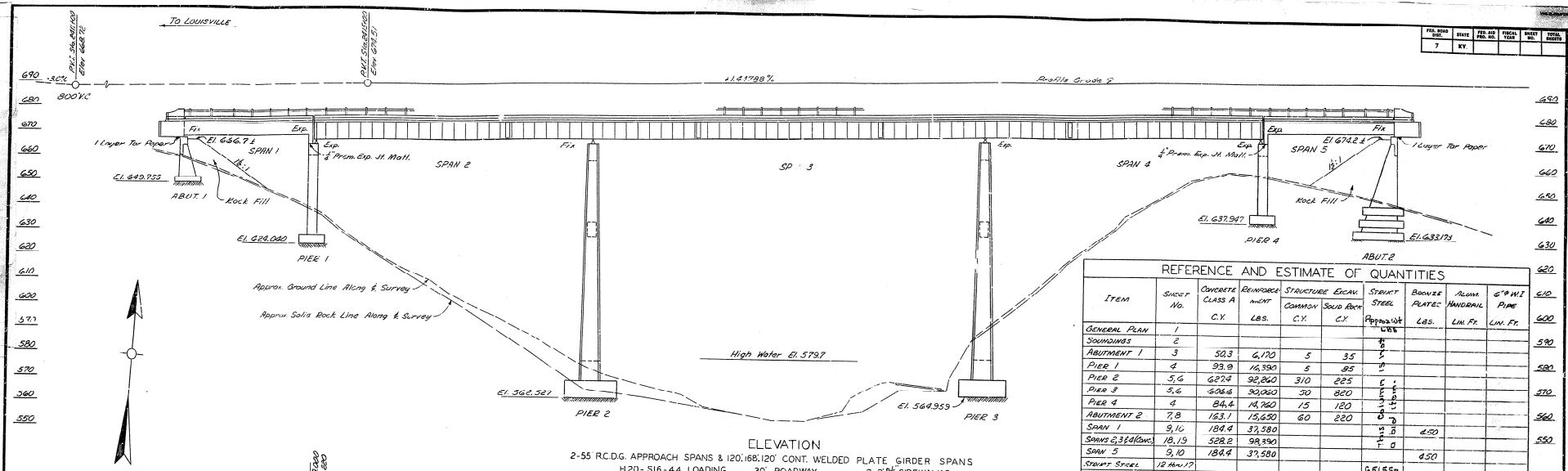
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



ELEVATION

2-55' R.C.D.G. APPROACH SPANS & 120', 168', 120' CONT. WELDED PLATE GIRDER SPANS
H20-S16-44 LOADING 30' ROADWAY 2-2'-9½" SIDEWALKS
0° SKEW 48' SHOULDERS 1 1/2:1 SLOPES

REFERENCE AND ESTIMATE OF QUANTITIES

Item	Sheet No.	Concrete Class A C.Y.	Reinforcement Lbs.	Structure Excav. Common C.Y.	Structure Excav. Solid Rock C.Y.	Structural Steel Approximate Lbs.	Bronze Plates Lbs.	Alum. Handrail Lin. Ft.	6" ø W.I. Pipe Lin. Ft.
General Plan	1								
Soundings	2								
Abutment 1	3	50.3	6,170	5	35				
Pier 1	4	93.9	16,390	5	85				
Pier 2	5,6	627.4	92,860	310	225				
Pier 3	5,6	606.6	90,060	50	820				
Pier 4	4	84.4	14,760	15	120				
Abutment 2	7,8	193.1	15,650	60	220				
Span 1	9,10	184.4	37,580				450		
Spans 2,3 & 4 (Cont.)	18,19	528.2	98,390						
Span 5	9,10	184.4	37,580				450		
Strut Steel	12 Nov. 17					651550			
Control Elev.	11 & 20								
Handrail	H-112								
Totals		2522.7	408,840	445	1505	651550	900	1044.7	160.0

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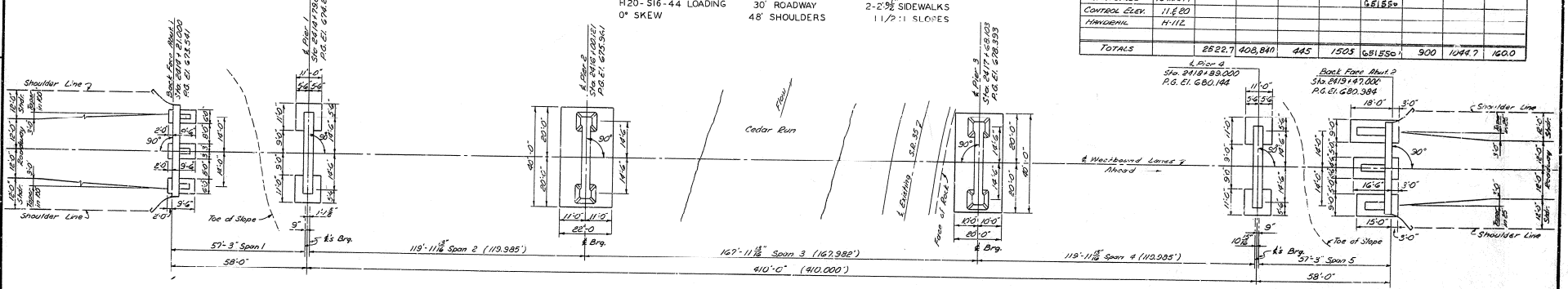
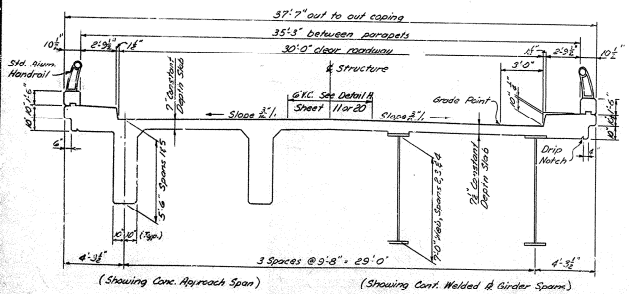


PLAN
(Deck Removed)

STANDARD DRAWINGS — C-351, H-112



SECTION THRU DECK

GENERAL NOTES

SPECIFICATIONS ~ Kentucky Department of Highways 1956 with subsequent amendments.

DESIGN LOAD ~ Bridge designed for H20-S16-44 loading as specified in A.A.S.H.O. 1957 or alternate loading of two tandem axles four feet apart each axle weighing 24,000 lbs., whichever gives greater stress

DESIGN STRESSES ~ $F_c = 1200$ p.s.i. ; $F_s = 18,000$ p.s.i.

FOUNDATION PRESSURES ~ 16,000 p.s.f. maximum on rock.

CONCRETE ~ Class "A" Concrete to be used throughout.

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

BEVELED EDGES ~ All exposed edges shall be beveled "B" unless otherwise shown.

EXPANSION JOINT MATERIAL, COPPER STRIP, TAR PAPER ~ The cost of these items to be included in the unit price bid for Class "A" Concrete.

CONSTRUCTION JOINTS ~ Construction joints shall be made at locations shown on the plans. Provide substantial keys at all construction joints.

ANCHOR BOLT HOLES ~ Drill all anchor bolt holes and place anchor bolts to dimensions shown. The Contractor shall exercise care in placing reinforcing steel in top of all substructure units to the dimensions shown.

PAINTING EXPANSION DAMS ~ All exposed parts of Expansion Dams which cannot be painted after erection shall have two coats of Aluminum paint applied before erection.

PLACING FILLS ~ The fill material shall be placed simultaneously in front and in back of abutments in layers and compacted in accordance with the Specifications.

STRUCTURAL STEEL ~ See Sheet 15 for Note and Specifications. For purpose of payment, "Lump Sum Bid" for structural steel includes structural steel, bolts, steel pins, cast iron and load plates or preformed fabric pads.

WELDING ~ No direct payment will be made for welding or welding material but the cost of same shall be included in the "Lump Sum Bid" for structural steel. See Sheet 15 for Specifications.

SHOP AND MILL INSPECTION ~ By Kentucky Department of Highways.

C.I. DRAINS - W.I. PIPE ~ See Sheet 15 for foundry note and specifications of Wrought Iron Pipe.

PAINT ~ See note on Sheet 15

RECORD SHOP DRAWINGS ~ A set of linen tracings of Approved Drawings of Shop Details shall become the property of the Department of Highways when the Contract is completed and before final payment is made. No direct payment shall be made for record drawings but the cost shall be included in the "Lump Sum Bid" for structural steel.

BILL OF INCIDENTAL MATERIAL

Item	No. Req.	Description	Location
Tar Paper	2	1'-6"×80' Comm. Grade	Top of Piers 1 & 4
Copper Strip	9	1/8" × 36"-3"	Between Pours, Spans 2,3 & 4
1/2" Prem. Exp. Jt. Matl.	2	1'-6" × 30'-8"	Top of Piers 1 & 4
1/2" Prem. Exp. Jt. Matl.	9	1'-0" × 36'-3"	Between Pours, Spans 2,3 & 4

Note: The quantities shown in the Bill of Incidental Material are approximate only and the Contractor is responsible for furnishing enough material to complete the work in accordance with the plans and Specifications.

EXISTING S.R. 35 (West Bound Lanes) SHEET 1 OF 20

WESTBOUND STRUCTURE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD

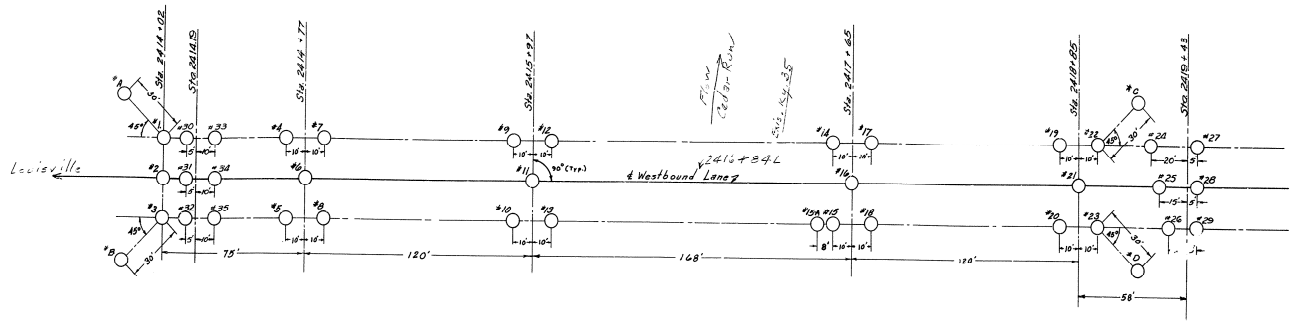
STATION 2416 + 84 L **PROJECT NO.** I-04-410

BRIDGE NUMBER 37-905-BM57 | DRAWING NO. 14037 | INDEX

DESIGNED BY: [illegible] | CHECKED BY: [illegible] | DETAILED BY: [illegible] | CHECKED BY: [illegible] | TRACED BY: [illegible]

REVISED: [illegible] DATE: [illegible] | REVISED: DATE: | REVISED: DATE: | REVISED: DATE:

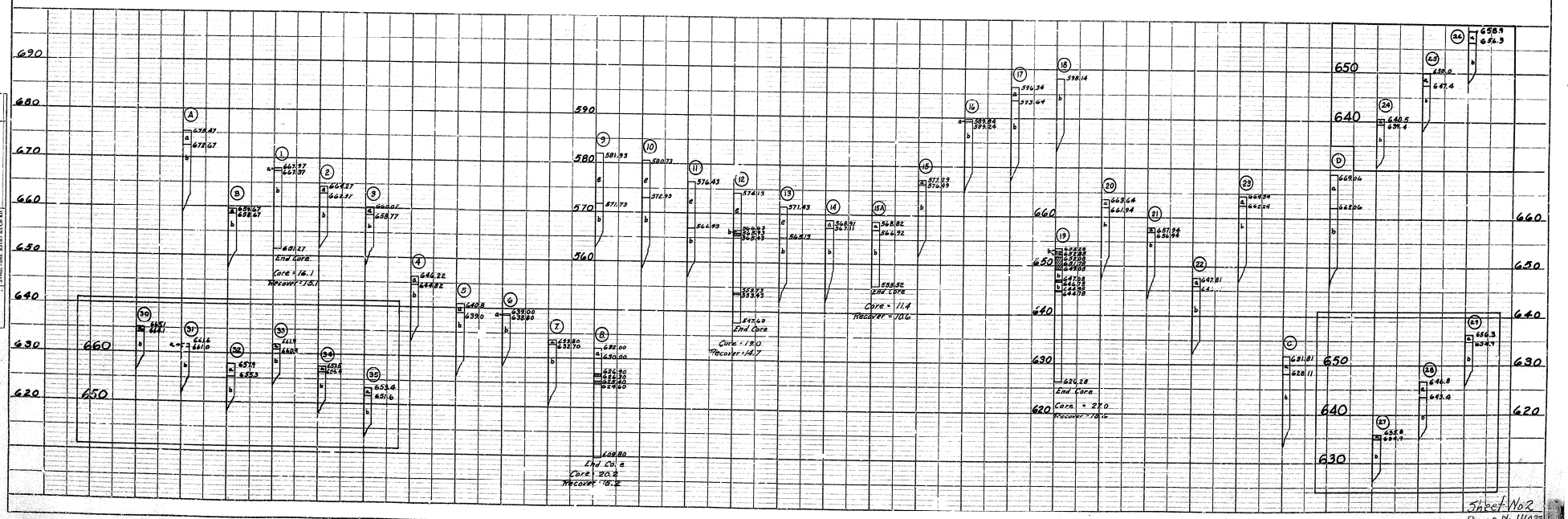
SOUNDING LAYOUT



LEGEND

a. BROWN CLAY
b. LIMESTONE
e. YELLOW CLAY
MUD SEAM

FRANKLIN COUNTY
I-64-4 (1)
SOUNDINGS FOR BRIDGE AT OLD KY. 35 (Existing)
WESTBOUND LANE
SCALE 1"=30'



Sheet No 2
Drwg. No 14037

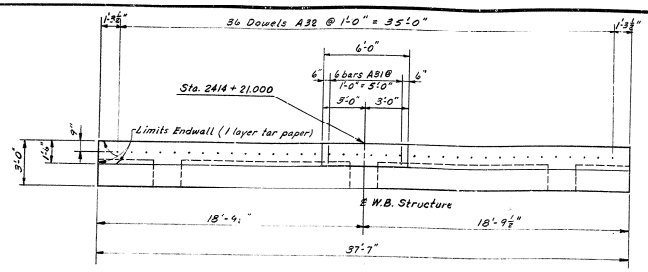
PLAN
NOTE BOOK
SURVEYED
PLOTTED
DRAWN
CHECKED
ASSISTANT ENGINEER
RIGHT OF WAY CHECKED
DATE
BY

PROFILE
NOTE BOOK
SURVEYED
PLOTTED
DRAWN
CHECKED
ASSISTANT ENGINEER
STRUCTURE DETAILS CHECKED
DATE
BY

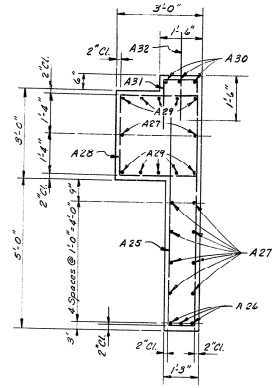
Printed in U.S.A.
On IMPERIAL Trading Cloth

PLATE 1 PLAN-PROFILE P.R. STANDARD
EUGENE DIETZGEN CO. CHICAGO, NEW YORK

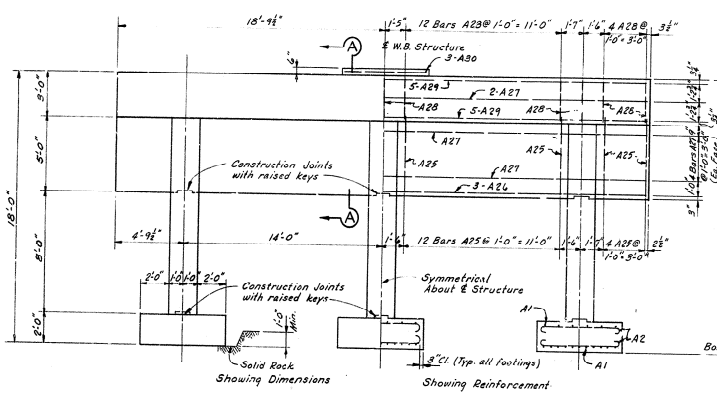
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



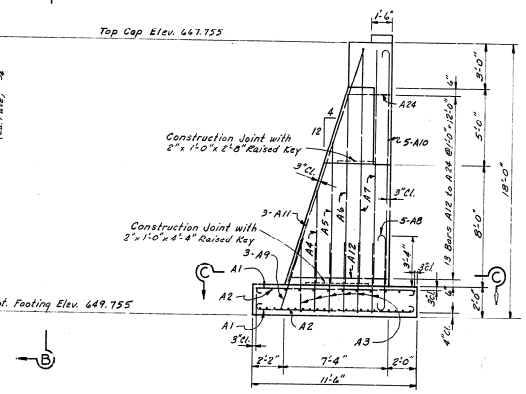
PLAN OF CAP



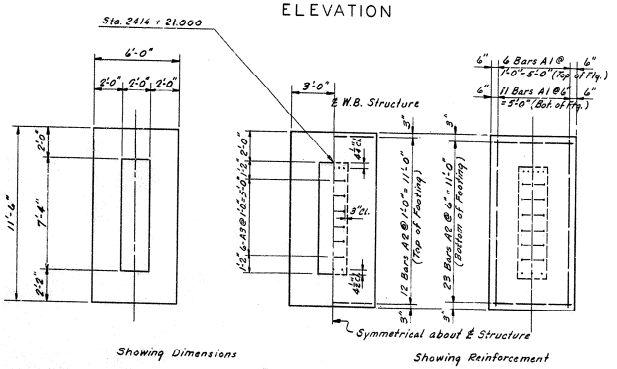
SECTION A - A



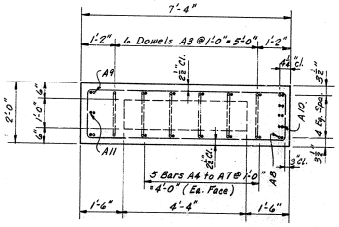
ELEVATION



ELEVATION B-B



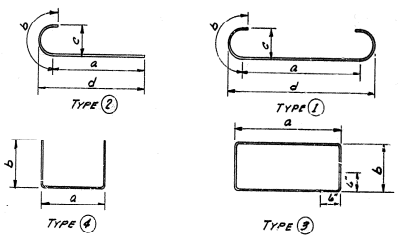
FOOTING PLAN



SECTION C - C

BILL OF REINFORCEMENT

Mark	Type	No Bars	Size	Length Ft	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
A1	2	51	5	12	3	Footing	10	7	0	10	0	5	11	0
A2	1	105	5	6	9	Footing	5	1	0	10	0	5	5	6
A3	4	18	5	10	3	Dowels	1	7	4	5	–	–	–	–
A4	Str.	6	5	5	9	Columns	–	–	–	–	–	–	–	–
A5	"	6	5	8	9	"	–	–	–	–	–	–	–	–
A6	"	6	5	11	9	"	–	–	–	–	–	–	–	–
A7	Str.	12	5	15	6	Columns	–	–	–	–	–	–	–	–
A8	1	15	6	6	6	Dowels	4	6	1	0	0	6	5	0
A9	Str.	9	6	5	0	Dowels	–	–	–	–	–	–	–	–
A10	2	15	6	16	3	Columns	15	3	1	0	0	6	15	6
A11	Str.	9	6	16	4	Columns	–	–	–	–	–	–	–	–
A12	3	3	4	17	3	Column Ties	6	8	1	7	–	–	–	–
A13	3	3	4	16	7	" "	6	4	1	7	–	–	–	–
A14	3	3	4	15	11	" "	6	0	1	7	–	–	–	–
A15	3	3	4	15	3	" "	5	8	1	7	–	–	–	–
A16	3	3	4	14	7	" "	5	4	1	7	–	–	–	–
A17	3	3	4	13	11	" "	5	0	1	7	–	–	–	–
A18	3	3	4	13	3	" "	4	8	1	7	–	–	–	–
A19	3	3	4	12	7	" "	4	4	1	7	–	–	–	–
A20	3	3	4	11	11	" "	4	0	1	7	–	–	–	–
A21	3	3	4	11	3	" "	3	8	1	7	–	–	–	–
A22	3	3	4	10	7	" "	3	4	1	7	–	–	–	–
A23	3	3	4	9	11	" "	3	0	1	7	–	–	–	–
A24	3	3	4	9	3	Column Ties	2	8	1	7	–	–	–	–
A25	4	32	5	14	9	Curtain Wall	0	11	7	0	–	–	–	–
A26	Str.	3	7	37	3	Curtain Wall	–	–	–	–	–	–	–	–
A27	Str.	10	6	37	3	Cap & Curtain Wall	–	–	–	–	–	–	–	–
A28	3	35	5	11	5	Cap	2	8	2	8	–	–	–	–
A29	Str.	10	9	37	3	Cap	–	–	–	–	–	–	–	–
A30	Str.	3	5	5	8	Shear Key	–	–	–	–	–	–	–	–
A31	4	6	5	4	4	Shear Key	1	2	1	8	–	–	–	–
A32	Str.	36	4	3	0	Dowels	–	–	–	–	–	–	–	–



ESTIMATE OF QUANTITIES

Concrete Class "A"	50.3 cu. yds.
Reinforcement	6170 lbs.

EXISTING S.R. 35 SHEET 3 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN

LOUISVILLE - LEXINGTON ROAD

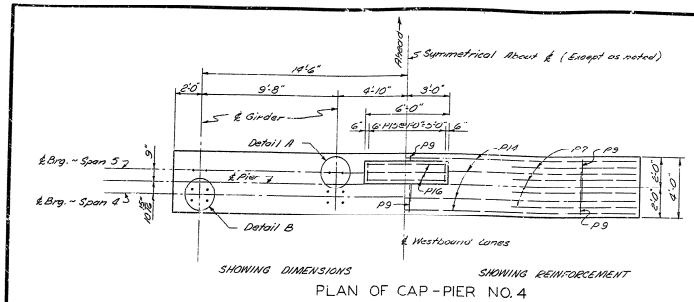
STATION 2416+[illegible] PROJECT NO. I-04-4(1)

BRIDGE NUMBER | DRAWING NO. 14037 | INDEX

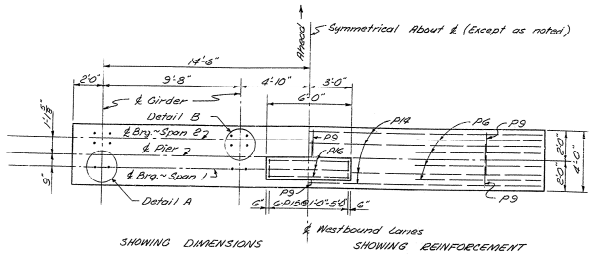
DESIGNED BY UDD CHECKED BY JWM DATE 2-59 REVISED
DETAILED BY UDD CHECKED BY RBD DATE 3-59 REVISED
TRACED BY CHECKED BY DATE REVISED

ABUTMENT NO. 1 WESTBOUND, DETAILS

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



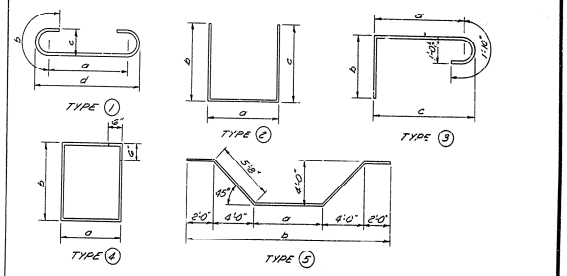
PLAN OF CAP - PIER NO. 4

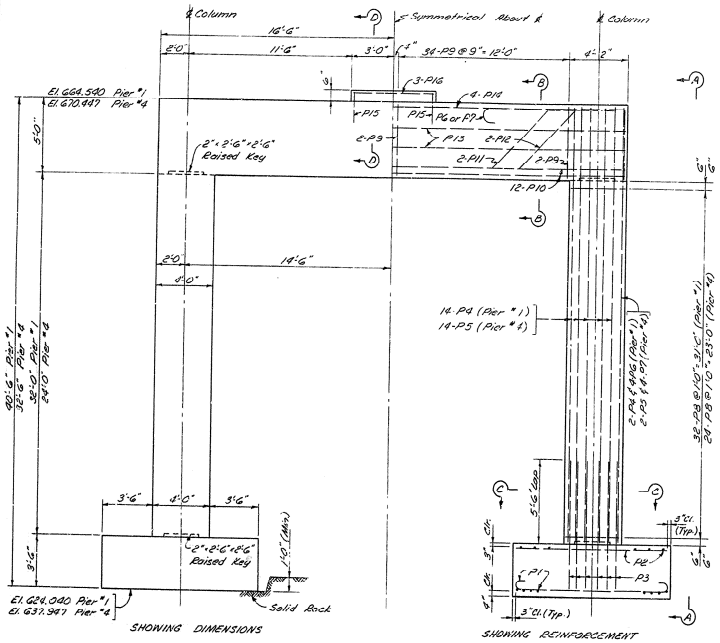


PLAN OF CAP - PIER NO. 1

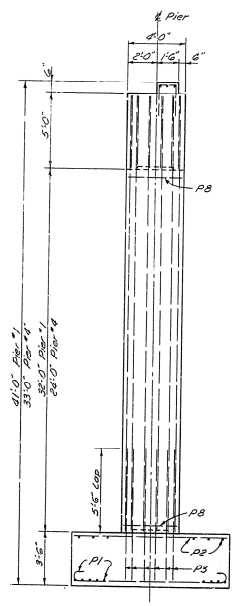
BILL OF REINFORCEMENT

MARK	TYPE	NUMBER Pier #1	NUMBER Pier #4	BAR SIZE	LENGTH Ft.	LENGTH In.	LOCATION	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
P1	1	88	88	6	12	0	Bottom Footing	10	0	1	0	0	6	10	6
P2	Str.	44	44	5	10	6	Top Footing								
P3	2	20	20	10	20	6	Colum Dowels	3	7	8	8	8	8		
P4	Str.	32	–	10	36	9	" "								
P5	Str.	–	32	10	28	9	" "								
P6	3	8	–	10	47	8	" "	9	3	36	9	9	9¼		
P7	3	–	8	10	39	8	" "	9	3	28	9	9	9¼		
P8	4	64	48	5	15	5	Column Hoops	3	8	3	8				
P9	4	68	68	5	15	10	Cap Stirrups	2	10½	4	8				
P10	Str.	12	12	11	32	8	Bottom Cap								
P11	5	2	2	11	29	4	Bottom Cap	14	0	2	0				
P12	5	2	2	11	33	4	Bottom Cap	18	0	30	0				
P13	Str.	4	4	6	32	8	Side of Cap								
P14	2	4	4	10	41	9	Top Cap	32	9	4	9	4	9		
P15	2	6	6	5	5	2	Shear Key	1	3	2	0	2	0		
P16	Str.	3	3	4	5	0	Shear Key								

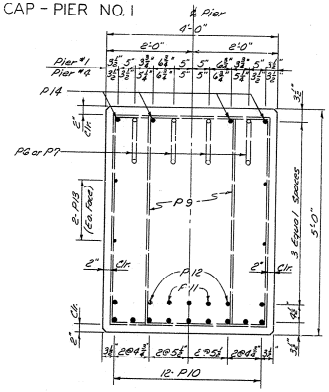




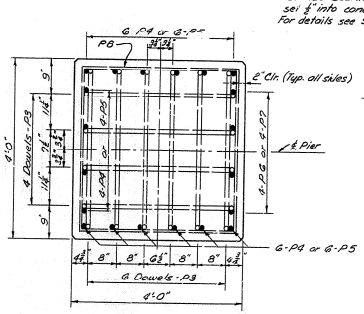
ELEVATION



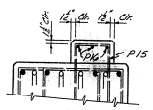
ELEVATION A-A



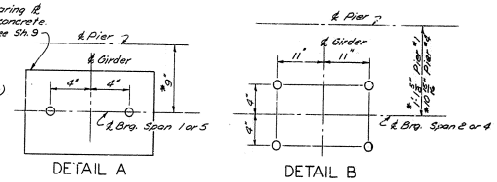
SECTION B-B



SECTION C-C



SECTION D-D

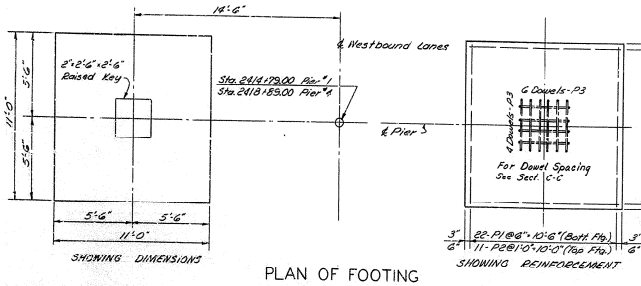


DETAIL A

DETAIL B

ANCHOR BOLT LAYOUT

* For Anchor Bolt setting plan and details see sheet 17.



PLAN OF FOOTING

NOTE:
Care shall be taken in placing steel in the cap so as not to interfere with the placing of Anchor Bolts.

ESTIMATE OF QUANTITIES

	Pier #1	Pier #4	Total
Class "A" Concrete	93.1	81.4	174.3 C.Y.
Reinforcement	16,390	14,760	31,150 Lbs.

PIERS NO. 1 AND NO. 4 WESTBOUND

EXISTING S.R. 35 — SHEET 4 OF 20

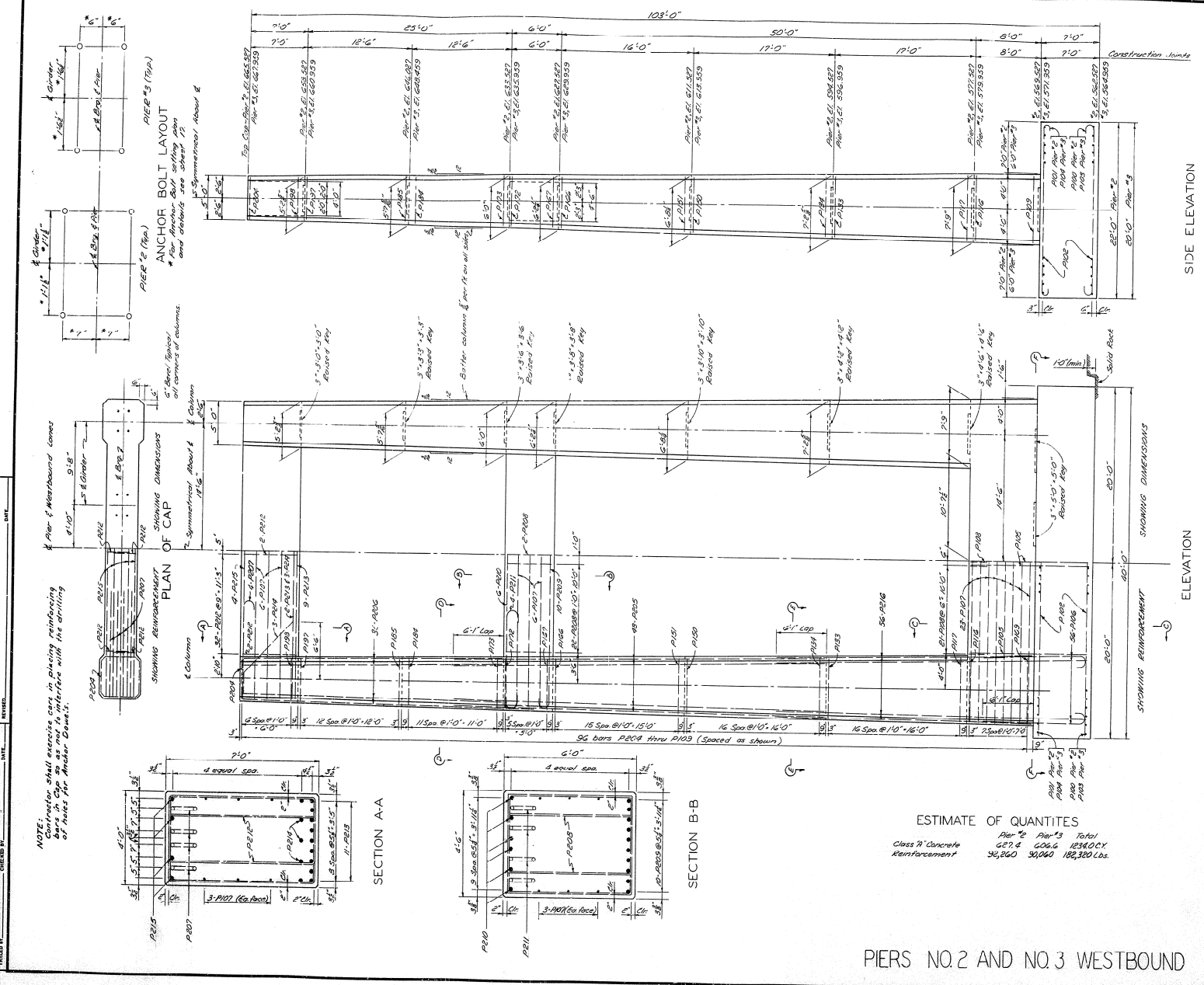
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD

STATION 2416 + 84L — **PROJECT NO.** 1-04-4(1)

BRIDGE NUMBER — DRAWING No. 14037 — INDEX

DESIGNED BY RBD — CHECKED BY JMW — DATE 2-57
DETAILED BY RBD — CHECKED BY JMW — DATE 2-57
TRACED BY — CHECKED BY — DATE
REVISED — DATE
REVISED — DATE
REVISED — DATE

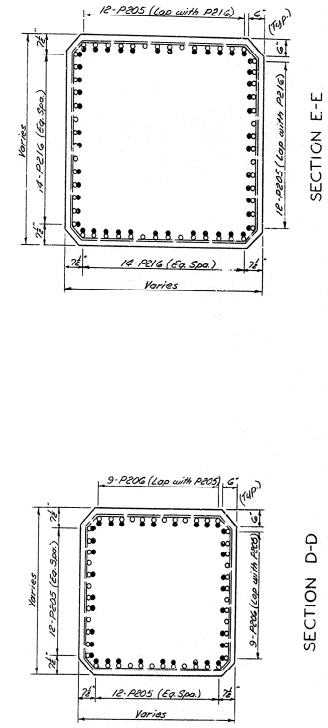
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



NOTE:
Contractor shall exercise care in placing reinforcing bars in Cap so as not to interfere with the drilling of holes for Anchor Bolts.

ESTIMATE OF QUANTITIES

	Pier #2	Pier #3	Total
Class "A" Concrete	627 C.Y.	606 C.Y.	1234 C.Y.
Reinforcement	92,260	90,060	182,320 Lbs.



PIERS NO. 2 AND NO. 3 WESTBOUND

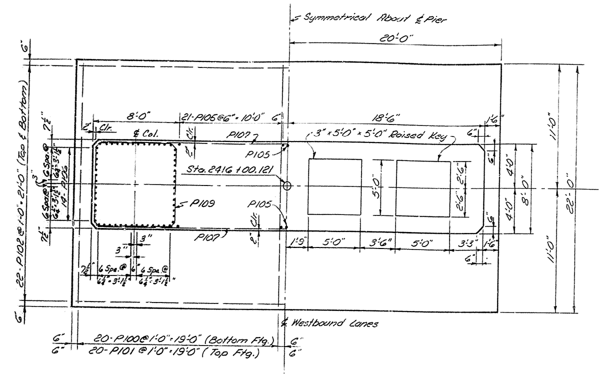
EXISTING S.R. 35 SHEET 5 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD

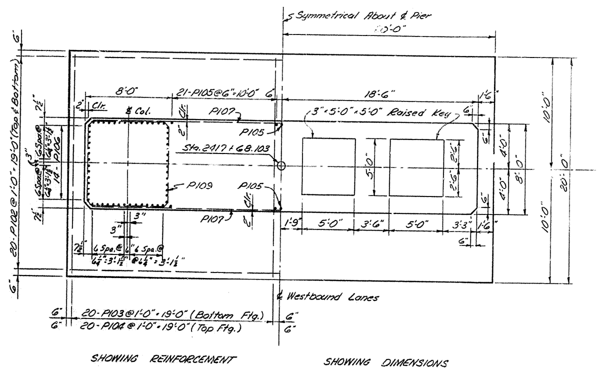
STATION 2416 + 84L **PROJECT NO.** I-04-4(1)

BRIDGE NUMBER | DRAWING NO. 14037 | INDEX

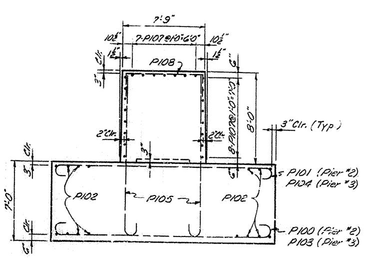
DESIGNED BY: RPD DATE: 2-70 REVISED: DATE:
CHECKED BY: JWW DATE: 2-70 REVISED: DATE:
DETAILED BY: RPD DATE: 2-70 REVISED: DATE:
CHECKED BY: DATE: REVISED: DATE:
TRACED BY: CHECKED BY: DATE: REVISED: DATE:



SECTION F-F, PIER NO. 2



SECTION F-F, PIER NO. 3

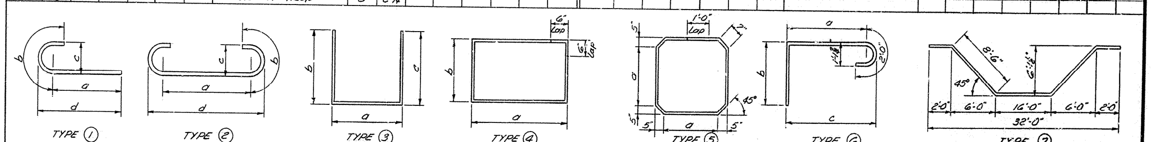


SECTION C-C

BILL OF REINFORCEMENT

MARK	TYPE	NUMBER Pier #2	NUMBER Pier #3	BAR SIZE	LENGTH Ft.	LENGTH In.	LOCATION	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
P100	(2)	40	–	10	24	2	Footing ~ Bottom	20	6	1	10	1	0½	21	6½
P101	(2)	40	–	6	23	0	~ Top	21	0	1	0	0	6	21	6
P102	Str.	44	40	6	39	6	~ Top & Bottom								
P103	(2)	–	40	8	21	8	~ Bottom	18	8	1	6	0	10	19	6
P104	(2)	–	40	6	21	0	Footing ~ Top	19	0	1	0	0	6	19	6
P105	(1)	86	86	9	15	6	Crashwall Dowels	13	10	1	8	0	11¼	14	3⅝
P106	(1)	112	112	11	14	0	Column Dowels	12	0	2	0	1	1¾	12	6⅞
P107	Str.	35	35	6	33	6	Cap, Strut & Crashwall								
P108	(3)	43	43	6	11	2	Top Crashwall	7	3	2	1	2	1		
P109	(5)	2	2	5	30	7	Column Hoop	6	9¾						
P110	(5)	2	2	5	30	6	" "	6	9⅜						
P111	(5)	2	2	5	30	4	" "	6	9						
P112	(5)	2	2	5	30	3	" "	6	8⅝						
P113	(5)	2	2	5	30	1	" "	6	8¼						
P114	(5)	2	2	5	30	0	" "	6	7⅞						
P115	(5)	2	2	5	29	10	" "	6	7½						
P116	(5)	2	2	5	29	9	" "	6	7⅛						
P117	(5)	2	2	5	29	7	" "	6	6¾						
P118	(5)	2	2	5	29	6	" "	6	6⅜						
P119	(5)	2	2	5	29	4	" "	6	6						
P120	(5)	2	2	5	29	3	" "	6	5⅝						
P121	(5)	2	2	5	29	1	" "	6	5¼						
P122	(5)	2	2	5	29	0	" "	6	4⅞						
P123	(5)	2	2	5	28	10	" "	6	4½						
P124	(5)	2	2	5	28	9	" "	6	4⅛						
P125	(5)	2	2	5	28	7	" "	6	3¾						
P126	(5)	2	2	5	28	6	" "	6	3⅜						
P127	(5)	2	2	5	28	4	" "	6	3						
P128	(5)	2	2	5	28	3	" "	6	2⅝						
P129	(5)	2	2	5	28	1	" "	6	2¼						
P130	(5)	2	2	5	28	0	" "	6	1⅞						
P131	(5)	2	2	5	27	10	" "	6	1½						
P132	(5)	2	2	5	27	9	" "	6	1⅛						
P133	(5)	2	2	5	27	7	" "	6	0¾						
P134	(5)	2	2	5	27	6	" "	6	0⅜						
P135	[illegible]	2	2	5	27	4	" "	6	0						
P136	(5)	2	2	5	27	3	" "	5	11⅝						
P137	(5)	2	2	5	27	1	" "	5	11¼						
P138	(5)	2	2	5	27	0	" "	5	10⅞						
P139	(5)	2	2	5	26	10	" "	5	10½						
P140	(5)	2	2	5	26	9	" "	5	10⅛						
P141	(5)	2	2	5	26	7	" "	5	9¾						
P142	(5)	2	2	5	26	6	" "	5	9⅜						
P143	(5)	2	2	5	26	4	" "	5	9						
P144	(5)	2	2	5	26	3	" "	5	8⅝						
P145	(5)	2	2	5	26	1	" "	5	8¼						
P146	(5)	2	2	5	26	0	" "	5	7⅞						
P147	(5)	2	2	5	25	10	" "	5	7½						
P148	(5)	2	2	5	25	9	" "	5	7⅛						
P149	(5)	2	2	5	25	7	" "	5	6¾						
P150	(5)	2	2	5	25	6	" "	5	6⅜						
P151	(5)	2	2	5	25	4	" "	5	6						
P152	(5)	2	2	5	25	3	" "	5	5⅝						
P153	(5)	2	2	5	25	1	" "	5	5¼						
P154	(5)	2	2	5	25	0	" "	5	4⅞						
P155	(5)	2	2	5	24	10	" "	5	4½						
P156	(5)	2	2	5	24	9	" "	5	4⅛						
P157	(5)	2	2	5	24	7	" "	5	3¾						
P158	(5)	2	2	5	24	6	" "	5	3⅜						
P159	(5)	2	2	5	24	4	" "	5	3						
P160	(5)	2	2	5	24	3	" "	5	2⅝						
P161	(5)	2	2	5	24	1	Column Hoop	5	2¼						

MARK	TYPE	NUMBER Pier #2	NUMBER Pier #3	BAR SIZE	LENGTH Ft.	LENGTH In.	LOCATION	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
P162	(5)	2	2	5	24	0	Column Hoop	5	1⅞						
P163	(5)	2	2	5	23	10	" "	5	1½						
P164	(5)	2	2	5	23	9	" "	5	1⅛						
P165	(5)	2	2	5	23	7	" "	5	0¾						
P166	(5)	2	2	5	23	6	" "	5	0⅜						
P167	(5)	2	2	5	23	4	" "	5	0						
P168	(5)	2	2	5	23	3	" "	4	11⅝						
P169	(5)	2	2	5	23	1	" "	4	11¼						
P170	(5)	2	2	5	23	0	" "	4	10⅞						
P171	(5)	2	2	5	22	10	" "	4	10½						
P172	(5)	2	2	5	22	9	" "	4	10⅛						
P173	(5)	2	2	5	22	7	" "	4	9¾						
P174	(5)	2	2	5	22	6	" "	4	9⅜						
P175	(5)	2	2	5	22	4	" "	4	9						
P176	(5)	2	2	5	22	3	" "	4	8⅝						
P177	(5)	2	2	5	22	1	" "	4	8¼						
P178	(5)	2	2	5	22	0	" "	4	7⅞						
P179	(5)	2	2	5	21	10	" "	4	7½						
P180	(5)	2	2	5	21	9	" "	4	7⅛						
P181	(5)	2	2	[illegible]	21	7	" "	4	6¾						
P182	(5)	2	2	5	21	6	" "	4	6⅜						
P183	(5)	2	2	5	21	4	" "	4	6						
P184	(5)	2	2	5	21	3	" "	4	5⅝						
P185	(5)	2	2	5	21	1	" "	4	5¼						
P186	(5)	2	[illegible]	5	21	0	" "	4	4⅞						
P187	(5)	2	[illegible]	5	20	10	" "	4	4½						
P188	(5)	2	2	5	20	9	" "	4	4⅛						
P189	(5)	2	2	5	20	7	" "	4	3¾						
P190	(5)	2	2	5	20	6	" "	4	3[illegible]						
P191	(5)	2	2	5	20	4	" "	4	3						
P192	(5)	2	2	5	20	3	" "	4	2⅝						
P193	(5)	2	2	5	20	1	" "	4	2¼						
P194	(5)	2	2	5	20	0	" "	4	1⅞						
P195	(5)	2	2	5	19	10	" "	4	1½						
P196	(5)	2	2	5	19	9	" "	4	1⅛						
P197	(5)	2	2	5	19	7	" "	4	0¾						
P198	(5)	2	2	5	19	6	" "	4	0⅜						
P199	(5)	2	2	5	19	4	" "	4	0						
P200	(5)	2	2	5	19	3	" "	3	11⅝						
P201	(5)	2	2	5	19	1	" "	3	11¼						
P202	(5)	2	2	5	19	0	" "	3	10⅞						
P203	(5)	2	2	5	18	10	" "	3	10½						
P204	(5)	2	2	5	18	9	Column Hoop	3	10⅛						
P205	Str.	96	96	11	45	1	Column								
P206	Str.	72	72	11	31	9	Column								
P207	(6)	8	8	11	16	6	Column	8	2	6	7	3	8⅞		
P208	(4)	46	46	6	18	7	Strut Stirrup	5	8	3	4				
P209	(2)	10	10	8	36	8	Bottom Strut	33	8	1	6	0	10	34	6
P210	(2)	6	6	11	37	4	Top Strut	33	4	2	0	1	1¼	34	5⅝
P211	(6)	8	8	11	15	0	Top Strut	10	3	3	0	10	9⅝		
P212	(4)	64	64	6	19	7	Cap Stirrup	6	8	2	9¼				
P213	Str.	11	11	11	33	8	Bottom Cap								
P214	(7)	3	3	11	37	0	Bottom Cap								
P215	(3)	4	4	11	45	0	Top Cap	33	4	6	1	6	1		
P216	Str.	112	112	11	31	1	Column								



EXISTING S.R.35

SHEET 6 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD

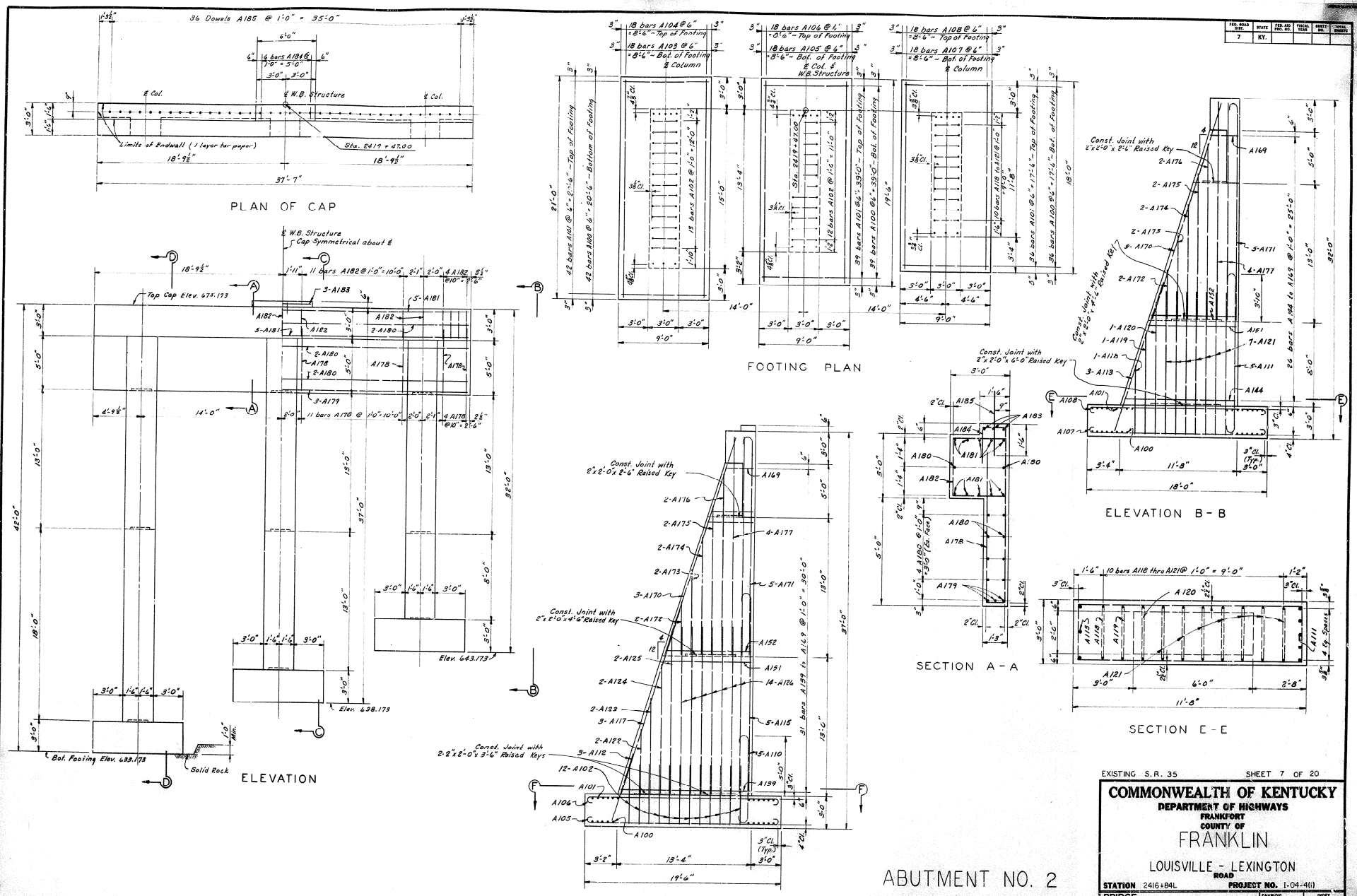
STATION 2416+84L **PROJECT NO.** I-04-4(1)

BRIDGE NUMBER | DRAWING NO. 14037 | INDEX

PIERS NO. 2 AND NO. 3 WESTBOUND

DETAILED BY P.R.D. DATE 8-59
CHECKED BY H.M.W. DATE 8-59
TRACED BY ___ CHECKED BY ___ DATE ___
REVISED ___ DATE ___

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



ABUTMENT NO. 2
WESTBOUND, DETAILS

EXISTING S.R. 35 SHEET 7 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN

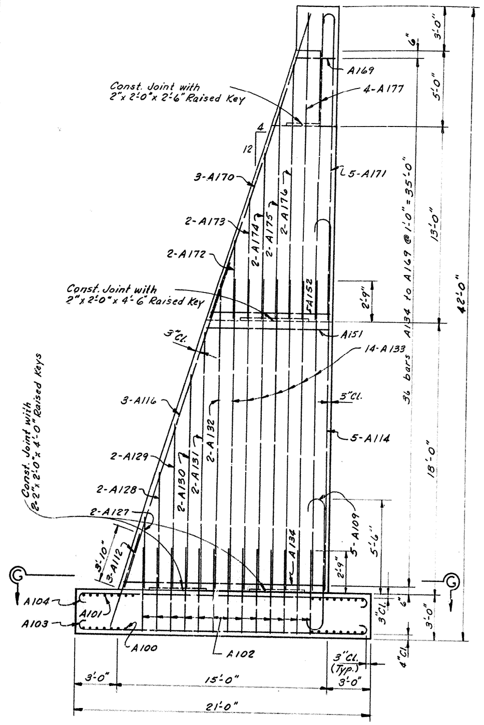
LOUISVILLE - LEXINGTON
ROAD

STATION 2416+84L PROJECT NO. I-04-4(1)

BRIDGE NUMBER | DRAWING NO. 14037 | INDEX

DESIGNED BY Dasw | CHECKED BY HJH | DATE 2-57
DETAILED BY JDD | CHECKED BY RAU | DATE 8-59
TRACED BY | CHECKED BY | DATE
REVISED | REVISED | REVISED

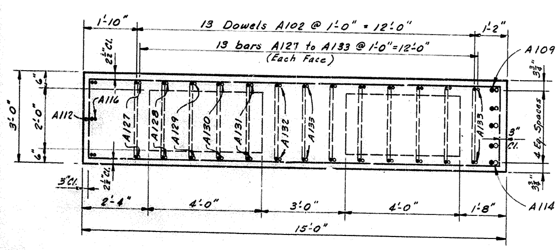
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



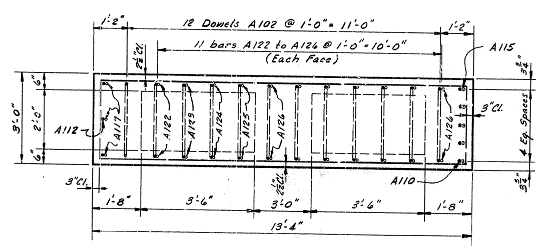
SECTION D-D

BILL OF REINFORCEMENT

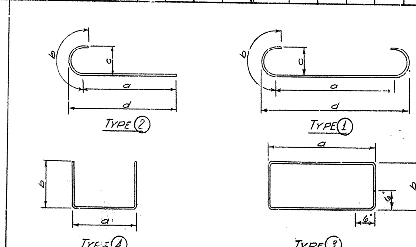
MARK	TYPE	No. REQ'D	SIZE	LENGTH Ft.	LENGTH In.	LOCATION	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
A100	(1)	117	6	10	0	Bot. Footing ~ Transv.	8	0	1	0	0	6	8	6
A101	(1)	117	5	9	9	Top Footing ~ Transv.	8	1	0	10	0	5	8	6
A102	(4)	25	5	13	3	Dowels ~ Footing	2	7	5	5	-	-	-	-
A103	(1)	18	6	22	0	Bot. Footing ~ Long.	20	0	1	0	0	6	20	6
A104	(1)	18	5	21	9	Top " ~ "	20	1	0	10	0	5	20	6
A105	(1)	18	6	20	6	Bot. " ~ "	18	6	1	0	0	6	19	0
A106	(1)	18	5	20	3	Top " ~ "	18	7	0	10	0	5	19	0
A107	(1)	18	6	19	0	Bot. " ~ "	17	0	1	0	0	6	17	6
A108	(1)	18	5	18	9	Top. " ~ "	17	1	0	10	0	5	17	6
A109	(1)	5	10	10	10	Dowels ~ Back Face	7	2	1	10	1	0	8	2
A110	(1)	5	9	10	1	" ~ Back Face	6	9	1	8	0	11	7	8
A111	(1)	5	7	16	3	" ~ Back Face	13	11	1	2	0	7	14	6
A112	Str.	6	7	6	8	" ~ Front Face	-	-	-	-	-	-	-	-
A113	Str.	3	7	15	3	" ~ Front Face	-	-	-	-	-	-	-	-
A114	(2)	5	10	24	10	Column ~ Back Face	23	0	1	10	1	0	23	6
A115	(2)	5	9	19	2	" ~ Back Face	17	6	1	8	0	11	18	0
A116	Str.	3	7	22	9	" ~ Front Face	-	-	-	-	-	-	-	-
A117	Str.	3	7	17	6	" ~ Front Face	-	-	-	-	-	-	-	-
A118	(4)	1	5	15	3	Dowels ~ Sides	2	7	6	5	-	-	-	-
A119	(4)	1	5	21	3	" ~ "	2	7	9	5	-	-	-	-
A120	(4)	1	5	27	3	" ~ "	2	7	12	5	-	-	-	-
A121	(4)	7	5	29	3	Dowels ~ Sides	2	7	13	5	-	-	-	-
A122	Str.	2	5	5	9	Columns								
A123	Str.	2	5	8	9	"								
A124	Str.	2	5	11	9	"								
A125	Str.	2	5	14	9	"								
A126	Str.	14	5	15	9	"								
A127	Str.	2	5	4	9	"								
A128	Str.	2	5	7	9	"								
A129	Str.	2	5	10	9	"								
A130	Str.	2	5	13	9	"								
A131	Str.	2	5	16	9	"								
A132	Str.	2	5	19	9	"								
A133	Str.	14	5	20	9	Columns								
A134	(3)	1	5	34	7	Column Ties	2	7	14	4				
A135	(3)	1	5	33	11	" "	2	7	14	0				
A136	(3)	1	5	33	3	" "	2	7	13	8				
A137	(3)	1	5	32	7	" "	2	7	13	4				
A138	(3)	1	5	31	11	" "	2	7	13	0				
A139	(3)	2	5	31	3	" "	2	7	12	8				
A140	(3)	2	5	30	7	" "	2	7	12	4				
A141	(3)	2	5	29	11	" "	2	7	12	0				
A142	(3)	2	5	29	3	" "	2	7	11	8				
A143	(3)	2	5	28	7	" "	2	7	11	4				
A144	(3)	3	5	27	11	" "	2	7	11	0				
A145	(3)	3	5	27	3	" "	2	7	10	8				
A146	(3)	3	5	26	7	" "	2	7	10	4				
A147	(3)	3	5	25	11	" "	2	7	10	0				
A148	(3)	3	5	25	3	" "	2	7	9	8				
A149	(3)	3	5	24	7	Column Ties	2	7	9	4				
A150	(3)	3	5	23	11	Column Ties	2	7	9	0				
A151	(3)	3	5	23	3	" "	2	7	8	8				
A152	(3)	3	5	22	7	" "	2	7	8	4				
A153	(3)	3	5	21	11	" "	2	7	8	0				
A154	(3)	3	5	21	3	" "	2	7	7	8				
A155	(3)	3	5	20	7	" "	2	7	7	4				
A156	(3)	3	5	19	11	" "	2	7	7	0				
A157	(3)	3	5	19	3	" "	2	7	6	8				
A158	(3)	3	5	18	7	" "	2	7	6	4				
A159	(3)	3	5	17	11	" "	2	7	6	0				
A160	(3)	3	5	17	3	" "	2	7	5	8				
A161	(3)	3	5	16	7	" "	2	7	5	4				
A162	(3)	3	5	15	11	" "	2	7	5	0				
A163	(3)	3	5	15	3	" "	2	7	4	8				
A164	(3)	3	5	14	7	" "	2	7	4	4				
A165	(3)	3	5	13	11	" "	2	7	4	0				
A166	(3)	3	5	13	3	" "	2	7	3	8				
A167	(3)	3	5	12	7	" "	2	7	3	4				
A168	(3)	3	5	11	11	" "	2	7	3	0				
A169	(3)	3	5	11	3	Column Ties	2	7	2	8				
A170	Str.	9	6	21	6	Column ~ Front Face	-	-	-	-				
A171	(2)	15	7	21	5	Column ~ Back Face	20	3	1	2	0	7	20	6
A172	Str.	6	5	4	9	Column								
A173	Str.	6	5	7	9	"								
A174	Str.	6	5	10	9	"								
A175	Str.	6	5	13	9	"								
A176	Str.	6	5	16	9	"								
A177	Str.	12	5	20	6	Column								
A178	(4)	30	5	14	9	Curtain Wall	0	11	7	0	-	-	-	-
A179	Str.	3	7	37	3	Curtain Wall	-	-	-	-	-	-	-	-
A180	Str.	10	6	37	3	Curtain Wall & Cap	-	-	-	-	-	-	-	-
A181	Str.	10	9	37	3	Cap ~ Bot. & Top	-	-	-	-	-	-	-	-
A182	(4)	33	5	11	5	Cap ~ Stirrups	2	8	2	8	-	-	-	-
A183	Str.	3	5	5	8	Shear Key	-	-	-	-	-	-	-	-
A184	(4)	6	5	4	4	Shear Key	1	2	1	8	-	-	-	-
A185	Str.	36	4	3	0	Dowels ~ Cap	-	-	-	-	-	-	-	-



SECTION G-G



SECTION F-F



ESTIMATE OF QUANTITIES

Concrete, Class "A" 163.1 Cu. Yds.
Reinforcement 15,650 Lbs.

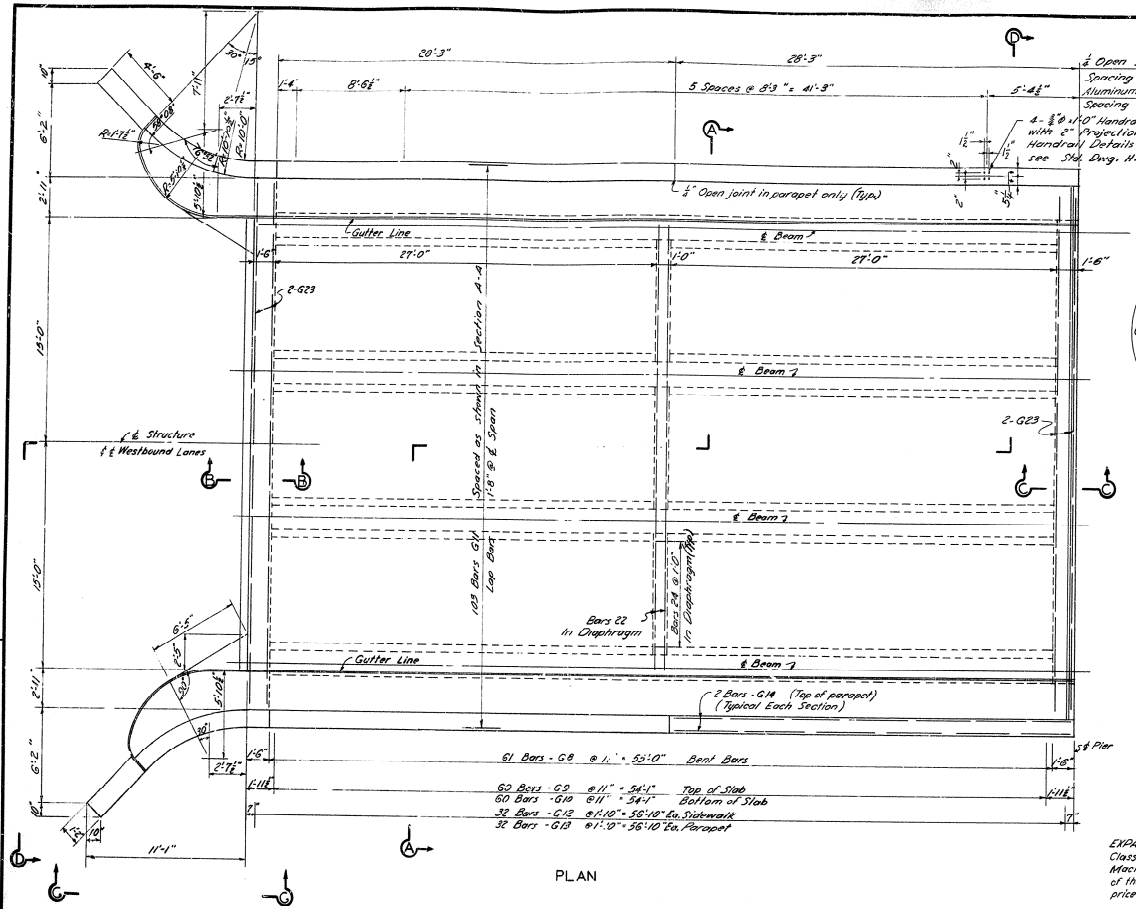
DESIGNED BY H.M.W. DATE 3-59
DETAILED BY JDD
CHECKED BY RRD DATE 3-59
TRACED BY
CHECKED BY JDD

ABUTMENT NO. 2 WESTBOUND, DETAILS

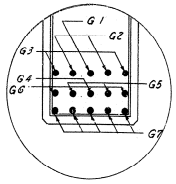
EXISTING S.R. 35 SHEET 8 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD
STATION 2416+84L **PROJECT NO.** I-04-4(1)
BRIDGE NUMBER
DRAWING NO. 14037
INDEX

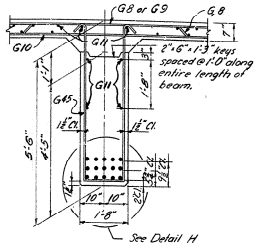
FED. RD. DIST.	STATE	FED. AID PROJ.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



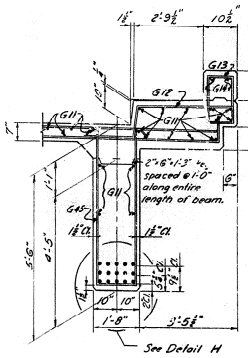
PLAN



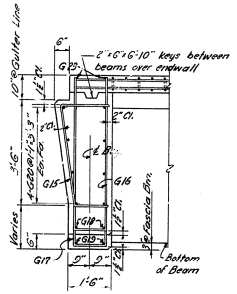
DETAIL H



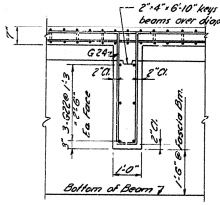
TYPICAL SECTION THRU INTERIOR BEAM



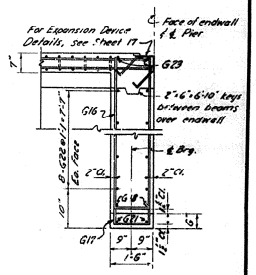
TYPICAL SECTION THRU FASCIA BEAM



SECTION B-B



TYPICAL SECTION THRU DIAPHRAGM



SECTION C-C

EXPANSION PLATES: All plates to be A.S.T.M. Specification B22-52 Class "C" or B100-58 Type I or 2 with sliding surfaces finely polished. Machine bolts to be furnished but are not included in the weight of the plates given. Cost of the bolts are to be included in the unit price bid for the plates.

P1	1'-3"
P3	1'-0"
P1	7 1/2" 7 1/2"
P3	6" 6"

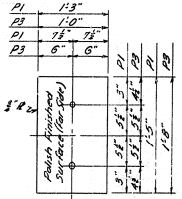


PLATE P1 Approx. Wt. 60 lbs
PLATE P3 Approx. Wt. 57 lbs
2-lbs Mk. P1 Req'd - 2 lbs Mk. P3 Req'd

P2	1'-2"
P4	11"
P2	7" 7"
P4	5 1/2" 5 1/2"

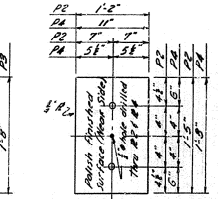
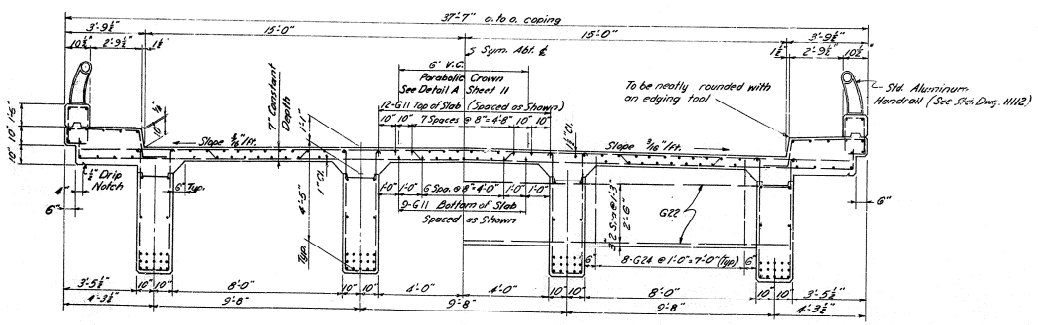
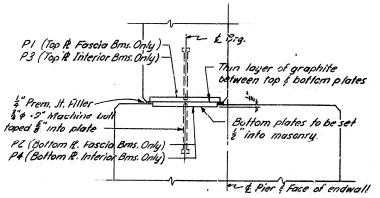


PLATE P2 Approx. Wt. 56 lbs
PLATE P4 Approx. Wt. 52 lbs
2-lbs Mk. P2 Req'd - 2 lbs Mk. P4 Req'd



SECTION A-A



TYPICAL SECTION THRU BEARING PLATES ON ℄ OF BEAM

DETAILS SPANS 1 & 5 WESTBOUND STRUCTURE

EXISTING SR 35

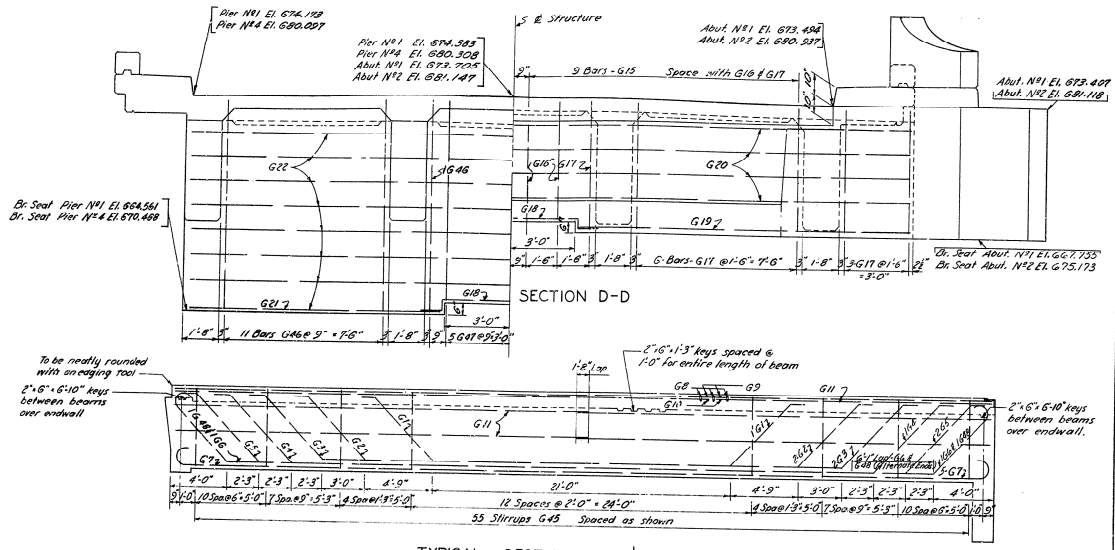
SHEET 9 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD

STATION 2416 + 84L
PROJECT NO. I-04-4(1)
BRIDGE NUMBER
DRAWING NO. 14037
INDEX

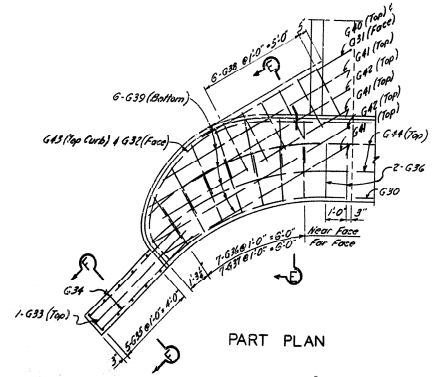
DESIGNED BY CEV	CHECKED BY JMW	DATE 7-59	REVISED DATE
DETAILED BY CEV	CHECKED BY CEV	DATE 2-59	REVISED DATE
TRACED BY	CHECKED BY	DATE	REVISED DATE

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

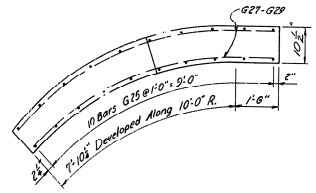


SECTION D-D

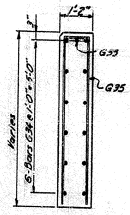
TYPICAL SECTION ON ℄ OF BEARINGS



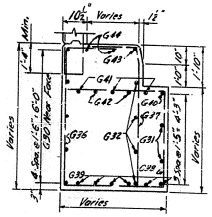
PART PLAN



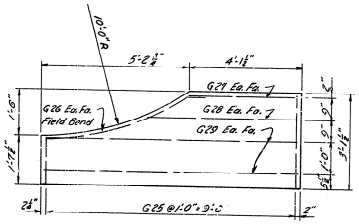
TERMINAL POST PLAN



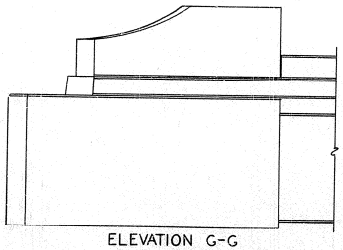
SECTION F-F



SECTION E-E

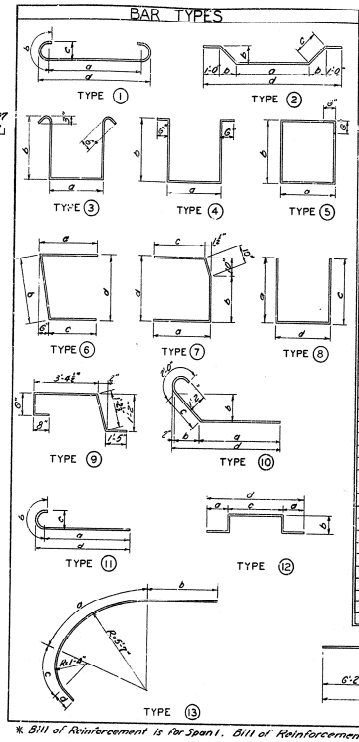


TERMINAL POST



ELEVATION G-G

BAR TYPES



* BILL OF REINFORCEMENT

Mark	Type	No	Bar Size	Length Ft	Length In	Location	a Ft	a In	b Ft	b In	c Ft	c In	d Ft	d In
G 1	2	4	11	34	6	Beams	21	0	4	2	5	9	31	4
G 2	2	8	11	44	0	"	30	6	4	8	5	5	40	10
G 3	2	8	11	50	0	"	38	6	4	2	5	9	46	10
G 4	2	4	11	55	6	"	41	0	4	6	6	3	55	0
G 5	2	8	11	60	0	"	48	6	4	6	6	3	56	6
G 6	10	8	11	57	2	"	50	0	3	8	3	2	57	10
G 7	7	20	11	80	0	Beams	56	0	2	0	1	2	57	2
G 8	10	60	8	37	1	Slab								
G 9	Str	60	5	36	3	Slab								
G 10	8	60	5	37	10	Slab	0	10	38	3	0	10		
G 11	Str	206	4	29	9	Sidewalk Slab & Beam								
G 12	5	64	5	6	9	Sidewalk								
G 13	5	64	5	5	9	Sidewalk & Parapet	0	7½	1	10½				
G 14	Str	8	4	28	0	Parapet								
G 15	8	18	5	6	1	Endwall	1	8	3	5½	1	2	3	5
G 16	8	4	5	11	0	"	5	0	1	2	5	0		
G 17	8	20	5	12	0	"	5	6	1	2	5	6		
G 18	8	4	5	10	1	"	1	8	0	6	6	6	9	6
G 19	Str.	4	5	15	6	"								
G 20	Str.	8	4	37	3	"								
G 21	Str.	4	5	12	0	Endwall								
G 22	Str.	22	4	30	4	Endwall & Diaphragm								
G 23	Str.	4	5	36	3	Endwall								
G 24	4	24	5	8	9	Diaphragm	0	8	3	8				
G 25	8	20	5	9	4	Terminal Post	4	6	0	8½	4	6		
G 26	Str.	4	4	7	0	" "								
G 27	Str.	4	5	4	1	" "								
G 28	Str.	4	5	5	6	" "								
G 29	Str.	8	5	9	2	Terminal Post								
G 30	Str.	10	8	9	6	Wing Wall								
G 31	Str.	4	5	8	6	" "								
G 32	13	8	5	14	0	" "	7	6	4	2	1	4	1	0
G 33	Str.	2	6	6	0	" "								
G 34	8	12	6	12	6	" "	6	0	0	9	6	0		
G 35	8	10	5	11	4	" "	5	4	0	10	5	4		
G 36	8	18	5	11	1	" "	2	6	6	3	2	6		
G 37	8	14	5	11	1	" "	2	6	5	8	2	6	6	3
G 38	8	12	5	9	9	" "	2	9	4	8	2	9		
G 39	8	12	6	8	6	" "	6	8	2	0	2	0		
G 40	8	2	9	10	6	" "	6	8	4	2	0	0		
G 41	11	6	9	9	3	" "	7	7	1	8	0	11	8	0½
G 42	8	4	9	11	9	" "	7	9	4	2	0	0		
G 43	13	2	8	14	6	" "	7	6	4	8	1	4	1	0
G 44	Str.	4	8	10	1	Wing Wall								
G 45	3	220	4	12	8	Beam Stirrups	1	5	3	2½				
G 46	8	24	6	10	8	Endwall	9	4	1	6	9	4		
G 47	8	9	6	18	8	Endwall	8	10	1	6	8	10		
G 48	10	8	11	13	3	Beams	6	1	3	8	5	2	9	11

* Bill of Reinforcement is for Span 1. Bill of Reinforcement for Span 5 is identical.

ESTIMATE OF QUANTITIES

	Span 1	Span 5	Total
Class "A" Concrete	184.4	184.4	368.8 C.Y.
Reinforcement	37,580	37,580	75,160 LBS.

EXISTING S.R. 35

SHEET 10 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD

STATION 2416 + 84L **PROJECT NO.** I-04-4(1)

BRIDGE NUMBER

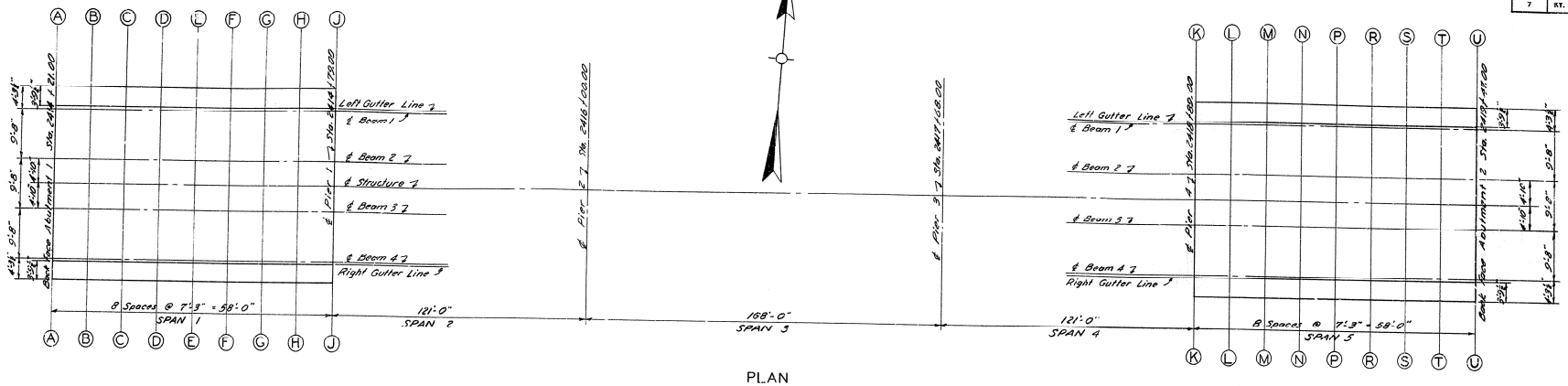
DRAWING No. 14037

INDEX

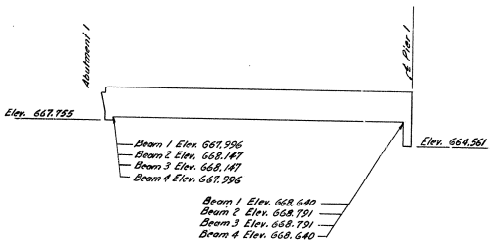
DESIGNED BY GEV CHECKED BY MAHN DATE 8-59
DETAILED BY GEV CHECKED BY RWD DATE 8-59
TRACED BY DATE
REVISED DATE REVISED DATE REVISED DATE

DETAILS SPANS 1 & 5
WESTBOUND STRUCTURE

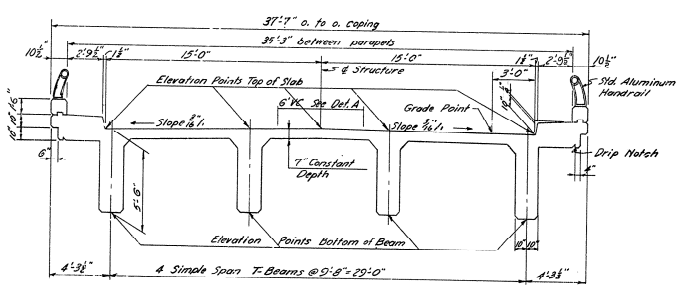
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



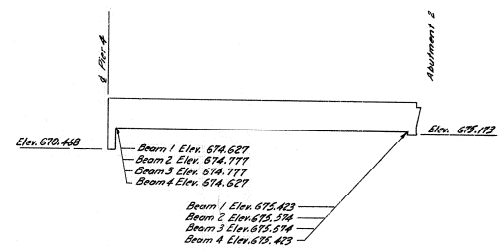
PLAN



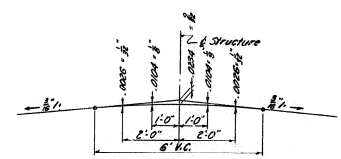
SECTION ALONG ℄ BEAM



SECTION THRU DECK



SECTION ALONG ℄ BEAM



DETAIL A

TABLE OF ELEVATIONS

		SECTIONS																		
		A-A	B-B	C-C	D-D	E-E	F-F	G-G	H-H	J-J	K-K	L-L	M-M	N-N	P-P	R-R	S-S	T-T	U-U
Left Gutter Line	Top of Slab	673.494	673.580	673.667	673.753	673.839	673.923	674.008	674.088	674.173	680.097	680.213	680.328	680.438	680.546	680.648	680.747	680.842	680.937
Beam 1	Bottom of Beam	—	668.074	668.169	668.260	668.347	668.429	668.508	668.583	—	—	674.720	674.835	674.946	675.053	675.154	675.255	675.350	—
Beam 2	Top of Slab	673.653	673.738	673.826	673.912	673.997	674.081	674.165	674.247	674.331	680.256	680.371	680.484	680.597	680.704	680.807	680.906	681.001	681.095
Beam 2	Bottom of Beam	—	668.025	668.320	668.410	668.497	668.580	668.659	668.734	—	—	674.871	674.984	675.097	675.204	675.307	675.406	675.501	—
℄ Structure	Top of Slab	673.705	673.790	673.878	673.964	674.049	674.133	674.217	674.299	674.383	680.308	680.423	680.538	680.649	680.756	680.859	680.958	681.053	681.147
Beam 3	Top of Slab	673.653	673.738	673.826	673.912	673.997	674.081	674.165	674.247	674.331	680.256	680.371	680.484	680.597	680.704	680.807	680.906	681.001	681.095
Beam 3	Bottom of Beam	—	668.225	668.320	668.410	668.497	668.580	668.659	668.734	—	—	674.871	674.984	675.097	675.204	675.307	675.406	675.501	—
Beam 4	Bottom of Beam	—	668.074	668.169	668.260	668.347	668.429	668.508	668.583	—	—	674.720	674.835	674.946	675.053	675.154	675.255	675.350	—
Right Gutter Line	Top of Slab	673.494	673.580	673.667	673.753	673.839	673.923	674.008	674.088	674.173	680.097	680.213	680.328	680.438	680.546	680.648	680.747	680.842	680.937

ELEVATIONS SPANS 1 & 5
WESTBOUND STRUCTURE

EXISTING S.R. 35 SHEET 11 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD

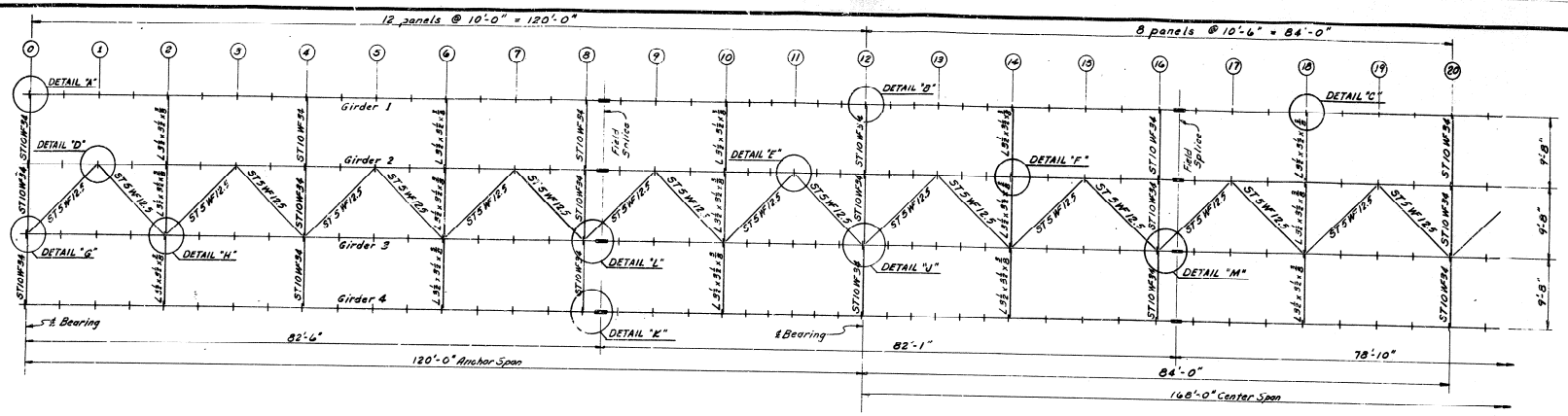
STATION 2416 + 84L **PROJECT NO.** I-04-411

BRIDGE NUMBER

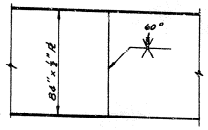
DRAWING NO. 14037

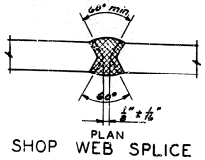
DESIGNED BY CEV DATE 2-57
DETAILED BY CEV DATE 2-57
TRACED BY DATE
CHECKED BY RAD DATE
CHECKED BY HWW DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

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

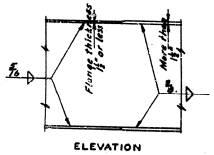


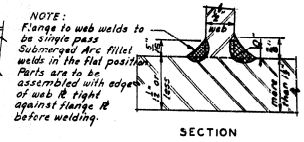
HALF FRAMING PLAN



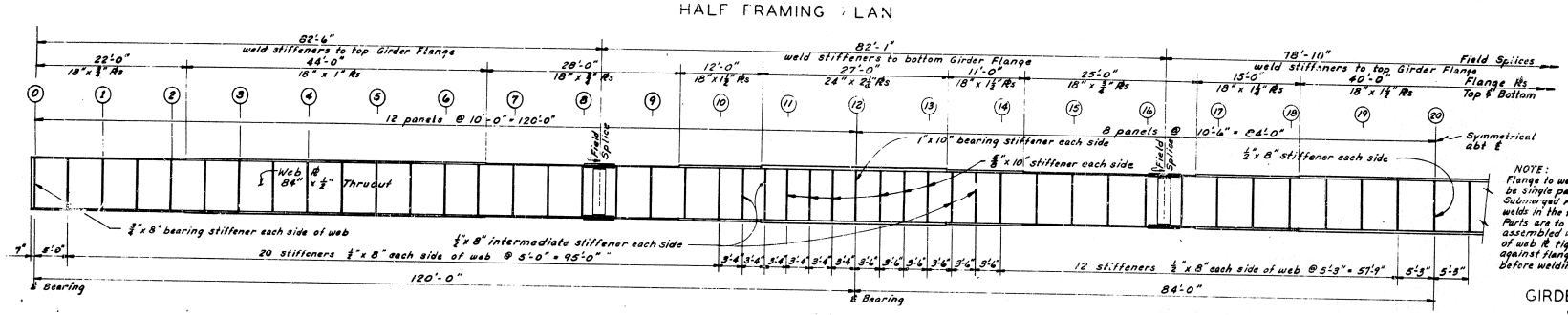


SHOP WEB SPLICE

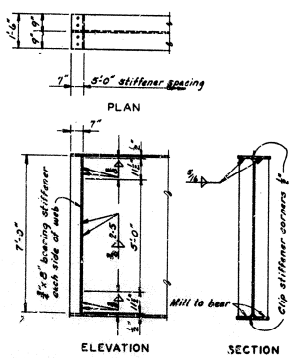




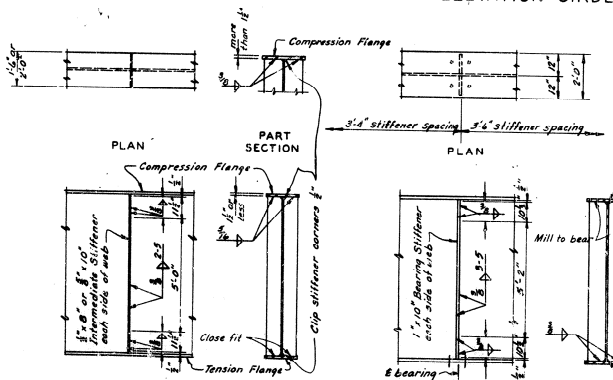
GIRDER WEB TO FLANGE WELD DETAIL



HALF ELEVATION GIRDERS 1 THRU 4

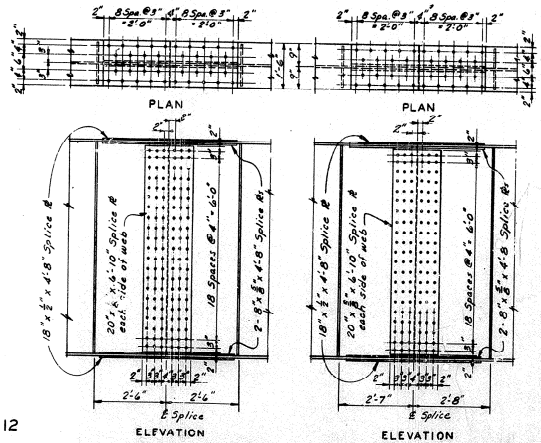


BEARING STIFFENER AT PP0

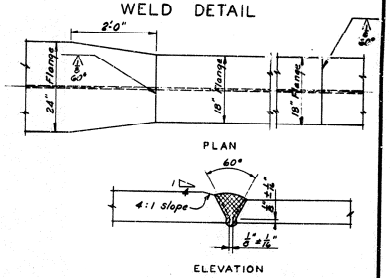


TYPICAL INTERMEDIATE STIFFENER DETAILS

BEARING STIFFENER AT PP12



FIELD SPLICE AT PP8¼ FIELD SPLICE AT PP16¼



SHOP FLANGE SPLICE

WORK SHEETS 13 THRU 17 TOGETHER

120'-168'-120' CONT. WELDED PLATE GIRDER

EXISTING S.R. 35 SHEET 12 OF 20

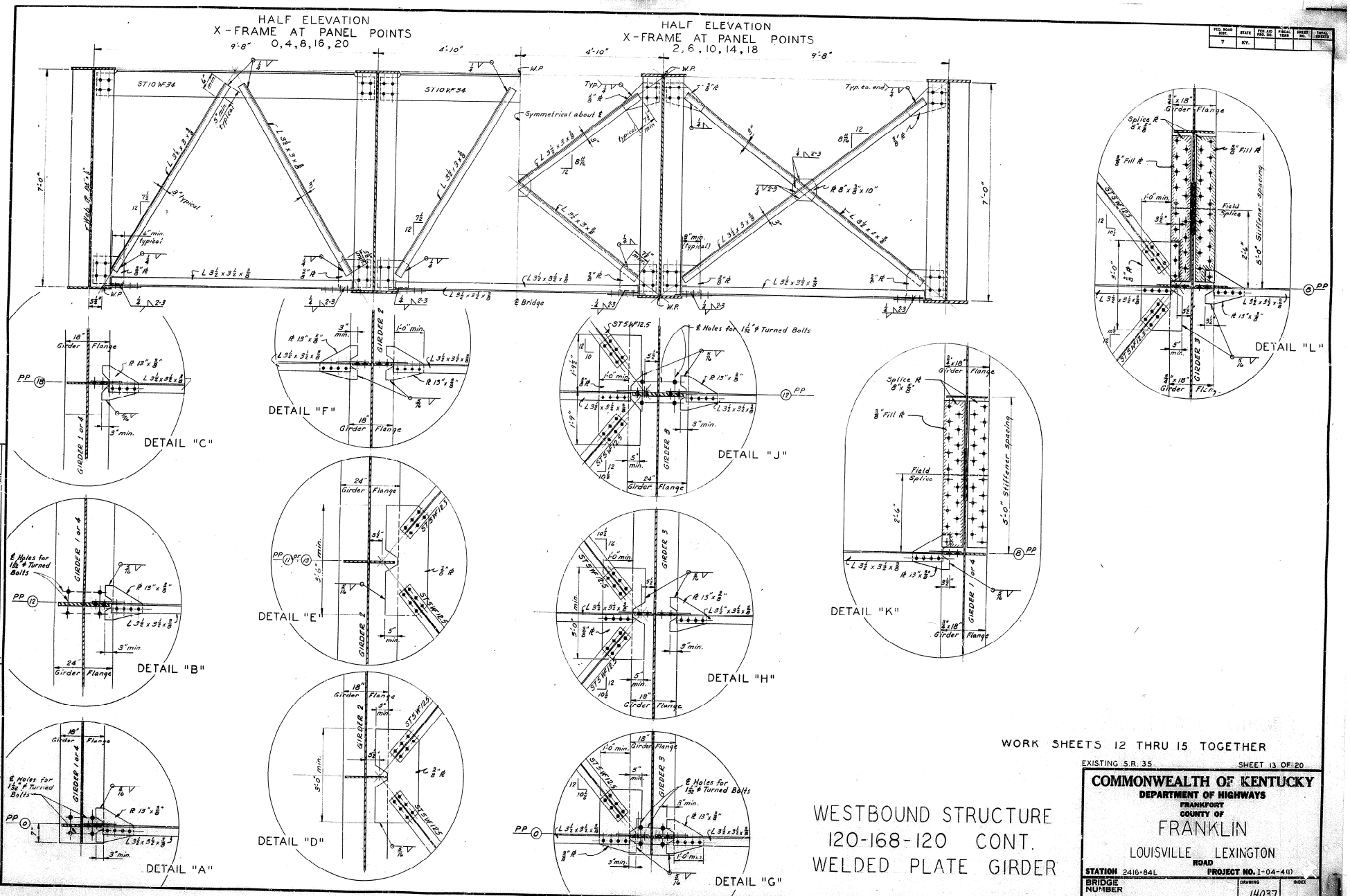
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE LEXINGTON
ROAD

STATION 241G+84L PROJECT NO. I-04-4(1)

BRIDGE NUMBER DRAWING NO. 14037 INDEX

ENGINEER IN CHARGE: BRD DATE: 5-57 REVISED:
DETAILED BY: D.D.S.J.R.S. CHECKED BY: J.M.W. DATE: 5-57 REVISED:
TRACED BY: CHECKED BY: DATE: REVISED:

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



WORK SHEETS 12 THRU 15 TOGETHER

EXISTING S.R. 35 SHEET 13 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN

LOUISVILLE LEXINGTON
ROAD

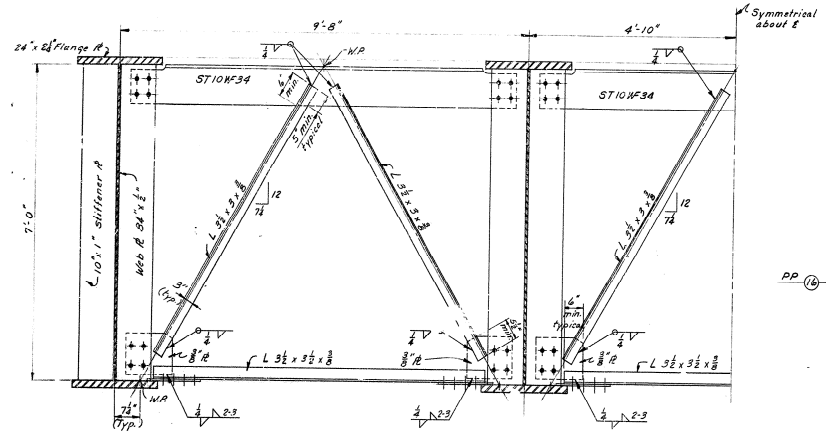
STATION 2416+84L **PROJECT NO.** 1-04-411

BRIDGE NUMBER | DRAWING No. 14037 | INDEX

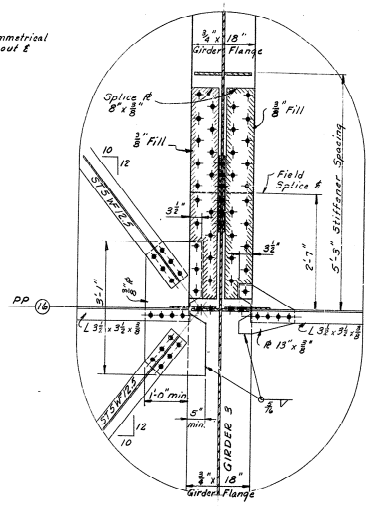
WESTBOUND STRUCTURE
120-168-120 CONT.
WELDED PLATE GIRDER

DESIGNED BY F.J.D. CHECKED BY J.M.H. DATE 5-57
DETAILED BY D.O.B.H. CHECKED BY J.M.H. DATE 5-57
TRACED BY CHECKED BY
REVISED DATE
REVISED DATE
REVISED DATE

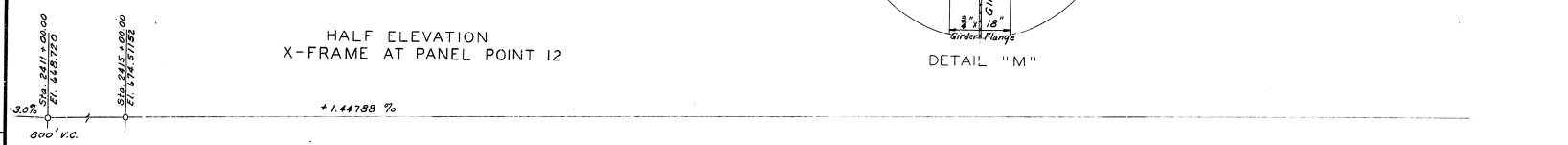
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

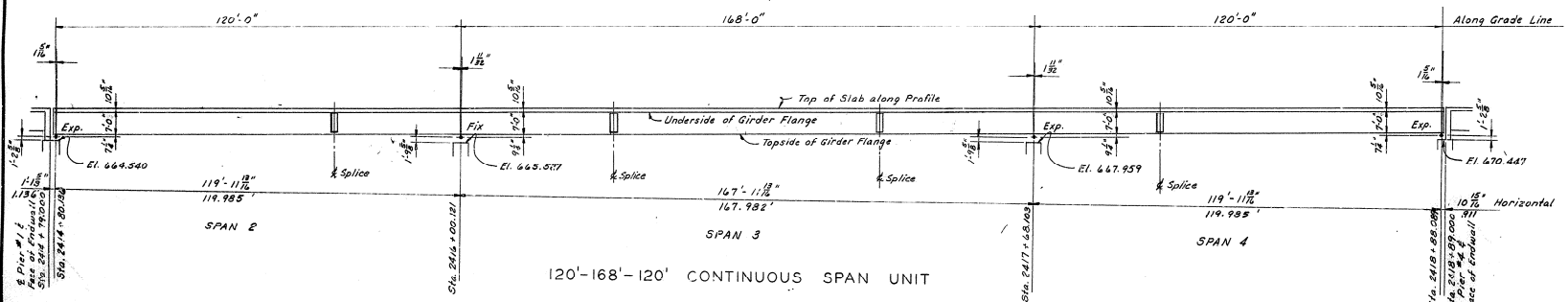


HALF ELEVATION
X-FRAME AT PANEL POINT 12

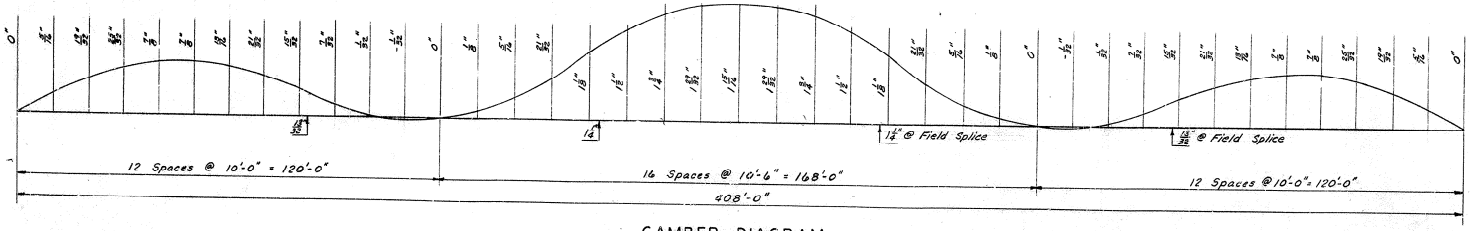


DETAIL "M"





120'-168'-120' CONTINUOUS SPAN UNIT



NOTE: Ratio of dead load above girders to total dead load = 0.772

CAMBER DIAGRAM
TOTAL DEAD LOAD

NOTE

Camber Diagram shown on this sheet includes the weight of concrete deck, handrail, future surfacing, and structural steel.

WORK SHEETS 12 THRU 15 TOGETHER

EXISTING S.R. 35 SHEET 14 OF 20

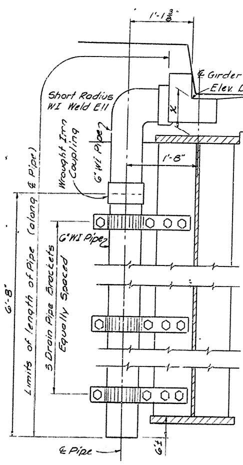
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE LEXINGTON
ROAD
STATION 2416+84L **PROJECT NO.** I-04-4(1)

BRIDGE NUMBER | DRAWING No. 14037 | INDEX

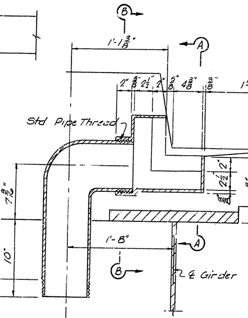
DESIGNED BY R.R.D. DATE 2-72
DETAILED BY Doster DATE 2-72
TRACED BY DATE
CHECKED BY DATE
CHECKED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

WESTBOUND STRUCTURE
120'-168'-120' CONT. WELDED PLATE GIRDER

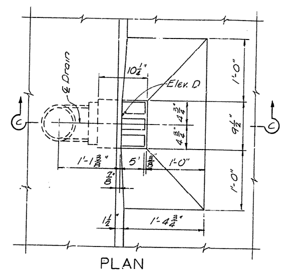
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



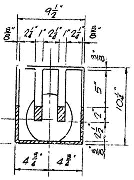
ELEVATION



SECTION C-C



PLAN



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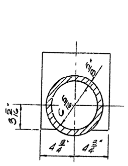
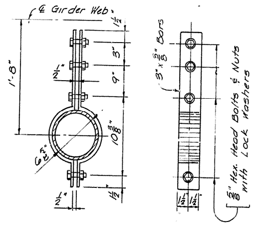


SECTION B-B



DRAIN PIPE BRACKET

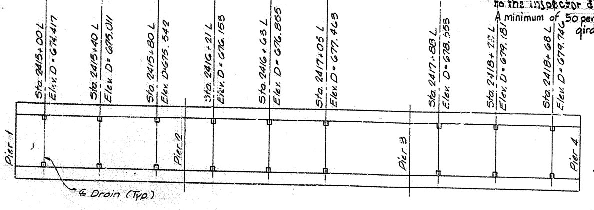
NOTES

FOUNDRY NOTE: All drains to be grey iron castings, A.S.T.M. A 48-56 except that tensile and transverse tests are not required. Form T-521, Report of Field Inspection of Castings, is to be submitted to the Laboratory. Drains are to be furnished by the Contractor and the cost of furnishing and placing same is to be included in the "Lump Sum Bid" price for Structural Steel.

WROUGHT IRON PIPE: Wrought iron pipe is to be 6" dia. Standard Weight, 19 lbs. per linear foot, in accordance with A.S.T.M. A72-56T Pipe, fittings and connections are to be paid for at unit price per linear foot of pipe and connections complete in place. (Length to be measured along ℄ Pipe between limits shown on drawings). Pipe and all fittings to be given one coat of red lead and two field coats of aluminum paint in accordance with the Specifications.

CONSTRUCTION NOTE

1. Take elevations on top of steel at points opposite floor drains after crossframes and laterial bracing are in place and after all falsework has been removed, but before forms for concrete slab have been put in place. Read elevations to three decimals using target rod.
2. Compute Dimension "X" as follows - Elevation "D" minus corresponding Steel Elevation equals Dimension "X". Elevations "D" include camber due to weight of concrete slab, parapet, handrail and future wearing surface.
3. For setting floor drains, measure Dimension "X" above top of steel for top of grating. Do not set floor drains by elevations.



FLOOR DRAIN LOCATIONS

MAGNETIC PARTICLE INSPECTION OF Fillet WELDS: Fillet welds in main girders between web & flanges shall be inspected by the drypowder magnetic particle inspection method in accordance with ASTM Specifications E109-57T. This inspection shall be conducted by the Kentucky Department of Highways inspector who shall accept or reject the weld. The inspector shall demonstrate to the fabricator the performance & sensitivity of the equipment & the inspecting personnel on standard specimens which shall illustrate the following types of defects:- (1) Surface or subsurface cracking, (2) Lack of penetration, (3) incomplete fusion, (4) slag inclusion, (5) Porosity.

The demonstrated performance of the inspection technique on the standard defective specimens shall be the basis of acceptance or rejection of the weld. Any section of fillet weld shown to have the above types of defections shall be removed & repaired, except that porosity & slag inclusions having a dimension of 1/4" or less or 1/3 T or less, where T is the thickness of the thinner plate being welded, will be acceptable.

The inspector shall schedule & perform his work in such a manner as to keep interference with regular fabrication to a minimum. The fabricator shall provide an adequate source of electrical current to the inspector & furnish the current required to the inspector.

A minimum of 50 percent of the linear feet of web-to-flange fillets in main girders shall be tested.

ESTIMATE OF QUANTITIES

6" Dia. Wrought Iron Pipe 160 Lin. ft.

Drains ~ 18 Required
Weight of each Drain = 60 lbs
Total Weight = 1080 lbs.

STRUCTURAL STEEL NOTE

SPECIFICATIONS: Kentucky Department of Highways Standards, 1956 Edition with Amendments.

DESIGN LOADING: Bridge is designed for H20-S16-44 loading as specified in AASHO Specifications 1957 Edition, or alternate Loading. See Sheet 1.

MATERIALS: ASTM Specifications hereinafter designated shall govern the materials furnished

MATERIAL	ASTM-DESIGNATION
Structural Steel (Stiffeners, bracing, splices, anchor bolts, exp. dams, Shoes and Rockers, bearing pls.)	A7-58T
Structural Steel (Flange & web of main girders.)	A373-58T
High-strength Bolts, Nuts, & Washers	A325-58T
Steel Pins	A108-58T (Grade 1016 to 1030 inclusive)
For submerged arc-welding Lincoln L-60 electrodes with Lincoln weld flux #780 or #760 or Linde #29 electrode with Gr. 50 (8x48) flux will be acceptable	
Gray Iron Castings	A48-56
Molten Lead	B29-55
Lead Plates	B29-55
Steel Machine Bolts & Nuts	A307-58T
Mild Steel arc-welding electrodes	A233-58T

MILL TEST REPORTS: Notarized test reports in triplicate shall be furnished the Kentucky Department of Highways showing that all materials furnished conform to the Specifications.

DIMENSIONS: Dimensions are for a normal temperature of 60° Fahrenheit with dead load on the structure.

PAINT: All structural steel shall be given one shop coat of Type I, Red Lead paint, and two field coats of aluminum paint in accordance with the Specifications, except as noted. Shop paint shall not be applied to surfaces where high-strength steel bolts are used for field connections. Surfaces in contact with the concrete are not to be painted. Weld spatter shall be removed from the welded assemblies before painting in accordance with AWS Specification 513 A.

SHOP ASSEMBLY: General reaming of holes for each field splice will be required with all parts for each splice completely shop assembled. Parts ajusted to lines and camber, fit for drilling or reaming. This applies to field splices in girders only. Girders shall remain assembled for inspection by the Department of Highway Inspector. Sections to be matchedmarked while assembled. Other field connections shall be drilled or reamed in the shop with connecting parts assembled, or shall be drilled or reamed to a metal template without assembly.

FIELD CONNECTIONS: High-Strength Steel Bolts to be used in accordance with 5.2.3-A-5(1) of the specifications. Open holes shall be 15/16" diameter for 7/8" diameter high strength bolts.

SHOP DETAIL DRAWINGS: The contractor shall submit shop detail drawings of all structural steel to the Bridge Engineer for approval in accordance with section 5.2.3-A-1 of the Specifications. The shop detail plans shall show definite welding procedures as noted below under Welding Procedure.

WELDING: Welding and welding materials shall be in accordance with the American Welding Society Specifications for Welded Highway and Railroad Bridges, 1956 Edition. No direct payment shall be made for welding or welding material but price for same shall be included in the "Lump Sum Bid" for Structural Steel.

SHOP SPLICES: All shop splices in flange plates and web plates shall be made before welding flange plates to web plates. All such proposed splices shall be shown on shop drawings.

SHOP WELDS: Extension bars shall be used in making butt welds in the girder flanges, see A.W.S. Section 505 (j)(k). A submerged arc, single pass fillet weld in the flat position is to be used to connect the flange plates to the web plates.

RADIOGRAPHIC TESTS: Radiographic Tests for discontinuties of weld in girders are to be made by the Kentucky Department of Highways in accordance with A.S.T.M. E94-52T Specifications. This service is to be an inspection operation, whereby material is accepted or rejected. All parts and material which have been accepted should be marked permanetly, with a characteristic identifying symbol which will indicate, to subsequent or final inspectors, the fact of x-ray acceptance. This service including Radiographs, Custody and Preservation, Interpretation and Reports shall be arranged by the Kentucky Department of Highways. All butt welds shall be of satisfactory quality as determined by radiographic inspection. The method of inspection shall be based on the following outline:-

For shop butt welds, Radiography shall be used in conjunction with procedure qualification to insure that the materials, machines, methods and workmen being used are producing work of radiographic quality. Except for unusual circumstances not over 25% of the shop splices will be radiographed, but 100% of the shop butt tension flange welds are to be radiographed. Radiographs shall be made of each welding operators work.

For fillet welds of the web to the flange on the built-up girders, sections of fillet welds that are shown by magnetic particle inspection to have major subsurface discontinuities shall be radiographed to determine the extent and exact nature of the defect.

A spot radiograph shall be taken for each 50 feet of fillet weld in web-to-flange fillets of main girders.

Sections of butt welds that are shown by radiography to have any of the following types of imperfections shall be removed and repaired.

(1) Any type of crack or zone of incomplete fusion or penetration.
(2) Any elongated slag inclusion which has a dimension greater than 1/4" for T up to 3/4", and 1/3 T for T from 3/4" to 2 1/4", where T is the thickness of the thinner plate being welded.
(3) Any group of slag inclusions in line having an aggregate length greater than T in a length of 12 T, unless the distance between inclusions exceeds 6 L where L is the length of the longest imperfection in the group.
(4) Porosity in excess of that shown by picture standard as designated in Section VIII of the A.S.M.E. Boiler Code, paragraph W W 51, subparagraph (M) (4).

For Radiography of fillet weld, any section of weld shown to have any of the following types of subsurface defects shall be removed and repaired

(1) Any type of crack or zone of incomplete fusion or penetration.
(2) Any elongated slag inclusion which has a dimension greater than 2/3 T where T is the thickness of the thinner plate being welded. Any such imperfection 1/4" or less shall be acceptable for any plate thickness.
(3) Porosity is not a factor in welds subject to this type spot radiography except as noted for surface porosity in paragraph 509 (a) of the A.W.S. Specifications.

In any of the above radiography, The discovery of poor workmanship shall require that additional radiographs be made of either the area of work showing defects, or other work done by the same operator whose work is not acceptable.

STRUCTURAL STEEL: For purpose of payment "Lump Sum Bid" for Structural Steel includeds structural steel, bolts, steel pins, cast iron, lead plates or premolded fabric pads if used, welding and welding materials.

FIELD SPLICES: If additional field splices are permitted in girders, these splices shall be at the Contractors expense and shall be included in the "Lump Sum Bid" for Structural Steel.

WELDING PROCEDURE: The procedure of welding to be followed in fabrication shall be established by the fabricator in accordance with Section D101 a of A.W.S. Specifications. The procedure specification shall be recorded as a part of the shop detail drawings and shall be submitted to the Bridge Engineer for approval. The procedure specification shall outline the welding sequence for each welded shop assembly excepting shoes and rockers. The procedure specification shall specify for each type of weld, prequalified or other, the following; joint preparation, fit up, electrode specification, electrode diameter, welding position, polarity, amperage and number of passes, indicating any procedure change from one pass to the next in the same weld and indicating the maximum thickness in a weldment layer. Where preheating of the base metal is required it shall be indicated with the weld symbol on the shop detail drawings. Extension bars used in making butt welds shall be detailed on the shop detail drawings.

Procedure specifications submitted which are not tailored to suit the particular work to be fabricated shall not be considered as fulfilling the requirements of the contract.

A submerged arc, single-pass fillet weld in the flat position is to be used to connect the flange plates to the web plates.

The welding sequence outlined in the procedure specification shall be such as to avoid needless distortion and shrinkage stresses in accordance with section 504 of the A.W.S. specifications. For welded plate girders the broad outline of sequence shall be as follows:

1. Flange butt weld
2. Web butt weld
3. Web to flange weld
4. Stiffeners to web welds
5. Stiffeners to flange welds.

WELDED SHOES AND ROCKERS: The Provisions for preheating required by the AWS Specifications shall apply to welded shoes and rockers in addition to the provisions of AWS Specification 512 in regard to stress relief heat treatment.

ESTIMATE OF QUANTITIES

*Structural Steel	649,666
Pin Steel	272
Cast Iron	1,080
Lead Plates	532
Total	651,550 Lbs.

*Does not include weight of weld material

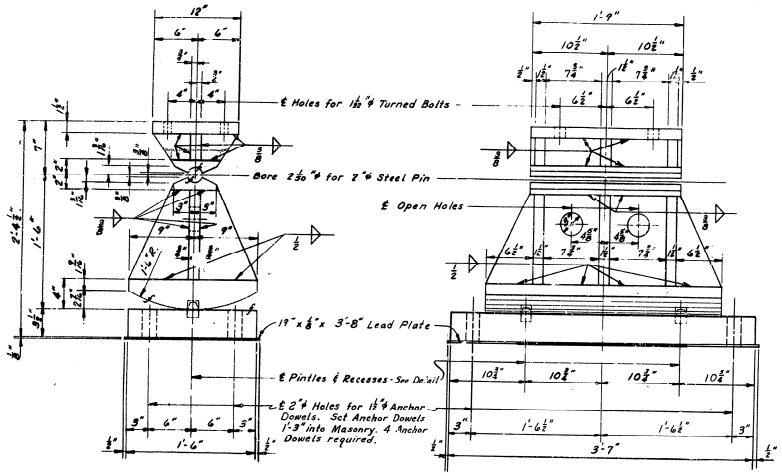
WESTBOUND STRUCTURE
120'-168'-120' CONT WELDED PLATE GIRDER

EXISTING S.R. 35

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE-LEXINGTON
ROAD
STATION 2415+84 L
PROJECT NO. I-04-4(1)
BRIDGE NUMBER
DRAWING NO. 14037

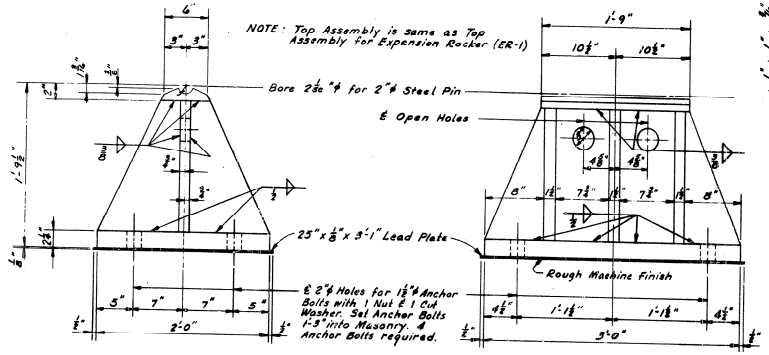
DESIGNED BY Durol
DETAILED BY
TRACED BY
CHECKED BY H.W.W.
CHECKED BY
CHECKED BY
DATE 8-59
REVISED
DATE
REVISED
DATE

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



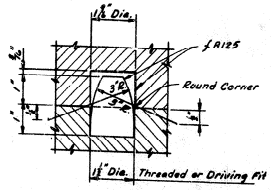
EXPANSION ROCKER (ER-1)

4 Required
Weight of 1 Assembly
* Structural Steel = 1903.0 lb.
Pin Steel = 21.0 lb.
Lead Plate = 42.0 lb.

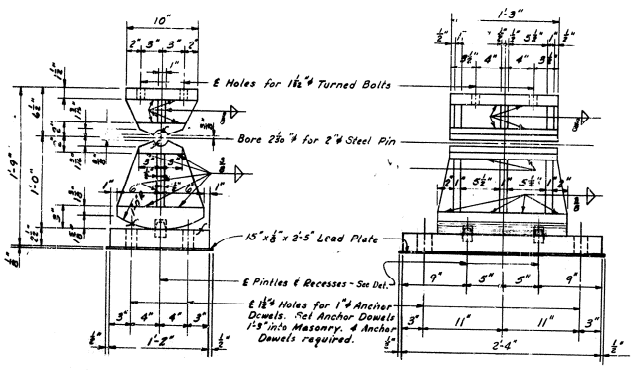


FIXED SHOE (FS-1)

4 Required
Weight of 1 Assembly
* Structural Steel = 1354.0 lb.
Pin Steel = 21.0 lb.
Lead Plate = 47.0 lb.

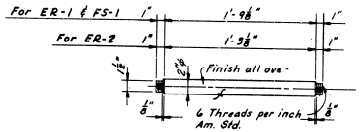


DETAIL OF PINTLE AND RECESS



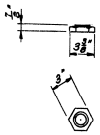
EXPANSION ROCKER (ER-2)

8 Required
Weight of 1 Assembly
* Structural Steel = 681.0 lb.
Pin Steel = 13.0 lb.
Lead Plate = 22.0 lb.



STEEL PIN

8 Required 1'-11⅞" Long
8 Required 1'-5⅞" Long
Weight of 1'-11⅞" Long Pin = 21.0 lb.
Weight of 1'-5⅞" Long Pin = 13.0 lb.



RECESSED PRESSED STEEL NUT

NOTES

Specifications	Kentucky Department of Highways 1956 Standard with Amendments.
Paint	All material shown on this sheet except finished surfaces of steel pins and pin bearing surfaces shall be given one shop coat of Type 1 red lead paint according to specifications. All exposed surfaces not in contact with concrete shall be given two field coats of aluminum paint in accordance with specifications.
Welding Material	Welding material shall conform to the American Welding Society Specifications for Welded Highway and Railway Bridges, 1956 Edition and subsequent adopted amendments.
Welding	The cost of welding material and labor to be included in the lump sum bid for structural steel. No direct payment will be made for welding and welding materials.
Anchor Dowels	The cost of lead required to set anchor dowel and the cost of drilling anchor dowel holes shall be included in the lump sum bid for structural steel. The Contractor shall be responsible for keeping holes dry in wet and freezing weather. At the time of setting, anchor dowels are to be heated to a blue heat to assure free flow of lead to the bottom of the hole.
White Lead & Tallow	Finished surfaces of steel pins and pin bearing surfaces in steel shoes shall be coated with white lead and tallow in accordance with current specifications with amendments.
Plates	Plates must be true and free of warp.
Mill Test Reports	Notarized statements in triplicate shall be furnished the Department of Highways showing that all structural steel furnished meets specifications.
Shop Plans	The Contractor shall furnish the Department of Highways with complete shop detail plans in accordance with Article 5.2.8A.1 of the Specifications.
Masonry Bearing Plates	One-eighth (⅛) inch thick lead plates or preformed fabric pads may be used.

* Weight includes Anchor Dowels, but does not include Lead Plate, Pin Steel, or Weld Material.

SURFACE FINISH OF STEEL - SPECIFICATIONS	
Steel Slabs	A.S.A. 2000
Heavy Plates in Contact in Shoes to be Welded	A.S.A. 1000
Milled Ends of Compression Members, Stiffeners & Fillers	A.S.A. 500
Bridge Rollers and Rockers	A.S.A. 250
Pins and Pin Holes	A.S.A. 125

A.S.T.M. SPECIFICATIONS	
Structural Steel	A7 - 58T
Steel Pins	A108 - 58T Grade 1018 to 1030 incl.
Sheet Lead & Lead for Anchor Dowel Holes	B29 - 49
Pintles may be A7 or A108 - Grade 1018 to 1030 incl.	

WESTBOUND STRUCTURE ROCKERS & SHOES

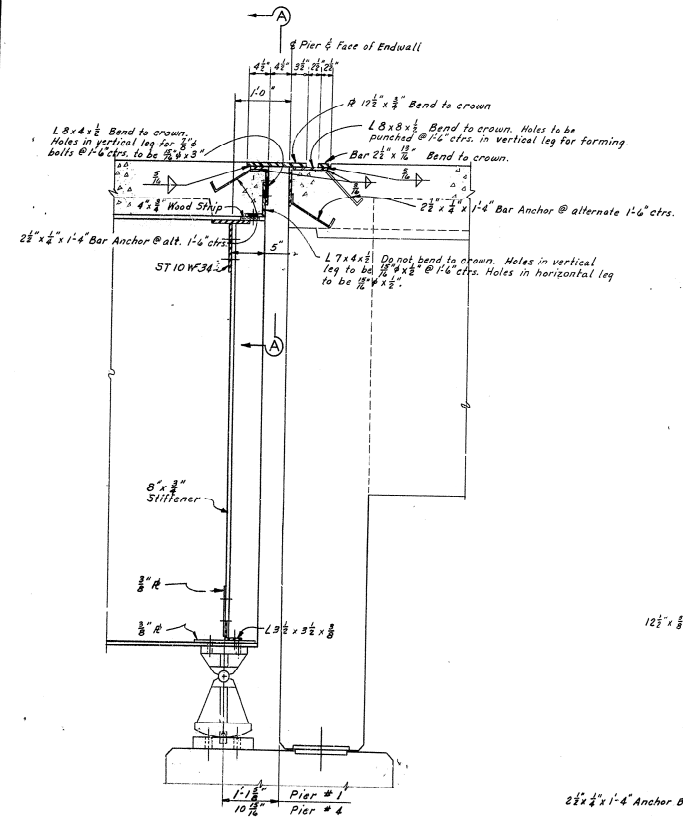
EXISTING S.R. 35 SHEET 16 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD
STATION 2416+84L PROJECT NO. 1-04-4(1)

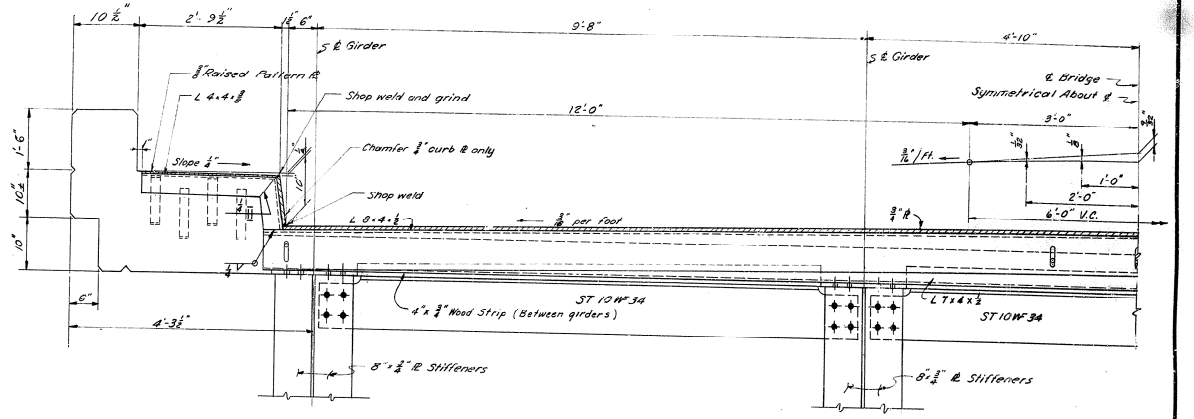
BRIDGE NUMBER | DRAWING NO. 14037 | SHEET

DESIGNED BY: R.D.D. CHECKED BY: DATE: 2-57
DETAILED BY: Dexter CHECKED BY: DATE: 2-57
TRACED BY: CHECKED BY: DATE:
REVISED: DATE: REVISED: DATE: REVISED: DATE:

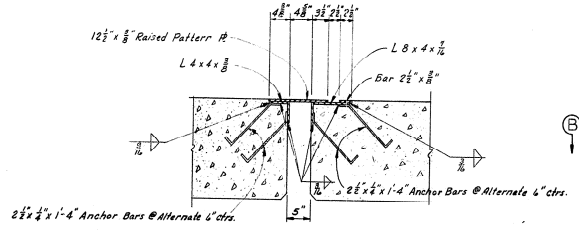
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



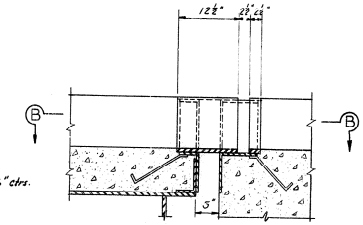
PIER NO. 1 & PIER NO. 4



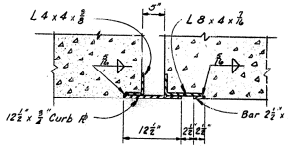
HALF SECTION A-A



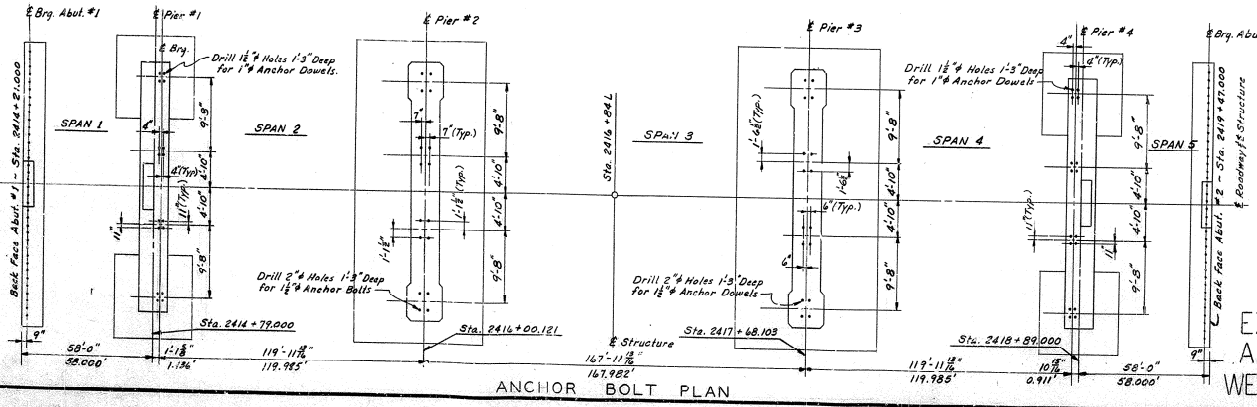
SECTION AT SIDEWALK



SECTION AT GUTTER LINE



SECTION B-B



ANCHOR BOLT PLAN

NOTE

Holes of depth and dimensions shown shall be drilled for Anchor Bolts by Contractor, who shall be responsible for keeping holes dry in freezing weather. After Base Plates are properly set and Anchor Bolts are placed in drilled holes, molten lead shall be poured in holes and packed until holes are completely filled flush with top of base plates. The cost of drilling anchor bolt holes, furnishing lead and filling holes with molten lead shall be included in the "Lump Sum Bid" for Structural Steel. Anchor bolts shall be heated to a blue heat at time of pouring to assure flow of lead to bottom of holes.

EXPANSION DETAILS ANCHOR BOLT PLAN WESTBOUND STRUCTURE

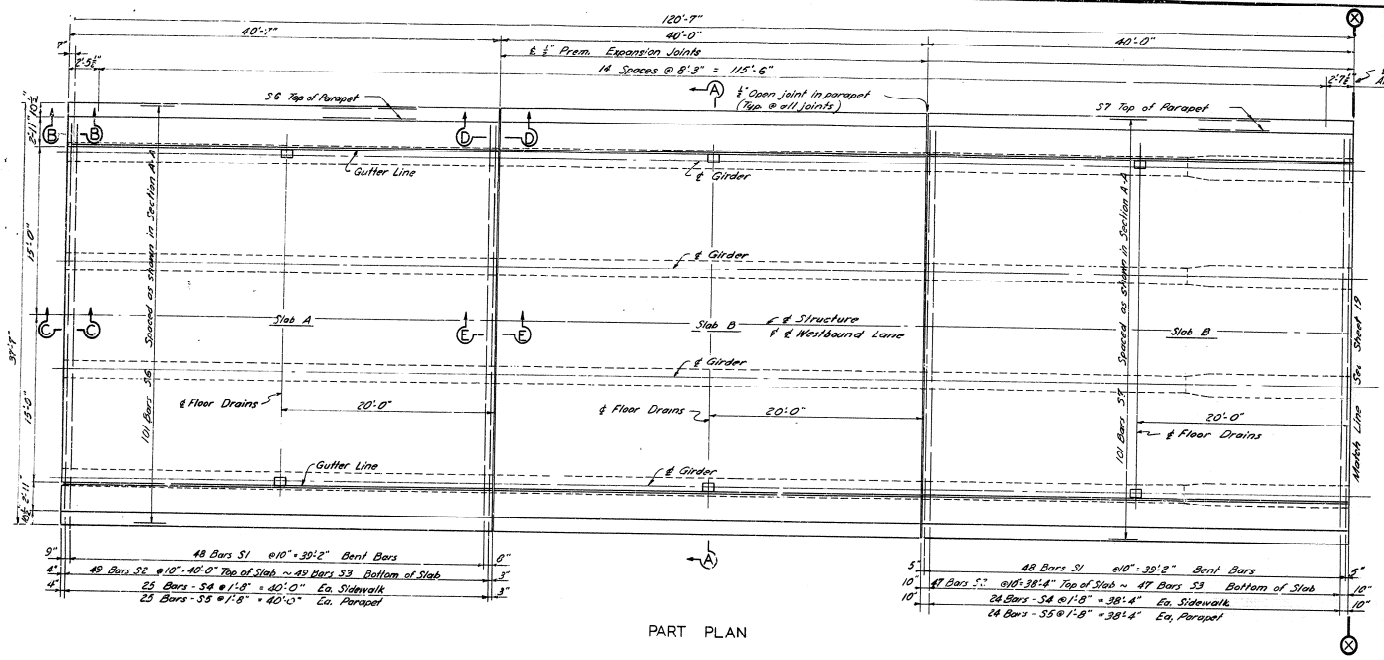
EXISITING S.R. 35 — SHEET 17 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE — LEXINGTON
ROAD
STATION 241c+84L — PROJECT NO. I-04-8(1)

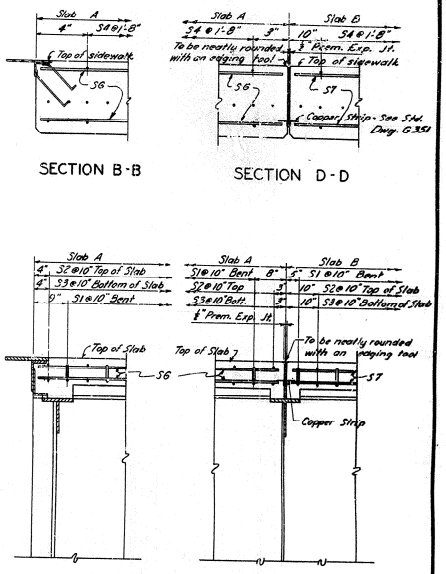
BRIDGE NUMBER — DRAWING NO. 14037 — INDEX

DESIGNED BY R.A.D.	CHECKED BY H.M.M.	DATE 8-67	REVISED DATE
DETAILED BY C.K.V.	CHECKED BY H.M.M.	DATE 3-67	REVISED DATE
TRACED BY	CHECKED BY	DATE	REVISED DATE

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



PART PLAN

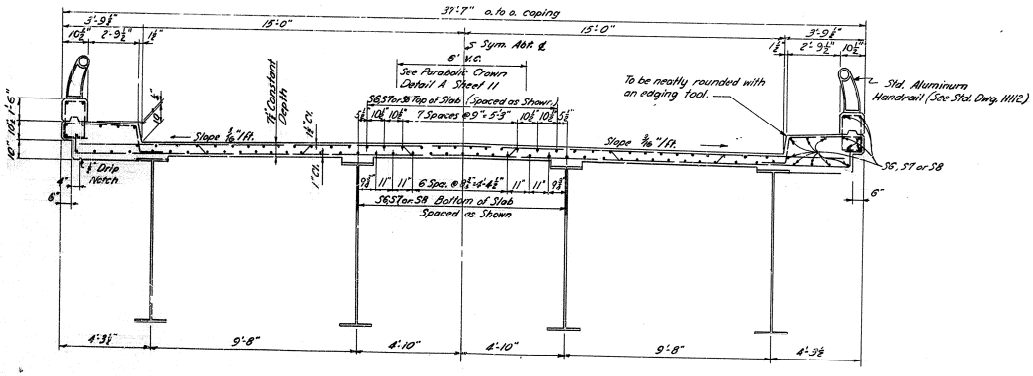


SECTION B-B

SECTION D-D

SECTION C-C

SECTION E-E



SECTION A-A

Note: All plan dimensions are horizontal measurements.

DESIGNED BY RAD DATE 3-59
DETAILED BY MMK DATE 3-59
CHECKED BY RAD DATE 3-59
TRACED BY CRF DATE 3-59
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

EXISTING S.R. 35 SHEET 18 OF 20

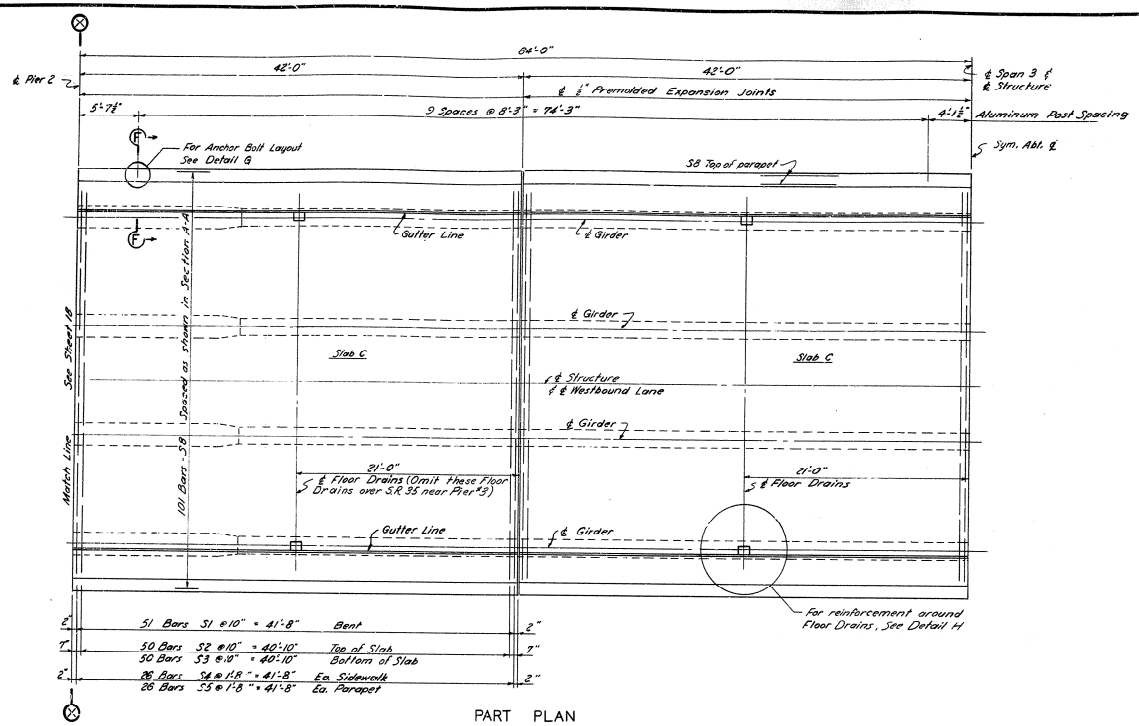
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD

STATION 2416 + 84L **PROJECT NO.** I-04-411

BRIDGE NUMBER | DRAWING NO. 14037 | INDEX

DECK SLAB DETAILS
SPANS - 2, 3 & 4
WESTBOUND STRUCTURE

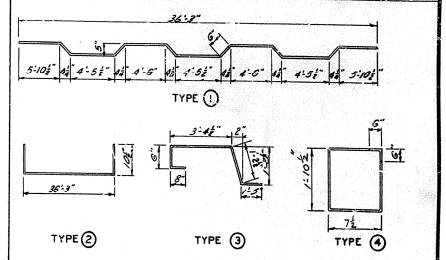
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



PART PLAN

BILL OF REINFORCEMENT

Mark	Type	Number Slab A	Number Slab B	Number Slab C	Number Total	Size	Length Ft.	Length In.	Location
S1	1	48	48	51	492	6	37	2	Transverse - Bent
S2	Str.	49	47	50	486	5	36	3	Transverse - Top of slab
S3	2	49	47	50	488	5	37	10	Transverse - Bottom of slab
S4	3	25	24	26	250	6	6	9	Sidewalk
S5	4	25	24	26	250	5	5	9	Parapet
S6	Str.	101	-	-	202	4	40	3	Longitudinal, Parapet
S7	Str.	-	101	-	404	4	33	8	Longitudinal, Parapet
S8	Str.	-	-	101	404	4	41	8	Longitudinal, Parapet
S9	Str.	32	32	#32	288	5	15	6	Steel, Around Floor Drains



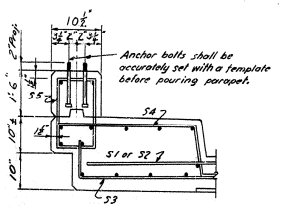
* Floor Drains are in 3 of the 4 "C" Slabs

ESTIMATE OF QUANTITIES

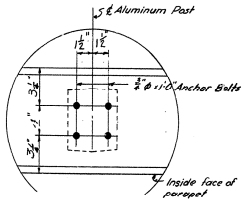
Class A Concrete	528.2 C.Y.
Reinforcement	98,390 lbs.

TOTAL NUMBER OF SLABS REQUIRED

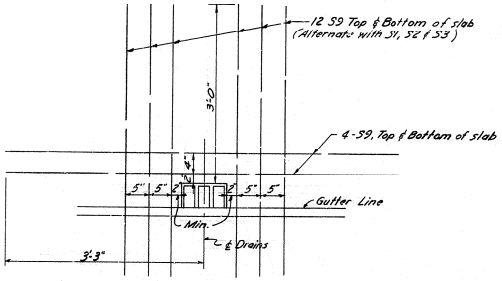
Description		No. Of Each Required
Slab	A	2
Slab	B	4
Slab	C	4
	Total	10



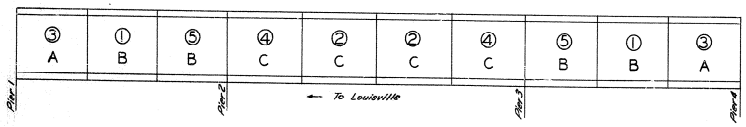
SECTION F-F (TYP.)



DETAIL G (TYP.)



DETAIL H
(Typical for all Floor Drains)



SLAB POURING SEQUENCE

DECK SLAB DETAILS SPANS 2, 3 & 4 WESTBOUND STRUCTURE

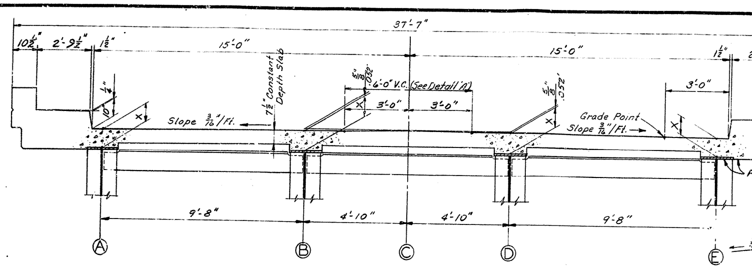
EXISTING S.R. 35 — SHEET 19 OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE - LEXINGTON
ROAD

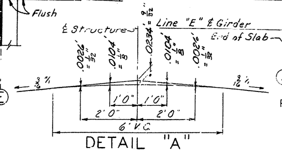
STATION 2416 + 84L — **PROJECT NO.** I-04-4(1)

BRIDGE NUMBER — DRAWING NO. 14037 — INDEX

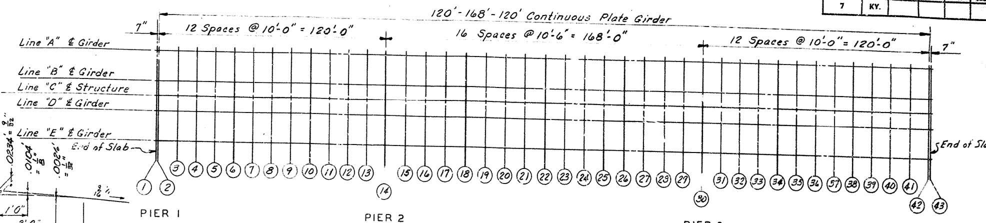
DESIGNED BY: JMW	CHECKED BY: JMW	DATE: 2-72	REVISED: DATE
DETAILED BY: CEV	CHECKED BY: RHD	DATE: 3-72	REVISED: DATE
TRACED BY:	CHECKED BY:	DATE	REVISED: DATE



TYPICAL CROSS SECTION



DETAIL "A"



PLAN

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

TABLE OF ELEVATIONS FOR SETTING SLAB FORMS FOR 120'-168'-120' PLATE GIRDER

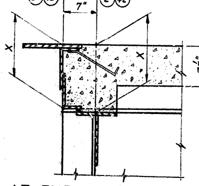
SECTION Nº		1	2	3	4	5	6	7	8	9	10	11
STATION		2414+79.42	2414+80.00	2414+90.00	2415+00.00	2415+10.00	2415+20.00	2415+30.00	2415+40.00	2415+50.00	2415+60.00	2415+70.00
*GRADE ELEVATION		674.224	674.232	674.368	674.510	674.655	674.800	674.944	675.089	675.234	675.379	675.524
LINE "A"	CONST. ELEV.	674.185	674.193	674.349	674.508	674.666	674.817	674.962	675.102	675.237	675.369	675.499
	STEEL ELEV.	673.401	673.404	673.591	673.775	673.976	674.136	674.2[illegible]	674.418	674.518	674.639	674.776
	DIMENSION "X"	.784	.789	.758	.733	.690	.681	.686	.684	.719	.730	.723
LINE "B"	CONST. ELEV.	674.336	674.343	674.500	674.659	674.817	674.968	675.113	675.253	675.388	675.520	675.650
	STEEL ELEV.	673.392	673.396	673.584	673.765	673.962	674.122	674.267	674.405	674.507	674.638	674.777
	DIMENSION "X"	.944	.947	.916	.894	.855	.846	.846	.848	.881	.882	.873
LINE "C"	CONST. ELEV.	674.388	674.395	674.552	674.711	674.869	675.020	675.165	675.305	675.440	675.572	675.702
	STEEL ELEV.						674.027				674.561	
	DIMENSION "X"						.993				1.011	
LINE "D"	CONST. ELEV.	674.336	674.343	674.500	674.659	674.817	674.968	675.113	675.253	675.388	675.520	675.650
	STEEL ELEV.	673.395	673.402	673.585	673.759	673.952	674.112	674.253	674.385	674.487	674.627	674.765
	DIMENSION "X"	.941	.941	.915	.900	.865	.856	.860	.868	.901	.893	.885
LINE "E"	CONST. ELEV.	674.165	674.193	674.349	674.508	674.666	674.817	674.962	675.102	675.237	675.369	675.499
	STEEL ELEV.	673.395	673.399	673.575	673.745	673.933	674.087	674.228	674.357	674.466	674.597	674.746
	DIMENSION "X"	.790	.794	.774	.763	.733	.730	.734	.45	.771	.772	.753

SECTION Nº		12	13	14	15	16	17	18	19	20	21	22
STATION		2415+80.00	2415+90.00	2416+00.00	2416+10.50	2416+21.00	2416+31.50	2416+42.00	2416+52.50	2416+63.00	2416+73.50	2416+84.00
*GRADE ELEVATION		675.668	675.813	675.958	676.110	676.262	676.414	676.566	676.718	676.870	677.022	677.174
LINE "A"	CONST. ELEV.	675.633	675.772	675.919	676.077	676.244	676.418	676.600	676.777	676.946	677.106	677.261
	STEEL ELEV.	674.959	675.146	675.284	675.445	675.556	675.646	675.824	676.037	676.219	676.404	676.576
	DIMENSION "X"	.674	.626	.635	.632	.688	.772	.766	.740	.727	.702	.685
LINE "B"	CONST. ELEV.	675.783	675.923	676.070	676.227	676.395	676.569	676.751	676.928	677.096	677.257	677.411
	STEEL ELEV.	674.967	675.157	675.285	675.435	675.538	675.637	675.799	676.027	676.197	676.389	676.557
	DIMENSION "X"	.816	.766	.785	.792	.857	.932	.952	.901	.899	.868	.854
LINE "C"	CONST. ELEV.	675.835	675.975	676.122	676.279	676.447	676.621	676.803	676.980	677.148	677.309	677.463
	STEEL ELEV.			675.091				675.751				676.443
	DIMENSION "X"			1.031				1.052				1.020
LINE "D"	CONST. ELEV.	675.783	675.923	676.070	676.227	676.395	676.569	676.751	676.928	677.096	677.257	677.411
	STEEL ELEV.	674.955	675.152	675.292	675.437	675.557	675.656	675.828	676.038	676.217	676.412	676.582
	DIMENSION "X"	.828	.771	.778	.790	.838	.913	.923	.890	.879	.845	.829
LINE "E"	CONST. ELEV.	675.633	675.772	675.919	676.077	676.244	676.418	676.600	676.777	676.946	677.106	677.261
	STEEL ELEV.	674.94[illegible]	675.147	675.294	675.453	675.567	675.686	675.859	676.077	676.249	676.443	676.612
	DIMENSION "X"	.687	.625	.625	.624	.677	.732	.741	.700	.697	.663	.649

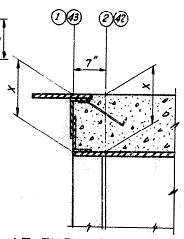
SECTION Nº		23	24	25	26	27	28	29	30	31	32	33
STATION		2416+94.50	2417+05.00	2417+15.50	2417+26.00	2417+36.50	2417+47.00	2417+57.50	2417+68.00	2417+78.00	2417+88.00	2417+98.00
*GRADE ELEVATION		677.326	677.478	677.630	677.782	677.934	678.086	678.238	678.390	678.535	678.680	678.825
LINE "A"	CONST. ELEV.	677.410	677.554	677.690	677.817	677.938	678.068	678.205	678.351	678.494	678.644	678.800
	STEEL ELEV.	676.724	676.846	676.976	677.062	677.196	677.401	677.586	677.741	677.896	677.991	678.086
	DIMENSION "X"	.686	.708	.714	.755	.742	.667	.619	.610	.598	.653	.714
LINE "B"	CONST. ELEV.	677.561	677.705	677.840	677.967	678.089	678.219	678.356	678.502	678.645	678.795	678.951
	STEEL ELEV.	676.707	676.852	676.977	677.067	677.208	677.417	677.607	677.767	677.897	677.992	678.092
	DIMENSION "X"	.854	.853	.863	.900	.881	.802	.749	.735	.748	.803	.859
LINE "C"	CONST. ELEV.	677.613	677.757	677.892	678.019	678.141	678.271	678.408	678.554	678.697	678.847	679.003
	STEEL ELEV.				677.006				677.546			
	DIMENSION "X"				1.013				1.008			
LINE "D"	CONST. ELEV.	677.561	677.705	677.840	677.967	678.089	678.219	678.356	678.502	678.645	678.795	678.951
	STEEL ELEV.	676.715	676.852	676.977	677.077	677.217	677.412	677.612	677.750	677.917	677.987	678.087
	DIMENSION "X"	.846	.853	.863	.890	.872	.807	.744	.752	.728	.808	.864
LINE "E"	CONST. ELEV.	677.410	677.554	677.690	677.817	677.938	678.068	678.205	678.351	678.494	678.644	678.800
	STEEL ELEV.	676.757	676.892	677.017	677.122	677.252	677.437	677.627	677.757	677.907	677.987	678.077
	DIMENSION "X"	.653	.662	.673	.695	.686	.631	.578	.594	.587	.657	.723

SECTION Nº		34	35	36	37	38	39	40	41	42	43	
STATION		2418+08.00	2418+18.00	2418+28.00	2418+38.00	2418+48.00	2418+58.00	2418+68.00	2418+78.00	2418+88.00	2418+88.58	
*GRADE ELEVATION		678.970	679.114	679.259	679.401	679.549	679.693	679.838	679.983	680.128	680.136	
LINE "A"	CONST. ELEV.	678.960	679.117	679.272	679.422	679.566	679.705	679.837	679.964	680.089	680.097	
	STEEL ELEV.	678.241	678.406	678.591	678.771	678.886	679.026	679.116	679.242	679.321	679.332	
	DIMENSION "X"	.719	.711	.681	.651	.680	.679	.721	.722	.762	.765	
LINE "B"	CONST. ELEV.	679.111	679.268	679.422	679.573	679.717	679.856	679.978	680.115	680.240	680.248	
	STEEL ELEV.	678.242	678.392	678.582	678.732	678.887	679.012	679.117	679.242	679.337	679.342	
	DIMENSION "X"	869	.876	.840	.841	.830	.844	.861	.873	.903	.906	
LINE "C"	CONST. ELEV.	679.163	679.320	679.474	679.625	679.769	679.908	680.039	680.167	680.292	680.300	
	STEEL ELEV.	678.182				678.811						
	DIMENSION "X"	.981				.958						
LINE "D"	CONST. ELEV.	679.111	679.268	679.422	679.573	679.717	679.856	679.978	680.115	680.240	680.248	
	STEEL ELEV.	678.237	678.387	678.582	678.737	678.892	679.022	679.127	679.227	679.337	679.342	
	DIMENSION "X"	.874	.881	.840	.836	.825	.834	.851	.888	.903	.906	
LINE "E"	CONST. ELEV.	678.960	679.117	679.272	679.422	679.566	679.705	679.837	679.964	680.089	680.097	
	STEEL ELEV.	678.222	678.377	678.572	678.727	678.882	679.017	679.122	679.238	679.342	679.347	
	DIMENSION "X"	.738	.740	.700	.695	.684	.688	.715	.726	.747	.750	

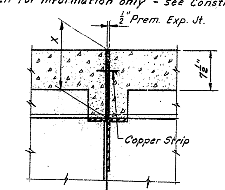
* Profile Grade Elevation given for information only - see Construction Note.



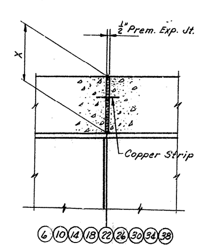
AT EXPANSION DAMS
Along ℄ Structure (Line "C")



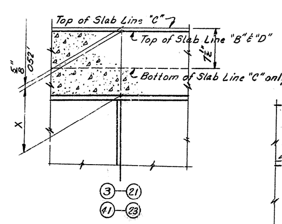
AT EXPANSION DAMS
Along ℄ Girder
(Lines "A", "B", "D" & "E")



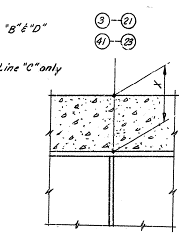
AT EXPANSION JOINTS
Along ℄ Structure (Line "C")



AT EXPANSION JOINTS
Along ℄ Girder
(Lines "A", "B", "C" & "D")



AT INTERMEDIATE SECTIONS
Along (Lines "B", "C" & "D")



AT INTERMEDIATE SECTIONS
Along ℄ Girder
(Lines "A" & "E")

CONSTRUCTION NOTE

1. Take elevations on top of steel at points indicated after crossframes and lateral bracing are in place and after all falsework has been removed, but before forms for concrete slabs have been put in place. Read elevations to three decimals using target rod and enter readings in table under Steel Elevations.
2. Compute Dimension X as follows - Construction Elevation minus Steel Elevation equals Dimension X. Construction Elevations include camber due to weight of concrete slab, parapet handrail, and future surfacing.
3. For setting templates measure Dimension X above top of steel for top of template. Do not set templates by elevations.
4. Construct handrail parapet to sidewalk grade. Do not add camber to handrail parapet.

ELEVATIONS, SPANS 2,3,& 4 - WESTBOUND STRUCTURE

EXISTING S.R. 35

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
LOUISVILLE-LEXINGTON
ROAD
STATION 2416+84L
PROJECT NO. I-04-4(1)

BRIDGE NUMBER	DRAWING NO.	INDEX
	14037	

DESIGNED BY JDD	DATE 3-59	REVISED Beam Elev. Recorded DATE 8-29-61 L.M.E.
DETAILED BY JDD	DATE 3-59	REVISED
TRACED BY	CHECKED BY G.R.V. / CHECKED BY H.W.W.	REVISED