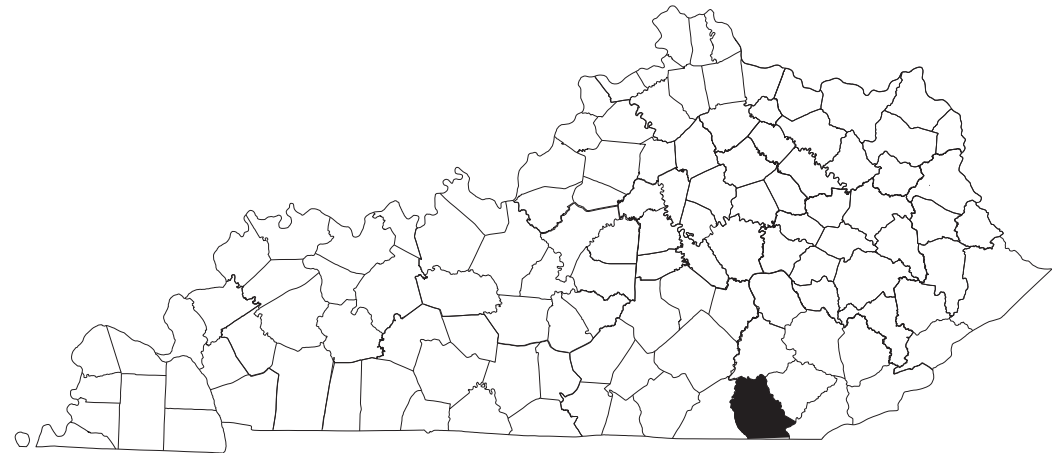




COMMONWEALTH OF KENTUCKY

DEPARTMENT OF HIGHWAYS

PLANS OF PROPOSED PROJECT WHITLEY County HSIP CORRIDOR - US 25W



THIS PROJECT IS OFF THE NH SYSTEM

LAYOUT MAP



DESIGN CRITERIA

CLASS OF HIGHWAY	RURAL MAJOR COLLECTOR / RURAL MINOR ARTERIAL
TYPE OF TERRAIN	ROLLING
DESIGN SPEED	45 MPH
REQUIRED NPSD	360'
REQUIRED PSD	700'
LEVEL OF SERVICE	N/A
ADT PRESENT (2018)	9,450
ADT FUTURE (N/A)	N/A
DHV	N/A
D %	N/A
T %	3.7%

GEOGRAPHIC COORDINATES

LATITUDE 36 DEGREES 50 MINUTES 04 SECONDS NORTH
LONGITUDE 84 DEGREES 13 MINUTES 11 SECONDS WEST

DESIGNED

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

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
R001	LAYOUT SHEET
R002-R002G	TYPICAL SECTION SHEETS
R002H-R002L	SUMMARY SHEETS
R002M	GENERAL NOTES
R003	ROADWAY LEGEND & UTILITIES REFERENCE
R004-R009	PLAN & PROFILE SHEETS
R010	RIGHT-OF-WAY SUMMARY SHEET
R011-R026	RIGHT-OF-WAY STRIP MAP
R027	COORDINATE CONTROL SHEET
R028-R031	EROSION CONTROL SHEETS
R032-R035	PIPE DETAIL SHEETS
X019-X061	CROSS SECTION SHEETS

THE CONTROL OF ACCESS ON THIS
PROJECT SHALL BE BY PERMIT

LENGTH <u>49.426</u> LIN. FT. <u>9.361</u> MILES ADDED ☐ FOR EQUALITIES _____ LIN. FT. DEDUCTED ☐ NOT INCLUDED	LENGTH _____ LIN. FT. _____ MILES ADDED ☐ FOR EQUALITIES _____ LIN. FT. DEDUCTED ☐ NOT INCLUDED	LENGTH _____ LIN. FT. _____ MILES ADDED ☐ FOR EQUALITIES _____ LIN. FT. DEDUCTED ☐ NOT INCLUDED	LENGTH _____ LIN. FT. _____ MILES ADDED ☐ FOR EQUALITIES _____ LIN. FT. DEDUCTED ☐ NOT INCLUDED
RAILROAD CROSSINGS NO. _____ LIN. FT. BRIDGES _____ LIN. FT.	RAILROAD CROSSINGS NO. _____ LIN. FT. BRIDGES _____ LIN. FT.	RAILROAD CROSSINGS NO. _____ LIN. FT. BRIDGES _____ LIN. FT.	RAILROAD CROSSINGS NO. _____ LIN. FT. BRIDGES _____ LIN. FT.

PROJECT NUMBER: HSIP 5152 004

PROJECT DESCRIPTION: HSIP CORRIDOR - US 25W

RECOMMENDED BY: JUSTIN BALL
PROJECT MANAGER DATE:

PLAN APPROVED BY: _____
STATE HIGHWAY ENGINEER DATE:

LETTING DATE: 5/26/2022

ITEM NO. 11-9007.00 COUNTY OF WHITLEY

SHEET NO. R001

TYPICAL SECTIONS US 25W (CUMBERLAND FALLS HIGHWAY)

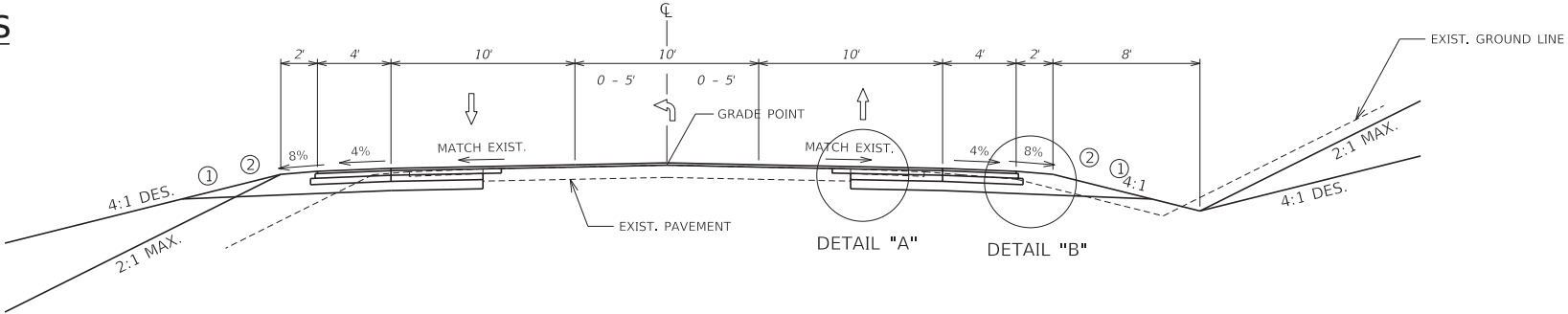
LEFT TURN LANE
STA. 622+45.00 TO STA. 632+75.00

PAVEMENT DETAIL

TRAFFIC LANES & PAVED SHOULDERS

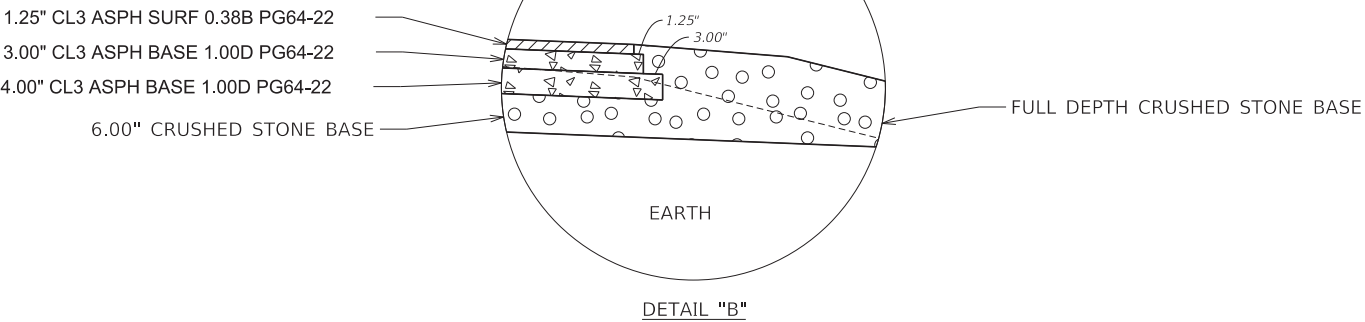
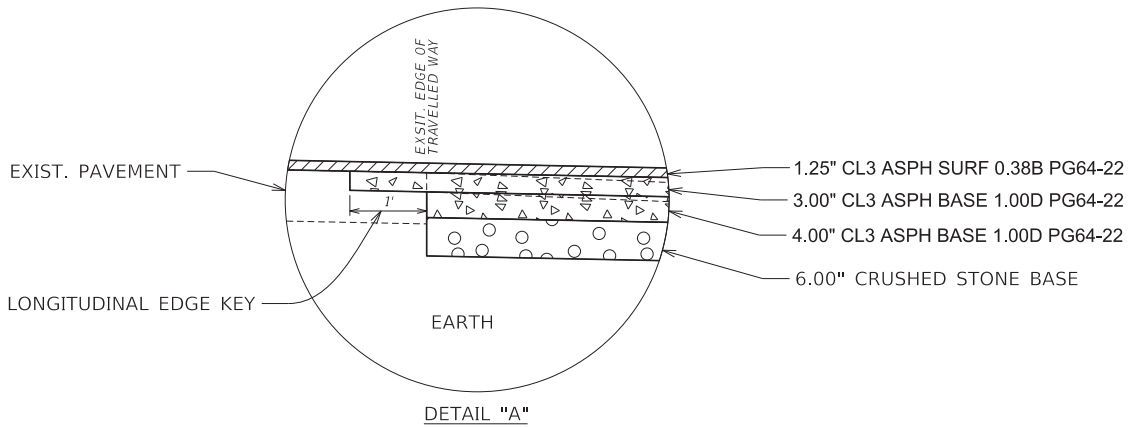
CL3 ASPH SURF 0.38B PG64-22
CL3 ASPH BASE 1.00D PG64-22
CL3 ASPH BASE 1.00D PG64-22
CRUSHED STONE BASE

1.25" DEPTH
3.00" DEPTH
4.00" DEPTH
6.00" DEPTH



NOTES:

- ① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS.
- ② ASPHALT SEAL REQUIRED FROM THE OUTSIDE EDGE OF PAVED SHOULDERS TO A POINT 2 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING:
- ASPHALT SEAL COAT 2.40 LBS. / SQYD
ASPHALT SEAL AGGREGATE 20 LBS. / SQYD (SIZE NO. 8 OR 9M)
- ③ DIMENSIONS AND SLOPES SHOULD BE CONSIDERED NOMINAL DUE TO VARIATIONS THROUGH THE CORRIDOR AND MAY BE ADJUSTED AS NECESSARY AT THE DISCRETION OF THE ENGINEER.



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: TYICAL SECTIONS - US 25W

ITEM NO. 11-9007.00 COUNTY OF WHITLEY
SHEET NO. R002

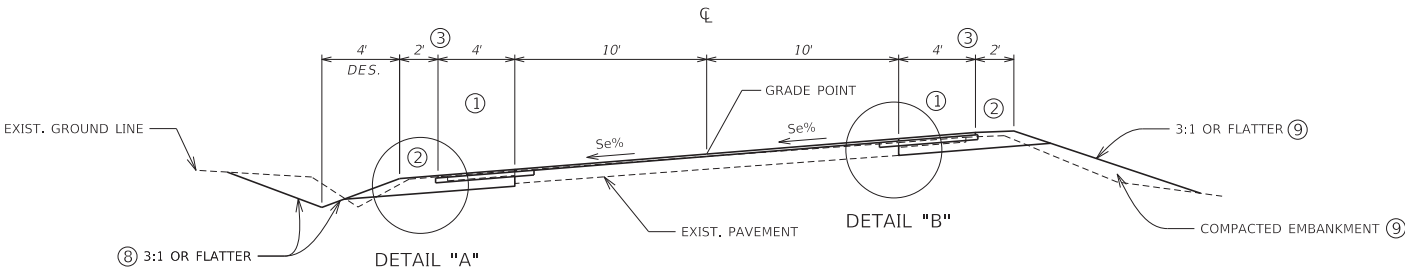
TYPICAL SECTIONS US 25W (CUMBERLAND FALLS HIGHWAY)

SUPERELEVATION IMPROVEMENTS & SHOULDER WIDENING

SUPERELEVATED SECTION (ASPHALT SURFACE PAID BY HSIP)

STA. 515+83.86 TO STA. 530+45.84
STA. 575+32.74 TO STA. 589+25.17
STA. 600+01.07 TO STA. 613+04.94
STA. 664+85.84 TO STA. 673+33.73
STA. 690+72.53 TO STA. 702+95.52

STA. 728+89.70 TO STA. 737+13.30
STA. 756+75.78 TO STA. 766+73.15
STA. 782+07.71 TO STA. 790+70.70
STA. 790+90.81 TO STA. 813+86.95



PAVEMENT DETAIL

TRAFFIC LANES

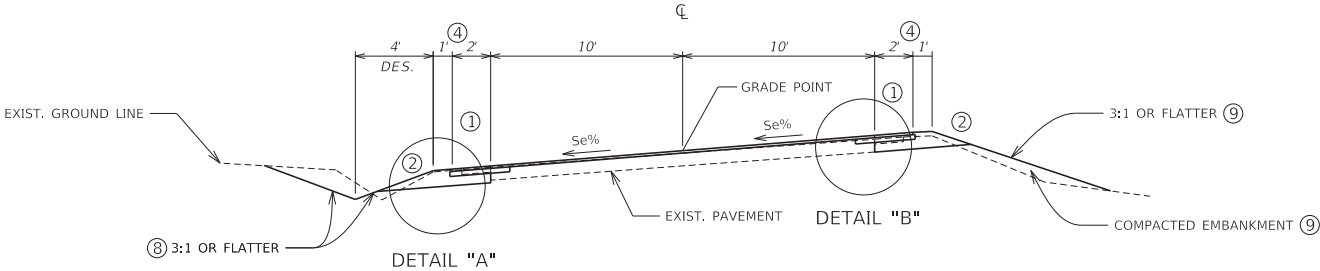
CL3 ASPH SURF 0.38B PG64-22 1.25" DEPTH

PAVED SHOULDERS

CL3 ASPH SURF 0.38B PG64-22 1.25" DEPTH
CL3 ASPH BASE 1.00D PG64-22 3.00" DEPTH
CRUSHED STONE BASE 6.00" DEPTH

SUPERELEVATED SECTION (ASPHALT SURFACE PAID BY FD05)

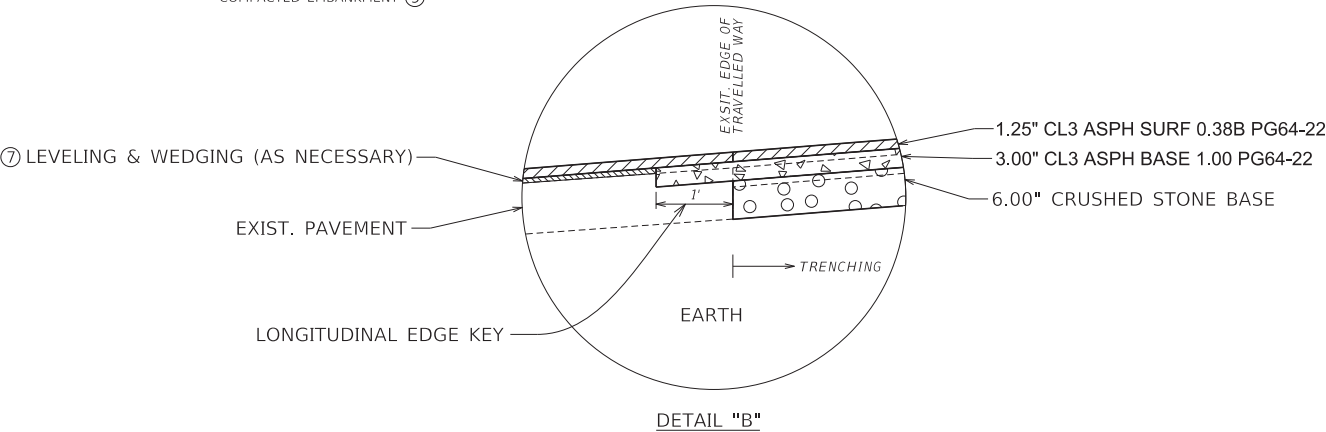
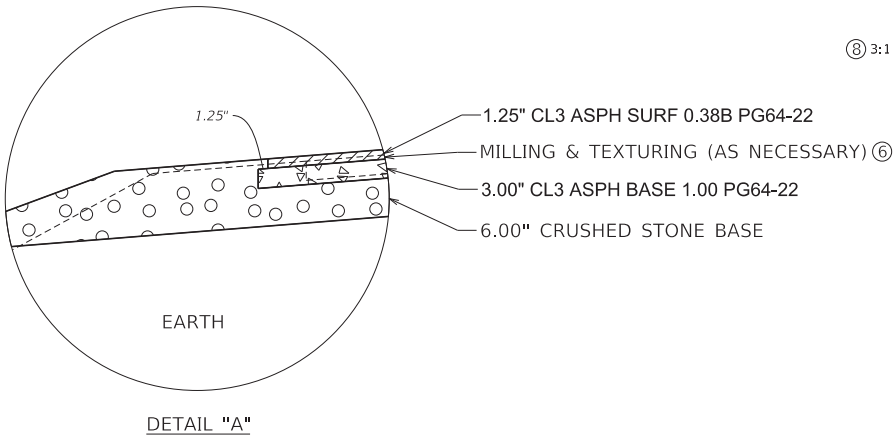
STA. 833+50.99 TO STA. 842+63.82
STA. 857+14.64 TO STA. 873+44.14
STA. 880+72.18 TO STA. 886+54.43
STA. 902+81.85 TO STA. 909+72.85



NOTES:

- CONSTRUCT SUPERELEVATED SHOULDERS TO STANDARD SUPERELEVATION, EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
- ASPHALT SEAL REQUIRED FROM THE OUTSIDE EDGE OF PAVED SHOULDERS TO A POINT 2 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING:

ASPHALT SEAL COAT 2.40 LBS. / SOYD
ASPHALT SEAL AGGREGATE 20 LBS. / SQYD (SIZE NO. 8 OR 9M)
- A 4' PAVED SHOULDER AND A 2' AGGREGATE SHOULDER ARE DESIRABLE, BUT MAY BE REDUCED AS NECESSARY AT THE DISCRETION OF THE ENGINEER.
- A 2' PAVED SHOULDER AND A 1' AGGREGATE SHOULDER ARE DESIRABLE, BUT MAY BE REDUCED AS NECESSARY AT THE DISCRETION OF THE ENGINEER.
- DIMENSIONS AND SLOPES SHOULD BE CONSIDERED NOMINAL DUE TO VARIATIONS THROUGH THE CORRIDOR AND MAY BE ADJUSTED AS NECESSARY AT THE DISCRETION OF THE ENGINEER.
- MAXIMUM DEPTH OF MILLING ALLOWED TO ACHIEVE DESIRED SUPERELEVATION RATE IS 2".
- IF MORE THAN 2.25" OF LEVELING AND WEDGING IS REQUIRED TO ACHIEVE DESIRED SUPERELEVATION RATE, USE AN ASPHALT BASE MIX APPROVED BY THE ENGINEER INSTEAD.
- DITCHING AND SHOULDERING TO BE USED AS NECESSARY AT THE DISCRETION OF THE ENGINEER. EXCAVATION TO ACHIEVE POSITIVE DRAINAGE IS INCIDENTAL TO THE BID ITEM DITCHING AND SHOULDERING. FINAL PAYMENT WILL BE PAID AS LF OF DITCHING AND SHOULDERING AND INCLUDES ALL WORK NECESSARY TO PERFORM WORK. WHERE DITCHING AND SHOULDERING IS REQUIRED, SLOPES OF 3:1 OR FLATTER ARE DESIRABLE. SLOPES STEEPER THAN 3:1 MAY BE NECESSARY IN LOCATIONS THAT ARE LIMITED DUE TO R/W, UTILITIES, TREES, FENCES, OR OTHER SENSITIVE OBSTRUCTIONS. WHERE SLOPES STEEPER THAN 3:1 ARE NECESSARY, CHANNEL LINING MAY BE USED TO STABILIZE THE SLOPES AT THE DISCRETION OF THE ENGINEER.
- DITCHING AND SHOULDERING TO BE USED AS NECESSARY AT THE DISCRETION OF THE ENGINEER. COMPACTED IMBANKMENT IS INCIDENTAL TO THE BID ITEM DITCHING AND SHOULDERING. THE CONTRACTOR SHALL APPLY PROPER COMPACTION ACCORDING TO SECTION 206 OF THE STANDARD SPECIFICATIONS. FINAL PAYMENT WILL BE PAID AS LF OF DITCHING AND SHOULDERING AND INCLUDES ALL WORK NECESSARY TO PERFORM WORK. SHOULDER EMBANKMENT MATERIAL SHALL BE SUITABLE FOR VEGETATION GROWTH. WHERE COMPACTED EMBANKMENT IS REQUIRED, SLOPES OF 3:1 OR FLATTER ARE DESIRABLE. SLOPES STEEPER THAN 3:1 MAY BE NECESSARY IN LOCATIONS THAT ARE LIMITED DUE TO R/W, UTILITIES, TREES, FENCES, OR OTHER SENSITIVE OBSTRUCTIONS.



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: TYPICAL SECTIONS - US 25W

ITEM NO. 11-9007.00 COUNTY OF WHITLEY
SHEET NO. R002A

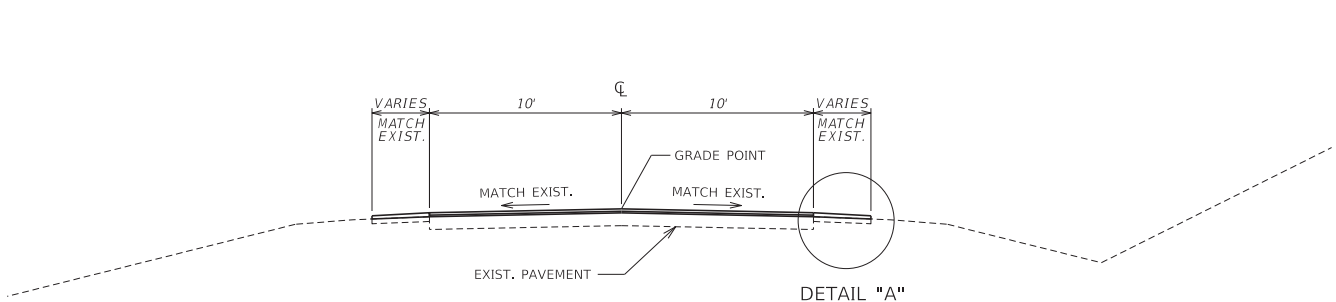
TYPICAL SECTIONS US 25W (CUMBERLAND FALLS HIGHWAY)

OVERLAY SECTIONS

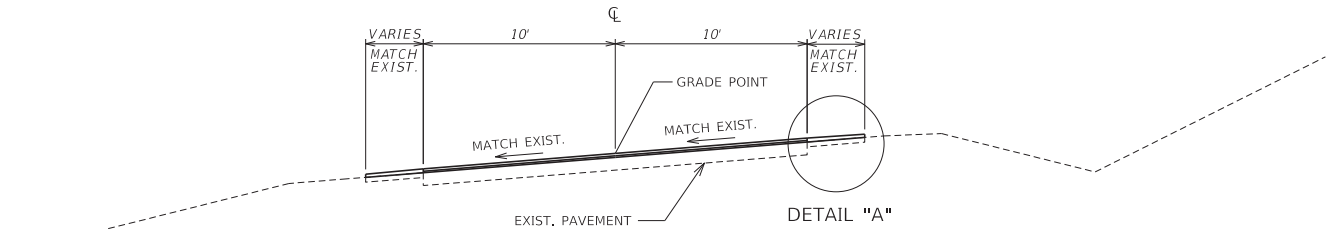
STA. 504+75.00 TO STA. 515+83.86
STA. 530+45.84 TO STA. 575+32.74
STA. 589+25.17 TO STA. 600+01.07
STA. 613+04.94 TO STA. 664+85.84
STA. 673+33.73 TO STA. 690+72.53

STA. 702+95.52 TO STA. 728+89.70
STA. 737+13.30 TO STA. 756+75.78
STA. 766+73.15 TO STA. 782+07.71
STA. 790+70.70 TO STA. 790+90.81

NORMAL SECTION



SUPERELEVATED SECTION



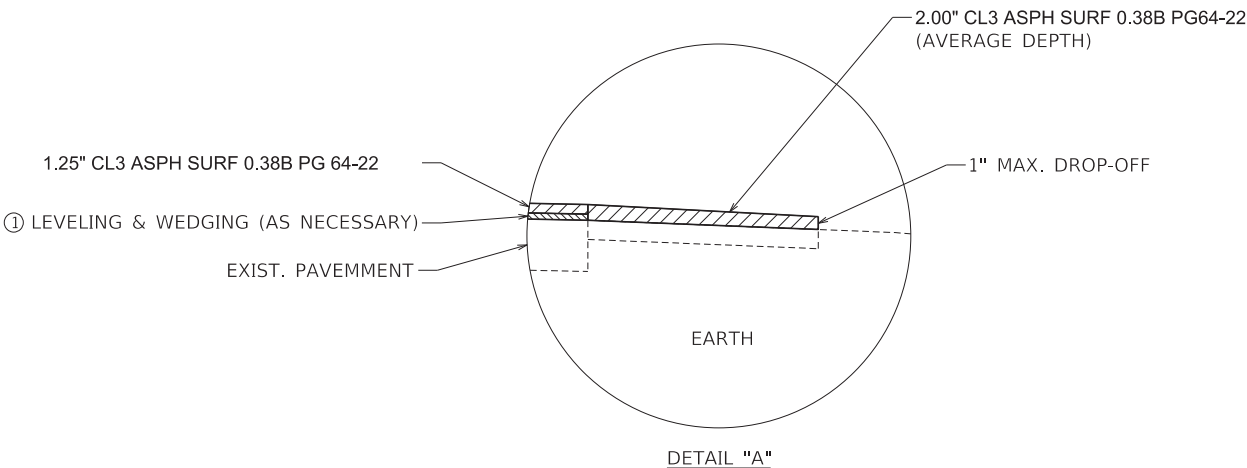
PAVEMENT DETAIL

TRAFFIC LANES

CL3 ASPH SURF 0.38B PG64-22 1.25" DEPTH

PAVED SHOULDERS

CL3 ASPH SURF 0.38B PG64-22 2.00" DEPTH (AVERAGE)



NOTES:

- ① LEVELING & WEDGING MAY BE USED AS NECESSARY AT THE DISCRETION OF THE ENGINEER.



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



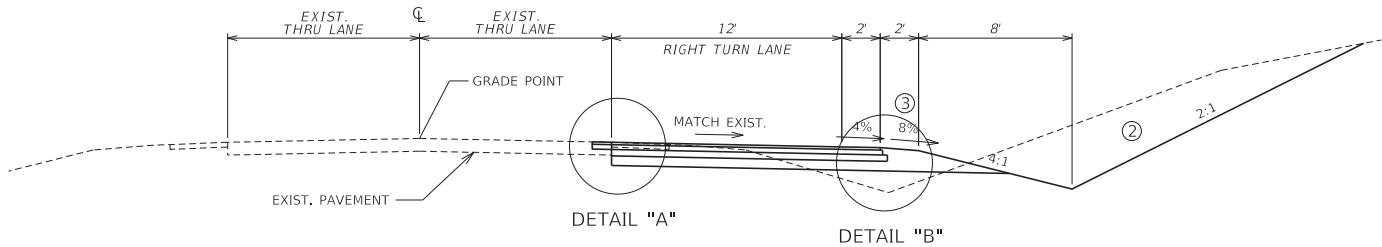
DRAWING TITLE: TYPICAL SECTIONS - US 25W

ITEM NO. 11-9007.00 COUNTY OF WHITLEY
SHEET NO. R002B

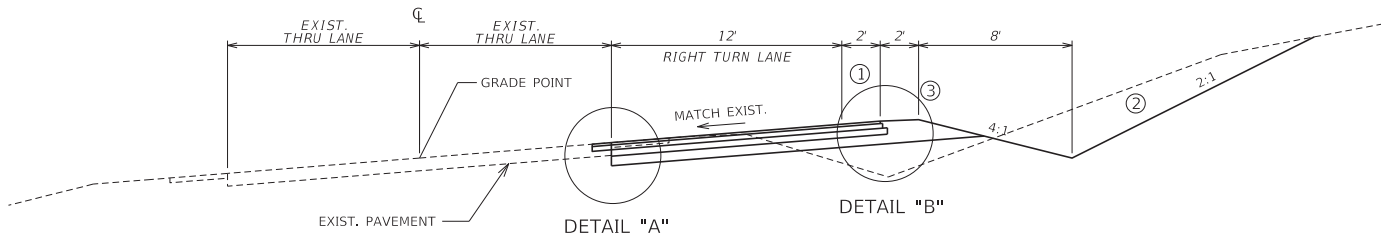
TYPICAL SECTIONS US 25W (CUMBERLAND FALLS HIGHWAY)

RIGHT TURN LANE
STA. 933+15.00 TO STA. 937+90.00

NORMAL SECTION



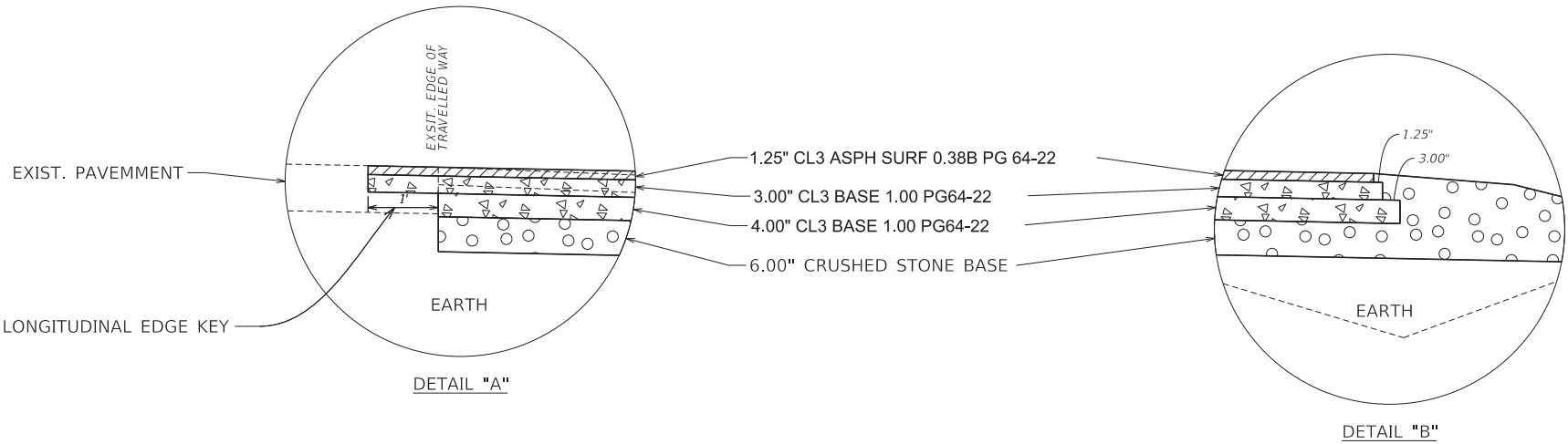
SUPERELEVATED SECTION



PAVEMENT DETAIL

TRAFFIC LANES AND PAVED SHOULDERS

CL3 ASPH SURF 0.38B PG64-22	1.25" DEPTH
CL3 ASPH BASE 1.00D PG64-22	3.00" DEPTH
CL3 ASPH BASE 1.00D PG64-22	4.00" DEPTH
CRUSHED STONE BASE	6.00" DEPTH



NOTES:

- CONSTRUCT SUPERELEVATED SHOULDERS TO STANDARD SUPERELEVATION, EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
- SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS.
- ASPHALT SEAL REQUIRED FROM THE OUTSIDE EDGE OF PAVED SHOULDERS TO A POINT 2 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING:

ASPHALT SEAL COAT	2.40 LBS. / SQYD
ASPHALT SEAL AGGREGATE	20 LBS. / SQYD (SIZE NO. 8 OR 9M)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



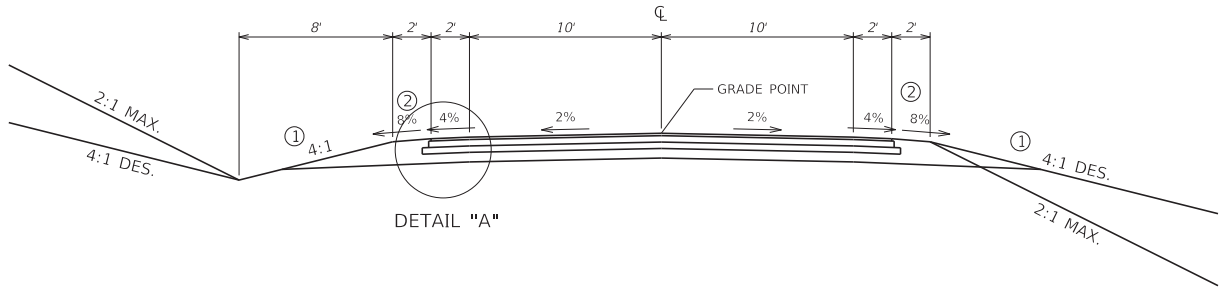
DRAWING TITLE: TYPICAL SECTIONS - US 25W

ITEM NO. 11-9007.00 COUNTY OF WHITLEY
SHEET NO. R002C

TYPICAL SECTIONS KY 204

NORMAL SECTION

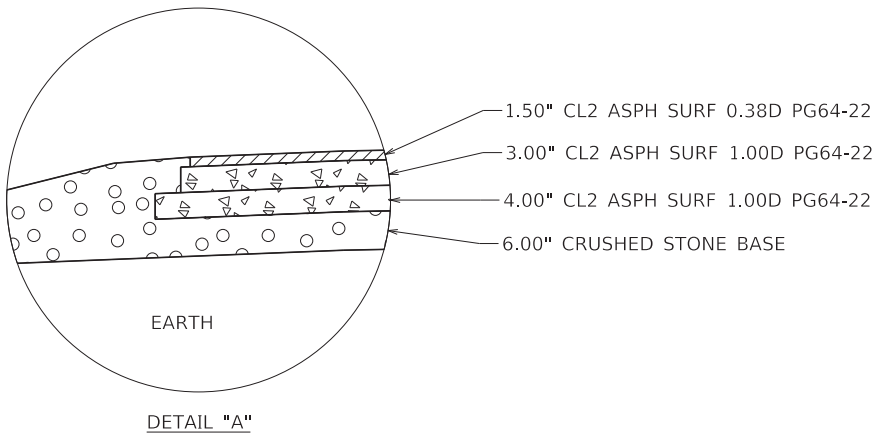
STA. 48+75.33 TO STA. 49+85.00
STA. 50+15.54 TO STA. 53+65.48



PAVEMENT DETAIL

TRAFFIC LANES AND PAVED SHOULDERS

CL2 ASPH SURF 0.38D PG64-22	1.50" DEPTH
CL2 ASPH BASE 1.00D PG64-22	3.00" DEPTH
CL2 ASPH BASE 1.00D PG64-22	4.00" DEPTH
CRUSHED STONE BASE	6.00" DEPTH



NOTES:

- ① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS.
- ② ASPHALT SEAL REQUIRED FROM THE OUTSIDE EDGE OF PAVED SHOULDERS TO A POINT 2 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING:

ASPHALT SEAL COAT	2.40 LBS. / SQYD
ASPHALT SEAL AGGREGATE	20 LBS. / SQYD (SIZE NO. 8 OR 9M)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: TYPICAL SECTIONS - KY 204

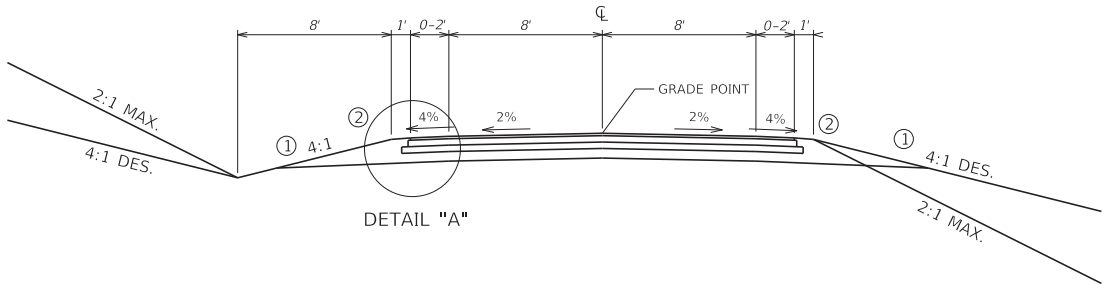
ITEM NO. 11-9007.00 COUNTY OF WHITLEY

SHEET NO.
R002D

TYPICAL SECTIONS BALLARD FORD ROAD

NORMAL SECTION

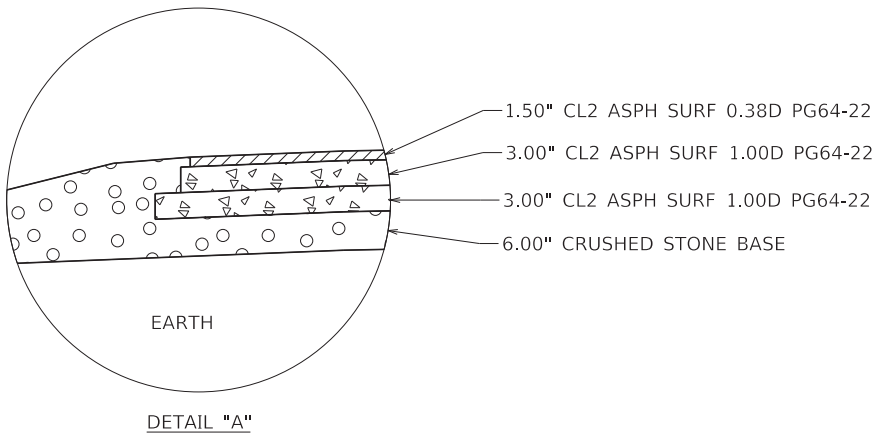
STA. 47+28.58 TO STA. 49+89.15



PAVEMENT DETAIL

TRAFFIC LANES AND PAVED SHOULDERS

CL2 ASPH SURF 0.38D PG64-22	1.50" DEPTH
CL2 ASPH BASE 1.00D PG64-22	3.00" DEPTH
CL2 ASPH BASE 1.00D PG64-22	3.00" DEPTH
CRUSHED STONE BASE	6.00" DEPTH



NOTES:

- SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS.
- ASPHALT SEAL REQUIRED FROM THE OUTSIDE EDGE OF PAVED SHOULDERS TO A POINT 2 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING:

ASPHALT SEAL COAT	2.40 LBS. / SQYD
ASPHALT SEAL AGGREGATE	20 LBS. / SQYD (SIZE NO. 8 OR 9M)



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: TYPICAL SECTIONS - BALLARD FORD ROAD

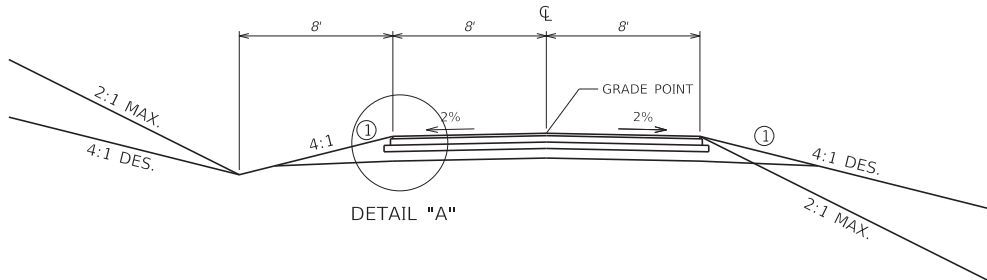
ITEM NO. 11-9007.00 COUNTY OF WHITLEY

SHEET NO.
R002E

TYPICAL SECTIONS AIRPORT ROAD

NORMAL SECTION

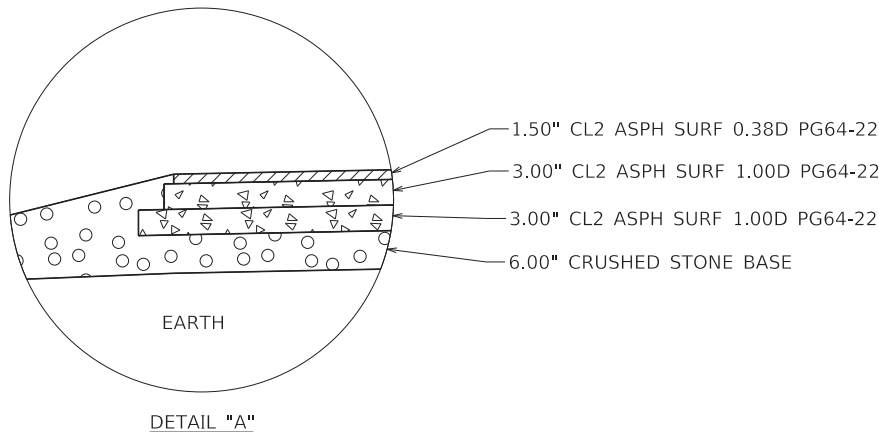
STA. 50+15.00 TO STA. 50+64.75



PAVEMENT DETAIL

TRAFFIC LANES AND PAVED SHOULDERS

CL2 ASPH SURF 0.38D PG64-22	1.50" DEPTH
CL2 ASPH BASE 1.00D PG64-22	3.00" DEPTH
CL2 ASPH BASE 1.00D PG64-22	3.00" DEPTH
CRUSHED STONE BASE	6.00" DEPTH



NOTES:

- ① ASPHALT SEAL REQUIRED FROM THE OUTSIDE EDGE OF PAVED SHOULDERS TO A POINT 2 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING:
- | | |
|------------------------|-----------------------------------|
| ASPHALT SEAL COAT | 2.40 LBS. / SQYD |
| ASPHALT SEAL AGGREGATE | 20 LBS. / SQYD (SIZE NO. 8 OR 9M) |



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



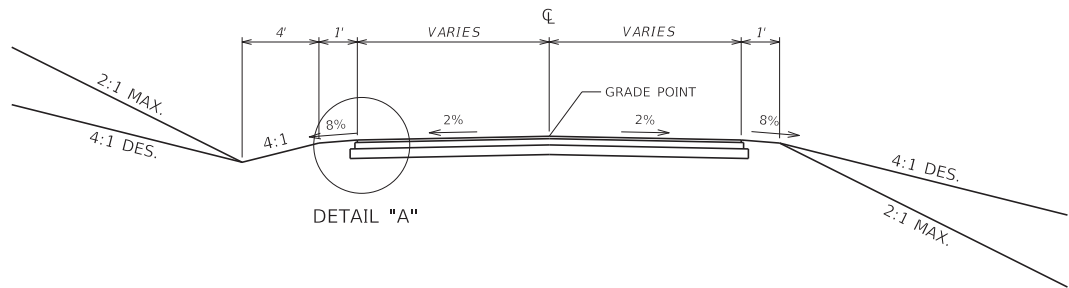
DRAWING TITLE: TYPICAL SECTIONS - AIRPORT ROAD

ITEM NO. 11-9007.00 COUNTY OF WHITLEY

SHEET NO. R002F

TYPICAL SECTIONS ENTRANCES

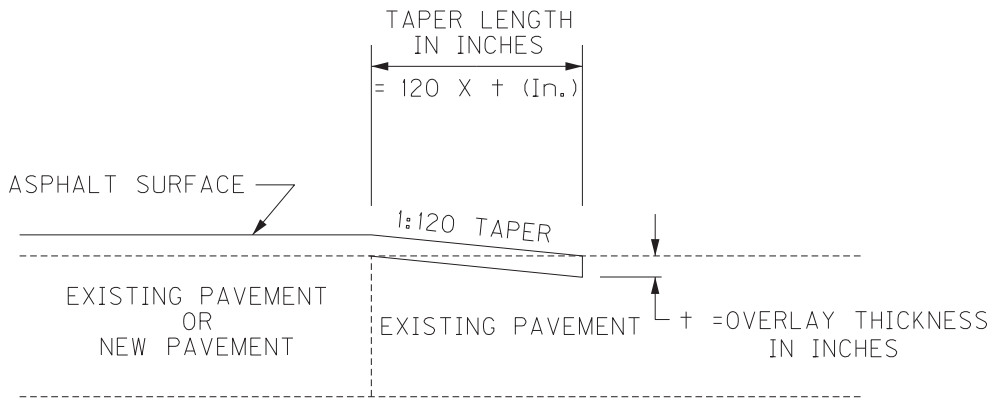
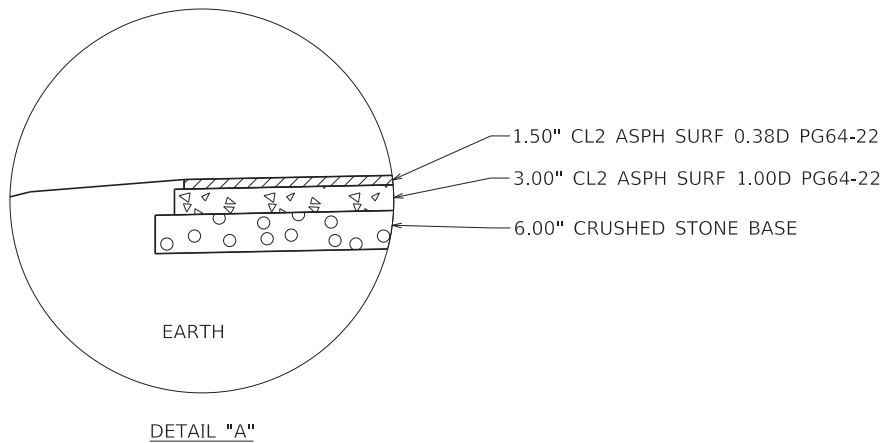
ENTRANCES



PAVEMENT DETAIL

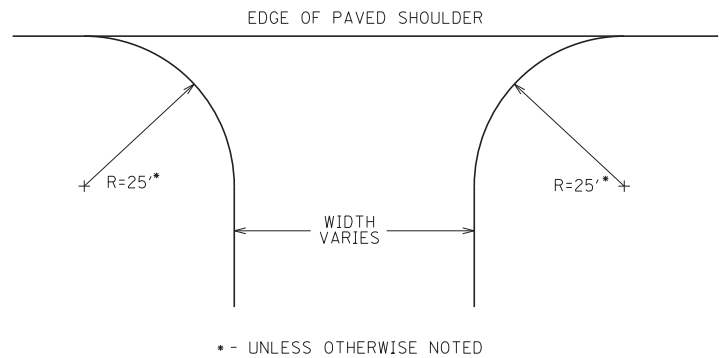
TRAFFIC LANES

CL2 ASPH SURF 0.38D PG64-22 1.50" DEPTH
CL2 ASPH BASE 1.00D PG64-22 3.00" DEPTH
CRUSHED STONE BASE 6.00" DEPTH



EDGE KEY DETAIL

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



TYPICAL ENTRANCE LAYOUT

GENERAL SUMMARY

ITEM	DESCRIPTION	UNIT	US 25W	KY 204	BALLARD FORD RD.	AIRPORT ROAD		TOTAL PROJECT
00078	CRUSHED AGGREGATE SIZE NO. 2	①D	TON					1,104
01875	STANDARD HEADER CURB		LF	469				469
01987	DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE		EACH	140				140
02159	TEMPORARY DITCH		LF	1,753	246	86	31	2,116
02160	CLEAN TEMPORARY DITCH		LF	877	123	43	16	1,059
02200	ROADWAY EXCAVATION	①D	CUYD	6,083	1,276	1,782	170	9,869
02242	WATER	①A	MGAL	430	89	60	10	589
02360	GUARDRAIL TERMINAL SECTION NO 1	①F	EACH	31				31
02367	GUARDRAIL END TREATMENT TYPE 1	①F	EACH	8				8
02369	GUARDRAIL END TREATMENT TYPE 2A	①F	EACH	1				1
02371	GUARDRAIL END TREATMENT TYPE 7	①F	EACH	4				4
02373	GUARDRAIL END TREATMENT TYPE 3	①F	EACH	20				20
02381	REMOVE GUARDRAIL	①F	LF	10,250				10,250
02429	RIGHT-OF-WAY MONUMENT TYPE 1		EACH	16				16
02432	WITNESS POST		EACH	3				3
02483	CHANNEL LINING CLASS II	①J ①E	TON	43			36	594
02545	CLEARING AND GRUBBING	①B	LS	1				1
02562	TEMPORARY SIGNS		SQFT	1,000				1,000
02569	DEMOBILIZATION		LS	1				1
02575	DITCHING AND SHOULDERING	①C ①I	LF	48,279				48,279
02585	EDGE KEY		LF	48	44	16	16	124
02602	FABRIC-GEOTEXTILE CLASS 1	①E	SQYD					1,000
02603	FABRIC-GEOTEXTILE CLASS 2	①D	SQYD					834
02607	FABRIC-GEOTEXTILE CLASS 2 FOR PIPE		SQYD	151	92	30	30	303
02650	MAINTAIN & CONTROL TRAFFIC		LS	1				1
02671	PORTABLE CHANGEABLE MESSAGE SIGN		EACH	6				6
02676	MOBILIZATION FOR MILLING & TEXTURING		LS	1				1
02677	ASPHALT PAVE MILLING & TEXTURING		TON	410				410
02697	EDGELINE RUMBLE STRIPS		LF	89,237				89,237
02701	TEMPORARY SILT FENCE		LF	8,268	246	86	31	8,631
02703	SILT TRAP TYPE A		EACH	6	1	1	1	9
02704	SILT TRAP TYPE B		EACH	6	1	1	1	9
02705	SILT TRAP TYPE C		EACH	6	1	1	1	9
02706	CLEAN SILT TRAP TYPE A		EACH	6	1	1	1	9
02707	CLEAN SILT TRAP TYPE B		EACH	6	1	1	1	9
02708	CLEAN SILT TRAP TYPE C		EACH	6	1	1	1	9
02726	STAKING		LS	1				1
04933	TEMP SIGNAL 2 PHASE		EACH	4				4
05950	EROSION CONTROL BLANKET	①M	SQYD	1,469	280	329		5,378
05952	TEMPORARY MULCH		SQYD	4,929	2,866	1,911	304	10,010
05953	TEMPORARY SEEDING AND PROTECTION		SQYD	3,697	2,149	1,433	228	7,507
05963	INITIAL FERTILIZER		TON	0.4	0.2	0.2	0.1	0.9
05964	MAINTENANCE FERTILIZER		TON	0.3	0.1	0.1	0.1	0.6
05985	SEEDING AND PROTECTION		SQYD	5,993	2,454	2,246	262	10,955
05992	AGRICULTURAL LIMESTONE		TON	3.7	1.5	1.4	0.2	6.8
06406	SBM ALUM SHEET SIGNS 0.080 IN	①G	SQFT	518				518
06407	SBM ALUM SHEET SIGNS 0.125 IN	①G	SQFT	141				141
06410	STEEL POST TYPE 1	①G	LF	862				862
06427	TRENCHING	①C	LF	30,058				30,058
06510	PAVE STRIPING-TEMP PAINT-4 IN		LF		1,961	686	248	2,895
06511	PAVE STRIPING-TEMP PAINT-6 IN		LF	135,688				135,688
06514	PAVE STRIPING-PERM PAINT-4 IN		LF		1,961	686	248	2,895
06542	PAVE STRIPING-THERMO-6 IN W		LF	67,844				67,844
06543	PAVE STRIPING-THERMO-6 IN Y		LF	67,844				67,844
06574	PAVE MARKING-THERMO CURVE ARROW		EACH	4				4
24540	R/W MONUMENT TYPE 3		EACH	7				7
10020NS	FUEL ADJUSTMENT		DOLL	33,934				33,934
10030NS	ASPHALT ADJUSTMENT		DOLL	64,778				64,778
20191ED	OBJECT MARKER TY 3		EACH	8				8
21289ED	LONGITUDINAL EDGE KEY	①C	LF	30,058				30,058
21802EN	G/R STEEL W BEAM-S FACE (7 FT POST)	①F	LF	10,250				10,250
24631EC	BARCODE SIGN INVENTORY		EACH	149				149
24694ED	BOX CULVERT - 8' X 3' RCBC	①H ①L	LF	56				56
24694ED	BOX CULVERT - 8' X 5' RCBC	①H ①L	LF	72				72

PAVING SUMMARY

ITEM	ITEM	UNIT	US 25W ⑦	KY 204	BALLARD FORD RD.	AIRPORT ROAD	⑥ENTRANCES	TOTAL PROJECT
00003	CRUSHED STONE BASE	①TON	14,658	975	347	83	103	16,167
00020	TRAFFIC BOUND BASE	⑤TON	100					100
00100	ASPHALT SEAL AGGREGATE	②TON	370	9	4	1		384
00103	ASPHALT SEAL COAT	③TON	45.0	1.0	0.5	0.1		46.6
00190	LEVELING & WEDGING PG64-22		1,919					1,919
00212	CL2 ASPH BASE 1.00D PG64-22		TON	663	188	71	49	971
00214	CL3 ASPH BASE 1.00D PG64-22		TON	4,026				4,026
00301	CL2 ASPH SURF 0.38D PG64-22		TON	140	46	15	839	1,039
00356	ASPHALT MATERIAL FOR TACK	④TON	39.3	1.5	0.5	0.2	0.2	41.7
00388	CL3 ASPH SURF 0.38B PG64-22		TON	8,141				8,141

PAVING SUMMARY NOTES

- ALL ASPHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.
- ① ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
- ② ESTIMATED AT 20 LBS. PER SQ. YD. (TWO APPLICATIONS).
- ③ ESTIMATED AT 2.4 LBS. PER SQ. YD. (TWO APPLICATIONS).
- ④ ESTIMATED AT 0.84 LBS. PER SQ. YD.
- ⑤ TO BE USED AS DIRECTED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC.
- ⑥ INCLUDES PARKING AREA FROM BALLARD FORD RD. RT. STA. 49+24 TO 49+77.
- ⑦ INCLUDES QUANTITES CARRIED OVER FROM SUPERELEVATION CORRECTIONS SUMMARY.
- ⑧ INCLUDES 815 TONS OF CL2 ASPH SURF 0.38D PG64-22 FOR ENTRANCES AND APPROACHES NOT LISTED ON PLAN SHEETS.

PAVING AREAS

ITEM	US 25W	KY 204	BALLARD FORD RD.	AIRPORT ROAD	ENTRANCES	TOTAL PROJECT
S Q U A R E Y A R D S						
6.00" CRUSHED STONE BASE	7,628	2,825	1,006	242	299	12,000
10.00" CRUSHED STONE BASE	2,010					2,010
ASPHALT SEAL AGGREGATE	18,500	436	153	55		19,144
ASPHALT SEAL COAT	18,500	436	153	55		19,144
3.00" CL2 ASPH BASE 1.00D PG64-22		1,708	1,139	183	298	3,328
4.00" CL2 ASPH BASE 1.00D PG64-22		1,733		186		1,919
3.00" CL3 ASPH BASE 1.00D PG64-22	4,778					4,778
4.00" CL3 ASPH BASE 1.00D PG64-22	4,848					4,848
1.50" CL2 ASPH SURF 0.38D PG64-22		1,695	555	182	297	2,729
2.00" CL3 ASPH SURF 0.38B PG64-22	29,174					29,174
1.25" CL3 ASPH SURF 0.38B PG64-22	71,740					71,740

PIPE DRAINAGE SUMMARY

SHEET NO.		SKEW	COVER HEIGHT	DESIGN pH LEVEL	ENTRANCE PIPE - 15 IN	CULVERT PIPE - 18 IN	STORM SEWER PIPE - 15 IN	STORM SEWER PIPE - 18 IN	S&F BOX INLET-OUTLET - 18 IN	CURB BOX INLET TYPE A	CHANNEL LINING CLASS II	REMARKS
ITEM CODE					00440	00462	00521	00522	01450	01456	02483	
UNIT TO BID					LF	LF	LF	LF	EACH	EACH	TON	
	US 25W											
	STA. 506+43.72	0°	1.5'	M			84			1		
	STA. 507+30.11	0°	1.7'	M				84		1		
	RT. STA. 937+84	—	—	M		12						EXTEND EXISTING RCP
BALLARD FORD RD.												
	STA. 49+44.17	23°17' LT.	1.8'	M		34			1	1	2	
AIRPORT RD.												
	STA. 50+43.03	4°10' RT.	0.8'	M		34			2		5	
KY 204												
	STA. 49+38.48	6°15' RT.	1.3'	M		45			2		4	
	STA. 50+65.99	28°6' RT.	1.3'	M		59			2		4	
ENTRANCES												
	KY 204 LT. STA. 51+44	—	1.0'	M	41							
TOTAL PROJECT					41	184	84	84	7	3	15	

GENERAL SUMMARY NOTES

- ①A FOR DUST CONTROL WHILE MAINTAINING TRAFFIC ONLY.
- ①B APPROXIMATELY 5.9 ACRES.
- ①C TO BE USED AS NECESSARY AT THE DISCRETION OF THE ENGINEER FOR SHOULDER WIDENING.
- ①D THE FOLLOWING CONTINGENCY QUANTITIES SHALL BE ADDED FOR ADDRESSING MATERIAL UNDERCUT AS DIRECTED BY THE ENGINEER:
- CRUSHED AGGREGATE NO. 2 - 1,104 TONS
FABRIC-GEOTEXTILE CLASS 2 - 834 SQ. YD.
ROADWAY EXCAVATION - 558 CU. YD.
- ①E THE FOLLOWING CONTINGENCY QUANTITIES SHALL BE USED AS NECESSARY WITH DITCHING AND SHOULDERING FOR SLOPE PROTECTION, AS DIRECTED BY THE ENGINEER:
- CHANNEL LINING CLASS II - 500 TONS
FABRIC-GEOTEXTILE CLASS 1 - 1,000 SQ. YD.
- ①F SEE GUARDRAIL SUMMARY.
- ①G SEE SIGNING SUMMARY.
- ①H SEE BOX CULVERT REPLACEMENT SUMMARY.
- ①I MEASURED ALONG THE CENTERLINE OF THE ROADWAY AND INCLUDES BOTH SIDES OF THE ROAD PER SECTION 209.04.06 OF THE CURRENT STANDARD SPECIFICATIONS.
- ①J INCLUDES 15 TONS CARRIED OVER FROM THE PIPE DRAINAGE SUMMARY.
- ①K INCLUDES 410 TONS CARRIED OVER FROM SUPEREVATION CORRECTIONS SUMMARY.
- ①L SEE SPECIAL NOTE PRECAST CONCRETE BOX CULVERT REPLACEMENTS.
- ①M INCLUDES 3,300 SQ. YD. TO BE USED ON SLOPES STEEPER THAN 3:1.



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: GENERAL, PIPE & PAVING SUMMARY

ITEM NO. 11-9007.00 COUNTY OF WHITLEY

SHEET NO. R002H

GUARDRAIL SUMMARY

LT. / RT.	APPROX. BEGIN MP	END TREATMENT	APPRX. END MP	END TREATMENT	GR STEEL W BEAMS FACE (7 FT POST)	GUARDRAIL TERMINAL SECTION NO 1	GUARDRAIL END TREATMENT TYPE 1	GUARDRAIL END TREATMENT TYPE 2A	GUARDRAIL END TREATMENT TYPE 7	GUARDRAIL END TREATMENT TYPE 3
ITEM CODE					21802EN	02360	02367	02369	02371	02373
UNIT TO BID					LF	EACH	EACH	EACH	EACH	EACH
LT.	16.592	TS 1	16.636	TS 1	225	2				
LT.	17.856	TY 3	17.905	TY 1	162.5		1			1
LT.	18.379	TS 1	18.396	TS 1	100	2				
LT.	19.840	TY 3	19.925	TY 3	425					2
LT.	20.232	TS 1	20.319	TS 1	437.5	2				
LT.	20.669	TS 1	20.708	TS 1	150	2				
LT.	20.821	TS 1	20.870	TS 1	225	2				
LT.	21.092	TS 1	21.131	TY 1	150	1	1			
LT.	21.338	TY 3	21.391	TY 1	225		1			1
LT.	21.596	TY 3	21.674	TY 1	375		1			1
LT.	21.781	TY 1	21.849	TS 1	300	1	1			
LT.	21.890	TY 3	21.933	TS 1	212.5	1				1
LT.	22.754	TS 1	22.792	TY 3	225	1				1
LT.	23.126	TY 3	23.165	TS 1	175	1				1
LT.	23.239	TY 3	23.366	TS 1	675	1				1
LT.	24.380	TS 1	24.616	TY 3	1,162.5	1				1
RT.	17.852	TY 3	17.900	TY 3	212.5					2
RT.	19.820	TY 1	19.880	TS 1	287.5	1	1			
RT.	20.232	TS 1	20.348	TY 1	550	1	1			
RT.	20.825	TS 1	20.876	TY 3	250	1				1
RT.	21.085	TS 1	21.118	TY 3	187.5	1				1
RT.	21.348	TS 1	21.382	TY 3	150	1				1
RT.	21.592	TY 3	21.651	TY 3	287.5					2
RT.	21.773	TY 1	21.831	TS 1	275	1	1			
RT.	22.106	TS 1	22.294	TY 7	862.5	1			1	
RT.	22.598	TY 7	22.713	TY 2A	637.5			1	1	
RT.	22.746	TY 3	22.780	TS 1	212.5	1				1
RT.	22.849	TS 1	22.871	TS 1	87.5	2				
RT.	22.895	TY 7	22.922	TS 1	125	1			1	
RT.	22.930	TY 7	23.002	TS 1	400	1			1	
RT.	23.238	TY 3	23.309	TY 3	262.5					2
RT.	24.616	TS 1	24.665	TS 1	237.5	2				
TOTAL PROJECT					(A) 10,250	31	8	1	4	20

SUPERELEVATION IMPROVEMENTS SUMMARY

CURVE NUMBER	BEGIN STATION	END STATION	CRUSHED STONE BASE (FOR SHOULDERS)	ASPHALT SEAL AGGREGATE	ASPHALT SEAL COAT	LEVELING & WEDGING PG64-22	CL3 ASPH BASE 1.00D PG64-22	MILLING
ITEM CODE			00003	00100	00103	00190	00212	02677
UNIT TO BID			TON	TON	TON	TON	TON	TON
3	515+83.86	530+45.84	1096	33	3.9	283	230	81
4	575+32.74	589+25.17	1046	31	3.8	140	219	7
5	600+01.07	613+04.94	976	29	3.5	206	204	61
6	664+85.84	673+33.73	650	19	2.3	109	140	48
8	690+72.53	702+95.52	929	28	3.3	177	197	44
9	728+89.70	737+13.30	629	19	2.2	85	134	26
10	756+75.78	766+73.15	762	23	2.7	159	163	20
11	782+07.71	790+70.70	666	20	2.4	144	145	17
12	790+90.81	813+86.95	1669	52	6.2	345	336	52
14	833+50.99	842+63.82	584	21	2.5	68	96	8
16	857+14.64	873+44.14	1052	37	4.4	129	174	16
17	880+72.18	886+54.43	375	13	1.6	49	63	9
19	902+81.85	909+72.85	437	16	1.9	25	70	21
TOTAL PROJECT			(B) 10,871	(B) 341	(B) 40.7	(B) 1,919	(B) 2,171	(A) 410

BOX CULVERT REPLACEMENT SUMMARY ©

ITEM	SPAN	RISE	NO. BARRELS	BOX CULVERT - 8' X 3' RCBC	BOX CULVERT - 8' X 5' RCBC
ITEM CODE				24694ED	24694ED
UNIT TO BID				LF	LF
STA. 624+51	8'	3'	1	56	
STA. 627+72	8'	5'	1		72
TOTAL PROJECT				(A) 56	72

NOTES

- (A) QUANTITIES CARRIED OVER TO GENERAL SUMMARY.
- (B) QUANTITIES CARRIED OVER TO PAVING SUMMARY.
- (C) SEE SPECIAL NOTE FOR PRECAST CONCRETE BOX CULVERT REPLACEMENTS.

EARTHWORK (CU. YD.)					
	US 25W	KY 204	BALLARD FORD RD.	AIRPORT RD.	TOTAL
COMMON EXCAVATION	6,083	1,276	1,782	170	9,311
EMBANKMENT	762	298	54	43	1,157

ESTIMATE FOR EARTHWORK CALCULATIONS FOR DESIGN ONLY. THE CONTRACTOR IS ADVISED THAT THE EARTHWORK CALCULATIONS SHOWN ARE FOR INFORMATION ONLY. ASSUMPTIONS FOR SHRINKAGE AND SWELL FACTORS ARE THE CONTRACTOR'S RESPONSIBILITY.



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE:

SIGNING SUMMARY (SHEET 1 OF 3)

APPROX. MP	SIDE OF ROAD	MUTCD CODE	SIGN DESCRIPTION	SIGN TEXT / REMARKS	DIMESNIONS (IN X IN)	TEXT / SYMBOL COLOR	BACKGROUND COLOR	SHEETING TYPE	SBM ALUM SHEET SIGNS 0.080 IN (SQFT)	SBM ALUM SHEET SIGNS 0.125 IN (SQFT)	STEEL POST TYPE 1 (LF)
16.54	CARDINAL RIGHT	W1-2R	RIGHT CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
	NON CARDINAL RIGHT	W1-2L	LEFT CURVE		36 X 36	BLACK	FL YELLOW	XI	9		
	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	
17.02	CARDINAL RIGHT	D10-2	MILE MARKER (2 DIGIT)	17	10 X 27	WHITE	GREEN	XI	1.875		18
	NON CARDINAL LEFT	D10-2	MILE MARKER (2 DIGIT)	17	10 X 27	WHITE	GREEN	XI	1.875		
	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	
17.44	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
	CARDINAL RIGHT	M2-1	JUNCTION		21 X 15	BLACK	WHITE	XI	2.1875		
	CARDINAL RIGHT	M1-5	STATE ROUTE SIGN (1 OR 2 DIGIT)	836	24 X 24	BLACK	WHITE	XI	4		
	CARDINAL RIGHT	W1-2L	LEFT CURVE		36 X 36	BLACK	FL YELLOW	XI	9		
	CARDINAL RIGHT	W13-1P	XX MPH (ADVISORY SPEED)	50 MPH	18 X 18	BLACK	FL YELLOW	XI	2.25		
	CARDINAL RIGHT	M1-5	STATE ROUTE SIGN (1 OR 2 DIGIT)	836	24 X 24	BLACK	WHITE	XI	4		
17.69	CARDINAL RIGHT	M6-1R	RIGHT ARROW		21 X 15	BLACK	WHITE	XI	2.1875		10
	NON CARDINAL RIGHT	M1-5	STATE ROUTE SIGN (1 OR 2 DIGIT)	836	24 X 24	BLACK	WHITE	XI	4		
	NON CARDINAL RIGHT	M6-1L	LEFT ARROW		21 X 15	BLACK	WHITE	XI	2.1875		
17.99	CARDINAL RIGHT	D10-2	MILE MARKER (2 DIGIT)	18	10 X 27	WHITE	GREEN	XI	1.875		6
	NON CARDINAL LEFT	D10-2	MILE MARKER (2 DIGIT)	18	10 X 27	WHITE	GREEN	XI	1.875		
	NON CARDINAL RIGHT	W1-2R	RIGHT CURVE		36 X 36	BLACK	FL YELLOW	XI	9		
	NON CARDINAL RIGHT	W13-1P	XX MPH (ADVISORY SPEED)	50 MPH	18 X 18	BLACK	FL YELLOW	XI	2.25		10
	CARDINAL RIGHT	W1-2R	RIGHT CURVE	NO SPEED ADVISORY NEEDED	36 X 36	BLACK	FL YELLOW	XI	9		
	NON CARDINAL RIGHT	W1-2L	LEFT CURVE	NO SPEED ADVISORY NEEDED	36 X 36	BLACK	FL YELLOW	XI	9		
18.49	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	
	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	
18.88	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
	NON CARDINAL RIGHT	M2-1	JUNCTION		21 X 15	BLACK	WHITE	XI	2.1875		
	NON CARDINAL RIGHT	M1-5	STATE ROUTE SIGN (1 OR 2 DIGIT)	204	24 X 24	BLACK	WHITE	XI	4		
	CARDINAL RIGHT	D10-2	MILE MARKER (2 DIGIT)	19	10 X 27	WHITE	GREEN	XI	1.875		
	NON CARDINAL LEFT	D10-2	MILE MARKER (2 DIGIT)	19	10 X 27	WHITE	GREEN	XI	1.875		
	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	
19.41	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
TOTAL SHEET									95	51	220

SIGNING SUMMARY (SHEET 2 OF 3)

APPROX. MP	SIDE OF ROAD	MUTCD CODE	SIGN DESCRIPTION	SIGN TEXT / REMARKS	DIMESNIONS (IN X IN)	TEXT / SYMBOL COLOR	BACKGROUND COLOR	SHEETING TYPE	SBM ALUM SHEET SIGNS 0.080 IN (SQFT)	SBM ALUM SHEET SIGNS 0.125 IN (SQFT)	STEEL POST TYPE 1 (LF)
19.67	CARDINAL RIGHT	W1-4L	LEFT REVERSE CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
	CARDINAL RIGHT	W13-1P	XX MPH (ADVISORY SPEED)	45 MPH	18 X 18	BLACK	FL YELLOW	XI	2.25		
19.82	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
19.84	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
19.86	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
19.89	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
19.91	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
20.02	CARDINAL RIGHT	D10-2	MILE MARKER (2 DIGIT)	20	10 X 27	WHITE	GREEN	XI	1.875		6
	NON CARDINAL LEFT	D10-2	MILE MARKER (2 DIGIT)	20	10 X 27	WHITE	GREEN	XI	1.875		
20.18	CARDINAL RIGHT	W1-4L	LEFT REVERSE CURVE	NEW INSTALL	36 X 36	BLACK	FL YELLOW	XI	9		10
	NON CARDINAL RIGHT	W13-1P	XX MPH (ADVISORY SPEED)	45 MPH	18 X 18	BLACK	FL YELLOW	XI	2.25		
20.22	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
20.26	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
20.26	NON CARDINAL RIGHT	W1-4L	LEFT REVERSE CURVE	REMOVE - RELOCATE TO MP 20.18	36 X 36	BLACK	FL YELLOW	XI	9		
20.66	CARDINAL RIGHT	W1-2R	RIGHT CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
20.84	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
20.84	NON CARDINAL RIGHT	W1-2L	LEFT CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
20.97	CARDINAL RIGHT	D10-2	MILE MARKER (2 DIGIT)	21	10 X 27	WHITE	GREEN	XI	1.875		6
	NON CARDINAL LEFT	D10-2	MILE MARKER (2 DIGIT)	21	10 X 27	WHITE	GREEN	XI	1.875		
21.11	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
21.16	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
21.43	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
21.43	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
21.90	NON CARDINAL RIGHT	M3-3	SOUTH		24 X 12	BLACK	WHITE	XI	2		10
	NON CARDINAL RIGHT	M1-4	US ROUTE SIGN (1 OR 2 DIGIT)	25W	24 X 24	BLACK	WHITE	XI	4		
21.95	CARDINAL RIGHT	W2-2	SIDE ROAD (RIGHT)		36 X 36	BLACK	YELLOW	XI	9		12
	CARDINAL RIGHT	W13-1P	XX MPH (ADVISORY SPEED)	35 MPH	18 X 18	BLACK	FL YELLOW	XI	2.25		
	CARDINAL RIGHT	D10-2	MILE MARKER (2 DIGIT)	22	10 X 27	WHITE	GREEN	XI	1.875		
	NON CARDINAL LEFT	D10-2	MILE MARKER (2 DIGIT)	22	10 X 27	WHITE	GREEN	XI	1.875		
22.18	CARDINAL RIGHT	W1-2R	RIGHT CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
22.23	CARDINAL RIGHT	M4-5	TO		24 X 12	WHITE	BLUE	XI	2		12
	CARDINAL RIGHT	M3-1	NORTH		24 X 12	WHITE	BLUE	XI	2		
	CARDINAL RIGHT	M1-1	INTERSTATE ROUTE SIGN (2-DIGIT)	75	24 X 24	WHITE	BLUE & RED	XI	4		
	CARDINAL RIGHT	M6-3	STRAIGHT ARROW		21 X 15	WHITE	BLUE	XI	2.1875		
22.28	CARDINAL RIGHT	M3-1	NORTH		24 X 12	BLACK	WHITE	XI	2		10
	CARDINAL RIGHT	M1-4	US ROUTE SIGN (1 OR 2 DIGIT)	25W	24 X 24	BLACK	WHITE	XI	4		
22.58	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
	NON CARDINAL RIGHT	W1-2L	LEFT CURVE		36 X 36	BLACK	FL YELLOW	XI	9		
22.59	CARDINAL RIGHT	W1-2R	RIGHT CURVE	REMOVE - RELOCATE TO MP 22.63	36 X 36	BLACK	FL YELLOW	XI	9		
22.59	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
22.63	CARDINAL RIGHT	W1-2R	RIGHT CURVE	NEW INSTALL	36 X 36	BLACK	FL YELLOW	XI	9		10
22.80	CARDINAL RIGHT	W1-4L	LEFT REVERSE CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
	CARDINAL RIGHT	W13-1P	XX MPH (ADVISORY SPEED)	40 MPH	18 X 18	BLACK	FL YELLOW	XI	2.25		
22.88	NON CARDINAL RIGHT	W1-2L	LEFT CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
22.90	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
22.92	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
22.95	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
22.97	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	CARDINAL RIGHT	D10-2	MILE MARKER (2 DIGIT)	23	10 X 27	WHITE	GREEN	XI	1.875		
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
	NON CARDINAL LEFT	D10-2	MILE MARKER (2 DIGIT)	23	10 X 27	WHITE	GREEN	XI	1.875		
22.99	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
TOTAL SHEET									215	51	306



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: SIGNING SUMMARY SHEET

ITEM NO. 11-9007.00 COUNTY OF WHITLEY

SHEET NO. R002K

SIGNING SUMMARY (SHEET 3 OF 3)

APPROX. MP	SIDE OF ROAD	MUTCD CODE	SIGN DESCRIPTION	SIGN TEXT / REMARKS	DIMESNIONS (IN X IN)	TEXT / SYMBOL COLOR	BACKGROUND COLOR	SHEETING TYPE	SBM ALUM SHEET SIGNS 0.080 IN (SQFT)	SBM ALUM SHEET SIGNS 0.125 IN (SQFT)	STEEL POST TYPE 1 (LF)
23.01	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
23.04	CARDINAL RIGHT	W1-8L	LEFT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON	NEW INSTALL	18 X 24	BLACK	FL YELLOW	XI	3		
23.06	CARDINAL RIGHT	W1-2R	RIGHT CURVE	NEW INSTALL	36 X 36	BLACK	FL YELLOW	XI	9		10
23.13	NON CARDINAL RIGHT	W1-2R	RIGHT CURVE	NEW INSTALL	36 X 36	BLACK	FL YELLOW	XI	9		10
	NON CARDINAL RIGHT	W13-1P	XX MPH (ADVISORY SPEED)	40 MPH	18 X 18	BLACK	FL YELLOW	XI	2.25		
23.45	CARDINAL RIGHT	W1-4R	RIGHT REVERSE CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
23.48	NON CARDINAL RIGHT	W1-2L	LEFT CURVE	NO SPEED ADVISORY NEEDED	36 X 36	BLACK	FL YELLOW	XI	9		10
23.55	CARDINAL RIGHT	M2-1	JUNCTION		21 X 15	BLACK	WHITE	XI	2.1875		10
	CARDINAL RIGHT	M1-5	STATE ROUTE SIGN (1 OR 2 DIGIT)	511	24 X 24	BLACK	WHITE	XI	4		
23.68	CARDINAL RIGHT	M1-5	STATE ROUTE SIGN (1 OR 2 DIGIT)	511	24 X 24	BLACK	WHITE	XI	4		10
	CARDINAL RIGHT	M6-1R	RIGHT ARROW		21 X 15	BLACK	WHITE	XI	2.1875		
23.69	NON CARDINAL RIGHT	M1-5	STATE ROUTE SIGN (1 OR 2 DIGIT)	511	24 X 24	BLACK	WHITE	XI	4		10
	NON CARDINAL RIGHT	M6-1L	LEFT ARROW		21 X 15	BLACK	WHITE	XI	2.1875		
23.72	CARDINAL RIGHT	M3-1	NORTH		24 X 12	BLACK	WHITE	XI	2		10
	CARDINAL RIGHT	M1-4	US ROUTE SIGN (1 OR 2 DIGIT)	25W	24 X 24	BLACK	WHITE	XI	4		
23.82	CARDINAL RIGHT	R2-1	SPEED LIMIT XX	55 MPH	30 X 36	BLACK	WHITE	XI	7.5		10
23.88	NON CARDINAL RIGHT	W1-4R	RIGHT REVERSE CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
23.91	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
23.91	CARDINAL RIGHT	W1-4L	LEFT REVERSE CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
24.00	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
24.02	CARDINAL RIGHT	D10-2	MILE MARKER (2 DIGIT)	24	10 X 27	WHITE	GREEN	XI	1.875		6
	NON CARDINAL LEFT	D10-2	MILE MARKER (2 DIGIT)	24	10 X 27	WHITE	GREEN	XI	1.875		
24.29	NON CARDINAL RIGHT	W1-4L	LEFT REVERSE CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
24.30	CARDINAL RIGHT	W1-4R	RIGHT REVERSE CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
	CARDINAL RIGHT	W13-1P	XX MPH (ADVISORY SPEED)	40 MPH	18 X 18	BLACK	FL YELLOW	XI	2.25		
24.56	CARDINAL RIGHT	W1-8L	LEFT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		
24.56	CARDINAL RIGHT	W1-6L	LEFT ONE-DIRECTION LRG ARROW		48 X 24	BLACK	FL YELLOW	XI		8	16
24.57	CARDINAL RIGHT	W1-8L	LEFT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		
24.58	CARDINAL RIGHT	W1-8L	LEFT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		
24.59	CARDINAL RIGHT	W1-8L	LEFT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		
24.60	CARDINAL RIGHT	W1-8L	LEFT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		
24.61	CARDINAL RIGHT	W1-8L	LEFT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		
24.63	CARDINAL RIGHT	W1-8L	LEFT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		
24.64	CARDINAL RIGHT	W1-8L	LEFT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		
24.65	CARDINAL RIGHT	W1-8L	LEFT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		8
	NON CARDINAL LEFT	W1-8R	RIGHT CHEVRON		18 X 24	BLACK	FL YELLOW	XI	3		
24.65	NON CARDINAL LEFT	W1-6R	RIGHT ONE-DIRECTION LRG ARROW		48 X 24	BLACK	FL YELLOW	XI		8	16
24.69	CARDINAL RIGHT	M2-1	JUNCTION		21 X 15	BLACK	WHITE	XI	2.1875		8
	CARDINAL RIGHT	M1-5	STATE ROUTE SIGN (1 OR 2 DIGIT)	1193	24 X 24	BLACK	WHITE	XI	4		
24.75	CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
24.75	NON CARDINAL LEFT	W14-3	NO PASSING ZONE		48 X 48 X 36	BLACK	YELLOW	XI		5.56	10
24.75	NON CARDINAL RIGHT	W1-4R	RIGHT REVERSE CURVE		36 X 36	BLACK	FL YELLOW	XI	9		10
	NON CARDIANL RIGHT	W13-1P	XX MPH (ADVISORY SPEED)	40 MPH	18 X 18	BLACK	FL YELLOW	XI	2.25		
24.82	NON CARDINAL RIGHT	M3-3	SOUTH		24 X 12	BLACK	WHITE	XI	2		10
	NON CARDINAL RIGHT	M1-4	US ROUTE SIGN (1 OR 2 DIGIT)	25W	24 X 24	BLACK	WHITE	XI	4		
24.84	CARDINAL RIGHT	M1-5	STATE ROUTE SIGN (1 OR 2 DIGIT)	1193	24 X 24	BLACK	WHITE	XI	4		12
	CARDINAL RIGHT	M6-1L	LEFT ARROW		21 X 15	BLACK	WHITE	XI	2.1875		
TOTAL SHEET									208	39	336
(A) TOTAL PROJECT									518	141	862

NOTES

(A) QUANTITIES CARRIED OVER TO GENERAL SUMMARY.

GENERAL NOTES

N.G.S. (U.S.G.S.) BENCH MARKS

DO NOT DISTURB N.G.S. (U.S.G.S.) BENCH MARKS IN ANY MANNER UNLESS DIRECTED BY THE ENGINEER

BEFORE YOU DIG

CALL 1-800-752-6007 TOLL FREE WITH A MINIMUM OF TWO AND NO MORE THAN TEN BUSINESS DAYS PRIOR TO EXCAVATION FOR INFORMATION ON THE LOCATION OF EXISTING UNDER-GROUND UTILITIES WHICH SUBSCRIBE TO THE BEFORE-U-DIG (BUD) SERVICE. COORDINATE EXCAVATION WITH ALL UTILITIES OWNERS, INCLUDING THOSE WHO DO NOT SUBSCRIBE TO BUD. SHOW ALL UTILITIES AND A CONTACT PERSON FOR EACH COMPANY ON SHEET NO. R003 OF THE PLANS.

COMPACTION OF ASPHALT MIXTURES

WILL ACCEPT THE COMPACTION OF ASPHALT MIXTURES FURNISHED FOR DRIVING LANES AND RAMPS AT ONE INCH (25 MM) OR GREATER ON THIS PROJECT BY OPTION "A" ACCORDING TO SUBSECTIONS 402 AND 403 OF THE CURRENT STANDARD SPECIFICATIONS. USE JOINT CORES AS DESCRIBED IN SUBSECTION 402.03.02 FOR SURFACE MIXTURES ONLY. WILL ACCEPT THE COMPACTION OF ALL OTHER ASPHALT MIXTURES BY OPTION "B".

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 WATER QUALITY CERTIFICATION IN A CONSPICUOUS PLACE AT THE POJECT SITE. IF A DA PERMIT OR WATER QUALITY CERTIFICATION APPROVAL IS PENDING, DO NOT WORK IN OR DISTURB THE DESIGNIATED 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.

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 PER LINEAR FOOT (PER METER) FOR "EDGE KEY" INCLUDES ALL NECESSARY MATERIALS, LABOR, AND EQUIPMENT TO PREFORM THE NECESSARY WORK AND DISPOSE OF THE REMOVED ASPHALT MATERIAL

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.

SPECIAL NOTES:

SPECIAL NOTE 1I FOR PORTABLE CHANGEABLE MESSAGE SIGNS

TRENCHING

TRENCH SHOULDERS AS SHOWN ON THE TYPICAL SECTION. RESHAPE AND COMPACT EXCAVATED MATERIAL FROM THE TRENCH ON THE OUTSIDE EDGE OF THE TRENCH AS SHOWN ON THE TYPICAL SECTION. RETAIN POSSESSION OF EXCESS MATERIALS AND MATERIALS THE ENGINEER DEEMS UNSUITABLE FOR REUSE. WASTE THE EXCESS AND/OR UNSUITABLE MATERIALS OFF THE RIGHT-OF-WAY AT SITES OBTAINED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE DEPARTMENT. SEE SPECIAL NOTE FOR WASTE AND BORROW.

THE DEPARTMENT WILL MEASURE "TRENCHING" IN LINEAR FEET AT THE PAVEMENT/SHOULDER EDGE. ACCEPT PAYMENT AT THE CONTRACT UNIT PRICE PER LINEAR FEET SHALL AS FULL COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT AND INCIDENTALS FOR EXCAVATING THE SHOULDER TRENCH AND REUSE AND/OR DISPOSAL OF THE MATERIAL.

WASTE AND BORROW SITES

OBTAIN U.S. ARMY CORPS OF ENGINEER'S APPROVAL BEFORE UTILIZING A WASTE OR BORROW SITE THAT INVOLVES "WATERS OF THE UNITED STATES". THE CORPS OF ENGINEERS DEFINES "WATERS OF THE UNITED STATES" AS PERENNIAL OR INTERMITTENT STREAMS, PONDS OR WETLANDS. THE CORPS OF ENGINEERS ALSO CONSIDERS EPHEMERAL STREAMS, TYPICALLY DRY EXCEPT DURING RAINFALL BUT HAVING DEFINED DRAINAGE CHANNEL, TO BE JURISDICTIONAL WATERS. DIRECT QUESTIONS CONCERNING ANY POTENTIAL IMPACTS TO "WATERS OF THE UNITED STATES" TO THE ATTENTION OF THE APPROPRIATE DISTRICT OFFICE FOR THE CORPS OF ENGINEERS FOR A DETERMINATION PRIOR TO DISTURBANCE. BE RESPONSIBLE FOR ANY FEES ASSOCIATED WITH OBTAINING APPROVAL FOR WASTE AND BORROW SITES FROM THE U.S. ARMY CORPS OF ENGINEERS OR OTHER APPROPRIATE REGULATORY AGENCIES.

STAKING

- CONTRARY TO SECTION 201, PERFORM ITEMS 1-2 USUALLY PERFORMED BY THE ENGINEER.
- ESTABLISH TYPICAL SECTION CROSS SLOPES FOR SUPERELEVATION IMPROVEMENTS, TRANSITIONS AND TAPERS.
- PRODUCE AND FURNISH TO THE ENGINEER "AS BUILT" INFORMATION FOR THE SUPERELEVATION IMPROVEMENTS.
- PRIOR TO INCORPORATING INTO THE WORK, OBTAIN ENGINEERS APPROVAL OF ALL REVISIONS DETERMINED BY THE CONTRACTOR.
- PERFORM ANY AND ALL OTHER STAKING OPERATIONS REQUIRED TO CONTROL AND CONSTRUCT THE WORK.

TYPICAL SECTION DIMENSIONS

CONSIDER THE DIMENSIONS SHOWN ON THE TYPICAL SECTIONS FOR PAVEMENT AND SHOULDER WIDTHS AND THICKNESSES TO BE NOMINAL OR TYPICAL DIMENSIONS. THE ENGINEER MAY DIRECT OR APPROVE VARYING THE ACTUAL DIMENSIONS TO BE CONSTRUCTED TO FIT EXISTING CONDITIONS. DO NOT WIDEN EXISTING PAVEMENT OR SHOULDERS UNLESS SPECIFIED ELSEWHERE IN THE PLANS OR DIRECTED BY THE ENGINEER.

PRECAST CONCRETE BOX CULVERT REPLACEMENTS

REPLACE CULVERTS LISTED ON SHEET # R2J OF THE PLANS WITH REINFORCED CONCRETED BOX CULVERTS. SAW CUTTING WILL BE INCIDENTAL TO THE BID ITEM "BOX CULVERT". THE PRECAST CONCRETE BOX CULVERTS SHALL BE CONSTRUCTED AND BACKFILLED ACCORDING TO THE STANDARD SPECIFICATIONS, KENTUCKY STANDARD DRAWINGS AND SHOP DRAWINGS. ONCE CULVERT IS BACKFILLED AND PRIOR TO OPENING TO TRAFFIC, THE CONTRACTOR SHALL PLACE 2 - 4.0" LIFTS OF ASPHALT BASE. TRAFFIC SHALL BE ALLOWED TO RUN ON THE BASE FOR A MINIMUM OF TWO WEEKS BEFORE ASPHALT SURFACE IS PLACED OVER THE TRENCH.

CULVERTS SHALL BE CONSTRUCTED PART-WIDTH. THE CONTRACTOR SHALL PROVIDE ANY SHORING NECESSARY TO MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES. TEMPORARY TRAFFIC SIGNAL WILL BE USED DURING PART-WIDTH CONSTRUCTION.

SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO FABRICATION IN ACCORDANCE WITH SECTION 611.03.03 AND SECTION 105.02 OF THE STANDARD SPECIFICATIONS.



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE:

ITEM NO. 11-9007.00 COUNTY OF WHITLEY

SHEET NO. R002M

Corporate Limits			ADA Ramp		Headstone		Sign group (4)	
County Line			Anchor Pole		Interstate Shield		Station Stamp	
Easement			Benchmark		Iron Pin		Storm Manhole	
Fence COA			Bike Lane Symbol		Light Pole		Stub Power	
Mineral Parcel			Bollard		Low Wire		Stub Telephone	
Property Line			Centerline		Mag Nail		Survey Cross Notch	
Right of Way Line			Centerline Stationing		Mailbox		Survey Curb Notch	
All Overhead Utility Lines			Control Monument		Manhole		Survey Nail	
Electric Line Underground			Control Point		Mile Marker Post		Survey Spike	
Electric Line Underground Duct			Core Hole		Mineral Parcel		Survey Stone Marker	
Gas Main			Crash Cushion TY 6 D		Misc Location Point		Swamp	
Sanitary Force Main			Crash Cushion TY 6 A		Monitoring Well		Telephone Booth	
Telephone Underground Cable			Crash Cushion TY 9A		Parking Meter		Telephone Junction Box	
Telephone Underground Duct			Crash Cushion TY 9		Pedestrian Signal		Telephone Line Overhead	
Fiber Optic Cable			Cross Notch		Pins/Pipes		Telephone Manhole	
Television Line Underground			Curb Box Inlet		PK Nail		Telephone Pedestal	
Water Main			Curb Notch		Pole		Telephone Pole	
Storm Sewer			Combination Pole		Pole (Light)		Temporary Benchmark	
Cable Guardrail			Delineator Post		Post		Traffic Light	
Ditch			Drop Box		Power Pole		Traffic Signal Control Box	
Edge of Water			Existing Spring		Quarry		Traffic Signal Junction Box	
Fence Hedge			Electric Manhole		Random (Ground Shot)		Traffic Signal Pole	
Fence			Electric Meter		Railroad Mile Marker		Traverse Point	
Flow Line/Thalweg/Int. Stream or Ditch			Electric Pedestal		Railroad Spike		Tree	
Guardrail			Electric Pole		Right of Way Marker		TV Junction Box	
Railroad			Electric Junction Box		Right of Way Monument		Utility Pole	
Shrub Line			Fire Hydrant		RW Parcel		Underground Storage Tank	
Sink Hole			Flag Pole		Sanitary Cleanout		Utility Test Hole	
Tree Line			Force Main Sewer Valve		Sanitary Manhole		Water Line Marker	
Wall (WSM or DSM)			Fuel Tank Inlet		Satellite Dish		Water Meter	
Blue Line Stream			Fuel Tank Vent		Septic Tank Cleanout		Water Spigot	
Lakes and Ponds			Gasline Marker		Service Pole		Water Valve	
Regulated Floodway			Gas Meter		Sewer Air Release Valve		Water Well	
RDZ Line			Gas Monitoring Well		Shrub		Yard Light	
			Gas Valve		Sign		Yard Sprinkler	
			Gas Vent		Sign Post (Single)		Yard Sprinkler Water Valve	
			Gas Well		Sign with 2 posts			
			Guidewires & Anchors					

Utility Owners

AT&T
29 WILLS BRANCH ROAD
PRESTONSBURG, KY 41653
CONTACT: JACK SAYLER
(606) 874-2715
JS2299@ATT.COM

CHARTER
201 W. CHESTER AVENUE
MIDDLESBORO, KY 40965
CONTACT: PHILLIP AKERS
(606) 431-3131
PHILLIP.AKERS@CHARTER.COM
CONTACT: WILLIAM CLARK
WILLIAM.CLARK2@CHARTER.COM

CUMBERLAND FALLS HIGHWAY WATER DISTRICT
6926 CUMBERLAND FALLS HIGHWAY
CORBIN, KY 40741
CONTACT: MIKE BAIRD
(606) 528-0222

DELTA NATURAL GAS COMPANY
3617 LEXINGTON ROAD
WINCHESTER, KY 40391
CONTACT: ROB NELLIPOWITZ
(859) 744-6171 EXT. 1167
RNELLIPOWITZ@DELTAGAS.COM

KU
180 SUBSTATION ROAD
LONDON, KY 40741
CONTACT: DAVID LAUN
(606) 864-2821
DAVID.LAUN@LGE-KU.COM

WHITLEY COUNTY WATER DISTRICT
19 S. HIGHWAY US 25W
WILLIAMSBURG, KY 40769
(606) 549-3600
WCWD@BELLSOUTH.NET

WINDSTREAM
CONTACT: BRYAN REED
(606) 309-8438
BRYAN.REED@WINDSTREAM.COM
CONTACT: TOMMY LEWIS
(606) 309-2279
TOMMY.LEWIS@WINDSTREAM.COM

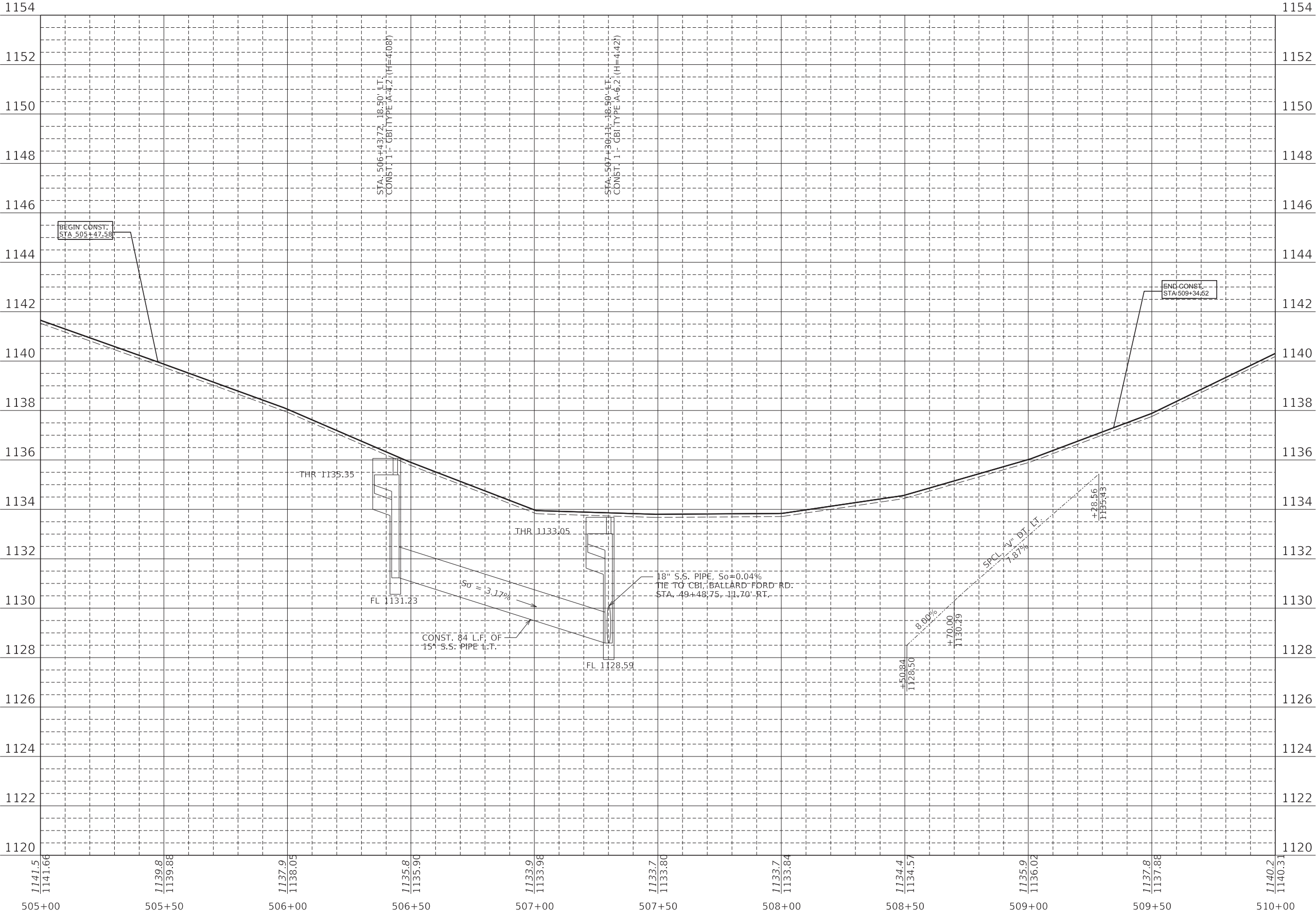
CURB BOX INLET CHART - US 25W LT.			
STA.	DESCRIPTION	THROAT	INVERT
506+43.72	CBI TYPE A-4,2 (H=4.08')	1135.35	1131.23
507+30.11	CBI TYPE A-6,2 (H=4.42')	1133.05	1128.59

DITCH CONSTRUCTION CHART - BALLARD FORD ROAD RT.						
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	LINING		
				TYPE	T	D
47+28	48+00	72 L.F.	SPECIAL "V" DT.	ECB	--	1
48+00	48+81	81 L.F.	NORMAL "V" DT.	ECB	--	1
48+81	48+94	19 L.F.	SPECIAL "V" DT.	ECB	--	1

CURB BOX INLET CHART - BALLARD FORD RD. RT.			
STA.	DESCRIPTION	THROAT	INVERT
49+48.75	CBI TYPE A-6,2 (H=4.42')	1133.02	1128.56

DITCH CONSTRUCTION CHART - BALLARD FORD ROAD LT.						
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	LINING		
				TYPE	T	D
47+28	48+00	72 L.F.	SPECIAL "V" DT.	ECB	--	1
48+00	48+50	50 L.F.	NORMAL "V" DT.	ECB	--	1
48+50	49+25	75 L.F.	SPECIAL "V" DT.	ECB	--	1

DITCH CONSTRUCTION CHART - US 25W LT.						
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	LINING		
				TYPE	T	D
508+52	509+29	101 L.F.	SPECIAL "V" DT.	ECB	--	1



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

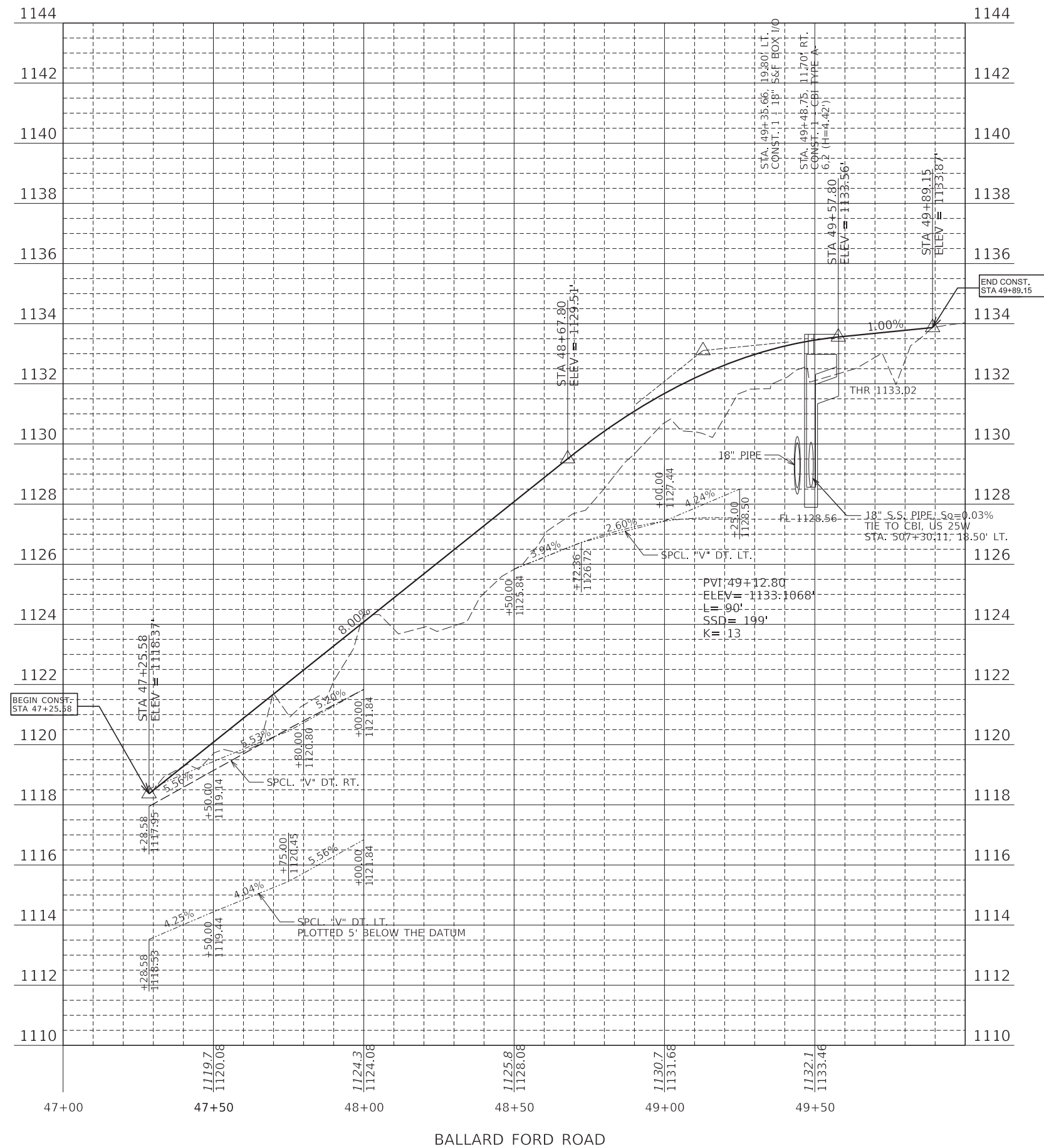


DRAWING TITLE: PROFILE - US 25W



STA 505+74 TO 509+35

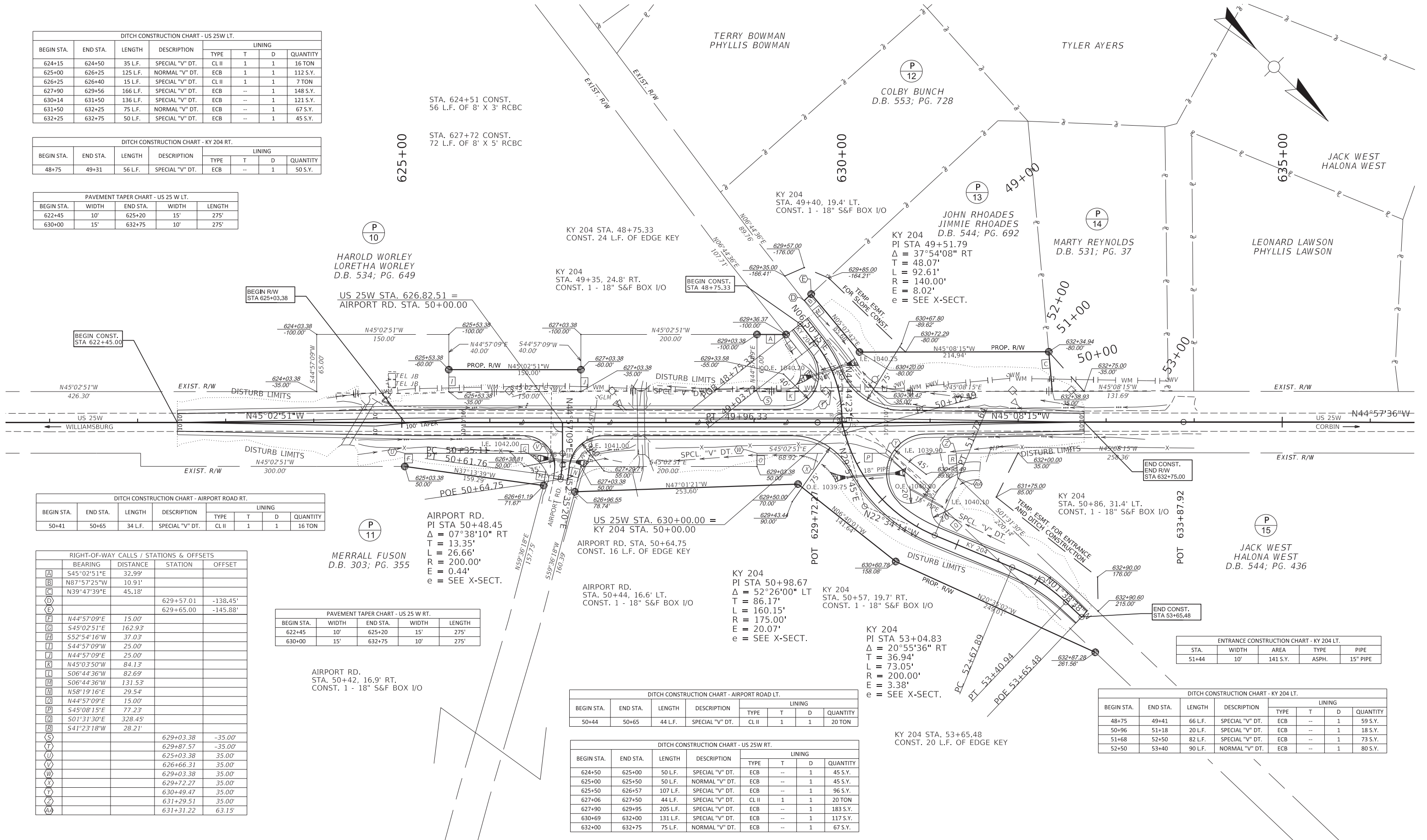
ITEM NO. 11-9007.00	COUNTY OF WHITLEY
SHEET NO. R005	



DITCH CONSTRUCTION CHART - US 25W LT.							
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	LINING			
				TYPE	T	D	QUANTITY
624+15	624+50	35 L.F.	SPECIAL "V" DT.	CL II	1	1	16 TON
625+00	626+25	125 L.F.	NORMAL "V" DT.	ECB	1	1	112 S.Y.
626+25	626+40	15 L.F.	SPECIAL "V" DT.	CL II	1	1	7 TON
627+90	629+56	166 L.F.	SPECIAL "V" DT.	ECB	--	1	148 S.Y.
630+14	631+50	136 L.F.	SPECIAL "V" DT.	ECB	--	1	121 S.Y.
631+50	632+25	75 L.F.	NORMAL "V" DT.	ECB	--	1	67 S.Y.
632+25	632+75	50 L.F.	SPECIAL "V" DT.	ECB	--	1	45 S.Y.

DITCH CONSTRUCTION CHART - KY 204 RT.							
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	LINING			
				TYPE	T	D	QUANTITY
48+75	49+31	56 L.F.	SPECIAL "V" DT.	ECB	--	1	50 S.Y.

PAVEMENT TAPER CHART - US 25 W LT.				
BEGIN STA.	WIDTH	END STA.	WIDTH	LENGTH
622+45	10'	625+20	15'	275'
630+00	15'	632+75	10'	275'



DITCH CONSTRUCTION CHART - AIRPORT ROAD RT.							
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	LINING			
				TYPE	T	D	QUANTITY
50+41	50+65	34 L.F.	SPECIAL "V" DT.	CL II	1	1	16 TON

RIGHT-OF-WAY CALLS / STATIONS & OFFSETS				
	BEARING	DISTANCE	STATION	OFFSET
A	S45°02'51"E	32.99'		
B	N87°57'25"W	10.91'		
C	N39°47'39"E	45.18'		
D			629+57.01	-138.45'
E			629+65.00	-145.88'
F	N44°57'09"E	15.00'		
G	S45°02'51"E	162.93'		
H	S52°54'16"W	37.03'		
I	S44°57'09"W	25.00'		
J	N44°57'09"E	25.00'		
K	N45°03'50"W	84.13'		
L	S06°44'36"W	82.69'		
M	S06°44'36"W	131.53'		
N	N58°19'16"E	29.54'		
O	N44°57'09"E	15.00'		
P	S45°08'15"E	77.23'		
Q	S01°31'30"E	328.45'		
R	S41°23'18"W	28.21'		
S			629+03.38	-35.00'
T			629+87.57	-35.00'
U			625+03.38	35.00'
V			626+66.31	35.00'
W			629+03.38	35.00'
X			629+72.27	35.00'
Y			630+49.47	35.00'
Z			631+29.51	35.00'
AA			631+31.22	63.15'

PAVEMENT TAPER CHART - US 25 W RT.				
BEGIN STA.	WIDTH	END STA.	WIDTH	LENGTH
622+45	10'	625+20	15'	275'
630+00	15'	632+75	10'	275'

AIRPORT RD.
STA. 50+42, 16.9' RT.
CONST. 1 - 18" S&F BOX I/O

DITCH CONSTRUCTION CHART - AIRPORT ROAD LT.							
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	LINING			
				TYPE	T	D	QUANTITY
50+44	50+65	44 L.F.	SPECIAL "V" DT.	CL II	1	1	20 TON

DITCH CONSTRUCTION CHART - US 25W RT.							
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	LINING			
				TYPE	T	D	QUANTITY
624+50	625+00	50 L.F.	SPECIAL "V" DT.	ECB	--	1	45 S.Y.
625+00	625+50	50 L.F.	NORMAL "V" DT.	ECB	--	1	45 S.Y.
625+50	626+57	107 L.F.	SPECIAL "V" DT.	ECB	--	1	96 S.Y.
627+06	627+50	44 L.F.	SPECIAL "V" DT.	CL II	1	1	20 TON
627+90	629+95	205 L.F.	SPECIAL "V" DT.	ECB	--	1	183 S.Y.
630+69	632+00	131 L.F.	SPECIAL "V" DT.	ECB	--	1	117 S.Y.
632+00	632+75	75 L.F.	NORMAL "V" DT.	ECB	--	1	67 S.Y.

ENTRANCE CONSTRUCTION CHART - KY 204 LT.				
STA.	WIDTH	AREA	TYPE	PIPE
51+44	10'	141 S.Y.	ASPH.	15" PIPE

DITCH CONSTRUCTION CHART - KY 204 LT.							
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	LINING			
				TYPE	T	D	QUANTITY
48+75	49+41	66 L.F.	SPECIAL "V" DT.	ECB	--	1	59 S.Y.
50+96	51+18	20 L.F.	SPECIAL "V" DT.	ECB	--	1	18 S.Y.
51+68	52+50	82 L.F.	SPECIAL "V" DT.	ECB	--	1	73 S.Y.
52+50	53+40	90 L.F.	NORMAL "V" DT.	ECB	--	1	80 S.Y.



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



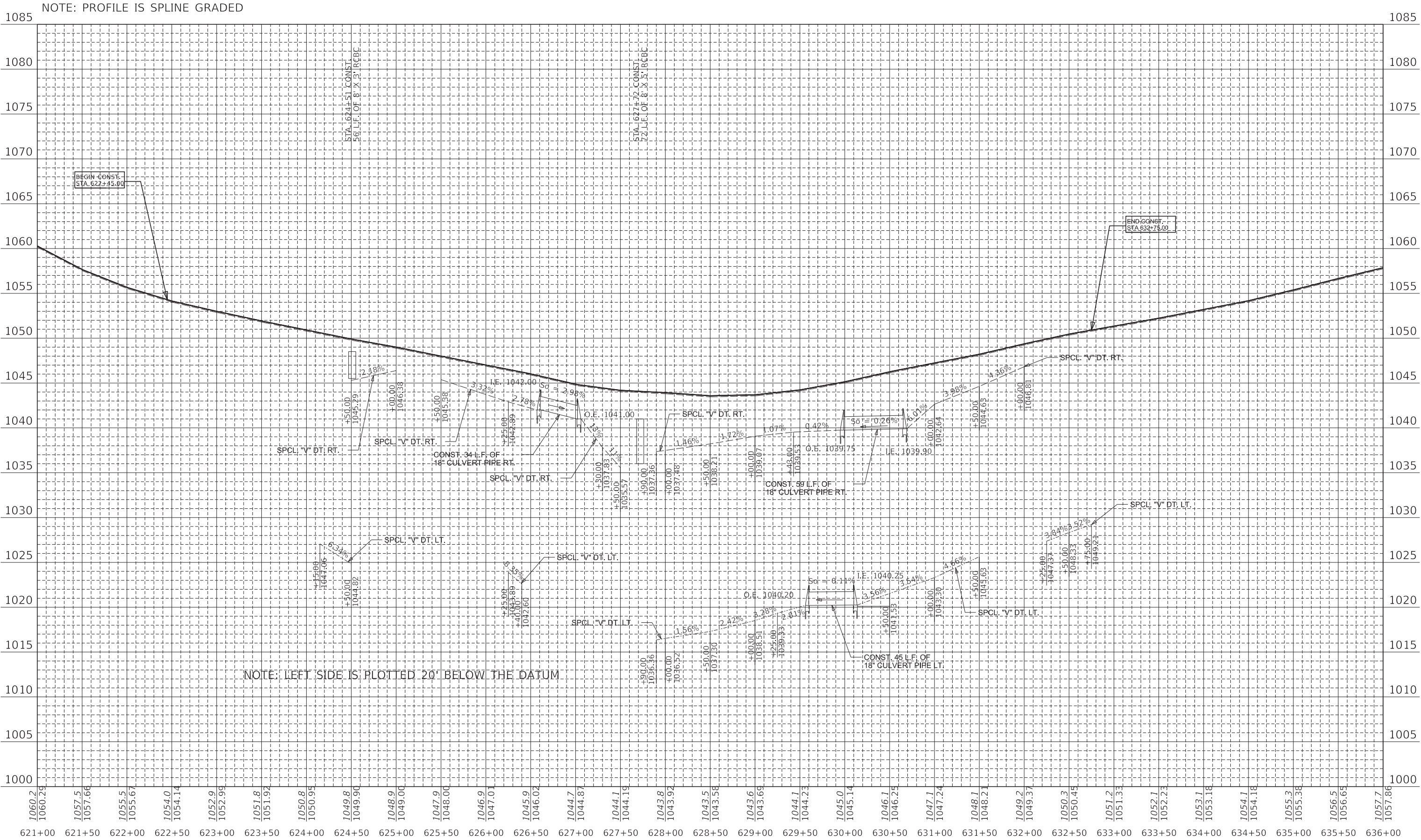
DRAWING TITLE: PLAN SHEET - SPOT F

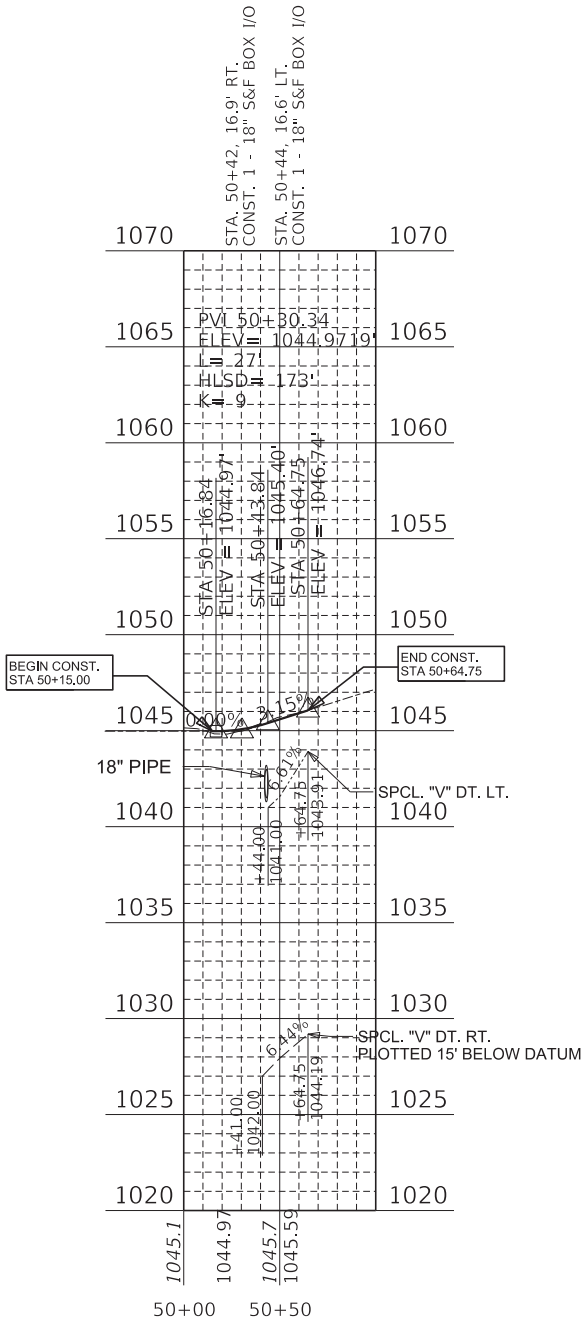
HORIZONTAL SCALE
SCALE: 1" = 50'



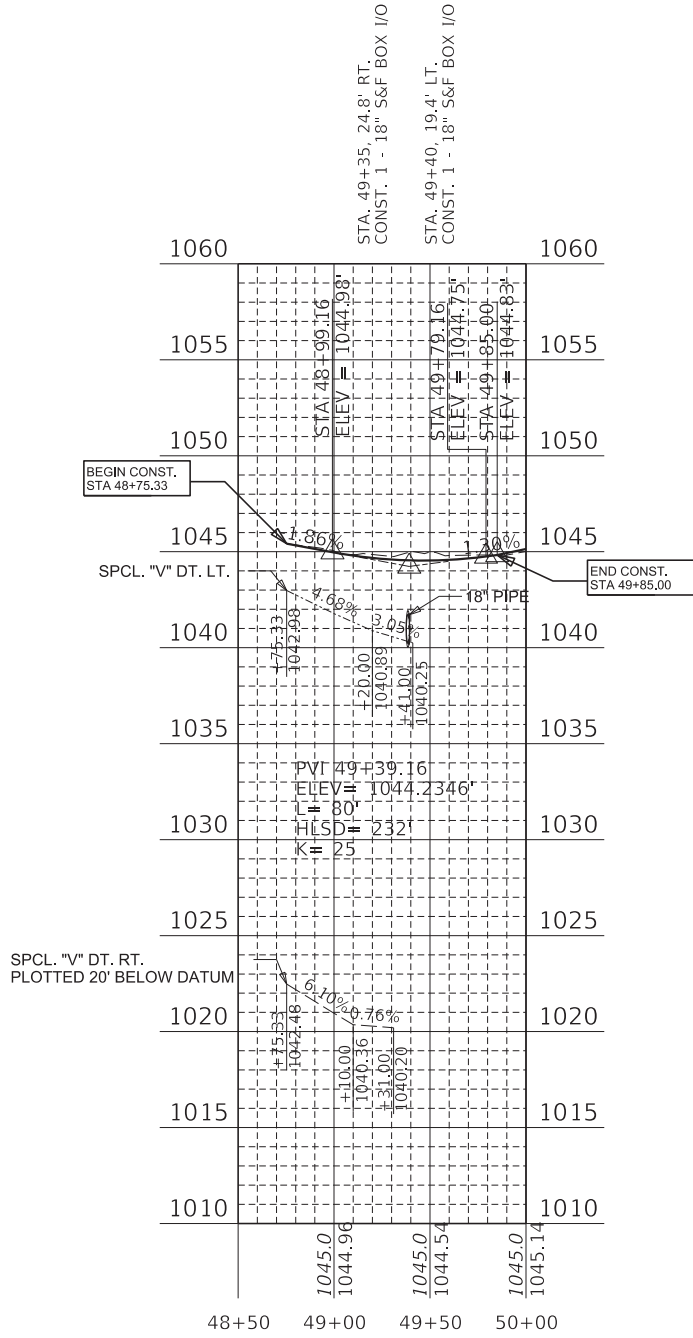
STA. 622+45.00 TO 632+75.00

ITEM NO. 11-9007.00 COUNTY OF WHITLEY
SHEET NO. R006

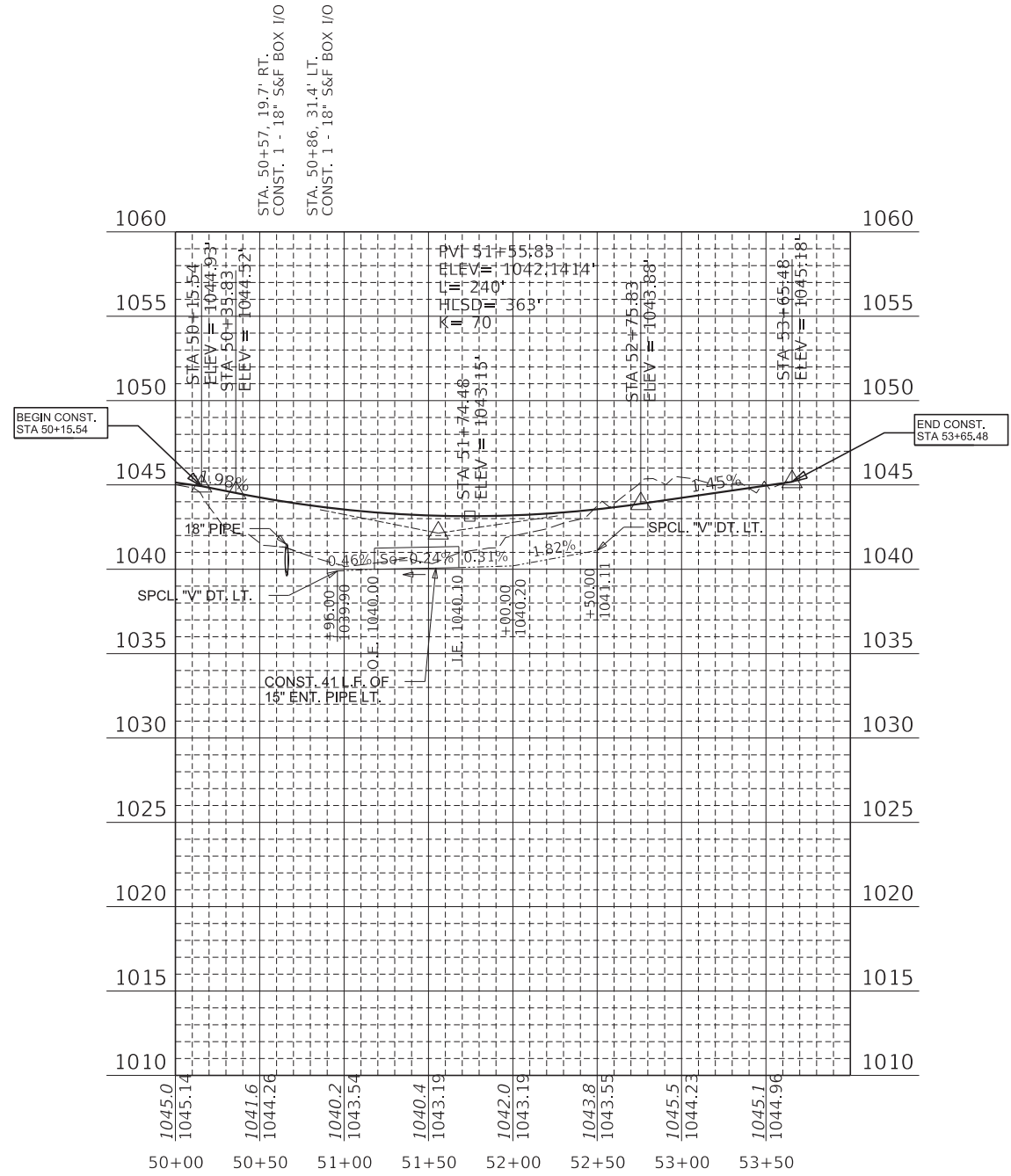




APPROACH RT. STA. 626+82.51
AIRPORT ROAD



APPROACH LT. STA. 630+00
KY 204



APPROACH RT. STA. 630+00
KY 204



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: PROFILES - APPROACHES

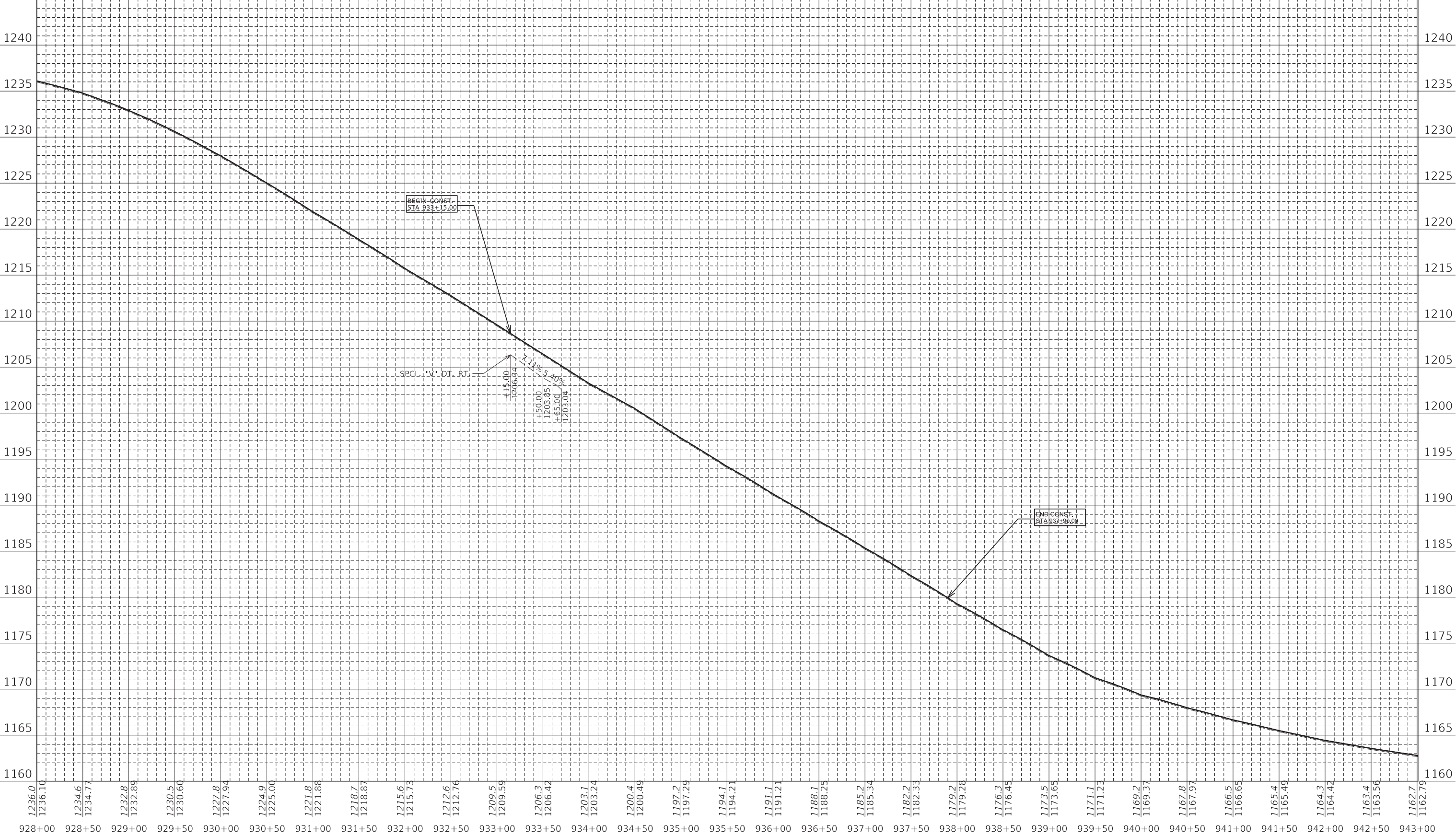


STA. 626+82 TO 630+00

ITEM NO. 11-9007.00 COUNTY OF WHITLEY
SHEET NO. R007A



NOTE: PROFILE IS SPLINE GRADED



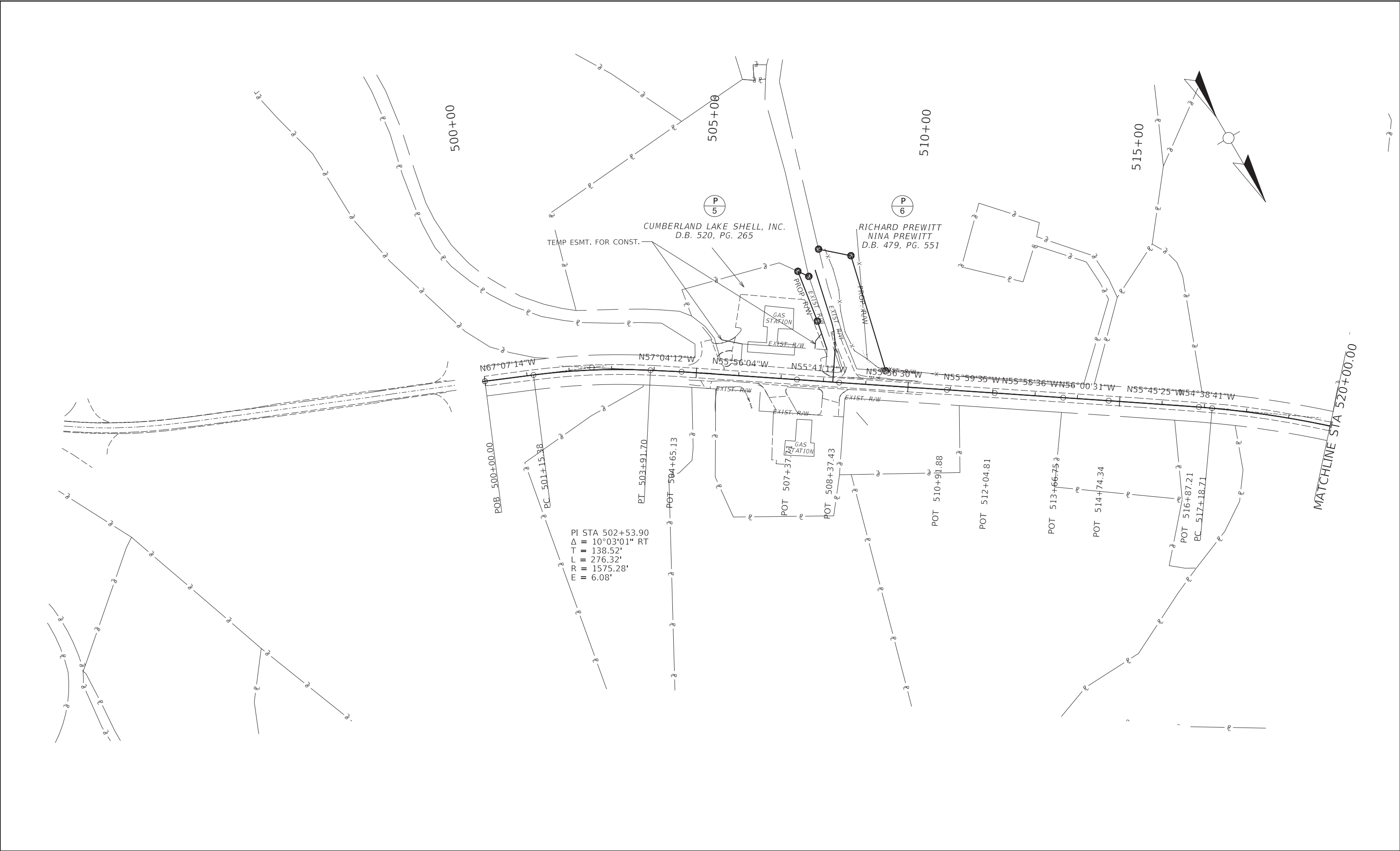
RIGHT OF WAY SUMMARY

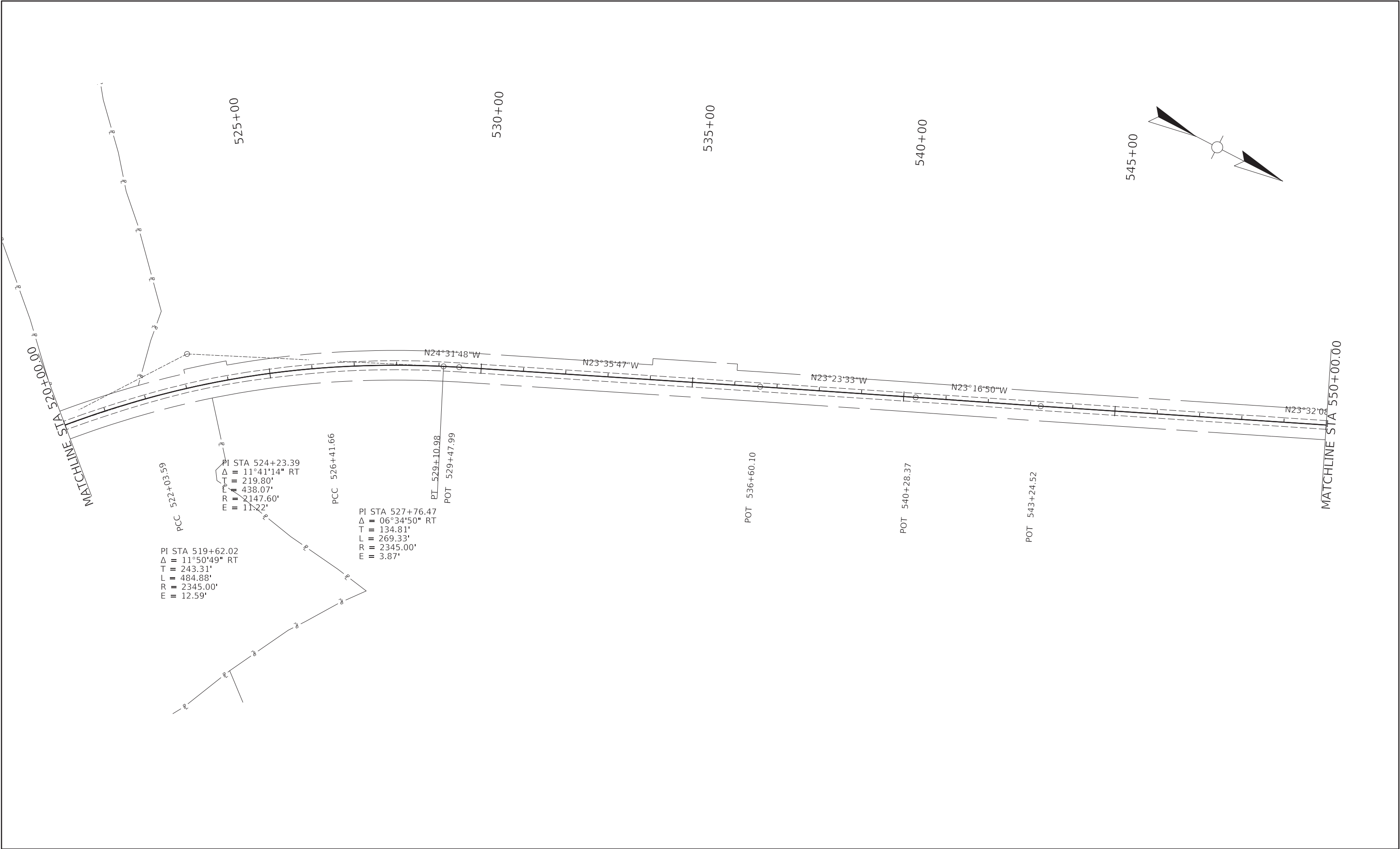
PARCEL NO.	OWNER(S)	TOTAL AREA OF TRACT		PERMANENT R/W ACQUIRED		EASEMENTS		AREA SEVERED				EXCESS PURCHASED		PORTION REMAINING		SEWER SYSTEM TYPE	SEWER SYSTEM AFFECTED BY PROJECT		BUILDINGS ACQUIRED NUMBER						SOURCE OF TITLE	REMARKS*
						PERMANENT	TEMPORARY	LEFT		RIGHT																
		ACRES	SQ. FT.	ACRES	SQ. FT.	SQ. FT.	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	YES	NO		C	R	F	S						
1	(NOT USED)																									
2	(NOT USED)																									
3	(NOT USED)																									
4	(NOT USED)																									
5	CUMBERLAND LAKE SHELL, INC.	1.548			4,208		3,169	1.451						1.451		1		X					D.B. 520, PG. 265			
6	RICHARD & NINA PREWITT	55.250			20,468			54.780						54.780		1		X					D.B. 479, PG. 551			
7	(NOT USED)																									
8	(NOT USED)																									
9	(NOT USED)																									
10	HAROLD & LORETHA WORLEY	19.500			7,556			19.327						19.327		1		X					D.B. 534, PG. 649			
11	MERRALL FUSON	81.000			32,369					80.257				80.257		1		X					D.B. 303, PG. 355			
12	COLBY BUNCH	1.162					934	1.162						1.162		1		X					D.B. 553, PG. 728			
13	JOHN & JIMMIE RHOADES	1.234			10,688		3,355			43,065					43,065	1		X					D.B. 544, PG. 692			
14	MARTY REYNOLDS	1.319					812	1.319						1.319		1		X					D.B. 531, PG. 37			
15	JACK & HALONA WEST	8.450					6,158			8.450				8.450		4		X					D.B. 544, PG. 436			
16	(NOT USED)																									
17	(NOT USED)																									
18	(NOT USED)																									
19	ANTHONY & RHONDA ARCHER	14.640			20,515					14.169				14.169		1		X					D.B. 462, PG. 145			

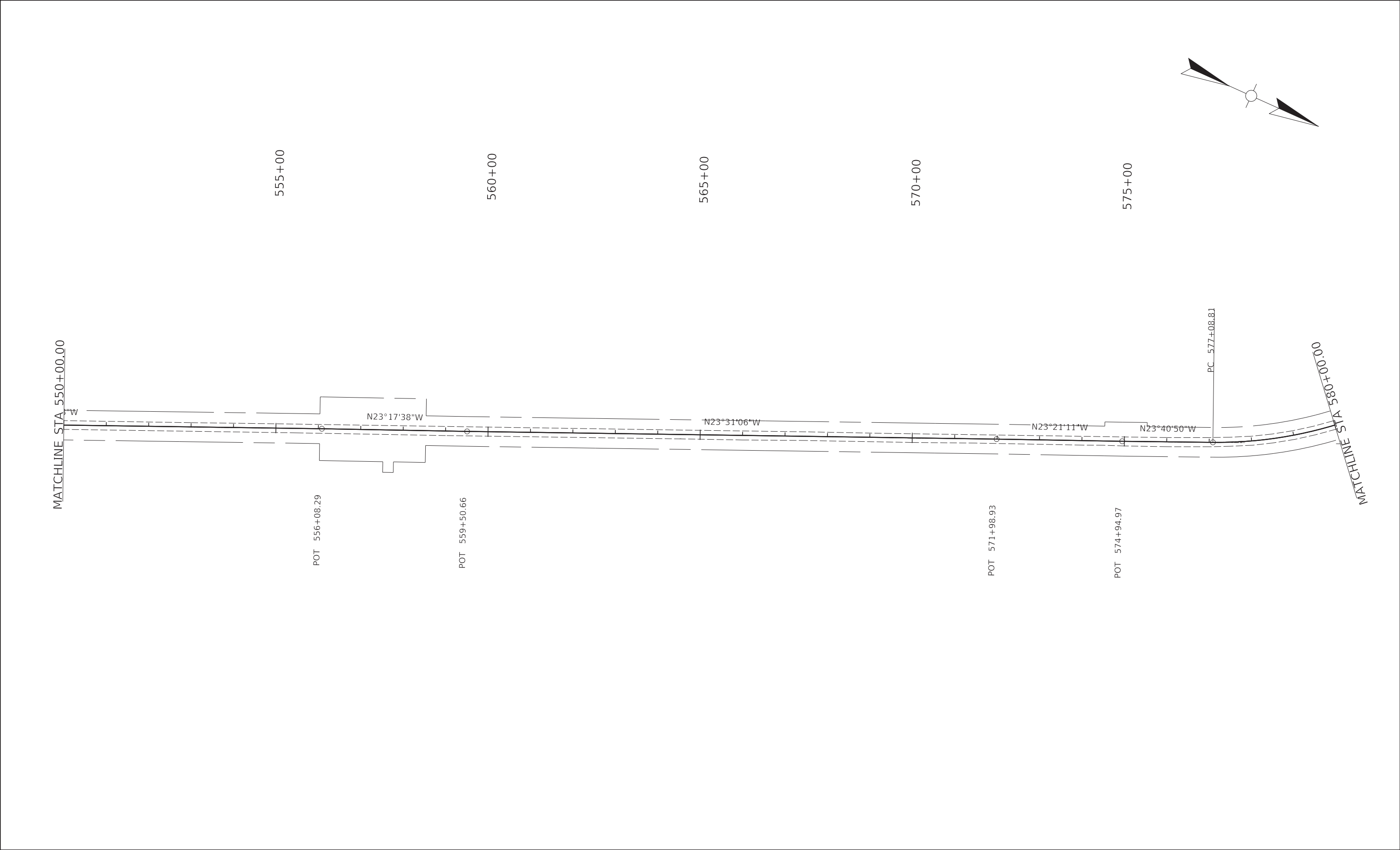
NOTE: PERMANENT R/W ACQUIRED + AREA SEVERED = TOTAL AREA OF TRACT

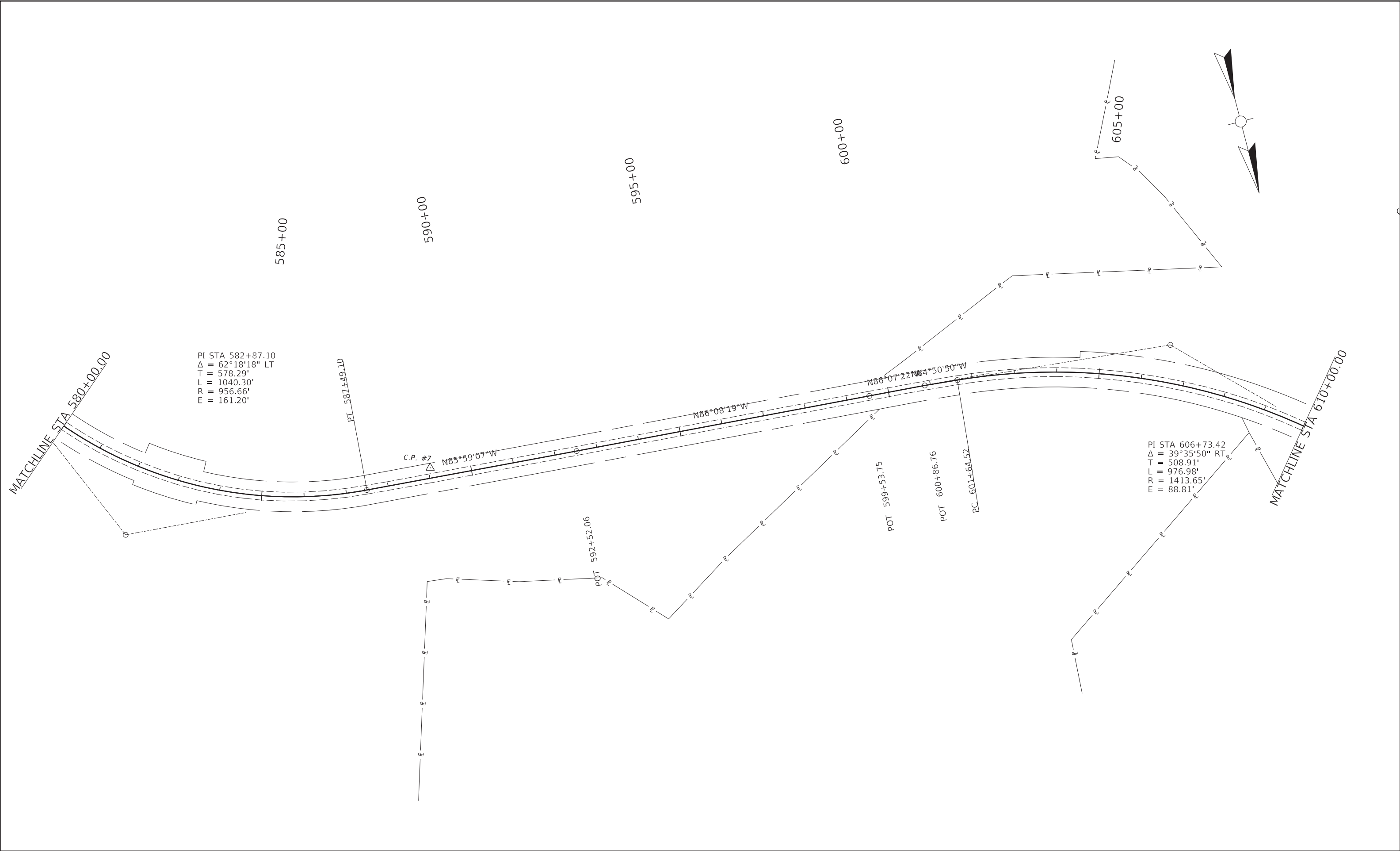
- TYPE SEWER SYSTEM
1. PRIVATE - INDIVIDUAL
2. PRIVATE - MULTIPARTY
3. PUBLIC
4. NONE
5. NOT APPLICABLE
- BUILDINGS ACQUIRED CODE
C - COMMERCIAL
R - RESIDENTIAL
F - FARM
S - STORAGE
- *INCLUDES HAZARDOUS WASTE
(UST - UNDERGROUND STORAGE TANKS)

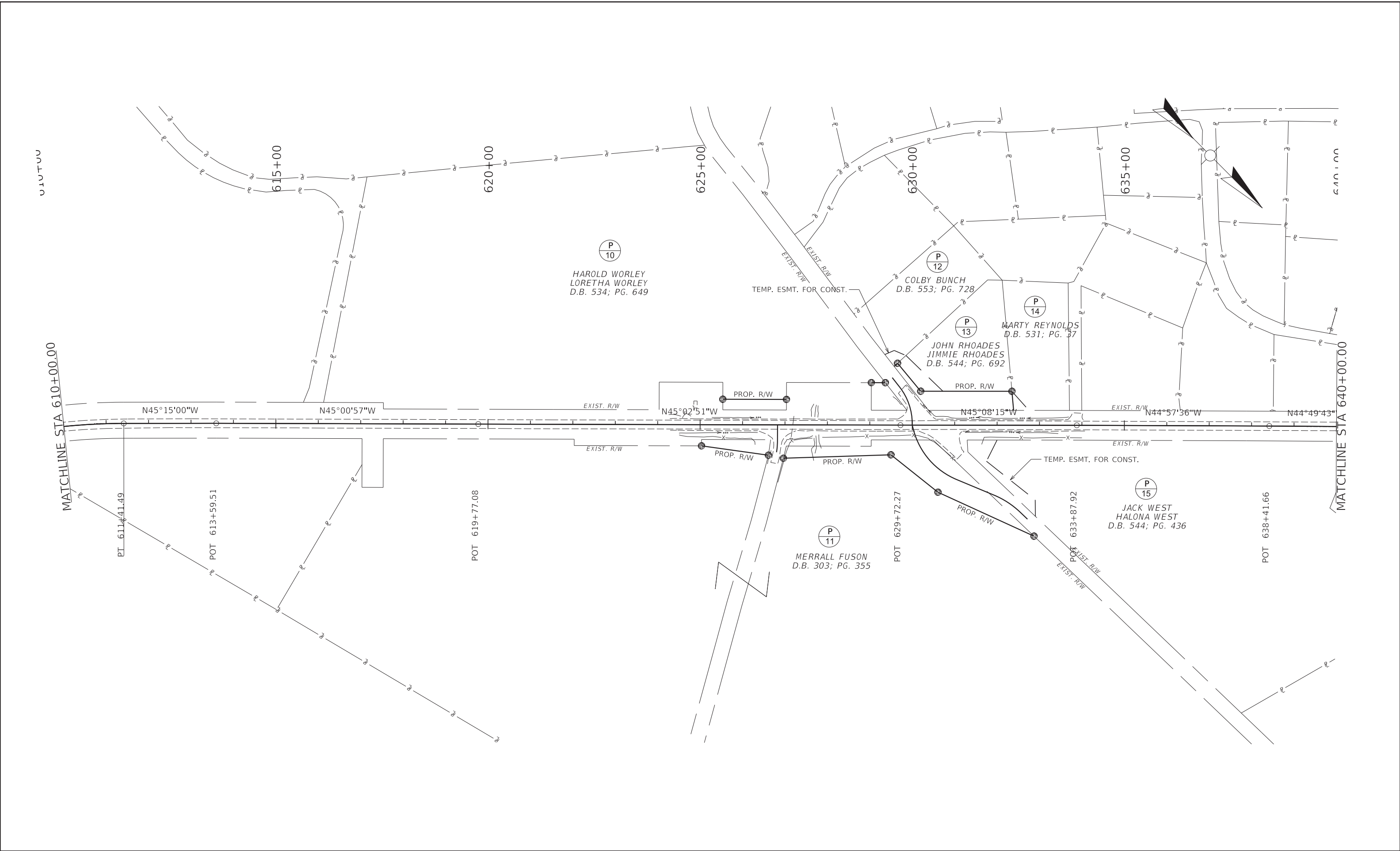
THE CONTROL OF ACCESS ON THIS PROJECT SHALL BE BY PERMIT





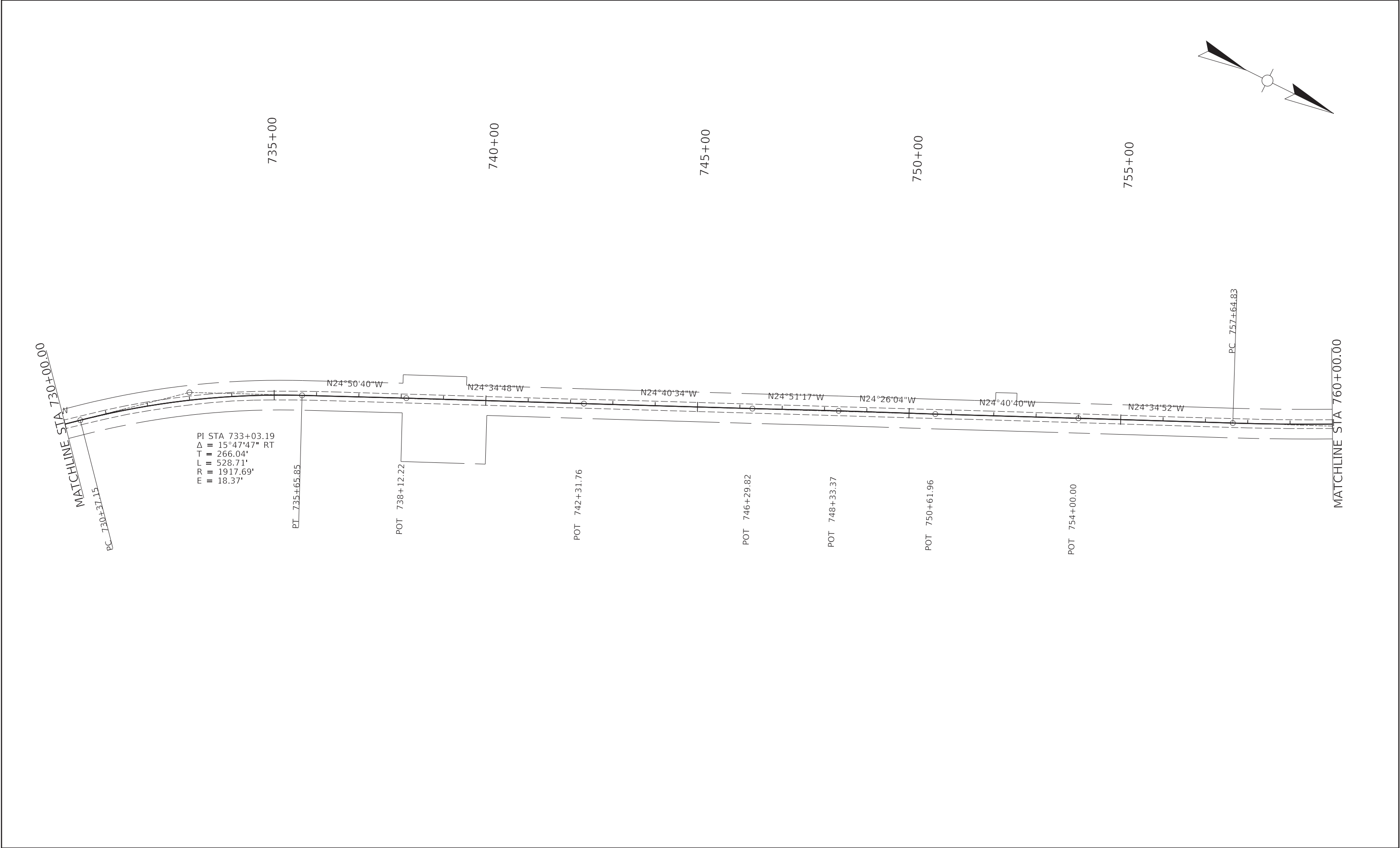


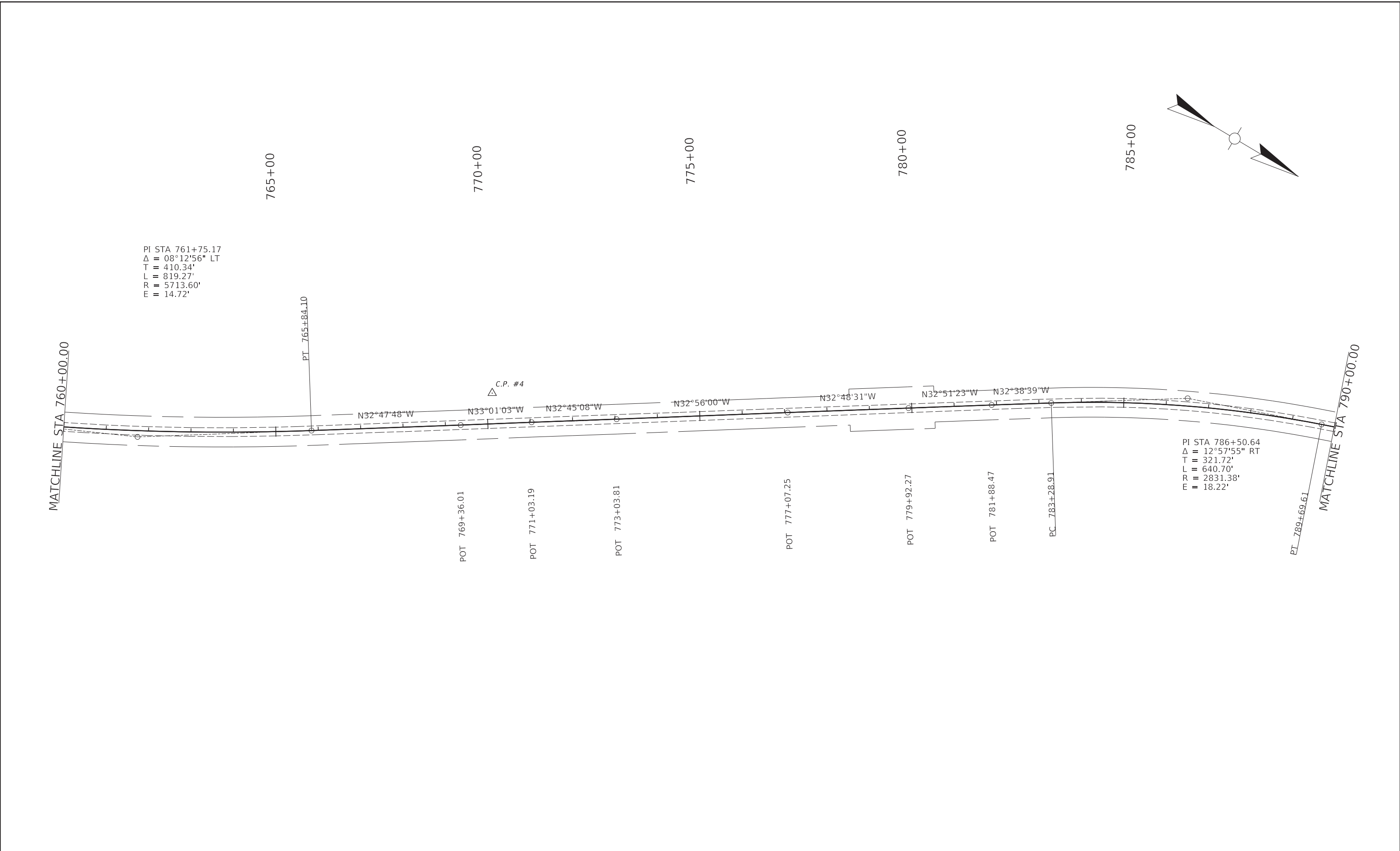


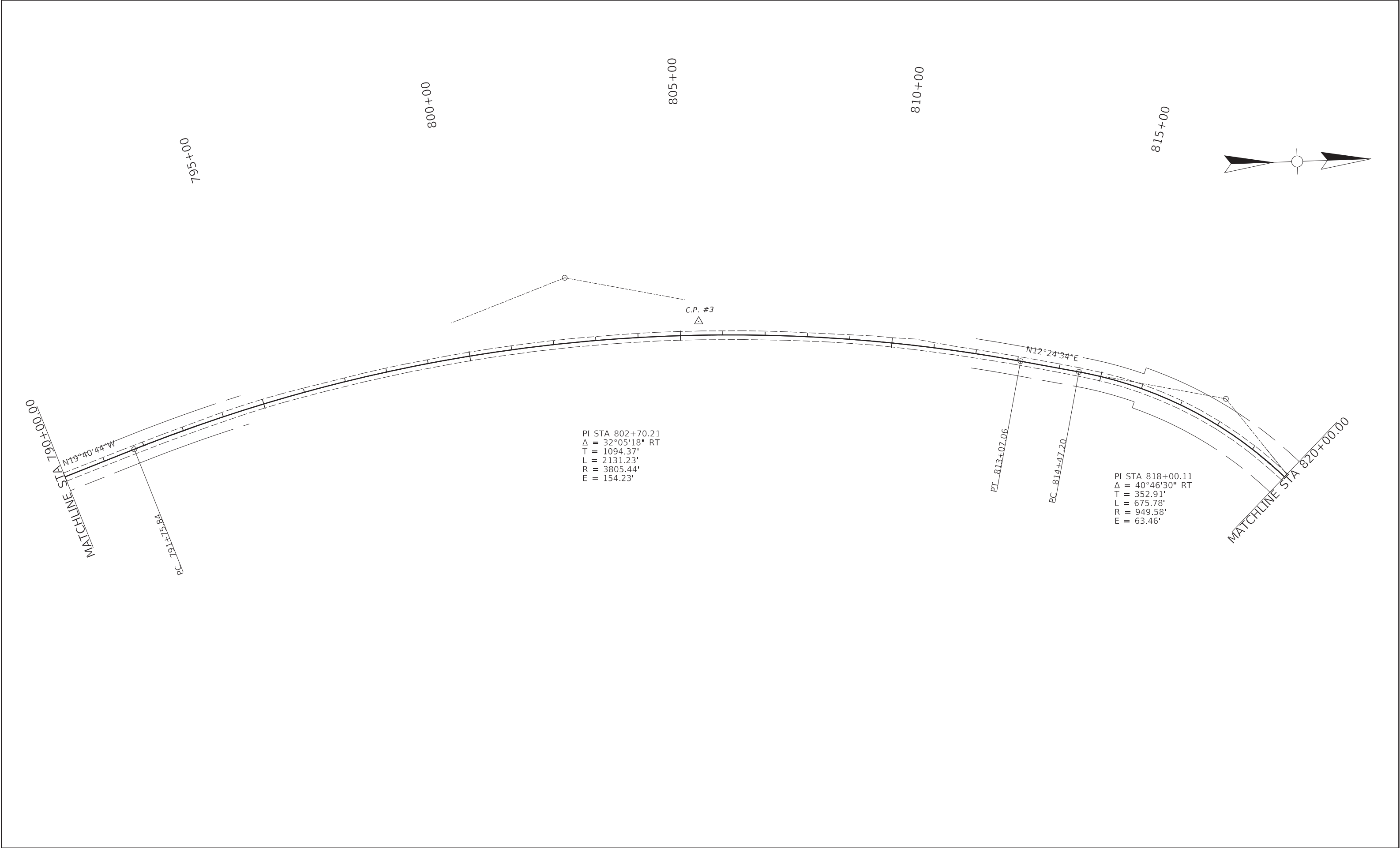


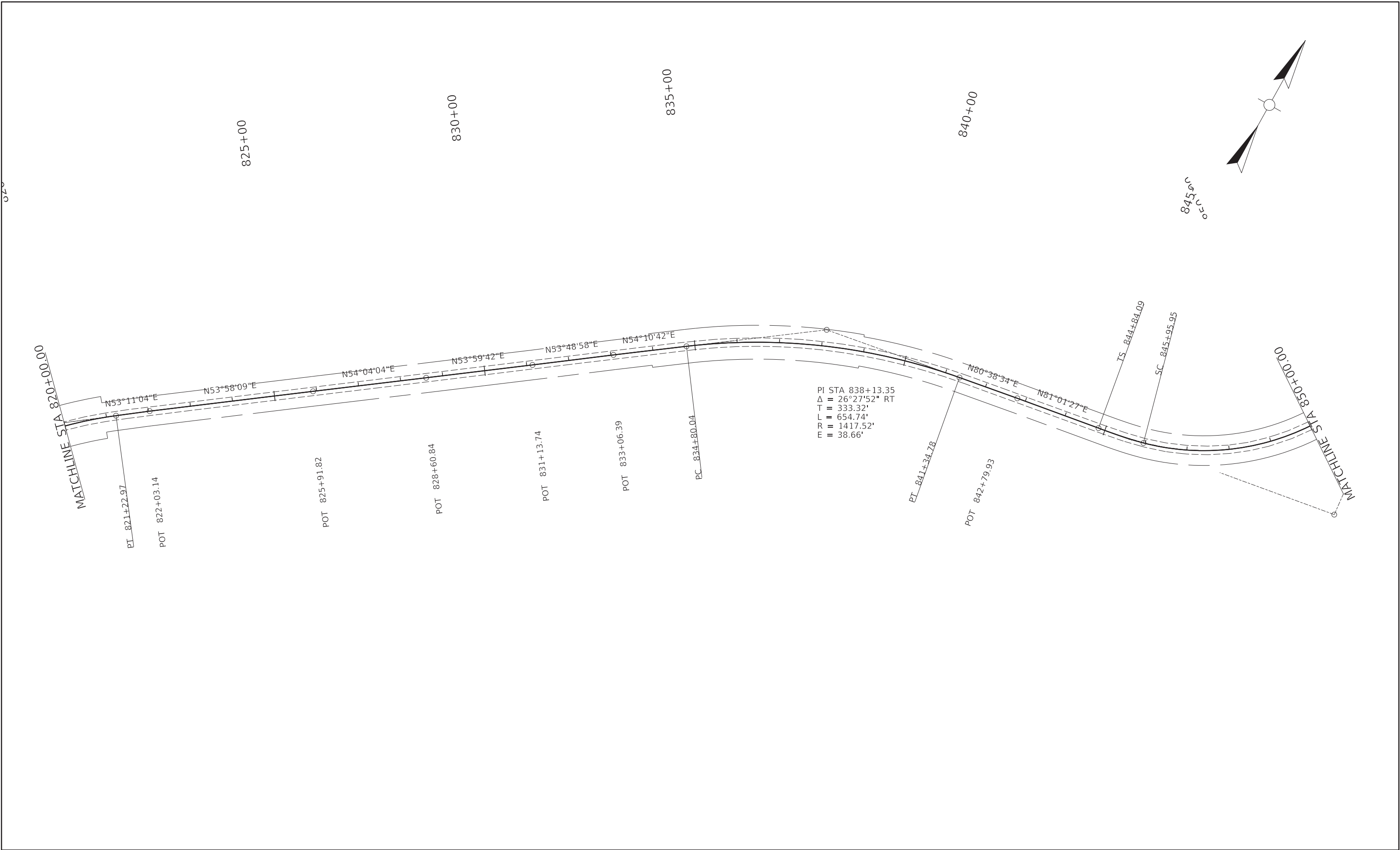


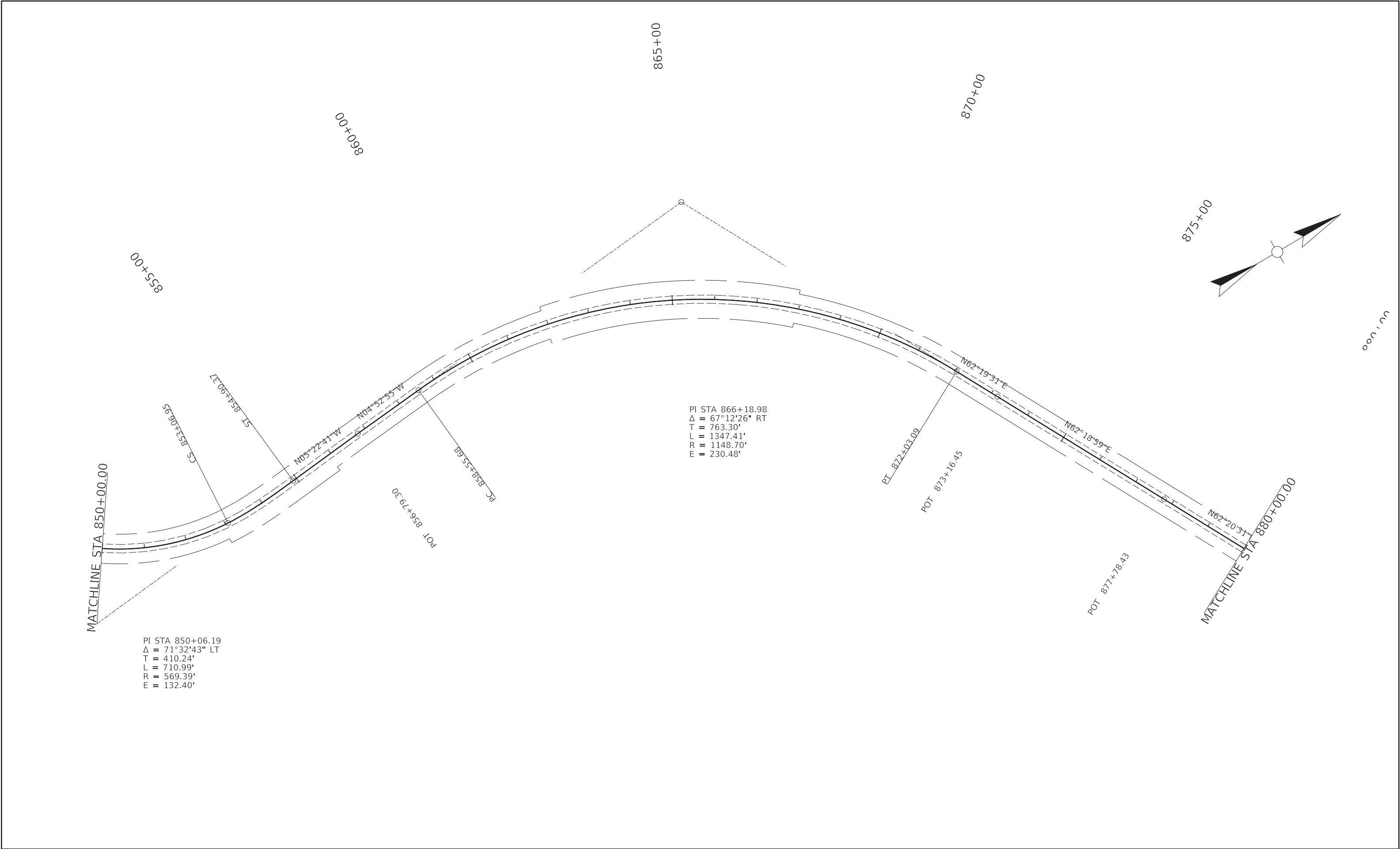










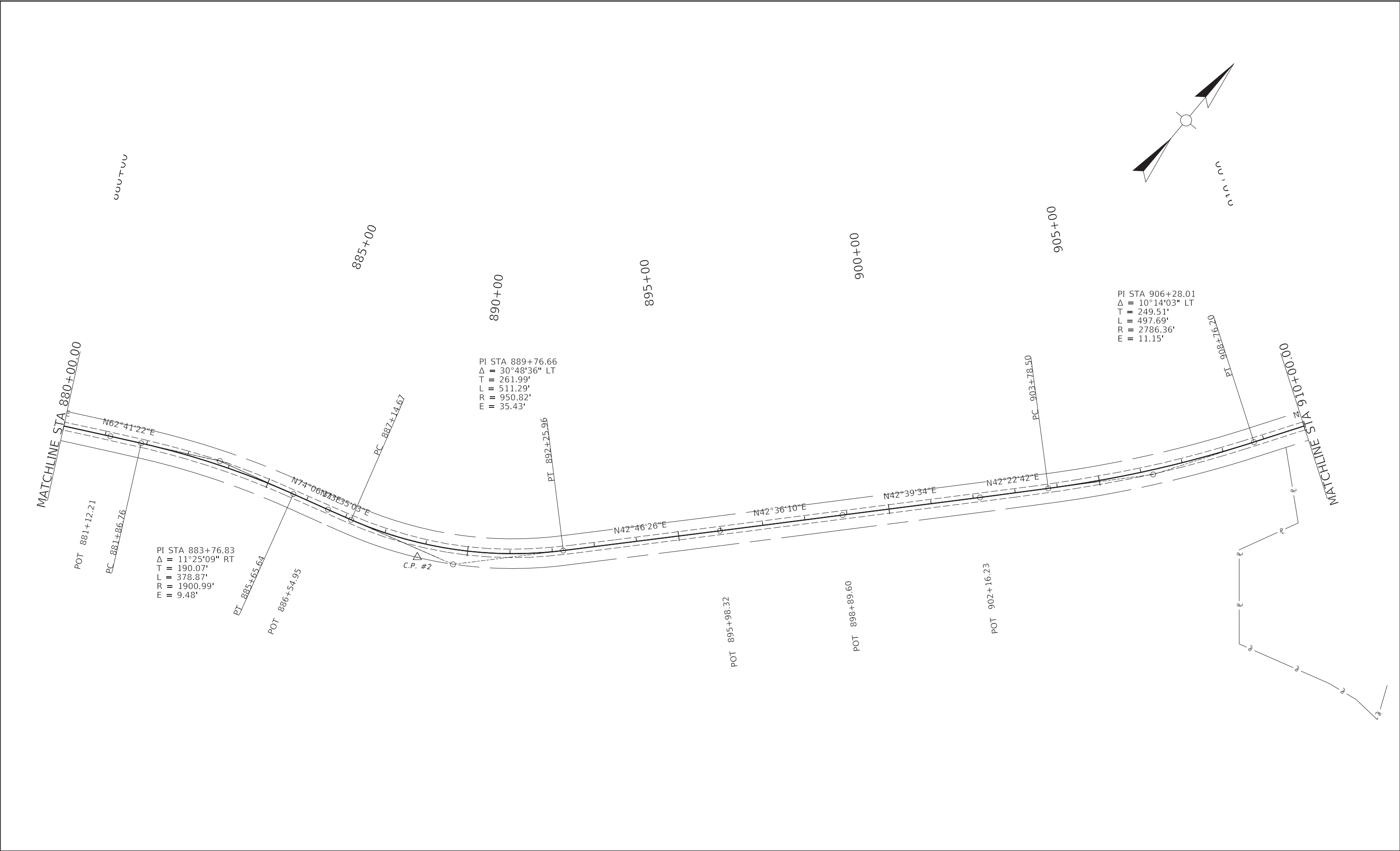


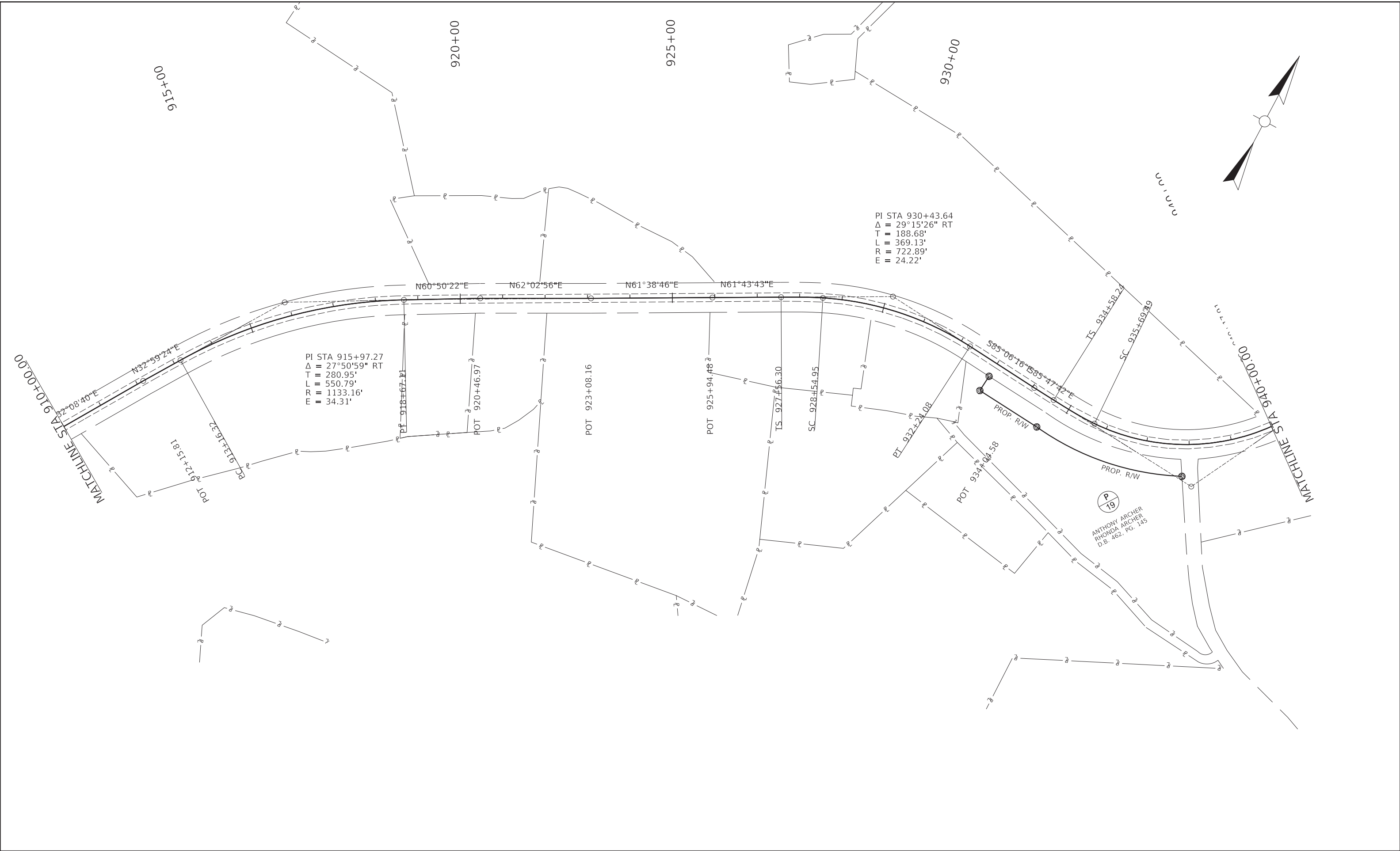
ST 854+90.37
CS 853+06.95
N05°22'41"W
N04°52'55"W
PC 858+55.68
POT 856+79.30

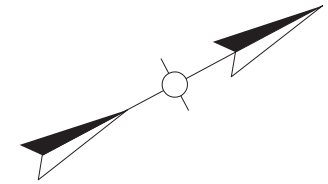
PI STA 850+06.19
Δ = 71°32'43" LT
T = 410.24'
L = 710.99'
R = 569.39'
E = 132.40'

PI STA 866+18.98
Δ = 67°12'26" RT
T = 763.30'
L = 1347.41'
R = 1148.70'
E = 230.48'

PT 872+03.09
POT 873+16.45
N62°19'31"E
N62°18'59"E
N62°20'31"
POT 877+78.43
MATCHLINE STA 880+00.00







COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: ROW STRIP MAP

HORIZONTAL SCALE
SCALE: 1" = 100'



STA. 940+00 TO STA. 950+94

ITEM NO. 11-9007.00	COUNTY OF WHITLEY
SHEET NO. R026	

CENTERLINE COORDINATE DATA - US 25W				
POINT	STATION	STATE PLANE COORDINATES		
		NORTHING	EASTING	
POB	500+00.00	3,452,230.32	5,383,582.60	
PC	501+15.38	3,452,275.18	5,383,476.29	
PI	502+53.90	3,452,329.03	5,383,348.68	
PT	503+91.70	3,452,404.33	5,383,232.41	
PI	504+65.13	3,452,444.25	5,383,170.79	
PI	507+37.71	3,452,596.94	5,382,944.98	
PI	508+37.43	3,452,653.15	5,382,862.61	
PI	510+91.88	3,452,795.65	5,382,651.81	
PI	512+04.81	3,452,858.80	5,382,558.20	
PI	513+66.75	3,452,949.53	5,382,424.06	
PI	514+74.34	3,453,009.69	5,382,334.85	
PI	516+87.21	3,453,129.47	5,382,158.88	
PC	517+18.71	3,453,147.70	5,382,133.19	
PI	519+62.02	3,453,288.48	5,381,934.75	
PCC	522+03.59	3,453,467.01	5,381,769.45	
PI	524+23.39	3,453,628.29	5,381,620.11	
PCC	526+41.66	3,453,816.47	5,381,506.55	
PI	527+76.47	3,453,931.89	5,381,436.89	
PT	529+10.98	3,454,054.54	5,381,380.92	
PI	529+47.99	3,454,088.21	5,381,365.56	
PI	536+60.10	3,454,740.77	5,381,080.51	
PI	540+28.37	3,455,078.78	5,380,934.29	
PI	543+24.52	3,455,350.81	5,380,817.25	
PI	556+08.29	3,456,527.79	5,380,304.61	
PI	559+50.66	3,456,842.25	5,380,169.22	
PI	571+98.93	3,457,986.83	5,379,671.11	
PI	574+94.97	3,458,258.62	5,379,553.76	
PC	577+08.81	3,458,454.45	5,379,467.88	
PI	582+87.10	3,458,984.05	5,379,235.61	
PT	587+49.10	3,459,024.53	5,378,658.74	
PI	592+52.06	3,459,059.75	5,378,157.02	
PI	599+53.75	3,459,107.00	5,377,456.93	
PI	600+86.76	3,459,115.99	5,377,324.22	
PC	601+64.52	3,459,122.98	5,377,246.78	

CENTERLINE COORDINATE DATA - US 25W (CONTINUED)				
POINT	STATION	STATE PLANE COORDINATES		
		NORTHING	EASTING	
PI	606+73.42	3,459,168.68	5,376,739.93	
PT	611+41.49	3,459,526.96	5,376,378.51	
PI	613+59.51	3,459,680.45	5,376,223.68	
PI	619+77.08	3,460,117.01	5,375,786.87	
PI	629+72.27	3,460,820.14	5,375,082.58	
PI	633+87.92	3,461,113.34	5,374,787.97	
PI	638+41.66	3,461,434.41	5,374,467.35	
PI	640+57.49	3,461,587.48	5,374,315.19	
PI	642+17.44	3,461,699.99	5,374,201.50	
PI	645+25.44	3,461,917.15	5,373,983.08	
PI	649+50.20	3,462,217.89	5,373,683.13	
PI	654+12.11	3,462,543.15	5,373,355.15	
PI	658+30.42	3,462,839.41	5,373,059.82	
PI	661+29.59	3,463,050.24	5,372,847.57	
PI	663+77.64	3,463,226.14	5,372,672.68	
PI	664+50.01	3,463,276.98	5,372,621.16	
PC	666+20.70	3,463,398.23	5,372,501.04	
PI	669+11.39	3,463,604.74	5,372,296.45	
PT	671+98.87	3,463,856.47	5,372,151.09	
PI	673+86.85	3,464,019.26	5,372,057.08	
PI	675+95.68	3,464,201.01	5,371,954.25	
PI	678+49.21	3,464,420.86	5,371,827.97	
PI	682+61.68	3,464,778.98	5,371,623.34	
PI	683+84.64	3,464,885.71	5,371,562.28	
TS	684+31.74	3,464,926.31	5,371,538.41	
SPI	684+77.23	3,464,965.53	5,371,515.37	
SC	684+99.96	3,464,984.57	5,371,502.91	
PI	687+77.53	3,465,216.86	5,371,350.98	
CS	690+29.28	3,465,285.02	5,371,081.91	
SPI	690+48.51	3,465,289.74	5,371,063.28	
ST	690+86.94	3,465,297.66	5,371,025.66	
PC	692+07.91	3,465,322.60	5,370,907.29	
PI	696+86.83	3,465,421.32	5,370,438.66	
PT	701+32.07	3,465,782.63	5,370,124.32	
PI	702+17.28	3,465,846.92	5,370,068.39	
PI	705+38.64	3,466,089.82	5,369,858.00	
PI	710+47.21	3,466,475.13	5,369,526.06	
PI	715+45.20	3,466,851.69	5,369,200.18	
PI	719+01.59	3,467,121.68	5,368,967.54	
PI	728+60.79	3,467,847.14	5,368,340.02	
PC	730+37.15	3,467,980.95	5,368,225.16	
PI	733+03.19	3,468,182.83	5,368,051.88	
PT	735+65.85	3,468,424.25	5,367,940.10	

CENTERLINE COORDINATE DATA - US 25W (CONTINUED)				
POINT	STATION	STATE PLANE COORDINATES		
		NORTHING	EASTING	
PI	738+12.22	3,468,647.81	5,367,836.59	
PI	742+31.76	3,469,029.33	5,367,662.08	
PI	746+29.82	3,469,391.05	5,367,495.89	
PI	748+33.37	3,469,575.74	5,367,410.34	
PI	750+61.96	3,469,783.86	5,367,315.78	
PI	754+00.00	3,470,091.02	5,367,174.64	
PC	757+64.83	3,470,422.79	5,367,022.88	
PI	761+75.17	3,470,795.94	5,366,852.19	
PT	765+84.10	3,471,140.87	5,366,629.92	
PI	769+36.01	3,471,436.69	5,366,439.31	
PI	771+03.19	3,471,576.87	5,366,348.21	
PI	773+03.81	3,471,745.59	5,366,239.68	
PI	777+07.25	3,472,084.20	5,366,020.34	
PI	779+92.27	3,472,323.76	5,365,865.90	
PI	781+88.47	3,472,488.57	5,365,759.46	
PC	783+28.91	3,472,606.83	5,365,683.70	
PI	786+50.64	3,472,877.73	5,365,510.16	
PT	789+69.61	3,473,180.66	5,365,401.82	
PC	791+75.84	3,473,374.84	5,365,332.37	
PI	802+70.21	3,474,405.30	5,364,963.84	
PT	813+07.06	3,475,474.10	5,365,199.02	
PC	814+47.20	3,475,610.95	5,365,229.13	
PI	818+00.11	3,475,955.62	5,365,304.97	
PT	821+22.97	3,476,167.10	5,365,587.50	
PI	822+03.14	3,476,215.14	5,365,651.68	
PI	825+91.82	3,476,443.77	5,365,966.00	
PI	828+60.84	3,476,601.63	5,366,183.83	
PI	831+13.74	3,476,750.31	5,366,388.42	
PI	833+06.39	3,476,864.04	5,366,543.91	
PC	834+80.04	3,476,965.67	5,366,684.71	
PI	838+13.35	3,477,160.75	5,366,954.98	
PT	841+34.78	3,477,214.94	5,367,283.86	
PI	842+79.93	3,477,238.54	5,367,427.09	
TS	844+84.09	3,477,270.39	5,367,628.74	
SPI	845+58.70	3,477,282.03	5,367,702.44	
SC	845+95.95	3,477,291.44	5,367,738.56	
PI	850+06.19	3,477,394.88	5,368,135.55	
CS	853+06.95	3,477,804.20	5,368,163.10	
SPI	853+68.24	3,477,865.35	5,368,167.21	
ST	854+90.37	3,477,987.26	5,368,155.74	
PI	856+79.30	3,478,175.36	5,368,138.03	
PC	858+55.68	3,478,351.11	5,368,123.02	
PI	866+18.98	3,479,111.63	5,368,058.06	

CENTERLINE COORDINATE DATA - US 25W (CONTINUED)				
POINT	STATION	STATE PLANE COORDINATES		
		NORTHING	EASTING	
PT	872+03.09	3,479,466.15	5,368,734.04	
PI	873+16.45	3,479,518.80	5,368,834.43	
PI	877+78.43	3,479,733.43	5,369,243.52	
PI	881+12.21	3,479,888.37	5,369,539.16	
PC	881+86.76	3,479,922.57	5,369,605.40	
PI	883+76.83	3,480,009.78	5,369,774.29	
PT	885+65.64	3,480,061.82	5,369,957.09	
PI	886+54.95	3,480,086.28	5,370,042.99	
PC	887+14.67	3,480,103.15	5,370,100.28	
PI	889+76.66	3,480,177.19	5,370,351.58	
PT	892+25.96	3,480,369.50	5,370,529.50	
PI	895+98.32	3,480,642.83	5,370,782.37	
PI	898+89.60	3,480,857.23	5,370,979.54	
PI	902+16.23	3,481,097.43	5,371,200.88	
PC	903+78.50	3,481,217.30	5,371,310.26	
PI	906+28.01	3,481,401.62	5,371,478.44	
PT	908+76.20	3,481,612.88	5,371,611.19	
PI	912+15.81	3,481,900.44	5,371,791.88	
PC	913+16.32	3,481,984.74	5,371,846.61	
PI	915+97.27	3,482,220.39	5,371,999.58	
PT	918+67.11	3,482,357.28	5,372,244.92	
PI	920+46.97	3,482,444.92	5,372,401.99	
PI	923+08.16	3,482,567.35	5,372,632.71	
PI	925+94.48	3,482,703.33	5,372,884.68	
TS	927+56.30	3,482,779.97	5,373,027.19	
SPI	928+22.08	3,482,811.13	5,373,085.13	
SC	928+54.95	3,482,824.70	5,373,115.10	
PI	930+43.64	3,482,902.53	5,373,286.98	
PT	932+24.08	3,482,886.43	5,373,474.98	
PI	934+04.58	3,482,871.02	5,373,654.82	
TS	934+58.24	3,482,867.09	5,373,708.33	
SPI	935+32.46	3,482,861.65	5,373,782.35	
SC	935+69.49	3,482,863.08	5,373,819.45	
PI	938+10.29	3,482,872.38	5,374,060.07	
CS	940+17.91	3,483,067.08	5,374,201.77	
SPI	940+66.71	3,483,106.53	5,374,230.48	
ST	941+64.01	3,483,192.93	5,374,275.69	
PI	942+33.25	3,483,254.28	5,374,307.79	
PI	944+00.08	3,483,403.13	5,374,383.13	
PI	945+78.64	3,483,562.16	5,374,464.35	
PI	948+68.75	3,483,820.57	5,374,596.19	
PI	950+01.60	3,483,938.61	5,374,657.16	
POE	950+93.37	3,484,019.45	5,374,700.59	

ROW MONUMENTS SUMMARY				
TYPE	STATION	OFFSET	STATE PLANE COORDINATES	
			NORTHING	EASTING
3	507+22.65	254.41' LT.	3,452,377.74	5,382,814.94
3	507+48.13	244.39' LT.	3,452,400.95	5,382,798.61
3	507+66.54	310.00' LT.	3,452,357.13	5,382,746.42
3	507+75.81	140.77' LT.	3,452,502.13	5,382,834.16
3	508+45.00	300.00' LT.	3,452,408.84	5,382,688.33
1	509+44.98	35.00' LT.	3,452,684.38	5,382,753.91
1	625+03.38	50.00' RT.	3,460,524.25	5,375,449.73
1	625+53.38	60.00' LT.	3,460,481.73	5,375,336.63
3	626+61.19	71.67' RT.	3,460,651.08	5,375,353.37
3	626+96.55	78.74' RT.	3,460,681.06	5,375,333.33
1	627+03.38	60.00' LT.	3,460,587.71	5,375,230.48
1	629+03.38	100.00' LT.	3,460,700.70	5,375,060.68
1	629+36.37	100.00' LT.	3,460,724.01	5,375,037.33
1	629+50.00	70.00' RT.	3,460,853.94	5,375,147.80
1	629+65.00	145.88' LT.	3,460,711.76	5,374,984.66
1	630+20.00	80.00' LT.	3,460,797.10	5,374,992.32
1	630+60.78	158.08' RT.	3,460,994.63	5,375,131.35
1	632+34.94	80.00' LT.	3,460,948.72	5,374,839.97
1	632+87.28	261.56' RT.	3,461,227.74	5,375,043.81
1	933+00.00	35.00' RT.	3,482,845.08	5,373,547.63
1	933+00.00	75.00' RT.	3,482,805.22	5,373,544.22
1	934+58.24	75.00' RT.	3,482,792.29	5,373,702.83
1	937+84.28	75.00' RT.	3,482,849.99	5,374,059.73

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.

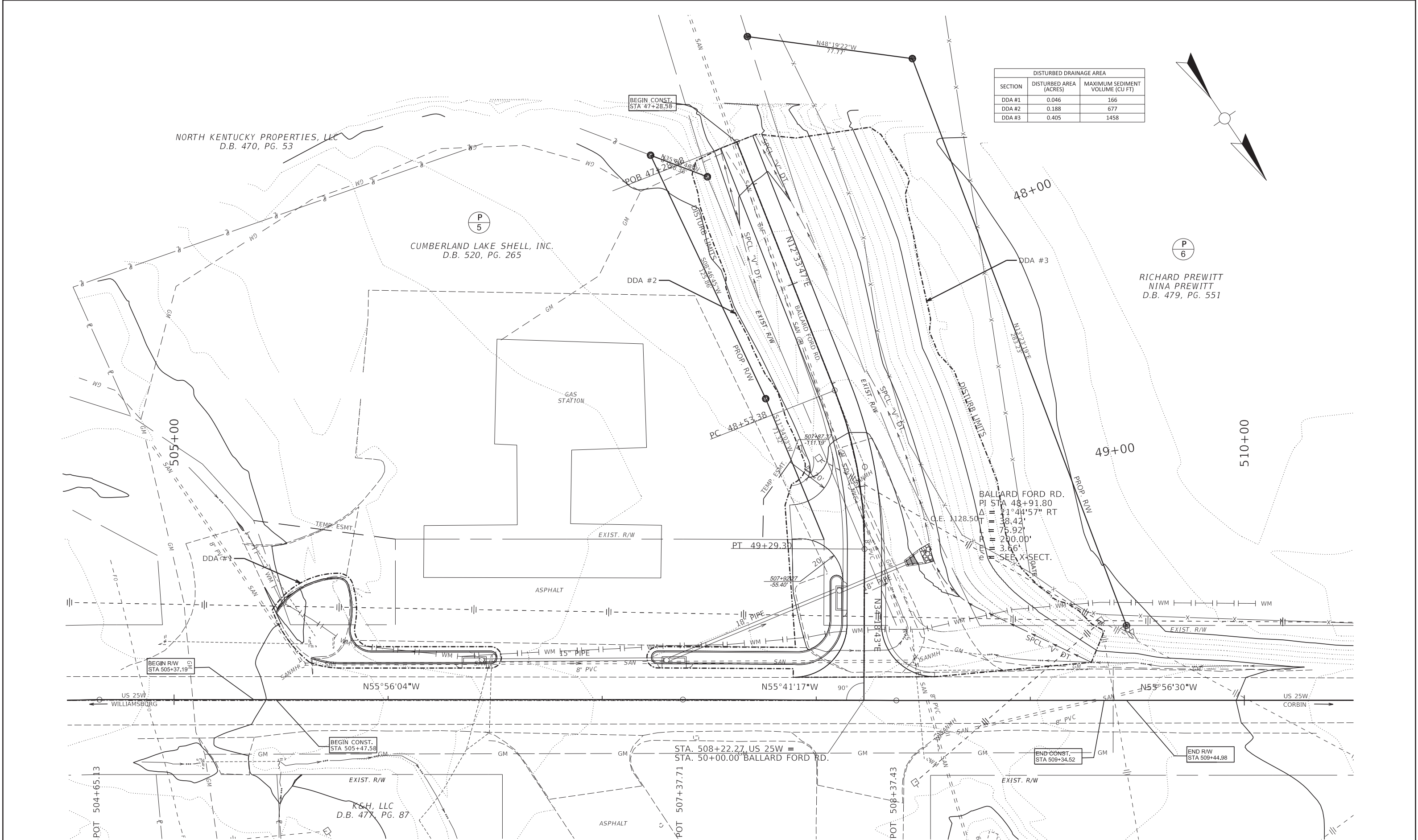
THE EROSION CONTROL PLANS DO NOT CONSTITUTE A BMP BY THEMSELVES. THEY PROVIDE A STARTING POINT FOR THE CONTRACTOR AND SECTION ENGINEER TO DEVELOP THE BMP ACCORDING TO SECTION 213.03.01 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE SUPPLEMENTAL SPECS EFFECTIVE WITH THE OCTOBER,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

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

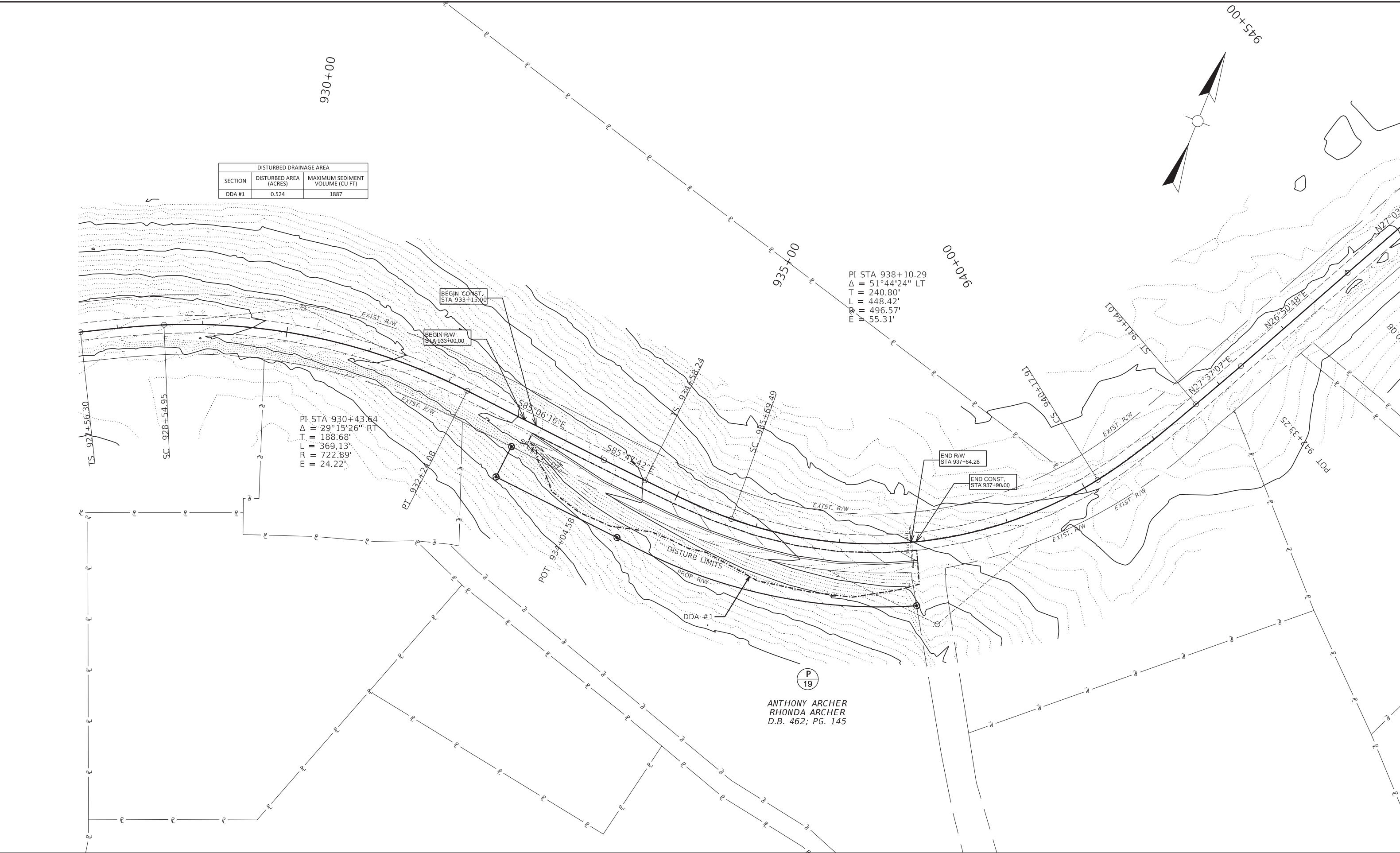
THE CONTRACTOR SHALL BE REQUIRED TO CLEAN OUT (REMOVE SEDIMENT FROM) SILT TRAPS AND SILT FENCES WHENEVER THEY BECOME ONE- HALF FULL AND PROPERLY DISPOSE OF THE MATERIAL AT SITES APPROVED BY THE SECTION ENGINEER.

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

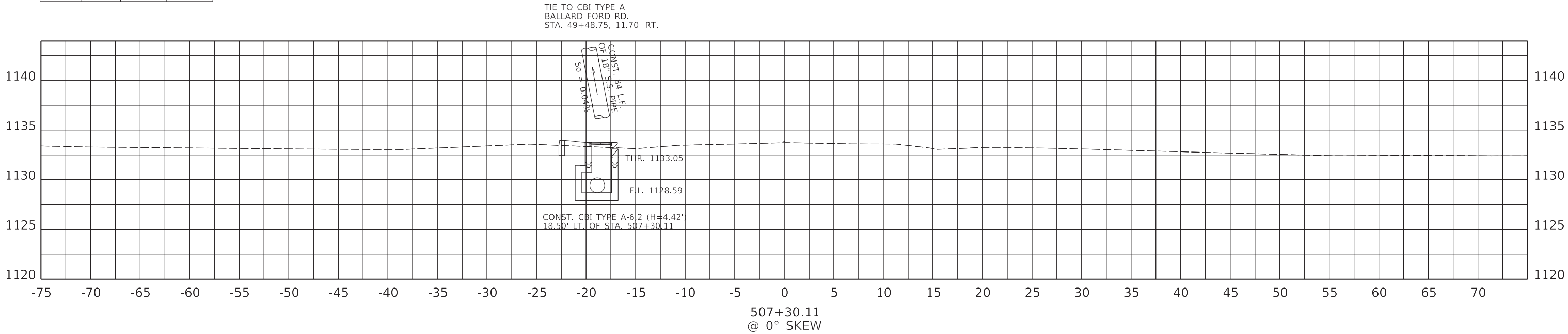
EROSION CONTROL LEGEND	
SILT TRAP TYPE A ALTERNATE 1	
SILT TRAP TYPE A ALTERNATE 2	
SILT TRAP TYPE B	
SILT TRAP TYPE C	
SILT FENCE	
TEMPORARY SILT DITCH	
DISTURBED DRAINAGE AREA	
OVERLAND SHEET FLOW	
PROPOSED R/W	
PROPOSED EASEMENT	



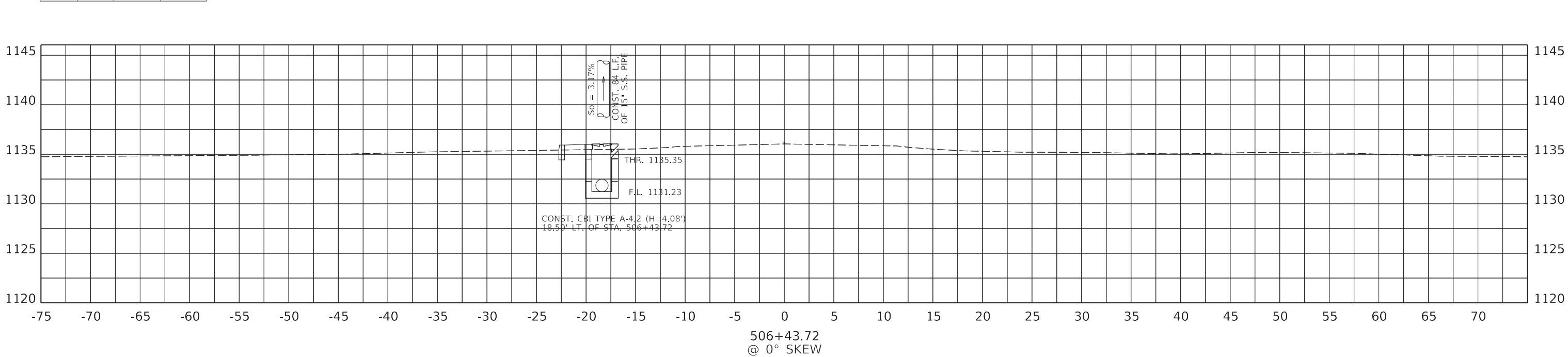
DISTURBED DRAINAGE AREA		
SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU FT)
DDA #1	0.046	166
DDA #2	0.188	677
DDA #3	0.405	1458



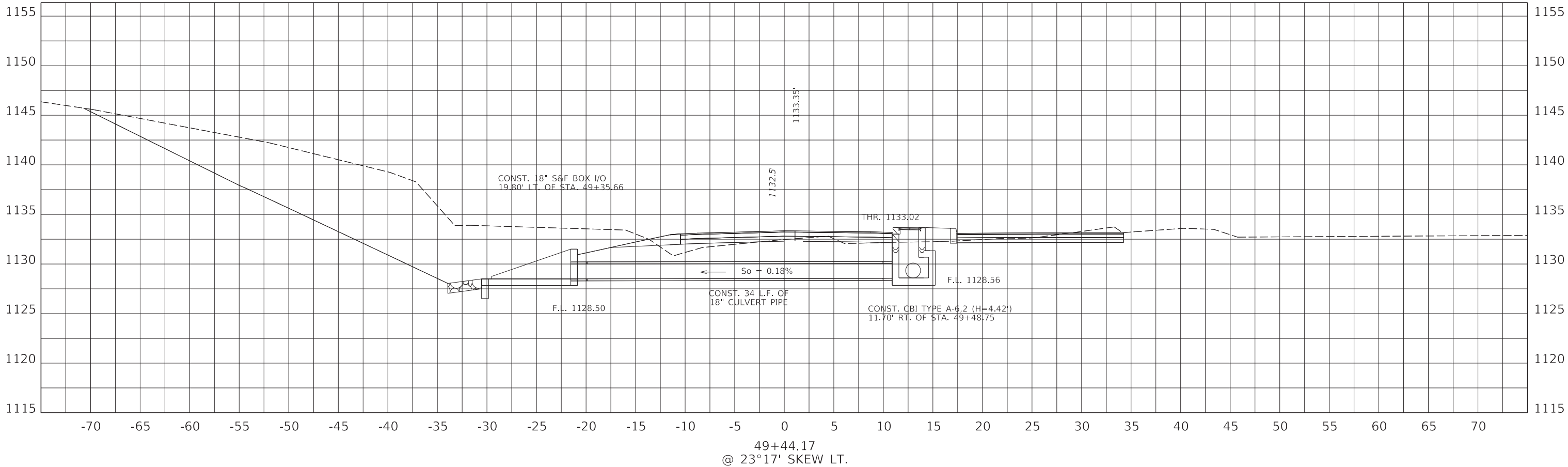
DESIGN Ph LEVEL	COVER HEIGHT	S.S. PIPE 18"	CBI TYPE A
	FT	LF	EACH
M	1.7	84	1



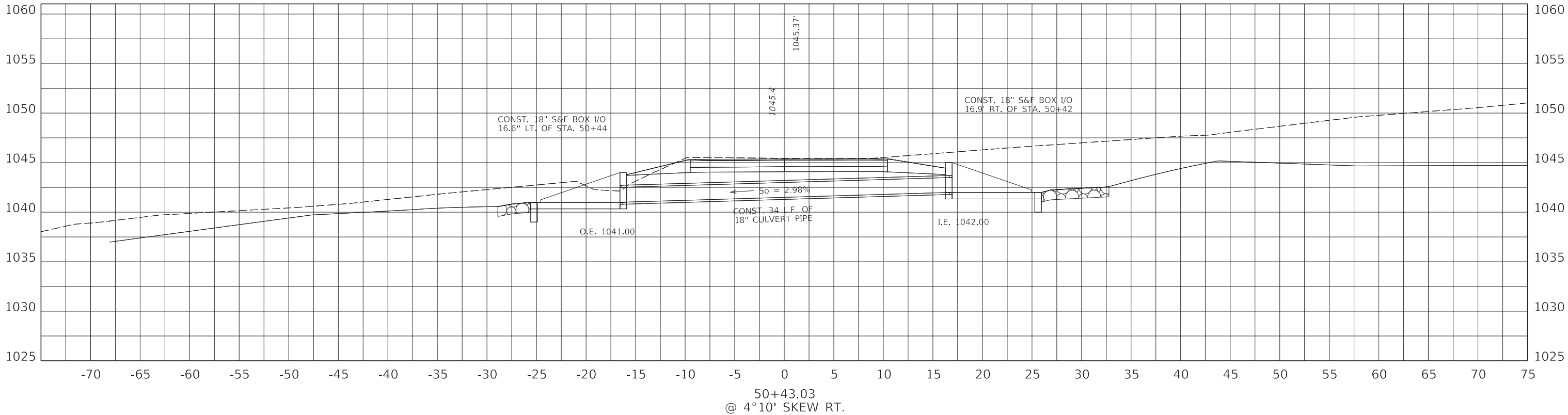
DESIGN Ph LEVEL	COVER HEIGHT	S.S. PIPE 15"	CBI TYPE A
	FT	LF	EACH
M	1.5	84	1



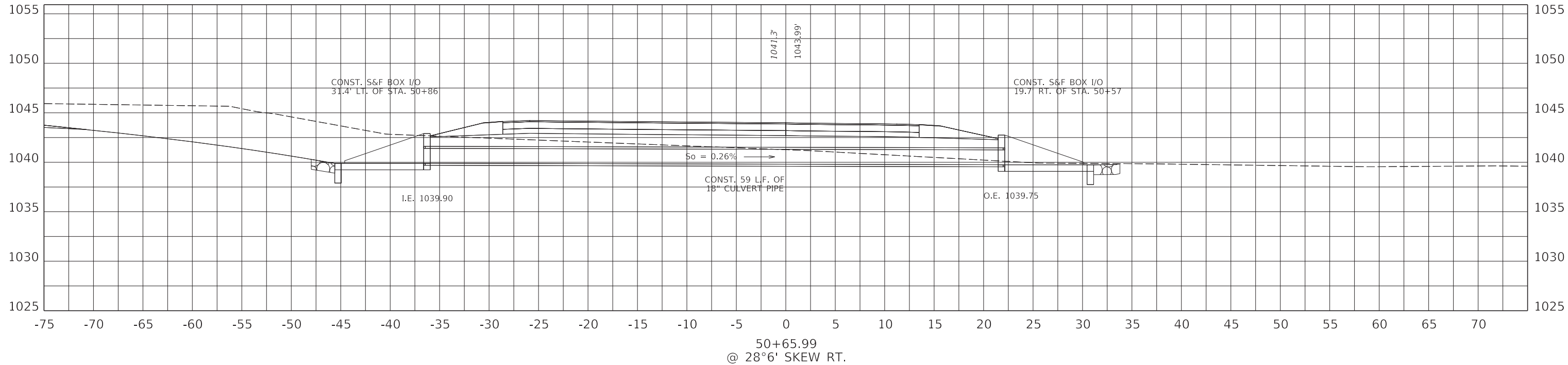
DESIGN Ph LEVEL	COVER HEIGHT	CULVERT PIPE 18"	CBI TYPE A	S&F BOX I/O 18"	CHANNEL LINING CL. II
	FT	LF	EACH	EACH	TON
M	1.8	34	1	1	2



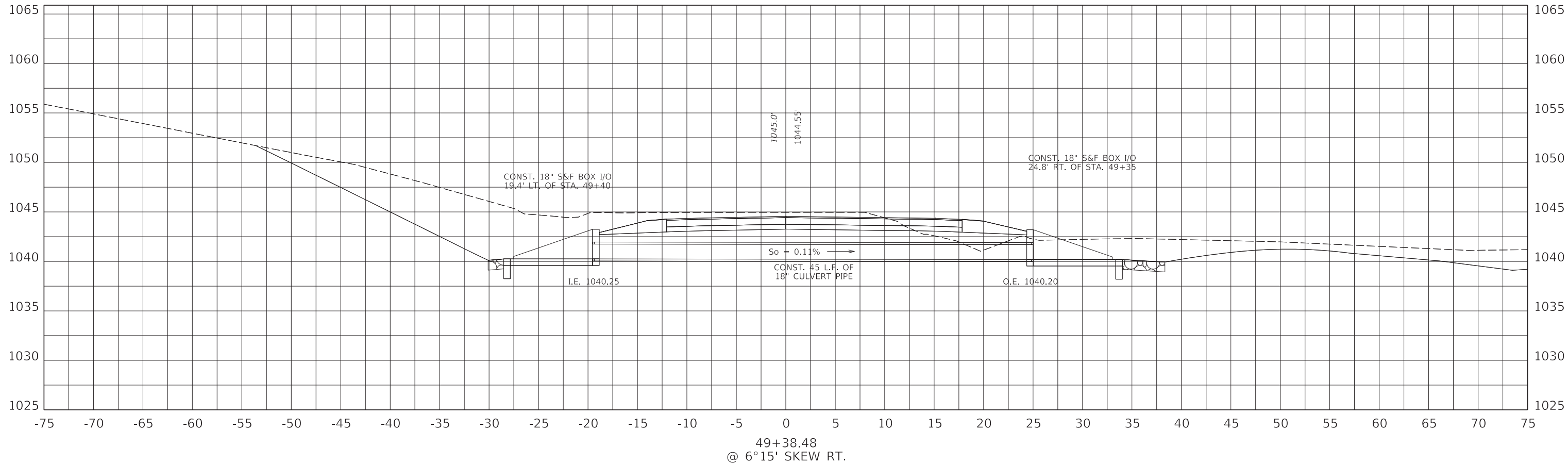
DESIGN Ph LEVEL	COVER HEIGHT	CULVERT PIPE 18"	S&F BOX I/O 18"	CHANNEL LINING CL. II
	FT	LF	EACH	TON
M	0.8	34	2	5



DESIGN Ph LEVEL	COVER HEIGHT	CULVERT PIPE 18"	S&F BOX I/O 18"	CHANNEL LINING CL. II
	FT	LF	EACH	TON
M	1.3	59	2	4



DESIGN Ph LEVEL	COVER HEIGHT	CULVERT PIPE 18"	S&F BOX I/O 18"	CHANNEL LINING CL. II
	FT	LF	EACH	TON
M	1.3	45	2	4

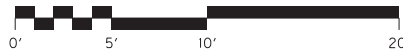


COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



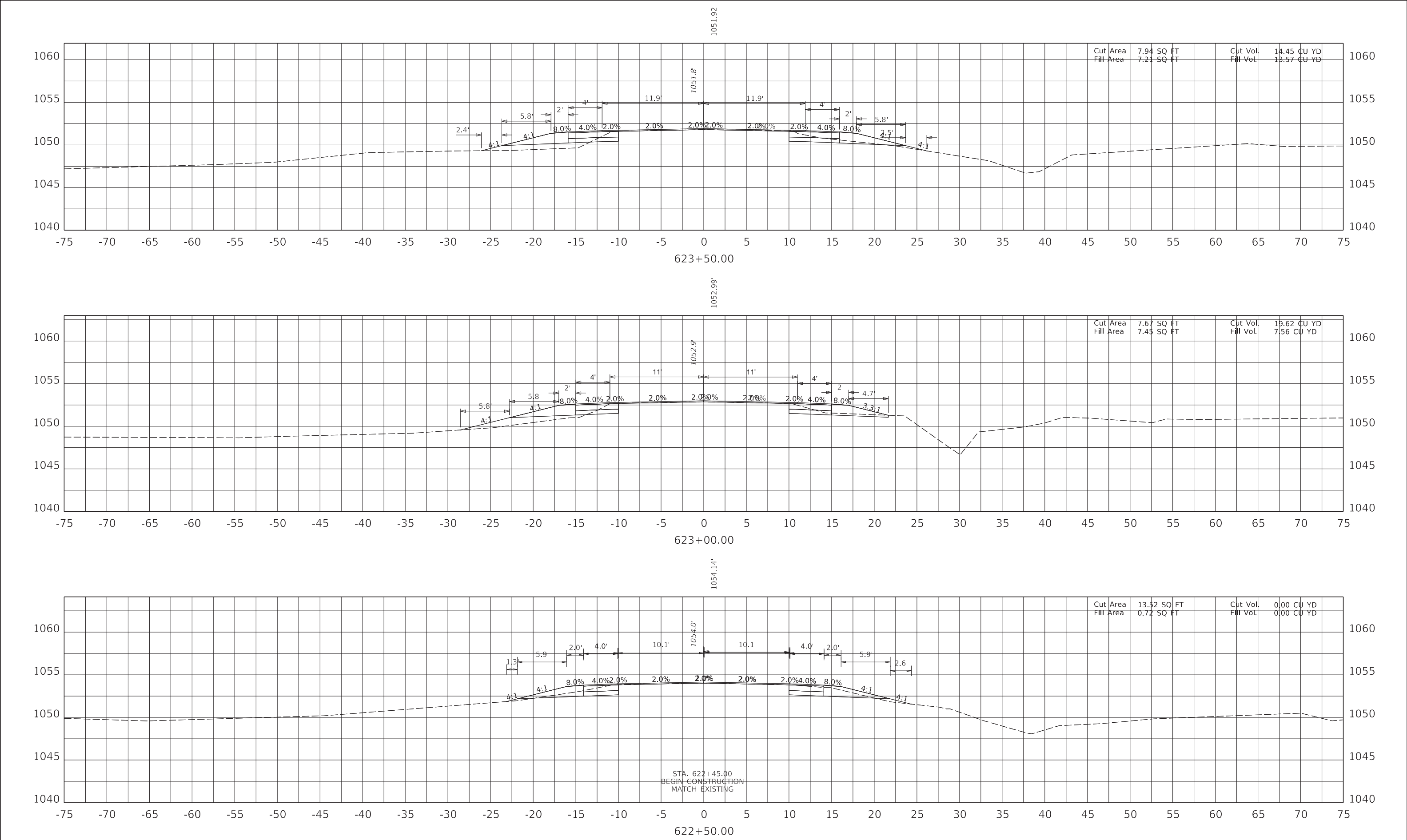
DRAWING TITLE: PIPE DRAINAGE SHEET - KY 204

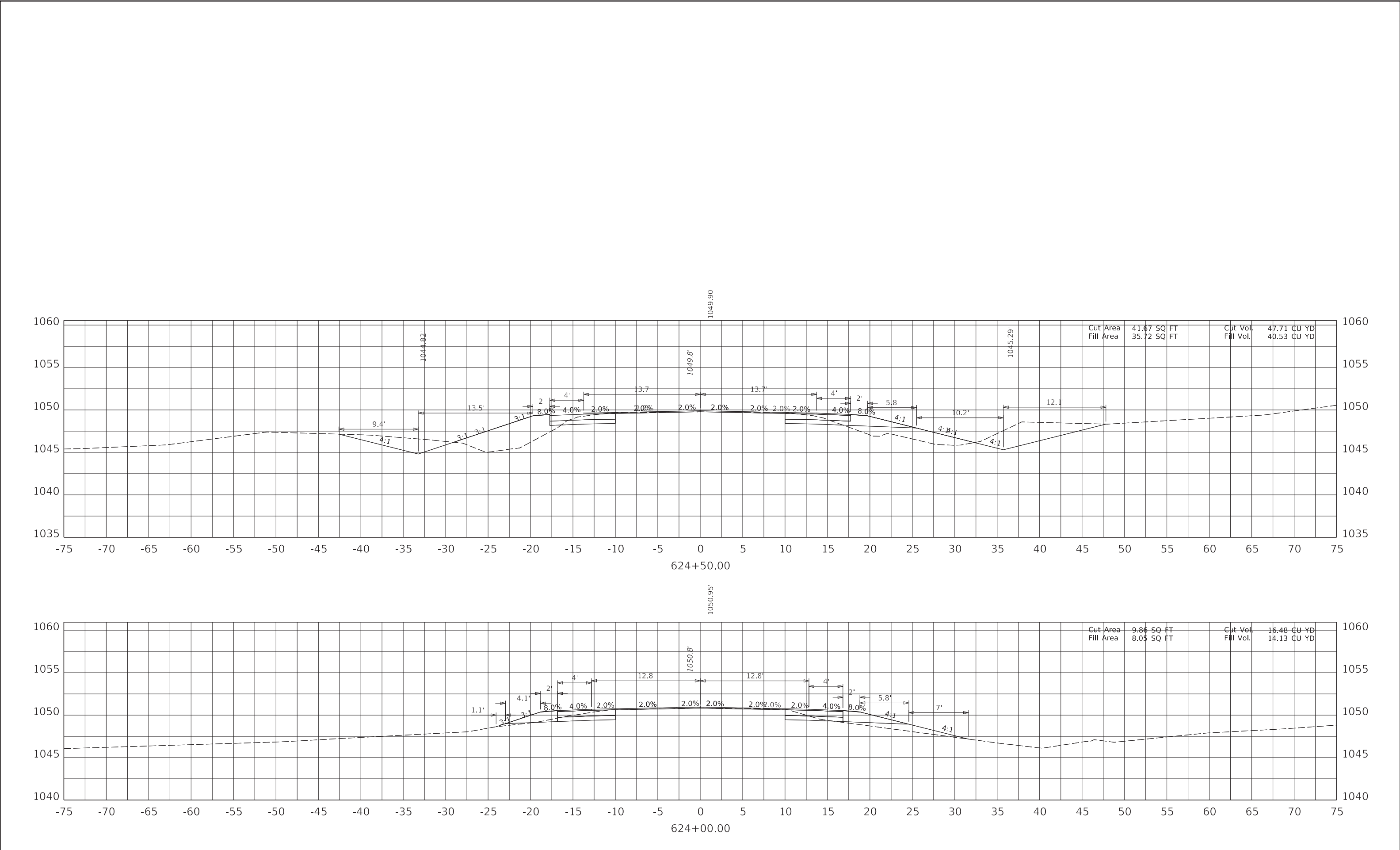
HORIZONTAL SCALE
SCALE: 1" = 5'

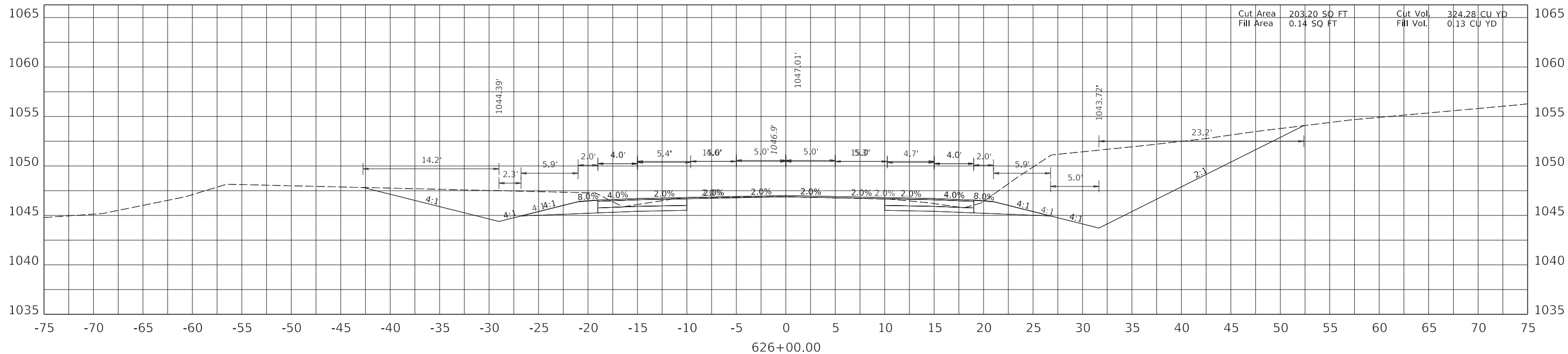
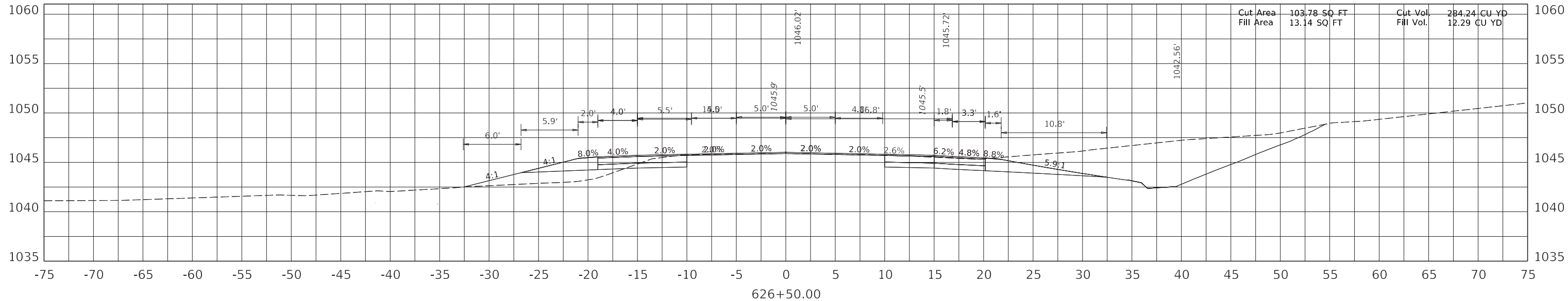


STA 49+38 TO 50+66

ITEM NO. 11-9007.00 COUNTY OF WHITLEY
SHEET NO. R035







COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



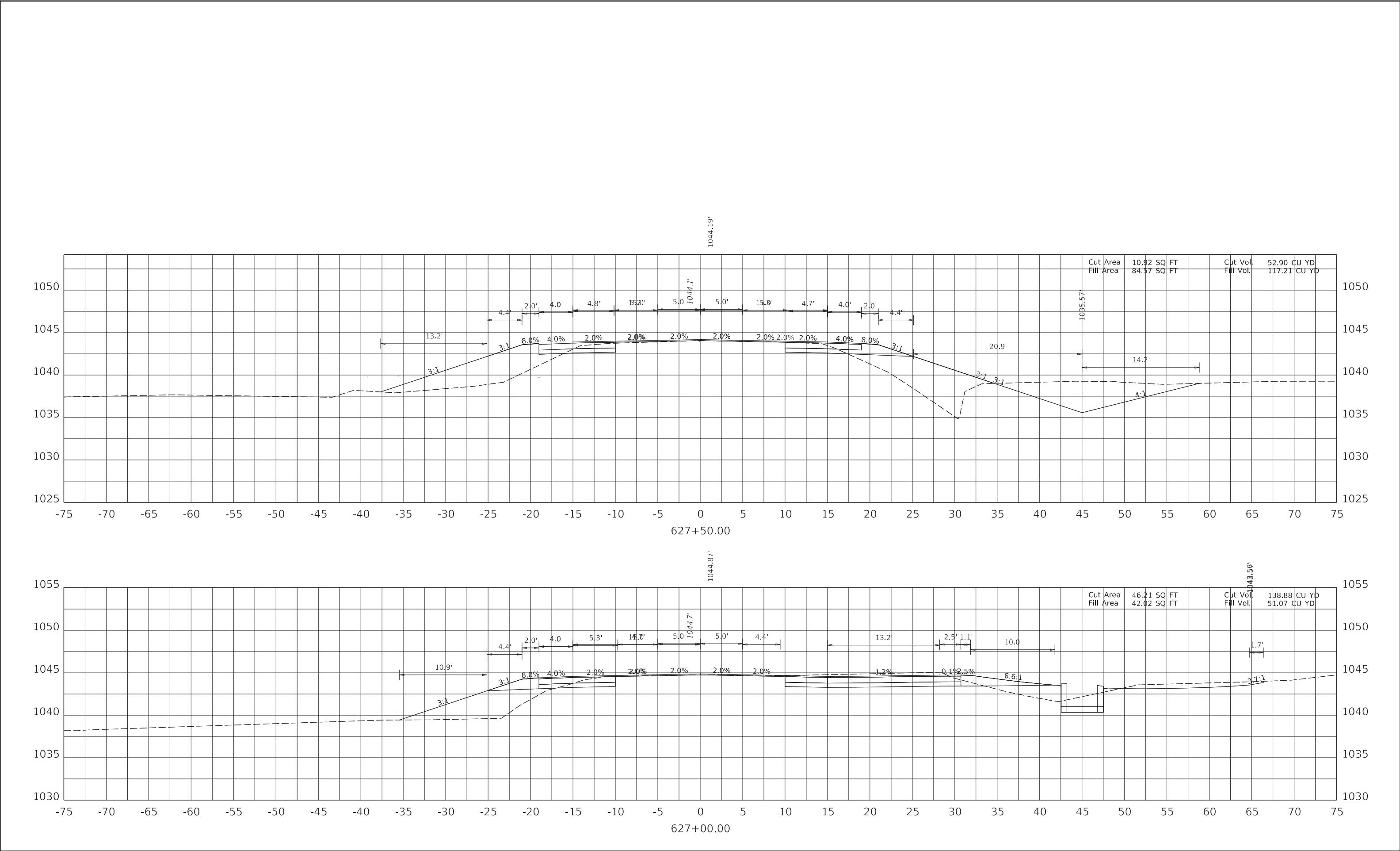
DRAWING TITLE: CROSS SECTIONS - US 25W

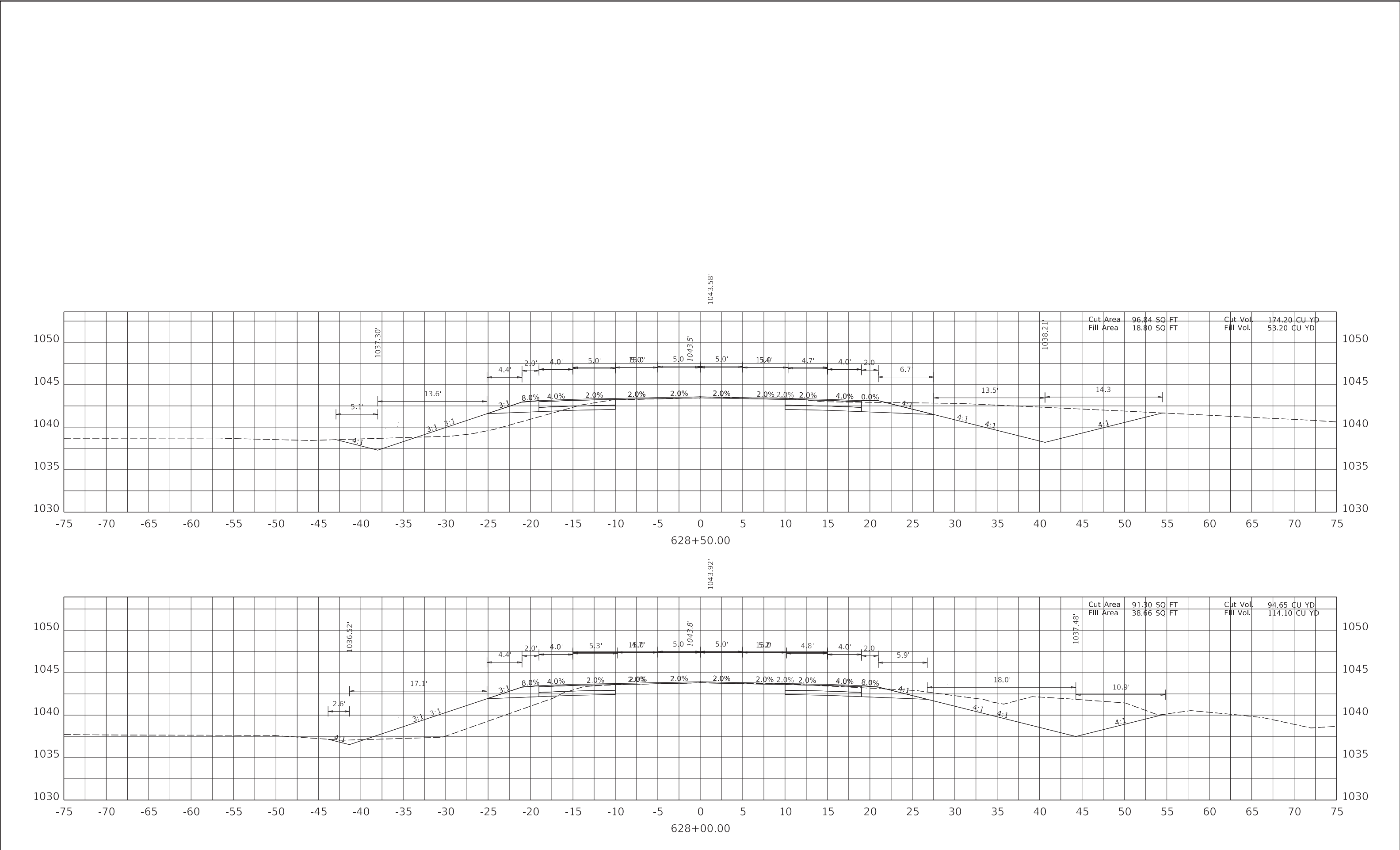
HORIZONTAL SCALE
SCALE: 1" = 5'

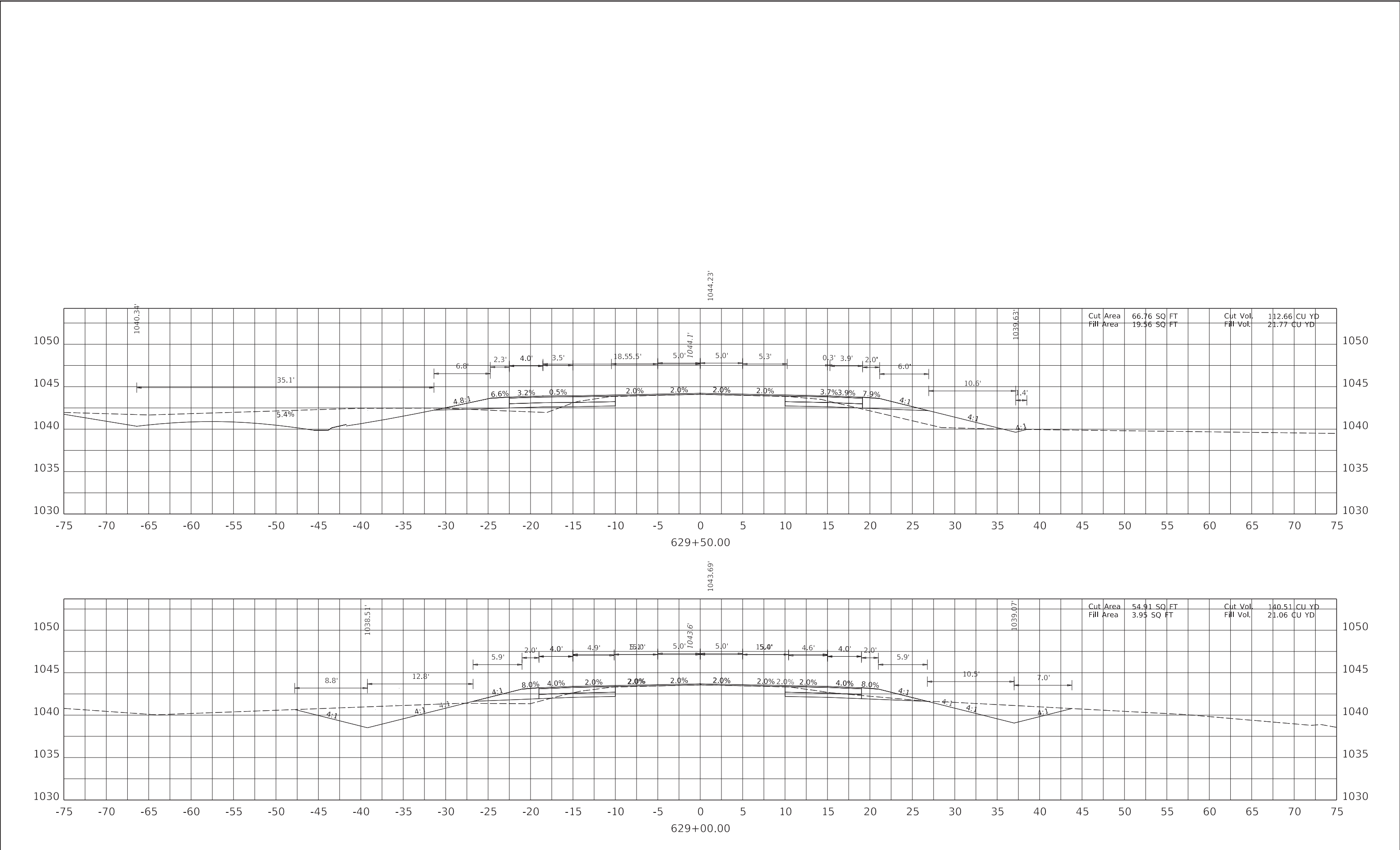


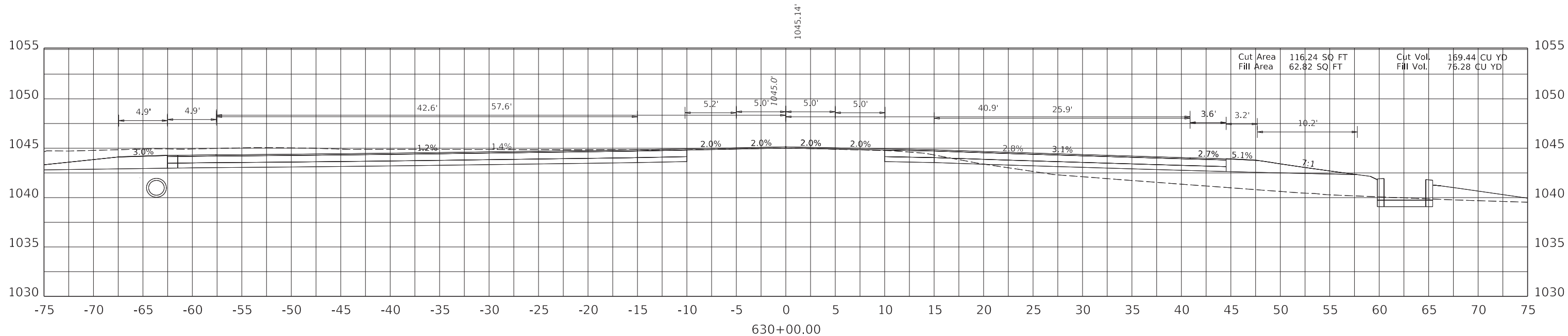
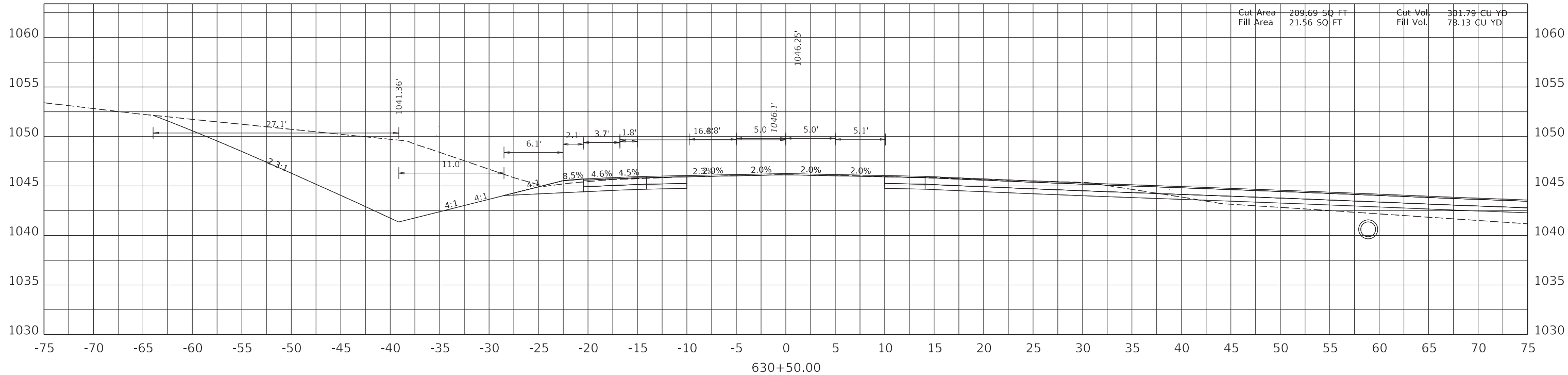
STA 626+00 TO 626+50

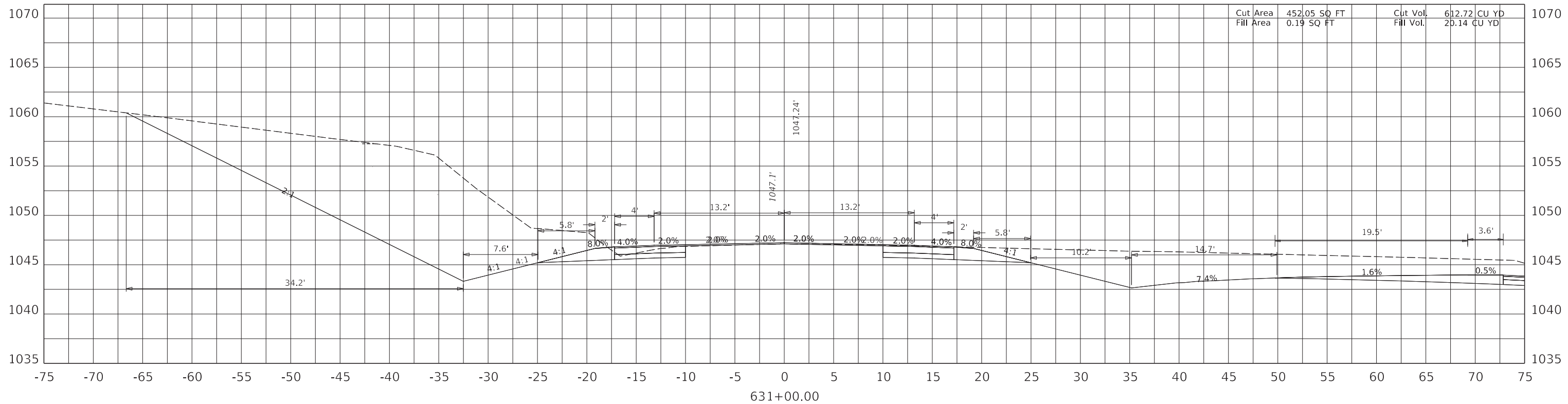
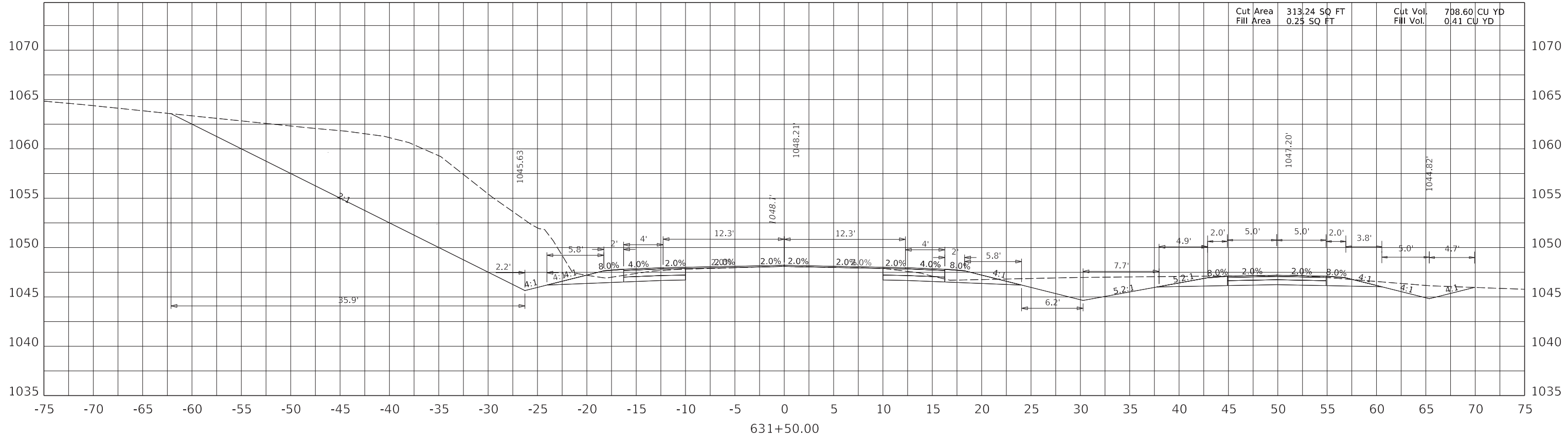
ITEM NO. XX-XXXX.XX COUNTY OF XXXXX
SHEET NO. X022



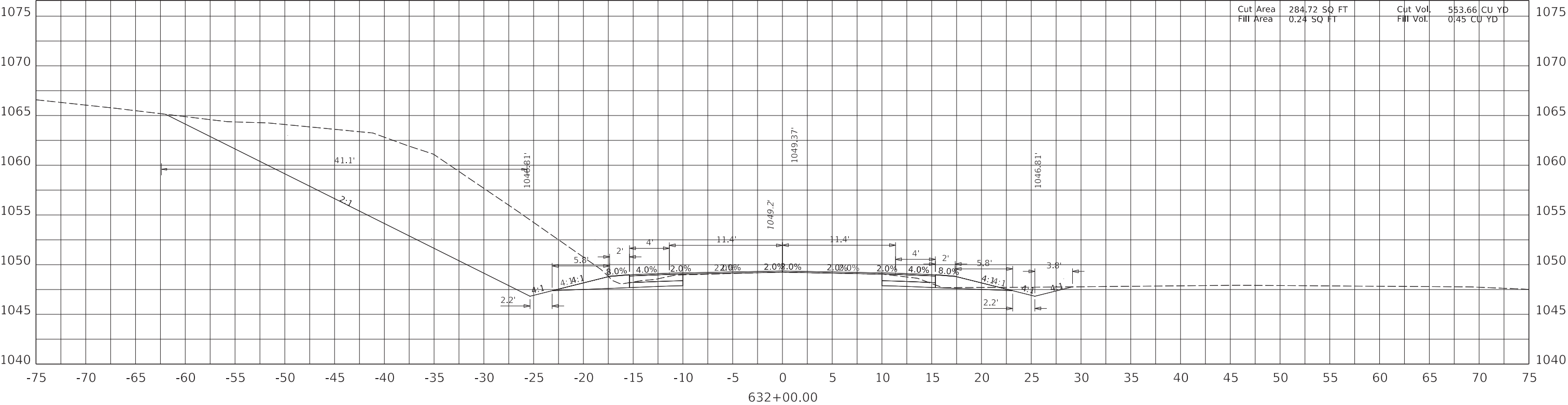
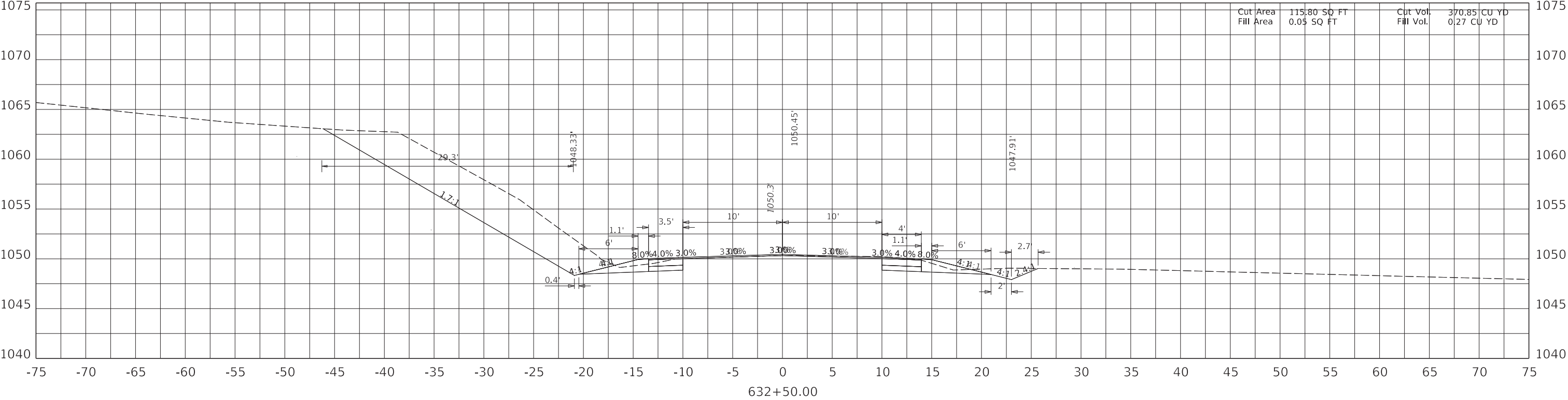




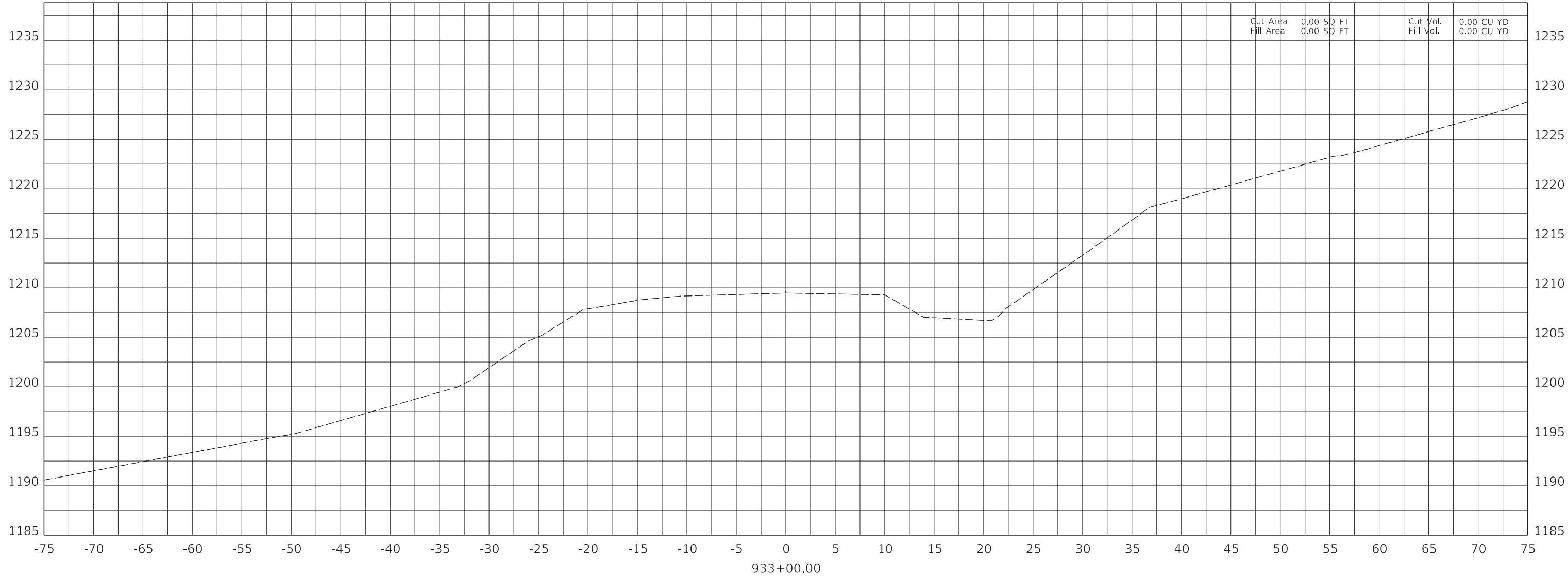


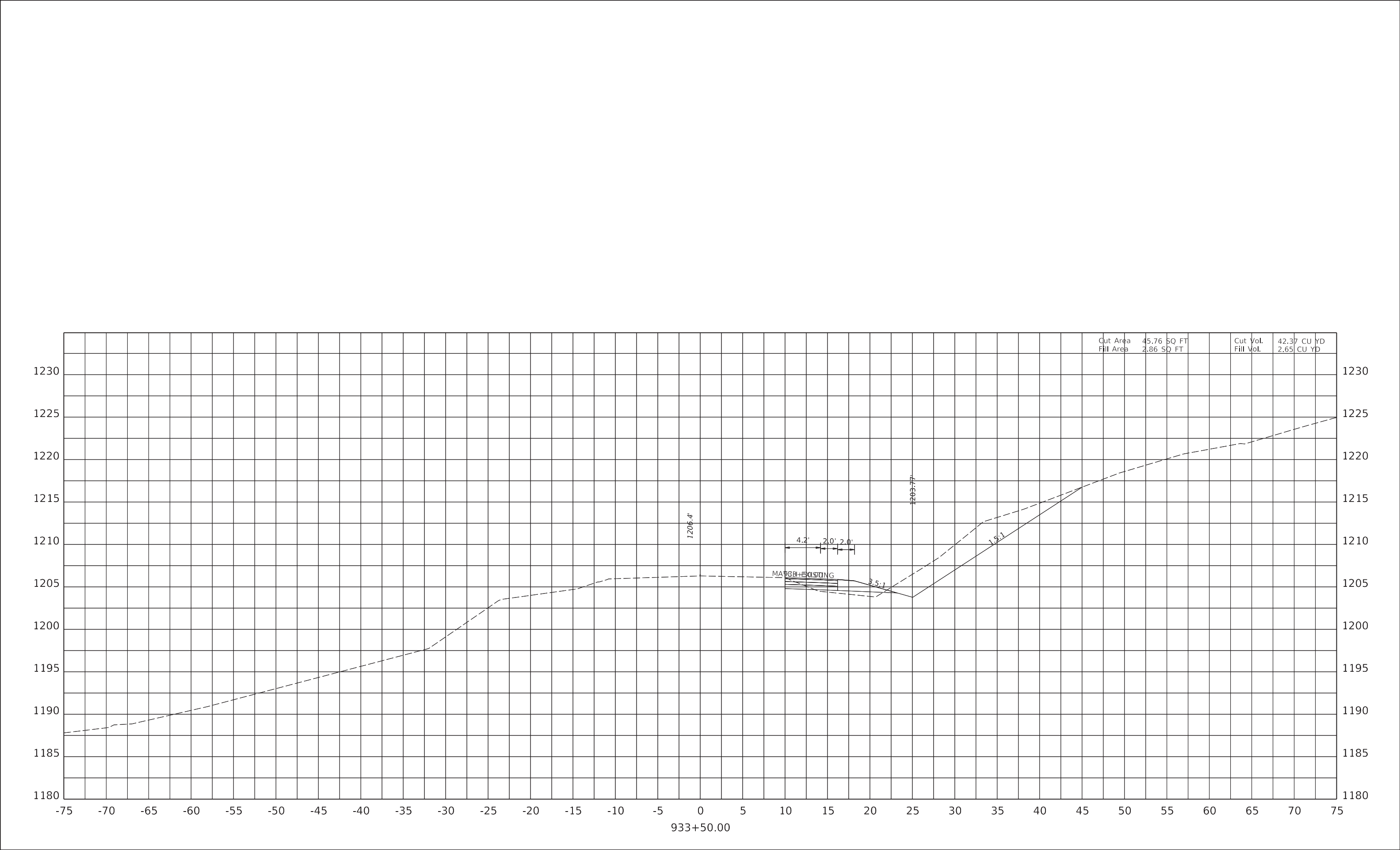


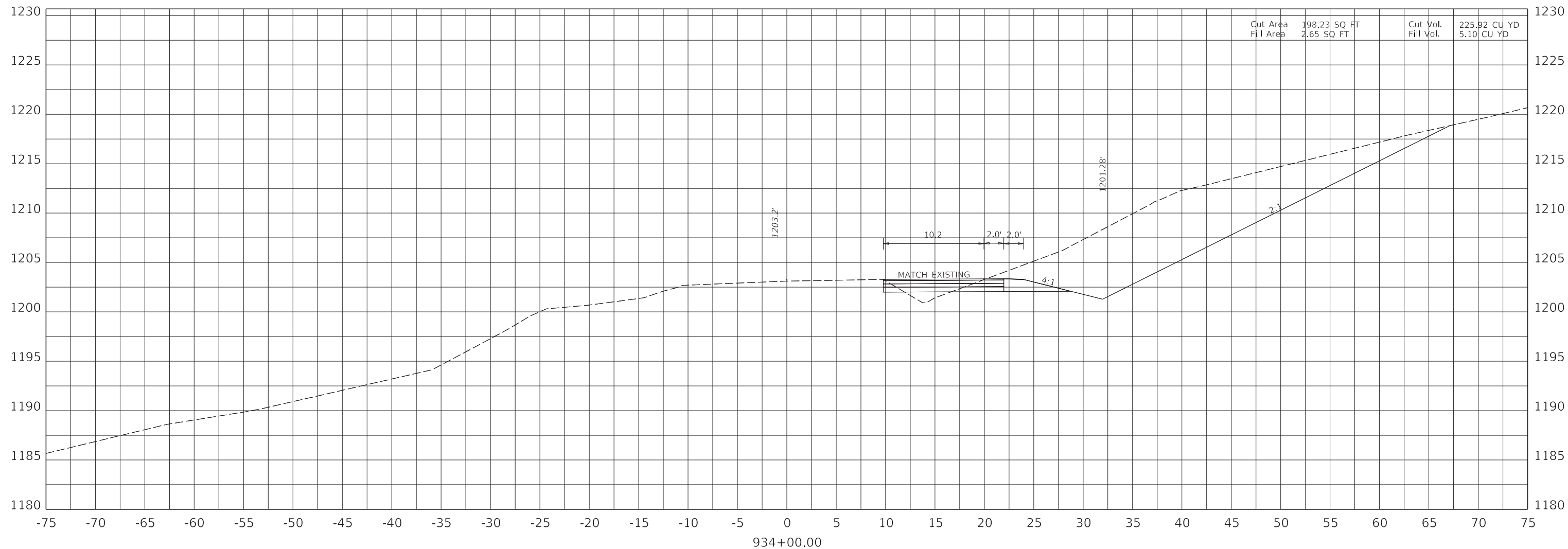
STA. 632+75.00
END CONSTRUCTION
MATCH EXISTING

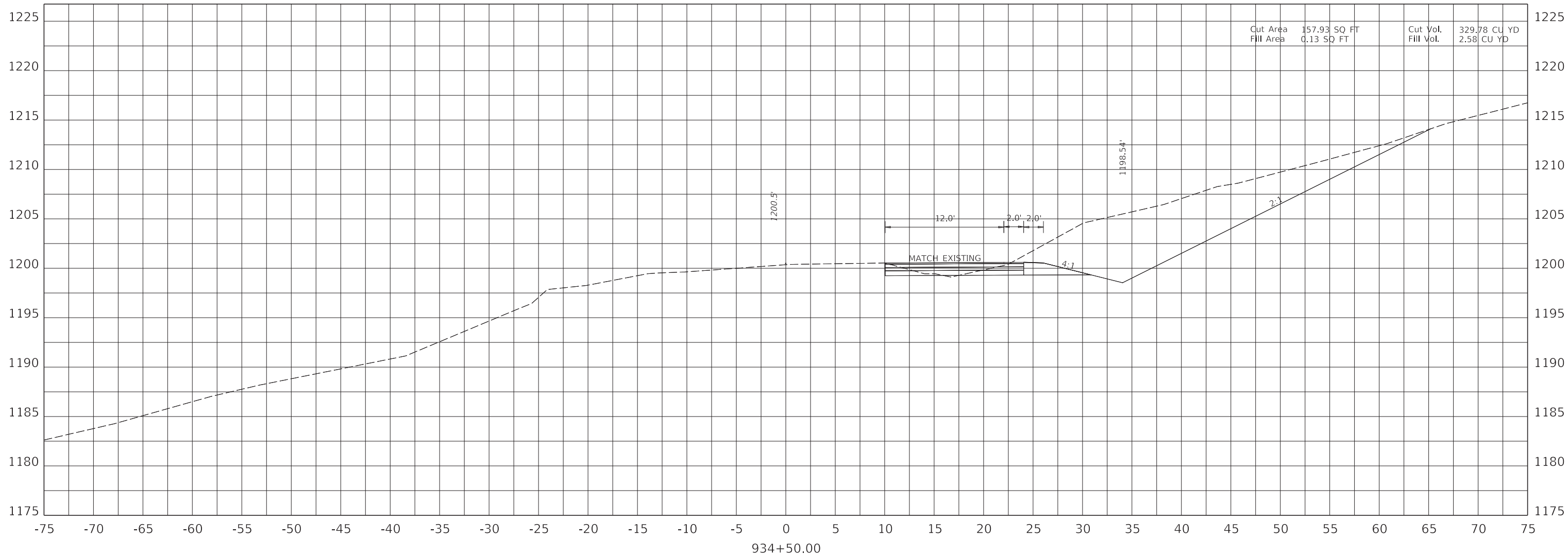


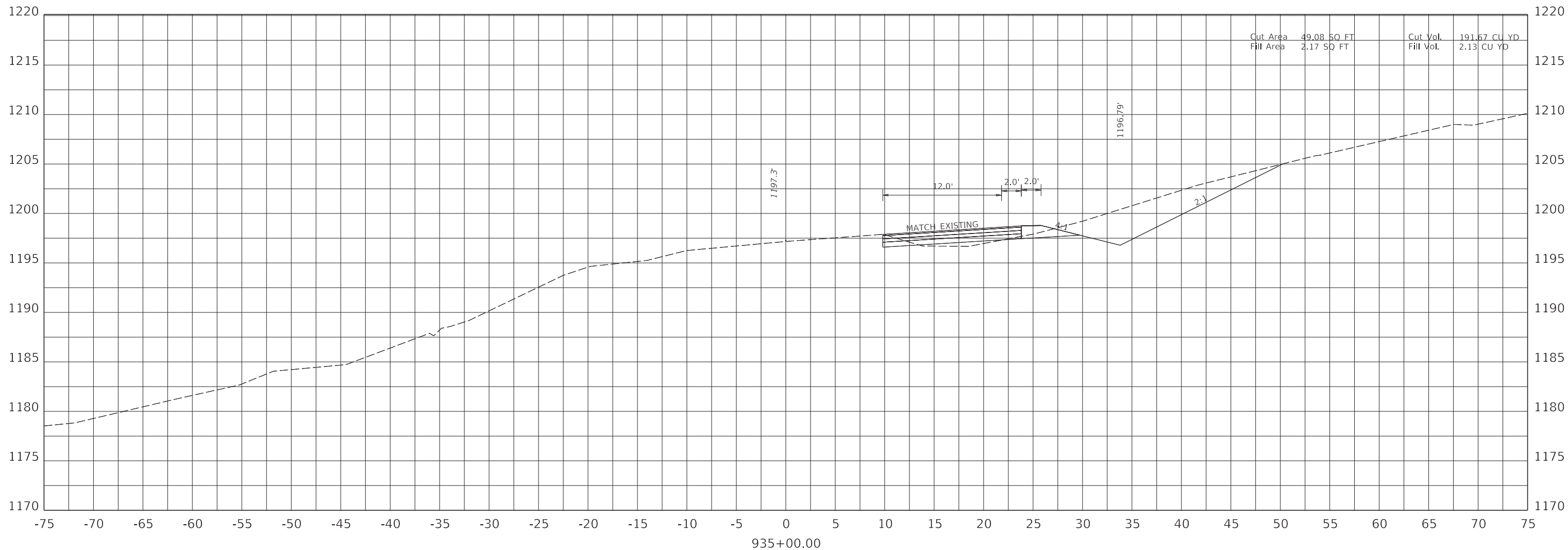
STA. 933+15.00
BEGIN CONSTRUCTION
MATCH EXISTING

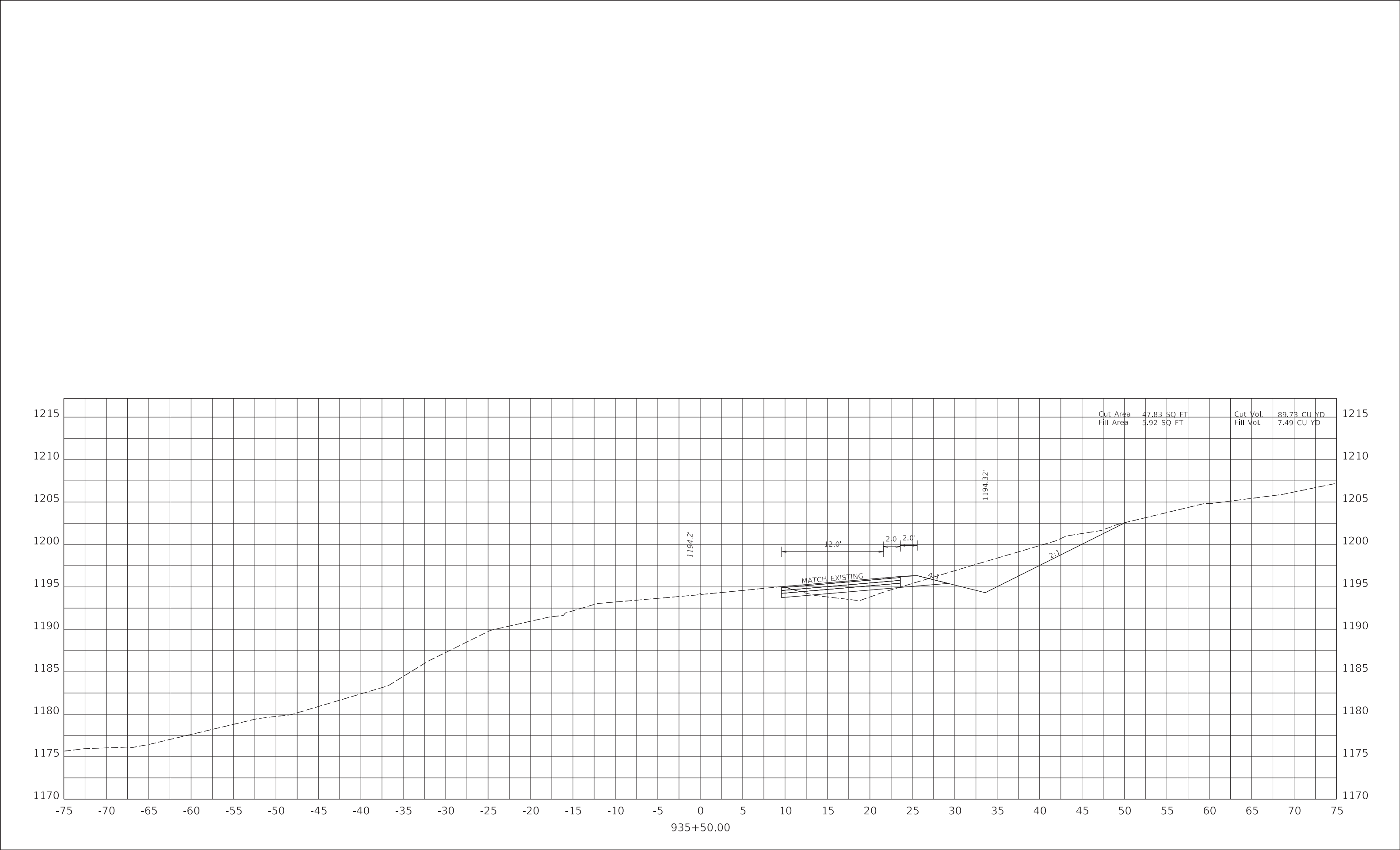


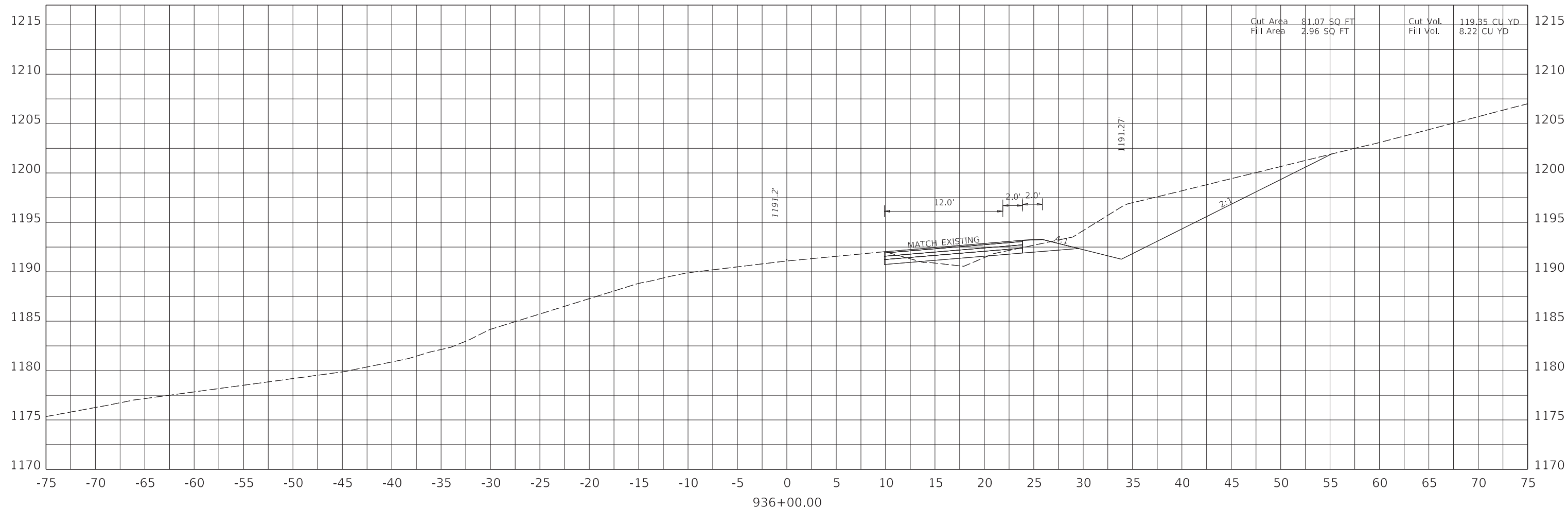










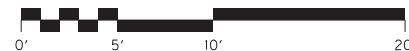


COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



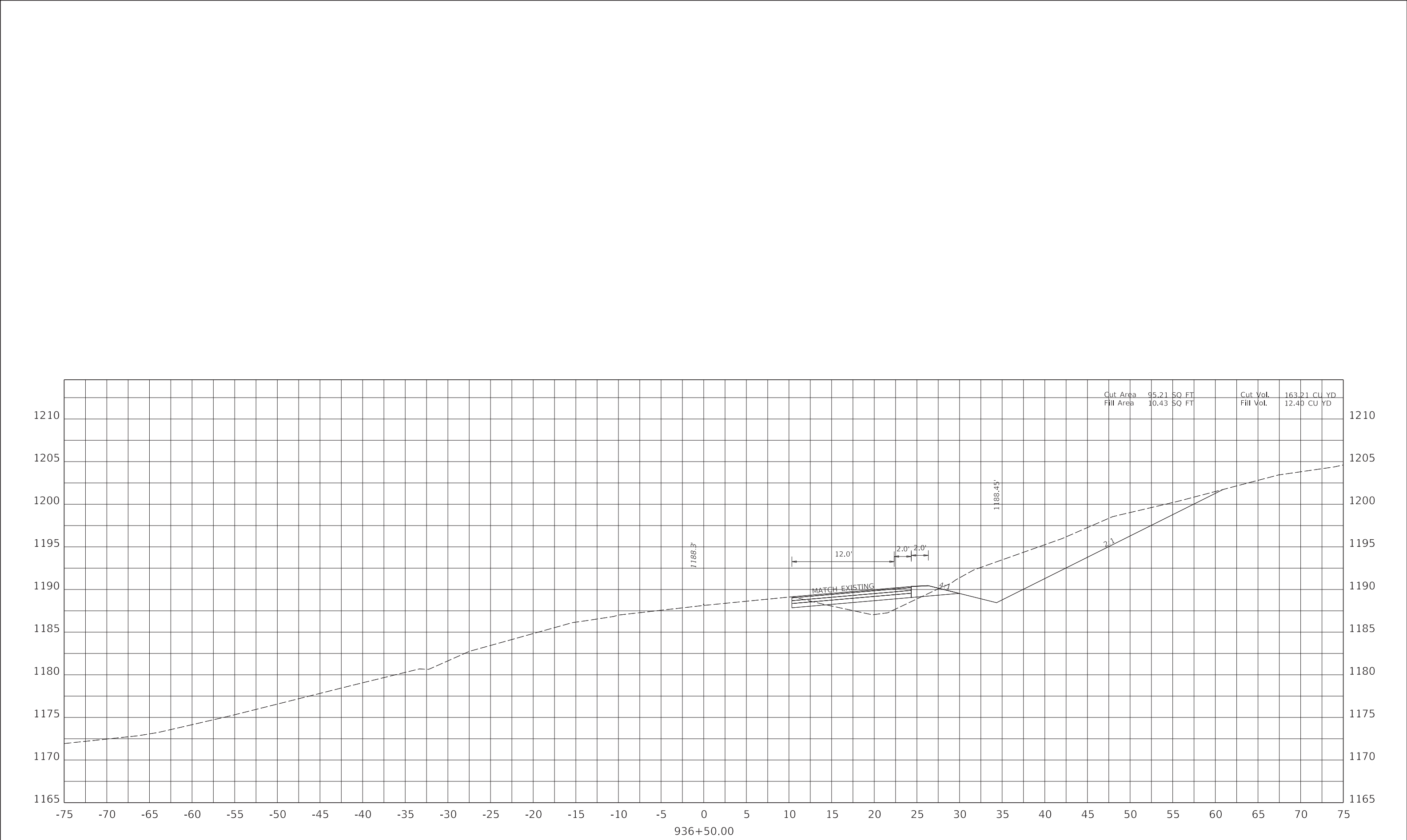
DRAWING TITLE: CROSS SECTIONS - US 25W

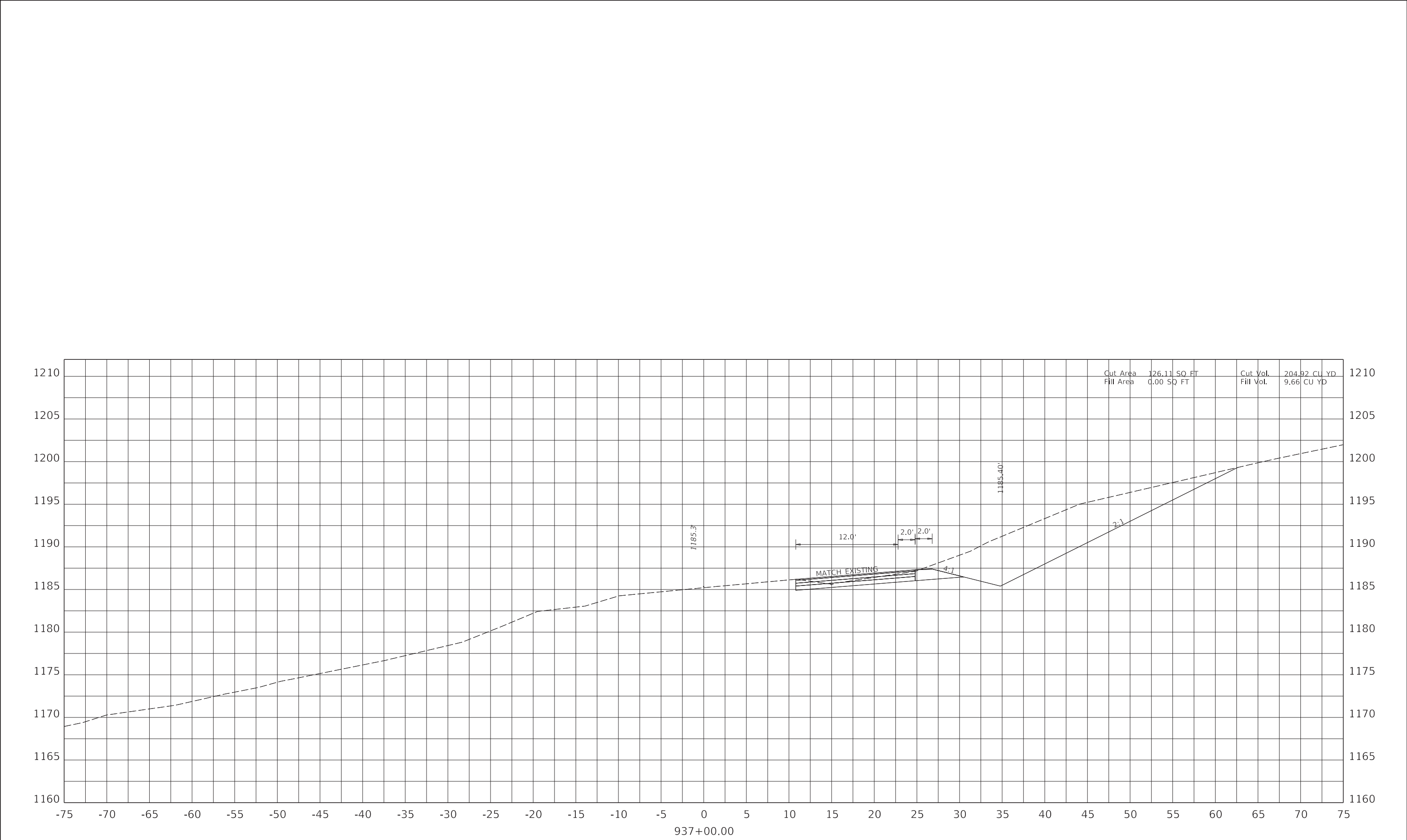
HORIZONTAL SCALE
SCALE: 1" = 5'

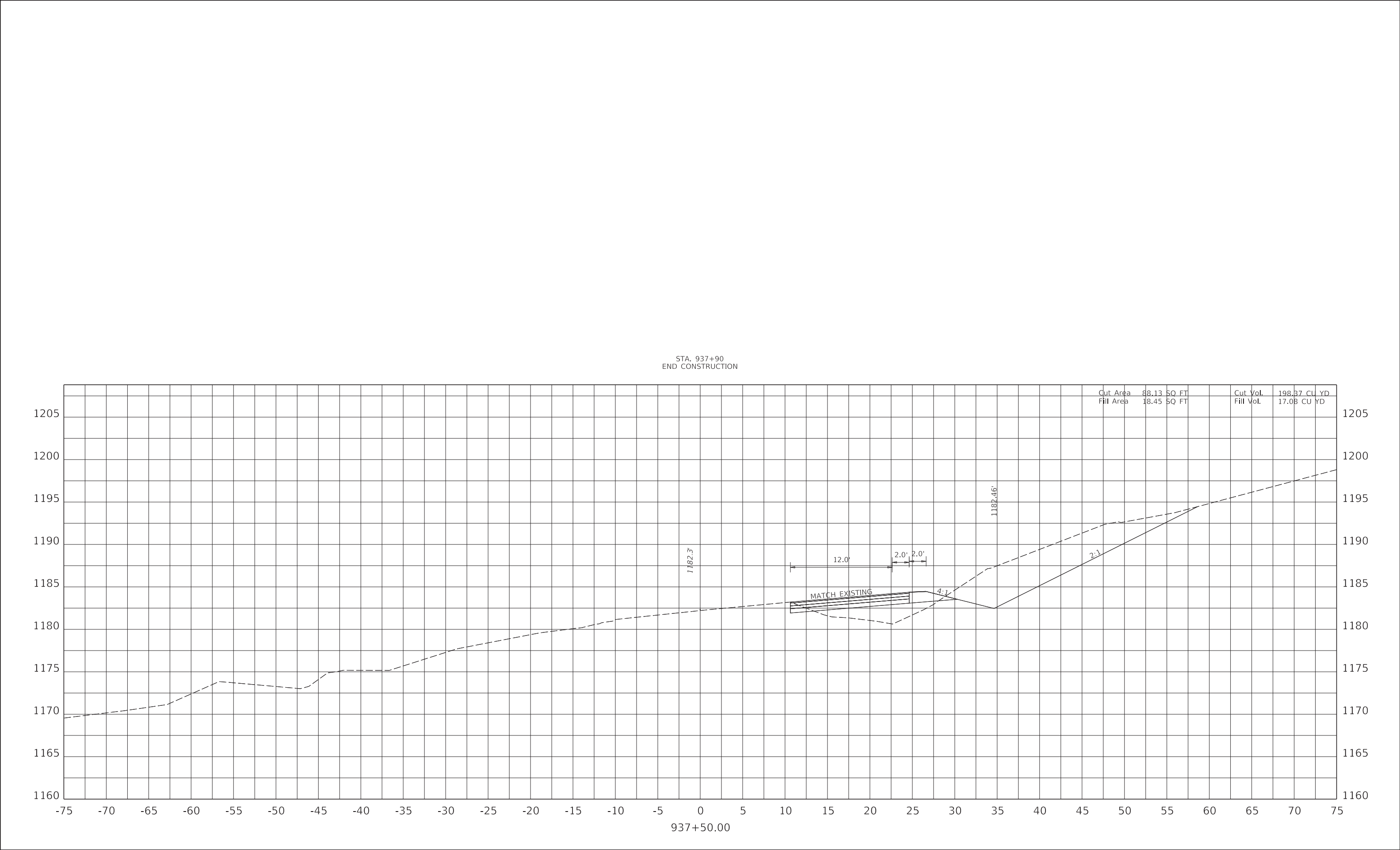


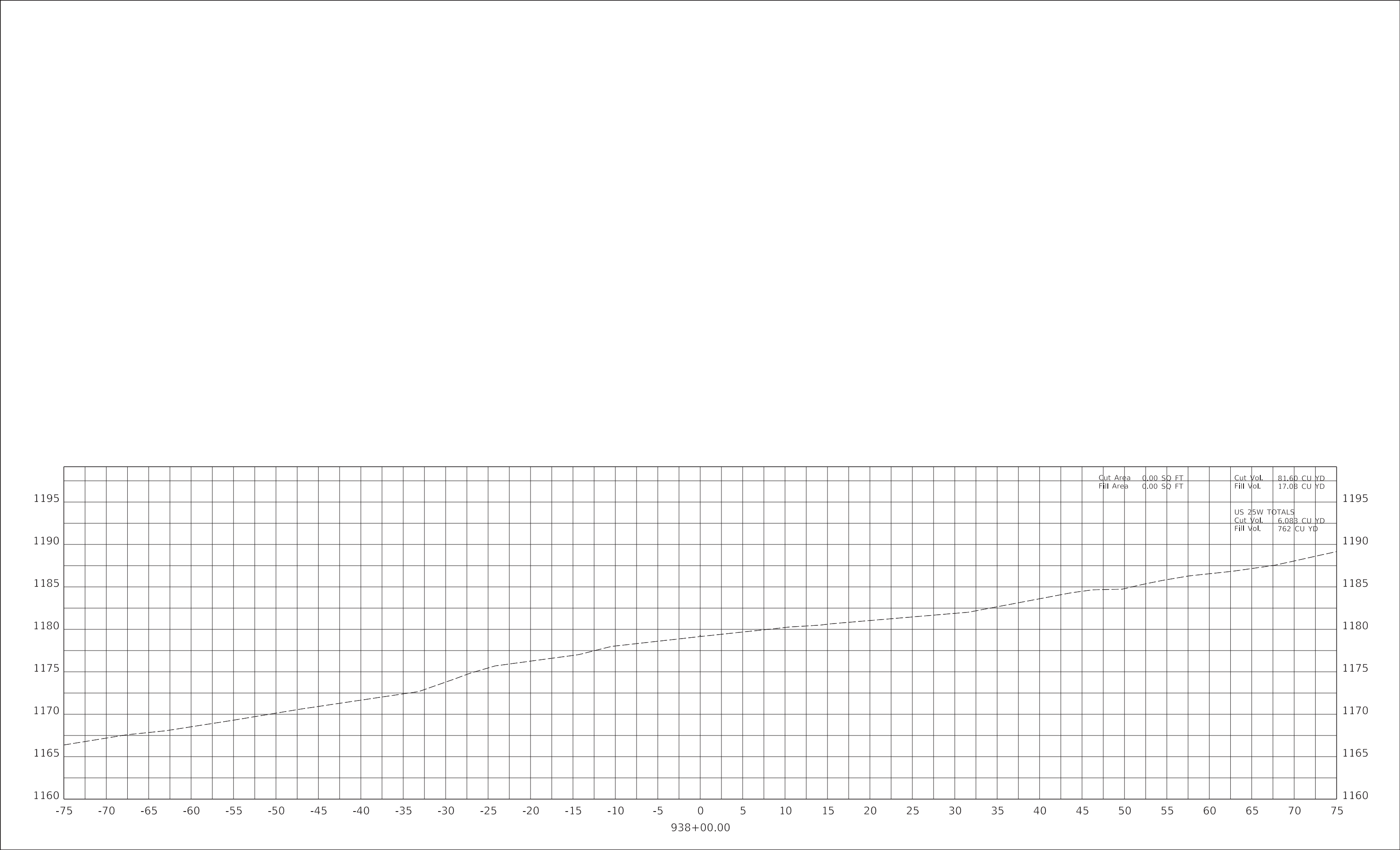
STA 936+00

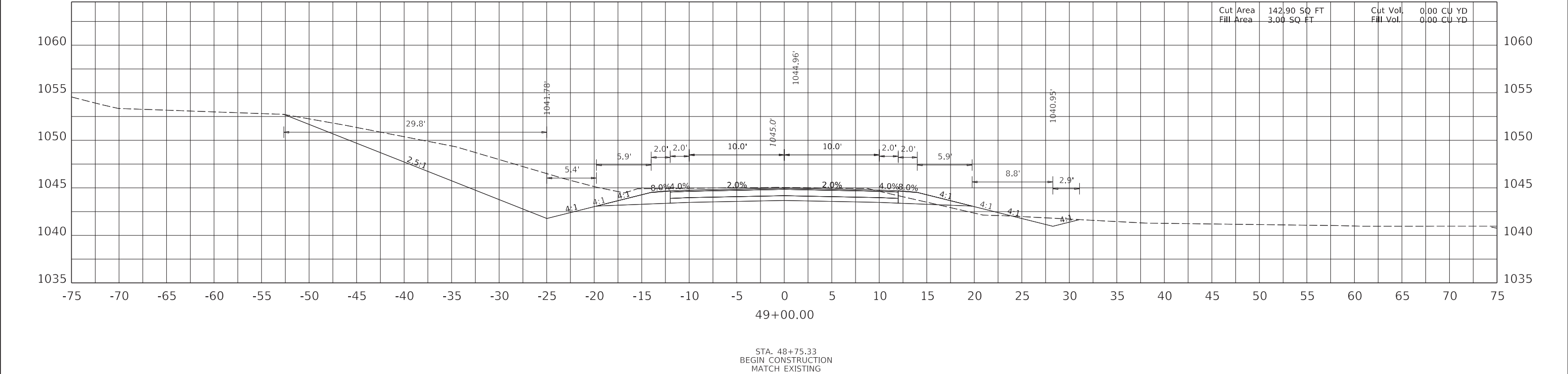
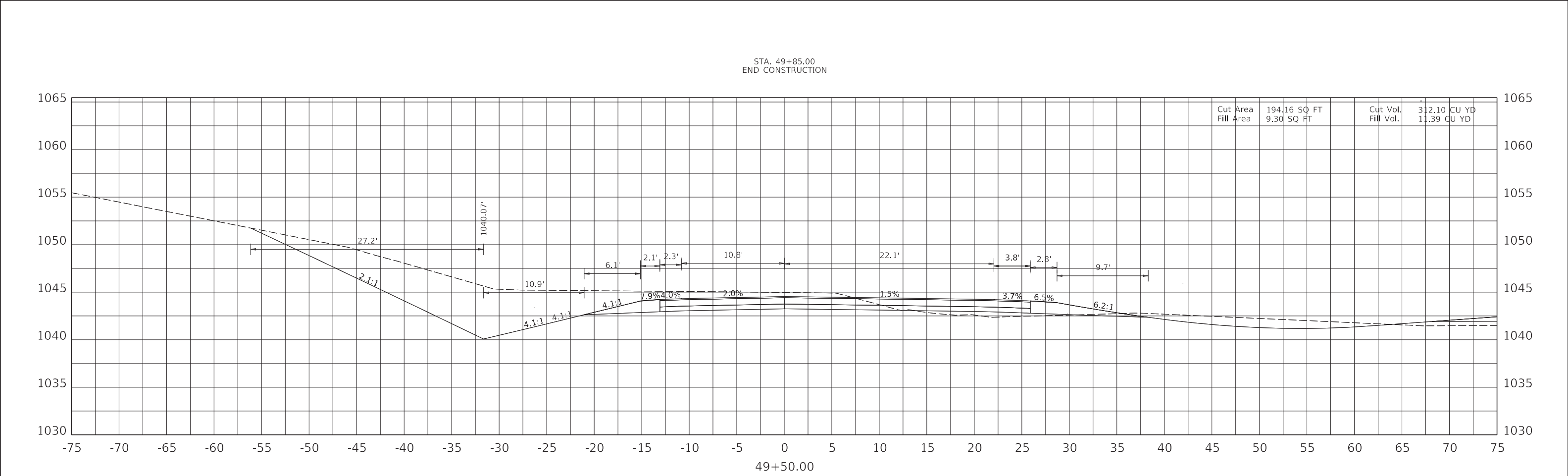
ITEM NO. XX-XXXX.XX	COUNTY OF XXXXX
SHEET NO. X035	

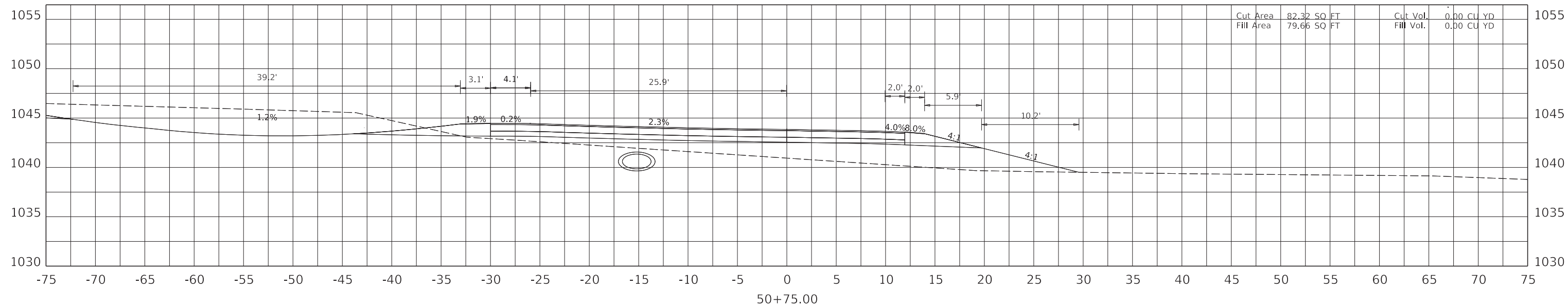
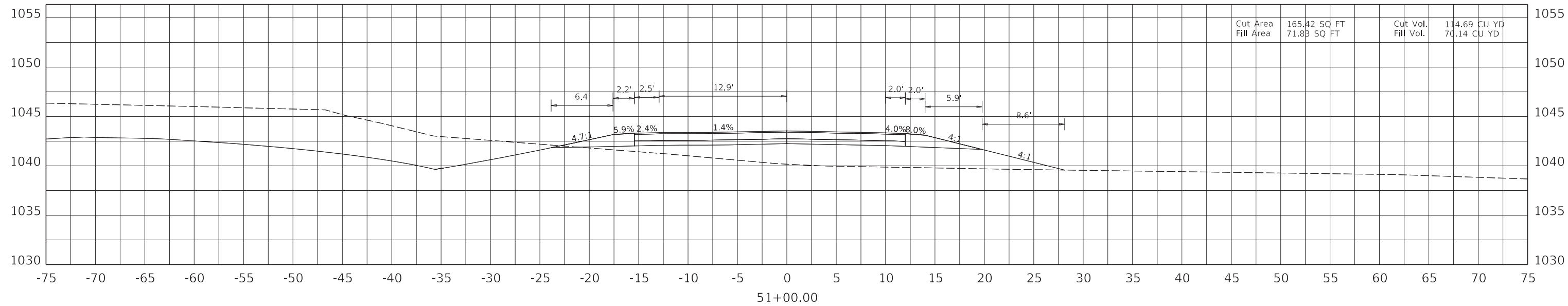












STA. 50+15.54
BEGIN CONSTRUCTION

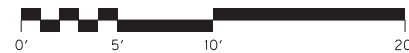


COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



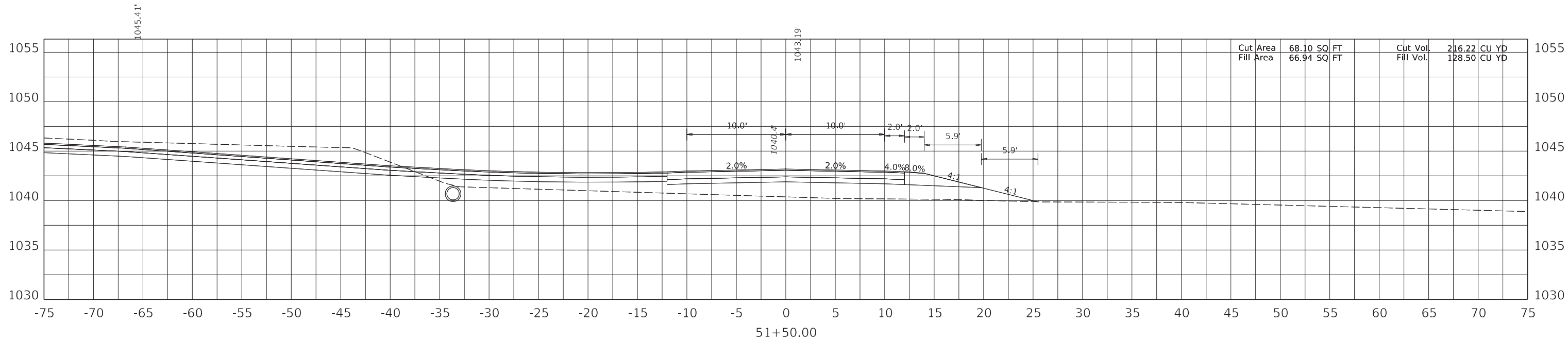
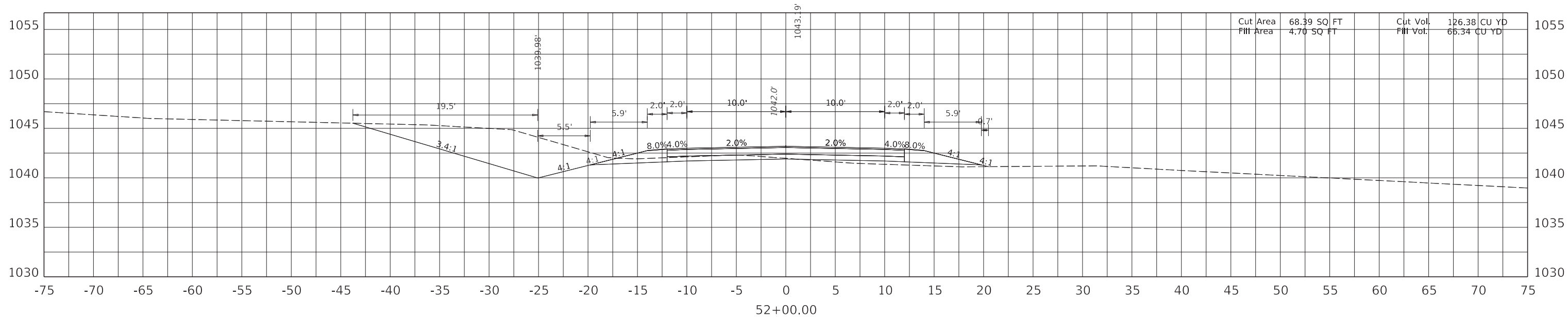
DRAWING TITLE: CROSS SECTIONS - KY 204

HORIZONTAL SCALE
SCALE: 1" = 5'



STA 50+75 TO 51+00

ITEM NO. XX-XXXX.XX	COUNTY OF XXXXX
SHEET NO. X041	



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: CROSS SECTIONS - KY 204

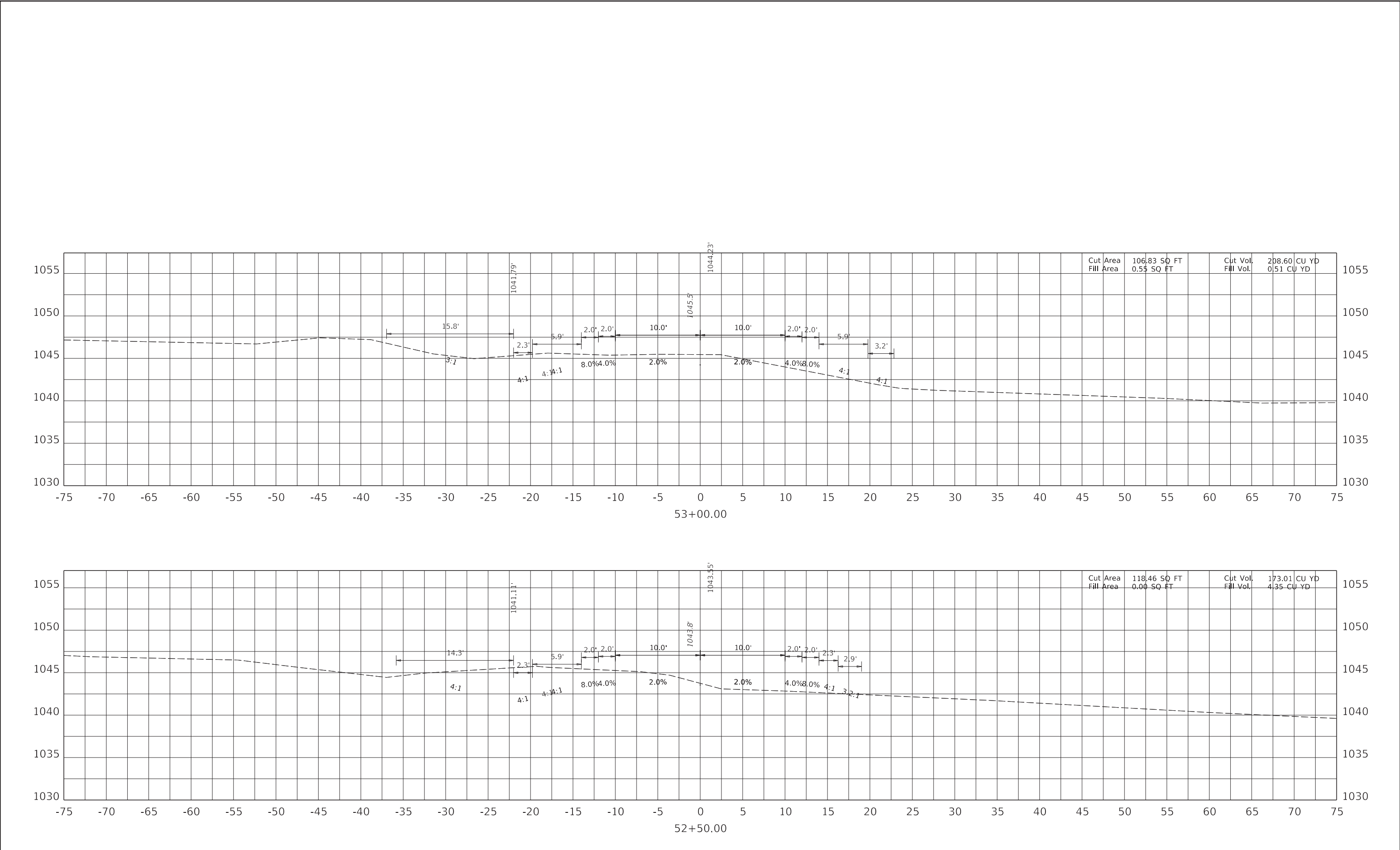
HORIZONTAL SCALE
SCALE: 1" = 5'

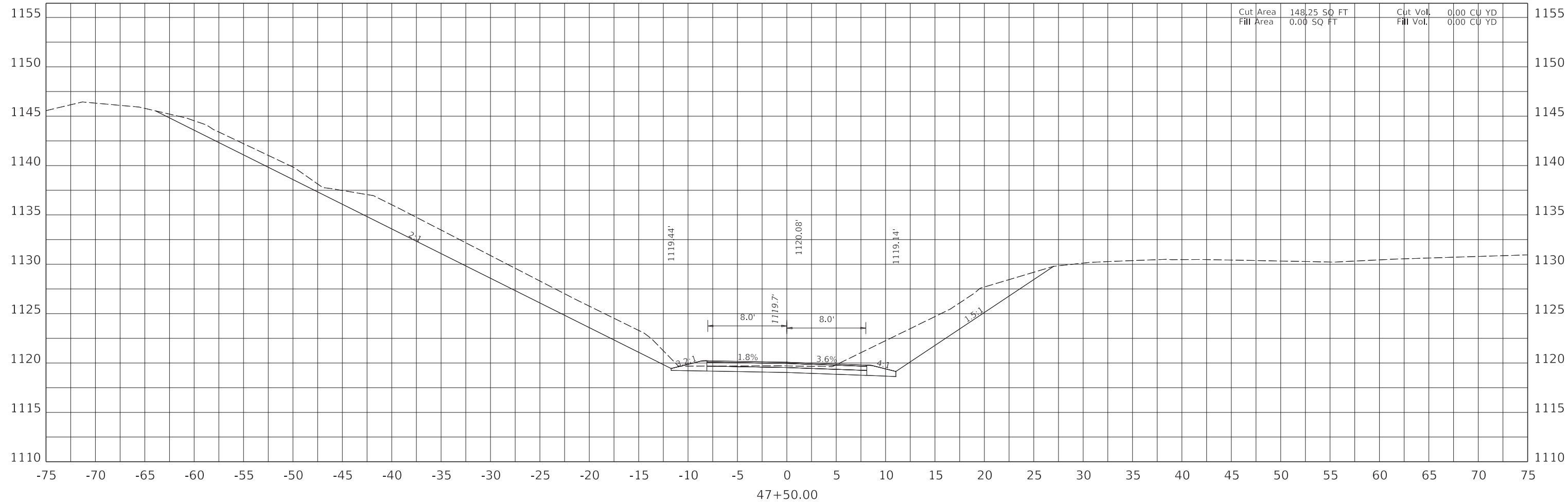


STA 51+50 TO 52+00

ITEM NO. XX-XXXX.XX COUNTY OF XXXXX

SHEET NO. X042





STA. 47+28.58
BEGIN CONSTRUCTION
MATCH EXISTING



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



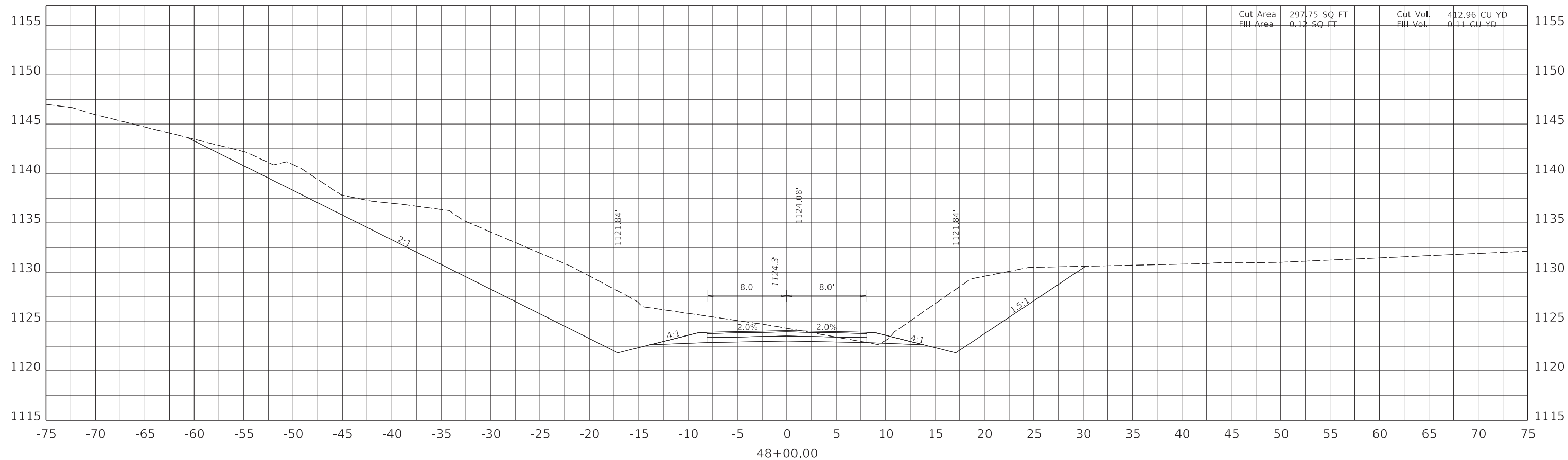
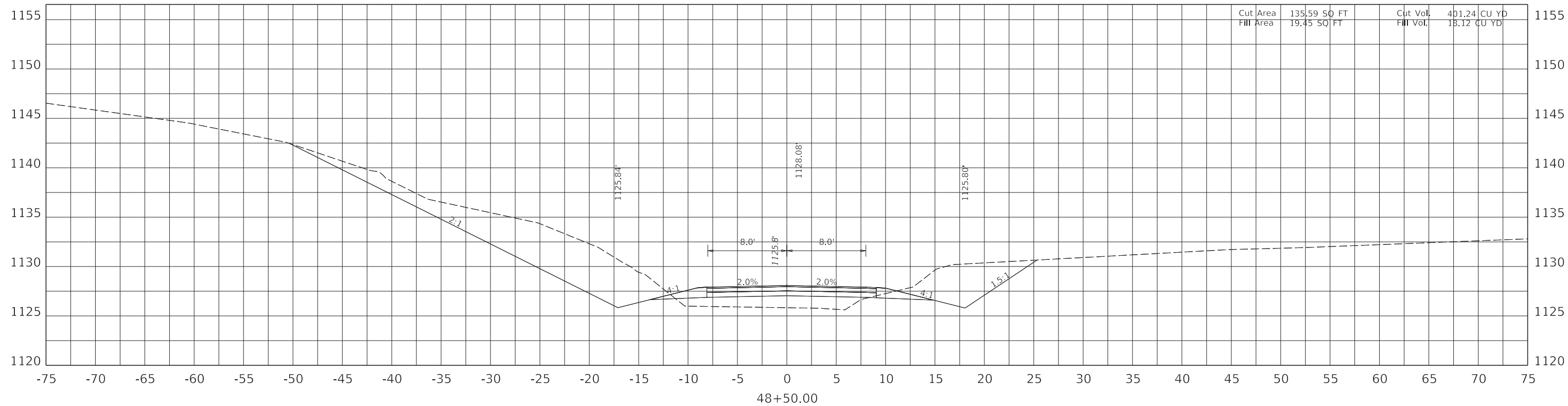
DRAWING TITLE: CROSS SECTIONS - BALLARD FORD RD.

HORIZONTAL SCALE
SCALE: 1" = 5'



STA 47+50

ITEM NO. 11-9007.00 COUNTY OF WHITLEY
SHEET NO. X045



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: CROSS SECTIONS - BALLARD FORD RD.

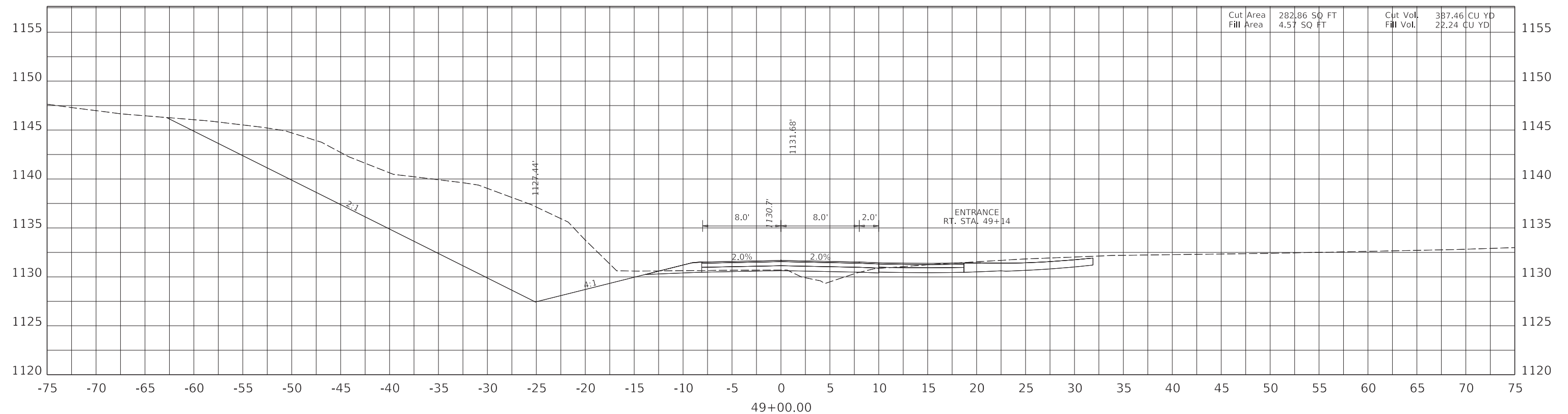
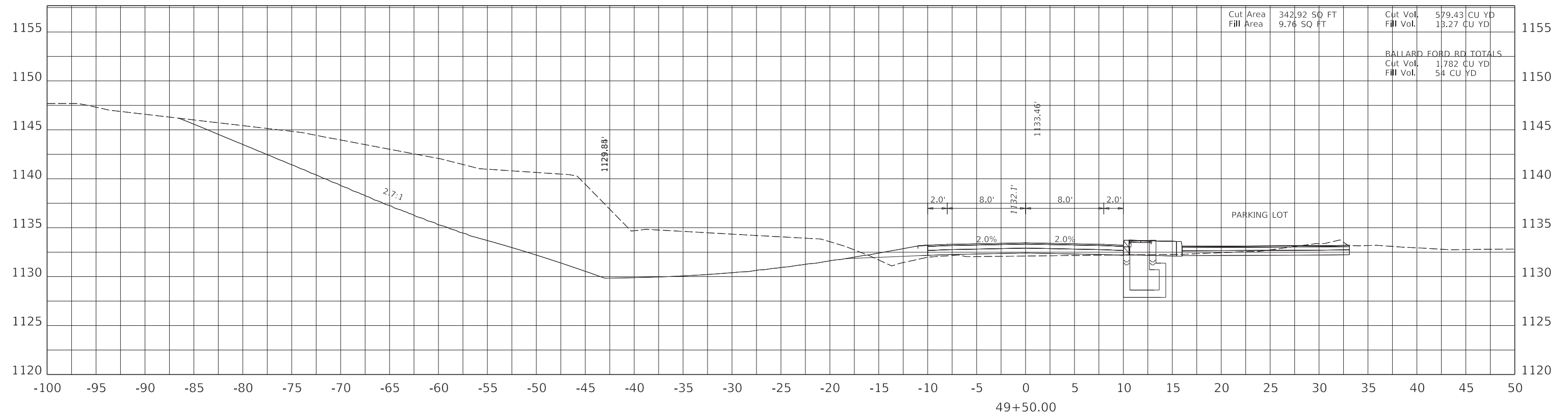
HORIZONTAL SCALE
SCALE: 1" = 5'



STA 48+00 TO 48+50

ITEM NO. 11-9007.00 COUNTY OF WHITLEY
SHEET NO. X046

STA. 49+89.15
END CONSTRUCTION



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: CROSS SECTIONS - BALLARD FORD RD.

HORIZONTAL SCALE
SCALE: 1" = 5'

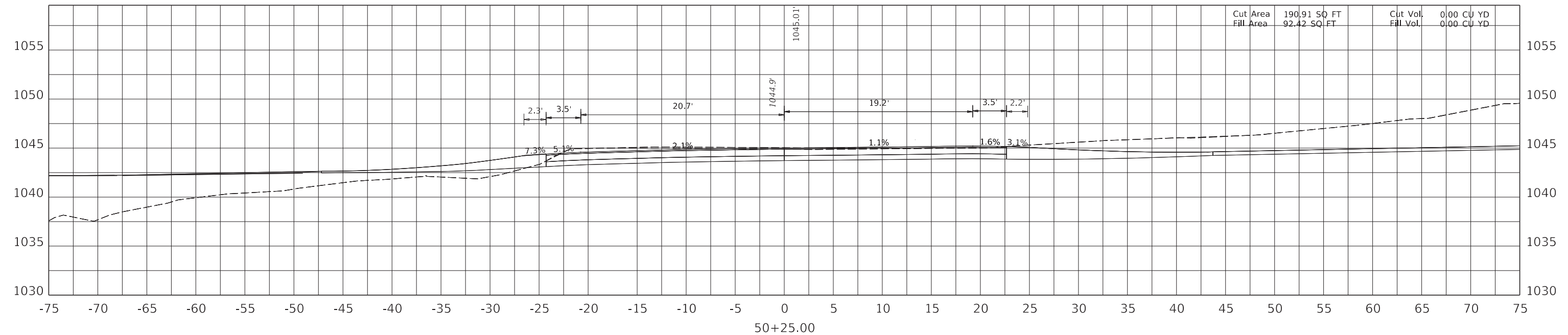
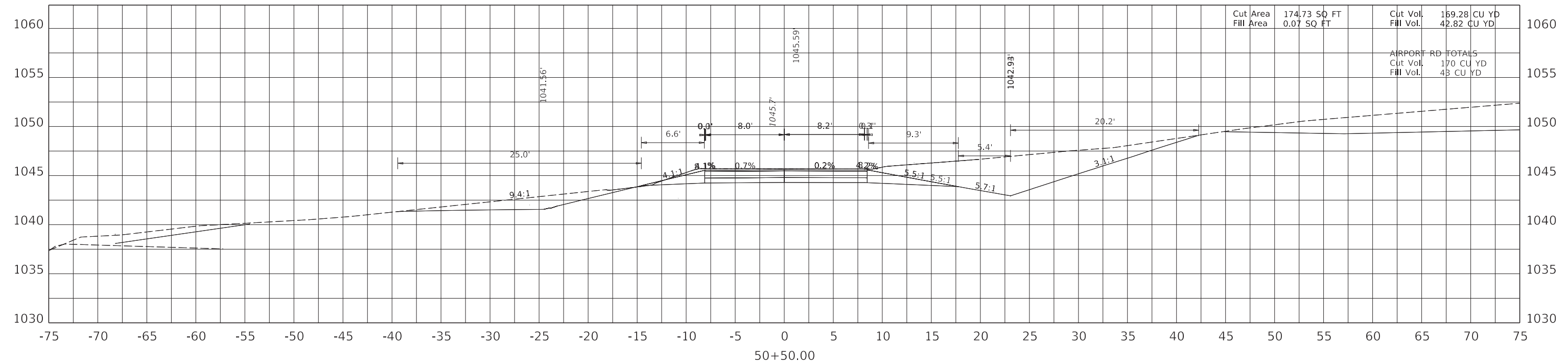


STA 49+00 TO 49+50

ITEM NO. COUNTY OF
XX-XXXX.XX XXXXX

SHEET NO.
X047

STA. 50+64.75
END CONSTRUCTION
MATCH EXISTING



STA. 50+15.00
BEGIN CONSTRUCTION

NOTE: FOR INFORMATION ONLY

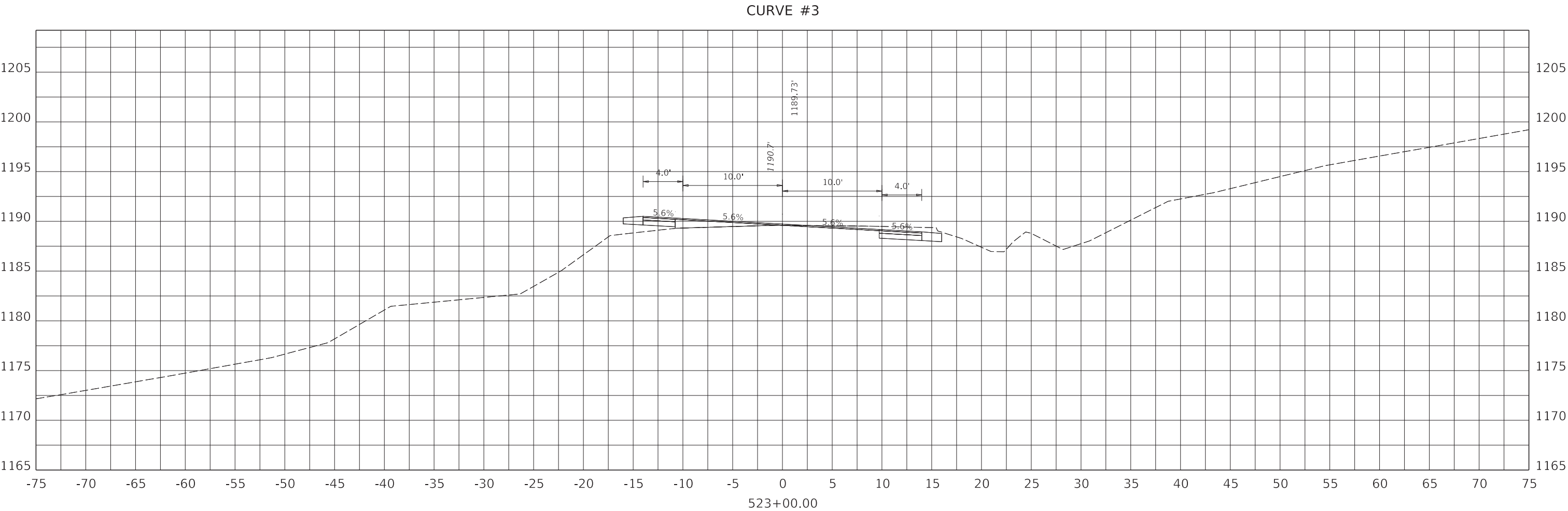
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #3		
PI STA 519+62.02 (1)	PI STA 524+23.39 (2)	PI STA 527+76.47 (3)
Δ = 11°50'49" RT (1)	Δ = 11°41'14" RT (2)	Δ = 11°50'49" RT (3)
T = 243.31' (1)	T = 219.80' (2)	T = 134.81' (3)
L = 484.88' (1)	L = 438.07' (2)	L = 269.33' (3)
R = 2345.00' (1)	R = 2147.60' (2)	R = 2345.00' (3)
E = 12.59' (1)	E = 11.22' (2)	E = 3.887' (3)
e = 5.4% (1)	e = 5.6% (2)	e = 5.4% (3)

BEGIN FULL SUPER STA 517+62.00
SUPER TRANSITION (BACK):
MATCH EXIST. @ 515+83.86

END FULL SUPER STA 528+67.69
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 530+45.84



NOTE: FOR INFORMATION ONLY

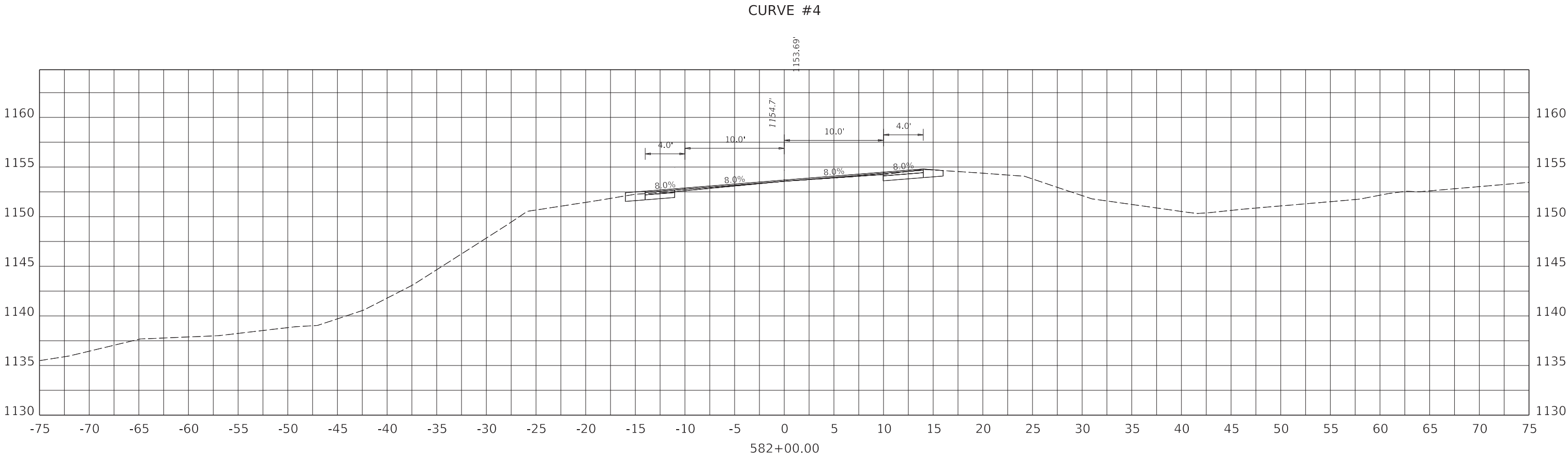
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #4
PI STA 582+87.10
 $\Delta = 62^{\circ}18'18''$ LT
T = 578.29'
L = 1040.30'
R = 956.66'
E = 161.20'
e = 8.0%

BEGIN FULL SUPER STA 577+72.74
SUPER TRANSITION (BACK):
MATCH EXIST. @ 575+32.74

END FULL SUPER STA 586+85.17
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 589+25.17



NOTE: FOR INFORMATION ONLY

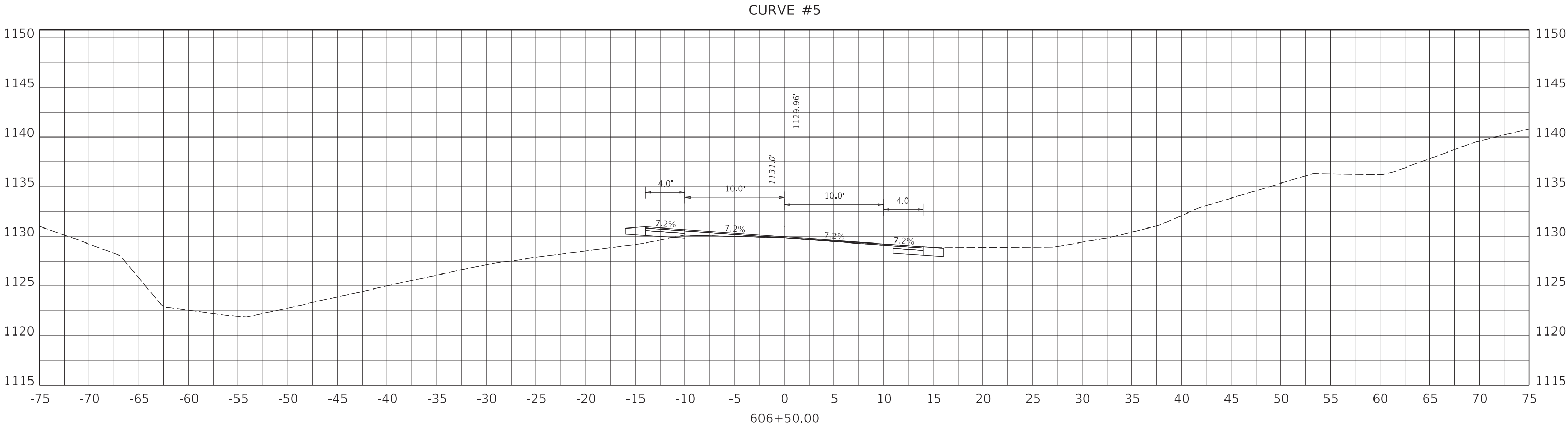
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #5
PI STA 606+73.42
 $\Delta = 39^{\circ}35'50''$ RT
T = 508.91'
L = 976.98'
R = 1413.65'
E = 88.81'
e = 7.2%

BEGIN FULL SUPER STA 602+22.13
SUPER TRANSITION (BACK):
MATCH EXIST. @ 600+01.07

END FULL SUPER STA 610+83.88
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 613+04.94



NOTE: FOR INFORMATION ONLY

FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

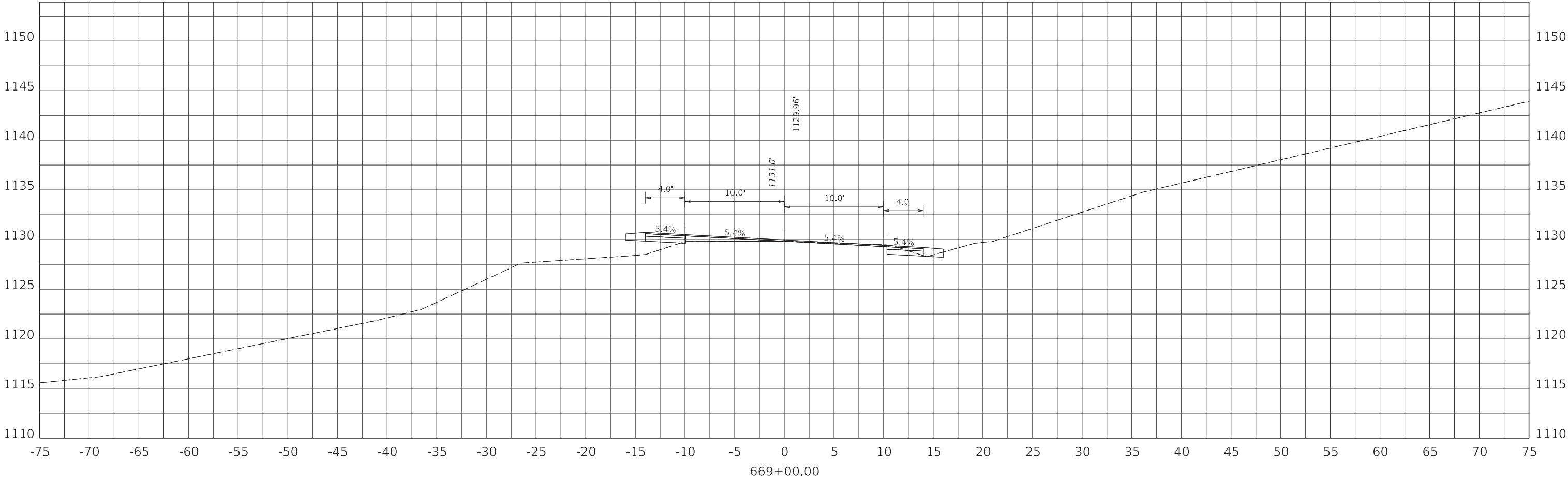
SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #6
PI STA 669+11.39
Δ = 14°43'40" RT
T = 290.69'
L = 578.17'
R = 2249.30'
E = 18.71'
e = 5.4%

BEGIN FULL SUPER STA 666+63.99
SUPER TRANSITION (BACK):
MATCH EXIST. @ 664+85.84

END FULL SUPER STA 671+55.58
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 673+33.73

CURVE #6



NOTE: FOR INFORMATION ONLY

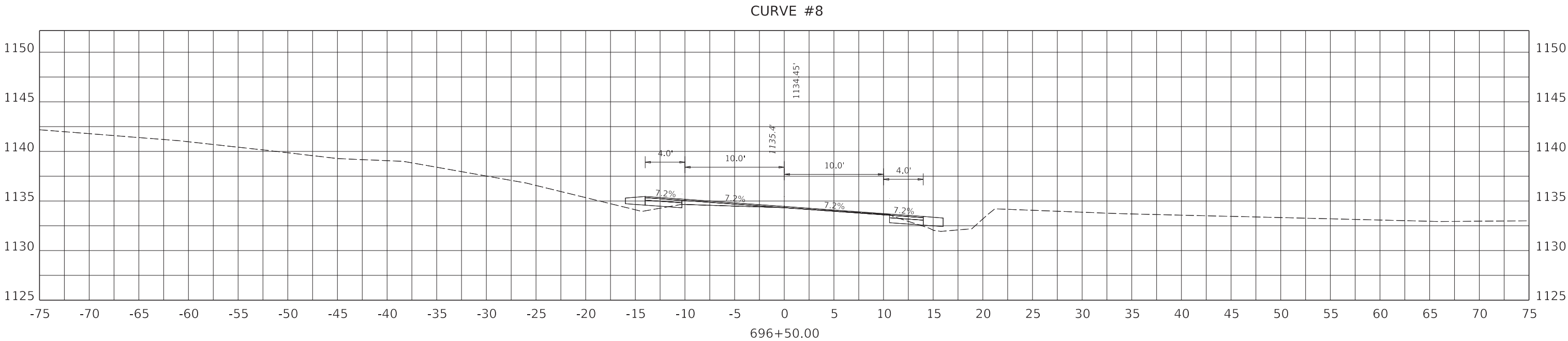
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #7
PI STA 696+86.83
 $\Delta = 37^{\circ}04'50''$ RT
T = 478.91'
L = 924.16'
R = 1427.98'
E = 78.17'
e = 7.2%

BEGIN FULL SUPER STA 692+65.52
SUPER TRANSITION (BACK):
MATCH EXIST. @ 690+72.53

END FULL SUPER STA 700+74.46
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 702+95.52



NOTE: FOR INFORMATION ONLY

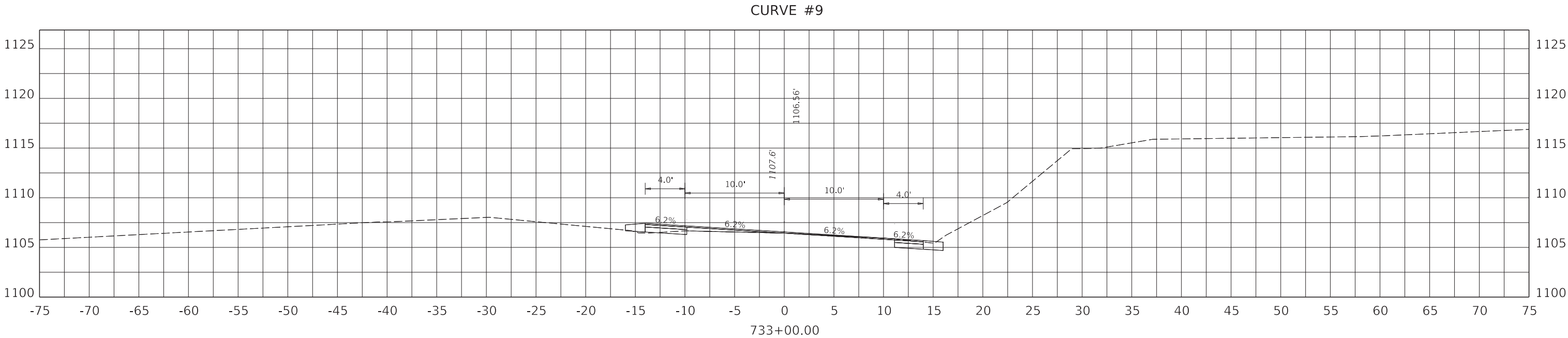
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #9
PI STA 733+03.19
 $\Delta = 15^{\circ}47'47''$ RT
T = 266.04'
L = 528.71'
R = 1917.69'
E = 18.37'
e = 6.2%

BEGIN FULL SUPER STA 730+86.76
SUPER TRANSITION (BACK):
MATCH EXIST. @ 728+89.70

END FULL SUPER STA 735+16.23
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 737+13.30



NOTE: FOR INFORMATION ONLY

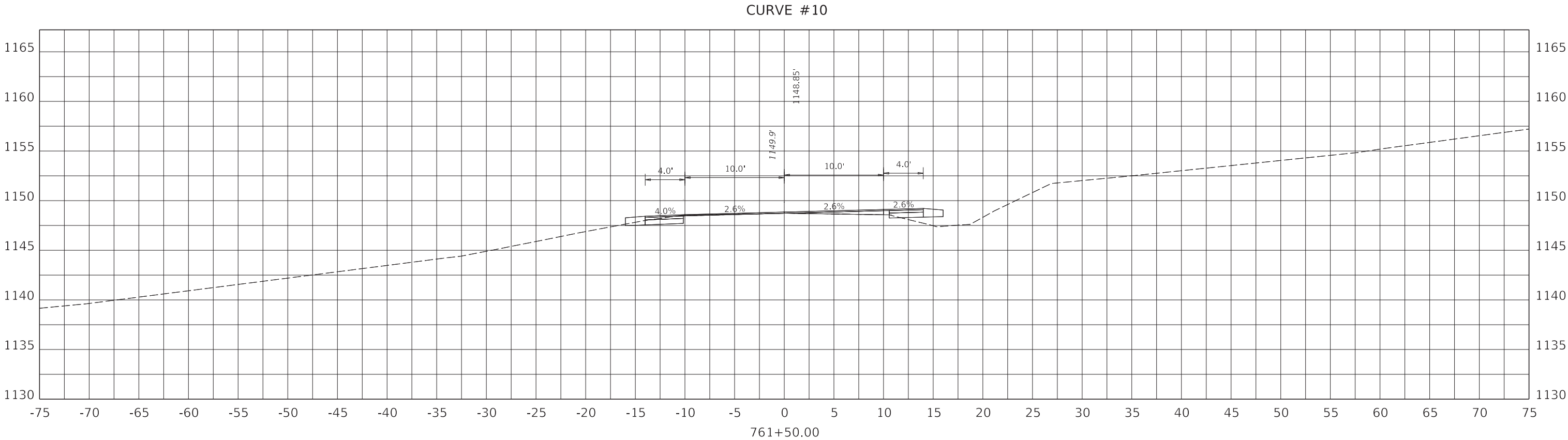
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #10
PI STA 761+75.17
 $\Delta = 08^{\circ}12'56''$ LT
T = 410.34'
L = 819.27'
R = 5713.60'
E = 14.72'
e = 2.6%

BEGIN FULL SUPER STA 757+85.48
SUPER TRANSITION (BACK):
MATCH EXIST. @ 756+75.78

END FULL SUPER STA 765+63.45
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 766+73.15



NOTE: FOR INFORMATION ONLY

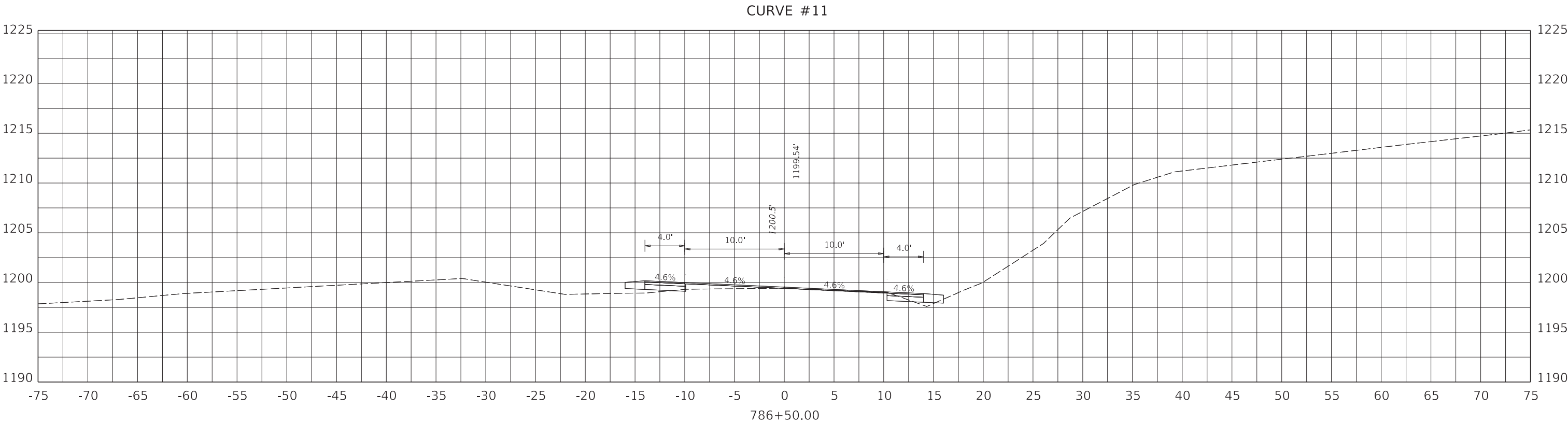
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #11
PI STA 786+50.64
 $\Delta = 12^{\circ}57'55''$ RT
T = 321.72'
L = 640.70'
R = 2831.38'
E = 18.22'
e = 4.6%

BEGIN FULL SUPER STA 783+65.54
SUPER TRANSITION (BACK):
MATCH EXIST. @ 782+07.71

END FULL SUPER STA 789+32.98
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 790+70.70



NOTE: FOR INFORMATION ONLY

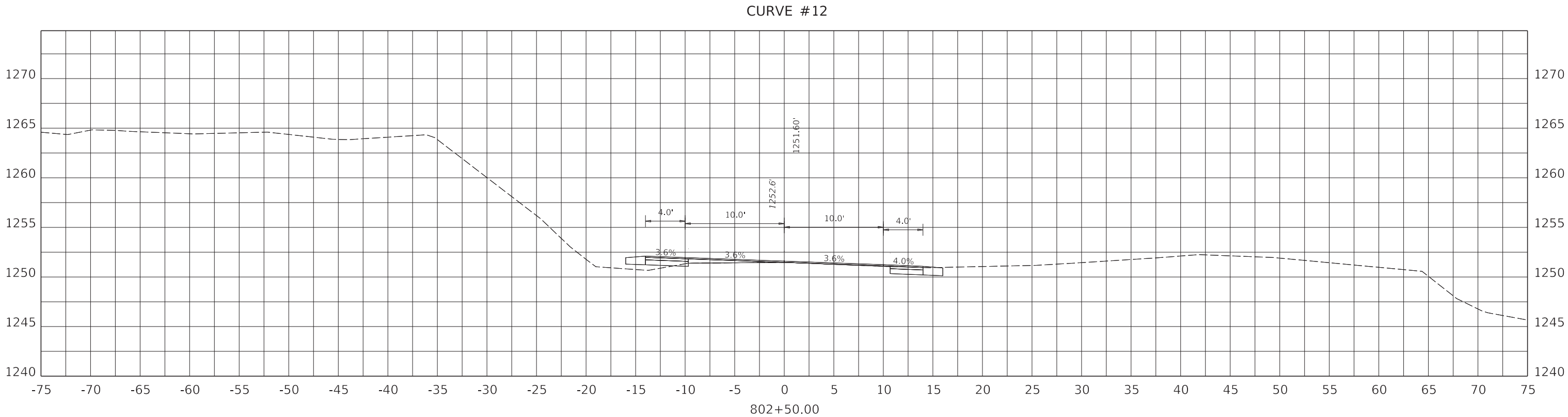
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #12
PI STA 802+70.21
Δ = 32°05'18" RT
T = 1094.37'
L = 2131.23'
R = 3805.44'
E = 154.23'
e = 3.6%

BEGIN FULL SUPER STA 792+04.48
SUPER TRANSITION (BACK):
MATCH EXIST. @ 790+90.81

END FULL SUPER STA 812+78.43
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 813+86.95



NOTE: FOR INFORMATION ONLY

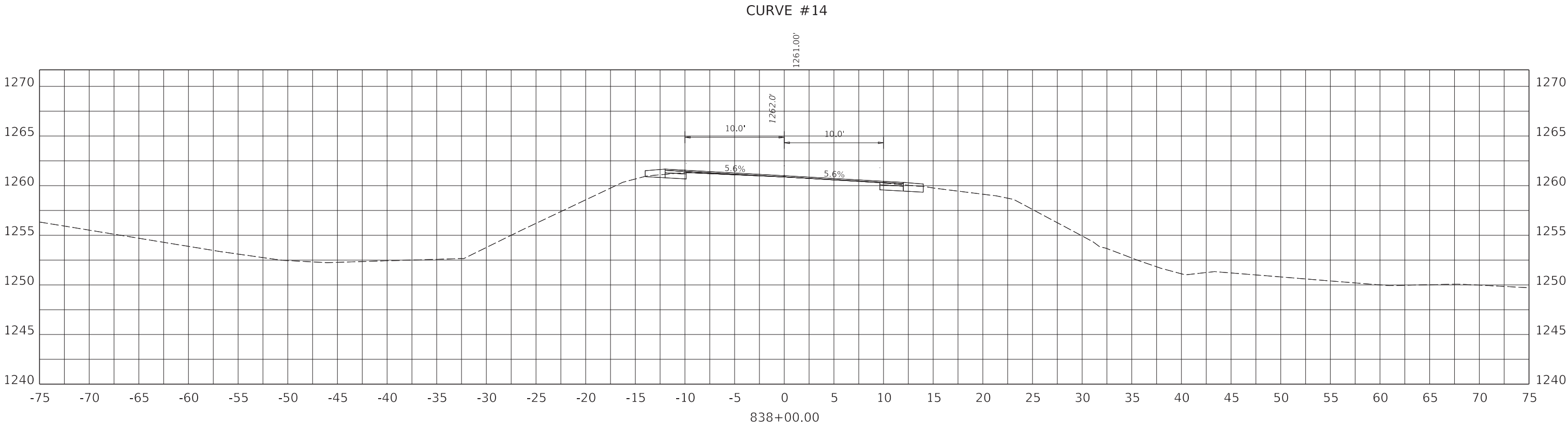
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #14
PI STA 838+13.35
 $\Delta = 26^{\circ}27'52''$ RT
T = 333.32'
L = 654.74'
R = 1417.52'
E = 38.66'
e = 5.6%

BEGIN FULL SUPER STA 835+21.99
SUPER TRANSITION (BACK):
MATCH EXIST. @ 833+50.99

END FULL SUPER STA 840+92.82
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 842+63.82



NOTE: FOR INFORMATION ONLY

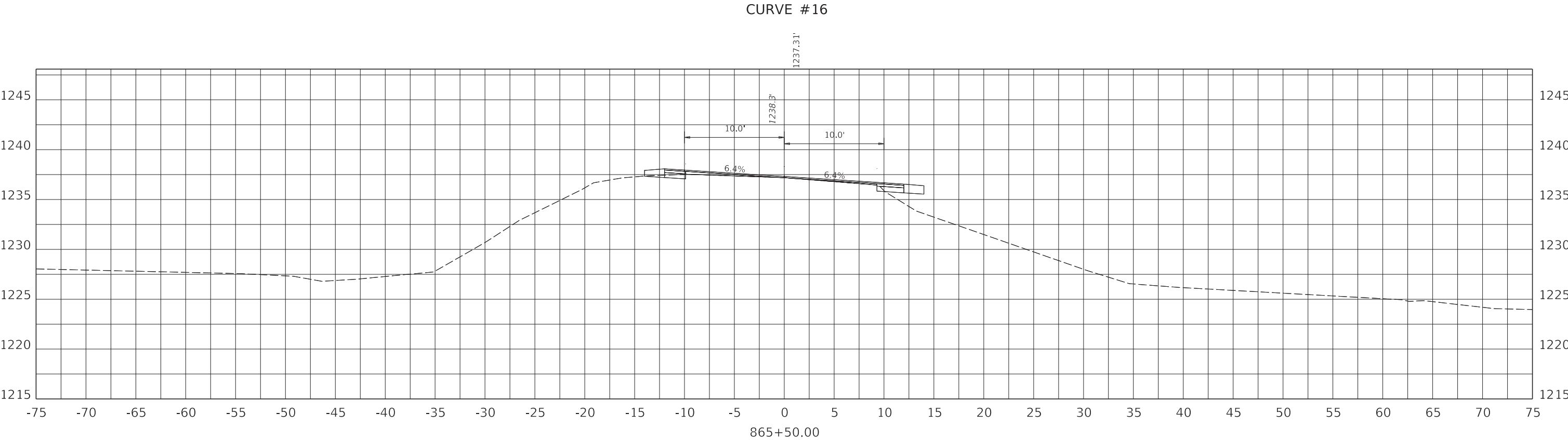
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #16
PI STA 866+18.98
 $\Delta = 67^{\circ}12'26"$ RT
T = 763.30'
L = 1347.41'
R = 1148.70'
E = 230.48'
e = 6.4%

BEGIN FULL SUPER STA 859+03.64
SUPER TRANSITION (BACK):
MATCH EXIST. @ 857+14.64

END FULL SUPER STA 871+55.14
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 873+44.14



NOTE: FOR INFORMATION ONLY

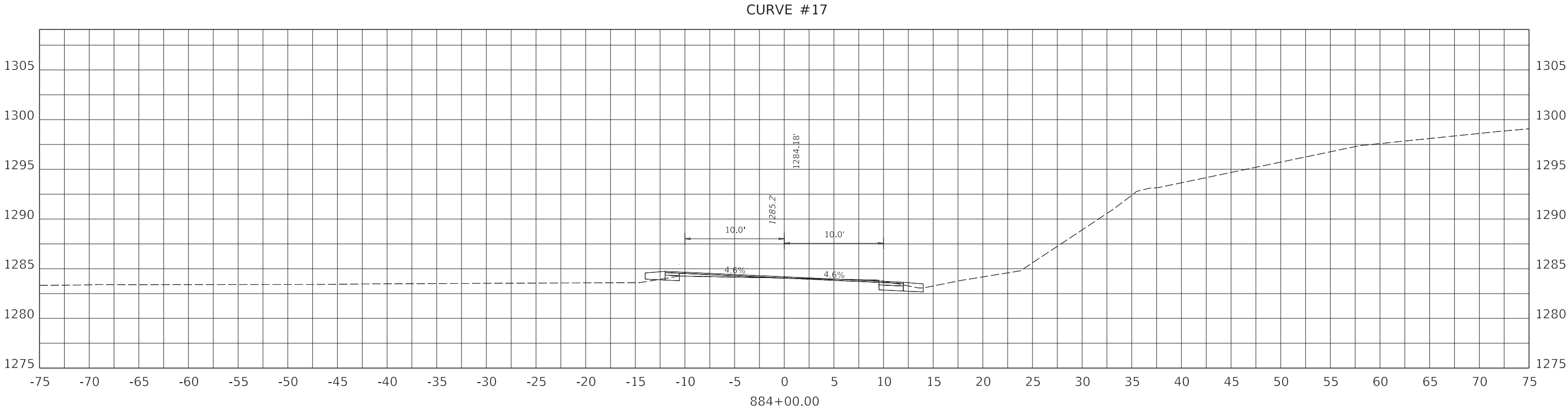
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #17
PI STA 883+76.83
 $\Delta = 11^{\circ}25'09''$ RT
T = 190.07'
L = 378.87'
R = 1900.99'
E = 9.48'
e = 4.6%

BEGIN FULL SUPER STA 882+21.40
SUPER TRANSITION (BACK):
MATCH EXIST. @ 880+72.18

END FULL SUPER STA 885+31.01
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 886+54.43



NOTE: FOR INFORMATION ONLY

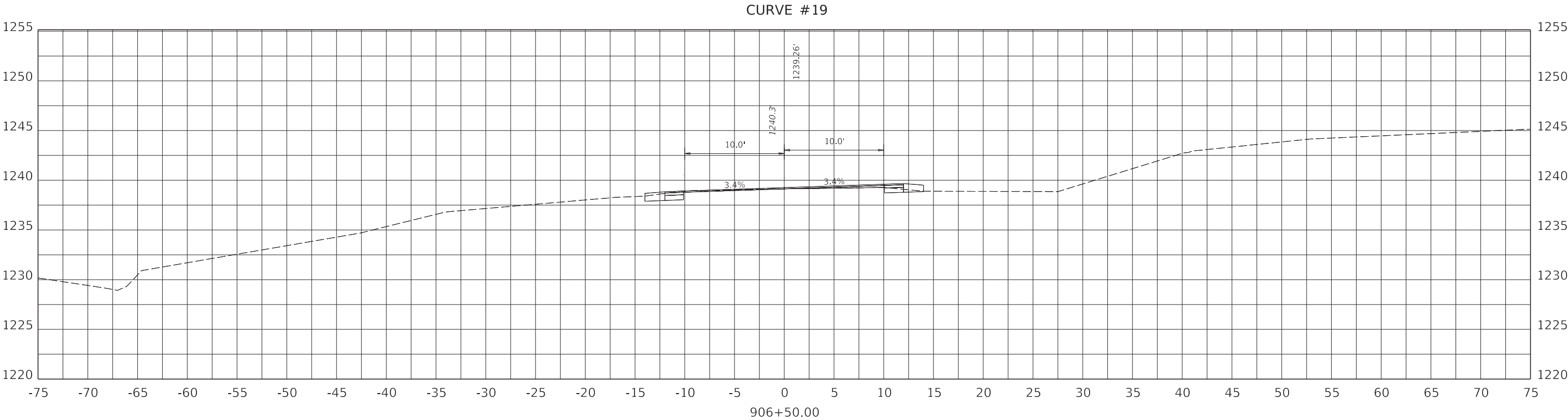
FOR SUPERELEVATION CORRECTIONS, THE DESIGN SUPERELEVATION RATE IS DESIRED BUT IS NOT REQUIRED. THE SUPERELEVATION RATE AND TRANSITIONS MAY BE ADJUSTED AS NECESSARY IN THE FIELD AT THE DISCRETION OF THE ENGINEER TO AVOID IMPACTS TO R/W, UTILITIES, FENCES, PIPES, CULVERTS, ETC.

SEE TYPICAL SECTIONS FOR SLOPES OUTSIDE OF THE SHOULDERS.

CURVE #19
PI STA 906+28.01
 $\Delta = 10^{\circ}14'03''$ LT
T = 249.51'
L = 497.69'
R = 2786.36'
E = 11.15'
e = 3.4%

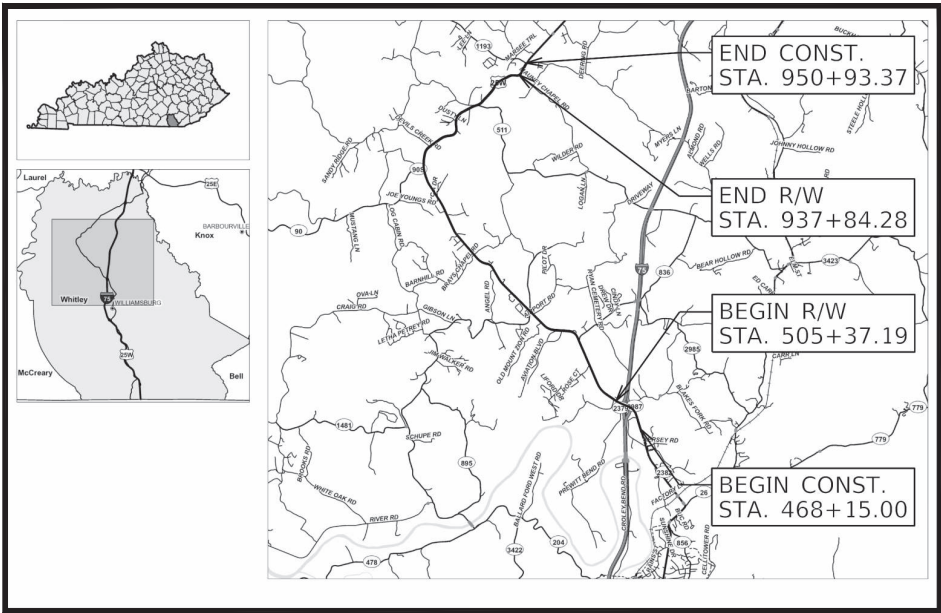
BEGIN FULL SUPER STA 904+04.15
SUPER TRANSITION (BACK):
MATCH EXIST. @ 902+81.85

END FULL SUPER STA 908+50.86
SUPER TRANSITION (AHEAD):
MATCH EXIST. @ 909+72.85



COUNTY OF	ITEM NO.	SHEET NO.
WHITLEY	11-9007.00	U1

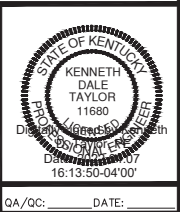
CUMBERLAND FALLS HIGHWAY
WATER DISTRICT
SPOTS F & H US 25W WATERLINE RELOCATION
KYTC ITEM NO. 11-9007.00
WHITLEY COUNTY, KENTUCKY



INDEX OF SHEETS

DESCRIPTION	SHEET NO.
COVER SHEET	U1
GENERAL NOTES	U2
STA. 505+47 - STA. 509+00	U6
STA. 622+00 - STA. 632+75	U8
MISCELLANEOUS DETAILS	UD-1 & UD-2

Prepared By:



GENERAL NOTES

- Stations shown on the water line are for reference only and do not reflect the actual linear lengths of pipe required for construction.
- The Contractor shall be responsible for coordinating all construction work with local utility companies and other concerned parties.
- Existing buried utilities are shown on the drawings in their general location utilizing the best available information. Before construction begins near or through existing utilities (i.e. Gas Co., Telephone Co., etc.) each utility company shall be notified, a request for the exact location of the utility shall be made, and permission and to proceed with construction obtained.
- Before construction begins through any property, the Contractor shall make himself aware of the exact location of construction through the property and the bounds of the permanent and temporary construction easements.
- The Contractor shall have on hand at the job site 11 1/4", 22 1/2", 45" and 90" bends for use where necessary for proper installation.
- Pipe joint deflection shall not exceed 2". Bending of PVC pipe will not be allowed.
- At some locations, the Contractor may be required to provide extra cover over line. Cost of extra cover is to be included in unit price bid for line installation and no separate payment will be made for such extra cover. All such locations are shown on the plans.
- Connecting new lines to existing lines or to work in other contracts is subsidiary to the contract unless specifically itemized in the Bid Schedule. It includes fittings, sleeves, etc., but does not include gate valves, which are an extra pay item.
- All fittings, thrust restraint and appurtenances to construct the pipelines as shown shall be included in the unit cost for the pipe and are not separate pay items.
- The pipe lengths have been estimated as close as possible. The Contractor shall be responsible for ordering pipe quantities necessary for installation to the limits as shown on the Drawings unless otherwise instructed. Any left-over pipe quantities shall be the property of the Contractor unless other arrangements are made. The Owner shall not be responsible for re-stocking or other charges associated with the left over pipe.
- Ductile iron pipe shall be installed in accordance with Standard AWWA C150/ANSI A21.50 Laying Condition Type 3 unless otherwise noted.
- All driveways that are cut inside highway right of way shall be backfilled with flowable fill. All driveways that are cut outside highway right of way shall be backfilled with KTC #8 or 9-M coarse aggregate and shall be included in the unit price for pipe installation.
- All open cut streets and roads and trenches cut in existing pavements located inside highway right of way shall be backfilled with flowable fill. All open cut streets and roads and trenches cut in existing pavements located outside highway right of way shall be backfilled with compacted crushed stone or DGA in accordance with the miscellaneous details drawings.
- Paved driveways shall be free-bored. Free bore unit prices are contained in Bid Schedule. The material in which the free bore is made is unclassified.
- It is the responsibility of the Contractor to comply with all regulations regarding the effect on the environment from the discharge of chlorinated water. See Technical Specifications for methods of sterilization and for disposing of heavily chlorinated water.
- The time period for pressure testing in this project shall be at least 6 hours unless otherwise stipulated by Owner.
- Tracer wire and warning tape shall be installed with the PVC pipe. See Technical Specifications and the miscellaneous detail drawings.
- During the process of tapping asbestos cement mains, the contractor shall conform to OSHA regulations governing the handling of hazardous waste. Pieces of asbestos cement resulting from the tap shall be double bagged, placed in a rigid container and disposed of in an approved landfill.
- The pipeline shall be "swabbed" prior to pressure testing and sterilization. Pipeline swabbing is not a separate bid item but shall be included in the unit price for pipe. See Technical Specifications.
- Locations where pipeline is to be installed on state road right of way are approximately delineated on the drawings. The Contractor, along with the Engineer's Representative, shall determine, precisely, the field locations for transitions between private easements, and state and county road rights of way.
- All pipelines installed in the ditchline on state or county rights of way shall have 42" minimum cover over top of pipe.
- The pipeline trench width will be strictly enforced. See Technical Specifications for trench width requirements.
- The GENERAL CERTIFICATION – NATIONWIDE PERMIT #58 – UTILITY LINE BACKFILL AND BEDDING is contained in the Specifications. The Contractor shall read, understand and comply with the requirements and procedures. All crossings of streams that appear as a blue line on a USGS 7.5 minute topographical map shall be accomplished in accordance with: PERMIT #58, UTILITY LINE BACKFILL AND BEDDING. It is the intent of the plans to identify a stream crossing at each blue line stream. Small creek crossings, less than 15 feet measured from top of bank to top of bank, may be accomplished by trenching when the stream is in a no-flow condition. If the stream is in a flow condition, the crossing shall be accomplished by directional boring or other method that complies with the General Certification and is approved by the Engineer. Specific details for stream crossings are contained in the Miscellaneous Details. Bid items for specific stream crossings may be contained in the Bid Schedule with the type of crossing shown on the Plan Sheets. Payment shall be "Each" for directional bores of small stream crossings. All small stream crossings in the project shall be considered the same regardless of width (up to 15 L.F.) or depth. It is the responsibility of the Contractor to determine an average unit price that will be used for payment for each instance a blue line stream is crossed. Stream crossings may be added, for extended lines beyond those shown on the plans, at the same unit price providing the crossings are reasonably similar to those in the initial project. Stream crossings may be deleted, without effecting the unit price, if a line is deleted or shortened. Payment for specific bid item directional bored stream crossings shall be "Lump Sum".
- Rough cleanup must be done before payment for pipe will be approved.
- Do not cut fences except where specifically shown and noted.
- The Contractor shall obtain and pay for all grading, storm water, etc. permits, if any required to complete the work. The contractor shall maintain compliance with all conditions, limitations and stipulations of all permits. The contractor shall not commence work, except mobilization, until he has obtained all required permits for said work. The contractor shall supply the Owner with copies of all permits within 24 hours of receipt. A KPDES Storm Water Discharge Permit will be required for this project. The Contractor shall fill out, sign and submit the Notice of Intent (NOI) and the Notice of Termination (NOT). The Notice to Proceed will not be issued until the Permit has been provided.
- All work shall be provided in accordance with all terms of the General Construction Permit and the Floodplain Construction Permit as issued for the Project by the Kentucky Department for Environmental Protection, Division of Water. The Owner will secure said Construction Permits and deliver a copy of each to the Contractor, to be maintained on-site at all times during construction.
- All work shall be provided in compliance with all applicable local, state and national building codes.
- All work shall be executed in compliance with the current workplace safety regulations of the U.S. Department of Labor, Occupational Safety and Health Administration (O.S.H.A.).

GENERAL NOTES (CONT.)

- The Contractor shall restrict all construction activities to within the limits of the public right of way and the private easements and fee parcels unless otherwise approved by the Owner in writing. The Contractor shall be solely liable for any and all Work he performs outside of the boundaries of the public road right of way and the private easements and fee parcels provided by the Owner.
- The Contractor is solely responsible for determination of the existence and location of any and all other buried utilities in the vicinity of his Work. Utilities shown on the Project Drawings are purported to be approximate only and not warranted to be complete nor accurately located. Additional buried utility lines, other than as shown on the Project Drawings, may exist in the vicinity of the Project work. The Contractor shall contact local utilities and/or locating service at least 48 hours prior to commencing work on the Project.
- The Contractor shall be responsible for all traffic control measures necessary to the safe execution of his work, including but not limited to flaggers, traffic signage, barricades, construction fencing and nighttime warning lights. Traffic safety provisions shall be employed by the Contractor in accordance with the Standards of the appropriate State and local public highway authorities.
- All excavation and all boring shall be considered unclassified excavation and unclassified boring. No additional payment shall be due and payable to the Contractor for dewatering of pipe trenches/excavations or for excavation and removal of rock or for boring casing through rock.
- All water main fittings shall be ductile iron, mechanical joint compact fittings for water service complying with AWWA Standard C153. Unless otherwise specifically shown or noted, no PVC fittings, other than in-line repair couplings, will be accepted.
- All water main fittings shall be anchored with poured concrete thrust blocks as shown in the miscellaneous details drawings. Wrap fittings in minimum 5-mil plastic (PVC) wrap prior to forming and pouring the block.
- Prior to cutting existing driveways, the Contractor shall notify the property owner/occupant at least 24 hours in advance and shall schedule his Work such to restrict access to not more than 2 hours in one (1) day.
- The Contractor shall repair/replace any and all existing utility lines and equipment damaged by the Contractor's Work, to the satisfaction of the damaged utility and at no additional cost to the Owner.
- The Contractor shall protect all drainage culverts in the vicinity of his work and shall repair or replace all culverts damaged by his Work and at no additional cost to the Owner. All existing culverts may not be shown/noted on the Project Drawings.

ENVIRONMENTAL NOTES

- When crossing all streams, silt barriers, ie. straw bales or silt fences, shall be put in place to prevent sediment runoff into stream. Conventional stream crossings shall be accomplished during low flow periods. Stream banks shall be reseeded with native vegetation beneficial to wildlife immediately following completion of the stream crossing. Disturbed surfaces shall be restored to original contours and excess materials removed to a properly confined area.
- Any excavation by the Contractor that uncovers a historical or archaeological artifact shall be immediately reported to the Owner and Engineer. Construction shall be temporarily halted pending the notification process and further directions after consultation with the State Historic Preservation Officer (SHPO).

HIGHWAY DEPARTMENT NOTES

- Underground utilities installed inside state right of way shall be located within 3-5 feet from the edge of the right of way unless otherwise shown on the plans.
- Underground utilities on Fully Controlled Access Highways shall be installed with a minimum depth of cover of 42 inches. Underground utilities on Non-Fully Controlled Access Highways shall be installed with a minimum depth of cover of 42 inches under roadways, ramps, and ditchlines and a minimum depth of cover of 30 inches in all other areas of state right of way.
- Underground utilities crossing any paved driveway inside state right of way shall be installed by boring unless written permission to open cut is obtained from the property owner.
- Underground utilities shall not be installed in embankment fills or between edge of pavement and ditchline unless specifically noted on permitted plans.
- Fire Hydrants or utility service boxes should be located within 2 feet from the edge of right of way line, or off right of way.
- Contact KTC-DOH District #10 Jackson, KY at (606) 666-8841 prior to beginning work.
- All affected KYTC ditchlines shall remain free of excess silt or erosion and constructed to the normal typical section of the roadway with a minimum depth of 18 inches from the shoulder break point.
- All necessary steps shall be taken to prevent erosion or siltation of the public right of way, adjoining property and waterways.



In compliance with the Kentucky Dig Law, the Contractor shall call (800) 752-6007 (Kentucky811) toll free or dial 811 a minimum of two and no more than ten business days prior to excavation for information of the location of existing underground utilities. It will be the Contractors responsibility to coordinate excavation with all Utility Owners.



DRAWN BY: PPH	
CHECKED BY: KDT	
DATE: March 2022	
SCALE:	
REVISIONS	





PROJECT: 2022022
DRAWN BY: PTH
CHECKED BY: KDT
DATE: March 2022
SCALE: As Noted
REVISIONS



CURB BOX INLET CHART - BALLARD FORD RD. RT.			
TYPE	T	D	QUANTITY
ECB	-	1	64
ECB	-	1	72
ECB	-	1	17

CUMBERLAND FALLS HIGHWAY WATER DISTRICT RELOCATION ONLY

BID CODE	ITEM	UNITS	PROPOSED	ABANDONED
14034	W Pipe D.I. 3-Inch w/nitrile gaskets	LF	337	250
14058	W Pipe PVC 4-Inch	LF	150	
14036	W Pipe D.I. 6-Inch w/nitrile gaskets	LF	520	
14059	W Pipe PVC 6-Inch	LF	370	890
14085	W Serv PE/PLST Short Side 3/4 Inch	EA	1	
14028	W Meter 3/4 Inch	EA	1	
14003	W Cap existing Main	EA	3	
14007	W Encasement Steel Bored Range 2	LF	60	
14008	W Encasement Steel Bored Range 3	LF	40	
14153	W Leak Detection Meter	EA	2	
14158	W Flushing Assembly	EA	3	
14102	W Valve 2 Inch	EA	1	
14091	W Tie-in 2 Inch	EA	1	
14089	W Tapping Sleeve and Valve Size 1	EA	4	

CURB BOX INLET CHART - BALLARD FORD RD. RT.			
DESCRIPTION	THROAT	INVERT	
CBI TYPE A-6.2 (H=4.42')	1133.02	1128.56	

BERLAND LAKE SHELL, INC.
D.B. 520, PG. 265

US 25W LT. STA. 505+48 TO 506+51
CONST. 227 L.F. OF STANDARD HEADER CURB

US 25W LT. STA. 507+23 TO 508+13
CONST. 242 L.F. OF STANDARD HEADER CURB

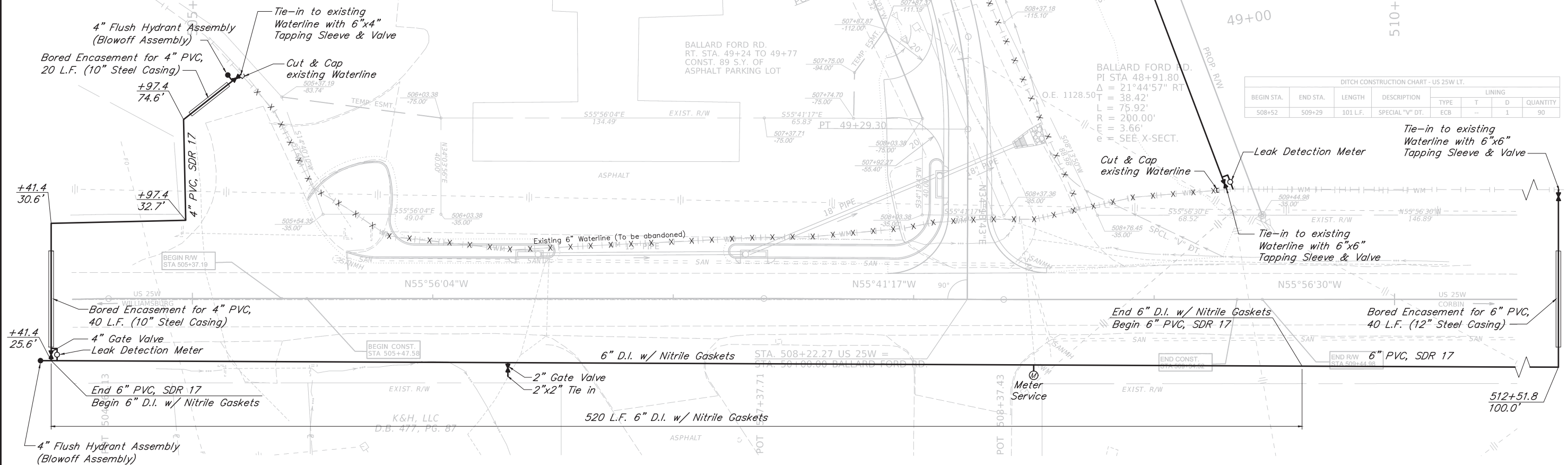
ENTRANCE CONSTRUCTION CHART - BALLARD FORD RD. RT.				
STA.	WIDTH	AREA	TYPE	PIPE
49+14	16'	67 S.Y.	ASPH.	NO PIPE

BALLARD FORD RD.
STA. 49+35.66, 19.80' LT.
CONST. 1 - 18" S&F BOX I/O

RICHARD PREWITT
NINA PREWITT
D.B. 479, PG. 551

DITCH CONSTRUCTION CHART - BALLARD FORD ROAD LT.							
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	TYPE	T	D	QUANTITY
47+28	48+00	72 L.F.	SPECIAL "V" DT.	ECB	-	1	64
48+00	48+50	50 L.F.	NORMAL "V" DT.	ECB	-	1	45
48+50	49+25	75 L.F.	SPECIAL "V" DT.	ECB	-	1	67

DITCH CONSTRUCTION CHART - US 25W LT.							
BEGIN STA.	END STA.	LENGTH	DESCRIPTION	TYPE	T	D	QUANTITY
508+52	509+29	101 L.F.	SPECIAL "V" DT.	ECB	-	1	90



COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS



DRAWING TITLE: PLAN SHEET - SPOT H

HORIZONTAL SCALE
SCALE: 1" = 20'



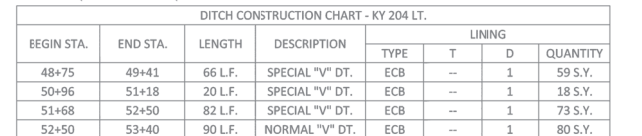
STA. 505+47 TO 509+00

ITEM NO. 11-9007.00 COUNTY OF WHITLEY
SHEET NO. R006 U3



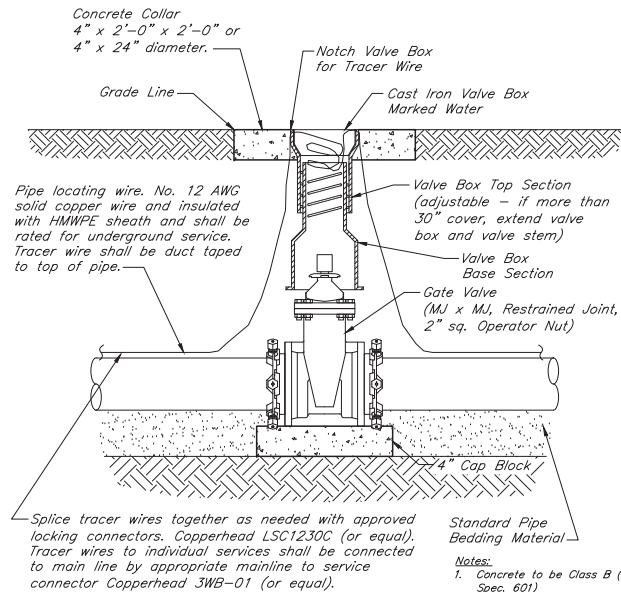
STA. 627+72 CONST.
72 L.F. OF 8' X 5' RCBC

BEGIN STA.	WIDTH	END STA.	WIDTH	LENGTH
622+45	10'	625+70	15'	325'
630+50	15'	632+75	10'	225'

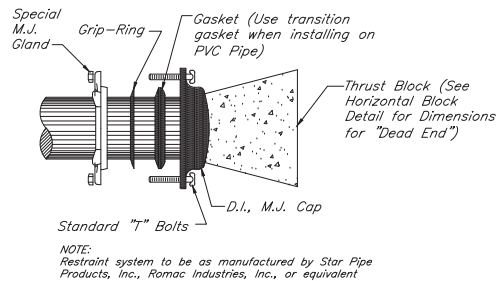


STA. 622+45.00 TO 632+75.00

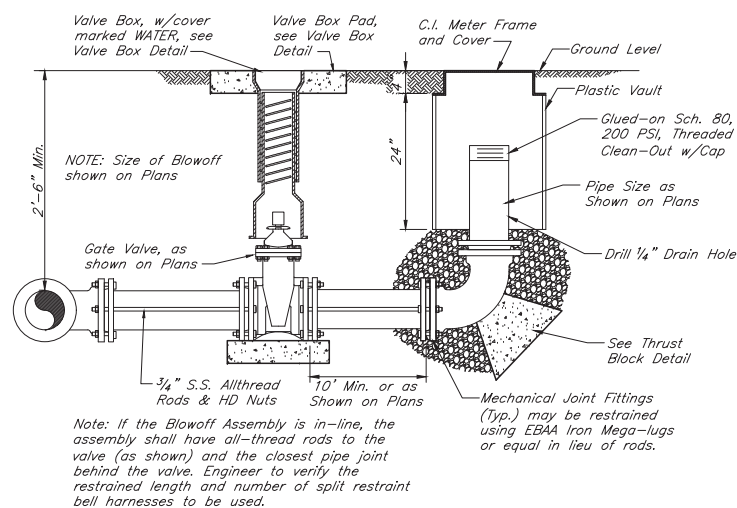
ITEM NO.	COUNTY OF
11-9007.00	WHITLEY
SHEET NO.	
R008	U4



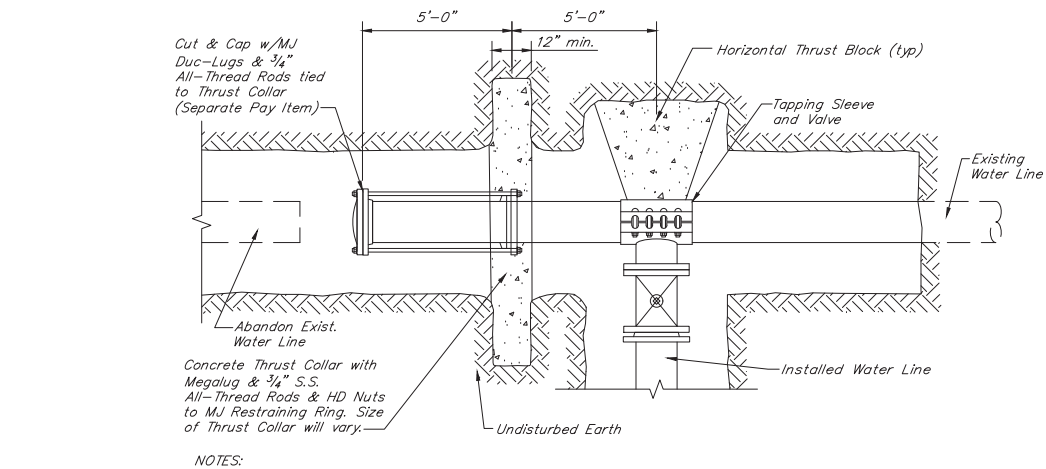
VALVE BOX INSTALLATION
October 2021 Scale: 1"=1'-0"



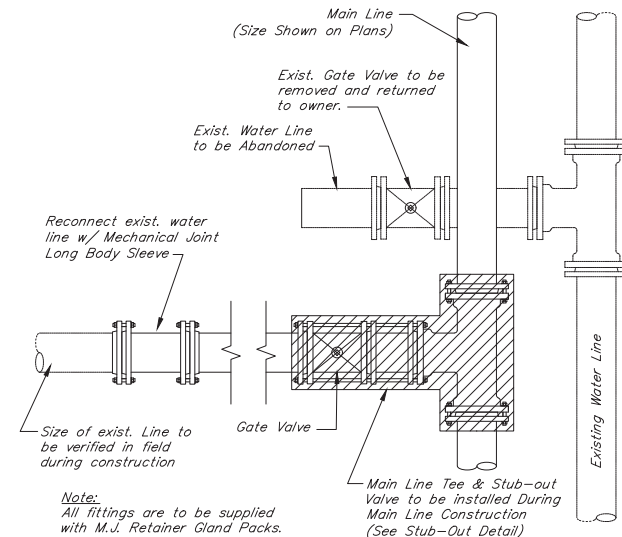
END CAP
Dec., 2010 N.T.S.



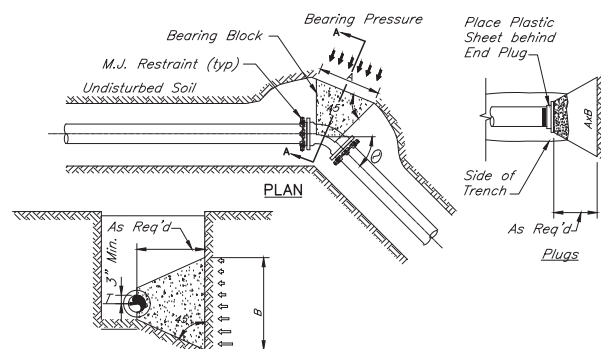
BLOWOFF ASSEMBLY DETAIL
October 2021 Scale: 3/4"=1'-0"



TAPPING SLEEVE & VALVE TIE-IN
Oct. 2017 N.T.S.



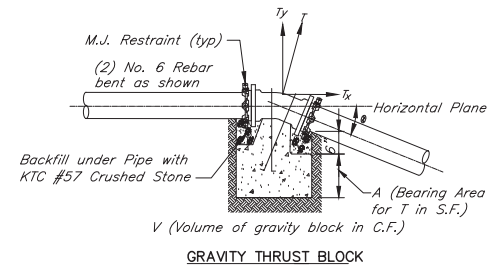
SLEEVED TIE-IN
Scale: 3/4"=1'-0"
Oct. 2017



HORIZONTAL THRUST BLOCK SCHEDULE

PIPE SIZE (INCHES)	90° BEND		45° BEND		22 1/2° BEND		11 1/4° BEND		TEES, PLUGS, CAPS	
	A	B	A	B	A	B	A	B	A	B
3 & 4	3'-3"	1'-8"	2'-4"	1'-2"	1'-8"	1'-0"	1'-0"	1'-0"	2'-8"	1'-4"
6	4'-8"	2'-4"	3'-5"	1'-8"	2'-6"	1'-3"	1'-6"	1'-0"	3'-10"	2'-0"
8	6'-0"	3'-0"	4'-5"	2'-3"	3'-2"	1'-7"	2'-3"	1'-2"	5'-0"	2'-6"
10	7'-6"	3'-9"	5'-5"	2'-9"	3'-10"	2'-0"	3'-9"	1'-5"	6'-3"	3'-2"
12	8'-10"	4'-5"	6'-6"	3'-3"	4'-8"	2'-4"	3'-4"	1'-8"	7'-5"	3'-9"
14	10'-3"	5'-2"	7'-6"	3'-9"	5'-4"	2'-8"	3'-10"	2'-0"	8'-8"	4'-4"
16	11'-8"	5'-10"	8'-7"	4'-4"	6'-1"	3'-0"	4'-4"	2'-2"	9'-9"	4'-11"
18	13'-0"	6'-6"	9'-7"	4'-9"	6'-10"	3'-5"	4'-10"	2'-5"	11'-0"	5'-6"
20	14'-5"	7'-3"	10'-7"	5'-4"	7'-7"	3'-9"	5'-4"	2'-8"	12'-2"	6'-1"
24	17'-3"	8'-8"	12'-8"	6'-4"	9'-0"	4'-6"	6'-5"	3'-3"	14'-6"	7'-3"

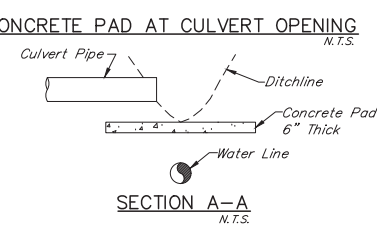
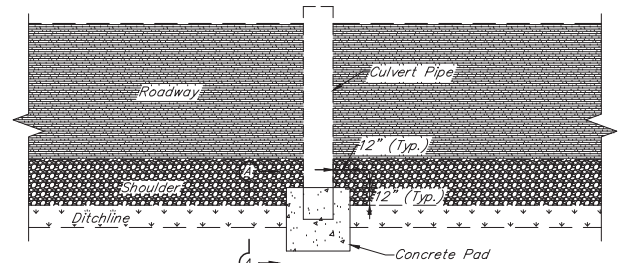
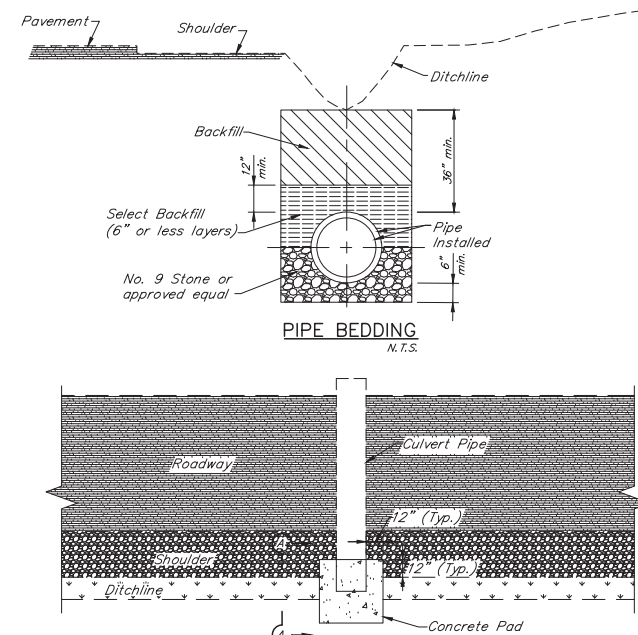
HORIZONTAL THRUST BLOCK
October 2021 Scale: 3/8"=1'-0"



VERTICAL THRUST BLOCK SCHEDULE

PIPE SIZE (INCHES)	90° BEND		45° BEND		22 1/2° BEND		11 1/4° BEND	
	V	A	V	A	V	A	V	A
3 & 4	29	2	20	1	11	1	6	1
6	64	5	46	2	25	1	13	1
8	114	8	81	4	43	1	23	1
10	174	12	123	5	66	2	35	1
12	248	17	176	8	95	2	50	1
14	337	23	238	10	128	3	67	1
16	439	29	311	13	167	4	88	1
18	555	37	393	16	211	5	111	1
20	685	46	484	20	260	6	137	2
24	985	66	696	29	374	8	197	2

VERTICAL THRUST BLOCK
October 2021 Scale: 1/2"=1'-0"



DITCHLINE DETAIL
Dec., 2010 N.T.S.

MISCELLANEOUS DETAILS

CUMBERLAND FALLS HIGHWAY
WATER DISTRICT
SPOT F & H US 25W WATERLINE RELOCATION
KYTC ITEM NO. 11-9007.00
WHITLEY COUNTY, KENTUCKY



DRAWN BY: PPH
CHECKED BY: KDT
DATE: March 2022
SCALE: As Noted
REVISIONS



PROJECT NO.
2022022
SHEET NO.
U5

REVISIONS SANITARY
DRAWINGS WORKING DRAWINGS V02 US25W 1-75 EXIT 15-11-9007.00
FILE NAME: K:\190060-2_HSP D-11 INTERSECTIONS\CADD\CURRENT DRAWINGS\WORKING DRAWINGS V02 US25W 1-75 EXIT 15-11-9007.00
USER: b7h0k5
DATE PLOTTED: April 6, 2022
E-SHEET NAME:
Power InRoads v8.11.9.33T

SANITARY SEWER GENERAL NOTES

- 1) Inverts shall be precast with a 0.10 foot drop across the invert unless otherwise noted. Precast apron shall not be taller than the springline of the pipe.
- 2) Sanitary sewer manholes shall be constructed with a cone top.
- 3) Pipe openings shall have a resilient rubber connector integrally cast into the manhole and conform to the requirements of ASTM C923.
- 4) Sanitary sewer manholes shall be installed without steps.
- 5) Manhole section joints shall have a flexible preformed butyl rubber sealant meeting the requirements of ASTM C990 installed on the inside lip of the joint and an exterior butyl rubber joint wrap meeting the requirements of ASTM C877 Type I installed around the exterior barrel.
- 6) Manhole frame castings and grade rings shall be set in a butyl or mastic sealant. Frame casting shall be securely anchored to the manhole. Anchoring shall be by means of 1/2" diameter stainless steel wedge anchors. Wedge anchors shall only be secured in place in the cone section with anchor rods passing through the grade ring and frame casting. Manhole solid lid and frame shall be J.R. Hoe & Sons MC-375 or equal.
- 7) After No. 9 crushed stone is placed to a level 12" above the top of the pipe, flowable fill shall be placed up to the bottom of proposed 6" concrete slab.
- 8) Sanitary sewer piping and fittings shall be PVC conforming to the requirements of ASTM 3034, SDR 35.
- 9) All gravity sewer lines shall be installed using a pipe laser instrument for the vertical and horizontal alignment.
- 10) All buried PVC gravity pipe shall have a non-metallic locator tape laid 18" above the pipe. The tape shall have the word "CAUTION" printed on it and shall identify the pipe as a sewer line.
- 11) Contractor shall provide as-built drawings reflecting everything that gets constructed.
- 12) Contractor shall provide video inspection of sanitary sewer lines. Prior to video inspections, all sewer lines shall be cleaned with a pressure jet nozzle. Once cleaned, all sewer lines are to be video inspected to ensure proper installation of sewer lines. All video recordings of sanitary sewers shall be in digital video format, including a pdf format inspection report and mpeg video on DVD or thumb drive.

13) BYPASS PUMPING

The sanitary sewer system shall be maintained in continuous operation during the entire construction period.

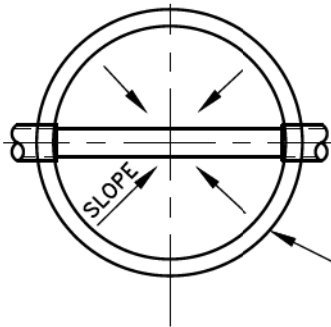
- a) Contractor shall furnish, install, maintain, and operate temporary bypass pumping facilities as required to complete the work.
- b) The Contractor shall perform a test run of the bypass pumping setup before being allowed to continue with the full-scale bypass pumping.
- c) Contractor shall prepare 'Temporary Bypass Pumping Plan' and submit to City of Williamsburg Utilities for review and approval.

14) TESTING

Contractor is responsible for all testing. Testing shall be conducted in the presence of a City of Williamsburg Utility Resident Inspector.

- a) Deflection tests shall be performed on all flexible pipe. The testing shall be performed after final backfill has been in place for at least 30 days. A rigid ball or mandrel that is not less than 95% of the inside pipe diameter shall be used and be pulled by hand in the deflection test. No equipment will be allowed to push or pull the test ball through the pipe. Pipe shall not exceed a deflection of 5 percent.
- b) Low pressure air tests shall conform to ASTM F1417. Low pressure tests of gravity sewer shall be tested at 5 psi for a period of 5 minutes, with a zero (0) allowed pressure drop.

- c) All manholes shall be tested using a negative air pressure (vacuum) test method to demonstrate the integrity of the installed manhole after backfilling. All testing procedures shall be in accordance with ASTM C1244. A vacuum of 10" of mercury shall be drawn on the manhole, the valve on the vacuum line of the test head shall be closed, and the vacuum pump shut off. The test shall last 1 minute with a 1" allow vacuum drop.



PLAN

PRECAST REINFORCED CONCRETE MANHOLES DIAMETERS.
4'-0" DIAMETER FOR 12" SEWER OR LESS
6'-0" DIAMETER FOR 15" THRU 36" SEWER

SEE GENERAL NOTE 6

PRE-CAST CONCRETE ECCENTRIC CONE (NO STEPS)

SEE GENERAL NOTE 5

PRE-CAST CONCRETE BARRELS (NO STEPS)

ALL EXTERIOR JOINTS TO BE WRAPPED WITH CONWRAP

CRUSHED STONE LEVELING PAD (6" MIN. COMPACTED)

NO STEPS

5'-0" MIN.

PROVIDE GRADE COLLAR OF 2"-8" FOR FUTURE ADJUSTMENT.

SEE GENERAL NOTE 3

SEE GENERAL NOTE 1

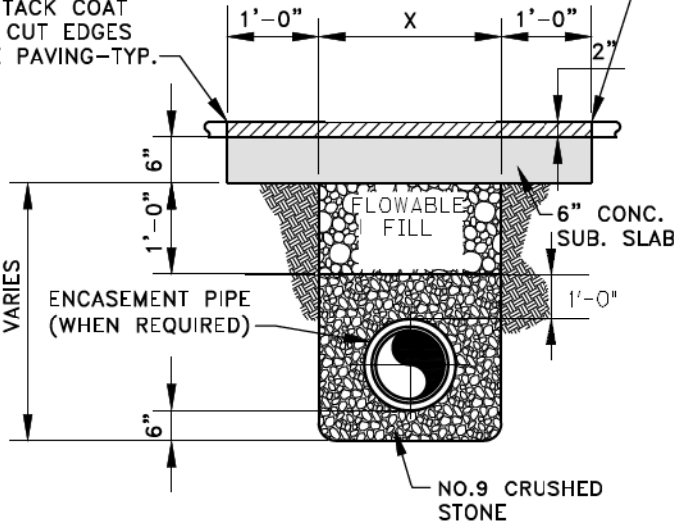
SECTION

STANDARD MANHOLE

NOT TO SCALE

CUT TO NEAT LINE W/ PNEUMATIC SPADE OR SAW CUT PRIOR TO EXCAVATING TRENCH

APPLY TACK COAT ALONG CUT EDGES BEFORE PAVING-TYP.



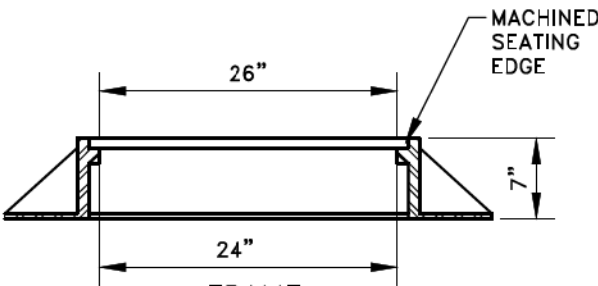
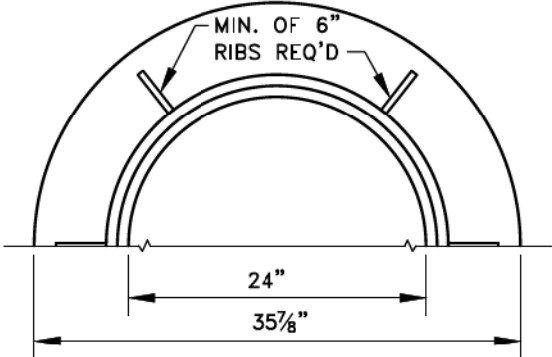
BITUMINOUS SURFACE

PAVEMENT REPLACEMENT TRENCH DETAIL

NOT TO SCALE

NOTES:

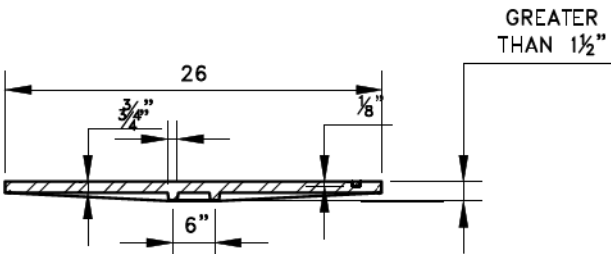
- 1) Replace bituminous pavement with same type and thickness (2" min.) as existing pavement.
- 2) If rock is encountered, a minimum of 6" No. 9 crushed stone must be placed under the pipe.
- 3) X = max. width of trench.
- 4) 1' saw cut outside of trench lines, bituminous patch placed in 2' lifts with tack coat on each side, each lift compacted with small roller.



FRAME

STANDARD MANHOLE FRAME AND COVER

NOT TO SCALE



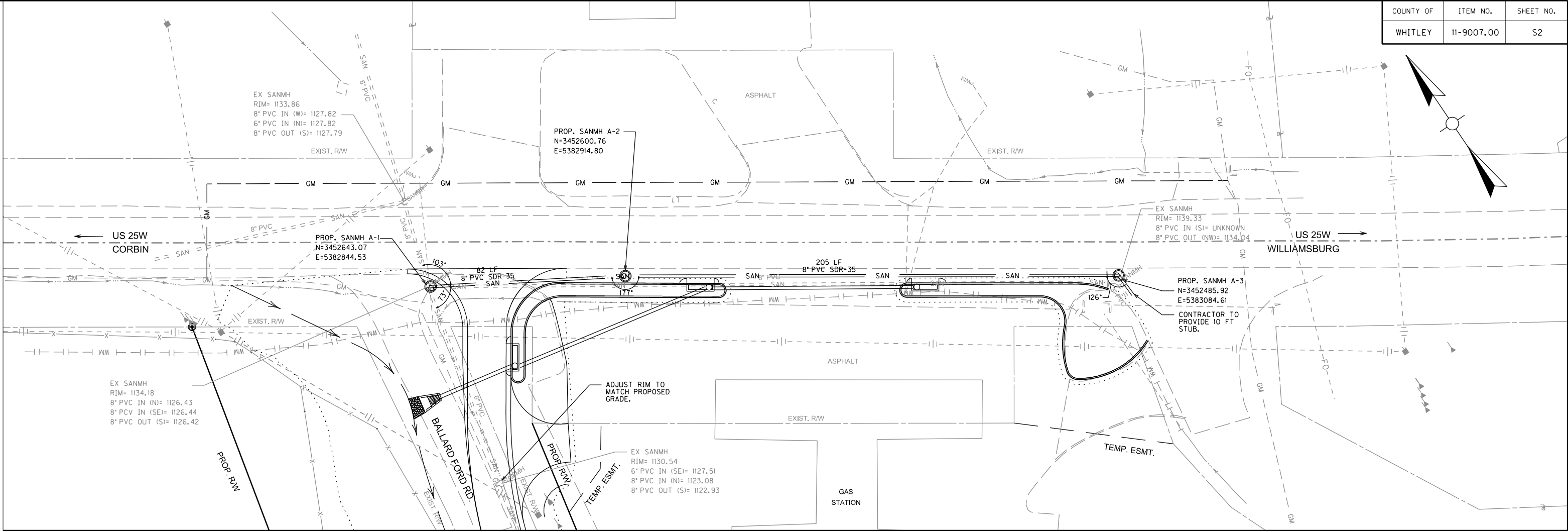
COVER (SELF-SEALING LID)

PRECAST MANHOLE SIZE

SEWER MAIN SIZE	MANHOLE DIA.	MH WALL THICKNESS
12" OR LESS	4'-0"	5"
15" TO 36"	6'-0"	7"
42" OR GREATER	SPECIAL DESIGN	SPECIAL DESIGN

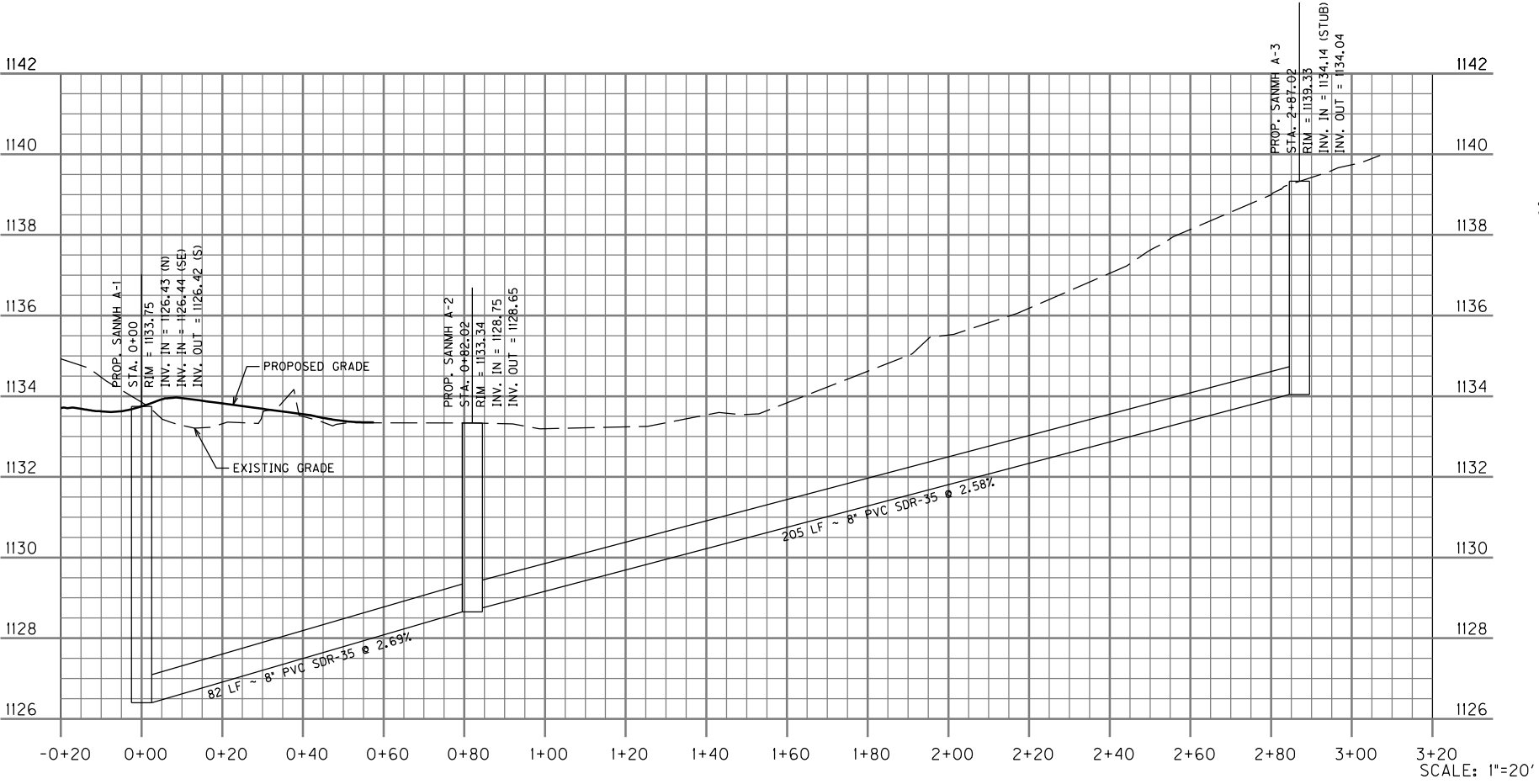
US 25W
SANITARY SEWER
GENERAL NOTES & DETAILS

COUNTY OF	ITEM NO.	SHEET NO.
WHITLEY	11-9007.00	S2

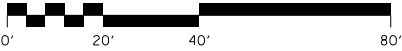


SANITARY SEWER RELOCATION SUMMARY

ITEM	DESCRIPTION	UNIT	TOTAL PROJECT
388	CL 3 ASPH SURF 0.38B PG64-22 (TRENCH PAVEMENT REPLACEMENT)	TON	30
1310	REMOVE PIPE	LF	287
2220	FLOWABLE FILL	CUYD	70
3262	CLEAN PIPE STRUCTURE	EACH	2
8100	CONCRETE-CLASS A (6" CONC. TRENCH PAVEMENT REPLACEMENT)	CUYD	45
15000	S BYPASS PUMPING	EACH	2
15092	S MANHOLE	EACH	3
15093	S MANHOLE ABANDON/REMOVE	EACH	2
15094	S MANHOLE ADJUST TO GRADE	EACH	1
15112	S PIPE PVC 08 INCH	LF	297
24814EC	PIPELINE INSPECTION	LF	287



- SANITARY SEWER NOTES**
- See Sanitary Sewer General Notes & Details sheet for additional notes.
 - 1) Contractor to remove existing sanitary sewer pipe from proposed SANMH A-1 to A-3.
 - 2) Contractor to remove existing manholes adjacent to proposed SANMH A-1 and A-3.
 - 3) Contractor to coordinate with City of Williamsburg Utilities for bypass pumping.
 - 4) Trench excavation and pipe bedding are considered incidental to the installation of sanitary sewer pipe. Flowable fill backfill and pavement replacement are individual pay items.
 - 5) Tying existing sanitary sewer pipes to MH A-1 shall be incidental to the installation of MH A-1.
 - 6) All other items not specified in the sanitary sewer relocation summary shall be incidental to the sanitary sewer relocation.



US 25W
SANITARY SEWER
PLAN & PROFILE

SCALE: 1"=20'