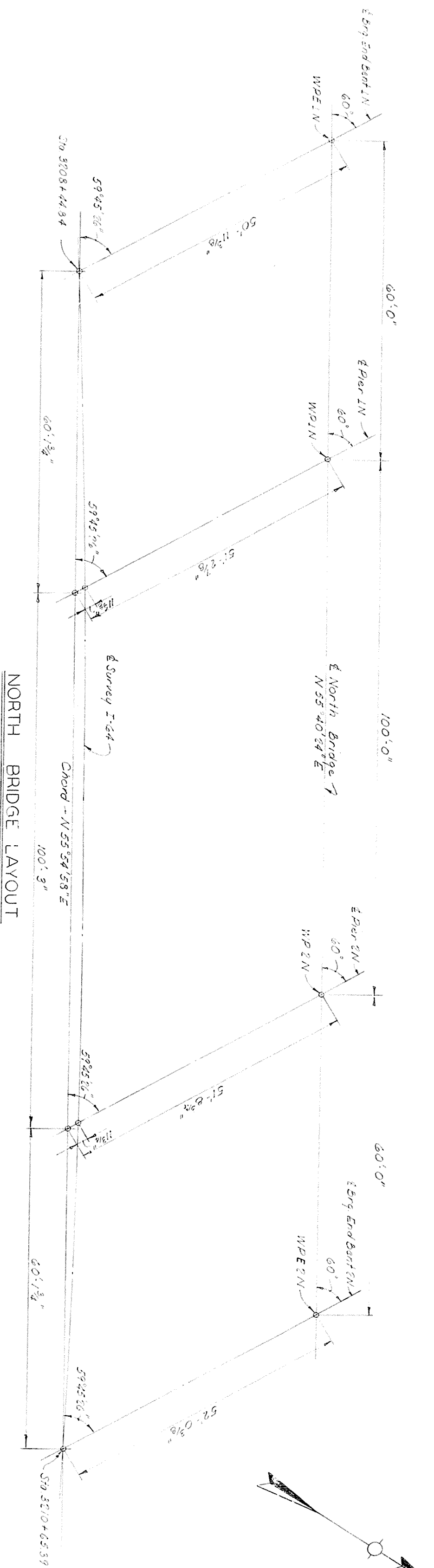
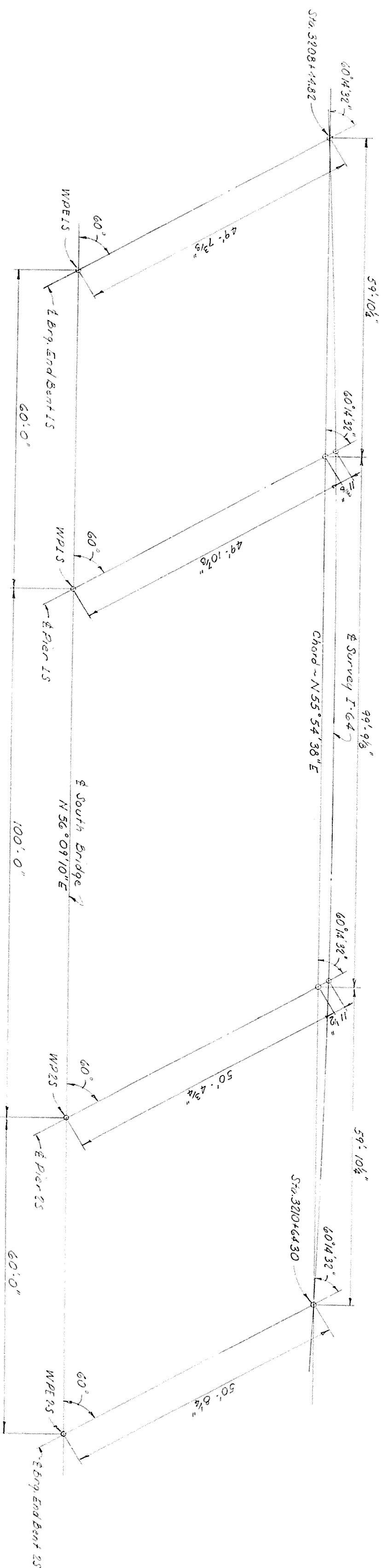


7	STATE	11D AID NO. NO.	11C AID TAX	SHEET NO.	TOTAL SHEETS
---	-------	--------------------	----------------	--------------	-----------------



NORTH BRIDGE LAYOUT



SOUTH BRIDGE LAYOUT

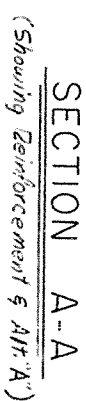
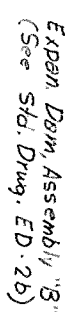
I-64 over Fleming Fork Creek & Road Sheet 3

COMMONWEALTH OF KENTUCKY	
DEPARTMENT OF HIGHWAYS	
FRANKFORT	
COUNTY OF	
CARTER	
LOUISVILLE - LEXINGTON - CATLETTSBURG	
ROAD	
STATION	3209 + 83
BRIDGE NUMBER	
PROJECT NO.	
DRAWING	1/2 221
INDEX	

7	KY.				
---	-----	--	--	--	--



Remove 2'0" of pile butt and expose reinforcement

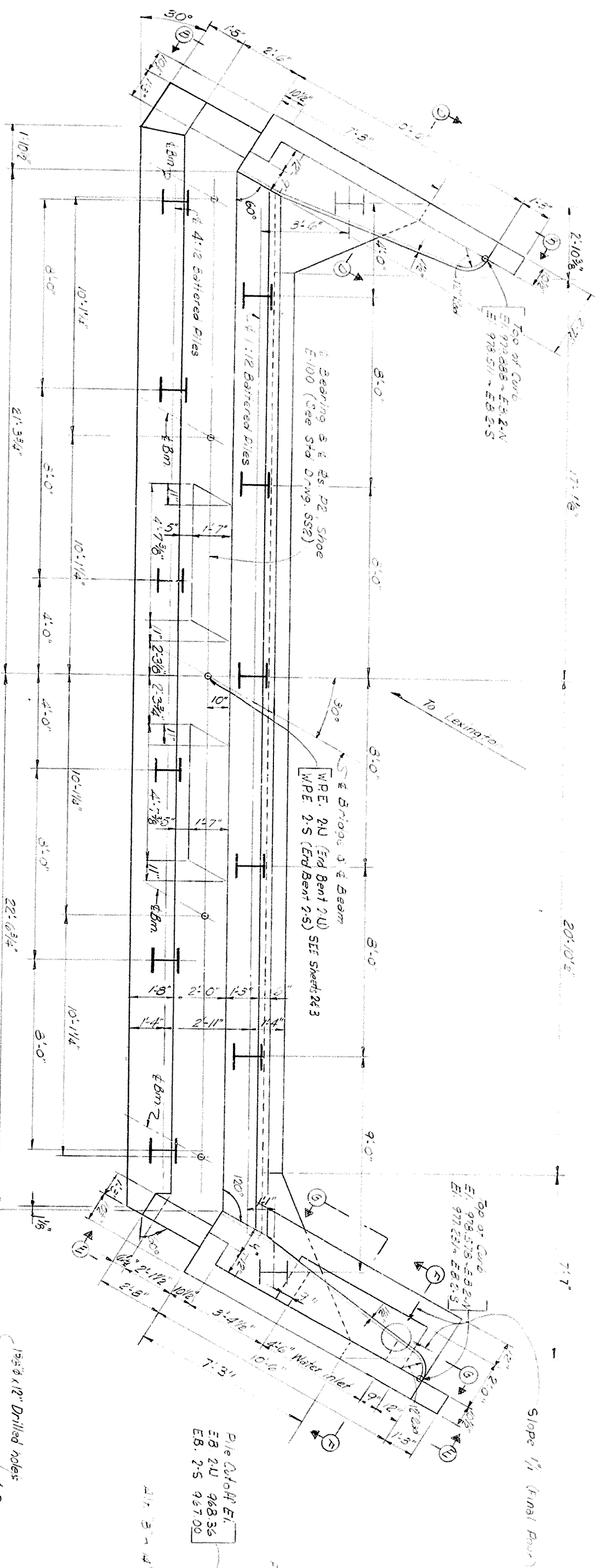


1.64 over Fleming Fork Creek & Road

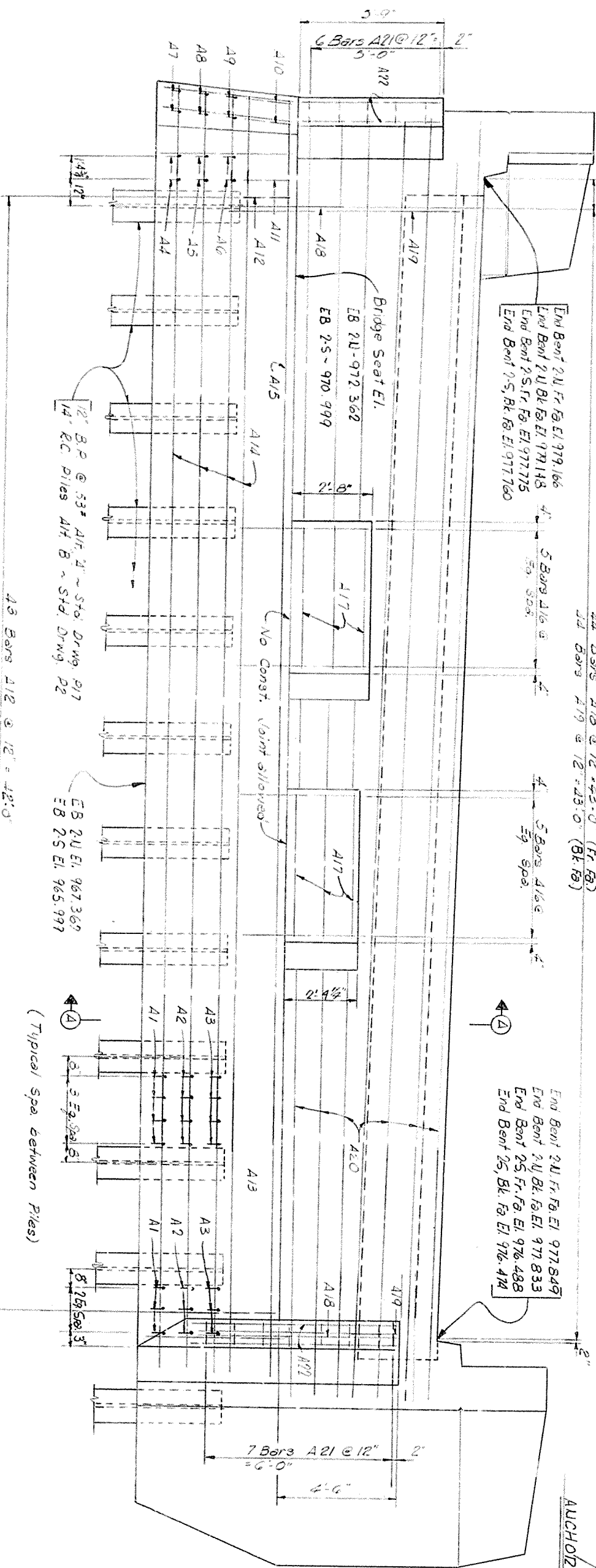
END BENT 1-N 81-S

BRIDE

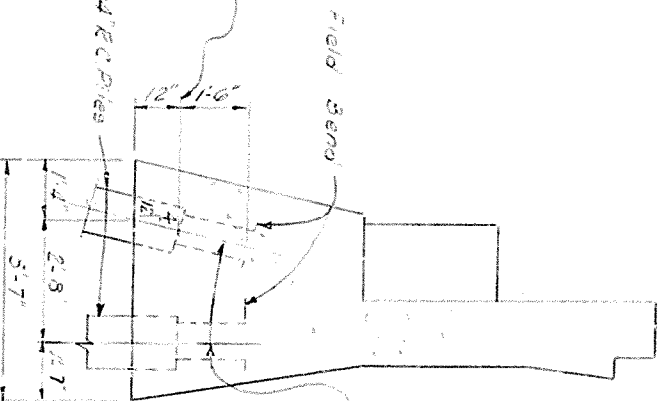
FED. ROAD DIST.	STATE	FED. AID PCT. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



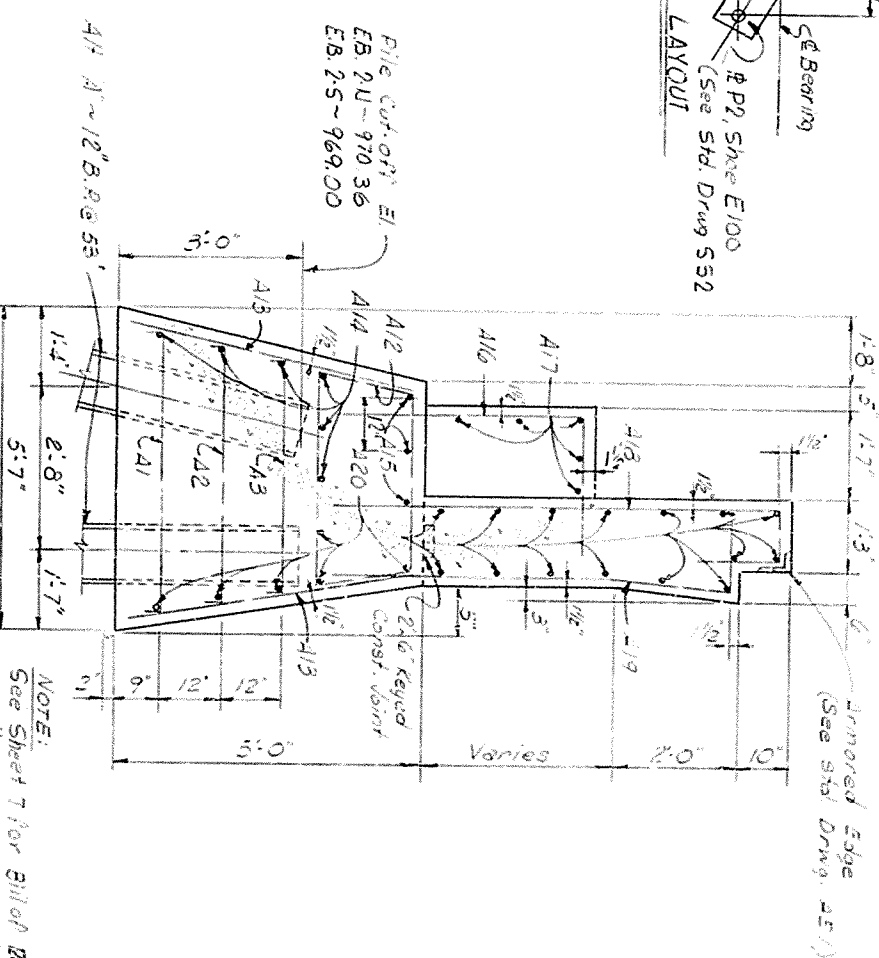
PLAN OF CAP
(Showing dimensions)



ELEVATION



SECTION A-A
(Showing A1, B1)



SECTION A-A

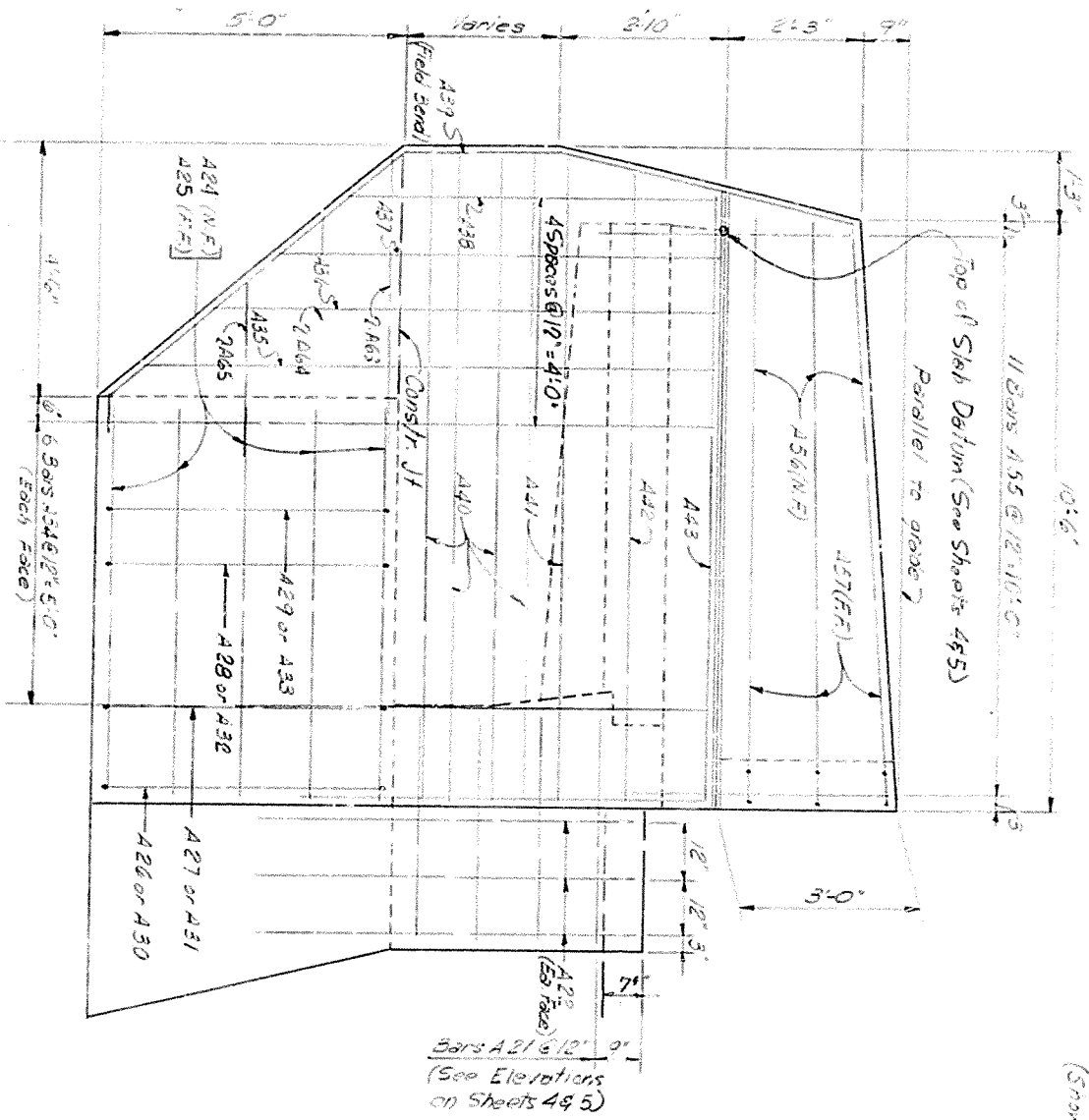
END BENTS 2-N, & 2-S

166
 Village Fort Creek & Road
 Sheet 5
 C
 UNWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 CARTER
 LOUISVILLE-LEXINGTON-CATLETTSBURG
 ROAD
 PROJECT NO.
 STATION 3107.83
 BRIDGE
 NUMBER
 DRAWING
 16201
 INK

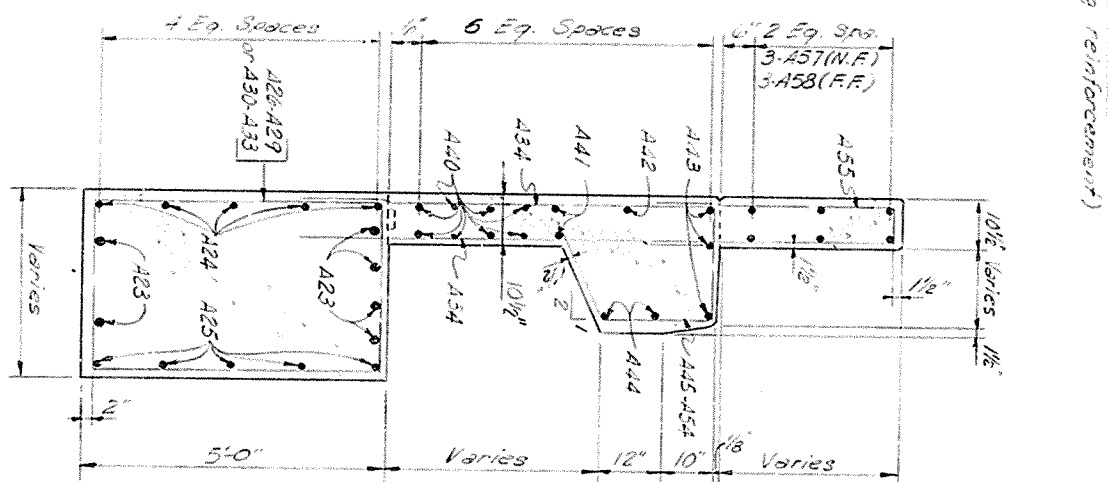
BRIDGE

DESIGNED BY	R.B.M.	CHECKED BY	J.E.H.	DATE	1/85	REVISED	Curb revised	DATE	11/11/67
DETAILS BY	J.F.	CHECKED BY	J.E.H.	DATE	1/85	REVISED		DATE	
TRACED BY		CHECKED BY		DATE		REVISED		DATE	

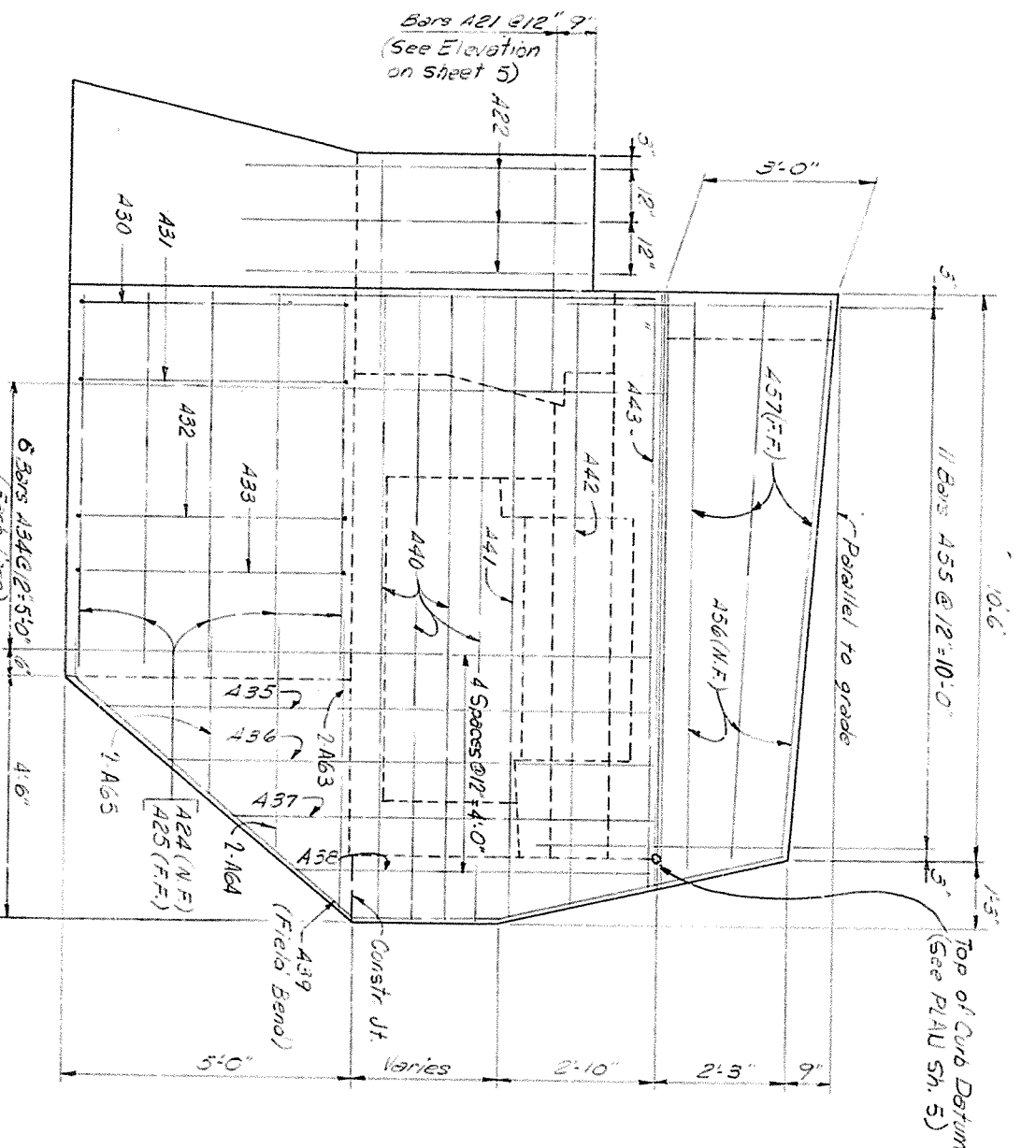
ELEVATION B-B
ELEVATION C-C (Opp. hand)



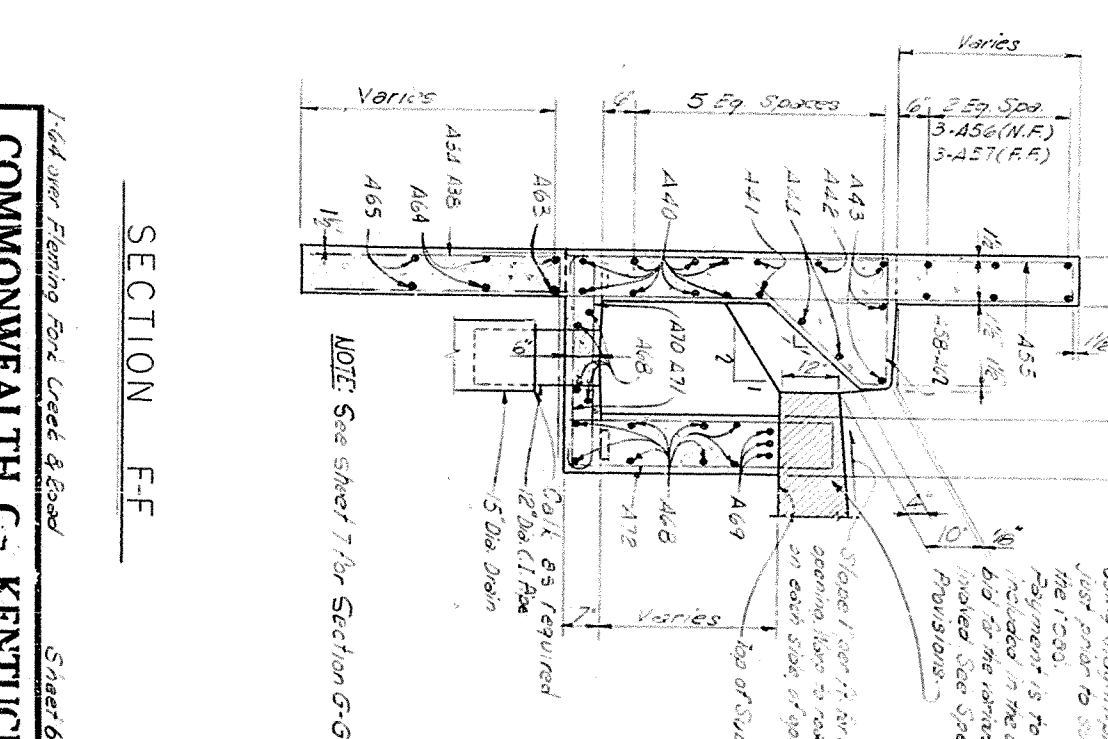
PLAN
(Showing reinforcement)



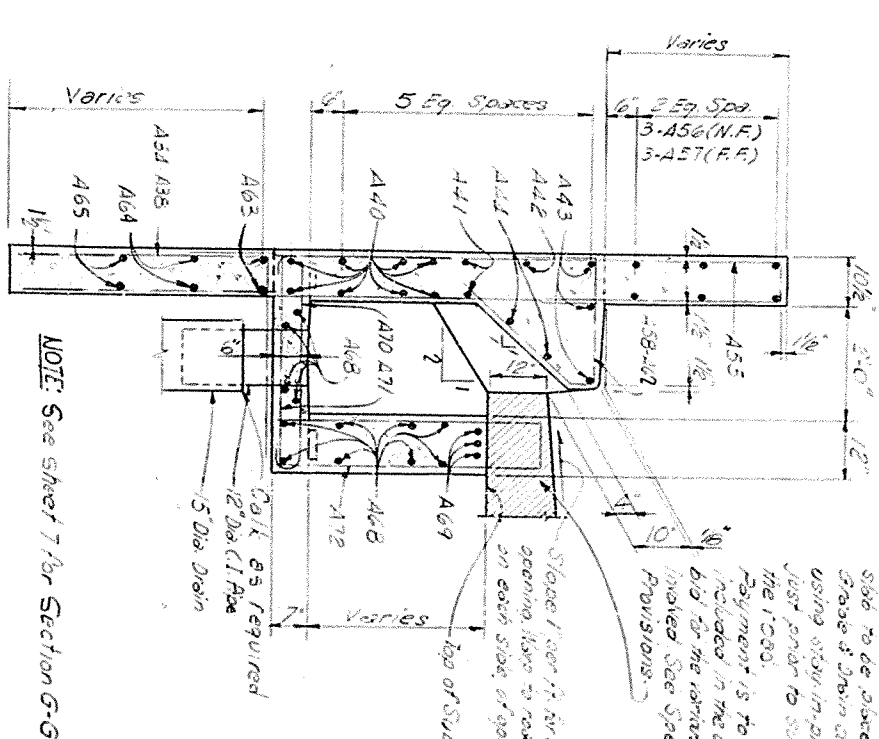
SECTION D-D



ELEVATION E-E

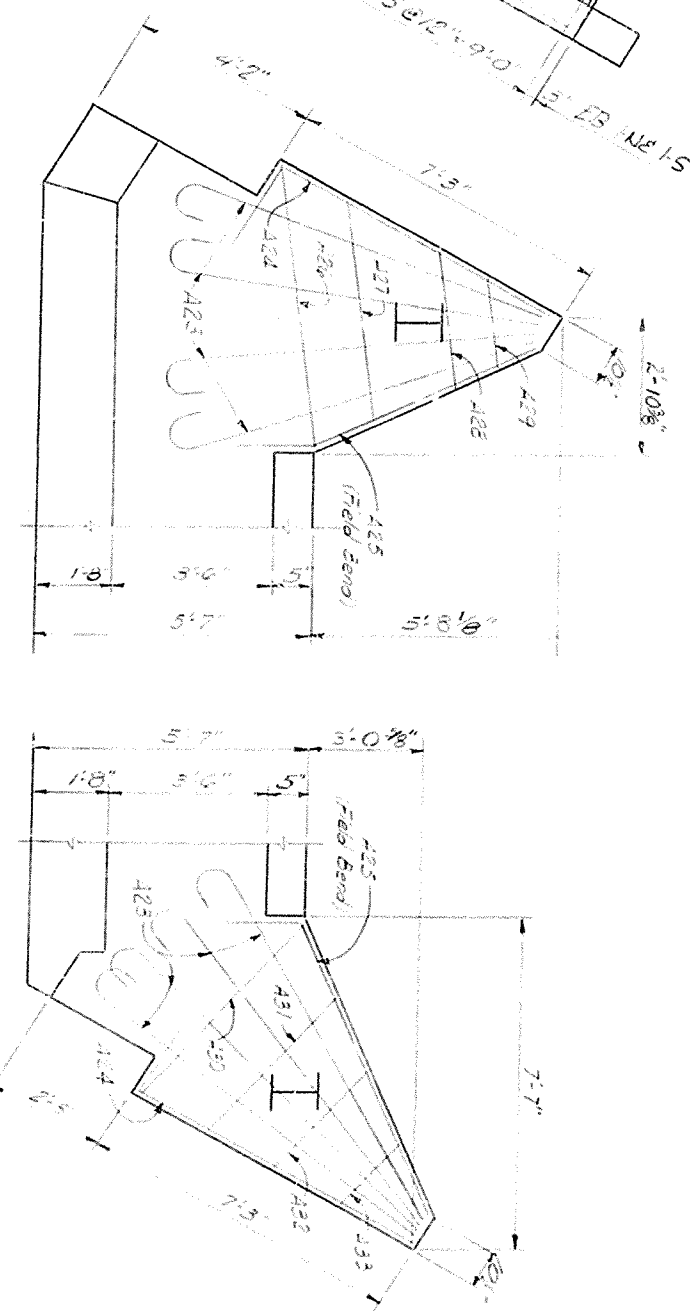


SECTION F-F



NOTE: GUARD RAIL BRACKET BOLTS TO BE PLACED IN ABUTMENT WINGS (See Standard in Drawing 1754 for details of connections).

WING CAP PLAN



NOTE: See S7 for PLAN showing Reinforcement for this wing on End Bents 214 & 215.

END BENTS 1-N, 1-S, 2-N & 2-S

1-64 over Fleming Fork Creek & Road

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

COUNTY OF FRANKFORT
CARTER

LOUISVILLE-LEXINGTON-CATLETTSBURG ROAD

STATION 3209+83 PROJECT NO. 1601

BRIDGE NUMBER 1601 INDEX

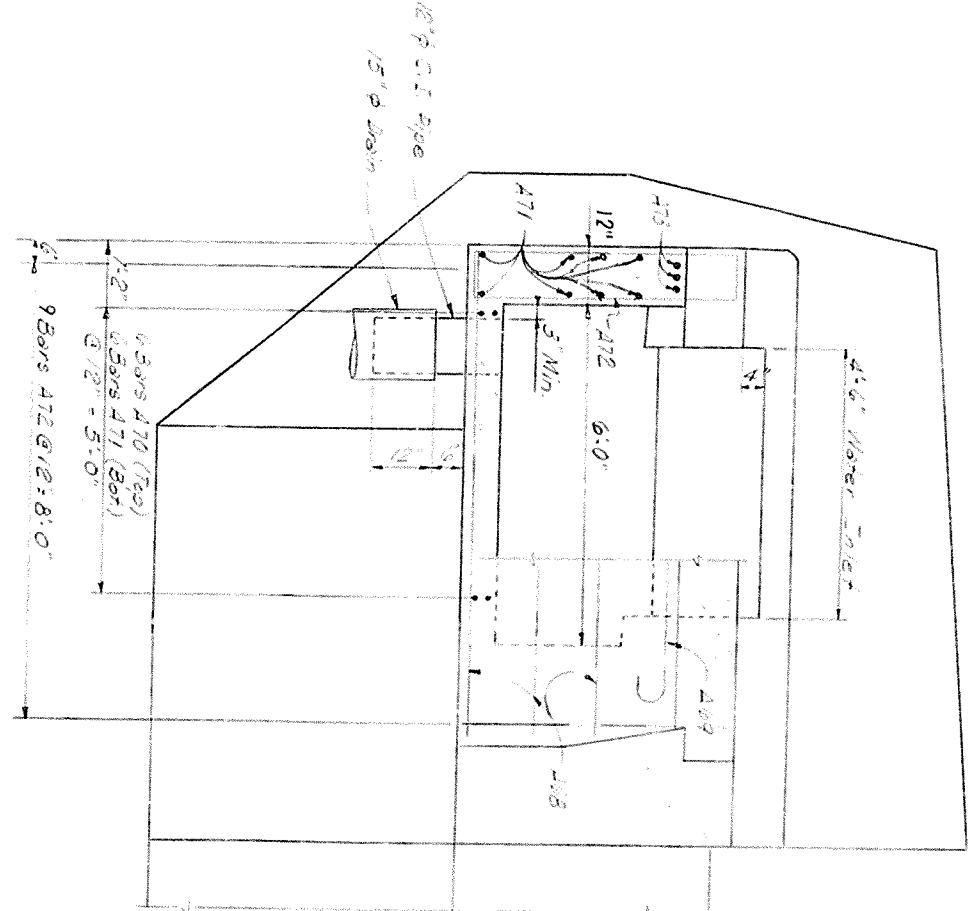
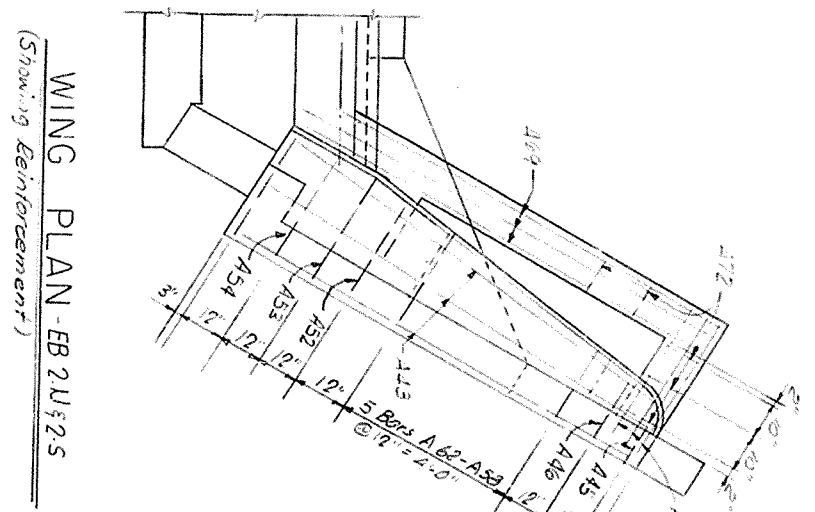
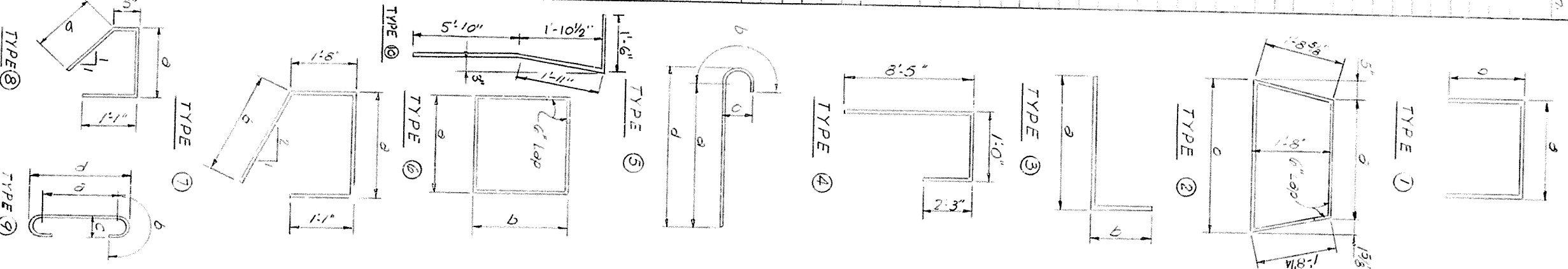
Sheet 6

BRIDGE

NO.	DATE	BY	CHKD.	DATE	BY	CHKD.	DATE	BY	CHKD.
7	1/85	J.F.	J.E.H.	1/85	J.F.	J.E.H.	1/85	J.F.	J.E.H.

BILL OF REINFORCEMENT

Item	Type	ES-1-N	ES-1-S	ES-2-U	ES-2-S	Bar Size	Length	Location	#	ft	in	ft	in	ft	in
41	①	43	43	43	43	#4	5	Capo	3	0	0	4	4	4	4
42	"	43	43	43	43	#4	5	"	4	7	0	4	4	4	4
43	"	43	43	43	43	#4	4	"	4	2	0	4	4	4	4
44	"	43	43	43	43	#4	6	"	6	7	0	4	4	4	4
45	"	43	43	43	43	#4	7	"	7	0	4	4	4	4	4
46	"	43	43	43	43	#4	5	"	5	0	4	4	4	4	4
47	"	43	43	43	43	#4	5	"	5	10	0	4	4	4	4
48	"	43	43	43	43	#4	3	"	3	0	4	4	4	4	4
49	"	43	43	43	43	#4	2	"	2	0	4	4	4	4	4
50	"	43	43	43	43	#4	2	"	2	0	4	4	4	4	4
51	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
52	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
53	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
54	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
55	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
56	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
57	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
58	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
59	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
60	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
61	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
62	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
63	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
64	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
65	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
66	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
67	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
68	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
69	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
70	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
71	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
72	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
73	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
74	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
75	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
76	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
77	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
78	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
79	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
80	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
81	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
82	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
83	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
84	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
85	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
86	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
87	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
88	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
89	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
90	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
91	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
92	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
93	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
94	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
95	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
96	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
97	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
98	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
99	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4
100	"	43	43	43	43	#4	4	"	4	4	12	11	0	4	4



Item	ES-1-N	ES-1-S	ES-2-U	ES-2-S
Concrete, Class "A" (Cu lbs)	77.7	77.7	79.3	79.3
Reinforcement (Lbs)	5363	5363	6016	6016
Structural Steel				

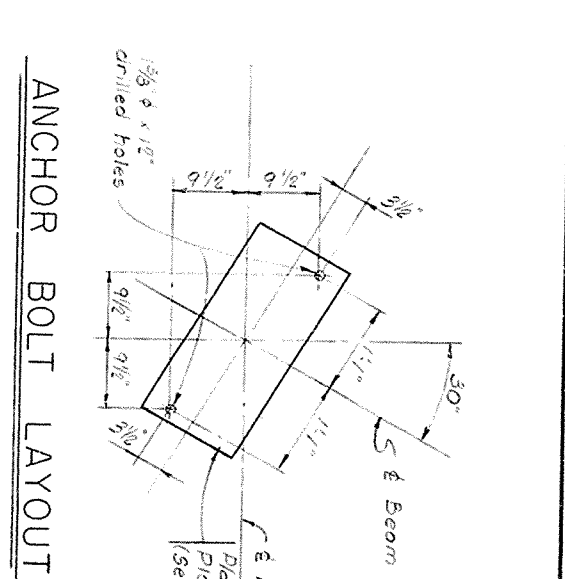
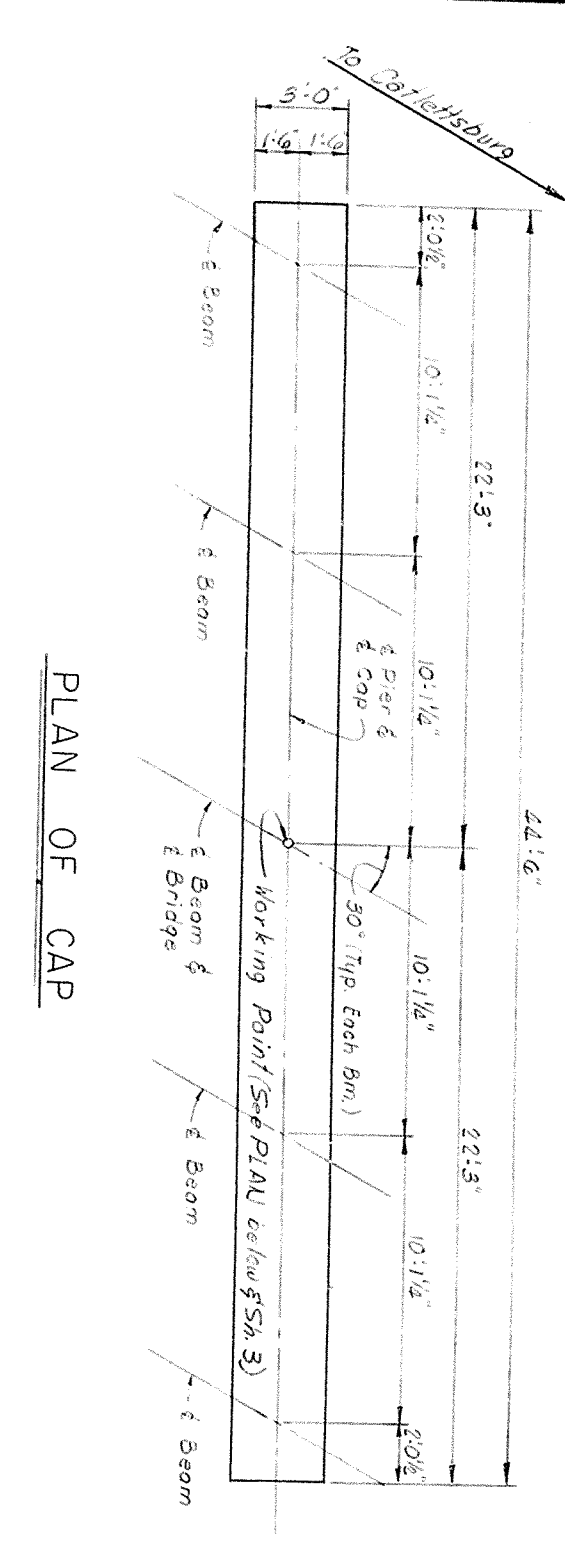
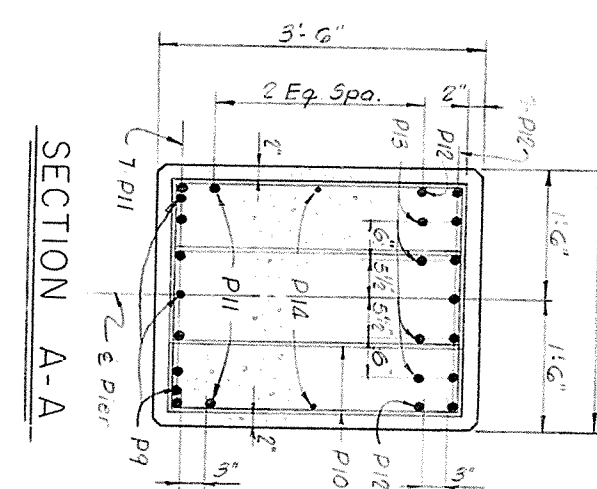
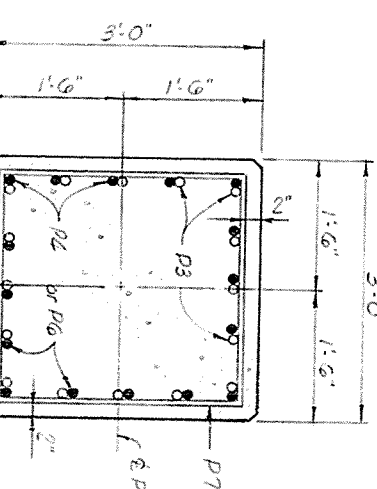
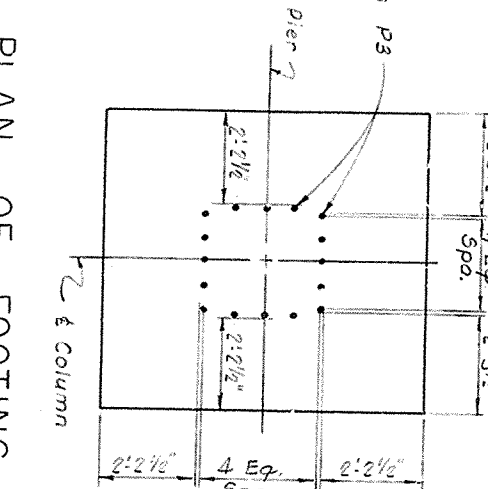
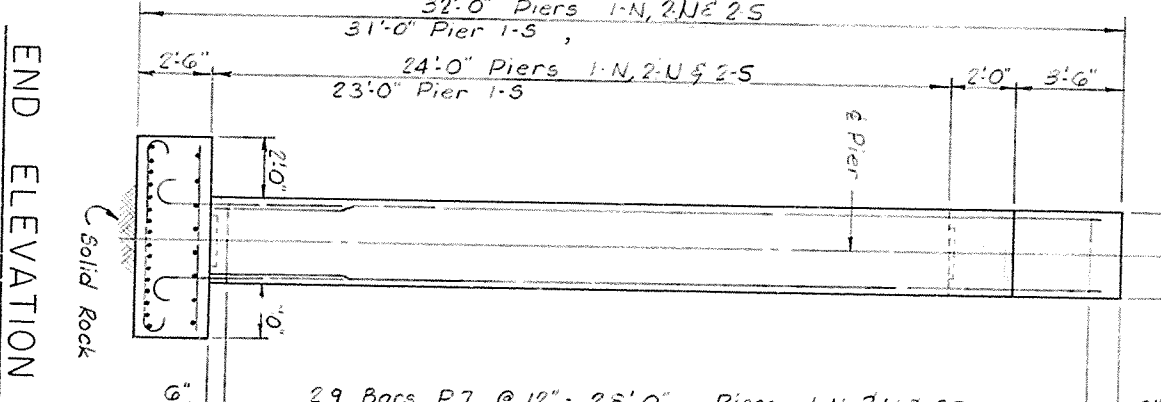
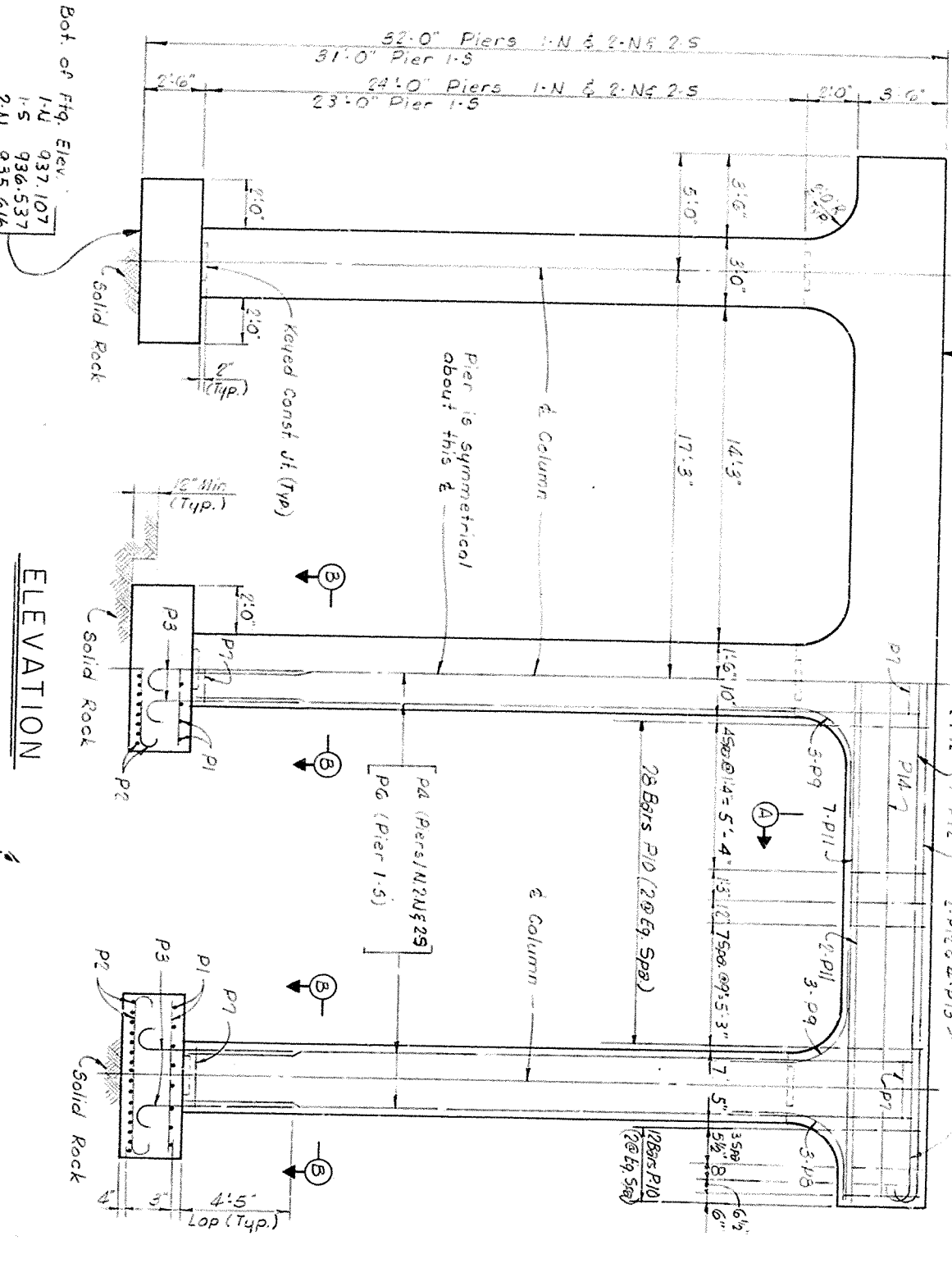
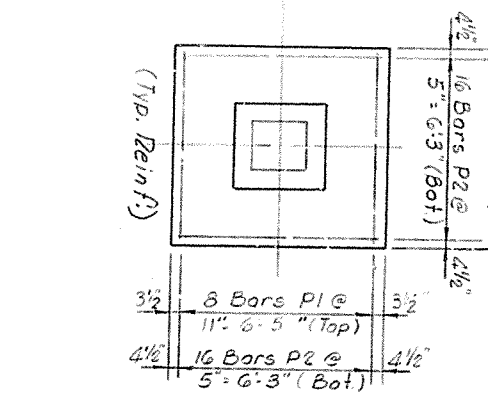
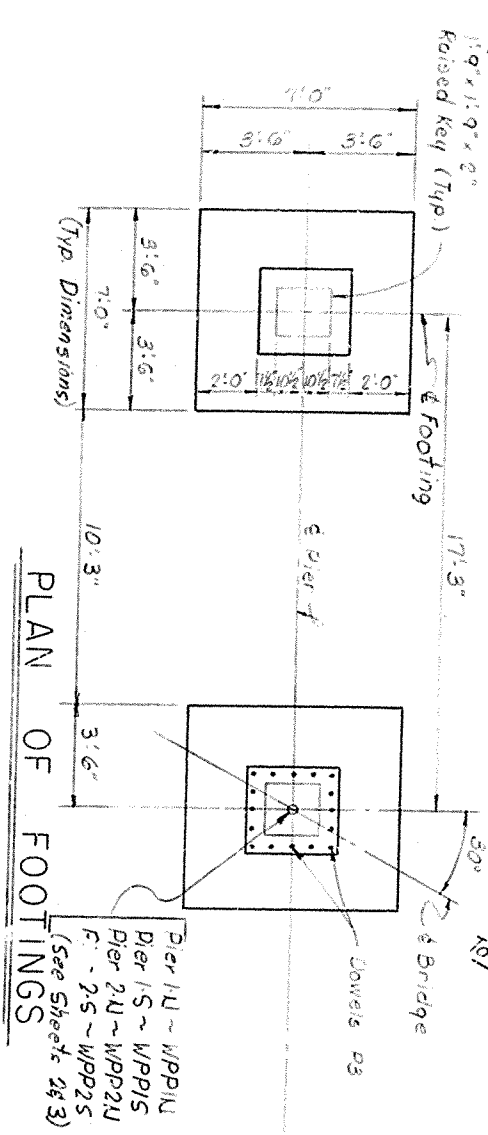
76.6 cu yds 76.6 cu yds 78.1 cu yds 78.1 cu yds
5643 lbs 5643 lbs 5997 lbs 5997 lbs

END BENTS 1-N, 1-S, 2-N, 2-S

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 COUNTY OF FRANKFORT
 LOUISVILLE-LEXINGTON-CATLETTSBURG ROAD
 PROJECT NO. 3209-53
 STATION 3209-53
 BRIDGE NUMBER 7
 DRAWING NO. 6001
 SHEET NO. 7

BRIDGE

DESIGNED BY: RBM	CHECKED BY: JEH	DATE: 1/65	REVISED:	DATE:
DETAILED BY: JET	CHECKED BY: JEH	DATE: 1/65	REVISED:	DATE:
TRACED BY:	CHECKED BY:	DATE:	REVISED:	DATE:



Note: Top of cap bars are to be accurately located in accordance with the plans so they will not interfere with drilling anchor bolt holes.

BILL OF REINFORCEMENT									
MARK	NUMBER	TYPE	BAR SIZE	LENGTH	LOCATION	FT	IN	FT	IN
P1	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P2	96	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P3	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P4	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P5	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P6	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P7	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P8	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P9	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P10	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P11	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P12	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P13	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P14	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P15	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P16	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P17	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P18	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P19	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P20	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P21	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P22	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P23	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P24	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P25	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P26	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P27	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P28	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P29	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P30	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P31	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P32	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P33	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P34	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P35	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P36	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P37	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P38	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P39	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P40	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P41	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P42	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P43	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P44	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P45	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P46	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P47	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P48	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P49	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P50	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P51	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P52	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P53	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P54	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P55	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P56	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P57	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P58	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P59	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P60	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P61	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P62	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P63	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P64	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P65	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P66	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P67	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P68	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P69	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P70	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P71	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P72	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P73	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P74	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P75	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P76	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P77	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P78	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P79	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P80	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P81	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P82	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P83	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P84	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P85	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P86	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P87	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P88	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P89	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P90	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P91	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P92	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P93	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P94	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P95	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P96	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P97	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P98	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P99	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0
P100	48	1-N, 2-N, 2-S	5	6	Footings	0	0	0	0

ESTIMATE OF QUANTITIES				
ITEM	PIER	1-N	1-S	2-N
Concrete, Class A (C.A. 105)		57.5	56.5	57.5
Reinforcement (lbs)		12,291	12,140	12,291

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARTER
LOUISVILLE - LEXINGTON - CALETTSBURG
ROAD
STATION 3209+03
BRIDGE NUMBER 10201

BRIDGE

DESIGNED BY	REVIEWED BY	DATE	REVISION	DATE
DETAILED BY	CHECKED BY	DATE	REVISION	DATE
TRACED BY	CHECKED BY	DATE	REVISION	DATE

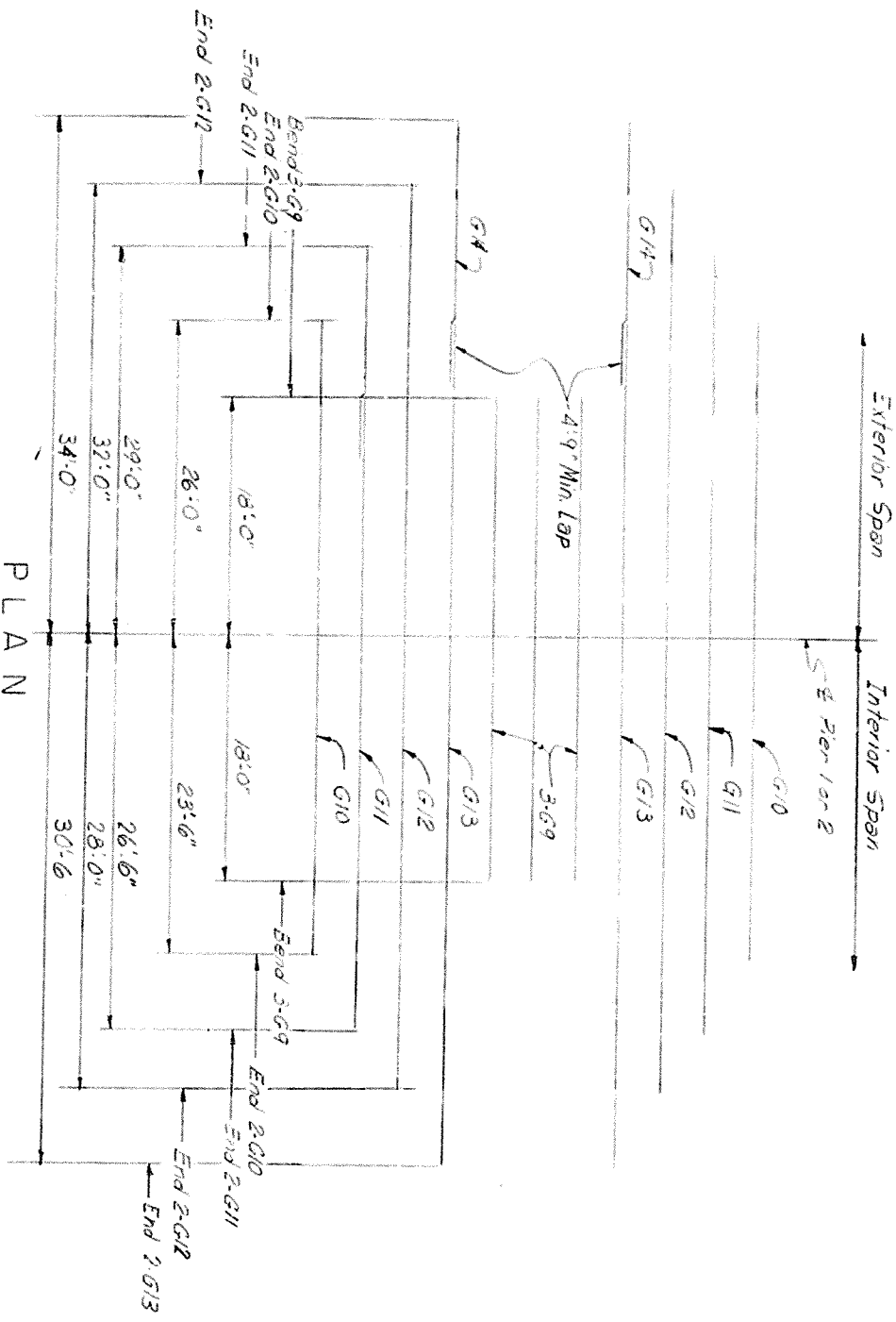
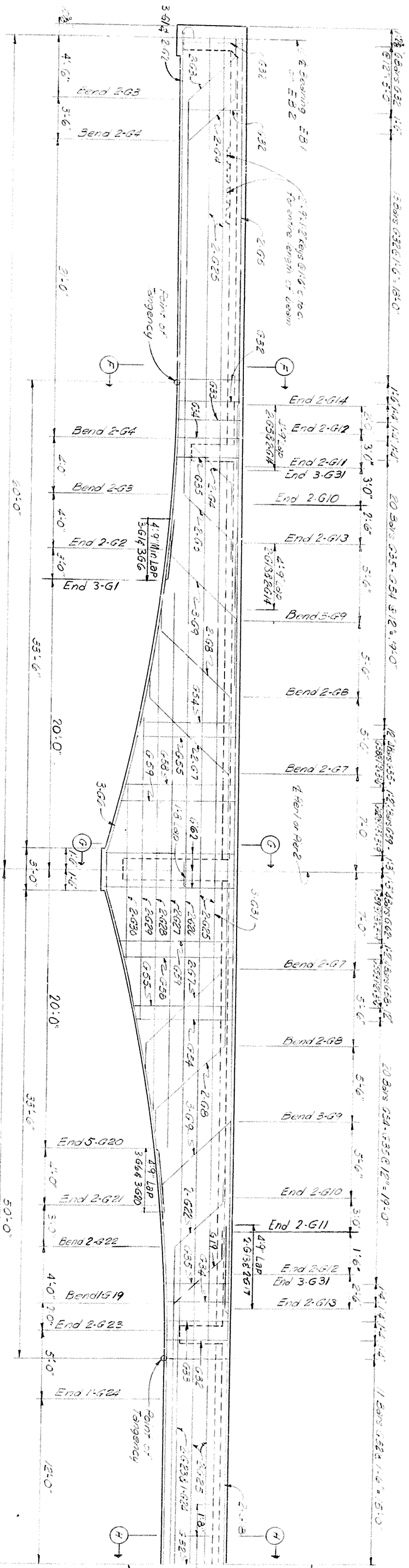


TABLE OF REACTIONS (KIPS)

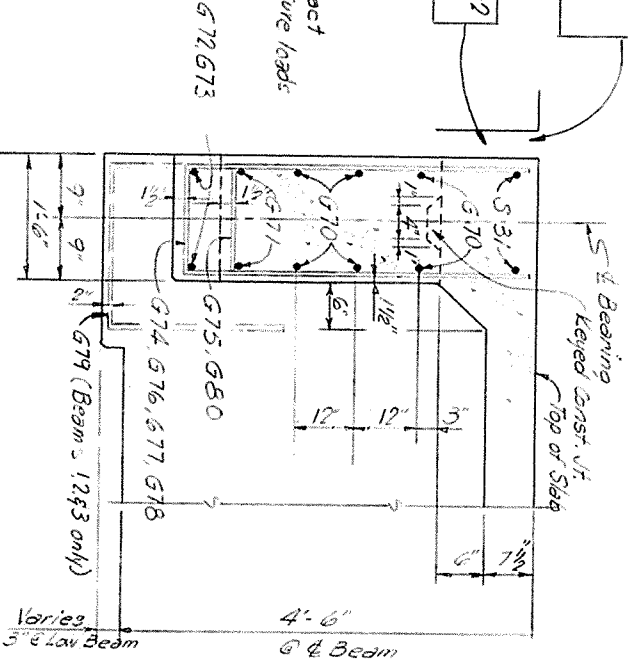
End Beam 1st 2nd	Per 1st 2nd
Dead Load	43.9 36.7 255.4 226.4
Live Load	41.9 34.5 56.6 54.8
Impact	11.3 9.3 16.4 13.5
Total	97.1 80.5 338.4 294.7

NOTE:
Dead load includes weight of Slabs.
Reactions are at & Bearings. Live loads and impact
reactions are max. for one beam & are not subtractive loads.

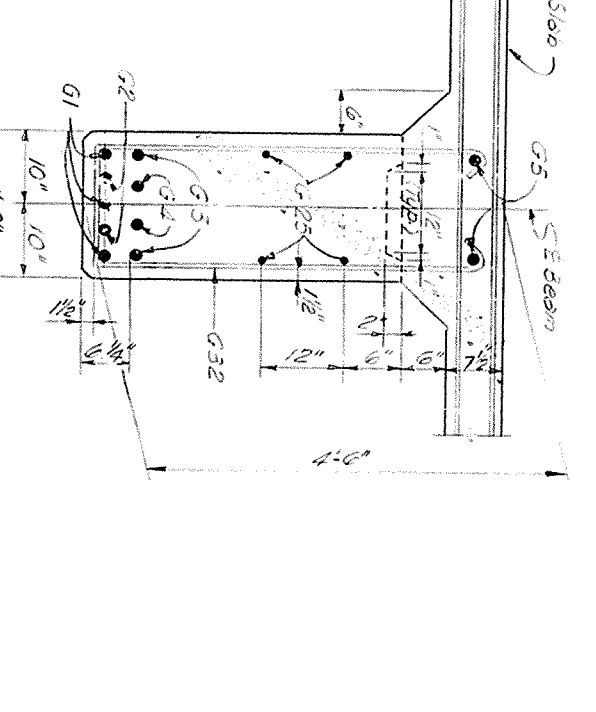
LONGITUDINAL SECTION ON E BEAM



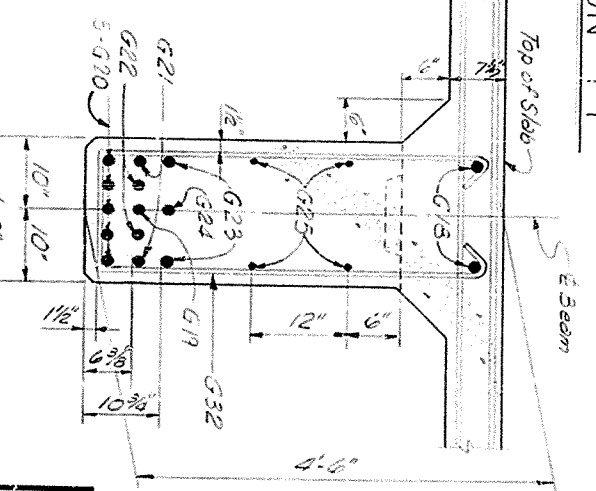
SECTION B-B



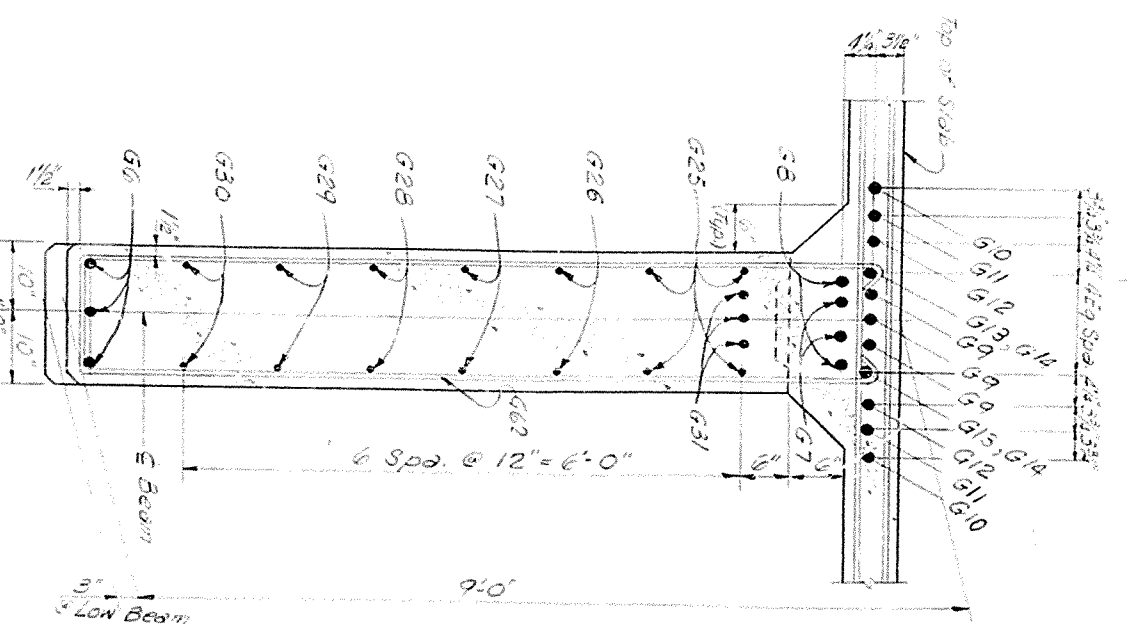
SECTION F-F



SECTION H-H



SECTION H-H



SUPERSTRUCTURE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF FRANKFORT
CARTER
LOUISVILLE-LEXINGTON-CATLETTSBURG
ROAD
PROJECT NO. 3707-33
BRIDGE NUMBER 16201
DRAWING NO. 16201
SHEET 10

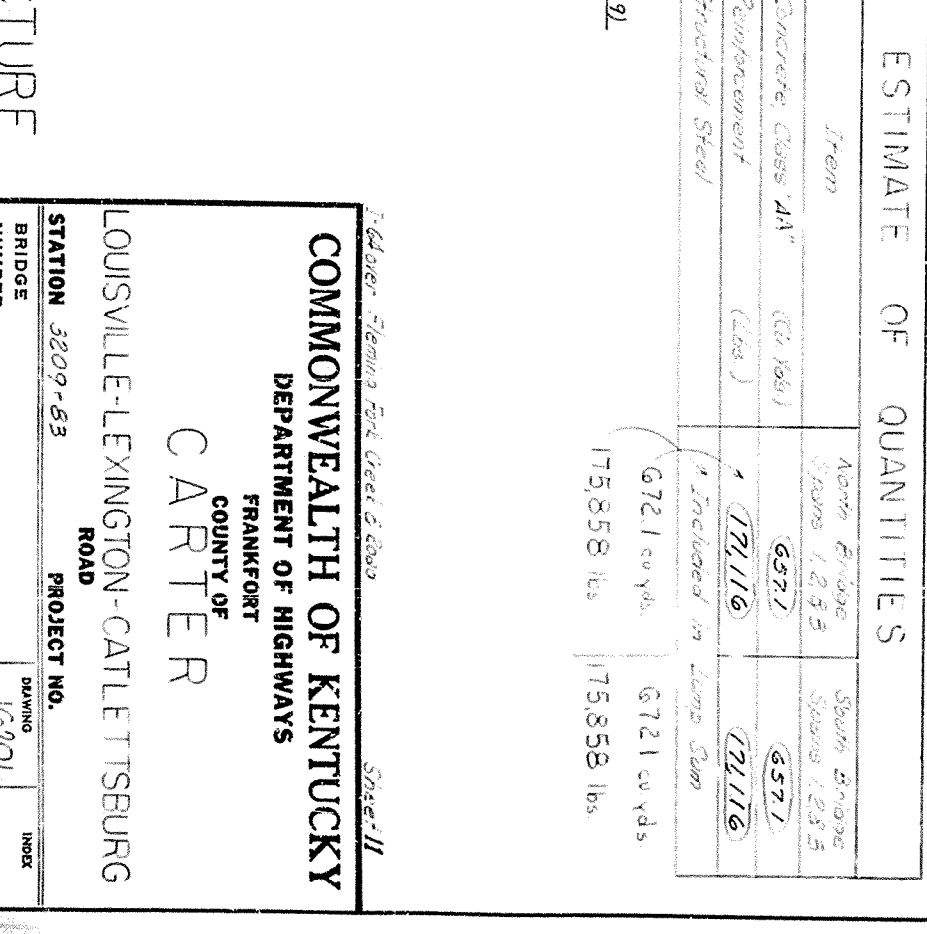
BRIDGE

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

[illegible]

Technical drawings of various types of metal roof panels, labeled TYPE 1 through TYPE 10. Each drawing shows the profile of the panel with dimensions in inches.

- TYPE 1**: A simple rectangular panel with a depth of 4 inches.
- TYPE 2**: A panel with a curved top and a depth of 4 inches.
- TYPE 3**: A panel with a curved top and a depth of 4 inches.
- TYPE 4**: A panel with a curved top and a depth of 4 inches.
- TYPE 5**: A panel with a curved top and a depth of 4 inches.
- TYPE 6**: A panel with a curved top and a depth of 4 inches.
- TYPE 7**: A panel with a curved top and a depth of 4 inches.
- TYPE 8**: A panel with a curved top and a depth of 4 inches.
- TYPE 9**: A panel with a curved top and a depth of 4 inches.
- TYPE 10**: A panel with a curved top and a depth of 4 inches.



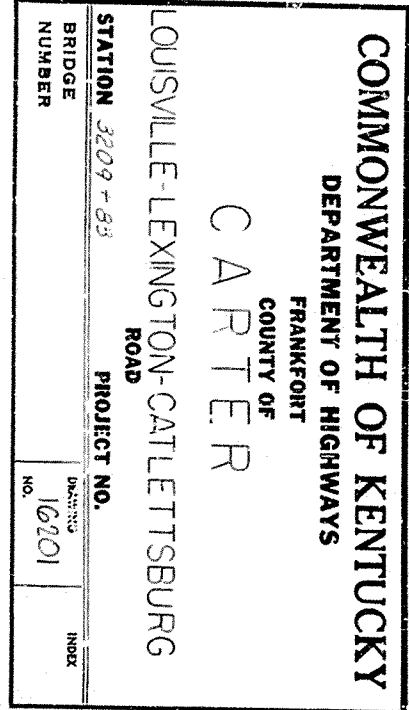
ESTIMATE OF QUANTITIES			
Item	Amount Cubic Yards	Unit Price \$ Per Cubic Yard	Total Amount \$
Concrete Class A ^a (CC-106)	1,879.5	\$28.5	\$53,466.75
Reinforcement (see)	172.116	\$27.16	\$4,675.57
Structural Steel			
	* Included in Item Sum		

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 CARTER
 ROAD
 LOUISVILLE-LEXINGTON-CATLETTSBURG

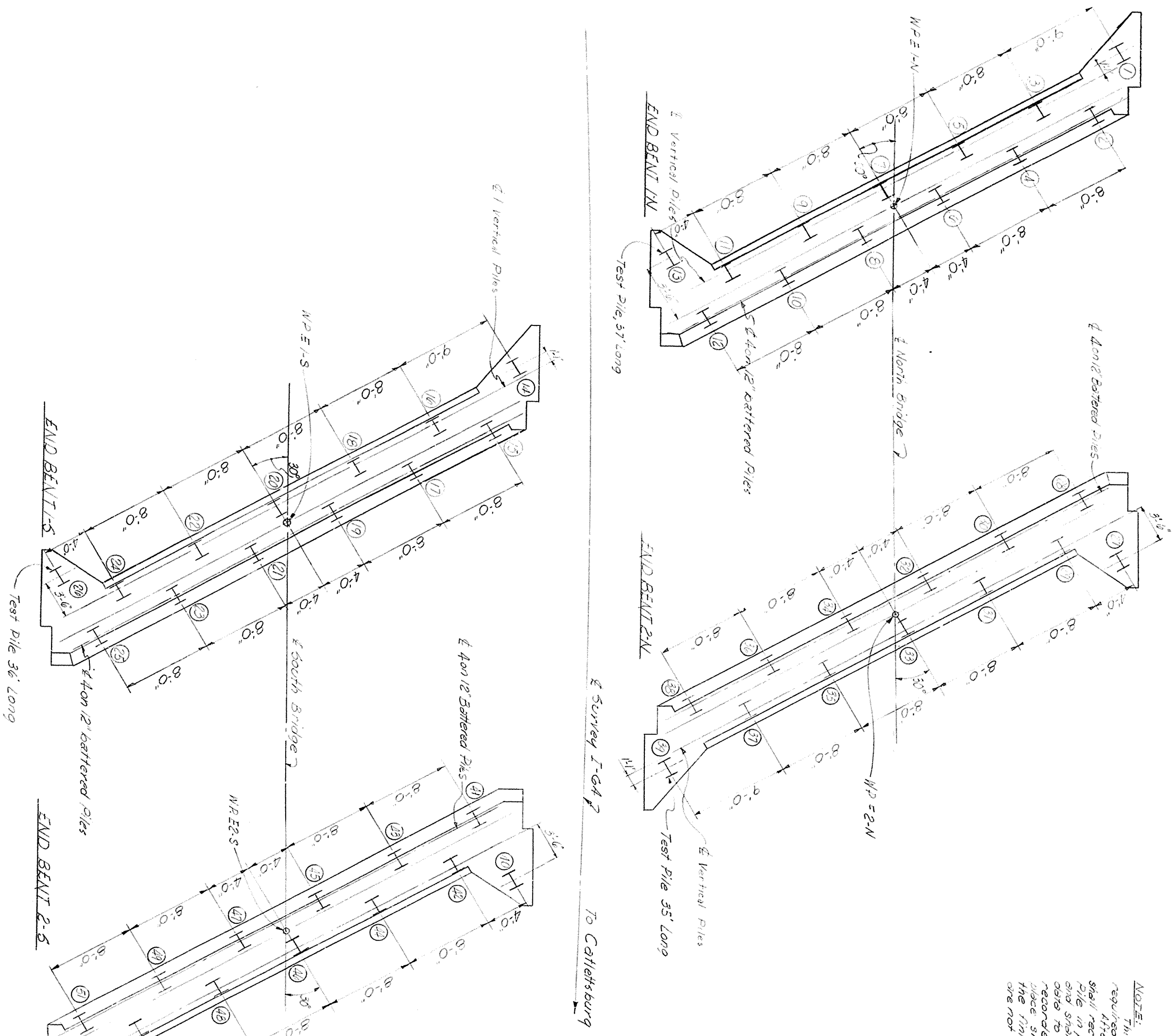
ORDO

The diagram is a hand-drawn structural plan of a bridge deck, oriented vertically. It features a grid of beams and spans, with various dimensions and labels.

- Beams:** Labeled A through Z. Beams A through H are on the left side, and beams I through Z are on the right side. Beams A, C, E, G, I, K, M, O, Q, S, U, W, Y, and Z are spaced at 8'-0" intervals. Beams B, D, F, H, J, L, N, P, R, T, V, X, and V are spaced at 5'-0" intervals.
- Spans:** Labeled 1 through 10. Spans 1 through 5 are on the left side, and spans 6 through 10 are on the right side. Spans 1, 3, 5, 7, 9, and 10 are spaced at 8'-0" intervals. Spans 2, 4, 6, 8, and 10 are spaced at 5'-0" intervals.
- Dimensions:**
 - Overall width: 6'-0"
 - Overall length: 10'-0"
 - Span 1: 8'-0"
 - Span 2: 5'-0"
 - Span 3: 8'-0"
 - Span 4: 5'-0"
 - Span 5: 8'-0"
 - Span 6: 5'-0"
 - Span 7: 8'-0"
 - Span 8: 5'-0"
 - Span 9: 8'-0"
 - Span 10: 5'-0"
- Other Labels:**
 - "End of Slab" at the top and bottom corners.
 - "Super Elevation" at the top corner.
 - "Sloped" at the bottom corner.
 - "Beam 1" through "Beam 10" labels.
 - "Span 1" through "Span 10" labels.
 - "Beam 1" through "Beam 10" labels.
 - "Span 1" through "Span 10" labels.



DESIGNED BY	CHECKED BY	DATE	REVISED	DATE
W.M.	V.E.H.	1/25		
TRACED BY	CHECKED BY	DATE	REVISED	DATE



NOTE: This Pile Record does not replace other records of Piles required to be kept and submitted by the Resident Engineer. After all Piles have been driven the Resident Engineer shall record the top of Pile elevation as driven, the length of pile in place, the calculated bearing capacity of each pile, and shall return one pile print copy of this sheet with this data to the Director of Bridges so that the data may be recorded on the original plans. Lengths of piles in place shown hereon are the actual lengths of piles in the finished structure below cut-off elevations and are not necessarily job items.

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS

Point	Plan Elevation	Field Elevation	Computed
Top of Slab	Bottom of Slab	Top of Slab	Slab Thickness
A	981.847	980.235	
B	981.630	979.998	
C	981.593	979.566	
D	981.147	979.515	
E	981.450	979.845	
F	981.179	979.514	
G	980.932	979.327	
H	980.690	979.085	
I	981.017	979.424	
J	980.741	979.176	
K	980.467	978.904	
L	980.197	978.634	
M	980.648	979.288	
N	980.371	978.850	
O	980.184	978.400	
P	979.845	978.341	
Q	979.233	978.415	
R	979.612	978.194	
S	979.404	977.917	
T	979.340	977.742	
U	979.404	977.917	
V	979.340	977.742	
W	979.340	977.742	
X	979.340	977.742	
Y	978.910	977.434	
Z	978.672	977.235	
A-A	979.028	977.164	
B-B	978.881	977.477	
C-C	978.629	977.225	
D-D	978.576	972.972	

NOTE: After the slab forms are erected and before the slab reinforcement is placed the Resident Engineer shall take field elevations of the slab thickness crest points and enter them in the table in the space provided. The slab thickness shall then be computed if the computed slab thickness varies more than 1/2" from the slab thickness allowing for the slab span deflection of the form work, the form shall be adjusted until the computed slab thickness is within the tolerance allowed. A copy of this sheet, showing the final section elevations, shall be sent to the Director, Division of Bridges.

Pile No.	Top of Pile Elevation as Pile is Driven	Length of Pile in Place	Calculated Bearing Capacity
1	979.61	977.61	
2	"	"	
3	"	"	
4	"	"	
5	"	"	
6	"	"	
7	"	"	
8	"	"	
9	"	"	
10	"	"	
11	"	"	
12	"	"	
13	"	"	
14	979.91	978.91	
15	"	"	
16	"	"	
17	"	"	
18	"	"	
19	"	"	
20	"	"	
21	"	"	
22	"	"	
23	"	"	
24	"	"	
25	"	"	
26	"	"	
27	979.36	978.36	
28	"	"	
29	"	"	
30	"	"	
31	"	"	
32	"	"	
33	"	"	
34	"	"	
35	"	"	
36	"	"	
37	"	"	
38	"	"	
39	"	"	
40	979.00	978.00	
41	"	"	
42	"	"	
43	"	"	
44	"	"	
45	"	"	
46	"	"	
47	"	"	
48	"	"	
49	"	"	
50	"	"	
51	"	"	
52	"	"	

PILE RECORD

I-64 over Fleming Fork Creek Road Sheet 14

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF FRANKFORT
CARTER ROAD
LOUISVILLE-LEXINGTON-CATLETTSBURG
STATION 3609+83
BRIDGE NUMBER 16101
DRAWING NO. 16101
NO. 16101

BRIDGE

