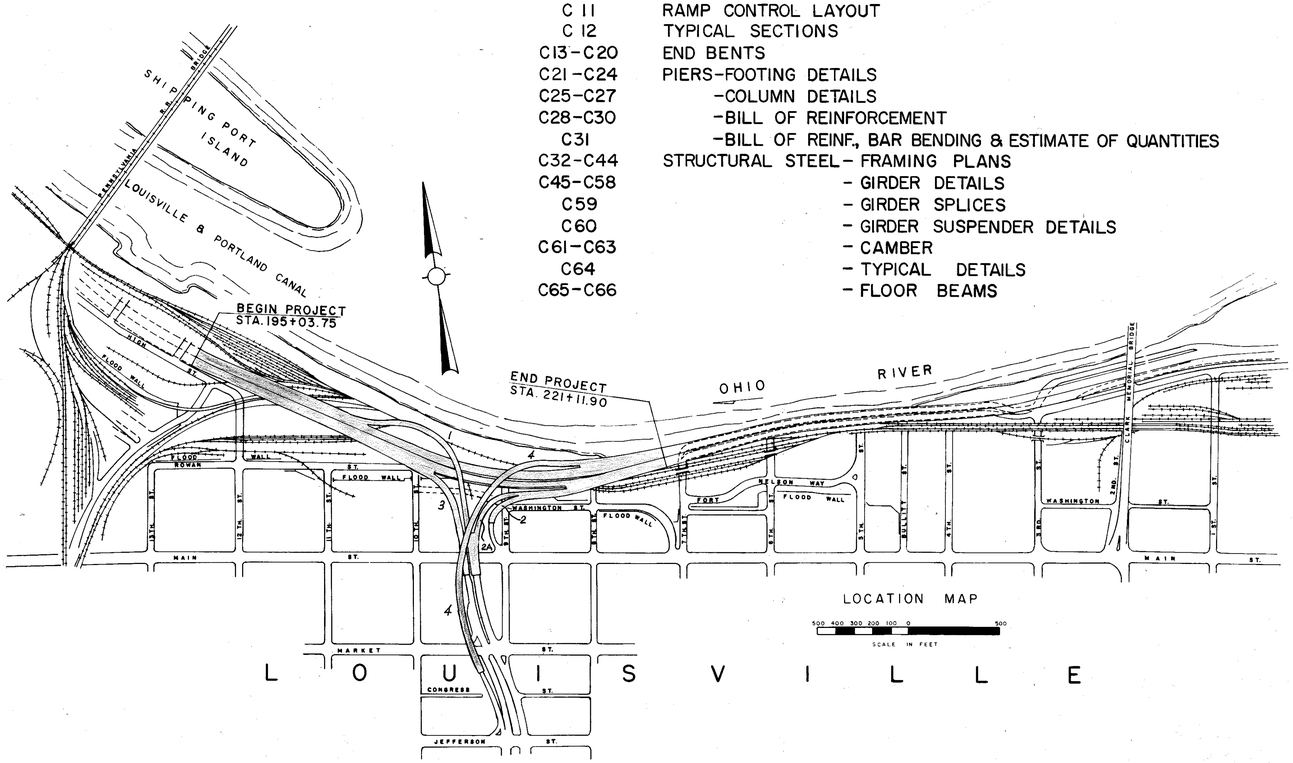
MICROFILMED-73

KENTUCKY BUREAU OF HIGHWAYS
JEFFERSON COUNTY
LOUISVILLE - LEXINGTON
I 64-13TH STREET TO 7TH STREET

RAMP - SUBSTRUCTURE & SUPERSTRUCTURE

INDEX OF PLANS

SHEET NO.	DESCRIPTION
C 1	TITLE SHEET
C 2-C10	LAYOUT
C 11	RAMP CONTROL LAYOUT
C 12	TYPICAL SECTIONS
C13-C20	END BENTS
C21-C24	PIERS-FOOTING DETAILS
C25-C27	-COLUMN DETAILS
C28-C30	-BILL OF REINFORCEMENT
C31	-BILL OF REINF., BAR BENDING & ESTIMATE OF QUANTITIES
C32-C44	STRUCTURAL STEEL- FRAMING PLANS
C45-C58	- GIRDER DETAILS
C59	- GIRDER SPLICES
C60	- GIRDER SUSPENDER DETAILS
C61-C63	- CAMBER
C64	- TYPICAL DETAILS
C65-C66	- FLOOR BEAMS
C67-C69	STRUCTURAL STEEL- PIER BOX GIRDERS
C 70	-PIER SUSPENDERS
C71-C75	-PIER GIRDERS
C76-C81	- EXPANSION DAMS
C82-C83	-BEARING SHOES
C84-C100	SUPERSTRUCTURE - DETAIL SHEETS
C101-C103	- TYPICAL SECTIONS
C104-C106	- DRAINAGE PLAN
C107	- REINF. DETAILS AT LIGHT STD. & DECK DRAINS
C108-C109	- DRAIN PIPE DETAILS
C110-C115	- SIGN SUPPORT
C116	- BAR BENDING DIAGRAMS
C117-C120	- BILL OF REINFORCEMENT
C121	- BILL OF REINF. & SUMMARY OF QUANTITIES
C122-C137	CONSTRUCTION ELEVATIONS
C138-C150	PILE RECORD



NOTES:
For General Notes and Structural Steel Notes see Sheets No. A2 - A3.
For Estimated Quantities and Bill of Incidental Material see Sheet No. A2a.
For Lists of References, Special Provisions and Special Notes see Sheet No. A2a

Drawings for Entire Project to be Divided as Follows:

Sheet Prefix	Drawing No.
A	18572
B	18573
C	18574
D	18575

A- Mainline - Substructure and Structural Steel
B- Mainline - Deck
C- Ramp-Substructure and Superstructure
D- Ramp Heating
NOTE: All of the Above Drawings Shall be Worked Together.

SHEET C1 OF 150

COMMONWEALTH OF KENTUCKY
BUREAU **OF HIGHWAYS**
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST
LOUISVILLE - LEXINGTON
ROAD
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3 SP 56-273-111

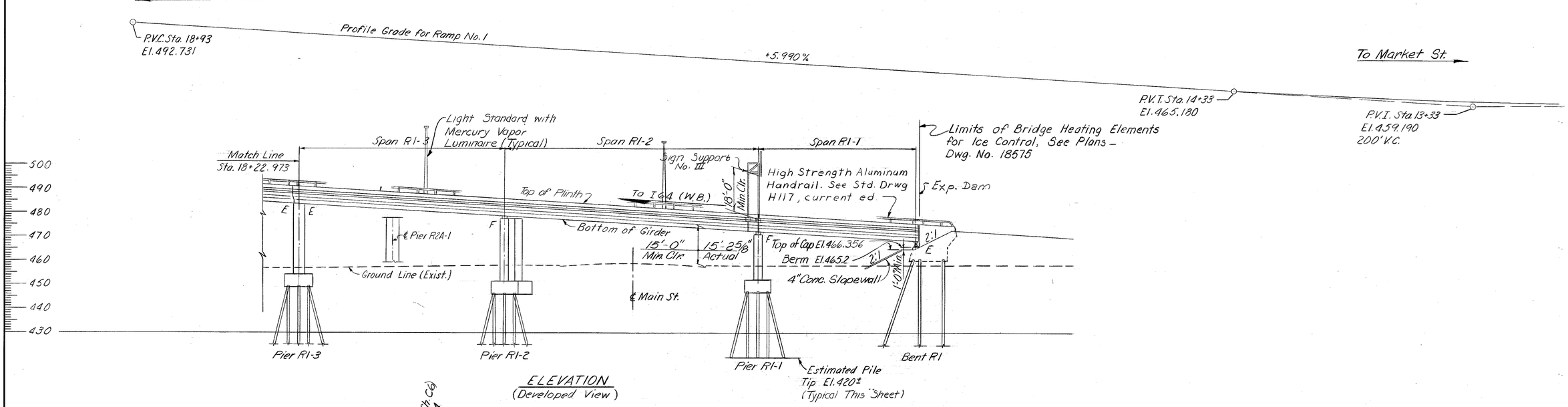
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
I64-2(87)3		18574

TITLE SHEET

HAZELET & ERDAL CONSULTING ENGINEERS FILE NO. 893-B

DESIGNED BY DATE
DETAILED BY DATE
TRACED BY DATE
CHECKED BY DATE 6-71
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

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



NOTES:

1. All piers normal or radial to ramp baselines except as noted.
2. All span lengths are measured along ramp baselines.
3. E.B. denotes Eastbound.
   W.B. denotes Westbound.
   E denotes Expansion.
   F. denotes Fixed.
4. H S 20-44 loading as specified in the 1969 AASHO Specifications or alternate loading of two 24 Kip axles spaced 4 feet apart whichever produces the greater stress.
5. Roadway widths = 30' & 22' with 9" brush curbs.
6. Continuous girder with composite floorbeam spans.
7. Dead load deflections include load of 2 inch future wearing surface.
8. For End of Bridge Details at End Bents 1, 2, 3, & 4, See Roadway Plans.
9. Entire deck on all ramps has embedded electric MI cables for heating and snow removal.

SHEET C2

DESIGNED BY C.B.F.	CHECKED BY R.B.S.	DATE 10/68	REVISED DATE
DETAILED BY	CHECKED BY L.A.D.	DATE 3-71	REVISED DATE
TRACED BY	CHECKED BY	DATE	REVISED DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 PROJECT NO. I64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

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

P.V.I. Sta. 20+93
El. 504.710
400' V.C.

P.V.T. Sta. 22+93
El. 493.128

-5.791%

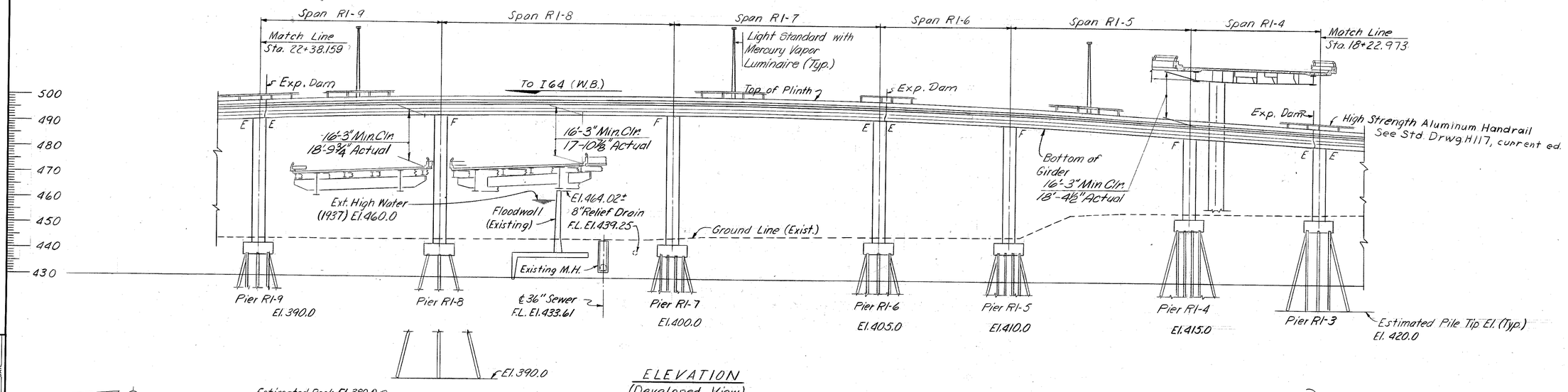
P.V.C. Sta. 18+93
El. 492.731

+5.990%

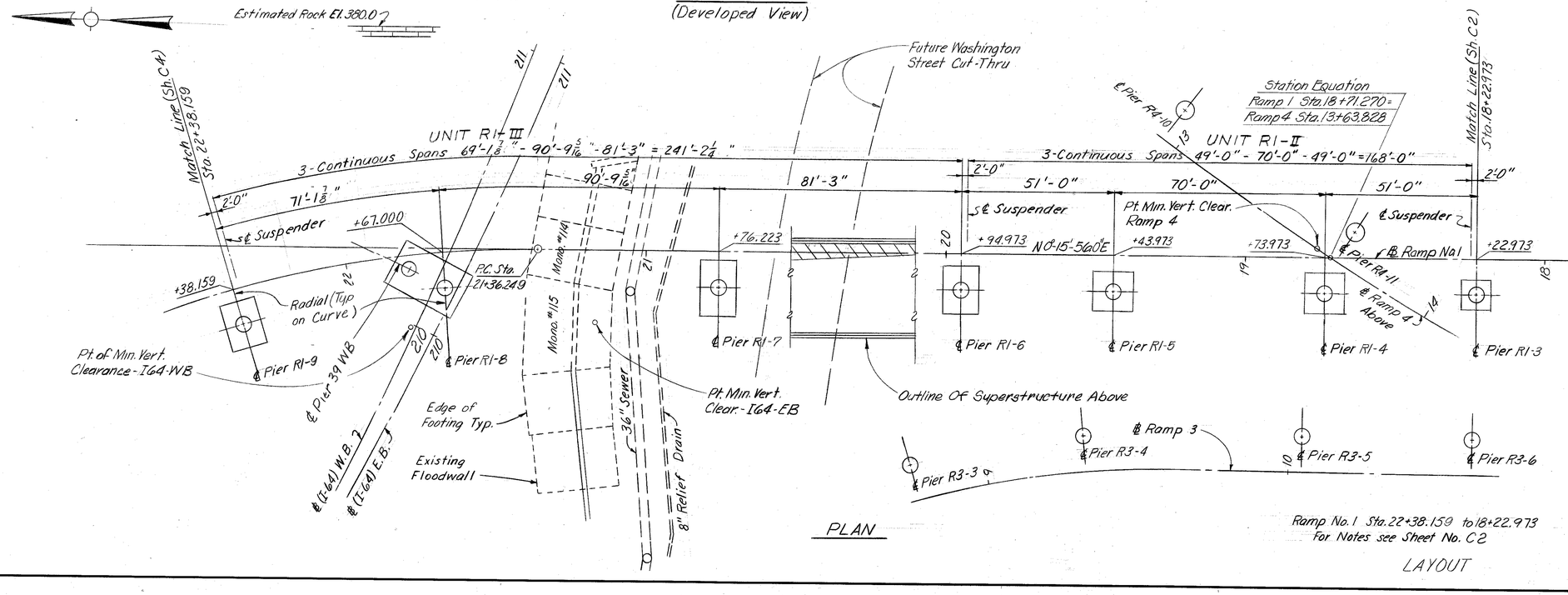
Profile Grade for Ramp No.1

To Market St.

To I64 W.B.



ELEVATION
(Developed View)



PLAN

Ramp No. 1 Sta. 22+38.159 to 18+22.973
For Notes see Sheet No. C2

LAYOUT

Area To Be Painted (By Others)
For Details, see Sheet C87

SHEET C3

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD
SP 56-273-11L

STATION 208+08
PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

DESIGNED BY C.B.F DATE
DETAILED BY CHECKED BY RBS DATE 10-68 REVISED
TRACED BY CHECKED BY LAD DATE 3-71 REVISED
DATE REVISED

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

To I64 W.B.

+2.000%

P.V.I. Sta. 26+53
El. 472.280
300' V.C.

P.V.C. Sta. 25+03
El. 480.967

-5.791%
Profile Grade for Ramp No.1

P.V.T. Sta. 22+93
El. 493.128

400' V.C.

To Market St.

Span RI-17 | Span RI-16 | Span RI-15 | Span RI-14 | Span RI-13 | Span RI-12 | Span RI-11 | Span RI-10

Match Line Sta. 22+38.159

Match Line Sta. 27+73.028

Limits of Bridge Heating Elements for Ice Control, See Plans — Dwg. No. 18575

Exp. Dam

Light Std. w/ Mercury Vapor Luminaire (Typical)

High Strength Aluminum Handrail. See Std. Drwg H117.7 current ed.

Top of Plinth

Bottom of Girder

Ext. High Water (1937) El. 460.0

Normal Pool El. 419.0

500
490
480
470
460
450
440
430

Top of Rail

23'-0" Min. Clr.
24'-6" Actual

Ground Line (Exist.)

Pier RI-16 | Pier RI-15 | Pier RI-14 | Pier RI-13 | Pier RI-12 | Pier RI-11 | Pier RI-10 | Pier RI-9

36" ϕ Discharge Pipe

48" ϕ Sewer

Rock El. 404.7

Assumed Rock Line

OHIO RIVER

Normal Pool Water Edge

Rock El. 380.0

ELEVATION
(Developed View)

UNIT RI-V
3 - Continuous Spans 62'-0" - 79'-6" - 62'-0" = 203'-6"

UNIT RI-IV
3 - Continuous Spans 63'-8" - 80'-3" - 63'-8" = 207'-7"

UNIT RI-VI
2 - Continuous Spans 60'-1¾" - 60'-1¾" = 120'-3⅜"

79'-6"
64'-0"
63'-8"
80'-3"
60'-1¾"
60'-1¾"
63'-6"
1'-6"
2'-0"
2'-0"
12'-11"

℄ Suspender

N 84° 02' 23.9" W

N 0° 15' 56.0" E

See Plans "A" & "B" Dwgs. No. 18572 & 18573

Match Line (I64 W.B.) Sta. 27+73.028

+89.242
+09.742
+45.742
+82.075
+52.742
+12.885
+73.028
+01.825
+38.159

℄ Ramp 1

℄ Pier RI-13
℄ Pier RI-12
℄ Pier RI-11
℄ Pier RI-10
℄ Pier RI-16
℄ Pier RI-15
℄ Pier RI-14
℄ Pier RI-9

Column B P.R.C. Sta. 26+51.242

Column A

Radial (Typ. on Curve)

Illinois Central R.R.

Match Line (Sh. C3) Sta. 22+38.159

Outline of Superstructure Above

48" Segmental Block Sewer

LG&E Tower

36" Exist. Sewer

℄ Bearing Pier RI-17

PLAN

② Curve Data
D=10°00'00.00"
Δ=25°20'08.40"
R=572.958'
T=128.784'
L=253.357'
E=14.295'
PI=27+80.026
SE=See Intersection Details

① Curve Data
D=16°22'12.80"
Δ=84°18'19.90"
R=350.000'
T=316.835'
L=514.993'
E=122.106'
PI=24+53.084
SE=0.058'/ft.

Ramp No.1 Sta. 27+73.028 to 22+38.159
For Notes see Sheet No. C2.

LAYOUT

Area To Be Painted (By Others) For Details, See Sheet C87

SHEET C4

DESIGNED BY	C.B.F	CHECKED BY	R.B.S	DATE	REVISED
DETAILED BY		CHECKED BY	L.A.D.	DATE 4/1968	REVISED
TRACED BY		CHECKED BY		DATE 3/71	REVISED

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

JEFFERSON

I64-13TH ST. TO 7TH ST.

LOUISVILLE — LEXINGTON ROAD

SP 56-273-111

STATION 208+08

PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	1

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

P.V.I. Sta. 3+50
E.I. 456.510
150' V.C.

-0.40%

P.T. Sta. 4+25
E.I. 461.010

Profile Grade for Ramp No. 2

+6.00%

P.C. Sta. 5+95
E.I. 471.210

-0.30%

P.V.I. Sta. 7+70
E.I. 481.710
350' V.C.

TO I64 (E.B.)

Limits of Bridge Heating Elements for Ice Control, See Plans – Dwg. No. 18575

Light Standard with Mercury Vapor Luminaire (Typ.)

Limits of Bridge Heating Elements for Ice Control, See Plans – Dwg No. 18675

Exp. Dam

Match Line Sta. 7+89.168

Span R2-1 | Span R2-2 | Span R2-3 | Span R2-4 | Span R2-5 | Span R2-6

490
480
470
460
450
440
430

Exp. Dam

High Strength Aluminum Handrail See Std. Drwg. H117, current ed.

Top of Plinth

Exp. Dam

2:1

Top of Cap Elev. 455.159

Berm El. 454.1

4" Conc. Slopewall

Flow Line E.I. 434.8±

30" Sewer

Ground Line (Exist)

18" Sewer Flow Line E.I. 430.4±

Estimated Pile Tip E.I. 420.0

Estimated Pile Tip El. 416.0 Unless Noted

Bent R2 | Pier R2-1 | Pier R2-2 | Pier R2-3 | Pier R2-4 | Pier R2-5

ELEVATION
Developed View

① CURVE DATA
RAMP NO.2
D=31° 49' 51.56"
Δ=108° 59' 21.30"
R=180.000'
T=252.301'
L=342.400'
E=129.928'
P.I.=6+29.365
S.E.=0.06¢/ft.

② CURVE DATA
RAMP NO.2
D=7° 00' 00.00"
Δ=19° 38' 15.00"
R=818.511'
T=141.657'
L=280.536
E=12.168
P.I.=8+61.122
S.E.=0.041¢/Ft.

Future Washington Street Cut-Thru.

18" Sewer

Ramp No. 2A

℄ Pier R2A-1
℄ Pier R2A-2
℄ Pier R2A-3
℄ Pier R2A-4
℄ Pier R2A-5
℄ Pier R2A-6

Outline of Structure Above

1'-6" Typ

N 06°25'53" W

℄ Fascia Line

5'-0" Min. Berm

℄ Ramp No. 2

+98.873

72'-0"

3 Continuous Spans 61'-6" : 72'-0" : 61'-6" = 195'-0"

UNIT R2-I

61'-6"

2'-9"
+37.373

2:1

℄ Bearing Bent R2

℄ Pier R2-1

℄ Pier R2-2

℄ Pier R2-3

℄ Pier R2-4

℄ Washington St.

Existing Walk

Ninth St Closure

Existing Walk

Limits of 4" Concrete Slopewall (See Std. SP.1 Current Edition)

Varies

12'-0" Existing Walk

36'-0" Pavement

18'-0"

18'-0"

12'-0"

℄ Ninth St.

TO I64 (EB)

Existing Walk

℄ Main St.

PCC Ramp 2
Sta. 3+77.06¢

PLAN

+70.873

30" Sewer
+23.964 ℄ Pier

Match Line (Sh. C6)
Sta. 9+23.964
Pier R2-3
Column B

Column C

Column B

Column A

+33.135
℄ Pier

Column A

See Bng 44-9"

9"

3 Continuous Spans 44-0"

℄ Pier R2-3

℄ Pier R2-4

+77.873

Column A

59'-7½"

PRC Ramp 2
Sta. 7+19.464

59'-7½"

51'-0" = 156'-3½"

UNIT R2-II

℄ Pier R2-5

51'-6"

Column B

+37.500
Column A +89.168

Match line (I64-EB)
Sta 7+89.168

See Plans "A" & "B" Dwgs No 18572 & 18573

℄ Brg 45 EB

Ramp No. 2
Sta 4+37.373 to 7+89.168

For Notes See Sht. No. C2

LAYOUT

Monu #103

Constr. ℄ W.B. I-64

Constr. ℄ E.B. I64

Floodwall

Monu #99

214

Monu #94

8" Relief Drain

SHEET C5

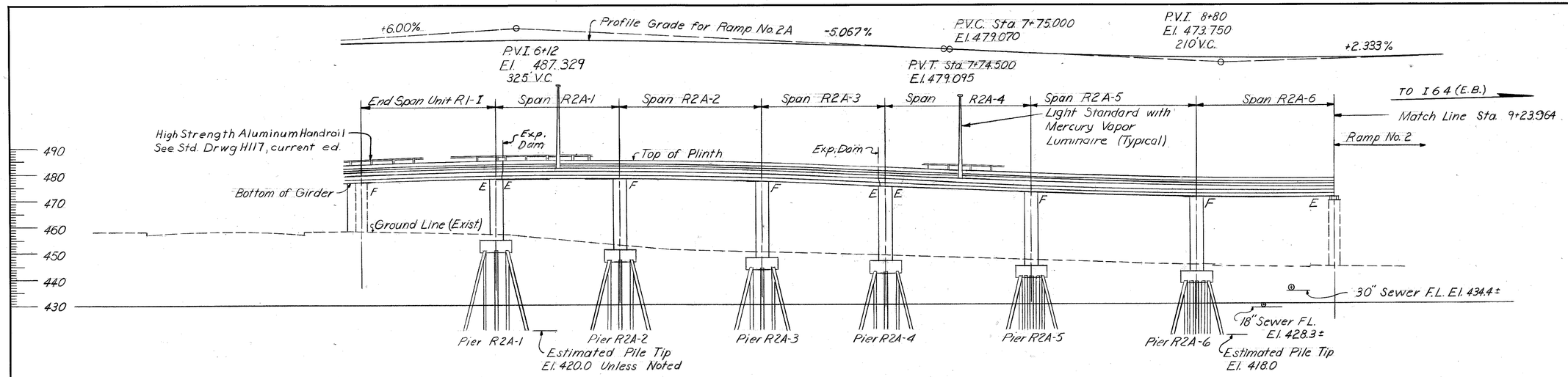
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DETAILED BY SCH DATE 10/88
TRACED BY J.A.D. DATE 3-11
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L

STATION 208+08 PROJECT NO. I64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

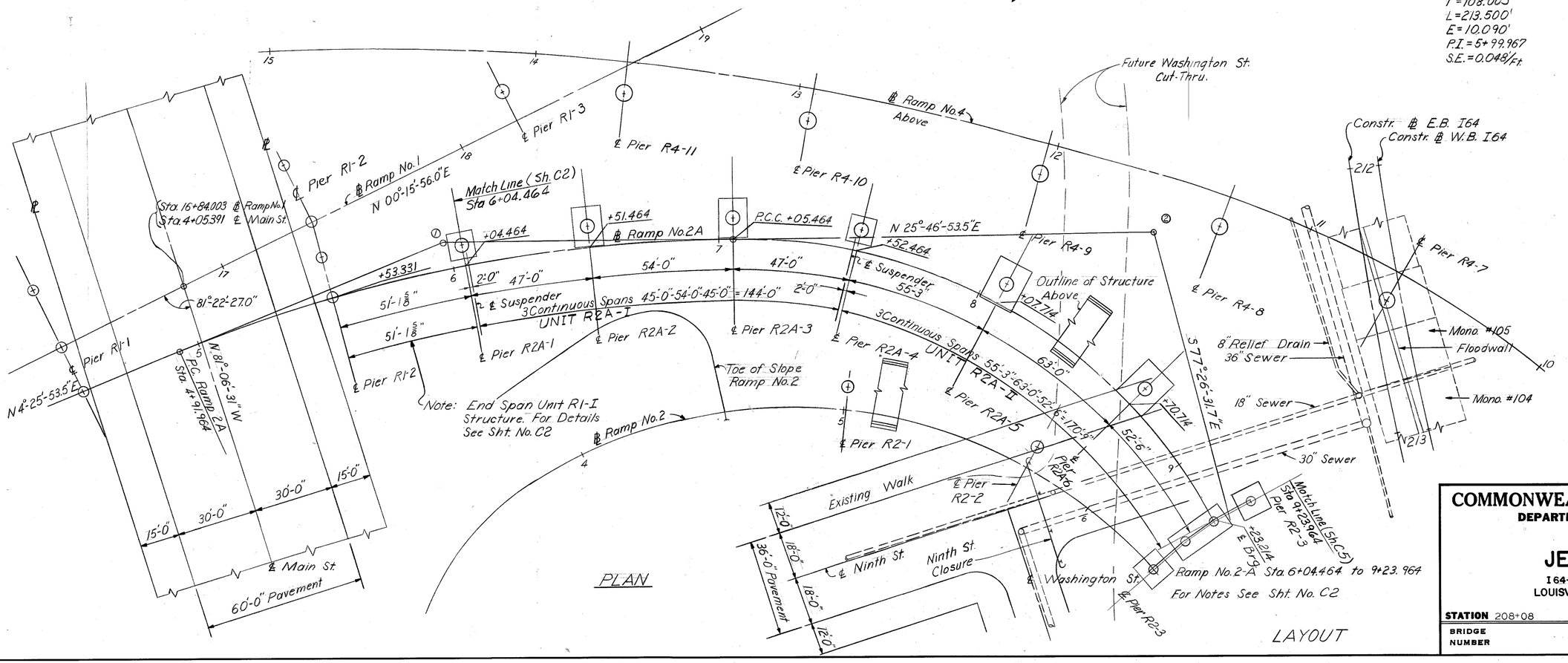
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



ELEVATION
Developed View

CURVE DATA
RAMP NO. 2A

①	②
D=10°-00'-00.00"	D= 28°-38'-52.40"
Δ=21°-21'-00.00"	Δ= 76°-46'-34.80"
R=572.958'	R=200.000'
T=108.003'	T=158.451'
L=213.500'	L=268.000'
E=10.090'	E=55.160'
P.I.=5+99.967	P.I.=8+63.915
S.E.=0.048/Ft.	S.E.=0.06/Ft.



PLAN

LAYOUT

DESIGNED BY ____ DATE ____ REVISED ____ DATE ____
DETAILED BY JLH DATE 10-14-68 REVISED ____ DATE 10-68
TRACED BY ____ CHECKED BY ____ REVISED ____ DATE ____
CHECKED BY JLH CHECKED BY SCH CHECKED BY L.A.D. DATE 3-71

SHEET C6

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64–13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
SP 56-273-11L
STATION 208+08
PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

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

-1.107 %
P.V.C. Sta. 7+37
El. 471.937
P.V.I. STA. 8+37
El. 470.830
200' V.C.
Profile Grade for Ramp No. 3
P.V.T. Sta. 9+37
El. 474.806
+3.976 %
P.V.C. Sta. 9+75
El. 476.317
-6.00 %
P.V.I. Sta. 11+75
El. 484.270
400' V.C.

Match Line
Sta. 7+08.500
9"
℄ Pier
9"
1'-6"
℄ Brg.
℄ Brg.
Exp. Dam
Span R3-1
Span R3-2
Span R3-3
Span R3-4
Span R3-5
Span R3-6
Span R3-7
Span R3-8
Light Standard with Mercury Vapor Luminaire (Typical)
To Market St.
Exp. Dam
Top of Plinth
Exp. Dam
16'-3" Min. Clr.
23'-3¼" Actual
High Strengh Aluminum Handrail. See Std Drwg H117, current ed.
Exp. Dam
Bent R3
500
490
480
470
460
450
440
430
E E
F
E E
F
F
E E
F
15'-0" Min. Clr.
15'-3¼" Actual
℄ Main St.
Top of Cap El. 468.160
Berm El. 467.1
4" Conc. Slopewall
1:1
1:0 Min.
4
12
1'-5" Clr.
El. 463.95
Ground Line (Exist.)
Bottom of Girder
El. 436.0
36" Sewer
F.L. El. 433.4±
Pier R3-2
Estimated Pile Tip El. 415.0
Pier R3-3
Pier R3-4
Pier R3-5
Pier R3-6
Pier R3-7
Estimated Pile Tip El. 420.0 Typ. Unless Noted
Pier R3-8
Bent R3
Estimated Pile Tip El. 390.0
Estimated Rock El. 390.0
R3-1

ELEVATION
(Developed View)

Limits of 4" Conc. Slopewall (See Std. SP-1 current edition)

Mono. #115
Edge of Footing (Typ.)
Edge of Ftg. Typ.
Future Washington Street Cut-Thru.
36" Sewer
8" Relief Drain
Radial on Curve (Typ.)
Relocate 8" Relief Drain
Floodwall
See Plans A & B Dwg No. 18572 & 18573
Match Line (164-E.B.) Sta. 7+08.500
L.G.
℄ Brg.
℄ Brg.
S53°-38'-51.60"E
+97.272
P.C. Sta. 6+85.000
+08.500
℄ Brg.
℄ Pier R3-1
℄ Pier R3-2
℄ Pier R3-3
℄ Pier R3-4
℄ Pier R3-5
℄ Pier R3-6
℄ Pier R3-7
℄ Pier R3-8
℄ Ramp No.1
℄ Ramp No.3
℄ Suspender
℄ Pier RI-5
℄ Pier RI-4
℄ Pier RI-3
℄ Ramp No.4
Above (See Sh. C3)
℄ Pier RI-2
℄ Pier RI-1
℄ Bearing Bent RI
℄ Bearing Bent R3
5'-0" Min. Berm
2:1
Fascia Line
1'-6" Typ.
Outline of Structure Above
P.T. Sta. 9+59.636
+32.636
+04.636
+60.750 S00°-45'-46.40"W
+76.522
+42.000
+42.000
90° Typ. on Tang.
N 81°-06'-31"W
℄ Pt. of Min Vert. Clearance Sta. 3+31.646 ℄ Main St. Sta. 11+40.229
Pt. of Min Vert. Clearance Ramp No.4 over Ramp No.3
81°-52'-17.40"
72'-0"
56'-1⅞"
56'-1⅞"
81'-3"
100'-0"
77'-6"
2'-0"
79'-3"
2'-0"
88'-9¼"
88'-9¼"
3 Continuous Spans 54'-1⅞"-72'-0"-54'-1⅞" = 180'-2¾"
UNIT R3-II
2 Continuous Spans 79'-3"-79'-3" = 168'-0¼"
UNIT R3-I
3 Continuous Spans 81'-3"-100'-0"-77'-6" = 258'-9"
UNIT R3-III
13+19.500
15'-0"
30'-0"
60'-0" Pavement
30'-0"
15'-0"

PLAN

① CURVE DATA
RAMP NO. 3
D = 20°-00'-00.00"
Δ = 54°-19'-38.00"
R = 286.479'
T = 147.000'
L = 271.636'
E = 35.514'
P.I. = 8+35.000'
S.E. = 0.06'/Ft.

② Limits of Bridge Heating Elements for Ice Control, See Plans— Dwg. No. 18575

Ramp No.3 Sta. 7+08.500 to 13+19.500

For Notes See Sheet No. C2

LAYOUT

SHEET C7

DESIGNED BY SCH DATE
DETAILED BY SCH 10-8-68 CHECKED BY ZHC DATE 10-68 REVISED
TRACED BY CHECKED BY LAD DATE 3-71 REVISED
DATE REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64—13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON ROAD
STATION 208+08
SP 56-273-11L
PROJECT NO. I64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

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

P.V.C. Sta 11+25.000
El 507.510

Profile Grade Ramp Nº 4

+ 6.000 %

P.V.T. Sta 6+60.000
El 479.610

Match Line
Sta 11+34.219

Span R4-8 | Span R4-7 | Span R4-6 | Span R4-5 | Span R4-4 | Span R4-3 | Span R4-2 | Span R4-1

Exp. Dam

Top of Plinth

Bottom of Girder

16'-3" Min. Clr.
22'-9 1/8" Actual
I-64 EB

I-64 WB

16'-3" Min. Clr.
18'-2" Actual

Extreme High Water
El 460.0 (1937)

to Jefferson St

Exp. Dam

Light Standard with
Mercury Vapor
Luminaire
(Typical)

Exp. Dam

Limits of Bridge Heating
Elements for Ice Control,
See Plans — Dwg. No.
18575

Match Line
Sta 5+83.558

High Strength Aluminum
Handrail. See Std.
Drwg. H117, current ed.

Exp. Dam

510 | 500 | 490 | 480 | 470 | 460 | 450 | 440 | 430 | 420 | 410

Ground Line

Proposed
Ground Line

Existing Ground Line

Est. Pile Tip El 410.0

Pier R4-8 | Pier R4-7 | Pier R4-6 | Pier R4-5 | Pier R4-4 | Pier R4-3 | Pier R4-2 | Pier R4-1

ELEVATION
(Developed View)

Curve Data	①	②	③
D	12° 50' 18.43"	16° 36' 26.90"	4° 00' 00.00"
Δ	13° 19' 40.80"	46° 51' 47.80"	14° 23' 10.40"
R	446.283'	345.000'	1432.394'
T	52.142'	149.521'	180.778'
L	103.813'	282.182'	359.656'
E	3.036'	31.007'	11.363'
P.I.	11+15.111	9+30.308	6+01.910
SE	0.058 ft/ft	0 to 0.058 ft/ft	0.046 to 0 ft/ft

UNIT R4-II
2 Continuous Spans - 59'-5 7/16", 59'-5 7/16" = 118'-11 3/16"

61'-5 7/16"

61'-5 7/16"

UNIT R4-I
3 Continuous Spans - 63'-4 1/2", 71'-0", 60'-10 1/4" = 195'-2 3/4"

63'-4 1/2"

71'-0"

60'-10 1/4"

℄ Suspender

℄ Suspender

2'-0"

2'-0"

N 77° 33' 12.2" W

UNIT R4-III
3 Continuous Spans - 71'-3", 90'-0", 71'-3" = 232'-6"

71'-3"

90'-0"

S 55° 35' 00.0" W

+01.719

+40.253

+78.787

+15.412

+44.412

+83.558

S 88° 03' 37.4" W

℄ Pier R4-6

℄ Pier R4-5

℄ Pier R4-4

℄ Pier R4-3

℄ Pier R4-2

℄ Pier R4-1

℄ Bearing 47 W.B.

P.R.C. Sta 7+80.787

Match Line (I64-WB)
Sta 5+83.558
See Plans A & B
Dwgs. No. 18572 & 18573

Pt of Min Vert Cl
I-64 WB

Outline of
Structure Above

Illinois Central R.R.

Match Line (Sh. C9)
Sta 11+34.219

71'-3"

+62.969

Existing Floodwall

℄ Pier R4-7

℄ I-64 WB (Under)

℄ I-64 EB (Under)

P.C.C.
Sta 10+62.969

Pt of Min Vert Cl
I-64 EB

+34.219

℄ Pier R4-8

S 42° 15' 12.2" W

P.T.
Sta 11+66.782

For additional topo of area
see Main Line Layout
Sheets A8 & A9 Drawing
No. 18572

PLAN

Ramp Nº 4 Sta. 5+83.558 to 11+34.219
For Notes see Sheet Nº C2

LAYOUT

DESIGNED BY _____ DATE _____ CHECKED BY RBS DATE 10/68
DETAILED BY JAP 68 DATE _____ CHECKED BY LAD DATE 3-71
TRACED BY _____ DATE _____

REVISED _____ DATE _____
REVISED _____ DATE _____
REVISED _____ DATE _____

SHEET C8

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD
SP 56-273-IIL
STATION 208+08
PROJECT NO. I64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

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

P.V.I. Sta. 13+75.000
El. 522.51
500' V.C.

P.V.T. Sta. 16+25.000
El. 507.681

-5.932%

+6.000%

P.V.C. Sta. 11+25.000
El. 507.510

Match Line Sta. 17+07.750

Span R4-14 | Span R4-13 | Span R4-12 | Span R4-11 | Span R4-10 | Span R4-9

Match Line Sta. 11+34.219

530
520
510
500
490
480
470
460
450
440
430

Exp. Dam

High Strength Aluminum Handrail. See Std. Drwg. H117, current ed.

to Jefferson Street

Light Standard with Mercury Vapor Luminaire (Typical)

Exp. Dam

Top of Plinth

Exp. Dam

E E

F

16'-3" Min. Clr.
23'-3¼" Actual

Ramp # 3

E E

16'-3" Min. Clr.
18'-4½" Actual

Ramp # 1

F Bottom of Girder

F

E E

Ground Line

Pier R4-14

Pier R4-13

Est Pile Tip El 420.0
(Piers R4-11 to R4-14)

Pier R4-12

Pier R4-11

Pier R4-10
Est Pile Tip El 418.0

Pier R4-9
El 416.0

Pier R4-8
El 410.0

ELEVATION
(Developed View)

Future Washington Street Cut-Thru

Curve Data ①
Δ = 40° 21' 54.00"
D = 6° 30' 00.00"
R = 881.474'
T = 324.014'
E = 57.664'
L = 621.000'
PI = 15+38.442
SE = 0.039 ft/ft

Match Line (Sh. C10) Sta. 17+07.750

S 1° 53' 25.2" W

101'-3"

3 Continuous Spans - 101'-3", 140'-0", 101'-3" = 342'-6"

140'-0"

15'-0"

30'-0"

60'-0" Pavement

℄ Main Street

℄ Ramp # 3 (Under) (See Sh. C7)

S 42° 15' 19.2" W

℄ Suspender

2'-0"

UNIT R4-IV
3 Continuous Spans - 68'-6 3/16", 90'-0", 68'-6 3/16" = 227'-0 3/8"

70'-6 3/16"

90'-0"

70'-6 3/16"

℄ Suspender

2'-0"

Station Equation
Ramp 4 Sta. 13+63.828 = Ramp 1 Sta. 18+71.270

Station Equation
Ramp 4 Sta. 15+23.503 = Ramp 3 Sta. 11+55.985

℄ Main St Sta 3+19.508
℄ Ramp # 4 Sta 15+58.182

℄ Pier R3-6

℄ Pier R1-4

Pt of Min Vert Cl Ramp # 1

℄ Ramp # 4

+94.734

+04.734

+65.250

+66.500

+06.500

+07.750

+34.219

℄ Pier R3-7

℄ Pier R4-12

℄ Pier R3-3

℄ Pier R4-11

Outline of Structure Above

℄ Pier R4-10

℄ Pier R4-9

℄ Pier R4-8

P.C. Sta 12+14.428

P.T. Sta 11+66.782

Match Line (Sh. C8) Sta 11+34.219

Pt of Min Vert Cl Ramp # 3

℄ Pier R4-13

℄ Pier R3-8

℄ Pier R1-2

℄ Ramp # 1 (Under) (See Sheet C9)

℄ Pier R2A-1

℄ Pier R2A-2

℄ Ramp # 2A

℄ Pier R2A-3

(See Sh. C6)

℄ Pier R2A-4

℄ Pier R2A-5

℄ Pier R1-2

PLAN

Ramp № 4 Sta. 11+34.219 to 17+07.750
For Notes see Sheet № C2

LAYOUT

DESIGNED BY: JAP DATE:
DETAILED BY: JAP DATE: 10/66 REVISED:
TRACED BY: DATE: 3-67 REVISED:
CHECKED BY: R.B.S. DATE:
CHECKED BY: L.A.D. DATE:

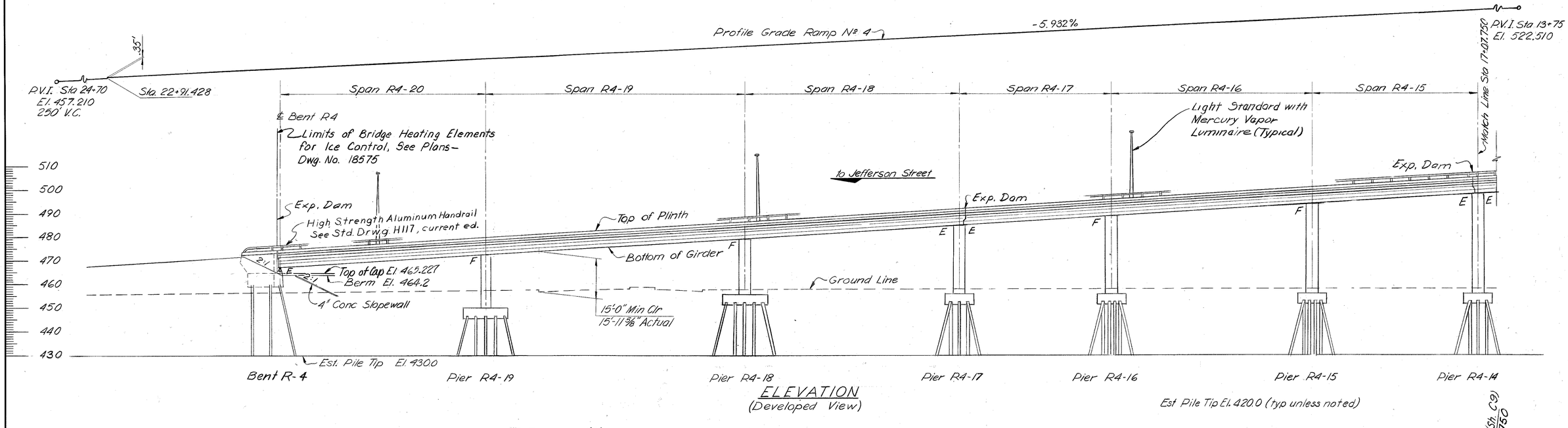
SHEET C9

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD

STATION 208+08 PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

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



Ramp Nº 4 Sta. 17-07.750 to 22+17.500
For Notes see Sheet Nº C2

SHEET C10

DESIGNED BY _____ CHECKED BY _____ DATE _____ REVISED _____
DETAILED BY VAD 68 CHECKED BY RBS DATE 3/68 REVISED _____
TRACED BY _____ CHECKED BY LAD DATE 3-71 REVISED _____

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

COUNTY OF
JEFFERSON

I64-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON ROAD

SP 56-273-11L

STATION 208+08 **PROJECT NO.** I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

LETTING DATE

P.T. (Ramp 1) 29+04.599
S 71°-22'-19.7" E
W.P. R1-17
W.P. R1-16
W.P. R1-15
129.690'
59.685'
60.386'
5.37'
31.927'
61.250'
90°-24'-51.1"
P.O.T. (Mainline) 203+46.356
96°-30'-12.7"
102°-31'-04.2"
13.932'
10.326'
10.335'
67.109'
W.P. R1-14
72.778'
S 50°-40'-41.4" E
113°-12'-44.2"
52.933'
100°-11'-52.7"
57.672'
139°-43'-15.7"
52.50'
100°-42'-04.9"
W.P. R1-13
W.P. R1-12
W.P. R1-11
W.P. R1-10
W.P. R1-9
54.010'
53.819'
73.923'
30.410'
113°-50'-18.5"
3.698'
69.953'
℄ Mainline FAI-64
N 37°-33'-31.00" W
P.C. (E.B.) 208+56.014
220.932'
118.156'
55.082'
55°-44'-21.0"
14.411'
S 76°-44'-46.5" E
303.480'
W.P. R4-6
24.641'
60°-06'-32.9"
3.956'
79°-19'-01.4"
20.756'
89°-06'-46.3"
20.374'
86°-34'-40.3"
20.805'
83°-44'-16.3"
34.954'
81°-16'-25.3"
43.281'
P.R.C. (Ramp 4) 7+80.787
P.C. (Ramp 4) 4+21.131
℄ Ramp No. 4
23.000'
57.250'
MATCH POINT A
P.C. (W.B.) 207+84.805
℄ Ramp No. 3
S 53°-33'-51.60" E
82°-03'-20.4"
84°-57'-57.5"
1.355'
16.627'
N 00°-15'-56.00" E
75°-03'-11.8"
N 55°-35'-00.00" E
92.099'
54.828'
61.506'
57.655'
64.636'
72.833'
63.827'
176.360'
W.P. R4-5
W.P. R4-4
W.P. R4-3
W.P. R4-2
W.P. R4-1
W.P. 47 (R4)
2.082'
P.I. (Ramp 4) 15+38.442
Main Street
N 81°-06'-31.00" W
P.O.C. (Ramp 4) 15+58.182
P.O.T. (Ramp 3) 6+00.000
23.000'
57.250'
89.234'
W.P. R1-8
P.I. (Ramp 4) 11+15.111
P.C.C. (Ramp 4) = W.P. R4-7
P.T. (E.B.) 218+15.396
P.T. (W.B.) 218+86.605
58.250'
P.O.T. (Ramp 2) 11+50.000
℄ I 64 WB
℄ I 64 EB
N 84°-03'-58.00" E
P.C. (Ramp 3) 6+88.000
W.P. R4-13
89.796'
30.587'
75°-07'-10.8"
105.639'
W.P. R4-14
9.328'
81°-42'-03.3"
68.558'
W.P. R4-15
2.041'
86°-06'-16.8"
60.021'
W.P. R4-16
25.574'
P.C.C. (Ramp 4) 18+35.428
88°-58'-37.7"
0.228'
W.P. R4-17
67.880'
86°-16'-01.7"
3.045'
N 1°-53'-25.20" E
92.146'
W.P. R4-18
82°-37'-01.7"
44.345'
11.974'
P.I. (Ramp 4) 20+65.374
Market Street
S 81°-11'-05.00" E
P.O.C. (Ramp 4) 20+75.432
67.830'
9.145'
W.P. R4-19
83°-32'-34.3"
88.121'
N 16°-20'-58.80" W.
1.910'
87°-02'-34.3"
W.P. R4
73.994'
P.T. (Ramp 4) 22+91.428
53.093'
78.154'
35.316'
W.P. R3-2
W.P. R1-7
57°-31'-37.9"
P.I. (Ramp 3) 8+35.000
12.495'
73°-22'-37.9"
61.473'
W.P. R3-3
1.277'
84°-36'-00.0"
P.T. (Ramp 3) 9+59.636
58.447'
W.P. R3-4
27.080'
W.P. R4-11
80°-11'-47.7"
W.P. R1-5
71.782'
W.P. R4-10
60.529'
84°-46'-40.4"
W.P. R4-9
W.P. R1-6
S 00°-45'-46.40" W
106.865'
W.P. R3-5
15.062'
W.P. R3-6
W.P. R1-3
N 42°-15'-19.20" E
W.P. R4-12
64.838'
MATCH POINT A
P.I. (Ramp 4) 15+38.442
Main Street
P.O.C. (Ramp 4) 15+58.182
W.P. R4-13
89.796'
30.587'
75°-07'-10.8"
N 1°-53'-25.20" E
W.P. R3-7
W.P. R1-2
57.312'
67.519'
73°-36'-55.2"
79°-41'-50.4"
R3-8
R1-1
℄ Ramp No. 4
R3
R1
90°00'00"
18.363'
13.621'
P.O.T. (Ramp 3) 11+90.229
P.C. (Ramp 2A) 4+91.964
℄ Ramp No. 2A
N 81°-06'-31.00" W
P.O.T. (Ramp 1) 16+84.003
35.039'
W.P. R4-8
3.662'
19.552'
85°-49'-09.8"
1.191'
P.T. (Ramp 4) 11+66.782
P.C. (Ramp 4) 12+14.428
W.P. R2A-6
45.593'
62.322'
60°-33'-51.5"
W.P. R2-3 (LT)
104°-10'-50.5"
50.536'
21.495'
29.645'
6.886'
26.497'
P.R.C. (Ramp 2) 7+19.464
73.344'
W.P. R2-3 (RT)
114°-15'-44.4"
W.P. R2A-5
46.125'
29.323'
60°-42'-27.1"
41.462'
W.P. R2A-4
64.315'
41.085'
3.653'
34.377'
W.P. R2-2
51.512'
94°-26'-51.1"
76°-32'-07.8"
W.P. R2A-3
54.161'
56.880'
W.P. R2-1
71°-31'-45.2"
84°-36'-00.0"
61.958'
W.P. R2
4.610'
128°-02'-48.6"
W.P. R2A-2
59.434'
W.P. R2A-1
2.554'
P.C.C. (Ramp 2) 3+77.064
9.019'
170.327'
79°-54'-00.0"
N 58°-48'-44.4" E
29.437'
P.R.C. (Ramp 2) 7+19.464
To P.C. (W.B.) 207+84.804
To P.T. (W.B.) 218+81.241
℄ Ramp No. 2
℄ Ramp No. 1
℄ Ramp No. 2A
W.P. R2-4
W.P. R2-5
W.P. 45 E.B.
34.495'
18.592'
42.611'
53.960'
420.015'
N 84°-03'-58.00" E
103°-41'-09.0"
103°-41'-09.0"
32.36'
25.406'
10.925'

MISC. CONTROL POINTS

	Coordinates
Mainline	
△ P.I. 213+54.480	N 79, 722.4385
	E 65, 125.4123
Ramp No. 1	
△ P.C. 21+36.249	
△ P.R.C. 26+51.242	
Ramp No. 2A	
△ P.I. 5+99.967	
△ P.C.C. 7+05.464	
△ P.I. 8+63.915	
△ P.T. 9+73.464	

NOTES:
1. P.I. Stations shown are "back-stations."
2. Bearing of line from △ to △ = N 25°-46'-53.5" E
3. Bearing of line from △ to △ = S 77°-26'-31.7" E
4. Work this sheet with LAYOUT sheets.

WORKING POINTS ALONG TANGENTS

Ramp 1: R1 = 15+66.273
R1-1 = 16+31.373
R1-2 = 17+36.973
R1-3 = 18+22.973
R1-4 = 18+73.973
R1-5 = 19+43.973
R1-6 = 19+94.973
R1-7 = 20+76.223

Ramp 3: R3-5 = 10+04.636
R3-6 = 10+60.750
R3-7 = 11+42.000
R3-8 = 12+42.000
R3 = 13+19.500
Ramp 4: R4-9 = 12+04.734

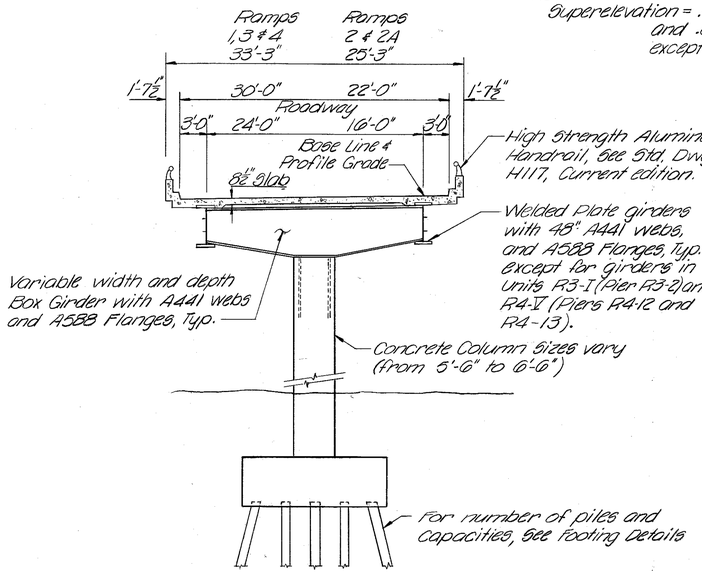
SHEET C11

RAMP CONTROL LAYOUT

DESIGNED BY: LAD	CHECKED BY: ESM	DATE: 4-70	REVISED:
DETAILED BY: W.E.S.	CHECKED BY: ESM	DATE: 4-70	REVISED:
TRACED BY: —	CHECKED BY:	DATE:	REVISED:

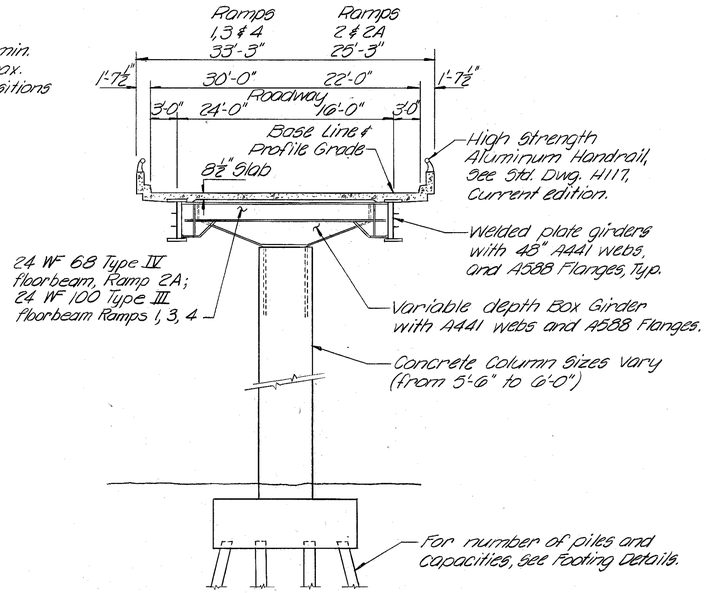
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
SP 56-273-11L
STATION 208+08 P. E. PROJECT NO. I 64 - 2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

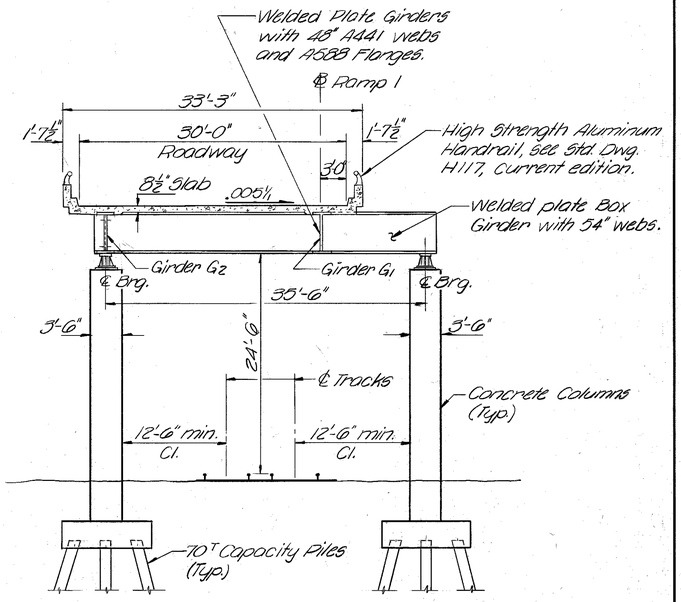


TYPICAL FIXED PIER
(Looking Upstation)

Note:
Superelevation = .0156% min. and .06% max. except @ transitions

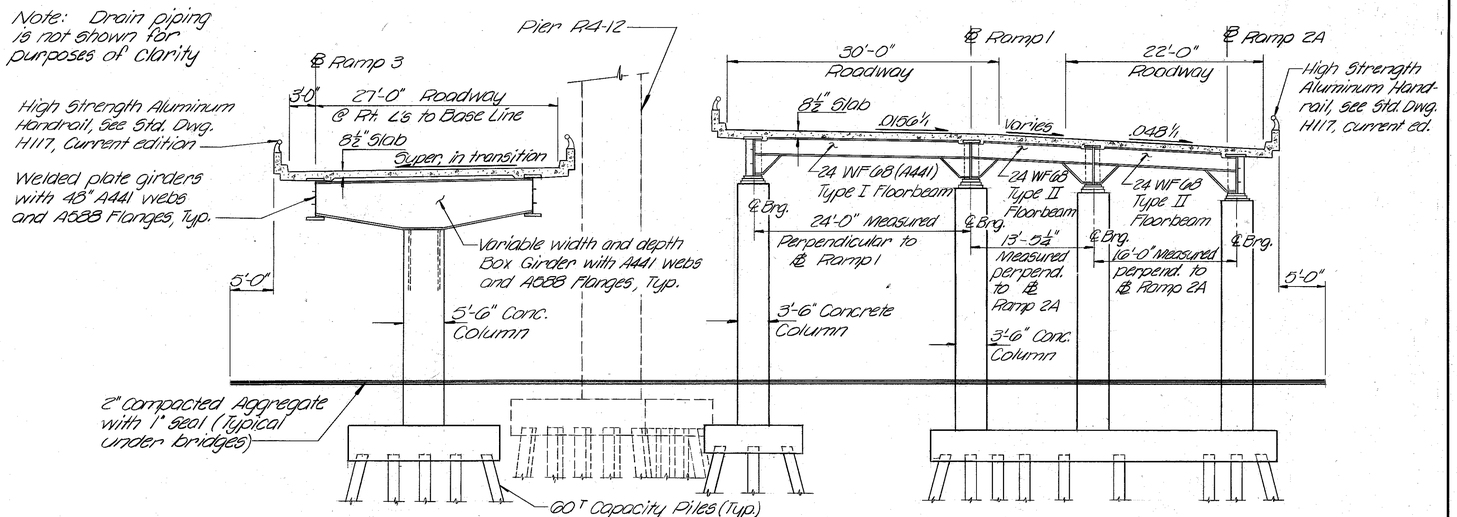


TYPICAL EXPANSION PIER
(Looking Upstation)



SECTION THRU RAMP I AT PIER R1-15
(Looking West)

Note: Drain piping is not shown for purposes of clarity



SECTION THRU RAMPS 3, 4, 1 & 2A NEAR MAIN ST.
(Looking North)

TYPICAL SECTIONS

SHEET C12

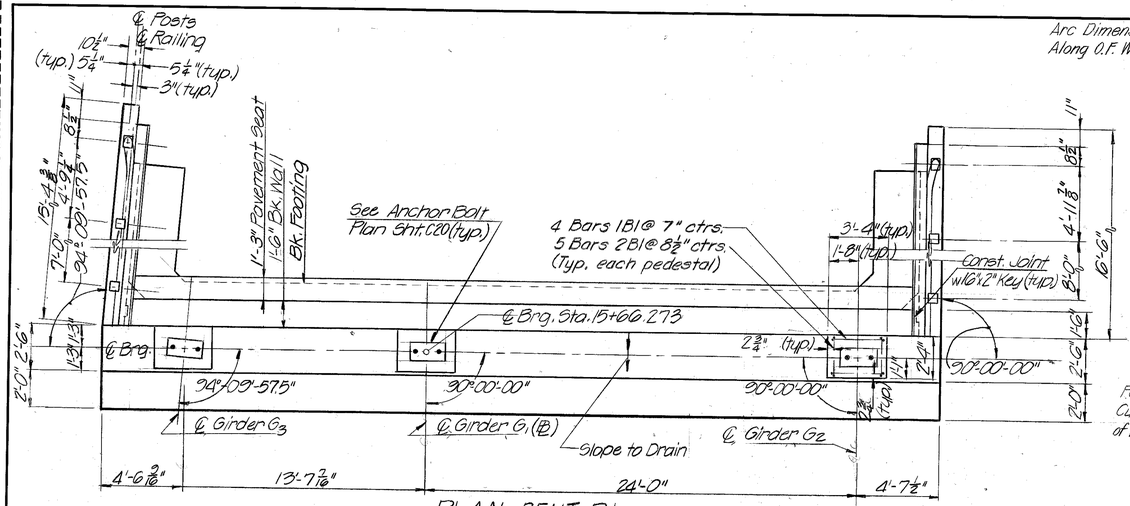
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 P. E. PROJECT NO. I 64-2(35)13

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

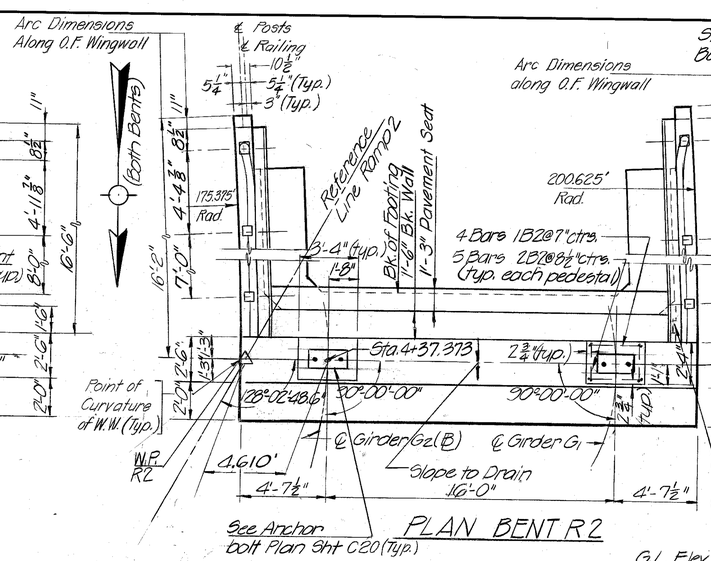
LETTITG DATE

DESIGNED BY JLH	CHECKED BY	DATE 8-71	REVISED	DATE	REVISED
DETAILED BY THB/LGZ	CHECKED BY	DATE 8-71	REVISED	DATE	REVISED
TRACED BY	CHECKED BY	DATE	REVISED	DATE	REVISED

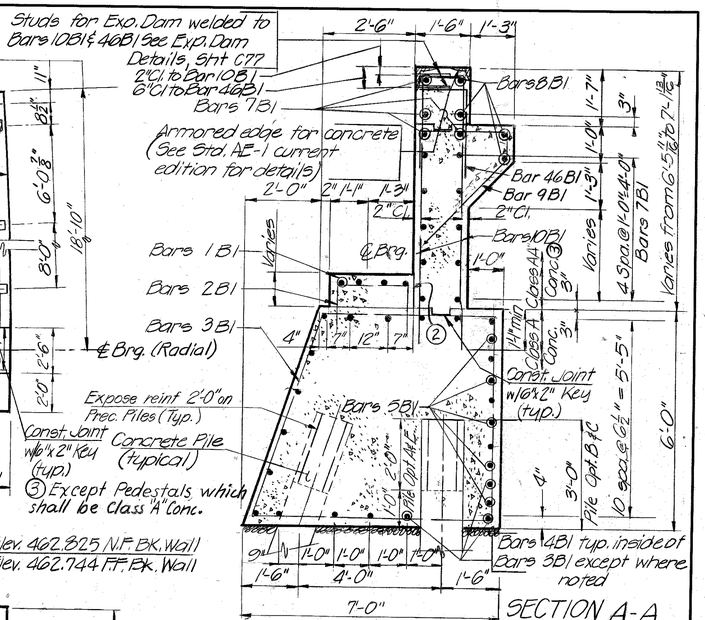
LETTING DATE

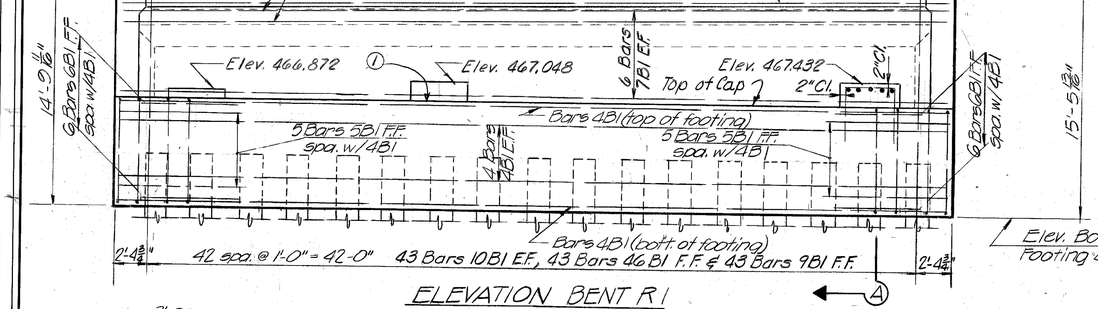


PLAN BENT R1

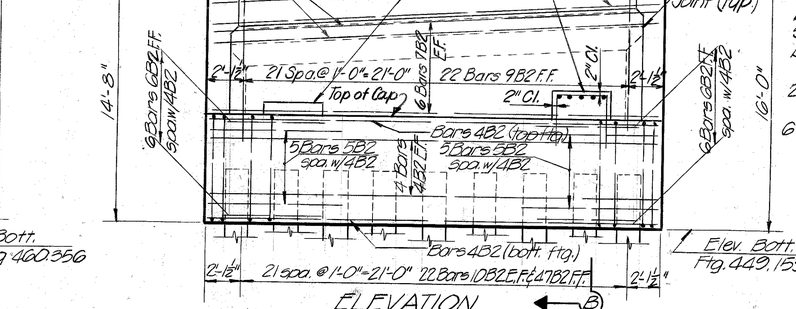


PLAN BENT R2

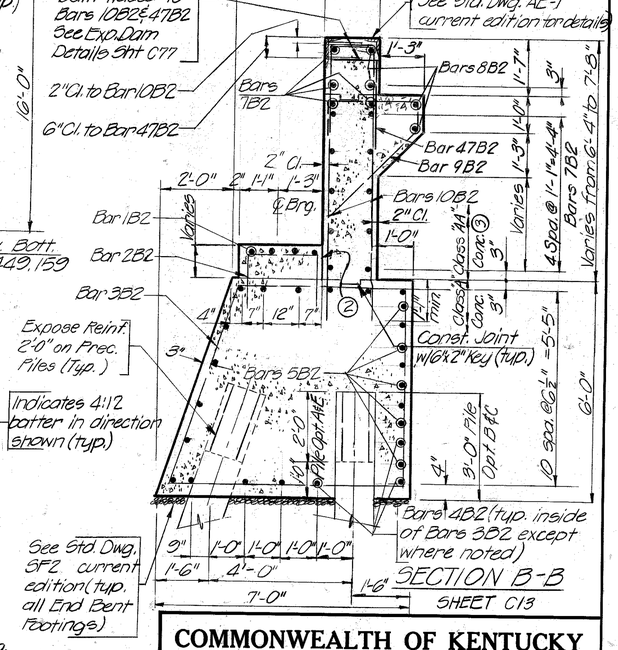


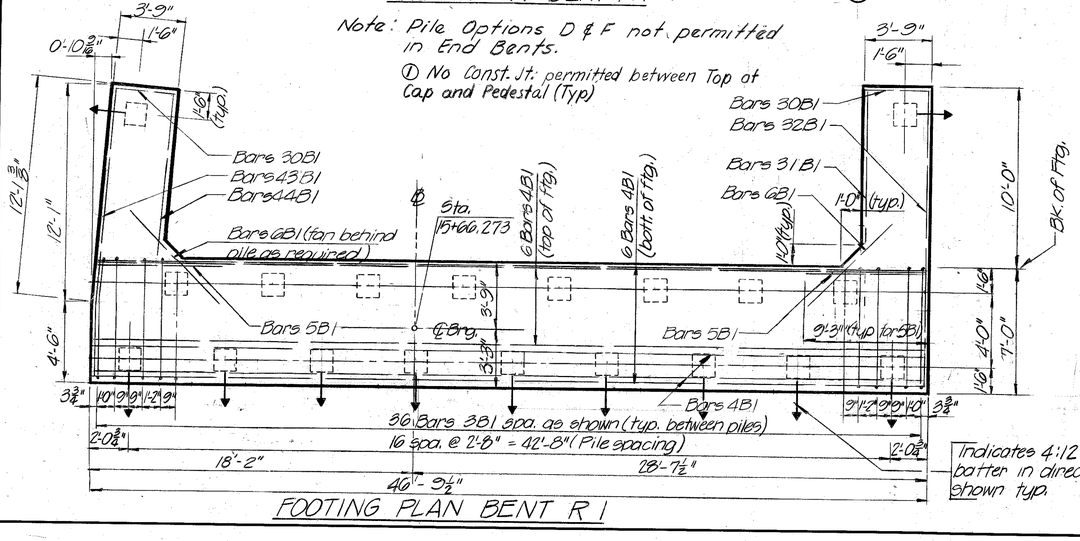


ELEVATION BENT R1

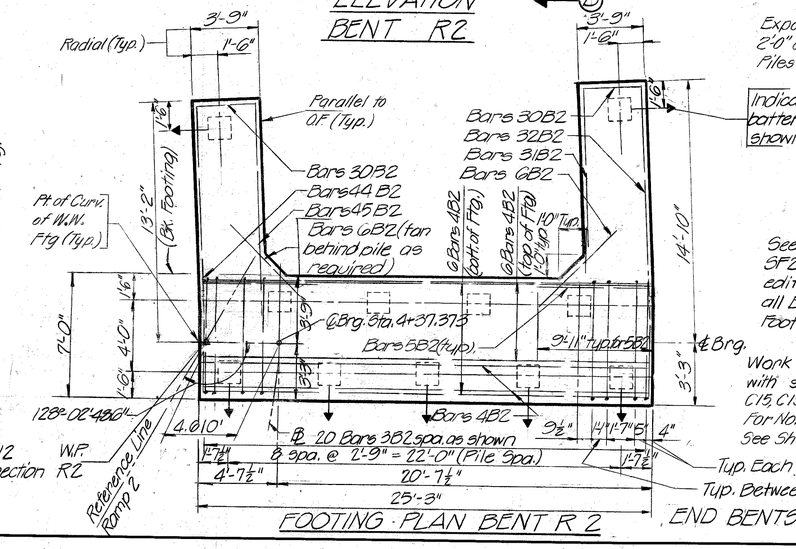


ELEVATION BENT R2





FOOTING PLAN BENT R1



FOOTING PLAN BENT R2

END BENTS R1 & R2

DESIGNED BY PAL CHECKED BY ESM DATE 7/12 REVISED
DETAILED BY RMY CHECKED BY PAL ESM DATE 8/12 REVISED
TRACED BY CHECKED BY DATE REVISED

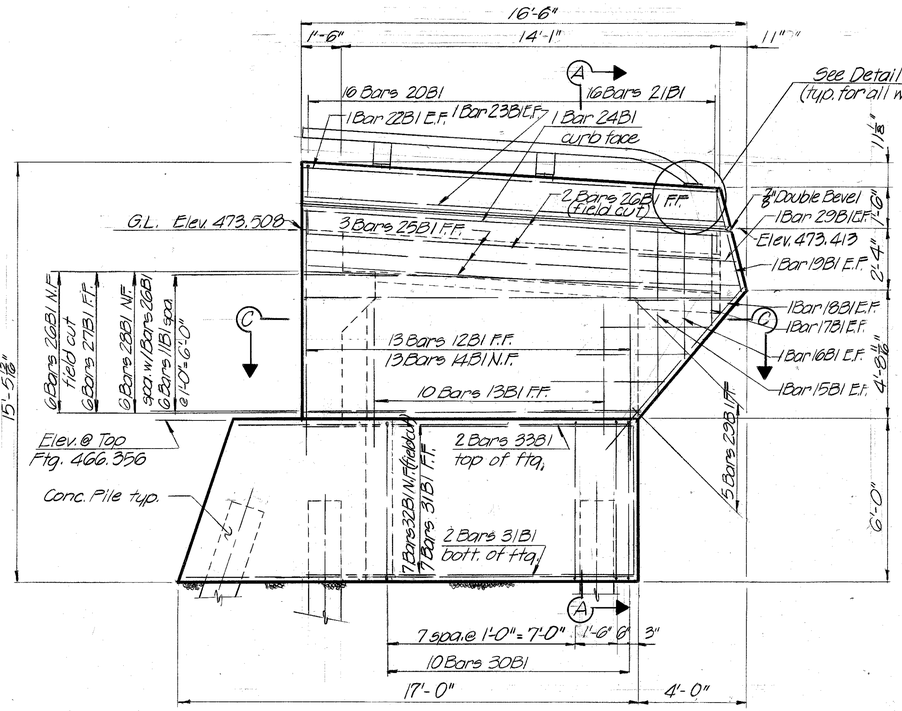
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 **P.E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

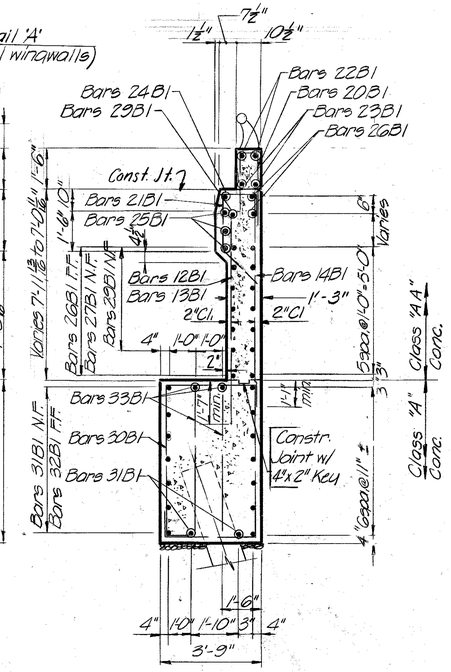
SHEET C13

LETTING DATE

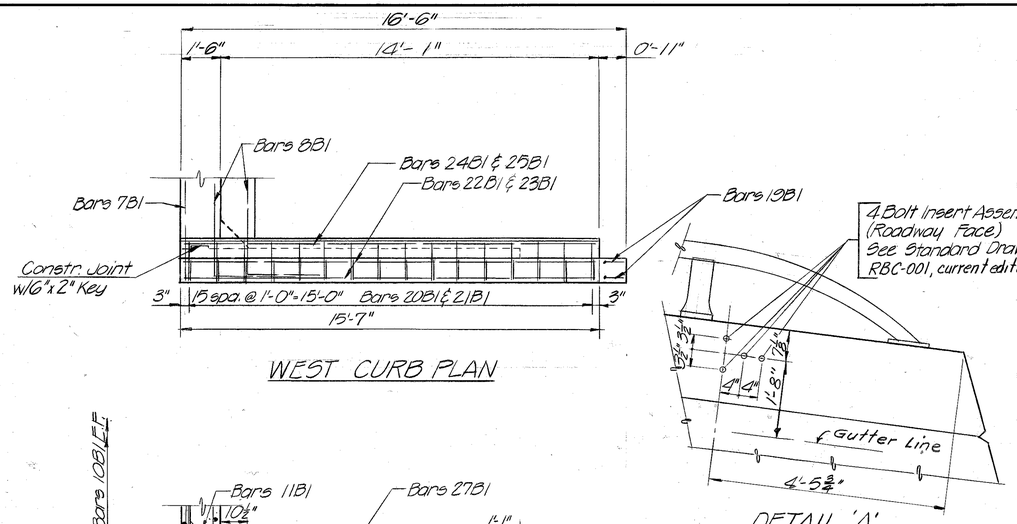
DESIGNED BY EAL CHECKED BY ESM DATE 7/10 REVISED
DETAILED BY RMY CHECKED BY ESM DATE 7/10 REVISED
TRACED BY CHECKED BY DATE REVISED



WEST WINGWALL ELEVATION BENT R1



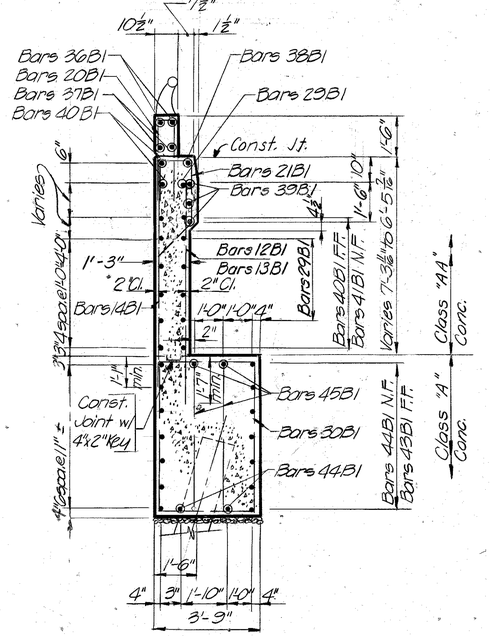
SECTION A-A



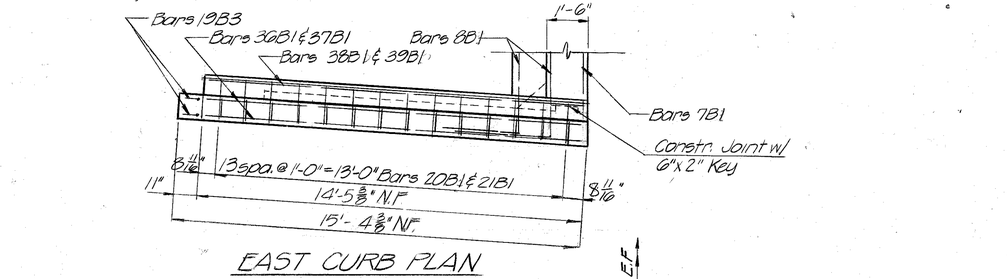
WEST CURB PLAN

DETAIL 'A'

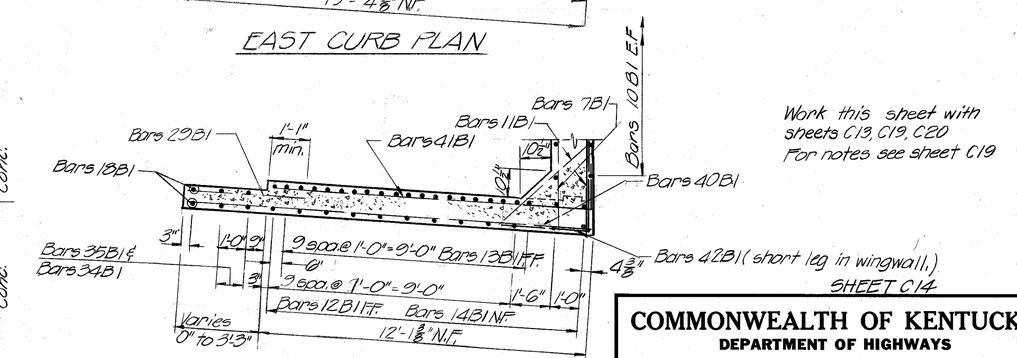
SECTION C-C



SECTION B-B

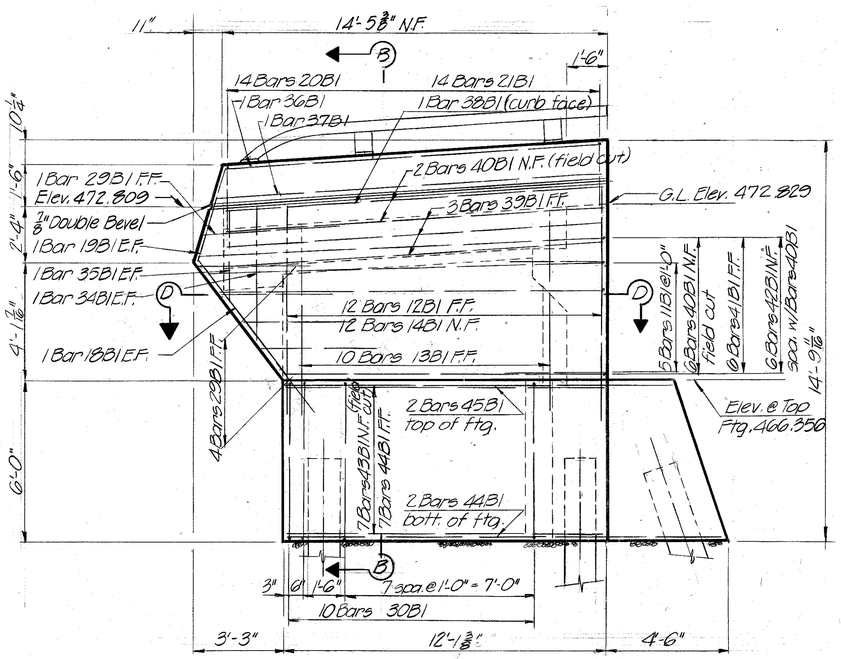


EAST CURB PLAN



SECTION D-D

Work this sheet with sheets C19, C19, C20
For notes see sheet C19



EAST WINGWALL ELEVATION BENT R1

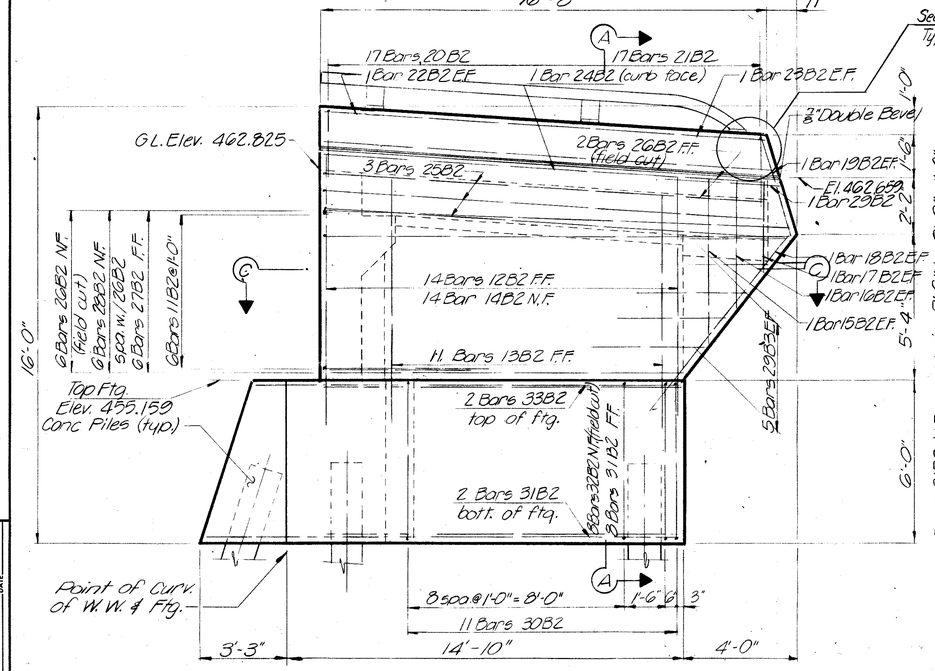
END BENT R1

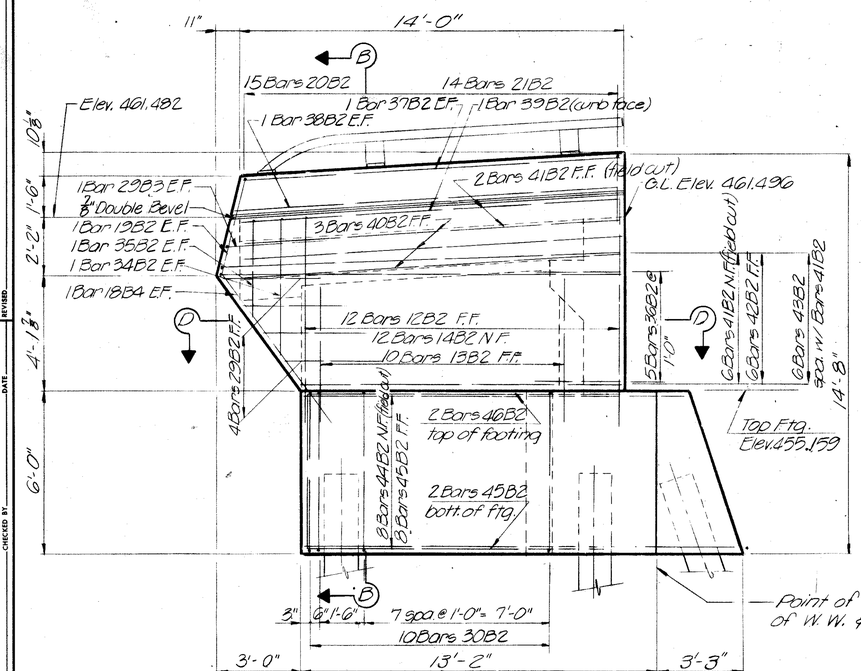
SHEET C14

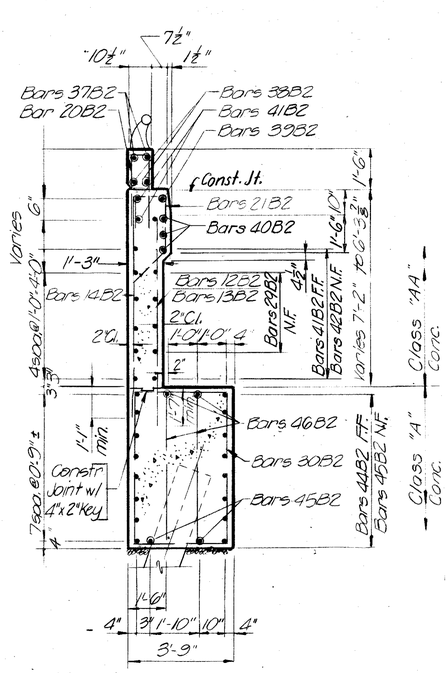
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** I 64-2(35)3

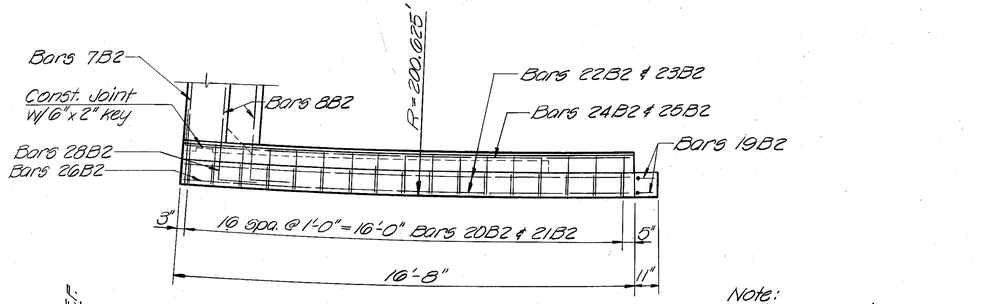
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

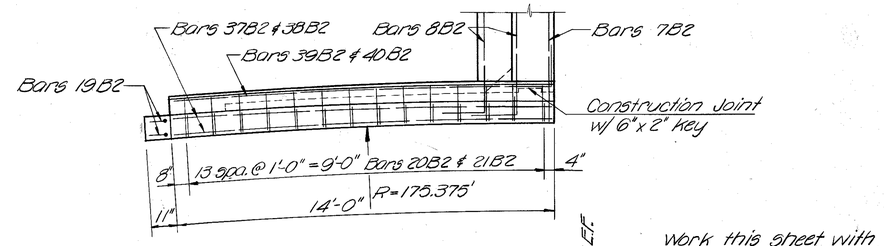




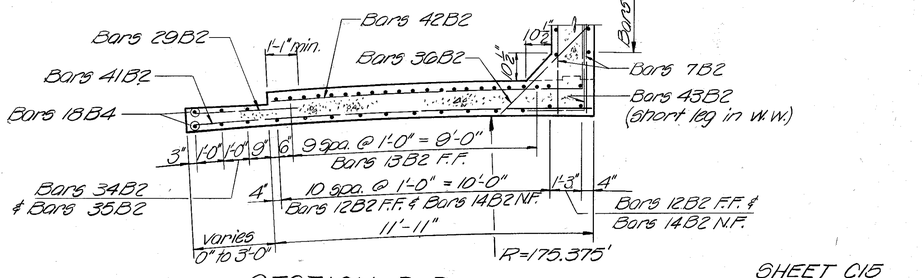




Note:
Horizontal Reinforcement Bars in Wingwalls, Bent R2, shall be field bent to curve of wingwall.



Work this sheet with sheets C13, C19, C20
For Notes see sht. C13



END BENT R2

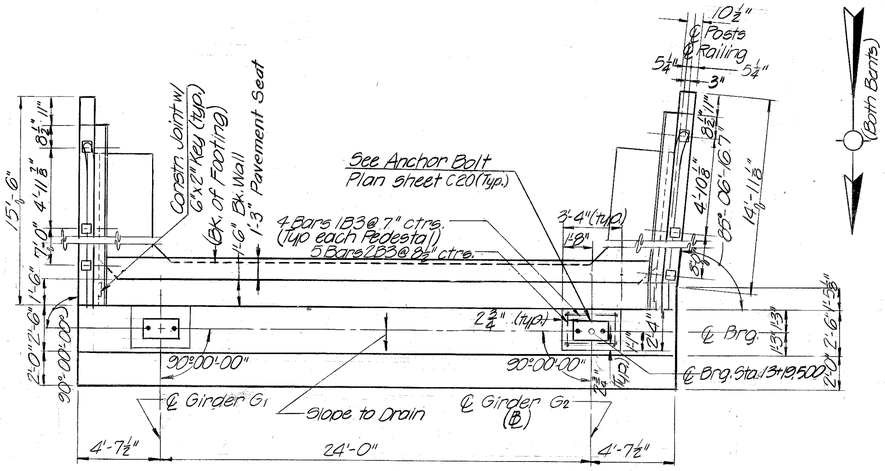
SHEET C15

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P.E. PROJECT NO. 164-2(35)3

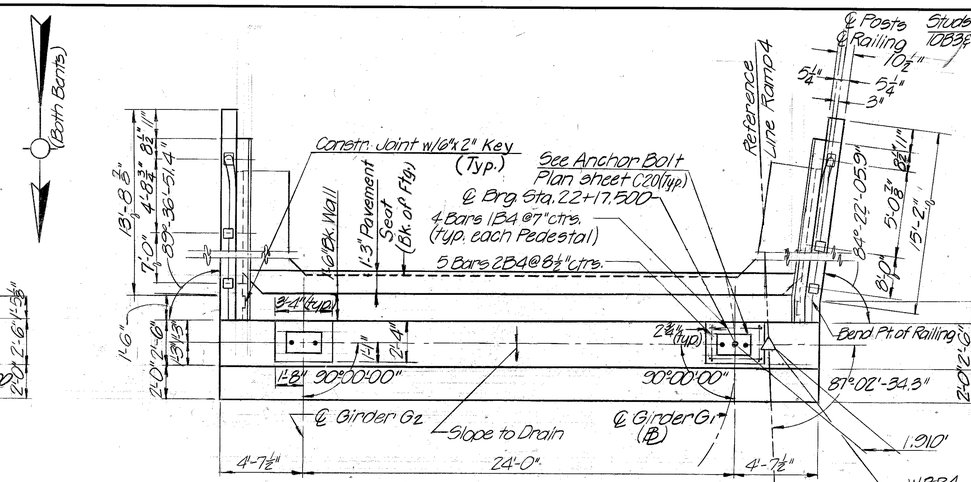
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY PAL	CHECKED BY ES.M.	DATE 7-70	REVISED
DETAILED BY RMX	CHECKED BY PAL, ES.M.	DATE 7-70	REVISED
TRACED BY	CHECKED BY	DATE	REVISED

LETTING DATE

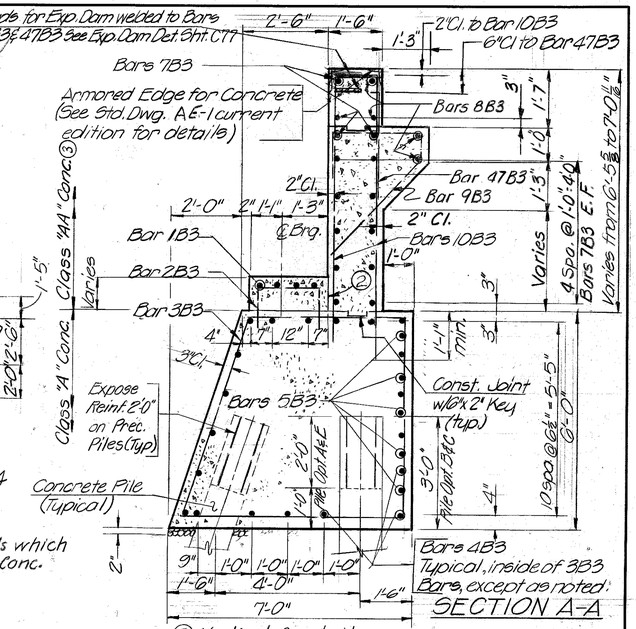


PLAN BENT R3



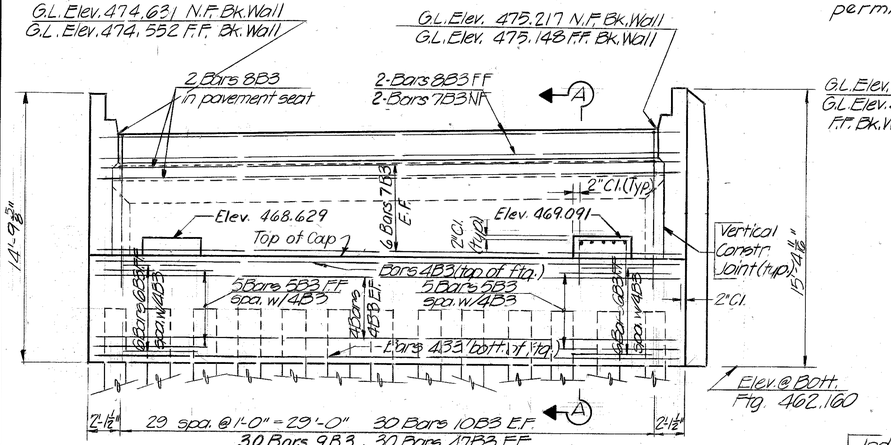
PLAN BENT R4

Note: Pile Options D & F not permitted in End Bents.

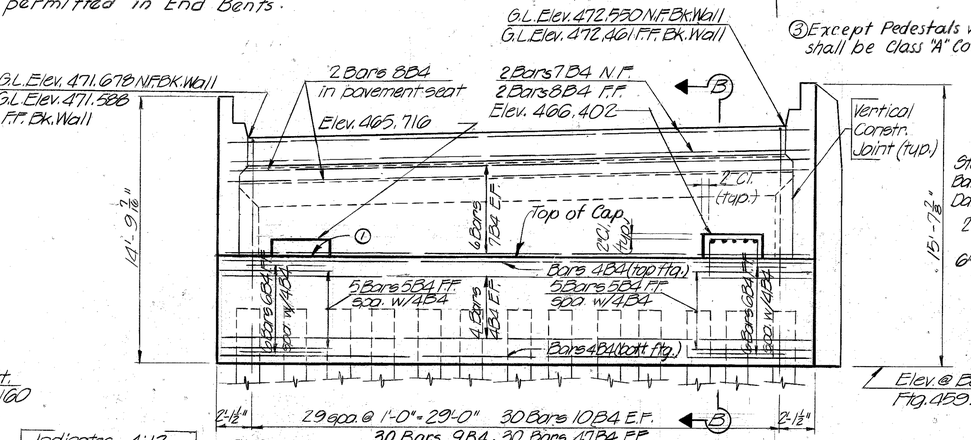


③ Except Pedestals which shall be Class "A" conc.

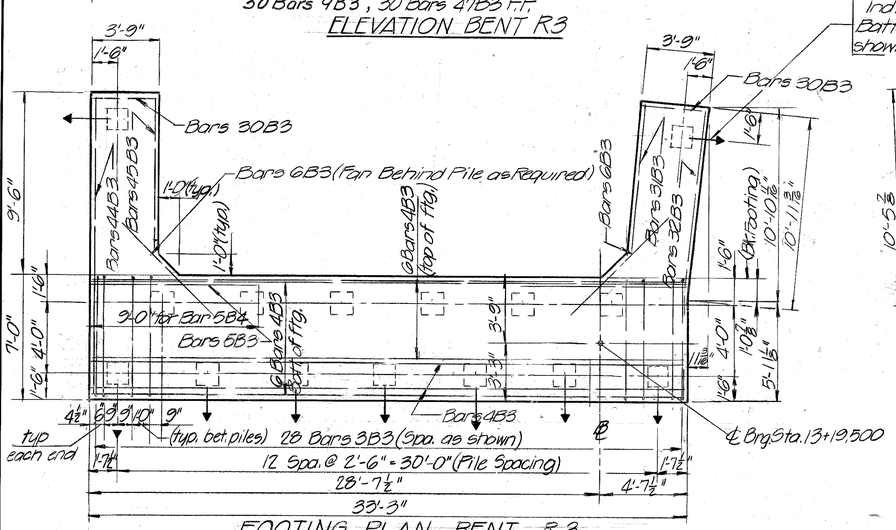
② Vertical Const. Jt.



ELEVATION BENT R3

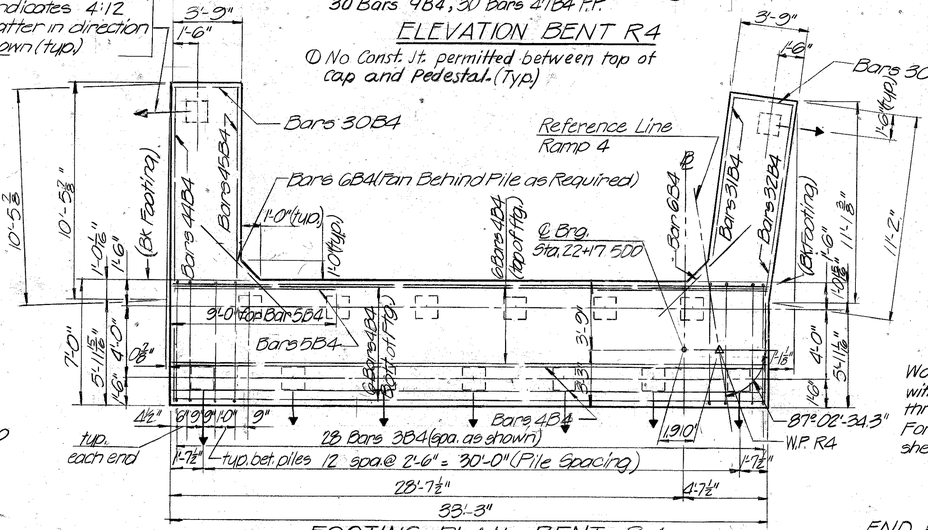


ELEVATION BENT R4

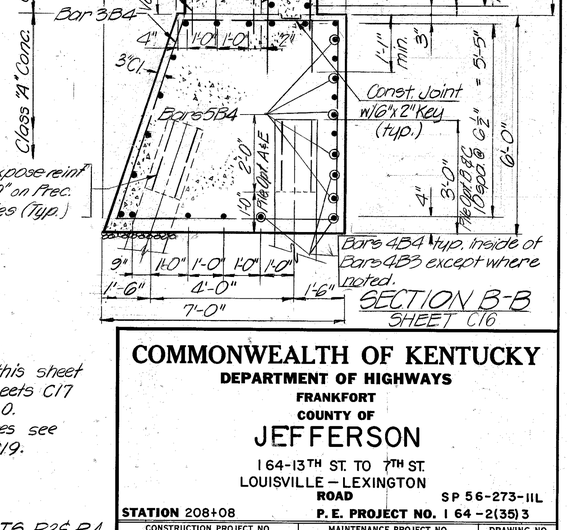


FOOTING PLAN BENT R3

① No Const. Jt. permitted between top of Cap and Pedestal. (Typ.)



FOOTING PLAN BENT R4



Work this sheet with sheets C17 thru C20. For notes see sheet C19.

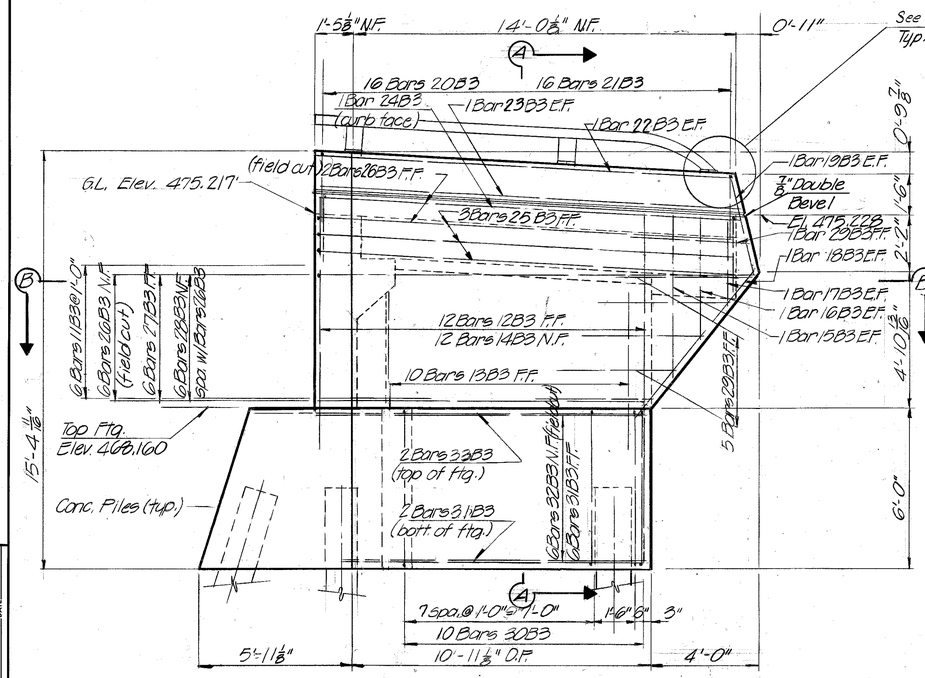
END BENTS R3 & R4

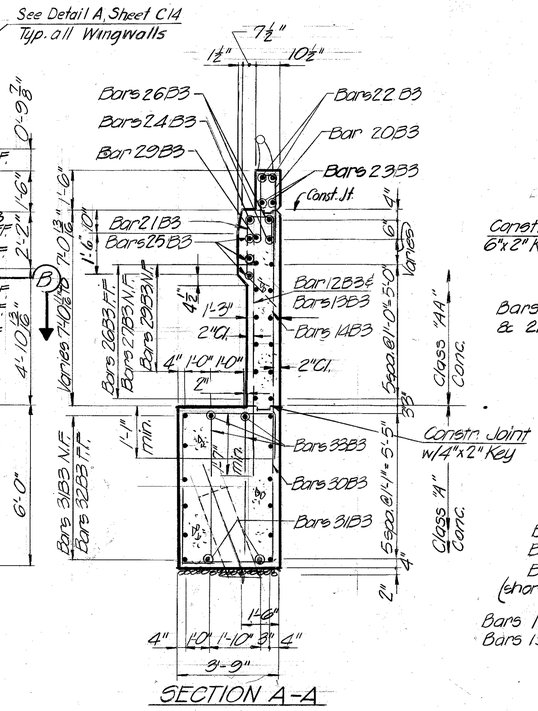
DESIGNED BY: EAL DATE: 7-70 REVISED: DATE:
DETAILED BY: RDH CHECKED BY: EAL ESM DATE: 7-70 REVISED: DATE:
TRACED BY: CHECKED BY: DATE: REVISED: DATE:

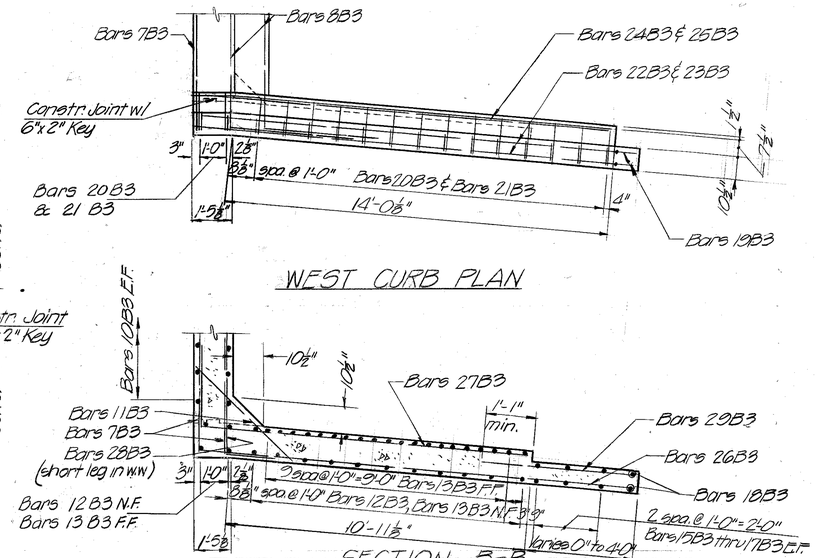
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

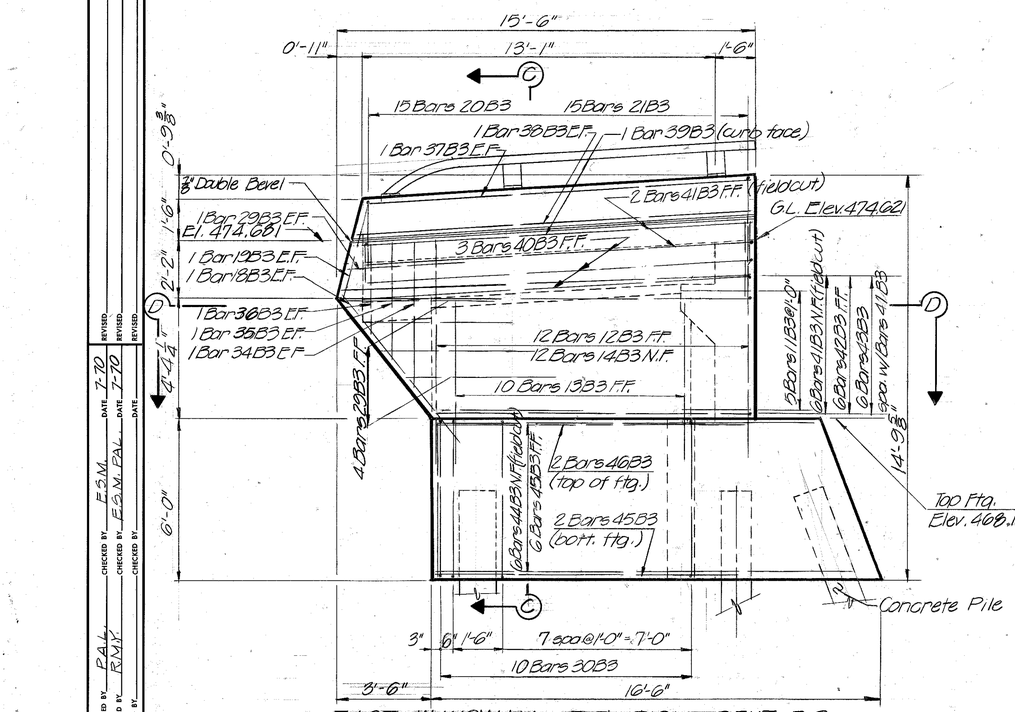
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

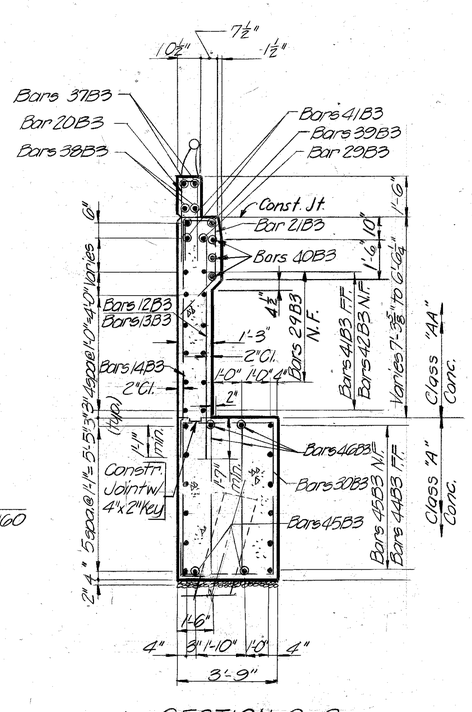
LETTING DATE

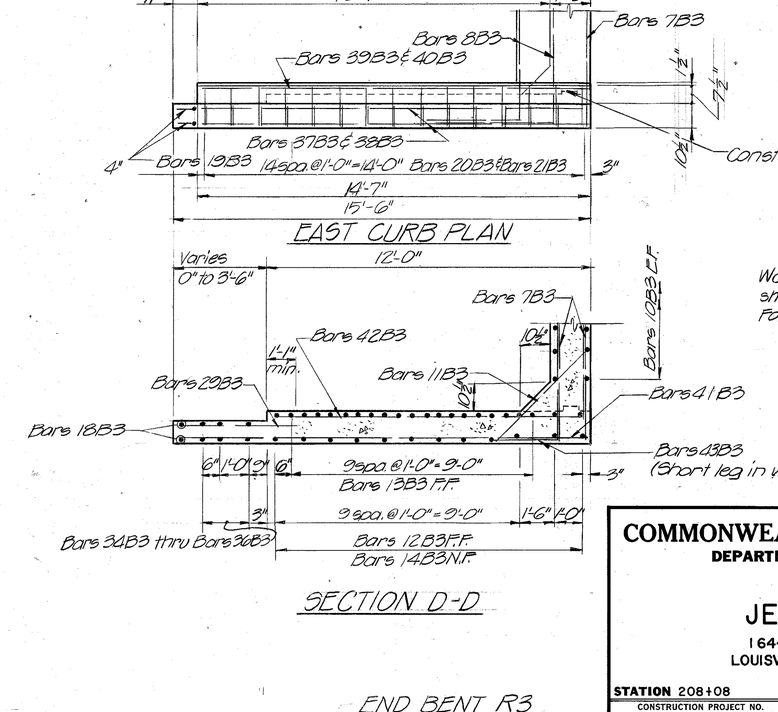












Work this sheet with sheets C16, C19, C20 For notes see sheet C19.

SHEET C17

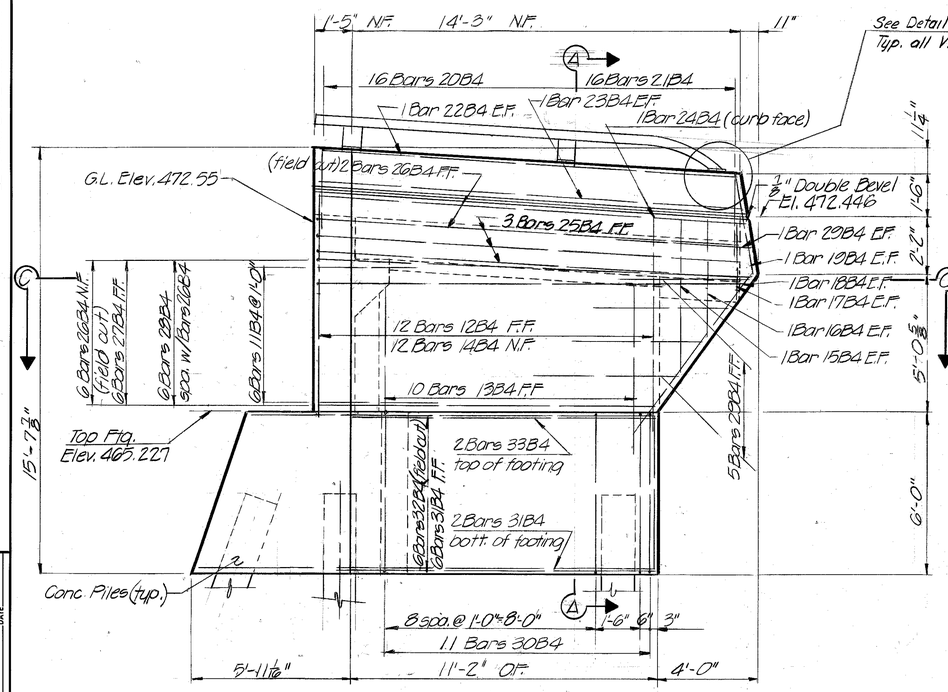
END BENT R3

DESIGNED BY	P.A.L.	DATE	7-70	REVISED
DETAILED BY	R.M.Y.	DATE	7-70	REVISED
TRACED BY		DATE		REVISED
CHECKED BY	E.S.M.	DATE		
CHECKED BY	E.S.M. PAL	DATE		
CHECKED BY		DATE		

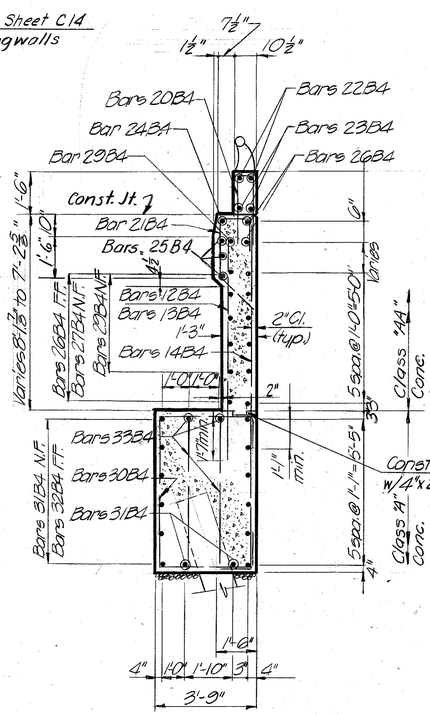
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08 **P. E. PROJECT NO.** 164-2(353) SP 56-273-11L

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

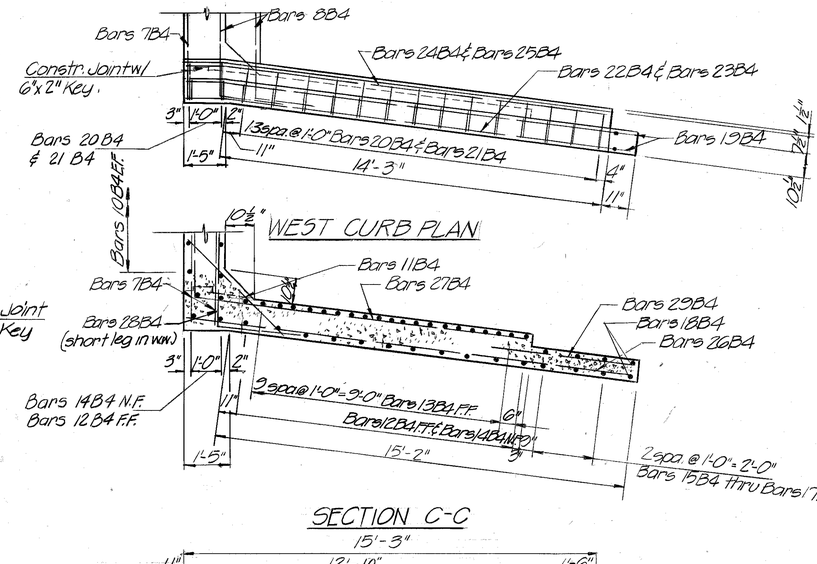
LETTING DATE



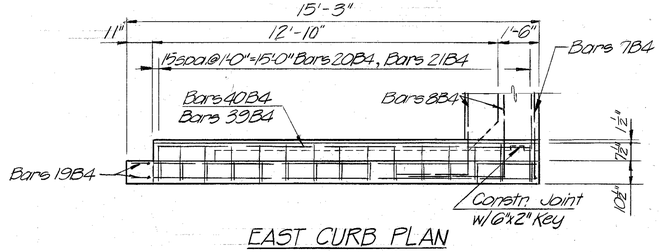
WEST WINGWALL ELEVATION BENT R 4



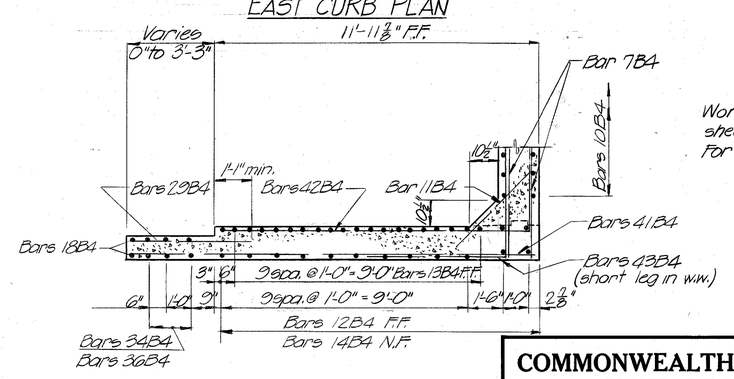
SECTION A-A



SECTION C-C

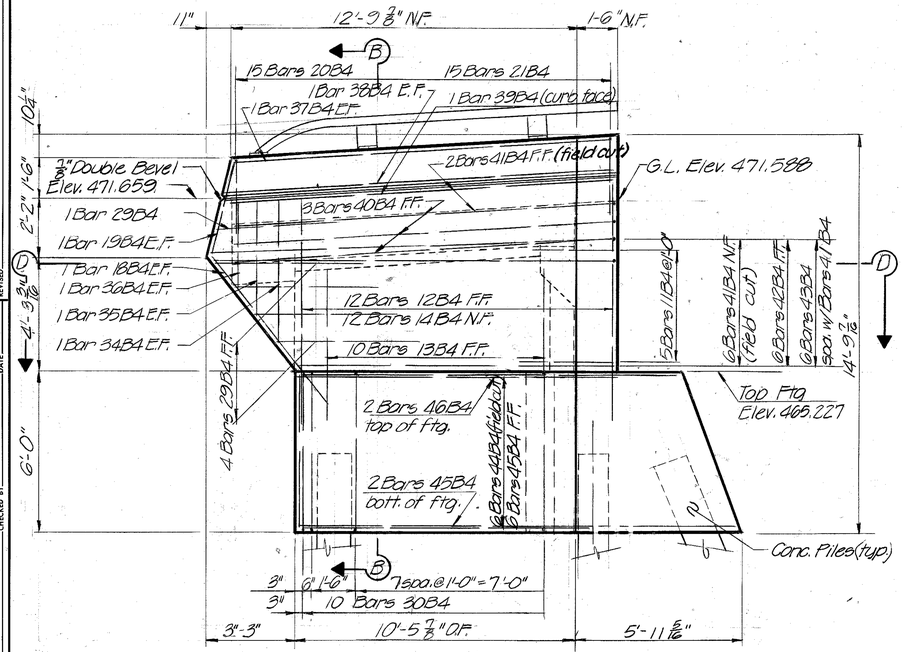


EAST CURB PLAN

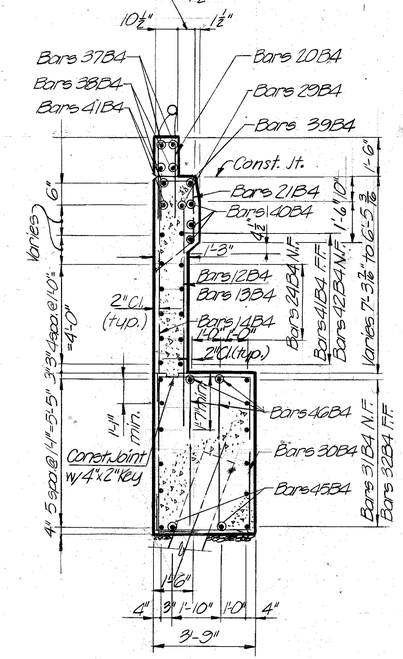


SECTION D-D

Work this sheet with sheets C16, C19, C20
For notes see sheet C19.



EAST WINGWALL ELEVATION BENT R 4



SECTION B-B

END BENT R4

SHEET C18

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY PAL CHECKED BY E.S.N. DATE 7/10
DETAILED BY RNT CHECKED BY PAL DATE 7/10
TRACED BY CHECKED BY E.S.N. DATE 7/10
REVISED
REVISED
DATE
DATE

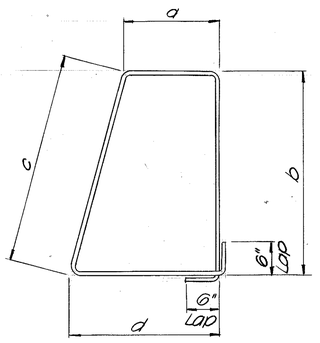
LETTING DATE

BILL OF REINFORCEMENT–END BENT R1

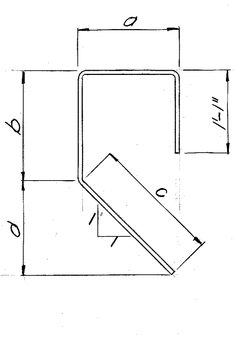
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2B1	(17)	4	15	5	6	Pedestals	2	0	1	9				
3B1	(T4)	5	36	23	5	Backwall Footing	4	6½	5	6¾	5	10½	6	5
4B1	str.	6	20	46	1	Backwall Footing								
5B1	str.	7	10	10	10	Backwall Footing								
6B1	str.	6	12	6	0	Bk.wall & Wingwall Ftg.								
7B1	str.	4	14	46	3	Backwall								
8B1	(17)	4	4	50	3	Pavement Seat & Bk.wall	46	3	2	0				
9B1	(16)	5	43	7	7	Pavement Seat & Bk.wall	2	4½	0	9	3	4½	2	4½
10B1	(21)	4	86	9	0	Backwall	8	0	1	0	0	0	1	0
11B1	str.	4	11	4	0	Backwall & Wingwalls								
12B1	str.	6	25	8	9	East & West Wingwalls								
13B1	str.	6	20	7	1	East & West Wingwalls								
14B1	str.	4	25	8	3	East & West Wingwalls								
15B1	str.	4	2	5	10	West Wingwall								
16B1	str.	4	2	4	7	West Wingwall								
17B1	str.	4	2	3	5	West Wingwall								
18B1	str.	4	4	7	1	East & West Wingwalls								
19B1	str.	4	4	3	7	East & West Wingwalls								
20B1	(17)	5	30	5	10	E. & W. Wingwalls & Plinths	0	6½	2	8				
21B1	(16)	4	30	6	3	E. & W. Wingwalls & Curbs	1	3	2	2	1	9	1	3
22B1	str.	4	2	15	2	West Plinth								
23B1	str.	4	2	15	5	West Plinth								
24B1	str.	6	1	15	2	West Curb								
25B1	(21)	6	3	17	2	West Curb	15	2	2	0	0	0	2	0
26B1	str.	4	8	16	2	West Wingwall & Curb								
27B1	(21)	4	6	14	0	West Wingwall	12	0	2	0	0	0	2	0
28B1	(21)	4	6	8	6	West Wingwall	6	6	2	0	0	0	2	0
29B1	str.	4	11	5	0	East & West Wingwalls								
30B1	(T2)	5	20	18	6	E. & W. Wingwall Ftgs.	3	3	5	6				
31B1	str.	8	9	11	10	West Wingwall Ftg.								
32B1	str.	6	7	16	6	West Wingwall Ftg.								
33B1	(21)	6	2	17	9	West Wingwall Ftg.	12	3	5	6	0	0	5	6
34B1	str.	4	2	5	1	East Wingwall								
35B1	str.	4	2	3	9	East Wingwall								
36B1	str.	4	2	14	2	East Plinth								
37B1	str.	4	2	14	5	East Plinth								
38B1	str.	6	1	14	2	East Curb								
39B1	(21)	6	3	16	2	East Curb	14	2	2	0	0	0	2	0
40B1	str.	4	8	15	0	East Wingwall & Curb								
41B1	(21)	4	6	13	6	East Wingwall	11	6	2	0	0	0	2	0
42B1	(21)	4	6	8	0	East Wingwall	6	0	2	0	0	0	2	0
43B1	(21)	6	7	16	1	East Wingwall Ftg.	11	10	4	3	0	4	4	3
44B1	str.	8	9	11	6	East Wingwall Ftg.								
45B1	(21)	6	2	17	4	East Wingwall Ftg.	11	10	5	6	0	0	5	6
46B1	(21)	4	43	3	5	Backwall	2	5	1	0	0	0	1	0

BILL OF REINFORCEMENT–END BENT R2

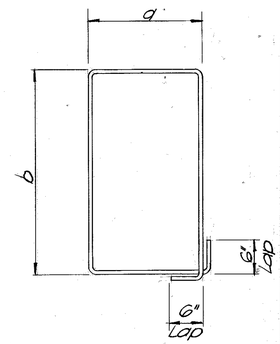
Mark	Type	Size	Number Required	Length Ft	Length In	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
1B2	(17)	4	8	7	2	Pedestal	3	0	2	1				
2B2	(17)	4	10	6	2	Pedestal	2	0	2	1				
3B2	(T4)	5	20	23	5	Backwall Footing	4	6½	5	6¾	5	10½	6	5
4B2	str.	6	20	24	9	Backwall Footing								
5B2	str.	7	10	9	8	Backwall Footing								
6B2	str.	6	12	6	0	Bk.wall & Wingwall Ftg.								
7B2	str.	4	14	24	9	Backwall								
8B2	(17)	4	4	28	9	Pavement Seat & Bk.wall	24	9	2	0				
9B2	(16)	5	22	7	7	Pavement Seat & Bk.wall	2	4½	0	9	3	4½	2	4½
10B2	(21)	4	44	9	7	Backwall	8	7	1	0	0	0	1	0
11B2	str.	4	6	3	6	Backwall & W. Wingwall								
12B2	str.	6	26	9	4	East & West Wingwalls								
13B2	str.	6	21	7	1	East & West Wingwalls								
14B2	str.	4	26	8	10	East & West Wingwalls								
15B2	str.	4	2	6	1	West Wingwall								
16B2	str.	4	2	4	8	West Wingwall								
17B2	str.	4	2	3	4	West Wingwall								
18B2	str.	4	4	7	8	East & West Wingwalls								
19B2	str.	4	4	3	6	East & West Wingwalls								
20B2	(17)	5	31	5	10	E. & W. Wingwalls & Plinths	0	6½	2	8				
21B2	(16)	4	31	6	3	E. & W. Wingwalls & Curbs	1	3	2	2	1	9	1	3
22B2	str.	4	2	16	4	West Plinth								
23B2	str.	4	2	16	7	West Plinth								
24B2	str.	6	1	16	4	West Curb								
25B2	(21)	6	3	18	3	West Curb	16	3	2	0	0	0	2	0
26B2	str.	4	8	17	3	West Wingwall & Curb								
27B2	(21)	4	6	15	1	West Wingwall	13	1	2	0	0	0	2	0
28B2	(21)	4	6	8	6	West Wingwall	6	6	2	0	0	0	2	0
29B2	str.	4	11	5	0	East & West Wingwalls								
30B2	(T2)	5	21	18	6	East & West Wingwalls	3	3	5	6				
31B2	str.	8	10	12	10	West Wingwall Ftg.								
32B2	(21)	6	8	17	7	West Wingwall Ftg.	11	9½	5	9½	5	9½	0	3¾
33B2	(21)	6	2	18	10	West Wingwall Ftg.	13	4	5	6	0	0	5	6
34B2	str.	4	2	5	0	East Wingwall								
35B2	str.	4	2	3	7	East Wingwall								
36B2	str.	4	5	4	0	Bk.wall & East Wingwall								
37B2	str.	4	2	13	8	East Plinth								
38B2	str.	4	2	13	11	East Plinth								
39B2	str.	6	1	13	8	East Curb								
40B2	(21)	6	3	15	8	East Curb	13	8	2	0	0	0	2	0
41B2	str.	4	8	14	7	East Wingwall & Curb								
42B2	(21)	4	6	13	6	East Wingwall	11	6	2	0	0	0	2	0
43B2	(21)	4	6	8	0	East Wingwall	6	0	2	0	0	0	2	0
44B2	(21)	6	8	15	11	East Wingwall Ftg.	10	2½	5	8½	5	8½	0	3½
45B2	str.	8	8	11	3	East Wingwall Ftg.								
46B2	(21)	6	2	17	2	East Wingwall Ftg.	11	8	5	6	0	0	5	6
47B2	(21)	4	22	3	5	Backwall	2	5	1	0	0	0	1	0



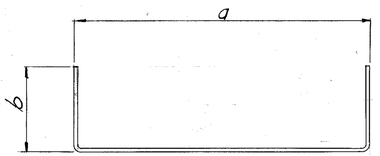
TYPE (T4)



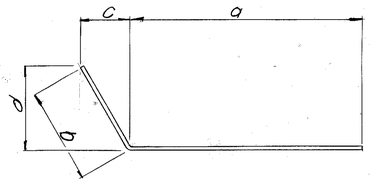
TYPE (16)



TYPE (T2)



TYPE (17)



TYPE (21)

NOTES

1. F.F. denotes far face; N.F. denotes near face; E.F. denotes each face.
2. For construction of End Bent Foundation and Backfill, see Standard Drawing SF2 current edition.
3. Bars in Pedestals and top of cap are to be accurately located so as not to interfere with the drilling of Anchor Bolt holes.
4. See sheets C138, C142, C146, C150 for location of test Piles.
5. Work this sheet with sheets C13 thru C18.
6. High Strength Handrail is included with Superstructure quantities.
7. See sheet C83 for Anchor Bolt Details.

END BENTS R1 & R2

DESIGNED BY FAL DATE 7/10 REVISED
CHECKED BY ESM DATE 8/10 REVISED
DETAILED BY FAL DATE REVISED
CHECKED BY RMY DATE
TRACED BY CHECKED BY

SHEET C19

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P. E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

BILL OF REINFORCEMENT END BENT R-3

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
1B3	(17)	4	8	6	4	Pedestals	3	0	1	8				
2B3	(17)	4	10	5	4	Pedestals	2	0	1	8				
3B3	(14)	5	28	23	5	Backwall Footing	4	6½	5	6¾	5	10½	6	5
4B3	str.	6	20	32	9	Backwall Footing								
5B3	str.	7	10	8	9	Backwall Footing								
6B3	str.	6	12	6	0	Bk.wall & Wingwall Ftg.								
7B3	str.	4	14	32	9	Backwall								
8B3	(17)	4	4	36	9	Bk.wall & Pavement Seat	32	9	2	0				
9B3	(16)	5	30	7	7	Bk.wall & Pavement Seat	2	4½	0	9	3	4½	2	4½
10B3	(21)	4	60	8	11	Backwall	7	11	1	0	0	0	1	0
11B3	str.	4	11	4	0	Backwall & Wingwalls								
12B3	str.	6	25	8	9	East & West Wingwalls								
13B3	str.	6	20	6	1	East & West Wingwalls								
14B3	str.	4	25	8	3	East & West Wingwalls								
15B3	str.	4	2	5	11	West Wingwall								
16B3	str.	4	2	4	8	West Wingwall								
17B3	str.	4	2	3	5	West Wingwall								
18B3	str.	4	4	7	5	East & West Wingwalls								
19B3	str.	4	4	3	8	East & West Wingwalls								
20B3	(17)	5	31	5	10	E. & W. Wingwalls & Plinths	0	6½	2	8				
21B3	(16)	4	31	6	3	E. & W. Wingwalls & Curbs	1	3	2	2	1	9	1	3
22B3	str.	4	2	15	1	West Plinth								
23B3	str.	4	2	15	4	West Plinth								
24B3	str.	6	1	15	1	West Curb								
25B3	(21)	6	3	17	1	West Curb	15	1	2	0	0	2	2	0
26B3	str.	4	8	16	0	West Wingwall & Curb								
27B3	(21)	4	6	14	0	West Wingwall	12	0	2	0	0	2	2	0
28B3	(21)	4	6	8	6	West Wingwall	6	6	2	0	0	2	2	0
29B3	str.	4	11	5	0	East & West Wingwalls								
30B3	(12)	5	20	18	6	East & West Wingwalls	3	3	5	6				
31B3	str.	8	8	11	9	West Wingwall Footing								
32B3	(21)	6	6	16	4	West Wingwall Footing	10	8	5	8	5	7¾	0	5¾
33B3	(21)	6	2	17	7	West Wingwall Footing	12	1	5	6	0	0	5	6
34B3	str.	4	2	5	4	East Wingwall								
35B3	str.	4	2	4	1	East Wingwall								
36B3	str.	4	2	2	9	East Wingwall								
37B3	str.	4	2	14	3	East Plinth								
38B3	str.	4	2	14	6	East Plinth								
39B3	str.	6	1	14	3	East Curb								
40B3	(21)	6	3	16	3	East Curb	14	3	2	0	0	0	2	0
41B3	str.	4	8	15	2	East Wingwall & Curb								
42B3	(21)	4	6	13	6	East Wingwall	11	6	2	0	0	0	2	0
43B3	(21)	4	6	8	0	East Wingwall	6	0	2	0	0	0	2	0
44B3	str.	6	6	16	0	East Wingwall Footing								
45B3	str.	8	8	11	4	East Wingwall Footing								
46B3	(21)	6	2	17	3	East Wingwall Footing	11	9	5	6	0	0	5	6
47B3	(21)	4	30	3	5	Backwall	2	5	1	0	0	0	1	0

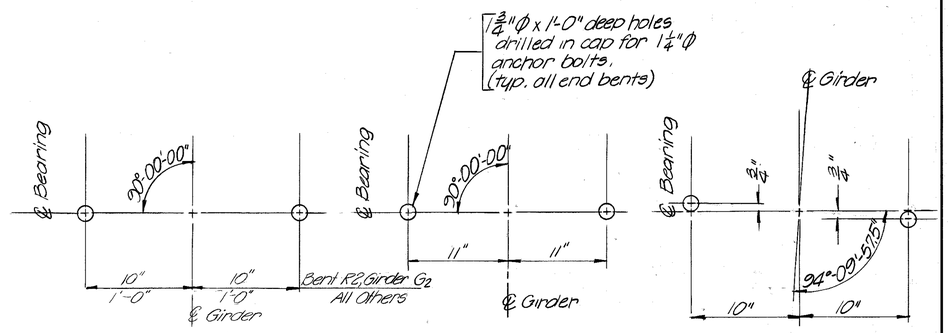
BILL OF REINFORCEMENT END BENT R-4

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
1B4	(17)	4	8	6	10	Pedestals	3	0	1	11				
2B4	(17)	4	10	5	10	Pedestals	2	0	1	8				
3B4	(14)	5	28	23	5	Backwall Footing	4	6½	5	6¾	5	10½	6	5
4B4	str.	6	20	32	9	Backwall Footing								
5B4	str.	7	10	8	9	Backwall Footing								
6B4	str.	6	12	6	0	Bk.wall & Wingwall Ftgs.								
7B4	str.	4	14	32	9	Backwall								
8B4	(17)	4	4	36	9	Backwall & Pvmt. Seat	32	9	2	0				
9B4	(16)	5	30	7	7	Backwall & Pvmt. Seat	2	4½	0	9	3	4½	2	4½
10B4	(21)	4	60	9	2	Backwall	8	2	1	0			1	0
11B4	str.	4	11	4	0	Backwall & Wingwalls								
12B4	str.	6	25	9	0	East & West Wingwalls								
13B4	str.	6	20	6	4	East & West Wingwalls								
14B4	str.	4	25	8	6	East & West Wingwalls								
15B4	str.	4	2	6	0	West Wingwall								
16B4	str.	4	2	4	9	West Wingwall								
17B4	str.	4	2	3	5	West Wingwall								
18B4	str.	4	4	7	6	East & West Wingwalls								
19B4	str.	4	4	3	8	East & West Wingwalls								
20B4	(17)	5	31	5	10	E. & W. Wingwalls & Plinths	0	6½	2	8				
21B4	(16)	4	31	6	3	E. & W. Wingwalls & Curbs	1	3	2	2	1	9	1	3
22B4	str.	4	2	15	4	West Plinth								
23B4	str.	4	2	15	7	West Plinth								
24B4	str.	6	1	15	4	West Curb								
25B4	(21)	6	3	17	4	West Curb	15	4	2	0	0	2½	2	0
26B4	str.	4	8	16	3	West Wingwall & Curb								
27B4	(21)	4	6	14	1	West Wingwall	12	1	2	0	0	2½	2	0
28B4	(21)	4	6	8	6	West Wingwall	6	6	2	0	0	2½	2	0
29B3	str.	4	11	5	0	East & West Wingwalls								
30B4	(12)	5	21	18	6	East & West Wingwalls	3	3	5	6				
31B4	str.	8	8	12	4	West Wingwall Footing								
32B4	(21)	6	6	17	7	West Wingwall Footing	10	11	5	8	5	7½	0	6½
33B4	(21)	6	2	17	10	West Wingwall Footing	12	4	5	6	0	0	5	6
34B4	str.	4	2	5	3	East Wingwall								
35B4	str.	4	2	3	10	East Wingwall								
36B4	str.	4	2	2	6	East Wingwall								
37B4	str.	4	2	14	0	East Plinth								
38B4	str.	4	2	14	3	East Plinth								
39B4	str.	6	1	14	0	East Curb								
40B4	(21)	6	3	16	0	East Curb	14	0	2	0	0	0	2	0
41B4	str.	4	8	14	11	East Wingwall & Curb								
42B4	(21)	4	6	13	6	East Wingwall	11	6	2	0	0	0	2	0
43B4	(21)	4	6	8	0	East Wingwall	6	0	2	0	0	0	2	0
44B4	str.	6	6	16	0	East Wingwall Footing								
45B4	str.	8	8	11	4	East Wingwall Footing								
46B4	(21)	6	2	17	3	East Wingwall Footing	11	9	5	6	0	0	5	6
47B4	(21)	4	30	3	5	Backwall	2	5	1	0	0	0	1	0

ESTIMATE OF QUANTITIES

ITEM	UNIT	AMOUNT Bent R1	Bent R2	Bent R3	Bent R4	Total
Concrete Class 'A'	Cu. Yds.	78.3	50.4	60.7	60.3	249.7
Concrete Class 'AA'	Cu. Yds.	31.6	23.4	24.5	25.7	105.2
Steel Reinforcement	Lbs.	7345	6427	6037	6180	25,989
*Concrete Piles Furnishing	Lin. Ft.	827.	364.	688.	490.	2,369
Concrete Piles Driving	Lin. Ft.	827.	364.	688	490.	2,369
Structure Excavation Common	Cu. Yds.	278	184	215	213	890
End Bent Backfill	Cu. Yds.	183	125	143	141	592

*Note: Cost of exposing 2'-0" of Reinf. for Precast Concrete Piles shall be included in the price bid for Concrete Piles, Furnishing.



Bent R1 Girders G1 & G2
Bent R2 Girder G2
Bent R3 Girders G1 & G2
Bent R4 Girders G1 & G2

Bent R2 Girder G1

Bent R1, Girder G3

ANCHOR BOLT PLAN

Work this sheets with sheets C13 thru C19
For notes see sheets C19

END BENTS R3 & R4

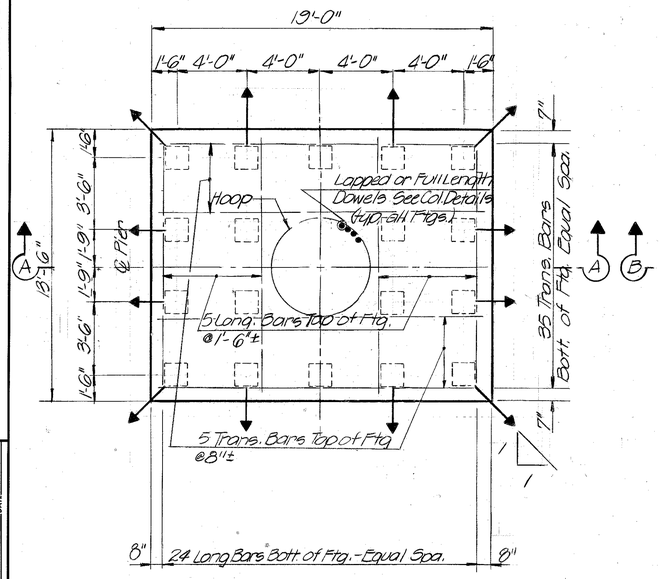
SHEET C20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-111L
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY PAL DATE 1/70 CHECKED BY ESM
DETAILED BY RMY DATE 8/70 CHECKED BY PAL
TRACED BY DATE CHECKED BY
REVISED DATE
REVISED DATE

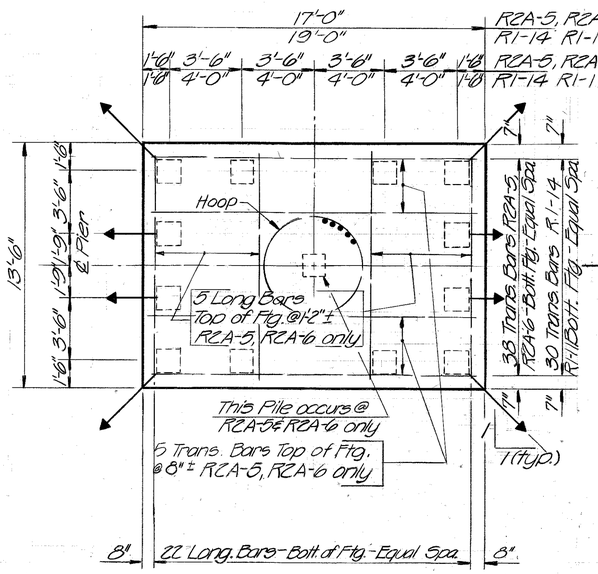
LETTING DATE



FOOTING PLAN

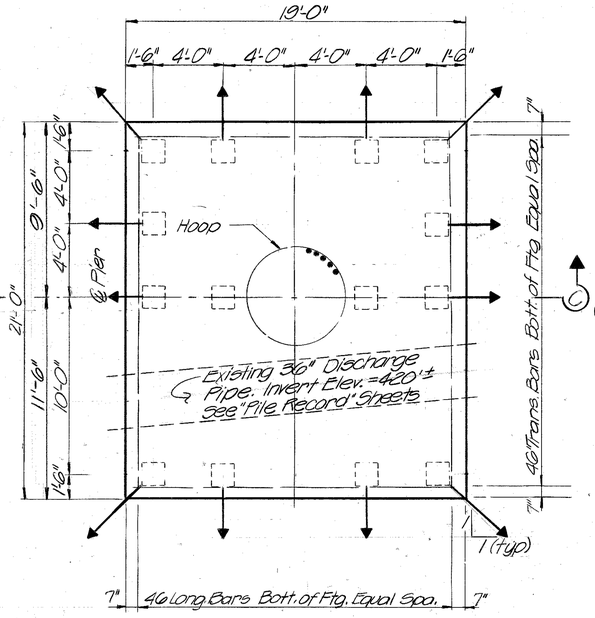
Piers: R1-7, R4-4, R4-6, R4-9, R4-10
(See Sheets D5 and D6 of Dwg. 18575 for details of conduit in Pier R1-7 Footing)

Pier	Elev. B.F.
R1-7	437.157
R4-4	433.900
R4-6	434.504
R4-9	436.831
R4-10	439.601



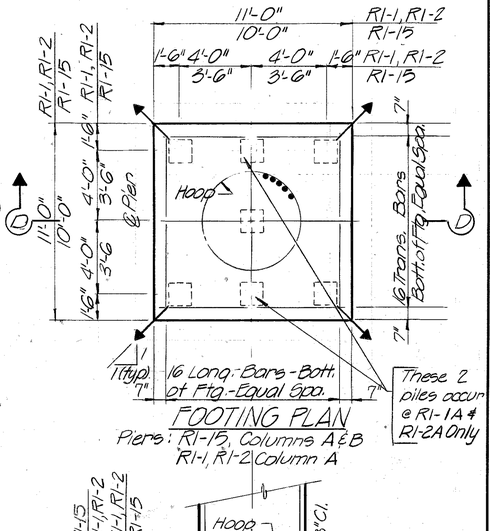
FOOTING PLAN

Piers
R1-14, R2A-5, R2A-6, R1-11



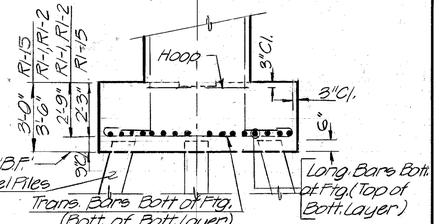
FOOTING PLAN

Pier R1-13



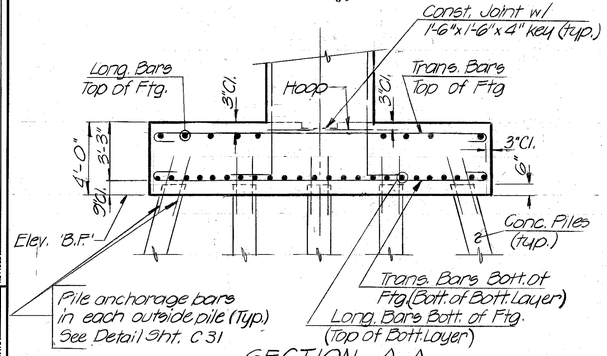
FOOTING PLAN

Piers: R1-15, Columns A & B
R1-1, R1-2 Column A

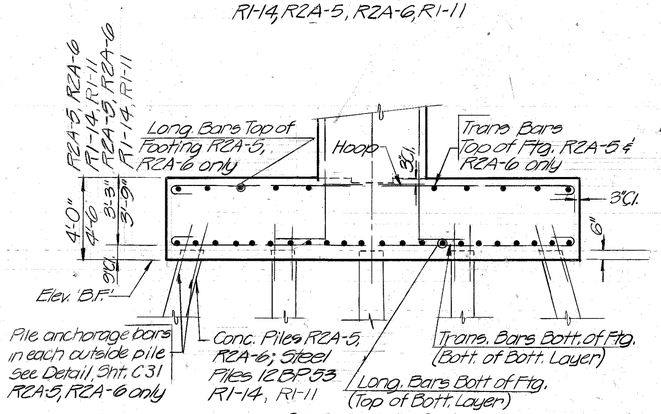


Pier	Elev. B.F.
R1-1 A	448.925
R1-2 A	447.719
R1-15 A	437.041
R1-15 B	437.024

SECTION D-D

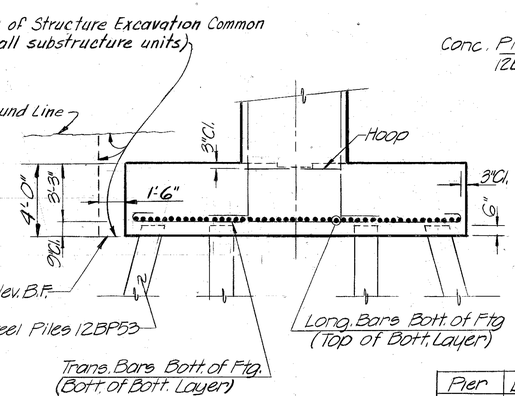


SECTION A-A



SECTION B-B

Pier	Elev. B.F.
R2A-5	439.143
R2A-6	436.376
R1-14	433.940
R1-11	433.585



SECTION C-C

Pier	Elev. B.F.
R1-13	434.698

FOOTING NOTES

For location dimensions of footing and columns for each pier see "Pile Record" sheets. Pile symbol on these footing details does not indicate type of pile. See "Pile Record" sheets.

Trans. indicates bar in top or bottom of footing placed parallel to ℄ Pier. Long. indicates bar in top or bottom of footing placed perpendicular to ℄ Pier.

For piling information see "General Notes" and "Pile Record" sheets. For bar marks see sheets C26 C31 For Pier R4-7 Footing Details, see Floodwall Monolith Details, Sheet AA0. For Pier R1-8 Footing Details See Sheet A34. (Both Sheets of Dwg. No. 18572)

For Pier Grounding Detail see Sheet D65, Drawing No. 18575.

Work this sheet with sheets C 25 thru C 31.

indicates 3:12 batter in direction shown unless noted otherwise.

indicates horizontal direction of batter

FOOTING DETAILS
PIERS

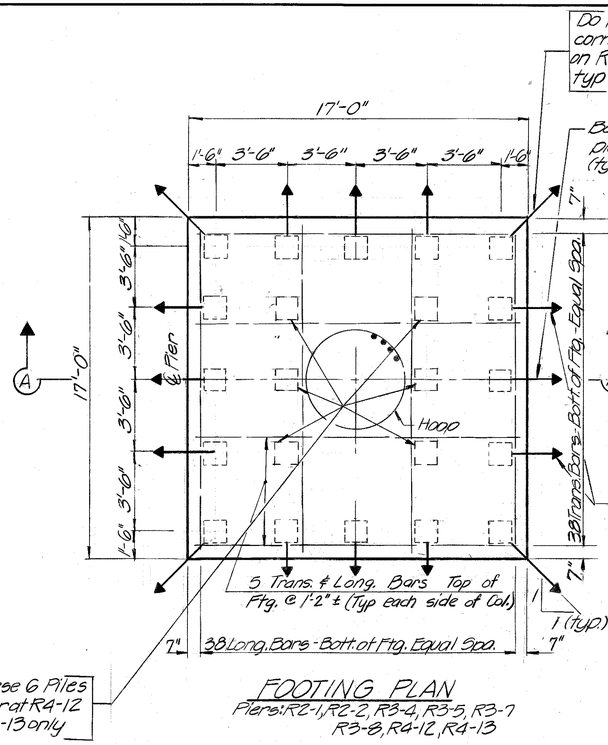
SHEET C 21

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08 SP 56-273-IIL
P.E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
•		18574

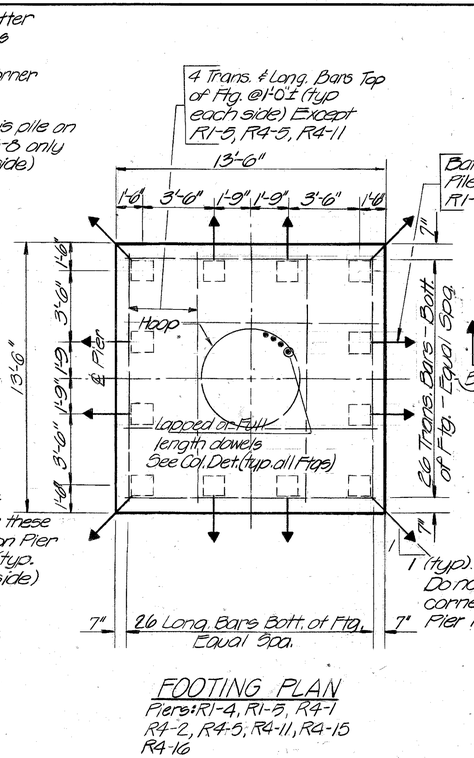
DESIGNED BY: ESM. DATE: 7-70
DETAILED BY: PAL. CHECKED BY: PAL. DATE: 8-70
TRACED BY: R.M.T. CHECKED BY: DATE
REVISED
REVISED
DATE
DATE

LETTING DATE



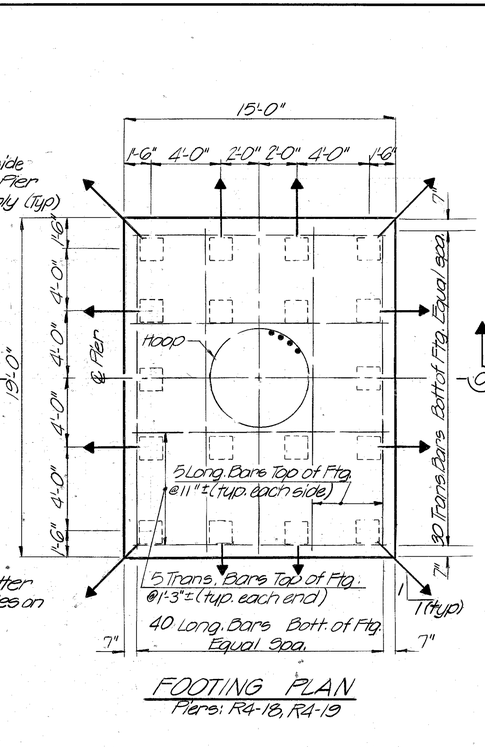
FOOTING PLAN

Piers: R2-1, R2-2, R3-4, R3-5, R3-7 R3-8, R4-12, R4-13



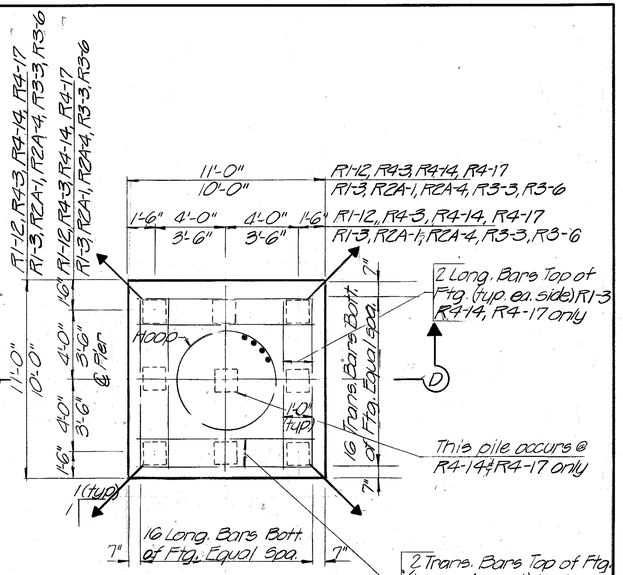
FOOTING PLAN

Piers: R1-4, R1-5, R4-1 R4-2, R4-5, R4-11, R4-15 R4-16



FOOTING PLAN

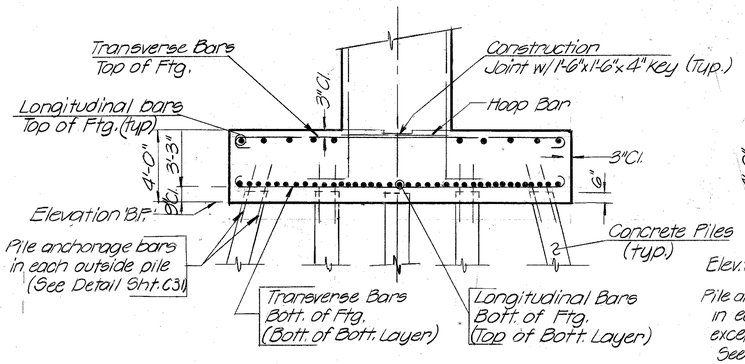
Piers: R4-18, R4-19



FOOTING PLAN

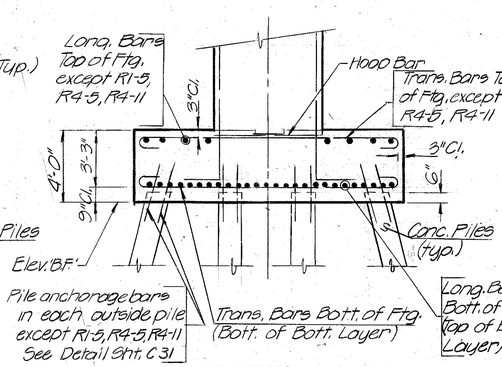
Piers: R1-3, R1-12, R2A-1 R2A-4, R3-3, R3-6 R4-3, R4-14, R4-17

PIER	ELEV. 'B.F.'
R1-3	448.995
R1-12	433.857
R2A-1	451.630
R2A-4	442.068
R3-3	441.357
R3-6	448.534
R4-3	435.512
R4-14	450.576
R4-17	450.587



SECTION A-A

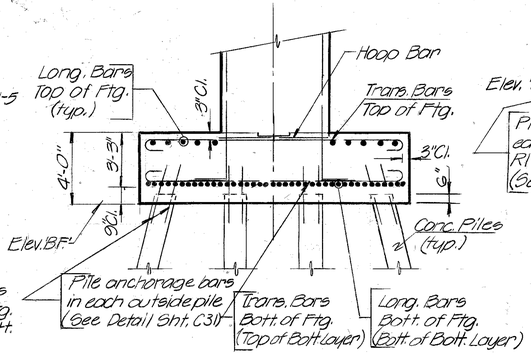
PIER	ELEV 'B.F.'
R2-1	439.484
R2-2	436.804
R3-4	443.167
R3-5	445.798
R3-7	447.509
R3-8	445.810
R4-12	449.388
R4-13	450.040



SECTION B-B

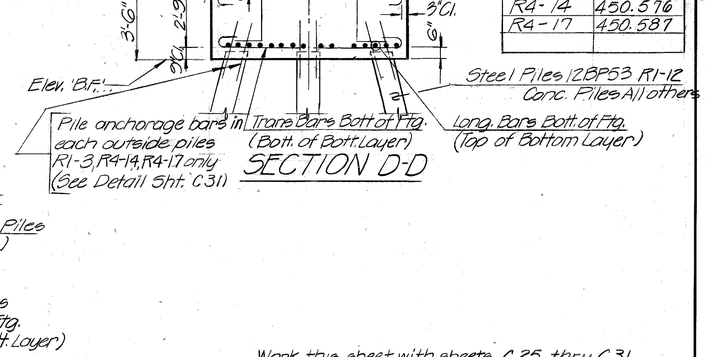
PIER	ELEV. 'B.F.'
R1-4	449.091
R1-5	440.346
R4-1	433.784
R4-2	433.876

PIER	ELEV. 'B.F.'
R4-5	436.279
R4-11	444.341
R4-15	450.098
R4-16	450.091



SECTION C-C

PIER	ELEV 'B.F.'
R4-18	449.695
R4-19	445.170



SECTION D-D

Work this sheet with sheets C 25 thru C 31
For notes see sheet C 21

FOOTING DETAILS
PIERS

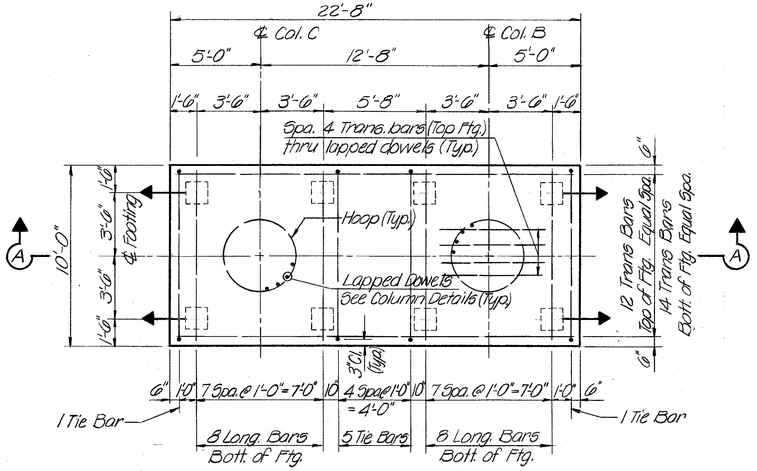
SHEET C 22

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

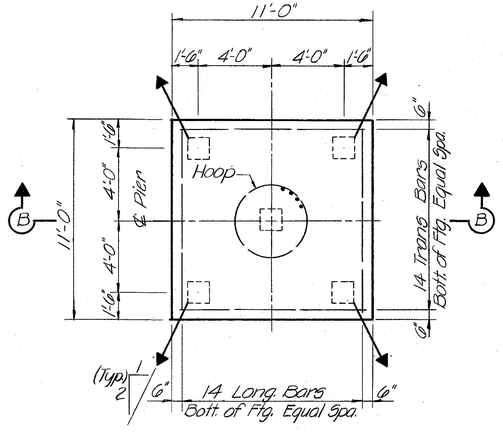
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY P.A.L. CHECKED BY E.S.M. DATE 7/70
DETAILED BY R.M.V. CHECKED BY R.A.L. DATE 8/70
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE

LETTING DATE

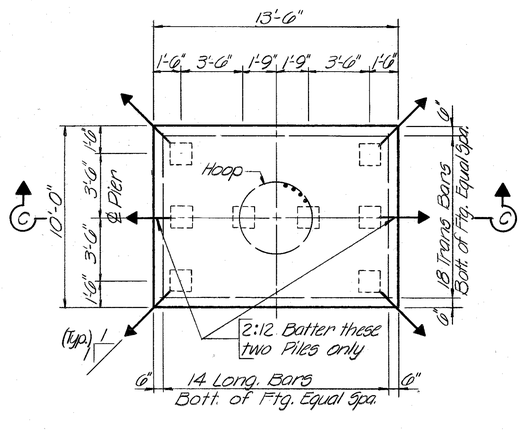


FOOTING PLAN
Pier R2-3, Column B & C

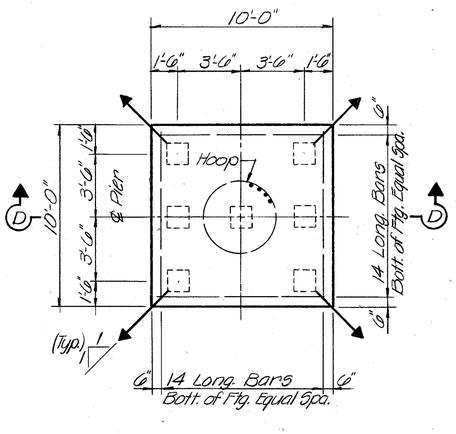


FOOTING PLAN
Pier R2-3 Columns A & D

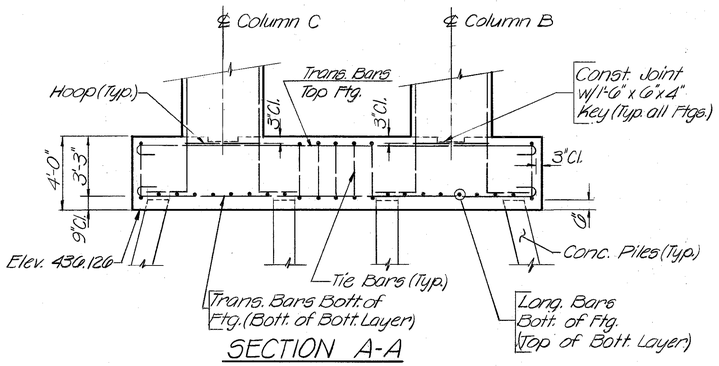
(See Sheets D 5 and D 6 of Dwg. 18575 for details of Conduit in Pier R2-3 Footings)



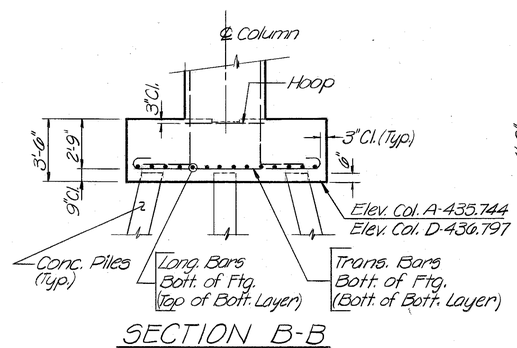
FOOTING PLAN
Pier R2-4 Columns A & B



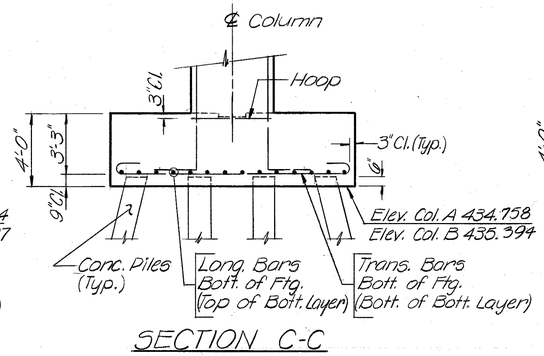
FOOTING PLAN
Pier R2-5 Columns A & B



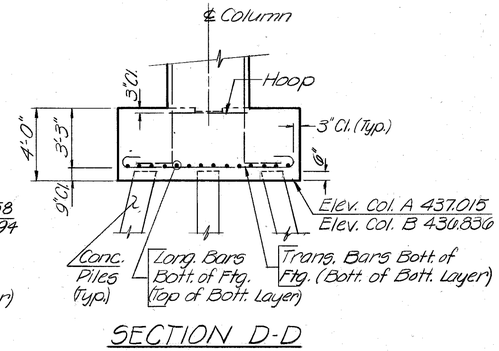
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

For Notes See Sheet C 21

Work this Sheet with Sheets C 25 thru C 31

FOOTING DETAILS
PIERS

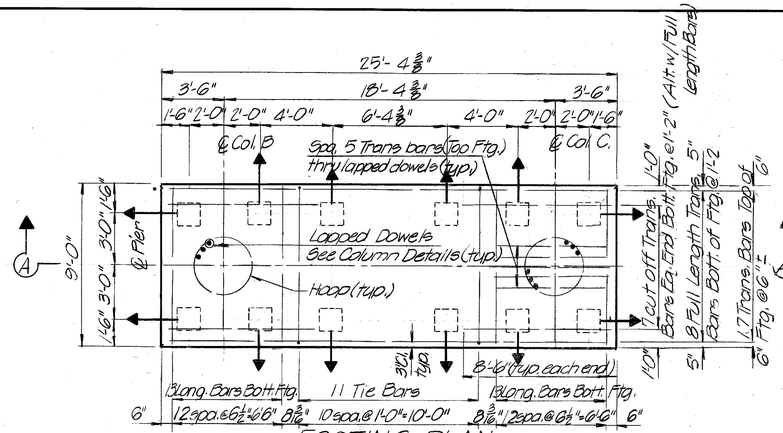
SHEET C 23

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-ILL
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

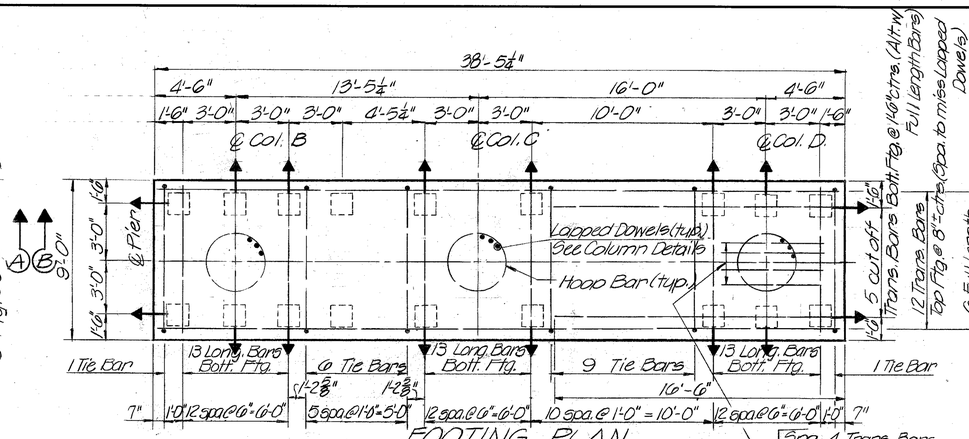
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY P.A.L.	DATE 11-70	REVISED	DATE
DETAILED BY L.G.Z.	CHECKED BY P.A.L.	DATE 11-70	REVISED DATE
TRACED BY	CHECKED BY	DATE	REVISED DATE

LETTING DATE

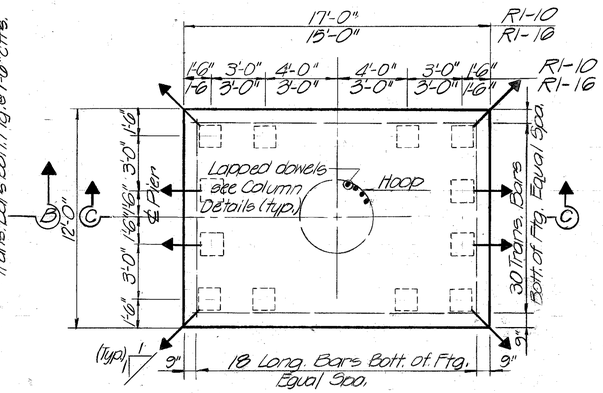


FOOTING PLAN
Pier R1-1, Column B,C

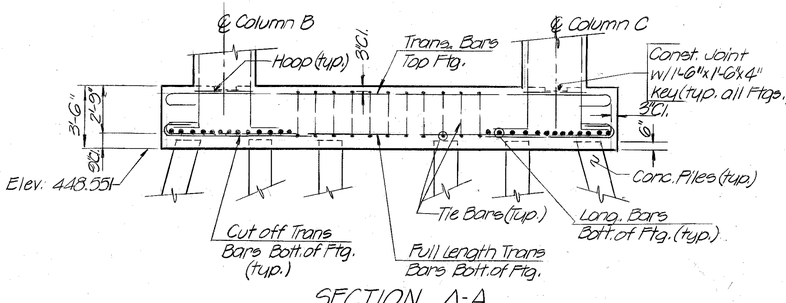


FOOTING PLAN
Pier R1-2, Columns B,C,D

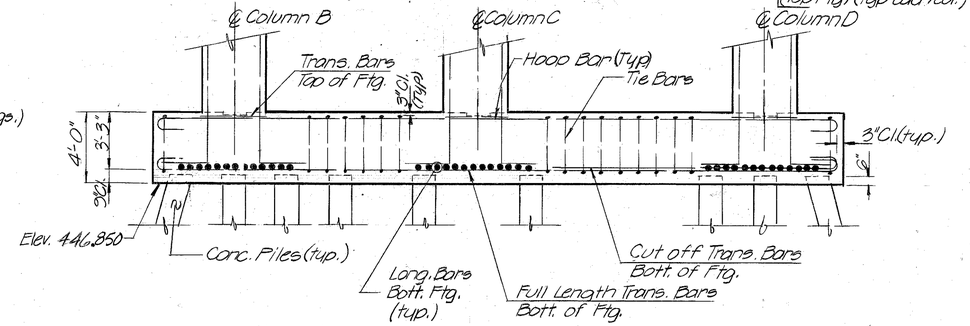
5 spa. 4 Trans. Bars thru Lapped Dowels (Top Ftg.) (typ. each col.)



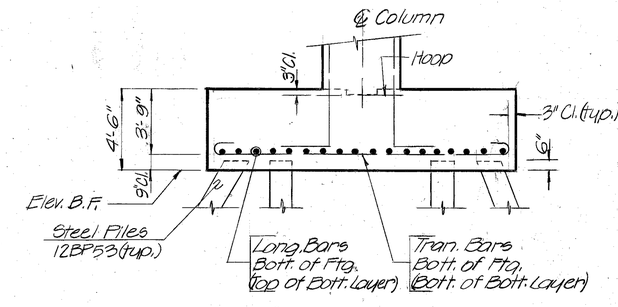
FOOTING PLAN
Pier R1-10, R1-16



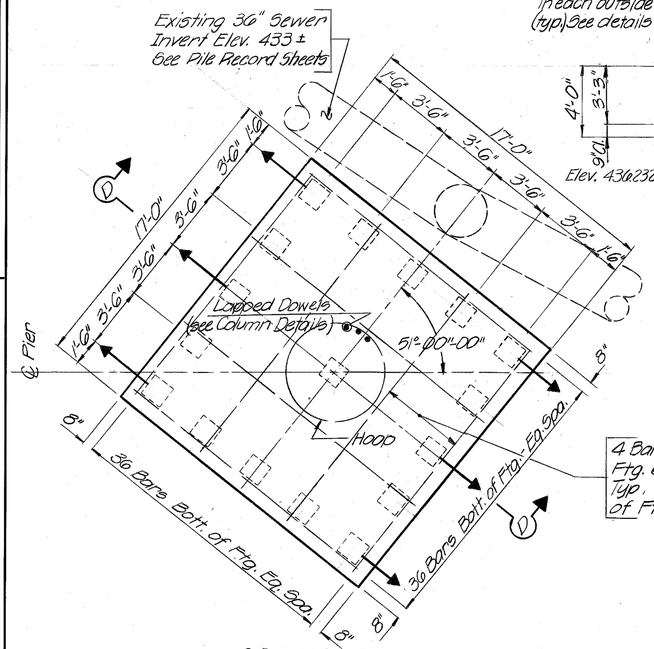
SECTION A-A



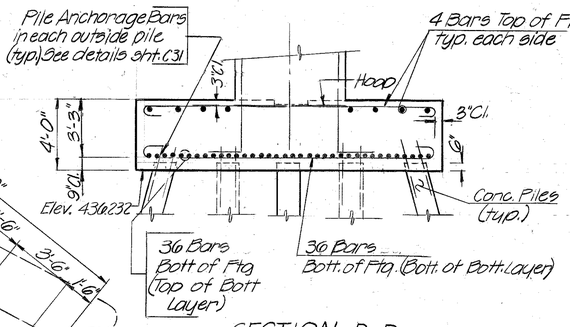
SECTION B-B



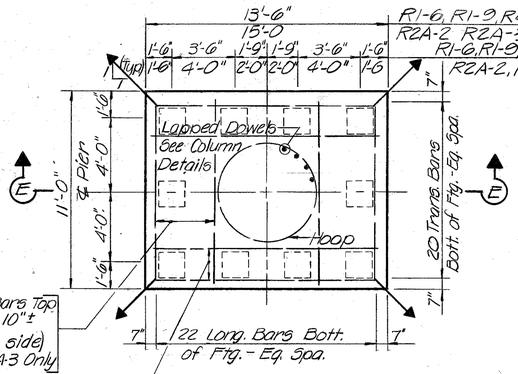
SECTION C-C



FOOTING PLAN R3-2



SECTION D-D



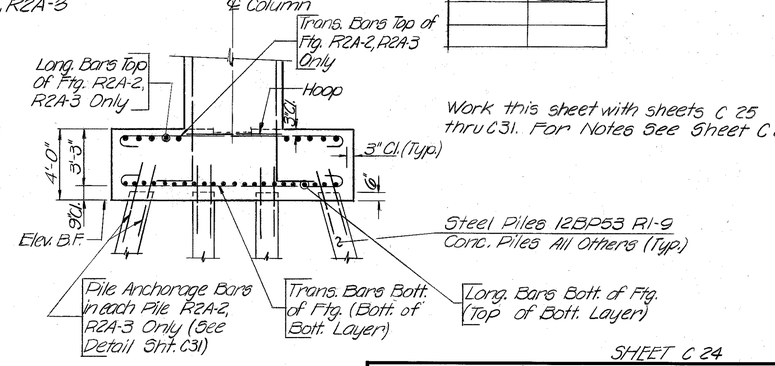
5 Long. Bars Top of Ftg. @ 10" ± (Typ. each side) R2A2, R2A-3 Only

5 Trans. Bars Top of Ftg. @ 4" ± (Typ. each end) R2A-2, R2A-3 Only

FOOTING PLAN
R1-6, R1-9, R2A-2, R2A-3, R4-8

*See Sheets D.5 and D.6 of Dwg. 18575 for details of conduit in Pier R1-6 and R4-8 Footings

Pier	Elev. B.F.
R1-6	440.083
R1-9	437.936
R2A-2	445.698
R2A-3	442.728
R4-8	435.128



SECTION E-E

Pier	Elev. B.F.
R1-10	434.232
R1-16	437.588

436.588

Work this sheet with sheets C 25 thru C31. For Notes See Sheet C 21

SHEET C 24

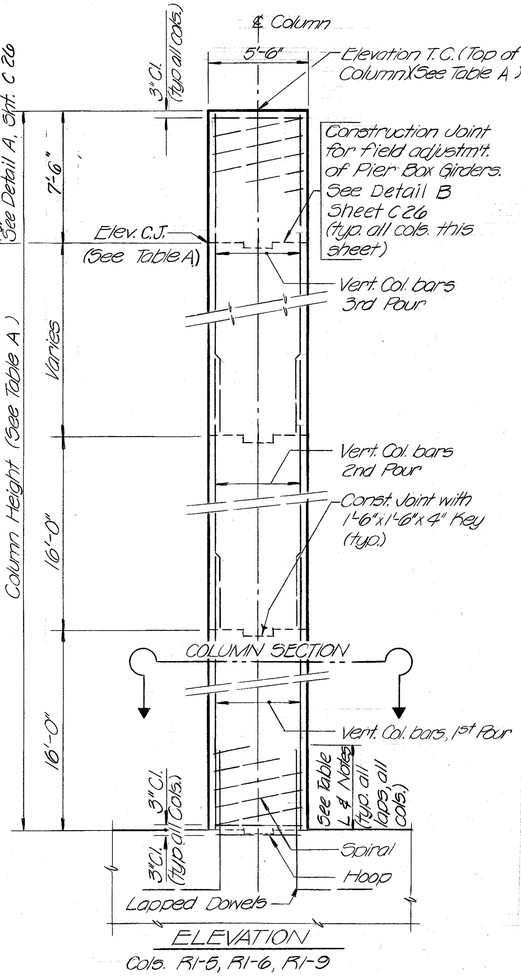
FOOTING DETAILS
PIERS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-ILL
STATION 208+08 **P.E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

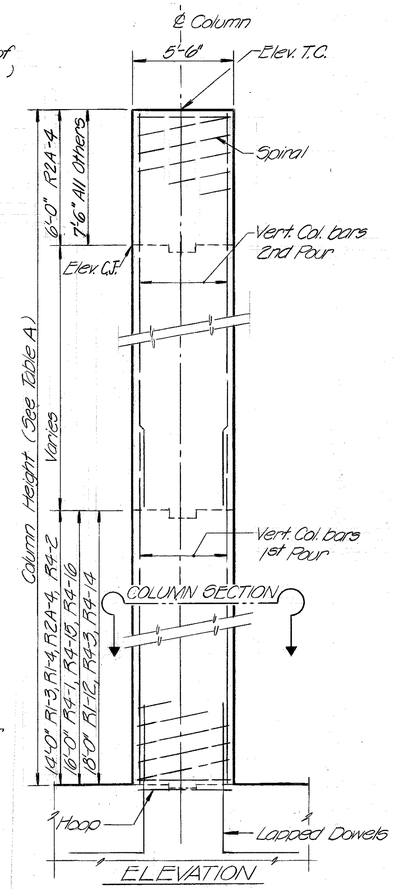
DESIGNED BY PAL CHECKED BY E.S.M. DATE 7/70
DETAILED BY R.M.Y. CHECKED BY P.A.L. DATE 8/70
TRACED BY CHECKED BY DATE
REVISED Bott. Elev. Pier R1-16 2/72
REVISED DATE 8/21/73
REVISED DATE

NOTE: PIER BOX GIRDERS NOT SHOWN FOR CLARITY (TYPICAL ALL COLUMNS) - SEE DETAIL A SHEET C 26



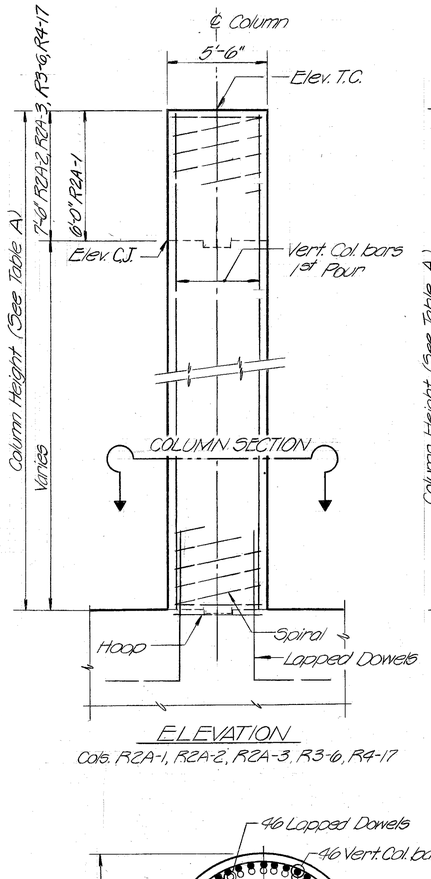
ELEVATION

Cols. R1-5, R1-6, R1-9



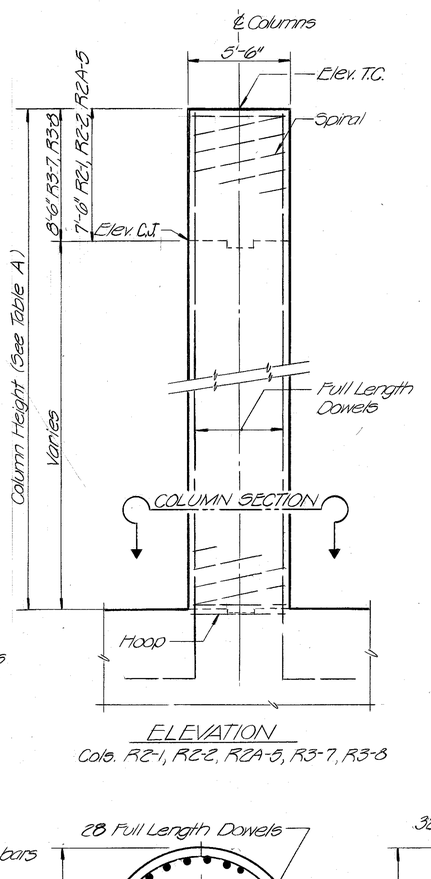
ELEVATION

Cols. R1-3, R1-4, R1-12, R2A-4, R4-1, R4-2, R4-3, R4-14, R4-15, R4-16



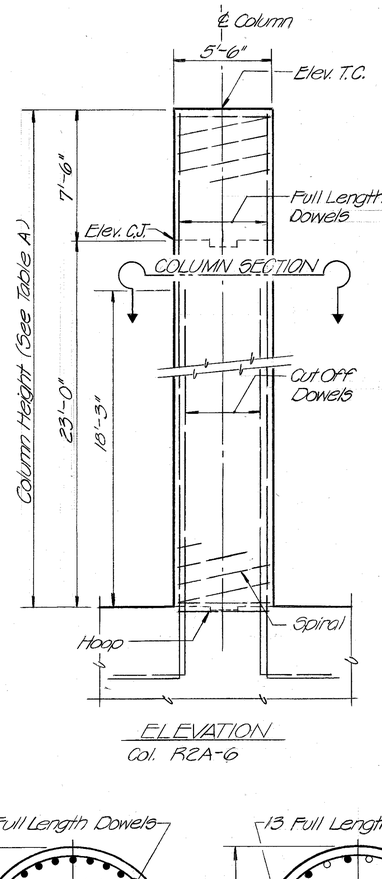
ELEVATION

Cols. R2A-1, R2A-2, R2A-3, R3-6, R4-17



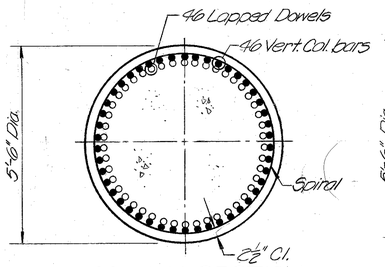
ELEVATION

Cols. R2-1, R2-2, R2A-5, R3-7, R3-8



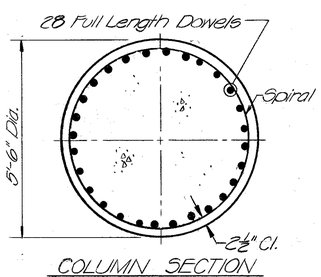
ELEVATION

Col. R2A-6



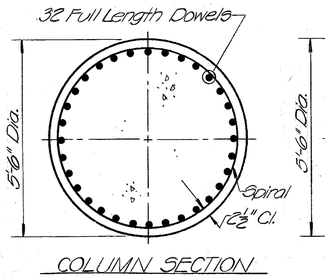
COLUMN SECTION

Col. R4-16



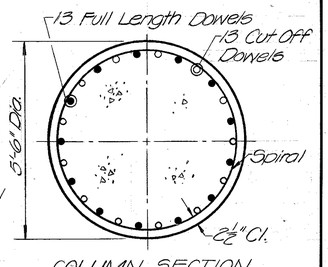
COLUMN SECTION

Cols. R3-7, R3-8, R2A-5



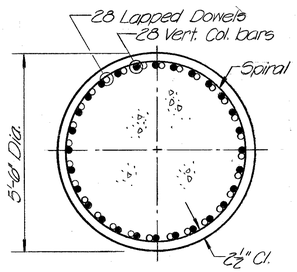
COLUMN SECTION

Cols. R2-1, R2-2



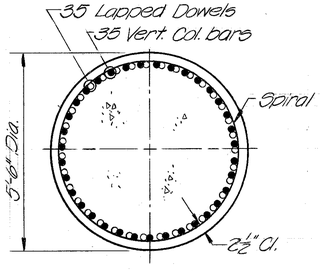
COLUMN SECTION

Col. R2A-6



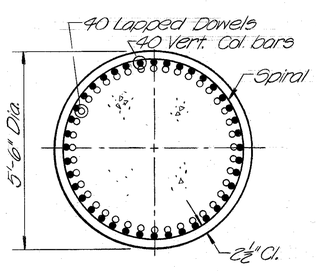
COLUMN SECTION

Cols. R1-3, R1-5, R1-6, R1-9, R1-12, R4-3, R4-14, R4-17, R2A-1, R2A-2, R2A-3, R2A-4, R3-6



COLUMN SECTION

Cols. R1-4, R4-2



COLUMN SECTION

Cols. R4-1, R4-15

TABLE L

Bar	Lap Length
#8	3'-4"
#9	3'-10"
#10	4'-3"
#11	4'-9"

COLUMN NOTES

Bar designated "lapped dowel" extends from footing into column & laps with vertical column bar. Bar designated "full length dowel" extends from footing to top of column. Bar designated "cut-off dowel" extends from footing into column but is not lapped & ends below the top of column. Bars designated "vertical column bar" laps with dowels or other vertical column bar.

All spirals are at 12" pitch with 1½ turns at 0" pitch top & bottom unless noted otherwise.

All laps of dowels & vertical column bars shall be as shown in Table L for the smaller size bar to be lapped.

For Bar Marks See Sheets C 28 thru 31
Work this sheet with sheets C 21 thru C 24, C 27

COLUMN DETAILS
PIERS

SHEET C 25

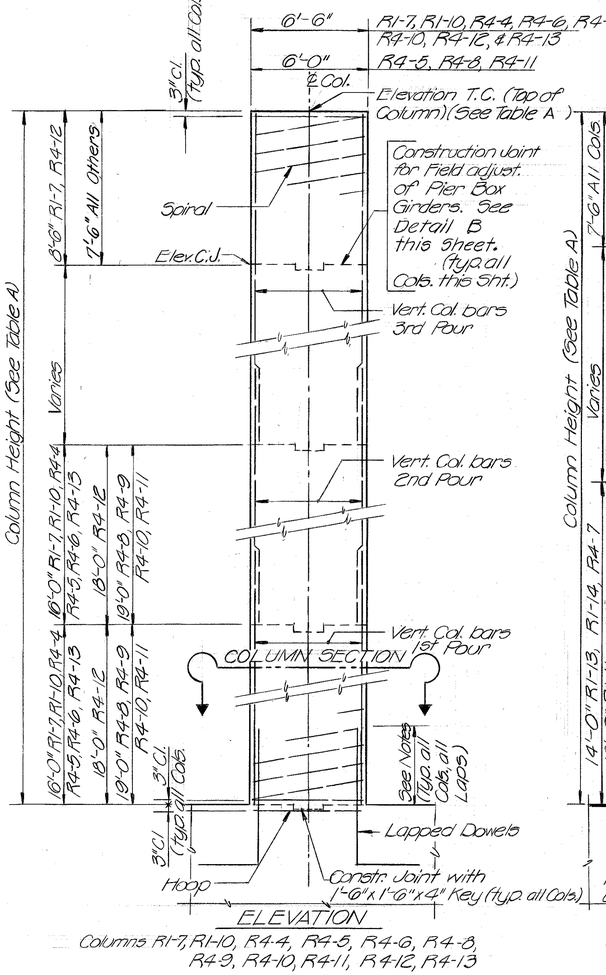
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-ILL
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

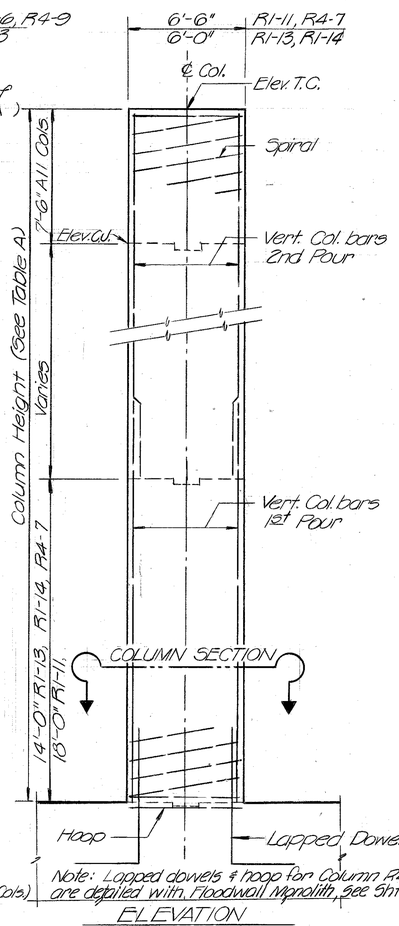
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

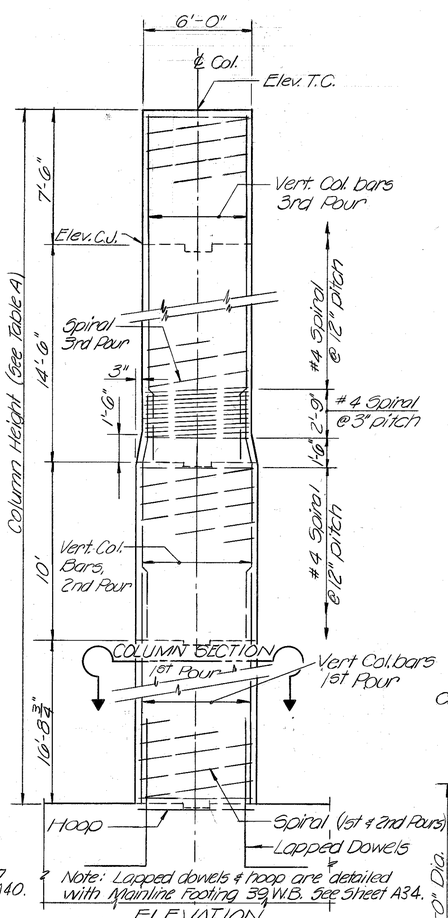
DESIGNED BY R.A.L. CHECKED BY E.S.M. DATE 6-70
DETAILED BY F.W.B. CHECKED BY R.A.L. DATE 7-70
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

NOTE: PIER BOX GIRDERS NOT SHOWN FOR CLARITY - (TYPICAL ALL COLUMNS) SEE DETAIL A, THIS SHEET

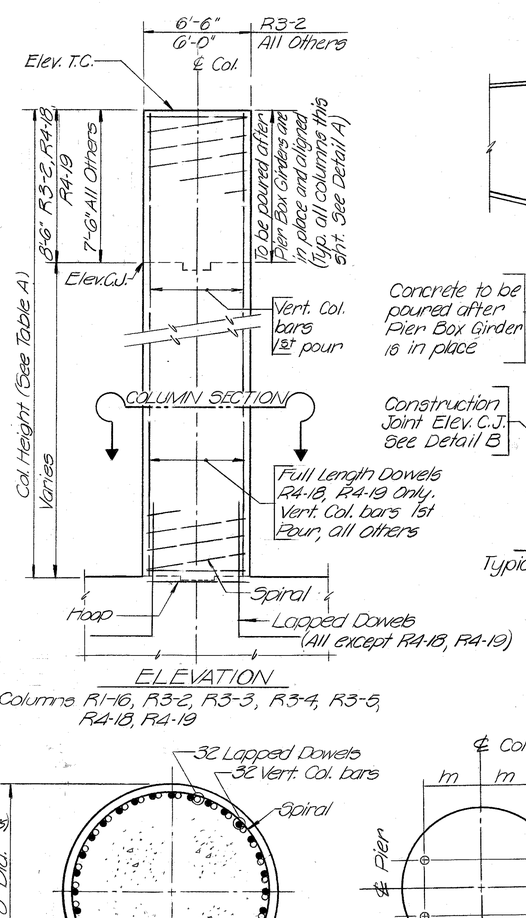


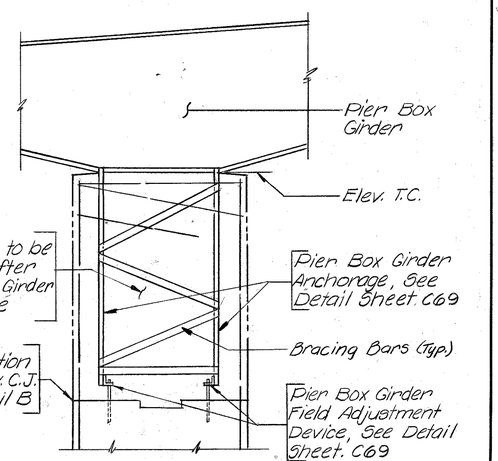


Note: Lapped dowels & hoop for Column R4-7 are detailed with Floodwall Monolith, See Sht. A40.

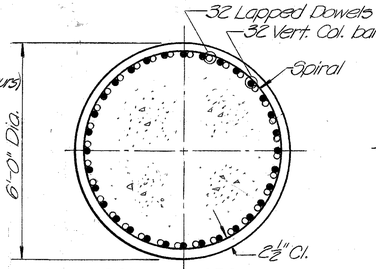


Note: Lapped dowels & hoop are detailed with Mainline Footing 39 W.B. See sheet A34.

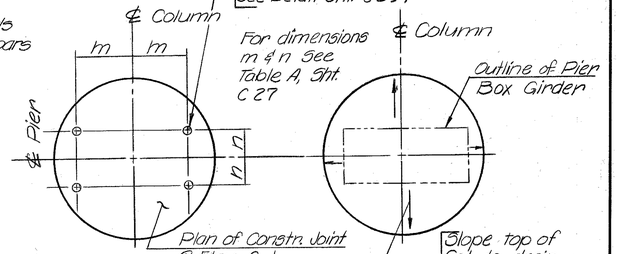




DETAIL A
Typical of Single Column Piers

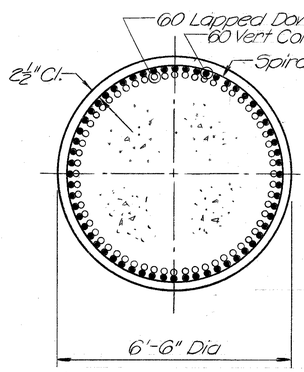


COLUMN SECTION
Cols. R1-16, R3-3, R4-5, R4-8, R4-11

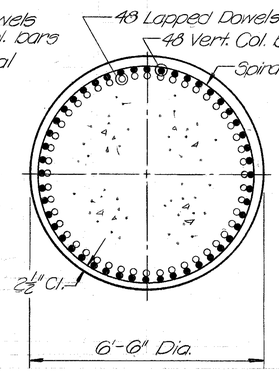


DETAIL B
Typ. of Single Column Piers

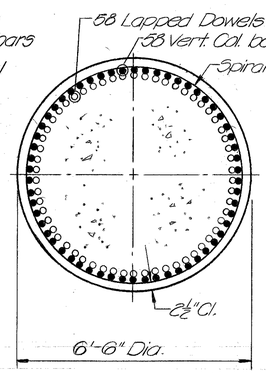
PLAN OF COLUMN
Typ. of Single Column Piers



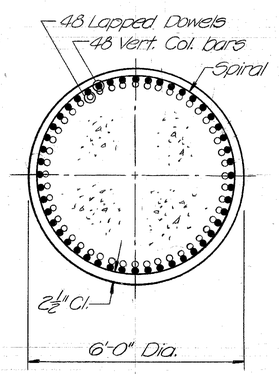
COLUMN SECTION
Cols. R1-7, R4-12, R4-13, R1-8, R4-7



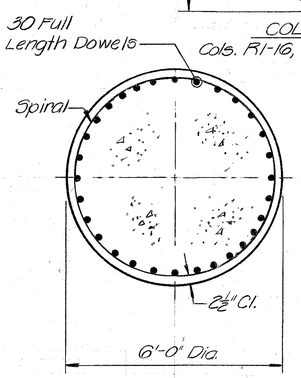
COLUMN SECTION
Cols. R1-10, R4-6, R4-9, R4-10, R3-2



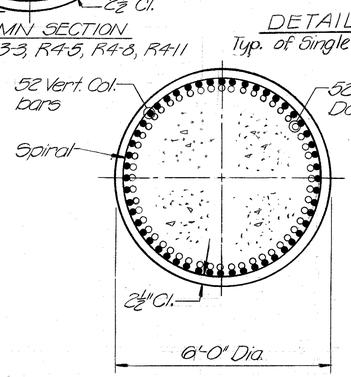
COLUMN SECTION
Cols. R1-11, R4-4



COLUMN SECTION
Cols. R3-4, R3-5, R1-13



COLUMN SECTION
Cols. R4-18, R4-19



COLUMN SECTION
Col. R1-14

Work this Sheet with sheets C21 thru C24, C27.
For notes see sheet C25.

SHEET C 26

PIERS

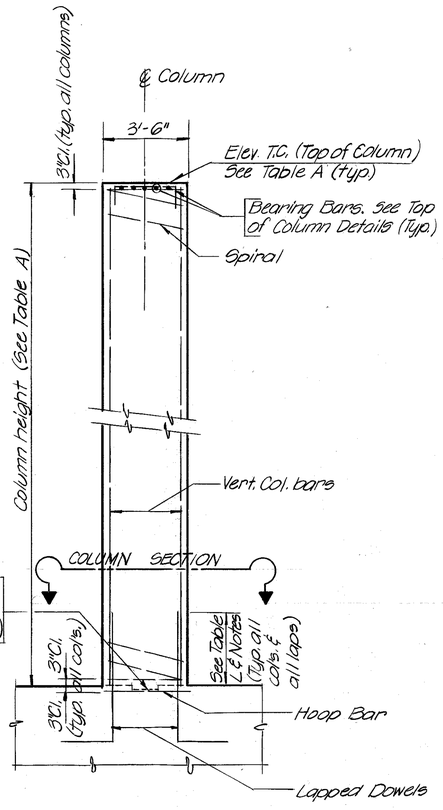
LETTING DATE

DESIGNED BY	PAL	CHECKED BY	ESM	DATE	6-70	REVISED
DETAILED BY	PAL/S	CHECKED BY	PAL	DATE	7-70	REVISED
TRACED BY		CHECKED BY		DATE		REVISED

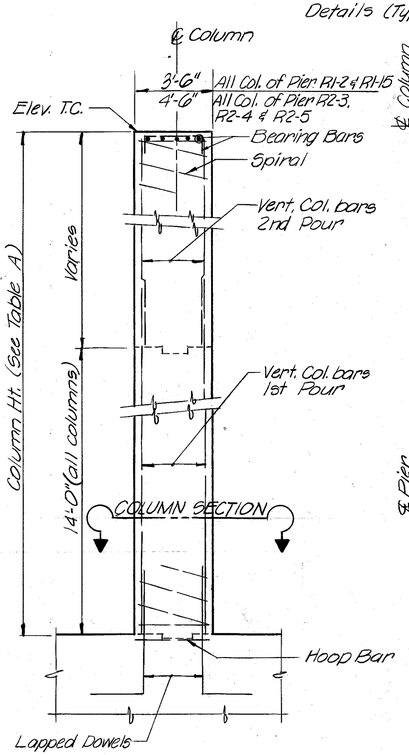
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH. ST. TO 7TH. ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 208+08 P. E. PROJECT NO. 164-2(35)3 SP 56-273-ILL

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

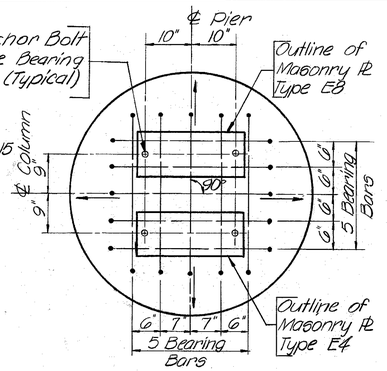
LETTING DATE



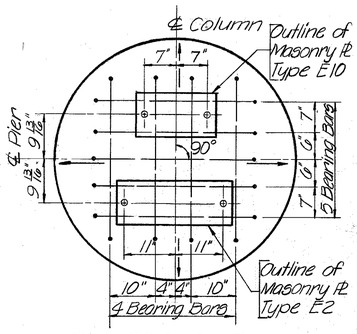
ELEVATION
All Columns of Pier R1-1



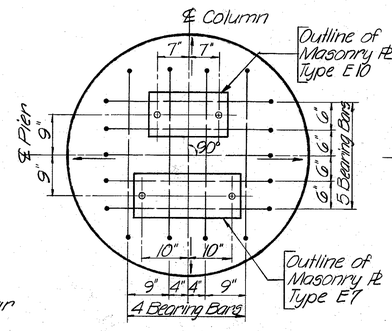
ELEVATION
All Columns of Pier R1-2, R1-15, R2-3, R2-4, R2-5



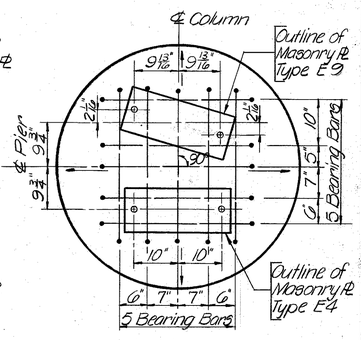
Pier R2-3, Col. A



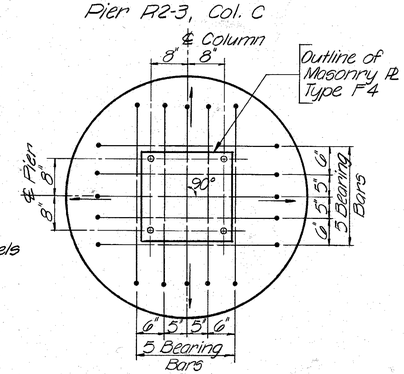
Pier R2-3, Col. B



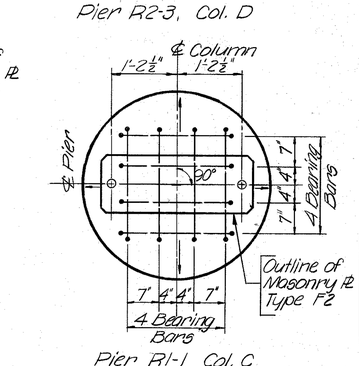
Pier R2-3, Col. C



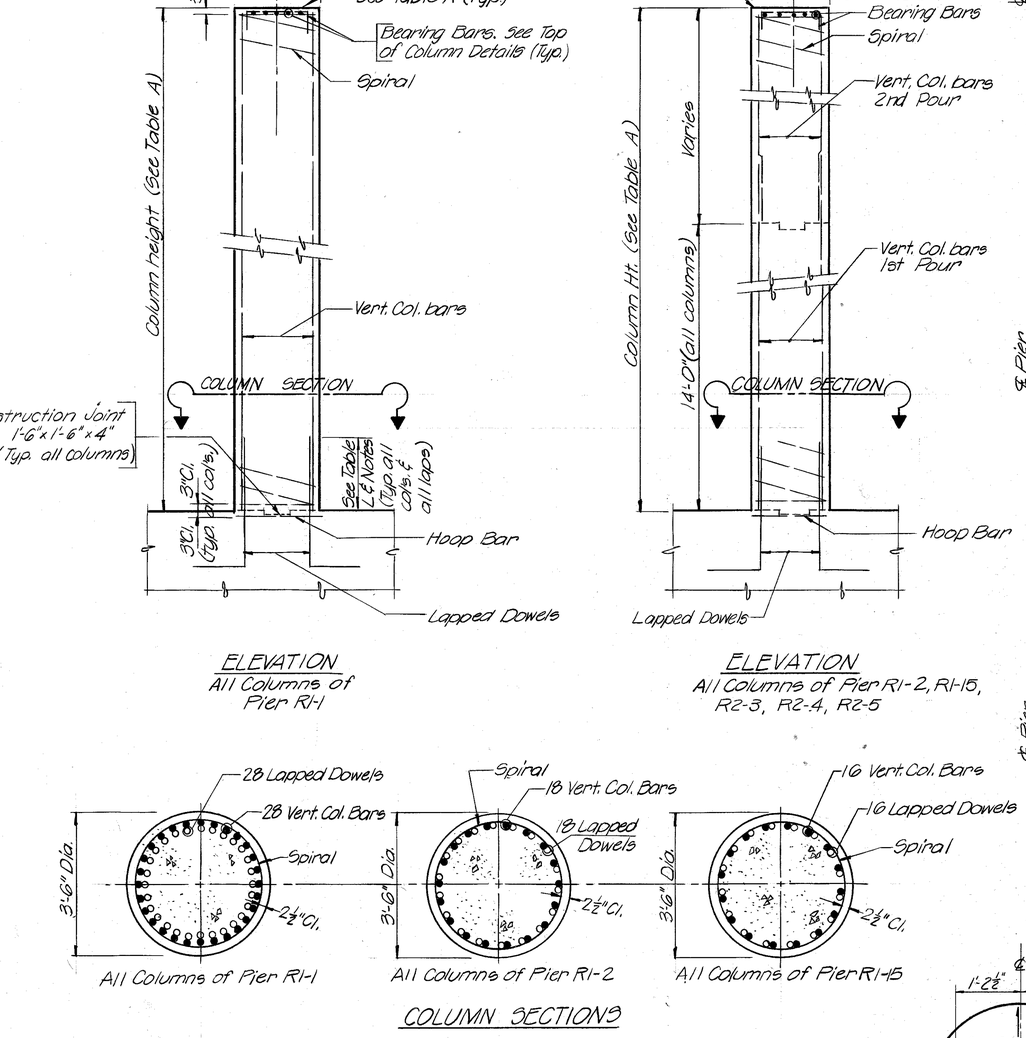
Pier R2-3, Col. D

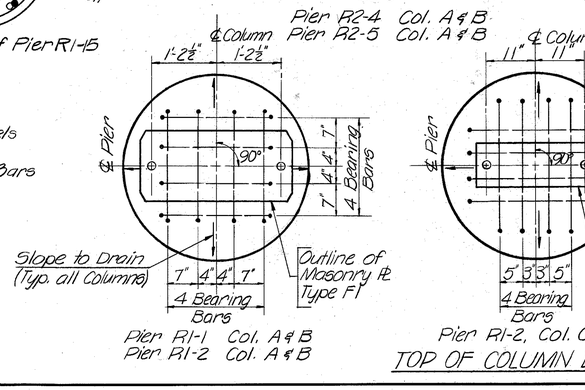


Pier R2-4 Col. A & B
Pier R2-5 Col. A & B

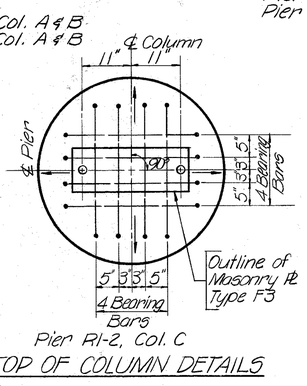


Pier R1-1 Col. C
Pier R1-2 Col. D

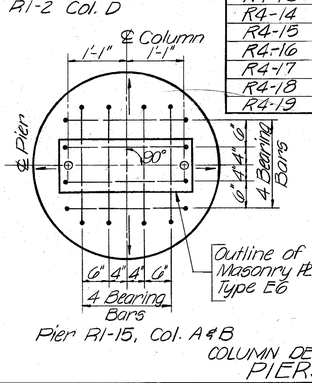




Pier R1-1 Col. A & B
Pier R1-2 Col. A & B



Pier R1-2, Col. C
TOP OF COLUMN DETAILS



Pier R1-15, Col. A & B
COLUMN DETAILS
PIERS

TABLE A

COLUMN	ELEV. T.C. (top of col.)	ELEV. C.J. (constr. joint)	COLUMN HEIGHT	m Ft.	m In.	n Ft.	n In.
R1-1A	471.925	—	19'-6"	—	—	—	—
R1-1B	471.551	—	19'-6"	—	—	—	—
R1-1C	471.286	—	19'-2 3/4"	—	—	—	—
R1-2A	478.219	—	27'-0"	—	—	—	—
R1-2B	477.850	—	27'-0"	—	—	—	—
R1-2C	477.293	—	26'-5 3/8"	—	—	—	—
R1-2D	476.489	—	25'-7 3/8"	—	—	—	—
R1-3	483.495	475.995	31'-0"	1	7 1/2	0	3 1/2
R1-4	485.591	478.091	32'-6"	1	7	0	7 1/2
R1-5	489.346	481.846	45'-0"	1	7	0	7 1/2
R1-6	492.083	484.583	48'-0"	1	7 1/2	0	3 1/2
*R1-7	492.157	483.657	51'-0"	1	7	0	7 1/2
R1-8	491.202	483.702	48'-8 3/8"	1	7	0	7 1/2
R1-9	489.936	482.436	48'-0"	1	7 1/2	0	3 1/2
R1-10	485.732	478.232	47'-0"	1	7	0	7 1/2
R1-11	481.085	473.585	43'-0"	1	7	0	7 1/2
R1-12	478.357	470.857	41'-0"	1	7 1/2	0	3 1/2
R1-13	473.698	466.198	35'-0"	1	7	0	7 1/2
R1-14	470.440	462.940	32'-0"	1	7	0	7 1/2
R1-15A	468.041	—	28'-0"	—	—	—	—
R1-15B	468.024	—	28'-0"	—	—	—	—
R1-16	468.588	461.088	27'-6"	1	7	0	7 1/2
R2-1	460.484	453.984	17'-0"	1	7 1/2	0	7 1/2
R2-2	460.804	453.304	24'-0"	1	7 1/2	0	7 1/2
R2-3A	467.244	—	28'-0"	—	—	—	—
R2-3B	468.126	—	28'-0"	—	—	—	—
R2-3C	469.300	—	29'-2 1/16"	—	—	—	—
*R2-3D	470.313	—	30'-0"	—	—	—	—
R2-4A	469.758	—	31'-0"	—	—	—	—
R2-4B	470.394	—	31'-0"	—	—	—	—
R2-5A	472.015	—	31'-0"	—	—	—	—
R2-5B	471.856	—	31'-0"	—	—	—	—
R2A-1	479.130	473.130	24'-0"	1	7 3/4	0	5
R2A-2	477.698	470.198	28'-0"	1	7 1/2	0	7 1/2
R2A-3	476.728	469.228	30'-0"	1	7 1/2	0	7 1/2
R2A-4	476.568	470.568	31'-0"	1	7 3/4	0	5
R2A-5	472.943	465.143	29'-6"	1	7 1/2	0	7 1/2
R2A-6	470.876	463.376	30'-6"	1	7 1/2	0	7 1/2
R3-2	466.232	457.732	26'-0	1	11 1/2	0	7 1/2
R3-3	468.357	460.857	23'-6"	1	7 1/4	0	5 1/2
R3-4	469.167	461.667	22'-0"	1	7	0	7 1/2
*R3-5	471.798	464.298	22'-0"	1	7	0	7 1/2
*R3-6	474.034	466.534	22'-0"	1	7 1/4	0	3 1/2
R3-7	473.509	465.009	22'-0"	1	7	0	7 1/2
R3-8	471.810	463.310	22'-0"	1	7	0	7 1/2
R4-1	472.784	465.284	35'-0"	1	7	0	7 1/2
R4-2	476.876	469.376	39'-0"	1	7	0	7 1/2
R4-3	481.512	474.012	42'-6"	1	7 1/4	0	3 1/2
R4-4	483.940	476.440	46'-0"	1	7	0	7 1/2
R4-5	488.219	480.719	48'-0"	1	7 1/2	0	3 1/2
R4-6	491.504	484.004	53'-0"	1	7	0	7 1/2
R4-7	496.904	489.404	32'-10" ±	1	7	0	7 1/2
R4-8	502.128	494.628	63'-0"	1	7 1/4	0	3 1/2
R4-9	504.831	497.331	65'-0"	1	7	0	7 1/2
R4-10	507.601	500.101	64'-0"	1	7	0	7 1/2
R4-11	509.341	501.841	61'-0"	1	7 3/4	0	3 1/2
R4-12	507.388	498.888	54'-0"	1	11 1/2	0	7 1/2
R4-13	502.040	493.540	48'-0"	1	11 1/2	0	7 1/2
R4-14	497.076	489.576	43'-0"	1	7 1/4	0	3 1/2
R4-15	492.098	484.598	38'-0"	1	7	0	7 1/2
R4-16	487.091	479.591	33'-0"	1	7	0	7 1/2
R4-17	484.087	476.587	30'-0"	1	7 1/4	0	3 1/2
R4-18	477.695	469.195	24'-0"	1	7	0	7 1/2
R4-19	471.170	462.670	22'-0"	1	7	0	7 1/2

Work this sheet with sheets C21 thru C24
For notes see sheet C25 SHEET C 27

DESIGNED BY	PAL	CHECKED BY	ESM
DETAILED BY	PAL	CHECKED BY	PAL
TRACED BY	RMY	CHECKED BY	

DATE 2-27-73 — REVISED * Revised Column Elev. - Table A
DATE 8/1/0 — REVISED Col. Ht.
DATE 2-26-74 — REVISED Elev. T.C., Elev. C.J. & Col. Ht.
DATE — REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH. ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-ILL
STATION 208+08 P.E. PROJECT NO. 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

BILL OF REINFORCEMENT

PIER R1-1

Mark	Type	Size	Number Required Col. A	Col. B	Col. C	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-1	(1)	8	32			32	12	2	Long. & Trans. Bott. of Ftg.	10	6			
2R1-1	(1)	6		8		8	26	2	Full Length Trans. Bott. of Ftg.	24	10			
3R1-1	(22)	6		14		14	8	11	Cut Off Trans. Bott. of Ftg.	8	3			
4R1-1	(1)	8		26		26	10	2	Long. Bott. of Ftg.	8	6			
5R1-1	(1)	9		17		17	26	10	Trans. Bott. of Ftg.	24	10			
6R1-1	(12)	5		11		11	23	0	Tie Bars	2	6	8	6	
7R1-1	(13)	½"Ø	1	1	1	3	10	8	Hoop	2	11			
8R1-1	(29)	11	28	28	28	84	8	5	Lapped Dowels	2	0	6	5	
9R1-1	str.	9	28	28		56	19	3	Vert. Col. bar					
10R1-1	str.	9			28	28	18	11	Vert. Col. bar					
11R1-1	(15)	½"Ø	1	1	1	3	205	5	Spiral	3	1			21½
12R1-1	(17)	6	8	8	8	24	3	1	Bearing Bar	0	6	2	1	

PIER R1-2

Mark	Type	Size	Number Required Col. A	Col. B	Col. C	Col. D	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-2	(1)	8	32				32	12	2	Trans. & Long. Bott. of Ftg.	10	6			
2R1-2	(1)	9			6		6	39	11	Full Length Trans. Bott. of Ftg.	37	11			
3R1-2	(22)	8			5		5	17	2	Cut Off Trans. Bott. of Ftg.	16	3			
4R1-2	(1)	7			39		39	10	0	Long. Bott. of Ftg.	8	6			
5R1-2	(1)	9			12		12	39	11	Trans. Top of Ftg.	37	11			
6R1-2	(12)	5			17		17	24	0	Tie Bars	3	0	8	6	
7R1-2	(13)	½"Ø	1	1	1	1	4	11	3	Hoop	3	1			
8R1-2	(29)	9	18				18	8	0	Lapped Dowels	1	7	6	5	
9R1-2	(29)	9		18	18	18	54	8	6	Lapped Dowels	1	7	6	11	
10R1-2	str.	9	18	18	18	18	72	17	10	Vert. Col. bar 1st Pour					
11R1-2	str.	9	18	18			36	12	9	Vert. Col. bar 2nd Pour					
12R1-2	str.	9			18		18	12	2	Vert. Col. bar 1st Pour					
13R1-2	str.	9				18	18	11	4	Vert. Col. bar 2nd Pour					
14R1-2	(15)	½"Ø	1	1			2	281	11	Spiral	3	1			29½
15R1-2	(15)	½"Ø			1		1	277	1	Spiral	3	1			29
16R1-2	(15)	½"Ø				1	1	267	7	Spiral	3	1			28
17R1-2	(17)	6	8	8		8	24	3	1	Bearing Bar	0	6	2	1	
18R1-2	(17)	6			8		8	3	5	Bearing Bar	0	6	2	5	

PIER R1-3

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-3	(1)	6	8	10	10	Trans. & Long. Top of Ftg.	9	6			
2R1-3	(1)	7	32	11	0	Trans. & Long. Bott. of Ftg.	9	6			
3R1-3	(12)	½"Ø	1	17	6	Hoop	5	1			
4R1-3	(29)	10	28	8	8	Lapped Dowel	1	10	6	10	
5R1-3	str.	10	28	18	3	Vert. Col. bar 1st Pour					
6R1-3	str.	10	28	16	9	Vert. Col. bar 2nd Pour					
7R1-3	(15)	½"Ø	1	530	7	Spiral	5	1			33½

PIER R1-4

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-4	(1)	6	16	14	4	Trans. & Long. Top of Ftg.	13	0			
2R1-4	(1)	8	52	14	8	Trans. & Long. Bott. of Ftg.	13	0			
3R1-4	(13)	½"Ø	1	17	6	Hoop	5	1			
4R1-4	(29)	11	35	9	4	Lapped Dowels	2	0	7	4	
5R1-4	str.	10	35	17	10	Vert. Col. bars 1st Pour					
6R1-4	str.	9	35	18	3	Vert. Col. bars 2nd Pour					
7R1-4	(15)	½"Ø	11	554	4	Spiral	5	1			35

PIER R1-5

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-5	(1)	8	52	14	8	Trans. & Long. Bott. of Ftg.	13	0			
2R1-5	(13)	½"Ø	1	20	8	Hoop	5	1			
3R1-5	(29)	10	28	9	2	Lapped Dowels	1	10	7	4	
4R1-5	str.	10	56	20	3	Vert. Col. bars 1st & 2nd Pours					
5R1-5	str.	10	28	12	9	Vert. Col. bars 3rd Pour					
6R1-5	(15)	½"Ø	1	752	4	Spiral	5	1			47½

PIER R1-6

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-6	(1)	6	22	11	10	Long. Bott. of Ftg.	10	6			
2R1-6	(1)	7	20	14	6	Trans. Bott. of Ftg.	13	0			
3R1-6	(13)	½"Ø	1	17	6	Hoop	5	1			
4R1-6	(29)	10	28	9	2	Lapped Dowels	1	10	7	4	
5R1-6	str.	10	56	20	3	Vert. Col. bars 1st & 2nd Pours					
6R1-6	str.	10	28	15	9	Vert. Col. bars 3rd Pour					
7R1-6	(15)	½"Ø	1	199	10	Spiral	5	1			50½

PIER R1-7

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-7	(1)	6	10	14	4	Long. Top of Ftg.	13	0			
2R1-7	(1)	6	10	19	10	Trans. Top of Ftg.	18	6			
3R1-7	(1)	7	24	14	6	Long. Bott. of Ftg.	13	0			
4R1-7	(1)	10	35	20	8	Trans. Bott. of Ftg.	18	6			
5R1-7	(13)	½"Ø	1	20	0	Hoop	5	10			
6R1-7	(29)	11	60	9	10	Lapped Dowels	2	0	7	10	
7R1-7	str.	11	60	19	10	Vert. Col. bars 1st Pour					
8R1-7	str.	9	60	19	4	Vert. Col. bars 2nd Pour					
9R1-7	str.	8	60	18	9	Vert. Col. bars 3rd Pour					
10R1-7	(15)	½"Ø	1	1015	5	Spiral	6	1			53½

PIER R1-8

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-8	str.	11	60	20	7	Vert. Col. bars 1st Pour					
2R1-8	(19)	9	60	13	10	Vert. Col. bars 2nd Pour					
3R1-8	str.	9	60	21	9	Vert. Col. bars 3rd Pour					
4R1-8	(15)	½"Ø	1	550	5	Spiral (1st & 2nd Pours)	6	1			29
5R1-8	(15)	½"Ø	1	548	5	Spiral (3rd Pour)	5	7			31½

PIER R1-9

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-9	(1)	6	22	11	10	Long. Bott. of Ftg.	10	6			
2R1-9	(1)	7	20	14	6	Trans. Bott. of Ftg.	13	0			
3R1-9	(13)	½"Ø	1	17	6	Hoop	5	1			
4R1-9	(29)	10	28	9	2	Lapped Dowels	1	10	7	4	
5R1-9	str.	10	56	20	3	Vert. Col. Bars 1st & 2nd Pours					
6R1-9	str.	10	28	15	9	Vert. Col. Bars 3rd Pour					
7R1-9	(15)	½"Ø	1	199	10	Spiral	5	1			50½

PIER R1-10

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-10	(1)	6	18	12	10	Long. Bott. of Ftg.	11	6			
2R1-10	(1)	10	30	18	8	Trans. Bott. of Ftg.	16	6			
3R1-10	(13)	½"Ø	1	20	0	Hoop	5	10			
4R1-10	(29)	11	48	10	4	Lapped Dowels	2	0	8	4	
5R1-10	str.	11	48	19	10	Vert. Col. bars 1st Pour					
6R1-10	str.	9	48	19	10	Vert. Col. bars 2nd Pour					
7R1-10	str.	9	48	14	9	Vert. Col. bars 3rd Pour					
8R1-10	(15)	½"Ø	1	989	6	Spiral	6	1			49½

PIER R1-11

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-11	(1)	7	22	14	6	Long. Bott. of Ftg.	13	0			
2R1-11	(1)	10	30	20	10	Trans. Bott. of Ftg.	18	6			
3R1-11	(13)	½"Ø	1	20	0	Hoop	5	10			
4R1-11	(29)	11	50	9	10	Lapped Dowels	2	0	7	10	
5R1-11	str.	10	50	21	10	Vert. Col. bars 1st Pour					
6R1-11	str.	9	50	24	9	Vert. Col. bars 2nd Pour					
7R1-11	(15)	½"Ø	1	863	7	Spiral	6	1			45½

PIER R1-12

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-12	(1)	7	32	12	0	Trans. & Long. Bott. of Ftg.	10	6			
2R1-12	(13)	½"Ø	1	17	6	Hoop	5	1			
3R1-12	(29)	10	28	8	8	Lapped Dowels	1	10	6	10	
4R1-12	str.	10	28	22	3	Vert. Col. bars 1st Pour					
5R1-12	str.	10	28	22	9	Vert. Col. bars 2nd Pour					
6R1-12	(15)	½"Ø	1	689	0	Spiral	5	1			43½

PIER R1-13

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-13	(1)	9	46	22	6	Long. Bott. of Ftg.	20	6			
2R1-13	(1)	9	46	20	6	Trans. Bott. of Ftg.	18	6			
3R1-13	(13)	½"Ø	1	18	5	Hoop	5	4			
4R1-13	(29)	11	48	9	4	Lapped Dowels	2	0	7	4	
5R1-13	str.	10	48	17	10	Vert. Col. bars 1st Pour					
6R1-13	str.	9	48	20	9	Vert. Col. bars 2nd Pour					
7R1-13	(15)	½"Ø	1	662	10	Spiral	5	7			37½

PIER R1-14

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-14	(1)	7	22	14	6	Long. Bott. of Ftg.	13	0			
2R1-14	(1)	10	30	20	10	Trans. Bott. of Ftg.	18	6			
3R1-14	(13)	½"Ø	1	18	5	Hoop	5	4			
4R1-14	(29)	11	52	9	10	Lapped Dowels	2	0	7	10	
5R1-14	str.	10	52	17	4	Vert. Col. bars 1st Pour					
6R1-14	str.	8	52	17	9	Vert. Col. bars 2nd Pour					
7R1-14	(15)	½"Ø	1	600	8	Spiral	5	7			34½

Work this sheet with sheets C 21 thru C 27, C 31
For notes see sheets C 21 & C 25

SHEET C 28

½"Ø Spiral equals size W20 wire

PIERS

LETTING DATE

DESIGNED BY ESM DATE 8/70
DETAILED BY RMV DATE 9/70
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED
REVISED
REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 13TH. ST. TO 7TH. ST.
LOUISVILLE - LEXINGTON
ROAD SP 56 - 273 - ILL
STATION 208+08 **P. E. PROJECT NO.** I 64 - 2(35)13

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

BILL OF REINFORCEMENT

PIER R1-15

Mark	Type	Size	No. Reqd Col.A	No. Reqd Col.B	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-15	(1)	7	32	32	64	11	0	Trans.& Long. Bott. of Ftg.	9	6			
2R1-15	(12)	½"Ø	1	1	2	11	3	Hoop	3	1			
3R1-15	(29)	11	16	16	32	7	11	Lapped Dowel	2	0	5	11	
4R1-15	Str.	9	16	16	32	17	10	Vert. Col. bars 1st Pour					
5R1-15	Str.	9	16	16	32	13	9	Vert. Col. bars 2nd Pour					
6R1-15	(15)	½"Ø	1	1	2	291	5	Spiral	3	1			30½
7R1-15	(17)	6	8	8	16	3	3	Bearing Bar	0	6	2	3	

PIER R1-16

Mark	Type	Size	No. Reqd Col.A	No. Reqd Col.B	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R1-16	(1)	7	18		18	0		Long. Bott. of Ftg.	11	6			
2R1-16	(1)	8	30		30	2		Trans. Bott. of Ftg.	14	6			
3R1-16	(12)	½"Ø	1		1	19	1	Hoop	5	7			
4R1-16	(29)	10	32		32	9	8	Lapped Dowels	1	10	7	10	
5R1-16	Str.	10	32		32	27	3	Vert. Col. bars					
6R1-16	(15)	½"Ø	1		1	522	3	Spiral	5	7			30

PIER R2-1

Mark	Type	Size	No. Reqd Col.A	No. Reqd Col.B	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R2-1	(1)	8	20		20	18	2	Trans.& Long. Top of Ftg.	16	6			
2R2-1	(1)	9	76		76	18	6	Trans.& Long. Bott. of Ftg.	16	6			
3R2-1	(12)	½"Ø	1		1	17	6	Hoop	5	1			
4R2-1	(29)	185	32		32	23	3	Full Length Dowels	3	5	19	10	
5R2-1	(15)	½"Ø	1		1	308	10	Spiral	5	1			19½

PIER R2-2

Mark	Type	Size	No. Reqd Col.A	No. Reqd Col.B	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R2-2	(1)	8	20		20	18	2	Trans.& Long. Top of Ftg.	16	6			
2R2-2	(1)	9	76		76	18	6	Trans.& Long. Bott. of Ftg.	16	6			
3R2-2	(12)	½"Ø	1		1	17	6	Hoop	5	1			
4R2-2	(29)	185	32		32	30	3	Full Length Dowels	3	5	26	10	
5R2-2	(15)	½"Ø	1		1	419	9	Spiral	5	1			26½

PIER R2-4

Mark	Type	Size	No. Reqd. Col. A	No. Reqd. Col. B	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Spiral Turns
1R2-4	(1)	6	14	14	28	10	10	Long. Bott. of Ftg.	9	6			
2R2-4	(1)	9	18	18	36	15	0	Trans. Bott. of Ftg.	13	0			
3R2-4	(13)	½"Ø	1	1	2	13	8	Hoop	3	10			
4R2-4	(29)	11	36	36	72	9	4	Lapped Dowels	2	0	7	4	
5R2-4	Str.	10	36	36	72	17	10	Vert. Col. Bars 1st Pour					
6R2-4	Str.	9	36	36	72	16	9	Vert. Col. Bars 2nd Pour					
7R2-4	(15)	½"Ø	1	1	2	425	4	Spiral	4	1			33½
8R2-4	(17)	6	10	10	20	4	4	Bearing Bars	0	6	3	4	

PIER R2-5

Mark	Type	Size	No. Reqd. Col. A	No. Reqd. Col. B	Total	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	Spiral Turns
1R2-5	(1)	6	28	28	56	10	10	Trans. & Long. Bott. of Ftg.	9	6			
2R2-5	(13)	½"Ø	1	1	2	14	4	Hoop	4	1			
3R2-5	(29)	10	18	18	36	9	3	Lapped Dowels	1	10	7	5	
4R2-5	Str.	10	18	18	36	18	3	Vert. Col. Bars 1st Pour					
5R2-5	Str.	10	18	18	36	16	9	Vert. Col. Bars 2nd Pour					
6R2-5	(13)	½"Ø	1	1	2	425	4	Spiral	4	1			33½
7R25	(17)	6	10	10	20	4	4	Bearing Bars	0	6	3	4	

PIER R2A-1

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R2A-1	(1)	7	32	11	0	Trans.& Long. Bott. of Ftg.	9	6			
2R2A-1	(12)	½"Ø	1	17	6	Hoop	5	1			
3R2A-1	(29)	11	28	8	10	Lapped Dowels	2	0	6	10	
4R2A-1	Str.	10	28	23	9	Vert. Col. bars					
5R2A-1	(15)	½"Ø	1	419	9	Spiral	5	1			26½

PIER R2A-2

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R2A-2	(1)	7	10	12	0	Long. Top of Ftg.	10	6			
2R2A-2	(1)	7	10	16	0	Trans. Top of Ftg.	14	6			
3R2A-2	(1)	6	22	11	10	Long. Bott. of Ftg.	10	6			
4R2A-2	(1)	8	20	16	2	Trans. Bott. of Ftg.	14	6			
5R2A-2	(13)	½"Ø	1	17	6	Hoop	5	1			
6R2A-2	(29)	11	28	9	4	Lapped Dowels	2	0	7	4	
7R2A-2	Str.	10	28	27	9	Vert. Col. Bars					
8R2A-2	(15)	½"Ø	1	483	1	Spiral	5	1			30½

PIER R2A-3

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R2A-3	(1)	7	10	12	0	Long. Top of Ftg.	10	6			
2R2A-3	(1)	7	10	16	0	Trans. Top of Ftg.	14	6			
3R2A-3	(1)	6	22	11	10	Long. Bott. of Ftg.	10	6			
4R2A-3	(1)	8	20	16	2	Trans. Bott. of Ftg.	14	6			
5R2A-3	(13)	½"Ø	1	17	6	Hoop	5	1			
6R2A-3	(29)	11	28	9	4	Lapped Dowels	2	0	7	4	
7R2A-3	Str.	10	28	29	9	Vert. Col. Bars					
8R2A-3	(15)	½"Ø	1	514	9	Spiral	5	1			32½

PIER R2A-4

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R2A-4	(1)	7	32	11	0	Trans.& Long. Bott. of Ftg.	9	6			
2R2A-4	(13)	½"Ø	1	17	6	Hoop	5	1			
3R2A-4	(29)	10	28	8	8	Lapped Dowels	1	10	6	10	
4R2A-4	Str.	10	28	18	3	Vert. Col. bars 1st Pour					
5R2A-4	Str.	10	28	16	9	Vert. Col. bars 2nd Pour					
6R2A-4	(15)	½"Ø	1	530	7	Spiral	5	1			33½

PIER R2A-5

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R2A-5	(1)	8	10	14	8	Long. Top of Ftg.	13	0			
2R2A-5	(1)	8	10	18	2	Trans Top of Ftg.	16	6			
3R2A-5	(1)	7	22	14	6	Long. Bott. of Ftg.	13	0			
4R2A-5	(1)	8	30	18	2	Trans. Bott. of Ftg.	16	6			
5R2A-5	(13)	½"Ø	1	17	6	Hoop	5	1			
6R2A-5	(29)	185	26	35	9	Full Length Dowels	3	5	32	4	
7R2A-5	(15)	½"Ø	1	506	10	Spiral	5	1			32

PIER R2A-6

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R2A-6	(1)	8	10	14	8	Long Top of Ftg.	13	0			
2R2A-6	(1)	8	10	18	2	Trans Top of Ftg.	16	6			
3R2A-6	(1)	7	22	14	6	Long Bott. of Ftg.	13	0			
4R2A-6	(1)	8	30	18	2	Trans Bott. of Ftg.	16	6			
5R2A-6	(13)	½"Ø	1	17	6	Hoop	5	1			
6R2A-6	(29)	185	13	24	9	Cut-off Dowels	3	5	21	4	
7R2A-6	(29)	185	13	36	9	Full Length Dowels	3	5	33	4	
8R2A-6	(15)	½"Ø	1	522	8	Spiral	5	1			33

PIER R2-3

Mark	Type	Size	Number Required Col. A	Col. B	Col. C	Col. D	Total	Length Ft.	Length In.	9'-4"	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R2-3	(1)	8		26			26	23	10		Trans. Top & Bott. of Ftg.	22	2			
2R2-3	(1)	6		16			16	10	10		Long. Bott. of Ftg.	9	6			
3R2-3	(12)	5		7			7	26	0		Tie Bars	3	0	9	6	
4R2-3	(1)	7	28			28	56	12	0		Trans.& Long. Bott. of Ftg.	10	6			
5R2-3	(13)	½"Ø	1	1	1	1	4	14	4		Hoop	4	1			
6R2-3	(29)	10		18	18		36	6	10		Lapped Dowels	1	10	3	2	7'-6"
7R2-3	(29)	10	18			18	36	8	6		Lapped Dowels	1	10	2	8	7'-0"
8R2-3	Str.	10	18	18	18	18	72	18	3		Vert. Col. Bars 1st Pour					
9R2-3	Str.	10	18	18			36	13	9		Vert. Col. Bars 2nd Pour					
10R2-3	Str.	10			18		18	14	11		Vert. Col. Bars 2nd Pour					
11R2-3	Str.	10				18	18	15	9		Vert. Col. Bars 2nd Pour					
12R2-3	(15)	½"Ø	1	1			2	387	3		Spiral	4	1			30½
13R2-3	(15)	½"Ø			1		1	400	0		Spiral	4	1			31⅛
14R2-3	(15)	½"Ø				1	1	412	8		Spiral	4	1			32½
15R2-3	(17)	6	10	9	9		28	3	10		Bearing Bars	0	6	2	10	
16R2-3	(17)	6				10	10	4	0		Bearing Bars	0	6	3	0	

-8'-10"

PIER R3-2

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R3-2	(1)	6	16	17	10	Top of Ftg.	16	6			
2R3-2	(1)	9	72	18	2	Bott. of Ftg.	16	6			
3R3-2	(13)	½"Ø	1	20	0	Hoop	5	10			
4R3-2	(29)	11	48	9	4	Lapped Dowels	2	0	7	4	
5R3-2	Str.	10	48	26	9	Vert. Col. Bars					
6R3-2	(15)	½"Ø	1	540	11	Spiral	6	1			

PIER R3-3

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R3-3	(1)	7	32	11	0	Trans.& Long. Bott. of Ftg.	9	6			
2R3-3	(13)	½"Ø	1	19	1	Hoop	5	7			
3R3-3	(29)	10	32	8	8	Lapped Dowels	1	10	6	10	
4R3-3	Str.	10	32	23	3	Vert. Col. bars					
5R3-3	(15)	½"Ø	1	452	8	Spiral	5	7			26

PIER R3-4

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R3-4	(1)	6	20	17	10	Trans. & Long. Top of Ftg	16	6			
2R3-4	(1)	9	76	18	6	Trans & Long. Bott. of Ftg.	16	6			
3R3-4	(13)	½"Ø	1	18	5	Hoop	5	4			
4R3-4	(29)	11	48	9	4	Lapped Dowels	2	0	7	4	
5R3-4	Str.	10	48	21	9	Vert. Col. bars					
6R3-4	(15)	½"Ø	1	426	6	Spiral	5	7			24½

PIER R3-5

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R3-5	(1)	6	20	17	10	Trans & Long. Bott.of Ftg.	16	6			
2R3-5	(1)	9	76	18	6	Trans.& Long. Top of Ftg.	16	6			
3R3-5	(13)	½"Ø	1	18	5	Hoop	5	4			
4R3-5	(29)	11	48	9	4	Lapped Dowels	2	0	7	4	
5R3-5	Str.	10	48	21	9	Vert. Col. bars					
6R3-5	(15)	½"Ø	1	486	6	Spiral	5	7			24½

PIER R3-6

Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	No. Spiral Turns
1R3-6	(1)	7	32	11	0	Trans.& Long. Bott. of Ftg.	9	6			
2R3-6	(13)	½"Ø	1	17	6	Hoop	5	1			
3R3-6	(29)	10	28	8	8	Lapped Dowels	1	10	6	10	
4R3-6	Str.	10	28	21	9	Vert. Col. bars					
5R3-6	(15)	½"Ø	1	388	1	Spiral	5	1			24½

Work this sheet with sheets C 21 thru C 27, C 31
For Notes see sheets C 21 & C 25

SHEET C 29

½"Ø Spiral equals size W20 wire.

PIERS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH. ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-ILL
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

L.M.A. DATE 8/2/74

DESIGNED BY ESM CHECKED BY PAL DATE 8/70
DETAILED BY ENY CHECKED BY PAL DATE 9/72
TRACED BY CHECKED BY DATE
REVISED Length of reinf. in Pier R2-3 DATE
REVISED DATE
REVISED DATE

BILL OF REINFORCEMENT

LETTING DATE

DESIGNED BY E.S.M. CHECKED BY E.A.L. DATE 3-70 REVISED
DETAILED BY E.M.S. CHECKED BY E.A.L. DATE 3-70 REVISED
TRACED BY CHECKED BY DATE REVISED

PIER R3-7

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R3-7	(1)	6	20	17	10	Trans. & Long. Top of Ftg.	16	6			
2 R3-7	(1)	9	76	18	6	Trans. & Long. Bott. of Ftg.	16	6			
3 R3-7	(13)	½"ϕ	1	17	6	Hoop	5	1			
4 R3-7	(29)	18s	28	28	3	Full Length Dowels	3	5	24	10	
5 R3-7	(15)	½"ϕ	1	388	1	Spiral	5	1			24½

PIER R3-8

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R3-8	(1)	6	20	17	10	Trans. & Long. Top of Ftg.	16	6			
2 R3-8	(1)	9	76	18	6	Trans. & Long. Bott. of Ftg.	16	6			
3 R3-8	(13)	½"ϕ	1	17	6	Hoop	5	1			
4 R3-8	(29)	18s	28	28	3	Full Length Dowels	3	5	24	10	
5 R3-8	(15)	½"ϕ	1	388	1	Spiral	5	1			24½

PIER R4-1

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-1	(1)	6	16	14	4	Long. & Trans. Top. of Ftg.	13	0			
2 R4-1	(1)	8	52	14	8	Long. & Trans. Bott. of Ftg.	13	0			
3 R4-1	(13)	½"ϕ	1	16	9	Hoop	4	10			
4 R4-1	(29)	11	40	9	10	Lapped Dowels	2	10	7	10	
5 R4-1	Str.	11	40	19	10	Vert. Col. bars 1st Pour					
6 R4-1	Str.	9	40	18	9	Vert. Col. bars 2nd Pour					
7 R4-1	(15)	½"ϕ	1	593	11	Spiral	5	1			37½

PIER R4-2

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-2	(1)	6	16	14	4	Long. & Trans. Top of Ftg.	13	0			
2 R4-2	(1)	8	52	14	8	Long. & Trans. Bott. of Ftg.	13	0			
3 R4-2	(13)	½"ϕ	1	17	6	Hoop	5	1			
4 R4-2	(29)	11	35	9	10	Lapped Dowels	2	10	7	10	
5 R4-2	Str.	11	35	17	10	Vert. Col. bars 1st Pour					
6 R4-2	Str.	9	35	24	9	Vert. Col. bars 2nd Pour					
7 R4-2	(15)	½"ϕ	1	657	4	Spiral	5	1			41½

PIER R4-3

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-3	(1)	7	32	12	0	Trans & Long. Bott. of Ftg.	10	6			
2 R4-3	(13)	½"ϕ	1	17	6	Hoop	5	1			
3 R4-3	(29)	10	28	8	8	Lapped Dowels	1	10	6	10	
4 R4-3	Str.	10	28	22	3	Vert. Col. bars 1st Pour					
5 R4-3	Str.	10	28	24	3	Vert. Col. bars 2nd Pour					
6 R4-3	(15)	½"ϕ	1	712	9	Spiral	5	1			45

PIER R4-4

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-4	(1)	6	10	14	4	Long. Top of Ftg.	13	0			
2 R4-4	(1)	6	10	19	10	Trans. Top of Ftg.	18	6			
3 R4-4	(1)	7	24	14	6	Long. Bott. of Ftg.	13	0			
4 R4-4	(1)	10	35	20	8	Trans. Bott. of Ftg.	18	6			
5 R4-4	(13)	½"ϕ	1	20	0	Hoop	5	10			
6 R4-4	(29)	11	58	9	4	Lapped Dowels	2	0	7	4	
7 R4-4	Str.	10	58	19	10	Vert. Col. bars 1st Pour					
8 R4-4	Str.	9	58	19	10	Vert. Col. bars 2nd Pour					
9 R4-4	Str.	9	58	13	9	Vert. Col. bars 3rd Pour					
10 R4-4	(15)	½"ϕ	1	930	7	Spiral	6	1			48½

PIER R4-5

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-5	(1)	8	52	14	8	Trans. & Long. Bott. of Ftg.	13	0			
2 R4-5	(13)	½"ϕ	1	19	1	Hoop	5	7			
3 R4-5	(29)	10	32	9	2	Lapped Dowels	1	10	7	4	
4 R4-5	Str.	10	64	20	3	Vert. Col bars 1st & 2nd Pour					
5 R4-5	Str.	10	32	15	9	Vert. Col bars 3rd Pour					
6 R4-5	(15)	½"ϕ	1	879	2	Spiral	5	7			50½

PIER R4-6

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-6	(1)	6	10	14	4	Long. Top of Ftg.	13	0			
2 R4-6	(1)	6	10	19	10	Trans. Top of Ftg.	18	6			
3 R4-6	(1)	7	24	14	6	Long. Bott. of Ftg.	13	0			
4 R4-6	(1)	10	35	20	8	Trans. Bott. of Ftg.	18	6			
5 R4-6	(13)	½"ϕ	1	20	0	Hoop	5	10			
6 R4-6	(29)	11	48	9	10	Lapped Dowels	2	0	7	10	
7 R4-6	Str.	11	48	19	10	Vert. Col. bars 1st Pour					
8 R4-6	Str.	9	48	19	10	Vert. Col. bars 2nd Pour					
9 R4-6	Str.	9	48	20	9	Vert. Col. bars 3rd Pour					
10 R4-6	(15)	½"ϕ	1	1053	5	Spiral	6	1			55½

PIER R4-7

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-7	Str.	10	60	17	4	Vert. Col. bars 1st Pour					
2 R4-7	Str.	8	60	18	7	Vert. Col. bars 2nd Pour					
3 R4-7	(15)	½"ϕ	1	664	4	Spiral	6	1			35

PIER R4-8

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-8	(1)	6	22	11	10	Long. Bott. of Ftg.	10	6			
2 R4-8	(1)	7	20	14	6	Trans. Bott. of Ftg.	13	0			
3 R4-8	(13)	½"ϕ	1	19	1	Hoop	5	7			
4 R4-8	(29)	10	32	9	2	Lapped Dowels	1	10	7	4	
5 R4-8	Str.	10	64	23	3	Vert. Col. bars 1st & 2nd Pour					
6 R4-8	Str.	10	32	24	9	Vert. Col. bars 3rd Pour					
7 R4-8	(15)	½"ϕ	1	1140	4	Spiral	5	7			65½

PIER R4-9

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-9	(1)	6	10	14	4	Long. Top of Ftg.	13	0			
2 R4-9	(1)	6	10	19	10	Trans. Top of Ftg.	18	6			
3 R4-9	(1)	7	24	14	6	Long. Bott. of Ftg	13	0			
4 R4-9	(1)	10	35	20	8	Trans. Bott. of Ftg.	18	6			
5 R4-9	(13)	½"ϕ	1	20	0	Hoop	5	10			
6 R4-9	(29)	11	48	9	10	Lapped Dowels	2	0	7	10	
7 R4-9	Str.	11	48	22	10	Vert. Col. bars 1st Pour					
8 R4-9	Str.	9	48	22	10	Vert. Col. bars 2nd Pour					
9 R4-9	Str.	9	48	26	9	Vert. Col. bars 3rd Pour					
10 R4-9	(15)	½"ϕ	1	1281	2	Spiral	6	1			61½

PIER R4-10

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-10	(1)	6	10	14	4	Long. Top of Ftg.	13	0			
2 R4-10	(1)	6	10	19	10	Trans. Top of Ftg.	18	6			
3 R4-10	(1)	7	24	14	6	Long. Bott. of Ftg.	13	0			
4 R4-10	(1)	10	35	20	8	Trans. Bott. of Ftg.	18	6			
5 R4-10	(13)	½"ϕ	1	20	0	Hoop	5	10			
6 R4-10	(29)	11	48	9	10	Lapped Dowels	2	0	7	10	
7 R4-10	Str.	11	48	22	10	Vert. Col. bars 1st Pour					
8 R4-10	Str.	9	48	22	10	Vert. Col. bars 2nd Pour					
9 R4-10	Str.	9	48	25	9	Vert. Col. bars 3rd Pour					
10 R4-10	(15)	½"ϕ	1	1082	2	Spiral	6	1			66½

PIER R4-11

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-11	(1)	8	52	14	8	Trans. & Long. Bott. of Ftg.	13	0			
2 R4-11	(13)	½"ϕ	1	19	1	Hoop	5	7			
3 R4-11	(29)	10	32	9	2	Lapped Dowels	1	10	7	4	
4 R4-11	Str.	10	64	23	3	Vert. Col. bars 1st & 2nd Pours					
5 R4-11	Str.	10	32	22	9	Vert. Col. bars 3rd Pour					
6 R4-11	(15)	½"ϕ	1	1105	6	Spiral					65½

PIER R4-12

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-12	(1)	8	20	18	2	Trans. & Long. Top of Ftg.	16	6			
2 R4-12	(1)	9	76	18	6	Trans. & Long. Bott. of Ftg.	16	6			
3 R4-12	(13)	½"ϕ	1	20	0	Hoop	5	10			
4 R4-12	(29)	11	60	9	4	Lapped Dowels	2	0	7	4	
5 R4-12	Str.	10	60	21	4	Vert. Col. bars 1st Pour					
6 R4-12	Str.	8	60	21	4	Vert. Col. bars 2nd Pour					
7 R4-12	Str.	8	60	17	9	Vert. Col. bars 3rd Pour					
8 R4-12	(15)	½"ϕ	1	1012	5	Spiral	6	1			56½

PIER R4-13

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-13	(1)	8	20	18	2	Trans. & Long. Top of Ftg.	16	6			
2 R4-13	(1)	9	76	18	6	Trans. & Long. Bott. of Ftg.	16	6			
3 R4-13	(13)	½"ϕ	1	20	0	Hoop	5	10			
4 R4-13	(29)	11	60	9	10	Lapped Dowels	2	0	7	10	
5 R4-13	Str.	11	60	20	3	Vert. Col. bars 1st Pour					
6 R4-13	Str.	10	60	19	4	Vert. Col. bars 2nd Pour					
7 R4-13	Str.	8	60	15	9	Vert. Col. bars 3rd Pour					
8 R4-13	(15)	½"ϕ	1	958	6	Spiral	6	1			50½

PIER R4-14

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-14	(1)	6	8	11	10	Long. & Trans. Top of Ftg.	10	6			
2 R4-14	(1)	7	32	12	0	Long. & Trans. Bott. of Ftg.	10	6			
3 R4-14	(13)	½"ϕ	1	17	6	Hoop	5	1			
4 R4-14	(29)	10	28	8	8	Lapped Dowels	1	10	6	10	
5 R4-14	Str.	10	28	22	3	Vert. Col. bars 1st Pour					
6 R4-14	Str.	10	28	24	9	Vert. Col. bars 2nd Pour					
7 R4-14	(15)	½"ϕ	1	720	8	Spiral	5	1			45½

PIER R4-15

Mark	Type	Size	Number Required	Length ft.	Length in.	Location	a ft.	a in.	b ft.	b in.	No. Spiral Turns
1 R4-15	(1)	6	16	14	4	Long. & Trans. Top. of Ftg.	13	0			
2 R4-15	(1)	8	52	14	8	Long. & Trans. Bott. of Ftg.	13	0			
3 R4-15	(13)	½"ϕ	1	16	9	Hoop	4	10			
4 R4-15	(29)	11	40	9	4	Lapped Dowels	2	0	7	4	
5 R4-15	Str.	10	40	19	10	Vert. Col. bars 1st Pour					
6 R4-15	Str.	9	40	21	9	Vert. Col. bars 2nd Pour					
7 R4-15	(15)	½"ϕ	1	641	6	Spiral	5	1			40½

Work this sheet with sheets C21 thru C27, C31

For Notes see sheets C21 & C25

½"ϕ Spiral equals size W20 wire.

SHEET C 30

PIERS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH. ST. TO 7TH. ST.
LOUISVILLE – LEXINGTON
ROAD SP 56 - 273 - ILL.
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

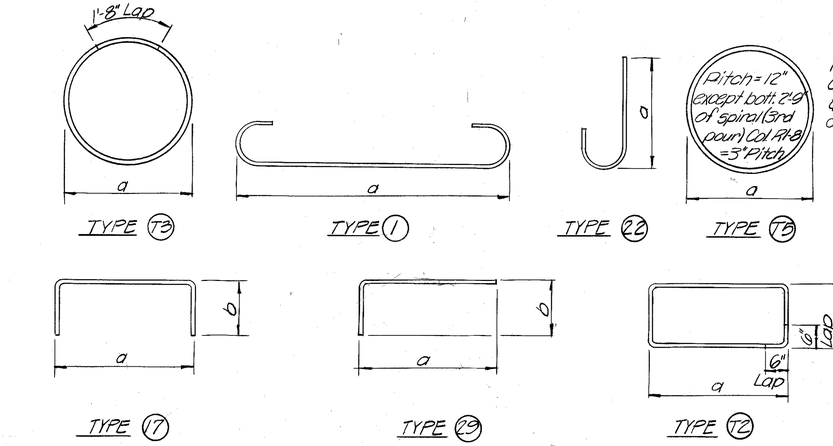
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

BILL OF REINFORCEMENT

	Mark	Type	Size	Number Required	Length Ft.	Length In.	Location	a Ft	a In	b Ft	b In	No Spiral Turns
PIER R4-16	1R4-16	(1)	6	16	14	4	Long. & Trans. Top of Ftg.	13	0			
	2R4-16	(2)	8	52	14	8	Long. & Trans. Bott. of Ftg.	13	0			
	3R4-16	(T3)	½"ϕ	1	16	9	Hoop	4	10			
	4R4-16	(29)	11	46	9	4	Lapped Dowels	2	0	7	4	
	5R4-16	str.	10	46	19	4	Vert. Col. bars 1st Pour					
	6R4-16	str.	8	46	16	9	Vert. Col. bars 2nd Pour					
	7R4-16	(T5)	½"ϕ	1	662	3	Spiral	5	1			35½
PIER R4-17	1R4-17	(1)	7	32	12	0	Trans. & Long. Bott. of Ftg.	10	6			
	2R4-17	(T3)	½"ϕ	1	17	6	Hoop	5	1			
	3R4-17	(29)	10	28	8	8	Lapped Dowels	1	10	6	10	
	4R4-17	str.	10	28	29	9	Vert. Col. bar 1st Pour					
	5R4-17	(T5)	½"ϕ	1	514	9	Spiral	5	1			32½
PIER R4-18	1R4-18	(1)	8	10	20	2	Long. Top of Ftg.	18	6			
	2R4-18	(2)	8	10	16	2	Trans. Top of Ftg.	14	6			
	3R4-18	(1)	9	40	20	6	Long. Bott. of Ftg.	18	6			
	4R4-18	(1)	8	30	16	2	Trans. Bott. of Ftg.	14	6			
	5R4-18	(T3)	½"ϕ	1	19	1	Hoop	5	7			
	6R4-18	(29)	185	30	30	3	Full Length Dowels	3	5	26	10	
	7R4-18	(T5)	½"ϕ	1	461	4	Spiral	5	7			26½
PIER R4-19	1R4-19	(1)	8	10	20	2	Long. Top of Ftg.	18	6			
	2R4-19	(2)	8	10	16	2	Trans. Top of Ftg.	14	6			
	3R4-19	(1)	9	40	20	6	Long. Bott. of Ftg.	18	6			
	4R4-19	(1)	8	30	16	2	Trans. Bott. of Ftg.	14	6			
	5R4-19	(T3)	½"ϕ	1	19	1	Hoop	5	7			
	6R4-19	(29)	183	30	28	3	Full Length Dowels	3	5	24	10	
	7R4-19	(T5)	½"ϕ	1	446	6	Spiral	5	7			29½

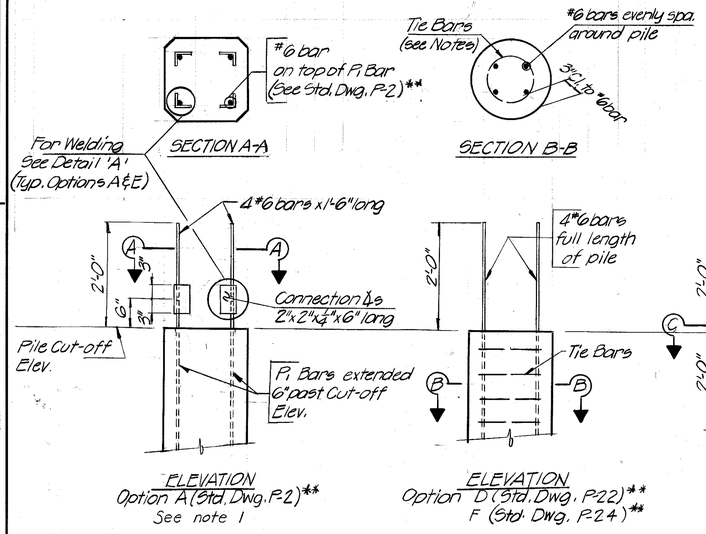
½"ϕ Spiral equals size W20 wire.



* Quantities shown here for Piers R1-8 & R4-7 include only concrete and Column Reinf. above top of Footing. For Footing dowels and other Footing quantities see Mainline Pier 39 W.B., Sheet A34 and Floodwall Monolith , Sheet A40. Both sheets of Dwg. No. 18572

PILE ANCHORAGE NOTES

1. For options, A&E, Contractor may cut off 2'-0" of pile and expose reinforcing for anchorage.
2. Contractor shall provide lateral ties for anchorage bars in options D,E&F sufficient to hold the main reinforcing in the position shown in the detail.
3. The Contractor may substitute an approved mechanical connection, capable of transferring not less than 7,500 lbs. tension, as determined by tests, for the welded connection shown below. (Detail 'A')
4. Pile anchorages will be paid for at the contract price each for "Pile Anchorage" which will include all welding, reinforcement, connection angles and/or cutting off piles & exposing reinforcement.
5. Reinforcing Steel which is to be welded shall be A.S.T.M. A-615 Grade 40 with the following maximum chemical composition
   Carbon - 0.40%
   Manganese - 1.30%



PILE ANCHORAGE BAR DETAILS

** Current edition

ESTIMATE OF QUANTITIES

PIER	CONCRETE CLASS 'A' (CU. YDS.)	STEEL REINFORCEMENT (LBS.)	STEEL PILES 12BP53 FURNISHING (LIN. FT.)	STEEL PILES 12BP53 DRIVING (LIN. FT.)	CONCRETE PILES FURNISHING (LIN. FT.)	CONCRETE PILES DRIVING (LIN. FT.)	STRUCTURE EXCAVATION COMMON (CU. YDS.)	PILE ANCHORAGE (EACH)
R1-1	65.7	13,831			565'	565'	189	0
R1-2	104.2	15,271			700'	700'	279	0
R1-3	40.1	6,477			246'	246'	28	8
R1-4	55.4	7,794			415'	415'	65	12
R1-5	66.4	10,074			381'	381'	98	0
R1-6	64.0	9,412			366'	366'	58	0
R1-7	100.3	21,431			689'	689'	125	14
R1-8*	56.0	14,553	*	*	*	*	*	*
R1-9	64.2	9,412	590'	590'			57	0
R1-10	91.8	16,733	630'	630'			109	0
R1-11	95.6	17,289	575'	575'			112	0
R1-12	51.8	7,723	365'	365'			55	0
R1-13	95.8	16,622	587'	587'			133	0
R1-14	76.3	12,812	447'	447'			136	0
R1-15	42.2	6,704	375'	375'			88	0
R1-16	58.8	7,219	407'	407'			52	0
R2-1	57.5	16,087			394'	394'	104	16
R2-2	63.6	19,208			351'	351'	92	16
R2-3	132.5	16,429	17772		383'	383'	162	0
R2-4	76.2	16,202			323'	323'	126	0
R2-5	65.8	8,483			310'	310'	95	0
R2A-1	33.9	5,187			267'	267'	33	0
R2A-2	48.8	10,411			272'	272'	55	10
R2A-3	50.6	7,155			242'	242'	57	10
R2A-4	40.1	6,347			191'	191'	28	0
R2A-5	59.7	17,336			265'	265'	66	12
R2A-6	60.5	14,606			256'	256'	44	12
R3-2	74.5	12,949			379'	379'	156	16
R3-3	37.4	5,430			225'	225'	40	0
R3-4	65.5	12,485			469'	469'	101	16
R3-5	65.5	12,485			511'	511'	110	16
R3-6	32.2	4,656			282'	282'	38	0
R3-7	61.9	16,345			458'	458'	148	16
R3-8	61.9	16,345			431'	431'	181	16
R4-1	57.6	11,642			302'	302'	79	12
R4-2	61.1	11,265			303'	303'	82	12
R4-3	52.9	7,920			218'	218'	47	0
R4-4	94.1	19,412			449'	449'	109	14
R4-5	77.1	11,645			332'	332'	68	0
R4-6	102.7	19,241			460'	460'	101	14
R4-7*	40.3	7,895	*	*	*	*	*	*
R4-8	87.8	12,832			266'	266'	68	0
R4-9	117.5	21,627			375'	375'	110	14
R4-10	116.3	21,451			408'	408'	93	14
R4-11	90.1	13,586			298'	298'	88	0
R4-12	108.8	21,222			668'	668'	76	16
R4-13	101.4	23,507			671'	671'	122	16
R4-14	53.3	8,128			290'	290'	54	8
R4-15	60.2	10,830			377'	377'	80	12
R4-16	55.8	10,932			377'	377'	80	12
R4-17	41.9	5,769			290'	290'	54	8
R4-18	66.9	17,716			554'	554'	122	14
R4-19	64.8	16,877			473'	473'	173	14
TOTAL	3667.9	685,000	3976	3976	16,482	16,482	4,826	370

ESTIMATE OF QUANTITIES PREBORING FOR PILING

PIER	PREB. CAT. A (LIN. FT)	PREB. CAT. B (LIN. FT.)	PREB. CAT. C (LIN. FT.)
R1-11	144	143	288
R1-12	91	91	183
R1-13	147	146	294
R1-14	112	112	223
R3-2	—	—	238
TOTAL	494	492	1226

Work this sheet with sheets C21 thru C30 PIERS

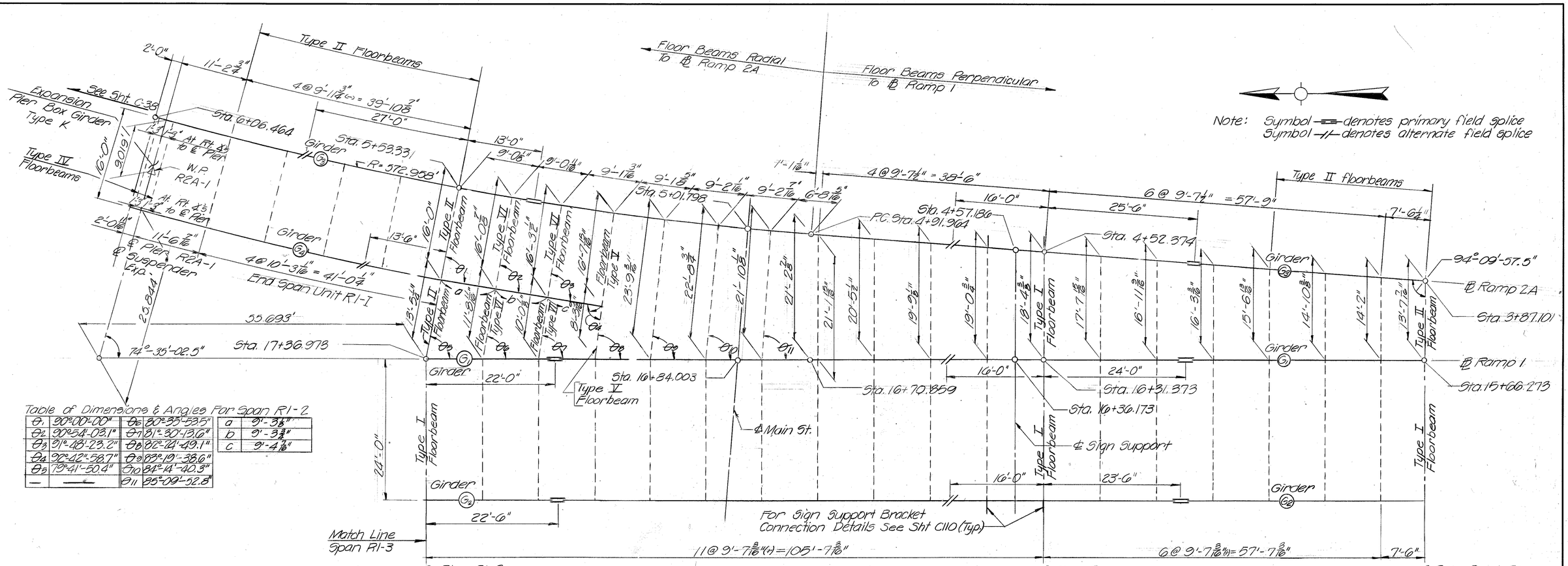
SHEET C31

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH. ST. TO 7TH. ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-ILL
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY JES DATE 2-13-74
DETAILED BY ESM DATE 8-16-74
TRACED BY PAL DATE 9-1-70
CHECKED BY PAL DATE
CHECKED BY RMH DATE
REVISED DATE
REVISED DATE
Reinf. in Pier R 2-3

LETTING DATE



Note: Symbol —=— denotes primary field splice
Symbol —|— denotes alternate field splice

Table of Dimensions & Angles For Span R1-2

θ_1	90°-00'-00"	θ_6	80°-35'-53.5"	a	9'-3 5/8"
θ_2	90°-54'-03.1"	θ_7	81°-30'-13.6"	b	9'-3 7/8"
θ_3	91°-48'-23.2"	θ_8	82°-24'-49.1"	c	9'-4 1/16"
θ_4	90°-42'-58.7"	θ_9	83°-19'-38.6"		
θ_5	78°-41'-50.4"	θ_{10}	84°-14'-40.3"		
—	——	θ_{11}	85°-09'-52.8"		

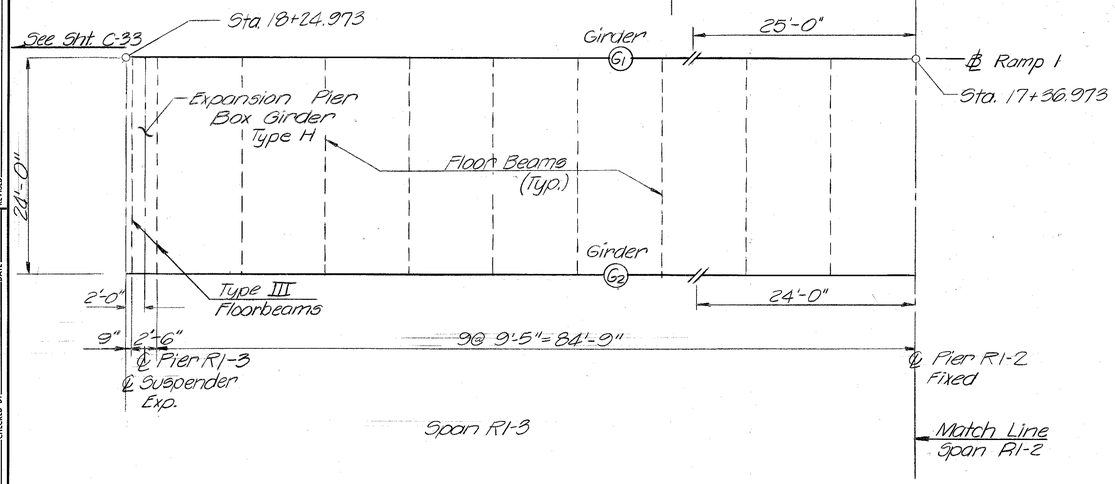


TABLE OF GIRDER LENGTHS

Girder	Span R1-1	Span R1-2	Span R1-3	End Span
	L	L	L	L
G1	65'-1 15/16"	105'-7 3/16"	88'-0"	——
G2	65'-1 15/16"	105'-7 3/16"	88'-0"	——
G3	65'-3 1/4"	100'-11 1/2"	——	53'-1 15/16"
G4	——	27'-11 3/16"	——	54'-7 3/8"

UNIT R1-I

Notes Cont'd

9. Curved Girders shall be fabricated to the curved alignment with webs bent to the radius shown and flange plates cut to the curvature. Flanges shall not be curved by heat.
10. Type I floorbeams are used in ramps 1, 3, & 4 unless otherwise noted. Type II floorbeams are used in ramps 2, & 2A unless otherwise noted. Floorbeams are used at all ℄ Pier & ℄ Brg. End Bent locations where pier girders are not shown. For floorbeam details, see Sheets C65 & C66
11. For location of "Working Points" see Ramp Control Layout, sheet C11.

NOTES

1. For General Notes, see Sht. A2, Dwg. No. 18572
2. For types of Steel used in Longitudinal Girders see Detail Sheets.
3. All Structural Steel ASTM A36 Unless Otherwise noted.
4. For details of Fixed Pier Box Girder, see shts. C67 & C68 for details of Expansion Pier Box Girder, see sht. C69
5. All dimensions shown are horizontal and shall be corrected for grade where applicable.
6. All Piers, Suspenders, Bearing and Floor Beams are radial in curves unless otherwise noted.
7. For Camber of Longitudinal Girders, see sheets C61-C63. Floor Beams will not be Cambered.
8. Combination of primary and alternate field splice locations within a unit will not be permitted without written approval.

FRAMING PLANS UNIT R1-I
STRUCTURAL STEEL

SHEET C32

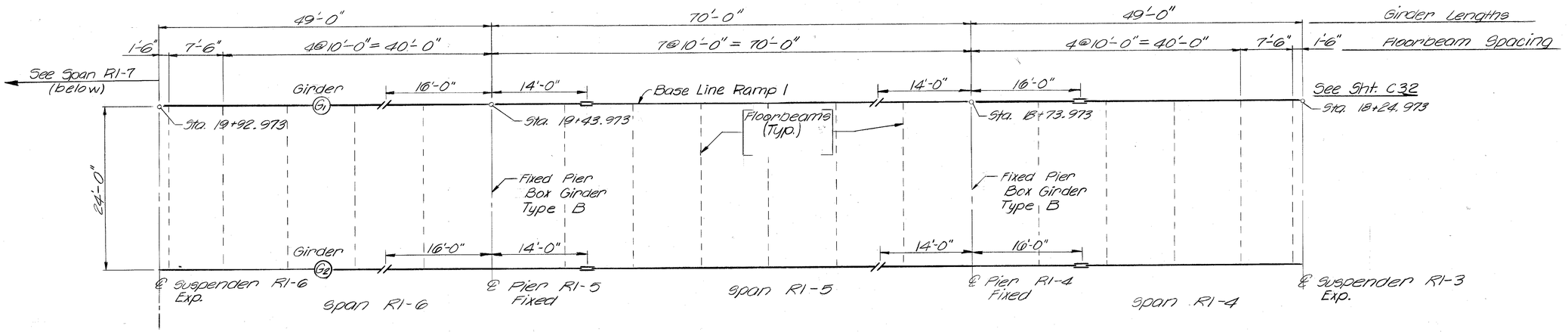
COMMONWEALTH OF KENTUCKY
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LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 **P.E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

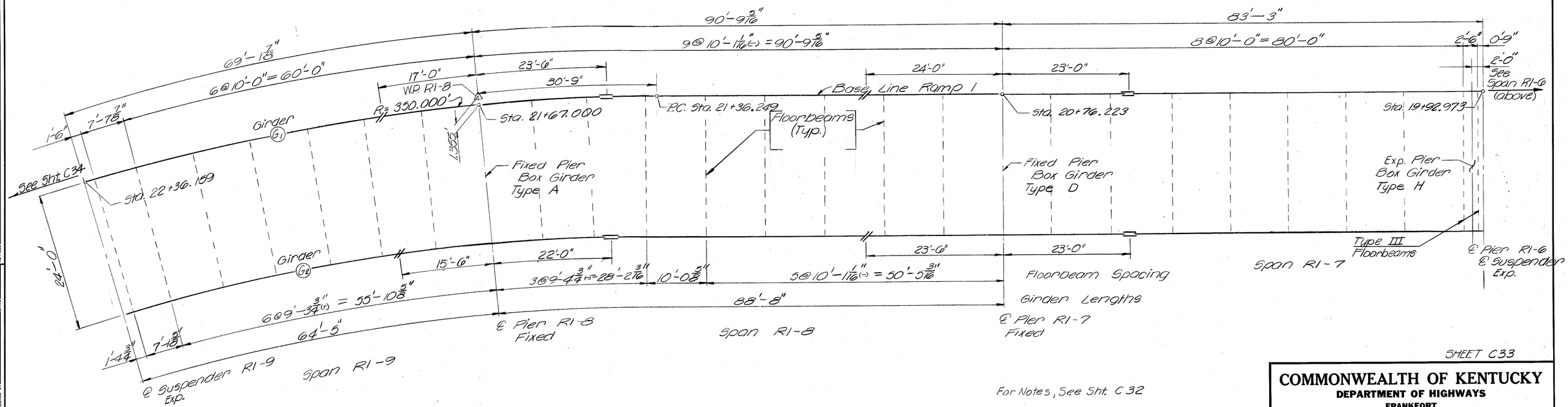
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DETAILED BY DCB DATE 8-70 REVISED
TRACED BY RMY DATE REVISED
CHECKED BY LAD DATE
CHECKED BY DATE
CHECKED BY DATE

LETTING DATE

NOTE:
Symbol —=— denotes primary field splice
Symbol —// — denotes alternate field splice



UNIT R1—II



UNIT R1—III

For Notes, See Sht. C32

FRAMING PLANS UNITS R1-II & R1-III
STRUCTURAL STEEL

SHEET C33

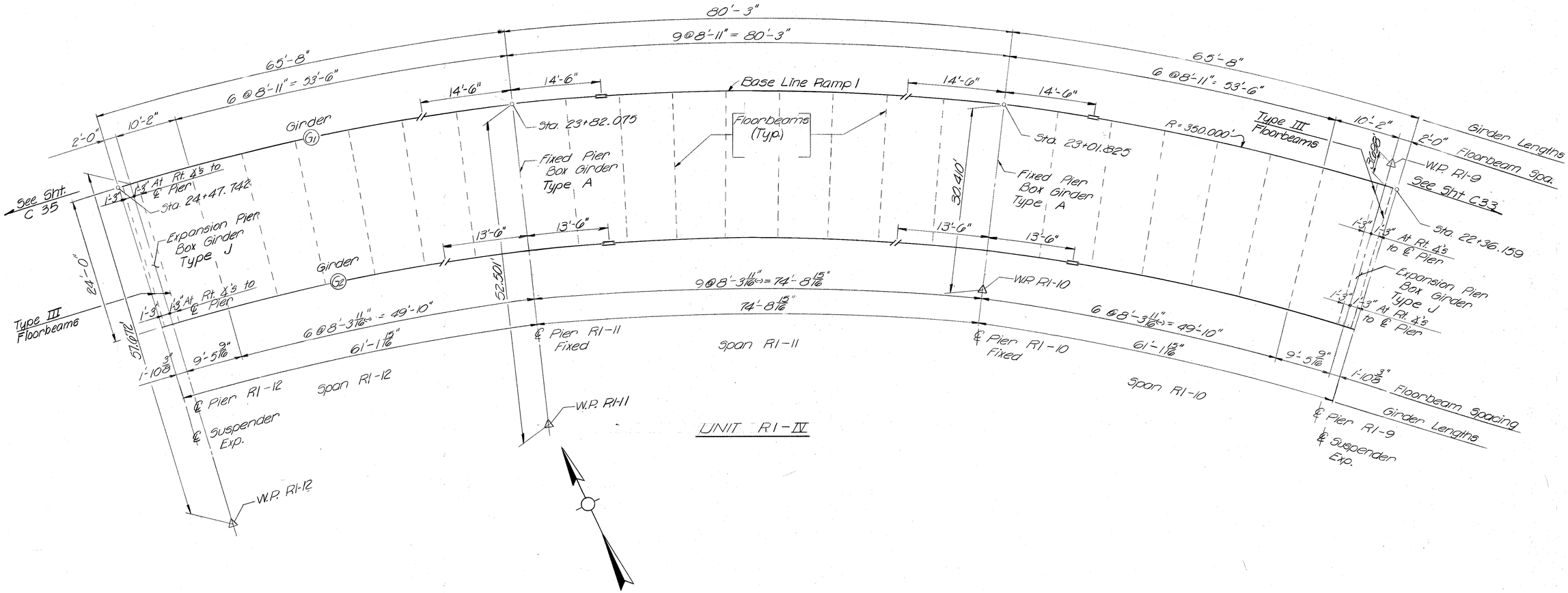
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LOUISVILLE – LEXINGTON ROAD
SP 56-273-IIL
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY L.A.D. CHECKED BY R.M.Y. DATE 3-70 REVISED
DETAILED BY D.E.B. CHECKED BY L.A.D. DATE 8-70 REVISED
TRACED BY CHECKED BY DATE REVISED

LETTING DATE

NOTE:
Symbol —=— denotes primary field splice
Symbol —//— denotes alternate field splice



For Notes, See Sht. C 32

FRAMING PLANS UNIT R1-IV
STRUCTURAL STEEL

SHEET C 34

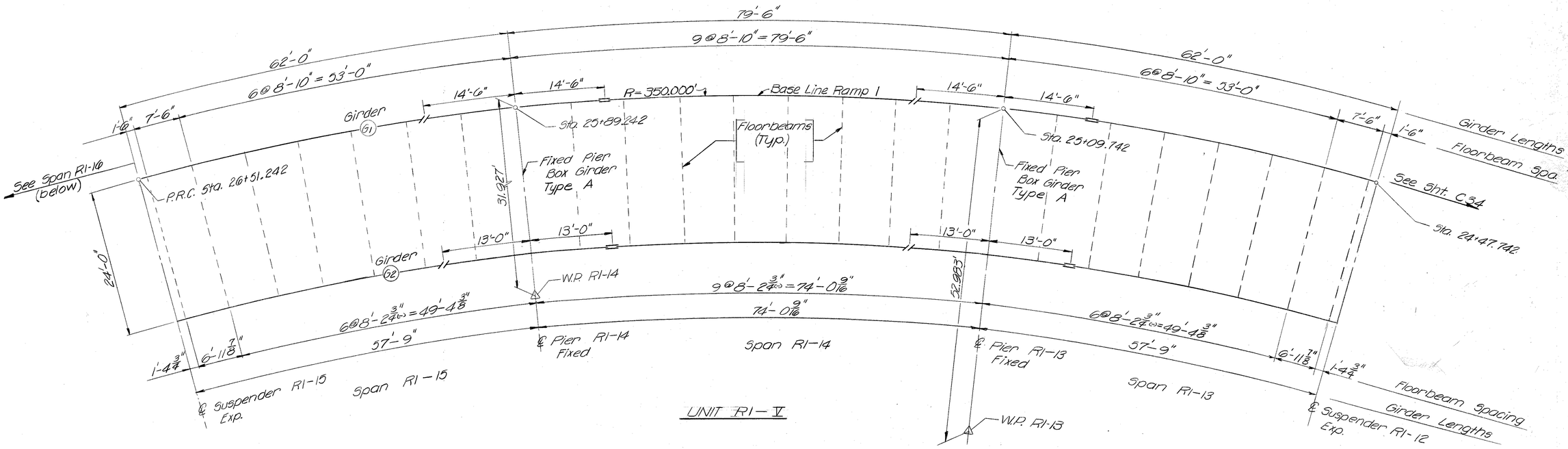
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164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08. **P. E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

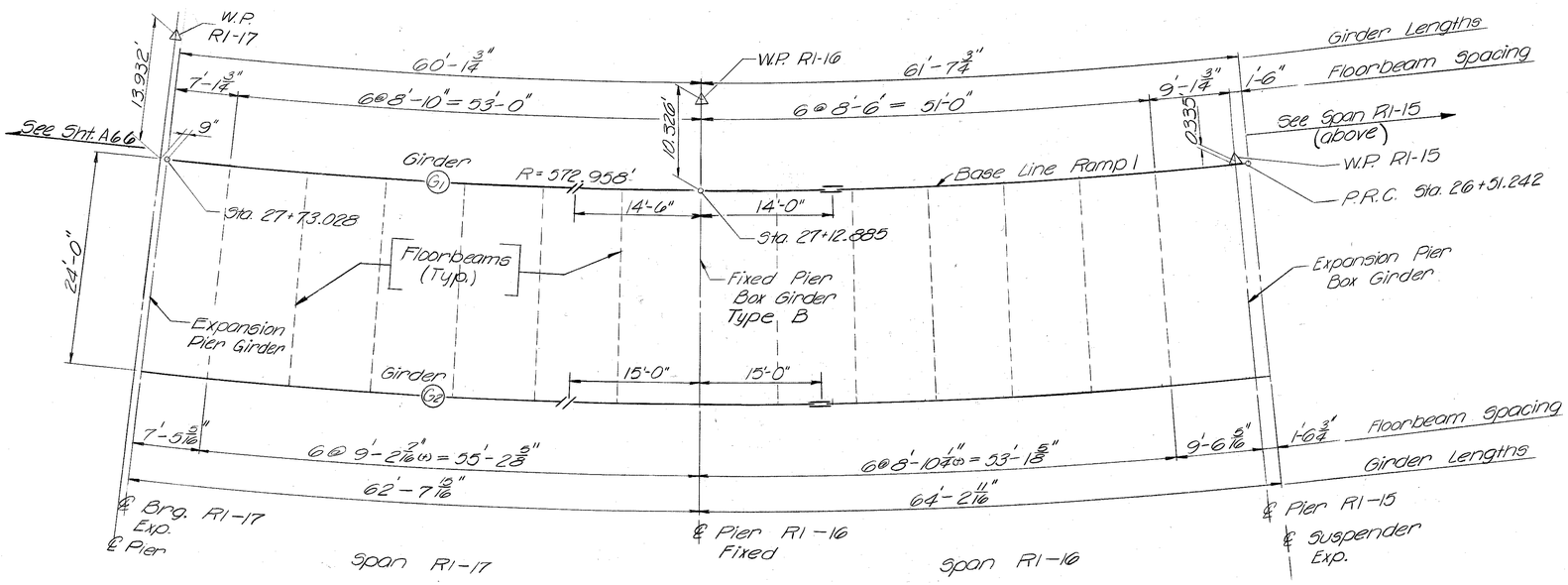
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DETAILED BY DEB DATE
TRACED BY DATE
CHECKED BY RMV DATE 3-70
CHECKED BY LAD DATE 3-70
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

LETTING DATE

NOTE:
Symbol —=— denotes primary field splice
Symbol —//— denotes alternate field splice



UNIT R1-V



UNIT R1-VI

For details of Expansion Pier Box Girder at Pier R1-15, See Sheet C71. For Details of Exp. Pier Girder @ Pier R1-17, see sht C72. For Notes, See Sheet C32

SHEET C35

COMMONWEALTH OF KENTUCKY
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LOUISVILLE – LEXINGTON ROAD
SP 56-273-IIL

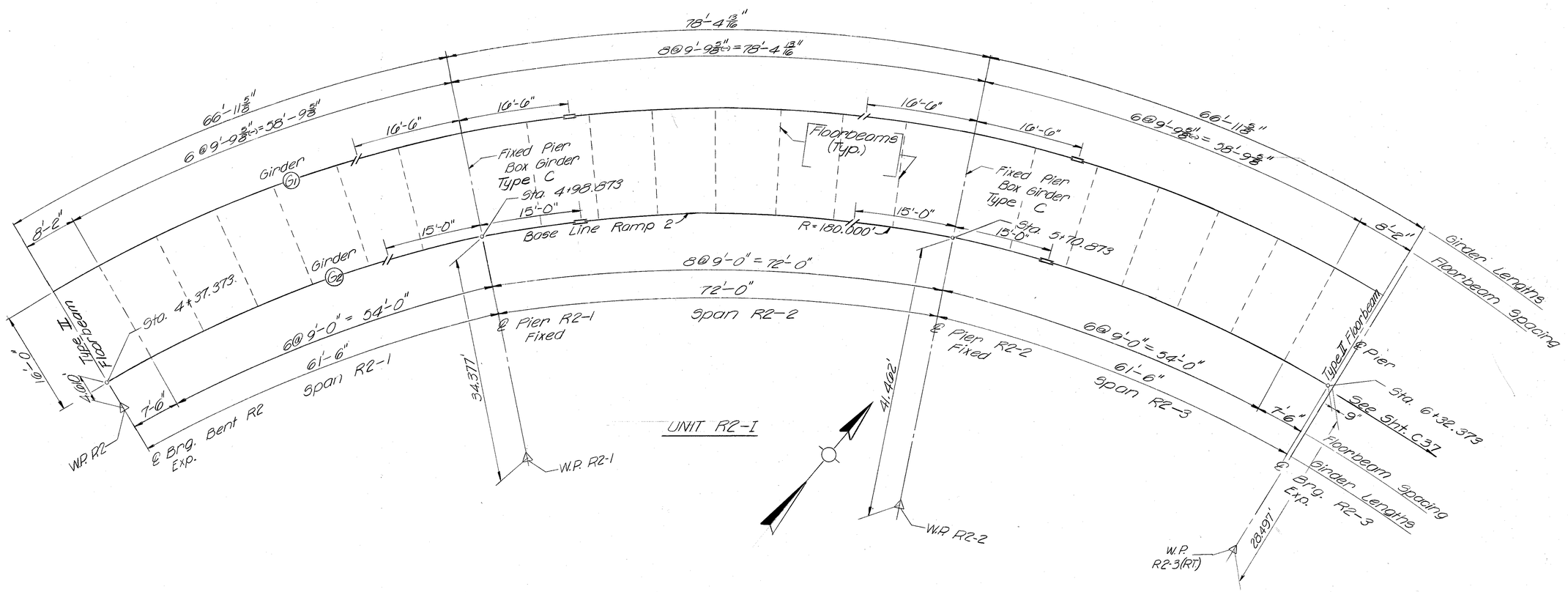
STATION 208+08	P.E. PROJECT NO. I 64-2(35)3	
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO. 18574

FRAMING PLANS UNITS R1-V & R1-VI
STRUCTURAL STEEL

DESIGNED BY: LAP	CHECKED BY: RMV	DATE: 3-70	REVISED:
DETAILED BY: DEB	CHECKED BY: ZAD	DATE: 3-70	REVISED:
TRACED BY:	CHECKED BY:	DATE	REVISED:

LETTING DATE

NOTE:
Symbol —=— denotes primary field splice
Symbol —//— denotes alternate field splice



For Notes, See Sht. C 32.

FRAMING PLANS UNIT R2-I
STRUCTURAL STEEL

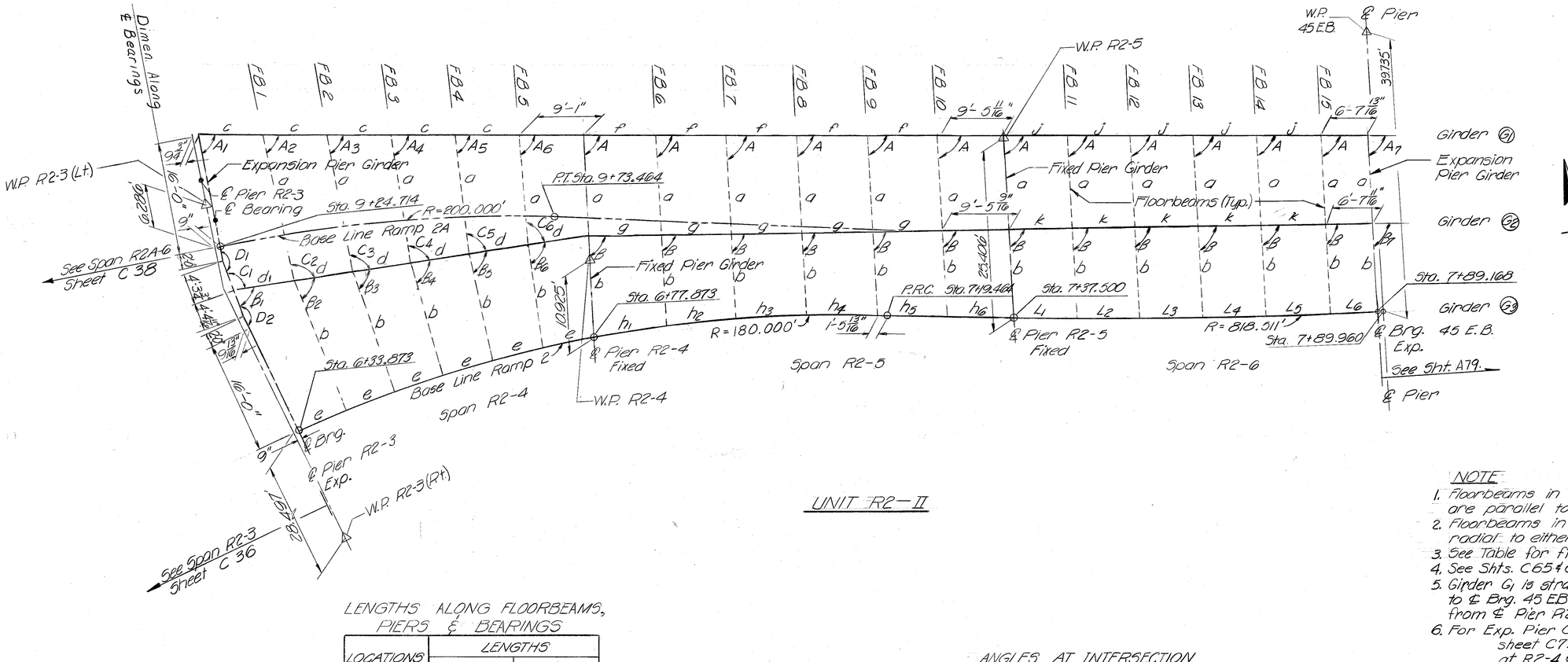
SHEET C36

COMMONWEALTH OF KENTUCKY
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I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LAD DATE 3-10
DETAILED BY DSB CHECKED BY RWK DATE 8-10
TRACED BY CHECKED BY LAD DATE
REVISED
REVISED
REVISED

LETTING DATE



UNIT R2—II

NOTE

1. Floorbeams in Spans R2-5 and R2-6 are parallel to Piers R2-4 and R2-5.
2. Floorbeams in Span R2-4 are not radial to either Ramp.
3. See Table for floorbeam types.
4. See Shts. C65 & C66 for floorbeam details.
5. Girder G1 is straight from ℄ Brg. R2-3 to ℄ Brg. 45 EB. Girder G2 is straight from ℄ Pier R2-4 to ℄ Brg. 45 EB.
6. For Exp. Pier Girder at Pier R2-3, see sheet C73. For Fixed Pier Girders at R2-4 & R2-5, see sheet C74. For Expansion Pier Girder at Pier 45 E.B., see sheet C 75

LENGTHS OF GIRDERS

GIRDER	SPAN R2-4	SPAN R2-5	SPAN R2-6
G1	54'-6 3/8"	59'-6 5/16"	51'-8 7/16"
G2	50'-8 1/16"	59'-5 7/8"	51'-8"
G3	44'-0"	59'-7 1/2"	51'-8"

LENGTHS ALONG FLOORBEAMS, PIERS & BEARINGS

LOCATIONS	LENGTHS a	LENGTHS b
F.B. 1	20'-11 5/8"	20'-1 1/16"
F.B. 2	19'-6 3/4"	18'-2 1/2"
F.B. 3	18'-2 1/2"	16'-8 1/16"
F.B. 4	16'-10 1/2"	15'-6"
F.B. 5	15'-6 3/4"	14'-8 3/8"
℄ Pier R2-4	14'-3 3/8"	14'-3 3/8"
F.B. 6	14'-1 7/16"	12'-9 3/8"
F.B. 7	13'-11 1/2"	11'-10 5/8"
F.B. 8	13'-9 5/8"	11'-5 5/8"
F.B. 9	13'-7 11/16"	11'-7 3/4"
F.B. 10	13'-5 3/4"	12'-1 3/8"
℄ Pier R2-5	13'-3 15/16"	12'-5 7/8"
F.B. 11	13'-2 3/16"	12'-8 3/4"
F.B. 12	13'-0 1/2"	12'-10 3/8"
F.B. 13	12'-10 3/4"	12'-10 13/16"
F.B. 14	12'-9"	12'-10 5/8"
F.B. 15	12'-7 1/4"	12'-8 3/16"
℄ Bearing	12'-6"	12'-6"

SPACING OF FLOORBEAMS

SPAN R2-4	SPAN R2-5	SPAN R2-6
c = 9'-1 5/8"	f = 10'-0 5/8"	j = 9'-0 1/8"
d = 8'-4 5/8"	g = 10'-0 1/16"	k = 9'-0 1/16"
d_1 = 8'-7 11/16"	h_1 = 10'-0 7/8"	L_1 = 9'-0 3/16"
e = 7'-4"	h_2 = 10'-0 1/4"	L_2 = 9'-0 5/8"
–	h_3 = 10'-0"	L_3 = 9'-0 1/16"
–	h_4 = 10'-0 1/8"	L_4 = 9'-0"
–	h_5 = 10'-0 3/8"	L_5 = 9'-0"
–	h_6 = 9'-5 5/8"	L_6 = 6'-7 5/8"

ANGLES AT INTERSECTION AT GIRDERS & FLOORBEAMS

A	87°-21'-34.4"	B	88°-16'-33.9"
A_1	78°-11'-58.7"	B_1	79°-24'-48.6"
A_2	77°-27'-57.6"	B_2	77°-22'-52.0"
A_3	78°-54'-12.8"	B_3	80°-7'-23.4"
A_4	80°-33'-20.4"	B_4	83°-23'-23.6"
A_5	82°-28'-14.5"	B_5	87°-10'-11.7"
A_6	84°-42'-41.0"	B_6	91°-22'-00.9"
A_7	87°-23'-22.4"	B_7	88°-18'-21.9"
C_1	100°-35'-11.4"	D_1	172°-47'-3.0"
C_2	94°-6'-14.8"	D_2	173°-56'-14.7"
C_3	92°-39'-59.5"		–
C_4	91°-0'-52.0"		–
C_5	89°-5'-57.5"		–
C_6	86°-51'-31.3"		–

FLOORBEAM TYPES

LOCATION	TYPE
FB1 - FB4	I
FB5 - FB15	II

For Notes, See Sht. C 32

SHEET C 37

FRAMING PLANS UNIT R2—II
STRUCTURAL STEEL

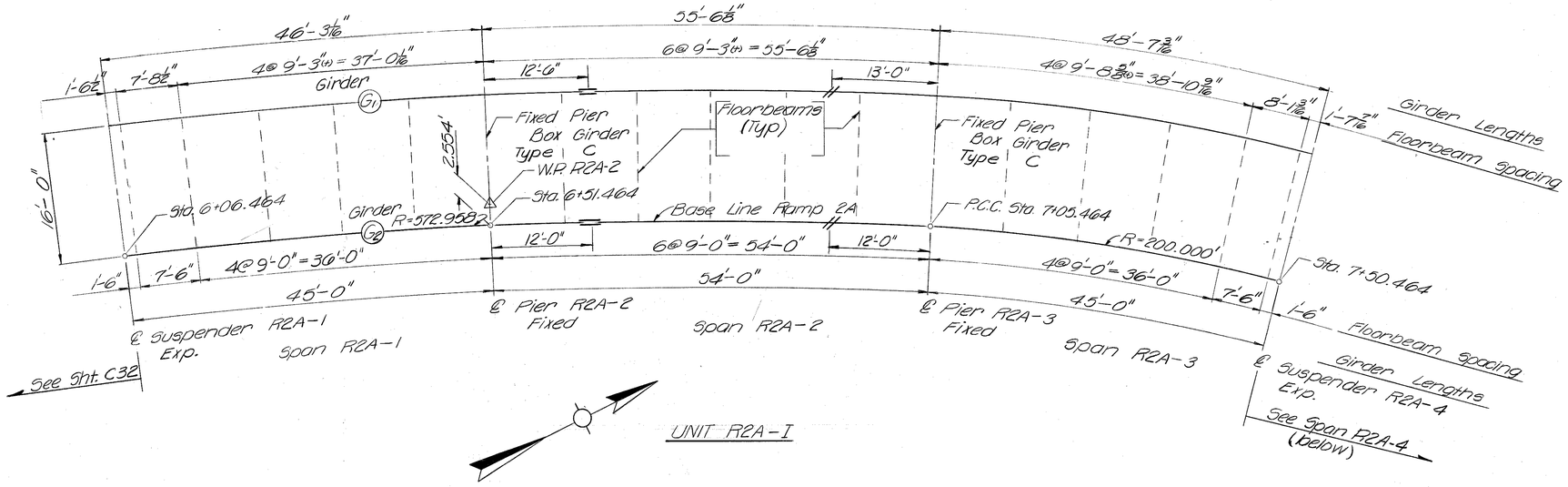
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COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08 P. E. PROJECT NO. I 64-2(35)3 SP 56-273-11L

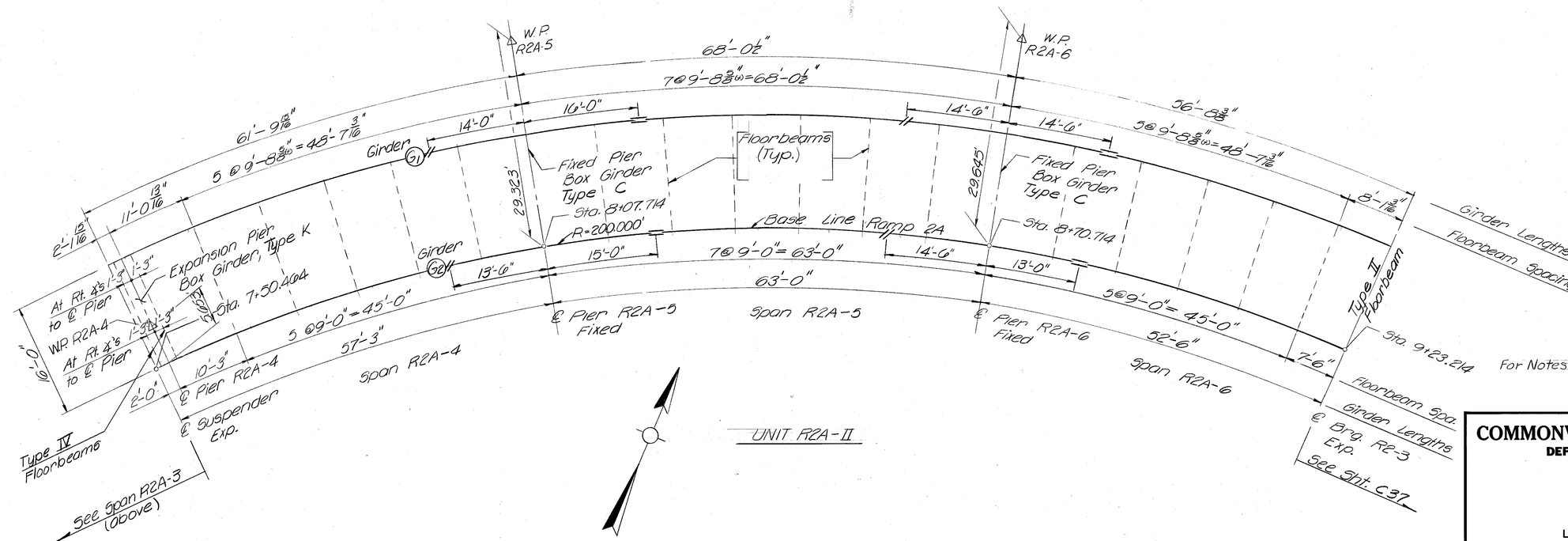
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		18574

LETTING DATE

Note: Symbol —=— denotes primary field splice
Symbol —//— denotes alternate field splice



UNIT R2A-I



UNIT R2A-II

For Notes, See Sht. C32

SHEET C 38

FRAMING PLANS UNITS R2A-I & R2A-II
STRUCTURAL STEEL

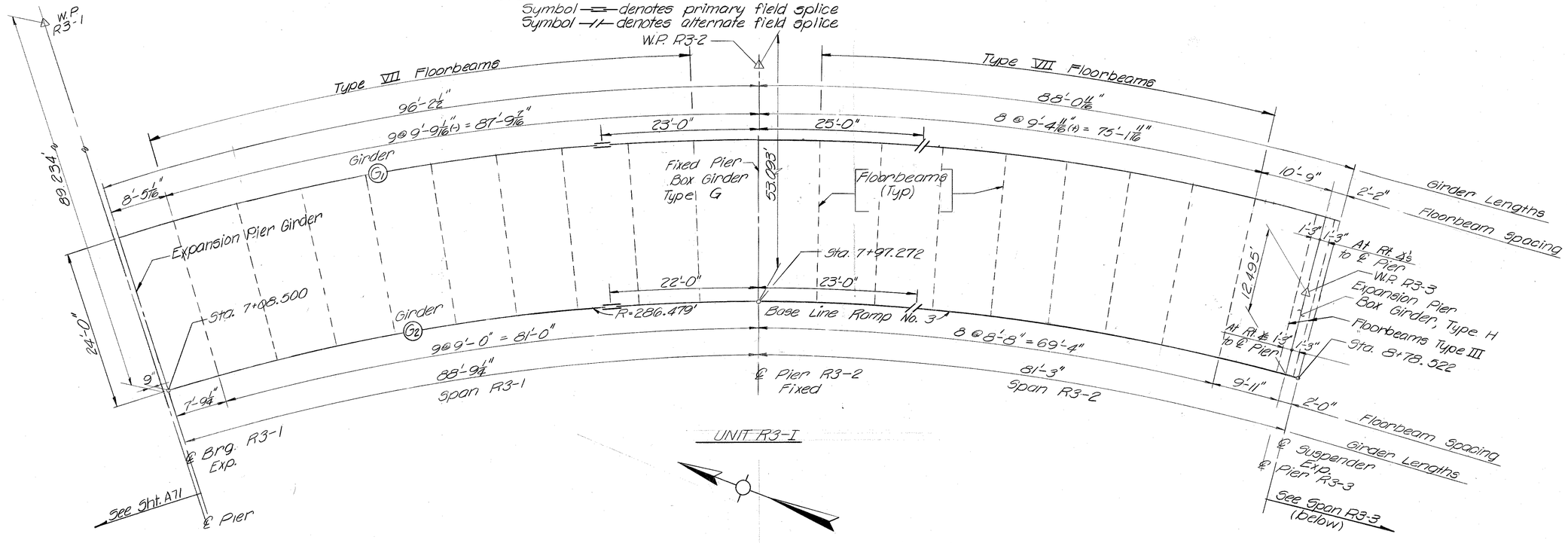
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DEPARTMENT OF HIGHWAYS
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COUNTY OF
JEFFERSON
164-13TH ST. TO 7THST
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
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CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
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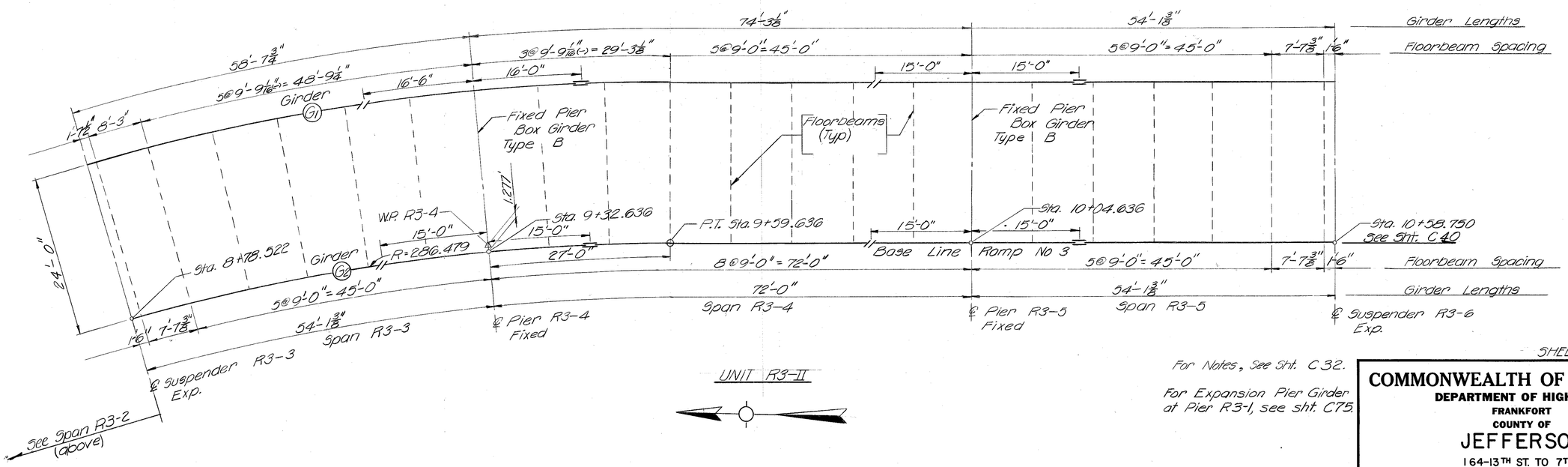
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TRACED BY CHECKED BY DATE REVISED

LETTING DATE

NOTE:
Symbol —=— denotes primary field splice
Symbol —//— denotes alternate field splice



UNIT R3-I



UNIT R3-II

For Notes, See Sht. C 32.

For Expansion Pier Girder at Pier R3-1, see sht. C75.

SHEET C 39

DESIGNED BY LAD DATE 4-70
DETAILED BY DEB DATE 2-72
TRACED BY DATE
CHECKED BY RMX DATE
CHECKED BY DATE
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REVISED

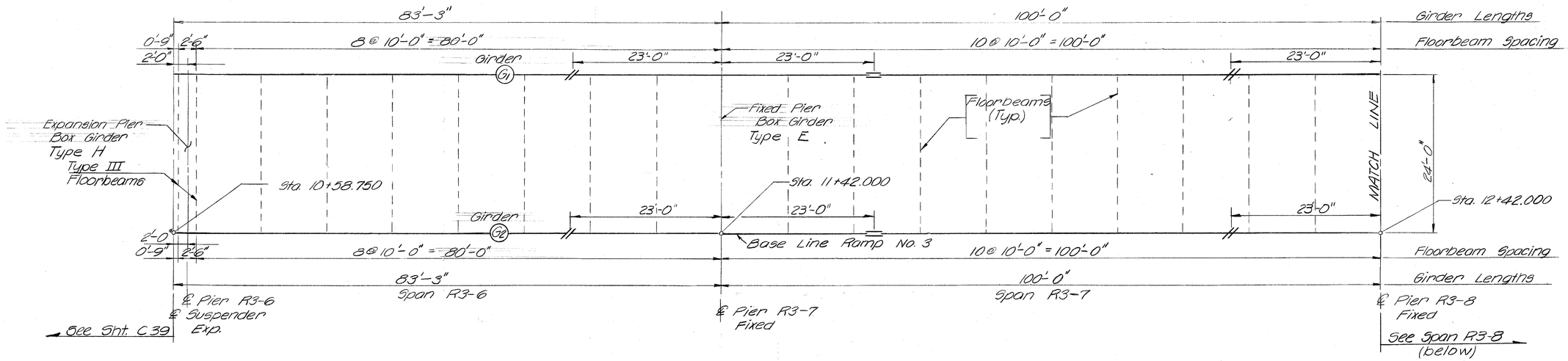
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LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
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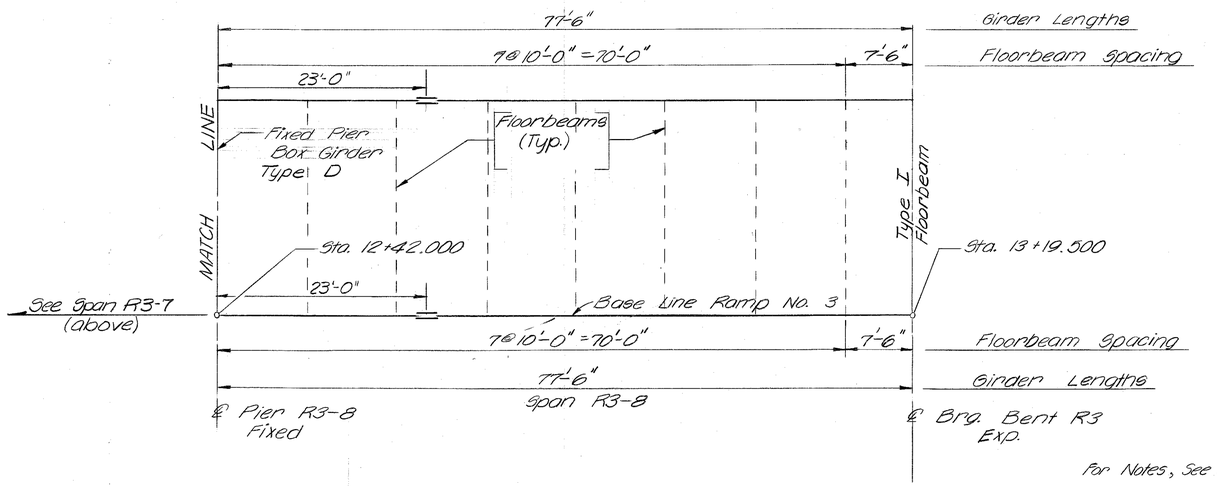
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

FRAMING PLANS UNITS R3-I & R3-II
STRUCTURAL STEEL

LETTING DATE

Note: Symbol —=— denotes primary field splice
Symbol —//— denotes alternate field splice





For Notes, See Sht. C32

UNIT R3—III

SHEET C40

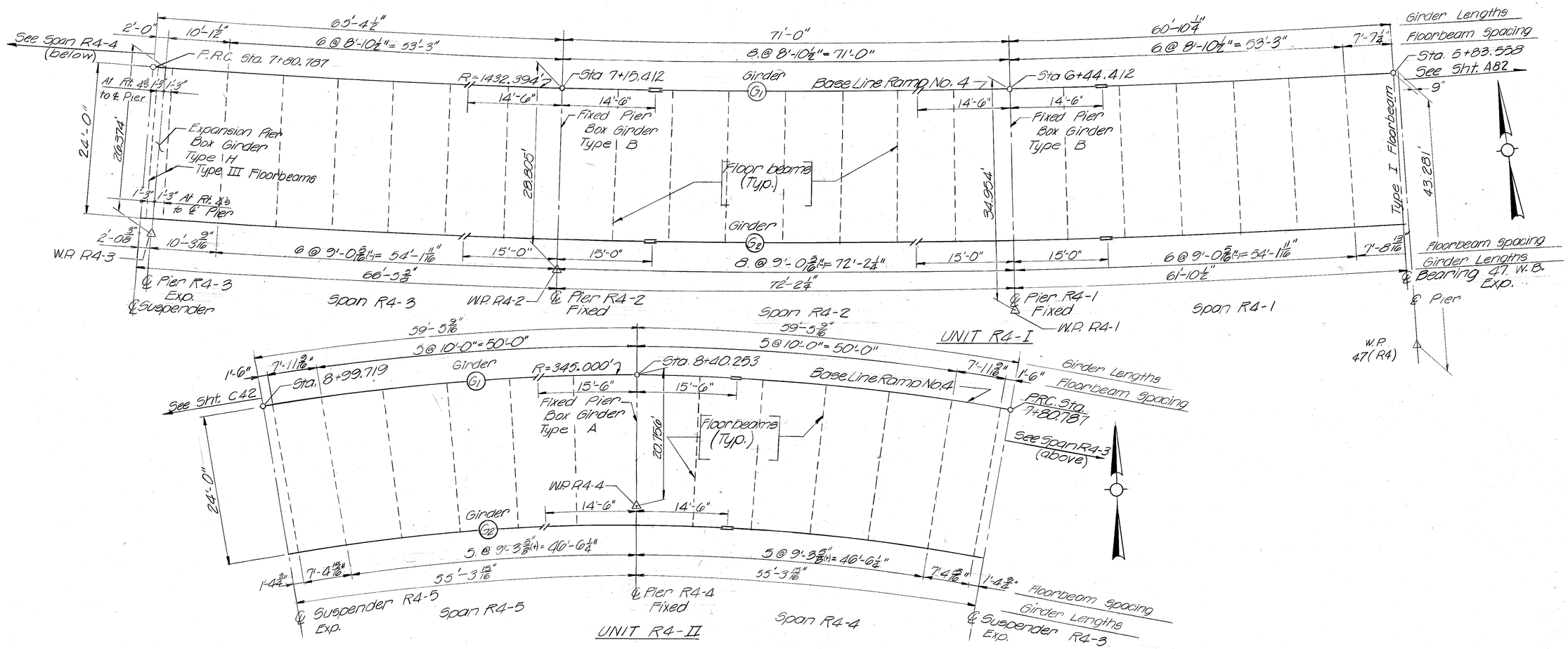
FRAMING PLANS UNIT R3—III
STRUCTURAL STEEL

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STATION 208+08 **P. E. PROJECT NO.** I 64-2(353)

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

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DETAILED BY DEB CHECKED BY LAD DATE 5-70
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NOTE:
Symbol —=— denotes primary field splice
Symbol —/— denotes alternate field splice



For Notes, see sheet C32

SHEET C41

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P.E. PROJECT NO. I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

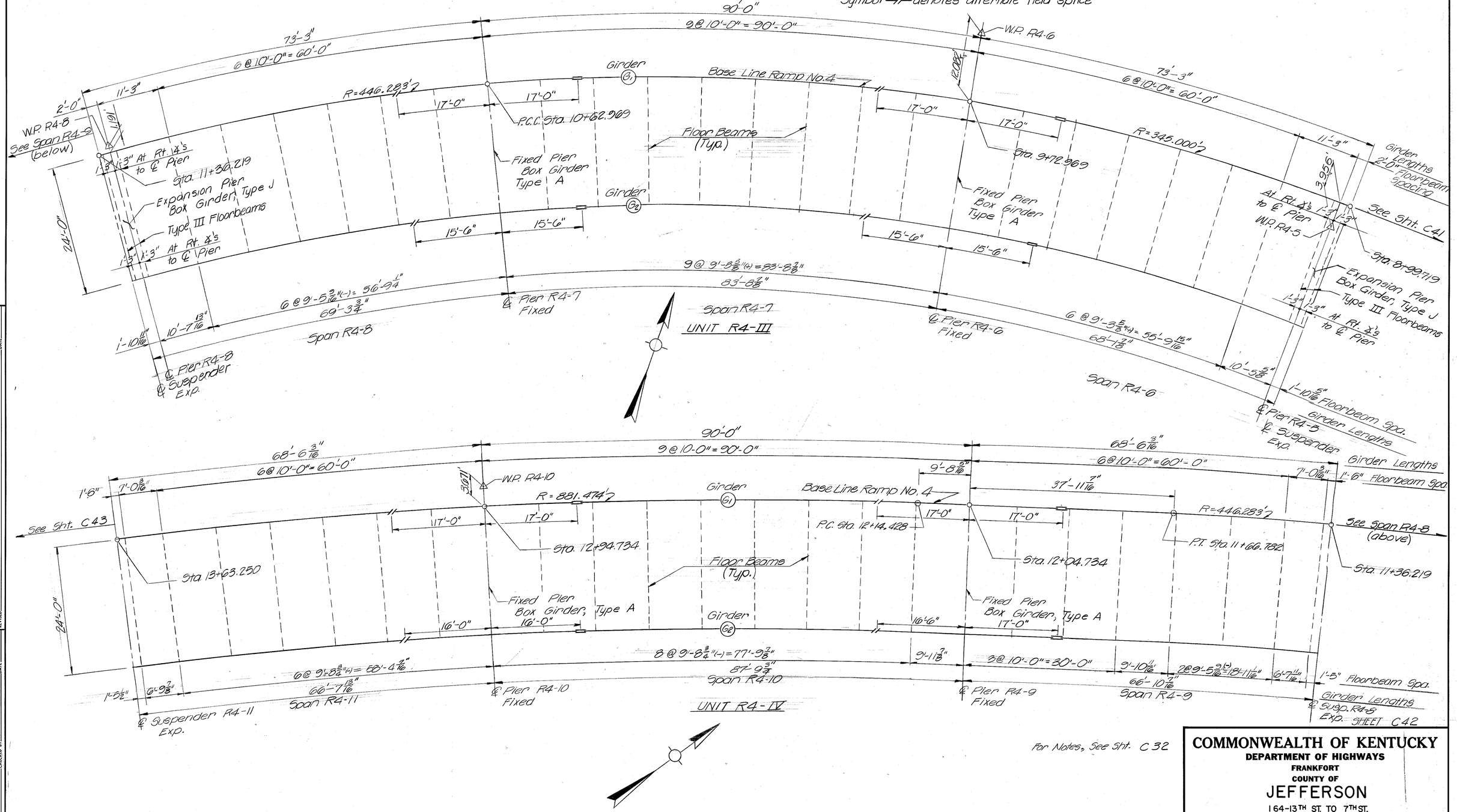
FRAMING PLANS UNITS R4-I & R4-II
STRUCTURAL STEEL

LETTING DATE

DESIGNED BY LAD DATE
DETAILED BY RMY CHECKED BY RMY DATE 3-70
TRACED BY CHECKED BY LAD DATE 3-70
CHECKED BY DATE
REVISED
REVISED
REVISED

LETTING DATE

NOTE:
Symbol —=— denotes primary field splice
Symbol —/— denotes alternate field splice



For Notes, See Sht. C 32

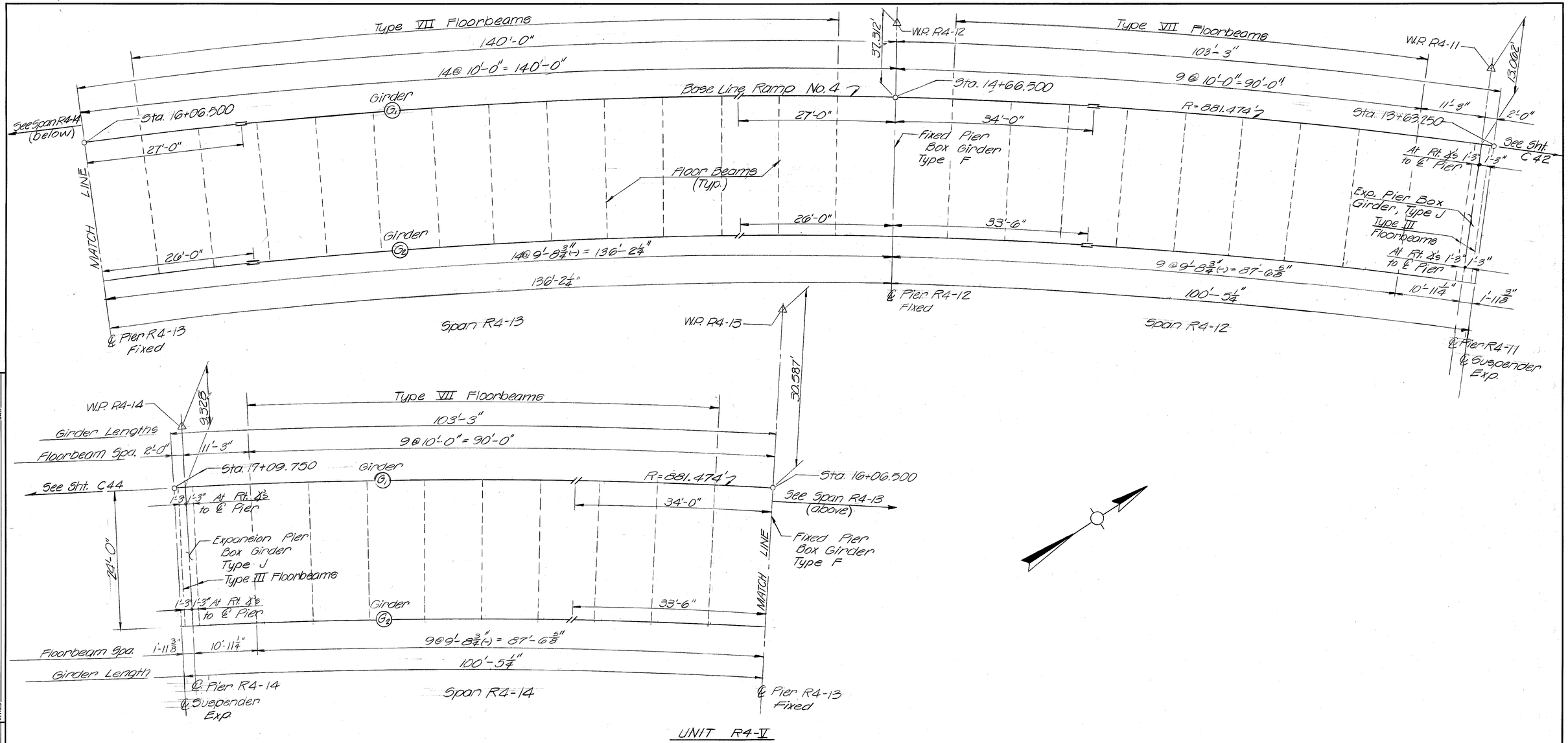
FRAMING PLANS UNITS R4-III & R4-IV.
STRUCTURAL STEEL

DESIGNED BY LAD DATE 3-70 REVISED
DETAILED BY DEB DATE 8-70 REVISED
TRACED BY DATE REVISED
CHECKED BY RMY DATE
CHECKED BY LAD DATE
CHECKED BY DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE



NOTE:
Symbol —▭— denotes primary field splice
Symbol —/\— denotes alternate field splice

UNIT R4-V

SHEET C43

For Notes, See Sht C32

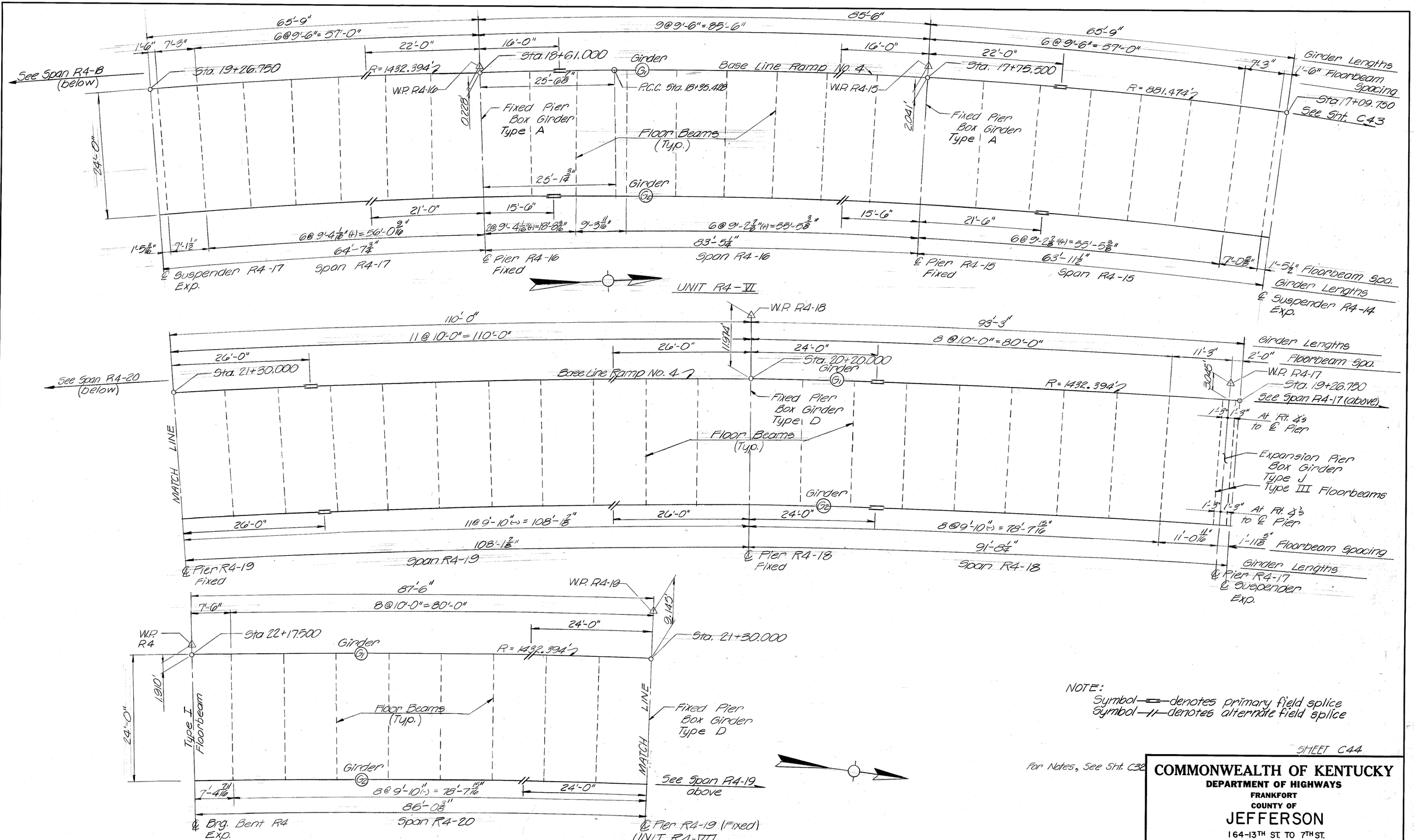
FRAMING PLANS UNIT R4-V
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
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I 64-13TH ST. TO 7TH ST.
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STATION 208+08 P. E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LAD DATE 3-70
DETAILED BY DEB CHECKED BY LAD DATE 4-70
TRACED BY CHECKED BY RMY DATE
REVISED DATE
REVISED DATE
REVISED DATE

LETTING DATE



NOTE:
Symbol —=— denotes primary field splice
Symbol —// — denotes alternate field splice

SHEET C44

For Notes, See Sht. C32

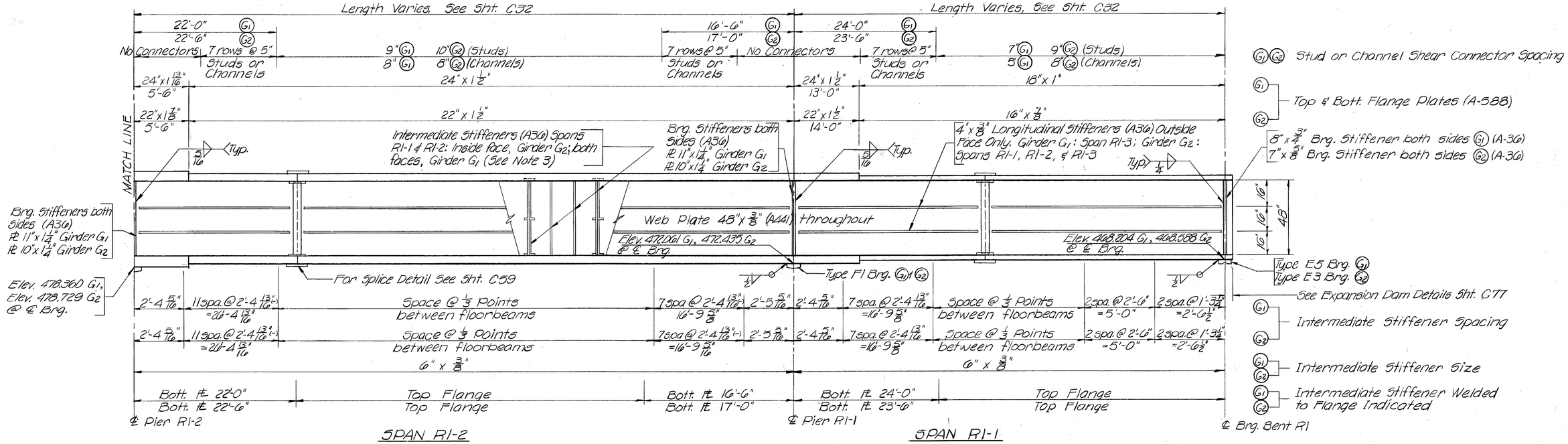
FRAMING PLANS UNITS R4-VI & R4-VII
STRUCTURAL STEEL

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DETAILED BY	DEB	CHECKED BY	LAD	DATE	3-70	REVISED		DATE		REVISED	
TRACED BY		CHECKED BY		DATE		REVISED		DATE		REVISED	

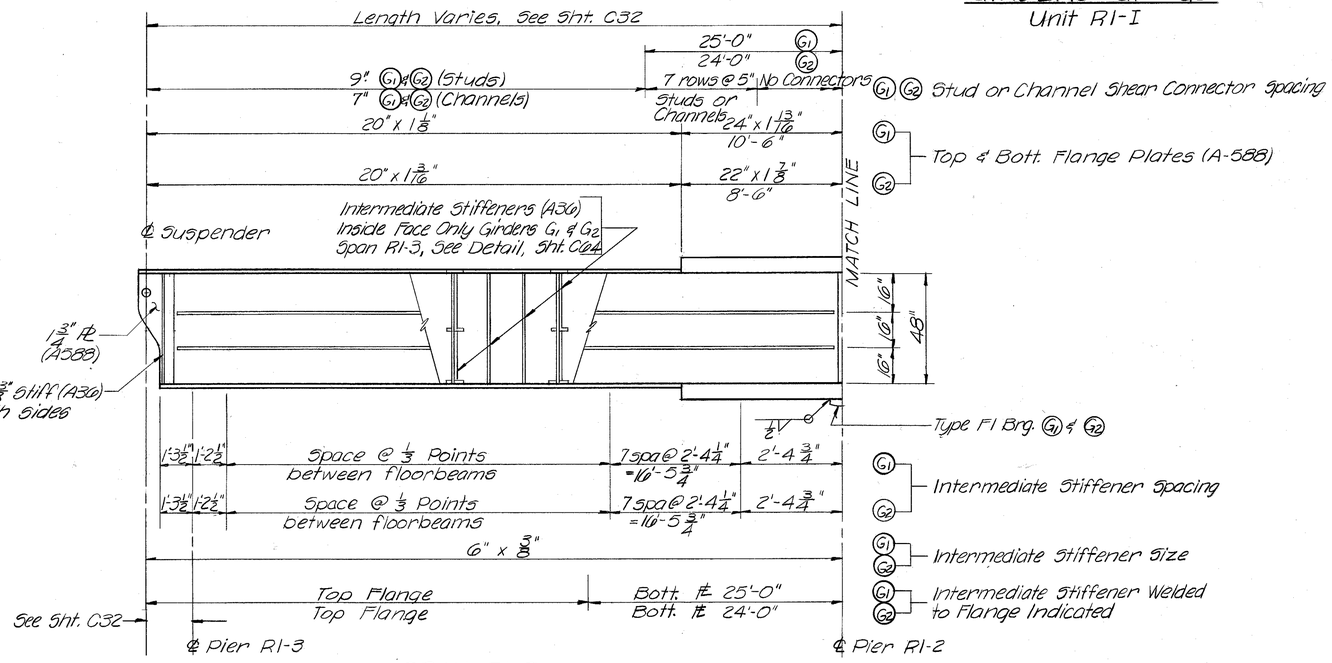
COMMONWEALTH OF KENTUCKY
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164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
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STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
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GIRDERS G1 & G2
Unit R1-I



SPAN R1-3

NOTES

1. Girders are not designed for composite action with the slab, but shear connectors are added to prohibit separation of the slab and steel and control deflections.
2. Bearing stiffeners are to be assembled in a vertical position on the girders. The bottom edge shall be milled to bear on the flange. The top edge shall be a tight fit.
3. Intermediate stiffeners shall be placed on radial lines perpendicular to the web of the girder, except for Units R1-I & R2-II, and shall be vertical. See Framing Plans for angle of intersection between stiffeners and girders in Units R1-I & R2-II.
4. Flange Plates detailed A588 steel of thickness equal or less than 3/4" may have A441 steel of the same dimensions substituted.
5. All dimensions shown are horizontal & should be corrected for grade where applicable.
6. For structural steel notes see sheet A3.
7. Primary field splices are shown for all spans. See Framing Plans for location of primary and alternate field splices.
8. For field splice details, See Sheet C59
9. Shear connector spacing is as shown on the plans except at the primary or alternate field splice location used by the contractor. Shear connectors are not to be placed on field splice plates. At field splice locations, the number of connectors replaced by splice plates shall be redistributed within a distance of 30 inches either side of the field splice plate.
10. For framing plans, table of girder lengths, and floorbeam locations see sheets C32-C44.
11. For camber of longitudinal girders, see sheets C61-C63
12. For expansion dam details, see sheets C76-C81
13. For suspender details, see sheet C60
14. For pier box girder connection details, see sheets C64, C67, C68, C69, & C70.
15. Bolts 7/8" ϕ A325 unless noted. Holes 15/16" ϕ unless noted.
16. For bearing details, see sheets C82, C83, & A146.
17. For Stiffener details, Shear Connector details, Shop flange splice details, and flange to Web weld detail, see Sheet C64.
18. For floorbeam details see Sheets C65 & C66.
19. Intermediate stiffener spacing as shown may be modified at field splice locations in order to miss web splice Pt's.
20. Pier columns must be completely placed and cured for the period indicated in the Standard Specifications before longitudinal girders are attached.
21. See Stiffener Details, Sht. C64 for location of triangular stiffener Pt's on girder web opposite stiffeners connected to floorbeams.

Notes Continued on Sheet C46

GIRDER DETAILS UNIT R1-I
STRUCTURAL STEEL

SHEET C45

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON

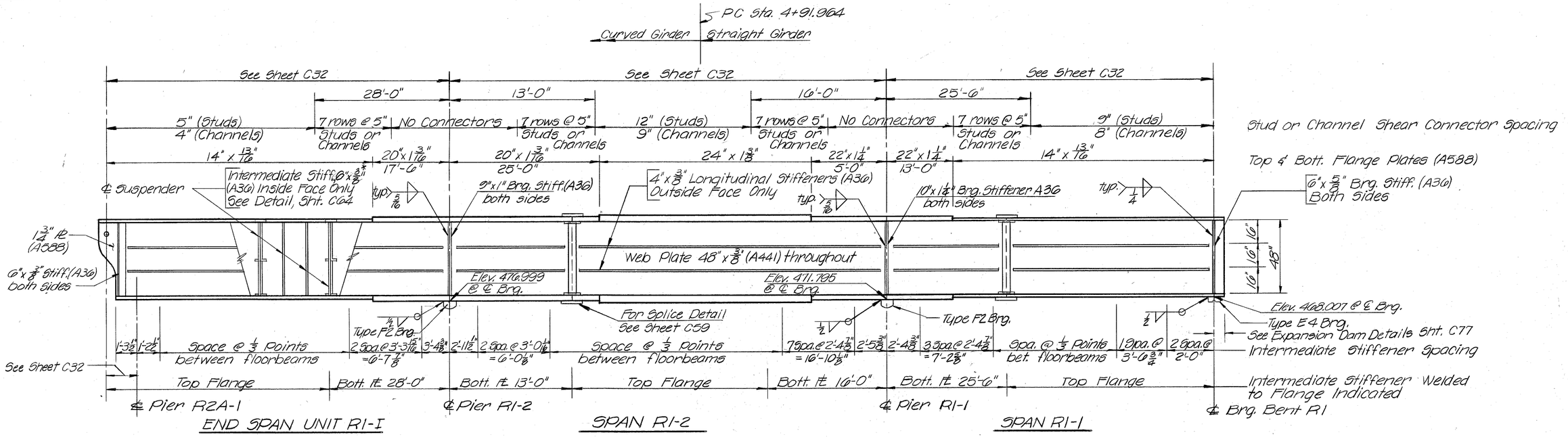
I 64-13TH ST. TO 7TH ST.
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STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LDH	CHECKED BY WCC	DATE 9-70	REVISED	DATE
DETAILED BY LGZ	CHECKED BY WCC	DATE 12-70	REVISED	DATE
TRACED BY	CHECKED BY	DATE	REVISED	DATE

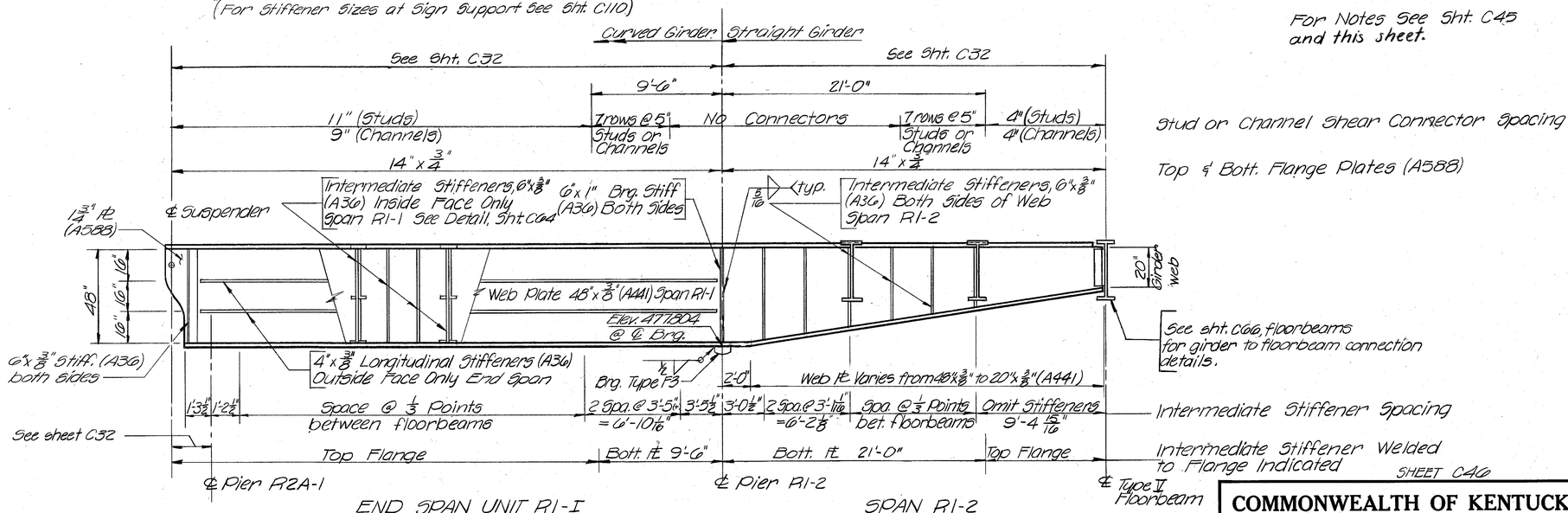
LETTING DATE



GIRDER G3
Unit R1-I

*(For Stiffener Sizes at Sign Support See Sht. C110)

For Notes See Sht. C45 and this sheet.



GIRDER G4
Unit R1-I

NOTES (CONTINUED)

22. Modify Intermediate Stiffener spacing @ field splice locations as necessary to miss inner splice Rt's.
23. For nondestructive testing of girder groove welds see "Structural Steel Notes".

GIRDER DETAILS UNIT R1-I
STRUCTURAL STEEL

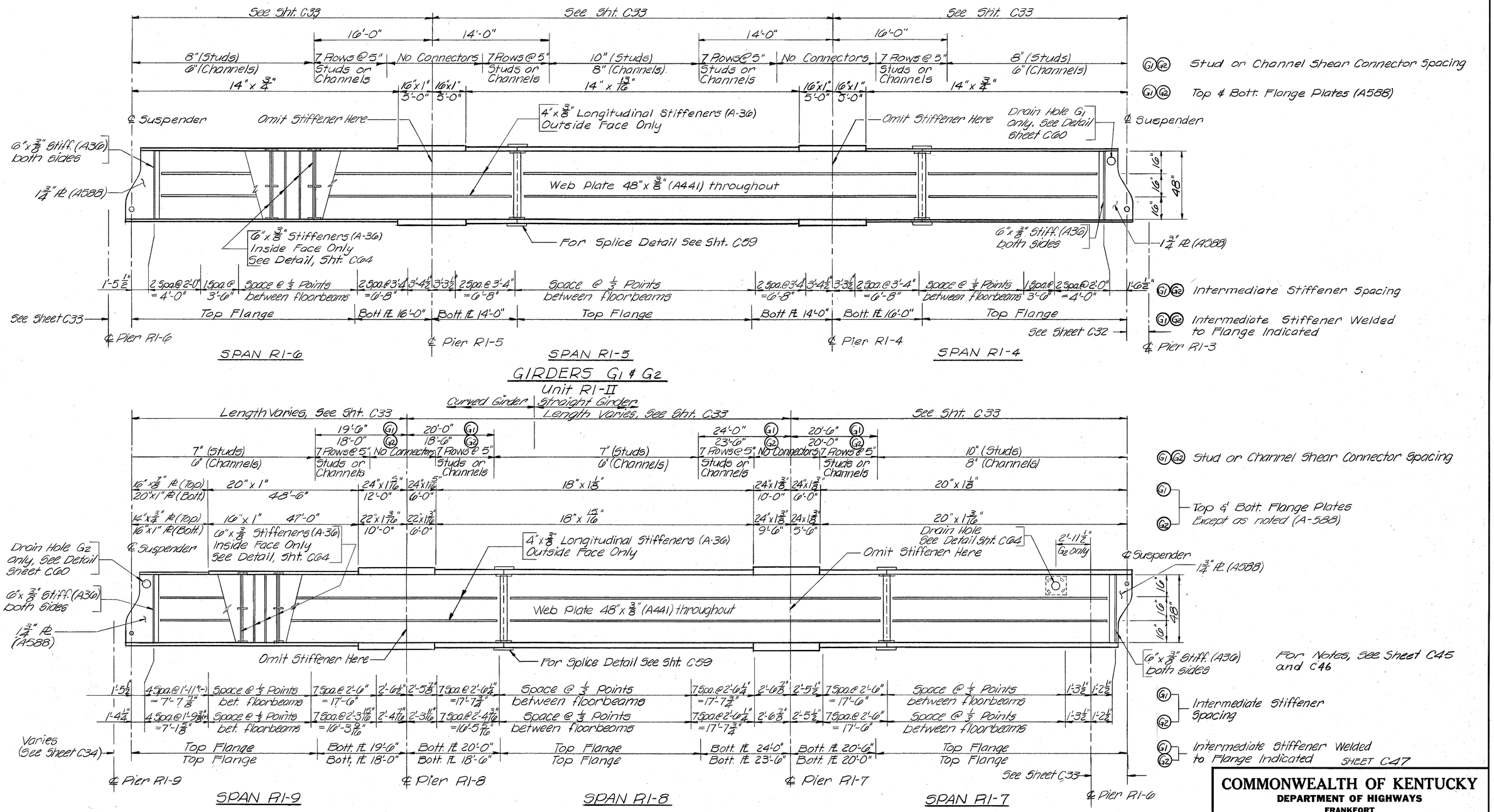
SHEET C46

COMMONWEALTH OF KENTUCKY
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CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
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DESIGNED BY LDH	CHECKED BY WCC	DATE 10-70	REVISED
DETAILED BY LGZ	CHECKED BY WCC	DATE 12-70	REVISED
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LETTING DATE



GIRDERS G1 & G2
Unit R1-II

Curved Girder | Straight Girder

GIRDERS G1 & G2
Unit R1-III

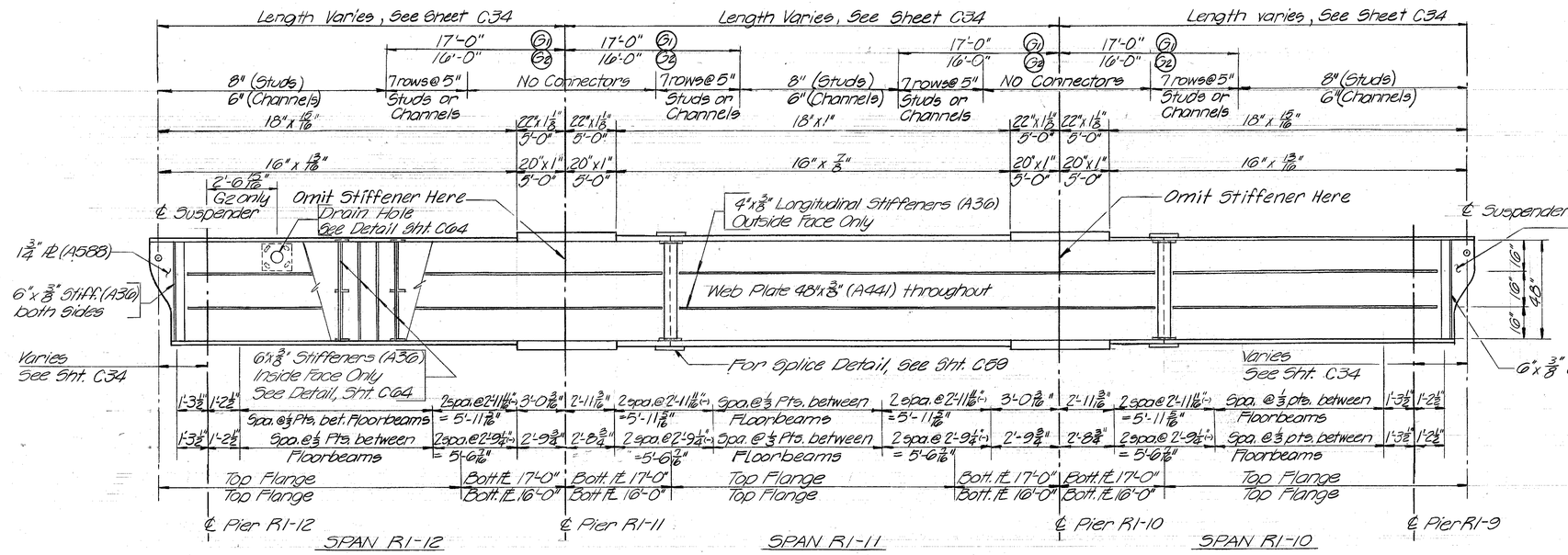
GIRDER DETAILS UNITS R1-II & R1-III
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
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JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
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STATION 208+08 P. E. PROJECT NO. I 64-2(35)3 SP 56-273-11L

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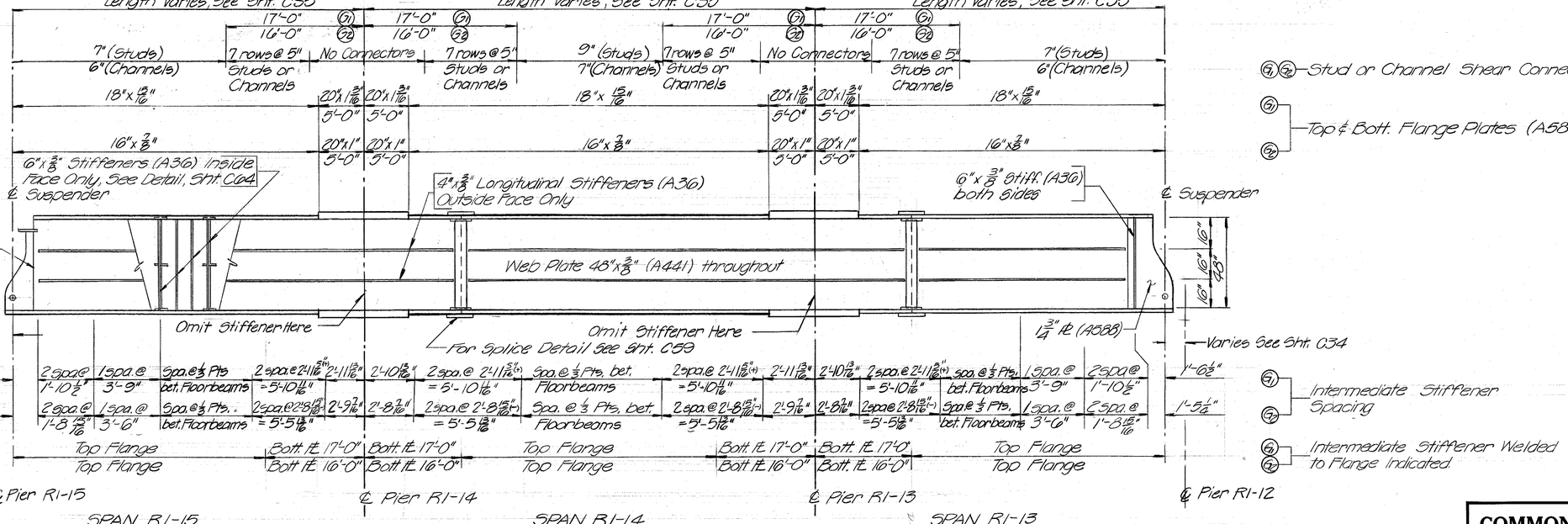
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DETAILED BY LGZ CHECKED BY WCC DATE 11-70
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE

LETTING DATE



GIRDERS G_1 & G_2

(Curved) Unit R1-IV



For Notes, See Sht. C45 and C46

GIRDERS G_1 & G_2

(Curved) Unit R1-V

GIRDER DETAILS UNITS R1-IV & R1-V
STRUCTURAL STEEL

SHEET C45

COMMONWEALTH OF KENTUCKY
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164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 P. E. PROJECT NO. 164-2(35)3

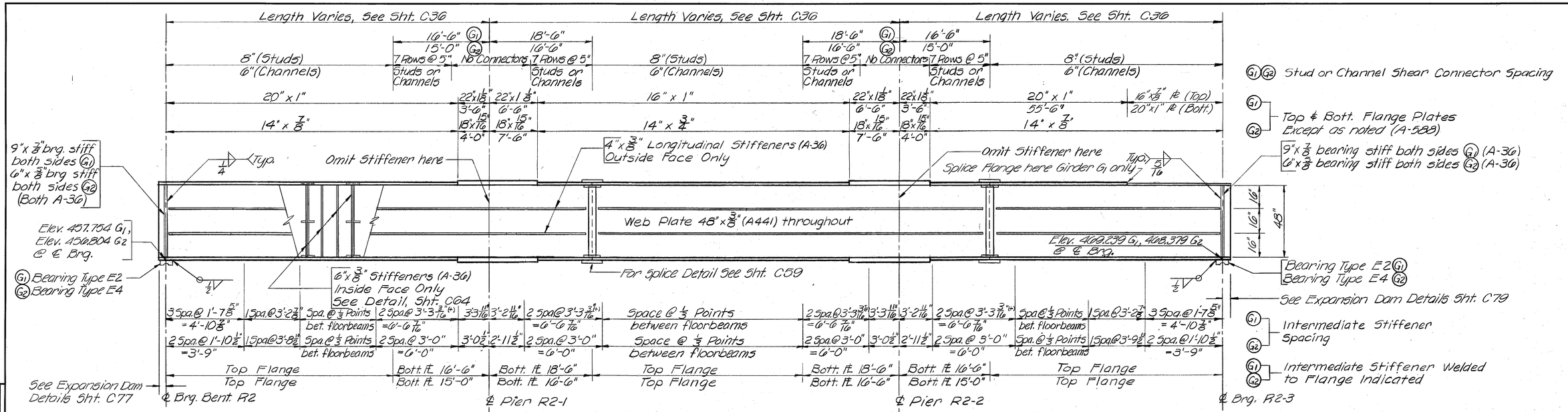
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DETAILED BY: F.W.S. CHECKED BY: W.G.C. DATE 9-20 REVISED
TRACED BY: CHECKED BY: DATE REVISED

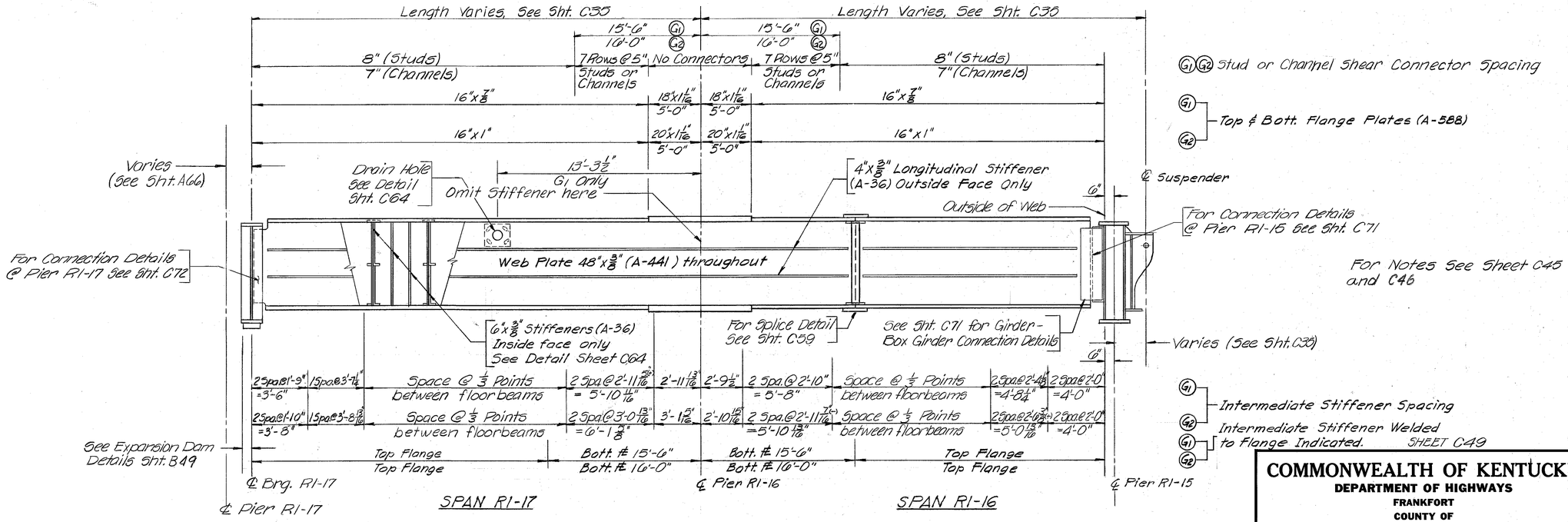
LETTING DATE

DATE / REVISED

DESIGNED BY JLH — CHECKED BY WCC — DATE 4-70
DETAILED BY LGZ — CHECKED BY WCC — DATE 9-70
TRACED BY — CHECKED BY — DATE



GIRDERS G1 & G2
(Curved) Unit R2-I



GIRDERS G1 & G2
(Curved) Unit R1-VI

For Notes See Sheet C45 and C46

GIRDER DETAILS UNITS R1-VI & R2-I

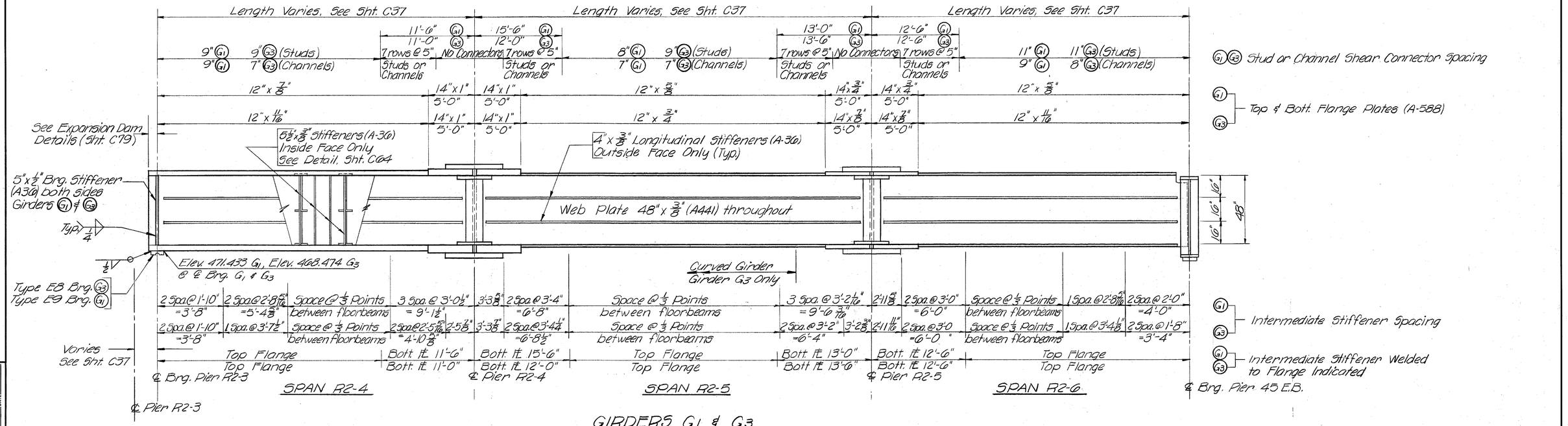
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
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JEFFERSON
164-13TH ST. TO 7THST.
LOUISVILLE - LEXINGTON ROAD
STATION 208+08
SP 56-273-11L
P.E. PROJECT NO. 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

SHEET C49

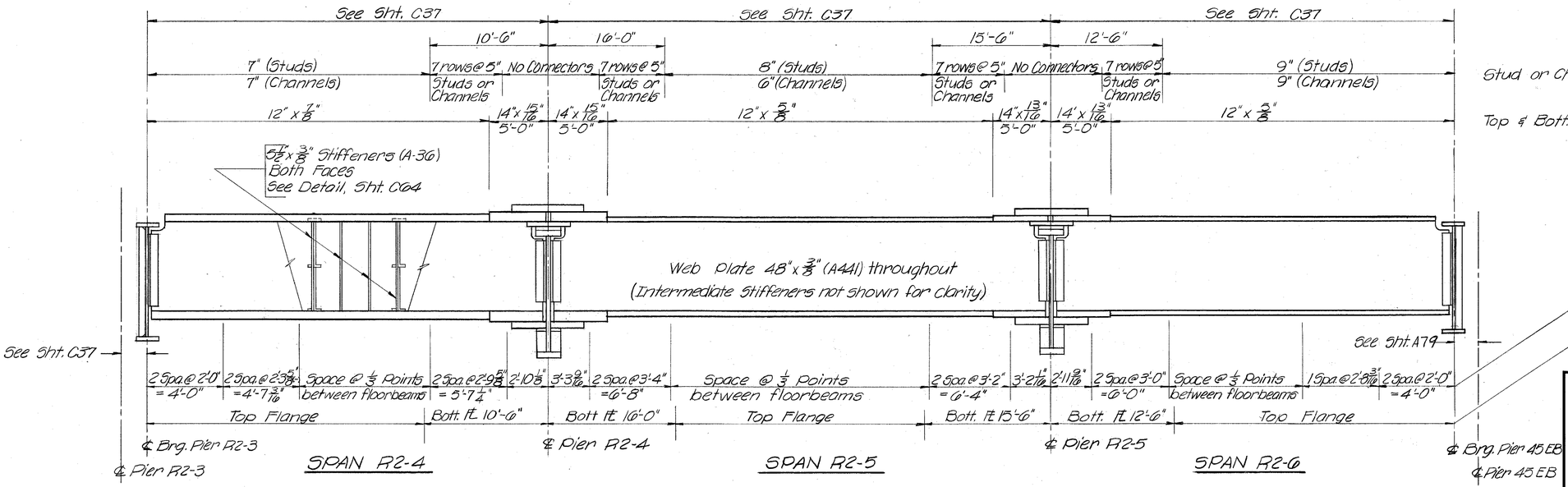
LETTING DATE



GIRDERS G1 & G3
Unit R2-II

NOTE
For Connection Details at Piers R2-3, R2-4, R2-5, & 45 EB, See Sheets C73 - C75

For Notes, See Sheet C45 & C46



GIRDER G2
Unit R2-II

GIRDER DETAILS UNIT R2-II
STRUCTURAL STEEL

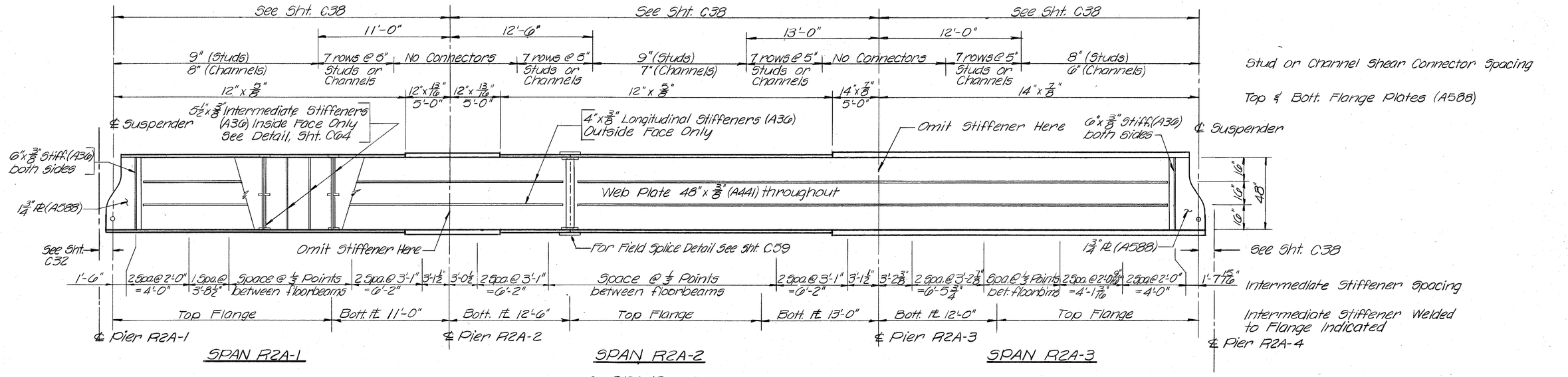
SHEET C50

COMMONWEALTH OF KENTUCKY
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JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
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STATION 208+08
P. E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
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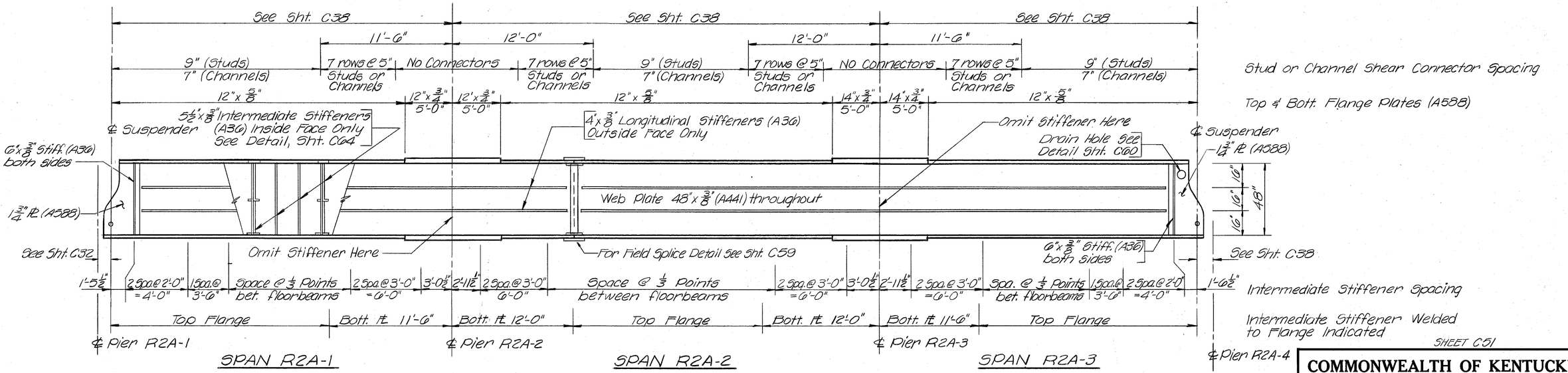
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DETAILED BY: LGZ — CHECKED BY: WLC — DATE: 12-20 — REVISED
TRACED BY: — CHECKED BY: — DATE: — REVISED

LETTING DATE



GIRDER G1
(Curved) Unit R2A-I

For Notes See Sheet C45 & C46



GIRDER G2
(Curved) Unit R2A-I

GIRDER DETAILS UNIT R2A-I
STRUCTURAL STEEL

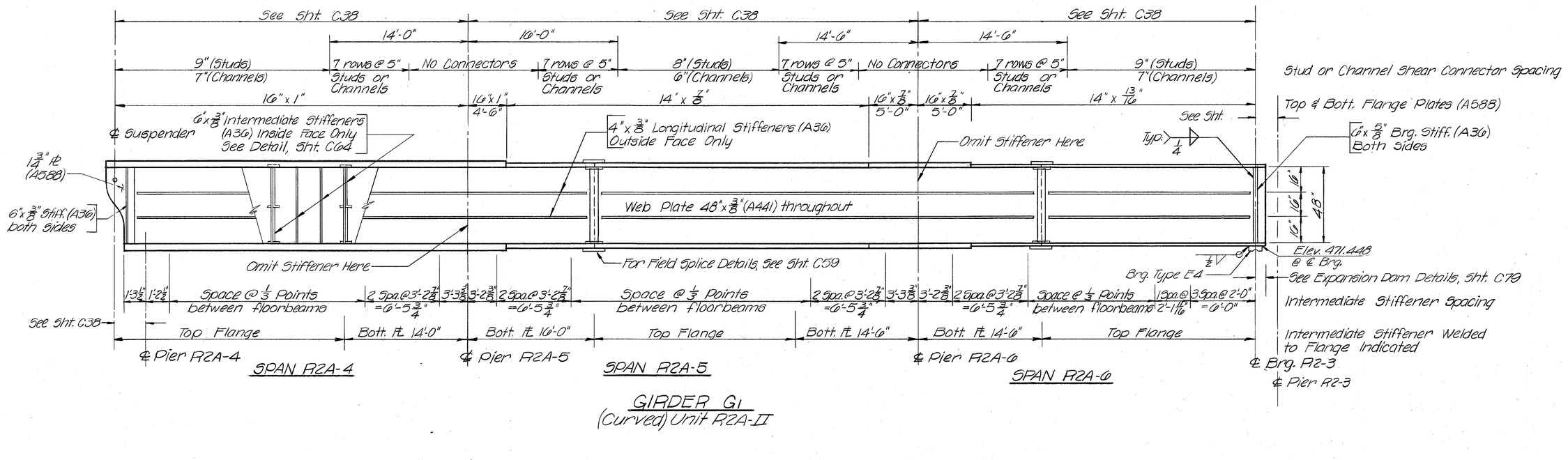
SHEET C51

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DETAILED BY	LGZ	CHECKED BY	WCC	DATE 12-70	REVISED
TRACED BY		CHECKED BY		DATE	REVISED

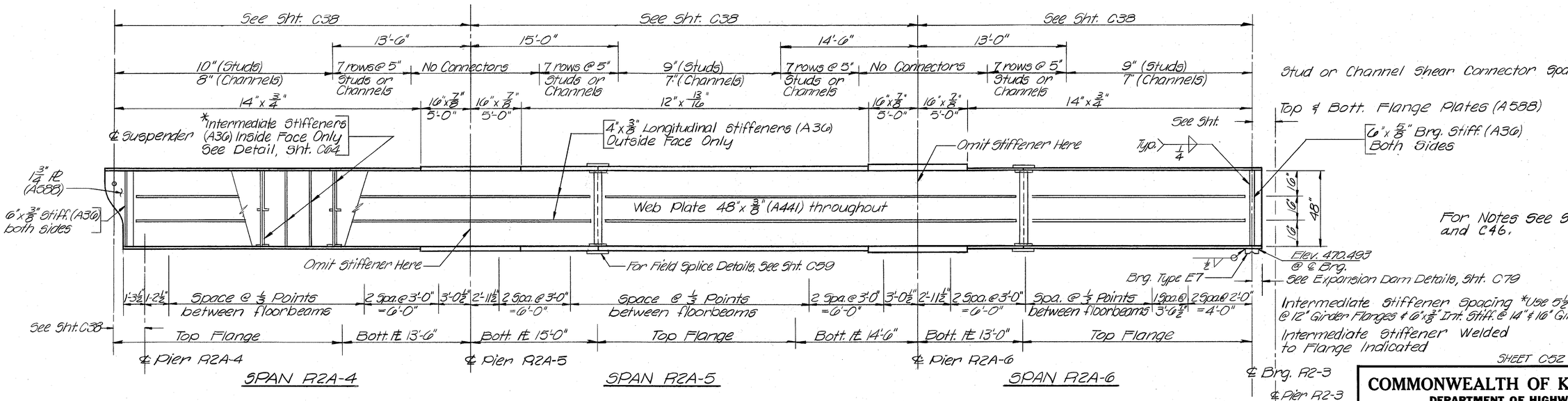
COMMONWEALTH OF KENTUCKY
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LOUISVILLE – LEXINGTON
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CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

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GIRDER G1
(Curved) Unit R2A-II



GIRDER G2
(Curved) Unit R2A-II

For Notes See Sheet C45 and C46.

GIRDER DETAILS UNIT R2A-II
STRUCTURAL STEEL

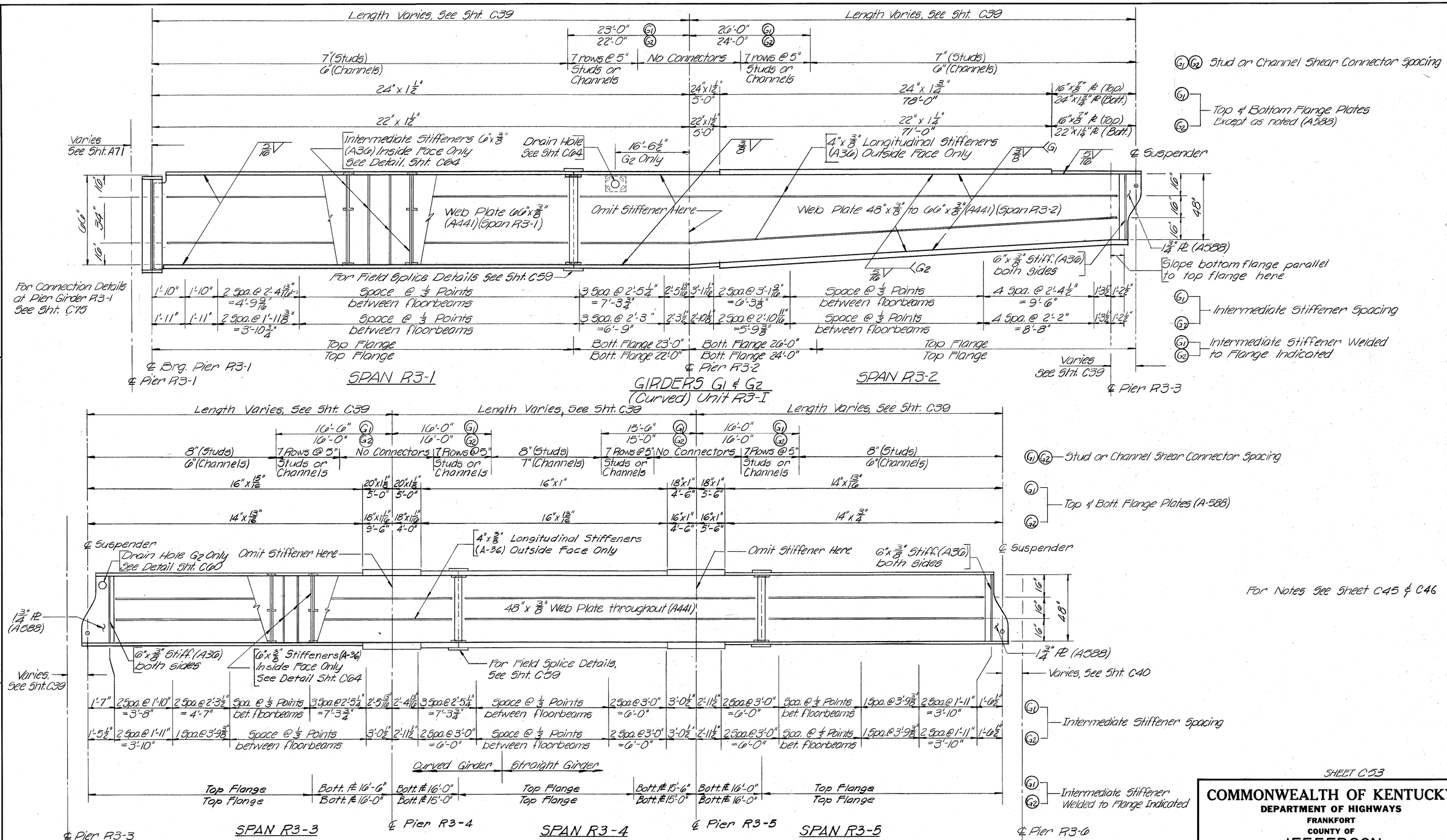
SHEET C52

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DETAILED BY	LGZ	DATE 12-70	REVISED
TRACED BY		DATE	REVISED
CHECKED BY	JJH	DATE	
CHECKED BY	WCC	DATE	
CHECKED BY		DATE	

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STATION 208+08 **P.E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE



GIRDERS G1 & G2 (Curved) Unit R3-I

GIRDERS G1 & G2 Unit R3-II

For Notes See Sheet C45 & C46

GIRDER DETAILS UNITS R3-I & R3-II
STRUCTURAL STEEL

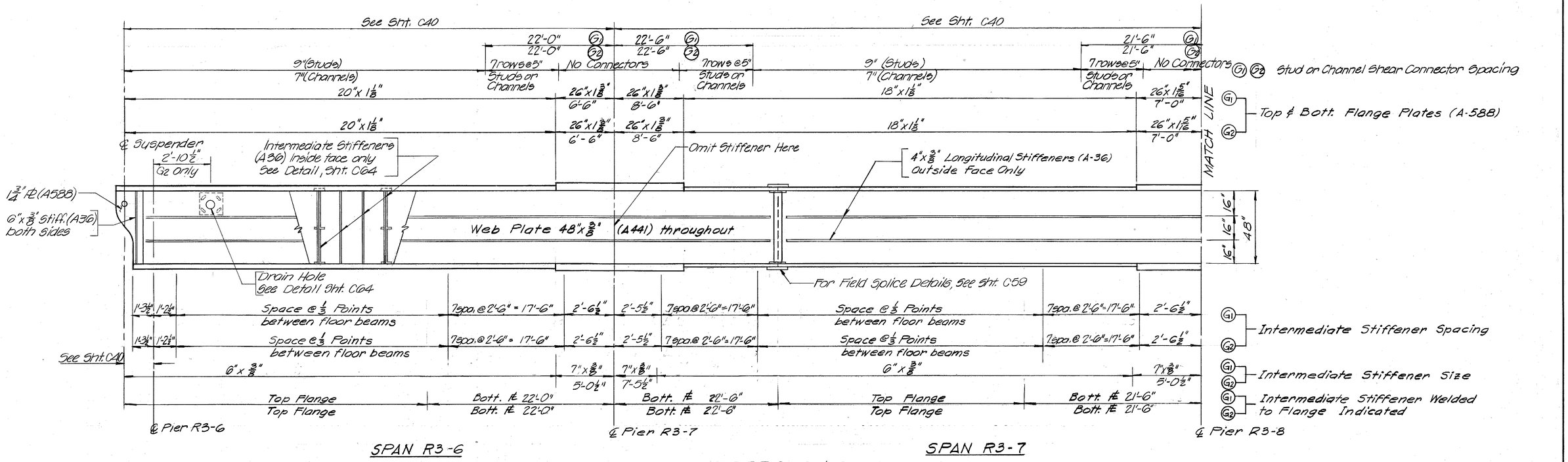
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TRACED BY		CHECKED BY	WCC
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		REVISED	
		DATE	
		REVISED	
		DATE	

SHEET C-53

COMMONWEALTH OF KENTUCKY
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STATION 208+08 P. E. PROJECT NO. I 64-2(353)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

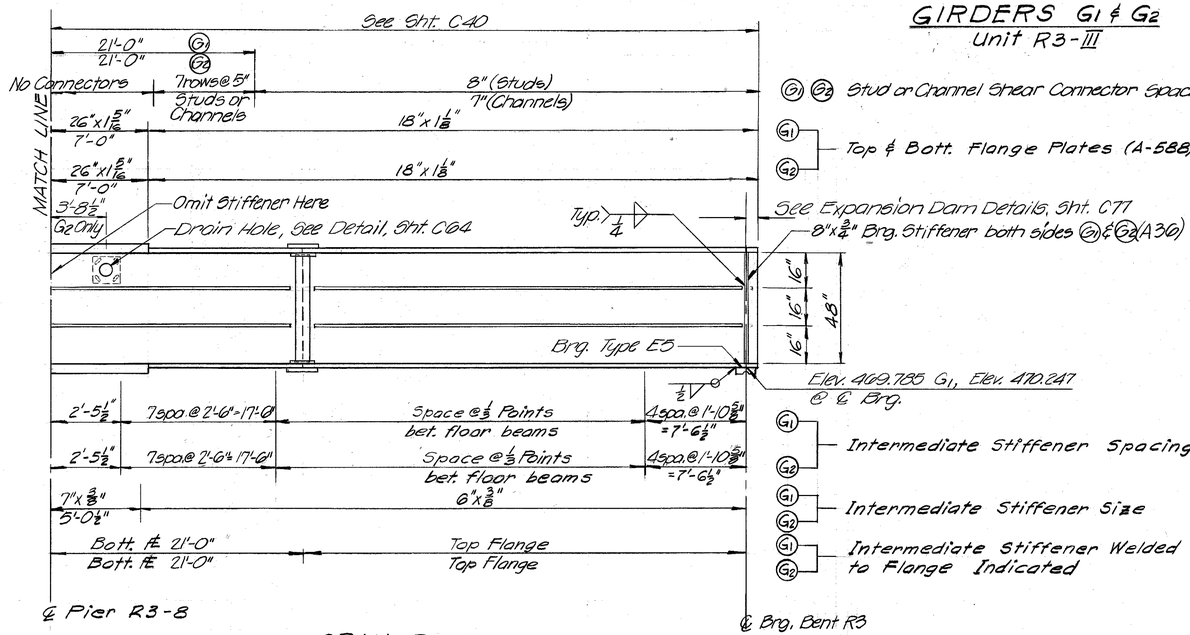
LETTING DATE



SPAN R3-6

SPAN R3-7

GIRDERS G1 & G2
Unit R3-III



SPAN R3-8

For Notes See Sht. C45 & C46.

GIRDER DETAILS UNIT R3-III
STRUCTURAL STEEL

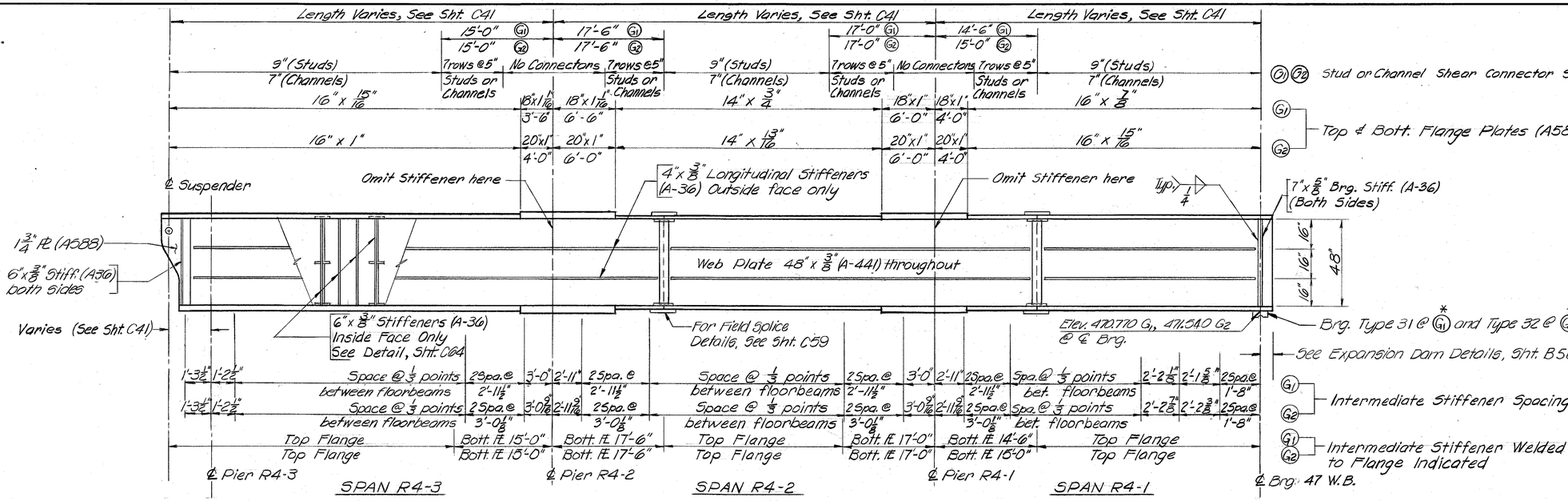
SHEET C54

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DETAILED BY	MR	CHECKED BY	MCC	DATE 9-70	REVISED
TRACED BY		CHECKED BY		DATE	REVISED

COMMONWEALTH OF KENTUCKY
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CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
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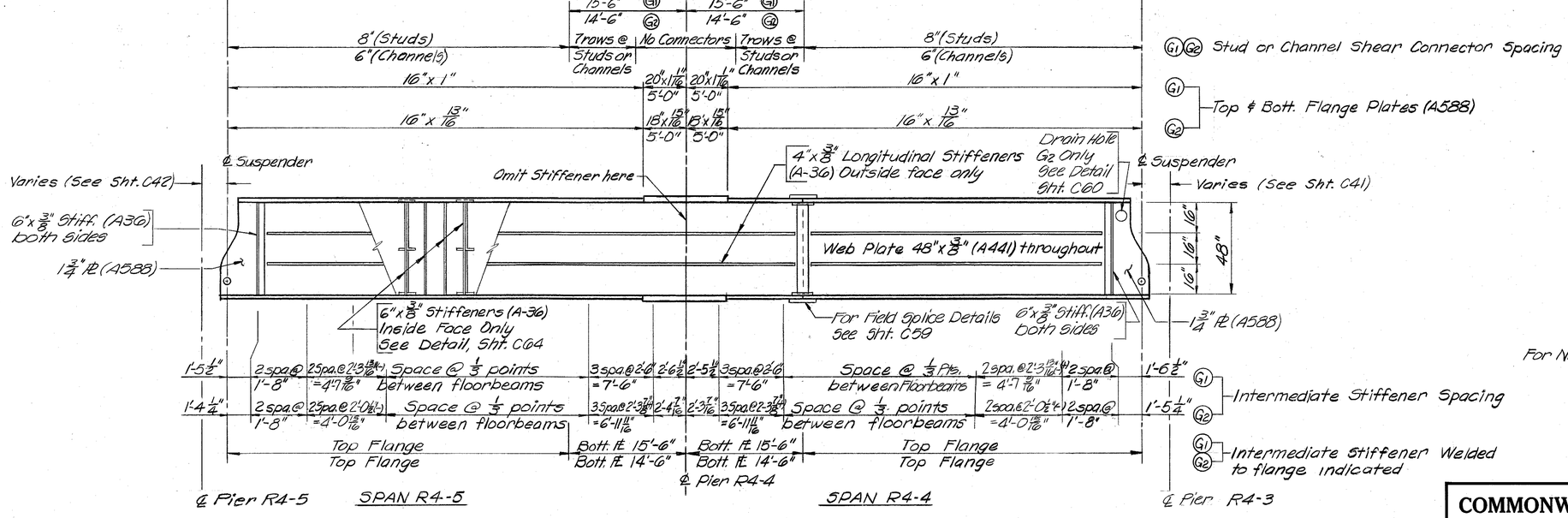


G1 G2 Stud or Channel Shear Connector Spacing

G1 G2 Top & Bott. Flange Plates (A588)

* On Sh. A147, G1 = 47W-G7(1)
G2 = 47W-G5(1)

GIRDERS G1 & G2
(Curved) Unit R4-I



G1 G2 Stud or Channel Shear Connector Spacing

G1 G2 Top & Bott. Flange Plates (A588)

For Notes, See Sheet C45 & C46.

GIRDERS G1 & G2
(Curved) Unit R4-II

GIRDER DETAILS UNITS R4-I & R4-II
STRUCTURAL STEEL

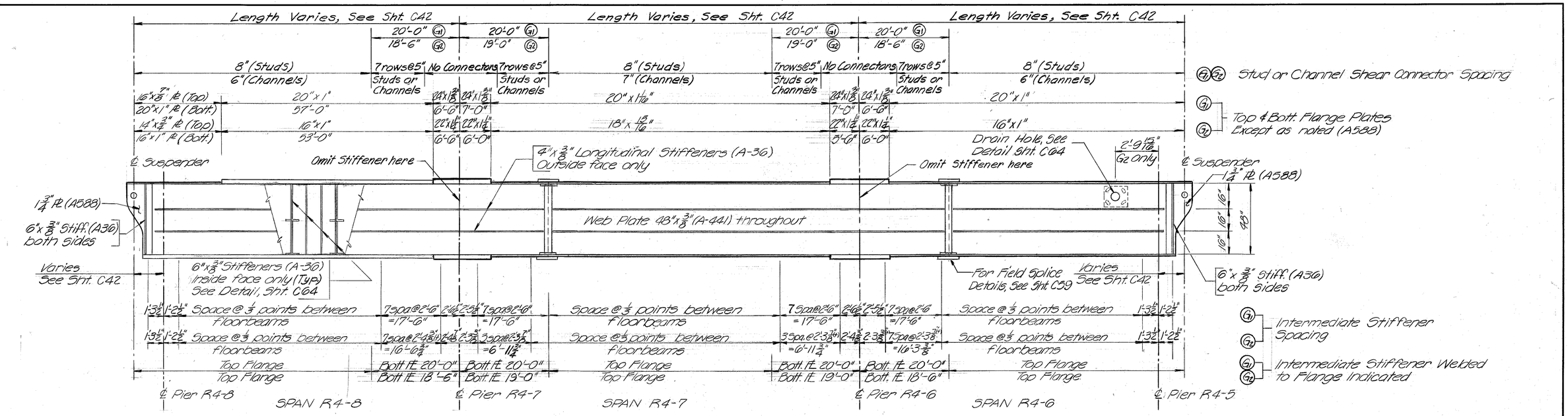
SHEET C55

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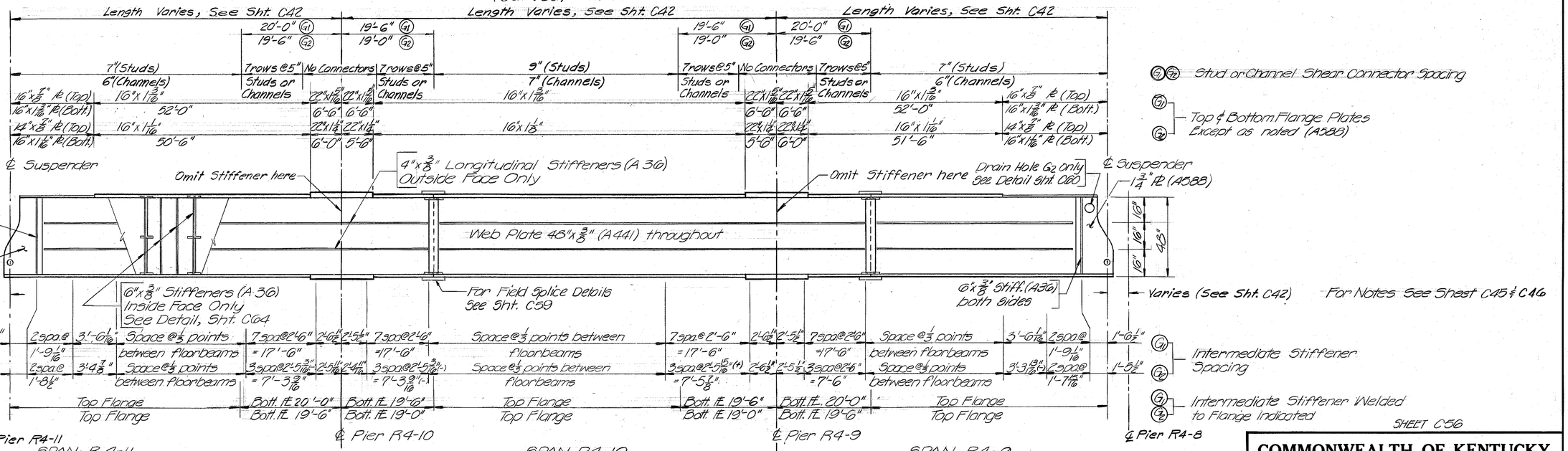
COMMONWEALTH OF KENTUCKY
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GIRDERS G1 & G2
(Curved) Unit R4-III



For Notes See Sheet C45 & C46

SHEET C56

GIRDERS G1 & G2
(Curved) Unit R4-IV

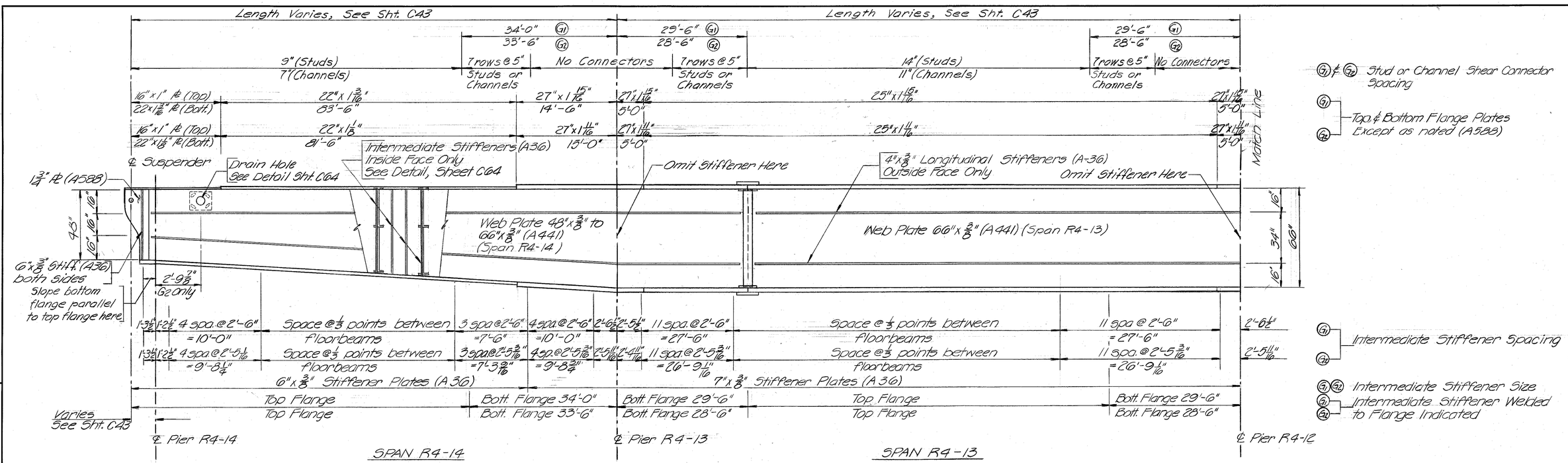
GIRDER DETAILS UNITS R4-III & R4-IV
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P.E. PROJECT NO. I 64-2(35)3

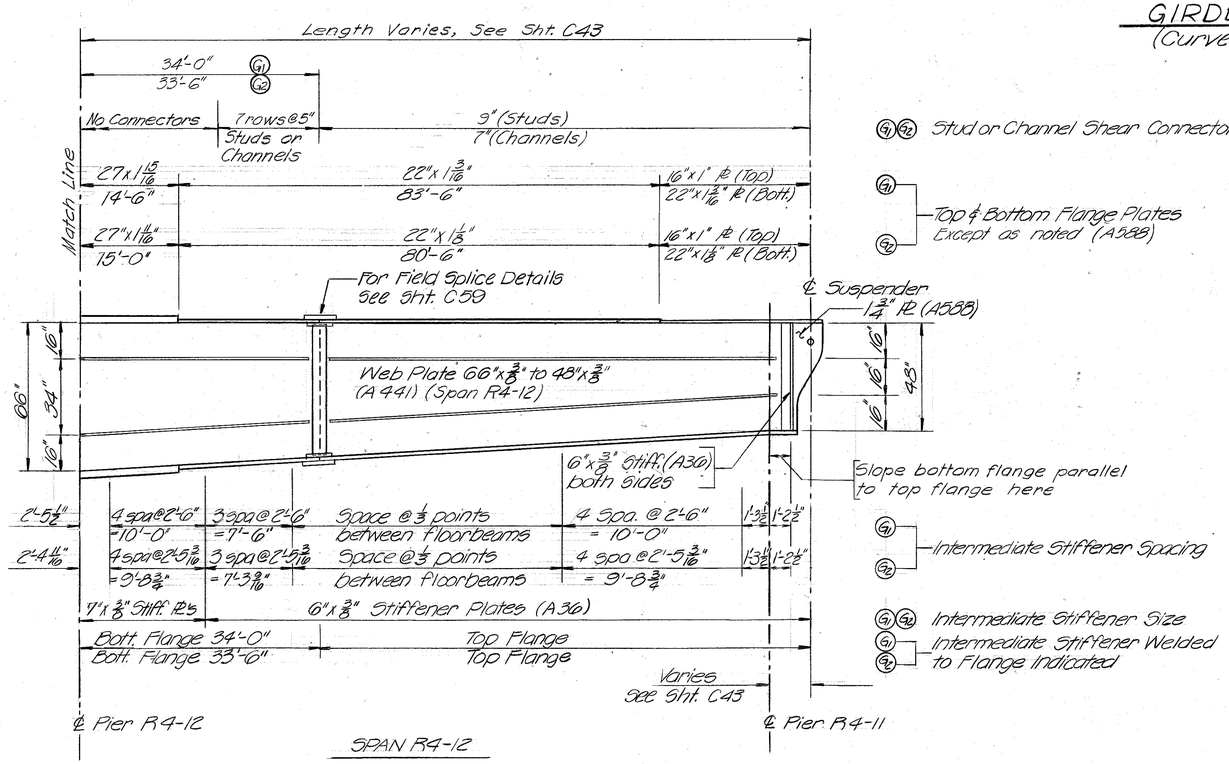
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY VLH DETAILED BY FMS TRACED BY
CHECKED BY MCC CHECKED BY WCC CHECKED BY
DATE 6-30 DATE 9-10 DATE
REVISED REVISED REVISED

LETTING DATE



GIRDERS G1 & G2
(Curved) Unit R4-V



For Notes See Sheet C45 & C46.

GIRDER DETAILS UNIT R4-V
STRUCTURAL STEEL

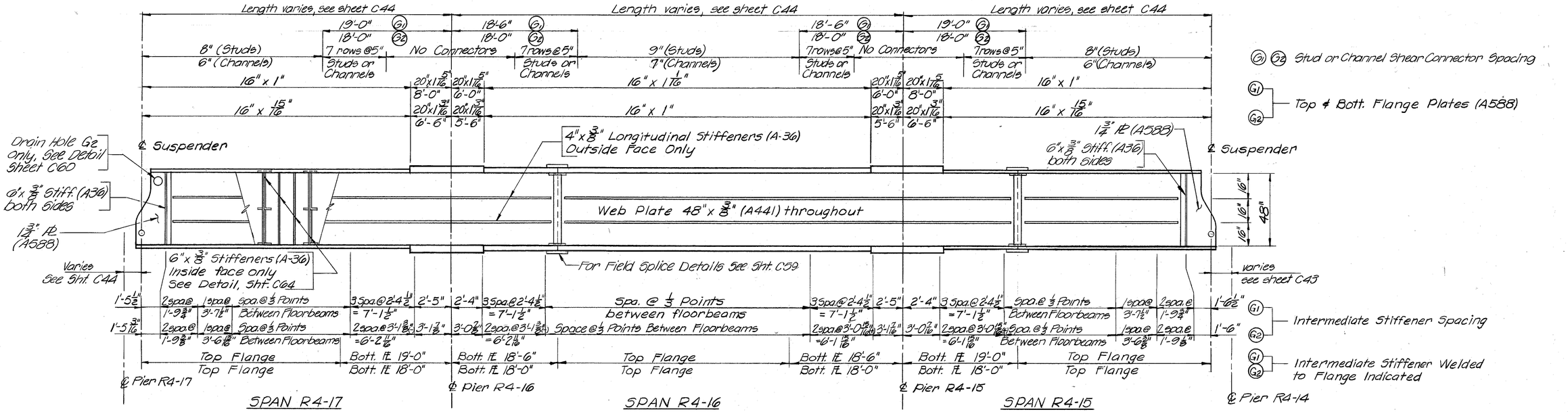
DESIGNED BY WHH DETAILED BY EWS TRACED BY
CHECKED BY W.C.C. CHECKED BY W.C.C. CHECKED BY
DATE 4-70 DATE 9-70 DATE
REVISED REVISED REVISED

SHEET C57

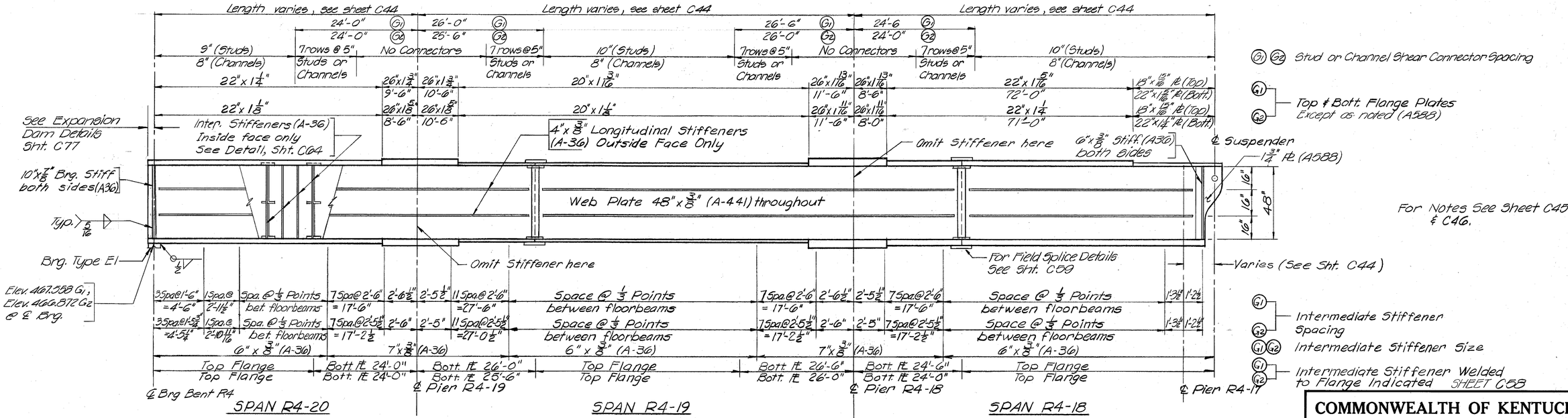
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE



GIRDERS G1 & G2
(Curved) Unit R4-VI



GIRDERS G1 & G2
(Curved) Unit R4-VII

DESIGNED BY JLH — CHECKED BY VICC — DATE 4-70 — REVISED
DETAILED BY LGZ — CHECKED BY WCC — DATE 9-70 — REVISED
TRACED BY — CHECKED BY — DATE — REVISED

GIRDER DETAILS UNITS R4-VI & R4-VII
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08 — P. E. PROJECT NO. I 64-2(35)3 — SP 56-273-11L

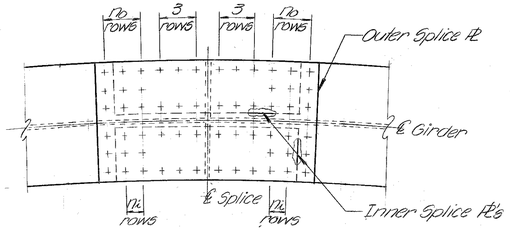
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

SHEET C58

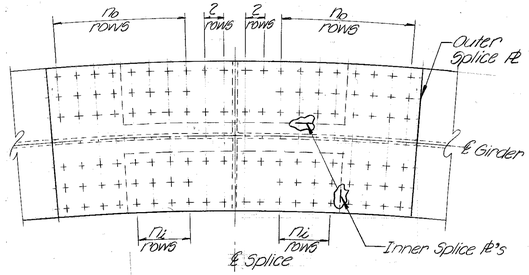
LETTING DATE

DATE
DATE
DATE

	REVISED	DATE	REVISED	DATE	REVISED	DATE
DESIGNED BY: WGC	CHECKED BY: LOH	1-71				
DETAILED BY: DEB	CHECKED BY: WGC	2-71				
TRACED BY:	CHECKED BY:					



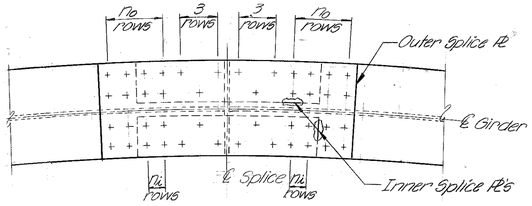
PLAN 20", 22" & 24" GIRDER FLANGES
48" WEB DEPTH



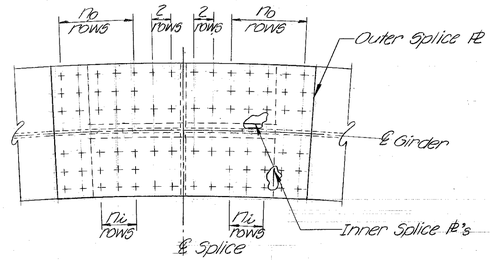
PLAN 25" GIRDER FLANGES
66" WEB DEPTH

TABLE OF SPLICE DIMENSIONS

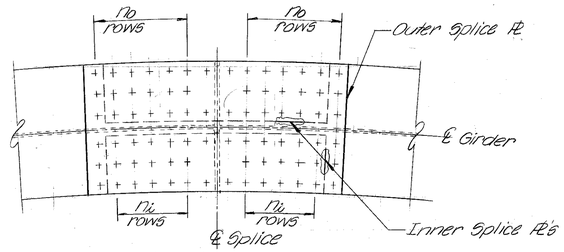
Web Depth	Flange Width	Flange Outer Splice Pl Size	Flange Inner Splice Pl Size	No. Bolt Rows no	No. Bolt Rows ni
48"	12"	12" x 13/16" Pl	2 Pls 5" x 1/2"	6	4
	14"	14" x 15/16" Pl	2 Pls 6" x 5/16"	2	1
	16"	16" x 1 1/16" Pl	2 Pls 7" x 5/16"	4	2
	18"	18" x 1 5/16" Pl	2 Pls 8" x 11/16"	4	3
	20"	20" x 1 5/16" Pl	2 Pls 9" x 5/16"	2	1
	22"	22" x 1 5/8" Pl	2 Pls 10" x 5/8"	3	1
	24"	24" x 1" Pl	2 Pls 11" x 3/4"	3	2
66" (Spans R3-1 & R4-13)	22"	22" x 1 1/16" Pl	2 Pls 10" x 3/4"	5	3
	24"	24" x 1" Pl	2 Pls 11" x 3/4"	5	3
	25"	25" x 1 1/16" Pl	2 Pls 10" x 1 3/16"	8	4
Variable (Spans R3-2, R4-12 & 14)	22"	22" x 1 5/16" Pl	2 Pls 10" x 1/2"	5	2
	24"	24" x 1 1/16" Pl	2 Pls 11" x 7/8"	6	5



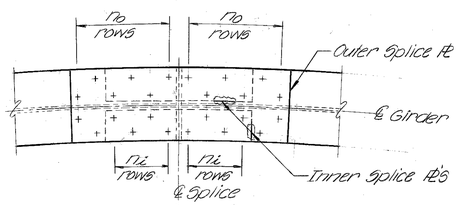
PLAN 14", 16" & 18" GIRDER FLANGES
48" WEB DEPTH



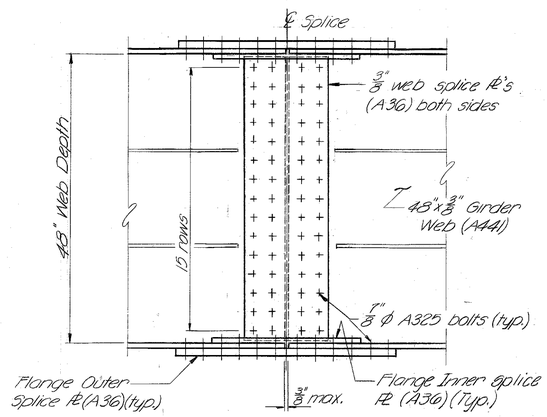
PLAN 22" & 24" GIRDER FLANGES
66" WEB DEPTH



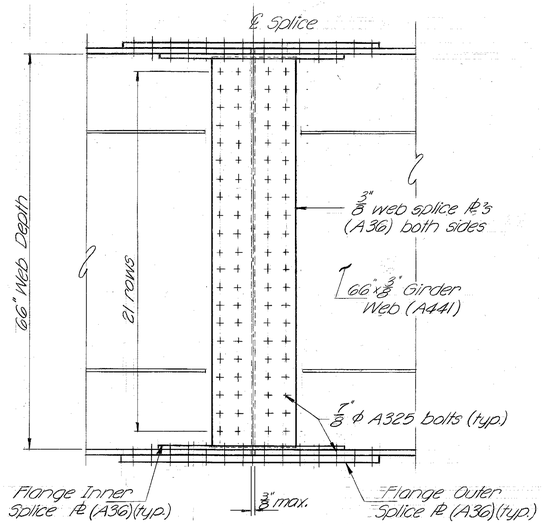
PLAN 22" & 24" GIRDER FLANGES
VARIABLE GIRDER WEB DEPTH



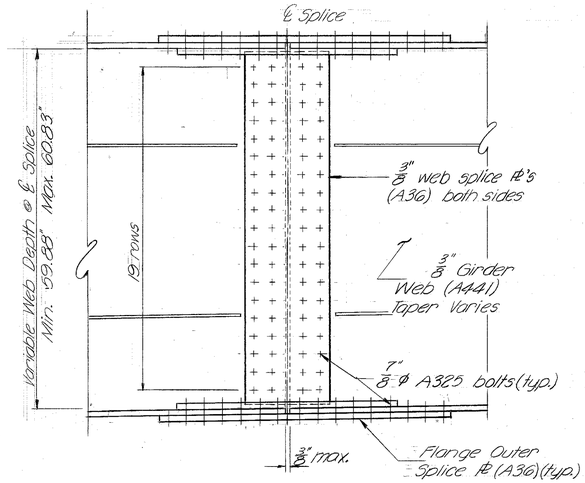
PLAN 12" GIRDER FLANGES
48" WEB DEPTH



SPLICE ELEVATION
48" GIRDER WEB DEPTH



SPLICE ELEVATION
66" GIRDER WEB DEPTH
22", 24" & 25" GIRDER FLANGES
SPANS R3-1 & R4-13



SPLICE ELEVATION
VARIABLE GIRDER WEB DEPTH
22" & 24" GIRDER FLANGES
SPANS R3-2, R4-12 & R4-14

NOTES:
1. All dimensions are measured along ℄ Girder.
2. Flange Splice Pl's shall be cut to the same radius as the girder being spliced.
3. Web Splice Pl's shall extend to within 1/4" of flange to web fillet welds.
4. See "Framing Plans" for location of splices.
5. Use these splices at both primary & alternate splice locations.

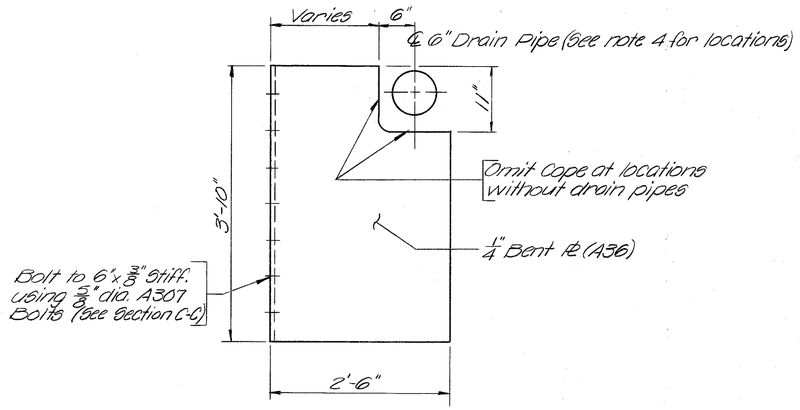
SHEET C59

GIRDER SPLICES
STRUCTURAL STEEL

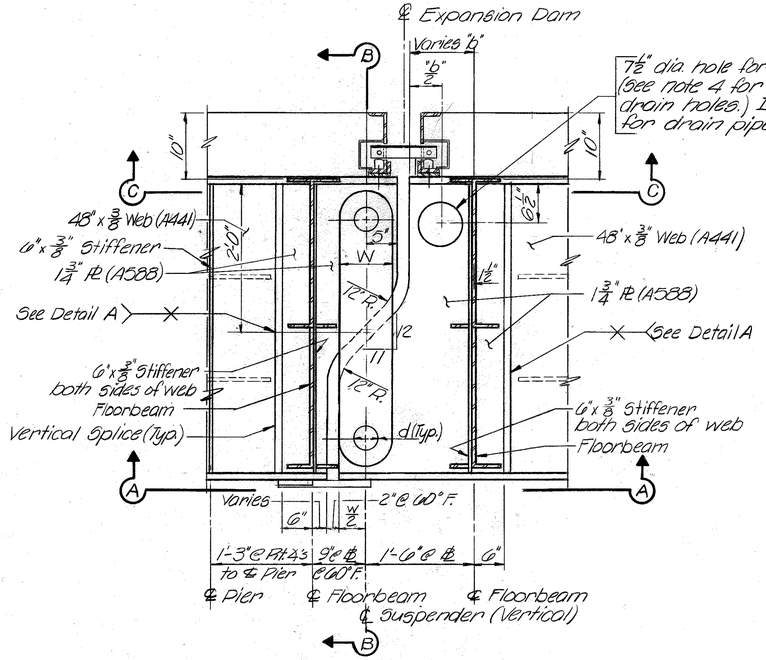
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

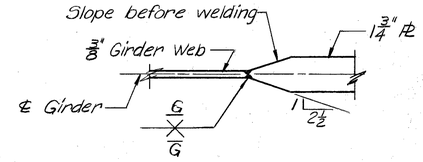


SUSPENDER COVER PLATE DETAIL
Outside of Fascia Girders Only



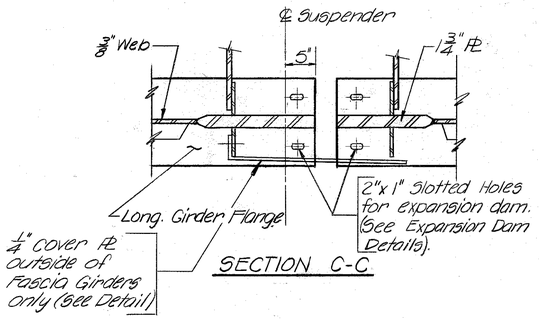
SUSPENDER AT END OF CONTINUOUS UNIT

SUSPENDER DIMENSIONS				
EXPANSION PIERS	d	W	A	B
Pier R1-9, R1-12, R3-3, R3-6 R4-3, R4-5, R4-8 R4-11, R4-14, R4-17	5	10	34	6
Pier R1-3, R1-6, R2A-1, R2A-4	4	8	36	5

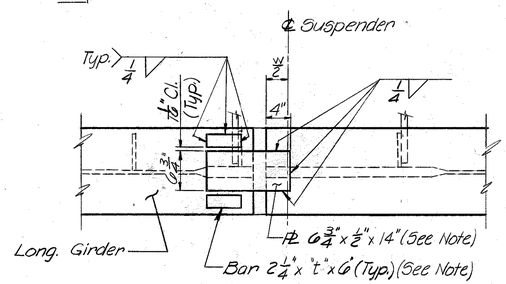


DETAIL A

Notes:
1. See Shts. C76-C81 for Expansion Dam Details.
2. See Shts. C108-C109 for Drain Pipe Details.
3. Pins for Suspenders shall be, optionally:
   ASTM A231, Class A or
   ASTM A235, Class G
4. 7½" dia. drain holes are required as shown above in 1¾" Suspender pin Plt only at the following locations. Suspender pin Plts at all other girders shall be constructed without drain holes.
   Pier R1-3, Girder G1; Pier R1-9, Girder G2; Pier R2A-4, Girder G2; Pier R3-3, Girder G2; Pier R4-3, Girder G2; Pier R4-8, Girder G2; Pier R4-17, Girder G2.

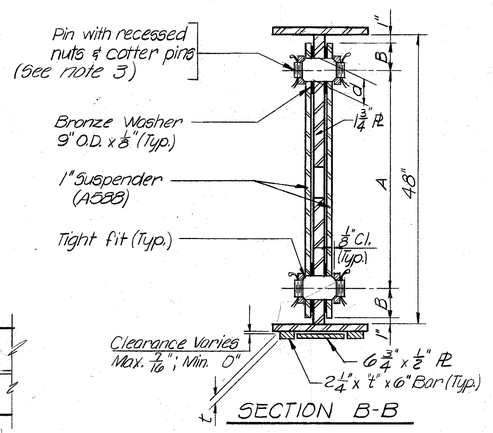


SECTION C-C



SECTION A-A

Note: Due to variations in flange Plt thickness weld 6¾"x½" Plt to thicker flange & weld 2¼"x6" Bars to thinner flange Plt.
"t" = Difference in bott. flange Plt thickness + ½"



SECTION B-B

GIRDER SUSPENDER DETAILS
STRUCTURAL STEEL

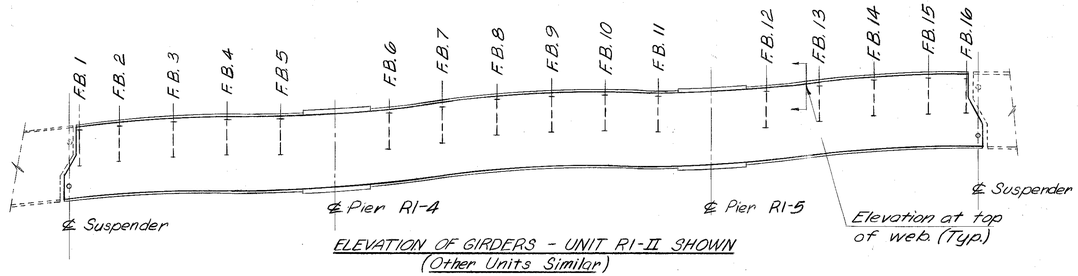
SHEET C60

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY Black/LDH	CHECKED BY PME/WCC	DATE 10-70	REVISED
DETAILED BY LGZ	CHECKED BY WCC	DATE 11-70	REVISED
TRACED BY	CHECKED BY	DATE	REVISED

LETTING DATE



ELEVATION OF GIRDERS - UNIT R1-II SHOWN
(Other Units Similar)

UNIT R1-II						
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_1	Girder G_2	Δ Conc. & St. G_1	Δ Conc. & St. G_2	Δ Steel G_1	Δ Steel G_2
℄ Suspender	487.787	488.161	.005	.005	.002	.002
F.B. 2	488.341	488.715	.020	.020	.002	.002
F.B. 4	489.540	489.914	.021	.021	.002	.002
℄ Pier R1-4	490.722	491.097	.000	.000	.000	.000
F.B. 7	491.971	492.346	.057	.057	.005	.005
F.B. 9	493.122	493.497	.075	.075	.000	.000
F.B.10	493.627	493.992	.057	.057	.005	.005
℄ Pier R1-5	494.532	494.797	.000	.000	.000	.000
F.B. 13	495.385	495.551	.020	.021	.001	.002
F.B. 15	496.105	496.171	.019	.020	.001	.002
℄ Suspender	496.376	496.398	.004	.005	.000	.001

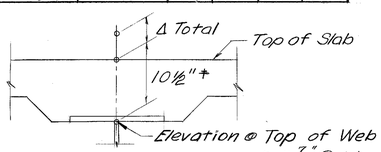
UNIT R1-V						
℄ Suspender	483.301	481.907	.009	.007	.002	.000
F.B. 2	482.810	481.411	.040	.033	.006	.004
F.B. 4 **	481.815	480.411	.068	.056	.010	.006
F.B. 6	480.764	479.366	.040	.034	.005	.004
℄ Pier R1-13	479.715	478.322	.008	.007	.001	.001
F.B. 9	478.820	477.573	.065	.056	.008	.007
F.B. 11	477.998	476.919	.113	.096	.015	.013
F.B. 12	477.593	476.603	.113	.096	.015	.013
F.B. 14	476.796	475.990	.065	.056	.008	.007
℄ Pier R1-14	476.071	475.450	.008	.007	.001	.001
F.B. 17	475.517	475.064	.041	.031	.005	.004
F.B. 19	475.039	474.754	.069	.050	.009	.007
F.B. 21	474.588	474.480	.042	.024	.005	.005
℄ Suspender	474.371	474.356	.011	-.004	.001	.000

UNIT R2A-I						
℄ Suspender	482.638	481.932	.003	.005	.000	.000
F.B. 2	482.762	481.992	.022	.020	.001	.001
F.B. 4	482.774	482.002	.026	.023	.002	.002
℄ Pier R2A-2	482.646	481.878	.001	.001	.000	.000
F.B. 7	482.456	481.690	.024	.026	.002	.002
F.B. 9	482.131	481.368	.023	.028	.002	.002
℄ Pier R2A-3	481.676	480.908	.001	.001	.000	.000
F.B. 12	481.245	480.384	.023	.021	.002	.001
F.B. 14	480.676	479.766	.018	.018	.001	.002
℄ Suspender	480.301	479.341	.001	.001	.000	.001

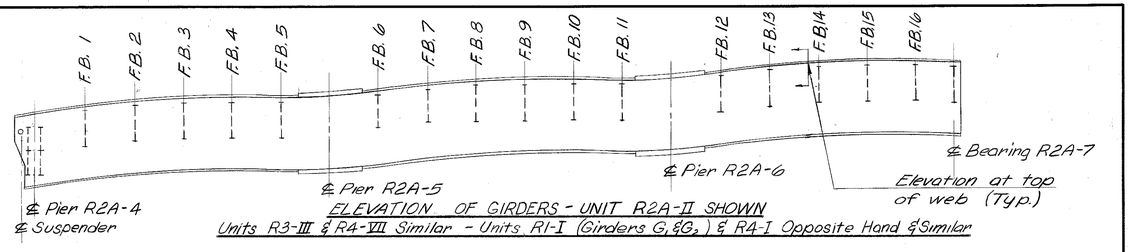
UNIT R3-II						
℄ Suspender	473.492	472.051	.011	.010	.001	.002
F.B. 3 **	474.036	472.580	.063	.047	.006	.005
F.B. 5	474.594	473.139	.048	.033	.005	.005
℄ Pier R3-4	475.207	473.766	.007	.006	.001	.000
F.B. 8	475.972	474.528	.058	.055	.006	.005
F.B. 10	476.667	475.273	.085	.084	.010	.008
F.B. 12	477.238	475.941	.053	.053	.006	.005
℄ Pier R3-5	477.720	476.518	.007	.007	.001	.001
F.B. 15	478.184	477.081	.024	.027	.001	.002
F.B. 17	478.564	477.555	.037	.040	.004	.004
℄ Suspender	478.819	477.903	.005	.005	.000	.000

UNIT R4-IV						
℄ Suspender	507.302	505.909	.009	.008	.002	.000
F.B. 2	507.811	506.416	.038	.035	.005	.003
F.B. 4	508.301	507.505	.070	.066	.008	.006
F.B. 6	509.833	508.599	.040	.039	.004	.004
℄ Pier R4-9	510.670	509.636	.009	.008	.001	.001
F.B. 9	511.499	510.559	.067	.063	.007	.006
F.B. 11	512.228	511.284	.120	.111	.013	.011
F.B. 12	512.530	511.586	.119	.111	.012	.011
F.B. 14	513.011	512.071	.067	.063	.006	.006
℄ Pier R4-10	513.390	512.454	.008	.008	.000	.001
F.B. 17	513.765	512.827	.041	.039	.005	.004
F.B. 19	514.041	513.103	.070	.068	.006	.007
F.B. 21	514.159	513.222	.037	.036	.004	.003
℄ Suspender	514.164	513.229	.007	.006	.001	.001

UNIT R4-VI						
℄ Suspender	501.786	500.850	.007	.007	.001	.001
F.B. 2	501.298	500.360	.038	.036	.004	.004
F.B. 4	500.202	499.262	.069	.065	.007	.007
F.B. 6	499.046	498.108	.040	.038	.004	.004
℄ Pier R4-15	497.887	496.951	.008	.008	.001	.001
F.B. 9	496.810	495.872	.058	.056	.006	.006
F.B. 11	495.729	494.788	.104	.099	.011	.010
F.B. 12	495.166	494.225	.104	.099	.011	.010
F.B. 14	493.993	493.085	.058	.056	.006	.006
℄ Pier R4-16	492.816	492.008	.008	.008	.001	.001
F.B. 17	491.719	491.006	.038	.038	.003	.003
F.B. 19	490.621	489.924	.067	.066	.007	.006
F.B. 21	489.464	488.767	.037	.036	.004	.003
℄ Suspender	488.915	488.218	.007	.006	.001	.000



SECTION THRU GIRDER



ELEVATION OF GIRDERS - UNIT R2A-II SHOWN
Units R3-III & R4-VII Similar - Units R1-I (Girders G_1 & G_2) & R4-I Opposite Hand & Similar

UNIT R1-I (See Sheet C63 for Girders G_3 & G_4)						
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_1	Girder G_2	Δ Conc. & St. G_1	Δ Conc. & St. G_2	Δ Steel G_1	Δ Steel G_2
℄ Brg. Bent R1	472.287	472.661	.000	.000	.000	.000
F.B. 1	472.749	473.129	.013	.019	.001	.001
F.B. 3	473.909	474.297	.023	.037	.001	.001
F.B. 5	475.037	475.419	.001	.009	-.001	-.002
℄ Pier R1-1	476.186	476.560	.000	.000	.000	.000
F.B. 8	477.418	477.785	.082	.075	.014	.013
F.B. 10	478.641	479.004	.155	.144	.025	.023
F.B. 12	479.802	480.166	.166	.156	.028	.025
F.B. 13	480.355	480.720	.144	.135	.025	.022
F.B. 15	481.426	481.797	.065	.062	.013	.011
℄ Pier R1-2	482.511	482.885	.000	.000	.000	.000
F.B. 18	483.676	484.053	.037	.040	.000	.001
F.B. 20	484.869	485.247	.102	.106	.006	.009
F.B. 22	486.015	486.391	.120	.122	.008	.011
F.B. 24	487.089	487.464	.066	.067	.006	.007
℄ Pier R1-3	487.676	488.050	.014	.014	.002	.002
℄ Suspender	487.787	488.161	.005	.005	.002	.002

UNIT R2A-II						
℄ Suspender	480.301	479.341	.001	.001	.000	.000
℄ Pier R2A-4	480.221	479.260	.001	.006	.001	.001
F.B. 2	479.375	478.406	.055	.046	.001	.004
F.B. 4	478.493	477.525	.045	.037	.006	.005
℄ Pier R2A-5	477.688	476.727	.002	.001	.001	.000
F.B. 7	477.086	476.119	.047	.040	.006	.003
F.B. 9	476.573	475.601	.068	.056	.001	.005
F.B. 10	476.334	475.364	.052	.042	.006	.004
℄ Pier R2A-6	475.921	474.961	.001	.001	.000	.000
F.B. 13	475.710	474.743	.038	.031	.005	.003
F.B 15	475.582	474.615	.044	.037	.005	.004
℄ Brg R2A-7	475.516	474.556	.000	.000	.000	.000

UNIT R3-III						
℄ Suspender	478.819	477.903	.005	.005	.000	.000
℄ Pier R3-6	478.853	477.949	.014	.014	.001	.001
F.B. 2	479.164	478.370	.101	.101	.011	.011
F.B. 4	479.279	478.592	.111	.111	.012	.012
F.B. 6	479.230	478.648	.055	.055	.006	.006
℄ Pier R3-7	479.090	478.614	.009	.009	.001	.001
F.B. 9	478.954	478.583	.066	.066	.007	.007
F.B. 11	478.728	478.464	.134	.134	.013	.013
F.B. 13	478.337	478.178	.135	.135	.014	.014
F.B. 15	477.776	477.723	.067	.067	.007	.007
℄ Pier R3-8	477.123	477.177	.008	.008	.001	.001
F.B. 18	476.472	476.631	.048	.048	.006	.006
F.B. 20	475.728	475.992	.096	.096	.011	.011
F.B. 22	474.817	475.136	.076	.076	.008	.008
℄ Brg. Bent R3	473.879	474.341	.000	.000	.000	.000

UNIT R4-I						
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_1	Girder G_2	Δ Conc. & St. G_1	Δ Conc. & St. G_2	Δ Steel G_1	Δ Steel G_2
℄ Brg. 47 WB	474.842	475.618	.000	.000	.000	.000
F.B. 1	475.195	475.942	.028	.029	.002	.003
F.B. 3	476.044	476.721	.064	.066	.008	.008
F.B. 5	476.909	477.516	.042	.043	.005	.005
℄ Pier R4-I	477.836	478.372	.007	.007	.001	.001
F.B. 8	478.900	479.306	.035	.035	.003	.003
F.B. 10	479.988	480.384	.058	.058	.005	.005
F.B. 12	481.029	481.356	.034	.034	.003	.002
℄ Pier R4-2	482.067	482.324	.007	.007	.001	.001
F.B. 15	483.171	483.361	.046	.049	.005	.005
F.B. 17	484.263	484.385	.073	.078	.007	.009
F.B. 19	485.302	485.351	.047	.049	.004	.005
℄ Pier R4-3	485.876	485.884	.014	.014	.001	.002
℄ Suspender	485.990	485.990	.008	.008	.000	.002

UNIT R4-VII						
℄ Suspender	488.915	488.218	.007	.006	.001	.000
℄ Pier R4-17	488.806	488.109	.017	.016	.002	.002
F.B. 1	488.203	487.501	.081	.075	.011	.010
F.B. 3	487.088	486.381	.152	.141	.020	.018
F.B. 5	485.888	485.182	.139	.129	.019	.016
F.B. 7	484.629	483.928	.066	.061	.010	.009
℄ Pier R4-18	483.381	482.690	.010	.009	.002	.001
F.B. 10	482.252	481.556	.062	.061	.007	.006
F.B. 12	481.145	480.445	.141	.137	.015	.014
F.B. 14	479.979	479.279	.161	.157	.016	.016
F.B. 15	479.367	478.667	.142	.138	.015	.014
F.B. 17	478.102	477.405	.064	.063	.006	.006
℄ Pier R4-19	476.861	476.165	.009	.009	.001	.001
F.B. 20	475.722	475.024	.056	.054	.008	.007
F.B. 22	474.600	473.900	.120	.116	.016	.014
F.B. 24	473.415	472.715	.122	.118	.016	.013
F.B. 26	472.150	471.453	.043	.042	.005	.005
℄ Brg Bent R4	471.662	470.966	.000	.000	.000	.000

1. *Elevations given are for unstressed condition and contain the camber for concrete and steel. All girders must be cambered in the unstressed condition. Should the theoretical final elevation at top of web be desired subtract Δ due to concrete and steel from elevations given.
2. Refer to Framing Plan shts. C38-C44 for Girder & Floor Beam details
3. Floor beams are to be built with no camber.

SHEET C61

CAMBER
STRUCTURAL STEEL

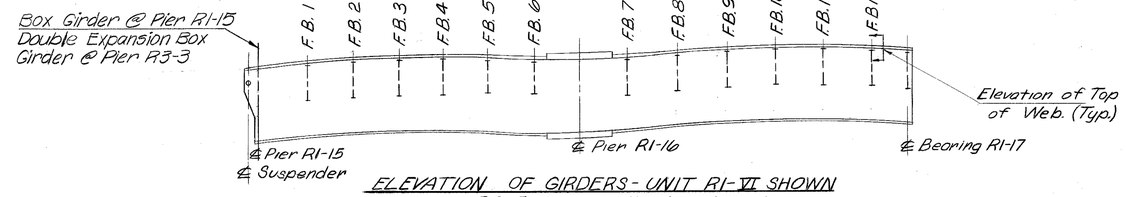
DESIGNED BY LAD CHECKED BY KEV
DETAILED BY KEV CHECKED BY JLH
TRACED BY CHECKED BY

** - Revised Top of Web Elev. KHC
REVISED DATE 6-15-70
REVISED DATE 2-22-71
REVISED DATE
REVISED DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE - LEXINGTON
ROAD
STATION 208+08 P.E. PROJECT NO.

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

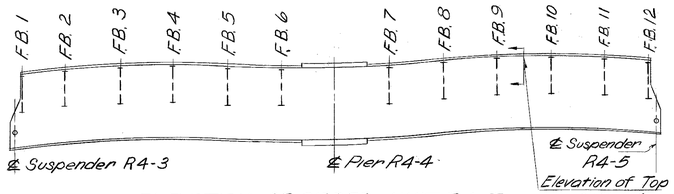
LETTING DATE



ELEVATION OF GIRDERS - UNIT R1-VI SHOWN
Unit R3-I Opposite Hand and Similar

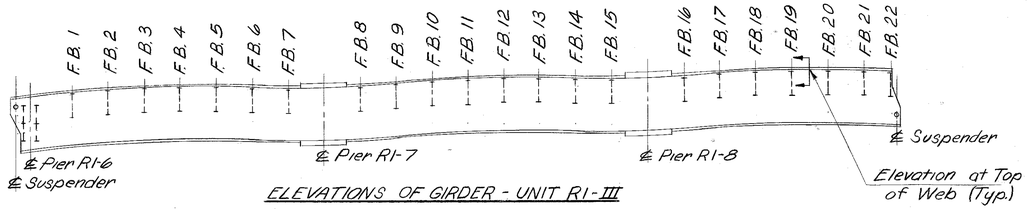
UNIT R1-VI						
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_1	Girder G_2	Δ Conc. & St.		Δ Steel	
			G_1	G_2	G_1	G_2
℄ Suspender	474.371	474.356	.011	.004	.001	.000
℄ Pier R1-15	474.347	474.343	.015	.000	.002	.000
F.B. 1	474.211	474.284	.042	.032	.005	.003
F.B. 3	473.988	474.203	.065	.062	.008	.006
F.B. 5	473.791	474.144	.039	.059	.004	.005
℄ Pier R1-16	473.664	474.151	.007	.007	.001	.001
F.B. 8	473.678	474.308	.040	.044	.004	.005
F.B. 10	473.760	474.531	.061	.067	.007	.007
F.B. 12	473.868	474.775	.026	.029	.002	.003
℄ Brg R1-17	473.922	474.883	.000	.000	.000	.000

UNIT R3-I *						
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_1	Girder G_2	Δ Conc. & St.		Δ Steel	
			G_1	G_2	G_1	G_2
℄ Brg R3-1	472.735	471.384	.000	.007	.000	.001
F.B. 2	472.721	471.249	.089	.057	.014	.008
F.B. 4	472.578	471.085	.140	.087	.020	.014
F.B. 6	472.437	470.947	.129	.079	.019	.011
F.B. 8	472.329	470.865	.098	.044	.009	.006
℄ Pier R3-2	472.304	470.843	.008	.007	.001	.001
F.B. 11	472.449	471.005	.041	.037	.006	.005
F.B. 13	472.618	471.226	.052	.070	.013	.008
F.B. 15	472.952	471.498	.091	.077	.015	.009
F.B. 17	473.252	471.804	.050	.042	.008	.005
℄ Pier R3-3	473.448	472.006	.017	.015	.002	.002
℄ Suspender	473.492	472.051	.011	.010	.001	.002



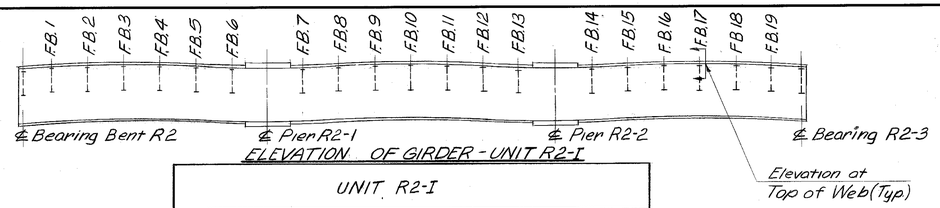
ELEVATION OF GIRDER - UNIT R4-II

UNIT R4-II						
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_1	Girder G_2	Δ Conc. & St.		Δ Steel	
			G_1	G_2	G_1	G_2
℄ Susp. R4-3	485.990	485.990	.008	.008	.000	.002
F.B. 3	487.213	487.010	.003	.054	.006	.006
F.B. 5	488.401	487.998	.051	.043	.005	.003
℄ Pier R4-4	489.567	488.962	.007	.006	.001	.000
F.B. 8	490.801	489.998	.051	.043	.006	.003
F.B. 10	492.013	491.010	.063	.054	.006	.005
℄ Susp. R4-5	493.126	491.963	.008	.007	.001	.000



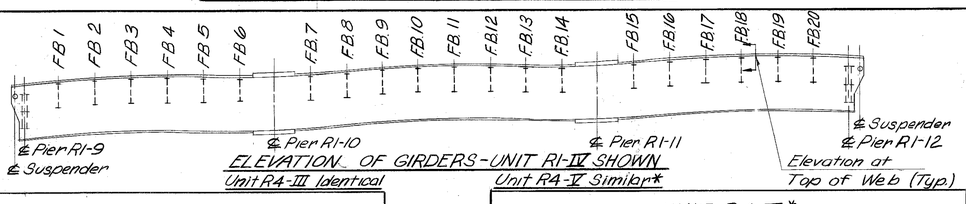
ELEVATIONS OF GIRDER - UNIT R1-III

UNIT R1-III						
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_1	Girder G_2	Δ Conc. & St.		Δ Steel	
			G_1	G_2	G_1	G_2
℄ Suspender	496.376	496.398	.004	.005	.000	.001
℄ Pier R1-6	496.446	496.457	.014	.014	.002	.002
F.B. 2	497.110	496.915	.109	.109	.012	.013
F.B. 4	497.538	497.142	.124	.120	.015	.015
F.B. 6	497.773	497.180	.064	.003	.007	.008
℄ Pier R1-7	497.895	497.103	.008	.008	.001	.001
F.B. 9	497.996	497.005	.050	.052	.005	.004
F.B. 11	497.986	496.798	.100	.107	.011	.010
F.B. 12	497.809	496.424	.103	.110	.011	.010
F.B. 14	497.466	496.078	.059	.063	.006	.006
℄ Pier R1-8	497.220	495.828	.008	.008	.001	.001
F.B. 17	496.789	495.385	.052	.040	.007	.003
F.B. 19	496.230	494.820	.086	.068	.009	.006
F.B. 21	495.481	494.080	.047	.038	.006	.002
℄ Suspender	495.079	493.685	.010	.008	.002	.001



ELEVATION OF GIRDER - UNIT R2-I

UNIT R2-I						
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_1	Girder G_2	Δ Conc. & St.		Δ Steel	
			G_1	G_2	G_1	G_2
℄ Brg. Bent R2	461.837	460.817	.000	.000	.000	.000
F.B. 1	462.318	461.350	.031	.023	.006	.003
F.B. 3	463.452	462.467	.085	.060	.011	.007
F.B. 5	464.504	463.527	.057	.040	.008	.005
℄ Pier R2-1	465.529	464.569	.002	.002	.000	.001
F.B. 8	466.678	465.698	.071	.051	.006	.005
F.B. 10	467.803	466.803	.116	.082	.011	.007
F.B. 12 **	468.833	467.858	.071	.051	.006	.005
℄ Pier R2-2	469.849	468.889	.002	.002	.000	.001
F.B. 15	470.984	470.007	.057	.040	.008	.005
F.B. 17	472.080	471.095	.085	.060	.011	.007
F.B. 19	473.024	472.070	.031	.023	.006	.003
℄ Brg. R2-3	473.323	472.452	.000	.000	.000	.000



ELEVATION OF GIRDERS - UNIT R1-IV SHOWN
Unit R4-III Identical — Unit R4-V Similar*

UNIT R1-IV						
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_1	Girder G_2	Δ Conc. & St.		Δ Steel	
			G_1	G_2	G_1	G_2
℄ Suspender	495.079	493.685	.010	.008	.002	.001
℄ Pier R1-9	495.001	493.607	.015	.013	.002	.000
F.B. 1	494.592	493.194	.046	.040	.006	.003
F.B. 3	493.709	492.369	.068	.060	.007	.004
F.B. 5	492.803	491.407	.040	.036	.003	.003
℄ Pier R1-10	491.749	490.357	.007	.007	.000	.001
F.B. 8	490.773	489.373	.064	.056	.006	.004
F.B. 10	489.786	488.380	.110	.096	.011	.010
F.B. 11	489.271	487.864	.111	.096	.012	.010
F.B. 13	488.192	486.791	.065	.056	.007	.005
℄ Pier R1-11	487.102	485.709	.008	.007	.001	.001
F.B. 16	486.103	484.706	.041	.036	.005	.004
F.B. 18	485.098	483.698	.069	.061	.007	.006
F.B. 20	484.042	482.643	.046	.039	.006	.003
℄ Pier R1-12	483.422	482.028	.014	.012	.002	.001
℄ Suspender	483.301	481.907	.009	.007	.002	.000

UNIT R4-III						
℄ Suspender	493.126	491.936	.008	.007	.001	.000
℄ Pier R4-5	493.253	492.042	.015	.013	.002	.001
F.B. 1	493.970	492.639	.057	.048	.006	.005
F.B. 3	495.203	493.797	.090	.076	.009	.007
F.B. 5	496.304	494.965	.051	.044	.005	.004
℄ Pier R4-6	497.521	496.129	.008	.008	.000	.001
F.B. 8	498.789	497.386	.076	.065	.008	.007
F.B. 10	500.047	498.633	.134	.112	.014	.011
F.B. 11	500.648	499.232	.135	.111	.015	.011
F.B. 13	501.788	500.383	.075	.002	.008	.000
℄ Pier R4-7	502.922	501.529	.009	.008	.001	.001
F.B. 16	504.103	503.768	.050	.047	.006	.004
F.B. 18	505.399	504.001	.086	.080	.008	.008
F.B. 20	506.508	505.172	.055	.051	.006	.005
℄ Pier R4-8	507.193	505.800	.015	.014	.002	.001
℄ Suspender	507.302	505.909	.009	.008	.002	.000

UNIT R4-V *						
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_1	Girder G_2	Δ Conc. & St.		Δ Steel	
			G_1	G_2	G_1	G_2
℄ Suspender	514.164	513.229	.007	.008	.001	.001
℄ Pier R4-11	514.180	513.244	.017	.017	.002	.002
F.B. 2	514.280	513.344	.120	.114	.010	.012
F.B. 4	514.217	513.273	.147	.139	.012	.013
F.B. 6	513.982	513.045	.103	.102	.005	.009
F.B. 8	513.628	512.694	.036	.038	.001	.002
℄ Pier R4-12	513.220	512.284	.010	.010	.002	.002
F.B. 11	512.806	511.861	.073	.064	.017	.013
F.B. 13	512.313	511.358	.153	.134	.034	.026
F.B. 15	511.695	510.734	.204	.179	.044	.034
F.B. 17	510.931	509.970	.204	.179	.044	.034
F.B. 19	510.021	509.066	.153	.134	.034	.026
F.B. 21	508.986	508.041	.073	.064	.017	.013
℄ Pier R4-13	507.873	506.937	.010	.010	.002	.002
F.B. 24	506.752	505.819	.035	.038	.000	.002
F.B. 26	505.635	504.696	.104	.101	.006	.009
F.B. 28	504.492	503.548	.147	.139	.012	.013
F.B. 30	503.279	502.335	.121	.113	.011	.011
℄ Pier R4-14	501.915	500.978	.017	.016	.002	.002
℄ Suspender	501.780	500.850	.007	.007	.001	.001

*Unit R3-I and R4-V have variable depth webs

SHEET C62

For Notes and Section, See Sht C61

CAMBER STRUCTURAL STEEL

DESIGNED BY L.A.D. DATE 6-18-70
DETAILED BY K.E.J. DATE 2-20-74
CHECKED BY K.E.J. DATE 2-22-71
TRACED BY ____ DATE ____
CHECKED BY ____ DATE ____
** - Revised Top of Web Elev. 4-4-74
REVISED ____ DATE ____
REVISED ____ DATE ____

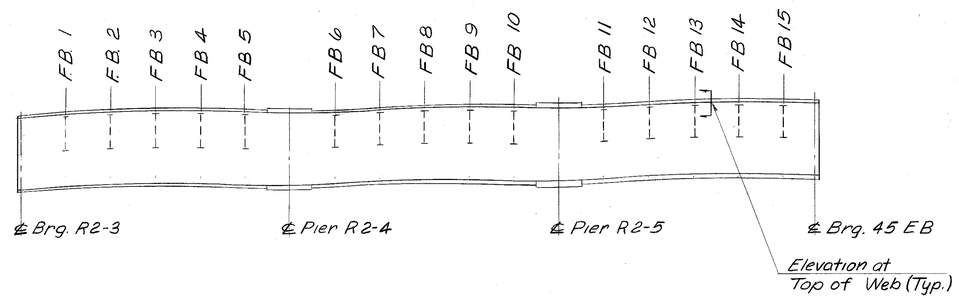
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 - 13TH ST. TO 7TH ST.
LOUISVILLE - LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P.E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

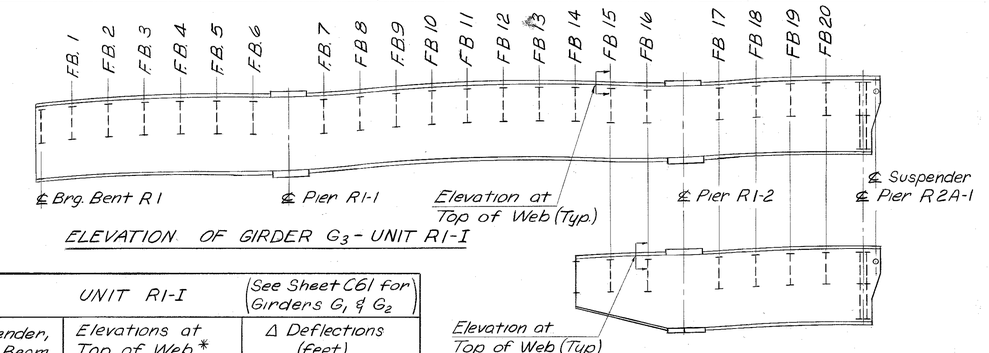
DESIGNED BY LAD	CHECKED BY KEJ	DATE 2-9-70	REVISED ** Revised Top of Web Elev.
DETAILED BY AEJ	CHECKED BY JLH	DATE 2-22-71	REVISED
TRACED BY	CHECKED BY	DATE	REVISED

RMC DATE 2-20-74 DATE DATE



ELEVATION OF GIRDER - UNIT R2-II

	UNIT R2-II									
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *			Δ Deflections (feet)						
	Girder G_1	Girder G_2	Girder G_3	ΔConc. & Steel			Δ Steel			
				G_1	G_2	G_3	G_1	G_2	G_3	
℄ Brg R2-3	475.506	473.973	472.531	.000	.001	.000	.000	.000	.000	
F.B. 1	475.391	473.942	472.332	.029	.023	.017	.002	.003	.001	
F.B. 2	475.327	474.155	473.318	.049	.035	.029	.004	.004	.003	
F.B. 3	475.301	474.384	473.685	.052	.037	.031	.005	.006	.003	
F.B. 4	475.311	474.622	474.033	.040	.028	.024	.004	.004	.002	
F.B. 5	475.361	474.871	474.365	.020	.014	.011	.002	.003	.001	
℄ Pier R2-4	475.496	475.127	474.691	.002	.000	.002	.000	.001	.002	
F.B. 7	475.922	475.741	475.591	.016	.010	.032	.001	.002	.003	
F.B. 9	476.354	476.347	476.383	.018	.009	.030	.001	.001	.004	
℄ Pier R2-5	476.827	476.939	477.060	.002	.002	.003	.000	.000	.001	
F.B. 12	477.264	477.462	477.678	.027	.021	.031	.003	.003	.004	
F.B. 14	477.627	477.912	478.214	.033	.028	.036	.004	.003	.003	
** ℄ Brg. 45EB	477.867	478.234	478.592	.000	.005	.000	.000	.001	.000	



ELEVATION OF GIRDER G_3 - UNIT R1-I

ELEVATION OF GIRDER G_4 - UNIT R1-I

	UNIT R1-I (See Sheet C61 for Girders G_1 & G_2)					
Suspender, Floor Beam or Pier Line	Elevations at Top of Web *		Δ Deflections (feet)			
	Girder G_3	Girder G_4	ΔConc. & St.		Δ Steel	
			G_3	G_4	G_3	G_4
℄ Brg. Bent R1	472.074	——	.000	—	.000	—
F.B. 1	472.529	——	.014	—	.001	—
F.B. 3	473.665	——	.022	—	-.001	—
F.B. 5	474.768	——	-.004	—	-.003	—
℄ Pier R1-1	475.900	——	.000	—	.000	—
F.B. 8	477.115	——	.087	—	.013	—
F.B. 10	478.321	——	.165	—	.024	—
F.B. 12	479.364	——	.180	—	.025	—
F.B. 13	479.888	——	.163	—	.023	—
F.B. 14	——	480.706	—	.116	—	.020
F.B. 15	480.684	481.138	.087	.068	.012	.012
℄ Pier R1-2	481.098	481.866	.000	.000	.000	.000
F.B. 18	481.506	482.307	-.016	.017	-.003	-.001
F.B. 20	481.809	482.598	-.001	.020	-.001	.000
℄ Pier R2A-1	481.917	482.686	.004	.005	.000	.000
℄ Suspender	481.932	482.698	.005	.003	.000	.000

CAMBER STRUCTURAL STEEL

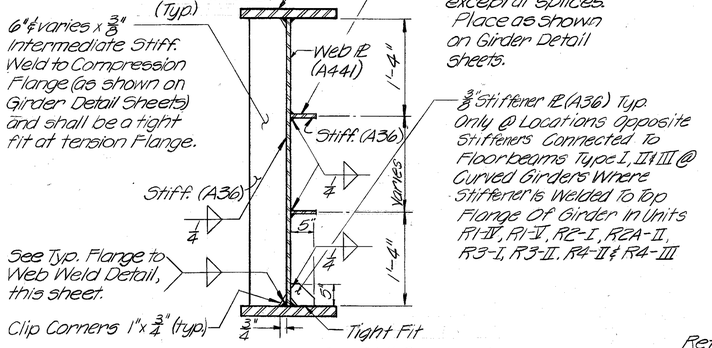
For Notes and Section, See Sheet C61

SHEET C63

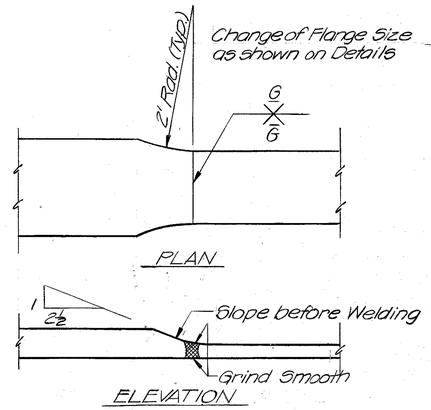
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08
SP 56-273-11L
P. E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

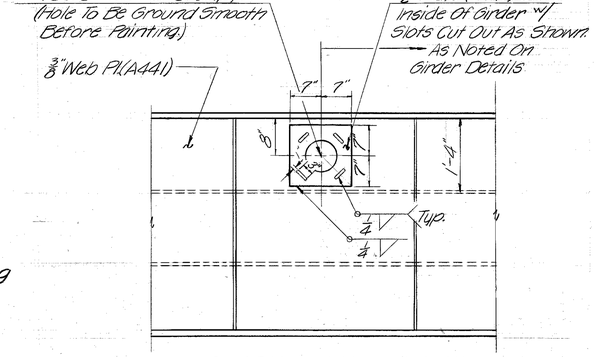
LETTING DATE



STIFFENER DETAILS
(Typical at Longitudinal Girders)

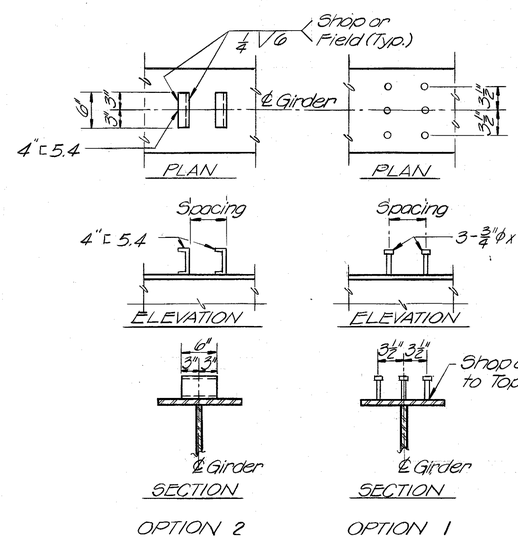


SHOP FLANGE SPLICE DETAIL
Refer also to AWS D 2.0-69 Specifications.



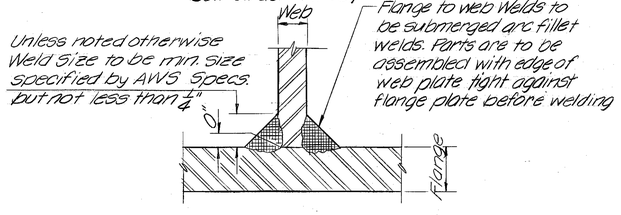
GIRDER DRAIN HOLE DETAIL
TYPICAL @ DRAIN HOLES THROUGH ⅜" WEB

TABLE A		
Box Girder Type	Pier Box Girder No.	End Plate Size Reqd.
A	R1-8, R1-10, R1-11, R1-13, R1-14 R4-4, R4-6, R4-7, R4-9 R4-10, R4-15, R4-16	27"x ¾"x 47"
B	R1-4, R1-5, R1-16, R4-1 R4-2, R3-4, R3-5	27"x ¾"x 47"
C	R2-1, R2-2, R2A-2, R2A-3, R2A-5, R2A-6	27"x ¾"x 47"
D	R1-7, R3-8, R4-18, R4-19	27"x ¾"x 47"
E	R3-7	27"x ¾"x 47"
F	R4-12, R4-13	27"x ¾"x 64½"
G	R3-2	27"x ¾"x 64½"

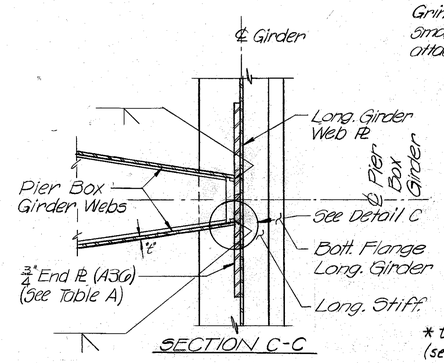


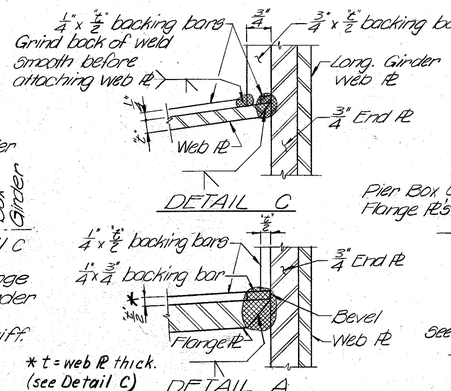
OPTION 2 OPTION 1

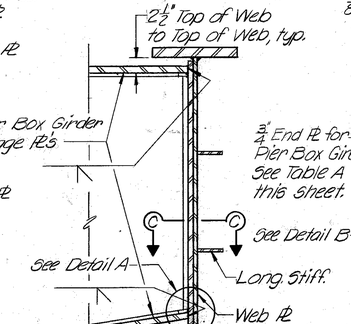
SHEAR CONNECTOR DETAILS
(Typical at Longitudinal Girders, Single Web Pier Girders R2-4 & R2-5 And Pier Box Girder R1-15)

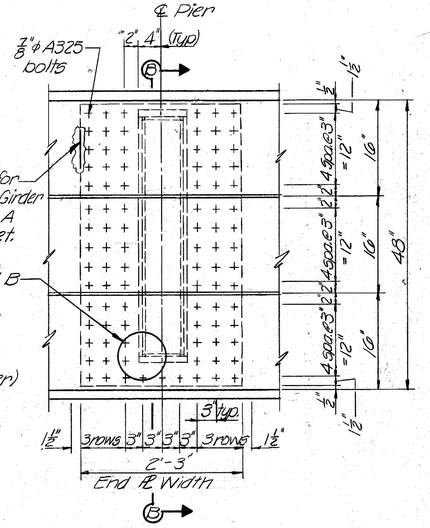


FLANGE TO WEB WELD

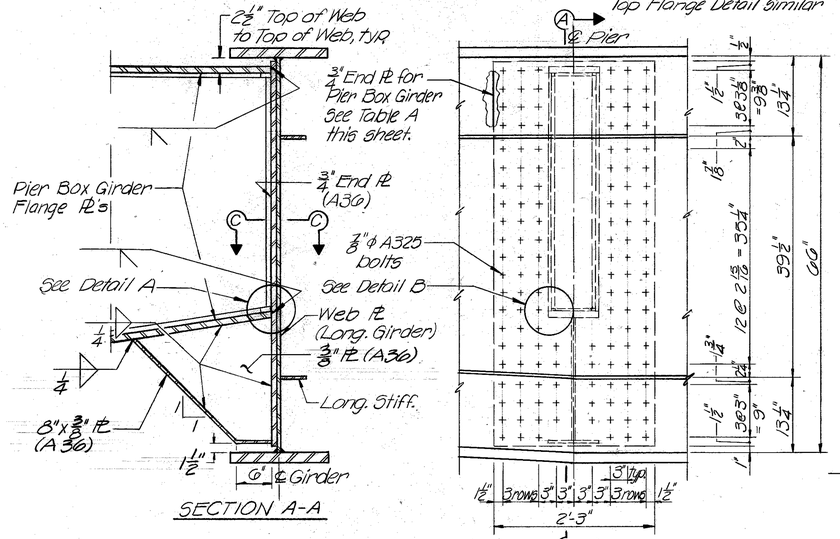




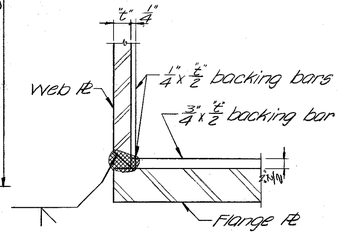




GIRDER CONNECTION DETAIL AT FIXED PIERS
BOX GIRDER TYPES A, B, C, D, & E
NOTE: For size of End Plates see Table A this sht.



GIRDER CONNECTION DETAIL AT FIXED PIERS
BOX GIRDER TYPES F & G
NOTE: For size of End Plates See Table A this sht.



DETAIL B
With Long Girder web & ¾" End Pl removed

TYPICAL DETAILS
STRUCTURAL STEEL

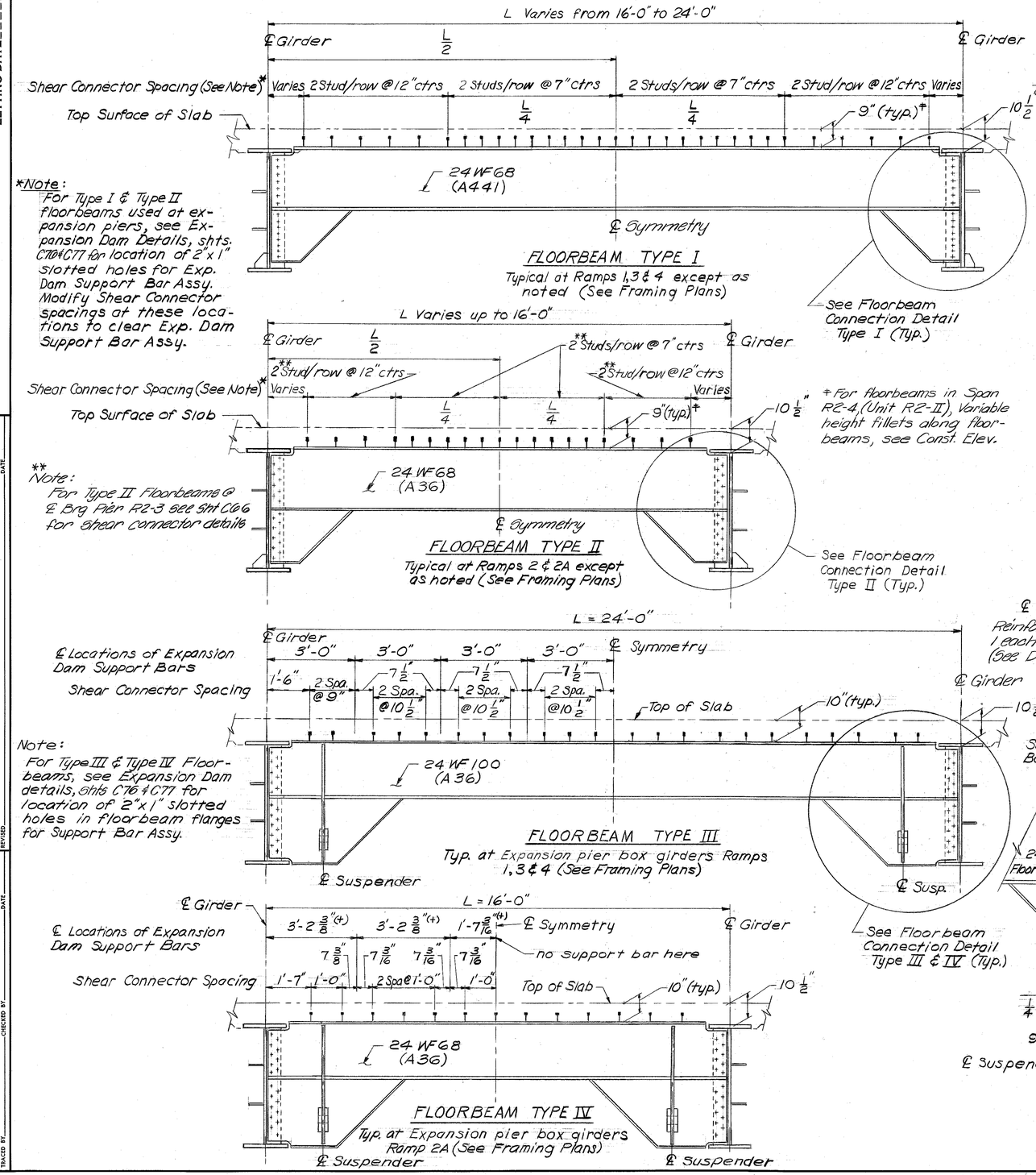
SHEET C64

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
SP 56-273-IIL
STATION 208+08
P. E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY W.C.C. CHECKED BY P.A.L. DATE 12-70
DETAILED BY F.W.S./L.S.Z. CHECKED BY W.C.C. DATE 12-70
TRACED BY CHECKED BY DATE
DATE REVISED
DATE REVISED
DATE REVISED

LETTING DATE



DESIGNED BY JLH DATE 12-70 REVISED
DETAILED BY WCC CHECKED BY WCC DATE 12-70 REVISED
TRACED BY VDR CHECKED BY DATE REVISED

SHEET C65

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 P.E. PROJECT NO. 164-2(35)3

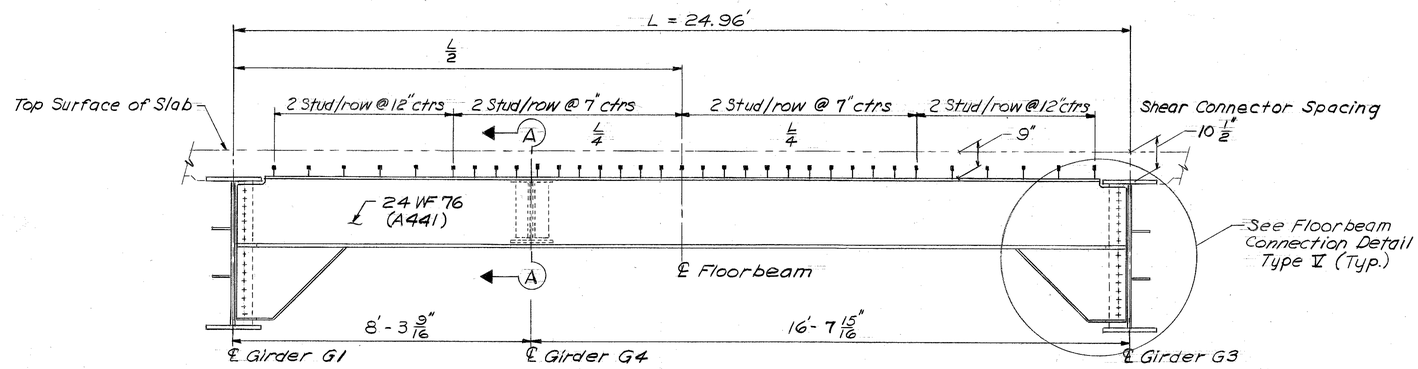
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

FLOORBEAMS
STRUCTURAL STEEL

LETTING DATE

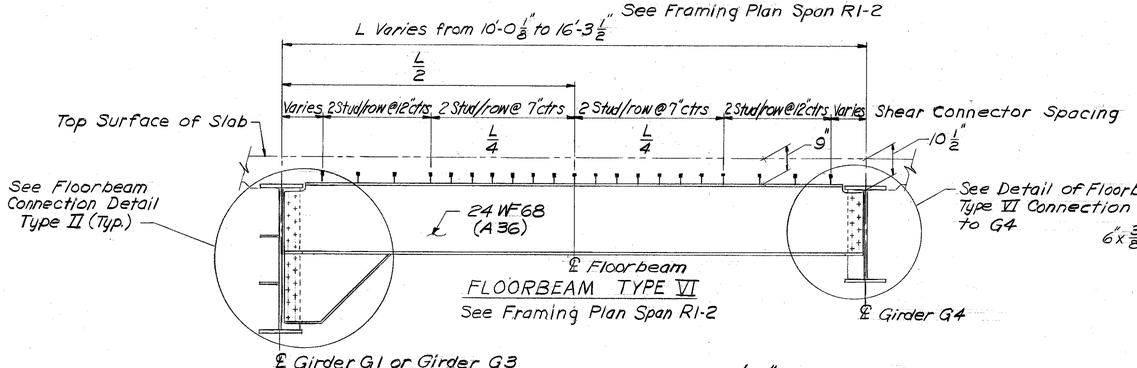
DATE DATE DATE

DESIGNED BY MCC	CHECKED BY JLH	DATE 12-70	REVISED		
DETAILED BY MCC	CHECKED BY MCC	DATE 12-70	REVISED		
TRACED BY	CHECKED BY	DATE	REVISED		



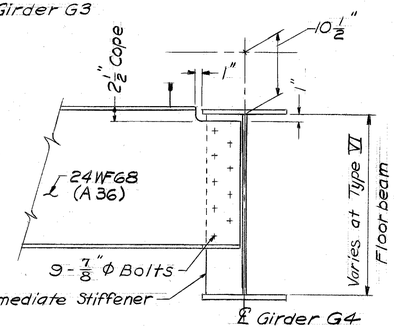
FLOORBEAM TYPE V

See Framing Plan Span R1-2



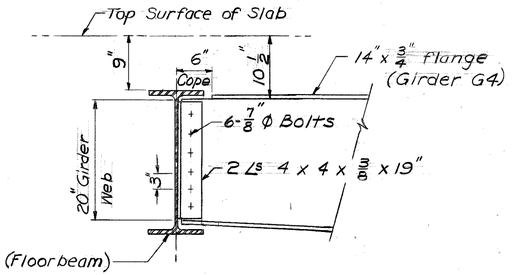
FLOORBEAM TYPE VI

See Framing Plan Span R1-2



DETAIL of FLOORBEAM TYPE VI CONNECTION to G4

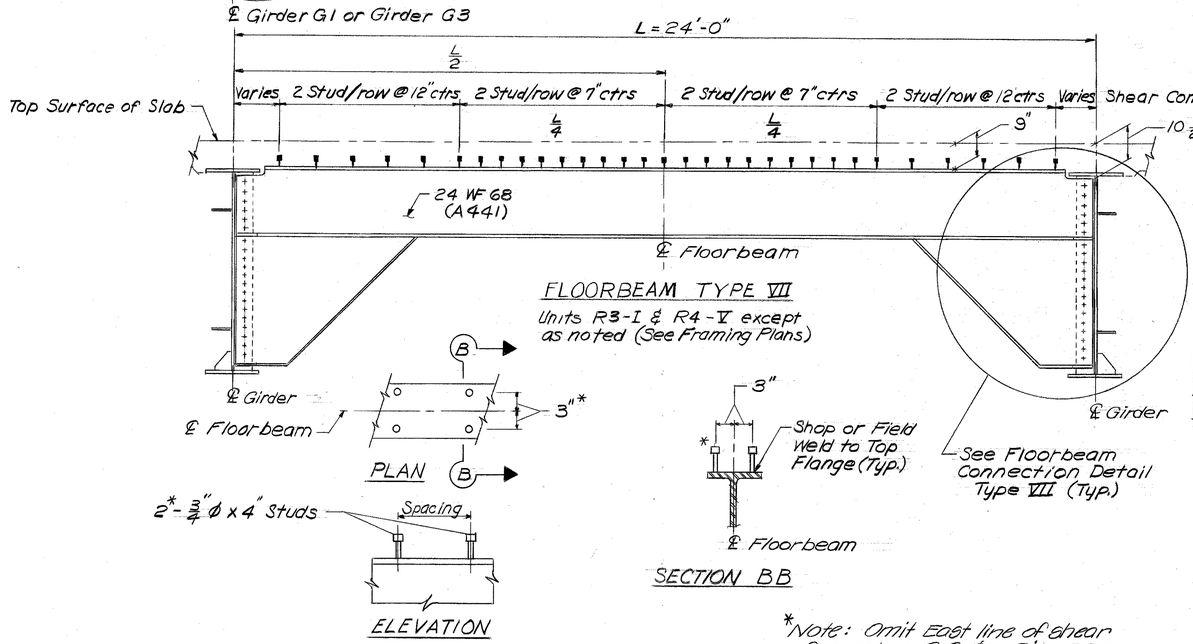
Scale 1" = 1'-0"



SECTION A A

DETAIL of FLOORBEAM TYPE V CONNECTION to G4

Scale 1" = 1'-0"



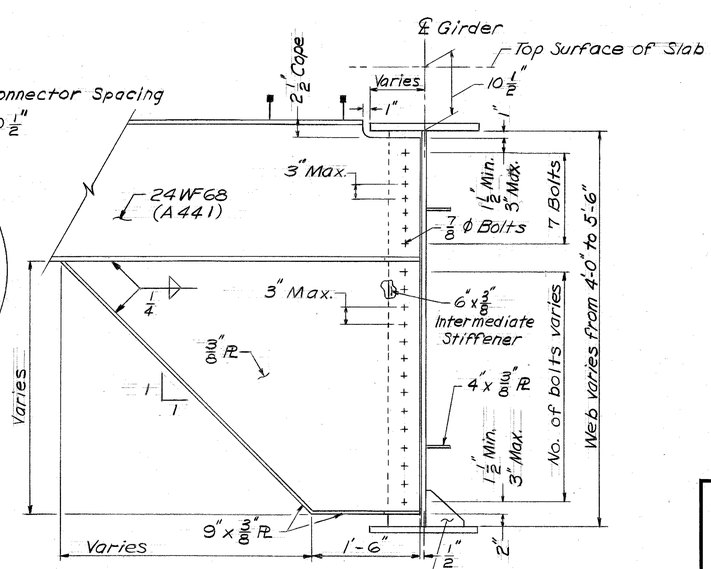
FLOORBEAM TYPE VII

Units R3-I & R4-V except as noted (See Framing Plans)

SHEAR CONNECTOR DETAILS

(Typical at Floorbeams)

*Note: Omit East line of shear Connectors @ ℄ Brg Pier R2-3



FLOORBEAM CONNECTION DETAIL TYPE VII

Scale 1" = 1'-0"

Typical only at locations shown on Stiffener Details, Sht. C64

FLOORBEAMS

STRUCTURAL STEEL

SHEET C66

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

JEFFERSON

164-13TH ST. TO 7TH ST.

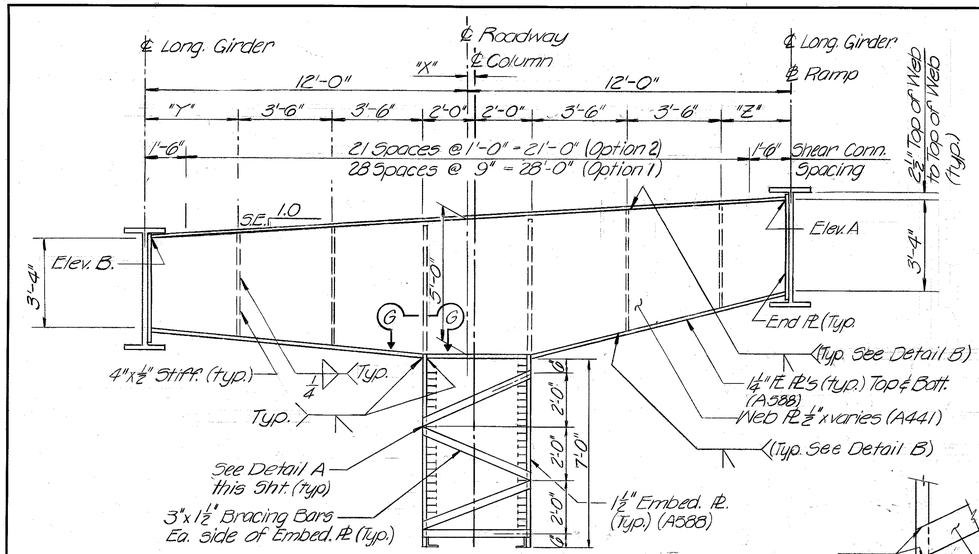
LOUISVILLE — LEXINGTON

ROAD SP 56-273-11L

STATION 208+08 **P.E. PROJECT NO.** 164-2(35)3

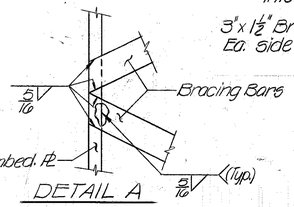
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

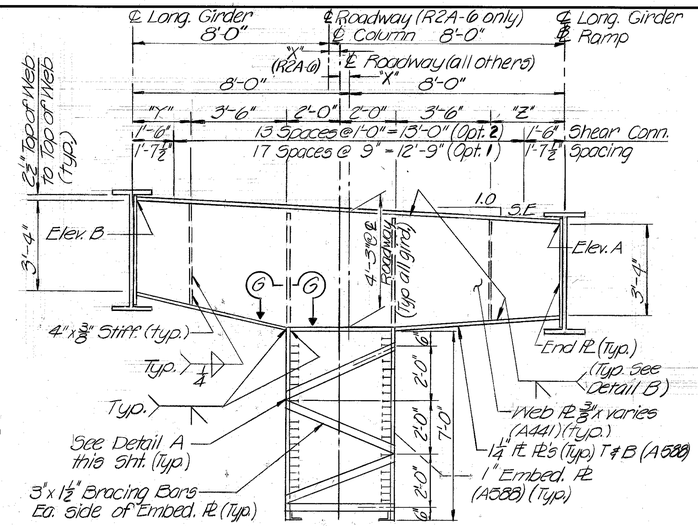


ELEVATION TYPE A GIRDERS

Pier Box Girders R1-8, R1-10, R1-11, R1-13, R1-14, R4-4, R4-6, R4-7, R4-9, R4-10, R4-15 & R4-16

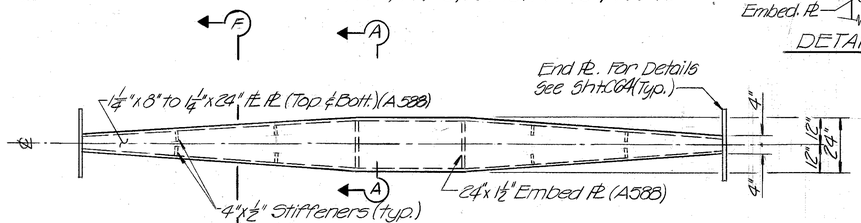


DETAIL A



ELEVATION TYPE C GIRDERS

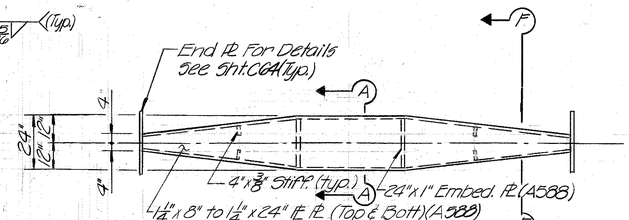
Pier Box Girders R2-1, R2-2, R2A-2, R2A-3 R2A-5 & R2A-6



PLAN TYPE A or TYPE B GIRDERS

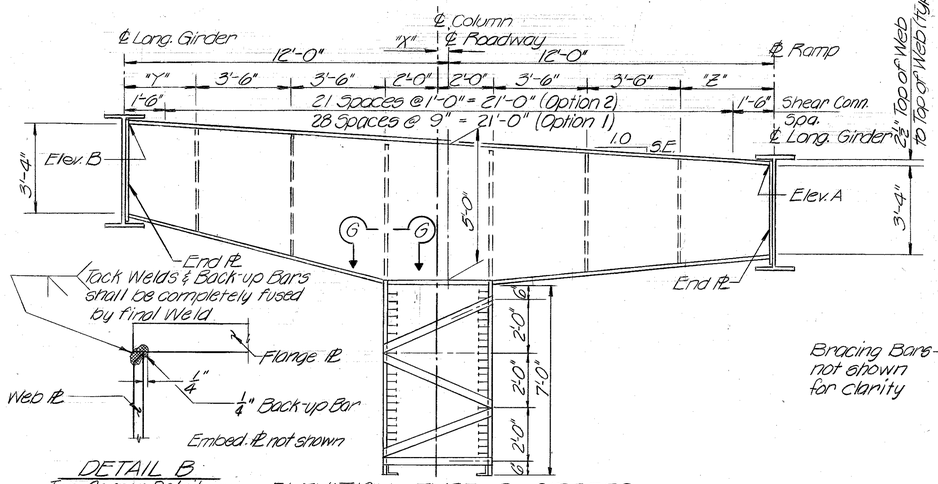
Pier Box Girders R1-8, R1-10, R1-11, R1-13, R1-14, R4-4, R4-6, R4-7, R4-9, R4-10, R4-15 & R4-16

Pier Box Girders R1-4, R1-5, R1-16, R4-1, R4-2, R3-4 & R3-5



PLAN TYPE C GIRDERS

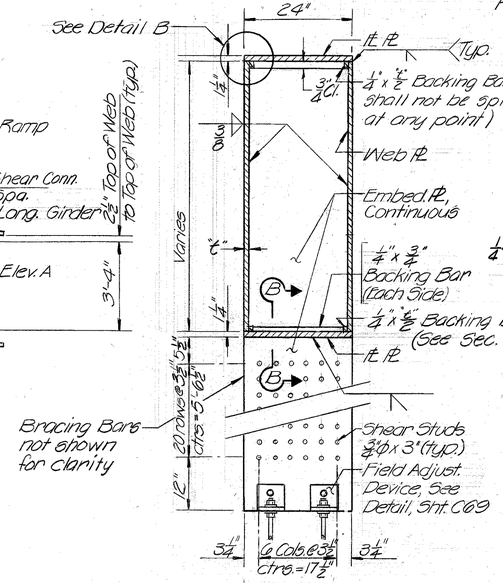
Pier Box Girders R2-1, R2-2, R2A-2, R2A-3 R2A-5 & R2A-6



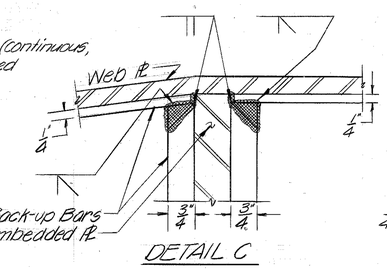
DETAIL B
Typ. Corner Detail

ELEVATION TYPE B GIRDERS

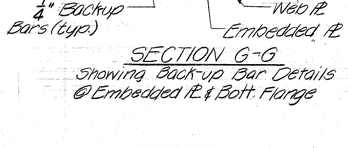
Pier Box Girders R1-4, R1-5, R1-16, R4-1, R4-2, R3-4, & R3-5
(For Welds & Plate Sizes See Elev. Type A Girders)



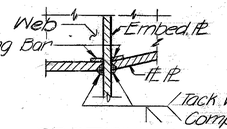
SECTION A-A



DETAIL C



SECTION G-G
Showing Back-up Bar Details @ Embedded Pl. & Bott. Flange



SECTION B-B

TABLE A (Fixed Pier Box Girders)

PIER	ELEVATION TOP OF WEB		DIMENSION			SUPERELEVATION
	ELEV. A	ELEV. B	"X"	"Y"	"Z"	"S.E."
R1-16	473.449	473.935	3"	2'-9"	3'-3"	0.0203
R1-14	475.855	475.235	5"	3'-5"	2'-7"	0.0258
R1-13	479.499	478.107	5"	3'-5"	2'-7"	0.0580
R1-12	483.094	481.934	4"	3'-0"	2'-4"	0.0580
R1-11	486.886	485.494	4"	3'-4"	2'-8"	0.0580
R1-10	491.534	490.142	4"	3'-4"	2'-8"	0.0580
R1-9	494.672	493.512	5"	3'-1"	2'-3"	0.0580
R1-8	497.004	495.612	6 3/16"	3'-6 3/16"	2'-5 13/16"	0.0580
*R1-7	497.678	496.886	0	3'-0"	3'-0"	0.0330
R1-6	496.235	496.244	0	2'-8"	2'-8"	0.0004
R1-5	494.318	494.583	0	3'-0"	3'-0"	0.0110
R1-4	490.508	490.883	0	3'-0"	3'-0"	0.0156
R1-3	487.495	487.807	1"	2'-7"	2'-9"	0.0156
R2-1	464.359	465.319	4"	2'-2"	2'-10"	0.0600
R2-2	468.679	469.639	4"	2'-2"	2'-10"	0.0600
R2A-1	481.905	482.481	6"	1'-6"	2'-6"	0.0480
R2A-2	481.668	482.436	1"	2'-5"	2'-7"	0.0480
R2A-3	480.698	481.466	2"	2'-4"	2'-8"	0.0480
R2A-4	479.270	479.990	2"	1'-10"	2'-2"	0.0600
R2A-5	476.518	477.478	0	2'-6"	2'-6"	0.0600
R2A-6	474.751	475.711	8"	3'-2"	1'-10"	0.0600
R3-2	470.648	472.088	5"	2'-2 7/16"	3'-0 5/16"	0.0600
R3-3	471.913	473.113	6"	2'-2"	3'-2"	0.0600
R3-4	473.552	474.992	3"	2'-9"	3'-3"	0.0600
R3-5	476.303	477.503	2"	2'-10"	3'-2"	0.0500
R3-6	477.813	478.567	0	2'-8"	2'-8"	0.0377
R3-7	478.397	478.875	0	3'-0"	3'-0"	0.0198
R3-8	476.901	476.908	0	3'-0"	3'-0"	0.0022
R4-19	476.644	475.948	0	3'-0"	3'-0"	0.0290
R4-18	483.168	482.472	1"	3'-1"	2'-11"	0.0290
R4-17	488.553	487.953	1"	2'-9"	2'-7"	0.0290
*R4-16	492.600	491.791	2"	3'-2"	2'-10"	0.0337
R4-15	497.671	496.735	2"	3'-2"	2'-10"	0.0390
R4-14	501.622	500.842	4"	3'-0"	2'-4"	0.0390
R4-13	507.654	506.718	3"	2'-10 5/16"	2'-4 5/16"	0.0390
R4-12	513.002	512.066	3"	2'-10 5/16"	2'-4 5/16"	0.0390
R4-11	513.887	513.107	4"	3'-0"	2'-4"	0.0390
*R4-10	513.173	512.237	2"	3'-2"	2'-10"	0.0390
R4-9	510.452	509.419	1"	3'-1"	2'-11"	0.0430
R4-8	506.864	505.704	1"	2'-9"	2'-5"	0.0580
R4-7	502.705	501.313	4"	3'-4"	2'-8"	0.0580
R4-6	497.305	495.913	5"	3'-5"	2'-7"	0.0580
R4-5	492.939	491.932	2"	2'-10"	2'-6"	0.0504
R4-4	489.342	488.747	4"	3'-4"	2'-8"	0.0248
R4-3	483.665	483.672	3"	2'-5"	2'-11"	0.0003
R4-2	481.851	482.108	1"	2'-11"	3'-1"	0.0107
R4-1	477.620	478.156	1"	2'-11"	3'-1"	0.0223

For Shear Conn. Details see sht. C68
For Section F-F see sht. C69
For Connection of Pier Box Girder to long. Girders, see Details sht. C64
For Notes see sht. C72

* Revised Top of Web Elev. & S.E. Table A & Backup Bar Elev. R 20-76

REVISED	DATE
REVISED	DATE
REVISED	DATE

DESIGNED BY	CHECKED BY	DATE
PAL	ESM	6-70
DETAILED BY	CHECKED BY	DATE
FWS	PAL	6-70
TRACED BY	CHECKED BY	DATE

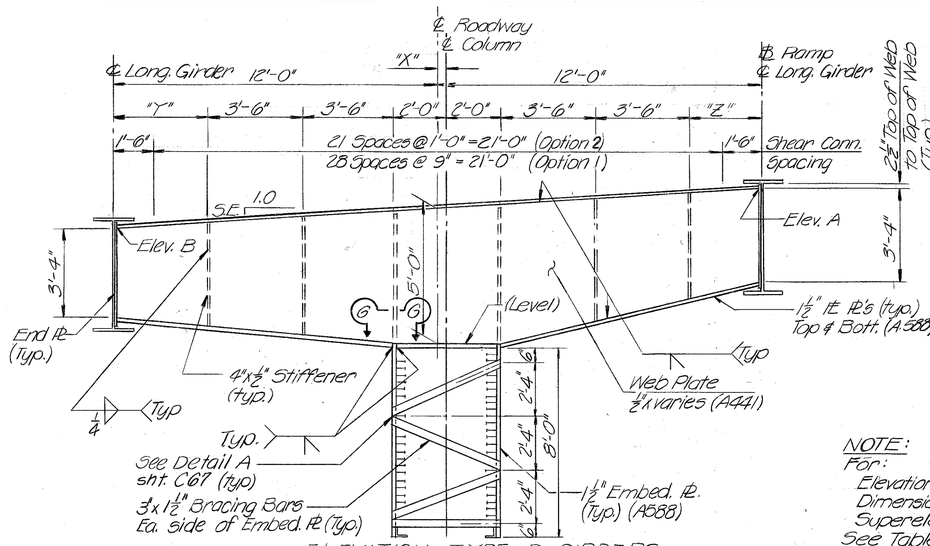
SHEET C67

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273 IIL
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

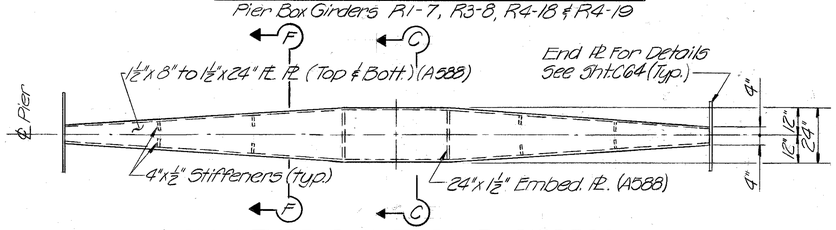
PIER BOX GIRDERS
STRUCTURAL STEEL

LETTING DATE

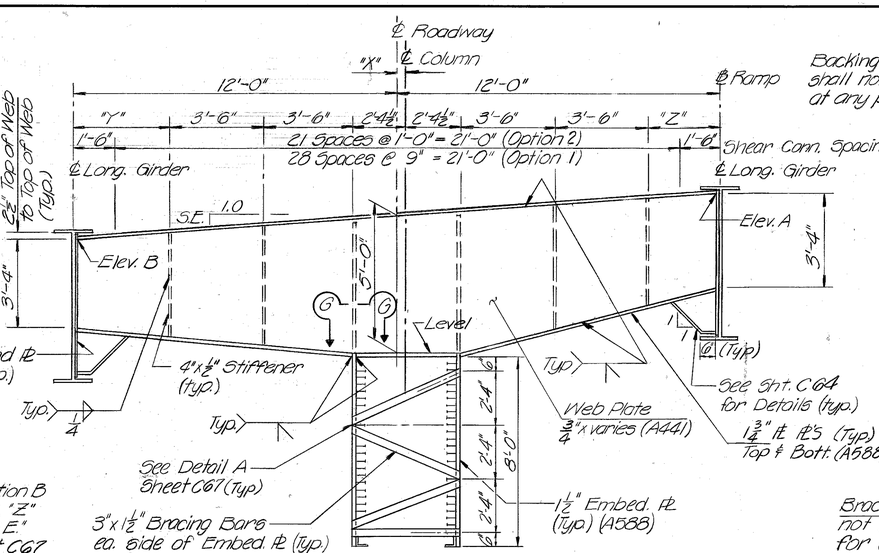


ELEVATION, TYPE D GIRDERS
Pier Box Girders R1-7, R3-8, R4-18 & R4-19

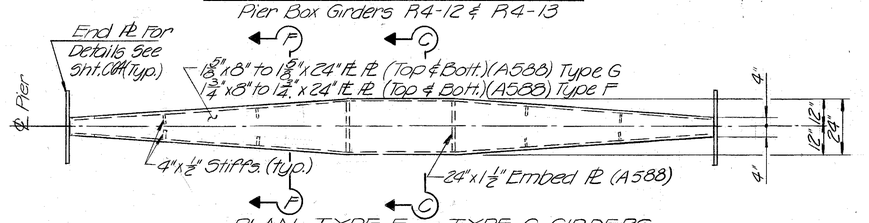
NOTE:
For:
Elevation A & Elevation B
Dimensions "X", "Y", "Z"
Superelevation "S.E."
See Table A, Sheet C67



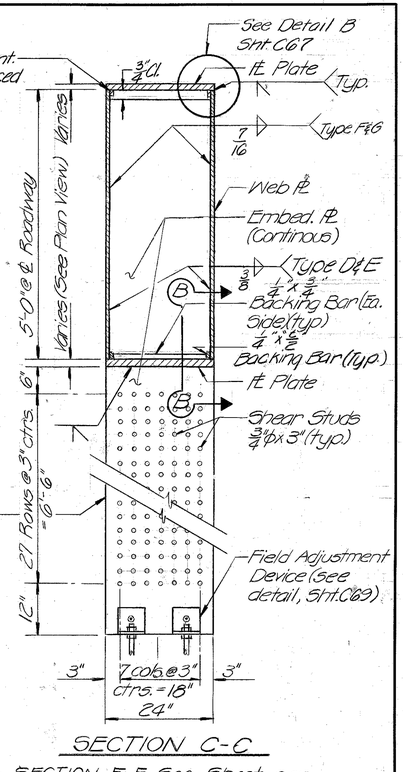
PLAN, TYPE D or TYPE E GIRDERS
Pier Box Girders R1-7, R3-8, R4-18, R4-19
Pier Box Girder R3-7



ELEVATION, TYPE F GIRDERS
Pier Box Girders R4-12 & R4-13

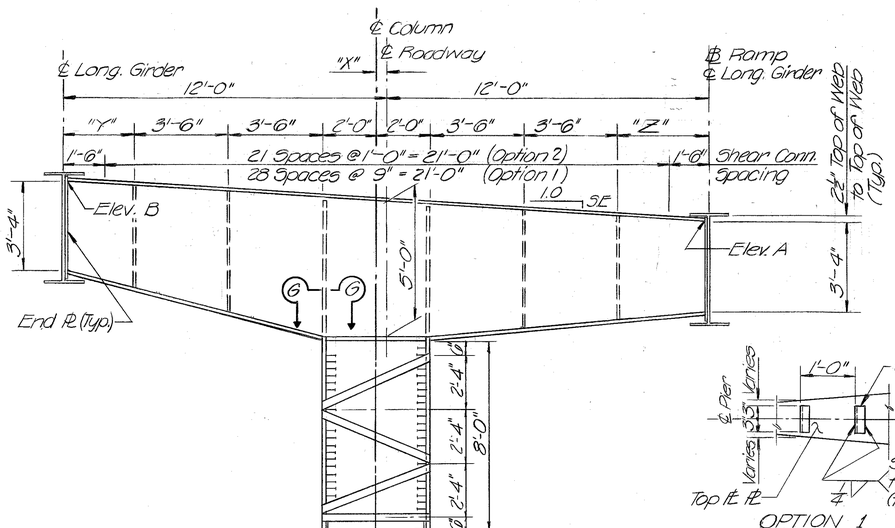


PLAN, TYPE F or TYPE G GIRDERS
Pier Box Girders R4-12 & R4-13
Pier Box Girder R3-2

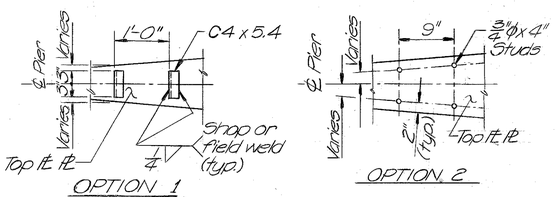


SECTION C-C

For SECTION F-F See Sheet C69
For SECTION B-B See Sheet C67
For Notes See Sheet C72
For Connection of Pier Box Girders to Long. Girders, See Detail Sheet. C64
For Sec. G-G see sht. C67

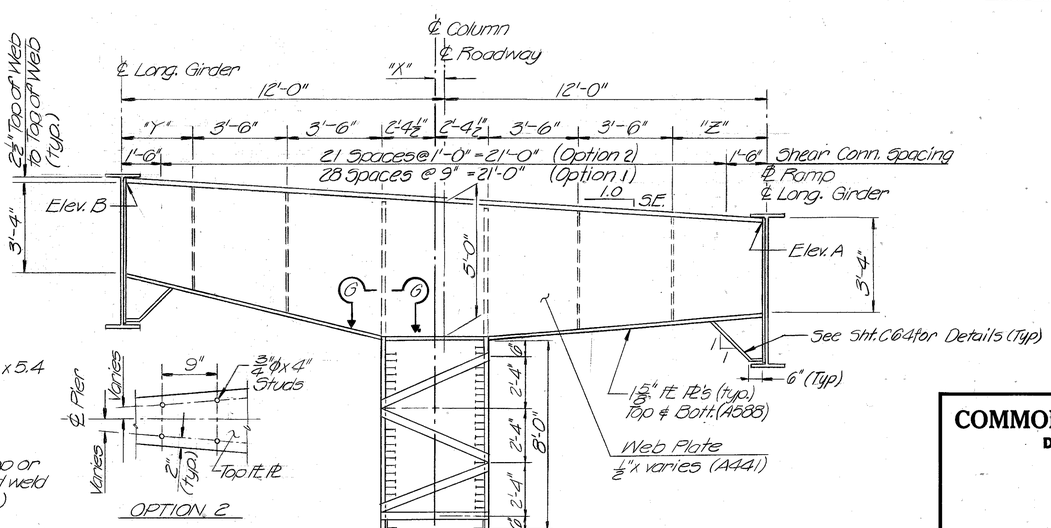


ELEVATION, TYPE E GIRDERS
Pier Box Girder R3-7
(For Plate Sizes & Welds See Elevation Type D Girders)



OPTION 1
OPTION 2

SHEAR CONNECTOR DETAILS
(Typical @ Top Flange all Single Column Fixed Pier Box Girders)



ELEVATION, TYPE G GIRDER
Pier Box Girder R3-2 For Plate Sizes & Welds Not Shown See Elevation, Type F Girders

PIER BOX GIRDERS
STRUCTURAL STEEL

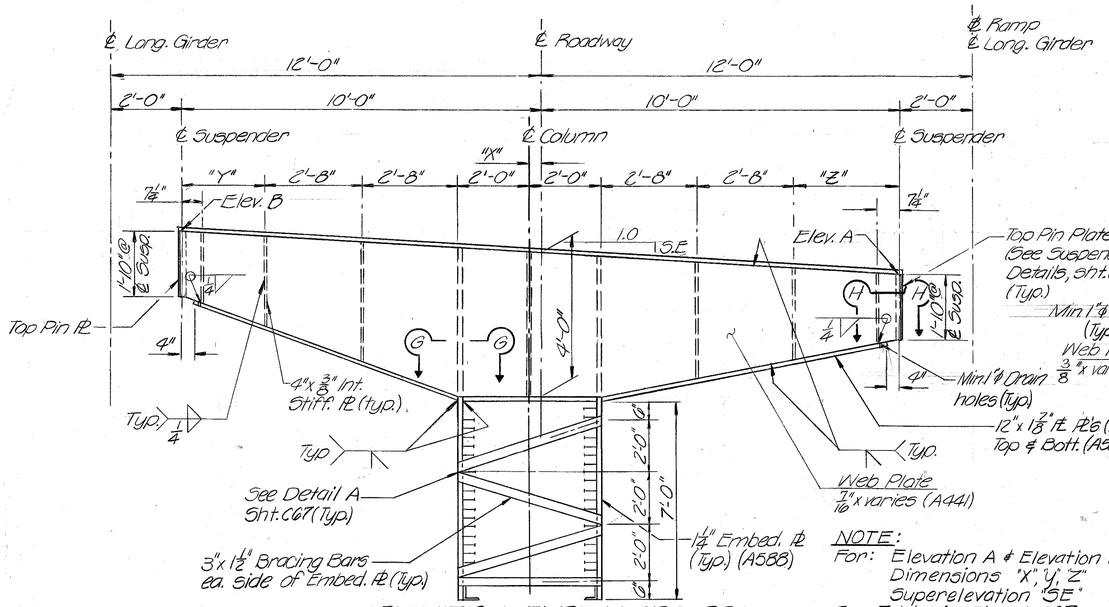
SHEET C68

DESIGNED BY	P.A.L.	CHECKED BY	E.S.M.	DATE 6-70	REVISED
DETAILED BY	P.A.L.	CHECKED BY	P.A.L.	DATE 6-70	REVISED
TRACED BY	P.A.S.	CHECKED BY		DATE	REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3 SP 56-273-IIL

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

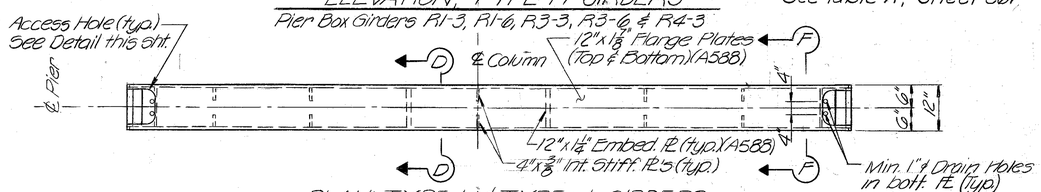
LETTING DATE



ELEVATION, TYPE H GIRDERS

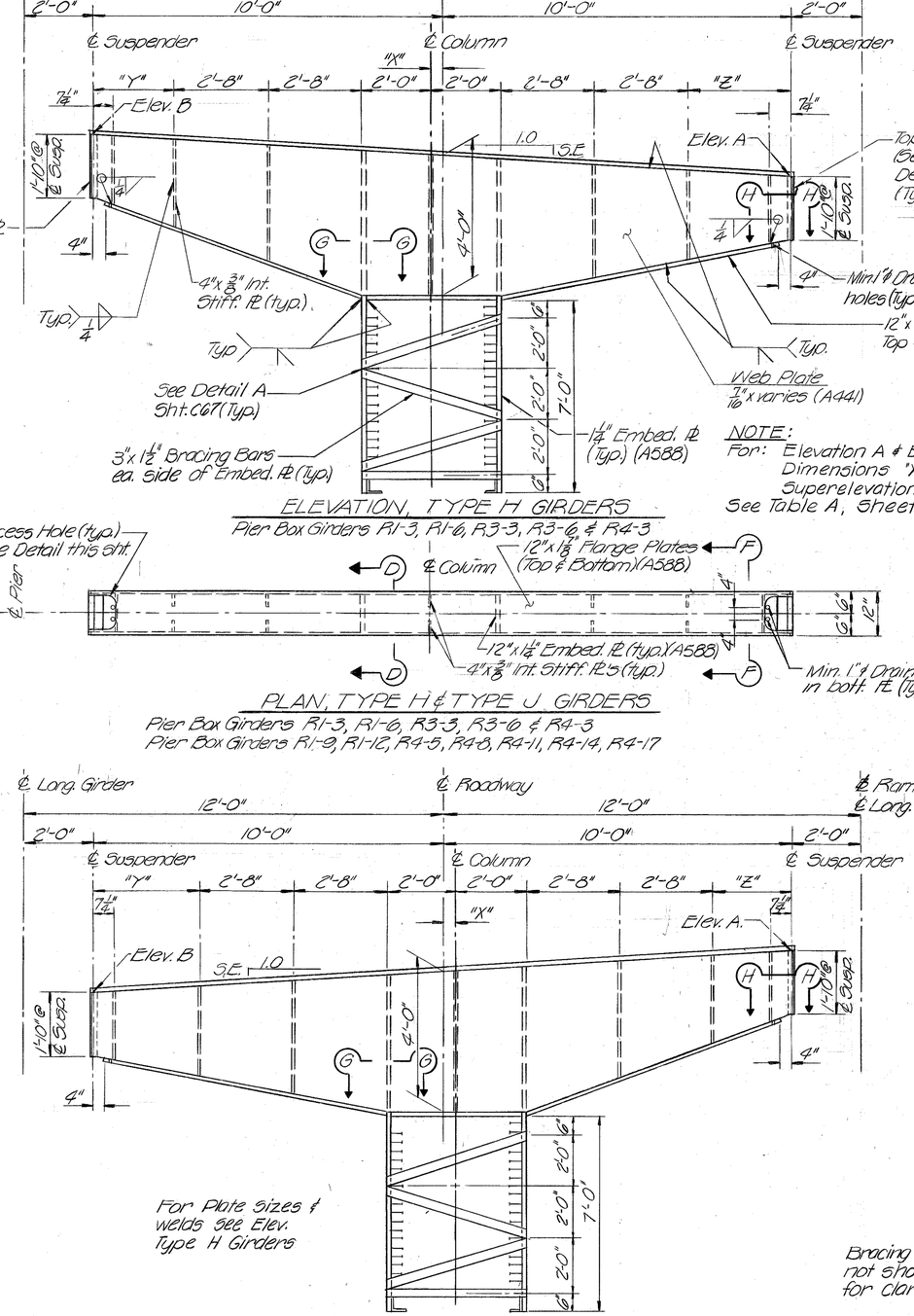
Pier Box Girders R1-3, R1-6, R3-3, R3-6 & R4-3

NOTE:
For: Elevation A & Elevation B
Dimensions "X", "Y", "Z"
Superelevation "SE"
See Table A, Sheet C67



PLAN, TYPE H & TYPE J GIRDERS

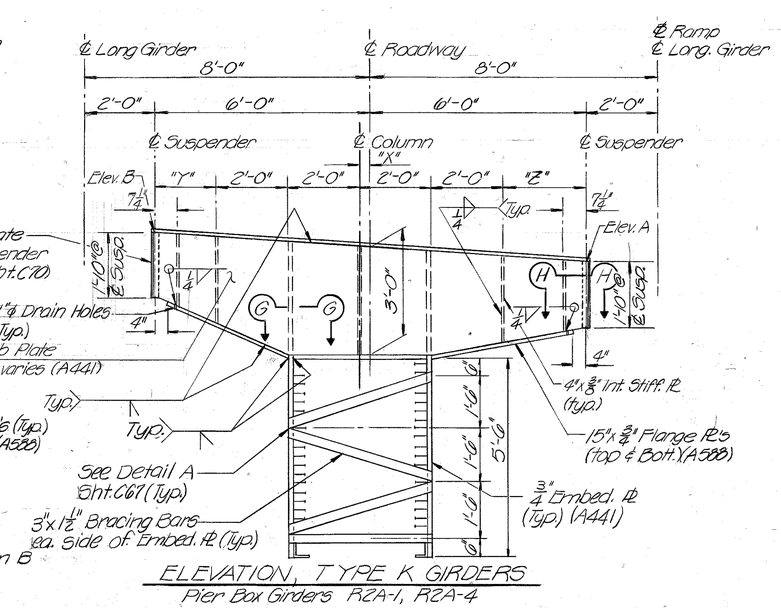
Pier Box Girders R1-3, R1-6, R3-3, R3-6 & R4-3
Pier Box Girders R1-9, R1-12, R4-5, R4-8, R4-11, R4-14, R4-17



For Plate Sizes & Welds See Elev. Type H Girders

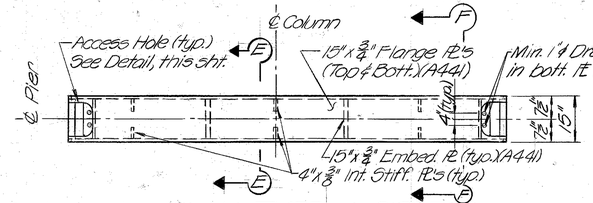
ELEVATION, TYPE J GIRDERS

Pier Box Girders R1-9, R1-12, R4-5, R4-8, R4-11, R4-14, R4-17



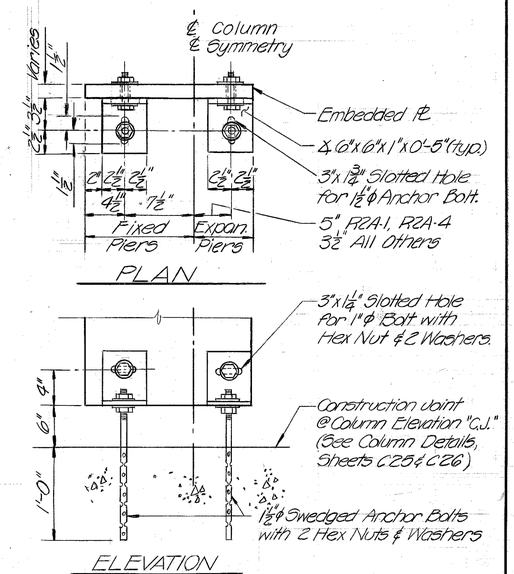
ELEVATION, TYPE K GIRDERS

Pier Box Girders R2A-1, R2A-4



PLAN, TYPE K GIRDERS

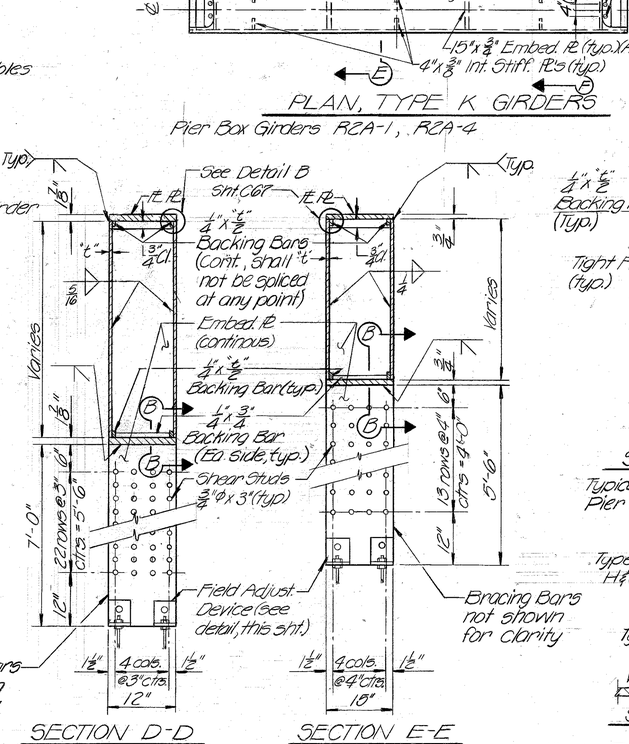
Pier Box Girders R2A-1, R2A-4



PLAN

ELEVATION

FIELD ADJUSTMENT DEVICE DETAIL
(Typical all Single Column Piers)

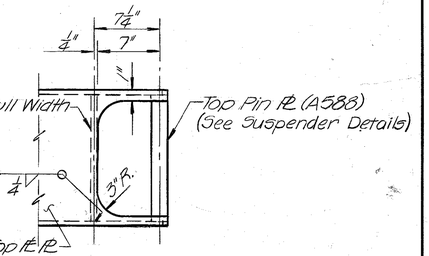


SECTION D-D

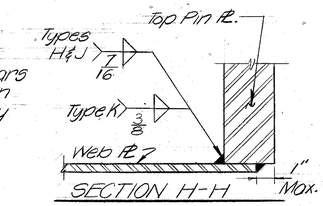
SECTION E-E

SECTION F-F

Typical all Single Column Pier Box Girders



ACCESS HOLE DETAIL



SECTION H-H

PIER BOX GIRDERS STRUCTURAL STEEL

For Section BB, See Sheet C67
For Notes See Sheet C72
For Section G-G, see sht. C67

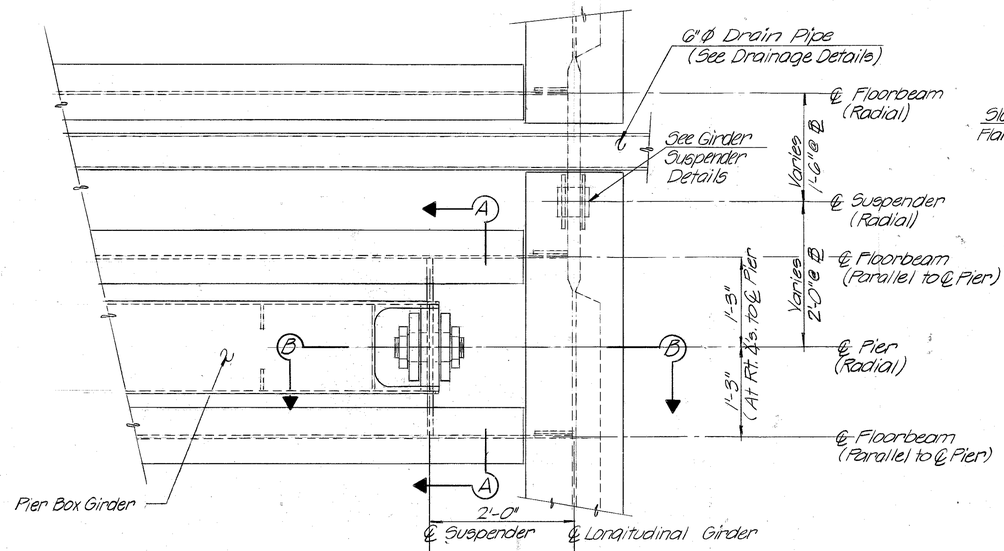
SHEET C69

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 P.E. PROJECT NO. 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

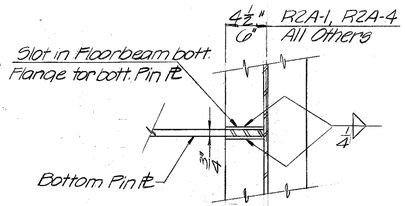
DESIGNED BY	R.A.L.	CHECKED BY	E.S.M.
DETAILED BY	F.M.B.	CHECKED BY	R.A.L.
TRACED BY		CHECKED BY	
DATE		DATE	6-70
REVISED		DATE	7-72
REVISED		DATE	
REVISED		DATE	

LETTING DATE

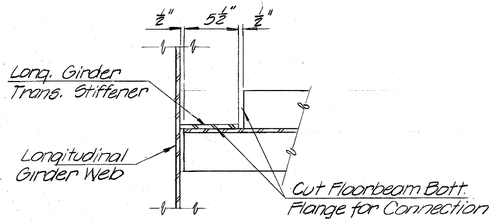


PLAN OF DOUBLE EXPANSION ASSEMBLY (SLAB REMOVED)

Typical @ Single Column Double Expansion Piers



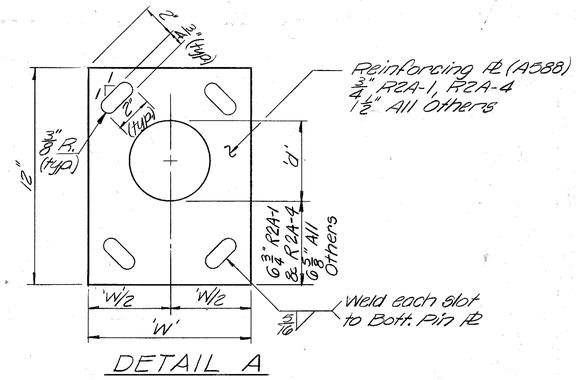
SECTION D-D



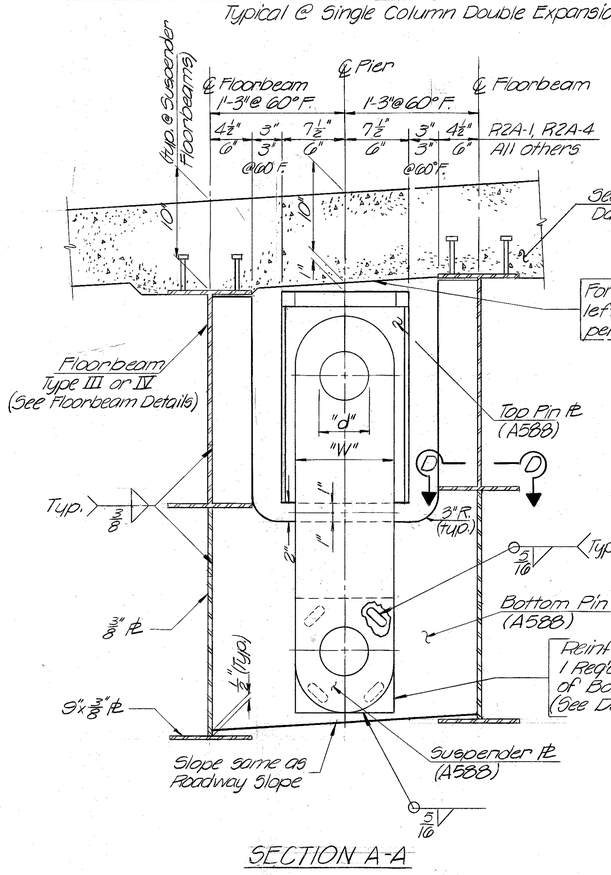
SECTION E-E

SUSPENDER DIMENSIONS					
Pier	A	d	W	T	t
R2A-1, R2A-4	30½	4½	9	2¼	1⅛
R1-3, R1-6, R1-9 R1-12, R3-3, R3-6 R4-3, R4-5, R4-8 R4-11, R4-14, R4-17	30¾	4¾	9	3¾	1⅞

Dimensions in Inches

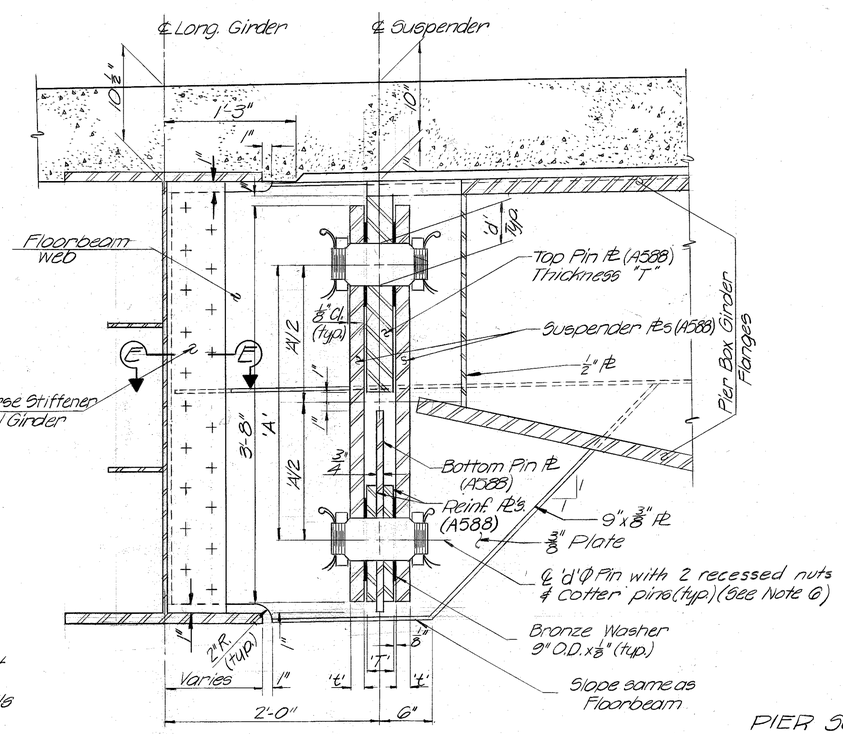


DETAIL A



SECTION A-A

For Details not shown see Floorbeam Details



SECTION B-B

NOTES:

1. See Sheet C00 for Girder Suspender Details
2. See Sheet C05 for Floorbeam Details
3. See Sheets C76 thru C81 for Expansion Dam Details.
4. See Sheet C09 for Pier Box Girder Details
5. See Sheet C71 for Suspender Details @ Pier Pl-15
6. Pins for suspenders shall be, optionally: ASTM A237, Class A or ASTM A235, Class G.

PIER SUSPENDERS
STRUCTURAL STEEL

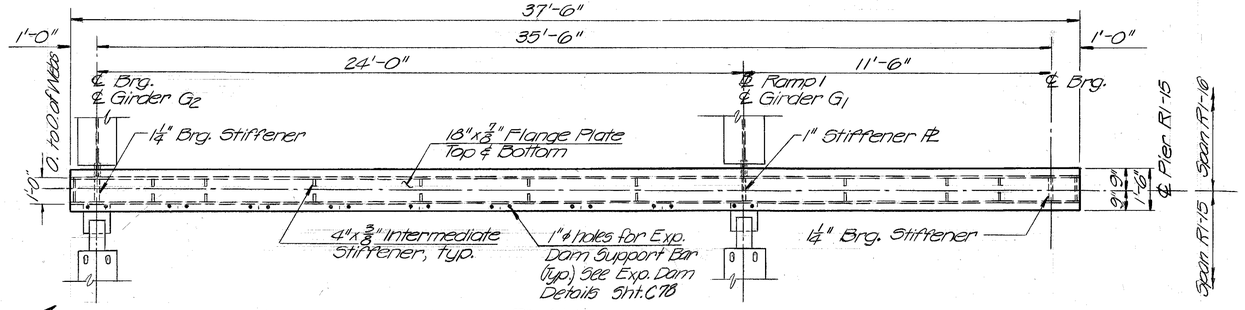
SHEET C70

DESIGNED BY	PAL	CHECKED BY	LDH	DATE	7/70
DETAILED BY	RWY	CHECKED BY	PAL	DATE	7/70
TRACED BY		CHECKED BY		DATE	
REVISED					
REVISED					
REVISED					

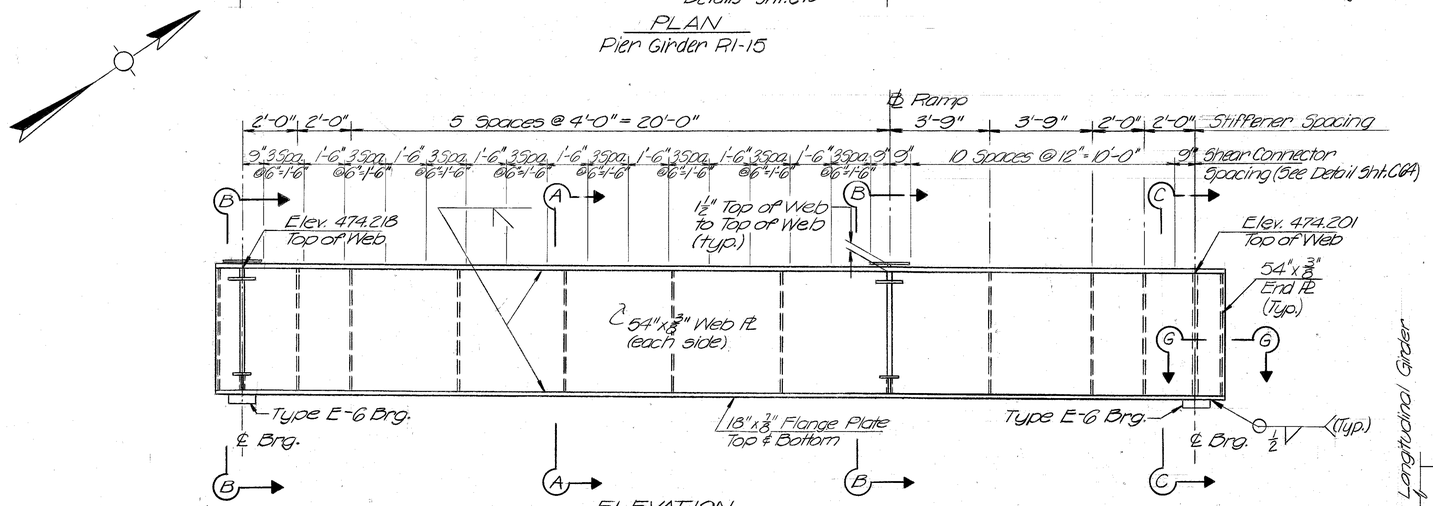
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 208+08
SP 56-273-IIL
P.E. PROJECT NO. I 64-2(353)

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

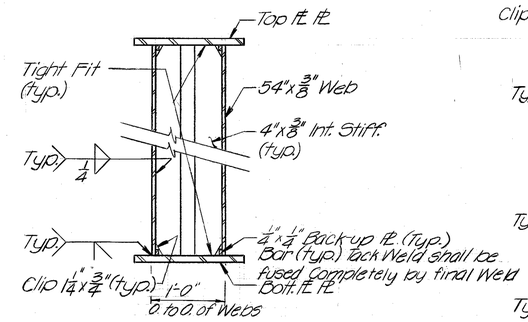
LETTING DATE



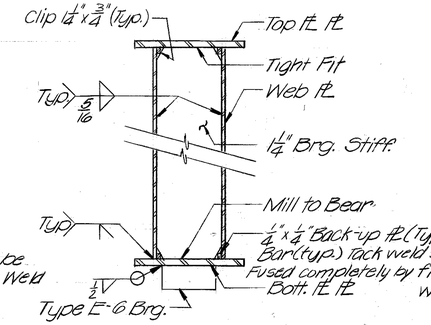
PLAN
Pier Girder R1-15



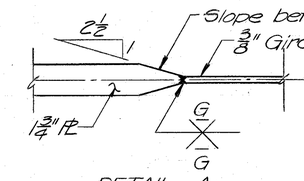
ELEVATION
Pier Girder R1-15



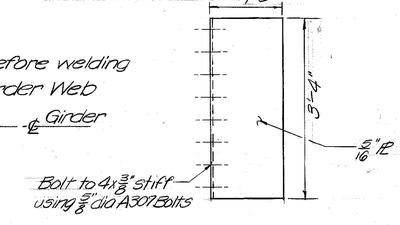
SECTION A-A



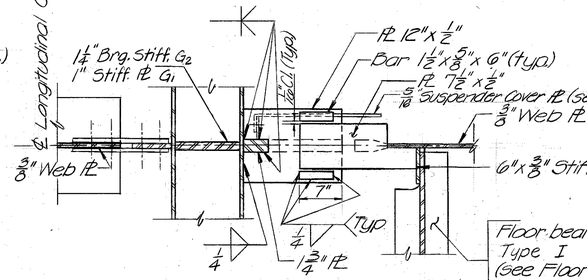
SECTION C-C



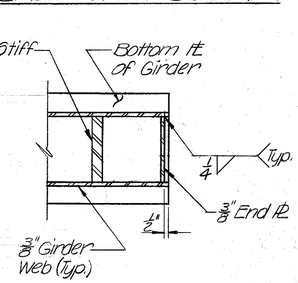
DETAIL A



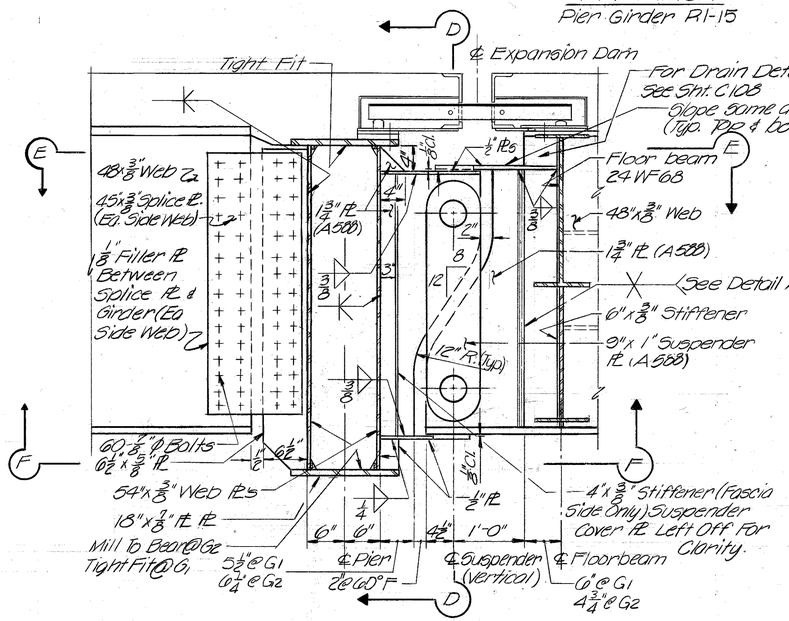
SUSPENDER COVER Flt. DETAIL



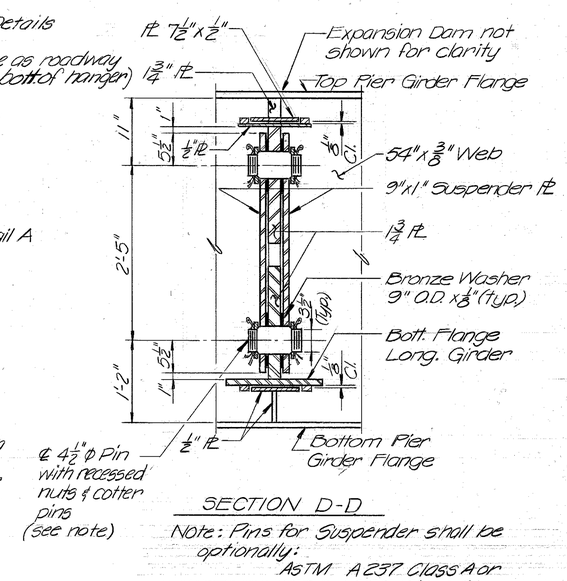
SECTION E-E



SECTION G-G

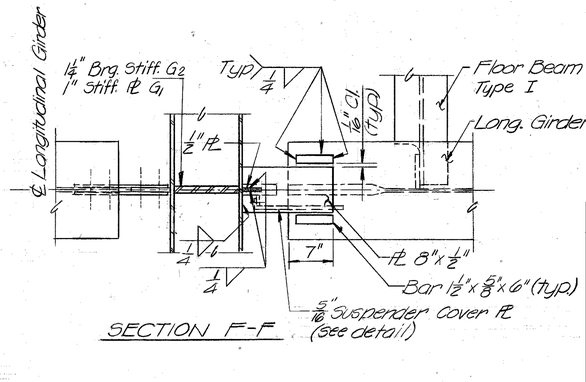


SECTION B-B
Fascia Cover Flt. not shown (See Detail)



SECTION D-D

Note: Pins for Suspender shall be optionally:
ASTM A 237 Class A or
ASTM A 235 Class B.



SECTION F-F

For Notes, see sheet C72

All steel A36 unless noted.

PIER GIRDERS
STRUCTURAL STEEL

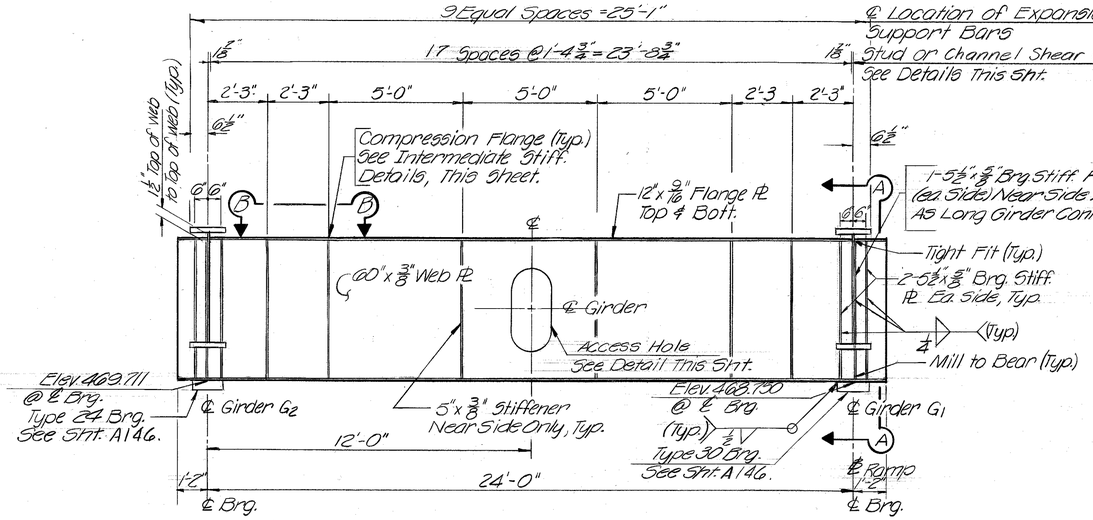
SHEET C71

DESIGNED BY F.A.L. CHECKED BY L.D.H. DATE 10-20 REVISED
DETAILED BY F.A.S. CHECKED BY F.A.L. DATE 10-20 REVISED
TRACED BY CHECKED BY DATE REVISED

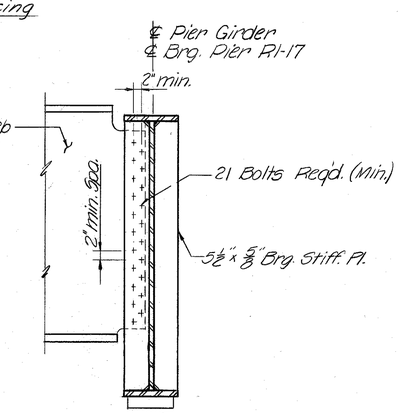
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7THST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 **P.E. PROJECT NO.** 164-2(35)

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

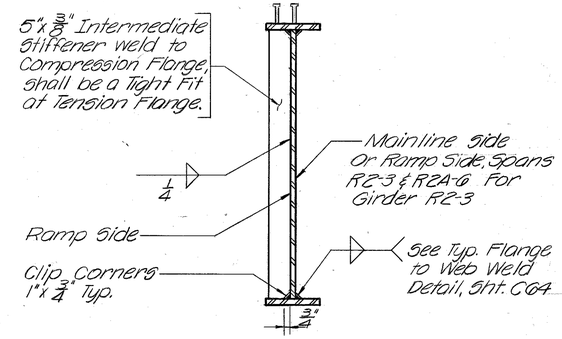
LETTING DATE



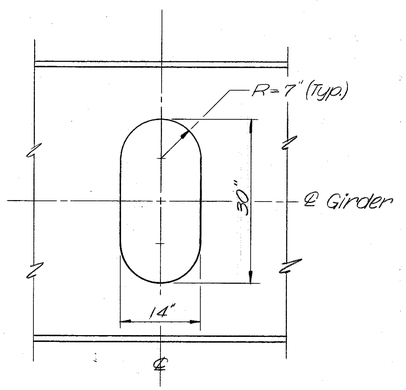
PIER GIRDER R1-17
(Looking From Ramp Side)



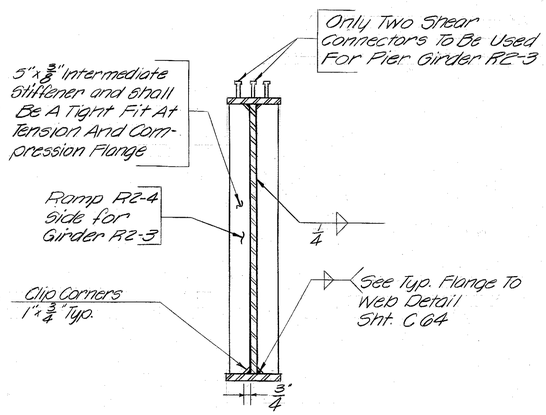
SECTION A-A
Connection Detail to Pier Girder



INTERMEDIATE STIFFENER DETAILS
FOR
SINGLE WEB PIER GIRDERS 45E.B, R3-1, R1-17, R2-3

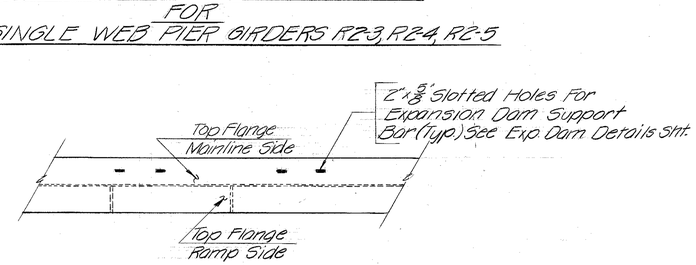


ACCESS HOLE DETAIL

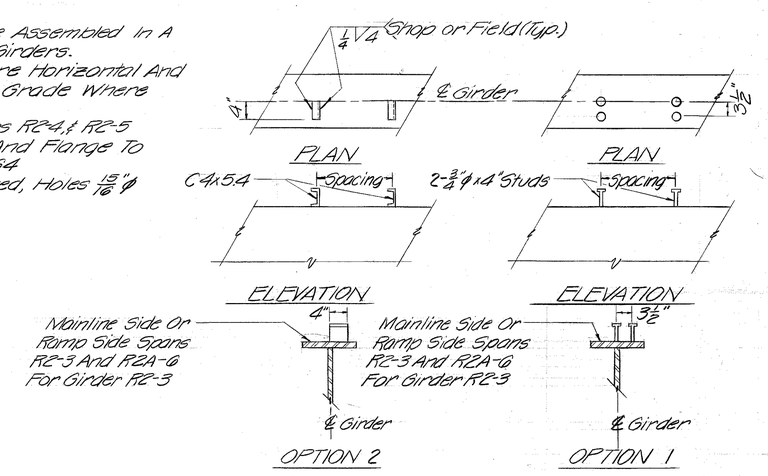


INTERMEDIATE STIFFENER DETAILS
FOR
SINGLE WEB PIER GIRDERS R2-3, R2-4, R2-5

NOTES:
1. Bearing Stiffeners Are To Be Assembled In A Vertical Position On The Girders.
2. All Dimensions Shown Are Horizontal And Should Be Corrected For Grade Where Applicable.
3. For Single Web Pier Girders R2-4, & R2-5 Shear Connector Details, And Flange To Web Welds See Sht. C 64
4. Bolts 7/8" ϕ A 325 Unless Noted, Holes 15/16" ϕ Unless Noted.
5. Steel A 36 Unless Noted.



VIEW B-B
TOP FLANGE SLOTTED HOLE DETAIL FOR EXP. DAM SUPPORT BARS



SHEAR CONNECTOR DETAILS
FOR
PIER GIRDERS 45E.B, R3-1, R1-17, R2-3
SHEET C 72

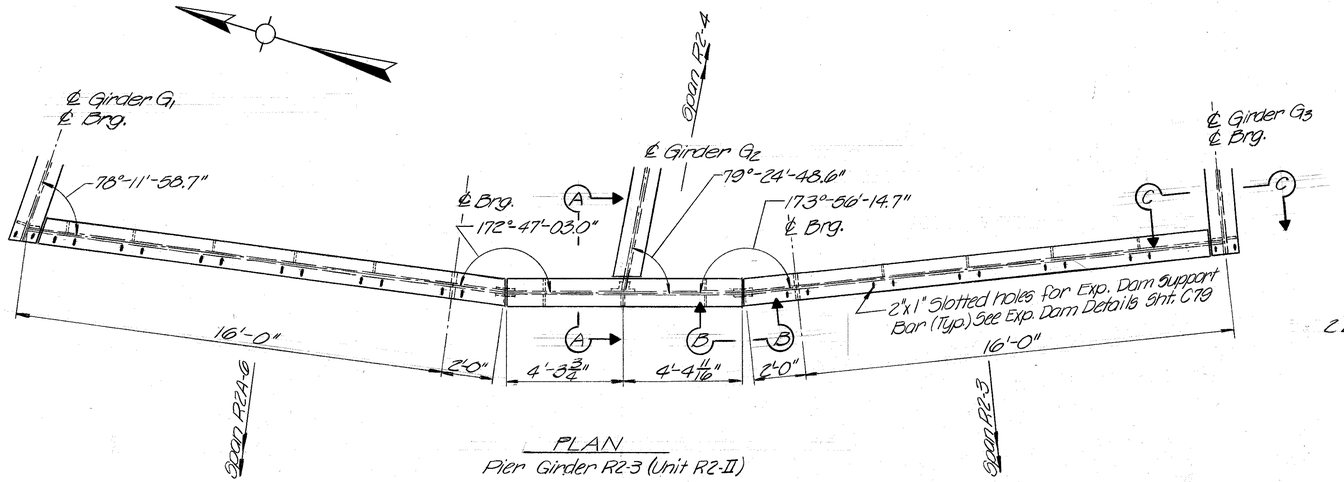
PIER GIRDERS
STRUCTURAL STEEL

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64 – 13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** I 64-2(351)3

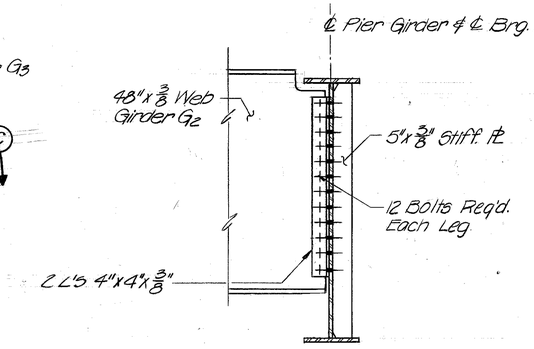
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LDH	CHECKED BY JLH	DATE 2-71	REVISED
DETAILED BY LGZ	CHECKED BY JLH	DATE 2-71	REVISED
TRACED BY	CHECKED BY	DATE	REVISED

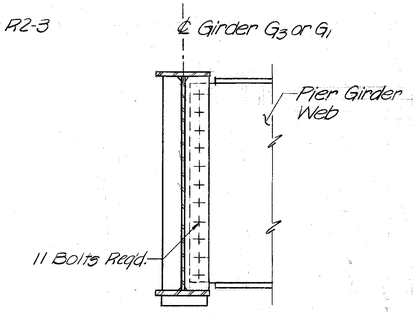
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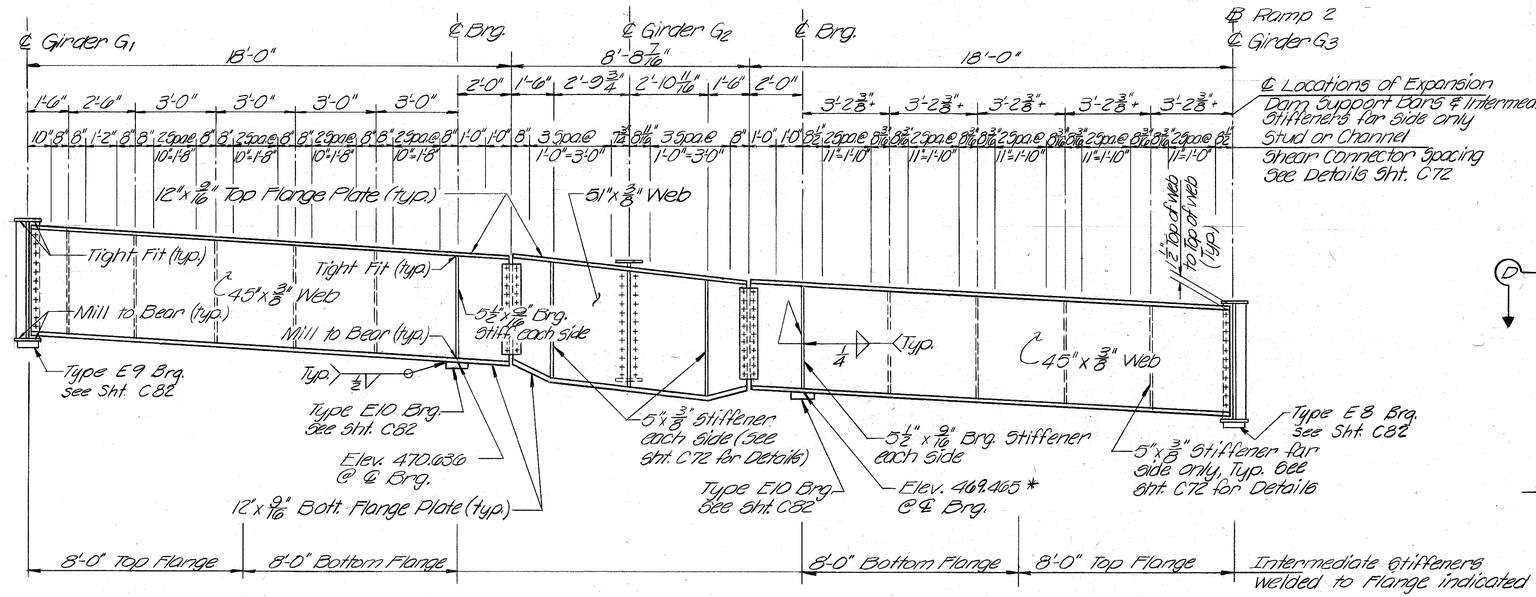
PLAN
Pier Girder R2-3 (Unit R2-II)



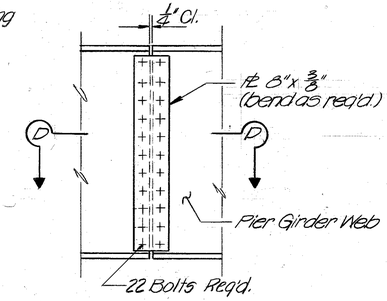
SECTION A-A



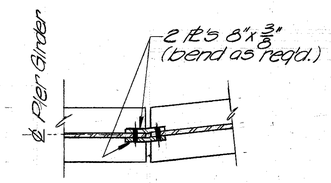
SECTION C-C



ELEVATION
Pier Girder R2-3 (Unit R2-II)



VIEW B-B



SECTION D-D

For Notes, see sheet C72

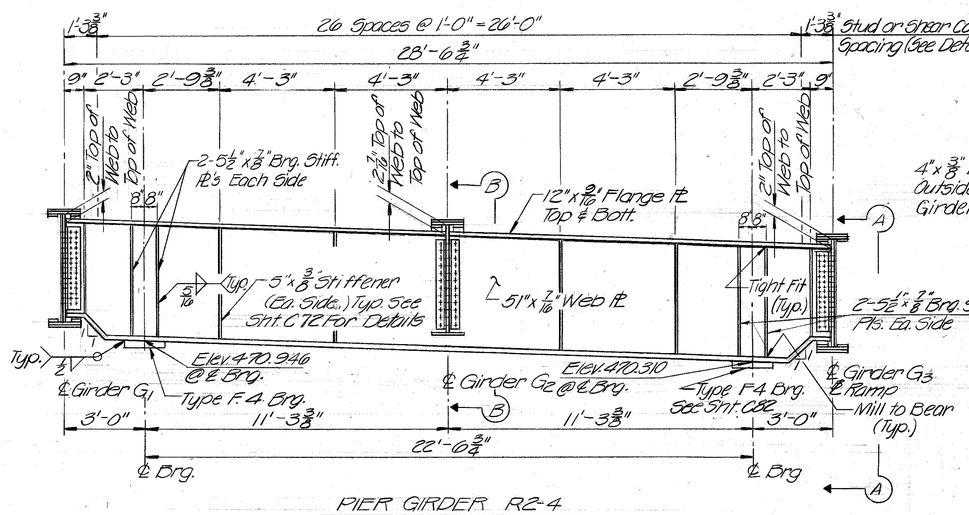
PIER GIRDERS
STRUCTURAL STEEL

SHEET C73

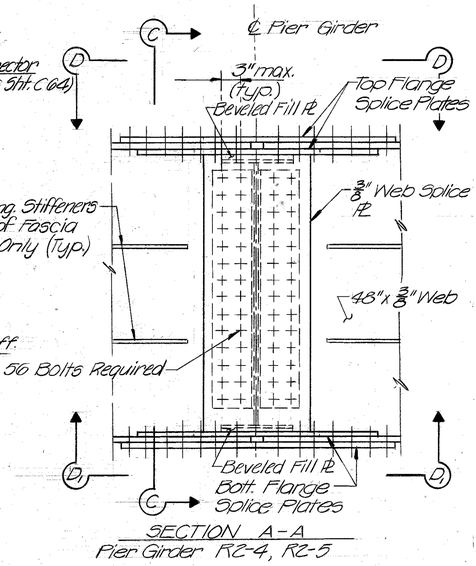
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DETAILED BY: F.W.S. CHECKED BY: J.L.H. DATE 10-20
TRACED BY: CHECKED BY: DATE
REVISED * - Revised Top of Brng Elev. between G2&G3 F.W.S. DATE 2-20-21
REVISED DATE
REVISED DATE

COMMONWEALTH OF KENTUCKY
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COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD
STATION 208+08 P. E. PROJECT NO. I64-2(35)3 SP 56-273-11L

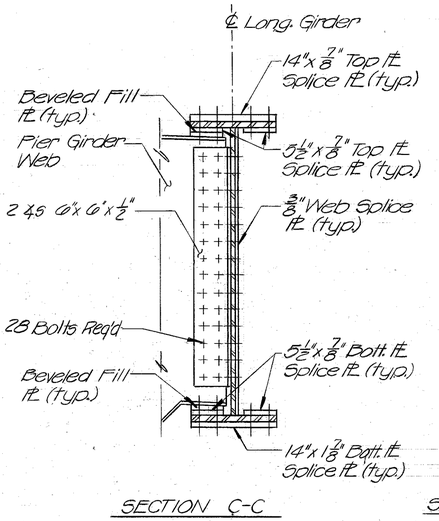
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574



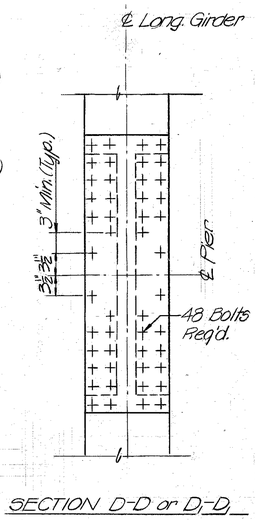
PIER GIRDER R2-4



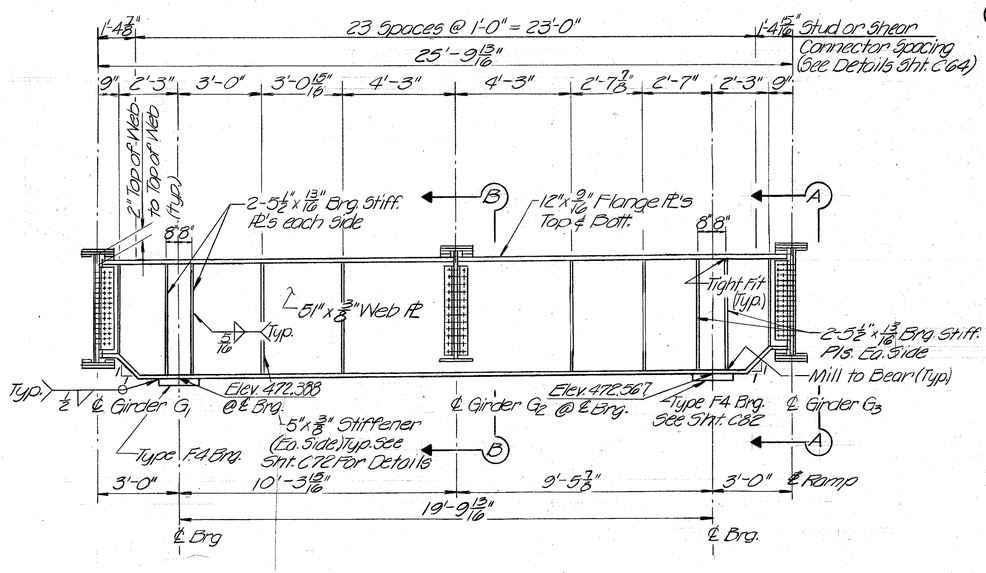
SECTION A-A
Pier Girder R2-4, R2-5



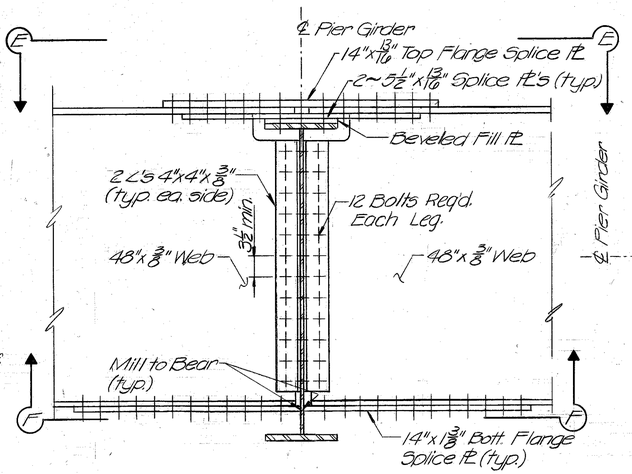
SECTION C-C



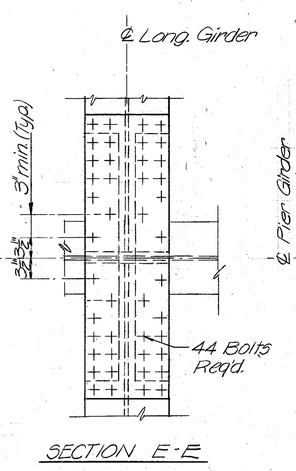
SECTION D-D or D1-D1



PIER GIRDER R2-5

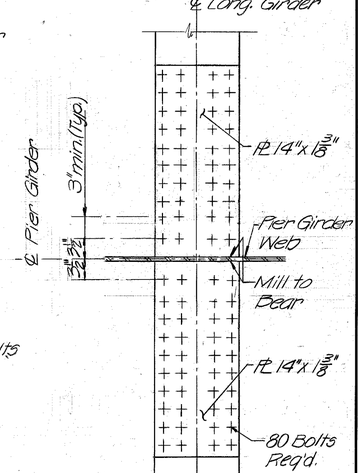


SECTION B-B
Pier Girder R2-4 or R2-5



SECTION E-E

For Notes, see sheet C71



SECTION F-F

SHEET C74

PIER GIRDERS
STRUCTURAL STEEL

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164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** 164-2(353)

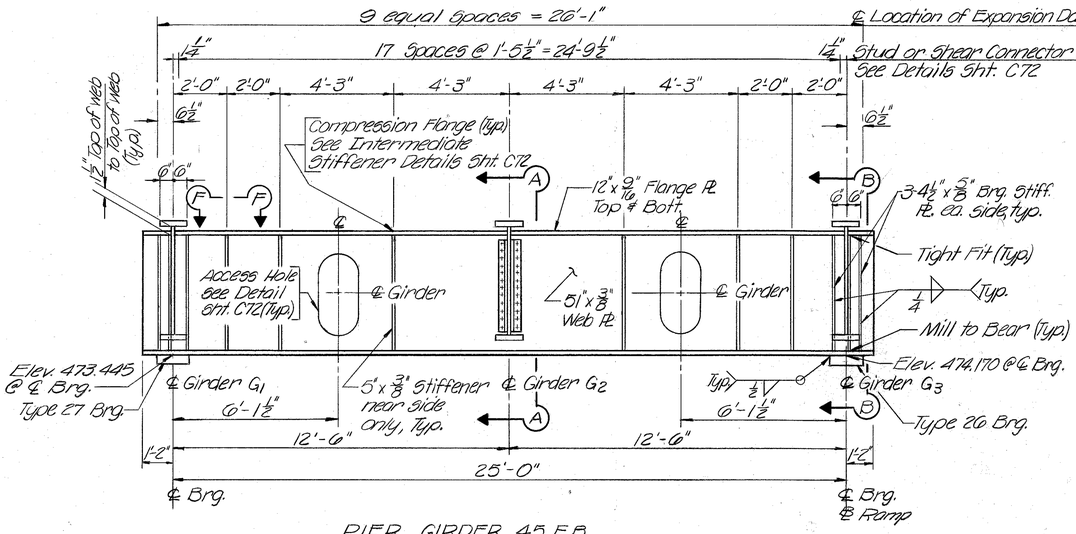
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

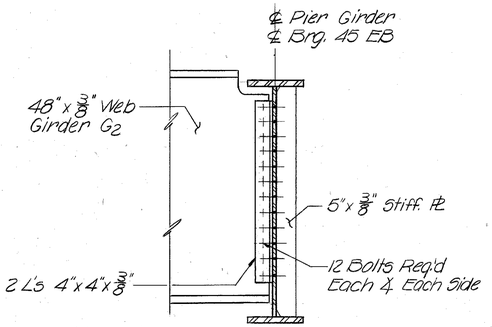
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TRACED BY CHECKED BY DATE

REVISED DATE
REVISED DATE

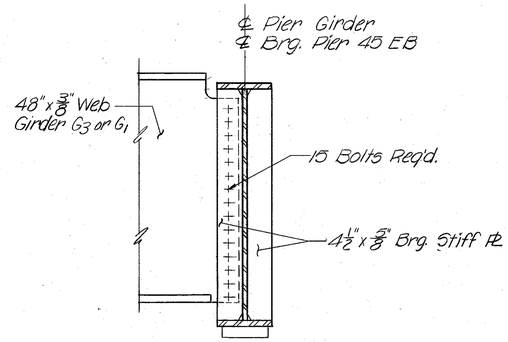
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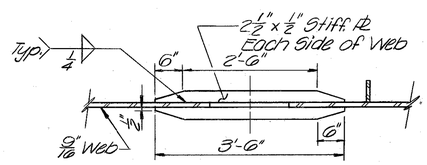
PIER GIRDER 45 E.B.
(Looking From Ramp Side)



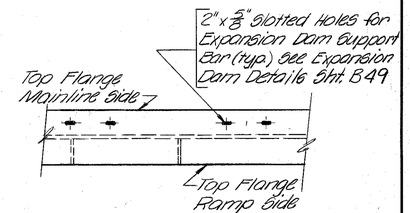
SECTION A-A



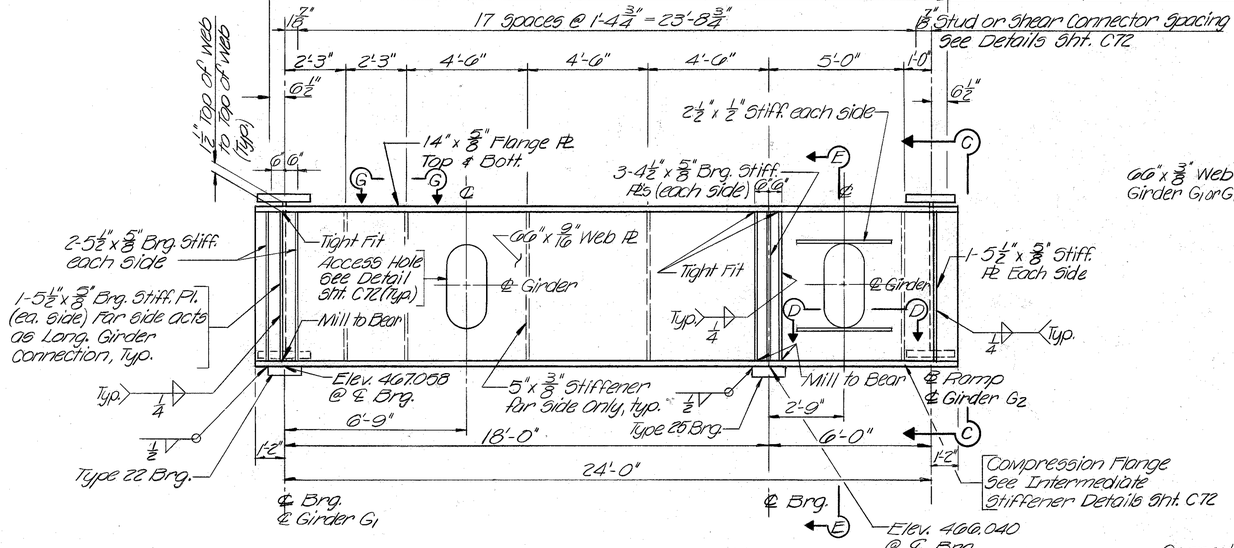
SECTION B-B
Connection Detail Girder G1 and G3 to Pier Girder



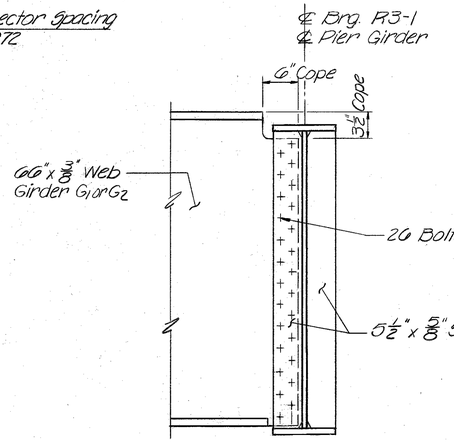
SECTION D-D



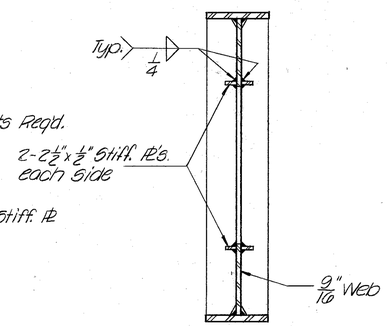
VIEW F-F
(Pier Girder 45 E.B.) Top Flange Slotted Hole Detail for Expansion Dam Support Bar



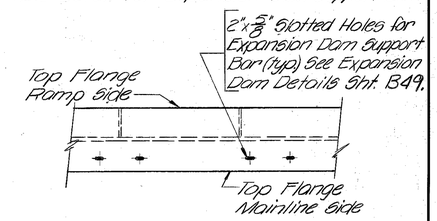
PIER GIRDER R3-1
(Looking From Mainline Side)



SECTION C-C
Connection Detail Girder G2 to Pier Girder R3-1
(Connection Detail Girder G1 Similar)



SECTION E-E



VIEW G-G
(Pier Girder R3-1) Top Flange Slotted Hole Detail for Expansion Dam Support Bar

For Notes, see Sheet C72

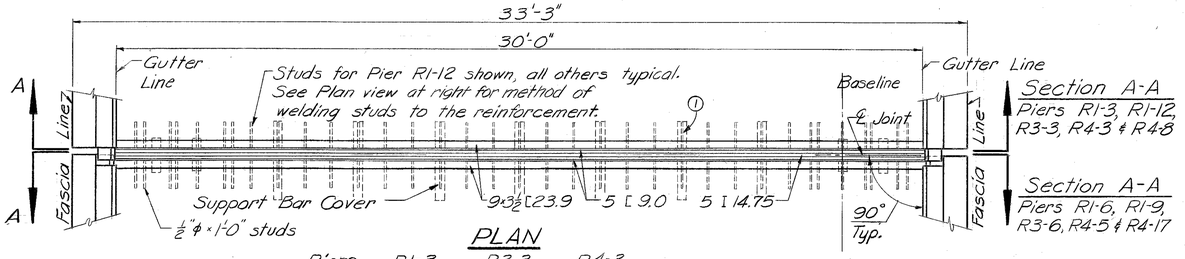
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DETAILED BY L.G.Z. CHECKED BY
TRACED BY CHECKED BY
DATE REVISED
DATE REVISED
DATE REVISED
L.O.H. 11-70
J.L.H. 11-70

COMMONWEALTH OF KENTUCKY
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COUNTY OF
JEFFERSON
164-13TH ST. TO 7THST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

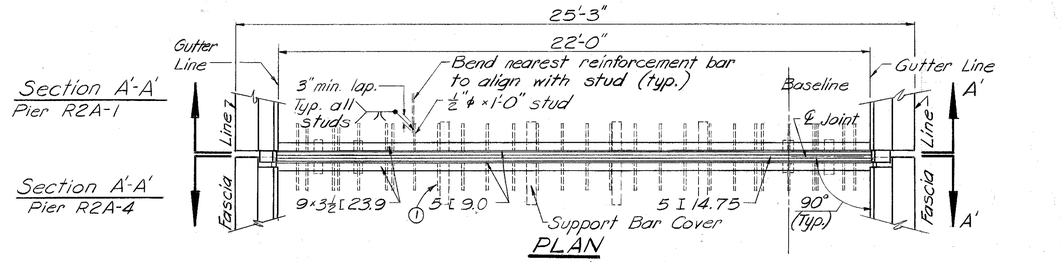
PIER GIRDERS
STRUCTURAL STEEL

LETTING DATE



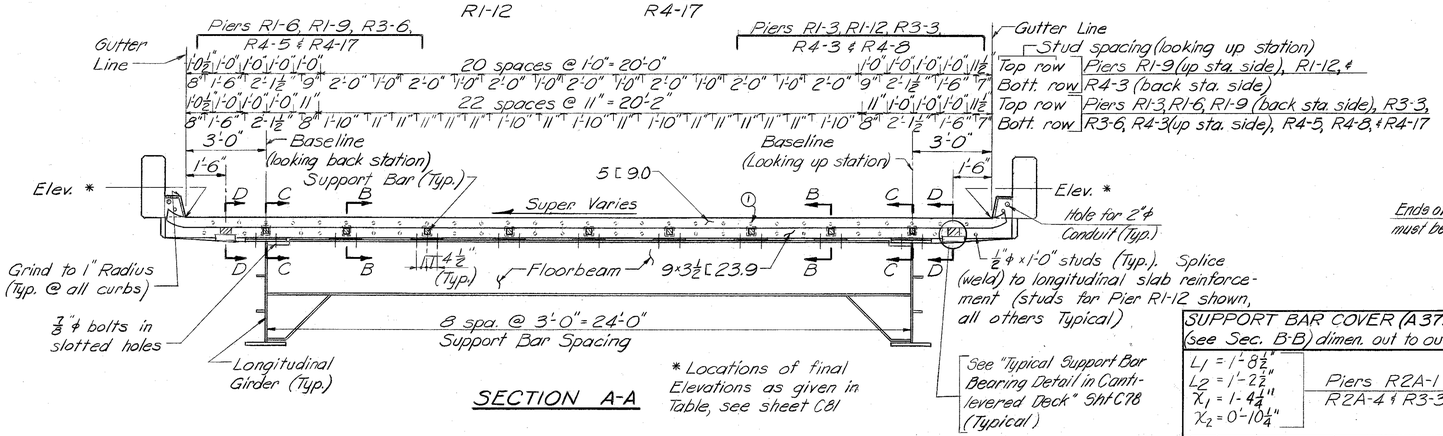
PLAN

Piers			
	R1-3	R3-3	R4-3
	R1-6	R3-6	R4-5
	R1-9		R4-8
	R1-12		R4-17



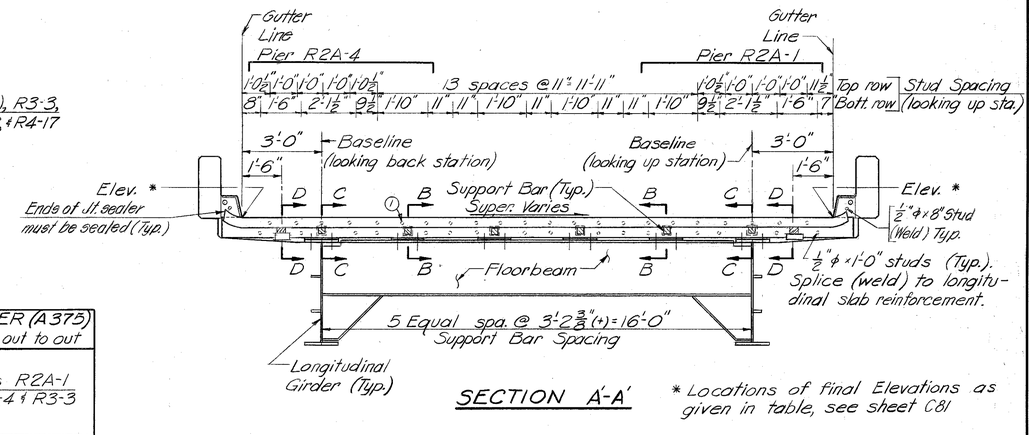
PLAN

Piers R2A-1 & R2A-4



SECTION A-A

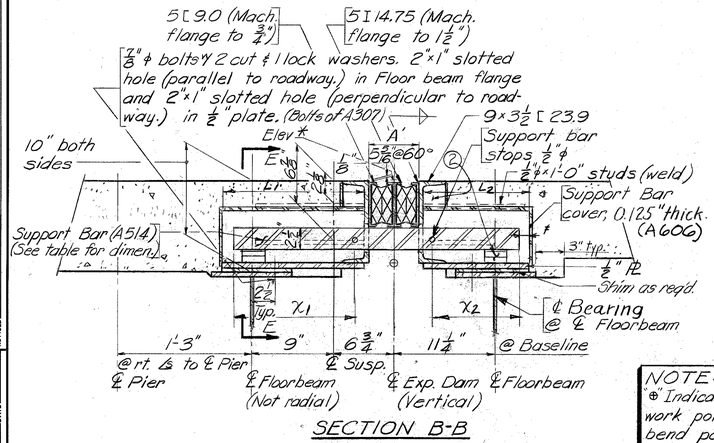
* Locations of final Elevations as given in Table, see sheet C81



SECTION A'-A'

* Locations of final Elevations as given in table, see sheet C81

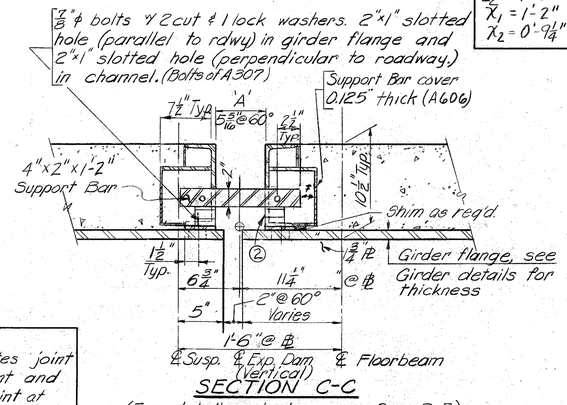
SUPPORT BAR COVER (A375) (see Sec. B-B) dimen. out to out	
$L_1 = 1'-8\frac{1}{2}"$ $L_2 = 1'-2\frac{1}{2}"$ $X_1 = 1'-4\frac{1}{4}"$ $X_2 = 0'-10\frac{1}{4}"$	Piers R2A-1 R2A-4 & R3-3
$L_1 = 1'-7"$ $L_2 = 1'-2"$ $X_1 = 1'-2"$ $X_2 = 0'-9\frac{1}{4}"$	All others



SECTION B-B

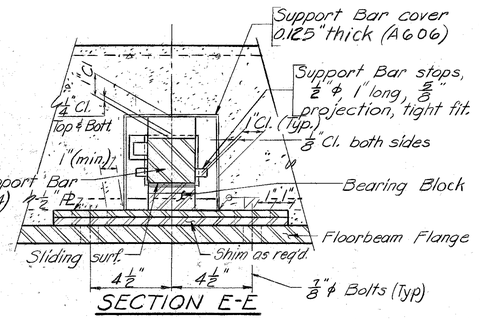
Pier	Support Bar (A514)	℄ Radius & Curvature
R1-3	4"×2½"×2'-9"	Tangent
R1-6	"	Tangent
R1-9	"	R=350', curve to left.
R1-12	"	" " "
R2A-1	4"×2½"×3'-0"	R=572.958, curve to rt.
R2A-4	"	R=200', " "
R3-3	"	R=286.479, " "
R3-6	4"×2½"×2'-9"	Tangent
R4-3	"	P.R.C. @ ℄ Susp. see layout
R4-5	"	R=345', curve to left.
R4-8	"	R=446.283 " "
R4-17	"	R=1432.394 " "

NOTE:
⊕ Indicates joint work point and bend point at bott. of 9[23.9

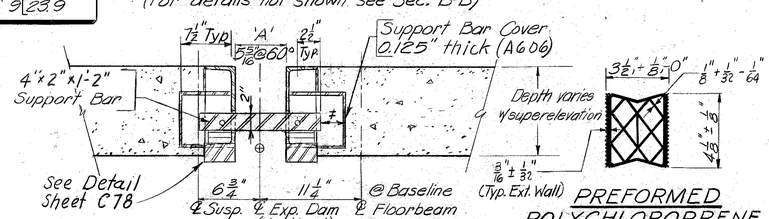


SECTION C-C

(For details not shown see Sec. B-B)



SECTION E-E



SECTION D-D

(For details not shown, see Sec. B-B)

+½" Min. (@ max. temp. with opposite support bar stop touching 9" [.)

PREFORMED POLYCHLOROPRENE JOINT SEALER

Piers: R1-3, R1-6, R1-9, R1-12, R2A-1, R2A-4, R3-3, R3-6, R4-3, R4-5, R4-8, R4-17

EXPANSION DAMS, TYPE 2M

NOTES:

① **Move** stud to miss Support Bar Cover (Typ.)
② For Bearing Details and Uplift Restraint Weldment see Sheets B44 and B46, Dwg. 18573.
All Exp. Dam material to be ASTM A588 except as noted. (See General Notes)
For preset width "A", see sheet C81
For Elevations of Exp. Dams, see sheet C81
For Details of Exp. Dam at Curbs, see sheet C80
Support Bar Cover (section B-B) to be fabricated in shop and welded in final position as shown.
For Types and details of floorbeams, see Framing Plans and Floorbeam Details.
℄ Pier, ℄ Suspender & ℄ Floorbeams (except as noted) are radial in curves.
For details of prestressing devices, see Main Line Details, sheet B47, Dwg 18573
All of top steel in slab (straight bars) and no less than ½ of bott. steel in slab shall be spliced to ½"ϕ studs where possible.
For Exp. Dam notes see sheet A2, Dwg 18572

SHEET C76

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON ROAD
STATION 208+08
SP 56-273-11L
P.E. PROJECT NO. 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LAD DATE
DETAILED BY LAD CHECKED BY
QUANTITIES BY W.E.S. 11-70 CHECKED BY LAD
REVISED DATE
REVISED DATE
REVISED DATE

LETTING DATE

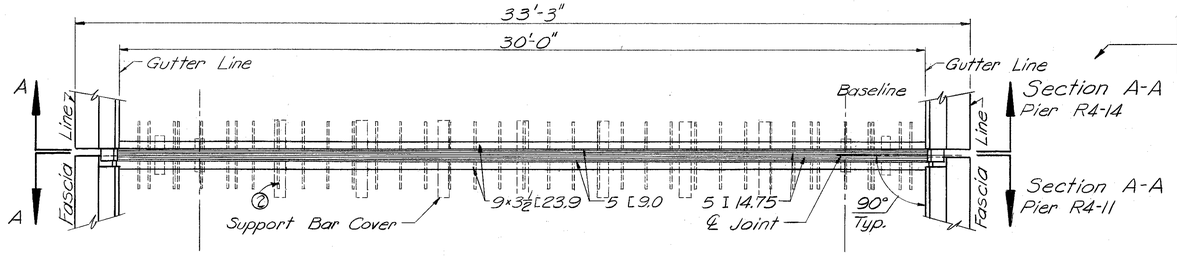
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DATE

DATE

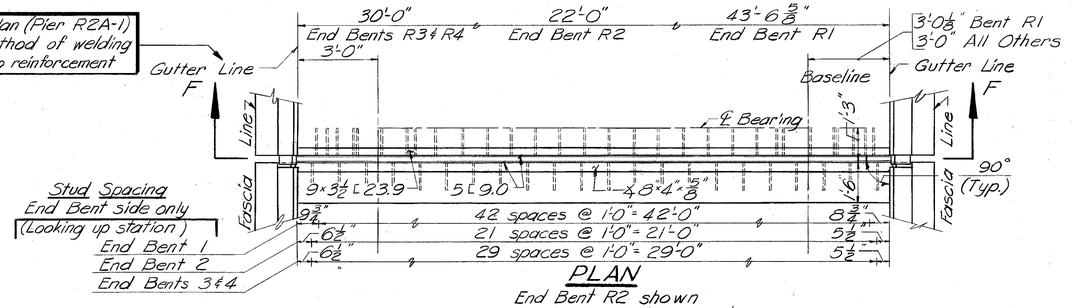
REVISED	DATE
REVISED	DATE 1-71
REVISED	DATE 2-71

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DETAILED BY LAD CHECKED BY
QUANTITIES BY WES 11-70 CHECKED BY LAD

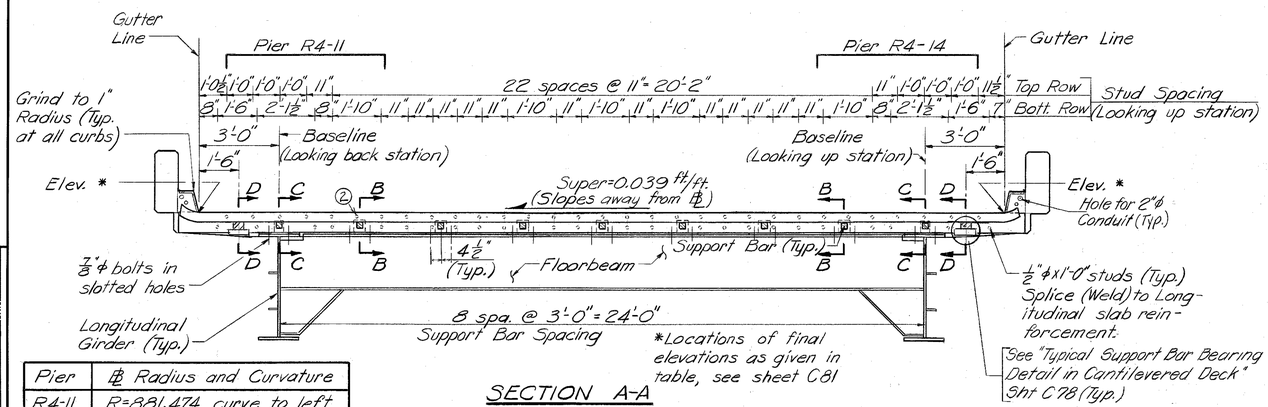


PLAN
Piers R4-11 & R4-14

See Plan (Pier R2A-1) for method of welding studs to reinforcement



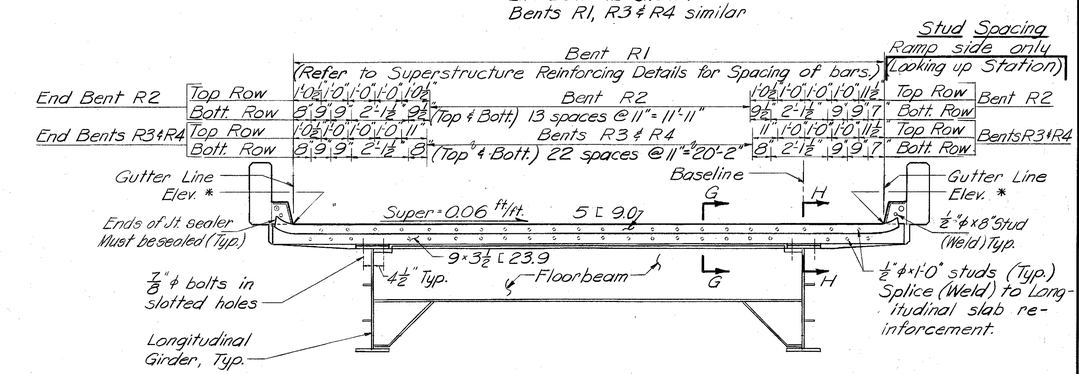
PLAN
End Bent R2 shown
Bents R1, R3 & R4 similar



SECTION A-A

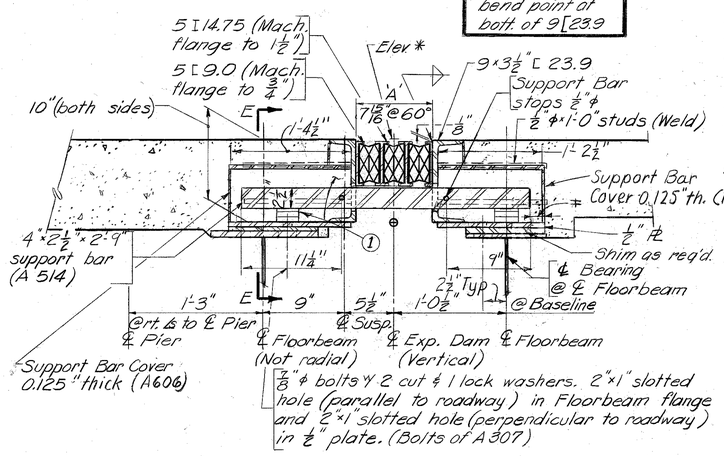
Pier	℄ Radius and Curvature
R4-11	R=881.474 curve to left
R4-14	" " " "

NOTE:
⊕ indicates joint work point and bend point of bott. of 9[23.9



SECTION F-F

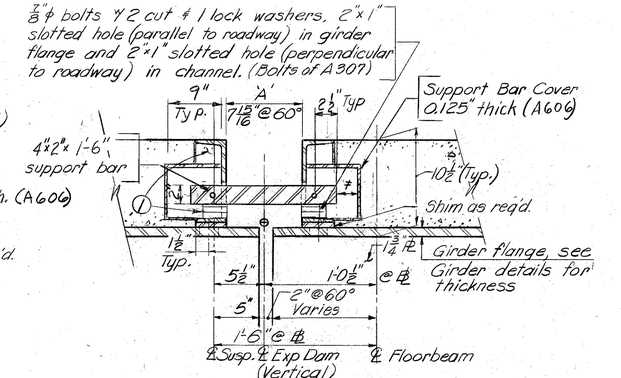
* Locations of final Elevations as given in table, see sheet C81



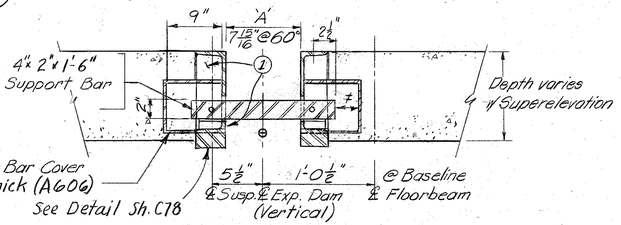
SECTION B-B

(For details @ Section E-E, see sheet C76)

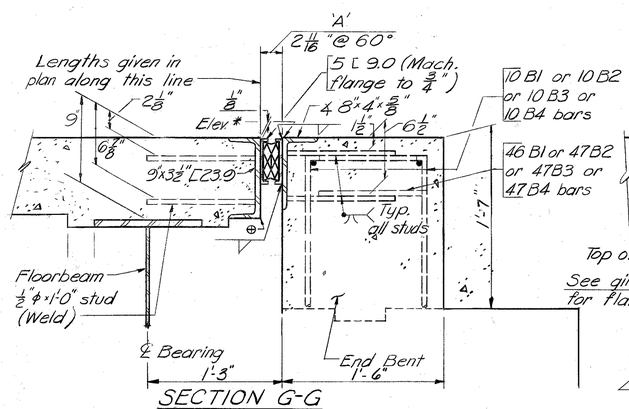
SECTION E-E



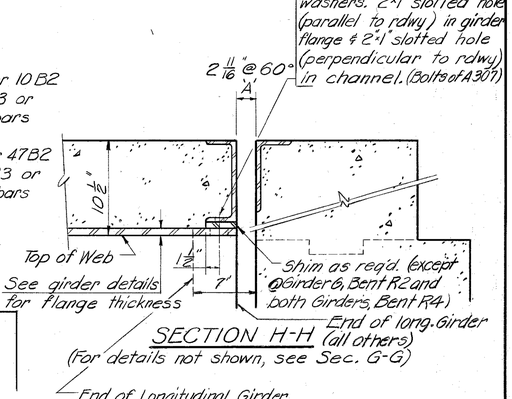
SECTION C-C
(For details not shown, see Sec. B-B)



SECTION D-D
(For details not shown, see Sec. B-B)



SECTION G-G



For Notes, see sheet C76
For details of Preformed Polychloroprene joint Sealer, see sheet C76

① For Bearing Details and Uplift Restraint Weldment see Sheets B44 and B46, Dwg. 18573.
② Move stud to miss Support Bar Cover (Typ.)

TYPE 3M	TYPE 1M
Piers: R4-11	End Bents
R4-14	1, 2, 3 & 4

* ½" Min. @ max. temp. with opposite support bar stop touching 9" [

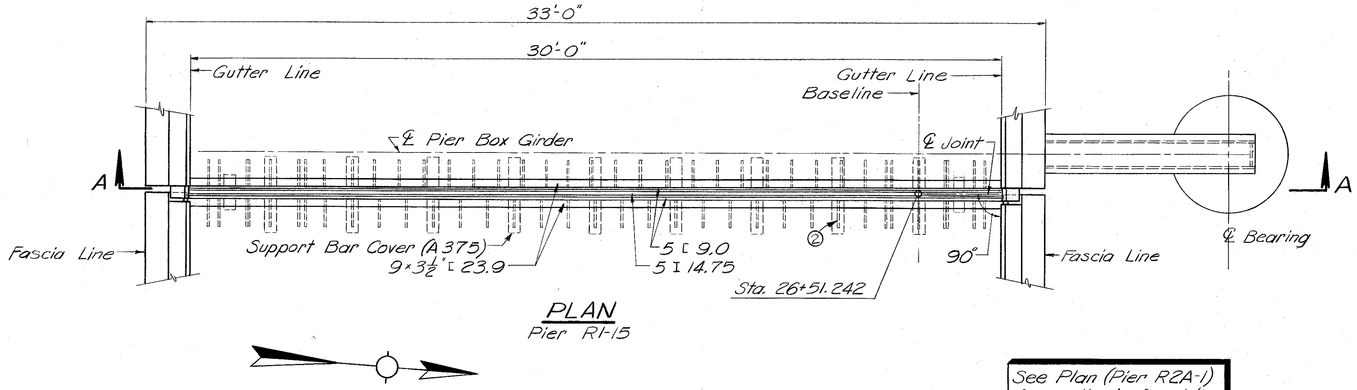
EXPANSION DAMS

SHEET C77

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** 164-2(353)

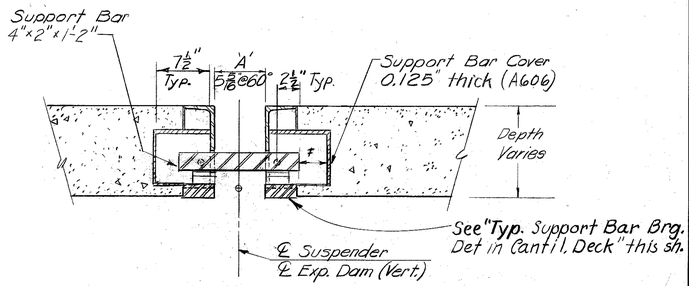
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE



PLAN
Pier R1-15

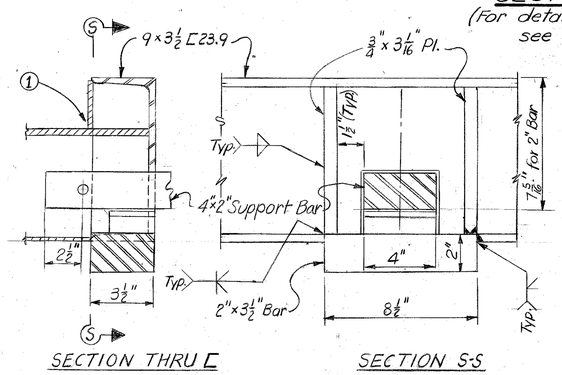
See Plan (Pier R2A-1) for method of welding studs to reinforcement.



(For details at Sec. E-E See Sht C76)

SECTION E-E

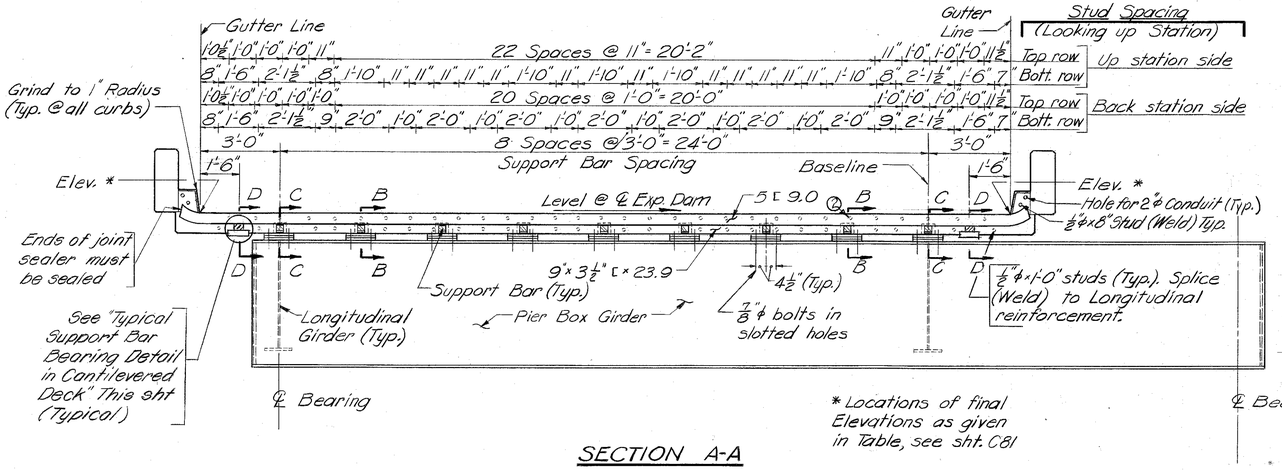
SECTION D-D
(For details not shown, see Sec. B-B)



SECTION THRU C

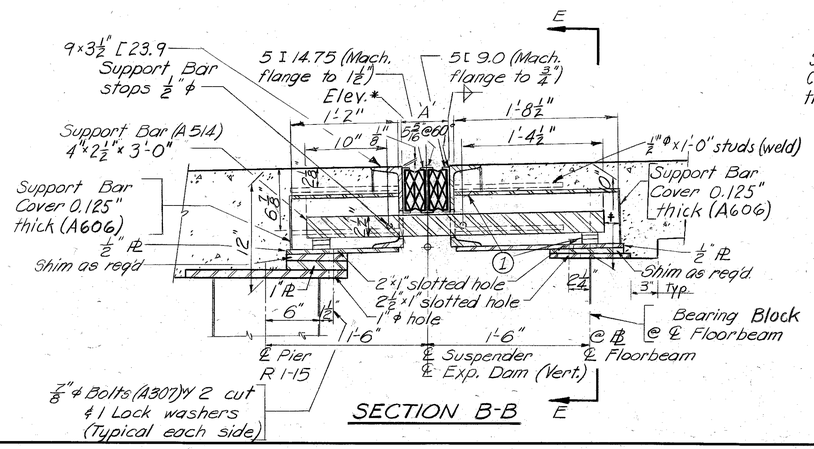
SECTION S-S

TYPICAL SUPPORT BAR BEARING DETAIL IN CANTILEVERED DECK

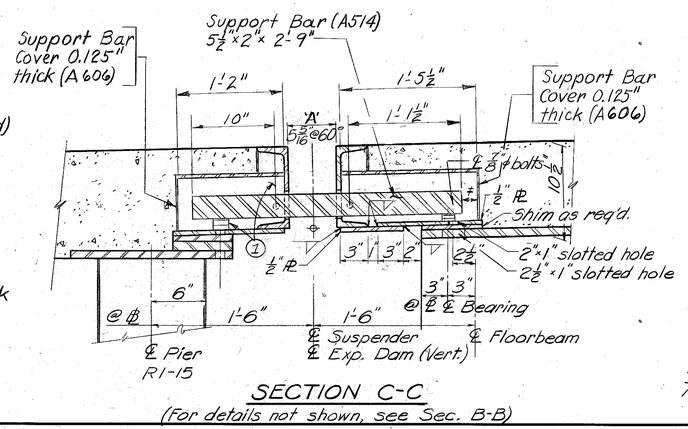


SECTION A-A

* Locations of final Elevations as given in Table, see sht. C81



SECTION B-B



SECTION C-C
(For details not shown, see Sec. B-B)

NOTE:
For Notes, see sheet C76
\# ½" Min. (@ Max. temp. with opposite support bar stop touching 9" [.)
For details of Preformed Polychloroprene joint sealer, see sheet C76

'℄' Indicates joint work point and bend point of bottom of 9 [23.9
① For Bearing Details and Uplift Restraint Weldment see Sheets B44 and B46, Dwg. 18573.
② Move stud to miss Support Bar Cover. (Typ.)

SHEET C78

Pier R1-15
TYPE 2M
EXPANSION DAM

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD
SP 56-273-IIL
STATION 208+08
P.E. PROJECT NO. 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

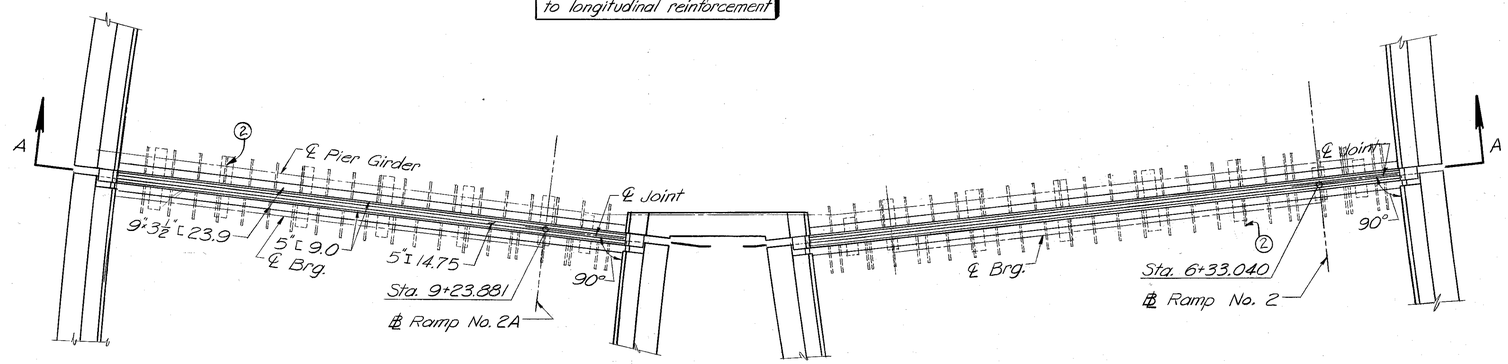
DESIGNED BY LAD 12-70 CHECKED BY
DETAILED BY WES 12-70 CHECKED BY
TRACED BY CHECKED BY
REVISED DATE
REVISED DATE
REVISED DATE

LETTING DATE

DATE REVISED
DATE REVISED
DATE REVISED

DESIGNED BY LAD CHECKED BY
DETAILED BY WES CHECKED BY LAD DATE 3-11
TRACED BY CHECKED BY DATE

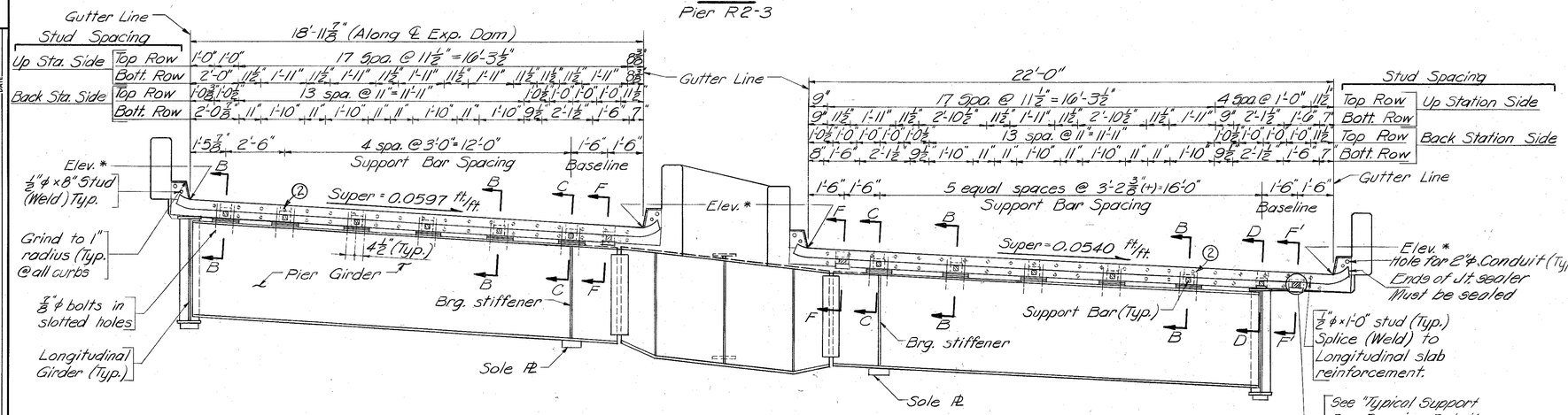
See Plan (Pier R2A-1) for method of welding studs to longitudinal reinforcement



Left Exp. Dam

PLAN
Pier R2-3

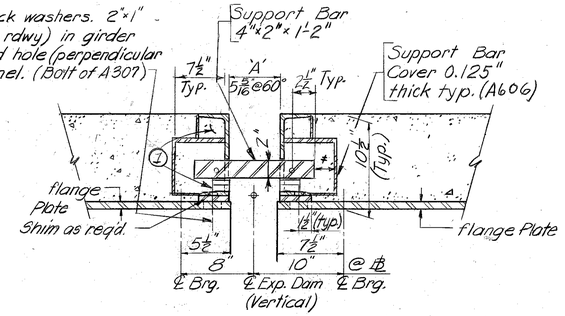
Right Exp. Dam



SECTION A-A

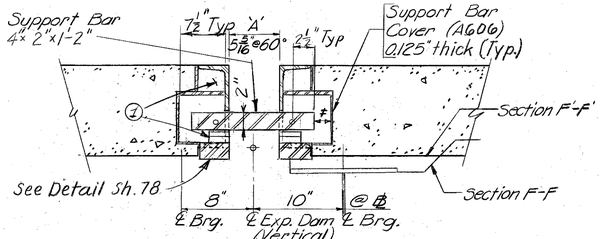
*Locations of final Elevations as given in table, see sht. C81

⅞" ϕ bolts ¥2 cut & 1 lock washers. 2"x1" slotted hole (parallel to rdwy) in girder flange and 2"x1" slotted hole (perpendicular to roadway.) in channel. (Bolt of A307)



SECTION D-D

(For details not shown, see Sec. B-B)

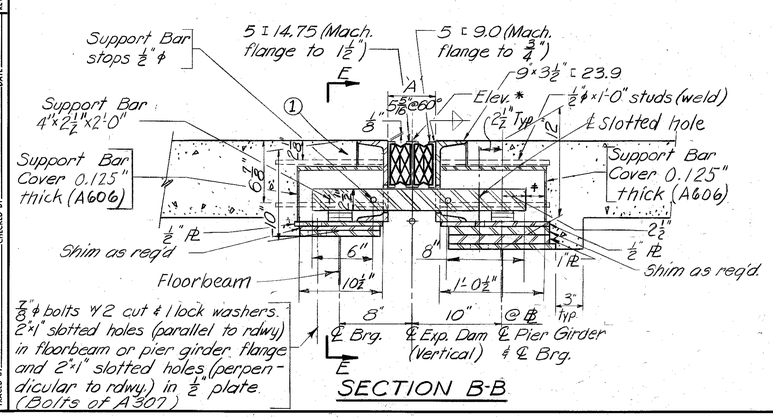


SECTION F-F & F'-F'

(For details not shown, see Sec. B-B)

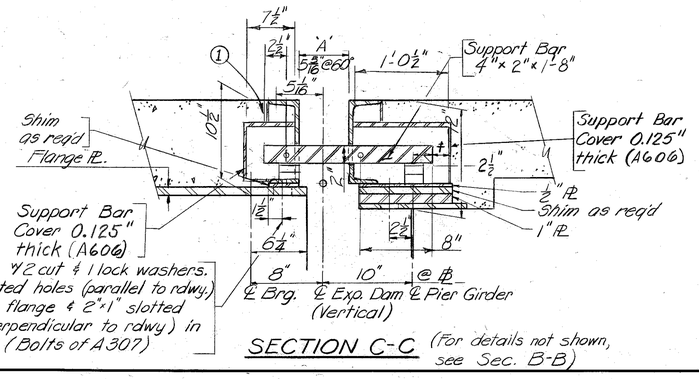
NOTE:
For Notes see sheet C76
"o" Indicates joint work point and bend point at bott. of 9" [23.9
± ½" Min. (@ Max. temp. with opposite support bar stop touching 9" [.)
For detail of Preformed Polychloroprene joint Sealer, see sheet C76

① For Bearing Details and Uplift Restraint Weldment see Sheets B44 and B46, Dwg. 18573.
② Move stud to miss Support Bar Cover. (Typ.)



⅞" ϕ bolts ¥2 cut & 1 lock washers. 2"x1" slotted holes (parallel to rdwy) in floorbeam or pier girder flange and 2"x1" slotted holes (perpendicular to rdwy.) in ½" plate. (Bolts of A307)

SECTION B-B



⅞" ϕ bolts ¥2 cut & 1 lock washers. 2"x1" slotted holes (parallel to rdwy.) in girder flange & 2"x1" slotted holes (perpendicular to rdwy) in channel. (Bolts of A307)

SECTION C-C (For details not shown, see Sec. B-B)

(For details @ Section E-E, see sheet C76)

SECTION E-E

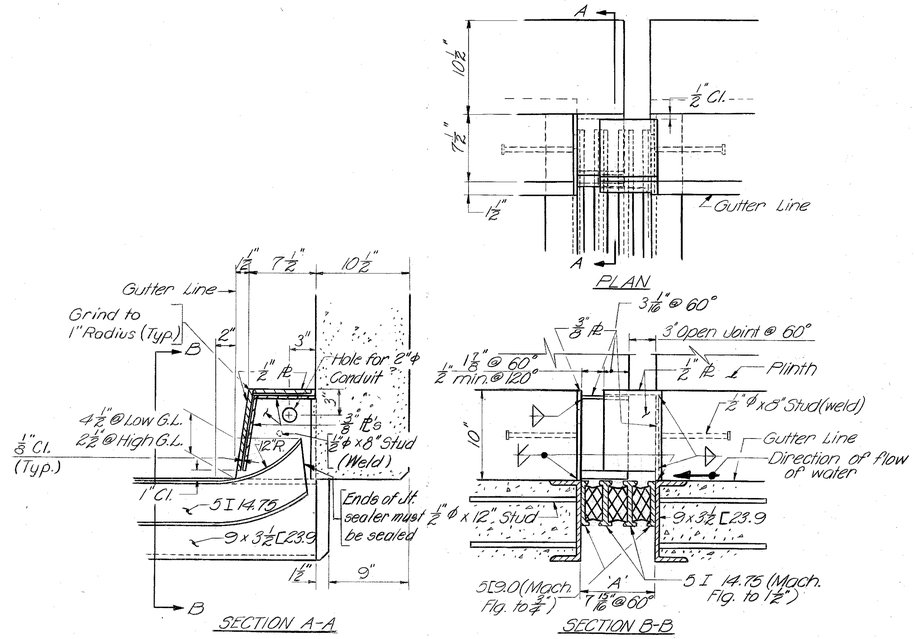
Pier R2-3
TYPE 2M
EXPANSION DAM

SHEET C79

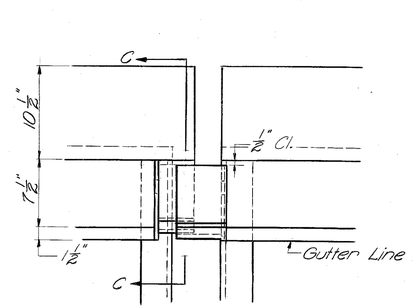
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD
STATION 208+08
SP 56-273-IIL
P.E. PROJECT NO. 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

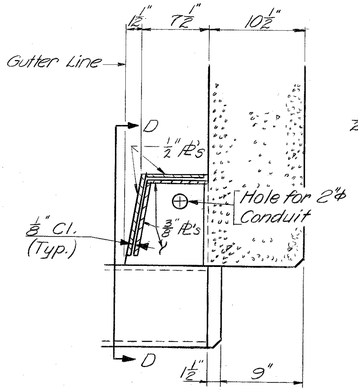
LETTING DATE



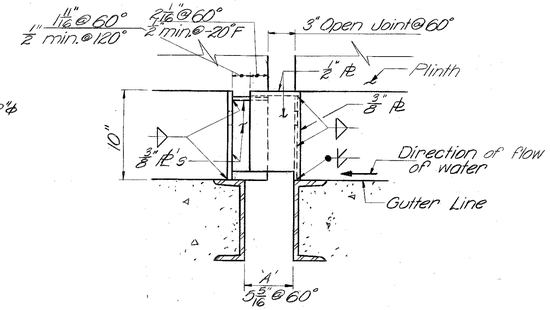
TYPE 3M JOINT



PLAN
(For details not shown, see "PLAN")
Type 3M Joint

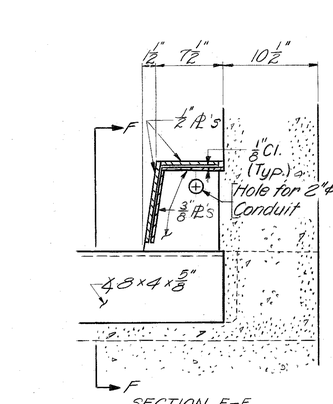


SECTION C-C
(For details not shown, see Section A-A)

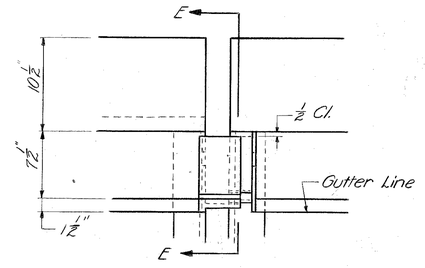


SECTION D-D
(For details not shown, see Section B-B)

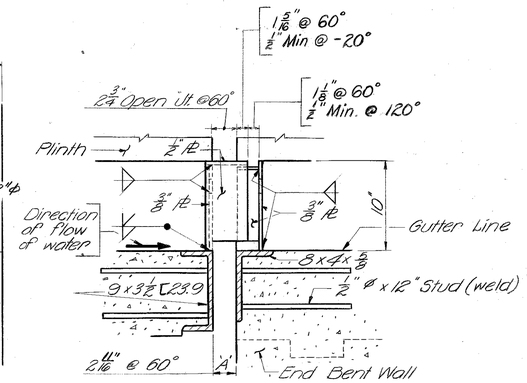
TYPE 2M JOINT



SECTION E-E
(For details not shown, see Section A-A)



PLAN
(For details not shown, see PLAN Type 3M Joint



SECTION F-F
(For details not shown, see Section B-B)

TYPE 1M JOINT

For Notes, See Sheet C76
Work this Sheet with Sheets C76 thru C79 & C81

DETAILS AT CURBS EXPANSION DAMS

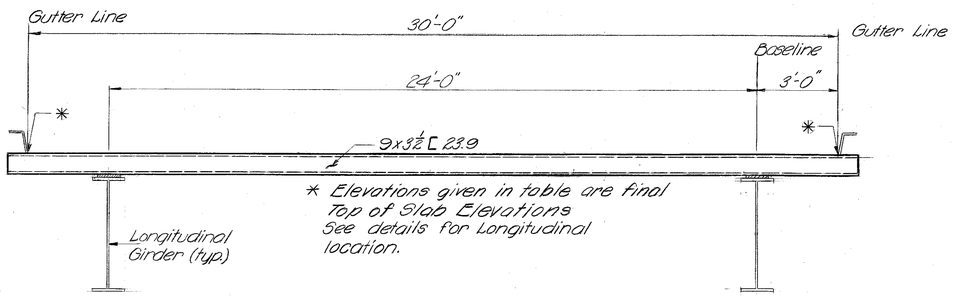
SHEET C80

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

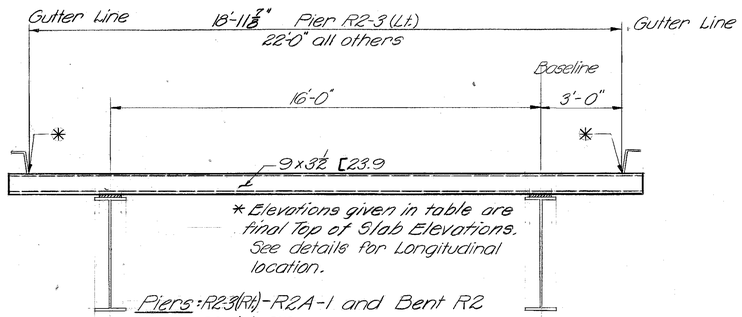
DESIGNED BY LAD DATE
DETAILED BY DEB DATE 2-71
TRACED BY DATE
CHECKED BY
CHECKED BY LAD
CHECKED BY
REVISED
REVISED

LETTING DATE



All Piers except as noted
(Looking up Station)

ELEVATIONS		
Pier	Gutter Line	
	Left	Right
R1-3	489.112	488.644
R1-6	497.257	497.227
R1-9	494.401	496.141
R1-12	482.568	484.308
R1-15	475.235	475.235
Bent R2	462.825	461.496
R2-3(Rt.)	474.388	473.200
R2-3(Lt.)	476.387	475.253
R2A-1	483.717	482.661
R2A-4	481.378	480.058
R3-3	474.550	472.750
R3-6	479.796	478.647
Bent R3	474.631	475.217
R4-3	486.885	486.892
R4-5	492.628	494.107
R4-8	506.634	508.374
R4-11	513.978	515.148
R4-14	501.574	502.744
R4-17	489.033	489.903
Bent R4	471.678	472.550



Piers: R2-3(Rt.)-R2A-1 and Bent R2
R2-3(Lt.)-R2A-4
(Looking up Station)

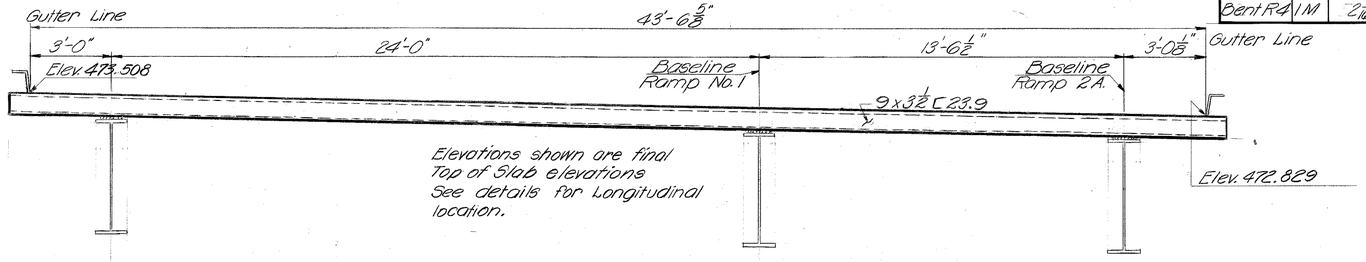
QUANTITIES (See Note)			
LOCATION (Pier No.)	LINEAL FEET OF JOINT TYPE		
	1M	2M	3M
Bent R1	43'-6⅝"		
R1-3		30'-0"	
R1-6		30'-0"	
R1-9		30'-0"	
R1-12		30'-0"	
R1-15		30'-0"	
Bent R2	22'-0"		
R2-3(Rt.)		22'-0"	
R2-3(Lt.)		18'-11⅞"	
R2A-1		22'-0"	
R2A-4		22'-0"	
R3-3		30'-0"	
R3-6		30'-0"	
Bent R3	30'-0"		
R4-3		30'-0"	
R4-5		30'-0"	
R4-8		30'-0"	
R4-11			30'-0"
R4-14			30'-0"
R4-17		30'-0"	
Bent R4	30'-0"		

The movement due to expansion and contraction is based on a Temperature Range from -20°F. to +120°F.

Joint @ Pier	Joint Type	"A"		Preset Width "A" OF Exp. Joint @						
		Min.	Max.	30°	40°	50°	60°	70°	80°	90°
Bent R1	1M	2 3/16"	3 5/16"	2 1/16"	2 5/8"	2 3/16"	2 11/16"	2 5/8"	2 1/2"	2 7/16"
R1-3	2M	4 1/4"	6 11/16"	5 13/16"	5 11/16"	5 1/2"	5 5/16"	5 1/8"	4 15/16"	4 13/16"
R1-6	2M	4 1/4"	6 7/16"	5 7/8"	5 11/16"	5 1/2"	5 5/16"	5 1/8"	4 15/16"	4 3/4"
R1-9	2M	4 1/4"	6 11/16"	5 13/16"	5 11/16"	5 1/2"	5 5/16"	5 1/8"	4 15/16"	4 13/16"
R1-12	2M	4 5/16"	6 5/8"	5 13/16"	5 5/8"	5 1/2"	5 5/16"	5 1/8"	5"	4 13/16"
R1-15	2M	4 9/16"	6 5/16"	5 11/16"	5 9/16"	5 7/16"	5 5/16"	5 3/16"	5 1/16"	4 15/16"
Bent R2	1M	2 5/16"	3 3/16"	2 7/8"	2 13/16"	2 3/4"	2 11/16"	2 5/8"	2 9/16"	2 1/2"
R2-3(Rt.)	2M	4 7/16"	6 1/2"	5 3/4"	5 5/8"	5 7/16"	5 5/16"	5 3/16"	5"	4 7/8"
R2-3(Lt.)	2M	4 1/2"	6 5/8"	5 11/16"	5 9/16"	5 7/16"	5 5/16"	5 3/16"	5 1/16"	4 15/16"
R2A-1	2M	4 7/16"	6 1/2"	5 3/4"	5 5/8"	5 7/16"	5 5/16"	5 3/16"	5"	4 7/8"
R2A-4	2M	4 3/16"	6 1/16"	5 11/16"	5 9/16"	5 7/16"	5 5/16"	5 3/16"	5 1/16"	4 15/16"
R3-3	2M	4 1/2"	6 5/8"	5 11/16"	5 9/16"	5 7/16"	5 5/16"	5 3/16"	5 1/16"	4 15/16"
R3-6	2M	4 1/4"	6 1/16"	5 13/16"	5 11/16"	5 1/2"	5 5/16"	5 1/8"	4 15/16"	4 13/16"
Bent R3	1M	2 1/16"	3 1/2"	3"	2 7/8"	2 13/16"	2 11/16"	2 5/16"	2 1/2"	2 3/8"
R4-3	2M	4 3/16"	6 1/8"	5 11/16"	5 9/16"	5 7/16"	5 5/16"	5 3/16"	5 1/16"	4 15/16"
R4-5	2M	4 3/8"	6 1/2"	5 13/16"	5 5/8"	5 1/2"	5 5/16"	5 1/8"	5"	4 13/16"
R4-8	2M	4 3/8"	6 9/16"	5 13/16"	5 5/8"	5 1/2"	5 5/16"	5 1/8"	5"	4 13/16"
R4-11	3M	6 9/16"	9 13/16"	8 5/8"	8 3/8"	8 3/16"	7 15/16"	7 11/16"	7 1/2"	7 1/4"
R4-14	3M	6 5/8"	9 15/16"	8 11/16"	8 5/8"	8 3/8"	8 1/16"	7 13/16"	7 5/8"	7 7/16"
R4-17	2M	4 5/8"	6 7/8"	5 15/16"	5 11/16"	5 1/2"	5 5/16"	5 1/8"	4 15/16"	4 11/16"
Bent R4	1M	2 1/16"	3 1/2"	3"	2 7/8"	2 13/16"	2 11/16"	2 5/16"	2 1/2"	2 3/8"

For Notes, See Sheet C76
Work this sheet with sheets C76 thru C80

QUANTITIES NOTE
Quantities shown are lineal feet of joint, along ℄ Exp. Dam, from gutter line to gutter line. Lump sum bid for Exp. Dams shall include all parts, from shims and connecting bolts to top of curb, fabricated and erected in place.



At Bent R1
(Looking up Station)

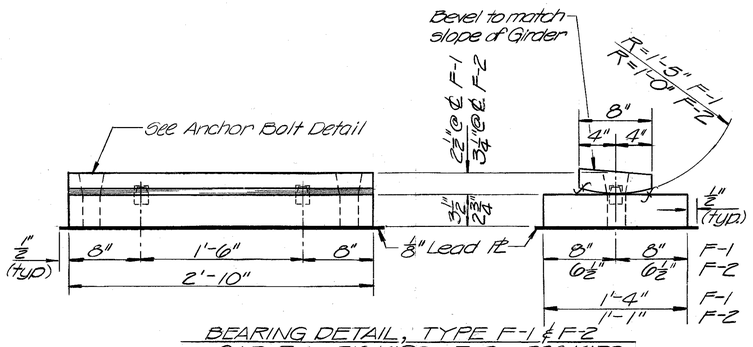
Final Elevations, Quantities & Preset Width "A"
EXPANSION DAMS, ALL TYPES

SHEET C81

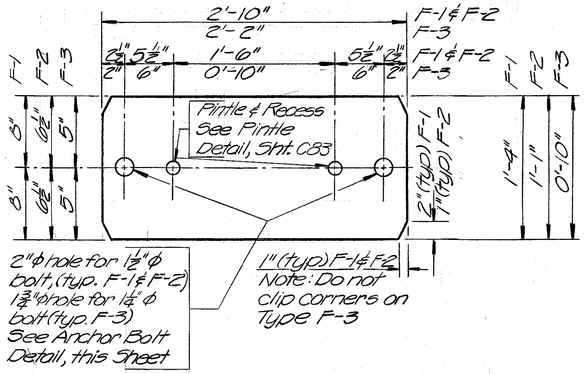
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

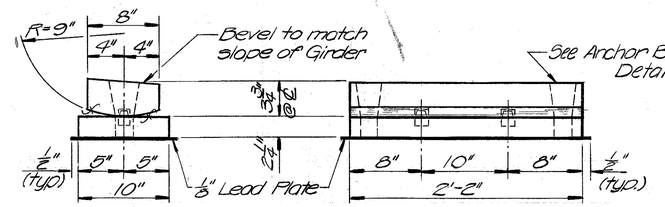
DESIGNED BY LAO CHECKED BY
DETAILED BY DEB CHECKED BY LAO
TRACED BY CHECKED BY
DATE DATE DATE
REVISED DATE 3-21
REVISED DATE
REVISED DATE



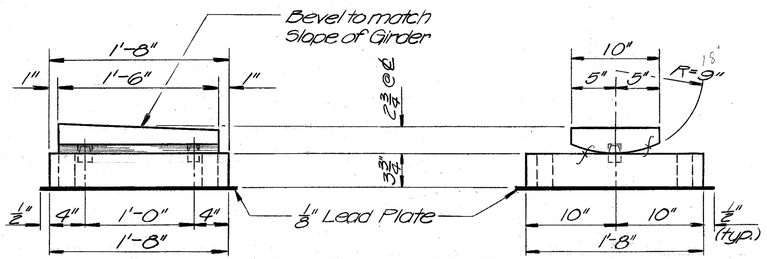
BEARING DETAIL, TYPE F-1 & F-2
CAP: F-1 = 510 KIPS; F-2 = 390 KIPS
(4 Req'd. Type F-1 ~ 1 ea. @ Girders G_1 & G_2 Pier R1-1, and Girders G_1 & G_2 Pier R1-2.)
(2 Req'd. Type F-2 ~ 1 ea. @ Girder G_3 Pier R1-1, and Girder G_3 Pier R1-2)
WEIGHT: F1 = 768#, F2 = 624#



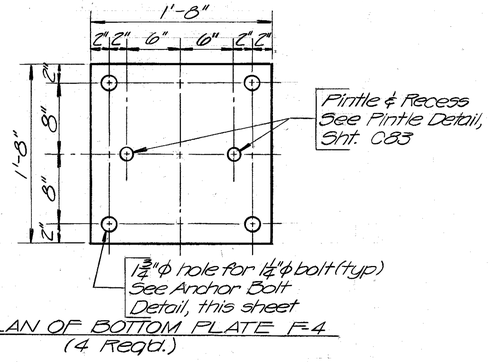
PLAN OF BOTTOM PLATE F-1, F-2 & F-3
(4 Req'd. ~ Type F-1)
(2 Req'd. ~ Type F-2)
(1 Req'd. ~ Type F-3)



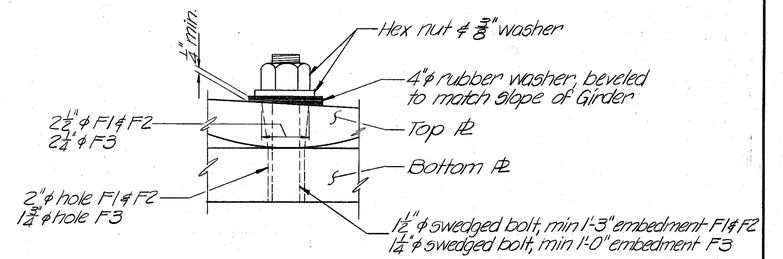
BEARING DETAIL TYPE F-3
CAP. = 225 KIPS
(1 Req'd. ~ at Girder G_4, Pier R1-2)
WEIGHT F-3 = 403#



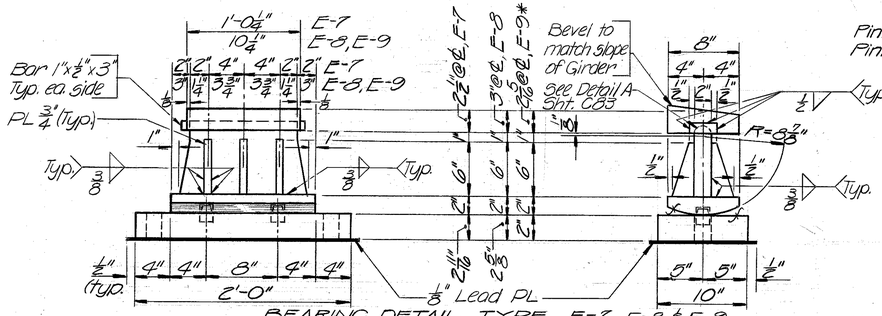
BEARING DETAIL, TYPE F-4
CAP. = 365 KIPS, WGT. = 589#
(4 Req'd. ~ 1 ea. @ Columns A & B Pier Girder R2-4, and Columns A & B Pier Girder R2-5



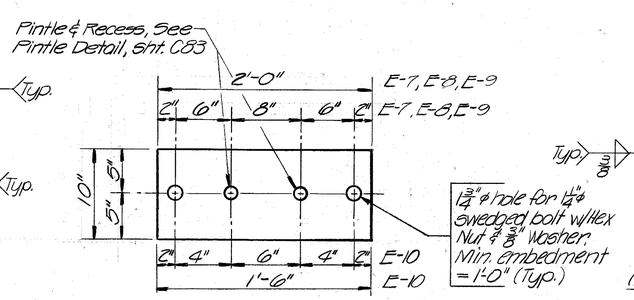
PLAN OF BOTTOM PLATE F-4
(4 Req'd.)



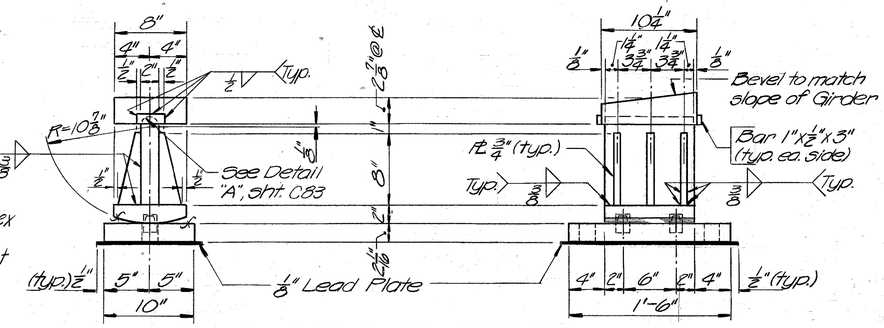
ANCHOR BOLT DETAIL
(Typical @ Bearings F1, F2, F3)



BEARING DETAIL, TYPE E-7, E-8 & E-9
CAP = 105 KIPS
(1 Req'd. ~ Type E-7 @ Girder G_2, Pier R2-3, Unit R2A-II)
(1 Req'd. ~ Type E-8 @ Girder G_3, Pier R2-3, Unit R2-II)
(1 Req'd. ~ Type E-9 @ Girder G_1, Pier R2-3, Unit R2-II)
WEIGHT: E-7 = 407#, E-8 = 399#, E-9 = 346#



PLAN OF BOTTOM PLATE E-7, E-8, E-9, E-10
(3 Req'd ~ 1 ea. Type E-7, E-8 & E-9)
(2 Req'd ~ Type E-10)



BEARING DETAIL, TYPE E-10
CAP = 105 KIPS
(2 Req'd. ~ 1 ea. @ Columns B & C Pier Girder R2-3)
WEIGHT E-10 = 304#

NOTES

1. All Plates must be true & free of warp.
2. All Steel is A36.
3. For weld of Top Plate of Bearing Shoe to Girder, See Girder Details.

BEARING SHOES
STRUCTURAL STEEL

SHEET C82

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P.E. PROJECT NO. 164-2(35)3

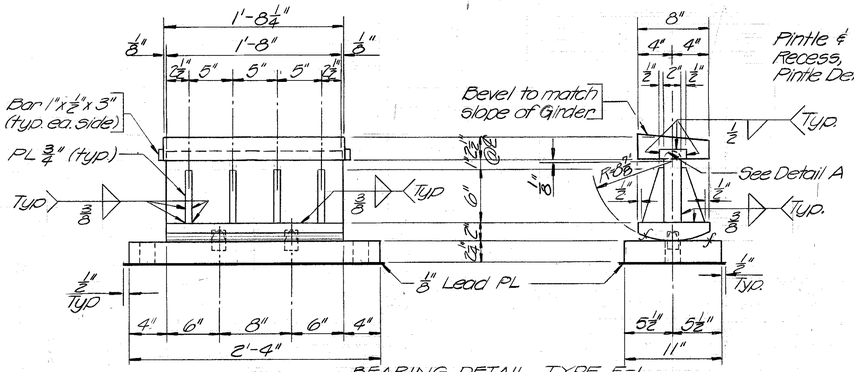
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

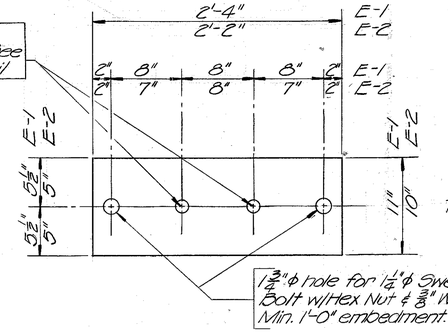
DAL.	CHECKED BY	DATE 11-10	REVISED * Revised Top & Thickness Brng. E-9
RWS.	CHECKED BY	DATE 12-10	REVISED
	CHECKED BY	DATE	REVISED
L.D.H.	CHECKED BY	DATE 2-22-11	REVISED
PAL.	CHECKED BY	DATE	REVISED
RWS.	CHECKED BY	DATE	REVISED

PROJECT ENGINEER
PROJECT LEADER

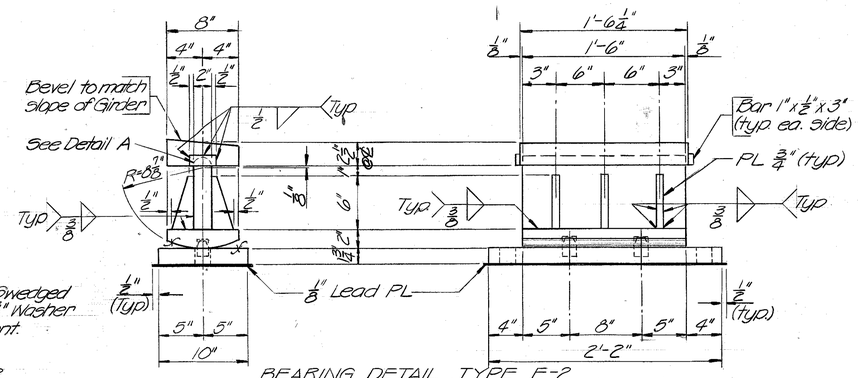
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



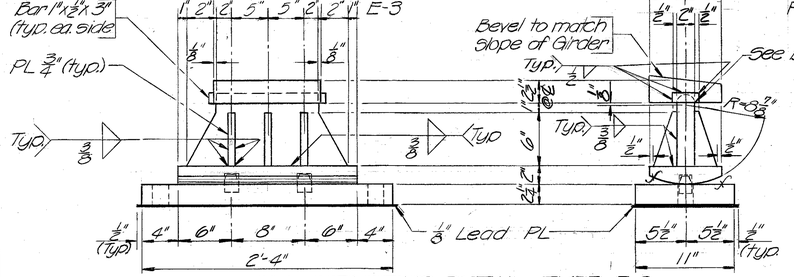
BEARING DETAIL, TYPE E-1
CAP. = 190 KIPS
(2 Req'd. - 1 ea. @ Girders G_1 & G_2, Bent R-4)
WEIGHT: E-1 = 518#



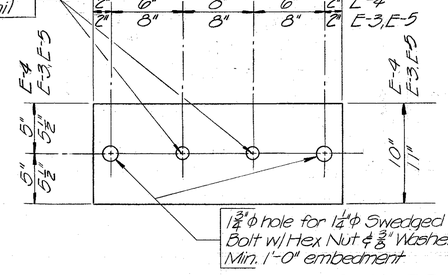
PLAN OF BOTTOM PLATE E-1 & E-2
(2 Req'd - Type E-1)
(2 Req'd - Type E-2)



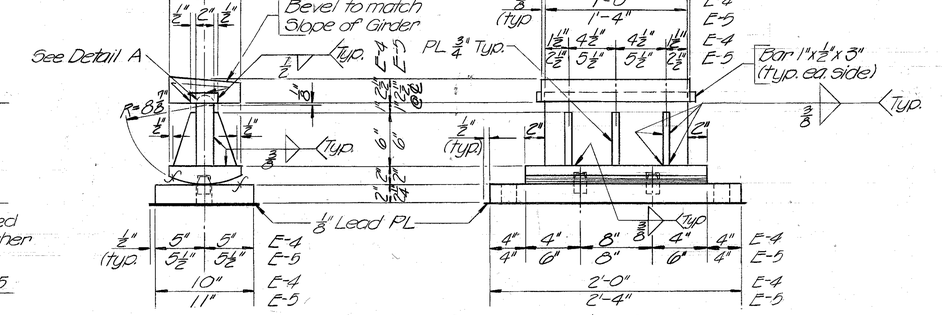
BEARING DETAIL TYPE E-2
CAP. = 150 KIPS
(2 Req'd. - 1 ea. @ Girder G_1 Bent R_2, Girder G_1 from R2-1 @ Pier R2-3) WEIGHT E-2 = 416 #



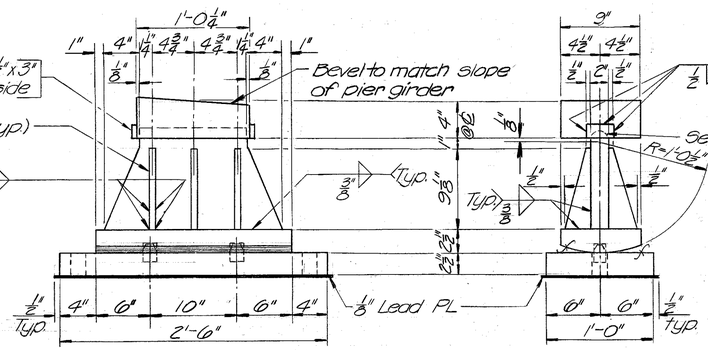
BEARING DETAIL, TYPE E-3
CAP. = 190 KIPS
(1 Req'd. Type E-3 @ Girder G_2, Bent R-1)
WEIGHT E-3 = 463 #



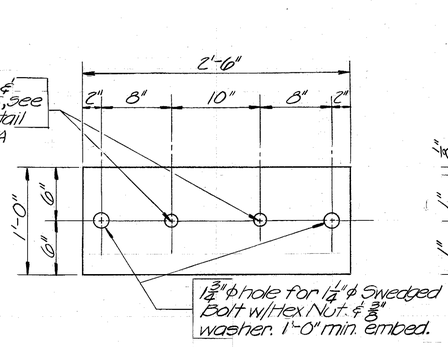
PLAN OF BOTTOM PLATE E-3, E-4, E-5
(1 Req'd. Type E-3)
(4 Req'd. Type E-4)
(3 Req'd. Type E-5)



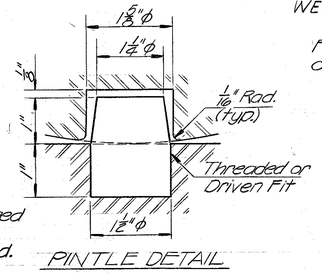
BEARING DETAIL TYPE E-4 & E-5
CAP. E-4 = 150 KIPS
CAP. E-5 = 190 KIPS
(4 Req'd. Type E-4 - 1 ea. @ Girder G_3, Bent R-1, Girder G_2 Bent R2, Girder G_2 from Unit R2-I & Girder G_1 from Unit R2A-II @ Pier R2-3)
(3 Req'd. Type E-5 - 1 ea. @ Girders G_1 & G_2, Bent R-3, 1 @ Girder G_1 Bent R1)
WEIGHT E-4 = 458 #, E-5 = 476 #



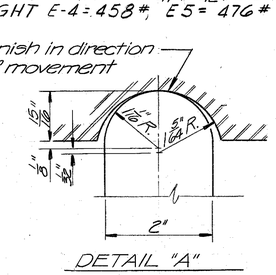
BEARING DETAIL TYPE E-6
CAP. = 305 KIPS
(2 Req'd. - 1 ea. @ Columns A & B, Pier R1-15)
WEIGHT E-6 = 653 #



PLAN OF BOTTOM PLATE E-6
(2 Req'd.)



PINTLE DETAIL



DETAIL "A"

For Notes see Sheet C82

SHEET C83

BEARING SHOES
STRUCTURAL STEEL

DESIGNED BY PAL DATE
DETAILED BY EWS CHECKED BY PAL DATE 10-72
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON
ROAD SP 56-273-1IL
STATION 208+08 PROJECT NO. I 64-2(35)3

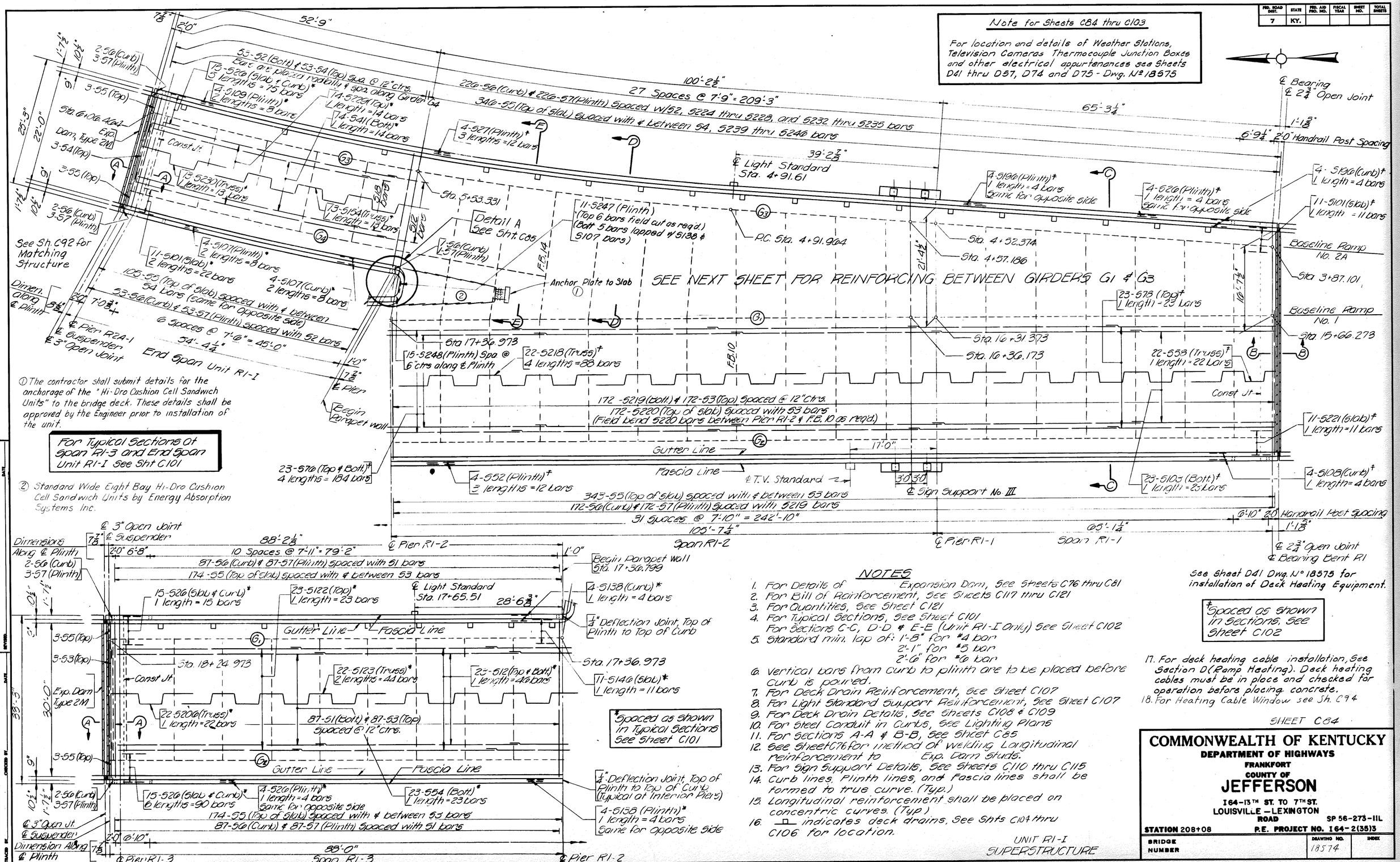
BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

DIETZGEN NO. 136-B AGEPROOF

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

Note for Sheets C84 thru C103

For location and details of Weather Stations, Television Cameras Thermocouple Junction Boxes and other electrical appurtenances see Sheets D41 thru D57, D74 and D75 - Dwg. N° 18575



① The contractor shall submit details for the anchorage of the "Hi-Dro Cushion Cell Sandwich Units" to the bridge deck. These details shall be approved by the Engineer prior to installation of the unit.

For Typical Sections Of Span R1-3 and End Span Unit R1-1 See Sht C101

② Standard Wide Eight Bay Hi-Dro Cushion Cell Sandwich Units by Energy Absorption Systems Inc.

NOTES

1. For Details of Expansion Dam, See Sheets C76 thru C81
2. For Bill of Reinforcement, See Sheets C117 thru C121
3. For Quantities, See Sheet C121
4. For Typical Sections, See Sheet C101
   For Sections C-C, D-D & E-E (Unit R1-1 Only) See Sheet C102
5. Standard min. lap of: 1'-8" for #4 bar
   2'-1" for #5 bar
   2'-6" for #6 bar
6. Vertical bars from curb to plinth are to be placed before curb is poured.
7. For Deck Drain Reinforcement, See Sheet C107
8. For Light Standard Support Reinforcement, See Sheet C107
9. For Deck Drain Details, See Sheets C108 & C109
10. For Steel Conduit in Curbs, See Lighting Plans
11. For Sections A-A & B-B, See Sheet C85
12. See Sheet C76 for Method of Welding Longitudinal reinforcement to Exp. Dam Studs.
13. For Sign Support Details, See Sheets C110 thru C115
14. Curb lines, Plinth lines, and Fascia lines shall be formed to true curve. (Typ.)
15. Longitudinal reinforcement shall be placed on concentric curves. (Typ.)
16. ▭ indicates deck drains, See Shts C104 thru C106 for location.
17. For deck heating cable installation, See Section D (Ramp Heating). Deck heating cables must be in place and checked for operation before placing concrete.
18. For Heating Cable Window see Sh. C94

UNIT R1-1
SUPERSTRUCTURE

SHEET C84

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD
SP 56-273-11L
STATION 208+08
P.E. PROJECT NO. I64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

DESIGNED BY	DATE	CHECKED BY	DATE
LAD		WES	
DETAILED BY	DATE	CHECKED BY	DATE
WES		LAD	
TRACED BY	DATE	CHECKED BY	DATE
REVISED	DATE	REVISED	DATE

LETTING DATE

2-S4 (Top)

28-S246 (Top) lapped ∀ S220 bars Field cut to fit, Fan bars toward ℄ EA

7-S171 (Top) †
1 length = 7 bars

28-S220 (Top of slab) lapped ∀ S239 bars, Fan bars toward Ramp ℄ EA

See Detail A

14-S12 (Top) spa. @ 11¾" along F.B. 14
1 length = 14 bars

45-S76 (Top) equally spaced, 1 length = 45 bars

9-S76 (Top) spa. @ 9¾" along F.B. 9, 1 length = 9 bars

9-S222 (Top) spa. between S76 bars, 1 length = 9 bars

S222 bars spa. between S76 & S161 bars @ F.B. 6

5-S76 (Top) spa. @ 12" along F.B. 6
1 length = 5 bars

4-S161 (Top) spa. between S76 bars
1 length = 4 bars

3-S39 (Top)
1 length = 3 bars

2-S223 (Top)
1 length = 2 bars

S39 & S223 bars spa. @ 4" along floorbeam 2

Gutter Line

Fascia Line

Ramp No. 2A ℄

11-S39 (Top) †
1 length = 11 bars

2-S220 (Top of slab)
2-S239 (Top)

28-S239 (Top) lapped ∀ S220 bars spa. along G1, Field cut to fit, Fan bars toward 2A ℄

33-S244 (Top) lapped ∀ S220, Fan bars toward 2A ℄

33-S245 (Top) lapped ∀ S220, Fan bars toward 2A ℄

42-S238 (Top) lapped ∀ S220 bars

42-S240 (Top) lapped ∀ S220 bars

42-S241 (Top) lapped ∀ S220 bars

42-S242 (Top) lapped ∀ S220 bars

42-S243 (Top) lapped ∀ S220 bars

F.B.16 F.B.15 F.B.14 F.B.13 F.B.12 F.B.11 F.B.10 F.B.9 F.B.8 F.B.7 ℄ Pier R1-1 F.B.6 F.B.5 F.B.4 F.B.3 F.B.2 F.B.1

20-S172 (Top) spa @ 6" ctrs. along ℄ Pier
1 length = 20 bars

3-S26 (Top) †
4 lengths = 12 bars

11-S78 (Top) †
2 lengths = 22 bars

† Spaced as shown in sections, see sheet C102

3-S87 (Top) †
1 length = 3 bars

PARTIAL PLAN - UNIT R1-I
TOP STEEL (TRANSVERSE & LONGITUDINAL)

14-S18 (Bott.) spa. @ 11¾" along F.B. 14, 1 length = 14 bars

9-S76 (Bott.) spa. @ 10¾" along F.B. 10, 1 length = 9 bars

5-S76 (Bott.) spa. @ 1'-2" along ℄ Pier 1 length = 5 bars

S222 bars spa. between S76 & S161 bars @ ℄ Pier

4-S161 (Bott.) spa. between S76 bars 1 length = 4 bars

3-S103 (Bott.)
1 length = 3 bars

2-S134 (Bott.)
1 length = 2 bars

S103 & S134 bars spa @ 5¾" (along F.B. 3)

10-S58 (Truss) spa. between S103 bars
1 length = 10 bars

2-S234

13-S238 (Truss) spa. between S18
1 length = 13 bars

2-S98 (Bott.) †
1 length = 2 bars

20-S63 (Bott.) spa. @ 6 ctrs. along ℄ Pier, 1 length = 20 bars

45-S76 (Bott.) equally spaced
1 length = 45 bars

See Detail A

Ramp No. 2A ℄

Fascia Line

Gutter Line

9-S222 (Bott.) spa. between S76 bars
1 length = 9 bars

11-S76 (Bott.) †
2 lengths = 22 bars

14-S236 (Bott.) spa. between S234 bars
14-S234 (Bott.) lapped ∀ S219, Fan bars toward 2A ℄

13-S237 (Bott.) spa. between S235 bars
14-S235 (Bott.) lapped ∀ S219, Fan bars toward 2A ℄

19-S232 (Bott.) lapped ∀ S219, Fan bars toward 2A ℄

19-S233 (Bott.) lapped ∀ S219, Fan bars toward 2A ℄

21-S224 (Bott.) lapped ∀ S219 bars

21-S225 (Bott.) lapped ∀ S219 bars

21-S226 (Bott.) lapped ∀ S219 bars

21-S227 (Bott.) lapped ∀ S219 bars

21-S228 (Bott.) lapped ∀ S219 bars

F.B.16 F.B.15 F.B.14 F.B.13 F.B.12 F.B.11 F.B.10 F.B.9 F.B.8 F.B.7 ℄ Pier R1-1 F.B.6 F.B.5 F.B.4 F.B.3 F.B.2 F.B.1

2-S26 (Bott.) †
4 lengths = 8 bars

10-S231 (Truss) spa. between S76 bars 3 lengths = 30 bars

11-S103 (Bott.) †
1 length = 11 bars

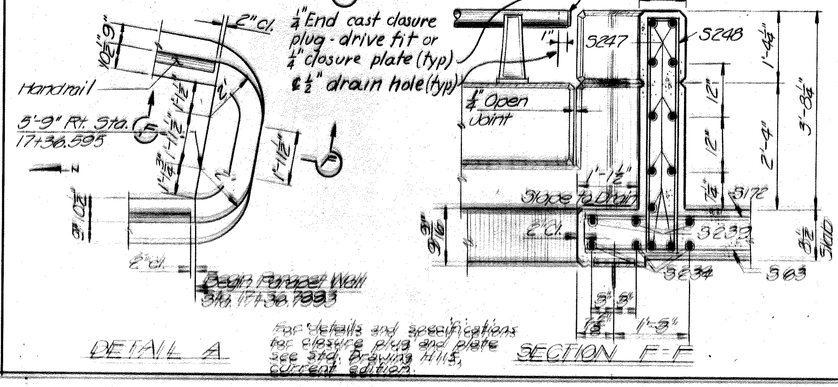
2-S87 (Bott.) †
1 length = 2 bars

See Sheet D41 Dwg. N° 18575 for installation of Deck Heating Equipment.

PARTIAL PLAN - UNIT R1-I
BOTT. STEEL (TRANSVERSE & LONGITUDINAL)
INCLUDING TRUSS BARS

For Notes See Sheet C84
For Sections C-C, D-D & E-E, see sht C102
Work this sheet with sheet C84

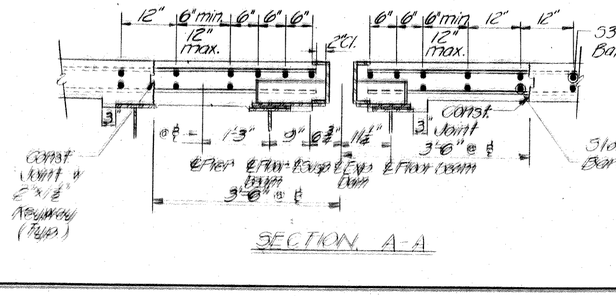
SHEET C85



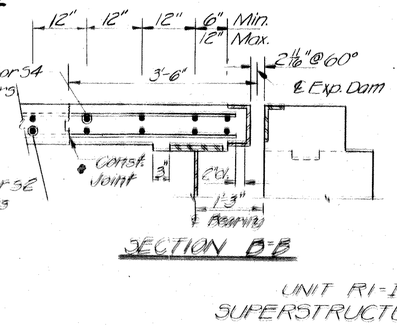
DETAIL A

For details and specifications for closure plug and plate see Std. Drawing RP(5), current edition.

SECTION F-F



SECTION A-A



SECTION B-B

UNIT R1-I
SUPERSTRUCTURE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** I 64-2(36)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY: M.E.S. DATE 3-71
DRAWN BY: M.E.S. DATE 3-71
CHECKED BY: L.A.D. DATE
TRACED 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.				

Dimen. Along ℄ Plinth

69'-11⅞"

91'-1½"

83'-3"

℄ Susp. & 3" Open Joint

8" 20" 7'-8⅝"

29 spa. @ 7'-9" = 224'-9"

242-S6(Curb) & 242-S7(Plinth) spa. with 51 bars

483-S5 (Top of Slab) spa. with & between 53 bars

11-S148 (Bott)* 1 length = 11 bars

11-S147 (Top)* 1 length = 11 bars

1-S26 (Plinth)* 1 length = 4 bars (Same for appo. side)

4-S26 (Plinth)* 1 length = 4 bars Same for opposite side

11-S149 (Top & Bott)* 1 length = 22 bars

23-S150 (Top & Bott)* 2 lengths = 92 bars

4-S99 (Plinth)* 1 length = 4 bars

4-S26 (Plinth)* 1 length = 4 bars Same for opposite side

23-7⅛"

23-S54 (Top & Bott)* 1 length = 46 bars

℄ Light Standard Sta. 20+52.63

23-S40 (Top)* 1 length = 23 bars

23-S55 (Bott)* 1 length = 23 bars

15-S156 (Slab & Curb)* 1 length = 15 bars

4-S60 (Plinth)* 1 length = 4 bars Same for opposite side

5⅝"

7'-9⅛" 20" Handrail Post Spa.

℄ Susp. & 3" Open Joint

2-S6(Curb) 2-S7(Plinth)

3-S5(Top)

3-S3(Top)

Exp. Dam, Type 2M

Const. Jt.

Dimen. Along ℄

3-S5(Top)

2-S6(Curb) 2-S7(Plinth)

15-S156 (Slab & Curb)* 1 length = 15 bars

7'-6"

20" Handrail Post Spa.

5⅝"

℄ 3" Open Jt.

℄ Susp. ℄ Pier R1-6

Fascia Line

Gutter Line

Baseline Ramp No. 1

P.C. Sta. 21+36.249

Sta. 21+67.000

242-S1(Bott) & 242-S3(Top) @ 12" ctrs. bars are placed radially (in curve) & spaced along Girder G1

Sta. 20+76.223

Sta. 19+92.973

15-S26 (Slab & Curb)* 3 lengths = 75 bars (Same for opposite side)

4-S95 (Plinth)* 1 length = 4 bars

℄ Light Std. Sta. 21+99.14

32'-6⅛" Along ℄ Plinth

1-S6(Curb) 1-S7(Plinth)

10½" 1'-7½"

9'

2-S5(Top)

22-S82 (Truss)* 1 length = 44 bars

Sta. 22+30.159

22-S153 (Truss)* 1 length = 22 bars

69'-1⅝"

22-S154 (Truss)* 2 length = 44 bars

90'-9⅜"

22-S157 (Truss)* 1 length = 22 bars

81'-3"

22-S155 (Truss)* 1 length = 22 bars

2'0"

Dimen. Along ℄

33'-3"

30'-0"

2-S3(Top) 2-S5(Top)

6'

Const. Jt.

Gutter Line

Fascia Line

12-S10 (Top & Bott)* 1 length = 24 bars

12-S152 (Bott)* 1 length = 12 bars

12-S151 (Top)* 1 length = 12 bars

1-S6(Curb) 1-S7(Plinth)

4-S126 (Plinth)* 1 length = 4 bars

℄ 3" Open Joint

4-S157 (Plinth)* 1 length = 4 bars

483-S5 (Top of Slab) spa. with & between 53 bars

242-S6(Curb) & 242-S7 (Plinth) spa. with 51 bars

27 spa. @ 8'-0" = 216'-0"

88'-3⅜"

¼" Deflection Joint, Top of Plinth to Top of Curb (Typical at Interior Piers)

15-S152 (Slab & Curb)* 1 length = 15 bars

7'-6"

20" Handrail Post Spa.

5⅝"

℄ 3" Open Jt.

℄ Susp. ℄ Pier R1-9

Dimen. Along ℄ Plinth

℄ Pier R1-8

Span R1-9

Span R1-8

UNIT R1-III

℄ Pier R1-7

Span R1-7

* Spaced as shown in Typical Section

165-S6(Curb) & 165-S7(Plinth) spa. with 51 bars (Same for opposite side)

329-S5 (Top of Slab) spa. with & between 53 bars (Same for opposite side)

1-S6(Curb) 2-S7(Plinth)

15-S26 (Slab & Curb)* 3 lengths = 45 bars (Same for opposite side)

23-S142 (Top)* 1 length = 23 bars

23-S19 (Bott)* 1 length = 23 bars

23-S54 (Top & Bott)* 2 lengths = 92 bars

31'-1½"

℄ Light Standard Sta. 19+12.83

23-S143 (Bott)* 1 length = 23 bars

23-S142 (Top)* 1 length = 23 bars

4-S33 (Curb)* 1 length = 4 bars (Same for opposite side)

11-S146 (Slab)* 1 length = 11 bars (Same for opposite side)

10½" 1'-7½"

9'

2-S5 (Top)

2-S3(Top)

Exp. Dam, Type 2M

33'-3"

30'-0"

9'

10½" 1'-7½"

1-S6(Curb) 2-S7(Plinth)

Fascia Line

Gutter Line

Baseline Ramp No. 1

Sta. 19+92.973

Const. Jt.

22-S57 (Truss)* 3 lengths = 66 bars

Sta 19+43.973

Sta. 18+73.973

Const. Jt.

Sta. 18+24.973

22-S144 (Truss)* 1 length = 22 bars

165-S1 (Bott.) & 165-S3 (Top) @ 12" ctrs.

22-S145 (Truss)* 1 length = 22 bars

Expansion Dam, Type 2M

2-S5 (Top)

1-S6(Curb) 2-S7(Plinth)

4-S94 (Plinth)* 1 length = 4 bars (Same for opposite side)

¼" Deflection Joint Top of Plinth to Top of Curb (Typ. at Interior Piers)

4-S26 (Plinth)* 1 length = 4 bars (Same for opposite side)

4-S97 (Plinth)* 1 length = 4 bars (Same for opposite side)

20 Spaces @ 7'-6" = 150'-0"

4-S94 (Plinth)* 1 length = 4 bars (Same for opposite side)

℄ 3" Open Joint

6'-5⅜" 2'0" 7'-1⅞" Handrail Post Spa.

Dimen. Along ℄ Plinth & Baseline

5⅝" 2'0" 6'-5⅜"

49'-0"

70'-0"

49'-0"

℄ Susp. R1-9

℄ 3" Open Joint ℄ Susp. R1-6

Span R1-6

℄ Pier R1-5

Span R1-5

UNIT R1-II

℄ Pier R1-4

Span R1-4

℄ Suspension R1-3

UNITS R1-II & R1-III SUPERSTRUCTURE

See Sheet D42 Dwg. No. 18575 for installation of Deck Heating Equipment.

For Notes, See Sht. C84
For Section A-A, see sht. C85

SHEET C 86

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF **JEFFERSON**

I64-13TH ST. TO 7TH ST.

LOUISVILLE — LEXINGTON ROAD

STATION 208+08

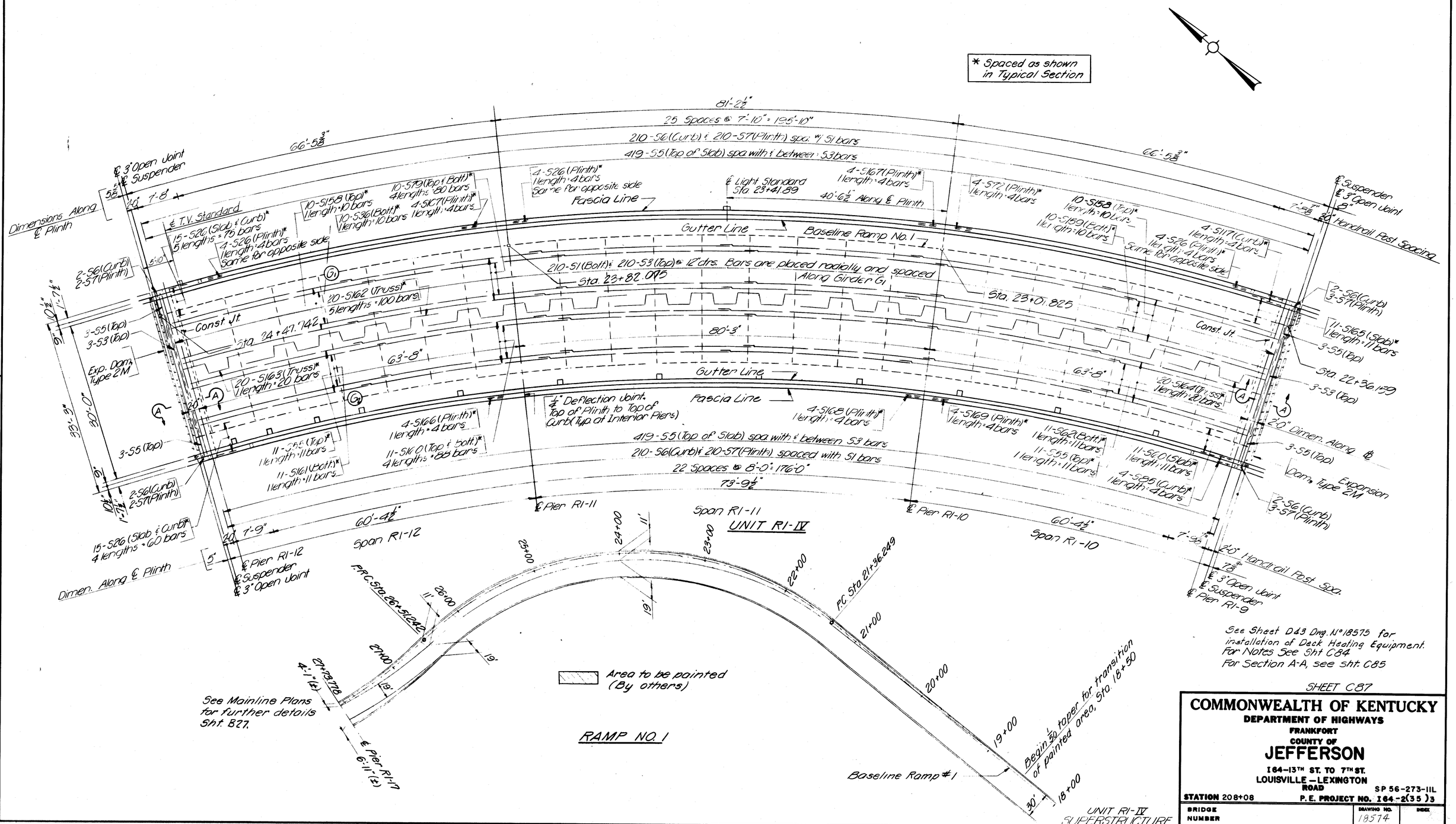
SP 56-273-11L

P. E. PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	19574	

DESIGNED BY LAD DATE 2-71
CHECKED BY DDB DATE
DETAILED BY WES DATE 2-71
CHECKED BY LAD DATE
TRACED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE

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



See Sheet D43 Drg. N° 18575 for installation of Deck Heating Equipment.
For Notes See Sht C84
For Section A-A, see sht. C85

SHEET C87

DESIGNED BY LAD	CHECKED BY WLS	REVISED	DATE 2-71
DETAILED BY DEB	CHECKED BY LAD	REVISED	DATE 2-71
TRACED BY	CHECKED BY	REVISED	DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64–13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08 SP 56-273-111
P. E. PROJECT NO. I64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

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

80'-5⅝"
24 Spaces @ 7'-9" = 186'-0"
201-S6 (Curb) & 201-S7 (Plinth) spa. w/ 51 bars
401-S5 (Top of Slab) spa. with ± between 53 bars
62'-8⅞"
℄ Suspender
Dimen. Along ℄ Plinth
15 @ 2'-0" = 7'-11"
15-S26 (Slab & Curb)* 4 lengths = 60 bars (Same for opposite side)
4-S49 (Plinth)* 1 length = 4 bars Along ℄ Plinth
10-S170 (Bott)* 1 length = 10 bars
10-S21 (Top)* 1 length = 10 bars
℄ Light Std Sta. 26+15.24
10-S17 (Top & Bott)* 4 lengths = 80 bars
4-S26 (Plinth)* 1 length = 4 bars (Same for opposite side)
4-S26 (Plinth)* 1 length = 4 bars (Same for opposite side)
4-S34 (Plinth)* 1 length = 4 bars
Fascia Line
Gutter Line
Baseline Ramp No. 1
201-S1 (Bott) & 201-S3 (Top) @ 12" ctrs. Bars are placed radially & spaced Along Girder G1
Sta. 25+89.242
Sta. 25+09.742
62'-8⅞"
10-S159 (Top)* 1 length = 10 bars
4-S182 (Plinth)* 1 length = 4 bars
10-S171 (Bott)* 1 length = 10 bars
25'-8⅝" Along ℄ Plinth
℄ Light Std Sta. 24+84.36
4-S179 (Curb)* 1 length = 4 bars
4-S26 (Plinth)* 1 length = 4 bars (Same for opposite side)
℄ 3" Open Joint
℄ Suspender
7'-3⅝"
5⅝" Handrail Post Spacing
℄ 3" Open Joint
2-S6 (Curb)
2-S7 (Plinth)
3-S5 (Top)
3-S3 (Top)
Exp. Dam, Type 2M
Const. Jt.
P.R.C. Sta. 26+51.242
20-S176 (Truss)* 5 lengths = 100 bars
79'-6"
62'-0"
20-S177 (Truss)* 1 length = 20 bars
62'-0"
20-S178 (Truss)* 1 length = 20 bars
1-S6 (Curb)
2-S7 (Plinth)
11-S23 (Slab)* 1 length = 11 bars
2-S5 (Top)
2-S3 (Top)
Sta. 24+47.742
Dimensions Along ℄
2-S5 (Top)
Exp. Dam, Type 2M
1-S6 (Curb)
2-S7 (Plinth)
Gutter Line
Fascia Line
¼" Deflection Joint top of Plinth to Top of Curb (Typ. @ Interior Piers UNITS RI-V & RI-VI)
4-S106 (Plinth)* 1 length = 4 bars
4-S183 (Plinth)* 1 length = 4 bars
11-S174 (Bott)* 1 length = 11 bars
11-S173 (Top)* 1 length = 11 bars
11-S172 (Top & Bott)* 4 lengths = 88 bars
4-S181 (Plinth)* 1 length = 4 bars
11-S112 (Bott)* 1 length = 11 bars
11-S175 (Top)* 1 length = 11 bars
11-S57 (Slab)* 1 length = 11 bars
4-S180 (Curb)* 1 length = 4 bars
3-S5 (Top)
401-S5 (Top of Slab) spa. with ± between 53 bars
201-S6 (Curb) & 201-S7 (Plinth) spa. with 51 bars
22 Spa. @ 7'-8" = 168'-8"
73'-1⅝"
Span RI-14
℄ Pier RI-14
℄ Pier RI-13
57'-0⅝"
Span RI-15
Span RI-13
2-S6 (Curb)
2-S7 (Plinth)
℄ Susp. RI-15
℄ 3" Open Joint
℄ Susp. RI-12
℄ 3" Open Joint
UNIT RI-V

Dimen. Along ℄ Plinth
6⅞"
20'-6"
59'-8½"
61'-2¼"
℄ Susp.
18"
6'-11⅝"
20'-5" Handrail Post Spa.
℄ Bearing & 4" Open Joint
13 Spaces @ 8'-0" = 104'-0"
126-S6 (Curb) & 126-S7 (Plinth) spa. w/ 51 bars (Same for opposite side)
253-S5 (Top of Slab) spa. with ± between 53 bars (Same for opposite side)
15-S26 (Slab & Curb)* 2 lengths = 30 bars (Same for opposite side)
4-S26 (Plinth)* 1 length = 4 bars
℄ Light Standard Sta. 27+60.90
12'-0" Along ℄ Plinth
23-S10 (Top)* 1 length = 23 bars
4-S166 (Plinth)* 1 length = 4 bars
23-S152 (Top)* 1 length = 23 bars
4-S75 (Plinth)* 1 length = 4 bars
23-S150 (Top)* 1 length = 23 bars
4-S26 (Plinth)* 1 length = 4 bars (Same for opposite side)
4-S68 (Curb)* 1 length = 4 bars
℄ 3" Open Joint
1-S6 (Curb)
2-S7 (Plinth)
11-S188 (Slab)* 1 length = 11 bars
2-S5 (Top)
P.R.C. Sta. 26+51.242
2-S3 (Top)
1'-6" Dimen. Along ℄
Exp. Dam, Type 2M
2-S5 (Top)
1-S6 (Curb)
2-S7 (Plinth)
℄ 3" Open Joint
2'-0" Handrail Post Spa.
18"
℄ Pier RI-15
℄ Suspender
1'-7½"
10½"
9"
2-S5 (Top)
9"
2-S3 (Top)
33'-3"
30'-0"
See Sh. B7 Dwg. No. 18573 for Matching Structure
Exp. Dam, Type 3M
9⅝"
2-S5 (Top)
9"
10½"
1'-7½"
1-S6 (Curb)
1-S7 (Plinth)
Const. Jt.
Gutter Line
Fascia Line
Baseline Ramp No. 1
126-S1 (Bott.) & 126-S3 (Top) @ 12" ctrs. Bars are placed radially & spaced Along Girder G2
Sta. 27+78.028
Sta. 27+12.885
22-S186 (Truss)* 1 length = 22 bars
60'-1¾"
22-S23 (Truss)* 1 length = 22 bars
22-S162 (Truss)* 1 length = 22 bars
22-S187 (Truss)* 1 length = 22 bars
60'-1¾"
Const. Jt.
℄ Pier 1 ℄ Exp. Dam
Dimen. Along ℄ Plinth
23-S184 (Bott.)* 1 length = 23 bars
2'-0"
5'-9½"
4-S26 (Plinth)* 1 length = 4 bars
23-S13 (Bott)* 1 length = 23 bars
4-S18 (Plinth)* 1 length = 4 bars
4-S189 (Plinth)* 1 length = 4 bars
23-S185 (Bott.)* 1 length = 23 bars
11-S33 (Slab)* 1 length = 11 bars
4-S110 (Curb)* 1 length = 4 bars
6'-2¼"
15 Spaces @ 7'-6" = 112'-6"
℄ Brg. RI-17 ℄ 4" Open Joint
63'-1¼"
Span RI-17
℄ Pier RI-16
64'-8⅝"
Span RI-16
UNIT RI-VI

Concrete slab in Unit RI-VI must be placed simultaneously in both spans to prevent uplift, unless the slab in Unit RI-V has been placed, then the slab in span RI-17 may be placed before the slab in span RI-16 in one continuous pour.

Spaced as shown in Typical Section

See Sheet D44 Dwg. № 18575 for installation of Deck Heating Equipment.
For Notes, See sht. C84
For Section A-A, see sht. C85
For Section G-G & H-H, see sht. C89

SHEET C88

DESIGNED BY LAD DATE 3-'11
DETAILED BY DEB CHECKED BY WES DATE 3-'11
TRACED BY CHECKED BY LAD DATE 3-'11
REVISED DATE
REVISED DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

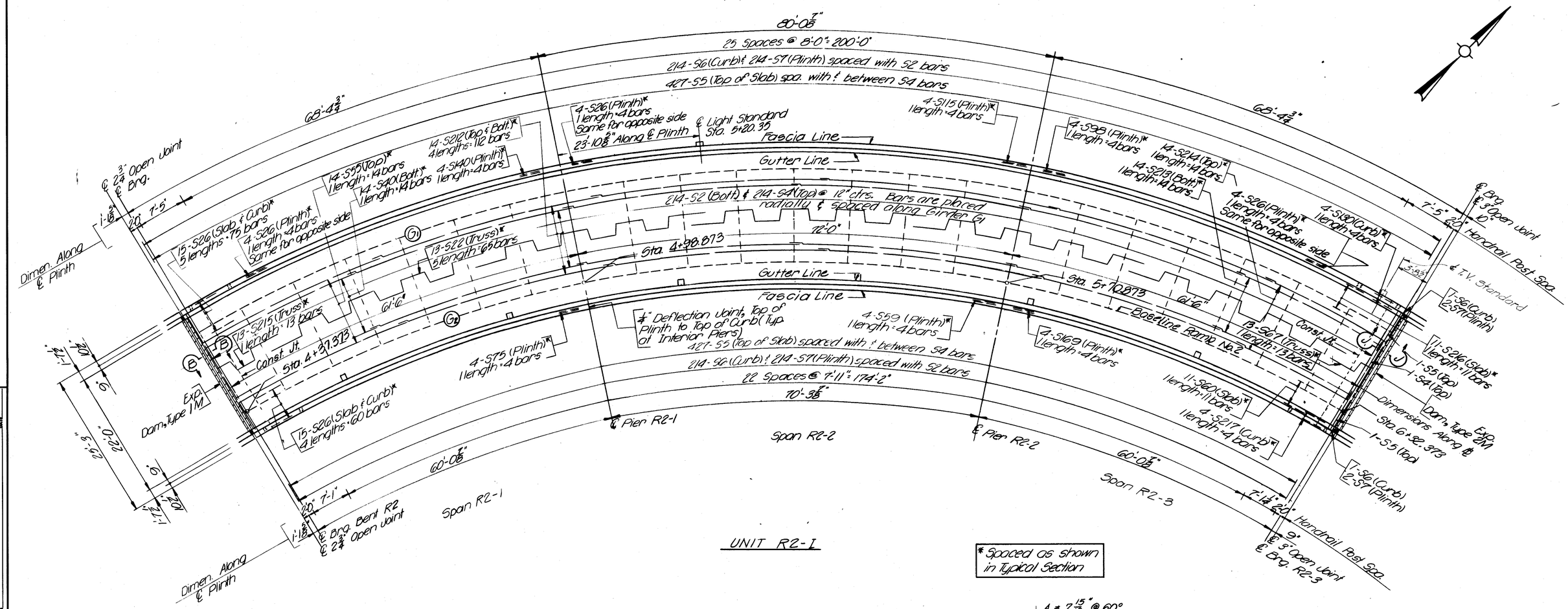
COUNTY OF
JEFFERSON

I64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD
SP 56-273-IIL
STATION 208+08
P.E. PROJECT NO. I64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18514	

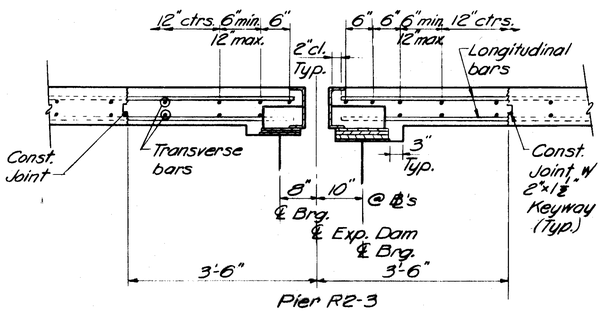
UNITS RI-V & VI SUPERSTRUCTURE

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

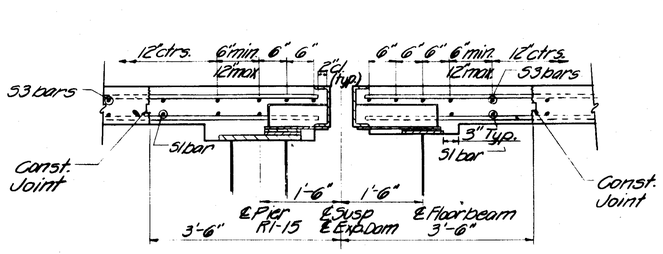


UNIT R2-1

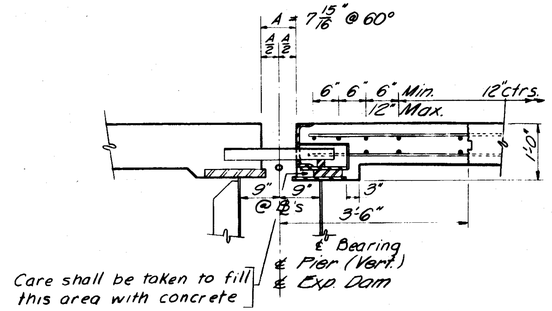
* Spaced as shown in Typical Section



SECTION J-J



SECTION G-G



SECTION H-H

See Sheet D46 Dwg. No 18575 for installation of Deck Heating Equipment

For Notes, See Sht C84
For Section B-B, see sht: C85

SHEET C89

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD
SP 56-273-11L
STATION 208+08
P. E. PROJECT NO. I 64-2(35)3

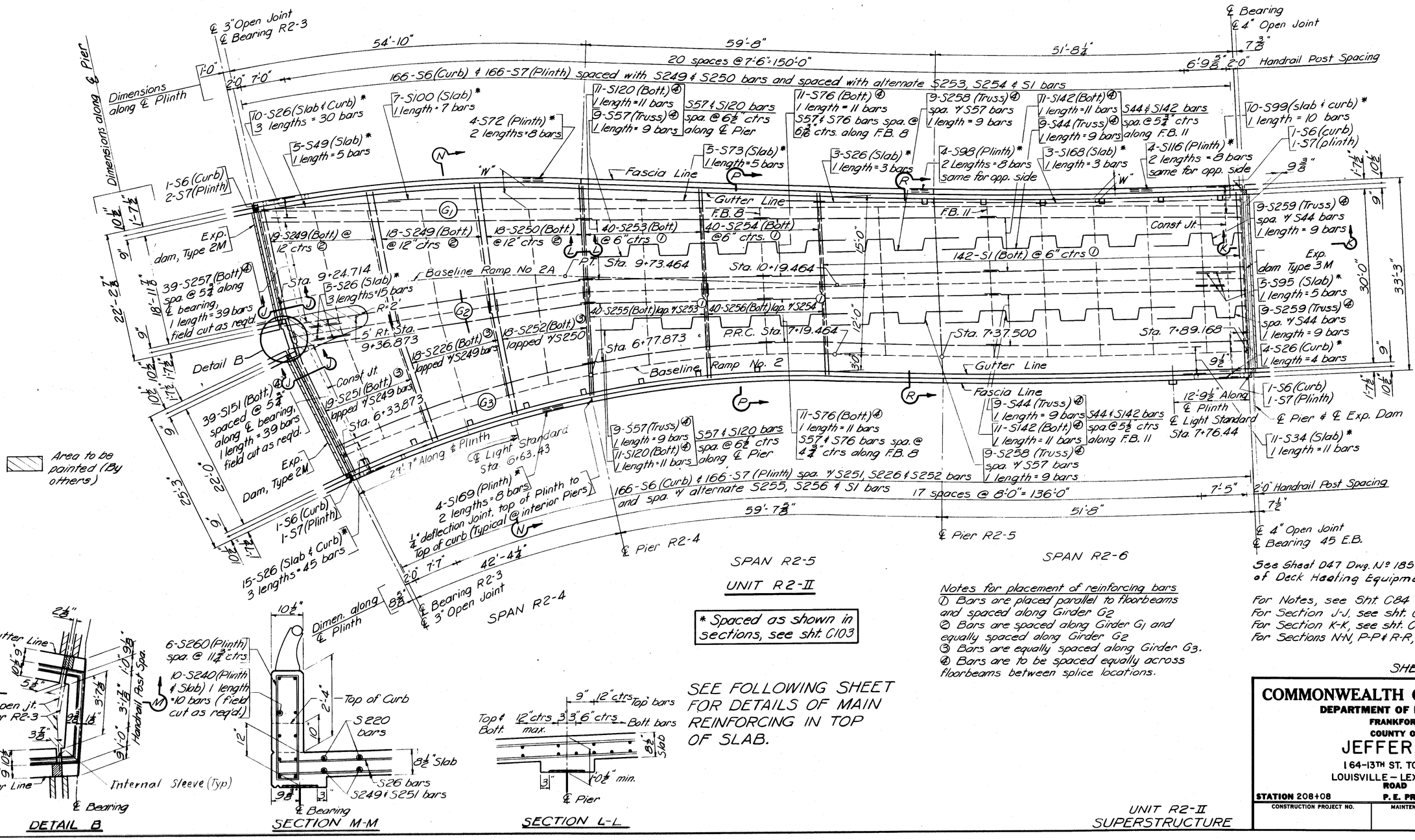
BRIDGE NUMBER	DRAWING NO. 18574	INDEX

UNIT R2-I
51' SUPERSTRUCTURE

DESIGNED BY	LAD	DATE	2-71
DETAILED BY	DLB	DATE	2-71
TRACED BY		DATE	
CHECKED BY		DATE	
CHECKED BY		DATE	
REVISED			
REVISED			
REVISED			

LETTING DATE

Gutter Line Transition
1/50 Taper (200' long) sta. 7+73.464 to sta. 9+73.464. For values of 'W' refer to Construction Elevations.



See Sh. B17 Dwg No. 18573 for Matching Structure

* Spaced as shown in sections, see sht. C103

See Sheet D47 Dwg. Nº 18575 for installation of Deck Heating Equipment.

For Notes, see Sht. C84
For Section J-J, see sht. C89
For Section K-K, see sht. C91
For Sections N-N, P-P & R-R, see sht. C103

Notes for placement of reinforcing bars
① Bars are placed parallel to floorbeams and spaced along Girder G2
② Bars are spaced along Girder G1 and equally spaced along Girder G2
③ Bars are equally spaced along Girder G3.
④ Bars are to be spaced equally across floorbeams between splice locations.

SEE FOLLOWING SHEET FOR DETAILS OF MAIN REINFORCING IN TOP OF SLAB.

UNIT R2-II SUPERSTRUCTURE

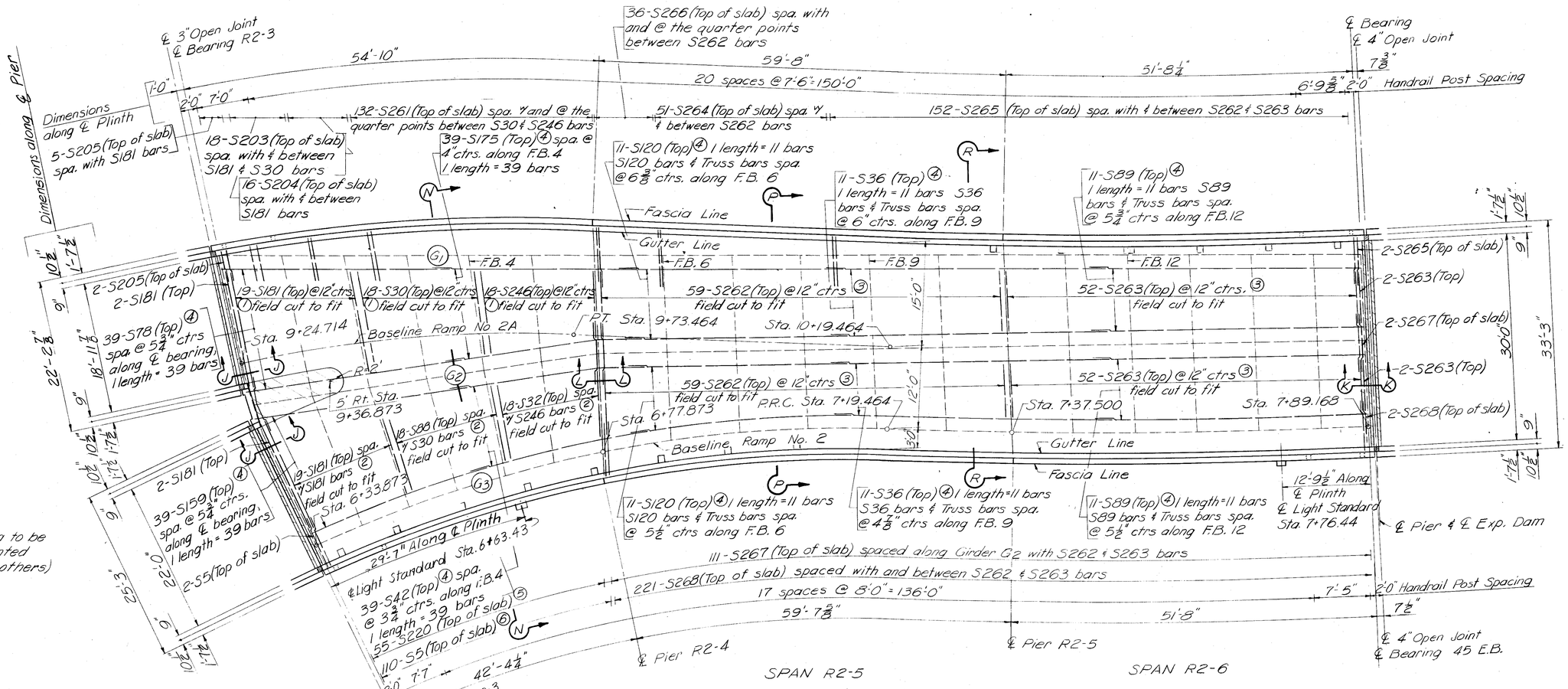
SHEET C 90

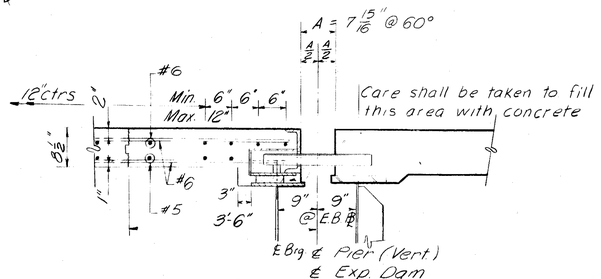
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08
SP 56-273-IIL
P.E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY MES DATE 4-71
DETAILED BY LAD DATE 4-71
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED
REVISED
REVISED

LETTING DATE





SECTION 'k-k'

Notes for placement of reinforcing bars.

① Bars are spaced along Girder G1 and equally spaced along Girder G2.
② Bars are equally spaced along Girder G3.
③ Bars are placed parallel to floorbeams and spaced along Girder G2.
④ Bars are to be spaced equally across floorbeams between splice locations.
⑤ Bars are spaced along Girder G2 with S181, S30 & S246 bars (Field bend bars as req'd.)
⑥ Bars are spaced with and between S181, S88 and S32 bars.

See Sheet D47 Dwg. No 18575 for installation of Deck Heating Equipment.

(Top Steel Only)
UNIT R2-II
SUPERSTRUCTURE

For Notes, see sht. C84
Work this sheet with sht. C90
For Sec. L-L see sht. C90
For Sec. J-J see sht. C89
For Sec. N-N, P-P & R-R, see sht. C103

SHEET C91

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 P. E. PROJECT NO. | 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LAD CHECKED BY WES DATE 4-71 REVISED
DETAILED BY WES 4-1971 CHECKED BY LAD DATE 4-71 REVISED
TRACED BY CHECKED BY DATE REVISED
DATE
DATE
DATE

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

68'-11⅛"
23 Spaces @ 7'-6" = 172'-6"
186-S6 (Curb) & 186-S7 (Plinth) spaced with S2, S200, S201, & S202 bars
109-S204 (Top of Slab) spaced with & between S4 bars
62'-11¾"
57'-1⅝"
℄ Brg.
℄ 3" Open Joint
℄ Suspender
2'-0"
6'-11¼"
88⅝°
47-S6 (Top of Slab) spa. with & between S4 bars
108-S203 (Top of Slab) spaced with & between S4 bars
4-S26 (Plinth)* 1 length = 4 bars
Same for opposite side
2-S1eg (Top)* 3-S1eg (Bott)* 1 length = 5 bars
2-S211 (Top)* 3-S211 (Bott)* 1 length = 5 bars
4-S45 (Plinth)* 1 length = 4 bars
14-S10 (Top & Bott.)* 3 length = 84 bars
4-S26 (Plinth)* 1 length = 4 bars Same for opposite side
1-S211 (Top) & 2-S211 (Bott)* 1 length = 3 bars
1-S52 (Top) & 1-S52 (Bott)* 1 length = 2 bars
4-S95 (Plinth)* 1 length = 4 bars "W"
Gutter Line
Fascia Line
54-S205 (Top of Slab) spa. w/ S4 bars
4-S26 (Plinth)* 1 length = 4 bars
14-S15 (Bath)* 1 length = 14 bars
14-S20 (Top)* 1 length = 14 bars
1-S210 Slab & Curb)* 1 length = 10 bars
4-S129 (Plinth)* 1 length = 4 bars
7'-0"
20
Handrail Post Spa.
Dimen. Along ℄ Plinth
10-S26 (Slab & Curb)* 4 lengths = 40 bars
2-S6 (Curb) 3-S7 (Plinth)
54-S4 (Top) @ 12" ctrs. 24-S32 (Bott.) spa. w/ S4 bars
13-S06 (Truss)* 1 length = 13 bars
54-S4 (Top) @ 12" ctrs. 108-S200 (Bott.) spa. w/ S4 bars
55'-3"
13-S22 (Truss)* 4 lengths = 52 bars
Sta. 8+07.714
63'-0"
54-S4 (Top) @ 12" ctrs. 108-S201 (Bott.) spa. w/ S4 bars
52'-6"
54-S4 (Top) @ 12" ctrs. 108-S202 (Bott.) spa. w/ S4 bars
13-S201 (Truss)* 1 length = 13 bars
Sta. 8+70.114
Base Line Ramp No. 2A
1-S205 Bars are placed radially & spaced along Girder G1 with Along ℄ Ramp, Type EM Expansion
1-S4 (Top) Along ℄
1-S5 (Top) Sta. 9+23.214
1-S6 (Curb) 1-S7 (Plinth) Const. Jt.
20'-2"
6
0.22'
6
2'-3"
3-S5 (Top) 3-S4 (Top)
Exp. Dam. Type EM
2'-0"
Const. Jt
3-S5 (Top)
2-S6 (Curb) 3-S7 (Plinth)
Sta. 7+50.464
28'-2⅝" Along ℄ Plinth
℄ Light Standard Sta. 7+78.62
4-S183 (Plinth)* 1 length = 4 bars
4-S165 (Plinth)* 1 length = 4 bars
4-S198 (Plinth)* 1 length = 4 bars
371-S5 (Top of Slab) spa. with & between S4 bars
156-S6 (Curb) & 186-S7 (Plinth) spa. w/ S2, S200, S201 & S202 bars
20 Spaces @ 7'-7" = 151'-8"
61'-8⅝"
19-S26 (Slab & Curb)* 4 lengths = 60 bars
14-S161 (Top)* 1 length = 14 bars
14-S192 (Bott)* 1 length = 14 bars
4-S209 (Curb)* 1 length = 4 bars
11-S208 (Slab)* 1 length = 11 bars
℄ Pier R2A-5
Span R2A-5
℄ Pier R2A-6
Span R2A-6
56'-0⅝"
Span R2A-4
20
7'-3"
7½"
℄ Pier R2A-4
℄ Suspender
℄ 3" Open Joint
51'-4¾"
7'-4⅝"
20
Handrail Post Spa.
℄ 3" Open Joint
℄ Bearing R2-3
Dimen. Along ℄ Plinth
*Spaced as shown in Typical Section
UNIT R2A-II
Gutter Line Transition
50 Taper (200' long) Sta. 7+73.464 to Sta. 9+73.464. For values of "W" refer to Construction Elevations.
See Shts. C90 & C91 for Matching Structure

55'-10⅞"
17 Spa. @ 7'-9" = 131'-9"
℄ Susp.
℄ 3" Open Joint
46'-7"
148-S6 (Curb) & 148-S7 (Plinth) spa. w/ S2 bars
295-S5 (Top of Slab) spa with & between S4 bars
49'-6½"
℄ 3" Open Joint
℄ Susp.
7'-5½"
20
Handrail Post Spa.
Dimen. Along ℄ Plinth
15-S26 (Slab & Curb)* 3 length = 45 bars Same for opposite side
14-S19 (Bott)* 1 length = 14 bars
14-S20 (Top)* 1 length = 14 bars
14-S16 (Top & Bott.)* 1 length = 28 bars
14-S12 (Top)* 1 length = 14 bars
14-S11 (Bott)* 1 length = 14 bars
4-S197 (Plinth)* 1 length = 4 bars
4-S141 (Plinth)* 1 length = 4 bars
4-S192 (Top)* 1 length = 14 bars
14-S12 (Bott)* 1 length = 14 bars
4-S95 (Plinth)* 1 length = 4 bars
1-S6 (Curb) 1-S7 (Plinth)
Fascia Line
Gutter Line
148-S2 (Bott.) & 148-S4 (Top) @ 12" ctrs. Bars are placed radially & spa. along Girder G1
73-S194 (Truss)* 1 length = 13 bars
45'-0"
Sta. 6+41.464
54'-0"
P.C.C. Sta. 7+05.464
45'-0"
13-S27 (Truss)* 1 length = 13 bars
15-S195 (Slab & Curb)* 1 length = 15 bars
2-S5 (Top) 2-S4 (Top)
Exp. Dam. Type EM
Dimen. Along ℄ Plinth
Sta. 7+50.464
2-S5 (Top)
1-S6 (Curb) 1-S7 (Plinth) Const. Jt.
Gutter Line
Baseline Ramp No. 2A
2-S5 (Top)
27'-10½" Along ℄ Plinth
℄ Light Std. Sta. 6+35.09
4-S193 (Plinth)* 1 length = 4 bars
4-S199 (Plinth)* 1 length = 4 bars
15-S196 (Slab & Curb)* 1 length = 15 bars
13-S193 (Truss)* 2 lengths = 26 bars
295-S5 (Top of Slab) spa with & between S4 bars
148-S6 (Curb) & 148-S7 (Plinth) spa. w/ S2 bars
16 Spa. @ 7'-9" = 124'-0"
53'-7¼"
1-S6 (Curb) 1-S7 (Plinth)
See Sheet C84 for Matching Structure
Dimen. Along ℄ Plinth
7½"
20'-6"
6"
44'-8"
℄ Pier R2A-2
Span R2A-2
℄ Pier R2A-3
44'-0⅜"
6'-6⅝"
20
7½"
Handrail Post Spa.
℄ 3" Open Joint & Susp. R2A-1
Span R2A-1
℄ 3" Open Joint & Susp. R2A-4
UNIT R2A-I
UNITS R2A-I & R2A-II SUPERSTRUCTURE

For Notes, see sht C84
For Section A-A, see sht. C85
For Section J-J, see sht. C89

See Sheet D48 Dwg. N° 18575 for installation of Deck Heating Equipment.

SHEET C92

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08 — SP 56-273-IIL
P.E. PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	13 14	

DESIGNED BY LAD	DATE	CHECKED BY	DATE
DETAILED BY DEB	DATE	CHECKED BY	DATE
TRACED BY	DATE	CHECKED BY	DATE
WES	DATE 3-71	REVISED	DATE
LAD	DATE 5-71	REVISED	DATE

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

UNIT R3-II

UNIT R3-I

* Spaced as shown in Typical Section

Concrete slab in Unit R3-I must be placed in both spans simultaneously to prevent uplift unless the slab in Unit R3-II has been placed; then Span R3-1 may be placed before Span R3-2, in one continuous pour.

For Notes, see sht. C84
For Section A-A, see sht. C85
For Section H-H, see sht. C89
① For end post detail see Std Dwg. H115, current edition.
See Sheet 050 Dwg. No. 18575 for installation of Deck Heating Equipment.

SHEET C93

DESIGNED BY	LAD	CHECKED BY	WLS	DATE	2-71	REVISED		DATE	
DETAILED BY	DEB	CHECKED BY	LAD	DATE	2-71	REVISED		DATE	
TRACED BY		CHECKED BY		DATE		REVISED		DATE	

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

COUNTY OF
JEFFERSON

I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD SP 56-273-11L

STATION 208+08 P.E. PROJECT NO. I 64-2(353)

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

UNITS R3-I & R3-II SUPERSTRUCTURE

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

℄ 3" Open Joint

20' 6'-2⅝"

Handrail Post Spacing 31 spaces @ 7'-11" = 245'-5"

262-S6(Curb) & 262-S7(Plinth) spaced with 51 bars (Same for opposite side)

523-S5(Top of Slab) spaced with & between 53 bars (Same for opposite side)

℄ 2¾" Open Joint

6'-9⅜" 2'-0"

15-S26(Slab & Curb) *
6 lengths = 90 bars
(Same for opposite side)

2-S6(Curb)
2-S7(Plinth)

4-S60(Plinth) *
1 length = 4 bars
(Same for opposite side)

23-S40(Top) *
1 length = 23 bars

23-S55(Bo'tt) *
1 length = 23 bars

23-S54(Top & Bott.) *
5 lengths = 230 bars

4-S26(Plinth) *
1 length = 4 bars
(Same for opposite side)

4-S61(Plinth) *
2 lengths = 8 bars
(Same for opposite side)

℄ Light Std
Sta 12+88.75
13'-3"

4-S26(Plinth) *
2 lengths = 8 bars
(Same for opposite side)

23-S55(Top) *
1 length = 23 bars

15-S59(Slab & Curb) *
1 length = 15 bars
(Same for opposite side)

23-S40(Bo'tt) *
1 length = 23 bars

10½" 1'-7½"

3-S5(Top)

Fascia Line

Gutter Line

262-S1(Bott) & 262-S3(Top) @ 12" ctrs.

3-S3(Top)

Sta 10+58.750

22-S57(Truss) *
6 lengths = 132 bars

Sta 11+42.000

Sta 12+42.000

3'-3½" 5'-0" 13+19.500

Const. Jt.

Gutter Line

Fascia Line

3-S5(Top)

℄ 3" Open Joint

5⅝"

2-S6 (Curb)
2-S7 (Plinth)

22-S56(Top of Slab)
spaced with S57(Truss)
1 length = 22 bars

¼" Deflection Joint, Top of Plinth to Top of Curb (Typ. at Interior Piers)

22-S58(Truss) *
1 length = 22 bars

10½" 1'-7½"

℄ 2¾" Open Joint

1'-1⅝"

2'-0" 81'-3" 100'-0" 77'-6"

Dimensions Along Baseline & ℄ Plinths

℄ Suspender & Pier R3-6

℄ Pier R3-7

℄ Pier R3-8

℄ Brg. Bent R3

Expansion Dam, Type 2 M

Span R3-6

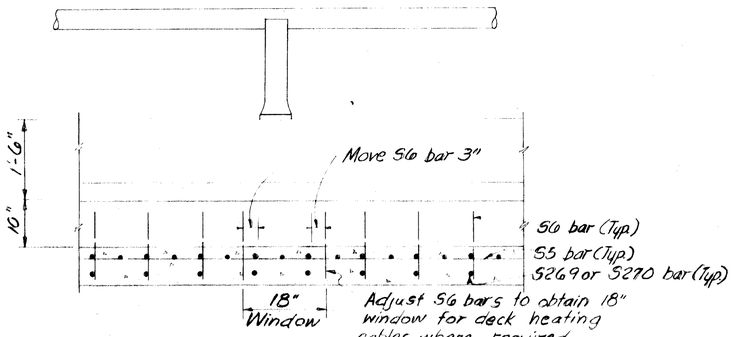
Span R3-7

Span R3-8

Expansion Dam, Type 1 M

* Spaced as Shown in Typical Section

UNIT R3-III



HEATING CABLE WINDOW

See Sheet 051 Dwg. No. 18575 for installation of Deck Heating Equipment.

For Notes See sht. C84
For Sections A-A & B-B, see sht. C85

SHEET C94

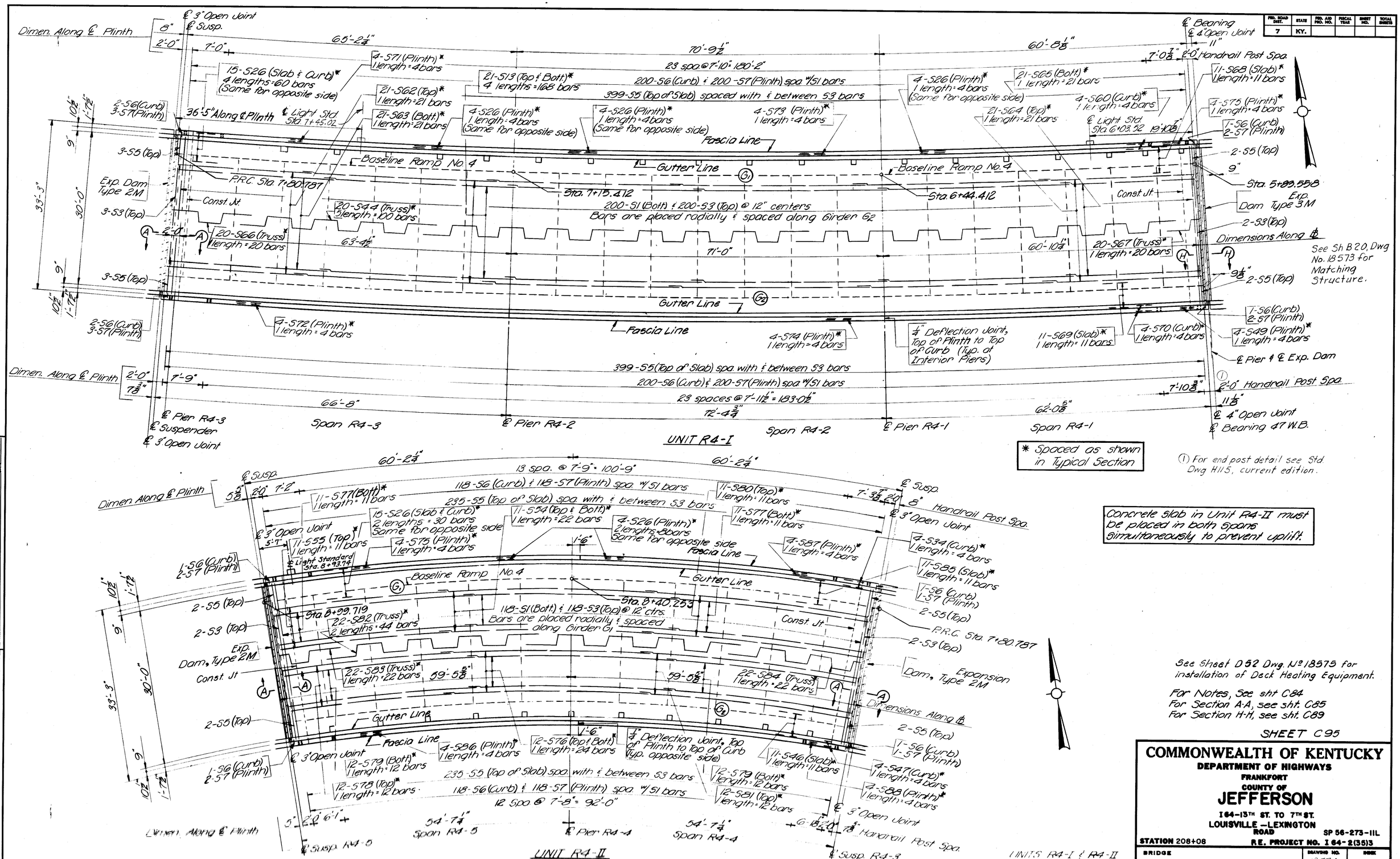
COMMONWEALTH OF KENTUCKY
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I64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	19579	

UNIT R3-III
SUPERSTRUCTURE

DESIGNED BY LAD DATE
DETAILED BY DEB DATE
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE 2-71
REVISED DATE 11-5-71 LAD
REVISED DATE

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



Concrete slab in Unit R4-II must be placed in both spans simultaneously to prevent uplift.

See Sheet D52 Dwg. No. 18575 for installation of Deck Heating Equipment.

For Notes, See sht C84
For Section A-A, see sht. C85
For Section H-H, see sht C89

SHEET C95

DESIGNED BY	DATE	CHECKED BY	DATE
DETAILED BY	DATE	CHECKED BY	DATE
TRACED BY	DATE	CHECKED BY	DATE
WES	3-71	LAD	3-71

COMMONWEALTH OF KENTUCKY
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FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD
STATION 208+08 **SP 56-273-11L**
R.E. PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

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

Dimen. Along ℄ Plinth

℄ 3" Open Joint ℄ Susp.

73'-11½"

91'-1⅞"

28 Spa. @ 8'-0" = 224'-0"

235-S6 (Curb) & 235-S7 (Plinth) spa. w/51 bars

469-S5 (Top of Slab) spa. with and between 53 bars

74'-1⅝"

5" 2'0" 6'-0" 6'-2½"

15-526 (Slab & Curb)* 5 lengths = 75 bars Same for opposite side

4-552 (Plinth)* 1 length = 4 bars

11-577 (Top)* 1 length = 11 bars

11-555 (Bott)* 1 length = 11 bars

11-554 (Top & Bott)* 4 lengths = 88 bars

4-526 (Plinth)* 1 length = 4 bars Same for opposite

9'-5½" Along ℄ Plinth

4-599 (Plinth)* 1 length = 4 bars

℄ Light Standard Sta. 10+53.61

Fascia Line

4-526 (Plinth)* 1 length = 4 bars Same for opposite side

4-526 (Plinth)* 1 length = 4 bars Same for opp. side

11-577 (Top)* 1 length = 11 bars

11-589 (Bott)* 1 length = 11 bars

4-525 (Curb)* 1 length = 4 bars

11-584 (Slab)* 1 length = 11 bars

4-552 (Plinth)* 1 length = 4 bars

℄ Susp. ℄ 3" Open Joint 5⅜"

6'-2½"

2'0" Hand-rail Post Spacing

5'-1½"

℄ T.V. Standard

2-S6 (Curb) 3-S7 (Plinth)

2-S6 (Curb) 3-S7 (Plinth)

10½" 1'-7½"

9'-1"

3-S5 (Top)

Sta. 11+36.219

Gutter Line

P.C.C. Sta. 10+62.969

235-S1 (Bott.) & 235-S3 (Top) @ 12" ctrs.

Bars are placed radially & spaced along Girder G1

Baseline Ramp No. 4

Sta. 9+72.969

22-S82 (Truss)* 5 lengths = 110 bars

90'-0"

22-S93 (Truss)* 1 length = 22 bars

3-S3 (Top)

33'-8"

30'-0"

2'-0"

3-S5 (Top)

9"

10½" 1'-7½"

22-S92 (Truss)* 1 length = 22 bars

71'-3"

Const. Jt.

Gutter Line

Fascia Line

4-S100 (Plinth)* 1 length = 4 bars

12-S89 (Top & Bott)* 3 lengths = 72 bars

½" Deflection Joint Top of Plinth to Top of Curb (typ. at Interior Piers)

12-S91 (Bott)* 1 length = 12 bars

12-S90 (Bott)* 1 length = 12 bars

12-S10 (Top & Bott)* 1 length = 24 bars

469-S5 (Top of Slab) spa. with & between 53 bars

235-S6 (Curb) & 235-S7 (Plinth) spa. w/51 bars

25 spaces @ 8'-0" = 200'-0"

12-S13 (Top)* 1 length = 12 bars

12-S18 (Top)* 1 length = 12 bars

4-S104 (Plinth)* 1 length = 4 bars

11-S96 (Slab)* 1 length = 11 bars

4-S97 (Curb)* 1 length = 4 bars

2-S6 (Curb) 3-S7 (Plinth)

Sta. 8+99.719

3-S3 (Top)

Dam., Type 2M Expansion

2'-0" Dimensions Along ℄

3-S5 (Top)

2-S6 (Curb) 2-S7 (Plinth)

4-S98 (Plinth)* 1 length = 4 bars

Dam., Type 2M Expansion

2'-0"

7'-9"

7½"

Dimen. Along ℄ Plinth

℄ Pier R4-8 ℄ Suspender ℄ 3" Open Joint

68'-7½"

Span R4-8

82'-7¾"

Span R4-7

℄ Pier R4-7

℄ Pier R4-6

67'-3⅛"

Span R4-6

7'-9⅝"

20" Handrail Post Spacing

5" ℄ 3" Open Joint ℄ Suspender ℄ Pier R4-5

UNIT R4-III

* Spaced as shown in Typical Section

SHEET C96

For Notes, See sht. C84
For Section A-A, see sht. C85

See Sheet D53 Dwg. No 18575 for installation of Deck Heating Equipment.

UNIT R4-III
SUPERSTRUCTURE

DESIGNED BY LAD	CHECKED BY	DATE	REVISED
DETAILED BY DEB	CHECKED BY	DATE 3-91	REVISED
TRACED BY	CHECKED BY	DATE	REVISED
	WES	DATE 3-91	
	LAD	DATE	

COMMONWEALTH OF KENTUCKY
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FRANKFORT
COUNTY OF
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I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD SP 56-273-IIL
STATION 208+08 P.E. PROJECT NO. I64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

SHEET NO.	STATE				
7	KY.				

℄ Suspender
℄ 3" Open Joint

68'-10½"

90'-4⅝"

68'-9⅝"

℄ Suspender
℄ 3" Open Joint

26 Spa. @ 8'-0" = 208'-0"

224-56 (Curb) & 224-57 (Plinth) spa. w/ 51 bars

447-55 (Top of Slab) spaced with ± between 53 bars

Dimen. Along ℄ Plinth: 3" 20 7'-5⅝"

4-5108 (Plinth)* 1 length = 4 bars

23-5102 (Top)* 1 length = 23 bars

23-513 (Bott)* 1 length = 23 bars

4-526 (Plinth)* 1 length = 4 bars. Same for opposite side

15-526 (Slab & Curb)* 5 lengths = 75 bars Same for opposite side

23-554 (Top & Bott.)* 4 lengths = 184 bars

4-526 (Plinth)* 1 length = 4 bars Same for opposite side

4-5110 (Plinth)* 1 length = 4 bars

℄ Light Sta. 12+14.22

9'-5⅝"

4-526 (Plinth)* 1 length = 4 bars Same for opposite side

23-539 (Top)* 1 length = 23 bars

23-5103 (Bott.)* 1 length = 23 bars

4-5111 (Plinth)* 1 length = 4 bars

4-528 (Curb)* 1 length = 4 bars

7'-7½" 20 3" Handrail Post Spacing

1-56 (Curb) 2-57 (Plinth)

Fascia Line

Baseline Ramp No. 4. Gutter Line

224-51 (Bott) & 224-59 (Top) @ 12" ctrs.

P.C. Sta. 12+14.428

P.T. Sta. 11+68.192

Const. Jt.

1-56 (Curb) 1-57 (Plinth)

11-5106 (Slab)* 1 length = 11 bars

2-55 (Top)

Sta. 11+36.219 Exp. Dam, Type 2M

Sta. 12+94.734 Bars are placed radially (in curves) & spa. along Girder G1

Sta. 12+04.734

Sta. 13+63.250

22-5104 (Truss)* 1 length = 22 bars

22-552 (Truss)* 3 lengths = 66 bars

90'-0"

22-557 (Truss)* 1 length = 22 bars

22-5105 (Truss)* 1 length = 22 bars

68'-6¼"

68'-6¼"

Dimen. Along ℄

2-53 (Top)

2-55 (Top)

1-56 (Curb) 1-57 (Plinth)

4-572 (Curb)* 1 length = 4 bars

33'-3"

30'-0"

5"

10½" 1'-7½"

2-55 Top

2-53 (Top)

Gutter Line

Fascia Line

¾" Deflection Joint. Top of Plinth to Top of Curb (Typical at Interior Piers)

4-569 (Plinth)* 1 length = 4 bars

4-571 (Plinth)* 1 length = 4 bars

11-5107 (Slab)* 1 length = 11 bars

7-56 (Curb) 2-57 (Plinth)

4-5109 (Plinth)* 1 length = 4 bars

447-55 (Top of Slab) spaced with ± between 53 bars

224-56 (Curb) & 224-57 (Plinth) spa. w/ 51 bars

26 Spaces @ 7'-9" = 201'-6"

87'-5⅝"

Exp. Dam, Type 3M

28 20 6-11¾"

66'-3⅝"

℄ Pier R4-10

Span R4-10

℄ Pier R4-9

66'-7"

6-11¾" 20 7½" Handrail Post Spa.

Dimensions Along ℄ Plinth

℄ 3" Open Joint
℄ Suspender R4-11

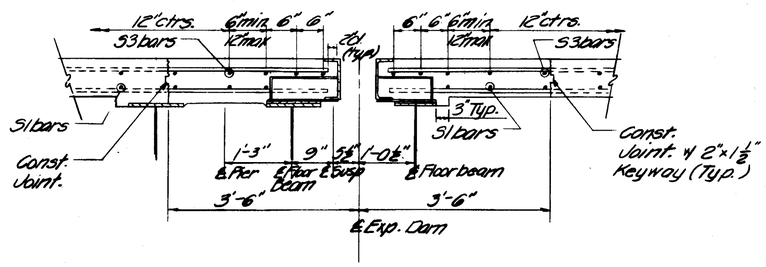
Span R4-11

Span R4-9

℄ Suspender R4-8
℄ 3" Open Joint

UNIT R4-IV

* Spaced as shown in Typical Section



SECTION S-S

For Notes, See sht. C84
For Section A-A, see sht. C85
See Sheet D54 Dwg. No 18575 for installation of Deck Heating Equipment.

SHEET C97

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST TO 7TH ST.
LOUISVILLE — LEXINGTON ROAD
SP 56-273-11L
STATION 208+08
R.E. PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO. 18574	INDEX

UNIT R4-III
SUPERSTRUCTURE

DESIGNED BY	DATE	REVISIONS	DATE
WES	3-71		
DETAILED BY	DATE		
LAD	3-71		
CHECKED BY	DATE		
LAD			
TRACED BY	DATE		
DCB			
CHECKED BY	DATE		

7	KY.				

140'-8"
43 spaces @ 7'-8" = 329'-8"
347-56 (Curb) & 347-57 (Plinth) spcd. w/51 bars
693-55 (Top of Slab) spa. with & between 53 bars
℄ Light Standard Sta. 15+36.46
4-526 (Plinth)* 3 lengths = 12 bars (Same for opposite side)
70'-3½" Along ℄ Plinth
4-5118 (Plinth)* 1 length = 4 bars
Fascia Line
Gutter Line
Baseline Ramp No. 4
G1
347-51 (Bolt) & 347-53 (Top) @ 12" ctrs.
Bars are placed radially & spaced along Girder G1
Sta. 16+06.500
140'-0"
G2
Gutter Line
Fascia Line
693-55 (Top of Slab) spa. with & between 53 bars
347-56 (Curb) & 347-57 (Plinth) spa. w/51 bars
40 spaces @ 7'-11" = 316'-8"
195'-6¼"
℄ Pier R4-13
Span R4-13
4-5119 (Plinth)* 1 length = 4 bars
℄ Pier R4-12
103'-8⅝"
4-526 (Plinth)* 2 lengths = 8 bars Same for opposite side
23-5113 (Top)* 1 length = 23 bars
23-5112 (Bolt)* 1 length = 23 bars
15-5112 (Slab & Curb)* 1 length = 15 bars
4-5116 (Plinth)* 1 length = 4 bars
℄ Susp. & 3" Open Joint
3"
7'-2⅝"
Handrail Post Spacing
5'-8½"
℄ Light Std. Sta. 13+76.22
13'-3½"
1-56 (Curb) 1-57 (Plinth)
2-55 (Top)
5
Const. Jt.
10'-3"
Std. 13+63.250
2-53 (Top)
22-525 (Truss)* 1 length = 22 bars
2-47
Dimen. Along ℄
2-55 (Top)
4-5117 (Plinth)* 1 length = 4 bars
99'-1⅛"
15-5116 (Slab & Curb)* 1 length = 15 bars
1-56 (Curb) 1-57 (Plinth)
7'-7⅞"
Exp. Dam, Type 3M
20' Handrail Post Spa.
22'-7⅞"
Span R4-12
℄ 3" Open Joint & Suspender
℄ Pier R4-11

Dimen. Along ℄ Plinth
℄ 3" Open Joint & Suspender
3"
20' 7'-6⅜"
4-5116 (Plinth)* 1 length 4 bars
103'-8⅝"
15-526 (Slab & Curb)* 8 lengths = 120 bars Same for opposite side
23-516 (Top)* 1 length = 23 bars
23-554 (Top & Bott)* 7 lengths = 322 bars
23-5112 (Bott)* 1 length = 23 bars
4-526 (Plinth)* 2 lengths = 8 bars Same for opposite side
℄ Light Std. Sta. 16+13.59
36'-4⅜" Along ℄ Plinth
Fascia Line
Gutter Line
¾" Deflection Joint, Top of Plinth to Top of Curb (Typ. at Interior Piers)
1-56 (Curb) 1-57 (Plinth)
10½" 1'-1½"
1-55 (Top)
9'
1-53 (Top)
G1
Sta. 17+09.750
22-5112 (Truss)* 8 lengths = 176 bars
Sta. 16+06.500
35'-3"
30'-0"
Exp. Dam, Type 3M
20'
22-5114 (Truss)* 1 length = 22 bars
101'-3"
1-55 (Top)
9'
Const. Jt.
G2
Gutter Line
Fascia Line
4-5117 (Plinth)* 1 length = 4 bars
1-56 (Curb) 1-57 (Plinth)
10½" 1'-1½"
Dimen. Along ℄ Plinth
20' 7'-7⅜"
22'-7"
99'-1⅛"
℄ Pier R4-14
℄ Suspender
℄ 3" Open Joint
Span R4-14
℄ Pier R4-13

UNIT R4-V

UNIT R4-V
SUPERSTRUCTURE

* Spaced as shown in Typical Section

See Sheet D55 Dwg. No. 18575 for installation of Deck Heating Equipment.

For Notes, See sht C84
For Section S-S, see sht. C97

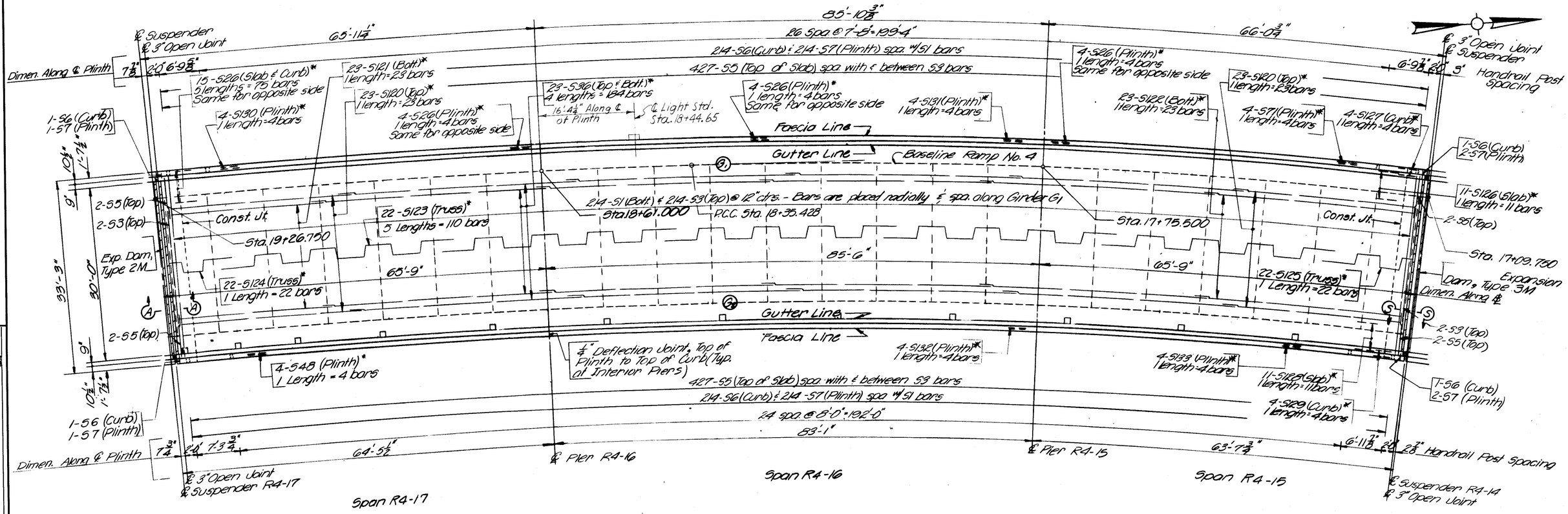
SHEET C98

COMMONWEALTH OF KENTUCKY
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I64-13TH ST. TO 7TH ST
LOUISVILLE–LEXINGTON ROAD
SP 56-273-IIL
STATION 208+08
R.E. PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

DESIGNED BY JAD DATE 3-71 REVISED DATE
DETAILED BY DEB DATE 3-71 REVISED DATE
TRACED BY CHECKED BY DATE REVISED DATE
MCS CAD CHECKED BY DATE

SHT. NO. THIS SERIES	STATE	NO. SHTS. THIS PROJ.	FEDERAL PROJECT	SHEET NO.	FEDERAL SHEET NO.
7	KY.				



UNIT R4-VI

* Spaced as shown in Typical Section

See Sheet D56 Dwg. No. 18575 for installation of Deck Heating Equipment.

For Notes, See sht. C84
For Section A-A, see sht. C85
For Section S-S, see sht. C97

SHEET C 99

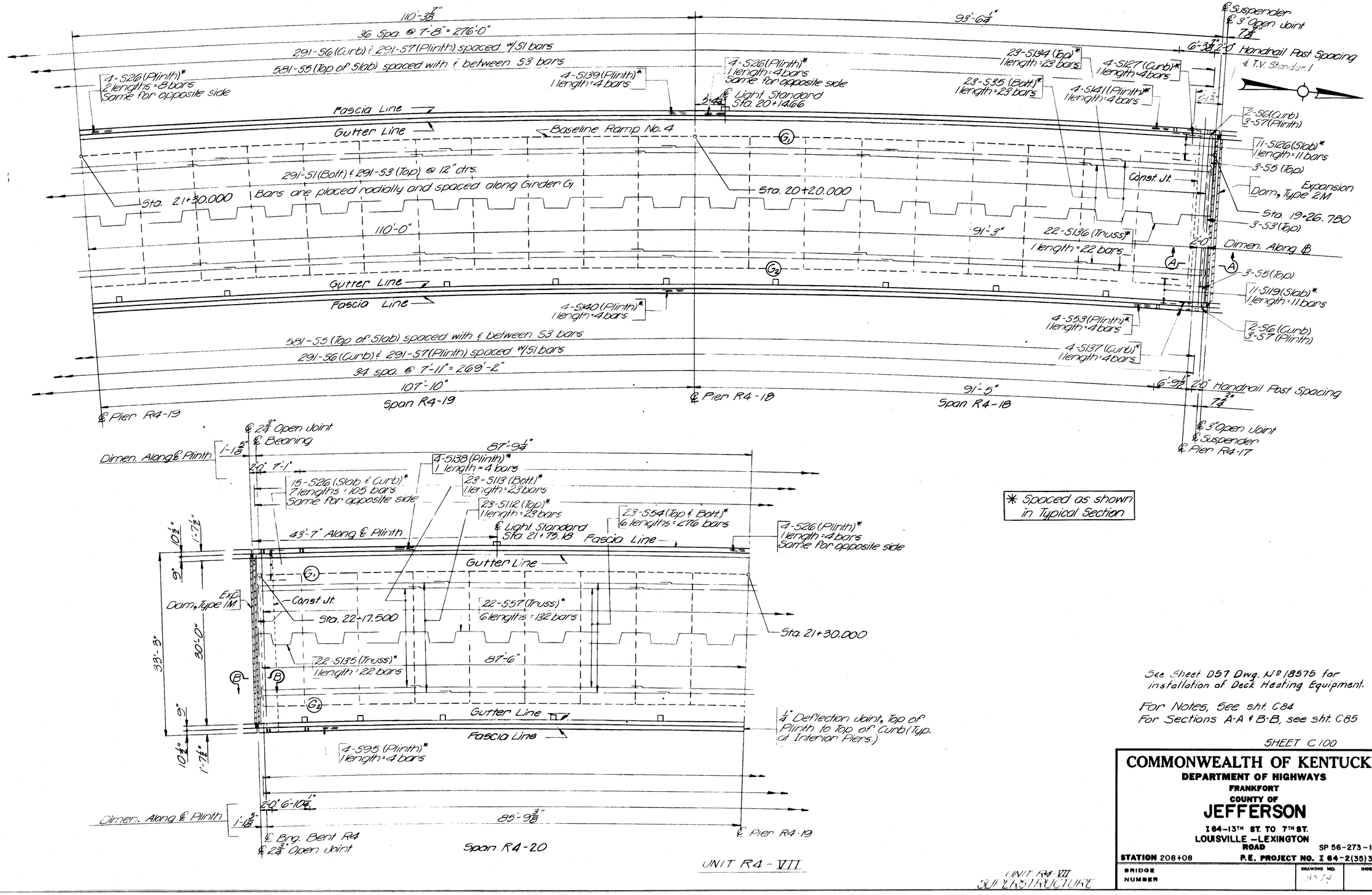
DESIGNED BY LAD	CHECKED BY	DATE
DRAWN BY DEB	CHECKED BY	DATE
TRACED BY	CHECKED BY	DATE
WES	CHECKED BY	DATE 3-71 REVISED
LAD	CHECKED BY	DATE 3-71 REVISED
	CHECKED BY	DATE REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
SP 56-273-11L
STATION 208+08
P.E. PROJECT NO. I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	18574	

UNIT R4-VI
SUPERSTRUCTURE

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



* Spaced as shown in Typical Section

See Sheet D57 Dwg. No 18575 for installation of Deck Heating Equipment.

For Notes, See sht. C84
For Sections A-A & B-B, see sht. C85

SHEET C100

DESIGNED BY	DATE	REVISED	DATE
MES	3-11		
DRAWN BY	CHECKED BY	DATE	REVISED	DATE
LAD	LAD	3-11		
TRACED BY	CHECKED BY	DATE	REVISED	DATE
DEB				

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

JEFFERSON

I 64-13TH ST. TO 7TH ST.

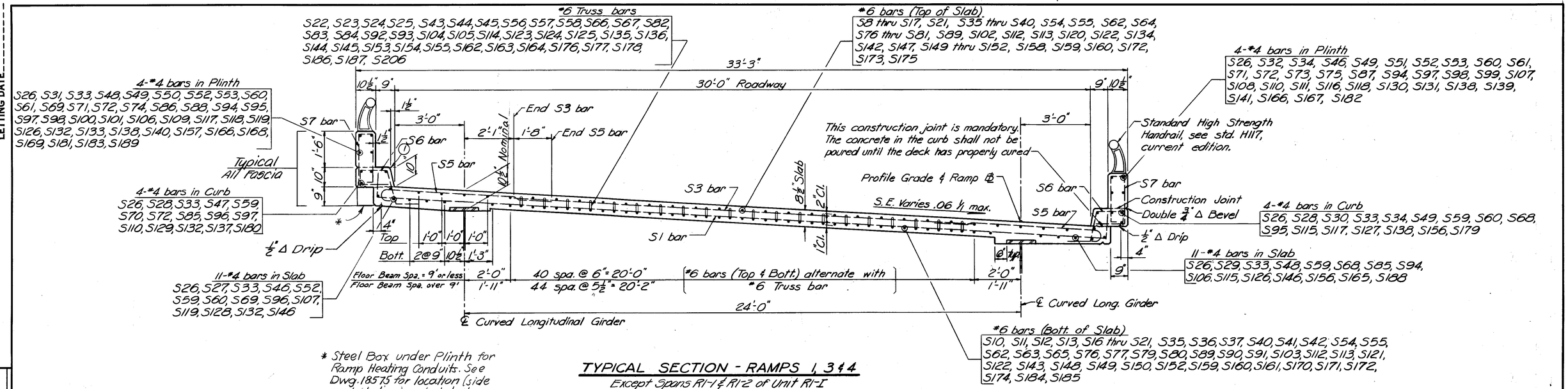
LOUISVILLE – LEXINGTON ROAD SP 56-273-IIL

STATION 208+08 **P.E. PROJECT NO.** I 64-2(35)3

BRIDGE NUMBER	DRAWING NO.	INDEX
	19174	

UNIT R4-VII SUPERSTRUCTURE

LETTING DATE

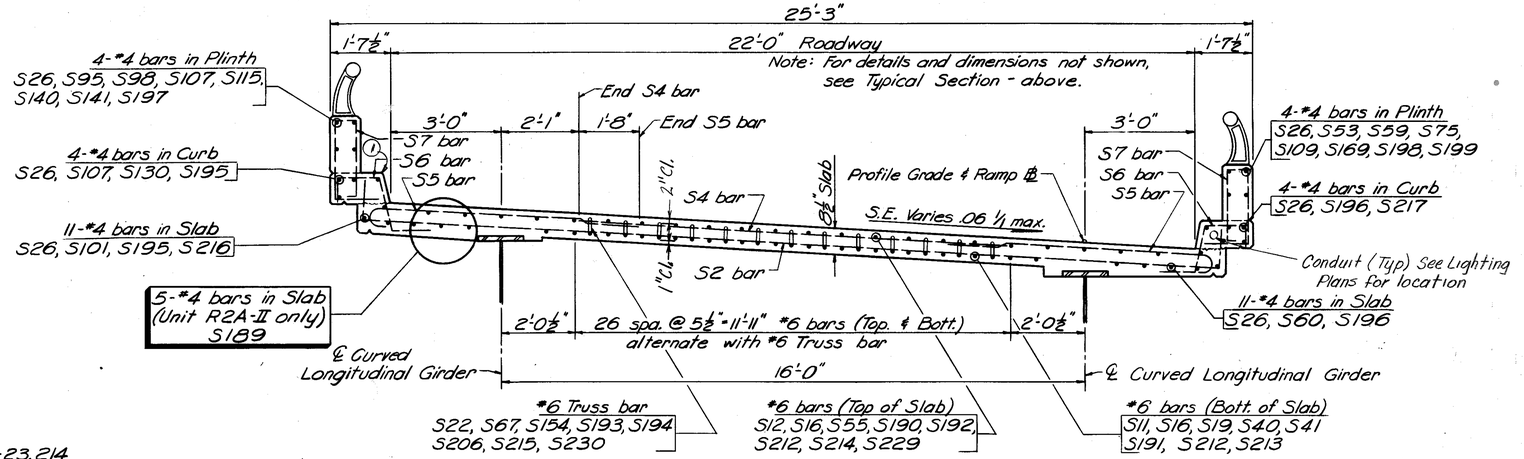


* Steel Box under Plinth for Ramp Heating Conduits. See Dwg. 18575 for location (side and station) and details.

① Round to 1" radius (Typ. all Brush Blocks.)

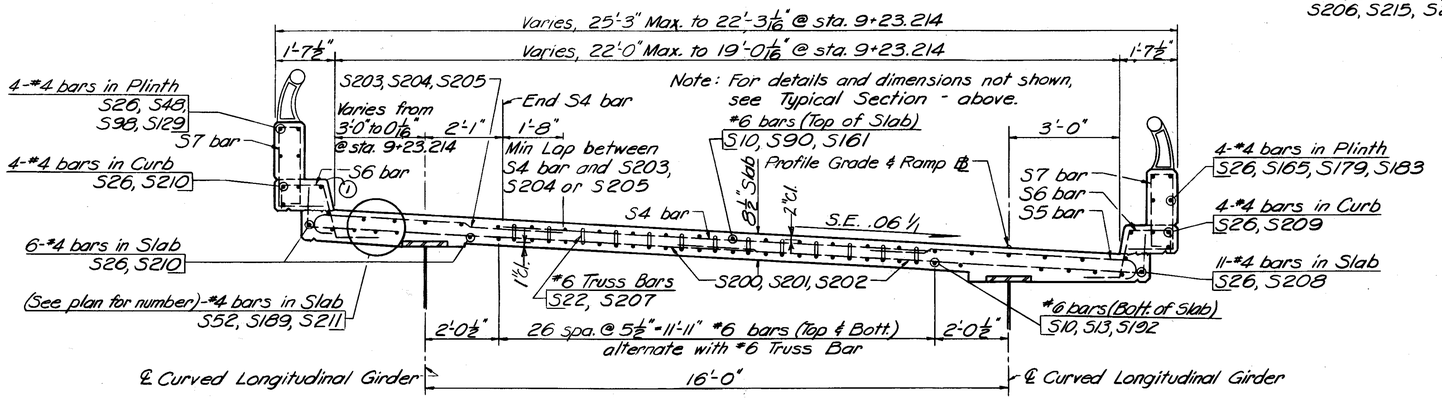
TYPICAL SECTION - RAMPS 1, 3 & 4

Except Spans R1-1 & R1-2 of Unit R1-I



TYPICAL SECTION - RAMPS 2 & 2A

Except Units R2-II & R2A-II (From Sta. 7+73.464 to Sta. 9+23.214, See below)
Includes End Span of Ramp No. 1 (Unit R1-I)



UNIT R2A-II

From sta. 7+73.464 to sta. 9+23.214

SHEET C101

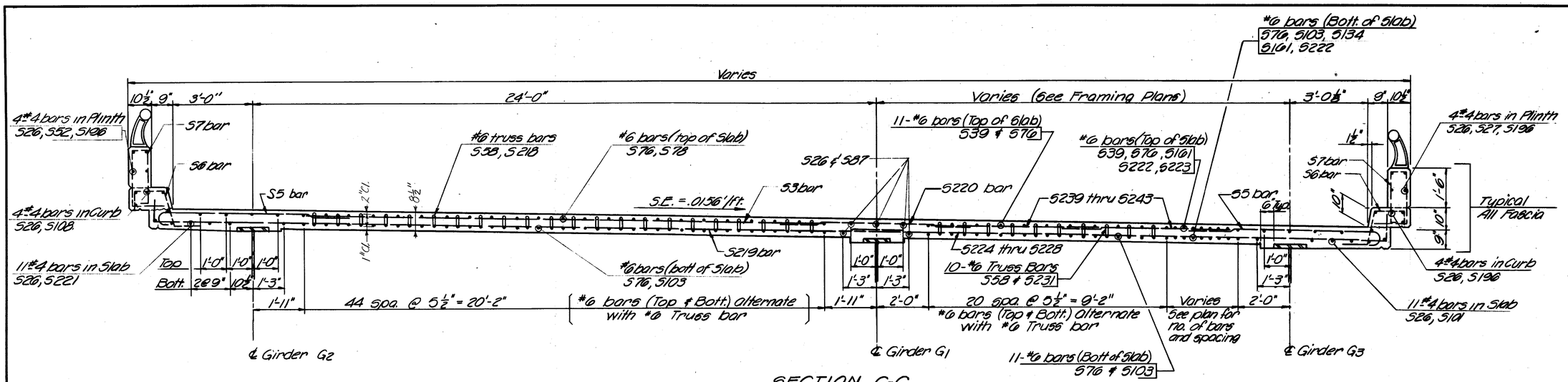
RAMPS 1, 2, 2A, 3, 4
TYPICAL SECTIONS
SUPERSTRUCTURE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
SP 56-273-11L
STATION 208+08
P.E. PROJECT NO. I64-2(35)3

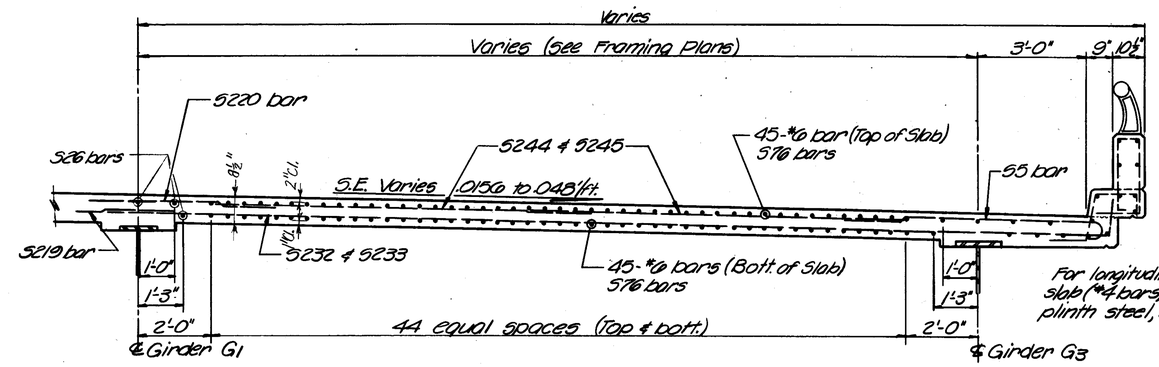
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LAD CHECKED BY WES DATE 3-71
DETAILED BY WES CHECKED BY LAD DATE 3-71
TRACED BY CHECKED BY DATE
REVISED Ramps 1,3&4 Showed application of dual reinf. in Typ. Sect. - Ramps 1,3&4 DATE 5-10-72
REVISED DATE
REVISED DATE

LETTING DATE

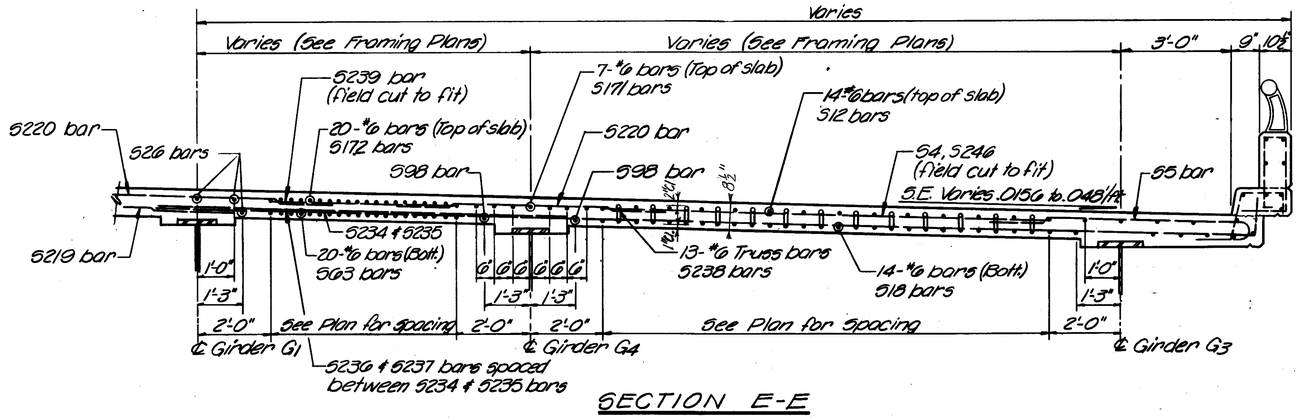


SECTION C-C



For longitudinal steel in slab (#4 bars), curb and plinth steel, see section C-C

SECTION D-D



SECTION E-E

For longitudinal steel in slab (#4 bars), curb and plinth steel, see section C-C

For details not shown
see typical sections, Sheet C101

UNIT R1-1 SECTIONS
SPANS R1-1 & R1-2
SUPERSTRUCTURE

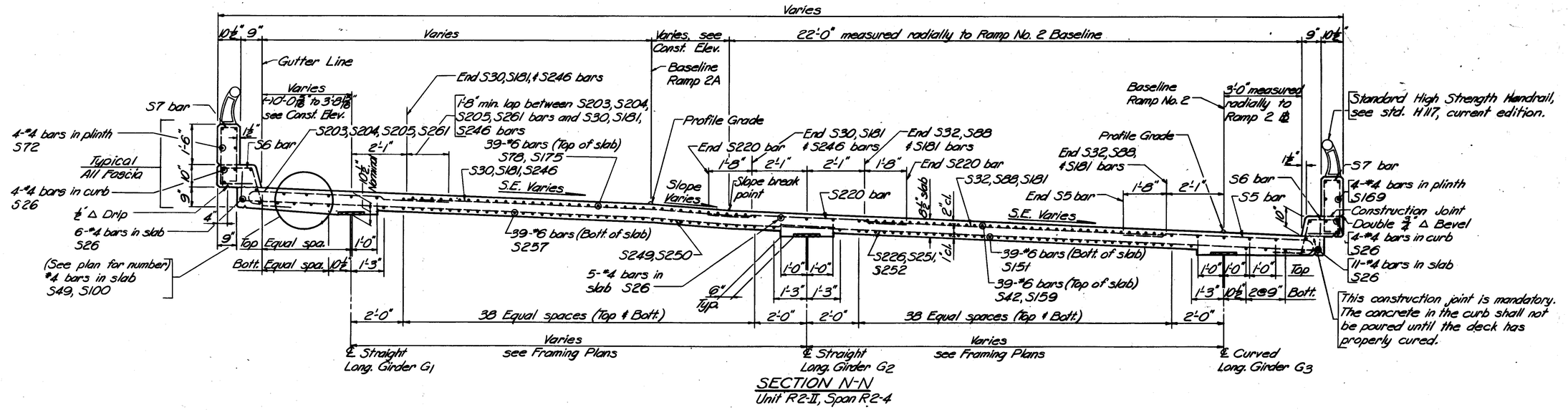
SHEET C102

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 F. E. PROJECT NO. I 64-2(35)3

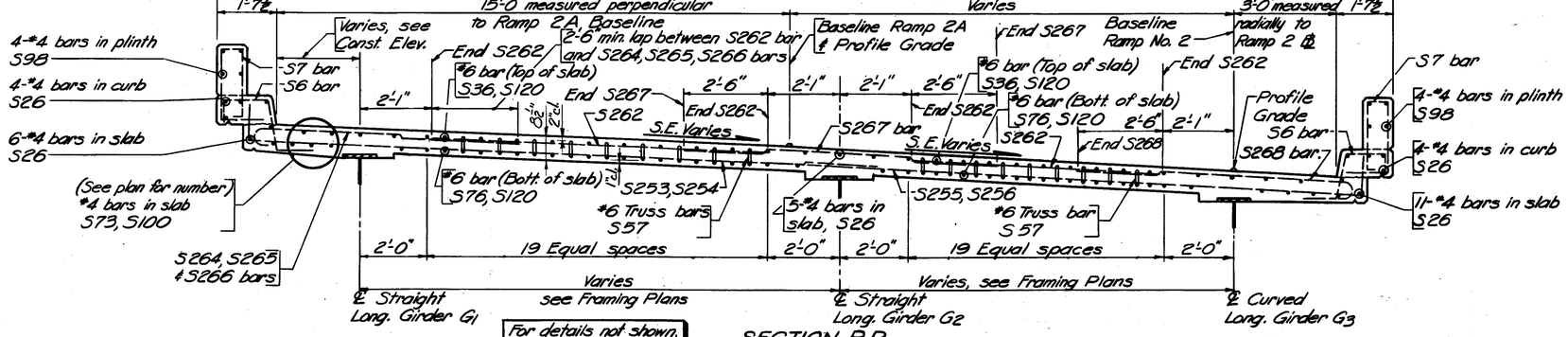
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LAD	CHECKED BY WES	DATE 3-71	REVISED
DETAILED BY LGZ	CHECKED BY LAD	DATE 3-71	REVISED
TRACED BY	CHECKED BY	DATE	REVISED

LETTITG DATE

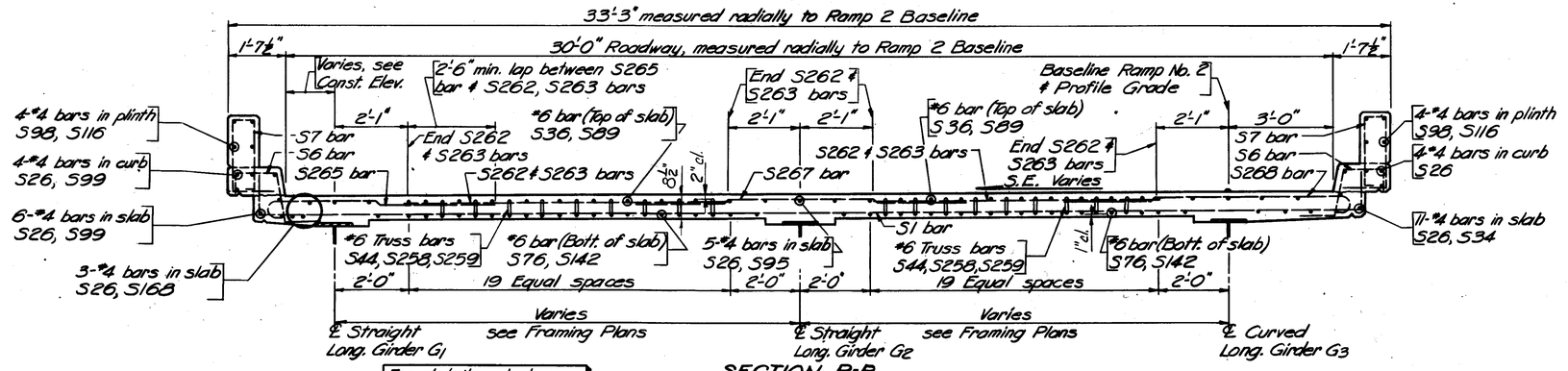


SECTION N-N
Unit R2-II, Span R2-4



For details not shown, see Sec. N-N above

SECTION P-P
Unit R2-II (From ℄ Pier R2-4 to floorbeam 9)



For details not shown, see Sec. N-N & P-P above

SECTION R-R
Unit R2-II (From Floorbeam 9 to ℄ Brg. 45 E.B.)

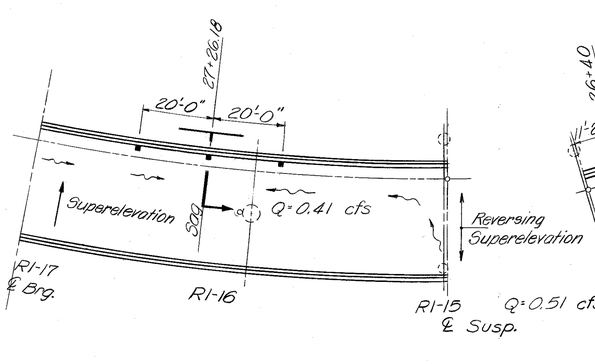
Unit R2-II Sections
SUPERSTRUCTURE

SHEET C 103

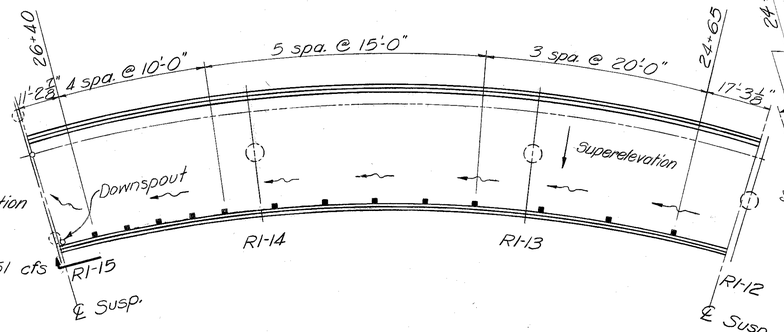
DESIGNED BY LAD CHECKED BY WES DATE 3-71 REVISED
DETAILED BY WES CHECKED BY LAD DATE 5-71 REVISED
TRACED BY DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08 F. E. PROJECT NO. I 64-2(35)13 SP 56-273-11L

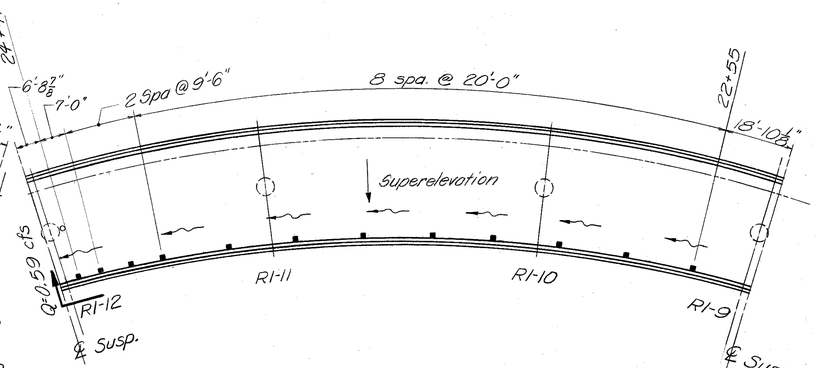
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574



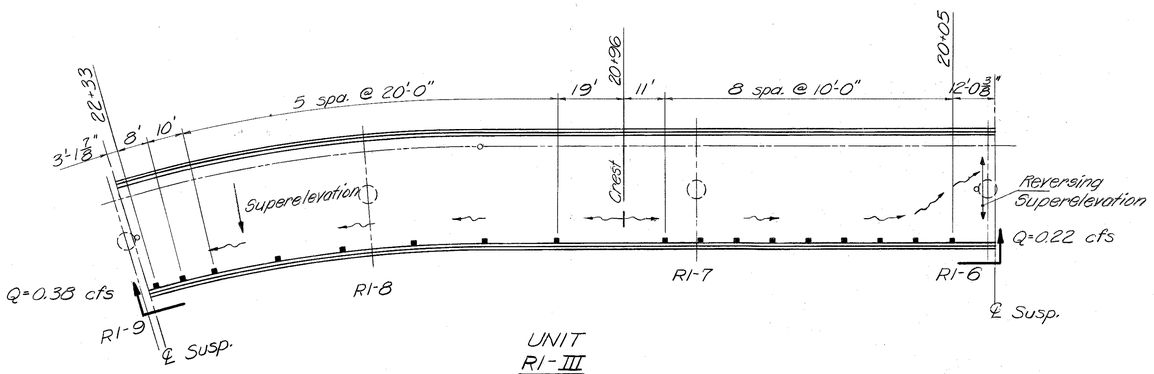
UNIT
RI-VI



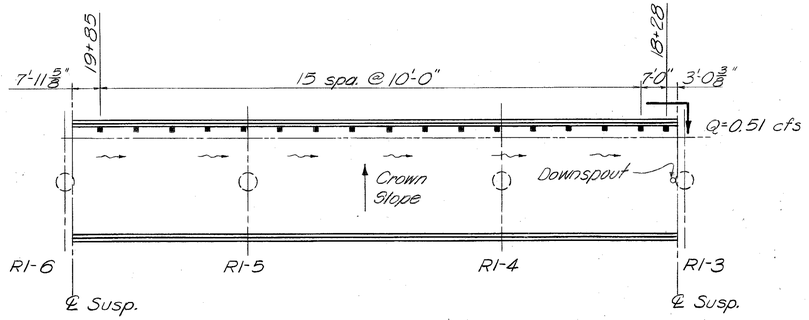
UNIT
RI-V



UNIT
RI-IV



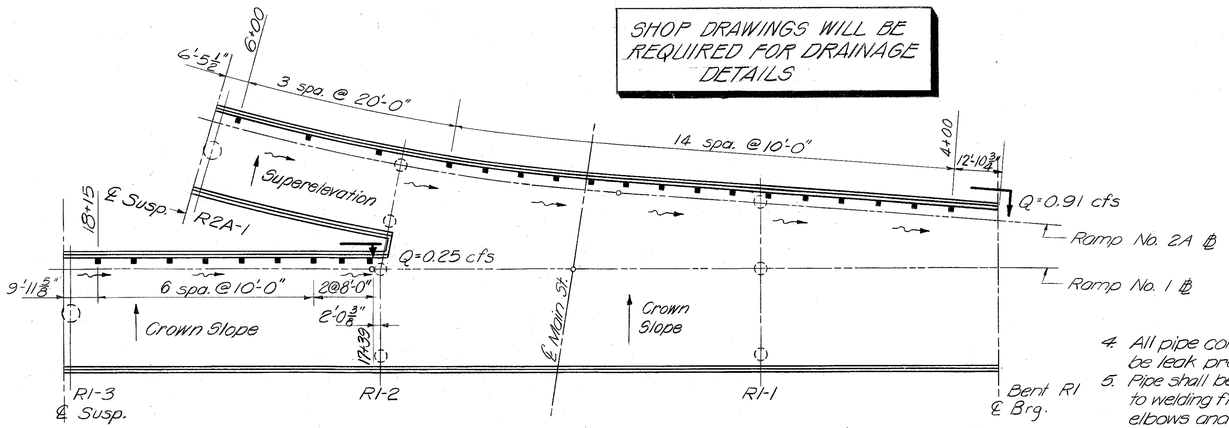
UNIT
RI-III



UNIT
RI-II

NOTE:
Drain pipe and fittings shall meet the requirements of Article 643.12.0 of the Standard Specifications. The drain trough material shall meet the requirements of ASTM A242 and in addition be a weldable low alloy steel containing a minimum of 0.75% copper and 1.50% nickel by weight. Galvanizing for the drain trough shall comply with ASTM A123.

SHOP DRAWINGS WILL BE REQUIRED FOR DRAINAGE DETAILS



UNIT
RI-I

4. All pipe connections shall be leak proof.
5. Pipe shall be cut and welded to welding fittings (tee's, elbows and reducers) to field dimensions.
6. All pipe shall be supported every 10' maximum horizontally and 8' max. vertically. Either $\frac{3}{4}$"ϕ pipe hanger or stiffener and web pipe hangers may be used for intermediate support.
7. All drain pipe shall be installed on a minimum slope of $\frac{1}{16}$" per foot.

LEGEND

- Curb, Plinth & Gutter lines
- Drain inlet
- Column
- Direction of flow (in gutter)
- Direction of flow (drain pipe)
- Baseline

NOTES

1. Dimensions shown are along Baselines.
2. If field conditions allow, use stiffener pipe hangers in lieu of web pipe hangers. Bracket plate may be bent to accommodate for horizontal differences in plan alignment.
3. Pipe and all fittings shall be painted same as Structual Steel (See Structual Steel Notes). All anchoring devices for pipe drains shall be so constructed as to be rattle free and secured against rotation or translation.

RAMP NO. 1
DRAINAGE PLAN

SHEET C 104

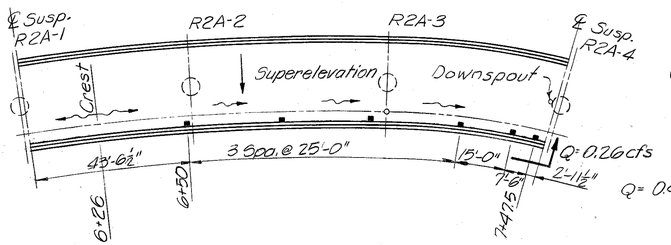
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST TO 7TH ST
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL

STATION 208+08	P.E. PROJECT NO. I 64-2(35)3	
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO. 18574

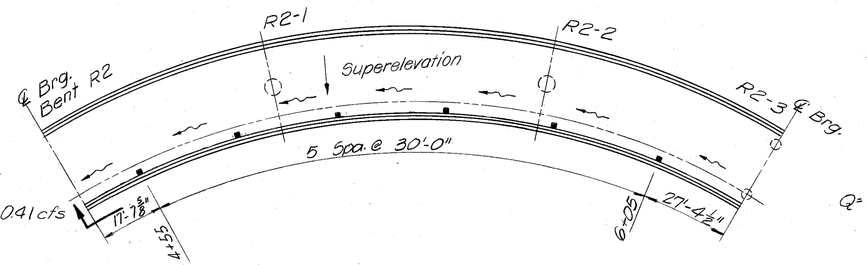
LETTING DATE

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DETAILED BY WES 1-6-71 CHECKED BY LAD DATE 3-71
TRACED BY CHECKED BY DATE
REVISED DATE REVISED DATE

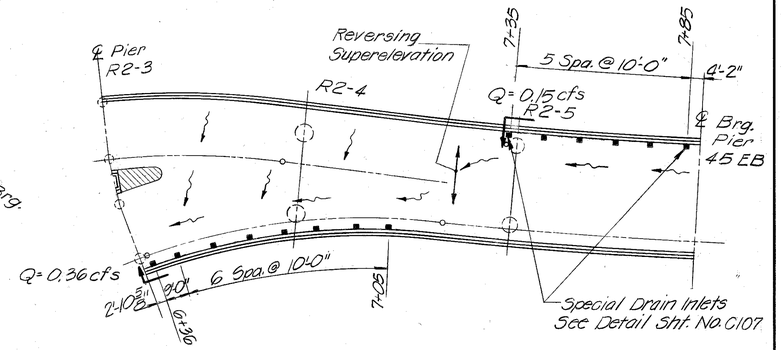
LETTING DATE



UNIT
R2A-I

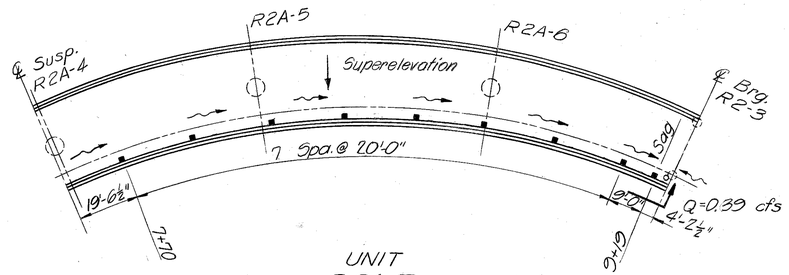


UNIT
R2-I

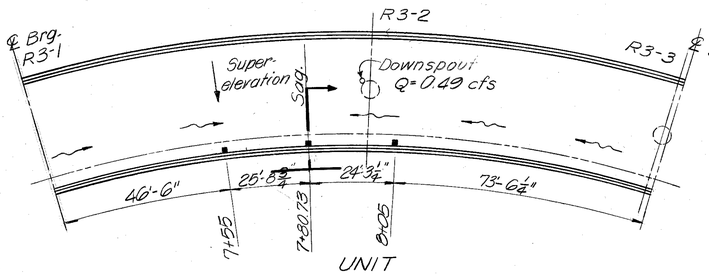


UNIT
R2-II

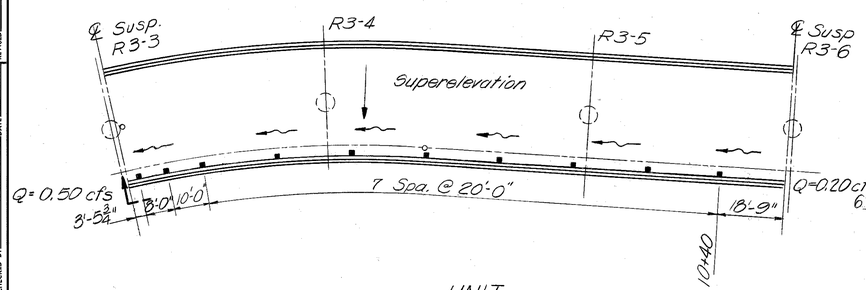
Area to be pointed
(By others)



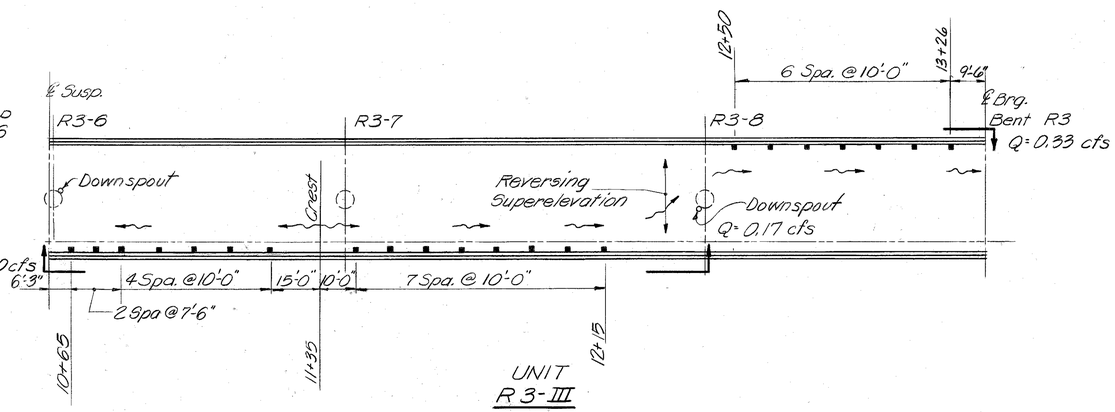
UNIT
R2A-II



UNIT
R3-I



UNIT
R3-II



UNIT
R3-III

RAMP NOS. 2, 2A & 3
DRAINAGE PLAN

For Notes and Legend, see sheet C104

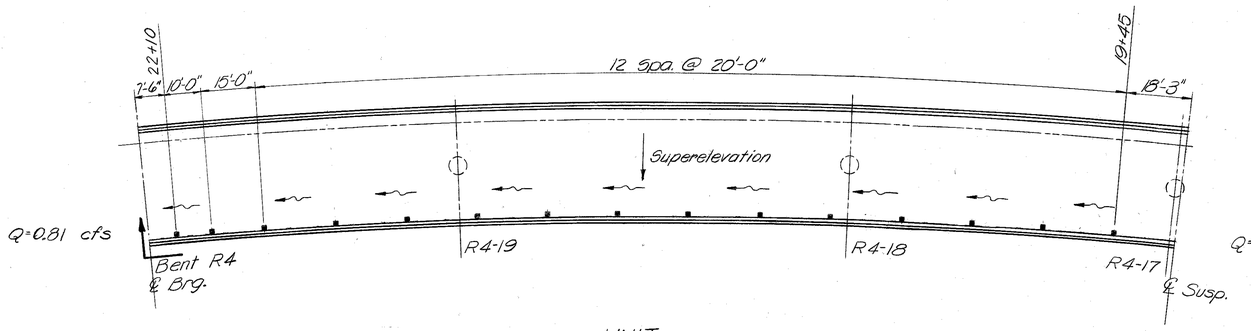
SHEET C105

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TRACED BY	DATE	CHECKED BY	DATE
REVISED	DATE	REVISED	DATE

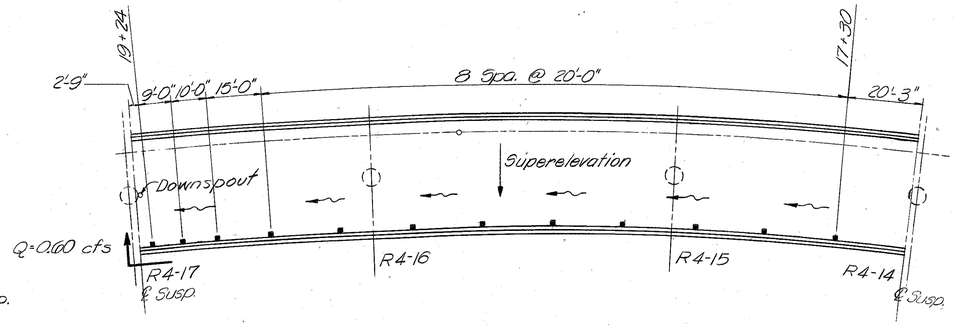
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

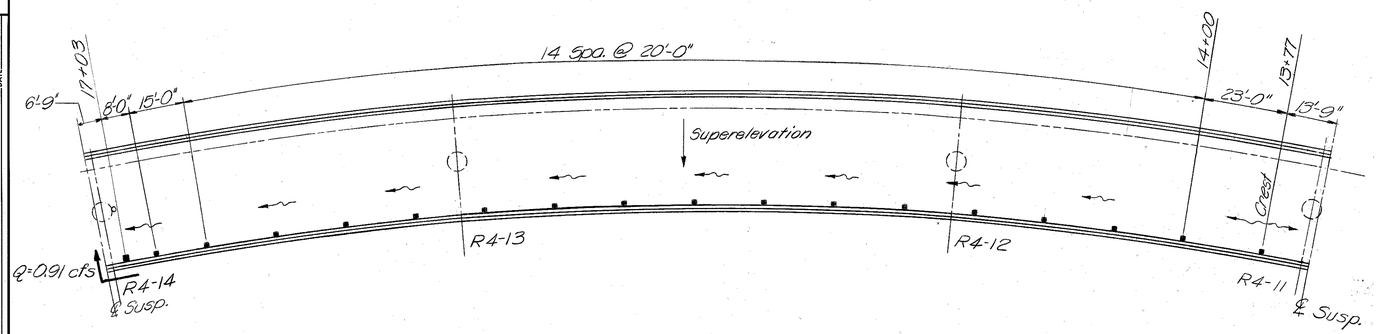
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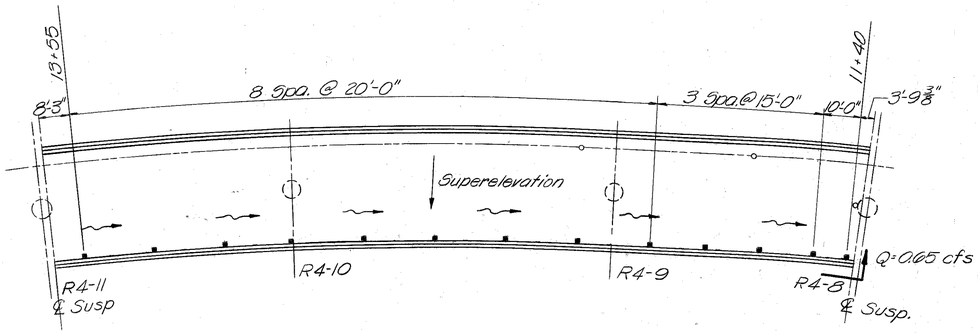
UNIT
R4-VII



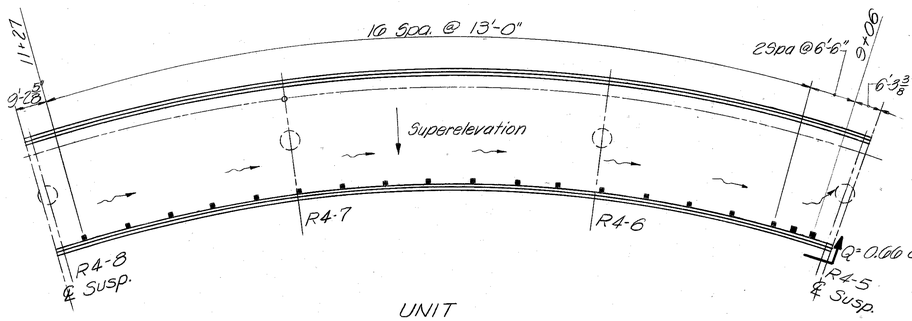
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R4-VI



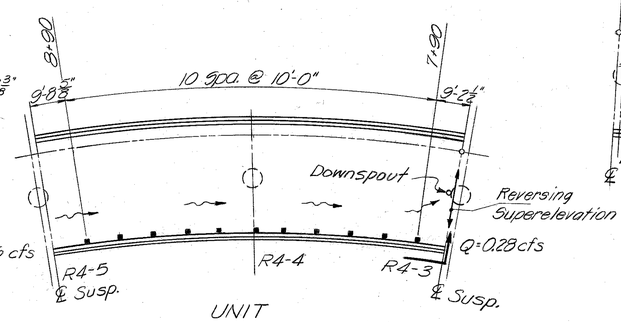
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R4-V



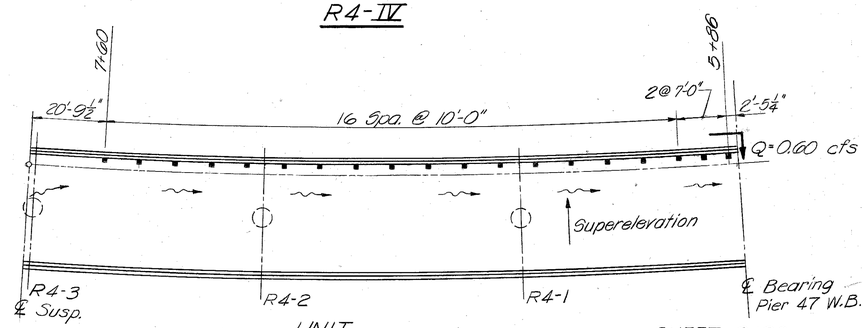
UNIT
R4-IV



UNIT
R4-III



UNIT
R4-II



UNIT
R4-I

SHEET C106

For Notes & Legend
See Sheet C104

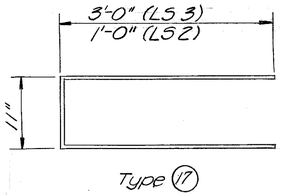
RAMP NO. 4
DRAINAGE PLAN

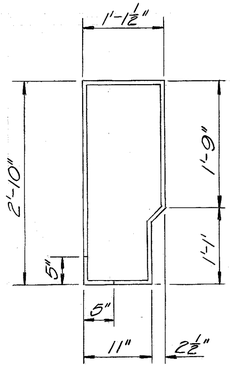
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 **P. E. PROJECT NO.** I 64-2(353)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

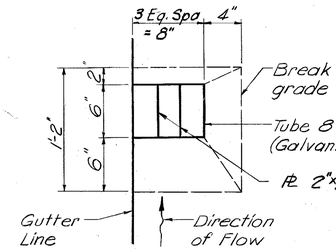
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DETAILED BY WES 1-71 DATE
TRACED BY DATE
CHECKED BY LDH DATE 1-71
CHECKED BY LAD DATE 3-71
CHECKED BY DATE
REVISED
REVISED
REVISED

LETTING DATE

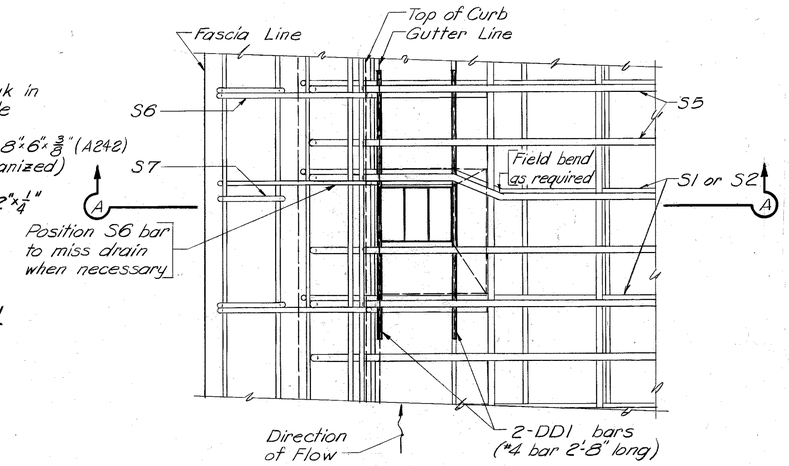




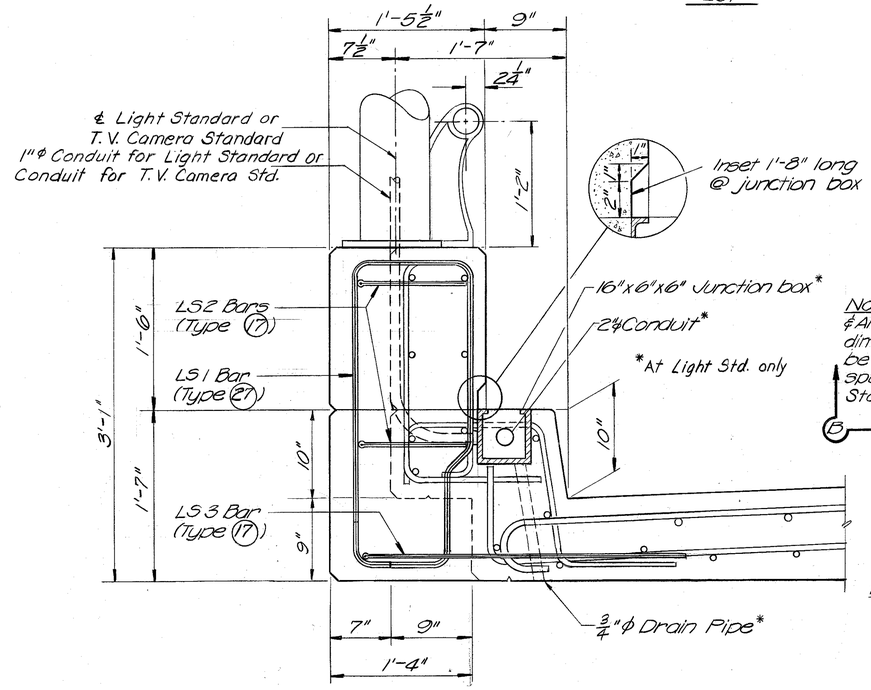
BILL OF REINFORCEMENT					
Mark	Type	Size	No.	Length Ft.	Length In.
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LS 2	(17)	4	2	2	11
LS 3	(17)	4	1	6	11

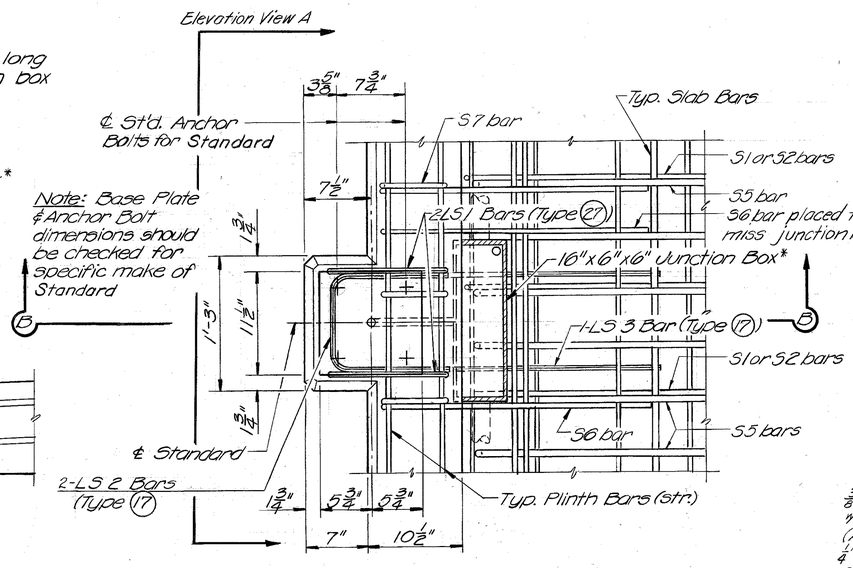


PLAN OF DEPRESSION AT DECK DRAIN
(Special Drain Inlet similar)
263 Required

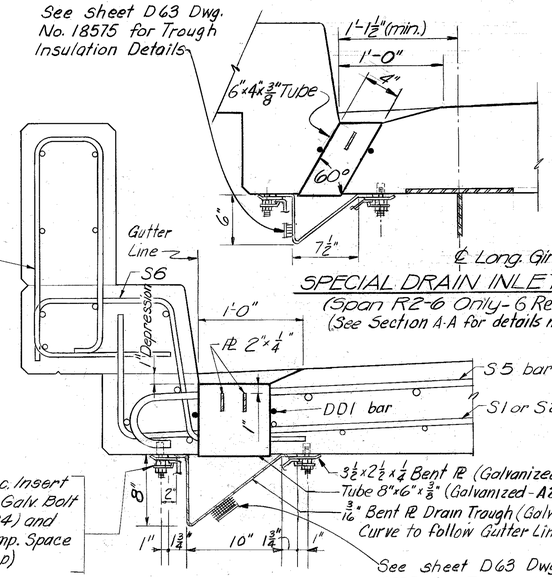


PLAN FOR REINFORCEMENT AT DECK DRAIN





PLAN OF LIGHT OR T.V. CAMERA STANDARD

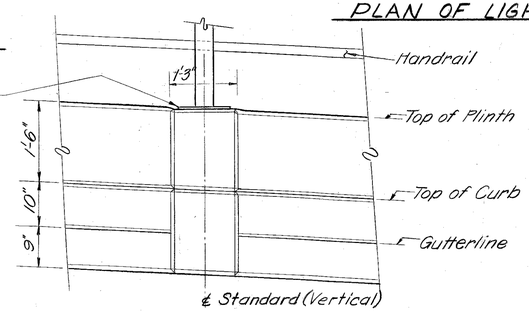


SPECIAL DRAIN INLET
(Span R2-6 Only - 6 Req.)
(See Section A-A for details not shown)

SECTION A-A
(Typ. except Span R2-6)

SECTION B-B

Base PL & top of standard to be level to insure vert. mtg. of pole



ELEVATION VIEW A

NOTE: Concrete surface enclosed by trough to receive one coat of bituminous paint, not less than 10 mils dry film thickness.

REINFORCEMENT DETAILS of LIGHT STANDARD, T.V. CAMERA STANDARD & DECK DRAINS SUPERSTRUCTURE

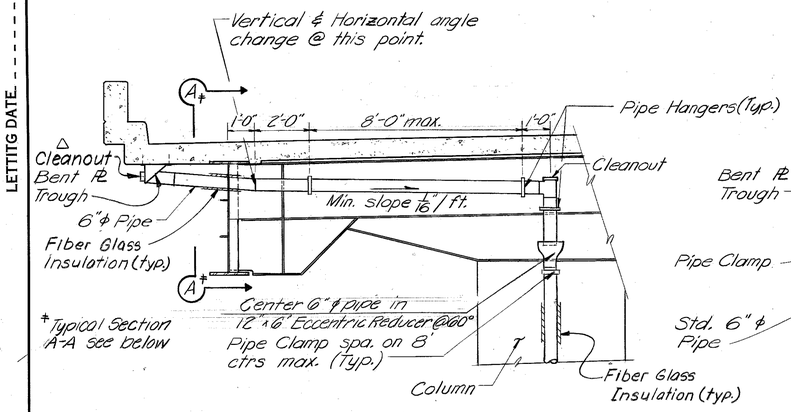
SHEET C107

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** 164-2(353)

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

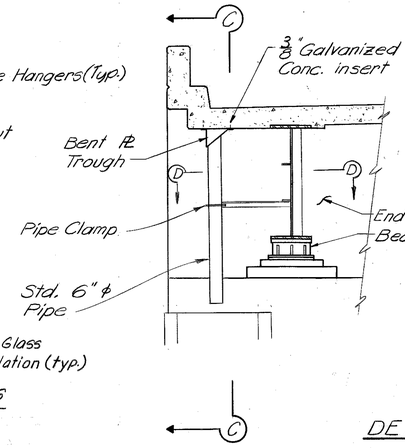
DESIGNED BY LAD 1-71 CHECKED BY WES DATE 1-71 REVISED
DETAILED BY WES 1-71 CHECKED BY LAD DATE 3-71 REVISED
TRACED BY CHECKED BY DATE REVISED

LETTITG DATE

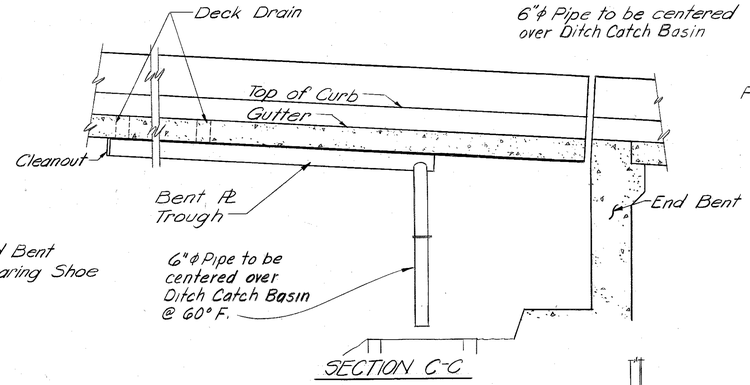


TYPICAL DETAILS OF DRAINAGE @ PIERS

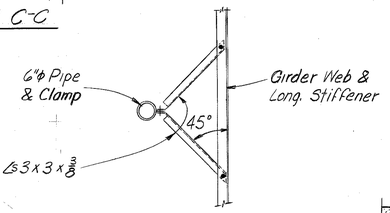
R1-3	R2A-4	R3-3	R4-3
R1-6		R3-6	R4-5
R1-9			R4-8
R1-12			R4-14
			R4-17



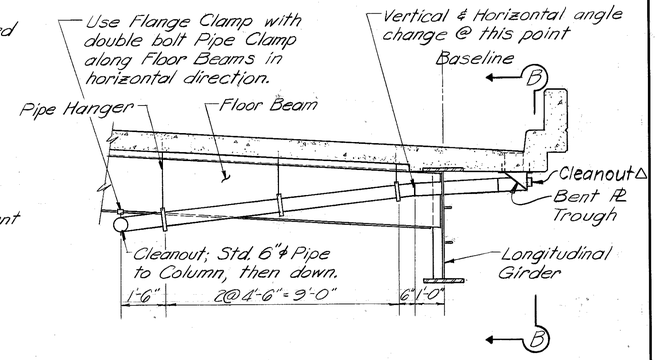
DETAIL OF DRAINAGE @ End Bents
R3 & R4 Shown
R1 & R2 Similar



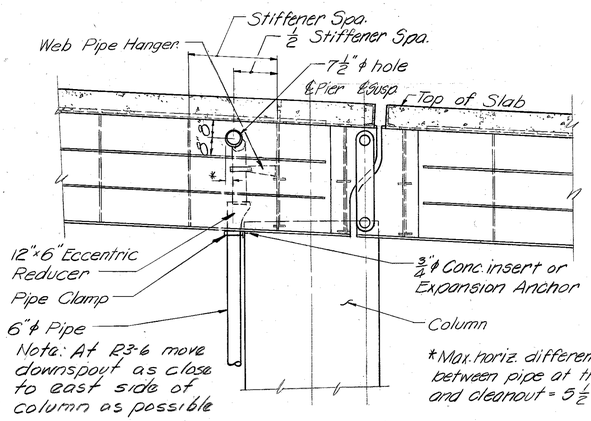
SECTION C-C



SECTION D-D

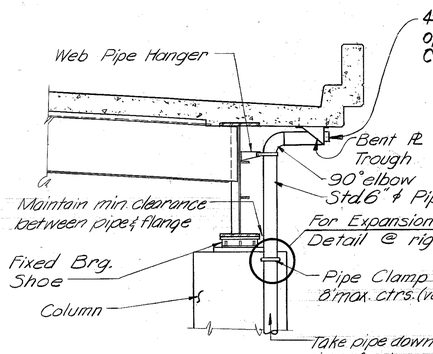


DETAILS @ PIERS R1-16, R3-2

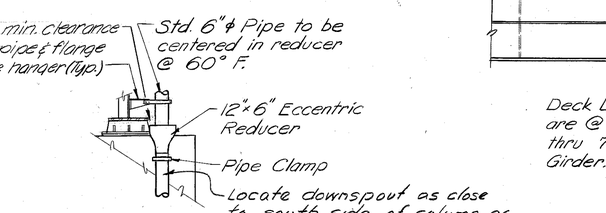


TYPICAL SECTION A-A @ PIERS

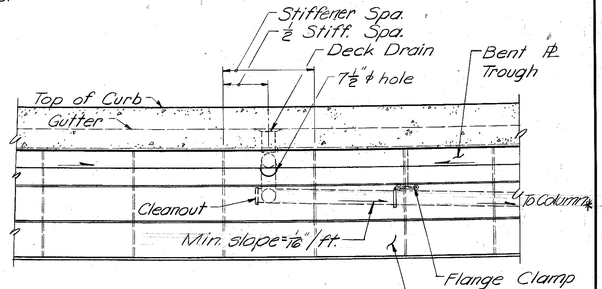
R1-6	R3-6	R4-5	
R1-12		R4-14	



DETAILS @ FIXED PIERS
R1-2 & R2-5

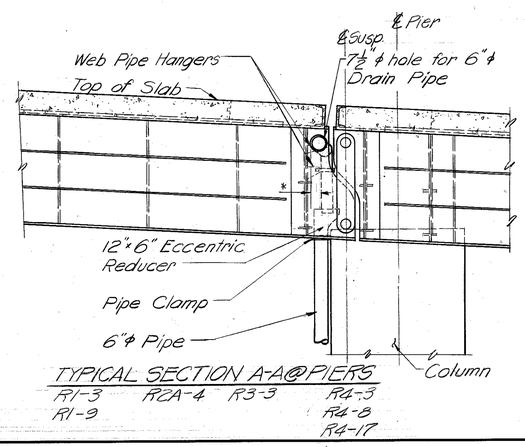


DETAILS @ EXPANSION PIERS
R2-3, R2-3 (Ramp 2A side) & 47 W.B.



SECTION B-B

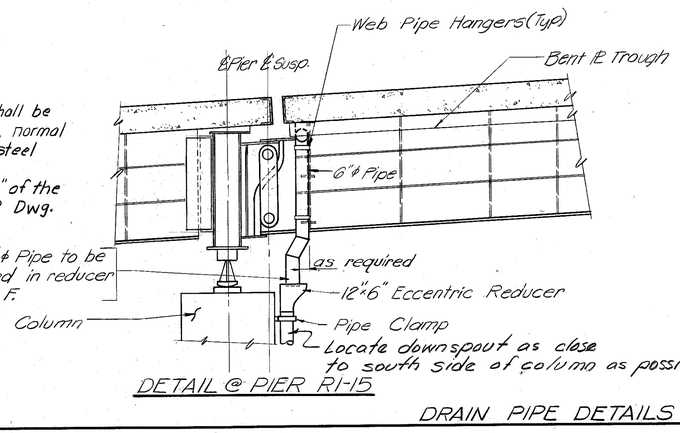
For notes, see sht. C104



TYPICAL SECTION A-A @ PIERS

R1-3	R2A-4	R3-3	R4-3
R1-9			R4-8
			R4-17

PIPE INSULATION
All downspouts and drain pipes shall be covered with fiber glass insulation, normal 1" thick with 0.01" thick stainless steel jacket.
Insulation shall extend to within 3" of the finished ground line. See sht. D2 Dwg. No. 18575 for quantities.



DETAIL @ PIER R1-15

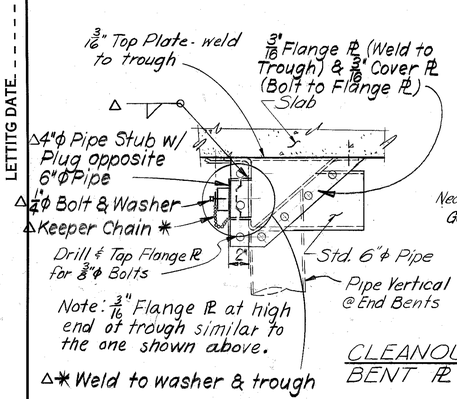
DRAIN PIPE DETAILS

SHEET C108

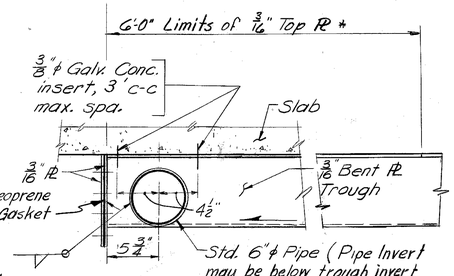
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08 — SP 56-273-11L
P.E. PROJECT NO. I 64-2(353)

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

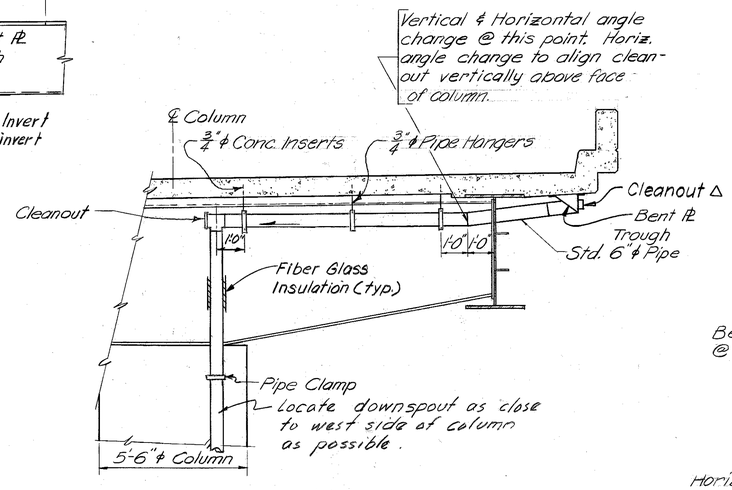
DESIGNED BY LAD — DATE 7-75
DETAILED BY WES — CHECKED BY LAD — DATE 8-71
TRACED BY — CHECKED BY — DATE
△ Add cleanout to trough — REVISED — DATE — REVISED — DATE — REVISED — DATE



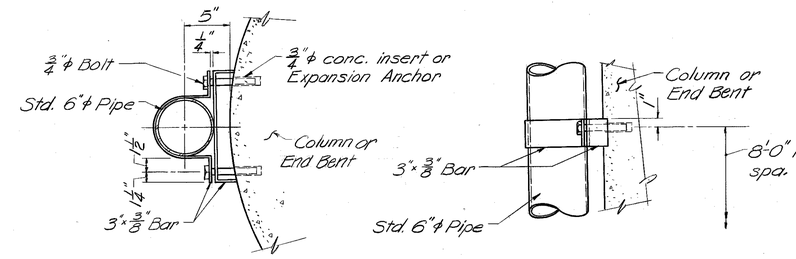
CLEANOUT DETAIL
BENT PL TROUGH



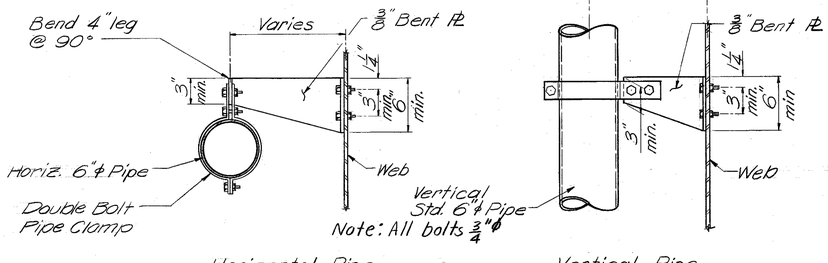
* Field cut hole to accommodate 8"x6" tube (deck drain)



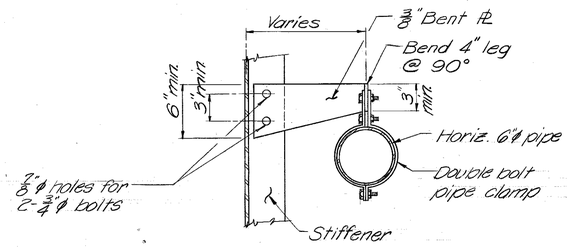
DETAIL OF DRAINAGE @ PIER R3-8



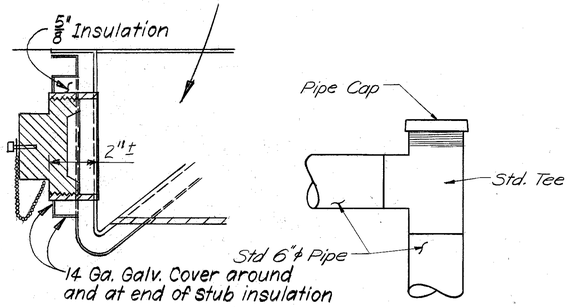
PIPE CLAMP



Horizontal Pipe — Vertical Pipe
WEB PIPE HANGER



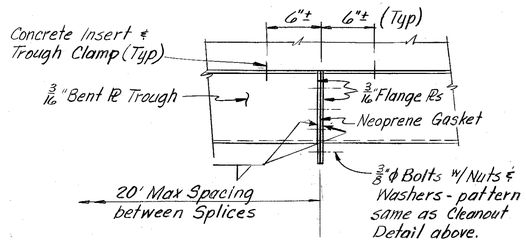
STIFFENER PIPE HANGER



CLEANOUT INSULATION

For Trough Insulation see Sht. D63

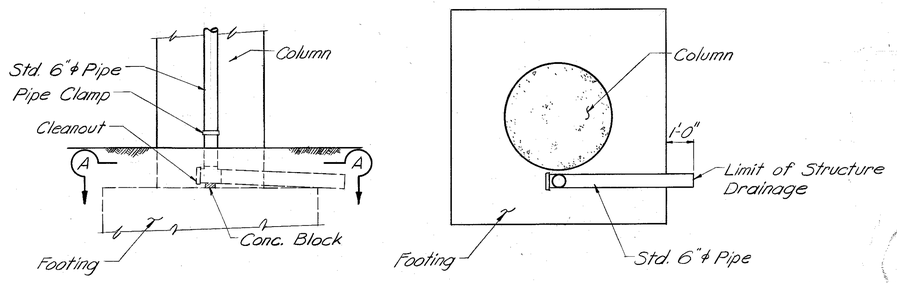
CLEANOUT DETAIL
STD. 6" ϕ PIPE



SPLICE DETAIL
BENT PL TROUGH

PIPE INSULATION

All downspouts and drain pipe shall be covered with fiber glass pipe insulation, normal 1" thick with 0.01" thick stainless steel jacket. Insulation shall extend to within 3" of the finished ground line. See Sheet D2 - Dwg. No. 18575 for quantities.



Elevation — Section A-A
DRAINAGE @ FOOTING

For notes see Sht. C104

SHEETC109

DRAIN PIPE DETAILS

LETTITG DATE 7-25

△ Add cleanout to trough

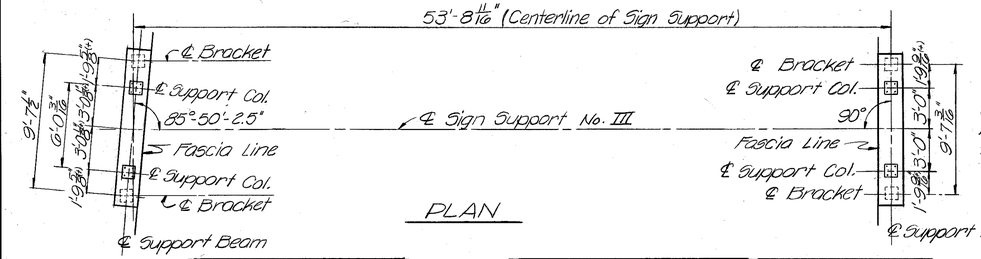
REVISED	DATE	CHECKED BY	DATE
REVISED	DATE 8-21	CHECKED BY LAD	DATE
REVISED	DATE	CHECKED BY	DATE

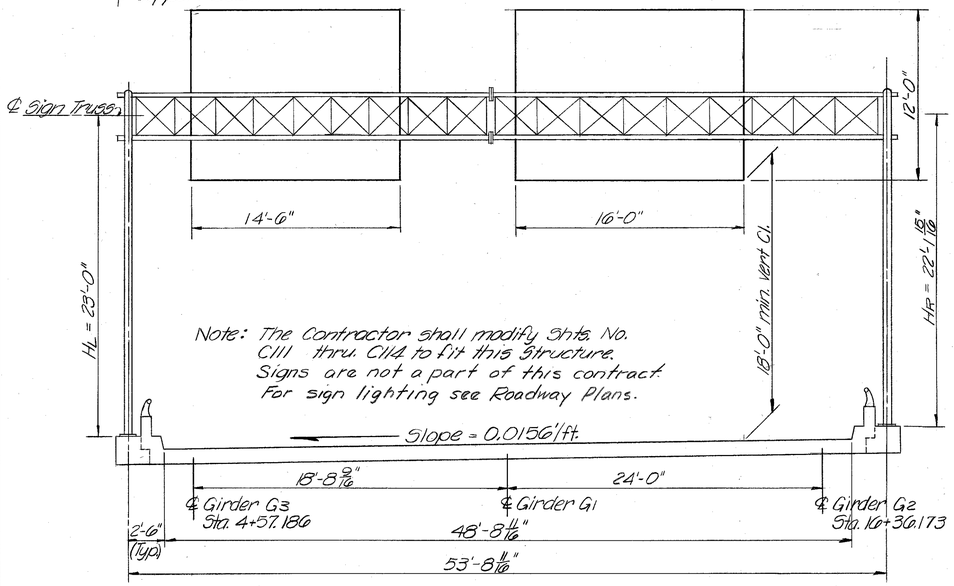
DESIGNED BY LAD
DETAILED BY WES
TRACED BY

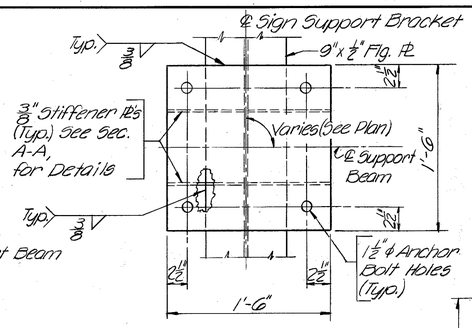
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

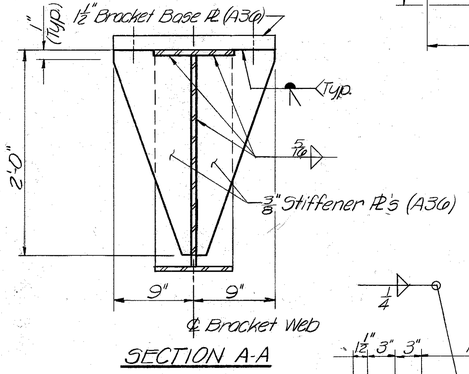
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

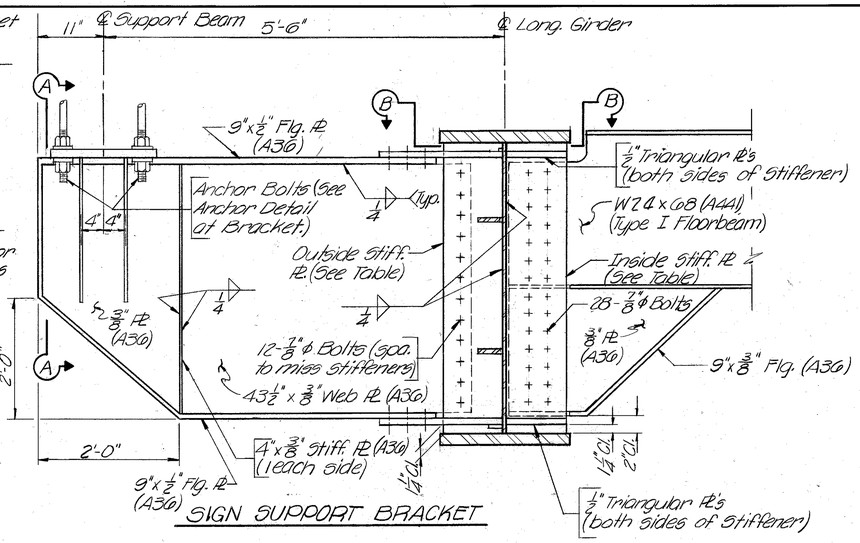
LETTING DATE











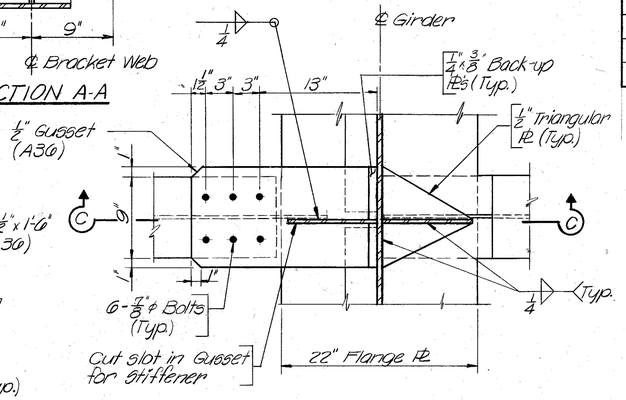
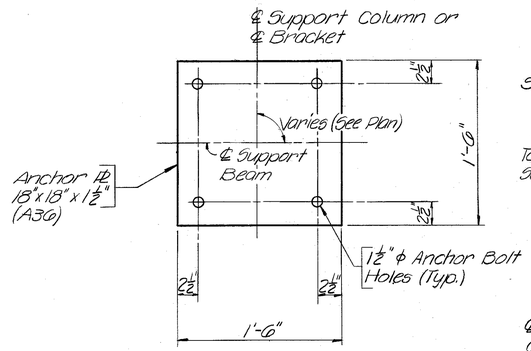
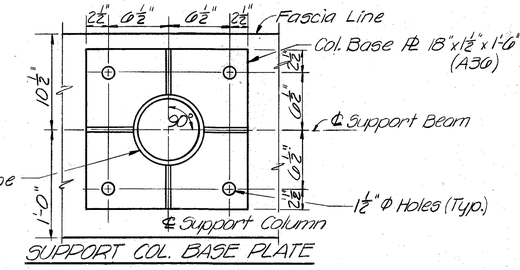
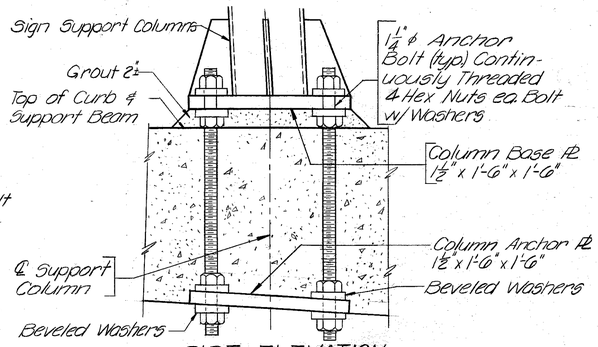


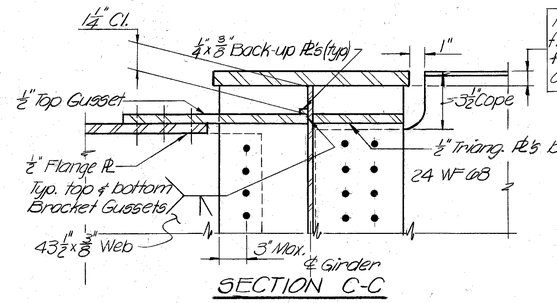
TABLE OF STIFFENER SIZES AT BRACKETS			
Girder	Location	Outside Stiffener Size	Inside Stiffener Size
G_2	℄ Pier R1-1 Bracket	10" x 1 1/4"	10" x 1 1/4"
G_2	Span R1-2 Bracket	6" x 3/8"	8" x 1/2"
G_3	℄ Pier R1-1 Bracket	10" x 1 1/4"	10" x 1 1/4"
G_3	Span R1-2 Bracket	6" x 3/8"	8" x 1/2"

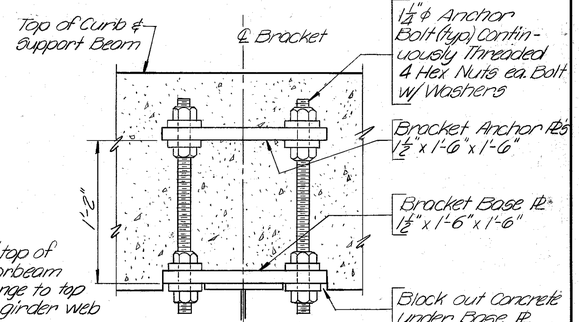
Note: At Girder G_1 floorbeam connections, use Stiffeners as shown on girder details Sht. All Stiffeners (A36)











SHEET C110

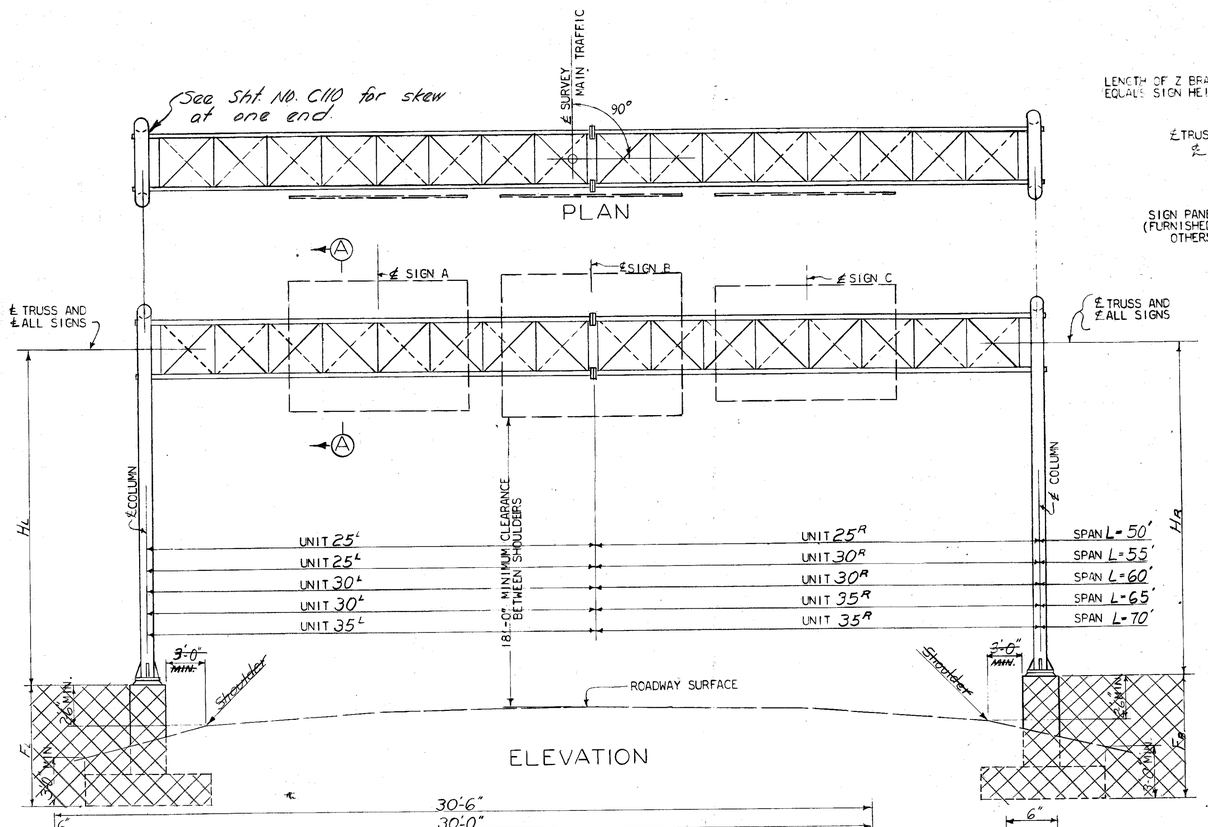
DESIGNED BY L.D.H. CHECKED BY W.C.C. DATE 1-71 REVISED
DETAILED BY L.G.Z. CHECKED BY W.C.C. DATE 1-71 REVISED
TRACED BY CHECKED BY DATE REVISED

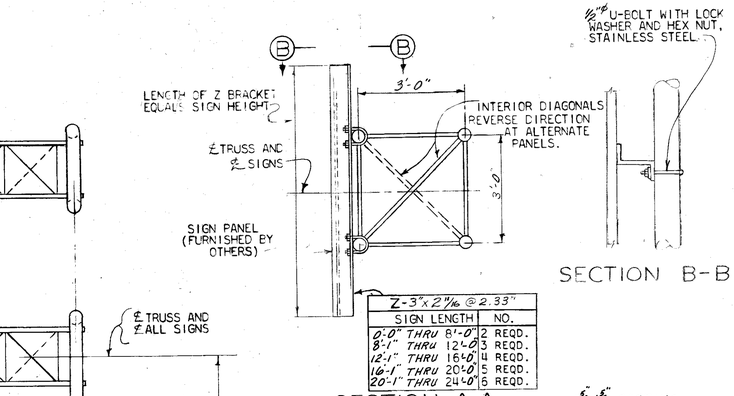
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

Sta. 16+36.17 ℄ Ramp I
SIGN SUPPORTS

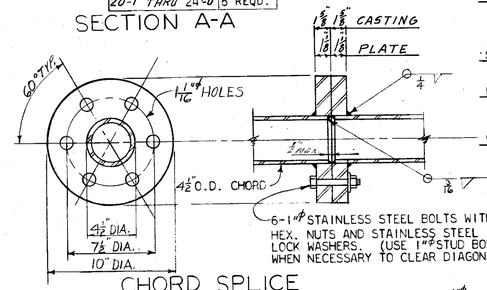
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

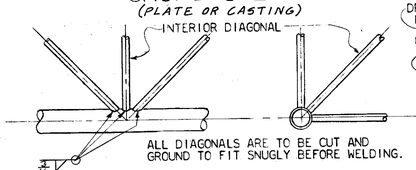


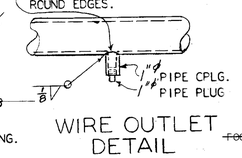


Z-3"x2"x11/16 @ 2.33"	
SIGN LENGTH	NO.
0'-0" THRU 8'-0"	2 REQD.
8'-1" THRU 12'-0"	3 REQD.
12'-1" THRU 16'-0"	4 REQD.
16'-1" THRU 20'-0"	5 REQD.
20'-1" THRU 24'-0"	6 REQD.

SECTION A-A







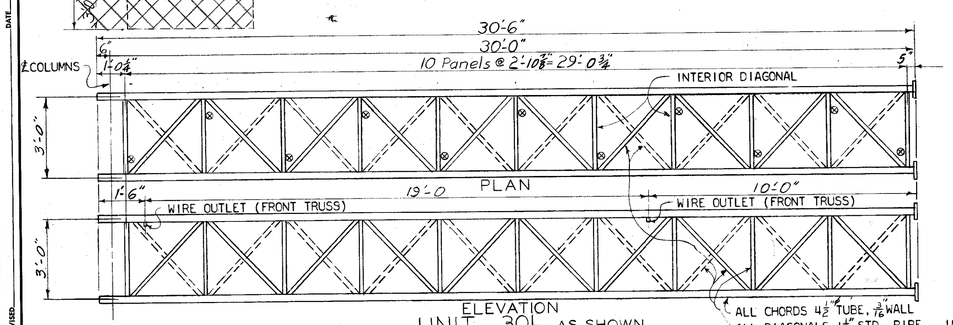
SUPPORT NO.	STATION	SPAN L	SUPPORT HEIGHT HR	SUPPORT HEIGHT HL	FOOTING HEIGHT FR	FOOTING HEIGHT FL
III	16+36.173 (Ramp No.1)	53'-8 11/16"*	22'-1 15/16"	23'-0"		

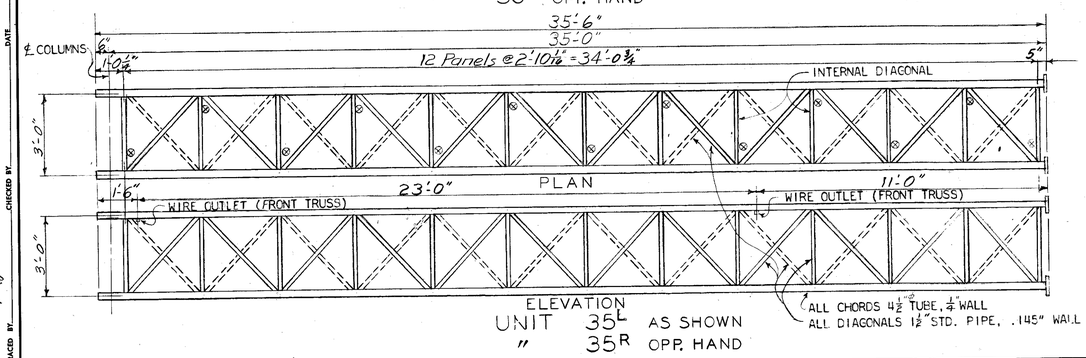
SUPPORT NO.	SIGN A NO.	SIGN A HT.	SIGN A LGTH.	SIGN B NO.	SIGN B HT.	SIGN B LGTH.	SIGN C NO.	SIGN C HT.	SIGN C LGTH.
III	5	12'-0"	14'-0"	6	12'-0"	16'-0"			

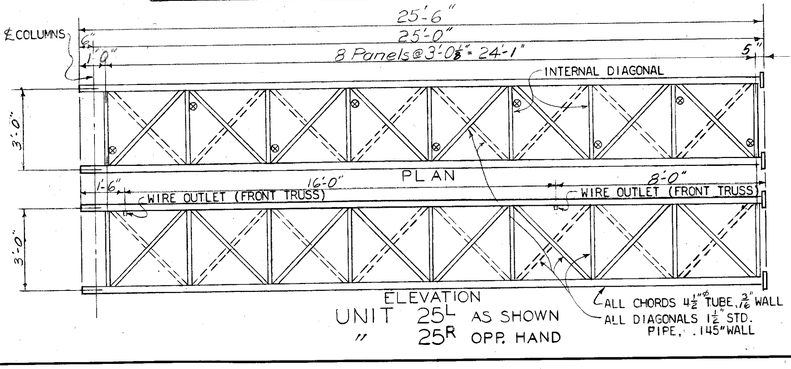
* Note: Centerline dimension. One end is skewed (See Sht. C110)

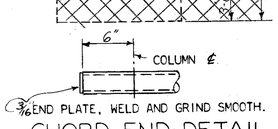
NOTE: MEMBERS SHOWN BY DASHED LINES ARE IN THE FAR SIDE OF UNIT.

⊗ DENOTES END OF INTERNAL DIAGONAL THAT IS AT TOP CHORD.









GENERAL NOTE

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

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

~~LOCATION: ROADWAY STATION OF SIGN SUPPORT INDICATED ON THE PLANS IS APPROXIMATE ONLY. WHERE SHOULDER LINES ARE DIVERGING IN PLAN, IT MAY BE NECESSARY TO SHIFT THE LOCATION OF THE SUPPORT IN ORDER TO MAINTAIN SIDE CLEARANCE WITHOUT CHANGING THE SPAN LENGTH. CHANGES IN STATION OF MORE THAN 36 FEET WILL REQUIRE WRITTEN APPROVAL FROM THE DIRECTOR OF TRAFFIC.~~

~~SUPERELEVATION OF ROADWAY: THE CONTRACTOR SHALL ALLOW FOR DIFFERENCES IN ELEVATION ACROSS THE FULL SHOULDER WIDTH AS SHOWN ON THE ROADWAY PLANS IN MAINTAINING THE REQUIRED 18 FOOT MINIMUM VERTICAL CLEARANCE TO THE BOTTOM OF THE LOWEST PART OF THE SIGNS OR SUPPORT. SIGNS ARE TO BE CENTERED OVER THE LANE OR LANES TO WHICH THEY APPLY UNLESS SHOWN OTHERWISE.~~

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

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

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

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

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

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

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

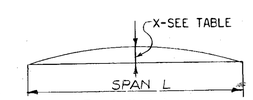
A.S.T.M.	MATERIAL
B221-71	EXTRUDED TUBE, ALUMINUM ALLOY 6061-T6511
B241-71a	PIPE, ALUMINUM ALLOY 6061-T6
B308-70	STRUCTURAL SHAPES, ALUMINUM ALLOY 6061-T6
B221-71	EXTRUDED BAR, ROD, AND SHAPES, ALUMINUM ALLOY 6061-T6511
B209-71	SHEET AND PLATE, ALUMINUM ALLOY 6061-T6
AWS A5.10-69	WELDING FILLER WIRE, ER 5356
A276-70	STAINLESS STEEL HARDWARE NUTS, BOLTS AND WASHERS
A165-55(1961)	TYPE NS, CADMIUM COATING FOR ASTM A36 ANCHOR BOLTS, NUTS AND WASHERS
B26-68	SAND MOLD CASTINGS, ALUMINUM ALLOY SG70A-T6
B108-68	PERMANENT MOLD CASTINGS, ALUMINUM ALLOY SG70B HEAT TREATED TO A TEMPER T6 INSTEAD OF TEMPER T61 ~~IN ACCORDANCE WITH AASHO M193-68.~~

~~FOOTING: ALL FOOTINGS SHALL BE POURED AGAINST UNDISTURBED EARTH AND ARE DESIGNED TO TRANSFER NO MORE THAN 1½ TONS PER SQUARE FOOT BEARING PRESSURE TO THE SOIL UNDER ANY DESIGN LOADING CONDITION.~~

VERTICAL DIMENSIONS: VERTICAL DIMENSIONS HR AND HL SHALL NOT EXCEED 23' ~~AND THE COMBINED (L-55)/5 (HR+FR) AND (HL+FL) SHALL NOT EXCEED 31'~~ WITHOUT THE WRITTEN APPROVAL OF THE DIVISION OF BRIDGES.

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

L	X
50'	1"
55	1¼"
60	1½"
65	1¾"
70	2



CAMBER DIAGRAM

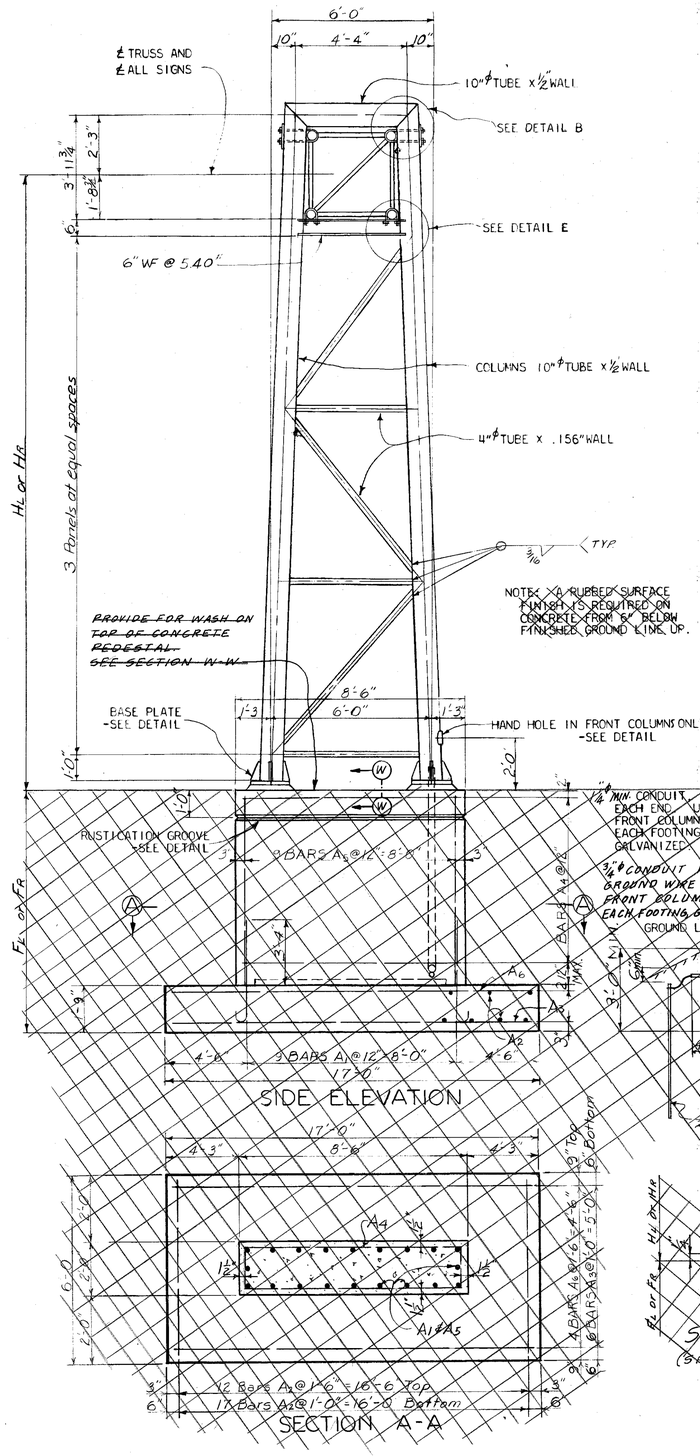
OVERHEAD SIGN SUPPORTS
50' TO 70' SPANS
ALUMINUM

SHEET C111

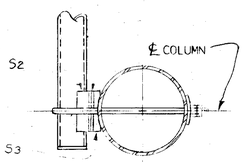
DESIGNED BY: M.V. Leach DATE
DETAILED BY: M.V. Leach DATE 2/63 REVISED
CHECKED BY: T.G.I. DATE 2/63 REVISED
CHECKED BY: DATE REVISED
TRACED BY: DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON ROAD
STATION 208+08
PROJECT NO. 164-2(35)3
SP 56-273-11L
DRAWING NO. 18574
INDEX

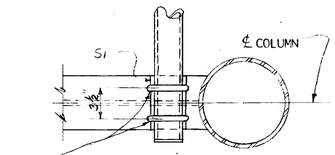
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PROVIDE NECESSARY FILLER PLATES FOR FULL BEARING.



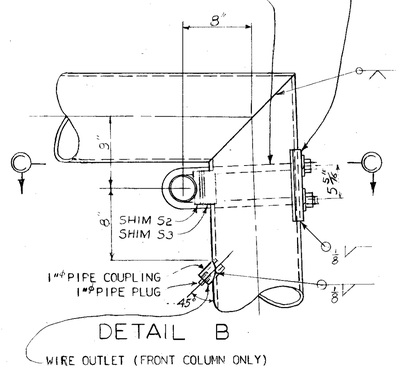
SECTION C-C



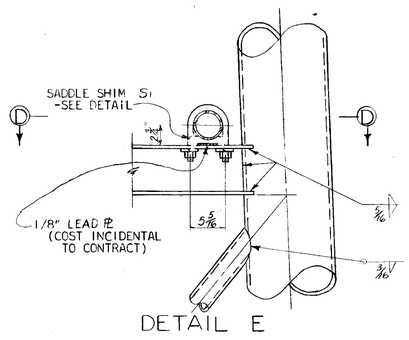
SECTION D-D

¾"ϕ U-BOLT WITH TWO HEX NUTS AND TWO LOCK WASHERS. STAINLESS STEEL. 13/16"ϕ HOLES IN COLUMN AND PLATE.

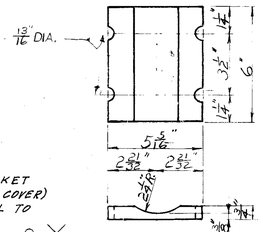
3"x¼"x0'-9 5/16" BENT PLATE



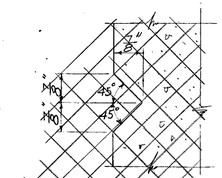
DETAIL B



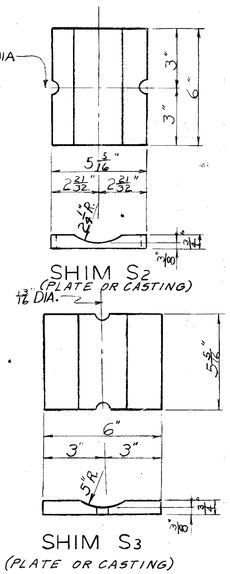
DETAIL E



SHIM S1 (PLATE OR CASTING)



RUSTICATION GROOVE DETAIL



SHIM S2 (PLATE OR CASTING)

SHIM S3 (PLATE OR CASTING)

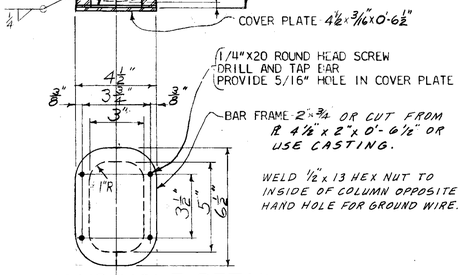
1/16" NEOPRENE GASKET (GLUE TO BACK OF COVER) (COST INCIDENTAL TO CONTRACT)

COVER PLATE 4½"x3/16"x0'-6½"

1/4"x20 ROUND HEAD SCREW DRILL AND TAP BAR. PROVIDE 5/16" HOLE IN COVER PLATE

BAR FRAME 2"x¾" OR CUT FROM PL 4½"x2"x0'-6½" OR USE CASTING.

WELD ½"x13 HEX NUT TO INSIDE OF COLUMN OPPOSITE HAND HOLE FOR GROUND WIRE.



HAND HOLE DETAIL (CASTING MAY BE USED FOR FRAME)

BILL OF REINFORCEMENT FOR ONE FOOTING

Mark	Type	No.	Size	Length Ft.	Length In.	Location
A1	①	20	#6	5	7	Footing and Wall
A2	Str.	29	#5	5	8	"
A3	Str.	6	#7	16	8	"
A4	②	Varies	#4	20	9	Wall
A5	Str.	20	#5	F1'-1"		"
A6	Str.	4	#5	10	8	Footing

TYPE ①

TYPE ②

* APPROX. ESTIMATE IS FOR INFORMATION ONLY. F_L AND F_R SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ESTIMATE OF QUANTITIES * FOR ONE FOOTING

	F=6'-0"	Additional 1' of Wall
Concrete, Class "A"	3.3 Cu.Yd.	0.63 Cu.Yd.
Reinforcement	769 Lbs.	35. Lbs.

OVERHEAD SIGN SUPPORTS
50' TO 70' SPANS
ALUMINUM

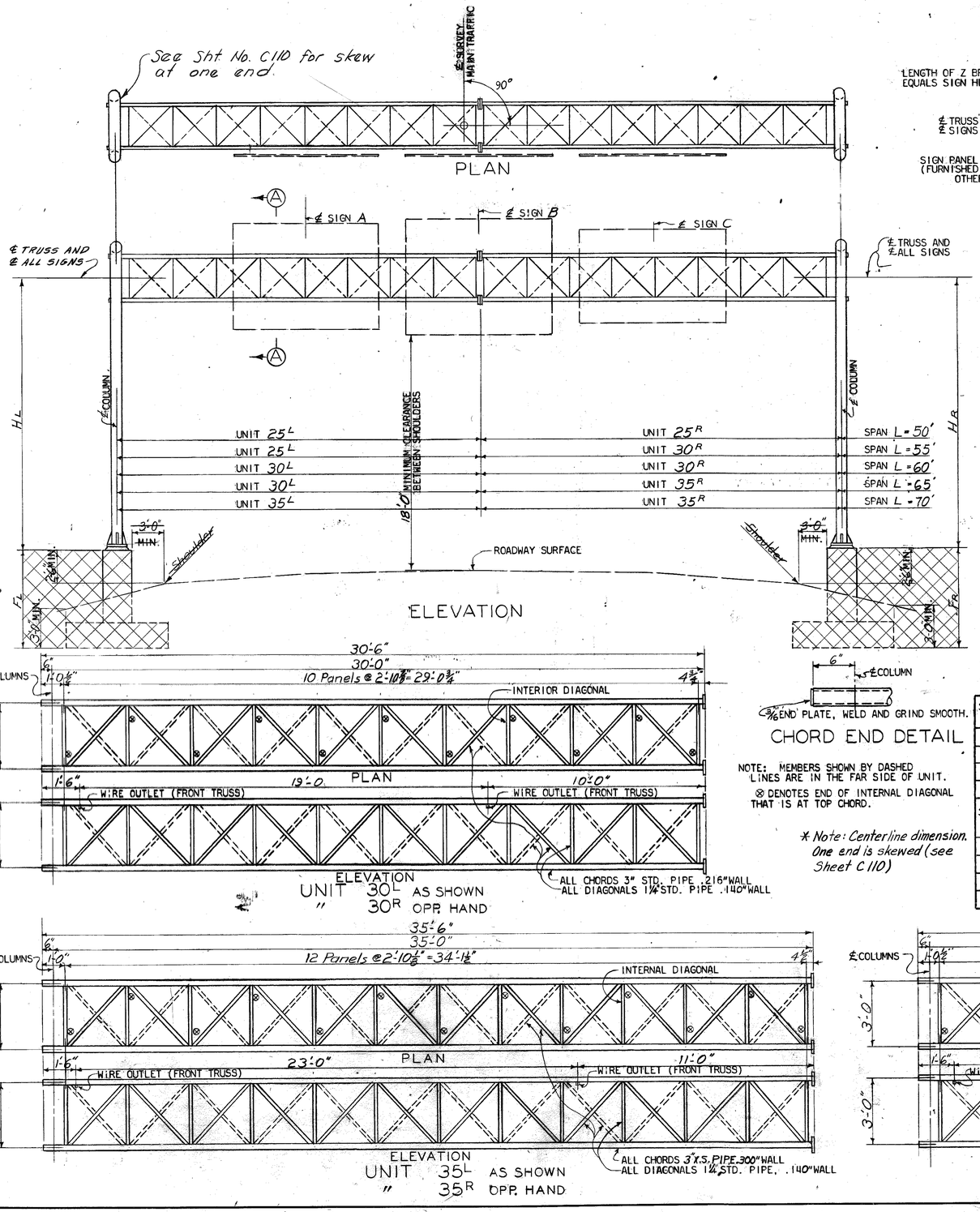
SHEET C112

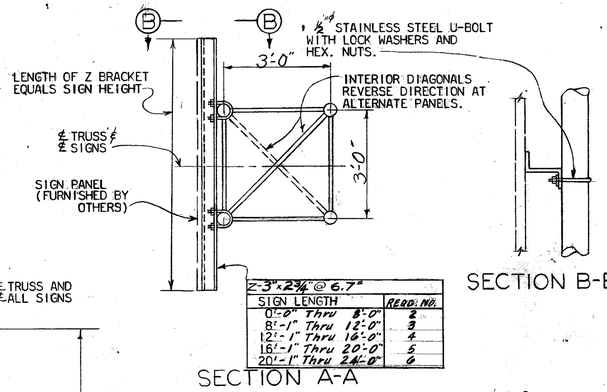
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 208+08
SP 56-273-IIL
PROJECT NO. 164-2(35)3

DRAWING NO. 18574
INDEX

DESIGNED BY: M. D. Spurlock DATE: 1/64
DETAILED BY: T.G.T. DATE: 2/62
TRACED BY: DATE:
CHECKED BY: DATE:
CHECKED BY: DATE:
REVISED: Added Castings, Changed Conduit DATE:
REVISED: DATE:
REVISED: DATE:

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

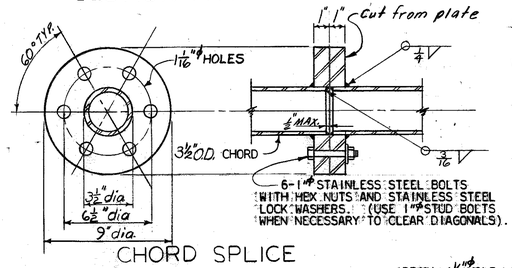




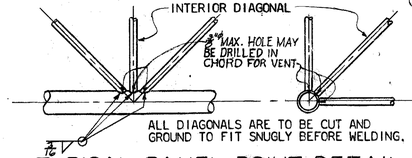
2-3"x2¾" @ 6.7#

SIGN LENGTH	REBD. NO.
0'-0" Thru 8'-0"	2
8'-1" Thru 12'-0"	3
12'-1" Thru 16'-0"	4
16'-1" Thru 20'-0"	5
20'-1" Thru 24'-0"	6

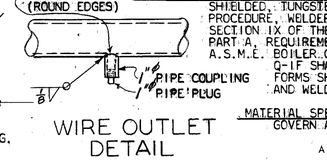
SECTION A-A



CHORD SPLICE



TYPICAL PANEL POINT DETAIL



WIRE OUTLET DETAIL

SUPPORT NO.	STATION	SPAN L	SUPPORT HEIGHT H_R	SUPPORT HEIGHT H_L	FOOTING HEIGHT F_R	FOOTING HEIGHT F_L
III	16+36.173 (Ramp No. 1)	53'-8½"*	22'-1 1/16"	23'-0"		

SUPPORT NO.	SIGN A NO.	SIGN A HT.	SIGN A LGTH.	SIGN B NO.	SIGN B HT.	SIGN B LGTH.	SIGN C NO.	SIGN C HT.	SIGN C LGTH.
III	5	12'-0"	14'-0"	6	12'-0"	16'-0"			

GENERAL NOTE

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

DESIGN: DESIGNED FOR 85 MPH WIND ON A SIGN AREA OF 400 SQ. FT. IN ACCORDANCE WITH "SPECIFICATIONS FOR THE DESIGN AND CONSTRUCTION OF STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS" PUBLISHED BY AASHO, 1961.

~~LOCATION: ROADWAY STATION OF SIGN SUPPORT INDICATED ON THE PLANS IS APPROXIMATE ONLY. WHERE SHOULDER LINES ARE DIVERGING IN PLAN, IT MAY BE NECESSARY TO SHIFT THE LOCATION OF THE SUPPORT IN ORDER TO MAINTAIN SIDE CLEARANCE WITHOUT CHANGING THE SPAN LENGTH. CHANGES IN STATION OF MORE THAN 30 FEET WILL REQUIRE WRITTEN APPROVAL FROM THE DIRECTOR OF TRAFFIC.~~

~~SUPERELEVATION OF ROADWAY: THE CONTRACTOR SHALL ALLOW FOR DIFFERENCES IN ELEVATION ACROSS THE FULL SHOULDER WIDTH AS SHOWN ON THE ROADWAY PLANS IN MAINTAINING THE REQUIRED 18 FOOT MINIMUM VERTICAL CLEARANCE TO THE BOTTOM OF THE LOWEST PART OF THE SIGNS OR SUPPORT. SIGNS ARE TO BE CENTERED OVER THE LANE OF LANES TO WHICH THEY APPLY UNLESS SHOWN OTHERWISE.~~

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

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

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

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

FABRICATION: THE SIGN SUPPORT SHALL BE FABRICATED IN ACCORDANCE WITH THE SPECIFICATIONS. ALL METAL COMPONENTS OF THE SUPPORT EXCEPT THE STAINLESS STEEL HARDWARE SHALL BE HOT-DIP GALVANIZED AFTER ALL FABRICATION HAS BEEN COMPLETED. THE GALVANIZED MATERIAL SHALL BE LOADED, HAULED AND HANDLED IN SUCH A MANNER THAT THE GALVANIZING WILL NOT BE DAMAGED. ALL ABRADED AND DAMAGED SURFACES SHALL BE REGALVANIZED OR REPAIRED BY PAINTING WITH TWO COATS OF ZINC OXIDE, ZINC DUST PAINT CONFORMING TO THE REQUIREMENTS OF FEDERAL SPECIFICATION MIL-P-15145. THE PAINT IS TO BE PROPERLY COMPOUNDED IN A SUITABLE VEHICLE IN THE RATIO OF ONE PART ZINC OXIDE TO FOUR PARTS ZINC DUST, BY WEIGHT. ALL REPAIRS ARE TO BE AS DIRECTED BY THE ENGINEER.

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

WELDERS AND WELDING PROCEDURE: WELDED FABRICATION SHALL BE LIMITED TO THE INERT-GAS SHIELDED, TUNGSTEN OR CONSUMABLE ELECTRODE METHODS OF ARC WELDING. WELDING PROCEDURE, WELDERS AND WELDING OPERATORS SHALL BE QUALIFIED ACCORDING TO SECTION IX OF THE A.S.M.E. BOILER AND PRESSURE VESSEL CODE, 1962 EDITION, PART A, REQUIREMENTS FOR FERROUS METALS. CERTIFIED COPIES IN TRIPLICATE OF A.S.M.E. BOILER CODE, APPENDIX III, QUALIFICATION TEST FORMS Q-1, Q-16, AND Q-17 SHALL BE SUBMITTED TO THE DEPARTMENT OF HIGHWAYS. THE PERTINENT FORMS SHALL INDICATE ACCEPTABLE QUALIFICATION OF WELDING PROCEDURES AND WELDER PERFORMANCE ON GROOVE AND FILLET WELDS.

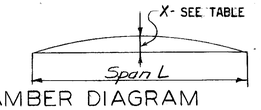
MATERIAL SPECIFICATIONS: THE FOLLOWING A.S.T.M. DESIGNATIONS SHALL GOVERN ALL MATERIALS USED:

A.S.T.M.	MATERIAL
A53-70	GRADE B SEAMLESS STEEL PIPE GALVANIZED IN ACCORDANCE WITH ASTM A-123, FOR PIPE 2" ∅ AND GREATER
A36-70a	STRUCTURAL SHAPES, PLATES, BARS AND ANCHOR BOLTS, GALVANIZED IN ACCORDANCE WITH ASTM A-123
A320-70	STAINLESS STEEL HARDWARE - NUTS, BOLTS AND WASHERS
A106-68	GRADE B SEAMLESS CARBON STEEL PIPE GALVANIZED IN ACCORDANCE WITH ASTM A-123 FOR PIPE LESS THAN 2" ∅
A27-68	CARBON STEEL CASTING - GRADE 70-36

~~FOOTINGS: ALL FOOTINGS SHALL BE POURED AGAINST UNDISTURBED EARTH AND ARE DESIGNED TO TRANSFER NO MORE THAN 1½ TONS PER SQUARE FOOT BEARING PRESSURE TO THE SOIL UNDER ANY DESIGN LOADING CONDITION.~~

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

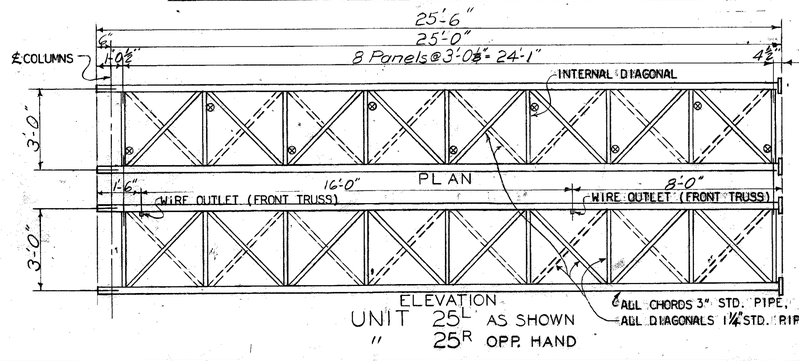
L	X
50'	1"
55'	1¼"
60'	1½"
65'	1¾"
70'	2"



CAMBER DIAGRAM

ELEVATION
UNIT 30L AS SHOWN
" 30R OPP. HAND

ELEVATION
UNIT 35L AS SHOWN
" 35R OPP. HAND



ELEVATION
UNIT 25L AS SHOWN
" 25R OPP. HAND

OVERHEAD SIGN SUPPORTS
50' TO 70' SPANS
GALVANIZED STEEL

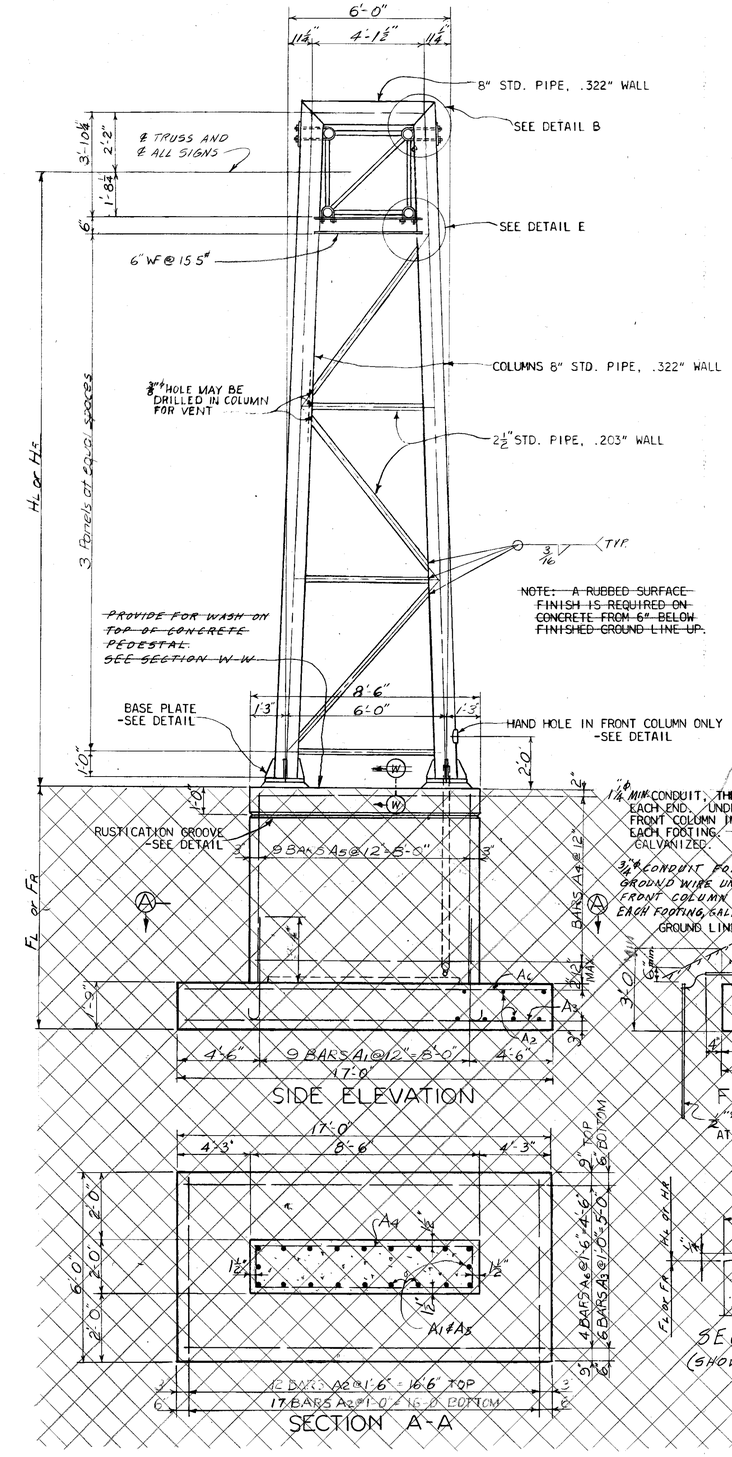
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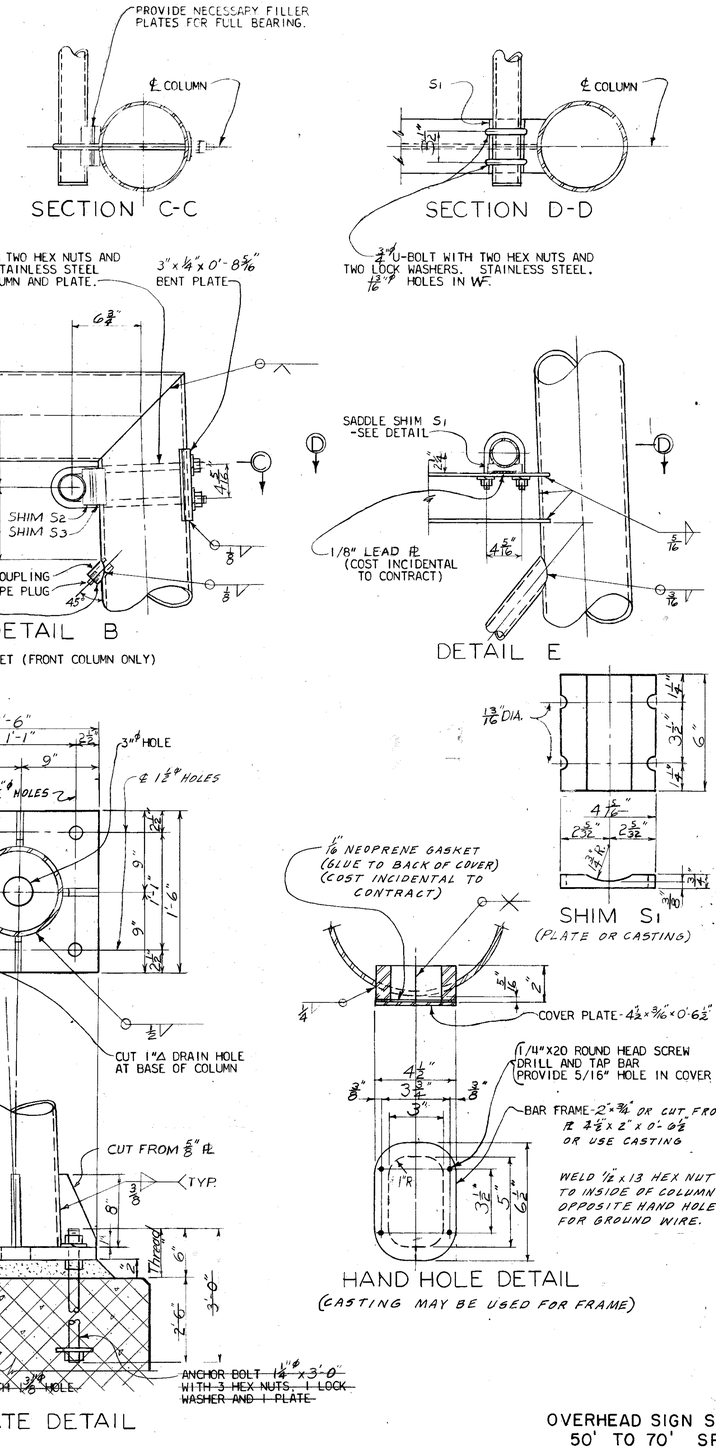
DESIGNED BY: M.L. Lynch DATE 2/63
DETAILED BY: M.L. Lynch DATE 2/63
TRACED BY: T.G.T. DATE
CHECKED BY: DATE
CHECKED BY: DATE
REVISED: ASTM Nos., Added Castings DATE 11/66
REVISED: DATE
REVISED: DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
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JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
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STATION 208+08
PROJECT NO. 164-2(35)3

DRAWING NO. 18574
INDEX

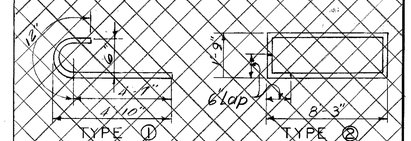
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				





BILL OF REINFORCEMENT FOR ONE FOOTING

Mark	Type	No.	Size	Length Ft.	Length In.	Location
A1	⊓	20	#6	8	7	Footing and Wall
A2	Str.	29	#5	5	8	"
A3	Str.	6	#7	16	8	"
A4	②	Varies	#4	20	9	Wall
A5	Str.	20	#5	5	11	"
A6	Str.	4	#5	16	8	Footing



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

ESTIMATE OF QUANTITIES * FOR ONE FOOTING

	F = 6'-0"	Additional 1' of Wall
Concrete, Class A	3.3 Cu.Yd.	0.63 Cu.Yd.
Reinforcement	768. Lbs.	35. Lbs.

SHEET C114

DESIGNED BY: M.J. Lynch DATE 11/66
DETAILED BY: M.J. Lynch CHECKED BY: I.G.I DATE 2/67
TRACED BY: CHECKED BY: DATE
REVISED: Added Casting, Changed Conduit DATE
REVISED: DATE
REVISED: DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

COUNTY OF
JEFFERSON

164-13TH ST. TO 7TH ST.
LOUISVILLE - LEXINGTON ROAD

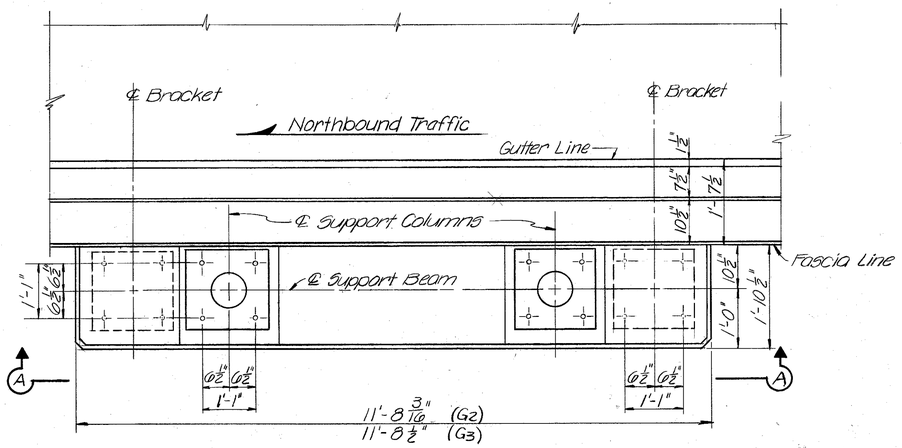
STATION 208+08

PROJECT NO. SP 56-273-111 L
164-2(35)3

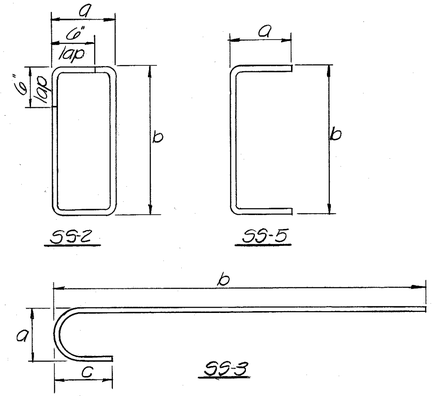
DRAWING NO. 18574

INDEX 1

OVERHEAD SIGN SUPPORTS
50' TO 70' SPANS
GALVANIZED STEEL



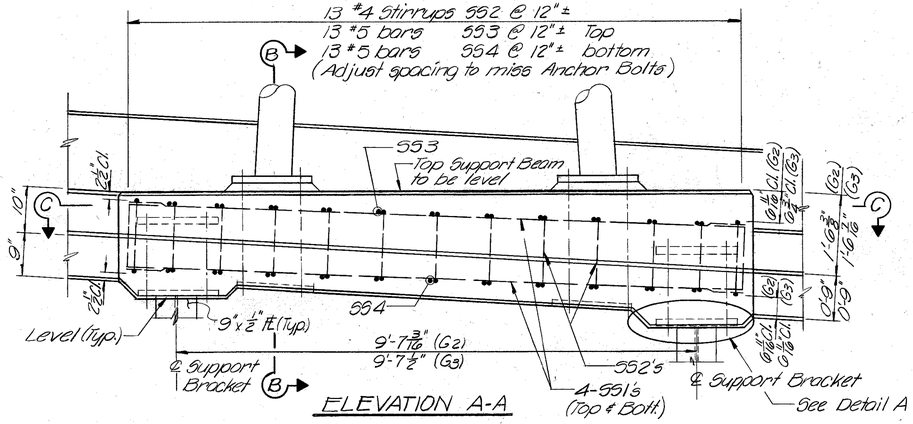
PLAN OF SIGN SUPPORT
(West Support Shown)



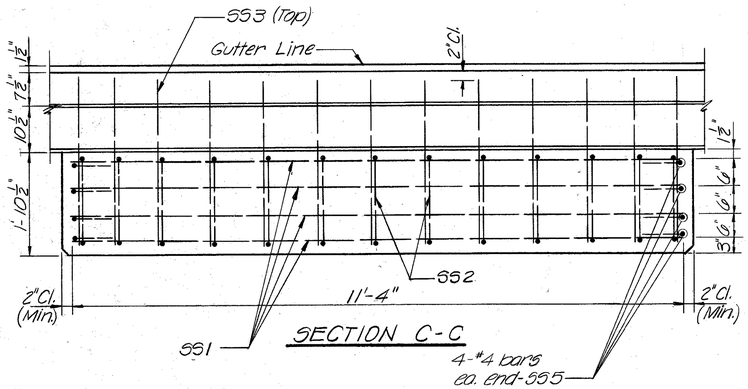
TOTAL BILL OF REINFORCEMENT *

MARK	SIZE	NO.	LENGTH ft.	LENGTH in.	a ft.	a in.	b ft.	b in.	c ft.	c in.
S5-1	8	16	11	4	–	–	–	–	–	–
S5-2	4	26	6	8	1	8	1	2	–	–
S5-3	5	26	3	7	0	5	3	0	0	5
S5-4	5	26	4	6	–	–	–	–	–	–
S5-5	4	16	2	1	0	6	1	1	–	–

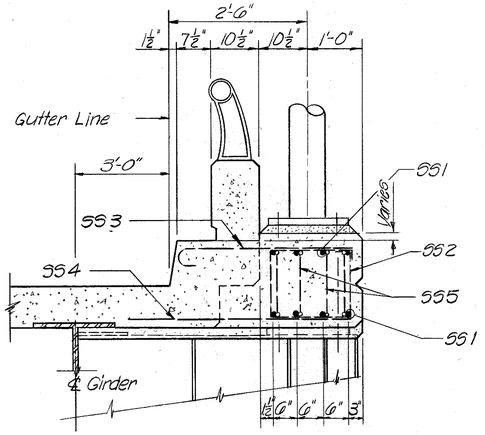
* This reinforcement is included in the Estimate of Quantities shown on Sheet C121.



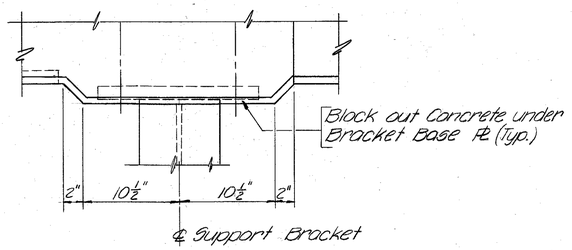
ELEVATION A-A



SECTION C-C



SECTION B-B



DETAIL A

Note: Concrete portion of Sign Support shall be cast monolithically with the curb section or a roughened construction joint shall be provided between the curb section and the sign support concrete base.

Notes:
1. Quantities for sign supports included in quantities for superstructure Unit RI-I.
2. For junction box and conduit locations for Lighting, see Lighting Details, Rdwy. Plans.
3. Work this sheet with sheet C110.
4. See Roadway Plans for location of conduit for sign lighting. Electrical conduit shall enter the front column on the east side.

Sta. 16+36.17 Lt. Ramp 1
SIGN SUPPORTS

SHEET C115

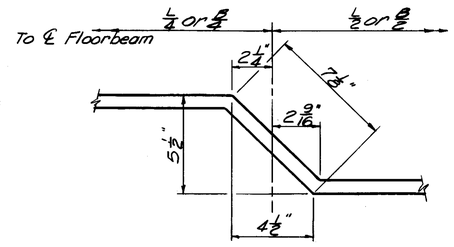
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

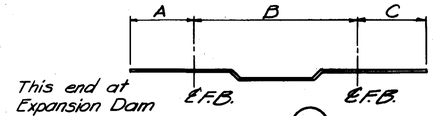
LETTING DATE

DESIGNED BY LDH DATE 1-71 REVISED
DETAILED BY LGZ CHECKED BY WCC DATE 1-71 REVISED
TRACED BY CHECKED BY DATE
DATE DATE DATE

LETTITG DATE

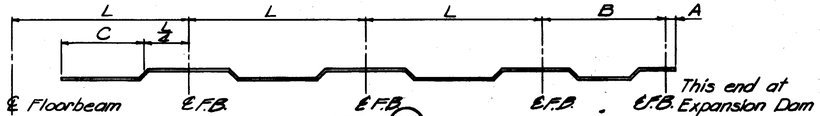


TYPICAL BEND
TRUSS BARS



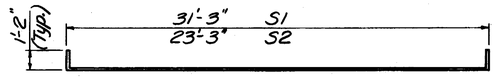
TYPE (18)

MARK	A	B	C	MARK	A	B	C
S 43	0'-6"	7'-11"	4'-2"	S 163	3'-6"	8'-8"	3'-11"
S 66	3'-6"	9'-0"	3'-10"	S 177	1'-1"	7'-3"	3'-11"
S 83	0'-6"	7'-8"	4'-3"	S 206	3'-6"	9'-5"	4'-3"
S 92	3'-6"	9'-9"	4'-3"	S 215	0'-10"	7'-10"	4'-2"
S 114	3'-3"	9'-9"	4'-3"	S 230	3'-6"	10'-3"	4'-2"
S 124	0'-6"	7'-3"	4'-0"				

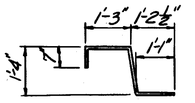


TYPE (22)

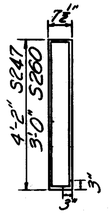
MARK	A	B	C	L
S 105	0'-6"	6'-10"	4'-7"	9'-9"



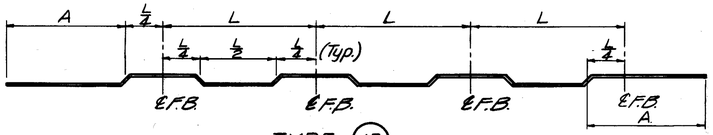
TYPE (2)
S1 & S2



TYPE (6)
S6

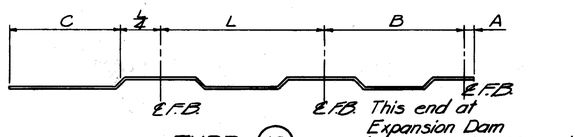


TYPE (12)
S247 & S260



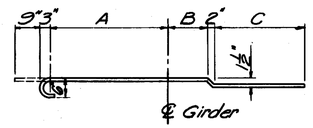
TYPE (15)

MARK	L	A	MARK	L	A
S 22	9'-5"	7'-0"	S 123	9'-5"	6'-6"
S 23	9'-0"	7'-0"	S 154	10'-1 1/2"	6'-11"
S 44	9'-0"	6'-1"	S 162	8'-8"	6'-6"
S 57	10'-0"	6'-7"	S 176	8'-6"	6'-7"
S 82	9'-9"	7'-0"	S 193	9'-1 1/2"	6'-5"
			S 218	9'-8"	6'-5"



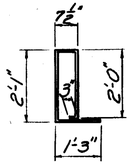
TYPE (19)

MARK	A	B	L	C
S 45	0'-6"	7'-8"	9'-0"	6'-1"
S 84	0'-6"	7'-8"	9'-9"	6'-10"
S 136	3'-6"	10'-0"	10'-0"	6'-7"
S 145	0'-6"	7'-6"	10'-0"	6'-7"
S 187	1'-8"	8'-10"	8'-8"	6'-3"
S 231	4'-0"	9'-7"	9'-7"	6'-5"
S 238	4'-0"	9'-2"	9'-2"	6'-3"

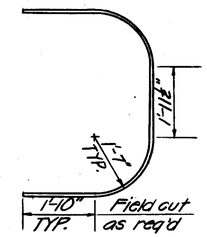


TYPE (5)

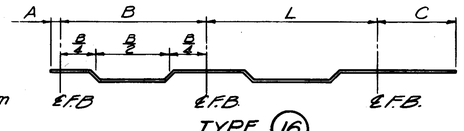
MARK	A	B	C
S 5	3'-3"	2'-1"	1'-6"
S 203	3'-3"	1'-1"	2'-6"
S 204	2'-3"	1'-1"	2'-6"
S 205	1'-3"	1'-1"	2'-6"
S 261	4'-0"	1'-4"	2'-3"
S 264	3'-3"	1'-1"	3'-4"
S 265	2'-3"	1'-1"	3'-4"
S 266	3'-7"	1'-9"	2'-8"
S 268	3'-3"	2'-1"	2'-4"



TYPE (T1)
S7

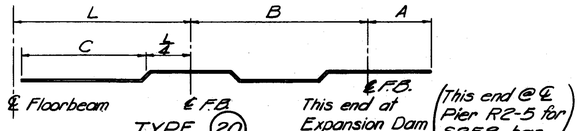


TYPE (3)
S248



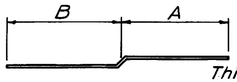
TYPE (16)

MARK	A	B	L	C
S 24	0'-6"	8'-1"	9'-5"	4'-4"
S 135	0'-10"	7'-6"	10'-0"	4'-1"
S 144	0'-6"	7'-6"	10'-0"	4'-1"
S 153	0'-6"	7'-5"	9'-9"	4'-4"



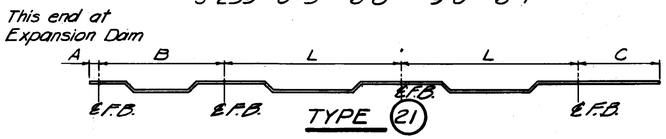
TYPE (20)

MARK	A	B	L	C
S 58	0'-10"	7'-6"	10'-0"	6'-7"
S 93	3'-6"	9'-9"	9'-9"	6'-10"
S 125	0'-6"	7'-2"	9'-5"	6'-4"
S 155	3'-6"	10'-0"	10'-0"	6'-7"
S 164	3'-6"	8'-8"	8'-8"	6'-3"
S 178	0'-6"	7'-3"	8'-6"	6'-3"
S 207	0'-3"	7'-10"	9'-5"	6'-7"
S 258	3'-10"	9'-6"	10'-0"	6'-7"
S 259	0'-5"	6'-8"	9'-0"	6'-1"



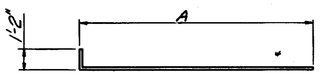
TYPE (17)

MARK	A	B
S 25	5'-11"	6'-4"
S 67	2'-6"	5'-6"



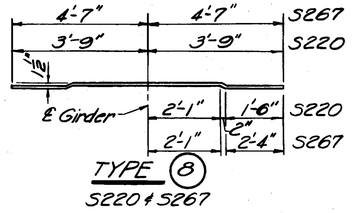
TYPE (21)

MARK	A	B	L	C
S 104	0'-6"	6'-11"	9'-9"	4'-6"
S 186	0'-6"	7'-3"	9'-0"	4'-2"
S 194	0'-6"	7'-7"	9'-1 1/2"	4'-1"



TYPE (7)

Mark	A	Mark	A
S 200	12'-10"	S 249	24'-1"
S 201	12'-4"	S 250	22'-5"
S 202	11'-10"	S 251	27'-3"
S 219	28'-10"	S 252	20'-4"
S 224	26'-1"	S 253	19'-5"
S 225	24'-7"	S 254	18'-4"
S 226	23'-1"	S 255	19'-2"
S 227	21'-7"	S 256	16'-8"
S 228	20'-1"		
S 232	29'-10"		
S 233	27'-7"		
S 234	34'-4"		
S 235	31'-10"		



TYPE (8)
S220 & S267

BAR BENDING DIAGRAMS
SUPERSTRUCTURE

SHEET C116

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P. E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LAD CHECKED BY WES DATE 4-71
DETAILED BY WES CHECKED BY LAD DATE 3-71
TRACED BY CHECKED BY DATE
REVISED
REVISED
REVISED

LETTING DATE

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER OF BARS																			TOTAL	LENGTH		LOCATION
			R1-I	R1-II	R1-III	R1-IV	R1-V	R1-VI	R2-I	R2-II	R2A-I	R2A-II	R3-I	R3-II	R3-III	R4-I	R4-II	R4-III	R4-IV	R4-V	R4-VI	R4-VII		FT.	IN.	
S 1	②	5	87	165	242	210	201	126		142			184	185	262	200	118	235	224	347	214	291	3433	33	6	slab-bott. transverse
S 2	②	5	59						214		148	24											439	25	6	slab-bott. transverse
S 3	str.	4	262	169	247	216	206	130					189	189	265	205	122	241	228	350	218	294	3531	19	10	slab-top transverse
S 4	str.	4	58						215		152	190											615	11	10	slab-top transverse
S 5	⑤	6	1259	666	976	850	812	514	856	112	598	425	744	746	1052	808	478	950	902	1392	862	1168	16,170	8	0	slab-top transverse
S 6	⑥	6	634	334	490	428	408	256	430	336	300	378	374	374	528	406	240	478	452	698	432	586	8562	4	2	curb
S 7	⑦	5	638	336	490	430	410	258	432	337	300	380	376	376	528	410	242	480	454	698	434	588	8601	6	0	plinth
S 8	str.	6											11										11	54	3	slab-top long.
S 9	str.	6											12										12	52	3	slab-top long.
S 10	str.	6			24			23				84	22	22				24					199	41	6	slab-T&B long.
S 11	str.	6									14		35	35									84	40	0	slab-T&B long.
S 12	str.	6	60								14		11										85	40	3	slab-T&B long
S 13	str.	6						23				14	24			168		24	23				276	38	9	slab-T&B long.
S 14	str.	6											11										11	56	9	slab-top long.
S 15	str.	6											12										12	54	9	slab-top long.
S 16	str.	6									28		11	12						23			74	39	6	slab-T&B long.
S 17	str.	6					80						12										92	38	0	slab-T&B long.
S 18	str.	6	14										11										25	40	9	slab-bott. long.
S 19	str.	6		23							14		12	12									61	39	3	slab-bott. long.
S 20	str.	6											11										11	33	3	slab-bott. long.
S 21	str.	6					10						12										22	32	0	slab-T&B long.
S 22	⑮	6							65		13	52	44	44									218	43	5	slab - Truss
S 23	⑮	6						22					44										66	42	2	slab - Truss
S 24	⑯	6											22										22	23	0	slab - Truss
S 25	⑰	6											22							22			44	12	5	slab - Truss
S 26	str.	4	216	98	174	159	144	76	159	97	90	120	144	128	204	144	76	174	174	296	174	242	3089	40	0	slab, curb & plinth
S 27	str.	4	12										11										23	34	3	slab, plinth
S 28	str.	4											4						4				8	34	9	curb
S 29	str.	4											11										11	17	6	slab,
S 30	str.	4								18			4										22	15	6	curb, slab (Top Trans.)
S 31	str.	4											4										4	21	6	plinth
S 32	str.	4								18			4										22	11	6	plinth, slab(Top Trans.)
S 33	str.	4		8			11	11					4										34	51	3	slab, curb, plinth
S 34	str.	4					4			11			4				4						23	42	0	slab, curb, plinth
S 35	str.	6											11									23	34	24	9	slab-T&B long.
S 36	str.	6				10				22			11								184		227	40	6	slab-T&B long.
S 37	str.	6											46										46	38	6	slab-T&B long.
S 38	str.	6											23										23	50	0	slab-top long.
S 39	str.	6	14										12						23				49	23	9	slab-top long.
S 40	str.	6			23				14				11	46									94	29	9	slab-T&B long.
S 41	str.	6	14										23										37	45	6	slab-bott. long.
S 42	str.	6								39			12										51	28	6	slab-T&B long.
S 43	⑱	6											22										22	12	11	slab-Truss
S 44	⑮	6								18			44		100								162	40	4	slab-Truss
S 45	⑲	6											22										22	26	4	slab-Truss
S 46	str.	4											15				11						26	33	0	slab, plinth
S 47	str.	4											4				4						8	33	3	curb
S 48	str.	4										4	11								4		19	25	0	slab, plinth
S 49	str.	4					4			5			4		4								17	24	0	slab, curb, plinth
S 50	str.	4											4										4	58	3	plinth
S 51	str.	4											4										4	52	3	plinth
S 52	str.	4	12				11					2	4					8					37	36	0	slab, plinth
S 53	str.	4									4		8									4	16	55	3	plinth
S 54	str.	6	23	92	46									230		22	88	184	322		276		1283	42	6	slab-T&B long
S 55	str.	6			23	22			14					46		11	11						127	34	9	slab-T&B long
S 56	str.	6												22									22	8	6	slab-lapped w/Truss
S 57	⑮	6		66	22					18				132				22			132		392	44	4	slab-Truss
S 58	⑳	6	32											22									54	17	11	slab-Truss
S 59	str.	4							4					30									34	31	9	slab, curb, plinth

Bill of Reinforcement continued on following sheet.

Bill of Reinforcement
SUPERSTRUCTURE

SHEET C117

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST TO 7TH ST
LOUISVILLE—LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P.E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY L.A.D. CHECKED BY W.E.S. DATE 3-71
DETAILED BY W.E.S CHECKED BY L.A.D. DATE 3-71
TRACED BY CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER OF BARS																			TOTAL	LENGTH FT.	LENGTH IN.	LOCATION
			R1-I	R1-II	R1-III	R1-IV	R1-V	R1-VI	R2-I	R2-II	R2A-I	R2A-II	R3-I	R3-II	R3-III	R4-I	R4-II	R4-III	R4-IV	R4-V	R4-VI	R4-VIII				
S 60	str.	4			8	11			11						8	4							42	45	0	slab, curb, plinth
S 61	str.	4													16								16	50	9	plinth
S 62	str.	6				11										21							32	27	3	slab-T&B long.
S 63	str.	6	20				-									21							41	31	9	slab-batt. long.
S 64	str.	6														21							21	32	3	slab-top long.
S 65	str.	6														21							21	27	9	slab-batt. long.
S 66	(16)	6														20							20	16	8	slab-Truss
S 67	(17)	6							13		13					20							46	8	2	slab-Truss
S 68	str.	4						4								11							15	44	9	slab, curb
S 69	str.	4														11			4				15	48	9	slab, plinth
S 70	str.	4														4							4	49	0	curb
S 71	str.	4														4			4		4		12	27	3	plinth
S 72	str.	4				4				8						4			4				20	28	6	curb, plinth
S 73	str.	4								5						4							9	32	3	slab, plinth
S 74	str.	4														4							4	33	9	plinth
S 75	str.	4						4	4							4	4						16	22	6	plinth
S 76	str.	6	346							22							24						392	41	0	slab, T&B long.
S 77	str.	6															22	22					44	39	9	slab, T&B long.
S 78	str.	6	23							39							12						74	33	6	slab-top long.
S 79	str.	6				80											24						104	38	3	slab-T&B long.
S 80	str.	6															11	11					22	44	9	slab-T&B long.
S 81	str.	6															12						12	43	3	slab-top long.
S 82	(15)	6			44												44	110	66	176			440	44	5	slab - Truss
S 83	(18)	6															22						22	12	9	slab - Truss
S 84	(19)	6															22						22	28	0	slab - Truss
S 85	str.	4				4											11						15	41	9	slab, curb,
S 86	str.	4															4						4	17	0	plinth
S 87	str.	4	5														4						9	19	3	slab, plinth
S 88	str.	4								18							4						22	13	9	plinth, slab(trans)
S 89	str.	6								22								72					94	41	3	slab-T&B long.
S 90	str.	6										14						12					26	34	0	slab-T&B long.
S 91	str.	6																12					12	43	6	slab-batt. long.
S 92	(13)	6																22					22	17	10	slab - Truss
S 93	(20)	6																22					22	23	0	slab - Truss
S 94	str.	4		16														11					27	48	0	slab, plinth
S 95	str.	4								5	4							4				4	17	48	3	slab, curb, plinth
S 96	str.	4																11		15			26	31	3	slab, curb
S 97	str.	4		8														4					12	31	6	curb, plinth
S 98	str.	4	2		4				4	16		4						4					34	30	6	slab, plinth
S 99	str.	4			4					10								4					18	52	6	slab, curb, plinth
S 100	str.	4								7								4					11	44	0	slab, plinth
S 101	str.	4	33															4					37	29	0	slab, plinth
S 102	str.	6																	23				23	43	9	slab-top long.
S 103	str.	6	37																23				60	28	9	slab-batt. long.
S 104	(21)	6																	22				22	32	5	slab - Truss
S 105	(22)	6																	22				22	35	0	slab - Truss
S 106	str.	4					4												11				15	34	6	slab, plinth
S 107	str.	4	16			4													11				31	28	3	slab, curb, plinth
S 108	str.	4	4																4				8	30	0	curb, plinth
S 109	str.	4	8																4				12	27	6	plinth
S 110	str.	4						4											4				8	51	9	curb, plinth
S 111	str.	4																	4				4	29	6	plinth
S 112	str.	6					11													46		23	80	34	6	slab-T&B long.
S 113	str.	6																		23		23	46	29	6	slab-T&B long.
S 114	(13)	6																		22			22	17	7	slab-Truss
S 115	str.	4							4											15			19	41	6	slab, curb, plinth
S 116	str.	4								16										8			24	27	0	plinth
S 117	str.	4				4														8			12	23	3	curb, plinth
S 118	str.	4						4												4			8	25	6	plinth

Bill of Reinforcement continued on following sheet.

Bill of Reinforcement
SUPERSTRUCTURE

LETTING DATE

DESIGNED BY LAD	CHECKED BY WES	DATE 3-71
DETAILED BY WES	CHECKED BY LAD	DATE 3-71
TRACED BY	CHECKED BY	DATE
REVISED	REVISED	REVISED

SHEET C118

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P.E. PROJECT NO. I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER OF BARS																		TOTAL LENGTH			LOCATION
			R1-I	R1-II	R1-III	R1-IV	R1-V	R1-VI	R2-I	R2-II	R2A-I	R2A-II	R3-I	R3-II	R3-III	R4-I	R4-II	R4-III	R4-IV	R4-V	R4-VI	R4-VIII		FT.	IN.	
5119	str.	4																		4		11	15	20	3	slab, plinth
5120	str.	6								44											46		90	32	9	slab-T.& B. long.
5121	str.	6																			23		23	28	0	slab-batt. long.
5122	str.	6	23																		23		46	37	6	slab-T.& B. long.
5123	(15)	6	44																		110		154	42	5	slab-Truss
5124	(18)	6																			22		22	12	1	slab-Truss
5125	(20)	6																			22		22	16	11	slab-Truss
5126	str.	4			4																11	11	26	24	3	slab, plinth
5127	str.	4																			4	4	8	24	6	curb
5128	str.	4																			11		11	18	9	slab,
5129	str.	4										4									4		8	19	0	curb, plinth
5130	str.	4							4												4		8	26	6	curb, plinth
5131	str.	4																			4		4	47	3	plinth
5132	str.	4			15																4		19	44	6	slab, curb, plinth
5133	str.	4																			4		4	24	9	plinth
5134	str.	6	2																			23	25	19	9	slab-T.& B. long.
5135	(16)	6																				22	22	23	1	slab-Truss
5136	(19)	6																				22	22	33	5	slab-Truss
5137	str.	4																				4	4	20	6	curb
5138	str.	4	12																			4	16	30	3	curb, plinth
5139	str.	4																				4	4	33	9	plinth
5140	str.	4							4													4	8	31	0	plinth
5141	str.	4									4											4	8	55	6	plinth
5142	str.	6		46						22													68	44	3	slab-T.& B. long.
5143	str.	6		23																			23	49	3	slab-batt. long.
5144	(16)	6		22																			22	22	9	slab-Truss
5145	(19)	6		22																			22	27	11	slab-Truss
5146	str.	4	11	22																			33	51	0	slab
5147	str.	6			11																		11	54	6	slab-top long.
5148	str.	6			11																		11	49	6	slab-batt. long.
5149	str.	6			22																		22	42	9	slab-T.& B. long.
5150	str.	6			92			23															115	43	0	slab-T.& B. long.
5151	str.	6			12					39													51	52	6	slab-T.& B. long.
5152	str.	6			12			23															35	47	9	slab-T.& B. long.
5153	(16)	6			22																		22	22	8	slab-Truss
5154	(15)	6	13		44																		57	45	5	slab-Truss
5155	(20)	6			22																		22	23	1	slab-Truss
5156	str.	4			15																		15	52	0	slab, curb
5157	str.	4			4																		4	49	9	plinth
5158	str.	6				20																	20	30	0	slab-top long.
5159	str.	6				10	10			39													59	31	6	slab-T.& B. long.
5160	str.	6				88																	88	37	0	slab-T.& B. long.
5161	str.	6	8			11						14											33	39	0	slab-T.& B. long.
5162	(15)	6				100		22															122	40	2	slab-Truss
5163	(18)	6				20																	20	16	5	slab-Truss
5164	(20)	6				20																	20	21	1	slab-Truss
5165	str.	4				11						4											15	23	0	slab, plinth
5166	str.	4				4		4															8	22	0	plinth
5167	str.	4				4																	4	42	9	slab, plinth
5168	str.	4				4				3													7	35	3	slab, plinth
5169	str.	4				4			4	8													16	22	3	plinth
5170	str.	6					10																10	27	6	slab-batt. long.
5171	str.	6	7				10																17	35	9	slab-B. long. T. trans.
5172	str.	6	20				88																108	36	9	slab-T.& B. long.
5173	str.	6					11																11	31	0	slab-top long.
5174	str.	6					11																11	26	9	slab-batt. long.
5175	str.	6					11			39													50	30	3	slab-top long.
5176	(15)	6					100																100	39	10	slab-Truss
5177	(18)	6					20																20	12	7	slab-Truss

Bill of Reinforcement continued on following sheet.

Bill of Reinforcement
SUPERSTRUCTURE

DESIGNED BY LAD
DETAILED BY WES
TRACED BY
CHECKED BY WES DATE 3-71
CHECKED BY LAD DATE 3-71
CHECKED BY DATE
CHECKED BY DATE
REVISED
REVISED
REVISED

SHEET C 119

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON
ROAD SP 56-273-11L

STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER OF BARS																			TOTAL	LENGTH		LOCATION
			R1-I	R1-II	R1-III	R1-IV	R1-V	R1-VI	R2-I	R2-II	R2A-I	R2A-II	R3-I	R3-II	R3-III	R4-I	R4-II	R4-III	R4-IV	R4-V	R4-VI	R4-VII		FT.	IN.	
S178	(20)	6					20																20	16	8	slab-truss
S179	str.	4					4					4											8	51	6	curb, plinth
S180	str.	4					4																4	32	9	curb
S181	str.	4					4			42													46	18	3	plinth, slab(Top Trans.)
S182	str.	4					4																4	23	6	plinth
S183	str.	4					4					4											8	18	0	plinth
S184	str.	6						23															23	46	3	slab-bott. long.
S185	str.	6						23															23	47	6	slab-bott. long.
S186	(21)	6						22															22	30	11	slab-truss
S187	(19)	6						22															22	28	5	slab-truss
S188	str.	4						11															11	46	0	slab,
S189	str.	4						4				5											9	26	0	slab, plinth
S190	str.	6									14												14	42	0	slab-top long.
S191	str.	6									14												14	37	3	slab-bott. long.
S192	str.	6									14	14											28	34	3	slab-T&B long
S193	(15)	6									26												26	41	5	slab-truss
S194	(21)	6									13												13	31	5	slab-truss
S195	str.	4									15												15	35	0	slab, curb
S196	str.	4	12								15												27	27	9	slab, curb, plinth
S197	str.	4									4												4	45	6	plinth
S198	str.	4									4												4	43	6	plinth
S199	str.	4									4												4	43	0	plinth
S200	(7)	5										108											108	14	0	slab-bott. transverse
S201	(7)	5										108											108	13	6	slab-bott. transverse
S202	(7)	5										108											108	13	0	slab-bott. transverse
S203	(5)	6								18		108											126	8	0	slab-top transverse
S204	(5)	6								16		109											125	7	0	slab-top transverse
S205	(5)	6								7		55											62	6	0	slab-top transverse
S206	(18)	6	22									13											35	17	6	slab-truss
S207	(20)	6										13											13	17	0	slab-truss
S208	str.	4										11											11	21	9	slab,
S209	str.	4										4											4	16	6	curb
S210	str.	4										10											10	36	6	slab, curb
S211	str.	4										8											8	56	3	slab
S212	str.	6							112														112	41	9	slab-T&B long
S213	str.	6							14														14	29	3	slab-bott. long.
S214	str.	6							14														14	24	6	slab-top long.
S215	(18)	6							13														13	13	2	slab-truss
S216	str.	4							11														11	26	3	slab,
S217	str.	4							4														4	38	6	curb
S218	(15)	6	88																				88	43	0	slab, truss
S219	(7)	5	172																				172	30	0	slab-bott. transverse
S220	(8)	6	202							55													257	7	6	slab-top transverse
S221	str.	4	11																				11	29	9	slab
S222	str.	6	18																				18	48	6	slab-T&B long.
S223	str.	6	2																				2	19	3	slab-top long.
S224	(7)	5	21																				21	27	3	slab-bott. transverse
S225	(7)	5	21																				21	25	9	slab-bott. transverse
S226	(7)	5	21							18													39	24	3	slab-bott. transverse
S227	(7)	5	21																				21	22	9	slab-bott. transverse
S228	(7)	5	21																				21	21	3	slab-bott. transverse
S229	str.	6	14																				14	51	0	slab-top long.
S230	(19)	6	13																				13	18	3	slab-truss
S231	(19)	6	30																				30	32	10	slab-truss
S232	(7)	5	19																				19	31	0	slab-bott. transverse
S233	(7)	5	19																				19	28	9	slab-bott. transverse
S234	(7)	5	16																				16	35	6	slab-bott. transverse
S235	(7)	5	14																				14	33	0	slab-bott. transverse
S236	str.	5	14																				14	15	6	slab-bott. transverse

Bill of Reinforcement continued on following sheet.

Bill of Reinforcement
SUPERSTRUCTURE

DESIGNED BY LAD
DETAILED BY WES
TRACED BY
CHECKED BY W.E.S. DATE 3-71
CHECKED BY L.A.D. DATE 3-71
CHECKED BY DATE
REVISED
REVISED
REVISED
DATE
DATE
DATE

SHEET C120

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P.E. PROJECT NO. 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

BILL OF REINFORCEMENT

MARK	TYPE	SIZE	NUMBER OF BARS R1-I	R1-II	R1-III	R1-IV	R1-V	R1-VI	R2-I	R2-II	R2A-I	R2A-II	R3-I	R3-II	R3-III	R4-I	R4-II	R4-III	R4-IV	R4-V	R4-VI	R4-VII	TOTAL	LENGTH FT.	LENGTH IN.	LOCATION
S237	str.	5	13																				13	13	0	slab-bott.trans.
S238	(19)	6	13																				13	31	8	slab-truss
S239	str.	4	72																				72	9	6	slab-top trans.
S240	str.	4	42							10													52	8	9	plinth, slab(Trans.)
S241	str.	4	42			–																	42	8	0	slab-top trans.
S242	str.	4	42																				42	7	3	slab-top trans.
S243	str.	4	42																				42	6	6	slab-top trans.
S244	str.	4	38																				38	11	3	slab-top trans.
S245	str.	4	38																				38	10	3	slab-top trans.
S246	str.	4	28							18													46	12	6	slab-top trans.
S247	(12)	5	11																				11	9	10	plinth
S248	(3)	4	15																				15	10	8	plinth
S249	(7)	5								37													37	25	3	slab-bott. trans.
S250	(7)	5								18													18	23	7	slab-bott. trans.
S251	(7)	5								19													19	28	5	slab-bott. trans.
S252	(7)	5								18													18	21	6	slab-bott. trans.
S253	(7)	5								40													40	20	7	slab-bott. trans.
S254	(7)	5								40													40	19	6	slab-bott. trans.
S255	(7)	5								40													40	20	4	slab-bott. trans.
S256	(7)	5								40													40	17	10	slab-bott. trans.
S257	str.	6								39													39	56	3	slab-bott. long.
S258	(20)	6								18													18	22	11	slab-Truss
S259	(20)	6								18													18	15	11	slab-Truss
S260	(12)	5								6													6	7	6	plinth
S261	(5)	6								132													132	8	9	slab-top trans.
S262	str.	6								118													118	10	3	slab-top trans.
S263	str.	6								108													108	9	3	slab-top trans.
S264	(5)	6								51													51	8	10	slab-top trans.
S265	(5)	6								154													154	7	10	slab-top trans.
S266	(5)	6								36													36	9	2	slab-top trans.
S267	(8)	6								113													113	9	2	slab-top trans.
S268	(5)	6								223													223	8	10	slab-top trans.
DD1	str.	4	56	34	34	24	26	6	14	28	12	18	6	20	46	38	22	38	26	36	24	32	540	2	8	Deck Drains
LS1	(27)	4	6	2	4	4	4	2	4	4	2	2	4	4	2	4	2	4	2	8	2	6	72	8	8	Light Standard *
LS2	(17)	4	6	2	4	4	4	2	4	4	2	2	4	4	2	4	2	4	2	8	2	6	72	2	11	Light Standard *
LS3	(17)	4	3	1	2	2	2	1	2	2	1	1	2	2	1	2	1	2	1	4	1	3	36	6	11	Light Standard *

For Location & Bending Diagrams of DD & LS* bars, see sht. C107

* Includes Light Std. & T.V. Std.

ESTIMATE OF QUANTITIES

ITEM	UNITS	AMOUNT R1-I	R1-II	R1-III	R1-IV	R1-V	R1-VI	R2-I	R2-II	R2A-I	R2A-II	R3-I	R3-II	R3-III	R4-I	R4-II	R4-III	R4-IV	R4-V	R4-VI	R4-VII	TOTAL
Concrete, Class A-A	Cu. Yds.	422.8①	179.7	259.0	221.8	211.2	134.5	177.2	192.7	126.1	148.8	191.0	196.7	228.9	215.9	122.4	241.7	239.5	366.7	229.4	311.4	4475.4
Steel Reinforcement	Lbs.	107,524②	42,882	62,402	52,623	50,076	32,657	42,730	60,178	29,726	36,453	47,291	47,006	67,690	50,200	30,089	60,663	73,620	89,457	53,496	75,235	1,114,435
High Strength Handrail	Lin. Ft.	624.0	333.0	479.2	410.8	391.8	250.1	411.2	330.0	291.7	360.8	356.9	364.9	524.7	400.9	227.4	459.9	446.6	684.5	427.2	580.2	8474.5*
Drain Pipe	Lin. Ft.	349	215	357	238	210	105	181	203	155	197	116	209	336	219	173	299	312	387	245	284	4792
Protective Coating	–																					
Linseed Oil	Sq. Yds.	1380	557	799	685	653	417	503	620	357	414	595	603	875	668	379	767	745	1141	712	967	13,842

① Includes 3.4 Cu. Yds. For Sign Support
② Includes 841 Lbs. For Sign Support

* Includes 117.9 Lin. Ft. At End Bents

Bill of Reinforcement & Summary of Quantities
SUPERSTRUCTURE

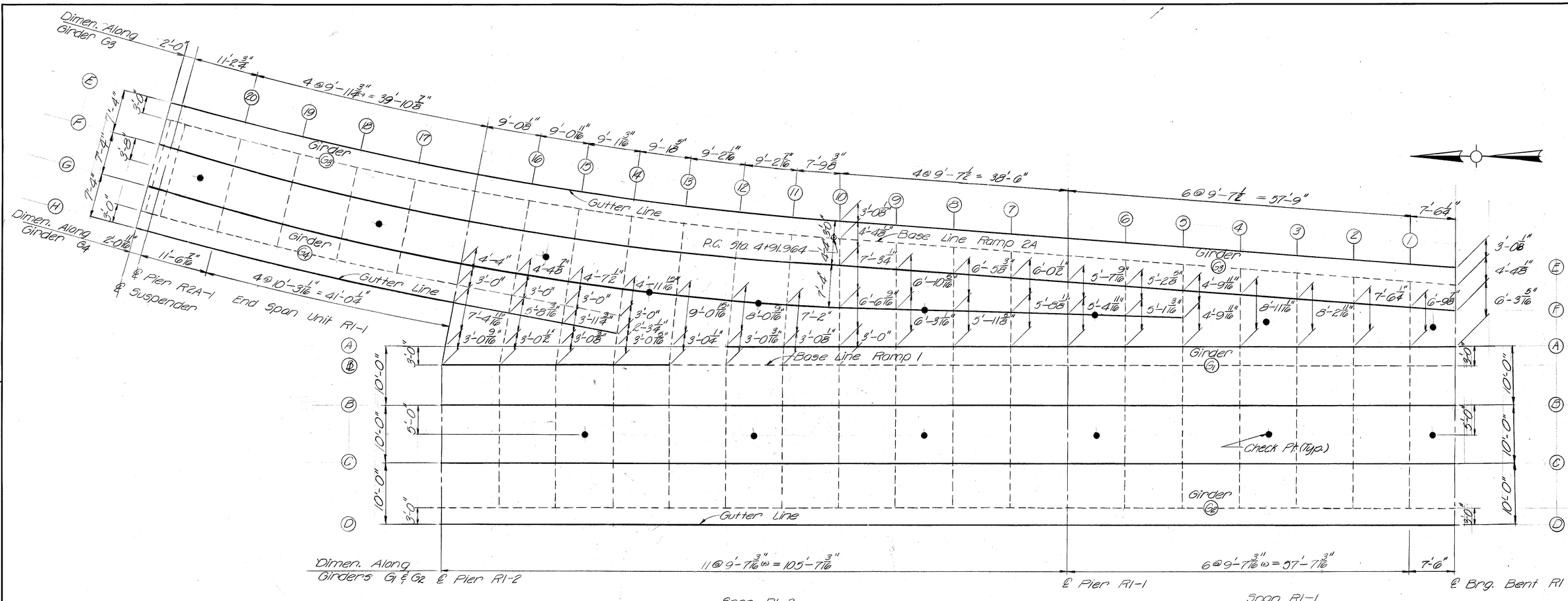
SHEET C121

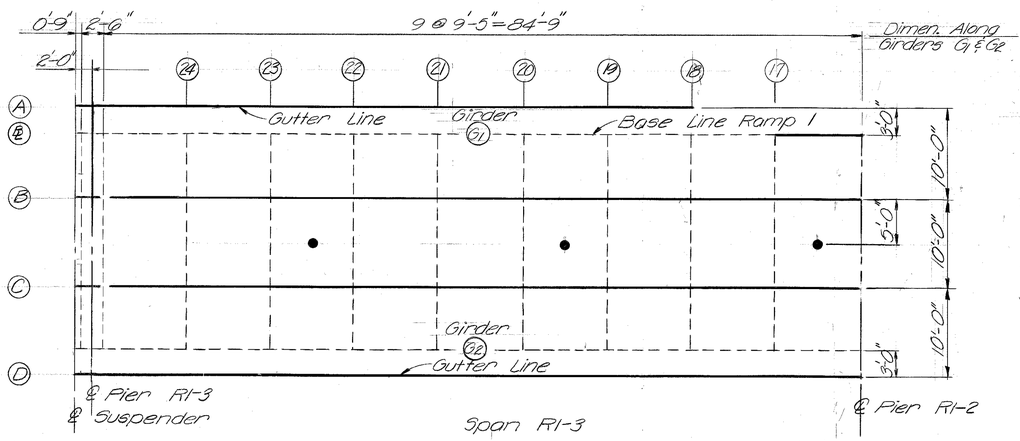
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P.E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LAD CHECKED BY WES DATE 3-71
DETAILED BY WES CHECKED BY LAD DATE 5-71
TRACED BY CHECKED BY DATE
DATE DATE DATE
REVISED REVISED REVISED

LETTING DATE





UNIT R1-I

SLAB CONTROL ELEVATION NOTES

1. After the slab forms are erected and before the slab reinforcement is placed, the Resident Engineer shall take field elevations at the slab thickness check points and enter them in the Table in the space provided. The slab thickness shall then be computed. If the computed slab thickness varies more than ¼" from the plan thickness, allowing 1/360 of the slab span for deflection of the form work, the form shall be adjusted until the computed slab thickness is within the Tolerance allowed.
2. For UNIT R1-I, F-G-20-Pier denotes "Slab Check Point" midway between Longitudinal Lines F & G and midway between Screed Line 20 & ℄ Pier. All other points similar. All other Units (except as noted), Susp.-1 denotes "Slab Check Point" midway between Longitudinal Lines B & C and midway between ℄ Suspender & Screed Line 1. All other points similar.

CONSTRUCTION ELEVATION NOTES

1. Layout Screed Lines ①, ②, etc. as shown in plan. Center punch marks on top of ℄ Girder or ℄ Floorbeams for elevation points.
2. Read elevations to three decimals on top of Girder or Floorbeam as erected, after shoring and falsework are removed but before forms are placed and deck slab, etc. are poured. These elevations are to be entered in the Table as Elevation "Y".
3. Compute Dimension "Z" (See Typical Section). Top of concrete Elevation "X" minus Elevation "Y" equals Dimension "Z".
4. Always measure from top of Girder or Floorbeam 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, curbs & plinths, handrail and future wearing surface (2" thick, 25 pounds per sq. ft.).
6. Gutter line elevations contain the deflections of the adjacent girder as shown in Typical Section. Dimension "Z" will indicate the difference in elevation of the girder at the center punch mark and the gutter line at a point measured along the Screed Line (Dimension "W") from the ℄ of the girder (center punch mark).
7. Construct handrail Plinth to curb grade — DO NOT add camber to handrail plinth.

For Construction Elevations at Bent R1, see Detail Sheet C13.
For Typical Section, see sheet C12.

UNIT R1-I
CONSTRUCTION ELEVATIONS

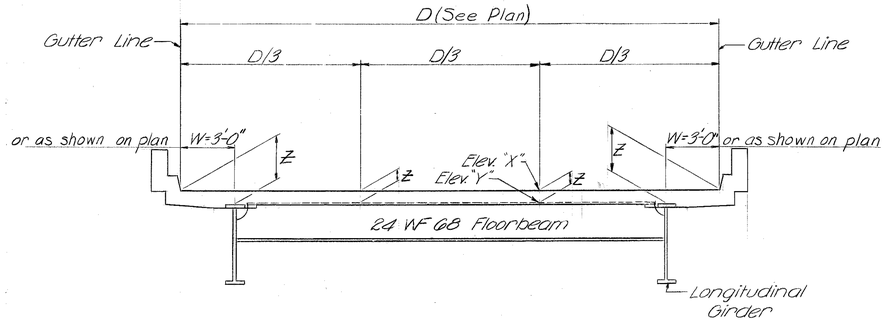
SHEET C122

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 P.E. PROJECT NO. I 64-2(353)

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LAD CHECKED BY RMY DATE 4-5-10 REVISED
DETAILED BY DEB CHECKED BY LAD DATE 4-12-10 REVISED
TRACED BY CHECKED BY DATE REVISED
DATE
DATE
DATE

LETTING DATE



TYPICAL SECTION

TABLE OF ELEVATIONS FOR UNIT RI-I

SECTION	A or ℄ X	A or ℄ Y	A or ℄ Z	B X	B Y	B Z	C X	C Y	C Z	D X	D Y	D Z	E X	E Y	E Z	F X	F Y	F Z	G X	G Y	G Z	H X	H Y	H Z	SECTION
℄Brg.	473.116			473.275			473.431			473.583			477.902			473.018									℄ Brg.
1	473.377			473.746			473.904			474.051			473.356			473.272									1
2	474.162			474.332			474.494			474.643			473.930			474.046									2
3	474.738			474.908			475.070			475.220			474.494			474.610									3
4	475.305			475.475			475.636			475.786			475.047			475.165									4
5	475.868			476.037			476.196			476.344			475.598			475.716			475.793						5
6	476.440			476.606			476.765			476.911			476.160			476.277			476.361						6
℄ Pier RI-1	477.018			477.182			477.338			477.482			476.728			476.845			476.935						℄ Pier RI-1
7	477.627			477.790			477.945			478.088			477.330			477.445			477.542						7
8	478.237			478.398			478.552			478.693			477.931			478.048			478.149						8
9	478.849			479.009			479.161			479.302			478.435			478.651			478.758						9
10	479.451			479.609			479.762			479.902			479.127			479.243			479.355						10
11	480.025			480.196			480.349			480.489			479.598			479.746			479.889						11
12	480.597			480.768			480.921			481.062			480.157			480.303			480.446						12
13	481.208			481.324			481.478			481.619			480.682			480.832			480.978						13
14	481.752			481.869			482.024			482.167			481.114			481.287			481.454			481.638			14
15	482.289			482.409			482.564			482.708			481.463			481.670			481.873			482.087			15
16	482.831			482.951			483.107			483.251			481.657			481.837			481.214			482.494			16
℄ Pier RI-2	483.386			483.506			483.662			483.807			481.829			482.183			482.534			482.885			℄ Pier RI-2
17	483.962			484.081			484.237			484.383			482.047			482.409			482.768			483.126			17
18	484.504			484.671			484.827			484.974			482.234			482.602			482.969			483.333			18
19	485.100			485.266			485.423			485.569			482.402			482.770			483.136			483.500			19
20	485.691			485.857			486.014			486.160			482.537			482.900			483.262			483.621			20
21	486.271			486.437			486.594			486.740															21
22	486.835			487.001			487.156			487.302															22
23	487.380			487.546			487.702			487.848															23
24	487.911			488.077			488.233			488.379															24
℄ Pier RI-3	488.513			488.647			488.803			488.981															℄ Pier RI-3
℄ Susp.	488.625			488.770			488.926			489.093															℄ Susp.
℄ Pier RI-A-1													482.652			482.996			483.348			483.709			℄ Pier RI-A-1
℄ Susp.													482.668			483.014			483.366			483.720			℄ Susp.

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
B-C-Brg-1	473.589		
A-F-Brg-1	473.296		
B-C-3-4	475.272		
A-F-3-4	474.953		
BC-G-Pier	476.973		
G-6-Pier	476.648		
B-C-8-9	478.780		
G-8-9	478.454		
B-C-11-12	480.558		
G-11-12	480.168		
G-13-14	481.216		
B-C-14-15	482.216		
F-G-15-16	481.674		
F-G-17-18	482.687		
F-G-20-Pier	483.126		
BC-Pier-17	483.872		
B-C-19-20	485.640		
B-C-22-23	487.351		

For notes concerning use of tables, see sheet C122.

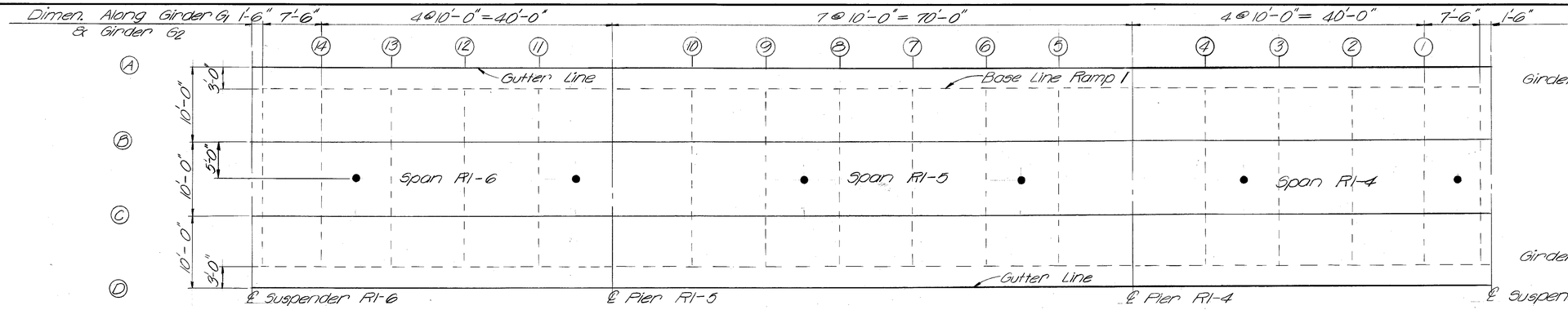
DESIGNED BY LAD — CHECKED BY RMY — DATE 4-5-70 — REVISED
DETAILED BY DEB — CHECKED BY JLH — DATE 2-15-71 — REVISED
TRACED BY — CHECKED BY — DATE — REVISED

UNIT RI-I
CONSTRUCTION ELEVATIONS

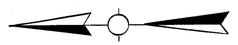
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COUNTY OF
JEFFERSON
I64-13TH ST TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD
STATION 208+08 — **P. E. PROJECT NO.** I64-2(35)3 — SP56-273-11L

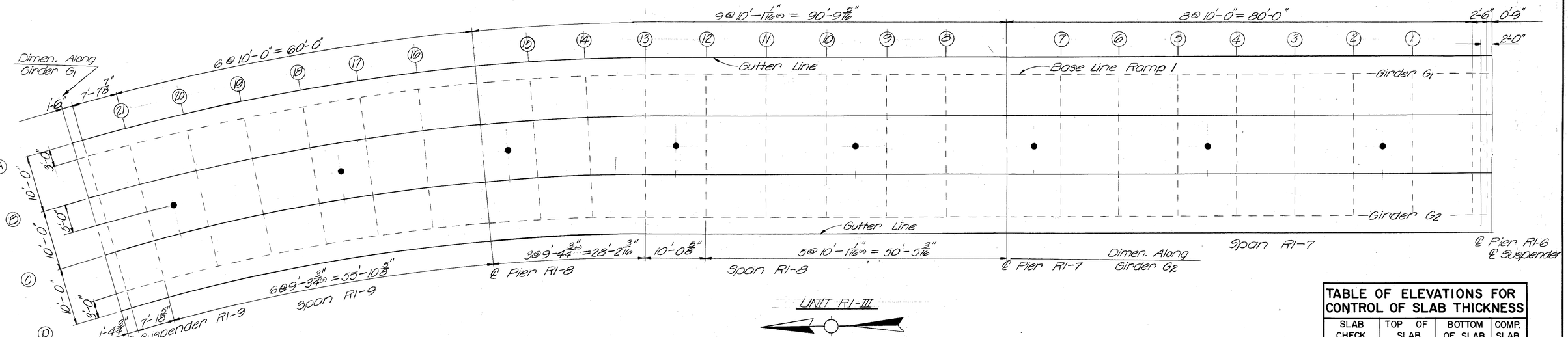
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE



UNIT R1-II





UNIT R1-III

TABLE OF ELEVATIONS FOR UNIT R1-II

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄Susp.	488.625			488.770			488.926			489.093		
1	489.167			489.333			489.489			489.635		
2	489.771			489.938			490.094			490.239		
3	490.366			490.533			490.689			490.834		
4	490.955			491.122			491.278			491.423		
℄Pier	491.554			491.702			491.858			492.022		
5	492.165			492.332			492.488			492.633		
6	492.794			492.961			493.117			493.262		
7	493.393			493.560			493.716			493.861		
8	493.945			494.112			494.268			494.413		
9	494.451			494.614			494.766			494.907		
10	494.920			495.062			495.193			495.313		
℄Pier	495.317			495.480			495.590			495.708		
11	495.819			495.919			496.009			495.088		
12	496.239			496.318			496.387			496.445		
13	496.625			496.684			496.732			496.709		
14	496.971			497.008			497.035			497.053		
℄Susp.	497.257			497.258			497.267			497.292		

TABLE OF ELEVATIONS FOR UNIT R1-III

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄Susp.	497.257			497.258			497.267			497.292		
℄Pier	497.330			497.312			497.316			497.343		
1	497.698			497.610			497.632			497.582		
2	497.998			497.927			497.845			497.752		
3	498.246			498.134			498.010			497.876		
4	498.448			498.293			498.128			497.952		
5	498.602			498.407			498.201			497.984		
6	498.715			498.478			498.232			497.973		
7	498.802			498.525			498.230			497.936		
℄Pier	498.872			498.532			498.202			497.882		
8	498.937			498.577			498.205			497.823		
9	498.991			498.589			498.176			497.752		
10	499.014			498.571			498.118			497.653		
11	498.999			498.915			498.021			497.515		
12	498.939			498.413			497.877			497.329		
13	498.833			498.266			497.689			497.100		
14	498.672			498.106			497.528			496.938		
15	498.479			497.913			497.335			496.747		
℄Pier	498.272			497.682			497.102			496.532		
16	498.060			497.488			496.905			496.311		
17	497.832			497.260			496.676			496.082		
18	497.573			496.999			496.413			495.818		
19	497.272			496.697			496.110			495.513		
20	496.922			496.348			495.762			495.166		
21	496.524			495.952			495.370			494.778		
℄Susp.	496.140			495.547			494.968			494.398		

UNITS R1-II & R1-III CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
UNIT R1-II	Susp.-1	489.130		
	3-4	490.906		
	5-6	492.724		
	8-9	494.440		
	Pier-11	495.750		
	13-14	496.865		
UNIT R1-III	1-2	497.708		
	4-5	498.257		
	7-Pier	498.374		
	9-10	498.304		
	12-13	498.061		
	15-Pier	497.508		
	17-18	496.837		
	20-21	495.858		

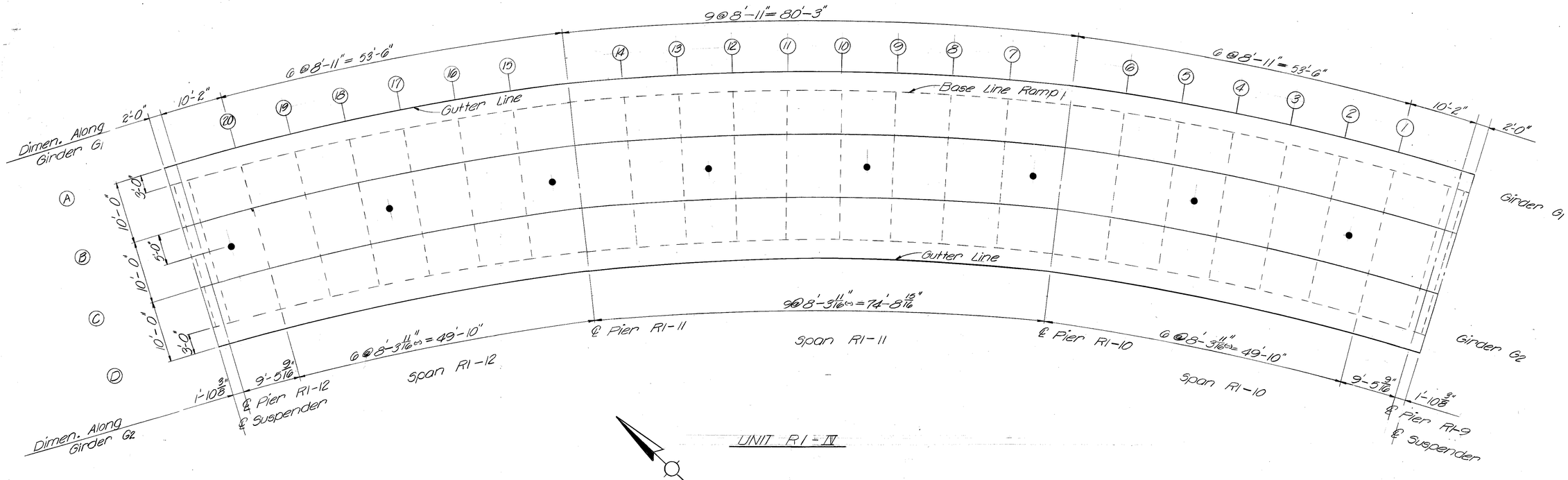
For notes concerning use of tables see sheet C122. For typical sections see sheet C123. SHEET C124

DESIGNED BY LAD DATE
DETAILED BY DEB CHECKED BY JLH DATE 4-5-70 REVISED
TRACED BY CHECKED BY RMY DATE 2-18-71 REVISED
DATE REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 208+08 **P.E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE



UNIT R1-IV

TABLE OF ELEVATIONS FOR UNIT R1-IV												
SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄Susp	496.140			495.547			494.968			494.398		
℄Pier	496.060			495.456			494.876			494.318		
1	495.635			495.064			494.483			493.892		
2	495.242			494.670			494.087			493.495		
3	494.812			494.240			493.657			493.065		
4	494.348			493.776			493.193			492.601		
5	493.850			493.278			492.696			492.104		
6	493.324			492.753			492.173			491.582		
℄Pier	492.801			492.212			491.632			491.061		
7	492.303			491.731			491.149			490.557		
8	491.817			491.244			490.661			490.068		
9	491.329			490.754			490.168			489.573		
10	490.826			490.250			489.665			489.069		
11	490.310			489.734			489.149			488.553		
12	489.778			489.204			488.619			488.025		
13	489.235			488.662			488.079			487.486		
14	486.689			488.117			487.535			486.943		
℄Pier	488.153			487.504			486.984			486.413		
15	487.644			487.073			486.493			485.902		
16	487.148			486.576			485.994			485.402		
17	486.649			486.076			485.494			484.901		
18	486.141			485.568			484.985			484.392		
19	485.620			485.047			484.465			483.872		
20	485.086			484.514			483.932			483.340		
℄Pier	484.480			483.878			483.298			482.738		
℄Susp	484.360			483.769			483.189			482.620		

TABLE OF ELEVATIONS FOR UNIT R												
SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z

UNIT R1-IV
CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS			
SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP SLAB T'NESS
1-2	494.576		
4-5	493.236		
Pier-7	491.681		
9-10	490.209		
12-13	488.641		
Pier-15	487.028		
17-18	485.531		
20-Pier	483.906		

For notes concerning use of tables see sheet C122. For typical sections see sheet C123. SHEET C125

DESIGNED BY LAD DATE 4-22-70 REVISED
DETAILED BY DEB CHECKED BY RMY DATE 2-25-71 REVISED
TRACED BY CHECKED BY JLH DATE REVISED
CHECKED BY DATE REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-IIL
STATION 208+08 P. E. PROJECT NO. I64-2(35)3
CONSTRUCTION PROJECT NO. | MAINTENANCE PROJECT NO. | DRAWING NO. 18574

LETTING DATE

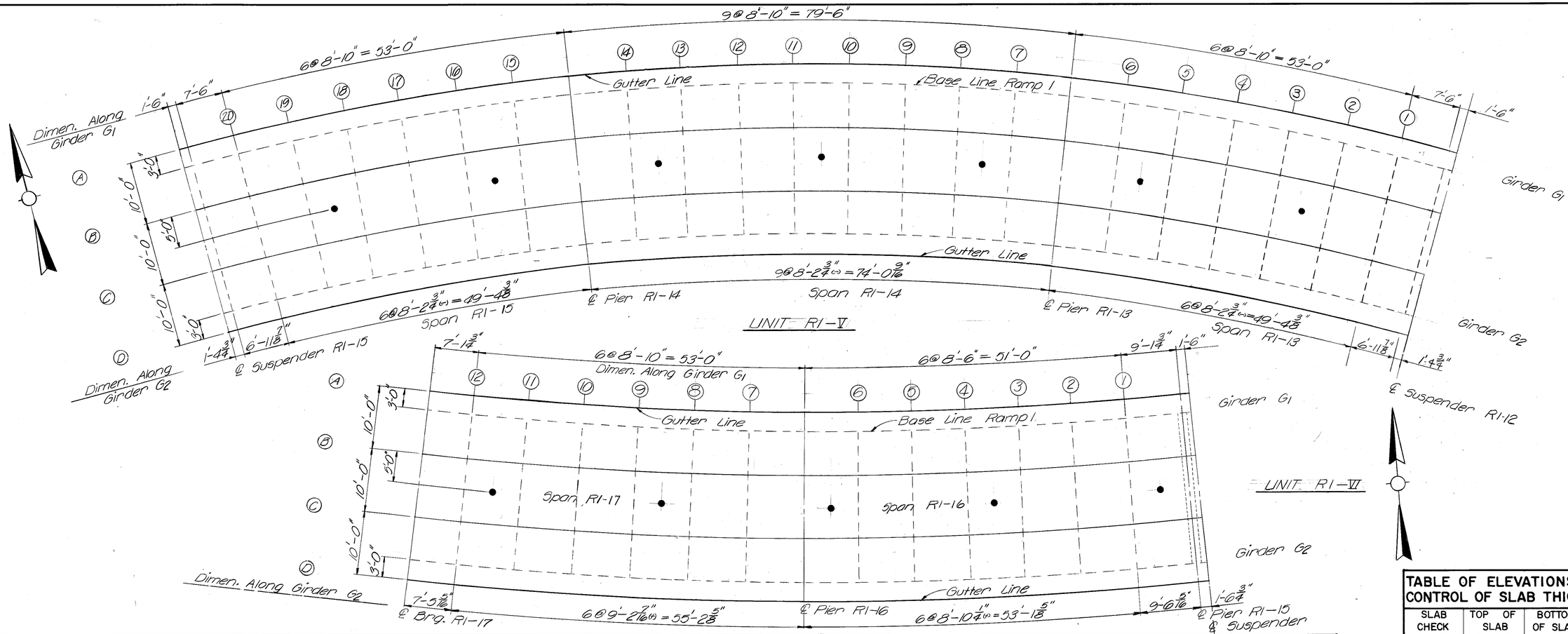


TABLE OF ELEVATIONS FOR UNIT R1-V

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄Susp.	484.360			483.769			483.189			482.620		
1	483.854			483.281			482.698			482.107		
2	483.361			482.787			482.204			481.612		
3	482.855			482.281			481.697			481.105		
4	482.337			481.763			481.179			480.587		
5	481.809			481.236			480.653			480.062		
6	481.278			480.706			480.125			479.535		
℄Pier	480.766			480.177			479.597			479.026		
7	480.220			479.744			480.189			478.626		
8	479.843			479.333			478.813			478.285		
9	479.414			478.939			478.454			477.960		
10	478.993			478.553			478.104			477.647		
11	478.577			478.174			477.762			477.341		
12	478.166			477.801			477.427			477.044		
13	477.764			477.438			477.102			476.758		
14	477.378			477.090			476.793			476.487		
℄Pier	477.026			476.758			476.500			476.251		
15	476.718			476.503			476.280			476.047		
16	476.444			476.264			476.076			475.879		
17	476.187			476.042			475.889			475.726		
18	475.941			475.852			475.714			475.586		
19	475.701			475.629			475.548			475.457		
20	475.471			475.435			475.390			475.336		
℄Susp.	475.247			475.242			475.236			475.229		

TABLE OF ELEVATIONS FOR UNIT R1-VI

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄Susp.	475.247			475.242			475.236			475.229		
℄Pier	475.216			475.224			475.223			475.220		
1	475.071			475.113			475.144			475.166		
2	474.946			475.016			475.077			475.128		
3	474.828			474.929			475.019			475.099		
4	474.719			474.847			474.965			475.073		
5	474.619			474.775			474.921			475.058		
6	474.536			474.720			474.895			475.058		
℄Pier	474.481			474.675			474.878			475.090		
7	474.461			474.703			474.935			475.157		
8	474.469			474.742			475.004			475.256		
9	474.495			474.797			475.090			475.372		
10	474.531			474.863			475.184			475.496		
11	474.576			474.936			475.286			475.626		
12	474.628			475.015			475.391			475.760		
℄Brg.	474.677			475.078			475.478			475.879		

UNITS R1-V & R1-VI
CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
UNIT R1-V	2-3	482.242		
	5-6	480.680		
	7-8	479.520		
	10-11	478.148		
	13-14	477.106		
	15-16	476.281		
	18-19	475.681		
UNIT R1-VI	Pier-1	475.176		
	3-4	474.940		
	6-Pier	474.792		
	8-9	474.908		
	11-12	475.157		

For notes concerning use of tables see sheet C122. For typical section see sheet C123.
SHEET C126

DESIGNED BY: LAD
DETAILED BY: DEB
TRACED BY:
CHECKED BY: RMY
CHECKED BY: JLH
CHECKED BY:
DATE 4-6-70 REVISED
DATE 2-15-71 REVISED
DATE
DATE

COMMONWEALTH OF KENTUCKY
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COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 208+08 **P. E. PROJECT NO.** I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

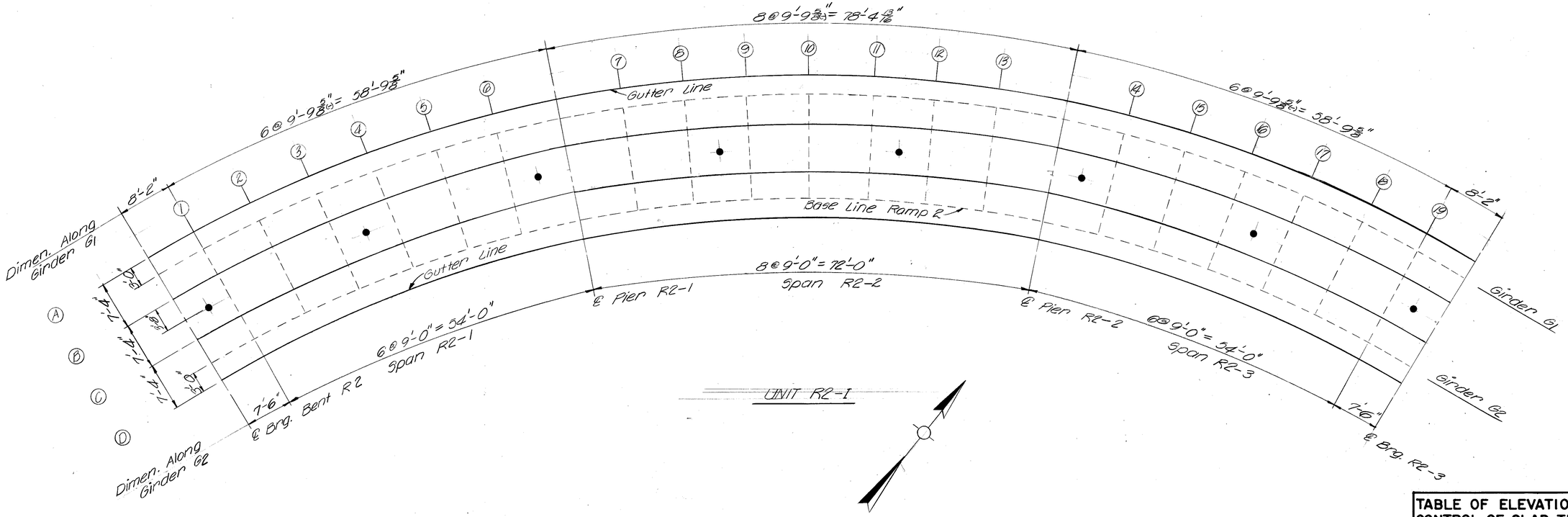


TABLE OF ELEVATIONS FOR UNIT R2-I

SECTION	A X	A Y	A Z	B X	B Y	B Z	C X	C Y	C Z	D X	D Y	D Z
℄ Brg.	462.892			462.454			462.013			461.572		
1	463.368			462.929			462.485			462.041		
2	463.946			463.501			463.063			462.603		
3	464.500			464.053			463.603			463.151		
4	465.036			464.590			464.139			463.688		
5	465.554			465.110			464.663			464.214		
6	466.065			465.624			465.178			464.732		
℄ Pier	466.585			466.143			465.702			465.265		
7	467.149			466.707			466.262			465.816		
8	467.731			467.285			466.835			466.384		
9	468.301			467.852			467.398			466.944		
10	468.853			468.402			467.947			467.491		
11	469.381			468.932			468.478			468.024		
12	469.891			469.445			468.995			468.544		
13	470.389			469.947			469.502			469.056		
℄ Pier	470.905			470.463			470.022			469.585		
14	471.465			471.024			470.578			470.132		
15	472.034			471.590			471.143			470.694		
16	472.596			472.149			471.699			471.248		
17	473.128			472.680			472.231			471.779		
18	473.627			473.181			472.734			472.284		
19	474.071			473.638			473.201			472.764		
℄ Brg.	474.361			473.963			473.564			473.163		

TABLE OF ELEVATIONS FOR UNIT R

SECTION	A X	A Y	A Z	B X	B Y	B Z	C X	C Y	C Z	D X	D Y	D Z

UNIT R2-I
CONSTRUCTION ELEVATIONS.

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
Brg.-1	462.470		
3-4	464.096		
6-Pier	465.662		
8-9	467.342		
11-12	468.962		
Pier-14	470.522		
16-17	472.190		
19-Brg.	473.592		

For Construction Elevations at Bent R2 see Detail sheet C13.
For notes concerning use of tables see sheet C122. For typical section see sheet C123.
SHEET C127

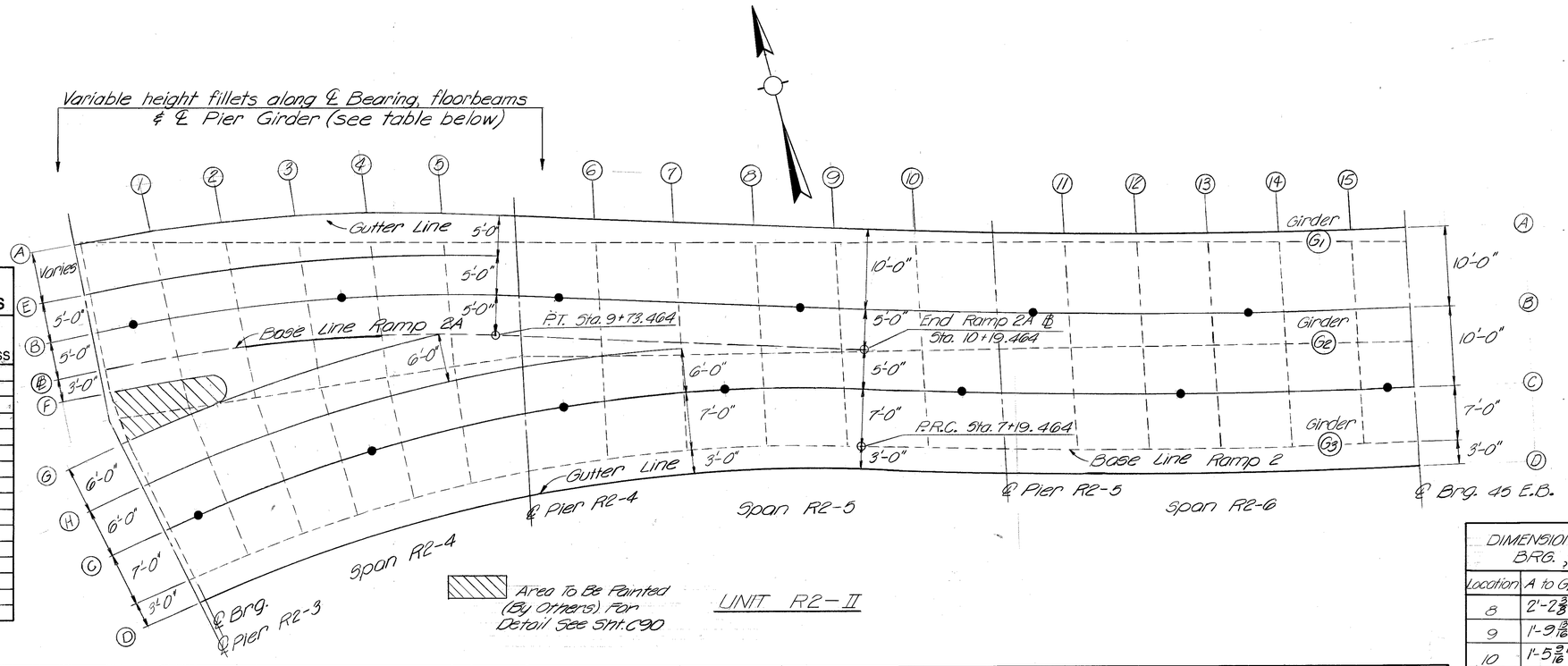
DESIGNED BY LAD CHECKED BY RMY DATE 4-12-70 REVISED
DETAILED BY DEB CHECKED BY JLH DATE 2-25-71 REVISED
TRACED BY CHECKED BY DATE REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18579

LETTING DATE

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS			
SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
B-Brg-1	475.746		
B-3-4	475.901		
B-Pier-6	476.320		
B-8-9	477.094		
B-Pier-11	477.902		
B-13-14	478.592		
C-Brg.-1	473.972		
C-3-4	475.018		
C-Pier-6	475.984		
C-7-8	476.731		
C-10-Pier	477.714		
C-12-13	478.561		
C-15-Brg.	479.197		



UNIT R2—II

DIMENSIONS ACROSS SLAB ALONG BRG., PIERS & FLOORBEAMS - CONT.						
Location	A to G_1	G_1 to B	B to G_2	G_2 to C	C to G_3	G_3 to D
8	2'-2 3/8"	7'-10 1/16"	5'-11 3/16"	4'-5 5/8"	7'-0"	3'-0"
9	1'-9 13/16"	8'-2 5/8"	5'-5 1/16"	4'-7 1/2"	7'-0 1/4"	3'-0 1/8"
10	1'-5 9/16"	8'-6 13/16"	4'-10 15/16"	5'-1 3/8"	7'-0 1/2"	3'-0 1/8"
℄ Pier	1'-2 15/16"	8'-9 7/16"	4'-6 1/2"	5'-5 11/16"	7'-0 3/16"	3'-0 1/16"
11	1'-1 1/2"	8'-10 5/8"	4'-3 3/16"	5'-8 5/8"	7'-0 5/8"	3'-0 1/16"
12	1'-1 7/16"	8'-10 11/16"	4'-1 15/16"	5'-10 5/8"	7'-0 1/16"	3'-0"
13	1'-2 3/16"	8'-9 1/2"	4'-1 1/2"	5'-10 13/16"	7'-0"	3'-0"
14	1'-4 15/16"	8'-7 1/16"	4'-1 15/16"	5'-10 1/8"	7'-0"	3'-0"
15	1'-8 3/16"	8'-3 7/16"	4'-3 15/16"	5'-8 3/16"	7'-0"	3'-0"
℄ Brg.	2'-0"	8'-0"	4'-6"	5'-6"	7'-0"	3'-0"

TABLE OF ELEVATIONS FOR UNIT R2—II

SECTION	A X	A Y	A Z	E X	E Y	E Z	B X	B Y	B Z	F or B* X	F or B* Y	F or B* Z	G X	G Y	G Z	H X	H Y	H Z	C X	C Y	C Z	D X	D Y	D Z	SECTION
℄ Pier	——			——			——			——			——			——			——			——			℄ Pier
℄ Brg.	476.379			476.026			475.730			475.258			474.436			474.102			473.781			473.246			℄ Brg.
1	476.345			476.034			475.763			475.330			474.760			474.466			474.164			473.654			1
2	476.320			476.052			475.808			475.566			475.067			474.793			474.518			474.051			2
3	476.320			476.081			475.865			475.650			475.361			475.105			474.856			474.428			3
4	476.326			476.123			475.936			475.750			475.636			475.404			475.179			474.788			4
5	476.352			476.189			475.034			——	——	——	——	——	——	475.690			475.486			475.131			5
℄ Pier	476.458	——	——	——	——	——	476.101	——	——	——	——	——	——	——	——	475.967			475.788			475.467			℄ Pier
6	476.632	——	——	——	——	——	476.440	——	——	——	——	——	——	——	——	476.306			476.179			475.951			6
7	476.830	——	——	——	——	——	476.700	——	——	——	——	——	——	——	——	476.632			476.556			476.423			7

* Longitudinal Line F at ℄ Pier, ℄ Brg. & Screed Line 1. Baseline (Ramp 2A) at Screed Lines 2, 3, & 4.

TABLE OF ELEVATIONS FOR UNIT R2—II CONT.

SECTION	A X	A Y	A Z	B X	B Y	B Z	C X	C Y	C Z	D X	D Y	D Z	SECTION
8	477.034			476.965			476.906			476.861			8
9	477.230			477.223			477.233			477.265			9
10	477.459			477.506			477.563			477.617			10
℄ Pier	477.691			477.774			477.866			477.965			℄ Pier
11	477.912			478.030			478.156			478.288			11
12	478.119			478.271			478.432			478.600			12
13	478.306			478.493			478.693			478.893			13
14	478.466			478.691			478.922			479.157			14
15	478.599			478.864			479.128			479.392			15
℄ Brg.	478.682			478.977			479.266			479.559			℄ Brg.

Table of Variable height of fillets along ℄ Brg., Floorbeams & ℄ Pier Girder

location	G_1	E	B	℄ B	F	G_2	G	H	C	G_3
℄ Brg.	3 1/2"	3 1/2"	3 1/2"	3 1/2"	4 1/2"	3 1/2"	2 7/8"	3 1/2"	3 1/2"	3 1/2"
1	1 1/16"	1 15/16"	2 3/4"	3 11/16"	4 1/4"	2"	1 1/16"	1 1/16"	1 1/16"	1 1/16"
2	1 1/16"	1 1/16"	2 3/4"	2 1/2"	—	1 1/16"	15/16"	1 1/16"	1 1/16"	1 1/16"
3	1 1/16"	1 1/4"	1 11/16"	2 3/4"	—	1 1/16"	7/8"	1 1/16"	1 1/16"	1 1/16"
4	1 1/16"	1 3/8"	1 5/16"	1 13/16"	—	1 1/16"	1"	1 1/16"	1 1/16"	1 1/16"
5	1 1/16"	1 1/16"	1 3/8"	1 13/16"	—	1 1/16"	—	1 1/16"	1 1/16"	1 1/16"
Pier	4"	—	4 1/4"	—	—	4 1/16"	—	4 1/16"	4 1/4"	4"

DIMENSIONS ACROSS SLAB ALONG BRG., PIERS, & FLOORBEAMS											
Location	G_1 to A	A to E	E to B	B to ℄ B	℄ B to F	F to G	G to H	H to C	C to ℄ B	℄ B to D	
℄ Pier	——	5'-11 3/8"	5'-0"	5'-0"	3'-0"	6'-0"	6'-0"	7'-0"	3'-0"	——	
℄ Brg.	0'-0 5/16"	5'-11 11/16"	5'-0"	5'-0"	3'-0" Ⓔ	6'-0" Ⓔ	6'-0"	7'-0"	3'-0"	——	
	A to G_1	G_1 to E	E to B	B to F	F to G_2	G_2 to G	G to H	H to C	C to G_3	G_3 to D	
1	1'-5 3/16"	4'-4"	5'-0 1/16"	8'-0 1/8"	3'-6 7/8"	1'-1"	6'-0"	6'-0"	7'-0 1/16"	3'-0"	
	A to G_1	G_1 to E	E to B	B to ℄ B	℄ B to G	G to G_2	G_2 to H	H to C	C to G_3	G_3 to D	
2	2'-7 1/2"	3'-0 7/16"	5'-0 3/16"	5'-0 3/16"	5'-8 5/16"	0'-9 3/4"	5'-2 3/8"	6'-0 1/16"	7'-0 7/16"	3'-0"	
	A to G_1	G_1 to E	E to B	B to ℄ B	℄ B to G	G to G_2	G_2 to H	H to C	C to G_3	G_3 to D	
3	3'-4 7/16"	2'-1 3/8"	5'-0 1/4"	5'-0 1/4"	3'-8 5/8"	2'-4 1/2"	3'-7 3/8"	6'-0 1/16"	7'-0 5/8"	3'-0 1/16"	
4	3'-8 15/16"	1'-7 1/16"	5'-0 1/4"	5'-0 5/16"	1'-7 15/16"	3'-6 15/16"	2'-5 7/16"	6'-0 3/16"	7'-0 1/4"	3'-0 1/8"	
	A to G_1	G_1 to E	E to B	B to G_2	G_2 to H	H to C	C to G_3	G_3 to D	——	——	
5	3'-8 9/16"	1'-5 3/8"	5'-0 1/4"	9'-1 5/8"	1'-7 1/2"	6'-0 3/8"	7'-0 1/2"	3'-0 1/4"	——	——	
	A to G_1	G_1 to B	B to G_2	G_2 to H	H to C	C to G_3	G_3 to D	——	——	——	
℄ Pier	3'-4"	6'-8 3/8"	7'-7"	1'-1 1/4"	6'-0 3/4"	7'-0 7/16"	3'-0 3/8"	——	——	——	
	A to G_1	G_1 to B	B to H	H to G_2	G_2 to C	C to G_3	G_3 to D	——	——	——	
6	2'-11 1/2"	7'-0 15/16"	6'-9 1/4"	0'-3 1/4"	5'-9 1/16"	7'-0 15/16"	3'-0 1/8"	——	——	——	
7	2'-6 15/16"	7'-5 1/2"	5'-4 1/16"	1'-1 15/16"	4'-10 1/16"	7'-0 1/16"	3'-0"	——	——	——	

NOTES
1. Screed dimensions shown are radial to Ramps in curves.
2. B-Pier-6 denotes "Slab Check Point" along Longitudinal line B midway between ℄ Pier & Screed Line 6. All other points similar.
3. For Notes concerning the use of Tables, see sheet C122
4. For Typical Section, see sheet C123

Ⓔ Distance measured radial to curve.

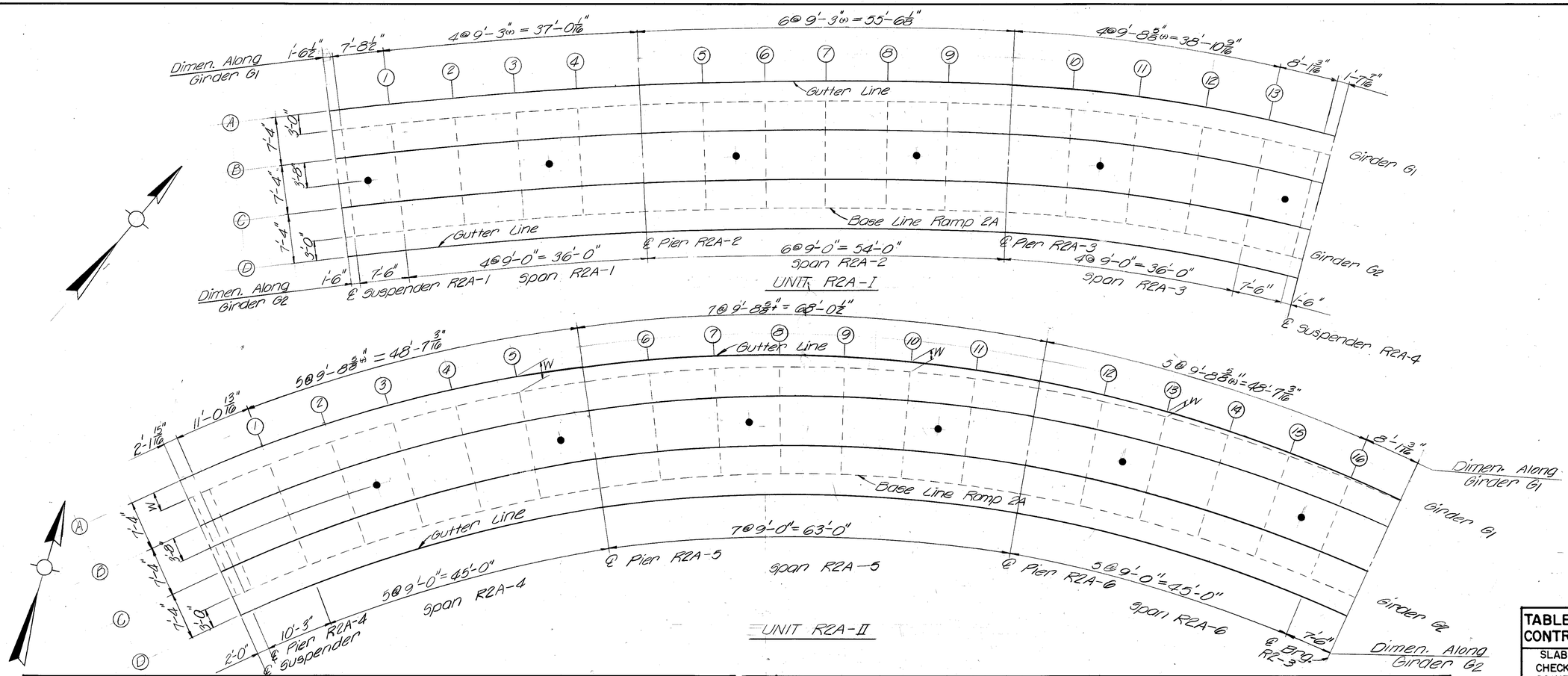
UNIT R2-II CONSTRUCTION ELEVATIONS

SHEET C128

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 P.E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY LAD DATE 10-30-70 REVISED
DETAILED BY DLB DATE 2-20-71 REVISED
CHECKED BY AMV DATE REVISED
CHECKED BY JLH DATE REVISED
TRACED BY DATE



UNIT R2A-II	
Location	W (Radial to Curve)
℄ Susp.	3'-0"
℄ Pier	3'-0"
1	3'-0"
2	3'-0"
3	2'-10 1/4"
4	2'-8 5/8"
5	2'-5 10/16"
℄ Pier	2'-3 3/4"
6	2'-1 13/16"
7	1'-11 7/16"
8	1'-9 1/16"
9	1'-7 11/16"
10	1'-5"
11	1'-2 13/16"
℄ Pier	1'-0 11/16"
12	0'-10 1/2"
13	0'-8 5/16"
14	0'-6 3/16"
15	0'-4"
16	0'-1 7/16"
℄ Brg.	0'-0 1/16"

TABLE OF ELEVATIONS FOR UNIT R2A-I

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄ Susp.	483.720			483.366			483.014			482.668		
1	483.780			483.428			483.076			482.722		
2	483.806			483.454			483.101			482.744		
3	483.792			483.440			483.086			482.731		
4	483.739			483.389			483.036			482.682		
℄ Pier	483.666			483.312			482.960			482.610		
5	483.581			483.231			482.879			482.525		
6	483.473			483.124			482.772			482.419		
7	483.329			482.981			482.630			482.278		
8	483.147			482.800			482.450			482.098		
9	482.932			482.584			482.234			481.882		
℄ Pier	482.696			482.342			481.990			481.640		
10	482.502			482.129			481.753			481.376		
11	482.279			481.887			481.492			481.097		
12	482.022			481.610			481.195			480.779		
13	481.728			481.295			480.859			480.421		
℄ Susp.	481.361			480.916			480.476			480.043		

TABLE OF ELEVATIONS FOR UNIT R2A-II

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄ Susp.	481.361			480.916			480.476			480.043		
℄ Pier	481.281			480.829			480.389			479.960		
1	480.844			480.403			479.961			479.516		
2	480.424			479.983			479.541			479.096		
3	479.968			479.536			479.093			478.648		
4	479.523			479.102			478.659			478.214		
5	479.093			478.688			478.244			477.800		
℄ Pier	478.703			478.301			478.861			477.423		
6	478.365			477.979			477.538			477.096		
7	478.072			477.696			477.254			476.810		
8	477.799			477.432			476.987			476.541		
9	477.538			477.181			476.736			476.289		
10	477.288			476.943			476.498			476.052		
11	477.054			476.721			476.279			475.835		
℄ Pier	476.860			476.535			476.094			475.656		
12	476.721			476.410			475.969			475.526		
13	476.621			476.321			475.878			475.434		
14	476.539			476.249			475.806			475.361		
15	476.472			476.192			475.750			475.305		
16	476.419			476.151			475.710			475.266		
℄ Brg.	476.391			476.132			475.698			475.251		

UNITS R2A-I & R2A-II CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
UNIT R2A-I	Susp-1	483.221		
	3-4	483.238		
	5-6	483.002		
	8-9	482.517		
	10-11	481.815		
	13-Susp.	480.886		
UNIT R2A-II	2-3	479.538		
	5-Pier	478.524		
	7-8	477.342		
	10-11	476.610		
	12-13	476.144		
	15-16	475.921		

For notes concerning use of tables see sheet C122. For typical sections see sheet C123.

SHEET C129

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

COUNTY OF

JEFFERSON

I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON

ROAD SP56-273-11L

STATION 208+08 P.E. PROJECT NO. I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

DESIGNED BY LAD DATE 6-14-70 REVISED
DETAILED BY DEB CHECKED BY FMV DATE 6-20-71 REVISED
TRACED BY CHECKED BY JLH DATE REVISED
CHECKED BY DATE

LETTING DATE

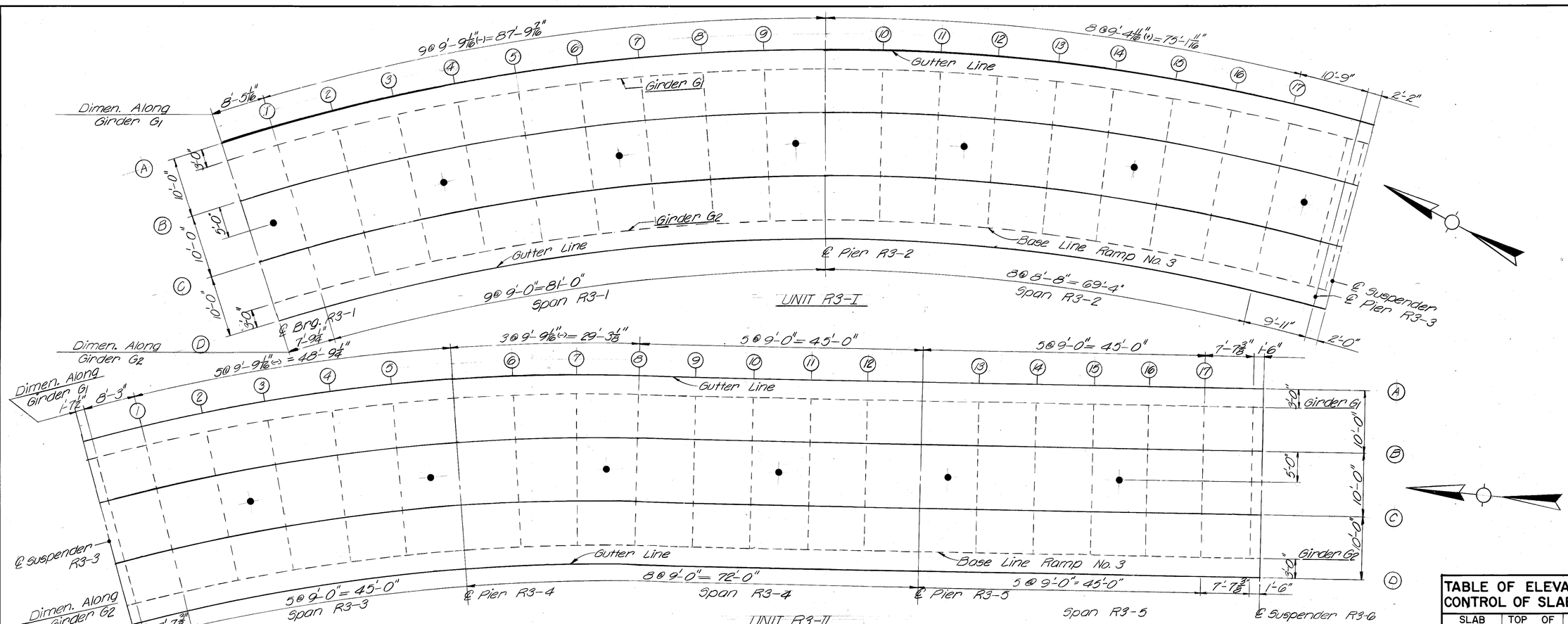


TABLE OF ELEVATIONS FOR UNIT R3-I

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄Brg	473.780			473.212			472.648			472.092		
1	473.774			473.198			472.613			472.017		
2	473.765			473.164			472.554			471.933		
3	473.696			473.090			472.473			471.847		
4	473.619			473.009			472.390			471.760		
5	473.545			472.936			472.316			471.687		
6	473.478			472.871			472.253			471.626		
7	473.422			472.811			472.201			471.580		
8	473.378			472.779			472.170			471.551		
9	473.352			472.758			472.156			471.542		
℄Pier	473.341			472.752			472.152			471.560		
10	473.415			472.825			472.224			471.614		
11	473.498			472.907			472.306			471.695		
12	473.603			473.010			472.408			471.795		
13	473.722			473.128			472.526			471.912		
14	473.852			473.259			472.655			472.042		
15	473.993			473.400			472.796			472.183		
16	474.144			473.550			472.947			472.333		
17	474.300			473.708			473.105			472.493		
℄Pier	474.513			473.887			473.287			472.711		
℄Susp	474.560			473.940			473.346			472.759		

TABLE OF ELEVATIONS FOR UNIT R3-II

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄Susp	474.500			473.940			473.340			472.759		
1	474.813			474.219			473.616			473.002		
2	475.087			474.491			473.884			473.268		
3	475.304			474.707			474.101			473.544		
4	475.645			475.050			474.445			473.830		
5	475.959			475.346			474.743			474.130		
℄Pier	476.264			475.650			475.050			474.404		
6	476.635			476.045			475.445			474.835		
7	477.021			476.430			475.830			475.218		
8	477.397			476.806			476.206			475.595		
9	477.706			477.136			476.556			475.966		
10	478.001			477.451			476.892			476.321		
11	478.270			477.739			477.200			476.649		
12	478.515			478.004			477.484			476.954		
℄Pier	478.749			478.239			477.738			477.240		
13	478.977			478.506			478.026			477.535		
14	479.197			478.747			478.285			477.815		
15	479.394			478.964			478.523			478.073		
16	479.561			479.151			478.730			478.300		
17	479.699			479.306			478.906			478.495		
℄Susp	479.822			479.428			479.046			478.677		

UNITS R3-I & R3-II CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
UNIT R3-I	Brg.-1	472.918		
	3-4	472.741		
	6-7	472.534		
	9-Pier	472.454		
	11-12	472.658		
	14-15	473.028		
	17-Pier	473.497		
UNIT R3-II	2-3	474.326		
	5-Pier	475.200		
	7-8	476.318		
	10-11	477.321		
	Pier-13	478.127		
	15-16	478.842		

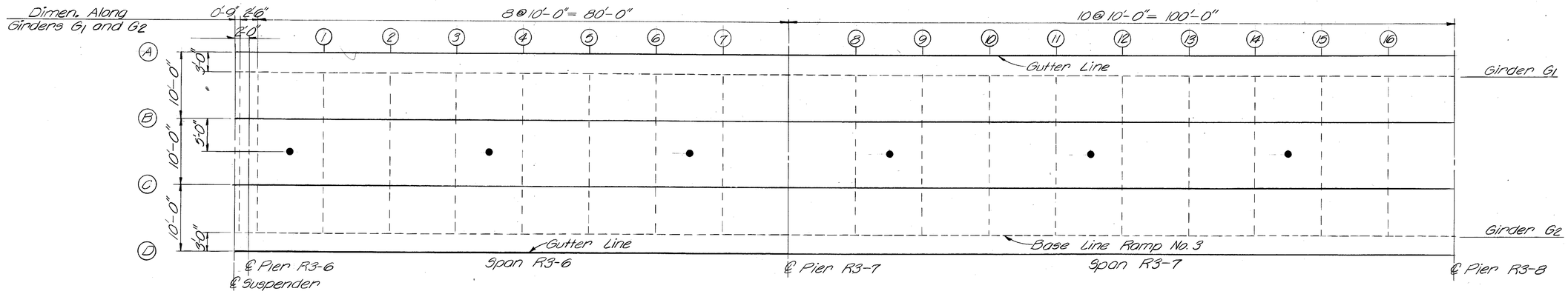
For notes concerning use of tables see sheet C122. For typical section see sheet C123.

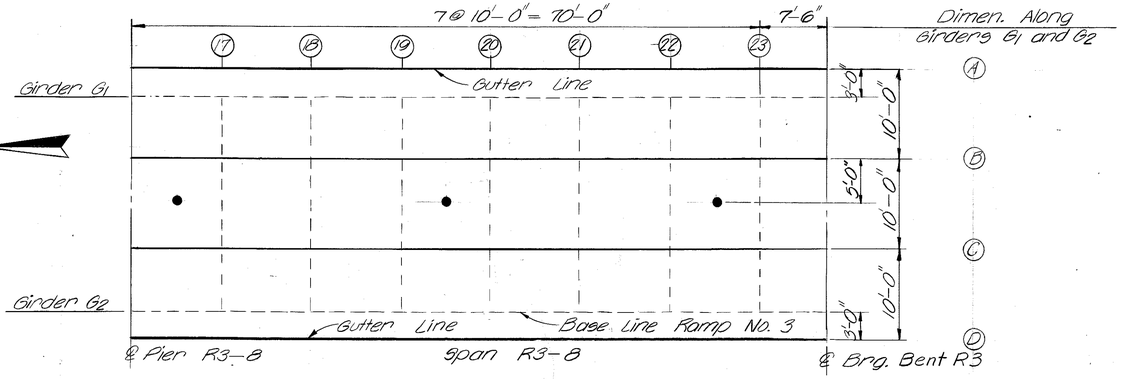
SHEET C130

DESIGNED BY LAD
DETAILED BY DEB
TRACED BY
CHECKED BY
CHECKED BY
CHECKED BY
DATE
DATE
DATE
REVISED
REVISED
REVISED
DATE 2-20-71
DATE 4-15-72

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7THST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 208+08 **P. E. PROJECT NO.** I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574





UNIT R3-III

TABLE OF ELEVATIONS FOR UNIT R3-III

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄ Susp.	479.822			479.428			479.046			478.677		
℄ Pier	479.552			479.452			479.075			478.720		
1	480.012			479.670			479.315			478.954		
2	480.127			479.807			479.477			479.135		
3	480.200			479.902			479.594			479.274		
4	480.228			479.953			479.666			479.369		
5	480.217			479.964			479.699			479.424		
6	480.171			479.940			479.698			479.444		
7	480.105			479.896			479.676			479.444		
℄ Pier	480.026			479.818			479.620			479.431		
8	479.952			479.786			479.610			479.423		
9	479.868			479.725			479.570			479.405		
10	479.762			479.641			479.509			479.365		
11	479.624			479.524			479.414			479.293		

TABLE OF ELEVATIONS FOR UNIT R3-III CONT.

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
12	479.442			479.365			479.276			479.177		
13	479.218			479.162			479.096			479.019		
14	478.951			478.918			478.874			478.818		
15	478.651			478.640			478.617			478.584		
16	478.328			478.339			478.339			478.328		
℄ Pier	477.996			478.008			478.030			478.062		
17	477.671			477.726			477.770			477.802		
18	477.322			477.399			477.464			477.519		
19	476.958			477.058			477.145			477.222		
20	476.560			476.680			476.790			476.889		
21	476.120			476.262			476.394			476.516		
22	475.638			475.803			475.957			476.100		
23	475.113			475.299			475.476			475.641		
℄ Brg.	474.696			474.892			475.085			475.274		

UNIT R3-III
CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
Pier-1	479.379		
3-4	479.779		
6-7	479.802		
8-9	479.673		
11-12	479.395		
14-15	478.762		
Pier-17	477.884		
19-20	476.918		
22-23	475.634		

For Construction Elevations at Bent R3 see Detail Sht. C116.
For notes concerning use of tables see sheet C122. For typical section see sheet C123.

SHEET C131

LETTING DATE

DESIGNED BY: LAD — CHECKED BY: RMY — DATE: 4-8-70 — REVISED
DETAILED BY: DEB — CHECKED BY: JLH — DATE: 2-20-71 — REVISED
TRACED BY: — CHECKED BY: — DATE: — REVISED

COMMONWEALTH OF KENTUCKY
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COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 208+08 **P. E. PROJECT NO.** 164-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

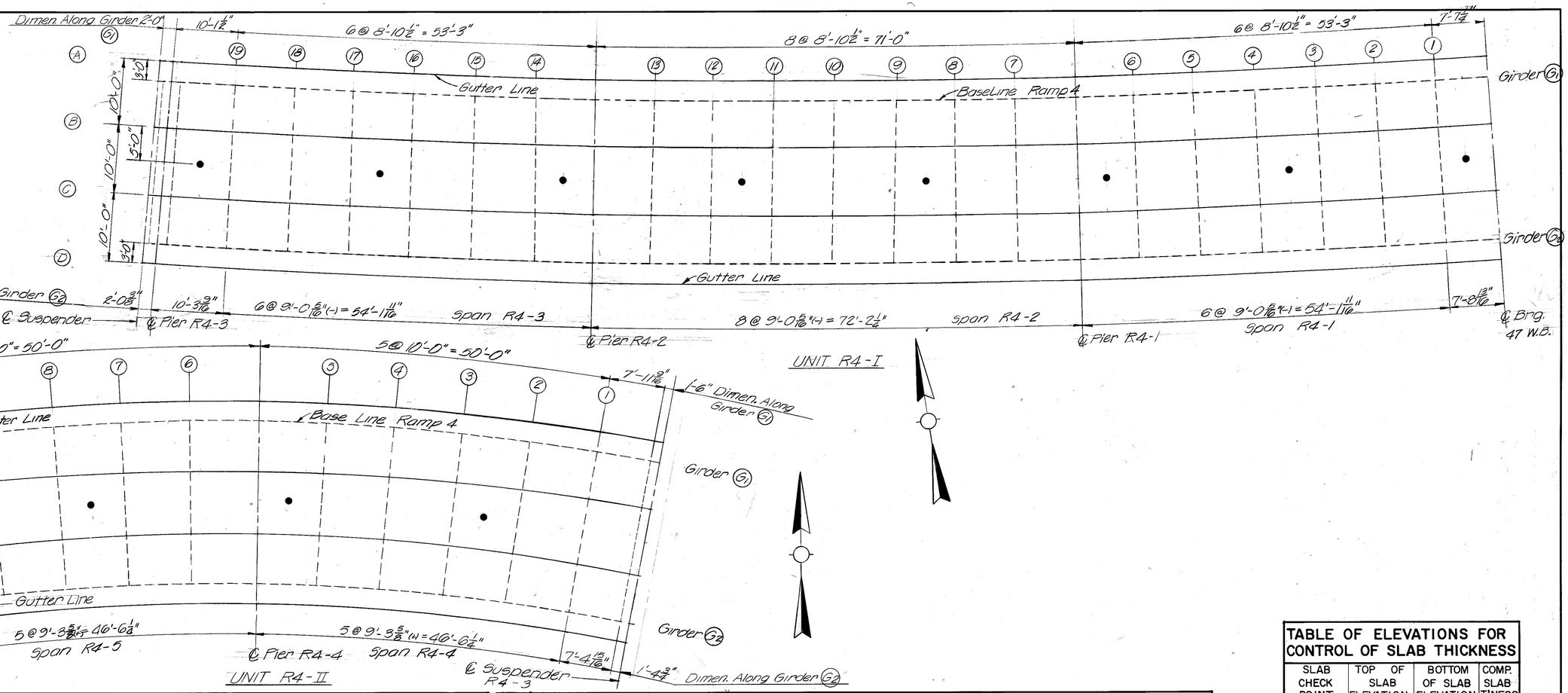


TABLE OF ELEVATIONS FOR UNIT R4-I

SECTION	A X	A Y	A Z	B X	B Y	B Z	C X	C Y	C Z	D X	D Y	D Z
℄ Brg.	475.020			475.948			476.271			476.590		
1	475.975			476.295			476.600			476.907		
2	476.398			476.704			477.002			477.288		
3	476.826			477.119			477.400			477.673		
4	477.201			477.539			477.806			478.064		
5	477.703			477.965			478.219			478.461		
6	478.101			478.409			478.648			478.876		
℄ Pier	478.646			478.801			479.084			479.317		
7	479.165			479.384			479.594			479.792		
8	479.713			479.918			480.112			480.296		
9	480.265			480.455			480.636			480.806		
10	480.808			480.983			481.149			481.304		
11	481.339			481.500			481.650			481.791		
12	481.800			482.000			482.143			482.269		
13	482.381			482.512			482.635			482.747		
℄ Pier	482.913			483.011			483.118			483.234		
14	483.401			483.564			483.668			483.740		
15	484.017			484.100			484.185			484.254		
16	484.572			484.647			484.710			484.765		
17	485.116			485.176			485.226			485.266		
18	485.647			485.692			485.728			485.753		
19	486.167			486.197			486.218			486.227		
℄ Pier	486.759			486.741			486.744			486.769		
℄ Susp.	486.876			486.865			486.865			486.876		

TABLE OF ELEVATIONS FOR UNIT R4-II

SECTION	A X	A Y	A Z	B X	B Y	B Z	C X	C Y	C Z	D X	D Y	D Z
℄ Susp.	486.876			486.865			486.865			486.876		
1	487.476			487.444			487.401			487.349		
2	488.108			488.033			487.949			487.853		
3	488.723			488.607			488.482			488.344		
4	489.322			489.165			488.998			488.820		
5	489.909			489.713			489.506			489.288		
℄ Pier	490.508			490.253			490.005			489.765		
6	491.134			490.855			490.564			490.263		
7	491.771			491.448			491.114			490.770		
8	492.397			492.032			491.656			491.269		
9	493.008			492.600			492.183			491.754		
10	493.600			493.152			492.693			492.225		
℄ Susp.	494.162			493.654			493.159			492.675		

UNITS R4-I AND R4-II CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

	SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
UNIT R4-I	Brg-1	476.280		
	3-4	477.466		
	6-Pier	478.751		
	8-9	480.280		
	11-12	481.825		
	Pier-14	483.338		
	16-17	484.940		
	19-Pier	486.475		
UNIT R4-II	2-3	488.268		
	5-Pier	489.869		
	7-8	491.502		
	10-Susp.	493.164		

For notes concerning use of tables see sheet C122. For typical section see sheet C123.

SHEET C132

DESIGNED BY LAD — CHECKED BY RMY — DATE 4-9-70 — REVISED
DETAILED BY DEB — CHECKED BY JLH — DATE 2-20-71 — REVISED
TRACED BY — CHECKED BY — DATE — REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 208+08 P. E. PROJECT NO. I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

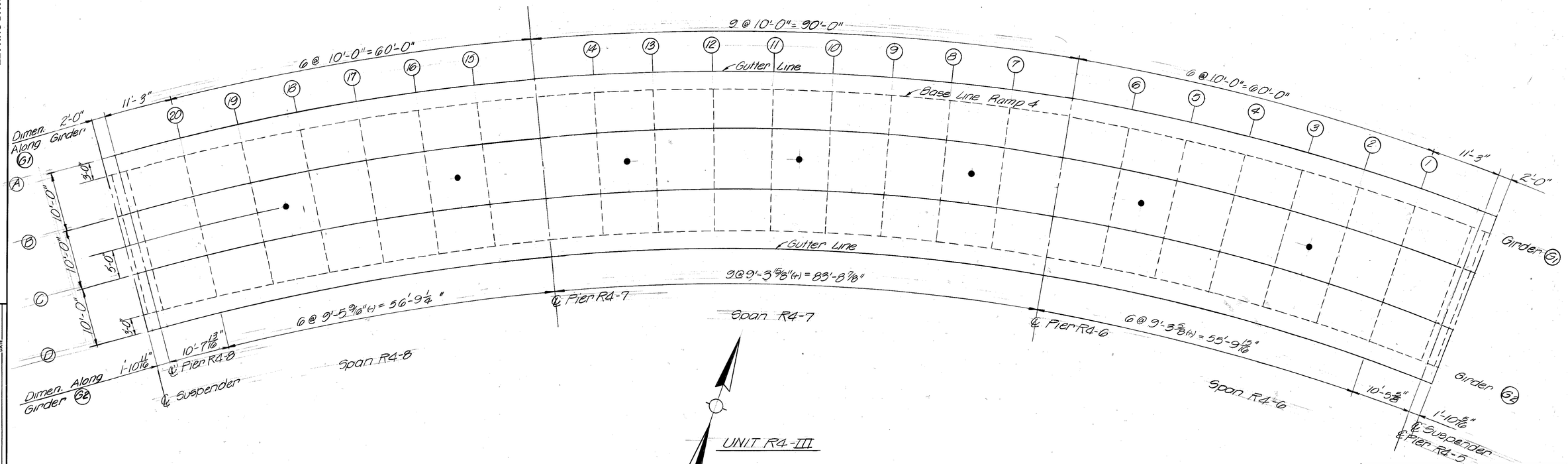


TABLE OF ELEVATIONS FOR UNIT R4-III

SECTION	A X	A Y	A Z	B X	B Y	B Z	C X	C Y	C Z	D X	D Y	D Z
℄ Susp	494.162			493.654			493.159			492.675		
℄ Pier	494.289			493.761			493.258			492.770		
1	495.005			494.463			493.908			493.343		
2	495.037			495.063			494.479			493.883		
3	496.244			495.670			495.080			494.490		
4	496.833			496.200			495.676			495.081		
5	497.409			496.837			496.254			495.660		
6	497.982			497.412			496.831			496.239		
℄ Pier	498.574			497.983			497.403			496.832		
7	499.193			498.023			498.042			497.450		
8	499.831			499.258			498.674			498.079		
9	500.466			499.890			499.304			498.706		
10	501.084			500.507			499.920			499.321		
11	501.684			501.107			500.519			499.920		
12	502.265			501.689			501.102			500.504		
13	502.830			502.257			501.672			501.077		
14	503.393			502.822			502.239			501.646		
℄ Pier	503.974			503.383			502.803			502.233		
15	504.582			504.013			503.432			502.841		
16	505.206			504.657			504.056			503.465		
17	505.830			505.259			504.677			504.084		
18	505.869			505.869			505.287			504.693		
19	506.463			506.463			505.880			505.287		
20	507.041			507.041			506.460			505.868		
℄ Pier	507.648			507.648			507.068			506.511		
℄ Susp	507.770			507.770			507.191			506.619		

TABLE OF ELEVATIONS FOR UNIT R

SECTION	A X	A Y	A Z	B X	B Y	B Z	C X	C Y	C Z	D X	D Y	D Z

UNIT R4-III
CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
2-3	495.074		
5-6	496.834		
7-8	498.649		
10-11	500.513		
13-14	502.248		
15-16	504.034		
18-19	505.875		

For notes concerning use of tables see sheet C122. For typical section see sheet C123.

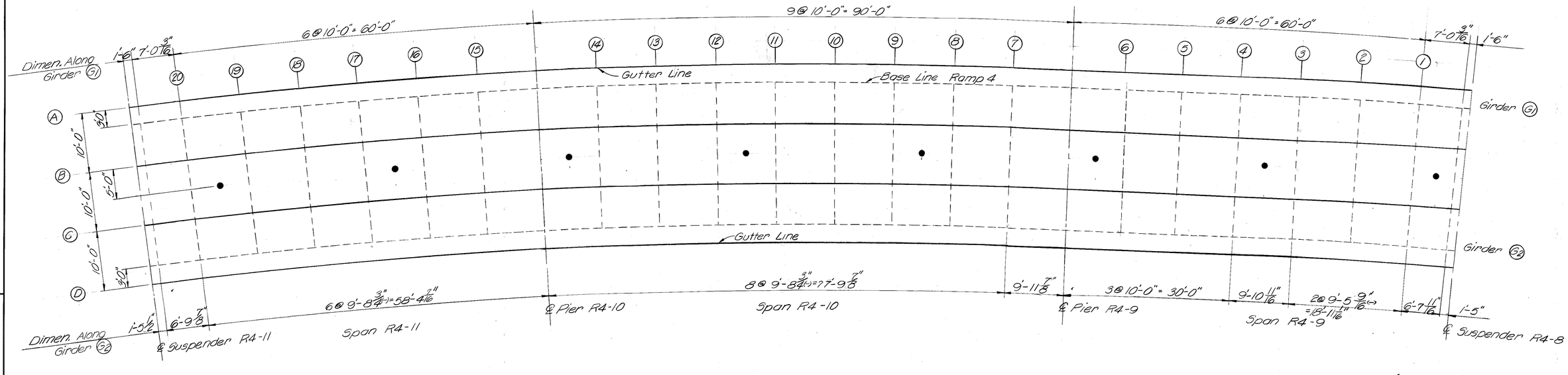
SHEET C133

DESIGNED BY LAD — CHECKED BY RMY — DATE 4-13-70 REVISED
DETAILED BY DEB — CHECKED BY JLH — DATE 2-20-71 REVISED
TRACED BY — CHECKED BY — DATE — REVISED
DATE — DATE — DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
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COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-11L
STATION 208+08 P.E. PROJECT NO. I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE



UNIT R4 - IV

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
@Susp.	508.359			507.770			507.191			506.619		
1	508.855			508.284			507.703			507.114		
2	509.418			508.848			508.268			507.676		
3	509.942			509.372			508.792			508.200		
4	510.421			509.875			509.320			508.752		
5	510.858			510.356			509.841			509.316		
6	511.272			510.811			510.339			509.856		
@Pier	511.677			511.235			510.805			510.384		
7	512.080			511.700			511.309			510.907		
8	512.484			512.104			511.713			511.311		
9	512.865			512.483			512.091			511.687		
10	513.208			512.826			512.434			512.030		
11	513.511			513.129			512.736			512.332		
12	513.772			513.391			512.998			512.595		
13	513.998			513.617			513.225			512.822		
14	514.200			513.819			513.427			513.024		
@Pier	514.386			513.985			513.595			513.215		
15	514.575			514.196			513.805			513.404		
16	514.752			514.373			513.982			513.581		
17	514.908			514.528			514.136			513.734		
18	515.027			514.647			514.256			513.854		
19	515.106			514.726			514.336			513.934		
20	515.147			514.766			514.376			513.977		
@Susp.	515.172			514.766			514.377			514.002		

TABLE OF ELEVATIONS FOR UNIT R4-IV

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z

TABLE OF ELEVATIONS FOR UNIT R

UNIT R4-IV
CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
Susp.-1	507.737		
3-4	509.340		
6-Pier	510.798		
8-9	512.098		
11-12	513.064		
14-Pier	513.706		
16-17	514.255		
19-20	514.551		

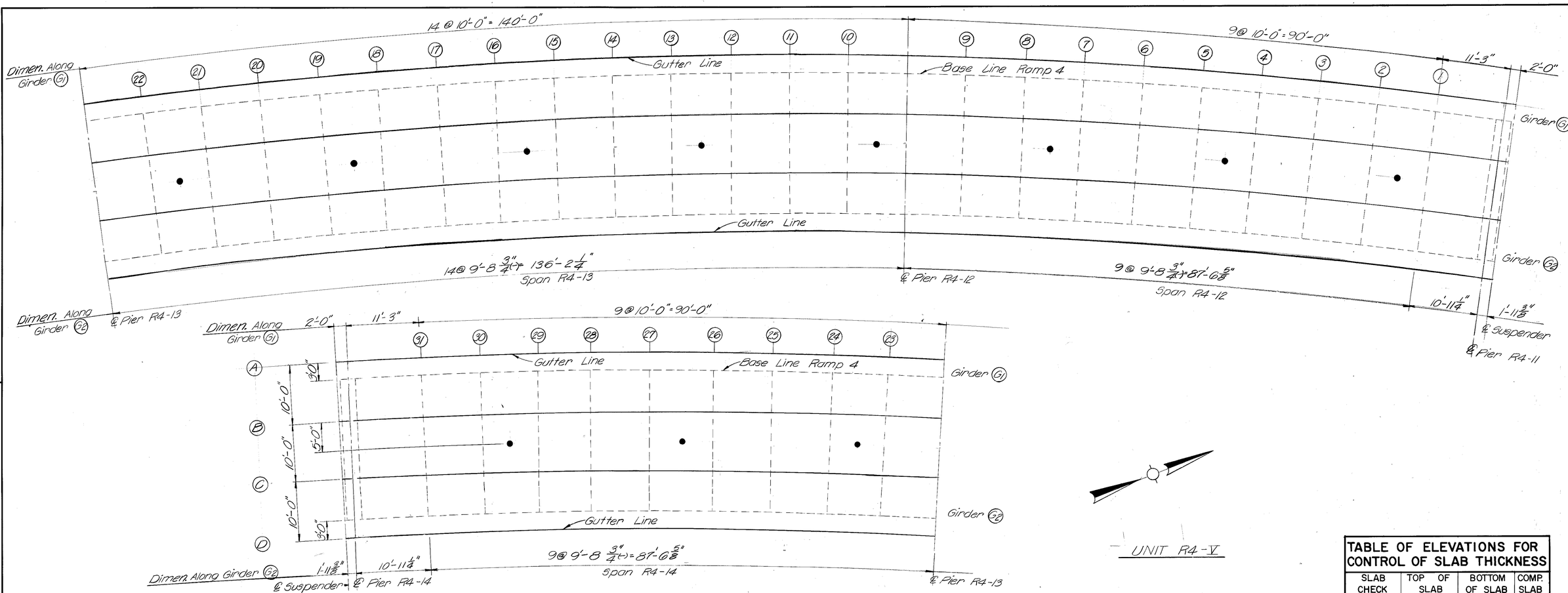
For notes concerning use of tables see sheet C122. For typical section see sheet C123. SHEET C134

DESIGNED BY LAD DATE 4-20-70 REVISED
DETAILED BY DEB DATE 2-20-71 REVISED
TRACED BY DATE REVISED
CHECKED BY FMV
CHECKED BY JLH
CHECKED BY

COMMONWEALTH OF KENTUCKY
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COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-IIL
STATION 208+08 P.E. PROJECT NO. I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE



UNIT R4-V

TABLE OF ELEVATIONS FOR UNIT R4-V

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄Susp	515.172			514.766			514.377			514.002		
℄Pier	515.184			514.766			514.376			514.013		
1	515.233			514.852			514.460			514.057		
2	515.269			514.887			514.493			514.089		
3	515.254			514.871			514.478			514.073		
4	515.198			514.815			514.422			514.017		
5	515.102			514.720			514.326			513.922		
6	514.970			514.589			514.196			513.793		
7	514.806			514.427			514.036			513.635		
8	514.619			514.240			513.851			513.450		
9	514.424			514.045			513.656			513.255		
℄Pier	514.215			513.813			513.423			513.044		
10	514.004			513.624			513.234			512.832		
11	513.782			513.401			513.008			512.605		
12	513.539			513.157			512.763			512.359		
13	513.272			512.889			512.494			512.089		
14	512.975			512.590			512.195			511.788		
15	512.645			512.260			511.803			511.456		
16	512.280			511.895			511.498			511.091		

TABLE OF ELEVATIONS FOR UNIT R4-V CONT.

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
17	511.881			511.496			511.099			510.692		
18	511.448			511.062			510.668			510.261		
19	510.980			510.597			510.202			509.797		
20	510.483			510.101			509.707			509.303		
21	509.962			509.581			509.188			508.785		
22	509.421			509.041			508.651			508.249		
℄Pier	508.868			508.466			508.076			507.697		
23	508.313			507.934			507.545			507.144		
24	507.744			507.365			506.976			506.575		
25	507.182			506.803			506.412			506.011		
26	506.622			506.240			505.848			505.444		
27	506.053			505.671			505.278			504.874		
28	505.473			505.090			504.697			504.292		
29	504.876			504.494			504.098			503.694		
30	504.261			503.879			503.485			503.081		
31	503.620			503.239			502.847			502.444		
℄Pier	502.918			502.501			502.111			501.747		
℄Susp	502.793			502.388			501.998			501.623		

UNIT R4-V
CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
1-2	514.673		
4-5	514.371		
7-8	514.138		
Pier-10	513.524		
12-13	512.826		
15-16	511.879		
18-19	510.632		
21-22	509.115		
23-24	507.455		
26-27	505.759		
29-30	503.989		

For notes concerning use of tables see sheet C122. For typical section see sheet C123.

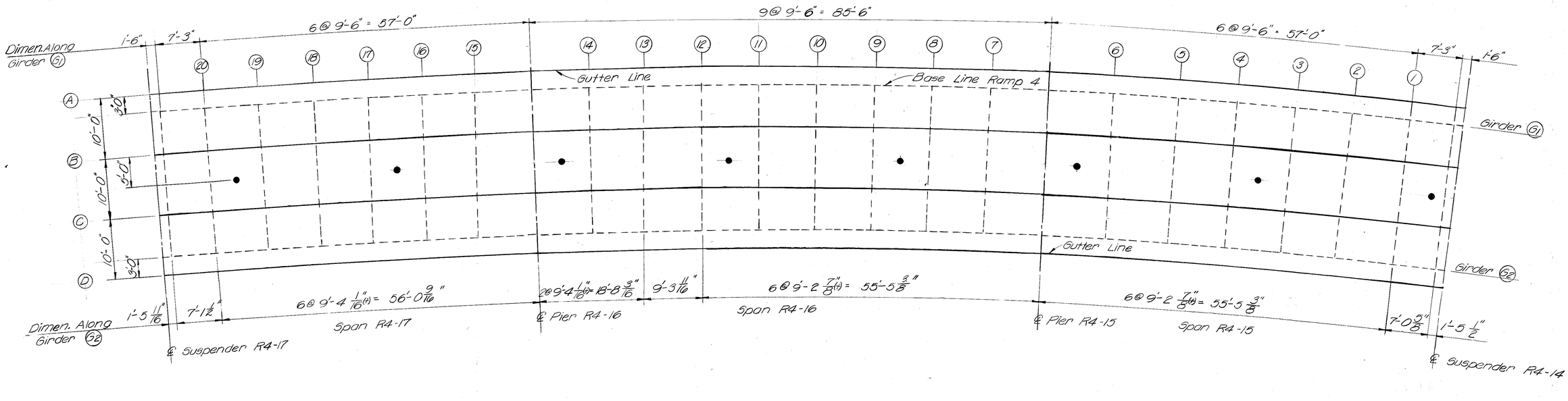
SHEET C135

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08
SP56-273-11L
P. E. PROJECT NO. I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY: LAD
DETAILED BY: DEB
TRACED BY:
CHECKED BY: RMY
CHECKED BY: JLH
CHECKED BY:
DATE 8-22-70
DATE 2-20-71
DATE
REVISED
REVISED
DATE
DATE
DATE

LETTING DATE



UNIT R4 - VI

TABLE OF ELEVATIONS FOR UNIT R4-VI

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄ Susp.	502.793			502.388			501.998			501.623		
1	502.286			501.904			501.514			501.114		
2	501.744			501.303			500.972			500.571		
3	501.188			500.806			500.414			500.010		
4	500.617			500.236			499.845			499.444		
5	500.034			499.653			499.263			498.862		
6	493.360			499.071			498.681			498.281		
℄ Pier	498.882			498.482			498.092			497.712		
7	498.334			497.954			497.563			497.163		
8	497.796			497.415			497.025			496.624		
9	497.259			496.878			496.487			496.086		
10	496.710			496.329			495.937			495.536		
11	496.147			495.766			495.374			494.973		
12	495.568			495.187			494.796			494.394		
13	494.975			494.607			494.231			493.844		
14	494.379			494.033			493.675			493.309		
℄ Pier	493.795			493.448			493.111			492.785		
15	493.231			492.924			492.607			492.280		
16	492.680			492.393			492.096			491.789		
17	492.132			491.852			491.562			491.262		
18	491.576			491.296			491.006			490.706		
19	491.006			490.726			490.435			490.135		
20	490.422			490.141			489.851			489.552		
℄ Susp.	489.890			489.587			489.297			489.020		

TABLE OF ELEVATIONS FOR UNIT R

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z

UNIT R4-VI
CONSTRUCTION ELEVATIONS

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
Susp.-1	501.951		
3-4	500.325		
6-Pier	498.582		
8-9	496.951		
11-12	495.281		
14-Pier	493.567		
16-17	491.976		
19-20	490.288		

For notes concerning use of tables see sheet C122. For typical section see sheet C123.

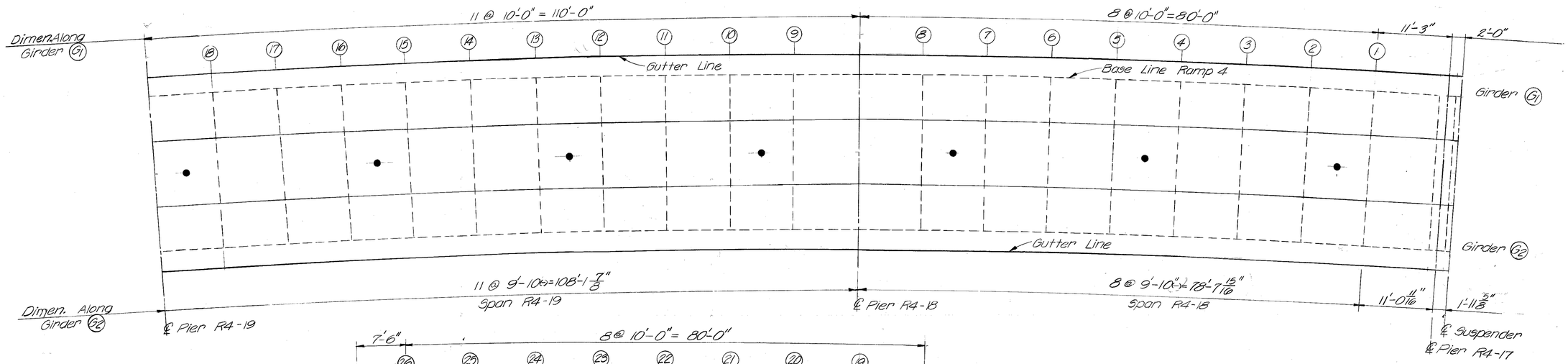
SHEET C136

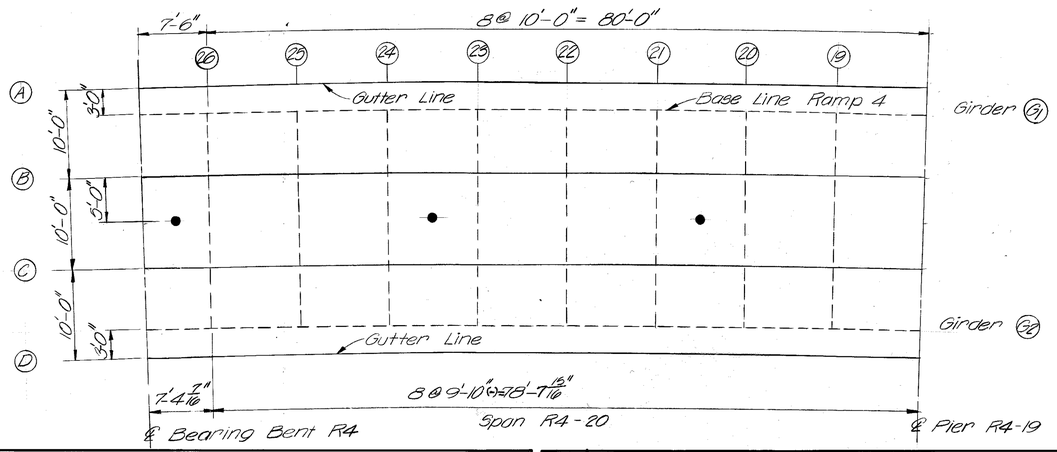
DESIGNED BY LAD — CHECKED BY RMY — DATE 4-21-70 — REVISED
DETAILED BY DEB — CHECKED BY JLH — DATE 2-22-71 — REVISED
TRACED BY — CHECKED BY — DATE — REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7THST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-IIL
STATION 208+08 **P. E. PROJECT NO.** I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE





UNIT R4 - VII

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
℄Susp.	489.890			489.587			489.297			489.020		
℄Pier	489.719			489.462			489.172			488.908		
1	489.155			488.874			488.581			488.278		
2	488.601			488.319			488.026			487.722		
3	488.031			487.748			487.455			487.150		
4	487.441			487.158			486.864			486.560		
5	486.832			486.550			486.257			485.953		
6	486.210			485.928			485.636			485.332		
7	485.582			485.301			485.009			484.706		
8	484.957			484.678			484.387			484.086		
℄Pier	484.352			484.050			483.760			483.482		
9	483.771			483.492			483.203			482.902		
10	483.208			482.928			482.638			482.338		
11	482.652			482.373			482.082			481.781		
12	482.092			481.812			481.521			481.219		
13	481.517			481.237			480.946			480.644		

SECTION	A			B			C			D		
	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z
14	480.926			480.645			480.353			480.050		
15	480.314			480.034			479.743			479.441		
16	479.690			479.410			479.120			478.818		
17	479.058			478.779			478.488			478.187		
18	478.432			478.153			477.864			477.563		
℄Pier	477.826			477.525			477.235			476.956		
19	477.239			476.961			476.672			476.372		
20	476.676			476.397			476.106			475.805		
21	476.114			475.835			475.544			475.243		
22	475.546			475.266			474.976			474.674		
23	474.902			474.682			474.392			474.090		
24	474.361			474.082			473.791			473.490		
25	473.742			473.462			473.172			472.870		
26	473.107			472.827			472.536			472.236		
℄Brg.	472.624			472.338			472.048			471.724		

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

SLAB CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMP. SLAB T'NESS
1-2	488.450		
4-5	486.707		
7-8	484.844		
9-10	483.065		
12-13	481.379		
15-16	479.577		
18-Pier	477.694		
20-21	475.971		
23-24	474.237		
26-Brg.	472.437		

For Construction Elevations at Bent R4 see Detail Sht. C16
For notes concerning use of tables see sheet C122. For typical sections see sheet C123.

SHEET C137

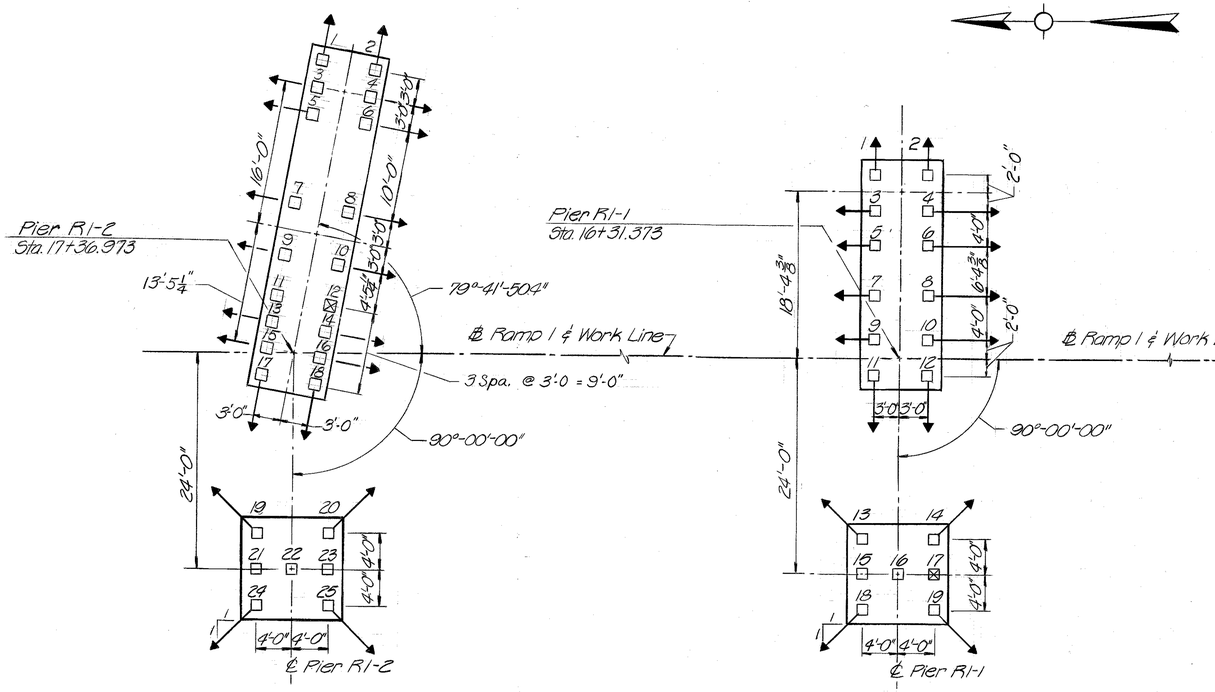
UNIT R4 - VII
CONSTRUCTION ELEVATIONS

DESIGNED BY LAD CHECKED BY RMY DATE 4-27-10 REVISED
DETAILED BY DEB CHECKED BY JLH DATE 2-22-11 REVISED
TRACED BY CHECKED BY DATE REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7THST.
LOUISVILLE – LEXINGTON
ROAD SP56-273-IIL
STATION 208+08 P. E. PROJECT NO. I64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		19574

LETTING DATE



PIER R1-2

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	447.350			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19	448.219			
20				
21				
22				
23				
24				
25				

PIER R1-1

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	449.051			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13	449.425			
14				
15				
16				
17				
18				
19				

BENT R1

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	461.356			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				

⊠ Indicates Test Pile

TEST PILES		
Pier	Pile No.	Length
R1-2	12	37'
R1-1	17	39'
Bent R1	3	53'

PIERS R1-2, R1-1, BENT R-1
PILE RECORD

NOTES:

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

All batter piles in the End Bents are to be driven on a batter of 4:12 from the vertical. All batter piles in the piers are to be driven on a batter of 3:12 from the vertical unless otherwise noted.

□→ Indicate batter in direction shown.

□ X, X Indicates horizontal direction of batter pile. Horizontal direction shown is typical for all corner piles in that footing.

□ Indicates Piles, Options A thru F.
I Indicates steel pile 12BP53

Dimension given for Base line(℄) to be measured along ℄ pier from Work Point (W.P.).

For location of work points see sheet C 11

Pile Cut-off elevations for End Bents are for option A or E only. For options B or C add 2.0'

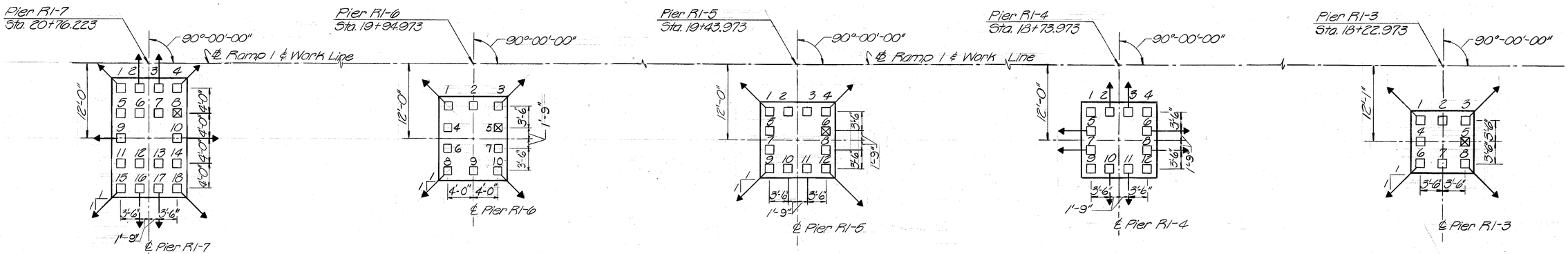
SHEET C 138

DESIGNED BY E.A.L. CHECKED BY E.J.M. DATE 7-20 REVISED
DETAILED BY E.W.S. CHECKED BY P.A.L. DATE 7-20 REVISED
TRACED BY — CHECKED BY — DATE — REVISED
DATE
DATE

COMMONWEALTH OF KENTUCKY
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COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
.		18574

LETTING DATE



PIER R1-7				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	437.651			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				

PIER R1-6				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	440.583			
2				
3				
4				
5				
6				
7				
8				
9				
10				

PIER R1-5				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacit Tons
1	440.846			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

PIER R1-4				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	449.591			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

PIER R1-3				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	449.495			
2				
3				
4				
5				
6				
7				
8				

☒ Indicates Test Pile

TEST PILE		
Pier	Pile No.	Length
R1-7	8	48'
R1-6	5	46'
R1-5	6	41'
R1-3	5	40'

For Notes see sheet C 138

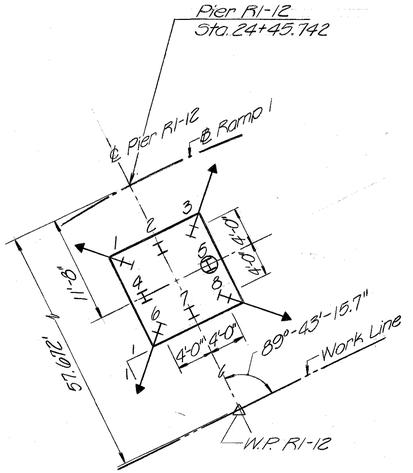
PIERS R1-7, R1-6, R1-5, R1-4, R1-3
PILE RECORD

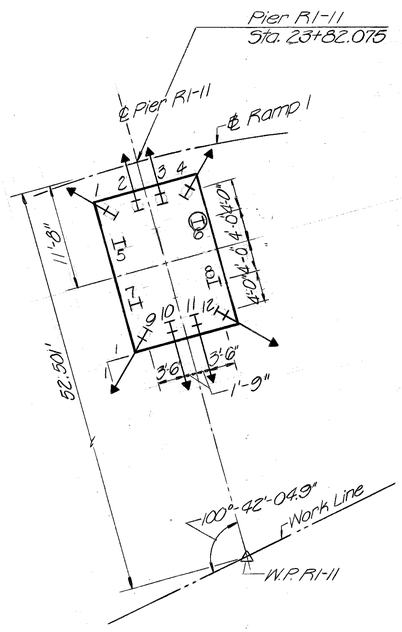
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DETAILED BY FWS CHECKED BY FAL DATE 2-20 REVISED
TRACED BY CHECKED BY DATE

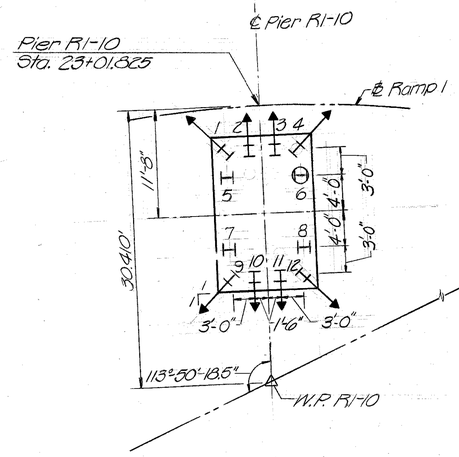
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FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08 SP 56-273-IIL
P. E. PROJECT NO. I 64-2(35)13

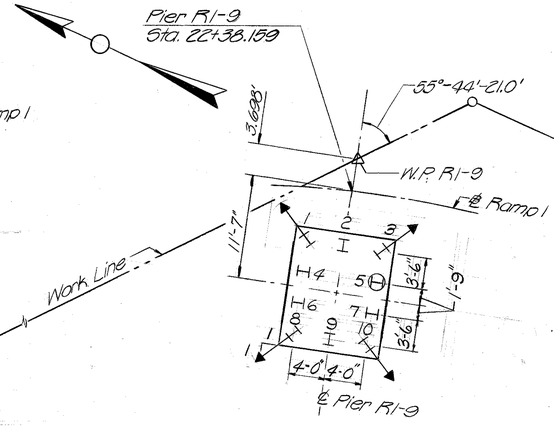
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

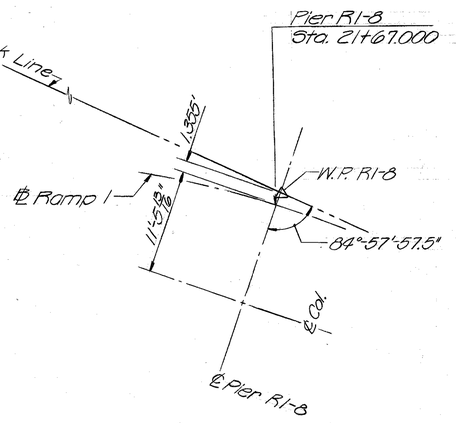
LETTING DATE











Note:
For Footing & Pile Details at Pier R1-8, see sheet A26.

PIER R1-12				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	434.357			
2	↓			
3				
4				
5				
6				
7				
8				

434.085

PIER R1-11				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	435.085			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

PIER R1-10				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	434.732			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

PIER R1-9				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	438.436			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10	↓			

Ⓣ Indicates Test Pile

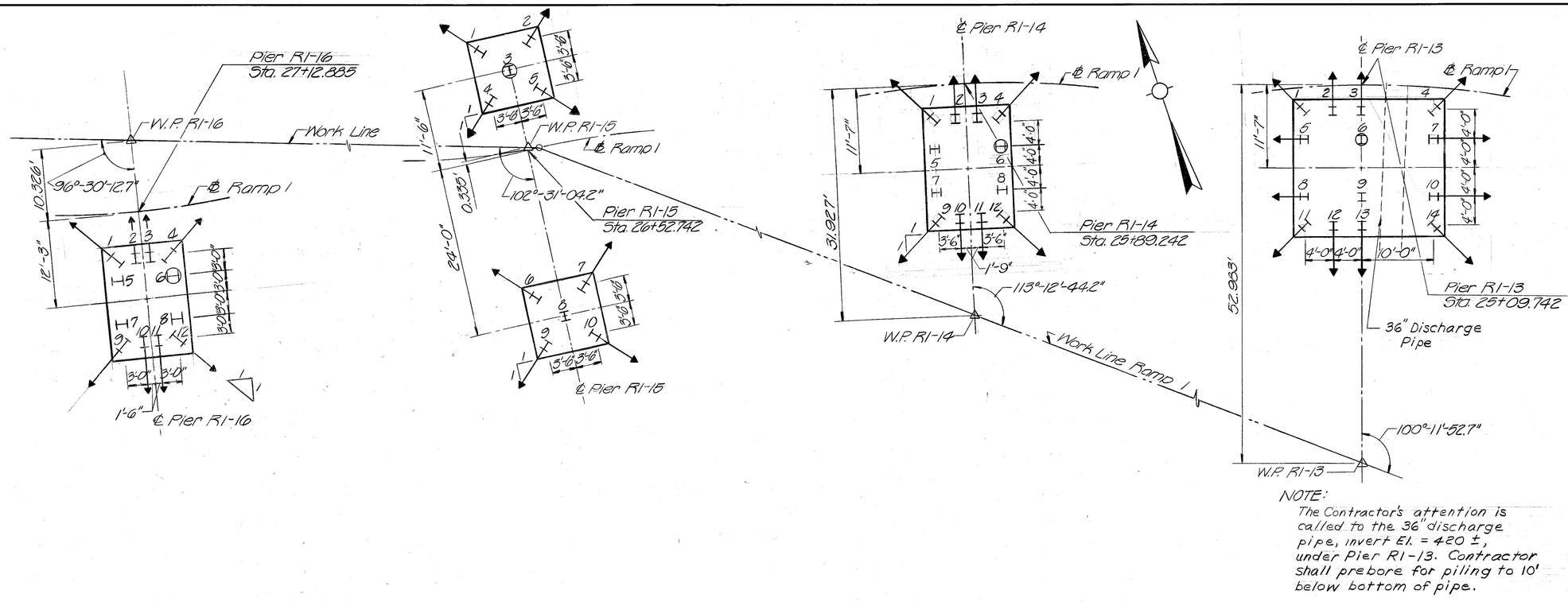
TEST PILES		
Pier	Pile No.	Length
R1-12	5	44'
R1-11	6	48'
R1-10	6	52'
R1-9	5	59'

For Notes see sheet C138

PIERS R1-12, R1-11, R1-10, R1-9
PILE RECORD

DESIGNED BY PAL CHECKED BY PSM DATE 7-70
DETAILED BY PAS CHECKED BY PAL DATE 8-70
TRACED BY CHECKED BY DATE
DATE 8/21/73 REVISED Pile Cutoff El. Pier R1-11 Typo
DATE REVISED
DATE REVISED

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON ROAD
STATION 208+08 P. E. PROJECT NO. 164-2(35)3 SP 56-273-11L
CONSTRUCTION PROJECT NO. | MAINTENANCE PROJECT NO. | DRAWING NO. 18574



NOTE:

The Contractor's attention is called to the 36" discharge pipe, invert El. = 420 ±, under Pier R1-13. Contractor shall prebore for piling to 10' below bottom of pipe.

NOTE:

Contractor shall not damage sewer pipe by pile driving. If pipe is damaged by the Contractor he shall repair it to the satisfaction of the Engineer at no cost to the State. Location and elevation of the pipe have been taken from existing plans but are not guaranteed. Prior to pre-boring and driving piling, the Contractor shall locate the pipe accurately and satisfy himself that piling as shown will not damage the pipe. If pipe location is not as shown in the plans the Engineer shall be notified at once and no further work done on the footing until the Engineer directs.

See Special Notes Alternate A "Placing Piles Thru Fill For The Riverside Parkway."

PIER R1-16

437.088

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	437.588			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

PIER R1-15

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	437.524			
2				
3				
4				
5				
6	437.541			
7				
8				
9				
10				

PIER R1-14

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	434.440			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

PIER R1-13

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	435.198			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

Ⓣ Indicates Test Pile

TEST PILES

Pier	Pile No.	Length
R1-16	6	33'
R1-15	3	37'
R1-14	6	37'
R1-13	6	42'

For Notes, see sheet C 138

PIERS R1-16, R1-15, R1-14, R1-13
PILE RECORD

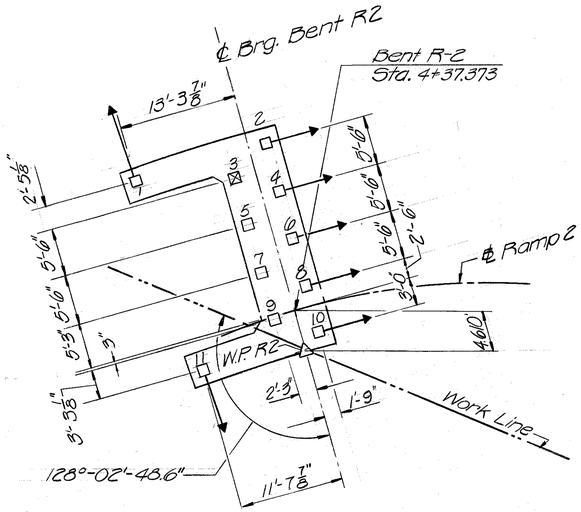
SHEET C 141

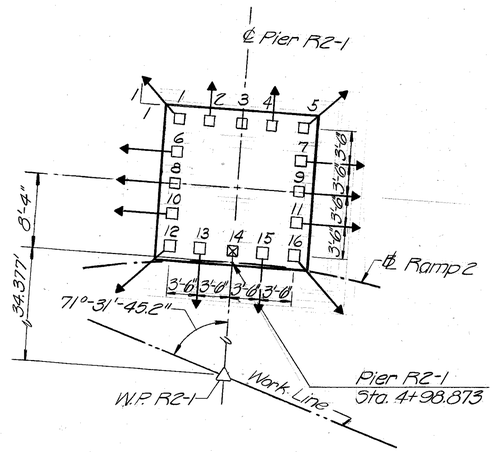
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LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P.E. PROJECT NO.** I 64-2(35)3

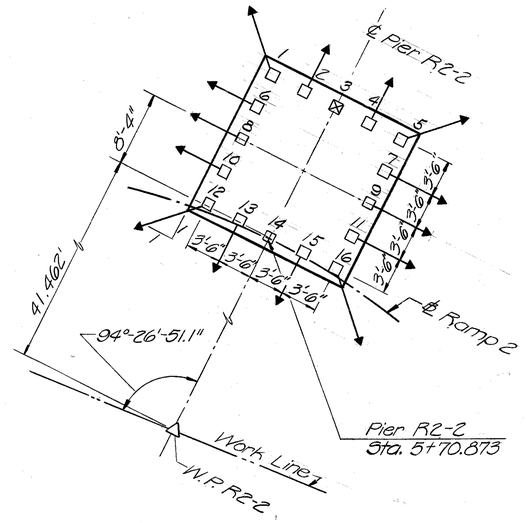
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

LETTING DATE

DESIGNED BY P.A.L. CHECKED BY E.S.W. DATE 2-20
DETAILED BY E.W.S. CHECKED BY P.A.L. DATE 2-20
TRACED BY CHECKED BY DATE
REVISED Pile Cutoff El. Pier R1-16 A.M.P. DATE 8/21/23
REVISED DATE
REVISED DATE







BENT R2				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	450.159			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11	▼			

PIER R2-1				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	439.984			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16	▼			

PIER R2-2				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	437.304			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16	▼			

☒ Indicates Test Pile

TEST PILES		
Pier	Pile No.	Length
Bent R2	3	42'
R2-1	14	34'
R2-2	3	31'

For Notes see sheet C 138

BENT R-2, PIERS R2-1, R2-2
PILE RECORD

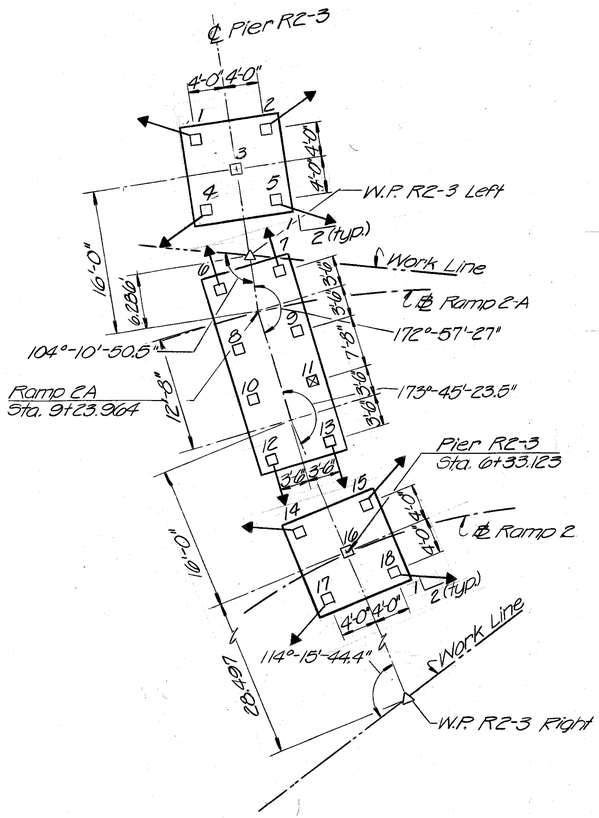
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COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD
SP 56-273-IIL
STATION 208+08
P. E. PROJECT NO. I 64-2(35)3
CONSTRUCTION PROJECT NO.
MAINTENANCE PROJECT NO.
DRAWING NO. 18574

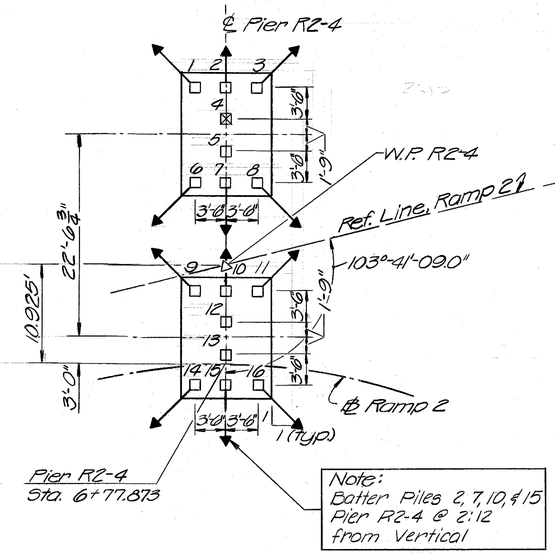
LETTING DATE

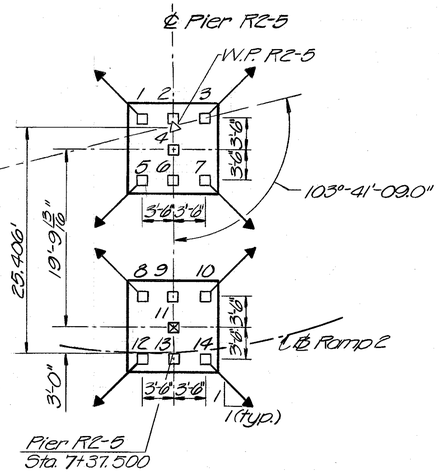
DESIGNED BY P.A.L. CHECKED BY E.S.M. DATE 7-70
DETAILED BY E.W.S. CHECKED BY P.A.L. DATE 8-70
TRACED BY CHECKED BY DATE

REVISED DATE
REVISED DATE
REVISED DATE

LETTING DATE







PIER R2-4

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	435.894			
2				
3				
4				
5				
6				
7				
8	435.258			
9				
10				
11				
12				
13				
14				
15				
16				

PIER R2-5

437.336

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	(436.830)			
2				
3				
4				
5				
6				
7				
8	437.515			
9				
10				
11				
12				
13				
14				

PIER R2-3

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	437.297			
2				
3				
4				
5				
6	436.626			
7				
8				
9				
10				
11				
12				
13				
14	436.244			
15				
16				
17				
18				

☒ Indicates Test Pile

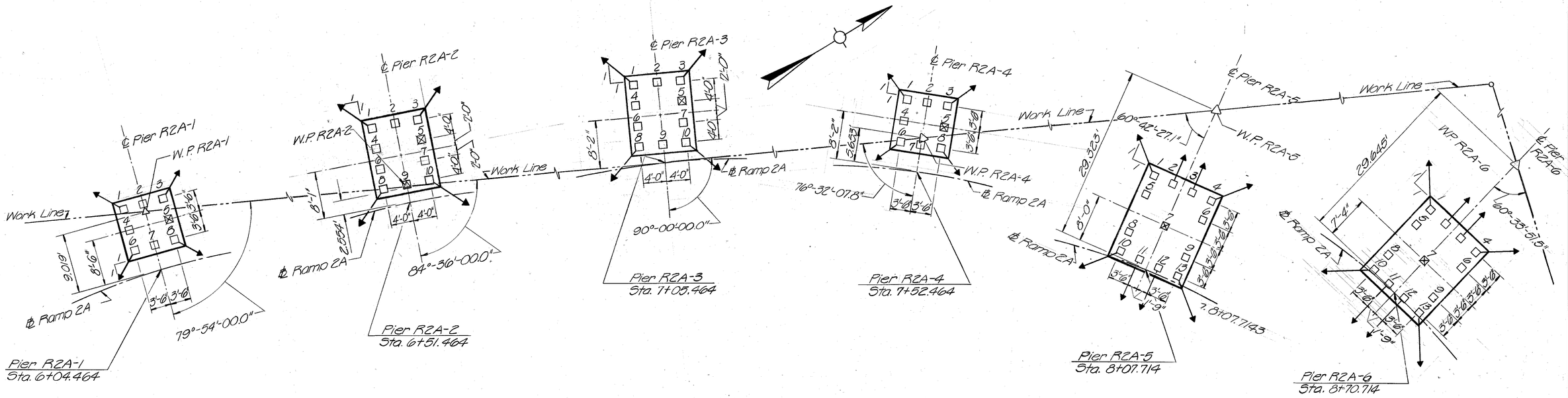
Test Piles		
Pier	Pile No.	Length
R2-3	11	21'
R2-4	4	20'
R2-5	11	22'

For Notes See Sheet C 138

PIERS R2-3, R2-4 & R2-5
PILE RECORD

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
164-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON ROAD
STATION 208+08
SP 56-273-IIL
P. E. PROJECT NO. 164-2(35)3
CONSTRUCTION PROJECT NO. | MAINTENANCE PROJECT NO. | DRAWING NO. 18574

DESIGNED BY F.A.L. CHECKED BY E.S.M. DATE 11-70
DETAILED BY F.W.S. CHECKED BY F.A.L. DATE 11-70
TRACED BY CHECKED BY DATE
REVISED DATE 2/Rev/72 — Add Cutoff El. Pier R2-5
REVISED DATE
REVISED DATE



PIER R2A-1

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	452.130			
2	↓			
3				
4				
5				
6				
7				
8				

PIER R2A-2

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	446.198			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				

PIER R2A-3

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	443.228			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				

PIER R2A-4

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	442.568			
2	↓			
3				
4				
5				
6				
7				
8				

PIER R2A-5

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	439.643			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				

PIER R2A-6

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	436.816			
2	↓			
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				

☒ Indicates Test Pile

TEST PILES

Pier	Pile No.	Length
R2A-1	5	42'
R2A-2	5	36'
R2A-3	5	33'
R2A-4	5	33'
R2A-5	7	29'
R2A-6	7	28'

For Notes see sheet C 138

PIERS R2A-1, R2A-2, R2A-3
R2A-4, R2A-5, R2A-6
PILE RECORD

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD

STATION 208+08 | P. E. PROJECT NO. I 64-2(35)3

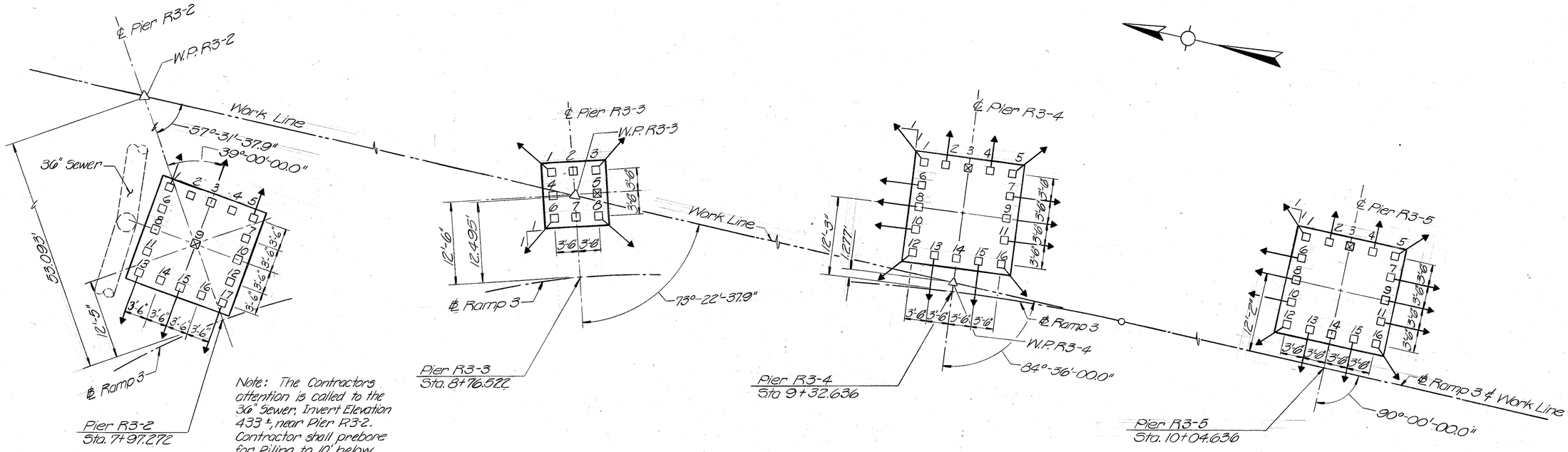
CONSTRUCTION PROJECT NO. | MAINTENANCE PROJECT NO. | DRAWING NO. 18574

LETTING DATE

DESIGNED BY F.A.L. CHECKED BY E.S.M. DATE 7-20
DETAILED BY E.M.S. CHECKED BY F.A.L. DATE 8-20
TRACED BY CHECKED BY DATE

DATE REVISED
DATE REVISED
DATE REVISED

LETTING DATE



PIER R3-2

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	436.732			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17	↓			

PIER R3-3

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	441.857			
2				
3				
4				
5				
6				
7				
8	↓			

PIER R3-4

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	443.667			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16	↓			

PIER R3-5

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	446.296			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16	↓			

⊠ Indicates Test Pile

TEST PILES

Pier	Pile No.	Length
R3-2	9	32'
R3-3	5	32'
R3-4	3	34'
R3-5	3	36'

For Notes see sheet C 138

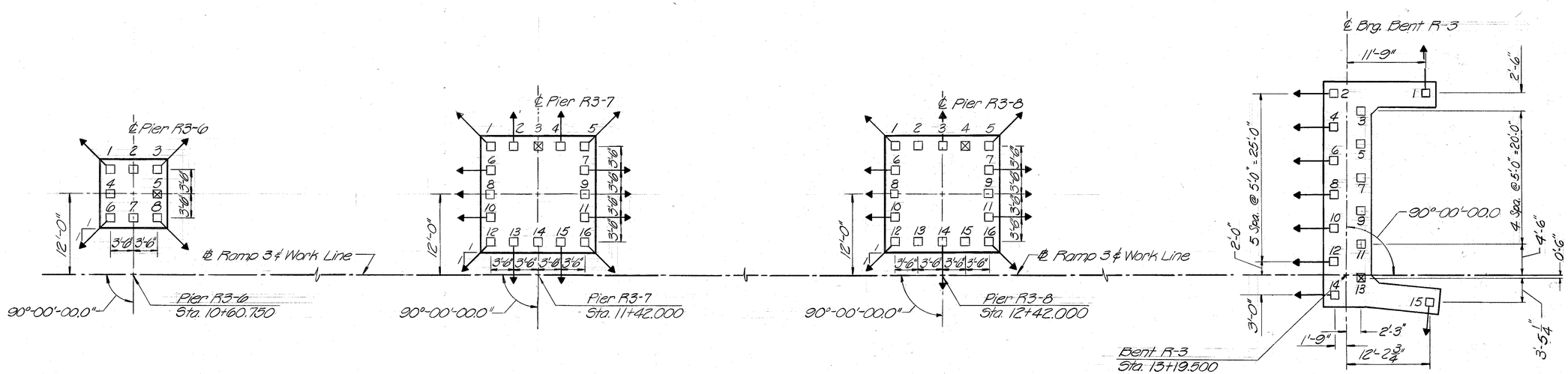
PIERS R3-2, R3-3, R3-4, R3-5
PILE RECORD

SHEET C 145

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE — LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 P. E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

DESIGNED BY P.A.L. CHECKED BY S.M. DATE 7-70
DETAILED BY P.A.L. CHECKED BY P.A.L. DATE 7-70
TRACED BY — CHECKED BY — DATE —
REVISED — DATE —
REVISED — DATE —
REVISED — DATE —



PIER R3-6				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	449.034			
2				
3				
4				
5				
6				
7				
8				

PIER R3-7				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	448.009			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

PIER R3-8				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	446.310			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

BENT R3				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	463.160			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				

☒ Indicates Test Pile

TEST PILES		
Pier	Pile No.	Length
R3-6	5	39'
R3-7	3	38'
R3-8	4	36'
Bent R-3	13	55'

For Notes see sheet C 138

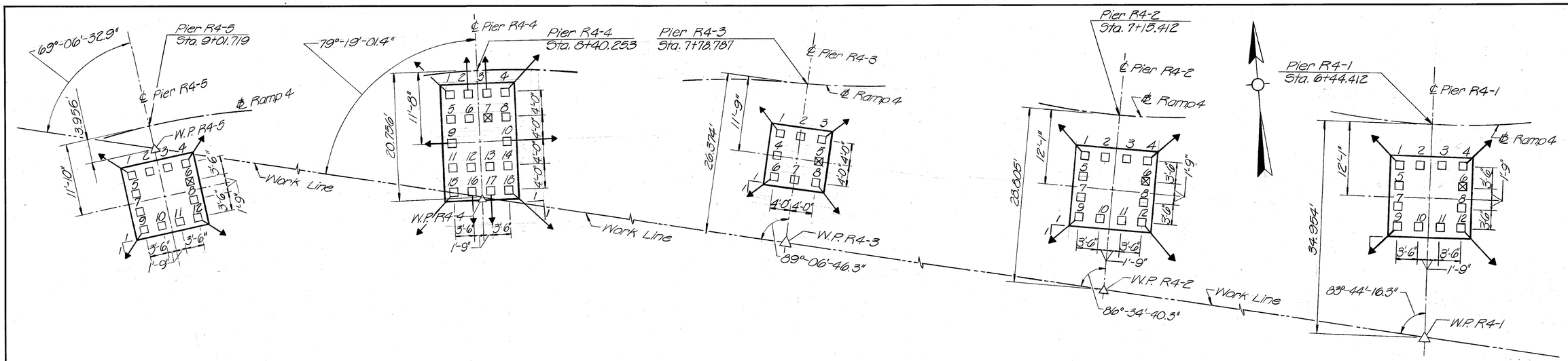
PIERS R3-6, R3-7, R3-8, BENT R-3
PILE RECORD

LETTING DATE

DESIGNED BY P.A.L. CHECKED BY E.S.M. DATE 7-20
DETAILED BY P.M.S. CHECKED BY P.A.L. DATE 7-20
TRACED BY CHECKED BY DATE

REVISED DATE
REVISED DATE
REVISED DATE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 P. E. PROJECT NO. I 64-2(35)3
CONSTRUCTION PROJECT NO. | MAINTENANCE PROJECT NO. | DRAWING NO. 18574



LETTING DATE

DATE
DATE
DATE

REVISED	DATE
REVISED	DATE
REVISED	DATE

DESIGNED BY P.A.L. CHECKED BY E.S.M. DATE 2-70
DETAILED BY E.M.S. CHECKED BY P.A.L. DATE 4-70
TRACED BY CHECKED BY DATE

PIER R4-5

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	436.779			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

PIER R4-4

Pile No.	Cutoff	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	434.440			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				

PIER R4-3

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	436.012			
2				
3				
4				
5				
6				
7				
8				

PIER R4-2

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	434.376			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

PIER R4-1

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	434.284			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

☒ Indicates Test Pile

TEST PILES

Pier	Pile No.	Length
R4-5	6	38'
R4-4	7	34'
R4-3	5	36'
R4-2	6	34'
R4-1	6	34'

For Notes see sheet C 138

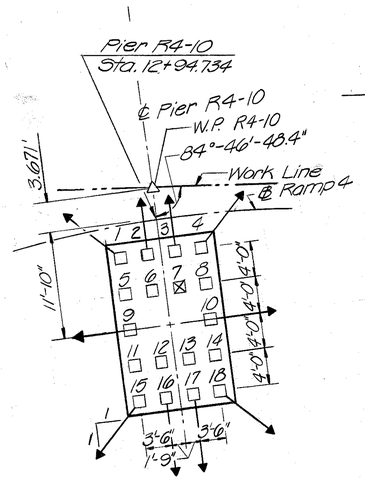
PIERS R4-5, R4-4, R4-3, R4-2, R4-1
PILE RECORD

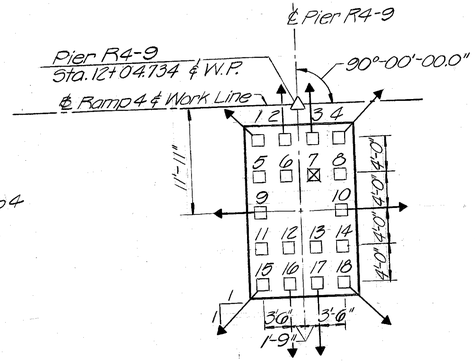
SHEET C 147

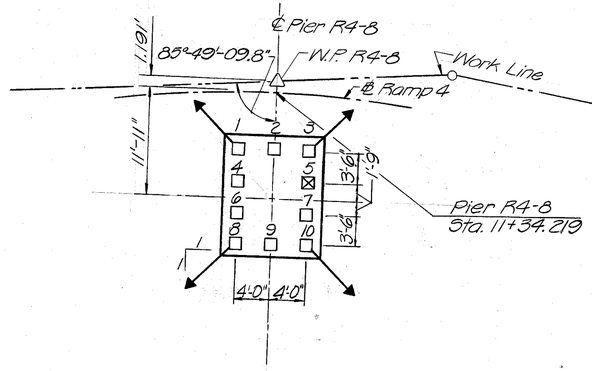
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST, TO 7TH ST.
LOUISVILLE – LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3

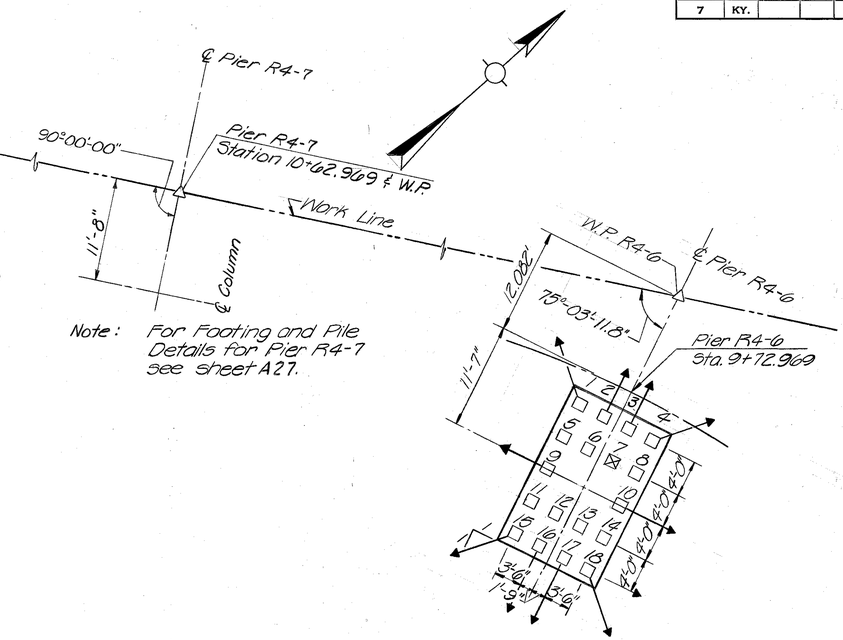
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574

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









Note: For Footing and Pile Details for Pier R4-7 see sheet A27.

PIER R4-10

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	440.101			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18	▼			

PIER R4-9

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length	
1	436.331			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18	▼			

PIER R4-8

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	435.628			
2				
3				
4				
5				
6				
7				
8				
9				
10	▼			

PIER R4-6

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	435.004			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18	▼			

☒ Indicates Test Pile

TEST PILES

Pier	Pile No.	Length
R4-10	7	32'
R4-9	7	33'
R4-8	5	36'
R4-6	7	35'

For Notes see sheet C 138

DESIGNED BY P.A.L. DATE
DETAILED BY P.A.S. DATE 2-20 REVISED DATE
TRACED BY DATE REVISED DATE
CHECKED BY E.S.M. DATE 2-20 REVISED DATE
CHECKED BY P.A.L. DATE 2-20 REVISED DATE
CHECKED BY DATE REVISED DATE

©IETZGEN NO. 150-3 AGEPROOF

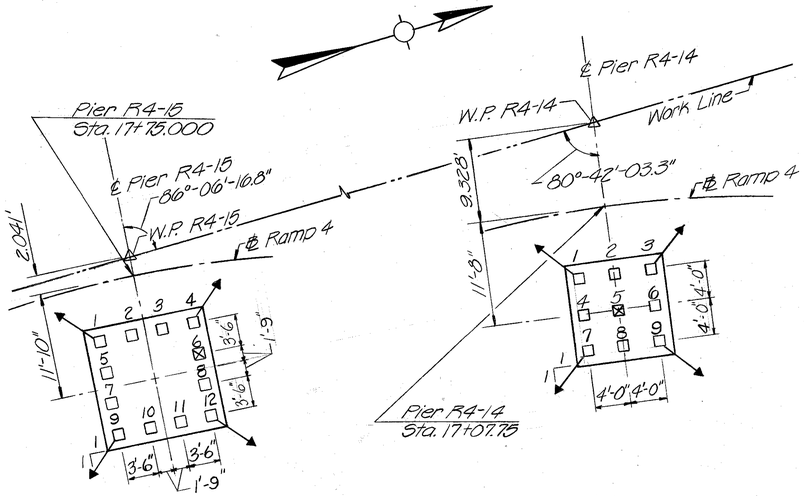
PIERS R4-10, R4-9, R4-8, R4-6
PILE RECORD

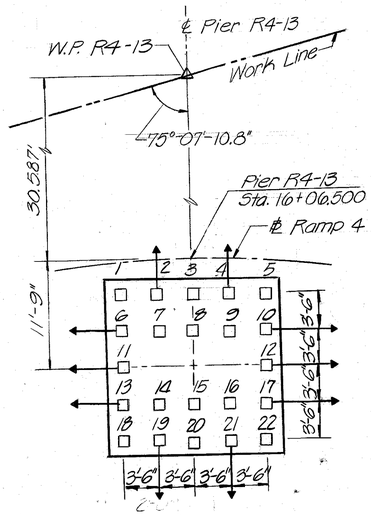
SHEET C 148

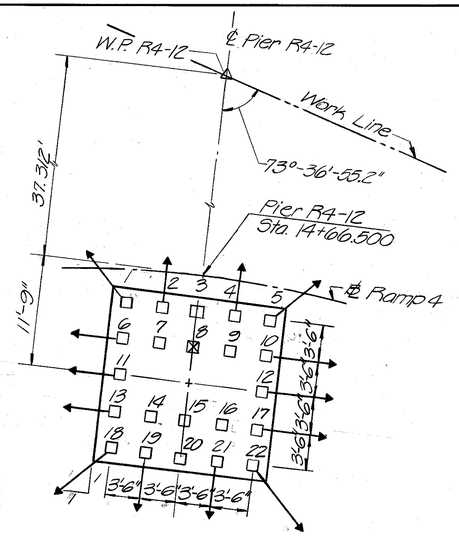
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I64-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON
ROAD SP 56-273-IIL
STATION 208+08 PROJECT NO. I 64-2(35)3

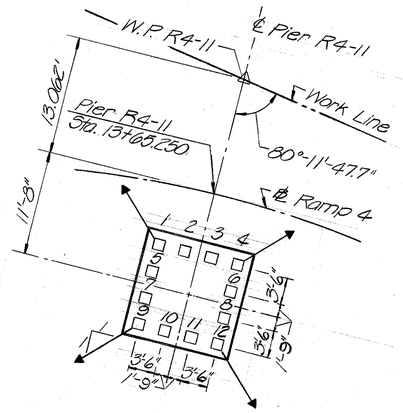
BRIDGE NUMBER	DRAWING NO.	INDEX
		18574

LETTING DATE









PIER R4-15

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	450.538			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				

PIER R4-14

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	451.076			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

PIER R4-13

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	450.540			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				

PIER R4-12

Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	449.888			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				

PIER R4-11

Pile No	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	444.841			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

☒ Indicates Test Pile

TEST PILES

Pier	Pile No.	Length
R4-15	6	41'
R4-14	5	41'
R4-12	8*	40'

* Load Test Pile

For Notes see sheet C 138

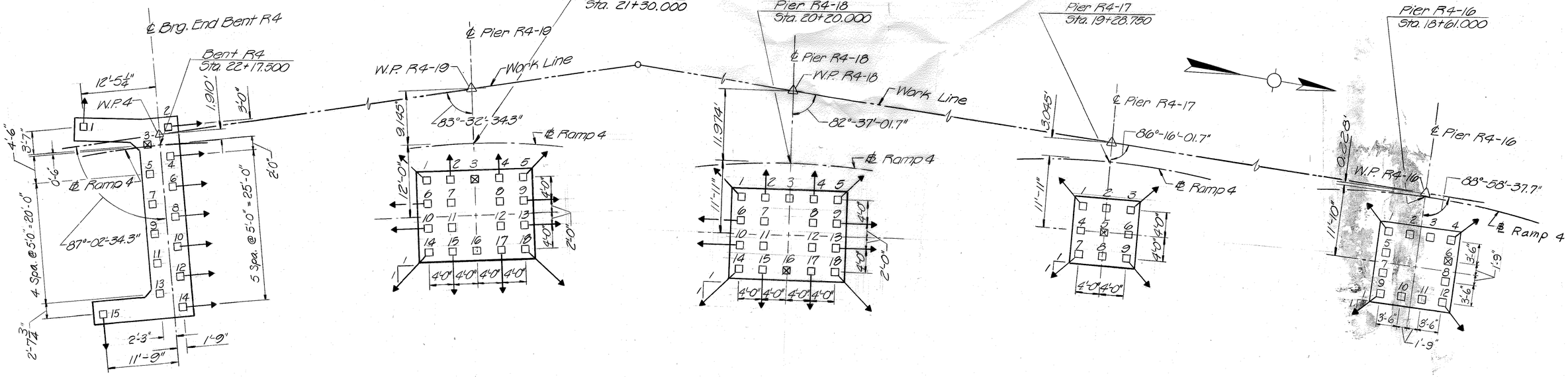
DESIGNED BY P.A.L. DETAILED BY F.W.S. TRACED BY
CHECKED BY E.S.M. DATE 7-70
CHECKED BY P.A.L. DATE 8-70
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

SHEET C 149

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE—LEXINGTON
ROAD SP 56-273-11L
STATION 208+08 **P. E. PROJECT NO.** I 64-2(35)3
CONSTRUCTION PROJECT NO. | MAINTENANCE PROJECT NO. | DRAWING NO. 18574

PIERS R4-15, R4-14, R4-13, R4-12, R4-11
PILE RECORD

LETTING DATE



END BENT R-4				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	460.227			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				

PIER R4-19				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	445.670			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				

PIER R4-18				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	450.195			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				

PIER R4-17				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	451.087			
2				
3				
4				
5				
6				
7				
8				
9				

PIER R4-16				
Pile No.	Cutoff Elev.	Tip of Pile El. as Driven	Length of Piles in Place	Calc. Brg. Capacity Tons
1	450.991			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

☒ Indicates Test Pile

TEST PILES		
Pier	Pile No.	Length
Bent R-4	3	42'
R4-19	3	36'
R4-18	16	40'
R4-17	5	41'
R4-16	6	41'

For Notes see sheet C 138

BENT R-4, PIERS R4-19, R4-18, R4-17, R4-16
PILE RECORD

DESIGNED BY P.A.L. DATE 7-70
DETAILED BY E.W.S. CHECKED BY P.A.L. DATE 8-70
TRACED BY ____ CHECKED BY ____ DATE ____
REVISED DATE
REVISED DATE
REVISED DATE

SHEET C 150

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
JEFFERSON
I 64-13TH ST. TO 7TH ST.
LOUISVILLE – LEXINGTON ROAD
STATION 208+08 SP 56-273-11L
P. E. PROJECT NO. I 64-2(35)3

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		18574