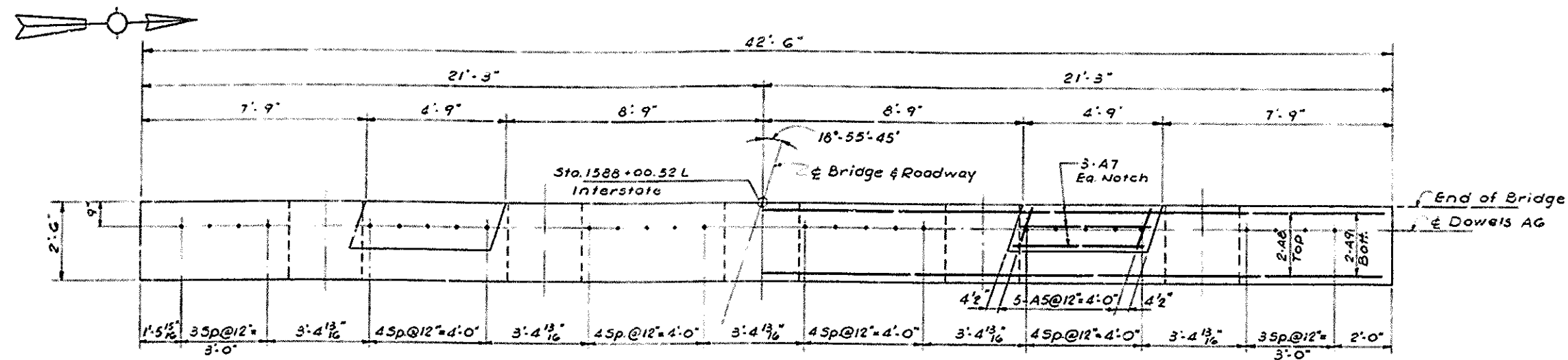
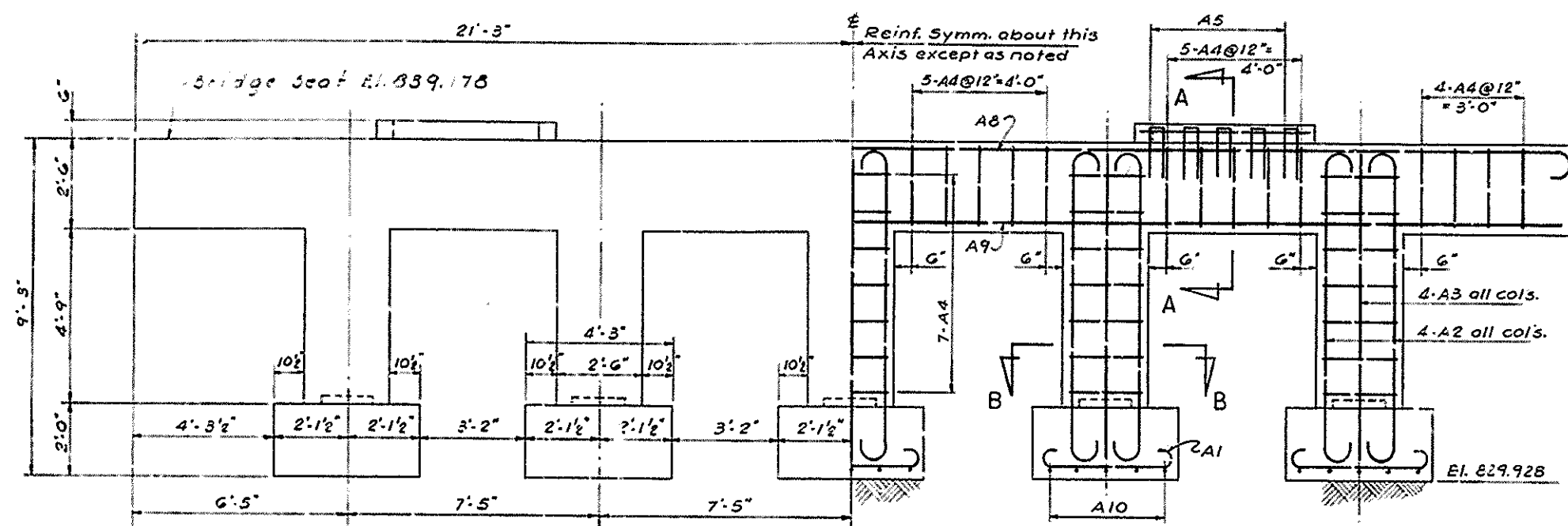
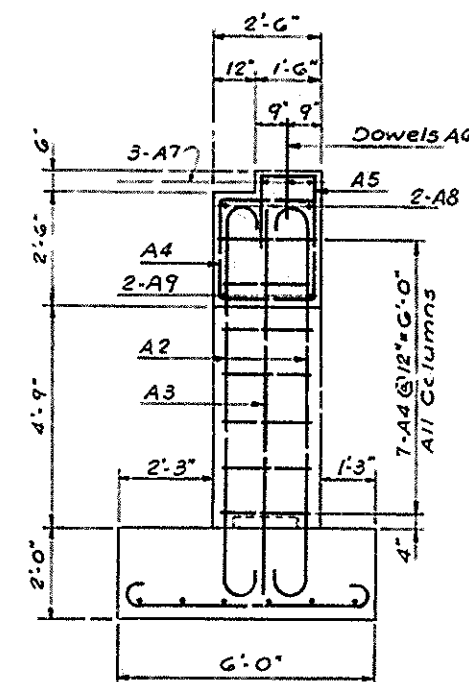




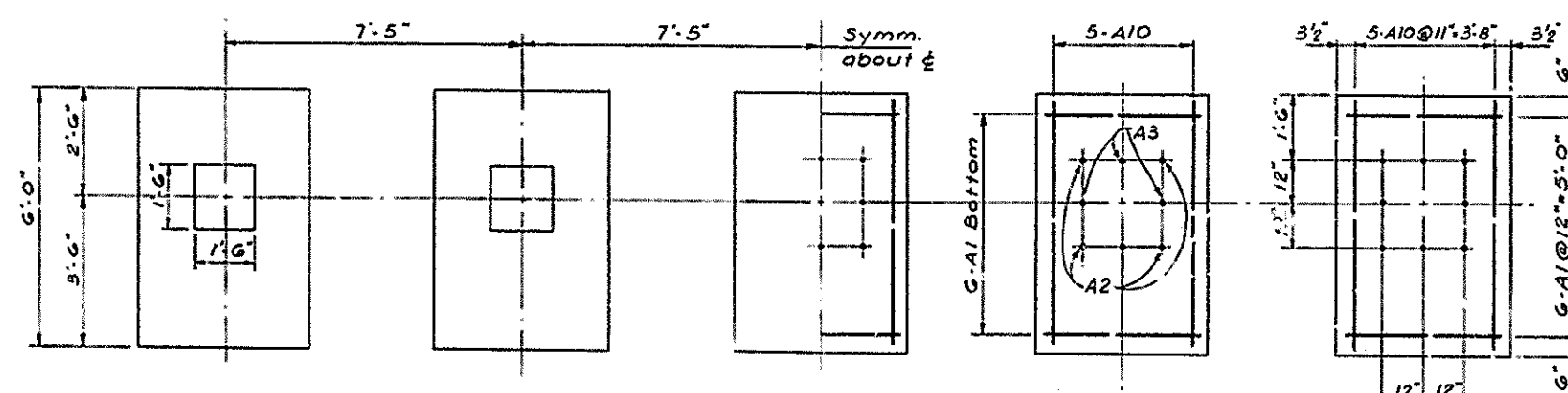
PLAN OF CAP



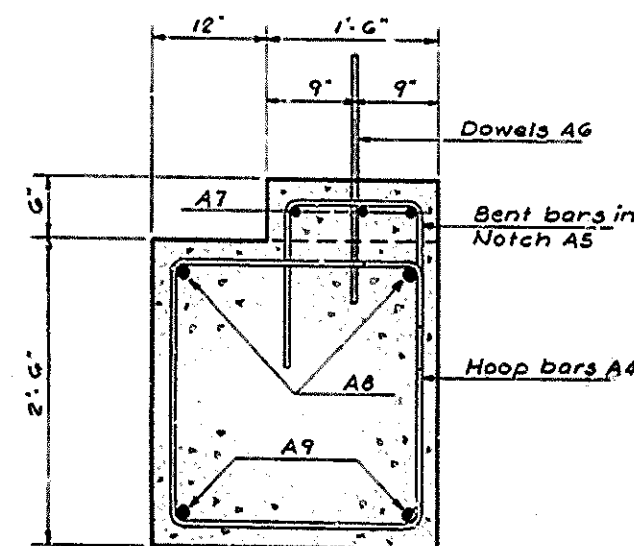
FRONT ELEVATION



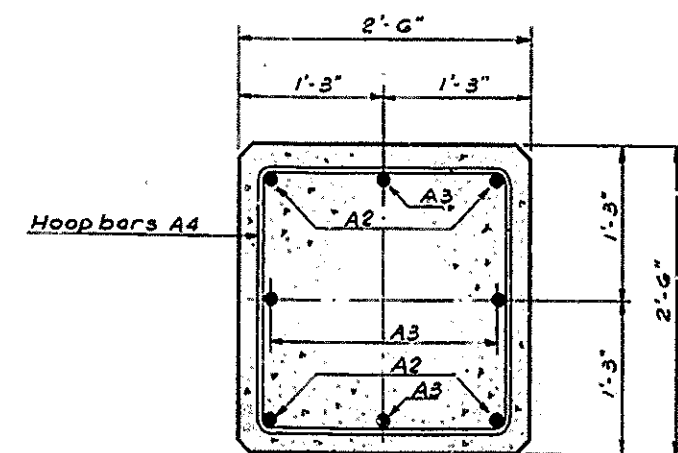
END ELEVATION



PLAN OF FOOTING

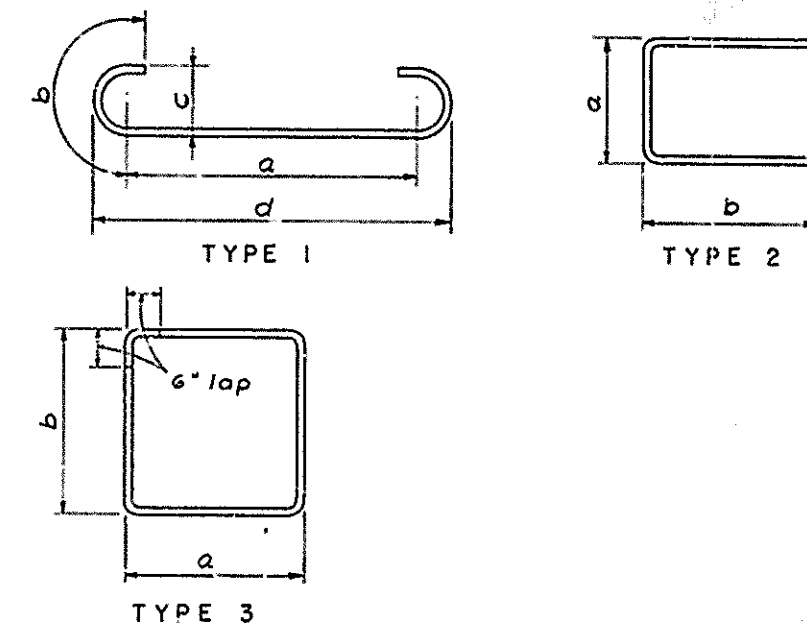


SECTION A-A



SECTION B-B

BILL OF REINFORCEMENT											
MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	a	b	c	d		
A1	1	30	7	5	8	Footings	3	4	1	2	0
A2	1	20	8	10	5	Columns	7	5	1	6	0
A3	Str.	20	8	8	3	Columns					
A4	3	63	4	9	5	Columns & Cap (Hoops)	2	2	2	2	
A5	2	10	4	4	5	Cap-Notch bars	1	3	1	8	
A6	Str.	28	4	2	0	Cap-Dowels					
A7	Str.	6	4	4	5	Horizontal Notch bars					
A8	1	2	8	44	4	Horizontal bars in cap	41	4	1	6	0
A9	Str.	2	8	42	2	Horizontal bars in cap					
A10	1	25	7	7	5	Footings	5	1	1	2	0



ESTIMATE OF QUANTITIES		
ITEM	UNIT	AMOUNT
Concrete, Class 'A'	CuYds	25.1
Steel Reinforcement	Lb.	2666

Southern Railway Crossing (Westbound Rdway) Sheet 2

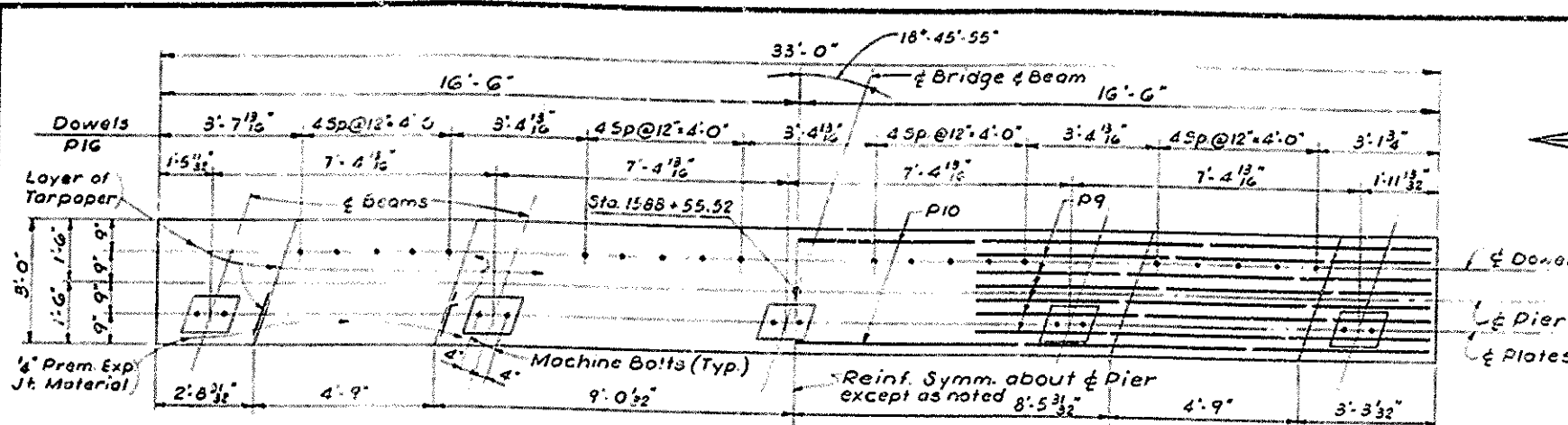
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 SHELBY
 LOUISVILLE-LEXINGTON

ROAD
 STATION 1508+95.52 L INTERSTATE PROJECT NO. SP-106-806-L2

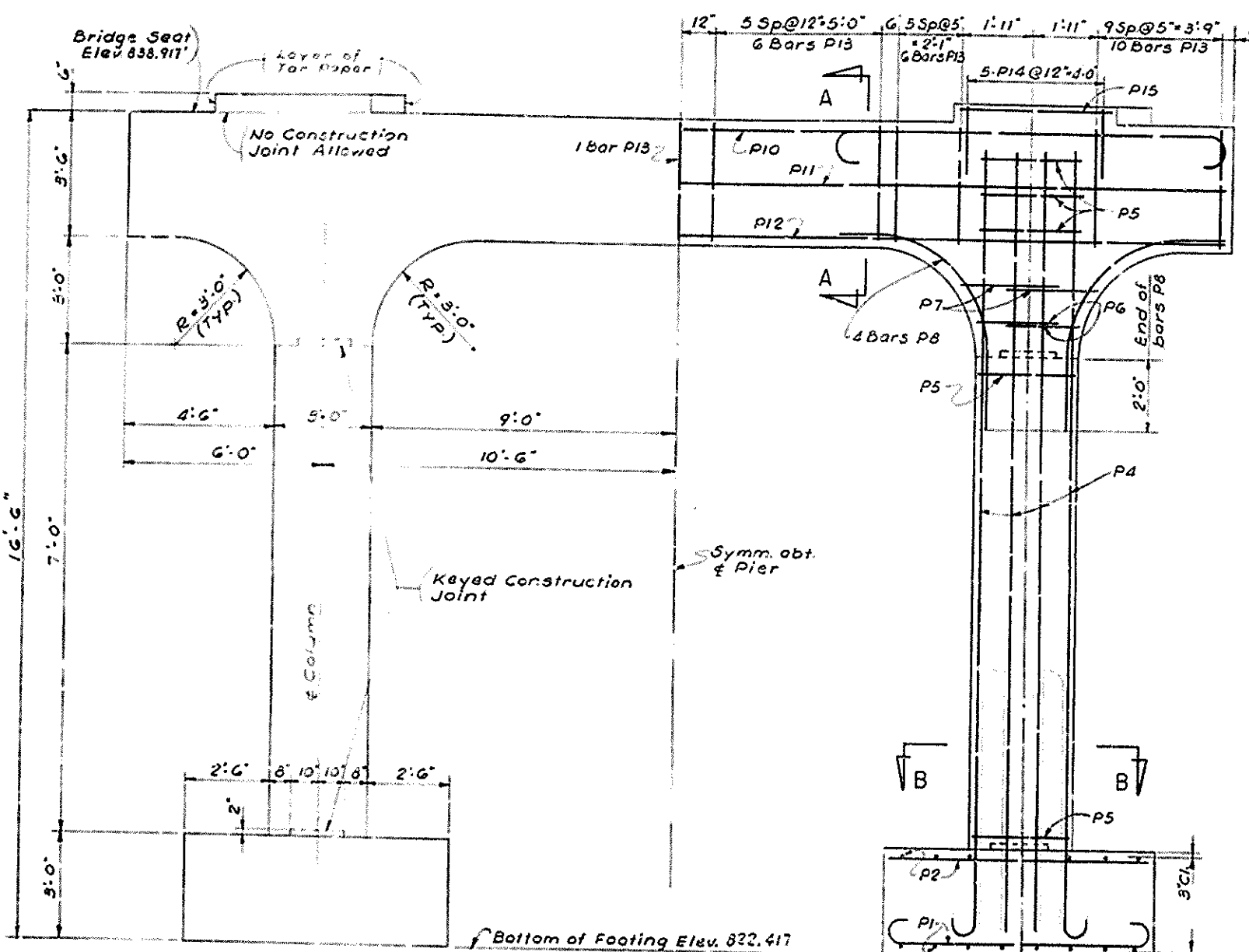
BRIDGE NUMBER
 NO. 13799

ABUTMENT No. 1

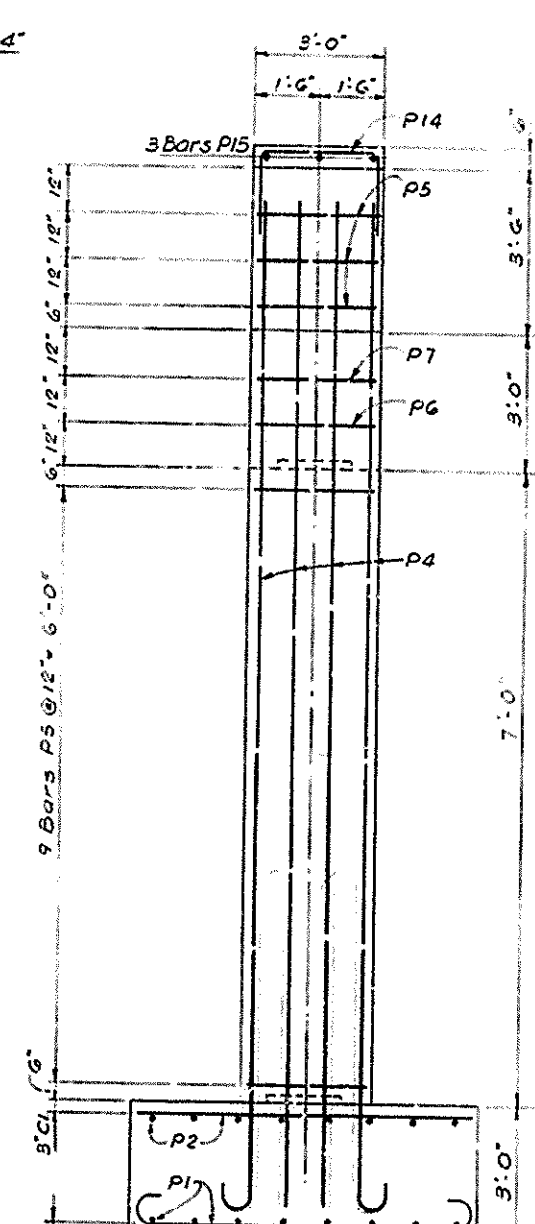
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.	1-04-30			



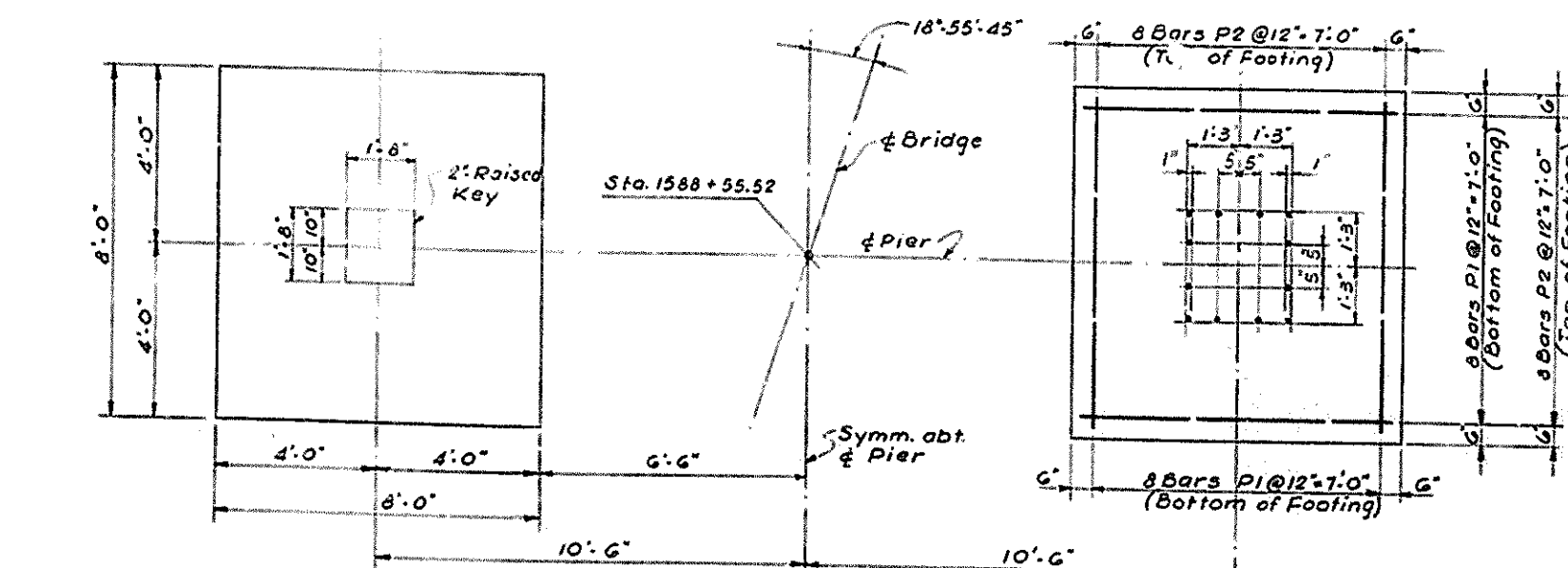
PLAN OF CAP



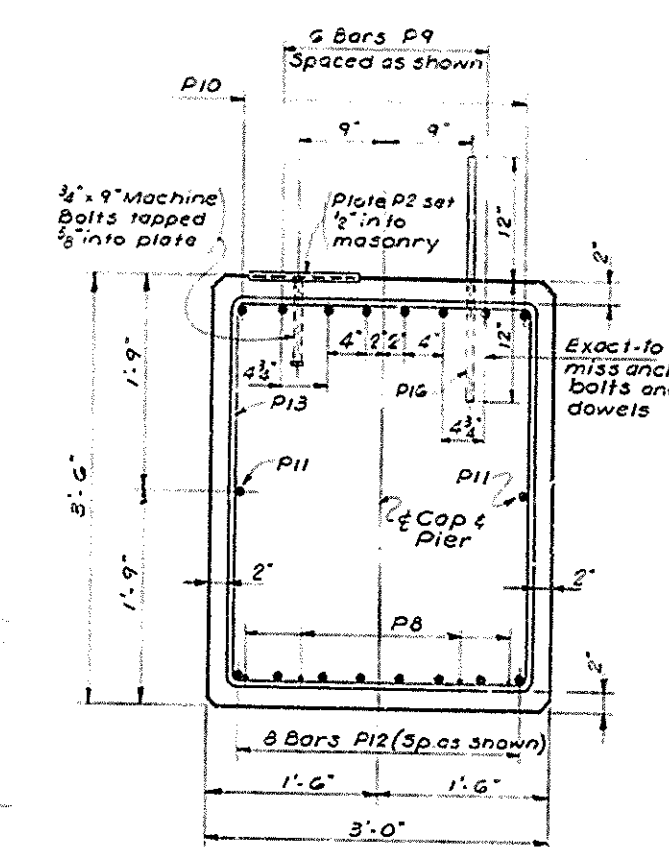
FRONT ELEVATION



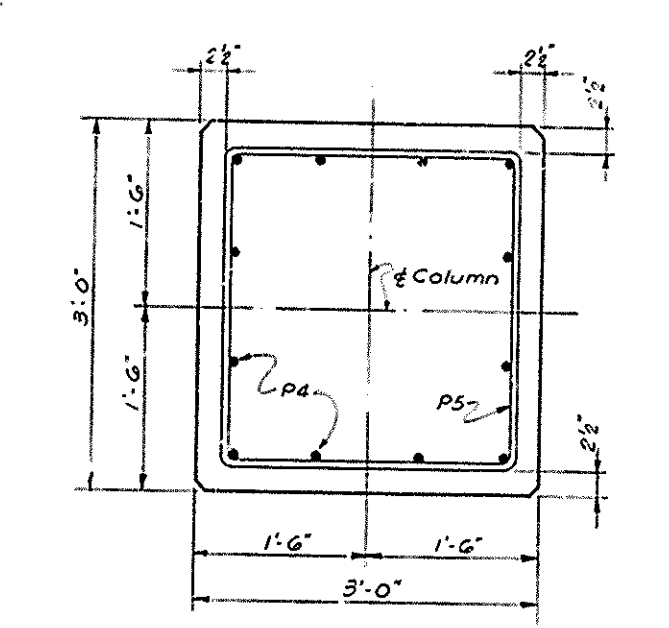
END ELEVATION



PLAN OF FOOTING

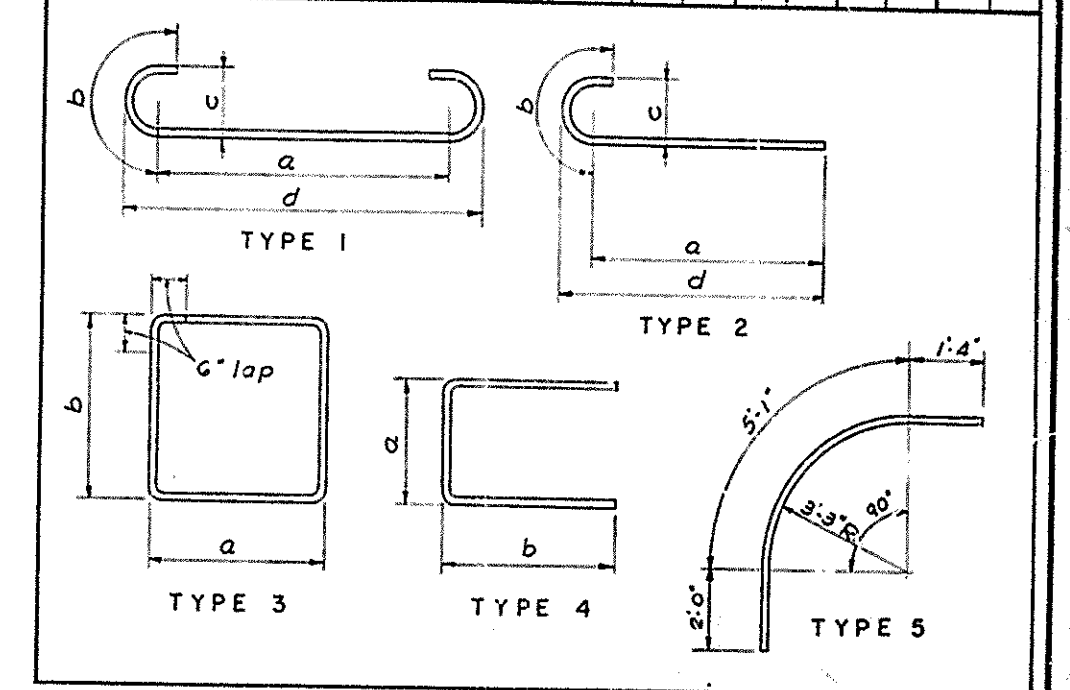


SECTION A-A



SECTION B-B

BILL OF REINFORCEMENT											
MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	a	b	c	d		
P1		32	8	9	10	Footings - Bottom	6	10	1	6	0
P2	Str	32	5	7	8	- Top					
P3						no! used					
P4		24	11	17	2	Columns - Vertical	15	2	2	0	1
P5		20	4	11	1	- Hoops	2	7	2	7	
P6		4	4	6	5		2	7	2	0	
P7		4	4	7	11		2	7	2	9	
P8		16	4	8	5	Haunch					
P9		12	10	14	4	Cap	10	8	1	10	1
P10		1	2	10	35		31	8	1	10	1
P11	Str	2	4	32	8						
P12		8	11	32	8						
P13		3	45	5	12	Cap - Stirrups	2	8	3	2	
P14		4	10	4	6	Key	2	8	1	10	
P15	Str	6	4	4	5	Key					
P16	Str	20	4	2	0	Cap Dowels					



ESTIMATE OF QUANTITIES		
ITEM	UNIT	AMOUNT
Concrete, Class 'A'	CuYds	33.1
Steel Reinforcement	Lb.	6712

SOUTHERN RAILWAY CROSSING (Westbound Rdwy) Sheet 3

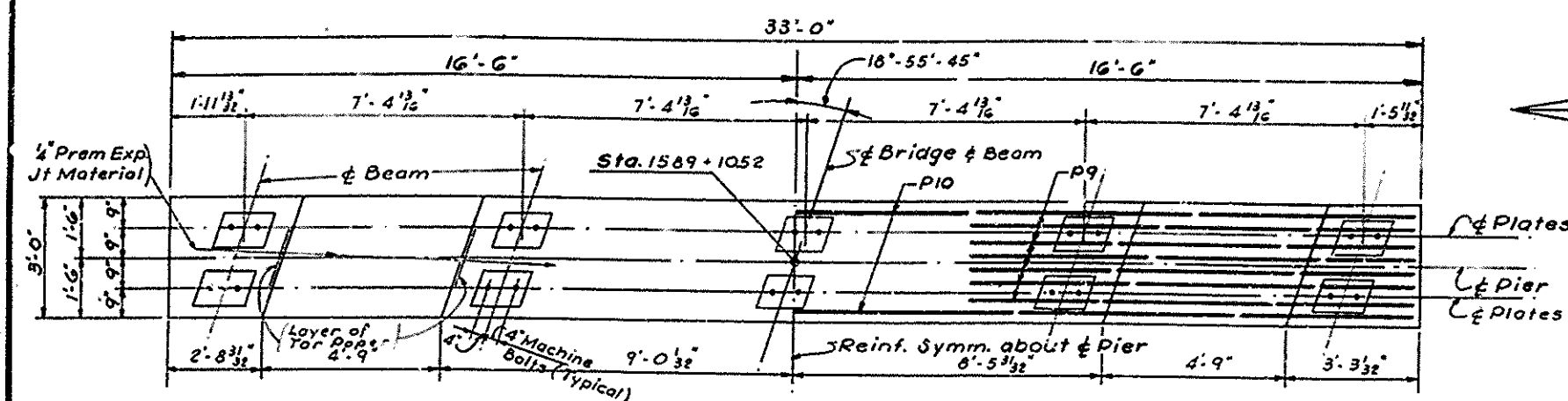
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 SHELBY
 LOUISVILLE LEXINGTON

ROAD
 STATION 1586+95.82L INTERSTATE PROJECT NO. 5P10G-606-L2

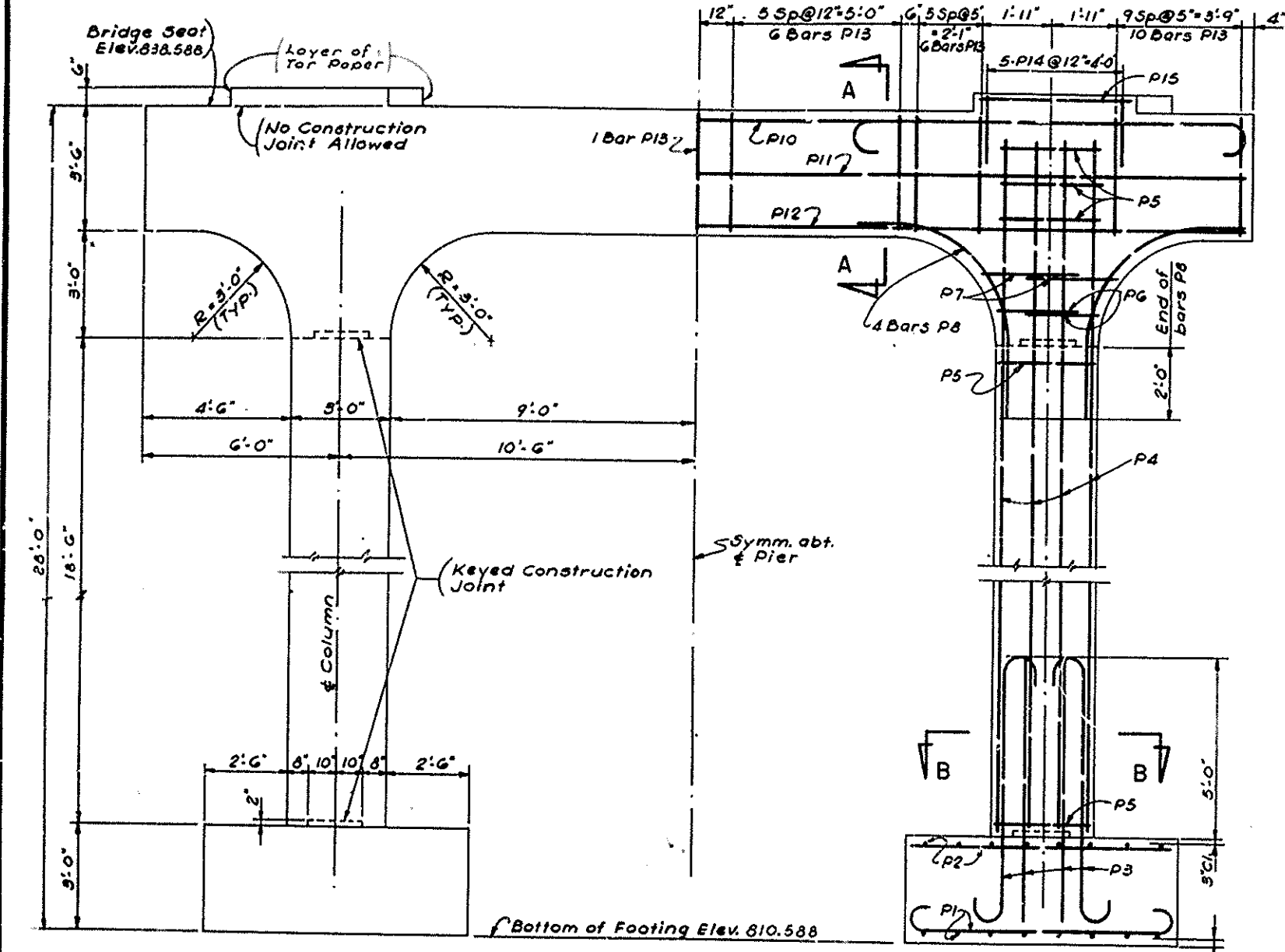
BRIDGE NUMBER
 NO. 13799

PIER No. 1

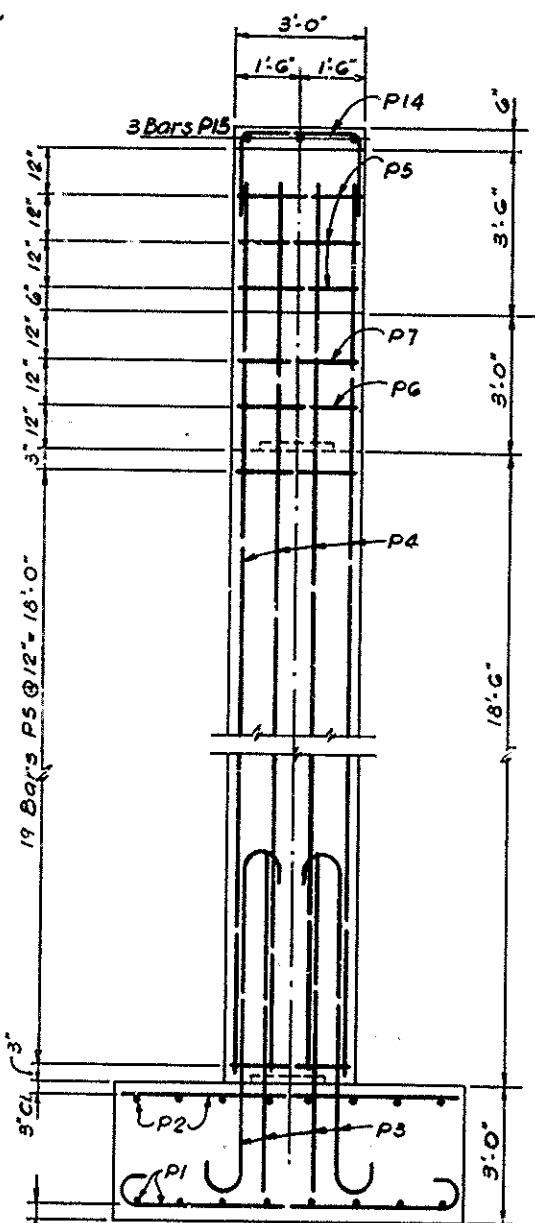
FILE NO.	DATE	FILE NO.	DATE	FILE NO.	DATE
7	KY.	1-04-30			



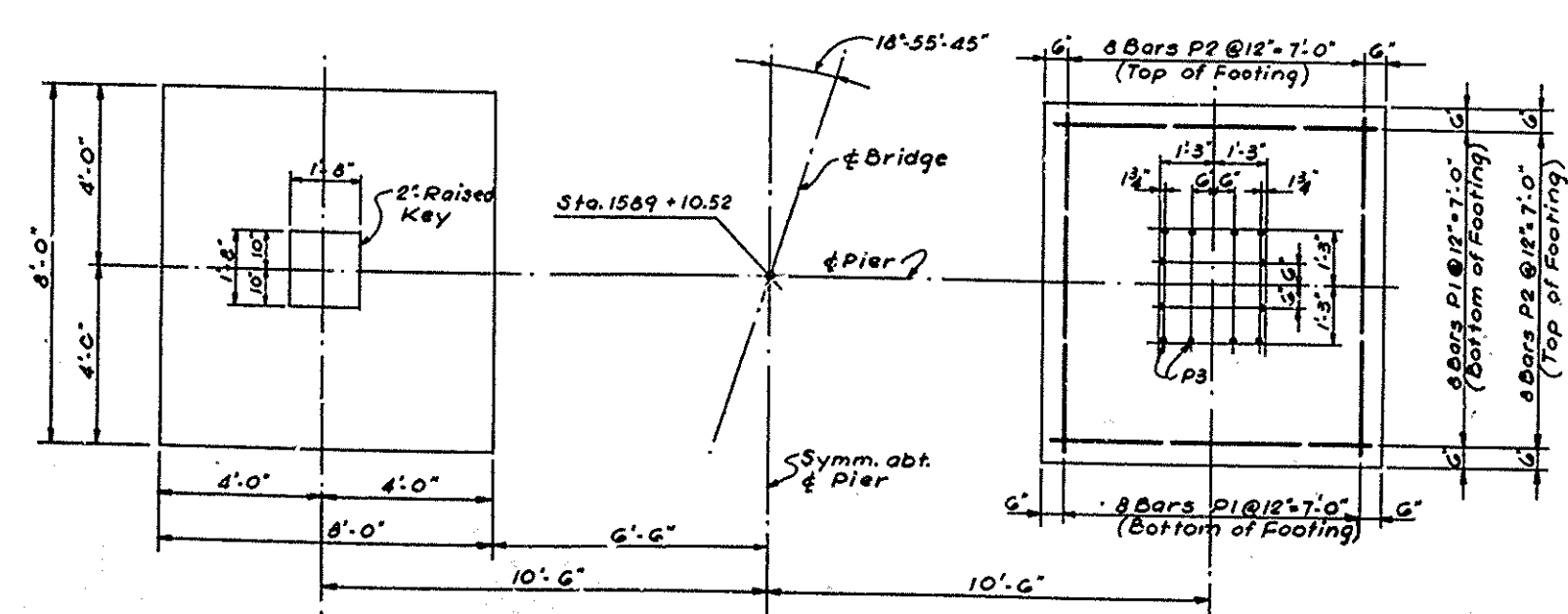
PLAN OF CAP



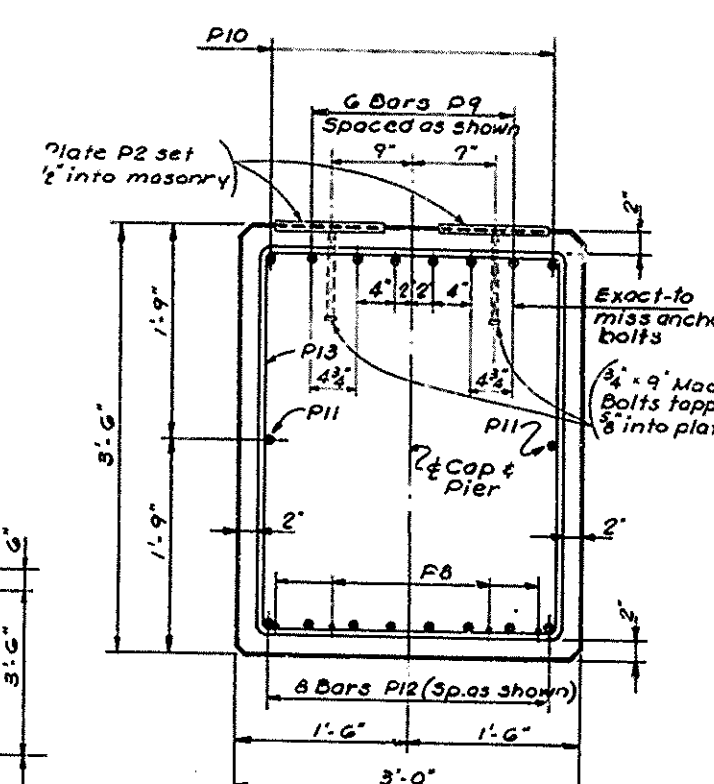
FRONT ELEVATION



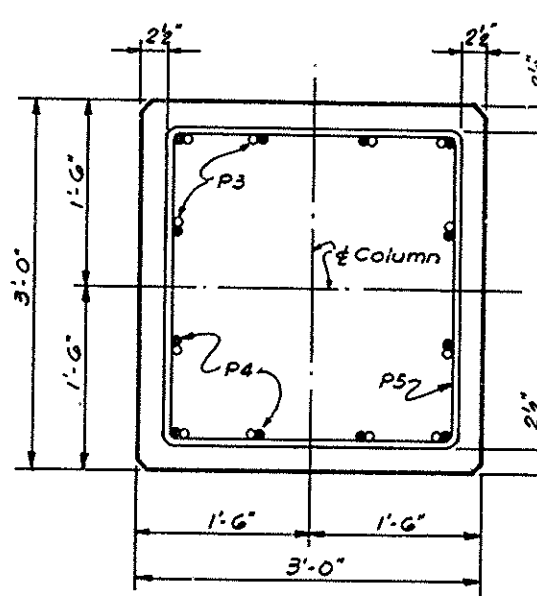
END ELEVATION



PLAN OF FOOTING

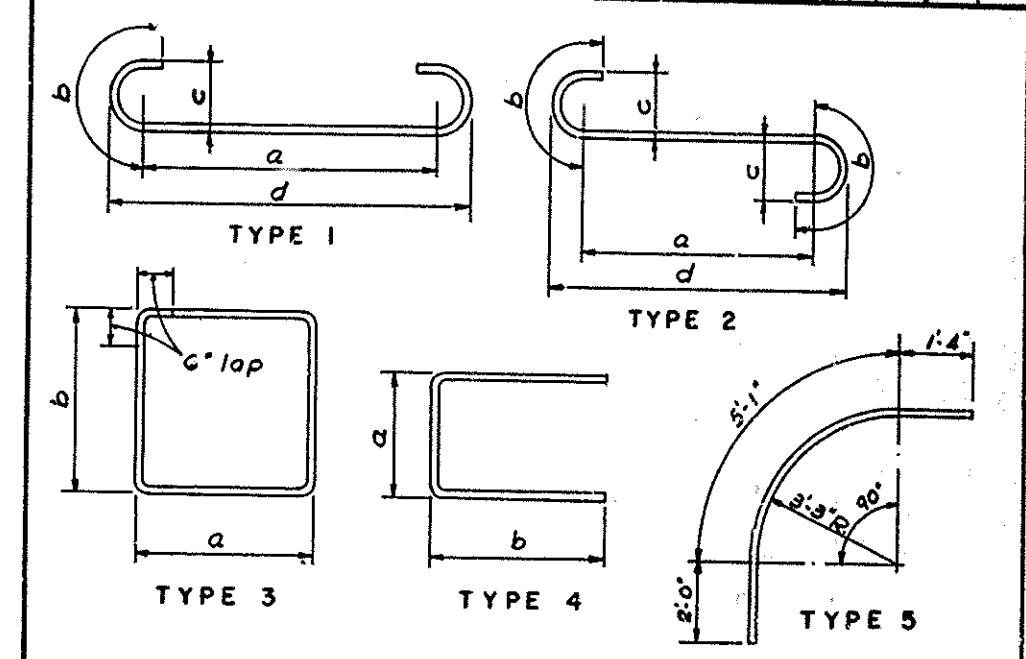


SECTION A-A



SECTION B-B

BILL OF REINFORCEMENT											
MARK	TYPE	NO.	SIZE	LENGTH	LOCATION	a	b	c	d		
P1		32	7	9	5	7	1	1	2	0	7
P2	Str.	32	5	7	8						
P3		24	9	10	1	6	9	1	8	0	11
P4	Str.	24	9	24	6						
P5		3	44	4	11	1					
P6		4	4	6	5						
P7		4	4	7	11						
P8		5	16	4	8	5					
P9		1	12	10	14	4					
P10		1	2	10	35	4					
P11	Str.	2	4	32	8						
P12		8	11	32	8						
P13		3	45	5	12	5					
P14		4	10	4	6	2					
P15	Str.	6	4	4	5						



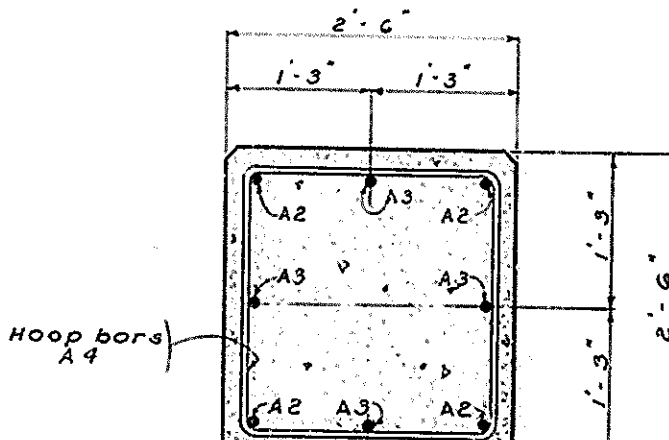
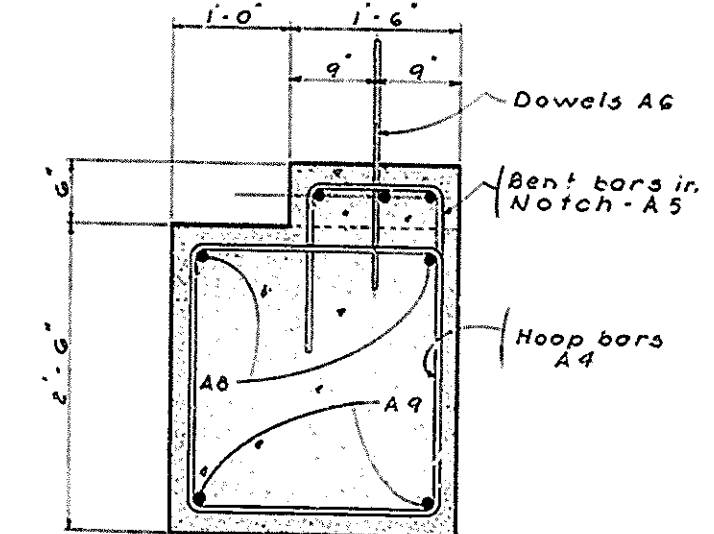
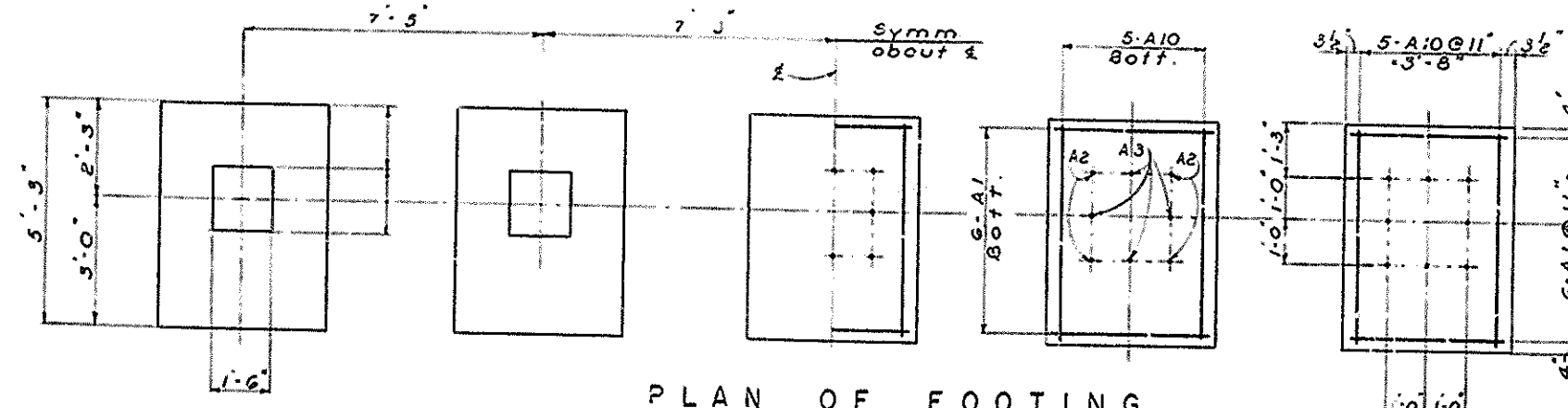
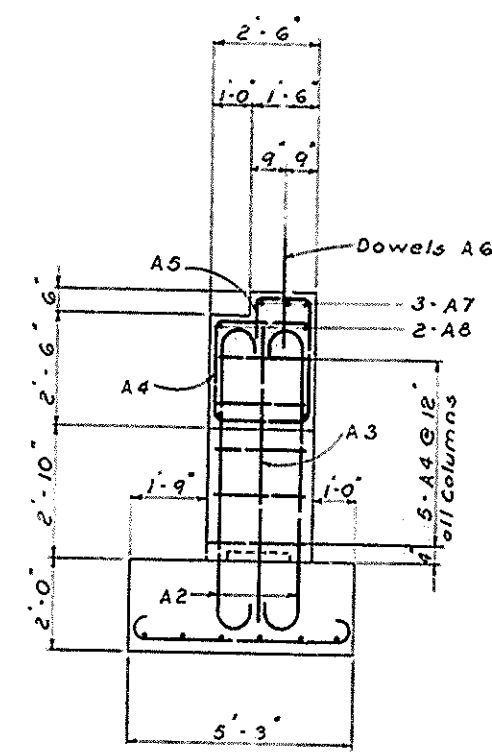
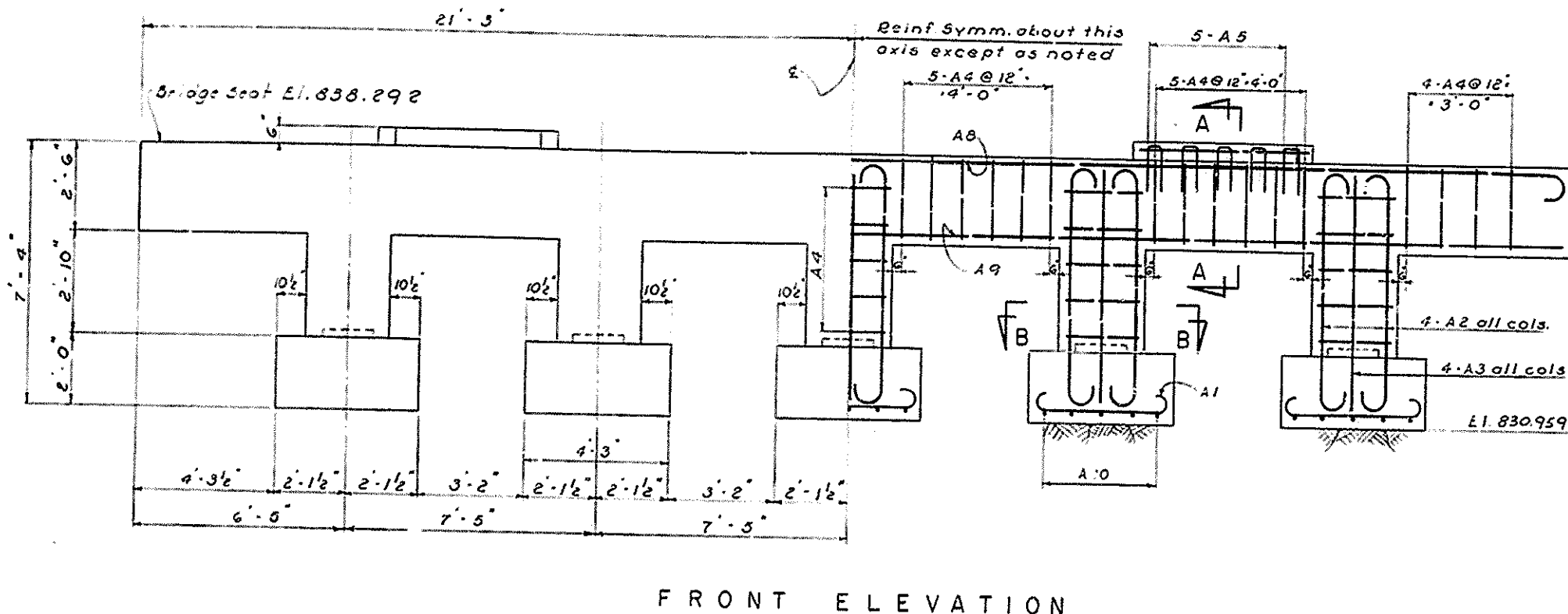
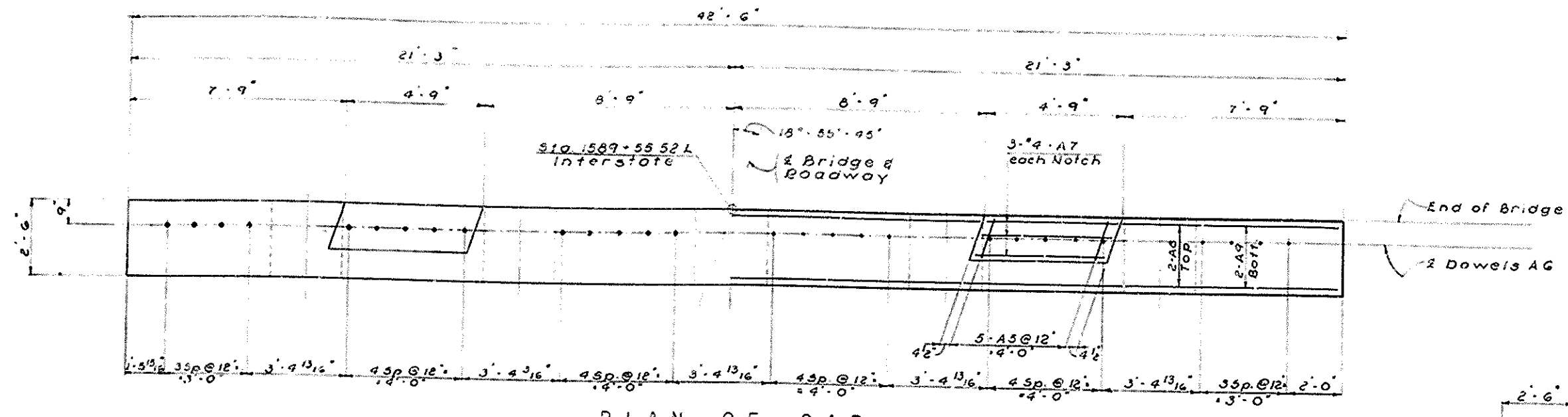
ESTIMATE OF QUANTITIES		
ITEM	UNIT	AMOUNT
Concrete, Class 'A'	CuYds	40.8
Steel Reinforcement	Lb.	6905

SOUTHERN RAILWAY CROSSING (Westbound Rdway) Sheet 4

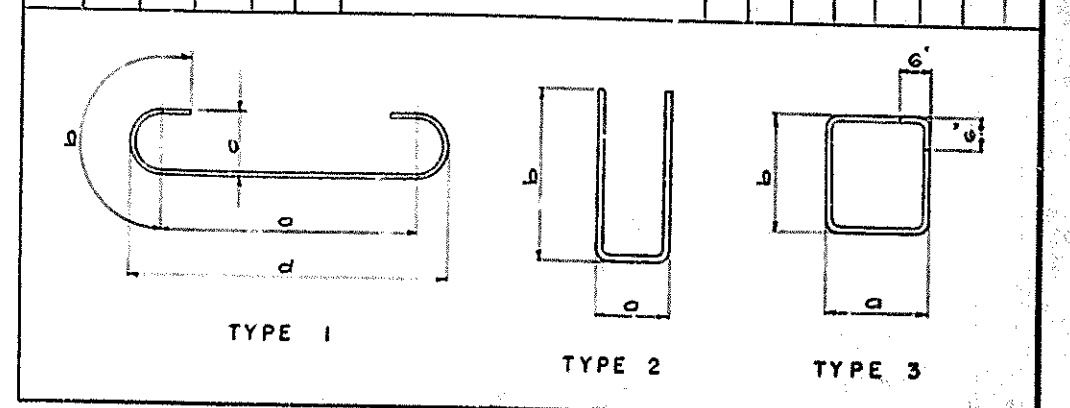
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 SHELBY
 LOUISVILLE LEXINGTON

PIER No. 2

ROAD
 STATION 1569+75.564 INTERSTATE PROJECT NO. 5P10G-806-L2
 BRIDGE NUMBER
 17199



BILL OF REINFORCEMENT													
MARK	TYPE	NO	SIZE	LENGTH	LOCATION	a	b	c	d				
A1	1	30	6	5	Footings	Fi	In	Fi	In	Fi	In	Fi	In
A2	1	20	8	6	Columns	3	5	1	0	0	6	3	11
A3	Str.	20	8	6	Columns	5	6	1	6	0	10	6	4
A4	3	53	4	9	Columns & Cap(Hoops)	2	2	2	2				
A5	2	10	4	4	Cap-Notch bars	1	3	1	8				
A6	Str.	28	4	2	Cap-Dowels								
A7	Str.	6	4	4	Horiz. Notch bars								
A8	1	2	8	44	Horiz. bars in cap	41	4	1	6	0	10	42	2
A9	Str.	2	8	42									
A10	1	25	6	6	Footings	4	5	1	0	0	6	4	11



ESTIMATE OF QUANTITIES		
ITEM	UNIT	AMOUNT
Concrete, Class 'A'	Cu.Yds.	18.6
Steel Reinforcement	Lb.	2756

DESIGNED BY: D.H. DATE: 11/1/47
 CHECKED BY: A.S. DATE: 11/1/47
 DRAWN BY: D.H. DATE: 11/1/47
 REVISIONS: 1. DATE: 11/1/47 BY: A.S.

ABUTMENT No. 2

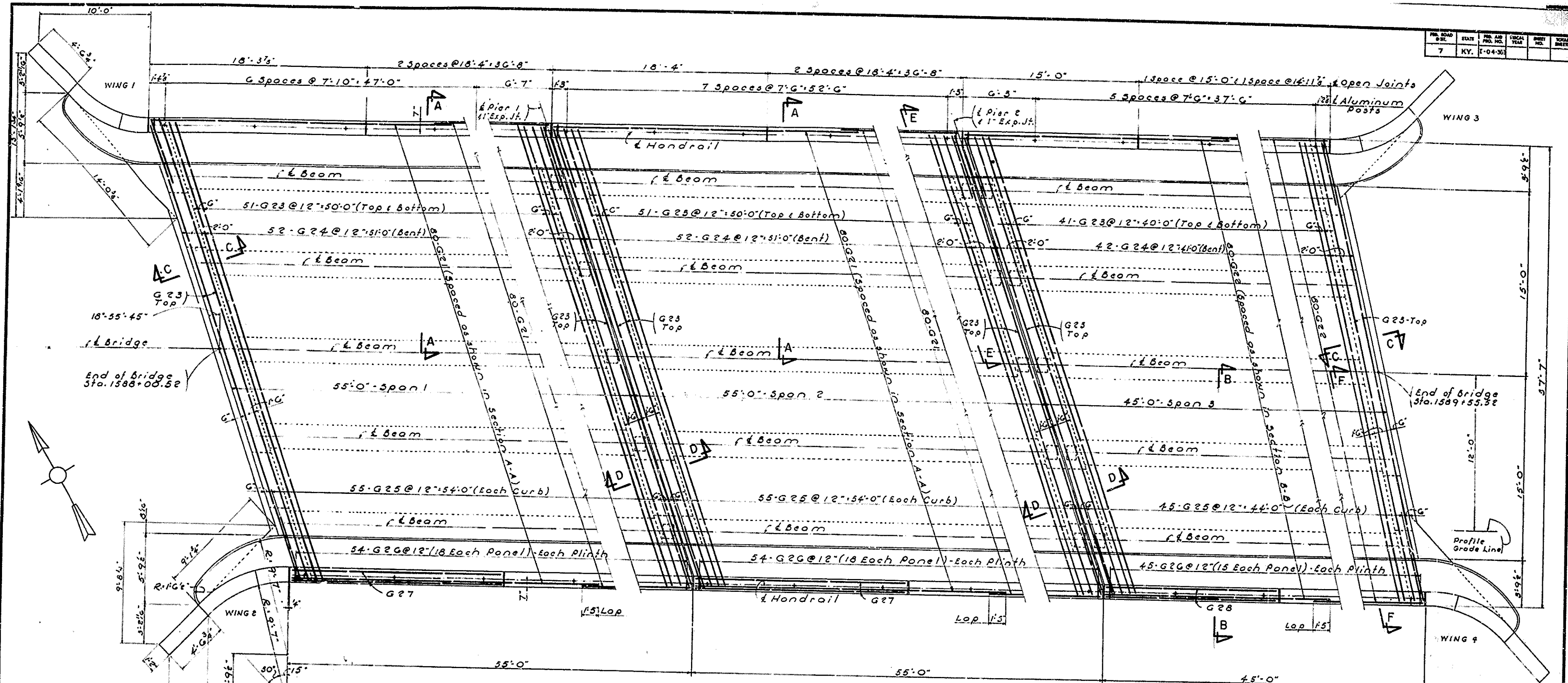
Southern Railway Crossing (Westbound Rdway) Sheet 5

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 SHELBY
 LOUISVILLE - LEXINGTON

ROAD
 STATION 1589+55.52 L INTERSTATE PROJECT NO. S.P. 106-806-42

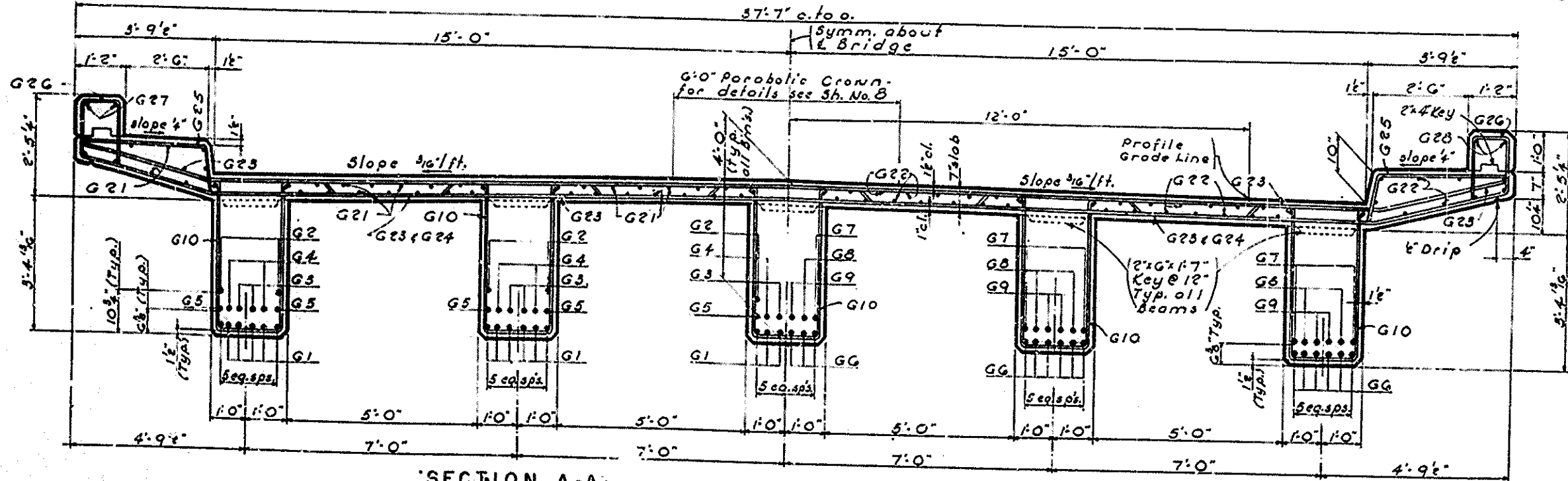
BRIDGE NUMBER: 13799

PRO. ROAD	STATE	PRO. AND	SCALE	SHEET	TOTAL
7	KY.	1-04-30			



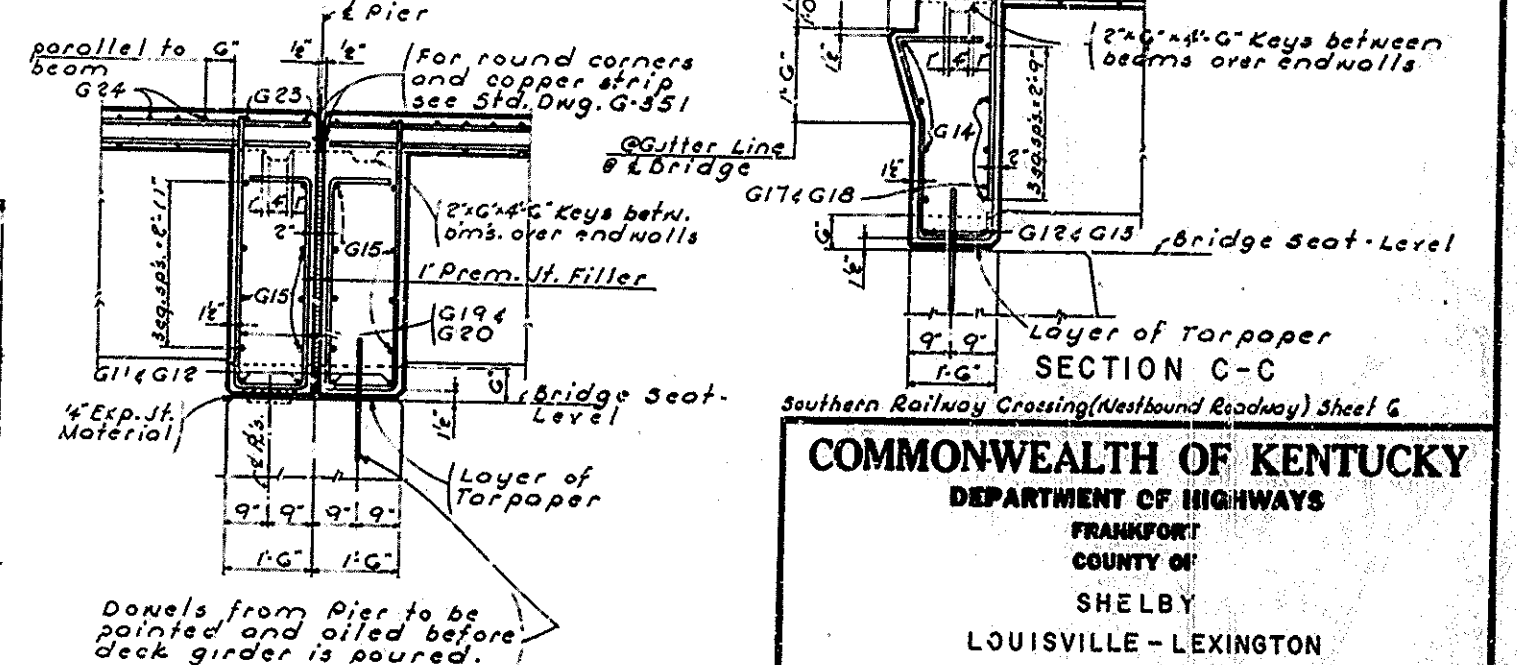
PLAN

NOTES:
For Sections E-E & F-F see Sheet No. 7
For details of Handrail, not shown,
see Std. Dwg. H-110.



SECTION A-A

SECTION B-B

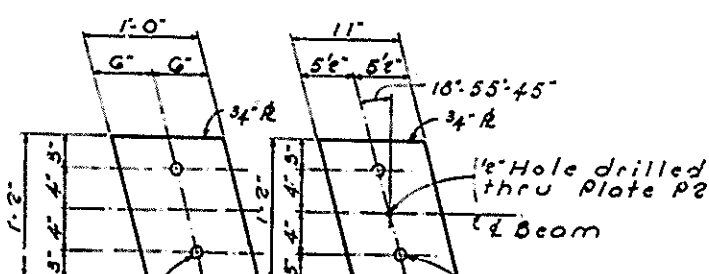
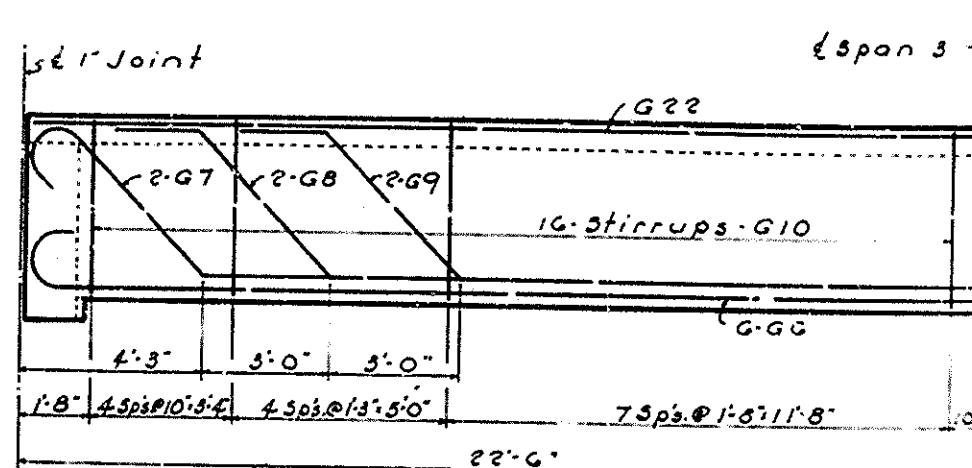
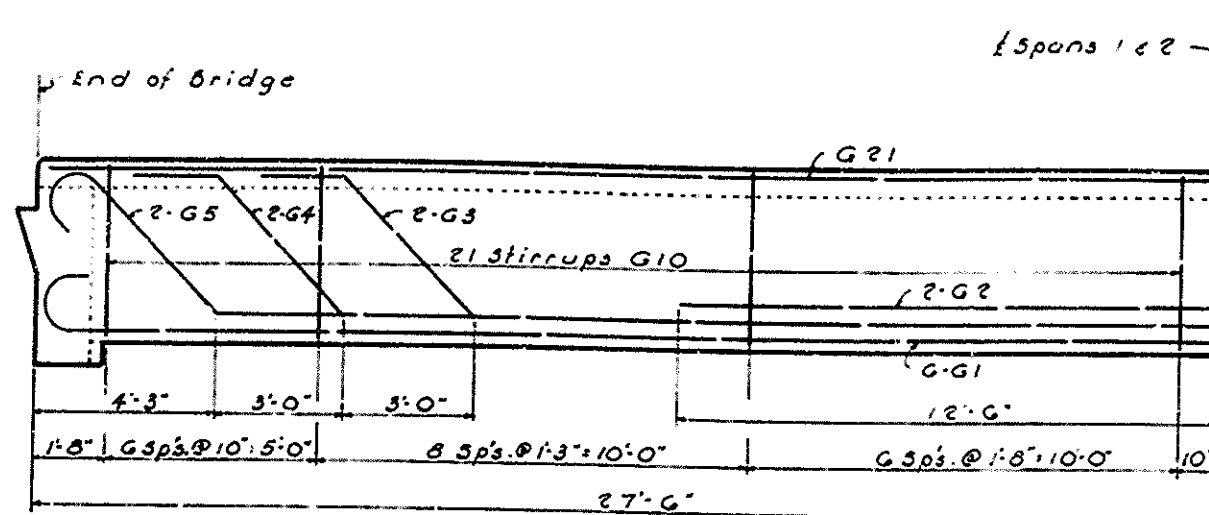


SECTION D-D
(Pier 1 shown. Pier 2 same
except both ends are
expansion)

SPANS 1, 2 & 3

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
SHELBY
LOUISVILLE - LEXINGTON

ROAD
STATION 1588 + 95.52 INTERSTATE PROJECT NO. S.P.10G-50G-12
BRIDGE NUMBER
NO. 13799

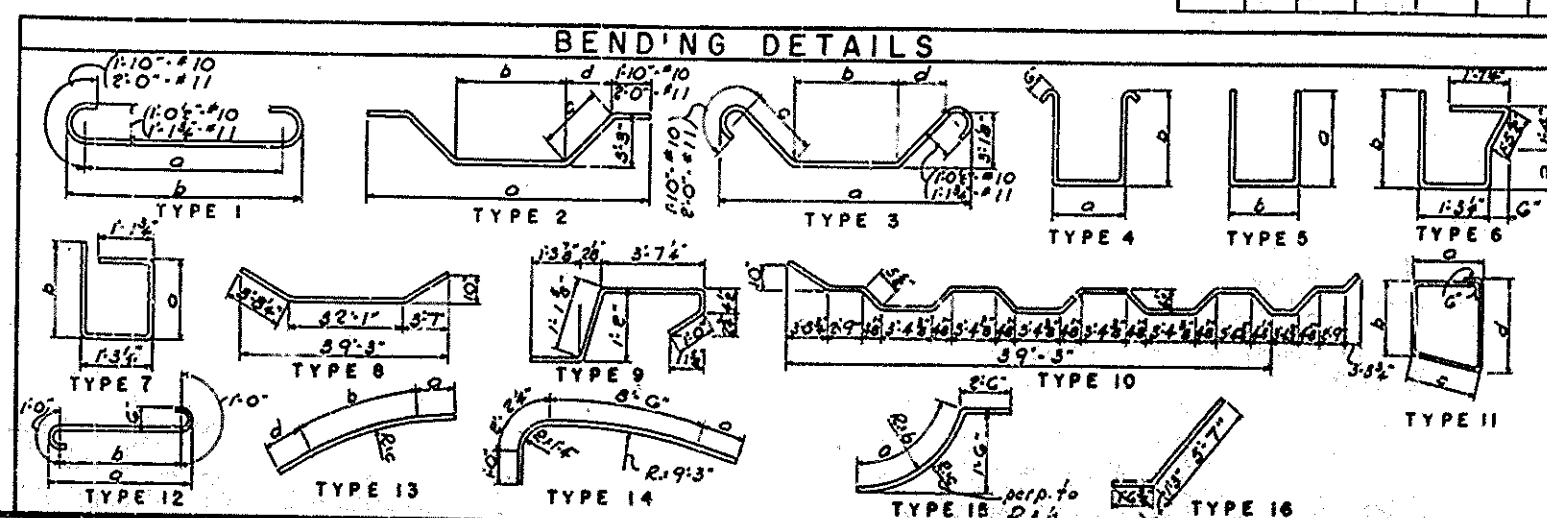
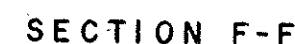
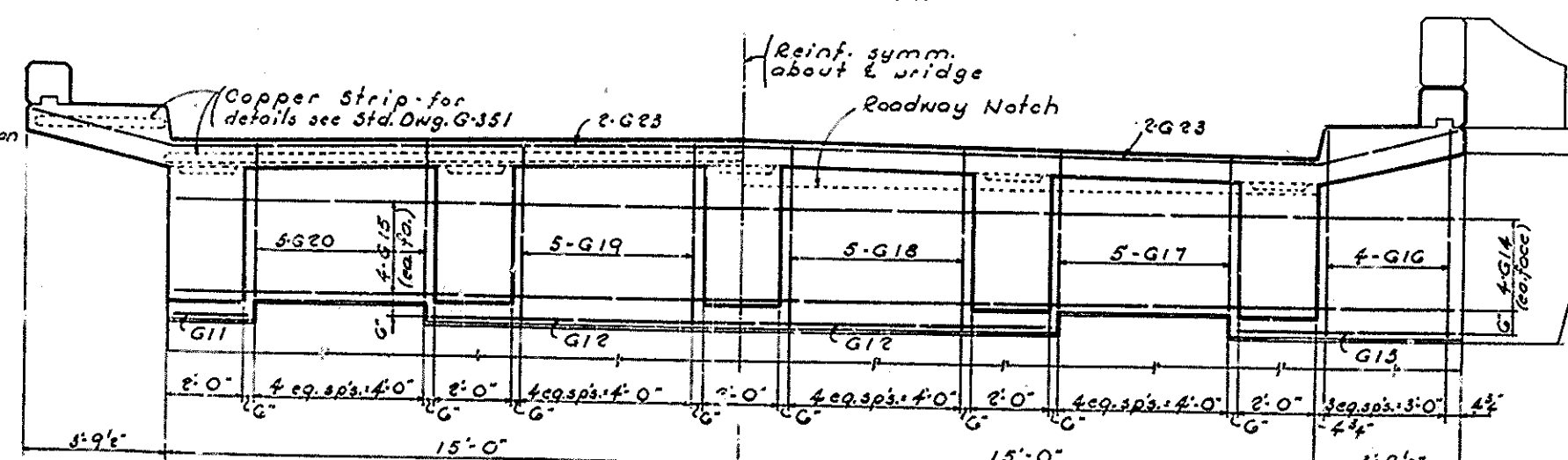
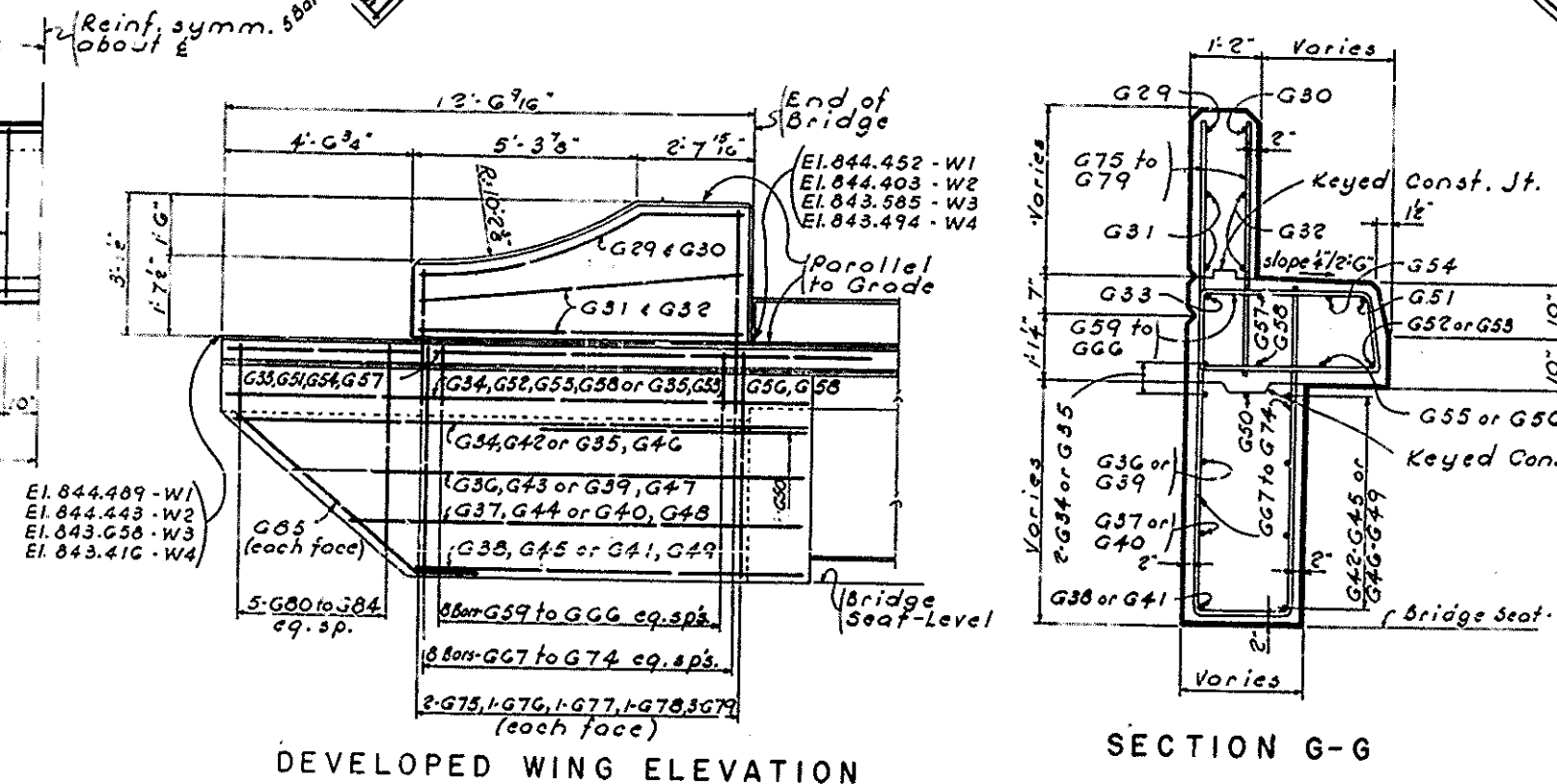
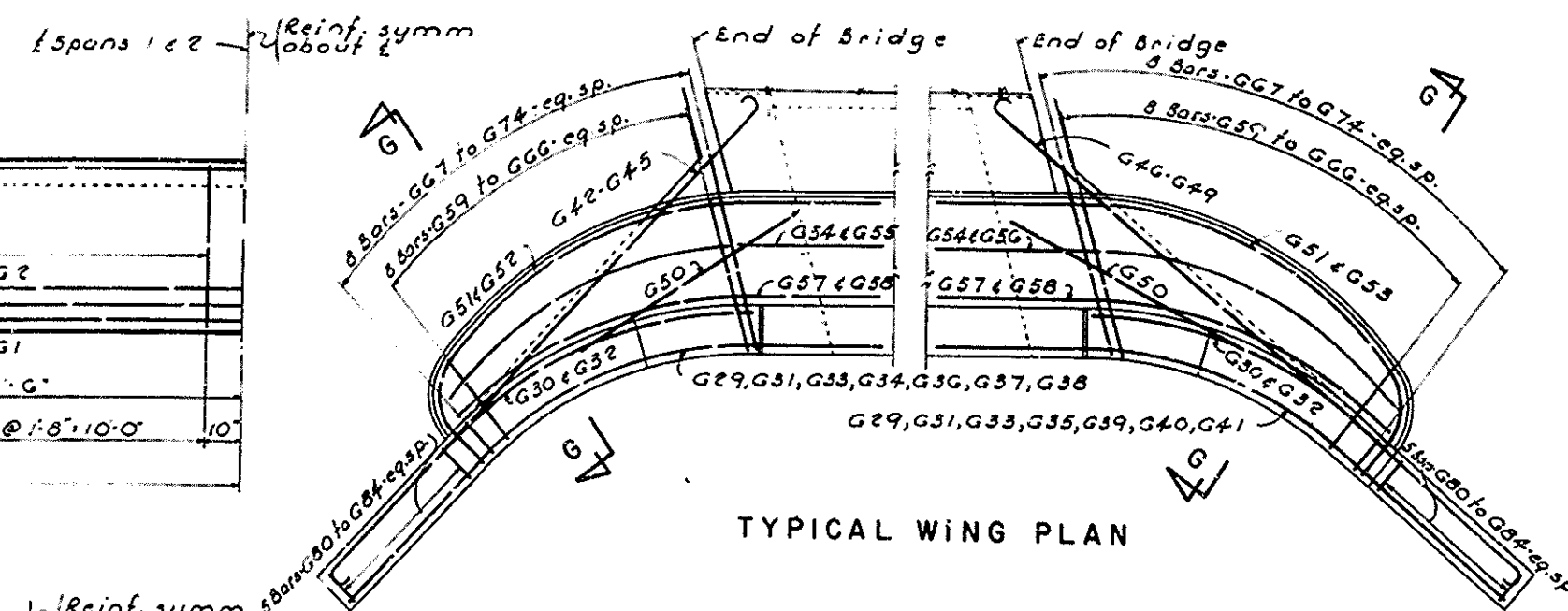


$\frac{1}{2} \times 9"$ Machine Bolt
tapped $\frac{1}{2}"$ into plate
 $\frac{1}{2} \times 9"$ Machine Bolt
tapped $\frac{1}{2}"$ into plate
 5 of each req'd. each span (Weight 40 lbs.)
 5 of each req'd. each span (Weight 50 lbs.)
 4 1" Prem. Exp. Jt.
 4" Prem. Joint
 6" 6" 5" 5"
 Plate P1
 Plate P2 set $\frac{1}{2}"$ into masonry
 9" 9" normal to pier
 This surface of both plates to be finely polished.
 Thin layer of grout to be placed between plates.

NOTES:

Expansion Plates: All plates to be 2.5 x 1.0 M. 882-52 Class A or 8100-54 type 1 or 2 with sliding surfaces, finely polished. Machine bolts to be furnished but are not included in the unit bid price for plates.

ESTIMATE OF QUANTITIES				
ITEM	UNIT	SPAN 1	SPAN 2	SPAN 3
Concrete Class 'A'	C.Y.	163.2	137.3	139.9
Steel Reinforcement	Lbs.	39254	31864	23607



BILL OF REINFORCEMENT															
MARK	TYPE	NUMBER			SIZE	LENGTH FT. IN.	LOCATION	a FT. IN.	b FT. IN.	c FT. IN.	d FT. IN.				
		SPAN	SPAN	SPAN											
G1	1	30	30	—	#11	57 0	Beams	55 0	54 7 1/2	—	—				
G2	3	10	10	—	#11	25 0	—	—	—	—	—				
G3	3	10	10	—	#11	47 5	—	44 9 1/2	34 0	4 5 1/2	3 7 1/2				
G4	3	10	10	—	#11	65 3	—	50 9 1/2	40 0	4 5 1/2	3 7 1/2				
G5	3	10	10	—	#11	58 11	—	54 7 1/2	40 0	4 2 1/2	2 11 1/2				
G6	1	—	—	50	#10	27 3	—	45 7	44 7 1/2	—	—				
G7	3	—	—	10	#10	48 8	—	44 7 1/2	30 0	4 2 1/2	8 11 1/2				
G8	2	—	—	10	#10	43 1	—	40 5 1/2	30 0	4 3 1/2	3 11 1/2				
G9	2	—	—	10	#10	37 1	—	34 8 1/2	24 0	4 3 1/2	5 11 1/2				
G10	4	210	210	160	#4	10 1	Beam Stirrups End Wall	1 9 3	9	—	—				
G11	5	4	4	4	#5	12 0	—	—	—	—	—				
G12	5	4	4	4	#5	17 0	—	—	—	—	—				
G13	5	4	4	4	#5	6 0	—	—	—	—	—				
G14	5	8	8	8	#5	39 1	—	—	—	—	—				
G15	5	8	16	8	#5	31 1	—	—	—	—	—				
G16	3	8	8	8	#4	10 11	End Wall Stirrups	4 10 1/2	1 3 1/2	—	—				
G17	6	10	10	10	#4	9 6	—	1 7 5	9	—	—				
G18	6	10	10	10	#4	10 6	—	2 1 4	9	—	—				
G19	7	10	20	10	#4	9 11	—	3 5 4	9	—	—				
G20	7	10	20	10	#4	8 11	—	2 11 3	9	—	—				
G21	5	160	160	—	#4	88 0	Slab	—	—	—	—				
G22	5	—	—	160	#4	83 0	—	—	—	—	—				
G23	8	106	106	66	#5	39 5	—	—	—	—	—				
G24	10	52	52	42	#5	60 3	—	—	—	—	—				
G25	9	110	110	90	#4	7 3	—	—	—	—	—				
G26	11	108	108	90	#4	5 7	—	—	—	—	—				
G27	3	12	12	—	#4	16 0	Plinth	0 10 1/2	1 2 1/2	0 10 1/2	1 7 1/2				
G28	5	—	—	12	#4	14 8	—	—	—	—	—				
G29	15	2	—	2	#5	7 10	End Post	5 4	10 4	9 9 1/2	—				
G30	15	2	—	2	#5	6 0	—	5 0	10 4	7 10 1/2	—				
G31	13	4	—	4	#4	7 5	—	0 0	7 5	9 9 1/2	0 0				
G32	13	4	—	4	#4	8 0	—	0 0	8 0	10 10 1/2	0 0				
G33	13	8	—	8	#4	14 10	Wing	3 0	7 0	9 9 1/2	4 4 1/2				
G34	13	2	—	2	#6	13 5	—	1 7 7	7 0	9 9 1/2	4 4 1/2				
G35	13	2	—	2	#6	12 11	—	1 7 7	7 0	9 9 1/2	4 4 1/2				
G36	13	1	—	1	#6	11 11	—	1 7 7	7 0	9 9 1/2	2 10 1/2				
G37	13	1	—	1	#6	10 6	—	1 7 7	7 0	9 9 1/2	1 6 1/2				
G38	13	1	—	1	#6	9 1	—	1 7 7	7 0	9 9 1/2	0 0				
G39	13	1	—	1	#6	11 3	—	1 7 7	7 0	9 9 1/2	2 10 1/2				
G40	13	1	—	1	#6	10 0	—	1 7 7	7 0	9 9 1/2	1 5 1/2				
G41	13	1	—	1	#6	3 7	—	1 7 7	7 0	9 9 1/2	0 0				
G42	12	4	—	4	#6	vary from 12'-7" to 16'-10"	—	vary from 11'-1" to 15'-4"	vary from 10'-7" to 14'-10"	—	—				
G43	12	4	—	4	#6	vary from 18'-1" to 22'-4"	—	vary from 16'-7" to 20'-10"	vary from 16'-7" to 20'-4"	—	—				
G44	12	4	—	4	#6	vary from 18'-1" to 22'-4"	—	vary from 16'-7" to 20'-10"	vary from 16'-7" to 20'-4"	—	—				
G45	5	—	—	—	#6	6 0	—	—	—	—	—				
G46	14	2	—	2	#6	14 3	—	8 0	—	—	—				
G47	14	1	—	1	#6	12 3	—	0 7	—	—	—				
G48	14	1	—	1	#6	13 9	—	2 1	—	—	—				
G49	13	2	—	2	#6	11 9	—	3 0	8 9	9 8 0	0				
G50	13	1	—	1	#6	9 8	—	0 11	8 9	9 8 0	0				
G51	13	1	—	1	#6	10 6	—	1 9	8 9	9 8 0	0				
G52	13	2	—	2	#6	11 3	—	3 0	8 9	9 8 0	0				
G53	13	2	—	2	#6	11 3	—	3 0	8 9	9 8 0	0				
G54	13	2	—	2	#6	9 7	—	1 4	8 9	9 8 0	0				
G55	11	16	—	16	#4	vary from 6'-0" to 10'-4"	—	1 3 1/2	vary from 2'-3" to 5'-5"	1 3 1/2	vary from 2'-4" to 5'-6"				
G56	5	16	—	16	#4	vary from 11'-3" to 14'-11"	—	5 5 1/2	vary from 0'-11" to 1'-5", 1'-11", 2'-7", 3'-5", 4'-6"	—	—				
G57	5	10	—	10	#4	vary from 4'-8" to 10'-10"	Wing	—	0 10	—	—				
G58	16	4	—	4	#6	7 1	—	—	—	—	—				

* For individual Bar Details see Sheet No. 8

SPANS 1, 2 & 3

Southern Railway Crossing (Westbound Roadway) Sheet 7

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

SHELBY

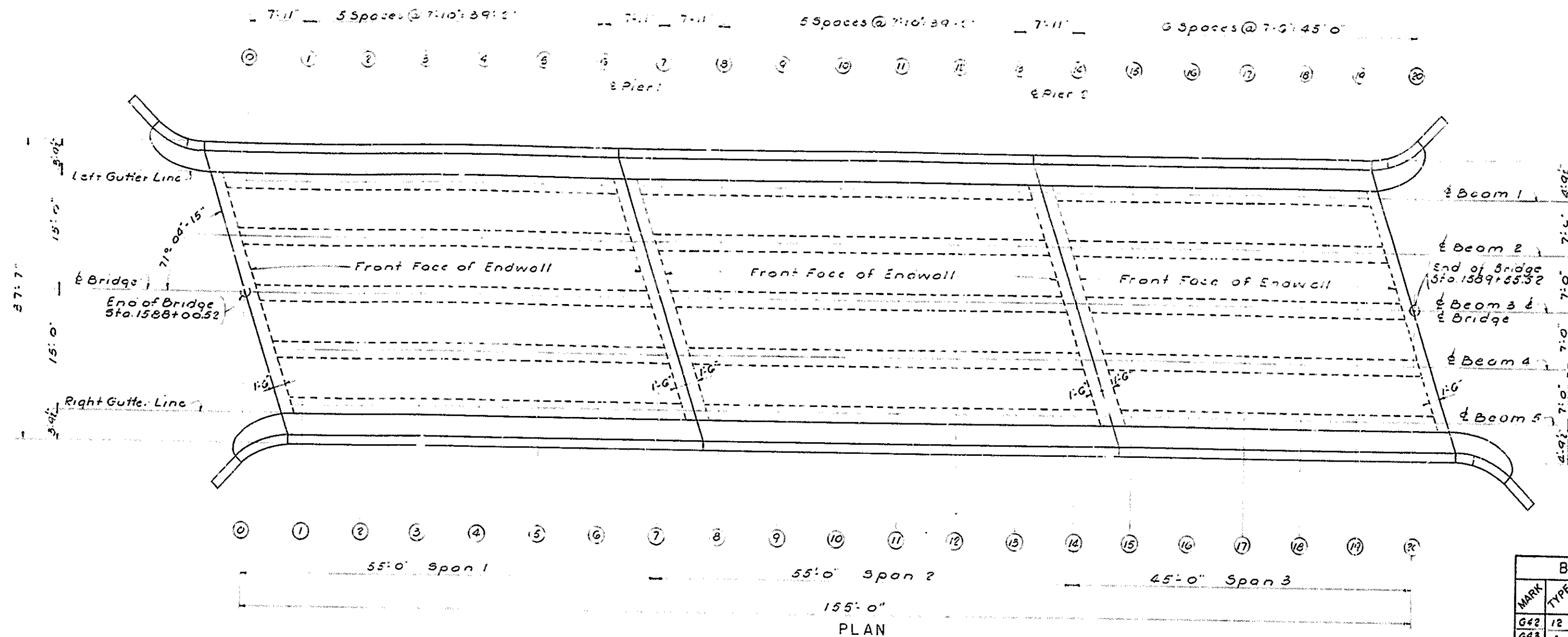
LOUISVILLE - LEXINGTON

ROAD

STATION 1688 + 95 SCL INTERSTATE PROJECT NO. S.R/OG-506-42

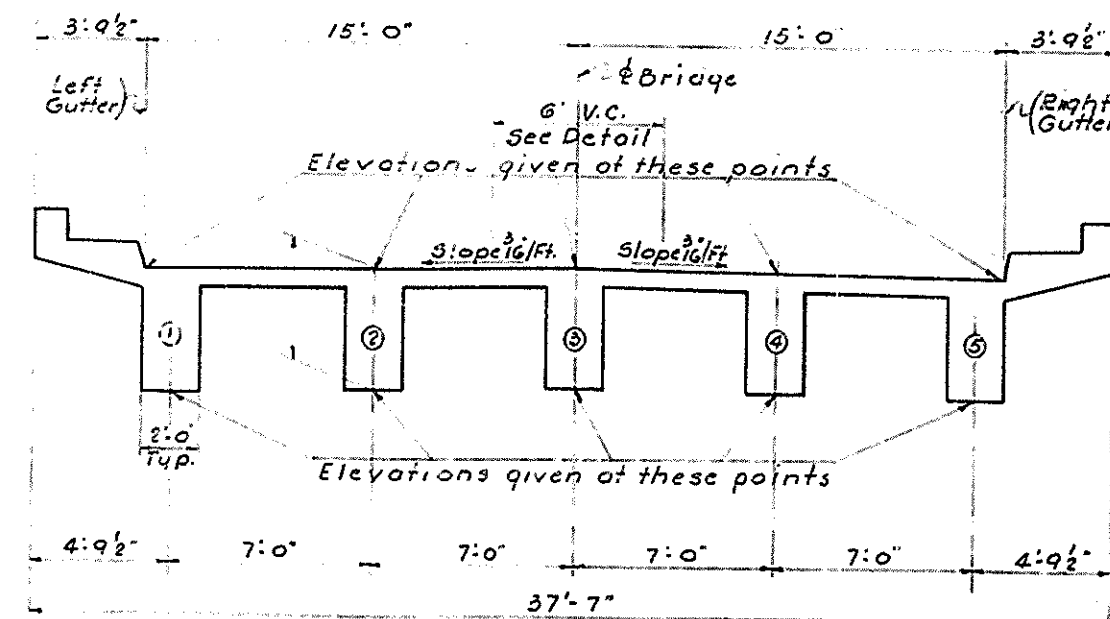
BRIDGE
ZUMBER

DRAWING
(3789)

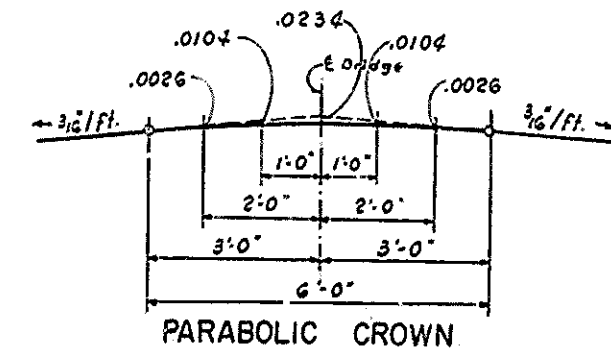


* THESE ELEVATIONS CONTAIN CONSTRUCTION CAMBER AND MUST BE MAINTAINED WITH FALSEWORK IN PLACE

LOCATION	TOP OF SLAB L GUTTER	BOTTOM OF BEAM 1	BEAM 2 TOP OF SLAB BOTT. BEAM	BEAM 3 (E. BRIDGE) TOP OF SLAB BOTT. BEAM	BEAM 4 TOP OF SLAB BOTT. BEAM	BOTTOM OF BEAM 5	TOP OF SLAB R. GUTTER
END OF BRIDGE	843.781	839.796	843.896	839.896	843.973	839.973	843.877
INTERSECTION OF BEAM AND FRONT FACE OF ENDWALL	843.775	839.790	843.890	839.890	843.966	839.966	843.871
1	843.787	839.803	843.887	839.887	843.973	839.973	843.882
2	843.798	839.814	843.904	839.904	843.979	839.979	843.882
3	843.792	839.808	843.897	839.897	843.977	839.977	843.883
4	843.765	839.781	843.875	839.875	843.959	839.959	843.773
5	843.717	839.733	843.834	839.834	843.923	839.923	843.769
6	843.649	839.665	843.775	839.775	843.859	839.859	843.745
7	843.568	839.584	843.702	839.702	843.789	839.789	843.729
8	843.534	839.550	843.634	839.634	843.724	839.724	843.634
INTERSECTION OF BEAM AND FRONT FACE OF ENDWALL	843.543	839.557	843.654	839.654	843.728	839.728	843.630
PIER 1	843.535	839.549	843.642	839.642	843.720	839.720	843.621
INTERSECTION OF BEAM AND FRONT FACE OF ENDWALL	843.527	839.541	843.638	839.638	843.712	839.712	843.613
1	843.534	839.550	843.634	839.634	843.720	839.720	843.634
2	843.535	839.551	843.641	839.641	843.716	839.716	843.619
3	843.520	839.536	843.625	839.625	843.705	839.705	843.611
4	843.483	839.499	843.593	839.593	843.677	839.677	843.588
5	843.425	839.441	843.542	839.542	843.631	839.631	843.547
6	843.347	839.363	843.473	839.473	843.567	839.567	843.487
7	843.256	839.272	843.390	839.390	843.487	839.487	843.412
8	843.200	839.216	843.317	839.317	843.412	839.412	843.322
INTERSECTION OF BEAM AND FRONT FACE OF ENDWALL	843.230	839.244	843.338	839.338	843.409	839.409	843.307
PIER 2	843.220	839.234	843.328	839.328	843.398	839.398	843.297
INTERSECTION OF BEAM AND FRONT FACE OF ENDWALL	843.210	839.224	843.317	839.317	843.388	839.388	843.287
1	843.200	839.216	843.312	839.312	843.388	839.388	843.287
2	843.173	839.189	843.289	839.289	843.369	839.369	843.277
3	843.134	839.150	843.250	839.250	843.333	839.333	843.244
4	843.079	839.095	843.199	839.199	843.286	839.286	843.199
5	843.014	839.030	843.139	839.139	843.228	839.228	843.145
6	842.937	838.953	843.067	839.067	843.159	839.159	843.079
INTERSECTION OF BEAM AND FRONT FACE OF ENDWALL	842.922	838.936	843.027	839.027	843.084	839.084	842.998
END OF BRIDGE	842.911	838.924	843.016	839.016	843.084	839.084	842.980



CROSS SECTION
SHOWING POINTS AT WHICH ELEVATIONS ARE GIVEN



MARK	TYPE	SIZE	LENGTH Ft. In.	LOC. ATION	a	b	c	d
G42	12	G	12 7	Wing	11	10	7	—
G43	12	G	12 0	12	6	12	0	—
G44	12	G	12 5	13	11	13	5	—
G45	12	G	12 10	14	16	14	10	—
G46	12	G	12 15	15	21	15	15	—
G47	12	G	12 20	16	26	16	20	—
G48	12	G	12 25	17	31	17	25	—
G49	12	G	12 30	18	36	18	30	—
G50	12	G	12 35	19	41	19	35	—
G51	12	G	12 40	20	46	20	40	—
G52	12	G	12 45	21	51	21	45	—
G53	12	G	12 50	22	56	22	50	—
G54	12	G	12 55	23	61	23	55	—
G55	12	G	12 60	24	66	24	60	—
G56	12	G	12 65	25	71	25	65	—
G57	12	G	12 70	26	76	26	70	—
G58	12	G	12 75	27	81	27	75	—
G59	12	G	12 80	28	86	28	80	—
G60	12	G	12 85	29	91	29	85	—
G61	12	G	12 90	30	96	30	90	—
G62	12	G	12 95	31	101	31	95	—
G63	12	G	12 100	32	106	32	100	—
G64	12	G	12 105	33	111	33	105	—
G65	12	G	12 110	34	116	34	110	—
G66	12	G	12 115	35	121	35	115	—
G67	12	G	12 120	36	126	36	120	—
G68	12	G	12 125	37	131	37	125	—
G69	12	G	12 130	38	136	38	130	—
G70	12	G	12 135	39	141	39	135	—
G71	12	G	12 140	40	146	40	140	—
G72	12	G	12 145	41	151	41	145	—
G73	12	G	12 150	42	156	42	150	—
G74	12	G	12 155	43	161	43	155	—
G75	12	G	12 160	44	166	44	160	—
G76	12	G	12 165	45	171	45	165	—
G77	12	G	12 170	46	176	46	170	—
G78	12	G	12 175	47	181	47	175	—
G79	12	G	12 180	48	186	48	180	—
G80	12	G	12 185	49	191	49	185	—
G81	12	G	12 190	50	196	50	190	—
G82	12	G	12 195	51	201	51	195	—
G83	12	G	12 200	52	206	52	200	—
G84	12	G	12 205	53	211	53	205	—

* Spans 1, 2 & 3 see Sheet No. 7 for bending details

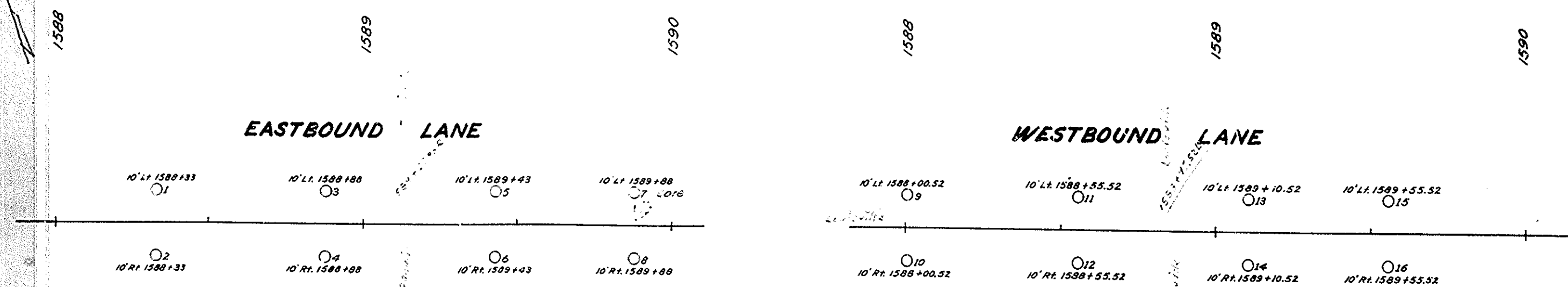
Southern Railway Crossing (Westbound Rdway) Sheet 3

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
SHELBY
LOUISVILLE - LEXINGTON

ROAD
STATION 1500 + 95.52 L INTERSTATE PROJECT NO. SP 106-006-12

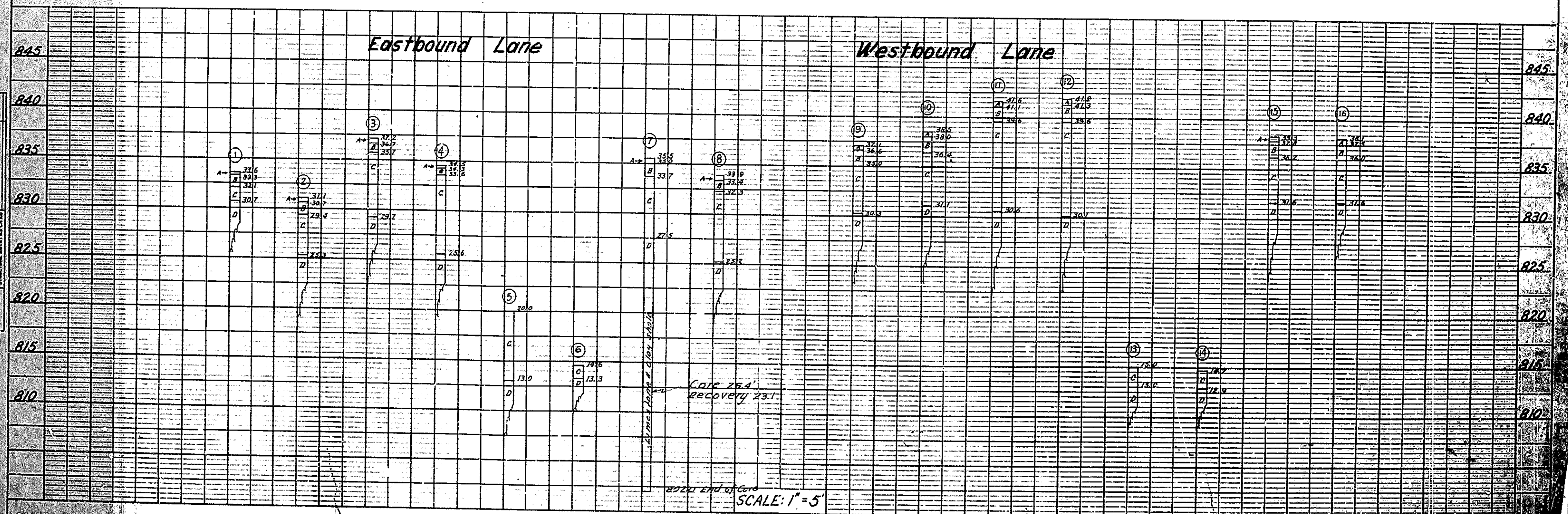
BRIDGE
NUMBER
NO. 13799

SOUNDING LAYOUT



SHELBY COUNTY
U.S. 60 INTERSTATE S.P. 106-806-L2
SOUTHERN RAILROAD BRIDGE
SCALE: 1" = 20'

LEGEND
A = TOP SOIL
B = YELLOW SANDY CLAY
C = YELLOW CLAY
D = LIMESTONE



BRIDGE