

**COMMONWEALTH OF KENTUCKY  
DEPARTMENT OF HIGHWAYS**

**PLAN AND PROFILE OF PROPOSED  
STATE HIGHWAY**

**CENTRAL KENTUCKY PARKWAY  
ANDERSON COUNTY - WOODFORD COUNTY  
SP 3-81 SP 120-775**

CENTRAL KENTUCKY PARKWAY  
SP 3-81  
SP 120-775  
ANDERSON-WOODFORD CO.  
CONTROL NO. (5-2)

**CK  
5-2**

INDEX OF SHEETS

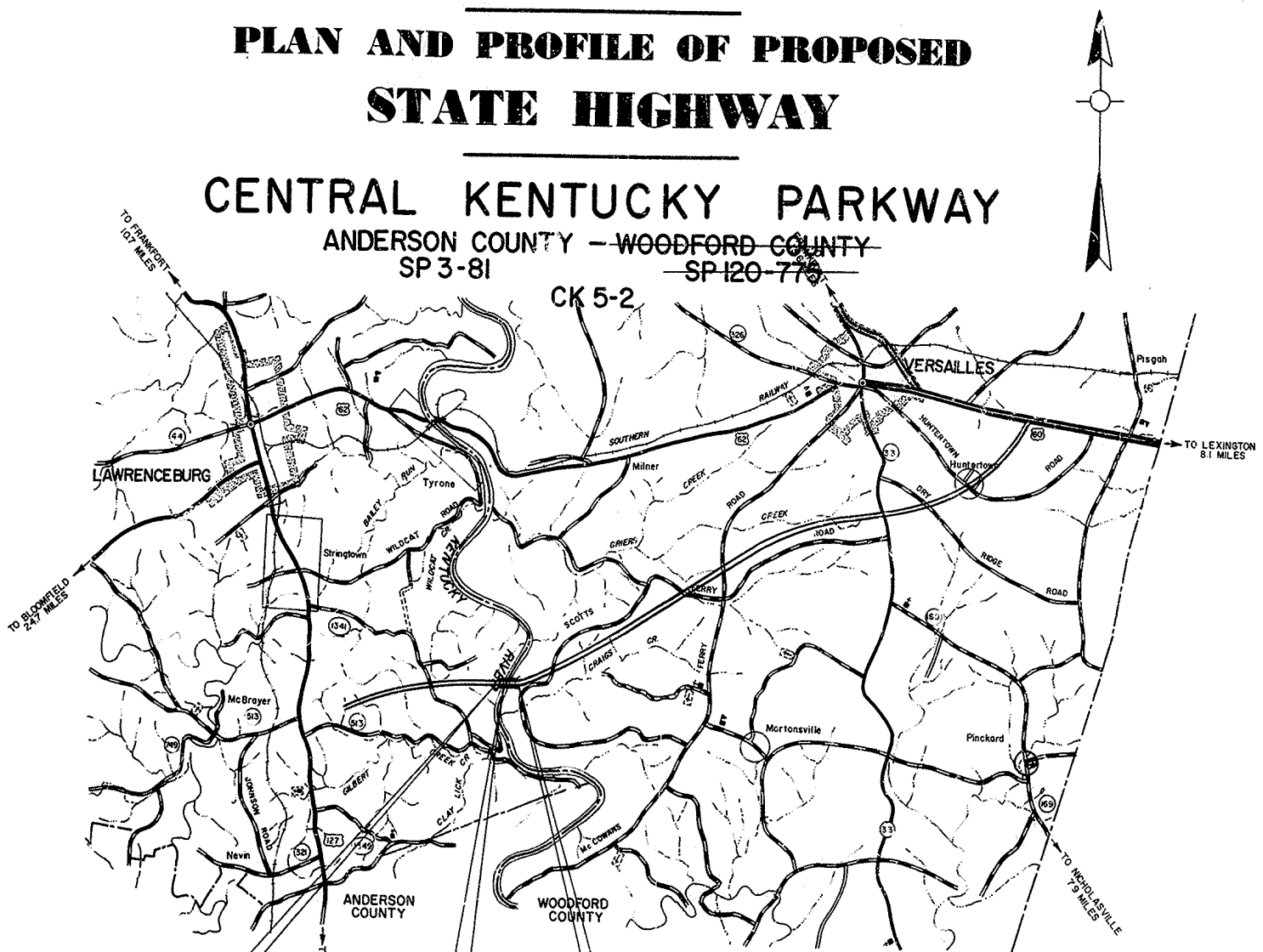
SHEET NO. DESCRIPTION

NO.	DATE

REVIEWED BY  
DIVISION OF CONSTRUCTION

PLANS TRACED BY  
PLANS COMPLETED BY  
PLANS CHECKED BY  
FINAL CHECK BY

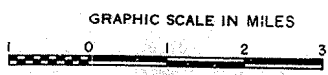
Plans Prepared by  
Carl P. Krabath  
Consulting Engineers  
For Smith-Pollitt & Assoc.



BEGIN SECTION CK 5-2  
SP 3-81  
Sta. 3484+00

STA. 3488+30 END  
ANDERSON SP 3-81  
BEGIN WOODFORD, SP 120-775

END SECTION CK 5-2  
SP 120-775  
Sta. 3493+00



**LAYOUT MAP**

**CONVENTIONAL SIGNS**

UNIMPROVED ROAD	
GRADE AND DRAINED ROAD	
SOIL SURFACE ROAD	
METAL SURFACE ROAD	
LOW TYPE BITUMINOUS ROAD	
PAVED ROAD	
COUNTY LINE	
CORPORATE LIMITS	
SURVEY LINE	
PROPOSED RIGHT OF WAY	
GRADE LINE	
GROUND LINE	
TRAVELED WAY	
RAILROAD	
FENCES (EXCEPT STONE & HEDGE)	
STONE FENCE	
HEDGE FENCE	
TRACES & STUMPS	
PIPE LINE	
TELEPHONE POLES	
PIPE CULVERT	
CONCRETE CULVERT & BRIDGE	
LARGE STREAM	
SMALL STREAM	
BENCH MARKS	
ROAD INTERSECTIONS	
MARSH	
BUILDINGS	

GROSS LENGTH	ADDED	DEDUCTED	FOR EQUALITIES	NET LENGTH	RAILROAD CROSSINGS	NO.	BRIDGES

LETTING DATE 4-3-64

THIS PROJECT IS A FULLY  
CONTROLLED ACCESS HIGHWAY

PREPARED AND SUBMITTED  
DATE: March 11 1964  
BY SMITH, POLLITTE & ASSOCIATES, INC.  
SECTION ENGINEER  
BY J. H. ...

APPROVED  
DATE: MARCH 12 1964  
BY BRIGHTON ENGINEERING CO.  
GENERAL CONSULTANT  
BY ...

APPROVED  
DATE: March 13, 1964  
BY DEPARTMENT OF HIGHWAYS  
BY D. H. Bray

SHEET 1 of 16 Dwg. No. 15805  
**KENTUCKY  
DEPARTMENT OF HIGHWAYS  
COUNTY OF  
ANDERSON - WOODFORD**  
CENTRAL KENTUCKY PARKWAY  
STATE PROJECT No. 3-81- & 120-775-  
DATE 1964

SURVEYED	1963	BY SMITH, POLLITTE & ASSOC., INC.
SURVEY APPROVED	19	BY CHIEF LOCKYER CHIEFSMAN
PLAN CHECKED	19	BY CHIEF DRAFTSMAN
SURVEY AND PLAN APPROVED	19	BY DIRECTOR OF DESIGN
SURVEY AND PLAN APPROVED	19	BY HIGHWAY ENGINEER

APPROVED	19	
BY:		COMMISSIONER OF RURAL HIGHWAYS
BY:		COMMISSIONER OF HIGHWAYS
RECOMMENDED FOR APPROVAL:		
DISTRICT ENGINEER		DATE
APPROVED:		
DIVISION ENGINEER		DATE

# KENTUCKY DEPARTMENT OF HIGHWAYS

## ANDERSON-WOODFORD COUNTIES

### CENTRAL KENTUCKY PARKWAY

#### C.K.P. OVER KENTUCKY RIVER

##### SUBSTRUCTURE-PIERS

REFERENCE AND ESTIMATE OF QUANTITIES

Item	Sheet No.	Concrete Class A Foundation Seal (Cu.Yds.)	Concrete Class A (Cu.Yds.)	Reinforcing Steel (Lbs.)	Structure Excavation		Cofferdams Piers 2-N, 2-S, 3-N, 3-S (Lump Sum)	Clearing & Grubbing (Acres)
					Common (Cu.Yds.)	Solid Rock (Cu.Yds.)		
Project Layout Sheet	1							
Title, Notes & Quantities	2							
Bridge Layout	3							
Pier No. 1N	4.12	426.7	832.7	110,335	900	790		
Pier No. 1S	5.2	426.7	786.9	109,672	595	895		
Pier No. 2N	6.7	666.7	1,274.4	168,315	1520	180		
Pier No. 2S	6.7	666.7	1,274.4	168,315	1280	235		
Pier No. 3N	8.9	722.2	1,215.2	194,636	1570	365		
Pier No. 3S	8.9	722.2	1,215.2	194,636	1600	290		
Pier No. 4N	10.2	426.7	832.7	111,589	520	600		
Pier No. 4S	11.4	426.7	871.3	113,006	650	565		
Soundings	13.14							
Plan & Profile	15.6							
<b>Totals</b>		<b>4,484.6</b>	<b>8,322.5</b>	<b>1,167,564</b>	<b>8,635</b>	<b>3,980</b>	Lump Sum	<b>5.8</b>

**SPECIFICATIONS** - Kentucky Department of Highways, Current Specifications with Amendments.  
**DESIGN LOAD** - Bridge designed for H20-SIGA loading as specified in 1961 A.A.S.H.O. Specifications.  
**DESIGN STRESSES** - For reinforced concrete,  
 $f_c = 20,000$  p.s.i.  $n = 10$   
 $f_s = 1,200$  p.s.i.  $u = 200$  p.s.i. for embedment  
 $f_s = 3,000$  p.s.i.  $u = 300$  p.s.i. for  $f_c$   
**FOUNDATION PRESSURE** - Footings are designed for a maximum pressure of 20,000 p.s.f. for Group I loads with increase allowed for other loading groups.  
**WIND LOAD** - This structure is designed using wind loads based on a wind velocity of 84 m.p.h.  
**CONCRETE** - Class A Concrete to be used throughout.  
**CONCRETE FOR FOOTING SEALS** - If concrete for Footing Seals of Piers 2N, 2S, 3N & 3S cannot be poured in dry excavation, a tremie seal shall be used and 10% of cement added to the concrete poured in the water in accordance with Article 5.6.3-C-2 of the Specifications. No concrete shall be placed in foundations until the depth of excavation and character of foundation material have been inspected by the engineer.  
**BEVELED EDGES** - All exposed edges shall be beveled  $\frac{7}{8}$ " unless otherwise shown.  
**CONSTRUCTION JOINTS** - All construction joints shall be carefully formed. The contractor shall furnish sufficient mixer capacity to place the concrete between construction joints, as noted on the plans, in a period not to exceed 10 hours continuous run. After one section of the concrete has been placed, the construction joint shall be thoroughly cleaned of all laitance and loose or foreign material just before concrete takes its final set (which is about six hours). The joints shall then be covered with burlap and kept completely saturated with water. Flush the joint with 1:2 Portland Cement Mortar before placing the adjoining section.  
**COFFERDAMS** - Cofferdams shall be required for Piers 2N, 2S, 3N, & 3S and all provisions of Article 2.4.3-D-1 of the Standard Specifications shall apply, except as herein modified. The Contractor shall submit drawings for approval which show his proposed method of cofferdam construction. Cofferdam construction shall not start before these submitted drawings are approved. Sheet piling shall be driven to refusal into the hard foundation material. Cofferdams shall be well braced, as near water tight as practicable and shall be constructed to allow concrete foundation seal of the dimensions shown on the plans. Cofferdams which are tilted or moved laterally during construction due to any cause shall be righted, reset or enlarged so as to provide the clearance necessary for the construction of the substructure as shown on the plans, and this shall be at the sole expense of the Contractor. All sheeting shall be removed or cut off at the top of the concrete foundation seal. Cofferdams for Piers 2N, 2S, 3N and 3S will be paid for at a lump sum bid for Cofferdams - Piers 2N, 2S, 3N, and 3S which payment shall include and be full compensation for any required plans, for furnishing, hauling and placing

**Cofferdams Cont.** - all necessary materials, construction and maintenance, unwatering, removal of bracing and removal of or cutting off of sheeting, and for all labor, equipment, tools and incidentals necessary to complete this part of the work. Cofferdams are not required for Piers 1N, 1S, 4N, & 4S.  
**FOUNDATION SEAL - CLASS A CONCRETE** - Limits of payment for this item are outlined on the plans. Concrete required to provide a seal which is in excess of the concrete within the horizontal limits outlined on the plans shall be at the Contractor's expense.  
**STRUCTURE EXCAVATION** - Limits of Payment for this item, when other than outlined in the Specifications, are indicated on the plans. Excavation outside the horizontal dimensions shown on the plans shall be at the Contractor's expense. See Piers 2N, 2S, 3N, & 3S.  
**CLEARING & GRUBBING** - Contractor shall perform clearing and grubbing operations within the R/W from Sta. 3484+00 to Sta. 3493+00 in accordance with Division 11, Section 1 of the Kentucky Department of Highways 1956 Standard Specifications.  
**REINFORCEMENT** - Intermediate or Hard grade reinforcement shall be used in accordance with ASTM A16-50T for billet steel or A16-59T for rail steel, conforming to bending requirements of A.A.S.H.O. Specification M42. Dimensions shown from face of concrete to bars are clear distances. Spacing of bars is from center to center of bars.  
**CONSTRUCTION SEQUENCE** - The Contractor shall complete and backfill Piers 2N and 4S as the first sequence of construction operations to avoid interfering with the Contractor for proposed project C.K. 5-4, since the beginning station 3491+75 of proposed project C.K. 5-4 overlaps with the ending station 3493+00 for this project. Coordination between Contractors on adjacent and overlapping projects will be required in accordance with Section 1.5.7 of the Specifications.

**SPECIAL PROVISIONS** -  
 Special Provision for Rail Steel Bars for Concrete Reinforcement (Apr. 5-24-63)  
 Special Provision for Central Kentucky Parkway.

**NAVIGATION CHANNEL** - All work shall be so conducted so that the free navigation of the waterway shall not be unreasonably interfered with and the present navigable depths shall not be impaired. The channel or channels through the structures shall be promptly cleared of all falsework, piling, or other obstructions placed therein or caused by the construction of the bridges to the satisfaction of the district engineer, U.S. Army, when in his judgment the construction work has reached a point where such action should be taken, and in any case not later than ninety days after the bridges have been opened to traffic.

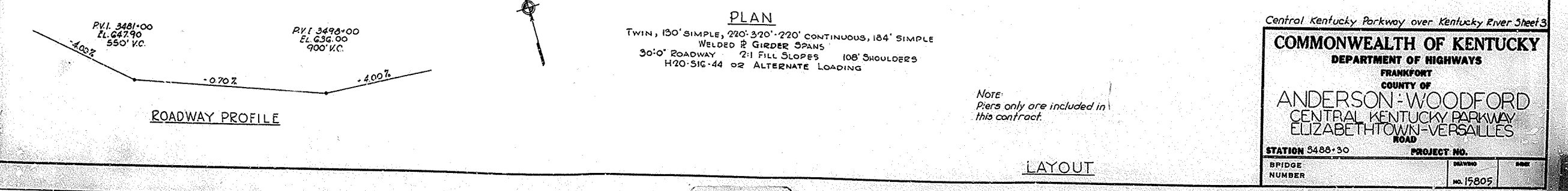
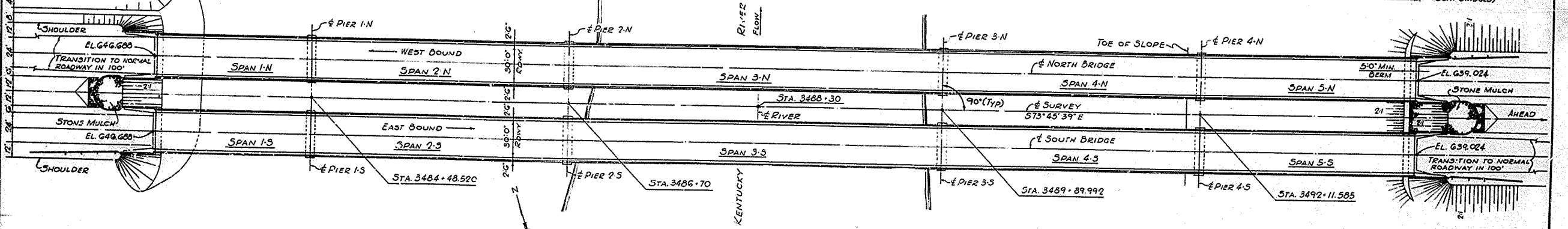
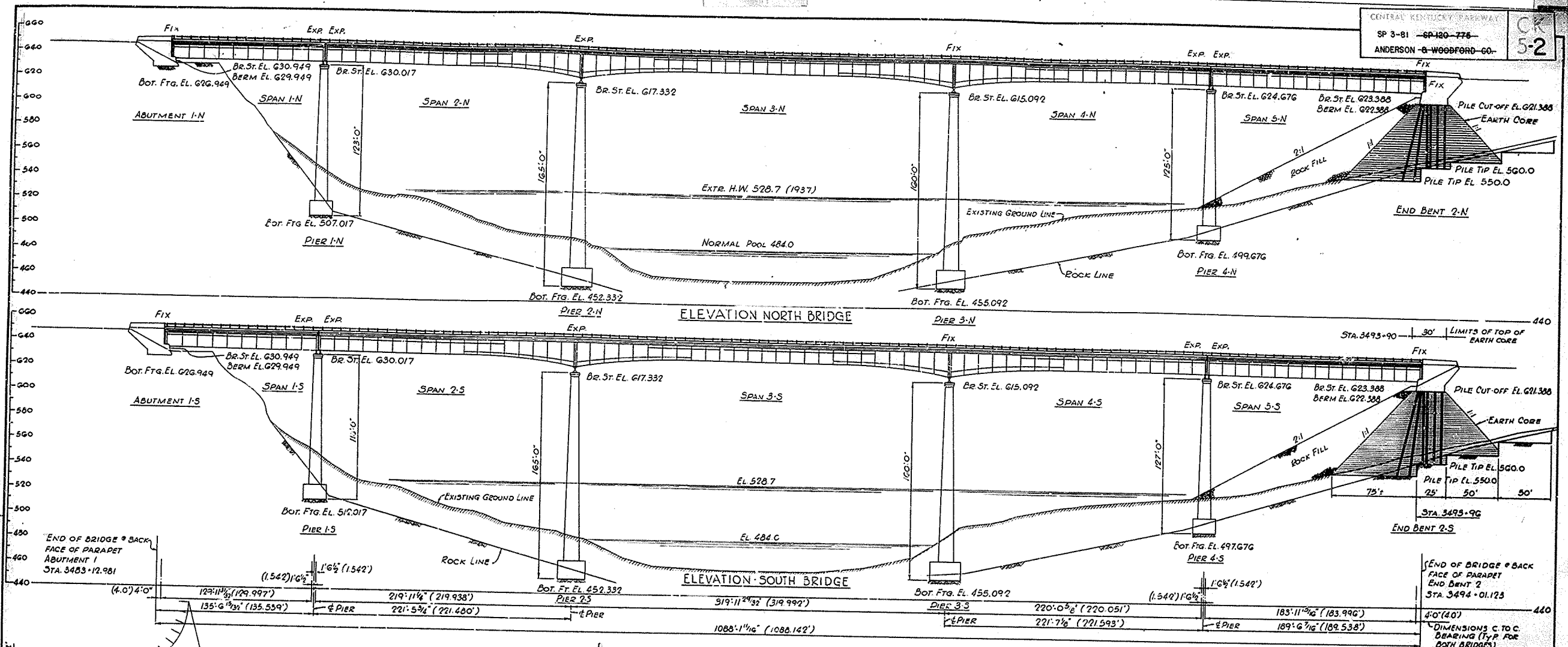
NOTES & QUANTITIES

Central Kentucky Parkway over Kentucky River - Sheet 2

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
 ANDERSON-WOODFORD  
 CENTRAL KENTUCKY PARKWAY  
 ELIZABETHTOWN-VERSAILLES  
 ROAD

STATION 3486+30 PROJECT NO. CK E-2

BRIDGE NUMBER DRAWING NO. 15805



**PLAN**

TWIN, 130' SIMPLE, 220' 3/20' CONTINUOUS, 184' SIMPLE  
 WELDED B GIRDER SPANS  
 30'-0" ROADWAY 2:1 FILL SLOPES 108' SHOULDERS  
 H20-S16-44 OR ALTERNATE LOADING

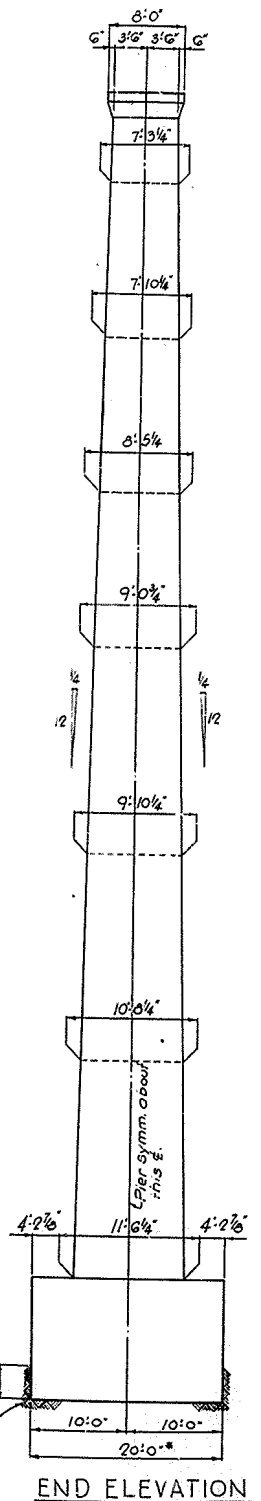
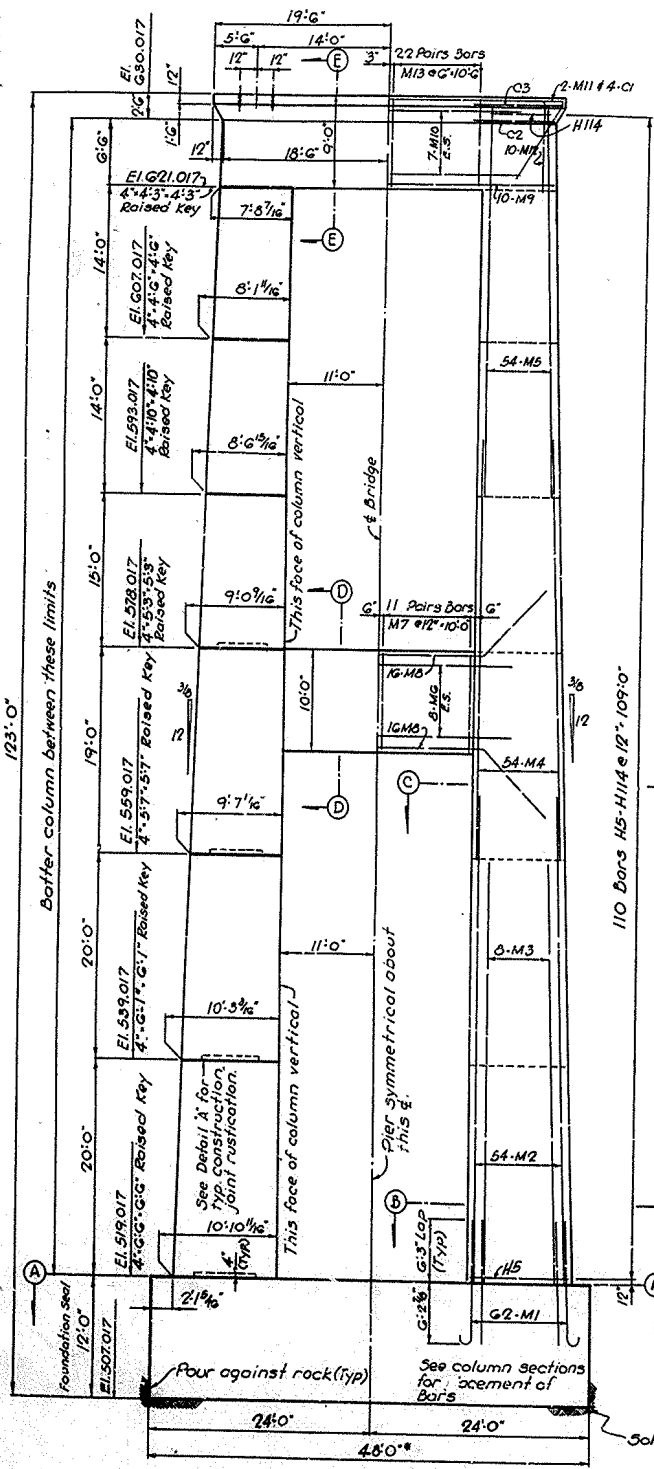
Note:  
 Piers only are included in  
 this contract.

LAYOUT

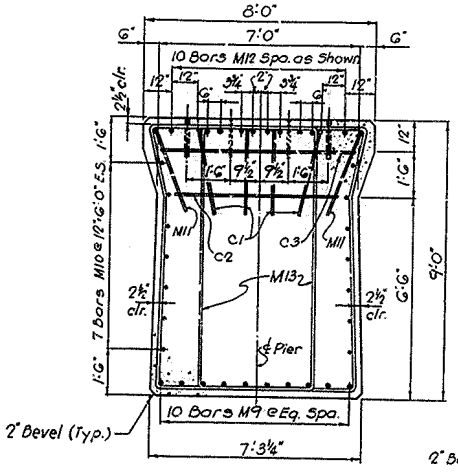
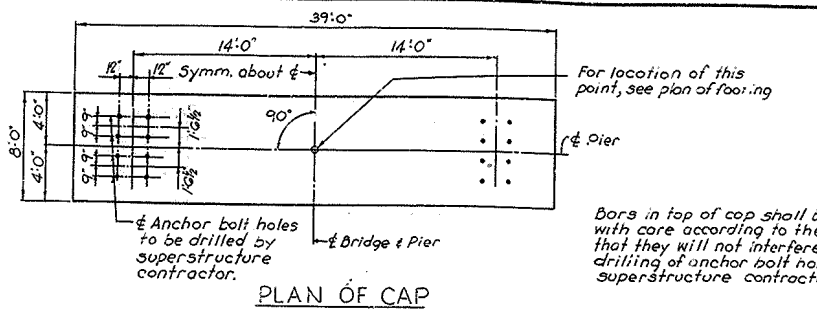
Central Kentucky Parkway over Kentucky River Street 3

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
 ANDERSON - WOODFORD  
 CENTRAL KENTUCKY PARKWAY  
 ELIZABETHTOWN - VERSAILLES  
 ROAD

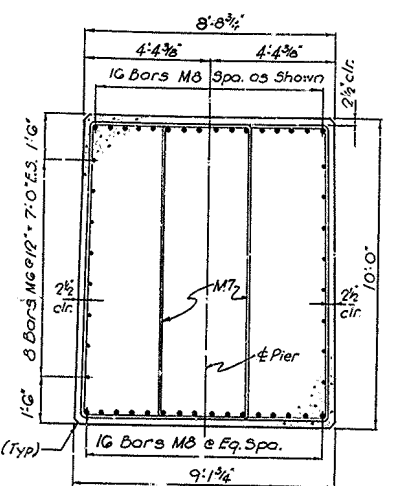
STATION 3488+30 PROJECT NO. 15805



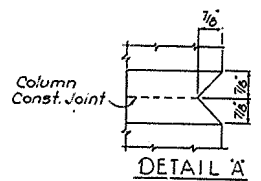
\* Limits of payment for Foundation Seal



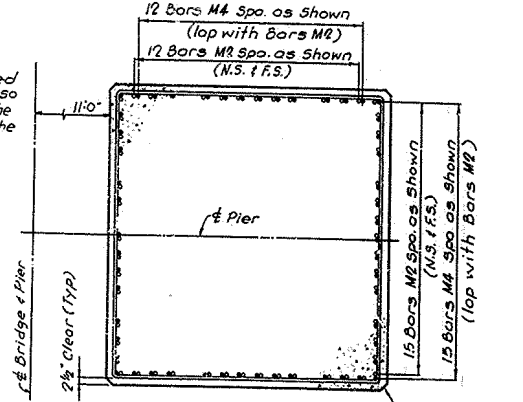
SECTION E-E



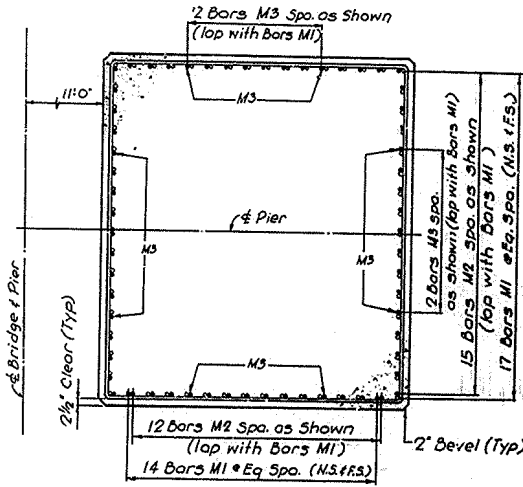
SECTION D-D



DETAIL A



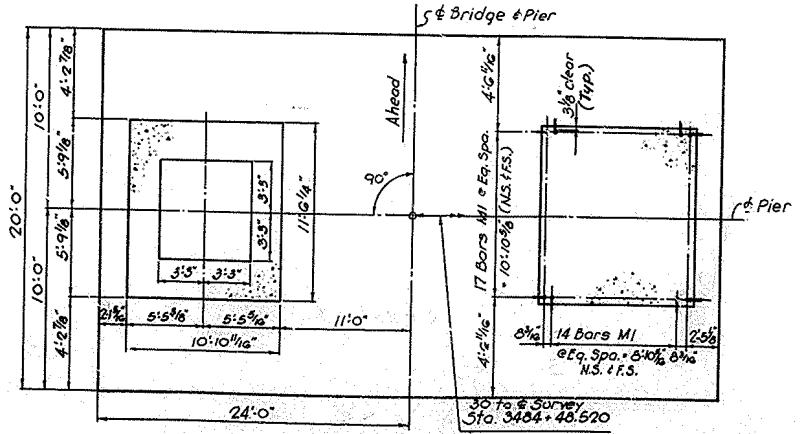
SECTION C-C



SECTION B-B

ESTIMATE OF QUANTITIES		
Item	Unit	Quantity
Concrete Class A	cuyds	832.7
Reinforcement	lbs.	110,335
Concrete Class A Foundation Seal	cuyds	426.7

See Sheet 12 for Bill of Reinforcement



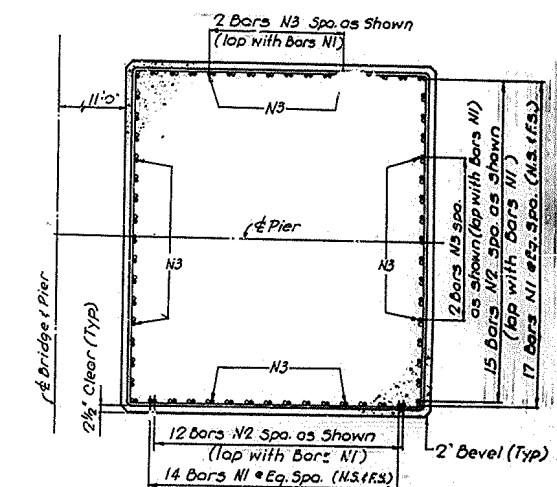
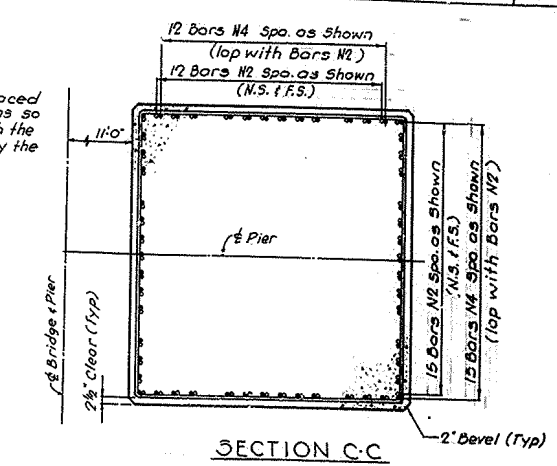
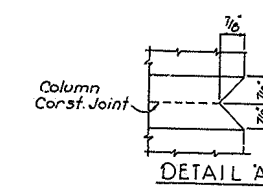
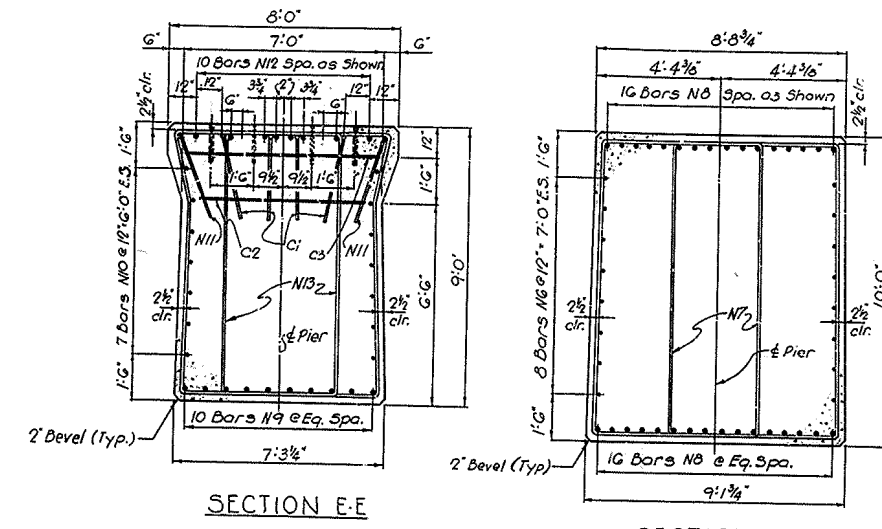
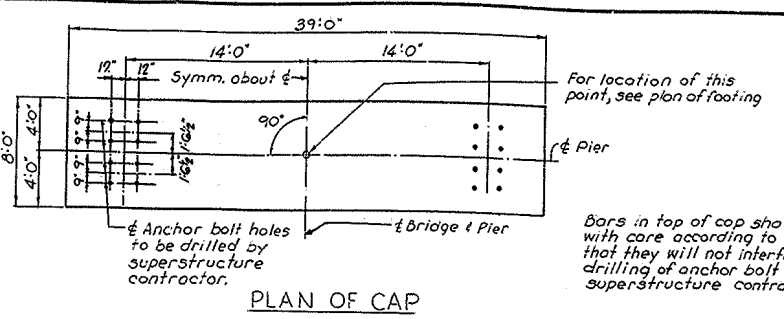
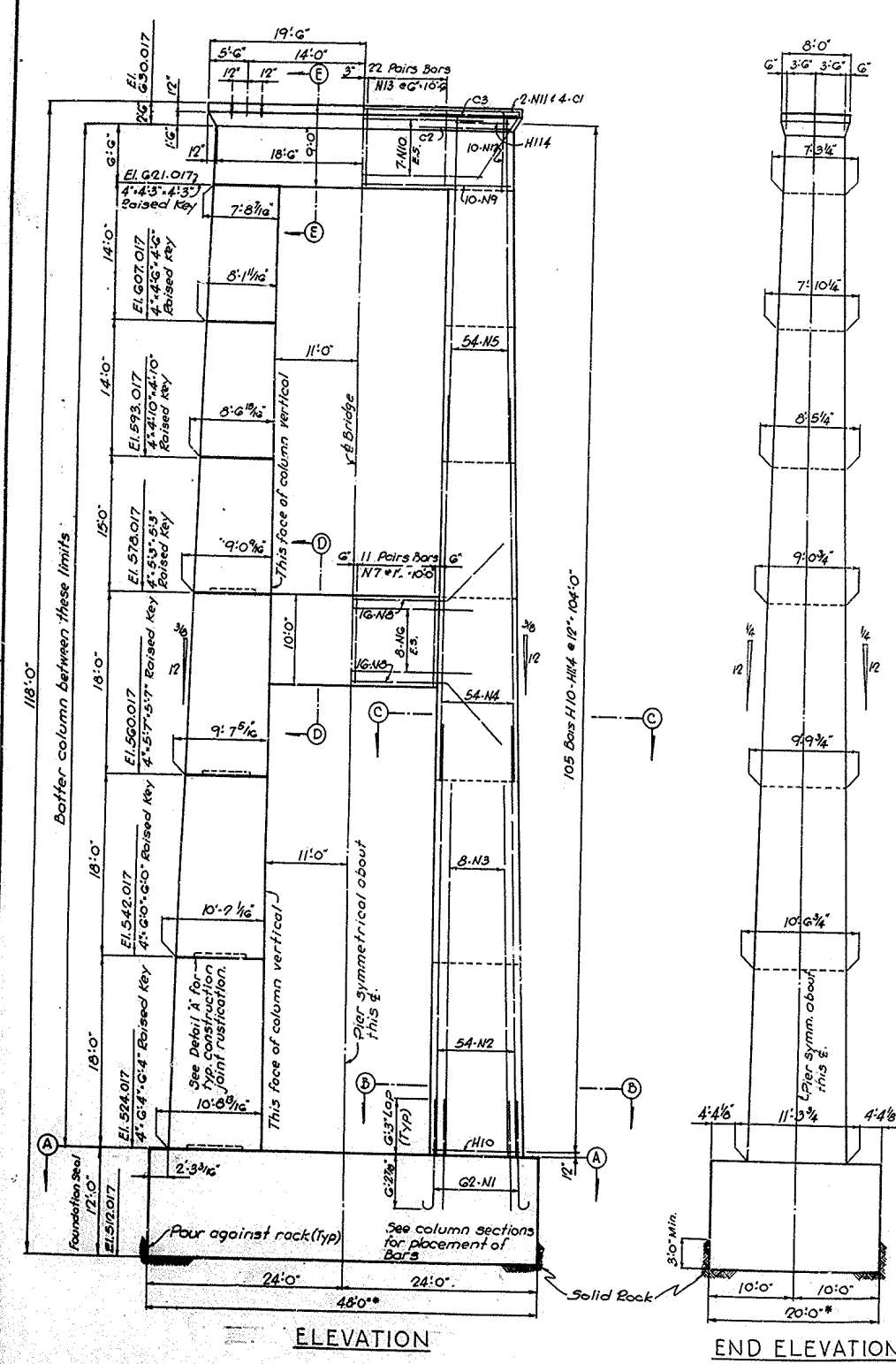
FOOTING PLAN AA

PIER I-N

Central Kentucky Parkway over Kentucky River Sheet 4

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**ANDERSON-WOODFORD**  
 CENTRAL KENTUCKY PARKWAY  
 ELIZABETHTOWN-VERSAILLES  
 ROAD

STATION 3486+30	PROJECT NO.
BRIDGE NUMBER	NO. 15805



**ESTIMATE OF QUANTITIES**

Item	Unit	Quantity
Concrete Class 'A'	cuyds.	786.9
Reinforcement	lbs.	106,672
Concrete Class 'A' Foundation Seal	cuyds.	426.7

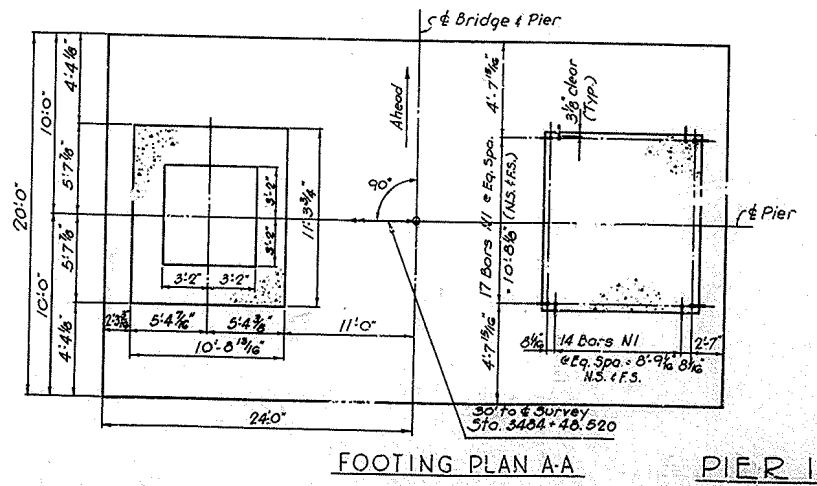
See Sheet 12 for Bill of Reinforcement

Central Kentucky Parkway over Kentucky River, Sheet 5

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**ANDERSON-WOODFORD**  
 CENTRAL KENTUCKY PARKWAY  
 ELIZABETHTOWN-VERSAILLES  
 ROAD

STATION 3468+30 PROJECT NO. 15605

BRIDGE NUMBER	DATE	SCALE
		1" = 10'-0"

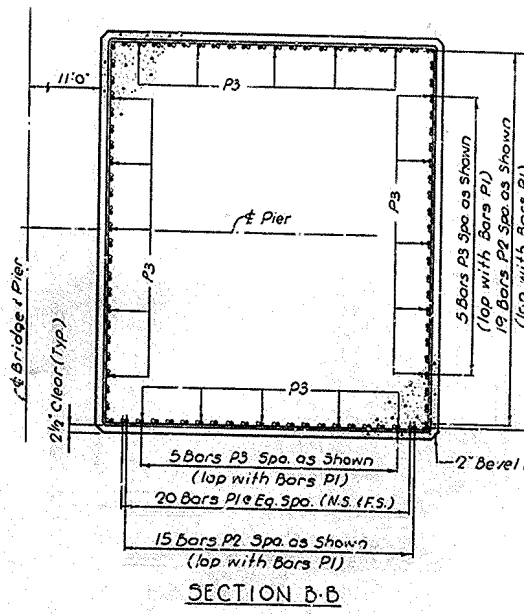
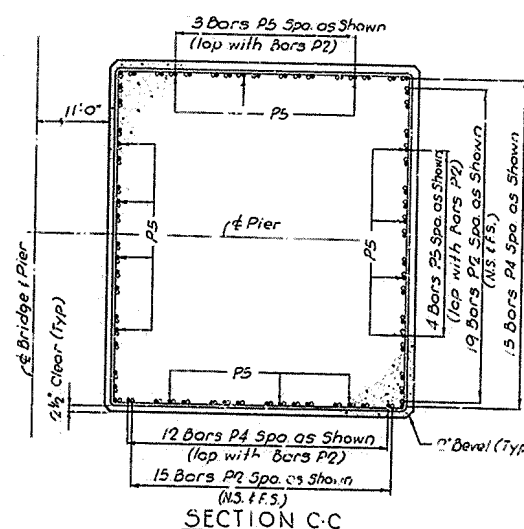
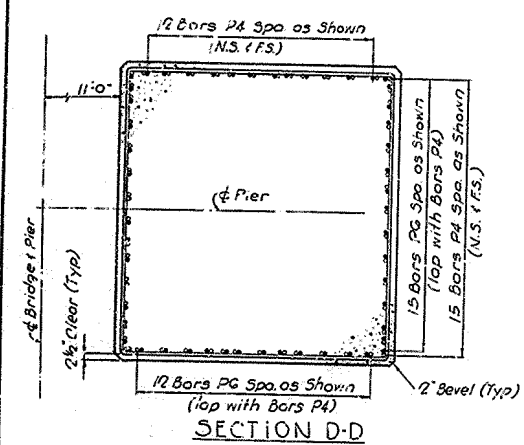


**PIER 1-5**

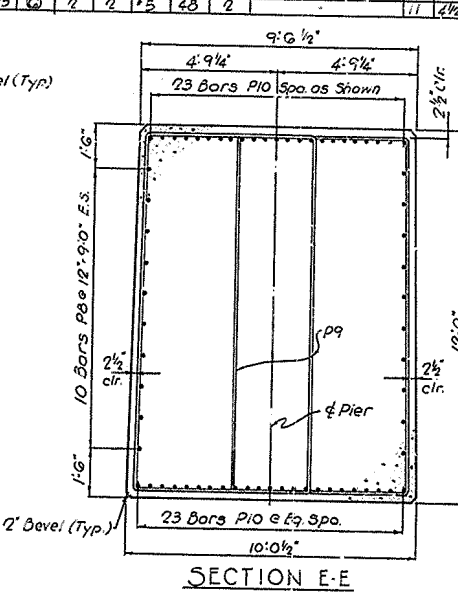
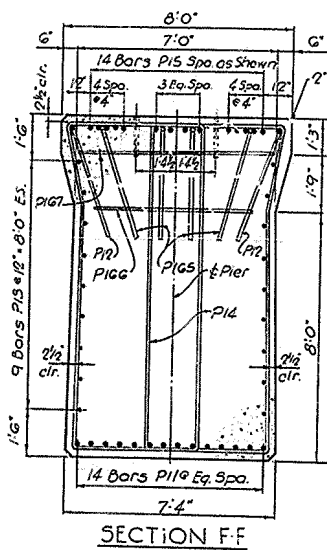


BILL OF REINFORCEMENT

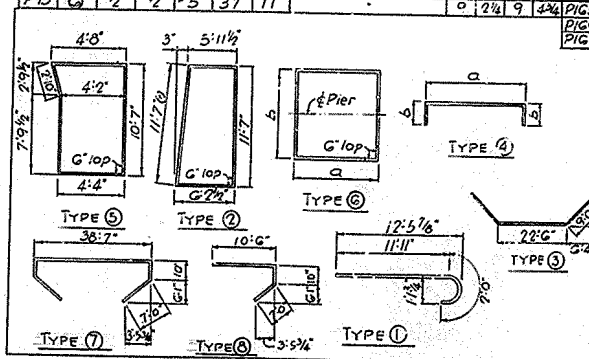
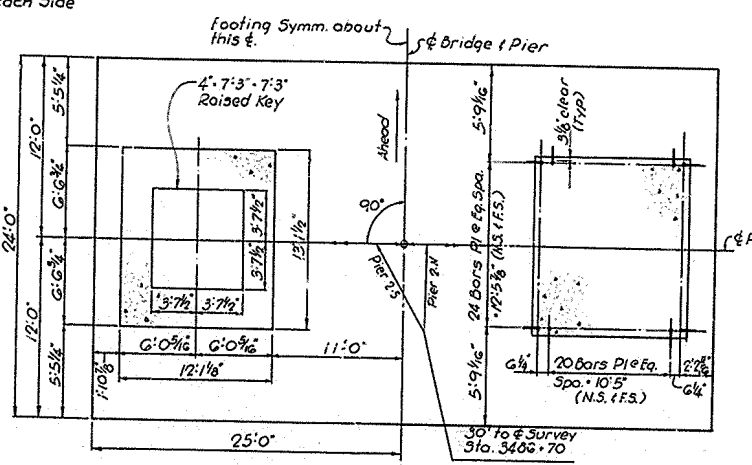
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P1	(1)	176	176	11 13	Column			P26	(2)	2	#5	48	Column			P26	(2)	2	#5	48	Column		
P2	Str.	136	136	11 45				P27				47				P27				47			
P3		40	40	11 38				P28				47				P28				47			
P4		108	108	11 45				P29				47				P29				47			
P5		28	28	11 38				P30				47				P30				47			
P6		108	108	11 37				P31				47				P31				47			
P7		108	108	11 40				P32				47				P32				47			
P8		20	20	#3 30	Strut			P33				47			P33				47				
P9	(2)	44	44	#5 36				P34				47			P34				47				
P10	(2)	46	46	11 40				P35				46			P35				46				
P11	Str.	14	14	11 37	Cap			P36				46			P36				46				
P12	(7)	2	2	#8 53				P37				46			P37				46				
P13	Str.	18	18	#8 50				P38				46			P38				46				
P14	(2)	88	88	#6 50				P39				46			P39				46				
P15	(2)	14	14	11 54				P40				46			P40				46				
P16	(2)	2	2	#5 49	Column			P41				46			P41				46				
P17				49				P42				45			P42				45				
P18				49				P43				45			P43				45				
P19				49				P44				45			P44				45				
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P23				48				P48				44			P48				44				
P24				48				P49				44			P49				44				
P25	(2)	2	2	#5 48				P50				44			P50				44				
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P94				38				P94				38			P94				38				
P95	(2)	2	2	#5 37				P95				37			P95				37				



Bars in top of cap shall be placed with care according to the plans so that they will not interfere with the drilling of anchor bolt holes by the superstructure contractor.



Note:  
 N.S. - Near Side  
 F.S. - Far Side  
 E.S. - Each Side



ESTIMATE OF QUANTITIES

Item	Units	Quantity
Concrete Class 'A' Foundation	cuyds	GGG.7
Concrete Class 'A'	cuyds	1274.4
Reinforcement	lbs	160,315

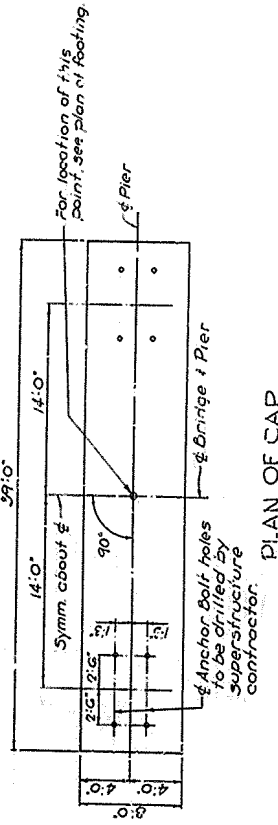
Central Kentucky Parkway over Kentucky River Sheet 7.

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**ANDERSON-WOODFORD**  
 CENTRAL KENTUCKY PARKWAY  
 ELIZABETHTOWN-VERSAILLES  
 ROAD

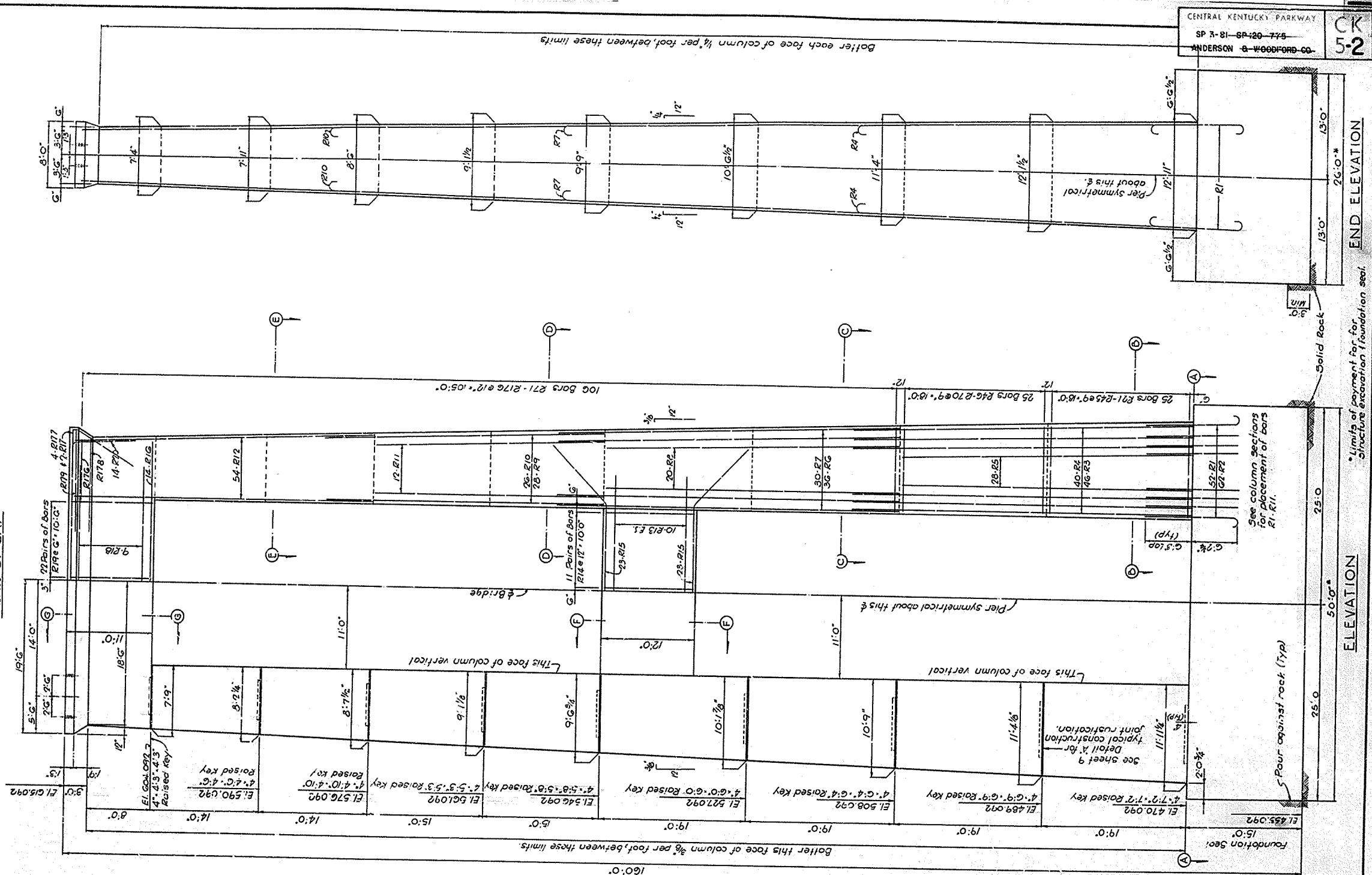
STATION 3488+50 PROJECT NO. 15805

PIERS 2N & 2S 2(Sheets)

DESIGNED BY: W.C. KENDRICK, JR. CHECKED BY: J.L. HUMPHREY	DATE: 11/24/54
DRAWN BY: W.C. KENDRICK, JR. CHECKED BY: J.L. HUMPHREY	DATE: 11/24/54
SCALE: AS SHOWN	PROJECT NO. 15805



PLAN OF CAP



END ELEVATION

ELEVATION

PIERS 3-N & 3-S  
(2 Sheets)

Central Kentucky Parkway over Kentucky River, Sheet B

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
 ANDERSON-WOODFORD  
 CENTRAL KENTUCKY PARKWAY  
 ELIZABETHTOWN-VERSAILLES  
 ROAD

STATION 3468+30	PROJECT NO.
BRIDGE NUMBER	DATE
	NO. 15805

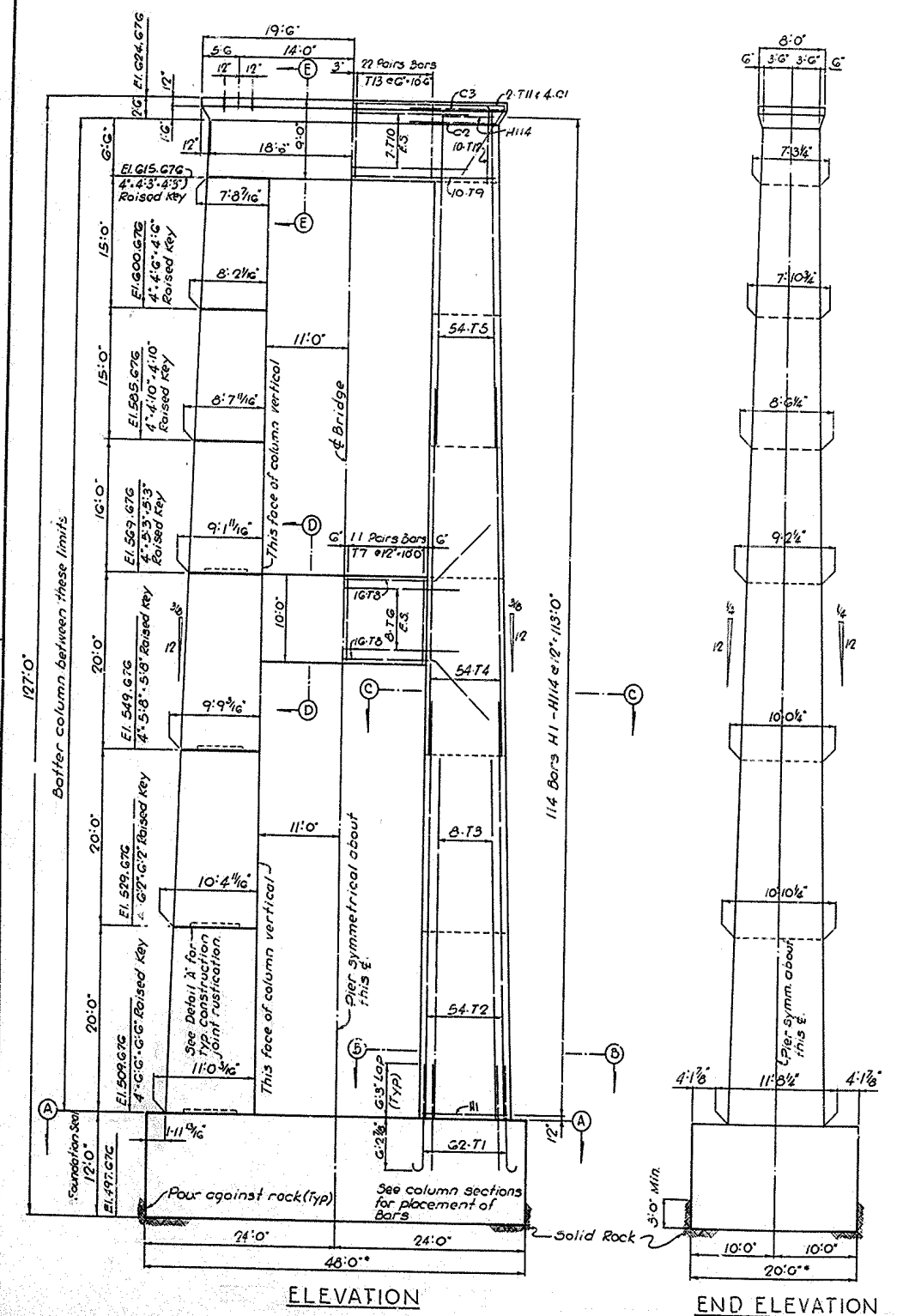
CENTRAL KENTUCKY PARKWAY  
 SP 3-81-6A-20-77B  
 ANDERSON & WOODFORD CO.  
 CK 52



BILL OF REINFORCEMENT

MARK	TYPE	NUMBER	BAR SIZE	LENGTH	LOCATION	a	b	MARK	TYPE	NUMBER	BAR SIZE	LENGTH	LOCATION	a	b
R1	(U)	104	#11	15.4	Column	11	4	R206	(7)	2	#5	3.8	Column	11	4
R2	(U)	124	#11	15.4	Column	11	4	R207	(7)	2	#5	3.8	Column	11	4
R3	Str.	92	#11	44.3	Column	43	9	R208	(7)	2	#5	3.8	Column	11	4
R4	(U)	80	#11	45.9	Column	43	9	R209	(7)	2	#5	3.8	Column	11	4
R5	Str.	56	#11	37.9	Column	43	9	R210	(7)	2	#5	3.8	Column	11	4
R6	(U)	72	#11	44.3	Column	43	9	R211	(7)	2	#5	3.8	Column	11	4
R7	(U)	60	#11	45.9	Column	43	9	R212	(7)	2	#5	3.8	Column	11	4
R8	Str.	40	#11	37.9	Column	43	9	R213	(7)	2	#5	3.8	Column	11	4
R9	(U)	56	#11	36.3	Column	43	9	R214	(7)	2	#5	3.8	Column	11	4
R10	(U)	52	#11	37.9	Column	43	9	R215	(7)	2	#5	3.8	Column	11	4
R11	Str.	24	#11	29.9	Column	35	9	R216	(7)	2	#5	3.8	Column	11	4
R12	(U)	108	#11	37.0	Column	35	9	R217	(7)	2	#5	3.8	Column	11	4
R13	(U)	20	#8	30.0	Column	35	9	R218	(7)	2	#5	3.8	Column	11	4
R14	(U)	44	#5	35.11	Column	35	9	R219	(7)	2	#5	3.8	Column	11	4
R15	(U)	46	#5	40.6	Column	35	9	R220	(7)	2	#5	3.8	Column	11	4
R16	Str.	14	#11	37.0	Column	35	9	R221	(7)	2	#5	3.8	Column	11	4
R17	(U)	2	#8	53.11	Column	35	9	R222	(7)	2	#5	3.8	Column	11	4
R18	Str.	18	#8	30.0	Column	35	9	R223	(7)	2	#5	3.8	Column	11	4
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R20	(U)	14	#11	54.0	Column	35	9	R225	(7)	2	#5	3.8	Column	11	4
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R24	(U)	2	#5	48.5	Column	35	9	R229	(7)	2	#5	3.8	Column	11	4
R25	(U)	2	#5	48.4	Column	35	9	R230	(7)	2	#5	3.8	Column	11	4
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R28	(U)	2	#5	48.1	Column	35	9	R233	(7)	2	#5	3.8	Column	11	4
R29	(U)	2	#5	48.0	Column	35	9	R234	(7)	2	#5	3.8	Column	11	4
R30	(U)	2	#5	47.9	Column	35	9	R235	(7)	2	#5	3.8	Column	11	4
R31	(U)	2	#5	47.8	Column	35	9	R236	(7)	2	#5	3.8	Column	11	4
R32	(U)	2	#5	47.7	Column	35	9	R237	(7)	2	#5	3.8	Column	11	4
R33	(U)	2	#5	47.6	Column	35	9	R238	(7)	2	#5	3.8	Column	11	4
R34	(U)	2	#5	47.5	Column	35	9	R239	(7)	2	#5	3.8	Column	11	4
R35	(U)	2	#5	47.4	Column	35	9	R240	(7)	2	#5	3.8	Column	11	4
R36	(U)	2	#5	47.3	Column	35	9	R241	(7)	2	#5	3.8	Column	11	4
R37	(U)	2	#5	47.2	Column	35	9	R242	(7)	2	#5	3.8	Column	11	4
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R40	(U)	2	#5	46.9	Column	35	9	R245	(7)	2	#5	3.8	Column	11	4
R41	(U)	2	#5	46.8	Column	35	9	R246	(7)	2	#5	3.8	Column	11	4
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R47	(U)	2	#5	46.2	Column	35	9	R252	(7)	2	#5	3.8	Column	11	4
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R53	(U)	2	#5	45.6	Column	35	9	R258	(7)	2	#5	3.8	Column	11	4
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R58	(U)	2	#5	45.1	Column	35	9	R263	(7)	2	#5	3.8	Column	11	4
R59	(U)	2	#5	45.0	Column	35	9	R264	(7)	2	#5	3.8	Column	11	4
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R74	(U)	2	#5	43.5	Column	35	9	R279	(7)	2	#5	3.8	Column	11	4
R75	(U)	2	#5	43.4	Column	35	9	R280	(7)	2	#5	3.8	Column	11	4
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R77	(U)	2	#5	43.2	Column	35	9	R282	(7)	2	#5	3.8	Column	11	4
R78	(U)	2	#5	43.1	Column	35	9	R283	(7)	2	#5	3.8	Column	11	4
R79	(U)	2	#5	43.0	Column	35	9	R284	(7)	2	#5	3.8	Column	11	4
R80	(U)	2	#5	42.9	Column	35	9	R285	(7)	2	#5	3.8	Column	11	4
R81	(U)	2	#5	42.8	Column	35	9	R286	(7)	2	#5	3.8	Column	11	4
R82	(U)	2	#5	42.7	Column	35	9	R287	(7)	2	#5	3.8	Column	11	4
R83	(U)	2	#5	42.6	Column	35	9	R288	(7)	2	#5	3.8	Column	11	4
R84	(U)	2	#5	42.5	Column	35	9	R289	(7)	2	#5	3.8	Column	11	4
R85	(U)	2	#5	42.4	Column	35	9	R290	(7)	2	#5	3.8	Column	11	4
R86	(U)	2	#5	42.3	Column	35	9	R291	(7)	2	#5	3.8	Column	11	4
R87	(U)	2	#5	42.2	Column	35	9	R292	(7)	2	#5	3.8	Column	11	4
R88	(U)	2	#5	42.1	Column	35	9	R293	(7)	2	#5	3.8	Column	11	4
R89	(U)	2	#5	42.0	Column	35	9	R294	(7)	2	#5	3.8	Column	11	4
R90	(U)	2	#5	41.9	Column	35	9	R295	(7)	2	#5	3.8	Column	11	4
R91	(U)	2	#5	41.8	Column	35	9	R296	(7)	2	#5	3.8	Column	11	4
R92	(U)	2	#5	41.7	Column	35	9	R297	(7)	2	#5	3.8	Column	11	4
R93	(U)	2	#5	41.6	Column	35	9	R298	(7)	2	#5	3.8	Column	11	4
R94	(U)	2	#5	41.5	Column	35	9</								

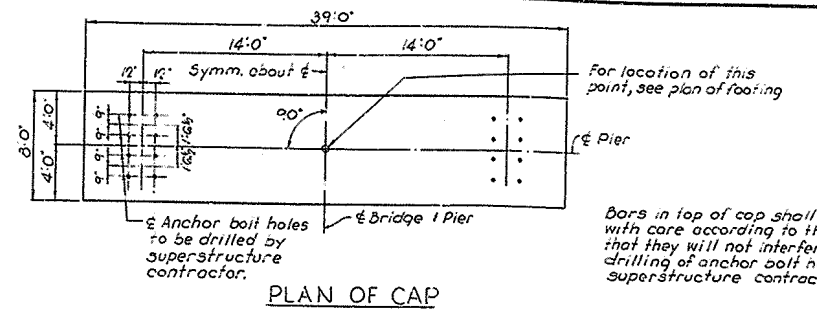




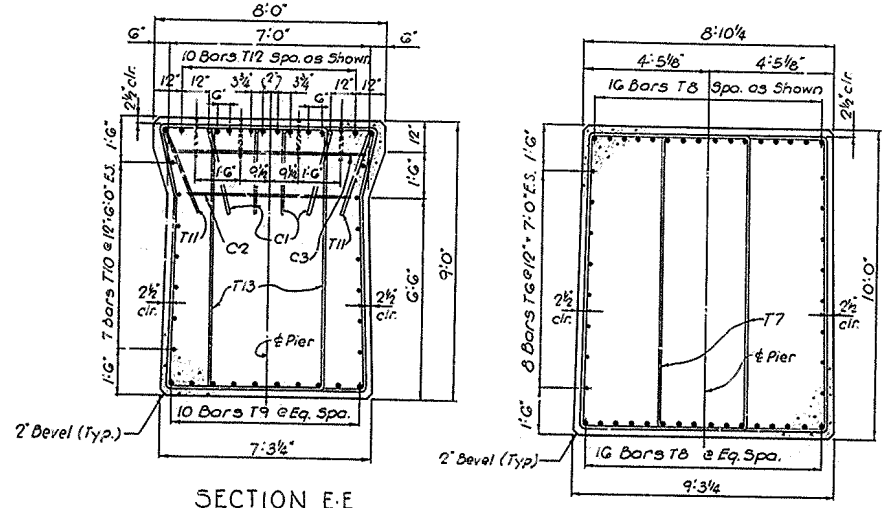
ELEVATION

END ELEVATION

\* Limits of payment for Foundation Seal

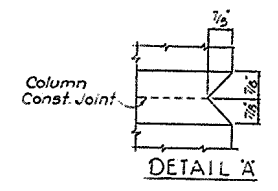


PLAN OF CAP

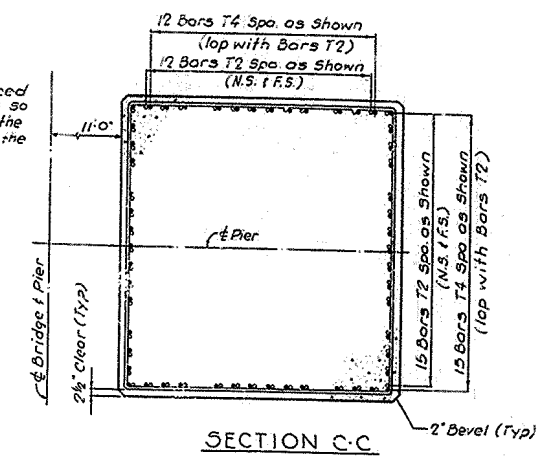


SECTION E-E

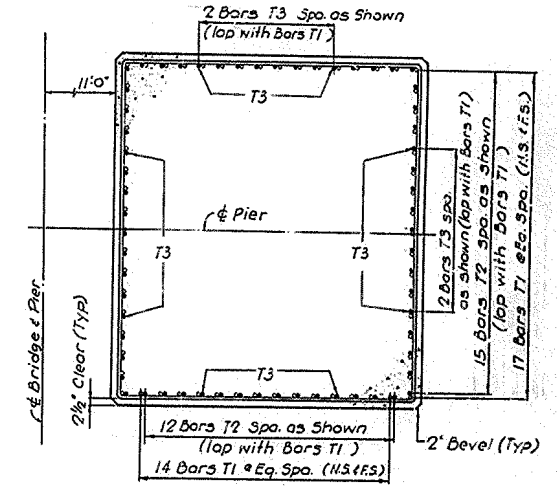
SECTION D-D



DETAIL 'A'



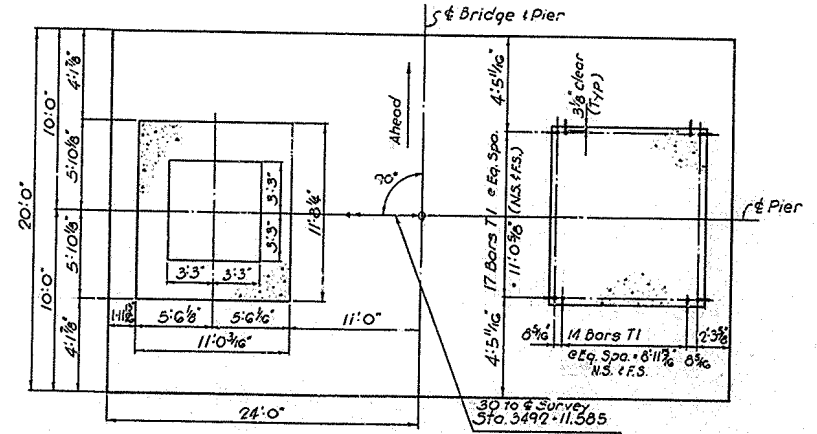
SECTION C-C



SECTION B-B

ESTIMATE OF QUANTITIES		
Item	Unit	Quantity
Concrete Class A	cuyds	871.3
Reinforcement	lbs.	113,006
Concrete Class A Foundation Seal	cuyds	426.7

See Sheet #2 for Bill of Reinforcement



FOOTING PLAN A-A

PIER 4.5

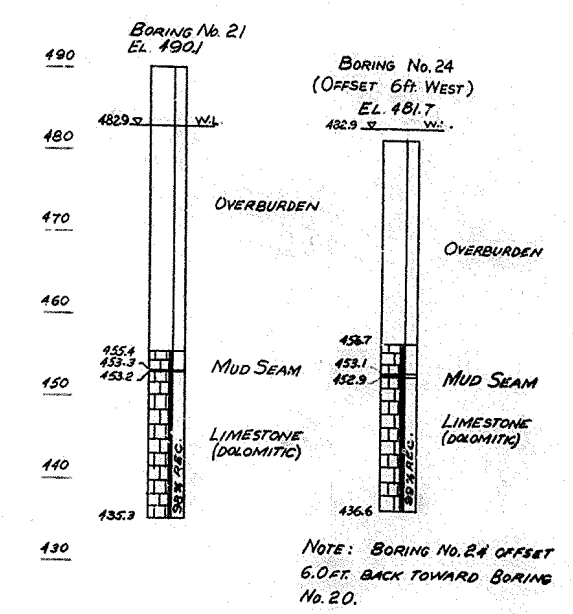
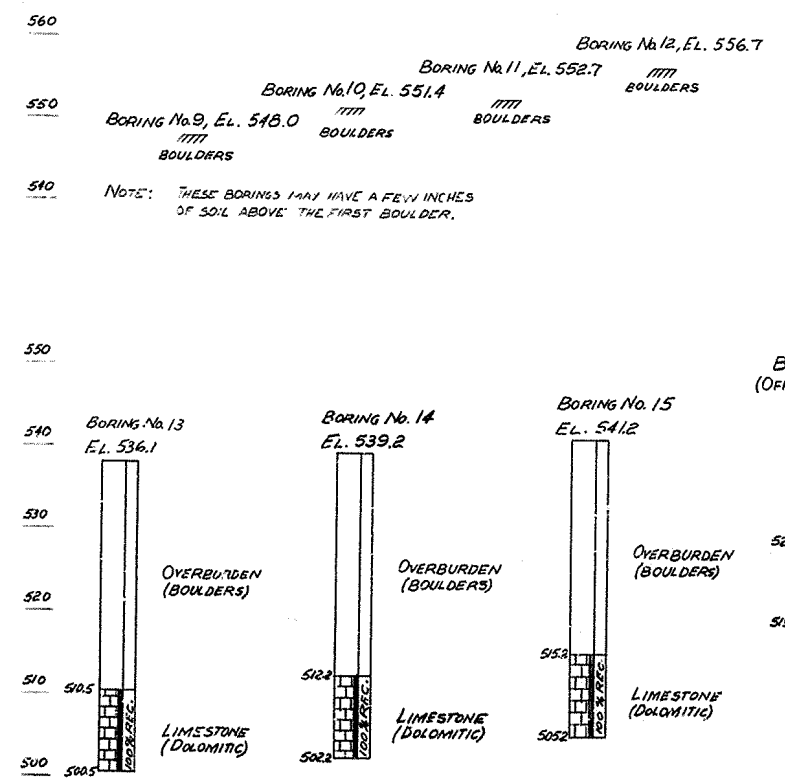
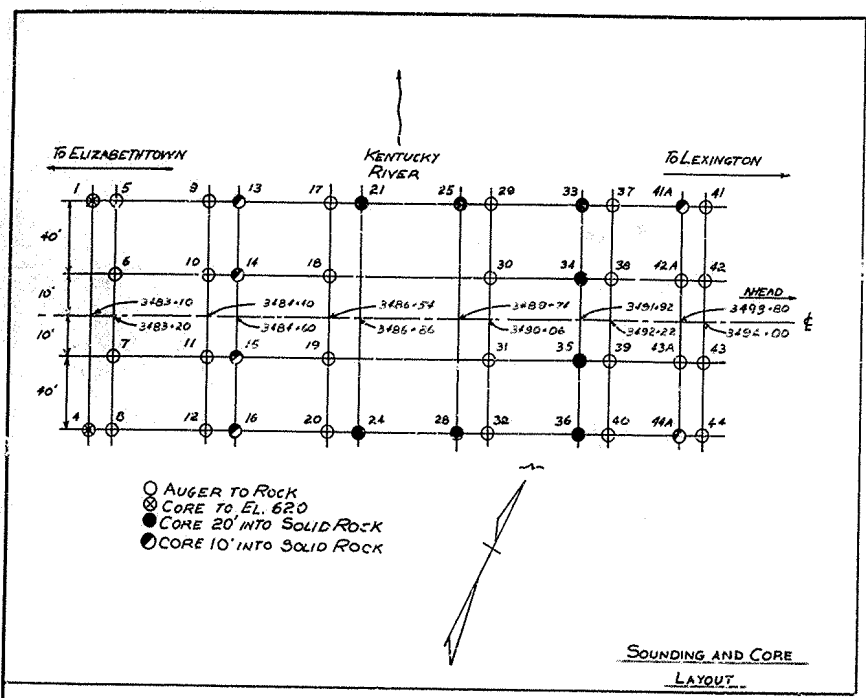
Central Kentucky Parkway over Kentucky River Sheet 11

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**ANDERSON-WOODFORD**  
 CENTRAL KENTUCKY PARKWAY  
 ELIZABETHTOWN-VERSAILLES  
 ROAD

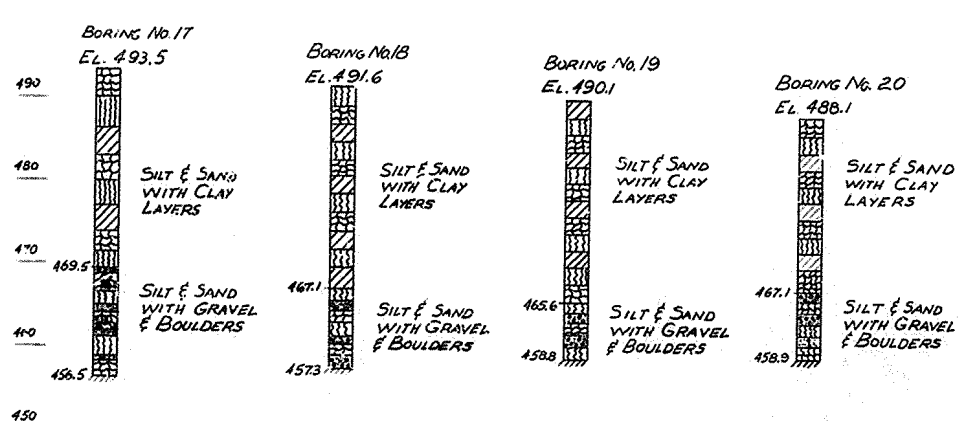
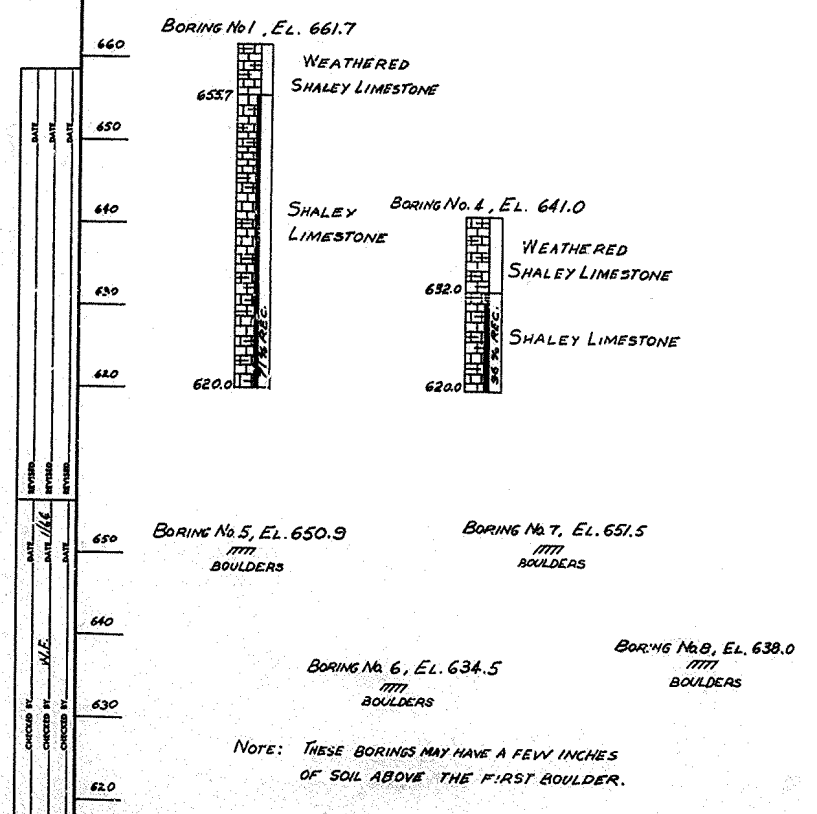
STATION 3488+30	PROJECT NO.
BRIDGE NUMBER	NO. 15805

BILL OF REINFORCEMENT

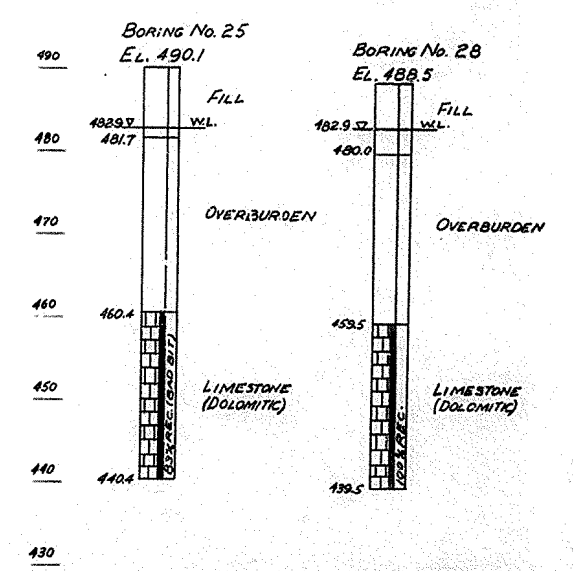
MARK	TYPE	NO	BAR SIZE	LENGTH	LOCATION	a		b		MARK	TYPE	NUMBER	BAR SIZE	LENGTH	LOCATION	a		b		MARK	TYPE	NUMBER	BAR SIZE	LENGTH	LOCATION	a		b	
						ft	in	ft	in							ft	in	ft	in							ft	in	ft	in
PIER 1-N																													
M1	(1)	124	#11	13	11					H1	(7)	#5	44	4	Column Hoops	10	6 3/4	11	2 3/4	H78	(2)	#5	33	2	Column Hoops	8	2	8	0 1/4
M2	Str	108	#11	46	3					H2		#5	44	3		10	6 1/2	11	2 1/2	H79		#5	33	0		8	1 1/2	7	11 3/4
M3		16	#11	39	9					H3		#5	44	1		10	6	11	2 1/2	H80		#5	32	10		8	1	7	11 1/2
M4		108	#11	40	3					H4		#5	43	11		10	5 1/2	11	1 1/2	H81		#5	32	8		8	0 3/4	7	10 3/4
M5		108	#11	36	6					H5		#5	43	9		10	5 1/2	11	0 3/4	H82		#5	32	7		8	0 1/2	7	10 1/2
M6		16	#8	30	0					H6		#5	43	8		10	5	11	0 1/4	H83		#5	32	5		8	0	7	9 3/4
M7	(2)	44	#5	31	6					H7		#5	43	6		10	4 1/2	10	1 1/4	H84		#5	32	3		7	11 1/2	7	9 1/4
M8	(4)	32	#11	40	6					H8		#5	43	4		10	4	10	1 1/2	H85		#5	32	1		7	11 1/4	7	8 3/4
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M10	Str	14	#8	30	0					H10		#5	43	1		10	3 1/2	10	10 3/4	H87		#5	31	10		7	10	7	7 1/4
M11	(8)	2	#8	49	5					H11		#5	42	11		10	3	10	9 3/4	H88		#5	31	8		7	9 3/4	7	6 3/4
M12	(5)	10	#11	54	0	36	5	9	0	H12		#5	42	9		10	2 1/2	10	9 1/4	H89		#5	31	6		7	9 1/4	7	6 1/4
M13	(6)	88	#5	29	1					H13		#5	42	7		10	2 1/4	10	8 3/4	H90		#5	31	5		7	9 1/2	7	6 1/4
PIER 1-S																													
N1	(1)	124	#11	13	11					H14		#5	42	2		10	2	10	8 1/4	H91		#5	31	3		7	9	7	5 3/4
N2	Str	108	#11	42	3					H15		#5	42	4		10	2	10	8 1/4	H92		#5	31	1		7	8 1/2	7	5 1/4
N3		16	#11	35	9					H16		#5	42	11		10	0 3/4	10	6 1/2	H93		#5	30	10		7	8 1/4	7	4 3/4
N4		108	#11	39	3					H17		#5	41	9		10	0	10	6 1/2	H94		#5	30	8		7	8	7	4 1/4
N5		108	#11	36	6					H18		#5	41	7		10	0	10	5 3/4	H95		#5	30	6		7	7 1/2	7	3 3/4
N6		16	#8	30	0					H19		#5	41	5		9	1 1/2	10	5 1/4	H96		#5	30	4		7	6 3/4	7	2 3/4
N7	(2)	44	#5	31	6					H20		#5	41	4		9	1 1/4	10	4 3/4	H97		#5	30	3		7	6 1/2	7	2 1/4
N8	(4)	32	#11	40	6					H21		#5	41	2		9	1 1/4	10	4 1/4	H98		#5	30	1		7	6	7	1 3/4
N9	Str	10	#11	37	0					H22		#5	41	0		9	10 1/2	10	3 3/4	H99		#5	29	11		7	5 1/2	7	1 1/2
N10	Str	14	#8	30	0					H23		#5	40	10		9	9 3/4	10	2 1/2	H100		#5	29	9		7	5 1/4	7	0 3/4
N11	(8)	2	#8	49	5					H24		#5	40	9		9	9 1/2	10	2 1/2	H101		#5	29	7		7	5	7	0 1/4
N12	(5)	10	#11	54	0	36	5	9	0	H25		#5	40	7		9	9	10	1 3/4	H102		#5	29	6		7	4 1/2	7	11 3/4
N13	(6)	88	#5	29	1					H26		#5	40	5		9	8 1/2	10	1 1/4	H103		#5	29	4		7	4	6	11 1/4
PIER 4-N																													
S1	(1)	124	#11	13	11					H27		#5	40	3		9	8 1/4	10	0 3/4	H104		#5	29	2		7	3 3/4	7	10 3/4
S2	Str	108	#11	45	3					H28		#5	40	2		9	8	10	0 3/4	H105		#5	29	0		7	3 1/2	7	10 1/4
S3		16	#11	36	9					H29		#5	40	0		9	7 1/2	9	1 1/4	H106		#5	28	11		7	3	6	9 3/4
S4		108	#11	41	3					H30		#5	39	10		9	7 1/2	9	1 3/4	H107		#5	28	9		7	2 1/2	7	9 1/4
S5		108	#11	38	6					H31		#5	39	8		9	6 3/4	9	10 3/4	H108		#5	28	7		7	2 1/4	7	8 3/4
S6		16	#8	30	0					H32		#5	39	5		9	6 1/2	9	10 1/4	H109		#5	28	5		7	2	6	8 1/4
S7	(3)	44	#5	31	8					H33		#5	39	3		9	6	9	9 3/4	H110		#5	28	4		7	1 1/2	7	7 3/4
S8	(4)	32	#11	40	6					H34		#5	39	1		9	5 1/2	9	9 1/4	H111		#5	28	2		7	1	6	7 1/4
S9	Str	10	#11	37	0					H35		#5	39	0		9	5 1/2	9	8 3/4	H112		#5	28	0		7	0 3/4	6	6 3/4
S10	Str	14	#8	30	0					H36		#5	39	0		9	5	9	8 1/4	H113		#5	27	11		7	0 1/2	6	6 1/4
S11	(8)	2	#8	49	5					H37		#5	38	10		9	4 1/2	9	7 3/4	H114	(1)	#8	15	11		6	0	9	0
S12	(5)	10	#11	54	0	36	5	9	0	H38		#5	38	8		9	4	9	7 1/4	C1	(9)	#8	23	9		6	0	9	0
S13	(6)	88	#5	29	1					H39		#5	38	5		9	3 1/2	9	6 1/4	C2	(5)	#6	23	9		6	10	9	0
PIER 4-S																													
T1	(1)	124	#11	13	11					H40		#5	38	3		9	3	9	5 3/4	C3	(2)	#6	24	7		6	10	9	0
T2	Str	108	#11	46	3					H41		#5	37	11		9	2 1/2	9	5 1/4			#5	27	11		6	10	9	0
T3		16	#11	39	9					H42		#5	37	10		9	2 1/4	9	4 3/4			#5	27	11		6	10	9	0
T4		108	#11	42	3					H43		#5	37	8		9	1 1/2	9	3 1/4			#5	27	11		6	10	9	0
T5		108	#11	38	6					H44		#5	37	4		9	0 3/4	9	2 3/4			#5	27	11		6	10	9	0
T6		16	#8	30	0					H45		#5	37	1		9	0 1/2	9	2 1/4			#5	27	11		6	10	9	0
T7	(3)	44	#5	31	8					H46		#5	37	1		9	0	9	1 1/2			#5	27	11		6	10	9	0
T8	(4)	32	#11	40	6					H47		#5	36	11		8	1 1/2	9	1 1/4			#5	27	11		6	10	9	0
T9	Str	10	#11	37	0					H48		#5	36	9		8	1 1/4	9	0 3/4			#5	27	11		6	10	9	0
T10	Str	14	#8	30	0					H49		#5	36	8		8	1	9	0 1/4			#5	27	11		6	10	9	0
T11	(8)	2	#8	49	5					H50		#5	36	6		8	10 1/2	8	11 3/4			#5	27	11		6	10	9	0
T12	(5)	10	#11	54	0	36	5	9	0	H51		#5	36	4		8	10	8	11 1/4			#5	27	11		6	10	9	0
T13	(6)	88	#5	29	1					H52		#5	36	2		8	9 1/2	8	10 3/4			#5	27	11		6	10	9	0
PIER 4-N																													
N40										H53		#5	35	11		8	9	8	9 3/4			#5	27	11		6	10	9	0
N41										H54		#5	35	9		8	8 1/2												



NOTE: BORING NO. 24 OFFSET 6.0 FT. BACK TOWARD BORING NO. 20.



NOTE: INDICATES AUGER REFUSAL



Central Kentucky Parkway over Kentucky River Sheet 3

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**ANDERSON - WOODFORD**  
 CENTRAL KENTUCKY PARKWAY  
 ELIZABETHTOWN - VERSAILLES  
 ROAD

STATION 3406+20 PROJECT NO.  
 BRIDGE NUMBER DRAWING NO. 15805 INDEX

SOUNDINGS (2 Sheets)





FINAL SURVEY  
 DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 PROJECT: \_\_\_\_\_  
 AREA: \_\_\_\_\_

ORIGINAL SURVEY  
 DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 PROJECT: \_\_\_\_\_  
 AREA: \_\_\_\_\_

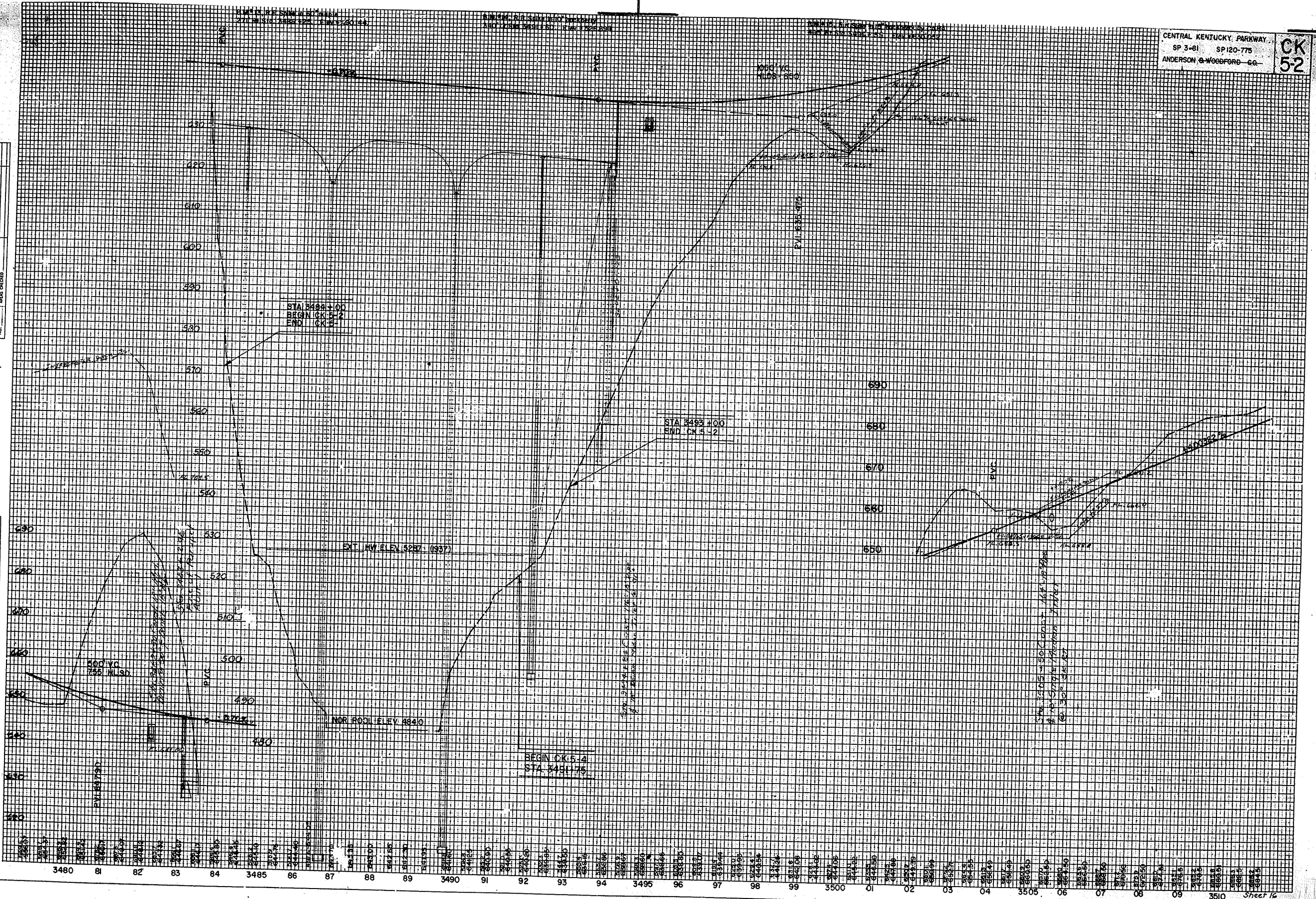


PLATE 3 - CROSS SECTION G.P. & A.A. STANSARD  
 THE FREEDOM POST CO. CHICAGO

STA. 3480 TO STA. 3510

**BRIDGE**

Sheet 16  
 Dwg. No. 15905