

KENTUCKY DEPARTMENT OF HIGHWAYS

MAJOR ROUTE FOR EASTERN KENTUCKY CAMPTON - HAZARD ROAD PERRY COUNTY

ESTIMATE OF QUANTITIES

ITEM	SHEET NO.	CONCRETE CLASS 'A' CU. YDS.	REINFORCEMENT LBS.	DRY STONE RIPRAP SLOPE PROTECTION SQ. YDS.	STRUCTURE EXCAVATION ITEM I		14" R.C. PRECAST PILES ALTERNATE B		6" DRAIN PIPE LIN. FT.	12" BP 53 STEEL PILES ALTERNATE A		METAL HANDRAIL		PROTECTIVE COATING SQ. YDS.
					COMMON	SOLID ROCK	FURNISHING LIN. FT.	DRIVING LIN. FT.		FURNISHING LIN. FT.	DRIVING LIN. FT.	Aluminum Lin. Ft.	Galv. Steel Lin. Ft.	
INDEX & QUANTITY SUMMARY	1													
GENERAL PLAN	2			1290										
BENTS I & 2	3 & 4	399.2	28,480				4025	4025						
PIER NO. 1	5	449.0	56,780		460	270				4025	4025			
PIER NO. 2	6	478.5	60,671		250	445								
PIERS NO. 1 & 2	7													
STRUCTURE	8 & 9	922.6	172,575											
CONSTRUCTION ELEVATIONS	10							203						
STRUCTURAL STEEL	11-14													
BEARINGS	15													
EXPANSION DAMS	16													
PILE RECORD	17													
ANCHOR BOLT PLAN	18													
LOG OF SOUNDINGS	19													
METAL HAND RAIL	H10 & H14										905	905		
14" R.C. PRECAST PILES	P2													
12" BP 53 STEEL PILES	P17													
PROTECTIVE COATING	PEL. PROJ.												3812	
TOTALS		2249.3	318,506	1290	710	715	4025	4025	203	4025	4025	905	905	3812

NOTE: APPROXIMATELY 453,265 LBS. OF STRUCTURAL STEEL INCLUDED IN LUMP SUM BID FOR STRUCTURAL STEEL.
NOTE: APPROXIMATE WEIGHT OF SHEAR CONNECTORS: OPTION 1 5242 LBS., OPTION 2 2616 LBS., OPTION 3 3845 LBS.

SPECIFICATIONS: Kentucky Department of Highways, 1956 Standard with Amendments.
DESIGN LOAD: Bridge designed for H20-S16-44 loading as specified in 1961 AASHTO Specifications or alternate loading of two 24 kip axles spaced 4 feet apart, whichever produces the greater stress. Slabs are designed for 16 kip wheel load.
DESIGN STRENGTH: For reinforced concrete: $f_c = 30,000$ psi, $f_s = 1,200$ psi, for 3,000 psi, 1,800 psi for embedment, 500 psi for f_s .
FURNISHING PROCEDURE: Paving is designed for a maximum pressure of 24,000 psi (Group I Loads).
CONCRETE: Class A concrete to be used throughout except in piles. Class D concrete to be used in piles.
REINFORCEMENT: Intermediate or hard grade reinforcement shall be used in accordance with ASTM A18-S8T for bars and A18-S8T for rail steel. Dimensions shown from face of concrete to bars are clear distances. Spacing of bars to bar center to center of bars.
BEVELED EDGES: All exposed edges shall be beveled $\frac{1}{4}$ " unless otherwise shown.
STRUCTURAL STEEL: "Lump Sum Bid" for structural steel shall be full payment for all structural steel, rivets, bolts, washers, steel pipe, cast iron, lead plates, molten lead, molten iron, iron plates, wrought iron pipe, welding and weld materials, floor drains, paint and all labor and materials necessary to erect the steel in accordance with the plans and specifications.
SLOPE PROTECTION: Slope protection shall be Dry Cyprian Stone Riprap in accordance with section 4.3.3.2 of the specifications.
STRUCTURE EXCAVATION: Item I applies to Piers I & II only.
PROTECTIVE COATING: Protective coating shall be furnished and applied in accordance with the Special Provisions.

GENERAL NOTES

PLACING FILLS: Embankment shall be placed in compacted layers to bottom of vent cap elevation before driving pile in any pile bent. Embankment shall be placed simultaneously in front of and in back of end bents and abutments in compacted layers and the 5 ft minimum berm provided as shown on the plans before erecting the end spans.
PILING: Piling shall be driven to solid rock or to refusal. Test piles shall be driven where designated on the plans to determine the length required. All test piles shall be accurately located so that they may be used in the finished structure.
ALTERNATE TYPES OF PILES: The contractor shall use one of the following types:
ALTERNATE A - 12BP53 Steel Piles, Std. Dwg. P17
ALTERNATE B - 14" R.C. Precast Piles, Std. Dwg. P2 See Sheet #17
DRIVING R.C. PRECAST PILES: If R.C. Precast piles are used, cores thru the embankment will be required for starting piles. The cost of this work is to be included in the unit price bid per linear foot for driving piles.
PAINT: See Sheet #11 for painting requirements.
SHEAR CONNECTORS, MATERIALS, CONNECTIONS, MILL TEST REPORTS, STEEL FINISH, DIMENSIONS, SHOP PLANS, SHOP ASSEMBLY AND REAMING: See sheet no. 11 for these requirements.

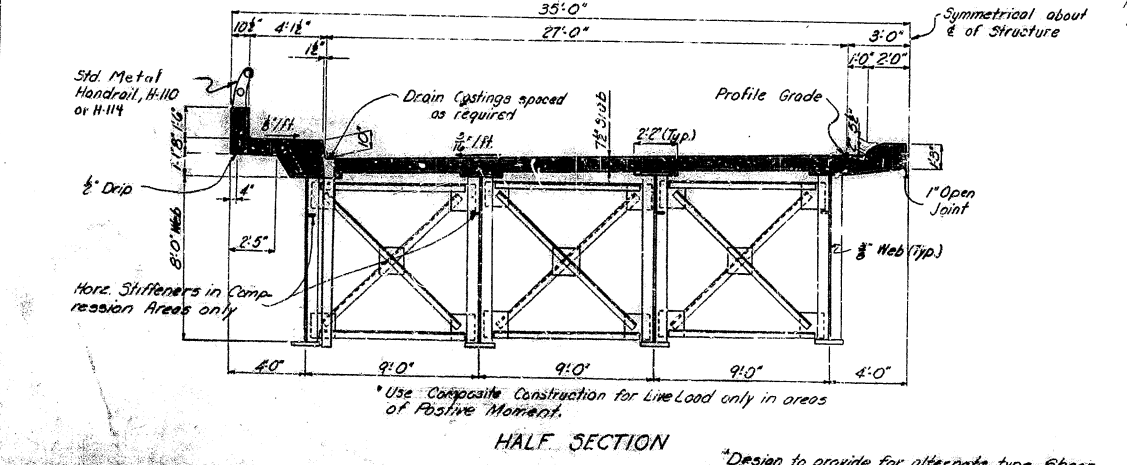
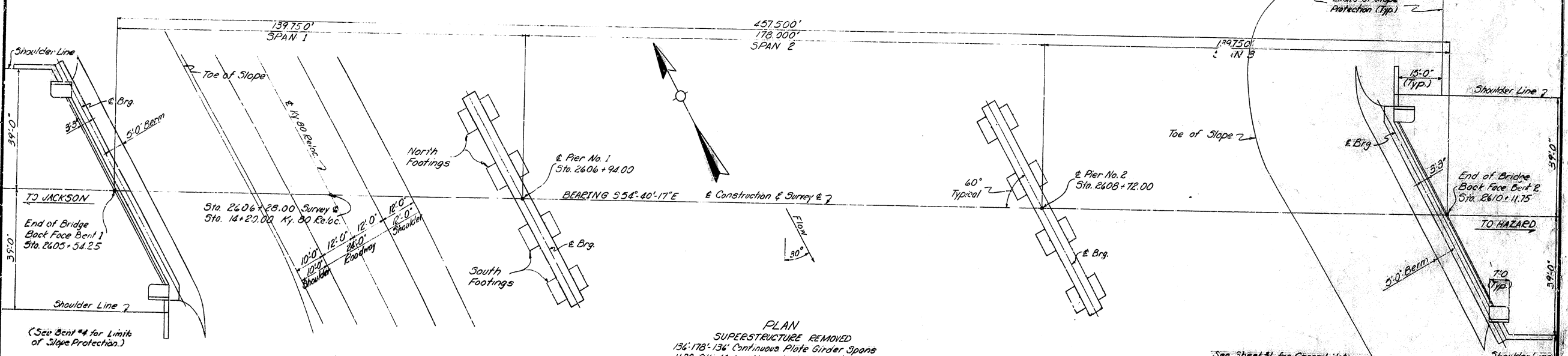
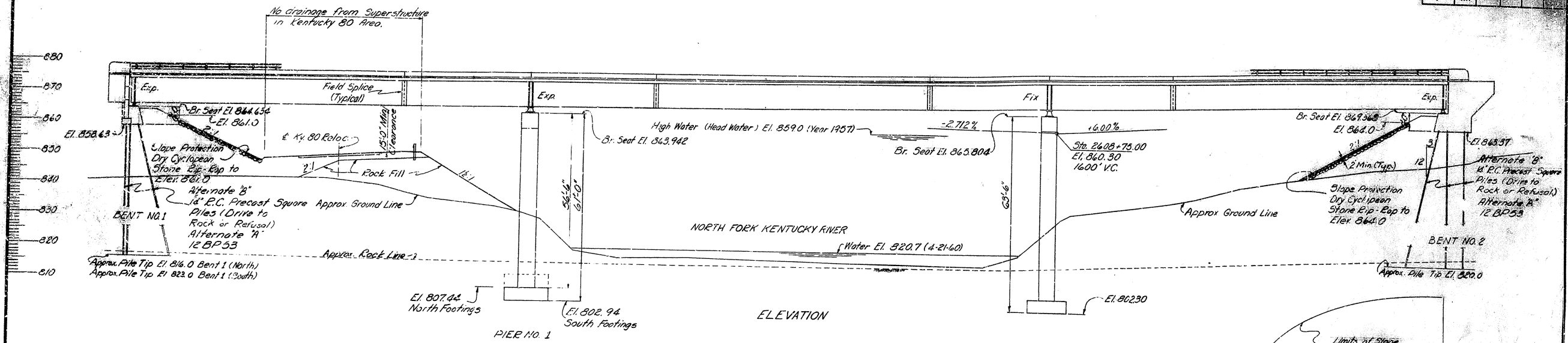
REFERENCES:
H 110 OR H114
P 2
P 17
SPECIAL PROVISIONS
(Protective coating)

COMBS
BRIDGE OVER N. FK. KY. RIVER @ KY. DO. SHEET 1 OF 13

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TRANSFERRED
COUNTY OF
PERRY
CAMPTON - HAZARD
ROAD

STATION 2007+65 PROJECT NO. SPY-125
BRIDGE NUMBER EK 12-1-2 SECTION NO. 12
DATE 10/20/64

FED. ROAD DIST.	STATE	PROJ. NO.	SECTION NO.	SHEET NO.
7	KY.			



PLAN
 SUPERSTRUCTURE REMOVED
 134'-178'-136" Continuous Plate Girder Spans
 H-20-516-44 Loading with Military Alternate
 2-28' Roadways, 4' Median, 2-4' Walks
 78' Shoulders & Bridge, 2-1' Fill Slopes
 30° Skew Left

Foundation Pressure - 12 Tons / 59 Ft. (Group 1 Loading) on Sandstone

BRIDGE OVER NORTH FORK KENTUCKY RIVER & KENTUCKY 80 SHEET 2 OF 19

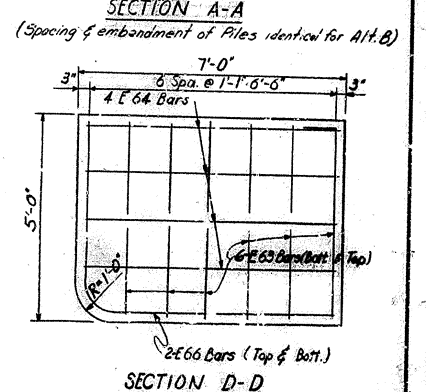
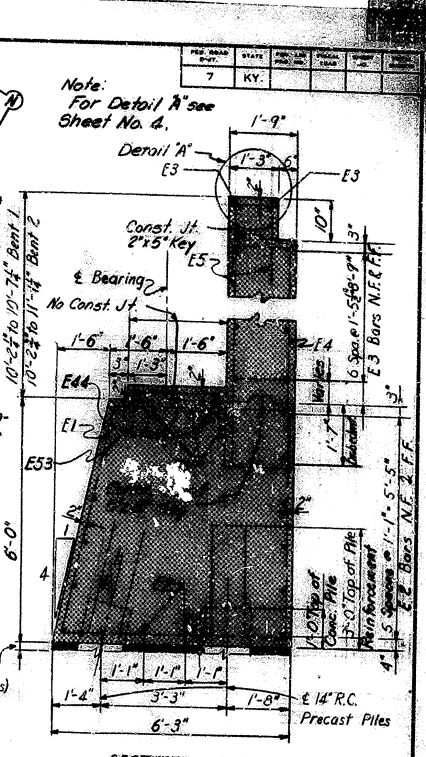
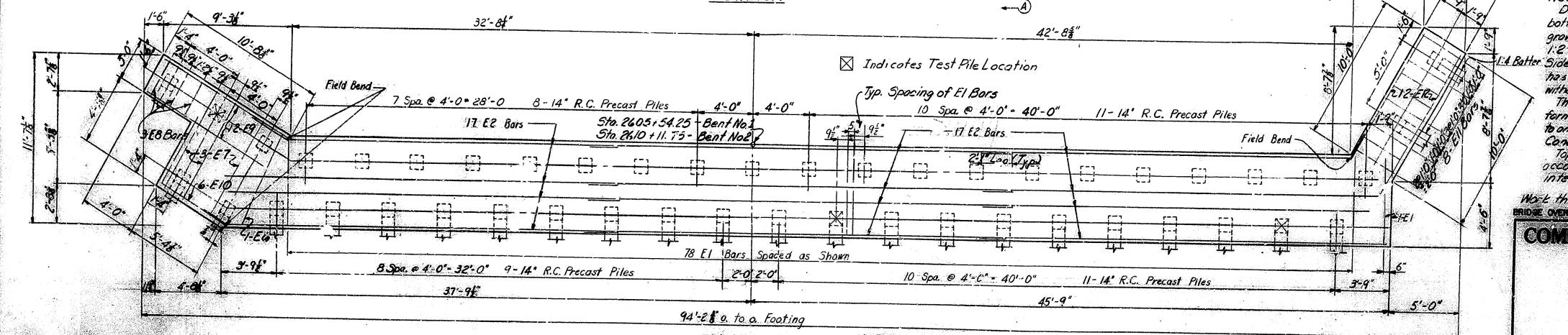
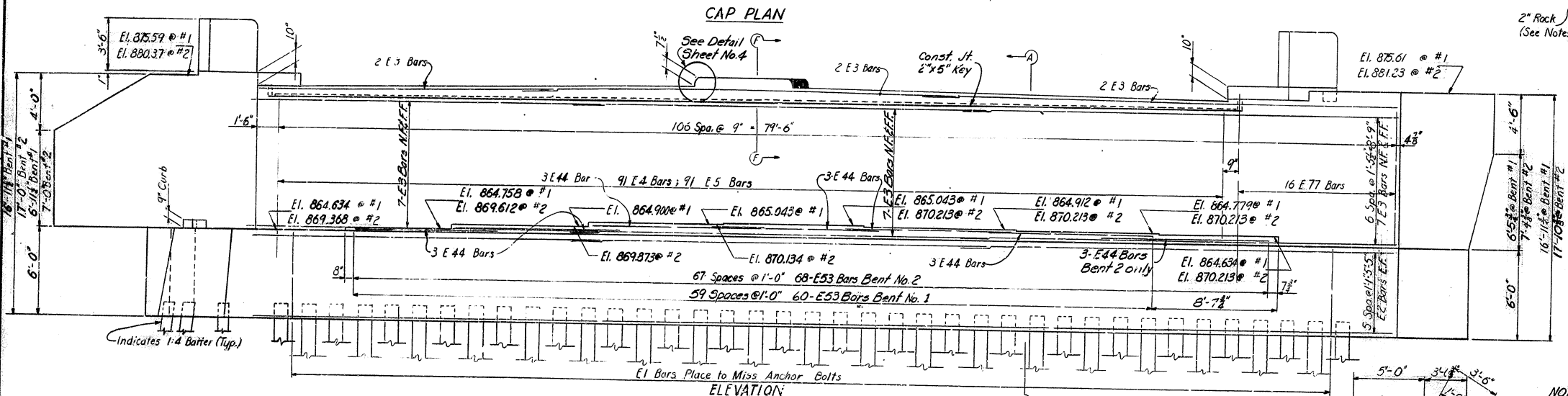
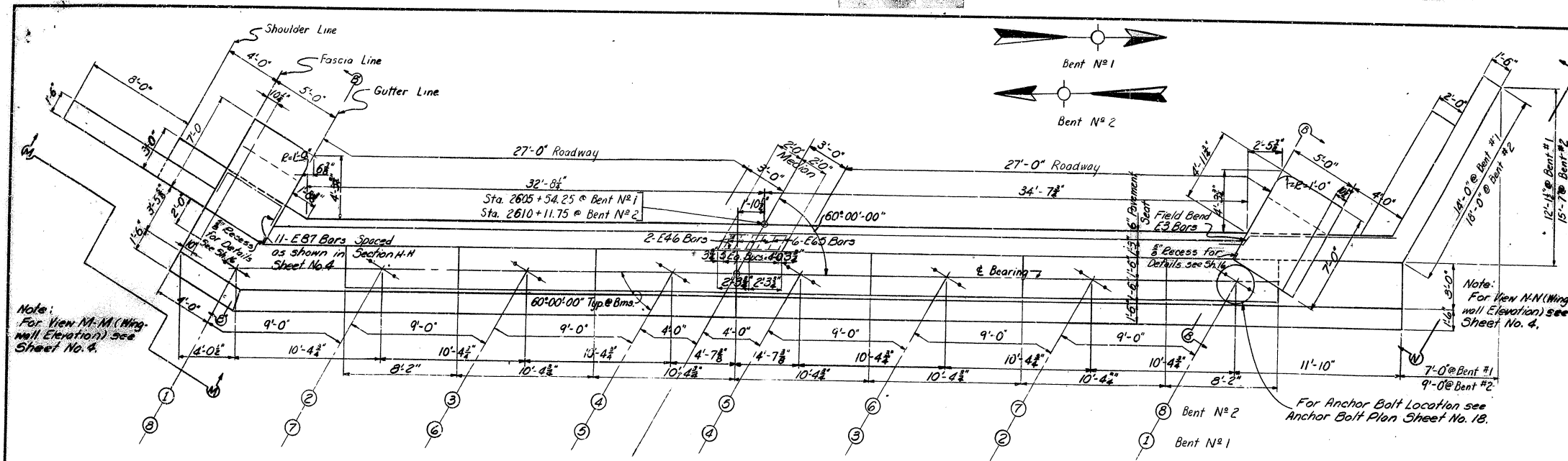
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF PERRY

CAMPTON - HAZARD
 ROAD

STATION 2607+83 PROJECT NO. SP 97-162
 BRIDGE NUMBER EK 12-1-2 SECTION NO. 12

LAYOUT

Design to provide for alternate type Shear Connectors (1/2" x 4" Studs, 4-1/2" x 4" x 4" Spiral)



NOTES:
 Dress subgrade to 2" below plan elevation for bottom of cap. Add a 2" layer of 1/2" crushed stone or gravel and tamp this layer into the subgrade. Place 1:2 cement mortar up to the bottom of cap elevation. Side forms for cap may be placed as soon as mortar has set a sufficient time to support form & forms without being disturbed. This method is to be used instead of bottom of cap forms and the cost of this work shall be incidental to and shall be included in the unit price bid for Concrete, Class "A". Top of cap bars are to be accurately located in accordance with the plans so that they do not interfere with drilling of anchor bolt holes.

Work this Sheet with Sheet No. 4
 BRIDGE OVER NORTH FORK KENTUCKY RIVER - KENTUCKY 80 - 34123-002

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 PREPARED BY
 COUNTY OF PERRY

CAMPTON - HAZARD
 ROAD

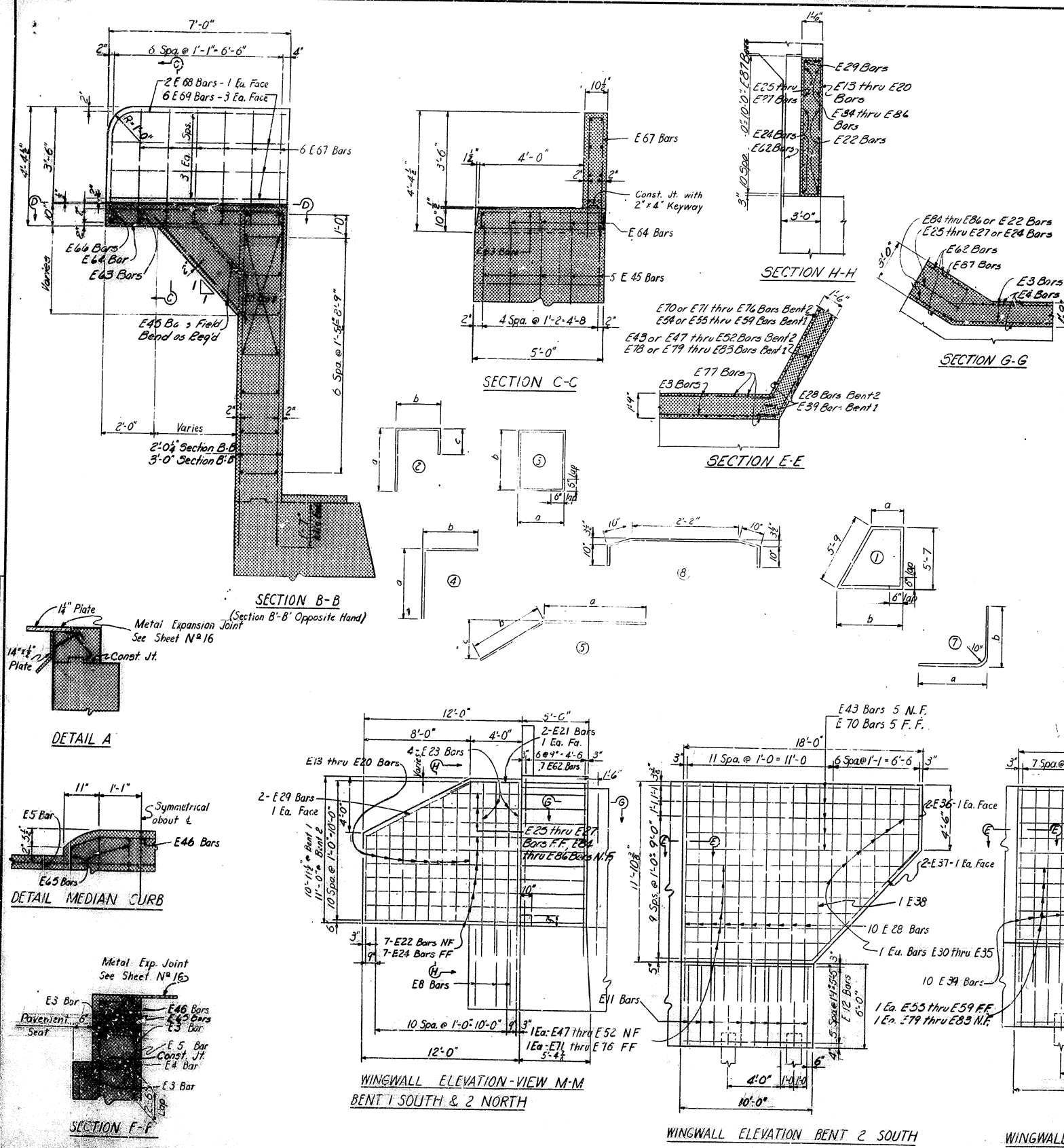
STATION 2527+83 PERMIT NO. SP 97-12
 BRIDGE NUMBER EK 12-1-2 SECTION NO. 12
 DRAWING NO. 15204

NOTES:
 Do not backfill above bridge seat until superstructure is in place. See Sheet No. 4 for Bill of Reinforcement & Estimate of Quantities. 14" R.C. Precast Piles are to be driven to elevation and dry capacity shown on Sh. No. 2. For Sections E-F & B, Detail A, Median, Detail I and Location of Section D-D see Sh. No. 4.

DATE: _____
 BY: _____
 CHECKED BY: _____
 DATE: _____

BENTS 1 & 2

FED. ROAD DIST. STATE PROJ. NO. FISCAL YEAR



BILL OF REINFORCEMENT

Mark's	Size	Type	Number	Length	Location	a			b			c			Mark's	Size	Type	Number	Length	Location	a			b			c		
						Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.							In.	Ft.	In.	Ft.	In.	Ft.	In.		
E1	6	①	79	22	6	4	5	5	7				E43	4	⑤	5	19	4	Wingwall	1	7	1	8	1	16				
E2	5	Str.	51	51	30	0							E44	5	Str.	18	21	12	0	Risers									
E3	4	Str.	49	48	29	0							E45	5	Str.	10	10	3	0	Sidewalk									
E4	6	②	91	91	24	6							E46	4	⑧	2	2	6	6	Median									
E5	5	②	91	91	4	9							E47	4	⑤	1	12	7	Wingwall	10	11	1	8	1	16				
E6	6	①	1	24	3								E48	4	⑤	1	13	8		12	0	1	8	1	16				
E7	6	①	3	3	25	7							E49	4	⑤	1	14	9		13	1	1	8	1	16				
E8	6	⑤	3	3	11	1							E50	4	⑤	1	15	10		14	2	1	8	1	16				
E9	5	Str.	12	12	10	4							E51	4	⑤	1	16	11		15	3	1	8	1	16				
E10	5	②	6	6	10	0							E52	4	⑤	1	18	0		16	4	1	8	1	16				
E11	6	⑤	8	8	18	1							E53	5	②	60	68	5	8	Risers	1	6	2	5	1	16			
E12	5	Str.	12	12	12	0							E54	6	⑤	5	16	3	Wingwall	12	9	2	6	2	2				
E13	6	②	1	1	16	11							E55	6	⑤	1	12	1		9	7	2	6	2	2				
E14	3	③	1	1	17	11							E56	6	⑤	1	12	10		10	4	2	6	2	2				
E15	6	⑤	1	1	19	11							E57	6	⑤	1	13	6		11	0	2	6	2	2				
E16	6	⑤	1	1	19	11							E58	6	⑤	1	14	7		11	7	2	6	2	2				
E17	6	⑤	1	1	20	11							E59	6	⑤	1	14	8		12	2	6	2	2					
E18	6	⑤	1	1	21	11							E60	7	⑤	2	17	2		9	8	7	8	4	2				
E19	6	⑤	1	1	22	11							E61	7	⑤	2	7	3		4	3	3	0	2	1				
E20	6	⑤	1	1	23	11							E62	6	②	7	7	27	4		12	6	2	8	12	1			
E21	7	⑤	2	2	11	9							E63	4	Str.	24	24	4	8	Sidewalk									
E22	4	Str.	7	7	16	8							E64	7	⑤	8	8	14	7	Sidewalk	6	6	0	8					
E23	8	②	4	4	26	4							E65	4	②	6	6	4	5	Median	1	9	1	1	1	9			
E24	6	Str.	7	7	16	8							E66	7	⑦	4	4	11	9	Sidewalk	16	6	4	6					
E25	6	Str.	7	7	14	8							E67	4	⑧	12	12	9	11	Rail	0	6	4	0					
E26	6	Str.	1	1	12	8							E68	4	①	4	4	10	6		4	0	6	8					
E27	6	Str.	1	1	10	8							E69	4	Str.	12	12	6	8										
E28	8	②	10	10	27	8							E70	6	⑤	5	19	0	Wingwall	16	6	2	6	2	2				
E29	7	⑤	2	2	15	2							E71	6	⑤	1	12	6		10	0	2	6	2	2				
E30	6	⑤	1	1	23	1							E72	6	⑤	1	13	7		11	7	2	6	2	2				
E31	6	⑤	1	1	21	3							E73	6	⑤	1	14	8		12	2	6	2	2					
E32	6	⑤	1	1	19	5							E74	6	⑤	1	15	9		13	3	2	6	2	2				
E33	6	⑤	1	1	17	7							E75	6	⑤	1	16	10		14	4	2	6	2	2				
E34	6	⑤	1	1	15	9							E76	6	⑤	1	17	11		15	5	2	6	2	2				
E35	6	⑤	1	1	13	11							E77	6	②	16	16	27	10	Backwall	13	3	1	5	13	9			
E36	7	⑤	2	2	7	2							E78	2	⑤	5	15	2	Wingwall	13	6	1	8	7	2				
E37	7	⑤	2	2	20	3							E79	4	⑤	1	12	0		10	4	1	8	7	2				
E38	6	⑤	1	1	25	2							E80	4	⑤	1	12	8		11	0	1	8	7	2				
E39	7	②	10	10	26	5							E81	4	⑤	1	13	5		11	9	1	8	7	2				
E40	6	⑤	1	1	22	5							E82	4	⑤	1	14	2		12	6	1	8	7	2				
E41	6	⑤	1	1	18	11							E83	4	⑤	1	14	10		13	2	1	8	7	2				
E42	6	⑤	1	1	15	5							E84	4	Str.	1	1	14	8										
													E85	4	Str.	1	1	12	8										
													E86	4	Str.	1	1	10	8										
													E87	4	②	11	11	8	1	Backwall	1	9	4	8	1	9			

ESTIMATE OF QUANTITIES BENTS 1 AND 2
BENT 1 BENT 2
Concrete Class "A" 1957 Cu. Yds. 2035 Cu. Yds.
Steel Reinforcement 13,948 Pounds 16,414 Pounds
*2.4 Cu. Yds. deducted for piles embedded 1'-0" into Concrete.

NOTES:
For location of Sections B-B, F-F, Detail A & Median Detail see Sh. No. 3.
For Section D-D see Sheet No. 3.
For Additional Notes see Sheet No. 3.

Work this Sheet with Sheet No. 3.
BRIDGE OVER NORTH FORK KENTUCKY RIVER IN KENTUCKY 80 SHEET 4 OF 13

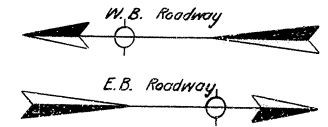
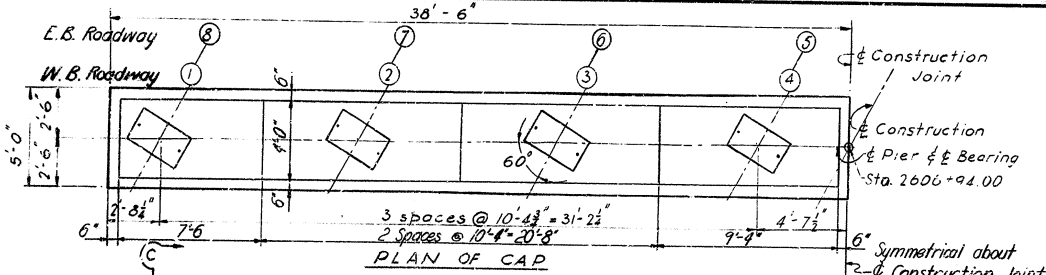
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
PERRY

CAMPTON - HAZARD
ROAD

STATION 2602183	PROJECT NO. SP 97-162
BRIDGE NUMBER EK 12-1-2	SECTION NO. 12
NO. 15204	

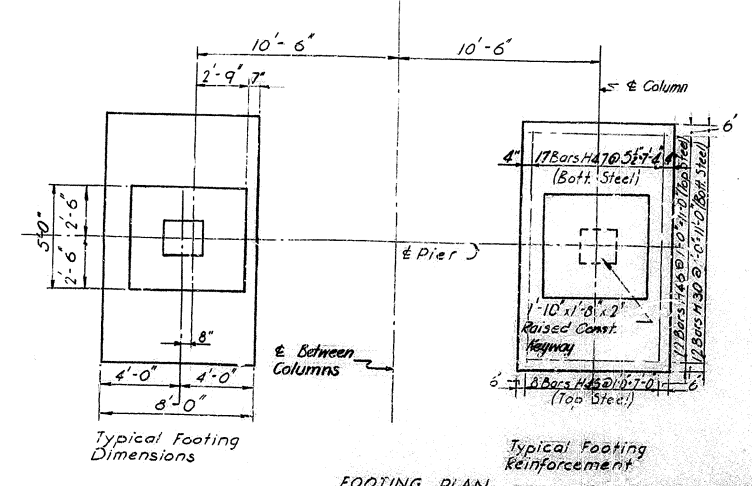
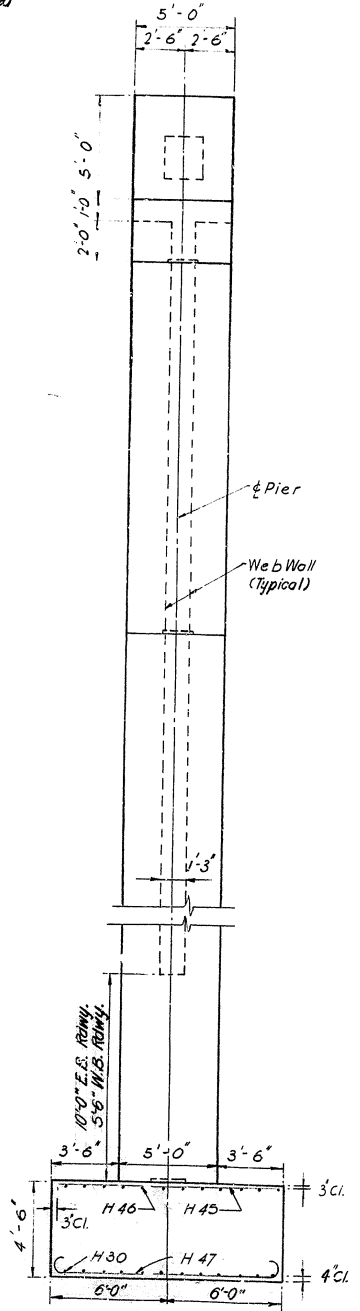
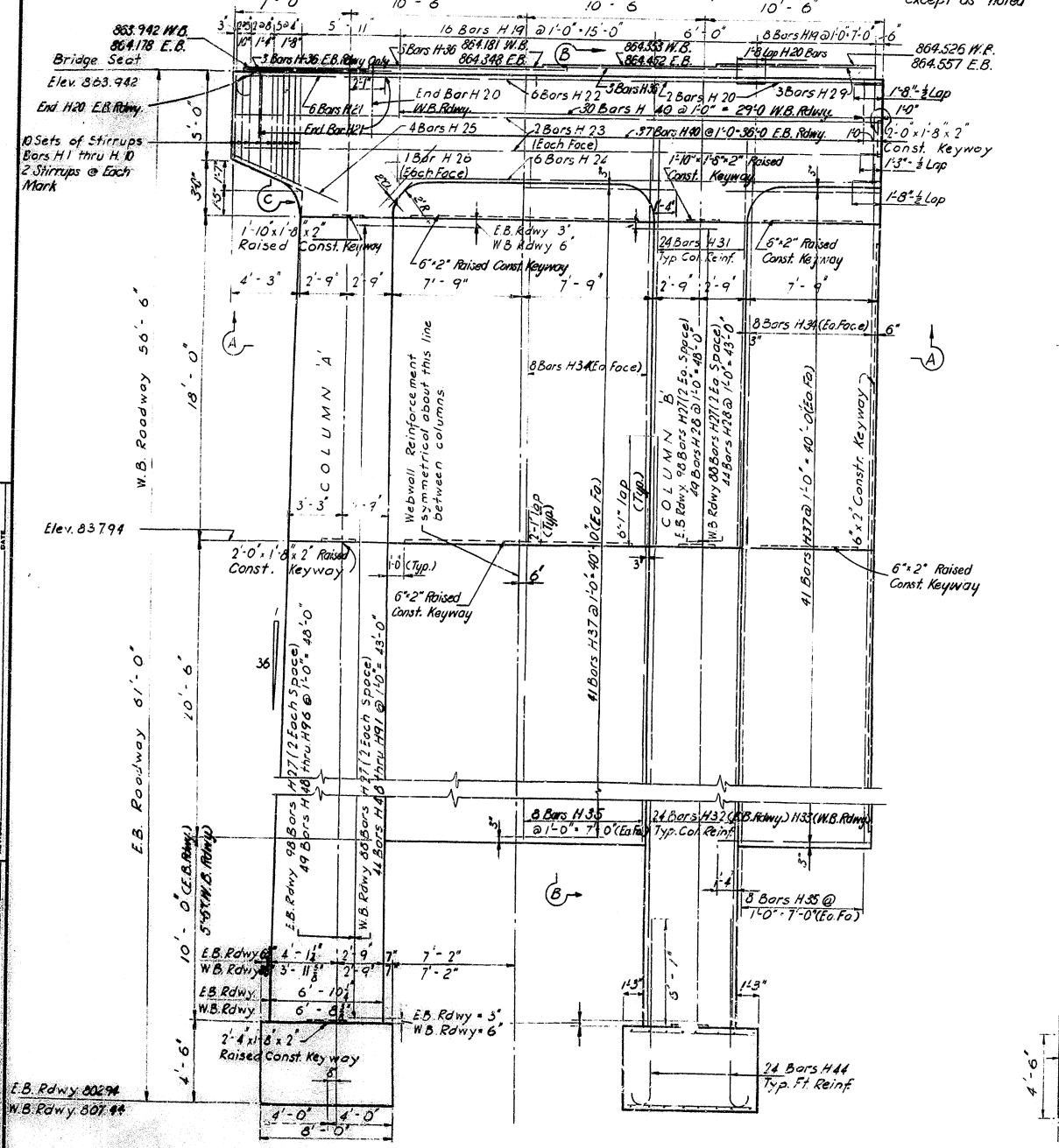
BENTS 1 & 2

FEEL. PLAN	DATE	BY	CHKD.	APPROV.
7				



NOTES

Forms under web wall shall be of sufficient strength and rigidity to support the full weight of web wall without appreciable deformation or settlement.
 For Anchor Bolt location see Sheet No 18
 For Bill of Materials see Sheet No 7
 Top cap bars are to be accurately located in accordance with the plans so that they do not interfere with drilling anchor bolt holes.
 Maximum Floating Pressure Group I Loads = 13,500 lbs/sqft : Group II Loads = 18,500 lbs/sqft.

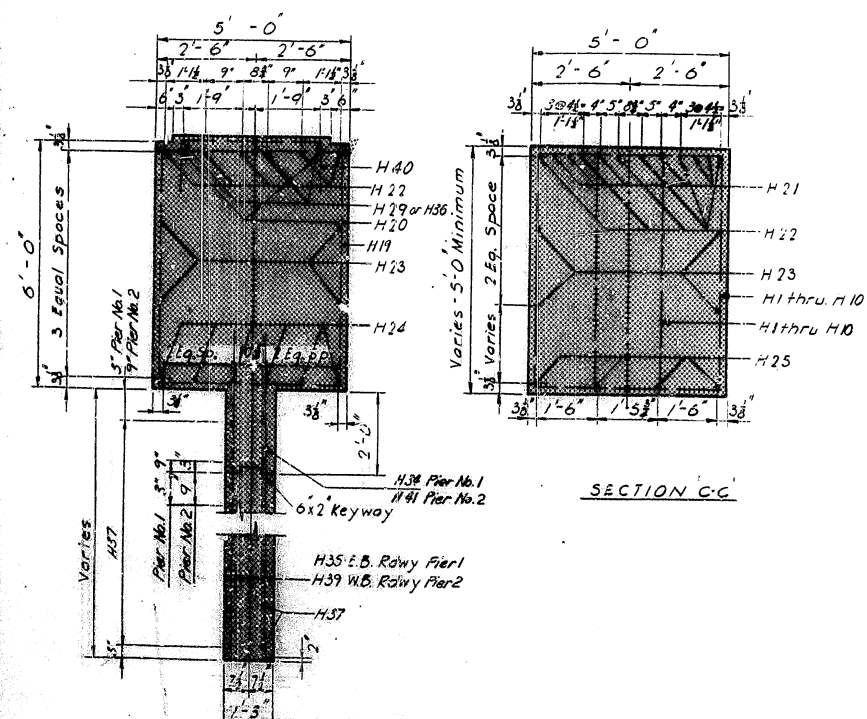
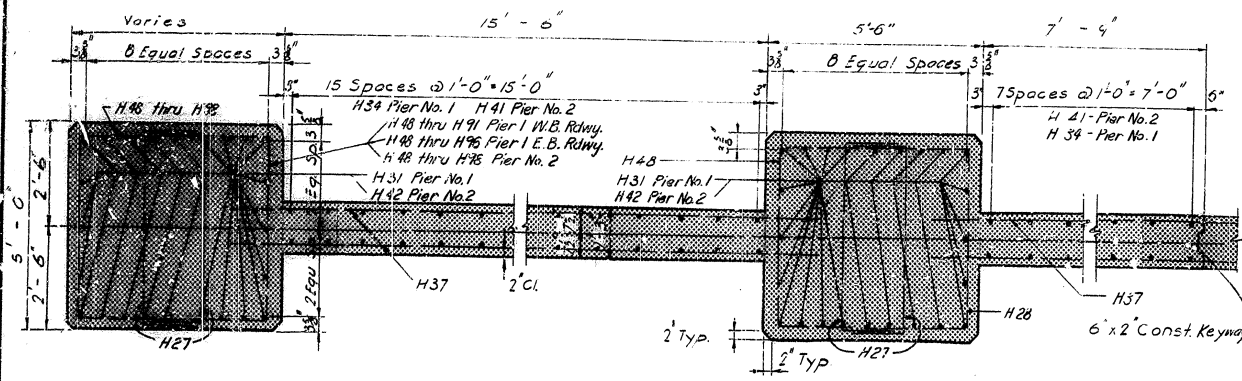
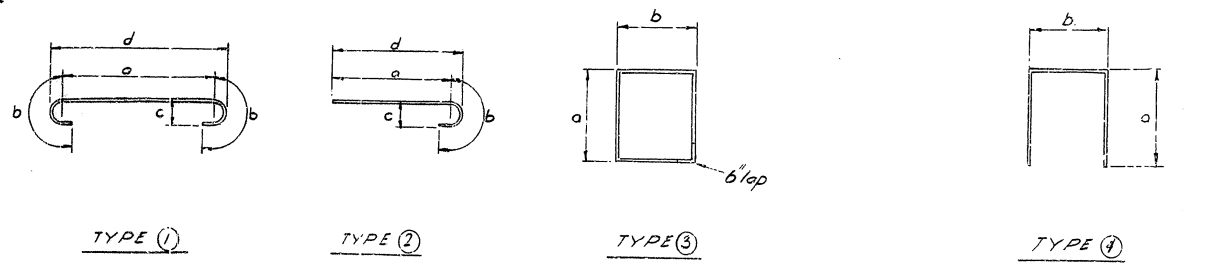


COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF PERRY

CAMPTON - HAZARD
 STATION 2807+87 PROJECT NO. SP 97-162
 BRIDGE NUMBER ER 12-1-2 SECTION NO. 12

PIER 1

DATE	REVISION



BILL OF REINFORCEMENT															
Mark	Type	Size	Number		Length	Location	a				d				
			Pier1	Pier2			Ft.	In.	Ft.	In.	Ft.	In.			
H1	⊙	5	4	4	16	8	Cap	4	9	3	2				
H2	⊙	5	4	4	16	11	Cap	4	11	3	2				
H3	⊙	5	4	4	17	3	Cap	5	0	3	2				
H4	⊙	5	4	4	17	9	Cap	5	3	3	2				
H5	⊙	5	4	4	18	3	Cap	5	6	3	2				
H6	⊙	5	4	4	18	6	Cap	5	8	3	2				
H7	⊙	5	4	4	18	9	Cap	5	9	3	2				
H8	⊙	5	4	4	19	0	Cap	5	11	3	2				
H9	⊙	5	4	4	19	3	Cap	6	0	3	2				
H10	⊙	5	4	4	19	6	Cap	6	2	3	2				
H11															
H12															
H13															
H14															
H15															
H16															
H17															
H18															
H19	⊙	5	4	4	21	5	Cap	5	8	4	8				
H20	Str	4	4	4	35	0	Cap								
H21	⊙	8	12	12	9	11	Cap	8	5	1	6	0	10	8	10
H22	⊙	8	12	12	41	0	Cap	39	6	1	6	0	10	39	11
H23	Str	6	8	8	39	6	Cap								
H24	Str	8	12	12	30	0	Cap								
H25	Str	8	8	8	7	0	Cap								
H26	Str	6	12	12	5	0	Cap								
H27	⊙	4	372	408	7	10	Column	1	8	4	7				
H28	⊙	4	93	102	20	2	Column	5	1	4	7				
H29	Str	5	6	6	9	0	Riser								
H30	Str	6	48	48	7	0	Footing								
H31	Str	11	96	22	3	Column									
H32	Str	11	48	36	8	Column									
H33	Str	11	48	36	3	Column									
H34	Str	5	96	2	4	Web Wall									
H35	Str	5	96	22	6	Web Wall									
H36	Str	5	15	15	10	5	Pier								
H37	Str	5	246	258	18	3	Web Wall								
H38	Str	11	96	37	3	Column									
H39	Str	5	96	23	0	Web Wall									
H40	⊙	5	67	67	7	1	Riser	1	9	3	8				
H41	Str	5	96	24	6	Web Wall									
H42	Str	11	96	24	3	Column									
H43	⊙	7	64	13	3	Footing	10	11	1	2	0	7	11	6	
H44	⊙	11	96	11	5	Footing	9	8	2	0	1	13	10	3	
H45	Str	4	32	32	11	6	Footing								
H46	Str	4	48	48	7	6	Footing								
H47	⊙	6	68	13	0	Footing	11	0	1	0	0	6	11	6	
H48	⊙	4	2	2	20	2	Column	5	14	4	7				
H49	⊙	4	2	2	20	3	Column	5	18	4	7				
H50	⊙	4	2	2	20	4	Column	5	22	4	7				
H51	⊙	4	2	2	20	4	Column	5	24	4	7				
H52	⊙	4	2	2	20	5	Column	5	28	4	7				

BILL OF REINFORCEMENT															
Mark	Type	Size	Number		Length	Location	a				d				
			Pier1	Pier2			Ft.	In.	Ft.	In.	Ft.	In.			
H53	⊙	4	2	2	20	6	Column	5	3	4	7				
H54	⊙	4	2	2	20	6	Column	5	3	4	7				
H55	⊙	4	2	2	20	7	Column	5	3	4	7				
H56	⊙	4	2	2	20	8	Column	5	3	4	7				
H57	⊙	4	2	2	20	8	Column	5	3	4	7				
H58	⊙	4	2	2	20	9	Column	5	3	4	7				
H59	⊙	4	2	2	20	10	Column	5	5	4	7				
H60	⊙	4	2	2	20	10	Column	5	5	4	7				
H61	⊙	4	2	2	20	11	Column	5	5	4	7				
H62	⊙	4	2	2	21	0	Column	5	6	4	7				
H63	⊙	4	2	2	21	0	Column	5	6	4	7				
H64	⊙	4	2	2	21	1	Column	5	6	4	7				
H65	⊙	4	2	2	21	2	Column	5	7	4	7				
H66	⊙	4	2	2	21	2	Column	5	7	4	7				
H67	⊙	4	2	2	21	3	Column	5	7	4	7				
H68	⊙	4	2	2	21	4	Column	5	8	4	7				
H69	⊙	4	2	2	21	4	Column	5	8	4	7				
H70	⊙	4	2	2	21	5	Column	5	8	4	7				
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H73	⊙	4	2	2	21	7	Column	5	9	4	7				
H74	⊙	4	2	2	21	8	Column	5	10	4	7				
H75	⊙	4	2	2	21	3	Column	5	10	4	7				
H76	⊙	4	2	2	21	7	Column	5	10	4	7				
H77	⊙	4	2	2	21	10	Column	5	11	4	7				
H78	⊙	4	2	2	21	10	Column	5	11	4	7				
H79	⊙	4	2	2	21	11	Column	5	11	4	7				
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H81	⊙	4	2	2	22	0	Column	6	0	4	7				
H82	⊙	4	2	2	22	1	Column	6	0	4	7				
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H84	⊙	4	2	2	22	2	Column	6	1	4	7				
H85	⊙	4	2	2	22	3	Column	6	1	4	7				
H86	⊙	4	2	2	22	4	Column	6	2	4	7				
H87	⊙	4	2	2	22	4	Column	6	2	4	7				
H88	⊙	4	2	2	22	5	Column	6	2	4	7				
H89	⊙	4	2	2	22	6	Column	6	3	4	7				
H90	⊙	4	2	2	22	6	Column	6	3	4	7				
H91	⊙	4	2	2	22	7	Column	6	3	4	7				
H92	⊙	4	1	2	22	8	Column	6	4	4	7				
H93	⊙	4	1	2	22	8	Column	6	4	4	7				
H94	⊙	4	1	2	22	9	Column	6	4	4	7				
H95	⊙	4	1	2	22	10	Column	6	5	4	7				
H96	⊙	4	1	2	22	10	Column	6	5	4	7				
H97	⊙	4	2	2	22	11	Column	6	5	4	7				
H98	⊙	4	2	2	23	0	Column	6	6	4	7				

ESTIMATE OF QUANTITIES PIER 1

Concrete Class 'A'	449.0 Cu.Yds.
Steel Reinforcement	56,780 Lbs.

Work this sheet with sheets 5 & 6

ESTIMATE OF QUANTITIES PIER 2

Concrete Class 'A'	478.5 Cu.Yds.
Steel Reinforcement	60,671 Lbs.

BRIDGE OVER NORTH FORK KENTUCKY RIVER & KENTUCKY RD. SHEET 7 OF 7

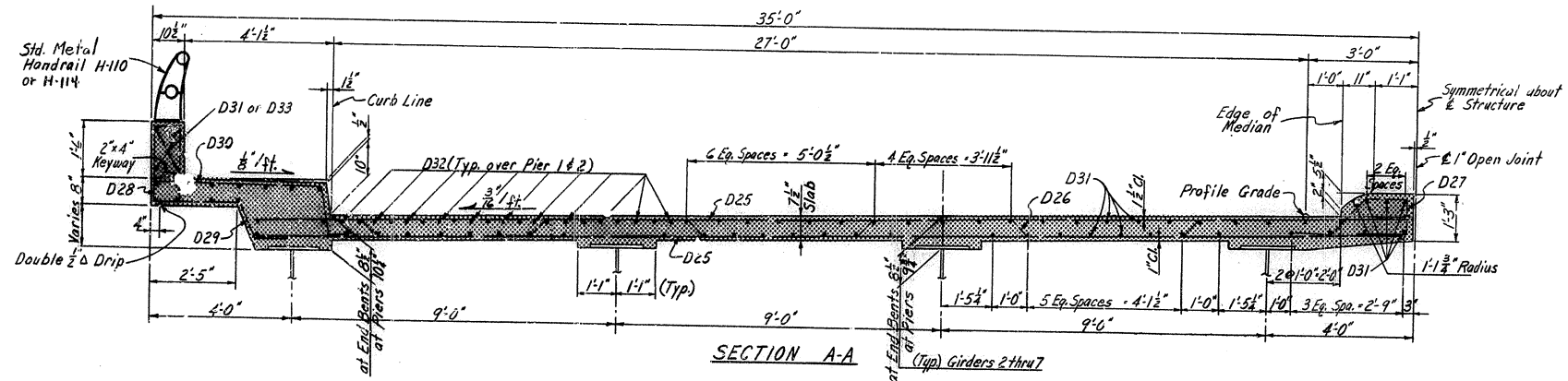
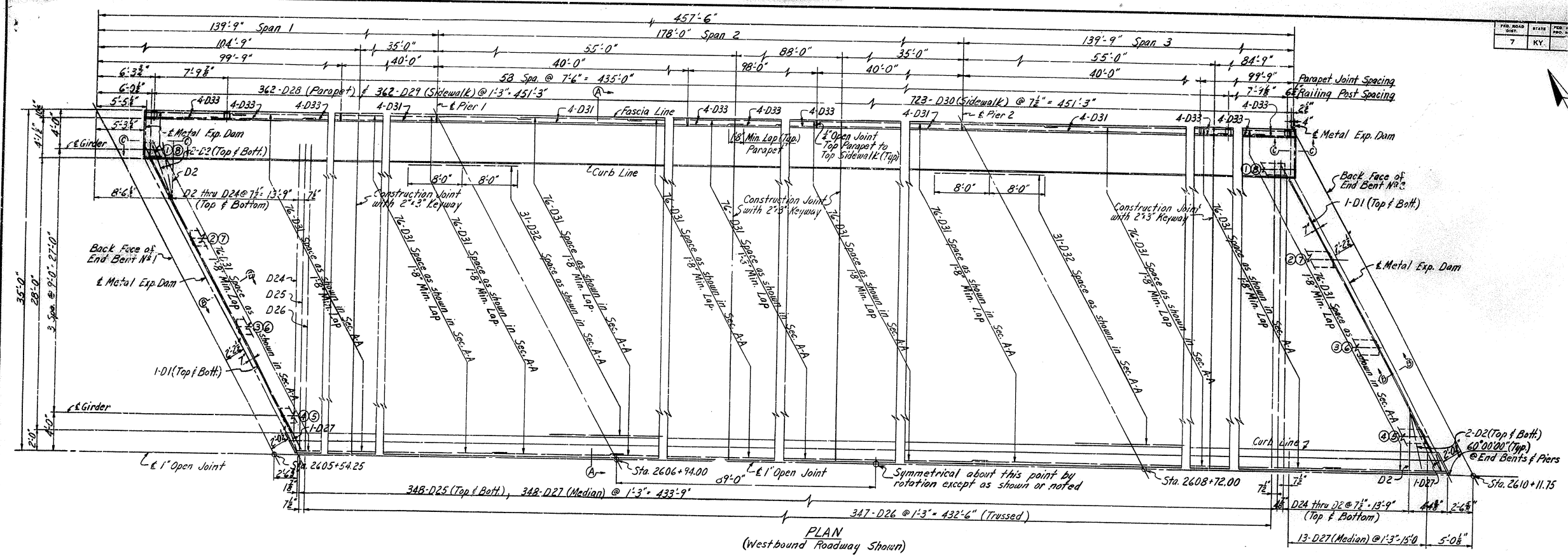
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
PERRY

CAMPTON - HAZARD
ROAD

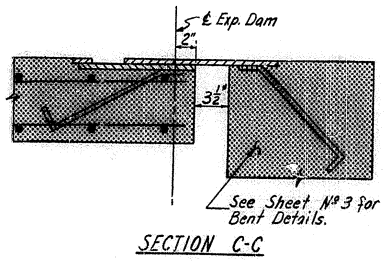
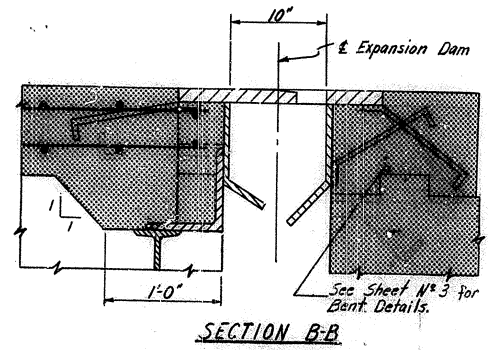
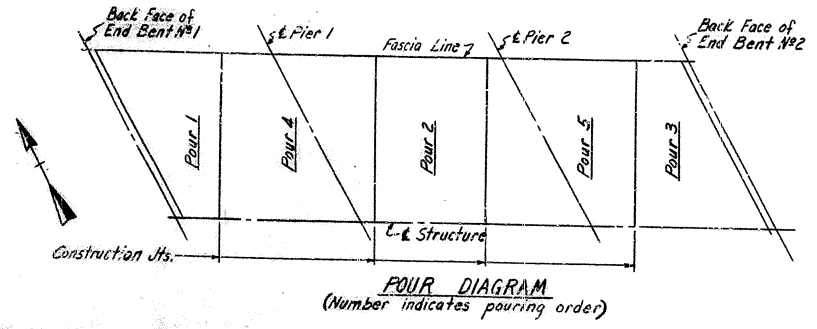
PIERS 1 & 2

STATION 2807+83	PROJECT NO. SP 97-15
BRIDGE NUMBER EK 12-1-2	SECTION NO. 12
	DRAWING NO. 15204

PRO. NO.	STATE	PRO. DIST.	PROJECT	SECTION	SHEET
7	KY.				



NOTES
For details of Metal Exp. Dams see Sheet No. 16.
For reinforcement details see Sheet No. 9.
For Quantities see Sheet No. 9.
For Drainage details see Sheet No. 9.
No Camber, see Sheet No. 10 for Construction Elevations.



SUPERSTRUCTURE

BRIDGE OVER NORTH FORK KENTUCKY RIVER & KENTUCKY RD. SHEET 2 OF 13

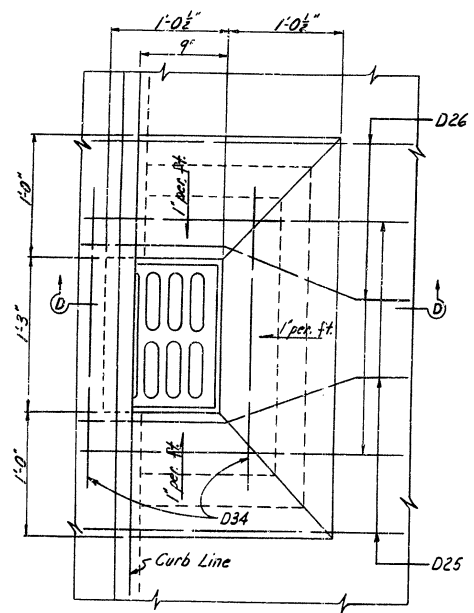
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
TANKERSPORT COUNTY OF PERRY

CAMPTON - HAZARD
ROAD

STATION 2607 + 83 PROJECT NO. SP 97-162

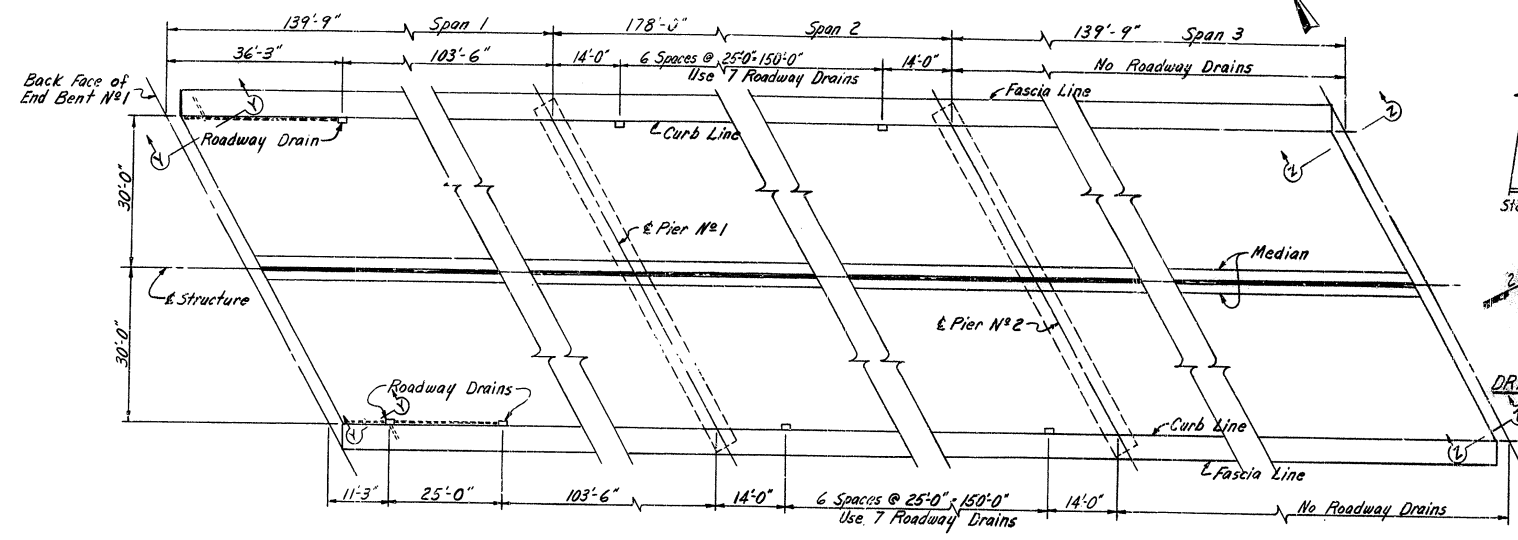
BRIDGE NUMBER EK 12-1-2	SECTION NO. 12	DATE 15204
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DESIGNED BY: E.A.G. DATE: _____
CHECKED BY: J.W.I. DATE: _____
REVISIONS: _____

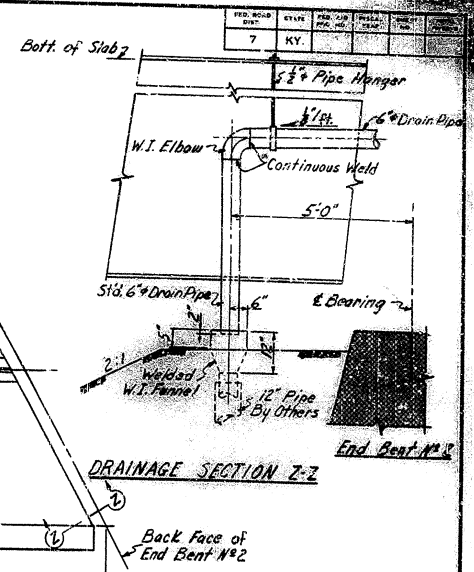


Note:
Bend reinforcement as
necessary to install
drain casting

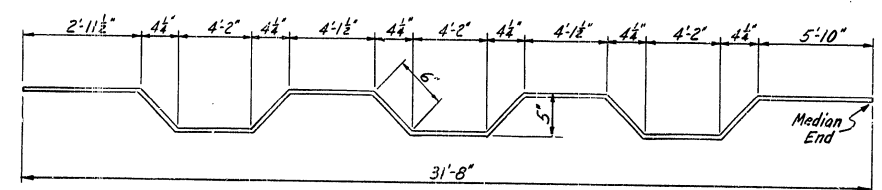
PLAN OF ROADWAY DRAIN



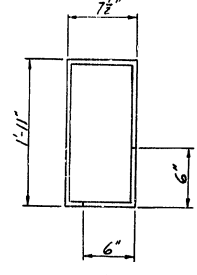
LOCATION OF ROADWAY DRAINS



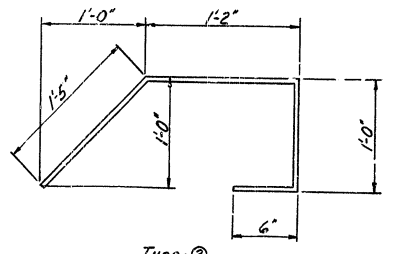
DRAINAGE SECTION Z-Z



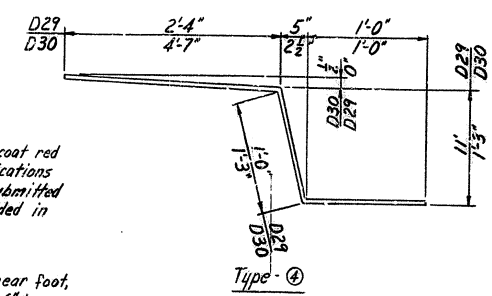
Type ①



Type ③

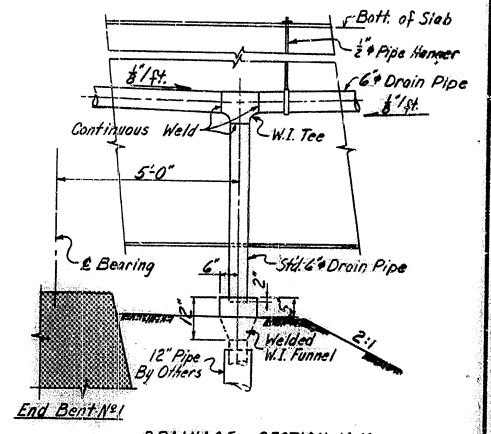


Type ②

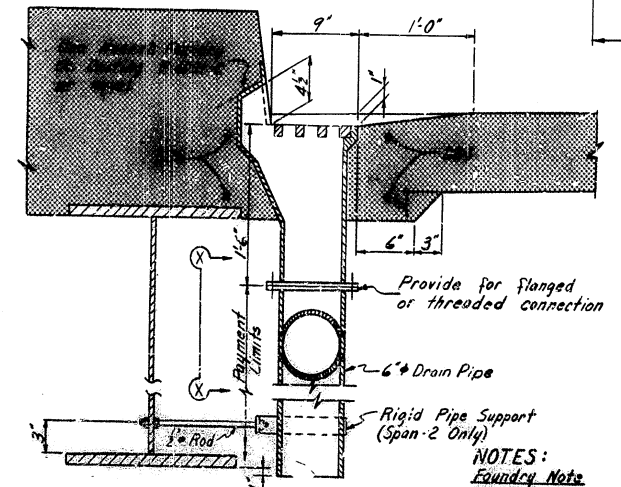


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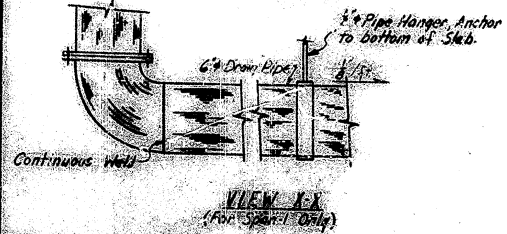
SUPERSTRUCTURE BILL OF REINFORCEMENT						
Mark	Type	Size	No.	Length ft. in.	Location	
D1	Str.	6	8	36 8	Slab @ Ends	
D2	Str.	6	24	6 2	Trans-Slab	
D3	Str.	6	8	7 3	Trans-Slab	
D4	Str.	6	8	8 4	Trans-Slab	
D5	Str.	6	8	9 5	Trans-Slab	
D6	Str.	6	8	10 6	Trans-Slab	
D7	Str.	6	8	11 7	Trans-Slab	
D8	Str.	6	8	12 8	Trans-Slab	
D9	Str.	6	8	13 9	Trans-Slab	
D10	Str.	6	8	14 10	Trans-Slab	
D11	Str.	6	8	15 11	Trans-Slab	
D12	Str.	6	8	17 0	Trans-Slab	
D13	Str.	6	8	18 1	Trans-Slab	
D14	Str.	6	8	19 2	Trans-Slab	
D15	Str.	6	8	20 3	Trans-Slab	
D16	Str.	6	8	21 4	Trans-Slab	
D17	Str.	6	8	22 5	Trans-Slab	
D18	Str.	6	8	23 6	Trans-Slab	
D19	Str.	6	8	24 7	Trans-Slab	
D20	Str.	6	8	25 8	Trans-Slab	
D21	Str.	6	8	26 9	Trans-Slab	
D22	Str.	6	8	27 10	Trans-Slab	
D23	Str.	6	8	28 11	Trans-Slab	
D24	Str.	6	8	30 7	Trans-Slab	
D25	Str.	6	1392	31 8	Trans-Slab	
D26	①	6	694	32 7	Trans-Slab	
D27	②	4	726	3 11	Median	
D28	③	4	724	5 10	Parapet	
D29	④	4	724	4 4	Sidewalk	
D30	④	4	1446	6 10	Sidewalk	
D31	Str.	4	1856	39 3	Parapet Slab	
D32	Str.	6	124	16 0	Over Piers	
D33	Str.	4	72	34 0	Long Parapet	
D34	Str.	4	68	2 6	④ Paving Drains	



DRAINAGE SECTION Y-Y



SECTION D-D



VIEW X-X
(For Span 1 Only)

NOTES:
Foundry Note
Drains to be gray iron castings ASTM-A48-56 except that tensile and transverse tests are not required. Cast Iron Drains shall be painted inside and outside with one (1) coat red lead paint and one (1) coat aluminum paint according to specifications Form T-521 report of field inspection of castings is to be submitted to the laboratory. Payment for Drain Castings will be included in lump sum bid price of Structural Steel.
6" Drain Pipe
Drain Pipe is to be 6" Standard Weight, 19.0 lb. per linear foot, in accordance with ASTM-A72. Continuous Weld Pipe is to be 6" Standard Weight, containing a minimum of .75% Copper and 1.5% Nickel and having a minimum tensile strength of 50,000 psi. Pipe Fittings, and Connections, complete and in place are to be included in the unit bid price for Drain Pipe. Pipe and all fittings are to be given one coat of red lead paint and two coats of aluminum paint.

ESTIMATE OF QUANTITIES

Concrete - Class A	922.6 Cu. Yd.
Steel Reinforcement	172,575 Lbs.
Metal Handrail	905.0 Lin. Ft.
6" Drain Pipe	203.0 Lin. Ft.
Protective Coating	3812 Sq. Yds.

BRIDGE OVER NORTH FORK KENTUCKY RIVER & KENTUCKY 50 SHEET 9 OF 11

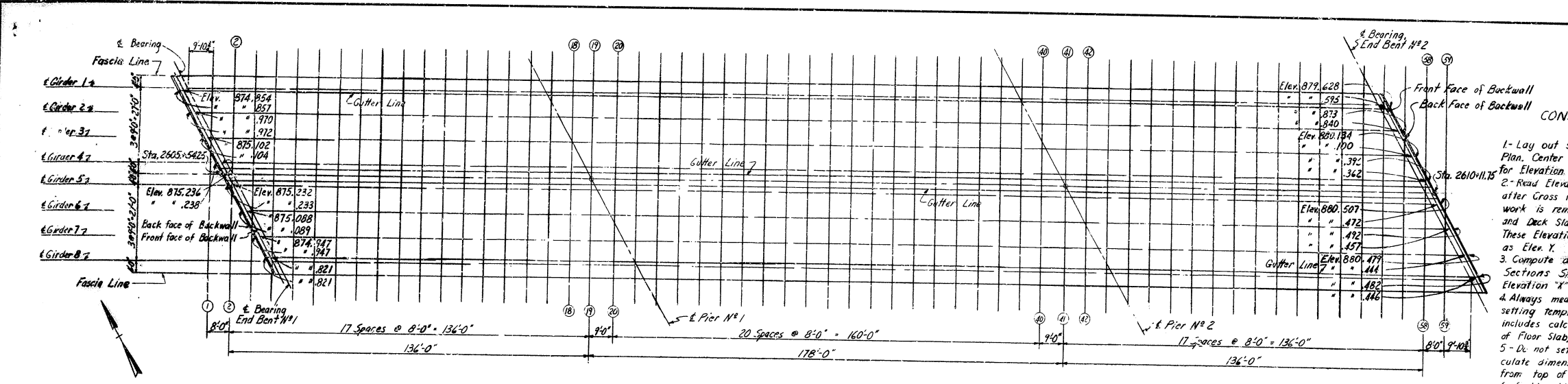
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANCIS PICKENS
COUNTY OF PERRY

CAMPTON - HAZARD
ROAD

STATION 2907 + 83 PROJECT NO. SP 97-162

BRIDGE NUMBER EK 12-1-2 SECTION NO. 12 DRAWING NO. 15204

SUPERSTRUCTURE



CONSTRUCTION NOTES

- 1-Lay out section (X) to (Y) as shown in Plan. Center punch marks on top of Girders for Elevation Points.
- 2-Read Elevations on top of Girders as erected, after Cross Frames are in place and false work is removed, but before forms are placed and Deck Slab, Walks, Parapets, Etc. are poured. These Elevations are to be entered in the table as Elev. X.
- 3-Compute dimension "Z" as indicated (See Sections Shown Below.) Top of Concrete Elevation "X" minus Elevation "Y" = Dimension "Z".
- 4-Always measure from top of Girder for setting templates (Dimension "Z"). Elevation "X" includes calculated deflections due to weight of Floor Slab, Walks, Parapets, Handrail & Median.
- 5-Do not set templates by Elevation "X". Calculate dimension "Z" as shown and set templates from Top of Girders.
- 6-Gutter Line Elevations ("X" at Gutter) contain the deflections of the adjacent Girder as shown in sketch. "Z" will indicate difference in elevation of gutter line and top of Girder.

SECTION	GIRDER 8			GIRDER 7			GIRDER 6			GIRDER 5			GIRDER 4			GIRDER 3			GIRDER 2			GIRDER 1			SECTION
	X@Gutter	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X	Y	Z	X@Gutter	Y	Z	
1																									
2																									
3																									
4				874.955	874.217	0.738	875.089	874.369	0.720	875.241	874.458	0.783	875.240	874.661	0.776	875.112	874.391	0.721	875.112	874.974	0.743	874.871	874.065	0.806	1
5	874.845	874.075	0.770	918	218	0.700	109	352	0.755	270	471	0.777	264	472	0.792	127	310	0.737	874.948	229	0.769	906	069	0.839	2
6	878	0.078	0.800	875.001	874.275	0.726	357	0.771	294	471	0.801	305	470	0.815	155	409	0.766	875.009	248	0.761	919	065	0.841	3	
7	911	0.083	0.828	0.084	228	0.794	171	391	0.784	334	522	0.817	344	505	0.821	170	425	0.765	0.021	245	0.776	943	071	0.848	4
8	943	0.085	0.868	0.048	236	0.812	193	409	0.784	360	510	0.820	362	571	0.801	198	437	0.766	0.045	274	0.771	952	067	0.874	5
9	972	0.088	0.874	0.071	255	0.816	213	428	0.785	378	510	0.820	362	571	0.801	198	436	0.752	0.056	282	0.774	960	135	0.885	6
10	874.997	1.04	0.895	0.073	279	0.814	232	424	0.808	394	568	0.810	377	578	0.799	210	480	0.730	0.065	280	0.786	965	164	0.885	7
11	875.024	1.03	0.891	0.114	295	0.819	251	433	0.810	410	571	0.823	390	585	0.805	222	491	0.731	0.076	300	0.774	968	172	0.881	8
12	040	1.47	0.901	0.130	314	0.822	271	439	0.772	424	573	0.817	403	604	0.797	235	509	0.726	0.087	321	0.764	973	172	0.881	9
13	069	1.08	0.901	0.152	326	0.832	290	460	0.830	439	628	0.801	424	641	0.774	250	545	0.705	0.101	321	0.764	981	270	0.711	10
14	089	1.00	0.887	0.179	355	0.824	311	472	0.819	454	638	0.801	424	670	0.779	266	559	0.607	0.116	350	0.668	874.943	285	0.708	12
15	109	1.27	0.872	0.203	370	0.833	334	484	0.710	475	767	0.687	444	793	0.651	286	640	0.666	0.139	380	0.659	875.012	318	0.694	14
16	133	1.73	0.760	0.231	474	0.755	362	615	0.747	501	767	0.706	465	781	0.724	312	671	0.661	0.167	421	0.664	875.012	441	0.591	15
17	157	1.87	0.770	0.263	524	0.739	396	674	0.722	533	790	0.706	495	800	0.653	346	670	0.654	0.203	420	0.583	0.77	487	0.588	16
18	188	1.65	0.763	0.300	555	0.745	436	719	0.717	574	827	0.656	523	762	0.609	385	789	0.597	0.246	453	0.593	0.77	498	0.623	17
19	227	1.78	0.649	0.346	672	0.674	484	835	0.649	624	918	0.656	573	762	0.609	433	807	0.628	0.294	467	0.627	173	467	0.627	18
20	282	1.62	0.658	0.406	723	0.683	546	860	0.684	688	937	0.685	624	789	0.635	486	818	0.668	0.351	480	0.671	173	467	0.627	19
21	330	1.66	0.623	0.465	762	0.703	607	878	0.709	754	918	0.686	642	875.010	0.682	557	780	0.777	0.423	469	0.814	321	437	0.884	20
22	403	1.67	0.706	0.532	805	0.727	678	890	0.884	830	927	0.823	761	874.957	0.802	627	791	0.834	0.496	420	0.876	401	430	0.874	21
23	478	1.73	0.747	0.607	757	0.850	756	859	0.897	875.913	875.804	0.807	875.324	874.990	0.734	782	865	0.878	0.572	421	0.950	485	508	0.977	22
24	565	1.65	0.920	0.689	786	0.903	838	873	0.903	875.000	875.000	0.807	875.324	874.990	0.734	782	865	0.927	0.652	421	1.055	572	572	0.977	23
25	557	1.60	1.009	0.776	815	0.901	875.925	875.925	0.924	875.925	875.925	0.924	875.925	875.925	0.924	875.925	875.925	1.066	0.737	441	1.076	663	554	1.107	24
26	556	1.67	1.009	0.867	806	1.001	875.925	875.925	0.924	875.925	875.925	0.924	875.925	875.925	0.924	875.925	875.925	1.052	0.822	441	1.076	663	554	1.107	25
27	557	1.73	1.125	0.961	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	26
28	557	1.81	1.125	1.058	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	27
29	557	1.89	1.125	1.155	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	28
30	557	1.97	1.125	1.252	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	29
31	557	1.97	1.125	1.349	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	30
32	557	1.97	1.125	1.446	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	31
33	557	1.97	1.125	1.543	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	32
34	557	1.97	1.125	1.640	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	33
35	557	1.97	1.125	1.737	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	34
36	557	1.97	1.125	1.834	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	35
37	557	1.97	1.125	1.931	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	36
38	557	1.97	1.125	2.028	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	37
39	557	1.97	1.125	2.125	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	38
40	557	1.97	1.125	2.222	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	39
41	557	1.97	1.125	2.319	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	40
42	557	1.97	1.125	2.416	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	41
43	557	1.97	1.125	2.513	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	42
44	557	1.97	1.125	2.610	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	43
45	557	1.97	1.125	2.707	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	44
46	557	1.97	1.125	2.804	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	45
47	557	1.97	1.125	2.901	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	46
48	557	1.97	1.125	3.000	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	47
49	557	1.97	1.125	3.099	825	1.066	911	898	1.115	925	1.088	1.04	925	1.094	875.954	902	875.954	1.052	0.822	441	1.076	663	554	1.107	48
50	557	1.97																							

GENERAL NOTES

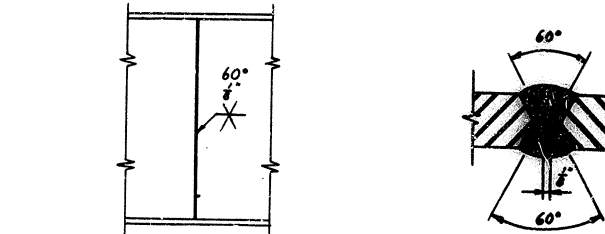
Table with 4 columns: No., Date, Rev., Description. Row 1: 7, NY, ,

IDENTIFICATION: KENTUCKY DEPARTMENT OF HIGHWAYS, 1956 STANDARDS, WITH AMENDMENTS.
SPECIFICATIONS: AASHTO SPECIFICATIONS, 1961 EDITION WITH MODIFICATION OF LIVE LOAD FOR THE NATIONAL SYSTEM OF INTERSTATE HIGHWAYS.
STRUCTURAL STEEL: THE FOLLOWING AISC SPECIFICATIONS SHALL COVER THE MATERIALS FURNISHED.
ASSEMBLY AND DIMENSIONS OF HIGH STRENGTH STEEL BOLTS, NUTS AND WASHERS SHALL CONFORM TO "SPECIFICATIONS FOR THE STRUCTURAL JOINTS USING ASTM A307 BOLTS, NUTS AND WASHERS, 1960" APPROVED BY THE RESEARCH COUNCIL ON STRUCTURAL AND BUILDING MATERIALS.

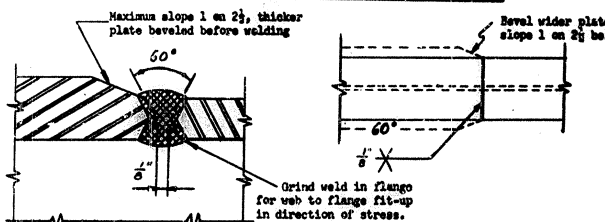
RADIOGRAPHIC TESTS: TESTS FOR DISCONTINUITIES OF WELD IN ORDERS SHALL BE MADE BY THE KENTUCKY DEPARTMENT OF HIGHWAYS, IN ACCORDANCE WITH ASTM E165-57T SUPPLEMENT 1.
THE METHOD OF INSPECTION SHALL BE OF THE FOLLOWING OUTLINE: FOR SHOP BUTT WELDS, RADIOGRAPHY SHALL BE USED IN CONJUNCTION WITH PROGRESSIVE QUALIFICATION TO INSURE THAT THE MATERIALS FURNISHED, METHODS AND WORKMANSHIP USED ARE PRODUCE WORK OF RADIOGRAPHIC QUALITY.
UNLESS SO DESIGNATED ON THE PLANS, NO RADIOGRAPHS WILL BE MADE OF THE SHOES, ROCKERS, ETC. THE CONTRACTOR (PARTICULAR) WILL REMOVE DEFECTIVE WELDING AND REPLACE IT WITH ACCEPTABLE WORK AS IS PROVIDED IN PARAGRAPH 706% OF THE AISC SPECIFICATIONS.

SHOP SPlices: ALL SHOP SPlices IN PLAIN PLATES AND WEB PLATES SHALL BE MADE BEFORE WELDING FLANGE PLATES TO WEB PLATES. ALL SHOP PROPOSED SPlices SHALL BE SHOWN ON SHOP DRAWINGS.
ADDITIONAL FIELD SPlices: IF ADDITIONAL FIELD SPlices ARE NECESSARY, THEY SHALL BE AS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE SHOWN IN THE "SHOP AND BIDD" FOR STRUCTURAL STEEL.
EXTENSION BARS SHALL BE USED IN MAKING BUTT WELDS IN THE ORDERS FLANGES. SEE SECTION 506(1)(b) FOR SUBMERGED ARC WELDING AND FERRITE WELD.
MAGNETIC PARTICLE INSPECTION OF FILLET WELDS: WEB-TO-FLANGE FILLETS IN MAIN ORDERS AND FRAMES SHALL BE INSPECTED BY THE DRY FLOTTING MAGNETIC PARTICLE INSPECTION METHOD, IN ACCORDANCE WITH A.S.T.M. SPECIFICATION E109-57T.

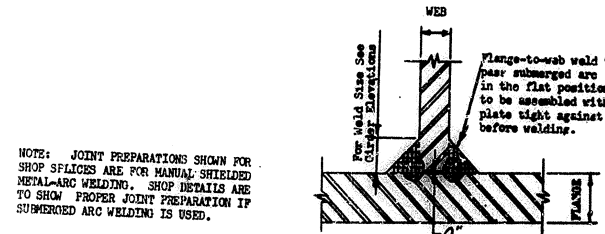
INSPECTION: (a) GENERAL. INSPECTION OF WELDING TO CONTROL THE QUALITY OF WELDS AND WORKMANSHIP WILL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AISC STANDARD SPECIFICATIONS, EXCEPT AS MODIFIED HEREIN.
(b) OBLIGATIONS OF CONTRACTOR. WHILE EVERY REASONABLE EFFORT WILL BE MADE TO FIT THE INSPECTION WORK TO THE SHOP FABRICATING SCHEDULE, THE CONTRACTOR SHALL COOPERATE WITH THE INSPECTOR TO ASSURE THAT ALL THE WORK MAY BE INSPECTED PROPERLY.



SHOP WEB SPICE



SHOP FLANGE SPICE



FLANGE TO WEB WELD

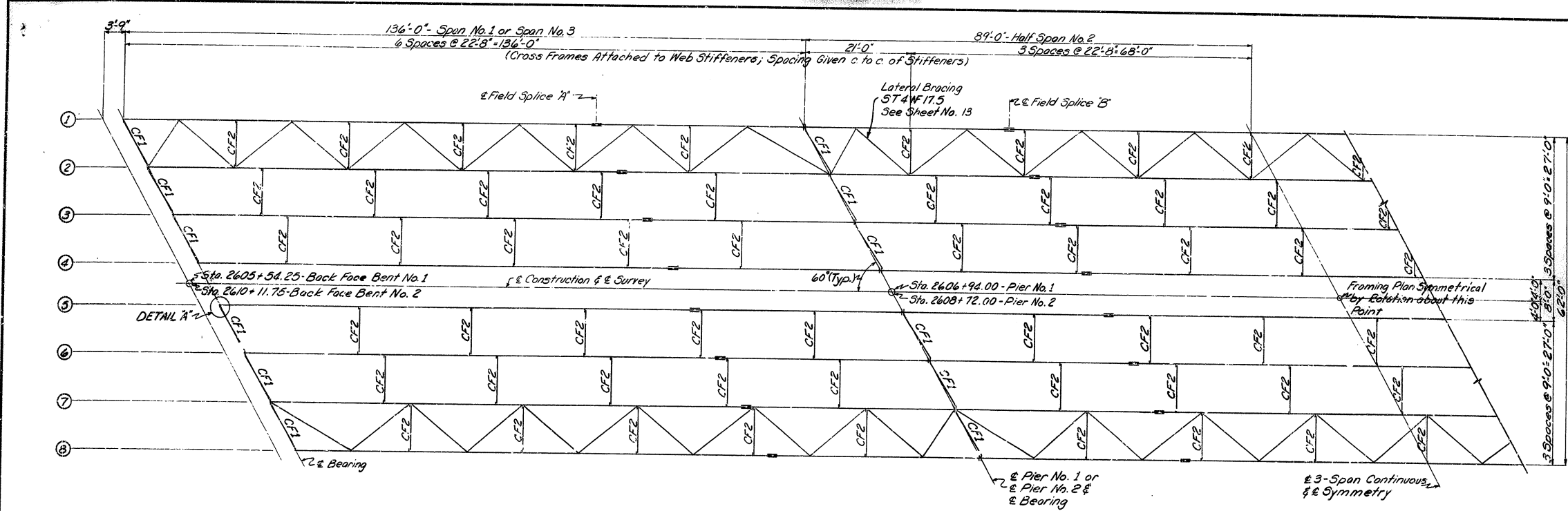
BRIDGE OVER N. FK. KY. RIVER & KY. 80 SHEET II OF 19

COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS COUNTY OF PERRY CAMPTON-HAZARD ROAD STATION 2607+83 PROJECT NO. SP 97-12-161 BRIDGE NUMBER EK 12-1-2 SECTION NO. 12 NO. 15204

STRUCTURAL STEEL

Table with 2 columns: Material, Specification. Rows include: STEEL PLATES, HEAVY PLATES IN CONTACT IN SHOPS TO BE WELDED, MILL ED ENDS OF COMPRESSION MEMBERS AND BRIDGE STIFFENERS, BRIDGE ROLLERS AND ROCKERS, PINS AND PIN HOLES.

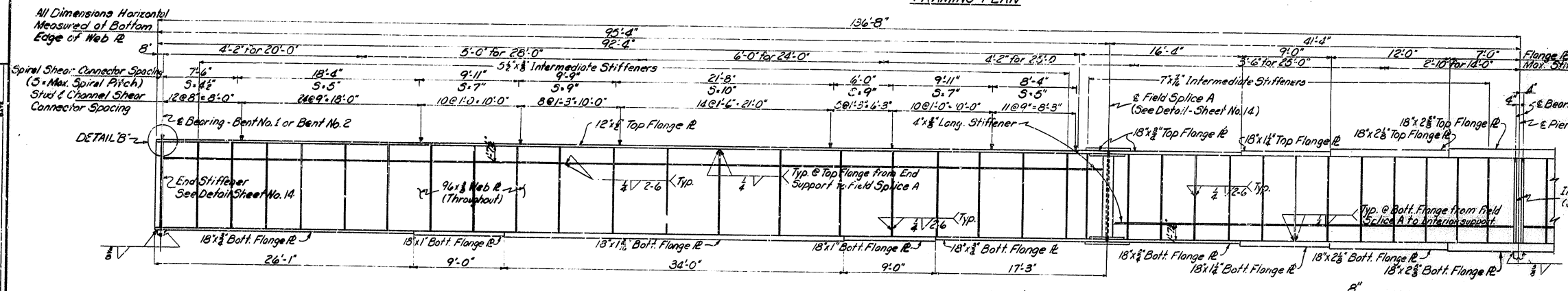
FED. ROAD DIST.	STATE	PROJ. NO.	SECTION	SHEET NO.
7	KY.			



Note:
Girders shall be adequately supported in the lateral direction at all times.

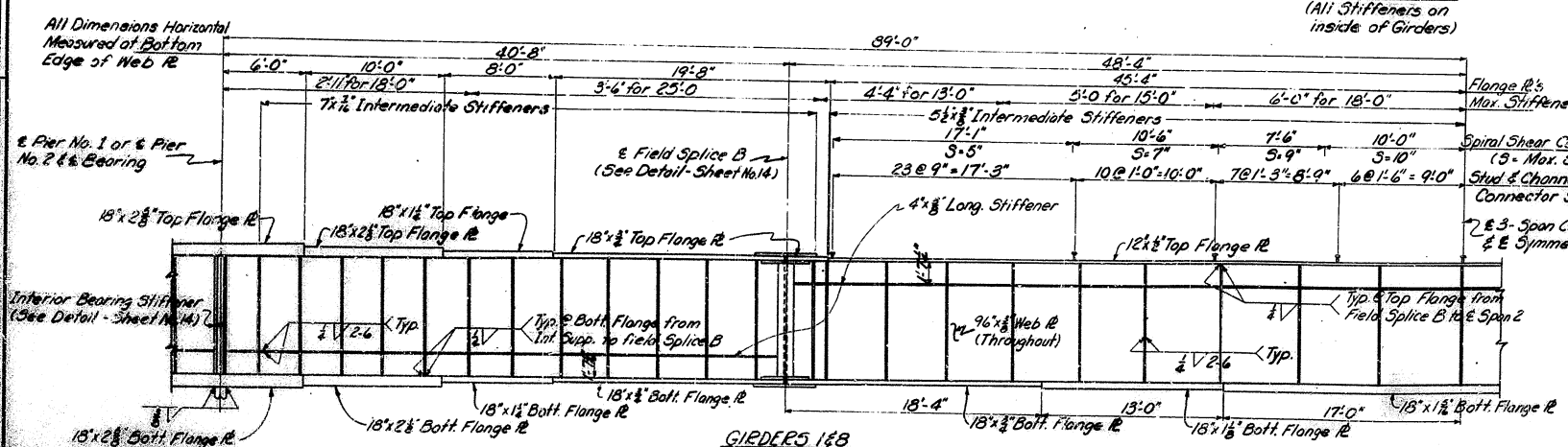
Erection Note:
Girders shall be supported in the lateral direction during erection, preferably by erecting the girders in pairs.

FRAMING PLAN

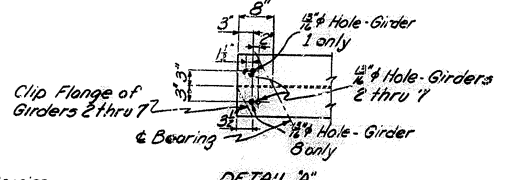


Note:
Stiffeners and Field Splices are to be perpendicular to top and bottom edge of web plate.

GIRDERS 1 & 2
(All Stiffeners on outside of Girders)

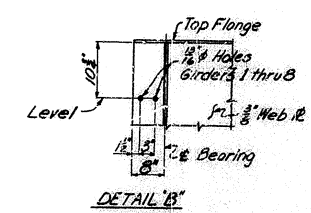


GIRDERS 1 & 2
(All Stiffeners on inside of Girders)



Flange R Thickness	Fillet Weld Size
1/2" to 1"	3/8"
over 1"	1/2"

Fillet Welds to be Continuous



Work this sheet with Sheets No. 11, 13 & 14

BRIDGE OVER NORTH FORK KENTUCKY R. IN KENTUCKY CO. SHEET 101-2

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF PERRY

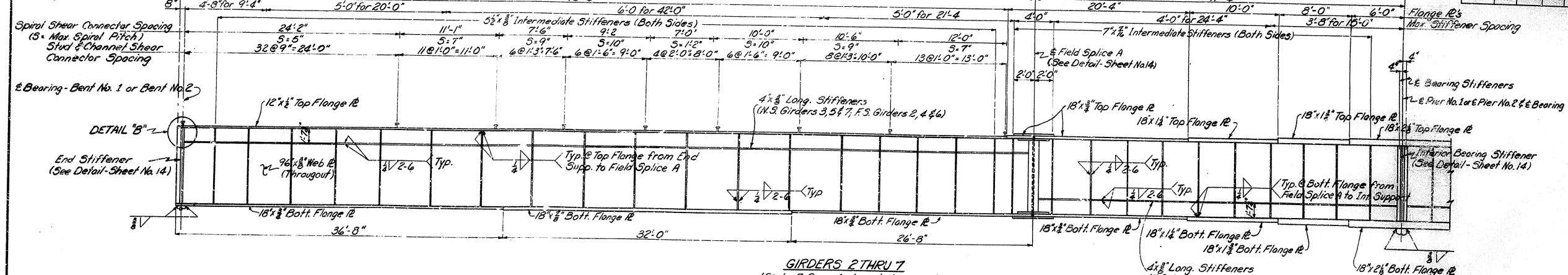
CAMPTON - HAZARD
ROAD

STATION 2607+83 PROJECT NO. 57-97-162

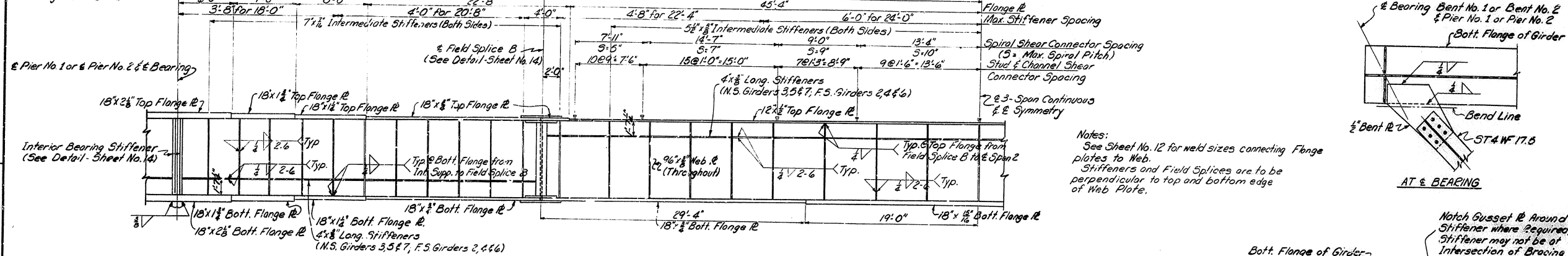
BRIDGE NUMBER EK 12-1-2 SECTION NO. 12

STRUCTURAL STEEL

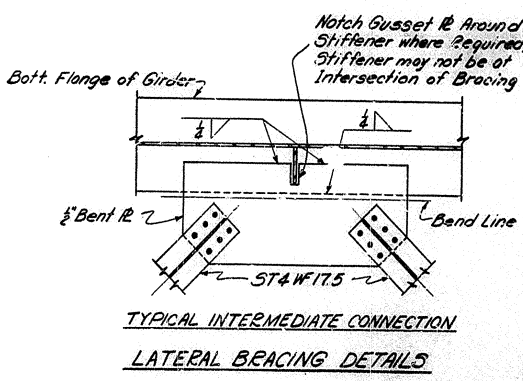
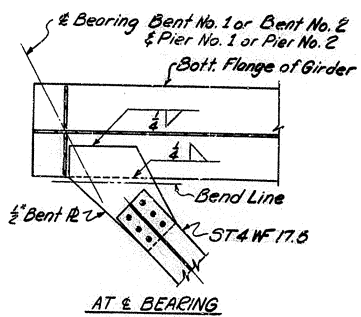
All Dimensions Horizontal Measured at Bottom Edge of Web Plate



All Dimensions Horizontal Measured at Bottom Edge of Web Plate

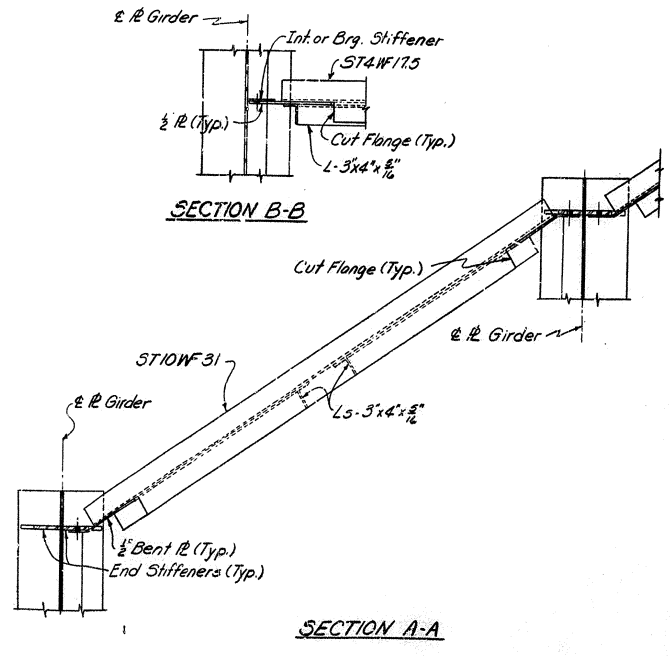
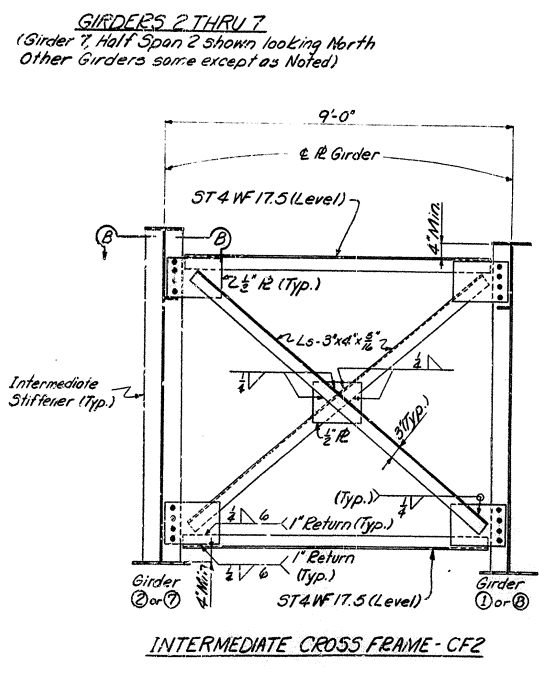
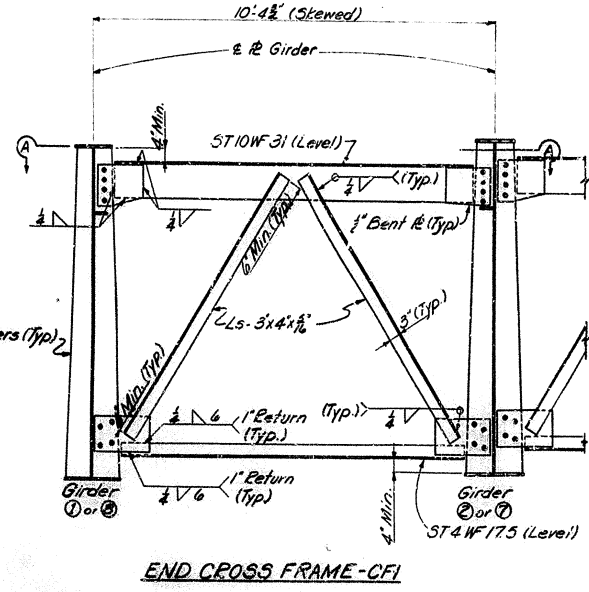


Notes:
See Sheet No. 12 for weld sizes connecting Flange plates to Web.
Stiffeners and Field Splices are to be perpendicular to top and bottom edge of Web Plate.



Work this Sheet with Sheets No. 11, 12 & 14

DESIGNED BY: BOM 9-20-41
 CHECKED BY: JWH 10-13-41
 DATE: 10-13-41



BRIDGE OVER NORTH FORK KENTUCKY RIVER & KENTUCKY 60 SHEET 30F/1

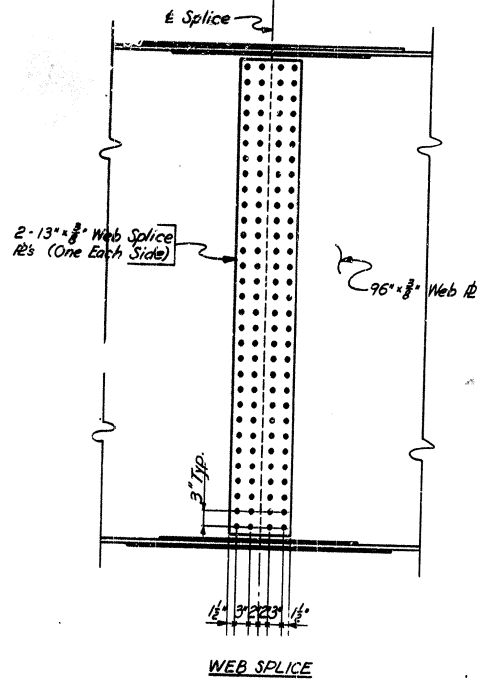
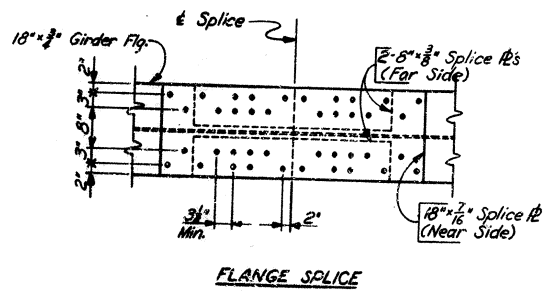
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF PERRY

CAMPTON - HAZARD
ROAD

STATION 2607 + 83 PROJECT NO. SP 97-162

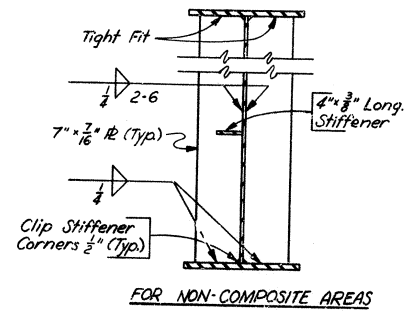
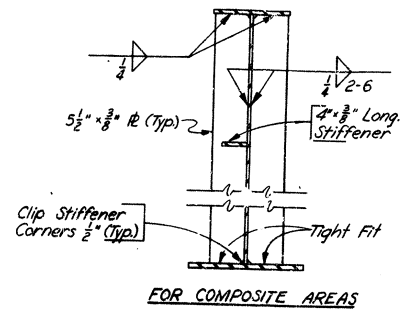
BRIDGE NUMBER EK 12-1-2 SECTION NO. 12 DRAWING NO. 15204

STRUCTURAL STEEL

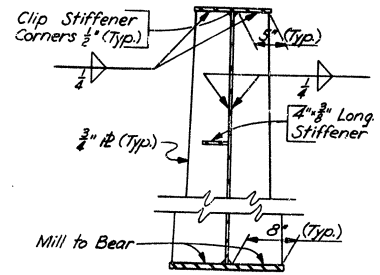
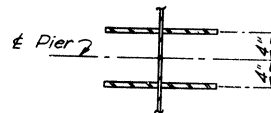


FIELD SPLICE DETAILS
 NOTE: Use 1/2" φ Holes with 3/8" φ High Strength Steel Bolts.

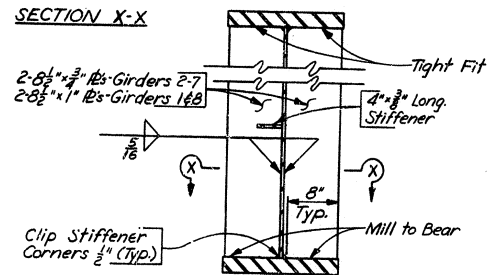
CAMBER
 No Camber
 For Construction Elevations see Sheet No 10.



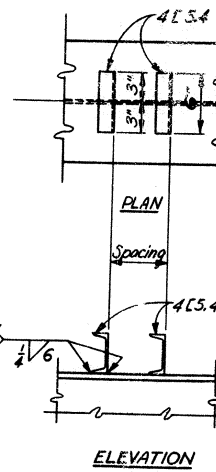
INTERMEDIATE STIFFENERS



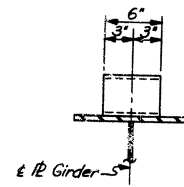
END STIFFENER
 (@ Bent 1 & Bent 2)



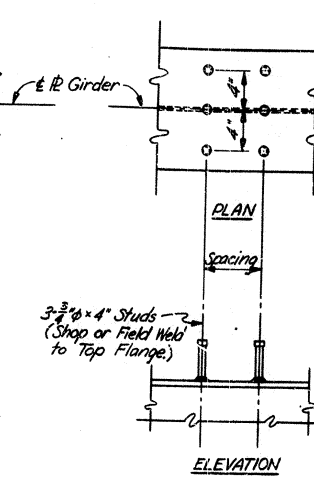
INTERIOR BEARING STIFFENER
 (@ Piers 1 & 2)



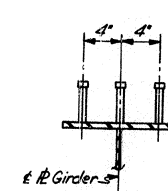
ELEVATION



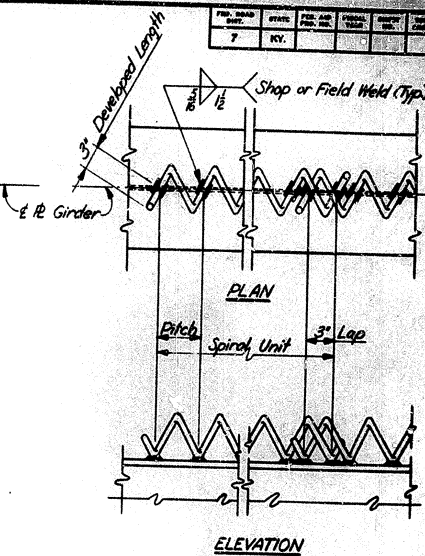
SECTION
 OPTION 3



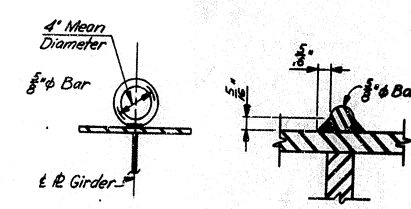
ELEVATION



SECTION
 OPTION 2



ELEVATION



SECTION

WELD DETAIL

OPTION 1

SHEAR CONNECTOR DETAILS

ESTIMATE OF QUANTITIES

** Structural Steel	1,144,640 Lbs.
Lead Plates	825 Lbs.
Wrought Iron Plates	7620 Lbs.
Shear Connectors	TOTAL 1,153,285 Lbs.
	Lump Sum

* NOTE: For purposes of payment the lump sum item "Structural Steel" includes the structural steel, lead plates, wrought iron plates, lead for anchor bolt packing, and Drain Castings.

** Includes allowance for overrun of web plates but does not include weld material. Also includes weight of Bearings and Expansion Dam.

STRUCTURAL STEEL

Work this sheet with Sheets No 11 thr 13

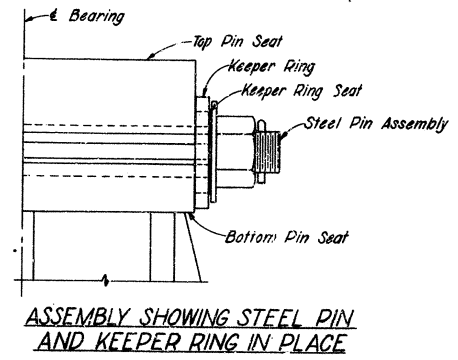
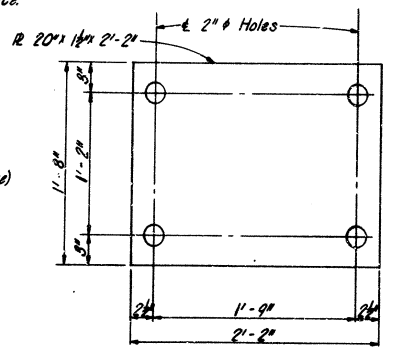
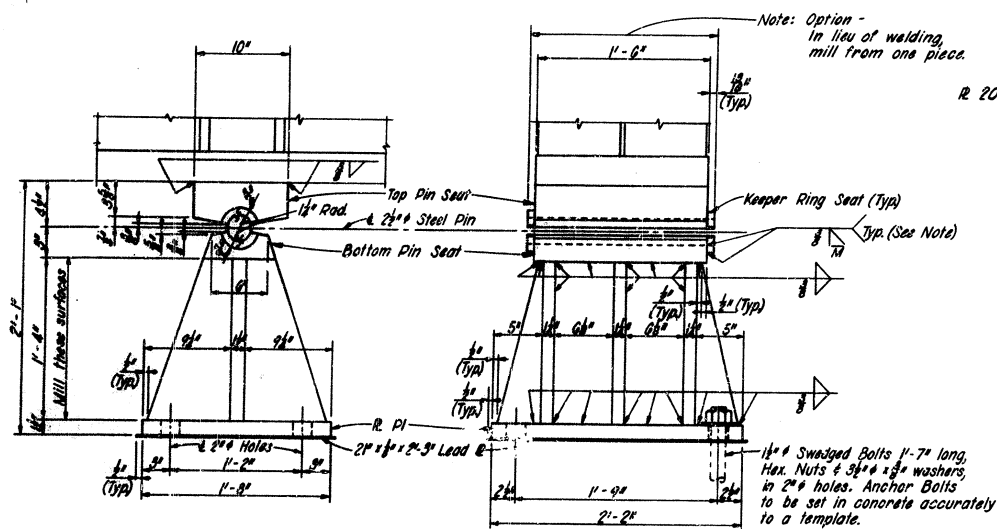
BRIDGE OVER NORTH FORK KENTUCKY RIVER & KY. RD. SHEET 14 OF 11

COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
 PERRY

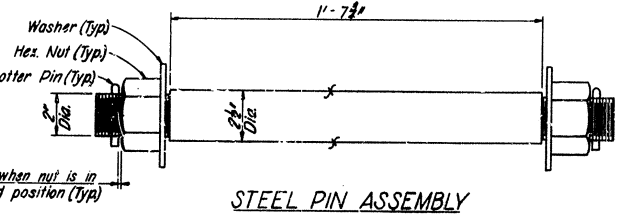
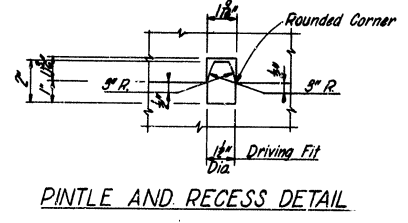
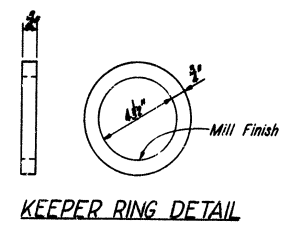
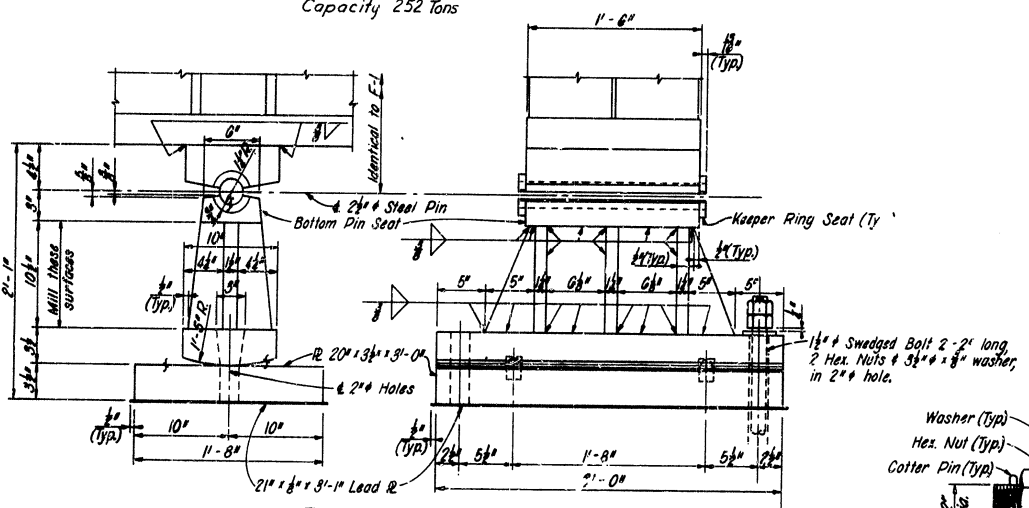
CAMPTON - HAZARD
 ROAD

SECTION 2607+83	PERMIT NO. SP 97-152
BRIDGE NUMBER EK 12-1-2	SECTION NO. 12
	19204

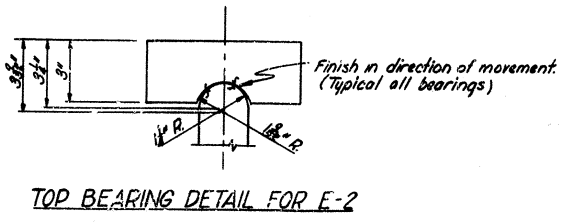
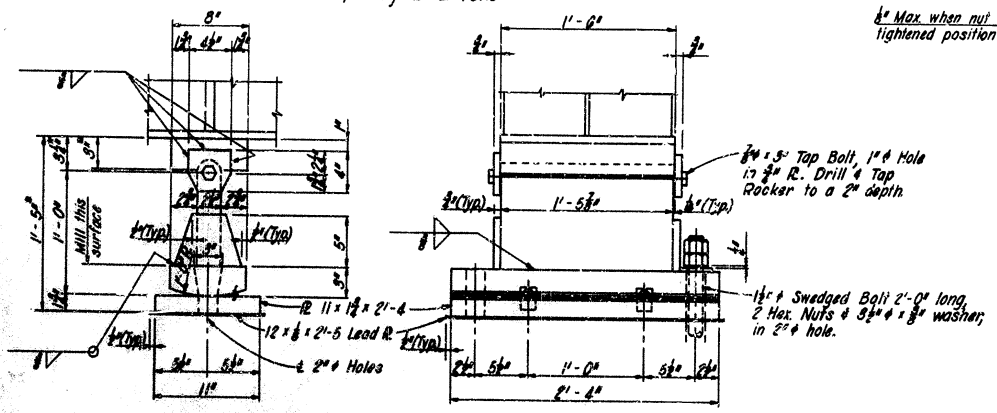
REV.	DATE	BY	CHKD.	APP.
7				



E-1 AT PIER 2
Capacity 252 Tons



E-1 AT PIER 1
Capacity 252 Tons



E-2 AT BENT 1 AND BENT 2
Capacity 82 Tons
*Increase these Dimensions 1/8" @ Girder 1 Bent No. 1,
1/8" @ Girder 3 Bent No. 2 and 1/8" @ Girder 6 Bent No. 2.

Finished surfaces of structural steel pins and pin bearing surfaces in steel shoes shall be coated with white lead and tallow in accordance with current specifications with amendments.
Plates must be true and free of warp.
For General Notes see Sheet 11.
For Anchor Bolt settings see Sheet 13.
Weight of Bearings included in Structural Steel weight shown on Sheet 14.

BRIDGE OVER NORTH FORK KENTUCKY RIVER & KY. CO. SHEET 15 OF 19

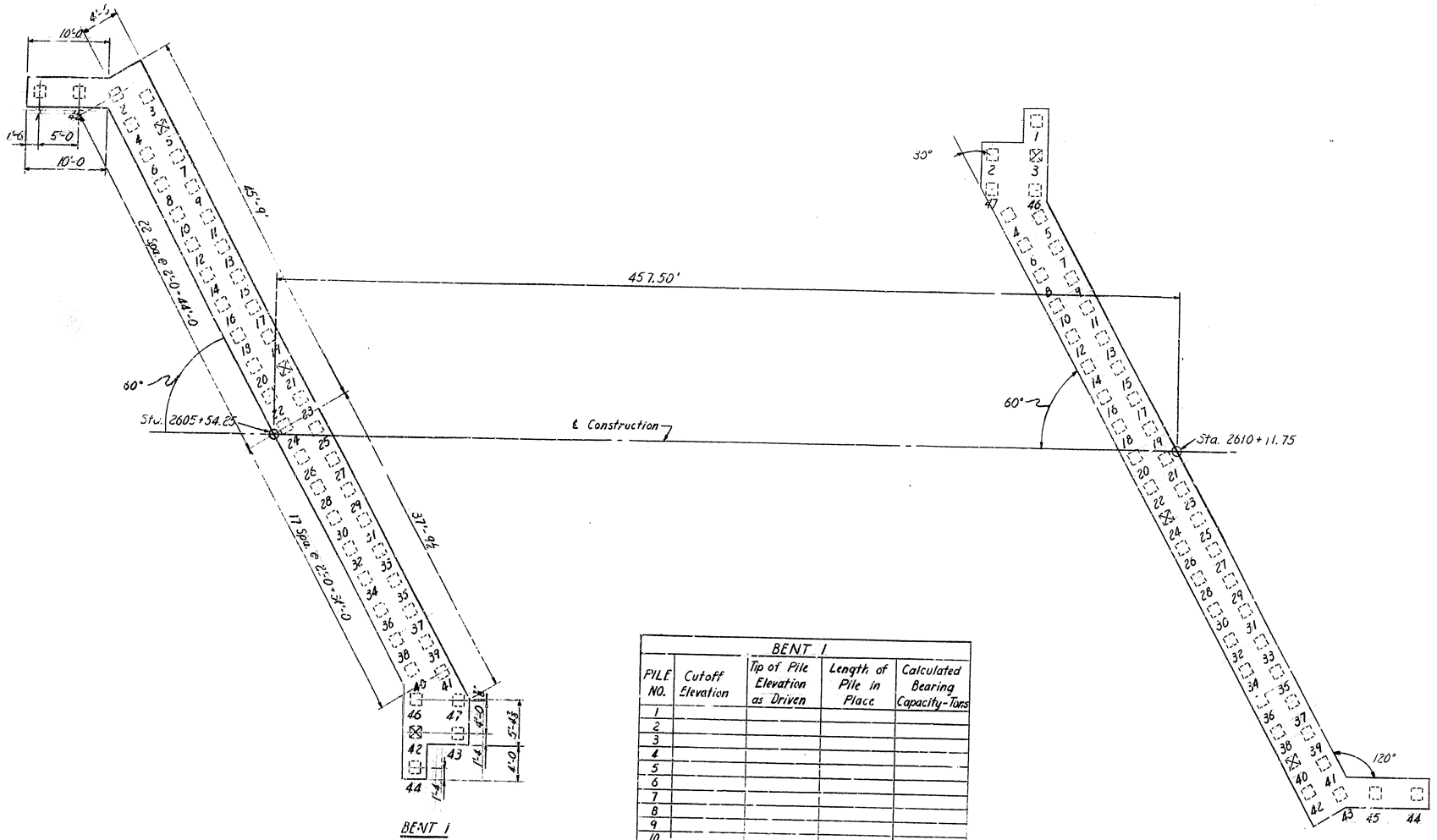
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
PERRY

CAMPTON - HAZARD
ROAD

STATION 2607+83 PROJECT NO. SP 97-162

BRIDGE NUMBER EK 12-1-2 SECTION NO. 12 DRAWING NO. 15204

BEARINGS



FILE NO.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
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37				
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39				
40				
41				
42				
43				
44				
45				
46				
47				

PILE NO.	Cutoff Elevation	Tip of Pile Elevation as Driven	Length of Pile in Place	Calculated Bearing Capacity-Tons
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
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47				

Note-This pile record does not replace other records of piles required to be kept and submitted by the Resident Engineer. After all piles have been driven, the Resident Engineer shall record the tip-of-pile elevation as driven, the length of pile in place and the calculated bearing capacity of each pile; and shall return one blueprint copy of this sheet to the Director of Bridges so that the data may be recorded on the original plans. Lengths of piles in place shown hereon are the actual lengths of piles in the finished structure below the cutoff elevation and are not necessarily pay items.

⊗ Indicates Test Pile Location

REVISIONS:
 DATE: _____ BY: _____
 DATE: _____ BY: _____
 DATE: _____ BY: _____
 DATE: _____ BY: _____
 DATE: _____ BY: _____
 DATE: _____ BY: _____

BRIDGE OVER NORTH FORK KENTUCKY RIVER & KENTUCKY 60 SHEET 1 OF 7

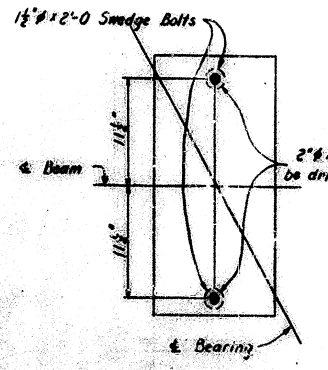
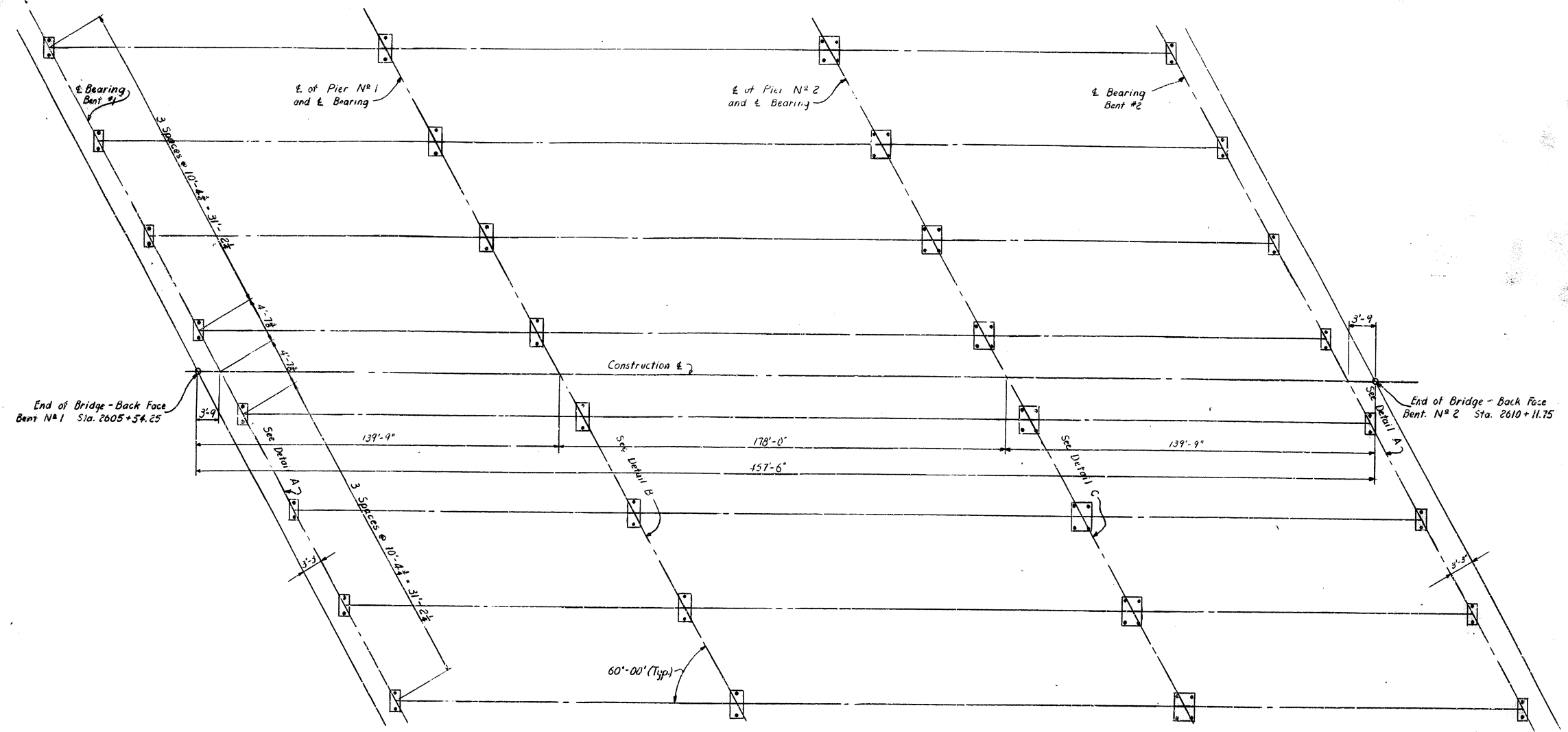
COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
PERRY

CAMPTON - HAZARD
 ROAD

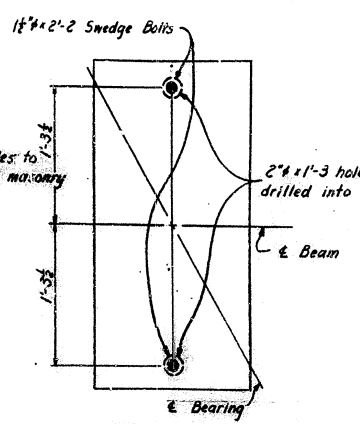
STATION 2607+83 PROJECT NO. SP 67-162

BRIDGE NUMBER	EK 12-1-2	SECTION NO.	12	DATE	15204
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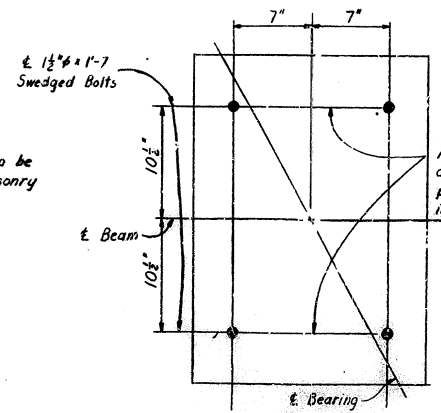
PILE RECORD



DETAIL A
Exp. Shoe Assembly "E-2" - See Sh. # 15



DETAIL B
Exp. Shoe Assembly "E-1" - See Sh. # 15



DETAIL C
Fix Shoe Assembly "F-1" - See Sh. # 15

Anchor Bolts for "Fixed Shoe Assembly F-1" are to be set in concrete accurately to a template. Holes for "Exp. Shoe Assemblies E-1" & "E-2" shall be drilled as shown for anchor bolts or dowels by the Superstructure Contractor who shall be responsible for keeping holes dry in freezing weather. After base plates are properly set and anchor bolts are placed in drilled holes, molten lead shall be poured in holes and packed until holes are completely filled flush to top of base plates. At the time of setting, anchor bolts are to be heated to a blue heat to assure free flow of lead to the bottoms of anchor bolt holes. The cost of drilling anchor bolt holes, furnishing lead, and filling holes with molten lead shall be incidental to and included in the lump sum bid for structural steel.

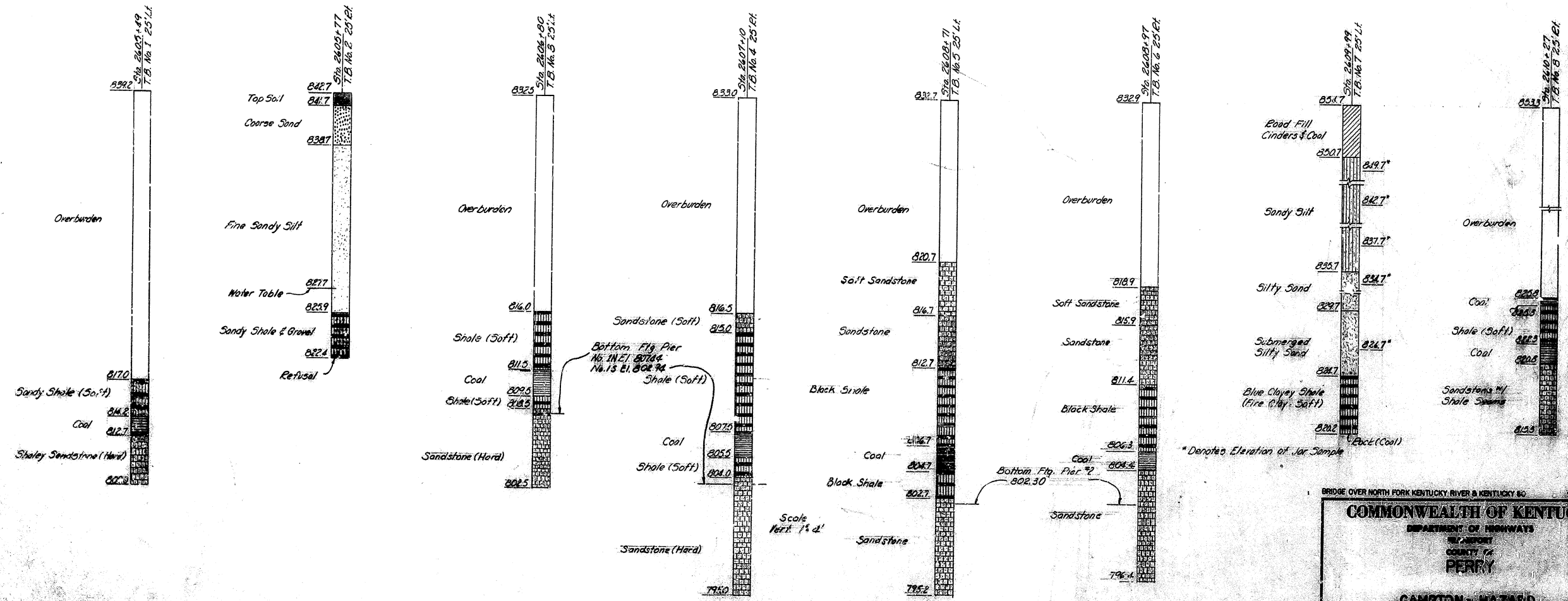
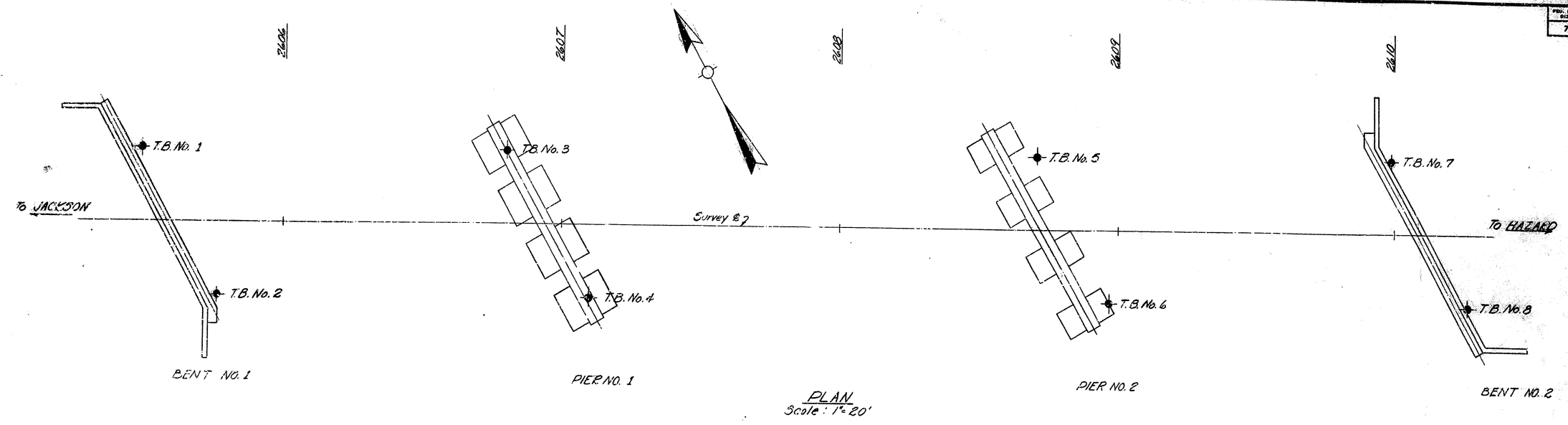
ANCHOR BOLT PLAN

BRIDGE OVER NORTH FORK CENTURY CREEK A REMOVED BY DISTRICT

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
ENGINEER
GEOFFREY PERRY
CAMPTON - HAZARD

DESIGN NO. 2607-4-93
DATE
NUMBER EK 18-1-2

FED. ROAD DIST.	STATE	FED. AID PROJ. NO.	PROJECT NO.	SECTION NO.	SHEET NO.
7	KY.				



BRIDGE OVER NORTH FORK KENTUCKY RIVER & KENTUCKY 80 SHEET 19 OF 2

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
DISTRICT
COUNTY OF
PERRY

CAMPTON - HAZARD
ROAD

SECTION 26.77-33 PROJECT NO. SP 57-102
SECTION NO. 12
RIDGE NUMBER EK 12-1-2

LOG OF SOUNDINGS