

KENTUCKY DEPARTMENT OF HIGHWAYS

WHITLEY COUNTY

COVINGTON-LEXINGTON-TENN. STATE LINE

I-75 (N. B.) OVER LYNN CAMP CREEK

REFERENCE AND ESTIMATE OF QUANTITIES													
ITEM	SHEET NO.	CONCRETE CU. YD.	REINF. STEEL LB.	STR. EXC. CU. YD.	END BENT BACKFILL CU. YD.	HIGH STRENGTH HANDRAIL LIN. FT.	STRUCTURAL STEEL LUMP SUM BID ①	LINSEED OIL PROT. COATING SQ. YD.	STEEL PILES 12 BP 53 LIN. FT. FURN. DRIVE	ELECTRICAL CONDUIT LUMP SUM BID ②	6" Ø W.I. PIPE LIN. FT.		
LOCATION		CL. A' CL. AA		COM. S. R.									
QUANTITIES	1												
NOTES	2												
LAYOUT	3												
SOUNDINGS	4				14.751								
PILE RECORD	5				(14.67)								
ABUTMENT 1	6, 7, 8, 9	60.1 42.6	1748.1	160 150									
END BENT 2	6, 8, 9	58.6 42.2	(490.2)	160 90					720 720				
PIER 1	10, 12	64.2 76.046	76.46	305 325									
PIER 2	11, 12	474.1 596.55	592.55	155 220									
SUPERSTRUCTURE	13-17	514.4	10702.3			964	①	2125		②	(105) 112		
ELEVATIONS	18, 19												
ELECTRICAL CONDUIT	20												
					163.733								
					(68.65)								
SUPERSTRUCTURE TOTALS		514.4	10702.3			964	①	2125		②	(105) 112		
SUBSTRUCTURE TOTALS		1235.0	84.6	(670.3)	660 635 90				720 720				
TOTALS		1235.0	599.2	(274.50)	660 635 90	964	①	2125	720 720	②	(105) 112		

① Approximate weight of Structural Steel is 714,282 Lbs.

② See Sheet 20.

(714,282)
(275,682)
(275,754)

STANDARD DRAWINGS

AE1, H150B, H150D, SF2A, P17, AWS1C

Special Provisions:
12 Joint Sealing Compound.
13 Linseed Oil Protective Coating.
14 High Strength Cast Aluminum Bridge Railing Post.
15 Class AA Concrete.

BILL OF INCIDENTAL MATERIAL		
ITEM	NO.	SIZE & LOCATION
Joint Sealing Compound	2	1" x 3" x 36' 6" @ Exp. Joints
Prep Comp. & Seal	25	4" x 1" x 36' 6" @ Splayed Joints

NOTE-

Quantities shown in Bill of Incident Material are approximate only and the contractor is responsible for furnishing enough material to complete the work in accordance with plans and specifications.

I-75 N.B. OVER LYNN CAMP CREEK		SHEET 1 OF 20	
COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS FRANKFORT COUNTY OF			
WHITLEY			
COVINGTON-LEXINGTON-TENN. STATE LINE			
STATION 1506 + 20.00		PROJECT NO. 175-2 (2) 25	
BRIDGE NUMBER 175-2 (13) 25		16848	

PLANS BY: ODELL, WRIGHT, MORGAN AND BROWN, INC.

Checked by: J. B. Wright, Morgan and Brown, Inc. Date: 11/1/54
Reviewed by: J. B. Wright, Morgan and Brown, Inc. Date: 11/1/54
Approved by: J. B. Wright, Morgan and Brown, Inc. Date: 11/1/54

DESIGNED BY	USM	CHECKED BY	JED	DATE	
DRAWN BY		CHECKED BY		DATE	

GENERAL NOTES

SPECIFICATIONS: Kentucky Department of Highways, Standard Specifications, current edition with revisions.

DESIGN LOAD: Bridge designed for HS20-44 and Alternate loading as specified in 1961 AASHTO Specifications.

DESIGN STRESSES: For Class AA Reinforced Concrete For Structural Steel
 $f_c = 20,000$ psi $f_t = 20,000$ psi For $A36$ Steel
 $f_c = 4,000$ psi $f_t = 200$ psi
 $f_c = 3,000$ psi $f_t = 300$ psi for $A36$ Steel
 $f_c = 4,000$ psi $f_t = 300$ psi for $A36$ Steel

FOUNDATION PRESSURE: Footings are designed for a maximum pressure of 11,460 psf (Abut 1), 12,460 psf (Pier 1), 13,460 psf (Pier 2). The computed maximum axial thrust is 33 tons per pile. The computed maximum design horizontal shear is 4.4 tons per pile (exclusive of the horizontal component of the axial thrust). These maximums are for Group 1 loading with increases allowed for other loading groups.

CONCRETE: Class A concrete is to be used throughout except in superstructure portions of abutments above the construction joint at bridge seat elevations and concrete handrail.

Class AA concrete is to be used in roadway slab, curbs, plinths, and in abutments above the construction joint at bridge seat elevations.

Class B concrete is to be used in concrete handrail.

REINFORCEMENT: Dimensions shown from face of concrete to bars are clear distances. Spacing of bars is from center to center of bars.

BEVELED EDGES: All exposed edges shall be beveled $\frac{3}{8}$ " unless otherwise noted.

JOINT SEALING COMPOUND: The cost of this item is to be included in the unit price bid for Class AA concrete.

STRUCTURAL STEEL: Lump Sum Bid for structural steel shall be full payment for all structural steel, rivets, bolts, washers, steel pins, lead plates, molten lead, welding materials, floor drains, paint, linings, and shop detail and erection drawings, and all labor and materials necessary to erect the steel in accordance with the plans and specifications.

PILING: Piling shall be driven to refusal or to solid rock. Test piles shall be driven where designated on the plans to determine the length required. All test piles shall be accurately loaded so that they may be used in the finished structure.

PILES: The contractor shall use throughout: 120P53 Steel Piles in accordance with Std. Dwg. P-17.

PAINT: All structural steel except pins and pin bearing surfaces shall be given one shop coat and one field coat of Type 1 red lead paint and two field coats of aluminum paint. Exposed surfaces of expansion dams, not accessible after erection, shall be given two field coats of aluminum paint before erection. Pins and pin bearing surfaces shall be coated in the shop with a hot mixture of white lead and oil in accordance with the specifications. Shop paint shall not be applied within 3" of open holes where high strength bolts are to be used for field connections and shall not be applied to steel surfaces in contact with concrete.

MATERIALS: ASTM Specifications herein after designated shall govern the materials furnished.

ASTM Designation
 Structural Steel
 High Strength Bolts, Nuts, &
 Plain Hardened Washers
 Low Carbon Steel Machine Bolts & Nuts
 Structural Rivet Steel
 Mild Steel Arc Welding Electrodes
 Gray Iron Castings
 Welded Moulding Iron Pipe
 Sheet Lead and Pig Lead
 A36 - Current
 A325 -
 A307 -
 A141 -
 A233 -
 A48 -
 A72 -
 B29 -

CONNECTIONS: Unless otherwise provided, shop and field connections shall be $\frac{3}{8}$ " diameter rivets or high strength bolts. Open holes shall be $\frac{1}{8}$ " diameter for $\frac{3}{8}$ " diameter bolts.

MILL TEST REPORTS: Notarized test reports in triplicate shall be furnished the Kentucky Department of Highways showing that all materials furnished conform to the specifications.

STEEL FINISH: Steel bearing surfaces in contact shall be finished in accordance with the current specifications.

DIMENSIONS: Dimensions are for a normal temperature of 60 degrees Fahrenheit. Layout dimensions are horizontal measurement. 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 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.

SHOP ASSEMBLY AND DRAMING: General reaming of holes for each field splice shall be required with all parts for each splice complete shop assembled with parts adjusted to lines and centers, for drilling or turning. This applies to field splices in girders only. Girders shall remain assembled for inspection by the Department of Highways Inspector and are to be match marked while assembled. Other field connections, shall be drilled or reamed in the shop with connecting parts assembled, or shall be drilled or reamed to a metal template without assembly.

CHANGES IN STRUCTURAL STEEL QUANTITIES: In the event that changes in steel quantities are required due to changes by the Engineer in plans, additional payments therefor shall be made of a unit price which will be equal to the contract lump sum price divided by the estimated total weight.

HIGH STRENGTH BOLTS: Connections using high strength bolts shall be in accordance with the specifications. Assembly by and dimensions of high strength steel bolts, nuts and washers shall conform to specifications for Structural Joints using ASTM A325 bolts. March, 1963 approved by the Research Council on Riveted and Bolted Structural Joints of the Engineering Foundation. All joints are designed as friction-type connections. Installation shall be performed by turn-of-nut method. When the width of high-strength bolt heads corresponds to that of the heavy semi-finished hexagon bolt only one washer per bolt is required.

WIND LOADS: This structure is designed using wind loads based on wind velocity of 64 mph.

OPTIONAL TYPES OF HANDRAIL: The contractor shall provide throughout the project at his option, either Standard High Strength Aluminum Handrail in accordance with Std. Dwg. H115 or Standard High Strength Concrete Handrail in accordance with Std. Dwg. H150.

LINSEED OIL PROTECTIVE COATING: JOINT SEALING COMPOUND: These items are to be furnished and applied in accordance with their respective special provisions.

SHOP DETAIL DRAWINGS: The contractor shall submit shop detail drawings of all structural steel to the Director of Bridges for approval in accordance with the specifications. A set of linen tracings of approved shop details shall become the property of the Department of Highways when the contract is completed and before final payment is made. No direct payment shall be made for record drawings, but the cost shall be included in the Lump Sum Bid for Structural Steel. Any material ordered or work done by the Contractor before the shop drawings, including the welding procedures, are approved shall be at his risk. Qualification tests of all welding procedures shall be completed by the Contractor and approved by the Engineer prior to the final approval of shop drawings and start of the fabrication.

ADDITIONAL FIELD SPICES: If additional field splices are permitted, they shall be at the Contractor's expense and shall be included in the Lump Sum Bid for Structural Steel.

FIELD WELDING: Where field welding is indicated, welding shall be performed in accordance with the specifications for welding materials and welding. Welding procedures shall be submitted by the erector to the Department of Highways for approval.

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.

ELECTRICAL CONDUIT - Lump Sum Bid for this item shall be full payment for furnishing and placing these materials in accordance with plans and specifications.

PLAN ELEVATIONS AND FOOTINGS: When subgrade rock is encountered at a depth higher than their plan elevation, the higher elevations may be utilized as outlined in the specifications.

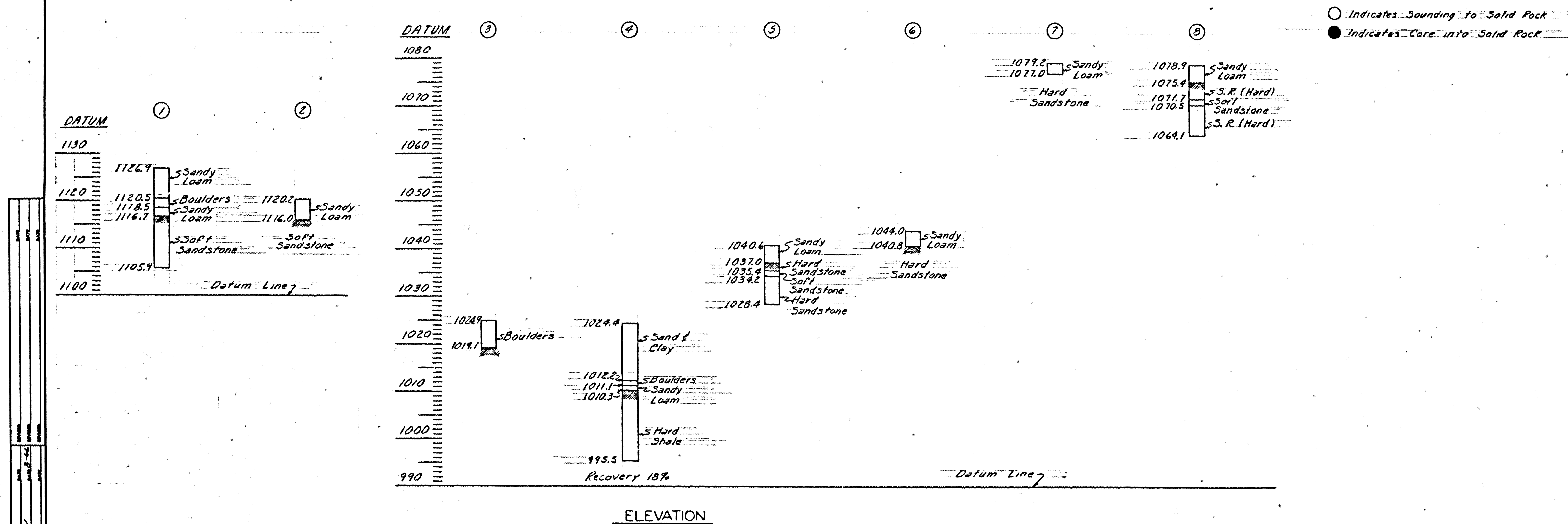
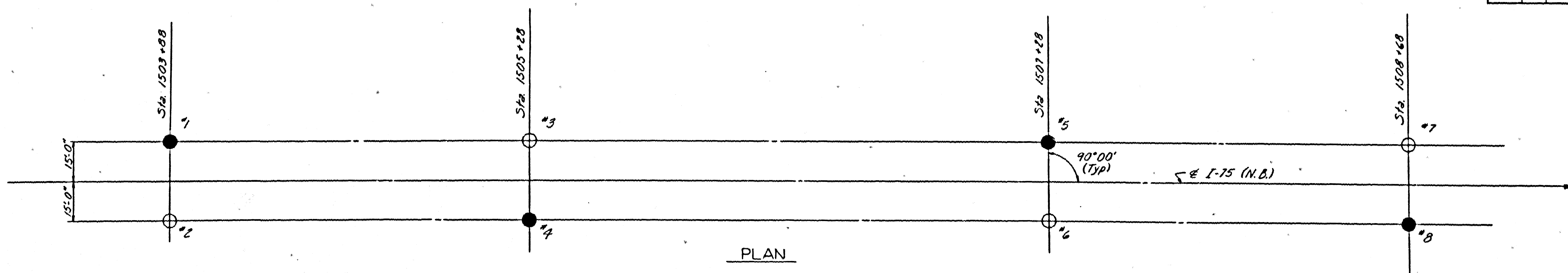
CAMBER: Web plates shall be cut to provide for parabolic camber of the girder. Girder is to be fabricated so that top and bottom of web plate will be parallel to roadway grade with full dead load in place. Girders which do not conform to plan camber and grade in the erected position shall be considered as requiring, at no additional cost to the state, either an adjustment in depth of the concrete slab haunch over the steel supporting members or a reworking of the girder camber to meet the plan grade and slab thickness.

NOTES

175 N.B. OVER LYNN CAMP CREEK		SHEET 2	
COMMONWEALTH OF KENTUCKY			
DEPARTMENT OF HIGHWAYS			
FRANKFORT			
COUNTY OF			
WHITLEY			
COVINGTON-LEXINGTON-TENN. STATE LINE			
ROAD		PROJECT NO.	
STATION 1506 + 20.00		16848	
BRIDGE NUMBER			

BRIDGE

NO.	DATE	BY	CHKD.	APP'D.	REMARKS
7	KY.				



SOUNDING LOG

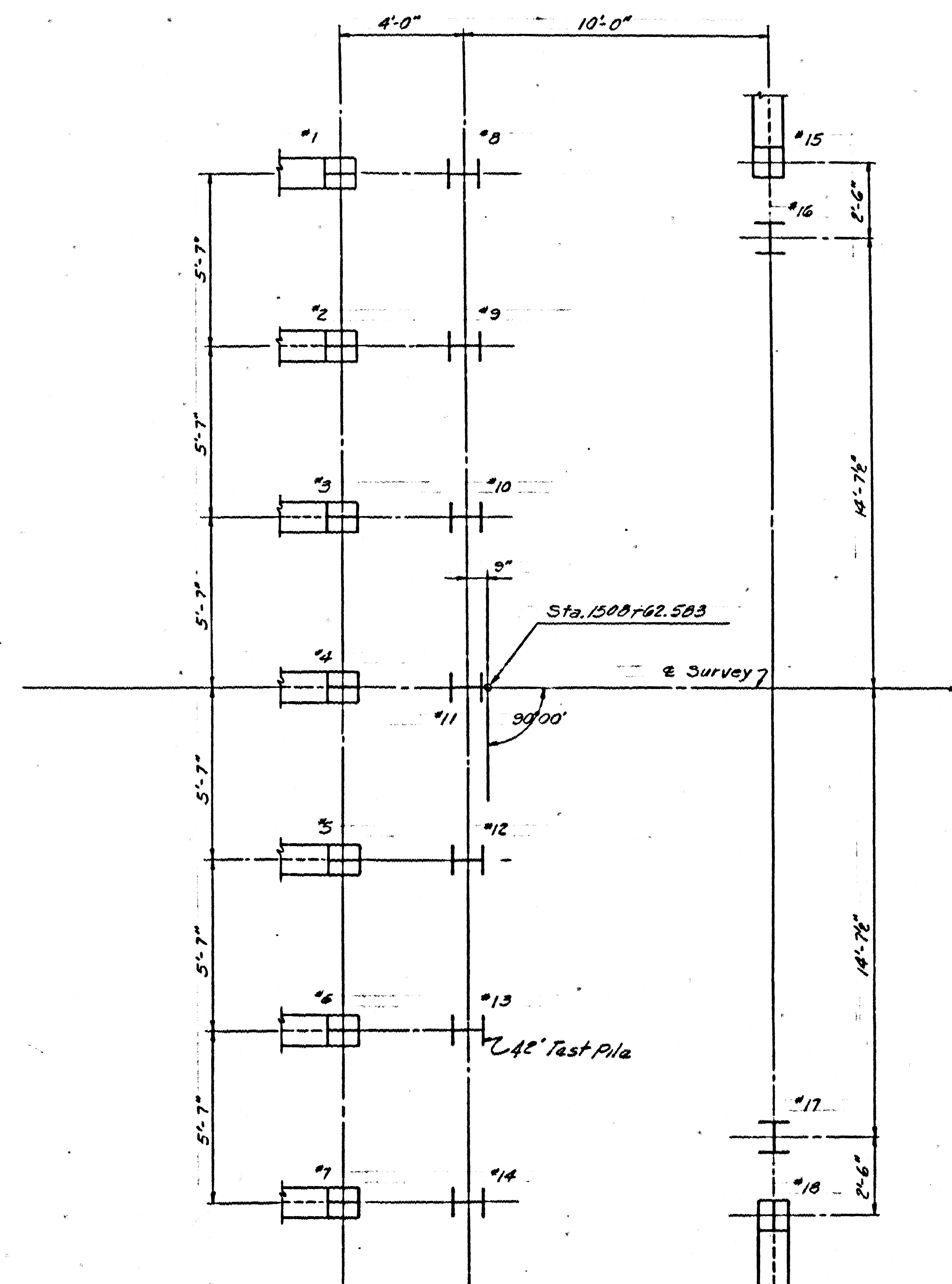
I-75 (N.B.) OVER LYNN CAMP CREEK		SHEET 4
COMMONWEALTH OF KENTUCKY		
DEPARTMENT OF HIGHWAYS		
FRANKFORT		
COUNTY OF		
WHITLEY		
COVINGTON-LEXINGTON-TENN. STATE LINE		
ROAD		
STATION 1506 + 20.00	PROJECT NO.	
BRIDGE NUMBER	16848	DATE

BRIDGE

PILE RECORD					
Location	Pile No.	Cut-off Elev. Shown	Tip of Pile Elevation as driven	Pile Length in place (Lin. Ft)	Calculated Bearing Capacity (Tons)
End Bent 2	1	1107.80	1075.72	32.08	199
"	2	"	1082.68	25.12	REF
"	3	"	1069.44	40.36	199
"	4	"	1063.74	44.06	REF
"	5	"	1065.97	41.83	REF
"	6	"	1067.42	40.38	199
"	7	"	1065.65	42.15	199
"	8	"	1064.38	43.42	REF
"	9	"	1067.26	40.54	REF
"	10	"	1074.19	33.61	199
"	11	"	1070.76	37.04	REF
"	12	"	1072.19	35.61	REF
"	13	"	1074.22	33.58	REF
"	14	"	1074.81	32.99	REF
"	15	1103.30	1066.31	37.00	REF
"	16	"	1068.73	34.57	199
"	17	"	1075.20	32.60	REF
"	18	"	1073.80	34.42	199

NOTE

This pile record does not replace other records of piles required to be kept and submitted by the Resident Engineer. After all piles have been driven, the Resident Engineer shall record the tip-of-pile elevation as driven, the length of piles 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. See End Bent details, sheet 0, for better on piles. All piles are 12" BP53 - For notes and details, see Std. Dwg. P17.

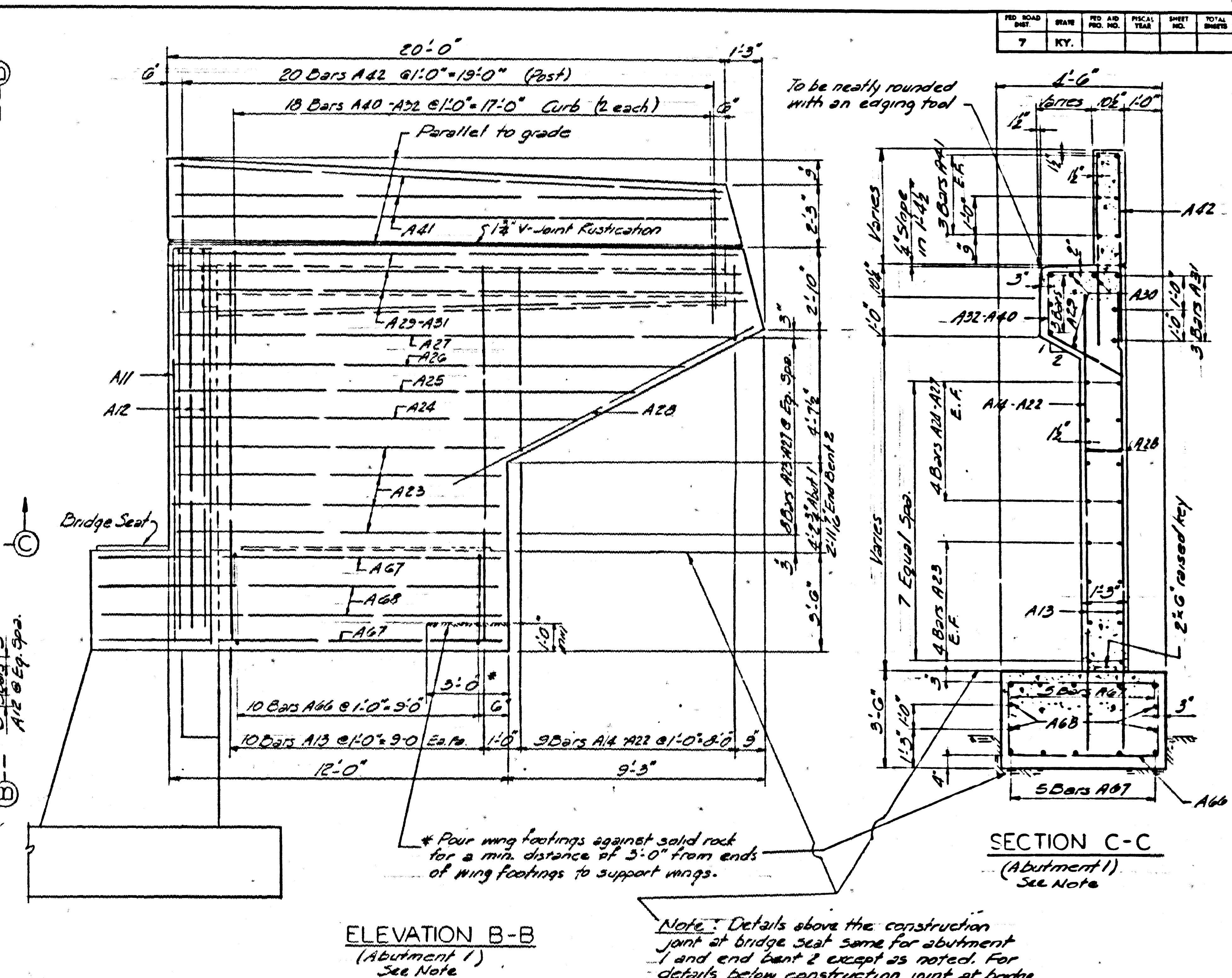
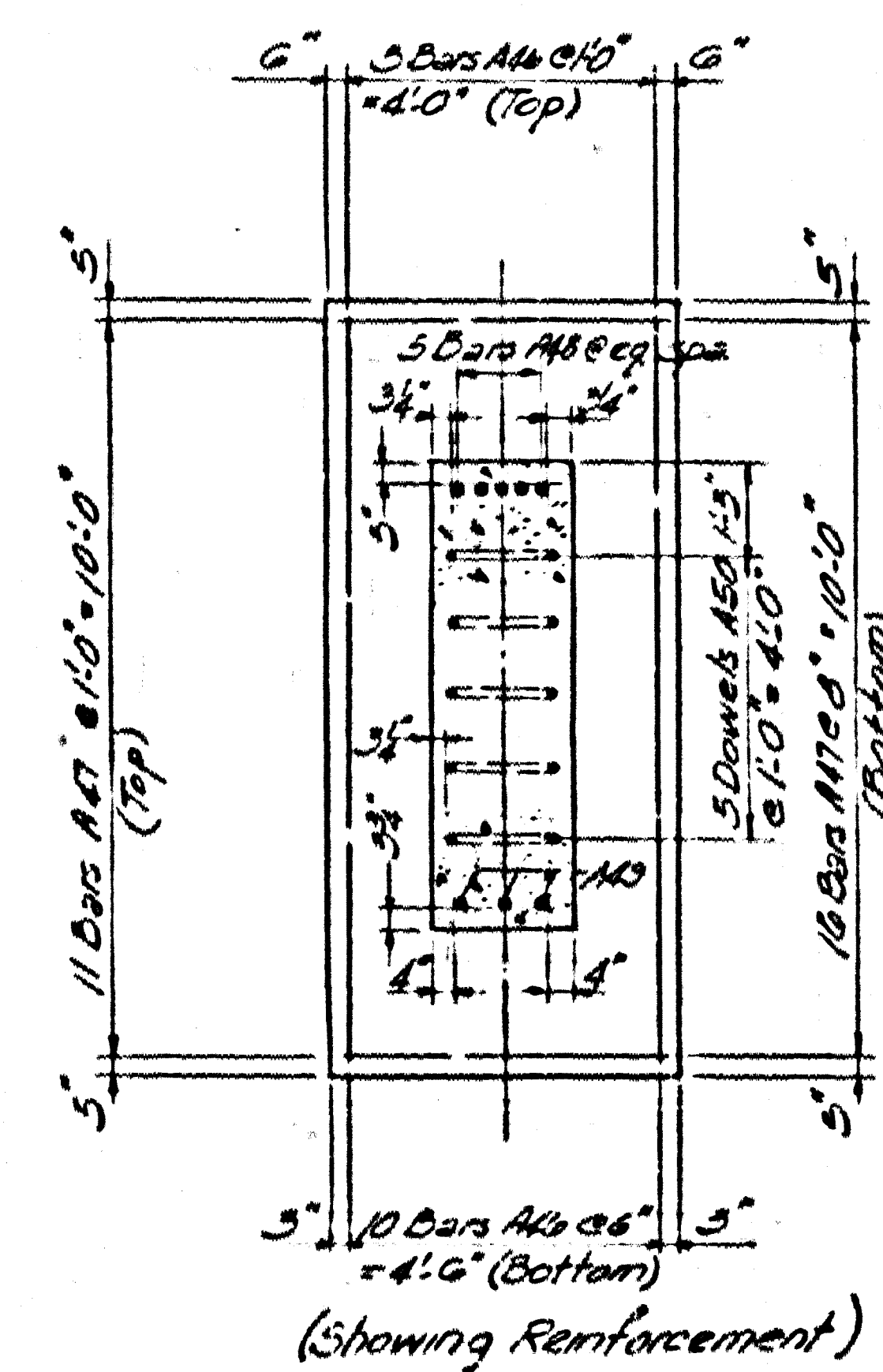
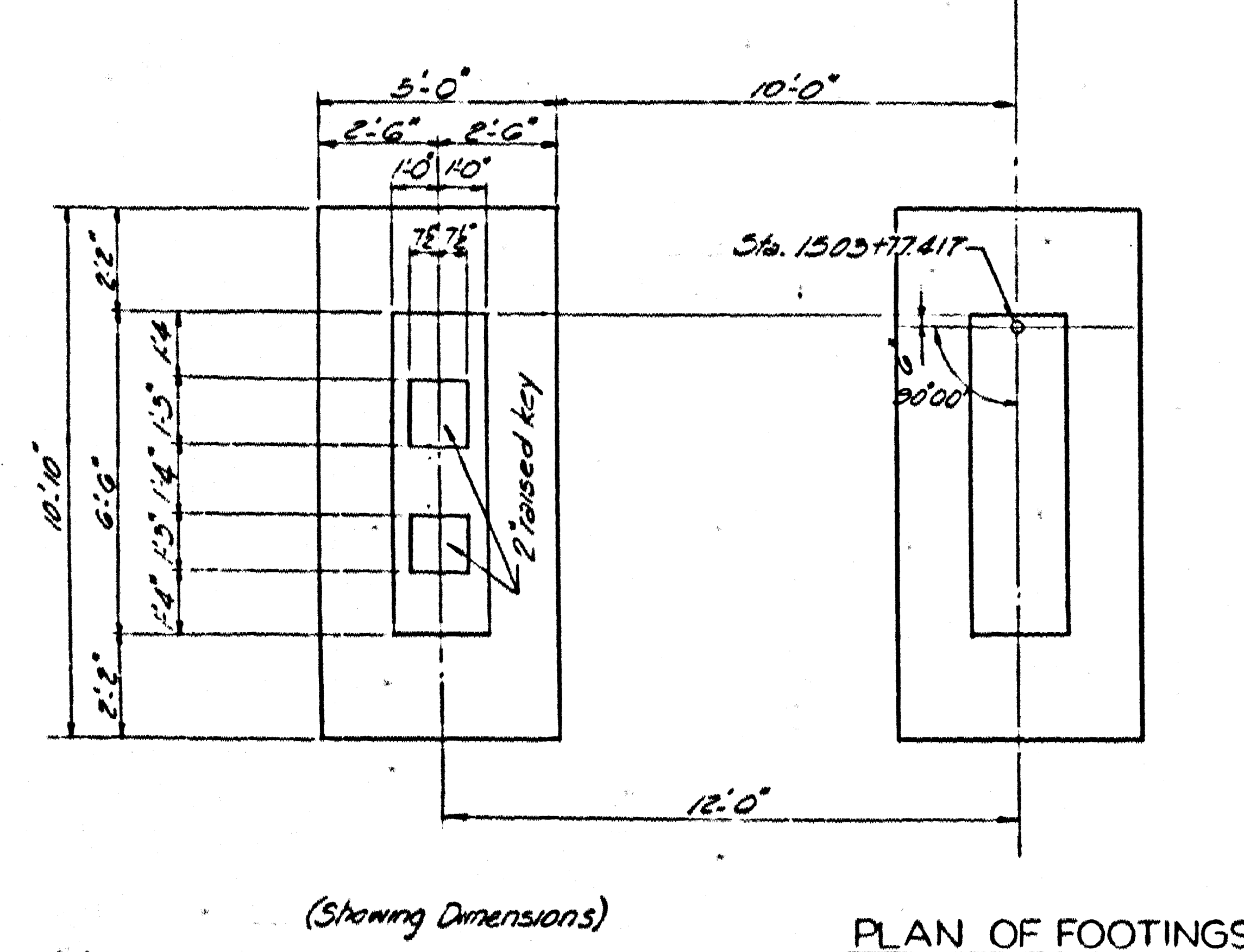
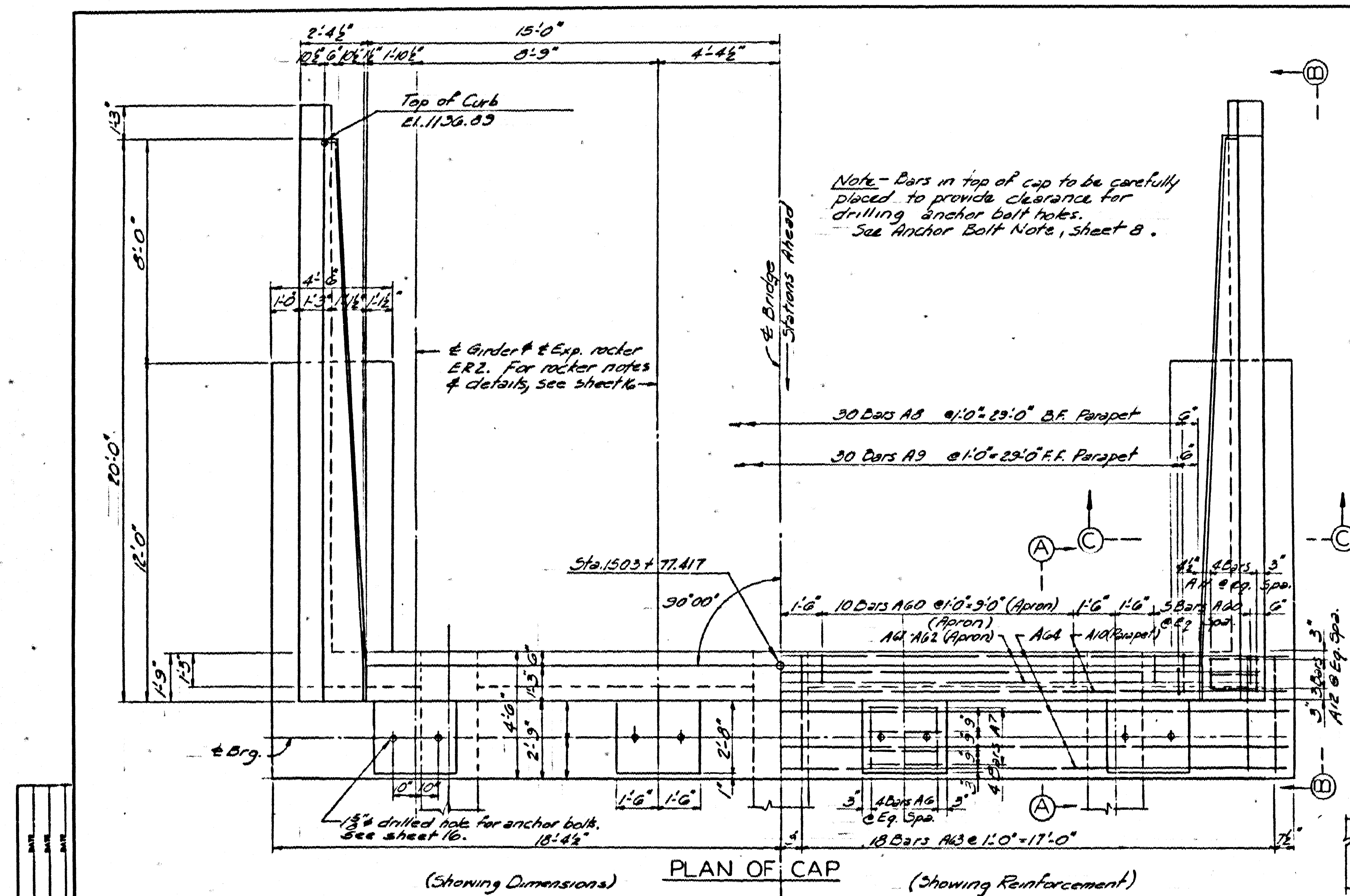


PLAN - END BENT 2

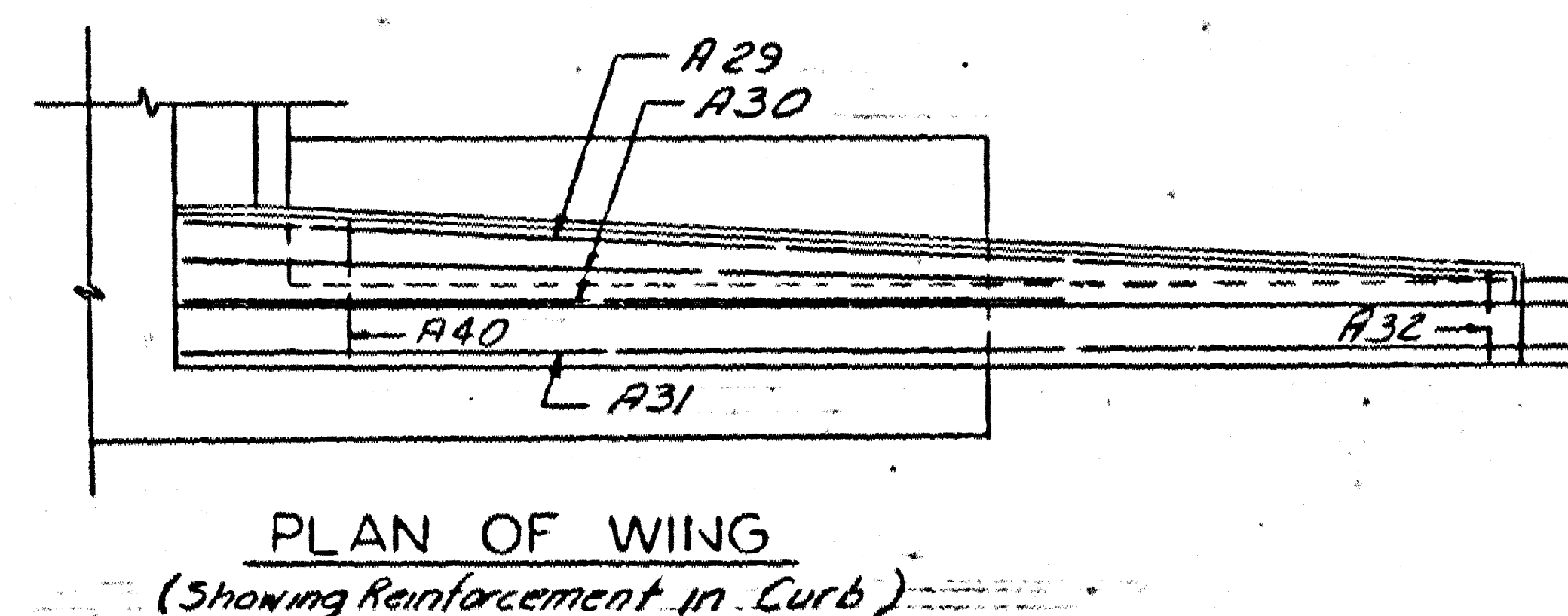
PILE RECORD

I-75 N.B. OVER LYNN CAMP CREEK		SHEET 3	
COMMONWEALTH OF KENTUCKY			
DEPARTMENT OF HIGHWAYS			
FRANKFORT			
COUNTY OF			
WHITLEY			
COMINGTON-LEXINGTON-TENN. STATE LINE			
ROAD		PROJECT NO.	
STATION 1506 + 20.00		16848	
BRIDGE NUMBER		DATE	

BRIDGE



<u>ESTIMATE OF QUANTITIES</u>		
Concrete, Class 'A'	601	Cu. Yds.
Concrete, Class 'AA'	426	Cu. Yds.
Reinforcement	17481	Lb.



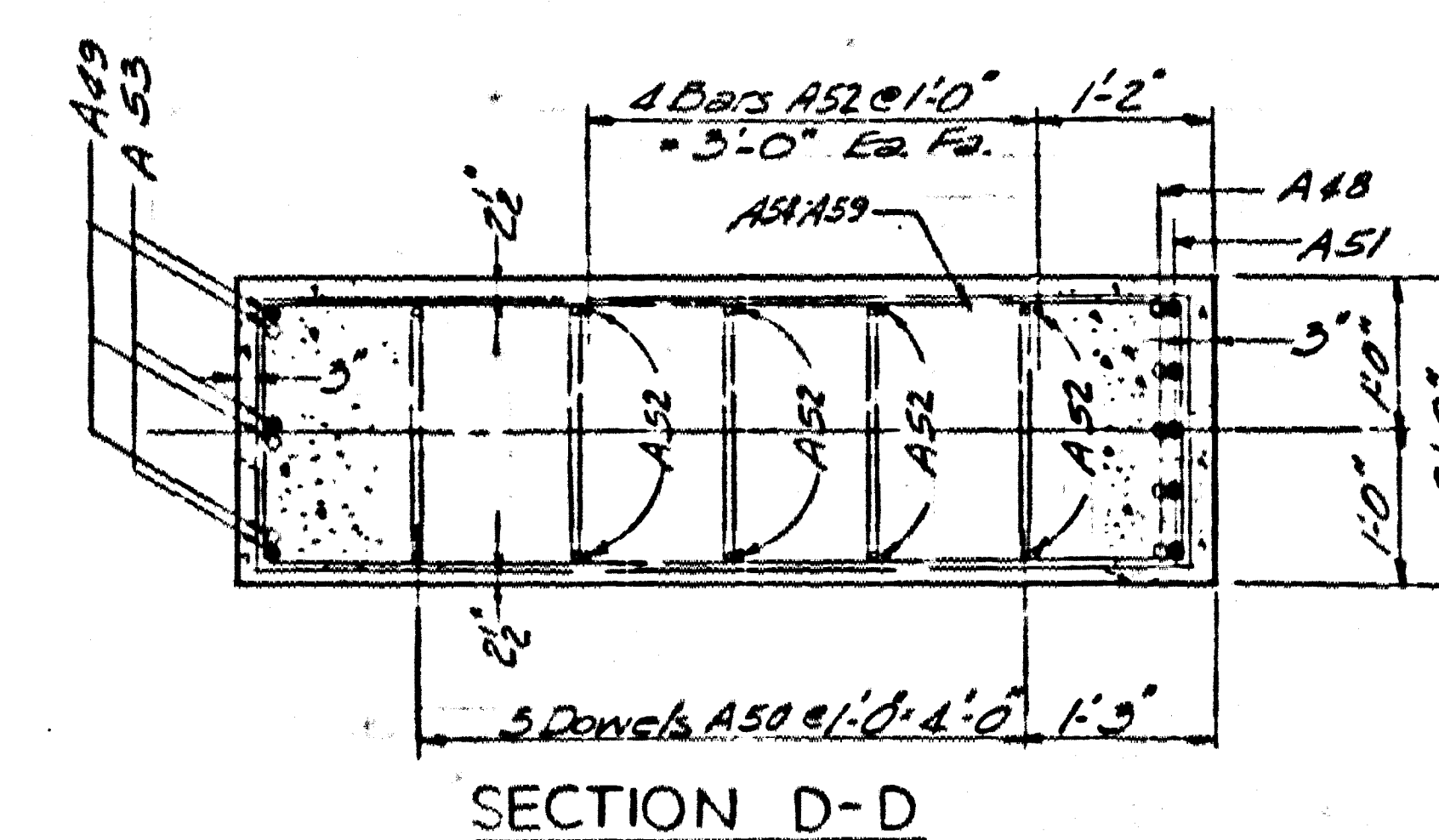
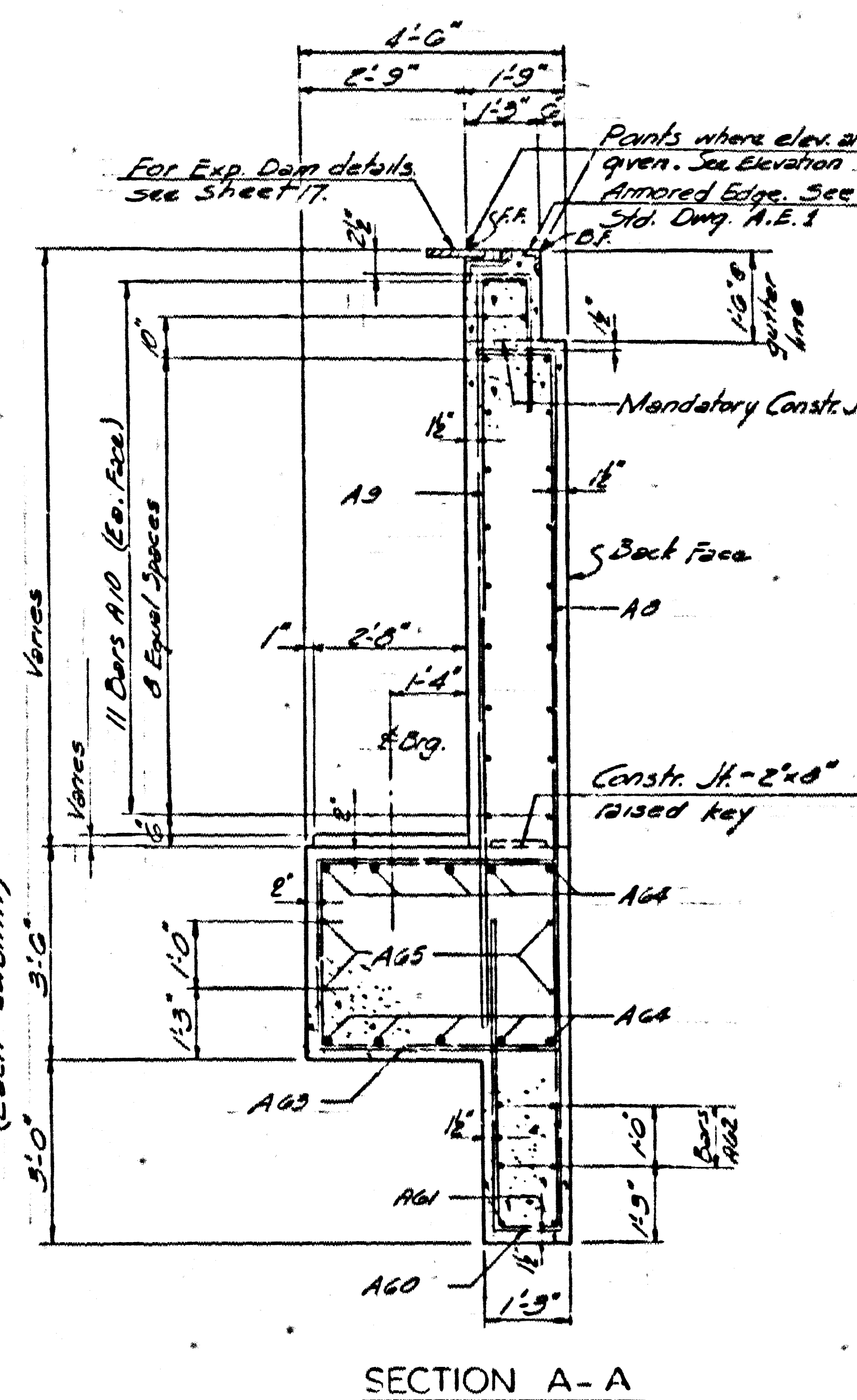
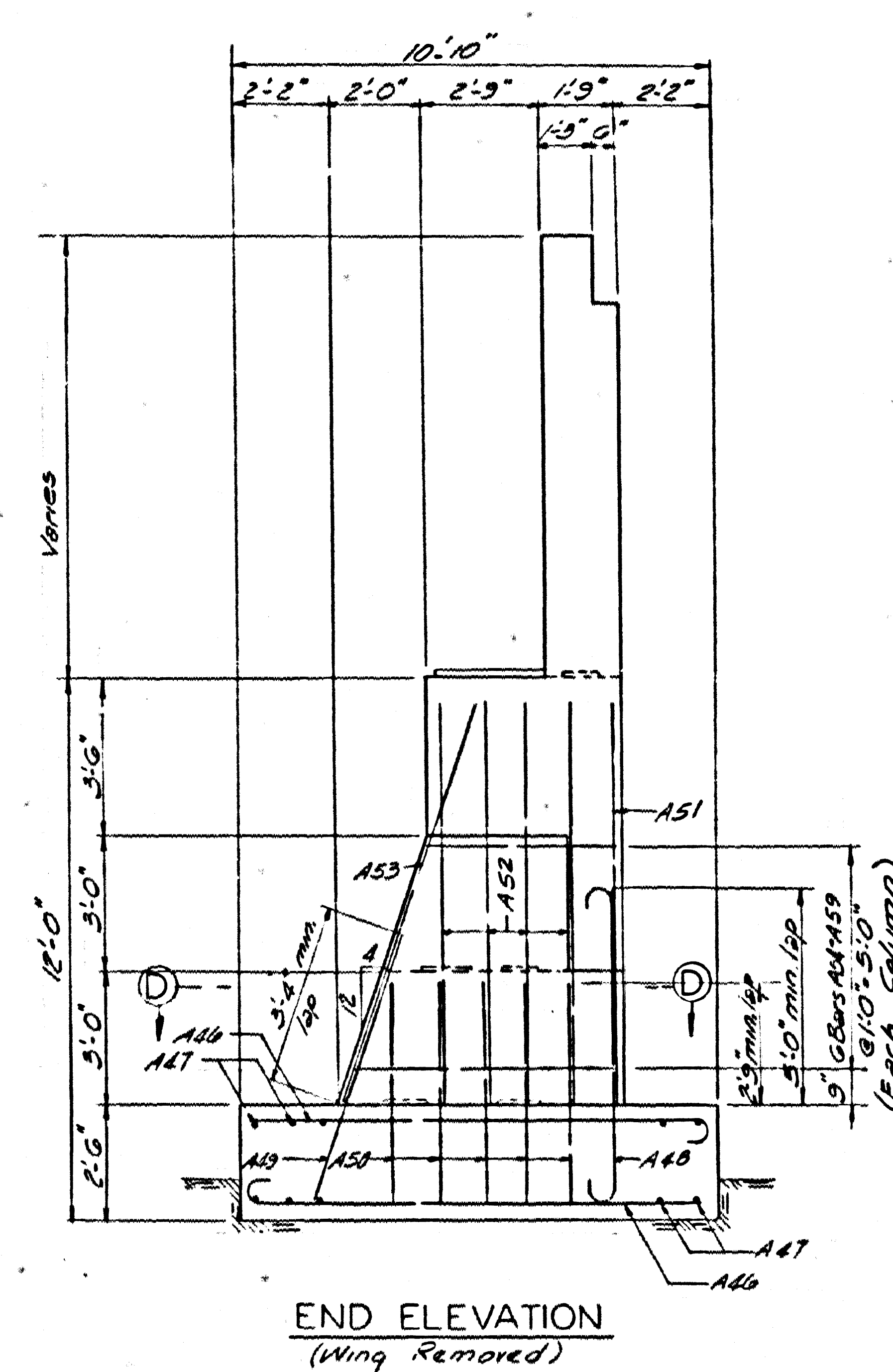
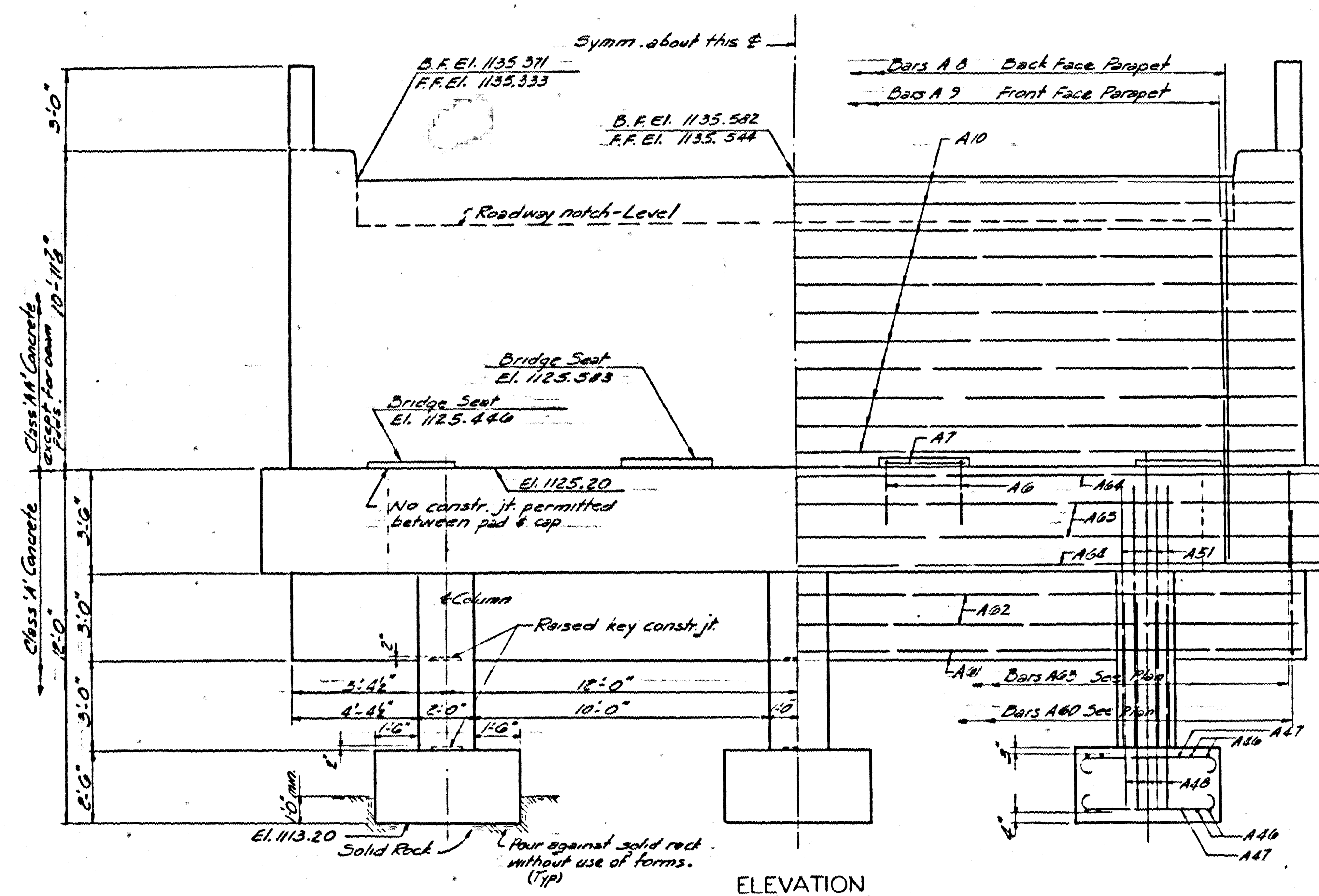
ABUTMENT 1

175 N.B. OVER LYNN CAMP CREEK SHEET 8

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
WHITLEY
COVINGTON-LEXINGTON-TENN. STATE LINE
ROAD
STATION 1506 + 20.00 PROJECT NO.

BRIDGE NUMBER	DRAWING NO. 16848	DATE
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SEARCHED BY	INDEXED BY	DATE	DATE
FILED	FILED	1961	1961
SERIALIZED BY	FILED	1961	1961
FILED	FILED	1961	1961



ABUTMENT I

1.75 NB OVER LYNN CAMP CREEK

SHEET 7

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
WHITLEY
COVINTON-LEXINGTON-TENN. STATE LINE

STANDARD 150¢ + 30.00

ROAD PROJECT NO.

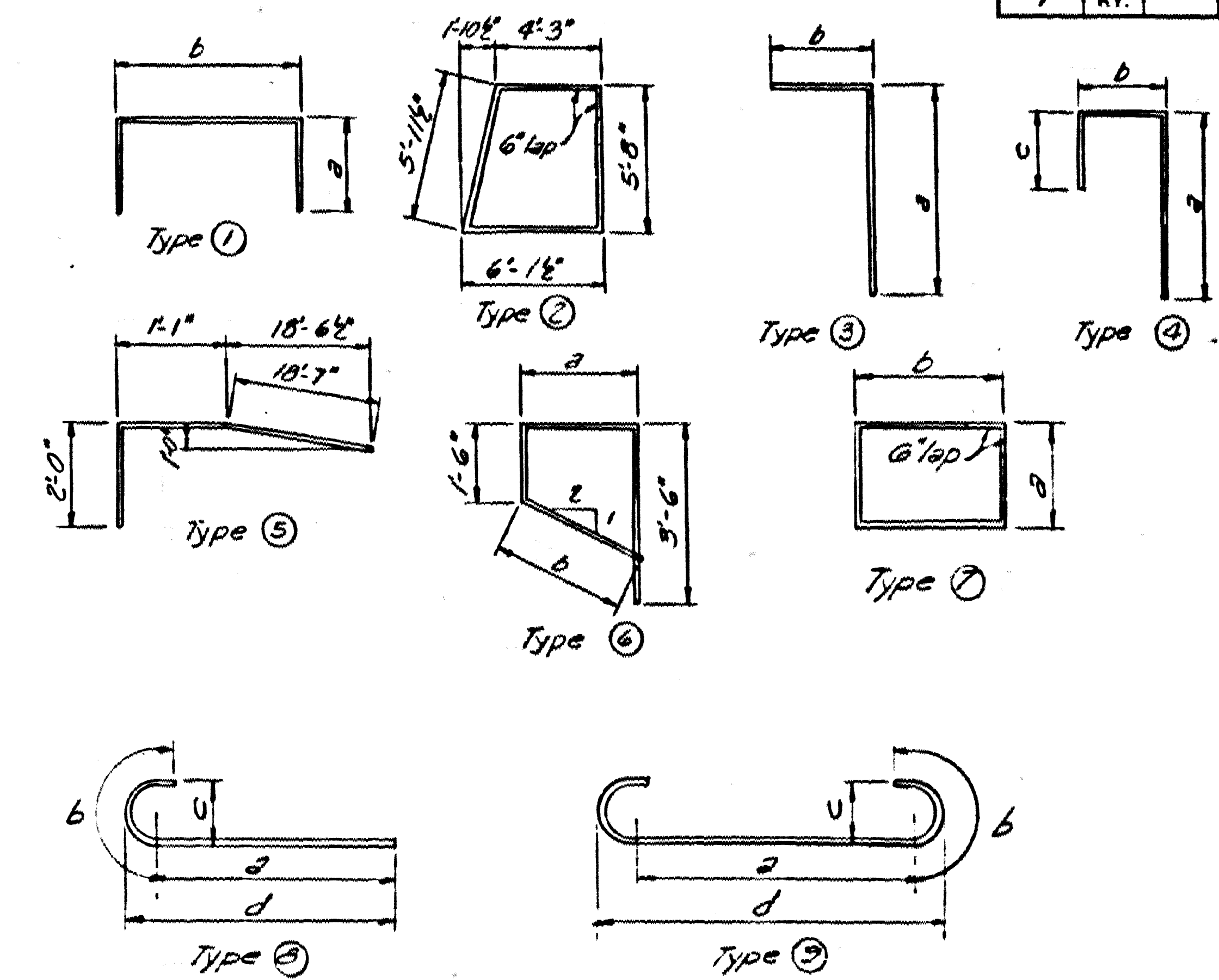
BRIDGE
NUMBER

DRAWING NO.
16848

BRIDE

BILL OF REINFORCEMENT

Mark	Type	No.	Bar	Length	Location	a	b	c	d
				Feet		Feet	Feet	Feet	Feet
A1	Str.	12	10	36	5				
A2	"	3	6	36	5				
A3	"	14	6	6	3				
A4	"	14	6	6	7				
A5	"	34	5	22	9				
A6	"	16	16	5	5	0			
A7	Str.	16	16	5	2	9			
A8	"	30	30	8	13	6			
A9	"	30	30	7	15	10			
A10	Str.	22	22	5	34	6			
A11	"	8	8	9	27	10			
A12	"	6	6	7	27	0			
A13	Str.	40	40	7	13	7			
A14	"	2	2	6	14	1			
A15	"	2	2	6	13	1			
A16	"	2	2	6	12	1			
A17	"	2	2	6	11	1			
A18	"	2	2	6	10	1			
A19	"	2	2	6	9	1			
A20	"	2	2	6	8	1			
A21	"	2	2	6	7	1			
A22	"	2	2	6	6	1			
A23	Str.	16	16	6	11	9			
A24	"	4	4	6	13	9			
A25	"	4	4	6	15	9			
A26	"	4	4	6	17	9			
A27	"	4	4	6	19	9			
A28	"	4	4	6	12	0			
A29	"	4	4	11	21	5			
A30	"	4	4	11	15	9			
A31	"	4	4	11	23	1			
A32	"	4	4	5	6	11			
A33	"	4	4	5	7	2			
A34	"	4	4	5	7	5			
A35	"	4	4	5	7	8			
A36	"	4	4	5	7	10			
A37	"	4	4	5	8	1			
A38	"	4	4	5	8	3			
A39	"	4	4	5	8	6			
A40	"	4	4	5	8	9			
A41	Str.	12	12	5	19	10			
A42	"	40	40	6	12	5			
A43	"	22	22	6	16	5			
A44	Str.	22	10	6	13	5			
A45	"	6	6	11	2	3			
A46	"	45	5	11	1				
A47	"	41	5	5	11				
A48	"	15	3	2	3				
A49	Str.	9	0	5	7				
A50	"	15	5	11	1				
A51	Str.	15	3	3	0				
A52	"	24	5	9	0				
A53	"	9	6	9	6				
A54	"	3	4	15	5				
A55	"	3	4	14	9				
A56	"	3	4	14	1				
A57	"	3	4	13	5				
A58	"	3	4	12	9				
A59	"	3	4	12	1				
A60	"	30	5	9	6				
A61	Str.	2	8	34	5				
A62	"	4	5	34	5				
A63	"	39	5	15	5				
A64	Str.	10	11	36	5				
A65	"	4	6	30	5				
A66	"	20	6	14	7				
A67	Str.	20	11	13	1				
A68	"	8	8	11	8				

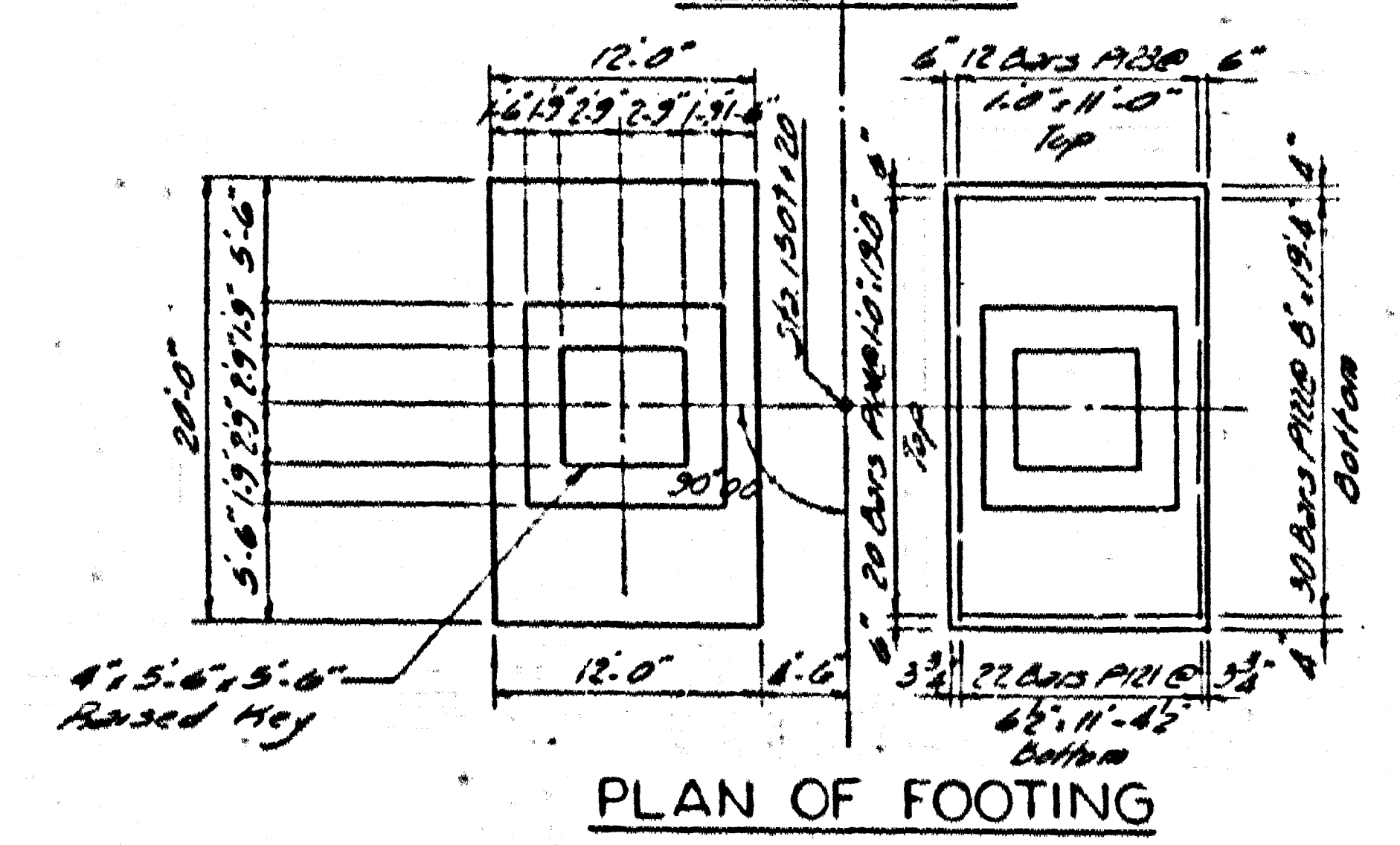
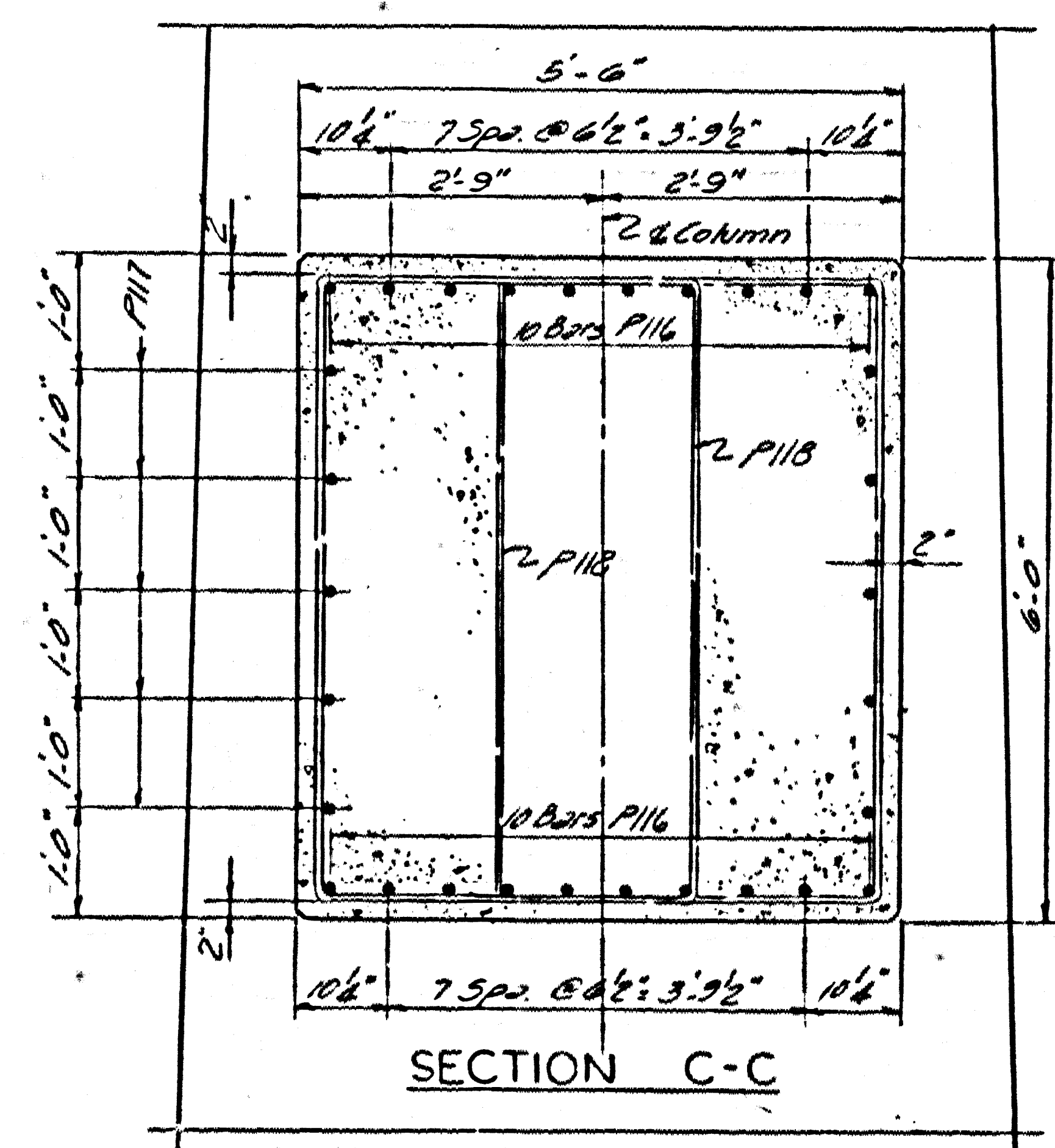
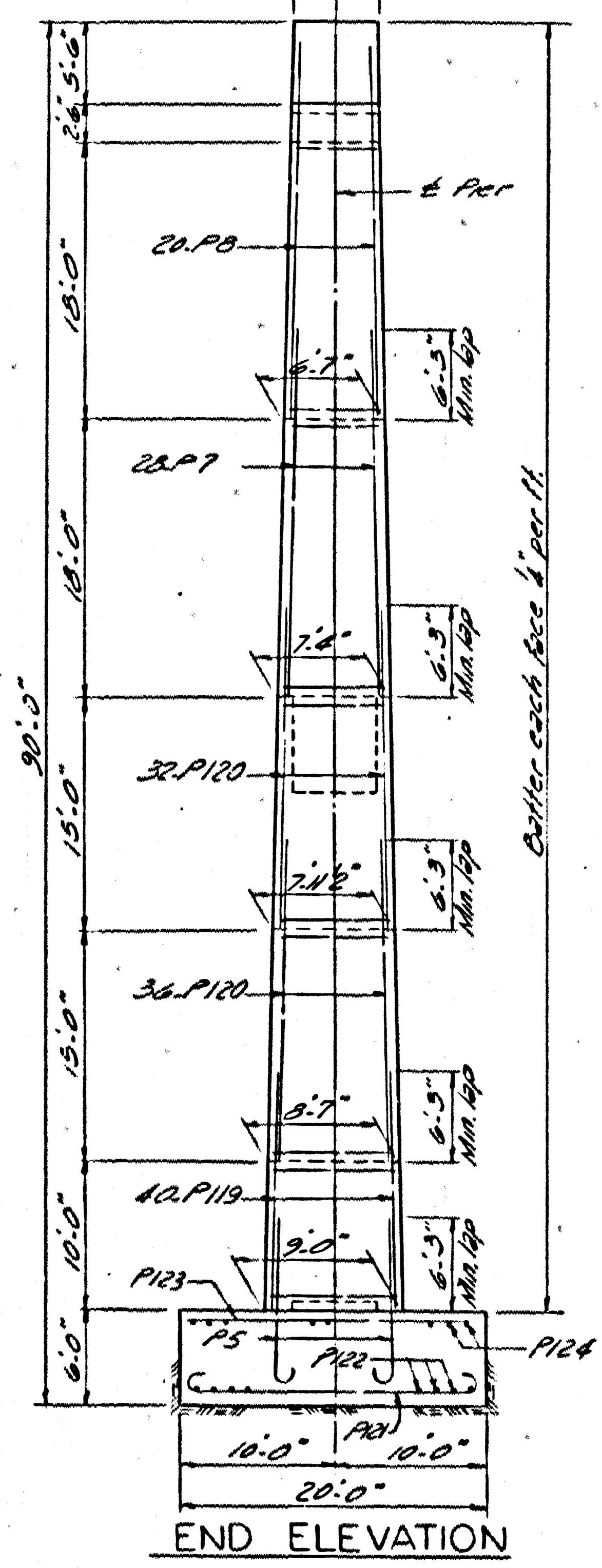
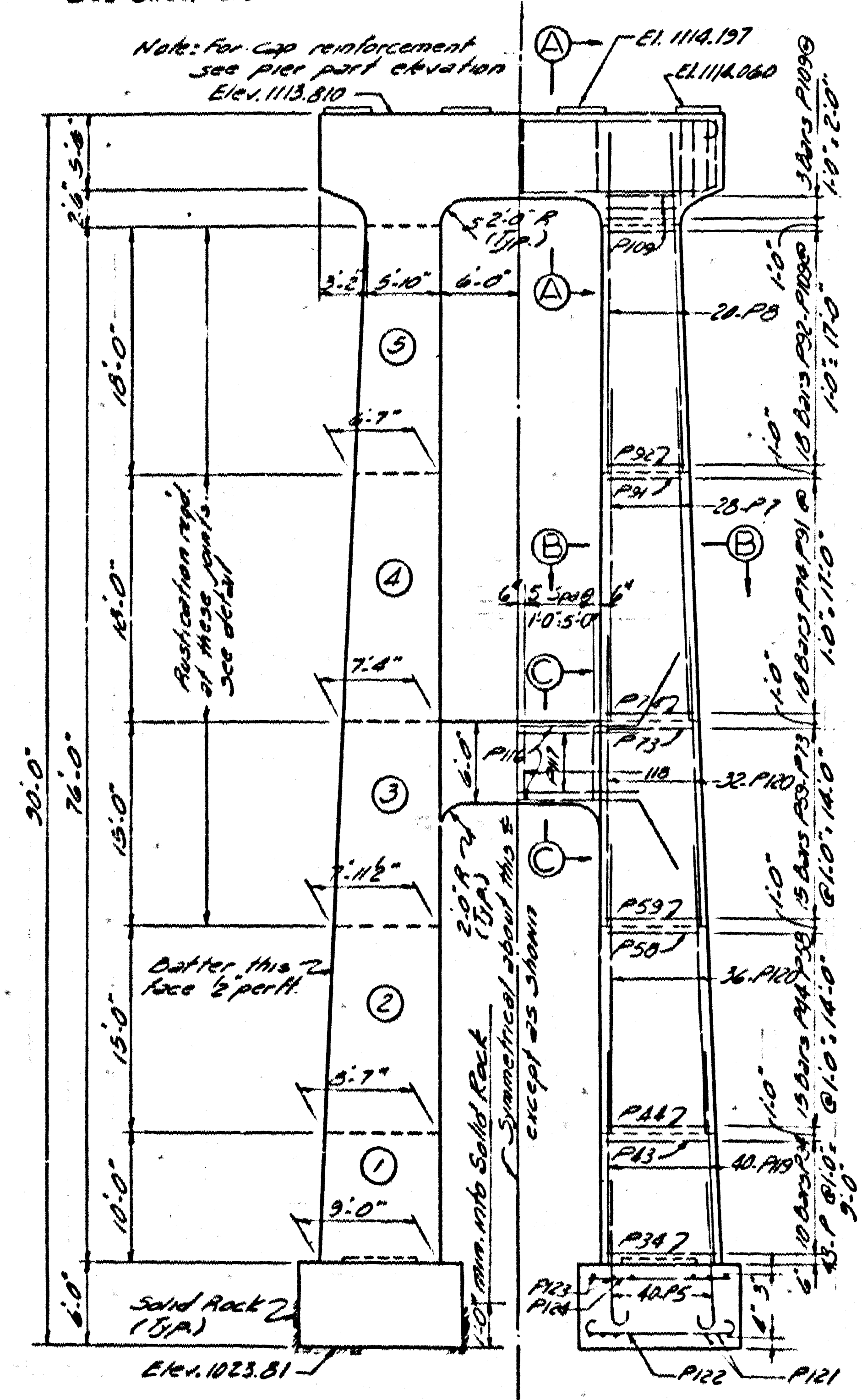
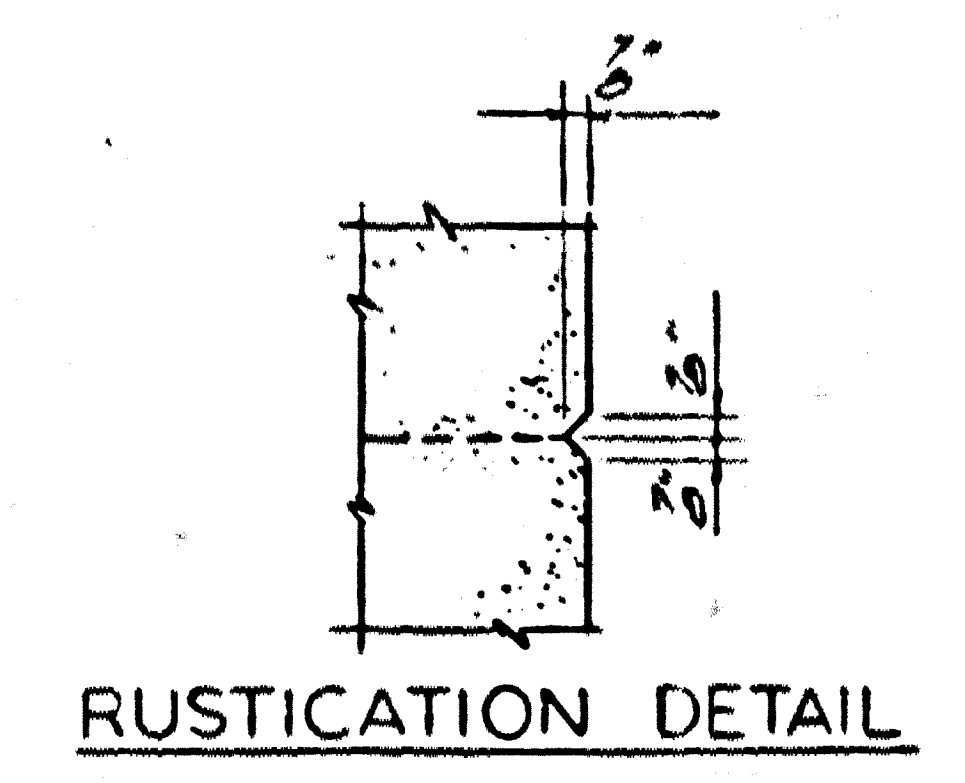
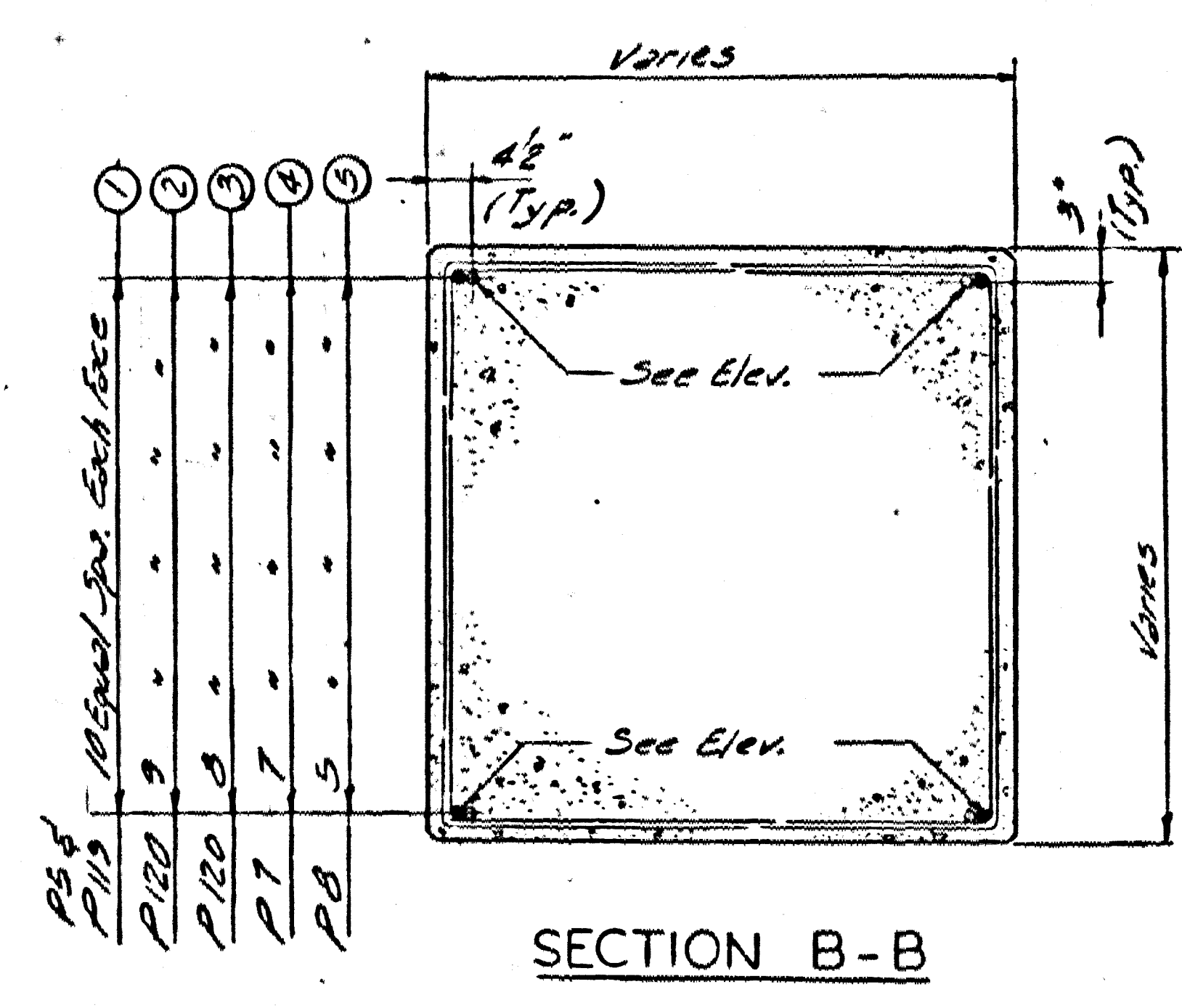
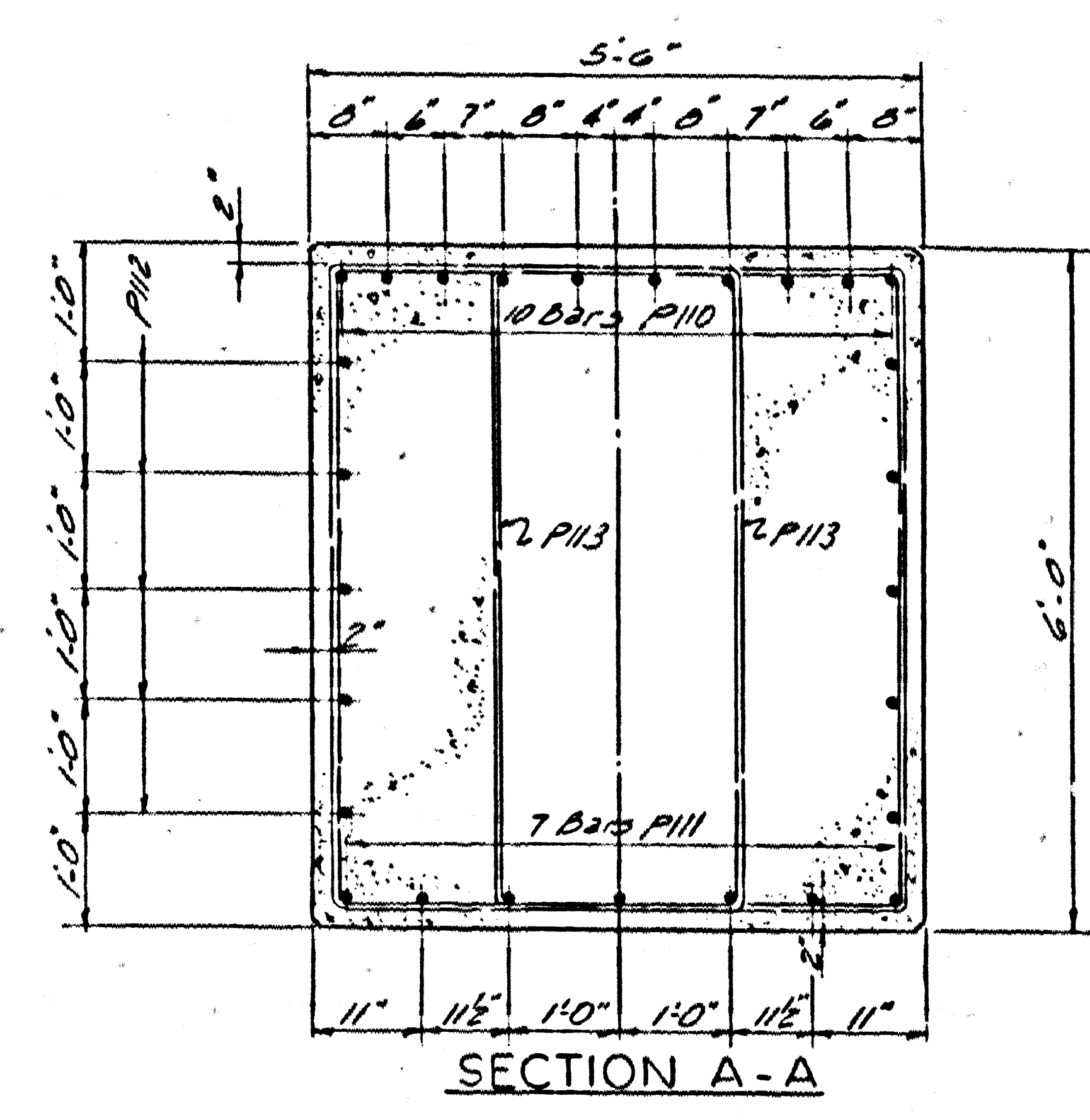
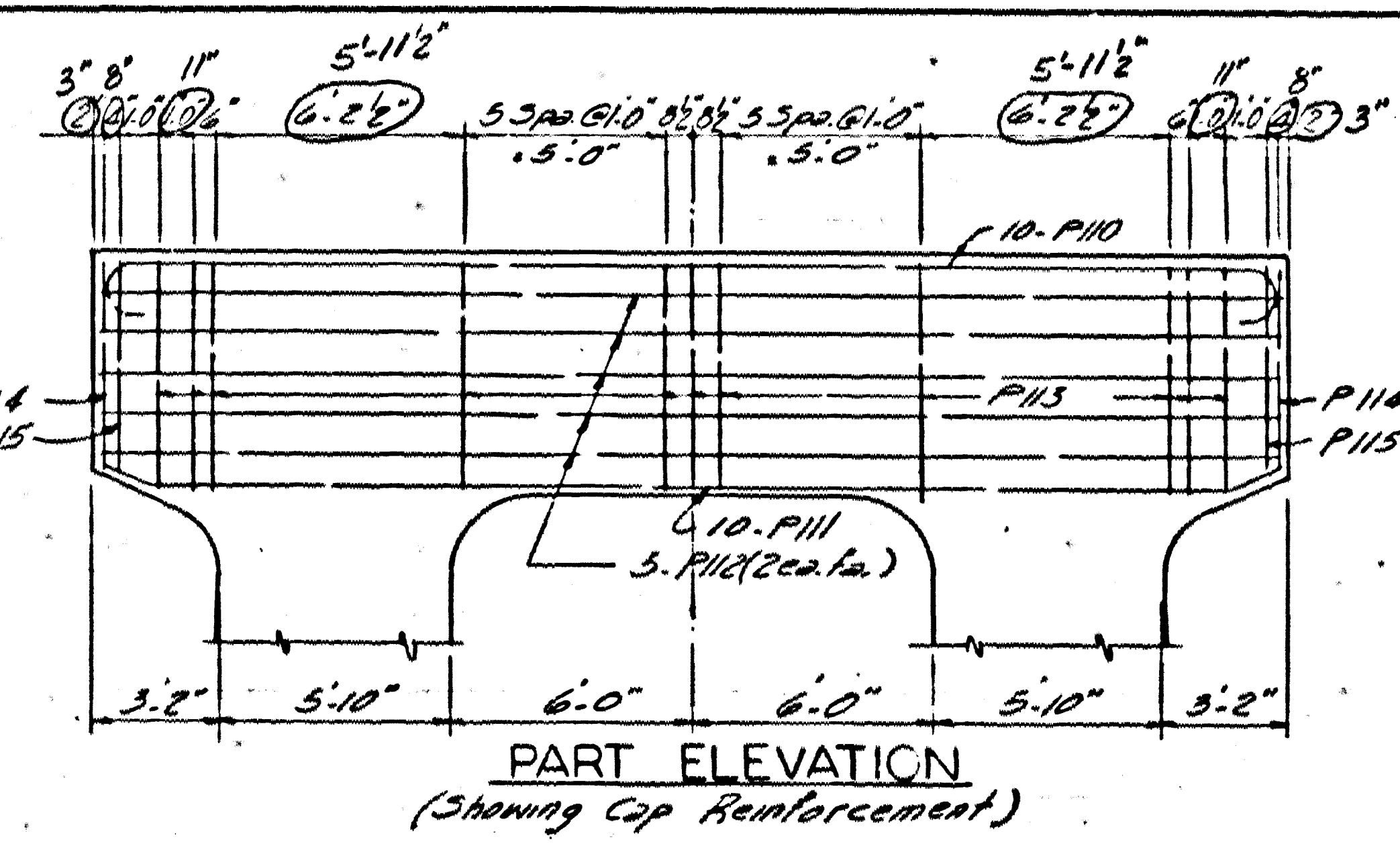
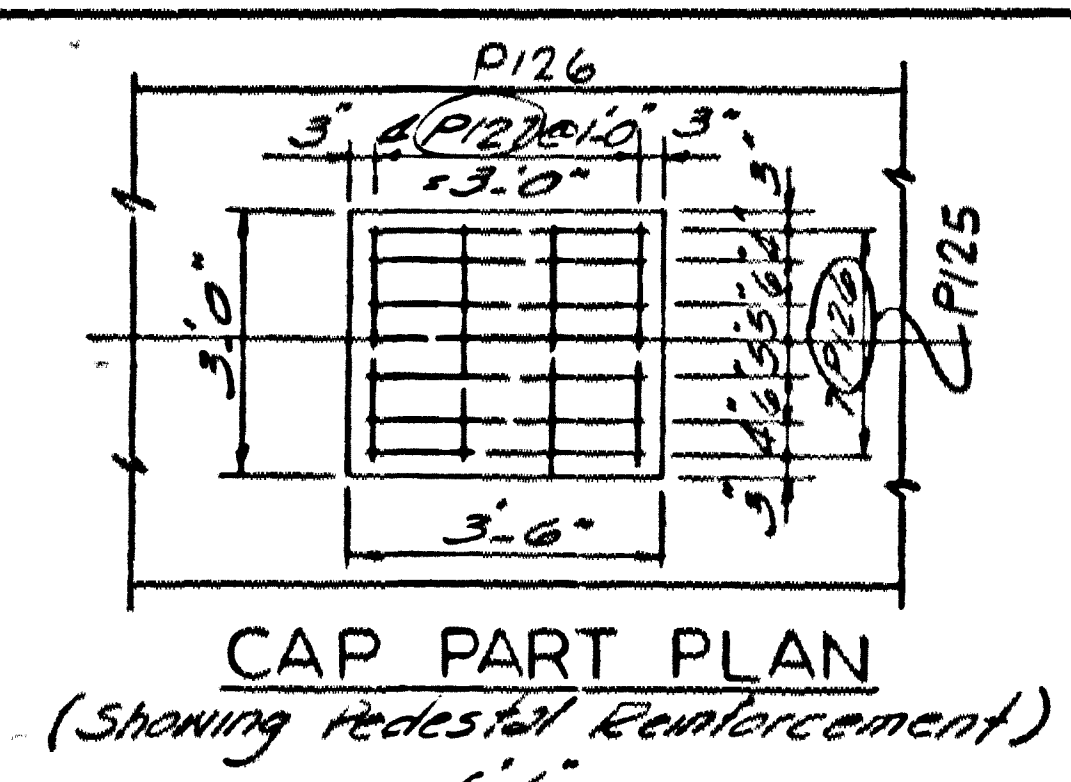
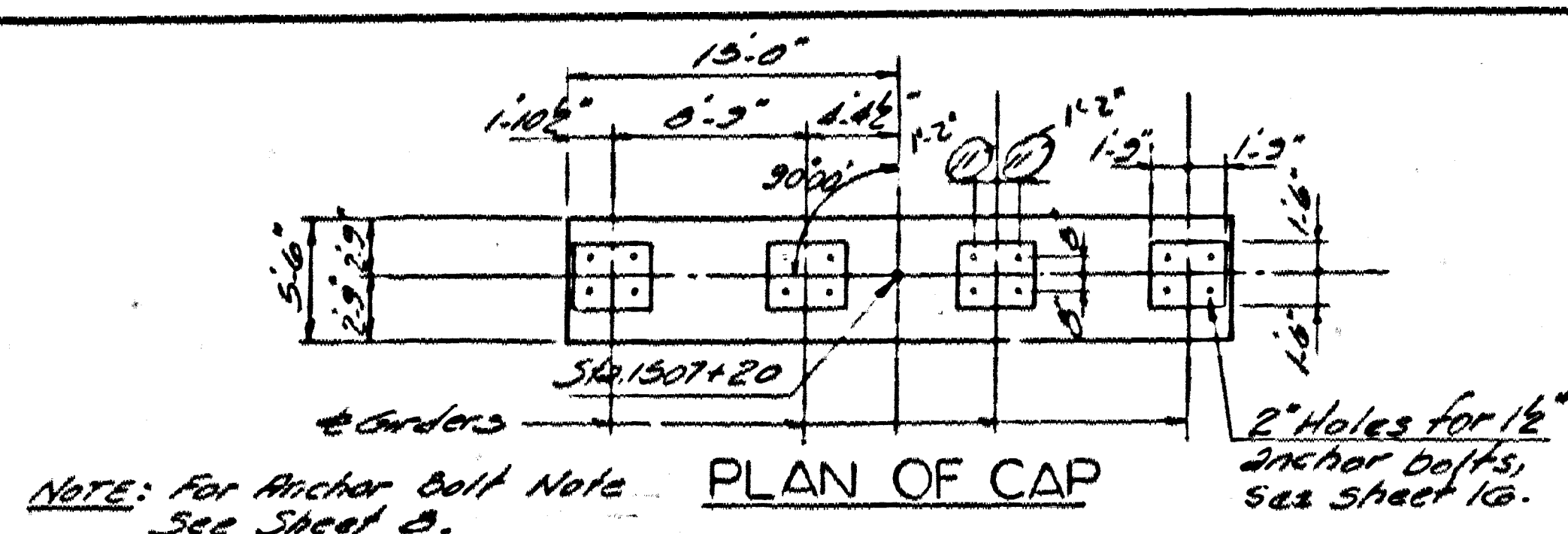


I-75 N.B. OVER LYNN CAMP CREEK SHEET 9
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
WHITLEY
 COVINGTON-LEXINGTON-TENN. STATE LINE
 ROAD
 STATION 1506+20.00 PROJECT NO.
 BRIDGE NUMBER 16848

ABUTMENT 1 AND END BENT 2

BRIDGE

BRIDGE



NO.	DATE	BY	CHKD.	DESCRIPTION
1	10/1/56	J.E.	J.E.	Final Design
2	10/1/56	J.E.	J.E.	Revised Design

1.75 (N.B.) OVER LYNN CAMP CREEK SHEET 11

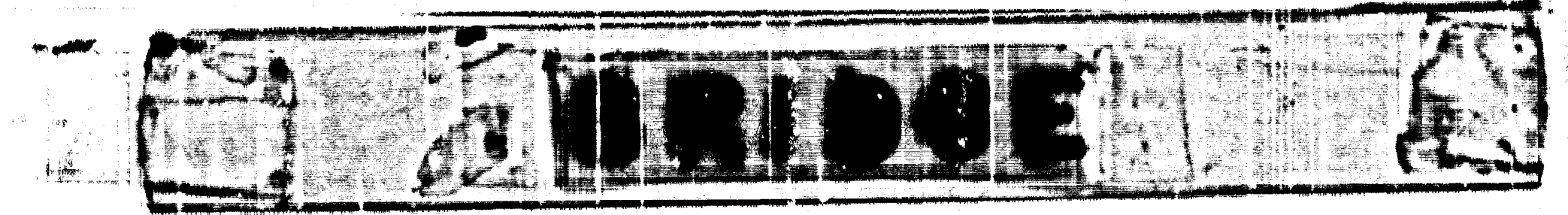
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF

WHITLEY
COVINGTON - LEXINGTON - TENN. STATE LINE
ROAD

STATION 1505 + 20.00 PROJECT NO. 16848

BRIDGE NUMBER

PIER 2N



BILL OF REINFORCEMENT																															
Mark	Type	No.		Bar Size	Length		Location	a		b		c		d		Mark	Type	No.		Bar Size	Length		Location	a		b		c		d	
		Per1	Per2		Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.			Per1	Per2		Ft.	In.		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
P1	(2)	42	---	8	21	10	Footing (Bottom)	18	10	1	6	0	10	13	8	P80	(3)	2	2	5	27	4	Column Hoops	6	7 1/2	6	7 1/2				
P2	"	40	---	6	13	2	"	11	2	1	0	0	6	11	8	P81	"	2	2	5	27	2	"	6	7 1/2	6	7 1/2				
P3	Str.	24	---	5	19	8	Footing Top									P82	"	2	2	5	27	0	"	6	6 3/4	6	6 3/4				
P4	"	40	---	5	11	8	"									P83	"	2	2	5	26	10	"	6	6 1/2	6	6 1/2				
P5	(1)	96	80	11	13	2	Column Dowels	11	2	2	0	1	2	11	9	P84	"	2	2	5	26	8	"	6	5 3/4	6	5 3/4				
P6	Str.	96	---	11	17	3	Columns									P85	"	2	2	5	26	6	"	6	5 1/2	6	5 1/2				
P7	"	280	56	11	24	3	"									P86	"	2	2	5	26	4	"	6	4 3/4	6	4 3/4				
P8	"	40	20	11	25	6	"									P87	"	2	2	5	26	2	"	6	4 1/2	6	4 1/2				
P9	(3)	2	---	5	39	2	Column Hoops	9	7 1/2	9	7 1/2					P88	"	2	2	5	26	0	"	6	4 1/4	6	4 1/4				
P10	"	2	---	5	39	0	"	9	6 3/4	9	6 3/4					P89	"	2	2	5	25	10	"	6	3 3/4	6	3 3/4				
P11	"	2	---	5	38	10	"	9	6 1/4	9	6 1/4					P90	"	2	2	5	25	8	"	6	2 3/4	6	2 3/4				
P12	"	2	---	5	38	8	"	9	5 3/4	9	5 3/4					P91	"	2	2	5	25	6	"	6	2 1/4	6	2 1/4				
P13	"	2	---	5	38	6	"	9	5 1/4	9	5 1/4					P92	"	2	2	5	25	4	"	6	1 3/4	6	1 3/4				
P14	"	2	---	5	38	4	"	9	4 3/4	9	4 3/4					P93	"	2	2	5	25	2	"	6	1 1/4	6	1 1/4				
P15	"	2	---	5	38	2	"	9	4 1/4	9	4 1/4					P94	"	2	2	5	25	0	"	6	0 3/4	6	0 3/4				
P16	"	2	---	5	38	0	"	9	3 3/4	9	3 3/4					P95	"	2	2	5	24	10	"	6	0 1/2	6	0 1/2				
P17	"	2	---	5	37	10	"	9	3 1/4	9	3 1/4																				



	Pier 1	Pier 2	
Concrete Class A*	642.2	474.1	Cu. Yd.
Reinforcement	76.146	58.953	Lb.
	76.846	59.655	

I-75 N.B. OVER LYNN CAMP CREEK

SHEET 12

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
WHITLEY
COVINGTON-LEXINGTON-TENN STATE LINE

STATION 1506+20.00

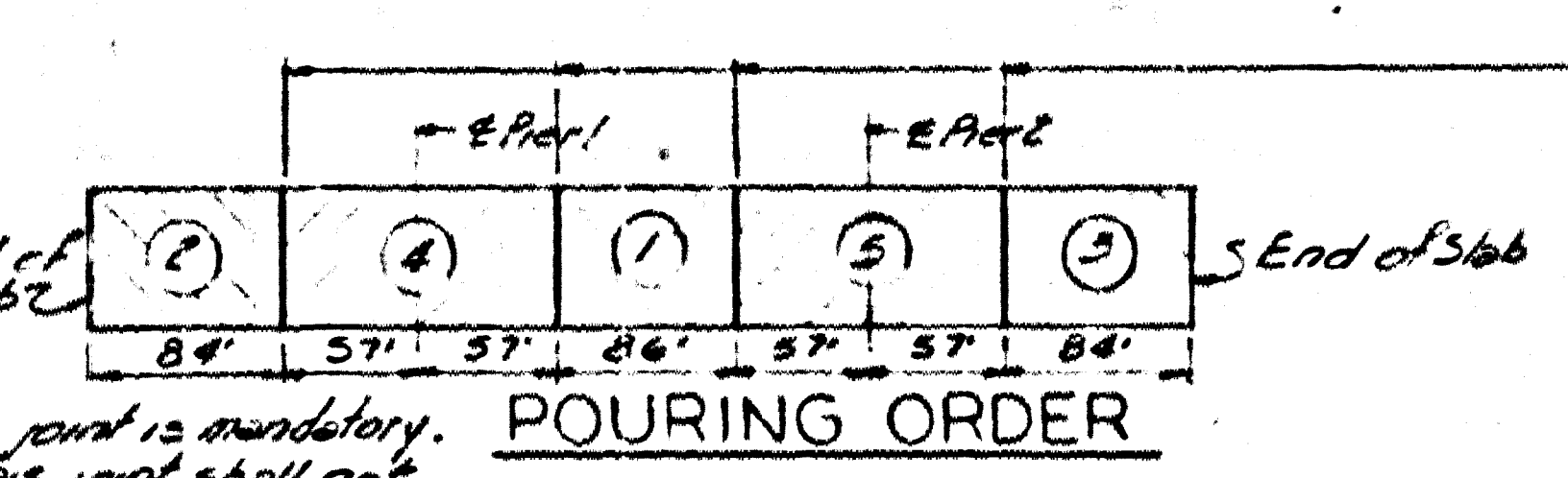
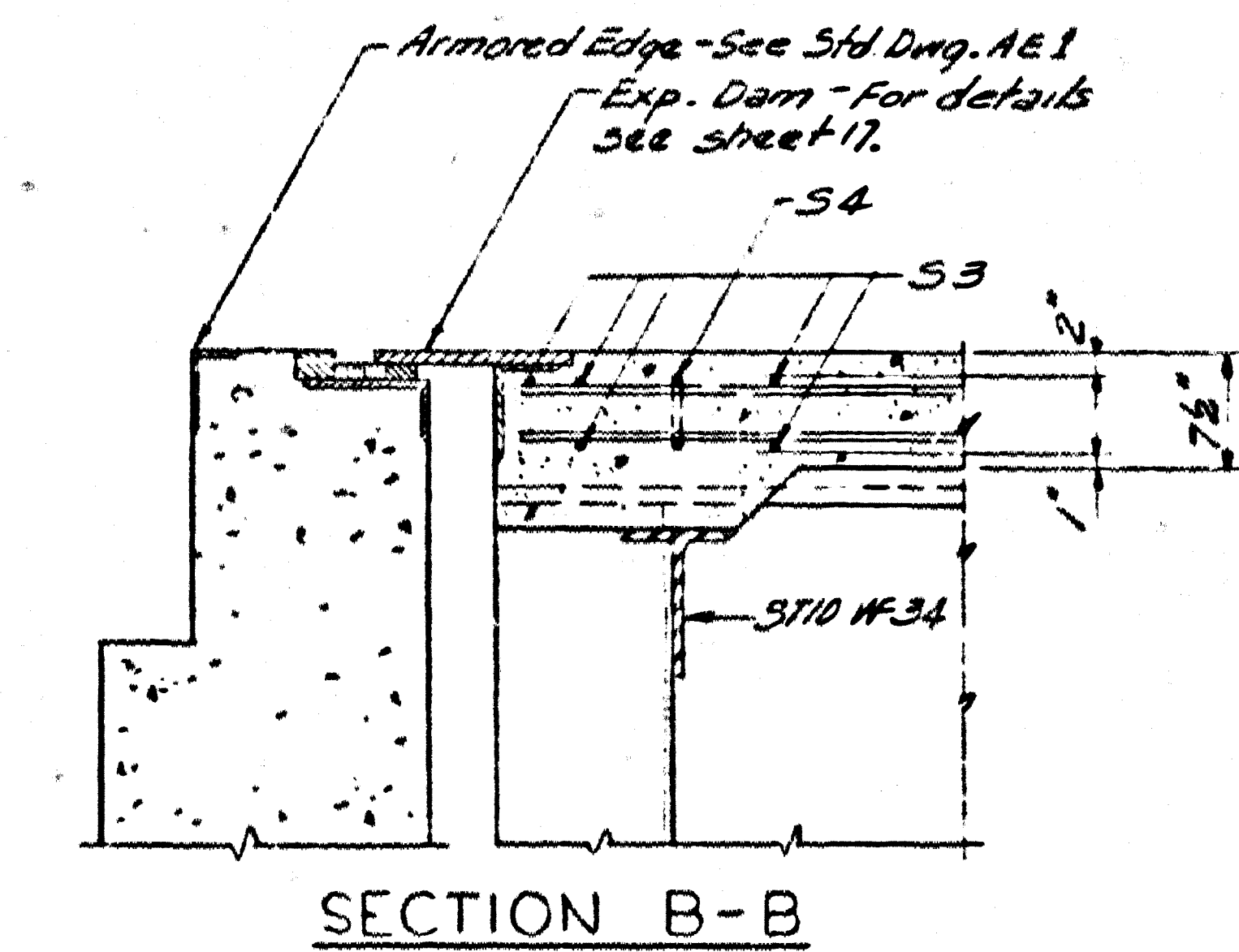
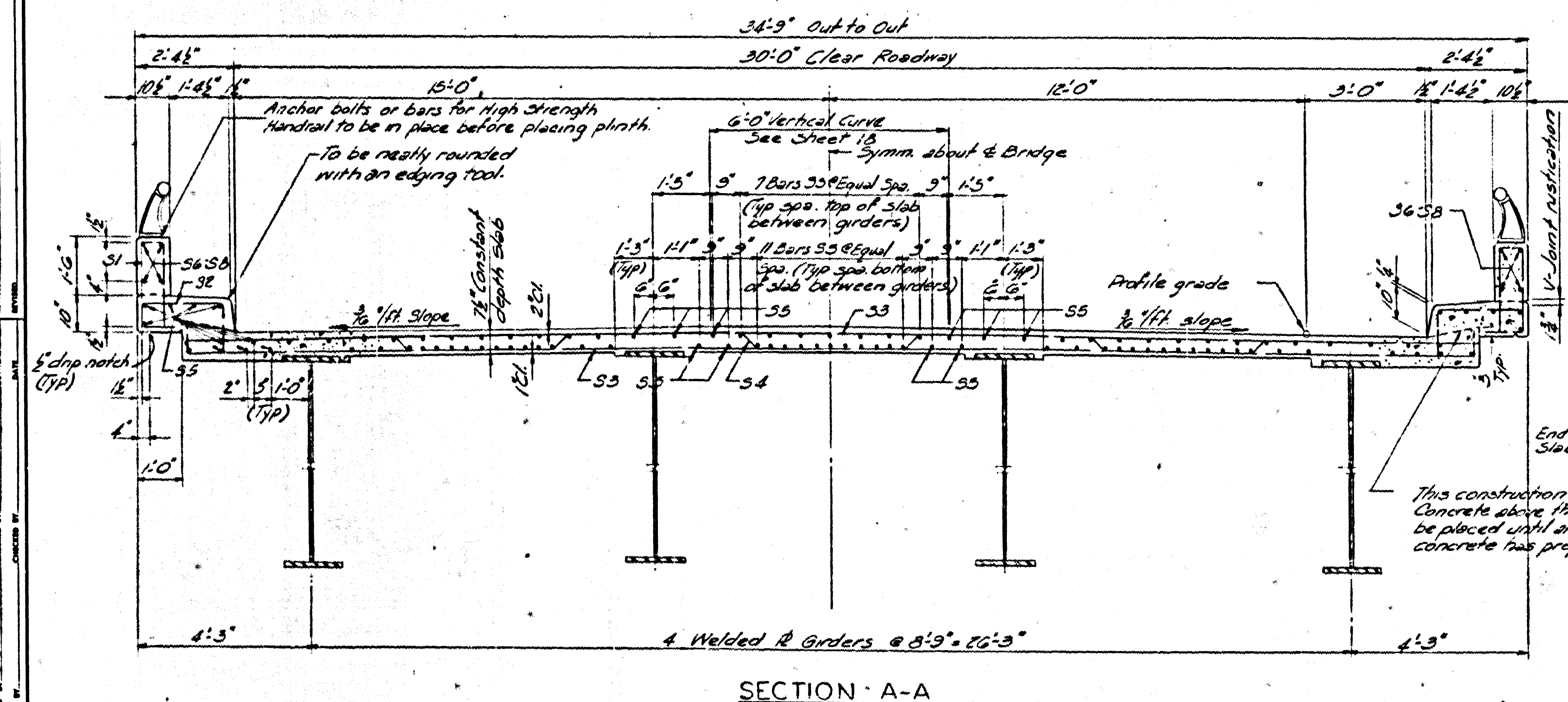
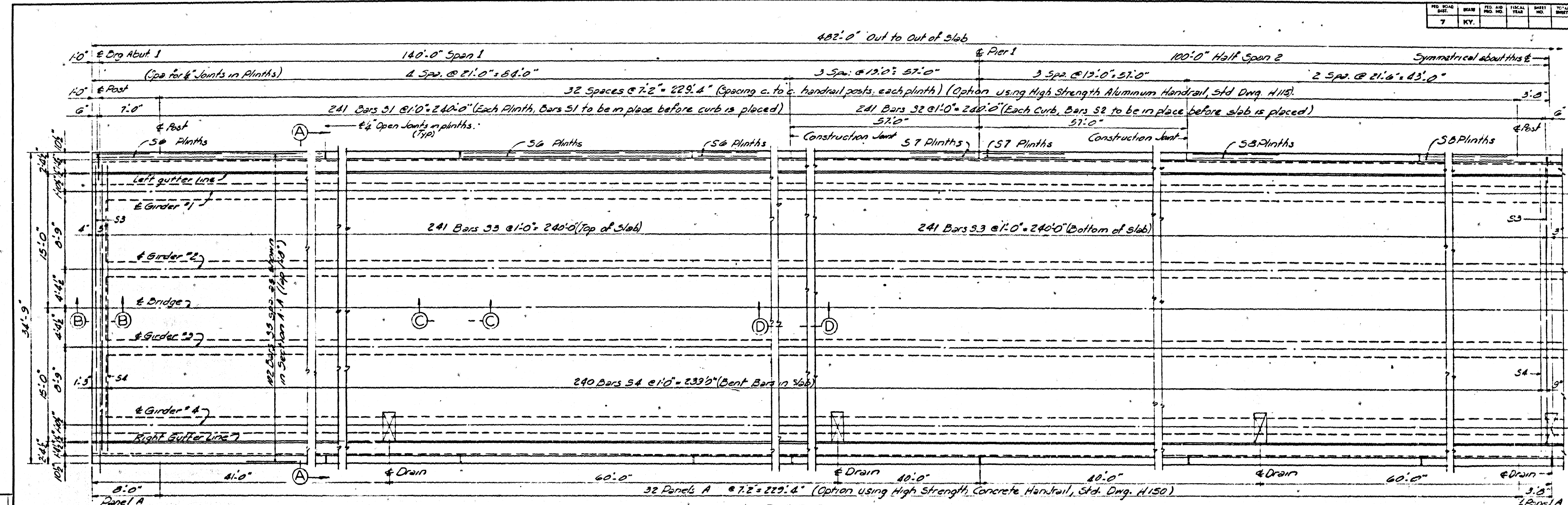
PROJECT NO.

BRIDGE
NUMBER

16848

N. B. PIERS

BRIDGE



ESTIMATE OF QUANTITIES
 Concrete, Class AA' 514.4 Cu. Yd.
 Reinforcement 101,023 Lb.

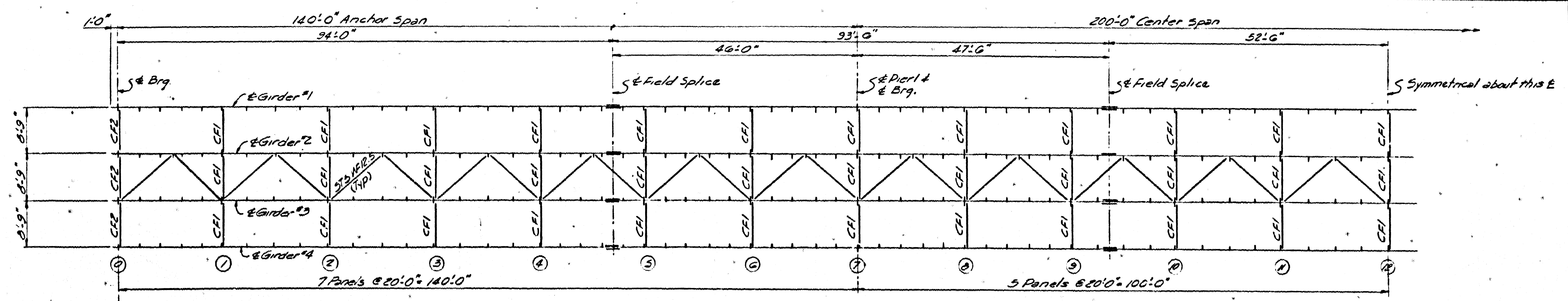
75 N.B. OVER LYNN CAMP CREEK SHEET 13

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
WHITLEY
 COVINGTON-LEXINGTON-TENN. STATE LINE
 ROAD

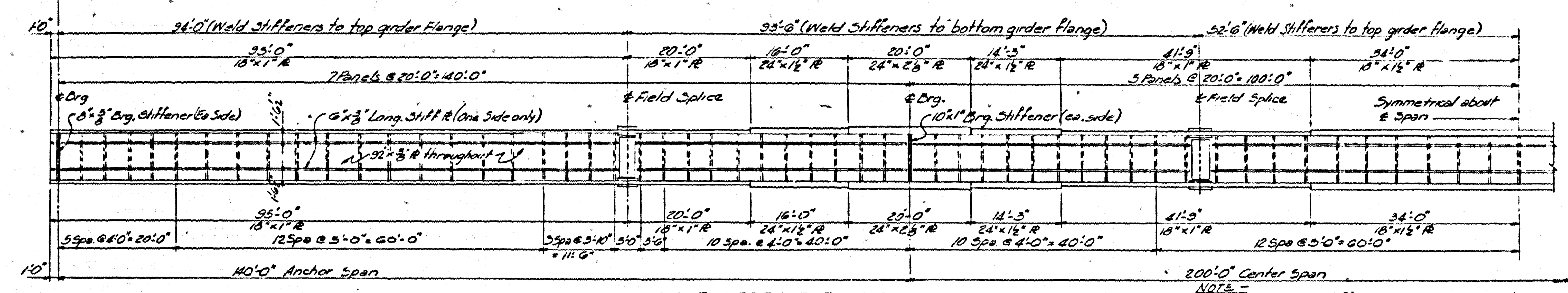
STATION 1506+20.00 PROJECT NO. 16848

SAWED SLAB JOINT DETAIL
 SUPERSTRUCTURE

BRIDGE



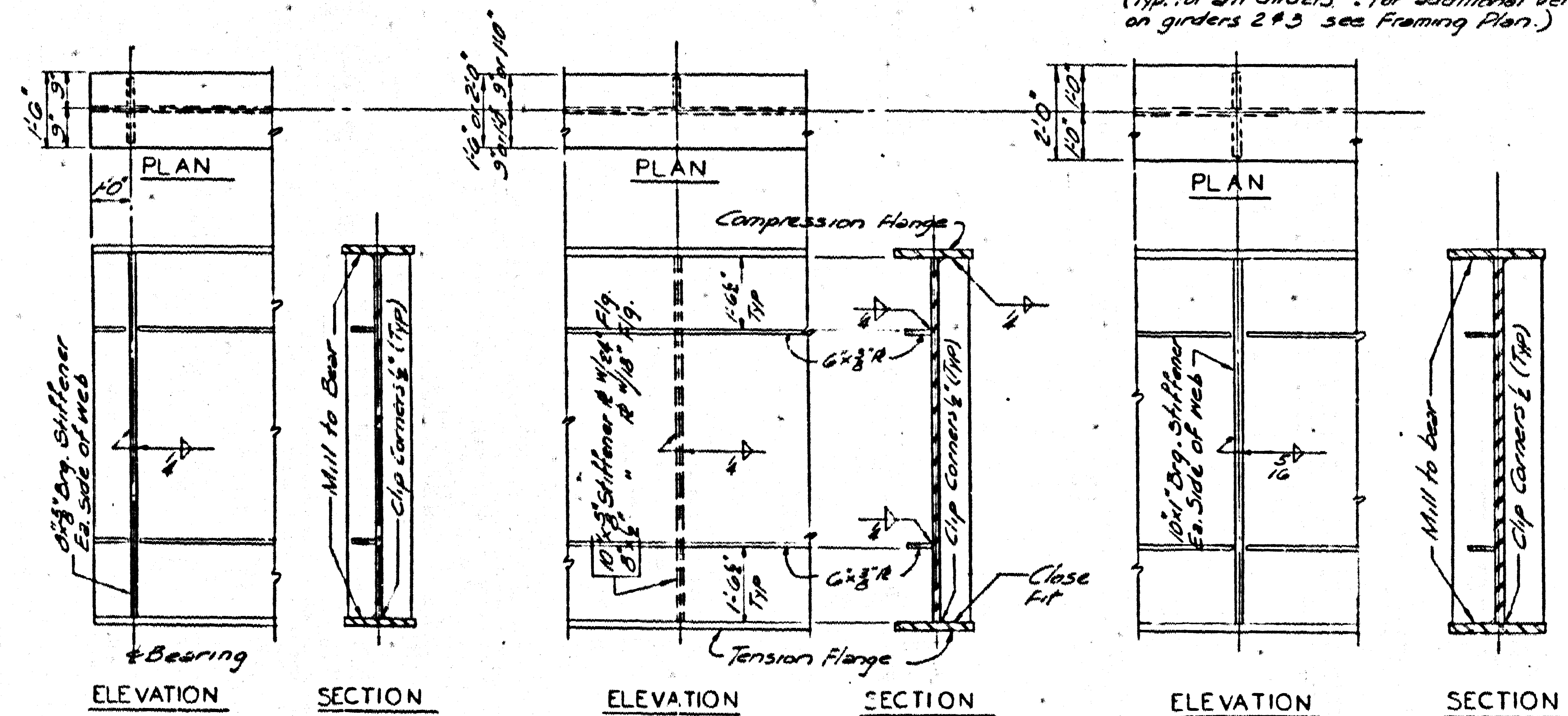
HALF FRAMING PLAN



HALF GIRDER ELEVATION

(Typ. for all girders. For additional vertical stiffeners on girders 2 & 3 see Framing Plan.)

NOTE: For intermediate stiffener sizes see detail this sheet



BEARING STIFFENER AT P.P. 0

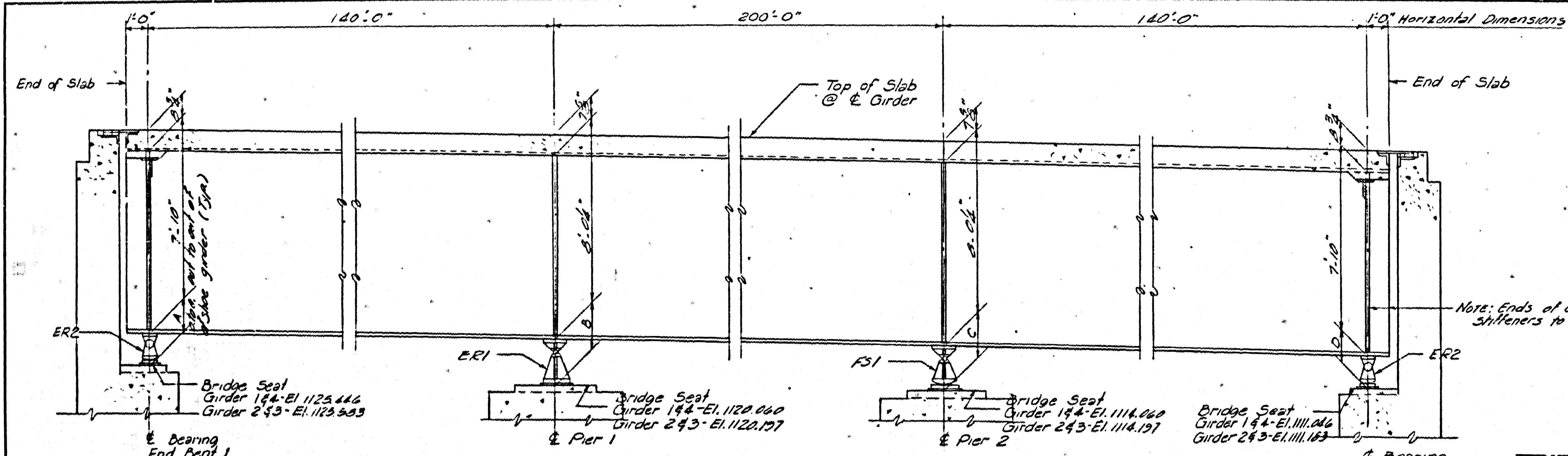
TYP. INT. STIFFENER DETAILS

BEARING STIFFENER AT P.P. 8

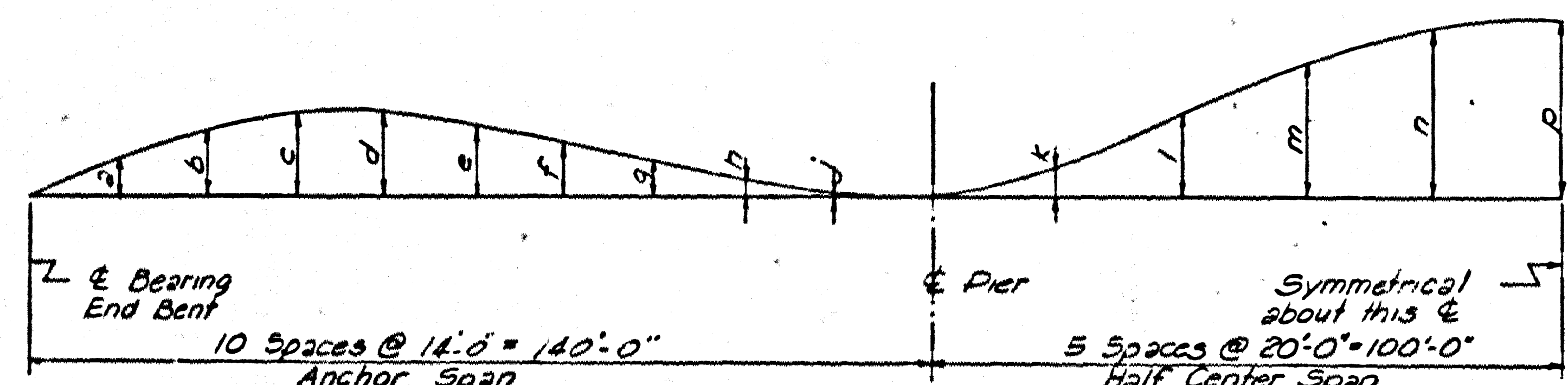
SUPERSTRUCTURE

T 75 NB OVER LYNN CAMP CREEK		SHEET 14	
COMMONWEALTH OF KENTUCKY			
DEPARTMENT OF HIGHWAYS			
FRANKFORT			
COUNTY OF			
WHITLEY			
COVINGTON-LEXINGTON-TENN. STATE LINE			
ROAD		PROJECT NO.	
STATION 1506 + 20.00		BRIDGE NO.	
BRIDGE NUMBER		16848	

BRIDGE



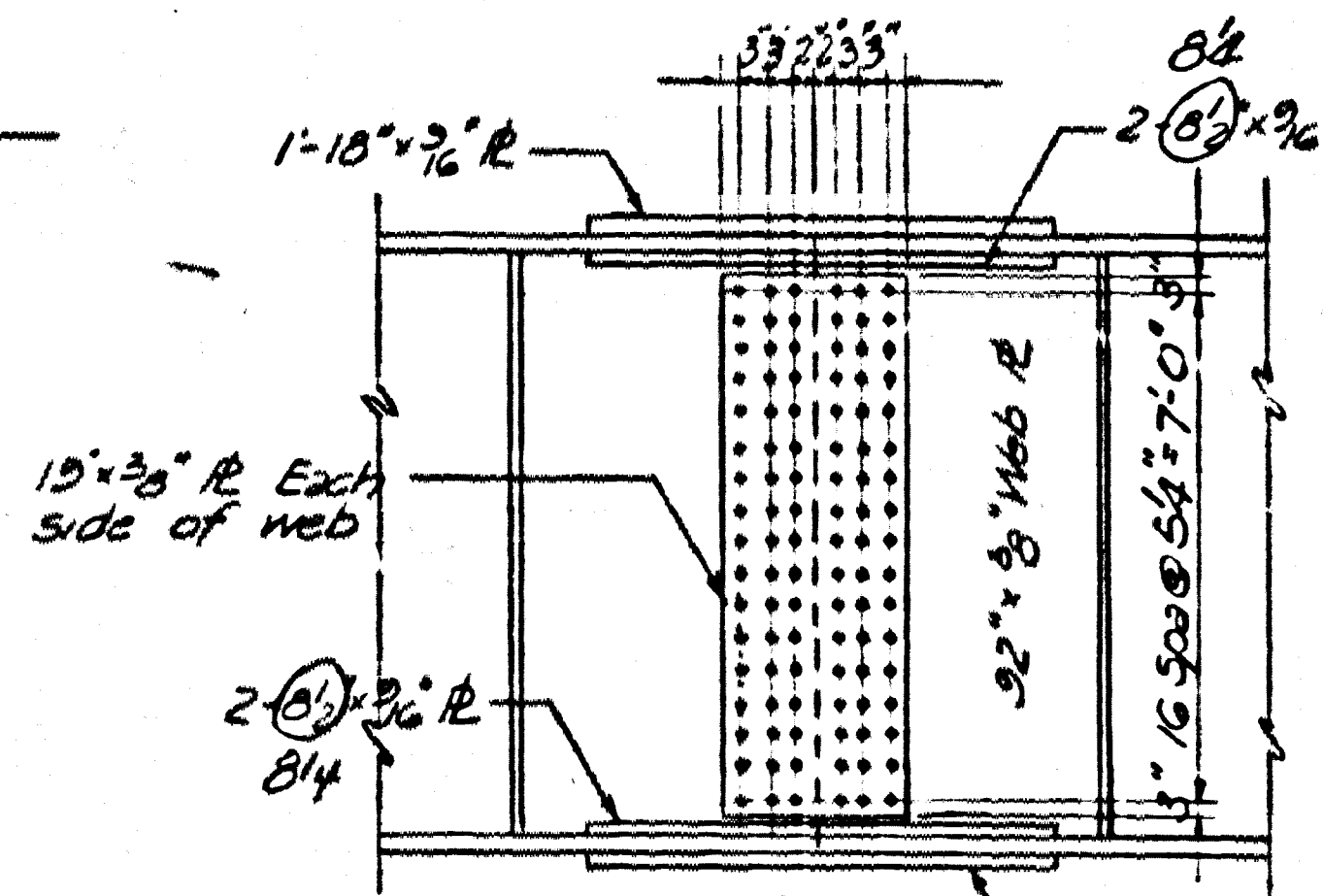
DIM.	GIRDER #1 OR #4	GIRDER #2 OR #3
A	1'-3 3/4"	1'-3 3/4"
B	2'-4 1/2"	2'-4 1/2"
C	2'-4 1/2"	2'-4 1/2"
D	1'-3 3/4"	1'-3 3/4"



DEAD LOAD CAMBER

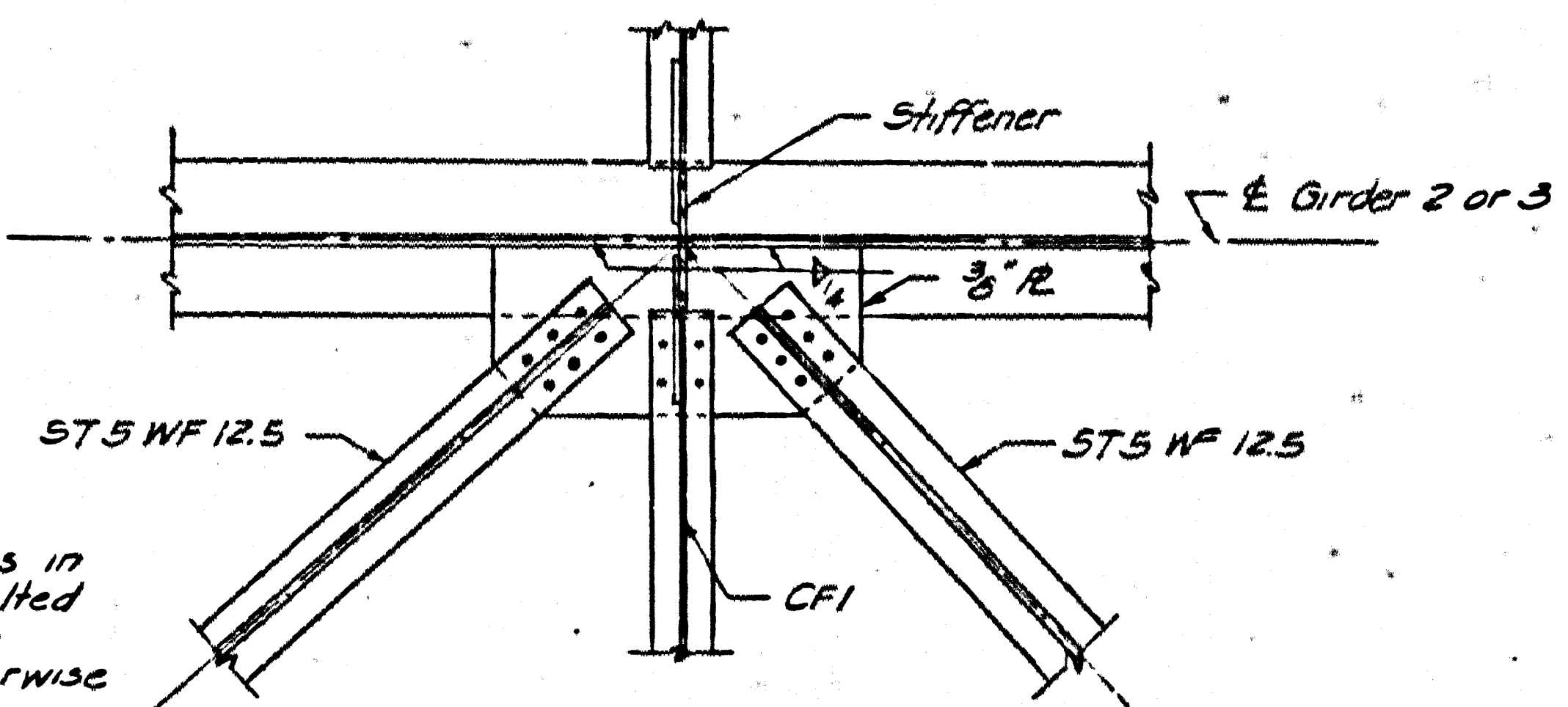
Point	GIRDER #1 OR #4			GIRDER #2 OR #3		
	Steel Δ	Concrete Δ	Total Δ	Steel Δ	Concrete Δ	Total Δ
a	.010	.029	.039	.011	.037	.048
b	.019	.052	.071	.020	.056	.076
c	.024	.066	.090	.023	.071	.094
d	.024	.063	.087	.023	.073	.096
e	.021	.059	.080	.022	.068	.090
f	.016	.042	.058	.015	.045	.060
g	.007	.020	.027	.007	.022	.029
h	0	.002	.002	0	.002	.002
i	0	-.006	-.006	0	-.006	-.006
k	.026	.072	.098	.027	.078	.105
l	.043	.126	.171	.047	.136	.183
m	.063	.181	.244	.063	.176	.240
n	.079	.218	.297	.082	.236	.318
p	.083	.231	.314	.087	.250	.337

NOTE
Girder is to be fabricated so that top and bottom of web plate will be parallel to grade with full dead load in place.



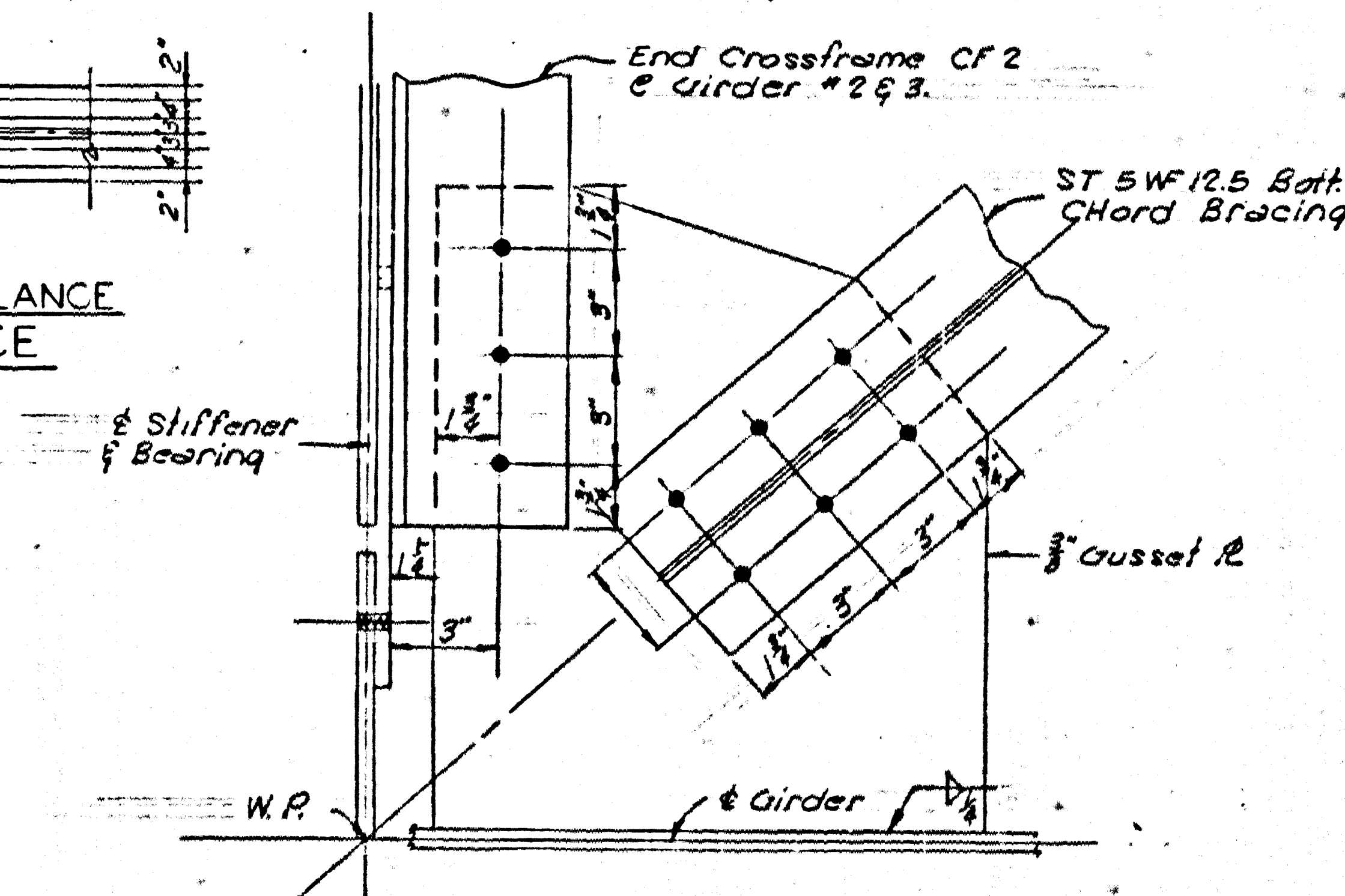
ELEVATION

TOP AND BOTTOM FLANGE TYP FIELD SPLICE



LATERAL BRACING CONNECTION

(Connection to CF2 Similar. See CF1 Detail, Sheet 14 for location of Connection.)



LATERAL BRACING CONNECTION

(Plan @ End Crossframe & Bottom Chord Bracing)

SUPERSTRUCTURE

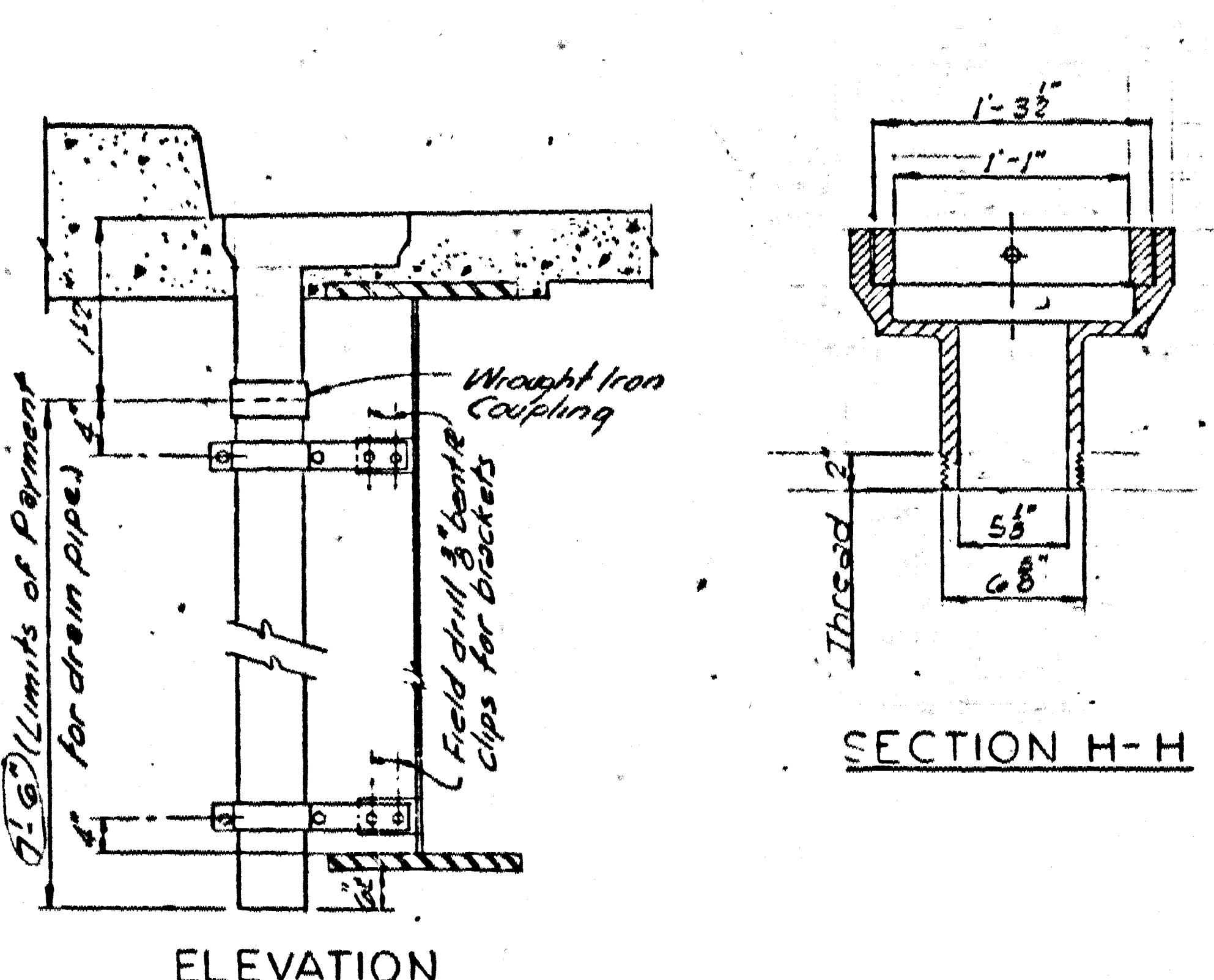
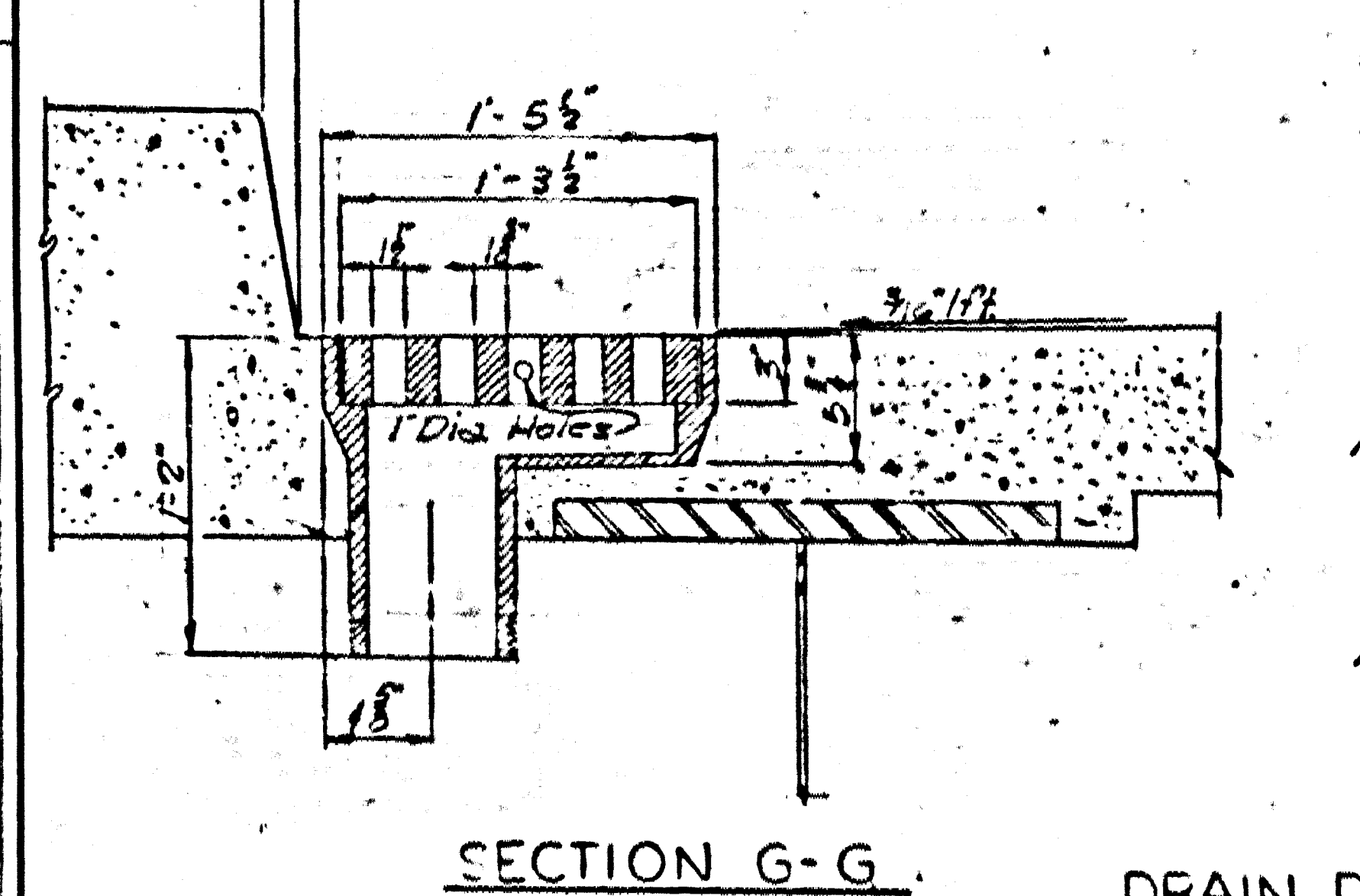
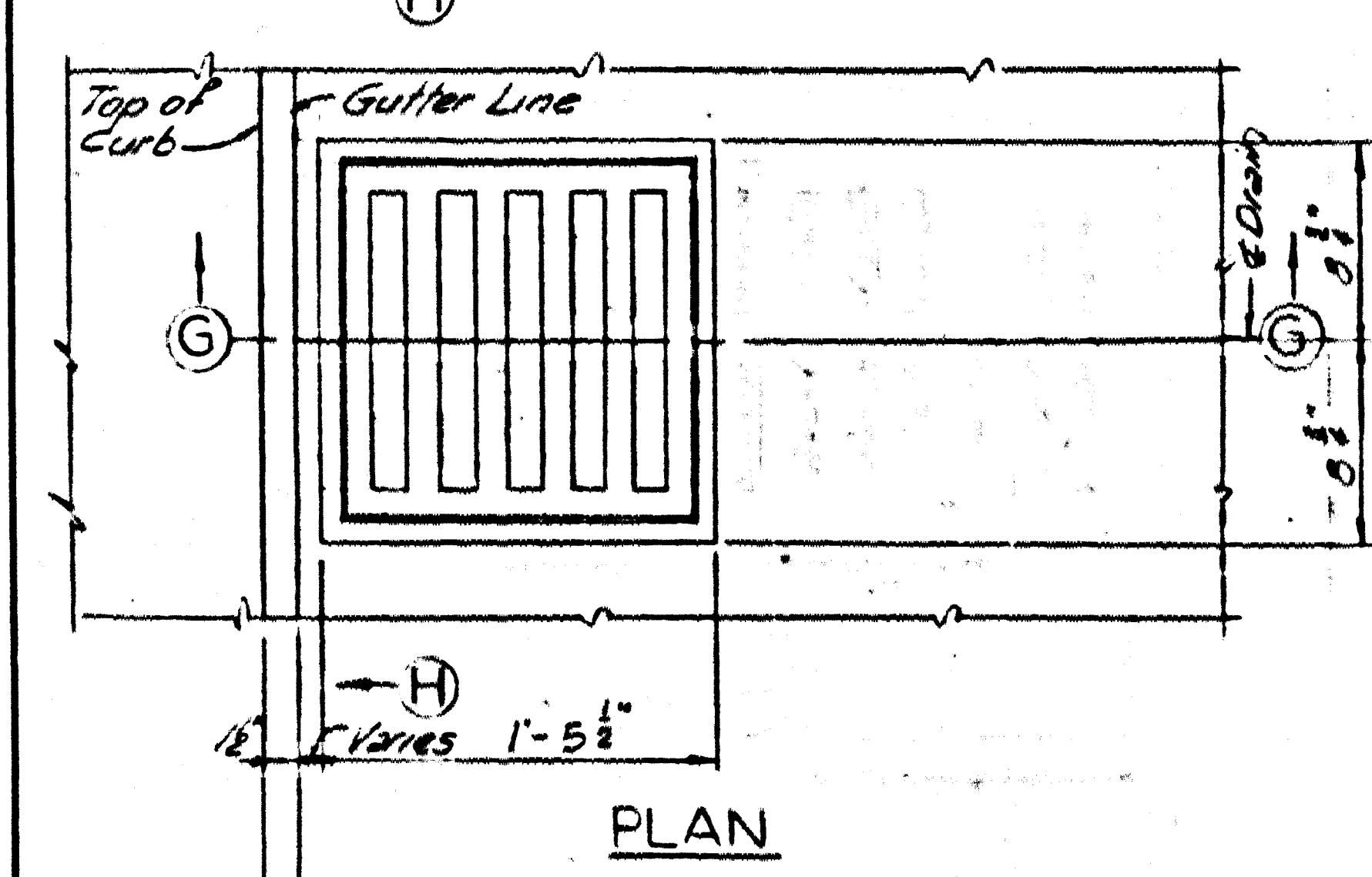
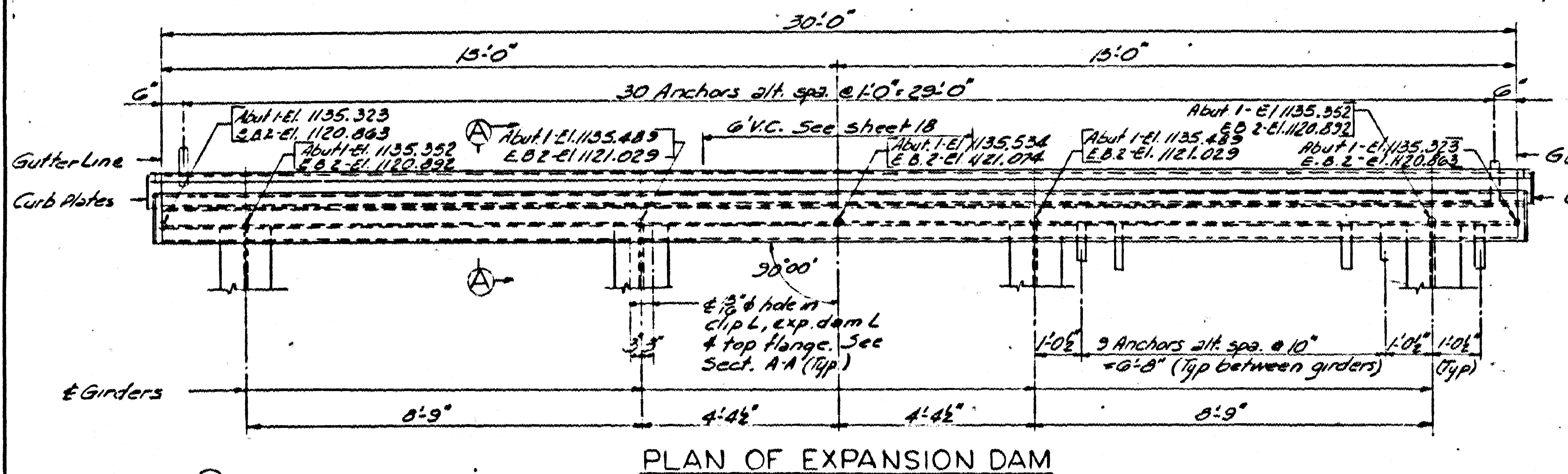
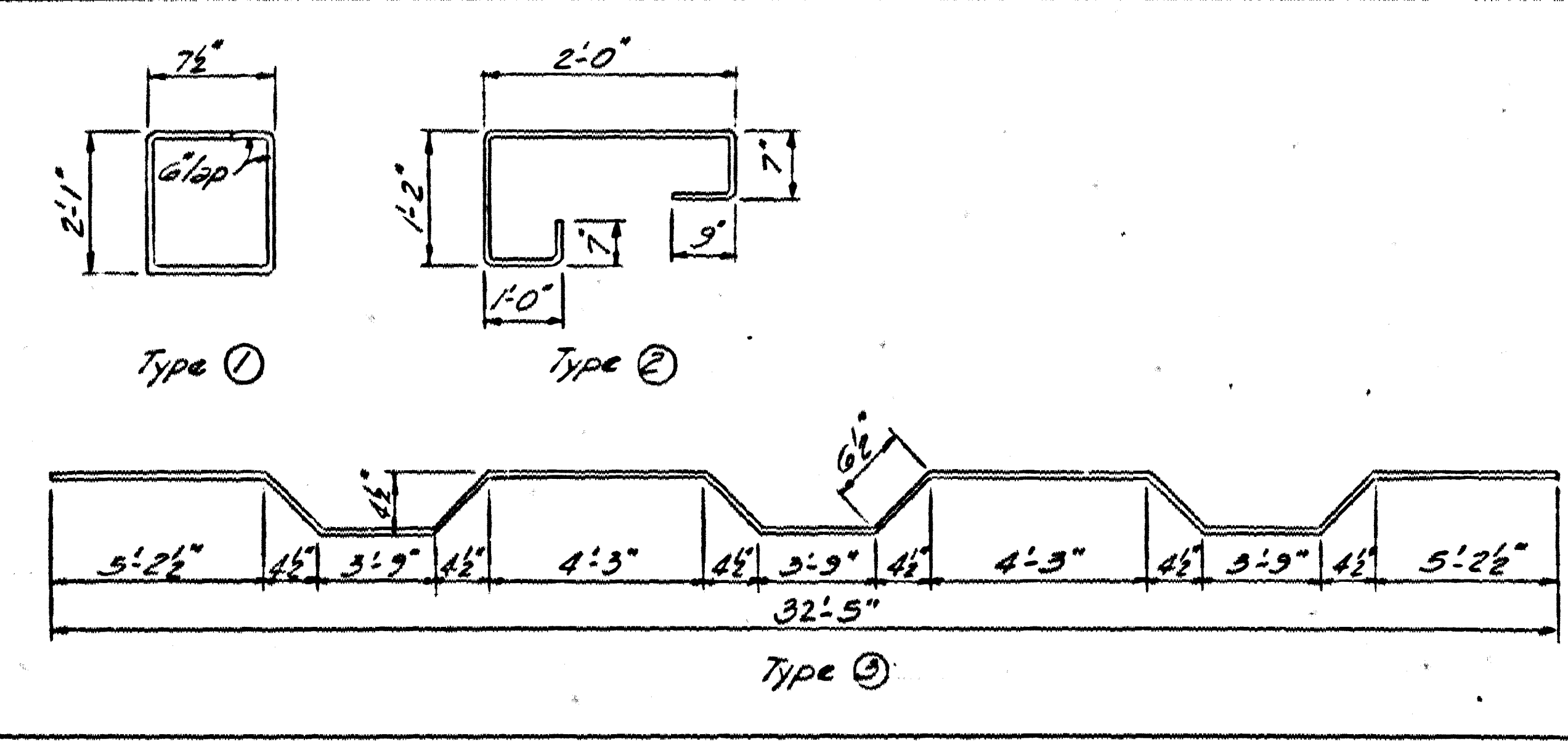
1-75 NB OVER LYNN CAMP CREEK SHEET 15

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
WHITLEY
COVINGTON-LEXINGTON-TENN. STATE LINE
ROAD

STATION 1506 + 20.00 PROJECT NO. 16848

BRIDGE

BILL OF REINFORCEMENT					
Mark	Type	No.	Bar Size	Length ft.	Location
S1	(1)	964	5	6	2
S2	(2)	964	5	3	10
S3	Str	964	5	32	5
S4	(3)	430	6	33	5
S5	Str	1326	4	38	8
S6	"	64	5	20	8
S7	"	96	5	18	8
S8	"	32	5	21	2

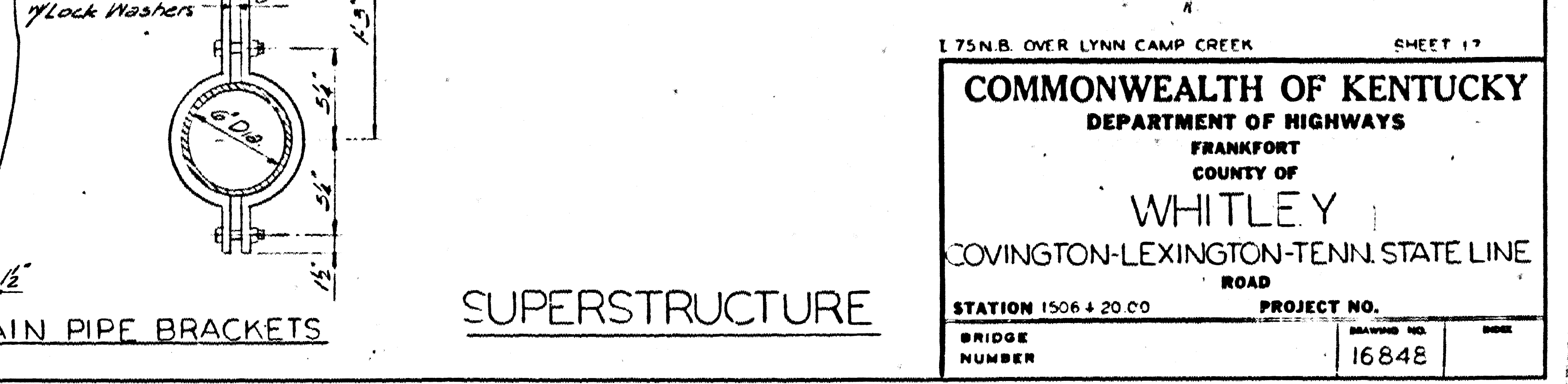
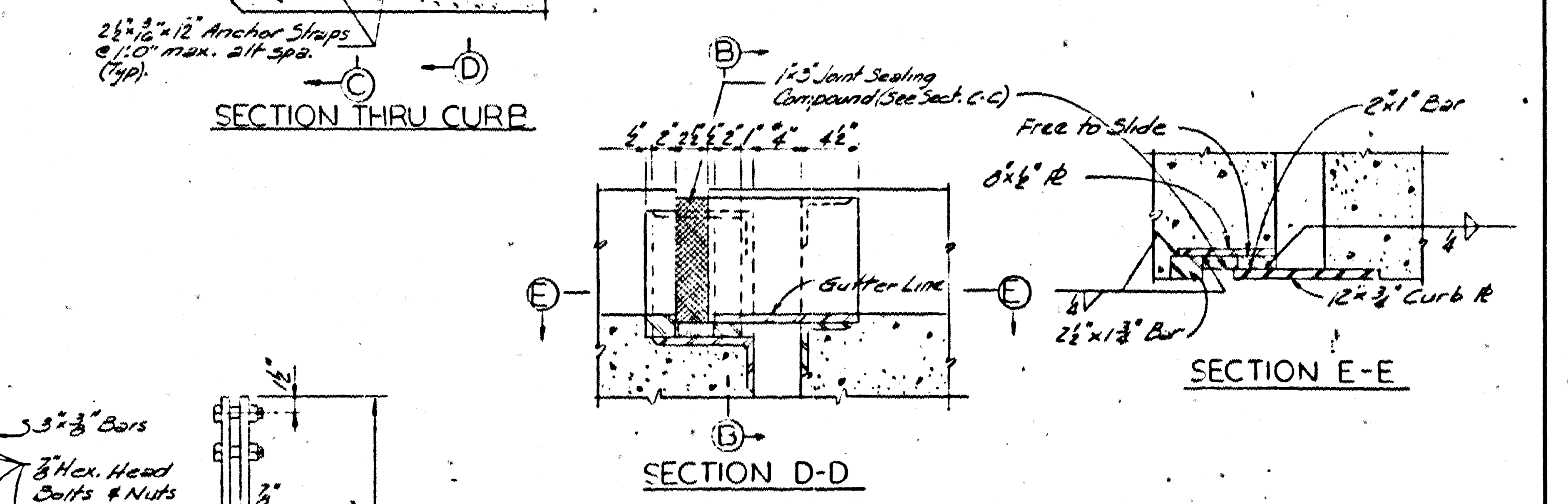
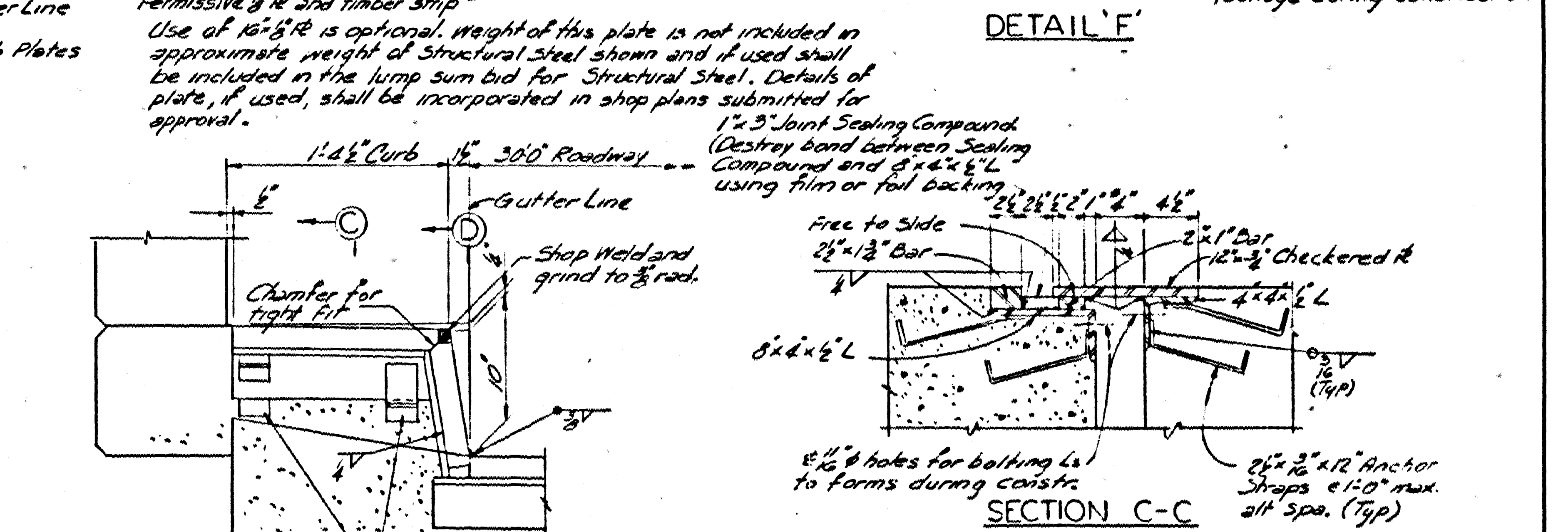
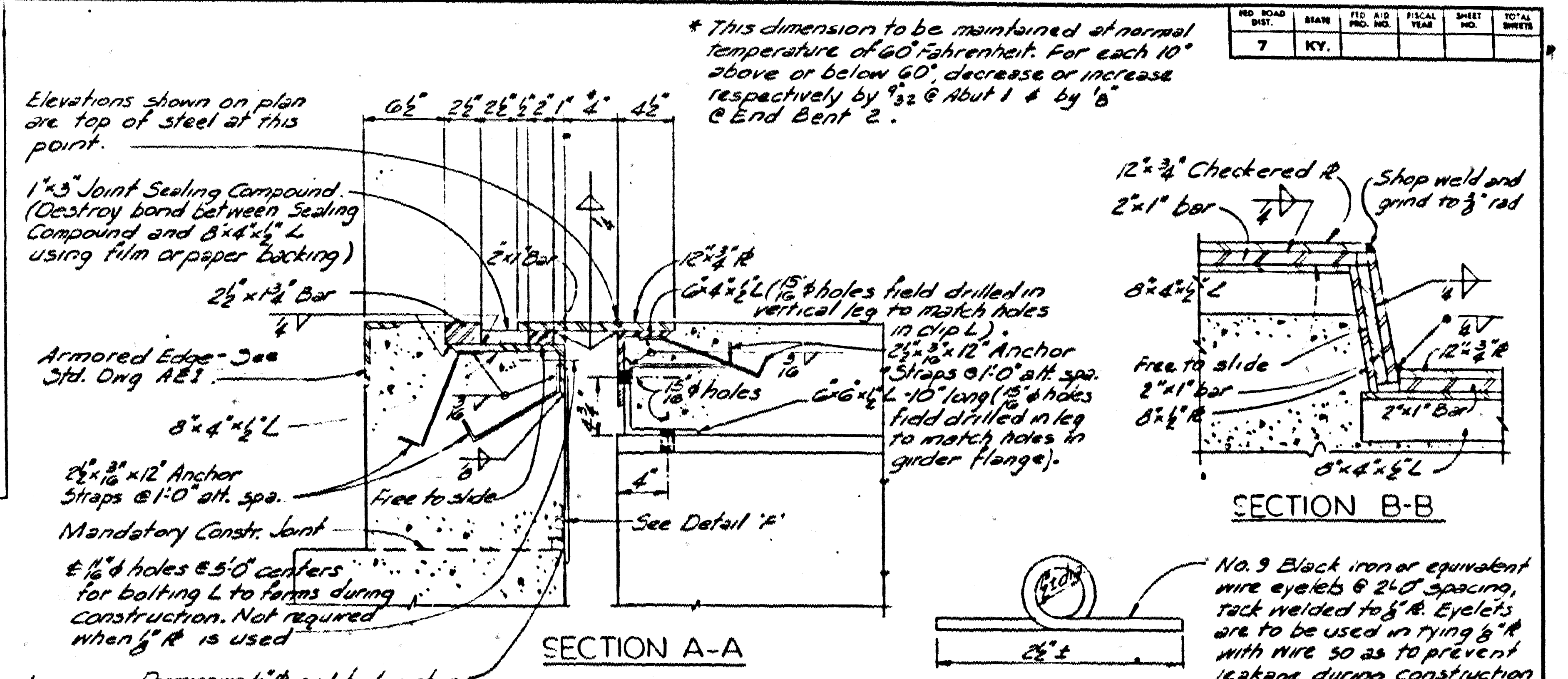


NOTES

FOUNDRY NOTE-
All drains to be gray iron castings ASTM A88, Class 20. Report of Field Inspection of Castings is to be submitted to the Div. of Mot. - Drains are to be furnished by the Superstructure Contractor and the cost of furnishing and placing same is to be included in the Lump Sum Bid price for Structural Steel.

WROUGHT IRON PIPE - Wrought iron pipe is to be 6" standard weight 19.0" per linear foot in accordance with ASTM A12. Pipe fittings and connections shall be included in the unit price per linear foot of pipe, complete in place. Length to be measured along center line of pipe between limits shown on drawings. Pipe and all fittings to be given one coat of red lead and two field coats of aluminum paint in accordance with the specifications.

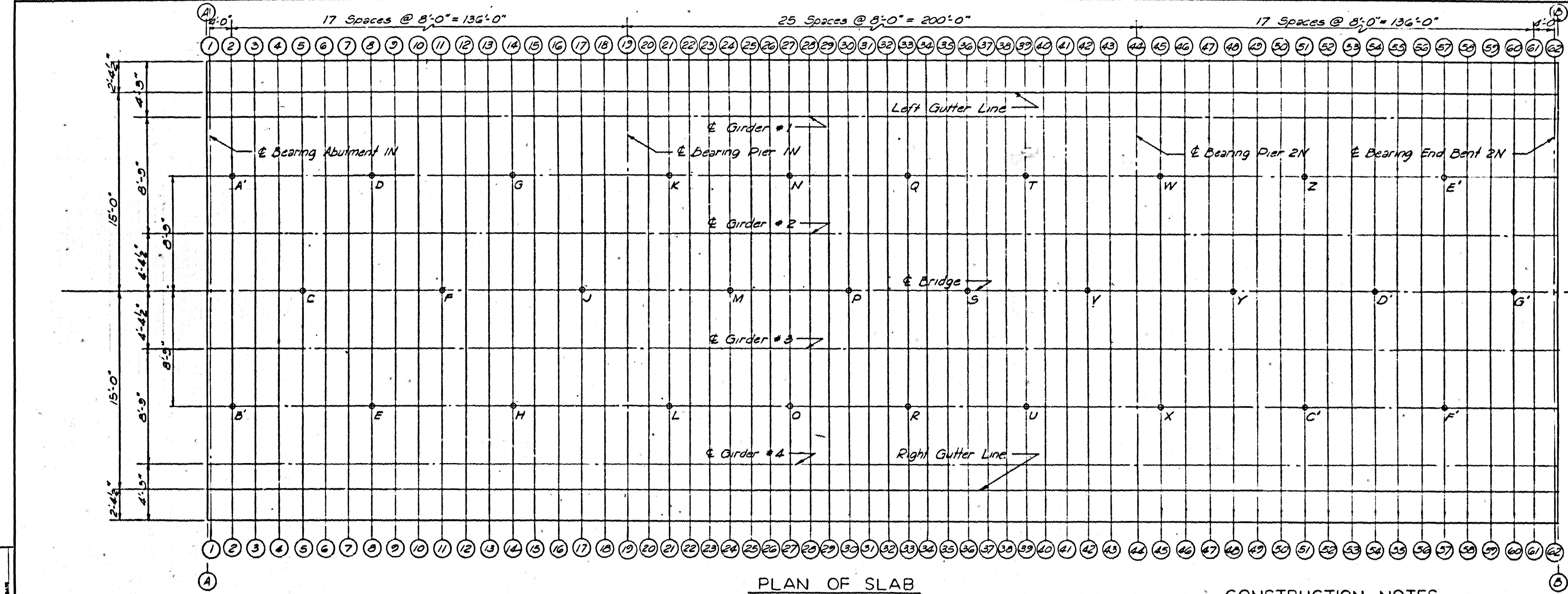
DRAIN DETAILS
14 Required Weight each drain 275 lbs.
Neerath R-3961 or equal



175N.B. OVER LYNN CAMP CREEK SHEET 17

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
WHITLEY
COVINGTON-LEXINGTON-TENN. STATE LINE
ROAD
STATION 1506 + 20.00 PROJECT NO.
BRIDGE NUMBER 16848

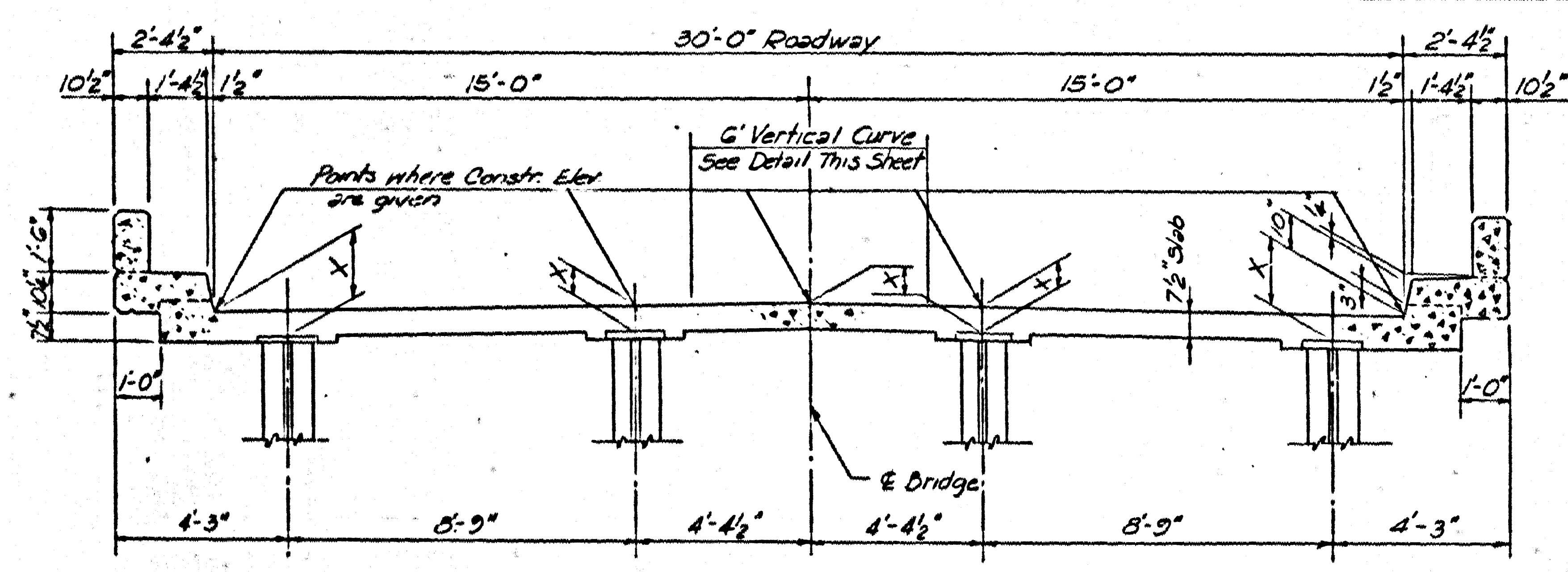
BRIDGE



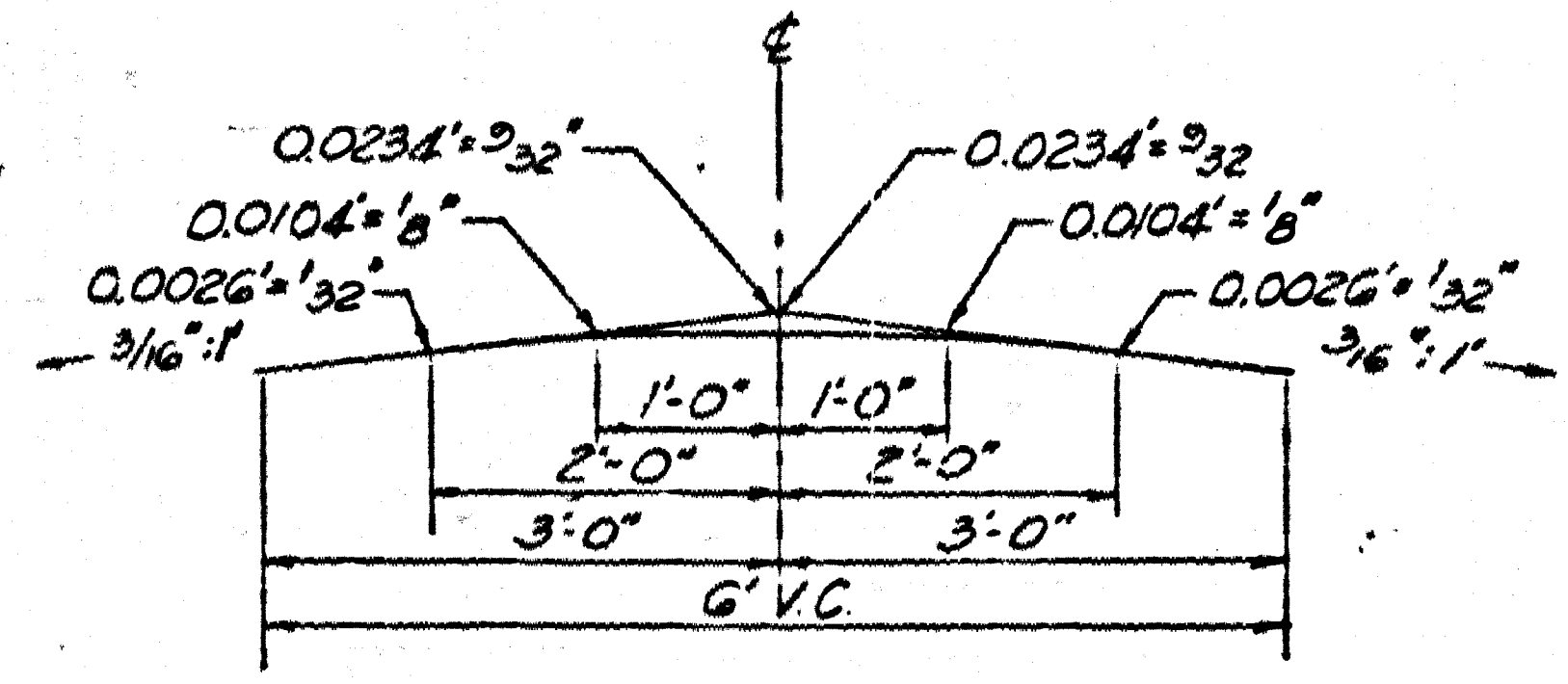
PLAN OF SLAB

CONSTRUCTION NOTES

Layout sections 1-1 to 62-62 as shown in plan on this sheet. (Center punch marks on top of beams for elevation points.)
 Take elevations on top of steel at points indicated after cross frames and lateral bracing are in place and after all false work has been removed, but before forms for concrete slabs have been put in place. Read elevations to three decimals using a target rod and enter readings in table under Top of Steel.
 Compute dimension "X" as follows: Construction Elevation minus Top of Steel equals Dimension "X". Construction Elevations include camber due to weight of concrete slab, plinth, handrail, and future surfacing.
 For setting templates measure Dimension "X" above Top of Steel for top of template. Do not set templates by elevations.
 Construct handrail plinth to curb grade. Do not add camber to handrail plinth.
 Slab elevation tolerances are based on delivery to the bridge site of fabricated steel having dimension and sweep tolerances meeting the requirements of AISC Spec., current edition, par. 407 for welded girders, and are based on erection of the steel undamaged.



TYPICAL SECTION



PARABOLIC CROWN

NORTHBOUND ELEVATIONS

E-75 N.B. OVER LYNN CAMP CREEK		SHEET 15	
COMMONWEALTH OF KENTUCKY			
DEPARTMENT OF HIGHWAYS			
FRANKFORT			
COUNTY OF			
WHITLEY			
COVINGTON-LEXINGTON-TENN. STATE LINE			
ROAD		PROJECT NO.	
STATION 15C6+20.00		16848	
BRIDGE NUMBER		16848	

BRIDGE

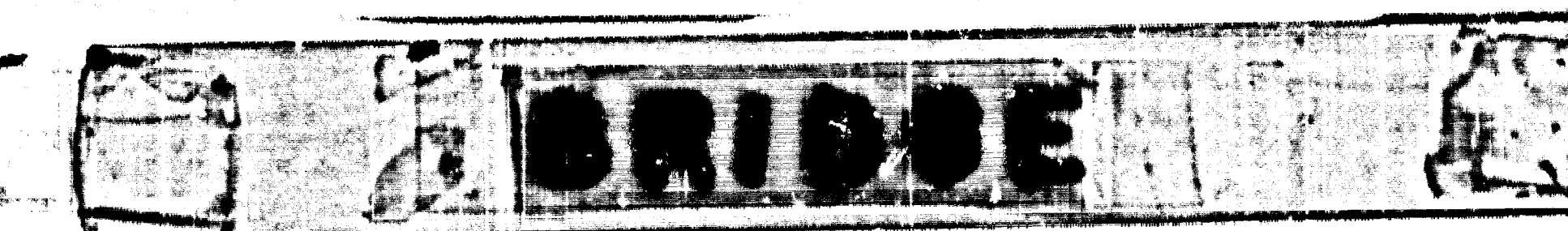
TABLE OF ELEVATIONS (NORTHBOUND)																															
Section	Left Gutter Line			Girder # 2			E Bridge			Girder # 3			Right Gutter Line			Section	Left Gutter Line			Girder # 2			E Bridge			Girder # 3			Right Gutter Line		
	Const. El.	Top of Steel	Dim. X	Const. El.	Top of Steel	Dim. X	Const. El.	Top of Steel	Dim. X	Const. El.	Top of Steel	Dim. X	Const. El.	Top of Steel	Dim. X		Const. El.	Top of Steel	Dim. X	Const. El.	Top of Steel	Dim. X	Const. El.	Top of Steel	Dim. X	Const. El.	Top of Steel	Dim. X			
A-A	1135.323				1135.323			1135.323			39-39	1126.429		1126.535		1126.640		1126.535		1126.429						1126.429		1126.535			
B-B	1120.063				1121.074			1120.063			40-40	.165		.331		.376		.331		.165						1120.063		1121.074			
1-1	1135.293			1135.459			1135.293			1135.459			41-41	25.903		.069		.114		.069						1135.293		1135.459			
2-2	.101			.347			.101			.347			42-42	.637		25.803		25.848		25.803						.637		25.803			
3-3	.4359			.125			.4359			.125			43-43	.361		.527		.572		.361						.527		.572			
4-4	.735			.4901			.735			.4901			44-44	.035		.259		.304		.259						.035		.259			
5-5	.589			.625			.589			.625			45-45	24.847		.013		.059		.013						24.847		.013			
6-6	.279			.145			.279			.145			46-46	.607		24.773		24.818		24.773						.607		24.773			
7-7	.045			.211			.045			.211			47-47	.323		.539		.584		.539						.323		.539			
8-8	3.807			.3973			3.807			.3973			48-48	.139		.305		.350		.305						.139		.305			
9-9	.365			.731			.365			.731			49-49	23.911		.077		.122		.077						23.911		.077			
10-10	.319			.485			.319			.485			50-50	.635		23.851		23.896		23.851						.635		23.851			
11-11	.070			.236			.070			.236			51-51	.453		.624		.669		.624						.453		.624			
12-12	2.910			2.954			2.910			2.954			52-52	.230		.396		.441		.396						.230		.396			
13-13	.545			.731			.545			.731			53-53	22.999		.165		.210		.165						22.999		.165			
14-14	.311			.477			.311			.477			54-54	.765		22.931		22.976		22.931						.765		22.931			
15-15	.059			.225			.059			.225			55-55	.527		.693		.738		.693						.527		.693			
16-16	1.813			1.979			1.813			1.979			56-56	.285		.451		.496		.451						.285		.451			
17-17	.567			.733			.567			.733			57-57	.039		.205		.250		.205						.039		.205			
18-18	.327			.493			.327			.493			58-58	21.789		21.955		22.000		21.955						21.789		21.955			
19-19	.093			.259			.093			.259			59-59	.535		.701		.746		.701						.535		.701			
20-20	30.881			.047			30.881			.047			60-60	.279		.445		.490		.445						.279		.445			
21-21	.677			30.843			.677			30.843			61-61	.021		.187		.232		.187						.021		.187			
22-22	.463			.629			.463			.629			62-62	20.833		.059		.104		.059						20.833		.059			
23-23	.245			.411			.245			.411																					
24-24	.029			.195			.029			.195																					
25-25	29.913			29.979			29.913			29.979																					
26-26	.592			.763			.592			.763																					
27-27	.329			.545			.329			.545																					
28-28	.157			.323			.157			.323																					
29-29	28.929			.035			28.929			.035																					
30-30	.697			28.863			.697			28.863																					
31-31	.463			.629			.463			.629																					
32-32	.323			.389			.323			.389																					
33-33	22.977			.143			22.977			.143																					
34-34	.729			27.895			.729			27.895																					
35-35	.477			.643			.477			.643																					
36-36	.219			.385			.219			.385																					
37-37	26.957			.123			26.957			.123																					
38-38	.693			26.859			.693			26.859																					

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS									
Slab Check Point	Top of Slab Elevation	Bottom of Slab Elevation	Computed Slab Thickness	Slab Check Point	Top of Slab Elevation	Bottom of Slab Elevation	Computed Slab Thickness	Slab Check Point	Top of Slab Elevation
A	1135.279			S	1127.430				
B	1135.279			T	1126.527				
C	1135.720			U	1126.527				
D	1133.905			V	1125.848				
E	1133.905			W	1124.945				
F	1133.281			X	1124.945				
G	1132.409			Y	1124.350				
H	1132.409			Z	1123.556				
J	1131.778			C'	1123.556				
K	1130.775			D'	1122.976				
L	1130.775			E'	1122.137				
M	1130.240			F'	1122.137				
N	1129.477			G'	1121.490				
O	1129.477								
P	1128.908								
Q	1128.075								
R	1128.075								

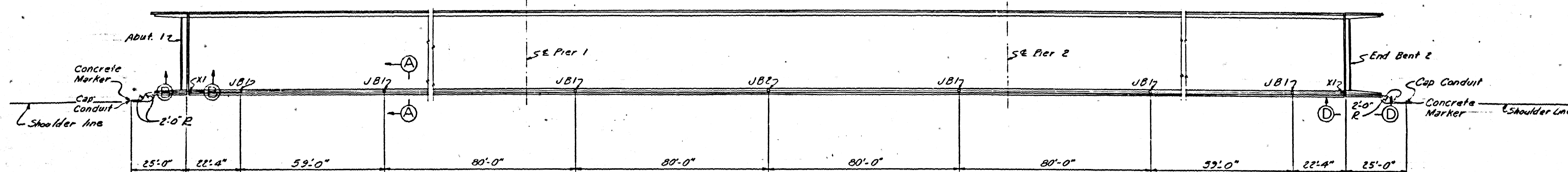
NOTE:
SLAB THICKNESS CONTROL. After the slab forms are erected and before the slab reinforcement is placed, the Resident Engineer shall take field elevations at the slab thickness check points and enter them in the table in the space provided. The slab thickness shall then be computed. If the computed slab thickness varies more than 1/2" from the plan thickness, allowing 3/8" 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.

NORTHBOUND
ELEVATIONS

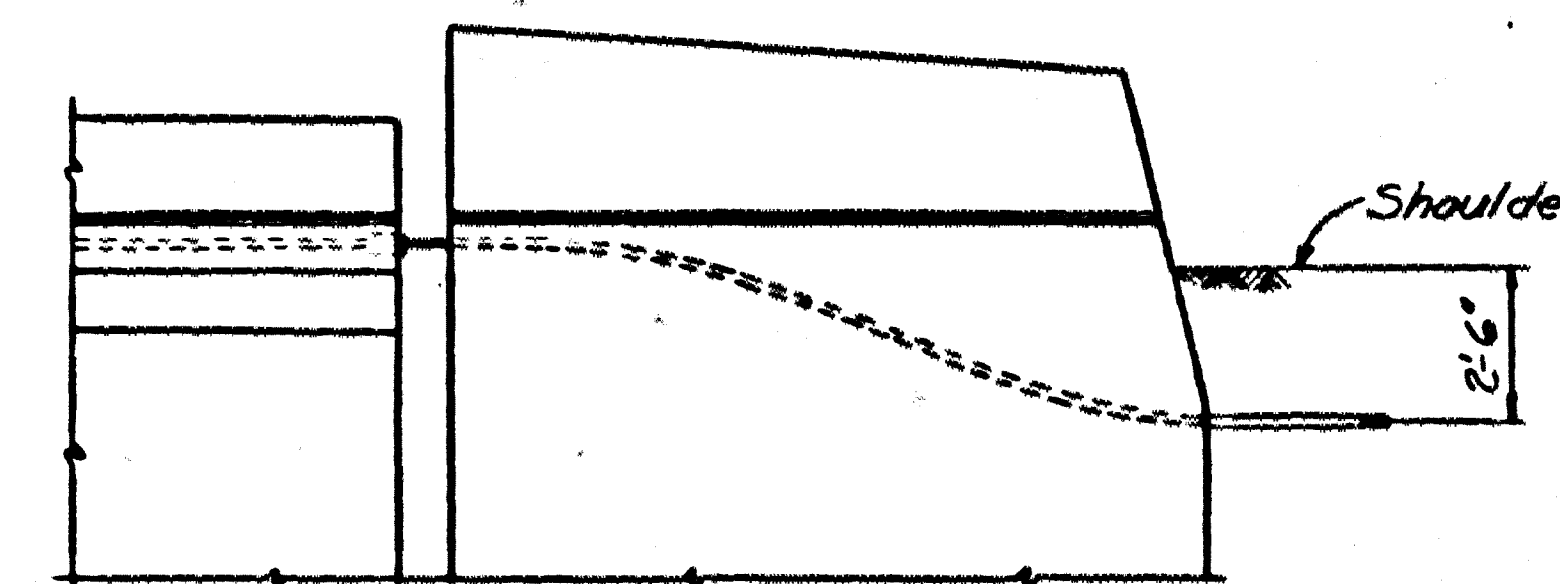
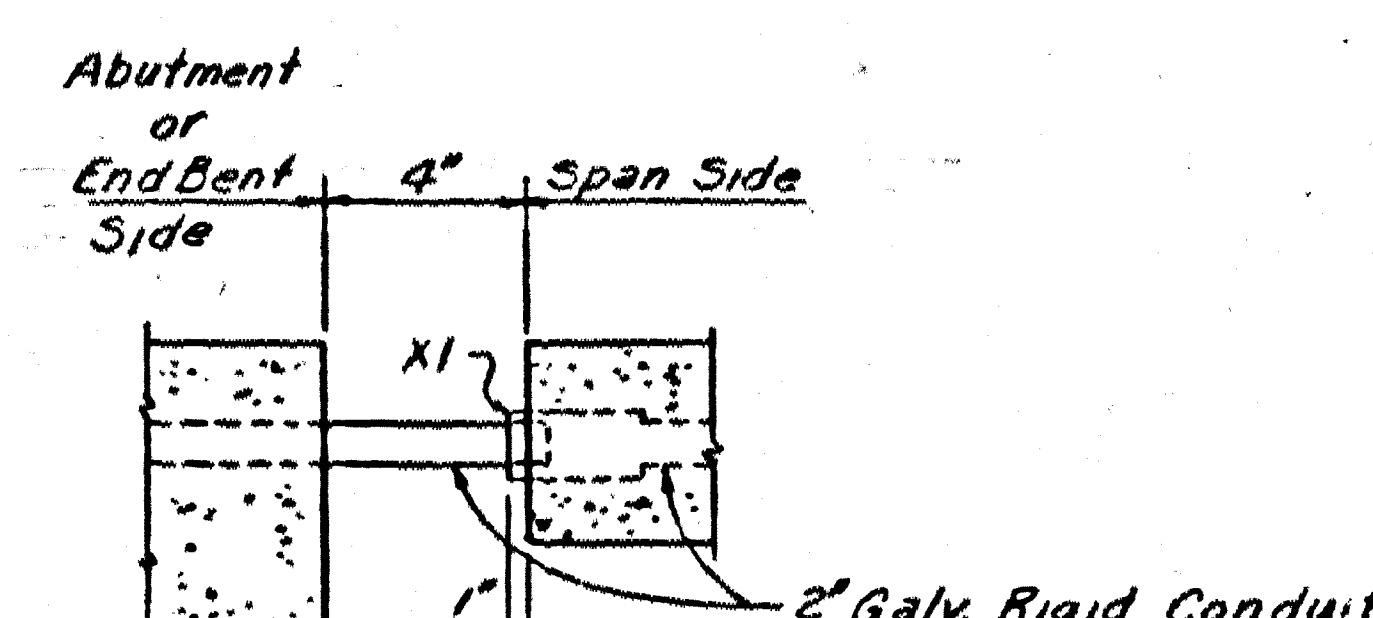
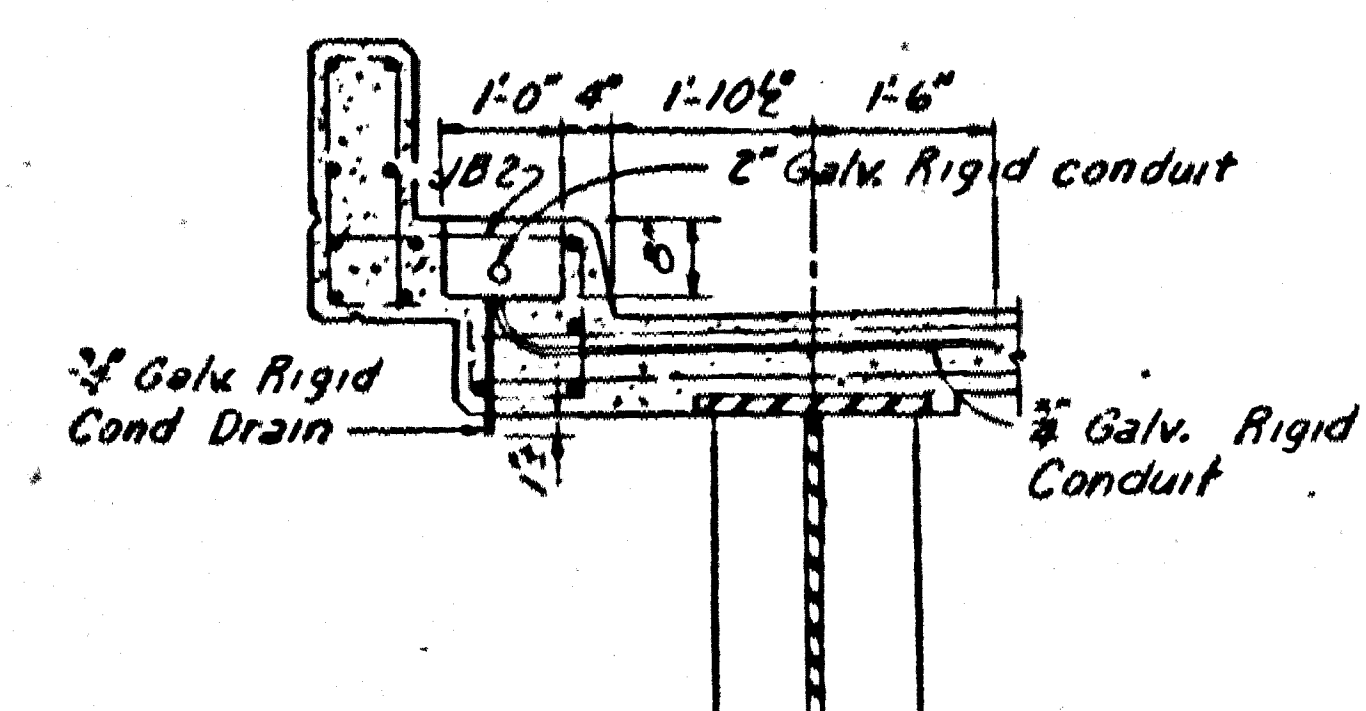
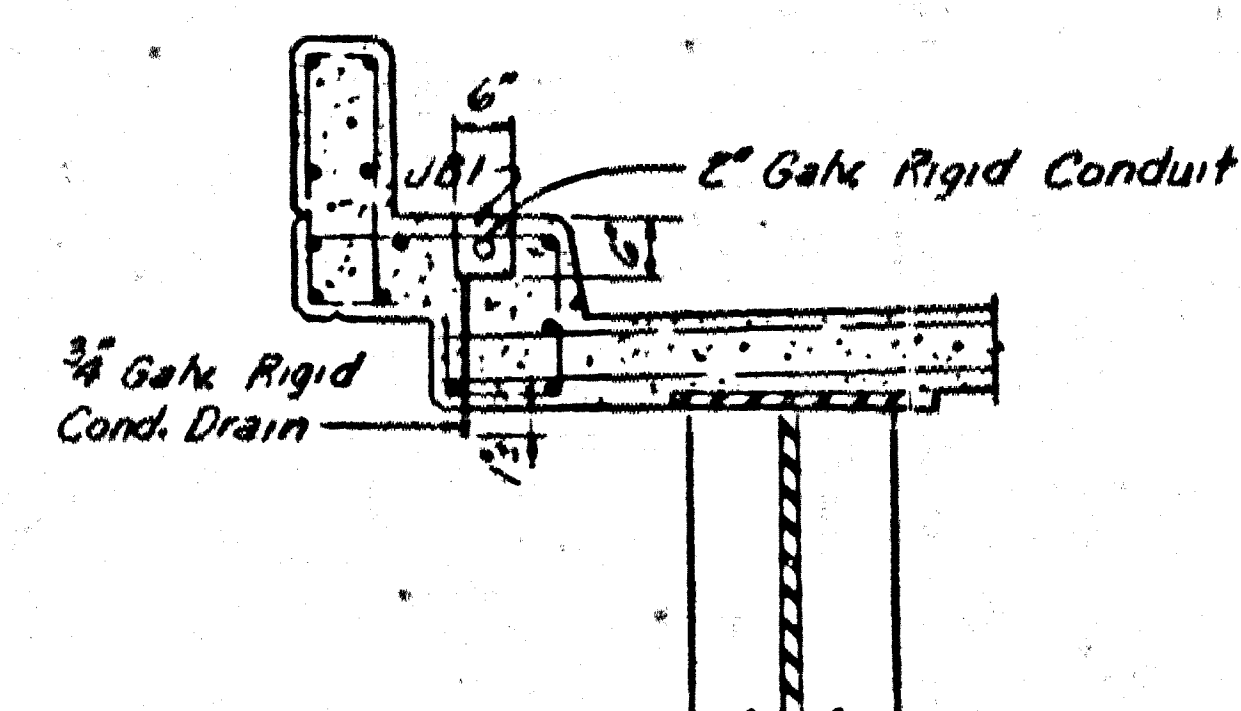
I-75 N.B. OVER LYNN CAMP CREEK		SHEET 19
COMMONWEALTH OF KENTUCKY		
DEPARTMENT OF HIGHWAYS		
FRANKFORT		
COUNTY OF		
WHITLEY		
COVINGTON-FLEXINGTON-TENN. STATE LINE		
ROAD		PROJECT NO.
STATION 1506+20.00		
BRIDGE NUMBER	16848	



REV	DATE	BY	CHKD	APPD	REASON
7	KY				



NOTE -
Concrete Marker @ Terminal points of conduit is to consist of a 4"x4"x36" reinforced concrete post with 4 size 4" deformed reinforcing steel rods, a 2" brass disc in the end of the post and inscribed "End of Duct" Marker to be 2" above grade with disc exposed.



NOTES
X1 - Expansion Joint - Crouse-Hinds XU641 with GC100 Grounding Straps.
JB1 - Junction Box - OZ Type YU 16" long, 6" wide, 6" deep or approved equal.
All conduit to be Rigid Galvanized.
Junction boxes and conduit are to be placed so as to interfere with a minimum amount of reinforcement bend reinforcement where necessary.
JB2 - Junction Box - OZ Type YR 18" long 12" wide, 8" deep or approved equal.

BILL OF MATERIALS

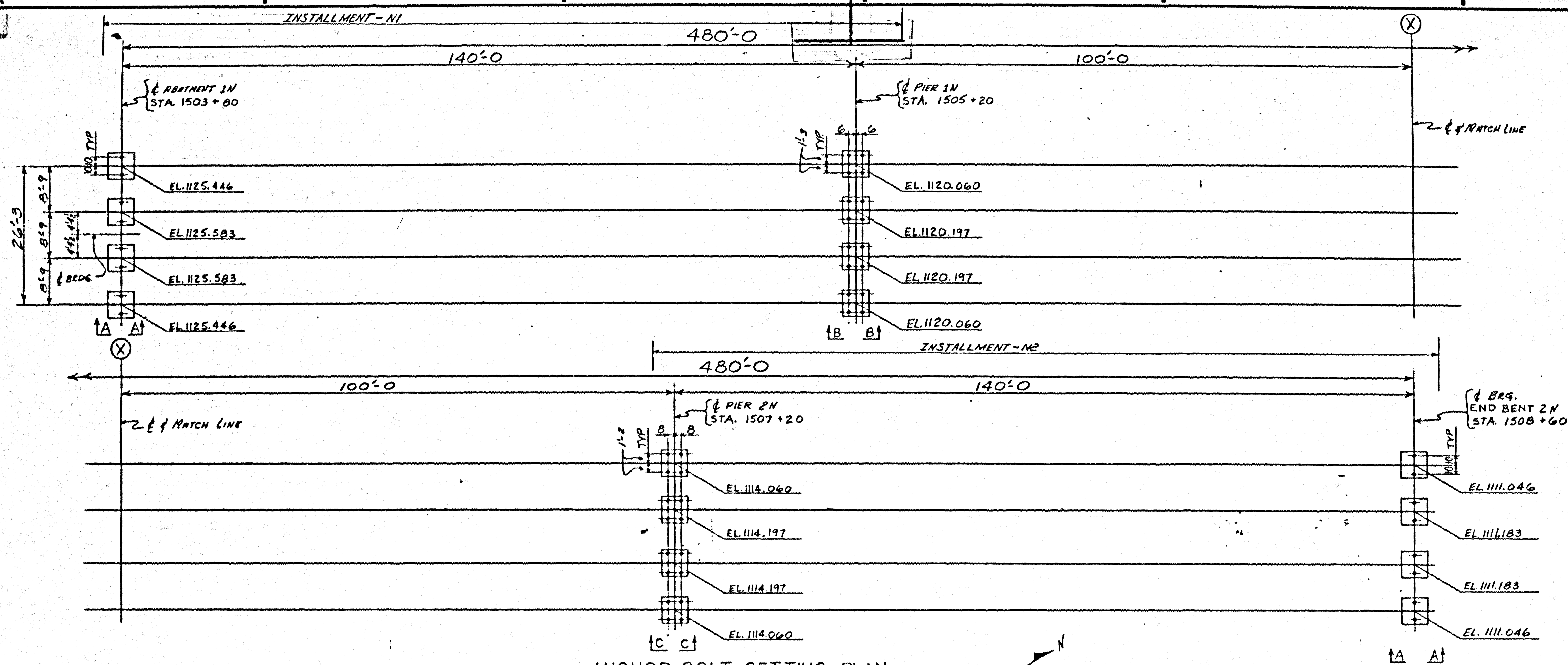
2" Galv. Rigid Conduit	536 Lin. Ft.
3/4" Galv. Rigid Conduit	8 Lin. Ft.
16"x6"x6" Junction Boxes (OZ Type YU or approved equal)	6 Each
18"x12"x8" Junction Boxes (OZ Type YR or approved equal)	1 Each
Expansion Fittings (Crouse-Hinds XU641 with GC100 grounding strap)	2 Each
2" Galv. Conduit Caps	2 Each
Concrete Marker (See Note)	2 Each

I-75 (N.B.) OVER LYNN CAMP CREEK SHEET 20

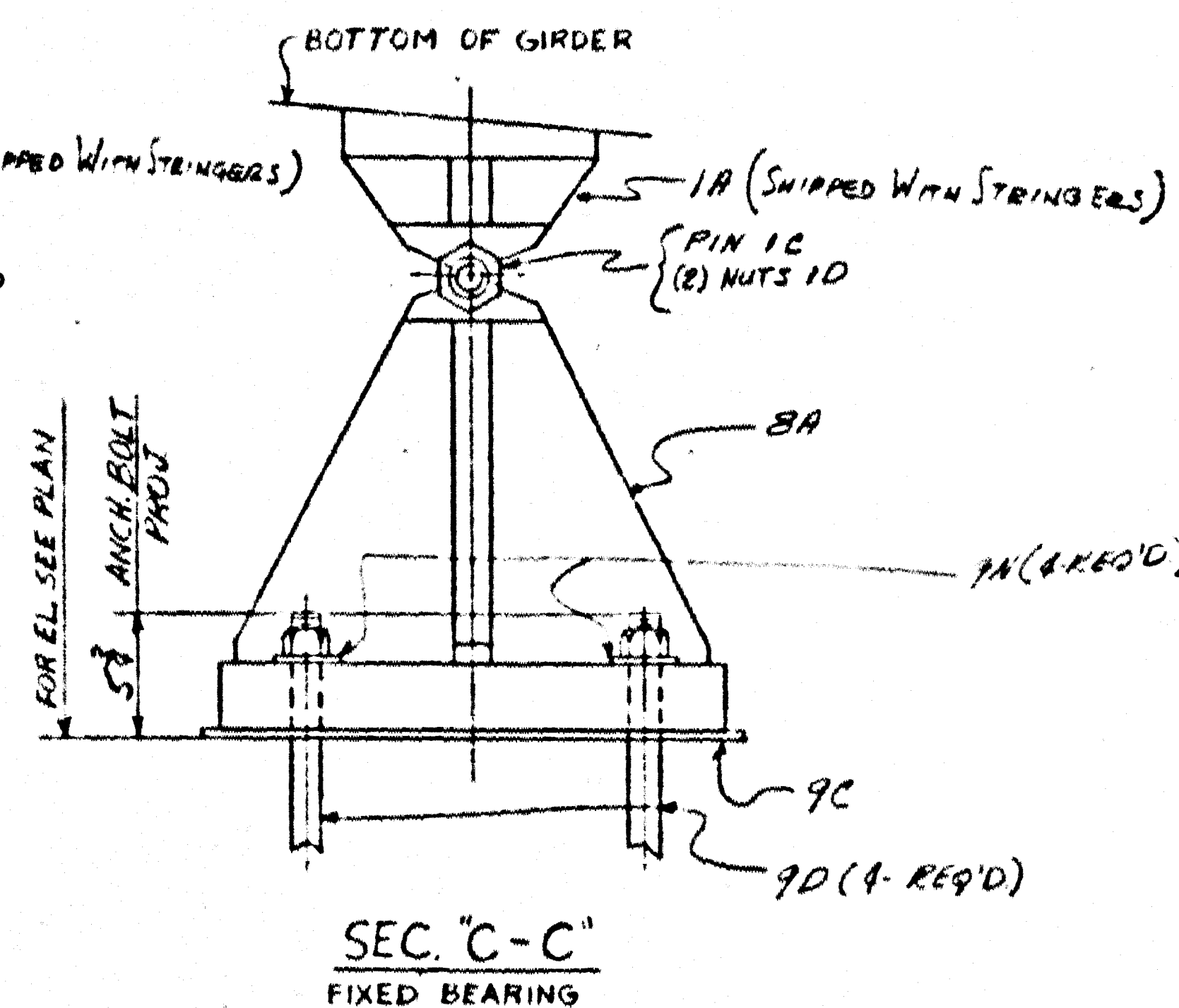
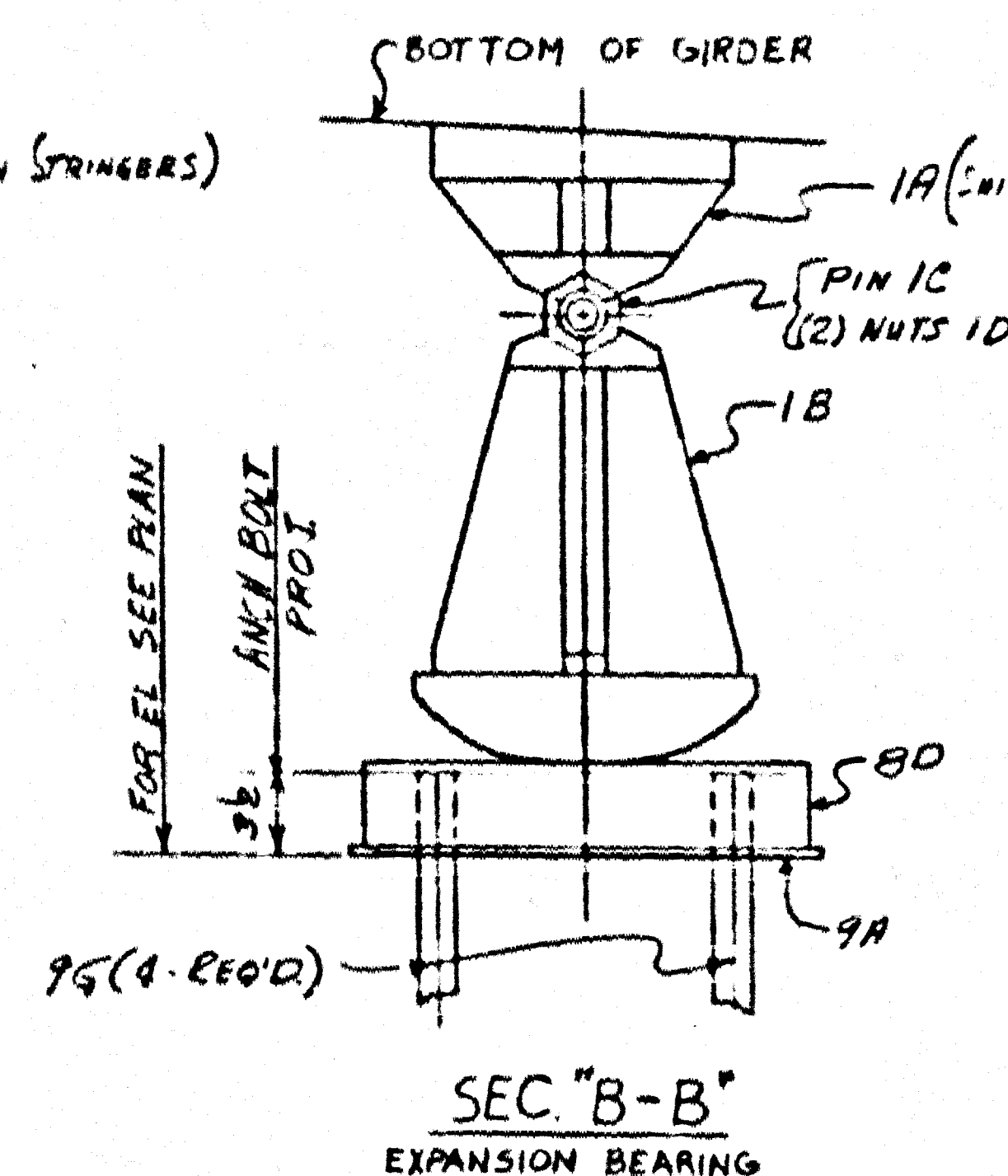
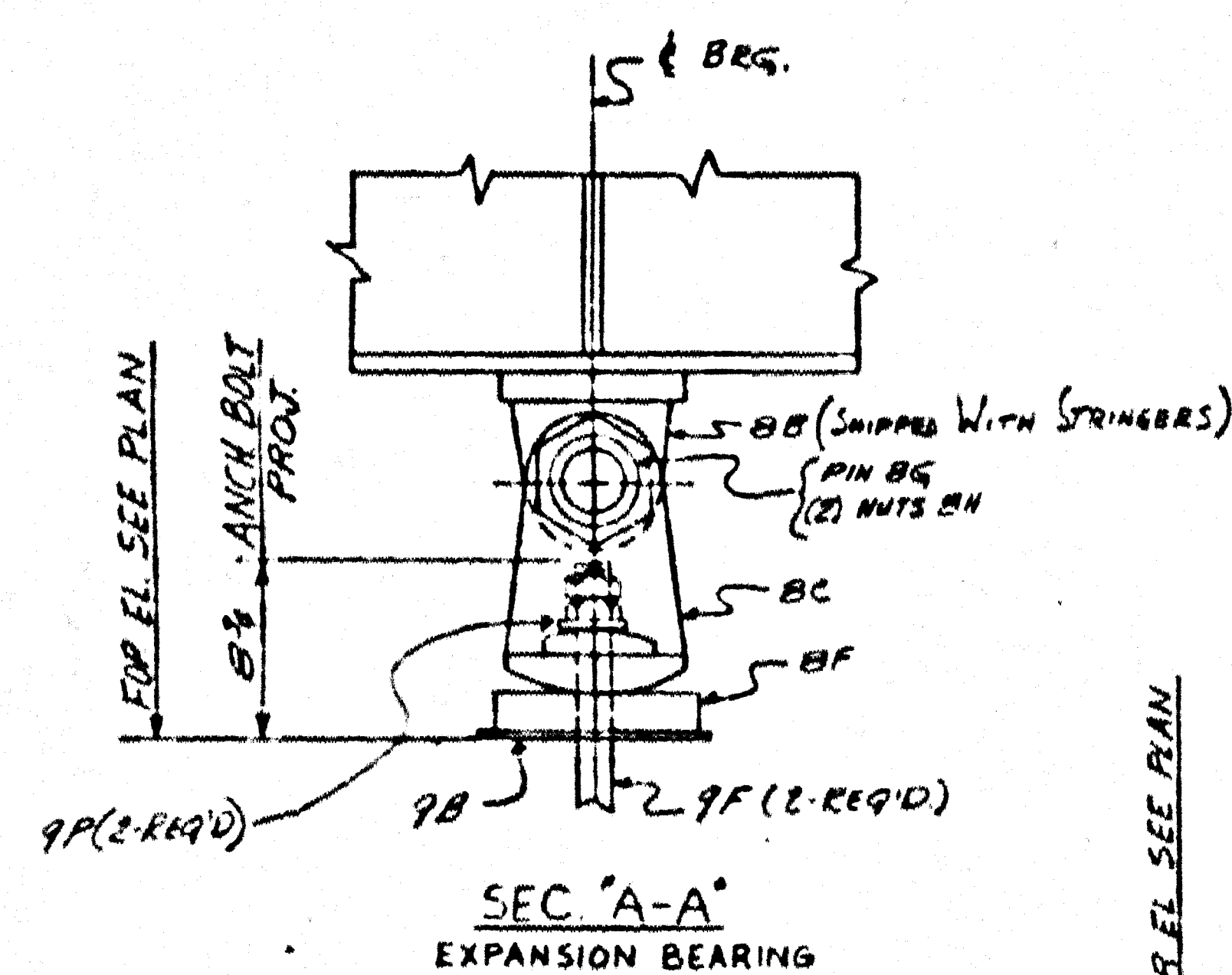
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
WHITLEY
COVINGTON-LEXINGTON-TENN. STATE LINE
ROAD
STATION 1506 + 20.00 PROJECT NO.
BRIDGE NUMBER 16848

ELECTRICAL CONDUIT

BRIDGE



ANCHOR BOLT SETTING PLAN
ALL DIMENSIONS ARE HORIZONTAL



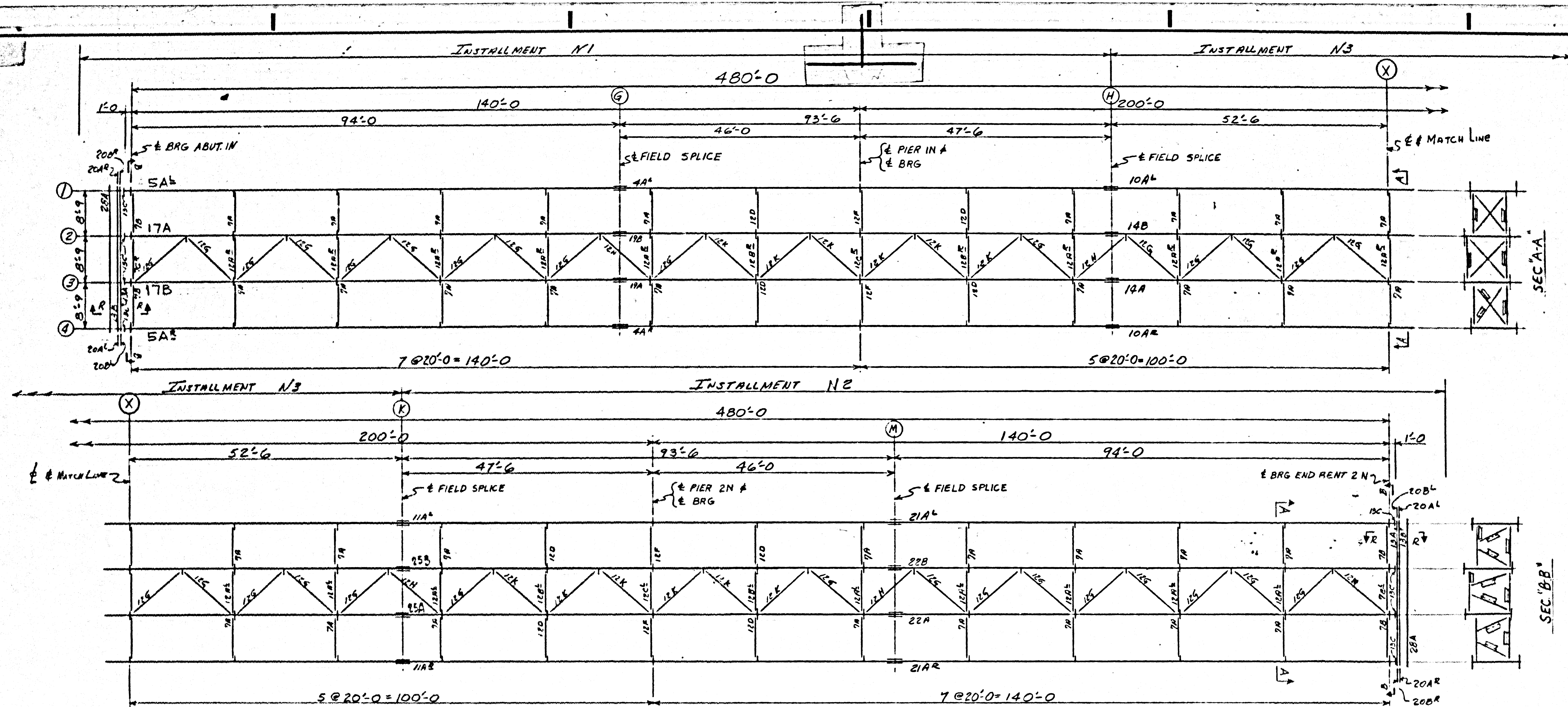
NOTE:
TOP SHOES 1A & BB SHIPPED
WITH GIRDERS.

16848

1 of 12

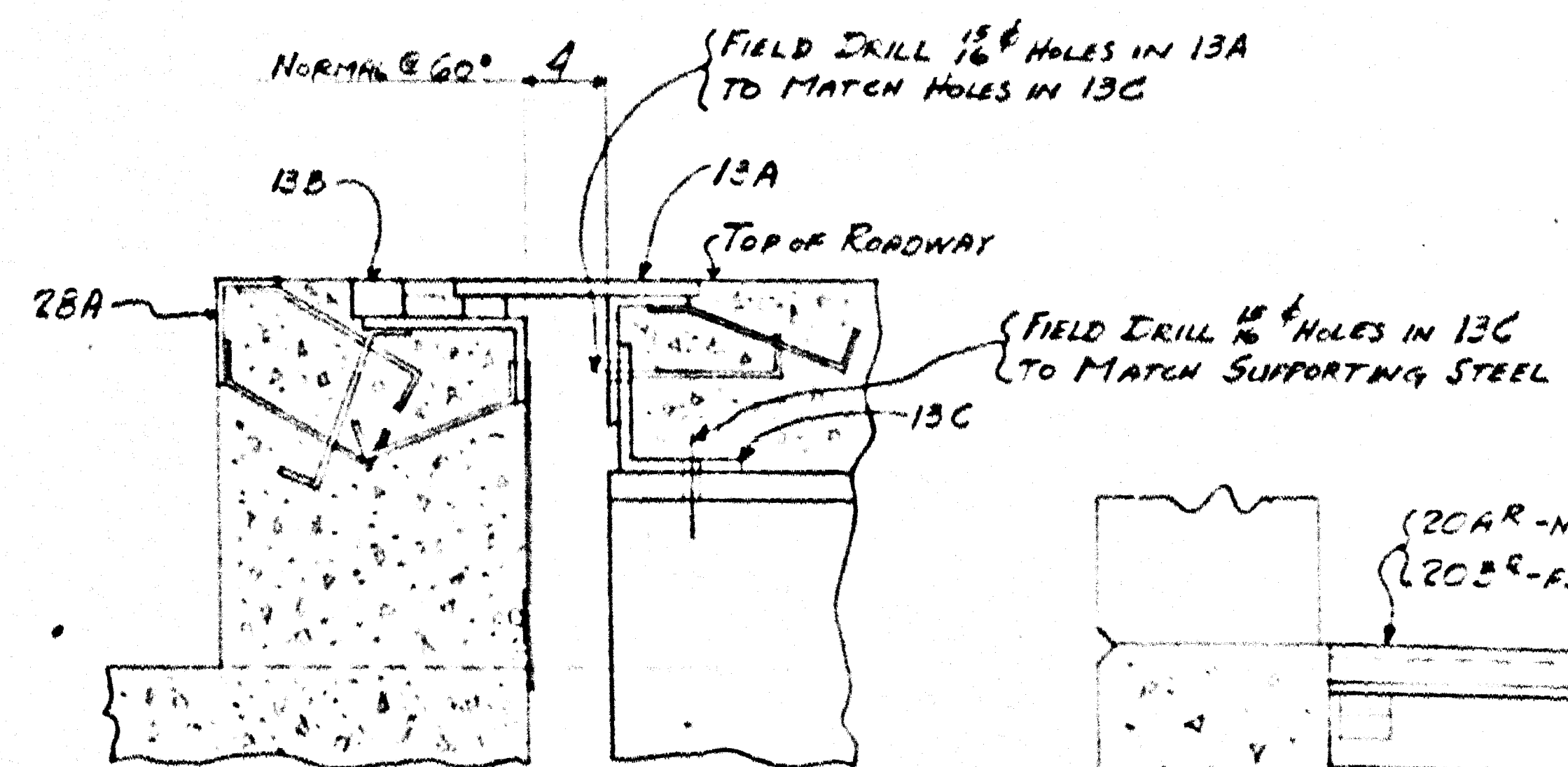
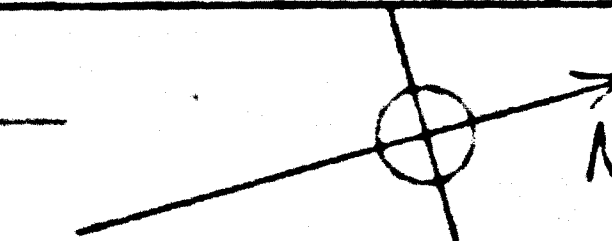
SALTSMAN CONSTRUCTION INC. KY HWY 2-75-8(13) 25 WHITLEY COUNTY, KY STRUCTURE 1/8 BRIDGE OVER LYNN CAMP CREEK ANCHOR BOLT PLAN	
BETHLEHEM STEEL CORPORATION MANUFACTURED STEEL CONSTRUCTION CHICAGO DRIFTING ROOM, LEETSDALE, ILL. DATE OF N.B. 6-26-67, BY CHARGE L.G. ORDERED BY CNO DATE 7-18-67, SHOP NO. (N/A) CONTRACT C65870-000 DRAWING NO. E1	

BRIDGE

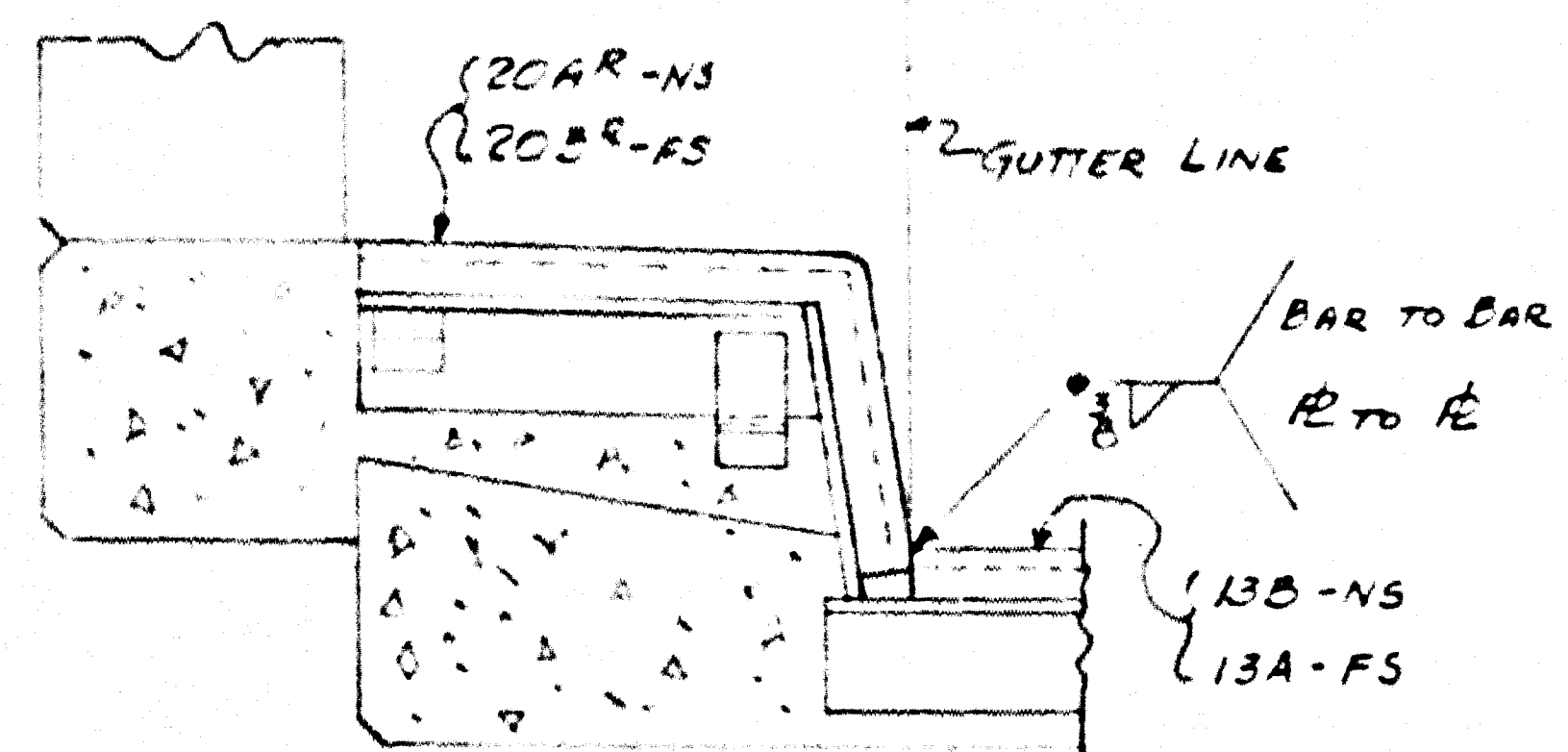


FRAMING PLAN (NORTH BOUND)

ALL DIMENSIONS ARE HORIZONTAL



SECTION R-R



TYPICAL SECTION AT GUTTER LINE
SHOWING FIELD WELDING OF
CURB EXP. DEVICE TO ROADWAY EXP. DEVICE

STATION 1506 + 20.00
DRAWING NO 16848
STATION 1507 + 00.00
DRAWING NO 16849
LETTING DATE MAY 19, 1967

FOR ERECTION & MARKING
NOTES SEE SHEET E-1

5870
6

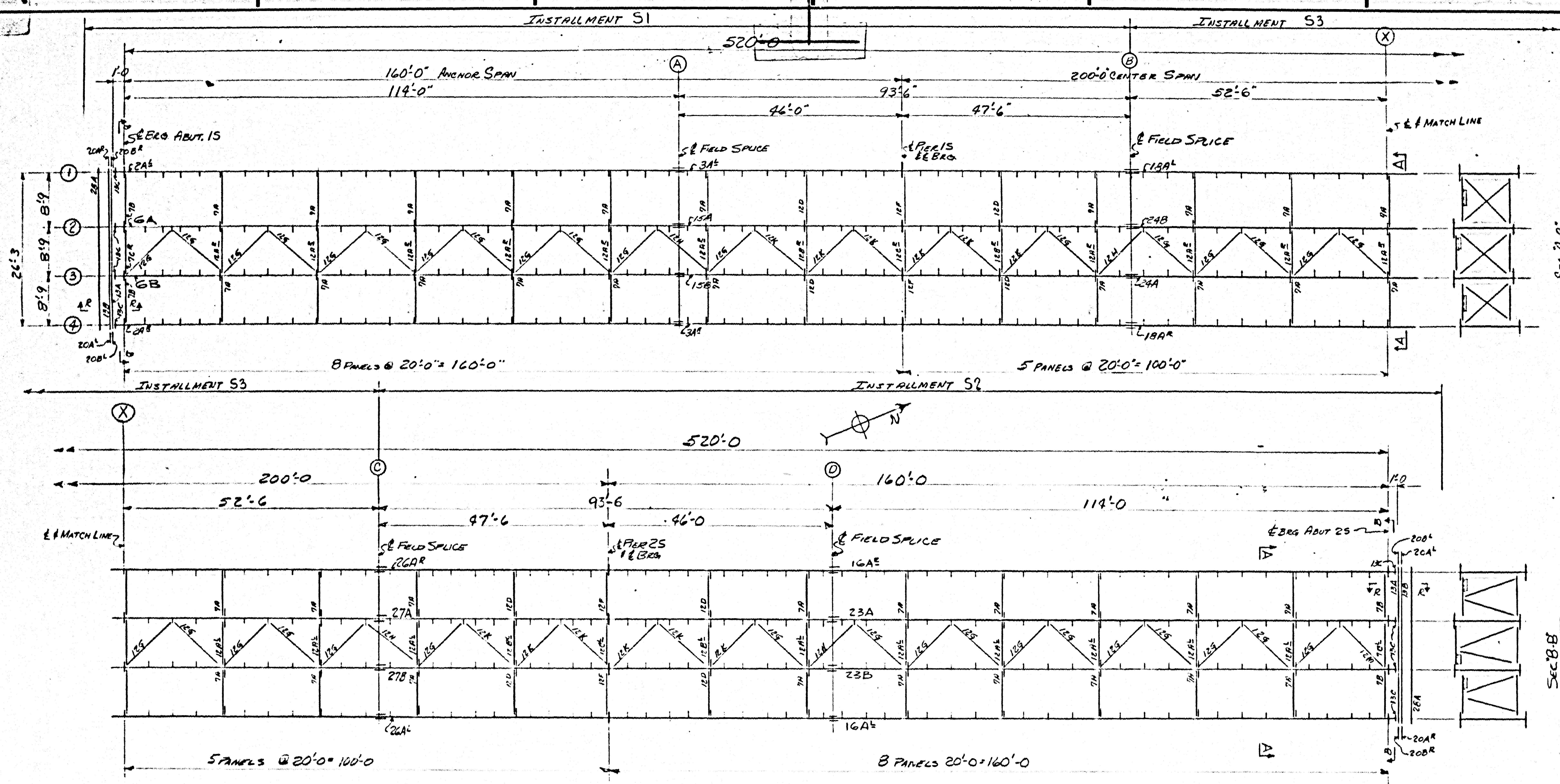
2

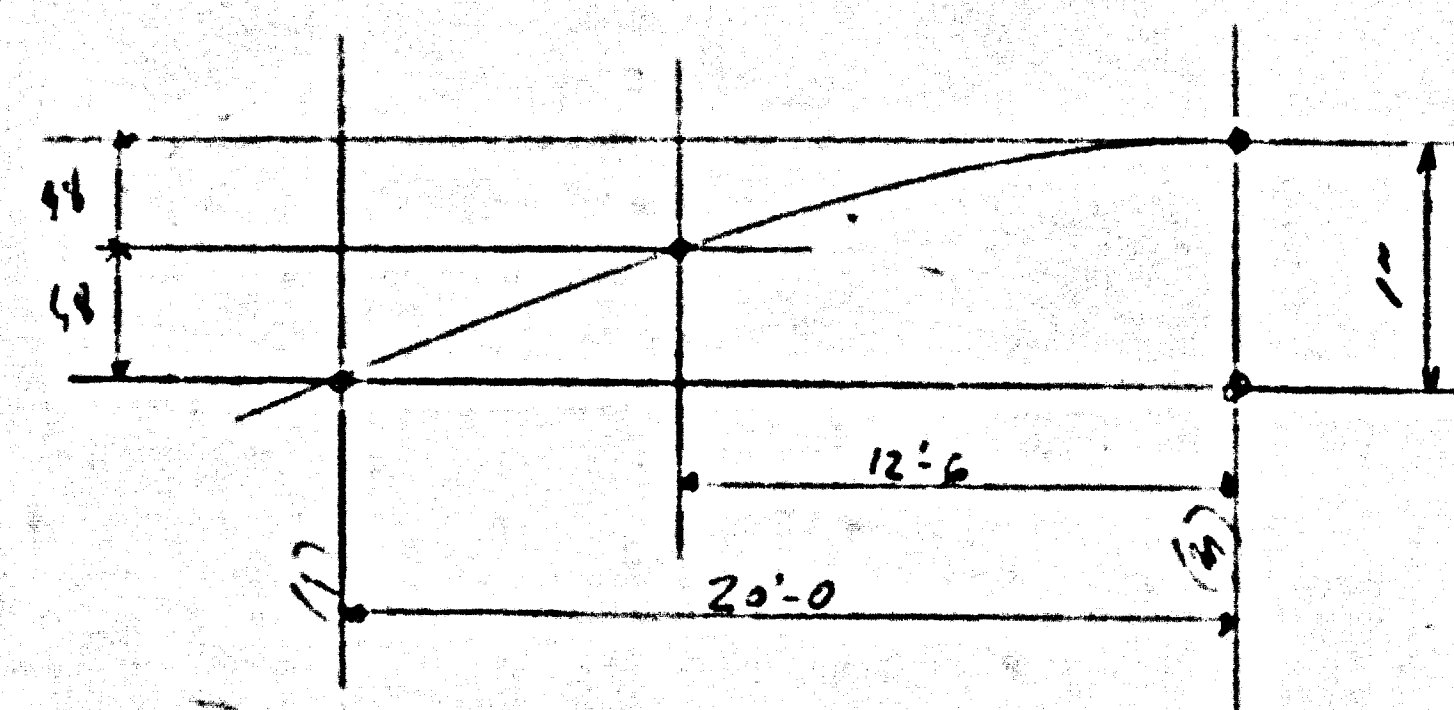
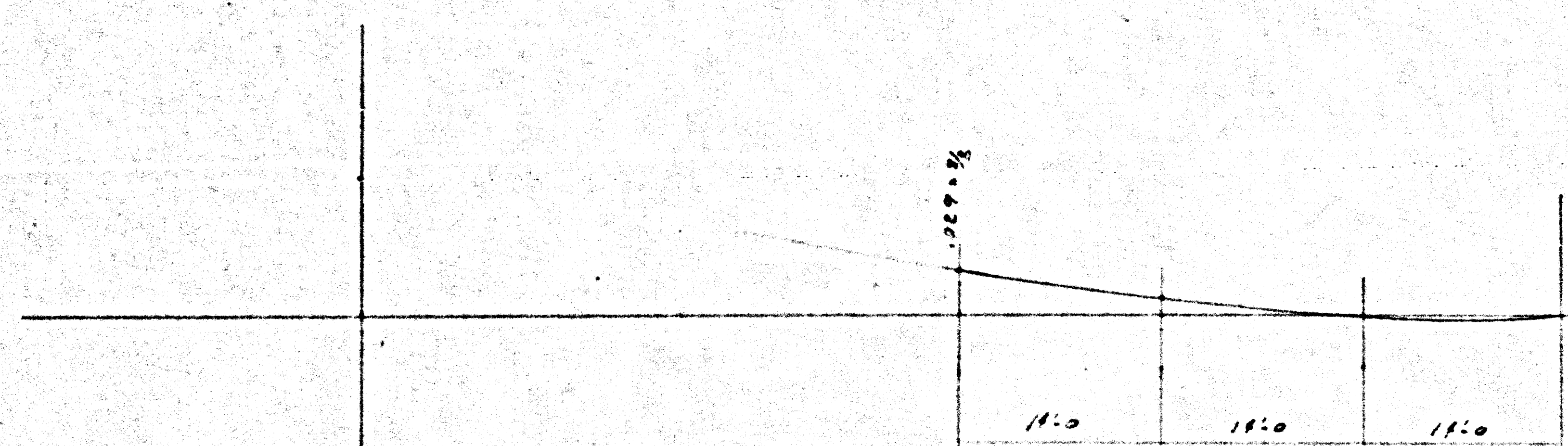
SP118-350 - 32B4 & 32B5

MATERIAL		SALTSMAN CONSTRUCTION, INC.	
SHOTS OR BOLTS		KY HWY BR I-75-21325 WHITLEY COUNTY, KY	
OPEN HOLES		N.B. BRIDGE OVER LYNN CAMP CREEK	
ASIS FIELD BOLTS		FRAMING PLAN	
SHOW CONTACT SURFACES		BETHLEHEM STEEL CORPORATION	
PLATE		FABRICATED STEEL CONSTRUCTION	
CHARGE DRIPPING ROOM		LESTER	
MADE BY W.B.		DATE 6-21-67	
CHECKED BY		DATE	
CONTRACT		CE-5870-000	
DRAWING NO		E2	

D65



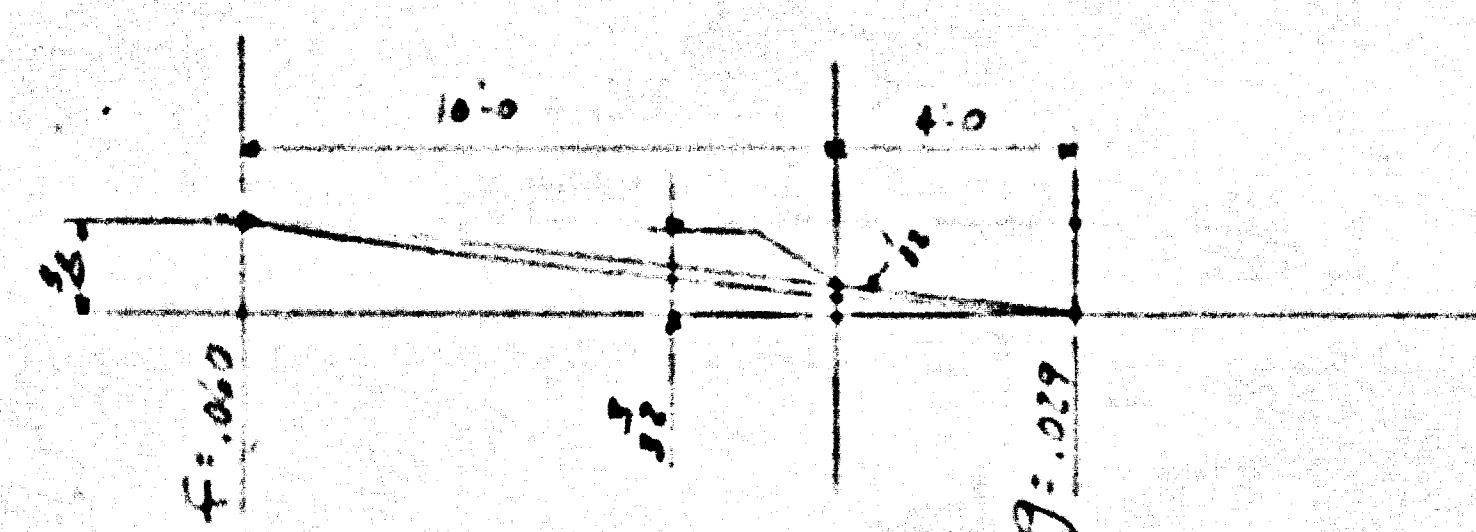




$$\frac{1'}{20'-0"} = k$$

$$d = (12'-6")^2 (k)$$

$$d = 3'4"$$



$$\frac{0.12}{14'-0"} = k$$

$$d = (14'-0")^2 (k)$$

$$d = 11'-0"$$

$$\frac{0.03}{(14'-0")^2} = k$$

$$d = (14'-0")^2 (k)$$

$$d = 11'-0"$$

$$\frac{1}{14'-0"} = k$$

$$d = (14'-0")^2 (k)$$

$$d = 11'-0"$$

GIRDER 2#3

8-12-92
92
+ 8" CAMBER
+ 2" RISE M.B.W.
14'6" and 95

92
+ 1 1/4" CAMBER
+ 2" M.B.W. 2"
95' and 96

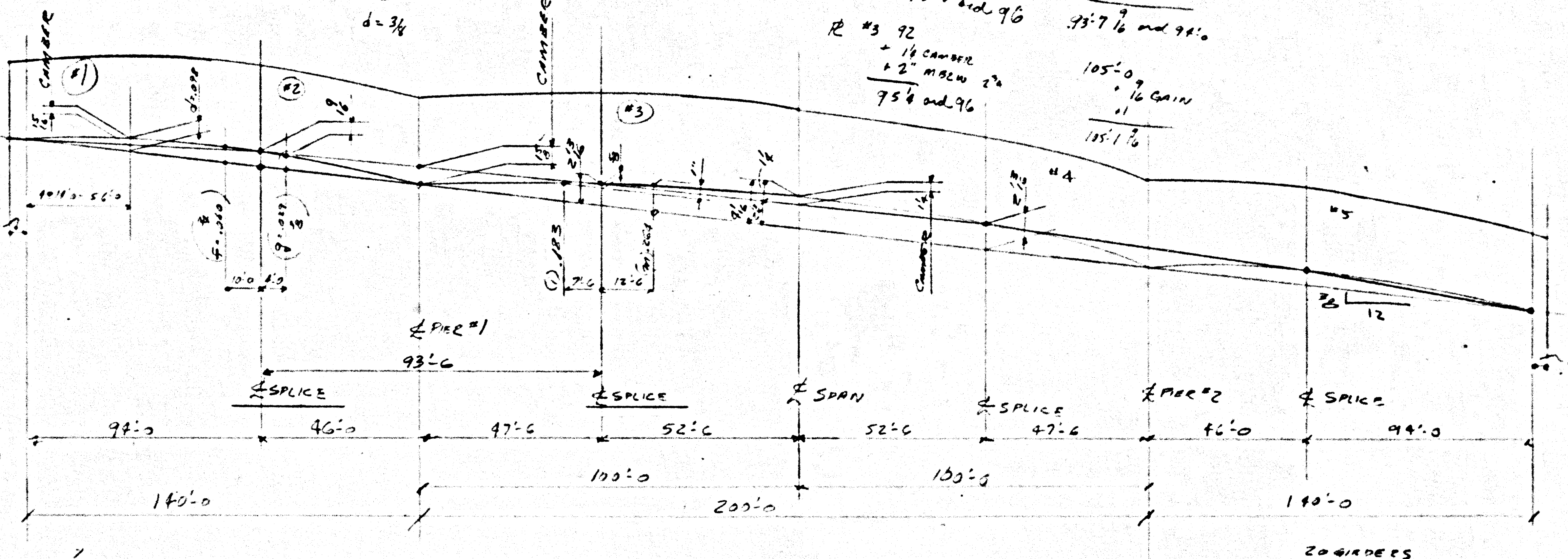
92
+ 1 1/4" CAMBER
+ 2" M.B.W. 2"
95' and 96

93'-6"
+ 1/2" GAIN
+ 1" TEE

95'-7 1/2" and 96'

105'-0"
+ 1/2" GAIN
+ 1"

105'-1 1/2"



20 GIRDERS

S

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
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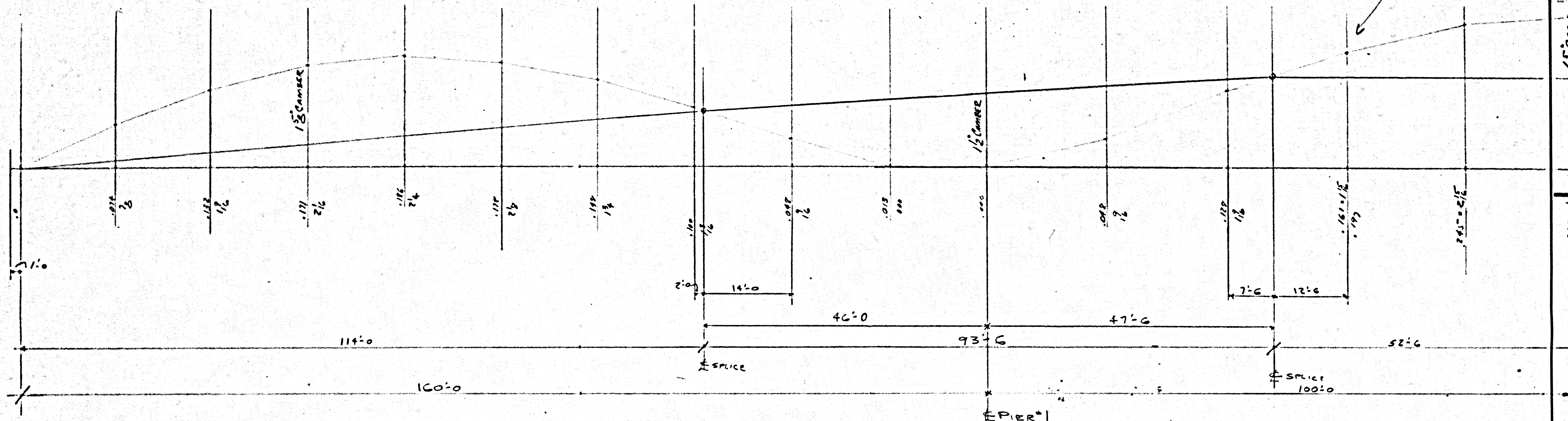
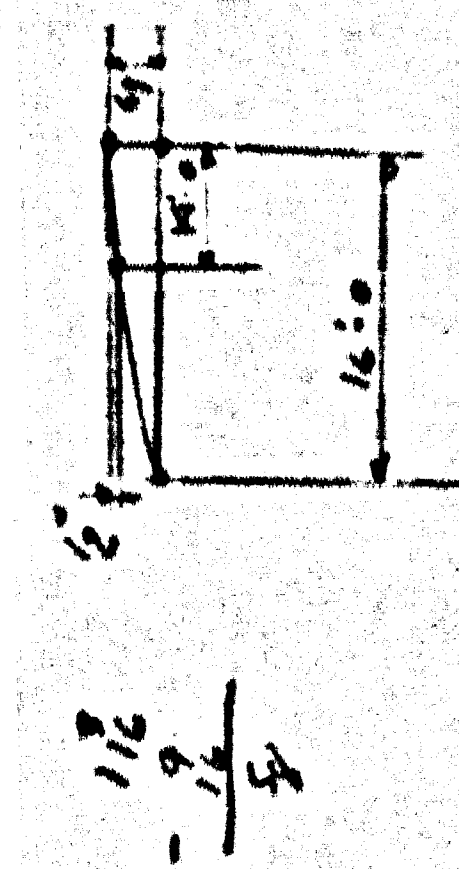
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SALTINAM CONSTRUCTION CO., INC.

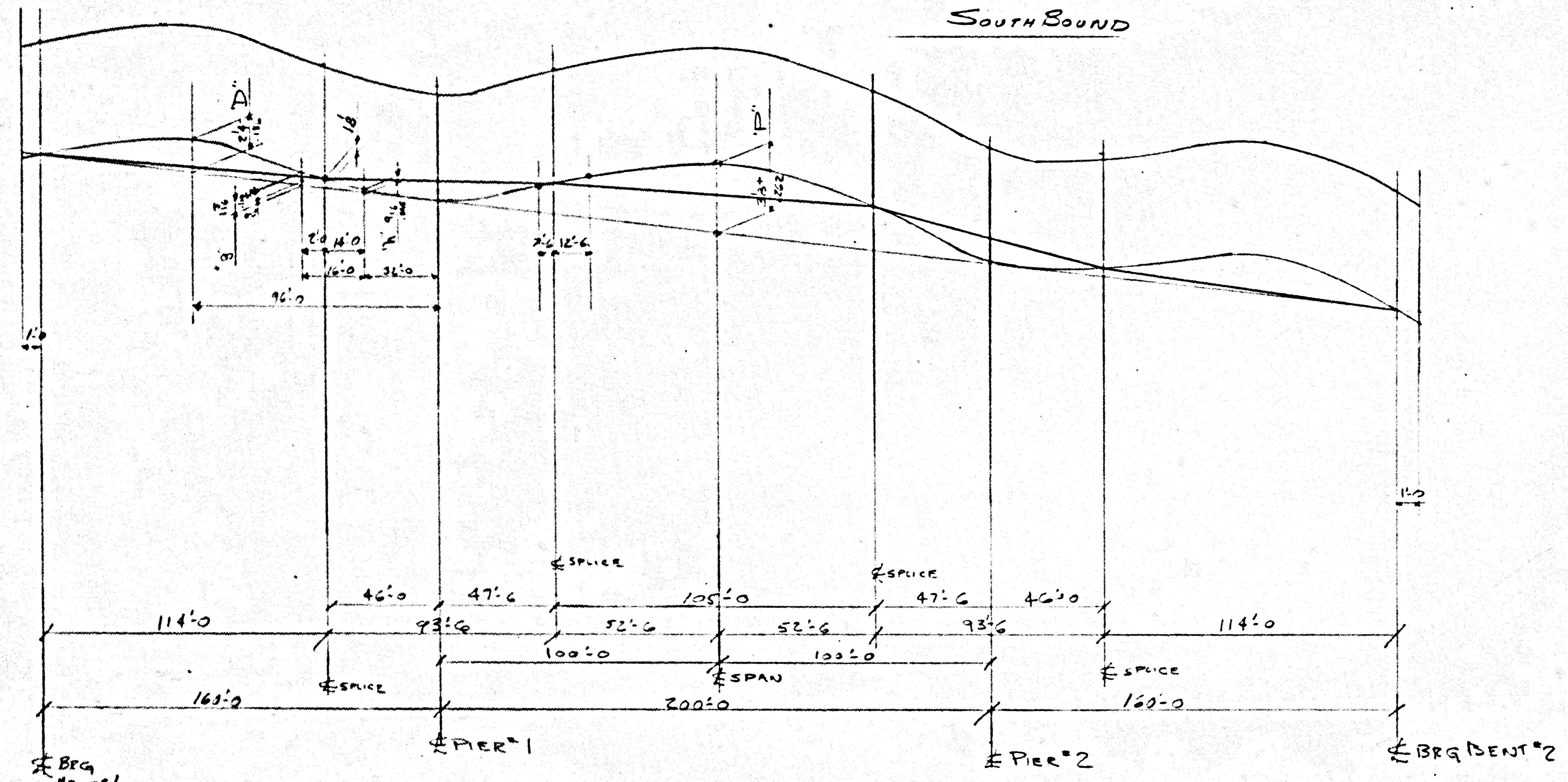
NORTH BOUND GIRDERS #2#3

BETHLEHEM STEEL COMPANY

REVISIONS: 1-19-19, 2-19-19, 3-19-19, 4-19-19, 5-19-19, 6-19-19, 7-19-19, 8-19-19, 9-19-19, 10-19-19, 11-19-19, 12-19-19, 1-20-20, 2-20-20, 3-20-20, 4-20-20, 5-20-20, 6-20-20, 7-20-20, 8-20-20, 9-20-20, 10-20-20, 11-20-20, 12-20-20, 1-21-21, 2-21-21, 3-21-21, 4-21-21, 5-21-21, 6-21-21, 7-21-21, 8-21-21, 9-21-21, 10-21-21, 11-21-21, 12-21-21, 1-22-22, 2-22-22, 3-22-22, 4-22-22, 5-22-22, 6-22-22, 7-22-22, 8-22-22, 9-22-22, 10-22-22, 11-22-22, 12-22-22, 1-23-23, 2-23-23, 3-23-23, 4-23-23, 5-23-23, 6-23-23, 7-23-23, 8-23-23, 9-23-23, 10-23-23, 11-23-23, 12-23-23, 1-24-24, 2-24-24, 3-24-24, 4-24-24, 5-24-24, 6-24-24, 7-24-24, 8-24-24, 9-24-24, 10-24-24, 11-24-24, 12-24-24, 1-25-25, 2-25-25, 3-25-25, 4-25-25, 5-25-25, 6-25-25, 7-25-25, 8-25-25, 9-25-25, 10-25-25, 11-25-25, 12-25-25, 1-26-26, 2-26-26, 3-26-26, 4-26-26, 5-26-26, 6-26-26, 7-26-26, 8-26-26, 9-26-26, 10-26-26, 11-26-26, 12-26-26, 1-27-27, 2-27-27, 3-27-27, 4-27-27, 5-27-27, 6-27-27, 7-27-27, 8-27-27, 9-27-27, 10-27-27, 11-27-27, 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CAMBER LAYOUT FOR GIRDERS 18" x 4"
SOUTH BOUND



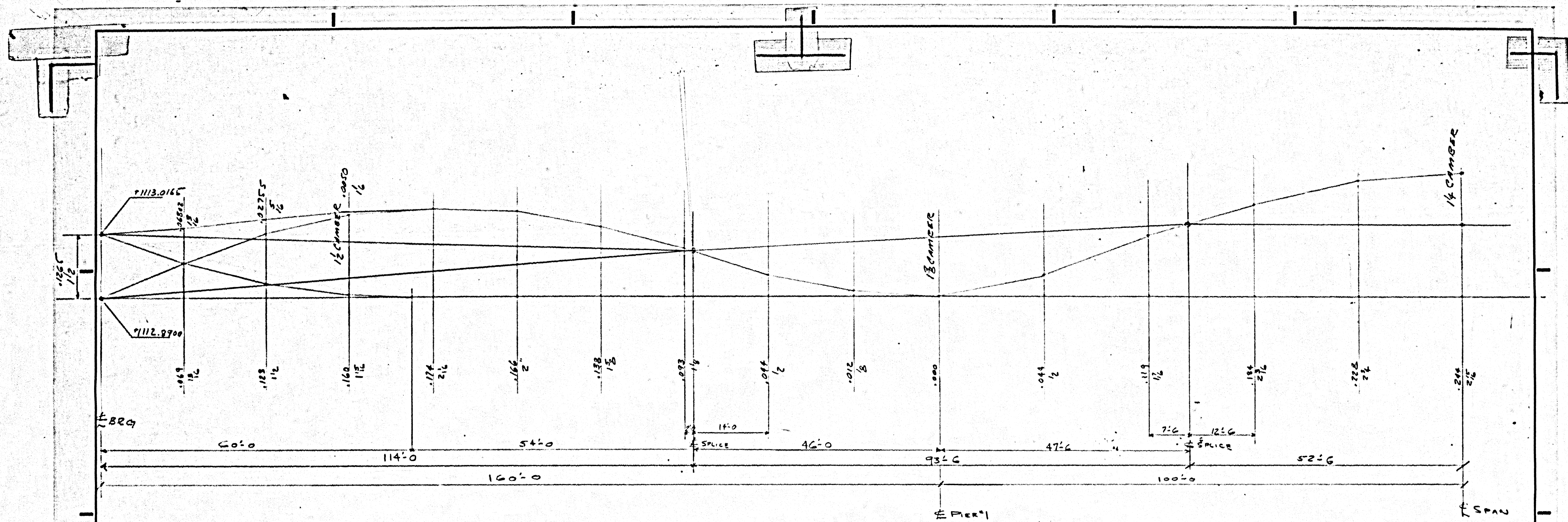
6

MATERIAL
NUTS OR BOLTS
OPEN HOLES
ADD FIELD BOLTS
SHOP CONTACT SURFACES

REVISION	DATE	BY	CHKD
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SALTMAN CONSTRUCTION CO. INC.	
STRUCTURE	SOUTH BOUND
GIRDERS	18"
BETHLEHEM STEEL CORPORATION	
CHICAGO BRIDGE DIVISION	
DATE	6-26
CHCKD BY	212-67
CONTRACT	ESP 70-222
DRAWING NO.	402

BRIDGE

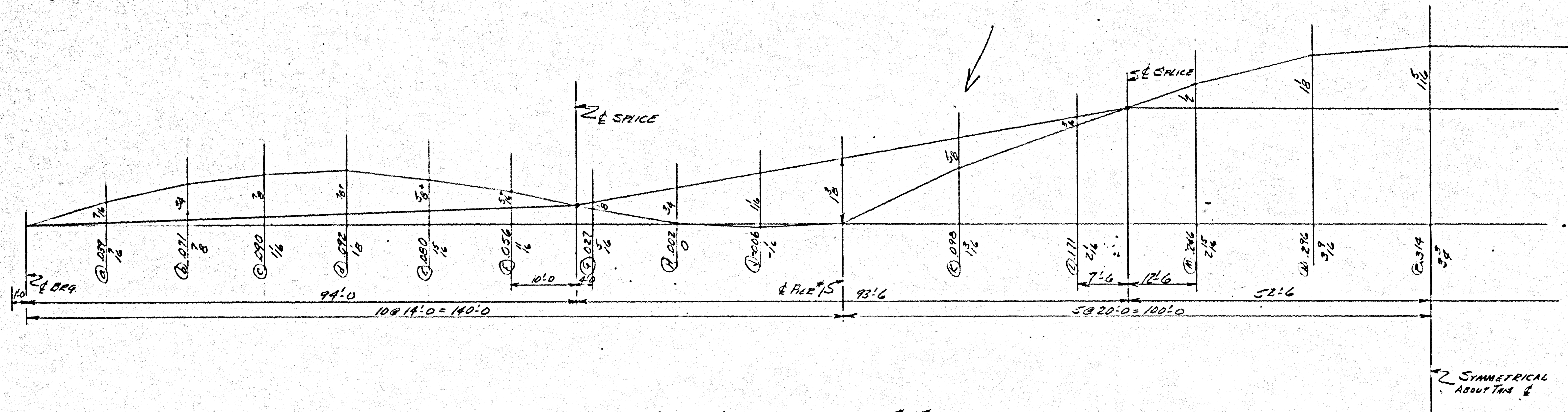


CAMBER LAYOUT FOR GIRDERS #24 & 3
SOUTH BOUND

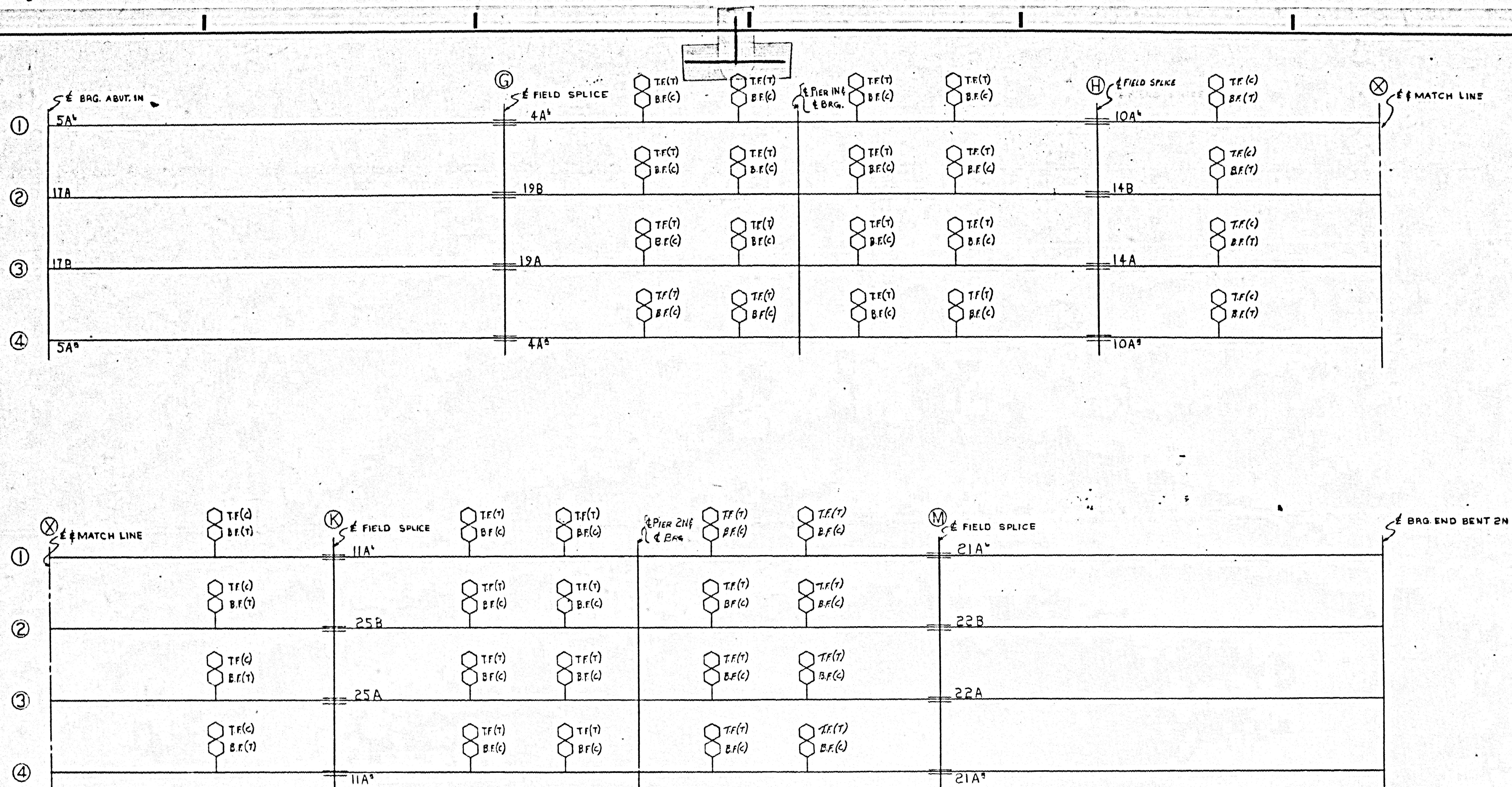
7

SALTSMAN CONSTRUCTION CO. INC.	
STRUCTURE <u>SOUTH BOUND</u>	
GIRDERS #24 & 3	
BETHLEHEM STEEL CORPORATION	
CHICAGO BRIDGE ROOM <u>LOUISIANA</u>	
DATE OF <u>7-13-67</u>	BY <u>LG</u>
CHECKED BY <u>CE</u>	CONTRACT <u>CE 5879</u>
DATE	NO. <u>403</u>

BRIDGE



BRIDGE



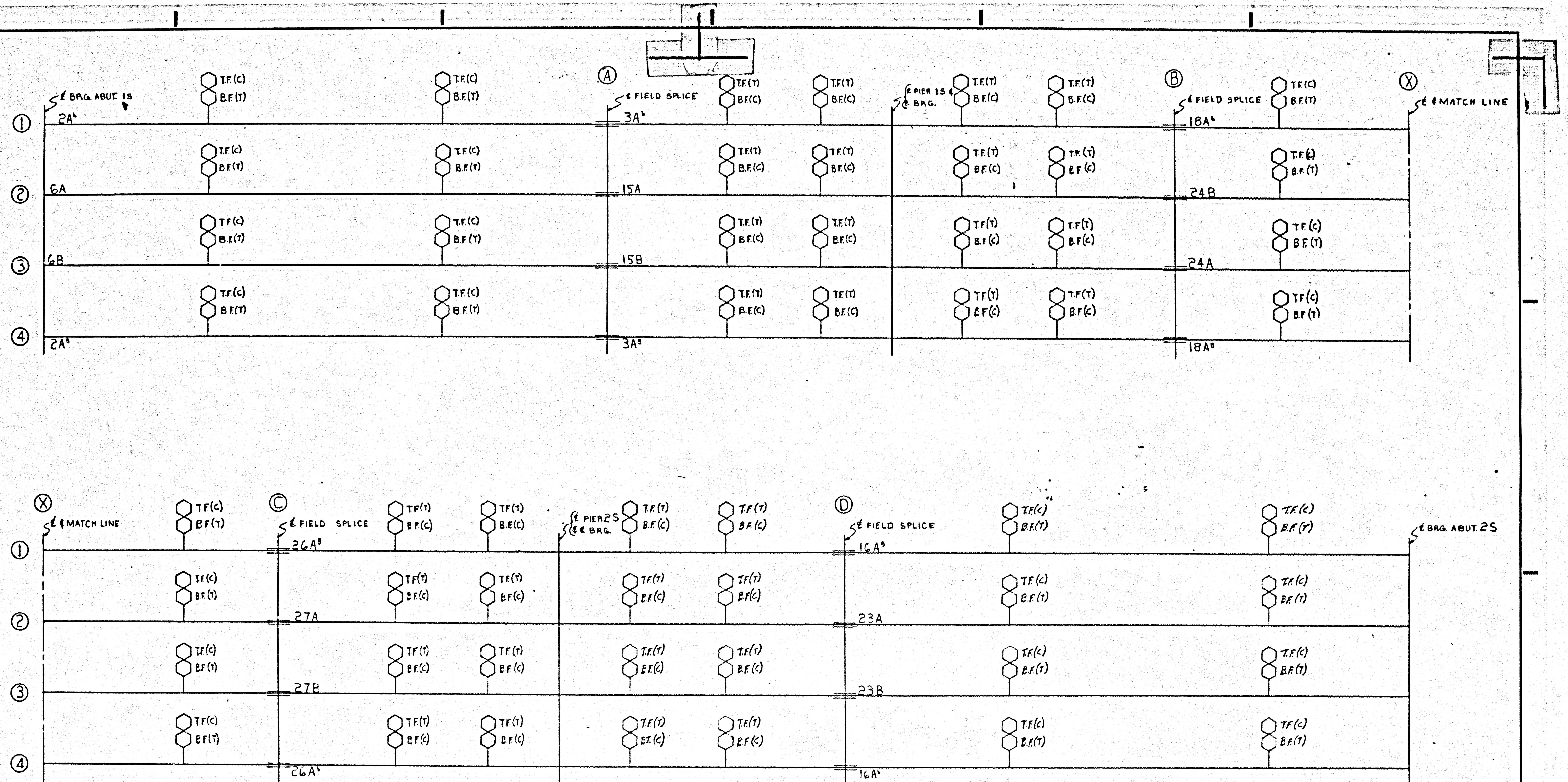
GENERAL NOTES
 ALL WEB AND R.G. R. MUST BE MARKED AT THE TIME THEY ARE X-RAYED TO INSURE THEIR USE ON THE CORRECT GIRDER AND IN THE POSITION SHOWN. NUMBERS THUS: ①, ②, ③, ④ ARE GIRDER LINE NUMBERS.
 LETTERS FOLLOWED BY IDENTIFYING NUMBERS INDICATE LOCATION OF WELDS THUS:

TF - TOP R.G. R.
 BF - BOT. R.G. R.
 T - TENSION
 C - COMPRESSION

GIRDERS (NORTH BOUND)

10

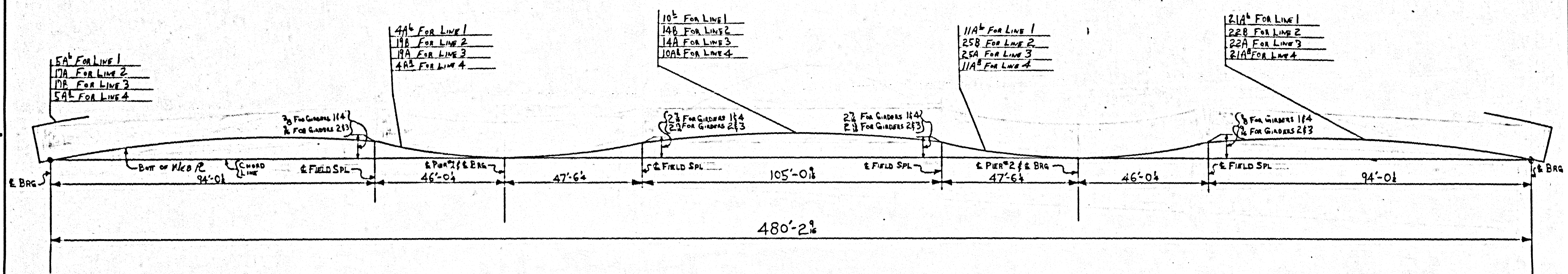
MATERIAL		SALTSMAN CONSTRUCTION I.N.C.	
WELDS ON BOLTS		KY. HWY. BR. I-75-2(13)25 WHITLEY CNTY.	
OPEN HOLES		N.B. BRIDGE OVER LYNN CAMP CREEK	
ASB. FIBER BOLTS		RADIOGRAPH PLAN FOR GIRDER PLATES & WEBS	
SHOP CONTACT SURFACES		BETHLEHEM STEEL CORPORATION	
PAGE		FABRICATED BY CONSTRUCTION	
CHICAGO DRAWING ROOM		LEETSDALE	
MADE BY D.E.L. DATE 1-27-67		BY CHARGE L.L.G.	
CHECKED BY		DATE	
CONTRACT CE-5870		DRAWING NO. EW-1	



GENERAL NOTES:
 ALL WEB AND R.G. R3 MUST BE MARKED AT THE TIME THEY ARE X-RAYED
 TO INSURE THEIR USE ON THE CORRECT GIRDER AND IN THE POSITION SHOWN.
 NUMBERS THUS: ①, ②, ③, ④ ARE GIRDER LINE NUMBERS
 NUMBERS FOLLOWED BY IDENTIFYING LETTERS INDICATE LOCATION
 OF WELDS THUS:
 TF: TOP R.G. R.
 BF: BOT. R.G. R.
 T: TENSION
 C: COMPRESSION

GIRDERS (SOUTH BOUND)

MATERIAL		SALTSMAN CONSTRUCTION	
SPRAYS OR BOLTS		KY HWY. BRIDGE 1-75-2(1)25 WHITEY CNTY. KY.	
OPEN HOLES		STRUCTURE	
ASIS FIELD BOLTS		S.B. BRIDGE OVER LYNN CAMP CREEK	
SHOP CONTACT SURFACES		RADIOGRAPH PLAN FOR GIRDER FLANGES & WEBS	
PAINT		BETHLEHEM STEEL CORPORATION	
		FABRICATED BY CONSTRUCTION	
		LEETSDALE	
		CHICAGO BRATING ROOM	
		DATE OF DEL. DATE 2-28-67 BY CHARGE L.G.	
		CHECKED BY DATE SHOP NO.	
		CONTRACT 55870-000 DELIVERY NO. EW 2	



YARD ASSEMBLY DIAGRAM FOR LINES 1, 2, 3, & 4
 STATION 1506 + 20.00
 DRAWING No. 16848

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12
 SP 118-350-32B4

MATERIAL		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
SHEETS OF BOLTS		
OPEN HOLES		
ASB FIELD BOLTS		
SHOP CONTACT SURFACES		
PAGE		SALTSMAN CONSTRUCTION, INC. KY. HWY. BR. I-75-2113 25 WHITLEY CO. KY. NORTH BOUND BRIDGE OVER LYNN CAMP CREEK
BETHLEHEM STEEL CORPORATION		FABRICATED STEEL CONSTRUCTION LEETSDALE
CHICAGO SHAPING ROOM		MADE BY C.I.T. DATE 7-14-62 BY ORDER L.G. CHECKED BY C.T. DATE 8-20-62 SHOP NO.
CONTRACT		CE 5870-000 DRAWING NO. YA1

