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

KENTUCKY DEPARTMENT OF HIGHWAYS
LAUREL COUNTY
TENN. ST. LINE-LEXINGTON-COVINGTON
LILY-KEAVY ROAD OVER I-75

REFERENCE AND ESTIMATE OF QUANTITIES

ITEM	SHEET NO.	CONCRETE CLASS "A" CU. YDS.	CONCRETE CLASS "AA" CU. YDS.	REINFORCEMENT LBS.	HANDRAIL LIN. FT.	STRUCTURAL STEEL LUMP SUM	CRUSHED AGGREGATE SLOPE PROTECTION SQ. YDS.	LINSEED OIL PROTECTION COATING SQ. YDS.	STRUCTURE EXCAVATION CU. YD. COMMON	STRUCTURE EXCAVATION CU. YD. SOLID ROCK
TITLE SHEET	1									
GENERAL NOTES	2									
LAYOUT	3									
SUBSTRUCTURE										
ABUTMENT 1	5	57.1 (*38.5 + *14.5)	(2)	(4,957) → 4776			110		90	35
PIER 1	6	30.0		4,286						35
PIER 2	6	33.0		4,567						40
PIER 3	6	32.0		4,478						35
ABUTMENT 2	5	57.6 (*15.1 + *38.5)	(2)	(4,95) → 4776			100		90	35
SOUNDINGS	4									
SUBSTRUCTURE TOTALS		209.7 (*172.0 + *29.6 + *443.0)	(2)	(23,233) → 22883			210		180	180
SUPERSTRUCTURE										
SUPERSTRUCTURE	7.8.9.10		(440.2)	(124,543)	495	(1)		835		
HANDRAIL	H 115 or 150				→ 126,460					
HANDRAIL POST SPACING	7									
CONSTRUCTION ELEVATIONS	11									
SUPERSTRUCTURE TOTALS		209.7 (*172.0 + *443.0)	(440.2)	(124,543)	495	(1)		835		
BRIDGE TOTALS		209.7	(440.2)	(147,776) → 149,640 (449.6)	495	(1)	210	835	180	180

(1) APPROXIMATE WEIGHT OF STRUCTURAL STEEL IS 14.338 LBS.

REFERENCES

SPECIAL PROVISION NO. 8A FOR LINSEED OIL PROTECTIVE COATING.
SPECIAL PROVISION NO. 9 FOR HIGH STRENGTH HANDRAIL.
SPECIAL PROVISION NO. 12 FOR JOINT SEALING COMPOUND.
SPECIAL PROVISION NO. 35 FOR CLASS "AA" CONCRETE.
AE 1A
ED 3A
SS 2A
H 115D
H 150B

BILL OF INCIDENTAL MATERIAL

ITEM	NO.	DISCRIPTION
Cork Joint Filler (Premold)	2	¼"x1'-6"x6'-1" at Keys, Abutment 1 & 2
Joint Sealing Compound	2	1"x3"x27'-6" at Expansion Dams

NOTE: Quantities shown in Bill of Incidental Material are approximately only and the contractor is responsible for furnishing enough material to complete the work according to the Plans and Specifications.

RACKOFF ASSOCIATES

DESIGNED BY V.K. DATE
DETAILED BY S.S. CHECKED BY DATE 7-65
TRACED BY CHECKED BY DATE
REVISED Quantities Revised Due to Soil Changes DATE Sept 67
REVISED DATE
REVISED DATE

LILY-KEAVY ROAD OVER I-75 SHEET 1 OF 11

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
LAUREL
TENN ST LINE-LEXINGTON-COVINGTON
STA. 1684+25 I-75 = **ROAD** I-75-2(2)25
STATION 22+00 LILY-KEAVY **PROJECT NO.** SP 63-246-IL

BRIDGE NUMBER	DRAWING NO.	INDEX
	16326	

BRIDGE

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

GENERAL NOTES

SPECIFICATIONS: Kentucky Department of Highways Current Standards with Revisions shall apply to this project.

DESIGN LOAD: Bridge designed for H20–44 loading as specified in 1965 AASHO Specifications.

DESIGN STRESSES:

For Reinforcement	For Class A Concrete	For Class AA Concrete
f_s = 20,000 psi	f_c = 1,200 psi	f_c = 1,600 psi for other than slab design. For slab design f_c = 1,200 psi for slab design.
u = 200 psi for embedment	f_c' = 3,000 psi	f_c' = 4,000 psi
u = 300 psi for summation of perimeters	n = 10	n = 8

CONCRETE: Class "A" concrete is to be used throughtout except in superstructure and handrail. Class "AA" concrete to be used in superstructure and in Abutment above the Bridge seat Elevation. Class "D" to be used in handrail.

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

FOUNDATION PRESSURE: Pier footings are designed for a maximum pressure of 10,000 psf., and abutment footings for a maximum pressure of 4,000 psf. These maximums are for Group 1 loads with increases allowed for other loading groups.

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

PREMOLDED CORK EXPANSION JOINT MATERIAL: The cost of these items 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, bolts, washers, steel pins, lead plates, molten lead, welding and welding materials, paint and all labor and materials necessary to erect the steel in accordance with the plans and specifications.

LINSEED OIL PROTECTIVE COATING: Protective coating shall be furnished and applied in accordance with the Special Provisions.

PAINT: Refer to Standard Drawing AE1, SS2, & ED3 for paint note.

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 exceeding ten hours continous run. After one section of the concrete has been placed, the construction joint shall be thououghly cleaned of all laitance, loose and foreign material just before the concrete takes its final set, which is about six hours. The joints shall then be covered with burlap and left completely saturated with water. Flush the joints with 1:2 Portland Cement mortar just before placing the adjoining section.

FALSEWORK: The falsework supporting the girders in any span of a continous reinforced concrete unit shall be removed until all girders and slabs in all spans of the continous unit have been poured for at least twenty–one days.

WIND LOADS: This structure is designed using wind loads based on a wind velocity of 84 m.p.h.

OPTIONAL TYPES OF HIGH–STRENGTH HANDRAIL: The Contractor shall provide throughout the project, at his option, either High–Strength Aluminum Handrail in accordance with Standard Drawing H115 or High–Strength Concrete Handrail in accordance with Standard Drawing H150.

SLOPE PROTECTION: Slope protection shall be Crushed Aggregate Slope Protection in accordance with the Specifications.

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 all labor necessary to do the work for which no direct payment will be made.

RACKOFF ASSOCIATES

DESIGNED BY		CHECKED BY	DATE	REVISED	DATE
DETAILED BY	V.K.	CHECKED BY	S.S. DATE 7-65	REVISED	DATE
TRACED BY		CHECKED BY	DATE	REVISED	DATE

GENERAL NOTES

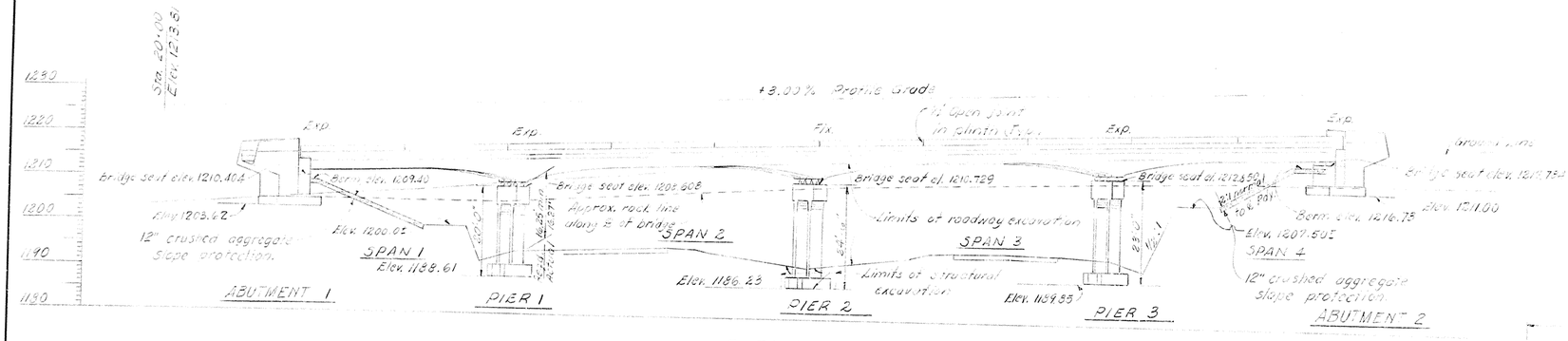
LILY-KEAVY ROAD OVER I-75 SHEET 2

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
LAUREL
TENN ST LINE – LEXINGTON–COVINGTON
STA. 1684+25 I-75 **ROAD**
STATION 22+00 LILY-KEAVY **PROJECT NO.**

BRIDGE NUMBER	DRAWING NO.	INDEX
	16326	

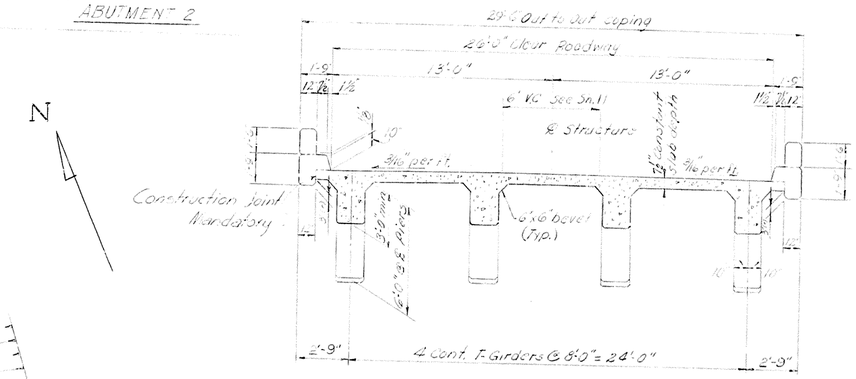
BRIDGE

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



ELEVATION

52'-3 1/16", 70'-8 1/2", 70'-8 1/2" & 52'-3 1/2" continuous R.C.D.G. Spans.
H 20-44 Loading, 26'-0" Roadway, 9°31'55" skew left,
2 - 2'-0" safety curbs, 30'-0" shoulders, 2:1 fill slopes.

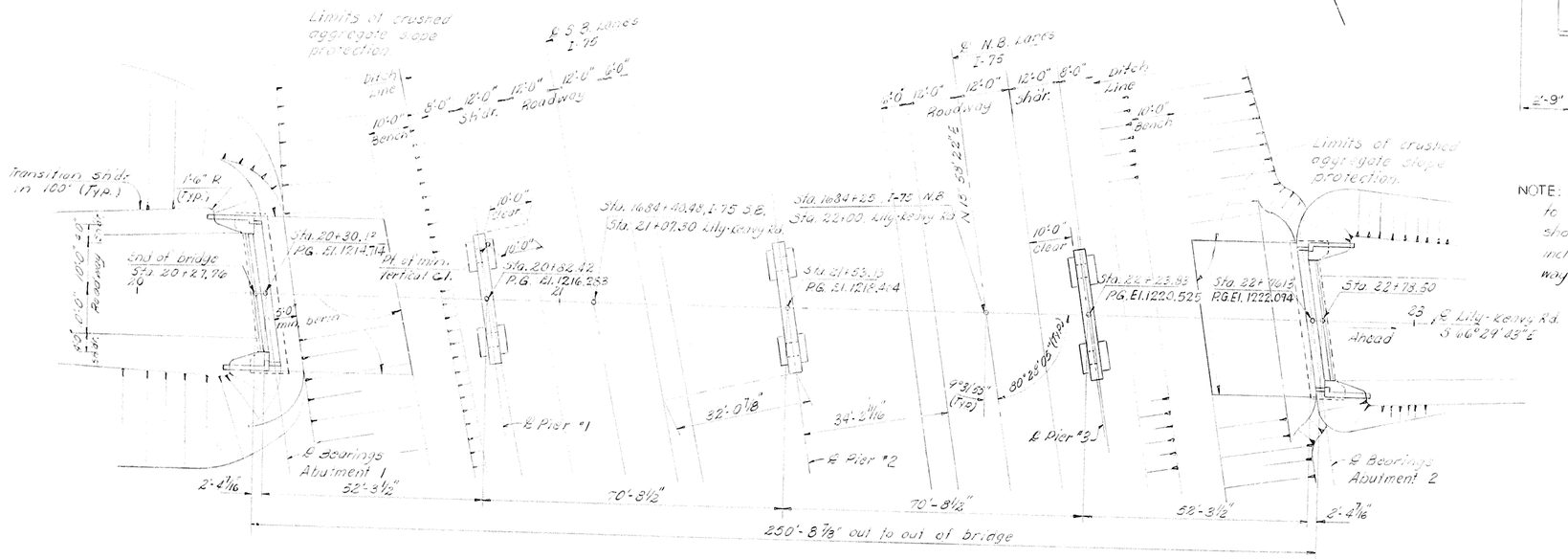


TYPICAL SECTION THRU DECK

NOTE: Attach Guard Rails to Abutment Wings as shown on detail sheets included with roadway plans.

CURVE DATA S.B. LANES

P.C. Sta. 1681+48.78
Δ = 15° 29' 51"
Dc = 1° 00'
R = 5729.578'
L = 1549.750'
T = 779.682'
E = 52.800'



PLAN
(Deck Removed)

LAYOUT

RACKOFF ASSOCIATES

DESIGNED BY		DATE	
DETAILED BY	V.K.	DATE	7-55
CHECKED BY	S.S.	DATE	
TRACED BY		DATE	
REVISED		DATE	
REVISED		DATE	
REVISED		DATE	

LILY-KEAVY ROAD over I-75 sheet 3

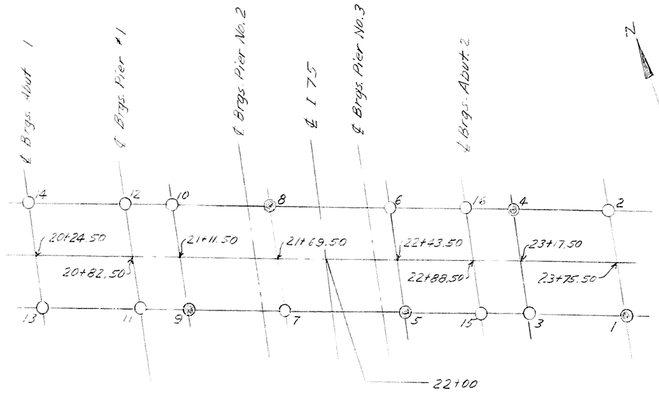
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
LAUREL
TENN. ST LINE - LEXINGTON - COVINGTON

STA. 1684+25 I 75 **ROAD** I 75-3 (12) 25
STATION = STA. 22+00 LILY-KEAVY **PROJECT NO.** SP 63-246 LA

BRIDGE NUMBER	DRAWING No. 16326	INDEX

BRIDGE

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



Boring No. 1
0 1228.8 Soft Silty Clay
3.0 1225.8 Firm Clay
9.0 1219.8 Soft Shale 50% Rec.
16.0 1212.8 Hard Sandstone 75% Rec.
20.5 1208.3 End Hole

Boring No. 2
0 1225.1 Soft Silty Clay
3.0 1222.1 Firm Clay
9.0 1216.1 Refusal

Boring No. 3
0 1223.7 Soft Silty Clay
3.1 1220.6 Firm Clay
9.2 1214.5 Refusal

Boring No. 4
0 1220.7 Soft Silty Clay
3.1 1217.6 Firm Clay
16.5 1210.2 Hard Sandstone with Soft Shale Seams (65% Rec.)
20.5 1200.2 End Hole

Boring No. 5
0 1218.6 Soft Silty Clay
3.0 1215.6 Firm Clay
6.0 1212.6
6.5 1212.1 Shale
7.0 1211.6 Hard Sandstone with Soft Shale Seams (50% Rec)
17.0 1201.6 End Hole

Boring No. 6
0 1217.0 Soft Silty Clay
3.2 1213.8 Firm Clay
4.5 1212.5 Refusal

Boring No. 7
0 1215.1 Soft Silty Clay
2.7 1212.4 Firm Clay
4.4 1210.7 Refusal

Boring No. 8
0 1214.2 Soft Silty Clay
3.7 1210.5 Hard Sandstone with Soft Shale Seams 40% Rec
13.7 1200.5 End Hole

Boring No. 9
0 1211.9 Soft Silty Clay
3.5 1208.4 Hard Sandstone with Soft Shale Seams
13.5 1198.4 End Hole

Boring No. 10
0 1209.6
2.7 1206.9
3.4 1206.2

Boring No. 11
0 1207.8 Soft Silty Clay
2.7 1205.1 Firm Clay
4.5 1203.3 Refusal

Boring No. 12
0 1210.1 Soft Silty Clay
2.5 1207.6 Refusal

Boring No. 13
0 1206.0 Pavement
1.0 1205.0 Refusal

Boring No. 14
0 1207.9 Soft Silty Clay
2.1 1205.8
3.2 1204.7 Firm Clay Refusal

Boring No. 15
0 1221.6 Soft Silty Clay
3.8 1217.8 Firm Clay
8.4 1213.2 Refusal

Boring No. 16
0 1219.0 Soft Silty Clay
3.8 1215.2 Firm Clay
7.2 1211.8 Refusal

○ Auger Soundings
● Core Holes

SOUNDINGS

L.E. GREGG & ASSOC. FOR BAKER ASSOCIATES

	DATE	REVISED
DESIGNED BY		
DETAILED BY		
TRACED BY		
CHECKED BY	DATE 4-65	
CHECKED BY	DATE	
Ch BY	DATE	

LILY - KEAVY ROAD over I 75 sheet 4

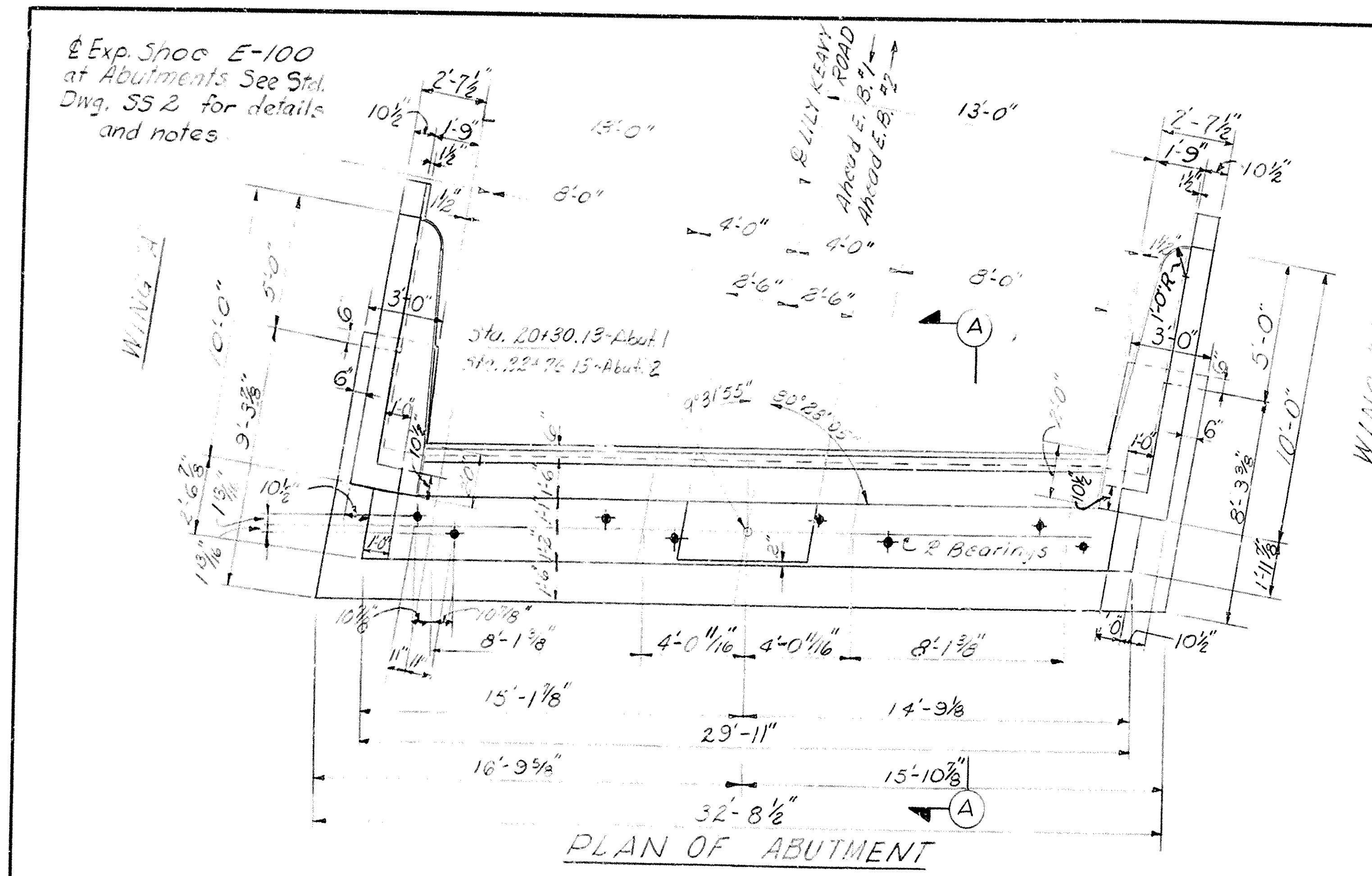
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
LAUREL
TENN. ST. LINE - LEXINGTON - COVINGTON

STA. 1684+25 I 75 **ROAD** I 75-2(12)25
STATION = STA. 22+00 LILY-KEAVY **PROJECT NO.** SP 63-246-1L

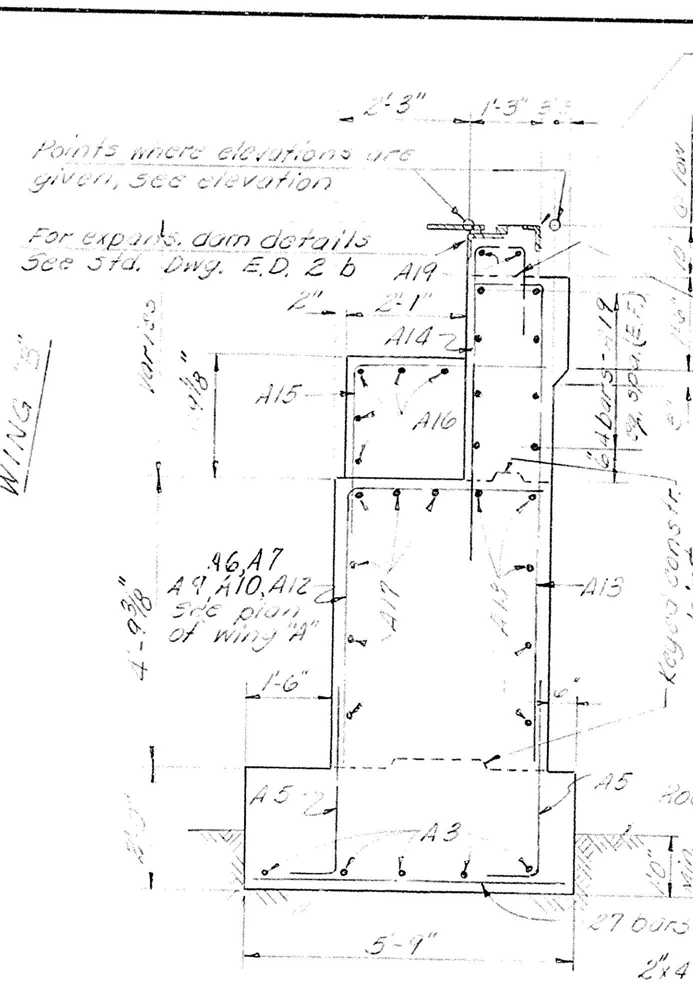
BRIDGE NUMBER	DRAWING NO. 16326	INDEX

BRIDGE

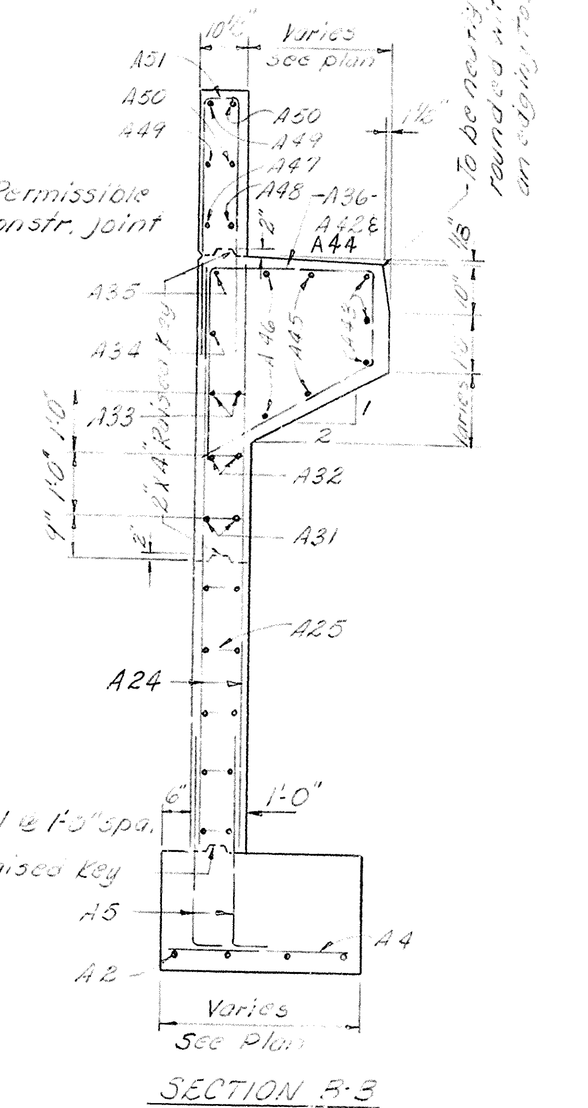
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN OF ABUTMENT

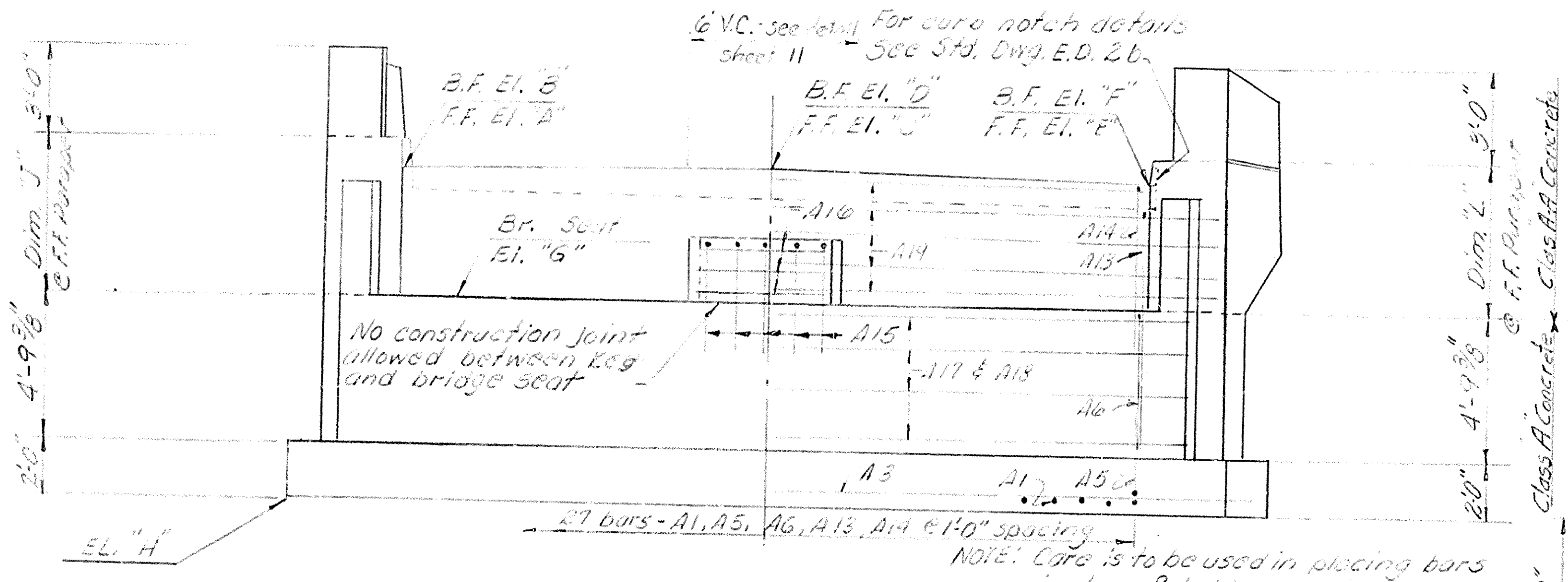


SECTION A-A



SECTION B-B

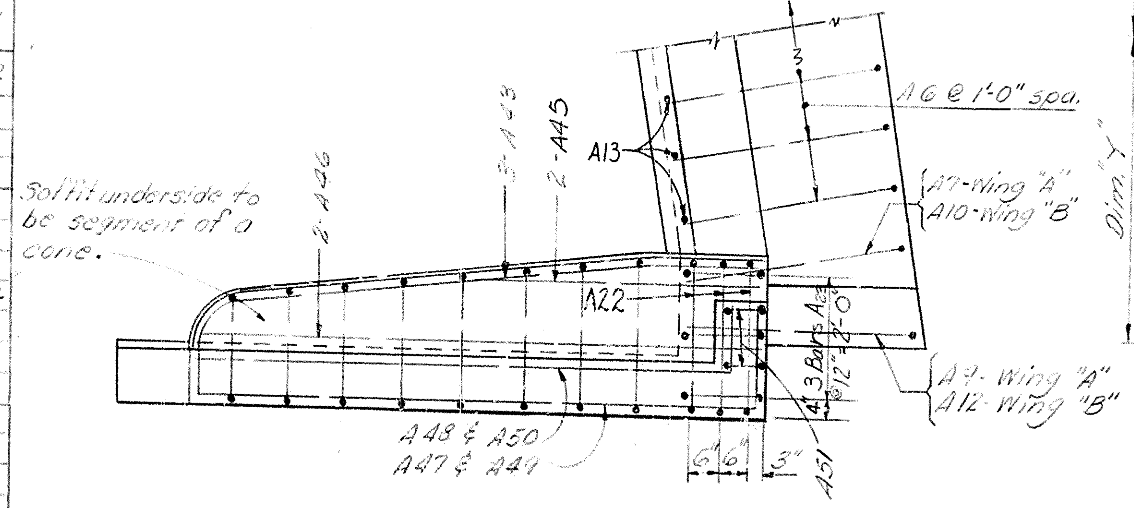
Note: Guard rail anchor bolts to be placed in Abutment wings before pouring concrete. See road plans for details of connection.



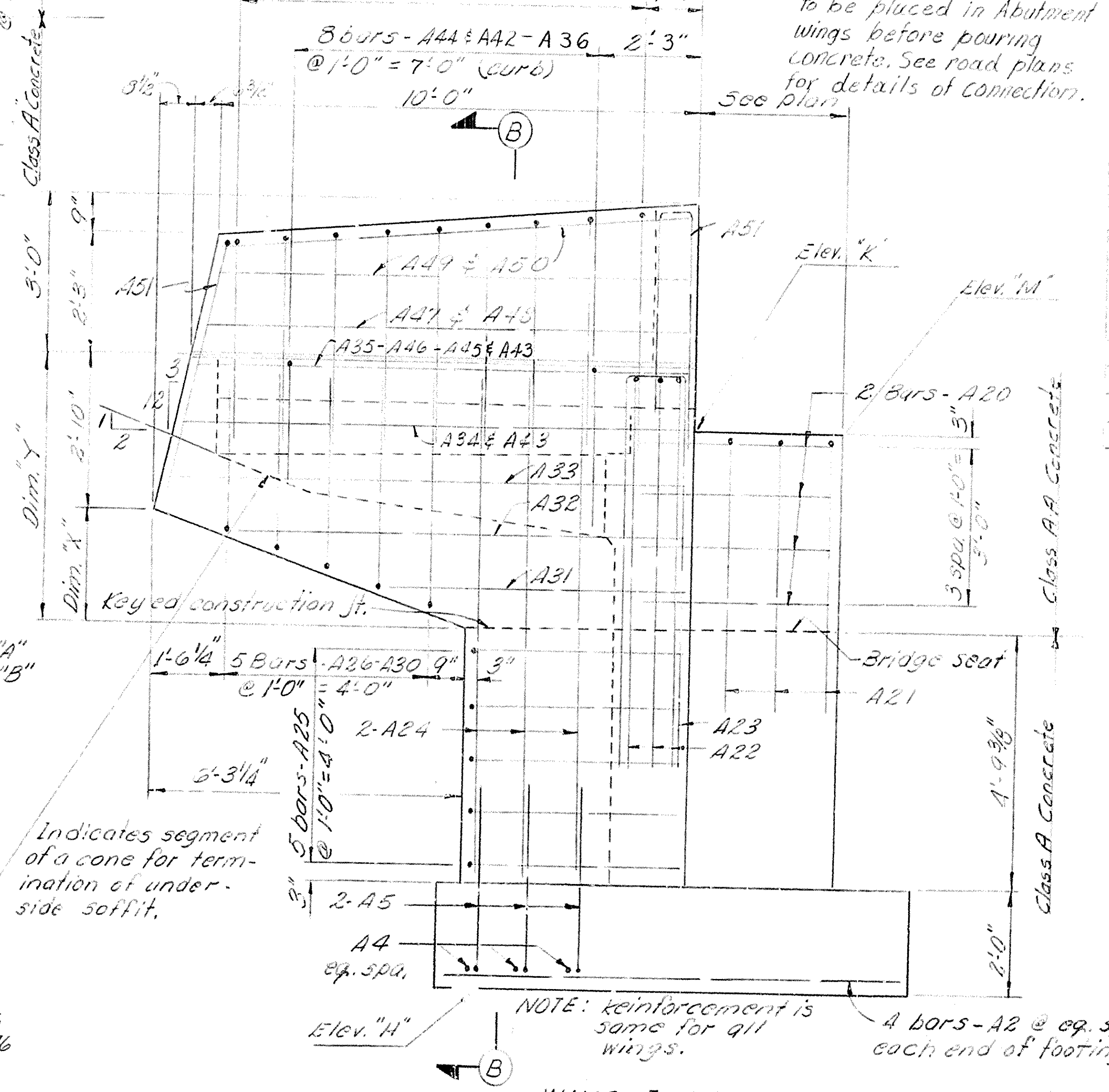
NOTE: Care is to be used in placing bars in top of bridge seat to provide clearance for anchor bolt holes. See anchor bolt note, sheet 6.

ELEVATION

TABLE OF DIMENS. & ELEV.		
	ABUTMENT #1	ABUTMENT #2
Elev. A	1214.54	1221.86
Elev. B	1214.50	1221.90
Elev. C	1214.66	1222.10
Elev. D	1214.61	1222.15
Elev. E	1214.41	1221.99
Elev. F	1214.37	1222.04
Elev. G	1210.404	1217.784
Elev. H	1203.62	1211.00
Dim. J	4'-11⅞"	4'-11⅛"
Dim. L	4'-10⅜"	5'-0¾"
Dim. "X" - Wing A	1'-10⅛"	2'-5"
Dim. "X" - Wing B	1'-8½"	2'-6½"
Dim. "Y" - Wing A	4'-8⅛"	5'-3"
Dim. "Y" - Wing B	4'-6½"	5'-4½"
Elev. K - Wing A	1214.23	1221.55
Elev. K - Wing B	1214.10	1221.68
Elev. M - Wing A	1214.31	1221.47
Elev. M - Wing B	1214.15	1221.63



PLAN OF WING "A"



NOTE: Reinforcement is same for all wings.

4 bars - A2 @ eq. spa. each end of footing

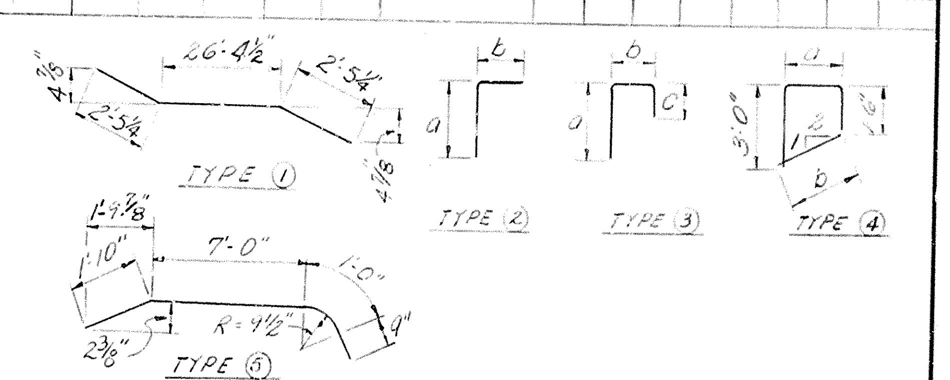
WING ELEVATION

ESTIMATE OF QUANTITIES

	Abutment 1	Abutment 2
Concrete, class "A" Cu. yds.	57.1 → 38.5	57.6 → 38.5
Reinforcement, Lbs.	4,951 → 4776	4,951 → 4776
Concrete Class "AA" Cu. Yd.	0 → 14.5	0 → 15.1

BILL OF REINFORCEMENT

MARK	TYPE	NO. E.B. 1	NO. E.B. 2	BAR SIZE	LENGTH FT.	LENGTH IN.	LOCATION	a FT.	a IN.	b FT.	b IN.	c FT.	c IN.	d FT.	d IN.
A1	STR.	27	27	6	5	3	FOOTING	–	–	–	–	–	–	–	–
A2	"	8	8	6	3	2	"	–	–	–	–	–	–	–	–
A3	"	5	5	6	32	4	"	–	–	–	–	–	–	–	–
A4	"	6	6	6	2	8	"	–	–	–	–	–	–	–	–
A5	2	72	72	6	4	11	"	4	3	0	10	–	–	–	–
A6	"	27	27	6	7	11	PARAPET	4	7	3	5	–			–
A7	"	1	1	6	8	1	"	4	7	3	7½				
A8	Not Used														
A9	2	1	1	6	8	2	PARAPET	4	7	3	8½	–	–	–	–
A10	"	1	1	6	7	7	"	4	7	3	1½				
A11	Not Used														
A12	2	1	1	6	7	7	PARAPET	4	7	3	1½	–	–	–	–
A13	"	27	27	7	8	9	"	7	9	1	2	–	–	–	–
A14	3	27	27	6	9	0	"	6	0	0	11	2	5	–	–
A15	2	5	5	5	6	10	KEY	3	6	3	6	–	–	–	–
A16	STR.	5	5	5	4	9	KEY	–	–	–	–	–	–	–	–
A17	"	6	6	5	29	6	PARAPET	–	–	–	–	–	–	–	–
A18	1	5	5	5	31	3	"	–	–	–	–	–	–	–	–
A19	"	10	10	5	31	3	"	–	–	–	–	–	–	–	–
A20	STR.	16	16	5	4	3	STUBWALL	–	–	–	–	–	–	–	–
A21	3	6	6	5	12	1	"	5	10	0	7½	5	10	–	–
A22	"	6	6	6	16	6	WINGS	7	3	2	3	7	3	–	–
A23	"	6	6	6	15	4	"	7	3	1	2	7	3	–	–
A24	STR.	12	12	6	9	2	"	–	–	–	–	–	–	–	–
A25	3	10	10	6	9	8	"	4	8	0	7½	4	8	–	–
A26	"	2	2	6	6	0	"	2	10	0	7½	2	10	–	–
A27	"	2	2	6	6	8	"	3	2	0	7½	3	2	–	–
A28	"	2	2	6	7	4	"	3	6	0	7½	3	6	–	–
A29	"	2	2	6	8	0	"	3	10	0	7½	3	10	–	–
A30	"	2	2	6	8	8	"	4	2	0	7½	4	2	–	–
A31	STR.	4	4	6	6	8	"	–	–	–	–	–	–	–	–
A32	"	4	4	6	4	8	"	–	–	–	–	–	–	–	–
A33	"	4	4	6	10	9	"	–	–	–	–	–	–	–	–
A34	"	2	2	6	10	6	"	–	–	–	–	–	–	–	–
A35	"	2	2	6	10	3	"	–	–	–	–	–	–	–	–
A36	4	2	2	5	8	11	CURBS	2	2	2	5	–	–	–	–
A37	"	2	2	5	8	7	"	2	0	2	3	–	–	–	–
A38	"	2	2	5	8	5	"	1	11	2	2	–	–	–	–
A39	"	2	2	5	8	3	"	1	10	2	1	–	–	–	–
A40	"	2	2	5	8	0	"	1	9	1	11	–	–	–	–
A41	"	2	2	5	7	8	"	1	7	1	9	–	–	–	–
A42	"	2	2	5	7	6	"	1	6	1	8	–	–	–	–
A43	5	6	6	5	10	7	"	–	–	–	–	–	–	–	–
A44	4	2	2	5	7	2	"	1	4	1	6	–	–	–	–
A45	Str.	4	4	5	4	8	"	–	–	–	–	–	–	–	–
A46	"	4	4	5	9	7	"	–	–	–	–	–	–	–	–
A47	2	2	2	5	11	5	POSTS	10	1	1	6	–	–	–	–
A48	"	2	2	5	10	5	"	9	7	1	0	–	–	–	–
A49	"	4	4	5	11	0	"	9	8	1	6	–	–	–	–
A50	"	4	4	5	10	0	"	9	2	1	0	–	–	–	–
A51	3	24	24	5	9	9	"	4	9	0	6½	4	9	–	–



ABUTMENTS

LILY-KEAVY ROAD over I 75 sheet 5

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
LAUREL
TENN. ST. LINE - LEXINGTON - COVINGTON

STA. 1684+25 I 75 ROAD I 75-2(2) 25
STATION = STA. 22+00 LILY-KEAVY PROJECT NO. SP 63-246-IL

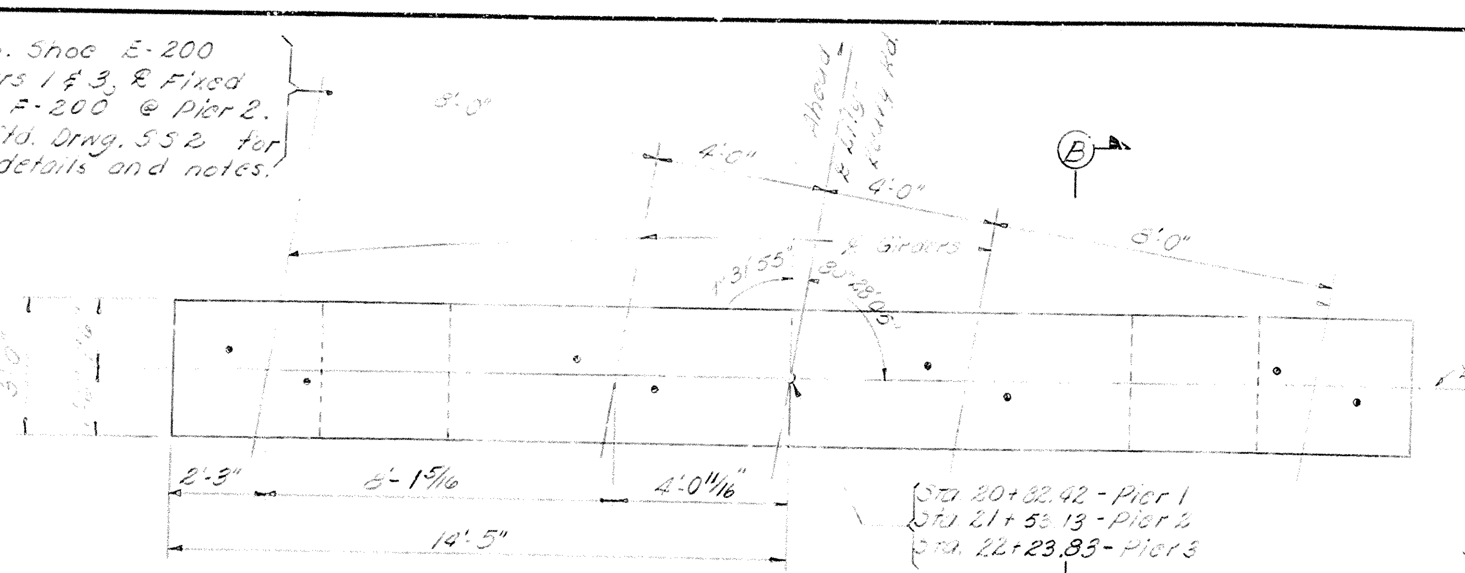
BRIDGE NUMBER	DRAWING NO. 16326	INDEX

REVISED Curbs Revised Due to New Safety Standards DATE 7-65
DESIGNED BY R.J.D. CHECKED BY S.S.
DETAILED BY R.L. CHECKED BY S.S. DATE 7-65

BRIDGE

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

℄ Exp. Shoe E-200 @ piers 1 & 3, ℄ Fixed Shoe F-200 @ Pier 2. See Std. Drwg. SS2 for shoe details and notes.

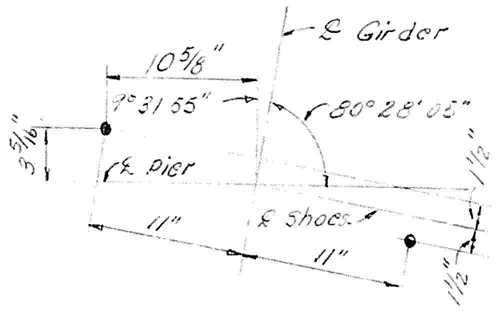


PLAN OF CAP

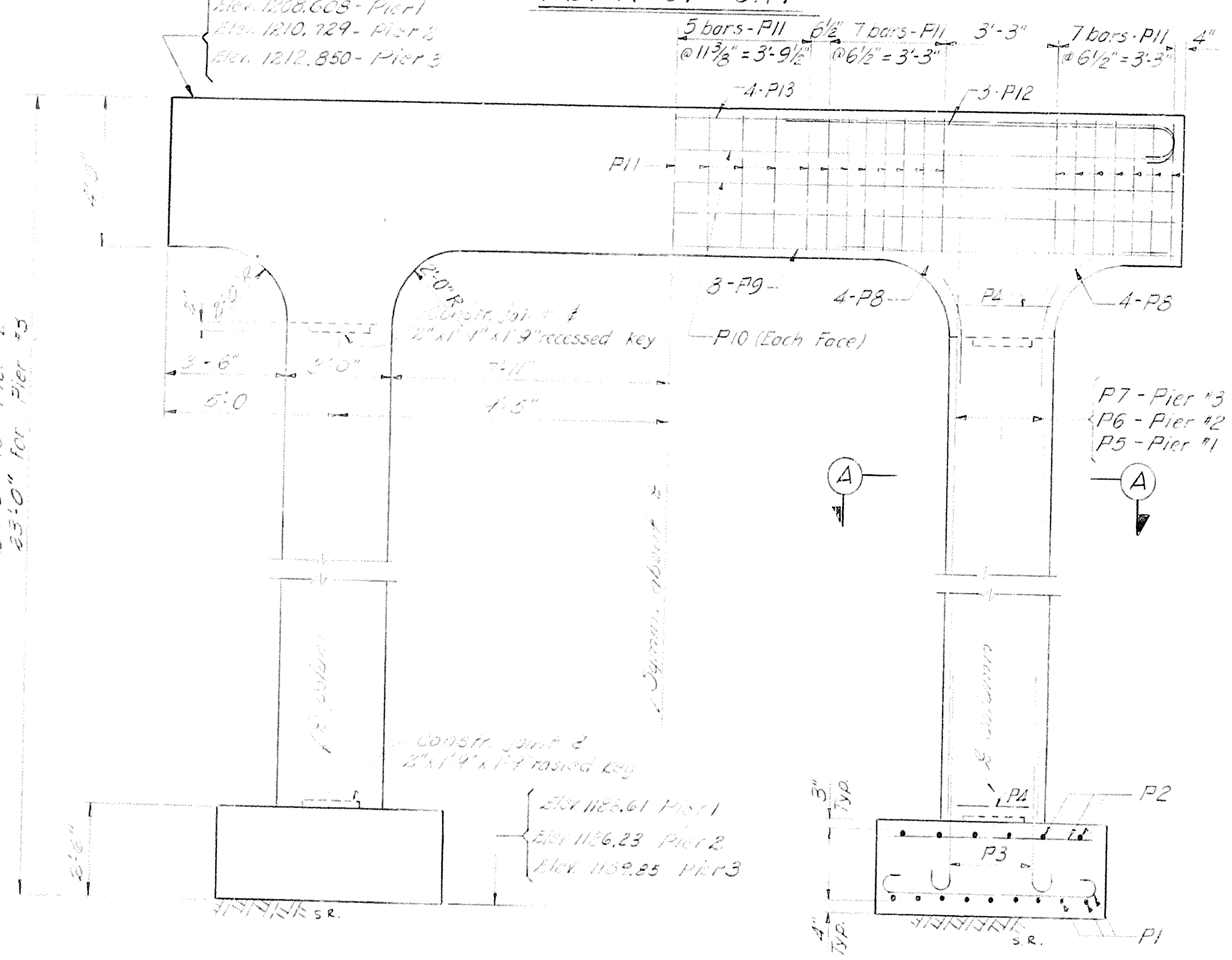
ANCHOR BOLT NOTE

1¾"ϕ Holes of depth shown shall be drilled for anchor bolts or dowels by the superstructure contractor who shall be responsible for keeping holes dry in freezing weather. After base plates are properly set and anchor bolts 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, furnishing lead, and filling holes with molten lead shall be incidental to and included in the lump sum bid for structural steel (see std Drwg. SS2)

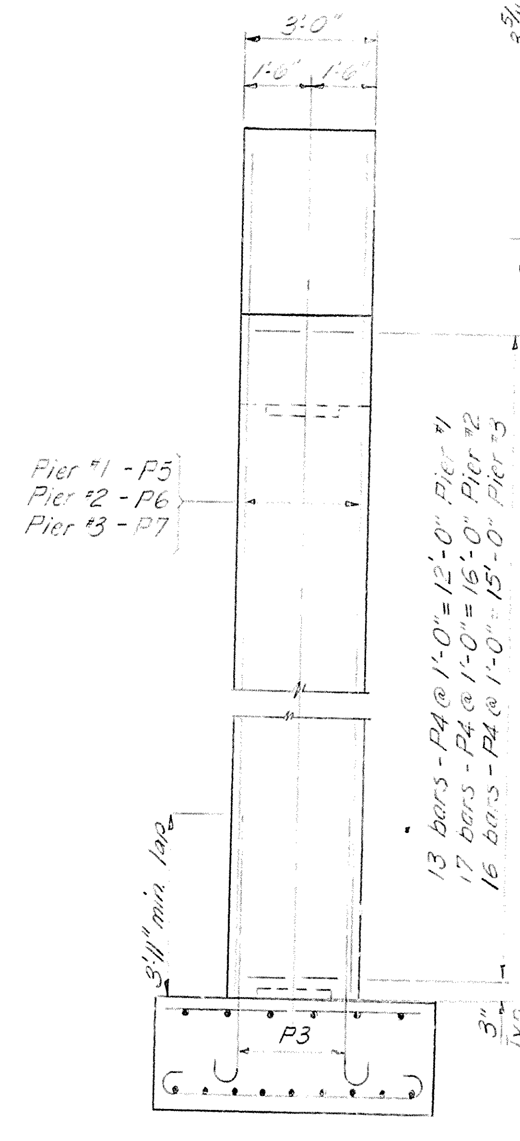
NOTE:
Care to be used in placing bars P12, P13 & P11 to provide clearance for anchor dowels. See Anchor Bolt Note.



ANCHOR BOLT LAYOUT
(TYPICAL FOR EXPANSION AND FIXED SHOES)



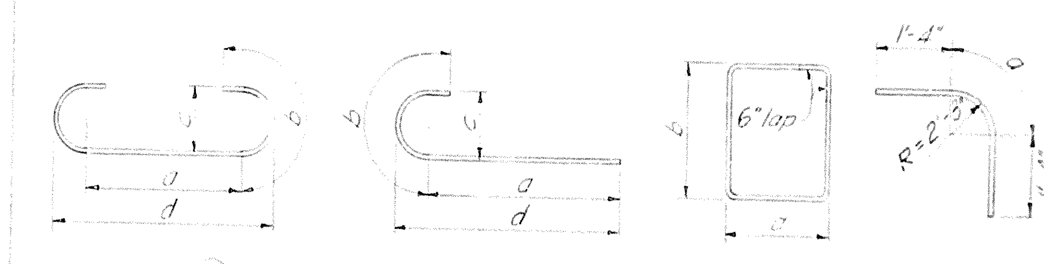
ELEVATION



END ELEVATION

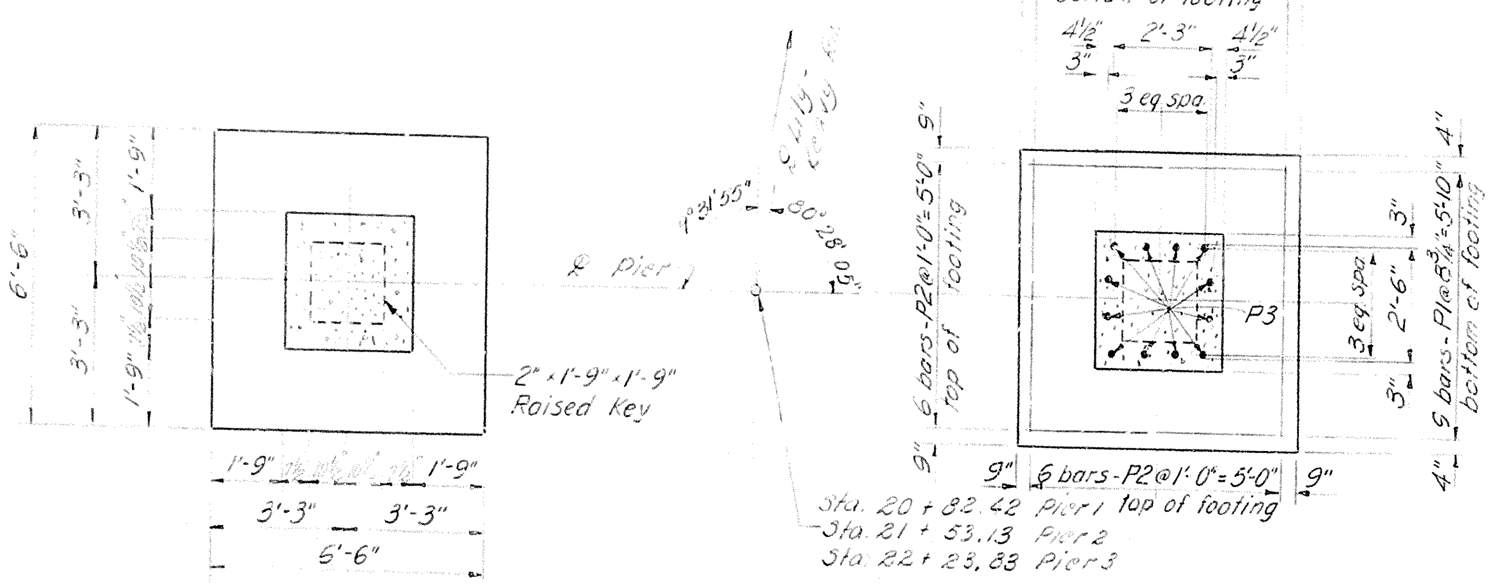
BILL OF REINFORCEMENT

MARK	TYPE	NO. PIER 1	NO. PIER 2	NO. PIER 3	BAR SIZE	LENGTH ft.	LENGTH in.	LOCATION	a ft.	a in.	b ft.	b in.	c ft.	c in.	d ft.	d in.
P1	①	36	36	36	5	7	5	Bot. of footing	5	9	0	10	0	5	6	2
P2	Str.	24	24	24	4	6	2	Top of footing								
P3	②	24	24	24	7	6	11	Column Dowels	5	9	1	2	0	7	6	0½
P4	③	26	31	32	4	11	1	Column	2	7	2	7				
P5	Str.	24	—	—	7	17	0	Column								
P6	Str.	—	24	—	7	21	6	Column								
P7	Str.	—	—	24	7	20	0	Column								
P8	④	16	16	16	6	6	2	Column Fillets	3	6						
P9	Str.	8	8	8	9	28	6	Cap								
P10	Str.	6	6	6	6	28	6	Cap								
P11	③	37	37	37	5	13	5	Cap Stirrups	2	8	3	8				
P12	②	6	6	6	10	12	0	Cap	10	2	1	10	1	0½	10	8¼
P13	①	4	4	4	10	31	2	Cap	27	6	1	10	1	0½	28	6½

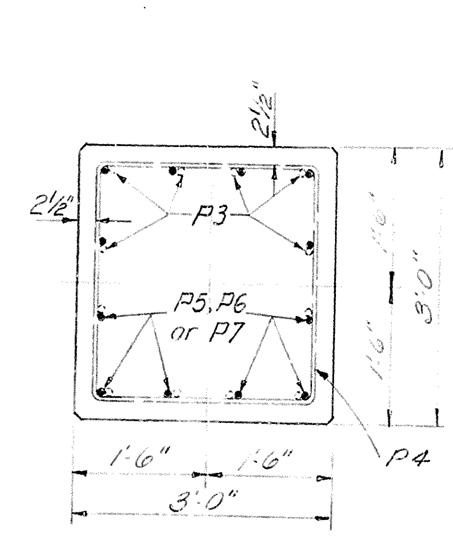


ESTIMATE OF QUANTITIES

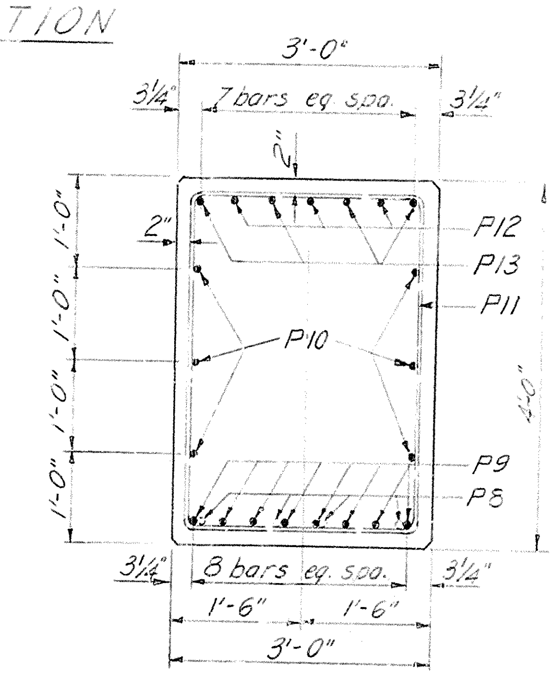
ITEM	PIER 1	PIER 2	PIER 3	
Concrete, Class "A"	30.0	33.0	32.0	cu. yds.
Reinforcement	4,286	4,567	4,478	lbs.



PLAN OF FOOTINGS



SECTION "A-A"



SECTION "B-B"

PIERS

LILY-KEAVY ROAD over I 75 sheet 6

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
LAUREL
TENN. ST. LINE - LEXINGTON - COVINGTON
STA. 1684+25 I 75 **ROAD** I 75-2(2)25
STATION = STA. 22+00 LILY-KEAVY **PROJECT NO.** SP 63-246-1L

BRIDGE NUMBER	DRAWING NO. 16326	INDEX

BRIDGE

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

33 concrete railing panels @ 7'-6"(c) = 247'-6 1/4" (For detail of concrete railing, see std. Dwg. H 150)

247'-6 1/4"

26'-1 3/4" | 32'-3 1/2" | 26'-1 3/4" | 35'-4 1/2" | 70'-8 1/2" | 35'-4 1/2"

11 Spaces @ 22'-6"(c) = 247'-6 1/4" (Spacing of 1/4" open joints in Plinths only)

32 Spaces @ 7'-8" = 245'-4", Spacing C. to C. of Handrail Posts - each Plinth. (For details of Metal Handrail, see Std. Drwg. H 115)

248 Bars S1 @ 1'-0" = 247'-0" (each Plinth) (Bars S1 to be in place before curb is poured)

594 Bars S2 @ 5" = 247'-1" (Each Curb)

℄ Intermediate Diaphragm
℄ Slab Constr. Joint
1/4" open Joint in Plinth (Typ.)

℄ Intermediate Diaphragm
℄ Slab Constr. Joint

℄ post
℄ Brg.- Abutment #1

S3 (Typ. in Plinth end panel)

S4 (Typ. in Plinth interior panel)

℄ Pier #1

℄ Pier #2

℄ post
℄ Brg.- Abutment #2

6 Bars S14 spaced about 12" O.C. - all acute Corners

Bars S10 spaced as shown in Sect. A-A (Lap 1'-8" min)

Bars S11 (Typ. over piers)

Left Gutter Line

℄ Girder #1

℄ Girder #2

℄ Girder #3

℄ Girder #4

Right Gutter Line

℄ Bridge

End wall key

270 Bars S5 @ 11" = 246'-7" (Top of Slab)

269 Bars S7 @ 11" = 245'-8" (Bent in Slab)

270 Bars S6 @ 11" = 246'-7" (Bottom of Slab)

Bars S9 spaced as shown in Sect. A-A (Lap 1'-8" min)

Bars S8 spaced as shown in Sect. A-A (Lap 1'-8" min)

Bars S8 spaced as shown in Sect. A-A (Lap 1'-8" min)

Bars S10 spaced as shown in Sect. A-A (Lap 1'-8" min)

8 Bars S14 Spaced about 12" O.C. on a 8'-0" Radius - all obtuse corners

℄ Bridge - Symm about this ℄

Anchor dowels for Handrail Posts shall be accurately set before pouring Plinth.

Bridge symmetrical by rotation through 180° about this point

PART PLAN

For details of Expansion Dam, see Std. Drwg. ED2b

S5 | S7 | S6 | D1 | D6 | D5 | D7

Constr. j't.

3'-0" ℄ Face of High Girder

Varies

℄ Bearing

SECTION C-C

℄ Diaphragm

2" x 6" x 5'-0" keys between Girders

5 Bars D1 @ 1'-1" = 4'-4" (Each Face)

D2

5'-3" ℄ Face of High Girder

Varies 3" min

℄ Bearing & ℄ Pier

SECTION D-D

℄ Diaphragm & Slab Constr. Joint

2" x 4" Cont. key

D4

2" x 8" x 4'-6" Keys between Girders

SECTION E-E

To be neatly rounded with an edging tool

S3 or S4 | S1 | S2 | S7 | S5 | S6 | S8 | S3 or S4 | S1 | S8 | S2 Construction joint mandatory.

Bars S8, S9, or S10 See Plan above for location S11 over piers only

Constr. Joint | Constr. Joint | Constr. Joint Level

D3 (ea. face) | D1 (ea. face)

6 Bars D2 @ 1'-1" = 5'-5" | 6 Bars D2 @ 1'-1" = 5'-5"

1'-11" | 10" | 10" | 5 1/2" | 5 1/2" | 10" | 10" | 1'-3 1/2"

8'-0" | 4'-0" | 4'-0" | 8'-0"

SECTION A-A

6" V.C. - see sheet 11

D1 (ea. face) | D1 | Slope 3/16" / ft. | Slope 3/16" / ft.

Constr. Joint | Constr. Joint

D7 | D7 | D6

1/2" cork joint filler

Constr. Joint | Level | Constr. Joint

D5 (ea. face) | D5 (ea. face)

1'-3 1/2" 6 bars D7 @ 1'-1" = 5'-5" | 1'-3 1/2" | 1'-3 1/2" | 5 spa. @ 1'-1" = 5'-5" | 1'-3 1/2" | 1'-3 1/2" | 6 bars D7 @ 1'-1" = 5'-5" | 1'-3 1/2"

8'-0" | 4'-0" | 4'-0" | 8'-0"

ELEVATION B-B

SUPERSTRUCTURE

LILY - KEAVY ROAD over I 75 sheet 7

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
LAUREL
TENN. ST. LINE - LEXINGTON - COVINGTON
STA. 1684+25 I 75 **ROAD** I 75-2(2) 25
STATION = STA. 22+00 LILY-KEAVY **PROJECT NO.** S.P. 63-245 IL

BRIDGE NUMBER	DRAWING No. 16326	INDEX

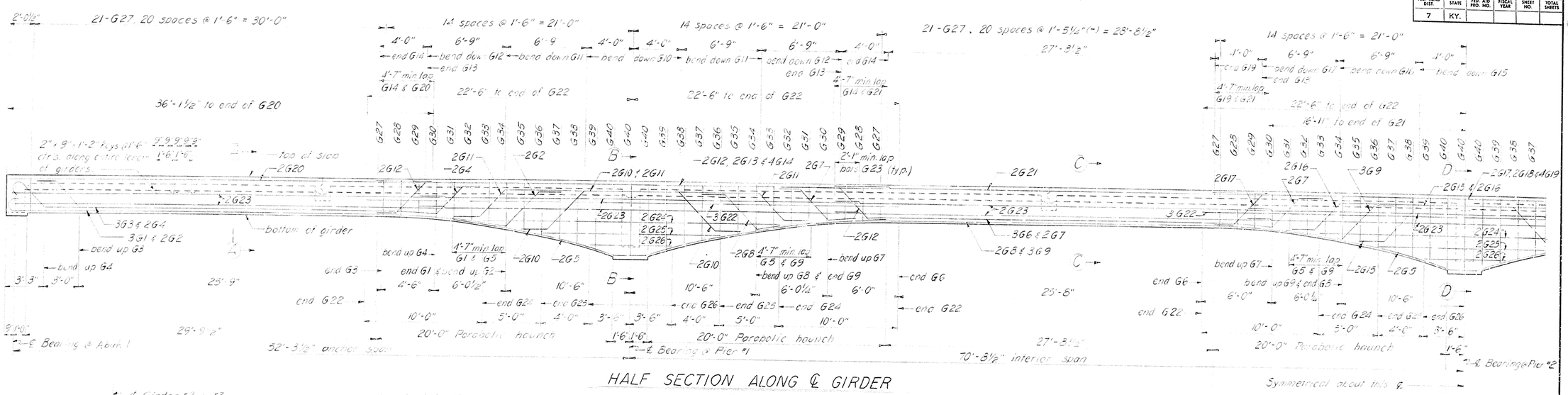
RACKOFF ASSOCIATES

DESIGNED BY S.S. DATE 7-65
DETAILED BY S.S. DATE 7-65
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE

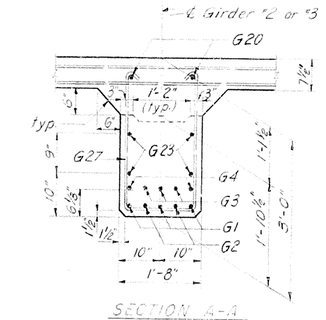
REVISED Curbs Revised Due to New Safety Standards DATE 12-67
REVISED DATE
REVISED DATE

BRIDGE

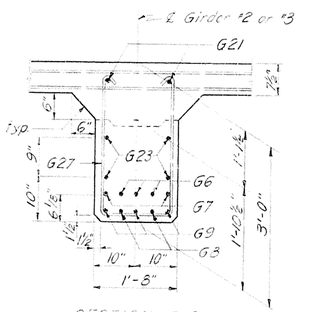
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



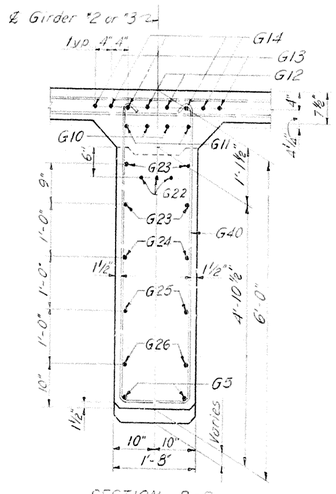
HALF SECTION ALONG ℄ GIRDER



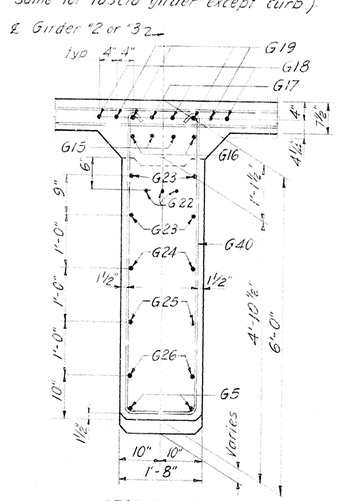
SECTION A-A
(Showing interior girder)



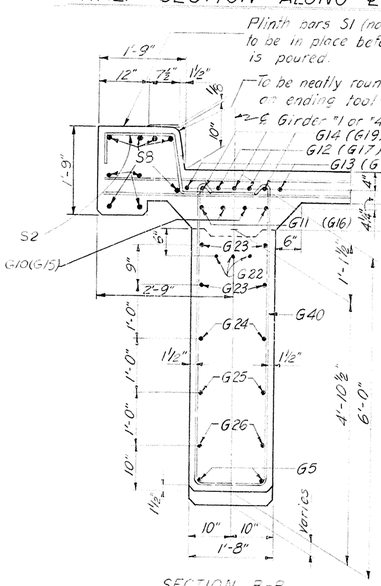
SECTION C-C
(Showing interior girder. Reinforcement same for fascia girder except curb)



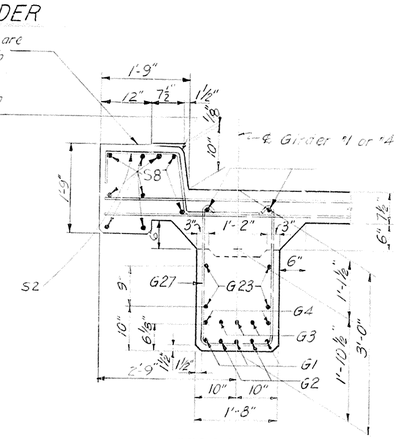
SECTION B-B
(Showing interior girder)



SECTION D-D
(Showing interior girder)



SECTION B-B
Showing fascia girder. Section D-D same as B-B with all differences governing for D-D shown within parentheses.



SECTION A-A
(Showing fascia girder)

SEQUENCE OF POURING ORDER

Pour Section ① in one continuous operation in horizontal layers for each girder. See Plan Sheet 7 for construction joints. With the approval of the Engineer, the Contractor may change the order of pouring the slab shown on this plan.

Symmetrical about this ℄

3/8"	0.030'										
1 1/16"	0.120'										
3 1/4"	0.270'										
5 3/4"	0.480'										
9"	0.750'										
1'-0 1/16"	1.030'										
1'-5 3/8"	1.470'										
1'-11 1/16"	1.920'										
2'-5 3/16"	2.430'										
3'-0"	3.000'										
2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"	2'-0"

20'-0"

ORDINATES FOR PARABOLIC HAUNCH

SCHEDULE OF REACTIONS - KIPS

	Girder #1 or #4			Girder #2 or #3		
	A	B	C	A	B	C
Dead Load	33.5	135.8	145.3	29.5	112.9	122.7
Live Load	16.4	25.8	26.5	27.7	51.6	52.9
Impact	4.6	5.2	5.0	7.8	10.4	9.9
Total	54.5	166.8	177.3	65.0	174.9	185.5

DESIGNED BY V.K. DATE 7-65 REVISED Quantities and Notes
DETAILED BY V.K. CHECKED BY S.S. DATE 7-65 REVISED
TRACED BY CHECKED BY DATE REVISED
RACKOFF ASSOCIATES

LILY - ROAD over I 75 sheet 8

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
LAUREL
TENN. ST. LINE - LEXINGTON - COVINGTON
STA. 1684+25 I 75 ROAD I 75-2(12) 25
STATION = STA. 22+00 LILY-HEAVY PROJECT NO. S.P. 63-245 IL

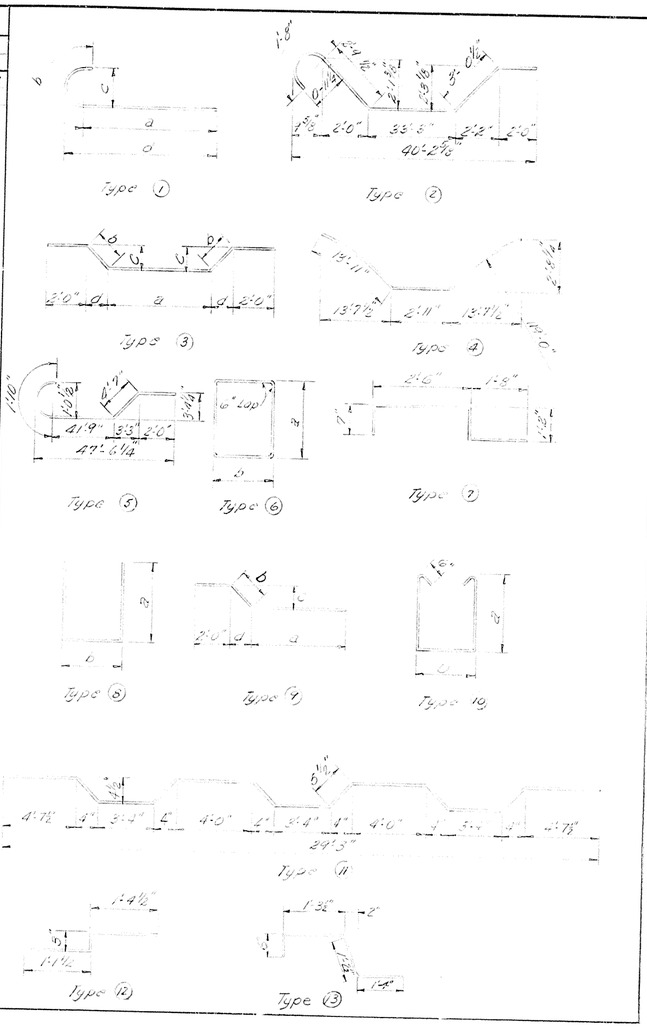
BRIDGE NUMBER | DRAWING NO. 16326 | INDEX

SUPERSTRUCTURE

BRIDGE

BILL OF REINFORCEMENT

Mark	Type	NO.	Bar Size	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
G 1	1	24	10	43	7	Girders	41	9	1	10	1	0½	42	3¼
G 2	8	16	10	50	2	"								
G 3	9	24	9	30	7	"								
G 4	2	16	9	42	1	"								
G 5	8	24	11	30	7	"								
G 6	Str.	24	9	25	8	"								
G 7	9	16	9	43	3	"								
G 8	9	16	10	56	0	"	37	8	3	2	2	4	4	3
G 9	1	24	10	56	0	"	44	3½	4	3½	3	2½	3	1
G 10	3	16	10	20	6	"	44	3½	4	3½	3	2½	3	1
G 11	"	16	10	31	10	"	6	0	4	5	3	1¾	5	0
G 12	"	16	11	45	4	"	21	6	3	2	2	4¾	2	3
G 13	Str.	16	11	35	0	"	35	0	3	2	2	4¾	2	3
G 14	"	28	11	43	0	"								
G 15	9	8	10	20	6	"								
G 16	"	8	10	31	10	"	8	0	4	3	3	1¾	3	0
G 17	"	8	11	45	4	"	21	6	3	2	2	4¾	2	3
G 18	Str.	8	11	35	0	"	35	0	3	2	2	4¾	2	3
G 19		14	11	43	0	"								
G 20		16	11	36	0	"								
G 21		16	11	37	0	"								
G 22		36	8	65	0	"								
G 23		12	5	37	2	"								
G 24		24	5	25	0	"								
G 25		24	5	15	0	"								
G 26		24	5	7	0	"								
G 27	10	336	4	7	6	Girder Stirrups	2	1¾	1	8				
G 28		24	4	7	7	" "	2	8						
G 29		24	4	7	8	" "	2	9½						
G 30		24	4	7	11	" "	2	10						
G 31		24	4	8	2	" "	2	11½						
G 32		24	4	8	6	" "	3	1½						
G 33		24	4	8	10	" "	3	3½						
G 34		24	4	9	2	" "	3	5½						
G 35		24	4	9	10	" "	3	9½						
G 36		24	4	10	6	" "	3	11½						
G 37		24	4	11	2	" "	4	1½						
G 38		24	4	11	10	" "	4	3½						
G 39		24	4	12	9	" "	4	5½						
G 40		36	5	13	6	" "	5	2½						
							5	9¾						
S 1	10	490	5	—	4	Plinth	—	11	0	8				
S 2	12	1188	5	4	4	Curbs								
S 3	Str.	16	4	22	0	Plinth								
S 4	"	72	4	42	2	"								
S 5	"	270	5	29	3	Top of Slab								
S 6	"	270	5	29	3	Bottom of Slab								
S 7	11	269	5	30	0	Slab Bent								
S 8	Str.	252	6	38	0	Slab longitudinal								
S 9	"	126	4	30	0	Slab longitudinal								
S 10	"	126	4	23	7	Slab longitudinal								
S 11	"	54	6	16	0	Slab over piers								
S 12						Not Used								
S 13						Not Used								
S 14	Str.	28	6	10	0	Slab Corners								
D 1	Str.	40	5	25	8	Pier diagnt & Endwalls								
D 2	8	54	4	10	11	Pier	2	11	1	3				
D 3	Str.	16	5	25	4	Intermediate diaphr.								
D 4	8	72	4	3	10	" "	1	6	1	0				
D 5	Str.	3	5	10	0	Endwalls								
D 6	8	8	4	5	1	"	2	0	1	3				
D 7	8	28	4	6	1	"	2	6	1	3				



ESTIMATE OF QUANTITIES

Concrete Class AA	440.2	cu. yds.	443.0
Reinforcement	124,543	Lbs.	726,460
Handrail	495.0	Lin. Ft.	

ESTIMATED WEIGHT OF STRUCTURAL STEEL

8 Shoes E-100 @	Abutments	1 & 2	2,168 lbs.
8 Shoes E-200 @	Piers	1 & 3	3,904 lbs.
4 Shoes F-200 @	Piers	2	1,752 lbs.
20 Lead plates			294 lbs.
2 Expansion devices			4,978 lbs.
12 Brackets			468 lbs.
4 Curb plates			167 lbs.
2 Armored Edges			607 lbs.
		Total	14,338 lbs.

SUPERSTRUCTURE

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

RACKOFF ASSOCIATES

DESIGNED BY V.E. CHECKED BY D.S. DATE 7-66
DETAILED BY J.E. CHECKED BY D.S. DATE 7-66
TRACED BY CHECKED BY DATE
REVISED Abutments & Steel Line & Grade DATE 7-66
REVISED DATE
REVISED DATE

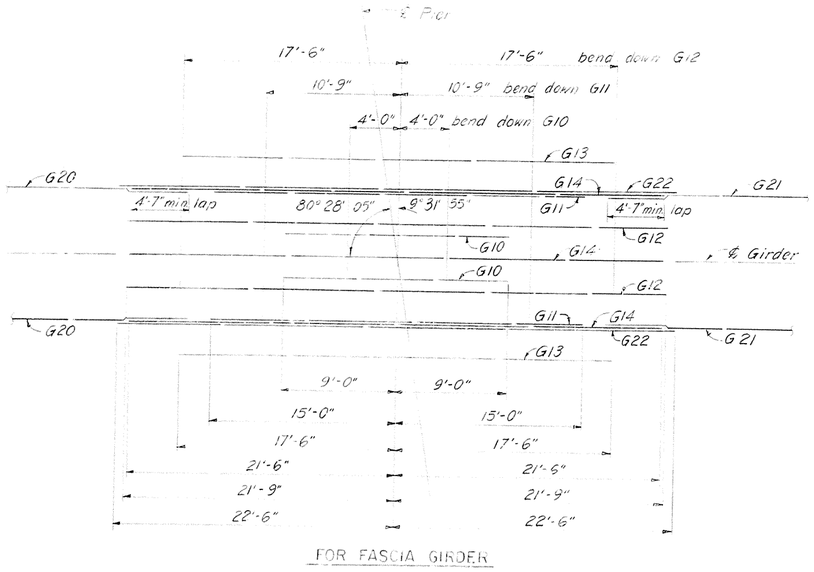
LILY - KEAVY ROAD over I 75 sheet 9

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
LAUREL
TENN. ST. LINE - LEXINGTON - COVINGTON

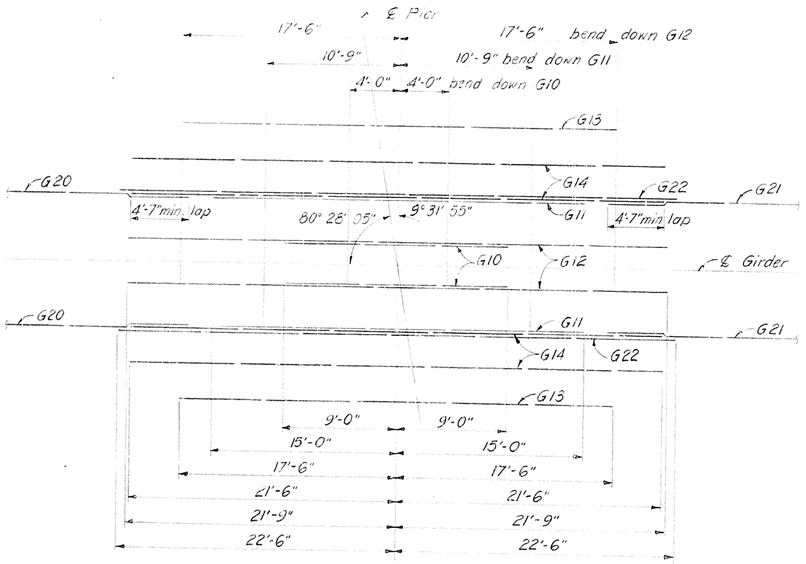
STA. 1684+25.175 **ROAD** I 75-2(12)25
STATION = STA 22+00 LILY-KEAVY **PROJECT NO.** SP 63-246-1L

BRIDGE NUMBER	DRAWING No. 16326	INDEX

BRIDGE



FOR FASCIA GIRDER

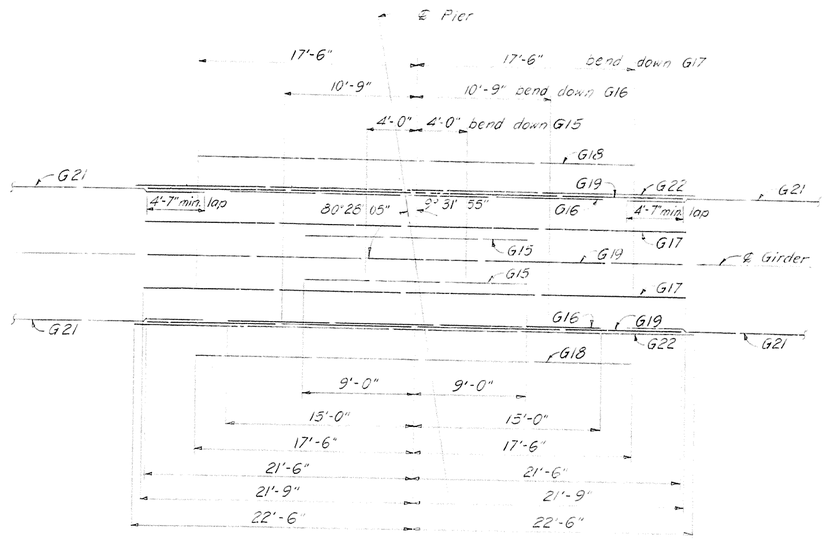


FOR INTERIOR GIRDER

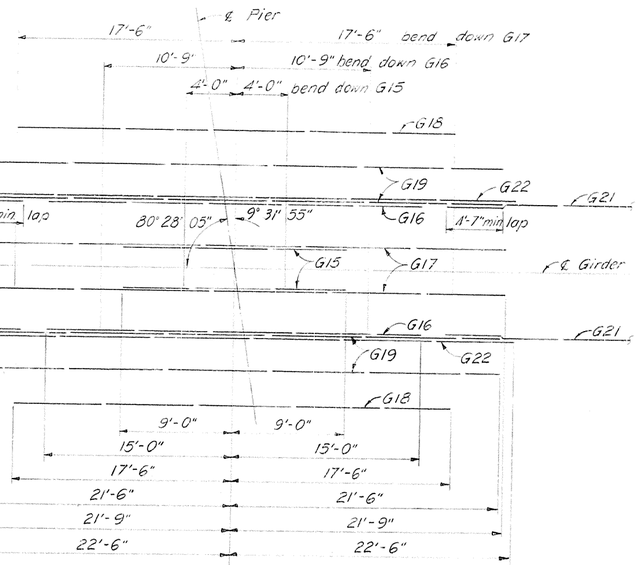
SCHEMATIC PLANS OF NEGATIVE REINFORCEMENT AT PIER 1

PIER 3 OPP. HAND

(Showing bend down points and end of bars)



FOR FASCIA GIRDER



FOR INTERIOR GIRDER

SCHEMATIC PLANS OF NEGATIVE REINFORCEMENT AT PIER 2

(Showing bend down points and end of bars)

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

DESIGNED BY R. J. DATE 7-65 REVISED
DETAILED BY E. S. DATE 7-65 REVISED
CHECKED BY S. S. DATE REVISED
CHECKED BY DATE REVISED
TRACED BY DATE

RACKOFF ASSOCIATES

SUPERSTRUCTURE

LILY - KEAVY ROAD over I 75 sheet 10

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF

LAUREL

TENN. ST. LINE - LEXINGTON - COVINGTON

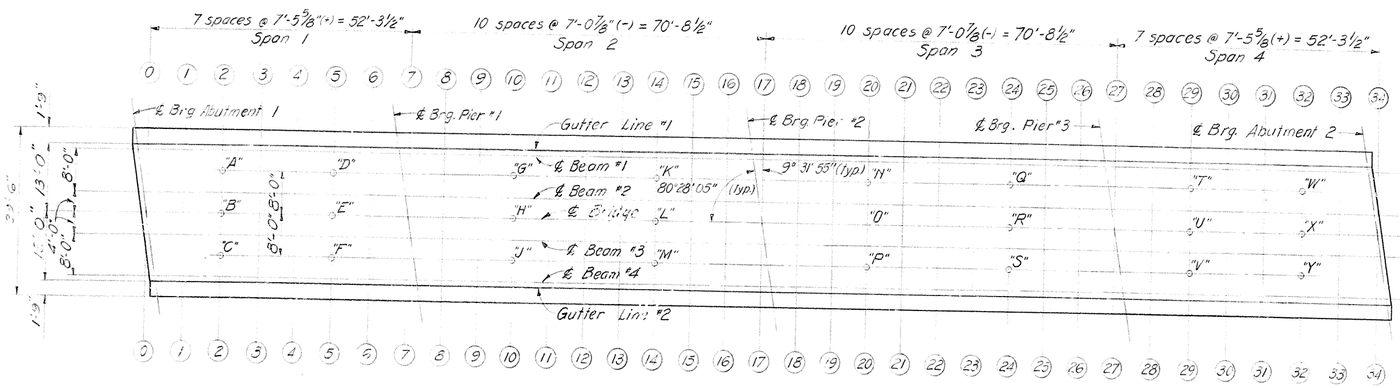
STA. 1684+25 I 75 **ROAD** I 75-2(2) 25

STATION = STA. 22+00 LILY-KEAVY **PROJECT NO.** S.P. 63-246 IL

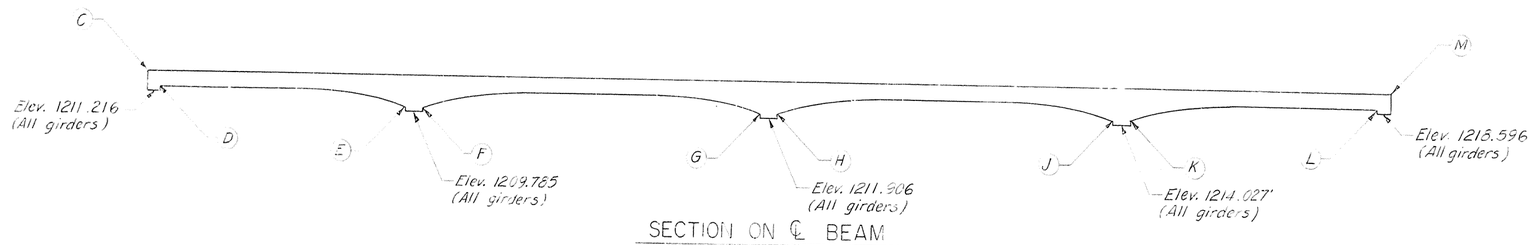
BRIDGE NUMBER	DRAWING NO. 16326	INDEX

BRIDGE

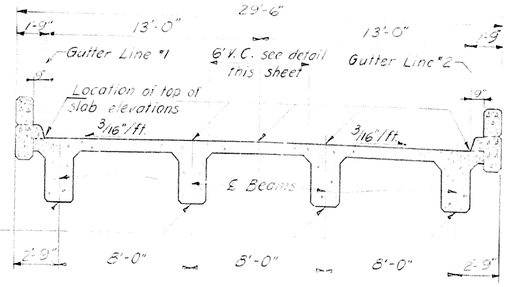
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PLAN OF SLAB

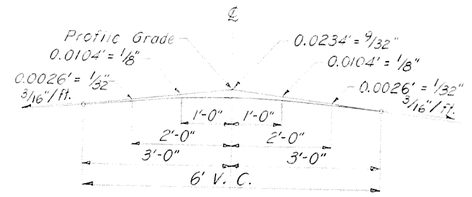


SECTION ON ℄ BEAM
(Showing Location of Typical Elevation Points)



TYPICAL SECTION THRU DECK

NOTE: Elevations on this sheet include construction camber and are to be maintained with false work in place.



PARABOLIC CROWN

TABLE OF ELEVATIONS

Section	Gutter #1 Top of Slab	Beam #1 Bott. of Beam	Beam #2 Top of Slab	Beam #2 Bott. of Beam	℄ Bridge Top of Slab	Beam #3 Top of Slab	Beam #3 Bott. of Beam	Beam #4 Bott. of Beam	Gutter #2 Top of Slab
C	1214.423	—	—	—	1214.668	—	—	—	1214.554
D	—	1211.497	—	1211.662	—	—	1211.702	1211.618	—
E	—	1209.990	—	1210.155	—	—	1210.195	1210.111	—
F	—	1210.080	—	1210.245	—	—	1210.285	1210.201	—
G	—	1212.111	—	1212.276	—	—	1212.317	1212.232	—
H	—	1212.201	—	1212.366	—	—	1212.407	1212.322	—
J	—	1214.232	—	1214.398	—	—	1214.438	1214.353	—
K	—	1214.322	—	1214.488	—	—	1214.528	1214.443	—
L	—	1218.316	—	1218.981	—	—	1219.022	1218.937	—
M	1221.848	—	—	—	1222.093	—	—	—	1221.979
0 - 0	1214.511	1211.527	1214.652	—	1214.691	1214.652	—	—	—
1 - 1	1214.758	1211.774	1214.899	1211.899	1214.938	1214.899	1211.899	1211.774	1214.758
2 - 2	1214.996	1212.012	1215.137	1212.137	1215.176	1215.137	1212.137	1212.012	1214.996
3 - 3	1215.222	1212.238	1215.363	1212.363	1215.402	1215.363	1212.363	1212.238	1215.222
4 - 4	1215.436	1212.443	1215.577	1212.577	1215.616	1215.577	1212.577	1212.452	1215.436
5 - 5	1215.645	1212.110	1215.786	1212.394	1215.825	1215.786	1212.526	1212.306	1215.645
6 - 6	1215.860	1210.944	1216.000	1211.379	1216.040	1216.000	1211.662	1211.792	1215.860
7 - 7	1216.080	1210.249	1216.221	—	1216.260	1216.221	—	1210.249	1216.080
8 - 8	1216.294	1212.154	1216.435	1212.016	1216.474	1216.435	1211.725	1211.282	1216.294
9 - 9	1216.516	1213.319	1216.658	1213.323	1216.698	1216.658	1213.174	1212.874	1216.518
10 - 10	1216.747	1213.763	1216.888	1213.888	1216.927	1216.888	1213.881	1213.723	1216.747
11 - 11	1216.974	1213.990	1217.115	1214.115	1217.154	1217.115	1214.115	1213.990	1216.974
12 - 12	1217.191	1214.207	1217.332	1214.332	1217.371	1217.332	1214.332	1214.207	1217.191

NOTE : Elevations include camber and are to be maintained with false work in place.

Section	Gutter #1 Top of Slab	Beam #1 Bott. of Beam	Beam #2 Top of Slab	Beam #2 Bott. of Beam	℄ Bridge Top of Slab	Beam #3 Top of Slab	Beam #3 Bott. of Beam	Beam #4 Bott. of Beam	Gutter #2 Top of Slab
13 - 13	1217.397	1214.413	1217.535	1214.538	1217.577	1217.538	1214.538	1214.413	1217.397
14 - 14	1217.595	1214.571	1217.736	1214.729	1217.775	1218.736	1214.736	1214.611	1217.595
15 - 15	1217.789	1214.146	1217.930	1214.446	1217.969	1217.930	1214.595	1214.591	1217.789
16 - 16	1217.991	1212.979	1218.132	1213.422	1218.171	1218.132	1213.713	1213.851	1217.991
17 - 17	1218.201	1212.370	1218.342	—	1218.381	1218.342	—	1212.370	1218.201
18 - 18	1218.415	1214.275	1218.556	1214.137	1218.595	1218.556	1213.846	1213.403	1218.415
19 - 19	1218.637	1215.439	1218.778	1215.443	1218.817	1218.778	1215.294	1214.394	1218.637
20 - 20	1218.867	1215.883	1219.008	1216.008	1219.047	1219.008	1216.001	1215.543	1218.867
21 - 21	1219.094	1216.110	1219.235	1216.235	1219.274	1219.235	1216.235	1216.110	1219.094
22 - 22	1219.312	1216.328	1219.453	1216.453	1219.492	1219.453	1216.453	1216.328	1219.312
23 - 23	1219.520	1216.536	1219.661	1216.661	1219.700	1219.661	1216.661	1216.536	1219.520
24 - 24	1219.717	1216.693	1219.858	1216.851	1219.897	1219.858	1216.858	1216.733	1219.717
25 - 25	1219.912	1216.268	1220.052	1216.568	1220.092	1220.052	1216.717	1216.713	1219.912
26 - 26	1220.112	1215.100	1220.253	1215.543	1220.292	1220.253	1215.834	1215.972	1220.112
27 - 27	1220.322	1214.491	1220.463	—	1220.502	1220.463	—	1214.491	1220.322
28 - 23	1220.550	1216.432	1220.690	1216.352	1220.730	1220.690	1216.069	1215.634	1220.550
29 - 29	1220.784	1217.645	1220.925	1217.665	1220.964	1220.925	1217.533	1217.249	1220.784
30 - 30	1221.024	1218.040	1221.165	1218.165	1221.204	1221.165	1218.165	1213.031	1221.024
31 - 31	1221.256	1218.274	1221.379	1218.399	1221.438	1221.399	1218.399	1218.274	1221.256
32 - 32	1221.480	1218.496	1221.621	1218.621	1221.660	1221.621	1218.621	1218.496	1221.480
33 - 33	1221.690	1218.706	1221.831	1218.831	1221.870	1221.831	1218.831	1218.706	1221.690
34 - 34	—	—	1222.032	—	1222.071	1222.032	—	1218.907	1221.891

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

Slab Check Point	Top of Slab Elevation	Bottom of Slab Elevation	Computed Slab Thickness
"A"	1215.074	1214.438	0.636
"B"	1215.176	1214.542	0.634
"C"	1215.074	1214.440	0.634
"D"	1215.723	1215.093	0.630
"E"	1215.825	1215.193	0.632
"F"	1215.723	1215.066	0.657
"G"	1216.825	1216.181	0.644
"H"	1216.927	1216.270	0.657
"J"	1216.825	1216.179	0.646
"K"	1217.673	1217.039	0.634
"L"	1217.775	1217.147	0.628
"M"	1217.673	1217.052	0.621
"N"	1218.945	1218.294	0.651
"O"	1219.047	1218.422	0.625
"P"	1218.945	1218.283	0.662
"Q"	1219.795	1219.142	0.653
"R"	1219.897	1219.267	0.630
"S"	1219.795	1219.160	0.635
"T"	1220.862	1219.204	0.658
"U"	1220.964	1220.326	0.638
"V"	1220.862	1220.325	0.637
"W"	1221.558	1220.904	0.654
"X"	1221.660	1221.028	0.632
"Y"	1221.558	1220.897	0.661

ELEVATIONS

NOTE : 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 1/4" 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.

LILY - KEAVY ROAD over I 75 sheet 11

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
LAUREL
TENN. ST. LINE - LEXINGTON - COVINGTON
STA. 1684+25 I 75 **ROAD** I 75 - 2(2) 25
STATION= STA. 22+00 LILY-KEAVY **PROJECT NO.** S.P. 63-246 IL

BRIDGE NUMBER	DRAWING No. 16326	INDEX

RACKOFF ASSOCIATES

DESIGNED BY: E.J.	CHECKED BY: S.S.	DATE 7-65	REVISED: Slabs Revised Due to New Spiy Steel
DETAILED BY: E.J.	CHECKED BY: S.S.	DATE 7-65	REVISED: Slab Thickness Elev. Noted
TRACED BY:	CHECKED BY:	DATE	REVISED:

BRIDGE