & Sections G-G, H-H, & J-J see sh't. 131
For sections C-C & D-D see sh't 129
Transverse bars to be normal to girders except as noted.
Extra bars around deck drain & light std. are shown & detailed on sh't 141
△For location of Armored Edge See Sheet Nos. 39 and 132. For details refer Ky. Std. Dwg AE1

PLAN-UNIT 8E & 9E
SUPERSTRUCTURE

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

SHEET 130 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

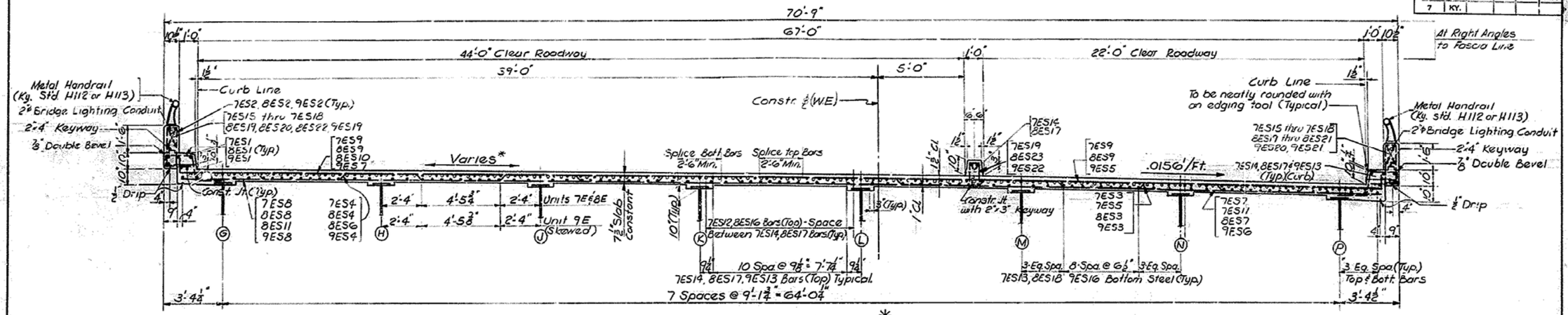
STATION 255+00 PROJECT NO.

BRIDGE NUMBER | DRAWING NO. 15754

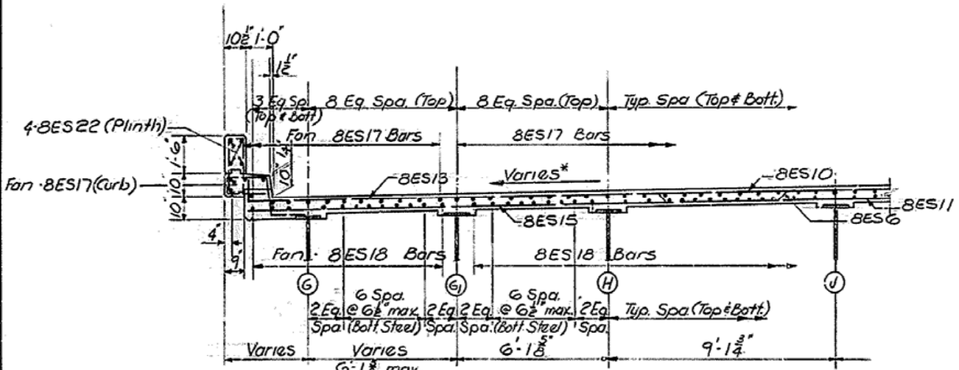
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

DESIGNED BY S.A. DRAWN BY S.A. CHECKED BY C.T.M. TRACED BY R.L. CHECKED BY
DATE 10-62 REVISED
DATE 11-62 REVISED
DATE REVISED

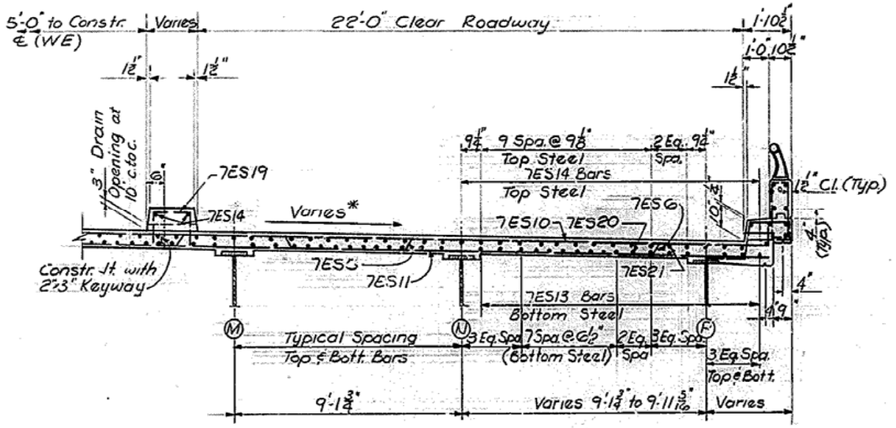
FED. ROAD DIST.	STATE	FED. AID NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



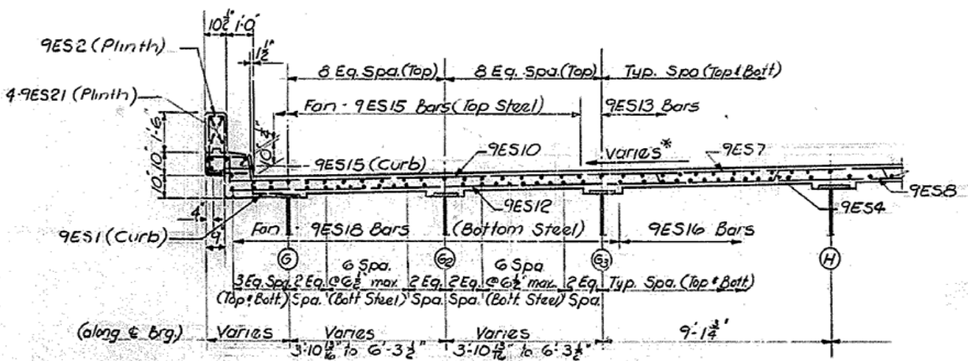
TYPICAL SECTION*
Spans 124E thru 131E
(Except as Noted)



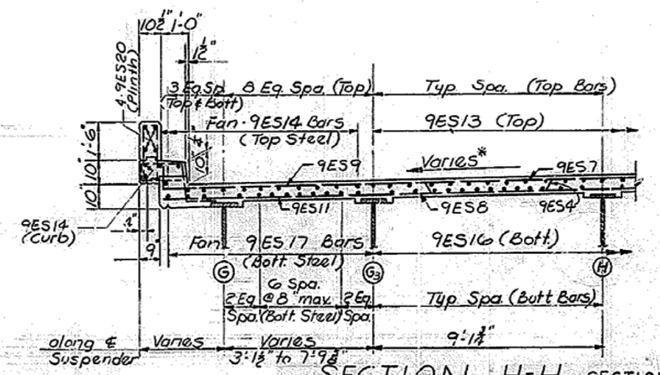
SECTION G-G
Span 130E



SECTION F-F
Span 124E



SECTION J-J
Span 131E



SECTION H-H
Span 131E

SECTIONS-UNIT 7E, 8E & 9E

SUPERSTRUCTURE

Notes:
For relative position of Structural Steel & Concrete Curbs see Sheets 152 & 153
*For flared portion of bridge see detailed sections this sheet. See roadway plans for variation of superelevation.
The prefix number (7E, 8E or 9E) of reinforcing bars denotes the unit number.

SHEET 131 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. TO PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

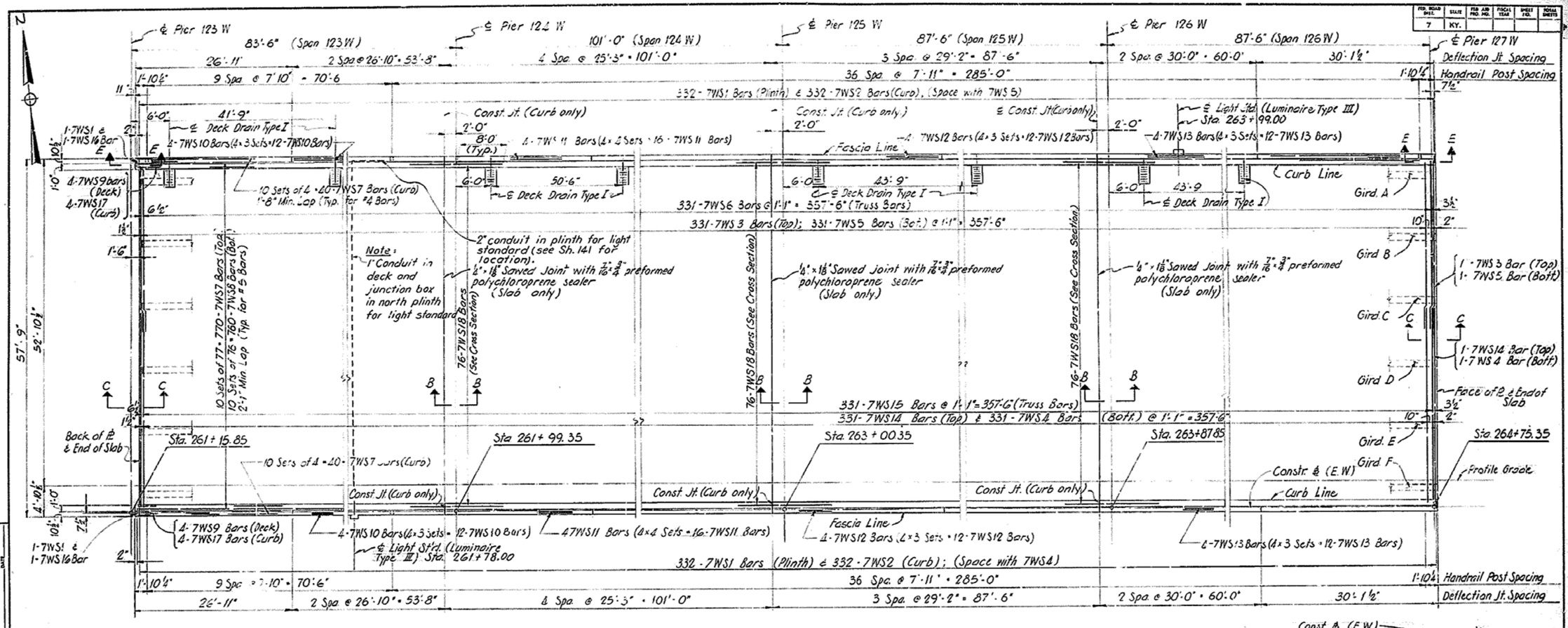
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER

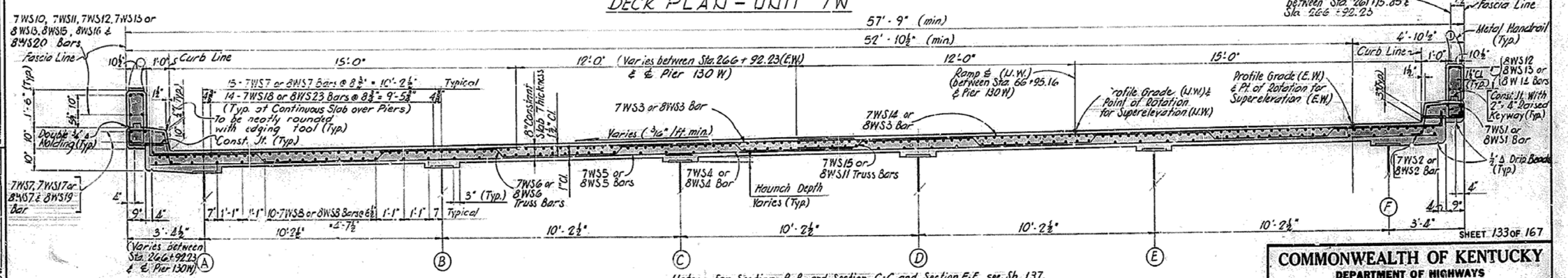
DRAWING NO. 15754

INDEX

DESIGNED BY S.A. DRAWN BY R.L. CHECKED BY C.T.H. TRACED BY
DATE 3/24/61 REVISED DATE REVISED DATE



DECK PLAN - UNIT 7W



TYPICAL TANGENT CROSS SECTION FOR UNITS 7W & 8W

(Except as noted)

Note: For Section B-B and Section C-C and Section E-E see Sh. 137.
For horizontal and vertical alignment of deck see Sh. 154.
For railing details see Std. Drwg's.
For bill of reinforcement, bar bending details and quantities see Sh. 136
For lighting details see Sh. 141
For drainage details see Sh. 142 thru 144
For arrangement of reinforcement at deck drains and Light Standards see Sh. 141 and for billing of reinforcement See Sh. 136

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

SHEET 133 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

UNIT 7W
SUPERSTRUCTURE

HARLEY & DOWL CONSULTING ENGINEERS FILE NO. 895

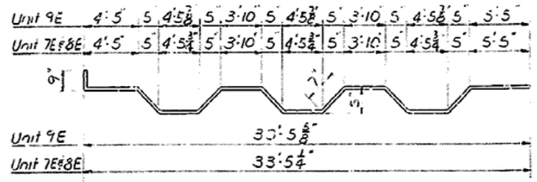
BRIDGE NUMBER | DRAWING NO. 15754 | INDEX

DESIGNED BY DWG CHECKED BY DWG TRACED BY CHECKED BY DATE

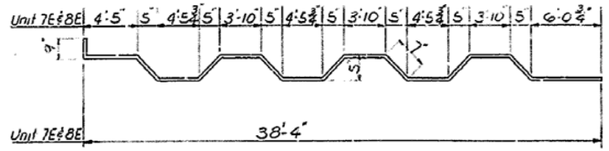
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

BILL OF REINFORCEMENT

Mark	Type	Size	No.	Length Ft.	Length In.	Location
7ES1	(22)	4	708	6	1	Curb (Both Sides)
7ES2	(23)	4	728	5	9	Plinth (Both Sides)
7ES3	(15)	6	281	35	2	Slab Trans. Truss Bar
7ES4	(15)	6	350	40	3	Slab Trans. Truss Bar
7ES5	(15)	6	77	26	0	Slab Trans. Truss Bar
7ES6	(15)	7	77	12	8	Slab Trans. Truss Bar
7ES7	Str.	6	264	40	3	Slab Trans. Bott. Bar
7ES8	Str.	6	362	31	3	Slab Trans. Bott. Bar
7ES9	(24)	6	696	36	6	Slab Trans. Top. Bar
7ES10	(24)	7	78	37	4	Slab Trans. Top Bar
7ES11	Str.	6	78	41	0	Slab Trans. Bott. Bar
7ES12	Str.	4	270	16	0	Slab@ Piers 1?5E,126E&127E
7ES13	Str.	5	970	40	9	Slab Long. Bott Bar
7ES14	Str.	4	1010	40	5	Slab@Curb Long Top Bar
7ES15	Str.	4	40	27	10	Plinth (Both Sides)
7ES16	Str.	4	160	25	5	Plinth (Both Sides)
7ES17	Str.	4	32	26	8	Plinth (Both Sides)
7ES18	Str.	4	24	29	2	Plinth (Both Sides)
7ES19	(17)	4	195	3	1	Barrier Curb
7ES20	Str.	5	2	32	0	Slab Span 124E
7ES21	Str.	4	2	32	0	Slab Span 124E
8ES1	(22)	4	510	6	1	Curb (Both Sides)
8ES2	(23)	4	528	5	9	Plinth (Both Sides)
8ES3	(15)	6	258	35	2	Slab Trans. Truss Bar
8ES4	(15)	6	216	40	3	Slab Trans. Truss Bar
8ES5	(24)	6	4	32	0	Slab Trans. Top Bar
8ES6	(15)	6	41	30	11	Slab Trans. Truss Bar
8ES7	Str.	6	261	40	3	Slab Trans. Bott Bar
8ES8	Str.	6	223	31	3	Slab Trans. Bott. Bar
8ES9	(24)	6	480	36	6	Slab Trans. Top Bar
8ES10	Str.	6	44	28	0	Slab Trans. Top Bar
8ES11	Str.	6	44	21	0	Slab Trans. Bott. Bar
8ES12	Str.	5	42	12	6	Slab Trans. Top Bar
8ES13	(24)	5	41	14	6	Slab Trans. Top Bar
8ES14	Str.	5	42	14	0	Slab Trans. Bott. Bar
8ES15	Str.	5	41	16	0	Slab Trans. Bott. Bar
8ES16	Str.	4	180	16	0	Slab@Piers 129E &130E
8ES17	Str.	4	711	42	0	Slab Long Top Bar
8ES18	Str.	5	684	42	4	Slab Long Bott Bar
8ES19	Str.	4	24	28	9	Plinth (Both Sides)
8ES20	Str.	4	24	32	9	Plinth (Both Sides)
8ES21	Str.	4	12	32	2	Plinth (South Side)
8ES22	Str.	4	12	31	1	Plinth (North Side)
8ES23	(17)	4	145	3	1	Barrier Curb
9ES1	(22)	4	95	6	1	Curb (Both Sides)
9ES2	(23)	4	96	5	9	Plinth (Both Sides)
9ES3	(15)	6	46	35	3	Slab Trans. Truss Bar
9ES4	(15)	6	46	40	6	Slab Trans. Truss Bar
9ES5	(24)	6	47	36	6	Slab Trans. Top Bar
9ES6	Str.	6	47	40	3	Slab Trans. Bott. Bar
9ES7	Str.	6	47	37	3	Slab Trans. Top Bar
9ES8	Str.	6	47	30	3	Slab Trans. Bott. Bar
9ES9	(24)	5	47	9	3	Slab Trans. Top Bar
9ES10	(24)	5	46	14	9	Slab Trans. Top Bar
9ES11	Str.	5	47	11	0	Slab Trans. Bott. Bar
9ES12	Str.	5	46	16	6	Slab Trans. Bott. Bar
9ES13	Str.	4	94	50	5	Slab Long. Top Bars
9ES14	Str.	4	15	26	0	Slab Long. Top Bars
9ES15	Str.	4	23	27	0	Slab Long. Top Bars
9ES16	Str.	5	94	50	5	Slab Long. Bott. Bars
9ES17	Str.	5	12	26	0	Slab Long. Bott. Bars
9ES18	Str.	5	21	27	0	Slab Long. Bott. Bars
9ES19	Str.	4	8	25	2	Plinth (South Side)
9ES20	Str.	4	4	31	1	Plinth (North Side)
9ES21	Str.	4	4	19	9	Plinth (North Side)
9ES22	(17)	4	25	3	1	Barrier Curb



TYPE (15) 7ES3, 8ES3, 9ES3



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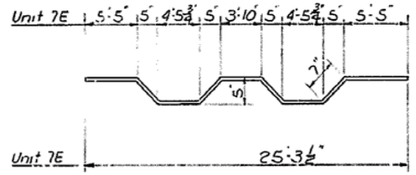

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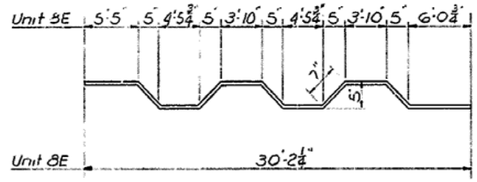

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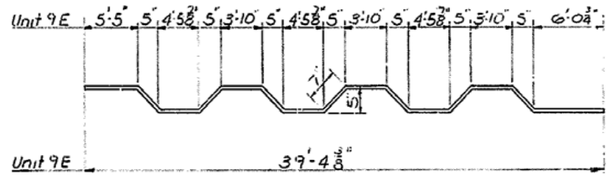

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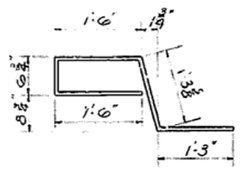

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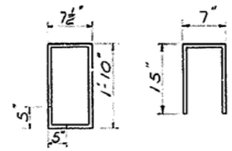
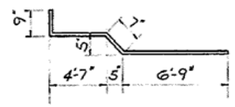
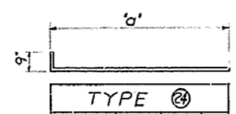


TYPE (23) TYPE (17)



TYPE (15) 7ES6



TYPE (24)

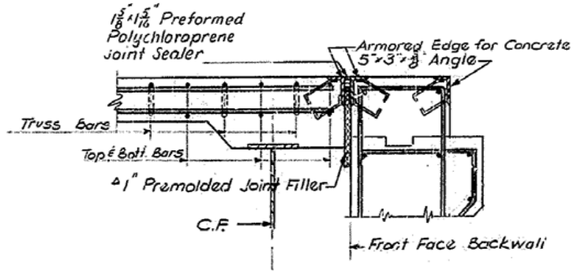
Mark	Size	"a" Ft.	"a" In.
7ES9	6	35	9
7ES10	7	36	7
8ES5	6	31	3
8ES9	6	35	9
8ES12	5	11	9
8ES13	5	13	9
9ES5	6	35	9
9ES9	5	8	6
9ES10	5	14	0

BILL OF REINFORCEMENT

Mark	Type	Size	Number Unit 7E	Number Unit 8E	Number Unit 9E	Length Ft.	Length In.	Location
DS1	(26)	6	32	28		5	3	Deck Drain
DS2	Str.	5	16	14		2	8	Deck Drain
DS3	(25)	4	16	14		4	8	Deck Drain
DS4	(26)	5	16	14		6	7	Deck Drain
LS1	(27)	4	4	4		8	8	Light Std.
LS2	(17)	4	4	4		2	11	Light Std.
LS3	(17)	4	2	2		6	11	Light Std.

ESTIMATE OF QUANTITIES

Item	Unit 7E	Unit 8E	Unit 9E
Concrete Class A	776.7 Cu.Yds.	562.9 Cu.Yds.	116.5 Cu.Yds.
Steel Reinforcement	201,665 Lbs.	145,441 Lbs.	28,686 Lbs.
Metal Handrail	776.0 Lin.Ft.	568.5 Lin.Ft.	102.5 Lin.Ft.
Protective Coating	3323 Sq.Yds.	2,432 Sq.Yds.	485 Sq.Yds.



SECTION K-K
Span 131

Δ 1" Premolded Joint Filler shall be installed with adhesive to concrete. Nailing will not be permitted.

SHEET 132 OF 167

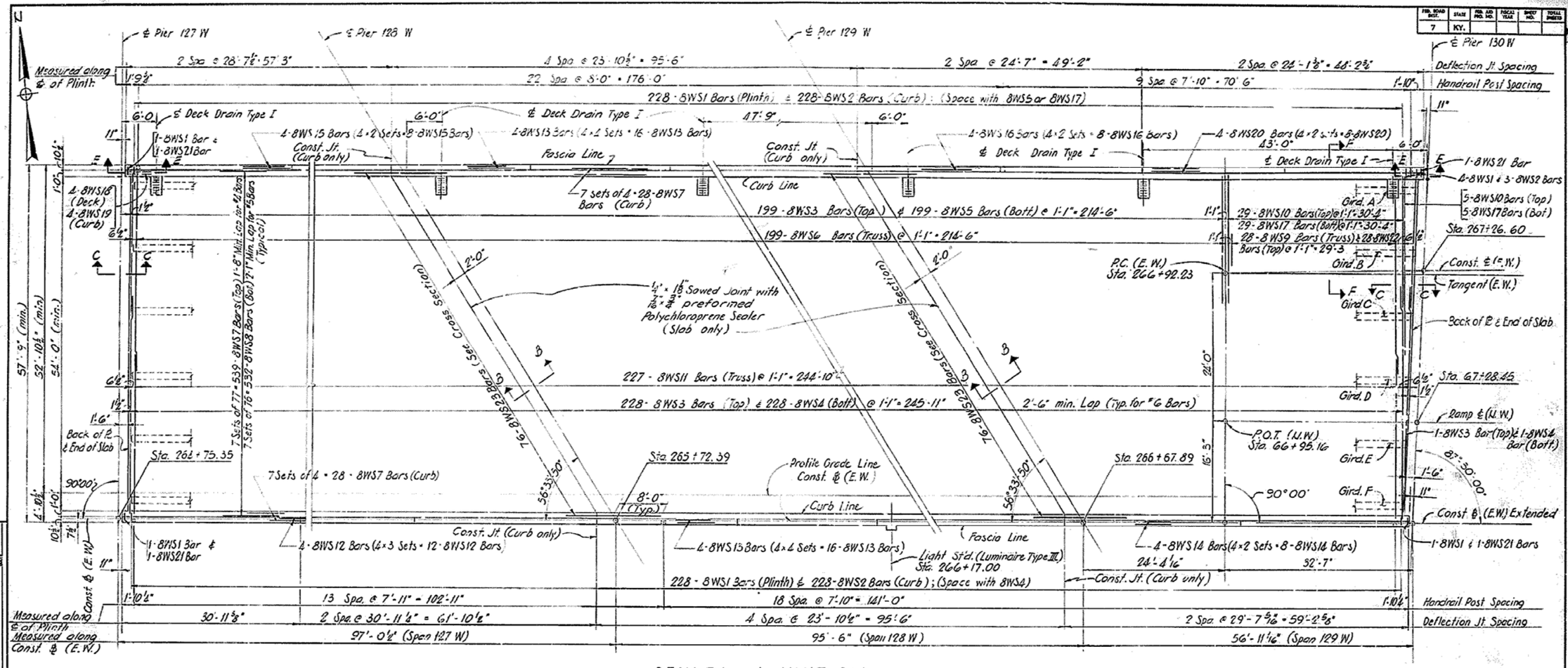
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST
LOUISVILLE - LEXINGTON
ROAD
STATION 256+00 PROJECT NO.

QUANTITIES
SUPERSTRUCTURE

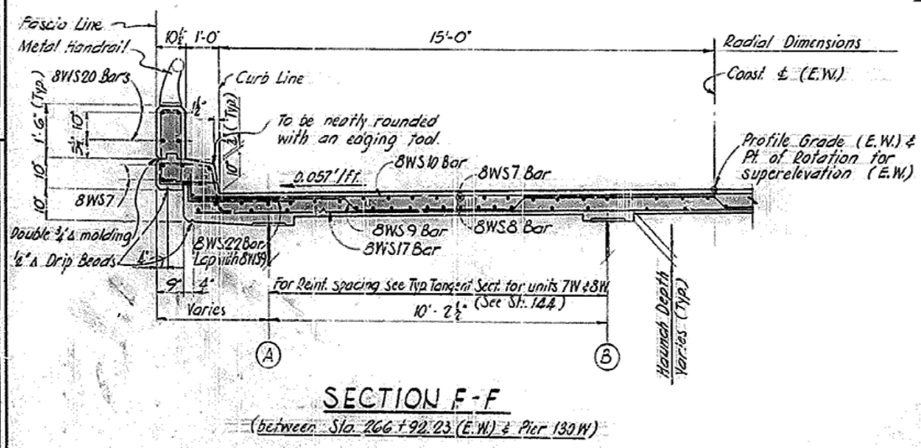
KAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER 15754

DESIGNED BY SA
DETAILED BY C.T.H.
CHECKED BY
TRACED BY
CHECKED BY
CHECKED BY
DATE
REVISED



DECK PLAN - UNIT 8W



SECTION F-F

(between Sta. 266+92.23 (E.W.) & Pier 130 W)

Note:
For Section B-B, Section C-C, Section E-E and Typical Cross Section See Sh. 137
For horizontal and vertical alignment of deck see Sh. 155.
For bill of reinforcement, bending details and quantities see Sh. 136
For railing details see Std. Drng's
For lighting details see Sh. 141.
For drainage details see Sh. 142 thru 144.
For arrangement of reinforcement at deck drains and light Standards see Sh. 141 and for billing of reinforcement see Sh. 136.

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

SHEET 134 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

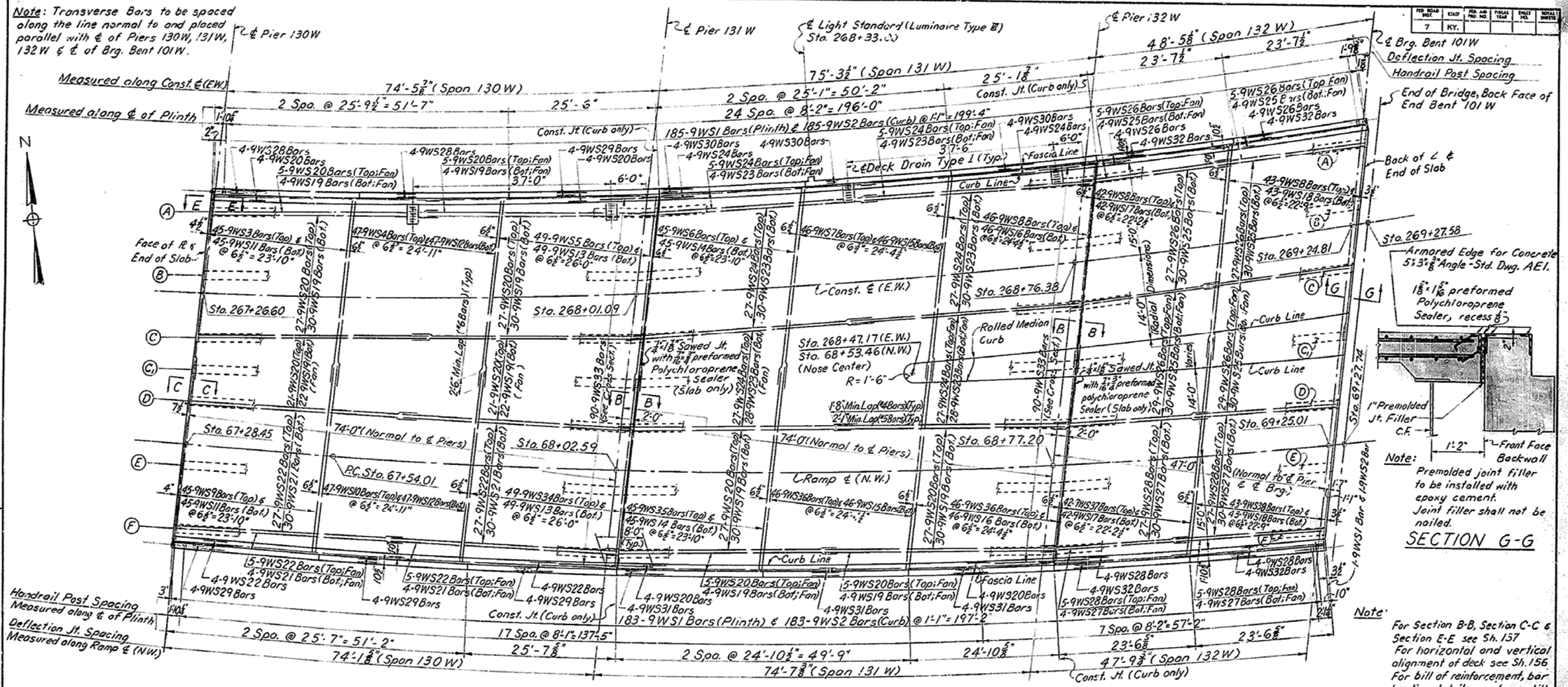
UNIT 8W
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

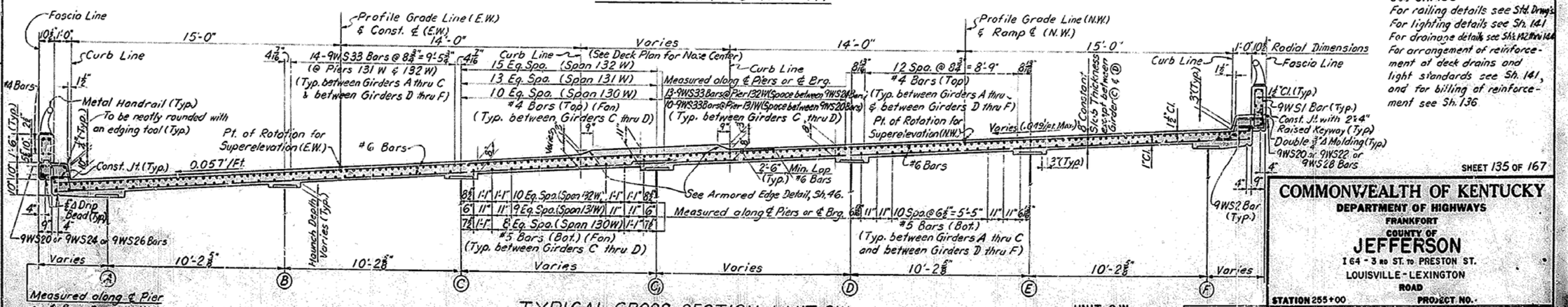
BRIDGE NUMBER | DRAWING NO. 15754 | SHEET

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

Note: Transverse Bars to be spaced along the line normal to and placed parallel with ℄ of Piers 130W, 131W, 132W & ℄ of Brg. Bent 101W.



DECK PLAN - UNIT 9W



TYPICAL CROSS SECTION UNIT 9W
(Span 130W thru Span 132W)

Note: For Section B-B, Section C-C & Section E-E see Sh. 137
For horizontal and vertical alignment of deck see Sh. 156
For bill of reinforcement, bar bending details and quantities see Sh. 136
For railing details see Std. Drwgs.
For lighting details see Sh. 141
For drainage details see Sh. 142 thru 144
For arrangement of reinforcement at deck drains and light standards see Sh. 141, and for billing of reinforcement see Sh. 136

SHEET 135 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3 RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

BRIDGE NUMBER | DRAWING NO. 15754 | SHEET

UNIT 9W
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 84-6

BILL OF REINFORCEMENT

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

UNIT 7W

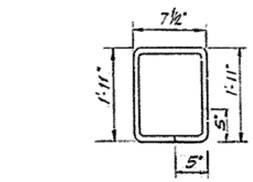
MARK	TYPE	SIZE	LENGTH	NO. OF BARS	LOCATION
7WS1	②	#4	5'-11"	666	Plinth
7WS2	③	#4	6'-2"	664	Curb
7WS3	⑥	#6	31'-6"	332	Deck Trans. (Top)
7WS4	Str.	#6	35'-1"	332	Deck Trans. (Bott)
7WS5	Str.	#6	24'-3"	332	Deck Trans. (Bott)
7WS6	⑤	#6	32'-2"	331	Deck Trans. (Truss)
7WS7	Str.	#4	37'-4"	850	Deck & Curb - Long.
7WS8	Str.	#5	37'-9"	760	Deck Long.
7WS9	Str.	#5	3'-3"	8	Deck-Long.
7WS10	Str.	#4	26'-7"	24	Plinth-Long.
7WS11	Str.	#4	25'-0"	32	Plinth-Long.
7WS12	Str.	#4	28'-11"	24	Plinth-Long.
7WS13	Str.	#4	29'-9"	24	Plinth-Long.
7WS14	⑥	#6	28'-6"	332	Deck Trans. (Top)
7WS15	⑤	#6	29'-2"	331	Deck Trans. (Truss)
7WS16	④	#4	6'-2"	2	Curb
7WS17	Str.	#4	2'-10"	8	Curb-Long.
DS1	㉔	#6	5'-3"	32	Deck Drain
DS2	Str.	#5	2'-8"	16	Deck Drain
DS3	㉕	#4	4'-8"	16	Deck Drain
DS4	㉖	#5	6'-7"	16	Deck Drain
LS1	㉗	#4	8'-8"	4	Light Std.
LS2	⑰	#4	2'-11"	4	Light Std.
LS3	⑰	#4	6'-11"	2	Light Std.
7WS18	Str.	#4	16'-0"	228	Deck-Long. (Top) over Piers 124W, 125W & 126W

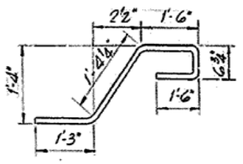
UNIT 8W

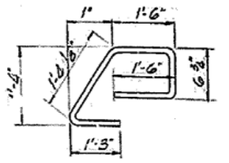
MARK	TYPE	SIZE	LENGTH	NO. OF BARS	LOCATION
8WS1	②	#4	5'-11"	463	Plinth
8WS2	③	#4	6'-2"	459	Curb
8WS3	⑥	#6	30'-0"	428	Deck Trans. (Top)
8WS4	Str.	#6	35'-1"	229	Deck Trans. (Bott)
8WS5	Str.	#6	24'-3"	199	Deck Trans. (Bott)
8WS6	⑤	#6	31'-9"	199	Deck Trans. (Truss)
8WS7	Str.	#4	37'-0"	595	Deck & Curb - Long.
8WS8	Str.	#5	37'-4"	532	Deck Long. (Bott)
8WS9	⑤	#6	31'-0"	28	Deck Trans. (Truss)
8WS10	⑥	#6	30'-6"	28	Deck Trans. (Top)
8WS11	⑤	#6	29'-7"	227	Deck Trans. (Truss)
8WS12	Str.	#4	30'-6"	12	Plinth-Long.
8WS13	Str.	#4	23'-6"	32	Plinth-Long.
8WS14	Str.	#4	29'-4"	8	Plinth-Long.
8WS15	Str.	#4	28'-3"	8	Plinth-Long.
8WS16	Str.	#4	24'-3"	8	Plinth-Long.
8WS17	Str.	#6	24'-9"	29	Deck Trans (Bott)
8WS18	Str.	#5	3'-3"	4	Deck - Long.
8WS19	Str.	#4	2'-10"	4	Curb-Long.
8WS20	Str.	#4	23'-9"	8	Plinth - Long.
8WS21	④	#4	6'-2"	4	Curb
8WS22	⑥	#6	3'-9"	28	Deck Trans (Top)
DS1	㉔	#6	5'-3"	24	Deck Drain
DS2	Str.	#5	2'-8"	12	Deck Drain
DS3	㉕	#4	4'-8"	12	Deck Drain
DS4	㉖	#5	6'-7"	12	Deck Drain
LS1	㉗	#4	8'-8"	2	Light Std.
LS2	⑰	#4	2'-11"	2	Light Std.
LS3	⑰	#4	6'-11"	1	Light Std.
8WS23	Str.	#4	16'-0"	152	Deck-Long. (Top) over Piers 128W & 129W

UNIT 9W

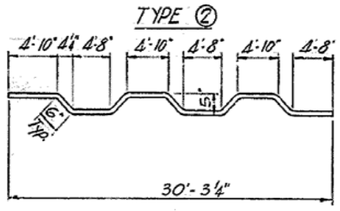
MARK	TYPE	SIZE	LENGTH	NO. OF BARS	LOCATION
9WS1	②	#4	5'-11"	369	Plinth
9WS2	③	#4	6'-2"	369	Curb
9WS3	⑥	#6	33'-6"	45	Deck Trans (Top)
9WS4	⑥	#6	34'-5"	47	Deck Trans. (Top)
9WS5	⑥	#6	36'-6"	49	Deck Trans. (Top)
9WS6	⑥	#6	37'-0"	45	Deck Trans (Top)
9WS7	⑥	#6	38'-5"	46	Deck Trans. (Top)
9WS8	⑥	#6	40'-0"	131	Deck Trans. (Top)
9WS9	⑥	#6	28'-9"	45	Deck Trans. (Top)
9WS10	⑥	#6	29'-0"	47	Deck Trans. (Top)
9WS11	Str.	#6	30'-3"	90	Deck Trans (Bott)
9WS12	Str.	#6	31'-0"	94	Deck Trans. (Bott)
9WS13	Str.	#6	31'-9"	98	Deck Trans. (Bott)
9WS14	Str.	#6	32'-6"	90	Deck Trans. (Bott)
9WS15	Str.	#6	33'-3"	92	Deck Trans. (Bott)
9WS16	Str.	#6	34'-3"	92	Deck Trans. (Bott)
9WS17	Str.	#6	35'-0"	84	Deck Trans. (Bott)
9WS18	Str.	#6	35'-9"	86	Deck Trans (Bott)
9WS19	Str.	#5	39'-6"	180	Long. (Bott)
9WS20	Str.	#4	39'-3"	186	Long. Top & Curb
9WS21	Str.	#5	39'-3"	68	Deck Long. (Bott)
9WS22	Str.	#4	39'-0"	72	Long. Top & Curb
9WS23	Str.	#5	40'-0"	124	Deck Long. (Bott)
9WS24	Str.	#4	39'-9"	126	Long. Top & Curb
9WS25	Str.	#5	26'-3"	128	Deck Long. (Bott)
9WS26	Str.	#4	26'-0"	130	Long. Top & Curb
9WS27	Str.	#5	25'-9"	68	Deck Long. (Bott)
9WS28	Str.	#4	25'-6"	80	Long. Top & Curb
9WS29	Str.	#4	25'-3"	16	Plinth
9WS30	Str.	#4	24'-9"	12	Plinth
9WS31	Str.	#4	24'-6"	12	Plinth
9WS32	Str.	#4	23'-3"	16	Plinth
9WS33	Str.	#4	16'-0"	180	Deck-Long. (Top) over Piers 131W & 132W
9WS34	⑥	#6	28'-6"	49	Deck Trans. (Top)
9WS35	⑥	#6	29'-6"	45	Deck Trans. (Top)
9WS36	⑥	#6	30'-3"	92	Deck Trans. (Top)
9WS37	⑥	#6	31'-3"	42	Deck Trans. (Top)
9WS38	⑥	#6	33'-3"	43	Deck Trans. (Top)
DS1	㉔	#6	5'-3	16	Deck Drain
DS2	Str.	#5	2'-8"	8	Deck Drain
DS3	㉕	#4	1'-8"	8	Deck Drain
DS4	㉖	#5	6'-7"	8	Deck Drain
LS1	㉗	#4	8'-8"	2	Light Std.
LS2	⑰	#4	2'-11"	2	Light Std.
LS3	⑰	#4	6'-11"	1	Light Std.







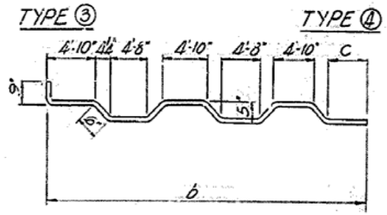
TYPE ②



Bar 8WS 9

TYPE ③

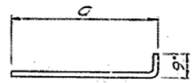
TYPE ④



7WS6, 7WS15, 8WS6 & 8WS11 Bars

TYPE ⑤

TYPE ⑤ Bars		
Mark	b	C
7WS6	30'-8¼"	5'-1"
7WS15	27'-8¼"	2'-1"
8WS6	30'-3¼"	4'-8"
8WS11	28'-1¼"	2'-6"



TYPE ⑥

TYPE ⑥ Bars	
Mark	a
7WS3	30'-9"
7WS14	27'-9"
8WS3	29'-3"
8WS10	29'-9"
8WS22	3'-0"
9WS3	32'-9"
9WS4	34'-0"
9WS5	35'-9"
9WS6	36'-3"
9WS7	37'-3"
9WS8	39'-3
9WS9	28'-0"
9WS10	28'-3"
9WS34	27'-9"
9WS35	28'-9"
9WS36	29'-6"
9WS37	30'-6"
9WS38	32'-6"

ESTIMATE OF QUANTITIES UNITS 7W, 8W & 9W

ITEM	UNIT	AMOUNT		
		UNIT 7W	UNIT 8W	UNIT 9W
Concrete - Class "A"	Cu. Yds.	611.5	431.4	374.8
Steel Reinforcement	Lbs.	151,423	104,478	113,179
Metal Handrail	Lin. Ft.	719	496	399
Protective Coating	Sq. Yds.	2500	1740	1525

Note:
For Details of reinforcement at Deck Drains and Light Standards see Sh. 141

DESIGNED BY: M.A.R./E.R. DATE: 12-8-65
DETAILED BY: DATE:
TRACED BY: DATE:
CHECKED BY: D.M. DATE: 12-8-65
CHECKED BY: DATE:
CHECKED BY: DATE:
REVISED DATE:
REVISED DATE:
REVISED DATE:

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

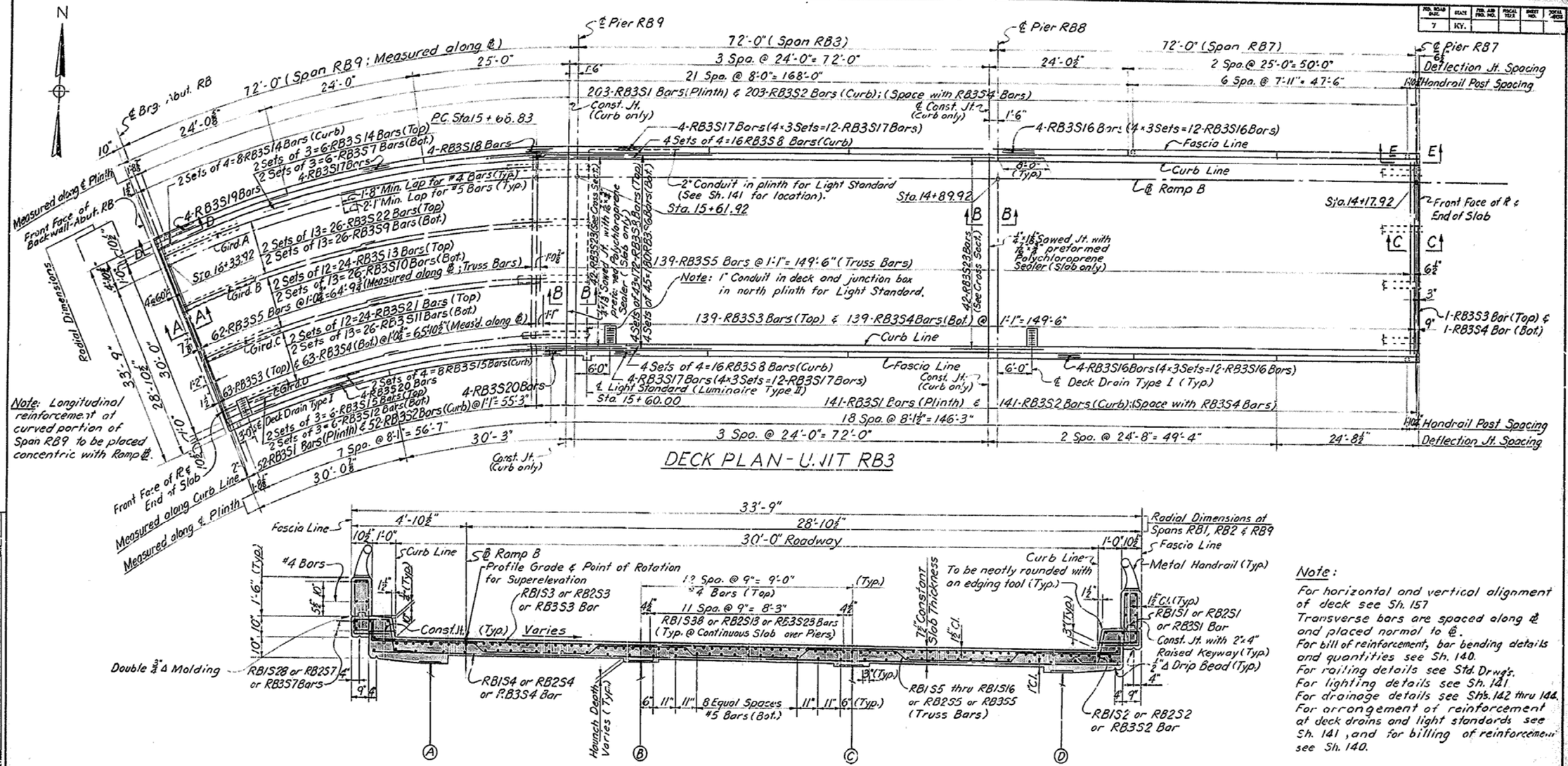
UNIT 7W, 8W & 9W
SUPERSTRUCTURE

HATFIELD & ERDAL
CONSULTING ENGINEERS
FILE NO. 3-63

BRIDGE NUMBER

DRAWING NO. 15754

SHEET



DECK PLAN - UNIT RB3

TYPICAL CROSS SECTION RAMP B
(Span RB1 thru Span RB9)

SECTION A-A

SECTION C-C

SECTION B-B

SECTION D-D

SECTION E-E

Note:

For horizontal and vertical alignment of deck see Sh. 157
Transverse bars are spaced along ℄ and placed normal to ℄.
For bill of reinforcement, bar bending details and quantities see Sh. 140.
For railing details see Std. Drwg's.
For lighting details see Sh. 141
For drainage details see Shs. 142 thru 144.
For arrangement of reinforcement at deck drains and light standards see Sh. 141, and for billing of reinforcement see Sh. 140.

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

SHEET 137 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

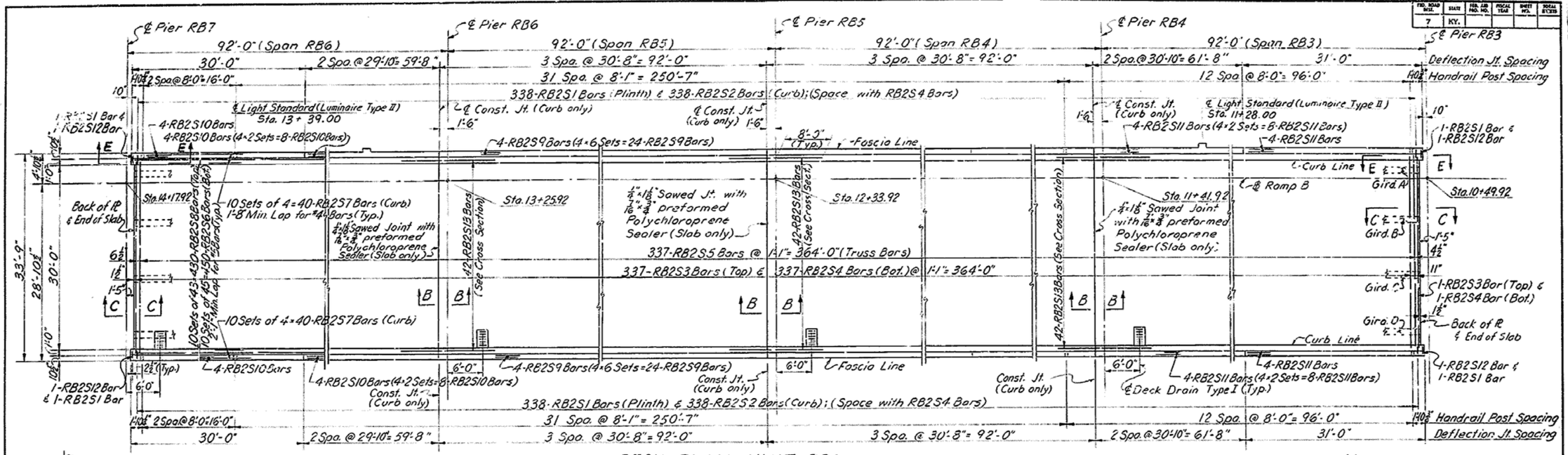
UNIT RB3
SUPERSTRUCTURE

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 845

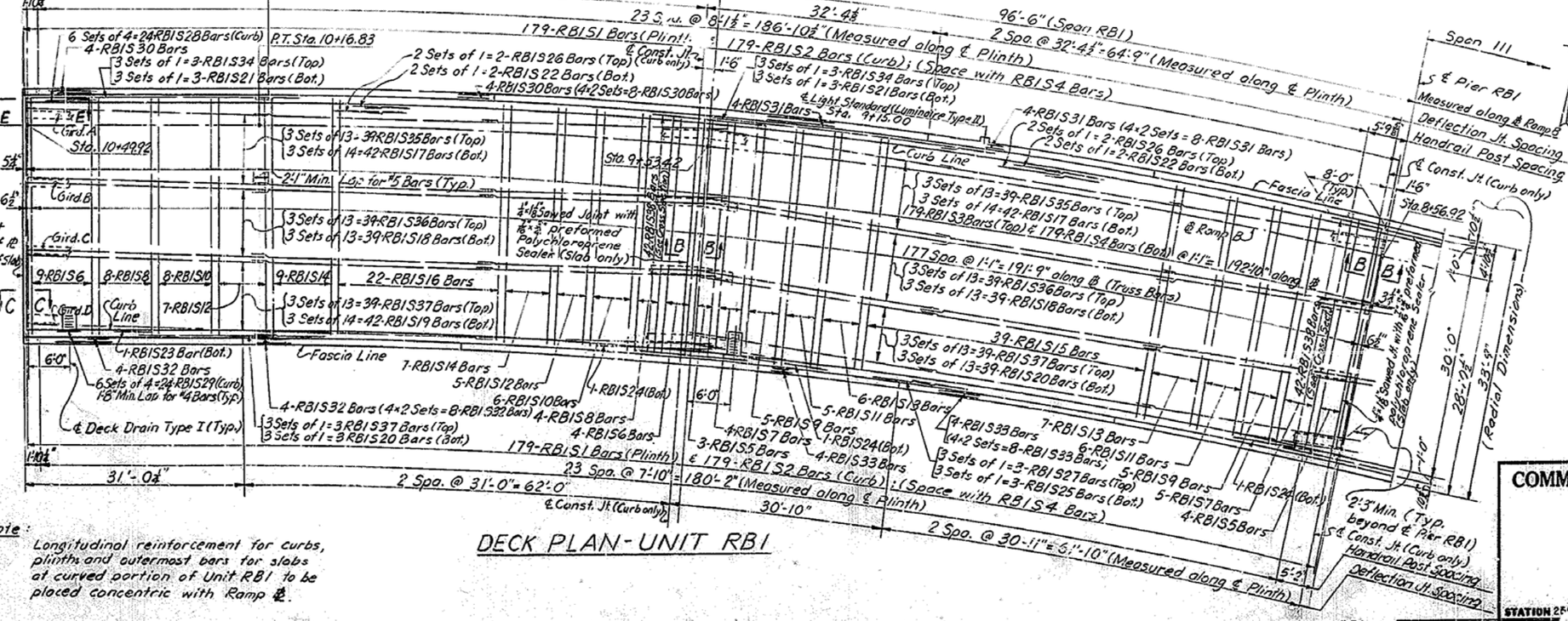
BRIDGE NUMBER | DRAWING NO. 15754

DATE 11-1-63 | DESIGNED BY T.F.L. | DRAWN BY D.H. | CHECKED BY | REVISED

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



DECK PLAN - UNIT RB2



Note:
Longitudinal reinforcement for curbs, plinths and outermost bars for slabs at curved portion of Unit RB1 to be placed concentric with Ramp ℄.

DECK PLAN - UNIT RB1

Note:
For Section B-B, Section C-C, Section E-E and Typical Cross Section see Sh. 137
For horizontal and vertical alignment of deck see Sh. 157
Transverse bars are spaced along ℄ and placed normal to ℄.
For bill of reinforcement, bar bending details and quantities see Sh. 140.
For railing details see Std. Drwgs.
For lighting details see Sh. 141.
For drainage details see Shs. 142 thru 144
For arrangement of reinforcement at deck drains and light standards see Sh. 142, and for billing of reinforcement see Sh. 140

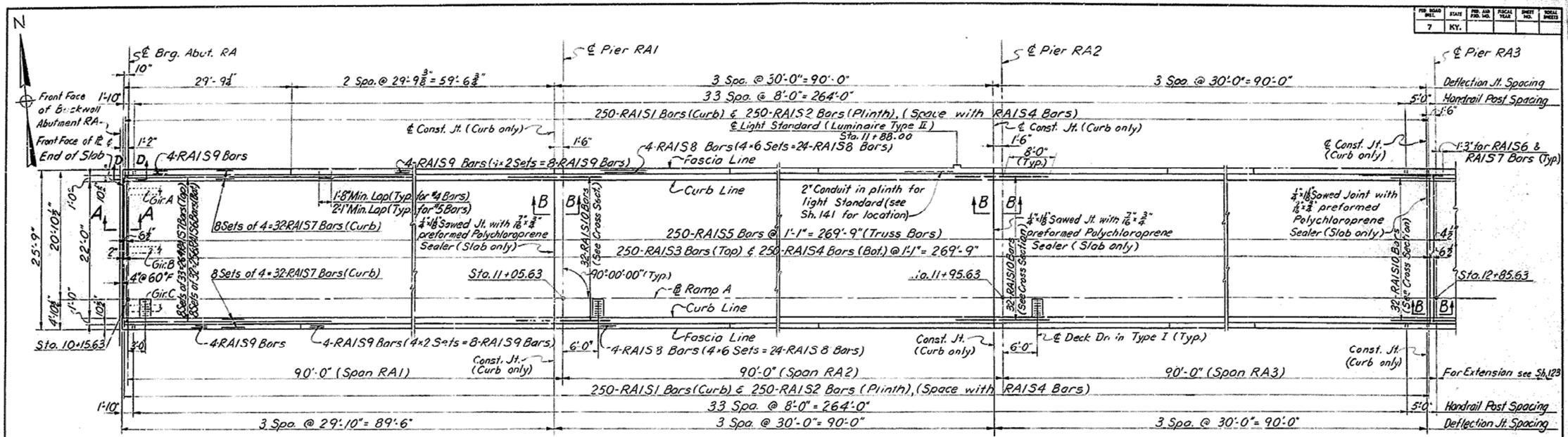
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 254+00 | PROJECT NO.
BRIDGE NUMBER | 15754

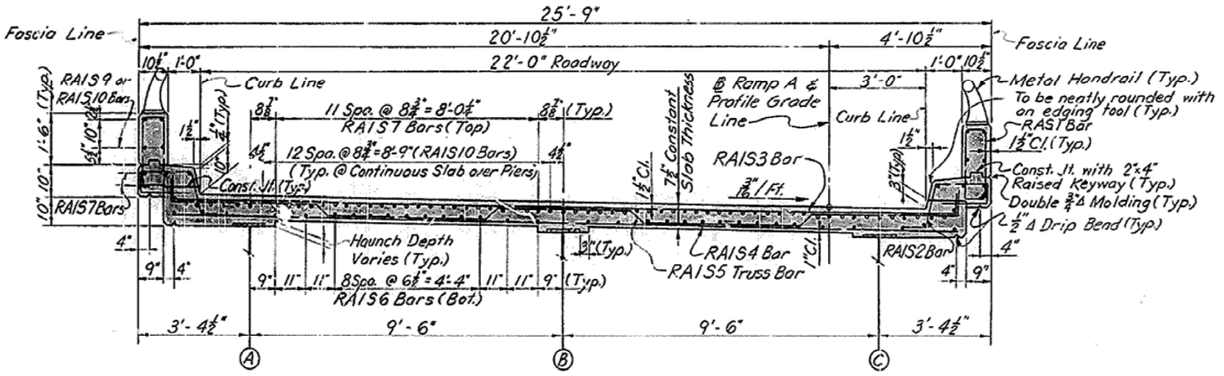
UNITS RB2 & RB1
SUPERSTRUCTURE

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 649

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



DECK PLAN - UNIT RA1



TYPICAL CROSS SECTION RAMP A
(Span RA1 thru Span RA3)

Note:

For Section A-A, Section B-B and Section D-D see Sh. 137
For horizontal and vertical alignment of deck see Sh. 158
For bending details, bill of reinforcement and quantities see Sh. 140.
For railing details see Std. Drwg's.
For lighting details see Sh. 141.
For drainage details see Sh's. 142 thru 144
For arrangement of reinforcement at deck drains and light standards see Sh. 141 and for billing of reinforcement see Sh. 140.

DESIGNED W. DATE
DRAWN W. DATE 11-1-65
REVISED W. TFL DATE
TRACED W. DATE

CHECKED BY
CHECKED BY D.W.
CHECKED BY

SHEET 139 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255 + 00 PROJECT NO.

UNIT RA1
SUPERSTRUCTURE

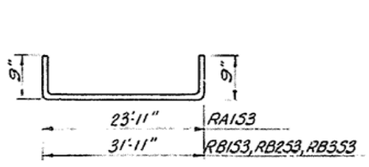
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER 15754

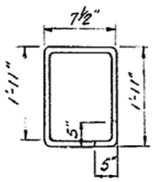
BILL OF REINFORCEMENT
SUPERSTRUCTURE - RAMPS A & B

	MARK	TYPE	SIZE	LENGTH	NO. OF BARS	LOCATION
UNIT RA1	RA1S1	②	4	5'-11"	500	Plinth
	RA1S2	③	4	6'-2"	500	Curb
	RA1S3	①	6	25'-5"	250	Deck-Trans. Top
	RA1S4	Str.	6	23'-11"	250	Deck-Trans. Bott.
	RA1S5	⑤	6	25'-11"	250	Deck-Trans. Truss
	RA1S6	Str.	5	35'-9"	256	Deck-Long. Bott.
	RA1S7	Str.	4	35'-7"	328	Curb Long. & Deck Long. Top
	RA1S8	Str.	4	29'-8"	48	Plinth Long.
	RA1S9	Str.	4	29'-5"	24	Plinth Long.
	DS1	㉔	6	5'-3"	12	Deck Drain
	DS2	Str.	5	2'-8"	6	Deck Drain
	DS3	㉕	4	4'-8"	6	Deck Drain
	DS4	㉖	5	6'-7"	6	Deck Drain
	LS1	㉗	4	8'-8"	2	Light Std.
	LS2	⑰	4	2'-11"	2	Light Std.
	LS3	⑰	4	6'-11"	1	Light Std.
	RA1S10	Str.	4	16'-0"	96	Deck-Long. (Top) over Piers RA1 thru RA3
UNIT RB1	RB1S1	②	4	5'-11"	358	Plinth
	RB1S2	③	4	6'-2"	358	Curb
	RB1S3	①	6	33'-5"	179	Deck-Trans. Top
	RB1S4	Str.	6	31'-11"	179	Deck-Trans. Bott.
	RB1S5	⑤	6	34'3"	7	Deck-Trans. Truss
	RB1S6	⑤	6	34'3"	13	" " "
	RB1S7	⑤	6	34'3"	9	" " "
	RB1S8	⑤	6	34'3"	12	" " "
	RB1S9	⑤	6	34'3"	10	" " "
	RB1S10	⑤	6	34'3"	14	" " "
	RB1S11	⑤	6	34'3"	11	" " "
	RB1S12	⑤	6	34'3"	12	" " "
	RB1S13	⑤	6	34'3"	13	" " "
	RB1S14	⑤	6	34'3"	16	" " "
	RB1S15	⑤	6	34'3"	39	" " "
	RB1S16	⑤	6	34'3"	22	Deck-Trans. Truss
	RB1S17	Str.	5	34'6"	84	Deck-Long. Bott.
	RB1S18	Str.	5	34'3"	78	" " "
	RB1S19	Str.	5	34'0"	42	" " "
	RB1S20	Str.	5	33'9"	42	" " "
	RB1S21	Str.	5	34'9"	6	" " "
	RB1S22	Str.	5	40'0"	4	" " "
	RB1S23	Str.	5	26'0"	1	Deck-Long. Bott.
	RB1S24	Str.	5	17'0"	3	Deck-Long. Bott.
	RB1S25	Str.	5	33'3"	3	Deck-Long. Bott.
	RB1S26	Str.	4	39'9"	4	Deck-Long. Top
	RB1S27	Str.	4	33'0"	3	Deck-Long. Top
	RB1S28	Str.	4	34'9"	24	Curb-Long.
	RB1S29	Str.	4	33'6"	24	Curb-Long.
	RB1S30	Str.	4	31'8"	12	Plinth-Long.
	RB1S31	Str.	4	32'0"	12	" "
	RB1S32	Str.	4	30'8"	12	" "
	RB1S33	Str.	4	30'6"	12	Plinth-Long.
	RB1S34	Str.	4	34'6"	6	Deck-Long. Top
	RB1S35	Str.	4	34'9"	78	Deck-Long. Top
	RB1S36	Str.	4	34'0"	78	" " "
	RB1S37	Str.	4	33'9"	91	" " "
	DS1	㉔	6	5'-3"	8	Deck Drain
	DS2	Str.	5	2'-8"	4	Deck Drain
	DS3	㉕	4	4'-6"	4	Deck Drain

	MARK	TYPE	SIZE	LENGTH	NO. OF BARS	LOCATION
UNIT RB1	DS4	㉖	5	5'-7"	4	Deck Drain
	LS1	㉗	4	8'-8"	2	Light Std.
	LS2	⑰	4	2'-11"	2	Light Std.
	LS3	⑰	4	6'-11"	1	Light Std.
	RB1S38	Str.	4	16'-0"	84	Deck-Long. (Top) excl. Piers RB2 & RB3
UNIT RB2	RB2S1	②	4	5'-11"	680	Plinth
	RB2S2	③	4	6'-2"	676	Curb
	RB2S3	①	6	33'-5"	338	Deck-Trans. Top
	RB2S4	Str.	6	31'-11"	338	Deck-Trans. Bott.
	RB2S5	⑤	6	34'3"	337	Deck-Trans. Truss
	RB2S6	Str.	5	38'6"	450	Deck-Long. Bott.
	RB2S7	Str.	4	38'3"	80	Curb-Long.
	RB2S8	Str.	4	38'1"	430	Deck-Long. Top
	RB2S9	Str.	4	30'6"	48	Plinth-Long.
	RB2S10	Str.	4	29'9"	24	Plinth-Long.
	RB2S11	Str.	4	30'9"	24	Plinth-Long.
	RB2S12	④	4	6'-2"	4	Curb
	RB2S13	Str.	4	16'-0"	126	Deck-Long. (Top) over Piers RB1 thru RB3
	DS1	㉔	6	5'-3"	16	Deck Drain
	DS2	Str.	5	2'-8"	8	Deck Drain
	DS3	㉕	4	4'-8"	8	Deck Drain
	DS4	㉖	5	6'-7"	8	Deck Drain
	LS1	㉗	4	8'-8"	4	Light Std.
	LS2	⑰	4	2'-11"	4	Light Std.
	LS3	⑰	4	6'-11"	2	Light Std.
	RB3S1	②	4	5'-11"	396	Plinth
	RB3S2	③	4	6'-2"	396	Curb
	RB3S3	①	6	33'-5"	203	Deck-Trans. Top
	RB3S4	Str.	6	31'-11"	203	Deck-Trans. Bott.
	RB3S5	⑤	6	34'3"	201	Deck-Trans. Truss
	RB3S6	Str.	5	39'9"	180	Deck-Long. Bott.
	RB3S7	Str.	5	35'3"	6	Deck-Long. Bott.
	RB3S8	Str.	4	39'3"	204	Deck Long. Top & Curb-Long.
	RB3S9	Str.	5	34'9"	26	Deck-Long. Bott.
	RB3S10	Str.	5	33'3"	26	Deck-Long. Bott.
	RB3S11	Str.	5	31'9"	26	Deck-Long. Bott.
	RB3S12	Str.	5	29'9"	6	Deck-Long. Bott.
	RB3S13	Str.	4	33'0"	24	Deck-Long. Top
	RB3S14	Str.	4	35'0"	14	Deck Long Top & Curb Long.
	RB3S15	Str.	4	29'6"	14	Deck Long. Top Curb-Long.
	RB3S16	Str.	4	24'6"	24	Plinth-Long.
	RB3S17	Str.	4	23'9"	28	" "
	RB3S18	Str.	4	24'9"	4	" "
	RB3S19	Str.	4	24'0"	4	" "
	RB3S20	Str.	4	30'0"	8	Plinth-Long.
	RB3S21	Str.	4	31'6"	24	Deck Long. Top
	RB3S22	Str.	4	34'6"	26	Deck-Long. Top
	DS1	㉔	6	5'-3"	12	Deck Drain
	DS2	Str.	5	2'-8"	6	Deck Drain
	DS3	㉕	4	4'-8"	6	Deck Drain
	DS4	㉖	5	6'-7"	6	Deck Drain
	LS1	㉗	4	8'-8"	2	Light Std.
	LS2	⑰	4	2'-11"	2	Light Std.
	LS3	⑰	4	6'-11"	1	Light Std.
	RB3S23	Str.	4	16'-0"	84	Deck-Long. (Top) over Piers RB1 & RB2



TYPE ①



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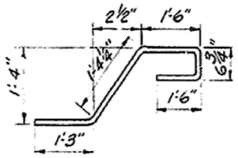

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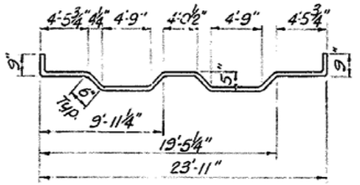
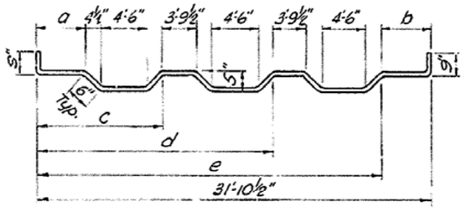
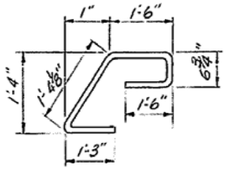


Bar RA1S5



Bars RB2S5, RB3S5 & RB1S5 thru RB1S16

TYPE ⑤



TYPE ④

TYPE ⑤ BARS					
MARK	a	b	c	d	e
RB2S5	4'-4"	4'-4"	9'-6½"	18'-6½"	27'-6½"
RB3S5	4'-4"	4'-4"	9'-6½"	18'-6½"	27'-6½"
RB1S5	4'-5"	4'-3"	9'-7½"	18'-7½"	27'-7½"
RB1S6	4'-6"	4'-2"	9'-8½"	18'-8½"	27'-8½"
RB1S7	4'-8"	4'-0"	9'-10½"	18'-10½"	27'-10½"
RB1S8	4'-9"	3'-11"	9'-11½"	18'-11½"	27'-11½"
RB1S9	4'-11"	3'-9"	10'-1½"	19'-1½"	28'-1½"
RB1S10	5'-0"	3'-8"	10'-2½"	19'-2½"	28'-2½"
RB1S11	5'-2"	3'-6"	10'-4½"	19'-4½"	28'-4½"
RB1S12	5'-3"	3'-5"	10'-5½"	19'-5½"	28'-5½"
RB1S13	5'-4"	3'-4"	10'-6½"	19'-6½"	28'-6½"
RB1S14	5'-5"	3'-3"	10'-7½"	19'-7½"	28'-7½"
RB1S15	5'-7"	3'-1"	10'-9½"	19'-9½"	28'-9½"
RB1S16	5'-8"	3'-0"	10'-10½"	19'-10½"	28'-10½"

ESTIMATE OF QUANTITIES - UNITS RA1, RB1, RB2 & RB3					
ITEM	UNIT	AMOUNT			
		UNIT RA1	UNIT RB1	UNIT RB2	UNIT RB3
Concrete - Class "A"	Cu. Yds.	227.0	195.8	378.3	221.1
Steel Reinforcement	Lbs.	52,274	47,779	90,610	53637
Metal Handrail	Lin. Ft.	542	379	733	425
Protective Coating	Sq. Yds.	920	465	1570	915

Note.
For details of reinforcement at Deck Drains and Light Standards see sheet 141.

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

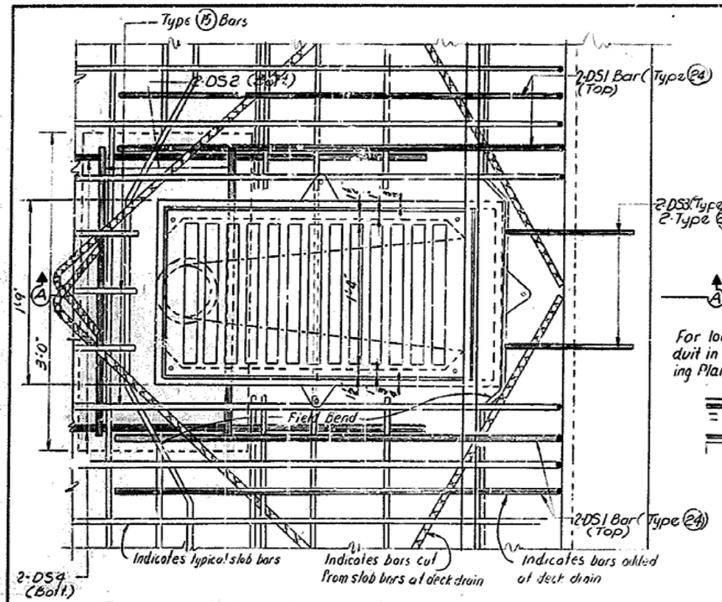
SHEET 140 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255 + 00 PROJECT NO.
BRIDGE NUMBER S.LWOOD NO. 15754 DIST.

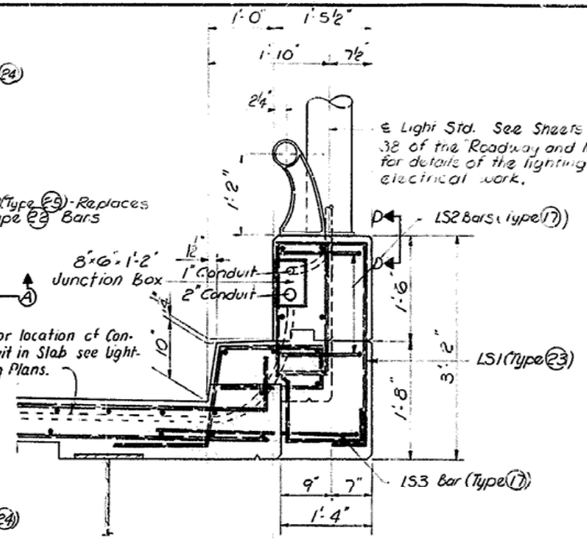
RAMPS A & B
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

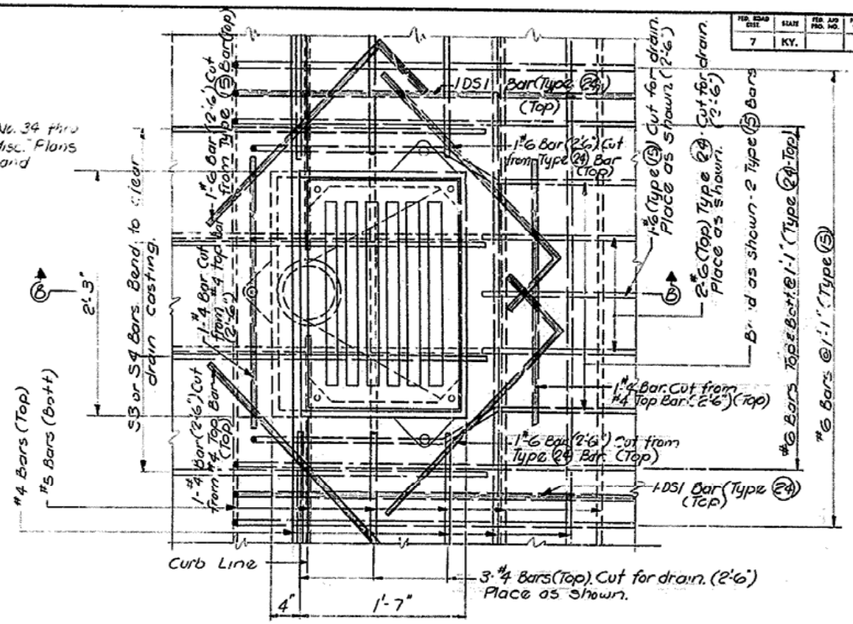
DESIGNED BY T.F.L./B.H. CHECKED BY D.W. DATE 11-62
DETAILED BY CHECKED BY DATE
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE



PLAN FOR REINFORCEMENT AT TYPE I DECK DRAIN

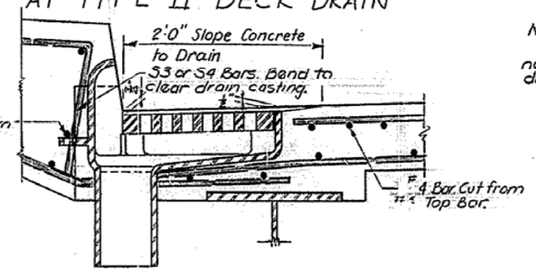


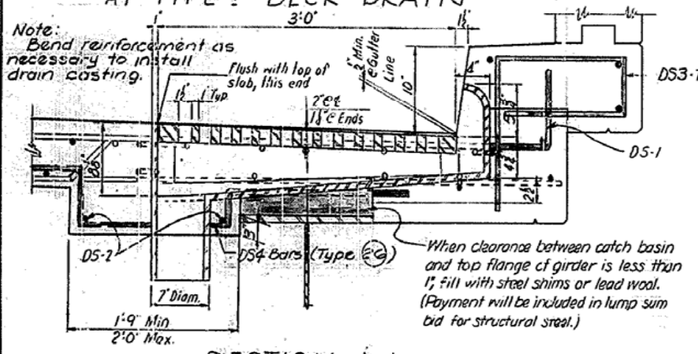
SECTION C-C



PLAN FOR REINFORCEMENT AT TYPE II DECK DRAIN

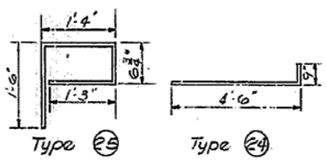
Note:
Bend reinforcement as necessary to install drain casting.





SECTION A-A

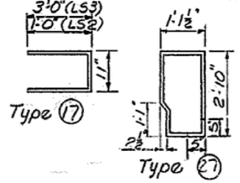
Type (24)			
Mark	Size	"a" Ft.	"a" In.
DS4	#5	1	6



BILL OF REINFORCEMENT					
Mark	Type	Size	No.	Length Ft.	Length In.
DS1	24	6	4	5	3
DS2	Str.	5	2	2	8
DS3	25	4	2	4	8
DS4	24	5	2	6	7

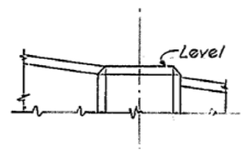
Note:
Base Plate & Anchor bolt dimensions should be checked for specific make of Light Standard.

PLAN OF LIGHT STANDARD



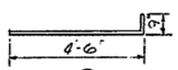
BILL OF REINFORCEMENT					
Mark	Type	Size	No.	Length Ft.	Length In.
LS1	27	4	2	8	8
LS2	17	4	2	2	11
LS3	17	4	1	6	11

Note: "Bill of Reinforcement" indicates the no. required for each installation and ... are billed for construction with superstructure.



SECTION D-D

SECTION B-B



BILL OF REINFORCEMENT					
Mark	Type	Size	No.	Length Ft.	Length In.
DS1	24	6	2	5	3

SHEET 141 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

DETAILS
SUPERSTRUCTURE

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER

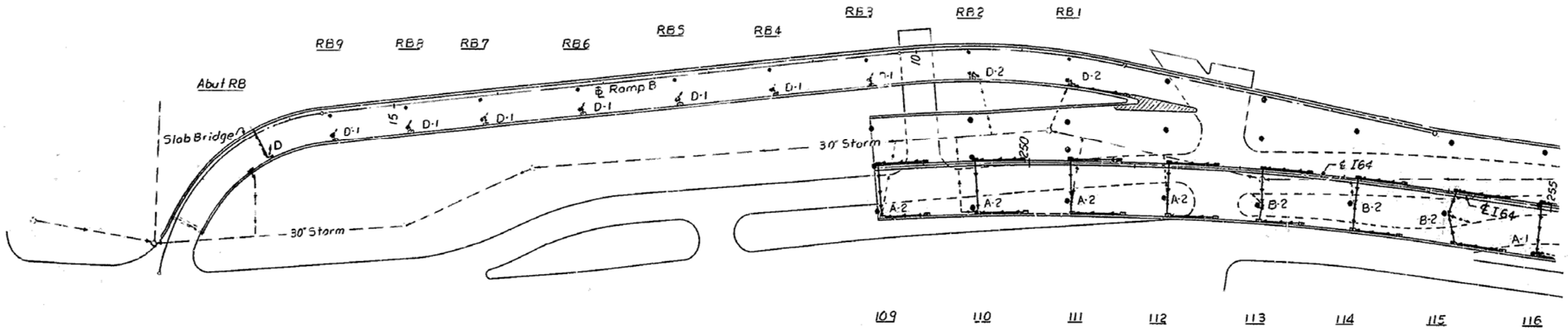
DRAWING NO. 15754

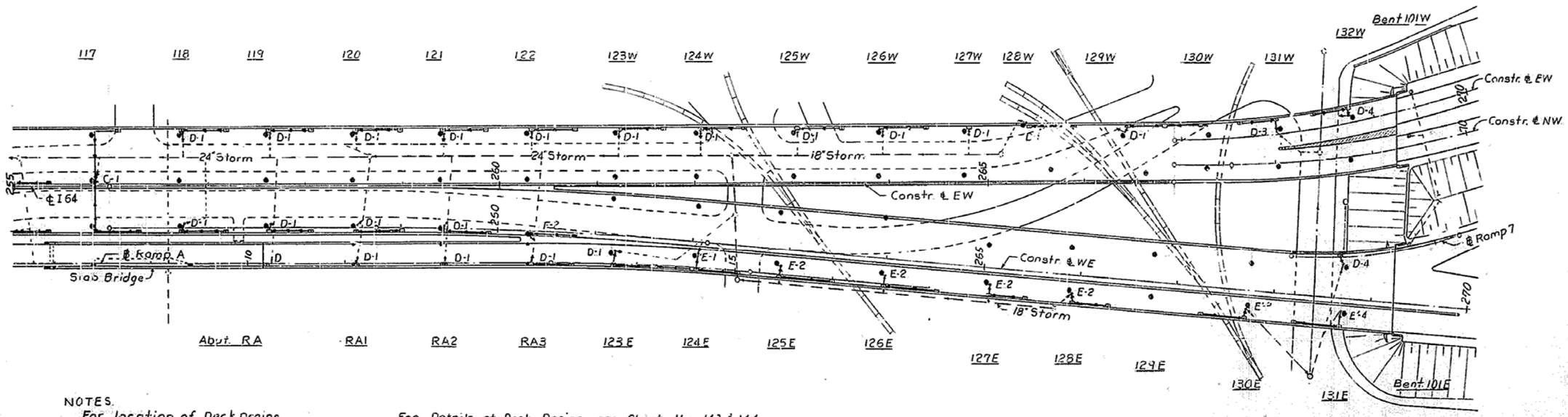
INDEX

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

DRAWN BY: CTM CHECKED BY: RL
DETAILED BY: CHECKED BY:
TRACED BY: CHECKED BY:
REVISED DATE 4-62
REVISED DATE
REVISED DATE

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





NOTES.

For location of Deck Drains see Superstructure Plans.
▣ Indicates Type I Deck Drains
■ Indicates Type II Deck Drains
109 Indicates Pier Girders, Abutment and End Bent Numbers
○ Indicates Manhole in Street below
● Indicates Pier Column
→→ Indicates Deck Drain pipe.
---Indicates Under ground pipe & Sewers
A-2 Indicates Drainage detail Type A and Vertical 6" pipe location in quadrant (2) (See Drainage Detail Sheets)

For Details at Deck Drains see Sheet Nos. 143 & 144
For Underground Drainage see Roadway Plan & Profile Sheet Nos. 14 & 15

ESTIMATED QUANTITIES

6" Drain Pipe 4800. Lin. Ft.
See Notes Sheet No. 143

DESIGNED BY: AHC DATE:
DETAILED BY: MDC DATE: 1963
TRACED BY: DATE:
CHECKED BY: AHC DATE:
CHECKED BY: DATE:
CHECKED BY: DATE:
REVISED: DATE:
REVISED: DATE:
REVISED: DATE:

SHEET 142 OF 167

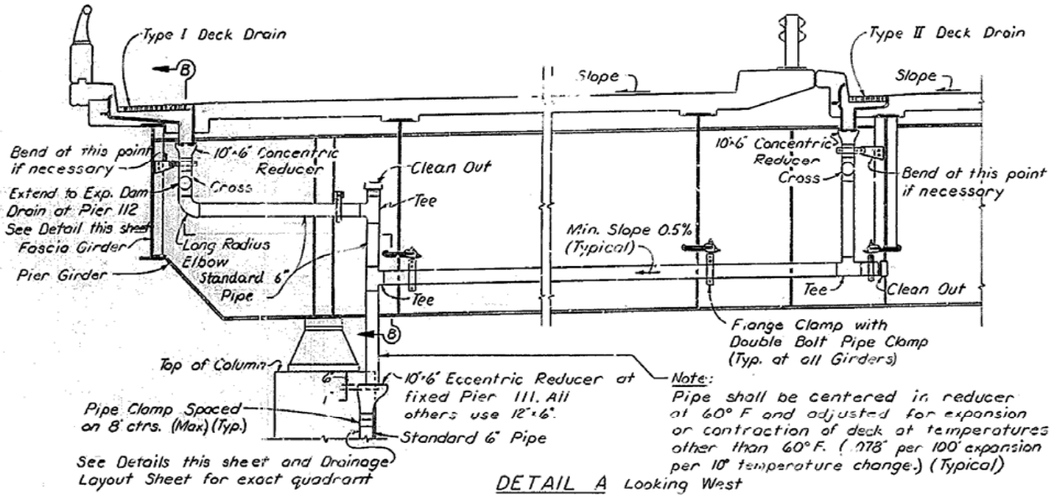
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845

BRIDGE NUMBER

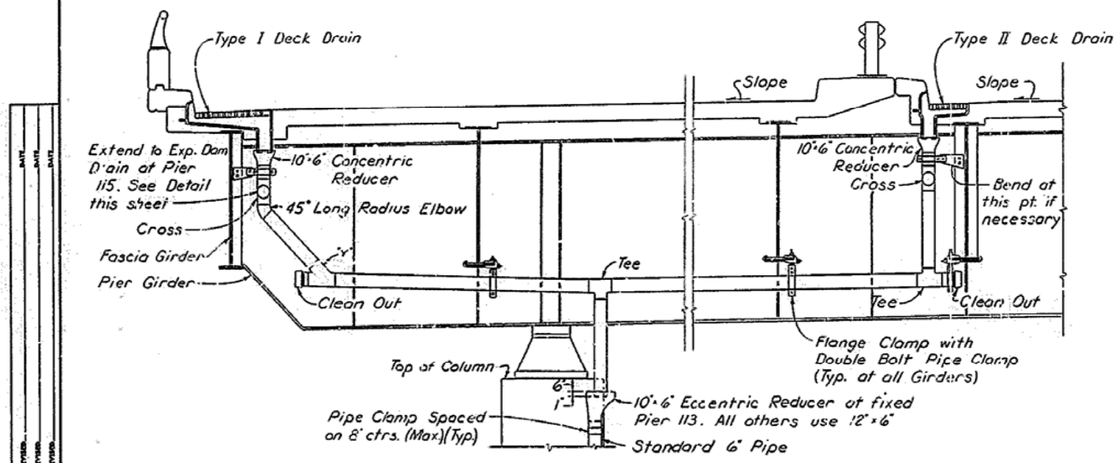
DRAWING NO. 15754

DRAINAGE LAYOUT

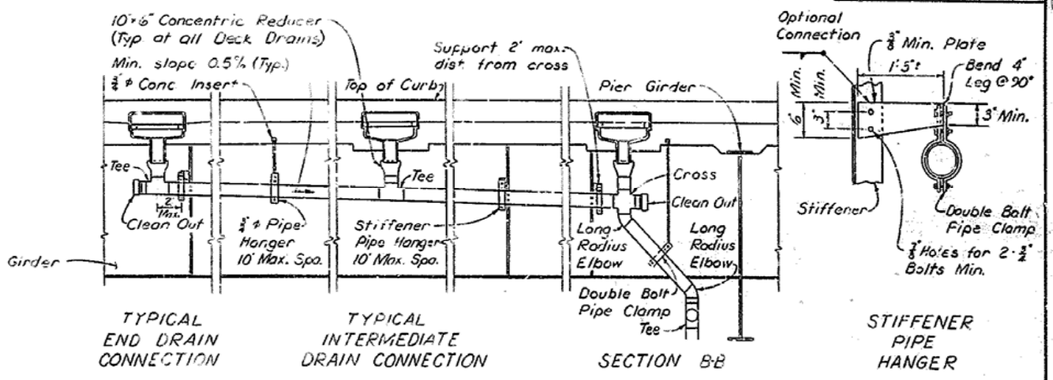


Note:
Pipe shall be centered in reducer at 60° F and adjusted for expansion or contraction of deck at temperatures other than 60° F. (.078" per 100' expansion per 10° temperature change.) (Typical)

DETAIL A Looking West



DETAIL B Looking West

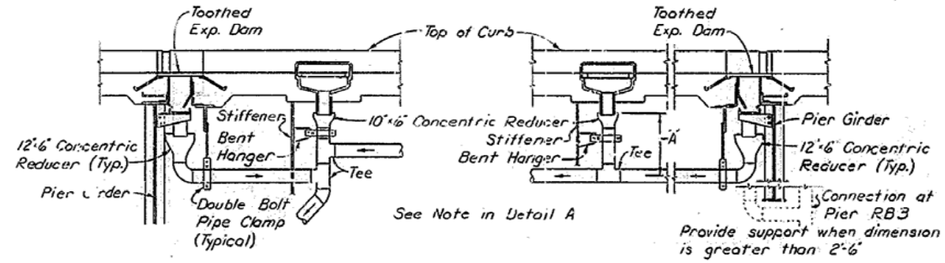


TYPICAL END DRAIN CONNECTION

TYPICAL INTERMEDIATE DRAIN CONNECTION

SECTION B-B

STIFFENER PIPE HANGER



EXPANSION DAM DRAIN DETAILS

NOTES

6" ϕ Drain Pipe (All pipe shown on drainage shts) Drain Pipe shall be Wrought Iron Pipe 6" ϕ Standard Weight 19.0 lbs. per lineal foot in accordance with ASTM A72-56T, or 6" ϕ Standard Weight Pipe 19.0 lbs. per lineal foot containing a minimum of .75% Copper and 1.50% Nickel and having a minimum tensile strength of 50,000 psi in accordance with the General Notes - see Sh 2.

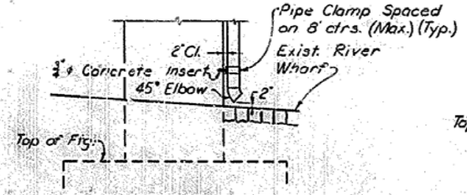
Pipe, fittings connections and supports complete and in place, are to be paid for at the unit price per lineal foot of 6" ϕ Drain Pipe.

Pipe and all fittings shall be painted same as Structural Steel (See Structural Steel Notes, Sh. 3) All anchoring devices for pipe drains shall be so constructed as to be rattle free and secured against rotation or translation.

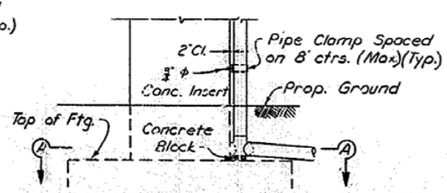
All pipe connections shall be leak proof.

Pipe shall be cut and welded to field dimensions.

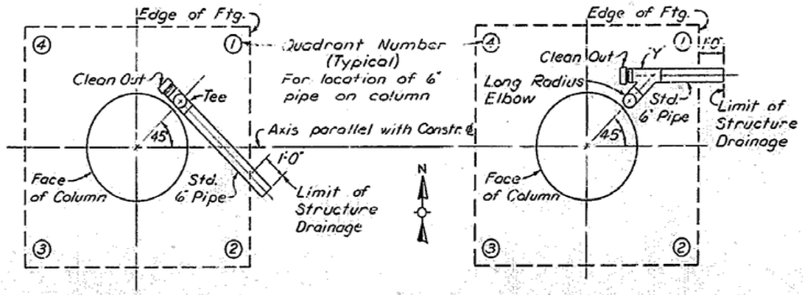
All pipe shall be supported every 10' maximum horizontally and 8' maximum vertically. Either ¾ ϕ Pipe Hanger or Stiffener Pipe Hanger may be used for intermediate support.



DRAINAGE AT FOOTING
Piers RB3 to RB9 & Abut. RB

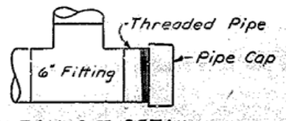


DRAINAGE AT FOOTING
Typical
except Piers RB3 to RB9 & Abut RB



SECTION A-A

SECTION A-A ALTERNATE



CLEAN OUT DETAIL

DRAINAGE DETAILS

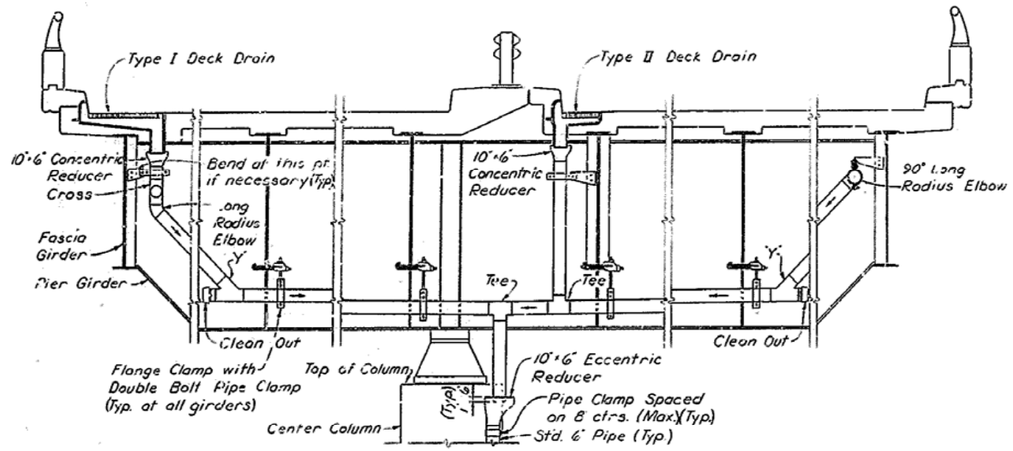
SHEET 143 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 855+00
PROJECT NO.
DRAWING NO. 15754

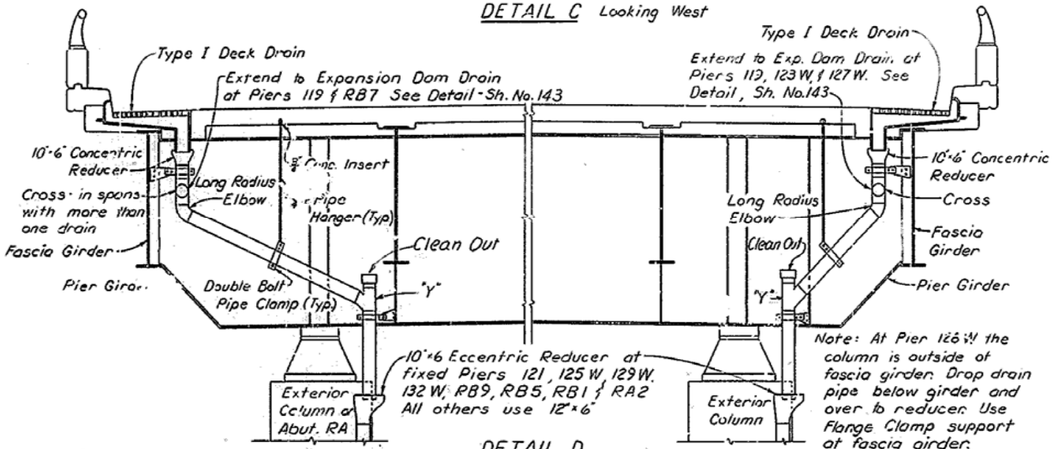
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

DESIGNED BY: GILMER CHECKED BY: R.H.C.
DETAILED BY: CHECKED BY:
TRACED BY: CHECKED BY:

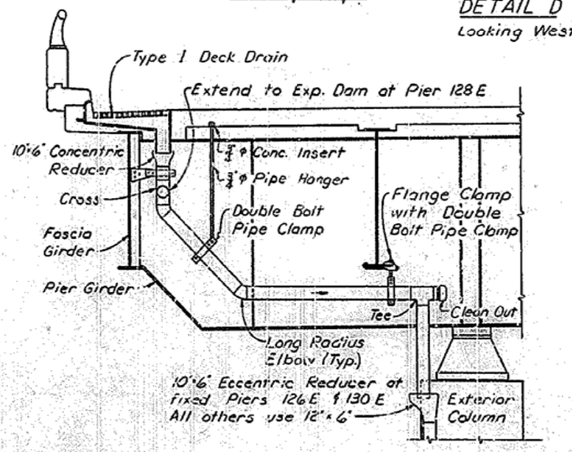
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



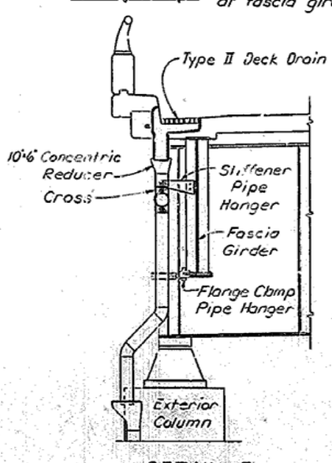
DETAIL C Looking West



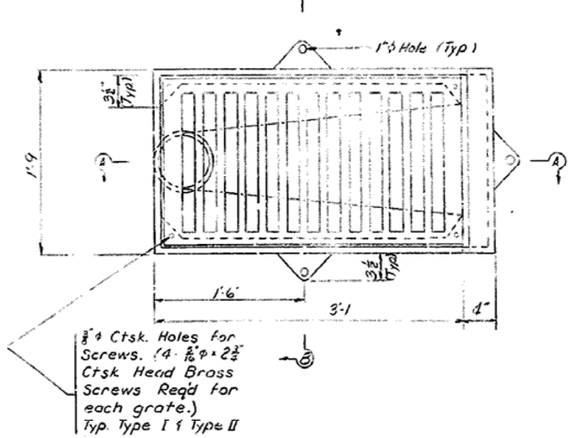
DETAIL D
Looking West



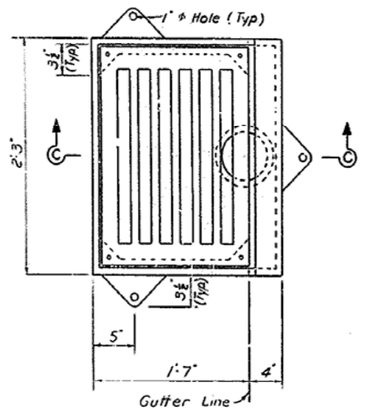
DETAIL E Looking West
DETAIL E' Opposite Hand



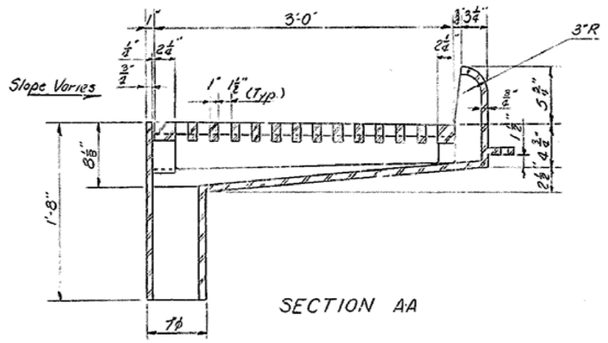
DETAIL F
Looking West



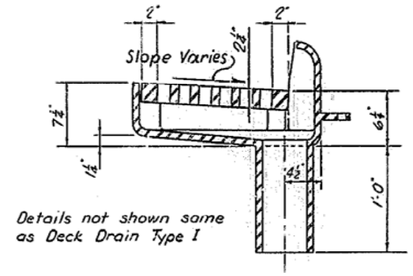
TYPE I DECK DRAIN



TYPE II DECK DRAIN

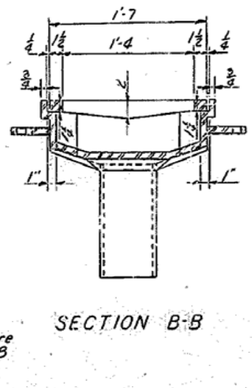


SECTION A-A



Details not shown same as Deck Drain Type I

SECTION C-C



SLAB BRIDGE DRAINAGE

SECTION B-B

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

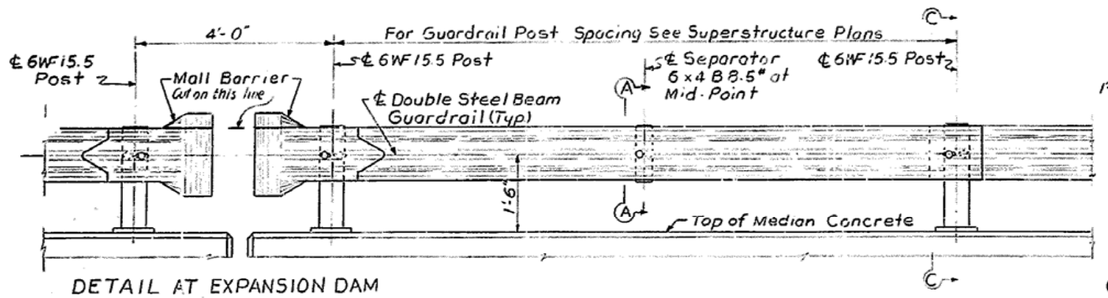
SHEET 144 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754
SHEET

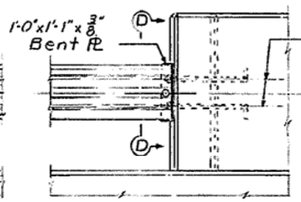
WAZEJET & ERDAL CONSULTING ENGINEERS FILE NO. 648

DRAINAGE DETAILS

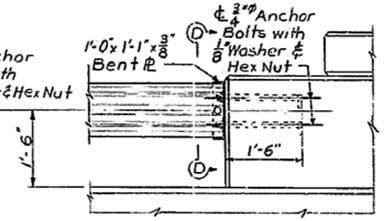
DESIGNED BY GWW/LLB CHECKED BY RH C DATE (4/66)
DETAILED BY CHECKED BY DATE
TRACED BY CHECKED BY DATE



DETAIL AT EXPANSION DAM

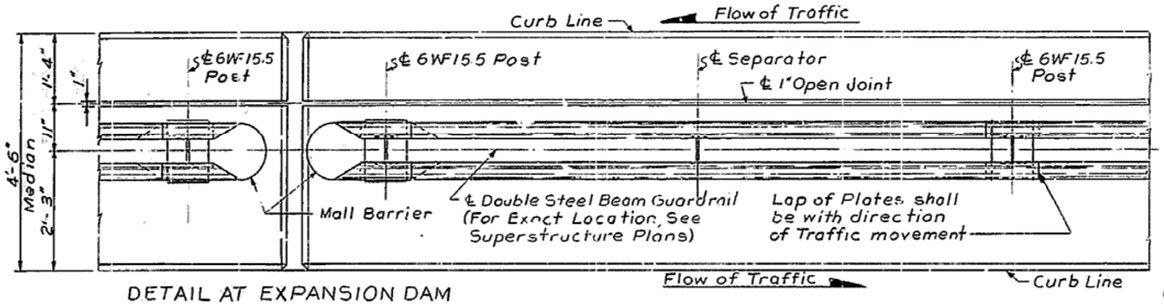


CONNECTION AT END OF MEDIAN

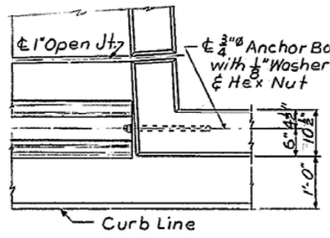


CONNECTION AT SIGN SUPPORT

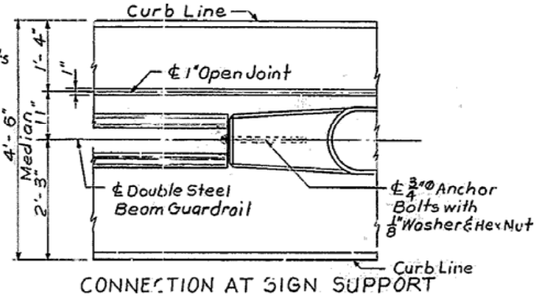
ELEVATION FOR DOUBLE STEEL BEAM GUARDRAIL



DETAIL AT EXPANSION DAM

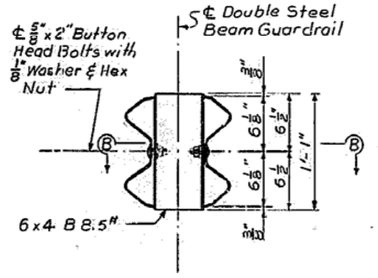


CONNECTION AT END OF MEDIAN

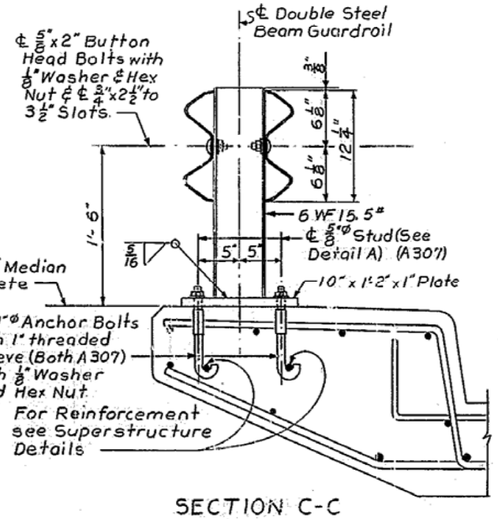


CONNECTION AT SIGN SUPPORT

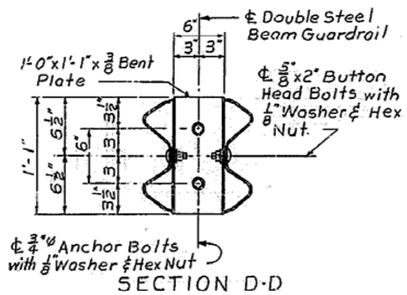
PLAN FOR DOUBLE STEEL BEAM GUARDRAIL



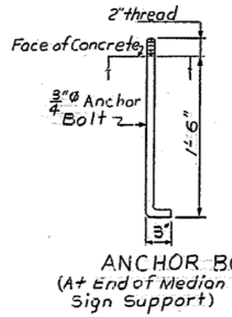
SECTION A-A



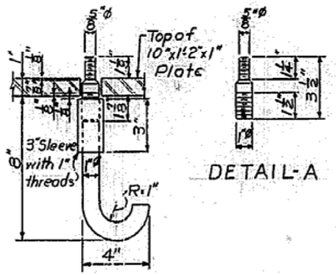
SECTION C-C



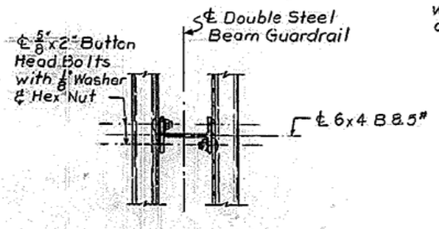
SECTION D-D



ANCHOR BOLT
(At End of Median and Sign Support)



ANCHOR BOLT DETAIL
FOR 6WF15.5# POST



SECTION B-B

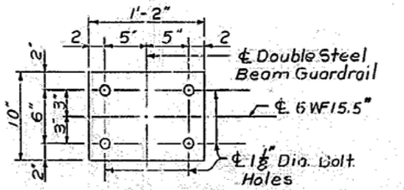
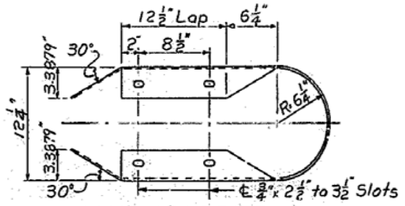
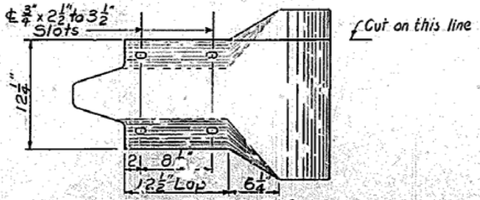


PLATE DETAIL



MALL BARRIER



TYPICAL ELEVATION
FOR MALL BARRIER

NOTE
See Ky. Std. Drwg. No. 17.03f for General Notes, Guardrail Details and Hardware.

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

SHEET 145 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. TO PRESTON ST.
LOUISVILLE-LEXINGTON ROAD
STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 846
BRIDGE NUMBER
DRAWING NO. 15754

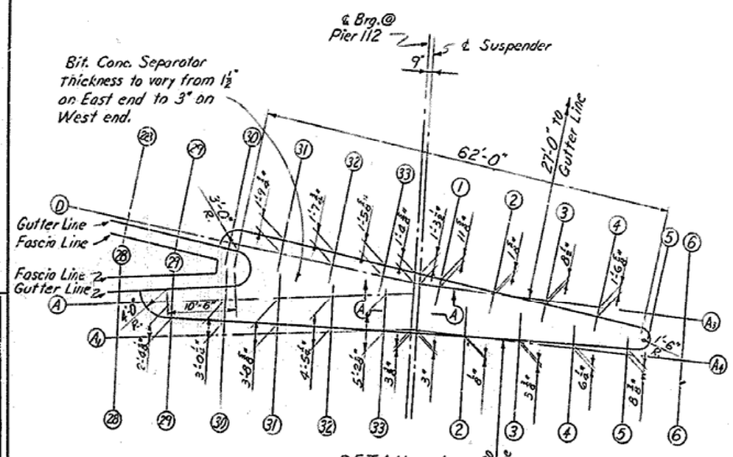
MEDIAN GUARDRAIL

DESIGNED BY MDC 10-12-65 CHECKED BY RL
DETAILED BY DATE REVISED
TRACED BY DATE REVISED
CHECKED BY DATE REVISED

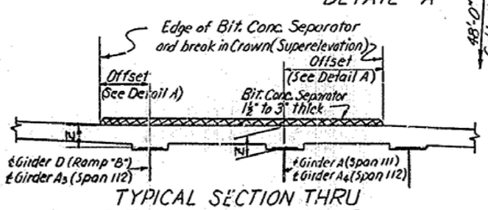
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

TABLE OF ELEVATIONS FOR UNIT 3 - RAMP B

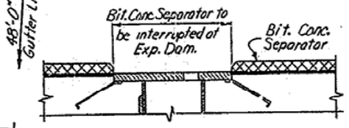
SECTION	GIRDER A (RAMP) W	GIRDER A (RAMP) ℄GUTTER	GIRDER A (RAMP) Y	GIRDER A (RAMP) Z	GIRDER B (RAMP) X	GIRDER B (RAMP) Y	GIRDER B (RAMP) Z	GIRDER C (RAMP) X	GIRDER C (RAMP) Y	GIRDER C (RAMP) Z	GIRDER D (RAMP) ℄GUTTER	GIRDER D (RAMP) Y	GIRDER D (RAMP) Z	SECTION W	SECTION
℄ Brg. RB1	1'-6"	467.390			466.835			466.434			465.920			1'-6"	℄ Brg. RB1
22	1'-10 3/8"	.490			466.956			.516			466.020			1'-11 5/8"	22
23	2'-2 1/4"	.580			467.032			.592			.112			0'-10"	23
24	2'-4 5/8"	.663			.105			.665			.195			0'-7 1/2"	24
25	2'-6 3/8"	.732			.167			.728			.265			0'-6 5/8"	25
26	2'-6 3/8"	.788			.222			.784			.322			0'-5 3/8"	26
27	2'-6 3/8"	.828			.265			.827			.363			0'-6 3/8"	27
28	2'-4 1/8"	.850			.299			.864			.399			0'-8"	28
29	2'-2 1/8"	.851			.326			.906			.448			0'-10 1/2"	29
30	2'-0 3/8"	.836			.337			.933			.484			1'-0 1/8"	30
31	1'-10 1/4"	.815			.342			.952			** .644			—	31
32	1'-8 1/4"	.788			.340			.967			** .664			—	32
33	1'-6 1/4"	.757			.334			.976			** .679			—	33
℄ Brg. 112	1'-6 1/4"	467.750			467.331			466.982			℄ 466.696			—	℄ Brg. 112



DETAIL A



TYPICAL SECTION THRU BITUMINOUS CONCRETE SEPARATOR (Spans 111 & 112)

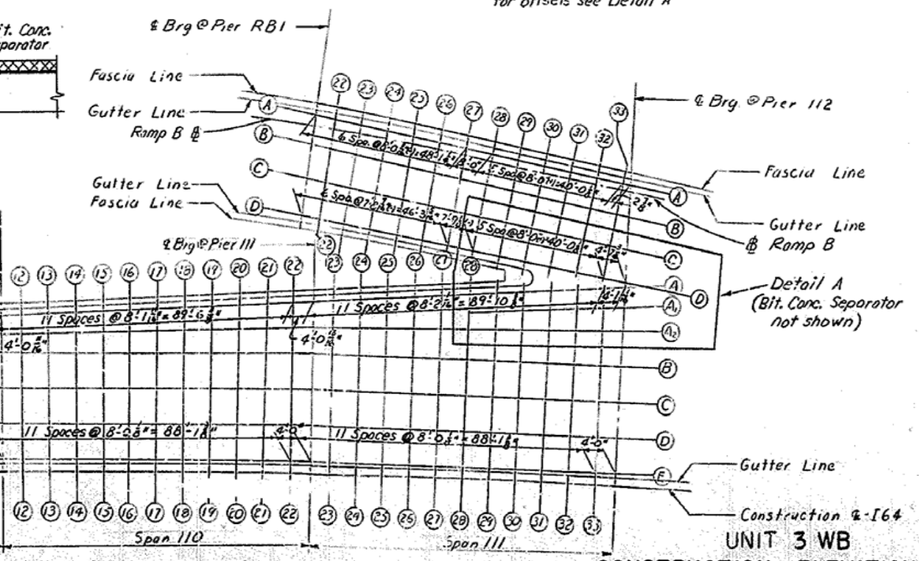


SECTION A-A

TABLE OF ELEVATIONS FOR UNIT 3 - WESTBOUND

SECTION	GIRDER A W	GIRDER A ℄GUTTER	GIRDER A Y	GIRDER A Z	GIRDER A2 X	GIRDER A2 Y	GIRDER A2 Z	GIRDER B X	GIRDER B Y	GIRDER B Z	GIRDER C X	GIRDER C Y	GIRDER C Z	GIRDER D X	GIRDER D Y	GIRDER D Z	GIRDER E ℄GUTTER	GIRDER E Y	GIRDER E Z	GIRDER E W	SECTION
℄ Brg. 109	1'-6"	465.090						464.736			464.427			464.115			463.738			1'-6"	℄ Brg. 109
1	1'-7 5/8"	.156						.802			.494			.183			.830			1'-4 5/8"	1
2	1'-8 5/8"	.223						.867			.558			.246			.896			1'-3 5/8"	2
3	1'-9 1/8"	.281						.925			.616			.304			463.957			1'-2 5/8"	3
4	1'-10 1/8"	.332						464.978			.667			.355			464.009			1'-2"	4
5	1'-10 3/8"	.381						465.022			.710			.398			.058			1'-1 3/8"	5
6	1'-10 5/8"	.419						.061			.746			.434			.090			1'-1 3/8"	6
7	1'-10 5/8"	.451						.090			.776			.464			.119			1'-1 3/8"	7
8	1'-9 3/8"	.476						.116			.800			.488			.142			1'-2 5/8"	8
9	1'-9"	.497						.137			.821			.509			.162			1'-3"	9
10	1'-8"	.518						.157			.844			.532			.182			1'-4"	10
11	1'-6 3/4"	465.538						465.182			464.871			464.558			.205			1'-5 3/8"	11
℄ Brg. 110	1'-6"	465.550			465.350			465.196			464.886			464.574			464.219			1'-6"	℄ Brg. 110
12		.588			.401			.220			.914			.602			.251			1'-4 5/8"	12
13		.631			.461			.250			.946			.635			.287			1'-3 1/4"	13
14		.680			.512			.286			464.984			.673			.326			1'-2 3/8"	14
15		.733			.560			.326			465.025			.714			.371			1'-1"	15
16		.786			.605			.366			.066			.755			.414			1'-1 3/8"	16
17		.840			.646			.407			.106			.796			.455			1'-1 3/4"	17
18		.892			.685			.447			.145			.835			.494			1'-1 3/4"	18
19		465.946			.724			.487			.183			.873			.531			1'-2 1/4"	19
20		466.001			.765			.528			.223			.913			.570			1'-3"	20
21		.060			.811			.575			.267			464.957			.612			1'-4"	21
22		466.124			465.860			465.626			465.316			465.007			464.658			1'-5 1/4"	22
℄ Brg. 111	1'-6"	466.160			465.887			465.654			465.343			465.034			464.684			1'-6"	℄ Brg. 111
23	1'-6 3/8"	.231			.938			.708			.393			.084			.738			1'-4 3/8"	23
24	1'-7 1/8"	.312			465.994			.765			.449			.140			.796			1'-3 1/4"	24
25	1'-7 3/4"	.391			466.053			.827			.508			.199			.857			1'-2 3/8"	25
26	1'-8 1/8"	.470			.113			.883			.565			.256			.916			1'-2"	26
27	1'-8 3/4"	.543			.169			.937			.619			.310			464.971			1'-1 5/8"	27
28	1'-9 1/4"	.610			.220			465.983			.667			.357			465.018			1'-1 3/8"	28
29	1'-10"	.671			.272			466.022			.707			.398			.058			1'-1 3/8"	29
30	1'-10 1/4"	.726			.316			.055			.740			.431			.089			1'-2 1/4"	30
31	—	** .597			.355			.089			.766			.457			.113			1'-3"	31
32	—	** .618			.391			06			.785			.476			.129			1'-4"	32
33	—	** .631			.421			.114			.799			.489			.140			1'-5 1/4"	33
℄ Brg. 112	—	℄ 466.636			466.435			466.120			465.805			465.495			465.164			1'-6"	℄ Brg. 112

** X at edge of Asphalt Separator for offsets see Detail A



UNIT 3 - WESTBOUND

UNIT 3 WB CONSTRUCTION ELEVATIONS

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 8-48

SHEET 146 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 3RD ST to PRESTON ST.
LOUISVILLE — LEXINGTON
RD 9

STATION 255 + 00 PROJECT NO.

BRIDGE NUMBER

DRAWING NO. 15754

SHEET NO.

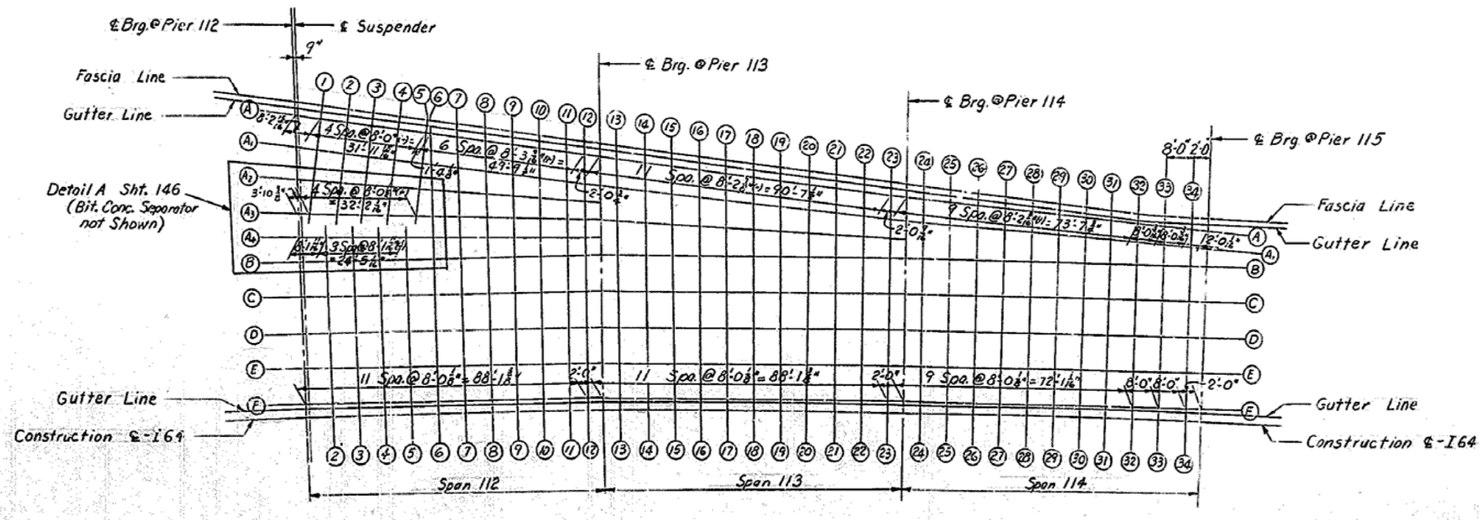
REVISED BY M.D.C. DATE 8/24/64 CHECKED BY
REVISED BY DATE CHECKED BY
REVISED BY DATE CHECKED BY
TRACED BY DATE CHECKED BY

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

TABLE OF ELEVATIONS FOR UNIT 4 - WESTBOUND

SECTION	GIRDER A				GIRDER A_1			GIRDER A_2			GIRDER A_3			GIRDER A_4			GIRDER B			GIRDER C			GIRDER D			GIRDER E			GIRDER F				SECTION
	W	℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	℄GUTTER	Y	Z	W	
℄ Brg. 112	1'-6¼"	467.750			467.331			466.982			**466.696			**466.637			466.435			466.120			465.805			465.495			465.104			1'-6"	℄ Brg. 112
℄ Susp.	1'-6¼"	.750			.333			466.987			** .699			** .601			.438			124			.808			.499			.147			1'-5⅜"	℄ Susp.
1	1'-6"	.769			.362			467.035			** .722																					—	1
2	1'-6"	.785			.396			.113			** .776			**466.706			466.495			466.186			465.872			465.563			465.215			1'-4⅞"	2
3	1'-6"	.793			.426			.184			** .827			** .772			.551			.249			465.935			.627			.282			1'-3¼"	3
4	1'-6"	.803			.451			.247			** .872			** .833			.602			.305			465.992			.685			.342			1'-2⅝"	4
5	1'-6"	.807			.470			.302			466.989			** .884			.650			.355			466.043			.736			.395			1'-2⅛"	5
6	1'-6¼"	.807			.487			.331			467.025			.908			.691			.396			.085			.779			.439			1'-1⅝"	6
7	1'-6¼"	.806			.489			.349			.047			.944			.726			.432			.121			.815			.476			1'-1⅜"	7
8	1'-6¼"	.800			.489			.359			.068			.972			.758			.460			.150			.845			.506			1'-2"	8
9	1'-6⅜"	.790			.486			.361			.088			466.992			.785			.484			.174			.871			.530			1'-2⅛"	9
10	↓	.778			.479			.356			.111			467.008			.810			.505			.196			.893			.551			1'-3⅛"	10
11		.768			.476			.345			.138			.019			.837			.528			.220			.917			.573			1'-4⅛"	11
12		.762			.476			.331			.169			.028			.867			.556			.248			.947			.599			1'-5⅛"	12
℄ Brg. 113		467.761			467.476			467.327			467.177			467.027			466.875			466.563			466.256			465.955			465.606			1'-6"	℄ Brg. 113
13		.758			.479						.205						.908			.595			.289			465.987			.692			1'-4⅝"	13
14		.761			.486						.238						.946			.633			.328			466.027			.683			1'-3¼"	14
15		.768			.498						.273						466.989			.675			.372			.071			.729			1'-2⅝"	15
16		.778			.512						.311						467.030			.719			.418			.117			.775			1'-2⅛"	16
17		.789			.526						.346						.069			.764			.464			.162			.821			1'-1⅝"	17
18		.798			.539						.378						.109			.807			.508			.207			.865			1'-1⅜"	18
19		.806			.551						.405						.150			.848			.551			.250			.906			1'-2"	19
20		.813			.563						.428						.186			.889			.593			.292			.947			1'-2⅛"	20
21		.821			.576						.445						.224			.932			.637			.336			466.988			1'-3¼"	21
22		.833			.592						.460						.268			466.978			.684			.383			466.032			1'-4⅜"	22
23	↓	.849			.612						.472						.316			467.030			.738			.437			466.081			1'-5⅛"	23
℄ Brg. 114	1'-6⅛"	.855			467.619						467.473						467.330			467.068			466.753			466.452			466.095			1'-6"	℄ Brg. 114
24	1'-4⅝"	.881			.651												.375			.093			.801			.500			.147			1'-4⅝"	24
25	1'-3¼"	.913			.686												.427			.148			.855			.554			.203			1'-3⅛"	25
26	1'-1⅝"	.946			.726												.480			.205			.912			.610			.261			1'-2⅜"	26
27	1'-0⅛"	467.979			.763												.533			.260			466.967			.665			.318			1'-2⅛"	27
28	0'-11¼"	468.008			.798												.581			.311			467.018			.716			.369			1'-2⅝"	28
29	0'-9⅜"	.034			.830												.626			.356			.062			.760			.412			1'-2⅝"	29
30	0'-8⅛"	.054			.857												.665			.394			.100			.797			.449			1'-2⅛"	30
31	0'-7"	.067			.870												.698			.424			.130			.827			.478			1'-3"	31
32	0'-5⅝"	.056			.897												.727			.448			.152			.849			.498			1'-3⅜"	32
33	0'-10⅜"	.047			.863												.710			.435			.149			.856			.513			1'-4⅜"	33
34	1'-4⅛"	468.007			.825												.686			.414			.180			.857			.525			1'-5⅛"	34
℄ Brg. 115	1'-6"	467.994			467.814												467.677			467.408			467.136			466.857			466.527			1'-6"	℄ Brg. 115

** X at edge of Asphalt Separator
for offsets, see Detail A Sheet 146



UNIT 4 - WEST BOUND

UNIT 4 WB
CONSTRUCTION ELEVATIONS

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 845

SHEET 147 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255 + 00 PROJECT NO.

BRIDGE NUMBER

DRAWING NO. 15754

INDEX

DESIGNED BY: RDK CHECKED BY: MDC
DETAILED BY: CHECKED BY:
TRACED BY: CHECKED BY:

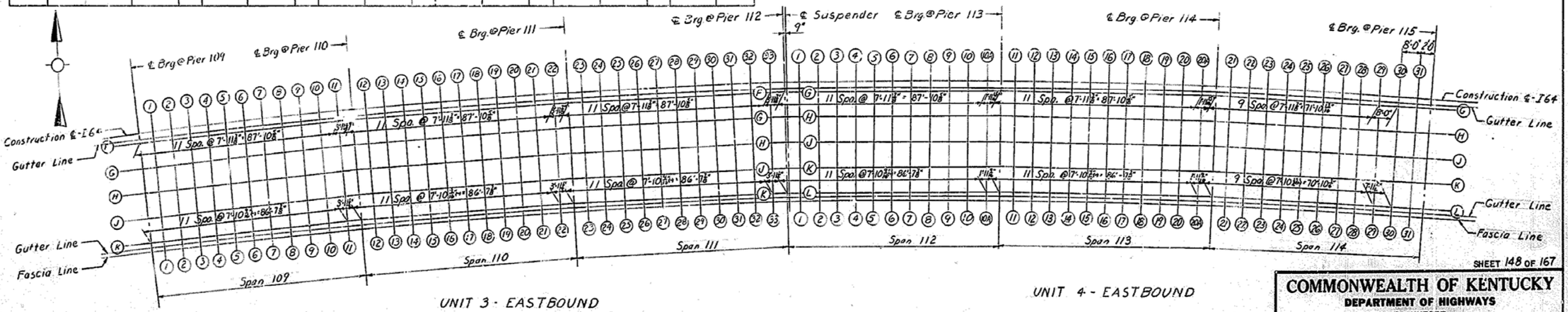
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

TABLE OF ELEVATIONS FOR UNIT 3 – EASTBOUND

SECTION	GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER K				SECTION
	W	℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	℄GUTTER	Y	Z	W	
℄Brg.109	1'-6"	463.885			463.533			463.224			462.909			462.552			1'-6"	℄Brg.109
1	1'-7⅞"	463.956			463.601			463.291			462.977			462.618			1'-4⅞"	1
2	1'-8⅛"	464.023			463.665			463.355			463.041			462.685			1'-3⅛"	2
3	1'-8⅜"	464.084			463.723			463.413			463.099			462.745			1'-2⅜"	3
4	1'-10"	464.136			463.774			463.464			463.149			462.797			1'-2"	4
5	1'-10⅛"	464.181			463.818			463.507			463.192			462.841			1'-1⅝"	5
6	1'-10⅛"	464.217			463.854			463.544			463.228			462.878			1'-1⅜"	6
7	1'-10⅛"	464.246			463.883			463.573			463.257			462.906			1'-1⅛"	7
8	1'-9⅞"	464.270			463.908			463.597			463.282			462.930			1'-2⅛"	8
9	1'-9"	464.290			463.930			463.619			463.303			462.949			1'-3"	9
10	1'-8"	464.310			463.953			463.641			463.325			462.969			1'-4"	10
11	1'-6⅛"	464.333			463.980			463.668			463.352			462.992			1'-5⅛"	11
℄Brg.110	1'-6"	464.347			463.995			463.683			463.367			463.006			1'-6"	℄Brg.110
12	1'-7⅛"	464.379			464.023			463.711			463.395			463.037			1'-4⅛"	12
13	1'-8⅛"	464.416			464.057			463.745			463.428			463.073			1'-3⅛"	13
14	1'-9⅜"	464.457			464.095			463.783			463.466			463.113			1'-2⅝"	14
15	1'-10"	464.500			464.137			463.824			463.507			463.156			1'-2"	15
16	1'-10⅛"	464.543			464.179			463.866			463.548			463.198			1'-1⅝"	16
17	1'-10⅛"	464.584			464.220			463.907			463.589			463.238			1'-1⅝"	17
18	1'-10⅛"	464.623			464.259			463.946			463.628			463.276			1'-1⅜"	18
19	1'-9⅛"	464.661			464.298			463.985			463.666			463.313			1'-2⅛"	19
20	1'-9"	464.699			464.338			464.025			463.706			463.351			1'-3"	20
21	1'-8"	464.742			464.383			464.069			463.750			463.393			1'-4"	21
22	1'-6⅛"	464.789			464.433			464.119			463.800			463.439			1'-5⅛"	22
℄Brg.111	1'-6"	464.814			464.460			464.146			463.827			463.464			1'-6"	℄Brg.111
23	1'-7⅛"	464.868			464.510			464.196			463.877			463.518			1'-4⅝"	23
24	1'-8⅛"	464.926			464.565			464.251			463.932			463.577			1'-3⅛"	24
25	1'-9⅛"	464.987			464.623			464.309			463.991			463.639			1'-2⅜"	25
26	1'-10"	465.045			464.680			464.366			464.048			463.698			1'-2"	26
27	1'-10⅛"	465.099			464.733			464.419			464.102			463.753			1'-1⅝"	27
28	1'-10⅛"	465.146			464.780			464.466			464.149			463.801			1'-1⅝"	28
29	1'-10⅛"	465.186			464.820			464.505			464.189			463.841			1'-1⅝"	29
30	1'-9⅛"	465.217			464.852			464.537			464.221			463.873			1'-2⅛"	30
31	1'-9"	465.241			464.877			464.563			464.247			463.897			1'-3"	31
32	1'-8"	465.257			464.895			464.581			464.266			463.914			1'-4"	32
33	1'-6⅛"	465.267			464.909			464.594			464.279			463.925			1'-5⅛"	33
℄Brg.112	1'-6"	465.270			464.914			464.600			464.285			463.929			1'-6"	℄Brg.112

TABLE OF ELEVATIONS FOR UNIT 4 – EASTBOUND

SECTION	GIRDER G				GIRDER H			GIRDER J			GIRDER K			GIRDER L				SECTION
	W	℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	℄GUTTER	Y	Z	W	
℄Brg.112	1'-6"	465.270			464.914			464.600			464.285			463.929			1'-6"	℄Brg.112
℄Susp.	1'-6⅞"	465.277			464.920			464.606			464.291			463.935			1'-5⅞"	℄Susp.
1	1'-7⅛"	465.342			464.981			464.666			464.352			463.999			1'-4⅜"	1
2	1'-8⅛"	465.405			465.045			464.730			464.415			464.064			1'-3⅛"	2
3	1'-9⅜"	465.469			465.103			464.787			464.472			464.123			1'-2⅜"	3
4	1'-9⅜"	465.522			465.154			464.838			464.522			464.175			1'-2⅜"	4
5	1'-10⅜"	465.563			465.196			464.880			464.564			464.217			1'-1⅜"	5
6	1'-10⅜"	465.603			465.233			464.916			464.600			464.253			1'-1⅜"	6
7	1'-10"	465.632			465.263			464.946			464.629			464.281			1'-2⅜"	7
8	1'-9⅛"	465.656			465.288			464.970			464.653			464.304			1'-2⅜"	8
9	1'-8⅜"	465.677			465.310			464.992			464.674			464.323			1'-3⅜"	9
10	1'-7⅝"	465.698			465.334			465.015			464.698			464.343			1'-4⅛"	10
10A	1'-6⅜"	465.725			465.363			465.049			464.726			464.368			1'-5⅜"	10A
℄Brg.113	1'-6"	465.732			465.371			465.052			464.734			464.375			1'-6"	℄Brg.113
11	1'-7⅜"	465.766			465.401			465.081			464.762			464.406			1'-4⅜"	11
12	1'-8⅛"	465.806			465.437			465.116			464.797			464.442			1'-3⅛"	12
13	1'-9⅛"	465.850			465.478			465.157			464.836			464.483			1'-2⅛"	13
14	1'-9⅛"	465.895			465.521			465.198			464.877			464.525			1'-2⅛"	14
15	1'-10⅛"	465.939			465.564			465.240			464.918			464.566			1'-1⅝"	15
16	1'-10⅛"	465.982			465.605			465.281			464.958			464.605			1'-1⅝"	16
17	1'-10"	466.022			465.645			465.320			464.996			464.641			1'-2⅛"	17
18	1'-9⅛"	466.061			465.684			465.358			465.034			464.677			1'-2⅛"	18
19	1'-8⅜"	466.101			465.725			465.398			465.072			464.713			1'-3⅜"	19
20	1'-7⅛"	466.143			465.770			465.442			465.116			464.753			1'-4⅛"	20
20A	1'-6⅜"	466.191			465.820			465.492			465.165			464.797			1'-5⅜"	20A
℄Brg.114	1'-6"	466.205			465.834			465.506			465.178			464.810			1'-6"	℄Brg.114
21	1'-7⅜"	466.257			465.883			465.555			465.229			464.865			1'-4⅛"	21
22	1'-8⅜"	466.313			465.937			465.610			465.285			464.925			1'-3⅜"	22
23	1'-9⅛"	466.372			465.994			465.668			465.344			464.986			1'-2⅛"	23
24	1'-9⅜"	466.428			466.050			465.724			465.401			465.046			1'-2⅜"	24
25	1'-9⅜"	466.479			466.100			465.775			465.454			465.100			1'-2⅜"	25
26	1'-9⅜"	466.523			466.145			465.820			465.500			465.147			1'-2⅜"	26
27	1'-9⅝"	466.560			466.183			465.859			465.540			465.187			1'-2⅝"	27
28	1'-9"	466.589			466.213			465.890			465.572			465.219			1'-3"	28
29	1'-8⅛"	466.609			466.237			465.916			465.600			465.248			1'-3⅛"	29
30	1'-7⅛"	466.621			466.262			465.951			465.645			465.301			1'-4⅛"	30
31	1'-6⅛"	466.628			466.285			465.985			465.692			465.360			5⅛"	31
℄Brg.115	1'-6"	466.629			466.289			465.993			465.703			465.373			1'-6"	℄Brg.115



SHEET 148 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. TO PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

UNITS 3EB & 4EB
CONSTRUCTION ELEVATIONS

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 845

BRIDGE NUMBER

DRAWING NO. 15754

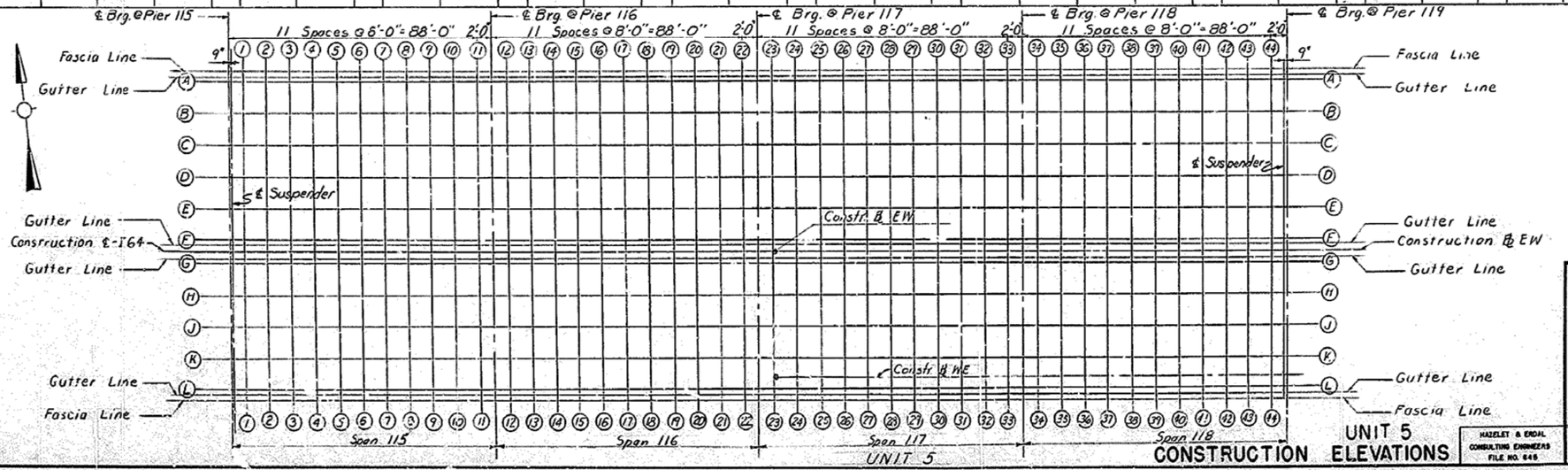
INDEX

DESIGNED BY: H.L.A.S. DATE:
DRAWN BY: DATE:
CHECKED BY: Jag DATE:
TRACED BY: CHECKED BY: DATE:

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

TABLE OF ELEVATIONS FOR UNIT 5

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E			GIRDER F				GIRDER G			GIRDER H			GIRDER J			GIRDER K			GIRDER L				SECTION
	W	℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	℄GUTTER	Y	Z	W	W	℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	W	
℄ Brg. 115	1'-6"	467.997			467.678			467.405			467.131			466.850			466.520			1'-6"	1'-6"	466.629			466.289			465.943			465.703			465.373			1'-6"	℄ Brg. 115
℄ Susp.		467.998			467.680			467.408			467.135			466.855			466.526					466.635			466.247			466.001			465.712			465.384				℄ Susp.
1		468.008			.702			.440			.175			.905			.587					.642			.367			.089			.869			.487				1
2		.016			.742			.470			.216			466.955			.650					.752			.440			.164			.902			.571				2
3		.017			.736			.495			.251			467.000			.708					.805			.508			.199			465.993			.700				3
4		468.011			.743			.512			.278			.038			.757					.850			.568			.321			466.077			.796				4
5		467.997			.742			.522			.298			.067			.800					.889			.620			.386			.153			.885				5
6		.976			.733			.524			.310			.090			.854					.919			.665			.444			.225			465.967				6
7		.989			.719			.519			.316			.106			.863					.944			.704			.495			.285			466.041				7
8		.916			.699			.510			.317			.117			.886					.963			.738			.541			.345			.112				8
9		.882			.678			.499			.316			.126			.904					466.981			.770			.586			.394			.180				9
10		.850			.659			.491			.318			.138			.932					467.001			.804			.632			.457			.250				10
11		467.823			467.644			467.487			467.324			467.155			466.961					467.026			466.843			466.684			466.520			466.326				11
℄ Brg. 116		467.817			467.641			467.487			467.326			467.159			466.969					467.035			466.853			466.697			466.535			466.344				℄ Brg. 116
12		.796			.633			.489			.339			.184			467.006					.067			.893			.741			.583			.376				12
13		.780			.630			.497			.358			.214			.049					.108			.933			.781			.623			.937				13
14		.770			.632			.510			.382			.249			.097					.155			466.980			.821			.669			.483				14
15		.762			.646			.525			.408			.286			.148					.208			467.028			.875			.717			.531				15
16		.751			.638			.538			.432			.321			.196					.249			.075			.921			.763			.577				16
17		.738			.637			.548			.453			.354			.242					.293			.118			466.965			.806			.620				17
18		.721			.633			.555			.471			.383			.284					.333			.158			467.004			.845			.659				18
19		.701			.625			.558			.485			.408			.322					.369			.194			.040			.881			.695				19
20		.678			.615			.558			.496			.431			.358					.403			.228			.074			.914			.728				20
21		.655			.604			.558			.507			.453			.393					.437			.262			.107			.947			.761				21
22		467.636			467.597			467.562			467.522			467.479			467.432					467.474			467.299			467.184			466.984			466.798				22
℄ Brg. 117		467.631			467.596			467.564			467.526			467.486			467.443					467.484			467.309			467.159			466.993			466.808				℄ Brg. 117
23		.617			.594			.573			.541			.518			.487					.526			.351			.196			467.036			.850				23
24		.606			.596			.586			.571			.553			.535					.572			.391			.242			.081			.616				24
25		.597			.600			.601			.597			.589			.584					.619			.444			.289			.128			.948				25
26		.603			.616			.624			.627			.627			.630					.663			.488			.333			.173			466.767				26
27		.618			.636			.649			.658			.663			.673					.705			.530			.375			.214			467.029				27
28		.627			.651			.670			.685			.695			.711					.742			.567			.412			.252			.066				28
29		.633			.663			.688			.708			.726			.746					.776			.601			.446			.286			.100				29
30		.636			.673			.704			.729			.751			.780					.808			.633			.479			.318			.132				30
31		.641			.685			.721			.751			.779			.813					.841			.666			.511			.351			.165				31
32		.650			.700			.742			.779			.811			.853					.879			.704			.550			.389			.203				32
33		467.666			467.722			467.769			467.811			467.849			467.897					467.922			467.748			467.593			467.652			467.246				33
℄ Brg. 118		467.670			467.728			467.777			467.820			467.859			467.909					467.938			467.759			467.604			467.444			467.256				℄ Brg. 118
34		.691			.756			.810			.859			.904			467.960					467.984			.809			.654			.494			.308				34
35		.718			.789			.848			.903			467.953			468.015					.038			.869			.709			.548			.362				35
36		.748			.825			.890			.950			468.007			.075					.097			.929			.767			.607			.421				36
37		.777			.860			.931			467.996			.058			.133					.154			467.979			.824			.664			.478				37
38		.801			.891			.967			468.038			.106			.187					.207			468.032			.877			.717			.531				38
39		.820			.915			467.997			.074			.147			.235					.253			.079			.924			.763			.578				39
40		.831			.933			468.020			.103			.182			.276					.293			.118			.963			.803			.617				40
41		.834			.942			.036			.123			.208			.308					.325			.150			467.995			.835			.649				41
42		.830			.945			.044			.137			.227			.324					.349			.174			468.019			.859			.673				42
43		.820			.941			.045			.144			.240			.353					.367			.192			.038			.877			.691				43
44		.806			.933			.042			.147			.248			.368					.381			.206			.051			.891			.705				44
℄ Susp.	1'-6"	467.803			467.931			468.041			468.147			468.249			468.370			1'-6"	1'-6"	468.382			468.208			468.053			467.892			467.706			1'-6"	℄ Susp.
℄ Brg. 119	1'-6"	467.801			467.930			468.041			468.147			468.250			468.371			1'-6"	1'-6"	468.384			468.209			468.054			467.894			467.708			1'-6"	℄ Brg. 119



UNIT 5 CONSTRUCTION ELEVATIONS

SHEET 149 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD

STATION 251 + 00 PROJECT NO.

BRIDGE NUMBER

DRAWING NO. 15754

INDEX

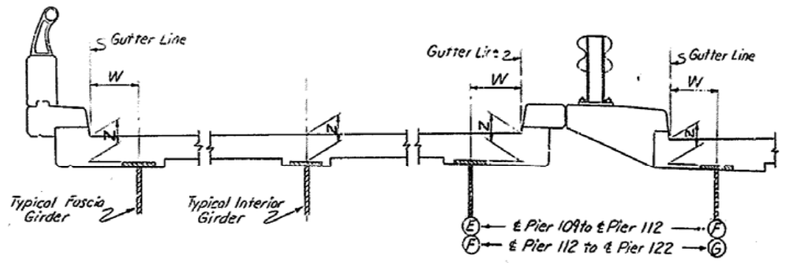
HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 646

DESIGNED BY ... DRAWN BY ... CHECKED BY ... TRACED BY ... DATE ... REVISED

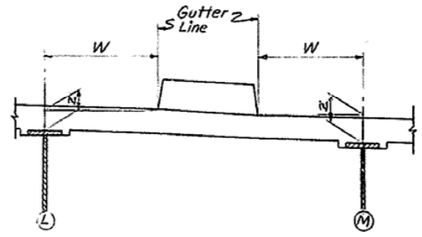
FED. ROAD DESIG.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

TABLE OF ELEVATIONS FOR UNIT 6 - WESTBOUND

SECTION	GIRDER A W	GIRDER A ℄GUTTER	GIRDER A Z	GIRDER B X	GIRDER B Y	GIRDER B Z	GIRDER C X	GIRDER C Y	GIRDER C Z	GIRDER D X	GIRDER D Y	GIRDER D Z	GIRDER E X	GIRDER E Y	GIRDER E Z	GIRDER F ℄GUTTER	GIRDER F Y	GIRDER F Z	GIRDER F W	SECTION
℄Brg.119	1'-6"	467.801		467.720			468.041			468.147			468.250			468.271			1'-6	℄Brg.119
1		.840		467.775			.092			.203			.312			.459			↑	1
2		.875		468.017			.139			.256			.370			.504				2
3		.904		.052			.180			.302			.422			.562				3
4		.926		.080			.214			.342			.466			.613				4
5		.939		.101			.240			.373			.503			.657				5
6		.946		.114			.258			.398			.533			.693				6
7		.946		.120			.270			.415			.556			.722				7
8		.942		.122			.278			.428			.575			.747				8
9		.933		.122			.288			.442			.593			.769				9
10		.924		.120			.311			.465			.616			.794				10
11		467.993		468.179			468.340			468.494			468.645			468.823				11
℄Brg.120		468.001		468.187			468.348			468.502			468.653			468.831				℄Brg.120
12		.037		.223			.383			.537			.689			.846				12
13		.077		.263			.423			.578			.729			.907				13
14		.123		.309			.469			.624			.775			468.953				14
15		.172		.356			.517			.672			.825			469.001				15
16		.218		.404			.564			.718			.870			.048				16
17		.263		.446			.608			.762			.914			.092				17
18		.303		.486			.648			.803			.954			.132				18
19		.341		.526			.686			.840			468.992			.170				19
20		.377		.562			.721			.876			469.027			.206				20
21		.413		.598			.757			.911			.063			.242				21
22		468.453		468.637			468.797			468.951			469.103			469.282			↓	22
℄Brg.121		468.462		468.648			468.807			468.962			469.114			469.292			1'-6"	℄Brg.121
23		.509		.674			.854			469.008			.161			.338			1'-6 1/2"	23
24		.559		.744			.904			.059			.211			.388			1'-3 1/2"	24
25		.610		.796			468.956			.111			.268			.440			1'-2"	25
26		.660		.846			469.006			.162			.315			.489			1'-1 1/2"	26
27		.707		.893			.054			.210			.363			.536			1'-0 1/2"	27
28		.750		.937			.098			.254			.407			.580			0'-11 1/2"	28
29		.790		468.978			.139			.295			.449			.620			0'-10 1/2"	29
30		.829		469.017			.179			.335			.488			.659			0'-9 1/2"	30
31		.870		.058			.220			.376			.530			.699			0'-8"	31
32		.915		.104			.266			.423			.577			.745			0'-6 1/2"	32
33		468.967		469.156			469.318			469.475			469.630			469.797			0'-5 1/2"	33
℄Brg.122		468.981		469.169			469.332			469.489			469.644			469.826			1'-5 1/2"	℄Brg.122
34		469.040		.228			.391			.549			.705			.885			↑	34
35		.104		.293			.456			.614			.768			469.949				35
36		.173		.361			.525			.683			.837			470.017				36
37		.240		.429			.593			.751			.905			.085				37
38		.304		.493			.657			.815			469.969			.148				38
39		.363		.551			.716			.874			470.028			.207				39
40		.414		.603			.768			.926			.080			.258				40
41		.458		.647			.811			469.971			.124			.302				41
42		.496		.688			.850			470.009			.162			.339				42
43		.527		.716			.882			.041			.194			.370				43
44	↓	.555		469.743			469.910			470.069			470.222			470.397			↓	44
℄Brg.123W	1'-6"	469.561		469.750			469.916			470.076			470.228			470.404			1'-5 1/2	℄Brg.123W



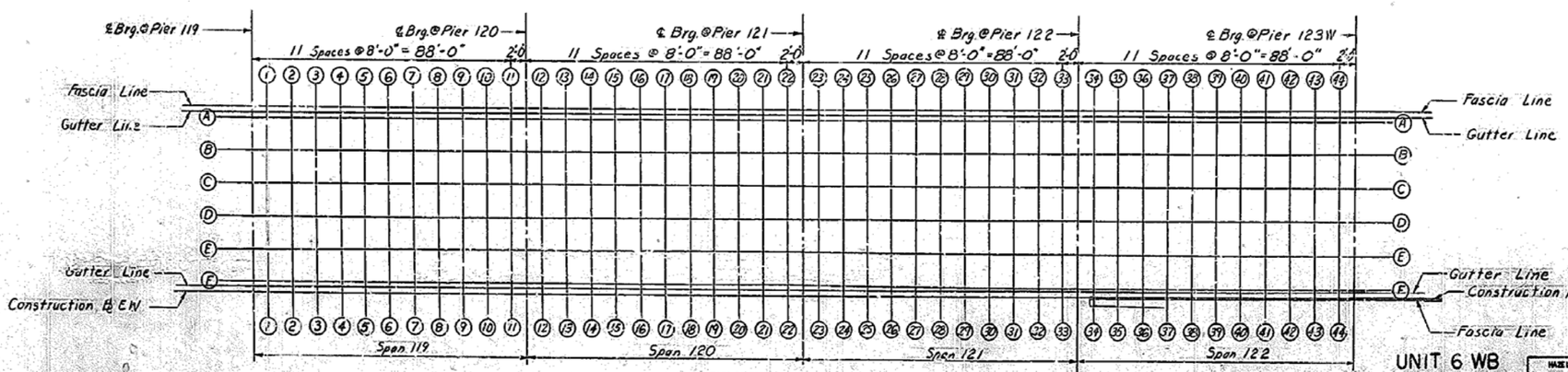
TYPICAL SECTION



TYPICAL SECTION THRU BARRIER CURB
(Spans 122E & 123E)

CONSTRUCTION NOTES

1. Lay out Sections 1①,2②,2② etc. as show in plan on sheet 146 thru sheet 153. Center punch marks on top of girders for elevation points.
2. Read elevations on top of girders as erected, after diaphragms and cross frames are in place and shoring and falsework are removed, but before forms are placed and before deck slab, walk, plinths, etc. are poured. These elevations are to be entered in the table as Elevation "Y".
3. Compute Dimension "Z" (see Typical Sections). Top of concrete Elevation "X" minus Elevation "Y" equals Dimension "Z"
4. Always measure from top of girder to top of slab (Dimension "Z") for setting templates. DO NOT set templates by Elevation "X".
5. Elevations "X" include calculated deflections due to weight of floor slab, walks, plinths, handrail, and median.
6. Gutter line elevations (℄Gutter) contain the deflections of the adjacent girder as shown in Typical Sections. Dimension "Z" will indicate the difference in elevation of the top of girder at the center punch mark and the gutter line or a point measured along the section line Dimension "N" from the ℄ of girder (center punch mark).



UNIT 6 - WESTBOUND

UNIT 6 WB ELEVATIONS CONSTRUCTION

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 848

SHEET 150 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255 + 00
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15734

R.D. ROAD SYST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

TABLE OF ELEVATIONS FOR UNIT 6 - EASTBOUND

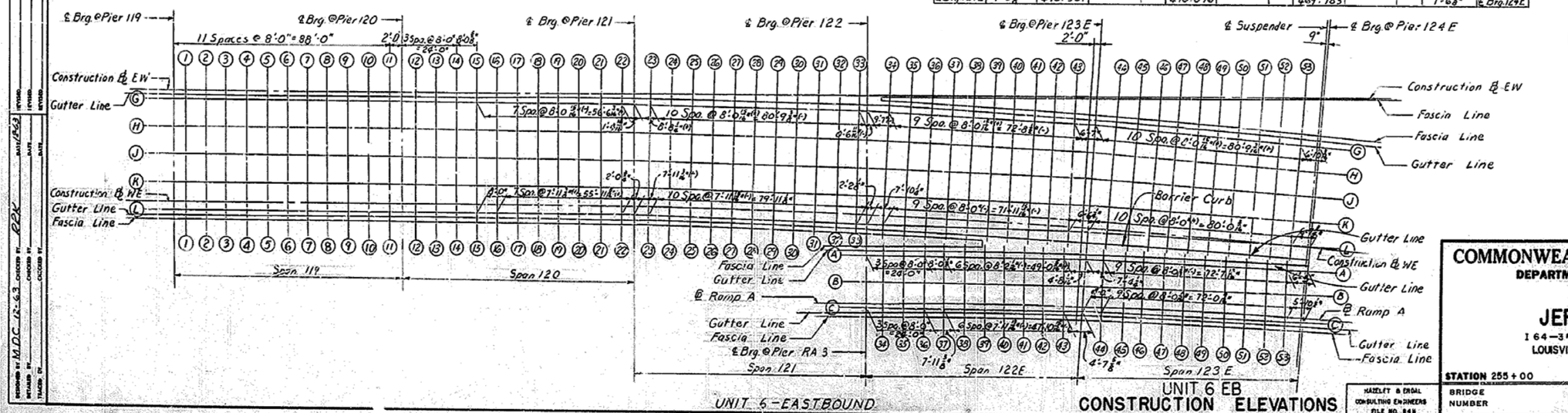
SECTION	GIRDER G				GIRDER H			GIRDER J			GIRDER K			GIRDER L				SECTION
	W	℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	℄GUTTER	Y	Z	W	
℄ Brg. 117	1'-6"	468.384			468.209			468.059			467.894			467.708			1'-6"	℄ Brg. 117
1		.453			.278			.123			967.963			.777				1
2		.518			.343			.188			468.028			.842				2
3		.576			.401			.247			086			.900				3
4		.627			.452			.298			.137			.951				4
5		.670			.495			.340			.179			467.993				5
6		.707			.525			.365			.198			468.005				6
7		.738			.548			.374			.197			467.992				7
8		.765			.560			.378			.191			.975				8
9		.789			.572			.381			.184			.955				9
10		.816			.587			.386			.178			.938				10
11		.849			.609			.397			.179			.927				11
℄ Brg. 120		.858			.615			.400			.180			.925			1'-6"	℄ Brg. 120
12		.899			.664			.419			.198			.923			1'-5½"	12
13		468.947			.680			.445			.203			.927			1'-4¾"	13
14		469.000			.722			.476			.225			.938			1'-4¾"	14
15		.054			.771			.521			.265			467.974			1'-3¾"	15
16		.106			.823			.572			.316			468.026			1'-3¾"	16
17		.156			.874			.623			.367			.076			1'-3¾"	17
18		.203			.922			.671			.414			.123			1'-3¾"	18
19		.248			468.968			.717			.460			.167			1'-3¾"	19
20		.292			469.019			.763			.505			.211			1'-4⅛"	20
21		.338			.063			.811			.553			.258			1'-4⅛"	21
22		.390			.117			.865			.607			.309			1'-5⅛"	22
℄ Brg. 121	1'-6"	.412			.128			.878			.621			.324			1'-6"	℄ Brg. 121
23	1'-8⅛"	.480			.190			468.938			.680			.383			1'-5"	23
24	1'-10⅛"	.549			.254			469.002			.743			.447			1'-4¾"	24
25	2'-0⅜"	.619			.320			.068			.809			.514			1'-3⅛"	25
26	2'-0⅛"	.684			.385			.132			.873			.579			1'-3"	26
27	2'-0⅛"	.744			.446			.193			.834			.639			1'-2⅞"	27
28	1'-11⅜"	.800			.503			.250			468.991			.695			1'-2⅞"	28
29	1'-10⅜"	.851			.555			.302			469.042			.746			1'-3"	29
30	1'-9⅜"	.898			.604			.351			.091			.793			1'-3⅛"	30
31	1'-8⅛"	.953			.651			.397			.137			.838			1'-3⅛"	31
32	1'-7⅛"	469.989			.700			.441			.186			.884			1'-4⅛"	32
33	1'-5⅛"	470.040			.756			.501			.240			.935			1'-5⅛"	33
℄ Brg. 122	1'-5⅛"	.043			.761			.510			.253			468.951			1'-6"	℄ Brg. 122
34	1'-6⅛"	.112			.827			.575			.317			469.010			1'-7⅛"	34
35	1'-7⅛"	.174			.890			.641			.385			.076			1'-9⅜"	35
36	1'-8⅛"	.241			469.957			.711			.457			.145			2'-0⅛"	36
37	1'-8⅛"	.307			470.025			.770			.528			.214			2'-2⅛"	37
38	1'-8⅛"	.370			.090			.848			.598			.280			2'-5⅛"	38
39	1'-8⅛"	.431			.153			.913			.665			.343			2'-8⅛"	39
40	1'-8⅛"	.489			.213			469.975			.730			.406			2'-11⅛"	40
41	1'-8⅛"	.545			.272			470.037			.794			.463			3'-2⅛"	41
42	1'-7⅛"	.603			.334			.101			.860			.524			3'-6⅛"	42
43	1'-6⅛"	470.666			470.401			470.170			469.932			469.590			3'-10⅛"	43
℄ Brg. 123 E	1'-5⅛"	470.722			470.461			470.231			469.995			469.649			4'-1⅛"	℄ Brg. 123E

TABLE OF ELEVATIONS FOR UNIT 6 - EASTBOUND

SECTION	GIRDER G				GIRDER H			GIRDER J			GIRDER K			GIRDER L				SECTION
	W	℄GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	℄GUTTER	Y	Z	W	
℄ Brg. 123 E	1'-5⅛"	470.722			470.461			470.231			469.995			469.609			4'-1⅛"	℄ Brg. 123E
44	1'-6⅛"	.798			.535			.306			470.071			.724			4'-2⅜"	44
45	1'-7⅛"	.880			.616			.388			.153			.805			4'-3⅜"	45
46	1'-8"	470.968			.709			.474			.240			.890			4'-5⅛"	46
47	1'-8⅛"	471.050			.785			.558			.325			469.973			4'-6⅛"	47
48	1'-8⅛"	.130			.866			640			408			470.053			4'-8⅜"	48
49	1'-8⅛"	.205			470.941			.716			.485			.126			4'-10⅛"	49
50	1'-8⅛"	.274			471.011			.786			.556			.194			5'-1"	50
51	1'-7⅛"	.335			.074			.850			621			.255			5'-3⅛"	51
52	1'-7⅛"	.391			.131			908			.680			.310			5'-5⅜"	52
53	1'-6⅛"	.442			.184			962			.735			.359			5'-7⅜"	53
℄ Susp.	1'-5⅛"	.476			.220			470.998			.771			.391			5'-11⅛"	℄ Susp.
℄ Brg. 124E	1'-5⅛"	471.484			471.228			471.007			470.780			470.401			5'-11⅛"	℄ Brg. 124E

TABLE OF ELEVATIONS FOR UNIT 6 - EASTBOUND (RAMP A)

SECTION	GIRDER A				GIRDER B			GIRDER C				SECTION
	W	℄GUTTER	Y	Z	X	Y	Z	℄GUTTER	Y	Z	W	
℄ Brg. RA3	1'-6"	467.386			467.200			467.014			1'-6"	℄ Brg. RA3
34	1'-6⅛"	.669			.453			.239			1'-5⅛"	34
35	1'-7⅛"	467.944			.697			.457			1'-4⅛"	35
36	1'-7⅛"	468.204			467.929			.664			1'-3⅛"	36
37	1'-8⅛"	.430			468.134			467.861			1'-2⅛"	37
38	1'-8⅛"	.610			.321			468.047			1'-2⅛"	38
39	1'-8⅛"	.786			.493			.217			1'-2⅛"	39
40	1'-7⅛"	468.943			.651			.372			1'-2⅜"	40
41	1'-6⅛"	469.089			.796			.514			1'-3"	41
42	1'-5⅛"	.223			468.931			.645			1'-3⅛"	42
43	1'-4"	.348			469.058			.768			1'-3⅛"	43
℄ Brg. 123E	1'-2⅛"	.418			.128			.836			1'-6"	℄ Brg. 123E
44	1'-1⅛"	.521			.234			468.950			1'-4⅛"	44
45	1'-6⅛"	.625			.336			469.054			1'-3"	45
46	1'-7⅛"	.726			.436			.156			1'-2⅛"	46
47	1'-8⅛"	.825			.536			.256			1'-1⅛"	47
48	1'-8⅛"	469.921			.632			.353			1'-1⅛"	48
49	1'-9"	470.009			.721			.442			1'-1⅛"	49
50	1'-8⅛"	.092			.806			.426			1'-1⅛"	50
51	1'-8⅛"	.167			.884			.603			1'-2⅛"	51
52	1'-7⅛"	.238			469.959			.674			1'-3⅛"	52
53	1'-6⅛"	.303			470.028			.740			1'-4⅛"	53
℄ Susp.	1'-5⅛"	.344			.070			.777			1'-6"	℄ Susp.
℄ Brg. 124E	1'-5⅛"	470.351			470.076			469.783			1'-6⅛"	℄ Brg. 124E



UNIT 6 - EASTBOUND

UNIT 6 EB
CONSTRUCTION ELEVATIONS

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 848

SHEET 151 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 — 3RD ST TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

STATION 255 + 00 PROJECT NO.

BRIDGE NUMBER

DRAWING NO. 15754

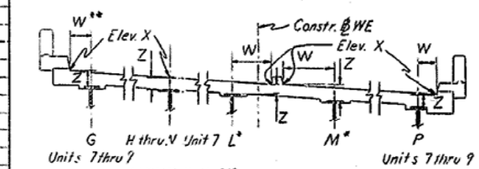
INDEX

DESIGNED BY MDC 12-63 CHECKED BY
DETAILED BY CHECKED BY
TRACED BY CHECKED BY

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

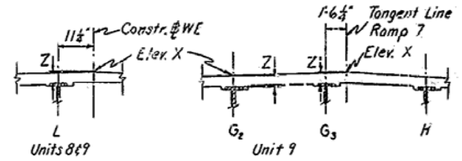
TABLE OF ELEVATIONS FOR UNIT 7E

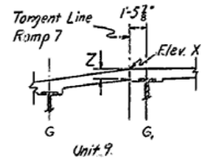
SECTION	GIRDER G				GIRDER H			GIRDER J			GIRDER K			GIRDER L			GIRDER M			GIRDER N			GIRDER P				SECTION	NORTH SIDE CURB-L				SOUTH SIDE CURB-M			
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W		X@Curb	Y	Z	W	X@Curb	Y	Z	W
℄ Brg. 124E	1'-5⅜"	471.484			471.228			471.007			470.780			470.549			470.314			470.076			469.783			1'-5⅜"	℄ Brg. 124E	470.461			5'-11⅛"	470.351			1'-5⅜"
1	1'-5⅜"	471.555			471.299			471.078			470.851			470.620			470.392			470.153			469.864			1'-4¾"	1	470.472			5'-11⅛"	470.492			1'-7"
2	1'-5⅜"	471.646			471.390			471.169			470.943			470.711			470.500			470.262			469.977			1'-3¼"	2	470.563			5'-11⅛"	470.545			1'-9"
3		471.729			471.485			471.272			471.05[illegible]			470.832			470.619			470.381			470.100			1'-2⅝"	3	470.690				470.668			1'-10½"
4		471.807			471.574			471.372			471.164			470.952			470.747			470.509			470.232			1'-2¼"	4	470.816				470.799			2'-0¼"
5		471.876			471.656			471.463			471.267			471.064			470.877			470.643			470.372			1'-1⅞"	5	470.935				470.929			2'-1⅛"
6		471.943			471.733			471.552			471.364			471.173			471.003			470.777			470.521			1'-2"	6	471.050				471.054			2'-2"
7		472.004			471.806			471.634			471.458			471.276			471.124			470.913			470.670			1'-2¼"	7	471.160				471.175			2'-2¾"
8		472.059			471.873			471.712			471.546			471.374			471.246			471.044			470.815			1'-3½"	8	471.264				471.293			2'-2½"
9		472.118			471.945			471.794			471.637			471.476			471.355			471.164			470.947			1'-4½"	9	471.373				471.399			
10		472.180			472.018			471.877			471.732			471.580			471.450			471.270			471.066			1'-5⅛"	10	471.483				471.491			
Constr. Joint		472.[illegible]			472.077			471.942			471.803			471.657			471.515			471.343			471.149			1'-5⅞"	Constr. Joint	471.564				471.554			
℄ Brg. 125E		472.250			472.095			471.960			471.821			471.675			471.534			471.367			471.175			1'-6"	℄ Brg. 125E	471.582				471.575			
11		472.307			472.152			472.017			471.878			471.732			471.594			471.433			471.251				11	471.639			5'-11⅛"	471.631			2'-2½"
12		472.388			472.234			472.099			471.959			471.814			471.662			471.510			471.338				12								
13		472.473			472.320			472.185			472.044			471.899			471.747			471.595			471.423				13								
14		472.561			472.407			472.272			472.132			471.986			471.835			471.682			471.510				14								
15		472.646			472.493			472.358			472.217			472.071			471.920			471.767			471.595				15								
16		472.729			472.575			472.440			472.300			472.154			472.002			471.849			471.676				16								
17		472.805			472.652			472.517			472.376			472.230			472.078			471.924			471.752				17								
18		472.876			472.724			472.589			472.447			472.301			472.149			471.995			471.823				18								
19		472.943			472.790			472.655			472.514			472.368			472.215			472.061			471.888				19								
20		473.005			472.853			472.718			472.576			472.430			472.277			472.123			471.950				20								
21		473.067			472.914			472.779			472.636			472.491			472.339			472.184			472.011				21								
22		473.129			472.977			472.842			472.700			472.553			472.401			472.246			472.073				22								
23		473.197			473.045			472.910			472.768			472.621			472.468			472.313			472.139				23								
Constr. Joint		473.232			473.080			472.945			472.803			472.656			472.503			472.348			472.174				Constr. Joint								
℄ Brg. 126E		473.250			473.098			472.963			472.821			472.674			472.521			472.366			472.192				℄ Brg. 126E								
24		[illegible]3.308			473.154			473.019			472.877			472.730			472.577			472.423			472.250				24								
25		473.390			473.235			473.098			472.956			472.809			472.658			472.505			472.332				25								
26		473.477			473.320			473.182			473.040			472.894			472.743			472.591			472.421				26								
27		473.564			473.405			473.266			473.124			472.978			472.828			472.677			472.507				27								
28		473.650			473.490			473.350			473.207			473.062			472.912			472.762			472.594				28								
29		473.733			473.571			473.430			473.287			473.142			472.994			472.845			472.677				29								
30		473.811			473.647			473.505			473.362			473.218			473.070			472.922			472.755				30								
31		473.882			473.716			473.573			473.430			473.286			473.139			472.992			472.827				31								
32		473.949			473.782			473.637			473.494			473.350			473.205			473.059			472.894				32								
33		474.013			473.844			473.699			473.555			473.412			473.267			473.122			472.959				33								
34		474.075			473.904			473.758			473.614			473.471			473.327			473.183			473.021				34								
35		474.138			473.965			473.818			473.674			473.532			473.388			473.245			473.084				35								
36		474.202			474.028			473.879			473.735			473.593			473.451			473.309			473.149				36								
Constr. Joint		474.235			474.059			473.910			473.766			473.624			473.482			473.341			473.182				Constr. Joint								
℄ Brg. 127E		474.252			474.076			473.927			473.783			473.641			473.499			473.358			473.199				℄ Brg. 127E								
37		474.301			474.126			473.977			473.834			473.692			473.549			473.408			473.248				37								
38		474.349			474.195			474.048			473.904			473.762			473620			473.476			473.318				38								
39		474.438			474.265			474.118			473.975			473.833			473.690			473.548			473.387				39								
40		474.507			474.335			474.189			474.047			473.905			473.761			473.619			473.457				40								
41		474.570			474.399			474.254			474.112			473.970			473.826			473.683			473.520				41								
42		474.625			474.455			474.311			474.170			474.028			473.883			473.739			473.577				42								
43		474.672			474.503			474.360			474.219			474.077			473.932			473.787			473.624				43								
44		474.710			474.541			474.399			474.258			474.116			473.971			473.826			473.662				44								
45		474.738			474.571			474.429			474.289			474.147			474.001			473.856			473.691				45								
46		474.758			474.592			474.452			474.312			474.170			474.024			473.878			473.713				46								
℄ Brg. 128E	1'-5⅜"	474.771			474.606			474.466			474.327			474.185			474.038			473.892			473.726			1'-6"	℄ Brg. 128E								



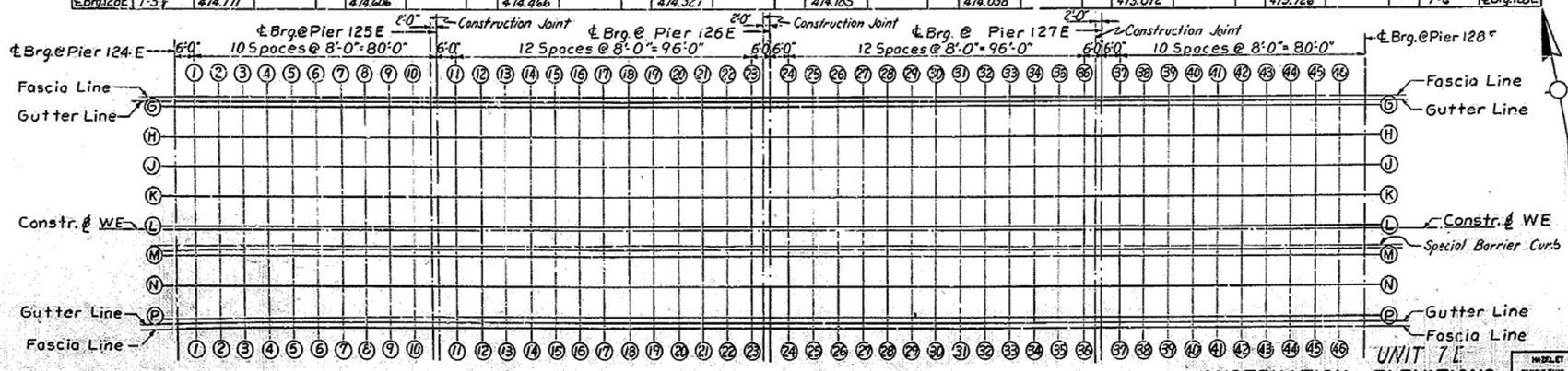
**Minus Sign Indicates Girder Falls Below Sidewalk

*Note: For Screed Lines East of ⑪ the Deck Has a Constant Slope between Constr. ℄ WE and M





For Notes See Sheet 150
Work this Sheet with Sheet 129 & 131



UNIT 7E

CONSTRUCTION ELEVATIONS

SHEET 152 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST
LOUISVILLE - LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 645

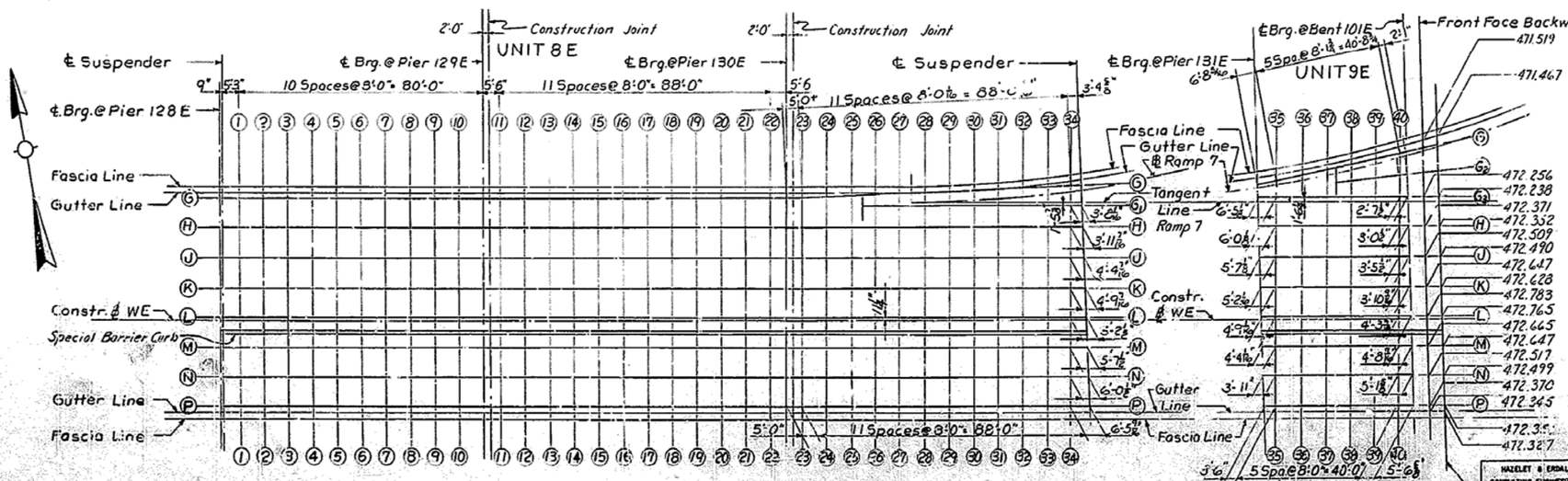
BRIDGE NUMBER 15754

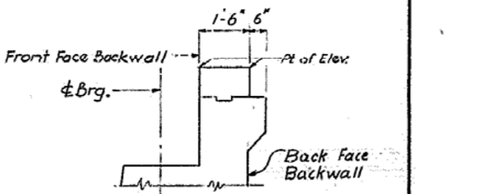
DESIGNED BY RHC CHECKED BY MRC
DETAILED BY LEA CHECKED BY CTM & RHC
TRACED BY CHECKED BY
DATE DATE DATE
REVISIONS 1963 REVISIONS 1963 REVISIONS

FED. ROAD DIST.	STATE	JOB / P.R. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

TABLE OF ELEVATIONS FOR UNIT 8E AND UNIT 9E

SECTION	GIRDER G				GIRDER G_1			GIRDER G_2			GIRDER G_3			GIRDER H			GIRDER J			GIRDER K			GIRDER L			GIRDER M			GIRDER N			GIRDER P			SECTION
	W	X@GUTTER	Y	Z	X@TANG.	Y	Z	X	Y	Z	X@TANG.	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@℄WE	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W	
℄Susp.	1'-5¼"	474.774												474.609			474.469			474.330			474.173			474.041			473.895			473.729			1'-5"	℄Susp.
1		474.813												474.648			474.508			474.369			474.212			474.080			473.934			473.768				1
2		474.863												474.698			474.558			474.419			474.262			474.130			473.984			473.818				2
3		474.906												474.739			474.599			474.460			474.303			474.171			474.025			473.859				3
4		474.937												474.772			474.632			474.493			474.336			474.204			474.058			473.89[illegible]				4
5		474.960												474.795			474.655			474.516			474.359			474.227			474.081			473.915				5
6		474.971												474.805			474.668			474.528			474.371			474.238			474.091			473.926				6
7		474.974												474.808			474.669			474.531			474.374			474.241			474.094			473.929				7
8		474.970												474.804			474.668			474.527			474.370			474.237			474.090			473.925				8
9		474.961												474.795			474.656			474.518			474.361			474.228			474.081			473.916				9
10		474.951												474.785			474.646			474.508			474.351			474.218			474.071			473.906				10
℄Brg.129E		474.943												474.777			474.638			474.500			474.343			474.210			474.063			473.898				℄Brg.129E
Constr.Joint		474.941												474.775			474.636			474.498			474.341			474.208			474.061			473.896				Constr.Joint
11		474.939												474.773			474.634			474.496			474.339			474.206			474.059			473.894				11
12		474.934												474.768			474.629			474.491			474.334			474.201			474.054			473.889				12
13		474.931												474.765			474.626			474.488			474.331			474.198			474.051			473.886				13
14		474.925												474.759			474.620			474.482			474.325			474.192			474.045			473.880				14
15		474.916												474.750			474.611			474.473			474.316			474.183			474.036			473.871				15
16		474.901												474.735			474.596			474.458			474.301			474.168			474.021			473.856				16
17		474.878												474.713			474.575			474.436			474.279			474.147			473.999			473.833				17
18		474.851												474.686			474.548			474.409			474.252			474.120			473.972			473.806				18
19		474.779												474.629			474.495			474.366			474.219			474.087			473.939			473.773				19
20		474.678												474.541			474.427			474.313			474.183			474.051			473.903			473.737				20
21		474.577												474.457			474.359			474.260			474.147			474.015			473.867			473.701				21
22		474.479												474.377			474.294			474.211			474.114			473.982			473.834			473.668				22
℄Brg.130E		474.412												474.323			474.250			474.177			474.092			473.960			473.812			473.646				℄Brg.130E
Constr.Joint	1'-5¾"	474.389												474.304			474.235			474.165			474.084			473.952			473.805			473.639				Constr.Joint
23	1'-3¾"	474.355												474.270			474.215			474.150			474.075			473.943			473.795			473.629				23
24	1'-0¾"	474.262												474.201			474.153			474.105			474.047			473.915			473.767			473.601				24
25	9⅜"	474.172												474.128			474.096			474.063			474.022			473.890			473.742			473.576				25
26	6⅝"	474.079												474.054			474.037			474.019			473.994			473.860			473.714			473.548				26
27	3⅛"	473.980												473.972			473.971			473.969			473.960			473.828			473.680			473.514				27
28	+ ⅜"	473.849			473.876									473.882			473.896			473.909			473.917			473.785			473.637			473.471				28
29	- ⅛"	473.691			473.761									473.784			473.812			473.840			473.866			473.733			473.585			473.418				29
30	- ⅝"	473.522			473.638									473.674			473.717			473.760			473.803			473.670			473.522			473.355				30
31	+ 2¼"	473.343			473.505									473.552			473.611			473.669			473.729			473.596			473.448			473.281				31
32	6⅛"	473.151			473.362									473.419			473.494			473.568			473.643			473.510			473.362			473.195				32
33	1'-0⅛"	472.952			473.207									473.275			473.365			473.454			473.546			473.413			473.265			473.098				33
34	1'-8⅛"	472.745			473.042									473.125			473.230			473.334			473.443			473.310			473.162			472.995			1'-6"	34
℄Susp.	2'-0⅛"	472.647			472.956									473.040			473.148			473.254			473.369			473.232			473.080			472.908			1'-6"	℄Susp.
℄Brg.131E	1'-11⅛"	472.629			472.949									473.028			473.137			473.246			473.360			473.225			473.073			472.901			1'-6"	℄Brg.131E
35	1'-7⅛"	472.482									472.837			472.939			473.064			473.188			473.319			473.187			473.039			472.872			1'-6"	35
36	1'-4⅛"	472.307									472.705			472.818			472.959			473.097			473.245			473.113			472.966			472.799				36
37	1'-3⅛"	472.130									472.594			472.714			472.861			473.006			473.162			473.031			472.885			472.719				37
38	1'-4"	471.954						472.231			472.567			472.626			472.772			472.916			473.073			472.943			472.798			472.631				38
39	1'-6⅛"	471.769						472.098			472.411			472.530			472.675			472.818			472.975			472.846			472.702			472.536				39
40	1'-11⅛"	471.676						471.956			472.308			472.427			472.571			472.714			472.871			472.743			472.599			472.433			1'-6"	40
℄Brg.101E	2'-0⅛"	471.528									472.210			472.385			472.523			472.661			472.813			472.680			472.531			472.359			1'-6"	℄Brg.101E





SECTION THRU BENT 101E

For Notes See Sheet #150
Work this Sheet with Sheet # 130 & 131

CONSTRUCTION ELEVATIONS
UNITS 8E & 9E

SHEET 153 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. to PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD

STATION 255+00 PROJECT NO.

BRIDGE NUMBER — DRAWING NO. 15754

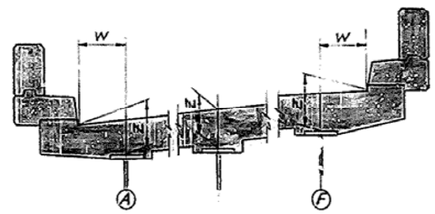
HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 845

DESIGNED BY: MDC DATE: 10-63
DRAWN BY: LB / RHC DATE:
CHECKED BY: RHC
CHECKED BY: CEM / MDC DATE:
TRACED BY: DATE:
REVISED
REVISED
REVISED

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

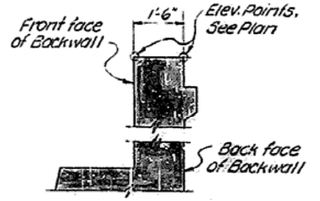
TABLE OF ELEVATIONS FOR UNIT 7W

SECTION	GIRDER A W	GIRDER A ℄GUTTER	GIRDER A Y	GIRDER A Z	GIRDER B X	GIRDER B Y	GIRDER B Z	GIRDER C X	GIRDER C Y	GIRDER C Z	GIRDER D X	GIRDER D Y	GIRDER D Z	GIRDER E X	GIRDER E Y	GIRDER E Z	GIRDER F ℄GUTTER	GIRDER F Y	GIRDER F Z	GIRDER F W	SECTION
℄ Susp.	1'-6"	469.567			469.756			469.922			470.081			470.234			470.410			1'-5½"	℄ Susp
1		469.612			469.807			469.974			470.133			470.285			470.454				1
2		469.682			469.879			470.046			470.205			470.358			470.525				2
3		469.749			469.948			470.115			470.274			470.426			470.591				3
4		469.810			470.010			470.176			470.335			470.488			470.653				4
5		469.866			470.066			470.232			470.392			470.544			470.708				5
6		469.917			470.116			470.282			470.441			470.594			470.760				6
7		469.964			470.162			470.328			470.487			470.640			470.807				7
8		470.011			470.208			470.374			470.533			470.685			470.853				8
9		470.057			470.253			470.419			470.578			470.731			470.900				9
10		470.110			470.304			470.471			470.630			470.782			470.952				10
℄ Brg. 124W	1'-6"	470.149			470.343			470.512			470.671			470.821			470.991			1'-5½"	℄ Brg. 124W
11	1'-6"	470.200			470.397			470.565			470.724			470.874			471.042			1'-5½"	11
12		470.271			470.467			470.636			470.795			470.945			471.113				12
13		470.344			470.544			470.712			470.871			471.021			471.186				13
14		470.420			470.620			470.789			470.948			471.098			471.262				14
15		470.493			470.695			470.863			471.022			471.172			471.335				15
16		470.563			470.764			470.933			471.092			471.242			471.405				16
17		470.626			470.828			470.997			471.156			471.306			471.468				17
18		470.686			470.887			471.055			471.215			471.365			471.528				18
19		470.739			470.940			471.109			471.268			471.418			471.581				19
20		470.769			470.990			471.158			471.317			471.465			471.632				20
21		470.831			471.035			471.203			471.362			471.513			471.680				21
22	1'-6"	470.889			471.085			471.253			471.412			471.563			471.732			1'-5½"	22
℄ Brg. 125W	1'-6"	470.932			471.126			471.296			471.455			471.606			471.775			1'-5½"	℄ Brg. 125W
23		470.989			471.184			471.353			471.512			471.662			471.832				23
24		471.053			471.248			471.417			471.576			471.726			471.896				24
25		471.121			471.317			471.486			471.645			471.795			471.964				25
26		471.189			471.385			471.554			471.713			471.863			472.032				26
27		471.255			471.452			471.621			471.780			471.930			472.098				27
28		471.314			471.515			471.684			471.843			471.993			472.161				28
29		471.379			471.575			471.744			471.903			472.053			472.222				29
30		471.438			471.634			471.803			471.962			472.112			472.281				30
31		471.499			471.694			471.863			472.022			472.172			472.342				31
32	1'-6"	471.563			471.758			471.927			472.086			472.236			472.406			1'-5½"	32
℄ Brg. 126W	1'-6"	471.632			471.829			471.998			472.157			472.307			472.475			1'-5½"	℄ Brg. 126W
33		471.691			471.892			472.065			472.228			472.379			472.550				33
34		471.718			471.931			472.115			472.288			472.450			472.633				34
35		471.742			471.972			472.167			472.351			472.525			472.717				35
36		471.765			472.008			472.215			472.410			472.595			472.799				36
37		471.782			472.039			472.257			472.464			472.660			472.877				37
38		471.793			472.065			472.294			472.512			472.720			472.948				38
39		471.797			472.088			472.323			472.552			472.771			473.012				39
40		471.796			472.092			472.344			472.585			472.815			473.071				40
41		471.787			472.094			472.357			472.609			472.851			473.122				41
42		471.774			472.092			472.367			472.630			472.883			473.168				42
℄ Brg. 127W		471.751			472.085			472.369			472.644			472.908			473.209				℄ Brg. 127W
℄ Susp.	1'-6"	471.750			472.087			472.372			472.648			472.913			473.215			1'-5½"	℄ Susp.



CROSS SECTION-UNITS 7W, 8W & 9W

For Median Curb Section in Unit 9W, see Sheet 156



SECTION THRU BENT 101W

CONSTRUCTION NOTES (Units 7W, 8W & 9W)

① Layout Sections as shown in Plan. Center punch marks on top of Girders for Elevation Points.

② Read Elevations on top of Girders as erected, after Cross Frames are in place and falsework is removed, but before forms are placed and before Deck Slab, Walks, Parapets, etc. are poured. These Elevations are to be entered in the table as Elevation "Y".

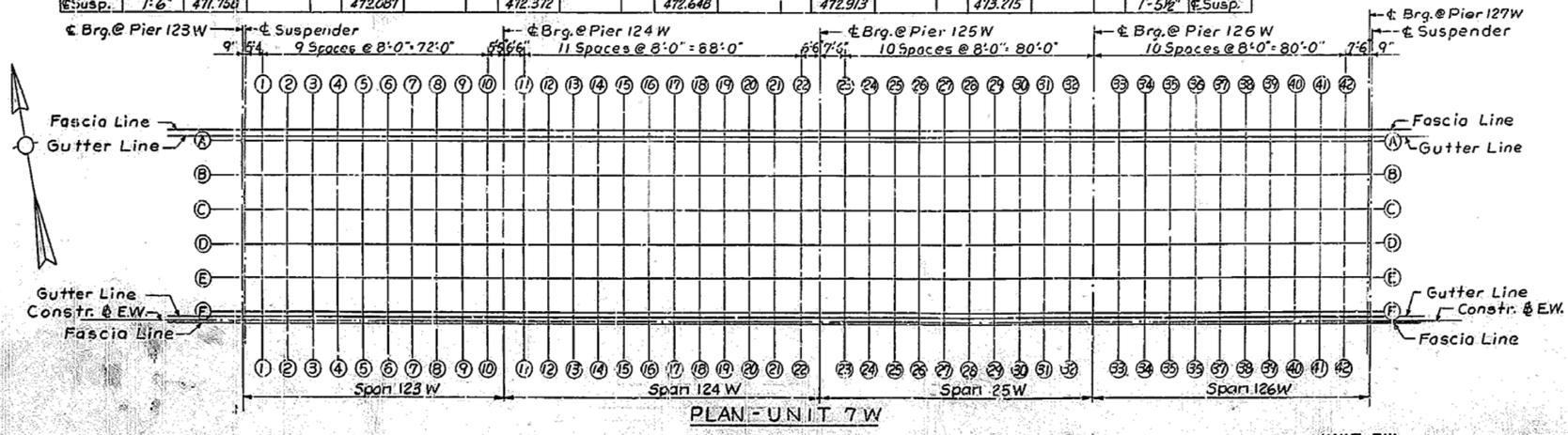
③ Compute dimension "Z" as indicated in "Typical Cross Section". Top of concrete Elevation "X" minus Elevation "Y" equals dimension "Z".

④ Always measure from top of Girder for setting templates (dimension "Z"). Elevation "X" includes calculated deflections due to weight of Floor Slab, Walks, Parapets and Handrails.

⑤ Do not set templates by Elevation "X". Calculate dimension "Z" as shown and set templates from top of Girders.

⑥ Gutter Line Elevations ("X" @ Gutter) ... in the deflections of the adjacent Girder as shown in Typical Cross Section. "Z" will indicate the difference in elevation of gutter line and top of Girder.

⑦ Longitudinal dimensions are along ℄ Girder. Dimensions "W" are along Section Lines except as noted.



PLAN - UNIT 7W

UNIT 7W

CONSTRUCTION ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 849

BRIDGE NUMBER

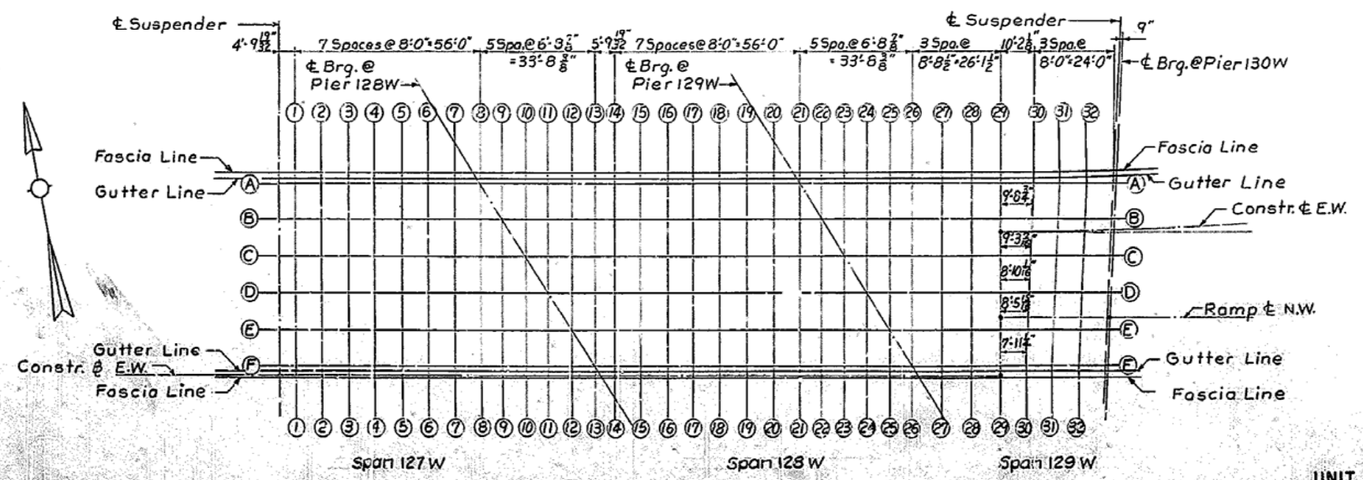
PROJECT NO. 15754

SHEET NO.

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

TABLE OF ELEVATIONS FOR UNIT 8W

SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER D			GIRDER E			GIRDER F				SECTION
	W	X@GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@GUTTER	Y	Z	W	
℄ Susp.	1'-6"	471.758			472.087			472.372			472.648			472.913			473.215			1'-5½"	℄ Susp
1	┐	471.767			472.108			472.401			472.686			472.960			473.272			┐	1
2	|	471.780			472.139			472.447			472.744			473.036			473.369			|	2
3	|	471.790			472.168			472.488			472.799			473.106			473.457			|	3
4	|	471.797			472.190			472.522			472.848			473.169			473.539			|	4
5	|	471.802			472.210			472.553			472.892			473.228			473.615			|	5
6	|	471.805			472.223			472.578			472.929			473.278			473.682			|	6
7	└	471.808			472.234			472.597			472.959			473.320			473.740			└	7
8	1'-6"	471.813			472.244			472.615			472.983			473.356			473.789			1'-5½"	8
9	1'-6"	471.818			472.255			472.630			473.004			473.380			473.824			1'-5½"	9
10	┐	471.822			472.265			472.647			473.023			473.404			473.856			┐	10
11	|	471.825			472.280			472.665			473.045			473.429			473.887			|	11
12	|	471.826			472.291			472.686			473.071			473.455			473.917			|	12
13	|	471.823			472.301			472.704			473.097			473.486			473.951			|	13
14	|	471.816			472.307			472.721			473.119			473.516			473.983			|	14
15	|	471.801			472.309			472.739			473.151			473.557			474.030			|	15
16	|	471.778			472.302			472.748			473.178			473.597			474.080			|	16
17	|	471.747			472.288			472.750			473.198			473.634			474.128			|	17
18	|	471.713			472.265			472.744			473.211			473.663			474.172			|	18
19	└	471.676			472.237			472.731			473.215			473.686			474.212			└	19
20	1'-6"	471.641			472.209			472.713			473.213			473.696			474.243			1'-5½"	20
21	1'-6"	471.611			472.180			472.693			473.208			473.704			474.267			1'-5½"	21
22	┐	471.589			472.160			472.677			473.195			473.705			474.282			┐	22
23	|	471.570			472.144			472.663			473.185			473.703			474.292			|	23
24	|	471.550			472.131			472.652			473.177			473.699			474.301			|	24
25	|	471.530			472.118			472.645			473.171			473.700			474.308			|	25
26	|	471.507			472.104			472.635			473.167			473.701			474.315			|	26
27	|	471.467			472.080			472.621			473.164			473.706			474.325			|	27
28	└	471.417			472.046			472.602			473.157			473.709			474.339			└	28
29	1'-6"	471.362			472.008			472.576			473.143			473.707			474.349				29
30	1'-6⅞"	471.336			471.993			472.567			473.140			473.708			474.352				30
31	1'-7⅞"	471.312			471.980			472.557			473.134			473.704			474.353				31
32	1'-10"	471.277			471.959			472.543			473.122			473.696			474.351				32
℄ Susp.	2'-0⅛"	471.235			471.938			472.526			473.108			473.684			474.347			└	℄ Susp.
℄ Brg 130W	2'-0½"	471.234			471.935			472.523			473.110			473.686			474.348			1'-5½"	℄ Brg 130W



PLAN - UNIT 8W

Note:
For Construction Notes and Sections See Sheet 154

For Section Lines (30) thru ℄ Brg. Pier 130W, dimension "W" is measured normal from the ℄ Fascia Girders to the gutter lines. Gutter elevations "X" are shown for these corresponding points.

UNIT 8W
CONSTRUCTION ELEVATIONS

SHEET 155 OF 167

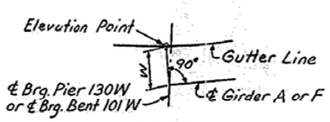
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I-64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00
PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 845
BRIDGE NUMBER
DRAWING NO. 15754

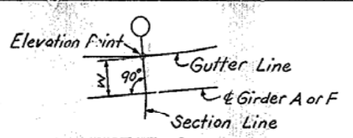
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	MISCEL. YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

TABLE OF ELEVATIONS FOR UNIT 9W

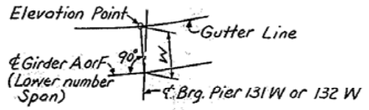
SECTION	GIRDER A				GIRDER B			GIRDER C			GIRDER C1			GIRDER D			GIRDER E			GIRDER F				SECTION	GIRDER C1						
	W	℄ GUTTER	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	℄ GUTTER	Y	Z	W		WN	ZN	XN	Y	XS	ZS	WS
℄ Susp.	2'-0 7/8"	471.235			471.938			472.545			472.817			473.108			473.684			474.347			1'-5 1/2"	℄ Susp.							
℄ Brg. 130W	2'-0 1/2"	471.234			471.935			472.523			472.815			473.110			473.686			474.348			1'-5 1/2"	℄ Brg. 130W							
1	1'-10 1/2"	471.236			471.928			472.517			472.813			473.121			473.696			474.363			1'-6 1/2"	1							
2	1'-7 7/8"	471.235			471.915			472.504			472.808			473.133			473.708			474.381			1'-7 1/8"	2							
3	1'-6"	471.226			471.899			472.488			472.797			473.137			473.712			474.391			1'-9 7/8"	3							
4	1'-4 1/8"	471.207			471.875			472.465			472.786			473.135			473.703			474.383			1'-10 7/8"	4							
5	1'-4 3/8"	471.180			471.847			472.436			472.772			473.132			473.686			474.354			1'-11 1/2"	5							
6	1'-5"	471.144			471.812			472.402			472.752			473.123			473.663			474.314			1'-11 1/2"	6							
7	1'-6 1/2"	471.101			471.775			472.365			472.731			473.109			473.636			474.268			1'-10 3/4"	7							
8	1'-8 1/8"	471.053			471.736			472.326			472.709			473.093			473.606			474.215			1'-9 7/8"	8							
℄	1'-10 3/4"	471.005			471.700			472.290			472.691			473.078			473.578			474.164			1'-7 1/8"	9							
℄ Brg. 131W	2'-0 1/8"	470.976			471.681			472.272			472.717			473.069			473.564			474.136			1'-5 1/2"	℄ Brg. 131W	0'-4 3/4"		472.661		472.715		-0'-0 3/8"
10	1'-10 7/8"	470.948			471.643			472.235			472.670			473.043			473.537			474.116			1'-7 7/8"	10	0'-4 1/4"		472.636		472.698		0'-3 1/2"
11	1'-8"	470.904			471.587			472.180			472.625			473.005			473.499			474.088			1'-10 1/8"	11	0'-4 1/8"		472.602		472.674		0'-3 1/2"
12	1'-6 1/8"	470.861			471.535			472.127			472.585			472.967			473.462			474.060			2'-0"	12	0'-4 1/8"		472.564		472.645		1'-1 3/8"
13	1'-4 1/2"	470.815			471.485			472.078			472.546			472.931			473.427			474.028			2'-1"	13	0'-6 1/4"		472.522		472.612		1'-5 1/4"
14	1'-4 1/2"	470.764			471.432			472.025			472.503			472.892			473.388			473.991			2'-1 7/8"	14	0'-8 3/8"		472.475		472.572		1'-8 1/4"
15	1'-4 1/8"	470.706			471.376			471.970			472.453			472.848			473.344			473.947			2'-1"	15	0'-11 1/4"		472.418		472.523		1'-10 7/8"
16	1'-6 1/8"	470.640			471.316			471.911			472.398			472.800			473.296			473.895			2'-0"	16	1'-2 3/4"		472.356		472.467		2'-0 1/8"
17	1'-8"	470.570			471.255			471.850			472.587			472.748			473.246			473.838			1'-10 1/8"	17	1'-7 1/8"		472.287		472.402		2'-0 7/8"
18	1'-10 5/8"	470.497			471.195			471.790			472.526			472.697			473.195			473.778			1'-7 7/8"	18	2'-0 5/8"		472.217		472.337		2'-1"
℄ Brg. 132W	2'-0 7/8"	470.447			471.156			471.752			472.485			472.663			473.161			473.736			1'-5 1/2"	℄ Brg. 132W	2'-3 1/2"		472.170		472.293		2'-0 5/8"
19	1'-11"	470.376			471.077			471.672			472.414			472.594			473.095			473.617			1'-7 1/4"	19	2'-4 1/2"		472.102		472.227		2'-5"
20	1'-9 3/4"	470.304			470.999			471.592			472.345			472.525			473.028			473.617			1'-8 3/8"	20	2'-5 3/4"		472.034		472.161		2'-8 3/4"
21	1'-9 7/8"	470.228			470.921			471.514			472.274			472.456			472.961			473.553			1'-8 3/4"	21	2'-7 3/4"		471.963		472.092		2'-11 3/4"
22	1'-9 3/4"	470.147			470.842			471.435			472.196			472.385			472.892			473.483			1'-8 3/8"	22	2'-10 1/2"		471.885		472.014		3'-1 7/8"
23	1'-10 1/8"	470.059			470.760			471.351			472.113			472.308			472.818			473.406			1'-7 1/4"	23	3'-2"		471.800		471.929		3'-3 3/8"
℄ Brg. 101W	2'-0 7/8"	469.967			470.677			471.268			472.025			472.231			472.742			473.325			1'-5 1/2"	℄ Brg. 101W	3'-6 1/2"		471.710		471.837		3'-4 1/8"



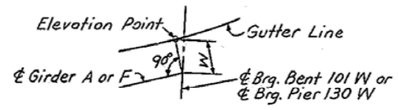
DETAIL A



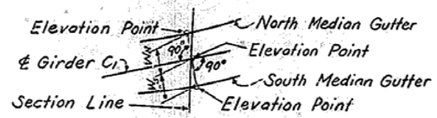
DETAIL B
(Typ. @ Section Lines)



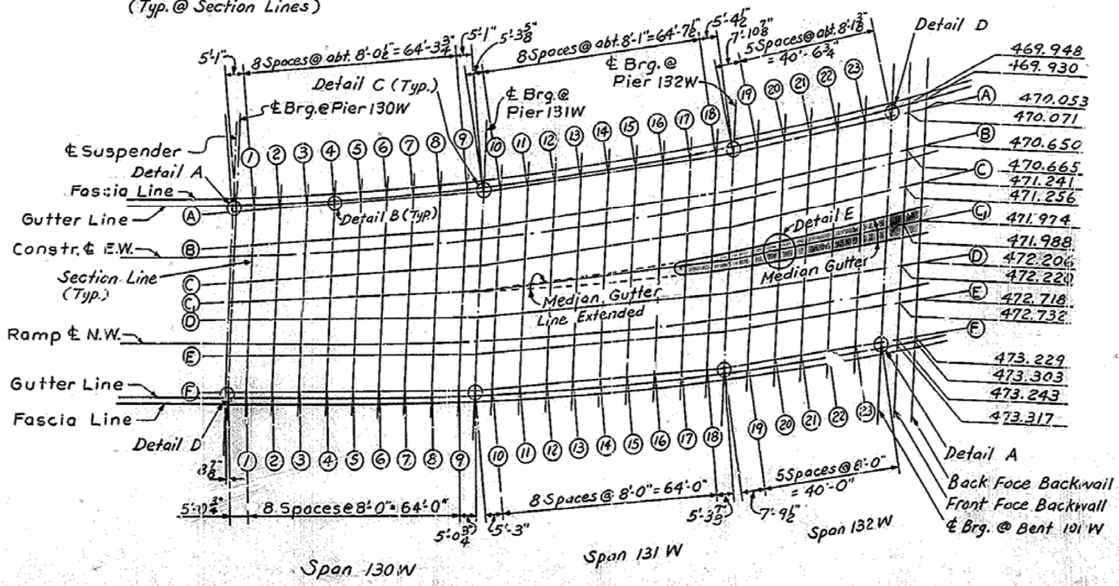
DETAIL C



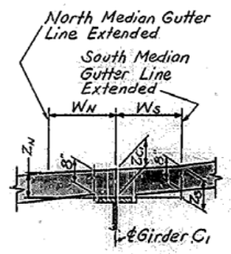
DETAIL D



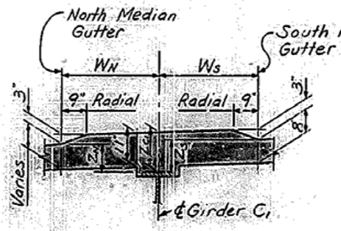
DETAIL E



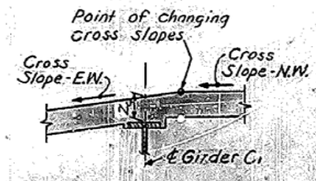
PLAN - UNIT 9W



SECTION AT GIRDER C1
(Between ℄ Pier 131W & Section Line 16)



SECTION AT GIRDER C1
(Thru Median)



SECTION AT GIRDER C1
(Between ℄ Pier 130W & Section Line 9)

For construction notes and additional sections see Sheet 154.

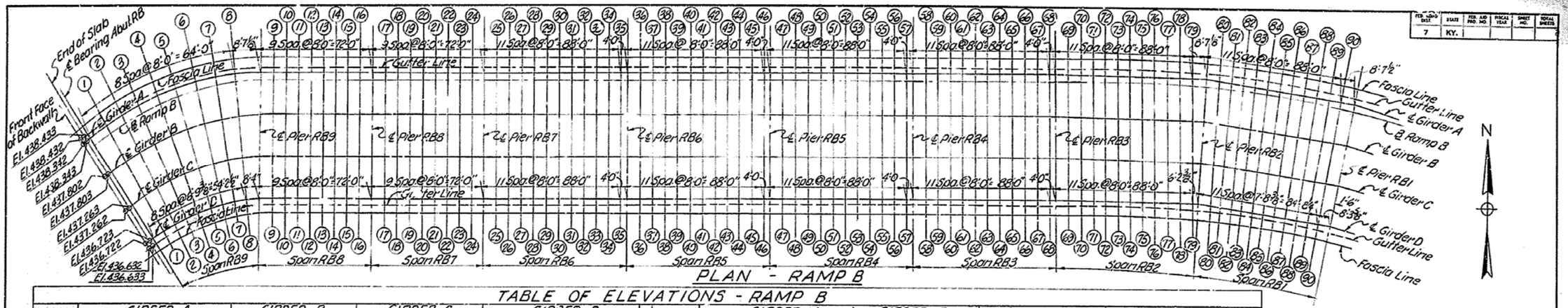
SHEET 156 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 39th ST. to PRESTON ST.
LOUISVILLE - LEXINGTON ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

UNIT 9W
CONSTRUCTION ELEVATIONS

HAZELET & ERDAL, CONSULTING ENGINEERS, FILE NO. 84-8

DESIGNED BY ... CHECKED BY ... DATE ... REVISED ... DATE ... REVISED ... DATE ... REVISED



PLAN - RAMP B

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

TABLE OF ELEVATIONS - RAMP B

SECTION	GIRDER A W	GIRDER A X @ Gutter	GIRDER A Y	GIRDER A Z	GIRDER B X	GIRDER B Y	GIRDER B Z	GIRDER C X	GIRDER C Y	GIRDER C Z	GIRDER D W	GIRDER D X @ Gutter	GIRDER D Y	GIRDER D Z
℄ Abut RB	1'-6"	438.435			437.805			437.265			1'-6"	436.695		
1		438.413			437.841			437.300				436.668		
2		438.519			437.887			437.343				436.710		
3		438.575			437.941			437.398				436.763		
4		438.639			438.005			437.461				436.827		
5		438.710			438.077			437.533				436.899		
6		438.790			438.158			437.615				436.982		
7		438.879			438.248			437.706				437.074		
8	1'-6"	438.979			438.349			437.810			1'-6"	437.180		
℄ Pier RB9	1'-6"	439.098			438.483			437.956			1'-6"	437.341		
9		439.223			438.626			438.114				437.515		
10		439.364			438.784			438.287				437.706		
11		439.517			438.954			438.472				437.909		
12		439.681			439.136			438.668				438.123		
13		439.855			439.328			438.875				438.347		
14		440.038			439.528			439.091				438.580		
15		440.235			439.742			439.320				438.827		
16	1'-6"	440.444			439.968			439.561			1'-6"	439.085		
℄ Pier RB8	1'-6"	440.668			440.210			439.818			1'-6"	439.360		
17		440.909			440.469			441.091				439.650		
18		441.164			440.741			440.378				439.955		
19		441.431			441.027			440.679				440.271		
20		441.707			441.320			440.987				440.597		
21		441.988			441.619			441.302				440.929		
22		442.278			441.927			441.624				441.268		
23		442.573			442.238			441.950				441.613		
24		442.875			442.558			442.285				441.965		
℄ Pier RB7		443.187			442.885			442.627				442.326		
25		443.550			443.267			443.024				442.739		
26		443.922			443.657			443.428				443.161		
27		444.300			444.054			443.841				443.589		
28		444.683			444.455			444.256				444.022		
29		445.071			444.860			444.677				444.460		
30		445.464			445.271			445.102				444.902		
31		445.863			445.687			445.533				445.351		
32		446.259			446.095			445.954				445.786		
33		446.656			446.495			446.354				446.189		
34		447.056			446.893			446.752				446.588		
35	1'-6"	447.459			447.295			447.155			1'-6"	446.991		
℄ Pier RB6	1'-6"	447.663			447.499			447.358			1'-6"	447.195		
36		448.075			447.911			447.770				447.607		
37		448.491			448.328			448.187				448.023		
38		448.912			448.749			448.608				448.444		
39		449.335			449.172			449.032				448.867		
40		449.758			449.594			449.454				449.290		
41		450.176			450.013			449.873				449.708		
42		450.591			450.428			450.288				450.123		
43		451.003			450.840			450.700				450.535		
44		451.410			451.247			451.107				450.942		
45		451.818			451.654			451.513				451.350		
46	1'-6"	452.227			452.064			451.923			1'-6"	451.759		

SECTION	GIRDER A W	GIRDER A X @ Gutter	GIRDER A Y	GIRDER A Z	GIRDER B X	GIRDER B Y	GIRDER B Z	GIRDER C X	GIRDER C Y	GIRDER C Z	GIRDER D W	GIRDER D X @ Gutter	GIRDER D Y	GIRDER D Z
℄ Pier RB5	1'-6"	452.434			452.270			452.130			1'-6"	451.966		
47		452.652			452.688			452.548				452.384		
48		453.273			453.110			452.969				452.805		
49		453.696			453.533			453.392				453.228		
50		454.116			453.953			453.812				453.648		
51		454.533			454.369			454.229				454.065		
52		454.946			454.782			454.642				454.478		
53		455.357			455.191			455.049				454.883		
54		455.767			455.587			455.433				455.254		
55		456.180			455.981			455.812				455.617		
56		456.594			456.380			456.196				455.981		
57	1'-6"	457.014			456.782			456.583			1'-6"	456.351		
℄ Pier RB4	1'-6"	457.227			456.986			456.780			1'-6"	456.539		
58		457.656			457.398			457.176				456.918		
59		458.090			457.815			457.579				457.302		
60		458.526			458.235			457.984				457.667		
61		458.963			458.655			458.388				458.074		
62		459.394			459.070			458.789				458.456		
63		459.821			459.478			459.182				458.833		
64		460.241			459.872			459.568				459.202		
65		460.642			460.265			459.938				459.554		
66		461.026			460.651			460.289				459.888		
67		461.394			460.980			460.623				460.205		
68		461.746			461.313			460.941				460.508		
℄ Pier RB3	1'-6"	461.917			461.475			461.096			1'-6"	460.654		
69	1'-8 3/4"	462.305			461.836			461.442			1'-3 1/4"	460.990		
70	1'-11 7/8"	462.680			462.182			461.772			1'-0 1/4"	461.313		
71	2'-2 1/8"	463.037			462.511			462.086			0'-9 3/8"	461.619		
72	2'-5 1/4"	463.375			462.822			462.383			0'-7"	461.911		
73	2'-7 5/8"	463.692			463.126			462.688			0'-4 5/8"	462.226		
74	2'-8 5/8"	463.988			463.421			462.987			0'-3 3/8"	462.534		
75	2'-9 1/8"	464.267			463.702			463.271			0'-3 1/4"	462.823		
76	2'-8 3/8"	464.528			463.970			463.542			0'-4 1/4"	463.095		
77	2'-6 1/2"	464.774			464.226			463.802			0'-6 3/8"	463.350		
78	2'-3 1/2"	465.008			464.475			464.054			0'-9 3/8"	463.533		
79	1'-11 1/2"	465.233			464.719			464.300			1'-1 5/8"	463.825		
℄ Pier RB2	1'-6"	465.469			464.954			464.513			1'-6"	463.999		
80	1'-11 7/8"	465.680			465.141			464.701			1'-0 1/4"	464.210		
81	2'-4 3/4"	465.885			465.327			464.886			0'-7 3/8"	464.415		
82	2'-8 3/8"	466.083			465.509			465.069			0'-4"	464.613		
83	2'-11 1/2"	466.271			465.686			465.246			0'-1 3/8"	464.801		
84	3'-1"	466.449			465.857			465.417			0'-0 5/8"	464.979		
85	3'-1 1/2"	466.614			466.021			465.581			0'-0 3/8"	465.145		
86	3'-1"	466.768			466.176			465.737			0'-0 3/8"	465.299		
87	2'-11 1/2"	466.909			466.324			465.884			0'-1 1/8"	465.440		
88	2'-8 1/8"	467.040			466.465			466.025			0'-3 1/4"	465.570		
89	2'-5 1/8"	467.161			466.602			466.162			0'-7 1/8"	465.692		
90	2'-0 3/8"	467.275			466.735			466.294			0'-11 7/8"	465.805		
℄ Pier RB1	1'-6"	467.390			466.875			466.434			1'-6"	465.920		

Note:
For Section Lines (73) thru (79), dimension "W" is measured normal from the ℄ Fascia girders to the gutter lines. Gutter elevations "X" are shown for these corresponding points.

For Construction notes and sections see Sh. 158

SHEET 157 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
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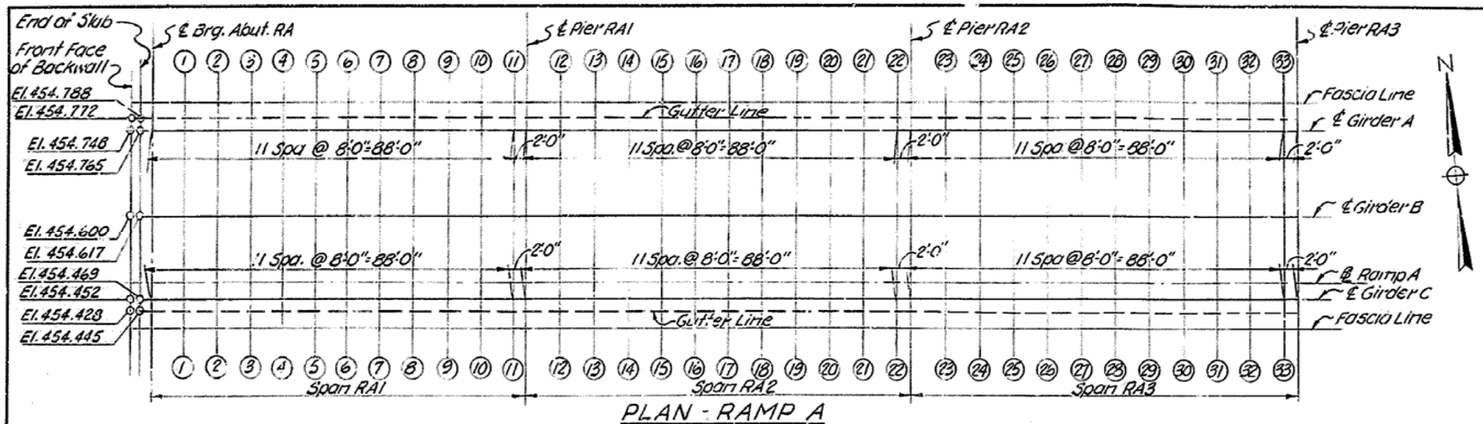
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

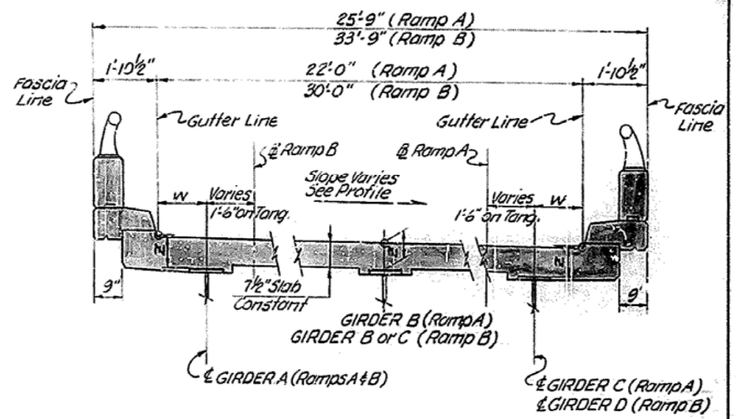
RAMP B
CONSTRUCTION ELEVATIONS

HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 845

DESIGNED BY W.W. CHECKED BY
DETAILED BY G.W. CHECKED BY
TRACED BY DATE



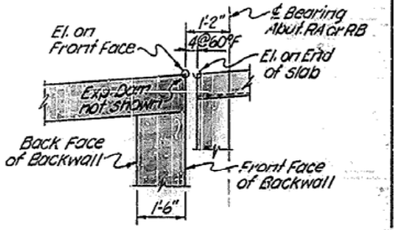
PLAN - RAMP A
(PART OF UNIT RA1)



TYPICAL CROSS SECTION
RAMP A (Span RA1 thru Span RA3)
RAMP B (Span RB1 thru Span RB9)

TABLE OF ELEVATIONS - RAMP A

SECTION	GIRDER A				GIRDER B			GIRDER C			
	w	X@Gutter	Y	Z	X	Y	Z	w	X@Gutter	Y	Z
℄ Brg. Abut. RA	1'-6"	454.830			454.658			1'-6"	454.487		
1		455.256			455.086				454.913		
2		455.679			455.510				455.336		
3		456.096			455.927				455.752		
4		456.506			456.338				456.163		
5		456.909			456.742				456.566		
6		457.306			457.138				456.962		
7		457.697			457.528				457.353		
8		458.083			457.914				457.740		
9		458.466			458.296				458.123		
10		458.852			458.681				458.509		
11	1'-6"	459.241			459.070			1'-6"	458.898		
℄ Pier RA1	1'-6"	459.339			459.168			1'-6"	458.996		
12		459.736			459.564				459.393		
13		460.137			459.966				459.794		
14		460.542			460.371				460.199		
15		460.949			460.777				460.506		
16		461.354			461.182				461.010		
17		461.756			461.585				461.413		
18		462.156			461.985				461.813		
19		462.554			462.382				462.210		
20		462.950			462.778				462.607		
21		463.347			463.176				463.004		
22	1'-6"	463.741			463.569			1'-6"	463.397		
℄ Pier RA2	1'-6"	463.838			463.666			1'-6"	463.494		
23		464.222			464.051				463.879		
24		464.593			464.427				464.255		
25		464.960			464.790				464.617		
26		465.310			465.140				464.966		
27		465.642			465.472				465.298		
28		465.958			465.788				465.615		
29		466.256			466.086				465.913		
30		466.537			466.367				466.194		
31		466.804			466.633				466.461		
32		467.058			466.887				466.715		
33	1'-6"	467.318			467.137			1'-6"	466.956		
℄ Pier RA3	1'-6"	467.366			467.200			1'-6"	467.014		



SECTION THRU BACKWALL
ABUTMENTS RA & RB

CONSTRUCTION NOTES

1. Layout Sections ①-① thru ㉝-㉝ on Ramp A and Sections ①-① thru ⑳-⑳ on Ramp B as shown in Plan. Center punch marks on top of Girders for Elevation Points
2. Read Elevations on top of Girders as erected, after Cross Frames are in place and falsework is removed, but before forms are placed and before Deck Slab, Walks, Parapets, etc. are poured. These Elevations are to be entered in the table as Elevation "Y".
3. Compute dimension "Z" as indicated in "Typical Cross Section". Top of concrete Elevation "X" minus Elevation "Y" equals dimension "Z".
4. Always measure from top of Girder for setting templates (dimension "Z"). Elevation "X" includes calculated deflections due to weight of Floor Slab, Walks, Parapets and Handrails.
5. Do not set templates by Elevation "X". Calculate dimension "Z" as shown and set templates from top of Girders.
6. Gutter Line Elevations ("X" @ Gutter) contain the deflections of the adjacent Girder as shown in Typical Cross Section. "Z" will indicate the difference in elevation of gutter line and top of Girder.
7. Longitudinal dimensions are along ℄ Girder. Dimensions "w" are along Section Lines except as noted.

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

SHEET 158 OF 167

COMMONWEALTH OF KENTUCKY
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FRANKFORT
COUNTY OF
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I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

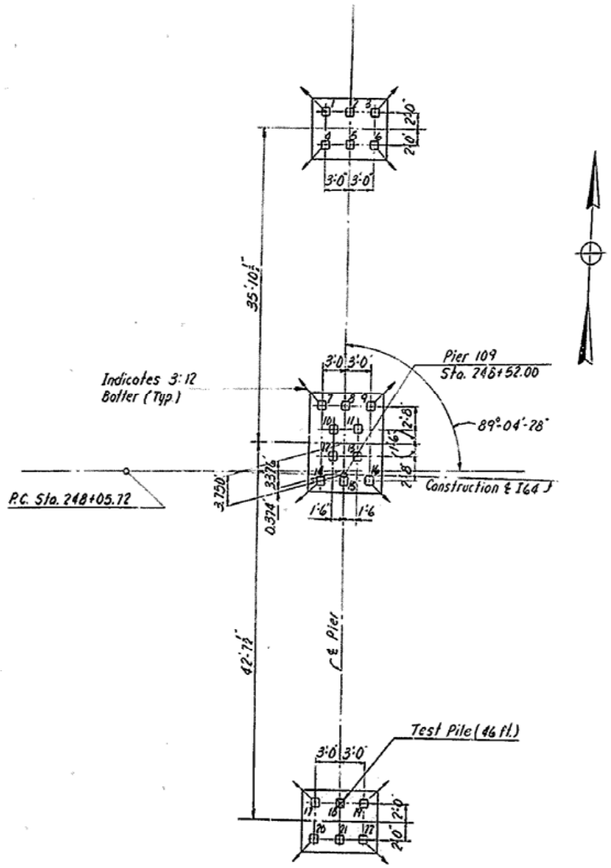
HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 845

BRIDGE NUMBER
DRAWING NO. 15754

RAMP A
CONSTRUCTION ELEVATIONS

DESIGNED BY W.W. DATE
DETAILED BY DATE
TRACED BY DATE
CHECKED BY L.E.M. DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE

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



PIER 109

Pile no.	Cutoff elevation	Tip of piles elevation as driven	Length of piles in place	Calculated bearing capacity tons
1	424.838			
2	〃			
3	〃			
4	〃			
5	〃			
6	424.838			
7	430.742			
8	〃			
9	〃			
10	〃			
11	〃			
12	〃			
13	〃			
14	〃			
15	〃			
16	430.742			
17	431.655			
18	〃			
19	〃			
20	〃			
21	〃			
22	431.655			

See Notes Sheet 164

SHEET 159 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.

PIER 109
PILE RECORD

KAZLEY & ETHAL
CONSULTING ENGINEERS
No. 845

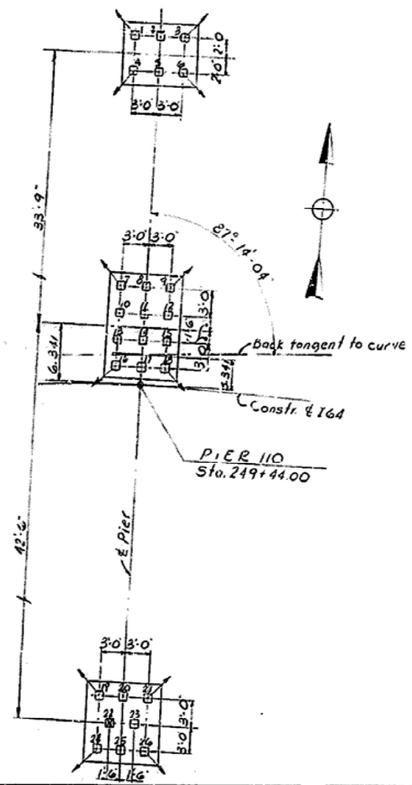
BRIDGE NUMBER

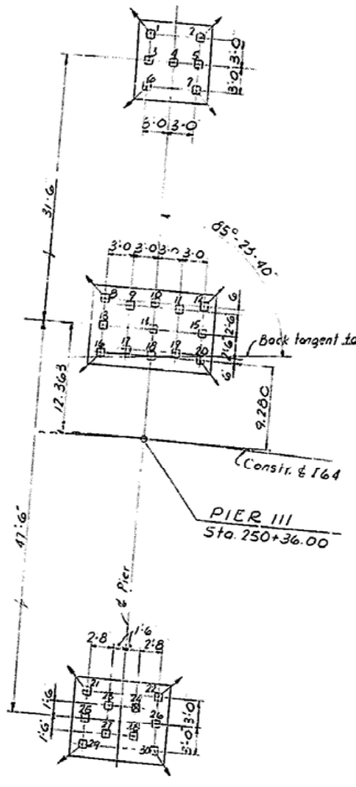
DRAWING NO. 15754

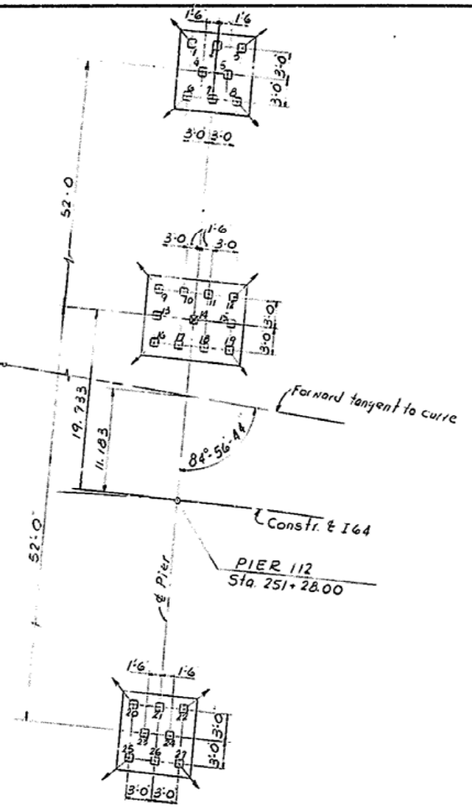
SHEET

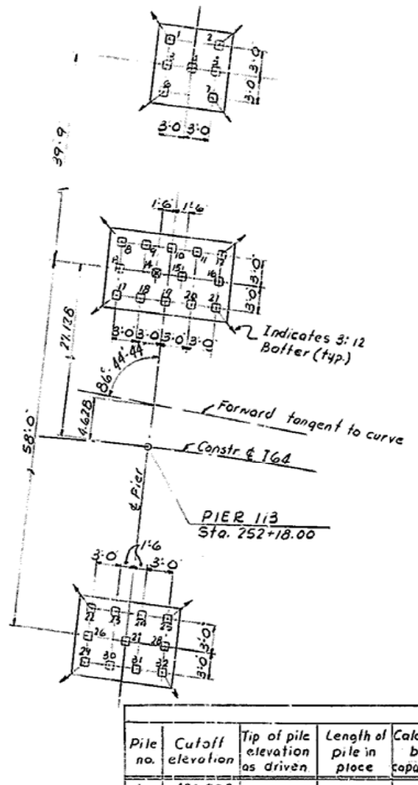
DESIGNED BY
DRAWN BY
CHECKED BY
TRACED BY
DATE
REVISED

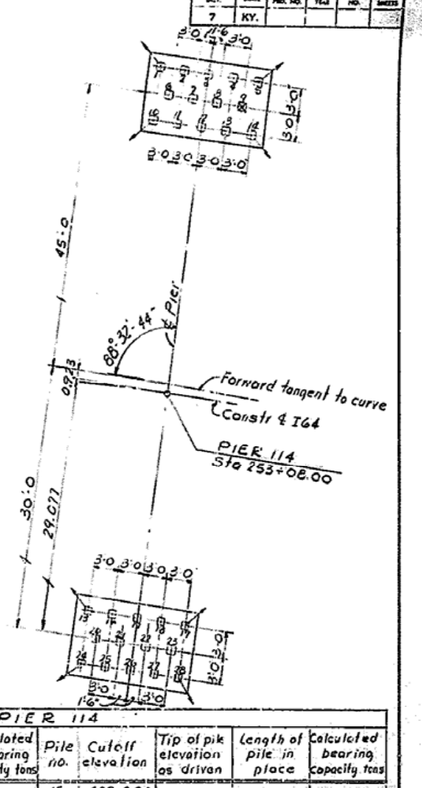
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				











PIER 110

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of piles in place	Calculated bearing capacity tons
1	428.313			
2				
3				
4				
5				
6	428.313			
7	427.834			
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18	427.834			
19	430.834			
20				
21				
22				
23				
24				
25				
26	430.834			

PIER 111

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of piles in place	Calculated bearing capacity tons
1	427.567			
2				
3				
4				
5				
6				
7	427.567			
8	429.731			
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20	429.731			
21	430.784			
22				
23				
24				
25				
26				
27				
28				
29				
30	430.784			

PIER 112

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of piles in place	Calculated bearing capacity tons
1	427.631			
2				
3				
4				
5				
6				
7				
8	427.631			
9	431.634			
10				
11				
12				
13				
14				
15				
16				
17				
18				
19	431.634			
20	432.876			
21				
22				
23				
24				
25				
26				
27	432.876			

PIER 113

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons
1	432.940			
2				
3				
4				
5				
6				
7	432.940			
8	431.869			
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21	431.869			
22	431.863			
23				
24				
25				
26				
27				
28				
29				
30				
31				
32	431.863			

PIER 114

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons	Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons
1	431.902				15	432.838			
2					16				
3					17				
4					18				
5					19				
6					20				
7					21				
8					22				
9					23				
10					24				
11					25				
12					26				
13					27				
14	431.902				28	432.838			

See Notes Sheet N° 164

☒ Indicates Test Pile

TEST PILE

Pier N°	Pile N°	Length Ft.
110	22	46
111	24	46
112	14	47
113	14	47
114	9	47

COMMONWEALTH OF KENTUCKY
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STATION 255+00 PROJECT NO.

PIERS 110-114
PILE RECORD

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 64-6

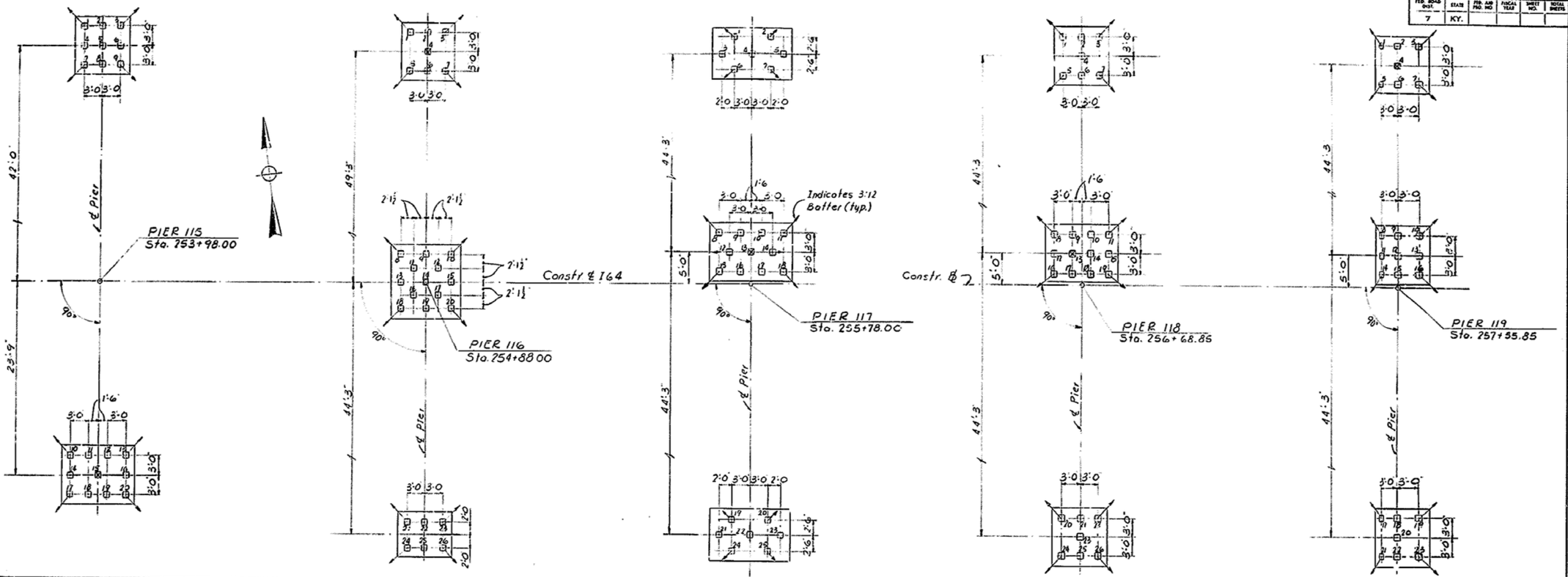
BRIDGE NUMBER

DRAWING NO. 15754

SHEET

DESIGNED BY: [illegible] DRAWN BY: [illegible] CHECKED BY: [illegible] TRACED BY: [illegible] DATE: [illegible]
REVISED BY: [illegible] DATE: [illegible] CHECKED BY: [illegible] DATE: [illegible]
REVISED BY: [illegible] DATE: [illegible] CHECKED BY: [illegible] DATE: [illegible]

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



PIER 115

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons
1	433.677			
2				
3				
4				
5				
6				
7				
8				
9	433.677			
10	433.208			
11				
12				
13				
14				
15				
16				
17				
18				
19				
20	433.208			

PIER 116

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons
1	433.031			
2				
3				
4				
5				
6				
7	433.031			
8	432.384			
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20	432.384			
21	434.163			
22				
23				
24				
25				
26	434.153			

PIER 117

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons
1	432.461			
2				
3				
4				
5				
6				
7	432.461			
8	432.932			
9				
10				
11				
12				
13				
14				
15				
16				
17				
18	432.932			
19	432.420			
20				
21				
22				
23				
24				
25	432.420			

PIER 118

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons
1	432.162			
2				
3				
4				
5				
6				
7	432.162			
8	431.573			
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19	431.573			
20	432.362			
21				
22				
23				
24				
25				
26	432.362			

PIER 119

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons	Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons
1	432.789				13	433.268			
2					14				
3					15				
4					16	433.268			
5					17	432.703			
6					18				
7	432.789				19				
8	433.268				20				
9					21				
10					22				
11					23	432.703			
12	433.268								

See Notes on Sheet Nº 164

☒ Indicates Test Pile

TEST PILE		
Pier Nº	Pile Nº	Length Ft.
115	15	48
116	4	48
117	13	48
118	13	47
119	4	48

SHEET 161 OF 167

COMMONWEALTH OF KENTUCKY
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STATION 255+00 PROJECT NO.

PIERS 115-119
PILE RECORD

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 445

BRIDGE NUMB

DRAWING NO. 15754

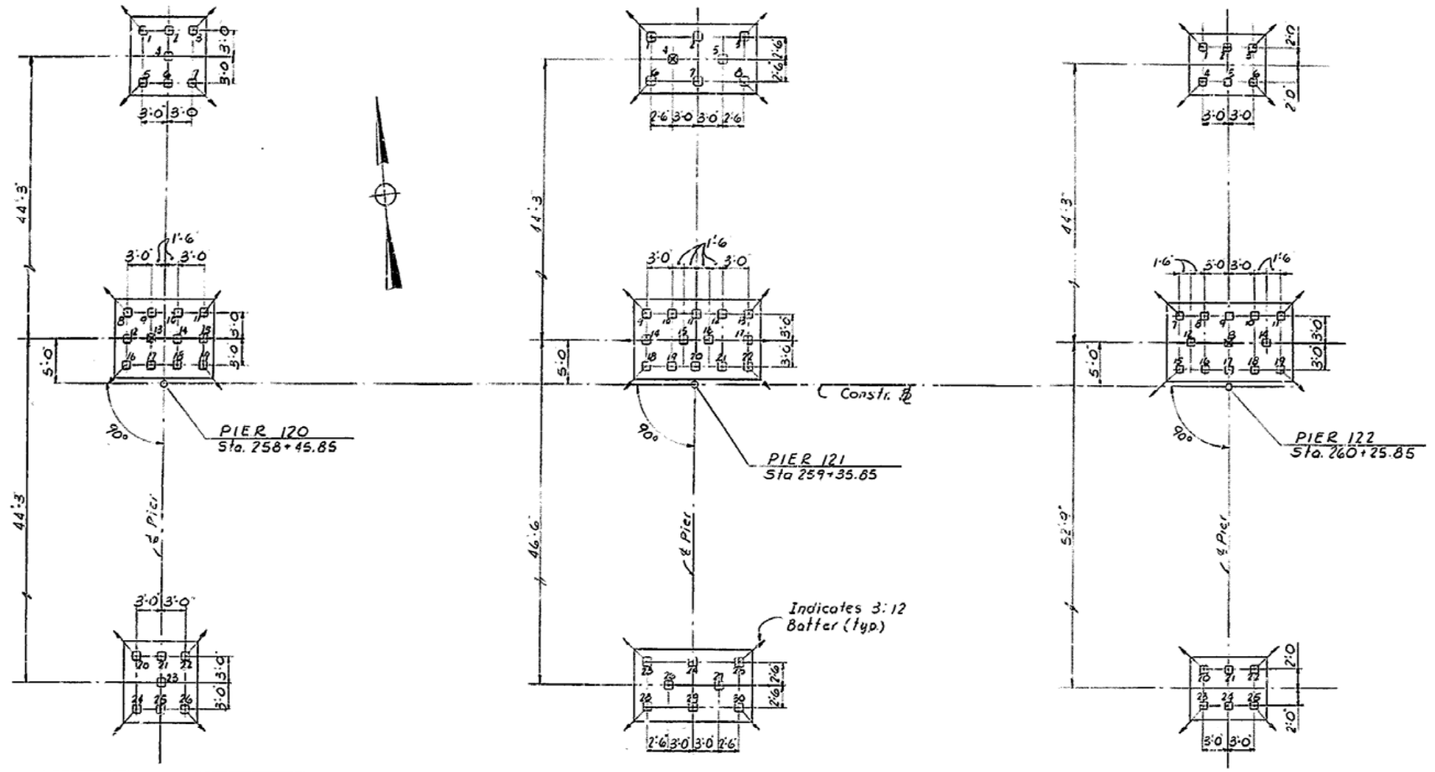
SHEET

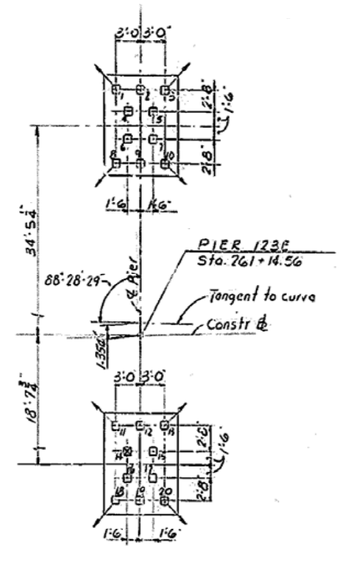
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

TEST PILES

Pier N°	Pile N°	Length Ft
120	13	48
121	4	48
122	13	49
123E	14	47

☒ Indicates Test Pile





PIER 120

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons
1	432.559			
2				
3				
4				
5				
6				
7	432.559			
8	432.464			
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19	432.464			
20	433.088			
21				
22				
23				
24				
25				
26	433.088			

PIER 121

Pile no	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons
1	432.406			
2				
3				
4				
5				
6				
7				
8	432.406			
9	431.968			
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22	431.968			
23	432.143			
24				
25				
26				
27				
28				
29				
30	432.143			

PIER 122

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing Capacity tons
1	433.039			
2				
3				
4				
5				
6	433.039			
7	433.423			
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19	433.423			
20	433.552			
21				
22				
23				
24				
25	433.552			

PIER 123E

Pile no.	Cutoff elevation	Tip of pile elevation as driven	Length of pile in place	Calculated bearing capacity tons
1	432.672			
2				
3				
4				
5				
6				
7				
8				
9				
10	432.672			
11	431.778			
12				
13				
14				
15				
16				
17				
18				
19				
20	431.778			

See Notes Sheet N° 164

DESIGNED BY: DATE:
DETAILED BY: DATE: 10-63
CHECKED BY: Black
CHECKED BY: McFarland
TRACED BY: DATE:
CHECKED BY: DATE:
REVISED: DATE:
REVISED: DATE:
REVISED: DATE:

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
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PIERS 120-123E
PILE RECORD

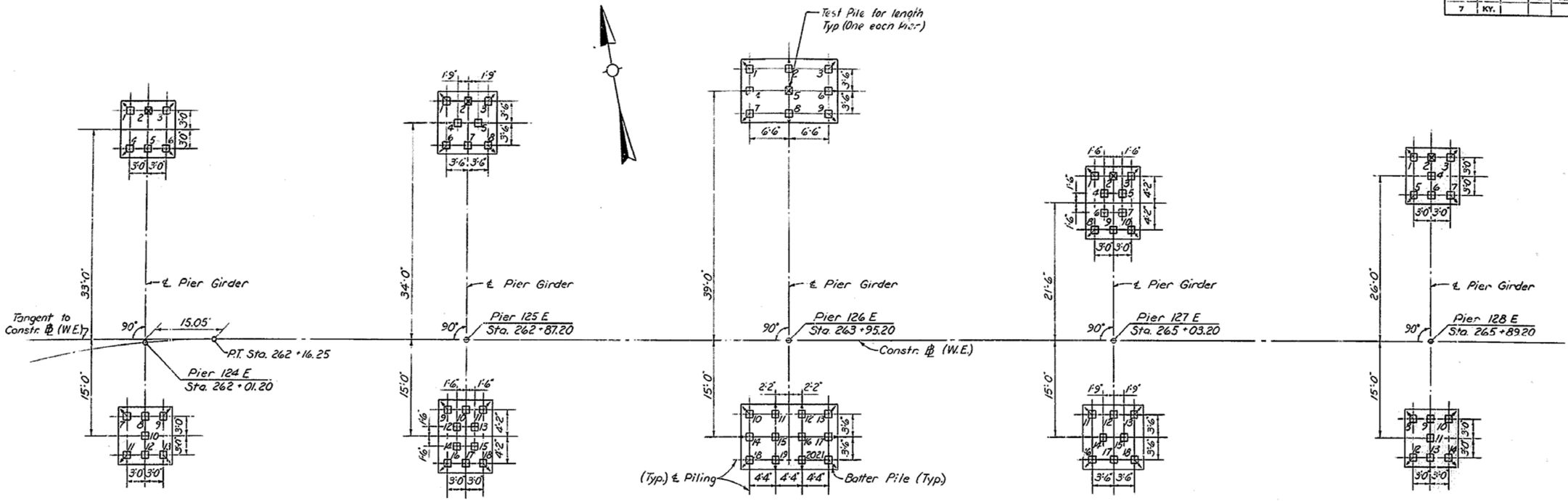
HAZELET & ERDAL
CONSULTING ENGINEERS
FILE NO. 845

BRIDGE NUMBER

DRAWING NO. 15754

SHEET

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



PILING PLAN

→□ Indicates direction of 3:12 batter
⊠ Indicates test pile for length (Estimated Length 45)

PIER 124 E

Pile No.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1	433.579			
2				
3				
4				
5				
6	433.579			
7	432.720			
8				
9				
10				
11				
12				
13	432.720			

PIER 125 E

Pile No.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1	432.254			
2				
3				
4				
5				
6				
7				
8	432.254			
9	433.186			
10				
11				
12				
13				
14				
15				
16				
17				
18	433.186			

PIER 126 E

Pile No.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1	433.925			
2				
3				
4				
5				
6				
7				
8				
9	433.925			
10	434.286			
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21	434.286			

PIER 127 E

Pile No.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1	435.661			
2				
3				
4				
5				
6				
7				
8				
9				
10	435.661			
11	435.967			
12				
13				
14				
15				
16				
17				
18	435.967			

PIER 128 E

Pile No.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1	436.314			
2				
3				
4				
5				
6				
7	436.314			
8	436.674			
9				
10				
11				
12				
13				
14	436.674			

DESIGNED BY: DHW CHECKED BY: RL
DETAILED BY: CHECKED BY:
TRACED BY: CHECKED BY:
DATE: DATE: DATE:
REVISED: REVISED: REVISED:

SHEET 165 OF 167

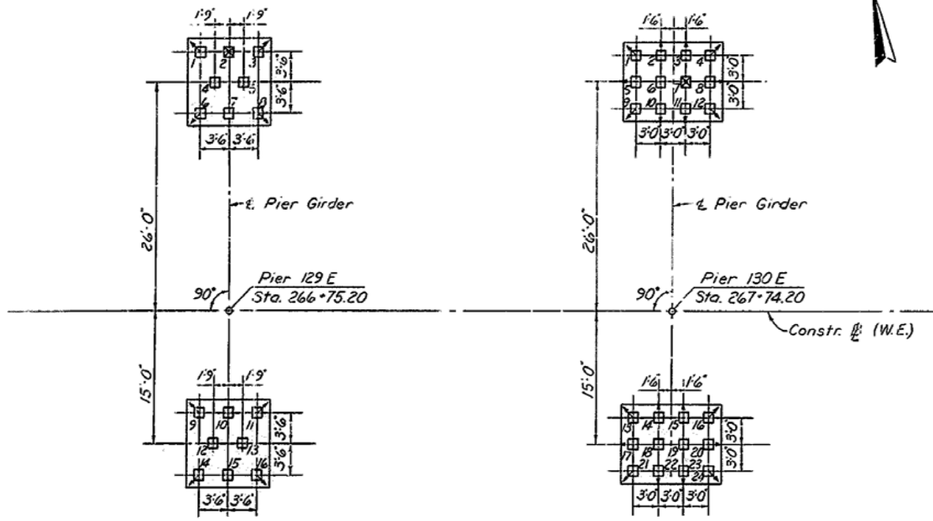
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 3RD ST. TO PRESTON ST.
LOUISVILLE – LEXINGTON ROAD
STATION 255 + 00 PROJECT NO.

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 948

BRIDGE NUMBER 15754

124 E THRU 128 E
PILE RECORD

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



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

Note
All End Bent dimensions are parallel or perpendicular to the back face of End Bent.

→□ Indicates direction of 3:12 batter
⊠ Indicates Test Pile for length (Estimated Length 45' @ Piers & 70' @ End Bent)

PILING PLAN

PIER 129 E

Pile No.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1	436.319			
2	↓			
3	↓			
4	↓			
5	↓			
6	↓			
7	↓			
8	436.319			
9	436.679			
10	↓			
11	↓			
12	↓			
13	↓			
14	↓			
15	↓			
16	436.679			

PIER 130 E

Pile No.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1	435.830			
2	↓			
3	↓			
4	↓			
5	↓			
6	↓			
7	↓			
8	↓			
9	↓			
10	↓			
11	↓			
12	435.85			
13	435.876			
14	↓			
15	↓			
16	↓			
17	↓			
18	↓			
19	↓			
20	↓			
21	↓			
22	↓			
23	↓			
24	435.876			

PIER 131 E

Pile No.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1	436.268			
2	↓			
3	↓			
4	↓			
5	↓			
6	↓			
7	436.268			
8	436.372			
9	↓			
10	↓			
11	↓			
12	↓			
13	↓			
14	436.372			

END BENT 101 E

Pile No.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1	460.492			
2	↓			
3	↓			
4	↓			
5	↓			
6	↓			
7	↓			
8	↓			
9	↓			
10	↓			
11	↓			
12	↓			
13	↓			
14	↓			
15	↓			
16	↓			
17	↓			
18	↓			
19	460.492			

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

SHEET 164 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I. 64 – 3RD ST. TO PRESTON ST.
LOUISVILLE – LEXINGTON
ROAD

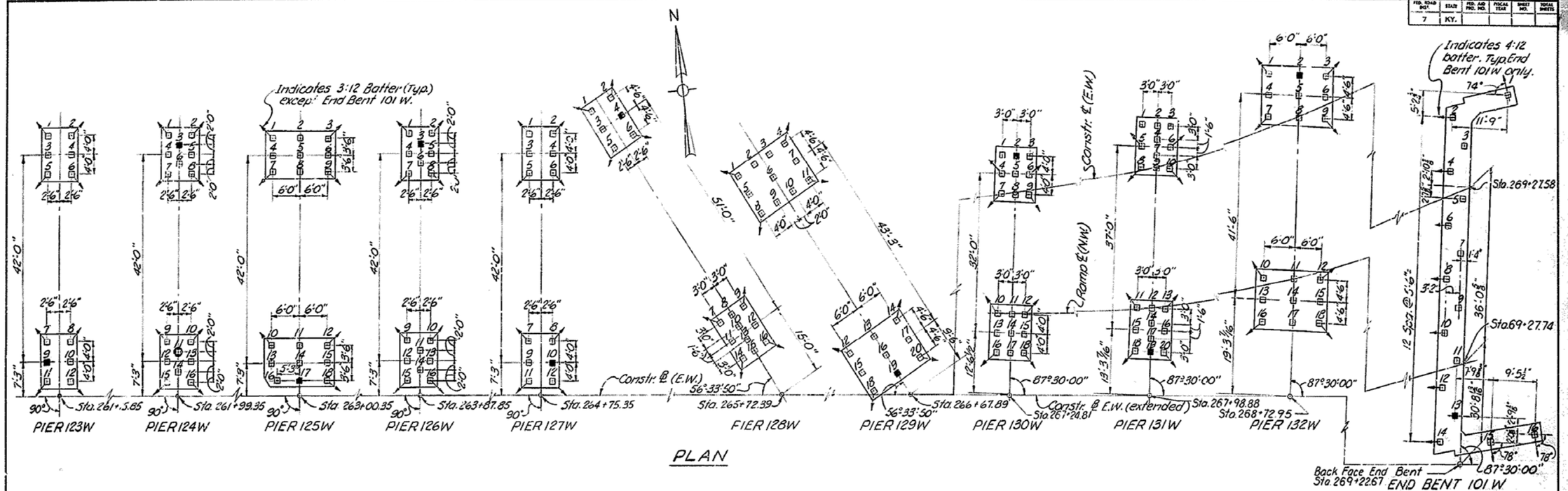
STATION 255+00 PROJECT NO.

BRIDGE NUMBER DRAWING NO. 15754

PIER 129E THRU BENT 101E
PILE RECORD

ZELLET & SNIDAL
CONSULTING ENGINEERS
P.E. NO. 848

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



PLAN

PIER	PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
123 W	1	433.27			
	2				
	3				
	4				
	5				
	6	433.27			
	7	433.92			
	8				
	9				
	10				
	11				
	12	433.92			
124 W	1	431.47			
	2				
	3				
	4				
	5				
	6				
	7				
	8	431.47			
	9	433.96			
	10				
	11				
	12				
	13				
	14				
	15				
	16	433.96			
125 W	1	432.94			
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9	432.94			

PIER	PILE NO.	CUTOFF ELEVATIONS	TIP OF PILE ELEVATION, PILE AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
125 W	10	431.43			
	11				
	12				
	13				
	14				
	15				
	16				
	17				
	18	431.43			
126 W	1	433.42			
	2				
	3				
	4				
	5				
	6				
	7				
	8	433.42			
	9	434.08			
	10				
	11				
	12				
	13				
	14				
	15				
	16	434.08			
127 W	1	434.28			
	2				
	3				
	4				
	5				
	6	434.28			
	7	434.74			
	8				
	9				
	10				
	11				
	12	434.74			

PIER	PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
128 W	1	434.45			
	2				
	3				
	4				
	5				
	6	434.45			
	7	434.96			
	8				
	9				
	10				
	11				
	12				
	13				
	14				
	15				
	16	434.96			
129 W	1	434.45			
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9				
	10				
	11	434.45			
	12	434.47			
	13				
	14				
	15				
	16				
	17				
	18				
	19				
	20	434.47			

PIER	PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
130 W	1	434.45			
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9	434.45			
	10	434.44			
	11				
	12				
	13				
	14				
	15				
	16				
	17				
	18	434.44			
131 W	1	436.49			
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9				
	10	436.49			
	11	436.48			
	12				
	13				
	14				
	15				
	16				
	17				
	18				
	19				
	20	436.48			

PIER	PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
132 W	1	436.42			
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9	436.42			
	10	436.50			
	11				
	12				
	13				
	14				
	15				
	16				
	17				
	18	436.50			
End Bent 101 W	1	458.91			
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9				
	10				
	11				
	12				
	13				
	14				
	15				
	16	458.91			

○ Indicates Load Test
■ Indicates Test Pile

TEST PILE LENGTHS	
Piers	52'
End Bent	64'

DESIGNED BY	DATE
DETAILED BY	DATE
CHECKED BY	DATE
CHECKED BY	DATE

REVISIONS	DATE

SHEET 165 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3rd ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD

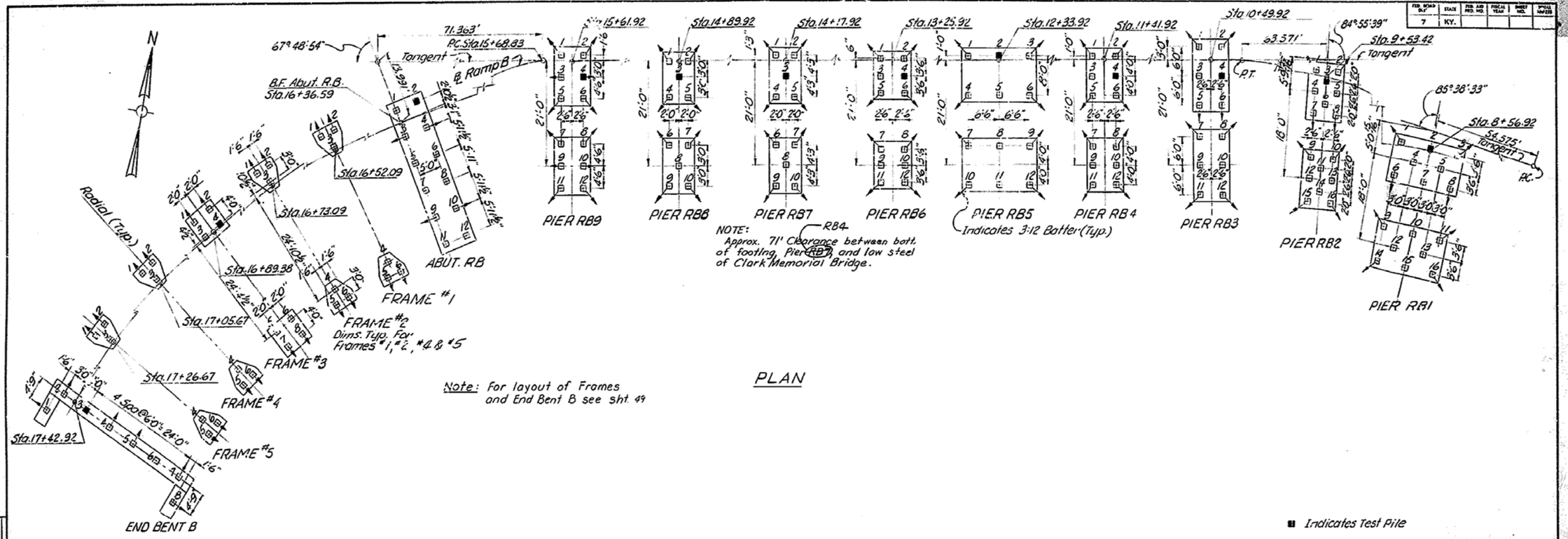
STATION 255+00 PROJECT NO.

PIERS 123 W THRU END BENT 101 W
PILE RECORD

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 849

BRIDGE NUMBER 15754

DRAWING NO.



Note: For layout of Frames and End Bent B see sht. 49

PLAN

■ Indicates Test Pile

TEST PILE LENGTHS	
End Bent B	49'
Frame 3, Pier RB3 & Pier RB2	37'
Abut. RB thru Pier RB4	32'
Pier RB1	42'

	PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
End Bent B	1	433.50			
	2				
	3				
	4				
	5				
	6				
	7				
	8	433.50			
Frame #5	1	422.00			
	2	422.00			
	3	422.00			
	4	425.00			
	5	425.00			
	6	425.00			
Frame #4	1	420.00			
	2	420.00			
	3	420.00			
	4	423.00			
	5	423.00			
	6	423.00			
Frame #3	1	419.00			
	2				
	3				
	4	419.00			
	5	422.00			
	6				
	7				
	8	422.00			
Frame #2	1	418.00			
	2	418.00			
	3	418.00			
	4	421.00			
	5	421.00			
	6	421.00			

	PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
Frame #1	1	417.00			
	2	417.00			
	3	417.00			
	4	℄ 20.00			
	5	℄ 20.00			
	6	℄ 20.00			
Abutment RB	1	416.50			
	2				
	3				
	4				
	5				
	6				
	7				
	8				
	9				
	10				
	11				
	12	416.50			
Pier RB9	1	414.50			
	2				
	3				
	4				
	5				
	6	414.50			
	7	417.00			
	8				
	9				
	10				
	11				
	12	417.00			
Pier RB8	1	414.50			
	2				
	3				
	4	414.50			

	PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
Pier RB8	5	414.50			
	6	417.00			
	7				
	8				
	9				
	10	417.00			
Pier RB7	1	414.50			
	2				
	3				
	4				
	5	414.50			
	6	417.00			
	7				
	8				
	9				
	10	417.00			
Pier RB6	1	414.50			
	2				
	3				
	4				
	5				
	6	414.50			
	7	417.00			
	8				
	9				
	10				
	11				
	12	417.00			
Pier RB5	1	414.50			
	2				
	3				
	4	414.50			

	PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
Pier RB5	5	414.50			
	6	414.50			
	7	416.50			
	8				
	9				
	10				
	11				
	12	416.50			
Pier RB4	1	414.50			
	2				
	3				
	4				
	5				
	6	414.50			
	7	416.50			
	8				
	9				
	10				
	11				
	12	416.50			
Pier RB3	1	416.00			
	2				
	3				
	4				
	5				
	6	416.00			
	7	418.00			
	8				
	9				
	10				
	11				
	12	418.00			

	PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
Pier RB2	1	416.50			
	2				
	3				
	4				
	5				
	6				
	7				
	8	418.50			
	9	420.50			
	10				
	11				
	12				
	13				
	14				
	15				
	16	420.50			
Pier RB1	1	425.00			
	2				
	3				
	4				
	5				
	6				
	7				
	8	425.00			
	9	427.00			
	10				
	11				
	12				
	13				
	14				
	15				
	16	427.00			

RAMP B FRAMES AND PIERS
PILE RECORD

HATFIELD & ENGAL CONSULTING ENGINEERS FILE NO. 845

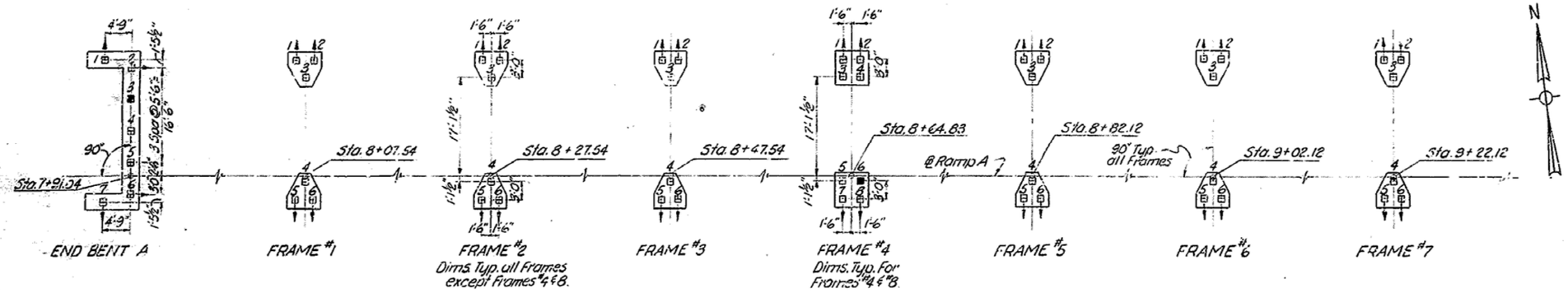
SHEET 166 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. TO PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER 15754

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

DESIGNED BY B&S DATE 7/66
DETAILED BY DATE
CHECKED BY DATE
TRACED BY DATE
REVISIONS: Not regarding clearance at Clark Mem. Bridge
BY B&S DATE 10-20-66
BY DATE
BY DATE

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



PLAN

■ Indicates Test Pile

TEST PILE LENGTHS	
End Bent A	54'
Frame #1 thru Pier RA3	49'

End Bent A

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1	439.00			
2				
3				
4				
5				
6				
7	433.00			

Frame #1

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1	434.00			
2				
3				
4				
5				
6				

Frame #2

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1				
2				
3				
4				
5				
6				

Frame #3

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1				
2				
3				
4				
5				
6	434.00			

Frame #4

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1	434.00			
2				
3				
4				
5				
6				
7				
8				

Frame #5

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1				
2				
3				
4				
5				
6				
7				
8				

Frame #6

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1				
2				
3				
4				
5				
6				
7				
8				

Frame #7

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1				
2				
3				
4				
5				
6	434.00			

Frame #8

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1	434.00			
2				
3				
4				
5				
6				
7				
8				

Frame #9

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1				
2				
3				
4				
5				
6				
7				
8				

Frame #10

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1				
2				
3				
4				
5				
6				
7				
8				

Frame #11

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1				
2				
3				
4				
5				
6	434.00			

Abut. RA

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1	433.50			
2				
3				
4				
5				
6				
7				
8				
9				
10	433.50			

Pier RA1

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1	431.50			
2				
3				
4				
5				
6				
7				
8				
9				
10	431.50			

Pier RA2

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1	432.00			
2				
3				
4				
5				
6				
7				
8				
9				
10	432.00			

Pier RA3

PILE NO.	CUTOFF ELEVATION	TIP OF PILE ELEVATION AS DRIVEN	LENGTH OF PILE IN PLACE	CALCULATED BEARING CAPACITY-TONS
1	433.00			
2				
3				
4				
5				
6				
7				
8				
9				
10	433.00			

DESIGNED BY: A.W. DATE: 1-14-63
DRAWN BY: J.W.Z. DATE: 1-14-63
CHECKED BY: DATE:
CHECKED BY: DATE:
TRACED BY: DATE:
REVISED: DATE:
REVISED: DATE:

SHEET 167 OF 167

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 3RD ST. to PRESTON ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 255+00 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 15754

RAMP A FRAMES AND PIERS
PILE RECORD

HAZELET & ERDAL
CONSULTING ENGINEERS
F.A.E. NO. 646