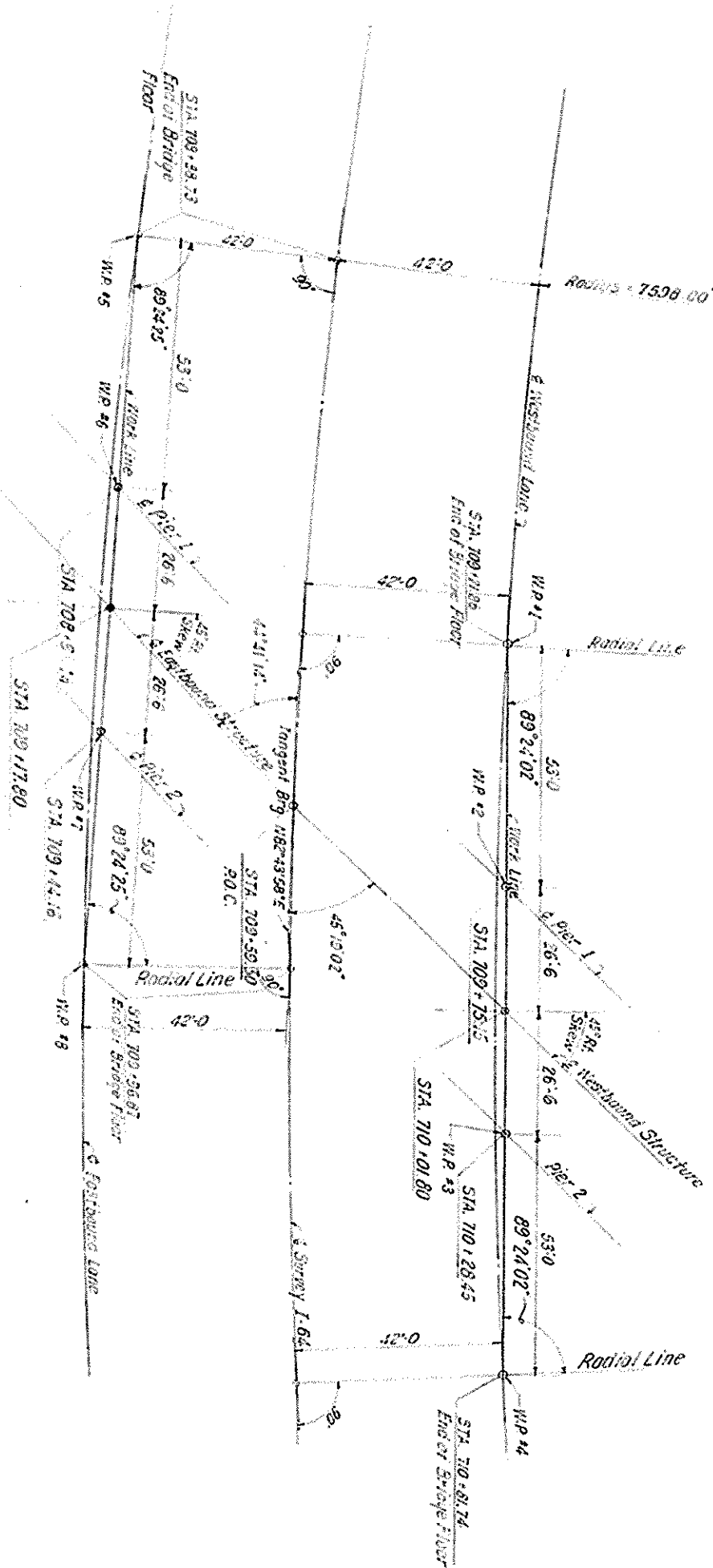


FILE NO.	DATE	BY	CHKD	INCH	FEET	TOTAL
7	10/1/68	REV.				



STAKE-OUT DIAGRAM NO SCALE

CURVE DATA
 PI - STA 709+43.12
 Δ = 24°05'30.71"
 C = 0.45
 T = 16.30.33"
 L = 3212.21'
 R = 7640.0'
 E = 1172.0'
 SE = 1070.71'
 RO = 700'

GENERAL NOTES

SPECIFICATIONS - The Kentucky Department of Highways Standard Specifications, current edition with revisions, shall apply to this project.

DESIGN LOAD - Bridge designed for HS20-44 loading as specified in 1965 AASHTO Specifications with current interim specifications.

DESIGN STRESSES - For reinforced concrete - Class "A"
 f_c = 50,000 p.s.i. f_t = 300 p.s.i. for 3"
 f_c = 4,200 p.s.i. f_t = 3,000 p.s.i.
 w = 200 p.s.i. n = 10
 for embedment

For reinforced concrete - Class "A"
 f_c = 20,000 p.s.i. f_t = 300 p.s.i. for 3"
 f_c = 4,200 p.s.i. f_t = 3,000 p.s.i.
 w = 200 p.s.i. n = 8
 for design
 f_c = 16,000 p.s.i. for shear design
 w = 200 p.s.i. for embedment

FOUNDATION PRESSURE - Footings are designed for a maximum pressure of 13,500 p.s.f.; and piles are designed for a maximum load of 650 tons per pile and a maximum horizontal shear of 2 tons per pile.

CONCRETE - Class "A" concrete is to be used throughout except in the bridge superstructure, approach and piles. Class "A" concrete is to be used in the bridge superstructure and Class "D" concrete is to be used in the concrete handrail.

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

BEVELED EDGES - All exposed edges shall be beveled $\frac{3}{8}$ inch unless otherwise shown.

TAR PAPER & PREHOLED EXPANSION JOINT MATERIAL & HOOKED ANCHOR BOLT ASSEMBLY - The cost of these items are to be included in the unit price bid for Class "A" Concrete.

FLOOR DRAINS - The cost of this item is to be included in the lump sum bid for Structural Steel.

STRUCTURAL STEEL - "Lump Sum Bid" for structural steel shall be full payment for all structural steel, rivets, bolts, washers, steel pins, cast iron, lead plates, molten lead, welding and welding materials, floor drains, paint and oil labor and materials necessary to erect the steel in accordance with the plans and specifications.

PLACING FILLS - Embankment shall be placed in compacted layers in bottom of least cut elevation before driving piles in any pile bents. Embankment shall be placed simultaneously in front and back of end bents and abutments in compacted layers and the 5 ft. minimum term provided on plan on the plans before placing staging and forms for the end spans. End bent backfill shall be placed in accordance with SPS-2a, Div. 5-2a.

PILING - Piling shall be driven to refusal or to solid rock. Test piles shall be driven where designated on the plans to determine the length required. All test piles shall be accurately located so that they may be used in the finished structure.

TYPE OF PILES - The contractor shall use 12 BP33 Steel Piles throughout. See SPS, Div. 5-2a.

SLOPE PROTECTION - Slope protection shall be Dry Gabions Stone Riprap in accordance with Section 501.35 of the Specifications.

MATERIAL SPECIFICATIONS - The following ASTM designations shall govern the materials furnished:
 A572 Gr. C Structural Steel
 A486 Gr. C Gray Iron Castings Class 30A
 E29-55(1966) Sheet Lead and Pig Lead

CONCRETE - Class "A" concrete is to be used throughout except in the bridge superstructure, portion of abutments above the construction joint of bridge seat elevation, handrail and piles. Class "A" concrete is to be used in the bridge superstructure, curb, plinth and abutments above the construction joint or bridge seat elevations. Class "D" concrete is to be used in the high-strength concrete handrail.

CONSTRUCTION JOINTS - All construction joints shall be carefully formed. The contractor shall furnish sufficient material to place the concrete between construction joints as noted on the plans in a period not exceeding ten hours continuous run. After one section of the concrete has been placed, the construction joint shall be thoroughly cleaned of all laitance, loose and foreign material, just before the concrete takes its final set, which is about six hours. The joint shall then be flush with burr and left completely saturated with water. Flush the joints with 1:2 Portland cement mortar just before placing the adjoining section.

FALSEWORK - The falsework supporting the girders in any span of a 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.

TAR PAPER - Tar paper is to be commercial grade for paper or roofing felt approximately 16 mil thick.

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

OPTIONAL TYPING OF HIGH STRENGTH MATERIAL - The Contractor shall provide throughout the project, at his option, either High Strength Aluminum Handrail in accordance with SPS drawing H-10-10 or High Strength Concrete Handrail in accordance with SPS drawing H-10-10, current editions.

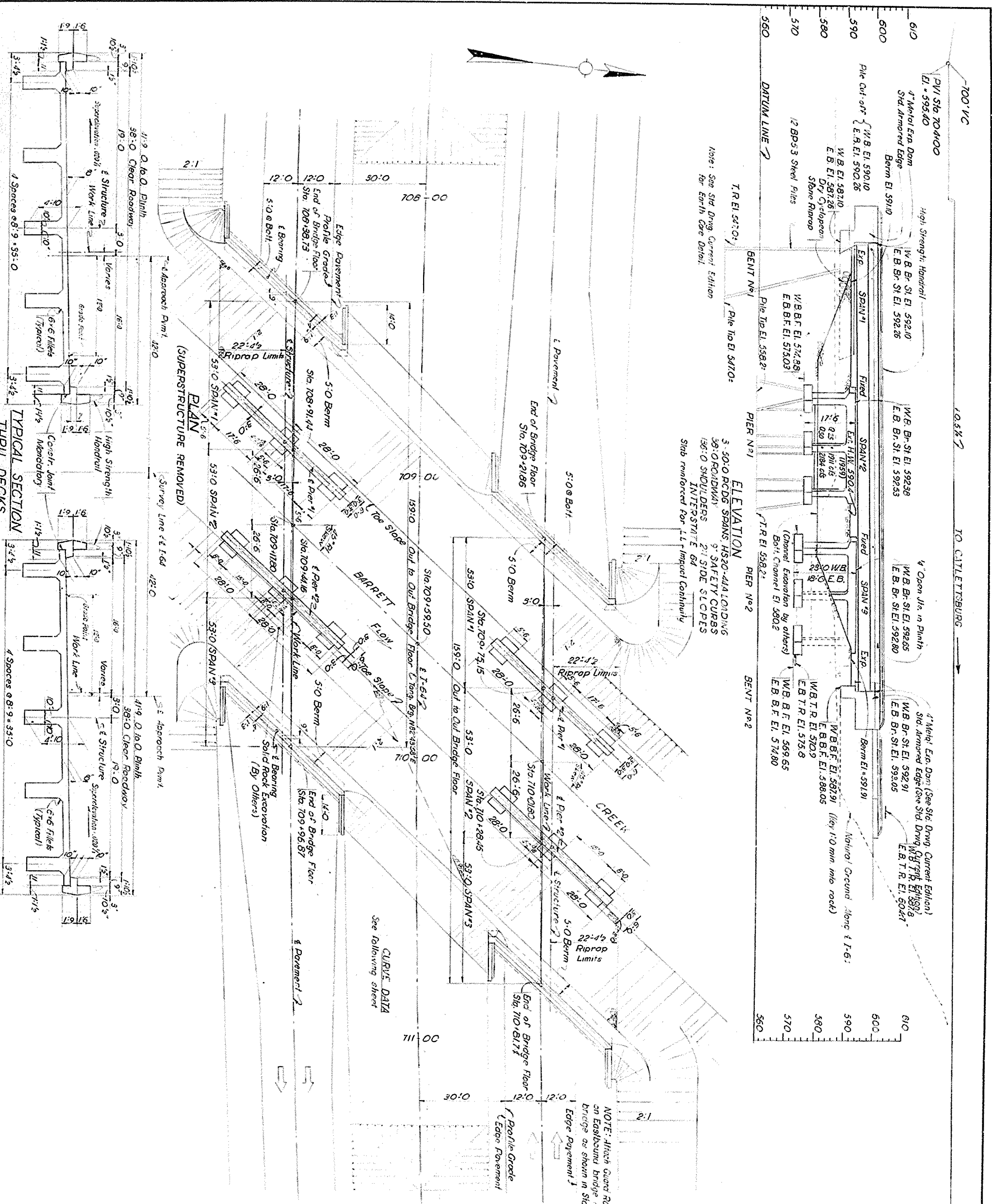
PROTECTIVE COATING - Protective coating shall be furnished and applied in accordance with Special Provision 46. For Linseed Oil Protective Coating.

PAINT - All structural steel shall be given one shop coat of Type I red lead and two field coats of aluminum paint. Exposed surfaces of expansion dams, not accessible after erection, shall be given two field coats of aluminum paint before erection. Shop paint shall not be applied to steel surfaces in contact with concrete.

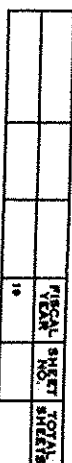
I-64 OVER BARRETT CREEK SHEET 2 OF 13
 COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 COUNTY OF FRANKFORT
 CARTER
 ROAD
 LOUISVILLE - LEXINGTON - CATLETTSBURG (I-64)
 STATION 709+59.50 PROJECT NO. SP22-538-2L
 BRIDGE NUMBER 17169 DRAWING NO. INDEX

DESIGNED BY	CHECKED BY	DATE	REVISED	Added C/A Conc. to E Bent, Chg. C/A Quant.	DATE
DET. BY	CHECKED BY	DATE	REVISED		DATE
TRACED BY	CHECKED BY	DATE	REVISED		DATE

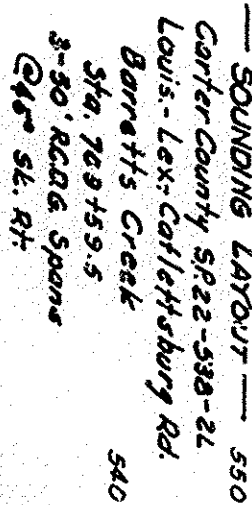
DESIGNED BY	CHECKED BY	DATE	REVISED	DATE
TRACED BY	CHECKED BY	DATE	REVISED	DATE



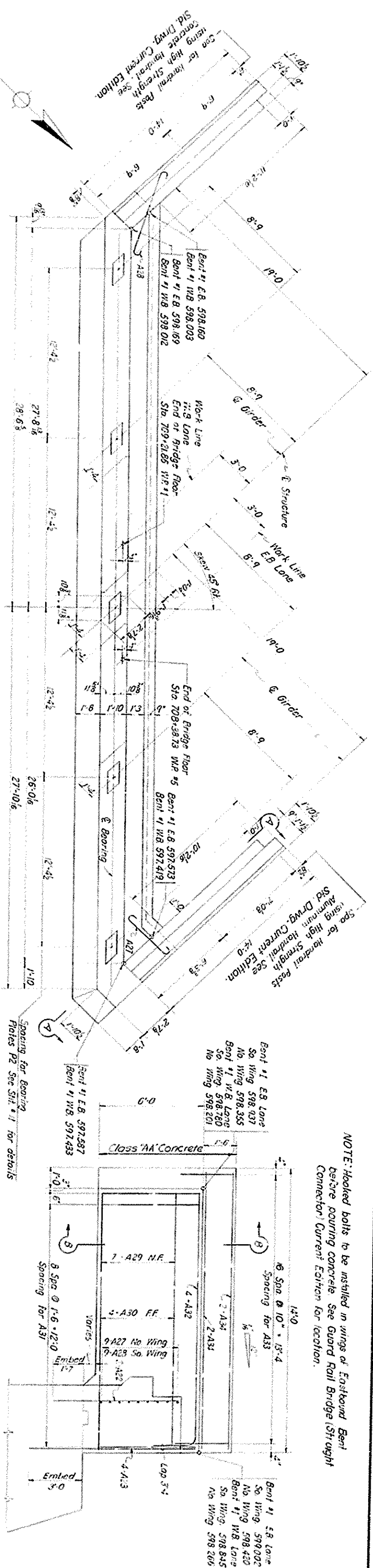
LAYOUT 1-64 OVER BARRETT CREEK COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS FRANKFORT CARTER LOUISVILLE LEXINGTON CATLETTSBURG ROAD STATION 709+59.50 PROJECT NO. SP 22-536-2L DRAWING NO. 17169		SHEET 3 OF 3 1-64-8(1)168 SP 22-536-2L
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- Scale: 1"=10'

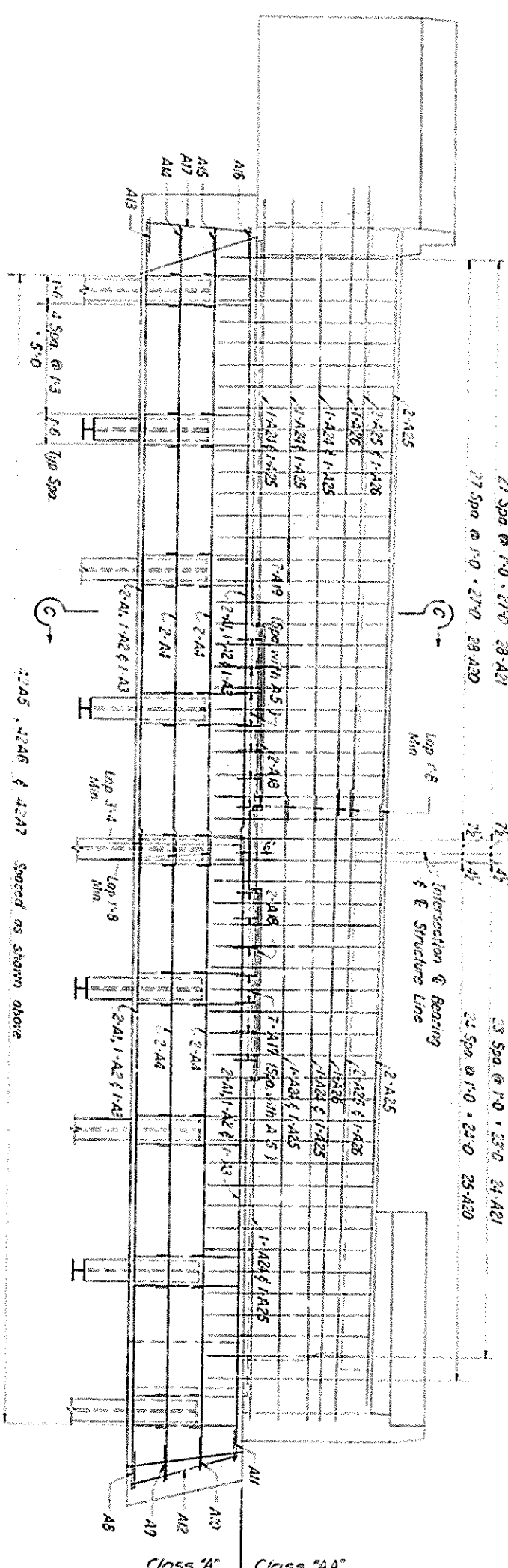


DESIGNED BY: <u>N.O.W.</u>	CHECKED BY: <u>E.V.</u>	DATE: <u>8-67</u>	REVISED: <u>Added C/A Conc. to E Bent, C/A Quant.</u>	DATE: <u>8-19-68</u>
DETAILS BY: <u>D.F.D.</u>	CHECKED BY: <u>N.O.W.</u>	DATE: <u>9-67</u>	REVISED:	DATE:
TRACED BY:	CHECKED BY:	DATE:	REVISED:	DATE:

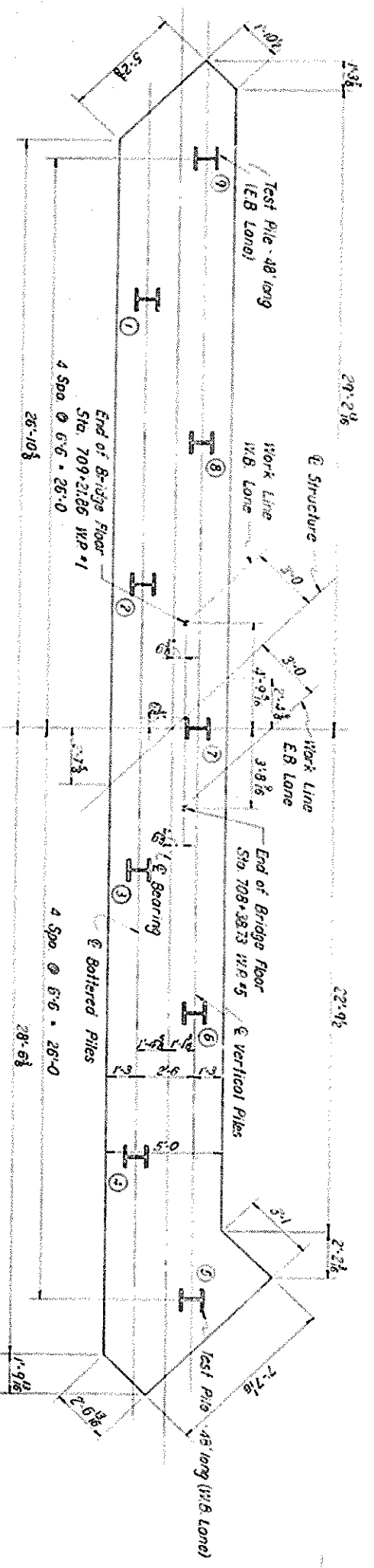


CAP PLAN

ELEVATION 'A-A'



ELEVATION



FOOTING PLAN
Showing Pile Layout

SECTION 'C-C'

PILING NOTE

This pile record does not replace the 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 tip of pile elevation as driven, length of pile in place and calculate the bearing capacity of each pile, and return one blue print copy of this sheet with this data to the Director of Bridges to be recorded on the original plans. Length of piles in place shown herein are the actual lengths of piles in the finished structure below cut-off elevation and are not necessarily pay items.

PILE RECORD FOR
END BENT NO. 1 E.B. LANE

Pile No.	Cut-off Elevation	Tip of Pile Elevation	Pile Length	Calculated Bearing Capacity
1	570.26	570.26	0.0	
2	570.26	570.26	0.0	
3	570.26	570.26	0.0	
4	570.26	570.26	0.0	
5	570.26	570.26	0.0	
6	570.26	570.26	0.0	
7	570.26	570.26	0.0	
8	570.26	570.26	0.0	
9	570.26	570.26	0.0	

See Snt #4 for Bill of Reinforcement

***ESTIMATE OF QUANTITIES**

Concrete Class "A"	483 Cus	"AA" = 92.4
Reinforcement	5,536 Lbs.	
Piles	391 L.F.	
High Strength Handrail	28,581 Ft.	

*Quantities shown for 1 Bent only

BENT NO. 1 DETAILS E.B. LANE

BENT NO. 1 DETAILS W.B. LANE SAME

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

CARTER

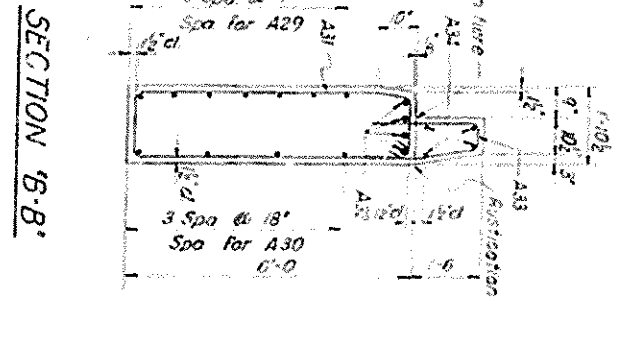
LOUISVILLE LEXINGTON CATLETTSBURG

ROAD

STATION 709+59.50 PROJECT NO. SP22-538-2L

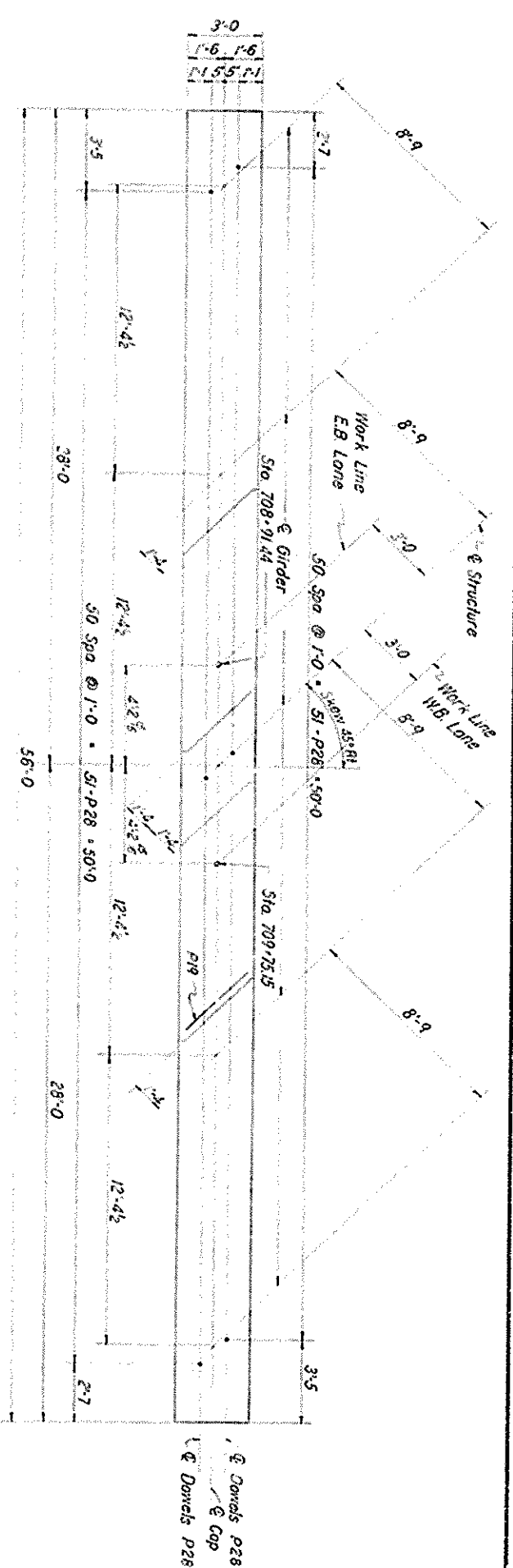
BRIDGE NUMBER 17169

NOTE: Hooked bolts to be installed in wings of Endward Bent Centre pouring concrete. See Guard Rail Bridge Sheet Connection Current Edition for location.

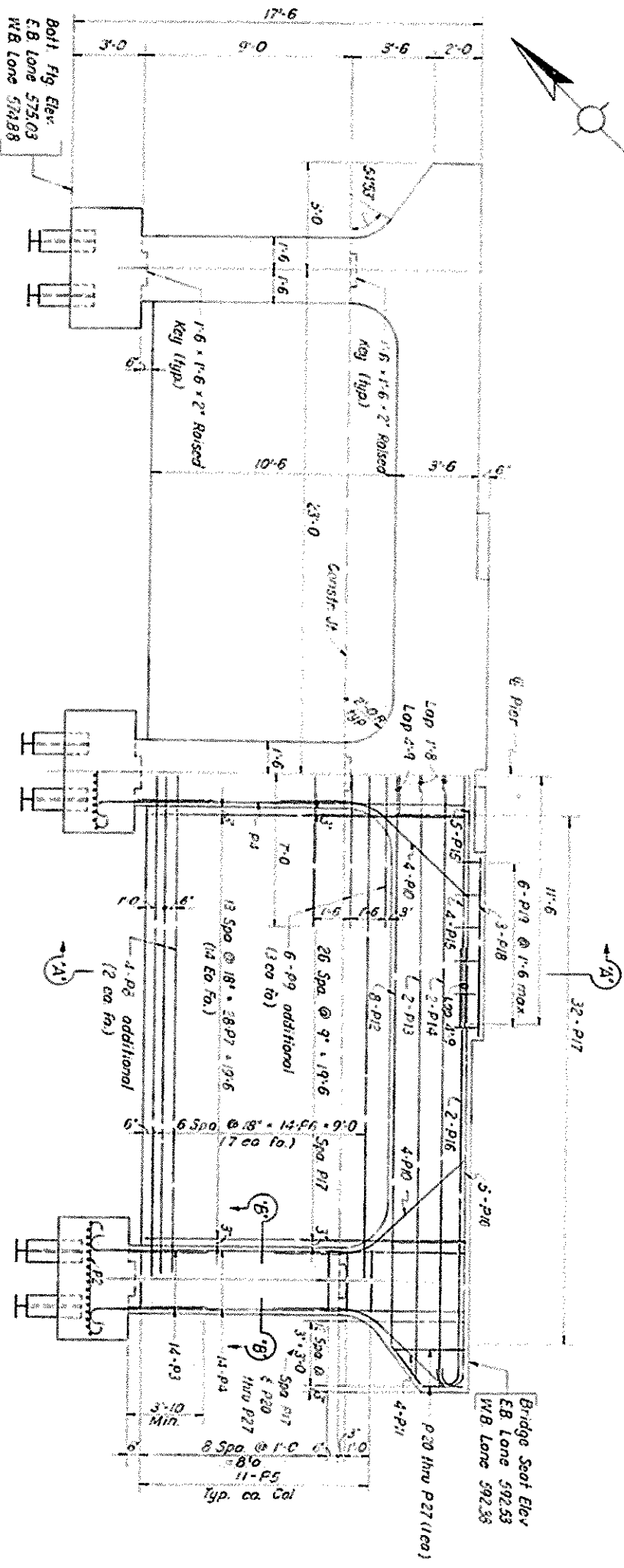


SECTION 'B-B'

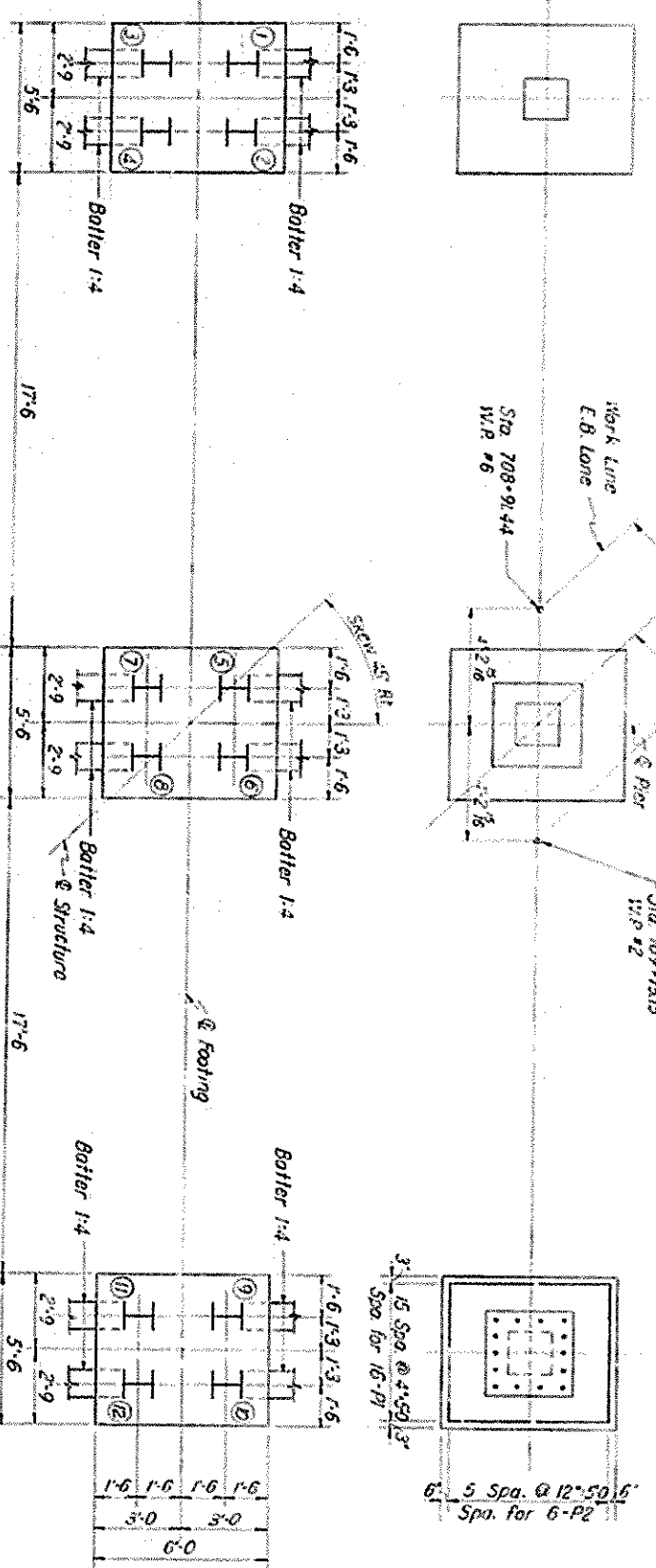
DESIGNED BY: <u>N.D.W.</u>	CHECKED BY: <u>2-1</u>	DATE: <u>8-67</u>	REVISED:	DATE:
DRAWN BY: <u>P.F.D.</u>	CHECKED BY: <u>N.D.W.</u>	DATE: <u>9-67</u>	REVISED:	DATE:
TRACED BY:	CHECKED BY:	DATE:	REVISED:	DATE:



PLAN OF CAP

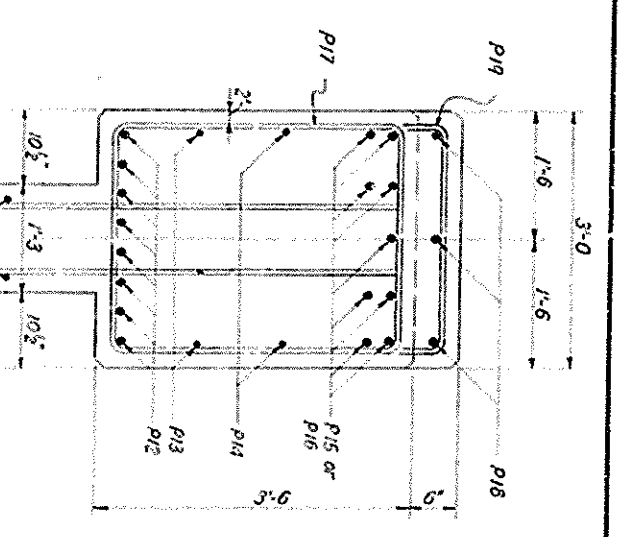


ELEVATION

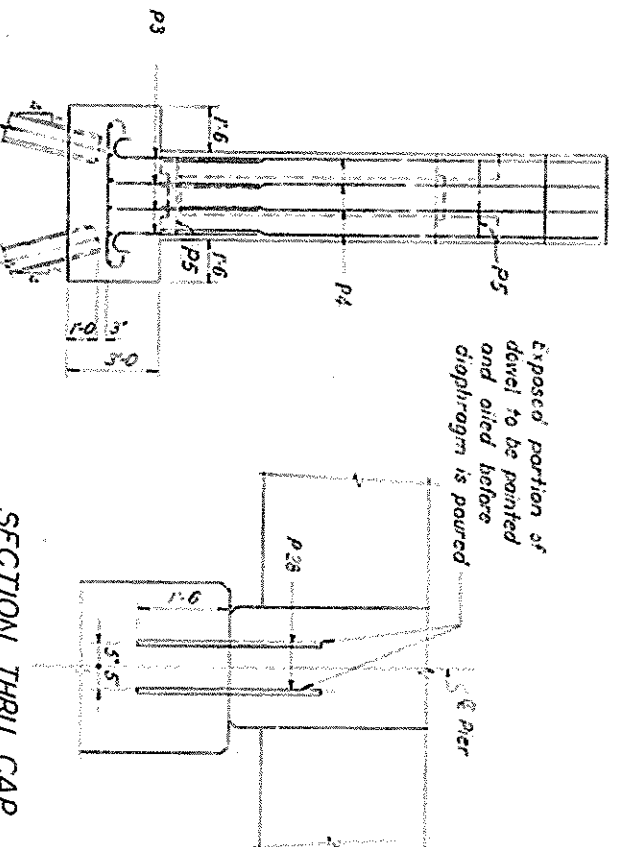


FOOTING PLANS

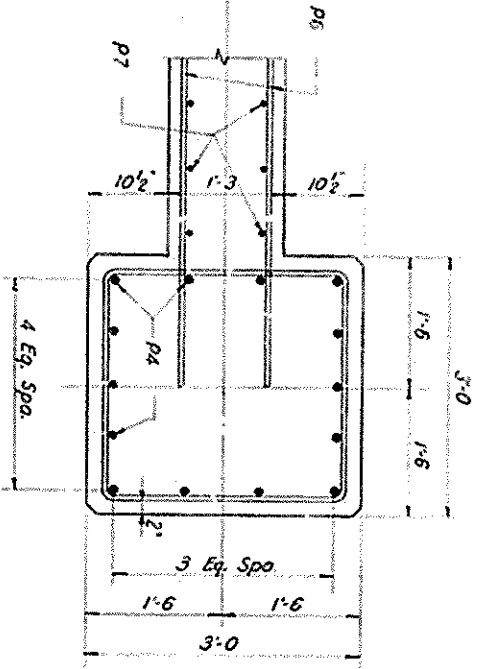
Top Plan showing Steel, Bottom Showing Piles



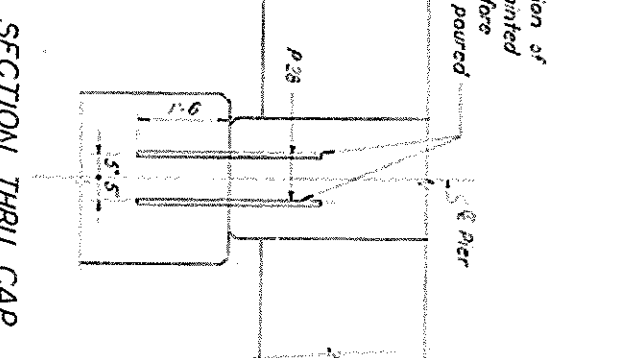
SECTION 'A-A'



SECTION 'B-B'



END ELEVATION



SECTION THRU CAP

PILE RECORD				
Pile No.	Cut-off Elevation	Tip of Pile Elevation	Pile Length in Place	Calculated Elevation
1	516.03	516.03		
2	516.03	516.03		
3	516.03	516.03		
4	516.03	516.03		
5	516.03	516.03		
6	516.03	516.03		
7	516.03	516.03		
8	516.03	516.03		
9	516.03	516.03		
10	516.03	516.03		
11	516.03	516.03		
12	516.03	516.03		

PIILING NOTES

This pile record does not replace the 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 tip of pile elevation as driven, length of pile in place and calculate the bearing capacity of each pile, and return one blue print copy of this sheet with this data to the Director of Bridges to be recorded on the original plans. Length of piles in place shown herein are the actual lengths of piles in place shown on the cut-off elevation and are not necessarily pay items.

The Contractor shall use 12 #55 Steel Piles. For details see Std. Drawing Edition.

Piles shall be driven to solid rock or to refusal.

PIER NO. 1 DETAILS E.B. LANE

PIER NO. 1 W.B. LANE SAME

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

CARTER

LOUISVILLE LEXINGTON CATELETTSBURG

ROAD

STATION 709+59.50 PROJECT NO. SP22-538-2L

BRIDGE NUMBER 17169

See Sht. 4 for Bill of Reinforcement

*** ESTIMATE OF QUANTITIES**

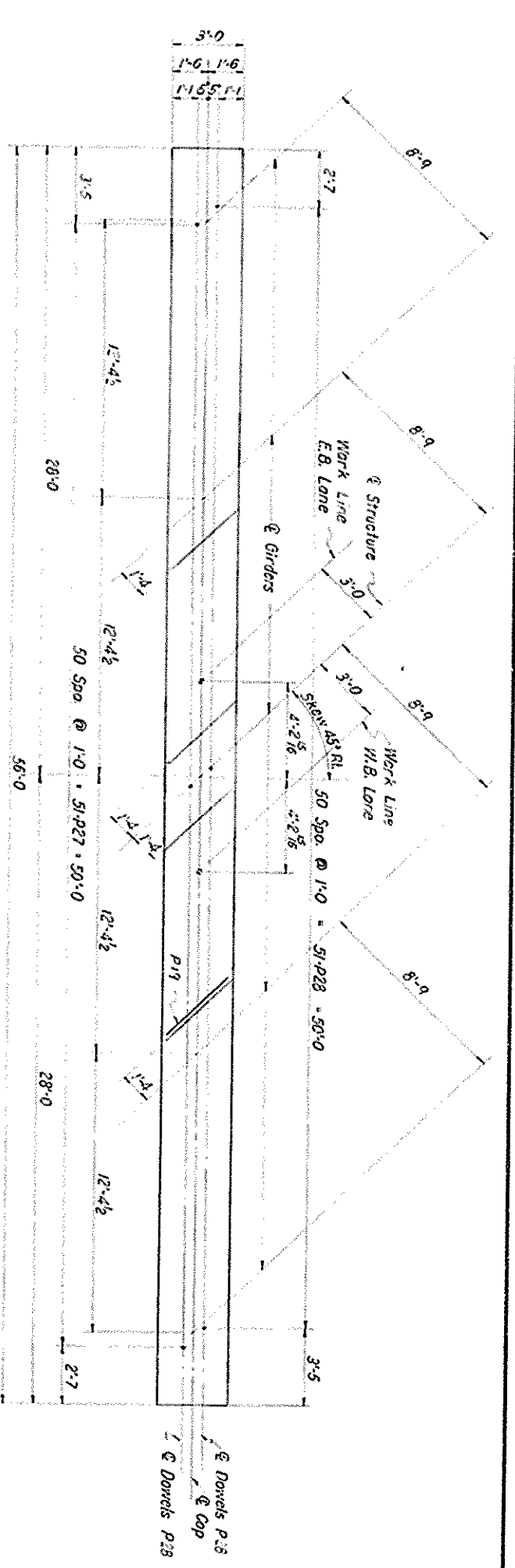
Concrete Class 41' 63.7 Cu. Yds.

Reinforcement 14,067 Lbs.

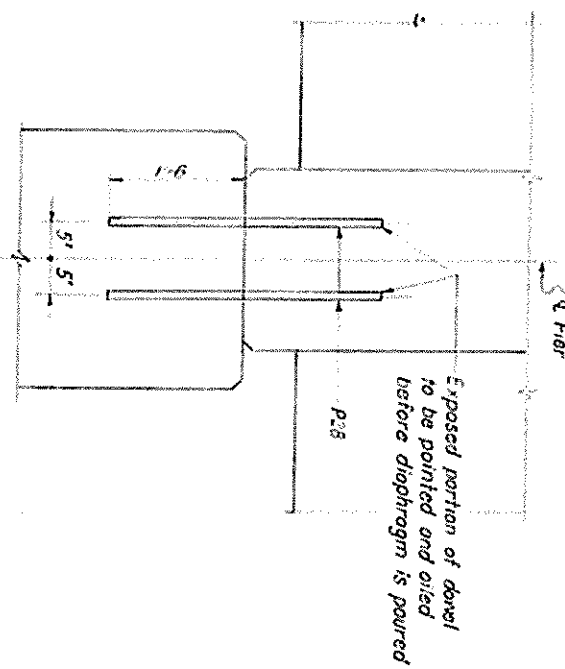
Piles 319 L.F.

* Quantities shown for 1 pier only

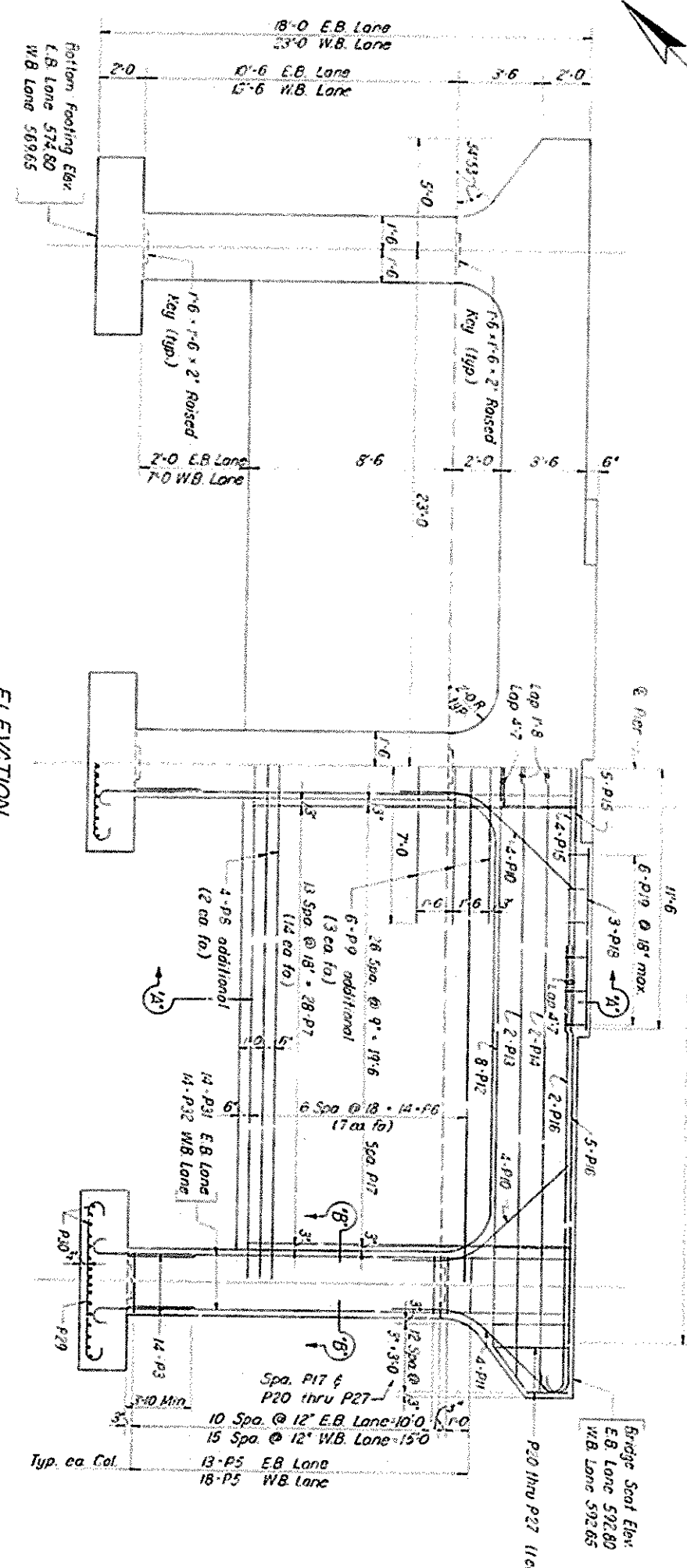
DESIGNED BY: <i>N.O.W.</i>	CHECKED BY: <i>Z.V.</i>	DATE: <i>5-67</i>	REVISED:	DATE:
DRAWN BY: <i>P.C.P.</i>	CHECKED BY: <i>N.O.W.</i>	DATE: <i>2-67</i>	REVISED:	DATE:
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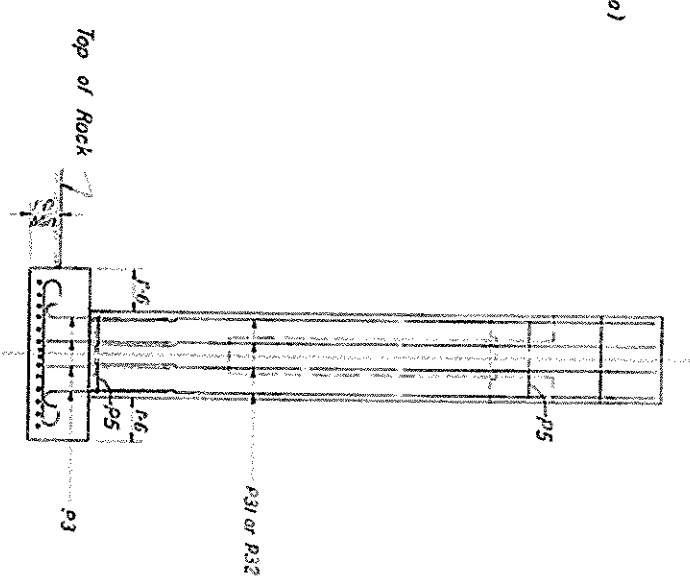
PLAN OF CAP



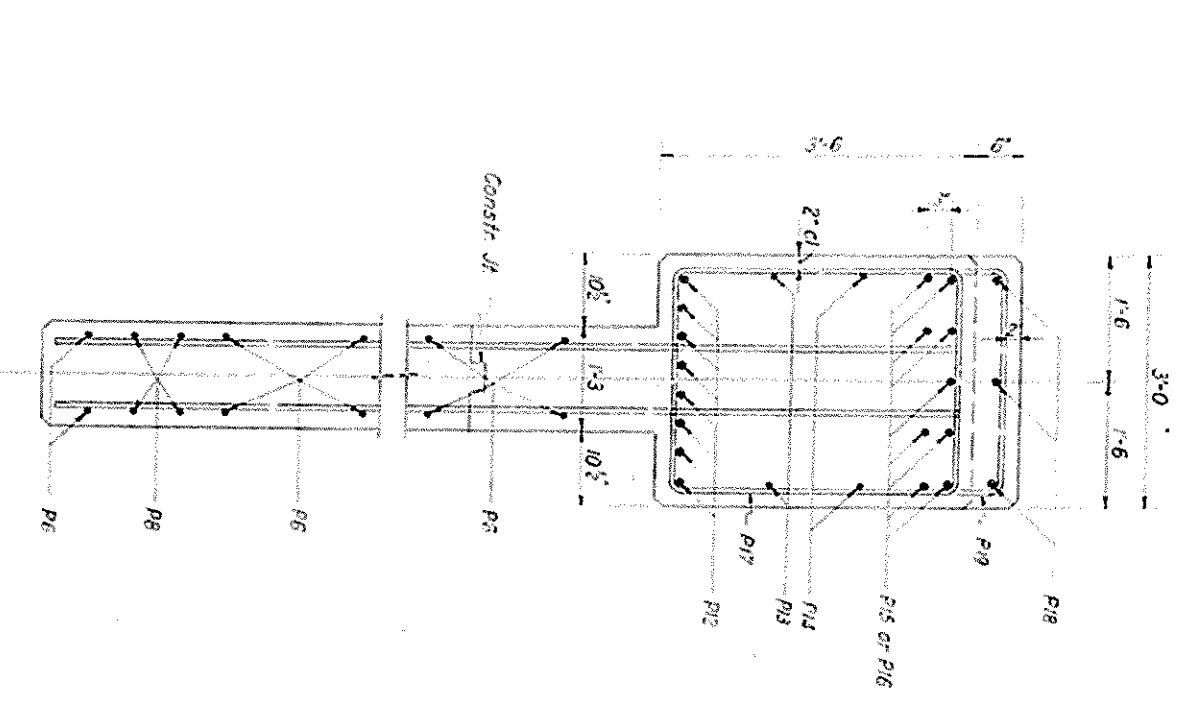
SECTION THRU CAP



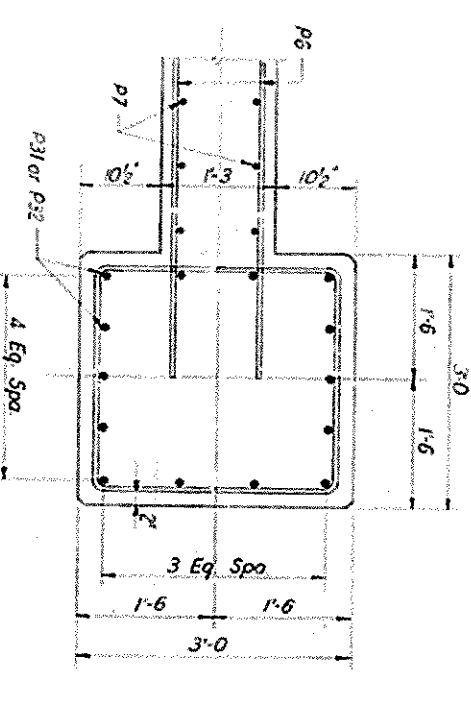
ELEVATION



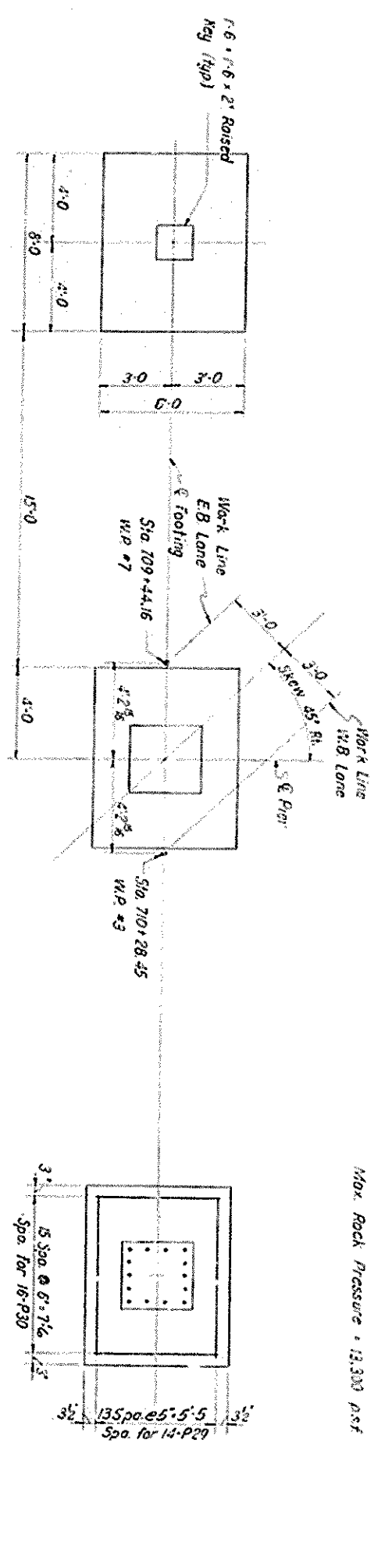
END ELEVATION



SECTION 2A-A'



SECTION 2B-B'



FOOTING PLAN

See Sht. #9 for Bill of Reinforcement

ESTIMATE OF QUANTITIES

Class 14" Concrete	55.4 Cys
Pier #2 E.B. Lane	70.4 Cys
Pier #2 W.B. Lane	14,367 Lbs
Reinforcement	15,144 Lbs
Pier #2 E.B. Lane	
Pier #2 W.B. Lane	

PIER NO. 2 DETAILS E.B. LANE
1-34 OVER BARRETT CREEK SHEET 7 OF 15

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

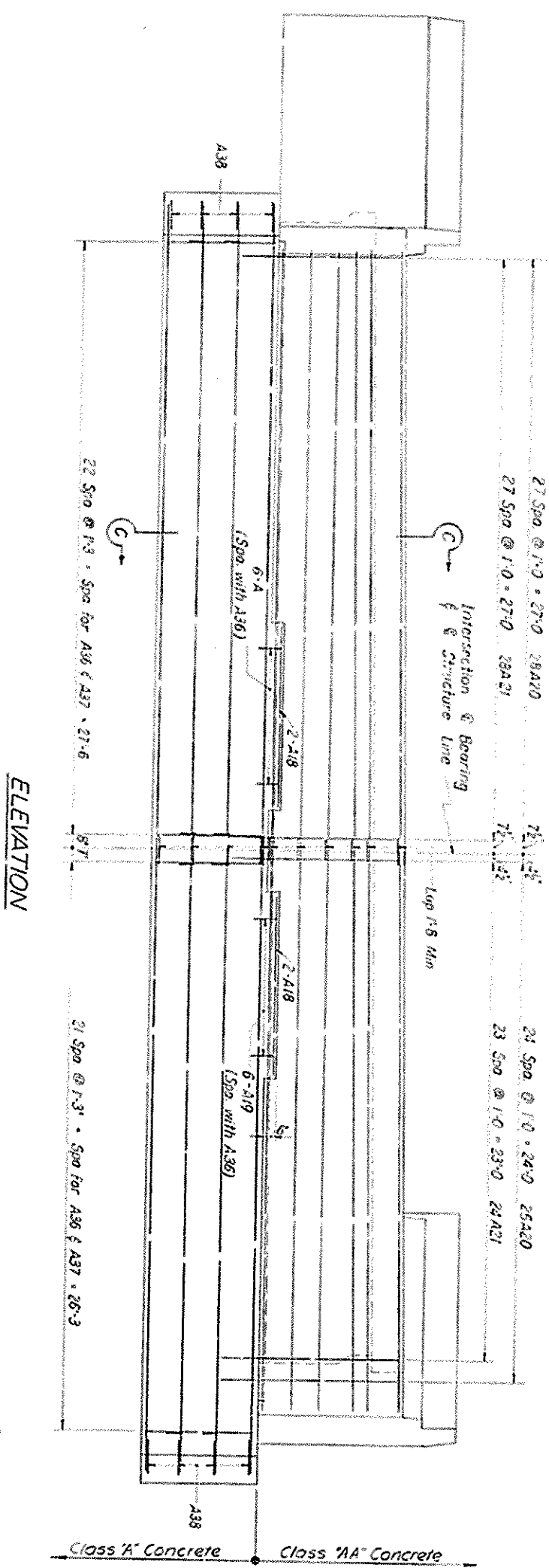
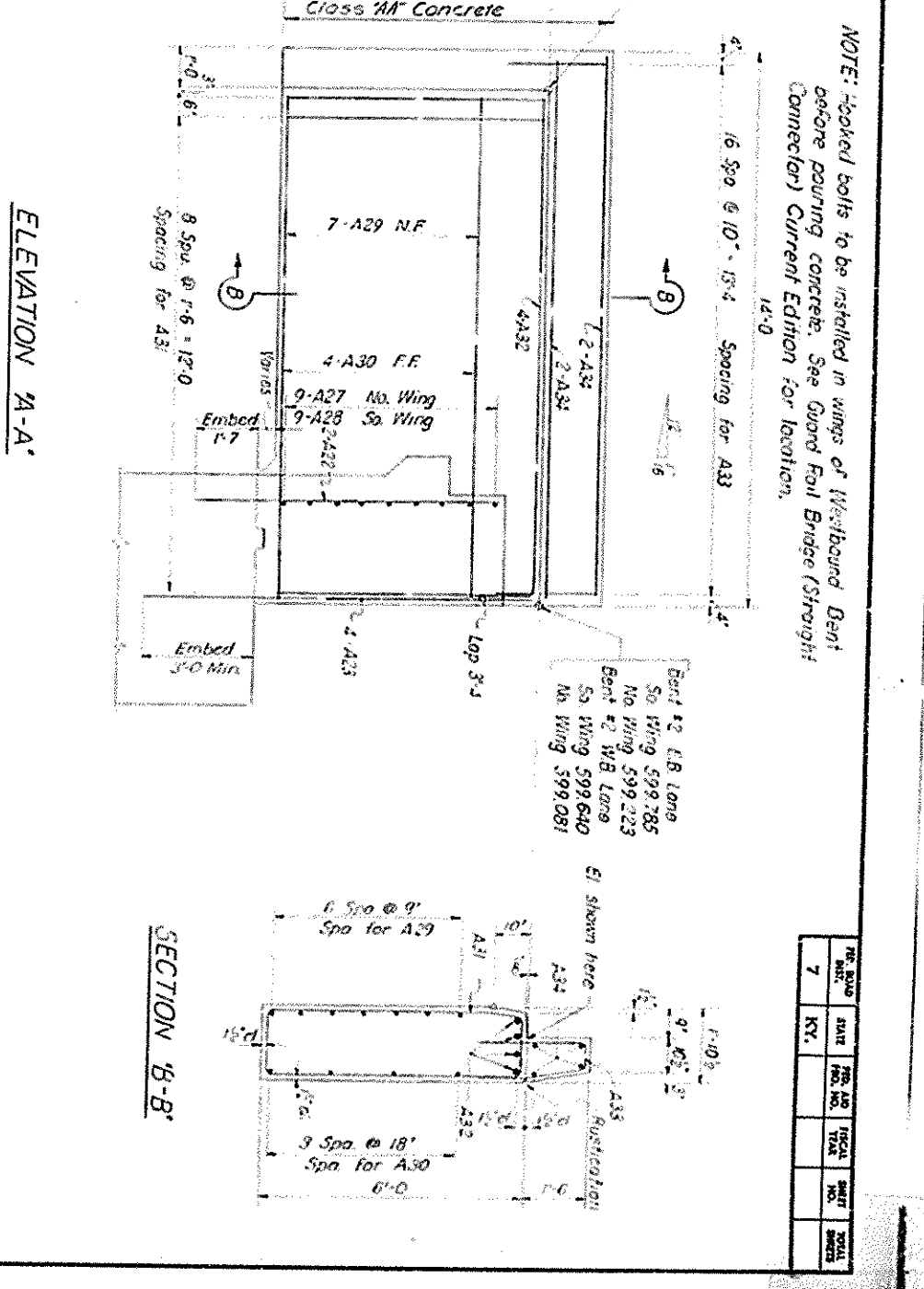
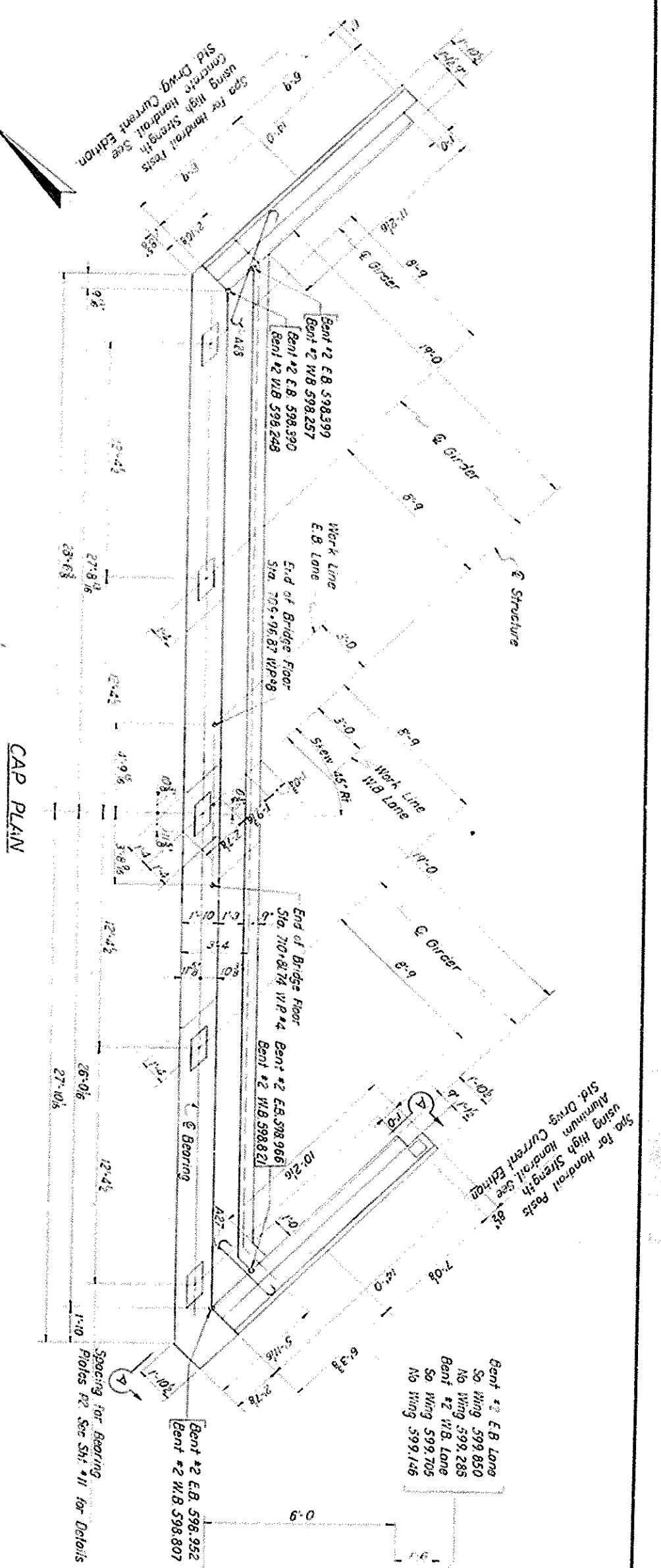
CARTER
LOUISVILLE LEXINGTON CATLETTSBURG
ROAD

STATION 709+59.50 PROJECT NO. SP22-538-2L

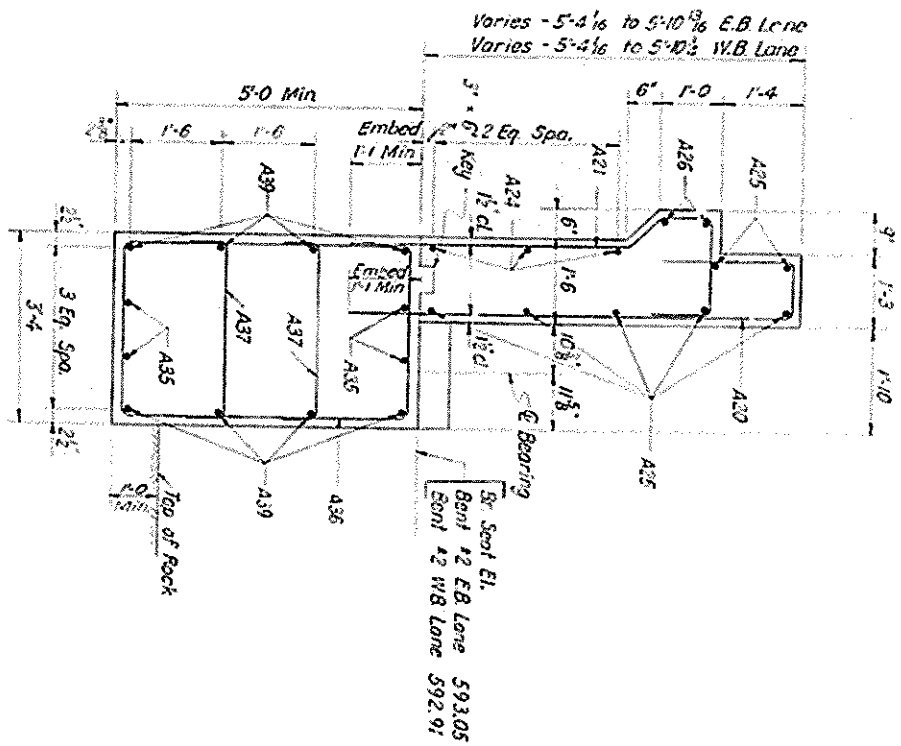
BRIDGE NUMBER 17169

NO.	DATE	BY	CHKD.	APP'D.	REMARKS
7	KY.				

DESIGNED BY: <u>N.D.W.</u>	CHECKED BY: <u>Z.I.</u>	DATE: <u>2-67</u>	REVISED: <u>Added C.A.A. Conc. to E. Bent, Chg. C.A. Quant.</u>	DATE: <u>4-19-68</u>
DETAINED BY: <u>N.D.W.</u>	CHECKED BY: <u>N.D.W.</u>	DATE: <u>2-67</u>	REVISED:	DATE:
TRACED BY:	CHECKED BY:	DATE:	REVISED:	DATE:



SECTION 'C-C'



See 317-49 for Bill of Reinforcement

*** ESTIMATE OF QUANTITIES ***

Concrete Class 'A'	372 Cys.	*A-1 = 30.6
Reinforcement	4373 lbs.	
High Strength Handrail	26.58 L.F.	

* Quantities shown for 1 Bent only

BENT NO. 2 DETAILS, E.B. LANE

BENT NO. 2 DETAILS, W.B. LANE SAME

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

COUNTY OF FRANKFORT

CARTER

LOUISVILLE LEXINGTON CATLETTSBURG ROAD

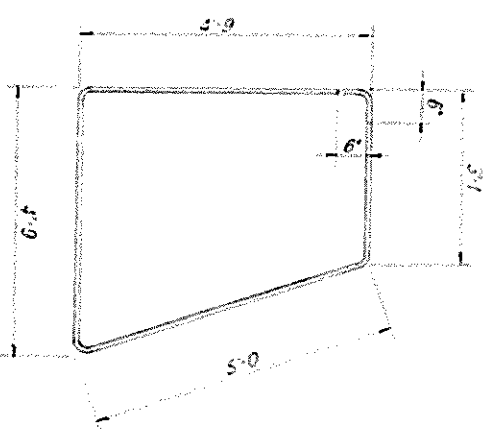
STATION 709+59.50 PROJECT NO. SP22-538-2L

BRIDGE NUMBER 17169

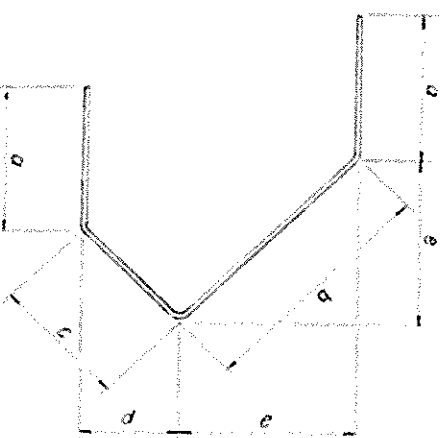
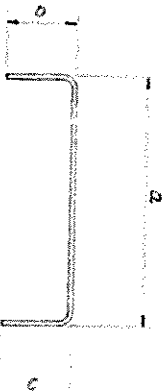
NOTE: Hooked bolts to be installed in wings of W-beam Bent before pouring concrete. See Guard Rail Bridge (Strong) Connector Current Edition for location.

NO.	DATE	BY	CHKD.	APP'D.	REVISION
7	K.C.				

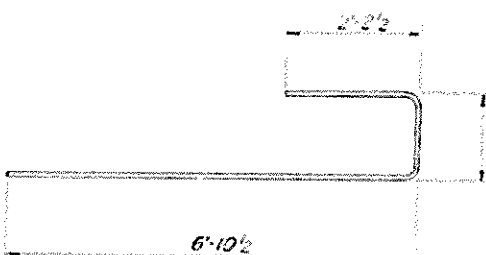
BILL OF REINFORCEMENT BENTS NO 1 & NO 2 EB & W/B LANE														
MARK	TYPE	QUANTITIES			LENGTH	LOCATION	DIMENSIONS							
		DEMT	DEMT	DEMT			a	b	c	d	e			
		CSL	W/B	EB	IN		FT	IN	FT	IN	FT	IN	FT	IN
41	SPR	8	8		16	10								
42	SPR	6	6		12	10								
43	SPR	2	2		4	10								
44	SPR	3	8		16	10								
45	1	42	42		84	10								
46	2	42	42		84	10								
47	2	42	42		84	10								
48	3	1	1		2	10								
49	3	1	1		2	10								
410	3	1	1		2	10								
411	3	1	1		2	10								
412	SPR	1	1		2	10								
413	3	1	1		2	10								
414	3	1	1		2	10								
415	3	1	1		2	10								
416	3	1	1		2	10								
417	SPR	1	1		2	10								
418	SPR	1	1		2	10								
419	2	14	12		26	10								
420	4	53	53		106	10								
421	5	52	52		104	10								
422	SPR	4	4		8	10								
423	SPR	8	8		16	10								
424	SPR	6	6		12	10								
425	SPR	14	14		28	10								
426	SPR	4	4		8	10								
427	6	9	9		18	10								
428	6	9	9		18	10								
429	SPR	14	14		28	10								
430	SPR	8	8		16	10								
431	7	20	20		40	10								
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434	SPR	8	8		16	10								
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438	SPR	16	16		32	10								



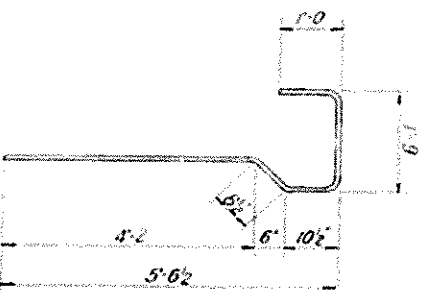
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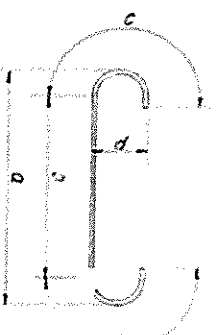
TYPE 3



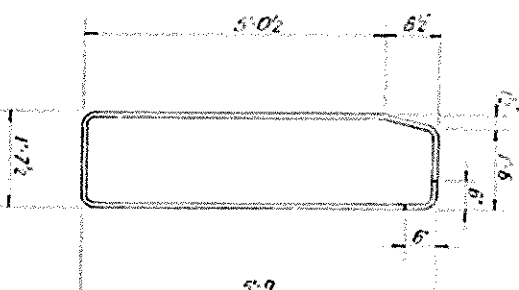
TYPE ④



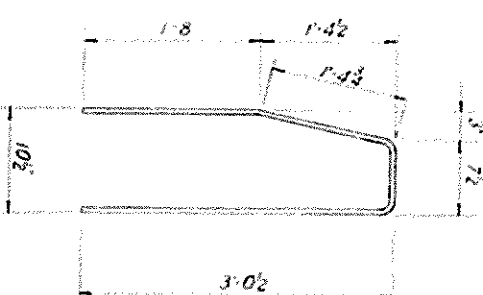
TYPE ⑤



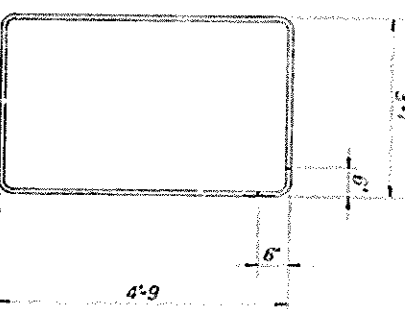
TYPE 6



TYPE ⑦

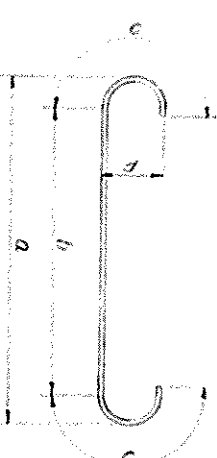


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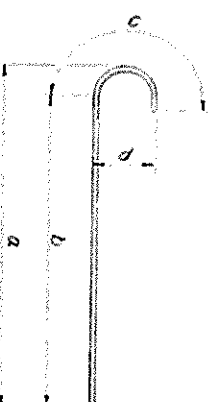


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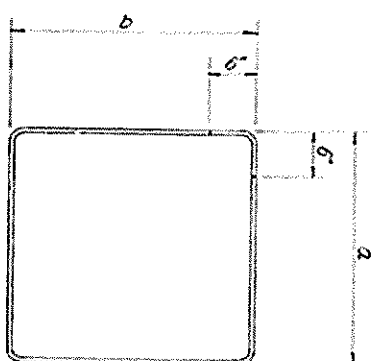
BILL OF REINFORCEMENT PIERS NO 1 & NO 2 E.B. & W.B. / ANE

[illegible]

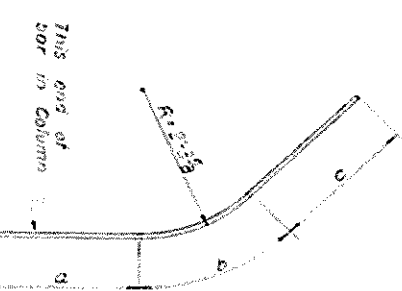
TYPE 1



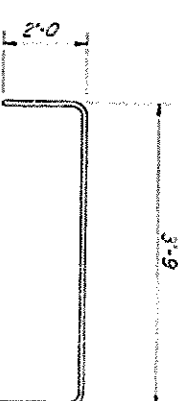
TYPE ②



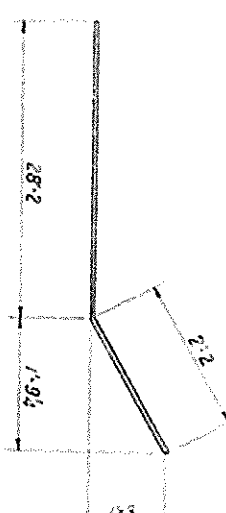
TYPE 3



TYPE 4



TYPE ⑤



TYPE 6

Work this sheet with Sheets No. 5, 6, 7 and 8

BILL OF REINFORCEMENT
BENTS NO 1 & NO 2 & PIERS NO 1 & NO 2

BENTS NO 1 & NO 2 & PIERS NO 1 & NO 2
I-64 OVER BARRETT CREEK SHEET 9 OF 13

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

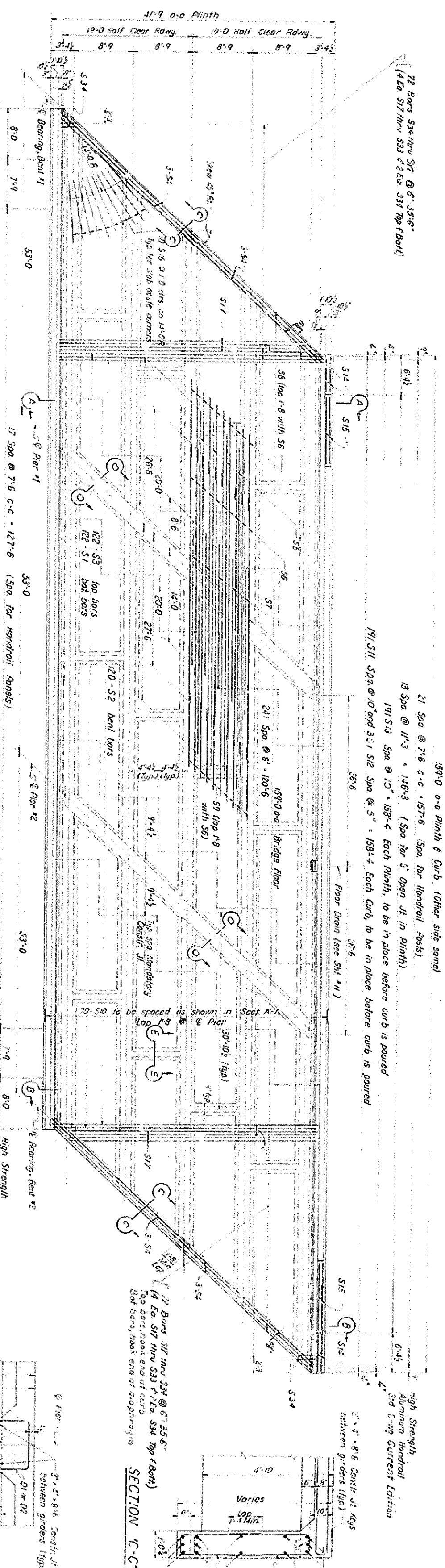
CARTER
LOUISVILLE LEXINGTON CATLETTSBURG

STATION 709 + 59.50

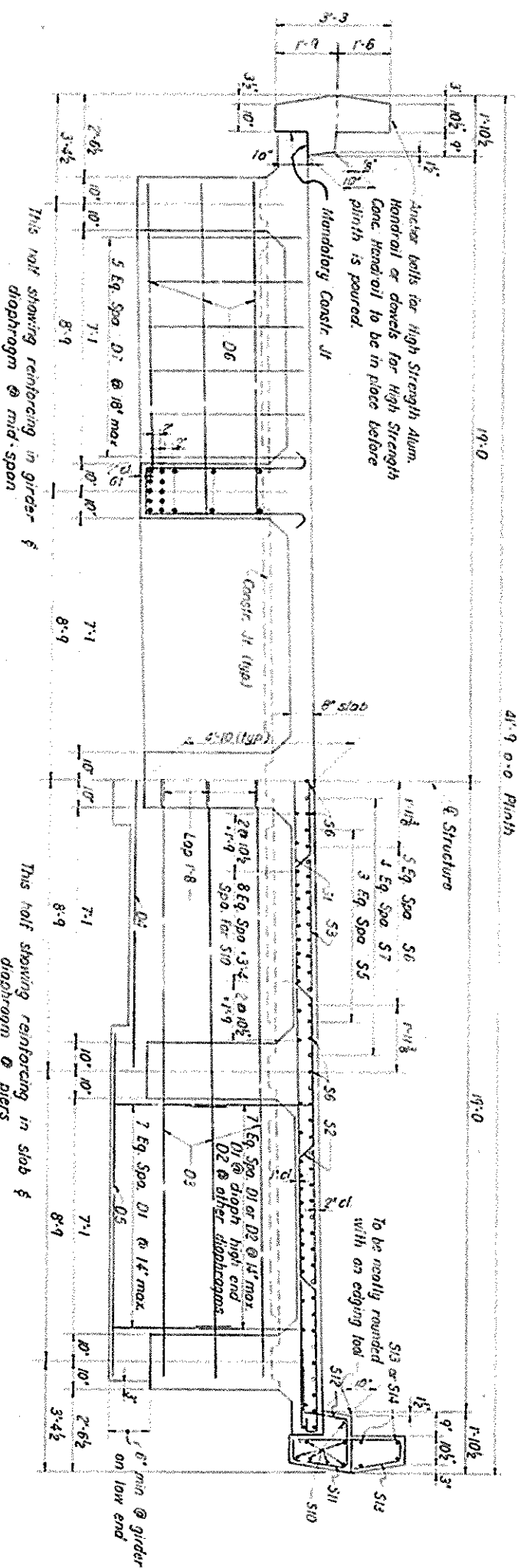
BRIDGE NUMBER	DRAWING NO.	DATE
17169		

MR. DODGE

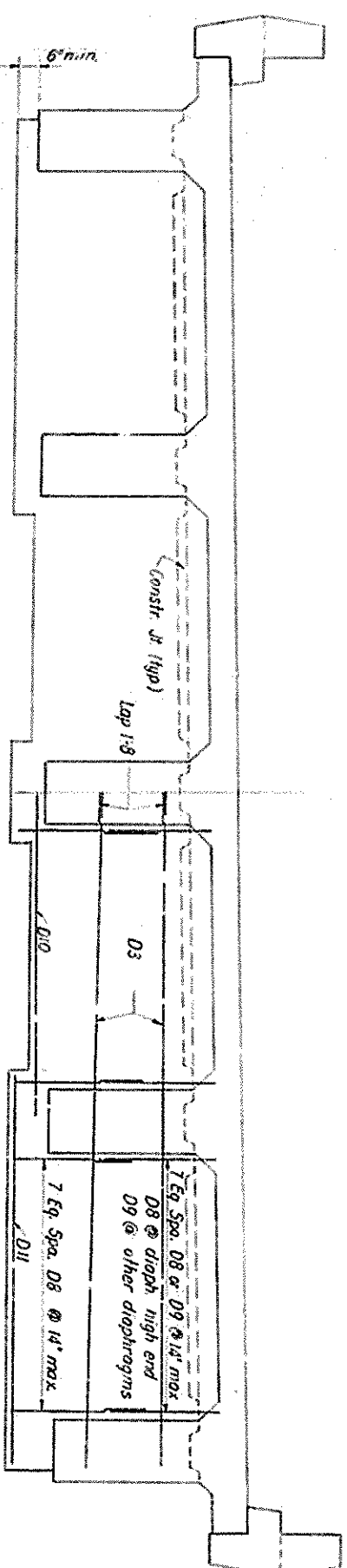
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL PAGES
7	KY.				



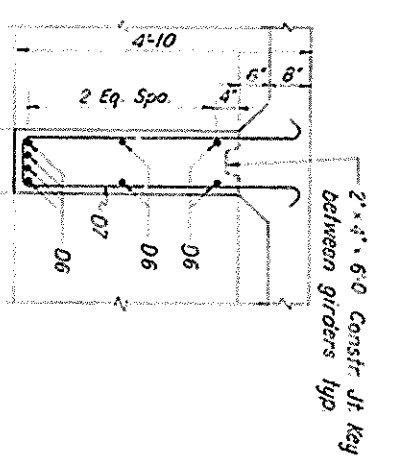
PLAN



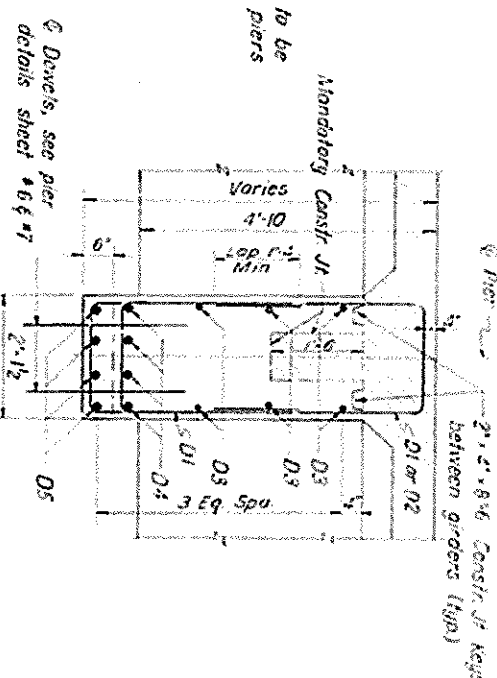
SECTION "A-A"



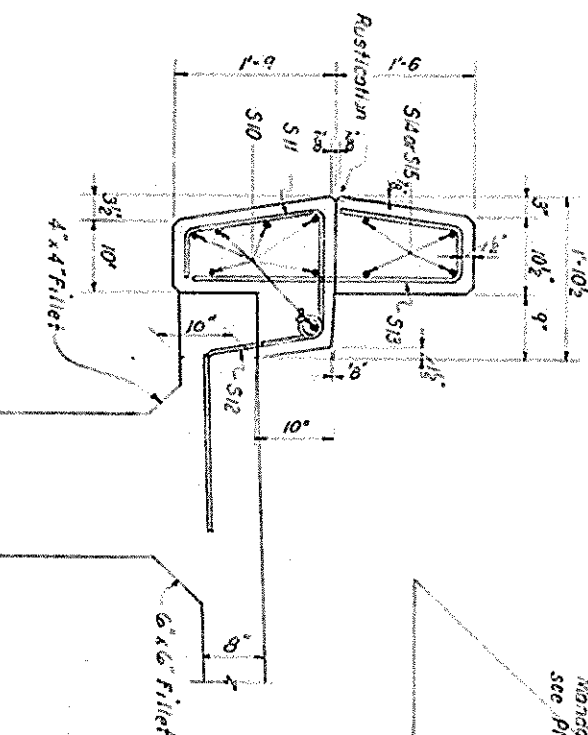
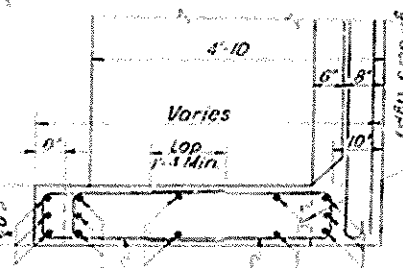
SECTION 'B-B'



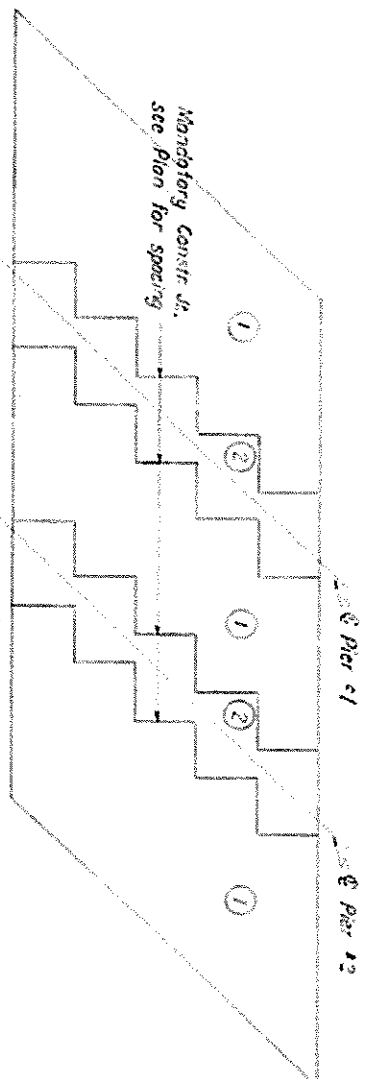
SECTION "D-D"



SECTION 'C-C'



SECTION "E-E"



NOTE: Pour sections ① of slab and remove falsework supporting girders before pouring section ②. Section ① must have been poured for 21 days before removing falsework supporting girders.

For this street with
Street No. 11.

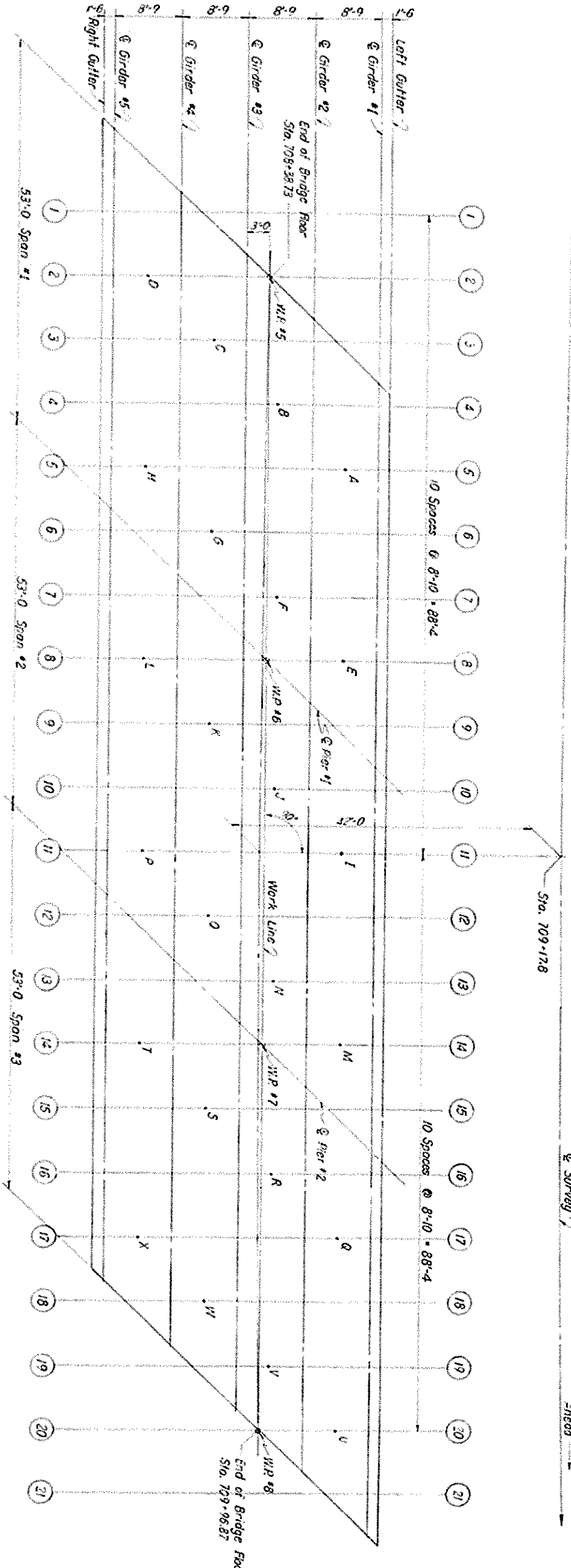
TYP. SECTION THRU
CURB & PLINTH

SUPERSTRUCTURE DETAILS E.B. LANE
SUPERSTRUCTURE DETAILS W.B. LANE SAME

1-64	OVER BARRETT CREEK	SHEET 10 OF 13
COMMONWEALTH OF KENTUCKY		
DEPARTMENT OF HIGHWAYS		
FRANKFORT		
COUNTY OF		
CARTER		
LEXINGTON		
ROAD		
STATION	709+59.50	PROJECT NO. SP22-536-2L
BRIDGE		DRAWING NO.
NUMBER		17169
		NOTE

TABLE OF ELEVATIONS FOR CONTROL OF SLAB THICKNESS			
Point	Check Elev	Top of Slab	Computed Slab Thick
A	597.032		
B	597.035		
C	598.081		
D	598.201		
E	597.708		
F	598.050		
G	598.082		
H	598.314		
I	598.003		
J	593.104		
K	598.324		
L	598.456		
M	598.481		
N	598.512		
O	598.443		
P	598.514		
Q	598.510		
R	598.450		
S	598.488		
T	598.719		
U	598.453		
V	598.382		
W	593.711		
X	598.810		

PLAN - EASTBOUND LANE



ELEVATION

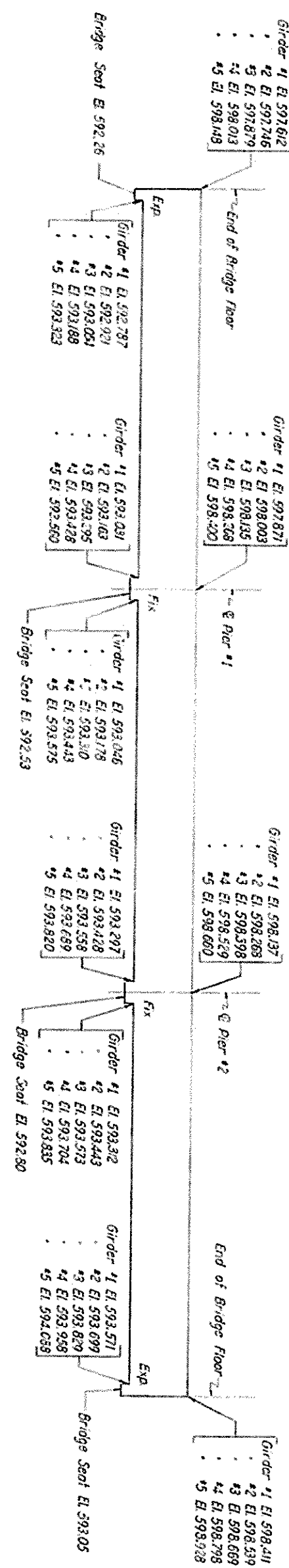
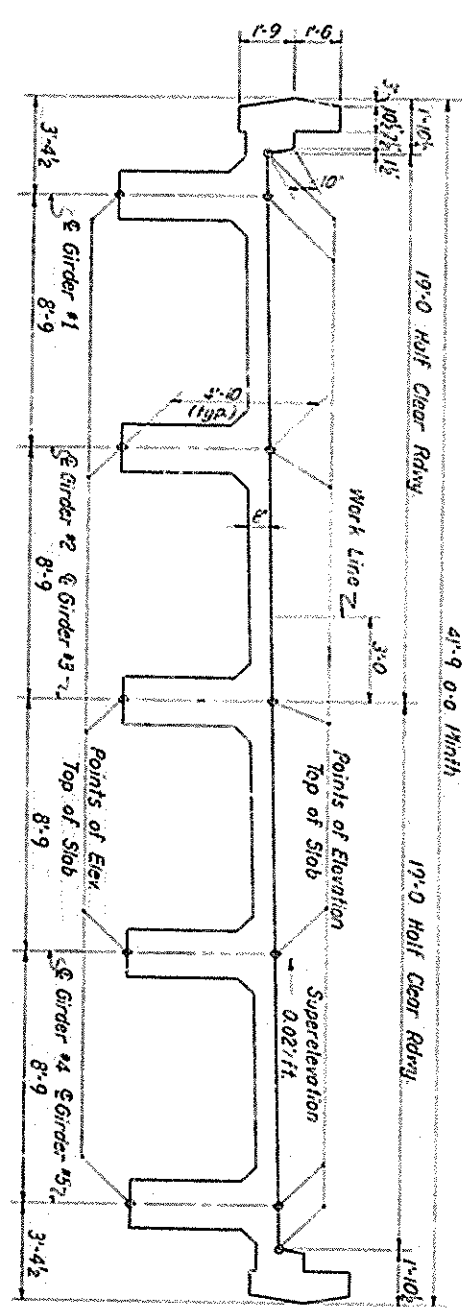


TABLE OF ELEVATIONS

Section Location	Top of Sub	Girder #1	Bot. of Slab	Girder #2	Bot. of Slab	Work Line	Top of Sub	Girder #3	Bot. of Slab	Girder #4	Bot. of Slab	Girder #5	Bot. of Slab	Top of Sub
1-1														
2-2														
3-3														
4-4														
5-5														
6-6														
7-7														
8-8														
9-9														
10-10														
11-11														
12-12														
13-13														
14-14														
15-15														
16-16														
17-17														
18-18														
19-19														
20-20														
21-21														

TYPICAL SECTION THRU DECK



NOTE:
After the slab forms are erected and before the slab reinforcement is placed, the Resident Engineer shall take first elevations of the slab thickness check points and enter them in the table in the space provided. The slab thickness shall then be computed if the computed slab thickness varies more than 3" from the plan thickness, allowing 1/2" of the slab span for deflection of the form work, the form shall be adjusted until the computed slab thickness is within the tolerance allowed. Elevations shown on this sheet include dead load camber and are to be maintained with tolerances in place.

CONSTRUCTION ELEVATIONS (E.B.)
SHEET 12 OF 13
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
CARTER
LOUISVILLE LEXINGTON CATTLETTSBURG
ROAD
STATION 709+59.50
PROJECT NO. SP22-538-2L
BRIDGE NUMBER 17169

