

UPDATE DATE 6-24-88  
 LETTING DATE 6-24-88

PLANS PREPARED BY LYNCH MAINTENANCE DESIGN SECTION

DESIGNED BY D. CARPENTIER DATE 2/88 REVISION Construction Revision, Extend Column and Reinft. DEK. DATE 3/88  
 CHECKED BY D.E. KRATT DATE 1/88 REVISION Construction Revision, raise abut. footing elevations. DEK. DATE 10/88  
 PREPARED BY L. FOOLES DATE 2/88 REVISION  
 CHECKED BY L. GRAVES DATE 2/88 REVISION

# TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

## JEFFERSON COUNTY BROWNSBORO ROAD U.S. 42 OVER I-264

ITEM	SHEET NO.	CONCRETE CLASS 'A'	CONCRETE CLASS 'AA'	STEEL REIN-FORCE-MENT	STRUCTURE EXCAVATION, COMMON	STRUCTURE EXCAVATION, SOLID ROCK	STRUCTURAL STEEL ①	SHEAR CONNECTORS ②	ELECTRICAL CONDUIT	EPOXY COATED STEEL REINF.	REMOVE CONCRETE MASONRY	CRUSHED AGGREGATE	EXPANSION DAM 1/2" NEOPRENE				
		C.Y.	C.Y.	LBS.	C.Y.	C.Y.	L.S.	L.S.	L.S.	LBS.	C.Y.	TONS	LN. FT.				
TITLE SHEET	1																
GENERAL NOTES	2,3																
LAYOUT	4																
<b>5A SUBSTRUCTURE</b>																	
ABUTMENT 1	5,6	15.5	16.9	6.4	2354	1901	110	10		570	6	22					
PIER 1	7	20.9	24.1		4832	5454	11	23			1						
PIER 2	7	20.9	25.7		4832	5747	11	23			1						
PIER 3	7	20.9	24.0		4832	5454	11	23			1						
ABUTMENT 2	8,9	15.5	13.1	7.0	2436	2426	110	10		661	6	22					
SUBSTRUCTURE TOTALS		92.3	103.8	13.4	19289	21425	253	89	1	1231	15	44					
<b>105.4 - 106.4 SUPERSTRUCTURE</b>																	
BEAM DETAILS	10																
SUPERSTRUCTURE	11-13	2.6	105.1	48						19212	41		52				
CONSTRUCTION ELEVATIONS	14,15																
INSERT DETAILS	16																
ELECTRICAL DETAILS	17																
SUPERSTRUCTURE TOTALS		2.6	105.1	48			1	1	1	19212	41		52				
BRIDGE TOTALS		92.3	118.5	193.32	253	89	1	1	1	20443	56	44	52				

- ① Estimated weight of Structural Steel is 85247 lbs.
- ② Estimated weight of Stud Shear Connectors is 120 lbs.

BILL OF INCIDENTAL MATERIALS			
ITEM	NO.	DESCRIPTION	LOCATION
Preformed Cork	1	1/2"x1'-7 3/4"x3'-4"	Abut. 1 Wing
Hot-Poured Joint Sealer			

References listed below are the current edition and are to be used with these plans.

**STANDARD DRAWINGS**

RBC-001-04 BJE-003-02  
 RBM-130 BJE-001-05  
 BGX-006-04

**SPECIAL PROVISIONS**

4H(88) WELDING STEEL BRIDGES

U.S. 42 OVER WATTERSON X-WAY SHEET 1 of 17

**COMMONWEALTH OF KENTUCKY  
 DEPARTMENT OF HIGHWAYS**

FRANKFORT  
 COUNTY OF  
**JEFFERSON**  
 BROWNSBORO RD. (U.S. 42)  
 ROAD

STATION 131+06.24 P. E. PROJECT NO. 316 FSP 56 264 022-023 128

CONSTRUCTION PROJECT NO. IR 264-1(118)21	MAINTENANCE PROJECT NO.	DRAWING NO. <b>21592</b>
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## GENERAL NOTE

UPDATE DATE \_\_\_\_\_  
 LETTING DATE \_\_\_\_\_

DESIGNED BY D. KAZANT CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DETAILED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 REVISIONS:  
 REVISION NO. \_\_\_\_\_ DATE \_\_\_\_\_  
 REVISION NO. \_\_\_\_\_ DATE \_\_\_\_\_

### SPECIFICATIONS

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

### DESIGN LOAD

THIS BRIDGE IS DESIGNED FOR HS20-44 LIVE LOAD, AS SPECIFIED IN 1983 AASHTO SPECIFICATIONS OR ALTERNATE LOADING OF TWO 24-KIP AXLES SPACED FOUR FEET APART, WHICHEVER PRODUCES THE GREATER STRESS. THIS BRIDGE IS DESIGNED FOR A WIND LOAD BASED ON A WIND VELOCITY OF 84 MPH.

### DESIGN METHOD

ALL REINFORCED CONCRETE MEMBERS ARE DESIGNED BY THE LOAD FACTOR METHOD AS SPECIFIED IN THE CURRENT AASHTO SPECIFICATIONS.

### MATERIALS DESIGN SPECIFICATIONS

FOR CLASS 'A' REINFORCED CONCRETE  
 F' C = 3500 PSI

FOR CLASS 'AA' REINFORCED CONCRETE  
 F' C = 4000 PSI

FOR STEEL REINFORCEMENT  
 F<sub>y</sub> = 60000 PSI

FOR STRUCTURAL STEEL  
 F<sub>s</sub> = 20000 PSI FOR AASHTO M 183 OR ASTM A36 STEEL

### CONCRETE

CLASS 'AA' CONCRETE IS TO BE USED THROUGHOUT THE SUPERSTRUCTURE AND IN THE PORTIONS OF THE SUBSTRUCTURE ABOVE THE TOP OF THE CAPS EXCEPT IN THE PEDESTALS. CLASS 'A' CONCRETE IS TO BE USED IN THE PEDESTALS AND IN THE SUBSTRUCTURE BELOW THE TOP OF THE CAPS.

### REINFORCEMENT

DIMENSIONS SHOWN FROM THE FACE OF CONCRETE TO BARS ARE CLEAR DISTANCES UNLESS OTHERWISE SHOWN. SPACING OF BARS IS FROM CENTER TO CENTER OF BARS.

### EPOXY COATED REINFORCING STEEL

ALL REINFORCING BARS DESIGNATED BY SUFFIX (E) IN THE PLANS SHALL BE EPOXY COATED IN ACCORDANCE WITH SECTION 811.10 OF THE STANDARD SPECIFICATIONS.

### BEVELED EDGES

ALL EXPOSED EDGES SHALL BE BEVELED 7/8" UNLESS OTHERWISE SHOWN.

### BILL OF INCIDENTAL MATERIAL

THE QUANTITIES SHOWN IN THE BILL OF INCIDENTAL MATERIALS ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING ENOUGH MATERIAL TO COMPLETE THE WORK IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE COST OF THESE ITEMS IS TO BE INCLUDED IN THE UNIT PRICE BID FOR CLASS 'AA' CONCRETE.

### PAYMENT FOR STRUCTURAL STEEL

THE LUMP SUM BID FOR STRUCTURAL STEEL SHALL BE FULL PAYMENT FOR ALL NEW STRUCTURAL STEEL, BOLTS, WASHERS, WELDING AND WELDING MATERIALS, PAINT AND ALL LABOR AND MATERIALS NECESSARY TO ERECT THE NEW STEEL AND TO MODIFY OR REMOVE THE EXISTING STEEL IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. THE APPROXIMATE WEIGHT OF STRUCTURAL STEEL SHOWN IN THE ESTIMATE OF QUANTITIES DOES NOT INCLUDE OVERRUN OR WELD MATERIAL.

### ANCHOR BOLT HOLES

HOLES OF DEPTH AND DIMENSIONS SHOWN SHALL BE DRILLED FOR ANCHOR BOLTS OR DOWELS. AFTER BASE PLATES ARE PROPERLY SET, BY THE SUPERSTRUCTURE CONTRACTOR WHO SHALL BE RESPONSIBLE FOR KEEPING HOLES DRY IN FREEZING WEATHER. AFTER BASE PLATES ARE PROPERLY SET, ANCHOR BOLT HOLES DRILLED, AND ANCHOR BOLTS HEATED TO A BLUE HEAT ARE PLACED IN DRILLED HOLES, MOLTEN LEAD SHALL BE POURED IN HOLES AND PACKED UNTIL HOLES ARE COMPLETELY FILLED FLUSH TO TOP OF BASE PLATES. THE COST OF DRILLING ANCHOR BOLT HOLES, HEATING ANCHOR BOLTS, FURNISHING LEAD, AND FILLING HOLES WITH MOLTEN LEAD SHALL BE INCIDENTAL TO AND INCLUDED IN THE LUMP SUM BID FOR STRUCTURAL STEEL.

### CONSTRUCTION IDENTIFICATION

THE NAMES OF THE PRIME CONTRACTOR AND THE SUB-CONTRACTOR SHALL BE IMPRINTED IN THE CONCRETE WITH ONE INCH LETTERS AT A LOCATION DESIGNATED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ALL PLANS, EQUIPMENT AND LABOR NECESSARY TO DO THE WORK FOR WHICH NO DIRECT PAYMENT WILL BE MADE.

### SLOPE PROTECTION

SLOPE PROTECTION SHALL BE CRUSHED AGGREGATE SLOPE PROTECTION IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

### PAYMENT FOR SHEAR CONNECTORS

THE 'LUMP SUM BID' FOR SHEAR CONNECTORS SHALL BE FULL PAYMENT FOR ALL SHEAR CONNECTORS, WELDING AND WELDING MATERIAL, AND MATERIALS NECESSARY TO FIELD WELD OR SHOP WELD THE SHEAR CONNECTORS IN PLACE ACCORDING TO THE PLANS AND SPECIFICATIONS.

### OPTIONAL TYPES OF SHEAR CONNECTORS

THE CONTRACTOR SHALL USE ONE OF THE FOLLOWING OPTIONS THROUGHOUT THIS STRUCTURE:

- OPTION 1 - 3/4" STUDS
- OPTION 2 - 4" CHANNEL @ 5.4"

THE MINIMUM LENGTH OF STUDS IS 4". PROVIDE THE NECESSARY LENGTH TO PENETRATE AT LEAST 2" ABOVE BOTTOM OF SLAB.

IF THE CONTRACTOR WISHES TO USE OTHER THAN 3/4" STUD SHEAR CONNECTORS SHOWN ON THE PLANS, THE PROPOSED ARRANGEMENT SHALL BE SUBMITTED FOR APPROVAL WITH THE SHOP PLANS.

### HIGH STRENGTH BOLT CONNECTIONS

UNLESS OTHERWISE PROVIDED ON THE PLANS, ALL FIELD CONNECTIONS SHALL BE 7/8" DIAMETER HIGH STRENGTH BOLTS. OPEN HOLES SHALL BE 15/16" DIAMETER. ALL JOINTS ARE DESIGNED AS FRICTION TYPE CONNECTIONS. TIGHTENING SHALL BE DONE WITH PROPERLY CALIBRATED WRENCHES.

### STUD WELDING

STUDS SHALL BE WELDED IN ACCORDANCE WITH AWS SPECIFICATIONS.

### PROHIBITED FIELD WELDING

EXCEPT AS SHOWN ON THE PLANS, NO WELDING OF ANY NATURE SHALL BE PERFORMED ON THE LOAD CARRYING MEMBERS OF THE BRIDGE WITHOUT THE WRITTEN CONSENT OF THE DIRECTOR, DIVISION OF BRIDGES, OR HIS AUTHORIZED REPRESENTATIVE, AND THEN ONLY IN THE MANNER AND AT THE LOCATIONS DESIGNATED IN THE AUTHORIZATION.

### ELECTRICAL CONDUIT

THE LUMP SUM BID FOR THIS ITEM SHALL INCLUDE FURNISHING ALL JUNCTION BOXES, CONDUIT AND OTHER MATERIALS AND LABOR NECESSARY FOR PLACING THESE MATERIALS IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.

### ELECTRICAL CONDUIT

IF ELECTRICAL CONDUIT IS FOUND WITHIN THE EXISTING CONCRETE THAT IS TO BE REMOVED, THE CONDUIT SHALL BE REMOVED. HOWEVER, THE CONTRACTOR SHALL DETERMINE IF LIVE ELECTRICITY IS IN THE CONDUIT BEFORE REMOVAL.

### CLEANING EXISTING STEEL

ALL AREAS OF EXISTING STEEL THAT ARE TO BE IN CONTACT WITH NEW STEEL, INCLUDING AREAS UNDER BOLT HEADS, SHALL BE CLEANED OF ALL DIRT, RUST, PAINT, AND OTHER FOREIGN MATTER BEFORE INSTALLING THE NEW STEEL. THE COST OF THIS CLEANING IS TO BE INCIDENTAL TO THE LUMP SUM BID FOR STRUCTURAL STEEL.

### CLEANING TOPS OF BEAMS

THE TOPS OF ALL EXISTING STEEL STRINGERS, AND OTHER STEEL TO BE IN CONTACT WITH NEW CONCRETE, ARE TO BE CLEANED OF ALL RUST AND OTHER FOREIGN MATTER BEFORE POURING THE CONCRETE FLOOR. THE COST OF MATERIAL AND LABOR IS TO BE INCIDENTAL TO THE LUMP SUM BID FOR STRUCTURAL STEEL.

### EXISTING REINFORCING STEEL

THE COST OF CUTTING, BENDING, AND CLEANING EXISTING REINFORCING STEEL IS TO BE INCIDENTAL TO THE UNIT PRICE BID FOR REMOVE CONCRETE MASONRY.

### BONDING NEW CONCRETE TO OLD CONCRETE

NEW CONCRETE SHALL BE BONDED TO OLD CONCRETE AS SHOWN ON PLANS WITH A TWO-COMPONENT EPOXY RESIN SYSTEM CONFORMING TO SECTION 833 OF THE SPECIFICATIONS. THE COST OF THIS WORK, INCLUDING ALL LABOR, TOOLS AND MATERIALS, IS TO BE INCIDENTAL TO THE UNIT PRICE BID FOR CLASS 'AA' CONCRETE.

### DRILLING HOLES IN CONCRETE

THE COST OF DRILLING HOLES IN EXISTING CONCRETE FOR DOWELS AND THE COST OF NON-SHRINKING GROUT IS TO BE INCIDENTAL TO THE UNIT PRICE BID FOR REMOVE CONCRETE MASONRY.

### DAMAGE TO THE STRUCTURE

THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGES TO THE STRUCTURE DURING RECONSTRUCTION, EVEN TO THE REPLACEMENT OF ENTIRE SPANS AND REMOVAL OF THE FALLEN SPANS AT HIS EXPENSE, SHOULD THEY BE ALLOWED TO FALL DUE TO HIS ACTIONS.

### EXISTING ALUMINUM HANDRAIL

THE EXISTING ALUMINUM HANDRAIL, INCLUDING POSTS, SHALL BE CAREFULLY REMOVED AND STACKED NEAR THE SITE AS DIRECTED BY THE ENGINEER. THIS MATERIAL SHALL REMAIN THE PROPERTY OF THE DEPARTMENT. THE COST OF THIS ITEM OF WORK SHALL BE INCIDENTAL TO THE CONTRACT.

### CONCRETE REMOVAL

THE CONTRACTOR SHALL REMOVE CONCRETE WITH A METHOD THAT WILL NOT DAMAGE THE EXISTING REINFORCEMENT THAT IS TO BE UTILIZED IN THE NEW CONSTRUCTION NOR DAMAGE THE EXISTING SLAB. THE CONTRACTOR SHALL USE APPROVED PLATFORMS TO CATCH DEBRIS FROM FALLING ONTO UNDERNEATH ROADWAYS, OR PROVIDE FLAGMEN TO STOP TRAFFIC.

GENERAL NOTE

US 42 OVER WATFERTSON X-WAY		SHEET 2
<b>COMMONWEALTH OF KENTUCKY</b>		
DEPARTMENT OF HIGHWAYS		
FRANKFORT		
COUNTY OF		
<b>JEFFERSON</b>		
BROWNSBORO RD. (U. S. 42)		
ROAD		
STATION 131+06.24		P. E. PROJECT NO.
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		<b>21592</b>

## GENERAL NOTE

### SAWCUTTING EXISTING CONCRETE

PRIOR TO THE REMOVAL OF THE EXISTING CONCRETE MASONRY, CUT THE SURFACE WITH A CONCRETE SAW TO A DEPTH OF ONE INCH TO FACILITATE A NEAT LINE. THE COST OF CUTTING CONCRETE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR REMOVING CONCRETE MASONRY.

### WELDING SPECIFICATIONS

ALL WELDING AND WELDING MATERIALS EXCEPT FOR REINFORCEMENT, SHALL CONFORM TO AWS D.1.1-80 'STRUCTURAL WELDING CODE'. MODIFICATION AND ADDITIONS AS STATED ON THE PLANS, AASHTO 1981 STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES, AND SPECIAL PROVISION 4(88), CURRENT EDITION, SHALL SUPERSEDE THE AWS SPECIFICATIONS.

### FOUNDATION PRESSURE

ABUTMENTS FOOTINGS ARE DESIGNED FOR A MAXIMUM PRESSURE OF 12000 PSF. PIER FOOTINGS ARE DESIGNED FOR A MAXIMUM PRESSURE OF 12000 PSF. ALL FOOTINGS SHALL BE POURED ON SOLID ROCK.

### CLEANING AND PAINTING

SECTION 607.25 OF THE SPECIFICATIONS APPLIES TO THIS PROJECT AND CONTRACTORS ARE HEREBY REMINDED THAT IN ACCORDANCE WITH THAT SECTION ALL STEEL SURFACES TO BE PAINTED, INCLUDING EXPOSED SURFACES OF SPLICE PLATES NUTS, BOLTS, AND WASHERS, SHALL BE BLAST CLEANED TO A NEAR-WHITE CONDITION IN ACCORDANCE WITH SSPC-SP10 IMMEDIATELY PRIOR TO BEING PAINTED WITH THE FIRST COAT OF PAINT, REGARDLESS OF WHETHER THE FIRST COAT IS APPLIED IN THE SHOP OR IN THE FIELD.

### MATERIALS

ASTM OR AASHTO SPECIFICATIONS, CURRENT EDITION, AS DESIGNATED BELOW SHALL GOVERN THE MATERIALS FURNISHED.

MATERIAL	A. S. T. M.	AASHTO
STRUCTURAL STEEL		M-183
PINTLES AND STUD SHEAR CONNECTORS, UNS G 1015		M-169
HIGH STRENGTH BOLTS, NUTS, AND WASHERS		M-164
SHEET LEAD AND PIG LEAD	B29-79	

ALL ANCHOR BOLTS, NUTS, AND WASHERS FOR LIGHT POLE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123-78.

### EXISTING LIGHT POLE

THE EXISTING LIGHT POLE SHALL BE CAREFULLY REMOVED BY THE CONTRACTOR AND SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE RIGHT OF WAY. THE COST OF THIS REMOVAL SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR REMOVE CONCRETE MASONRY.

### UTILITY LINE

THE EXISTING GAS LINE SHALL BE CAREFULLY REMOVED BY THE CONTRACTOR AND SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE RIGHT OF WAY. THE CONTRACTOR SHALL COOPERATE WITH THE UTILITY OWNERS DURING THE CONSTRUCTION. THE COST OF THIS REMOVAL SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR REMOVE CONCRETE MASONRY.

### CONCRETE FINISH

ALL NEW PORTIONS OF THE BRIDGE SUPERSTRUCTURE SHALL RECEIVE A MASONRY COATING FINISH IN ACCORDANCE WITH THE SPECIFICATIONS. ONLY THE NEW PORTIONS OF BRIDGE SUBSTRUCTURE SHALL RECEIVE AN ORDINARY SURFACE FINISH.

### TRAFFIC

THE CONTRACTOR SHALL PLACE THE HOT-POURED JOINT SEALER AT THE EXPANSION DAM AND THE PREFORMED COMPRESSION JOINT SEALER AT THE ARMORED EDGE EXPANSION JOINTS AT LOW TRAFFIC VOLUME HOURS AS OUTLINED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND AS DIRECTED BY THE ENGINEER. THE COST OF THIS ITEM SHALL BE INCIDENTAL TO THE CONTRACT. SEE THE ROAD PLANS FOR ALL OTHER TRAFFIC NOTES.

### PAINTING DAMAGED AREAS

ALL AREAS OF NEW OR EXISTING STRUCTURAL STEEL ON WHICH THE PAINT HAS BEEN DAMAGED BY THE CONTRACTOR WITH WELD BURNS OR BY OTHER MEANS SHALL BE CLEANED AND SPOT FAINTED IN ACCORDANCE WITH SECTION 607.25 OF THE SPECIFICATIONS USING THE SAME COATS OF PAINT SPECIFIED FOR NEW STEEL. THE COST OF THIS TOUCH UP PAINTING IS TO BE INCIDENTAL TO THE LUMP SUM BID FOR STRUCTURAL STEEL.

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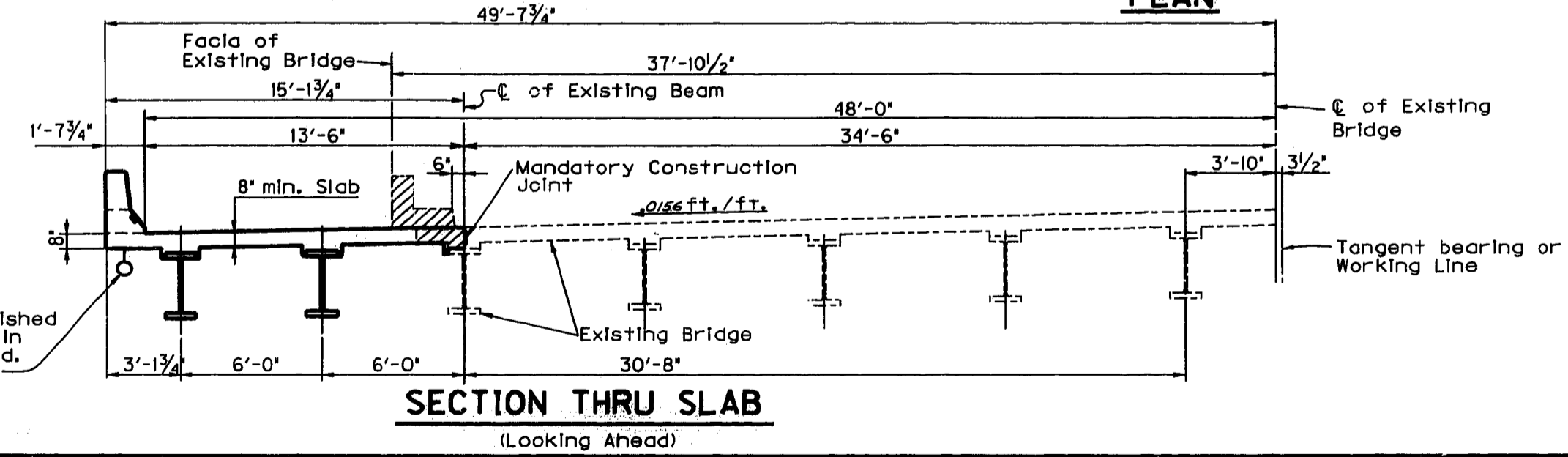
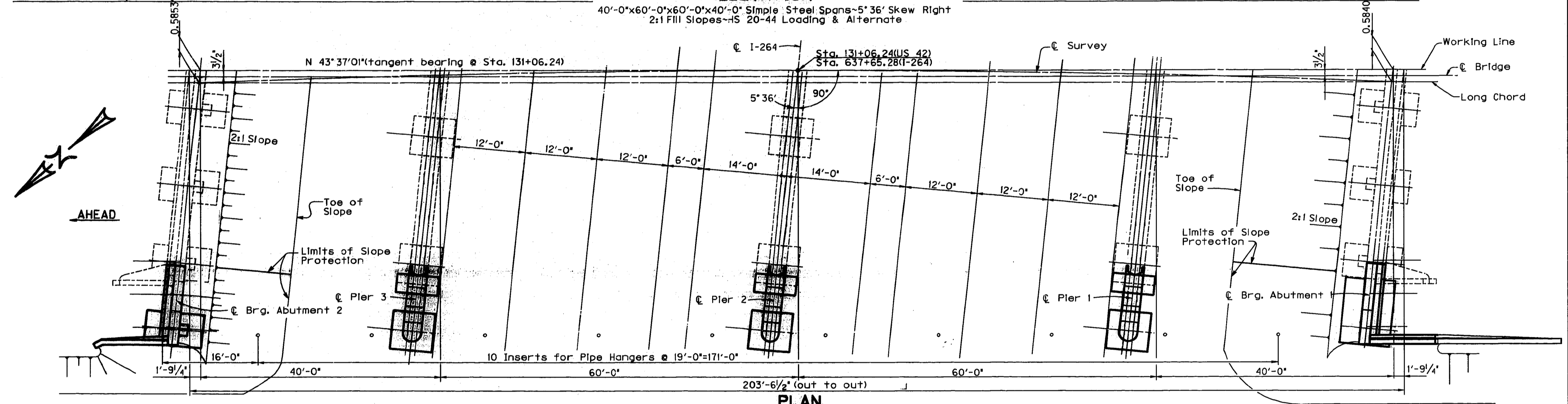
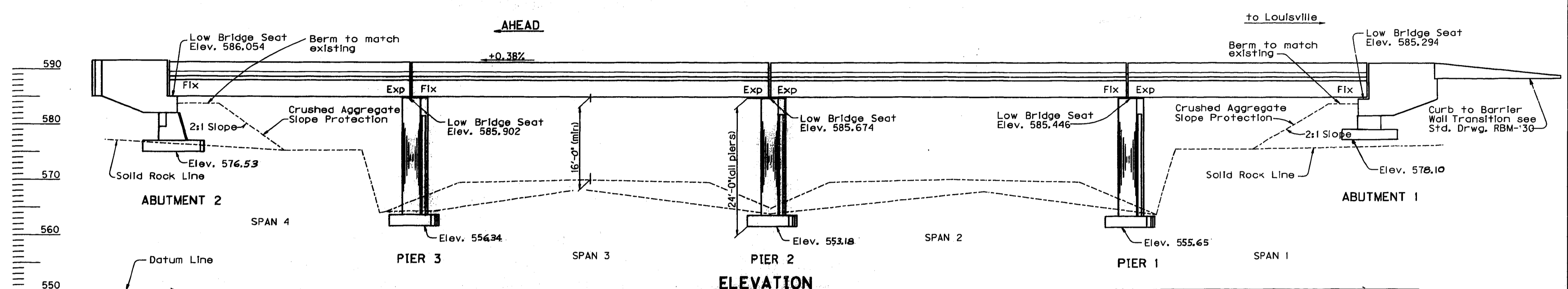
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GENERAL NOTE

US 42 OVER WATTERSON X-WAY		SHEET 3
<b>COMMONWEALTH OF KENTUCKY</b>		
DEPARTMENT OF HIGHWAYS		
FRANKFORT		
COUNTY OF		
<b>JEFFERSON</b>		
BROWNSBORO RD. (U. S. 42)		
ROAD		
STATION 131+06.24		P. E. PROJECT NO.
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		21592

UPDATE DATE  
LETTING DATE



NOTE:  
 8" Gas Line by others.  
 All concrete inserts to be furnished by the utility company shall be in place before concrete is poured. See hanger details on sheet 16

U.S. 42 OVER WATTERSON X-WAY SHEET 4  
**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**JEFFERSON**  
 BROWNSBORO RD. (U.S. 42)  
 ROAD  
 STATION 131+06.24 P. E. PROJECT NO.  
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 21592

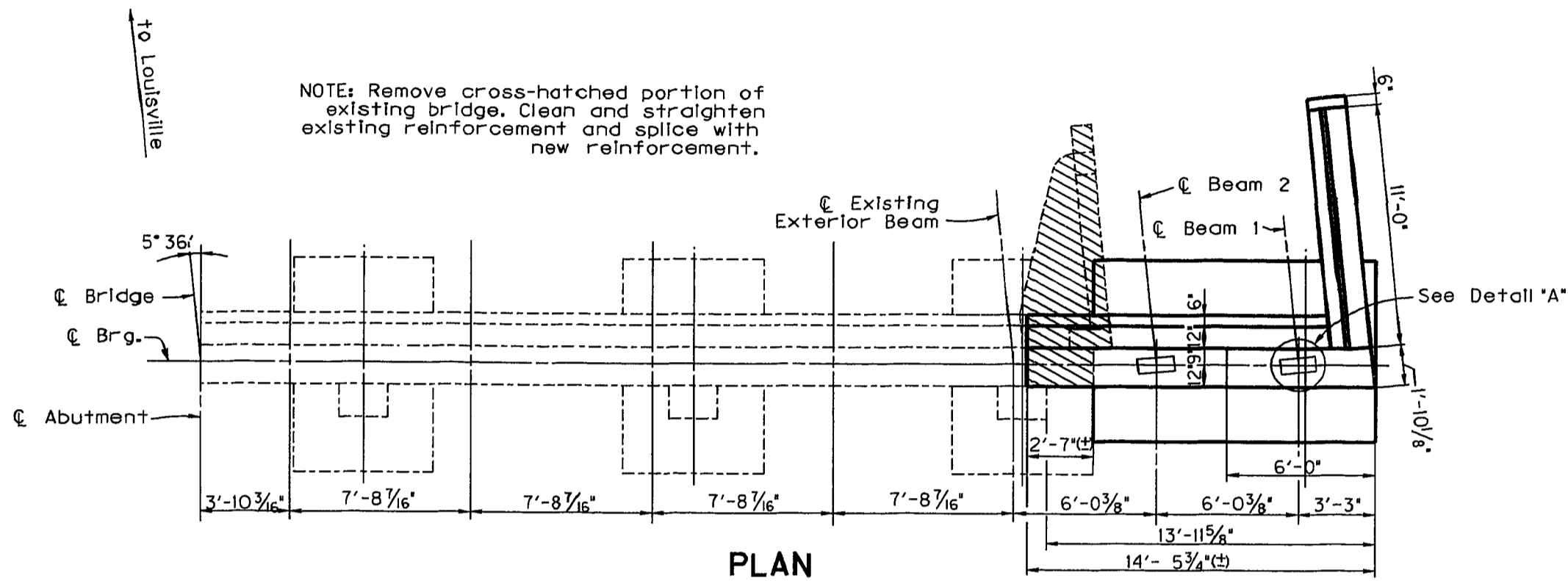
DESIGNED BY D.E. KRATT CHECKED BY L.L. FOLKES PREPARED BY BARRIS SECTION  
 DATE 11/87 DATE 1/88 DATE 2/88  
 REVISION: Revision  
 DATE DATE DATE

Curve Data on sheet 16

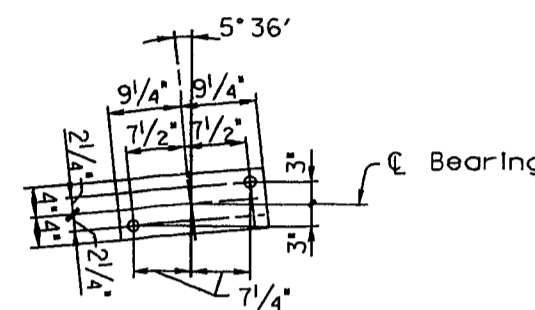
LAYOUT



UPDATE DATE \_\_\_\_\_  
LETTING DATE \_\_\_\_\_



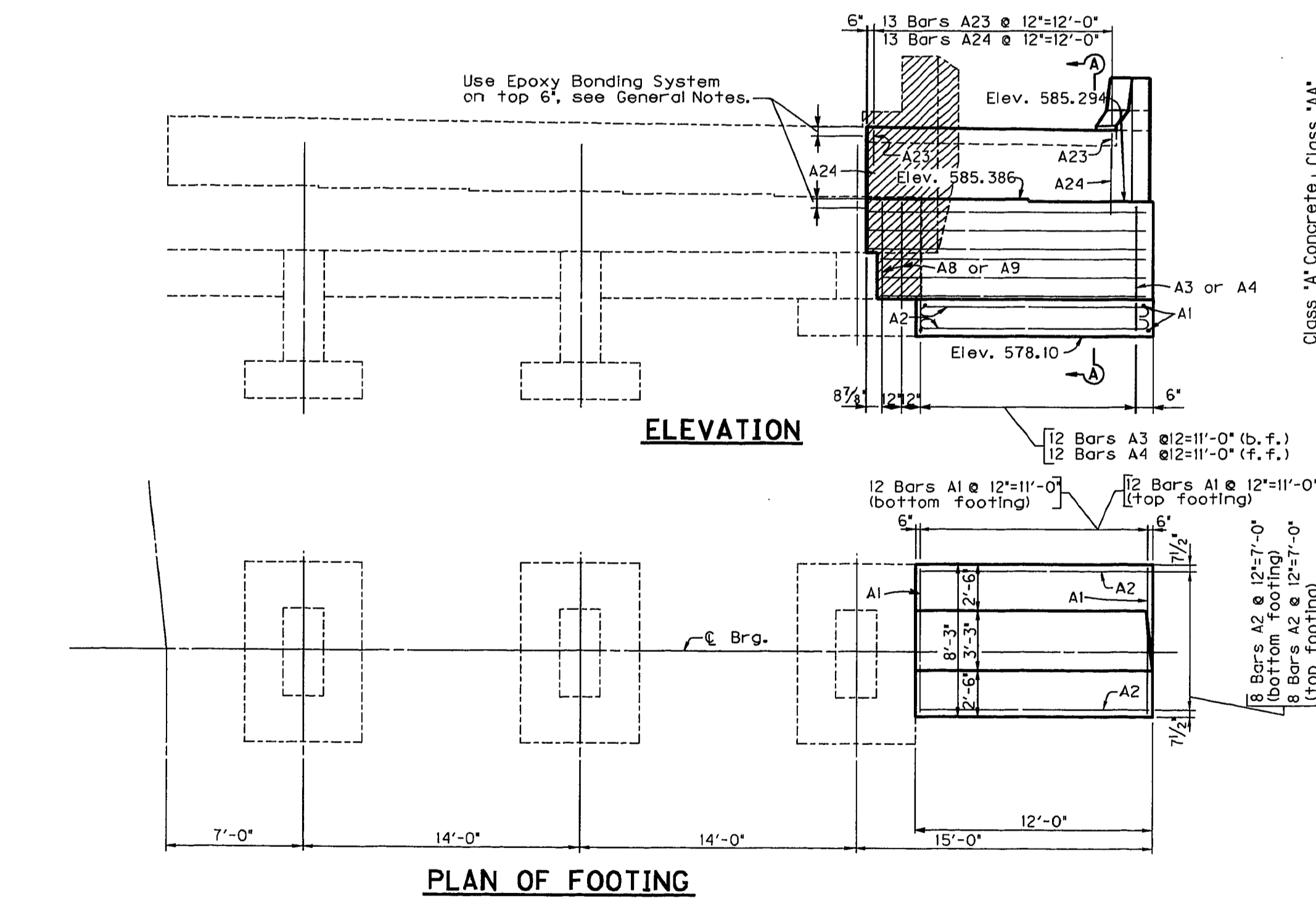
**PLAN**



**DETAIL 'A'**

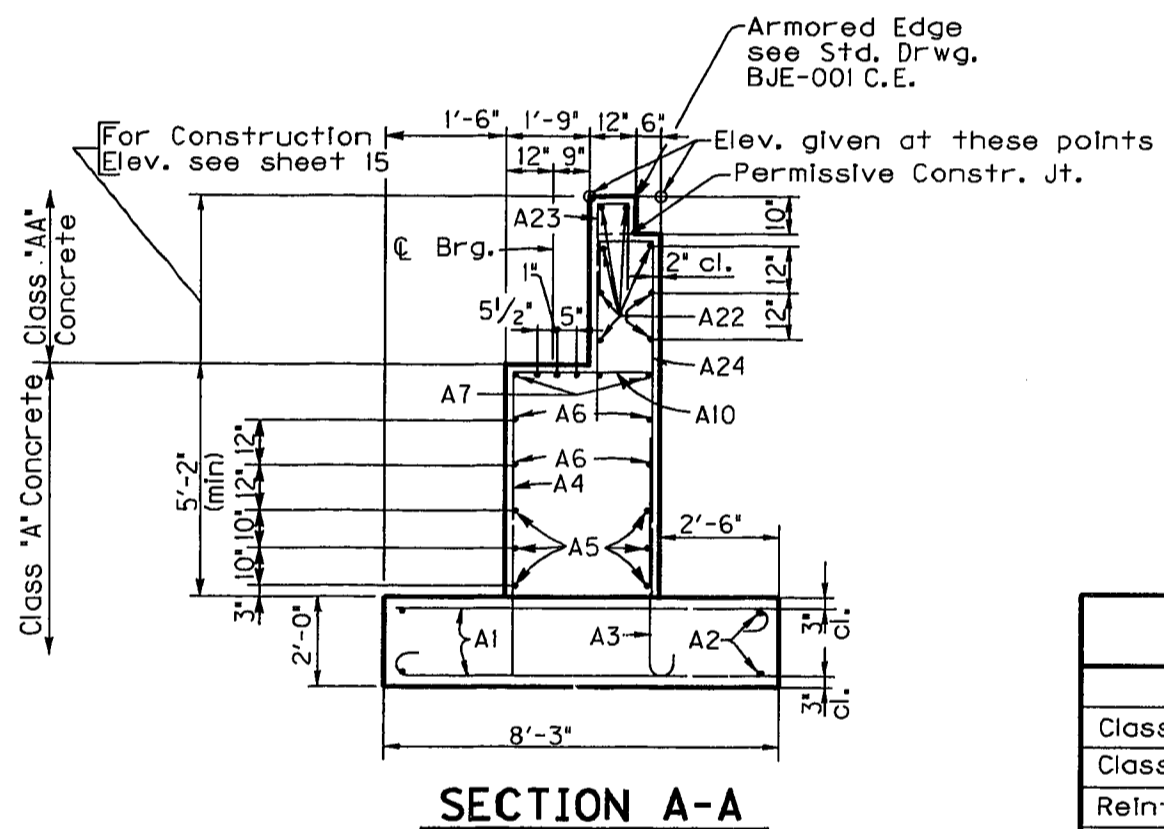
NOTE:  
Top of cap bars are to be accurately located in accordance with the plans so that they will not interfere with drilling anchor bolt holes.

DESIGNED BY D.E. KRANT checked by D.E. KRANT DATE 11/27/87  
 CHECKED BY L. FORKES checked by L. FORKES DATE 1/28/88  
 PREPARED BY GAINES SECTION checked by J.L. GRAVES DATE 2/2/88



**ELEVATION**

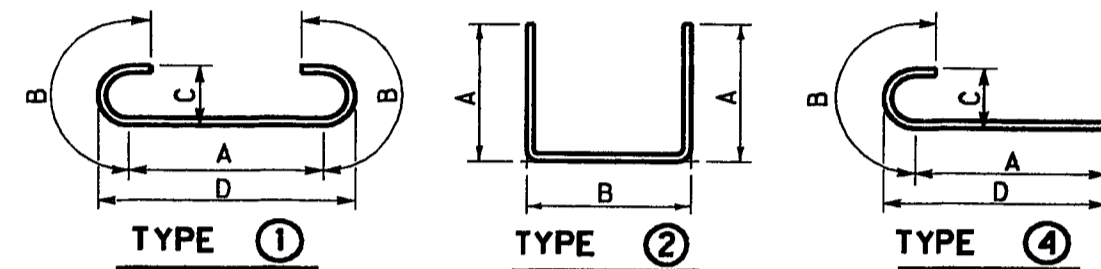
**PLAN OF FOOTING**



**SECTION A-A**

**• BILL OF REINFORCEMENT**

MARK	TYPE	NO.	SIZE	LENGTH FT. IN.	LOCATION	A		B		C		D		H	
						FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.
A1	4	24	6	8	8	7	8	1	0	0	6	7	11		
A2	1	16	6	13	2	11	2	1	0	0	6	11	8		
A3	4	12	6	7	6	6	6	1	0	0	6	6	9		
A4	Str	12	5	6	9										
A5	Str	6	5	13	6										
A6	Str	4	6	13	11										
A7	1	6	8	16	1	13	3	1	5	0	8	13	11		
A8	Str	2	6	5	0										
A9	Str	2	5	5	0										
A10	2	14	5	7	2	2	2	2	11						



• All other Bars on Sheet 6.

**Estimate Of Quantities**

Item	Quantities	Units
Class 'A' Concrete	16.9	Cu. Yds.
Class 'AA' Concrete	6.4	Cu. Yds.
Reinforcement	1901	Lbs.
Epoxy Coated Reinforcement	570	Lbs.
Excavation Common	110	Cu. Yds.
Excavation Solid Rock	10	Cu. Yds.
Remove Concrete Masonry	6	Cu. Yds.

U.S. 42 OVER WATTERSON X-WAY SHEET 5A

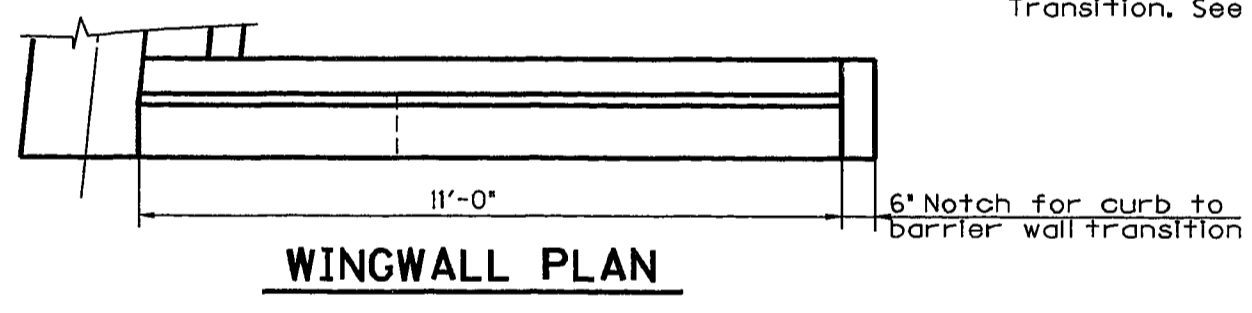
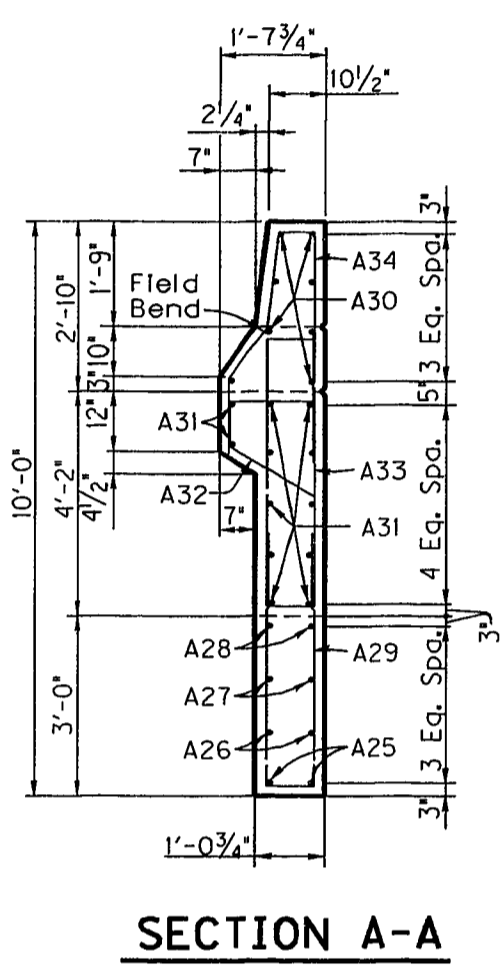
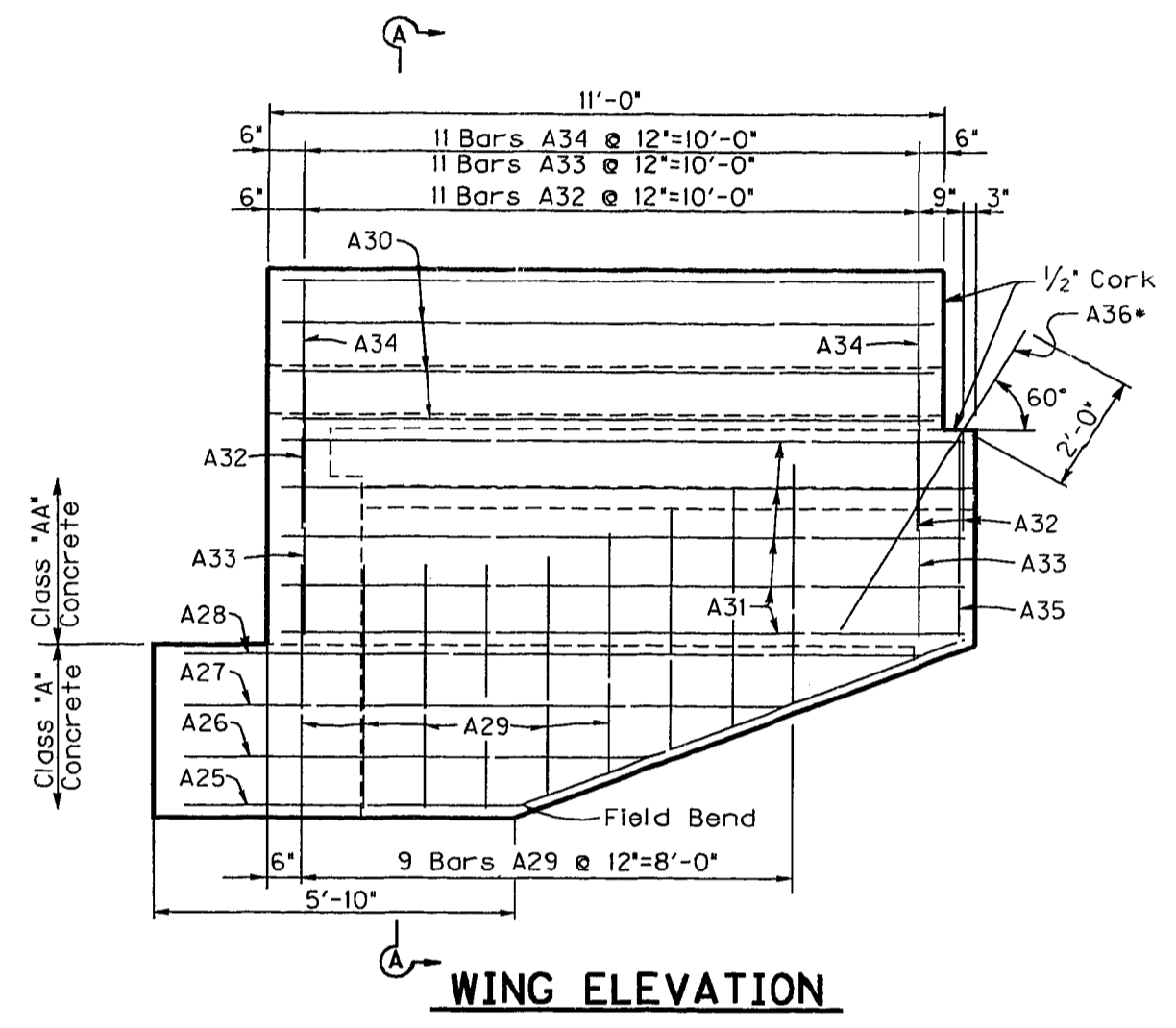
**COMMONWEALTH OF KENTUCKY**  
**DEPARTMENT OF HIGHWAYS**  
 FRANKFORT  
 COUNTY OF  
**JEFFERSON**  
**BROWNSBORO RD. (U.S. 42)**  
 ROAD

**ABUTMENT 1**

STATION 13+06.24 P. E. PROJECT NO. \_\_\_\_\_  
 CONSTRUCTION PROJECT NO. \_\_\_\_\_ MAINTENANCE PROJECT NO. \_\_\_\_\_  
**21592**

UPDATE DATE \_\_\_\_\_  
 LETTING DATE \_\_\_\_\_

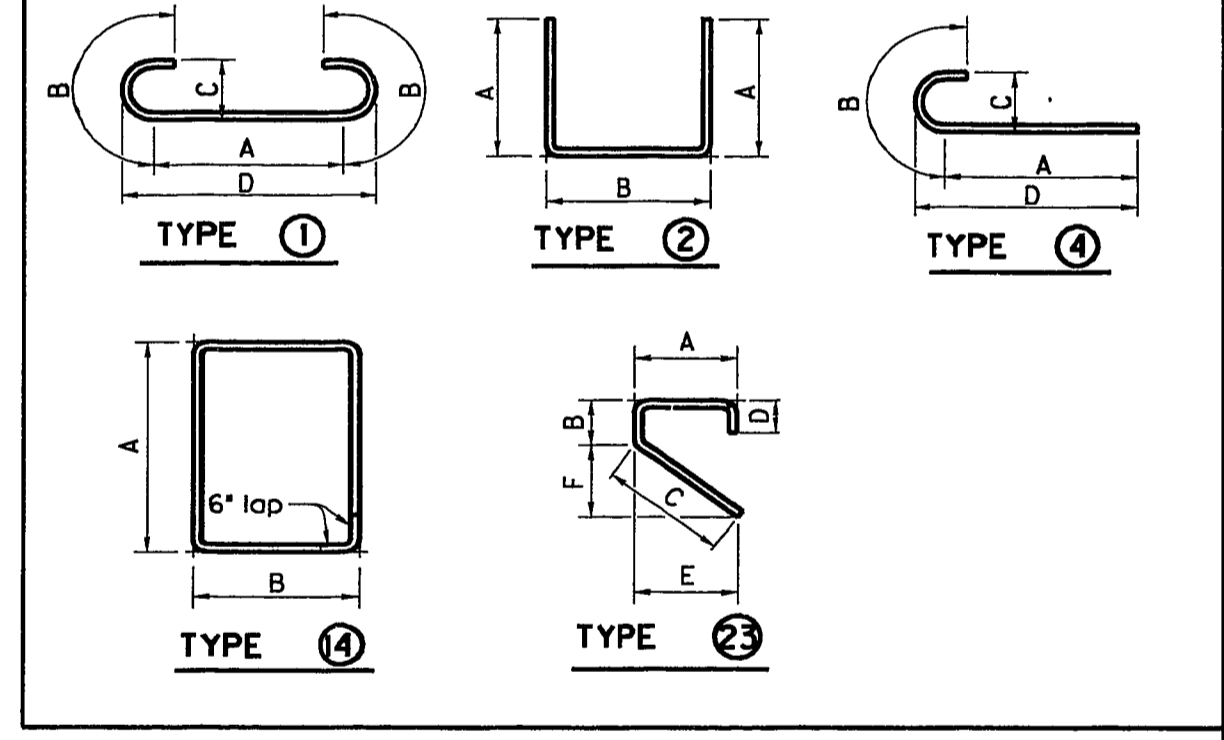
DESIGNED BY D.E. KRATT CHECKED BY D.E. KRATT DATE 11/87  
 REVISIONS: CONSTRUCTION REVISION, RAISE ABUTMENT FOOTING ELEVATIONS, DEK DATE 10/88  
 DETAILED BY L. FOOKES CHECKED BY L. FOOKES DATE 1/88  
 PREPARED BY GRAPHICS SECTION CHECKED BY L. GRAVES DATE 2/88



• Bars A36 for Curb to Barrier Wall Transition. See Std. Drwg. RBM-130 C.E.

Bars A1-A21 of the Bill of Reinforcement shall be void and shall be replaced by Bars A1-A10 shown on sheet 5A.

MARK	TYPE	NO.	SIZE	LENGTH FT. IN.	LOCATION	A		B		C		D		H	
						FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.
A1		4	18	6 10 0	FOOTING	9	0	1	0	0	6	9	3		
A2		1	29	6 7 0	FOOTING	5	0	1	0	0	6	5	6		
A3		4	6	5 10	FOOTING DOWEL	3	10	1	0	0	6	7	4		
A4	Str	5	5	3 11	FOOTING DOWEL										
A5	Str	3	6	4 5	FOOTING DOWEL										
A6		4	4	6 8 3	COLUMN	7	3	1	0	0	6	7	6		
A7	Str	6	5	7 3	COLUMN										
A8	Str	3	6	7 9	COLUMN										
A9		14	1	5 12 3	COLUMN	1	7 7/8	4	3						
A10		14	1	5 11 9	COLUMN	1	7 7/8	4	0						
A11		14	1	5 11 3	COLUMN	1	7 7/8	3	9						
A12		14	1	5 10 9	COLUMN	1	7 7/8	3	6						
A13		14	1	5 10 3	COLUMN	1	7 7/8	3	3						
A14		14	1	5 9 9	COLUMN	1	7 7/8	3	0						
A15	Str	2	7	13 6	APRON										
A16	Str	4	5	13 6	APRON										
A17		2	14	5 7 8	APRON	3	6 7/8	0	9						
A18		14	1	5 11 7	CAP	2	7 7/8	2	11						
A19	Str	2	6	13 11	CAP										
A20		4	6	9 15 4	CAP	13	5	1	11	0	11 3/4	13	10 3/4		
A21		1	6	8 16 1	CAP	13	3	1	5	0	8	13	11		
A22e	Str	8	6	13 11	BACKWALL										
A23e		2	13	5 5 5	BACKWALL	2	5 7/8	0	8						
A24		2	13	5 9 11	BACKWALL	4	5 7/8	1	2						
A25	Str	2	5	13 3	WING										
A26	Str	2	5	7 3	WING										
A27	Str	2	5	9 3	WING										
A28	Str	2	5	11 4	WING										
A29		2	9	5 8 8	WING	4	7/8	0	9						
A30e	Str	8	5	10 7	WING										
A31	Str	12	5	11 1	WING										
A32		23	12	5 3 8	WING	1	3 3/4	0	8 3/4	1	5 1/2	0	6		
A33e		14	11	5 11 5	WING	1	2 3/4	0	9 1/2						
A34e		2	11	5 8 0	WING	4	8 7/8	0	9						
A35		14	1	5 9 5	WING	3	10 7/8	0	6 1/2						
A36e	Str	2	6	6 0	WING	3	8 7/8	0	9						

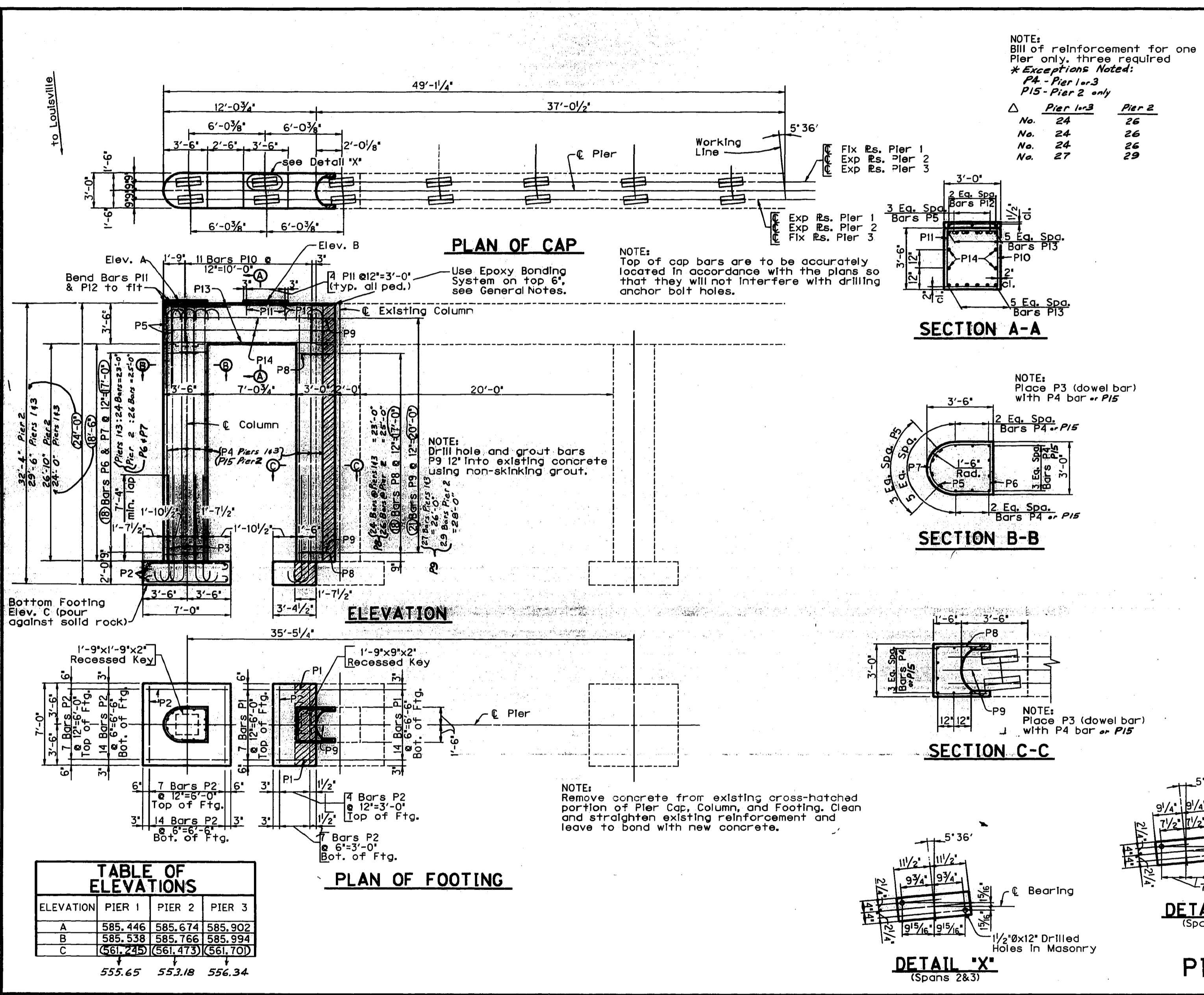


U.S. 42 OVER WATTERSON X-WAY SHEET 6  
 COMMONWEALTH OF KENTUCKY  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**JEFFERSON**  
 BROWNSBORO RD. (U.S. 42)  
 ROAD  
 STATION 131+06.24 P. E. PROJECT NO.  
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.  
**21592**

ABUTMENT 1

UPDATE DATE  
LETTING DATE

DESIGNED BY: D.E. KRATT  
CHECKED BY: L.L. FOKES  
DATE: 1/88  
REVISION: 2/88  
DRAWN BY: L. GRAVES

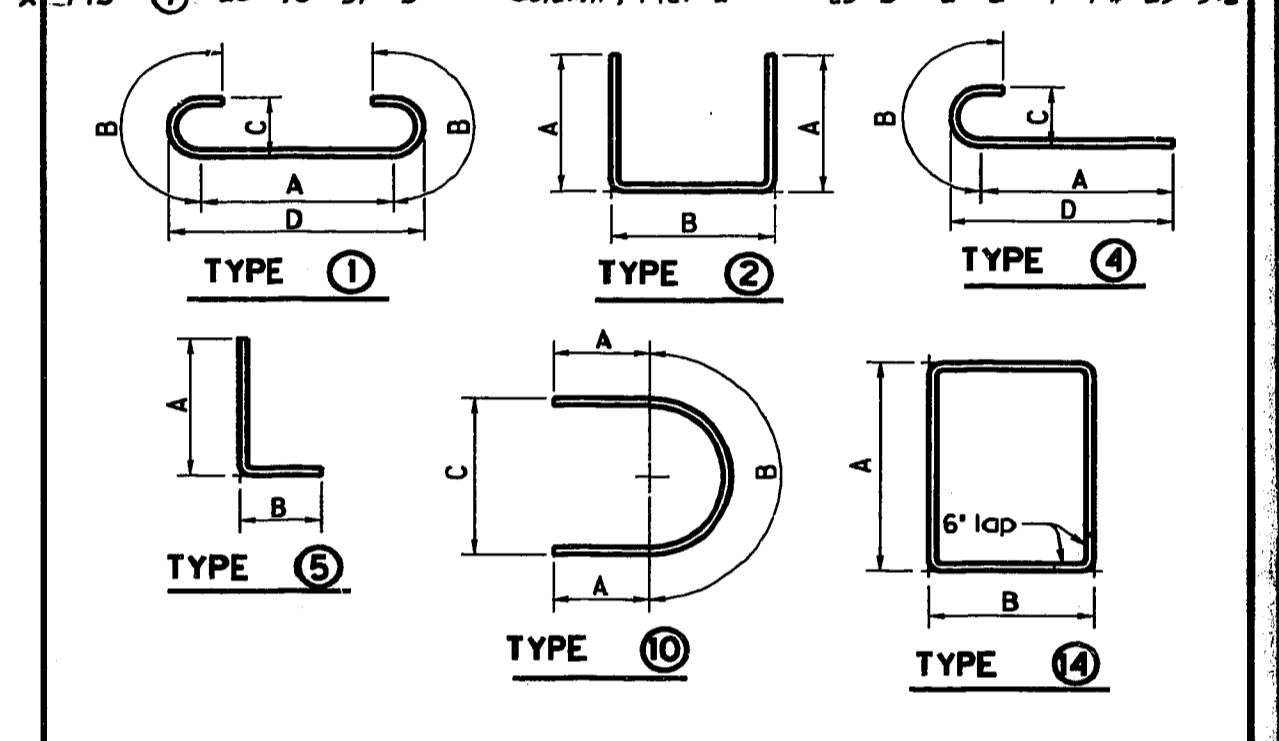


NOTE:  
Bill of reinforcement for one Pier only, three required  
\* Exceptions Noted:  
P4 - Pier 1 or 3  
P15 - Pier 2 only

No.	Pier 1 or 3	Pier 2
No. 24	26	26
No. 24	26	26
No. 24	26	26
No. 27	29	29

**BILL OF REINFORCEMENT**

MARK	TYPE	NO.	SIZE	LENGTH FT., IN.	LOCATION	A	E	B	F	C	G	D	H
P1	①	21	6	4	7								
P2	①	53	6	8	0								
P3	④	18	10	10	8								
P4	④	20	10	23	1								
P5	⑤	4	11	11	5								
P6	②	10	5	6	5								
P7	⑩	5	6	7									
P8	②	10	5	7	9								
P9	Str	20	6	2	0								
P10	④	11	5	12	1								
P11	②	8	4	5	8								
P12	Str	6	4	3	2								
P13	Str	12	7	11	10								
P14	Str	4	6	11	10								
* P15	④	20	10	31	5	Column, Pier 2	29'-3"	2'-2"	1'-1 1/4"	29'-9 1/2"			



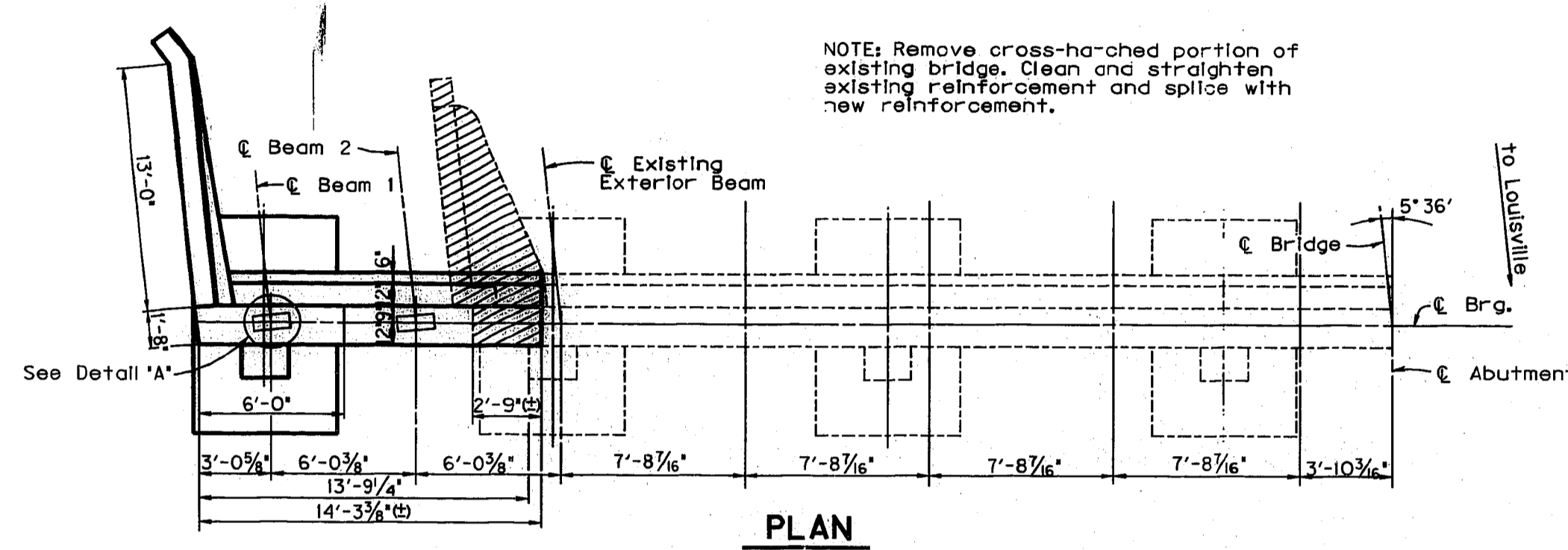
**Estimate Of Quantities**

Item	Pier 1	Pier 2	Pier 3	Units
Class "A" Concrete	20.9	20.9	20.9	Cu. Yds.
Reinforcement	4832	4832	4832	Lbs.
Remove Concrete Masonry	1.2	1.2	1.2	Cu. Yds.
Excavation Common	11	11	11	Cu. Yds.
Excavation Solid Rock	23	23	23	Cu. Yds.
Revised "A" Concrete	24.1	25.7	24.0	C.Y.
" Reinforcement	5454	5747	5454	Lbs.

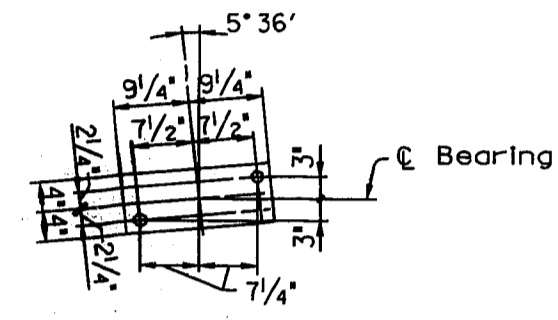
U.S. 42 OVER WATTERSON X-WAY SHEET 7  
**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**JEFFERSON**  
 BROWNSON RD. (U.S. 42)  
 ROAD  
 STATION 131+06.24 P. E. PROJECT NO.  
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 21592



UPDATE DATE \_\_\_\_\_  
 LETTING DATE \_\_\_\_\_

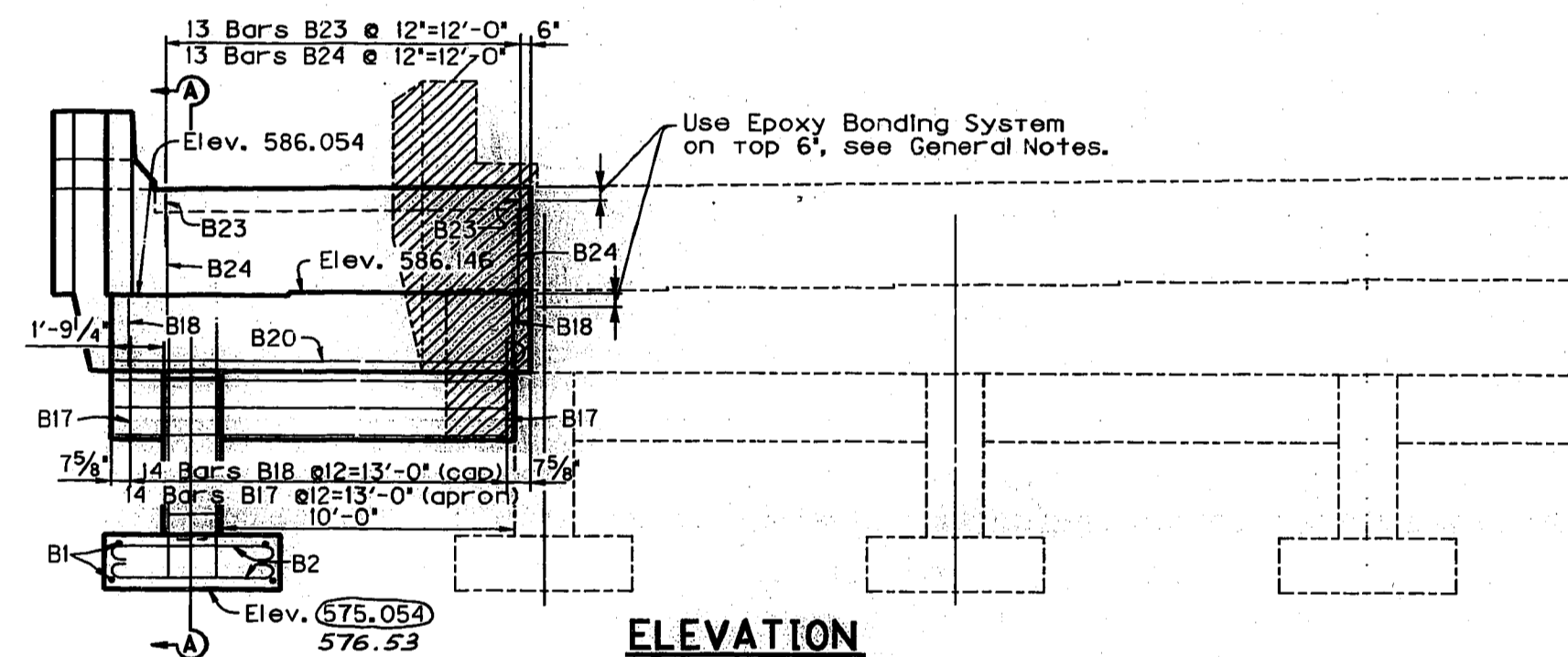


**PLAN**

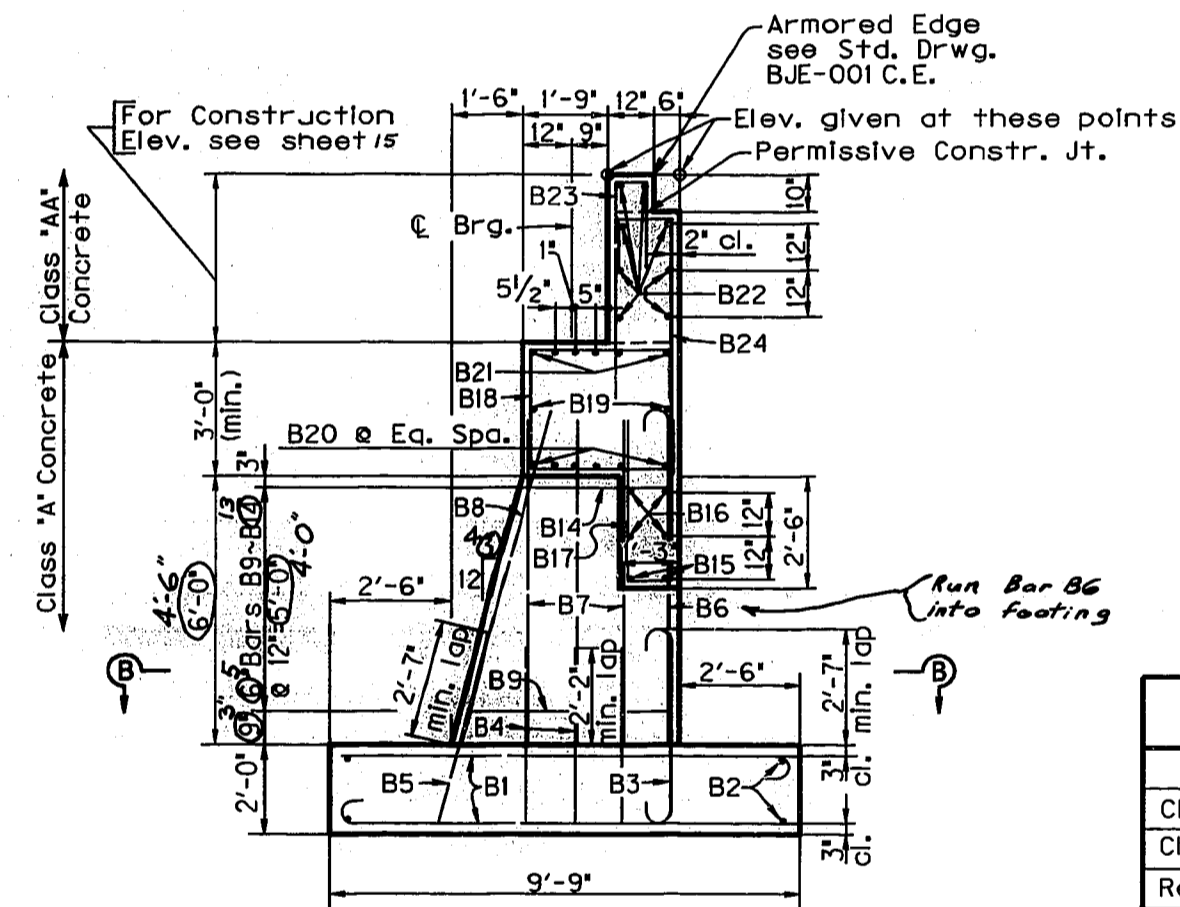


**DETAIL 'A'**

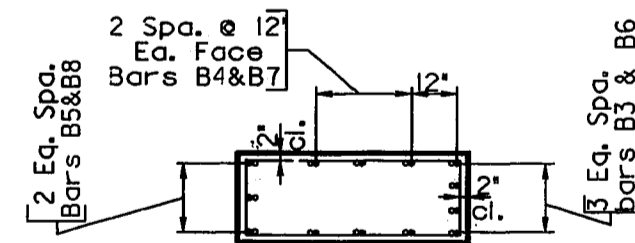
NOTE:  
 Top of cap bars are to be accurately located in accordance with the plans so that they will not interfere with drilling anchor bolt holes.



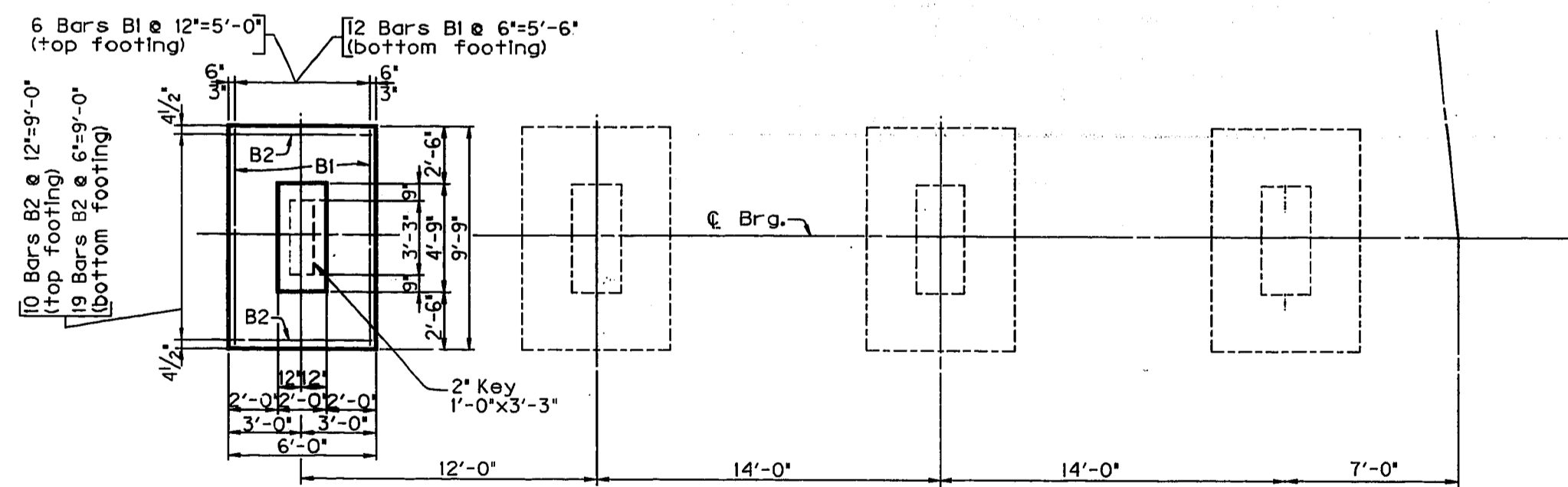
**ELEVATION**



**SECTION A-A**



**SECTION B-B**



**PLAN OF FOOTING**

Estimate Of Quantities		
Item	Quantities	Units
Class "A" Concrete	13.1	13.5 Cu. Yds.
Class "AA" Concrete		7.0 Cu. Yds.
Reinforcement	2426	2435 Lbs.
Epoxy Coated Reinforcement		661 Lbs.
Excavation Common		110 Cu. Yds.
Excavation Solid Rock		10 Cu. Yds.
Remove Concrete Masonry		6 Cu. Yds.

DATE	REVISION
11/87	Revised Construction Revision
1/88	Checked by D.E. KRATT
2/88	Checked by L. GRAVES

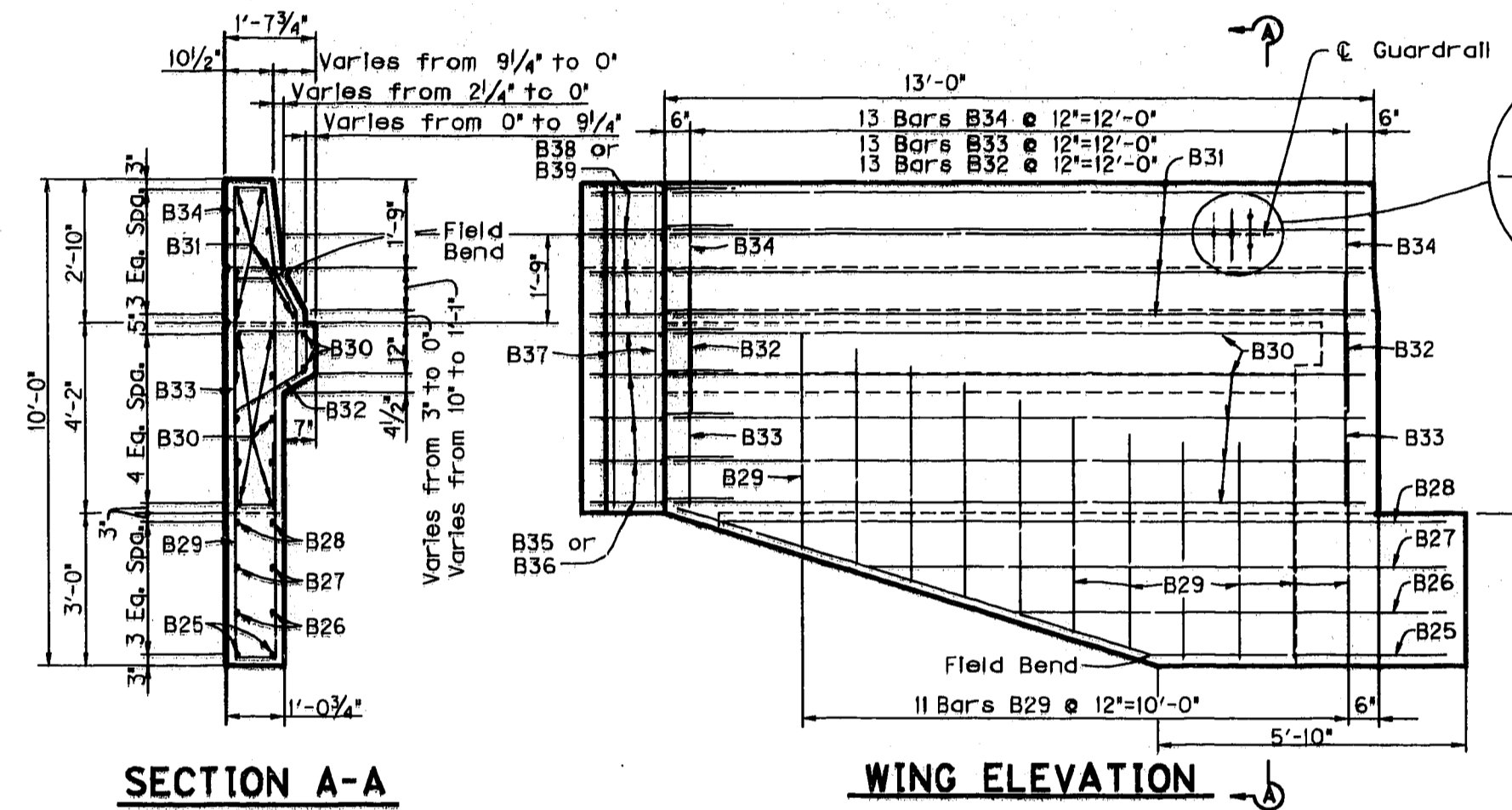
ABUTMENT 2

U.S. 42 OVER WATTERSON X-WAY SHEET B  
**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**JEFFERSON**  
 BROWNSBORO RD. (U.S. 42)  
 ROAD  
 STATION 13+06.24 P. E. PROJECT NO.  
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO.  
 DRAWING NO. **21592**

UPDATE DATE \_\_\_\_\_  
LETTERING DATE \_\_\_\_\_

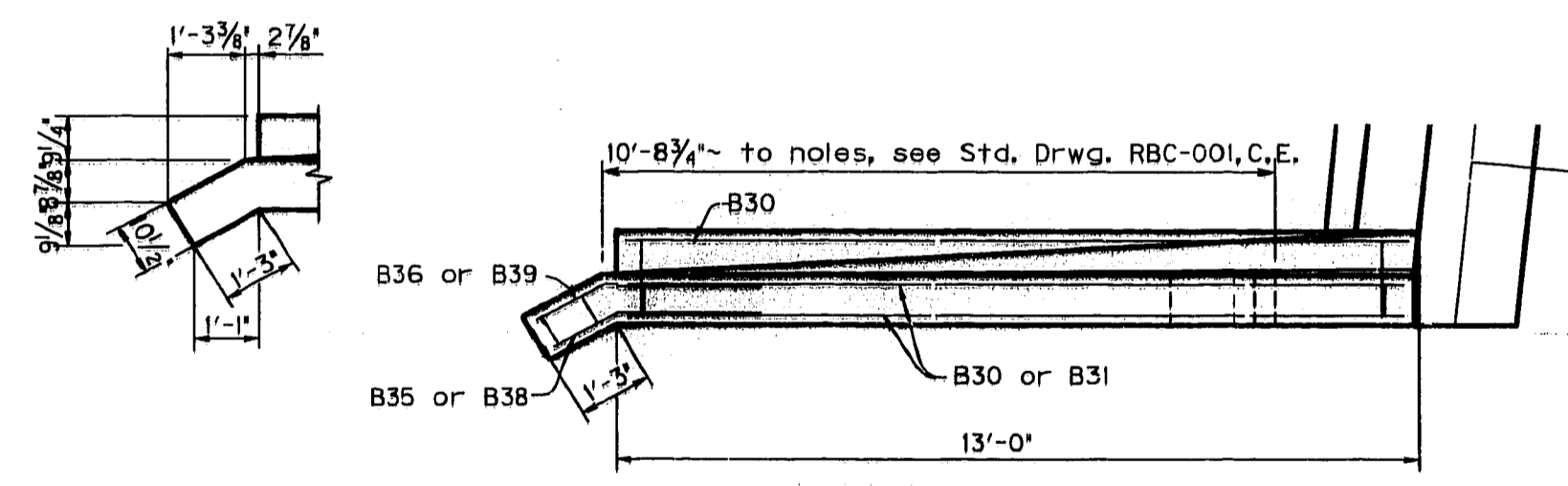
DESIGNED BY: D.E. KRATT  
CHECKED BY: L.L. FOKES  
DATE: 11/87  
DATE: 1/88

CONSTRUCTION REVISION: DAK  
DATE: \_\_\_\_\_  
DATE: \_\_\_\_\_



SECTION A-A

WING ELEVATION



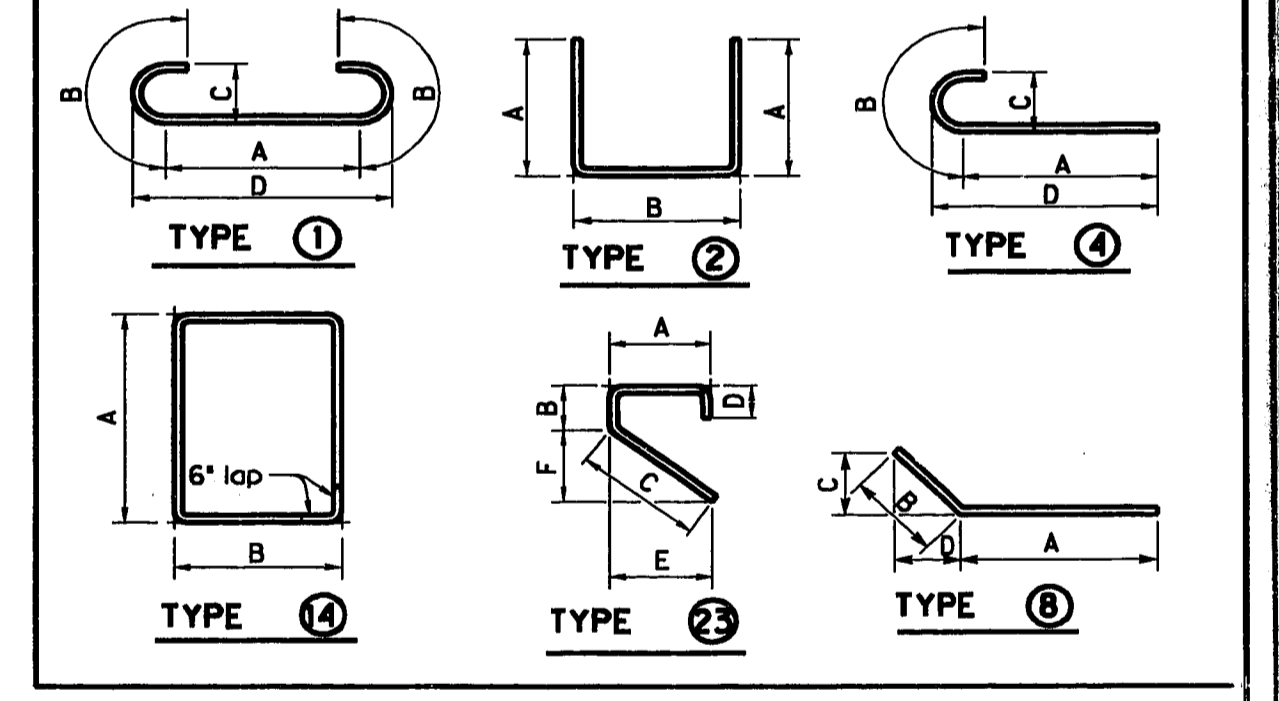
WINGWALL PLAN

Holes to be formed through barrier with 1" I.D. plastic pipe. The pipe shall remain in place.

B14 Out

BILL OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH FT. IN.	LOCATION	A		B		C		D		H	
						FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.	FT.	IN.
B1		4	18	6 10 0	FOOTING	9	0	1	0	0	6	9	3		
B2		1	29	6 7 0	FOOTING	5	0	1	0	0	6	5	6		
B3		1	4	6 5 10	FOOTING DOWEL	3	10	1	0	0	6	4	4		
B4	Str	6	5	3 11	FOOTING DOWEL										
B5	Str	3	6	4 6	FOOTING DOWEL										
B6		4	4	6 8 3	COLUMN	7	3	1	0	0	6	7	6		
B7	Str	6	5	7 3	COLUMN										
B8	Str	3	6	7 9	COLUMN										
B9		14	1	5 12 3	COLUMN	1	7 7/8		4	3					
B10		14	1	5 11 9	COLUMN	1	7 7/8		4	0					
B11		14	1	5 11 3	COLUMN	1	7 7/8		3	9					
B12		14	1	5 10 6	COLUMN	1	7 7/8		3	6					
B13		14	1	5 10 2	COLUMN	1	7 7/8		3	3					
B14		14	1	5 9 6	COLUMN	1	7 7/8		3	0					
B15	Str	2	7	13 6	APRON										
B16	Str	4	5	13 6	APRON										
B17		2	14	5 7 6	APRON	3	6 7/8		0	9					
B18		14	14	5 11 7	CAP	2	7 7/8		2	11					
B19	Str	2	6	13 11	CAP										
B20		4	6	9 15 4	CAP	13	5	1	11	0	11 3/4	13	10 7/8		
B21		1	6	8 16 1	CAP	13	3	1	5	0	8	13	11		
B22e	Str	8	6	13 11	BACKWALL										
B23e		2	13	5 5 5	BACKWALL	2	5 7/8		0	8					
B24		2	13	5 9 11	BACKWALL	4	5 7/8		1	2					
B25	Str	2	5	14 7	WING										
B26	Str	2	5	10 6	WING										
B27	Str	2	5	10 6	WING										
B28	Str	2	5	13 4	WING										
B29		2	11	5 8 8	WING	4	7/8		0	9					
B30	Str	12	5	12 8	WING										
B31e	Str	8	5	12 6	WING										
B32		23	13	5 3 6	WING	1	3 3/4	0	8 3/4	1	5 1/2	0	6		
B33e		14	13	5 10 9	WING	1	2 7/8	0	9 1/2						
B34e		2	13	5 8 0	WING	4	4 7/8	0	9						
B35		8	5	5 3 6	WING	2	5 7/8	1	7/8	0	6 1/4	0	10 3/4		
B36		8	5	5 3 6	WING	2	5 7/8	1	1/2	0	6 3/4	0	11 7/8		
B37e		14	2	5 14 6	WING	6	5 7/8	0	7 1/2	0	6 1/4	10	3 1/4		
B38e		8	4	5 3 6	WING	2	5 7/8	1	7/8	0	6 1/4	10	3 1/4		
B39e		8	4	5 3 6	WING	2	5 7/8	1	1 1/2	0	6 3/4	10	11 3/4		



ABUTMENT 2

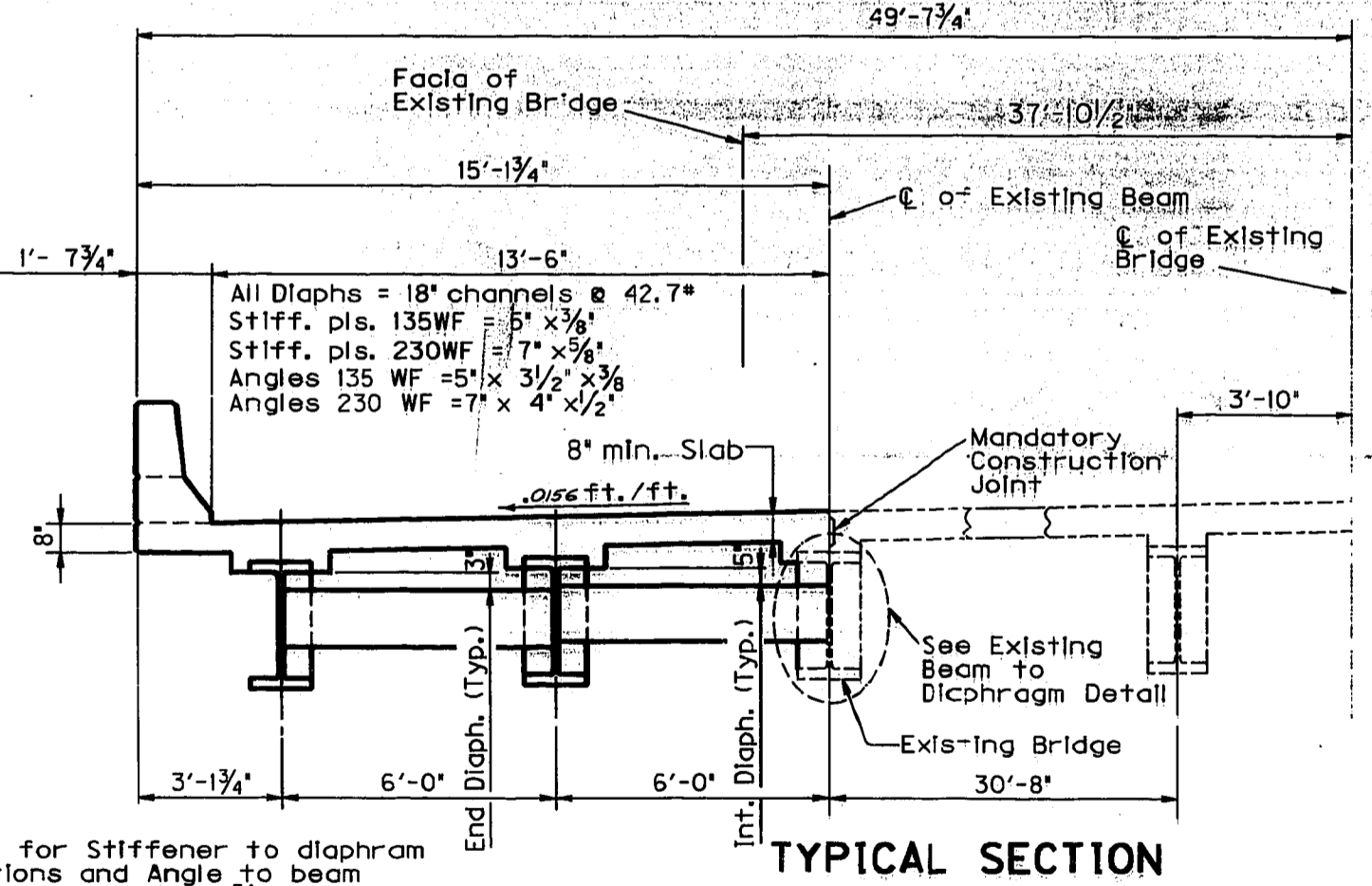
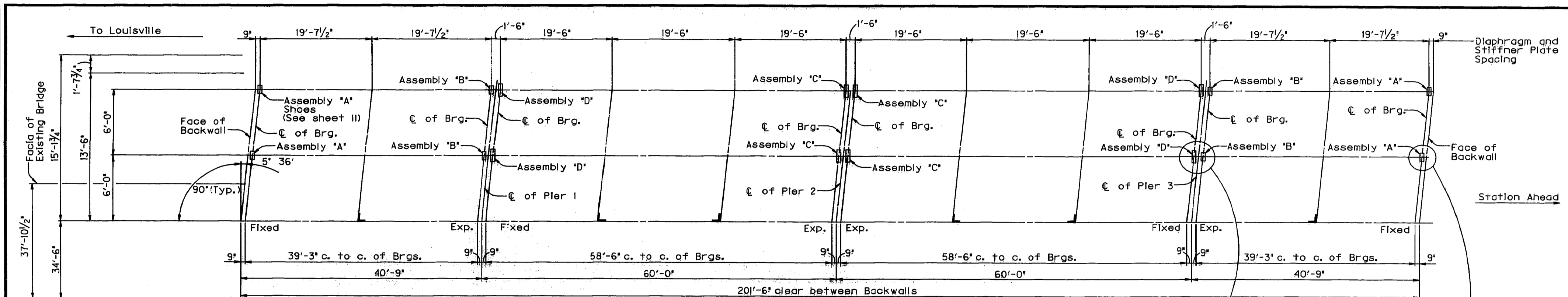
U.S. 42 OVER WATTERSON X-WAY SHEET 9

COMMONWEALTH OF KENTUCKY  
DEPARTMENT OF HIGHWAYS  
FRANKFORT  
COUNTY OF  
**JEFFERSON**  
BROWNSBORO RD. (U.S. 42)  
ROAD

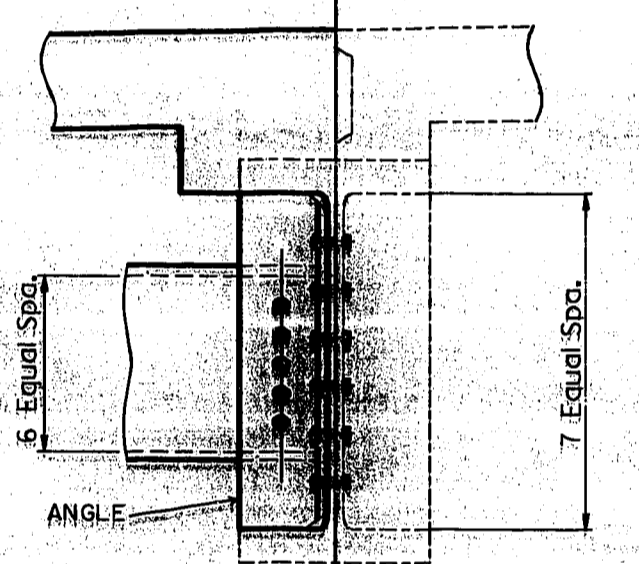
STATION 131+06.24 P. E. PROJECT NO.  
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.  
**21592**

UPDATE DATE  
LETTING DATE

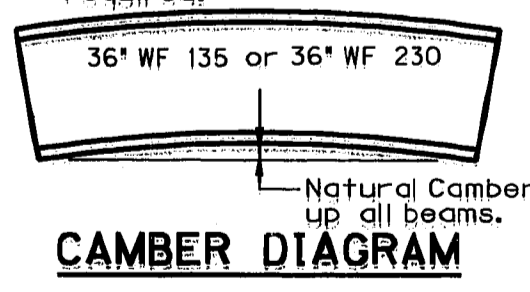
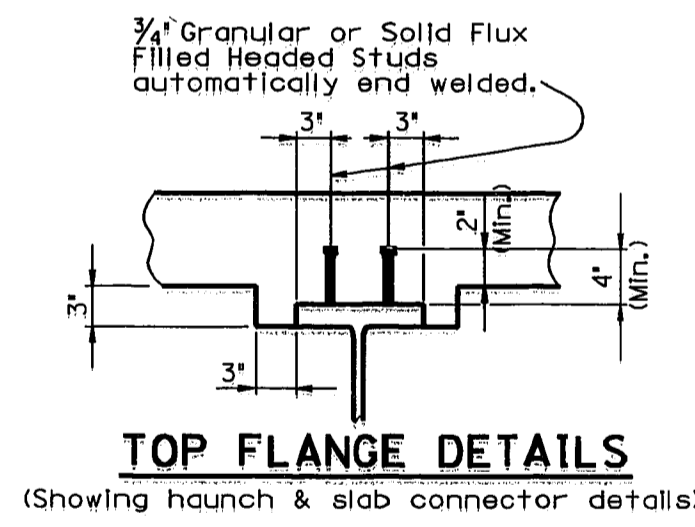
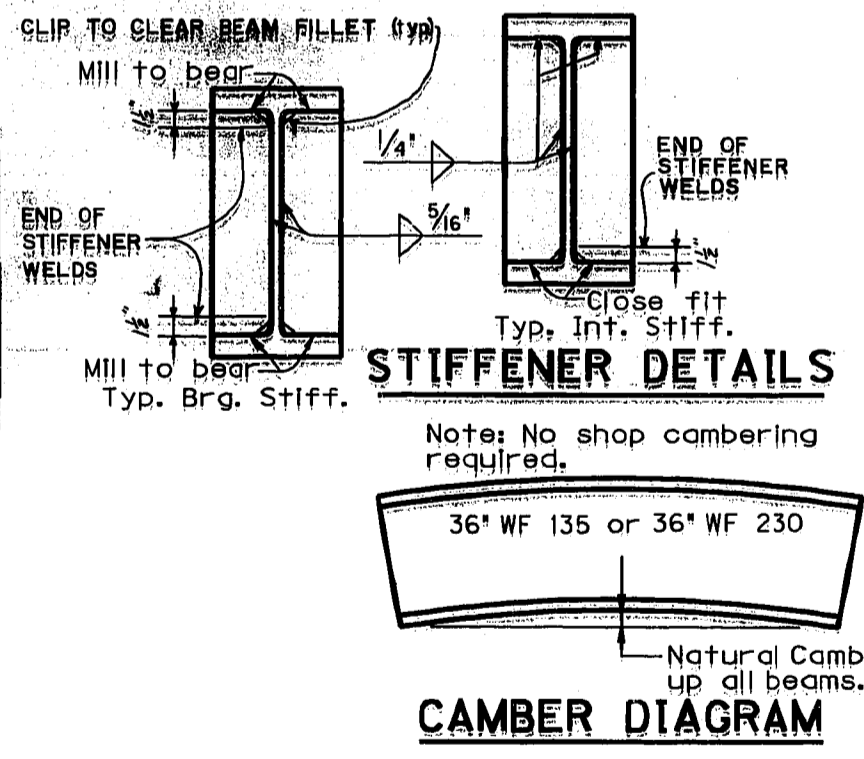
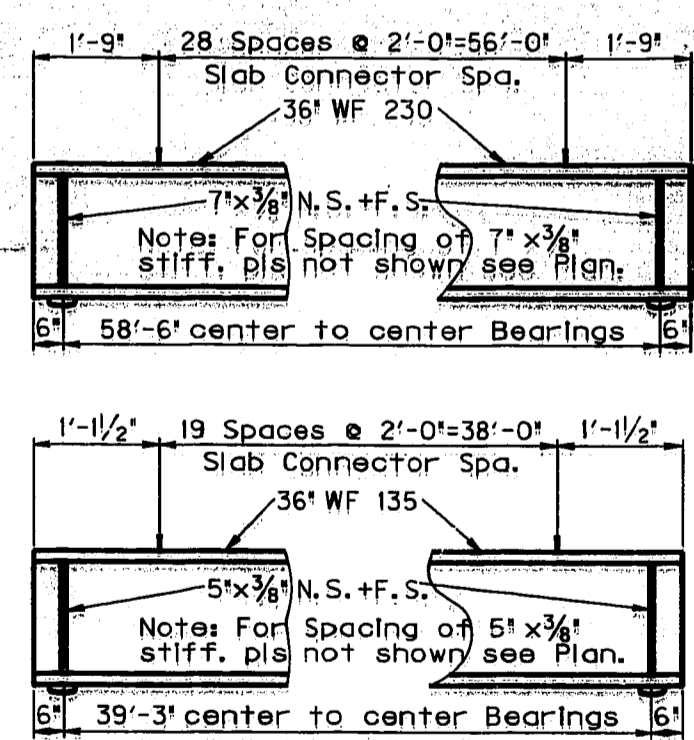
DATE DATE DATE DATE  
DESIGNED BY D.E. KRATT CHECKED BY D.E. KRATT DATE 1/78  
RETAINED BY P. TOST CHECKED BY P. TOST DATE 1/78  
PREPARED BY GUNNIES SECTION CHECKED BY L. GRANLEY DATE 2/78



Note: All bolts for Stiffener to diaphragm connections and Angle to beam connections are to be 5/8" H.S. bolts. Open Holes shall be 1 1/8" Diameter.



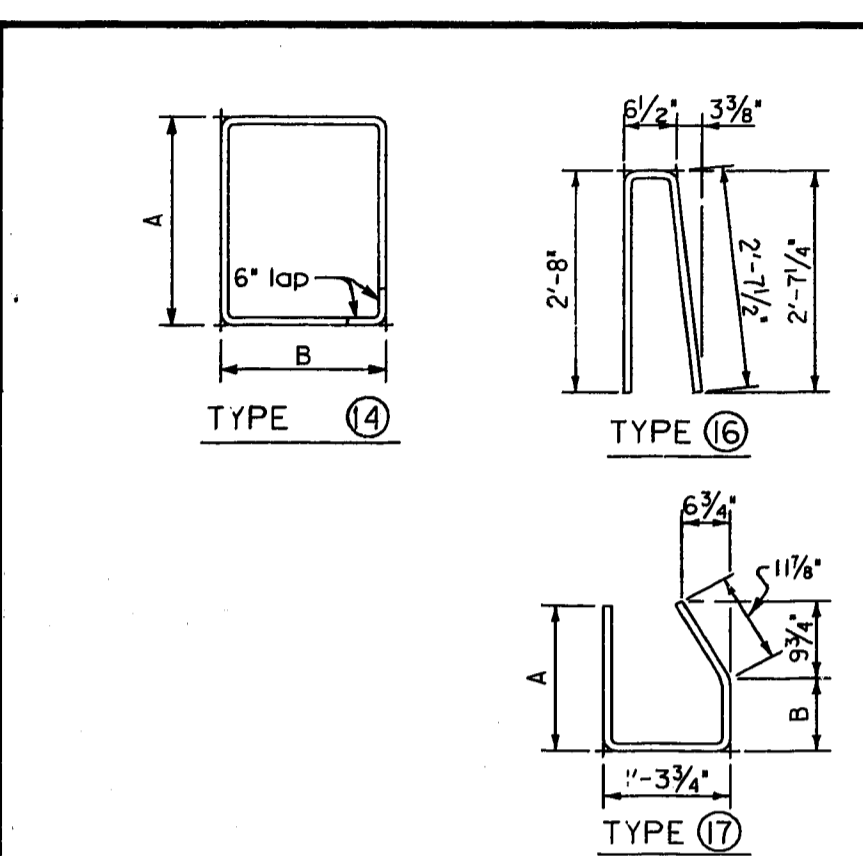
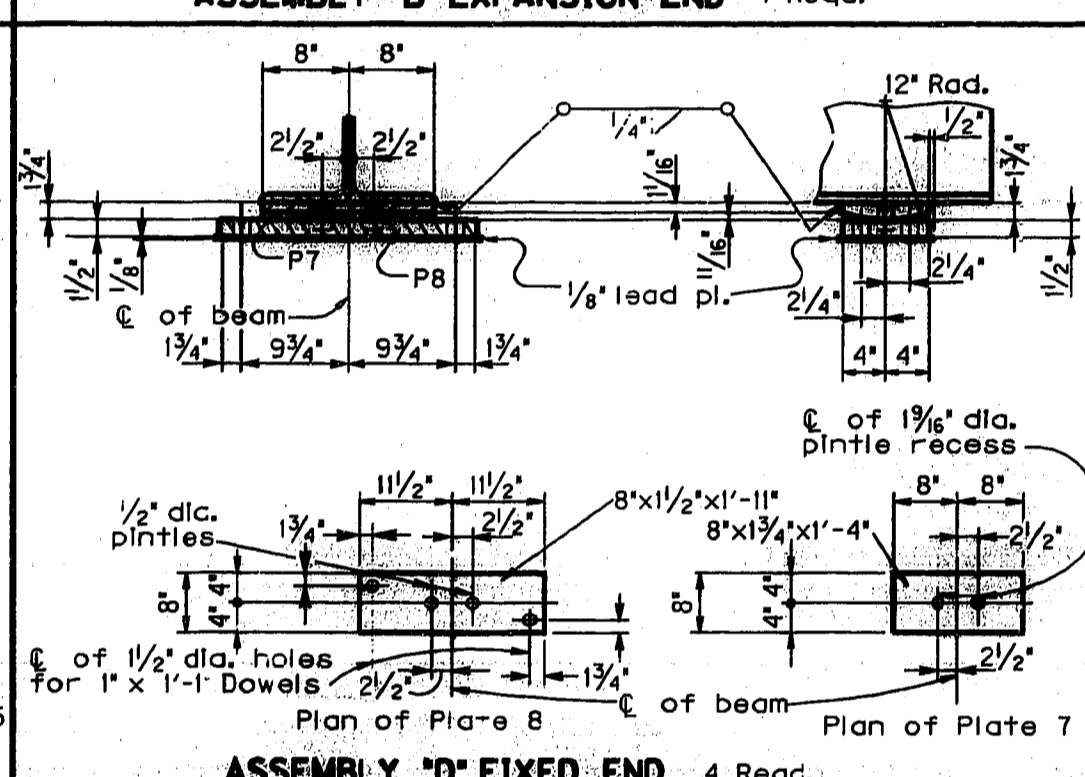
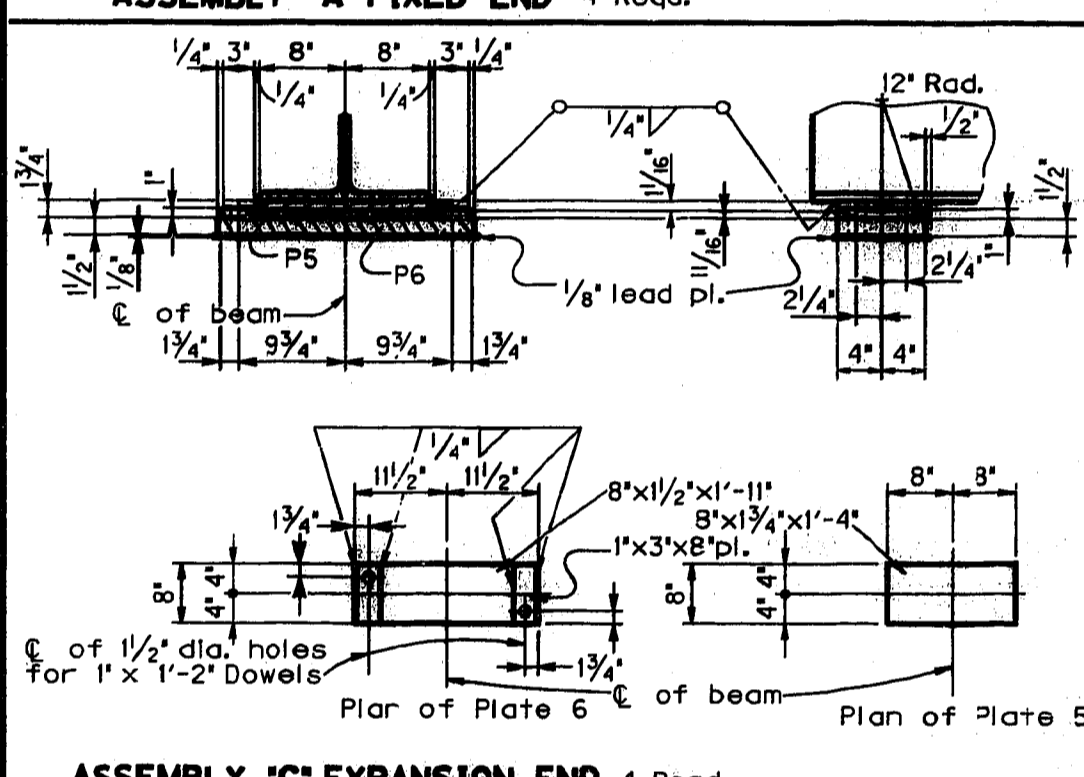
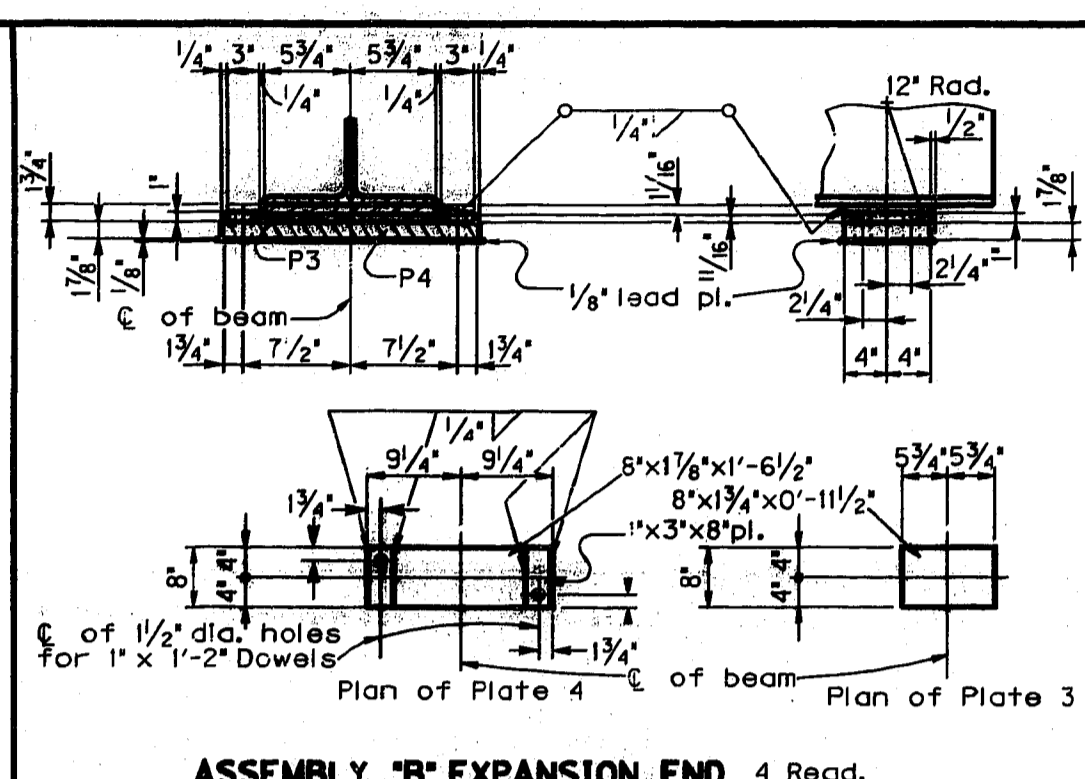
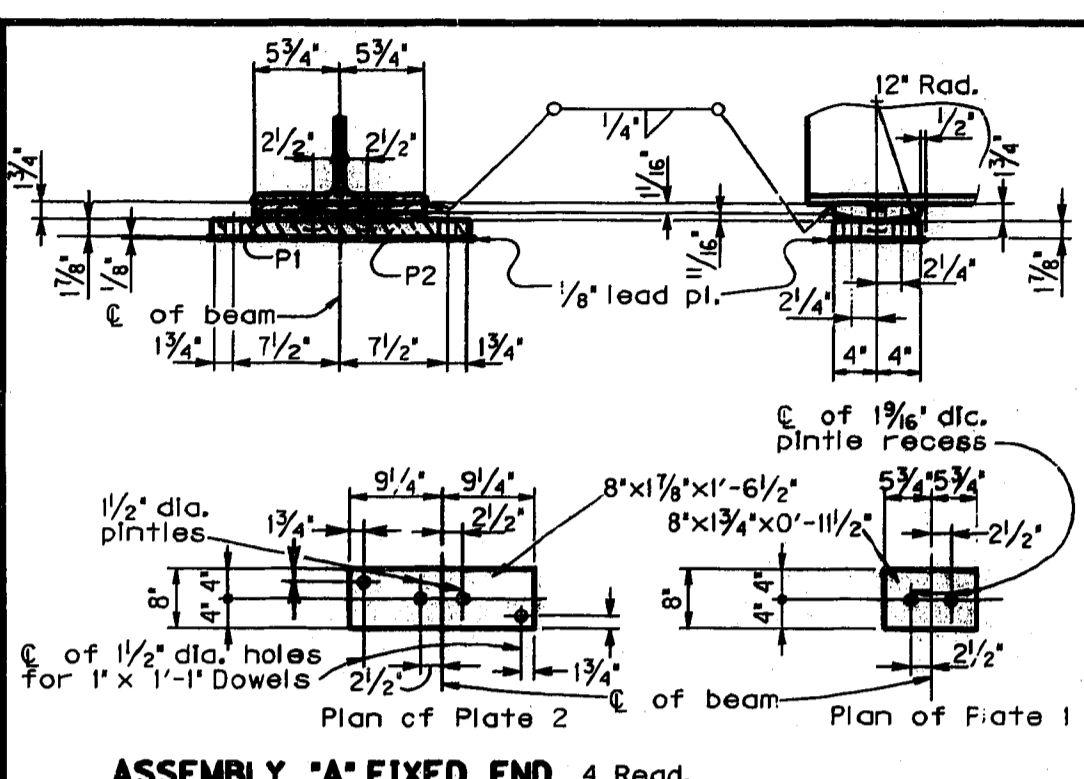
Note: Field drill bolt holes only on existing exterior beam web and on outstanding angle leg to match diaphragm holes. Bolt diaphragm to angle after slab is poured.



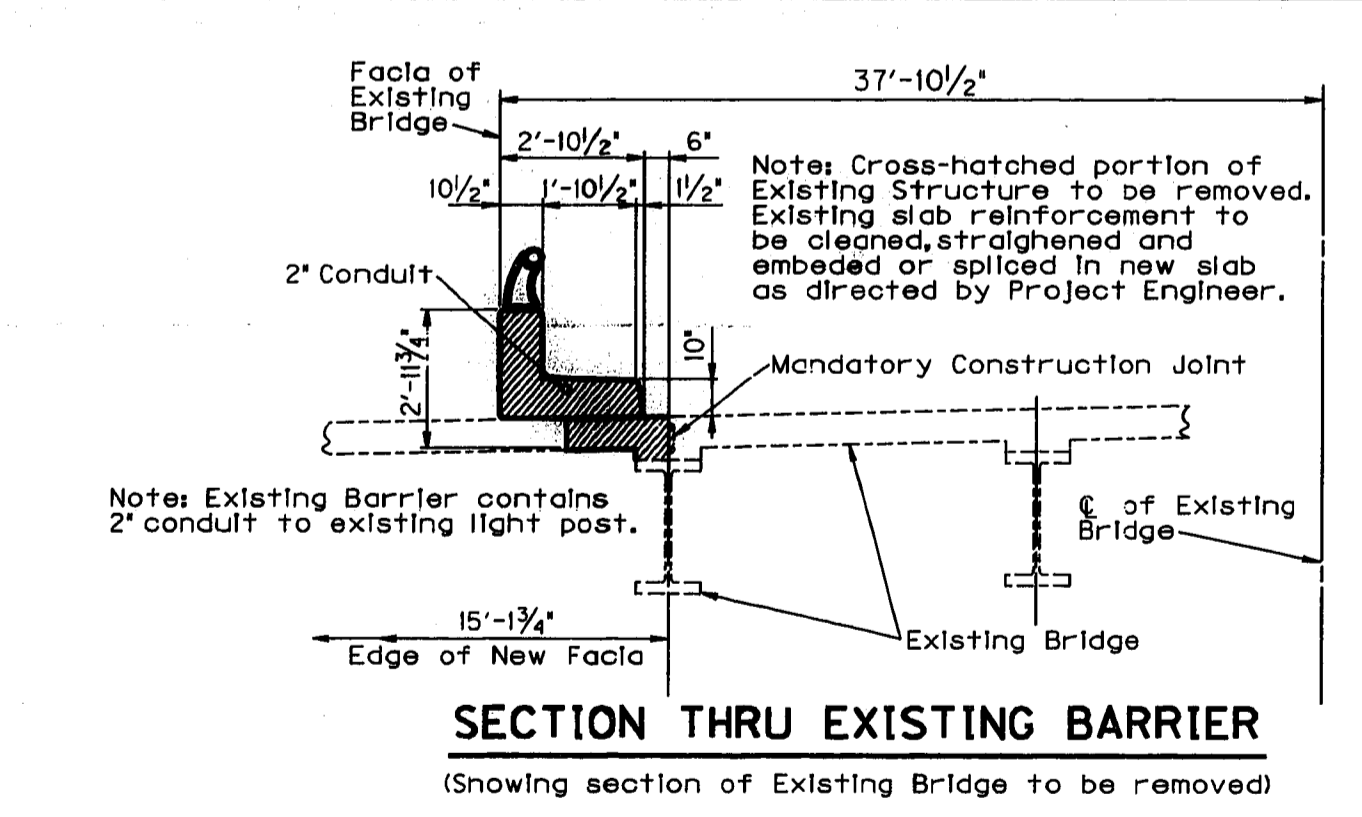
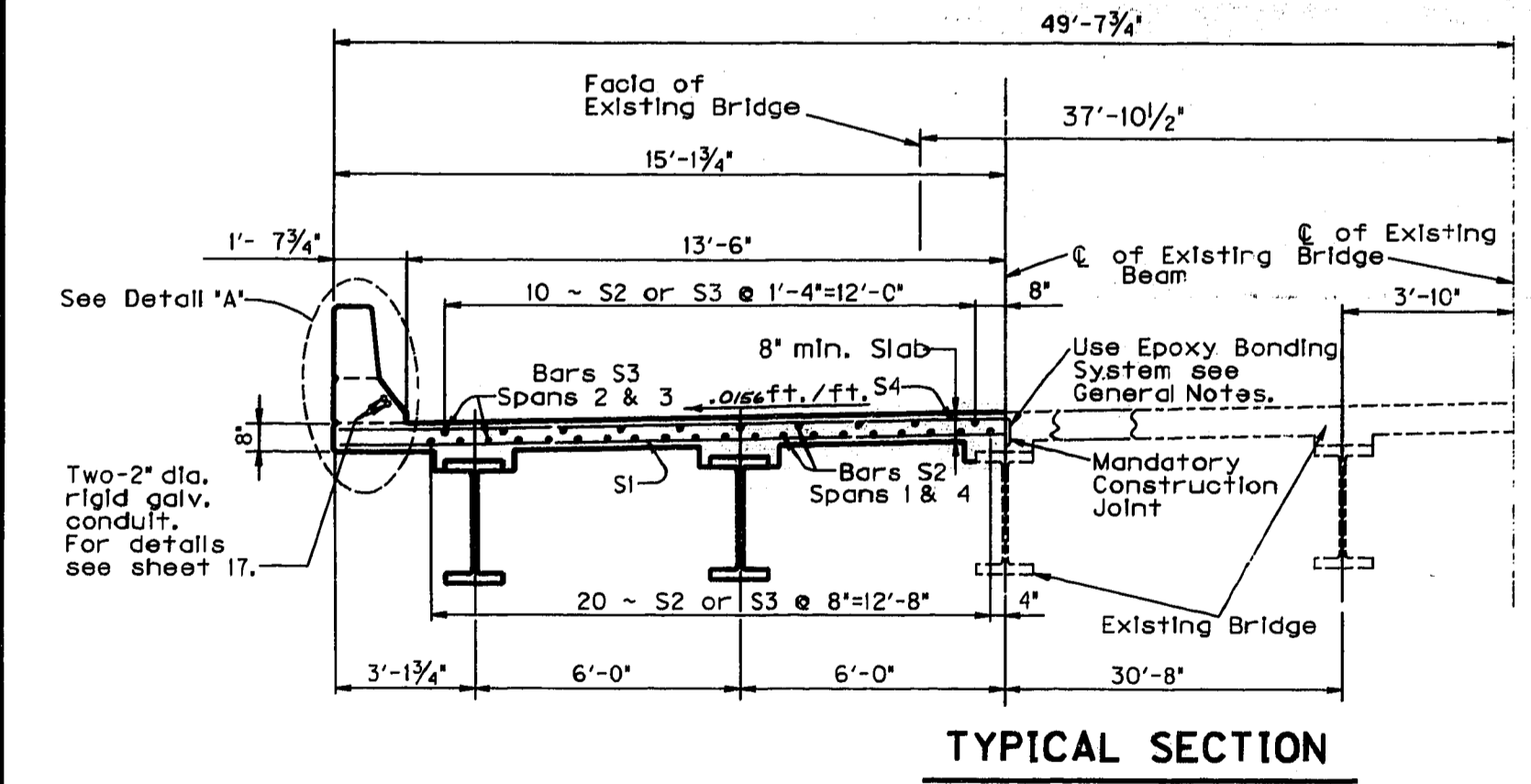
BEAM DETAILS

U.S. 42 OVER WATTERSON X-WAY SHEET 10  
**COMMONWEALTH OF KENTUCKY**  
**DEPARTMENT OF HIGHWAYS**  
 FRANKFORT  
 COUNTY OF  
**JEFFERSON**  
**BROWNSBORO RD. (U.S. 42)**  
 ROAD  
 STATION 13+06.24 P. E. PROJECT NO.  
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.  
**21592**

UPDATE DATE  
LETTING DATE



DATE: 11/87  
DATE: 1/88  
DATE: 2/88  
DESIGNED BY: D.E. KRATT  
CHECKED BY: L. GRAVES  
REVISIONS: 1, 2, 3

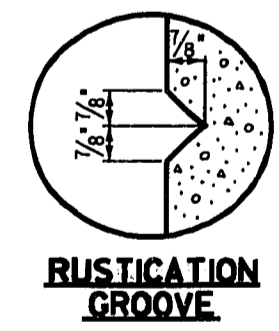
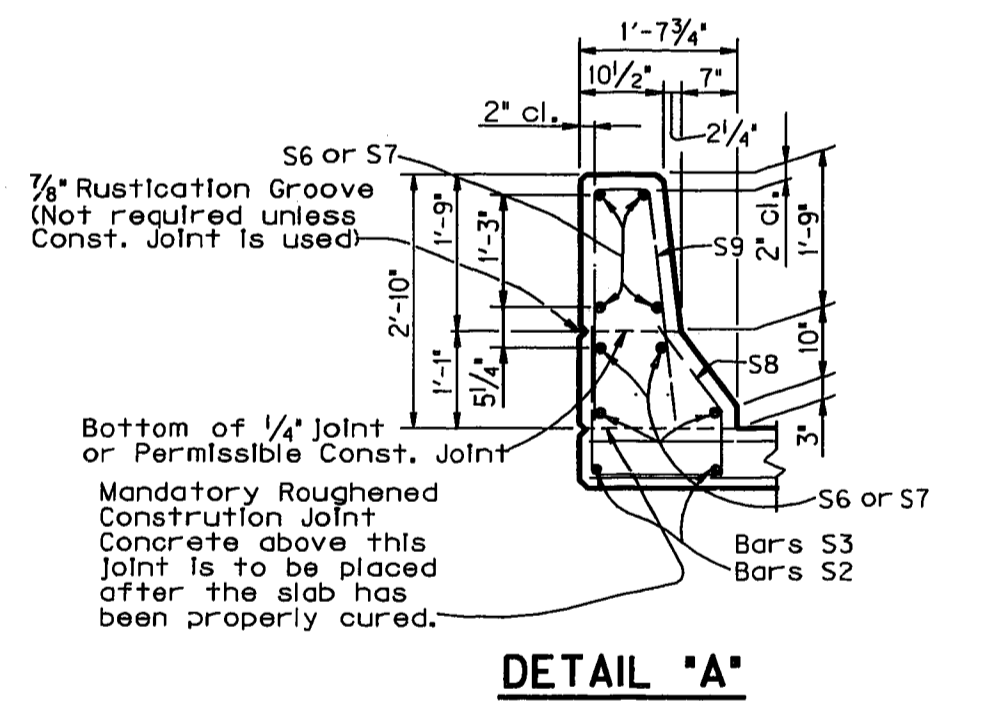


### BILL OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	A	B	C	D	H
				FT. IN.		FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.
S1e	Str	202	6	15	0					
S2e	Str	64	4	40	5					
S3e	Str	128	4	30	7					
S4e	Str	400	5	15	0					
S5e	Str	13	6	10	0					
S6e	Str	16	5	40	5					
S7e	Str	32	5	30	7					
S8e	Str	17	208	5	4					
S9e	Str	16	202	5	5					
S10e	Str	14	6	5	7					
S11e	Str	4	4	1	8					
						1	7	0	9/4	
						2	5/8	1	2	

### Estimate Of Quantities

Item	Quantities	Units
Class 'AA' Concrete	105.1	Cu. Yds.
Epoxy Coated Steel Reinforcement	19212	Lbs.
Remove Concrete Masonry	41.0	Cu. Yds.



## SUPERSTRUCTURE

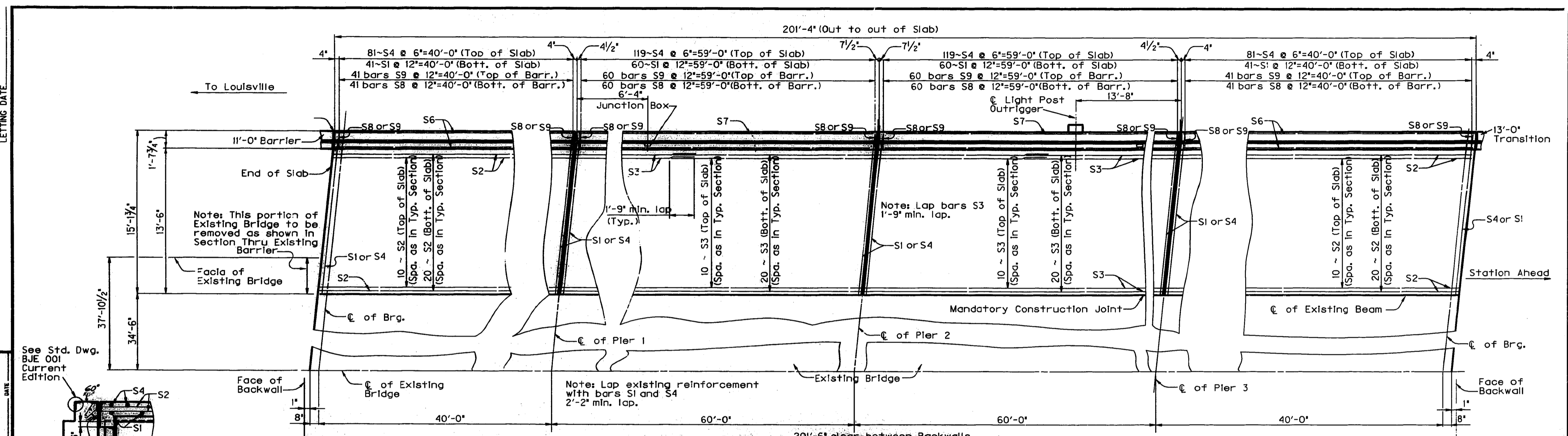
U.S. 42 OVER WATTERSON X-WAY SHEET 11

**COMMONWEALTH OF KENTUCKY**  
DEPARTMENT OF HIGHWAYS

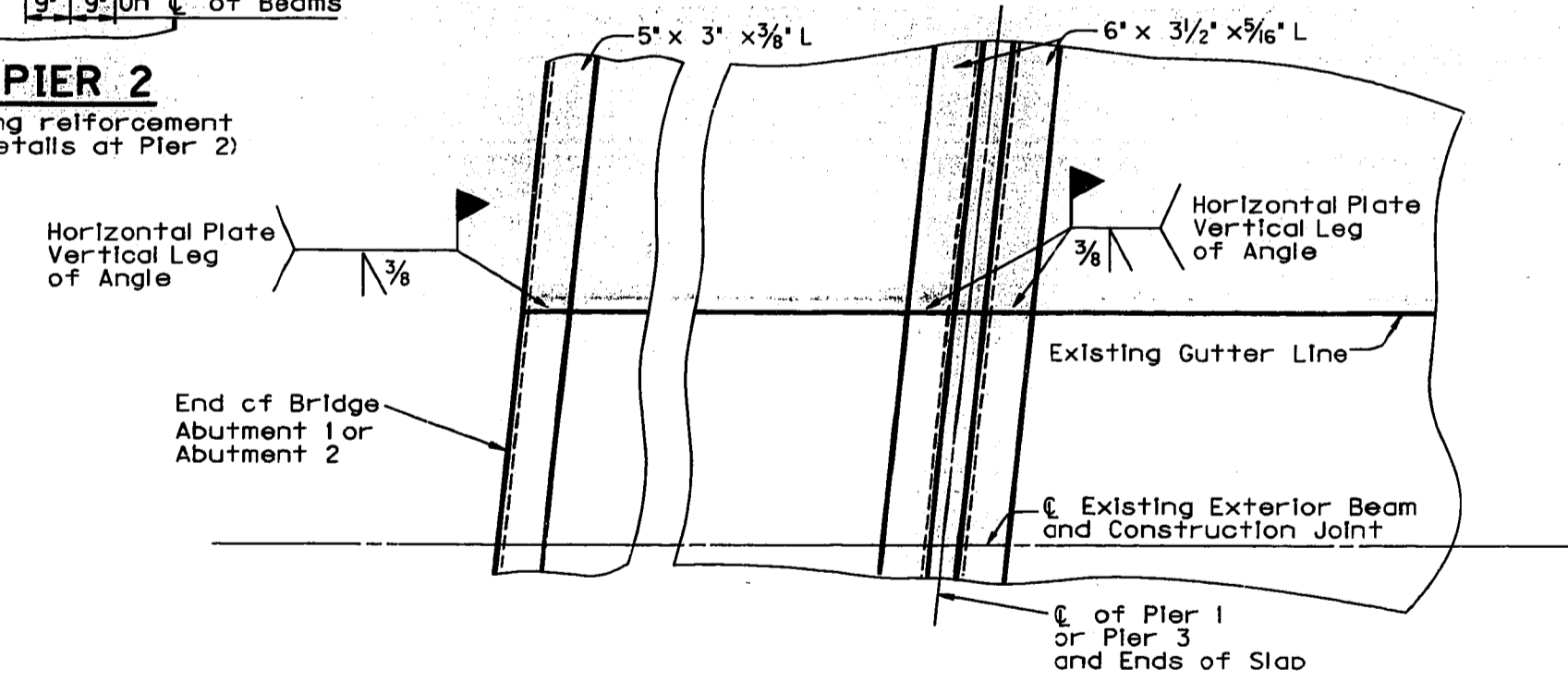
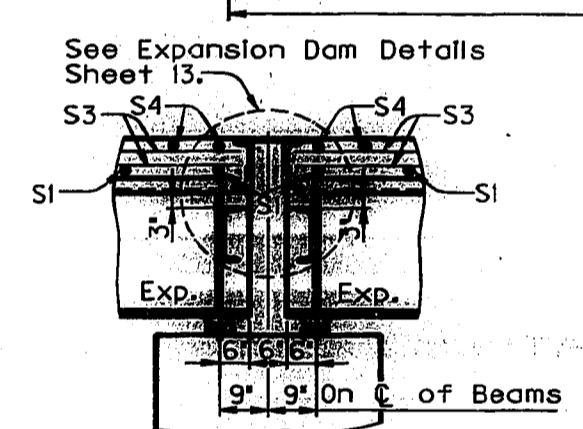
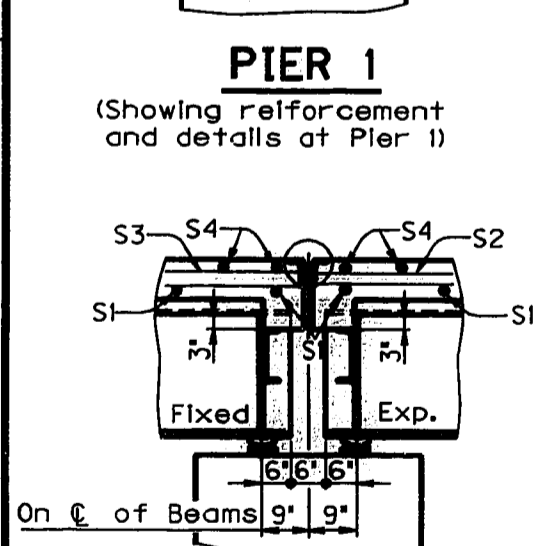
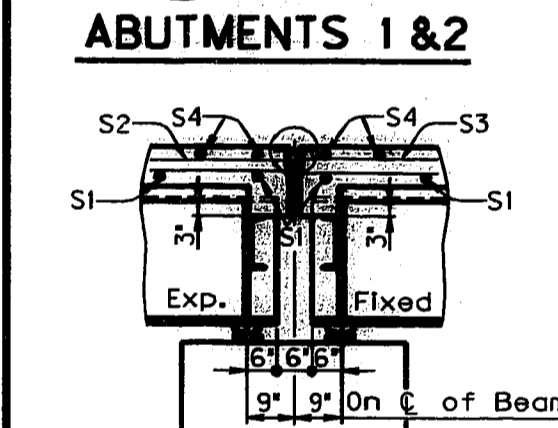
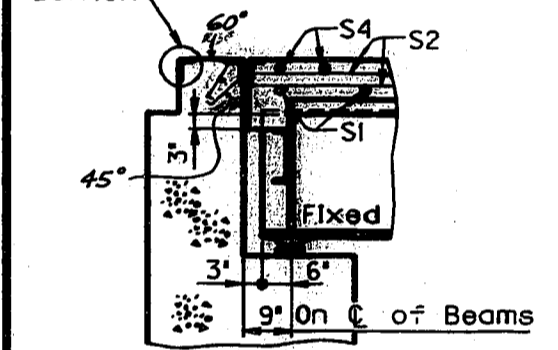
FRANKFORT  
COUNTY OF  
**JEFFERSON**  
BROWNSBORO RD. (US. 42)  
ROAD

STATION 131+06.24 P. E. PROJECT NO.  
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. 21592

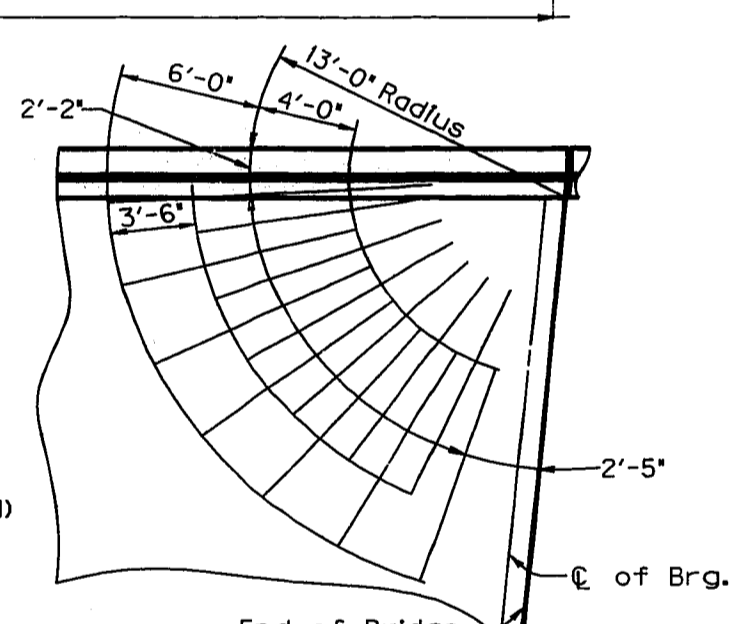
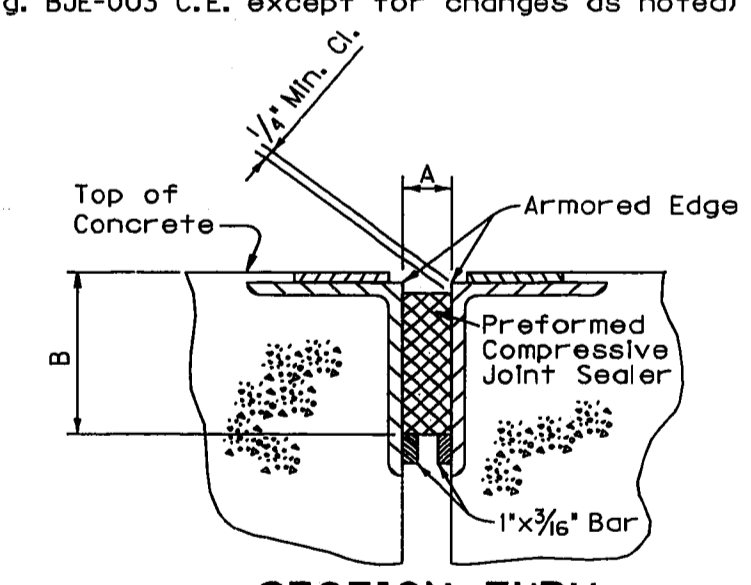
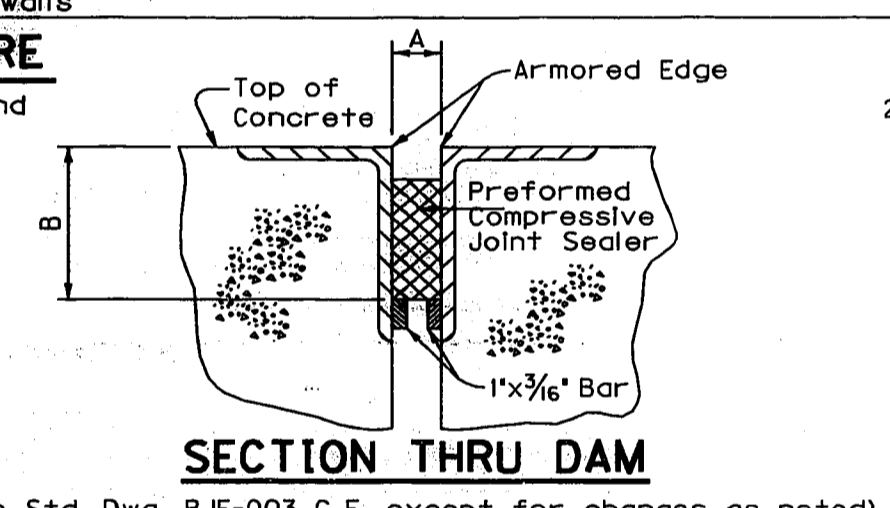
UPDATE DATE  
LETTING DATE



See Std. Dwg. BJE 001 Current Edition



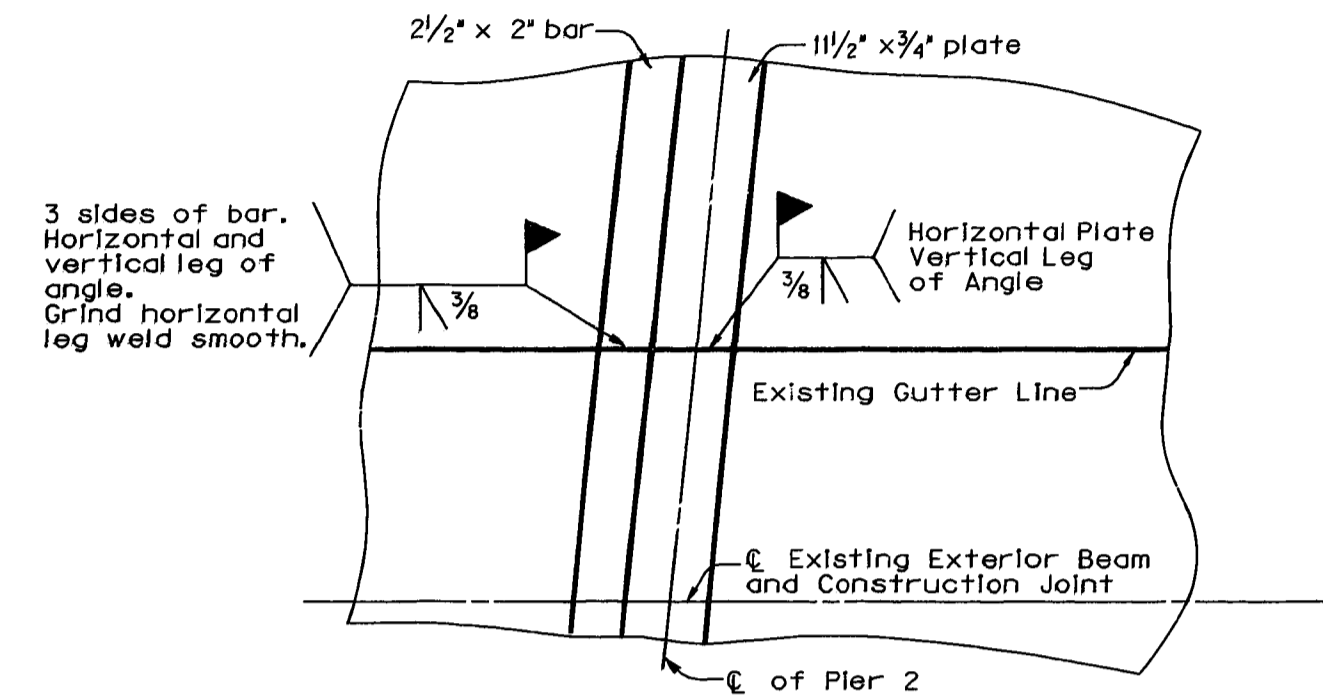
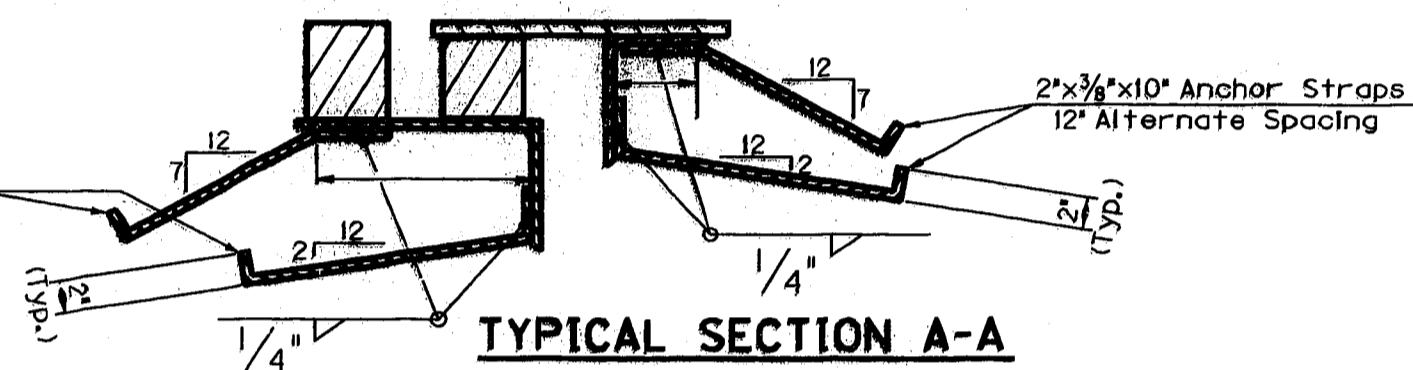
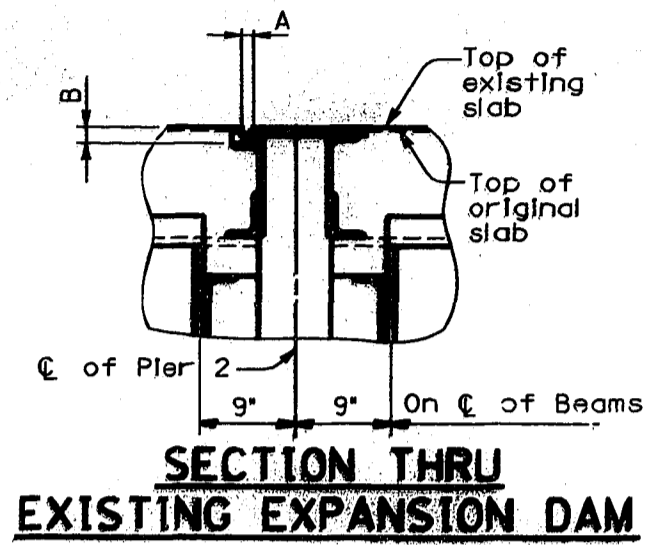
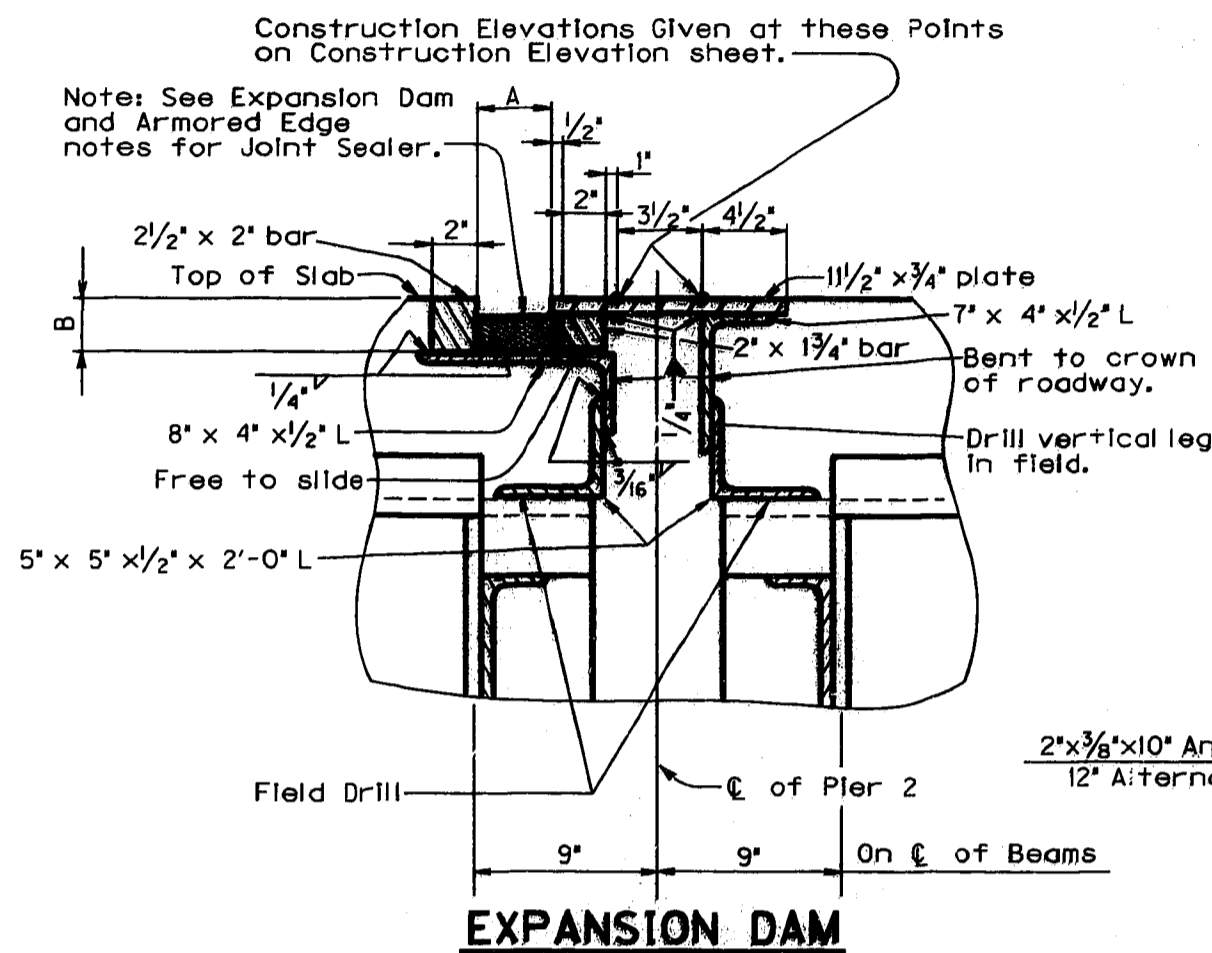
**SUPERSTRUCTURE**  
See Expansion Dam and Armored Edge Notes sheet 13.



U.S. 42 OVER WATTERSON X-WAY SHEET 12

**COMMONWEALTH OF KENTUCKY**  
DEPARTMENT OF HIGHWAYS  
FRANKFORT  
COUNTY OF  
**JEFFERSON**  
BROWNSBORO RD. (US. 42)  
ROAD  
STATION 13+06.24 P. E. PROJECT NO.  
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.  
**21592**

UPDATE DATE \_\_\_\_\_  
 LETTING DATE \_\_\_\_\_



**Expansion Dam and Armored Edge Notes**

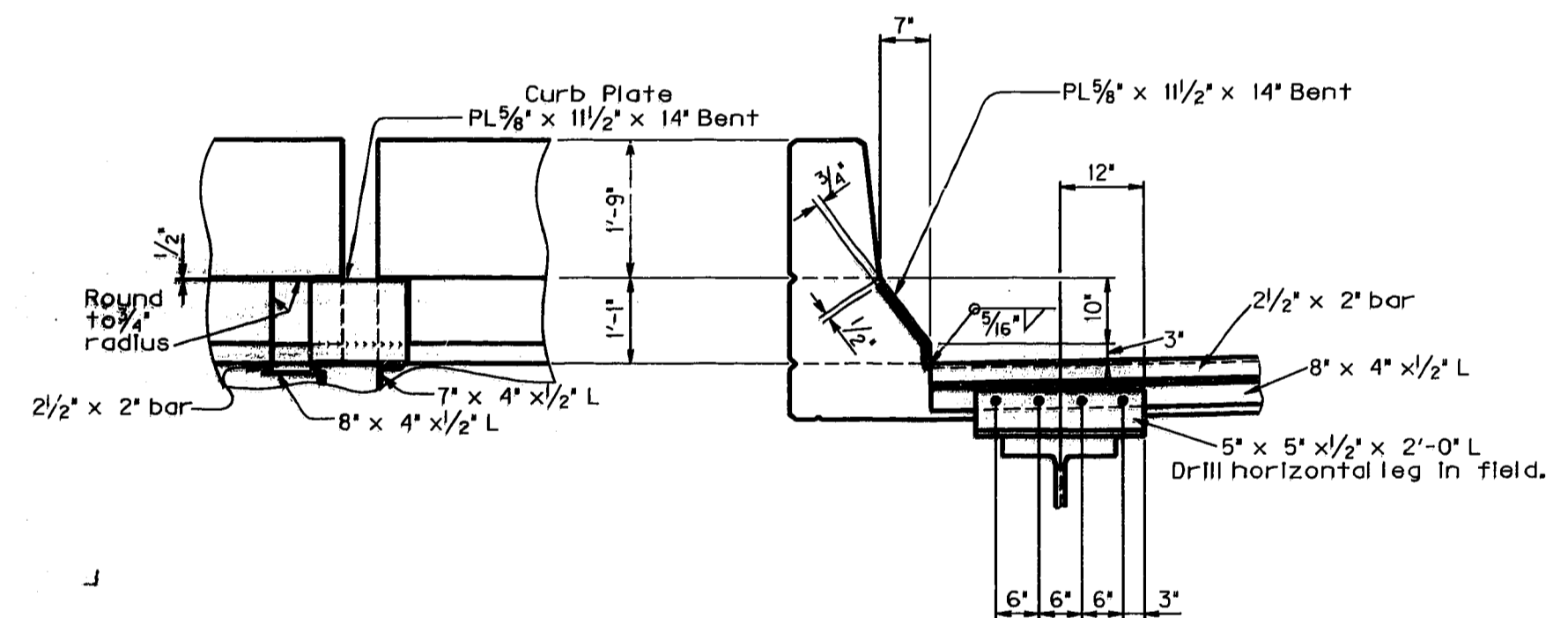
Dimensions A and B for both Expansion dam and Armored Edges are to be determined in the field from the Existing Section by the Contractor.

Cut Existing Expansion Dam and Armored Edges at Existing Gutter line and leave to weld to widened portion.

All existing joint sealing material shall be cleaned out of existing joints in accordance with the specifications. The existing and widened portions of the Expansion Dam shall be sealed using Hot-poured Elastic Joint Sealer in accordance with the specifications, sections 807.02 and 609.06. All Armored Edges at expansion joints shall be sealed with preformed compressive joint sealer across both existing and widened portions.

Refer to General Notes for Maintenance of Traffic during joint sealer replacement.

The cost of all Preformed Compressive Joint Sealer used in both new and existing joints is incidental to the Unit Price Bid for Expansion Dam 1/2" Neoprene.



DESIGNED BY D.E. GRANT  
 CHECKED BY P. YOST  
 DRAWN BY J. GRAVES  
 REVISION DATE 11/87  
 REVISION DATE 1/88  
 REVISION DATE 2/88

**SUPERSTRUCTURE**

U.S. 42 OVER WATTERSON X-WAY SHEET 13

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**JEFFERSON**  
 BROWNSBORO RD. (U.S. 42)  
 ROAD  
 STATION 131+06.24 P. E. PROJECT NO.  
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.  
**21592**

UPDATE DATE  
LETTING DATE

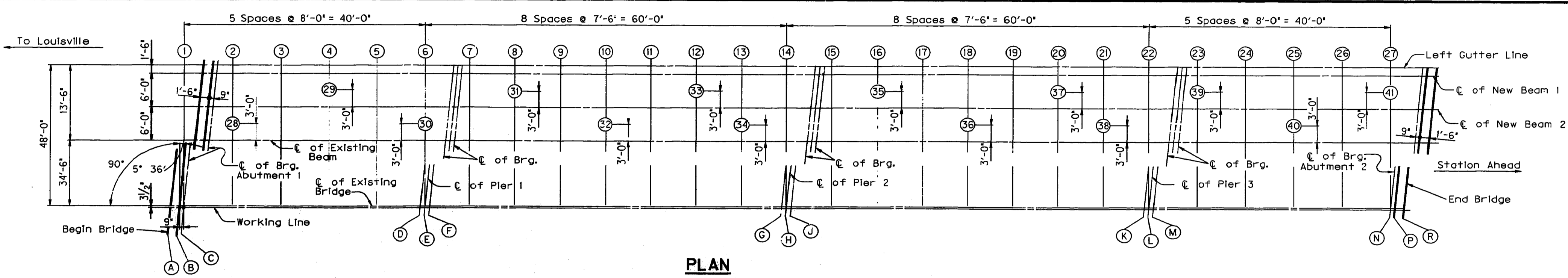
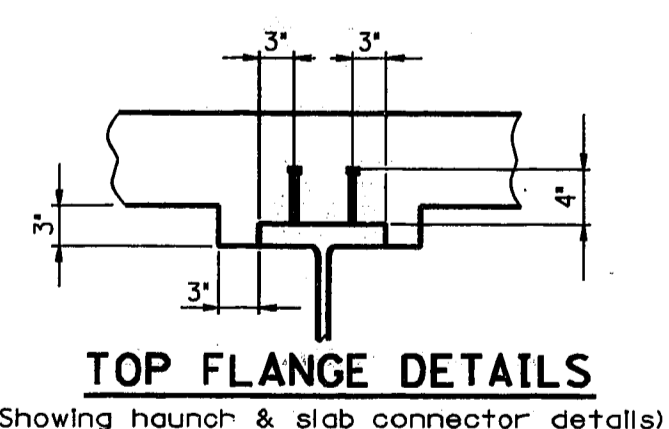
DATE: 11/83  
DATE: 1/88  
DATE: 2/88

DESIGNED BY: D. E. KOTT  
CHECKED BY: L. J. COVINE

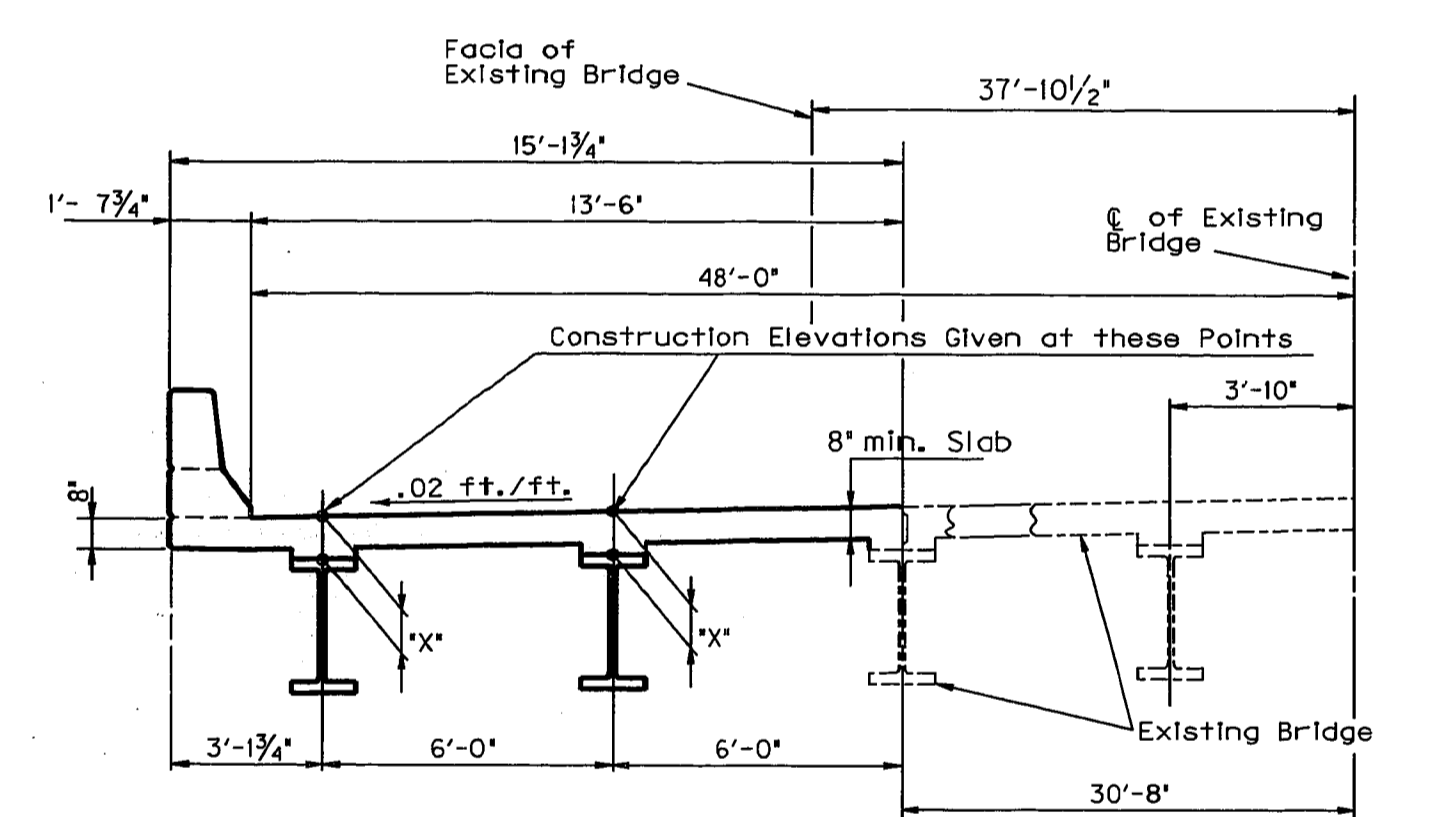
REVISION: 11/83  
REVISION: 1/88  
REVISION: 2/88

CHECK POINT	TOP OF SLAB ELEVATION	BOTTOM OF SLAB ELEVATION	COMPUTED SLAB THICKNESS
28	589.576		
29	589.553		
30	589.647		
31	589.678		
32	589.820		
33	589.810		
34	589.910		
35	589.906		
36	590.085		
37	590.038		
38	590.138		
39	590.086		
40	590.254		
41	590.188		

After the slab forms are erected and before the slab reinforcement is placed, the Project 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 1/4" 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.



PLAN



TYPICAL SECTION

\* The Elevations Shown On This Plan Sheet Do Not Take Into Account The Slab Overlay On The Existing Portion of The Bridge.

CONSTRUCTION ELEVATION

U.S. 42 OVER WATTERSON X-WAY SHEET 14

COMMONWEALTH OF KENTUCKY  
DEPARTMENT OF HIGHWAYS  
FRANKFORT  
COUNTY OF  
**JEFFERSON**  
ROAD  
BROWNSBORO RD. (U.S. 42)

STATION 131+06.24 P. E. PROJECT NO.  
CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO. **21592**

UPDATE DATE  
LETTING DATE

CONSTRUCTION ELEVATIONS *								
LOCATION	LEFT GUT	BEAM 1			BEAM 2			
		CONSTR. ELEV.	CONSTR. ELEV.	TOP OF BEAM	DIM. "X"	CONSTR. ELEV.	TOP OF BEAM	DIM. "X"
SKEW LN A TOP		589.367	589.390			589.481		
SKEW LN B TOP		589.373	589.395			589.487		
SKEW LN C TOP		589.375	589.398			589.490		
SKEW LN D TOP		589.525	589.547			589.639		
SKEW LN E TOP		589.527	589.550			589.642		
SKEW LN F TOP		589.530	589.553			589.645		
SKEW LN G TOP		589.753	589.775			589.867		
SKEW LN H TOP		589.755	589.778			589.870		
SKEW LN J TOP		589.758	589.781			589.873		
SKEW LN K TOP		589.981	590.003			590.095		
SKEW LN L TOP		589.983	590.006			590.098		
SKEW LN M TOP		589.986	590.009			590.101		
SKEW LN N TOP		590.135	590.158			590.250		
SKEW LN P TOP		590.138	590.161			590.253		
SKEW LN R TOP		590.144	590.167			590.258		
ORID LN 2 TOP		589.393	589.416			589.511		
ORID LN 3 TOP		589.433	589.457			589.550		
ORID LN 4 TOP		589.468	589.491			589.584		
ORID LN 5 TOP		589.495	589.519			589.610		
ORID LN 6 TOP		589.516	589.539			589.632		
ORID LN 7 TOP		589.544	589.567			589.663		
ORID LN 8 TOP		589.594	589.617			589.711		
ORID LN 9 TOP		589.638	589.661			589.754		
ORID LN 10 TOP		589.676	589.700			589.792		
ORID LN 11 TOP		589.706	589.729			589.820		
ORID LN 12 TOP		589.727	589.750			589.841		
ORID LN 13 TOP		589.741	589.763			589.855		
ORID LN 14 TOP		589.750	589.772			589.864		
ORID LN 15 TOP		589.772	589.795			589.891		
ORID LN 16 TOP		589.822	589.845			589.939		
ORID LN 17 TOP		589.866	589.889			589.982		
ORID LN 18 TOP		589.904	589.928			590.020		
ORID LN 19 TOP		589.934	589.957			590.048		
ORID LN 20 TOP		589.955	589.978			590.069		
ORID LN 21 TOP		589.969	589.991			590.083		
ORID LN 22 TOP		589.978	590.000			590.092		
ORID LN 23 TOP		590.000	590.023			590.118		
ORID LN 24 TOP		590.040	590.065			590.157		
ORID LN 25 TOP		590.076	590.099			590.192		
ORID LN 26 TOP		590.103	590.127			590.219		
ORID LN 27 TOP		590.125	590.148			590.241		

DATE \_\_\_\_\_ DATE \_\_\_\_\_  
 RETIRED \_\_\_\_\_ RETIRED \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ CHECKED BY \_\_\_\_\_  
 DETAILED BY \_\_\_\_\_ DETAILED BY \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_ DRAWN BY \_\_\_\_\_

\* The Elevations Shown On This Plan Sheet Do Not  
 Take Into Account The Slab Overlay On The  
 Existing Portion Of The Bridge.

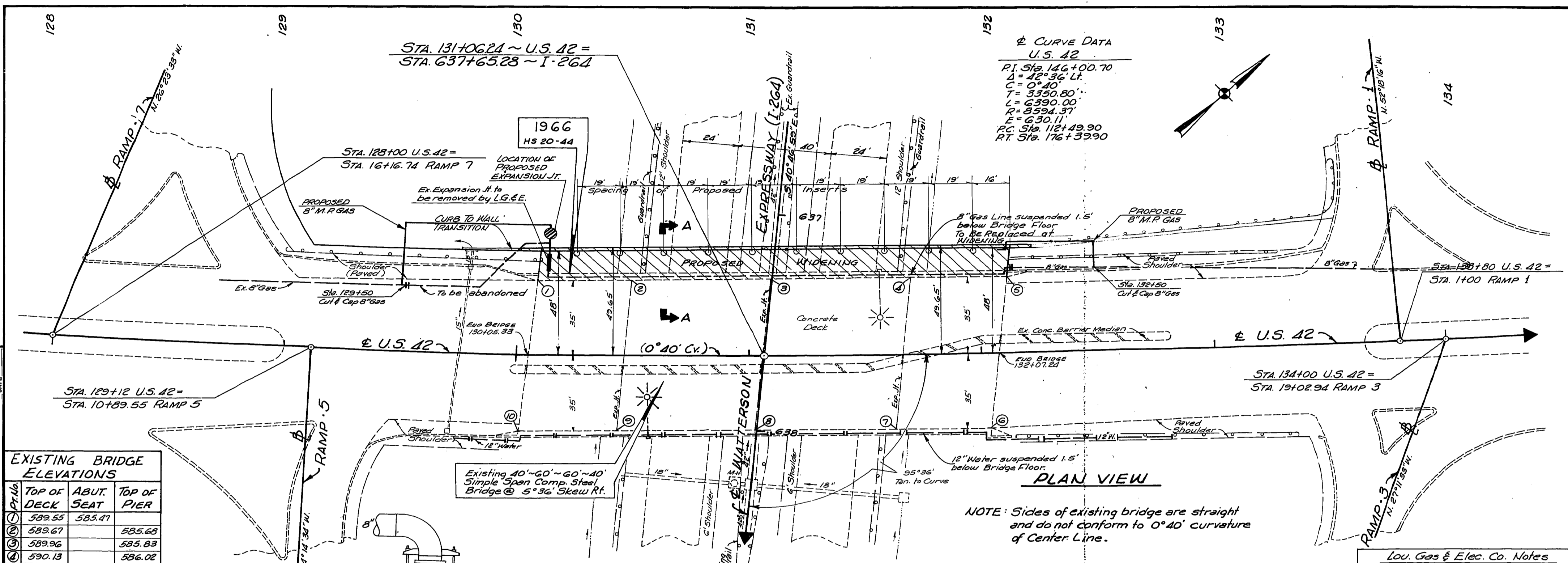
NOTE:

1. TAKE ELEVATIONS ON TOP OF BEAM AT POINTS INDICATED AFTER INTERMEDIATE DIAPHRAGMS ARE IN PLACE. AFTER ALL FALSEWORK HAS BEEN REMOVED, AND AFTER FORMS FOR CONCRETE SLABS HAVE BEEN PUT IN PLACE, READ ELEVATIONS TO THREE DECIMALS USING A TARGET ROD AND ENTER READINGS IN TABLE UNDER BEAM ELEVATIONS.
2. COMPUTE DIMENSION "X" AS FOLLOWS: CONSTRUCTION ELEVATION MINUS BEAM ELEVATION EQUALS DIMENSION "X". CONSTRUCTION ELEVATIONS INCLUDE CAMBER DUE TO WEIGHT OF CONCRETE SLAB, FORMS, BARRIER, AND FUTURE SURFACING.
3. FOR SETTING TEMPLATES, MEASURE DIMENSION "X" ABOVE TOP OF BEAM FOR TOP OF TEMPLATE. DO NOT SET TEMPLATE BY ELEVATIONS.
4. CONSTRUCT BARRIER TO GUTTER LINE GRADE. DO NOT ADD CAMBER TO BARRIER.
5. SLAB THICKNESS CONTROL: AFTER THE SLAB FORMS ARE ERECTED AND BEFORE THE SLAB REINFORCEMENT IS PLACED, THE 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 1/4 INCH FROM THE PLAN THICKNESS, ALLOWING 1/360 OF THE SLAB SPAN FOR DEFLECTION OF THE FORMWORK, THE FORM SHALL BE ADJUSTED UNTIL THE COMPUTED SLAB THICKNESS IS WITHIN THE TOLERANCE ALLOWED.
6. AFTER THE CONSTRUCTION ELEVATION TABLE AND THE SLAB THICKNESS TABLE HAVE BEEN COMPLETED, A COPY OF THE COMPLETED ELEVATION SHEET SHALL BE SENT TO THE DIVISION OF BRIDGES.

U.S. 42 OVER WATTERSON X-WAY SHEET 1/5  
**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**JEFFERSON**  
 BROWNSBORO RD. (U.S. 42)  
 ROAD  
 STATION 131+08.24 P.E. PROJECT NO.  
 CONSTRUCTION PROJECT NO. MAINTENANCE PROJECT NO. DRAWING NO.  
**21592**

CONSTRUCTION ELEVATIONS

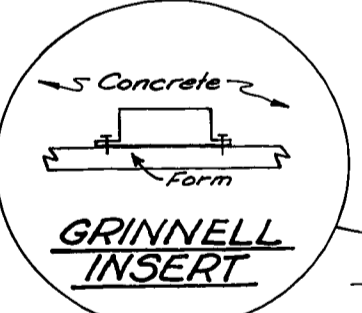




**U.S. 42 CURVE DATA**  
 P.I. Sta. 126+00.70  
 Δ = 42° 36' Lt.  
 C = 0° 40'  
 T = 3350.80'  
 L = 6390.00'  
 P = 8594.37'  
 E = 630.11'  
 P.C. Sta. 112+49.90  
 P.T. Sta. 176+39.90

**EXISTING BRIDGE ELEVATIONS**

PT. NO.	TOP OF DECK	ABUT. SEAT	TOP OF PIER
1	589.55	585.41	
2	589.67		585.68
3	589.96		585.83
4	590.13		586.02
5	590.32	586.23	
6	590.27	586.21	
7	590.11		
8	589.90		
9	589.65		
10	589.55	585.46	



Existing 8" Gas Line suspended below west side of existing bridge to be replaced beneath proposed deck widening.

**BRACKET HANGER AND INSERT INSTALLATION DETAIL**

**EXPANS. JT. DETAIL**

**SECTION A-A**

**PLAN VIEW**

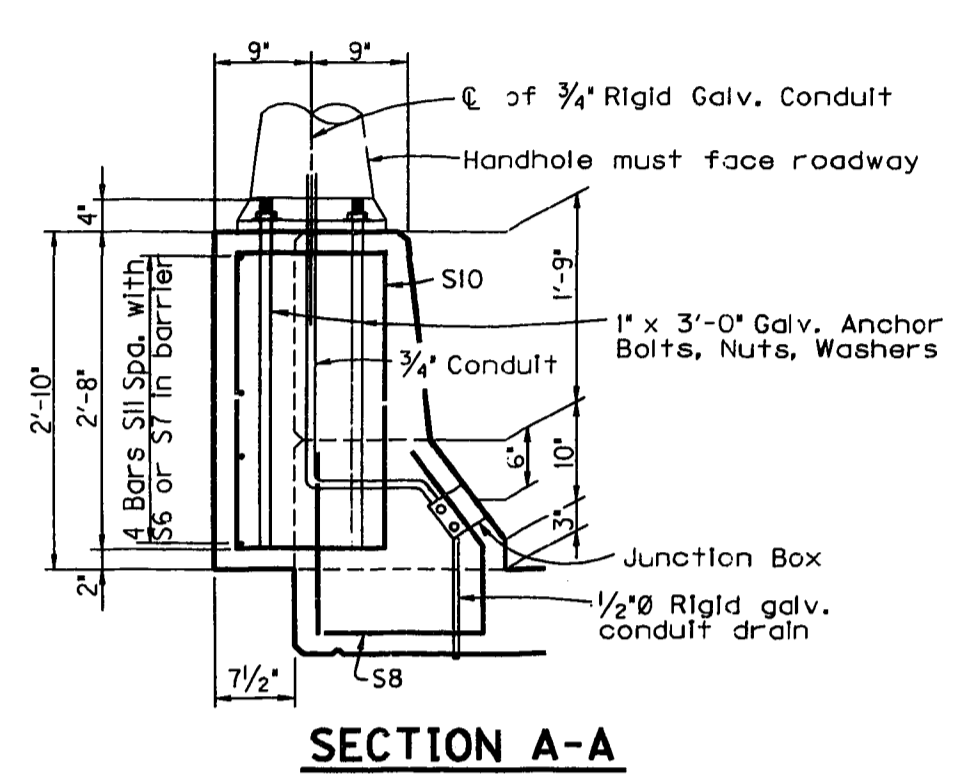
NOTE: Sides of existing bridge are straight and do not conform to 0°40' curvature of Center Line.

- Lou. Gas & Elec. Co. Notes**
- 8" Pipe is 188 Wall.
  - 8" Pipe is 1G Lbs./Foot.
  - 195 L.F. of 8" pipe to be installed.
  - Total weight of 8" Pipe = 3,120 Lbs.
  - Ten (10) Bracket Hangers to be installed.
  - BRIDGE CONTRACTOR to install ten (10) Inserts.
  - Inserts to be furnished by Lou. Gas & Electric Co.

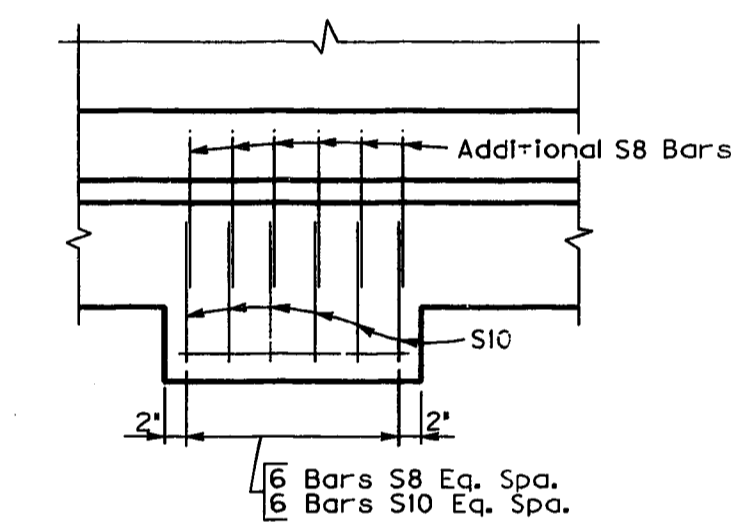
DESIGNED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 REVISIONS: \_\_\_\_\_ DATE: \_\_\_\_\_  
 VENDOR'S NAME: 7-13-73 FORM NO. 2

U.S. 42 OVER WATTERSON X-WAY SHEET 16  
**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT COUNTY OF  
**JEFFERSON**  
 BROWNSBORO RD. (U.S. 42)  
 ROAD  
 STATION 131+06.24 P. E. PROJECT NO. \_\_\_\_\_  
 CONSTRUCTION PROJECT NO. \_\_\_\_\_ MAINTENANCE PROJECT NO. \_\_\_\_\_ DRAWING NO. **21592**

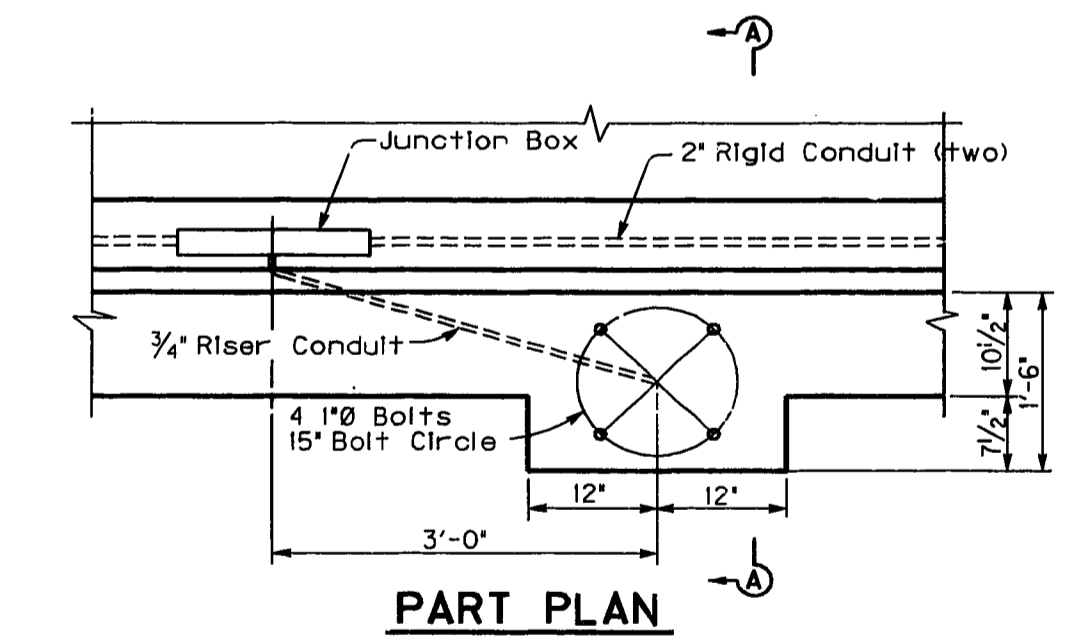
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 LETTING DATE \_\_\_\_\_



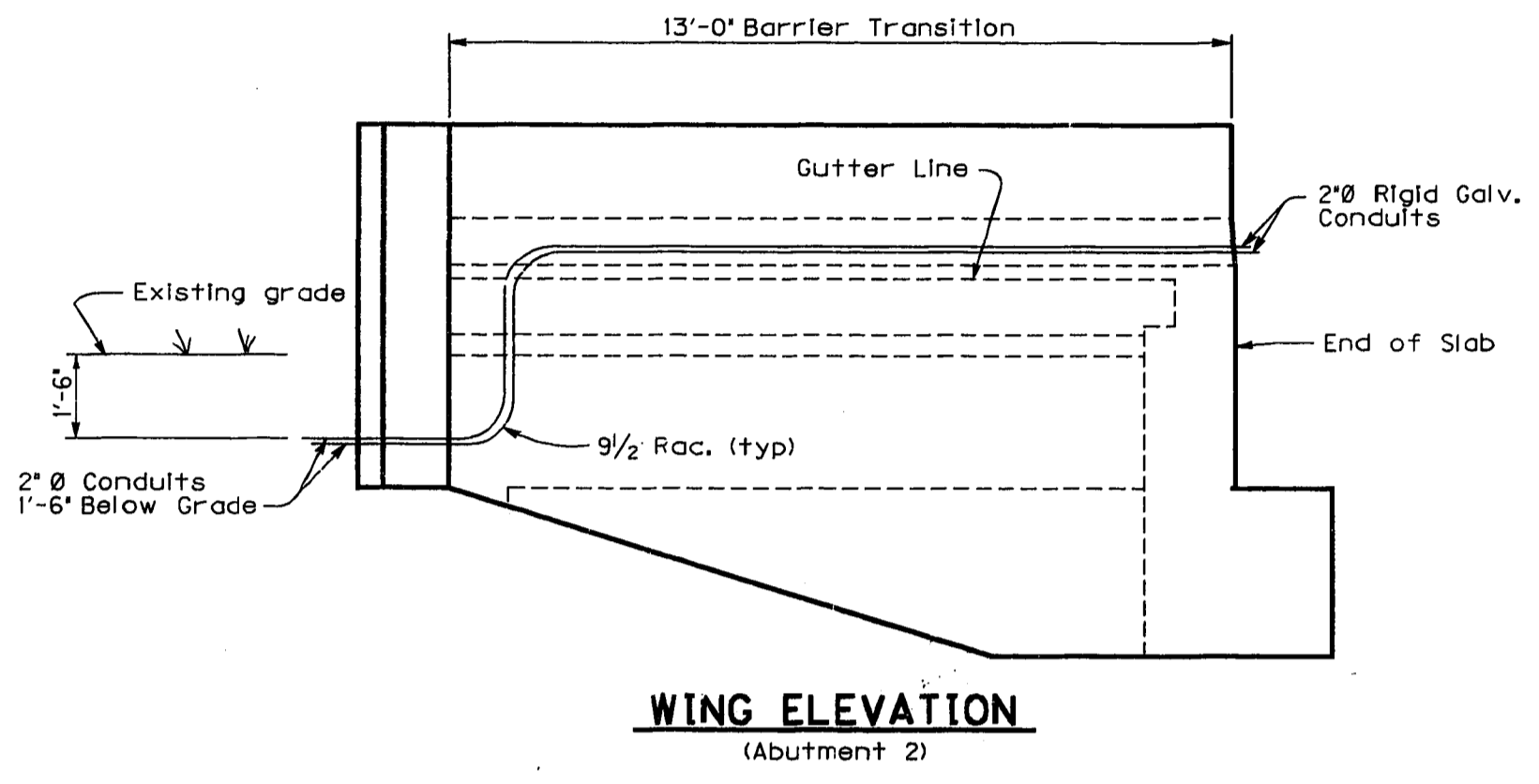
**SECTION A-A**



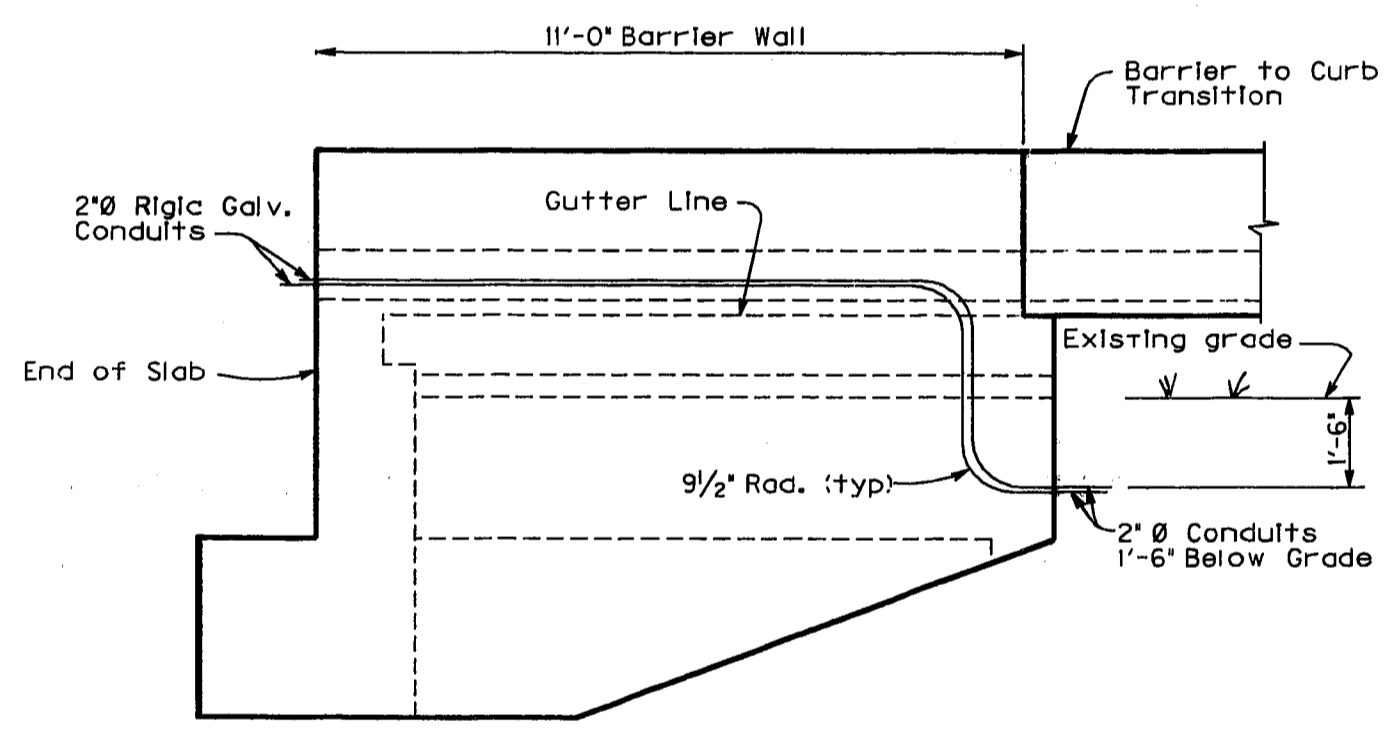
**PART PLAN**  
(Showing Reinforcement in Outrigger)



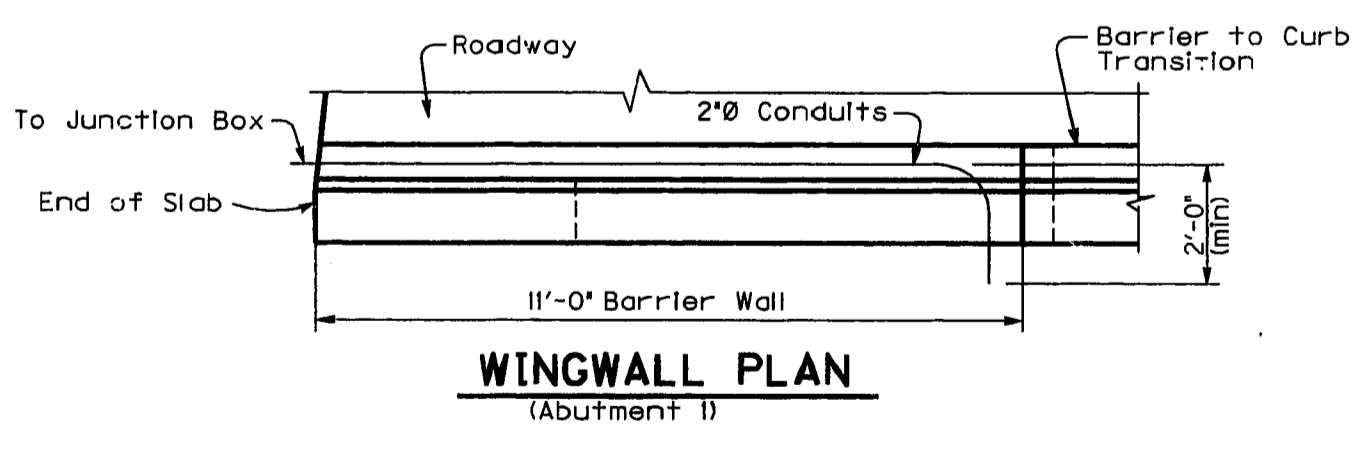
**PART PLAN**



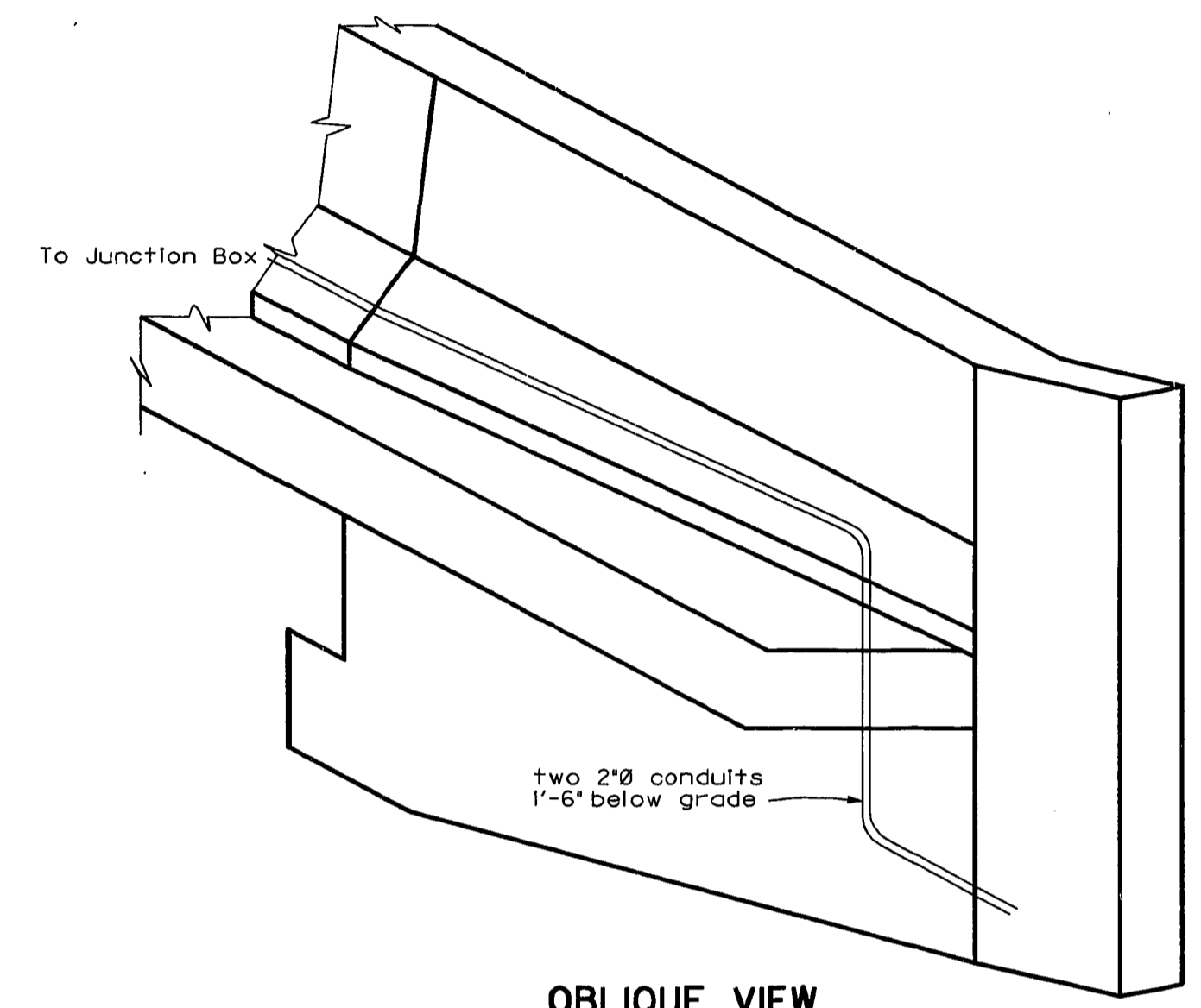
**WING ELEVATION**  
(Abutment 2)



**WING ELEVATION**  
(Abutment 1)



**WINGWALL PLAN**  
(Abutment 1)



**OBLIQUE VIEW**  
(Abutment 2)

BILL OF MATERIALS	
2' Ø Rigid Galvanized Conduit	461.3 (Lin. Ft.)
1 1/2' Ø Rigid Galvanized Conduit	2.0 (Lin. Ft.)
3/4' Ø Rigid Galvanized Conduit	5.5 (Lin. Ft.)
Std. 6"x6"x1'-4" Junction Box (JBI)	2 (Each)
Expansion Fitting	5 (Each)
2' Ø Galvanized Caps	4 (Each)
3/4' Ø Galvanized Caps	2 (Each)
1"x3'-0" Galvanized Anchor Bolts, Nuts, and Washers	4 (Each)

- ① a. OZ Electric Co. type YU
- b. Spring City Electric Co. type IR
- c. Hope Electric Products Co. type H6200
- d. Or approved equal
- ② a. Crouse-Hinds, type XJ641 w/GCI00 Bonding Jumper
- b. OZ Electric Co. type EX200 w/BJ1520-24 Bonding Jumper
- c. Spring City Electric Co. type EF200 w/EJ200 Bonding Jumper
- d. Or approved equal

NOTE: this sheet with sheet 11.

**ELECTRICAL DETAILS**

U.S. 42 OVER WATTERSON X-WAY SHEET 17

**COMMONWEALTH OF KENTUCKY**  
**DEPARTMENT OF HIGHWAYS**  
 FRANKFORT  
 COUNTY OF  
**JEFFERSON**  
**BROWNSBORO RD. (U.S. 42)**  
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 STATION 131+06.24 P. E. PROJECT NO.  
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