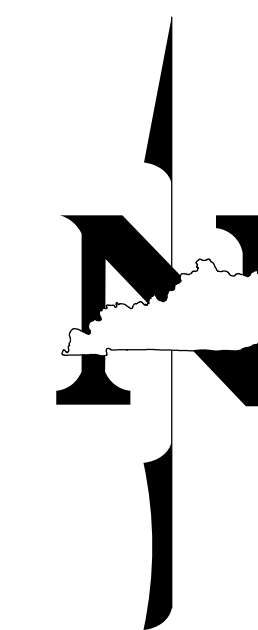


COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-8203.00	RI

Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS

PLANS OF PROPOSED PROJECT

KY 1819 - BILTOWN ROAD GRADE, DRAIN AND SURFACING PLANS FD04 056 1819 005-008

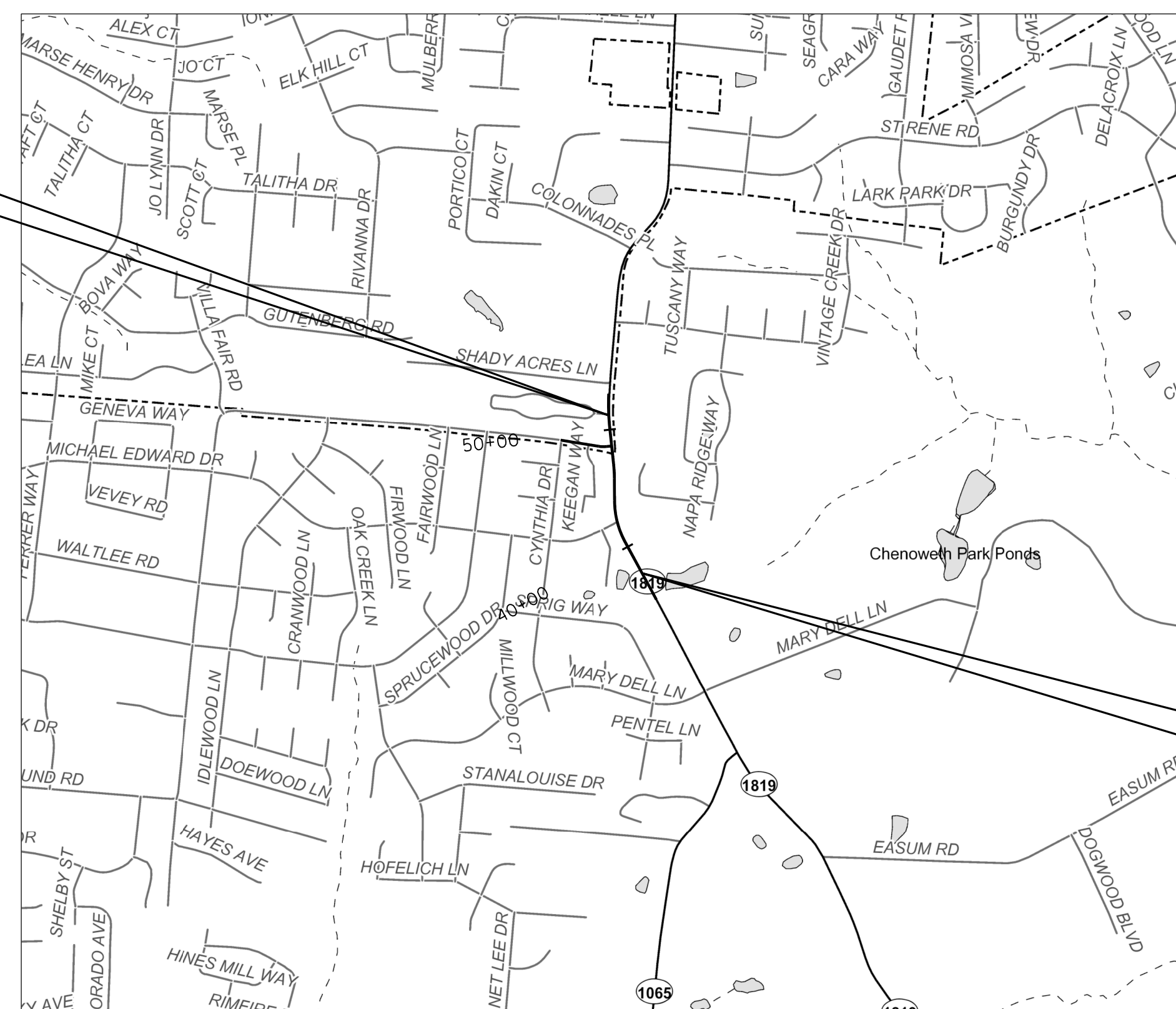


SHEET NO.	DESCRIPTION
R1	LAYOUT SHEET
R2 - R2E	TYPICAL SECTIONS-SUMMARY OF QUANTITIES
R3 - R10	PLAN AND PROFILE SHEETS
R11	UTILITY REFERENCE SHEETS
R12	RIGHT OF WAY SUMMARY SHEETS
R13	RIGHT OF WAY STRIP MAP SHEETS
R14 - R15	COORDINATE CONTROL SHEETS
R16 - R19	DETAIL SHEETS
R20 - R23	TRAFFIC CONTROL SHEETS
R24 - R25	EROSION CONTROL SHEETS
	MITIGATION PLAN SHEETS
	SOIL PROFILE SHEETS
	PIPE DRAINAGE SHEETS
R26 - R27	
S	STRUCTURE PLANS
T1	TRAFFIC PLANS
U	UTILITY RELOCATION PLANS
X1 - X35	CROSS SECTION SHEETS

SHEETS NOT INCLUDED IN TOTAL SHEETS

NUMBER	DESCRIPTION
STANDARD DRAWINGS	

END CONSTRUCTION
STA. 51+20.00



BEGIN CONSTRUCTION
STA. 37+50.00

THE CONTROL OF ACCESS ON THIS
PROJECT SHALL BE BY PERMIT



SCALE IN FEET
LAYOUT MAP

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DCN\FAIRGROUNDS\0805BLAYOUT.DGN

USER: ryan
DATE PLOTTED: February 20, 2012

E-SHEET NAME:

MicroStation v8.11.7.180

DESIGN CRITERIA

CLASS OF HIGHWAY	URBAN ARTERIAL
TYPE OF TERRAIN	ROLLING
DESIGN SPEED	45 MPH
REQUIRED NPSD	660 FT.
REQUIRED PSD	
LEVEL OF SERVICE	
ADT PRESENT (2009)	12,000 - 14,000
ADT FUTURE (2025)	16,700 - 19,000
DHV (2025)	2,000 - 2,140
D %	
T %	

GEOGRAPHIC COORDINATES

LATITUDE 38 DEGREES 10 MINUTES 19 SECONDS NORTH
LONGITUDE 85 DEGREES 34 MINUTES 22 SECONDS WEST

DESIGNED

% RESTRICTED SD	
LEVEL OF SERVICE	
MAX. DISTANCE W/O PASSING	

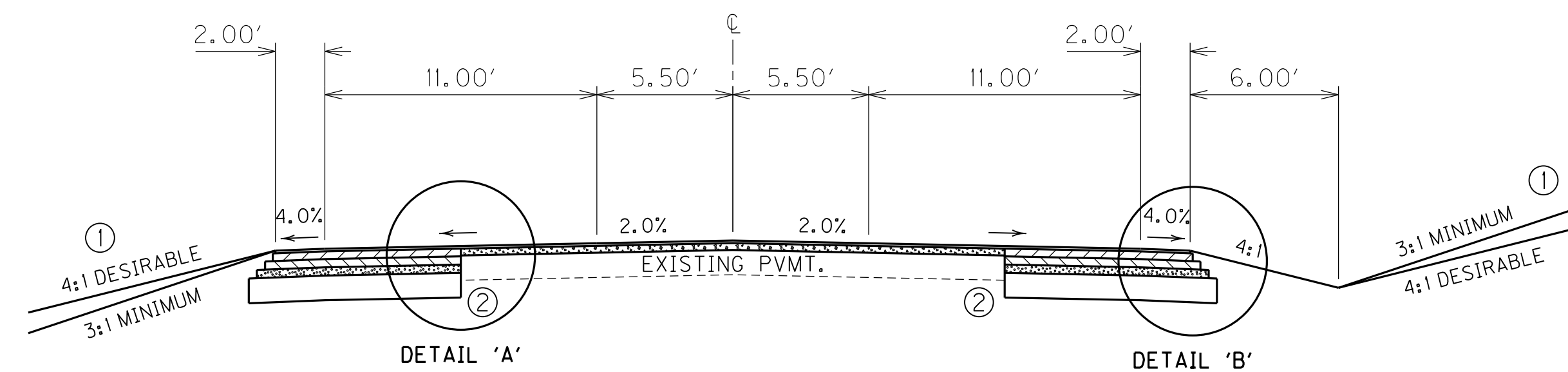
LENGTH	LIN. FT.	MILES	ADDED	DEDUCTED	FOR EQUALITIES	NOT INCLUDED	RAILROAD CROSSINGS NO.	LIN. FT.	BRIDGES	LIN. FT.
1,370	0.259						0		0	

Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS COUNTY OF **JEFFERSON**

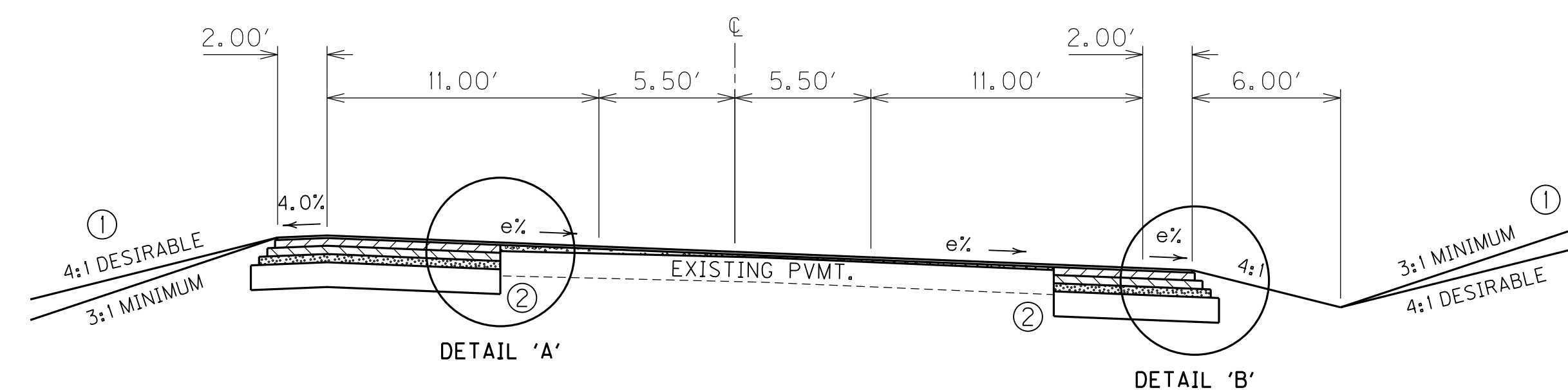
ITEM NO.	5-8203.00
PROJECT NUMBER:	FD04 056 1819 005-008
LETTING DATE:	
RECOMMENDED BY:	PROJECT MANAGER
DATE:	
PLAN APPROVED BY:	STATE HIGHWAY ENGINEER
DATE:	

TYPICAL SECTIONS

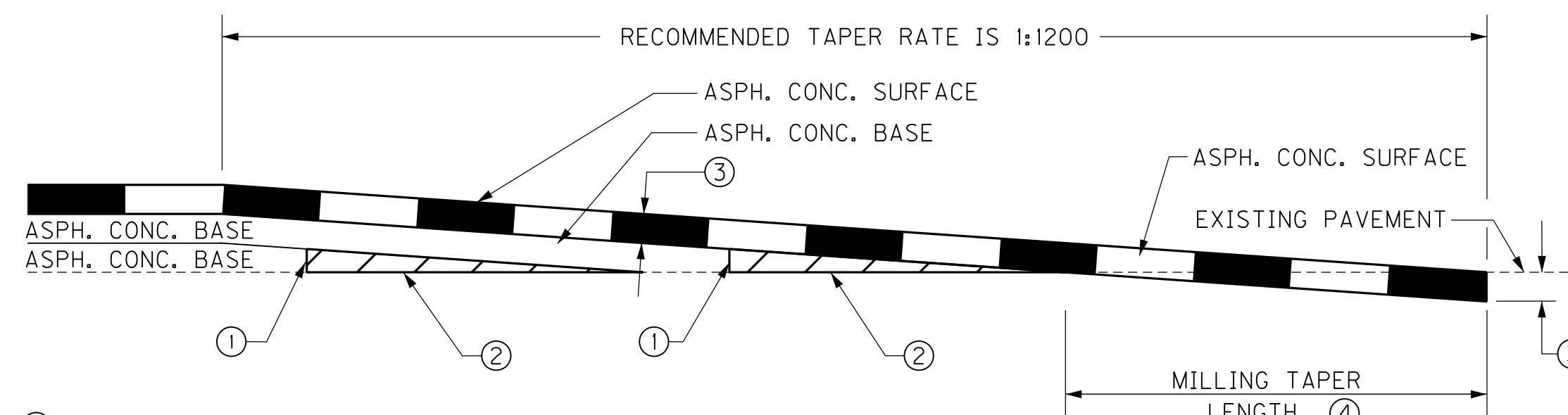
(NOT TO SCALE)



KY. 1819 - BILLTOWN ROAD
NORMAL 3-LANE SECTION



KY. 1819 - BILLTOWN ROAD
SUPERELEVATED 3-LANE SECTION



- ① MINIMUM COMPACTED THICKNESS
- ② ASPHALT MIXTURE FOR LEVELING AND WEDGING OR NEXT COURSE OF ASPHALT MIXTURE.
- ③ ASPHALT SURFACE THICKNESS (FULL DEPTH)
- ④ MILL EXISTING PAVEMENT TO RECEIVE ASPHALT SURFACE FULL DEPTH (EDGE KEY).
TAPER LENGTH (ft) = $\frac{t \text{ (in)} \times \text{TAPER RATE}}{12}$

FOR A TAPER RATE OF 1:1200
TAPER LENGTH = 125 FEET WHEN t = 1.25 inches
TAPER LENGTH = 150 FEET WHEN t = 1.50 inches

TAPERING OF OVERLAYS ON HIGH SPEED FACILITIES (≥ 45 MPH)

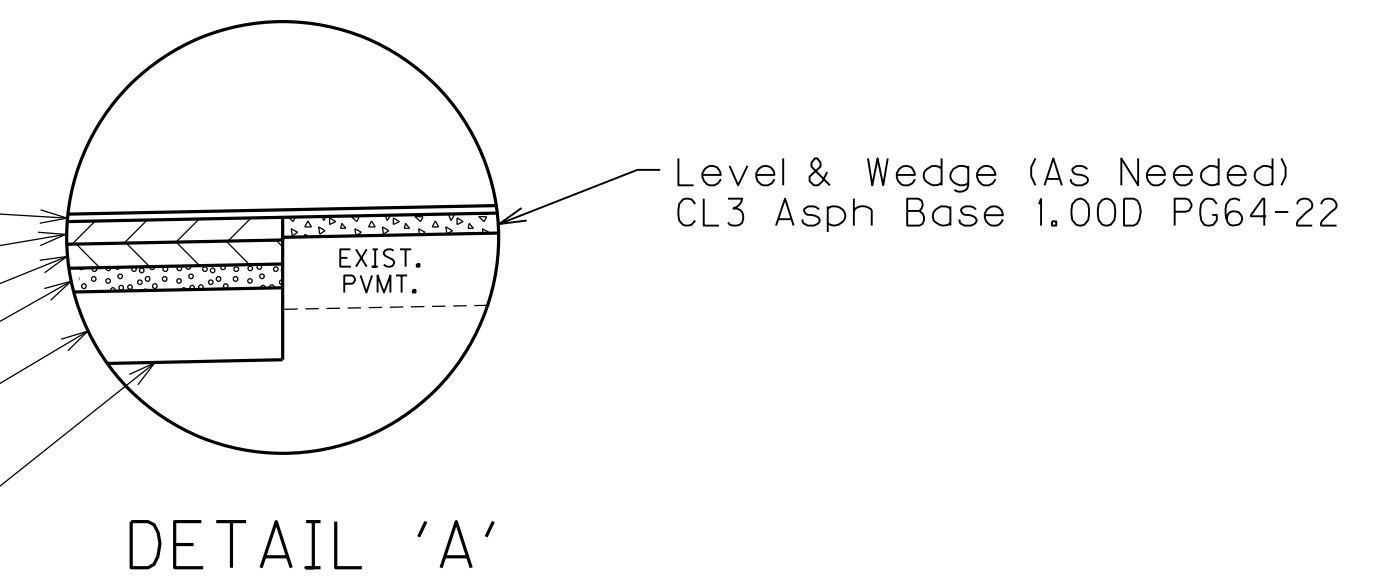
KY. 1819 - BILLTOWN ROAD
PAVEMENT DESIGN

TRAFFIC LANES & PAVED SHOULDERS

CL3 Asph Surf 0.38A PG64-22	1.25 in.
CL3 Asph Base 1.00D PG64-22	3.75 in.
CL3 Asph Base 1.00D PG64-22	4.0 in.
Crushed Stone Base	4.0 in.

TRAFFIC LANES & PAVED SHLDR.

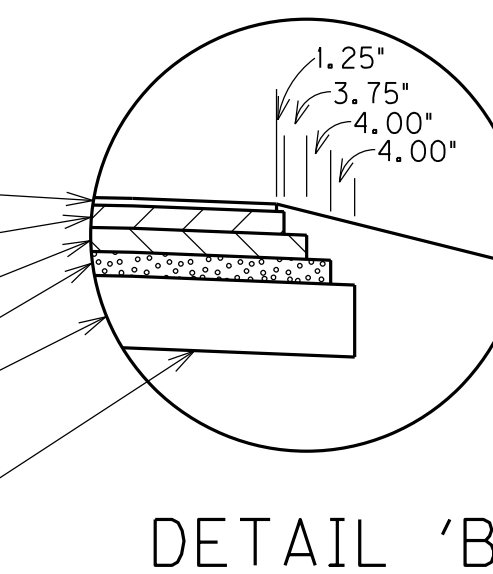
- 1.25" CL3 Asph Surf 0.38A PG64-22
- 3.75" CL3 Asph Base 1.00D PG64-22
- 4.0" CL3 Asph Base 1.00D PG64-22
- 4.0" Crushed Stone Base
- 12" Spcl. excavation as needed to remove unsuitable material - backfill w/ No. 2 Stone
- Geotextile Fabric Type IV (as needed)
- Completely wrap No. 2 Stone



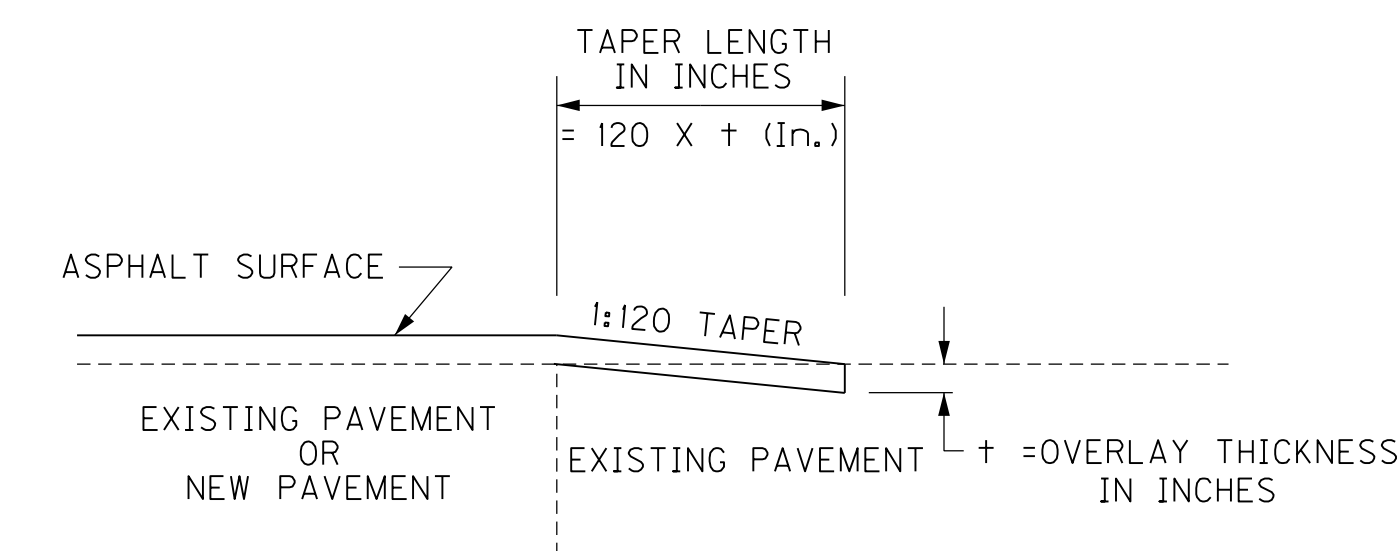
DETAIL 'A'

TRAFFIC LANES & PAVED SHLDR.

- 1.25" CL3 Asph Surf 0.38A PG64-22
- 3.75" CL3 Asph Base 1.00D PG64-22
- 4.0" CL3 Asph Base 1.00D PG64-22
- 4.0" Crushed Stone Base
- 12" Spcl. excavation as needed to remove unsuitable material - backfill w/ No. 2 Stone
- Geotextile Fabric Type IV (as needed)
- Completely wrap No. 2 Stone



DETAIL 'B'

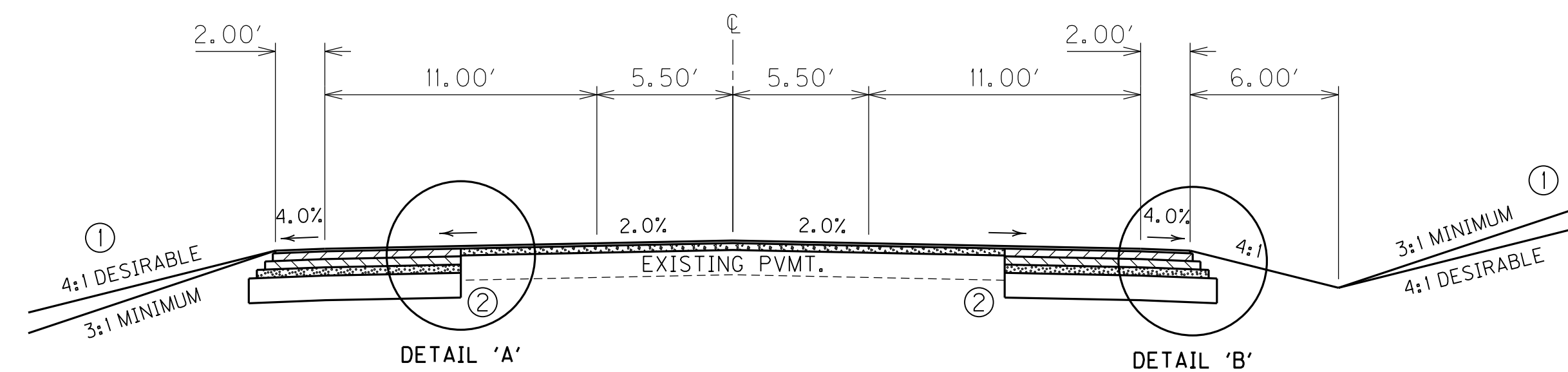


- NOTES: ① For slopes outside of shoulders, see X-Sects.
② Sawcut as required to obtain a uniform edge of existing pavement for widening

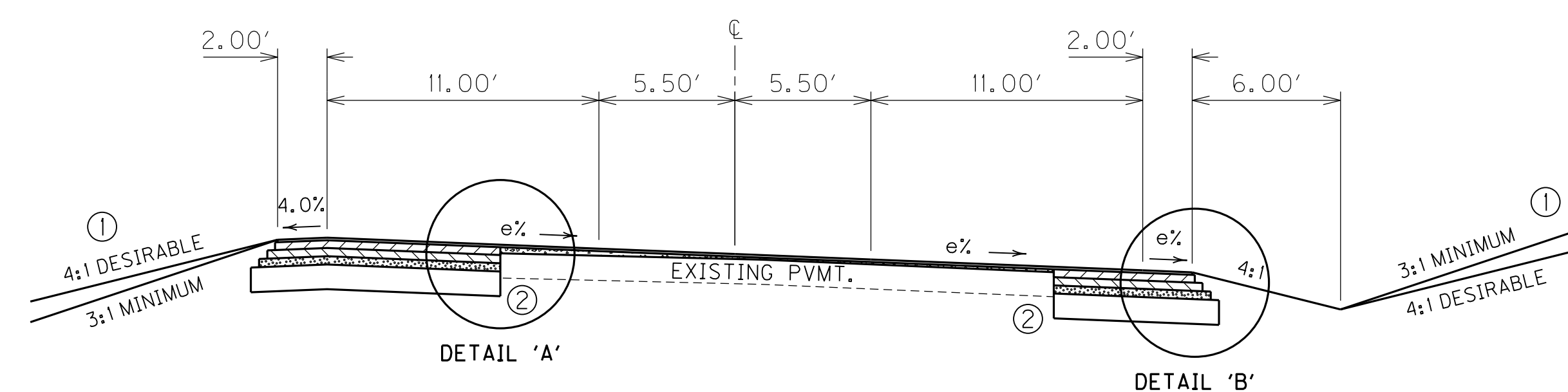
TAPERING OF OVERLAYS ON LOW SPEED FACILITIES (< 45 MPH)

TYPICAL SECTIONS

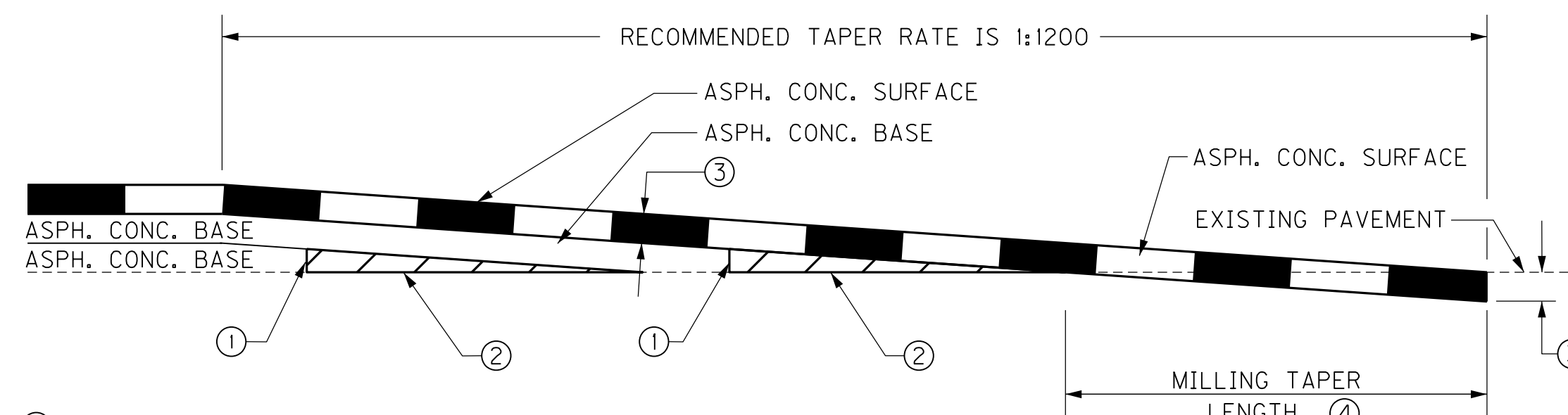
(NOT TO SCALE)



KY. 1819 - BILLTOWN ROAD
NORMAL 3-LANE SECTION



KY. 1819 - BILLTOWN ROAD
SUPERELEVATED 3-LANE SECTION



- ① MINIMUM COMPACTED THICKNESS
- ② ASPHALT MIXTURE FOR LEVELING AND WEDGING OR NEXT COURSE OF ASPHALT MIXTURE.
- ③ ASPHALT SURFACE THICKNESS (FULL DEPTH)
- ④ MILL EXISTING PAVEMENT TO RECEIVE ASPHALT SURFACE FULL DEPTH (EDGE KEY).
TAPER LENGTH (ft) = $\frac{t \text{ (in)} \times \text{TAPER RATE}}{12}$

FOR A TAPER RATE OF 1:1200
TAPER LENGTH = 125 FEET WHEN t = 1.25 inches
TAPER LENGTH = 150 FEET WHEN t = 1.50 inches

TAPERING OF OVERLAYS ON HIGH SPEED FACILITIES (≥ 45 MPH)

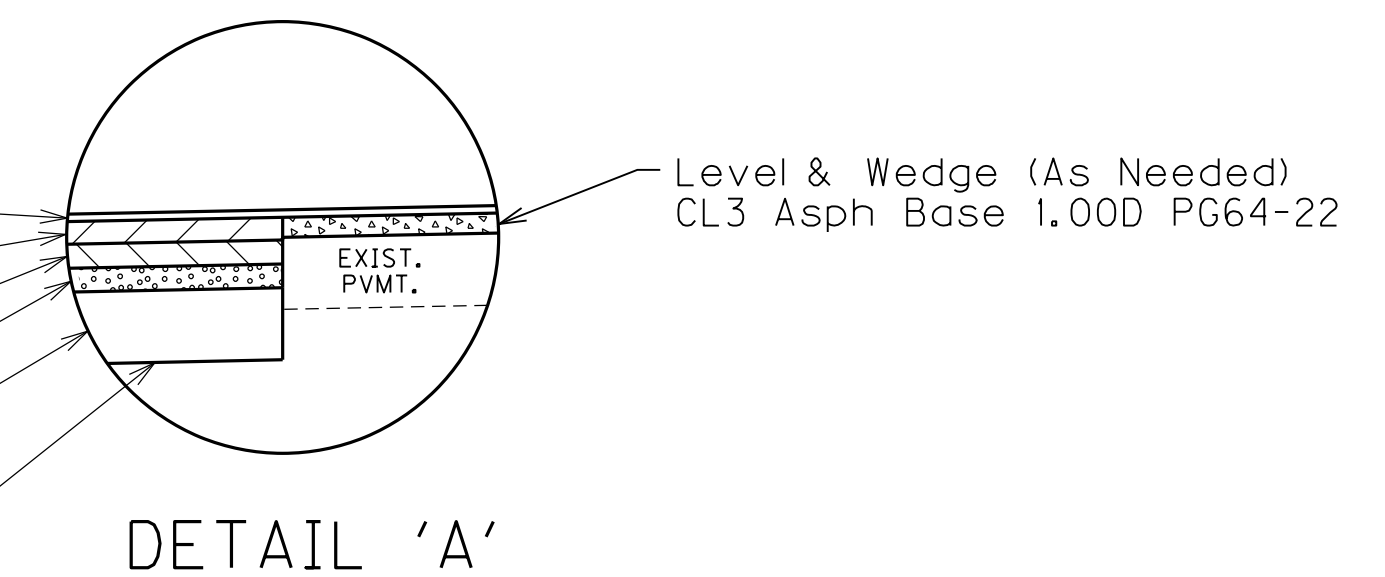
KY. 1819 - BILLTOWN ROAD
PAVEMENT DESIGN

TRAFFIC LANES & PAVED SHOULDERS

CL3 Asph Surf 0.38A PG64-22	1.25 in.
CL3 Asph Base 1.00D PG64-22	3.75 in.
CL3 Asph Base 1.00D PG64-22	4.0 in.
Crushed Stone Base	4.0 in.

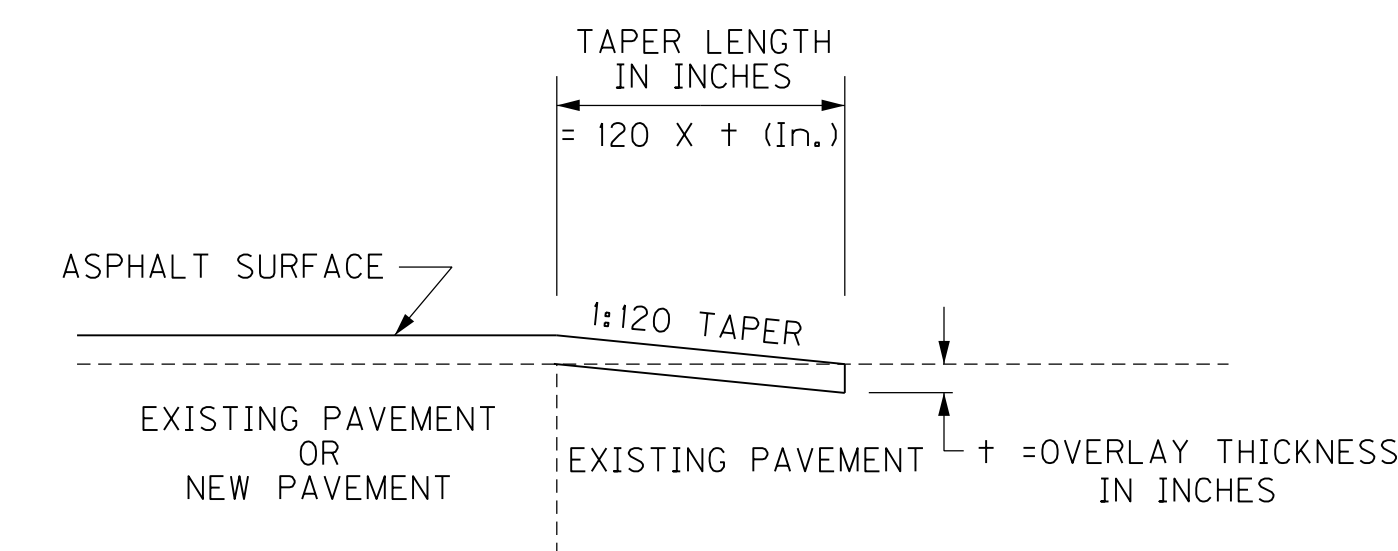
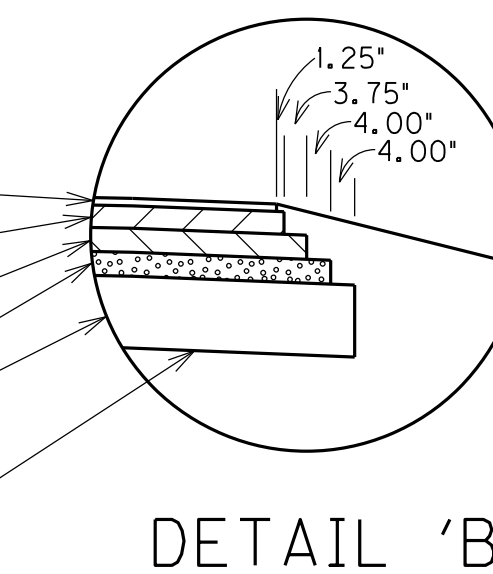
TRAFFIC LANES & PAVED SHLDR.

- 1.25" CL3 Asph Surf 0.38A PG64-22
- 3.75" CL3 Asph Base 1.00D PG64-22
- 4.0" CL3 Asph Base 1.00D PG64-22
- 4.0" Crushed Stone Base
- 12" Spcl. excavation as needed to remove unsuitable material - backfill w/ No. 2 Stone
- Geotextile Fabric Type IV (as needed)
- Completely wrap No. 2 Stone



TRAFFIC LANES & PAVED SHLDR.

- 1.25" CL3 Asph Surf 0.38A PG64-22
- 3.75" CL3 Asph Base 1.00D PG64-22
- 4.0" CL3 Asph Base 1.00D PG64-22
- 4.0" Crushed Stone Base
- 12" Spcl. excavation as needed to remove unsuitable material - backfill w/ No. 2 Stone
- Geotextile Fabric Type IV (as needed)
- Completely wrap No. 2 Stone



- NOTES: ① For slopes outside of shoulders, see X-Sects.
② Sawcut as required to obtain a uniform edge of existing pavement for widening

TAPERING OF OVERLAYS ON LOW SPEED FACILITIES (< 45 MPH)

PIPE DRAINAGE SUMMARY

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DRG\FAIRGROUNDS\0805DRNSUM.DGN
 USER: andy
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180

SHEET NO.	ITEM CODE	SKEW	DESIGN PH	COVER HEIGHT	ENTRANCE PIPE 15'	CULVERT PIPE 18'	CULVERT PIPE 24'	SLOPED & FLARED BOX INLET-OUTLET 18'	DROP BOX INLET TYPE II MOD.	CLASS "A" CONCRETE	STEEL REINFORCEMENT	PIPELINE VIDEO INSPECTION	DITCH EXCAVATION	REMARKS	
	UNIT TO BID			Ft.	Lin. Ft.				Each		Cu. Yd.	Lbs.	Lin. Ft.	Cu. Yd.	
	MAINLINE														
	38+32.50	4° 05' RT	M	4			17			1.35	8	9	5	1 - 24" SLOPED & FLARED HDWL.	
	44+90.89	3° 45' RT	M	3		25		2				13	9		
	45+66.50	0°	M	2		5			1						
	ENTRANCE PIPES														
	MAINLINE														
	RT. 39+58				26										
	RT. 39+90				25										
	RT. 48+69				30										
	RT. 49+59				29										
	RT. 50+62				26										
	TOTAL PROJECT				136	30	17	2	1	1.35	8	22	14		

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-8203.00	R2E

GENERAL NOTES

165 BEFORE YOU DIG

THE CONTRACTOR IS INSTRUCTED TO CALL 1-800-752-6007 TO REACH KY 811, THE ONE-CALL SYSTEM FOR INFORMATION ON THE LOCATION OF EXISTING UNDERGROUND UTILITIES. THE CALL IS TO BE PLACED A MINIMUM OF TWO (2) AND NO MORE THAN TEN (10) BUSINESS DAYS PRIOR TO EXCAVATION. THE CONTRACTOR SHOULD BE AWARE THAT OWNERS OF UNDERGROUND FACILITIES ARE NOT REQUIRED TO BE MEMBERS OF THE KY 811 ONE-CALL BEFORE-U-DIG (BUD) SERVICE. THE CONTRACTOR MUST COORDINATE EXCAVATION WITH THE UTILITY OWNERS, INCLUDING THOSE WHOM DO NOT SUBSCRIBE TO KY 811. IT MAY BE NECESSARY FOR THE CONTRACTOR TO CONTACT THE COUNTY COURT CLERK TO DETERMINE WHAT UTILITY COMPANIES HAVE FACILITIES IN THE AREA.

190 DEPARTMENT OF THE ARMY PERMIT AND WATER QUALITY CERTIFICATION APPROVALS

A DEPARTMENT OF THE ARMY (DA) PERMIT, WHICH MAY REQUIRE APPROVAL OF A STATE WATER QUALITY CERTIFICATION FROM THE KENTUCKY DIVISION OF WATER, REGULATES THIS PROJECT AT ONE OR MORE LOCATIONS. PERFORM ALL APPLICABLE WORK IN COMPLIANCE WITH THE CONDITIONS STATED IN THE DA PERMIT AND THE APPROVED WATER QUALITY CERTIFICATION. POST A COPY OF THE DA PERMIT AND THE WATER QUALITY CERTIFICATION IN A CONSPICUOUS PLACE AT THE PROJECT SITE. IF A DA PERMIT OR WATER QUALITY CERTIFICATION APPROVAL IS PENDING, DO NOT WORK IN OR DISTURB THE DESIGNATED AREA(S) UNTIL OBTAINING THE APPROPRIATE APPROVAL(S). REFER TO NOTICE(S) CONTAINED IN THE CONTRACT BID PROPOSAL FOR DESIGNATED AREA(S) WHERE WORK IS PROHIBITED BY THE ABSENCE OF APPROVAL.

455 EDGE KEY

THIS WORK INCLUDES CUTTING OUT THE EXISTING ASPHALT SURFACE TO A MINIMUM DEPTH AND WIDTH AS DETAILED ELSEWHERE IN THE PLANS SO THAT THE NEW SURFACE MAY HEEL INTO THE EXISTING SURFACE. THE CONTRACT UNIT PRICE BID LINEAR FOOT (PER METER) FOR "EDGE KEY" INCLUDES ALL NECESSARY MATERIALS, LABOR AND EQUIPMENT NECESSARY TO PERFORM THE WORK AND DISPOSE OF THE REMOVED ASPHALT MATERIAL.

650 STANDARD DRAWINGS

STANDARD DRAWINGS ARE NOT ATTACHED TO THESE PLANS. A STANDARD DRAWING BOOK AND THE HEADWALL SUPPLEMENTAL BOOK MAY BE OBTAINED FROM THE POLICY SUPPORT BRANCH OF THE DEPARTMENT OF ADMINISTRATIVE SERVICES IN FRANKFORT, KY. AT (502) 564-3670

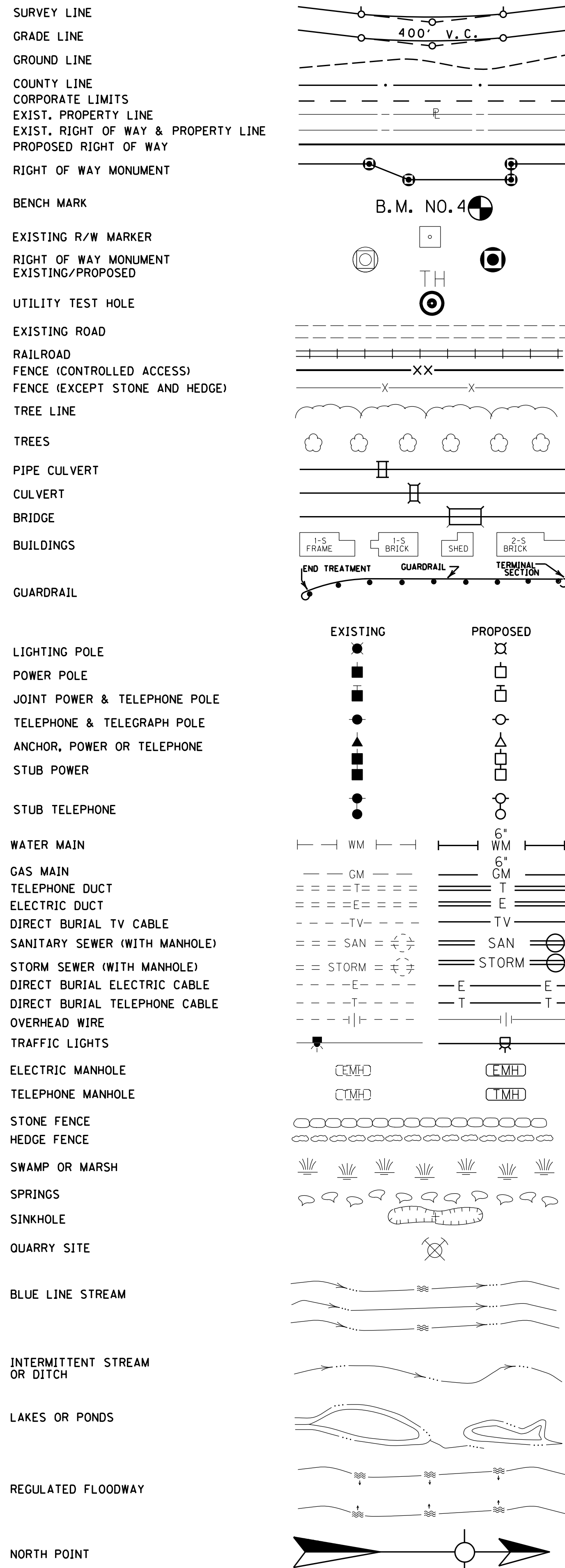
FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DCN\FAIRGROUNDS\080506\GENNOTES.DGN

USER: doug
DATE PLOTTED: February 20, 2012

E-SHEET NAME:

MicroStation v8.11.7.180

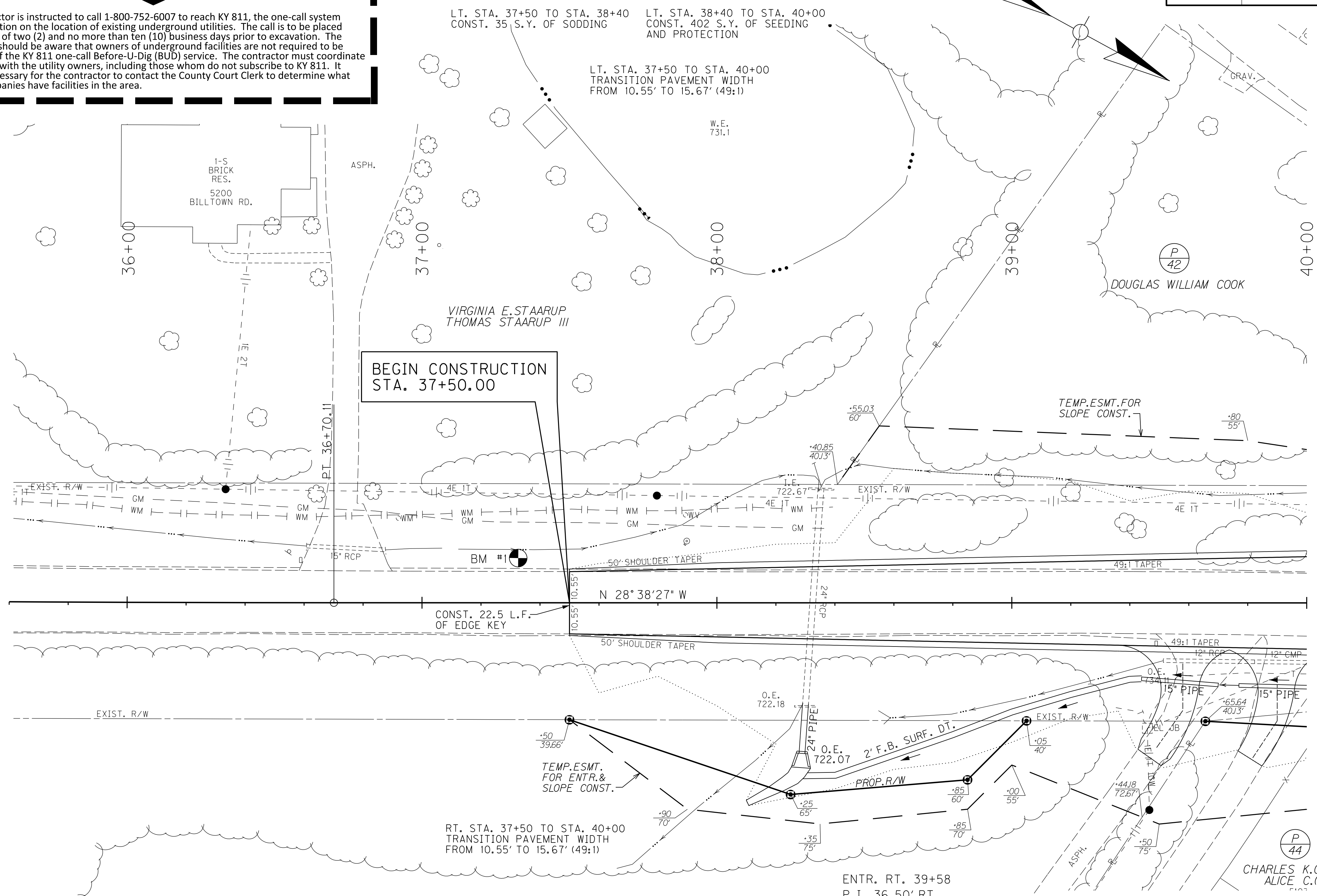
CONVENTIONAL SIGNS



BEFORE YOU DIG

The contractor is instructed to call 1-800-752-6007 to reach KY 811, the one-call system for information on the location of existing underground utilities. The call is to be placed a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor should be aware that owners of underground facilities are not required to be members of the KY 811 one-call Before-U-Dig (BUD) service. The contractor must coordinate excavation with the utility owners, including those whom do not subscribe to KY 811. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area.

BM #1: ELEV. 732.38 STA. 37+32.61, 15.15' LEFT
DISC SET IN CONCRETE



BEGIN CONSTRUCTION
STA. 37+50.00

DITCH CONSTRUCTION RT.						
STATION	SIZE - SHAPE TYPE	LINING			QUANTITY	
		TYPE	T=	D=		
38+30 - 39+44	2' F.B. SURF.	CL II	1.25'	1'	66 TONS	
39+70 - 39+77	SPCL. RDWY.	TRM TYI	-	1'	6 SY	

CONSTRUCT ENTRANCE RT.					
STATION	WIDTH Feet	CEM. CONC. Sq. Yds.	ASH. SURF. Sq. Yds.	T.B.B. Sq. Yds.	ENTR. PIPE Lin. Ft.
39+58 (RES.)	12'	-	57.8	-	26 - 15'
39+90 (RES.)	12'	-	52.9	-	25 - 15'

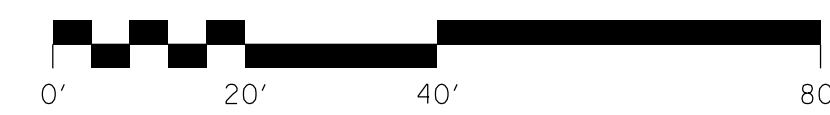
EXISTING UTILITY OWNERS

Louisville Gas & Electric 820 West Broadway Louisville, KY 40202 Greg Geiser: (502) 376-9510	Insight KY Partners 4701 Commerce Crossings Dr. Louisville, KY 40229 Deno Barbour: (502) 664-7395
Louisville Water Company 550 South Third Street Louisville, KY 40202 Daniel Tegene: (502) 569-3649	Metropolitan Sewer District 700 West Liberty Street Louisville, KY 40202 David Givan: (502) 540-6129
AT&T KY 3719 Bardstown Road - 2nd floor Louisville, KY 40218 Morgan Herndon: (502) 458-7312	Kentucky Data Link (KDL) 1132 Hull Street Louisville, KY 40204 Bill Hales: (502) 550-3661

ENTR. RT. 39+58
P.I. 36.50' RT.
DELTA = 35°20'
R = 50.00'

ENTR. RT. 39+90
P.I. 40.00' RT.
DELTA = 33°30'
R = 50.00'

RT. STA. 38+32.5 @ 4°05' SK. RT.
CONST. 22 L.F. OF 6.5' TO 2' F.B.
OUTLET DITCH W/ 26 TONS OF
CL. II CH. LINING
D=2', T=1.25'



DESIGNED BY: _____
DATE SUBMITTED: _____

**Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF
JEFFERSON**

PROJECT: FD04 056 1819 005-008
NUMBERS: _____

STA. 37+50 TO STA. 40+00

FILE NAME: F:\WORK\JEFFERSON\CO-PHASE II\DNV\FAIRGROUNDS\0805BPL1.DGN
USER: doug
DATE PLOTTED: February 20, 2012
E-SHEET NAME:
MicroStation v8.11.7.180

BM #1: ELEV. 732.38 STA. 37+32.61, 15.15' LEFT
DISC SET IN CONCRETE

RT. STA. 38+32.50 @ 4'-05" SK. RT.
PROP. 17 L.F. OF 24" PIPE AND
1'-24" SLOPED & FLARED HOWL.

S_{cg}
L₁ = 275.00'
L₂ = 137.50'
L₃ = 137.50'
G₁ = 0.02%
G₂ = 3.66%
NPSD = 370.44'

PT. 36+76.11

BEGIN CONSTRUCTION
STA. 37+50.00

FLOOD DATA			
DESIGN CHECK	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
	25	5.8	724.02
	100	7.2	724.21

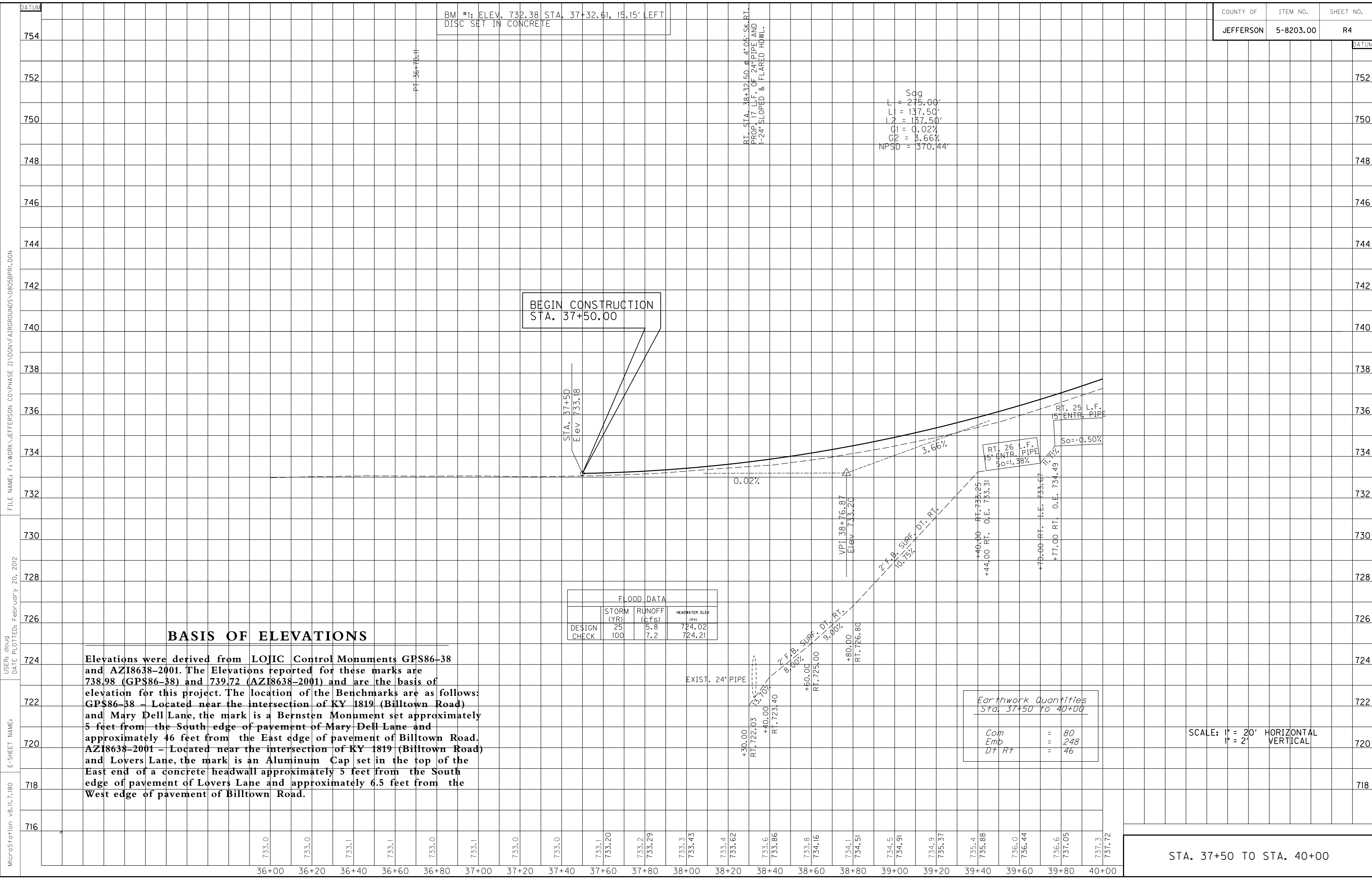
BASIS OF ELEVATIONS

Elevations were derived from LOJIC Control Monuments GPS86-38 and AZI8638-2001. The Elevations reported for these marks are 738.98 (GPS86-38) and 739.72 (AZI8638-2001) and are the basis of elevation for this project. The location of the Benchmarks are as follows:
GPS86-38 - Located near the intersection of KY 1819 (Billtown Road) and Mary Dell Lane, the mark is a Bernsten Monument set approximately 5 feet from the South edge of pavement of Mary Dell Lane and approximately 46 feet from the East edge of pavement of Billtown Road.
AZI8638-2001 - Located near the intersection of KY 1819 (Billtown Road) and Lovers Lane, the mark is an Aluminum Cap set in the top of the East end of a concrete headwall approximately 5 feet from the South edge of pavement of Lovers Lane and approximately 6.5 feet from the West edge of pavement of Billtown Road.

Earthwork Quantities Sta. 37+50 To 40+00		
Com	=	80
Emb	=	248
DT RT	=	46

SCALE: 1" = 20' HORIZONTAL
1" = 2' VERTICAL

STA. 37+50 TO STA. 40+00



MicroStation v8.11.7.180
 E-SHEET NAME:
 USER: ddog
 DATE PLOTTED: February 20, 2012
 FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DNV\FAIRGROUNDS\0805BPRI.DGN

LT. STA. 40+00 TO STA. 40+40.25
TRANSITION PAVEMENT WIDTH
FROM 15.67' TO 16.50' (49:1)

BM #2: ELEV. 741.85 STA. 41+27.95, 32.55' LEFT
I.P. & CAP SET IN CONCRETE

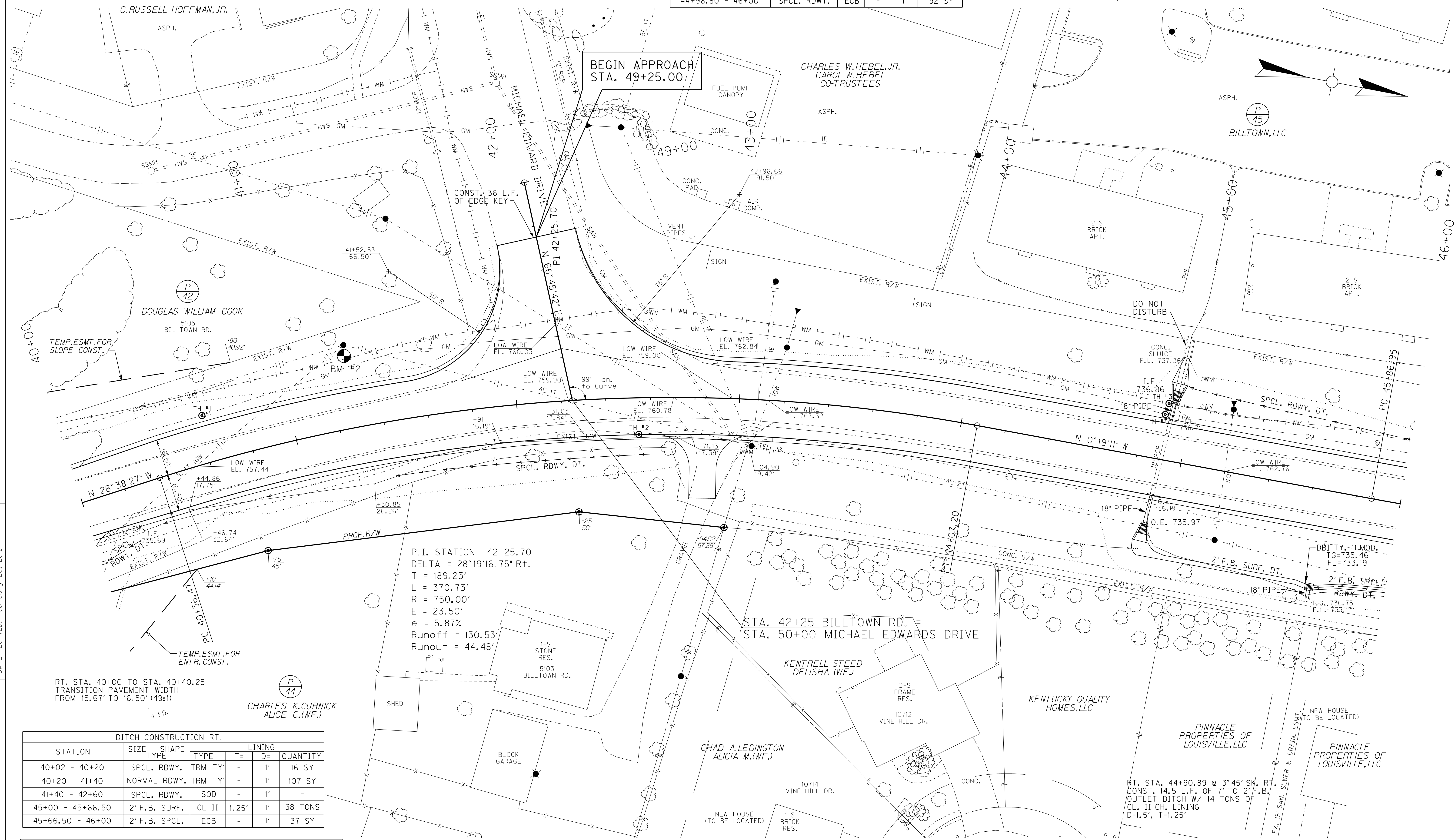
LT. STA. 40+00 TO STA. 46+00
CONST. 569 S.Y. OF SEEDING
AND PROTECTION

DITCH CONSTRUCTION LT.					
STATION	SIZE - SHAPE TYPE	LINING			QUANTITY
		TYPE	T=	D=	
44+96.80 - 46+00	SPCL. RDWY.	ECB	-	1'	92 SY

LT. STA. 44+90.89 @ 3°45' SK. RT.
CONST. 12 L.F. OF 2' TO 7' F.B.
INLET DITCH W/ 9 TON OF
CL. II CH. LINING
D=1', T=1.25'

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-8203.00	R5

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DCN\FAIRGROUNDS\0805BPL2.DGN
 USER: doug
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180



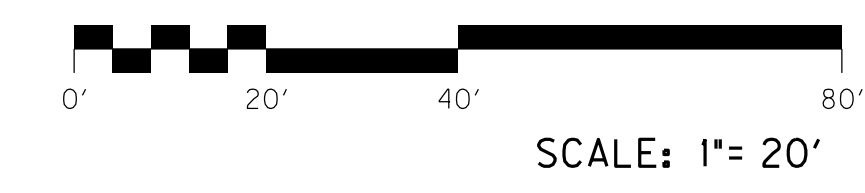
DITCH CONSTRUCTION RT.					
STATION	SIZE - SHAPE TYPE	LINING			QUANTITY
		TYPE	T=	D=	
40+02 - 40+20	SPCL. RDWY.	TRM TYI	-	1'	16 SY
40+20 - 41+40	NORMAL RDWY.	TRM TYI	-	1'	107 SY
41+40 - 42+60	SPCL. RDWY.	SOD	-	1'	-
45+00 - 45+66.50	2' F.B. SURF.	CL II	1.25'	1'	38 TONS
45+66.50 - 46+00	2' F.B. SPCL.	ECB	-	1'	37 SY

CONSTRUCT ENTRANCE RT.				
STATION	WIDTH Feet	CEM. CONC. Sq. Yds.	ASH. SURF. Sq. Yds.	ENTR. PIPE Lin. Ft.
42+84 (RES.)	12'	-	-	42

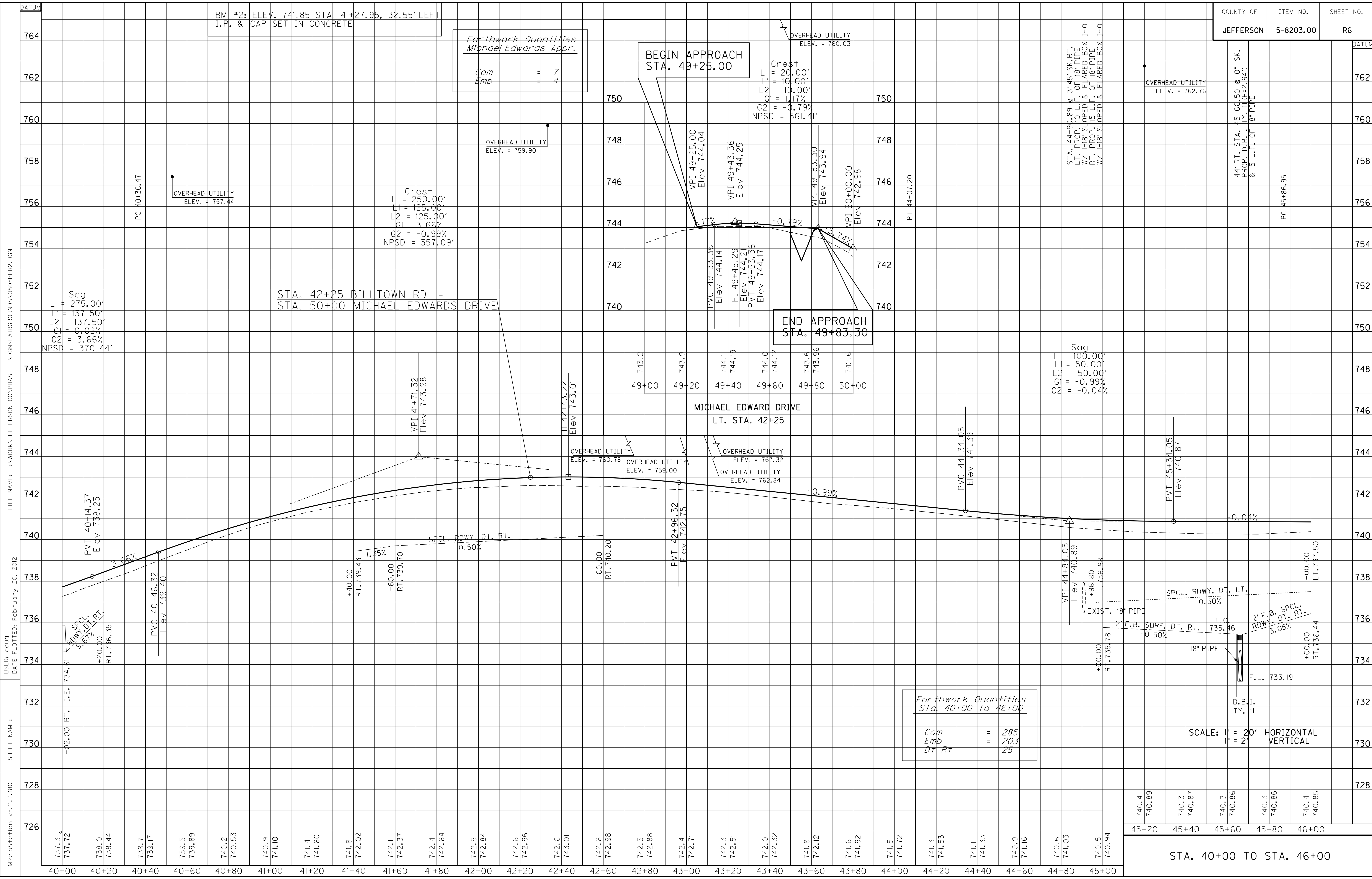
RT. STA. 40+00 TO STA. 41+40
CONST. 188 S.Y. OF SEEDING
AND PROTECTION

RT. STA. 41+40 TO STA. 43+20
CONST. 255 S.Y. OF SODDING

RT. STA. 43+20 TO STA. 46+00
CONST. 581 S.Y. OF SEEDING
AND PROTECTION



STA. 40+00 TO STA. 46+00



BM #2: ELEV. 741.85 STA. 41+27.95, 32.55' LEFT
I.P. & CAP SET IN CONCRETE

Earthwork Quantities
Michael Edwards Appr.
Com = 7
Emb = 4

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-8203.00	R6

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DONV\FAIRGROUNDS\0805BPR2.DGN
 USER: doug
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180

Sag
L = 275.00'
L1 = 137.50'
L2 = 137.50'
G1 = 0.02%
G2 = 3.66%
NPSD = 370.44'

STA. 42+25 BILLTOWN RD. =
STA. 50+00 MICHAE EDWARDS DRIVE

Crest
L = 250.00'
L1 = 125.00'
L2 = 125.00'
G1 = 3.66%
G2 = -0.99%
NPSD = 357.09'

OVERHEAD UTILITY
ELEV. = 760.03
Crest
L = 20.00'
L1 = 10.00'
L2 = 10.00'
G1 = 1.17%
G2 = -0.79%
NPSD = 561.41'

STA. 44+90.89 @ 3'45" SK. RT.
L.T. PROP. 10 L.F. OF 18" PIPE
W/ 118' SLOPED & FLARED BOX I=0
RT. PROP. 15 L.F. OF 18" PIPE
W/ 118' SLOPED & FLARED BOX I=0

44' RT. STA. 45+66.50 @ 0' SK.
PROP. 10 L.F. OF 18" PIPE
& 5 L.F. OF 18" PIPE

PC 45+86.95

END APPROACH
STA. 49+83.30

Sag
L = 100.00'
L1 = 50.00'
L2 = 50.00'
G1 = -0.99%
G2 = -0.04%

Earthwork Quantities
Sta. 40+00 to 46+00
Com = 285
Emb = 203
DT RT = 25

SCALE: 1" = 20' HORIZONTAL
1" = 2' VERTICAL

STA. 40+00 TO STA. 46+00

740.4	740.89	740.3	740.87	740.3	740.86	740.3	740.86	740.4	740.85
45+20	45+40	45+60	45+80	46+00					

737.3
737.72
738.0
738.44
738.7
739.17
739.5
739.89
740.2
740.53
740.9
741.0
741.4
741.60
741.8
742.02
742.1
742.37
742.4
742.64
742.5
742.84
742.6
742.96
742.6
743.01
742.6
742.98
742.5
742.88
742.4
742.71
742.3
742.51
742.0
742.32
741.8
742.12
741.6
741.92
741.5
741.72
741.3
741.53
741.1
741.33
740.9
741.16
740.6
741.03
740.5
740.94

743.2
743.9
744.1
744.19
744.1
744.17
744.12
743.6
743.96
742.6
49+00
49+20
49+40
49+60
49+80
50+00

MICHAE EDWARDS DRIVE
L.T. STA. 42+25

OVERHEAD UTILITY
ELEV. = 760.78
OVERHEAD UTILITY
ELEV. = 759.00
OVERHEAD UTILITY
ELEV. = 767.32
OVERHEAD UTILITY
ELEV. = 762.84

SPECIAL ROWY. DT. RT.
0.50%

SPECIAL ROWY. DT. LT.
0.50%

2' F.B. SURF. DT. RT. 0.50%
I.G.
2' F.B. SPECIAL ROWY. DT. RT. 3.05%

18" PIPE
F.L. 733.19

D.B.I.
TY. II

+00.00
RT. 737.50
+00.00
RT. 736.44
+00.00
RT. 735.78
+96.80
L.T. 736.98

EXIST. 18" PIPE

2' F.B. SURF. DT. RT. 0.50%

18" PIPE

F.L. 733.19

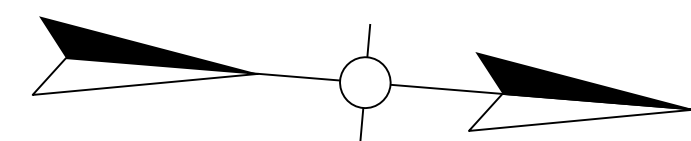
D.B.I.

TY. II

SCALE: 1" = 20' HORIZONTAL

1" = 2' VERTICAL

STA. 40+00 TO STA. 46+00



LT. STA. 46+00 TO STA. 48+00
CONST. 98 S.Y. OF SEEDING
AND PROTECTION

P.I. STATION 46+50.09
DELTA = 6°01'25.60" L+.
T = 63.14'
L = 126.16'
R = 1200.00'
E = 1.66'

4.98%
Runoff = 110.60'
Runout = 44.40'

FAIRGROUNDS RD.
P.I. STATION 49+24.29
DELTA = 15°51'20.30" L+.
T = 34.81'
L = 69.18'
R = 250.00'
E = 2.41'
e = N/A

DITCH CONSTRUCTION LT.					
STATION	SIZE - SHAPE TYPE	TYPE	T=	D=	QUANTITY
46+00 - 46+20	SPCL. RDWY.	ECB	-	1'	18 SY
49+40 - 50+20	SPCL. RDWY.	ECB	-	1'	71 SY

4" CONCRETE SIDEWALK LT.		
STATION TO STATION	SO. YDS.	RAMP
49+00.40 - 51+15.10	117.1	2 - TY. 1

• EACH SIDEWALK RAMP REQUIRES 10 SQ. FT. OF DETECTABLE WARNINGS

ROLL CURB LT.	
STATION TO STATION	LINEAR FEET
51+08 - 51+20	14

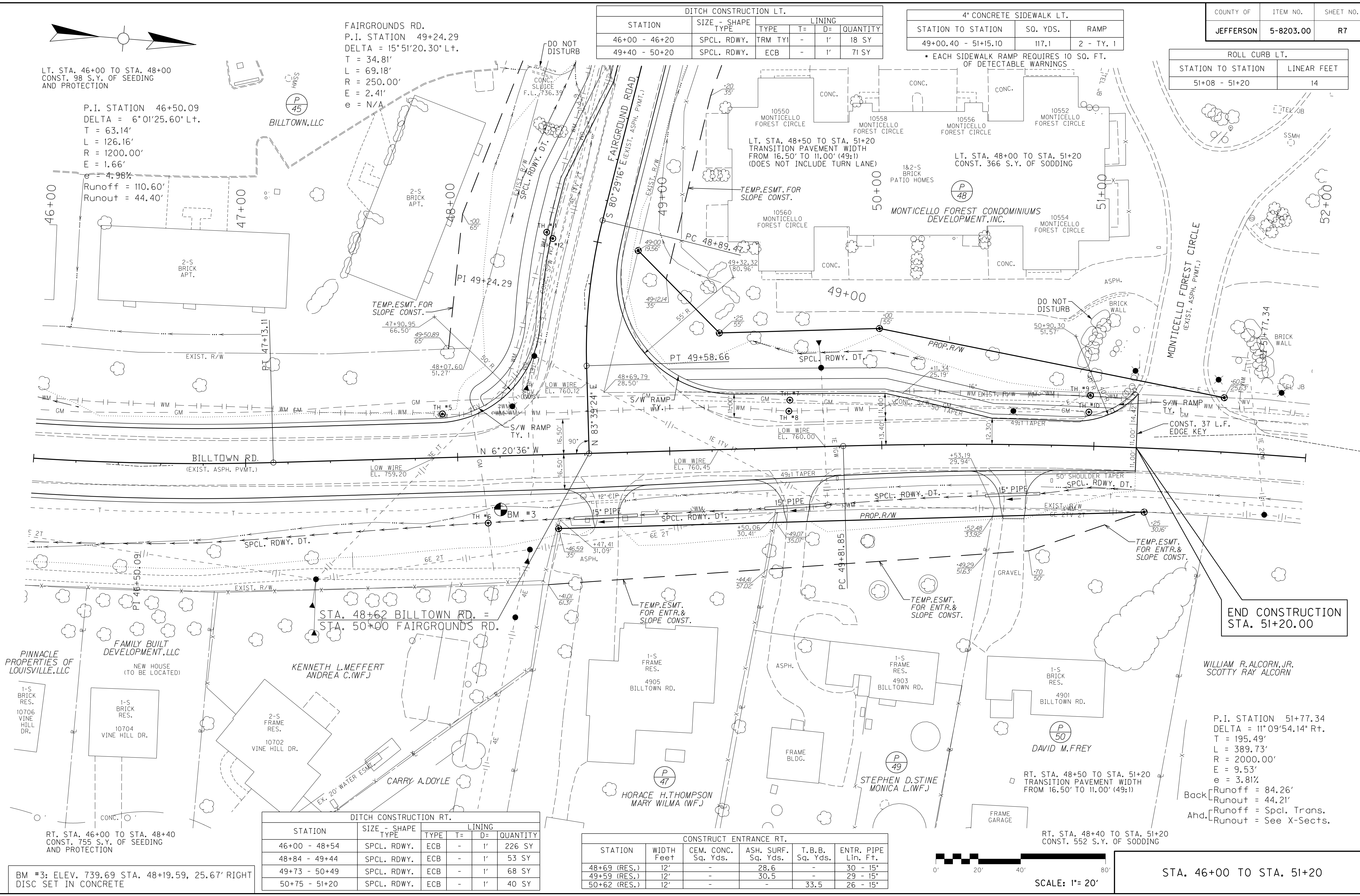
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-8203.00	R7

FILE NAME: F:\WORK\JEFFERSON\CO-PHASE II\DON\FAIRGROUNDS\0805BPL3.DGN

USER: ddog DATE PLOTTED: February 20, 2012

E-SHEET NAME:

MicroStation v8.11.7.180



RT. STA. 46+00 TO STA. 48+00
CONST. 755 S.Y. OF SEEDING
AND PROTECTION

DITCH CONSTRUCTION RT.					
STATION	SIZE - SHAPE TYPE	TYPE	T=	D=	QUANTITY
46+00 - 48+54	SPCL. RDWY.	ECB	-	1'	226 SY
48+84 - 49+44	SPCL. RDWY.	ECB	-	1'	53 SY
49+73 - 50+49	SPCL. RDWY.	ECB	-	1'	68 SY
50+75 - 51+20	SPCL. RDWY.	ECB	-	1'	40 SY

CONSTRUCT ENTRANCE RT.					
STATION	WIDTH Feet	CEM. CONC. Sq. Yds.	ASH. SURF. Sq. Yds.	T.B.B. Sq. Yds.	ENTR. PIPE Lin. Ft.
48+69 (RES.)	12'	-	28.6	-	30 - 15"
49+59 (RES.)	12'	-	30.5	-	29 - 15"
50+62 (RES.)	12'	-	-	33.5	26 - 15"

P.I. STATION 51+77.34
DELTA = 11°09'54.14" R+.
T = 195.49'
L = 389.73'
R = 2000.00'
E = 9.53'
e = 3.81%
Back Runoff = 84.26'
Runout = 44.21'
Ahd. Runoff = Spcl. Trans.
Runout = See X-Sects.

RT. STA. 48+40 TO STA. 51+20
CONST. 552 S.Y. OF SODDING

END CONSTRUCTION
STA. 51+20.00

WILLIAM R. ALCORN, JR.
SCOTTY RAY ALCORN

DAVID M. FREY

STEPHEN D. STINE
MONICA L. W.F.

HORACE H. THOMPSON
MARY WILMA (W.F.)

CARRY A. DOYLE

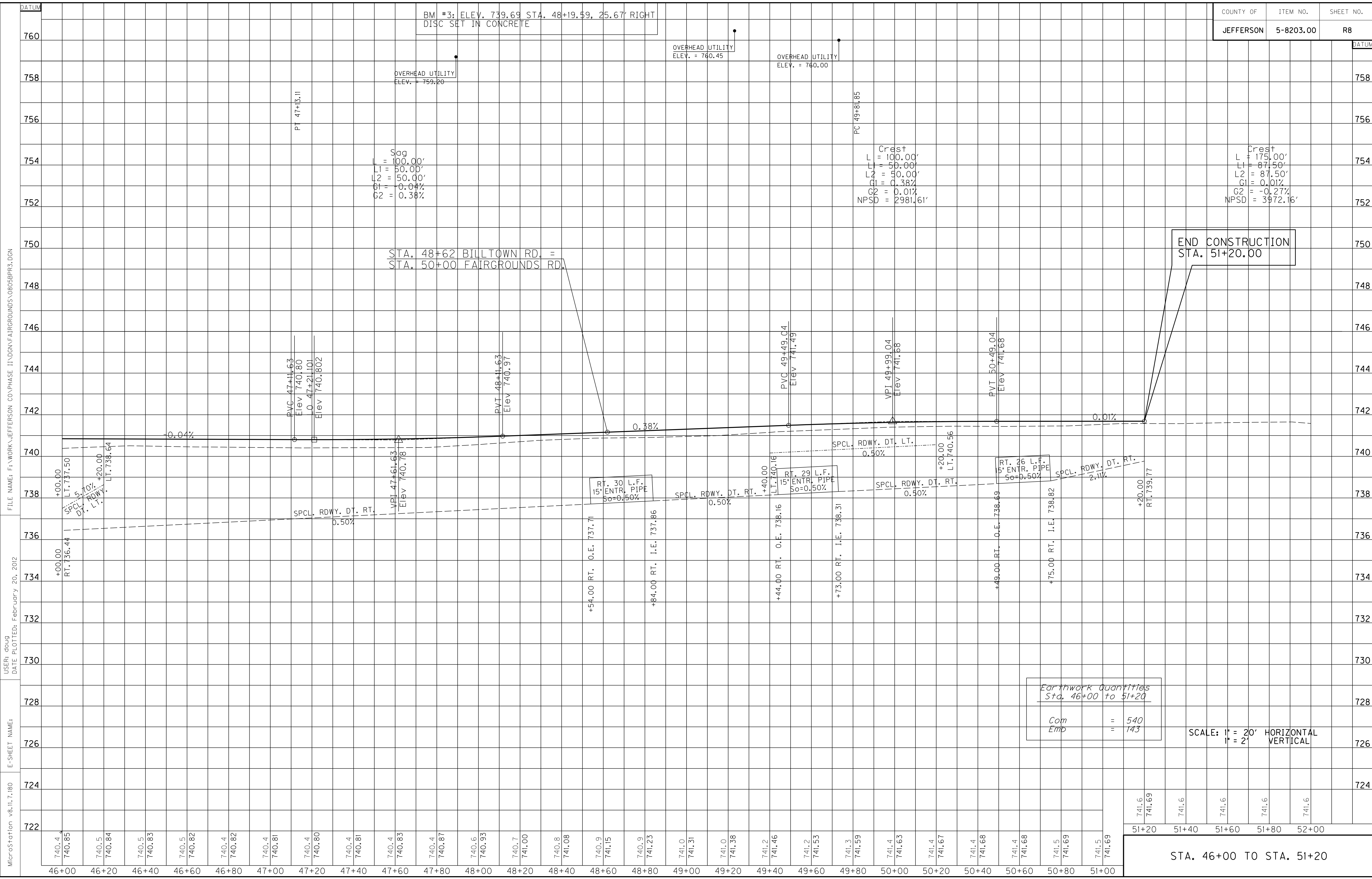
KENNETH L. MEFFERT
ANDREA C. (W.F.)

FAMILY BUILT
DEVELOPMENT, LLC
NEW HOUSE
(TO BE LOCATED)

PINNACLE PROPERTIES OF
LOUISVILLE, LLC



STA. 46+00 TO STA. 51+20



Earthwork Quantities	
Sta. 46+00 to 51+20	
Com	= 540
Emb	= 143

SCALE: 1" = 20' HORIZONTAL
1" = 2' VERTICAL

741.6	741.6	741.6	741.6	741.6
51+20	51+40	51+60	51+80	52+00

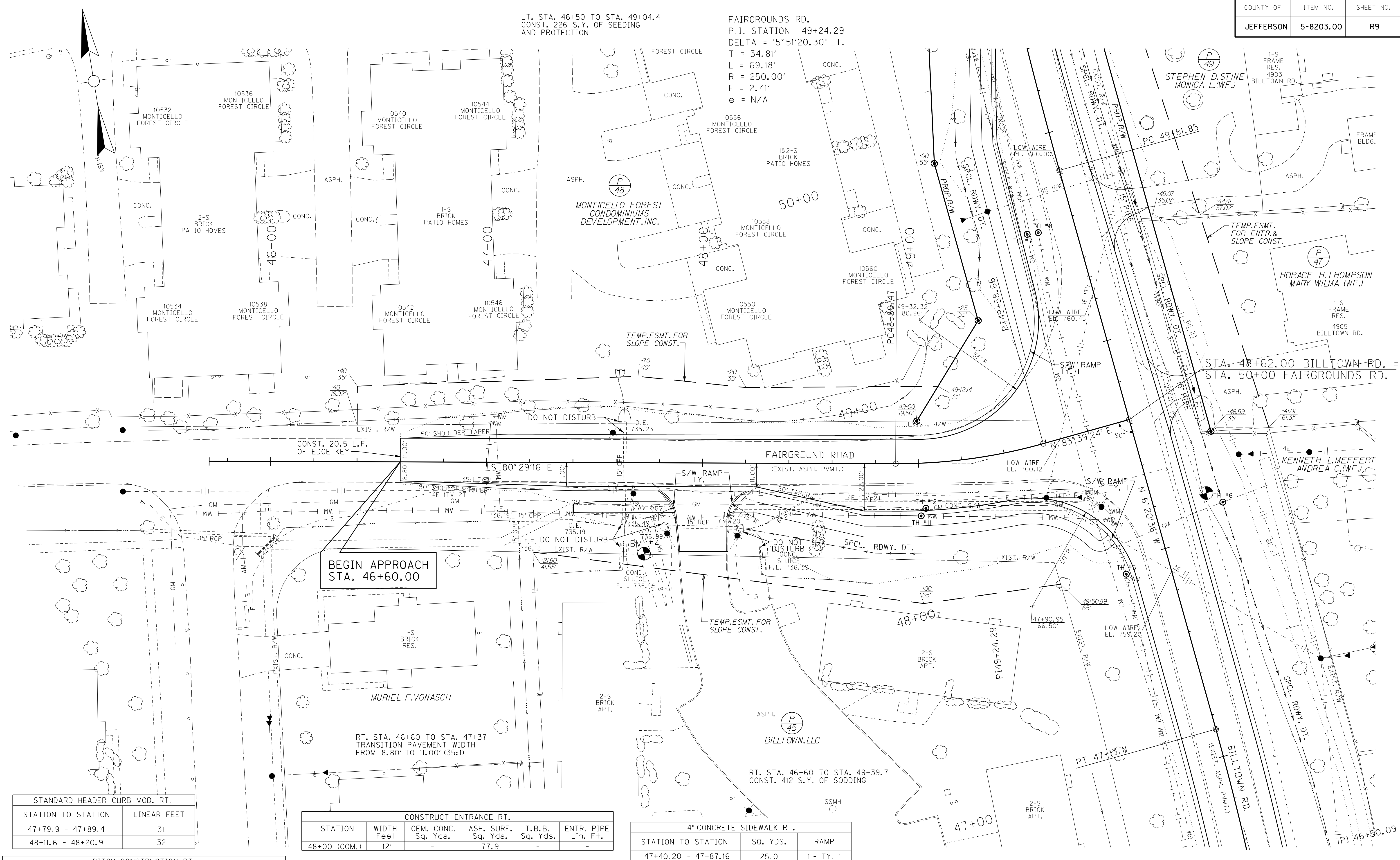
STA. 46+00 TO STA. 51+20

MicroStation v8.11.7.180 E-SHEET NAME: USER: doug DATE PLOTTED: February 20, 2012 FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DNV\FAIRGROUNDS\0805BPR3.DGN

LT. STA. 46+50 TO STA. 49+04.4
CONST. 226 S.Y. OF SEEDING
AND PROTECTION

FAIRGROUNDS RD.
P.I. STATION 49+24.29
DELTA = 15° 51' 20.30" L.
T = 34.81'
L = 69.18'
R = 250.00'
e = 2.41'
E = N/A

FILE NAME: F:\WORK\JEFFERSON\CO-PHASE II\DCON\FAIRGROUNDS\APPR\FAIRGROUNDSR9.DGN
 USER: r.yon
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.5.0.64



STANDARD HEADER CURB MOD. RT.	
STATION TO STATION	LINEAR FEET
47+79.9 - 47+89.4	31
48+11.6 - 48+20.9	32

DITCH CONSTRUCTION RT.				
STATION	SIZE - SHAPE TYPE	LINING		
		T=	D=	QUANTITY
48+20 - 49+00	SPCL. RDWY.	SOD	1'	

CONSTRUCT ENTRANCE RT.					
STATION	WIDTH Feet	CEM. CONC. Sq. Yds.	ASH. SURF. Sq. Yds.	T.B.B. Sq. Yds.	ENTR. PIPE Lin. Ft.
48+00 (COM.)	12'	-	77.9	-	-

4" CONCRETE SIDEWALK RT.		
STATION TO STATION	SQ. YDS.	RAMP
47+40.20 - 47+87.16	25.0	1 - TY. 1
48+12.40 - 49+78.15	100.5	2 - TY. 1

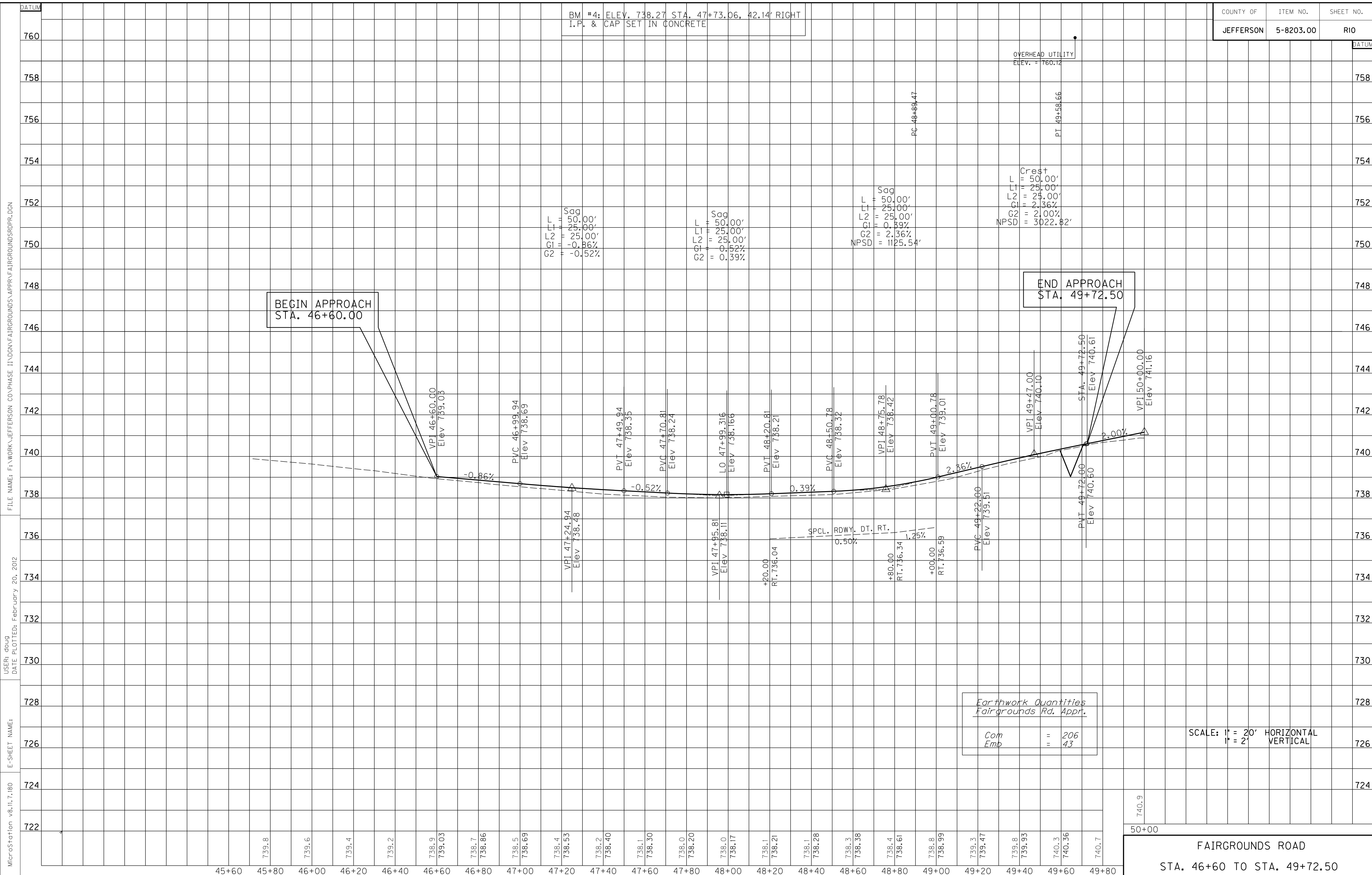
BM #4: ELEV. 738.27 STA. 47+73.06, 42.14' RIGHT I.P. & CAP SET IN CONCRETE

* EACH SIDEWALK RAMP REQUIRES 10 SQ. FT. OF DETECTABLE WARNINGS



FAIRGROUNDS ROAD
STA. 46+40 TO STA. 50+00

BM #4: ELEV. 738.27 STA. 47+73.06, 42.14' RIGHT
I.P. & CAP SET IN CONCRETE



BEGIN APPROACH
STA. 46+60.00

END APPROACH
STA. 49+72.50

Sag
L1 = 50.00'
L2 = 25.00'
G1 = -0.86%
G2 = -0.52%

Sag
L1 = 50.00'
L2 = 25.00'
G1 = -0.52%
G2 = 0.39%

Sag
L1 = 50.00'
L2 = 25.00'
G1 = 0.39%
G2 = 2.36%
NPSD = 1125.54'

Cre
L1 = 50.00'
L2 = 25.00'
G1 = 2.36%
G2 = 2.00%
NPSD = 3022.82'

Earthwork Quantities	
Fairgrounds Rd. Appr.	
Com	= 206
Emb	= 43

SCALE: 1" = 20' HORIZONTAL
1" = 2' VERTICAL

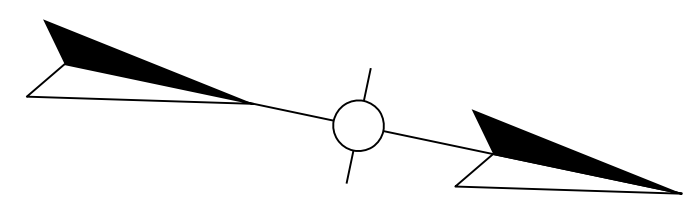
740.9
50+00
FAIRGROUNDS ROAD
STA. 46+60 TO STA. 49+72.50

MicroStation v8.11.7.180
 E-SHEET NAME:
 USER: doug
 DATE PLOTTED: February 20, 2012
 FILE NAME: F:\WORK\JEFFERSON\CO-PHASE II\DCN\FAIRGROUNDS\APPR\FAIRGROUNDSRDR.DGN

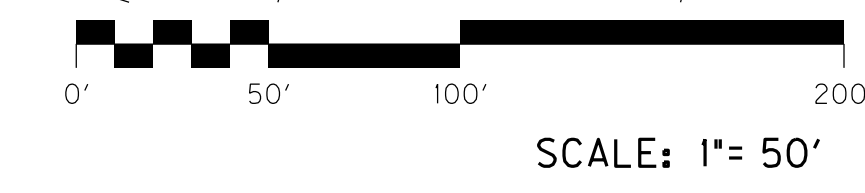
DATUM
760
758
756
754
752
750
748
746
744
742
740
738
736
734
732
730
728
726
724
722

DATUM
758
756
754
752
750
748
746
744
742
740
738
736
734
732
730
728
726
724
722

45+60 45+80 46+00 46+20 46+40 46+60 46+80 47+00 47+20 47+40 47+60 47+80 48+00 48+20 48+40 48+60 48+80 49+00 49+20 49+40 49+60 49+80



STA. 48+62 BILLTOWN RD. =
STA. 50+00 FAIRGROUNDS RD.



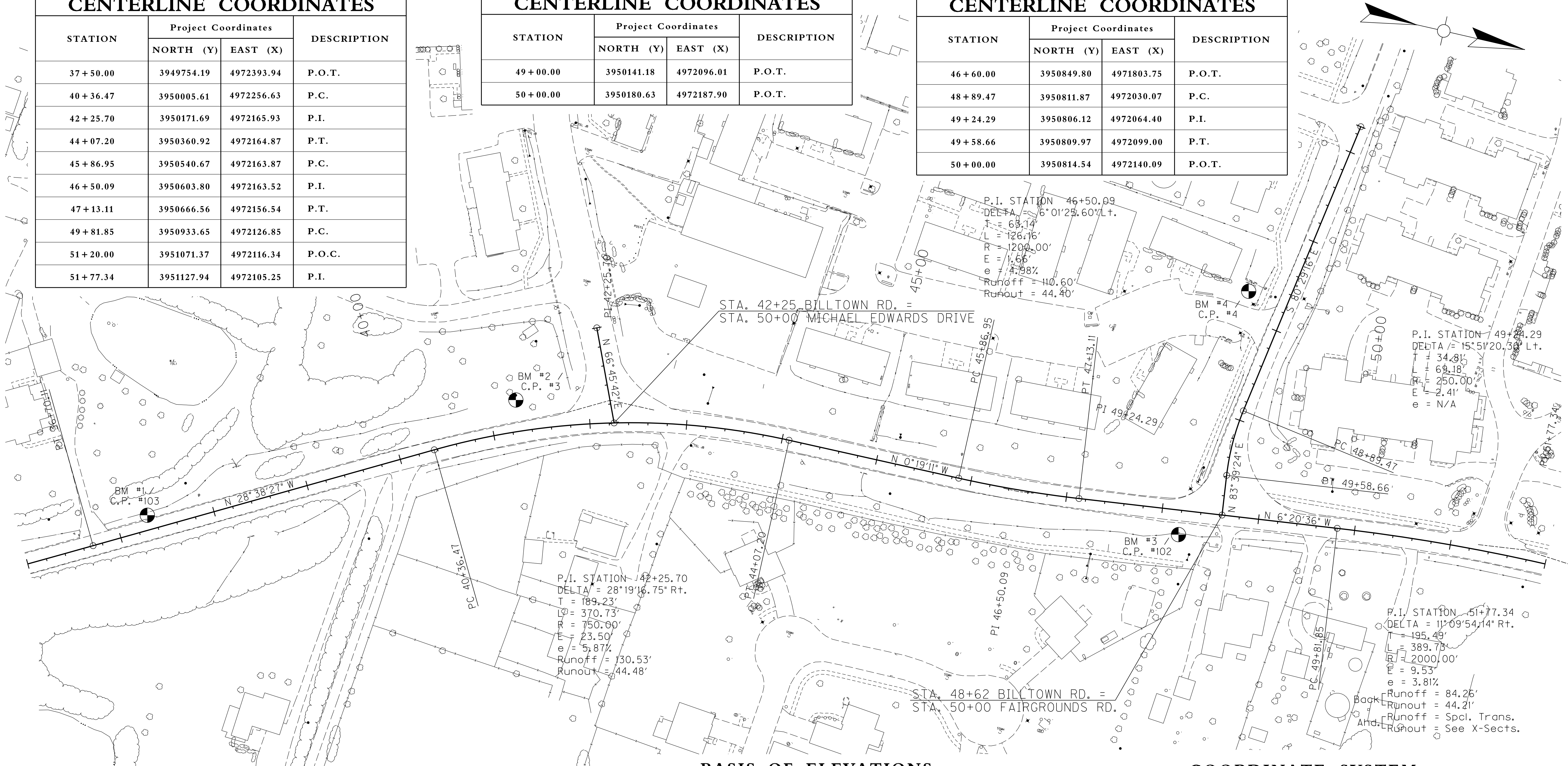
RIGHT OF WAY
STRIP MAP
STA. 37+00 TO STA. 52+00

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DDN\FAIRGROUNDS\0805BSM.DGN
 USER: Jim
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180

KY. 1819 CENTERLINE COORDINATES			
STATION	Project Coordinates		DESCRIPTION
	NORTH (Y)	EAST (X)	
37+50.00	3949754.19	4972393.94	P.O.T.
40+36.47	3950005.61	4972256.63	P.C.
42+25.70	3950171.69	4972165.93	P.I.
44+07.20	3950360.92	4972164.87	P.T.
45+86.95	3950540.67	4972163.87	P.C.
46+50.09	3950603.80	4972163.52	P.I.
47+13.11	3950666.56	4972156.54	P.T.
49+81.85	3950933.65	4972126.85	P.C.
51+20.00	3951071.37	4972116.34	P.O.C.
51+77.34	3951127.94	4972105.25	P.I.

MICHAEL EDWARDS DRIVE CENTERLINE COORDINATES			
STATION	Project Coordinates		DESCRIPTION
	NORTH (Y)	EAST (X)	
49+00.00	3950141.18	4972096.01	P.O.T.
50+00.00	3950180.63	4972187.90	P.O.T.

FAIRGROUNDS RD. CENTERLINE COORDINATES			
STATION	Project Coordinates		DESCRIPTION
	NORTH (Y)	EAST (X)	
46+60.00	3950849.80	4971803.75	P.O.T.
48+89.47	3950811.87	4972030.07	P.C.
49+24.29	3950806.12	4972064.40	P.I.
49+58.66	3950809.97	4972099.00	P.T.
50+00.00	3950814.54	4972140.09	P.O.T.

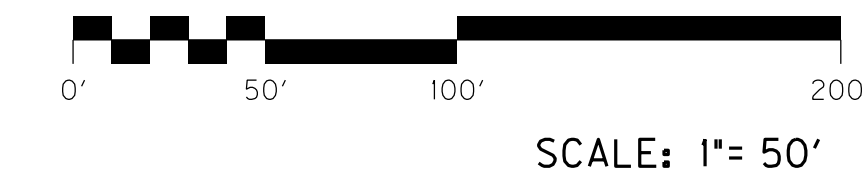


BASIS OF ELEVATIONS

Elevations were derived from LOJIC Control Monuments GPS86-38 and AZI8638-2001. The Elevations reported for these marks are 738.98 (GPS86-38) and 739.72 (AZI8638-2001) and are the basis of elevation for this project. The location of the Benchmarks are as follows: GPS86-38 - Located near the intersection of KY 1819 (Billtown Road) and Mary Dell Lane, the mark is a Bernsten Monument set approximately 5 feet from the South edge of pavement of Mary Dell Lane and approximately 46 feet from the East edge of pavement of Billtown Road. AZI8638-2001 - Located near the intersection of KY 1819 (Billtown Road) and Lovers Lane, the mark is an Aluminum Cap set in the top of the East end of a concrete headwall approximately 5 feet from the South edge of pavement of Lovers Lane and approximately 6.5 feet from the West edge of pavement of Billtown Road.

COORDINATE SYSTEM

Coordinates for horizontal control were obtained from GPS methods and adjusted to the National NAD83/FBN System. Coordinates are based on State Plane Coordinate System Single Zone and in U.S. Survey Feet. The project Grid Factor is 0.999893733 and was obtained by using the average Grid Factors from the Primary Survey Control over the project area.



COORDINATE CONTROL SHEET
STA. 36+00 TO STA. 52+00

FILE NAME: F:\WORK\JEFFERSON\CO-PHASE II\DON\FAIRGROUNDS\0805BCCS1.DGN
 USER: doug
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180

COORDINATE CONTROL POINTS					
POINT	DESCRIPTION	State Plane Coordinates			STATION and OFFSET
		NORTH (Y)	EAST (X)	ELEV. (Z)	
C.P. #3	I.P. & Cap in Conc.	3950076.36	4972187.53	741.85	41+27.95, 32.55' Left
C.P. #4	I.P. & Cap in Conc.	3950789.55	4971908.29	738.27	Fairgrounds Rd. 47+73.06, 42.14' Right
C.P. #102	Disc in Conc.	3950775.18	4972169.89	739.69	48+19.59, 25.67' Right
C.P. #103	Disc in Conc.	3949731.67	4972388.98	732.38	37+32.61, 15.15' Left

RIGHT OF WAY MONUMENT POINTS

STATION and OFFSET	TYPE	DESCRIPTION	Project Coordinates		State Plane Coordinates	
			NORTH (Y)	EAST (X)	NORTH (Y)	EAST (X)
37 + 50.00, 39.66 Right	1				3949773.21	4972428.75
38 + 25.00, 65.00 Right	1				3949851.17	4972415.04
38 + 85.00, 60.00 Right	1				3949901.43	4972381.89
39 + 05.00, 40.00 Right	1				3949909.40	4972354.76
39 + 65.64, 40.13 Right	1				3949962.68	4972325.81
40 + 75.00, 45.00 Right	1				3950059.40	4972279.59
42 + 25.00, 50.00 Right	1				3950192.93	4972236.37
42 + 94.92, 57.88 Right	1				3950258.06	4972231.07
48 + 46.59, 35.00 Right	1				3950803.08	4972176.58
51 + 25.00, 30.16 Right	1				3951077.55	4972146.28
49 + 25.00, 55.00 Left	1				3950871.07	4972078.47
50 + 00.00, 55.00 Left	1				3950946.12	4972070.21
51 + 60.00, 25.63 Left	1				3951110.80	4972089.45
FAIRGROUNDS ROAD						
49 + 00.00, 19.56 Left	1				3950829.76	4972042.90

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DCN\FAIRGROUNDS\RMONSHEET.DGN

USER: doug
DATE PLOTTED: February 20, 2012

E-SHEET NAME:

MicroStation v8.11.7.180

PIPE DIA. (IN)	PIPE TYPE	CIRCULAR PIPE COVER HEIGHTS IN FEET					
		2-5	5-10	10-15	15-20	20-25	25-30
12 & 15	2 2/3" x 1/2" CSPHS (1)	16 GA.					
	2 2/3" x 1/2" CSPLS (1)	16 GA.					
	2 2/3" x 1/2" CAPHS	16 GA.					
	PVC	SMOOTH WALL (SOLID WALL)					
	HDPE					FF	
	RCP (11)						
18	2 2/3" x 1/2" CSPHS (1)	16 GA.					
	2 2/3" x 1/2" CSPLS (1)	16 GA.					
	2 2/3" x 1/2" CAPHS	16 GA.					
	SRS (1)	16 GA.					
	SRA	16 GA.					
	PVC	RIBBED (PROFILE WALL)					
	HDPE					FF	
RCP (11)							

PIPE DIA. (IN)	PIPE TYPE	CIRCULAR PIPE COVER HEIGHTS IN FEET													
		2-5	5-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	
21	2 2/3" x 1/2" CSPHS (1)	16 GA.													
	2 2/3" x 1/2" CSPLS (1)	16 GA.										10 GA.			
	2 2/3" x 1/2" CAPHS	16 GA.													
	SRS (1)	16 GA.													
	SRA	16 GA.						14 GA.							
	PVC	RIBBED (PROFILE WALL)													
	HDPE											FF			
RCP (11)															
24	2 2/3" x 1/2" CSPHS (1)	16 GA.										14 GA.			
	2 2/3" x 1/2" CSPLS (1)	16 GA.						10 GA.							
	2 2/3" x 1/2" CAPHS	16 GA.										14 GA.		12 GA.	
	SRS (1)	16 GA.						14 GA.				12 GA.			
	SRA	16 GA.				14 GA.				12 GA.				10 GA.	
	PVC	RIBBED (PROFILE WALL)													
	HDPE											FF			
RCP (11)															
(6)															

NOTES

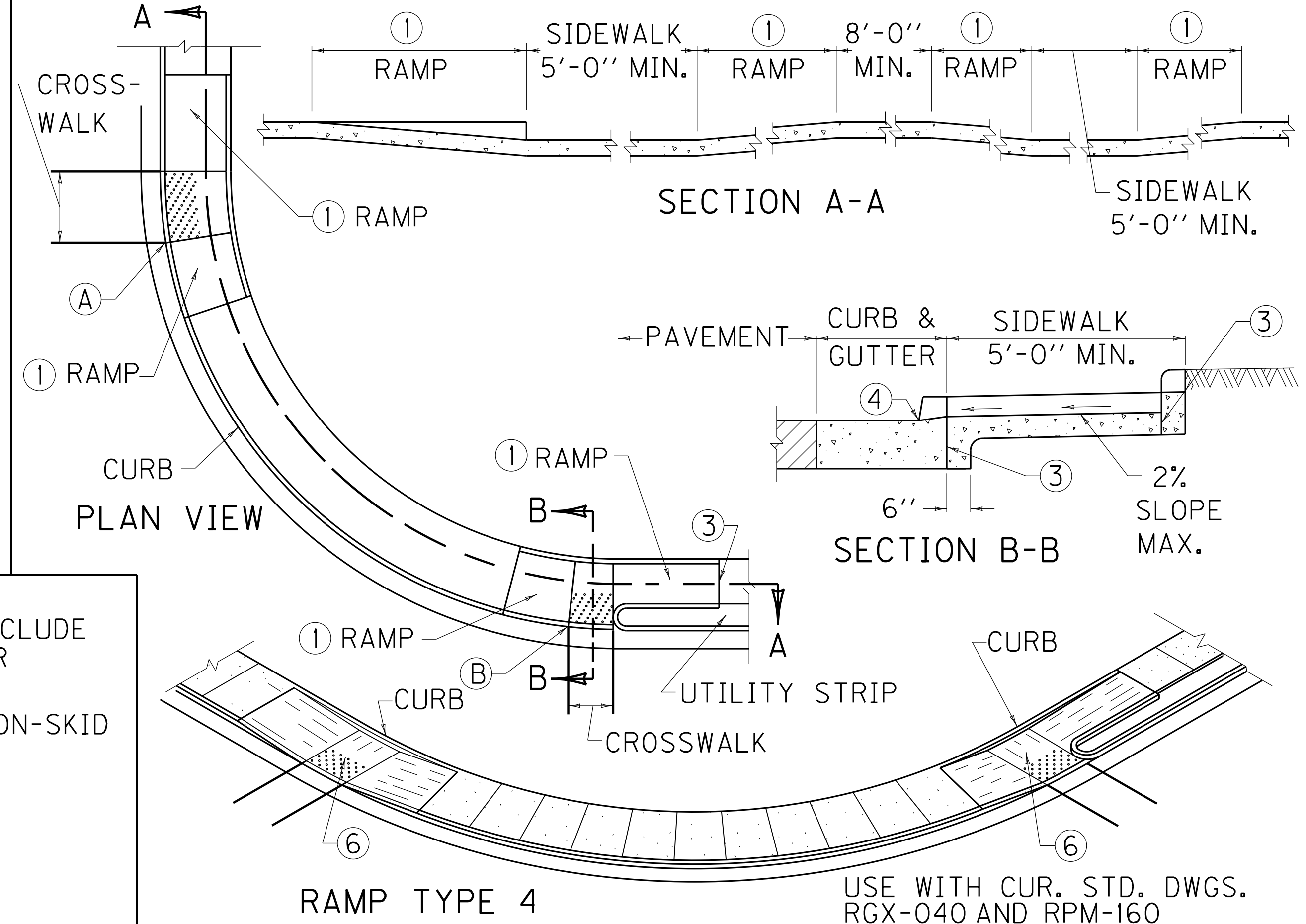
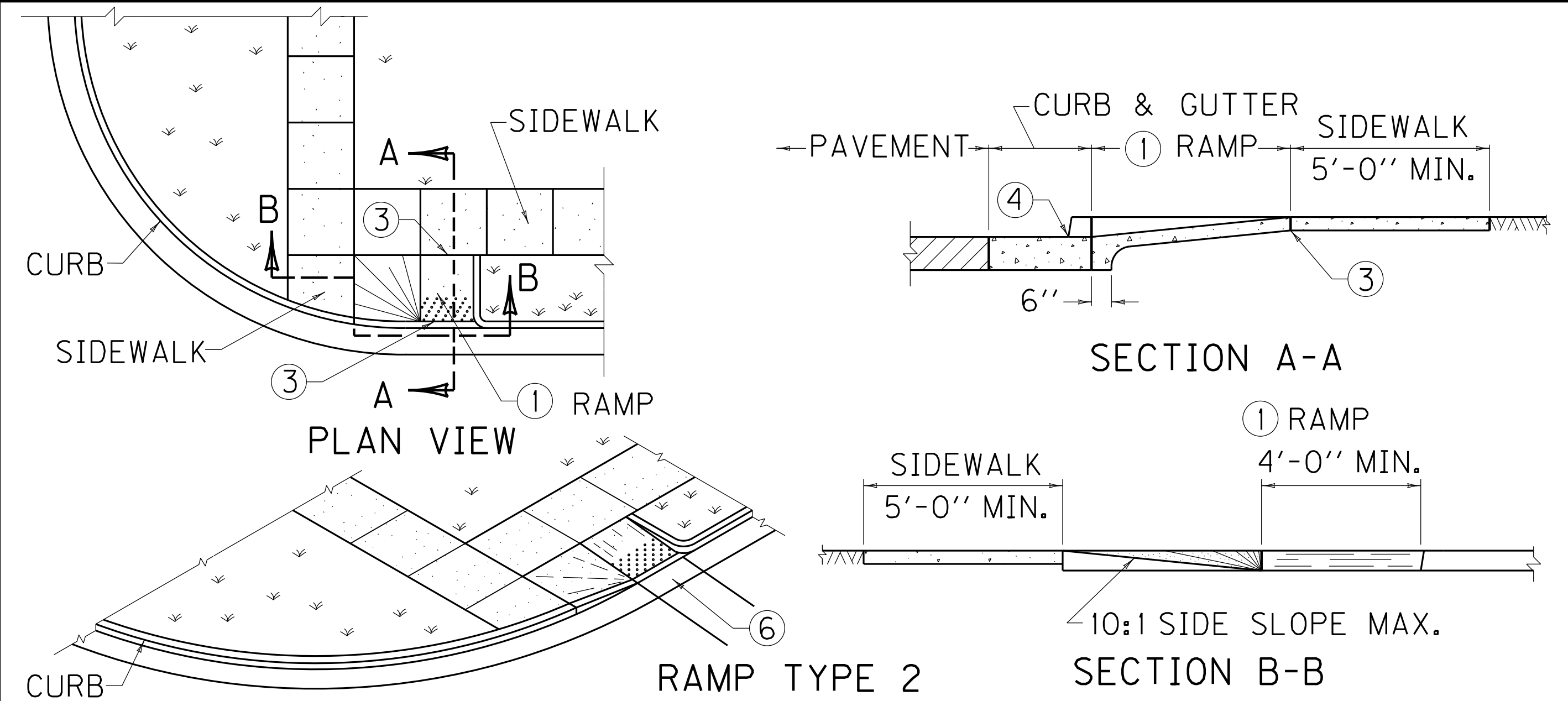
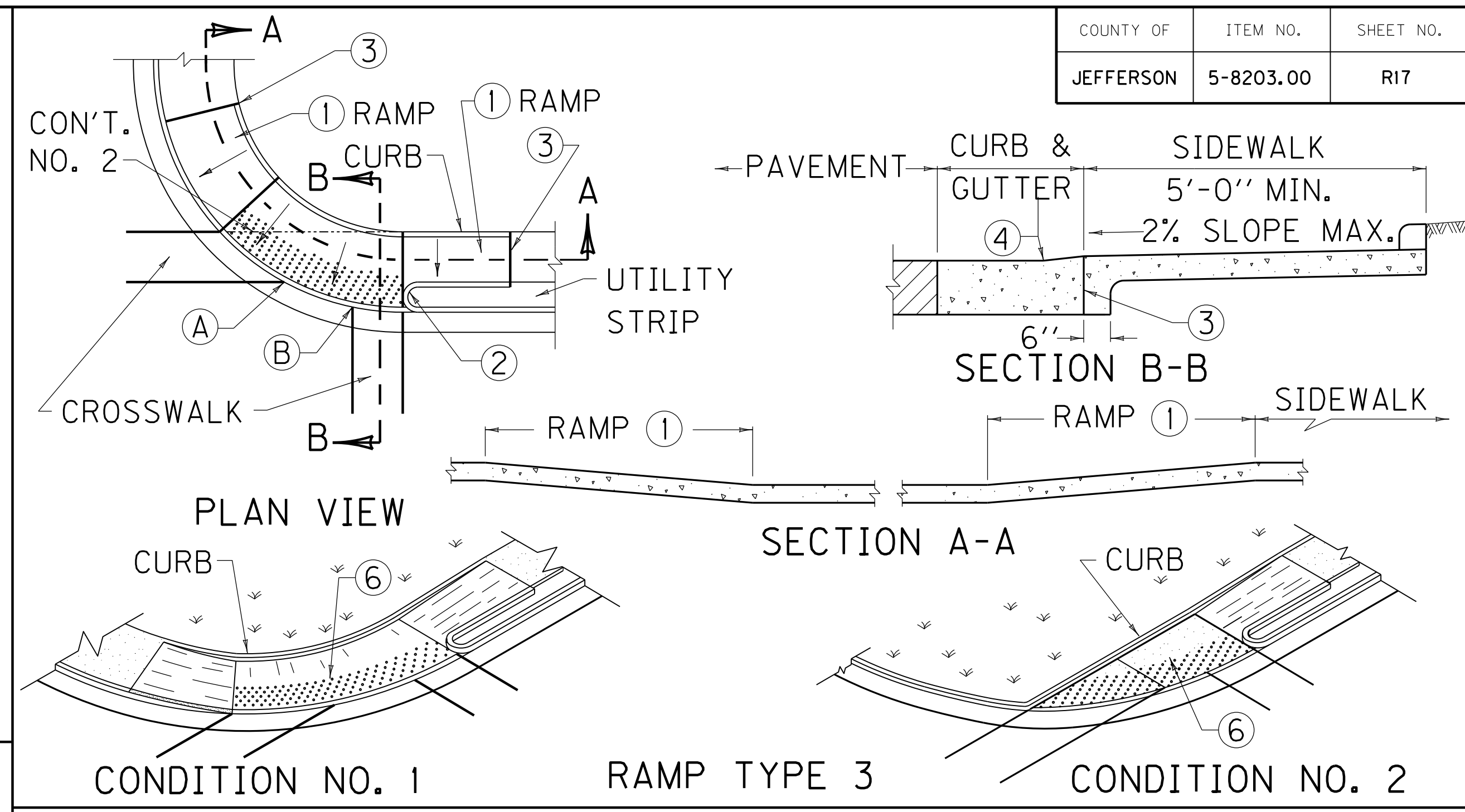
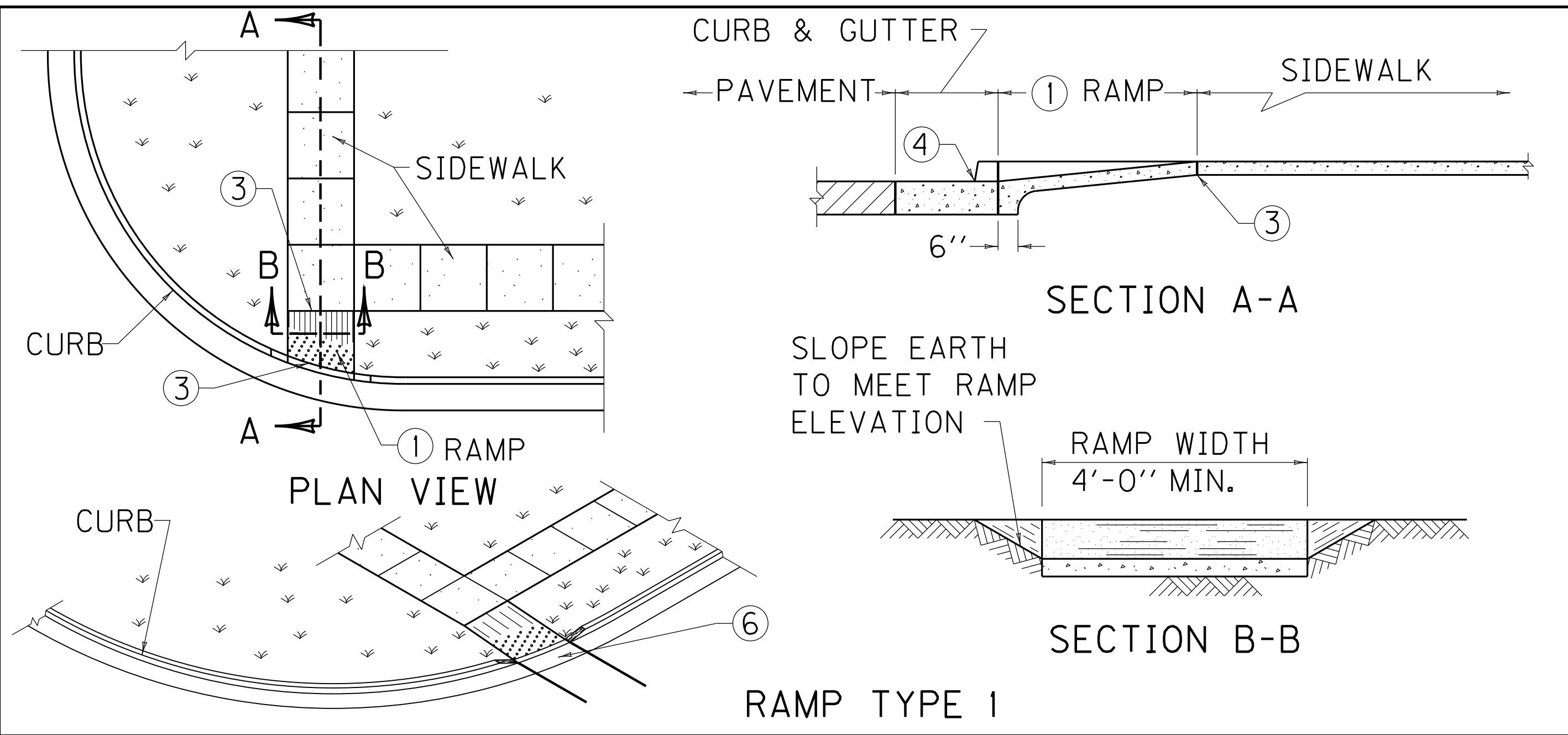
- ① GAGES FOR CORRUGATED STEEL PIPE ITEMS SHOWN ARE BASED ON ALUMINUM-COATED TYPE 2 STEEL AS PER AASHTO M-274. ALUMINUM COATED TYPE 2 STEEL IS ONLY PERMITTED IN Ph RANGES OF 5 TO 9
2. WHEN CORRUGATED STEEL PIPE IS ZINC COATED (GALVANIZED) THE GAGE SHALL BE ONE GAGE HEAVIER THAN SHOWN IN THE TABLES.
3. CSP, CAP, SRS AND SRA ARE SHOWN IN GAGE.
4. MAXIMUM COVER HEIGHT MEASURED FROM TOP OF PIPE TO SUBGRADE ELEVATION SHALL GOVERN GAGE OF PIPE TO BE USED FOR ENTIRE LENGTH OF PIPE INSTALLATION.
5. MINIMUM COVER HEIGHTS FOR PIPE SHALL BE 2 FEET. GAGE OF PIPE FOR COVER HEIGHTS LESS THAN 2 FEET SHALL BE THAT SHOWN FOR COVER HEIGHTS OF 30 FEET (SEE STD. SPECIFICATIONS FOR BACKFILL). HDPE AND PVC SHALL NOT BE PERMITTED FOR COVER HEIGHTS LESS THAN 2 FEET.
- ⑥ 24" DIA. PIPE IS MINIMUM SIZE FOR COVER HEIGHTS FROM 30 FEET TO 65 FEET.
7. MINIMUM COVER HEIGHT FOR ENTRANCE PIPE SHALL BE 0.5 FEET.
8. GAGE OF ENTRANCE PIPE FOR COVER HEIGHTS LESS THAN 2 FEET SHALL MEET THE FOLLOWING REQUIREMENTS:
 - a. GAGE OF CSP SHALL BE THAT SHOWN FOR HEIGHTS OF 30 FEET.
 - b. GAGE OF CAP SHALL BE ONE GAGE HEAVIER THAN SHOWN IN THE TABLE.
9. ALL CIRCULAR STRUCTURAL PLATE SHALL BE 5% VERTICALLY ELONGATED.
10. SEE CURRENT STANDARD DRAWING RDI-035 FOR COATINGS, LININGS AND PAVINGS FOR NON-STRUCTURAL PIPE.
- ⑪ SEE DETAIL SHEET "PIPE BEDDING FOR CULVERTS, ENTRANCE, AND STORM SEWER REINFORCED CONC. PIPE" AND DETAIL SHEET "PIPE BEDDING TRENCH CONDITION REINFORCED CONC. PIPE" FOR RCP COVER HEIGHT AND BEDDING REQUIREMENTS.

LEGEND

- CSPHS: CORRUGATED STEEL PIPE WITH HELICAL LOCK SEAM OR HELICAL WELDED SEAM (HELICAL CORR.)
 - CSPLS: CORRUGATED STEEL PIPE WITH LONGITUDINAL RIVETED OR SPOT WELDED SEAM (ANNULAR CORR.)
 - CAPHS: CORRUGATED ALUMINUM ALLOY PIPE WITH HELICAL LOCK SEAM (HELICAL CORR.)
 - HDPE: HIGH DENSITY POLYETHYLENE PIPE
 - PVC: POLYVINYL CHLORIDE
 - SRS: SPIRAL RIB STEEL
 - SRA: SPIRAL RIB ALUMINUM
 - RCP: CIRCULAR REINFORCED CONCRETE PIPE
 - FF: FLOWABLE FILL REQUIRED
- 12" PIPE - 24" PIPE

KENTUCKY
DEPARTMENT OF HIGHWAYS
CULVERT, ENTRANCE &
STORM SEWER PIPE TYPES
& COVER HEIGHTS

APPROVED  DATE 04-25-08
TECHNICAL DIVISION OF DESIGN



NOTES

RAMPS SHALL BE PAID PER SQ. YARD OF 4" CONC. SIDEWALK AND THE UNIT PRICE SHALL INCLUDE ALL MATERIALS, FORMS, CURB BEHIND RAMP AND LANDING, AND INCIDENTALS NECESSARY FOR CONSTRUCTION.

THE RAMP SHALL BE CONSTRUCTED OF CLASS "A" CONCRETE. A BROOM FINISH OR EQUAL NON-SKID FINISH IS REQUIRED. DETECTABLE WARNINGS SHALL BE A SEPARATE BID ITEM.

THE NORMAL GUTTER LINE SHALL BE MAINTAINED THROUGH THE AREA OF THE RAMP.

RAMPS SHOULD BE LOCATED WITHIN MARKED LIMITS OF CROSSWALKS.

USE RAMP TYPE 3 WHEN POINT A TO B IS LESS THAN 20 FEET.

USE RAMP TYPE 4 WHEN POINT A TO B IS 20 FEET OR MORE.

① CURB RAMP GRADE SHALL NOT EXCEED 12:1, CROSS SLOPE SHALL NOT EXCEED 2%. ON RETROFIT CURB RAMPS, GRADES OF 12.5% FOR 2'-0" OR 10% FOR 5'-0" ARE PERMISSABLE.

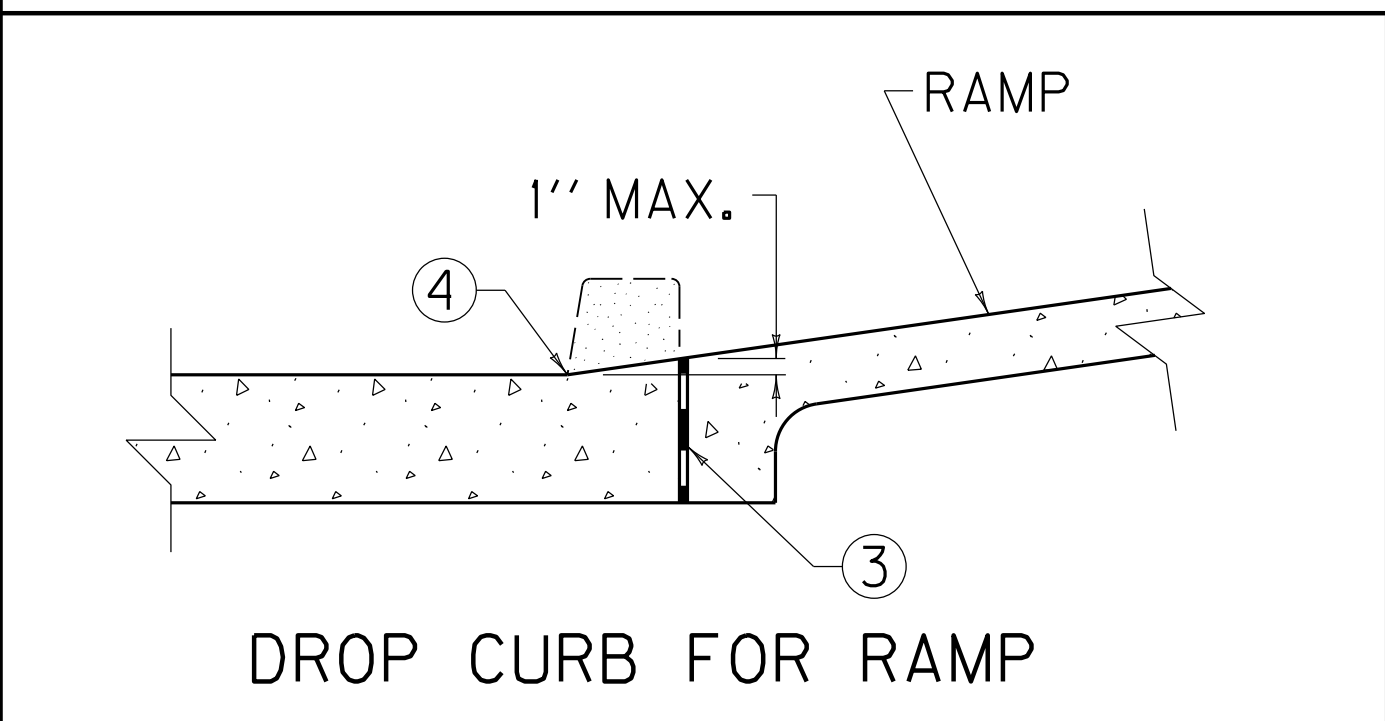
② CURB RETURN REQUIRED WHEN UTILITY STRIP IS 4 FEET OR GREATER. FOR UTILITY STRIPS LESS THAN 4 FEET, THE AREA IS TO BE SURFACED WITH SIDEWALK WITHIN THE RAMP.

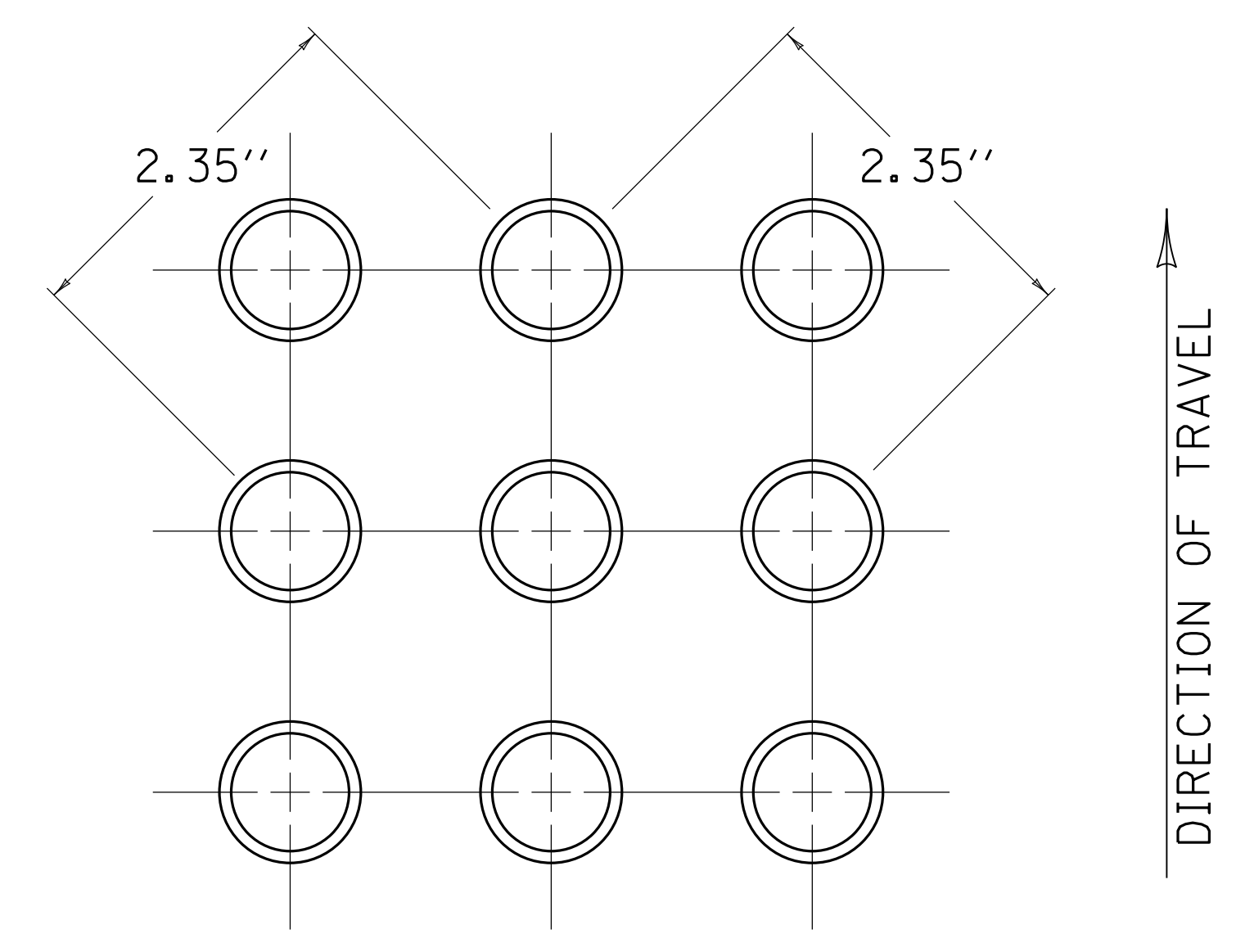
③ 1/2" EXPANSION JOINT AT BACK OF CURB LINE AND AT SIDEWALK LINE.

④ NO BUMP PERMITTED. SAME SLOPE AS RAMP AND NOT TO EXCEED 1" IN HEIGHT. RAMPS SHALL BE CONSTRUCTED SO THAT WATER WILL NOT ACCUMULATE ON WALKING SURFACES.

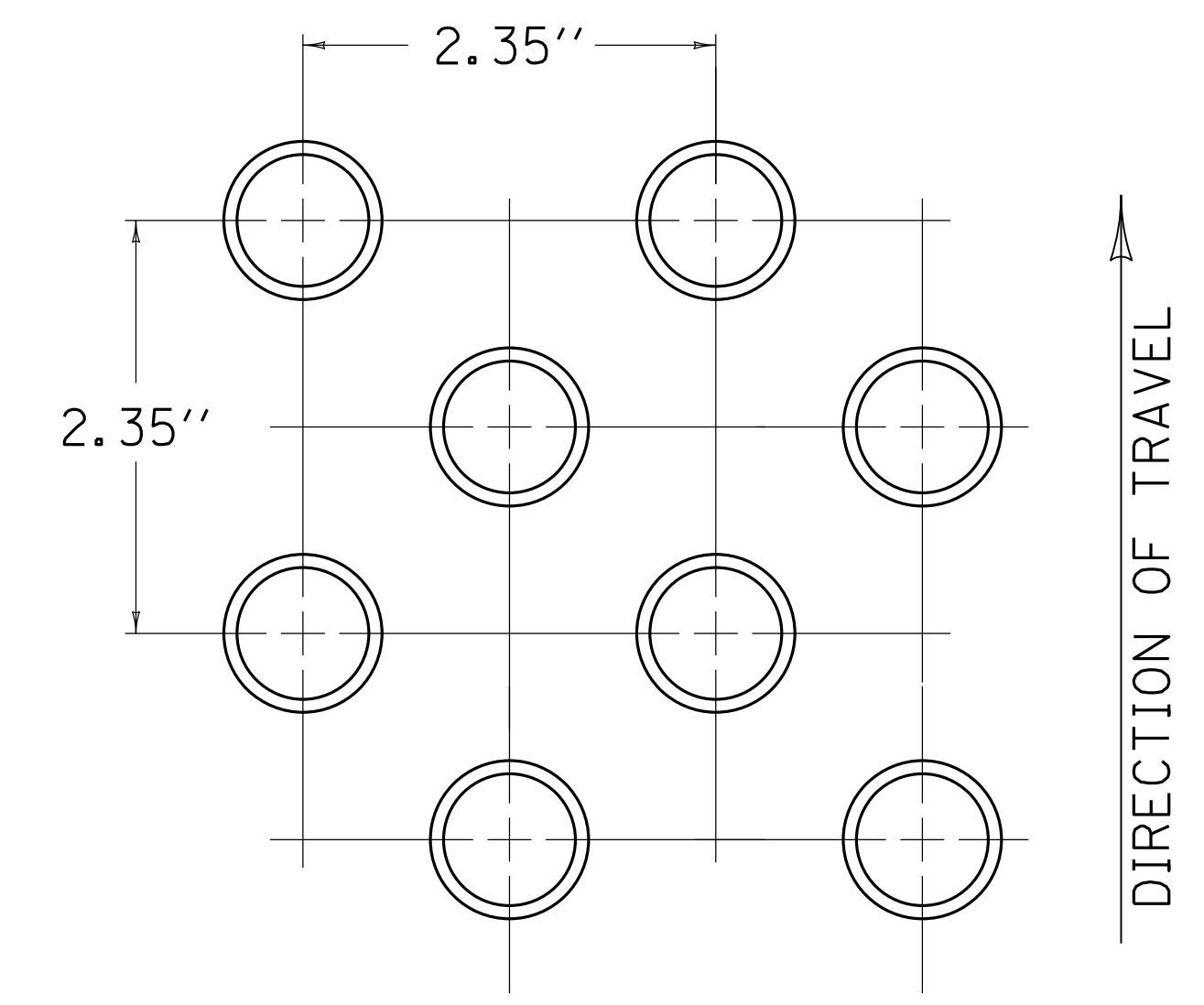
5. ALL SIDEWALK RAMPS REQUIRE DETECTABLE WARNINGS.

⑥ LANDINGS WILL PROVIDE A LEVEL AREA (LESS THAN 2% GRADE OR CROSS SLOPE) AT APPROXIMATE STREET ELEVATION. A 4 FOOT SQUARE LEVEL LANDING IS THE REQUIRED MINIMUM.

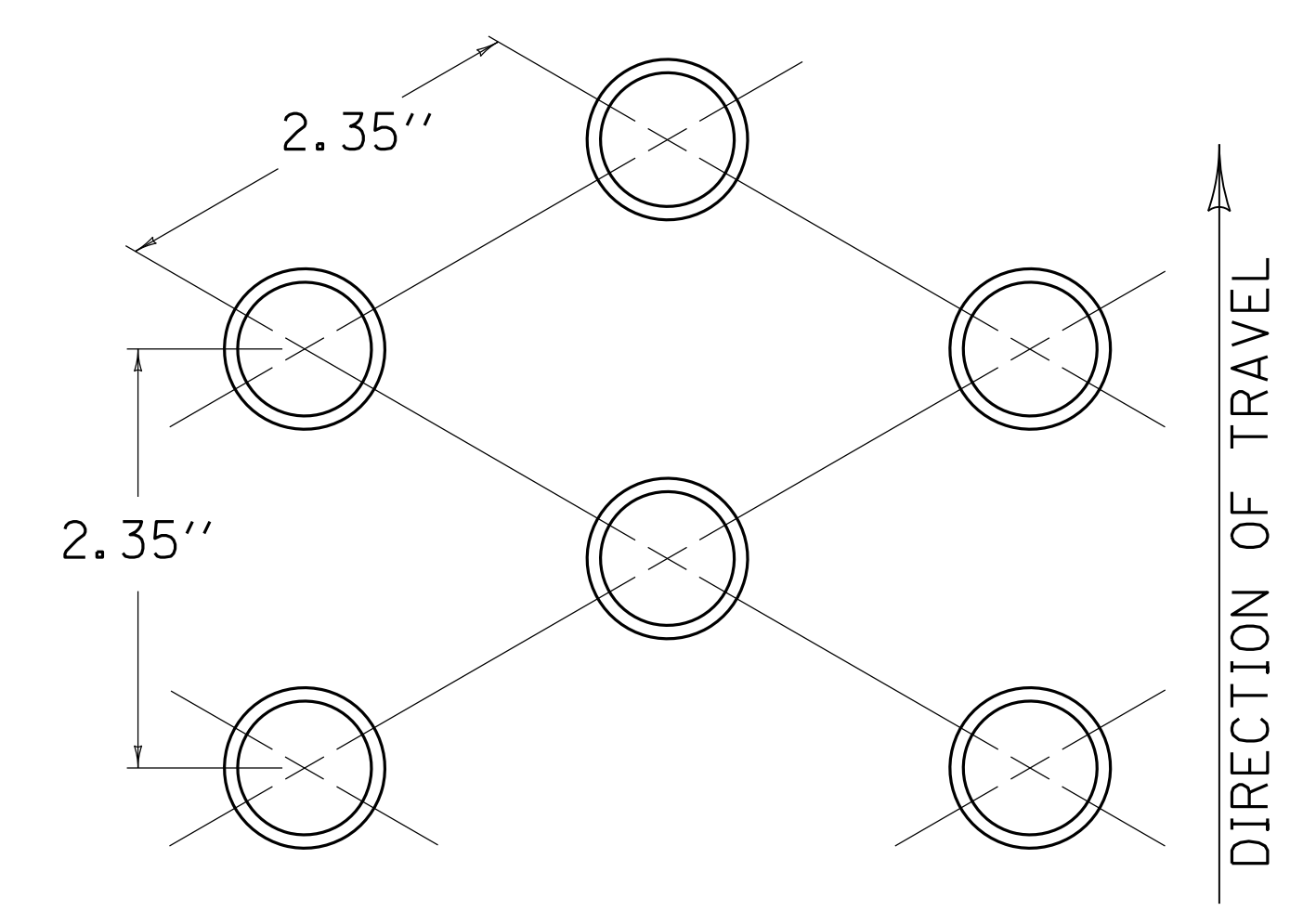




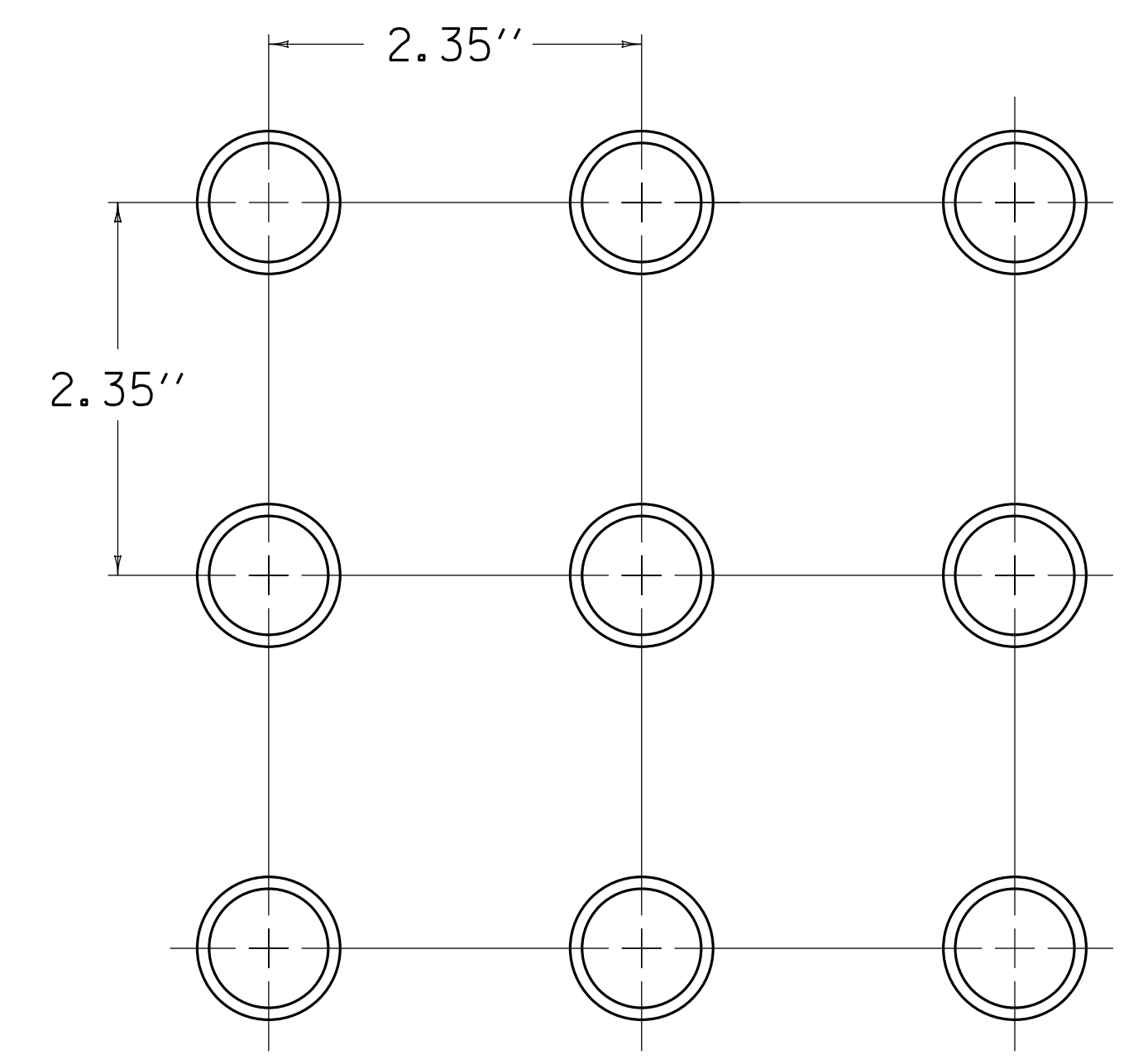
SQUARE PATTERN (PARALLEL ALIGNMENT)



SQUARE PATTERN (DIAGONAL ALIGNMENT)



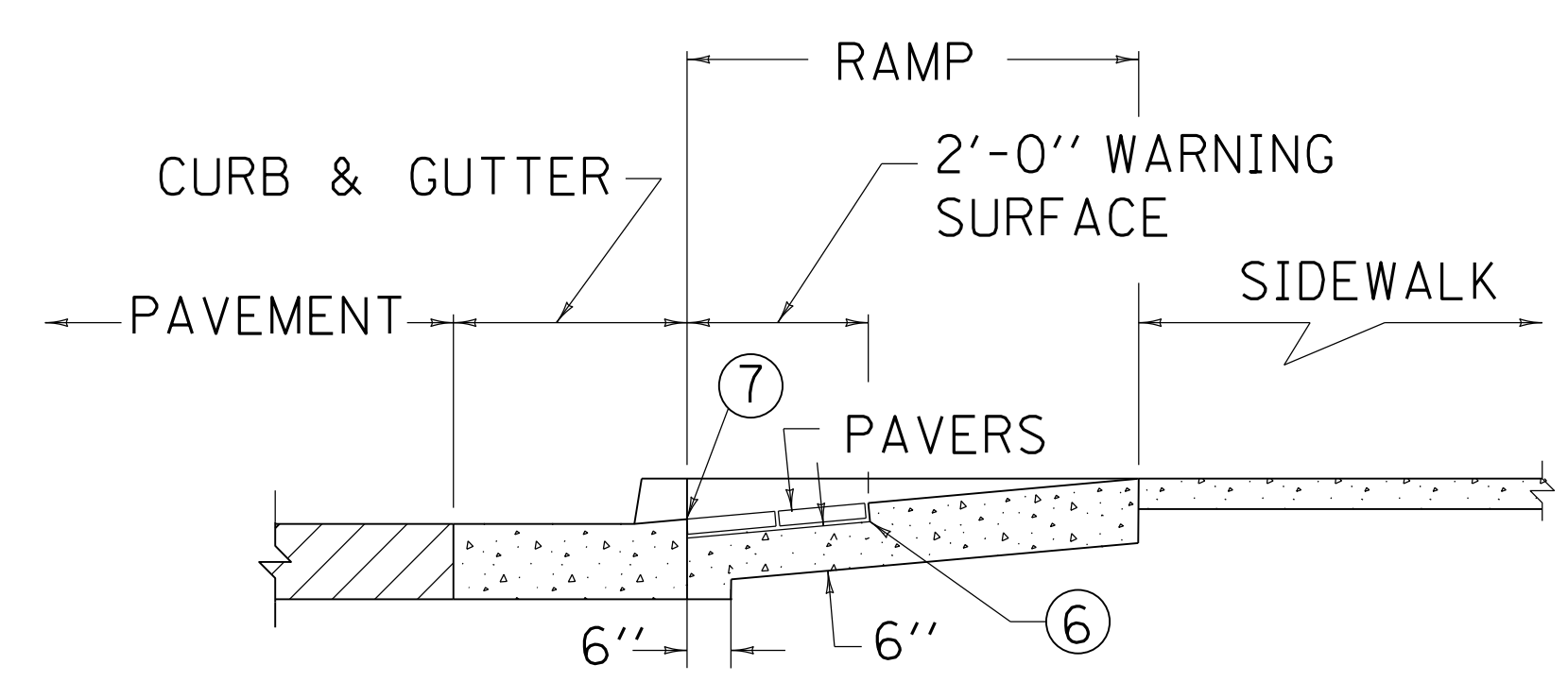
TRIANGULAR PATTERN



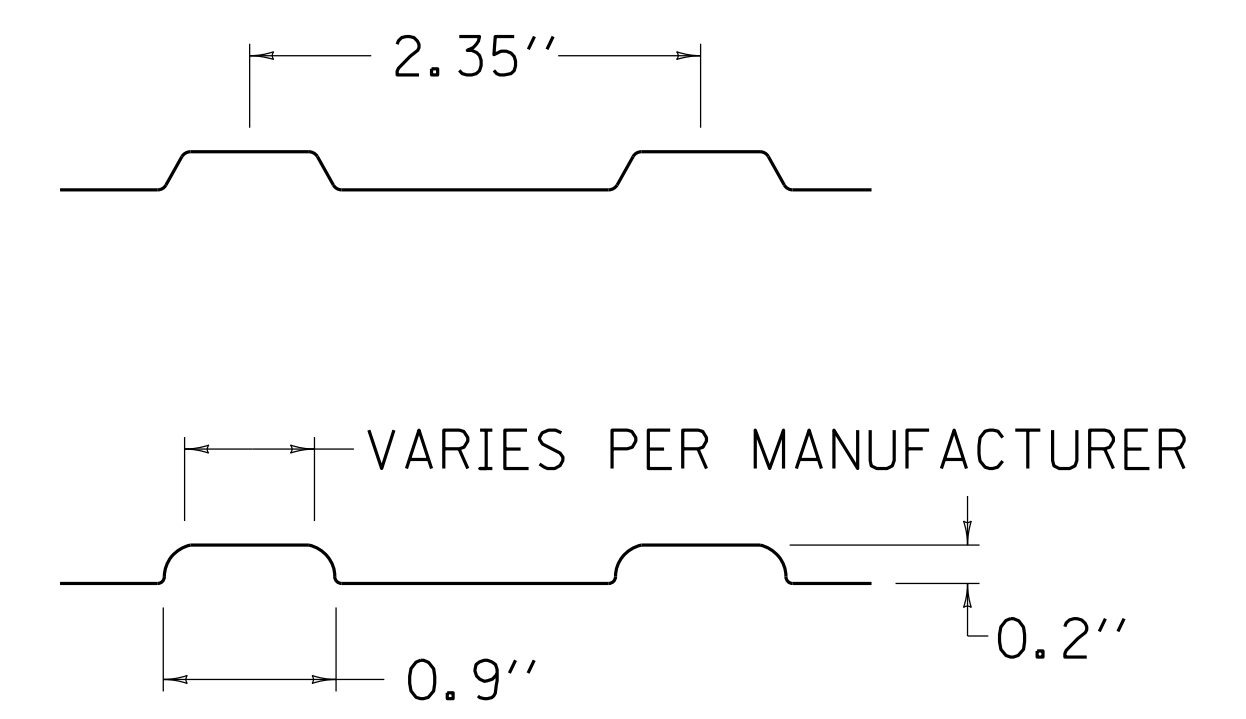
SQUARE PATTERN

NOTES

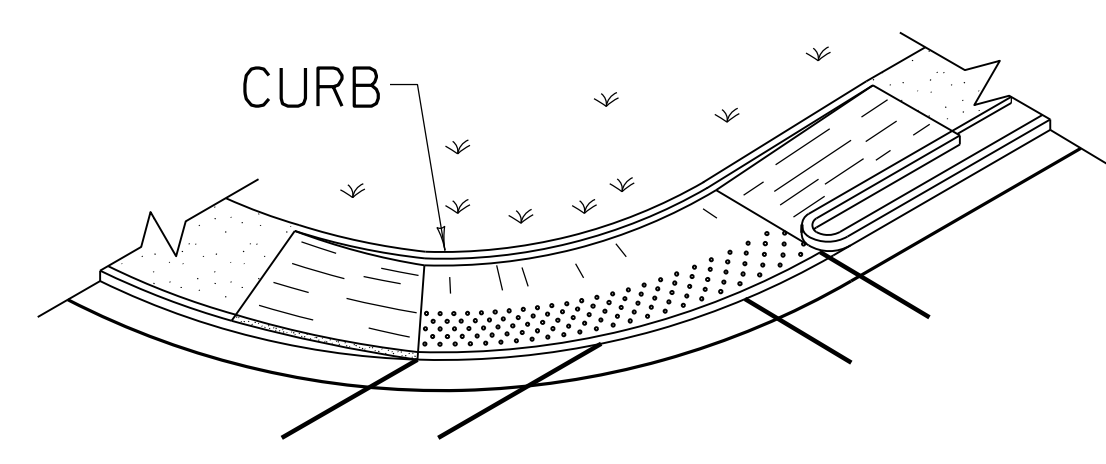
- BID ITEM AND UNIT TO BID.
DETECTABLE WARNINGS - SQ. FT.
1. LANDINGS WILL PROVIDE A LEVEL AREA (LESS THAN 2% GRADE OR CROSS SLOPE) AT APPROXIMATE STREET ELEVATION. A 4 FOOT SQUARE LEVEL LANDING IS THE REQUIRED MINIMUM.
 2. ALL SIDEWALK RAMPS REQUIRE DETECTABLE WARNINGS.
 3. COMMERCIAL DRIVEWAYS WITH TRAFFIC CONTROL DEVICES REQUIRE ADA SIDEWALK TREATMENTS WITH DETECTABLE WARNINGS.
 4. PAVERS SHALL BE CONCRETE WITH A MINIMUM THICKNESS OF 2".
 5. PAVERS SHALL BE A COLOR HOMOGENOUS THROUGHOUT THE PAVER, THAT COLOR SHALL CONTRAST VISUALLY WITH THE ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. THE DEPARTMENT WILL ALLOW EITHER YELLOW OR RED AS COLORS.
- ⑥ PAVERS TO BE SET IN MORTAR.
⑦ DETECTABLE WARNING SURFACE BEGINS AT BACK OF CURB.



TYPICAL DETECTABLE WARNING INSTALLATION



DETECTABLE WARNINGS PROFILE




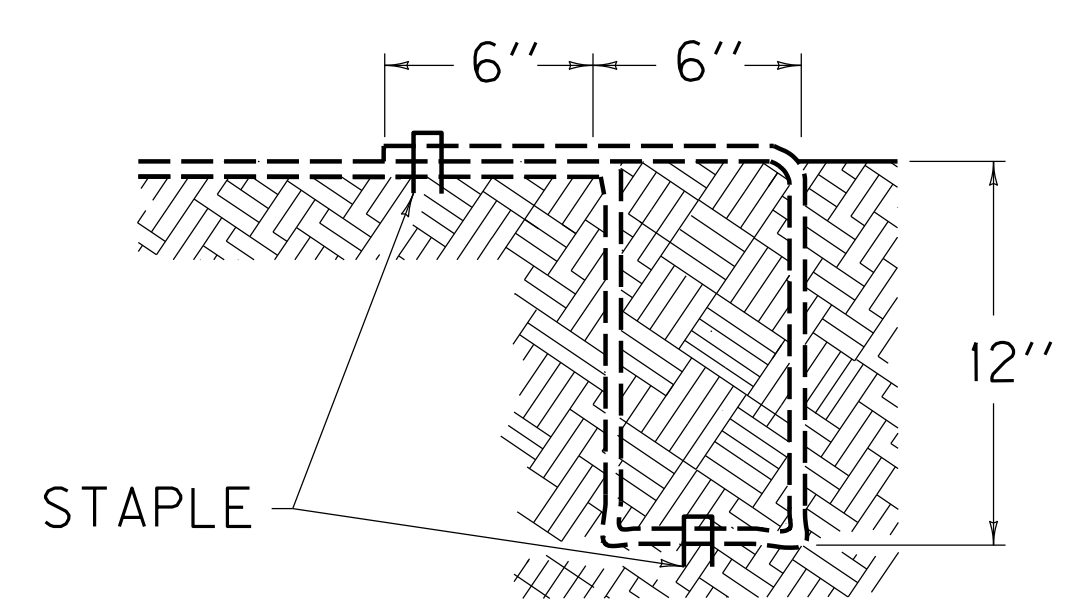
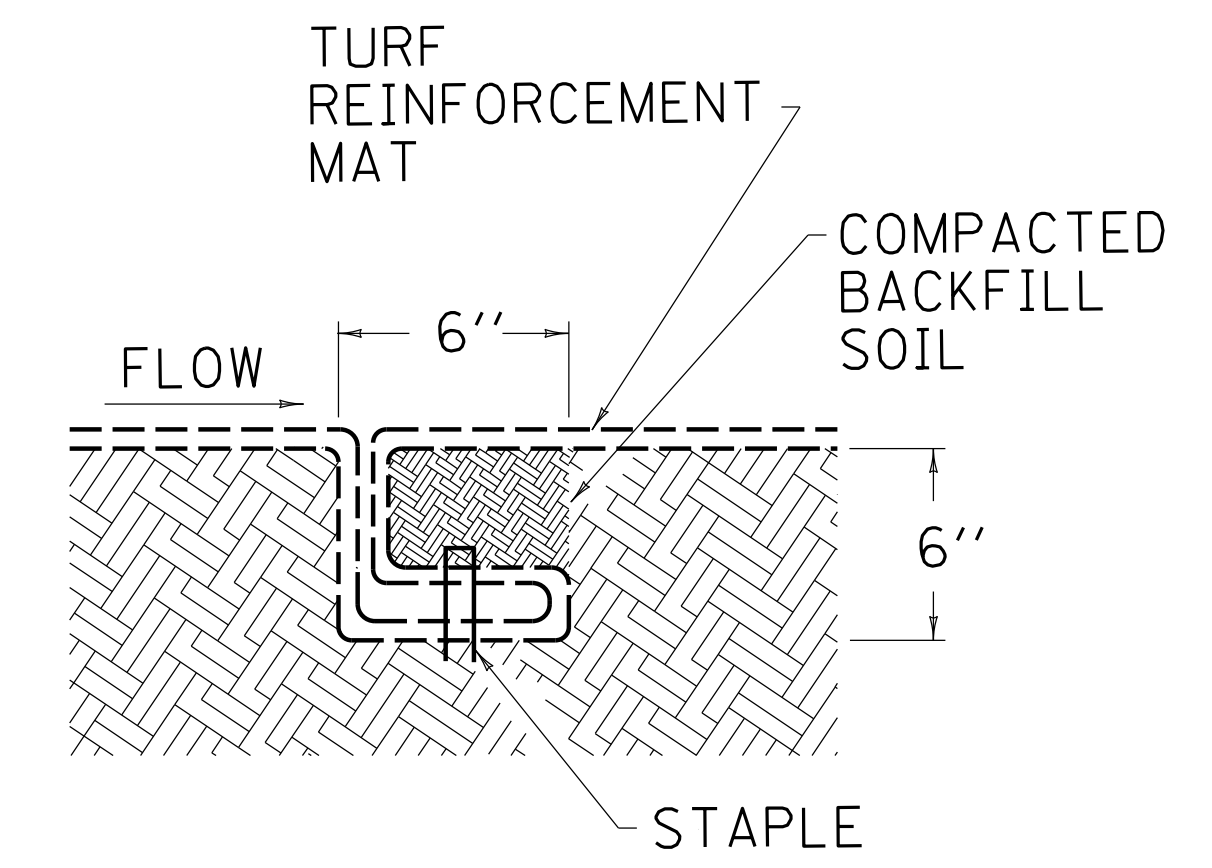
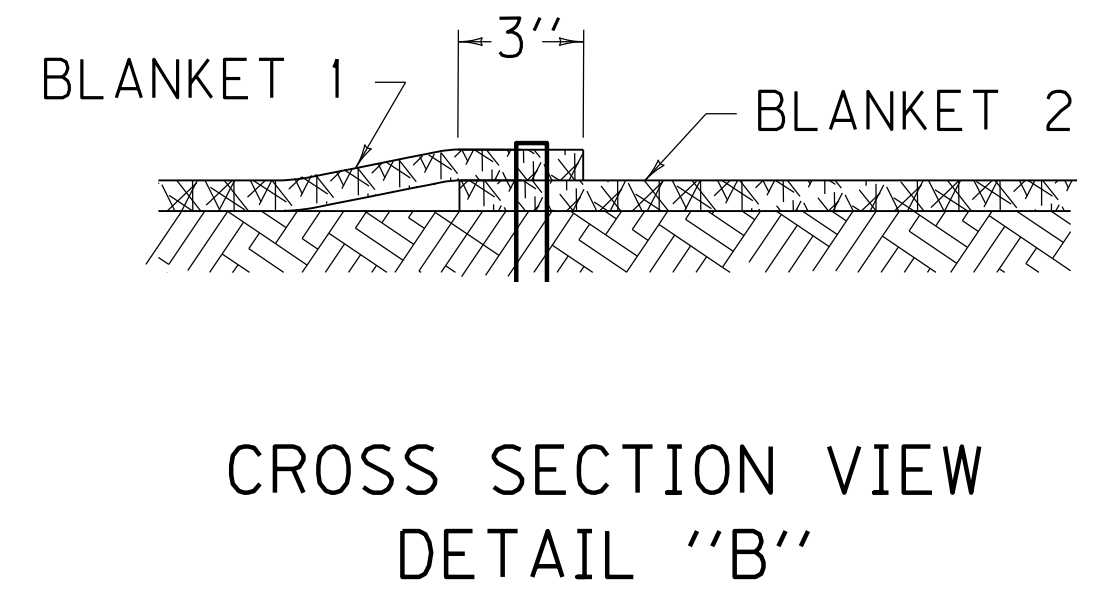
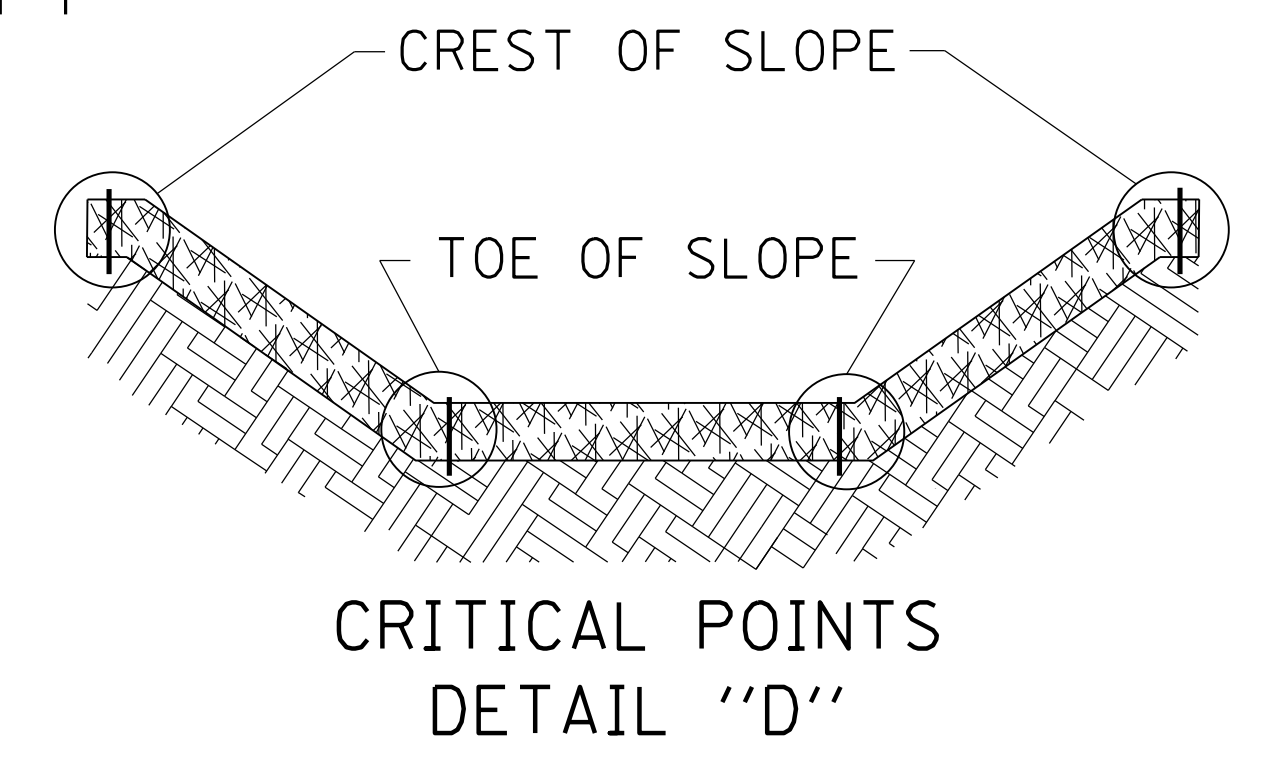
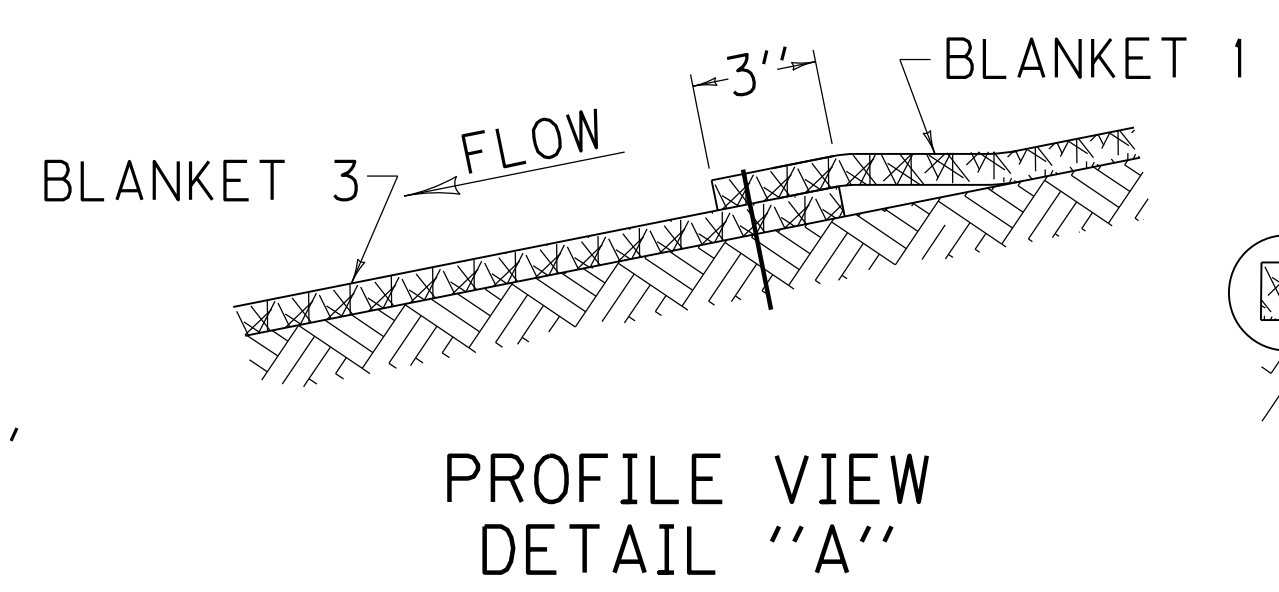
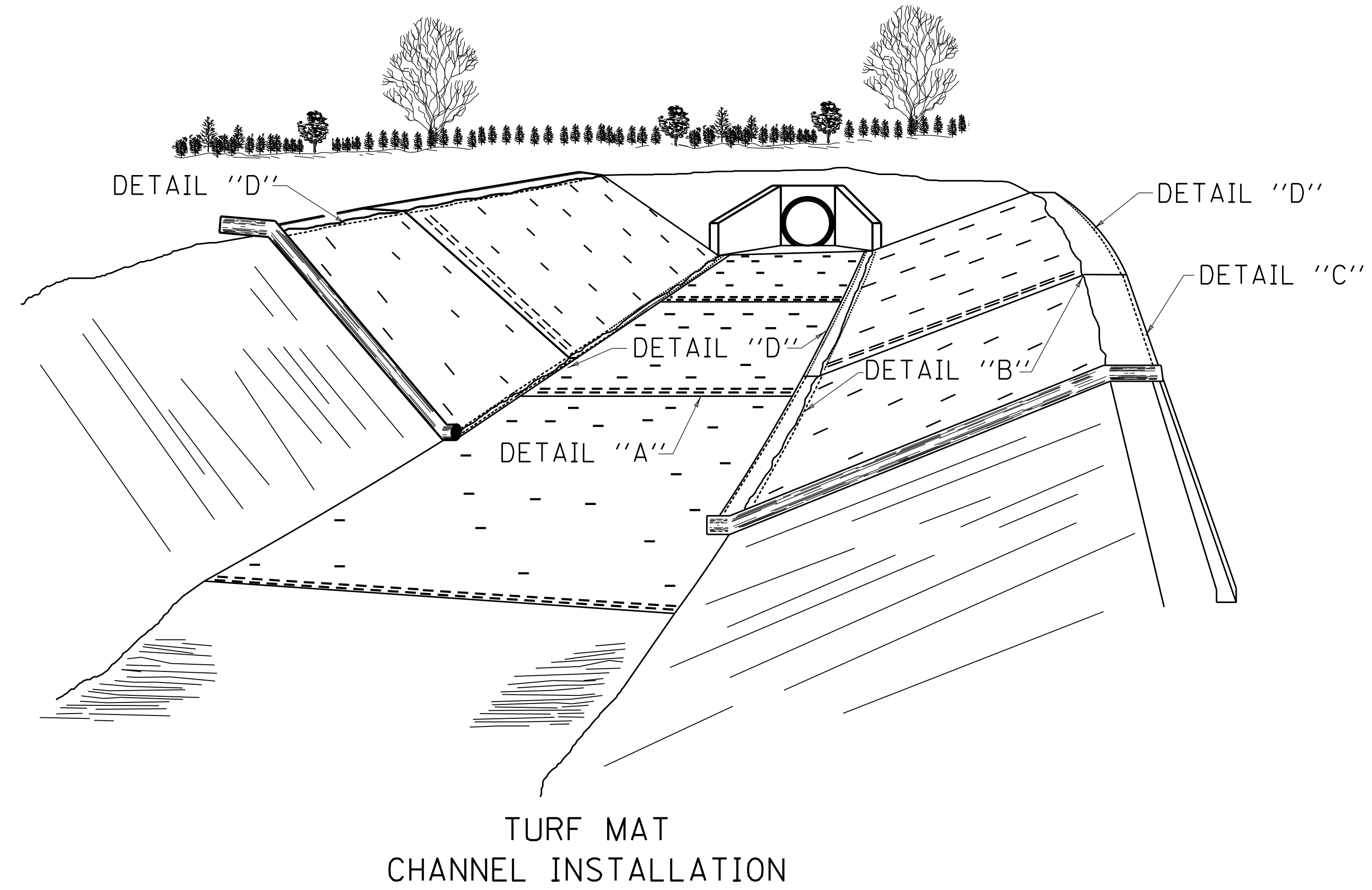
TYPICAL PLACEMENT PARALLEL CURB RAMPS

USE WITH CUR. STD. DWGS.
RPM-160 AND RPM-170

KENTUCKY
DEPARTMENT OF HIGHWAYS

DETECTABLE
WARNINGS

APPROVED  03-13-09
TECH. DIVISION OF HIGHWAY DESIGN DATE



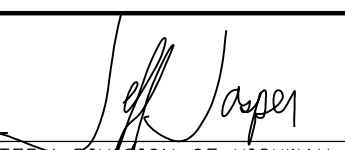
NOTES

1. CONSTRUCT A 6" X 12" ANCHOR TRENCH AT THE BEGINNING OF THE CHANNEL. LINE THE ANCHOR TRENCH WITH TURF REINFORCING MAT LEAVING 18" EXTENDING PAST THE ANCHOR TRENCH. FASTEN THE MAT MATERIAL INTO THE ANCHOR TRENCH ON 12" CENTERS BACKFILL THE TRENCH WITH TOPSOIL AND COMPACT. COVER THE AREA WITH THE REMAINING 12" OF THE MAT'S TERMINAL END LEAVING 6" TO OVERLAP THE TURF REINFORCING MAT. SECURE THE 6" OVERLAP WITH STAPLES ON 12" CENTERS.
2. UNROLL THE MAT PARALLEL TO THE PRIMARY DIRECTION OF WATER FLOW AND PLACE IN DIRECT CONTACT WITH THE SOIL SURFACE. DO NOT STRETCH OR ALLOW THE MATERIAL TO BRIDGE OVER SURFACE INCONSISTENCIES.
- ③ EXCAVATE 6" X 6" CHECK SLOTS EVERY 25' ALONG THE LENGTH OF THE CHANNEL. LINE THE SIDE AND BOTTOM OF THE SLOT WITH THE MAT AND THEN PULL BACK OVER. FASTEN WITH STAPLES ON 12" CENTERS. FILL THE CHECK SLOT WITH TOPSOIL, COMPACT, AND CONTINUE UNROLLING MAT DOWN THE CHANNEL.
4. CONTINUE UNROLLING THE MAT DOWNSTREAM OVER THE COMPACTED SLOT TO NEXT CHECK SLOT OR TERMINAL ANCHOR TRENCH. IF MORE THAN ONE SECTION OF MAT IS USED OVERLAP UPSTREAM MATS OVER TOP OF THE DOWNSTREAM MAT 3" AND SECURE STAPLES ON 12" CENTERS.
5. SECURE MATS WHILE UNROLLING ON SIDESLOPES AND CHANNEL BOTTOMS WITH STAPLES AT A FREQUENCY THE TABLE INDICATES. USE STAPLES HAVING SUFFICIENT GROUND PENETRATION TO RESIST PULLOUT. INCREASE ANCHORING FREQUENCY AS DIRECTED BY THE ENGINEER AND MANUFACTURER'S REPRESENTATIVE.
6. APPLY SEEDING AND PROTECTION ACCORDING TO SECTION 212.03.03 USING SEED MIX TYPE I. DIRECTLY AFTER APPLYING SEEDING AND TREATMENTS IN 212.03.03, BUT BEFORE APPLYING MULCHING OR HYDROMULCHING: INFILL THE VOID SPACES IN THE MAT WITH 1/2" OF TOPSOIL. TOPSOIL IS THE SOIL PROFILE DEFINED TECHNICALLY AS "A" HORIZON BY THE SOIL SCIENCE SOCIETY OF AMERICA. USE LOOSE, FRIABLE TOPSOIL THAT IS FREE OF STONES 1" OR GREATER IN OVERALL DIMENSIONS, ADMIXTURE OF SUBSOIL, REFUSE, STUMPS, ROOTS, BRUSH, WEEDS AND OTHER MATERIALS THAT PREVENT THE FORMATION OF A SUITABLE SEED BED. DO NOT USE TOPSOIL FROM SITES HAVING JOHNSON GRASS, CANADA THISTLE, QUACK GRASS, NODDING THISTLE OR EXCESSIVE AMOUNTS OF WEEDS OR THEIR RHIZOMES.

SLOPE GRADE	ANCHORING FREQUENCY
UP TO 2H:1V	1.5 ANCHORS/SQUARE YARD
2H:1V TO 1H:1V	2.0 ANCHORS/SQUARE YARD
STEEPER THAN 1H:1V AND CHANNEL BOTTOMS	3.0 ANCHORS/SQUARE YARD

**KENTUCKY
DEPARTMENT OF HIGHWAYS**

**TURF MAT
CHANNEL
INSTALLATION**

SUBMITTED:  05-20-09
TECHNICAL DIVISION OF HIGHWAY DESIGN DATE

022

TRAFFIC MANAGEMENT PLAN

TRAFFIC MANAGEMENT PLAN NOTES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-8203.00	R20

1. Traffic shall be maintained in accordance with the current editions of the Manual on Uniform Traffic Control Devices, the Standard Specifications for Road and Bridge Construction and the Standard Drawings.
2. The Contractor shall maintain a two-lane traveled way with a minimum lane width of 11 feet. However, during working hours one-way traffic may be allowed at the discretion of the Engineer, provided adequate signing and flagpersons are at the location.
3. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid for at the lump sum bid price to "Maintain and Control Traffic" as set forth in the current Standard Specifications for Road and Bridge Construction unless otherwise provided for in these notes. The lump sum bid to "Maintain and Control Traffic" shall also include, but is not limited to, the following items and operations:
 - a. All grading and necessary drainage (unless a bid item for diversion construction is included) for the temporary roadway and removal thereof when it is no longer needed. If a bid item for diversions is included, grading and drainage will be paid for in the bid item "Diversions".
 - b. All labor and materials necessary for construction and maintenance of traffic control devices and markings.
 - c. All flagpersons and traffic control devices such as, but not limited to, flashers, signs, barricades, vertical panels, plastic barrels (steel barrels will not be permitted) and cones necessary for the control and protection of vehicular and pedestrian traffic as specified in these notes, the plans, the Manual on Uniform Traffic Control Devices, or by the Engineer.
4. Any temporary traffic control items, devices, materials, and incidentals shall remain the property of the Contractor, unless otherwise addressed, when no longer needed.
5. The Contractor shall completely cover any signs, either existing, permanent or temporary which do not properly apply to the current traffic phasing, and shall maintain the covering until the signs are applicable or are removed.
6. In general, all traffic control devices shall be placed starting and proceeding in the direction of the flow of traffic and removed starting and proceeding in the direction opposite to the flow of traffic.
7. The Engineer and the Contractor, or their authorized representatives, shall review the signing before traffic is allowed to use any lane closures, crossovers, or diversions. All signing shall be approved by the Engineer before work can be started by the Contractor.
8. If the Contractor desires to deviate from the traffic control scheme and construction schedule outlined in these plans and this proposal, he shall prepare an alternate plan and present it in writing to the Engineer. This alternate plan can be used only after review and approval of the Divisions of Traffic, Design and Construction, and the Federal Highway Administration where applicable.
9. If traffic should be stopped due to construction operations and an emergency vehicle on an official emergency run arrives on the scene, the Contractor shall make provisions for the passage of that vehicle as quickly as possible.
10. Any roadways that are anticipated to be in use for a period of seven consecutive days or more for the maintenance of traffic shall be paved with bituminous surfacing materials as directed by the Engineer. The contractor will be assessed damages of \$1000/day for the time after 7 days that the roadway is not paved unless approved by the engineer. Payment shall be in accordance with the appropriate bid items for the type of bituminous material selected. Removal of such for continuing grade and drain work or any other permanent work item that may be in conflict with the temporary bituminous surfacing shall be incidental.
11. During construction, if the Contractor moves equipment, material, etc. back and forth across public roadways that remain open, special provisions may be required by the Engineer. This may include but is not limited to, plating of existing pavements, flaggers, special signing, or lighting to emphasize the construction equipment crossing the roadway.
12. All signs necessary for a marked detour will be provided by the contractor as required by standard drawings and the MUTCD. Signs outside the project limits shall be paid for by the square foot. This quantity shall include sign mounting hardware and posts.

13. Difference in Elevation for Travel Lanes

A pavement edge that traffic is expected to cross in a lane change situation should not have an elevation difference greater than 1-1/2 inches. This may be increased to 2 inches for low speed situations. Warning signs should be placed in advance of and throughout the drop-off area.

14. Pavement Drop-Off

Pavement edges that traffic is not expected to cross, except accidentally, should be treated as follows:

- Less than 2 inches - No protection required. Warning signs should be placed in advance and throughout the drop-off area.
- 2 to 4 inches - Place plastic barrels, vertical panels or barricades every 100 feet on tangent sections for speeds of 50 miles per hour or greater. Cones may be used in place of plastic barrels, panels, and barricades during daylight hours. For tangent sections with speeds less than 50 miles per hour and curves, devices should be in accordance with the Manual on Uniform Traffic Control Devices.
- Greater than 4 inches - Positive separation or wedge with 3:1 or flatter slope needed. If there is 5 feet or more distance between the edge of pavement and drop-off, barrels, panels, or barricades may be used. If the drop-off is greater than 12 inches, positive separation is strongly encouraged. If concrete barricades are used, reflective devices or steady burn lights should be used for overnight installation.

For temporary conditions, drop-offs greater than 4 inches may be protected with plastic barrels, vertical panels or barricades for short distances during daylight hours while work is being done in the drop-off area.

Lesser treatments than those described above may be considered for low-volume local streets.

Payment will be allowed for the C.S.B. used for wedging.

15. Removal of Pavement Markings

The Contractor shall remove all pavement markings that do not conform to the traffic operation in use. In areas where the marking will conform to the final marking scheme or for other reasons will not be removed, markings shall be of a permanent type pavement marking material. All temporary markings which must be subsequently removed from the ultimate pavement shall be an approved temporary striping paint. Temporary striping paint shall be measured in linear feet for payment.

Markings on existing or temporary pavement may be removed by either an abrasion or burning process to the satisfaction of the Engineer. Painting of existing markings with bituminous or other materials to obliterate the markings shall not be allowed.

16. Contractor's Vehicles

The Contractor's vehicles shall always move with and not against the flow of traffic. Vehicles shall enter and leave work areas in a manner which will not be hazardous to or interfere with normal traffic. Vehicles shall not park or stop except within work areas designated by the Engineer.

17. Variable Message Signs

Variable Message Signs shall be placed at locations approved by the engineer. Upon project completion, the variable message signs shall remain property of the Contractor.

18. Local access shall be maintained during all construction phases.

19. Phase IV

In the final phase, all lane closures and diversions will be removed and the facility will be reopened to traffic. Final surfacing operations will be completed for the entire project. This work will be done under traffic.

FOR MAINTENANCE OF
TRAFFIC ONLY

FILE NAME: F:\WORK\JEFFERSON CON\PHASE II\DRNF\AIR\GROUNDS\0805EMOTNOTES.DGN
 USER: doug
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180

FOR MAINTENANCE OF
TRAFFIC ONLY

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DON FAIRGROUNDS\0805BMOTT.DGN
 USER: doug
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180



P.I. STATION 46+30.89
 DELTA = 6°01'25.60" Lt.
 T = 63.14'
 L = 126.16'
 R = 7200.00'
 E = 1.56'
 e = 4.98%
 Runoff = 110.60'
 Runout = 44.40'

P.I. STATION 50+00
 DELTA = 15°51'
 T = 34.81'
 L = 69.18'
 R = 250.00'
 E = 2.41'
 e = N/A

P.I. STATION 42+25.70
 DELTA = 28°19'16.75" Rt.
 T = 189.23'
 L = 370.73'
 R = 750.00'
 E = 23.50'
 e = 5.87%
 Runoff = 130.53'
 Runout = 44.48'

P.I. STATION 51+77.34
 DELTA = 11°09'54.14" Rt.
 T = 195.49'
 L = 389.73'
 R = 2000.00'
 E = 9.53'
 e = 3.81%
 Back Runoff = 84.26'
 Runout = 44.21'
 Ahd. Runoff = Spl. Trans.
 Runout = See X-Sects.

LEGEND

- TRAFFIC FLOW
- PAVEMENT CONSTRUCTION
- OTHER CONSTRUCTION

PHASE I

Maintain traffic on existing Billtown Road, Michael Edwards Drive and Fairgrounds Road. Maintain local access at all times.

Lt. Sta. 37+50 - Lt. Sta. 51+20 and Fairgrounds Road Rt. Sta. 46+60 - Rt. Sta. 49+73 +/-, construct grade and drain work and pavement widening structure to the extent possible.



SCALE: 1" = 50'

CONSTRUCTION PHASING
 STA. 36+00 TO STA. 52+00

FOR MAINTENANCE OF
TRAFFIC ONLY

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DON FAIRGROUNDS\0805BMO12.DGN
 USER: doug
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180



P.I. STATION 46+30.09
 DELTA = 6°01'25.60" Lt.
 T = 63.14'
 L = 126.16'
 R = 1200.00'
 E = 1.56'
 e = 4.98%
 Runoff = 110.60'
 Runout = 44.40'

P.I. STATION 50+00
 DELTA = 15°51'
 T = 34.81'
 L = 69.18'
 R = 250.00'
 E = 2.41'
 e = N/A

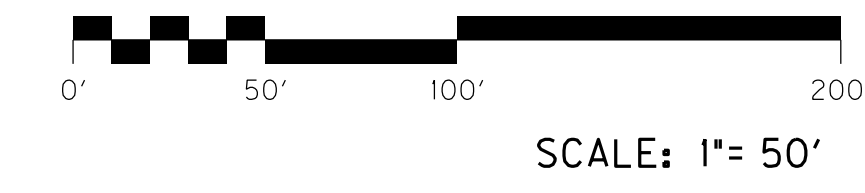
P.I. STATION 42+25.70
 DELTA = 28°19'16.75" Rt.
 T = 189.23'
 L = 370.73'
 R = 750.00'
 E = 23.50'
 e = 5.87%
 Runoff = 130.53'
 Runout = 44.48'

P.I. STATION 51+77.34
 DELTA = 11°09'54.14" Rt.
 T = 195.49'
 L = 389.73'
 R = 2000.00'
 E = 9.53'
 e = 3.81%
 Runoff = 84.26'
 Runout = 44.21'
 Back Runoff = Spl. Trans.
 Ahd. Runoff = See X-Sects.

LEGEND

- TRAFFIC FLOW
- PAVEMENT CONSTRUCTION
- OTHER CONSTRUCTION

PHASE II
 Maintain traffic on existing Billtown Road, Michael Edwards Drive and Fairgrounds Road. Maintain local access at all times.
 Rt. Sta. 37+50 - Rt. Sta. 51+20, construct grade and drain work and pavement widening structure to the extent possible.



CONSTRUCTION PHASING
 STA. 36+00 TO STA. 52+00

FOR MAINTENANCE OF
TRAFFIC ONLY

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DNV\FAIRGROUNDS\0805BMO13.DGN
 USER: doug
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180



P.I. STATION 46+30.89
 DELTA = 6°01'25.60" Lt.
 T = 63.14'
 L = 126.16'
 R = 700.00'
 E = 1.56'
 e = 4.98%
 Runoff = 110.60'
 Runout = 44.40'

P.I. STATION 50+00
 DELTA = 15°51'
 T = 34.81'
 L = 69.18'
 R = 250.00'
 E = 2.41'
 e = N/A

P.I. STATION 42+25.70
 DELTA = 28°19'16.75" Rt.
 T = 189.23'
 L = 370.73'
 R = 750.00'
 E = 23.50'
 e = 5.87%
 Runoff = 130.53'
 Runout = 44.48'

P.I. STATION 51+77.34
 DELTA = 11°09'54.14" Rt.
 T = 195.49'
 L = 389.73'
 R = 2000.00'
 E = 9.53'
 e = 3.81%
 Runoff = 84.26'
 Runout = 44.21'
 Back Runoff = Spl. Trans.
 Ahd. Runoff = See X-Sects.

LEGEND

- TRAFFIC FLOW
- PAVEMENT CONSTRUCTION
- OTHER CONSTRUCTION

PHASE III

Maintain traffic on existing Billtown Road, Michael Edwards Drive and Fairgrounds Road. Maintain local access at all times.

Billtown Road Sta. 37+50 - Sta. 51+20, Michael Edwards Drive and Fairgrounds Road, construct paving operations up to final surface course.



SCALE: 1" = 50'

CONSTRUCTION PHASING
 STA. 36+00 TO STA. 52+00

EROSION CONTROL NOTES

ALL SILT CONTROL DEVICES SHALL BE SIZED TO RETAIN A VOLUME OF 3,600 CUBIC FEET PER DISTURBED CONTRIBUTING ACRE.

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS TO MINIMIZE THE AMOUNT OF DISTURBED GROUND DURING EACH PHASE OF CONSTRUCTION. THE CONTRACTOR SHALL COMPUTE THE VOLUME NECESSARY TO CONTROL SEDIMENT DURING EACH PHASE OF CONSTRUCTION. AS WORK PROCEEDS, SILT TRAPS MAY BE ADDED OR REMOVED IN ORDER TO ACHIEVE THE BEST MANAGEMENT PLAN. THE REQUIRED VOLUME AT EACH ADDED SILT TRAP SHALL BE COMPUTED AS UP GRADIENT CONTRIBUTING AREAS ARE DISTURBED OR ARE STABILIZED TO THE SATISFACTION OF THE ENGINEER. THE REQUIRED VOLUME CALCULATION FOR EACH SILT TRAP SHALL BE DETERMINED BY THE CONTRACTOR AND VERIFIED BY THE ENGINEER. THE REQUIRED VOLUME AT EACH SILT TRAP MAY BE REDUCED BY THE FOLLOWING AMOUNTS:

- UP GRADIENT AREAS NOT DISTURBED (ACRES).
- UP GRADIENT AREAS THAT HAVE BEEN RECLAIMED AND PROTECTED BY EROSION CONTROL BLANKET OR OTHER GROUND PROTECTION MATERIAL SUCH AS TEMPORARY MULCH.(ACRES).
- THE USE OF TEMPORARY MULCH IS ENCOURAGED.
- UP GRADIENT AREAS THAT HAVE BEEN PROTECTED BY SILT FENCE (ACRES). AREAS PROTECTED BY SILT FENCE SHALL BE COMPUTED AT A MAXIMUM RATE OF 100 SQUARE FOOT PER LINEAR FOOT OF SILT FENCE.
- UP GRADIENT AREAS THAT HAVE BEEN PROTECTED BY SILT TRAPS (ACRES).

THE EROSION CONTROL PLAN SHALL BE ANNOTATED AS THE WORK PROCEEDS BY THE CONTRACTOR TO DETAIL THE SELECTION OF EACH EROSION CONTROL DEVICE USED AND THE VOLUME PROVIDED BY EACH SILT TRAP IN ACCORDANCE WITH THE DOCUMENTATION PROCEDURES ESTABLISHED BY THE DIVISION OF CONSTRUCTION.

IF A SILT BASIN IS NOT USED THEN ONE SILT TRAP TYPE A, ALTERNATE NUMBER 2 OR SILT TRAP TYPE B SHALL ALWAYS BE PLACED AT THE MOST REMOTE DOWNSTREAM COLLECTION POINT PRIOR TO DISCHARGING INTO A BLUE LINE STREAM OR ONTO AN ADJACENT PROPERTY OWNER. WHERE OVERLAND FLOW EXIST, A SILT FENCE OR OTHER FILTER DEVICES MAY BE USED OR THE OVERLAND FLOW MAY BE DIVERTED TO ONE OF THE AFOREMENTED SILT BASIN OR TRAPS.

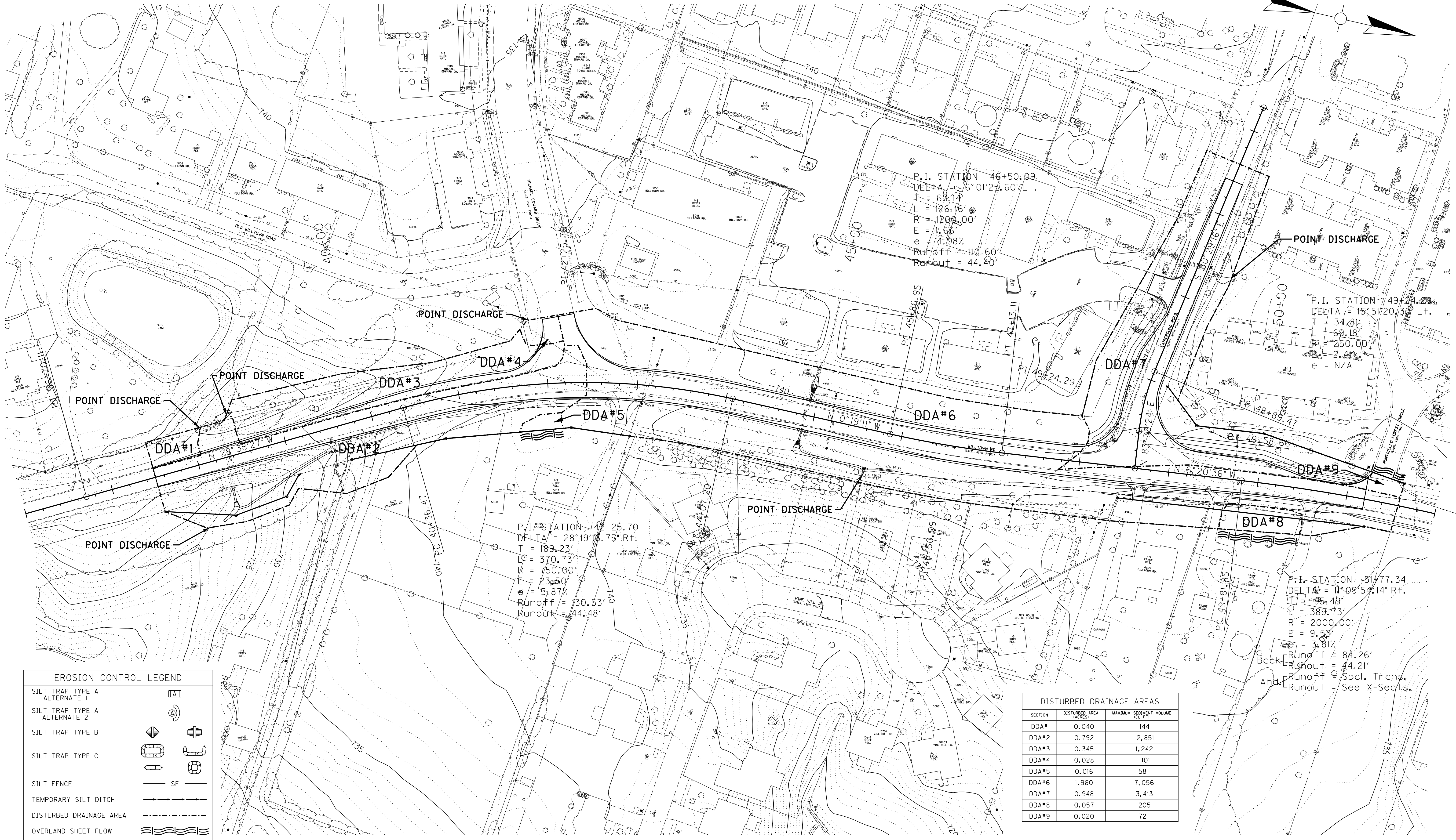
THE EROSION CONTROL PLANS DO NOT CONSTITUTE A BMP BY THEMSELVES. THEY PROVIDE A STARTING POINT FOR THE CONTRACTOR AND RESIDENT ENGINEER TO DEVELOP THE BMP ACCORDING TO SECTION 213.03.01 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE SUPPLEMENTAL SPECS EFFECTIVE WITH THE OCTOBER, 2004 LETTING.

EROSION CONTROL MEASURES SHALL BE IN PLACE AND FUNCTIONING PRIOR TO ANY EXCAVATION OR DISTURBANCE WITHIN A DRAINAGE AREA.

THE CONTRACTOR SHALL BE REQUIRED TO CLEAN OUT (REMOVE SEDIMENT FROM) SILT TRAPS AND SILT FENCES WHENEVER THEY BECOME ONE- HALF FULL AND PROPERLY DISPOSE OF THE MATERIAL AT SITES APPROVED BY THE RESIDENT ENGINEER.

EROSION CONTROL MEASURES EMPLOYED BY THE CONTRACTOR WILL BE UNIQUE TO THE PROJECT AND WORK CONDITIONS AND SHALL BE APPROVED BY THE RESIDENT ENGINEER. THE DEVELOPMENT AND UTILIZATION OF THESE MEASURES WILL BE RECORDED AS PART OF THE BMP, KEPT ON SITE, AND AVAILABLE FOR PUBLIC INSPECTION.

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DCN\FAIRGROUNDS\0805BEC1.DGN
 USER: doud
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180



EROSION CONTROL LEGEND

SILT TRAP TYPE A ALTERNATE 1	
SILT TRAP TYPE A ALTERNATE 2	
SILT TRAP TYPE B	
SILT TRAP TYPE C	
SILT FENCE	
TEMPORARY SILT DITCH	
DISTURBED DRAINAGE AREA	
OVERLAND SHEET FLOW	
PROPOSED R/W	
PROPOSED EASEMENT	

P.I. STATION 42+25.70
 DELTA = 28°19'13.75" Rt.
 T = 189.23'
 L = 370.73'
 R = 750.00'
 E = 23.50'
 e = 5.87%
 Runoff = 130.53'
 Runout = 44.48'

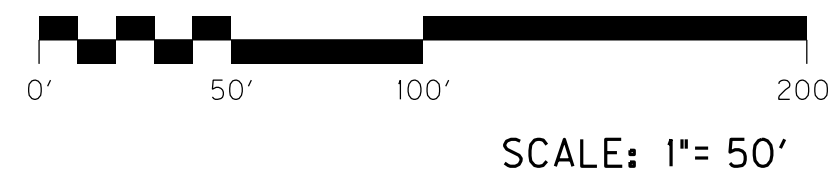
P.I. STATION 46+50.09
 DELTA = 6°01'25.60" Lt.
 T = 68.14'
 L = 126.16'
 R = 1200.00'
 E = 1.66'
 e = 1.98%
 Runoff = 110.60'
 Runout = 44.40'

P.I. STATION 49+24.29
 DELTA = 15°52'03.36" Lt.
 T = 34.81'
 L = 69.18'
 R = 250.00'
 E = 2.41'
 e = N/A

P.I. STATION 51+77.34
 DELTA = 11°09'54.14" Rt.
 T = 495.49'
 L = 389.73'
 R = 2000.00'
 E = 9.53'
 e = 3.81%
 Back Runoff = 84.26'
 Runout = 44.21'
 Spcl. Trans.
 Runout = See X-Sects.

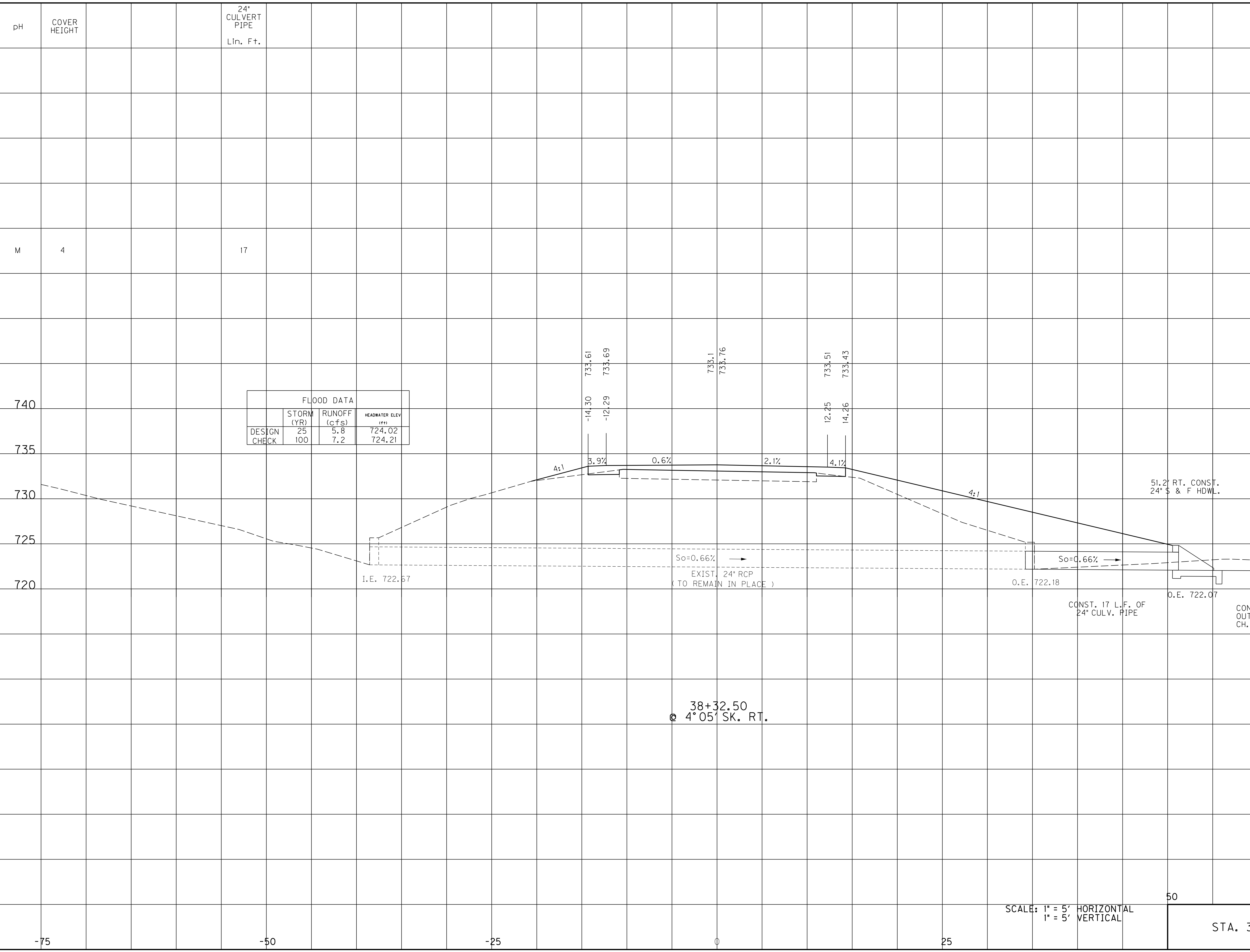
DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU YD)
DDA#1	0.040	144
DDA#2	0.792	2,851
DDA#3	0.345	1,242
DDA#4	0.028	101
DDA#5	0.016	58
DDA#6	1.960	7,056
DDA#7	0.948	3,413
DDA#8	0.057	205
DDA#9	0.020	72



EROSION CONTROL SHEET
 STA. 36+00 TO STA. 52+00

CLASS "A" CONC.	STEEL REINF.	DITCH EXC.
Cu. Yds.	Ibs.	Cu. Yds.



FLOOD DATA			
	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
DESIGN	25	5.8	724.02
CHECK	100	7.2	724.21

FILE NAME: F:\WORK\MORGAN\COMPASE2\DNV\30100XS.DGN

USER: ryan
DATE PLOTTED: May 6, 2011

E-SHEET NAME:

MicroStation v8.11.7.180

SCALE: 1" = 5' HORIZONTAL
1" = 5' VERTICAL

50

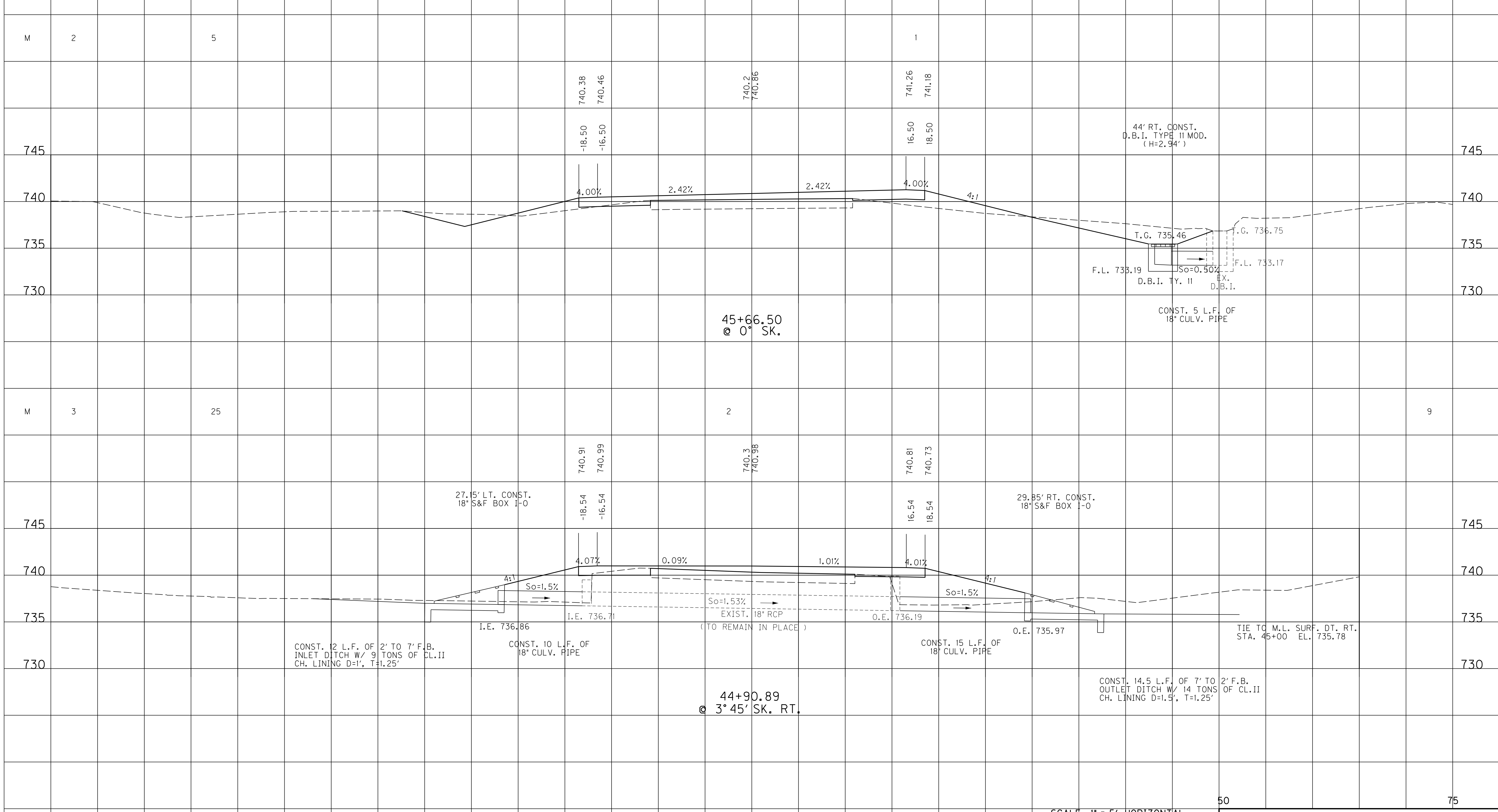
75

STA. 38+32.50 @ 4°05' SK. RT.

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-8203.00	R27

CLASS "A" CONC.	STEEL REINF.	DITCH EXC.
Cu. Yds.	lbs.	Cu. Yds.

pH	COVER HEIGHT	18" CULVERT PIPE Lin. Ft.	24" CULVERT PIPE Lin. Ft.	18" S&F BOX I-O each	DROP BOX INLET TY. II MOD. each	CLASS "A" CONC. Cu. Yds.	STEEL REINF. lbs.	DITCH EXC. Cu. Yds.
PROJECT TOTALS		30	17	2	1	1.35	8	14



SCALE: 1" = 5' HORIZONTAL
1" = 5' VERTICAL

STA. 44+90.89
STA. 45+66.50

FILE NAME: F:\WORK\MORGAN_CO\PHASE2\DDN\30100XS.DGN

USER: r.yon
DATE PLOTTED: May 6, 2011

E-SHEET NAME:

MicroStation v8.11.7.180

-75

-50

-25

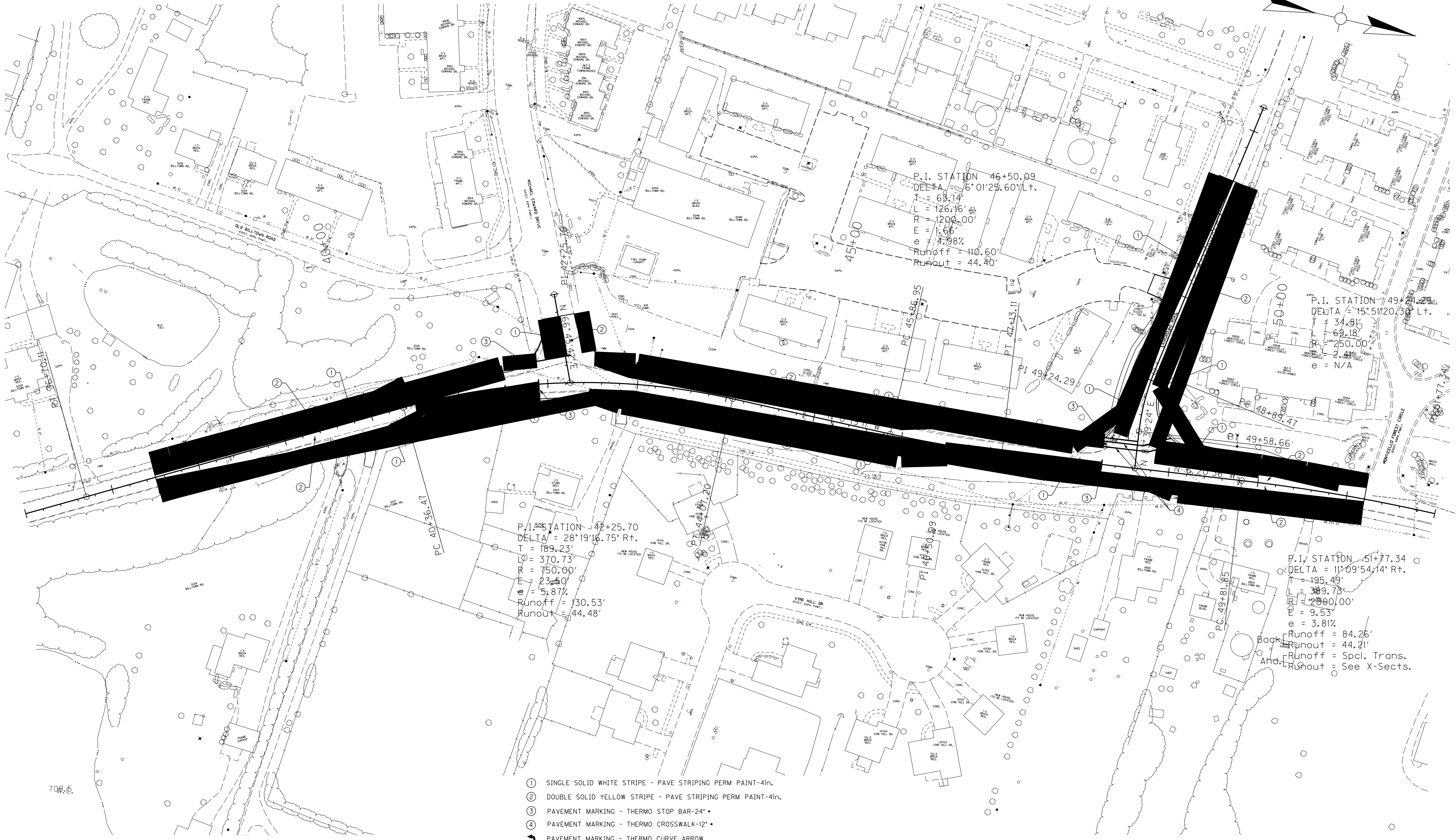
0

25

50

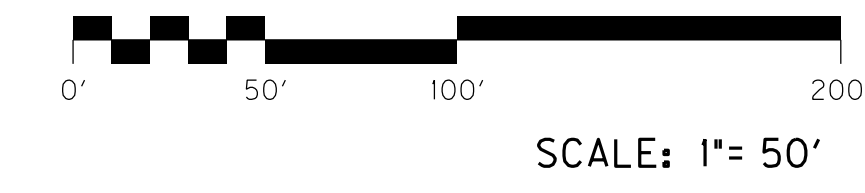
75

FILE NAME: F:\WORK\JEFFERSON CO\PHASE II\DON FAIRGROUNDS\0805BSTRIPIING.DGN
 USER: r.yon
 DATE PLOTTED: February 20, 2012
 E-SHEET NAME:
 MicroStation v8.11.7.180



- ① SINGLE SOLID WHITE STRIPE - PAVE STRIPING PERM PAINT-4in.
- ② DOUBLE SOLID YELLOW STRIPE - PAVE STRIPING PERM PAINT-4in.
- ③ PAVEMENT MARKING - THERMO STOP BAR-24\"
- ④ PAVEMENT MARKING - THERMO CROSSWALK-12\"
- PAVEMENT MARKING - THERMO CURVE ARROW

* - LOCATION OF STOP BARS AND CROSSWALKS SHALL BE APPROVED BY THE ENGINEER IN THE FIELD PRIOR TO INSTALLATION
 NOTE : SEE GENERAL SUMMARY FOR PAVEMENT MARKING QUANTITIES



PAVEMENT STRIPING PLAN
 STA. 36+00 TO STA. 52+00