

KENTUCKY DEPARTMENT OF HIGHWAYS
CARTER COUNTY
LOUISVILLE - LEXINGTON - CATLETTSBURG
I-64 OVER KY-1704

REFERENCE AND ESTIMATE OF QUANTITIES - WESTBOUND BRIDGE									
ITEM	SHEET		REIN- STEEL	STRUCT STEEL	EXCAVATION	HIGH STRUCTURAL HANDRAIL LIN FT	CRUSHED AGGREGATE SLOPE PROT 5.0 YD	LIM-LED CONCRETE COATING 5.0 YD	
	NO	CONCRETE							
LOCATION	C&D	LF	C&D	SUM BO	C&D	SELECTION			
TITLE	/								
LAYOUT	223								
FOUNDINGS	4								
APARTMENT 1 W B	5740	5779				325			
APARTMENT 2 W B	5760	5779				90		450	
PIER W B	940	1154				80			
SUPERSTRUCTURE	11223	15888	(1)			304		785	
ELEVATIONS	14615								
SUBTOTAL				3035					
SUBTOTAL TOTAL	4	192	5688	1		50		450	
TOTAL	1104	1103	5020	197	1	50		785	

① Approx weight of structural steel is 11,886 lbs (does not include overturn or weld material)
 ② Approx weight of structural steel is 17,886 lbs (does not include overturn or weld material)

GENERAL NOTES:

SPECIFICATIONS - Kentucky Department of Highways, Current Standards with REVISIONS.

DESIGN LOAD - Drillage designed for H20A loading as specified in 1961 AASHTO Specifications or alternate loading of two 24 kip axles spaced 4 feet apart, whichever produces the greater stress.

DESIGN STRESSES. Class A⁺ concrete: f_c 20,000 psi, f_e 16,000 psi, v 200 psi for Σ f_e 4,000 psi, n 5. Class 1⁺ concrete: f_c 20,000 psi, f_e 16,000 psi, v 200 psi for Σ f_e 4,000 psi, n 10.

FOUNDATION DESIGN. Footings are designed for a maximum pressure of 7,500 psf at the centers, and the bottom of piers. Piers are designed for a maximum load of 35 TONS per pile, and maximum horizontal shear of 3 TONS per pile.

CONCRETE-CLASS 44 Concrete is to be used throughout except in piles. $f'_c = 4,000$ psi and $f_y = 60,000$ psi.

REINFORCEMENT- AA Grade 60, 1/2 in. dia. bars. Cts. & Constructors to be used in the design.

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

DETAILED EDGES All exposed edges shall be beveled $\frac{1}{8}$ unless otherwise shown.

WORK JOINT FILLER—Cork is not allowed, shall conform to ASTM Specification D742-60T Type II, and current Kentucky Department of Highways Specifications. The cost of this item is to be included in the unit price bid.

STRUCTURAL STEEL - "Lump Sum Bid" for structural steel shall be full payment for all structural steel, paint, and all labor and materials necessary to erect the steel in accordance with the plans and specifications.

BLIND - Piling shall be driven to refusal or to sound rock. Test piles shall be driven where design called on the plans to determine the lengths required. All test piles shall be accurately located so that they may be used in the finished structure.

NON-INTERFERENCE - The owner of the prime contract or the self-contractor shall be permitted to remove or to change features of a location assigned to the Engineer. The Contractor shall furnish all plans, equipment and labor necessary to do the work for which no direct payment will be made.

[illegible]

CRUSHED AGGREGATE SLOPE PROTECTION - Crushed aggregate slope protection shall consist of

[illegible]

CONSTRUCTION DETAILS - 11: Construction joints shall be carefully formed. The Contractor shall provide sufficient time opportunity to place the concrete between construction joints as noted on the Plans to permit not exceeding ten (10) continuous runs. After one section of the concrete has been placed, the construction joint shall be thoroughly cleaned out all loose and foreign material and the concrete shall be thoroughly troweled and finished in about six hours. The joints shall then be covered with burlap and kept completely saturated with water. Upon the joints with 12 hours after initial setting, placing the adjoining section.

REMARKS: The base work supporting the girders in any span of a continuous reinforced concrete unit shall not be removed until all girders and slabs in all spans of the continuous unit have been poured for at least twenty-one days.

ESTIMATING CONCRETE PILES—For 20 precast piles, correct pile holes through the embankment will be required for starting piles. The cost of this work is to be included in the unit price bid per linear foot for driving piles.

ALTERNATE TYPES OF PILES- The Contractor shall use one of the following types throughout:
 Alternate A - 12BP53 Steel Piles, Std. Dwg. P212; Alternate B - 14" RC Precast Piles, Std. Dwg. P2

CONVE. LISTS - The structure is designed using wind loads based on a wind velocity of 24 mph.

OPTIONAL TYPES OF HIGH STRENGTH HANDBALL - The Contractor shall provide throughout the project the option of high strength concrete for the handrail in accordance with Std. Spec. H-150 of High Strength Steel with Handrail in the concrete with Std. Spec. H-115.

GUARD RAIL ATTACHMENT: for details and location for attaching guard rails see Standard Drawing 17.34.

BILL OF INCIDENTIAL MATERIAL		
ITEM	NO.	SIZE & LOCATION
JOINT SECT COMED	4	1/5" x 3/8" of separation joints
CON JOINT FILLER		CIT STREET KEYS

CONSTRUCTION CHANGES: The main entrance to the building, during construction, shall be 14.0' vertical clearance and 22.0' horizontal clearance.

SPECIAL PROVISIONS

Linseed Oil Protective Coating #8
High Strength Cast-Aluminum
Brake Pad Paste #9
Joint Sealing Compound #12
Class AA Concrete #35

STANDARD DRAWINGS

SS-24	AE-1A
ED-3A	P-212
SF-2A	P-2
H-115D	10-337
H-150E	

I-64 OVER KY-1704 SHEET

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

COUNTY OF

CARTER

NGTON-CATLETTSBURG

ROAD SP22-538-3L

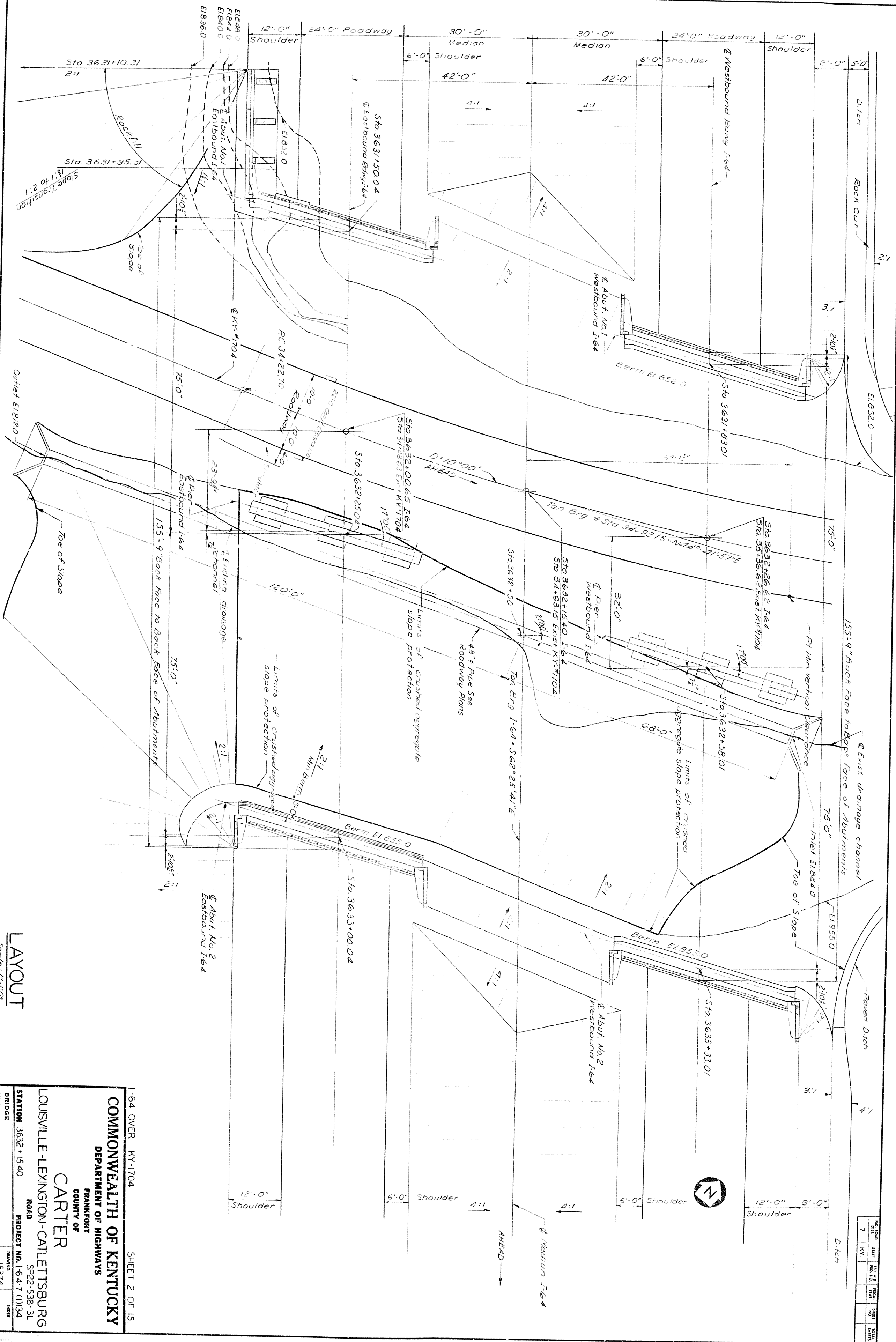
PROJECT NO. I-64-7 (I)134

DRAWING	INDEX
16374	

No.

BRIDGE

DESIGNED BY: R.J. P... CHCKED BY: J.D. H... DATE: 6-1-74	REVISED	DATE
DETAILED BY: B. ROBB CHCKED BY: J.D. H... DATE: 6-1-74	REVISED	DATE
TRACED BY: CHCKED BY: DATE:	REVISED	DATE



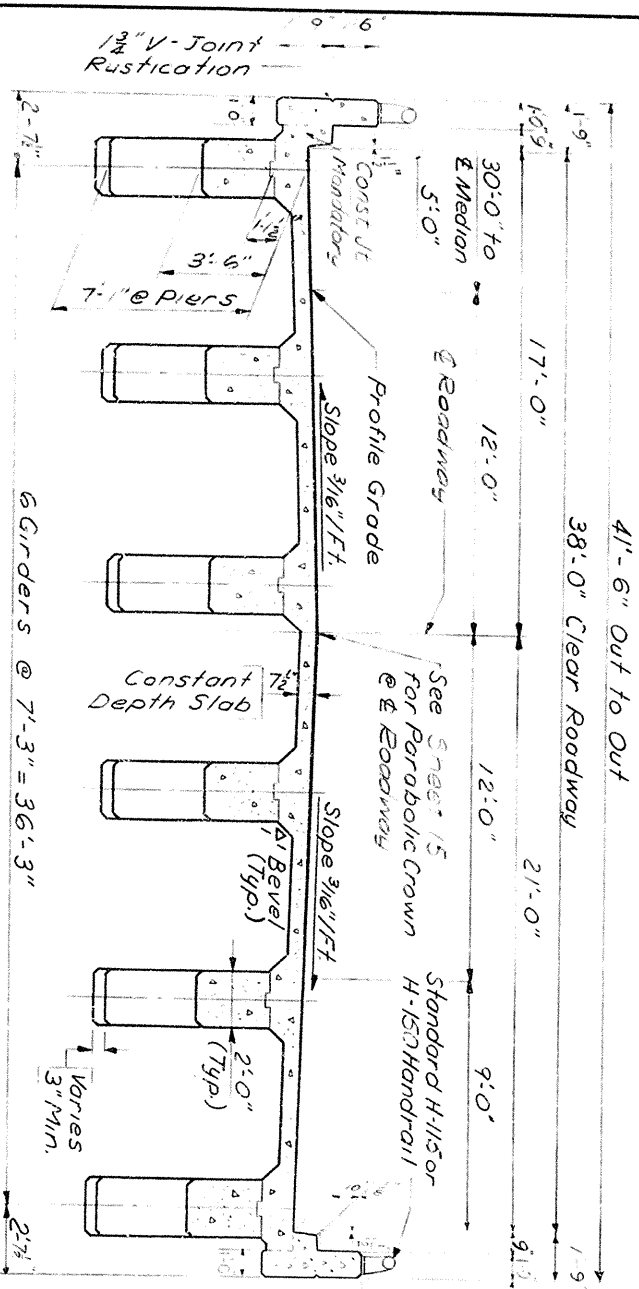
1-64 OVER KY-1704 SHEET 2 OF 15

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
 COUNTY OF FRANKFORT
CARTER
 LOUISVILLE-LEXINGTON-CATLETTSBURG
 ROAD
 STATION 3632+15.40
 PROJECT NO. 164-7 (1)134

BRIDGE NUMBER 16374 INDEX

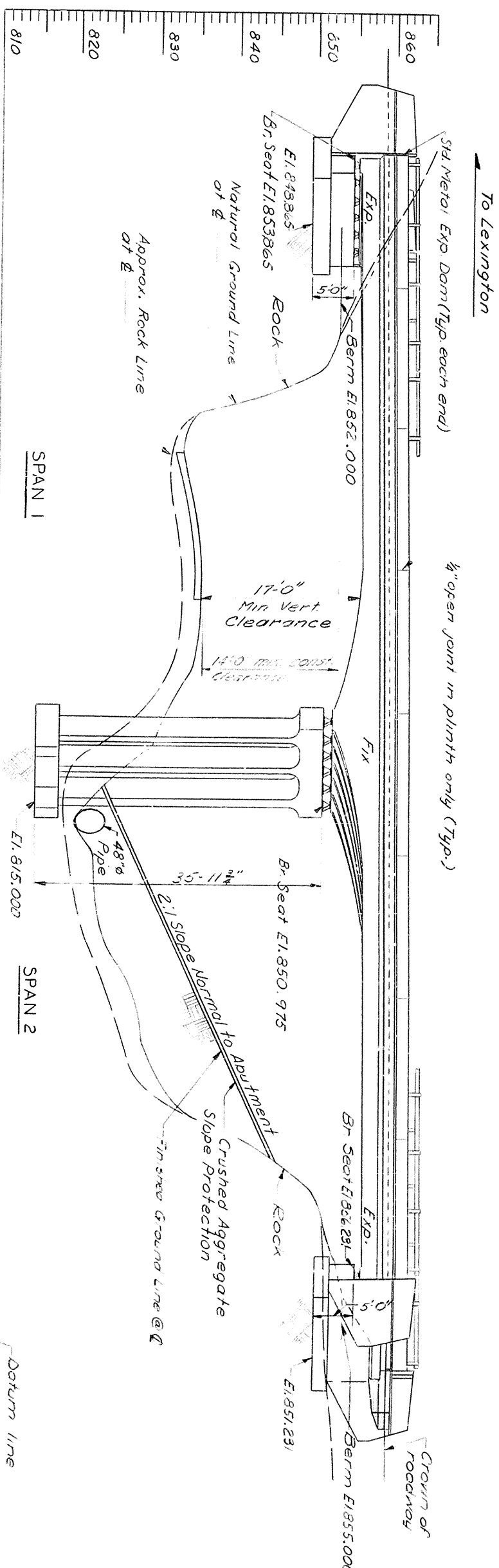
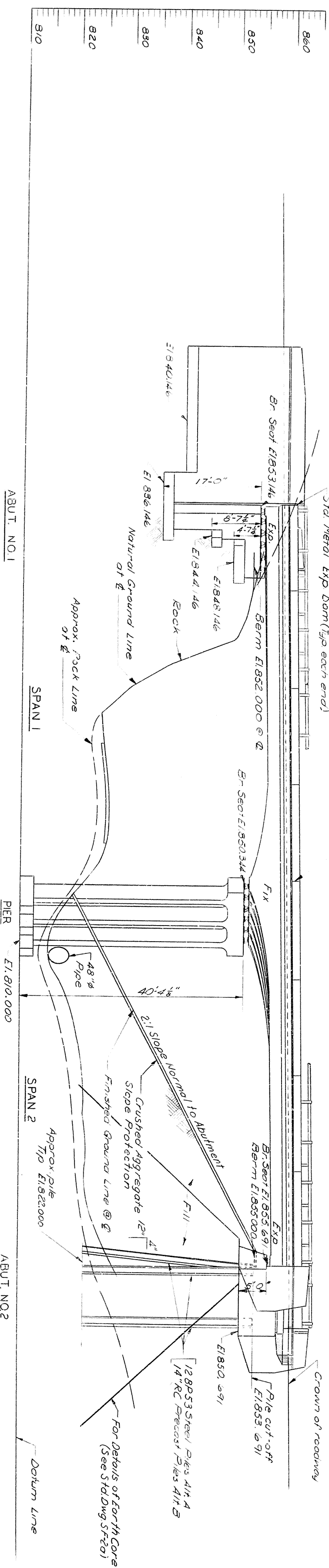
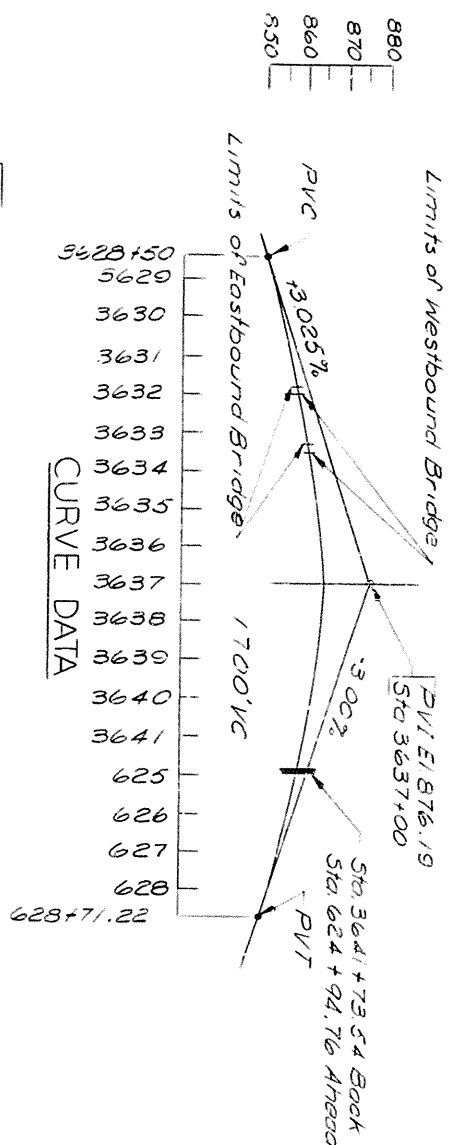
BRIDGE

DESIGNED BY <u>RJ Perich</u>	CHECKED BY <u>JD Hiedinger</u>	DATE: <u>7-6</u>	REVISED	DATE
DETAILED BY <u>R. Hied</u>	CHECKED BY <u>JD Hiedinger</u>	DATE: <u>7-6</u>	REVISED <u>with Revised</u>	DATE <u>11-67</u>
TRACED BY	CHECKED BY	DATE	REVISED	DATE



TYPICAL SECTION THRU DECK

Eastbound bridge looking ahead
Westbound bridge looking back
Scale: $\frac{1}{4}'' = 1'-0''$

ELEVATION WESTBOUND

Scale: 1"=10'-0"
75'-0", 75'-0" Continuous RC DG Spans
H₂EO₄ Loading: 33'-0" Roadway
17' Skew Rt; 132'-0" Shoulders
2:1 Fill Slopes

Note: Attach Guard Rails to Abutment wings as shown on Standard Drawing 17.34.

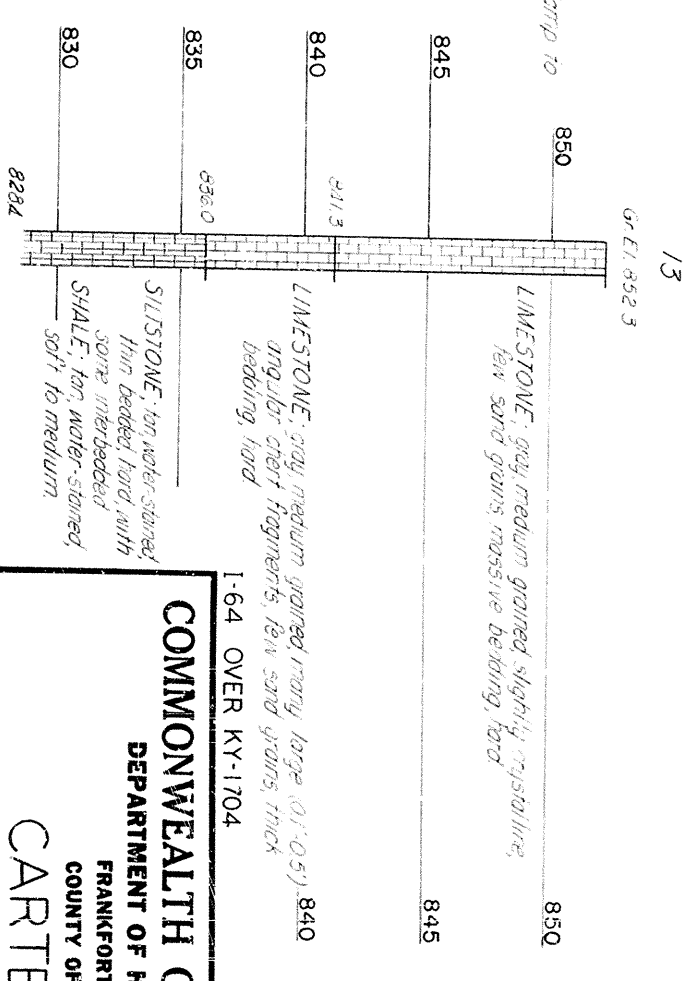
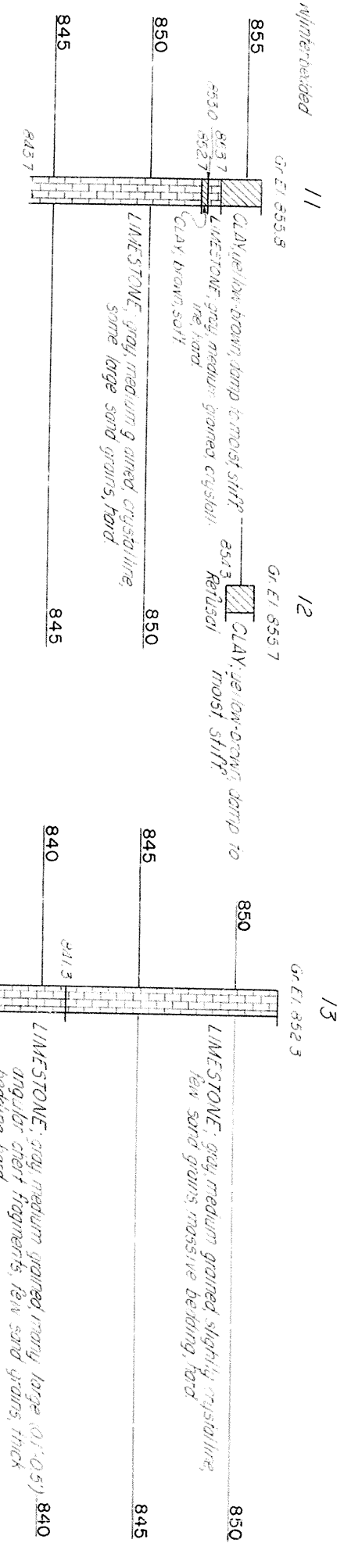
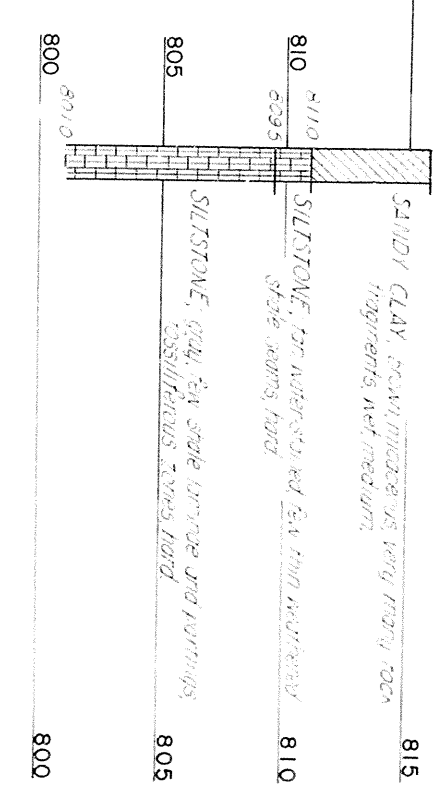
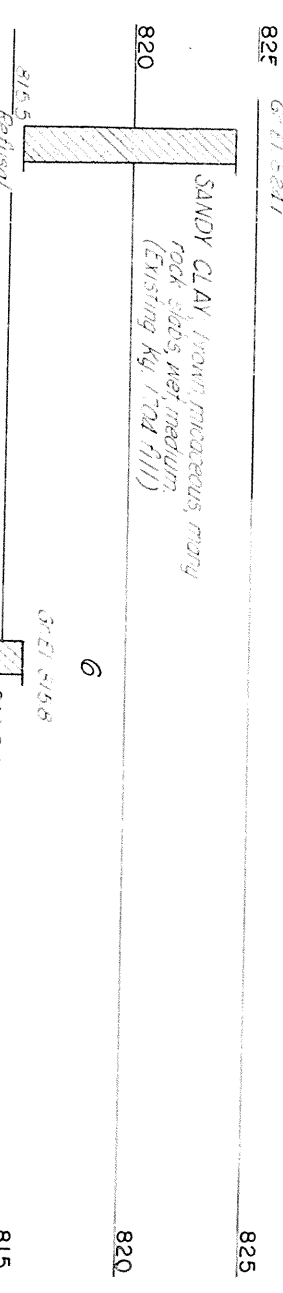
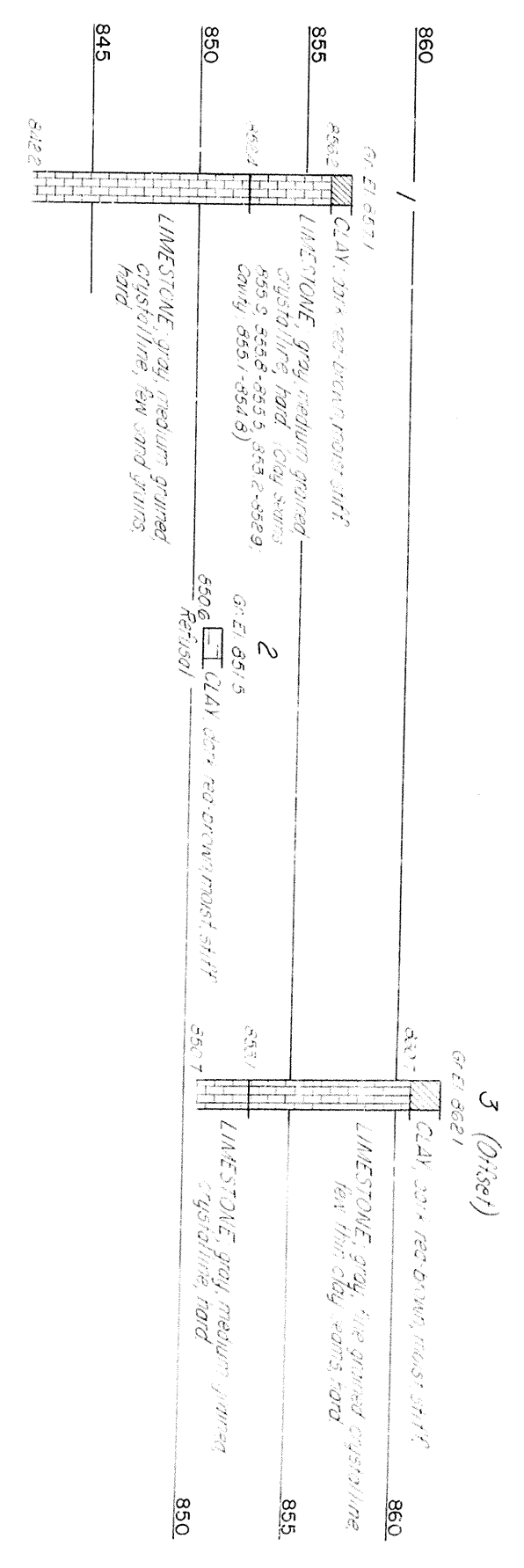
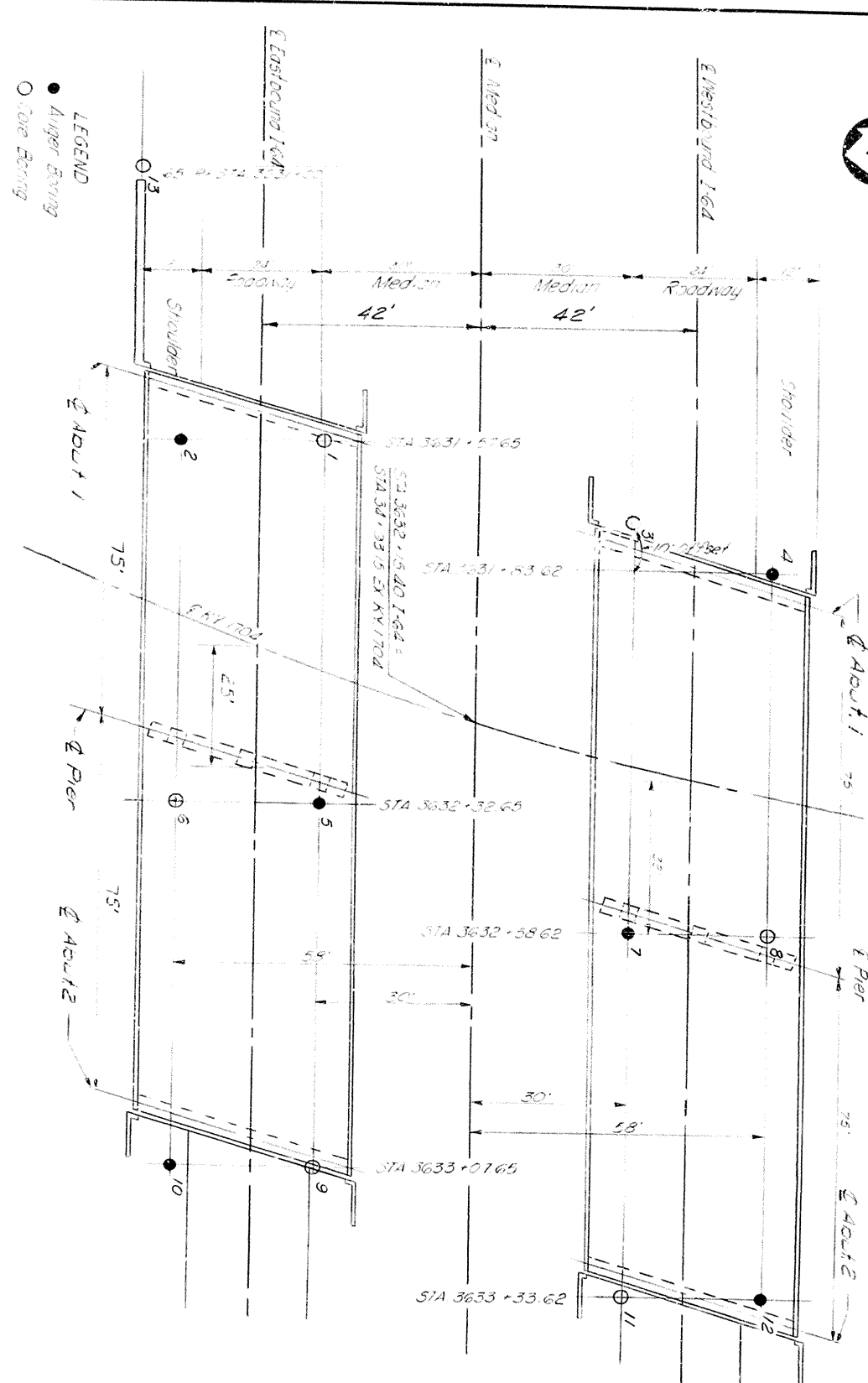
ELEVATION - EASTBOUND

Scale: 1"=10'-0"
75'-0" 75'-0" Continuous RCD G Spans
HSEAD Loading; 38'-0" Roadway
17'-0" New H4; 13'-0" Shoulders
2:1 Fill Slopes

LAYOUT

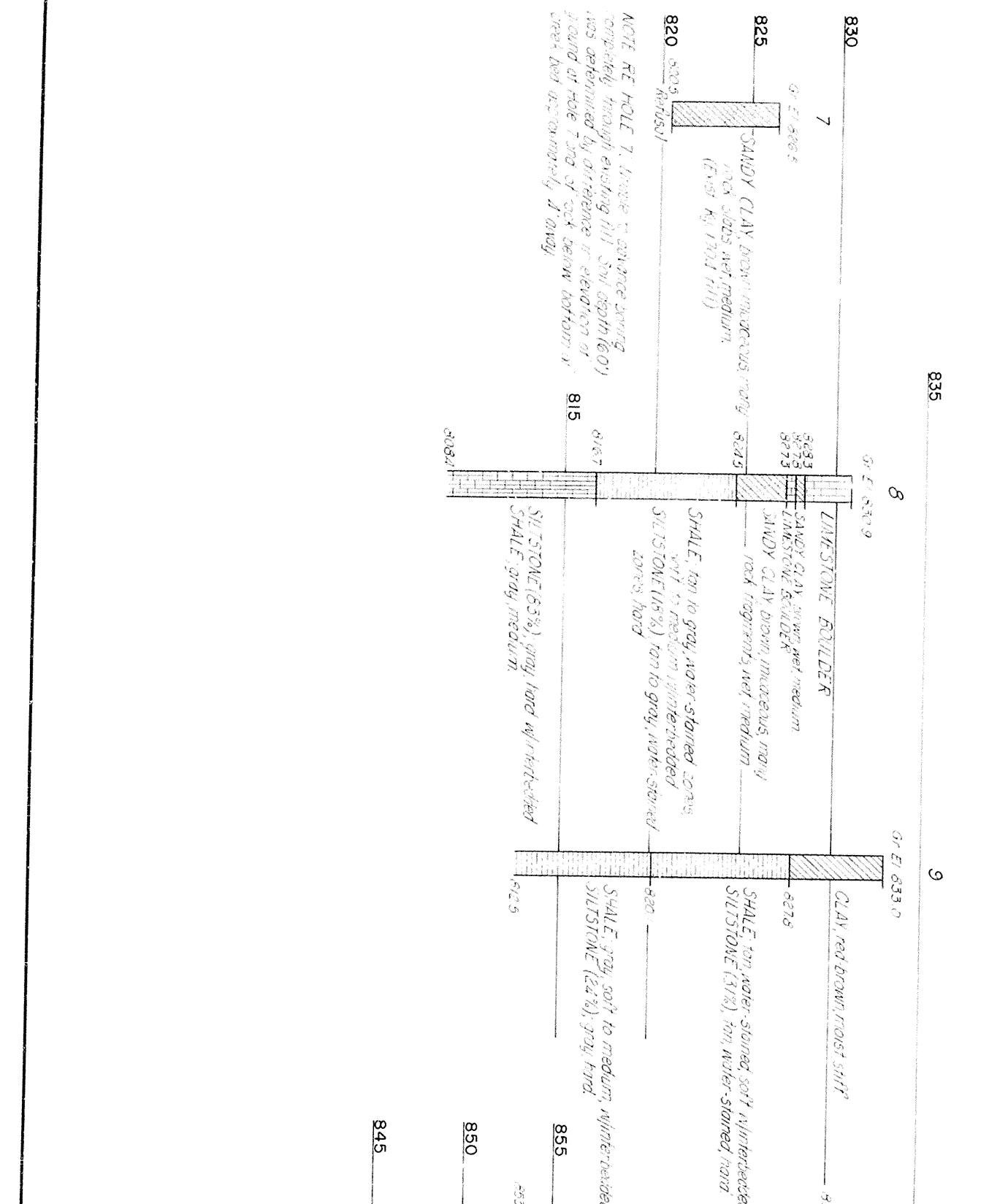
	SHEET 3 OF 15.
164 OVER	KY-1704
COMMONWEALTH OF KENTUCKY	
DEPARTMENT OF HIGHWAYS	
FRANKFORT COUNTY OF	
CARTER	
LOUISVILLE-LEXINGTON-CATLETTSBURG	
ROAD	
STATION 3632 + 15 40	SPED-538-3L
	PROJECT NO. 1-6-4-7 (I) 34
BRIDGE NUMBER	ISSUING NO. 16374
	INDEX

五、六、七、八、九



SOUNDINGS

DESIGNED BY	REVIEWED BY	DATE	DATE
TRACED BY	CHECKED BY	DATE	DATE



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARTER
LOUISVILLE-LEXINGTON-CATLETTSBURG
ROAD
STATION 3632+15.40
PROJECT NO. I-64-7 (0)34
SHEET 4 OF 15
1-64 OVER KY-1704

NOTE: Log 13 prepared from exposures

BRIDGE NUMBER 16374

DESIGNED BY: <i>B. J. Paxton</i>	CHECKED BY: <i>L. J. Paxton</i>	DATE: <i>7-10</i>	REVISED:	DATE:
DETAILED BY: <i>R. J. Paxton</i>	CHECKED BY: <i>L. J. Paxton</i>	DATE: <i>7-10</i>	REVISED: <i>Curk, Pomeroy</i>	DATE: <i>7-10</i>
TRACED BY:	CHECKED BY:	DATE:	REVISED:	DATE:

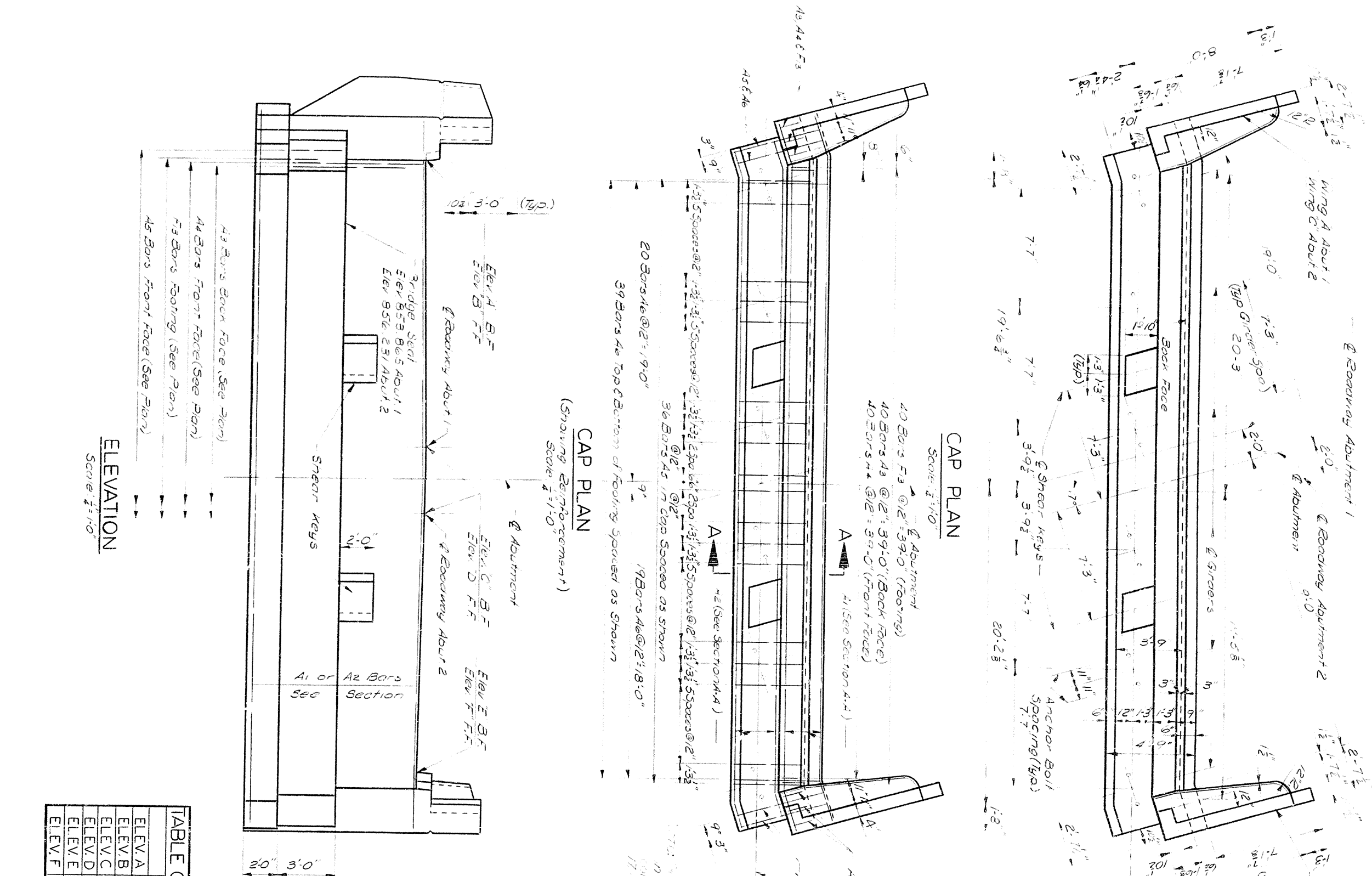
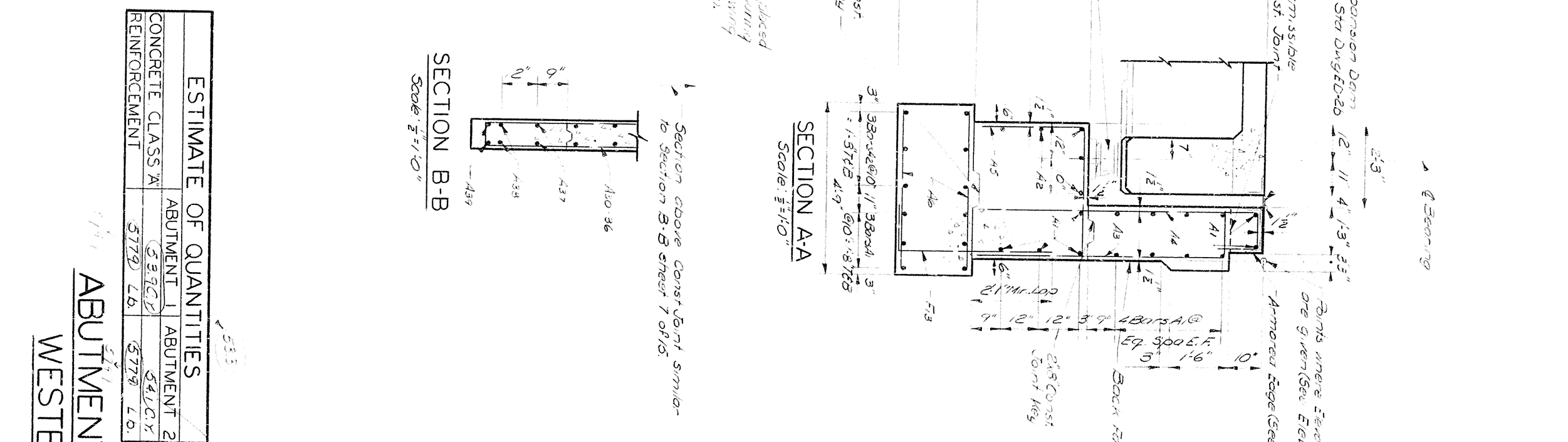


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NOTES:
1. FOR ORIGINATOR, SEE SHEET 900' 5'.
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3. FOR ORIGINATOR, SEE SHEET 900' 5'.
4. FOR ORIGINATOR, SEE SHEET 900' 5'.
5. FOR ORIGINATOR, SEE SHEET 900' 5'.

DESIGNED BY: R. J. P. Smith	CHECKED BY: J. H. Smith	DATE: 1/1	REVISED: 1/1	DATE: 1/1
DETAILED BY: J. H. Smith	CHECKED BY: J. H. Smith	DATE: 1/1	REVISED: 1/1	DATE: 1/1
TRACED BY: J. H. Smith	CHECKED BY: J. H. Smith	DATE: 1/1	REVISED: 1/1	DATE: 1/1

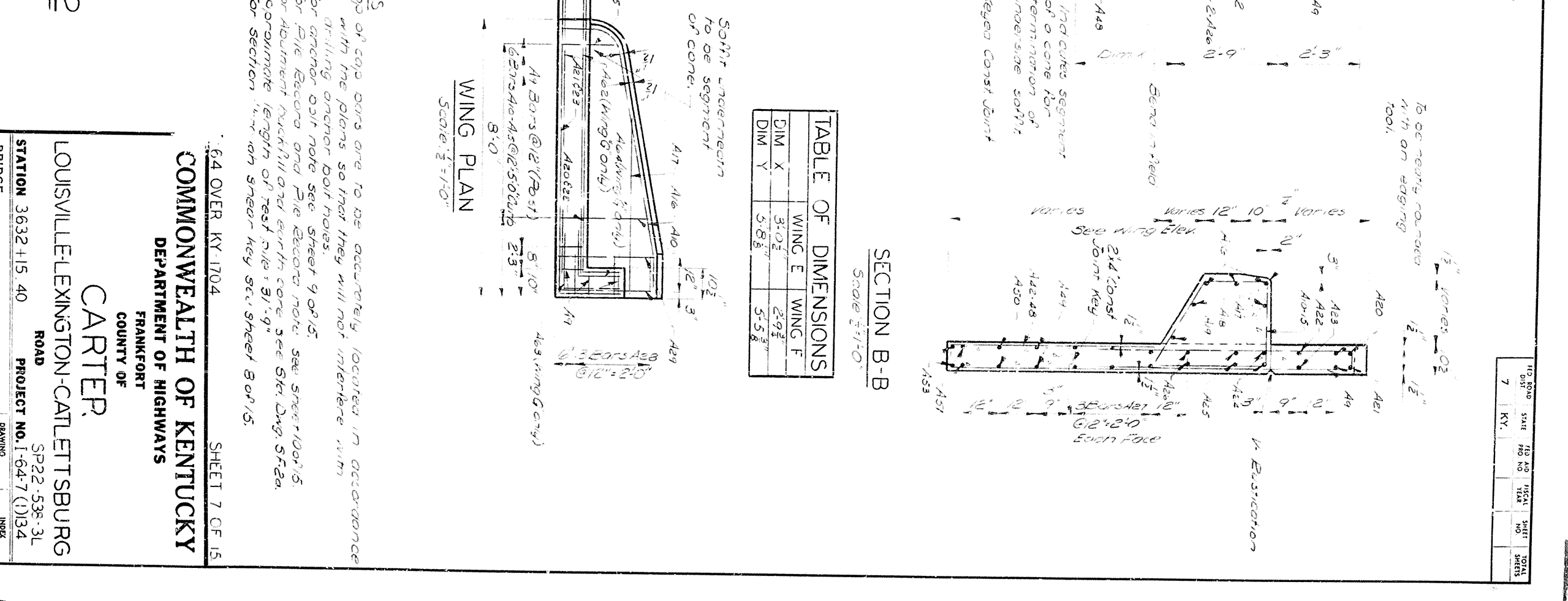
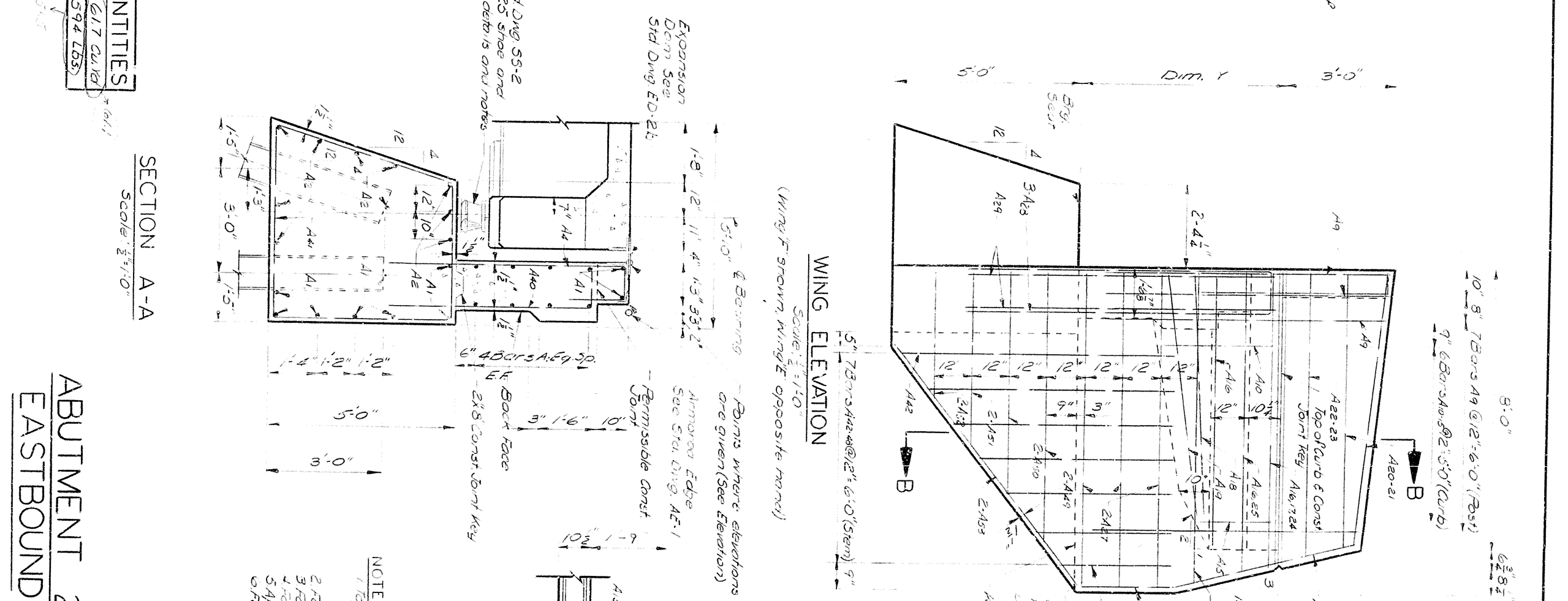
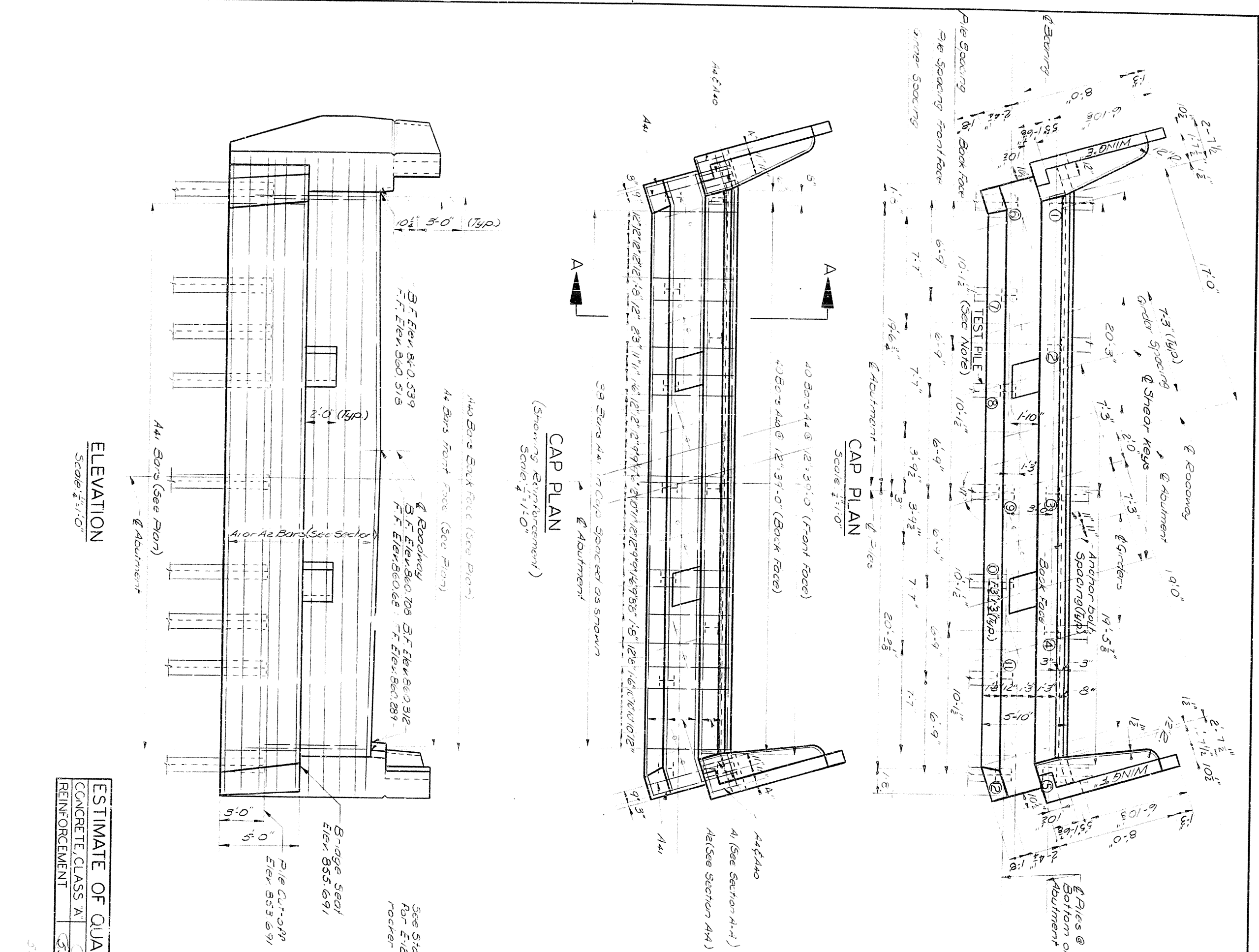


TABLE OF DIMENSIONS	WING E	WING F
DIM X	3'-0"	2'-0"
DIM Y	3'-0"	2'-0"

NOTES

1. ALL DIMENSIONS ARE TO BE ACCURATELY LOCATED IN ACCORDANCE WITH THE PLANS SO THAT THEY WILL NOT INTERFERE WITH THE PROPOSED ROAD NOISES.

2. FOR ANCHOR BOLT NUTS SEE SHEET 9-0-15.

3. FOR ANCHOR BOLT NUTS SEE SHEET 9-0-15.

4. FOR ANCHOR BOLT NUTS SEE SHEET 9-0-15.

5. FOR ANCHOR BOLT NUTS SEE SHEET 9-0-15.

6. FOR ANCHOR BOLT NUTS SEE SHEET 9-0-15.

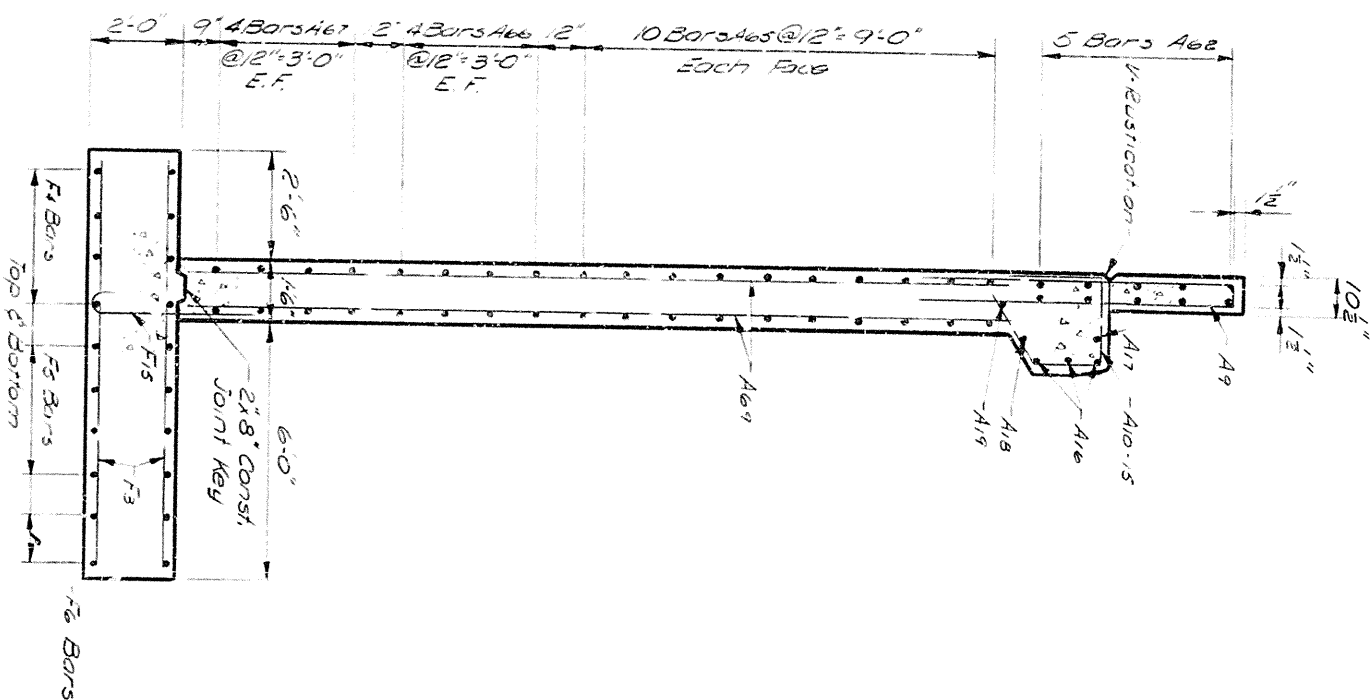
7. FOR ANCHOR BOLT NUTS SEE SHEET 9-0-15.

8. FOR ANCHOR BOLT NUTS SEE SHEET 9-0-15.

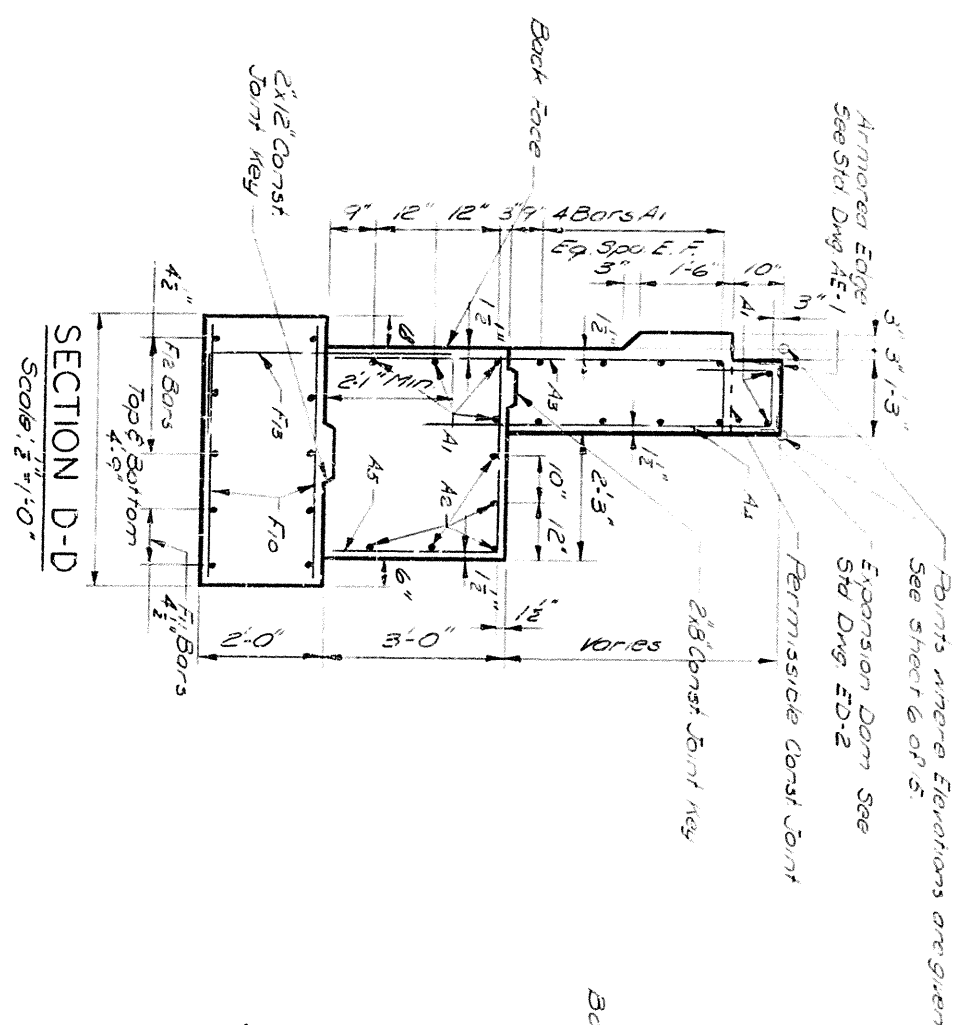
9. FOR ANCHOR BOLT NUTS SEE SHEET 9-0-15.

10. FOR ANCHOR BOLT NUTS SEE SHEET 9-0-15.

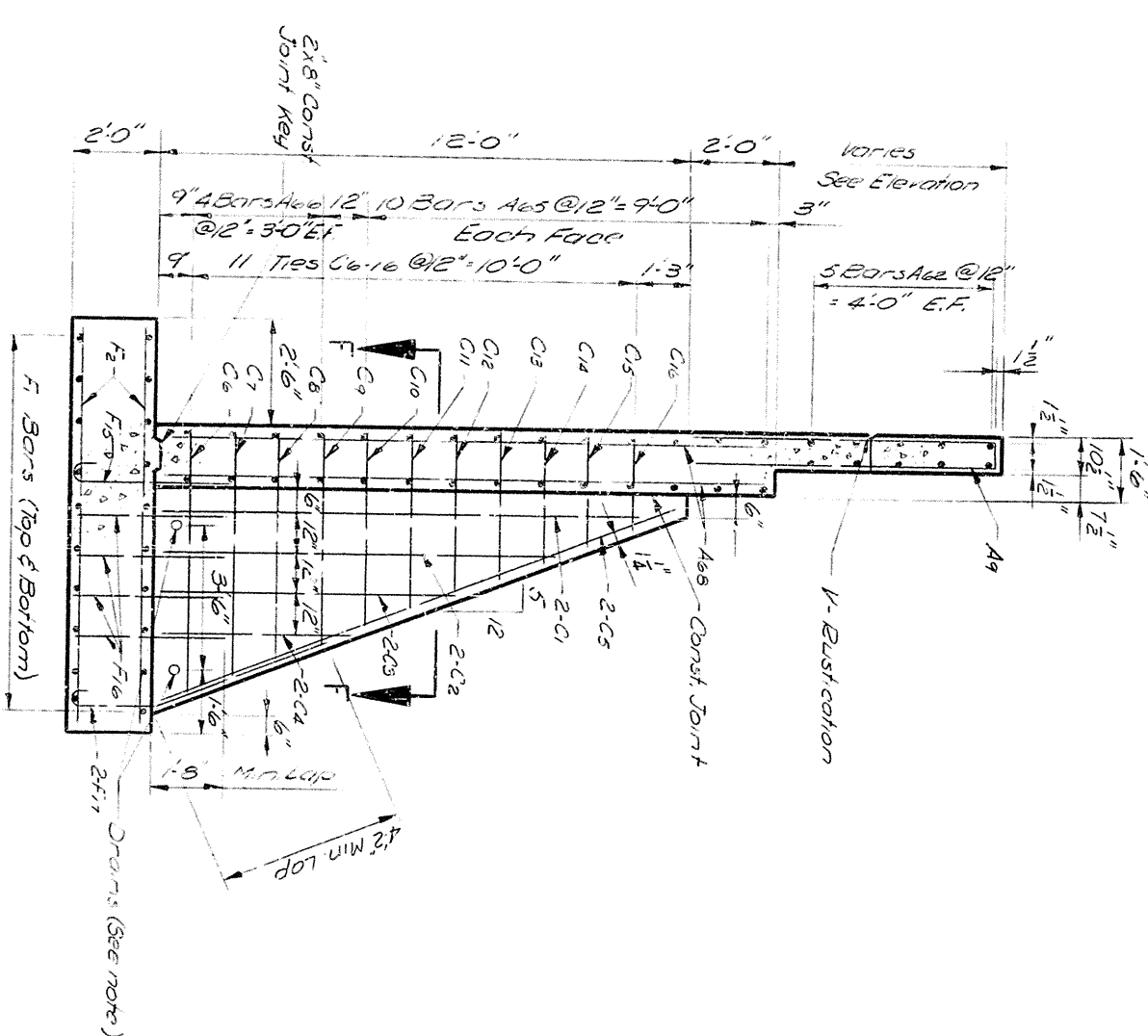
DESIGNED BY: <u>R.J. PAVEL</u>	CHECKED BY: <u>[Signature]</u>	DATE: <u>7-1-76</u>	REVISED:	DATE:
DETAILED BY: <u>[Signature]</u>	CHECKED BY: <u>[Signature]</u>	DATE: <u>7-1-76</u>	REVISED:	DATE:
TRACED BY:	CHECKED BY:	DATE:	REVISED:	DATE:



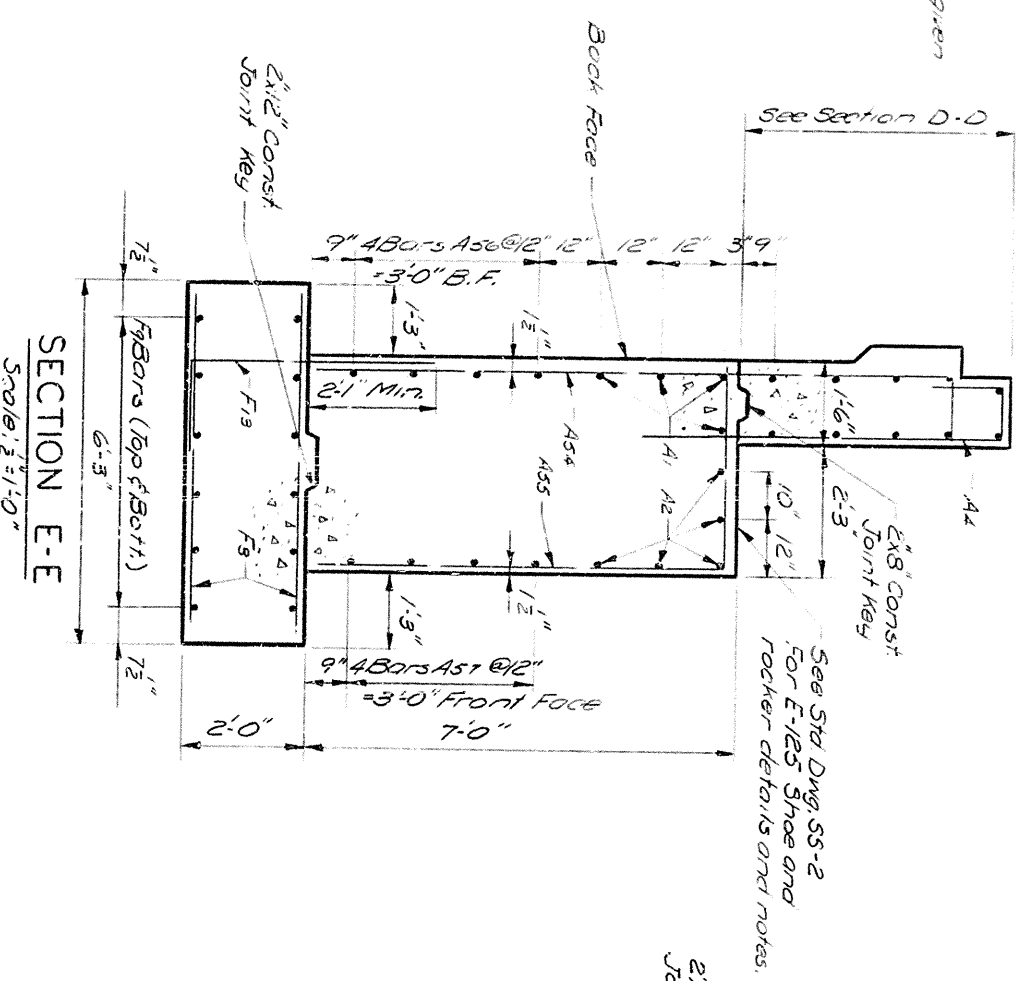
SECTION A-A
Scale: 3/8" = 1'-0"



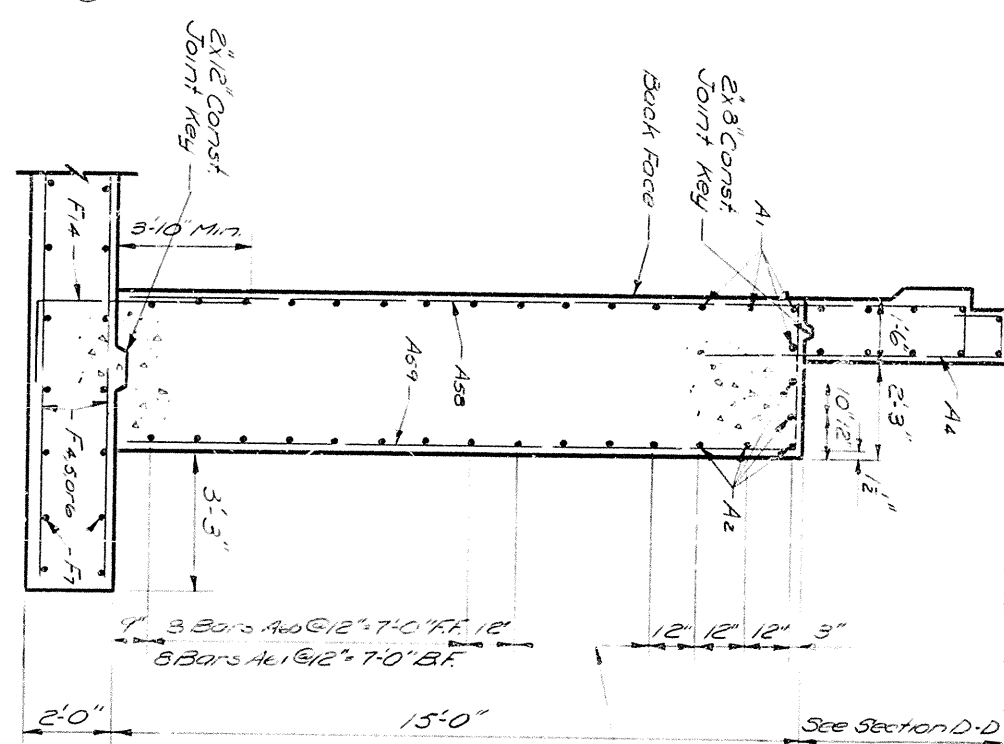
SECTION D-D
Scale: 3/8" = 1'-0"



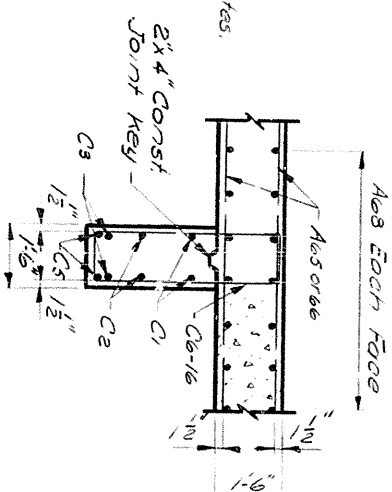
SECTION B-B
(Typical Section thru Counterfort)
Scale: 3/8" = 1'-0"



SECTION E-E
Scale: 3/8" = 1'-0"

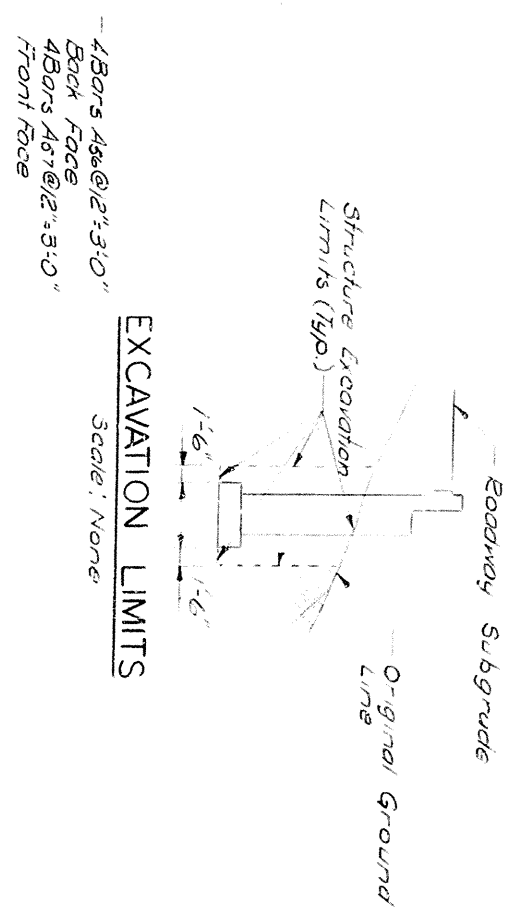


SECTION C-C
Scale: 3/8" = 1'-0"

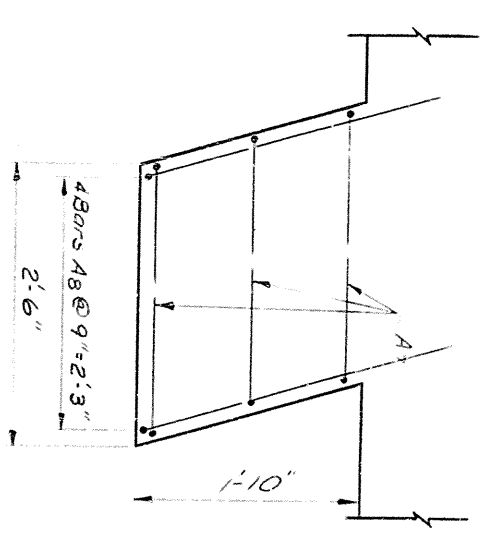


SECTION F-F
Scale: 3/8" = 1'-0"

ABUTMENT DETAILS



EXCAVATION LIMITS
Scale: None



SHEAR KEY SECTION
(Showing Reinforcement)
Scale: 1/4" = 1'-0"

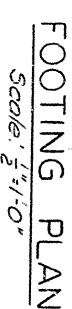
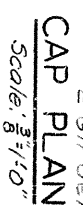
NOTES:
1. For location of sections A-A thru F-F see sheets 1-64 to 1-64-134.
2. Place 3'-0" Clay Tie Drains in back counterfort as indicated in Section B-B.

COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS COUNTY OF FRANKFORT CARTER LOUISVILLE-LEXINGTON-CATLETTSBURG ROAD		STATION 3632+15.40 PROJECT NO. 1-64-7(1)134	
BRIDGE NUMBER	16374	DRAWING NO.	16374
SHEET 8 OF 15.		INDEX	

BRIDGE

See Std. Dwg. SS-2 for F-300 shoe and rocker details and notes.

—Symm abt. E Pier
except as shown
—E Westbound Rdwy



1. Holes or openings and dimensions shown shall be drilled by anchor bolts or dimensions by the superstructure contractor who shall be responsible for the spacing holes due to freezing weather. After base plates are properly set and concrete bolts are placed in drilled holes, molten lead shall be poured in holes and packed until holes are completely filled. Holes at top of base plate, the cast 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. Top of cap bars are to be accurately located in accordance with the plans so that they will not interfere with drilling anchor bolt holes.

ESTIMATE OF QUANTITIES

SHEET 9 OF 15.

FRANKFORT

ARIE

ROAD SP22-538-3L

BRIDGE	DRAWING	INDEX
	16374	

163/4

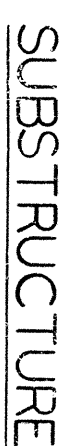
三三三三三

ABUTMENTS

[illegible]

Error Pie location and border on plates. See sheet 7 of 15

PILE RECORD				
PILE NO.	CUT OFF ELEVATION AS SHOWN	TOP OF PILE ELEVATION AS EXPOSED	PILE LENGTH IN PLACE (LIN FT)	CALCULATED BEARING CAPACITY (TONS)
1	853.671			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

[illegible]

SHEET 10 OF 15

FRANKFORT
COUNTY OF

CARTIER

LOUISVILLE-LEXINGTON-CATLETTSBURG

STATION 3632+15.40

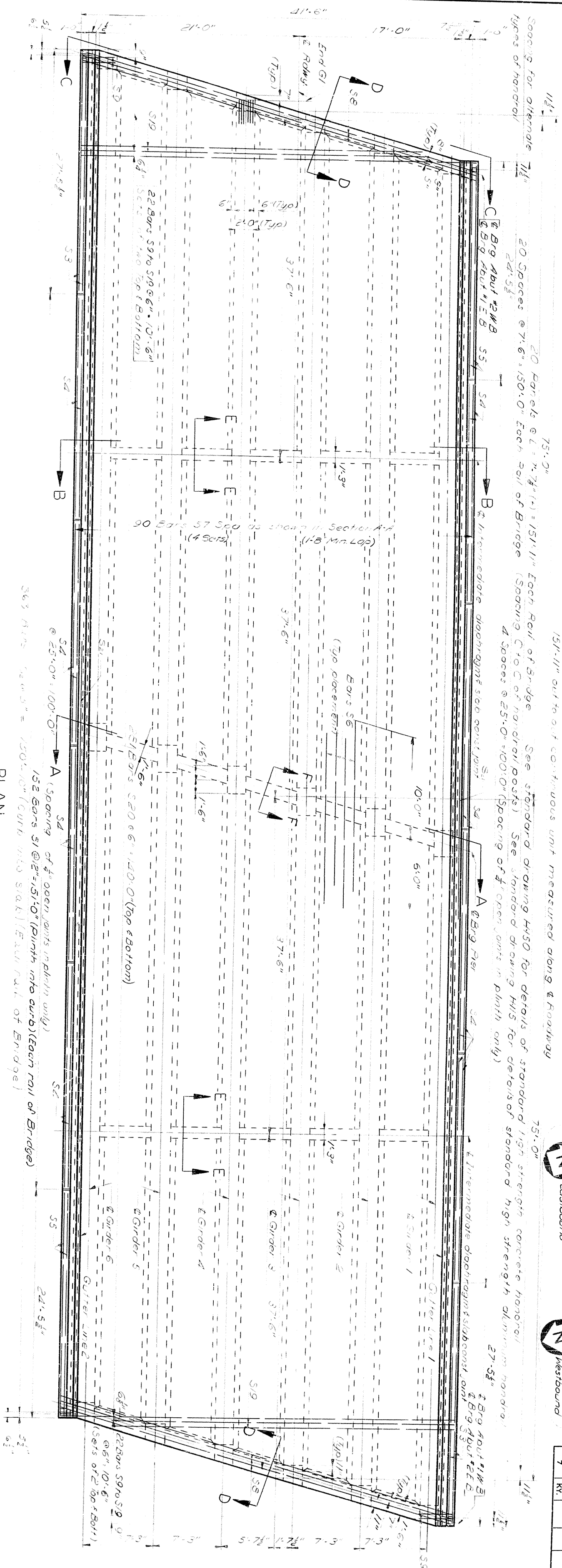
ROAD SP22-538-3L
PROJECT NO. I-64-7 (I)134

BRIDGE NUMBER	DRAWING NO.	INDEX
	16374	

DRAWING	INDEX
16374	
NO.	

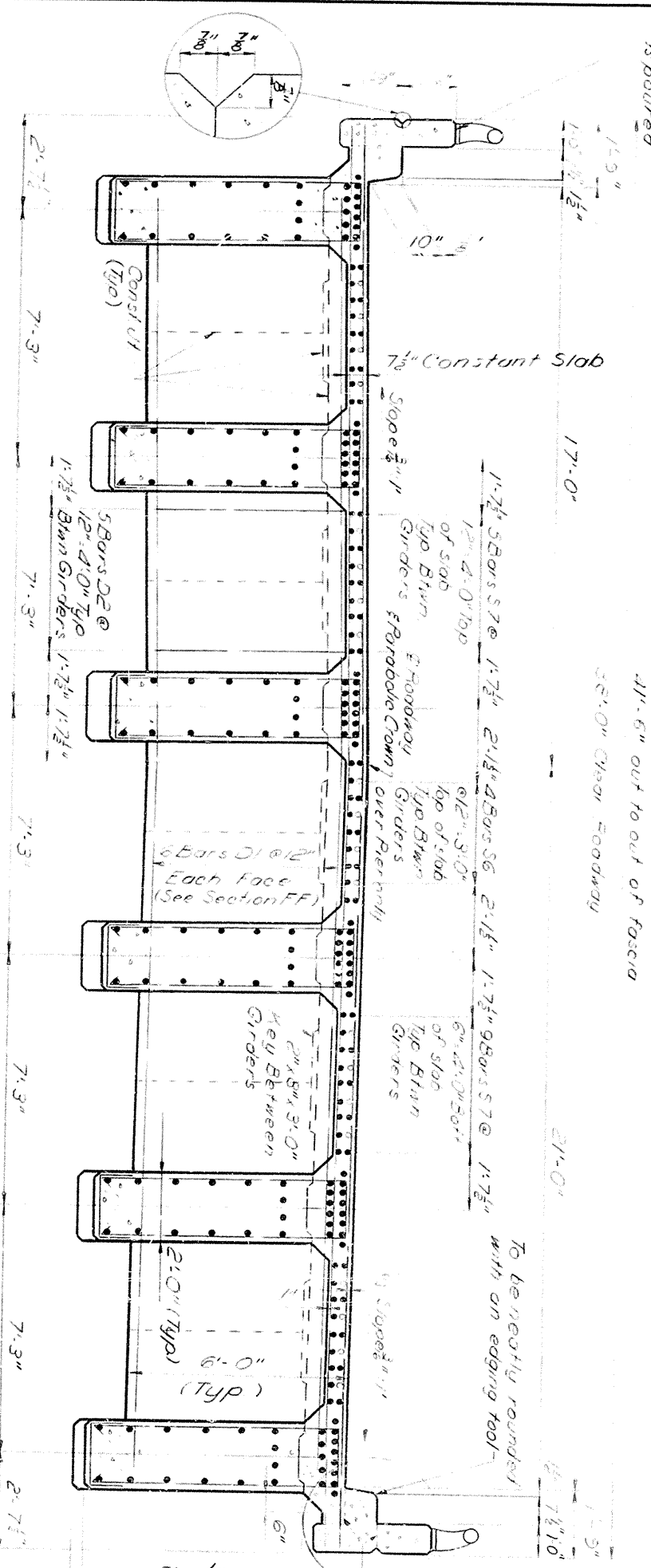
READER

DESIGNED BY <u>R. J. Parikh</u>	CHECKED BY <u>J. D. Hastings</u>	DATE <u>6-1-63</u>	REVISED _____	DATE _____
DETAILED BY <u>B. Rott</u>	CHECKED BY <u>J. D. Hastings</u>	DATE <u>6-1-63</u>	REVISED <u>June 1964</u>	DATE <u>1-2-67</u>
TRACED BY _____	CHECKED BY _____	DATE _____	REVISED _____	DATE _____



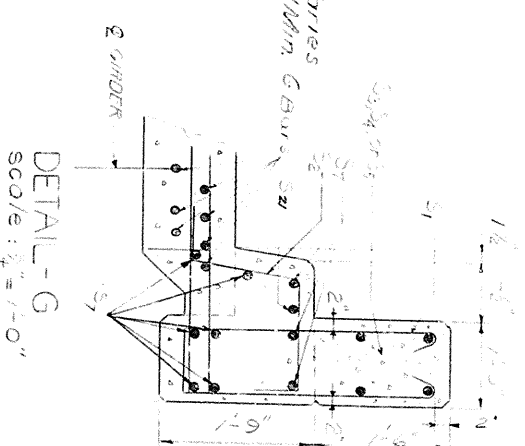
PLAN

(Fastened Leech Show, Westbound
Deck 5m114m At 180° Rotation)
Scale $\frac{1}{16}$ " = 1'-0"



SECTION A-A

Scale: $\frac{1}{8}'' = 1'-0''$

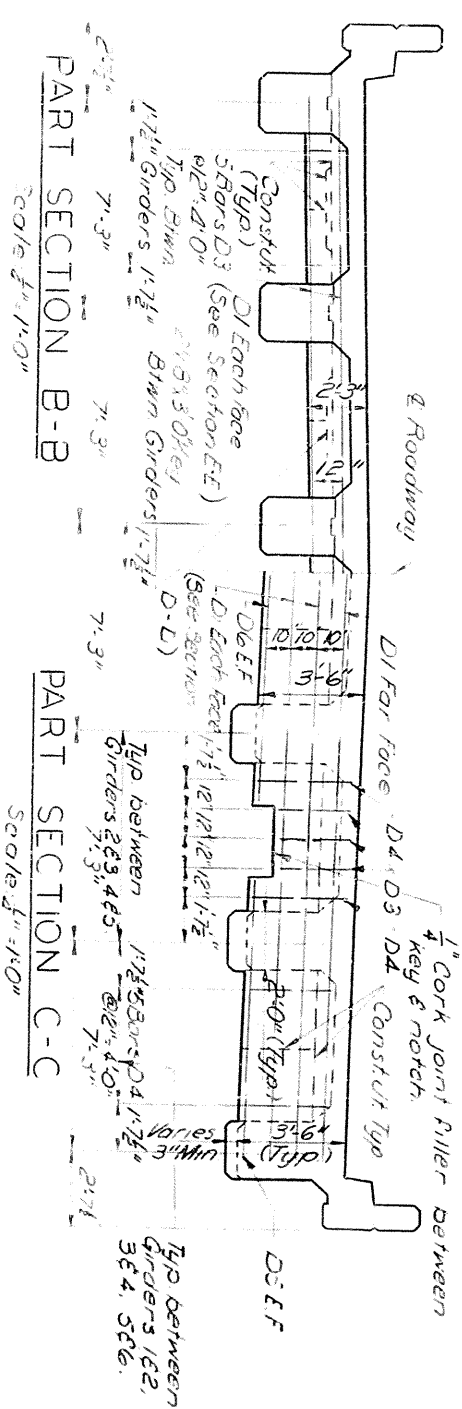


DETAIL-G

SUPERSTRUCTURE

NOTES:

1. See sheet 13 of 15 for sections
D-D, E-E, & F-F
2. Plinth bars 51 to be placed below
curb is poured



PART SECTION B-B
Scale 2" = 1'-0"

PART SECTION C-C
Scale: $\frac{1}{8}'' = 1'-0''$

1-64 OVER KY-1704 SHEET 11 OF 15

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

FRANKFORT
COUNTY OF

CARTIER

LOUISVILLE-LEXINGTON-CATLETTSBURG

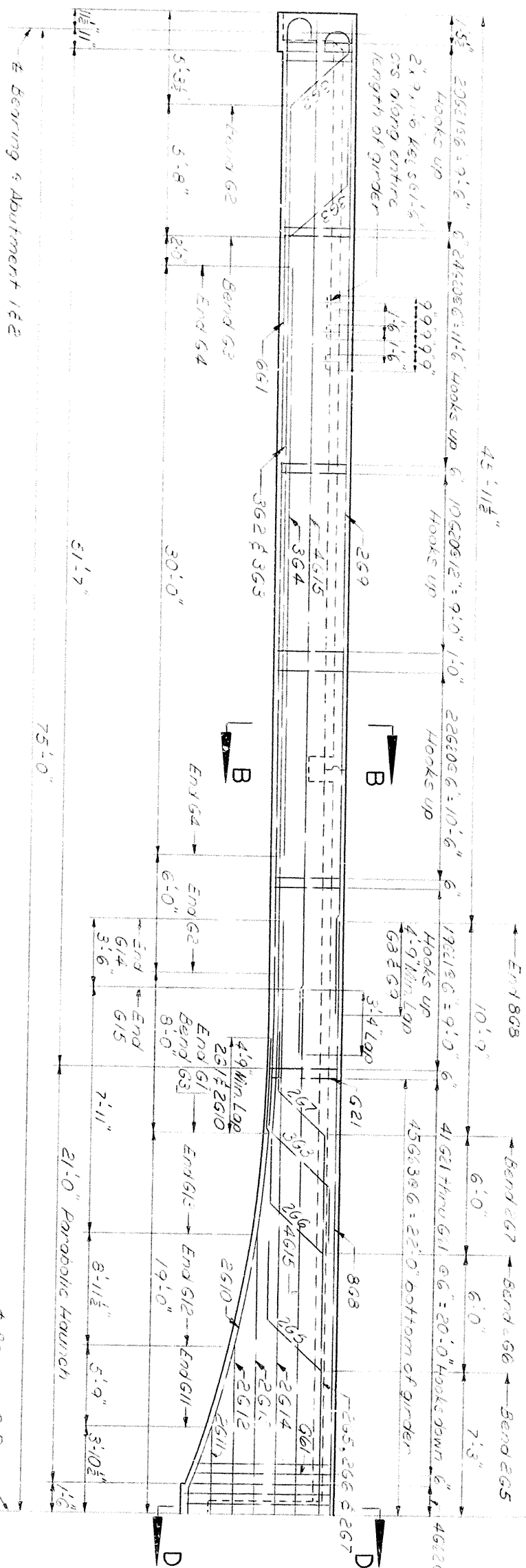
STATION 3632+15.40 **ROAD** SP22-538-3L **PROJECT NO.** I-64-7 (I)134

BRIDGE NUMBER	DRAWING	INDEX
	16374	

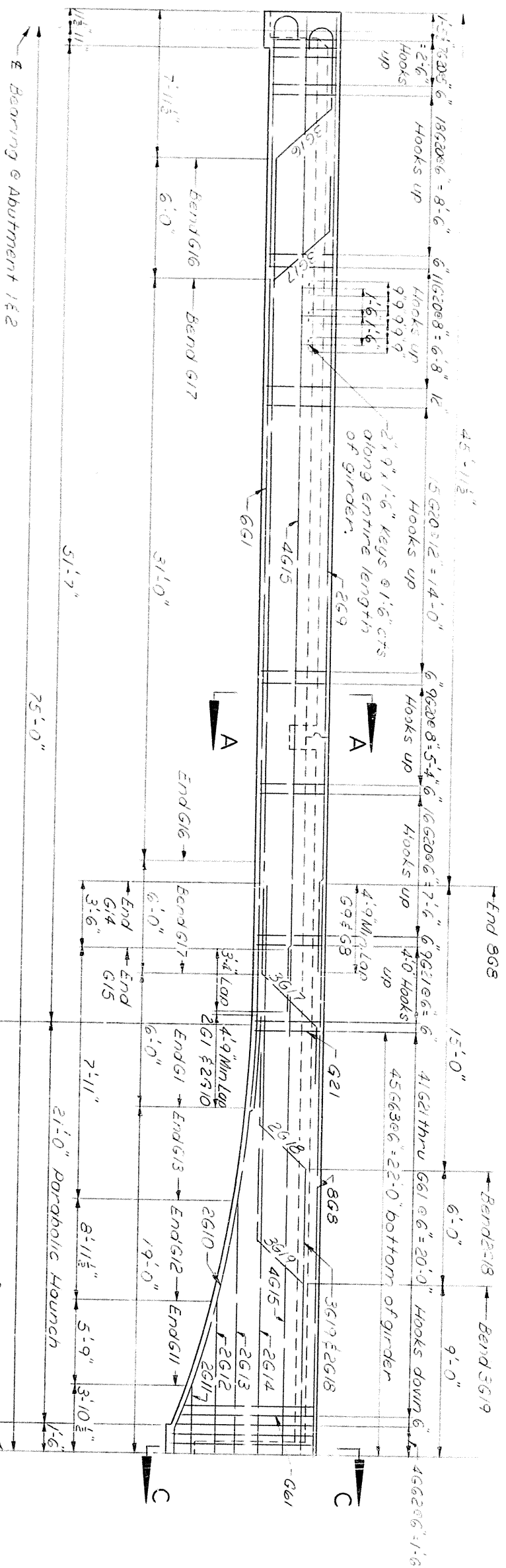
4101
NO.4101
NO.

DRIDE

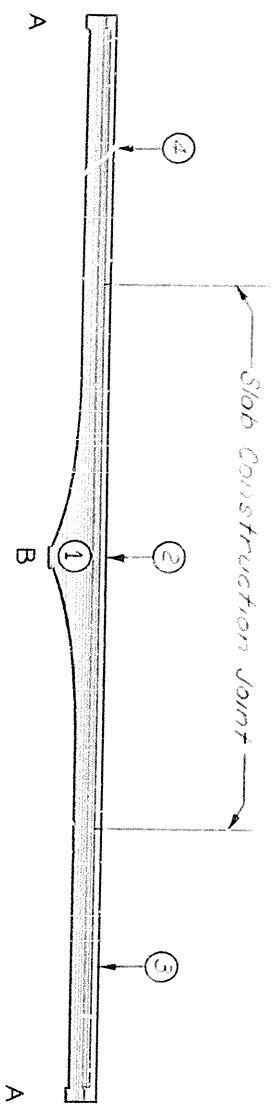
DESIGNED BY: R. J. P. Smith	CHECKED BY: [Signature]	DATE: 7-63	REVISED:	DATE:
DETAILED BY: Susan E. Hance	CHECKED BY: [Signature]	DATE: 7-63	REVISED:	DATE:
TRACED BY:	CHECKED BY:	DATE:	REVISED:	DATE:



INTERIOR GIRDER SECTION
Scale: 1/4" = 1'-0"



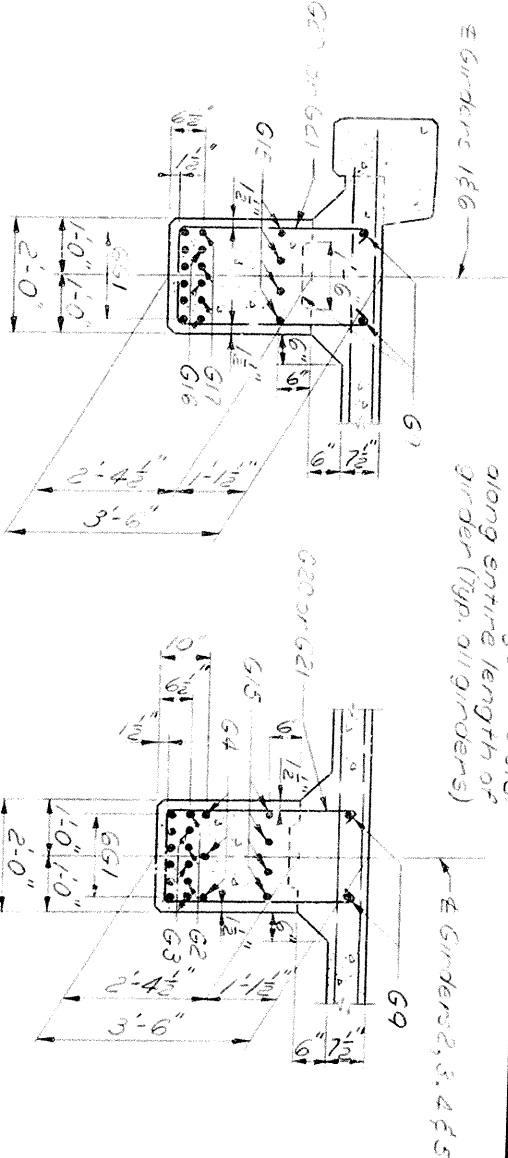
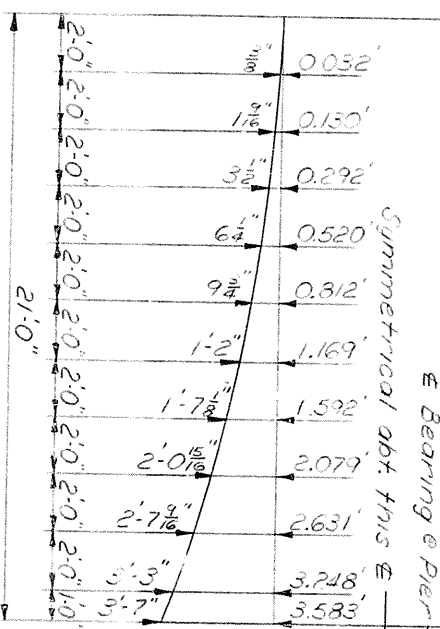
EXTERIOR GIRDER SECTION
Scale: 1/4" = 1'-0"



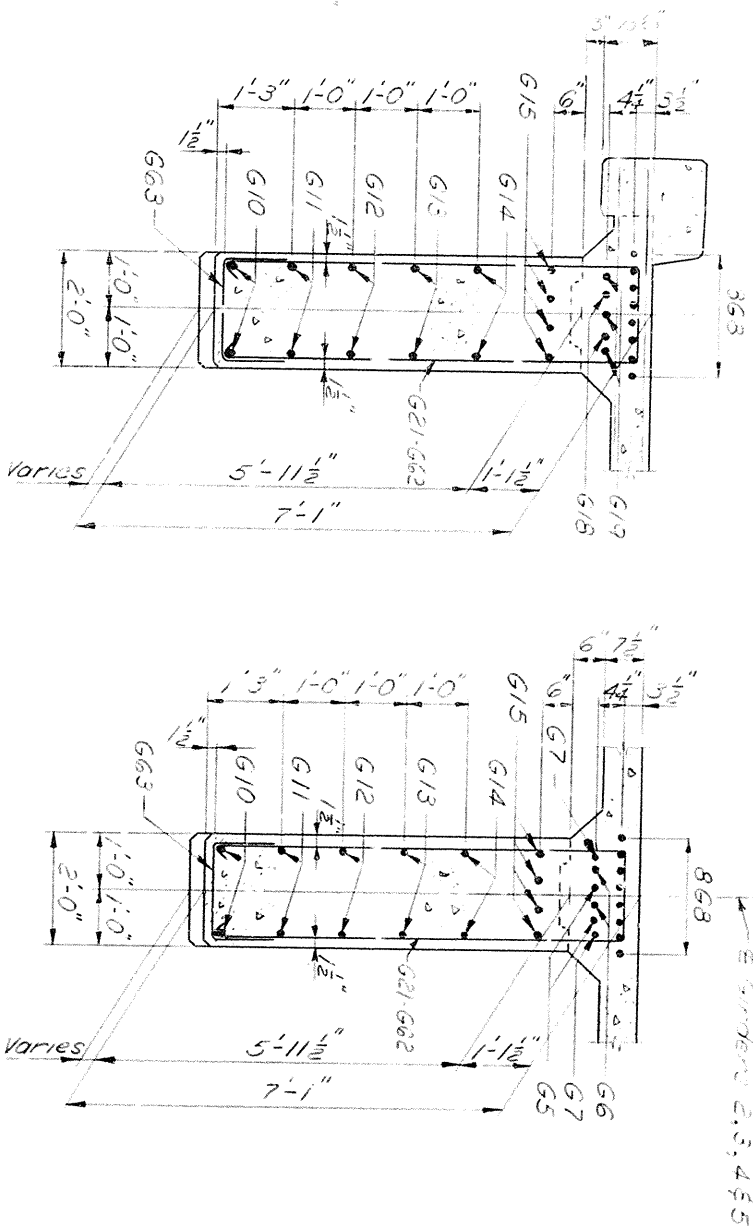
POURING SEQUENCE

Four Section 1 in one continuous operation in horizontal layers for each girder. See Plan Sheet 110 for construction joints. With the approval of the Engineer, the Contractor may change the order of pouring the slab shown on this sheet.

PARABOLIC HAUNCH ORDINATES
Scale: 1/4" = 1'-0"



SECTION A-A
Scale: 1/4" = 1'-0"



SECTION B-B
Scale: 1/4" = 1'-0"

SECTION C-C
Scale: 1/4" = 1'-0"

SECTION D-D
Scale: 1/4" = 1'-0"

REACTION SCHEDULE - KIPS				
	Girder #10-6	Girder #2,3,4,5		
Dead Load	46.6	196.9	51.5	207.9
Live Load	25.8	38.7	42.9	59.7
Impact	6.5	9.7	10.7	14.9
Total	78.9	245.3	105.1	282.5

See Pouring Sequence for location of A-B

SUPERSTRUCTURE

I-64 OVER KY-1704

SHEET 12 OF 15

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

CARTER

LOUISVILLE-LEXINGTON-CARLETSBURG ROAD

STATION 3632+15.40

PROJECT NO. I-64-7(0)134

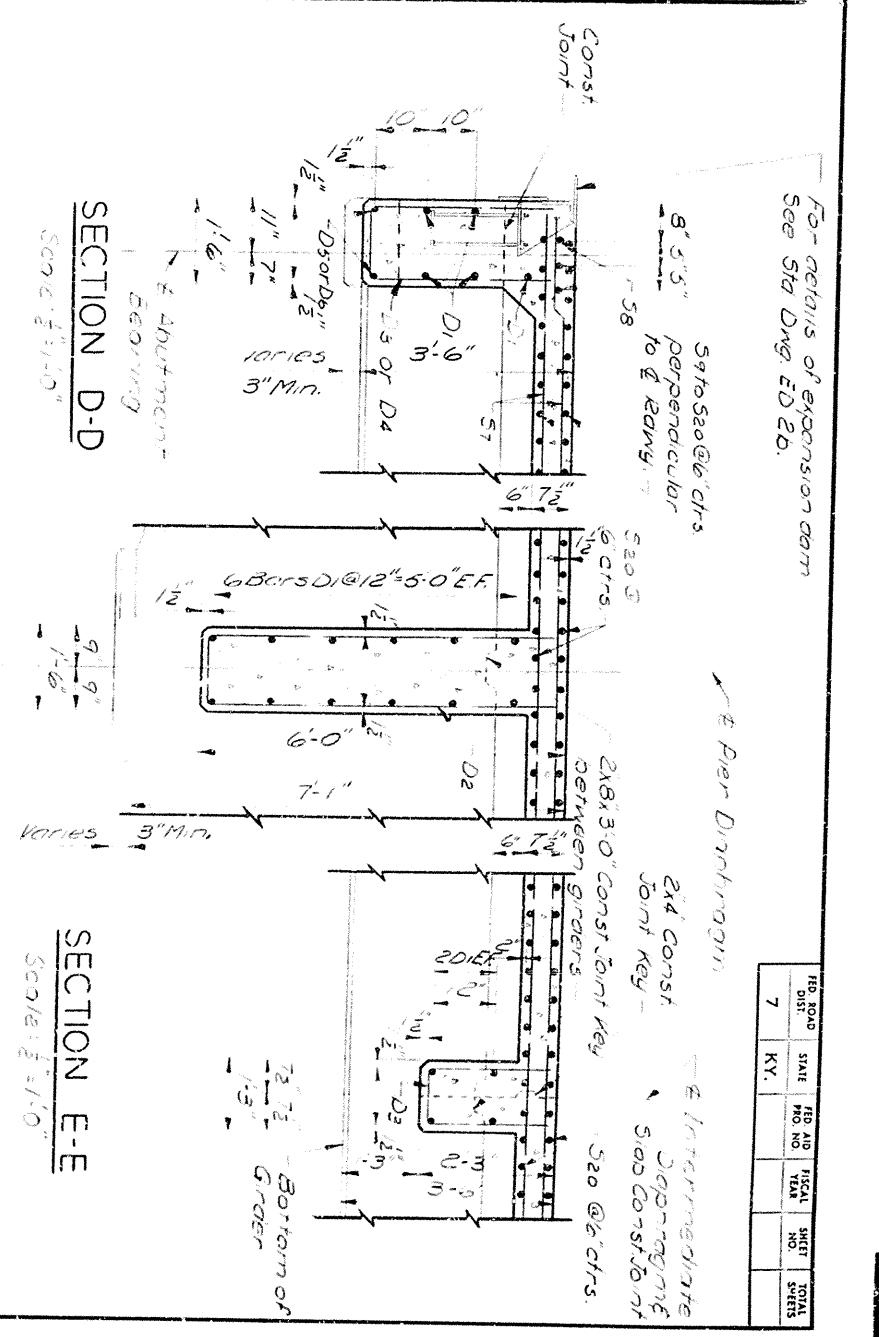
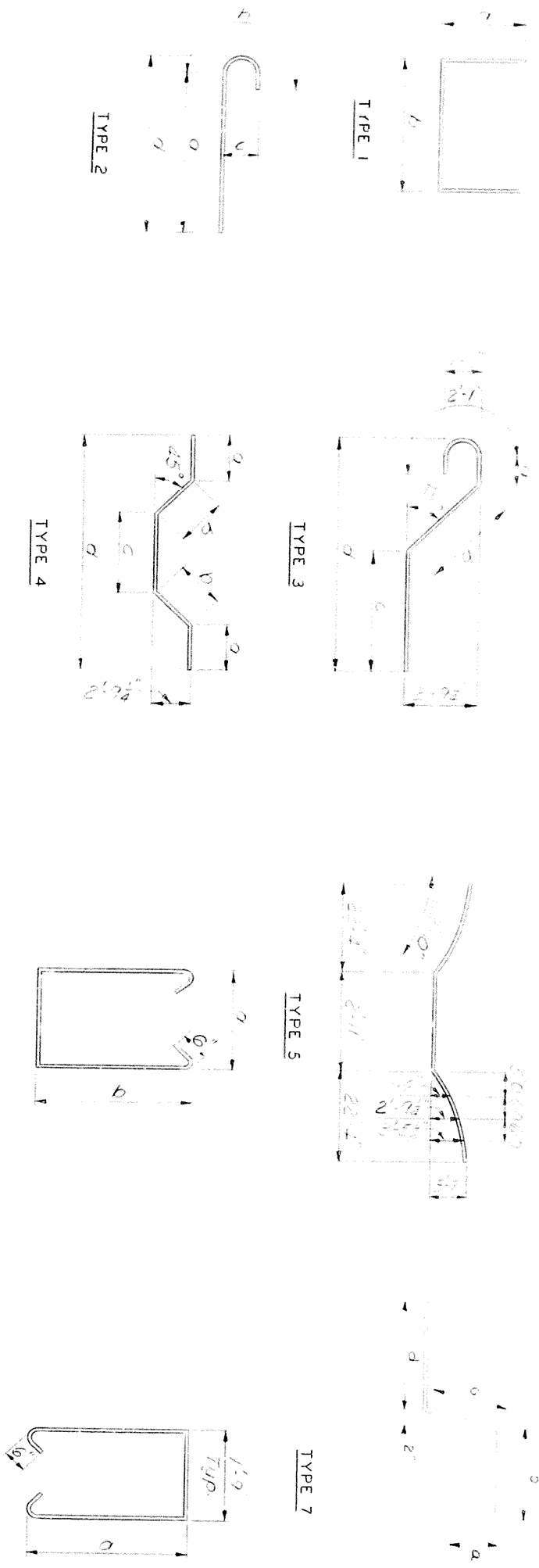
BRIDGE

NO. 16374

INDEX

MARK	TYPE	NUMBER			BAR	LENGTH	LOCATION	Q			b			c			MARK	TYPE	NUMBER			BAR	LENGTH	LOCATION	Q			b			c		
		E	BD	W				BD	SIZE	FT	IN	FT	IN	FT	IN	FT			IN	FT	IN				E	BD	W	BD	SIZE	FT	IN	FT	IN
L1	Str	30		25	4	12	0	Diaphragms	5	7	1	3					G41	8	12	12	6	10	11 1/2	Diaphragms	4	1 1/2	4	2 1/2					
L2	1	25	25	4	12	0											G42	8	12	12	6	11	11 1/2		4	3 1/2							
L3	1	38	38	4	7	3			1	10	1	0					G43	8	12	12	6	11	11 1/2		4	3 1/2							
L4	1	38	38	4	7	3			3	1	1	3					G44	8	12	12	6	11	6		4	4 1/2							
L5	Str	8	8	5	10	0											G45	8	12	12	6	11	8 1/2		4	4 1/2							
L6	Str	4	4	5	11	6											G46	8	12	12	6	11	11		4	4 1/2							
																	G47	8	12	12	6	12	11 1/2		4	7 1/2							
G1	2	72	72	11	57	1		Diaphragms	55	9 1/2	2	1	1	2	56	4 1/2	G48	8	12	12	6	12	4 1/2		4	10 1/2							
G2	3	34	34	11	57	0			1	4	3	11	43	8	43	4 1/2	G49	8	12	12	6	12	7		4	11 1/2							
G3	4	24	24	11	60	0			3	1	3	11	46	0	57	8 1/2	G50	8	12	12	6	12	9 1/2		5	10 1/2							
G4	5 1/2	24	24	11	50	0											G51	8	12	12	6	13	0 1/2		5	10 1/2							
G5	4	8	8	11	51	10			4	7	3	11	44	6	29	6 1/2	G52	8	12	12	6	13	4		5	10 1/2							
G6	4	8	8	11	45	10			4	9	3	11	26	6	41	6 1/2	G53	8	12	12	6	13	7		5	10 1/2							
G7	4	3	3	11	55	10			4	9	3	11	38	6	43	6 1/2	G54	8	12	12	6	14	1 1/2		5	10 1/2							
G8	5 1/2	48	48	11	60	0											G55	8	12	12	6	14	5 1/4		5	8 3/4							
G9	5	12	12	11	50	2											G56	8	12	12	6	14	8 1/2		6	10 1/2							
G10	5 1/2	12	12	11	48	7											G57	8	12	12	6	15	8 1/2		6	10 1/2							
G11	5 1/2	12	12	11	48	7											G58	8	12	12	6	15	0 1/2		6	10 1/2							
G12	5 1/2	12	12	11	37	0											G59	8	12	12	6	15	4		6	10 1/2							
G13	5 1/2	12	12	11	37	0											G60	8	12	12	6	15	8		6	10 1/2							
G14	5 1/2	12	12	11	37	0											G61	8	12	12	6	16	0		6	10 1/2							
G15	5 1/2	12	12	11	37	0											G62	8	12	12	6	16	4		6	10 1/2							
G16	3	12	12	11	45	3											G63	1	534	534	5	5	4		1	10	1	9					
G17	4	12	12	11	54	4																											
G18	4	4	11	47	4																												
G19	4	6	11	35	4																												
G20	8	752	752	5	9	2											G1	6	304	304	5	7	2			0	6	2	10				
G21	8	360	360	6	9	2											G2	7	726	726	5	4	4			0	6	1	2 1/2				
G22	8	12	12	6	9	2 1/2											G3	8	8	8	4	2 1/2	5										
G23	8	12	12	6	9	2 1/2											G4	8	8	8	4	2 1/2	10										
G24	8	12	12	6	9	2 1/2											G5	8	8	8	4	2 1/2	5										
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G26	8	12	12	6	9	2 1/2											G7	8	8	8	4	2 1/2	5										
G27	8	12	12	6	9	2 1/2											G8	8	8	8	4	2 1/2	5										
G28	8	12	12	6	9	2 1/2											G9	8	8	8	4	2 1/2	5										
G29	8	12	12	6	9	2 1/2											G10	8	8	8	4	2 1/2	5										
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G35	8	12	12	6	9	2 1/2											G16	8	8	8	4	2 1/2	5										
G36	8	12	12	6	9	2 1/2											G17	8	8	8	4	2 1/2	5										
G37	8	12	12	6	9	2 1/2											G18	8	8	8	4	2 1/2	5										
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G39	8	12	12	6	9	2 1/2											G20	8	8	8	4	2 1/2	5										
G40	8	12	12	6	9	2 1/2											G21	8	8	8	4	2 1/2	5										
G41	8	12	12	6	9	2 1/2											G22	8	8	8	4	2 1/2	5										
G42	8	12	12	6	9	2 1/2											G23	8	8	8	4	2 1/2	5										
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G47	8	12	12	6	9	2 1/2											G28	8	8	8	4	2 1/2	5										
G48	8	12	12	6	9	2 1/2											G29	8	8	8	4	2 1/2	5										
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G58	8	12	12	6	9	2 1/2											G39	8	8	8	4	2 1/2	5										
G59	8	12	12	6	9	2 1/2											G40	8	8	8	4	2 1/2	5										

DESIGNED BY: R.J. Parikh CHECKED BY: DATE: 11-6-66
REVISOR: Paul G. Parikh DATE: 11-6-67
DETAILS BY: S. J. Parikh CHECKED BY: DATE: 11-6-66
REVISOR: Paul G. Parikh DATE: 11-6-67
TRACED BY: CHECKED BY: DATE: 11-6-66
REVISOR: Paul G. Parikh DATE: 11-6-67

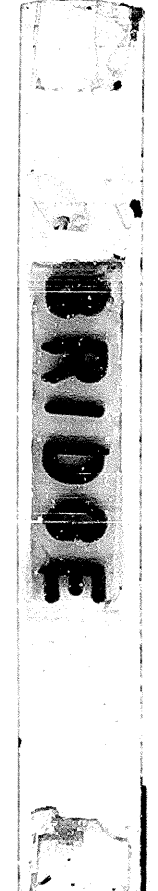


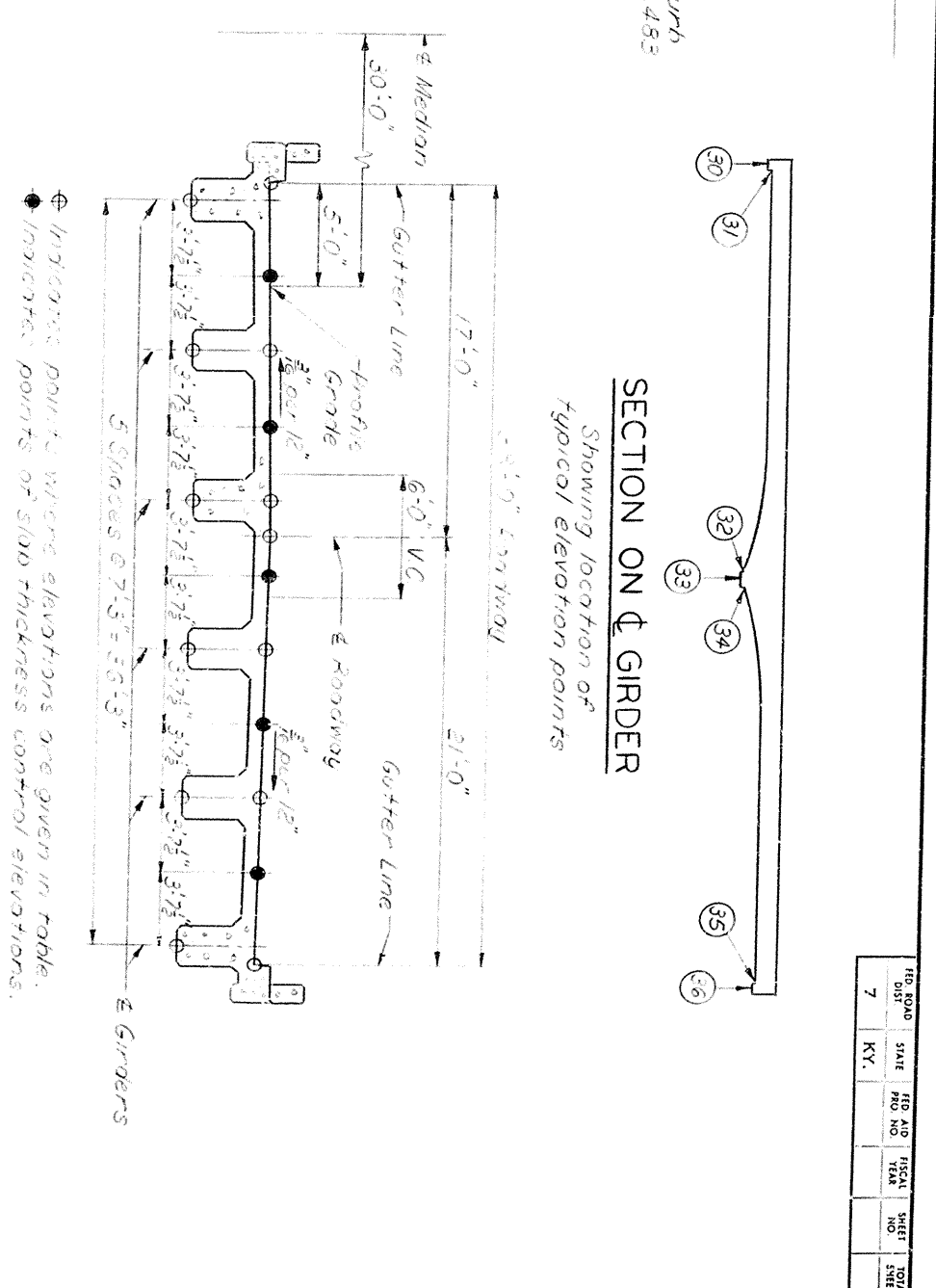
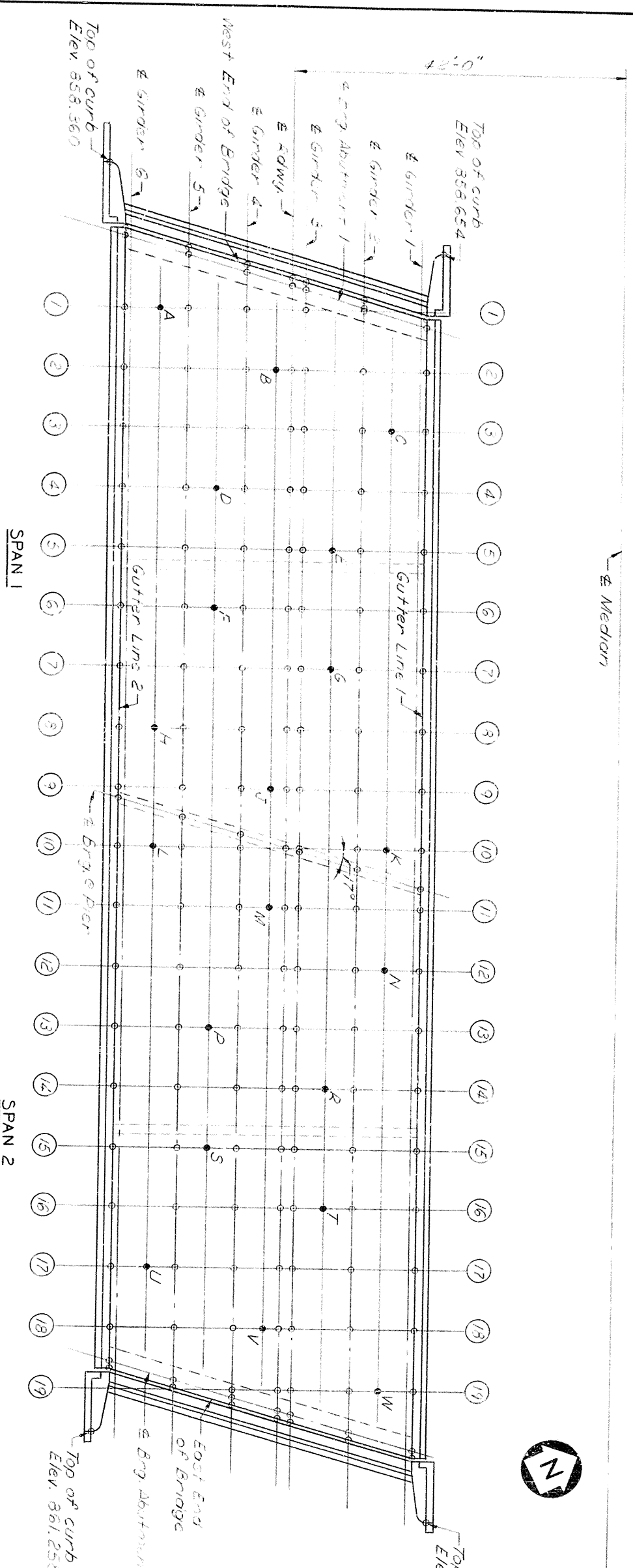
ESTIMATED WEIGHT OF STRUCTURAL STEEL		
	EASTBOUND	WESTBOUND
12" Splice E-125 & Abutments 12'2	4932	4932
6" Splice F-300 & Pier	7502	7502
2" Extension Devices	179	179
4" Curb Plates	90	90
2" Brackets	165	165
2" Abutment Edges	165	165
TOTAL	17586 LBS	17586 LBS

ESTIMATE OF SUPERSTRUCTURE QUANTITIES		
	EASTBOUND	WESTBOUND
Concrete Class A-A	494	494
Reinforcement	158,818 LBS	158,818 LBS
High Strength Handrail	304 LBS	304 LBS

NOTES:
1. For in situ concrete see detail 110112.

I-64 OVER KY-1704 SHEET 13 OF 15
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF FRANKFORT
CARTER
LOUISVILLE-LEXINGTON-CATLETTSBURG
ROAD
STATION 36.32 + 15.40
PROJECT NO. 164-7 (1134)
BRIDGE NUMBER 16374





PLAN
Showing points where
Elevations are given
Scale: 1"=10'-0"

EASTBOUND ELEVATIONS

LOCATION	Girder 1		Girder 2		Girder 3		Girder 4		Girder 5		Girder 6	
	Top of Slope	Bottom of Girder	Top of Slope	Bottom of Girder	Top of Slope	Bottom of Girder	Top of Slope	Bottom of Girder	Top of Slope	Bottom of Girder	Top of Slope	Bottom of Girder
1-1	859.107	854.643	859.068	854.568	859.182	854.682	859.127	854.629	859.021	854.521	859.411	857.828
2-2	858.426	854.276	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
3-3	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
4-4	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
5-5	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
6-6	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
7-7	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
8-8	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
9-9	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
10-10	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
11-11	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
12-12	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
13-13	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
14-14	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
15-15	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
16-16	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
17-17	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
18-18	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
19-19	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
West End of Bridge	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
Beginning Abutment #1	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
Beginning Abutment #2	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
East End of Bridge	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
30	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
31	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
32	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
33	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
34	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
35	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387
36	858.427	854.281	858.407	854.207	858.420	854.302	858.400	854.307	858.391	854.297	858.387	858.387

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS	
Point	Top of Slope Elevation
A	859.107
B	858.426
C	858.427
D	858.427
E	858.427
F	858.427
G	858.427
H	858.427
I	858.427
J	858.427
K	858.427
L	858.427
M	858.427
N	858.427
O	858.427
P	858.427
Q	858.427
R	858.427
S	858.427
T	858.427
U	858.427
V	858.427
W	858.427

NOTES:

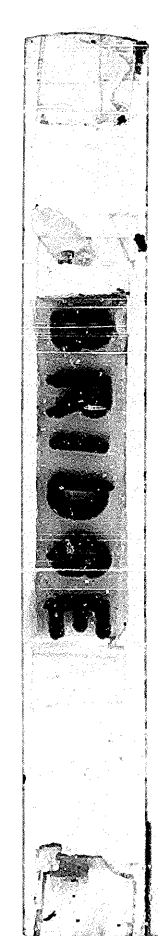
1. After the slab forms are erected and before the slab reinforcement is placed, the Resident Engineer shall take field elevations of the slab thickness at space provided. The slab thickness shall then be computed. If the computed slab thickness varies more than 1/2" from the plan thickness, allowing work, the form shall be adjusted until the computed slab thickness is within the tolerance allowed.
2. For Parabolic Crown see sheet 15 of 15.
3. Elevations shown on this sheet include dead load corner and are to be maintained with fieldwork in place.

TYPICAL CROSS SECTION
Eastbound Bridge looking ahead
Westbound Bridge looking back.
Scale: 1/2"=1'-0"

CONSTRUCTION ELEVATIONS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF
CARTER
LOUISVILLE-LEXINGTON-CALLETSBURG
STATION 3632+15.40
PROJECT NO. E-64-7 (0)134
BRIDGE NUMBER 16374
INDEX

I-64 OVER KY 1704
SHEET 14 OF 15



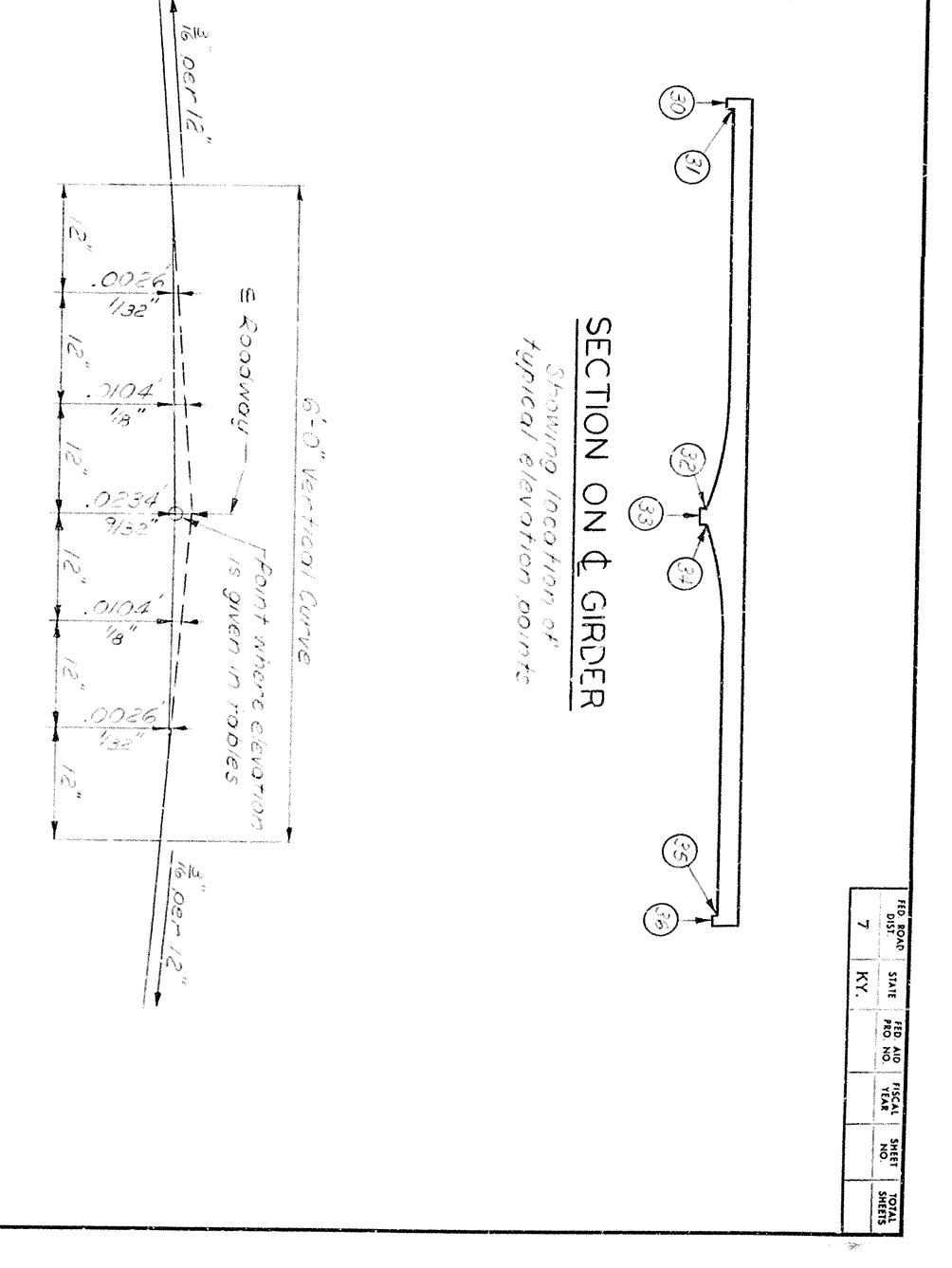


TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS			
Pt.	Top of Sub Elev.	Bottom of Sub Elev.	Computed Slab Thick.
A	858.538		
B	858.940		
C	858.860		
D	859.176		
E	859.453		
F	859.452		
G	859.524		
H	859.605		
J	859.896		
K	859.800		
L	859.862		
M	860.148		
N	860.048		
P	860.342		
R	860.400		
S	860.578		
T	860.610		
U	860.691		
V	860.961		
W	860.845		

NOTES:

1. For Typical Cross Section and field elevation
2. Note see sheet 14.0715.

Elevations shown on this sheet include drop down number and are to be maintained with tolerance.

164 OVER KY-1704 SHEET 15 OF 15

CONTRACT NO. 14-0715

NOTES:

1. For Typical Cross Section and field elevation note see sheet 14 of 15.
2. Elevations shown on this sheet include drain land corner and are to be maintained with tolerance in place.

ROAD		SP22-538-3L	
STATION 3632+15.40		PROJECT NO. I-64-7 (1) 134	
BRIDGE		DRAWING	INDEX

