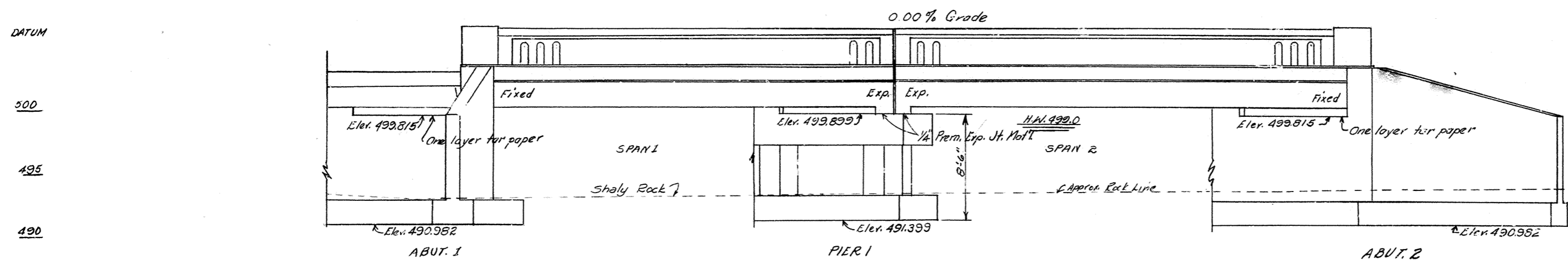


FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

**GENERAL NOTE**

SPECIFICATIONS: Kentucky Department of Highways (1945 Standard with amendments).  
 DESIGN LOAD: Bridge designed for H-15-44 loading as specified in AASHO. Specifications 1948.  
 CONCRETE: Class "A" concrete to be used throughout except in Handrail. Class "D" concrete to be used in Handrail.  
 REINFORCEMENT: Dimensions from face of concrete to bars are clear distances except as otherwise shown. Dimensions for bar spacing are distances center to center of bars. See Emergency Provision No. 10.  
 BEVELED EDGES: All exposed edges shall be beveled 1/8" unless otherwise noted.  
 TAR PAPER: To be commercial grade tar paper or roofing felt approximately 1/16" thick.  
 DRAINS-EXPANSION JOINT MATERIAL: The cost of these items to be included in the unit price bid for Class "A" concrete.  
 DRAINS: Drains shall be gray iron casting conforming to A.S.T.M. Spec. A 48-48.

Tensile and transverse tests are not required. Form T-521, report of field inspection of castings, is to be submitted to the laboratory.



NOTE - No soundings taken

**ELEVATION**  
 2 35'-0" R.C. DECK GIRDER SPANS  
 45° SKEW LEFT 18' RDWY.  
 1 1/2:1 FILL SLOPES

**BILL OF INCIDENTAL MATERIALS**

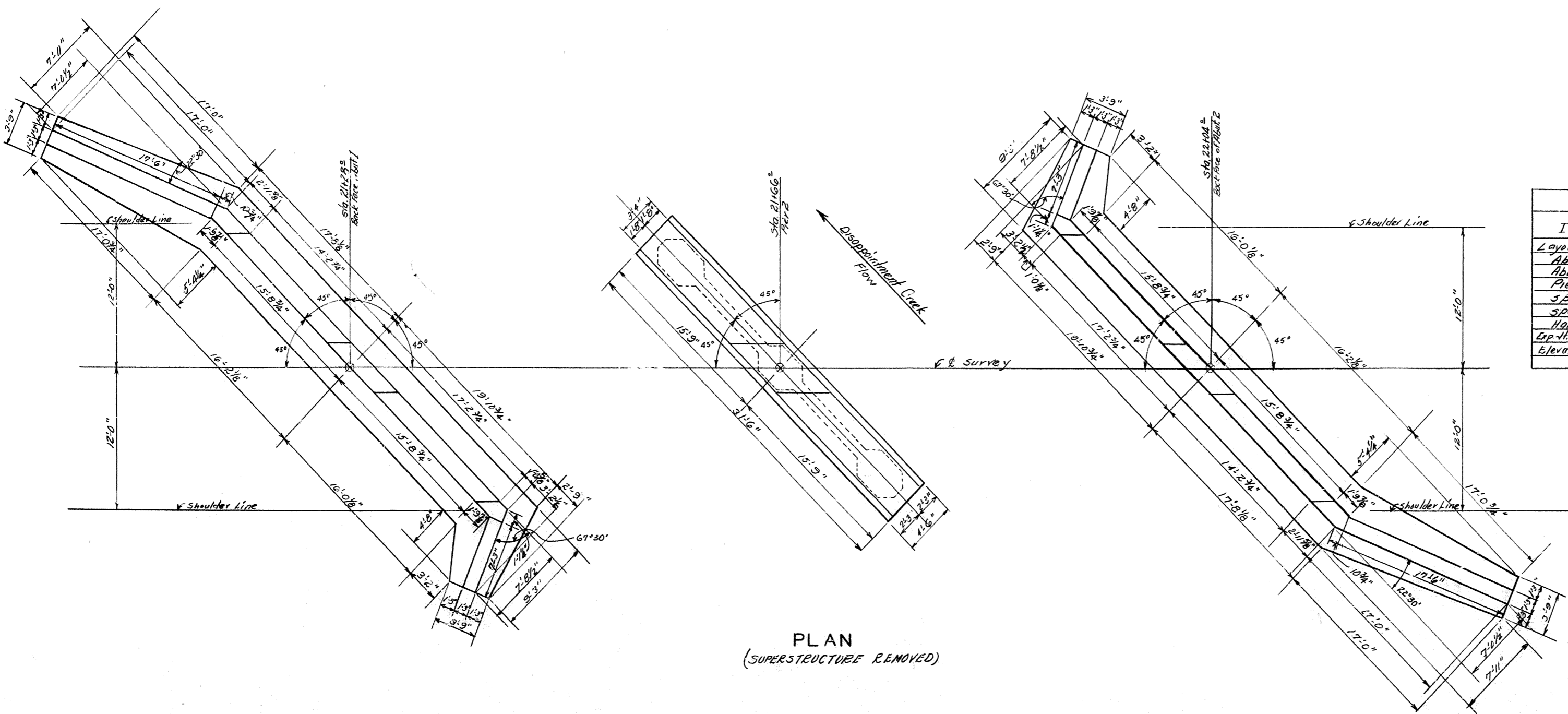
ITEM NO.	SIZE	LOCATION
Prem Exp. Jt. Fills A	1/4" x 2 1/4" x 3' 10"	Abut. 1 & 2
" " "	1/4" x 2 1/2" x 28' 3"	Pier 1
" " "	3/4" x 3 1/2" x 25' 1 1/2"	Pier 1
" " "	3/4" x 2 1/2" x 15' 6"	Pier 1
Drains B	See Sht. Dwg. G-418-C	

The quantities shown in Bill of incidental materials above are approximate only and the contractor is responsible for furnishing enough material to complete the work in accordance with the plans and specifications.

**ESTIMATE OF QUANTITIES**

ITEM	DESCRIPTION	CONCRETE		REINFORCING		STRUCTURAL EXPANSION	
		CLASS A (Cu. Yds.)	CLASS B (Cu. Yds.)	LB.	COMMON (Cu. Yds.)	SHOULDER (Cu. Yds.)	
Layout Sheet	Sheet 1						
Abut. 1	Sheet 2	49.1		4870	10	50	
Abut. 2	" "	49.1		4870	10	20	
Pier 1	Sheet 3	28.1		2210	10	60	
Span 1	Sht. G-418-C	42.4		10,380			
Span 2	Sht. G-418-C	42.4		10,380			
Handrail	H-53			76		1,660	
Exp. Jt. Copings	Sht. G-351						
Elevations	Sheet 4						
Total		211.1		7,634,370	30	1,300	

G-418-C (2 sheets)  
 H-53  
 G-351



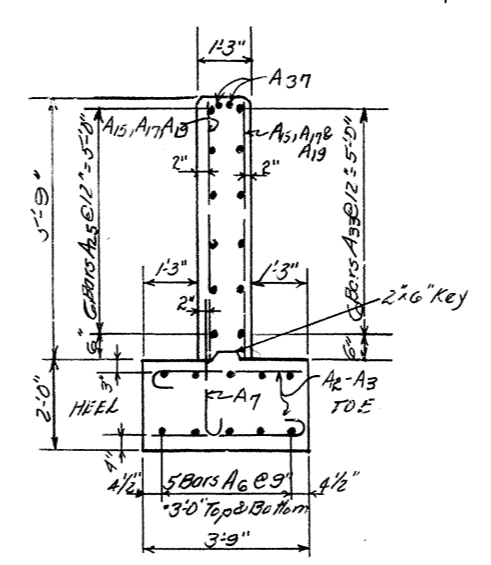
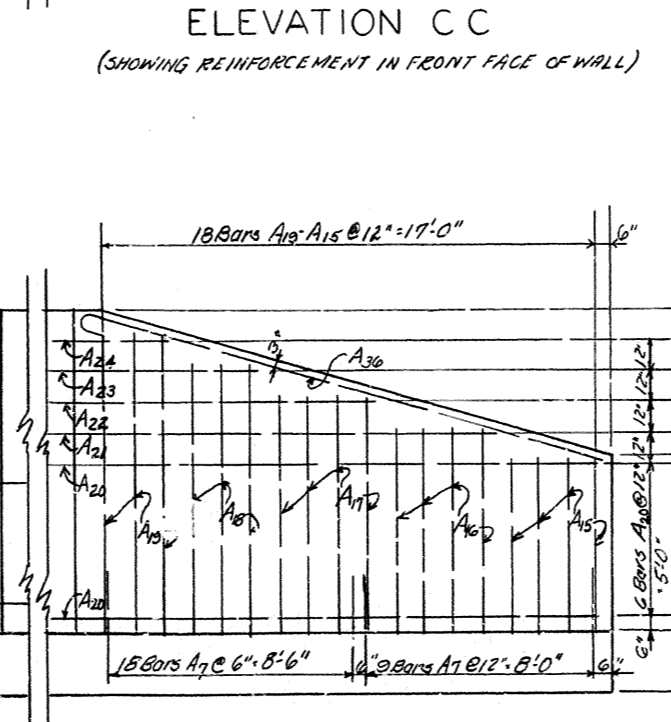
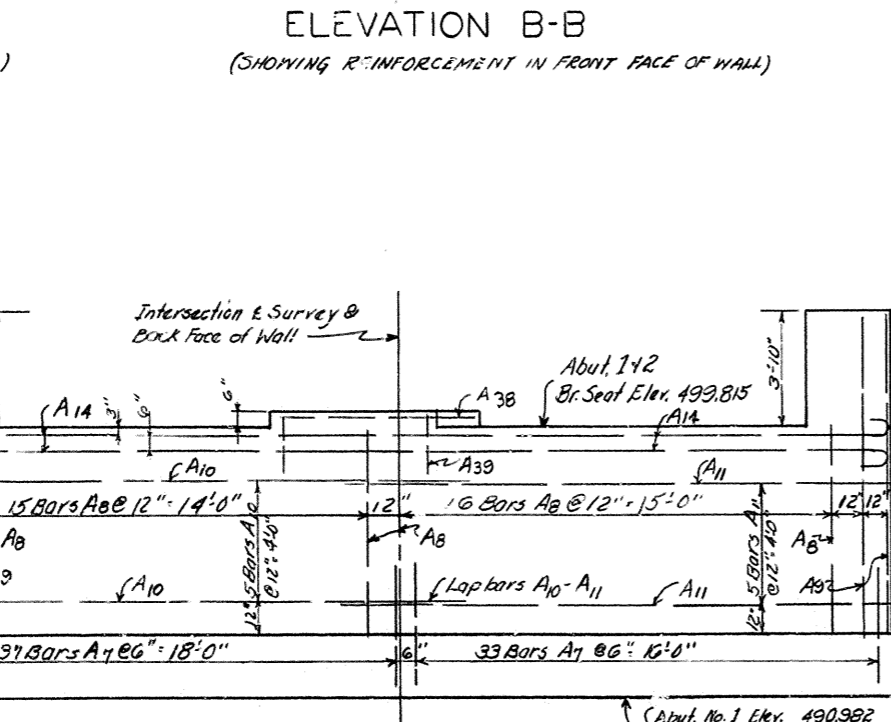
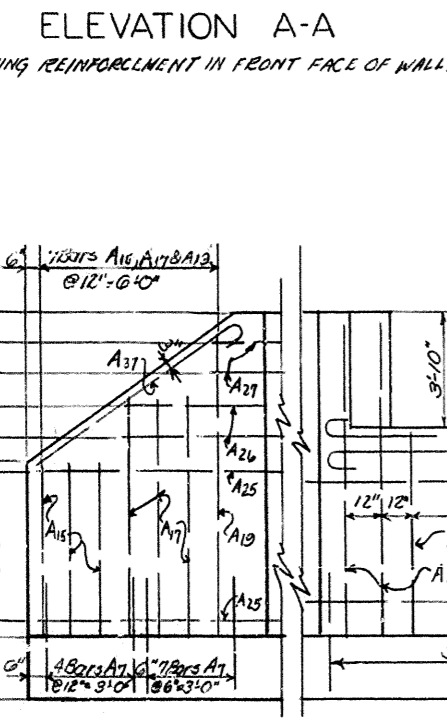
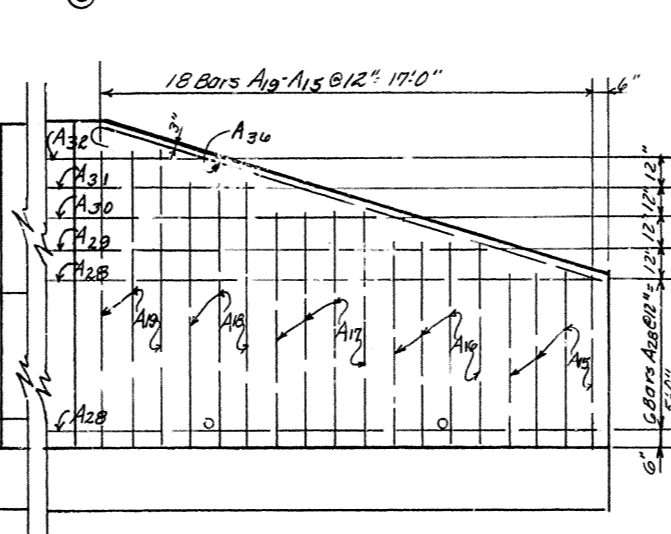
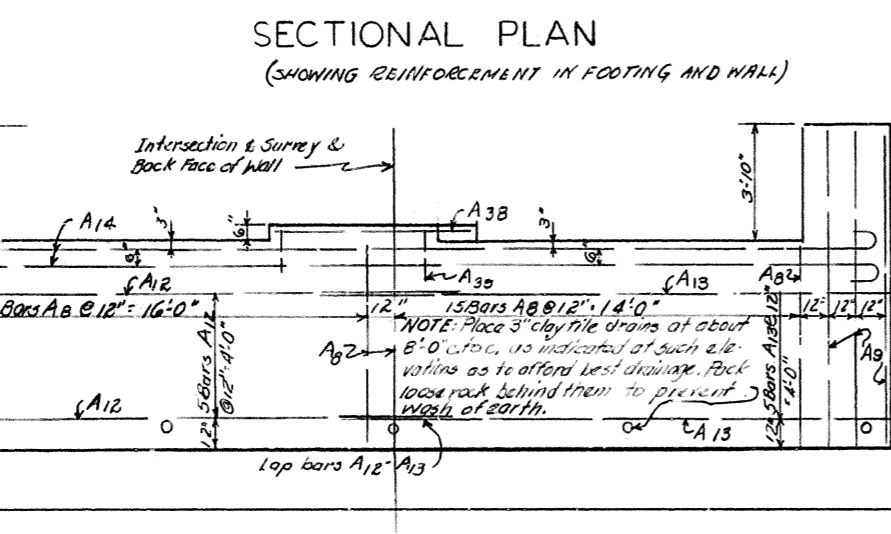
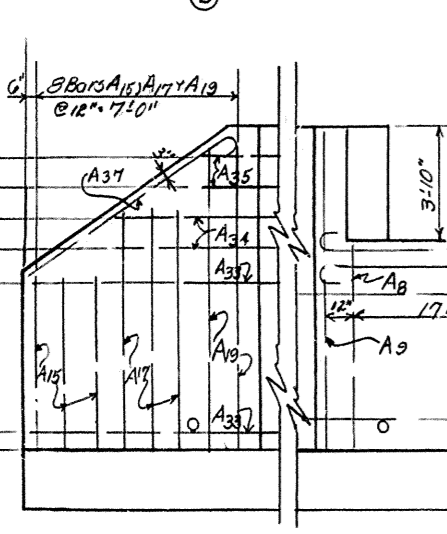
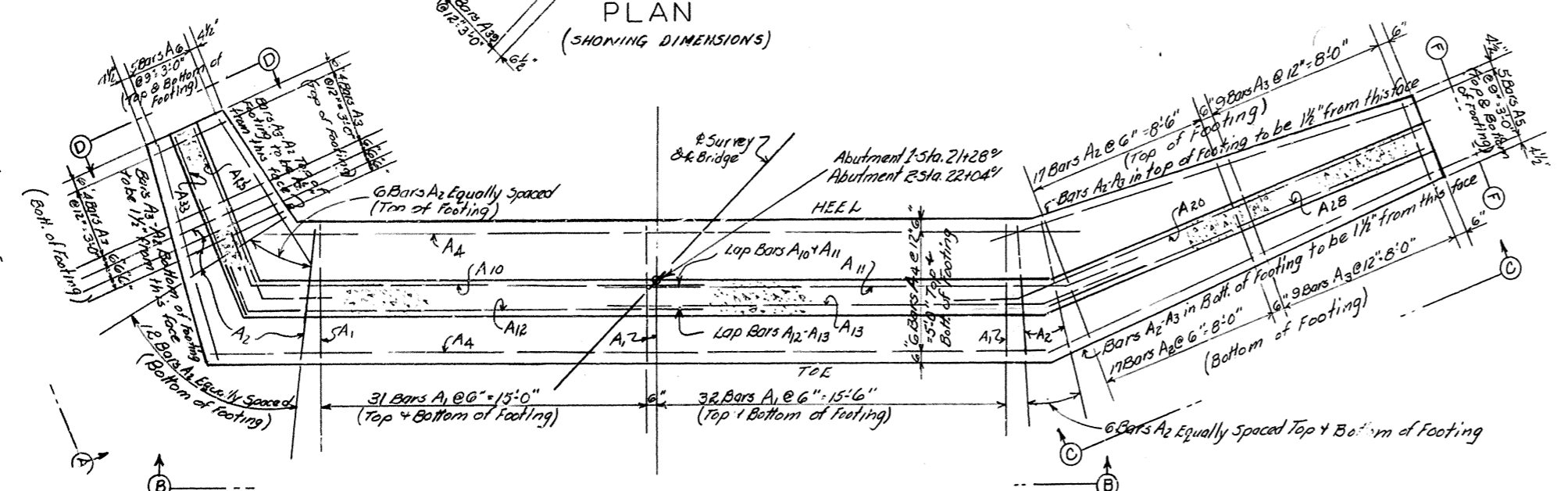
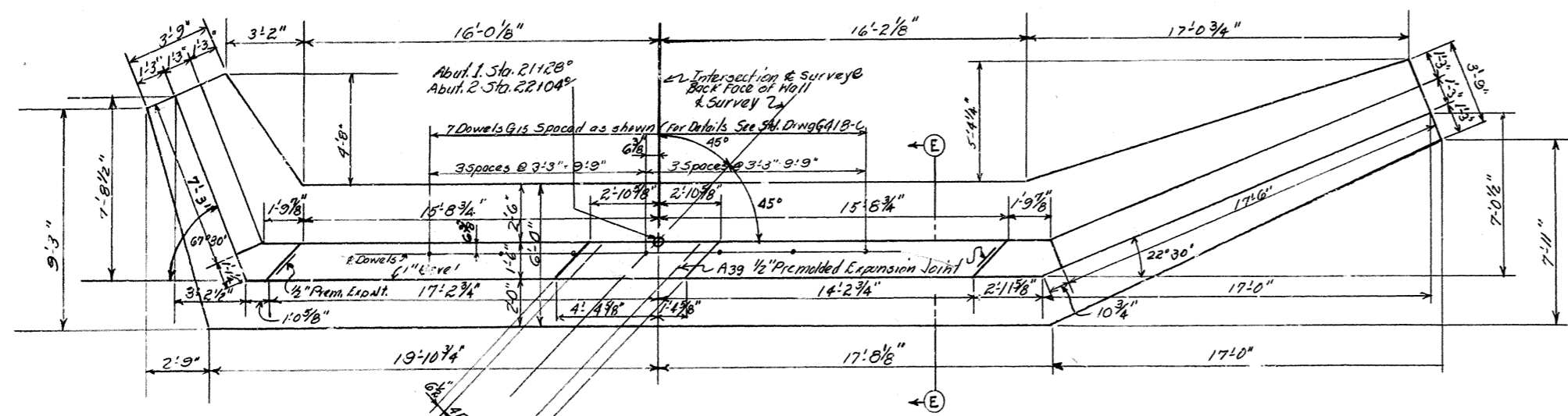
PLAN  
 (SUPERSTRUCTURE REMOVED)

Bridge over Disappointment Creek Sheet 1 of 4

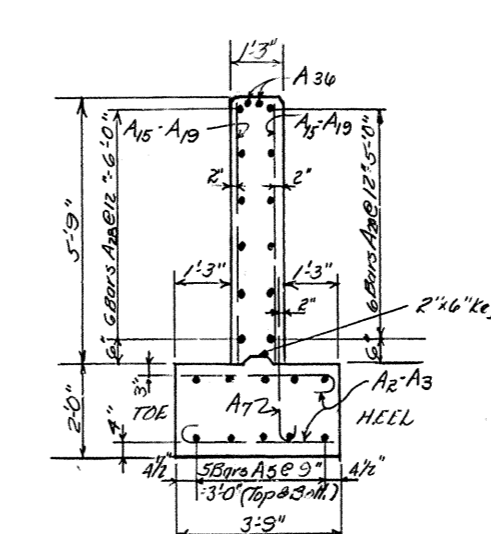
**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
**ADAIR**  
 DISAPPOINTMENT - BULL RUN  
 ROAD  
 STATION 21+66.2 PROJECT NO.  
 BRIDGE NUMBER DRAWING INDEX  
 NO. 10328

JUN 12 1963

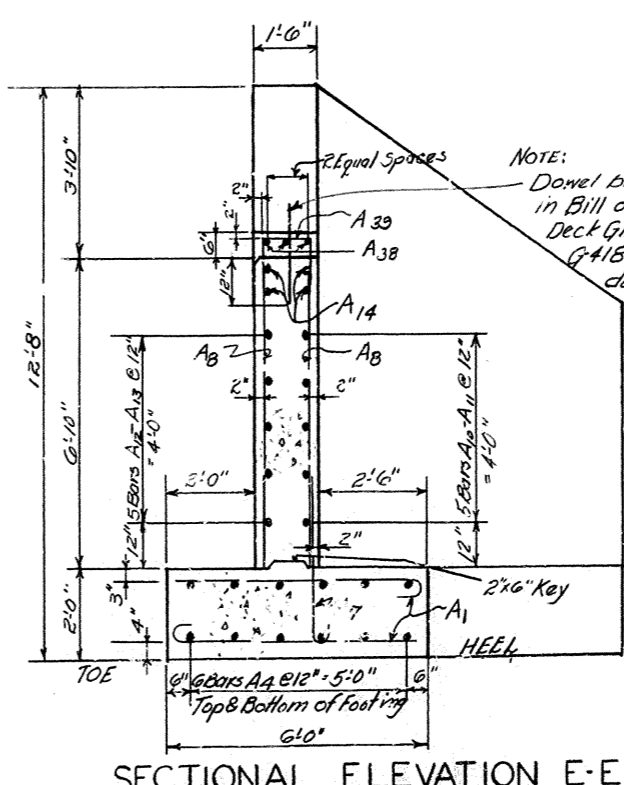
DESIGNED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 TRACED BY: \_\_\_\_\_ DATE: \_\_\_\_\_



ELEVATION D-D

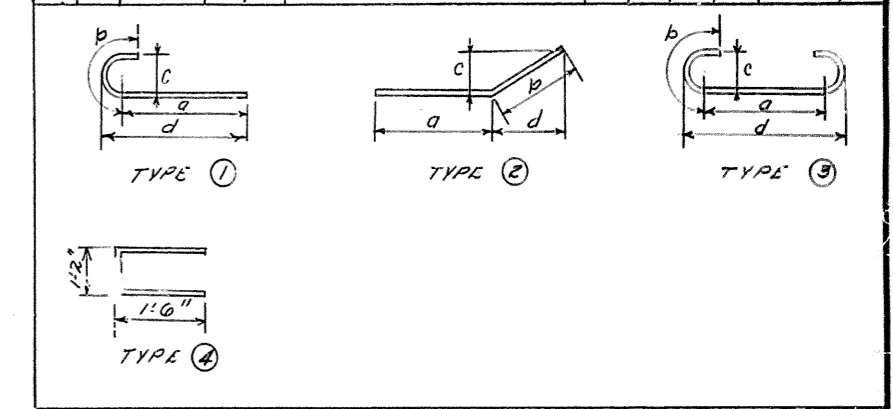


ELEVATION F-F



SECTIONAL ELEVATION E-E

BAR TYPE	NO.	SIZE	LENGTH	LOCATION	A	B	C	D
			FT. IN.		FT. IN.	FT. IN.	FT. IN.	FT. IN.
A1	10	1/2"	5	Footings	5	5	1	0
A2	70	3/8"	5	"	4	4	1	0
A3	26	3/8"	4	"	3	3	1	0
A4	36	3/8"	3	"	3	3	1	0
A5	10	1/2"	18	Long Wing Footing				
A6	10	1/2"	8	Short "				
A7	10	1/2"	4	Downs (Footing into Wall)	3	6	1	0
A8	63	3/8"	8	Endwall				
A9	8	1/2"	10	"				
A10	5	3/4"	23	" B.F.	20	8	2	6
A11	5	3/4"	23	" B.F.	20	8	2	6
A12	5	3/4"	21	" F.F.	19	4	2	6
A13	5	3/4"	21	" F.F.	19	4	2	6
A14	4	3/8"	37	"	34	8	1	4
A15	14	3/8"	5	Wings				
A16	8	3/8"	8	"				
A17	14	3/8"	7	"				
A18	6	3/8"	8	"				
A19	9	3/8"	8	"				
A20	6	3/8"	22	Long Wing B.F.	20	3	2	6
A21	1	1/2"	18	"	16	3	2	6
A22	1	1/2"	12	"				
A23	1	1/2"	8	"				
A24	1	1/2"	5	"				
A25	2	1/2"	1	Short " B.F.	8	4	2	6
A26	2	1/2"	5	"				
A27	2	1/2"	2	"				
A28	6	3/8"	12	Long Wing F.F.				
A29	1	1/2"	14	"				
A30	1	1/2"	10	"				
A31	1	1/2"	6	"				
A32	1	1/2"	3	"				
A33	6	3/8"	8	Short Wing F.F.				
A34	2	1/2"	5	"				
A35	2	1/2"	2	"				
A36	2	1/2"	19	Top Long Wing	18	0	1	4
A37	2	1/2"	8	" Short "	8	4	1	4
A38	3	3/8"	5	Keyway				
A39	4	3/8"	3	"				



ESTIMATE OF QUANTITIES ONE ABUTMENT ONLY

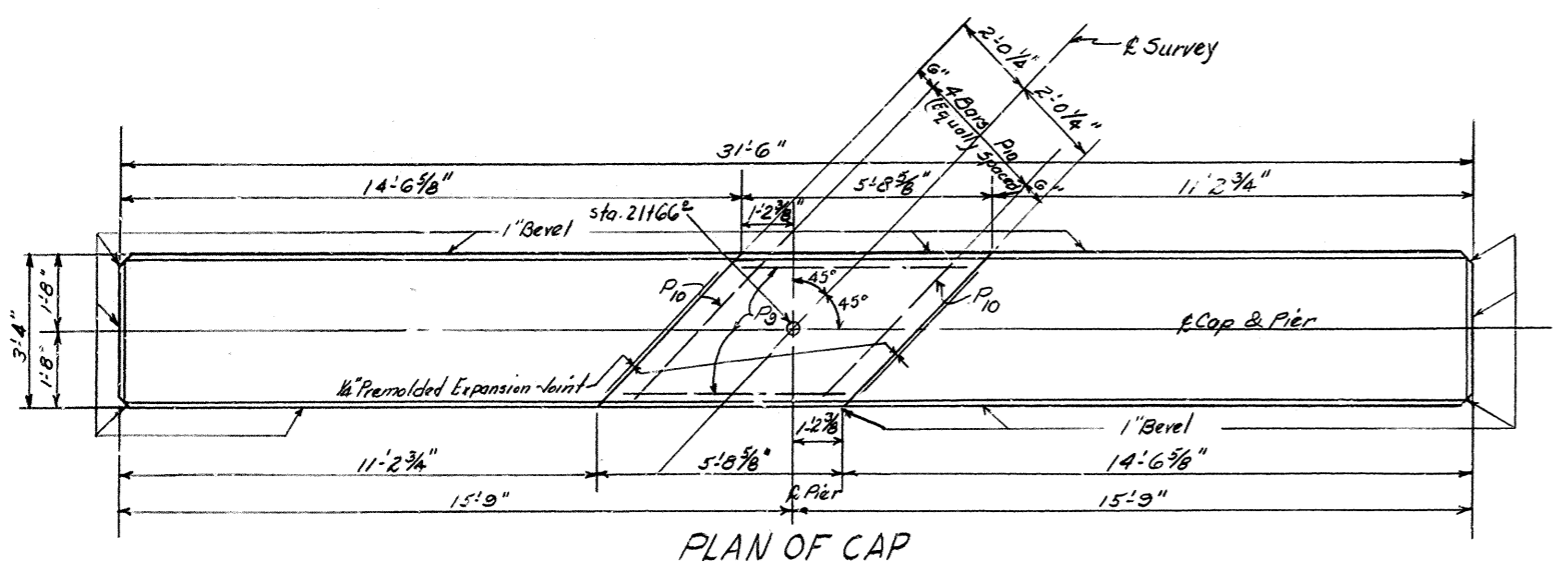
Concrete Class "A" 49.1 Cu Yds.  
Reinforcement 4870 Lbs

Bridge over Disappointment Creek SHEET 2

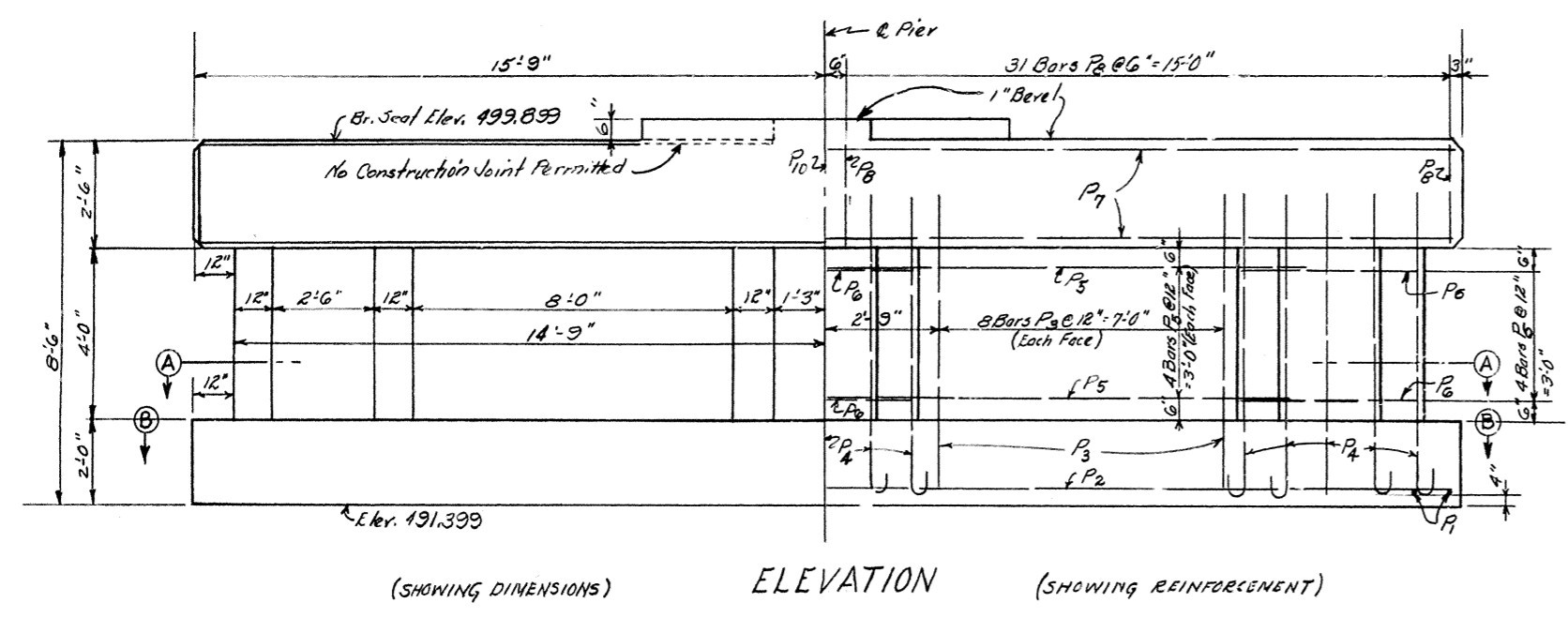
**COMMONWEALTH OF KENTUCKY**  
DEPARTMENT OF HIGHWAYS  
FRANKFORT  
COUNTY OF  
**ADAIR**  
DISAPPOINTMENT-BULL RUN  
ROAD

STATION 21+66.8 PROJECT NO. \_\_\_\_\_  
BRIDGE NUMBER \_\_\_\_\_ DRAWING INDEX \_\_\_\_\_  
NO. 10328

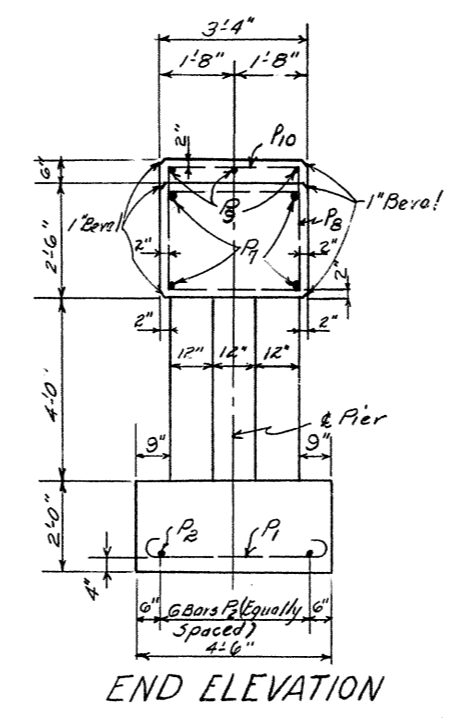
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REVISIONS: \_\_\_\_\_ DATE: \_\_\_\_\_



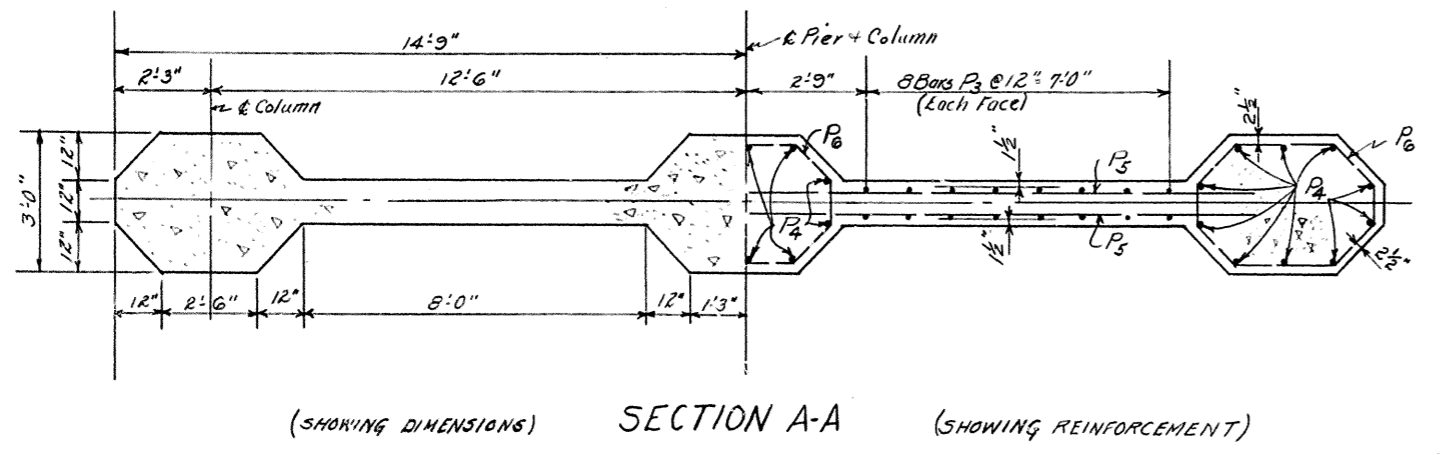
PLAN OF CAP



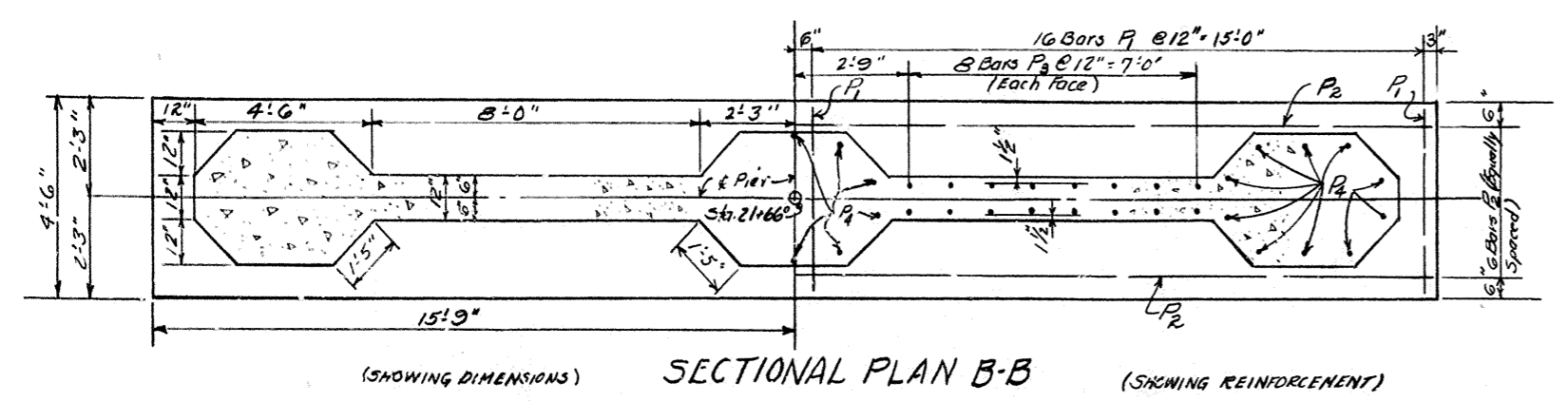
ELEVATION (SHOWING REINFORCEMENT)



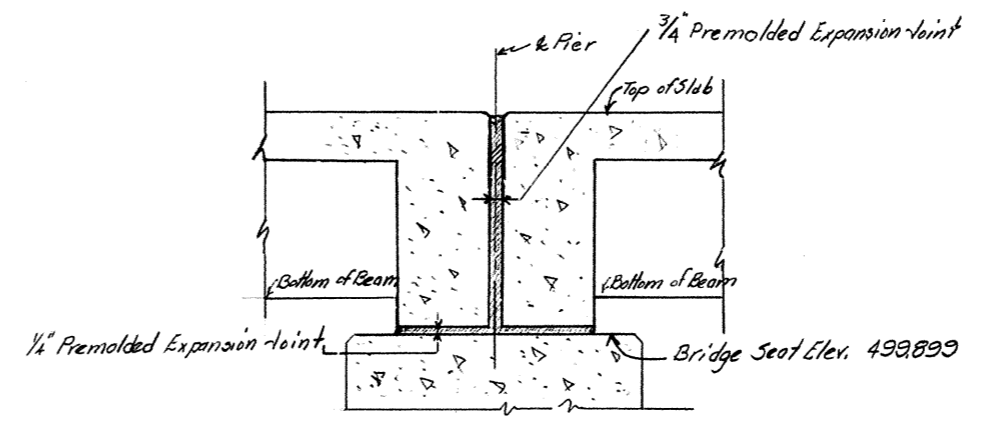
END ELEVATION



SECTION A-A (SHOWING REINFORCEMENT)



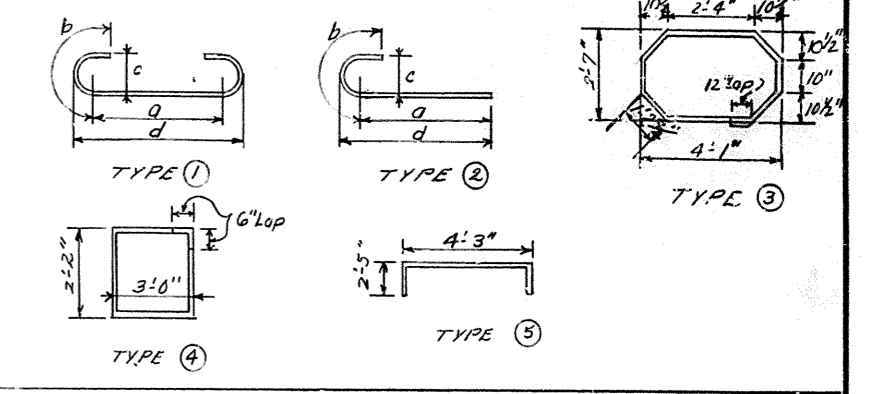
SECTIONAL PLAN B-B (SHOWING REINFORCEMENT)



SECTION AT PIER

**BILL OF REINFORCEMENT**

MARK	TYPE	NO	SIZE	LENGTH	LOCATION	a	b	c	d
				FT. IN.		FT. IN.	FT. IN.	FT. IN.	FT. IN.
P1	①	92	3/4"	5	Feetings	3	8	1	0
P2	stl	6	1/2"	31		0	0	0	6 1/2
P3	"	32	1	7	Web Wall (Vertical)				
P4	②	30	3/4"	3	Vertical Column	7	1	2	0
P5	stl	8	3/8"	24	Horizontal				
P6	③	12	3/4"	12	Col. Hoops				7 1/2
P7	stl	4	1/2"	31	Cap				
P8	④	63	3/8"	11	Cap Hoops				
P9	stl	3	1/2"	5	Keyway				
P10	⑤	4	3/8"	8	"				



ESTIMATE OF QUANTITIES  
 Concrete Class "A" 28.1 Cu. Yds  
 Reinforcement 2210 Lbs.

DESIGNED BY: [Signature]  
 CHECKED BY: [Signature]  
 TRACED BY: [Signature]  
 REVISIONS: [Table with dates and descriptions]

Bridge over Disappointment Creek SHEET 3

**COMMONWEALTH OF KENTUCKY**  
 DEPARTMENT OF HIGHWAYS  
 FRANKFORT  
 COUNTY OF  
 ADAIR

DISAPPOINTMENT-BULL RUN  
 ROAD

STATION 21+66.5 PROJECT NO. [Blank]  
 BRIDGE NUMBER [Blank] DRAWING INDEX [Blank]  
 NO. 10328

PIER 1

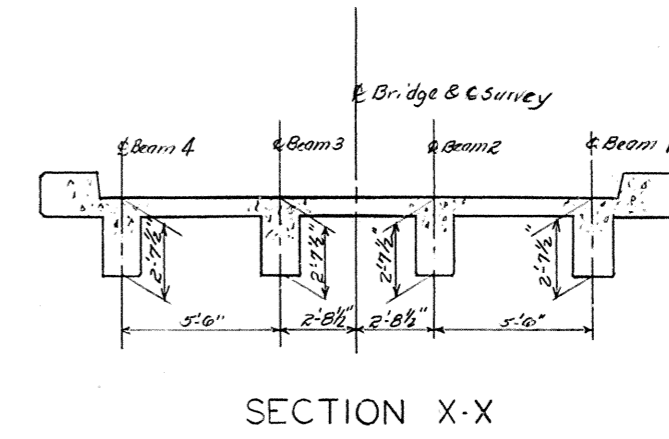
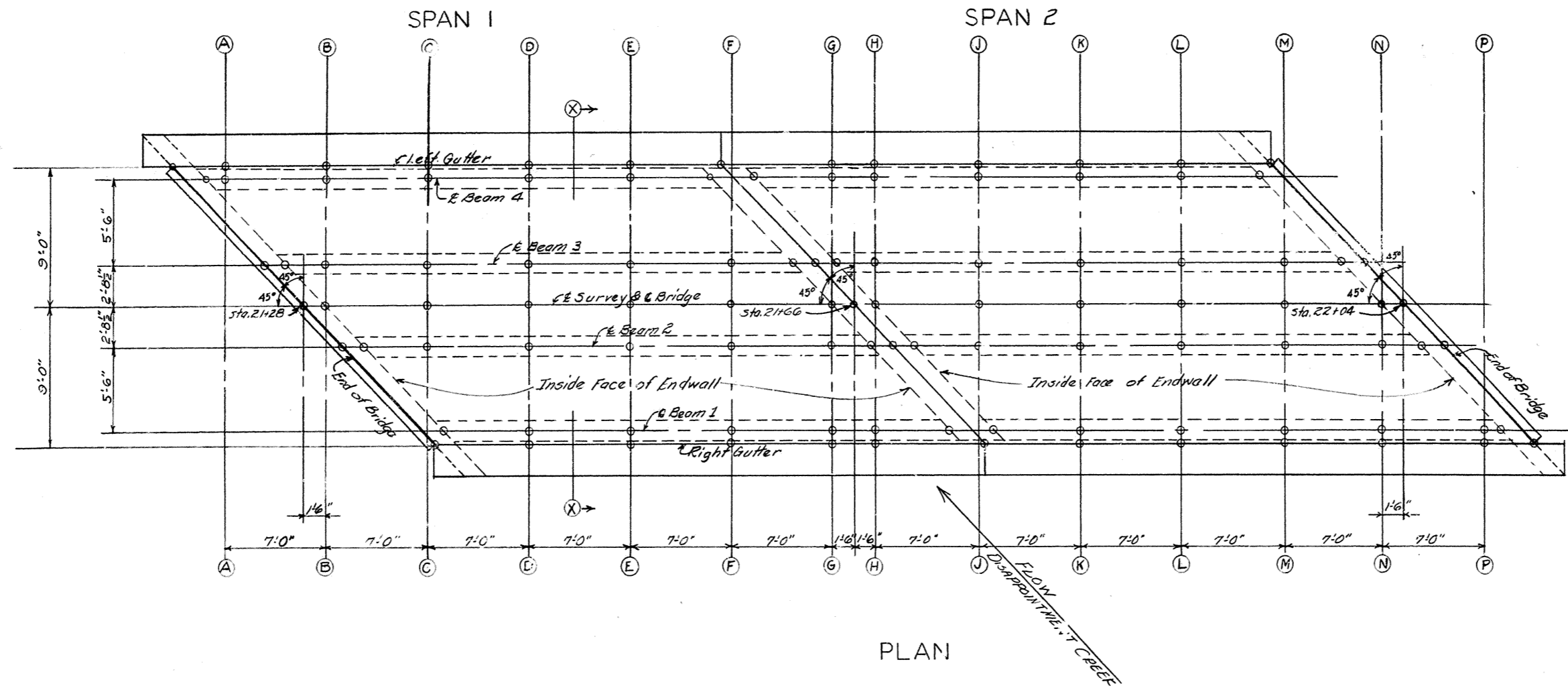


TABLE OF ELEVATIONS							
Location	Right Gutter	Beam 1	Beam 2	Beam 3	Beam 4	Left Gutter	
	Bottom of Bm.	Top of Slab	Bottom of Bm.	Top of Slab	Bottom of Bm.	Top of Slab	
SPAN I							
End of Bridge	502.977		503.035		503.034	503.017	
Intersection of Bm. & Endwall		500.368		500.416		500.397	500.315
A							500.322
B				503.039	503.037	500.412	500.358
C			503.060	500.435	503.071	503.066	500.441
D	503.002	500.391	503.084	500.459	503.093	503.086	500.461
E	503.021	500.410	503.098	500.473	503.105	503.096	500.471
F	503.029	500.418	503.102	500.475	503.106	503.095	500.470
G	503.028	500.417	503.096	500.471	503.098		
H	503.024	500.413					
Intersection of Bm. & Endwall		500.402		500.465		500.465	500.399
at Pier 1	503.011		503.090		503.098	503.090	
SPAN II							
at Pier 1	503.011		503.090		503.098	503.090	
Intersection of Bm. & Endwall		500.399		500.465		500.465	500.402
G							500.413
H				503.098	503.096	500.471	500.417
J			503.095	500.470	503.106	503.102	500.478
K	503.014	500.403	503.096	500.471	503.105	503.098	500.473
L	503.020	500.398	503.086	500.461	503.093	503.084	500.459
M	502.994	500.383	503.066	500.441	503.071	503.060	500.435
N	502.969	500.358	503.037	500.412	503.039		
P	502.935	500.322					
Intersection of Bm. & Endwall		500.315		500.397		500.416	500.368
End of Bridge	502.917		503.017		503.034	503.035	

NOTE:  
Elevations shown in table include Permanent and Construction Camber. Elevations to be maintained with false-work in place.

ELEVATIONS

Bridge over Disappointment Creek sheet 4

**COMMONWEALTH OF KENTUCKY**  
DEPARTMENT OF HIGHWAYS  
FRANKFORT  
COUNTY OF  
**ADAIR**  
DISAPPOINTMENT - BULL RUN  
ROAD  
STATION 21+66<sup>±</sup> PROJECT NO.  
BRIDGE NUMBER DRAWING INDEX  
NO. 10328

DESIGNED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 TRACED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 REVISIONS: \_\_\_\_\_ DATE: \_\_\_\_\_  
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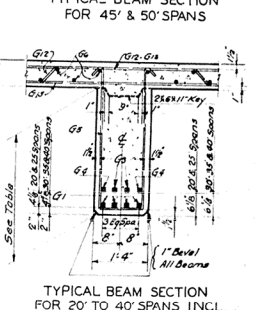
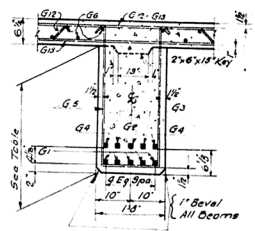
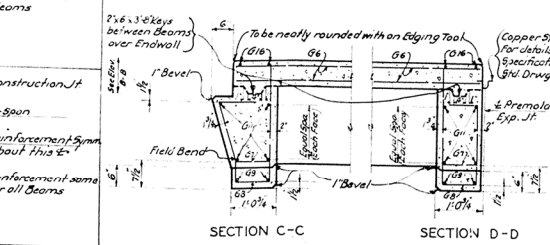
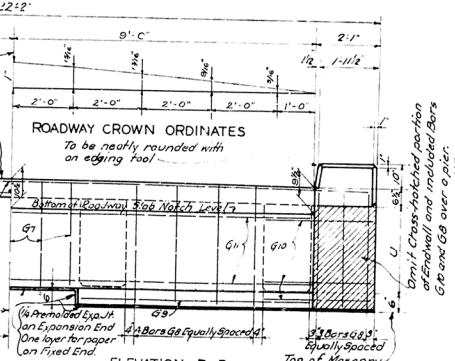
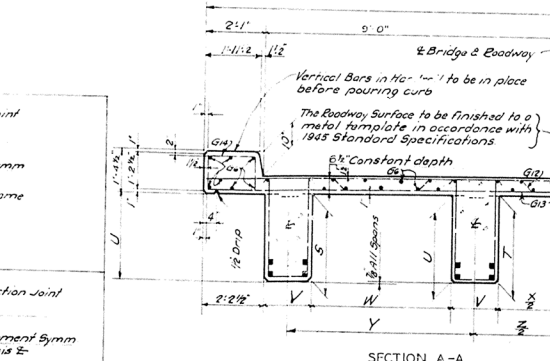
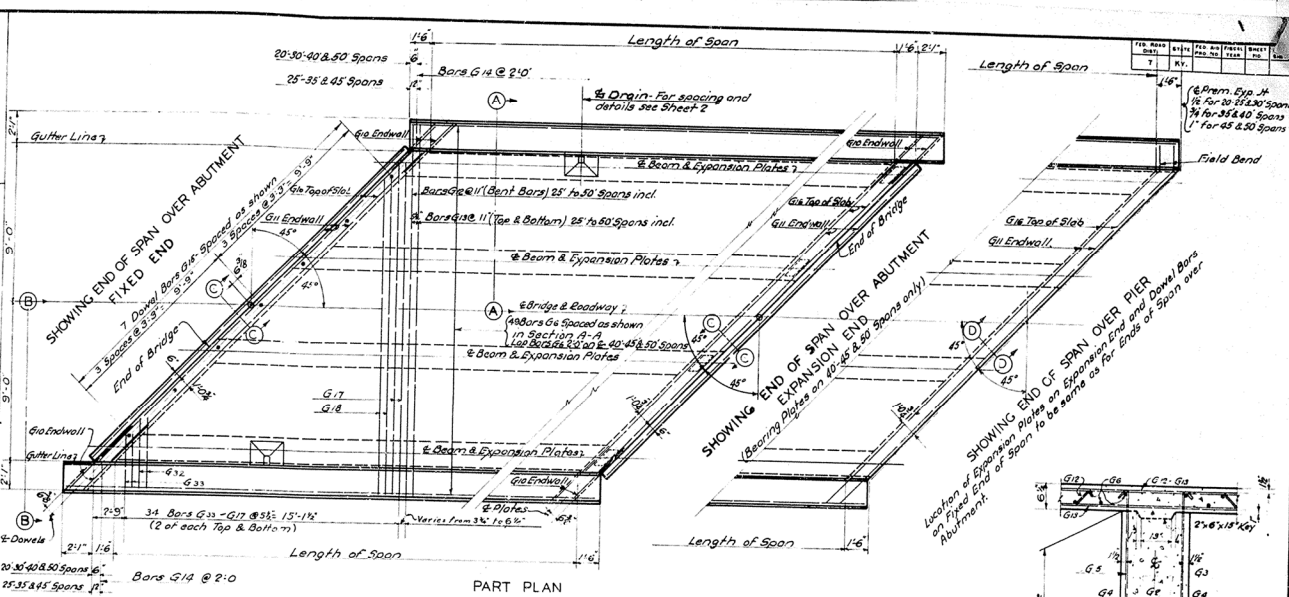
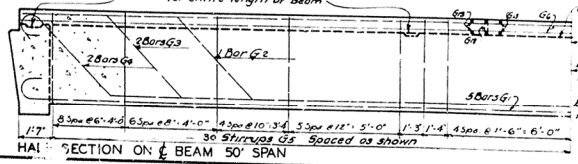
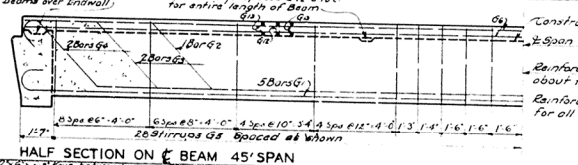
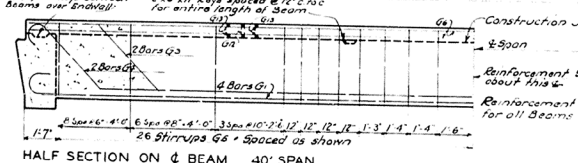
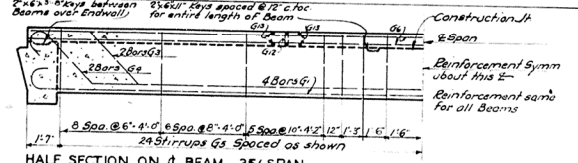
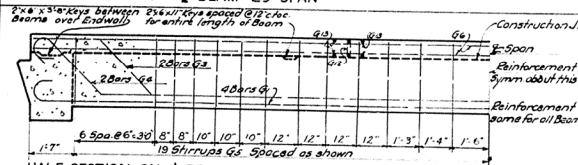
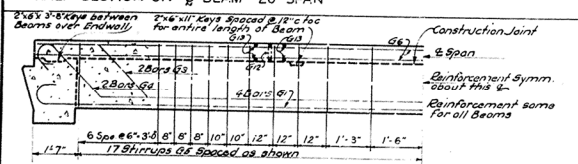
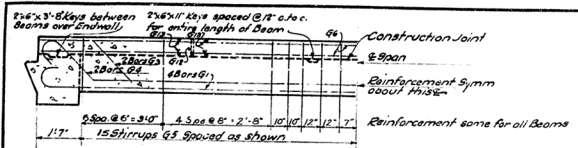


TABLE OF DIMENSIONS

SPAN	20 FT.		25 FT.		30 FT.		35 FT.		40 FT.		45 FT.		50 FT.	
	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.	FT. IN.
S	1 0 8	1 4 8	1 7 8	2 1 8	2 0 8	2 8 8	3 4 8	4 0 8	4 6 8	5 2 8	5 8 8	6 4 8	7 0 8	7 6 8
T	1 0 8	1 4 8	1 7 8	2 1 8	2 0 8	2 8 8	3 4 8	4 0 8	4 6 8	5 2 8	5 8 8	6 4 8	7 0 8	7 6 8
U	1 0 8	1 4 8	1 7 8	2 1 8	2 0 8	2 8 8	3 4 8	4 0 8	4 6 8	5 2 8	5 8 8	6 4 8	7 0 8	7 6 8
V	1 0 8	1 4 8	1 7 8	2 1 8	2 0 8	2 8 8	3 4 8	4 0 8	4 6 8	5 2 8	5 8 8	6 4 8	7 0 8	7 6 8
W	2 4 8	2 8 8	3 2 8	3 6 8	4 0 8	4 4 8	4 8 8	5 2 8	5 6 8	6 0 8	6 4 8	6 8 8	7 2 8	7 6 8
X	4 1 4	4 1 4	4 1 4	4 1 4	4 1 4	4 1 4	4 1 4	4 1 4	4 1 4	4 1 4	4 1 4	4 1 4	4 1 4	4 1 4
Y	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8
Z	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8	5 6 8

Sheet 1 of 2

COMMONWEALTH OF KENTUCKY  
DEPARTMENT OF HIGHWAYS  
STANDARD CONCRETE BRIDGE  
DECK GIRDERS  
45° SKEW 18' ROADWAY  
SPANS 20' TO 50'

BRIDGE #6418C



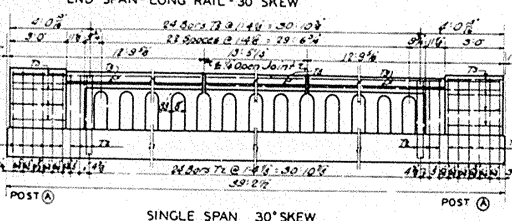
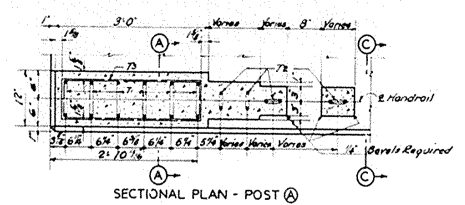
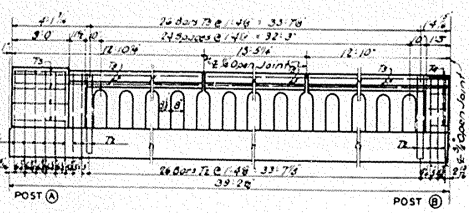
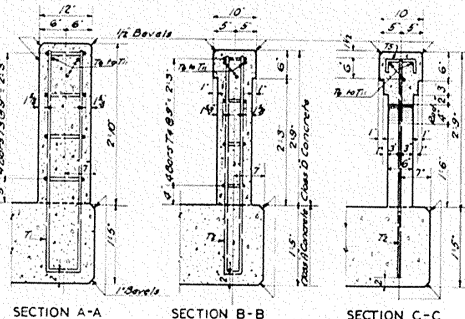
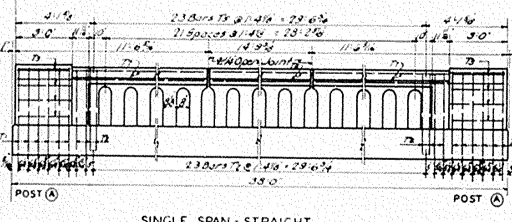
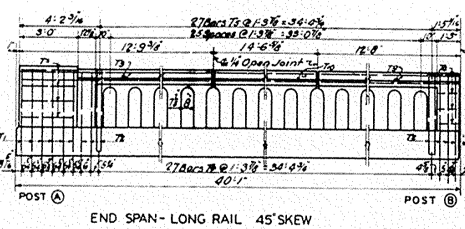
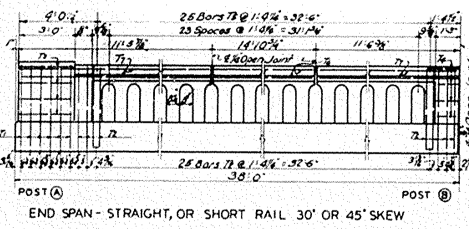
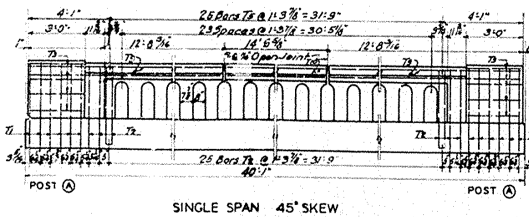
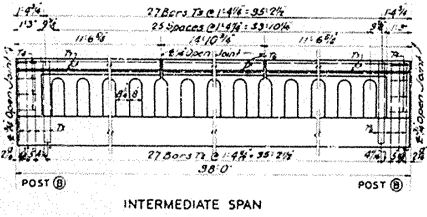
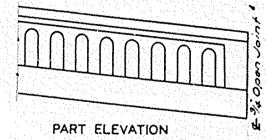


TABLE OF REINFORCEMENT AND ESTIMATE OF QUANTITIES

SPAN TYPE	RAIL TYPE	35 FOOT SPAN											CONCRETE CLASS 'D'	REINFORCEMENT	
		T1	T2	T3	T4	T5	T6	T7	T8	T9	T10	T11			
STRAIGHT	SINGLE	24	54	16	-	46	6	12	-	-	-	-	-	4.1	880
	INTERMEDIATE	66	-	16	54	6	12	-	-	-	-	-	-	3.4	750
	END	12	60	8	8	50	6	12	-	-	-	-	-	3.7	810
30° SKEW	SINGLE	24	56	16	-	48	-	-	6	12	-	-	-	4.2	900
	INTERMEDIATE	66	-	16	54	6	12	-	-	-	-	-	-	3.4	750
	END	6	31	4	4	26	-	-	3	6	-	-	-	3.9	820
45° SKEW	SINGLE	24	58	16	-	50	-	-	12	6	-	-	-	4.2	920
	INTERMEDIATE	66	-	16	54	6	12	-	-	-	-	-	-	3.4	750
	END	6	32	4	4	27	-	-	-	6	3	-	-	3.8	830

BILL AND TYPES OF REINFORCEMENT

BAR TYPE	NO.	SIZE	LENGTH	LOCATION	WT	TN	WT	TN
T1	(1)	4#	8.5'	Post A	3	11/8	0	8
T2	-	2	11'	Post B & Spandrels	3	10/8	0	4
T3	(2)	3#	7.3'	Post A	2	2	0	6
T4	-	3	2'	Post B	0	1/4	0	4
T5	(7)	2#	0	Rail	0	3	0	7
T6	8#	-	14	7	-	-	-	-
T7	-	-	11	3	-	-	-	-
T8	-	-	13	2	-	-	-	-
T9	-	-	12	5	-	-	-	-
T10	-	-	19	4	-	-	-	-



When bridge is on a plus or minus grade top of rail posts and rail to be parallel to the grade line. All posts and spandrels to be vertical.

GENERAL NOTE

Specifications: Kentucky Department of Highways, 1945 Standard with Amendments.  
Concrete: Class D concrete to be used in handrail.  
Reinforcement: Dimensions from face of concrete to bars are clear distances except as otherwise shown. Dimensions for bar spacing are distances center to center of bars. The dimensions of all reinforcing steel bars shall conform to A.S.T.M. Designation: A 305 - current specifications.

Belted Coats: All exposed edges to be belted 1/4" unless otherwise noted.

COMMONWEALTH OF KENTUCKY  
DEPARTMENT OF HIGHWAYS  
STANDARD HANDRAIL  
DECK GIRDER 35 FT. SPAN  
22 FT.-24 FT. AND 26 FT. ROADWAY

BRIDGE

STA. NO.	DATE	REV.	BY	CHK.	APP.
7	Ky.				

**GENERAL NOTE**

**CONSTRUCTION NOTE:** This drawing to be used in conjunction with Standard Plans or Special Plans for concrete floors on bridges when so noted on the Standard or Special Plans.

The joint between the spans shall have the copper strip and premolded joint filler so placed as to prevent contact of concrete between spans and to provide the full width of joint shown on plans. The copper strip and premolded joint filler shall be accurately placed and rigidly held in correct position. The premolded filler on the roadway between curbs shall be trimmed or placed 1/8" below the concrete surface and sealed with asphaltic joint filler, as indicated on this drawing.

No direct payment will be made for material or installation of copper expansion strip and premolded expansion joint filler, the cost of these shall be included in the unit price bid for class A concrete.

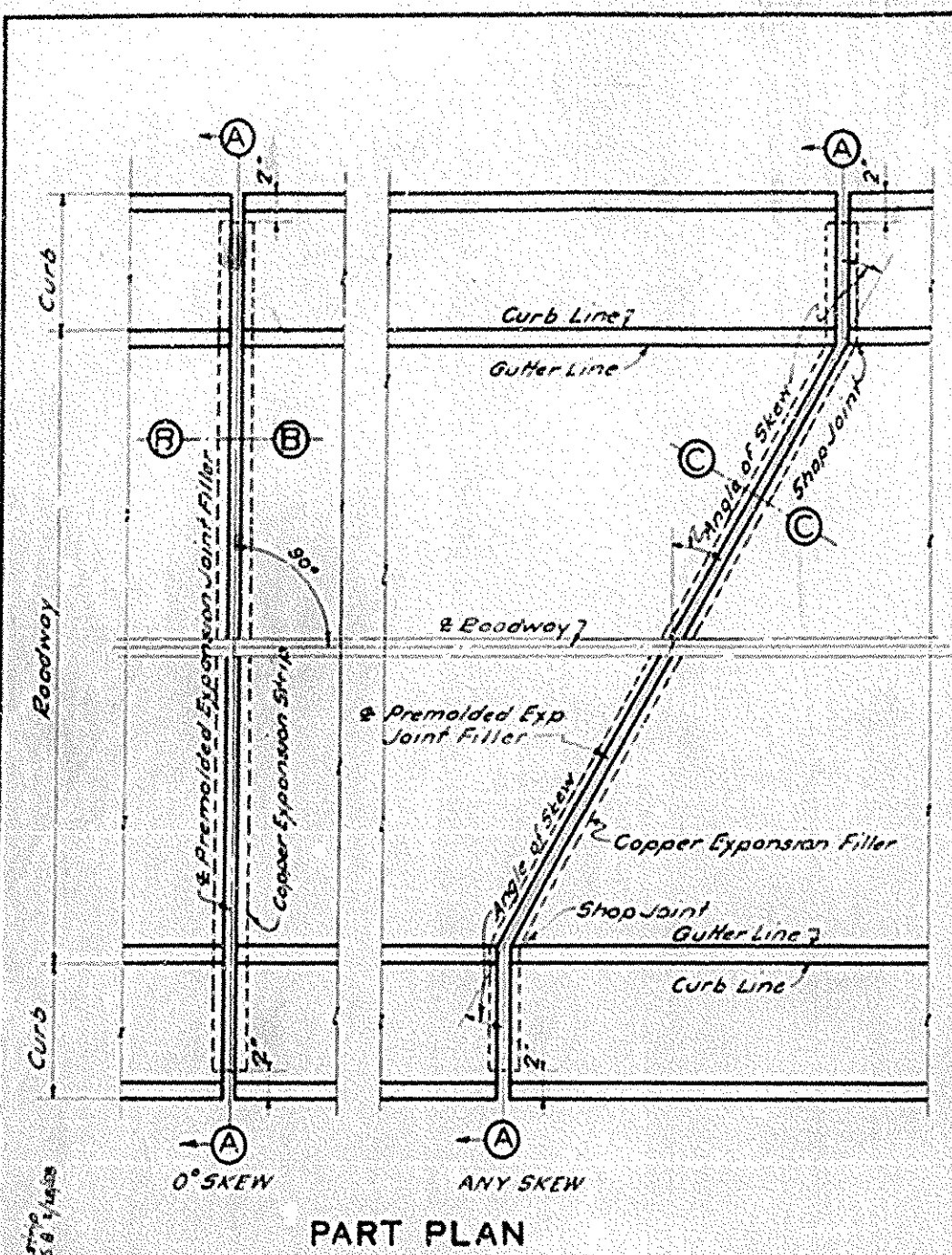
**SPECIFICATIONS FOR PREMOLDED FILLER:**

Premolded expansion joint filler shall conform to Section 7.25 of the 1956 Std. Specifications.

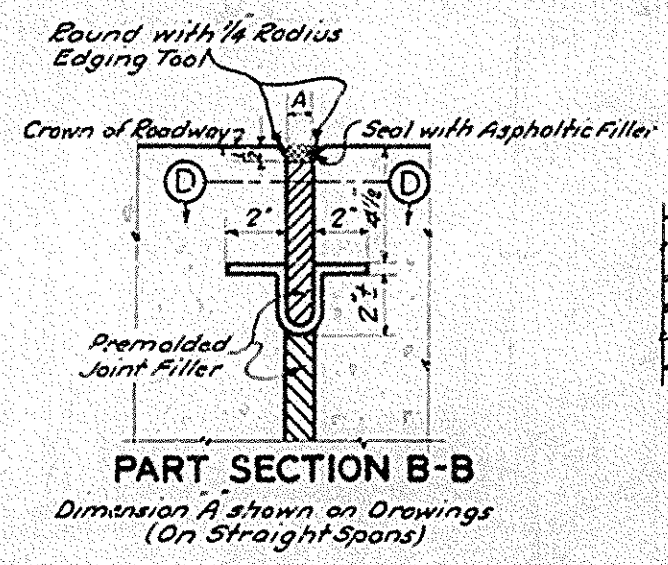
**SPECIFICATIONS FOR ASPHALTIC FILLER:** The Asphaltic Filler shall conform to the requirements of Section 7.26.2 of the Kentucky Department of Highways 1956 Standard Specifications, with Amendments.

**SPECIFICATION FOR COPPER EXPANSION STRIP:** The copper strips are to be 24 ounces soft sheet commercial grade A. Tolerance of 5% variation in weight above or below that specified will be allowed. The strips are to be shop fabricated to the section and dimensions shown. Field bending and fabrication will not be permitted except as provided herein. Unless otherwise provided by plans, the strips may be furnished in one or two pieces. If furnished in two pieces the field joint shall be at the center line of roadway. Shop joints shall not be spaced closer than 6 feet unless otherwise shown on plans and shall be lock seam and soldered. The field joint at the center line of roadway may be a 2 inch width lap joint soldered. All joints shall be water tight.

On Skewed Spans the two copper strips are separate units and are not to be connected in any way that will prevent movement of the strips relative to each other. All points are to be located to allow free movement of the individual strips.



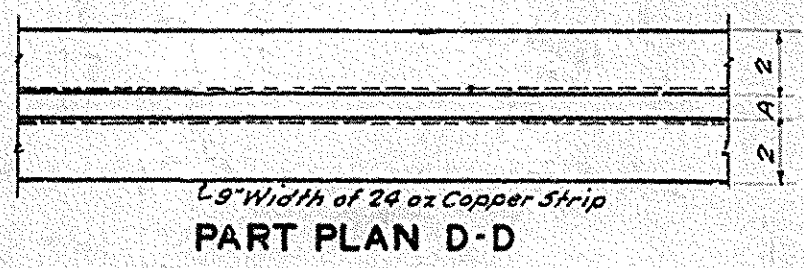
**PART PLAN**



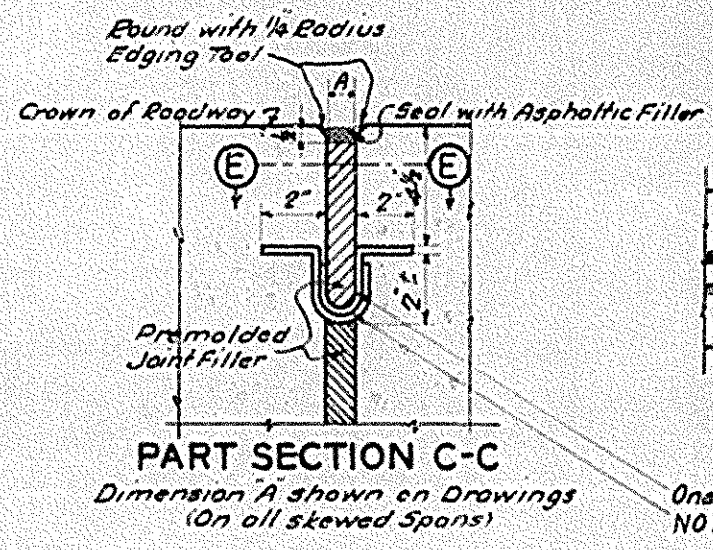
**PART SECTION B-B**

Dimension A shown on Drawings (On Straight Spans)

NOTE: Dimension A is inside dimension and is to be same as thickness shown on Drawings for Premolded Expansion Joint Filler.



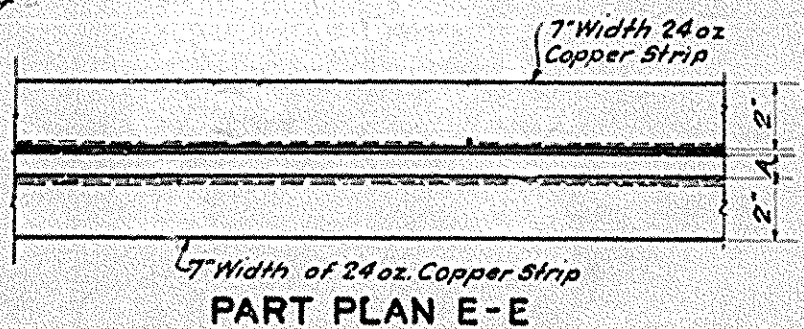
**PART PLAN D-D**



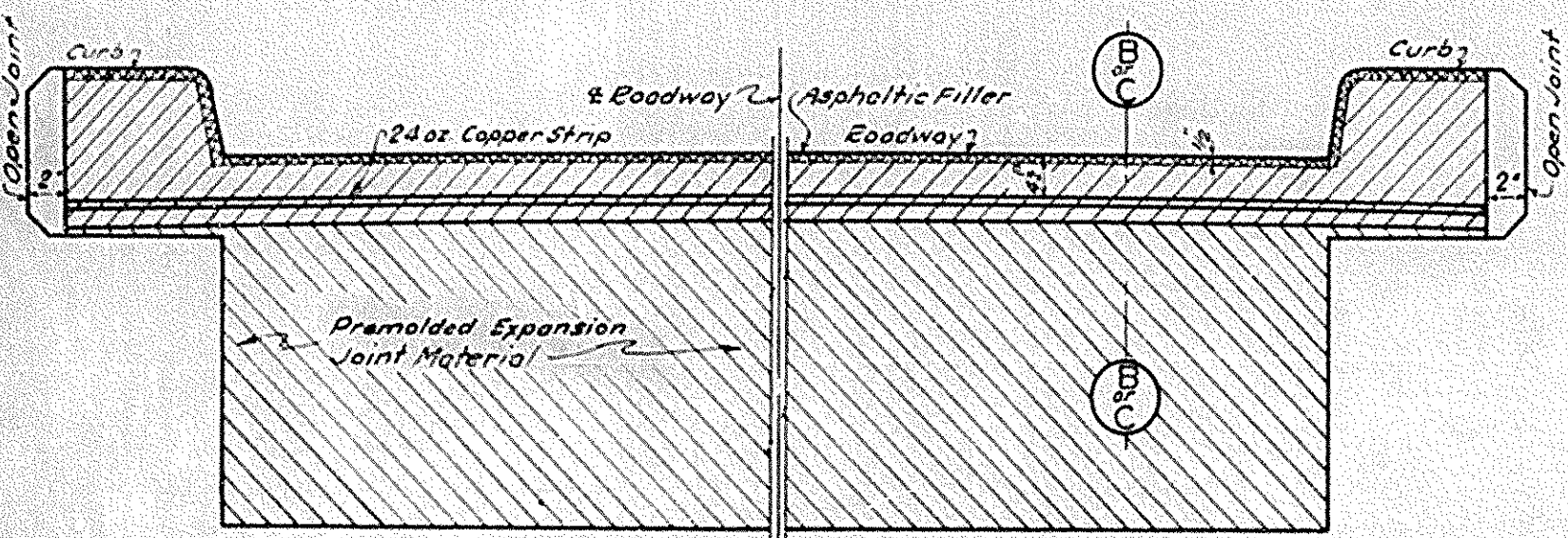
**PART SECTION C-C**

Dimension A shown on Drawings (On all skewed Spans)

One point coat of Asphalt Cement PAC-7  
NOTE: Lower section of copper strip is placed first, just prior to placing upper section of copper strip paint lower section with PAC-7 along all areas of contact, to provide additional seal. Cost of this work shall be included in the unit price bid for Class A Concrete.

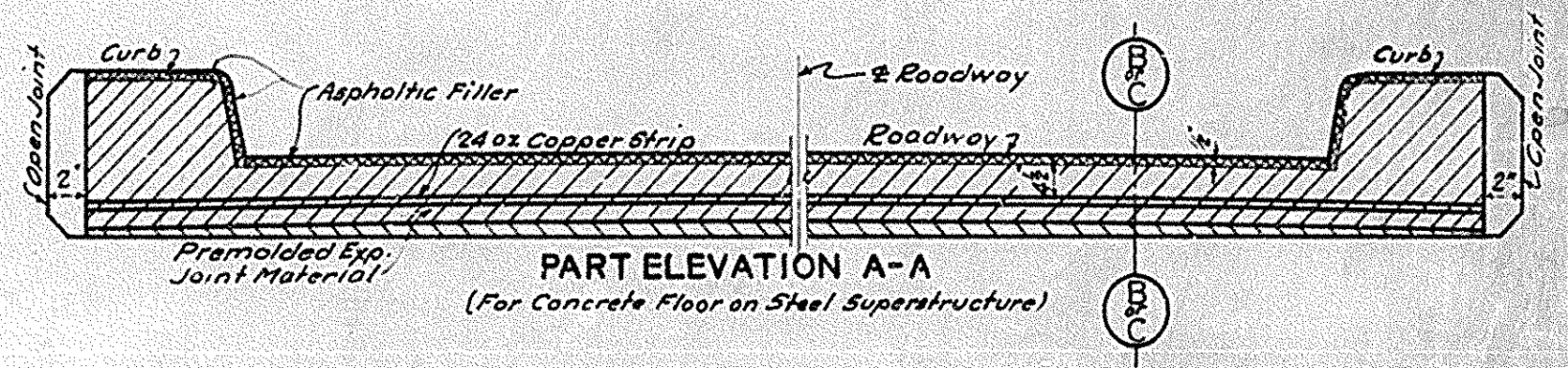


**PART PLAN E-E**



**PART ELEVATION A-A**

NOTE: Premolded Expansion Joint Material of the thickness shown on plans to be used in joint over area shown as shaded above. Joint to be left open over unshaded areas.



**PART ELEVATION A-A**  
(For Concrete Floor on Steel Superstructure)

REVISIONS AND REVISIONS  
 NO. 1  
 DATE  
 BY  
 CHECKED BY  
 APPROVED BY  
 T.O. WALKER  
 58 1488

**TYPICAL EXPANSION JOINT DETAILS**

COMMONWEALTH OF KENTUCKY  
 DEPARTMENT OF HIGHWAYS  
**EXPANSION JOINT DETAILS  
 FOR  
 CONCRETE BRIDGE FLOORS**

REVISED  
 -G-351

**BRIDGE**