

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

BULLITT COUNTY
RS 15-794

COUNTY OF BULLITT	
RS 15-794-	
FED. ROAD DIST. NO.	STATE
7	KY.
FISCAL YEAR	SHEET NO.
1969	1

SUBSECTION OF CONTRACT
BULLITT COUNTY RSC15-794-5
15-794-5C1 GRADE, DRAIN AND SURFACE FROM
STA. 14+00 TO STA. 29+00.
15-794-5B1 BRIDGE (85'-110'-85' CONT. R.C.D.G SPANS,
0° SKEW) AT STA. 21+25.

INDEX OF SHEETS	
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2-2b	TYPICAL SECTIONS—SUMMARY OF QUANTITIES
3-3a	PLAN & PROFILE & DETAIL SHEET
4	R/W SUMMARY SHEET
5-11	CROSS SECTIONS

LIST OF STANDARD DRAWINGS	
10.01a	CURVE WIDENING AND SUPERELEVATION
10.03h	MISCELLANEOUS STANDARDS PART I
14.03c	ENTRANCES CLASSES 1 THRU 5 & ROAD INTERSECTIONS
14.05	ENTRANCES CLASSES 6 & 7 AND CLASSES A, B & C
17.02k	STEEL BEAM GUARD RAIL
17.04k	TYPICAL GUARD RAIL INSTALLATIONS
17.30b	GUARD RAIL & BRIDGE END DRAINAGE FOR SINGLE STRUCTURES
17.40	GUARD RAIL CONNECTORS TO BRIDGE WINGS
19.03	UNDER CONSTRUCTION SIGN (NON-FEDERAL)
19.04	END OF CONSTRUCTION SIGN (PROJECTS)

TOTAL STANDARD DRWGS 19
21 BRIDGE SHEETS

THE FOLLOWING SHEETS ARE NOT INCLUDED IN SHEET TOTALS: 2a, 2b, 3a

Sta. 14+00 Begin Project
RS 15-794 -

Sta. 21+25 Const.
85'-100'-85' R.C.D.G.
Simple Spans at 0° Sk.
over Floyds Fork.

Sta. 29+00 End Project
RS 15-794 -

DESIGN DESIGNATION

DESIGN CRITERIA

CLASS OF HIGHWAY	5
TYPE OF TERRAIN	Rolling
DESIGN SPEED	40 m.p.h.
REQUIRED NPSD	NR
REQUIRED PSD	NR
LEVEL OF SERVICE	NR
ADT PRESENT (1966)	300
ADT FUTURE (1985)	500
DHV (1987)	70
D%	NR
T%	5

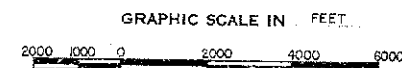
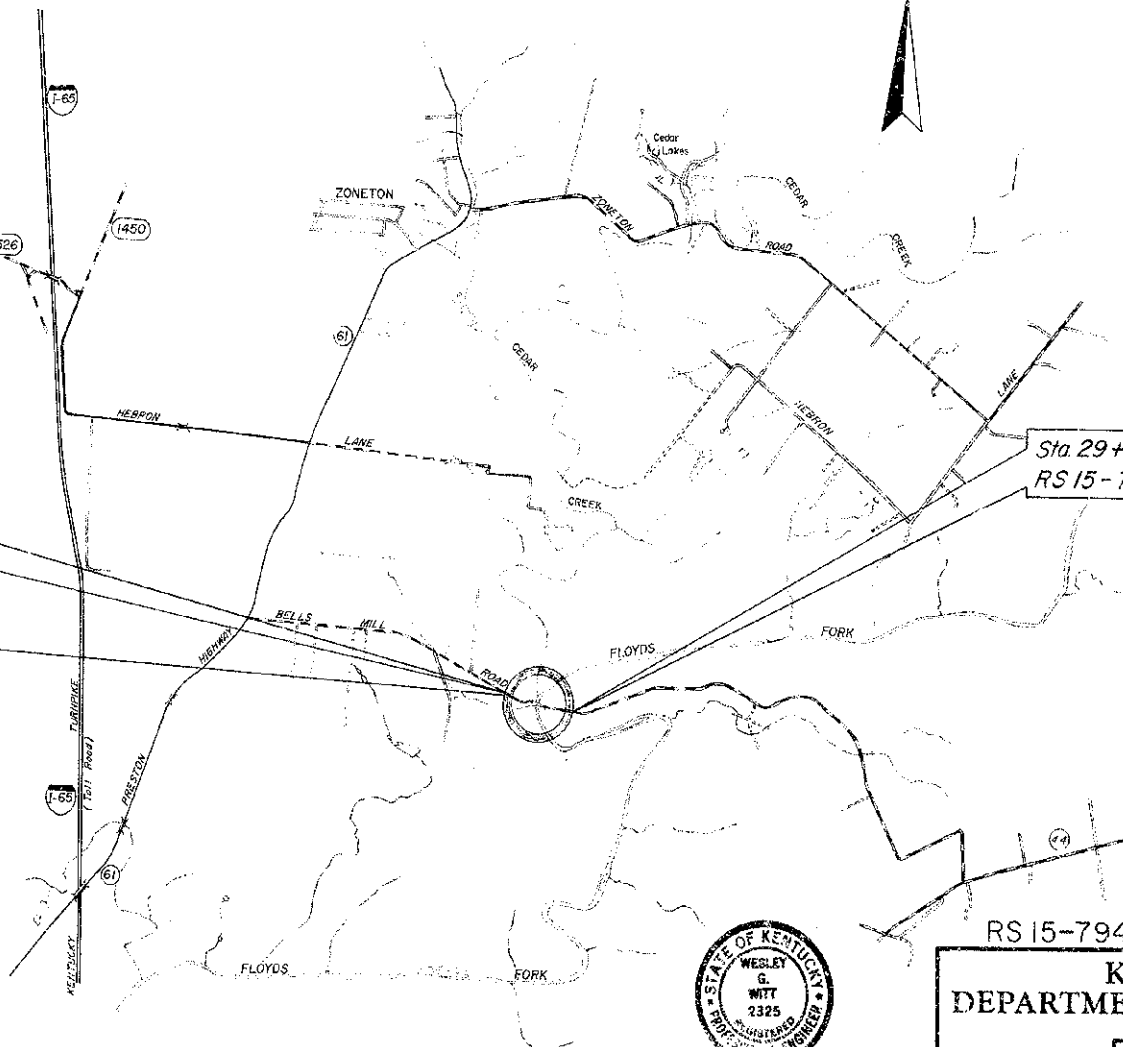
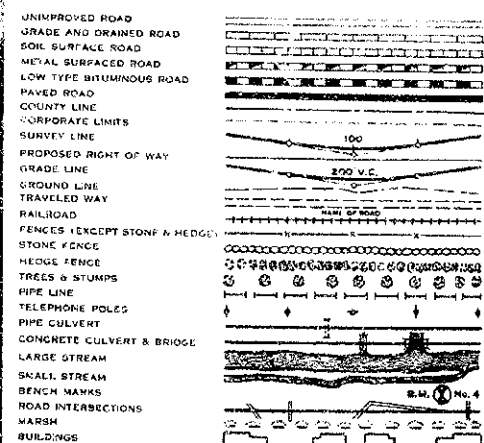
DESIGNED

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

THESE PLANS ARE FOR R/W,
GRADE, DRAIN, & SURFACE

THE CONTROL OF ACCESS OF THIS
PROJECT SHALL BE BY PERMIT.

CONVENTIONAL SIGNS



LAYOUT MAP

GROSS LENGTH				GROSS LENGTH				GROSS LENGTH			
ADDED	DEDUCTED	FOR EQUALITIES	NET LENGTH	ADDED	DEDUCTED	FOR EQUALITIES	NET LENGTH	ADDED	DEDUCTED	FOR EQUALITIES	NET LENGTH
1500.00		0.284	1500.00								
			0.284								
NOT INCLUDED				NOT INCLUDED				NOT INCLUDED			
RAILROAD CROSSINGS NO. 1				RAILROAD CROSSINGS NO. 1				RAILROAD CROSSINGS NO. 1			
BRIDGES				BRIDGES				BRIDGES			

PLANS PREPARED BY
WITT & ASSOCIATES
445 So. Ashland Ave., Lexington, Ky.
Reg. P.E. 2325

KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF
BULLITT
BELLS MILL
ROAD

PROJECT
No. RS 15-794

DATE
1969

APPROVED 6-18 1969

BY: *Richard L. ...*
COMMISSIONER OF HIGHWAYS

SURVEYED	2-26	<i>W. M. ...</i> DISTRICT PROJECT DESIGN ENGINEER
PROJECT APPROVED	6-17	<i>W. M. ...</i> DIRECTOR OF RURAL ROADS
PLAN CHECKED	6-17	<i>W. M. ...</i> CHIEF DRAFTSMAN
SURVEY AND PLAN APPROVED	6-17	<i>E. B. ...</i> DIRECTOR OF DESIGN
SURVEY AND PLAN APPROVED	6-17	<i>A. D. ...</i> STATE HIGHWAY ENGINEER

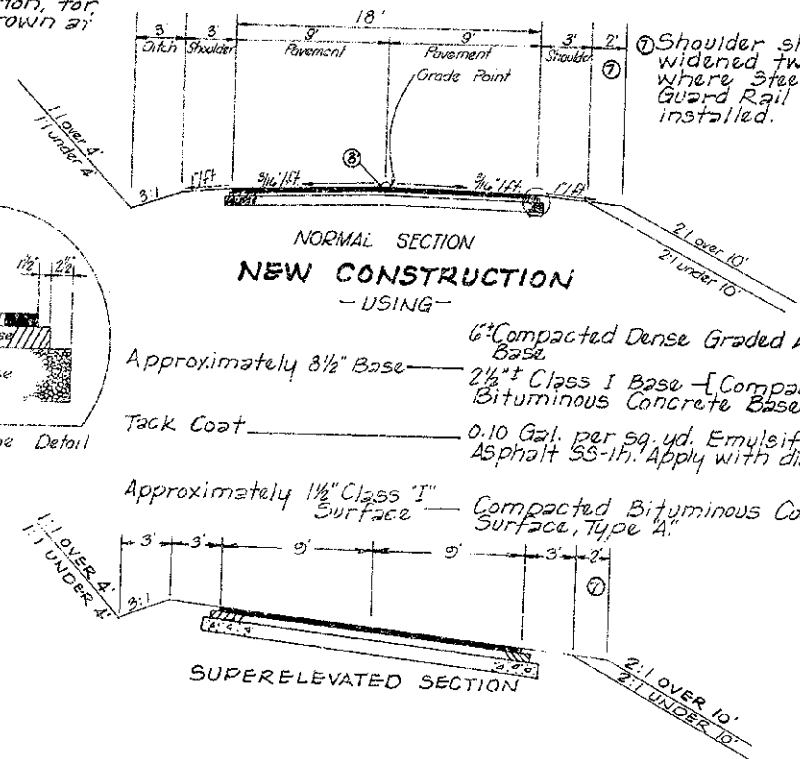
LETTING DATE 7-11-69

RS 15-794

TYPICAL SECTION & SUMMARY

See Std. Drawg. No. 10.03,
current edition, for
Pavement Crown &
E.

TYPICAL SECTION CLASS "5"



Shoulder shall be
widened two feet
where Steel Beam
Guard Rail is to be
installed.

GENERAL SUMMARY

GENERAL SUMMARY															
Sheet Number	Station to Station	Clearing & Grubbing	EXCAVATION			Water	DEMOLITION				Final Dressing Class "A"	STEEL BEAM GUARD RAIL TYPE 1	GUARD RAIL TERMINAL SECTION TYPE 1A	GUARD RAIL TERMINAL SECTION TYPE 2	STAKING
			Emb. In Place					Existing Structure							
UNIT		acre	cubic yard	1000 GAL.		Lump Sum				100' Sta.	Lin. Ft.	each	each	Lump Sum	
BELLS MILL ROAD															
3	Sta. 14+00 - Sta. 29+00	5.60	43489	—	—	544	—	Sta. 21+25	—	—	150	1375	4	4	

① Estimated 10 gal. per cu. yd. of common excavation
② Includes clearing and grubbing for approaches and entrances.
③ The unit price bid per 100' Sta. for Final Dressing within the limits of the project shall include payment in full for Final Dressing of entrances and approaches.

BASIS FOR CLASS I ESTIMATE

Approximate Thickness of Courses in Inches	Pounds Per Square Yard Limestone Surface	CALCAREOUS GRAVEL Surface
1 1/2	165	164
2 1/2	275	273

In addition to the quantities computed on the basis of the above tabulations, an additional quantity of approximately 5% has been added to the totals as a contingency item to be used as needed or as may be directed by the Engineer on Construction.

BRIDGE and CULVERT SUMMARY
QUANTITIES NOT INCLUDED IN
GENERAL SUMMARY.

PIPE SUMMARY

CULVERT PIPE				
ITEM				LIN. FT.
ENTRANCE PIPE				
15'	Alternate "A"	Reinforced Concrete	Class III	280
	Alternate "B"	16 Gage	C.M.	
	Alternate "C"	16 Gage	C.A.A. (2)	

② Corrugated Aluminum Alloy

FOR SURFACING

	Lin. Ft.	Mile	Square Yards			
			1 1/2" Bit	2 1/2" Bit	6" DGA	2" #610
GROSS LENGTH	1500.00	0.284				
NET LENGTH (Deduct for Bridge 284.6)	1215.4	0.230	2431	2465	7521	
Added for Curve Widening, Approaches Bridge Trans. & Entrances			487	493	501	436
Total Area			2918	2958	3022	436

BRIDGE & CULVERT SUMMARY

BRIDGE & CULVERT SUMMARY																				PROJECT SHALL BE BY PERM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
SHEET NO.	Station	Size	Skew				Drawing No.	Standard or Special		Class "A" Concrete	Steel Reinf.	Excavation		12" STEEL BR PILES @ 53#	SLOPE PROTECTION SODDING	Structural Steel	⑨ HIGH STRENGTH HANDRAIL	STRENGTH BUTADIENE PROTECTIVE COATING	Class "A" Concrete		End Bent Backfill																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																</

THE CONTROL OF ACCESS OF THIS
PROJECT SHALL BE BY PERMIT.

GENERAL NOTES

All curves to be banked and widened according to standards or as directed. Superelevation for special cases to be according to the plans or as authorized by the District Engineer.

The Contractor is not to order material for drainage structures until the quantities have been checked by the Engineer.

Slopes shall be rounded in conformity with Standard Drawing No. 10.03h.

Drawings for standard warning signs for the protection of traffic will be furnished by the District Engineer.

Where the inlet of a culvert pipe is in a cut section and the ditch grade is one per cent or more, a suitable barrier to divert water from ditch into inlet of pipe is to be constructed as directed. No direct payment will be allowed for this work.

The Contractor shall use all possible care in excavating on this project so as not to disturb any existing utilities whether shown on the plans or not shown on the plans. Elevations and locations of existing utilities are approximate only. Any utilities disturbed or damaged by the Contractor through carelessness during construction operations shall be replaced by the Contractor at no extra cost to the Department.

Side Ditches (Wing or Tail Ditches) The Contractor shall construct the ditch in such a way that the water will turn coming out of the cut and be directed away from the fill. In order to prevent further fill damage, it is necessary to cut into original ground for a given distance below and beyond the fill slope. The location of this ditch shall be determined by the Engineer, however, it shall be as far away from the fill as possible.

Notice - Caution - Classification Without regard to the materials encountered, all roadway and drainage excavation shall be unclassified and shall be designated as "Roadway Excavation". It is distinctly understood that any reference to rock, earth, or any other material on the plans or cross sections, whether in numbers, letters, or words, or lines, is solely for the Department's information and is not to be taken as an indication of classified excavation or the quantity of either earth or any other material involved.

The bidder must draw his own conclusions as to the conditions to be encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation if the materials encountered are not in accord with the classification shown.

Waste material in excess of that wasted within the right-of-way limits shall be disposed of off the right-of-way at sites acquired by the Contractor and approved by the Engineer, at no extra cost to the Department. No direct payment will be allowed for overhaul of waste material, except for unanticipated waste resulting from slides only.

Unanticipated waste material resulting from slides only shall either be wasted within the right-of-way limits at sites designated by the Engineer or disposed of off the right-of-way at sites acquired by the Department. Payment for necessary overhaul of this material will be allowed.

The Standard Specifications for Road and Bridge Construction, edition of 1965 with the following Special Specifications, Revisions, Provisions and Notes will apply on this project:

- Special Provision No. 15 Relating to Bid Proposal Guaranty and Contract Bonds.
- Special Provision No. 23 for Allowable Tolerances for Bituminous Materials Sampled on the Project.
- Special Provision No. 29 for Field Laboratory Facilities
- Special Provision No. 12 for Joint Sealing Compound (Cold-Applied, Elastomeric Type)
- Special Provision No. 30-B for Membrane Curing of Concrete Structures
- Special Provision No. 35-B for Class "AA" Concrete
- Special Provision No. 40 for Mixing Dense-Graded Aggregate
- Special Provision No. 56 for Nuclear Gages
- Special Provision No. 75 Operation of Construction Vehicles over Pavements and Structures
- Special Provision No. 76 Corrugated Metal Pipe, Pipe Arches and Underdrains
- Special Provision No. 77-B Styrene-Butadiene Protective Coating
- Special Provision No. 78 Manufactured (Crushed) Limestone Sand
- Chronological Listing of Revisions to the 1965 Edition of the Standard Specifications.
- Special Notes for RS 15-794
- Special Provision No. 6A for Staking
- Special Provision No. 79 Concrete Bridge Deck Finishing Machine
- Special Provision No. 80 Blast Cleaning and Painting Structural Steel

Steel beam guard rail locations indicated on plans are approximate and may be changed if so directed by the Engineer on Construction.

See Bridge Drawing No. SF2-A for details on placing End Bent Backfill and Earth Core.

PIPE NOTES

When a bituminous mastic joint sealer is used to seal the joints in pipe culverts (Art. 415.3.6A-5), the jointing surface shall be precoated with a primer recommended by the manufacturer of the jointing material or with an approved emulsified asphalt.

Lift holes, when provided in culvert pipe, shall be closed after the pipe is in place by coating the areas around the holes on the outside of the pipe with a bituminous mastic, placing a piece of sheet metal over the mastic and coating the entire area with an additional coat of the mastic. The area covered by each coat of the mastic shall be in excess of that of the metal sheet. The metal sheet shall be of such dimensions as will provide for a lap of not less than 2 inches beyond the perimeter of the hole.

Contrary to the 1965 Standard Specifications, all removal items of any kind, nature, size, character or substance, (within the limits of the right-of-way and easements), whether shown on the plans or not, are to be incidental to the contract, except bridges, which shall be paid for in accordance with Section 502 of the 1965 Standard Specifications.

No materials shall be removed from the stream bed for use in construction except water.

Stream side trees shall not be disturbed except where their presence would endanger road, structure or traveling public.

Stream beds shall not be used as temporary roadways for vehicles or equipment.

BUILDING NOTE

All buildings within the right-of-way limits on this project are to be removed by others provided, however, that any remaining foundations or debris shall be removed by the Contractor. Payment for this work shall be included in the unit price bid per acre for Clearing and Grubbing.

THE CONTROL OF ACCESS OF THIS PROJECT SHALL BE BY PERMIT

TRAFFIC NOTE

The road may be closed to through traffic. Thru traffic will be detoured via Ky. 61 (Preston Highway), or via Ky. 44.

UTILITY NOTE

Louisville Water Company, Kentucky Turnpike Water District, Salt River Rural Electric Cooperative Corporation and Echo Telephone Company have facilities to be relocated and/or adjusted prior to and/or during the first 30 days of the Contractor's operations.

SURFACING QUANTITIES

ITEM	UNIT	QUANTITY
FLEXIBLE PAVEMENT WITH THE FOLLOWING COMPONENTS		
DENSE GRADED AGGREGATE BASE WITH THE FOLLOWING AGGREGATE		
Crushed Limestone	Ton	1045
AND BITUMINOUS CONCRETE BASE CLASS I WITH ONE OF THE FOLLOWING COARSE AGGREGATES		
Crushed Limestone	Ton	425
Crushed Gravel (Calcareous)	Ton	425
AND BITUMINOUS CONCRETE SURFACE CLASS I WITH ONE OF THE FOLLOWING COARSE AGGREGATES		
Crushed Limestone	Ton	255
Crushed Gravel (Calcareous)	Ton	250
- WITH -		
BITUMINOUS TACK COAT	Emulsified Asphalt SS-1h	Gal 145
AND TRAFFIC BOUND BASE WITH ONE OF THE FOLLOWING AGGREGATES		
Crushed Limestone Size No. 610 (Ent. & Maint. Traffic)		40
OR		
① River Gravel Size No. 710 (Ent. & Maint. of Traffic)		40

① River Gravel shall conform to Specification G12.4.2-B
River Gravel Maintenance Floater Course.

BITUMINOUS NOTES

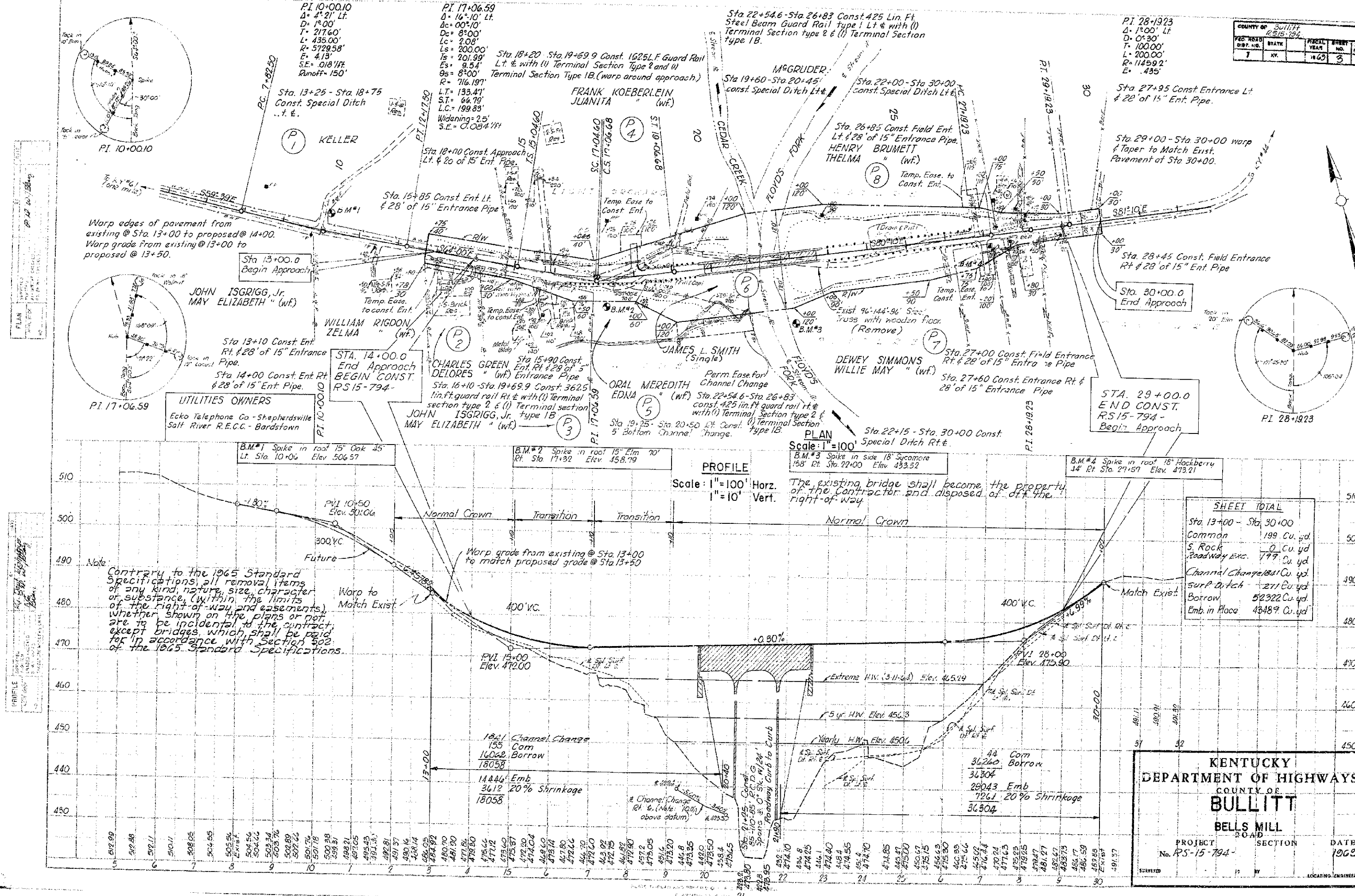
Blending of coarse and/or fine aggregate will be permitted provided a separate cold feed bin and feeder is employed for each size and type of aggregate. Blending in stockpile will not be permitted.

Asphalt Cement PAC-5 will be used in all Class I Mixtures. Tack Coat shall be used if so directed by the Engineer.

Bituminous Tack Coat (SS-1h) shall be diluted with an equal quantity of water (Section 603 of the Standard Specifications) prior to application. The rate of application shall be approximately 0.1 gal./sq. yd. The cost of the water and the cost of application shall be incidental to the cost of Bituminous Tack Coat (SS-1h).

Crushed Sandstone Sand may be used in Class I Bituminous Concrete in lieu of Natural or Conglomerate Sand. Requirements for wear will be waived for Sandstone used in manufacture of Sandstone Sand.

Natural, conglomerate, or crushed sandstone sand will not be required in the Bituminous Concrete Class I Surface Course.



COUNTY OF BULLITT				
FED. ROAD DIST. NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	KY.	1963	3	5

SHEET TOTAL	
Sta. 13+00 - Sta. 30+00	
Common	199 Cu. yd.
S. Rock	0 Cu. yd.
Roadway Exc.	199 Cu. yd.
Channel Change/Bur.	1 Cu. yd.
Surf. Ditch	271 Cu. yd.
Borrow	52322 Cu. yd.
Emb. in Place	43489 Cu. yd.

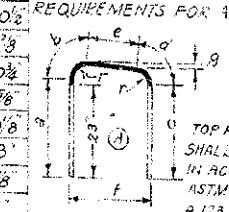
KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF
BULLITT
BELLS MILL
ROAD

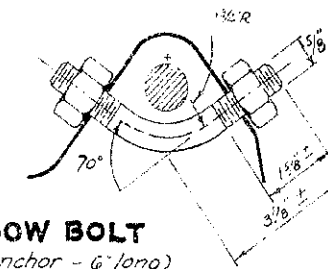
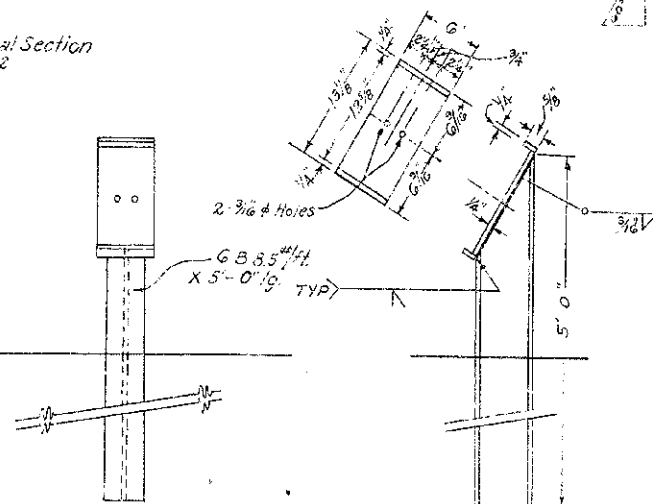
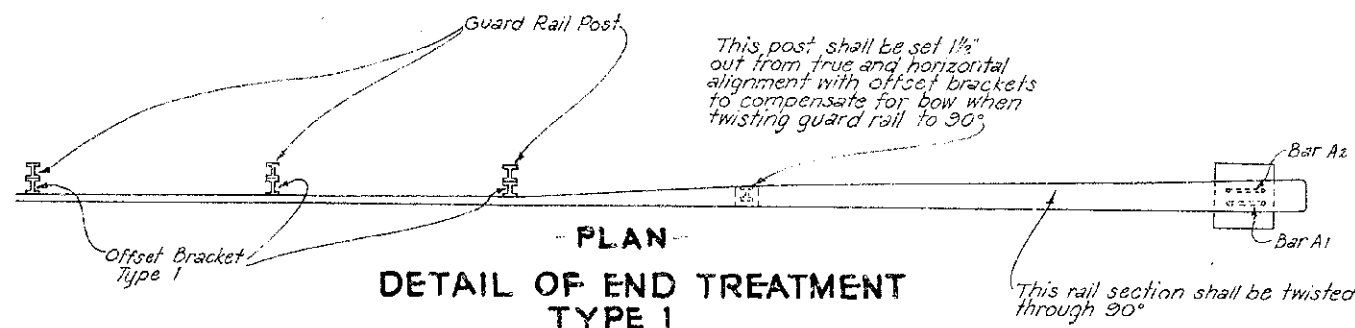
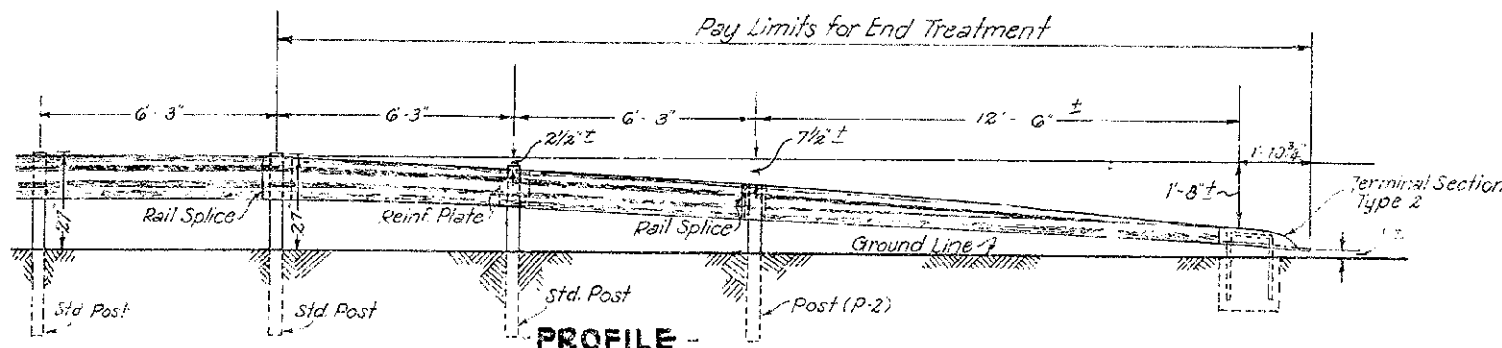
PROJECT No. RS-15-794	SECTION	DATE 1962
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SURVEYED BY LOCATING ENGINEER

RS 15-794

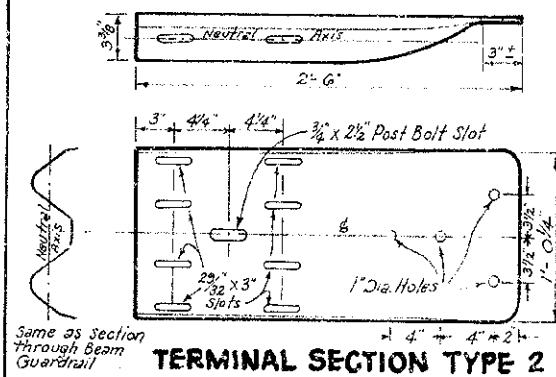
DIMENSIONS FOR ANCHOR BLOCK BOLT

BARS		A1	A2	STEEL REINFORCEMENT & CONCRETE REQUIREMENTS FOR ANCHOR BLOCK	
a	1-11 1/2	2'-0"	2'-0"	 TOP PORTION OF BAR SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION A 123 AS SHOWN	
b	6 1/2	6 1/2	6 1/2		
c	1-10 1/2	1-10 1/2	1-10 1/2		
d	6	5 1/2	5 1/2		
e	1'-0"	1'-0"	1'-0"		
f	1'-8"	1'-8"	1'-8"		
g	1'-4"	1'-4"	1'-4"		
h	3'	3'	3'	Class 'A' Conc. 0.5 Cu. Yds. Steel Reinf. 32 Lbs	
SIZE		No. 8	No. 8		
TOTAL LENGTH		5'-10 3/4"	5'-11 1/2"		
NO. REQ'D.		1	1		
TOTAL WEIGHT		16 Lbs.	16 Lbs.		

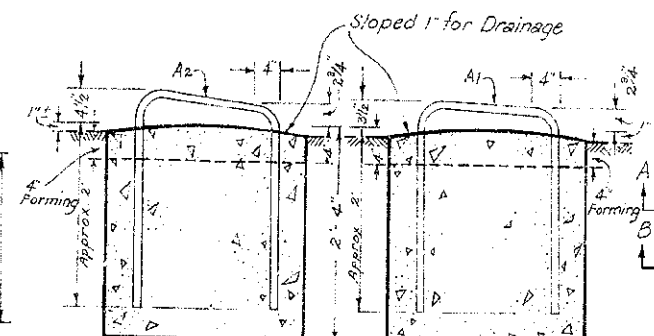


SIDE ELEVATION
END VIEW
INTERMEDIATE POST P-2

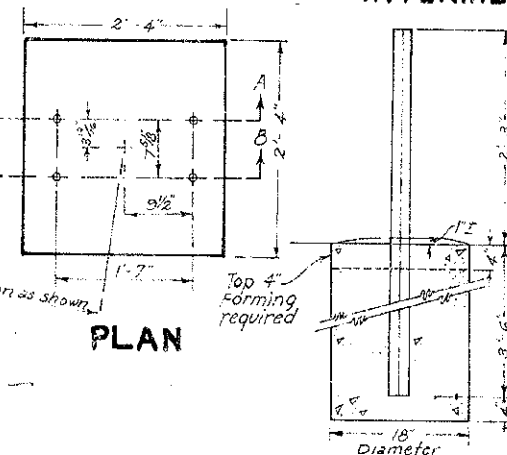
(4 required per anchor - 6" long)



TERMINAL SECTION TYPE 2

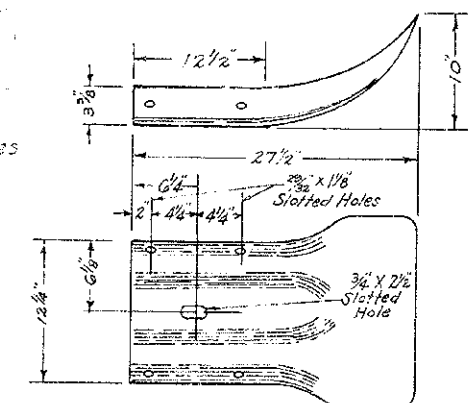


SECTION A-A SECTION B-B
ANCHOR BLOCK
(1/2 Yd Class A Conc.)

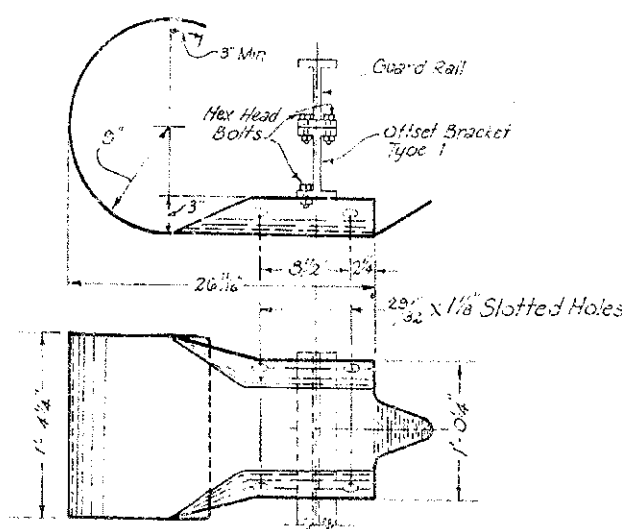


PLAN

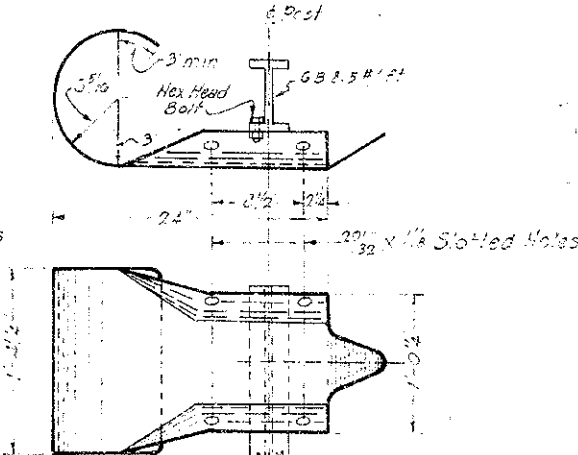
TERMINAL SECTION 1A
POST ANCHORAGE
(Last 3 Post)



TERMINAL SECTION TYPE 3



TERMINAL SECTION TYPE 1A
& TERMINAL SECTION TYPE 1B



TERMINAL SECTION TYPE 1

-NOTES

End Treatment Type 1 shown on the plans shall be to the pay limits, as detailed, and shall include all materials, labor and incidentals for the rail, post, terminal section type 2, concrete anchor, etc., completely installed. The pay item shall be "Guard Rail End Treatment, each." The rail element and terminal section type 2 shall be the same gage or heavier as that used in the adjoining rail. Guard Rail used in the construction of end treatment shall be in 12-foot 6-inch lengths. The one-inch holes detailed in Terminal Section Type 2 may be omitted in the end treatment.

Terminal Section Type 1A shall be as detailed herein. The unit price bid for Terminal Section type 1A shall include all materials, as detailed, and shall include the concrete necessary for the anchorage of the last three posts in the adjoining rail, completely installed. The terminal sections shall be the same gage as the rail to which they are installed. No guard rail is included in the unit price.

Terminal Sections Types 1, 1B, and 3 shall be as detailed herein. The unit price bid for Terminal Sections type 1, 1B, and 3 shall include all materials, as detailed, for a complete installation. The terminal sections shall be the same gage as the rail to which they are installed. No Guard Rail or concrete are included in these unit prices.

All metal components for terminal sections and end treatments shall be galvanized after fabrication in accordance with ASTM A 123 and ASTM A 153.

Concrete required for anchors shall be Class A Concrete and shall be crowned, as detailed, to shed water. The anchors may be either cast-in-place or precast. A minimum of four inches at the top of the concrete anchor shall be formed, and a wood float finish shall be given to the top surface.

The volume of concrete required for the 3 post anchors in Terminal Section Type 1A is approximately 0.75 cubic yard.

The volume of concrete required for the concrete anchorage of the end treatment is approximately 0.50 cubic yard.

COMMONWEALTH OF KENTUCKY DEPARTMENT OF HIGHWAYS	
GUARD RAIL. END TREATMENT & TERMINAL SECTIONS	

RIGHT OF WAY SUMMARY SHEET

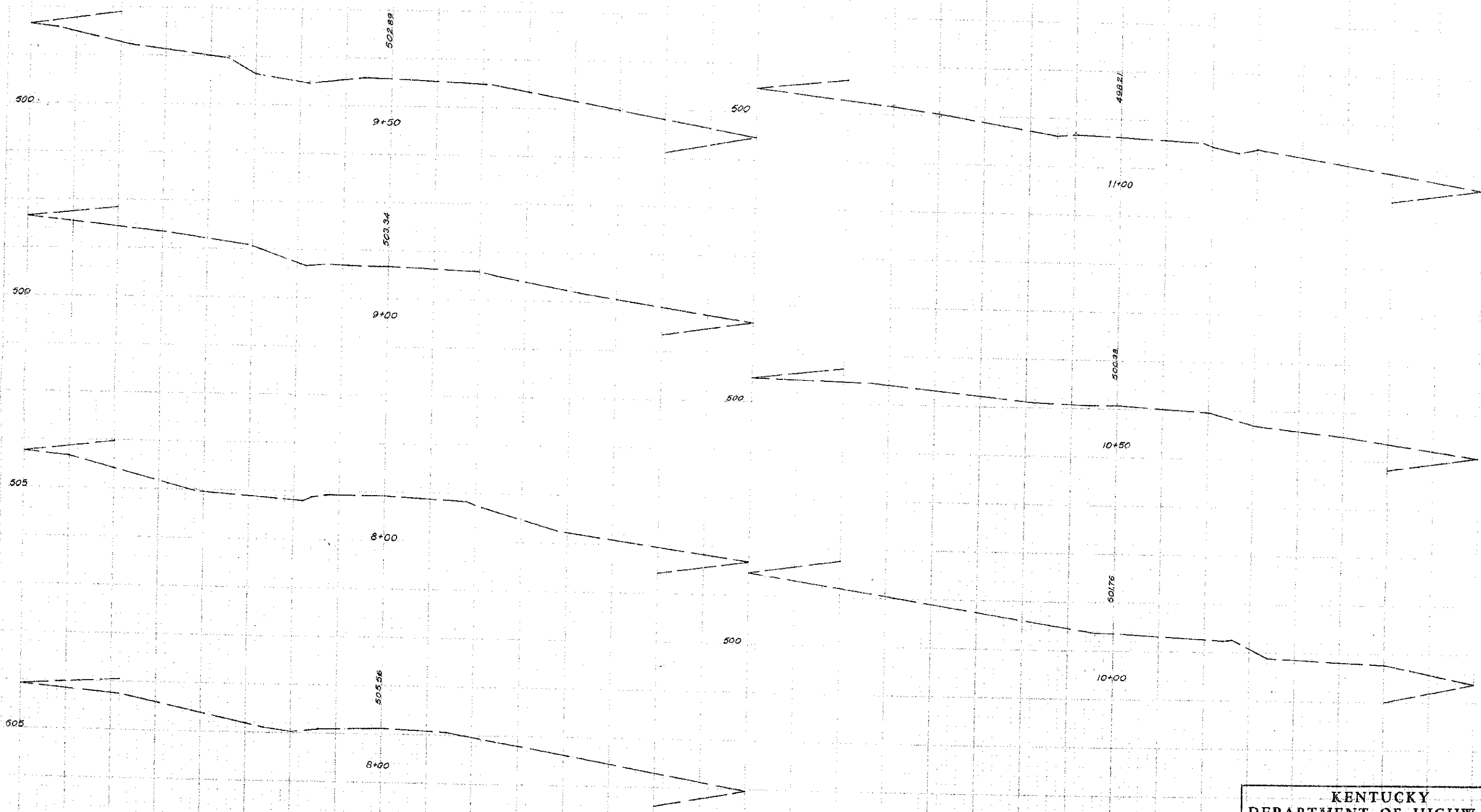
PARCEL NO	NAME	TOTAL AREA OF TRACT		PERMANENT R/W ACQUIRED		EASEMENTS		AREA SEVERED				EXCESS PURCHASED		PORTION REMAINING		REMARKS
		ACRES	SQ. FT.	ACRES	SQ. FT.	PERMANENT SQ. FT.	TEMPORARY SQ. FT.	LEFT		RIGHT		ACRES	SQ. FT.	ACRES	SQ. FT.	
								ACRES	SQ. FT.	ACRES	SQ. FT.					
1	WELLS			0.14	6,200	-	-									
2	CHARLES GREEN DELORES (wf)			0.03	1,235	-	1,300									
3	JOHN ISGRIGG, JR. MAY ELIZABETH (wf)			0.12	5,300	-	1,080									
4	FRANK KOEBERLEIN JUANITA (wf)			0.67	29,000	-	1,700									
5	ORAL MEREOTH EDNA (wf)			0.39	17,000	7,760	-									
6	JAMES L. SMITH (single)			0.85	37,000	-	-									
7	DEWEY SIMMONS WILLIE MAY (wf)			1.08	47,000	-	1,200									
8	HENRY BRUNETT THELMA (wf)			1.57	68,000	-	1,500									

Note: Permanent R/W acquired - permanent easement
- area severed = Total area of tract.

Note: Permanent R.Y. acquired + permanent easement
- area severed = Total area of tract.

RS 15 - 794

BULLITT 2515-794				
FED. ROAD DIS. NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL
7	KY.	1969	5	11



4. Road Highways
2. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF
BULLITT
BELLS MILL
ROAD

PROJECT No. RS 15-794
SECTION
DATE 1969

DESIGNED BY
DISTRICT LOCATING ENGINEER

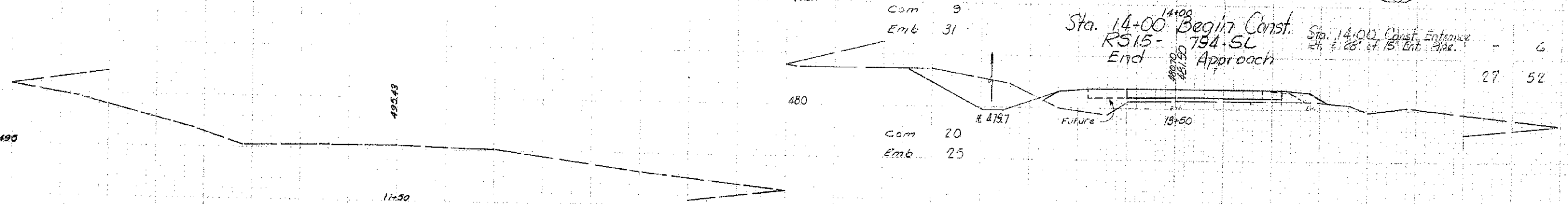
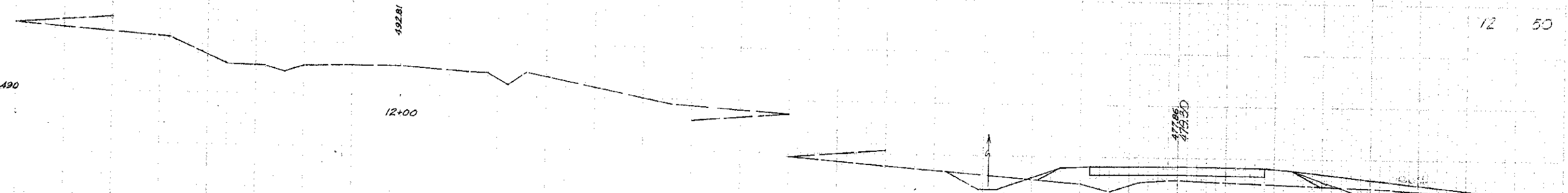
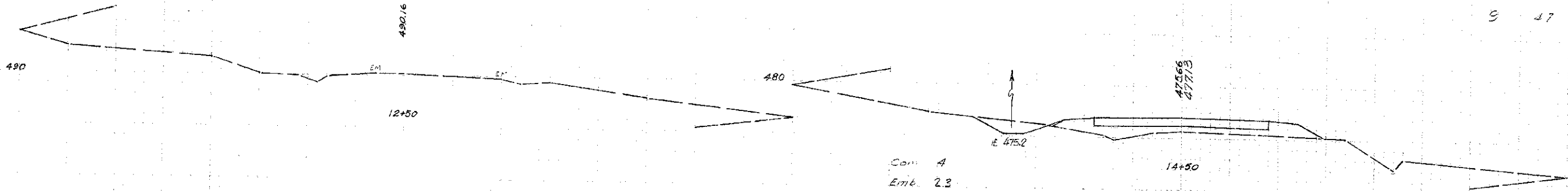
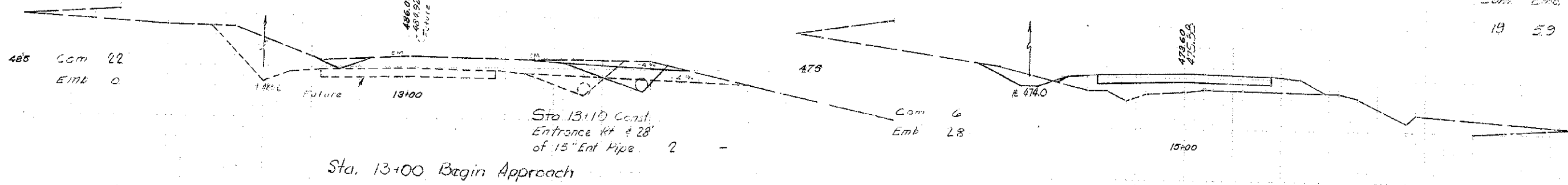
RS 15-794

Sta. 13+00 Begin Taper from existing width to Match full width at Sta. 14+00.
Warp from existing grade at Sta. 13+00 to proposed grade at Sta. 13+50.

Com Emb
39 23

| COUNTY OF Bullitt | | | | |
|----------------------|-------|-------------|-----------|--------------|
| RS15-794 | | | | |
| PROJ. ROAD DIST. NO. | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
| 7 | KY. | 1960 | 6 | 11 |

Com Emb
19 59



Sta. 14+00 Begin Const. RS15-794-5L
End Approach

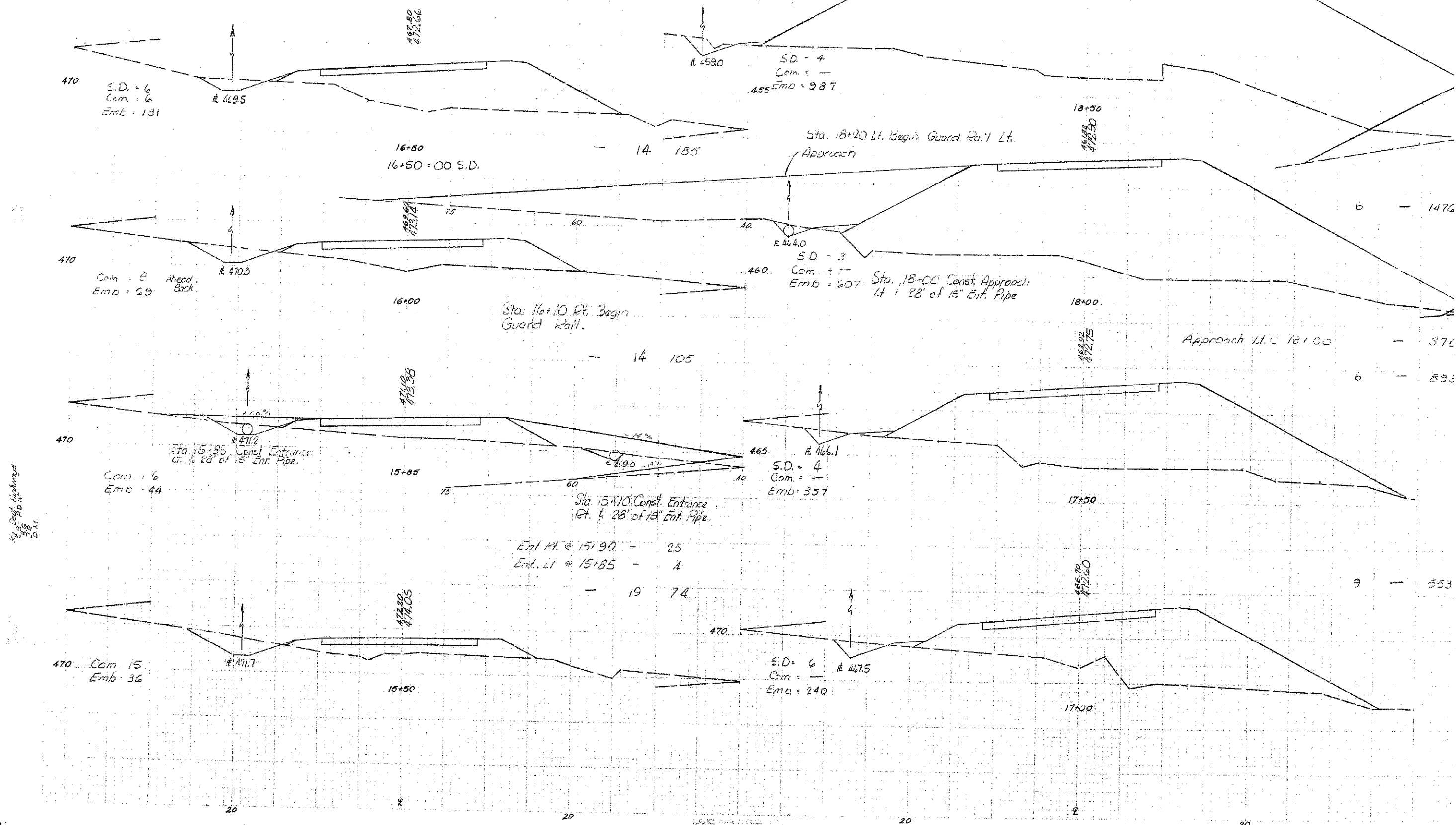
Sta. 14+00 Const. Entrance Rt. 28' of 15' Ent. Pipe.

27 52

| | | | |
|--|------------|----------------|--------------|
| COUNTY OF <i>Bullitt</i>
<i>RS16-794-</i> | | | |
| FED. ROAD
DIST. NO. | STATE | FISCAL
YEAR | SHEET
NO. |
| <i>7</i> | <i>KY.</i> | <i>1960</i> | <i>7</i> |

SD Com. Entu

4 - 233



RB 15 - 704

5D. Com. Emb.

BRIDGE

| COUNTY OF Bullitt | | | | |
|---------------------|-------|-------------|-----------|--------------|
| FED. ROAD DIST. NO. | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
| 7 | KY. | 1969 | 8 | 11 |

430

Sta. 22+00 Lt. Begin Special Ditch.

22+00

21+90 = 00 Emb.

BRIDGE

| | | | |
|---------------|----|-----|-------|
| 13+00 = 20+40 | 36 | 155 | 14446 |
|---------------|----|-----|-------|

445

Sta. 19+60 Lt. Begin Special Ditch.

20+00

Sta. 19+82.67 Begin Bridge

Use End Area Same as 19+50

19+50-19+83 2407

Sta. 19+70 Lt. End Guard Rail.

Sta. 19+70 Rt. End Guard Rail.

425

21+00

450

Emb. 1969

19+50

Sta. 19+25 Rt. Begin Bottom Channel Change. (See Sheet 11 of 11)

BRIDGE

3299

440

20+50

Sta. 20+45 Lt. End Special Ditch.

Sta. 20+45 Rt. End Bottom Channel Change. (See Sheet 11 of 11)

450 Emb. 1994

19+00

19+00 = 00 Com.

R815-794

| COUNTY OF Bullitt | | | | | |
|-------------------|-------|-------------|-----------|--------------|--|
| R815-794 | | | | | |
| REG. ROAD | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS | |
| 7 | KV. | 1960 | 9 | 11 | |

SD Com Emb

19 — 3464

S.D. Com. Emb.

20 — 4023

S.D. = 13
Com = —
Emb = 1958

POND

25+00

21 — 3340

Sta. 22+67.33 End Bridge
Use End Area @ 23+00

22+67-23+00 3081

21+90-22+67 — 3595

Sta. 22+54 Rt. Begin
Guard Rail.

BRIDGE

Sta. 22+54 Lt. Begin
Guard Rail.

Sta. 22+15 Rt. Begin
Special Ditch.

S.D. = 16
Com = —
Emb = 1823

R815-794

R815-794

669 -

430

438.0

 $20 + 50$

440

103. -

433 -

440

20+25

$C = 22.2$
 $F = 0$

437

149 -

436

440

20+00 C=721
F: 0

£ Roadway

50

100

Belle Mill Rd - Channel Change

Scale: 1" = 10' Vert. & 1" = 10' Horz.

RS 15-794

| | | | | |
|--------------------------|------------|----------------|--------------|----------------|
| COUNTY OF <i>Bullitt</i> | | | | |
| <i>RS15-794</i> | | | | |
| FED. ROAD
DIST. NO. | STATE | FISCAL
YEAR | SHEET
NO. | TOTAL
SHEET |
| <i>7</i> | <i>KY.</i> | <i>1969</i> | <i>11</i> | <i>11</i> |

| | | |
|-------|------|---|
| TOTAL | 1341 | 0 |
|-------|------|---|

[illegible]

440
19+50

428

12 12.5

440.0

19+25

149'

129.4 ft

Roadway

Channel Change @ 19+25

0 50 100 150

430

CO Chem of Charge @ 20+50

438.0

440

20+50

Match Line 100

440

Match Line 130

103

440

20+25

C=22.2

F=0

437

430

Match Line 140

440

20+00

C=72.1

F=0

Roadway

50

100

Match Line 140

| | | |
|-------|------|------|
| TOTAL | 1391 | 1392 |
|-------|------|------|

BULLITT COUNTY
RS 15-794 - 5

| | | | | | |
|---------------------|-------|-------------|-----------|--------------|--|
| COUNTY OF | | BULLITT | | | |
| | | RS 15-794- | | | |
| FED. ROAD DIST. NO. | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS | |
| 7 | KY. | 1960 | 1 | 22 | |

21 BRIDGE SHEETS

THE FOLLOWING SHEETS ARE NOT INCLUDED IN SHEET TOTALS: 2a, 2b, 3a

SUBSECTION OF CONTRACT
BULLITT COUNTY RSC15-794-5
15-794-5C1 GRADE, DRAIN AND SURFACE FROM
STA.14+00 TO STA.29+00.
15-794-5B1 BRIDGE(85'-110'-85' CONT. R.C.D.G SPANS,
0° SKEW) AT STA.21+25.

AS BUILT PLANS

cc: Mr. J. E. Ryan
cc: Director of Construction

674. 2. 19. 20

Sta. 14+000 Begin Project
RS 15-794-

Sta. 21+25 Const.
85'-100'-85' R.C.D.G.
Simple Spans at 0° Sk.
over Floyds Fork.

Sta. 29+00.0 End Project
RS 15-794 -

| DESIGN | DESIGNATION |
|--------|-------------|
| 1 | 1 |
| 2 | 2 |
| 3 | 3 |
| 4 | 4 |
| 5 | 5 |
| 6 | 6 |
| 7 | 7 |
| 8 | 8 |
| 9 | 9 |
| 10 | 10 |
| 11 | 11 |
| 12 | 12 |
| 13 | 13 |
| 14 | 14 |
| 15 | 15 |
| 16 | 16 |
| 17 | 17 |
| 18 | 18 |
| 19 | 19 |
| 20 | 20 |
| 21 | 21 |
| 22 | 22 |
| 23 | 23 |
| 24 | 24 |
| 25 | 25 |
| 26 | 26 |
| 27 | 27 |
| 28 | 28 |
| 29 | 29 |
| 30 | 30 |
| 31 | 31 |
| 32 | 32 |
| 33 | 33 |
| 34 | 34 |
| 35 | 35 |
| 36 | 36 |
| 37 | 37 |
| 38 | 38 |
| 39 | 39 |
| 40 | 40 |
| 41 | 41 |
| 42 | 42 |
| 43 | 43 |
| 44 | 44 |
| 45 | 45 |
| 46 | 46 |
| 47 | 47 |
| 48 | 48 |
| 49 | 49 |
| 50 | 50 |
| 51 | 51 |
| 52 | 52 |
| 53 | 53 |
| 54 | 54 |
| 55 | 55 |
| 56 | 56 |
| 57 | 57 |
| 58 | 58 |
| 59 | 59 |
| 60 | 60 |
| 61 | 61 |
| 62 | 62 |
| 63 | 63 |
| 64 | 64 |
| 65 | 65 |
| 66 | 66 |
| 67 | 67 |
| 68 | 68 |
| 69 | 69 |
| 70 | 70 |
| 71 | 71 |
| 72 | 72 |
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| 75 | 75 |
| 76 | 76 |
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| 78 | 78 |
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| 80 | 80 |
| 81 | 81 |
| 82 | 82 |
| 83 | 83 |
| 84 | 84 |
| 85 | 85 |
| 86 | 86 |
| 87 | 87 |
| 88 | 88 |
| 89 | 89 |
| 90 | 90 |
| 91 | 91 |
| 92 | 92 |
| 93 | 93 |
| 94 | 94 |
| 95 | 95 |
| 96 | 96 |
| 97 | 97 |
| 98 | 98 |
| 99 | 99 |
| 100 | 100 |

DESIGN CRITERIA

| | |
|-------------------------|-----------|
| CLASS OF HIGHWAY..... | 5 |
| TYPE OF TERRAIN..... | Rolling |
| DESIGN SPEED..... | 40 m.p.h. |
| REQUIRED NPSD..... | NR |
| REQUIRED PSD..... | NR |
| LEVEL OF SERVICE..... | NR |
| ADT PRESENT (1966)..... | 300 |
| ADT FUTURE (1986)..... | 300 |
| DHV (1987)..... | 70 |
| D%..... | NR |
| T%..... | 5 |

DESIGNED

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

THESE PLANS ARE FOR R/W,
GRADE, DRAIN, & SURFACE

MICROFILMED 77

THE CONTROL OF ACCESS OF THIS PROJECT SHALL BE BY PERMIT.

CONVENTIONAL SIGNS

UNIMPROVED ROAD
GRADE AND DRAINED ROAD
SOIL SURFACE ROAD
METAL SURFACED ROAD
LOW TYPE BITUMINOUS ROAD
PAVED ROAD
COUNTY LINE
CORPORATE LIMITS
SURVEY LINE
PROPOSED RIGHT OF WAY
GRADE LINE
GROUND LINE
TRAVELED WAY
RAILROAD
FENCES (EXCEPT STONE & HEDGE)
STONE FENCE
HEDGE FENCE
TREES & STUMPS
POLE LINE
TELEPHONE POLES
PIPE CULVERT
CONCRETE CULVERT & BRIDGE
LARGE STREAM
SMALL STREAM
BENCH MARK
ROAD INTERSECTIONS
MARSH
BUILDINGS

GRAPHIC SCALE IN FEET

| Month | Number of People |
|-----------|------------------|
| January | 5500 |
| February | 1000 |
| March | 2500 |
| April | 3500 |
| May | 4500 |
| June | 5000 |
| July | 5500 |
| August | 5000 |
| September | 4500 |
| October | 3500 |
| November | 2500 |
| December | 1500 |

LAYOUT MAP



PLANS PREPARED BY
WITT & ASSOCIATES
445 So. Ashland Ave., Lexington, Ky.
Walter E. Witt
Reg. P.E. 2325

KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF
BULLITT
BELLS MILL
ROAD

PROJECT No. RS 15-794-5 DATE R/W R 35-774-581060

APPROVED G-12 19 69

BY [Signature]
COMMISSIONER OF HIGHWAYS

SURVEYED 2-26 BY W. J. Kennedy
DISTRICT PROJECT NUMBER 100-100000

PROJECT APPROVED 6/17/71 BY J. H. G. Sandhu
DIRECTOR OF RURAL ROADS

PLAN CHECKED 6-17-69 BY K. F. Bell

SURVEY AND PLAN APPROVED 9-17-69 BY E. B. Gentry

637-67 *A. C. Neiger, etc.*
SURVEY AND PLAN APPROVED 19 BY

LETTING DATE 7-11-69

RS 15-794-5

GENERAL NOTES

All curves to be banked and widened according to standards or as directed. Superelevation for special cases to be according to the plans or as authorized by the District Engineer.

The Contractor is not to order material for drainage structures until the quantities have been checked by the Engineer.

Slopes shall be rounded in conformity with Standard Drawing No. 10-03h.

Drawings for standard warning signs for the protection of traffic will be furnished by the District Engineer.

Where the inlet of a culvert pipe is in a cut section and the ditch grade is one per cent or more, a suitable barrier to divert water from ditch into inlet of pipe is to be constructed as directed. No direct payment will be allowed for this work.

The Contractor shall use all possible care in excavating on this project so as not to disturb any existing utilities whether shown on the plans or not shown on the plans. Elevations and locations of existing utilities are approximate only. Any utilities disturbed or damaged by the Contractor through carelessness during construction operations shall be replaced by the Contractor at no extra cost to the Department.

Side Ditches (Wing or Tail Ditches) The Contractor shall construct the ditch in such a way that the water will turn coming out of the cut and be directed away from the fill. In order to prevent further fill damage, it is necessary to cut into original ground for a given distance below and beyond the fill slope. The location of this ditch shall be determined by the Engineer, however, it shall be as far away from the fill as possible.

Notice - Caution - Classification - Without regard to the materials encountered, all roadway and drainage excavation shall be unclassified and shall be designated as "Roadway Excavation". It is distinctly understood that any reference to rock, earth, or any other material on the plans or cross sections, whether in numbers, letters, or words, or lines, is solely for the Department's information and is not to be taken as an indication of classified excavation or the quantity of either earth or any other material involved.

The bidder must draw his own conclusions as to the conditions to be encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation if the materials encountered are not in accord with the classification shown.

Waste material in excess of that wasted within the right-of-way limits shall be disposed of off the right-of-way at sites acquired by the Contractor and approved by the Engineer, at no extra cost to the Department. No direct payment will be allowed for overhaul of waste material, except for unanticipated waste resulting from slides only.

Unanticipated waste material resulting from slides, only shall either be wasted within the right-of-way limits at sites designated by the Engineer or disposed of off the right-of-way at sites acquired by the Contractor. Payment for necessary overhaul of this material will be allowed.

The Standard Specifications for Road and Bridge Construction, edition of 1965 with the following Special Specifications, Revisions, Provisions and Notes will apply on this project:

Special Provision No. 15 Relating to Bid Proposal Guaranty and Contract Bonds.

Special Provision No. 23 for Allowable Tolerances for Bituminous Materials Sampled on the Project.

Special Provision No. 20 for Field Laboratory Facilities

Special Provision No. 12 for Joint Sealing Compound (Cold-Applied, Elastomeric Type)

Special Provision No. 30-B for Membrane Curing of Concrete Structures

Special Provision No. 35-B for Class "AA" Concrete

Special Provision No. 42 for Mixing Dense-Graded Aggregate

Special Provision No. 56 for Nuclear Gages

Special Provision No. 75 Operation of Construction Vehicles over Pavements and Structures

Special Provision No. 76 Corrugated Metal Pipe, Pipe Arches and Underdrains

Special Provision No. 77-B Styrene-Butadiene Protective Coating

Special Provision No. 78 Manufactured (Crushed) Limestone Sand

Chronological Listing of Revisions to the 1965 Edition of the Standard Specifications.

Special Notes for RS 15-794

Special Provision No. 6A for Staking

Special Provision No. 79 Concrete Bridge Deck Finishing Machine

Special Provision No. 80 Blast Cleaning and Painting Structural Steel

Steel beam guard rail locations indicated on plans are approximate and may be changed if so directed by the Engineer on Construction.

See Bridge Drawing No. SF2-A for details on placing End Bent Backfill and Earth Core.

PIPE NOTES

When a bituminous mastic joint sealer is used to seal the joints in pipe culverts (Art. 415.3.6-A-5), the jointing surface shall be precoated with a primer recommended by the manufacturer of the jointing material or with an approved emulsified asphalt.

Leak holes, when provided in culvert pipe, shall be closed after the pipe is in place, by coating the areas around the holes on the outside of the pipe with a bituminous mastic, placing a piece of sheet metal over the mastic, and coating the entire area with an additional coat of the mastic. The area covered by each coat of the mastic shall be in excess of that of the metal sheet. The metal sheet shall be of such dimensions as will provide for a lap of not less than 2 inches beyond the perimeter of the hole.

Contrary to the 1965 Standard Specifications, all removal items of any kind, nature, size, character or substance, (within the limits of the right-of-way and easements), whether shown on the plans or not, are to be incidental to the contract, except bridges, which shall be paid for in accordance with Section 502 of the 1965 Standard Specifications.

No materials shall be removed from the stream bed for use in construction except water.

Stream side trees shall not be disturbed except where their presence would endanger road, structure or traveling public.

Stream beds shall not be used as temporary roadways for vehicles or equipment.

BUILDING NOTE

All buildings within the right-of-way limits on this project are to be removed by others provided, however, that any remaining foundations or debris shall be removed by the Contractor. Payment for this work shall be included in the unit price bid per acre for clearing and grubbing.

THE CONTROL OF ACCESS OF THIS PROJECT SHALL BE BY PERMIT

TRAFFIC NOTE

The road may be closed to through traffic. Thru traffic will be detoured via Ky. 61 (Preston Highway), or via Ky. 44.

UTILITY NOTE

Louisville Water Company, Kentucky Turnpike Water District, Salt River Rural Electric Cooperative Corporation and Echo Telephone Company have facilities to be relocated and/or adjusted prior to and/or during the first 30 days of the Contractor's operations.

RS 15-794-5

| | | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|--|--|-------------|-----------|--------------|
| | | 69 | 4 | 28 |

SURFACING QUANTITIES

| ITEM | UNIT | QUANTITY |
|---|--------------------------|----------|
| FLEXIBLE PAVEMENT
WITH THE FOLLOWING COMPONENTS | | |
| DENSE GRADED AGGREGATE BASE
WITH THE FOLLOWING AGGREGATE | | |
| Crushed Limestone | Ton | 1045 |
| AND
BITUMINOUS CONCRETE BASE CLASS I
WITH ONE OF THE FOLLOWING COARSE AGGREGATES | | |
| Crushed Limestone | Ton | 425 |
| Crushed Gravel (Calcareous) | Ton | 425 |
| AND
BITUMINOUS CONCRETE SURFACE CLASS I
WITH ONE OF THE FOLLOWING COARSE AGGREGATES | | |
| Crushed Limestone | Ton | 255 |
| Crushed Gravel (Calcareous) | Ton | 250 |
| - WITH - | | |
| BITUMINOUS
TACK
COAT | Emulsified Asphalt SS-1h | |
| | Gal | 145 |
| AND
TRAFFIC BOUND BASE
WITH ONE OF THE FOLLOWING AGGREGATES | | |
| Crushed Limestone Size No. 610 (Ent. & Maint. Traffic) | Ton | 40 |
| OR | | |
| ① River Gravel Size No. 710 (Ent. & Maint. of Traffic) | Ton | 40 |

① River Gravel shall conform to Specification G12.4.2-B
River Gravel Maintenance Floater Course.

BITUMINOUS NOTES

Blending of coarse and/or fine aggregate will be permitted provided a separate cold feed bin and feeder is employed for each size and type of aggregate. Blending in stockpile will not be permitted.

Asphalt Cement PAC-5 will be used in all Class I Mixtures.

Tack Coat shall be used if so directed by the Engineer.

Bituminous Tack Coat (SS-1h) shall be diluted with an equal quantity of water (Section 603 of the Standard Specifications) prior to application. The rate of application shall be approximately 3.1 gal./sq. yd. The cost of the water and the cost of application shall be incidental to the cost of Bituminous Tack Coat (SS-1h).

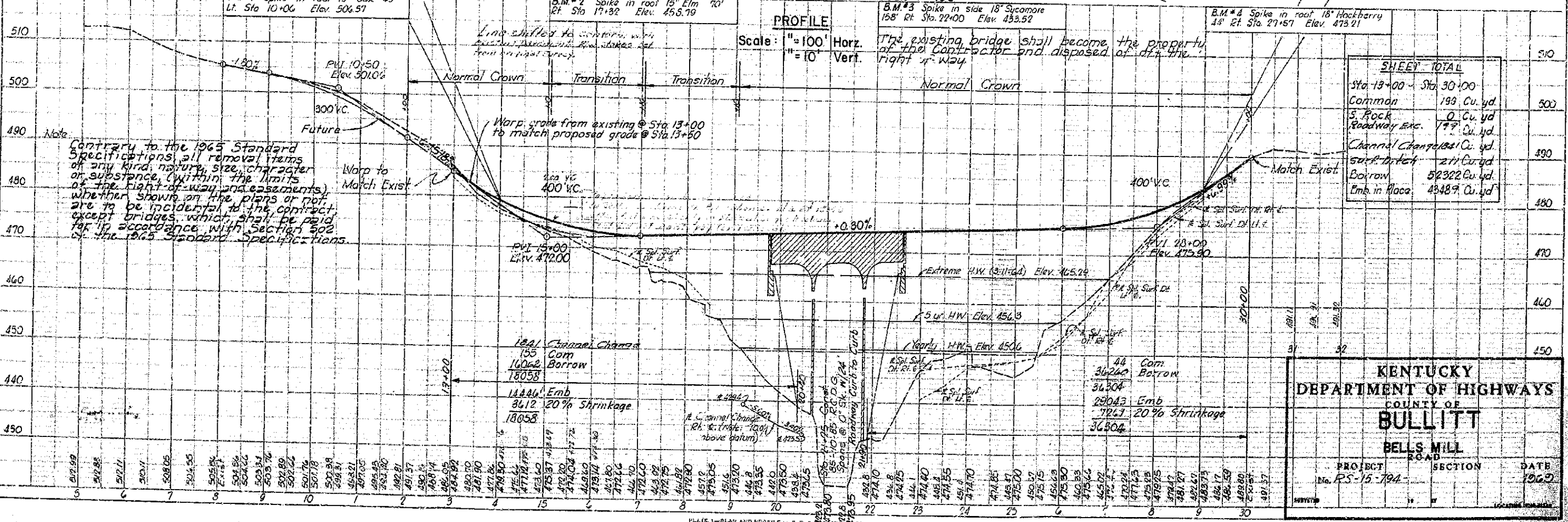
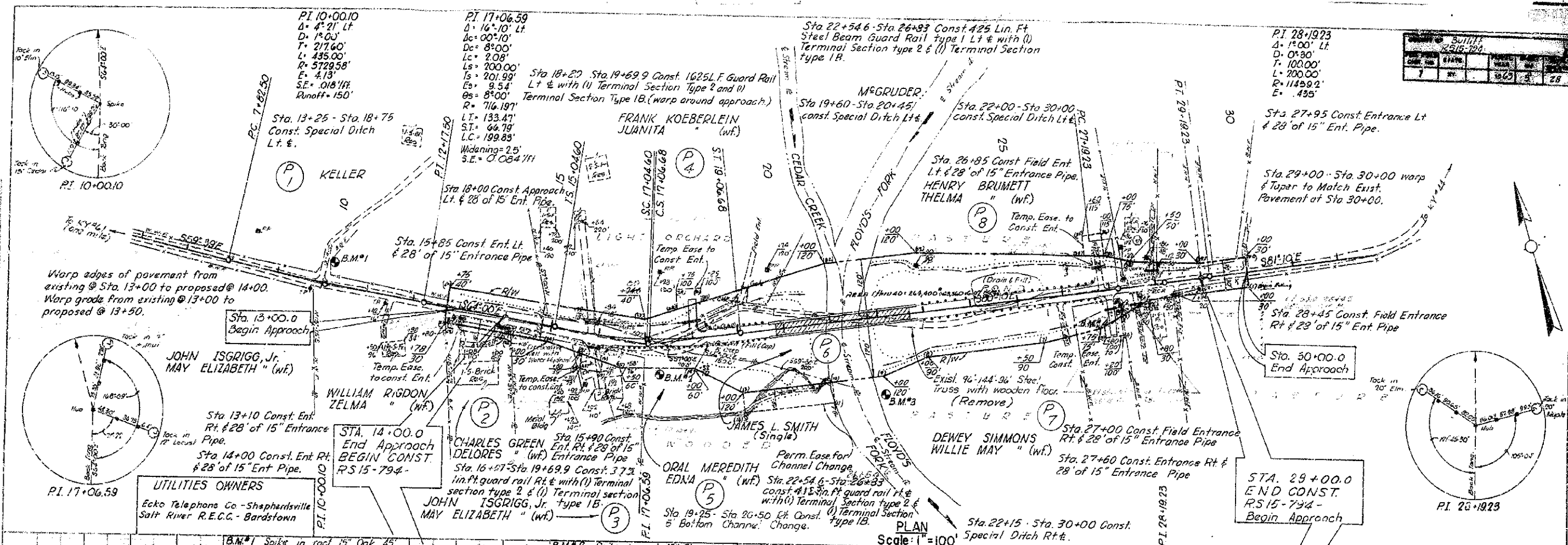
Crushed Sandstone Sand may be used in Class I Bituminous Concrete in lieu of Natural or Conglomerate Sand. Requirements for wear will be waived for Sandstone used in manufacture of Sandstone Sand.

Natural, conglomerate, or crushed sandstone sand will not be required in the Bituminous Concrete Class I Surface Course.

PLAN
 1. 1/4" = 100' HORIZ.
 2. 1/4" = 10' VERT.
 3. 1/4" = 10' HORIZ.
 4. 1/4" = 10' VERT.

PROFILE
 1. 1/4" = 100' HORIZ.
 2. 1/4" = 10' VERT.
 3. 1/4" = 10' HORIZ.
 4. 1/4" = 10' VERT.

PROFILES
 1. 1/4" = 100' HORIZ.
 2. 1/4" = 10' VERT.
 3. 1/4" = 10' HORIZ.
 4. 1/4" = 10' VERT.



SHEET TOTAL

| | |
|-------------------------|---------------|
| Sta. 13+00 - Sta. 30+00 | |
| Common | 199 Cu. yd. |
| S. Rock | 0 Cu. yd. |
| Roadway Exc. | 177 Cu. yd. |
| Channel Change | 1 Cu. yd. |
| Sub. Ditch | 271 Cu. yd. |
| Borrow | 52322 Cu. yd. |
| Emb. in Place | 43487 Cu. yd. |

KENTUCKY DEPARTMENT OF HIGHWAYS
 COUNTY OF **BULLITT**
BELLS MILL ROAD

PROJECT No. **RS-15-794** SECTION **1** DATE **1962**

RS 15-794-5