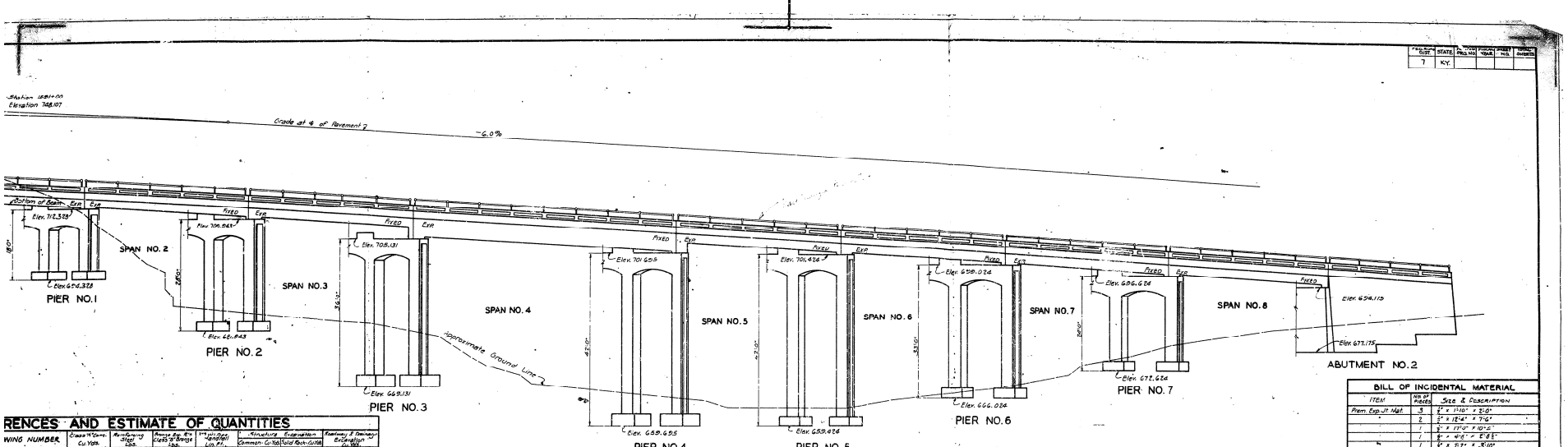
FED. ROAD DIST.	STATE	FED. RD. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



ELEVATION

7-40'-0" & 1-62'-0" R.C. DECK GIRDER SPANS - 51°-33'-30" SKEW LEFT TO RADIAL LINE
9°-03'-24.86" DEGREE CURVE LEFT
40 FT. ROADWAY BRIDGE 1-5'-0" SIDEWALK

GENERAL NOTE

SPECIFICATIONS: Kentucky Department of Highways - 1935 Standard with Amendments.
DESIGN LOAD: Bridge designed for H-15 loading as specified in A.A.S.H.O. Specifications - 1935.
CONCRETE: Class "A" throughout.
REINFORCEMENT: Dimension shown from face of concrete is clear distance. Bars of structural and intermediate grade new billet steel may be combined on this project, or bars of hard grade new billet steel and rail steel may be combined on this project, but a mixing of these two permissible combinations will not be allowed.
BEVELED EDGES: All exposed edges shall be beveled ¾" unless otherwise noted.
EXPANSION JOINT MATERIAL - COPPER STRIP - TAR PAPER: The cost of these items to be included in the unit price bid for Class "A" Concrete. The quantities shown in the "BILL OF INCIDENTAL MATERIAL" on this sheet are approximate only, and the contractor is responsible for furnishing enough material to complete the work in accordance with the plans and specifications.
TAR PAPER: To be commercial grade tar paper or roofing felt approximately ⅛" thick.
CONSTRUCTION NOTE: Lafayette Drive shall be kept open to two lanes of traffic at all times during construction.

RENCES AND ESTIMATE OF QUANTITIES

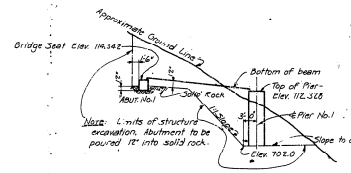
WING NUMBER	Class "A" Conc. Cu. Yds.	Reinforcing Steel Lbs.	Piledriving Piles 12" Round Lin. Ft.	1" Expansion Joint Lin. Ft.	Structure Excavation Common Cu. Yds.	Structure Excavation Solid Rock Cu. Yds.	Roadway & Drainage Excavation Cu. Yds.
ing 6-33	107.5	27,980	738	78.9			
ing 6-33	105.1	27,460	738	78.9			
"	114.9	27,870	738	78.9			
ing 6-33	244.7	52,380	738	123.1			
ing 6-33	113.9	28,030	738	78.9			
"	105.1	27,460	738	78.9			
	105.1	27,460	738	78.9			
	107.3	27,890	738	78.9			
Group 6-34	10.1	1,700			248	172	300
Sheet No. 3	88.4	16,550			124	52	
Sheet No. 4	114.5	20,800			52	41	
Sheet No. 5	147.6	26,050			135	151	
Sheet No. 6	162.6	25,010			107	127	
Sheet No. 7	145.7	25,140			71	65	
Sheet No. 8	127.0	22,330			36	164	
Sheet No. 9	104.4	19,560			72	61	
6-34 & 6-35	671.1	6,840		105.7	363	137	
TOTALS	2,384.0	405,860	5904	761.5	1200	880	300*

452.3 2660 426740 2365.8 95.1 709*

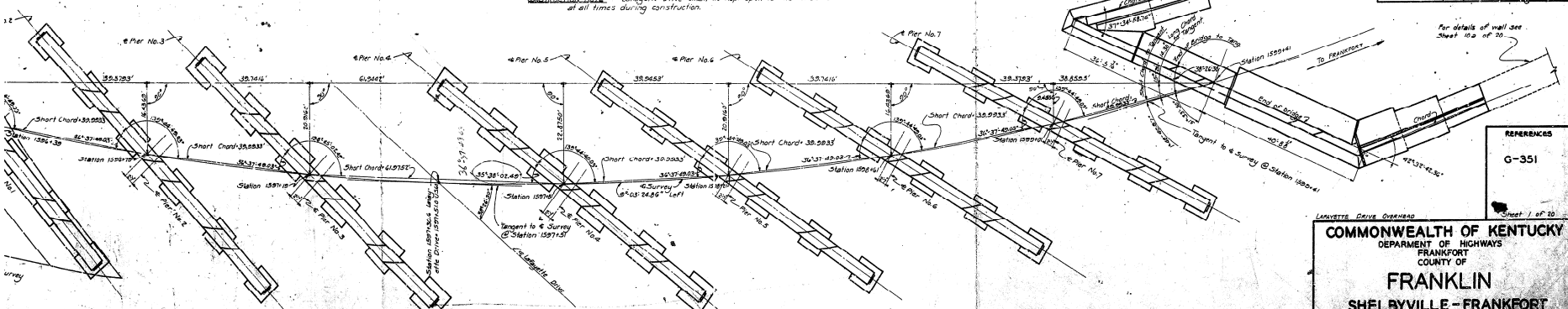
*This item is for dressing the banks at Abutment No. 1 & Pier No. 1 within the limits of right of way, satisfactory to the Engineer.

BILL OF INCIDENTAL MATERIAL

ITEM	NO. OF PIECES	SIZE & DESCRIPTION
Prem. Exp. Jt. Mat.	3	½" x 11'10" x 2'0"
"	2	½" x 12'6" x 7'6"
"	1	½" x 17'0" x 10'2"
"	1	½" x 9'1" x 5'8½"
"	1	½" x 2'2" x 3'10"
"	1	½" x 2'1" x 1'1"
"	1	½" x 6'8" x 7'11½"
"	8	½" x 1'6" x 66'10"
"	1	1" x 6'11" x 6'7½"
"	1	1" x 6'11" x 5'11"
"	1	1" x 6'11" x 3'8"
"	4	1" x 6'11" x 2'0"
"	7	1" x 1'10½" x 1'5"
"	4	1" x 0'8½" x 3'2"
"	1	1" x 5'1" x 0'8½"
"	1	1" x 5'4" x 0'9½"
"	1	1" x 5'7½" x 0'9½"
"	5	1" x 8'6" x 6'1"
"	1	1" x 6'6" x 8'5"
"	1	1" x 8'8" x 2'6"
"	48	½" x 1'4" x 2'9"
"	8	½" x 1'5" x 1'60"
1-②		⅛" x 6'5" x 141'3"
Copper Strip	7	⅛" x 7'6" long
"	3	⅛" x 1'0" long
"	1	⅛" x 11'0" long
"	2	⅛" x 12'4" long
1-②		⅛" x 13'3½" long



SECTION X-X



LAYOUT FOR SUBSTRUCTURE - PLAN

REFERENCES
G-351

Sheet 1 of 20

LAFAYETTE DRIVE OVERHEAD

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE - FRANKFORT
ROAD

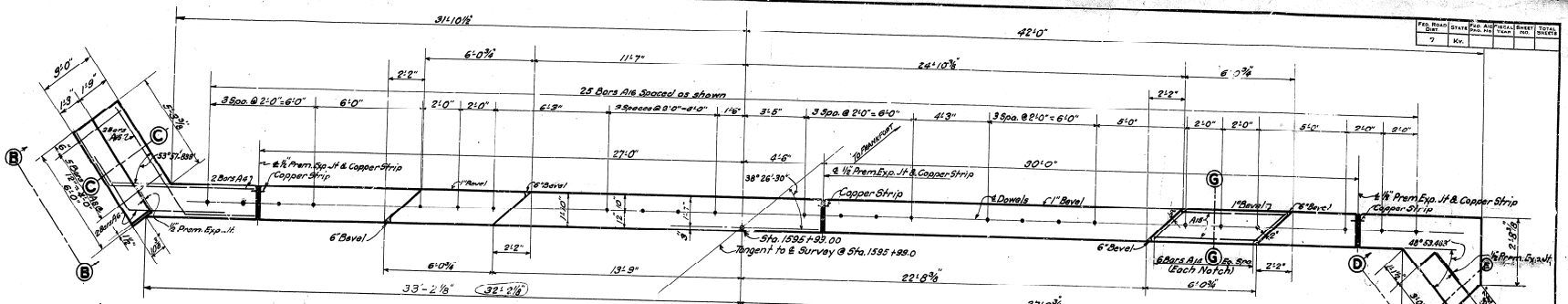
STATION 1597+70.0 PROJECT NO. SHFR 1[illegible]

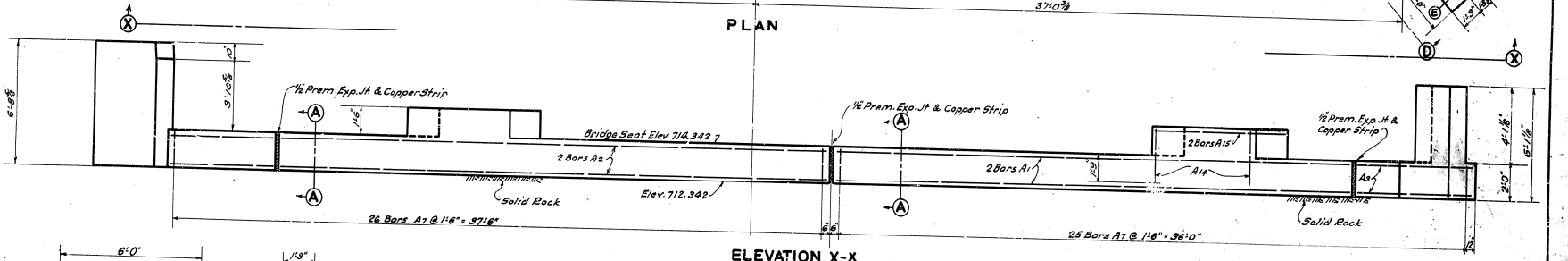
MP#3-145-HG-7

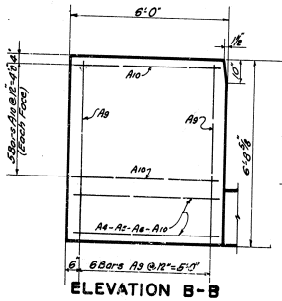
DRAWING NO. 7897 INDEX

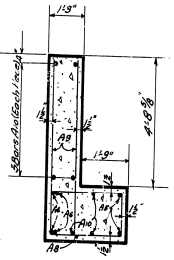
AUG 6 1963

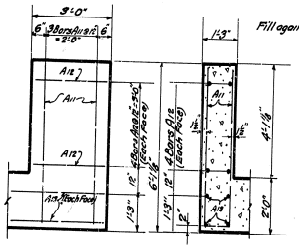
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	DETAIL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

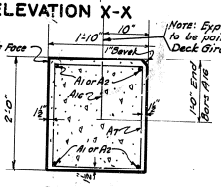






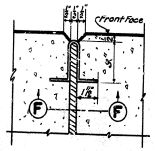


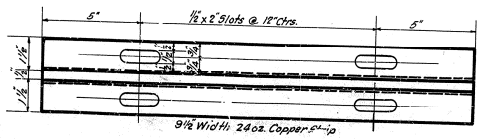


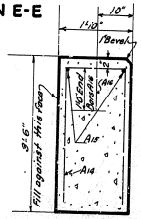


BILL AND TYPES OF REINFORCEMENT

MARK	TYPE	NO	SIZE	LENGTH FT.	LENGTH IN.	LOCATION	a FT.	a IN.	b FT.	b IN.	c FT.	c IN.	d FT.	d IN.
A1	Str	4	1" ø	29	9	Bridge Seat	-	-	-	-	-	-	-	-
A2	"	4	"	31	3	"	-	-	-	-	-	-	-	-
A3	"	4	"	7	3	"	-	-	-	-	-	-	-	-
A4	1	2	"	11	3	Bdge. Seat into Wing	8	10	3	3	1	11	2	7 1/2
A5	"	2	"	10	11	"	6	11	4	0	2	8 1/4	3	2 3/4
A6	"	2	"	7	0	"	3	6	3	6	2	0 3/4	2	10
A7	2	51	1/2" ø	7	5	Bridge Seat	-	-	-	-	-	-	-	-
A8	3	5	"	7	1	Wings	1	9	2	9	-	-	-	-
A9	"	6	3/4" ø	13	5	"	1	0	6	4	-	-	-	-
A10	Str.	13	1/2" ø	5	9	"	-	-	-	-	-	-	-	-
A11	3	3	3/4" ø	12	3	"	1	0	5	9	-	-	-	-
A12	Str.	8	1/2" ø	2	9	"	-	-	-	-	-	-	-	-
A13	"	4	3/4" ø	5	3	"	-	-	-	-	-	-	-	-
A14	3	12	"	7	11	Notches	2	0	3	1	-	-	-	-
A15	Str.	4	1/2" ø	5	8	"	-	-	-	-	-	-	-	-
A16	"	25	"	2	0	Dowels	-	-	-	-	-	-	-	-







ESTIMATE OF QUANTITIES

Concrete, Class "A" — 15.1 Cu. Yds.
Reinforcement — 1700 Lbs.

ABUTMENT NO. 1

LAFAYETTE DRIVE OVERHEAD — Sheet 2 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD
STATION 1597+70.0 — PROJECT NO.

MP # 37-145-A4-1

DRAWING NO. 7897 — SHEET

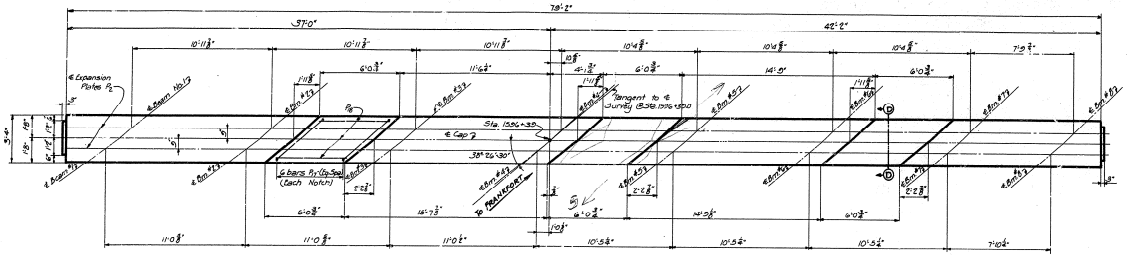
AUG 8 1969

DESIGNED BY — DATE
DRAWN BY G. Gibbs — DATE 8-7-41
TRACED BY — DATE
CHECKED BY — DATE

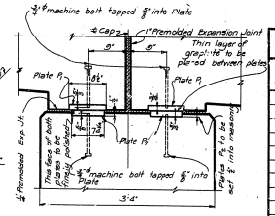
REVISED — DIMENSION
REVISED
REVISED
REVISED

[redacted]

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



PLAN OF CAP

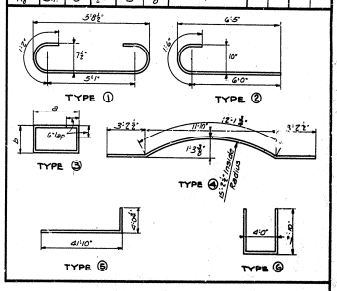


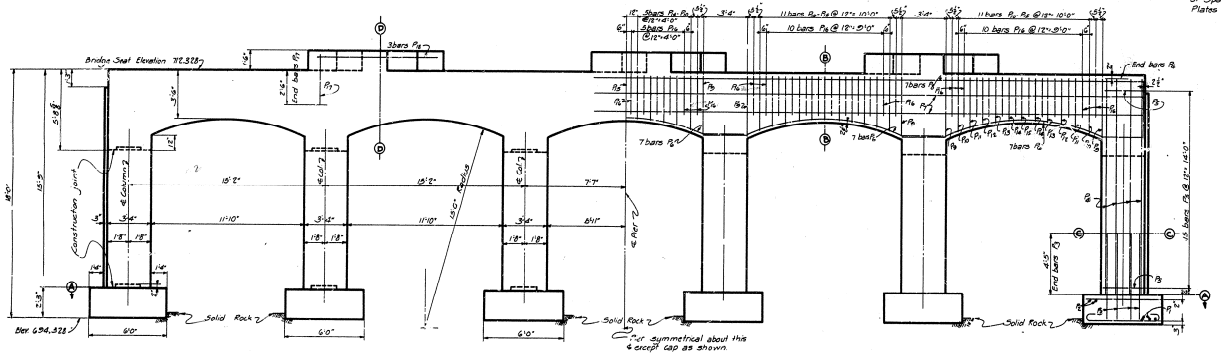
SECTION THRU CAP

(Showing Expansion Plates P1 & P2 – Junction of Spans No. 1 & 2) For details of Expansion Plates P1 & P2 see Sheet No. 16 of 20.

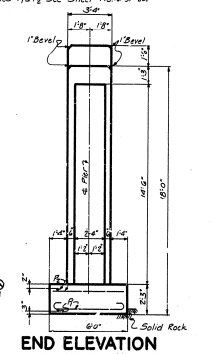
BILL & TYPES OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH Ft	LENGTH In	LOCATION	a Ft	a In	b Ft	b In
P1	1	144	3/4"-8	7	5	Footing				
P2	Str.	72	"	5	9	"				
P3	2	72	1"-8	7	6	Dowels Footing into Col				
P4	Str.	72	"	15	7	Col				
P5	3	90	5/8"-8	12	9	"	3	0	3	0
P6	4	35	1"-8	10	7	Cap				
P7	Str.	8	3/4"-8	41	1	"				
P8	5	14	1"-8	45	8	"				
P9	3	10	5/8"-8	15	3	"	4	4 3/8	2	10
P10	"	10	"	14	6	"	4	0 3/8	2	10
P11	"	10	"	14	10	"	3	8 3/8	2	10
P12	"	10	"	13	4	"	3	5 3/8	2	10
P13	"	10	"	13	0	"	3	3 3/8	2	10
P14	"	10	"	12	10	"	3	2 3/8	2	10
P15	"	35	"	12	5	"	3	2	2	10
P16	"	60	"	11	6	"	2	6 3/8	2	10
P17	6	18	3/4"-8	11	5	Notch				
P18	Str.	9	5/8"-8	5	8	"				

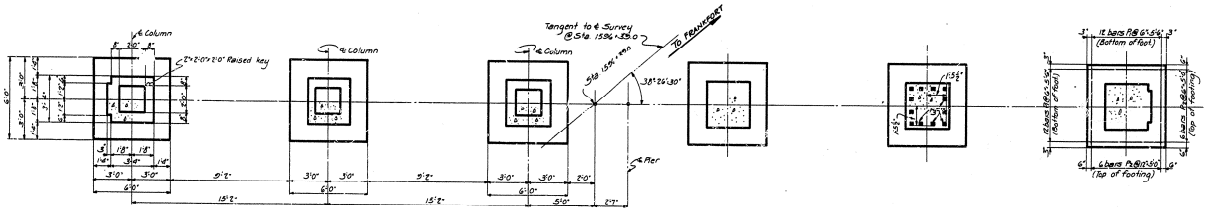




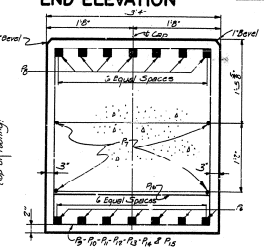
ELEVATION



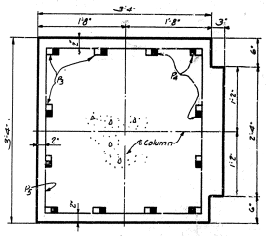
END ELEVATION



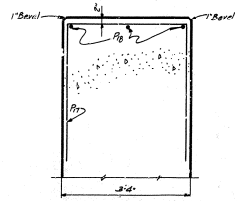
SECTIONAL PLAN A-A



SECTION B-B



SECTION C-C



SECTION D-D

ESTIMATE OF QUANTITIES

Concrete, Class "A"	884	Cu. Yds.
Reinforcement	16,590	Lbs.

Note: Each column footing shall be carried one foot into Solid Rock. If rock is encountered at an elevation higher than shown on plans, footings shall be raised.
Cut off vertical bars to fit.

PIER NO. 1

Lafayette Drive Overhead — Sheet 3 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE–FRANKFORT
ROAD

STATION 1597+70.0 — PROJECT NO.

BRIDGE NUMBER MP 37-145-HG-7 — DRAWING NO. 7899 — INDEX

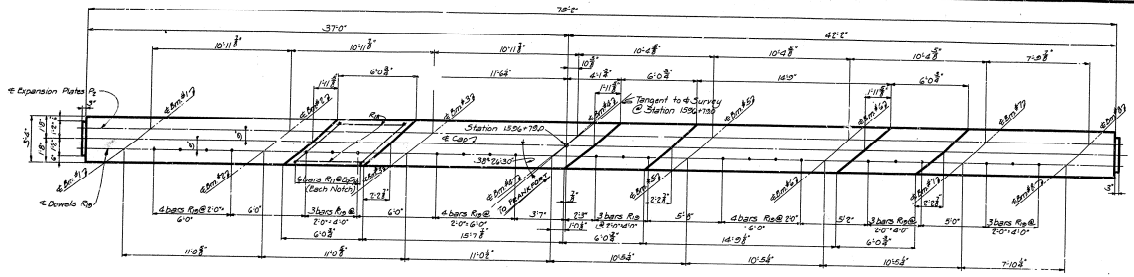
DESIGNED BY — DATE
CHECKED BY — DATE
DETAILED BY — DATE
CHECKED BY — DATE
TRACED BY — DATE
CHECKED BY — DATE
REVISED — DATE
REVISED — DATE
REVISED — DATE 5/61
REVISED — DATE 4/56

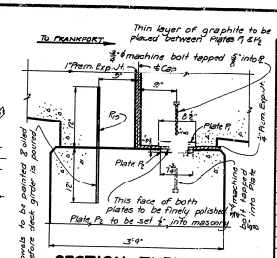
BRIDGE

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

BILL & TYPES OF REINFORCEMENT

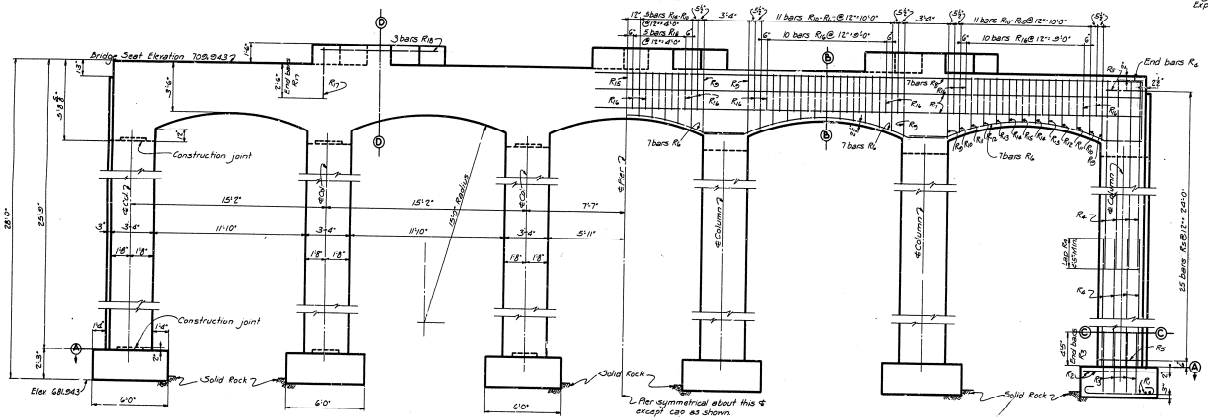
Mark	Type	No	Size	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.
R_1	①	144	$\frac{3}{4}$"ø	7	5	Footing				
R_2	Str.	72	"	5	5	"				
R_3	⑤	72	1"ø	7	6	Dowels - Col. into Foot.				
R_4	Str.	144	"	15	0	Col.				
R_5	⑤	150	$\frac{1}{2}$"ø	12	3	"	3	0	3	0
R_6	⑥	35	$\frac{1}{2}$"ø	18	7	Cap				
R_7	Str.	8	$\frac{3}{4}$"ø	41	1	"				
R_8	⑤	14	$\frac{1}{2}$"ø	45	8	"				
R_9	⑤	10	$\frac{1}{2}$"ø	15	3	"	4	$\frac{3}{4}$	2	10
R_{10}	"	10	"	14	6	"	4	$0\frac{1}{2}$	2	10
R_{11}	"	10	"	14	10	"	3	$8\frac{1}{2}$	2	10
R_{12}	"	10	"	13	4	"	3	$5\frac{1}{2}$	2	10
R_{13}	"	10	"	13	0	"	3	$3\frac{1}{2}$	2	10
R_{14}	"	10	"	12	10	"	3	$2\frac{1}{2}$	2	10
R_{15}	"	5	"	12	3	"	3	2	2	10
R_{16}	"	60	"	11	6	"	2	$6\frac{1}{2}$	2	10
R_{17}	⑥	18	$\frac{3}{4}$"ø	11	5	Notch				
R_{18}	Str.	6	$\frac{3}{4}$"ø	5	8	"				
R_{19}	Str.	24	"	2	0	Dowels				

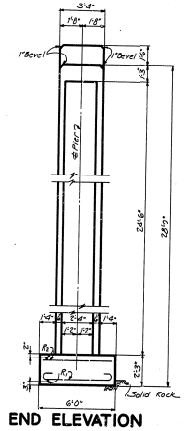


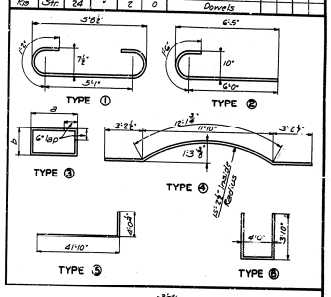


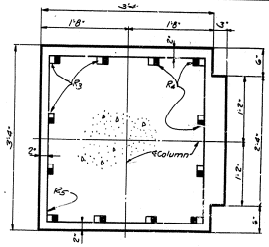
SECTION THRU CAP

Showing Expansion Plates P_1 & P_2, & dowels R_{19} at junction of Spans No. 2 & 3. For details of Expansion Plates P_1 & P_2 see Sheet 16 of 20.

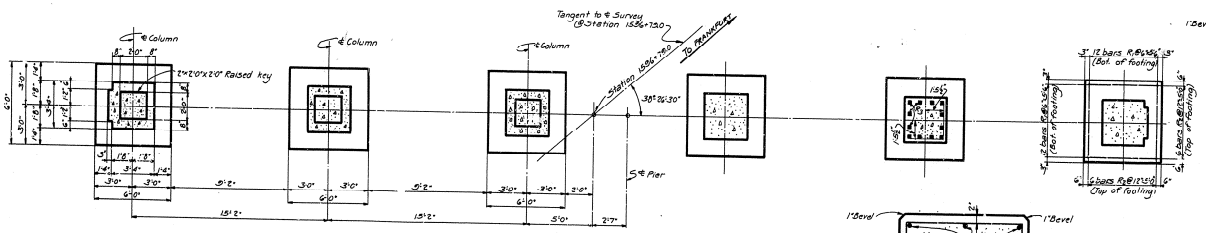




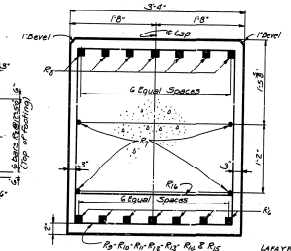


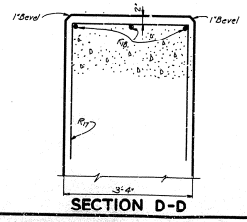


SECTION C-C



Note: Each column footing shall be carried 2½ feet into Solid Rock. If rock is encountered at an elevation higher than shown on plans, footings shall be raised. Resulting discrepancies in vertical steel length may be taken up in the splices.





ESTIMATE OF QUANTITIES

Concrete, Class "A"	114.6 Cu. Yds.
Reinforcement	20800 Lbs.

LAFAYETTE DRIVE OVERPASS — Sheet 4 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE - FRANKFORT
ROAD

STATION 1597+70.0 PROJECT NO.

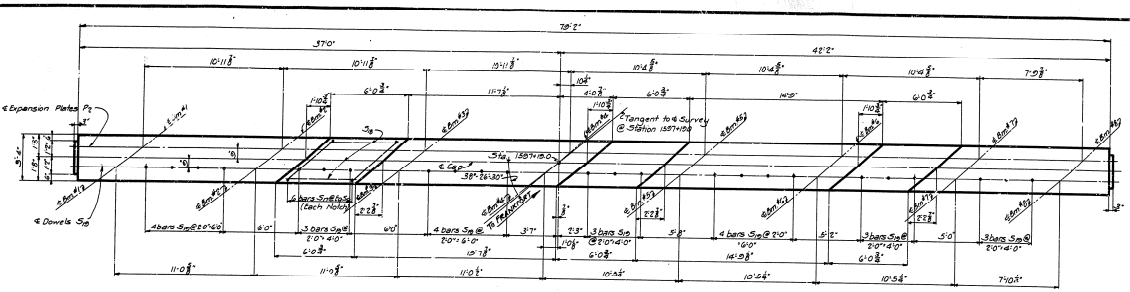
DRAWING No. 7897

PIER NO. 2

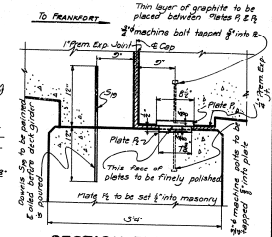
DESIGNED BY C. L. Allison DATE 5-49
TRACED BY S. L. Abbott DATE 5-49
CHECKED BY J. L. Gilbert Jr. DATE 5-49
REVISED DATE
REVISED DATE
REVISED DATE

BRIDGE

FED. HWY. DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SH. ITEM NO.	TOTAL SHEETS
7	KY.				



PLAN OF CAP

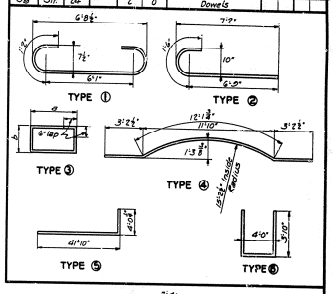


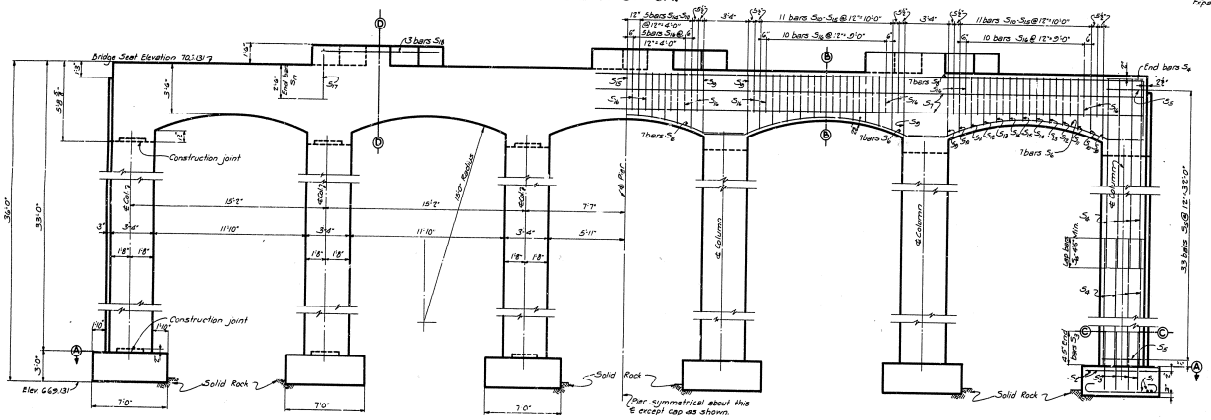
SECTION THRU CAP

Showing Expansion Plates P2 & P3, & dowels S18 at junction of Spans No. 3 & 4. For details of Expansion Plates P2 & P3 see Sheet 16 of 20.

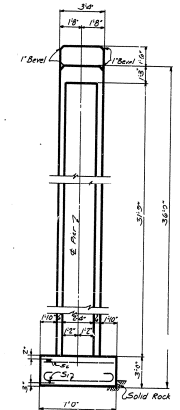
BILL & TYPES OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH Ft.	LENGTH In.	LOCATION	a Ft.	a In.	b Ft.	b In.
S1	1	168	3/4" ϕ	8	5	Footing				
S2	Str.	84	"	6	9	"				
S3	3	72	1" ϕ	8	3	Downtk. Foot Into Col.				
S4	Str.	144	"	18	8	Col.				
S5	5	198	1" ϕ	12	9	"				
S6	6	33	1 3/4" ϕ	18	7	Cap	3	11	3	0
S7	Str.	8	3/4" ϕ	61	1	"				
S8	8	14	1 3/4" ϕ	45	8	"				
S9	9	10	1" ϕ	15	3	"				
S10	"	10	"	14	6	"	4	4 3/4	2	10
S11	"	10	"	14	10	"	4	0 3/4	2	10
S12	"	10	"	13	6	"	3	8 3/4	2	10
S13	"	10	"	13	0	"	3	5 3/4	2	10
S14	"	10	"	12	10	"	3	3 3/4	2	10
S15	"	5	"	12	9	"	3	2 3/4	2	10
S16	"	60	"	11	6	"	3	2	2	10
S17	17	18	3/4" ϕ	11	5	Notch	2	6 3/4	2	10
S18	Str.	9	3/4" ϕ	5	8	"				
S19	Str.	60	"	2	0	Dowels				

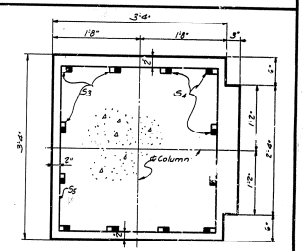




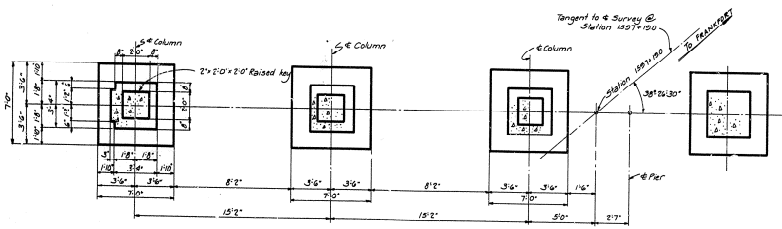
ELEVATION



END ELEVATION

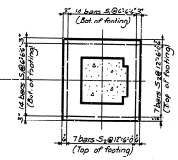


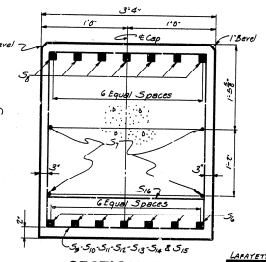
SECTION C-C



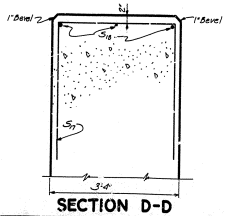
SECTIONAL PLAN A-A

Note: Each column footing shall be carried one foot into Solid Rock. If rock is encountered at an elevation higher than shown on plans, footings shall be raised. Resulting discrepancies in vertical steel length may be taken up in the splices.





SECTION B-B



SECTION D-D

ESTIMATE OF QUANTITIES

Concrete, Class "A"	147.4 Cu. Yds.
Reinforcement	24050 Lbs.

LAFAYETTE DRIVE OVERHEAD

Sheet 5 of 20

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

FRANKFORT

COUNTY OF

FRANKLIN

SHELBYVILLE - FRANKFORT ROAD

STATION 1587+70.0 PROJECT NO.

DRAWING No. 7897

SHEET

PIER NO. 3

DESIGNED BY J. L. Abbott DATE 3-4-
TRACED BY Tom Abbott DATE 4-9-6
CHECKED BY J. L. Abbott DATE 5-16-

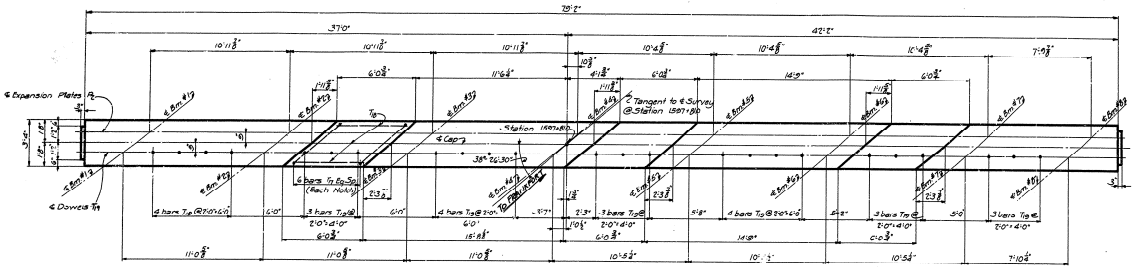
REVISED DATE
REVISED DATE
REVISED DATE

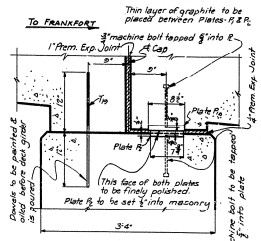
BRIDGE

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

BILL & TYPES OF REINFORCEMENT

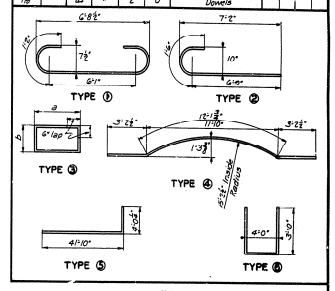
Mark	Type	No	Size	Length Ft	Length In	Location	a Ft	a In	b Ft	b In
T1	①	168	#9	8	5	Footing				
T2	Str	84	"	6	9	"				
T3	②	72	#8	8	3	Dowels Footing Into Col.				
T4	Str	144	"	21	8	Col.				
T5	③	256	#10	12	5	"	3	0	3	0
T6	④	35	#10	18	7	Cap				
T7	Str	8	#9	41	1	"				
T8	⑤	14	#10	45	8	"				
T9	⑤	10	#10	15	3	"	4	4½	2	10
T10	"	10	"	14	6	"	4	0½	2	10
T11	"	10	"	14	10	"	3	8½	2	10
T12	"	10	"	13	4	"	2	4½	2	10
T13	"	10	"	13	0	"	3	3½	2	10
T14	"	10	"	12	10	"	3	2½	2	10
T15	"	5	"	12	9	"	3	2	2	10
T16	"	60	"	11	6	"	2	6½	2	10
T17	⑥	16	#9	11	3	Notch				
T18	Str	9	#9	5	8	"				
T19	"	82	"	2	0	Dowels				

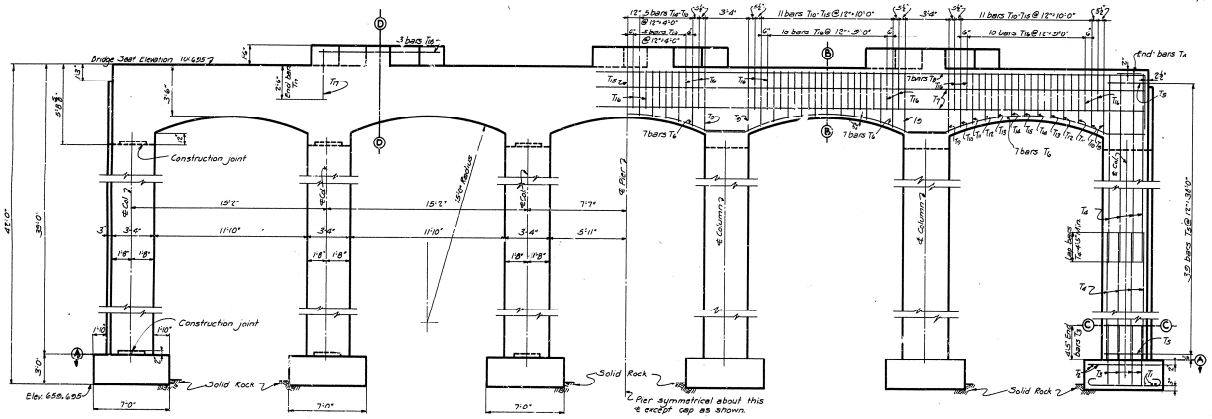


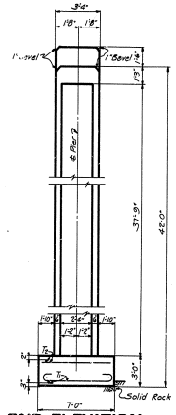


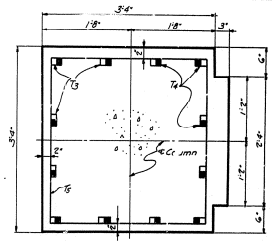
SECTION THRU CAP

Showing Expansion Plates P1 & P2 & Dowels T19 at Junction of Spans No. 4 & 5, For details of Expansion Plates P1 & P2 see Sheet 16 of 20



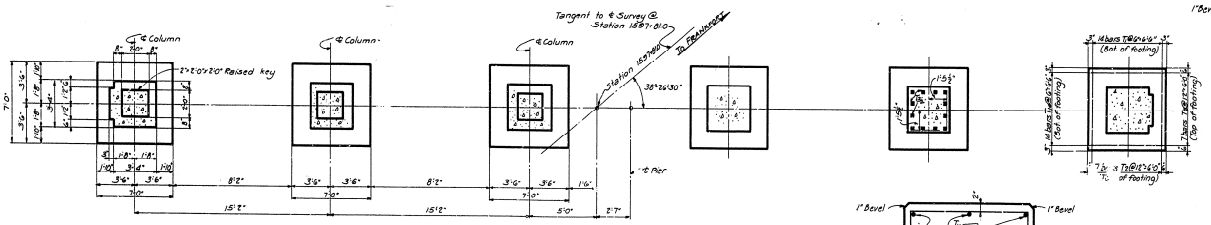


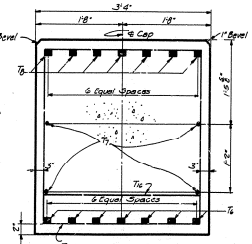


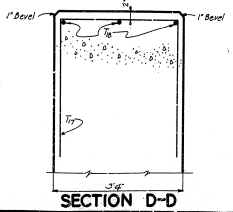


ESTIMATE OF QUANTITIES

Concrete, Class "A"	162.4 Cu. Yds.
Reinforcement	26810 Lbs.







Note: Each column footing shall be carried one foot into Solid Rock. If rock is encountered at an elevation higher than shown on plans, footings shall be raised. Resulting discrepancies in vertical steel length may be taken up in the splices.

PIER NO. 4

Lafayette Drive Overhead

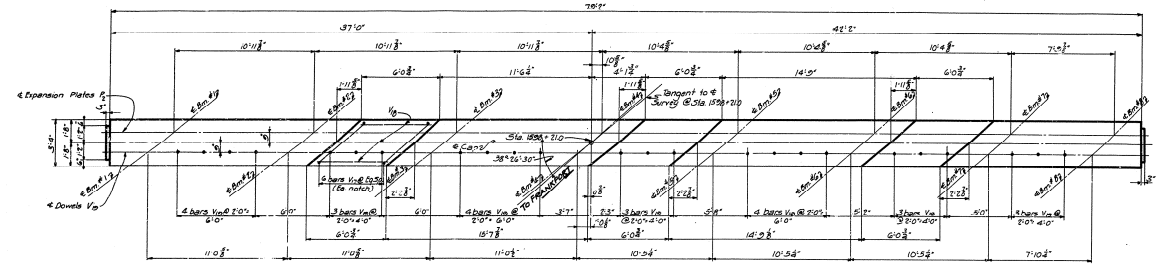
Sheet 6 of 20

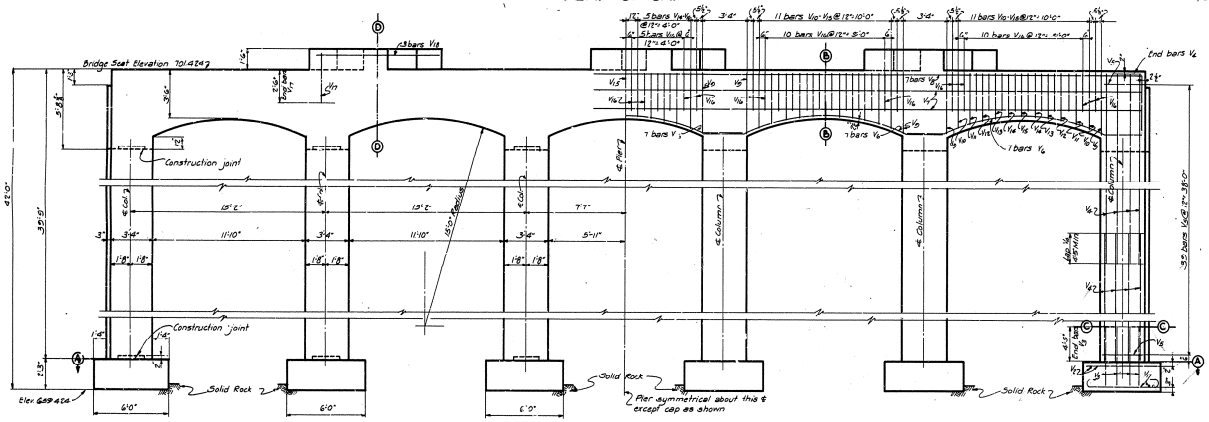
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD
STATION 1597+700 PROJECT NO.
DRAWING No. 7897
BRIDGE

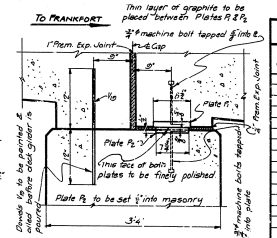
DESIGNED BY
TRACED BY
CHECKED BY
DATE
REVISED
DATE
REVISED
DATE
REVISED
DATE

BRIDGE

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

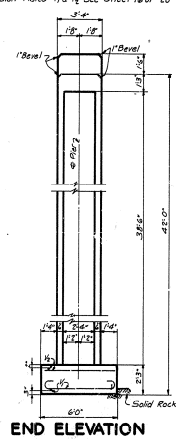






SECTION THRU CAP

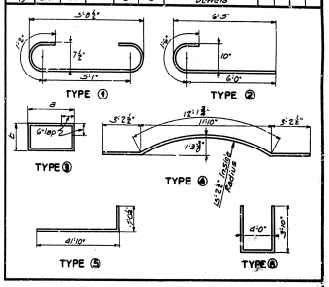
Showing Expansion Plates P1 & P2, & dowels V10 at junction of spans No. 5 & 6, for details of Expansion Plates P1 & P2 see Sheet 16 of 20

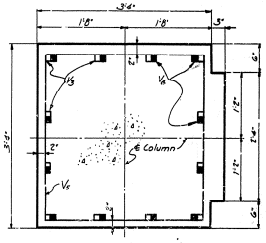


END ELEVATION

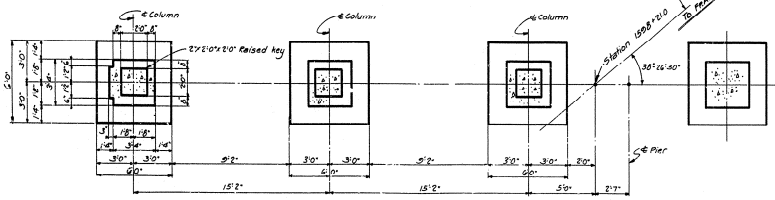
BILL & TYPES OF REINFORCEMENT

Mark	Type	No.	Size	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.
V1	1	144	3/4"	7	5	Footing				
V2	Str.	72	"	5	9	"				
V3	2	72	1"	7	6	Dowels- Foot. Into Col.				
V4	Str.	144	"	22	0	Col.				
V5	3	234	5/8"	12	9	"	3	0	3	0
V6	4	35	1 3/8"	18	7	Cap				
V7	Str.	8	1 3/8"	41	1	"				
V8	5	14	1 3/8"	45	8	"				
V9	6	10	5/8"	15	3	"				
V10	"	10	"	14	6	"	4	8½	2	10
V11	"	10	"	14	10	"	4	0½	2	10
V12	"	10	"	13	4	"	3	8½	2	10
V13	"	10	"	13	0	"	3	4½	2	10
V14	"	10	"	12	10	"	3	3½	2	10
V15	"	5	"	12	9	"	3	2½	2	10
V16	"	20	"	11	6	"	2	6½	2	10
V17	7	18	3/4"	11	5	Notch				
V18	Str.	9	3/4"	5	8	"				
V19	Str.	24	"	2	0	Dowels				

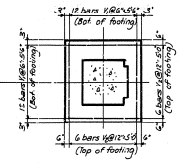


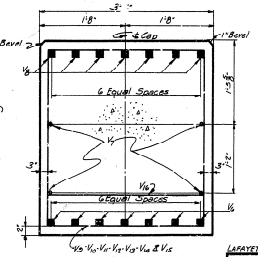


SECTION C-C

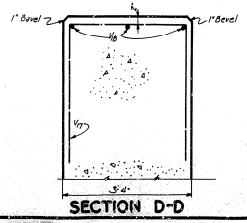


SECTIONAL PLAN A-A





SECTION B-B



SECTION D-D

ESTIMATE OF QUANTITIES

Concrete, Class "A"	1487 Cu Yds.
Reinforcement	25140 lbs.

NOTE: Each column footing shall be carried one foot into Solid Rock. If rock is encountered at a higher elevation than shown on plans, footings shall be raised. Resulting discrepancies in vertical steel may be taken up in the splices.

PIER NO. 5

LAFAYETTE DRIVE OVERHEAD

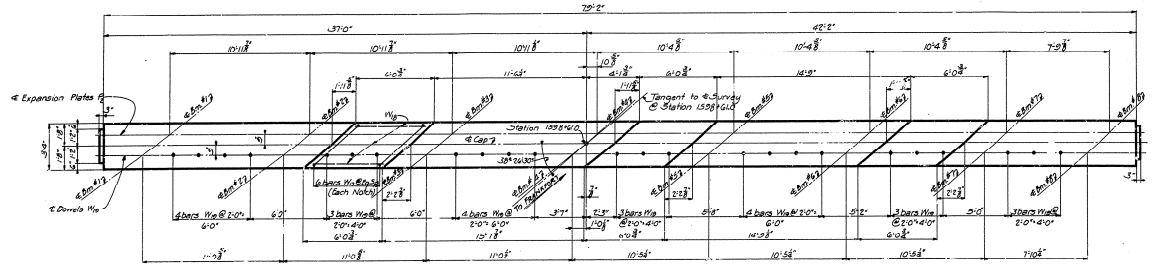
Sheet 7 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD
STATION 1597+70.0
PROJECT NO.
DRAWING No. 7897
SHEET

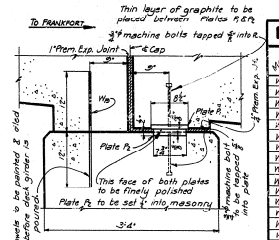
DESIGNED BY John Adams DATE 5-7-41
TRACED BY John Abbott DATE 4/18/41
CHECKED BY [illegible] DATE 5/41
REVISED
REVISED
REVISED

BRIDGE

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



PLAN OF CAP

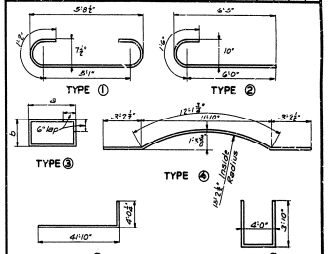


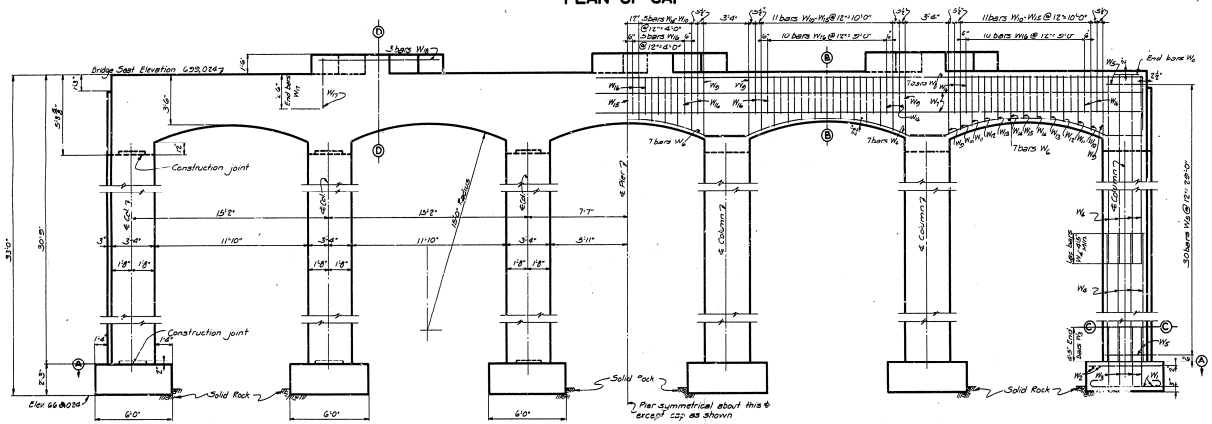
SECTION THRU CAP

Showing Expansion Plates P_1 & P_2 & dowels W_{18} at junction of Spans No. 6 & 7. For details of Expansion Plates P_1 & P_2 see Sheet 16 of 20.

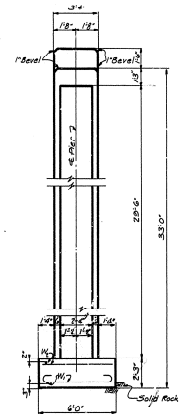
BILL & TYPES OF REINFORCEMENT

Mark	Type	No	Size	Length Ft	Length In	Location	a Ft	a In	b Ft	b In
W_1	①	146	$\frac{3}{4}$"φ	7	5	Footing				
W_2	Str.	72	"	5	9	"				
W_3	②	72	1"φ	7	6	Dowels- Footing Into Col.				
W_4	Str.	144	"	17	6	Col.				
W_5	③	180	$\frac{5}{8}$"φ	12	8	"	3	0	3	0
W_6	④	35	$\frac{1}{2}$"φ	18	7	Cap				
W_7	Str.	8	$\frac{3}{4}$"φ	41	1	"				
W_8	⑤	14	1"φ	45	8	"				
W_9	④	10	$\frac{1}{2}$"φ	15	3	"	4	$0\frac{1}{2}$	2	10
W_{10}	"	10	"	14	6	"	4	$0\frac{1}{2}$	2	10
W_{11}	"	10	"	14	10	"	3	$8\frac{1}{2}$	2	10
W_{12}	"	10	"	13	4	"	3	$5\frac{1}{2}$	2	10
W_{13}	"	10	"	13	0	"	3	$3\frac{1}{2}$	2	10
W_{14}	"	10	"	12	10	"	3	$2\frac{1}{2}$	2	10
W_{15}	"	5	"	12	8	"	3	2	2	10
W_{16}	"	60	"	11	6	"	2	$6\frac{1}{2}$	2	10
W_{17}	⑥	18	$\frac{3}{4}$"φ	11	5	Notch				
W_{18}	Str.	5	$\frac{5}{8}$"φ	5	8	"				
W_{19}	Str.	24	"	2	0	Dowels				

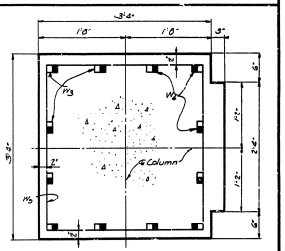




ELEVATION



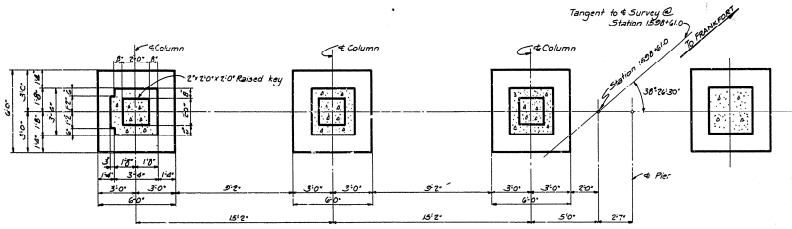
END ELEVATION



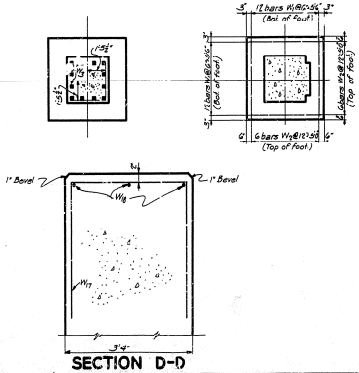
SECTION C-C

ESTIMATE OF QUANTITIES

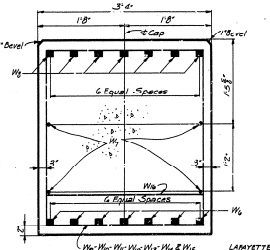
Concrete, Class "A"	1210	Cu. Yds.
Reinforcement	22350	Lbs.



SECTIONAL PLAN A-A



SECTION D-D



SECTION B-B

Note: Each column footing shall be carried one foot into Solid Rock. If rock is encountered at an elevation higher than shown on plans, footings shall be raised. Resulting discrepancies in vertical steel may be taken up in the splices.

PIER NO. 6

LAFAYETTE DRIVE OVERHEAD

Sheet 8 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD
STATION 1537+70.0
PROJECT NO.

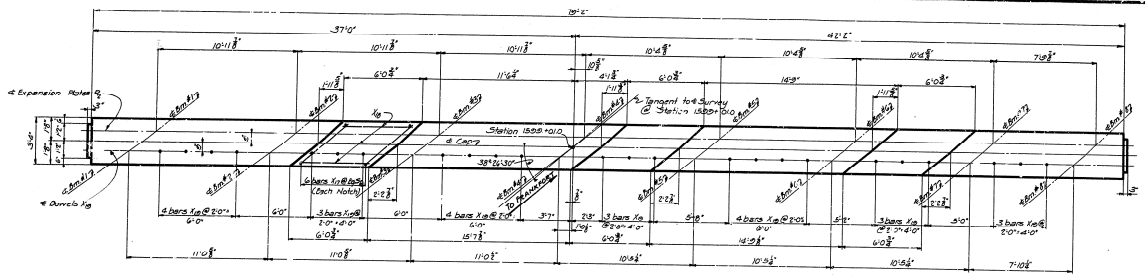
DRAWING No. 7897

DESIGNED BY J.L. Cockrell DATE 5-2-61
CHECKED BY R.E. Cobb DATE 5-9-61
TRACED BY DATE
CHECKED BY J.L. Cockrell Jr. DATE 5-11-61

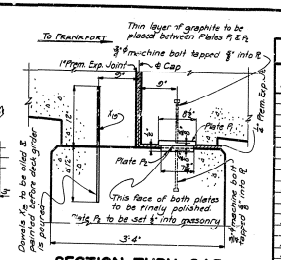
REVISED Parking Elev.
REVISED
REVISED
REVISED

BRIDGE

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



PLAN OF CAP

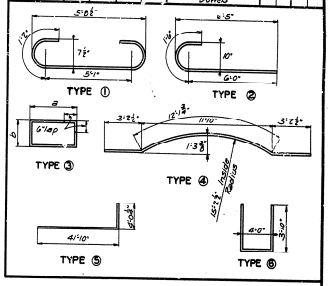


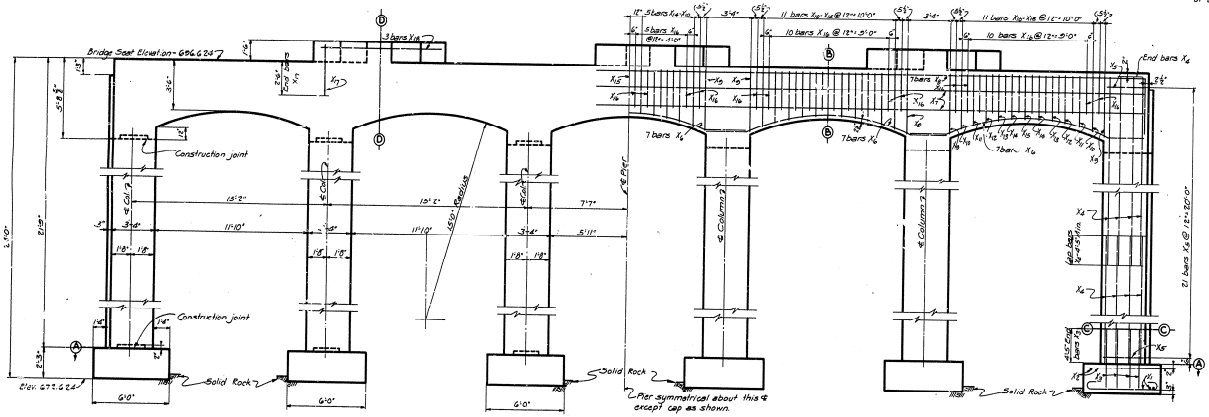
SECTION THRU CAP

Showing Expansion Plates P1 & P2, & dowels X16 at junction of Spans No. 7 & 8. For details of Expansion Plates P1 & P2 see Sheet 16 of 20.

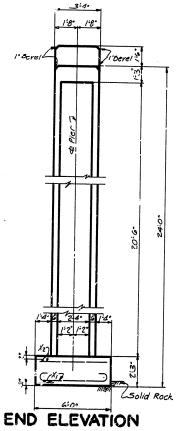
BILL & TYPES OF REINFORCEMENT

MARK	TYPE	NO.	SIZE	LENGTH Ft.	LENGTH In.	LOCATION	a Ft.	a In.	b Ft.	b In.
X1	①	144	3/4"	7	5	Footing				
X2	Str.	72	"	8	3	"				
X3	②	72	1"	7	6	Dowels-Foot. Into Col.				
X4	Str.	144	"	13	0	Col.				
X5	③	136	1"□	12	3	"	3	0	3	0
X6	④	35	1"□	18	7	Cap				
X7	Str.	8	3/4"	41	1	"				
X8	⑤	14	1"□	45	8	"				
X9	⑥	10	1"□	15	3	"	6	6 3/4	2	10
X10	"	10	"	14	6	"	4	0 6	2	10
X11	"	10	"	14	10	"	3	8 3/4	2	10
X12	"	10	"	13	6	"	3	5 3/4	2	10
X13	"	10	"	13	0	"	3	3 3/4	2	10
X14	"	10	"	12	10	"	3	2 3/4	2	10
X15	"	3	"	12	3	"	3	2	2	10
X16	"	60	"	11	6	"	2	6 3/4	2	10
X17	⑥	18	3/4"	11	5	Notch				
X18	Str.	3	3/4"	5	8	"				
X19	"	24	"	2	0	Dowels				

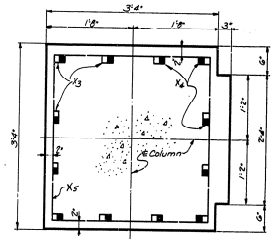




ELEVATION



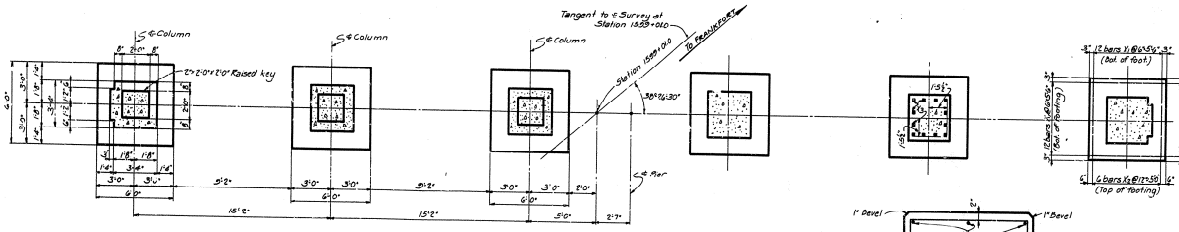
END ELEVATION



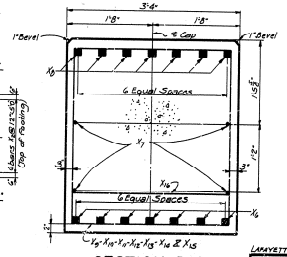
SECTION C-C

ESTIMATE OF QUANTITIES

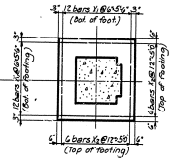
Concrete, Class "A"	104.4 CU. YDS.
Reinformcement	10,560 Lbs.

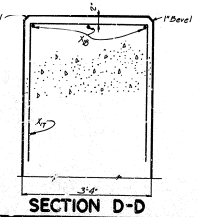


SECTIONAL PLAN A-A



SECTION B-B





SECTION D-D

Note. Each column footing shall be carried one foot into Solid Rock. If rock is encountered at an elevation higher than shown on plans, footings shall be raised. Resulting discrepancies in vertical steel may be taken up in the splices.

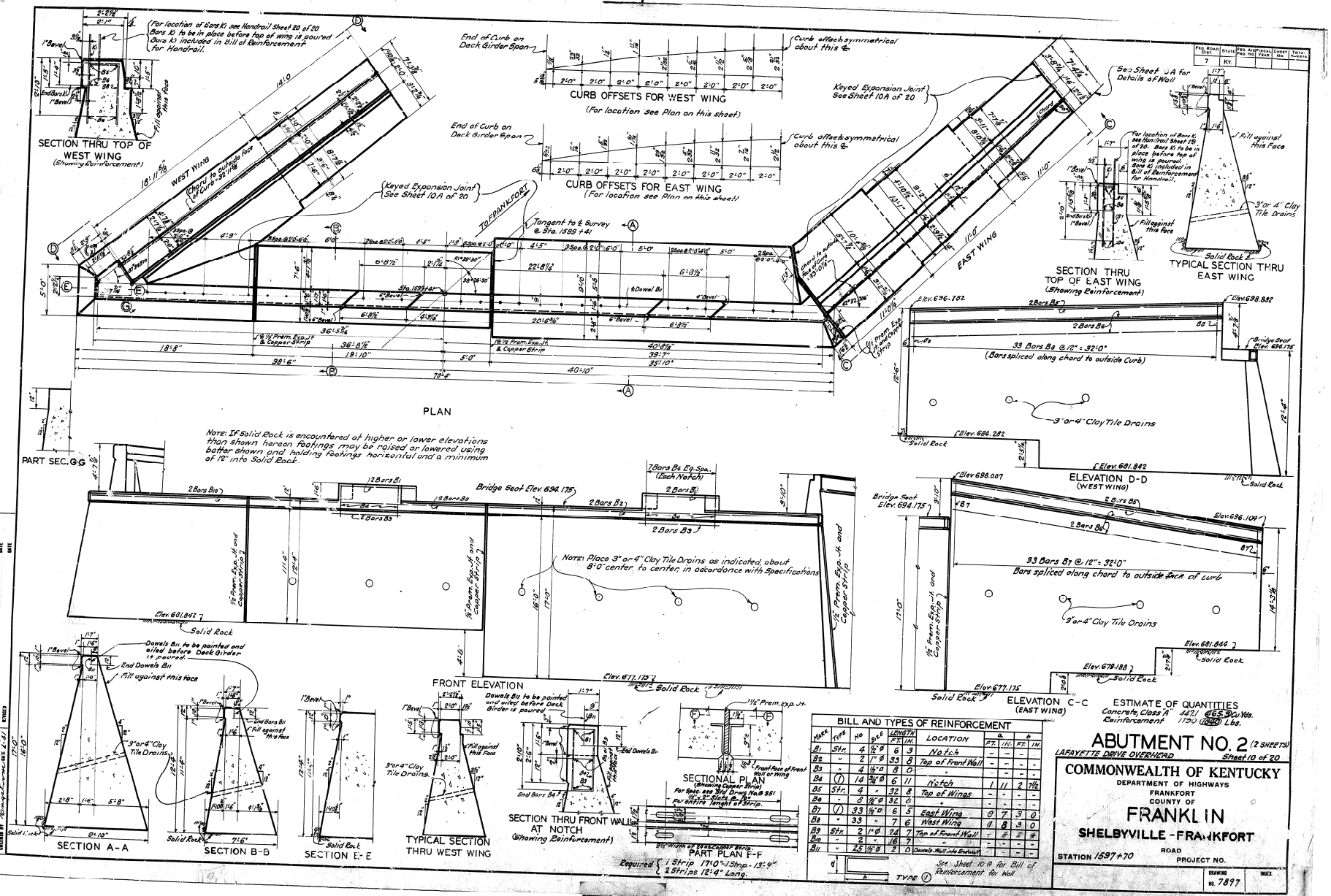
PIER NO. 7

LAFAYETTE DRIVE OVERHEAD — Sheet 9 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD
STATION 1559+70.0 PROJECT NO.

DRAWING No. 7897

DESIGNED BY John Abbott DATE 5-41 REVISED
TRACED BY John Abbott DATE 4-5-41 REVISED
CHECKED BY [illegible] DATE 5-7-41 REVISED
DATE
DATE
DATE



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

BILL AND TYPES OF REINFORCEMENT

MARK	TYPE	NO	SIZE	LENGTH FT.	LENGTH IN.	LOCATION	a FT.	a IN.	b FT.	b IN.
B1	Str.	4	1½" ⌀	6	3	Notch	-	-	-	-
B2	"	2	1" ⌀	33	8	Top of Front Wall	-	-	-	-
B3	"	4	1½" ⌀	8	0	"	-	-	-	-
B4	(1)	14	3/4" ⌀	6	11	Notch	1	11	2	7½
B5	Str.	4	"	32	8	Top of Wings	-	-	-	-
B6	"	8	1½" ⌀	32	0	"	-	-	-	-
B7	(1)	33	1½" ⌀	6	5	East Wing	0	7	3	0
B8	"	33	"	7	6	West Wing	1	8	3	0
B9	Str.	2	1" ⌀	14	7	Top of Front Wall	#	#	#	#
B10	"	2	"	16	7	"	-	-	-	-
B11	"	25	1½" ⌀	2	0	Dowels - Wall into Backwall	-	-	-	-

TYPE (1)

See Sheet 10A for Bill of Reinforcement for Wall

ESTIMATE OF QUANTITIES

Concrete, Class "A" 447.1 (465.3) Cu. Yds.
Reinforcement 1750 (1840) Lbs.

ABUTMENT NO. 2 (2 SHEETS)

LAFAYETTE DRIVE OVERHEAD — Sheet 10 of 20

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF

FRANKLIN

SHELBYVILLE - FRANKFORT ROAD

STATION 1597+70 — PROJECT NO.

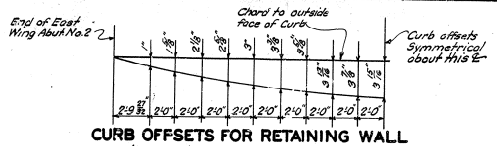
DRAWING NO. 7897 — INDEX

DESIGNED BY [illegible] DATE [illegible]
TRACED BY [illegible] DATE [illegible]
CHECKED BY [illegible] DATE [illegible]

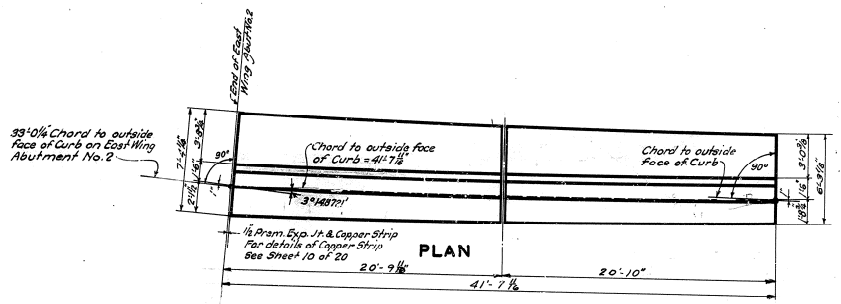
REVISED — DATE 8/14/41
REVISED — DATE
REVISED — DATE

Bridge Abutment Wall Unit No. 2

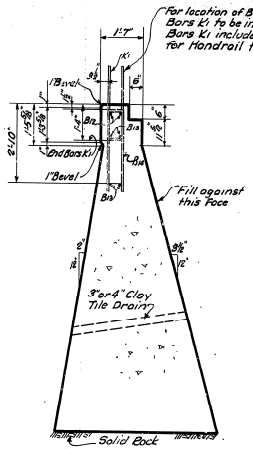
BRIDGE



CURB OFFSETS FOR RETAINING WALL
(For location see Plan on this sheet)



PLAN



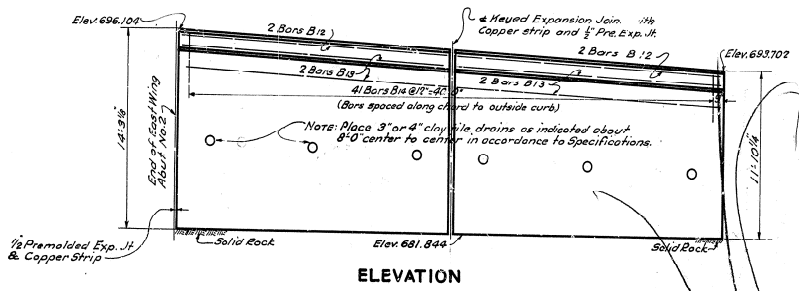
TYPICAL SECTION THRU RETAINING WALL

BILL & TYPES OF REINFORCEMENT

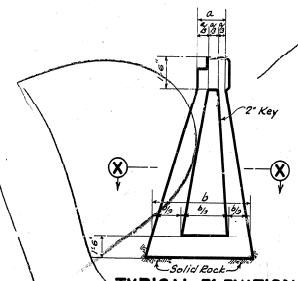
MARK	TYPE	NO	SIZE	LENGTH FT.	LENGTH IN.	LOCATION
B12	Str.	4	3/8"Ø	20	6	Top of Retaining Wall.
B13	"	8	1/2"Ø	20	6	" " " "
B14	(2)	41	1/2"□	6	5	" " " "

TYPE (2)

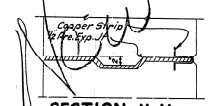
NOTE: Quantities for Retaining Wall included in ESTIMATE OF QUANTITIES for Abut. No. 2 Sheet 10 of 20



ELEVATION



TYPICAL ELEVATION
(Showing 2" Key at Expansion Joints in Abutment and Retaining Wall)



SECTION X-X
THRU EXPANSION JOINT
For Details of Copper Strip see Sheet 10 of 20

See Sheet 10A of 20

For Details of Handrail on Wall see Details for Section H on Sheets 19 and 20 of 20.

NOTE: If Solid Rock is encountered at higher or lower Elevations than shown hereon, footings may be raised or lowered using batter shown and holding footings horizontal and a minimum of 12" into Solid Rock.

ABUTMENT NO. 2 (2 SHEETS)

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

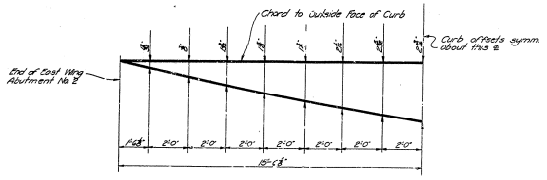
REFERENCE DRAWINGS

SHEET 10A of 20

LAFAYETTE DRIVE OVERHEAD

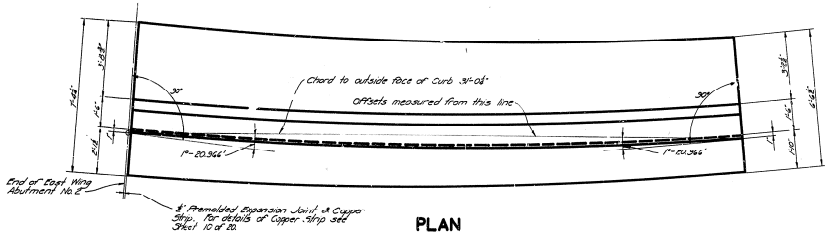
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE - FRANKFORT
ROAD
STATION 1597+70.0 PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 7897

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



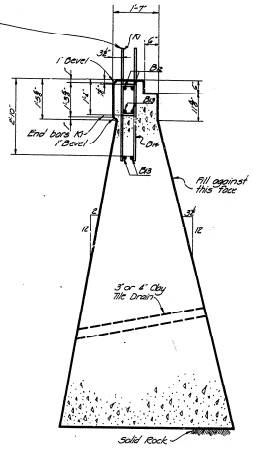
CURB OFFSETS FOR RETAINING WALL

(For location see plan on this sheet)



PLAN

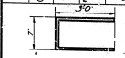
NOTE—
For location of bars K1 see Handrail Sheet in or 20 (Section H). Bars K1 to be in place before top of wall is poured. Bars K1 included in Bill of Reinforcement for Handrail for Abutment No. 2.



TYPICAL SECTION THRU RETAINING WALL

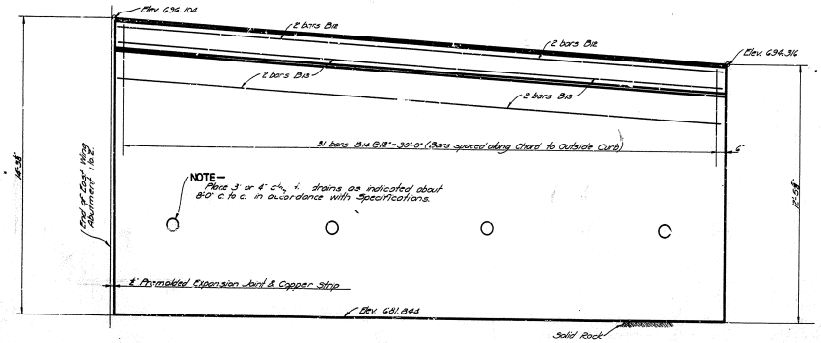
BILL AND TYPES OF REINFORCEMENT

Mark	Size	No.	Shape	Length Ft.	Length In.	Location
B2	Str.	4	¾"φ	20	6	Top of Retaining Wall
B3	do.	8	¾"φ	20	6	do.
B4	②	31	¾"φ	6	5	do.



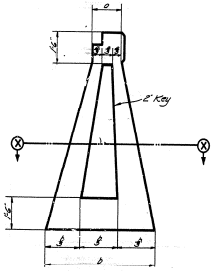
TYPE ②

NOTE—
Quantities for Retaining Wall included in Contingent Quantities for Abutment No. 2 Sheet 10 of 20.



ELEVATION

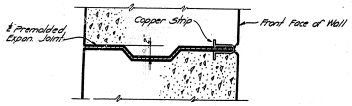
NOTE—
If solid rock is encountered at higher or lower elevations than shown hereon, footings may be raised or lowered, using the batter shown and holding footings horizontal and a minimum of 12" into solid rock.



TYPICAL ELEVATION

Showing 2" Key of Expansion Joints in Abutment.

For details of Handrail on Wall see details for Section "H" on Sheets 19 & 20 of 20.



SECTION X-X

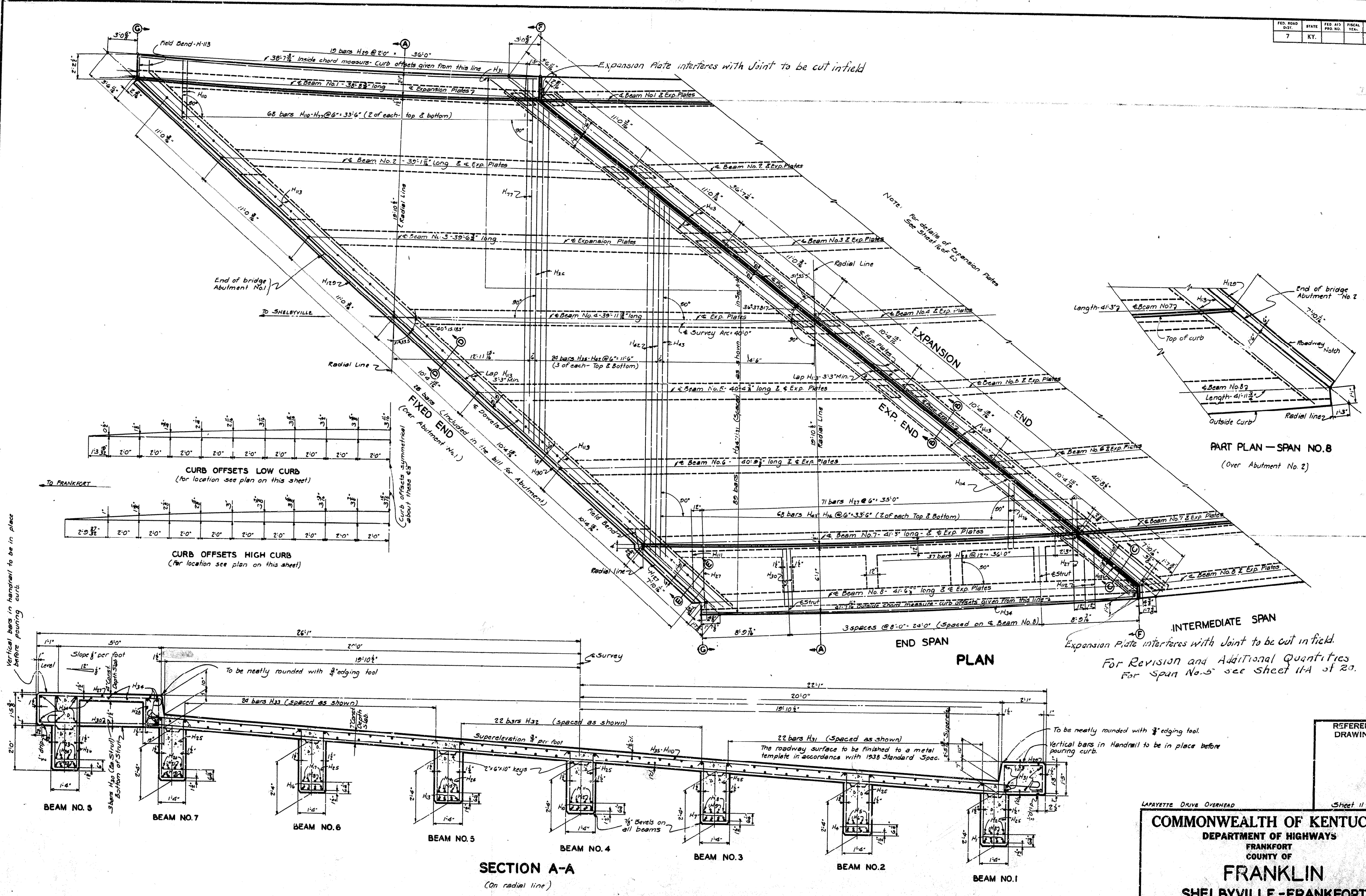
Thru Expansion Joint
For details of Copper Strip see Sheet 10 of 20

ABUTMENT NO. 2 (2 SHEETS)
REVISED 8-15-41

LAFAYETTE DRIVE OVERHEAD — SHEET 10A OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE—FRANKFORT
ROAD
STATION 1597 + 70.0 PROJECT NO.
BRIDGE
B. 7897

REVISED BY [illegible] DATE [illegible]
TRACED BY [illegible] DATE [illegible]
DESIGNED BY [illegible] DATE [illegible]
REVISED DATE
REVISED DATE
REVISED DATE



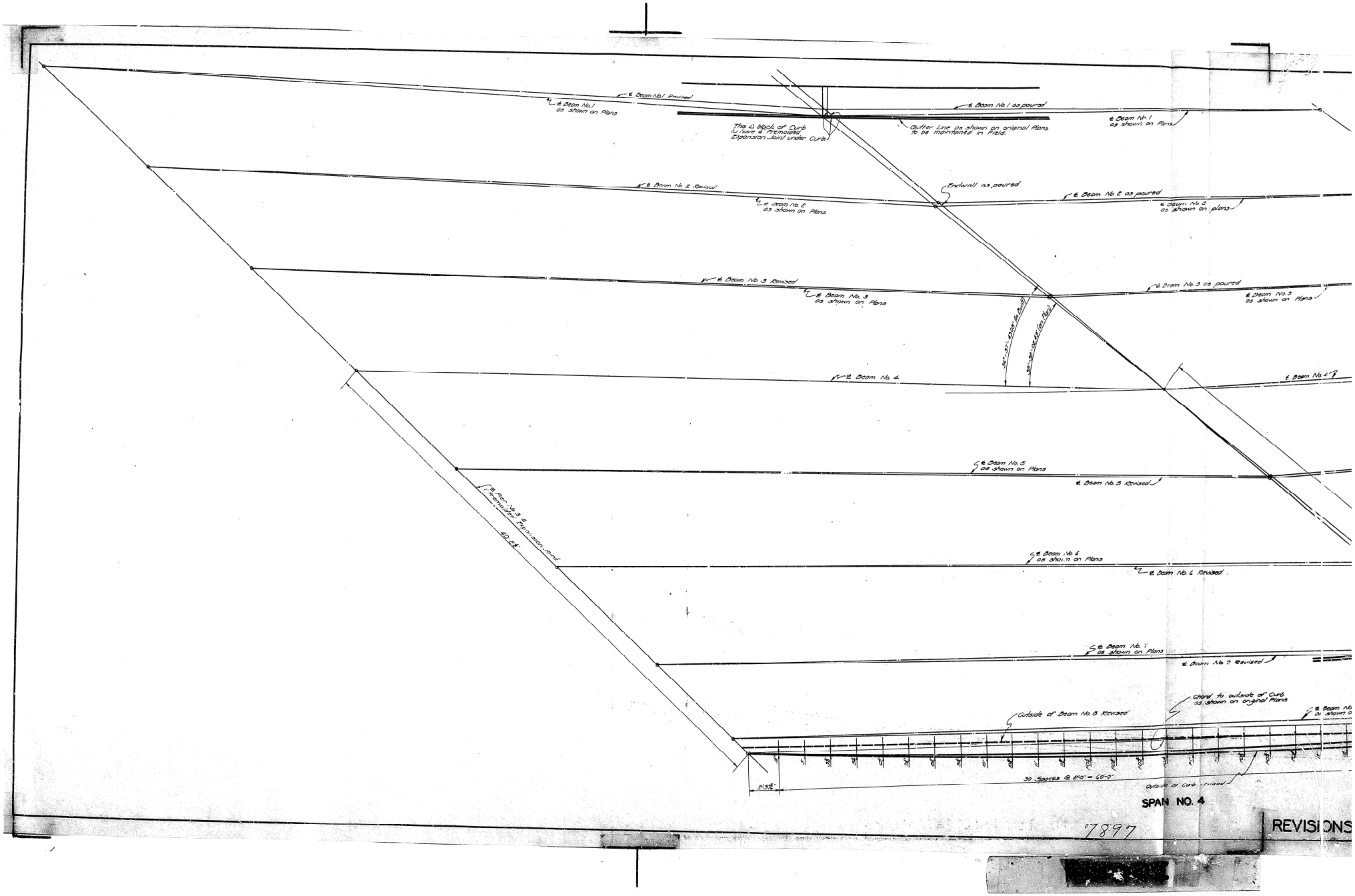
REFERENCE DRAWINGS

LAFAYETTE DRIVE OVERHEAD — Sheet 11 of 20

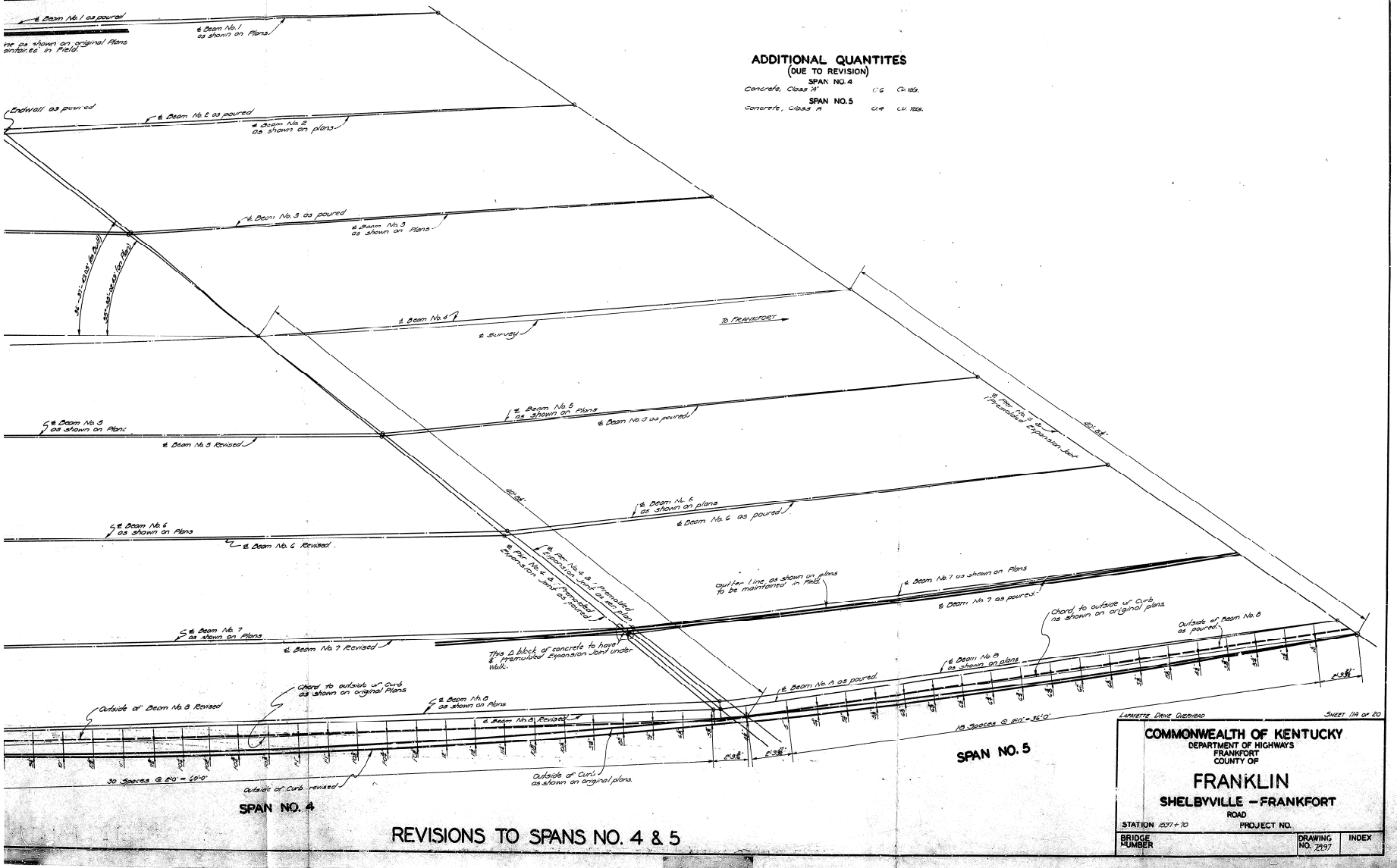
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE - FRANKFORT
ROAD

STATION 1597+70.0 — PROJECT NO.
BRIDGE NUMBER — DRAWING NO. 7897 — INDEX

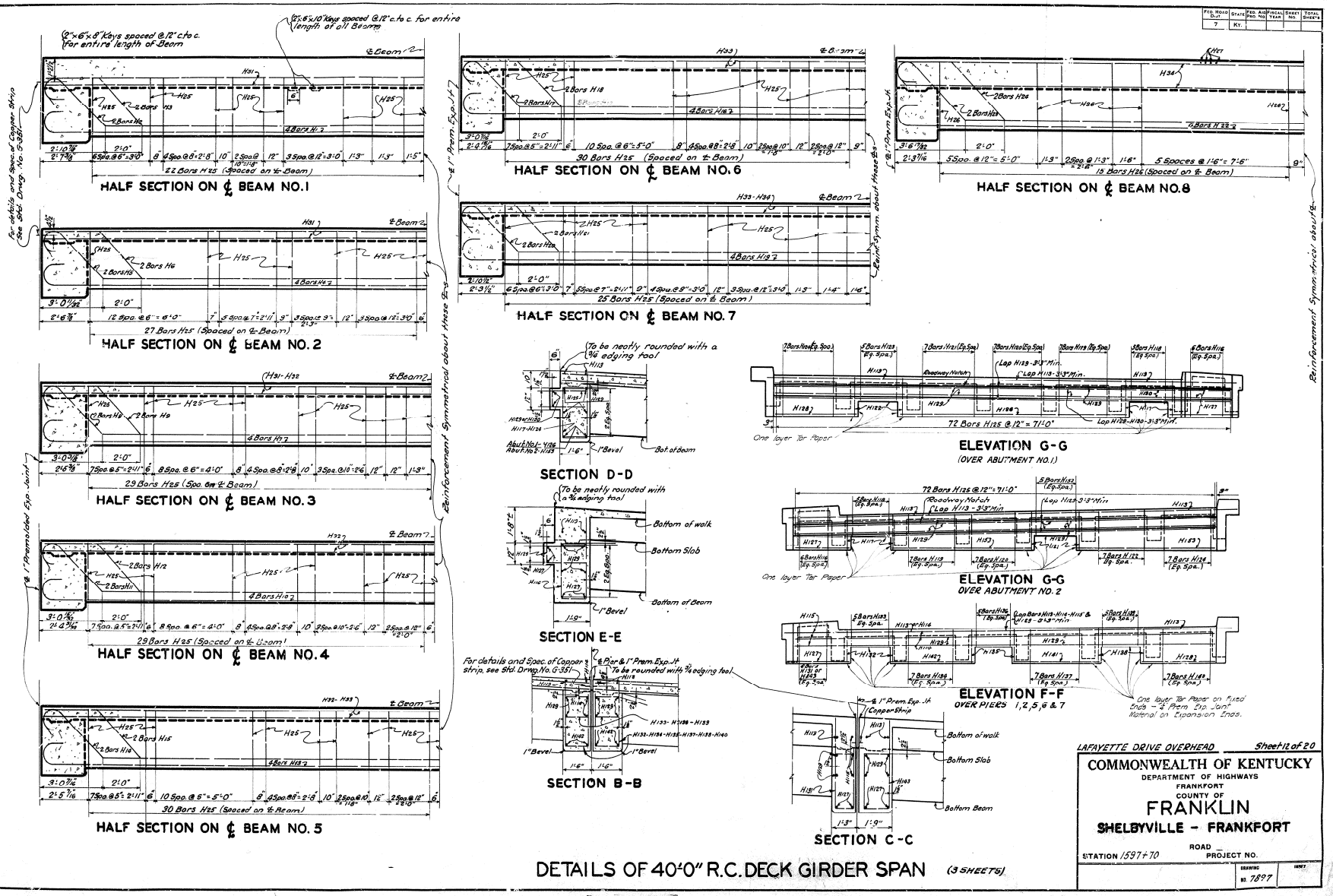
DETAILS OF 40'-0" R.C. DECK GIRDER SPAN (3 SHEETS)



℄ Beam No. 1 Revised
℄ Beam No. 1 as shown on Plans
℄ Beam No. 1 as poured
This ⊿ block of Curb to have 4 Premolded Expansion Joint under Curb.
Gutter Line as shown on original Plans to be maintained in Field.
℄ Beam No. 1 as shown on Plans
℄ Beam No. 2 Revised
℄ Beam No. 2 as shown on Plans
Endwall as poured
℄ Beam No. 2 as poured
℄ Beam No. 2 as shown on plans
℄ Beam No. 3 Revised
℄ Beam No. 3 as shown on Plans
℄ Beam No. 3 as poured
℄ Beam No. 3 as shown on Plans
℄ Beam No. 4
℄ Beam No. 5 as shown on Plans
℄ Beam No. 5 Revised
℄ Beam No. 6 as shown on Plans
℄ Beam No. 6 Revised
℄ Beam No. 7 as shown on Plans
℄ Beam No. 7 Revised
Chord to outside of Curb as shown on original Plans
Outside of Beam No. 8 Revised
30 Spaces @ 2'-0" = 60'-0"
Outside of Curb Revised
SPAN NO. 4
7897
REVISIONS



ADDITIONAL QUANTITES
(DUE TO REVISION)
SPAN NO. 4
Concrete, Class "A" 0.6 Cu. Yds.
SPAN NO. 5
Concrete, Class A 0.4 Cu. Yds.
℄ Beam No. 1 as poured
℄ Beam No. 1 as shown on Plans
Endwall as poured
℄ Beam No. 2 as poured
℄ Beam No. 2 as shown on plans
℄ Beam No. 3 as poured
℄ Beam No. 3 as shown on Plans
℄ Beam No. 4
℄ Survey
To FRANKFORT
℄ Beam No. 5 as shown on Plans
℄ Beam No. 5 as poured
℄ Beam No. 5 as shown on Plans
℄ Beam No. 5 Revised
℄ Beam No. 6 as shown on plans
℄ Beam No. 6 as poured
℄ Beam No. 6 as shown on Plans
℄ Beam No. 6 Revised
℄ Beam No. 7 as shown on Plans
℄ Beam No. 7 as poured
℄ Beam No. 7 as shown on Plans
℄ Beam No. 7 Revised
This Δ block of concrete to have ¼" Premolded Expansion Joint under Walk.
Outside of Beam No. 8 as poured
Chord to outside of Curb as shown on original plans
℄ Beam No. 8 as shown on plans
℄ Beam No. 8 as poured
℄ Beam No. 8 as shown on plans
℄ Beam No. 8 Revised
Outside of Beam No. 8 Revised
Chord to outside of Curb as shown on original Plans
Outside of Curb as shown on original plans.
Outside of Curb revised
30 Spaces @ 2'-0" = 60'-0"
18 Spaces @ 2'-0" = 36'-0"
SPAN NO. 4
SPAN NO. 5
REVISIONS TO SPANS NO. 4 & 5
LAFAYETTE DRIVE OVERHEAD
SHEET 11A OF 20
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE – FRANKFORT
ROAD
STATION 1537+70
PROJECT NO.
BRIDGE NUMBER
DRAWING NO. 7897
INDEX



DETAILS OF 40'-0" R.C. DECK GIRDER SPAN (3 SHEETS)

LAFAYETTE DRIVE OVERHEAD — Sheet 12 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE - FRANKFORT
ROAD
STATION 1597+70 PROJECT NO.
DRAWING NO. 7897

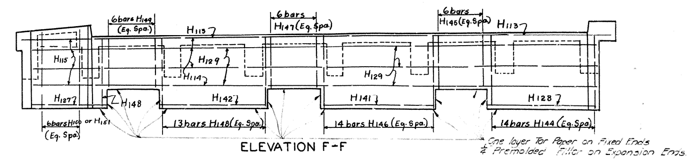
DESIGNED BY C. Wiley Lawyer DATE 9-13-41
TRACED BY Gibbs DATE 9/16/41
CHECKED BY Newman DATE 5-41
REVISED
REVISED
REVISED

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

BILL AND TYPES OF REINFORCEMENT

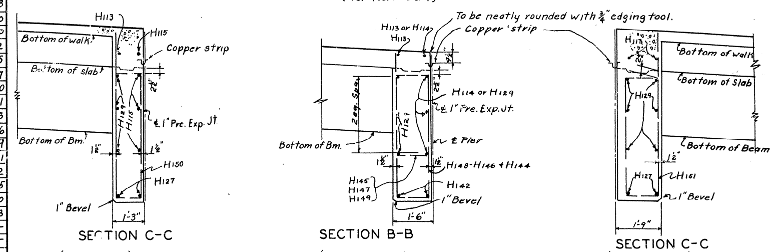
Mark	Type	Span 1	Span 3	Sp. 2,4,6,7	Span 5	Span 8	Size	Length Ft	Length In	Location	a Ft	a In	b Ft	b In	c Ft	c In	d Ft	d In
H1	①	4	4	4	4	4	1"□	40	4	Beam No. 1	37	4	1	6	0	10	38	2
H2	②	2	2	2	2	2	"	41	4	" "	32	10	1	11½	2	9¼	38	2
H3	③	2	2	2	2	2	"	42	1	" "	28	10	2	2	38	2	—	—
H4	①	4	4	4	4	4	1¼"□	41	3	" No. 2	37	7	1	10	1	0½	38	7½
H5	②	2	2	2	2	2	"	42	1	" "	33	0	1	11	2	8½	38	7½
H6	③	2	2	2	2	2	"	43	0	" "	29	0	2	2½	38	7½	—	—
H7	①	4	4	4	4	4	"	41	8	" No. 3	38	0	1	10	1	0½	39	0½
H8	②	2	2	2	2	2	"	42	6	" "	33	5	1	11	2	8½	39	0½
H9	③	2	2	2	2	2	"	43	5	" "	29	5	2	2½	39	0½	—	—
H10	①	4	4	4	4	4	"	42	1	" No. 4	38	5	1	10	1	0½	39	5½
H11	②	2	2	2	2	2	"	42	11	" "	33	10	1	11	2	8½	39	5½
H12	③	2	2	2	2	2	"	43	10	" "	29	10	2	2½	39	5½	—	—
H13	①	4	4	4	4	4	"	42	6	" No. 5	38	10	1	10	1	0½	39	10½
H14	②	2	2	2	2	2	"	43	4	" "	34	3	1	11	2	8½	39	10½
H15	③	2	2	2	2	2	"	44	3	" "	30	3	2	2½	39	10½	—	—
H16	①	4	4	4	4	4	"	42	11	" No. 6	39	3	1	10	1	0½	40	3½
H17	②	2	2	2	2	2	"	43	9	" "	34	8	1	11	2	8½	40	3½
H18	③	2	2	2	2	2	"	44	8	" "	30	8	2	2½	40	3½	—	—
H19	①	4	4	4	4	4	1⅛"□	43	2	" No. 7	39	10	1	8	0	11¼	40	9¼
H20	②	2	2	2	2	2	1"□	43	11	" "	35	5	1	11½	2	9¼	40	9
H21	③	2	2	2	2	2	"	44	8	" "	31	5	2	2	40	9	—	—
H22	①	4	4	4	4	4	"	43	3	" No. 8	40	3	1	6	0	10	41	1
H23	④	2	2	2	2	2	"	44	9	" "	—	—	—	—	—	—	—	—
H24	⑤	2	2	2	2	2	"	45	6	" "	—	—	—	—	—	—	—	—
H25	⑥	381	381	381	331	381	½"□	7	3	Beams 1-7	—	—	—	—	—	—	—	—
H26	⑦	30	30	30	30	30	"	8	4	Beam No. 8	1	1	3	2½	0	6	—	—
H27	⑧	71	71	71	71	71	"	8	11	Sidewalk	—	—	—	—	—	—	—	—
H28	⑦	37	37	37	37	37	"	3	4	" Curb	0	8	1	2	0	3	—	—
H29	⑨	19	19	19	19	19	"	6	9	Curb-Low Side	—	—	—	—	—	—	—	—
H30	①	12	12	12	12	12	"	6	8	Strut Under Sidewalk	5	0	0	10	0	5	5	5
H31	Str	29	29	29	29	29	½"ϕ	38	1	Slab + Curb	—	—	—	—	—	—	—	—
H32	"	22	22	22	22	22	"	39	2	"	—	—	—	—	—	—	—	—
H33	"	24	24	24	24	24	"	40	0	"	—	—	—	—	—	—	—	—
H34	"	14	14	14	14	14	"	40	10	" + Curb	—	—	—	—	—	—	—	—
H35	①	6	6	6	6	6	½"□	32	0	Slab	30	4	0	10	0	4	30	8
H36	"	6	6	6	6	6	"	32	1	"	30	5	0	10	0	4	30	9
H37	"	6	6	6	6	6	"	32	3	"	30	7	0	10	0	4	30	11
H38	"	6	6	6	6	6	"	32	4	"	30	8	0	10	0	4	31	0
H39	"	6	6	6	6	6	"	32	7	"	30	11	0	10	0	4	31	3
H40	"	6	6	6	6	6	"	32	10	"	31	2	0	10	0	4	31	6
41	"	6	6	6	6	6	"	33	1	"	31	5	0	10	0	4	31	9
H42	"	6	6	6	6	6	"	[illegible]3	7	"	31	11	0	10	0	4	32	3
H43	"	4	4	4	4	4	"	32	7	"	30	11	0	10	0	4	31	3
H44	"	4	4	4	4	4	"	31	9	"	30	1	0	10	0	4	30	5
H45	"	4	4	4	4	4	"	31	1	"	29	5	0	10	0	4	29	9
H46	"	4	4	4	4	4	"	30	4	"	28	8	0	10	0	4	29	0
H47	"	4	4	4	4	4	"	29	6	"	27	10	0	10	0	4	28	2
H48	"	4	4	4	4	4	"	28	10	"	27	2	0	10	0	4	27	6
H49	"	4	4	4	4	4	"	28	0	"	26	4	0	10	0	4	26	8
H50	"	4	4	4	4	4	"	27	[illegible]	"	25	8	0	10	0	4	26	0
H51	"	4	4	4	4	4	"	26	6	"	24	10	0	10	0	4	25	2
H52	"	4	4	4	4	4	"	25	10	"	24	2	0	10	0	4	24	6
H53	"	4	4	4	4	4	"	25	0	"	23	4	0	10	0	4	23	8
H54	"	4	4	4	4	4	"	24	2	"	22	6	0	10	0	4	22	10
H55	"	4	4	4	4	4	"	23	7	"	21	11	0	10	0	4	22	3
H56	"	4	4	4	4	4	"	22	9	"	21	1	0	10	0	4	21	5
H57	"	4	4	4	4	4	"	22	0	"	20	4	0	10	0	4	20	8
H58	"	4	4	4	4	4	"	21	1	"	19	5	0	10	0	4	19	9
H59	"	4	4	4	4	4	"	20	5	"	18	9	0	10	0	4	19	1
H60	"	4	4	4	4	4	"	19	7	"	17	11	0	10	0	4	18	3
H61	"	4	4	4	4	4	"	18	10	"	17	2	0	10	0	4	17	6
H62	"	4	4	4	4	4	"	18	0	"	16	4	0	10	0	4	16	8
H63	"	4	4	4	4	4	"	17	3	"	15	7	0	10	0	4	15	11
H64	"	4	4	4	4	4	"	16	6	"	14	10	0	10	0	4	15	2
H65	"	4	4	4	4	4	"	15	8	"	14	0	0	10	0	4	14	4
H66	"	4	4	4	4	4	"	14	11	"	13	3	0	10	0	4	13	7
H67	"	4	4	4	4	4	"	14	1	"	12	5	0	10	0	4	12	9
H68	"	4	4	4	4	4	"	13	4	"	11	8	0	10	0	4	12	0
H69	"	4	4	4	4	4	"	12	6	"	10	10	0	10	0	4	11	2
H70	"	4	4	4	4	4	"	11	8	"	10	0	0	10	0	4	10	4
H71	"	4	4	4	4	4	"	11	0	"	9	4	0	10	0	4	9	8
H72	"	4	4	4	4	4	"	10	1	"	8	5	0	10	0	4	8	9
H73	"	4	4	4	4	4	"	9	4	"	7	8	0	10	0	4	8	0
H74	"	4	4	4	4	4	"	8	7	"	6	11	0	10	0	4	7	3
H75	"	4	4	4	4	4	"	7	8	"	6	0	0	10	0	4	6	4
H76	"	4	4	4	4	4	"	7	0	"	5	4	0	10	0	4	5	8
H77	"	4	4	4	4	4	"	33	3	"	31	7	0	10	0	4	31	11
H78	"	4	4	4	4	4	"	32	5	"	30	9	0	10	0	4	31	1
H79	"	4	4	4	4	4	"	31	7	"	29	11	0	10	0	4	30	3
H80	"	4	4	4	4	4	"	30	9	"	29	1	0	10	0	4	29	5
H81	"	4	4	4	4	4	"	29	11	"	28	3	0	10	0	4	28	7

Mark	Type	Span 1	Span 3	Sp. 2,4,6,7	Span 5	Span 8	Size	Length Ft	Length In	Location	a Ft	a In	b Ft	b In	c Ft	c In	d Ft	d In
H82	①	4	4	4	4	4	½"□	29	1	Slab	27	5	0	10	0	4	27	9
H83	"	4	4	4	4	4	"	28	3	"	26	7	0	10	0	4	26	11
H84	"	4	4	4	4	4	"	27	6	"	25	10	0	10	0	4	26	2
H85	"	4	4	4	4	4	"	26	7	"	24	11	0	10	0	4	25	3
H86	"	4	4	4	4	4	"	25	10	"	24	2	0	10	0	4	24	6
H87	"	4	4	4	4	4	"	25	0	"	23	4	0	10	0	4	23	8
H88	"	4	4	4	4	4	"	24	2	"	22	6	0	10	0	4	22	10
H89	"	4	4	4	4	4	"	23	4	"	21	8	0	10	0	4	22	0
H90	"	4	4	4	4	4	"	22	7	"	20	11	0	10	0	4	21	3
H91	"	4	4	4	4	4	"	21	8	"	20	0	0	10	0	4	20	4
H92	"	4	4	4	4	4	"	20	11	"	19	3	0	10	0	4	19	7
H93	"	4	4	4	4	4	"	20	2	"	18	6	0	10	0	4	18	10
H94	"	4	4	4	4	4	"	19	4	"	17	8	0	10	0	4	18	0
H95	"	4	4	4	4	4	"	18	6	"	16	10	0	10	0	4	17	2
H96	"	4	4	4	4	4	"	17	9	"	16	1	0	10	0	4	16	5
H97	"	4	4	4	4	4	"	17	0	"	15	4	0	10	0	4	15	8
H98	"	4	4	4	4	4	"	16	2	"	14	6	0	10	0	4	14	10
H99	"	4	4	4	4	4	"	15	4	"	13	8	0	10	0	4	14	0
H100	"	4	4	4	4	4	"	14	6	"	12	10	0	10	0	4	13	2
H101	"	4	4	4	4	4	"	13	9	"	12	1	0	10	0	4	12	5
H102	"	4	4	4	4	4	"	12	11	"	11	3	0	10	0	4	11	7
H103	"	4	4	4	4	4	"	12	2	"	10	6	0	10	0	4	10	10
H104	"	4	4	4	4	4	"	11	5	"	9	9	0	10	0	4	10	1
H105	"	4	4	4	4	4	"	10	7	"	8	11	0	10	0	4	9	3
H106	"	4	4	4	4	4	"	9	10	"	8	2	0	10	0	4	8	6
H107	"	4	4	4	4	4	"	9	1	"	7	5	0	10	0	4	7	9
H108	"	4	4	4	4	4	"	8	3	"	6	7	0	10	0	4	6	11
H109	"	4	4	4	4	4	"	7	6	"	5	10	0	10	0	4	6	2
H110	"	4	4	4	4	4	"	6	9	"	5	1	0	10	0	4	5	5
H111	1	1	1	1	1	1	½"□	5	4	Sidewalk	3	8	0	10	0	4	4	0
H112	"	2	2	2	2	2	"	5	7	"	3	11	0	10	0	4	4	3
H113	Str	7	7	7	7	8	¾"ϕ	39	7	Top of Endwall	—	—	—	—	—	—	—	—
H114	"	3	4	3	3	—	"	30	8	" " "	—	—	—	—	—	—	—	—
H115	"	3	4	3	3	—	"	10	0	Endwall	—	—	—	—	—	—	—	—
H116	⑩	6	—	—	—	6	½"□	8	0	Endwall over Abut	3	8	1	3	2	2	1	2
H117	"	2	—	—	—	2	"	7	9	" " "	3	1½	1	3	2	5½	1	2
H118	"	5	—	—	—	5	"	4	9	" " "	1	7½	1	3	0	11½	1	2
H119	"	7	—	—	—	7	"	7	10	" " "	3	2	1	3	2	6	1	2
H120	"	7	—	—	—	7	"	7	10	" " "	3	2	1	3	2	6	1	2
H121	"	7	—	—	—	2	"	8	0	" " "	3	3	1	3	2	7	1	2
H122	"	2	—	—	—	7	"	8	2	" " "	3	4	1	3	2	8	1	2
H123	"	5	—	—	—	—	"	5	2	" " "	1	10	1	3	1	2	1	2
H124	"	7	—	—	—	7	"	8	2	" " "	3	4	1	3	2	8	1	2
H125	11	72	—	—	—	72	"	3	10	Roadway Notch	—	—	—	—	—	—	—	—
H126	Str	2	—	—	—	—	¾"ϕ	35	9	Endwall @ Abut	—	—	—	—	—	—	—	—
H127	"	6	4	4	4	4	"	10	3	" " "	—	—	—	—	—	—	—	—
H128	"	4	4	4	4	2	"	13	0	" " "	—	—	—	—	—	—	—	—
H129	"	16	14	14	18	20	"	33	2	" " "	—	—	—	—	—	—	—	—
H130	"	2	—	—	—	—	"	27	0	" " "	—	—	—	—	—	—	—	—
H131	⑩	6	—	6	6	—	½"□	7	1	Endwall	3	5½	1	0	1	11½	0	11
H132	"	2	2	4	2	2	"	7	1	"	2	9½	1	3	2	1½	1	2
H133	"	5	5	10	5	5	"	4	1	"	1	3½	1	3	0	7½	1	2
H134	"	7	7	14	7	7	"	7	2	"	2	10	1	3	2	2	1	2
H135	"	2	2	4	2	2	"	7	3	"	2	10½	1	3	2	2½	1	2
H136	"	5	5	10	5	5	"	4	3	"	1	4½	1	3	0	8½	1	2
H137	"	7	7	14	7	7	"	7	5	"	2	11½	1	3	2	3½	1	2
H138	"	2	2	4	2	2	"	7	7	"	3	0½	1	3	2	4½	1	2
H139	"	5	5	10	5	5	"	4	7	"	1	6½	1	3	0	10½	1	2
H140	"	7	7	14	7	7	"	7	9	"	3	1½	1	3	2	5½	1	2
H141	Str	2	4	4	4	2	¾"ϕ	14	6	"	—	—	—	—	—	—	—	—
H142	"	2	4	4	4	2	"	13	6	"	—	—	—	—	—	—	—	—
H143	⑩	—	6	6	—	6	½"□	7	7	"	3	5½	1	3	1	11½	1	2
H144	"	—	14	—	14	—	"	12	3	"	5	4½	1	3	4	8½	1	2
H145	"	—	6	—	6	—	"	9	0	"	3	9	1	3	3	1	1	2
H146	"	—	14	—	14	—	"	11	10	"	5	2	1	3	4	6	1	2
H147	"	—	6	—	6	—	"	8	8	"	3	7	1	3	2	11	1	2
H148	"	—	13	—	13	—	"	11	6	"	5	0	1	3	4	4	1	2
H149	"	—	6	—	6	—	"	8	5	"	3	5½	1	3	2	9½	1	2
H150	"	—	6	—	—	—	"	11	5	"	5	7½	1	0	4	1½	0	11
H151	"	—	—	—	6	—	"	11	11	"	5	7½	1	3	4	1½	1	2
H152	"	—	—	—	—	5	"	5	0	"	1	9	1	3	1	1	1	2
H153	Str	—	—	—	—	4	¾"ϕ	24	6		—	—	—	—	—	—	—	—



ELEVATION F-F

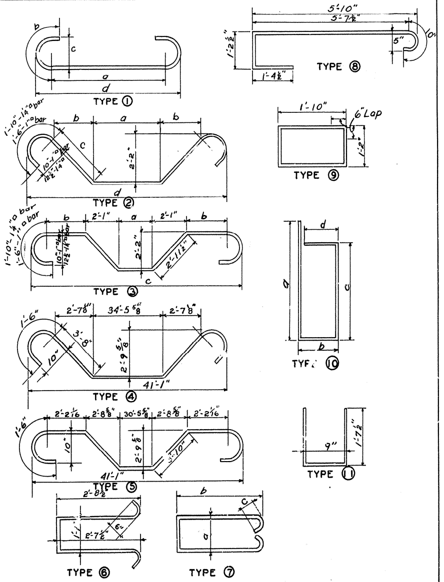
(Over Piers 3 & 4)



SECTION C-C (Over Pier 3)

SECTION B-B (Over Piers 3 & 4)

SECTION C-C (Over Pier No. 4)



DETAILS OF 40-0 R.C. DECK GIRDER SPAN
(3 SHEETS)

ESTIMATE OF QUANTITIES

(For One Span)

SPAN No. 1

Concrete, Class "A"	103.2	Cu. Yds.
Reinforcement	27,150	Lbs
Bronze, Class "B"	738	Lbs.

SPAN No. 2-6 or 7 (One Span)

Concrete, Class "A"	100.8	Cu. Yds.
Reinforcement	26630	Lbs.
Bronze, Class "B"	738	Lbs.

SPAN No. 3

Concrete, Class "A"	110.6	Cu. Yds.
Reinforcement	27,040	Lbs.
Bronze, Class "B"	738	Lbs.

SPAN No. 5

Concrete, Class "A"	109.6	Cu. Yds
Reinforcement	27200	Lbs.
Bronze, Class "B"	738	Lbs.

SPAN No. 8

Concrete, Class "A"	103.0	Cu. Yds.
Reinforcement	27150	Lbs.
Bronze, Class "B"	738	Lbs.

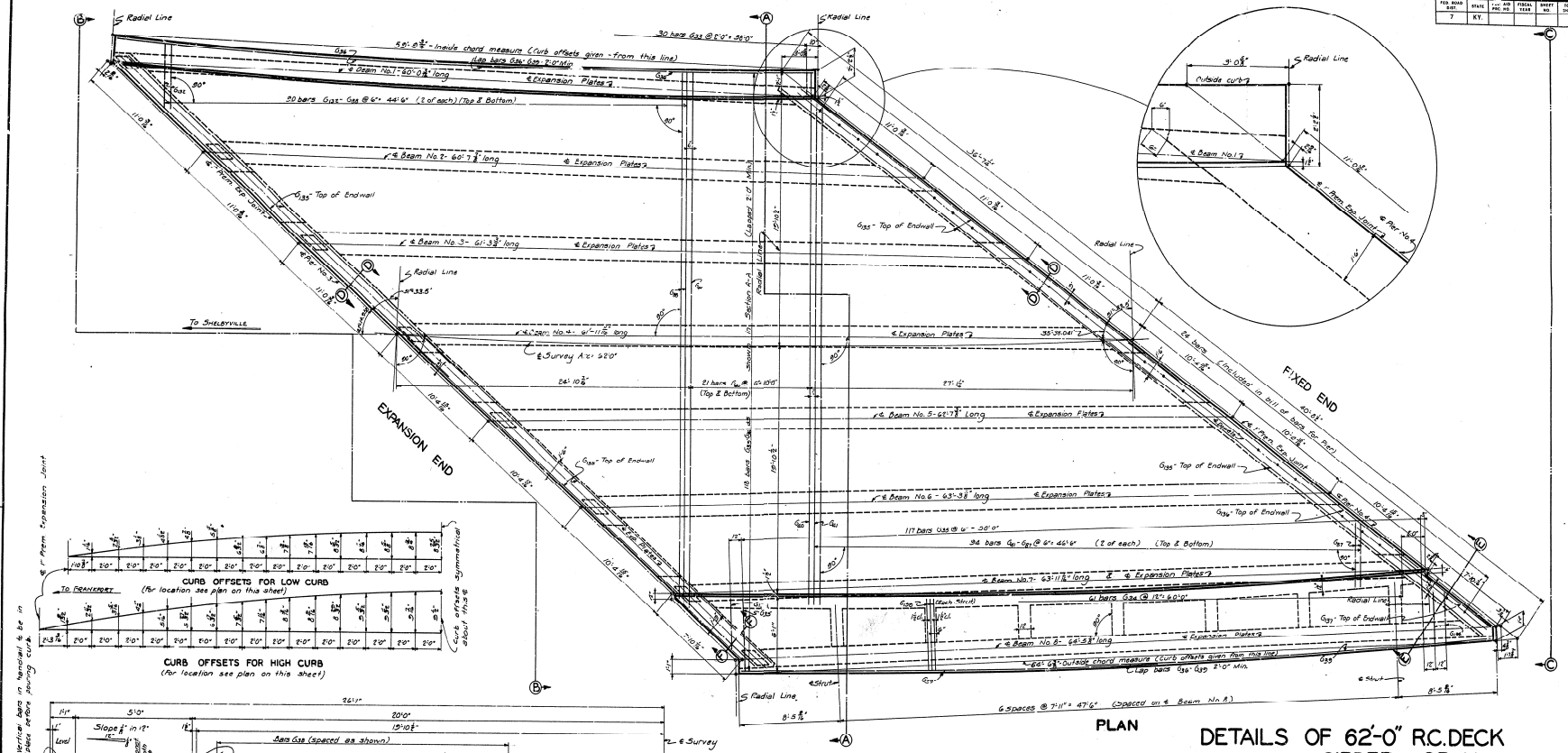
LAFAYETTE DRIVE OVERHEAD SHEET 13 OF 20

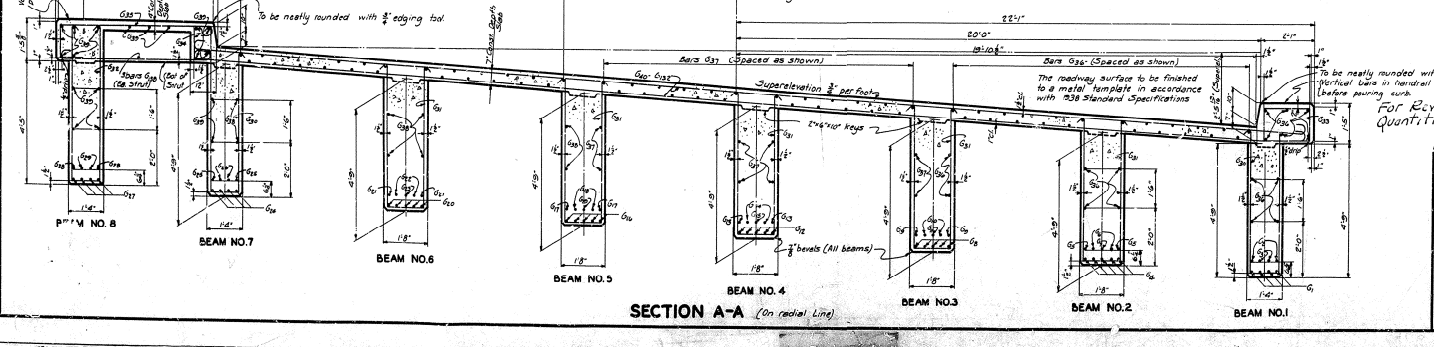
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD
STATION 1597+70 PROJECT NO.
BRIDGE NUMBER DRAWING NO. 7897 INDEX

DESIGNED BY E. Vaughan Jr. CHECKED BY Newman DATE 5-41
DETAILED BY E. Vaughan Jr. CHECKED BY Newman DATE 5-41
TRACED BY Chenault CHECKED BY Newman DATE 5-41
REVISED for Tar Paper & Exp. Jt. Material DATE 9-13-41
REVISED DATE
REVISED DATE

BRIDGE

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





DETAILS OF 62'-0" R.C. DECK GIRDER SPAN
(3 SHEETS)

REFERENCE DRAWINGS

LAFAYETTE DRIVE OVER-ROAD

Sheet 14 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
/ SHELBYVILLE-FRANKFORT
ROAD

STATION 1507+70 PROJECT NO.

BRIDGE NUMBER

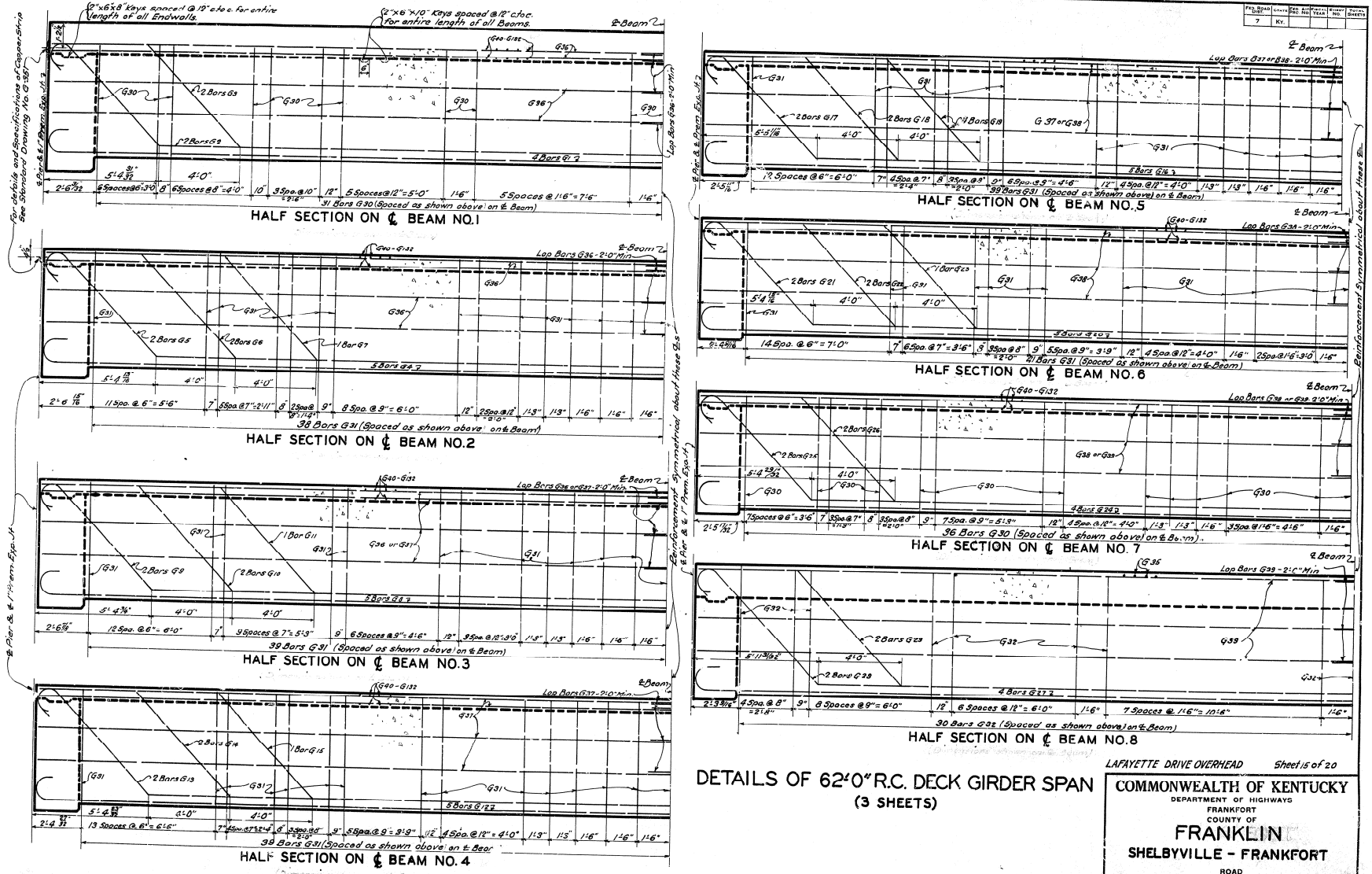
DRAWING NO. 7897

INDEX

DESIGNED BY: E. Douglas Jr. DATE: 5-34
DETAILED BY: E. Douglas Jr. DATE: 5-34
TRACED BY: John Stewart DATE: 5-34
CHECKED BY: Thurman DATE:
CHECKED BY: Thurman DATE:
CHECKED BY: Thurman DATE:
REVISED: Revised field and details with Plans 7-2-41
REVISED:
REVISED:

BRIDGE

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



DETAILS OF 62'-0" R.C. DECK GIRDER SPAN
(3 SHEETS)

LAFAYETTE DRIVE OVERHEAD — Sheet 15 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE - FRANKFORT
ROAD
STATION 1597+70 PROJECT NO.
DRAWING NO. 7897

DESIGNED BY E. Clay Lewis Jr. DATE
TRACED BY G.L.B.S. DATE 5-4-61
CHECKED BY Moulton DATE 5-4-61
REVISED DATE
REVISED DATE
REVISED DATE

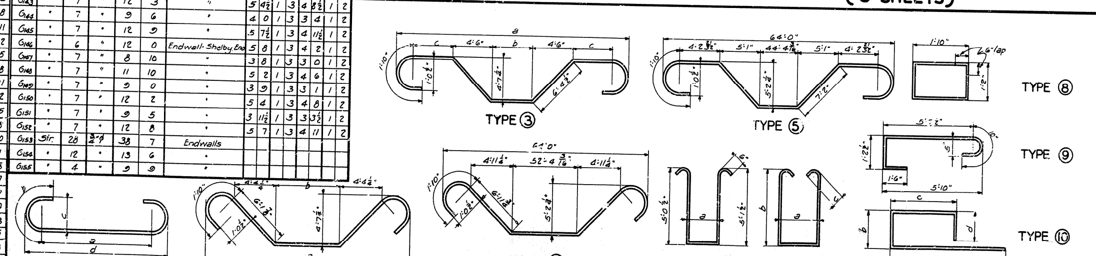
BRIDGE

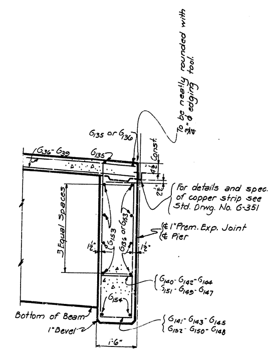
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

BILL & TYPES OF REINFORCEMENT

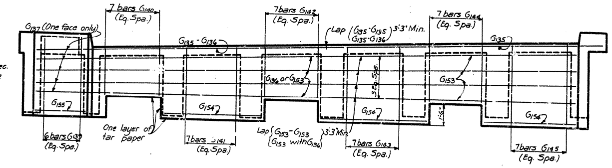
Mark	Type	No.	Size	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
G1	①	4	1¼"□	62	2	Beam No.1	58	6	1	10	1	0½	59	6½
G2	②	2	"	65	1	"	59	7	49	1¼				
G3	③	2	"	65	11	"	59	7	41	1¼	4	2⅝		
G4	①	5	"	62	10	Beam No.2	59	2	1	10	1	0½	60	2½
G5	②	2	"	65	9	"	60	3	49	9¼				
G6	③	2	"	66	7	"	60	3	41	9¼	4	2⅝		
G7	"	1	"	66	7	"	60	3	33	9¼	8	2⅝		
G8	①	5	"	63	6	Beam No.3	59	10	1	10	1	0½	60	10½
G9	②	2	"	66	5	"	60	11	50	5¼				
G10	③	2	"	67	3	"	60	11	42	5¼	4	2⅝		
G11	"	1	"	67	3	"	60	11	34	5¼	8	2⅝		
G12	①	5	"	64	2	Beam No.4	60	6	1	10	1	0½	61	6½
G13	②	2	"	67	1	"	61	7	51	1¼				
G14	③	2	"	67	11	"	61	7	43	1¼	4	2⅝		
G15	"	1	"	67	11	"	61	7	35	1¼	8	2⅝		
G16	①	5	"	64	10	Beam No.5	61	2	1	10	1	0½	62	2½
G17	②	2	"	67	8	"	62	2	51	8¼				
G18	③	2	"	68	6	"	62	2	43	8¼	4	2⅝		
G19	"	1	"	68	6	"	62	2	35	8¼	8	2⅝		
G20	①	5	"	65	6	Beam No.6	61	10	1	10	1	0½	62	10½
G21	②	2	"	68	4	"	62	10	52	4¼				
G22	③	2	"	69	2	"	62	10	44	4¼	4	2⅝		
G23	"	1	"	69	2	"	62	10	36	4¼	8	2⅝		
G24	①	4	"	66	1	Beam No.7	62	5	1	10	1	0½	63	5½
G25	②	2	"	69	0	"	63	6	53	0¼				
G26	③	2	"	69	10	"	63	6	45	0¼	4	2⅝		
G27	①	4	"	66	7	Beam No.8	62	11	1	10	1	0½	63	1½
G28	④	2	"	70	0	"								
G29	⑤	2	"	70	9	"								
G30	⑥	132	½"□	12	1	Beam No.1 & 7	1	1						
G31	"	387	"	12	5	Beam No.2-6	1	5						
G32	⑦	59	"	13	1	Beam No.8	1	1	5	7	0	6		
G33	⑧	30	"	6	9	Curb-Low Side								
G34	⑦	61	"	3	4	Curb-High Side	0	8	1	2	0	3		
G35	⑨	117	"	9	0	Sidewalk								
G36	Str.	76	½"φ	31	6	Slab & Beams								
G37	"	60	"	32	2	"								
G38	"	64	"	32	10	"								
G39	"	36	"	33	2	"								
G40	①	42	½"□	44	0	Slab	42	4	0	10	0	4	42	8
G41	"	4	"	41	3	"	39	7	0	10	0	4	39	11
G42	"	4	"	40	7	"	38	11	0	10	0	4	39	3
G43	"	4	"	39	9	"	38	1	0	10	0	4	38	5
G44	"	4	"	39	0	"	37	4	0	10	0	4	37	8
G45	"	4	"	38	4	"	36	8	0	10	0	4	37	0
G46	"	4	"	37	8	"	36	0	0	10	0	4	36	4
G47	"	4	"	36	11	"	35	3	0	10	0	4	35	7
G48	"	4	"	36	2	"	34	6	0	10	0	4	34	10
G49	"	4	"	35	6	"	33	10	0	10	0	4	34	2
G50	"	4	"	34	7	"	32	11	0	10	0	4	33	3
G51	"	4	"	33	11	"	32	3	0	10	0	4	32	7
G52	"	4	"	33	2	"	31	6	0	10	0	4	31	10
G53	"	4	"	32	2	"	30	6	0	10	0	4	30	10
G54	"	4	"	31	8	"	30	0	0	10	0	4	30	4
G55	"	4	"	31	0	"	29	4	0	10	0	4	29	8
G56	"	4	"	30	3	"	28	7	0	10	0	4	28	11
G57	"	4	"	29	6	"	27	10	0	10	0	4	28	2
G58	"	4	"	28	9	"	27	1	0	10	0	4	27	5
G59	"	4	"	28	0	"	26	4	0	10	0	4	26	8
G60	"	4	"	27	3	"	25	7	0	10	0	4	25	11
G61	"	4	"	26	6	"	24	10	0	10	0	4	25	2
G62	"	4	"	25	9	"	24	1	0	10	0	4	24	5
G63	"	4	"	25	0	"	23	4	0	10	0	4	23	8
G64	"	4	"	24	3	"	22	7	0	10	0	4	22	11
G65	"	4	"	23	6	"	21	10	0	10	0	4	22	2
G66	"	4	"	22	9	"	21	1	0	10	0	4	21	5
G67	"	4	"	22	0	"	20	4	0	10	0	4	20	8
G68	"	4	"	21	3	"	19	7	0	10	0	4	19	11
G69	"	4	"	20	6	"	18	10	0	10	0	4	19	2
G70	"	4	"	19	9	"	18	1	0	10	0	4	18	5
G71	"	4	"	19	0	"	17	4	0	10	0	4	17	8
G72	"	4	"	18	2	"	16	6	0	10	0	4	16	10
G73	"	4	"	17	5	"	15	9	0	10	0	4	16	1
G74	"	4	"	16	7	"	14	11	0	10	0	4	15	3
G75	"	4	"	15	11	"	14	3	0	10	0	4	14	7
G76	"	4	"	15	1	"	13	5	0	10	0	4	13	9
G77	"	4	"	14	4	"	12	8	0	10	0	4	13	0
G78	"	4	"	13	7	"	11	11	0	10	0	4	12	3
G79	"	4	"	12	9	"	11	1	0	10	0	4	11	5
G80	"	4	"	12	0	"	10	4	0	10	0	4	10	8
G81	"	4	"	11	2	"	9	6	0	10	0	4	9	10

Mark	Type	No.	Size	Length Ft.	Length In.	Location	a Ft.	a In.	b Ft.	b In.	c Ft.	c In.	d Ft.	d In.
G82	①	4	½"□	10	4	Slab	8	8	0	10	0	4	9	0
G83	"	4	"	9	8	"	8	0	0	10	0	4	8	4
G84	"	4	"	8	10	"	7	2	0	10	0	4	7	6
G85	"	4	"	8	0	"	6	4	0	10	0	4	6	8
G86	"	4	"	7	3	"	5	7	0	10	0	4	5	11
G87	"	4	"	6	6	"	4	10	0	10	0	4	5	2
G88	"	4	"	43	6	"	41	10	0	10	0	4	42	2
G89	"	4	"	42	3	"	40	7	0	10	0	4	40	11
G90	"	4	"	41	4	"	39	8	0	10	0	4	40	0
G91	"	4	"	40	7	"	38	11	0	10	0	4	39	3
G92	"	4	"	39	8	"	38	0	0	10	0	4	38	4
G93	"	4	"	38	10	"	37	2	0	10	0	4	37	6
G94	"	4	"	38	1	"	36	5	0	10	0	4	36	9
G95	"	4	"	37	1	"	35	5	0	10	0	4	35	9
G96	"	4	"	36	3	"	34	7	0	10	0	4	34	11
G97	"	4	"	35	4	"	33	8	0	10	0	4	34	0
G98	"	4	"	34	7	"	32	11	0	10	0	4	33	3
G99	"	4	"	33	9	"	32	1	0	10	0	4	32	5
G100	"	4	"	32	11	"	31	3	0	10	0	4	31	7
G101	"	4	"	32	0	"	30	4	0	10	0	4	30	8
G102	"	4	"	31	2	"	29	6	0	10	0	4	29	10
G103	"	4	"	30	5	"	28	9	0	10	0	4	29	1
G104	"	4	"	29	6	"	27	10	0	10	0	4	28	2
G105	"	4	"	28	9	"	27	1	0	10	0	4	27	5
G106	"	4	"	27	11	"	26	3	0	10	0	4	26	7
G107	"	4	"	27	1	"	25	5	0	10	0	4	25	9
G108	"	4	"	26	3	"	24	7	0	10	0	4	24	11
G109	"	4	"	25	4	"	23	8	0	10	0	4	24	0
G110	"	4	"	24	7	"	22	11	0	10	0	4	23	3
G111	"	4	"	23	9	"	22	1	0	10	0	4	22	5
G112	"	4	"	23	0	"	21	4	0	10	0	4	21	8
G113	"	4	"	22	1	"	20	5	0	10	0	4	20	9
G114	"	4	"	21	3	"	19	7	0	10	0	4	19	11
G115	"	4	"	20	6	"	18	10	0	10	0	4	19	2
G116	"	4	"	19	7	"	17	11	0	10	0	4	18	3
G117	"	4	"	18	10	"	17	2	0	10	0	4	17	6
G118	"	4	"	18	0	"	16	4	0	10	0	4	16	8
G119	"	4	"	17	2	"	15	6	0	10	0	4	15	10
G120	"	4	"	16	3	"	14	7	0	10	0	4	14	11
G121	"	4	"	15	6	"	13	10	0	10	0	4	14	2
G122	"	4	"	14	9	"	13	1	0	10	0	4	13	5
G123	"	4	"	13	11	"	12	3	0	10	0	4	12	7
G124	"	4	"	13	1	"	11	5	0	10	0	4	11	9
G125	"	4	"	12	3	"	10	7	0	10	0	4	10	11
G126	"	4	"	11	7	"	9	11	0	10	0	4	10	3
G127	"	4	"	10	9	"	9	1	0	10	0	4	9	5
G128	"	4	"	9	11	"	8	3	0	10	0	4	8	7
G129	"	4	"	9	1	"	7	5	0	10	0	4	7	9
G130	"	4	"	8	4	"	6	8	0	10	0	4	7	0
G131	"	4	"	7	6	"	5	10	0	10	0	4	6	2
G132	"	4	"	6	11	"	5	3	0	10	0	4	5	7
G133	①	1	"	5	6	Sidewalk	3	10	0	10	0	4	4	2
G134	"	2	"	5	5	"	3	9	0	10	0	4	4	1
G135	Str.	7	¾"φ	40	0	Slab over Endwall								
G136	"	5	"	30	8	"								
G137	"	5	"	10	0	"								
G138	①	21	½"□	6	8	Struts under walk	5	0	0	10	0	5	5	5
G139	⑩	6	"	11	6	Endwall-Frank End	5	8	1	0	4	2	0	11
G140	"	7	"	8	10	"	3	8	1	3	3	0	1	2
G141	"	7	"	11	11	"	5	2½	1	3	4	6½	1	2
G142	"	7	"	9	1	"	3	9½	1	3	3	1½	1	
G143	"	7	"	12	3	"	5	4½	1	3	4	8½	1	2
G144	"	7	"	9	6	"	4	0	1	3	3	4	1	2
G145	"	7	"	12	9	"	5	7½	1	3	4	11½	1	2
G146	"	6	"	12	0	Endwall-Shelby End	5	8	1	3	4	2	1	2
G147	"	7	"	8	10	"	3	8	1	3	3	0	1	2
G148	"	7	"	11	10	"	5	2	1	3	4	6	1	2
G149	"	7	"	9	0	"	3	9	1	3	3	1	1	2
G150	"	7	"	12	2	"	5	4	1	3	4	8	1	2
G151	"	7	"	9	5	"	3	11½	1	3	3	3½	1	2
G152	"	7	"	12	8	"	5	7	1	3	4	11	1	2
G153	Str.	28	¾"φ	38	7	Endwalls								
G154	"	12	"	13	6	"								
G155	"	4	"	9	9	"								

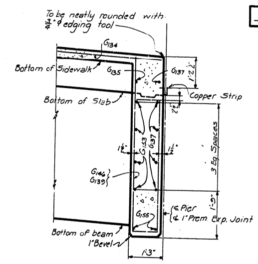




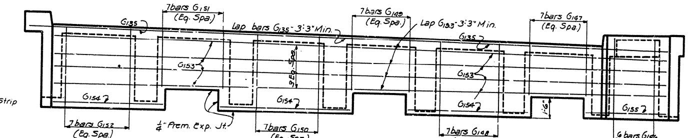
SECTION D-D



ELEVATION C-C



SECTION E-E

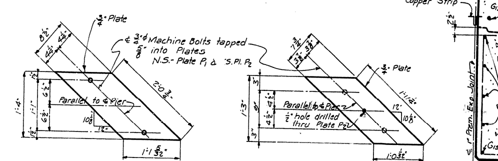


ELEVATION B-B

ESTIMATE OF QUANTITIES

Concrete, Class "A"	238.0	Cu. Yds.
Reinforcement	51300	Lbs.
Class "B" Bronze	738	Lbs.

EXPANSION PLATES:- All plates to be A.S.T.M. Specifications - B-22-38T (Class B), or B100-38T (Type B) with sliding surface finely polished. Machine bolts to be furnished but are not included in weight of plates given. Cost of bolts to be included in unit price bid for plates.

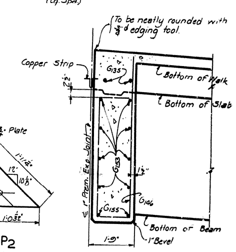


PLATES P1
Wt. = 49.7 Lbs.

PLATES P2
Wt. = 42.6 Lbs.

DETAILS OF EXPANSION PLATES

(8 Plates P1 and 8 Plates P2 - required for each span)



SECTION F-F

DETAILS OF 62'-0" R.C. DECK GIRDER SPAN
(3 SHEETS)

REFERENCE DRAWINGS

LAFAYETTE DRIVE OVERHEAD

Sheet 16 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD

STATION 1597+70 — PROJECT NO.

BRIDGE NUMBER — DRAWING NO. 7897 — INDEX

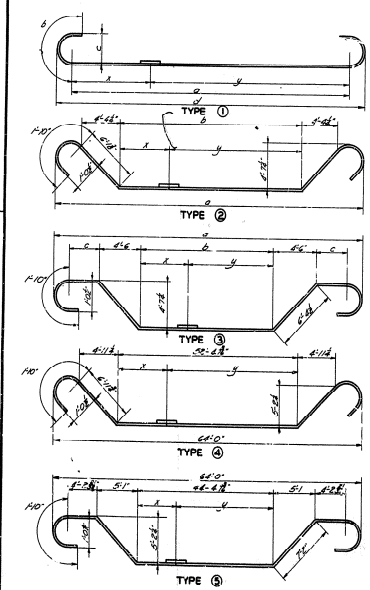
DESIGNED BY E. Vaughan Jr. CHECKED BY Newman DATE 5-41 REVISED DATE
DETAILED BY E. Vaughan Jr. CHECKED BY Newman DATE 5-41 REVISED DATE
TRACED BY Tobe Abbott CHECKED BY Newman DATE 4/15/41 REVISED DATE

BRIDGE

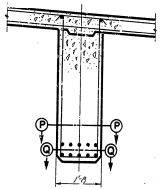
FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				

REVISION – BILL OF REINFORCEMENT

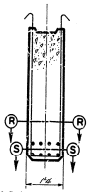
Mark	Size	No.	Shape	Length Ft	Length In	Location	a Ft	a In	b Ft	b In	c Ft	c In	d Ft	d In	x Ft	x In	y Ft	y In
G1	①	4	2⁰⁰	52	2	Beam #1	59	6	1	10	1	08	53	02	12	3	46	3
G2	②	2	do	69	1	do	59	7	49	12	–	–	–	–	11	02	37	7
G3	③	2	do	65	11	do	59	7	41	12	4	28	–	–	7	02	35	7
G4	④	5	do	62	10	Beam #2	59	2	1	10	1	08	50	25	12	3	46	3
G5	⑤	2	do	65	9	do	60	3	49	34	–	–	–	–	11	02	38	1
G6	⑥	2	do	66	7	do	60	3	41	38	4	28	–	–	–	02	34	1
G7	do	1	do	66	7	do	60	3	33	38	4	28	–	–	3	02	30	1
G8	⑦	3	do	65	6	Beam #3	59	10	1	10	1	08	50	12	12	7	47	3
G9	⑧	2	do	65	5	do	60	11	50	38	–	–	–	–	11	02	39	7
G10	⑨	2	do	67	3	do	60	11	42	38	4	28	–	–	7	02	36	7
G11	do	1	do	67	3	do	60	11	34	38	3	28	–	–	3	02	30	7
G12	⑦	3	do	64	2	Beam #4	60	6	1	10	1	08	61	02	12	3	47	9
G13	⑧	2	do	67	1	do	61	7	51	12	–	–	–	–	12	12	39	0
G14	⑨	2	do	67	11	do	61	7	43	12	4	28	–	–	8	12	35	0
G15	do	1	do	67	11	do	61	7	35	12	3	28	–	–	4	12	31	0
G16	⑦	3	do	64	10	Beam #5	61	2	1	10	1	08	62	28	12	11	48	3
G17	⑧	2	do	67	9	do	62	2	52	28	–	–	–	–	12	02	39	6
G18	⑨	2	do	68	6	do	62	2	43	28	4	28	–	–	8	02	35	6
G19	do	1	do	68	6	do	62	2	35	28	3	28	–	–	4	02	31	6
G20	⑦	3	do	65	6	Beam #6	61	10	1	10	1	08	62	28	9	1	48	9
G21	⑧	2	do	68	4	do	62	10	52	28	–	–	–	–	12	02	40	0
G22	⑨	2	do	69	2	do	62	10	44	28	4	28	–	–	8	02	36	0
G23	do	1	do	69	2	do	62	10	36	28	3	28	–	–	4	02	32	0
G24	⑦	4	do	66	1	Beam #7	62	5	1	10	1	08	63	38	13	3	49	2
G25	⑧	2	do	69	0	do	63	6	53	08	–	–	–	–	12	08	40	6
G26	⑨	2	do	69	10	do	63	6	45	08	4	28	–	–	8	08	36	6
G27	⑦	4	do	66	7	Beam #8	62	11	1	10	1	08	63	118	13	4	49	7
G28	⑧	2	do	70	0	do	–	–	–	–	–	–	–	–	12	08	40	6
G29	⑨	2	do	70	9	do	–	–	–	–	–	–	–	–	8	08	36	6
⊗																		



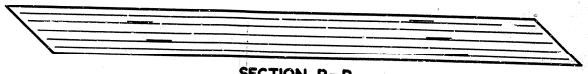
⊗ For details of Bars G20 to G29 see Sheet 16 of 20.



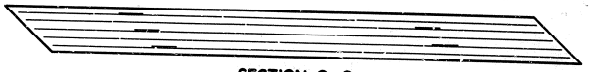
TYPICAL SECTION
Beam Nos. 2, 3, 4, 5, 6



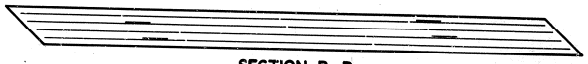
TYPICAL SECTION
Beam Nos. 1, 7, 8, 8



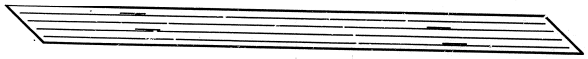
SECTION P–P
Showing Location of Splices



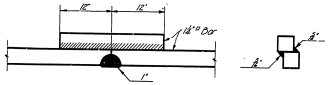
SECTION Q–Q
Showing Location of Splices



SECTION R–R
Showing Location of Splices



SECTION S–S
Showing Location of Splices



DETAIL OF WELDED SPLICE

Welding Material shall conform to American Welding Society Specifications for welded Highway and Railroad Bridges – 1938.

Welds may be made either in Shop or in Field.

If welds are made in Shop, two samples 12 inches long, symmetrical about splice, shall be furnished the Department's Laboratory for test purpose, with a certified statement that materials used conform to Specifications, and that the samples are true specimens of the work being done.

If the welding is done in the field, the Engineer shall furnish the Department's Laboratory two samples 12 inches long, symmetrical about splice, for test purposes (in addition to regular reinforcing steel samples). The splices to replace these samples of welding may be made in the same manner as for regular reinforcement samples.

The bars shall be placed in the forms with the splices staggered as shown on diagrams on this sheet.

The test samples of welding shall be submitted to pull test to failure by the Department's Laboratory, and the welding will be considered satisfactory only when break occurs outside of welds.

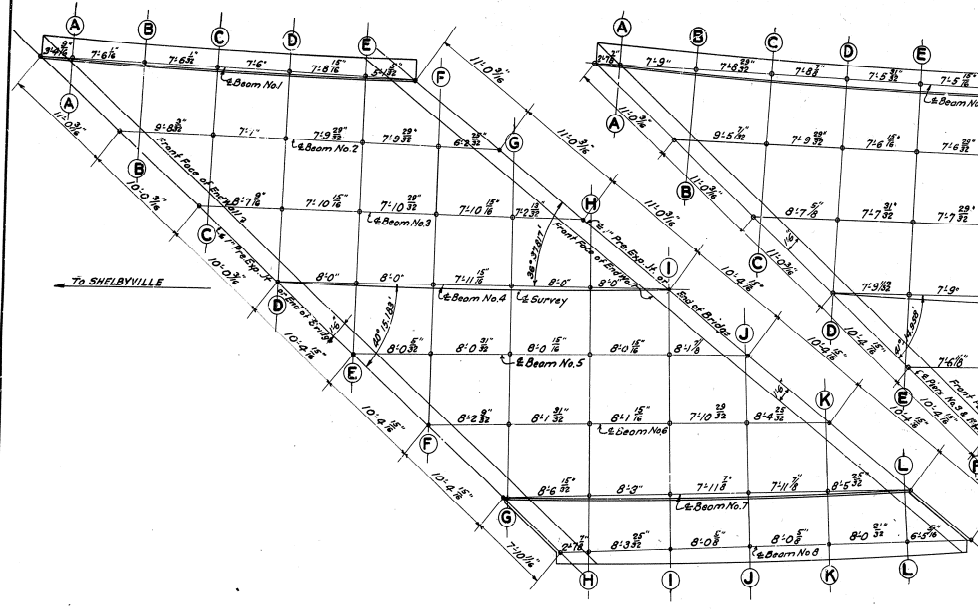
DETAILS OF 62'-0" R.C. DECK GIRDER SPAN
REVISION TO MAIN REINFORCING STEEL

LAFAYETTE DRIVE OVERHEAD — SHEET 16A OF 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE – FRANKFORT
ROAD
STATION 1597+70 PROJECT NO.
DRAWING -7077 SHEET

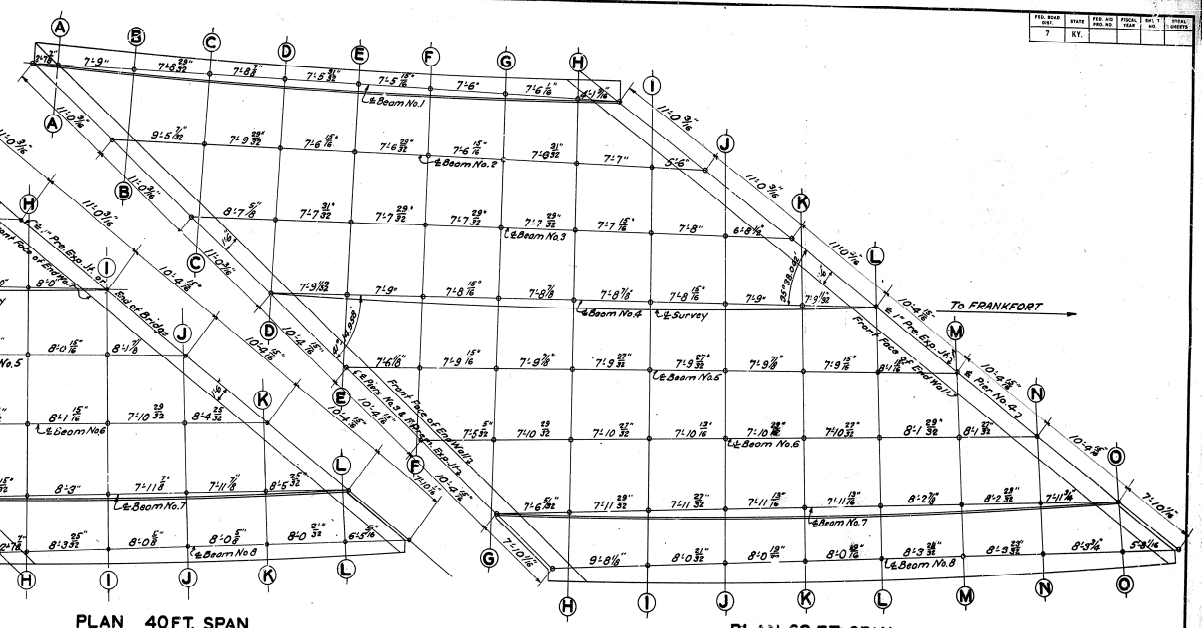
DESIGNED BY Guy C. Mersell DATE
TRACED BY DATE
CHECKED BY DATE
REVISED DATE
REVISED DATE
REVISED DATE

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



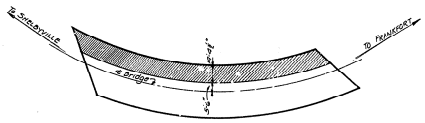
PLAN 40 FT. SPAN

(Showing location of Points where Elevations are given)



PLAN 62 FT. SPAN

(Showing location of Points where Elevations are given.)



PLAN OF OVERHEAD

(Showing colored lane)

NOTE: Cross hatched portion of bridge slab to be colored in accordance with Special Specifications No. 14. Cost of coloring this lane shall be included in the Unit Prices bid for work.

DESIGNED BY: L. Blankenship	CHECKED BY: Thompson	DATE: 5-4-61	REVISED: To Add Colored Lane
DETAILED BY: L. Blankenship	CHECKED BY: Thompson	DATE: 5-4-61	REVISED:
TRACED BY: G. Gibbs	CHECKED BY: Thompson	DATE: 5-4-61	REVISED:

REFERENCE DRAWINGS

Sheet 17 of 20

LAFAYETTE DRIVE OVERHEAD

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD

STATION 1597+70 PROJECT NO.

BRIDGE NUMBER | DRAWING NO. 7897 | INDEX

TABLE OF ELEVATIONS (2 SHEETS)

SPAN NO.1 (ELEVATIONS SHOWN ALONG ℄ BEAM)

LOCATION	Beam No.1		Beam No.2		Beam No 3		Beam No.4		Beam No 5		Beam No.6		Beam No.7		Beam No.8	
	Top of Curb	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Sidewalk	Bottom Beam
End of Bridge	719.061		718.124		718.044		717.979		717.932		717.897		717.876		718.432	
Intersection ℄ Bm. & Fnt. End Wall		715.172		715.069		714.989		714.927		714.882		714.850		714.831		714.842
A-A	718.870	715.120														
B-B	718.453	714.703														
C-C	718.026	714.276	717.573	714.656												
D-D	717.588	713.838	717.140	714.223	717.554	714.637										
E-E	717.124	713.374	716.687	713.770	717.104	714.187	717.525	714.608								
F-F			716.230	713.313	716.650	713.733	717.075	714.158	717.480	714.563						
G-G					716.192	713.275	716.619	713.702	717.026	714.109	717.439	714.522				
H-H							716.152	713.235	716.580	713.663	716.994	714.077	717.412	714.495	718.287	714.818
I-I									716.104	713.187	716.521	713.604	716.941	714.024	717.837	714.371
J-J											716.071	713.154	716.493	713.576	717.395	713.929
K-K													716.040	713.123	716.942	713.476
L-L															716.479	713.012
Intersection ℄ Bm & Front Face End W.		713.227		713.100		713.003		712.922		712.85[illegible]		712.810		712.775		712.774
℄ Pier No.1	716.820		715.870		715.776		715.698		715.639		715.593		715.560		716.109	

SPAN NO.2

LOCATION	Beam No.1		Beam No.2		Beam No 3		Beam No.4		Beam No 5		Beam No.6		Beam No.7		Beam No.8	
	Top of Curb	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Sidewalk	Bottom Beam
℄ Pier No.1	716.820		715.870		715.776		715.698		715.639		715.593		715.560		716.109	
Int. ℄ Beam & Front Face E.W.		712.927		712.811		712.718		712.643		712.587		712.543		712.512		712.515
A-A	716.624	712.874														
B-B	716.196	712.446														
C-C	715.757	712.007	715.304	712.387												
D-D	715.307	711.557	714.859	711.942	715.273	712.356										
E-E	714.832	711.082	714.395	711.478	714.812	711.895	715.233	712.316								
F-F			713.926	711.009	714.346	711.429	714.771	711.854	715.176	712.[illegible]59						
G-G					713.876	710.959	714.303	711.386	714.710	711.793	715.123	712.206				
H-H							713.824	710.907	714.252	711.335	714.666	711.749	715.084	712.167	715.959	712.490
I-I									713.765	710.848	714.182	711.265	714.602	711.685	715.498	712.032
J-J											713.720	710.803	714.142	711.225	715.044	711.578
K-K													713.677	710.760	714.579	711.113
L-L															714.105	710.638
Int. ℄ Beam & Front Face End W.		710.931		710.791		710.681		710.586		710.511		710.450		710.409		710.395
℄ Pier No 2	714.520		713.556		713.450		713.359		713.288		713.230		713.186		713.727	

SPAN NO. 3

LOCATION	Beam No.1		Beam No.2		Beam No 3		Beam No.4		Beam No 5		Beam No.6		Beam No.7		Beam No.8	
	Top of Curb	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Sidewalk	Bottom Beam
℄ Pier No 2	714.520		713.556		713.450		713.359		713.288		713.230		713.186		713.727	
Int. ℄ Beam & Front Face End W.		710.623		710.494		710.387		710.301		710.282		710.177		710.185		710.131
A-A	714.319	710.569														
B-B	713.879	710.129														
C-C	713.429	709.679	712.976	710.059												
D-D	712.968	709.218	712.520	709.603	712.934	710.017										
E-E	712.481	708.731	712.044	709.127	712.461	709.544	712.882	709.965								
F-F			711.563	708.646	711.983	709.066	712.408	709.491	712.813	709.896						
G-G					711.501	708.584	711.928	709.011	712.335	709.418	712.748	709.831				
H-H							711.440	708.523	711.868	708.951	712.282	709.365	712.700	709.783	713.575	710.106
I-I									711.373	708.456	711.790	708.873	712.210	709.293	713.106	709.640
J-J											711.323	708.406	711.745	708.828	712.647	709.181
K-K													711.278	708.361	712.180	708.714
L-L															711.705	708.238
Int. ℄ Beam & Front Face End W.		708.576		708.422		708.300		708.196		708.115		708.051		708.004		707.995
℄ Pier No.3	712.161		711.184		711.066		710.967		710.891		710.830		710.786		711.327	

SPAN NO 4

LOCATION	Beam No.1		Beam No.2		Beam No 3		Beam No.4		Beam No 5		Beam No.6		Beam No.7		Beam No.8	
	Top of Curb	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Sidewalk	Bottom Beam
℄ Pier No.3	712.161		711.184		711.066		710.967		710.891		710.830		710.786		711.327	
Int. ℄ Beam & Front Face End W.		705.846		705.700		705.586		705.491		705.418		705.361		705.320		705.318
A-A	711.999	705.832														
B-B	711.534	705.367														
C-C	711.064	704.897	710.595	705.262												
D-D	710.589	704.422	710.113	704.780	710.533	705.200										
E-E	710.124	703.957	709.646	704.319	710.064	704.731	710.492	705.159								
~~F-F~~																
F-F	709.654	703.487	709.181	703.848	709.598	704.265	710.023	704.690	710.434	705.101						
G-G	709.180	703.013	708.716	703.383	709.132	703.799	709.556	704.223	709.966	704.633	710.384	705.051				
H-H	708.701	702.534	708.253	702.920	708.667	703.334	709.090	703.757	709.499	704.166	709.915	704.582	710.339	705.0[illegible]6		
I-I			707.791	702.458	708.205	702.872	708.626	703.293	709.032	703.699	709.447	704.114	709.870	704.5[illegible]	710.779	704.898
J-J					707.741	702.408	708.162	702.829	708.568	703.235	708.981	703.648	709.402	704.069	710.321	704.443
K-K							707.699	702.366	708.103	702.770	708.515	703.182	708.934	703.601	709.861	703.984
L-L									707.644	702.311	708.055	702.7[illegible]	708.472	703.139	709.337	703.520
M-M											707.578	702.[illegible]	707.994	702.661	708.915	703.037
N-N													707.519	702.186	708.428	702.549
O-O															707.937	702.055
Int. ℄ Beam & Front Face End W.		702.441		702.283		702.165		702.060		701.980		701.916		701.868		701.862
℄ Pier No.4	708.442		707.464		707.346		707.247		707.171		707.110		707.066		707.607	

REVISED	DATE
REVISED	DATE
REVISED	DATE

DESIGNED BY [illegible] CHECKED BY [illegible] DATE 5-41
DETAILED BY [illegible] CHECKED BY [illegible] DATE 5-41
TRACED BY [illegible] CHECKED BY [illegible] DATE 5-41

SPAN NO.5 ELEVATIONS SHOWN ARE ALONG ℄ BEAM

LOCATION	Beam No.1		Beam No.2		Beam No.3		Beam No.4		Beam No.5		Beam No.6		Beam No.7		Beam No.8	
	Top of Curb	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Sidewalk	Bottom Beam
℄ Pier No.4	708.442		707.464		707.346		707.247		707.171		707.[illegible]10		707.066		707.607	
Intersection ℄ Beam & Front Face Endwall		704.541		704.398		704.281		704.187		704.114		704.057		704.015		704.011
A-A	708.235	704.485														
B-B	707.784	704.034														
C-C	707.324	703.574	706.871	703.954												
D-D	706.856	703.106	706.408	703.491	706.822	703.905										
E-E	706.364	702.614	705.927	703.010	706.349	703.427	706.765	703.848								
F-F			705.443	702.526	705.863	702.946	706.288	703.371	706.693	703.776						
G-G					705.381	702.464	705.808	702.891	706.215	703.298	706.628	703.711				
H-H							705.320	702.403	705.748	702.831	706.162	703.245	706.580	703.663	707.455	703.986
I-I									705.253	702.336	705.670	702.753	706.090	703.173	706.986	703.520
J-J											705.203	702.286	705.625	702.708	706.527	703.061
K-K													705.158	702.241	706.060	702.594
L-L															705.585	702.118
Int. ℄ Beam & Front Face End Wall		702.458		702.312		702.180		702.076		701.995		701.931		701.884		701.875
℄ Pier No.5	706.042		705.064		704.946		704.847		704.771		704.710		704.666		705.207	

SPAN NO.6

LOCATION	Beam No.1		Beam No.2		Beam No.3		Beam No.4		Beam No.5		Beam No.6		Beam No.7		Beam No.8	
	Top of Curb	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Sidewalk	Bottom Beam
℄ Pier No.5	706.042		705.064		704.946		704.847		704.771		704.710		704.666		705.207	
Int. ℄ Beam & Front Face End Wall		702.141		701.998		701.881		701.787		701.714		701.657		701.615		701.611
A-A	705.835	702.085														
B-B	705.384	701.634														
C-C	704.924	701.174	704.471	701.554												
D-D	704.456	700.706	704.0[illegible]	701.091	704.422	701.505										
E-E	703.964	700.214	703.527	700.610	703.944	701.027	704.365	701.448								
F-F			703.043	700.126	703.463	700.546	703.888	700.971	704.293	701.376						
G-G					702.981	700.064	703.408	700.491	703.815	700.898	704.228	701.311				
H-H							702.920	700.003	703.348	700.431	703.762	700.845	704.180	701.263	7[illegible]5.055	701.586
I-I									702.853	699.936	703.270	700.353	703.690	700.773	704.586	701.120
J-J											702.803	699.886	703.225	700.308	704.127	700.661
K-K													702.758	699.841	703.660	700.194
L-L															703.185	699.718
Int. ℄ Beam & Front Face End Wall		700.058		699.902		699.780		699.676		699.595		699.531		699.484		699.475
℄ Pier No.6	703.642		702.664		702.546		702.447		702.371		702.310		702.266		702.807	

SPAN NO.7

LOCATION	Beam No.1		Beam No.2		Beam No.3		Beam No.4		Beam No.5		Beam No.6		Beam No.7		Beam No.8	
	Top of Curb	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Sidewalk	Bottom Beam
℄ Pier No.6	703.642		702.664		702.546		702.447		702.371		702.310		702.266		702.807	
Int. ℄ Beam & Front Face End Wall		699.741		699.598		699.481		699.387		699.314		699.257		699.215		699.211
A-A	703.435	699.685														
B-B	702.984	699.234														
C-C	702.524	698.774	702.071	699.154												
D-D	702.056	698.306	701.608	698.691	702.022	699.105										
E-E	701.564	697.814	701.127	698.210	701.544	698.627	701.965	699.048								
F-F			700.643	697.726	701.063	698.146	701.488	698.571	701.893	698.976						
G-G					700.581	697.664	701.008	698.091	701.415	698.498	701.828	698.911				
H-H							700.520	697.603	700.948	698.031	701.362	698.445	701.780	698.863	702.655	699.186
I-I									700.453	697.536	700.870	697.953	701.290	698.373	702.186	698.720
J-J											700.403	697.486	700.825	697.908	701.727	698.261
K-K													700.358	697.441	701.260	697.794
L-L															700.785	697.318
Int. ℄ Beam & Front Face End Wall		697.658		697.502		697.380		697.276		697.195		697.131		697.084		697.075
℄ Pier No.7	701.242		700.264		700.146		700.047		699.971		699.910		699.866		700.407	

SPAN NO.8

LOCATION	Beam No.1		Beam No.2		Beam No.3		Beam No.4		Beam No.5		Beam No.6		Beam No.7		Beam No.8	
	Top of Curb	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Slab	Bottom Beam	Top of Sidewalk	Bottom Beam
℄ Pier No.7	701.242		700.264		700.146		700.047		699.971		699.910		699.866		700.407	
Int. ℄ Beam & Front Face End Wall		697.341		697.198		697.081		696.987		696.914		696.857		696.815		696.811
A-A	701.035	697.285														
B-B	700.584	696.834														
C-C	700.124	696.374	699.671	696.754												
D-D	699.656	695.906	699.208	696.291	699.622	696.705										
E-E	699.164	695.414	698.727	695.810	699.144	696.227	699.565	695.648								
F-F			698.243	695.326	698.663	695.746	699.088	696.171	699.493	696.576						
G-G					698.181	695.264	698.608	695.691	699.015	696.098	699.428	696.511				
H-H							698.120	695.203	698.548	695.631	698.962	696.045	699.380	696.463	700.255	696.786
I-I									698.053	695.136	698.470	695.553	698.890	695.973	699.786	696.320
J-J											698.003	695.086	698.425	695.508	699.327	695.861
K-K													697.958	695.041	698.860	695.394
L-L															698.385	694.918
Int. ℄ Beam & Front Face End Wall		695.258		695.102		694.980		694.876		694.795		694.731		694.684		694.675
End of Bridge	698.842		697.864		697.746		697.647		697.571		697.510		697.466		698.007	

TABLE OF ELEVATIONS (2 SHEETS)

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

NOTE: Elevations shown include construction camber, which equals the deflection of the beams under dead load only.

REFERENCE DRAWINGS

Sheet 18 of 20

LAFAYETTE DRIVE OVERHEAD

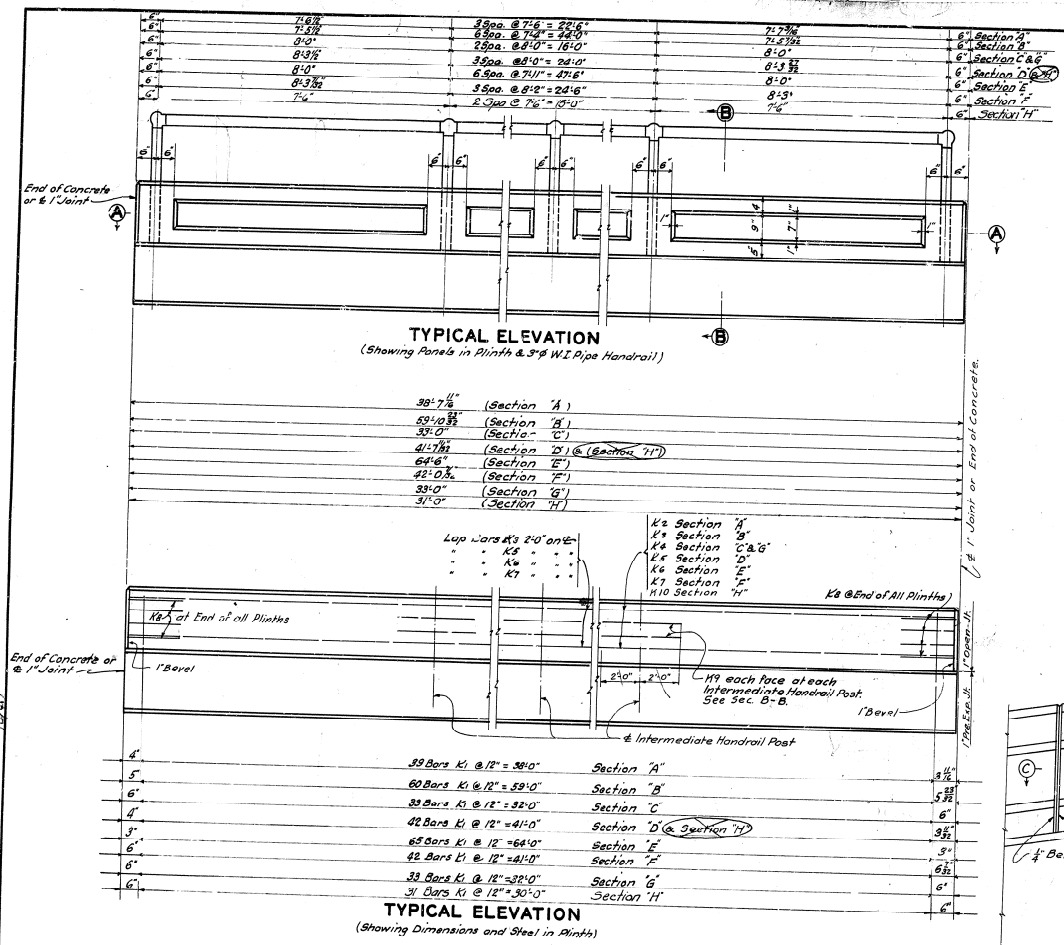
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD

STATION 1597+70 PROJECT NO.

BRIDGE NUMBER | DRAWING NO. 7897 | INDEX

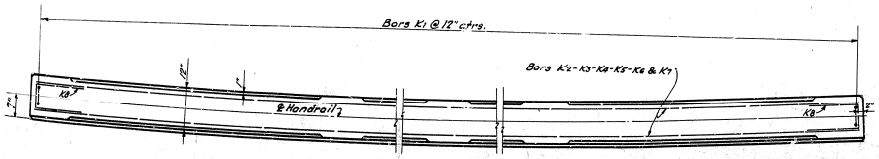
BRIDGE

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

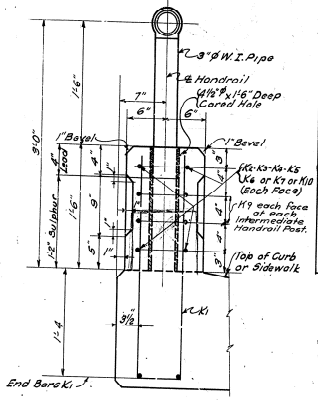


TYPICAL ELEVATION
(Showing Panels in Plinth & 3"ø W.I. Pipe Handrail)

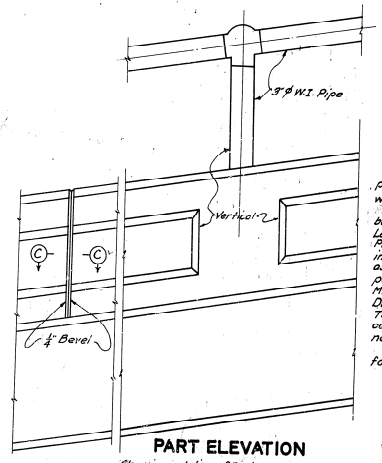
TYPICAL ELEVATION
(Showing Dimensions and Steel in Plinth)



SECTIONAL PLAN A-A

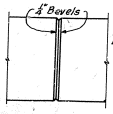


SECTION B-B



PART ELEVATION
Showing relation of Posts & Panels to Grade and Construction Joint in Plinth. For Location of Construction Joints see Sheet 20 of 20.

Construction Joints to be made with a bulkhead, placed vertical and at right angles to Plinth.

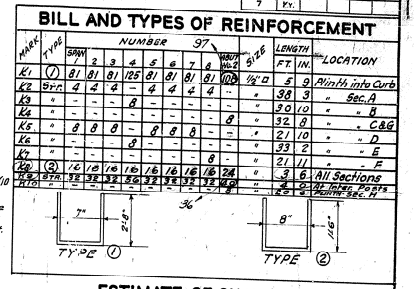


PART SECTION C-C

BILL AND TYPES OF REINFORCEMENT

Mark	Type	Span 1	2	3	4	5	6	7	8	Abut. No. 2	Size	Length Ft.	In.	Location
K1	1	81	81	81	125	81	81	81	81	100	1½"□	5	9	Plinth into Curb
K2	Str.	4	4	4	–	4	4	4	4	–	"	38	3	" Sec. A
K3	"	–	–	–	8	–	–	–	–	–	"	30	10	" " B
K4	"	–	–	–	–	–	–	–	–	8	"	32	8	" " C&G
K5	"	8	8	8	–	8	8	8	8	–	"	21	10	" " D
K6	"	–	–	–	8	–	–	–	–	–	"	33	2	" " E
K7	"	–	–	–	–	–	–	–	8	–	"	21	11	" " F
K10	2	16	16	16	16	16	16	16	16	24	"	3	6	All Sections
H9	Str.	32	32	32	56	32	32	32	32	40	"	4	0	All Hdrl. Posts
H10	"	–	–	–	–	–	–	–	–	8	"	20	4	Points Sec. H

NUMBER 97



ESTIMATE OF QUANTITIES
FOR SPANS No. 1, 2, 3, 5 & or 7

ONE SPAN

Concrete, Class "A"	4.3	Cu. Yds.
Reinforcement	830	Lbs.
3"ø W.I. Pipe Handrail	78.9	Lin. Ft.

SPAN No. 4

Concrete, Class "A"	6.7	Cu. Yds.
Reinforcement	1280	Lbs.
3"ø W.I. Pipe Handrail	123.1	Lin. Ft.

SPAN No. 8

Concrete, Class "A"	4.3	Cu. Yds.
Reinforcement	830	Lbs.
3"ø W.I. Pipe Handrail	79.3	Lin. Ft.

ABUTMENT No. 2

Concrete, Class "A"	5.2 (6.8)	Cu. Yds.
Reinforcement	1030 (1100)	Lbs.
3"ø W.I. Pipe Handrail	95.1 (105.7)	Lin. Ft.

Note - all quantities shown above are void except Reinforcing Quantities

GENERAL NOTE
Pipe Handrail shall be made of 3" inside diameter Standard weight welded wrought iron pipe, conforming to A.S.T.M. Specification No. A 72-39. Pipe Handrail shall be given one shop coat of Red Lead paint and two Field coats of White Lead paint in accordance with Specifications.

Posts for Pipe Handrail shall be set into 4½"ø Cored Holes 1'-6" deep in Plinth. After Pipe Handrail has been adjusted to line and grade as shown on plans, the Cored Holes shall be completely filled and packed with sulphur & molten lead as shown on Section B-B.

Mill test reports and shop detail plans shall be furnished the Department of Highways for check and approval.

The unit price bid per linear foot of Pipe Handrail shall include the cost of furnishing, erecting and painting the rails, posts, connections etc. in accordance with the plans and Specifications.

Lead and Sulphur shall be Commercial Grade suitable for this use.

Revised see Revision on Sheet 19A of 20. 11/6/41

HANDRAIL (2 SHEETS)

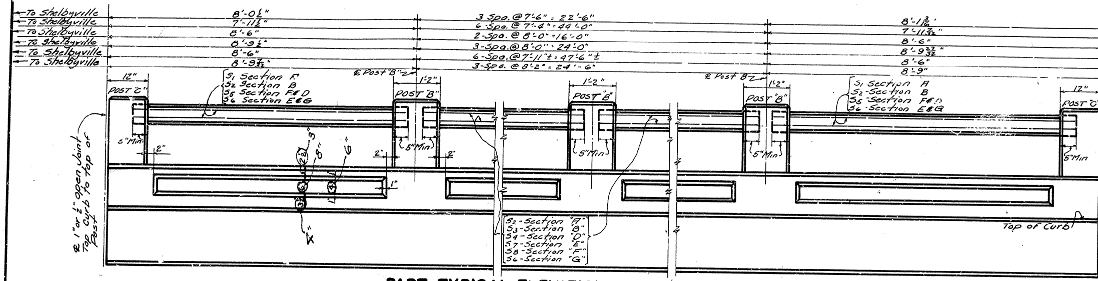
LAFAYETTE DRIVE OVERHEAD — Sheet 19 of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD
STATION 1597+70 PROJECT NO.
DRAWING #7847

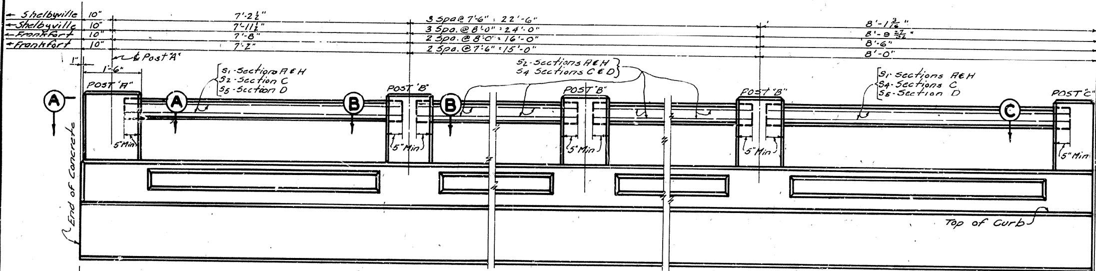
DESIGNED BY — DATE
TRACED BY — DATE
CHECKED BY — DATE
REVISED Bar Bills & Sheet Cont. Jt. in Plinth & Section "H" — DATE 6-10-41
REVISED Retaining wall - Abut. No. 2 — DATE 8-11-41
REVISED — DATE 11-6-41

BRIDGE

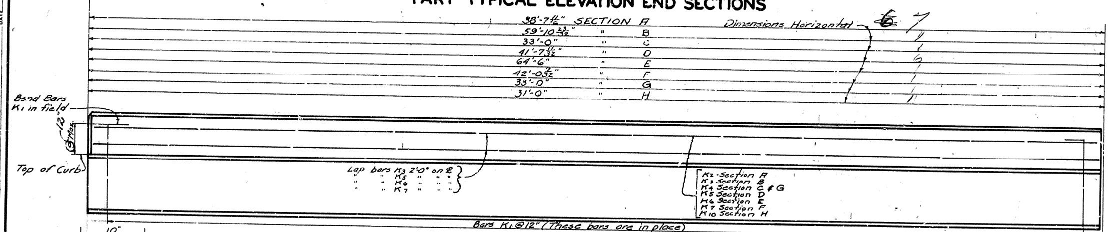
FED. ROAD DIST.	STATE	FED. AID PRO. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.				



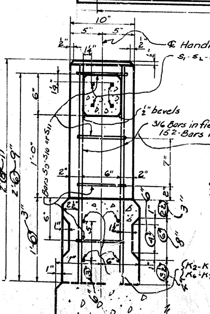
PART TYPICAL ELEVATION INTERMEDIATE SECTIONS



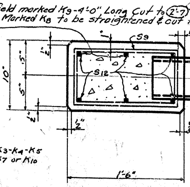
PART TYPICAL ELEVATION END SECTIONS



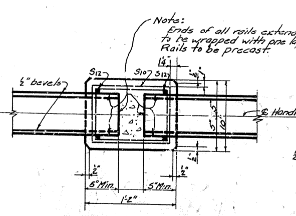
TYPICAL ELEVATION



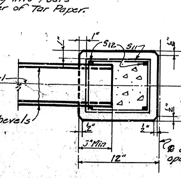
TYPICAL SECTION



SECTION A-A
POST "A"



SECTION B-B
POST "B"



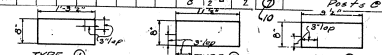
SECTION C-C
POST "C"

BILL OF REINFORCEMENT (At Bridge site)

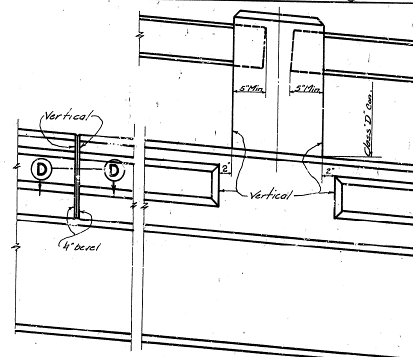
MARK	TYPE	NUMBER SPAN 1	SPAN 2	SPAN 3	SPAN 4	SPAN 5	SPAN 6	SPAN 7	SPAN 8	ABUT 2	SIZE	LENGTH Ft	In.	Location & Remarks
K2	Str.	4	4	4		4	4	4	4		½" ▫	38	3	Plinth Sec. A
K3	"				8						"	30	10	" " B
K4	"									8	"	32	8	" " C & G
K5	"	8	8	8		8	8	8			"	21	10	" " D
K6	"				8						"	33	2	" " E
K7	"								8		"	21	11	" " F
K10	"									8	"	20	6	" " H
S12	"	52	48	48	72	48	48	48	48	56	"	2	(7) 10	152-Bars Marked K8 to be straightened & cut to length of 2'-(7) 10" & Mark S12. 316-Bars Marked K9 to be cut to length of 2'-(7) 10" and Marked S12

BILL AND TYPES OF ADDITIONAL REINFORCEMENT (Entire Bridge)

MARK	TYPE	NUMBER SPAN 1	SPAN 2	SPAN 3	SPAN 4	SPAN 5	SPAN 6	SPAN 7	SPAN 8	Abut 2	SIZE	LENGTH Ft.	In.	Location
S1	Str.	8	8	8		8	8	8	8	8	½" ▫	7	4	Rail SECTIONS A & H
S2	"	12	12	12	8	12	12	12	12	8	"	7	3	" " A-B & H
S3	"				24						"	7	1	" " B
S4	"	12	12	12		12	12	12		16	"	7	9	" " C & D
S5	"	8	8	8		8	8	8	8		"	8	1	" " D & F
S6	"				8					16	"	7	9	" " E & G
S7	"				24						"	7	6	" " E
S8	"								12		"	7	11	" " F
S9	(1)	8								8	⅜" ∅	4	3	Posts A
S10	(2)	32	32	32	56	32	32	32	32	36	"	3	7	" B
S11	(3)	8	16	16	16	16	16	16	16	16	"	3	3	" C
S12	Str.									8	½" ▫	2	(7) 10	Posts @ Abut #2



TYPE (1) TYPE (2) TYPE (3)



PART ELEVATION

Showing relation of Posts & Panels to grade and construction Joints in Plinth, for location of construction Joints see sheet No. 20 of 20. Construction Joints to be made with a bulkhead placed vertical and at right ∠ to plinth. Top of rails and posts to be parallel to Grade.

ESTIMATE OF QUANTITIES

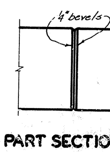
SPAN No. 1
Concrete, Class "A" 3.5 (2.8) Cu. Yds.
Concrete, Class "D" 1.3 Cu. Yds.
Reinforcement 320 lbs.

SPAN No. 2-3-5-6 or 7-8 (One Span)
Concrete, Class "A" 3.5 (2.8) Cu. Yds.
Concrete Class "D" 1.3 Cu. Yds.
Reinforcement 320 Lbs.

SPAN NO. 4
Concrete, Class "A" 5.4 (4.3) Cu. Yds.
Concrete, Cla. "D" 2.0 Cu. Yds.
Reinforcement 500 Lbs

ABUTMENT No. 2
Concrete, Class "A" 4.2 (3.4) Cu. Yds.
Concrete, Class "D" 1.6 Cu. Yds
Reinforcement 410 Lbs.

Note:
Concrete, Class "A" shown here replaces Conc. Class "A" shown on sheet 19 of 20. Reinforcement & Class "D" Conc. are additional Quantities.



PART SECTION D-D

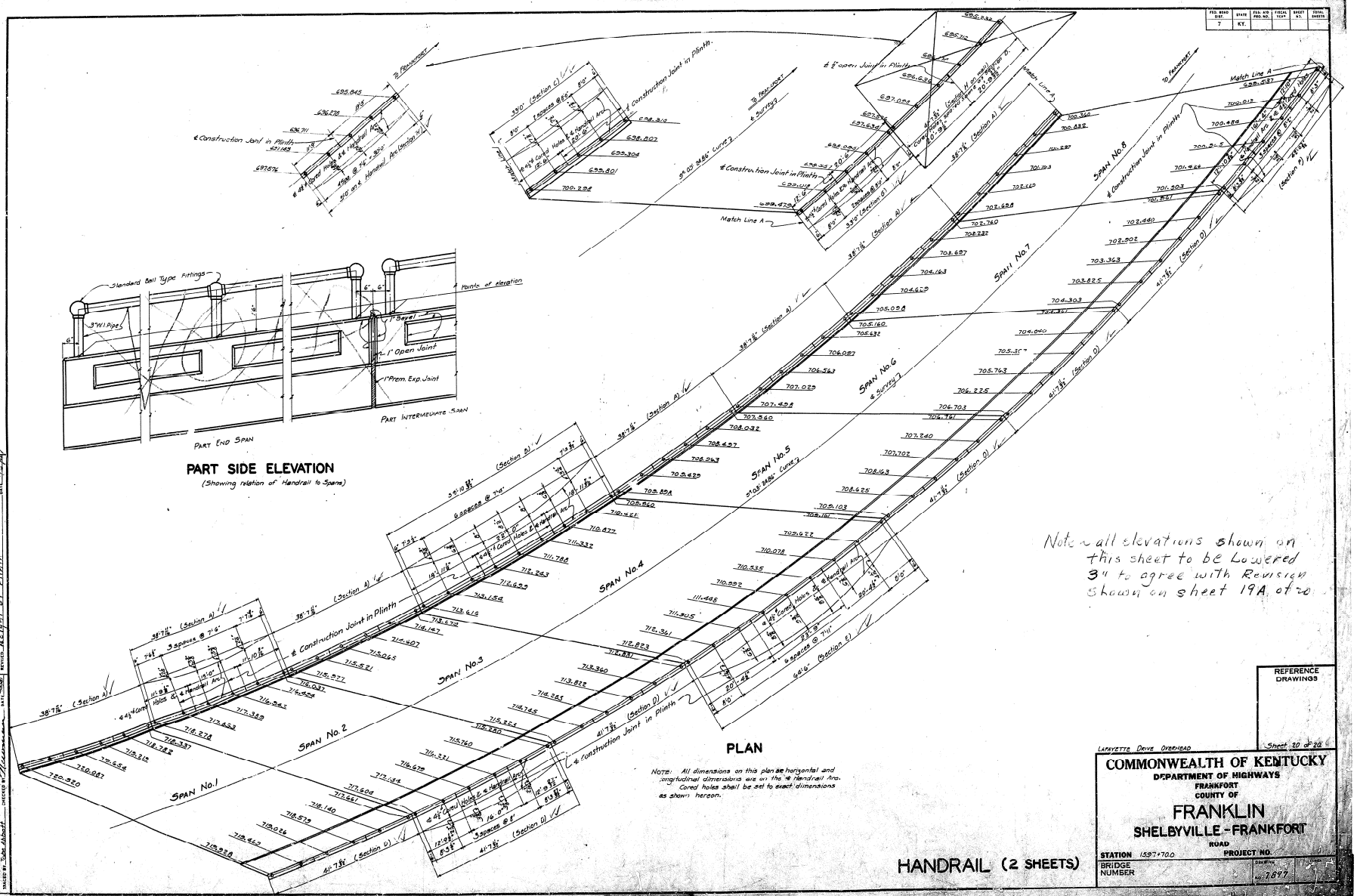
REFERENCE DRAWINGS

LAFAYETTE DRIVE OVERHEAD Sheet 19A of 20

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE-FRANKFORT
ROAD
STATION 1597+70 PROJECT NO.
BRIDGE NUMBER DRAWING No. 7597 INDEX

DESIGNED BY ____ CHECKED BY ____ DATE ____
DETAILED BY ____ CHECKED BY Edgar Vaughan Jr. DATE 9/1941
TRACED BY ____ CHECKED BY ____ DATE ____
REVISED Height of Rail DATE 12/1/41
REVISED ____ DATE ____
REVISED ____ DATE ____

BRIDGE



Note: All dimensions on this plan are horizontal and longitudinal dimensions are on the ℄ Handrail Arc. Cored holes shall be set to exact dimensions as shown hereon.

Note ~ all elevations shown on this sheet to be Lowered 3" to agree with Revision shown on sheet 19A of 20

REFERENCE DRAWINGS

Sheet 20 of 20

LAFAYETTE DRIVE OVERHEAD

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
FRANKLIN
SHELBYVILLE - FRANKFORT
ROAD

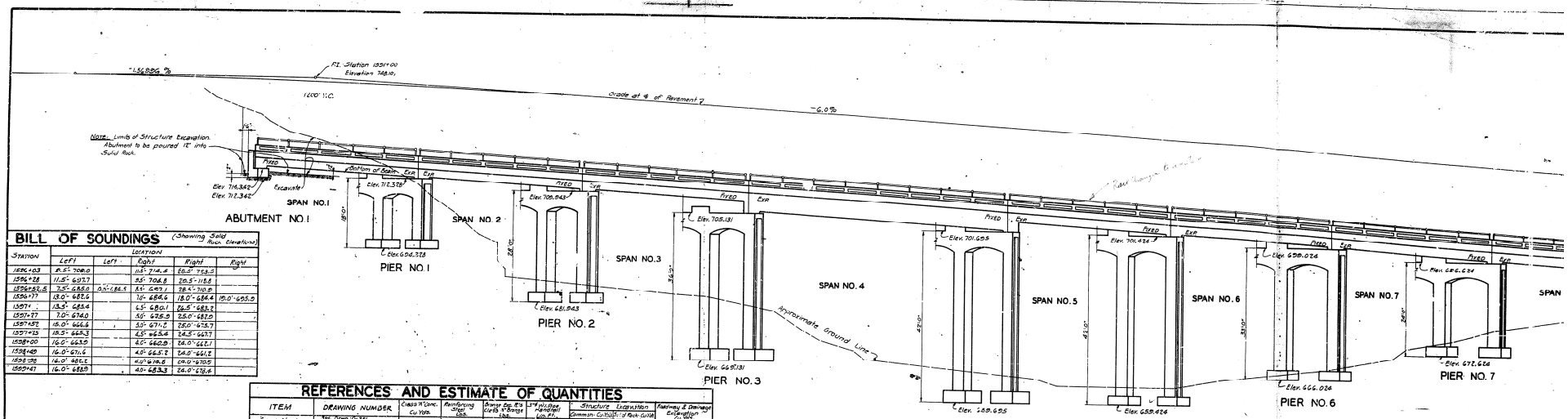
STATION 1597+70.0 PROJECT NO.

BRIDGE NUMBER

DRAWING NO. 7897

HANDRAIL (2 SHEETS)

BRIDGE



ELEVATION

7-40'-0" & 1-62'-0" R.C. DECK GIRDER SPANS - 51°-33'-30" SKEW LEFT TO RADIAL LINE
9°-03'-24.86" DEGREE CURVE LEFT
40 FT. ROADWAY BRIDGE 1-5'-0" SIDEWALK

BILL OF SOUNDINGS (Showing Solid Rock Elevations)

Station	Location				
	Left	Left	Right	Right	Right
1596+03	8.5'-708.0		118'-714.4	56.5'-753.3	
1596+28	11.5'-697.7		85'-704.8	28.5'-718.8	
1596+52.5	7.5'-688.0	0.5'-686.5	55'-693.1	28.5'-700.0	
1596+77	18.0'-682.6		70'-684.6	18.0'-684.6	19.0'-685.0
1597+1	13.5'-683.4		65'-680.1	26.5'-683.2	
1597+27	7.0'-674.0		55'-675.9	25.0'-682.0	
1597+52	15.0'-666.6		50'-671.7	25.0'-675.7	
1597+75	18.5'-662.3		45'-662.4	24.5'-667.7	
1598+00	16.0'-663.0		40'-662.8	24.0'-662.1	
1598+49	16.0'-671.6		40'-665.2	24.0'-661.2	
1598+98	16.0'-686.2		40'-676.8	24.0'-670.5	
1599+41	16.0'-688.9		40'-683.3	24.0'-678.6	

REFERENCES AND ESTIMATE OF QUANTITIES

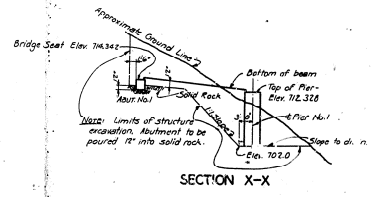
ITEM	DRAWING NUMBER	Class "A" Conc. Cu. Yds.	Reinforcing Steel Lbs.	Brace Dg. R's Girder & Bearing	3/4" Wrought Handrail Lin. Ft.	Structure Excavation Common-Cu. Yds.	Structure Excavation Rock-Cu. Yds.	Roadway & Drainage Excavation Cu. Yds.
Span No. 1	Std. Dwg. D-341 Sheets 2-7; D-72-2; D-72-3 to 8	101.5	21 980	738	78.9			
Span No. 2	"	103.1	21 460	738	78.9			
Span No. 3	"	114.8	27 870	738	78.9			
Span No. 4	Std. Dwg. D-341 Sheets 2-7; D-72-2; D-72-3 to 8	244.7	52 280	756	123.1			
Span No. 5	Std. Dwg. D-341 Sheets 2-7; D-72-2; D-72-3 to 8	113.9	28 030	738	78.9			
Span No. 6	"	105.1	27 460	738	78.9			
Span No. 7	"	105.1	27 460	738	78.9			
Span No. 8	"	107.3	27 880	738	78.9			
Abutment No. 1	Std. Dwg. D-341 Sheet No. 1	15.1	1 700			245	172	300
Pier No. 1	Sheet No. 3	88.4	16 580			156	53	
Pier No. 2	Sheet No. 4	114.5	20 600			52	61	
Pier No. 3	Sheet No. 5	147.4	26 050			136	151	
Pier No. 4	Sheet No. 6	162.4	25 810			102	127	
Pier No. 5	Sheet No. 7	145.7	25 140			71	65	
Pier No. 6	Sheet No. 8	127.0	22 350			36	164	
Pier No. 7	Sheet No. 8	104.4	19 260			72	61	
Abutment No. 2	Std. Dwg. D-341 Sheets 2-7; D-72-2; D-72-3 to 8	(6.71.1)	(6 840)		(105.7)	363	137	
	TOTALS	(2 364.6)	(603 860)	5904	(131.5)	1200	850	300

452.3 2365.8 2020 426740 95.1 7.7

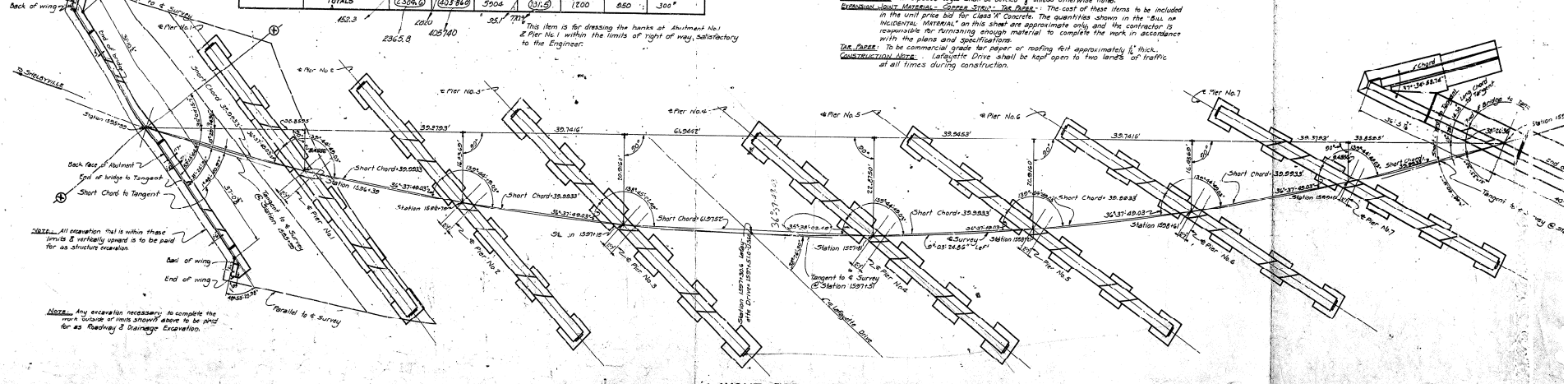
This item is for dressing the hanks at Abutment No. 1 & Pier No. 1 within the limits of right of way, satisfactory to the Engineer.

GENERAL NOTE

SPECIFICATIONS: Kentucky Department of Highways - 1936 Standard with Amendments.
DESIGN LOAD: Bridge designed for H-15 loading as specified in A.A.S.H.O. Specifications - 1935.
CONCRETE: Class "A" throughout.
REINFORCEMENT: Dimension shown from face of conc. ste is clear distance. Bars of structural and intermediate grade new billet steel may be combined on this project, or bars of hard grade new billet steel and rail steel may be combined on this project, but a mixing of these two permissible combinations will not be allowed.
BEVELED EDGES: All exposed edges shall be bevelled 3/4" unless otherwise noted.
EXPANSION JOINT MATERIAL - COPPER STRIP - TAR PAPER: The cost of these items to be included in the unit price bid for Class "A" Concrete. The quantities shown in the "BILL OF INCIDENTAL MATERIAL" on this sheet are approximate only, and the contractor is responsible for furnishing enough material to complete the work in accordance with the plans and specifications.
TAR PAPER: To be commercial grade tar paper or roofing felt approximately 1/8" thick.
CONSTRUCTION NOTE: Lafayette Drive shall be kept open to two lanes of traffic at all times during construction.



SECTION X-X



LAYOUT FOR SUBSTRUCTURE - PLAN

REVISED Height of Pavilion ..... DATE 8-15-41
REVISED Bill of Incidental Material ..... DATE 6-23-41
REVISED Note on Construction ..... DATE 6-23-41
DESIGNED L. Humphrey ..... DATE 5-1-41
TRACED Joe Abbott ..... DATE 5-5-41
CHECKED M. Hummel ..... DATE 5-14-41

7897A

BRIDGE