



CALL NO. 102

CONTRACT ID. 191069

BOURBON COUNTY

FED/STATE PROJECT NUMBER STP 7054 (001)

DESCRIPTION US-68X

WORK TYPE GRADE & DRAIN WITH ASPHALT SURFACE

PRIMARY COMPLETION DATE 10/31/2021

LETTING DATE: November 22,2019

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN STANDARD TIME November 22,2019. Bids will be publicly announced at 10:00 AM EASTERN STANDARD TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

DBE CERTIFICATION REQUIRED - 5.50%

REQUIRED BID PROPOSAL GUARANTY: Not less than 5% of the total bid.

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PART I
SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 07

CONTRACT ID - 191069

STP 7054 (001)

COUNTY - BOURBON

PCN - DE009068X1969

STP 7054 (001)

US-68X (MP 0.000) ADDRESS PAVEMENT CONDITION OF AC PAVEMENT ON US-68X FROM MP 0.000 TO MP 1.789 IN BOURBON COUNTY (MP 1.789), A DISTANCE OF 01.79 MILES.GRADE & DRAIN WITH ASPHALT SURFACE SYP NO. 07-20002.00.

GEOGRAPHIC COORDINATES LATITUDE 38:12:30.00 LONGITUDE 84:15:13.00

COMPLETION DATE(S):

COMPLETED BY 10/31/2021

APPLIES TO ENTIRE CONTRACT

CONTRACT NOTES

PROPOSAL ADDENDA

All addenda to this proposal must be applied when calculating bid and certified in the bid packet submitted to the Kentucky Department of Highways. Failure to use the correct and most recent addenda may result in the bid being rejected.

BID SUBMITTAL

Bidder must use the Department's electronic bidding software. The Bidder must download the bid file located on the Bid Express website (www.bidx.com) to prepare a bid packet for submission to the Department. The bidder must submit electronically using Bid Express.

JOINT VENTURE BIDDING

Joint venture bidding is permissible. All companies in the joint venture must be prequalified in one of the work types in the Qualifications for Bidders for the project. The bidders must get a vendor ID for the joint venture from the Division of Construction Procurement and register the joint venture as a bidder on the project. Also, the joint venture must obtain a digital ID from Bid Express to submit a bid. A joint bid bond of 5% may be submitted for both companies or each company may submit a separate bond of 5%.

UNDERGROUND FACILITY DAMAGE PROTECTION

The contractor shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor's responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. When prescribed in said directives, the contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom shall be contacted through their individual Protection Notification Center. Non-compliance with these directives can result in the enforcement of penalties.

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

Pursuant to KRS 176.085(1)(b), an agency, department, office, or political subdivision of the Commonwealth of Kentucky shall not award a state contract to a person that is a foreign entity required by [KRS 14A.9-010](#) to obtain a certificate of authority to transact business in the Commonwealth ("certificate") from the Secretary of State under [KRS 14A.9-030](#) unless the person produces the certificate within fourteen (14) days of the bid or proposal opening. If the foreign entity is not required to obtain a certificate as provided in [KRS 14A.9-010](#), the foreign entity should identify the applicable exception. Foreign entity is defined within [KRS 14A.1-070](#).

For all foreign entities required to obtain a certificate of authority to transact business in the Commonwealth, if a copy of the certificate is not received by the contracting agency within the time frame identified above, the foreign entity's solicitation response shall be deemed non-responsive or the awarded contract shall be cancelled.

Businesses can register with the Secretary of State at <https://secure.kentucky.gov/sos/ftbr/welcome.aspx>.

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

Questions about projects during the advertisement should be submitted in writing to the Division of Construction Procurement. This may be done by fax (502) 564-7299 or email to kytc.projectquestions@ky.gov. The Department will attempt to answer all submitted questions. The Department reserves the right not to answer if the question is not pertinent or does not aid in clarifying the project intent.

The deadline for posting answers will be 3:00 pm Eastern Daylight Time, the day preceding the Letting. Questions may be submitted until this deadline with the understanding that the later a question is submitted, the less likely an answer will be able to be provided.

The questions and answers will be posted for each Letting under the heading "Questions & Answers" on the Construction Procurement website (www.transportation.ky.gov/contract). The answers provided shall be considered part of this Special Note and, in case of a discrepancy, will govern over all other bidding documents.

HARDWOOD REMOVAL RESTRICTIONS

The US Department of Agriculture has imposed a quarantine in Kentucky and several surrounding states, to prevent the spread of an invasive insect, the emerald ash borer. Hardwood cut in conjunction with the project may not be removed from the state. Chipping or burning on site is the preferred method of disposal.

INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

Identification of excess material sites and borrow sites shall be the responsibility of the Contractor. The Contractor shall be responsible for compliance with all applicable state and federal laws and may wish to consult with the US Fish and Wildlife Service to seek protection under Section 10 of the Endangered Species Act for these activities.

ACCESS TO RECORDS

The contractor, as defined in KRS 45A.030 (9) agrees that the contracting agency, the Finance and Administration Cabinet, the Auditor of Public Accounts, and the Legislative Research Commission, or their duly authorized representatives, shall have access to any books, documents, papers, records, or other evidence, which are directly pertinent to this contract for the purpose of financial audit or program review. Records and other prequalification information confidentially

disclosed as part of the bid process shall not be deemed as directly pertinent to the contract and shall be exempt from disclosure as provided in KRS 61.878(1)(c). The contractor also recognizes that any books, documents, papers, records, or other evidence, received during a financial audit or program review shall be subject to the Kentucky Open Records Act, KRS 61.870 to 61.884.

In the event of a dispute between the contractor and the contracting agency, Attorney General, or the Auditor of Public Accounts over documents that are eligible for production and review, the Finance and Administration Cabinet shall review the dispute and issue a determination, in accordance with Secretary's Order 11-004.

April 30, 2018

FEDERAL CONTRACT NOTES

The Kentucky Department of Highways, in accordance with the Regulations of the United States Department of Transportation 23 CFR 635.112 (h), hereby notifies all bidders that failure by a bidder to comply with all applicable sections of the current Kentucky Standard Specifications, including, but not limited to the following, may result in a bid not being considered responsive and thus not eligible to be considered for award:

- | | |
|--------------------------------|--|
| 102.02 Current Rating | 102.08 Preparation and Delivery of Proposals |
| 102.13 Irregular Bid Proposals | 102.14 Disqualification of Bidders |
| 102.09 Proposal Guaranty | |

CIVIL RIGHTS ACT OF 1964

The Kentucky Department of Highways, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252) and the Regulations of the Federal Department of Transportation (49 C.F.R., Part 21), issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that the contract entered into pursuant to this advertisement will be awarded to the lowest responsible bidder without discrimination on the ground of race, color, or national origin.

NOTICE TO ALL BIDDERS

To report bid rigging activities call: 1-800-424-9071.

The U.S. Department of Transportation (DOT) operates the above toll-free “hotline” Monday through Friday, 8:00 a.m. to 5:00 p.m. eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the “hotline” to report such activities.

The “hotline” is part of the DOT’s continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

SECOND TIER SUBCONTRACTS

Second Tier subcontracts on federally assisted projects shall be permitted. However, in the case of DBE’s, second tier subcontracts will only be permitted where the other subcontractor is also a DBE. All second tier subcontracts shall have the consent of both the Contractor and the Engineer.

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

It is the policy of the Kentucky Transportation Cabinet (“the Cabinet”) that Disadvantaged Business Enterprises (“DBE”) shall have the opportunity to participate in the performance of highway construction projects financed in whole or in part by Federal Funds in order to create a level playing field for all businesses who wish to contract with the Cabinet. To that end, the Cabinet will comply with the regulations found in 49 CFR Part 26, and the definitions and requirements contained therein shall be adopted as if set out verbatim herein.

The Cabinet, contractors, subcontractors, and sub-recipients shall not discriminate on the basis of race, color, national origin, or sex in the performance of work performed pursuant to Cabinet contracts. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of federally assisted highway construction projects. The contractor will include this provision in all its subcontracts and supply agreements pertaining to contracts with the Cabinet.

Failure by the contractor to carry out these requirements is a material breach of its contract with the Cabinet, which may result in the termination of the contract or such other remedy as the Cabinet deems necessary.

DBE GOAL

The Disadvantaged Business Enterprise (DBE) goal established for this contract, as listed on the front page of the proposal, is the percentage of the total value of the contract.

The contractor shall exercise all necessary and reasonable steps to ensure that Disadvantaged Business Enterprises participate in a least the percent of the contract as set forth above as goals for this contract.

OBLIGATION OF CONTRACTORS

Each contractor prequalified to perform work on Cabinet projects shall designate and make known to the Cabinet a liaison officer who is assigned the responsibility of effectively administering and promoting an active program for utilization of DBEs.

If a formal goal has not been designated for the contract, all contractors are encouraged to consider DBEs for subcontract work as well as for the supply of material and services needed to perform this work.

Contractors are encouraged to use the services of banks owned and controlled by minorities and women.

CERTIFICATION OF CONTRACT GOAL

Contractors shall include the following certification in bids for projects for which a DBE goal has been established. BIDS SUBMITTED WHICH DO NOT INCLUDE CERTIFICATION OF DBE PARTICIPATION WILL NOT BE ACCEPTED. These bids will not be considered for award by the Cabinet and they will be returned to the bidder.

“The bidder certifies that it has secured participation by Disadvantaged Business Enterprises (“DBE”) in the amount of _____ percent of the total value of this contract and that the DBE participation is in compliance with the requirements of 49 CFR 26 and the policies of the Kentucky Transportation Cabinet pertaining to the DBE Program.”

The certification statement is located in the electronic bid file. All contractors must certify their DBE participation on that page. DBEs utilized in achieving the DBE goal must be certified and prequalified for the work items at the time the bid is submitted.

DBE PARTICIPATION PLAN

Lowest responsive bidders must submit the *DBE Plan/ Subcontractor Request*, form TC 14-35 DBE, within **5** days of the letting. This is necessary before the Awards Committee will review and make a recommendation. **The project will not be considered for award prior to submission and approval of the apparent low bidder’s DBE Plan/Subcontractor Request.**

The DBE Participation Plan shall include the following:

1. Name and address of DBE Subcontractor(s) and/or supplier(s) intended to be used in the proposed project;
2. Description of the work each is to perform including the work item, unit, quantity, unit price and total amount of the work to be performed by the individual DBE. The Proposal Line Number, Category Number, and the Project Line Number can be found in the “material listing” on the Construction Procurement website under the specific letting;
3. The dollar value of each proposed DBE subcontract and the percentage of total project contract value this represents. DBE participation may be counted as follows:
 - a. If DBE suppliers and manufactures assume actual and contractual responsibility, the dollar value of materials to be furnished will be counted toward the goal as follows:
 - The entire expenditure paid to a DBE manufacturer;
 - 60 percent of expenditures to DBE suppliers that are not manufacturers provided the supplier is a regular dealer in the product involved. A regular dealer must be engaged in, as its principal business and in its own name, the sale of products to the public, maintain an inventory and own and operate distribution equipment; and
 - The amount of fees or commissions charged by the DBE firms for a bona fide service, such as professional, technical, consultant, or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, supplies, delivery of materials and supplies or for furnishing bonds, or insurance, providing such fees or commissions are determined to be reasonable and customary.

- b) The dollar value of services provided by DBEs such as quality control testing, equipment repair and maintenance, engineering, staking, etc.;
 - c) The dollar value of joint ventures. DBE credit for joint ventures will be limited to the dollar amount of the work actually performed by the DBE in the joint venture;
4. Written and signed documentation of the bidder's commitment to use a DBE contractor whose participation is being utilized to meet the DBE goal; and
 5. Written and signed confirmation from the DBE that it is participating in the contract as provided in the prime contractor's commitment.

UPON AWARD AND BEFORE A WORK ORDER WILL BE ISSUED

Contractors must submit the signed subcontract between the contractor and the DBE contractor, along with the DBE's certificate of insurance. If the DBE is a supplier of materials for the project, a signed purchase order must be submitted to the Division of Construction Procurement.

Changes to DBE Participation Plans must be approved by the Cabinet. The Cabinet may consider extenuating circumstances including, but not limited to, changes in the nature or scope of the project, the inability or unwillingness of a DBE to perform the work in accordance with the bid, and/or other circumstances beyond the control of the prime contractor.

CONSIDERATION OF GOOD FAITH EFFORTS REQUESTS

If the DBE participation submitted in the bid by the apparent lowest responsive bidder does not meet or exceed the DBE contract goal, the apparent lowest responsive bidder must submit a Good Faith Effort Package to satisfy the Cabinet that sufficient good faith efforts were made to meet the contract goals prior to submission of the bid. Efforts to increase the goal after bid submission will not be considered in justifying the good faith effort, unless the contractor can show that the proposed DBE was solicited prior to the letting date. DBEs utilized in achieving the DBE goal must be certified and prequalified for the work items at the time the bid is submitted. One complete set (hard copy along with an electronic copy) of this information must be received in the Division of Contract Procurement no later than 12:00 noon of the tenth calendar day after receipt of notification that they are the apparent low bidder.

Where the information submitted includes repetitious solicitation letters it will be acceptable to submit a sample representative letter along with a distribution list of the firms solicited. Documentation of DBE quotations shall be a part of the good faith effort submittal as necessary to demonstrate compliance with the factors listed below which the Cabinet considers in judging good faith efforts. This documentation may include written subcontractors' quotations, telephone log notations of verbal quotations, or other types of quotation documentation.

The Good Faith Effort Package shall include, but may not be limited to information showing evidence of the following:

1. Whether the bidder attended any pre-bid meetings that were scheduled by the Cabinet to inform DBEs of subcontracting opportunities;
2. Whether the bidder provided solicitations through all reasonable and available means;
3. Whether the bidder provided written notice to all DBEs listed in the DBE directory at the time of the letting who are prequalified in the areas of work that the bidder will be subcontracting;
4. Whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested. If a reasonable amount of DBEs within the targeted districts do not provide an intent to quote or no DBEs are prequalified in the subcontracted areas, the bidder must notify the Disadvantaged Enterprise Business Liaison Officer (DEBLO) in the Office of Civil Rights and Small Business Development to give notification of the bidder's inability to get DBE quotes;
5. Whether the bidder selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the contract goals. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime contractor might otherwise perform these work items with its own forces;
6. Whether the bidder provided interested DBEs with adequate and timely information about the plans, specifications, and requirements of the contract;
7. Whether the bidder negotiated in good faith with interested DBEs not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities. Any rejection should be so noted in writing with a description as to why an agreement could not be reached;
8. Whether quotations were received from interested DBE firms but were rejected as unacceptable without sound reasons why the quotations were considered unacceptable. The fact that the DBE firm's quotation for the work is not the lowest quotation received will not in itself be considered as a sound reason for rejecting the quotation as unacceptable. The fact that the bidder has the ability and/or desire to perform the contract work with its own forces will not be considered a sound reason for rejecting a DBE quote. Nothing in this provision shall be construed to require the bidder to accept unreasonable quotes in order to satisfy DBE goals;
9. Whether the bidder specifically negotiated with subcontractors to assume part of the responsibility to meet the contract DBE goal when the work to be subcontracted includes potential DBE participation;
10. Whether the bidder made any efforts and/or offered assistance to interested DBEs in obtaining the necessary equipment, supplies, materials, insurance and/or bonding to satisfy the work requirements of the bid proposal; and
11. Any other evidence that the bidder submits which may show that the bidder has made reasonable good faith efforts to include DBE participation.

FAILURE TO MEET GOOD FAITH REQUIREMENT

Where the apparent lowest responsive bidder fails to submit sufficient participation by DBE firms to meet the contract goal and upon a determination by the Good Faith Committee based upon the information submitted that the apparent lowest responsive bidder failed to make sufficient reasonable efforts to meet the contract goal, the bidder will be offered the opportunity to meet in person for administrative reconsideration. The bidder will be notified of the Committee's decision within 24 hours of its decision. The bidder will have 24 hours to request reconsideration of the Committee's decision. The reconsideration meeting will be held within two days of the receipt of a request by the bidder for reconsideration.

The request for reconsideration will be heard by the Office of the Secretary. The bidder will have the opportunity to present written documentation or argument concerning the issue of whether it met the goal or made an adequate good faith effort. The bidder will receive a written decision on the reconsideration explaining the basis for the finding that the bidder did or did not meet the goal or made adequate Good Faith efforts to do so.

The result of the reconsideration process is not administratively appealable to the Cabinet or to the United States Department of Transportation.

The Cabinet reserves the right to award the contract to the next lowest responsive bidder or to rebid the contract in the event that the contract is not awarded to the low bidder as the result of a failure to meet the good faith requirement.

SANCTIONS FOR FAILURE TO MEET DBE REQUIREMENTS OF THE PROJECT

Failure by the prime contractor to fulfill the DBE requirements of a project under contract or to demonstrate good faith efforts to meet the goal constitutes a breach of contract. When this occurs, the Cabinet will hold the prime contractor accountable, as would be the case with all other contract provisions. Therefore, the contractor's failure to carry out the DBE contract requirements shall constitute a breach of contract and as such the Cabinet reserves the right to exercise all administrative remedies at its disposal including, but not limited to the following:

- Disallow credit toward the DBE goal;
- Withholding progress payments;
- Withholding payment to the prime in an amount equal to the unmet portion of the contract goal; and/or
- Termination of the contract.

PROMPT PAYMENT

The prime contractor will be required to pay the DBE within seven (7) working days after he or she has received payment from the Kentucky Transportation Cabinet for work performed or materials furnished.

CONTRACTOR REPORTING

All contractors must keep detailed records and provide reports to the Cabinet on their progress in meeting the DBE requirement on any highway contract. These records may include, but shall not be limited to payroll, lease agreements, cancelled payroll checks, executed subcontracting agreements, etc. Prime contractors will be required to complete and submit a **signed and notarized** Affidavit of Subcontractor Payment (TC 18-7) and copies of checks for any monies paid to each DBE subcontractor or supplier utilized to meet a DBE goal. These documents must be completed and signed within 7 days of being paid by the Cabinet.

Payment information that needs to be reported includes date the payment is sent to the DBE, check number, Contract ID, amount of payment and the check date. Before Final Payment is made on this contract, the Prime Contractor will certify that all payments were made to the DBE subcontractor and/or DBE suppliers.

******* IMPORTANT *******

Please mail the original, signed and completed TC (18-7) Affidavit of Subcontractor Payment form and all copies of checks for payments listed above to the following address:

Office of Civil Rights and Small Business Development
6th Floor West 200 Mero Street
Frankfort, KY 40622

The prime contractor should notify the KYTC Office of Civil Rights and Small Business Development seven (7) days prior to DBE contractors commencing work on the project. The contact in this office is Mr. Melvin Bynes. Mr. Bynes' current contact information is email address – melvin.bynes2@ky.gov and the telephone number is (502) 564-3601.

DEFAULT OR DECERTIFICATION OF THE DBE

If the DBE subcontractor or supplier is decertified or defaults in the performance of its work, and the overall goal cannot be credited for the uncompleted work, the prime contractor may utilize a substitute DBE or elect to fulfill the DBE goal with another DBE on a different work item. If after exerting good faith effort in accordance with the Cabinet's Good Faith Effort policies and procedures, the prime contractor is unable to replace the DBE, then the unmet portion of the goal may be waived at the discretion of the Cabinet.

7/19/2019

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC – CARGO PREFERENCE ACT (CPA).

(REV 12-17-15) (1-16)

SECTION 7 is expanded by the following new Article:

102.10 **Cargo Preference Act – Use of United States-flag vessels.**

Pursuant to Title 46CFR Part 381, the Contractor agrees

- To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

- To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph 1 of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

- To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

ASPHALT MIXTURE

Unless otherwise noted, the Department estimates the rate of application for all asphalt mixtures to be 110 lbs/sy per inch of depth.

INCIDENTAL SURFACING

The Department has included in the quantities of asphalt mixtures established in the proposal estimated quantities required for resurfacing or surfacing mailbox turnouts, farm field entrances, residential and commercial entrances, curve widening, ramp gores and tapers, and road and street approaches, as applicable. Pave these areas to the limits as shown on Standard Drawing RPM-110-06 or as directed by the Engineer. In the event signal detectors are present in the intersecting streets or roads, pave the crossroads to the right of way limit or back of the signal detector, whichever is the farthest back of the mainline. Surface or resurface these areas as directed by the Engineer. The Department will not measure placing and compacting for separate payment but shall be incidental to the Contract unit price for the asphalt mixtures.

ASPHALT PAVEMENT RIDE QUALITY CATEGORY B

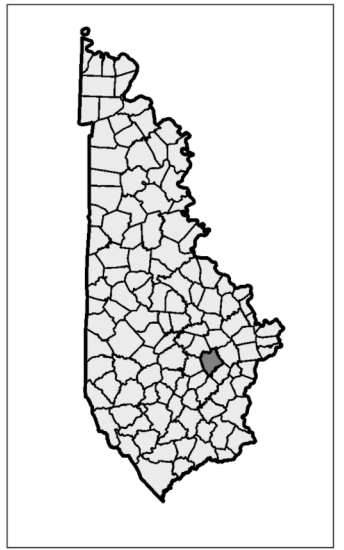
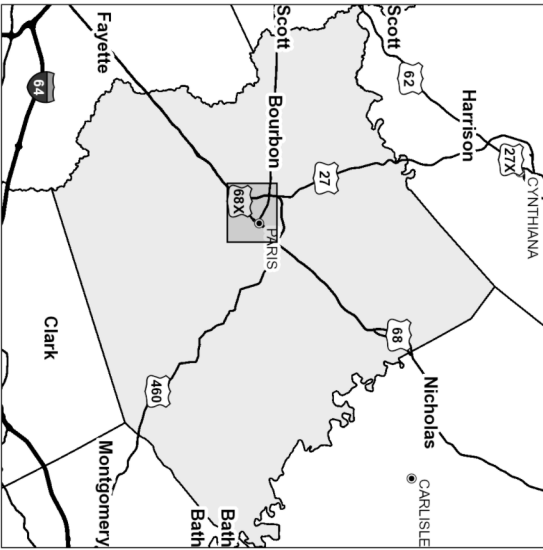
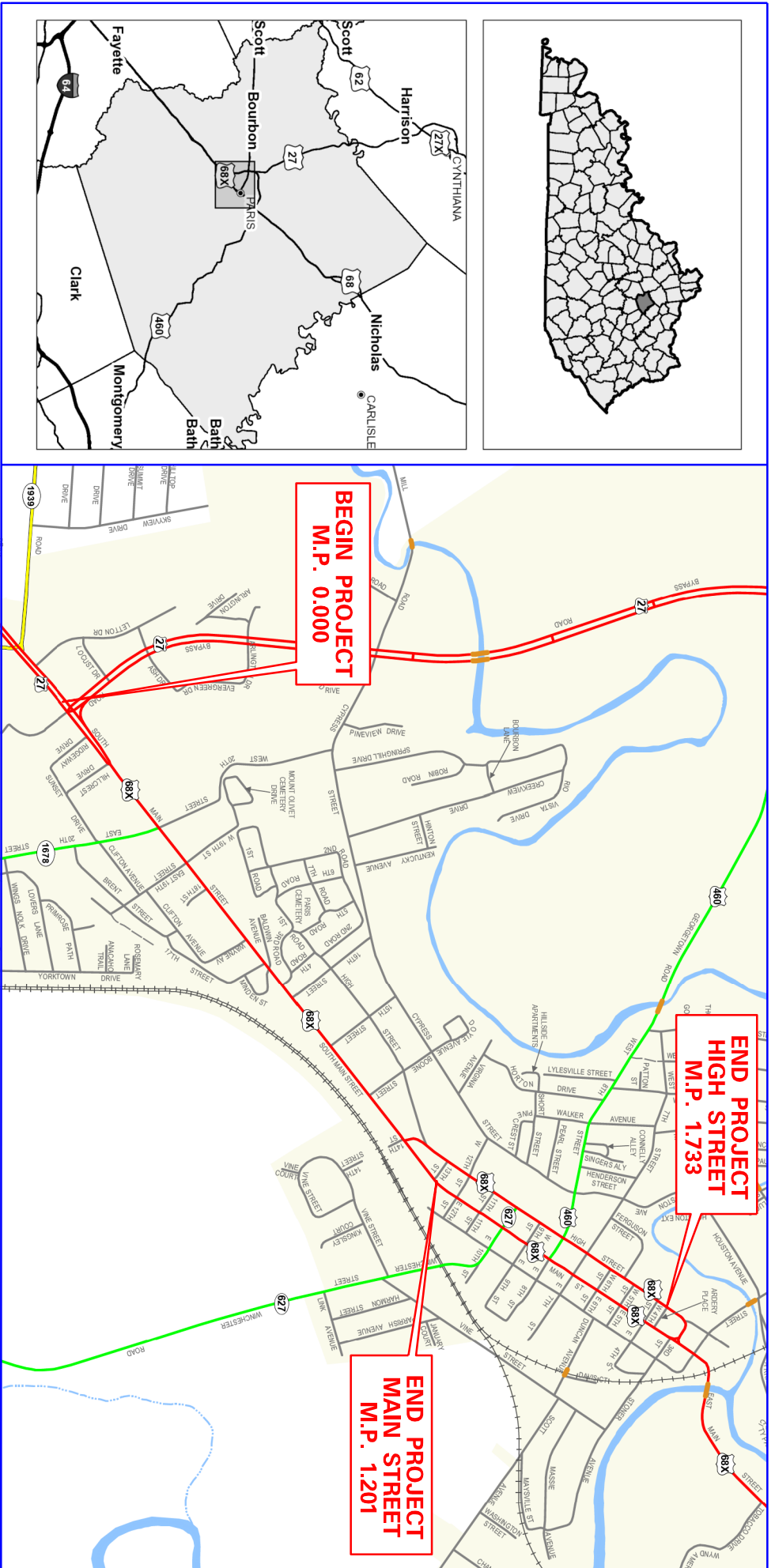
The Department will apply Pavement Rideability Requirements on this project in accordance with Section 410, Category B.

FUEL AND ASPHALT PAY ADJUSTMENT

The Department has included the Contract items Asphalt Adjustment and Fuel Adjustment for possible future payments at an established Contract unit price of \$1.00. The Department will calculate actual adjustment quantities after work is completed. If existing Contract amount is insufficient to pay all items on the contract with the adjustments, the Department will establish additional monies with a change order.

OPTION A

Be advised that the Department will accept compaction of asphalt mixtures furnished for driving lanes and ramps, at 1 inch (25mm) or greater, on this project according to OPTION A in accordance with Section 402 and Section 403 of the current Standard Specifications. The Department will require joint cores as described in Section 402.03.02 for surface mixtures only. The Department will accept compaction of all other asphalt mixtures according to OPTION B.



PROJECT NUMBER: STP 7054 (001), FD52 009 068X 000-002

ITEM NUMBER: 7-20002 **LETTING DATE:** NOVEMBER 22, 2019

RECOMMENDED BY: ANDRE JOHANNES, P.E. **DATE:**

PLAN APPROVED BY: **DATE:**

FHWA APPROVED BY: **DATE:**

Project Manager

State Highway Engineer



1 INDR Circle, U.S. 460
Fayetteville, KY 40501
502-695-5800

US 68X
BOURBON COUNTY
ITEM NO. 7-20002 , PAVEMENT REHABILITATION
MAIN ST - STA. 11+00 to 76+35 & HIGH ST - STA. 170+61.67 to 203+90
GENERAL SUMMARY

ITEM NUMBER	ITEM		UNIT	QUANTITY
00003	CRUSHED STONE BASE	①	TON	17,447
00005	GEOGRID REINFORCEMENT FOR SUBGRADE	①	SQYD	33,548
00190	LEVELING & WEDGING PG64-22	①	TON	283
00214	CL3 ASPH BASE 1.00D PG64-22	①	TON	12,915
00356	ASPHALT MATERIAL FOR TACK	①	TON	15
2602	FABRIC GEOTEXTILE CLASS 1	①	SQYD	33,548
24942EC	CEM CONC ENT PAVEMENT-9 IN	①	SQYD	12,521
00521	STORM SEWER PIPE-15 IN	②	LF	3,234
00522	STORM SEWER PIPE-18 IN	②	LF	3,394
00524	STORM SEWER PIPE-24 IN	②	LF	997
00526	STORM SEWER PIPE-30 IN	②	LF	877
00528	STORM SEWER PIPE-36 IN	②	LF	675
01456	CURB BOX INLET TYPE A	②	EACH	73
01459	CURB BOX INLET TYPE A MOD	②	EACH	12
01493	DROP BOX INLET TYPE 2	②	EACH	1
01544	DROP BOX INLET TYPE 11	②	EACH	1
01559	DROP BOX INLET TYPE 13G	②	EACH	34
01568	DROP BOX INLET TYPE 13S	②	EACH	3
01650	JUNCTION BOX	②	EACH	4
01651	JUNCTION BOX-MOD	②	EACH	1
01756	MANHOLE TYPE A	②	EACH	33
01767	MANHOLE TYPE C	②	EACH	16
01768	MANHOLE TYPE C MOD	②	EACH	1
02602	FABRIC GEOTEXTILE CLASS 1 (FOR PIPE)	②	SQYD	11,430
08100	CONCRETE-CLASS A	②	CUYD	71.1
20569ES710	DROP BOX INLET TY 13G(MOD)	②	EACH	1
20570ES710	DROP BOX INLET TY 13S(MOD)	②	EACH	1
01480	CURB BOX INLET TYPE B	②	EACH	1
24814EC	PIPELINE INSPECTION	②	LF	9,177
02367	GUARDRAIL END TREATMENT TYPE 1	③	EACH	1
02381	REMOVE GUARDRAIL	③	LF	50
02705	SILT TRAP TYPE C		EACH	20
02708	CLEAN SILT TRAP TYPE C		EACH	20

① CARRIED FROM PAVING SUMMARY

② CARRIED FROM PIPE SUMMARY

③ CARRIED FROM GUARDRAIL SUMMARY

US 68X
BOURBON COUNTY
ITEM NO. 7-20002 , PAVEMENT REHABILITATION
MAIN ST - STA. 11+00 to 76+35 & HIGH ST - STA. 170+61.67 to 203+90
GENERAL SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
02484	CHANNEL LINING CLASS III	TON	200
02575	DITCHING AND SHOULDERING	LF	8,695
05952	TEMP MULCH	SQYD	6,453
05963	INITIAL FERTILIZER	TON	0.3
05964	MAINTENANCE FERTILIZER	TON	0.6
05985	SEEDING AND PROTECTION	SQYD	3,865
05992	AGRICULTURAL LIMESTONE	TON	6
40030	TEMPORARY SILT FENCE	LF	4,348
05990	SODDING	SQYD	2,433
23158ES505	DETECTABLE WARNINGS	SQFT	900
02720	SIDEWALK-4 IN CONCRETE	SQYD	5,426
01811	STANDARD CURB AND GUTTER MOD	LF	9,548
06511	PAVE STRIPING-TEMP PAINT-6 IN	LF	64,050
02014	BARRICADE-TYPE III	EACH	20
02775	ARROW PANEL	EACH	2
02671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	8
02650	MAINTAIN & CONTROL TRAFFIC	LS	1
02562	TEMPORARY SIGNS	SQFT	1,200
04953	TEMP RELOCATION OF SIGNAL HEAD	EACH	28
00020	TRAFFIC BOUND BASE	TON	2,000
02242	WATER	MGAL	5
02545	CLEARING AND GRUBBING	④ LS	1
01875	STANDARD HEADER CURB	LF	135
24110EC	PERM PAINT-BARRIER CURB	LF	3,170
01000	PERFORATED PIPE-4 IN	LF	1,100
03383	PVC PIPE-4 IN	⑤ LF	100
03385	PVC PIPE-6 IN	⑤ LF	100
03387	PVC PIPE-8 IN	⑤ LF	100
00078	CRUSHED AGGREGATE SIZE NO 2	⑥ TON	200
01740	CORED HOLE DRAINAGE BOX CON-4 IN	⑤ EACH	2
01741	CORED HOLE DRAINAGE BOX CON-6 IN	⑤ EACH	2
01742	CORED HOLE DRAINAGE BOX CON-8 IN	⑤ EACH	2

④ APPROXIMATELY 5 ACRES.

⑤ CONTINGENCY QUANTITY FOR COLLECTION OF UNKNOWN PIPES.

⑥ FOR BACKFILL OF EXPLORATORY EXCAVATION AT POTENTIAL CAVITY UNDER PAVEMENT.

US 68X
BOURBON COUNTY
ITEM NO. 7-20002 , PAVEMENT REHABILITATION
MAIN ST - STA. 11+00 to 76+35 & HIGH ST - STA. 170+61.67 to 203+90
PAVING SUMMARY

PAVING AREAS (SY)		PAVING AREAS (SY)	
ITEM	TOTAL	ITEM	TOTAL
		ENTRANCES (MAIN ST.)	
MAIN STREET MAINLINE AND APPR.		4" CSB	5,190
3.75" CL3 ASPH BASE 1.00D PG64-22	19,901		
3.75" CL3 ASPH BASE 1.00D PG64-22	19,901	3.00" CL3 ASPH BASE 1.00D PG64-22	87
6" CSB	22,175	CEM CONC ENT PAVEMENT-9 IN	5,103
FABRIC-GEOTEXTILE CLASS 1	22,175	ENTRANCES (HIGH ST.)	
GEOGRID REINFORCEMENT FOR SUBGRADE	22,175	4" CSB	7,752
HIGH STREET MAINLINE AND APPR.			
3.75" CL3 ASPH BASE 1.00D PG64-22	9,452	3.00" CL3 ASPH BASE 1.00D PG64-22	334
3.75" CL3 ASPH BASE 1.00D PG64-22	9,452	CEM CONC ENT PAVEMENT-9 IN	7,418
6" CSB	11,373		
FABRIC-GEOTEXTILE CLASS 1	11,373	PIPE TRENCH CAP (ENTIRE PROJECT)	
GEOGRID REINFORCEMENT FOR SUBGRADE	11,373	8" CL3 ASPH BASE 1.00D PG64-22	1,667

PAVING SUMMARY

ITEM NUMBER	ITEM	UNIT	QUANTITY
00003	CRUSHED STONE BASE ①	TON	17,447
00005	GEOGRID REINFORCEMENT FOR SUBGRADE	SQYD	33,548
00190	LEVELING & WEDGING PG64-22	TON	283
00214	CL3 ASPH BASE 1.00D PG64-22	TON	12,915
00356	ASPHALT MATERIAL FOR TACK ②	TON	15
2602	FABRIC-GEOTEXTILE CLASS 1	SQYD	33,548
24942EC	CEM CONC ENT PAVEMENT-9 IN	SQYD	12,521

ALL ASPHALT MIXES CALCULATED BASED ON 110 LBS / SY, INCLUDES 2,895 TONS FOR UNDERCUT.

ALL STONE BASE MIXES CALCULATED BASED ON 115 LBS / SY

ALL ITEMS CARRIED OVER TO GENERAL SUMMARY

① CSB INCLUDES 2,895 TONS FOR UNDERCUT.

② CALCULATED ON 0.84LBS/SY PER APPLICATION.

County
TRAFFIC LOOP SUMMARY
FD52 009 068X 000-002
STP 7054(001)

MPT.	INTERSECTION	LOOP WIRE		CABLE NO. 14/1 Pair		CONDUIT 1 1/4 INCH		SAW, SLOT TRENCHING AND FILL		JUNCTION BACKFILL		RELOCATE HEADS		TEST LOOP EACH		NOTES
		LF		LF		LF		LF		LF	EA	EA	EA			
1.366	MAIN @ BYPASS	650		575		40		250		40		2		2		
0.865	MAIN ST @ 15TH	575		250		40		240		40		2		2		
0.293	MAIN ST @ 20TH	1125		1200		60		210		60		4		2		
1.544	HIGH ST @ 7TH	550		250		40		225		40		2		2		
1.366	High st @ 10th	600		300		40		225		40		2		2		
TOTAL		3500		2575		220		1150		220		12		10		13

NOTE: ALL QUANTITIES CARRIED OVER TO GENERAL SUMMARY

BOURBON COUNTY

US68X

ITEM 7-20002

TRAFFIC SIGNAL NOTES

THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION, AND OTHER SPECIAL NOTES AND SPECIFICATIONS WILL APPLY ON THIS PROJECT. SEE SECTION 706, 723, AND 112 FOR MEASUREMENT AND OTHER DETAILS. SEE SECTION 602 FOR SPRIAL REINFORCEMENT SPLICING.

THE CONTRACTOR SHALL MAKE AN INSPECTION OF THE PROJECT SITE PRIOR TO SUBMITTING A BID AND SHALL BE THOROUGHLY FAMILIARIZED WITH EXISTING CONDITIONS. SUBMISSIONS OF A BID WILL BE CONSIDERED AN AFFIRMATION OF THIS INSPECTION HAVING BEEN COMPLETED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PICKING UP INSTALL ITEMS FROM THE FRANKFORT POLE YARD AND DELIVERING THESE ITEMS TO THE SITE. THE CONTRACTOR SHALL CONTACT FRANKFORT POLE YARD PERSONNEL (502-782-8994/ 502-330-8153 OR EMAIL KIM.STAMPER@KY.GOV) AND ARRANGE TO PICK UP INSTALL ITEMS A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO ARRIVAL. THE CONTRACTOR SHALL ALSO CONTACT THE SIGNAL SYSTEM BRANCH (502-782-5543/502-782-5547 OR EMAIL JOE.THOMPSON@KY.GOV/ LARRY.IRISH@KY.GOV) TO ARRANGE PROGRAMMING OF THE ROUTER USED FOR COMMUNCATION IN THE TRAFFIC SIGNAL A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO ARRIVAL. FAILURE TO PROVIDE POLE YARD PERSONNEL/ SIGNAL SYSTEM BRANCH THIS ADVANCE NOTICE COULD RESULT IN LONG DELAYS OR REFUSAL TO DISTRIBUTE EQUIPMENT UPON ARRIVAL.

ADD SENTENCE TO SECTION 835.15: ALL WIRE SHALL HAVE WORDING ADDED TO THE OUTER JACKET THAT STATES : " PROPERTY OF KENTUCKY TRANSPORTATION CABINET 502 564 0501".

SUBSECTION:03.13 LOOP INSTALLATION.

REVISION:REPLACE FIRST SENTENCE NOTE WITH THE FOLLOWING:

TWIST UNSHIELDED LOOP WIRE (IMSA 51-7) WITH 3 TO 5 TURNS FROM THE START OF HOMERUN TO THE INSIDE CONDUIT, JUNCTION BOX, CABINET, OR POLE. TWIST UNSHIELDED LOOP WIRES (IMSA 51-7) WITH 3 TO 5 TURNS PER FOOT FROM THE START OF THE HOMERUN TO THE JUNCTION BOX, CABINET, OR POLE. SLOT CAN BE WIDEN TO 1/2" to 5/8" TO HELP WITH THE INSTALLATION OF THE TWISTED WIRE.

LOOP TEST. The Department will measure the quantity as each individual unit loop tested.

The Department will not measure disconnection, reconnection, traffic control, re-splicing

Per specifications, before and after testing per note and any associated hardware for payment

And will consider them accidental to this item of work.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002.00	RI

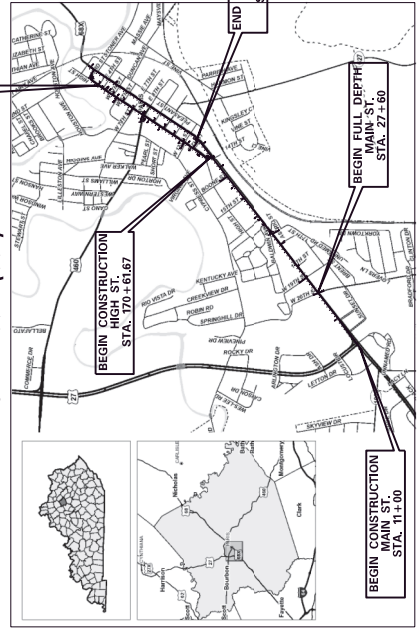
Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS

PLANS OF PROPOSED PROJECT

RESURFACING AND RECONSTRUCTION US 68X (MAIN ST. AND HIGH ST.) PARIS, KY STP 7054 (001)



END CONSTRUCTION
HIGH ST.
STA. 203+90



THIS PROJECT IS OFF THE NH SYSTEM

THE CONTROL OF ACCESS ON THIS PROJECT SHALL BE BY PERMIT

LAYOUT MAP



Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF
BOURBON

ITEM NO. 7-20002.00
PROJECT F052 009 068X 000-002
NUMBER STP 7054 (001)
LETTING DATE: _____
RECOMMENDED BY: _____ PROJECT MANAGER _____ DATE: _____
PLAN APPROVED BY: _____ STATE HIGHWAY ENGINEER _____ DATE: _____

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
RI	LAYOUT SHEETS-SUMMARY OF QUANTITIES
R1 - R36	PLAN AND PROFILE SHEETS
R37 - R40	CONTROL SHEETS
R41 - R44	DETAIL SHEETS
R45 - R48	PROVISION CONTROL SHEETS
R49 - R52	PIPE DRAINAGE SHEETS
R53 - R56	TRAFFIC PLANS
R57 - R60	UTILITY RELOCATION PLANS
R61 - R64	CROSS SECTION SHEETS

SHEETS NOT INCLUDED IN TOTAL SHEETS
R65 - R68, R69, R70, R71, R72, R73, R74, R75, R76, R77, R78, R79, R80, R81, R82, R83, R84, R85, R86, R87, R88, R89, R90, R91, R92, R93, R94, R95, R96, R97, R98, R99, R100, R101, R102, R103, R104, R105, R106, R107, R108, R109, R110, R111, R112, R113, R114, R115, R116, R117, R118, R119, R120, R121, R122, R123, R124, R125, R126, R127, R128, R129, R130, R131, R132, R133, R134, R135, R136, R137, R138, R139, R140, R141, R142, R143, R144, R145, R146, R147, R148, R149, R150, R151, R152, R153, R154, R155, R156, R157, R158, R159, R160, R161, R162, R163, R164, R165, R166, R167, R168, R169, R170, R171, R172, R173, R174, R175, R176, R177, R178, R179, R180, R181, R182, R183, R184, R185, R186, R187, R188, R189, R190, R191, R192, R193, R194, R195, R196, R197, R198, R199, R200, R201, R202, R203, R204, R205, R206, R207, R208, R209, R210, R211, R212, R213, R214, R215, R216, R217, R218, R219, R220, R221, R222, R223, R224, R225, R226, R227, R228, R229, R230, R231, R232, R233, R234, R235, R236, R237, R238, 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R737, R738, R739, R740, R741, R742, R743, R744, R745, R746, R747, R748, R749, R750, R751, R752, R753, R754, R755, R756, R757, R758, R759, R760, R761, R762, R763, R764, R765, R766, R767, R768, R769, R770, R771, R772, R773, R774, R775, R776, R777, R778, R779, R780, R781, R782, R783, R784, R785, R786, R787, R788, R789, R790, R791, R792, R793, R794, R795, R796, R797, R798, R799, R800, R801, R802, R803, R804, R805, R806, R807, R808, R809, R810, R811, R812, R813, R814, R815, R816, R817, R818, R819, R820, R821, R822, R823, R824, R825, R826, R827, R828, R829, R830, R831, R832, R833, R834, R835, R836, R837, R838, R839, R840, R841, R842, R843, R844, R845, R846, R847, R848, R849, R850, R851, R852, R853, R854, R855, R856, R857, R858, R859, R860, R861, R862, R863, R864, R865, R866, R867, R868, R869, R870, R871, R872, R873, R874, R875, R876, R877, R878, R879, R880, R881, R882, R883, R884, R885, R886, R887, R888, R889, R890, R891, R892, R893, R894, R895, R896, R897, R898, R899, R900, R901, R902, 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STANDARD DRAWINGS

NUMBER	DESCRIPTION
R08-011-05	R08-011-05
R08-012-02	R08-012-02
R08-013-04	R08-013-04
R08-014-03	R08-014-03
R08-015-02	R08-015-02
R08-016-01	R08-016-01
R08-017-03	R08-017-03
R08-018-04	R08-018-04
R08-019-02	R08-019-02
R08-020-01	R08-020-01
R08-021-03	R08-021-03
R08-022-04	R08-022-04
R08-023-02	R08-023-02
R08-024-01	R08-024-01
R08-025-03	R08-025-03
R08-026-04	R08-026-04
R08-027-02	R08-027-02
R08-028-01	R08-028-01
R08-029-03	R08-029-03
R08-030-04	R08-030-04
R08-031-02	R08-031-02
R08-032-01	R08-032-01
R08-033-03	R08-033-03
R08-034-04	R08-034-04
R08-035-02	R08-035-02
R08-036-01	R08-036-01
R08-037-03	R08-037-03
R08-038-04	R08-038-04
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R08-041-03	R08-041-03
R08-042-04	R08-042-04
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R08-047-02	R08-047-02
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R08-053-03	R08-053-03
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R08-095-02	R08-095-02
R08-096-01	R08-096-01
R08-097-03	R08-097-03
R08-098-04	R08-098-04
R08-099-02	R08-099-02
R08-100-01	R08-100-01

DESIGN CRITERIA

CLASS OF HIGHWAY URBAN MINOR ARTERIAL
 TYPE OF TERRAIN LEVEL
 DESIGN SPEED 35 MPH, 25 MPH
 REQUIRED PSD 250 FT, 155 FT
 REQUIRED PSD N/A
 LEVEL OF SERVICE N/A
 ADT PRESENT (13,662)
 ADT FUTURE ()
 DHV
 D %
 T % 8.6%

GEOGRAPHIC COORDINATES

LATITUDE 38 DEGREES 12 MINUTES 30 SECONDS NORTH
 LONGITUDE 84 DEGREES 15 MINUTES 13 SECONDS WEST
DESIGNED
 % RESTRICTED SD _____
 LEVEL OF SERVICE _____
 MAX. DISTANCE W/O PASSING _____

MAIN ST.
 LENGTH - 4.815 MILES
 LIN. FT. 0,323
 FOR EQUALITIES
 NOT INCLUDED
 RAILROAD CROSSINGS NO.
 LIN. FT. _____
 BRIDGES LIN. FT. _____

HIGH ST.
 LENGTH - 3,328.33 MILES
 LIN. FT. 0,630
 FOR EQUALITIES
 NOT INCLUDED
 RAILROAD CROSSINGS NO.
 LIN. FT. _____
 BRIDGES LIN. FT. _____

BEGIN CONSTRUCTION MAIN ST. STA. 11+00
 LENGTH - 1.1 MILES
 LIN. FT. 1,100
 FOR EQUALITIES
 NOT INCLUDED
 RAILROAD CROSSINGS NO.
 LIN. FT. _____
 BRIDGES LIN. FT. _____

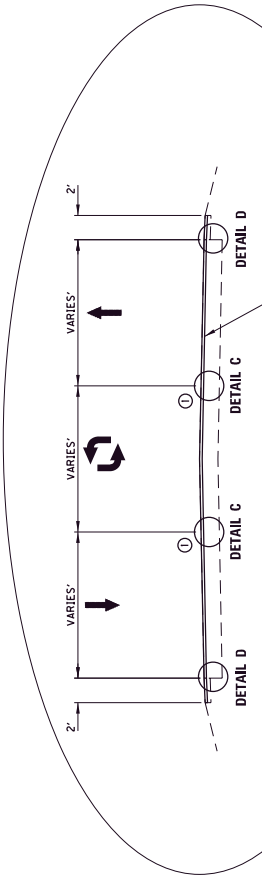
BEGIN FULL DEPTH MAIN ST. STA. 27+80
 LENGTH - 0.2 MILES
 LIN. FT. 200
 FOR EQUALITIES
 NOT INCLUDED
 RAILROAD CROSSINGS NO.
 LIN. FT. _____
 BRIDGES LIN. FT. _____

END CONSTRUCTION MAIN ST. STA. 76+35
 LENGTH - 0.1 MILES
 LIN. FT. 100
 FOR EQUALITIES
 NOT INCLUDED
 RAILROAD CROSSINGS NO.
 LIN. FT. _____
 BRIDGES LIN. FT. _____

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002.00	R2

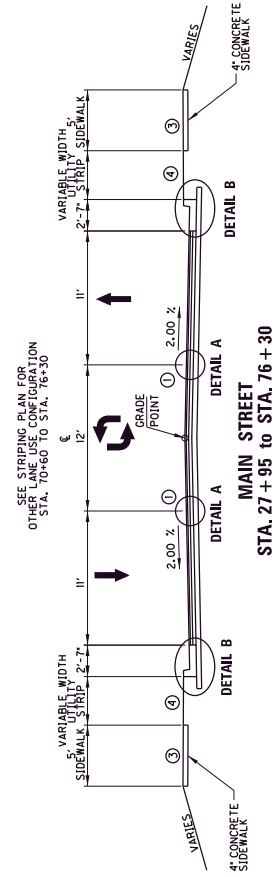
TYPICAL SECTIONS

MAIN STREET

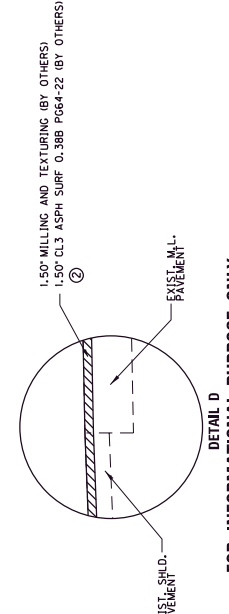
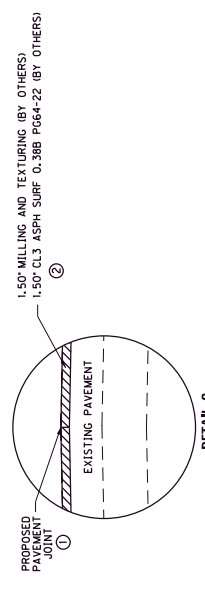
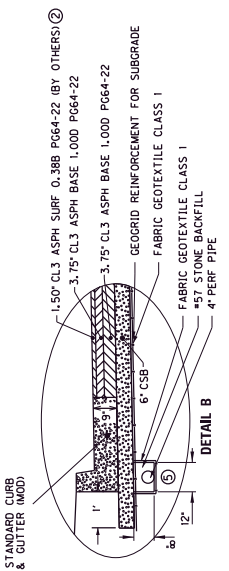
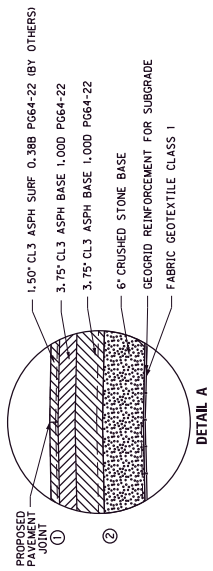


**MAIN STREET
STA. 11+00 TO STA. 27+95**
(CURB SECTIONS NOT SHOWN)

FOR INFORMATIONAL PURPOSE ONLY



**MAIN STREET
STA. 27+95 TO STA. 76+30**



**MAIN STREET PAVEMENT SCHEDULE
STA. 11+00 TO STA. 27+60**

② MILLING AND TEXTURING.....1.50\"/>

**MAIN STREET PAVEMENT SCHEDULE
STA. 27+60 TO STA. 76+30**

② CL 3 ASPH SURF 0.388 PG64-22 1.50\"/>

- ① JOINT ADHESIVE (SURFACE ONLY), LOCATE JOINT LOCATION AS APPROVED BY THE ENGINEER. (BY OTHERS)
- ② APPLY ASPHALT MATERIAL FOR TACK AT A RATE OF 0.94LBS/SY BETWEEN EACH LAYER OF ASPHALT CONCRETE.
- ③ CONSTRUCT 4 IN. SIDEWALK, TYP SLOPE 2%. SEE X SECT.
- ④ SEE X SECT. FOR UTILITY STRIP WIDTH.
- ⑤ CONSTRUCT 10 LF OF PERFORATED PIPE ON EACH SIDE OF EACH CURB BOX INLET AND DROP BOX. PERFORATED PIPE SHALL BE PLACED APPROXIMATELY 1\"/>

NOTE: FINAL SURFACING, MILLING AND INLAY AND FINAL PAVEMENT MARKINGS WILL BE PERFORMED BY SEPARATE CONTRACT. COORDINATE CONSTRUCTION EFFORTS WITH THE FINAL SURFACING CONTRACT.

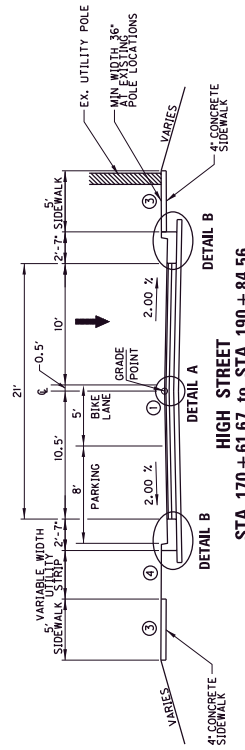
MAIN STREET
TYPICAL SECTIONS

NOT TO SCALE

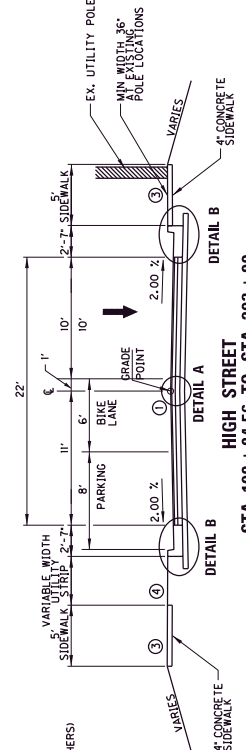
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002.00	R2A

TYPICAL SECTIONS

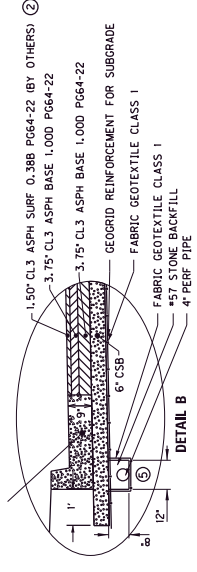
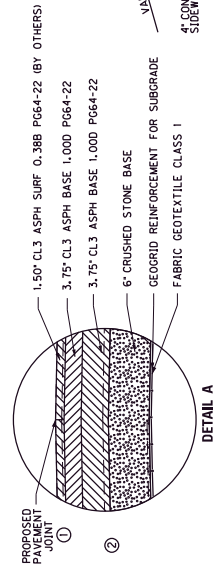
HIGH STREET



HIGH STREET
STA. 170 + 61.67 TO STA. 190 + 84.56



HIGH STREET
STA. 190 + 84.56 TO STA. 203 + 90



- ① JOINT ADHESIVE (SURFACE ONLY), LOCATE JOINT LOCATION AS APPROVED BY THE ENGINEER. (BY OTHERS)
- ② APPLY ASPHALT MATERIAL FOR TACK AT A RATE OF 0.24LBS/SY BETWEEN EACH LAYER OF ASPHALT CONCRETE.
- ③ CONSTRUCT 4 IN. SIDEWALK, TYP. SLOPE 2%; SEE X SECT.
- ④ SEE X SECT. FOR UTILITY STRIP WIDTH.
- ⑤ CONSTRUCT 10 LF OF PERFORATED PIPE ON EACH SIDE OF EACH CURB BOX INLET AND DROP BOX BELOW SUBGRADE IN ALL BOXES TO RECEIVE THE PERFORATED PIPE OR PROVIDE CORED HOLE CAP TO OPEN END OF PERF. PIPE (CONTRACTOR'S EXPENSE. GEOTEXTILE FABRIC AND STONE BACKFILL ARE INCIDENTAL TO THE PERF. PIPE)

NOTE: FINAL SURFACING, MILLING AND INLAY, AND FINAL PAVEMENT MARKINGS WILL BE PERFORMED BY SEPARATE CONTRACT. COORDINATE CONSTRUCTION EFFORTS WITH THE FINAL SURFACING CONTRACT.

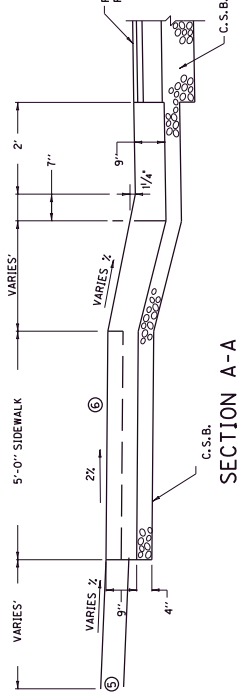
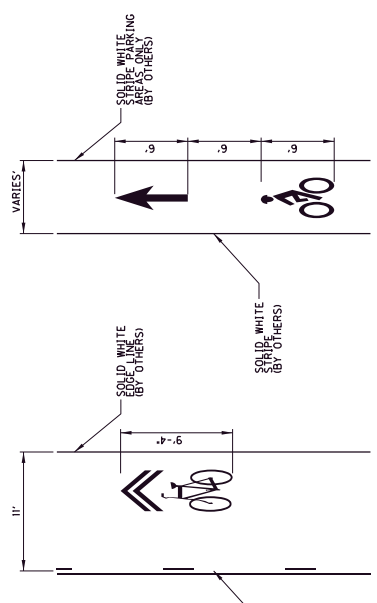
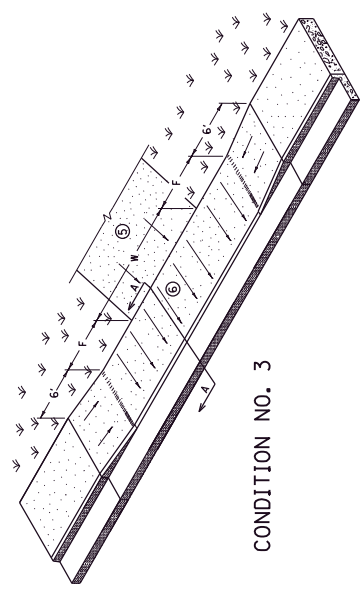
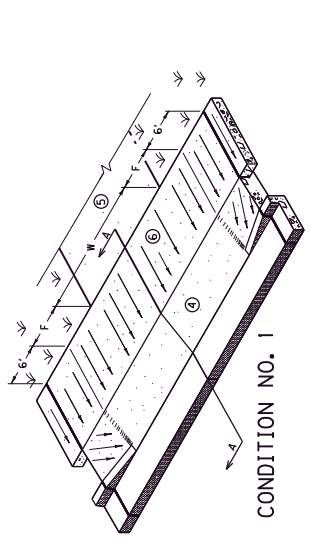
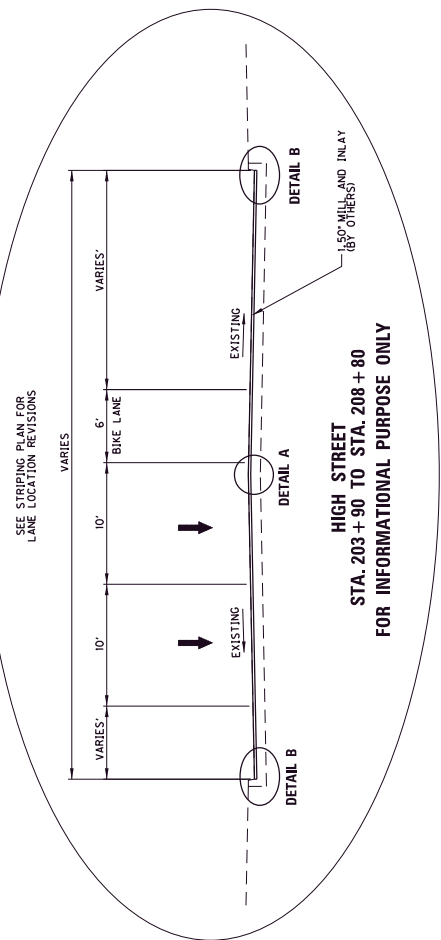
NOT TO SCALE

HIGH STREET
TYPICAL SECTIONS

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002.00	R2B

TYPICAL SECTIONS

HIGH STREET RESURFACE ENTRANCES & DETAILS



SHARED LANE MARKINGS (BY OTHERS) BIKE LANE MARKINGS (BY OTHERS) FOR INFORMATIONAL PURPOSE ONLY FOR INFORMATIONAL PURPOSE ONLY

1. JOINT ADHESIVE (SURFACE ONLY). LOCATE LONGITUDINAL JOINT AS APPROVED BY THE ENGINEER. (BY OTHERS)
2. APPLY ASPHALT MATERIAL FOR TACK AT A RATE OF 0.84LBS/SY BETWEEN EACH LAYER OF ASPHALT CONCRETE.
3. CONSTRUCT 4 IN. SIDEWALK, TYP SLOPE 2%. SEE X SECT.
4. SEE X SECT. FOR UTILITY STRIP WIDTH.
5. SEE X SECT. FOR TIE DOWN LENGTH. SEE PLAN SHEET FOR PAVEMENT TYPE.
6. CONSTRUCT ALL SIDEWALK AT 2% CROSS SLOPE. SIDEWALK MAY SLOPE AWAY FROM CURB IN SELECTED LOCATIONS. SEE PLAN FOR ALL LOCATIONS. CONSTRUCT AT ALL COMMERCIAL ENTRANCES WITH TRAFFIC CONTROL DEVICES, INCLUDING SIGNALS, CROSSWALKS, OR STOP SIGNS.

(2) ENTRANCE PAVEMENT SCHEDULE

C.S.B. 4" DEPTH
JPC PAVEMENT 9" DEPTH
OR CL 3 ASPH SURF 0.38B PG64-22 1.50" COMP. DEPTH (BY OTHERS)
CL 3 ASPH BASE 1,000 PG64-22 3.00" COMP. DEPTH

(2) HIGH STREET PAVEMENT SCHEDULE

MILLING AND TEXTURING 1.50" DEPTH (BY OTHERS)
LEVELING AND WEDGING PG64-22 AS DIRECTED BY ENGINEER (BY OTHERS)
CL 3 ASPH SURF 0.38B PG64-22 1.50" COMP. DEPTH (BY OTHERS)

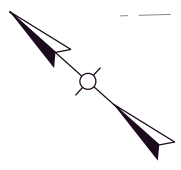
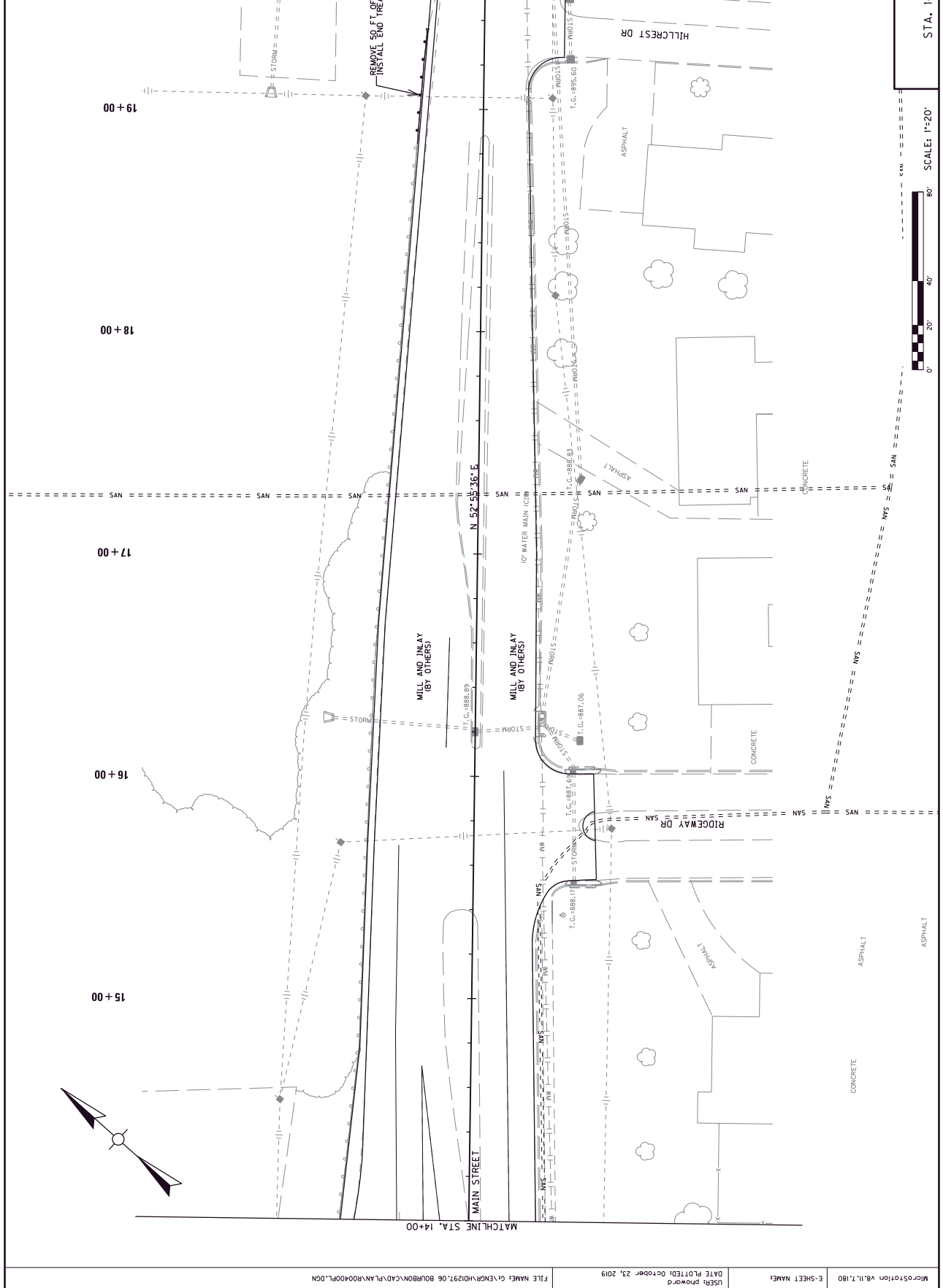
NOTE: FINAL SURFACING, MILLING AND INLAY, AND FINAL PAVEMENT MARKINGS WILL BE PERFORMED BY SEPARATE CONTRACT. COORDINATE CONSTRUCTION EFFORTS WITH THE FINAL SURFACING CONTRACT.

DETAIL B FOR INFORMATIONAL PURPOSE ONLY

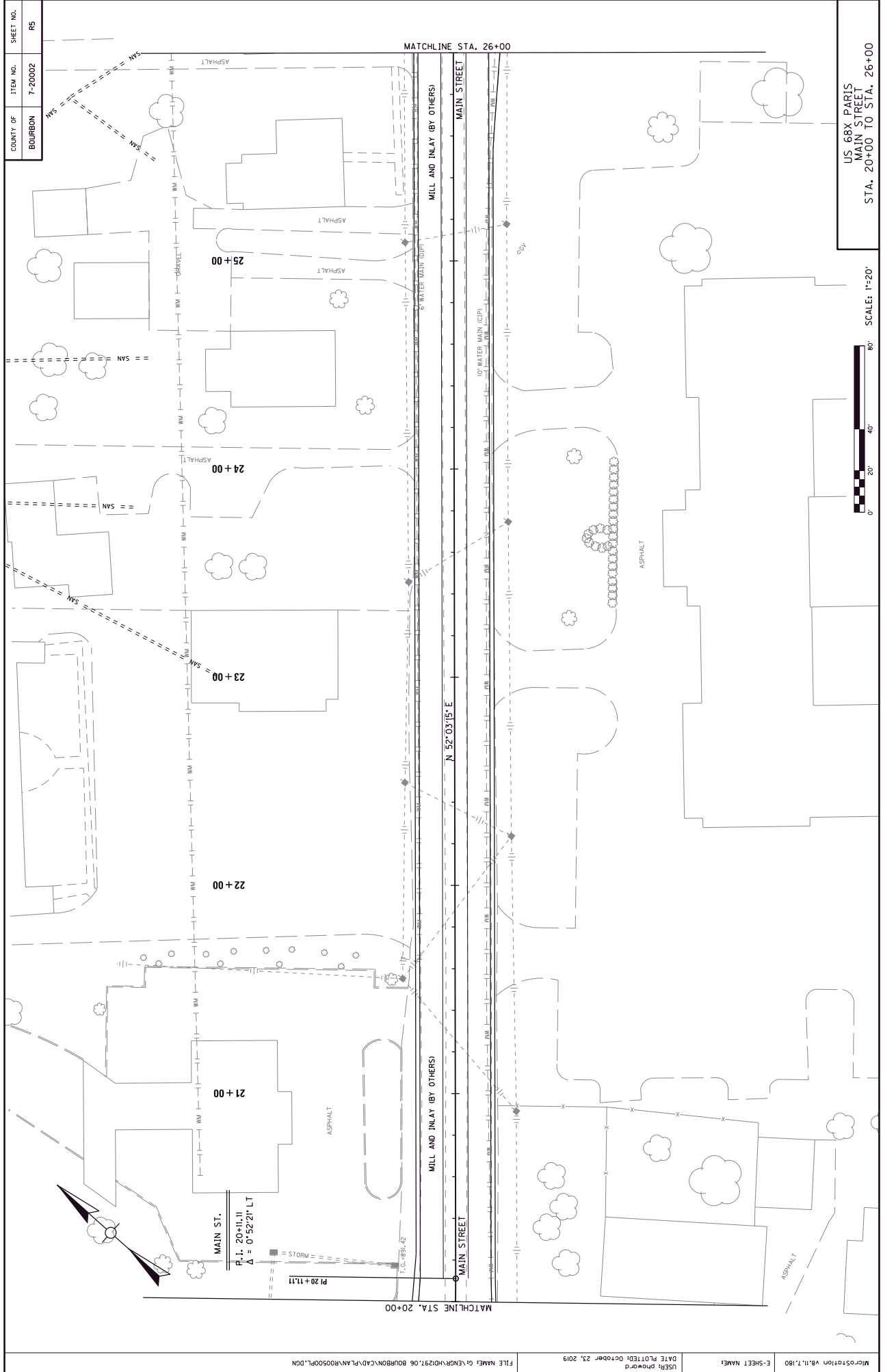
NOT TO SCALE

HIGH STREET TYPICAL SECTIONS

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R4



US 68X PARIS
MAIN STREET
STA. 14+00 TO STA. 20+00

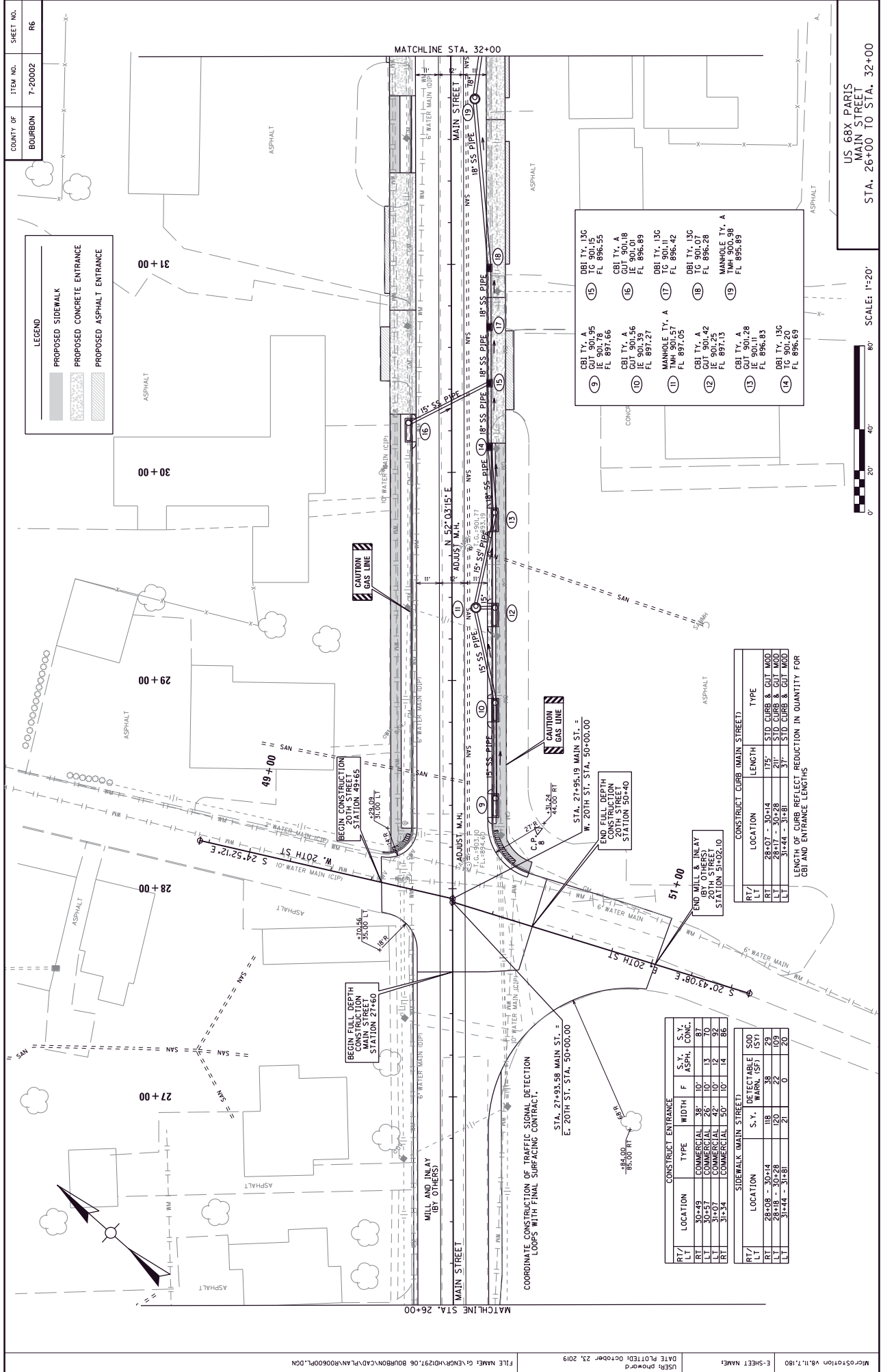


COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R5

US 68X PARIS
MAIN STREET
STA. 20+00 TO STA. 26+00

SCALE: 1"=20'





COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R6

LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE

9	CBI TY. A IE 901.78 FL 897.66
10	CBI TY. A GUT 901.56 IE 901.29 FL 897.27
11	MANHOLE TY. A TMH 900.77 FL 897.05
12	CBI TY. A IE 901.28 FL 896.42
13	CBI TY. A IE 901.11 FL 896.28
14	MANHOLE TY. A TMH 900.98 FL 895.89
15	OBI TY. 13C TC 901.15 FL 896.55
16	CBI TY. A GUT 901.18 IE 901.01 FL 896.89
17	OBI TY. 13C TC 901.11 FL 896.42
18	OBI TY. 13C TC 901.07 FL 896.28
19	MANHOLE TY. A TMH 900.98 FL 895.89

CONSTRUCT CURB (MAIN STREET)

RT/LT	LOCATION	LENGTH	TYPE
RT	28+07 - 30+14	175'	STD CURB & GUT. WOOD
LT	28+17 - 30+28	211'	STD CURB & GUT. WOOD
LT	31+44 - 31+81	37'	STD CURB & GUT. WOOD

LENGTH OF CURB REFLECT REDUCTION IN QUANTITY FOR CBI AND ENTRANCE LENGTHS

CONSTRUCT ENTRANCE

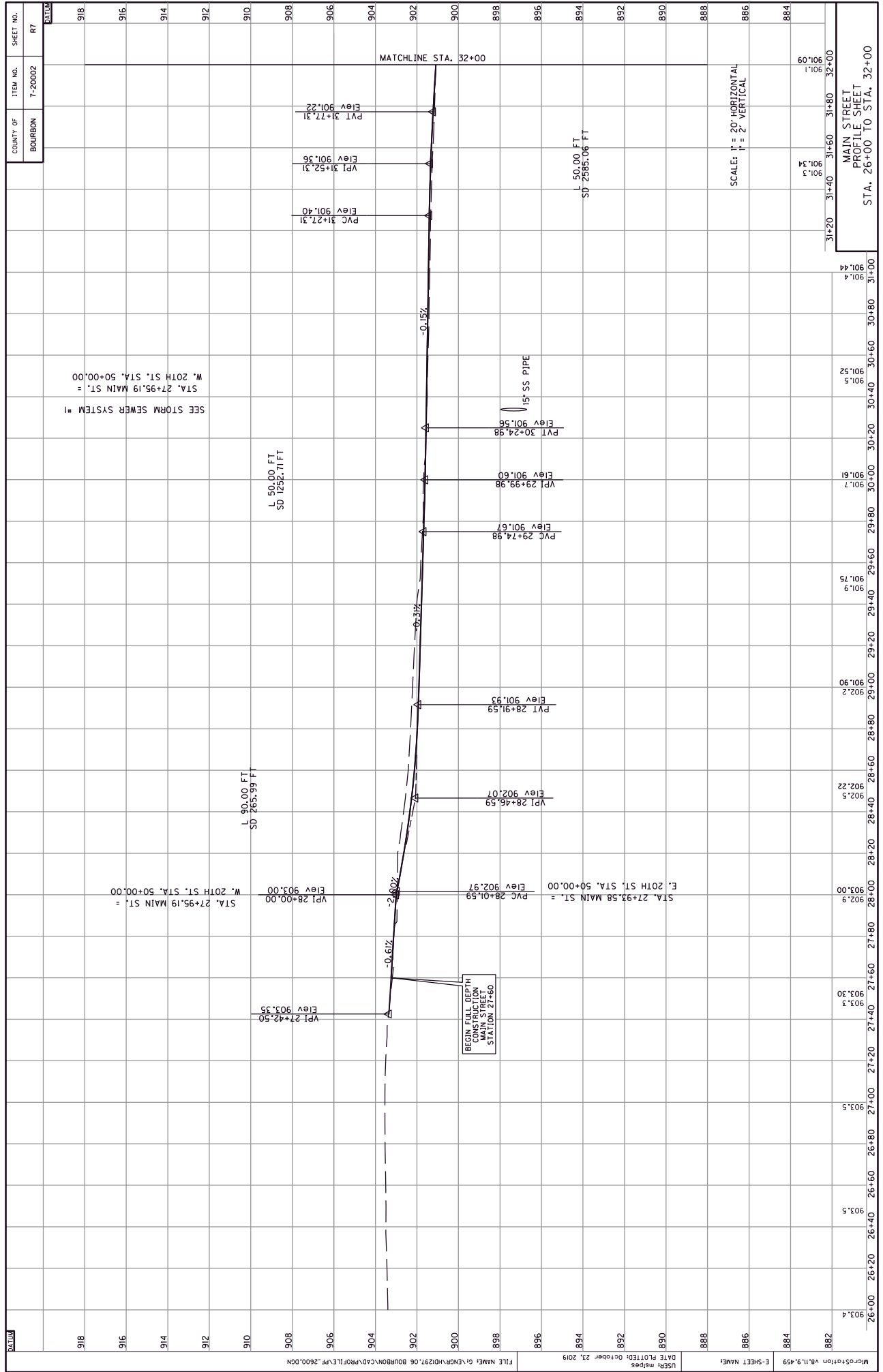
RT/LT	LOCATION	TYPE	WIDTH	F	S.Y. ASPH.	S.Y. CONC.
RT	30+49	COMMERCIAL	38'	10'	87	87
LT	30+57	COMMERCIAL	26'	10'	13	20
RT	31+34	COMMERCIAL	50'	10'	14	86

SIDEWALK (MAIN STREET)

RT/LT	LOCATION	S.Y. ASPH.	RECTIFIABLE (SQ YARD)	CSF
RT	28+08 - 30+14	118	38	29
LT	28+18 - 30+28	120	22	09
LT	31+44 - 31+81	21	0	20



US 68Y PARIS
MAIN STREET
STA. 26+00 TO STA. 32+00

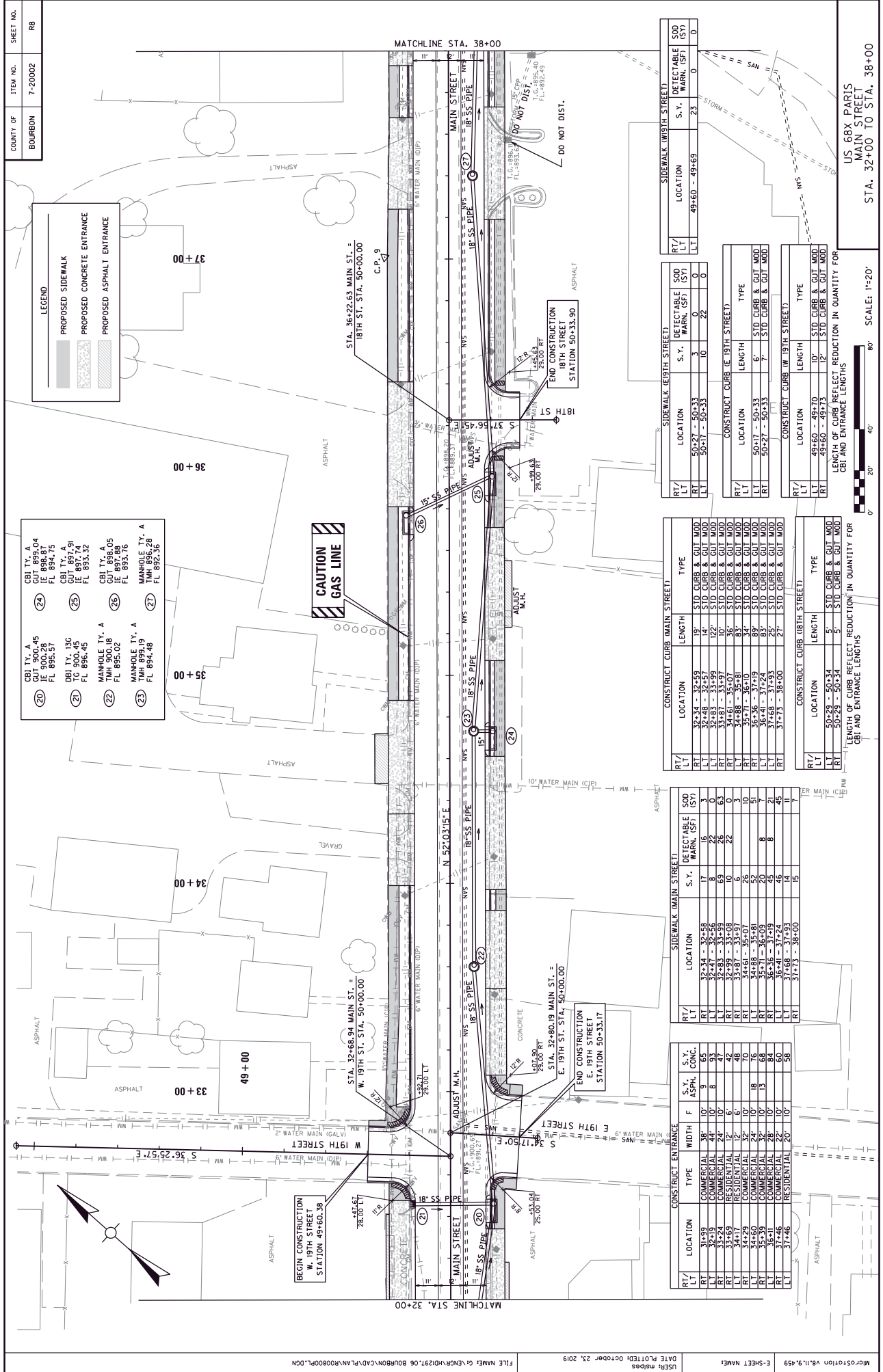


882	903.4	26+00
884	903.5	26+40
886	903.5	26+80
888	903.5	27+20
890	903.3	27+60
892	903.0	28+00
894	902.9	28+40
896	902.5	28+80
898	902.2	29+20
900	901.9	29+60
902	901.7	30+00
904	901.5	30+40
906	901.4	30+80
908	901.4	31+20
910	901.3	31+60
912	901.3	32+00
914	901.1	32+40
916	901.0	32+80
918	900.9	33+20

MAIN STREET
PROFILE SHEET
STA. 26+00 TO STA. 32+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	RT

MicroStation v8.11.9.659
DATE PLOTTED: October 23, 2019
USER: msps
FILE NAME: G:\ENR\VD1297.06 BOURBON\CAD\PROFILE.PF.2600.DGN



LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE

(20)	CBI TY. A GUT 899.04 IE 898.87 FL 894.75	(25)	CBI TY. A TC 900.45 IE 897.74 FL 893.32
(21)	DBI TY. 13G TMH 900.18 FL 896.45	(26)	CBI TY. A GUT 896.05 IE 897.88 FL 893.76
(22)	MANHOLE TY. A TMH 900.18 FL 895.02	(27)	MANHOLE TY. A TMH 895.19 FL 894.48
(23)	MANHOLE TY. A TMH 895.28 FL 892.39		

RT/LT	LOCATION	TYPE	WIDTH	F	S.V.	S.C.	DETECTABLE MARK. (SF)	LOCATION	S.V.	DETECTABLE MARK. (SF)
RT	31+59	COMMERCIAL	38'	10'	8	65	0	48+60 - 49+69	23	0
LT	32+19	COMMERCIAL	44'	10'	8	93	0	49+60 - 49+69	23	0
RT	32+24	COMMERCIAL	24'	10'	6	47	0	50+27 - 50+33	7	0
LT	33+49	RESIDENTIAL	24'	10'	6	42	0	50+27 - 50+33	7	0
RT	33+59	COMMERCIAL	32'	10'	7	70	0	50+27 - 50+33	7	0
LT	34+29	COMMERCIAL	32'	10'	7	70	0	50+27 - 50+33	7	0
RT	34+50	COMMERCIAL	24'	10'	18	76	0	50+27 - 50+33	7	0
LT	35+39	COMMERCIAL	32'	10'	13	68	0	50+27 - 50+33	7	0
RT	37+46	COMMERCIAL	28'	10'	6	60	0	50+27 - 50+33	7	0
LT	37+46	RESIDENTIAL	20'	10'	11	58	0	50+27 - 50+33	7	0

RT/LT	LOCATION	LENGTH	TYPE
RT	32+34 - 32+59	19'	STD CURB & GUT MOD
LT	32+34 - 32+59	19'	STD CURB & GUT MOD
RT	32+63 - 33+99	122'	STD CURB & GUT MOD
LT	32+63 - 33+99	122'	STD CURB & GUT MOD
RT	33+81 - 33+97	10'	STD CURB & GUT MOD
LT	33+81 - 33+97	10'	STD CURB & GUT MOD
RT	34+61 - 35+07	36'	STD CURB & GUT MOD
LT	34+61 - 35+07	36'	STD CURB & GUT MOD
RT	35+17 - 35+10	94'	STD CURB & GUT MOD
LT	35+17 - 35+10	94'	STD CURB & GUT MOD
RT	36+36 - 37+19	89'	STD CURB & GUT MOD
LT	36+36 - 37+19	89'	STD CURB & GUT MOD
RT	36+41 - 37+24	89'	STD CURB & GUT MOD
LT	36+41 - 37+24	89'	STD CURB & GUT MOD
RT	37+13 - 38+00	27'	STD CURB & GUT MOD
LT	37+13 - 38+00	27'	STD CURB & GUT MOD

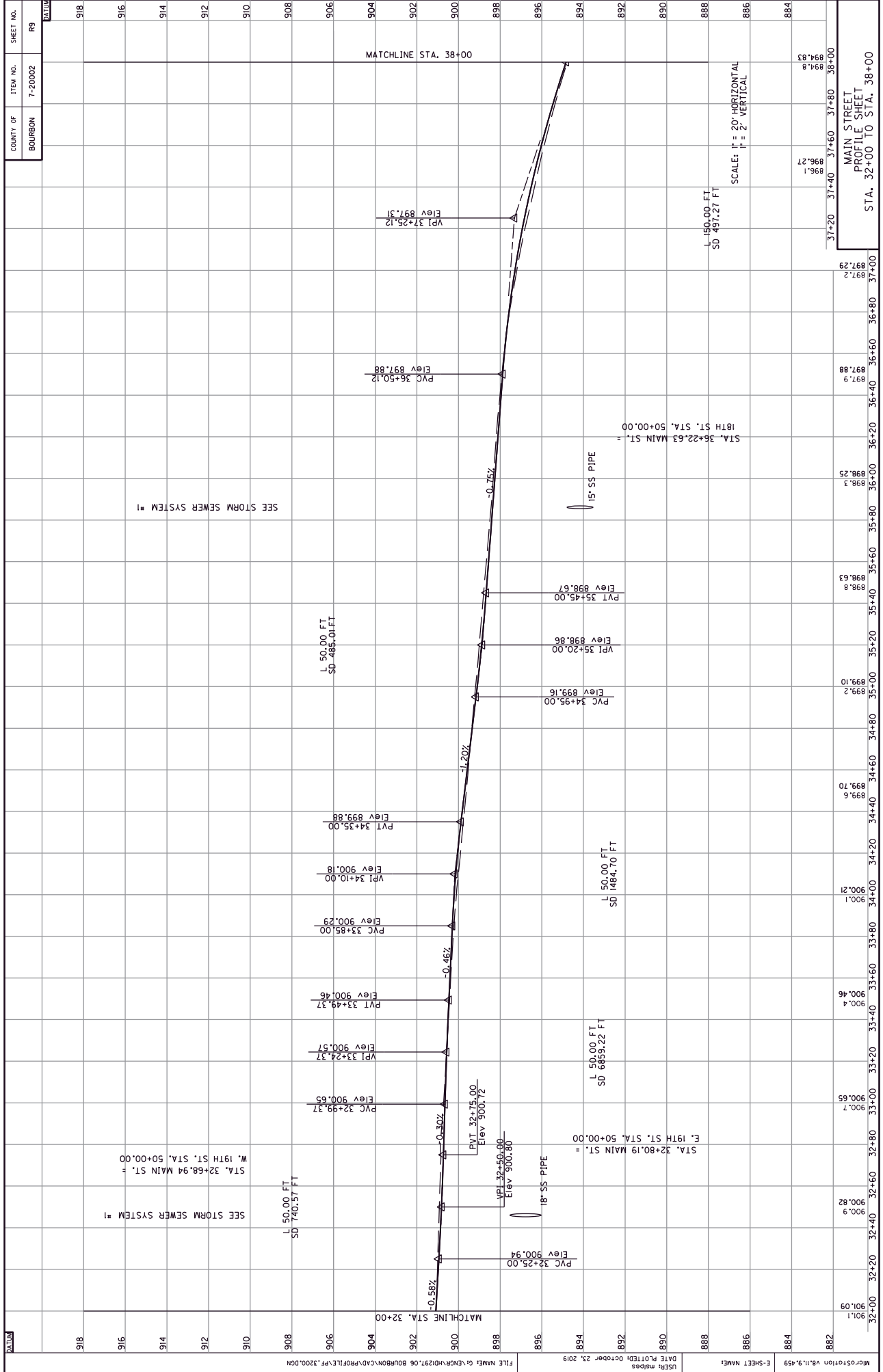
RT/LT	LOCATION	LENGTH	TYPE
RT	50+29 - 50+34	5'	STD CURB & GUT MOD
LT	50+29 - 50+34	5'	STD CURB & GUT MOD
RT	50+29 - 50+34	5'	STD CURB & GUT MOD
LT	50+29 - 50+34	5'	STD CURB & GUT MOD



LENGTH OF CURB REFLECT REDUCTION IN QUANTITY FOR CBI AND ENTRANCE LENGTHS

LENGTH OF CURB REFLECT REDUCTION IN QUANTITY FOR CBI AND ENTRANCE LENGTHS

US 68Y PARALLEL MAIN STREET STA. 32+00 TO STA. 38+00



DATE	DATE PLOTTED: October 23, 2019
USER: msp	FILE NAME: G:\ENR\4\0197.06 BOURBON\CD\PROFILE.P3200.DGN
E-SHEET NAME:	
MicroStation v8.11.9.659	

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R9

MAIN STREET
PROFILE SHEET
STA. 32+00 TO STA. 38+00

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

MATCHLINE STA. 38+00

MATCHLINE STA. 32+00

SEE STORM SEWER SYSTEM #1

SEE STORM SEWER SYSTEM #1

STA. 32+80.19 MAIN ST. =
W. 19TH ST. STA. 50+00.00

18" SS PIPE

15" SS PIPE

L 50.00 FT
SD 740.57 FT

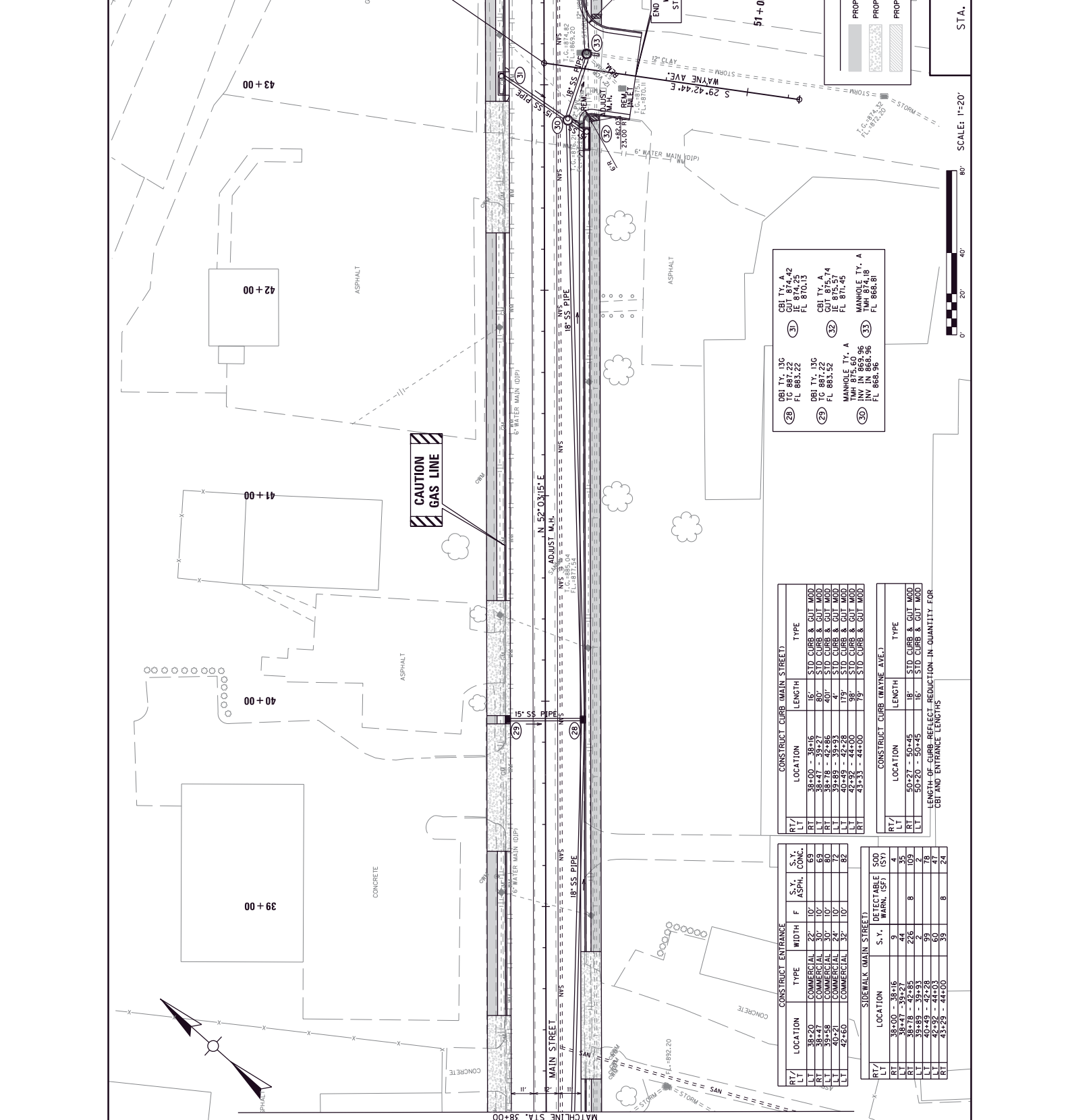
L 50.00 FT
SD 465.01 FT

L 50.00 FT
SD 1484.70 FT

L 50.00 FT
SD 6859.22 FT

L 150.00 FT
SD 491.27 FT

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R10



(28)	DBI TY, 13C IC 883.22 FL 883.22
(29)	DBI TY, 13C IC 883.52 FL 883.52
(30)	MANHOLE TY, A INV IN 869.96 TIM 874.8 FL 866.96
(31)	DBI TY, A IE 874.25 FL 870.13
(32)	DBI TY, A GUT 875.74 FL 871.45
(33)	MANHOLE TY, A INV IN 868.96 TIM 874.8 FL 866.96

RT/LT	LOCATION	LENGTH	TYPE
RT	38+00 - 39+15	65'	STD CURB & GUT US
LT	38+00 - 39+27	80'	STD CURB & GUT MOD
RT	38+17 - 39+27	80'	STD CURB & GUT MOD
LT	38+17 - 42+86	400'	STD CURB & GUT MOD
RT	39+58 - 39+58	4'	STD CURB & GUT MOD
LT	39+58 - 39+58	4'	STD CURB & GUT MOD
RT	40+21 - 44+00	98'	STD CURB & GUT MOD
LT	40+21 - 44+00	98'	STD CURB & GUT MOD
RT	43+33 - 44+00	79'	STD CURB & GUT MOD

RT/LT	LOCATION	TYPE	WIDTH	S.Y. CONC.	S.Y. ASPH.	F
RT	38+00	COMMERCIAL	26'	10'	63	10'
LT	38+41	COMMERCIAL	30'	10'	63	10'
RT	39+58	COMMERCIAL	24'	10'	72	10'
LT	40+21	COMMERCIAL	32'	10'	82	10'

RT/LT	LOCATION	S.Y. DUCTABLE (CY)	S.Y. MANH. (SF)
RT	38+00 - 38+16	9	4
LT	38+17 - 39+27	44	35
RT	38+17 - 42+85	226	109
LT	40+21 - 42+23	59	78
RT	42+32 - 44+00	60	47
LT	43+23 - 44+00	39	24

RT/LT	LOCATION	LENGTH	TYPE
RT	50+27 - 50+45	18'	STD CURB & GUT MOD
LT	50+20 - 50+45	18'	STD CURB & GUT MOD

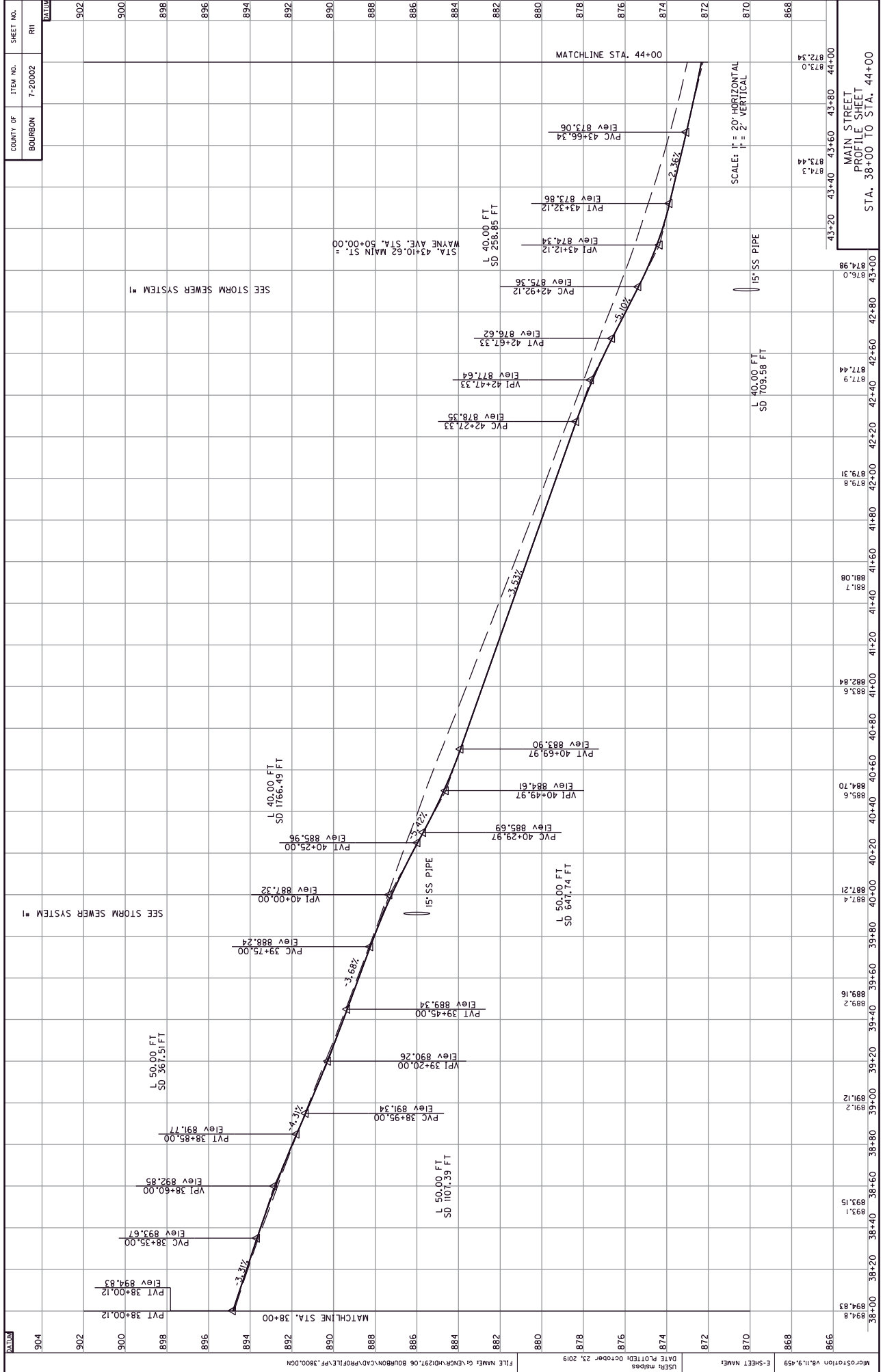
LENGTHS ARE REFLECTED IN QUANTITY FOR LEFT AND ENTRANCE LENGTHS

US 68Y PARIS MAIN STREET STA. 38+00 TO STA. 44+00

SCALE: 1"=20'

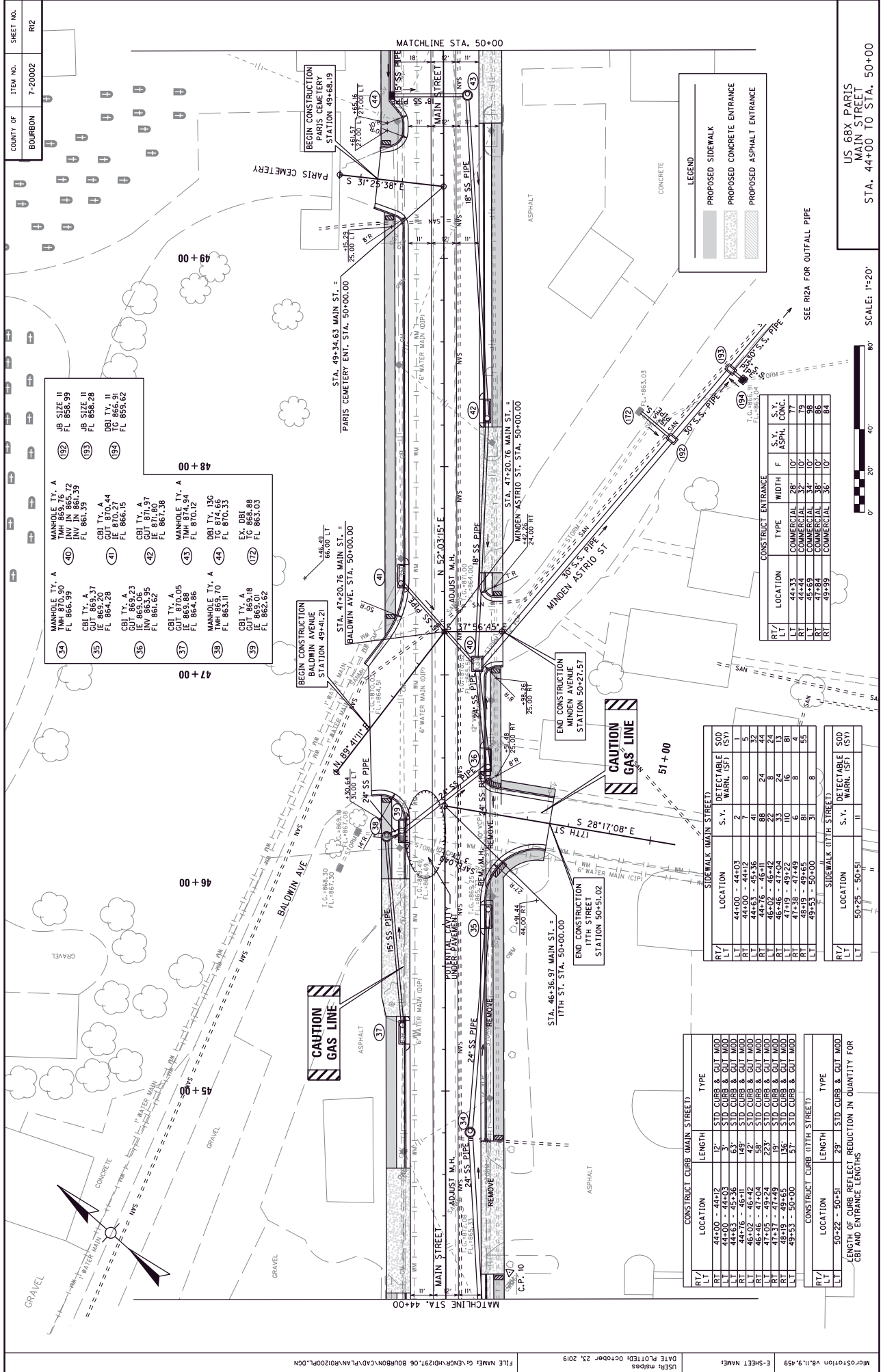
LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE



DATE	DATE PLOTTED	USER	E-SHEET NAME
38+00	October 23, 2019	mhp	MAIN STREET PROFILE SHEET
904			STA. 38+00 TO STA. 44+00
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MAIN STREET
PROFILE SHEET
STA. 38+00 TO STA. 44+00



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R12

MANHOLE TY. A TMH 865.99 INV IN 861.39 FL 861.39	DBI TY. II FL 865.99
DBI TY. A GUT 870.44 FL 866.62	DBI TY. II FL 865.99
MANHOLE TY. A TMH 870.30 INV IN 861.39 FL 861.39	DBI TY. II FL 865.99
DBI TY. A GUT 870.44 FL 866.62	DBI TY. II FL 865.99
MANHOLE TY. A TMH 870.30 INV IN 861.39 FL 861.39	DBI TY. II FL 865.99
DBI TY. A GUT 870.44 FL 866.62	DBI TY. II FL 865.99
MANHOLE TY. A TMH 870.30 INV IN 861.39 FL 861.39	DBI TY. II FL 865.99
DBI TY. A GUT 870.44 FL 866.62	DBI TY. II FL 865.99
MANHOLE TY. A TMH 870.30 INV IN 861.39 FL 861.39	DBI TY. II FL 865.99
DBI TY. A GUT 870.44 FL 866.62	DBI TY. II FL 865.99
MANHOLE TY. A TMH 870.30 INV IN 861.39 FL 861.39	DBI TY. II FL 865.99
DBI TY. A GUT 870.44 FL 866.62	DBI TY. II FL 865.99

LEGEND

[Pattern]	PROPOSED SIDEWALK
[Pattern]	PROPOSED CONCRETE ENTRANCE
[Pattern]	PROPOSED ASPHALT ENTRANCE

RT/LI	LOCATION	TYPE	WIDTH	F	S.Y. CONC.	S.Y. ASPH.
LI	44+33	COMMERCIAL	28'	10'	15	15
LI	44+44	COMMERCIAL	32'	10'	15	15
LI	45+59	COMMERCIAL	34'	10'	15	15
LI	47+84	COMMERCIAL	38'	10'	15	15
LI	49+59	COMMERCIAL	36'	10'	15	15

RT/LI	LOCATION	S.Y.	DETECTABLE SOOD WARN. (SPT)
LI	44+00 - 44+03	3	8
LI	44+00 - 44+12	4	5
LI	44+63 - 45+36	4	24
LI	44+76 - 46+11	8	24
LI	46+02 - 46+02	5	24
LI	46+36 - 47+04	5	24
LI	47+19 - 49+22	11	16
LI	47+38 - 47+49	6	8
LI	49+53 - 50+00	3	8

RT/LI	CONSTRUCT. CURB (MAIN STREET)	LENGTH	TYPE
LI	44+00 - 44+03	29'	STD. CURB & GUT. MOD.
LI	44+00 - 44+12	32'	STD. CURB & GUT. MOD.
LI	44+63 - 45+36	63'	STD. CURB & GUT. MOD.
LI	44+76 - 46+11	149'	STD. CURB & GUT. MOD.
LI	46+02 - 46+02	56'	STD. CURB & GUT. MOD.
LI	46+36 - 47+04	223'	STD. CURB & GUT. MOD.
LI	47+19 - 47+49	19'	STD. CURB & GUT. MOD.
LI	48+19 - 49+56	136'	STD. CURB & GUT. MOD.
LI	49+53 - 50+00	57'	STD. CURB & GUT. MOD.

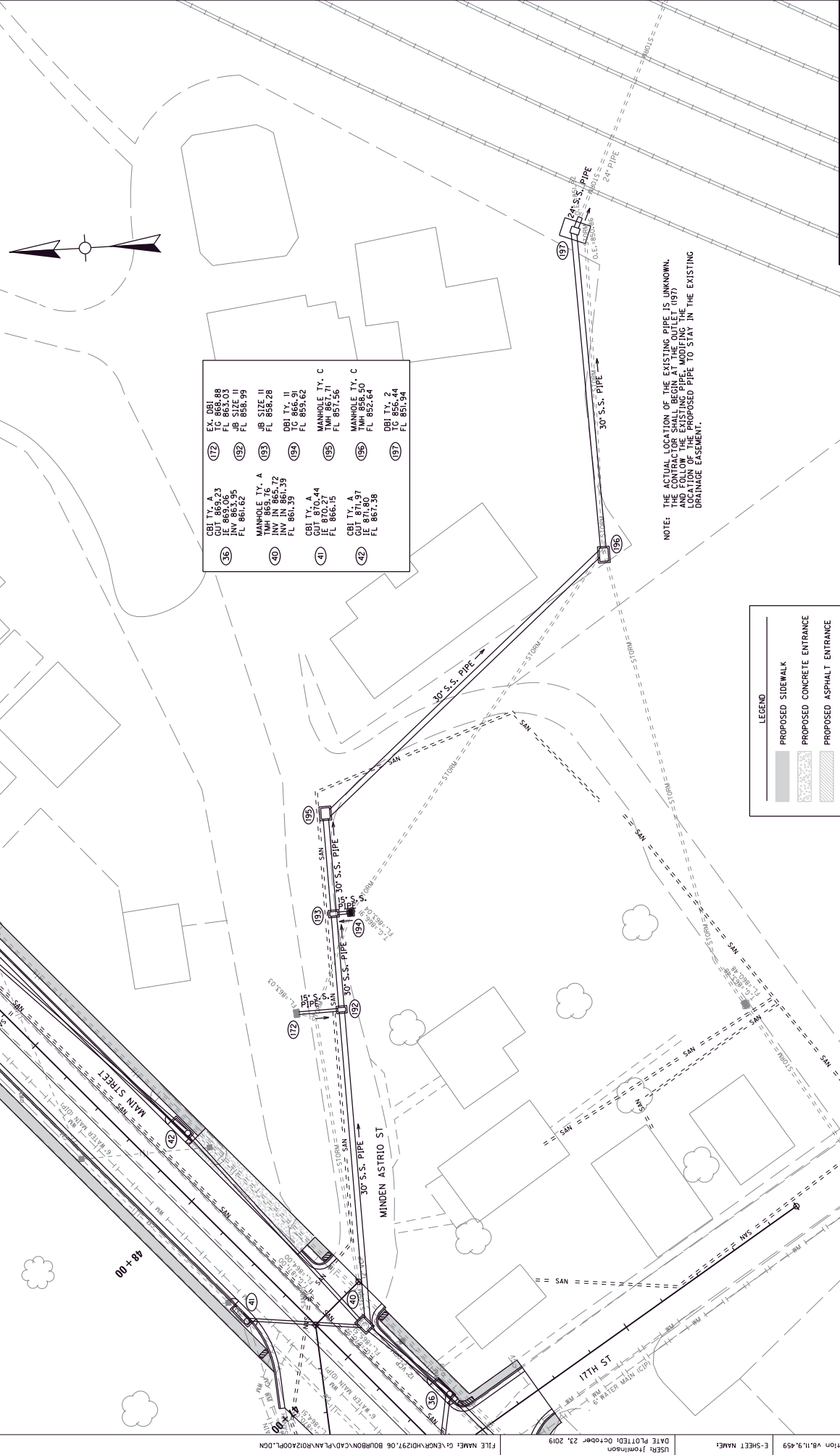
RT/LI	CONSTRUCT. CURB (7TH STREET)	LENGTH	TYPE
LI	50+22 - 50+51	29'	STD. CURB & GUT. MOD.

LENGTH OF CURB REFLECT REDUCTION IN QUANTITY FOR
CBI AND ENTRANCE LENGTHS

US 68Y PARIS
MAIN STREET
STA. 44+00 TO STA. 50+00



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	RIZA



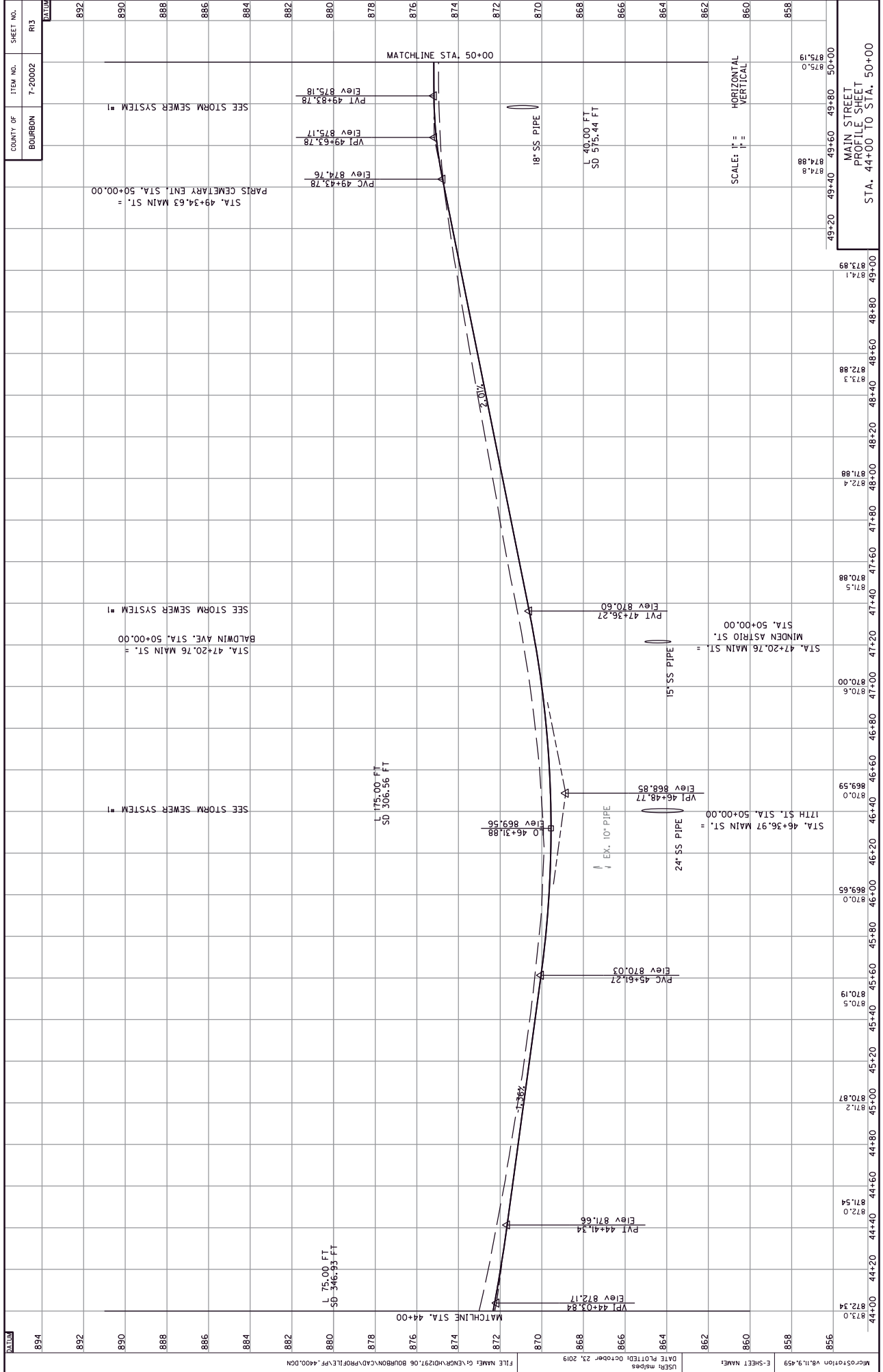
(172)	EX. DBI TC 868.88 FL 863.03
(173)	ID FL 868.99
(174)	JB SIZE II FL 858.28
(175)	DBI TY. II TC 855.01 FL 855.62
(176)	MANHOLE TY. C TC 857.51 FL 857.51
(177)	DBI TY. 2 TC 856.44 FL 851.94
(38)	CB TY. A GUT 869.23 IN 863.05 FL 861.62
(40)	MANHOLE TY. A TAM 865.76 INV IN 865.72 FL 861.39
(41)	CB TY. A IE 870.27 FL 866.15
(42)	CB TY. A GUT 874.97 IE 871.80 FL 867.38

NOTE: THE ACTUAL LOCATION OF THE EXISTING PIPE IS UNKNOWN. THE CONTRACTOR SHALL BEGIN THE OUTLET (DBI) AND FOLLOW THE EXISTING PIPE, MODIFYING THE LOCATION OF THE PROPOSED PIPE TO STAY IN THE EXISTING DRAINAGE EASEMENT.



US 68Y PARIS
WALN STREET
S.S. SYSTEM TOUTFALL

SCALE: 1"=20'



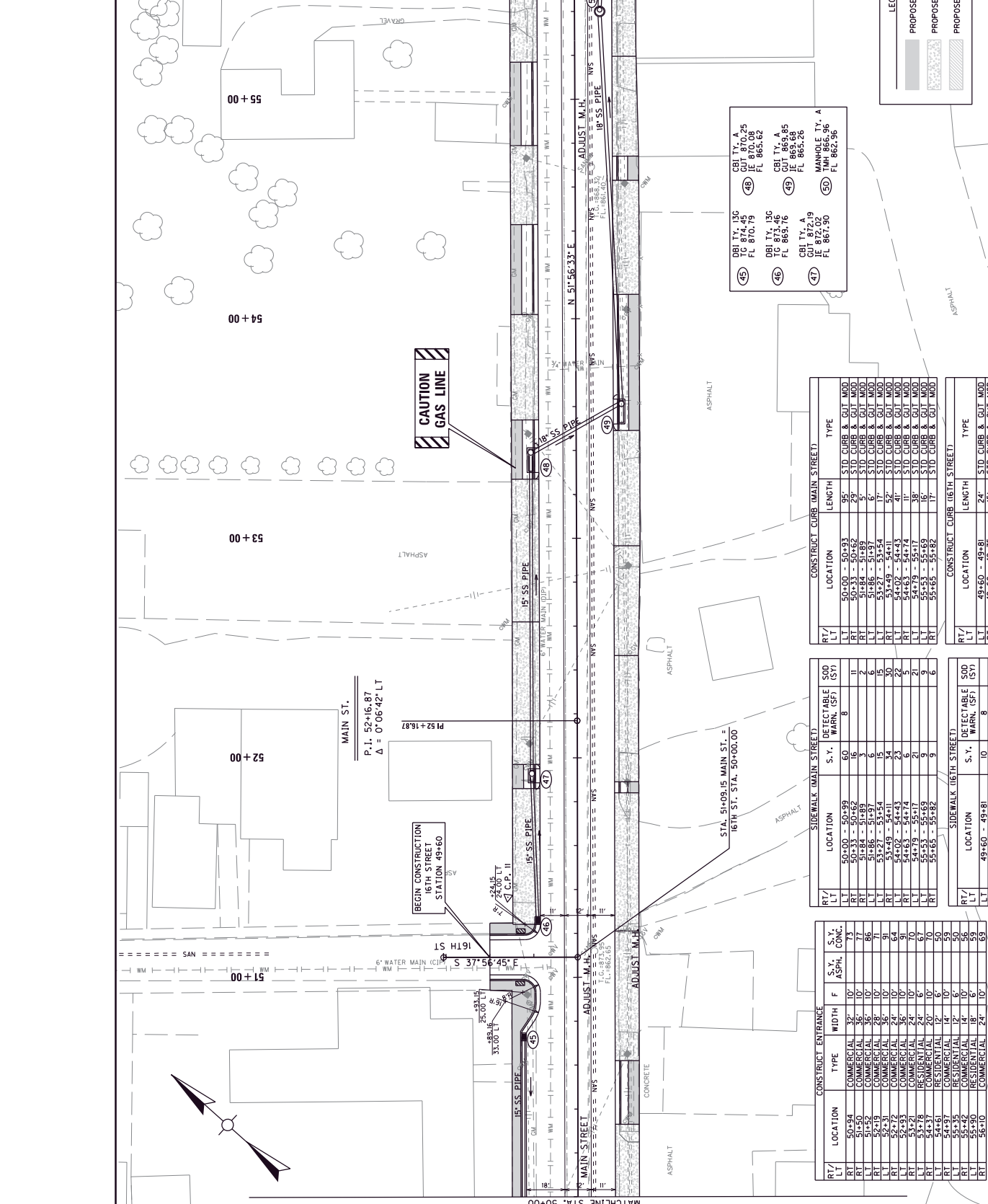
894	892	890	888	886	884	882	880	878	876	874	872	870	868	866	864	862	860	858			
873.0	872.34	872.0	871.54	871.2	870.87	870.5	870.19	870.0	869.65	870.0	869.59	870.0	869.59	870.6	870.00	871.5	870.88	872.4	873.3	873.88	874.1

DATE	DATE
7-20002	R13
BOURBON	
COUNTY OF	
ITEM NO.	
SHEET NO.	

DATE	DATE
7-20002	R13
BOURBON	
COUNTY OF	
ITEM NO.	
SHEET NO.	

MicroStation v8.11.9.659
E-SHEET NAME:
USER: msps
DATE PLOTTED: October 23, 2019
FILE NAME: G:\ENR\VD1291.06 BOURBON\CD\PROFILE.PF.400.DGN

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R14



RT/LT	LOCATION	CONSTRUCT ENTRANCE	S.Y.	F	S.Y.	S.Y.
RT/LT	LOCATION	TYPE	WIDTH	CONC.	ASPH.	CONC.
RT	50-94	COMMERCIAL	32'	10'	7	73
RT	51-50	COMMERCIAL	36'	10'	77	77
LT	51-52	COMMERCIAL	36'	10'	86	86
LT	52-31	COMMERCIAL	36'	10'	91	91
RT	52-72	COMMERCIAL	24'	10'	64	64
LT	52-93	COMMERCIAL	36'	10'	91	91
LT	53-78	RESIDENTIAL	24'	6'	67	67
RT	54-37	COMMERCIAL	20'	10'	70	70
LT	54-61	RESIDENTIAL	12'	6'	50	50
RT	54-65	RESIDENTIAL	12'	6'	50	50
RT	55-42	COMMERCIAL	14'	10'	56	56
RT	55-90	RESIDENTIAL	18'	6'	59	59
RT	56-10	COMMERCIAL	24'	10'	63	63

RT/LT	LOCATION	S.Y.	DETECTABLE WARN. (SF)	SOD (SF)	TYPE
LT	50-00 - 50-99	60	8	8	STD CURB & GUT MOD
RT	51-84 - 51-89	3	0	0	STD CURB & GUT MOD
LT	51-86 - 51-97	6	0	0	STD CURB & GUT MOD
LT	53-27 - 53-54	15	0	0	STD CURB & GUT MOD
LT	54-02 - 54-43	23	0	0	STD CURB & GUT MOD
RT	54-63 - 54-74	6	0	0	STD CURB & GUT MOD
LT	54-79 - 55-17	21	0	0	STD CURB & GUT MOD
RT	55-23 - 55-89	9	0	0	STD CURB & GUT MOD
RT	55-89 - 55-88	0	0	0	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
LT	50-00 - 50-93	95'	STD CURB & GUT MOD
RT	51-84 - 51-89	5'	STD CURB & GUT MOD
LT	51-86 - 51-97	6'	STD CURB & GUT MOD
LT	53-27 - 53-54	17'	STD CURB & GUT MOD
LT	54-02 - 54-43	24'	STD CURB & GUT MOD
RT	54-63 - 54-74	11'	STD CURB & GUT MOD
LT	54-79 - 55-17	38'	STD CURB & GUT MOD
RT	55-23 - 55-89	17'	STD CURB & GUT MOD
RT	55-89 - 55-88	1'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	49-60 - 49-81	24'	STD CURB & GUT MOD
LT	49-60 - 49-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	48-60 - 48-81	24'	STD CURB & GUT MOD
LT	48-60 - 48-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	47-60 - 47-81	24'	STD CURB & GUT MOD
LT	47-60 - 47-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	46-60 - 46-81	24'	STD CURB & GUT MOD
LT	46-60 - 46-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	45-60 - 45-81	24'	STD CURB & GUT MOD
LT	45-60 - 45-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	44-60 - 44-81	24'	STD CURB & GUT MOD
LT	44-60 - 44-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	43-60 - 43-81	24'	STD CURB & GUT MOD
LT	43-60 - 43-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	42-60 - 42-81	24'	STD CURB & GUT MOD
LT	42-60 - 42-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	41-60 - 41-81	24'	STD CURB & GUT MOD
LT	41-60 - 41-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	40-60 - 40-81	24'	STD CURB & GUT MOD
LT	40-60 - 40-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	39-60 - 39-81	24'	STD CURB & GUT MOD
LT	39-60 - 39-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	38-60 - 38-81	24'	STD CURB & GUT MOD
LT	38-60 - 38-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	37-60 - 37-81	24'	STD CURB & GUT MOD
LT	37-60 - 37-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	36-60 - 36-81	24'	STD CURB & GUT MOD
LT	36-60 - 36-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	35-60 - 35-81	24'	STD CURB & GUT MOD
LT	35-60 - 35-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	34-60 - 34-81	24'	STD CURB & GUT MOD
LT	34-60 - 34-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	33-60 - 33-81	24'	STD CURB & GUT MOD
LT	33-60 - 33-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	32-60 - 32-81	24'	STD CURB & GUT MOD
LT	32-60 - 32-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	31-60 - 31-81	24'	STD CURB & GUT MOD
LT	31-60 - 31-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	30-60 - 30-81	24'	STD CURB & GUT MOD
LT	30-60 - 30-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	29-60 - 29-81	24'	STD CURB & GUT MOD
LT	29-60 - 29-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	28-60 - 28-81	24'	STD CURB & GUT MOD
LT	28-60 - 28-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	27-60 - 27-81	24'	STD CURB & GUT MOD
LT	27-60 - 27-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	26-60 - 26-81	24'	STD CURB & GUT MOD
LT	26-60 - 26-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	25-60 - 25-81	24'	STD CURB & GUT MOD
LT	25-60 - 25-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	24-60 - 24-81	24'	STD CURB & GUT MOD
LT	24-60 - 24-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	23-60 - 23-81	24'	STD CURB & GUT MOD
LT	23-60 - 23-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	22-60 - 22-81	24'	STD CURB & GUT MOD
LT	22-60 - 22-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	21-60 - 21-81	24'	STD CURB & GUT MOD
LT	21-60 - 21-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	20-60 - 20-81	24'	STD CURB & GUT MOD
LT	20-60 - 20-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	19-60 - 19-81	24'	STD CURB & GUT MOD
LT	19-60 - 19-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	18-60 - 18-81	24'	STD CURB & GUT MOD
LT	18-60 - 18-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	17-60 - 17-81	24'	STD CURB & GUT MOD
LT	17-60 - 17-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	16-60 - 16-81	24'	STD CURB & GUT MOD
LT	16-60 - 16-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	15-60 - 15-81	24'	STD CURB & GUT MOD
LT	15-60 - 15-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	14-60 - 14-81	24'	STD CURB & GUT MOD
LT	14-60 - 14-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	13-60 - 13-81	24'	STD CURB & GUT MOD
LT	13-60 - 13-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	12-60 - 12-81	24'	STD CURB & GUT MOD
LT	12-60 - 12-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	11-60 - 11-81	24'	STD CURB & GUT MOD
LT	11-60 - 11-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	10-60 - 10-81	24'	STD CURB & GUT MOD
LT	10-60 - 10-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	9-60 - 9-81	24'	STD CURB & GUT MOD
LT	9-60 - 9-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	8-60 - 8-81	24'	STD CURB & GUT MOD
LT	8-60 - 8-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	7-60 - 7-81	24'	STD CURB & GUT MOD
LT	7-60 - 7-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	6-60 - 6-81	24'	STD CURB & GUT MOD
LT	6-60 - 6-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	5-60 - 5-81	24'	STD CURB & GUT MOD
LT	5-60 - 5-70	15'	STD CURB & GUT MOD

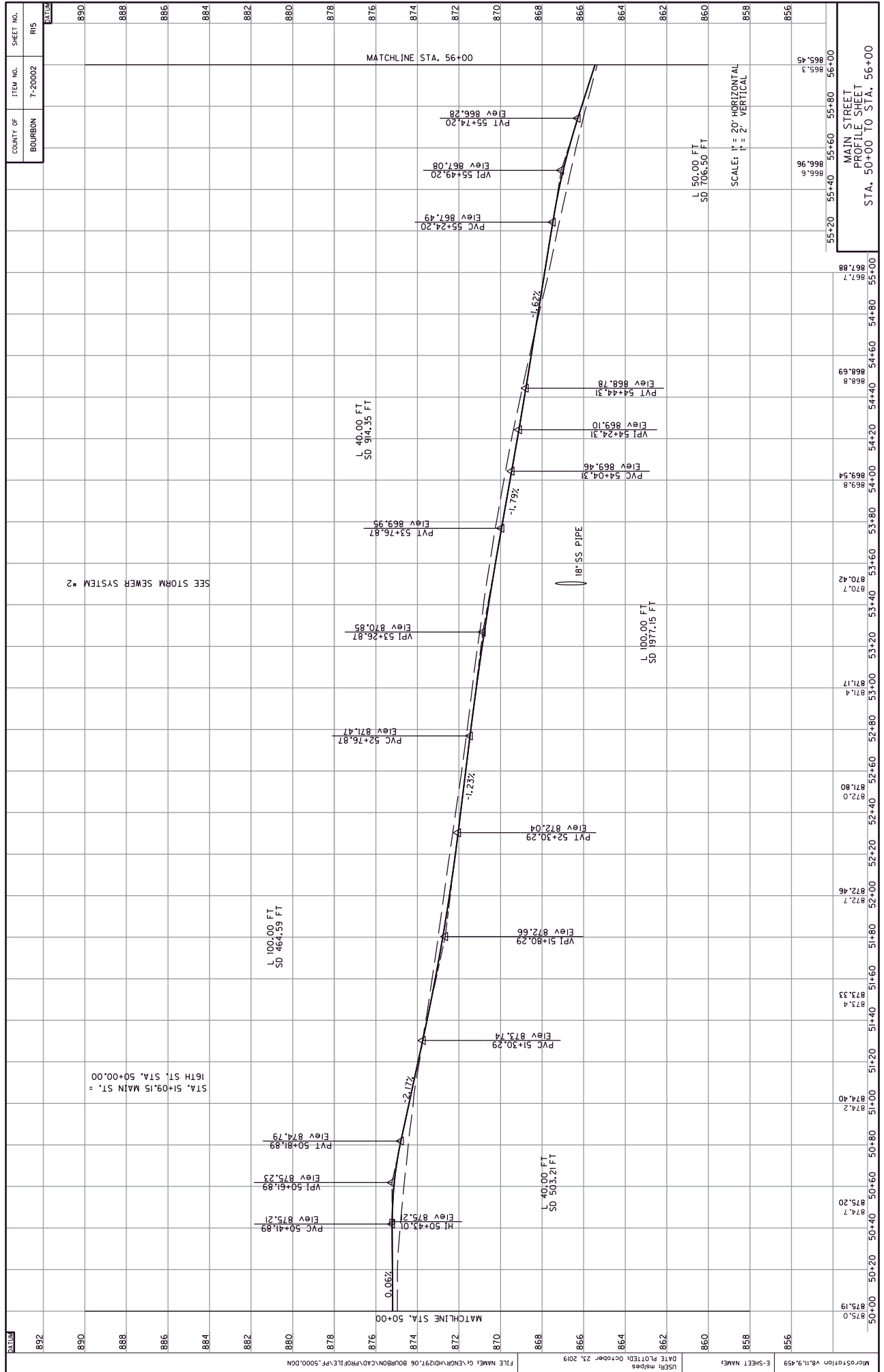
RT/LT	LOCATION	LENGTH	TYPE
RT	4-60 - 4-81	24'	STD CURB & GUT MOD
LT	4-60 - 4-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	3-60 - 3-81	24'	STD CURB & GUT MOD
LT	3-60 - 3-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE
RT	2-60 - 2-81	24'	STD CURB & GUT MOD
LT	2-60 - 2-70	15'	STD CURB & GUT MOD

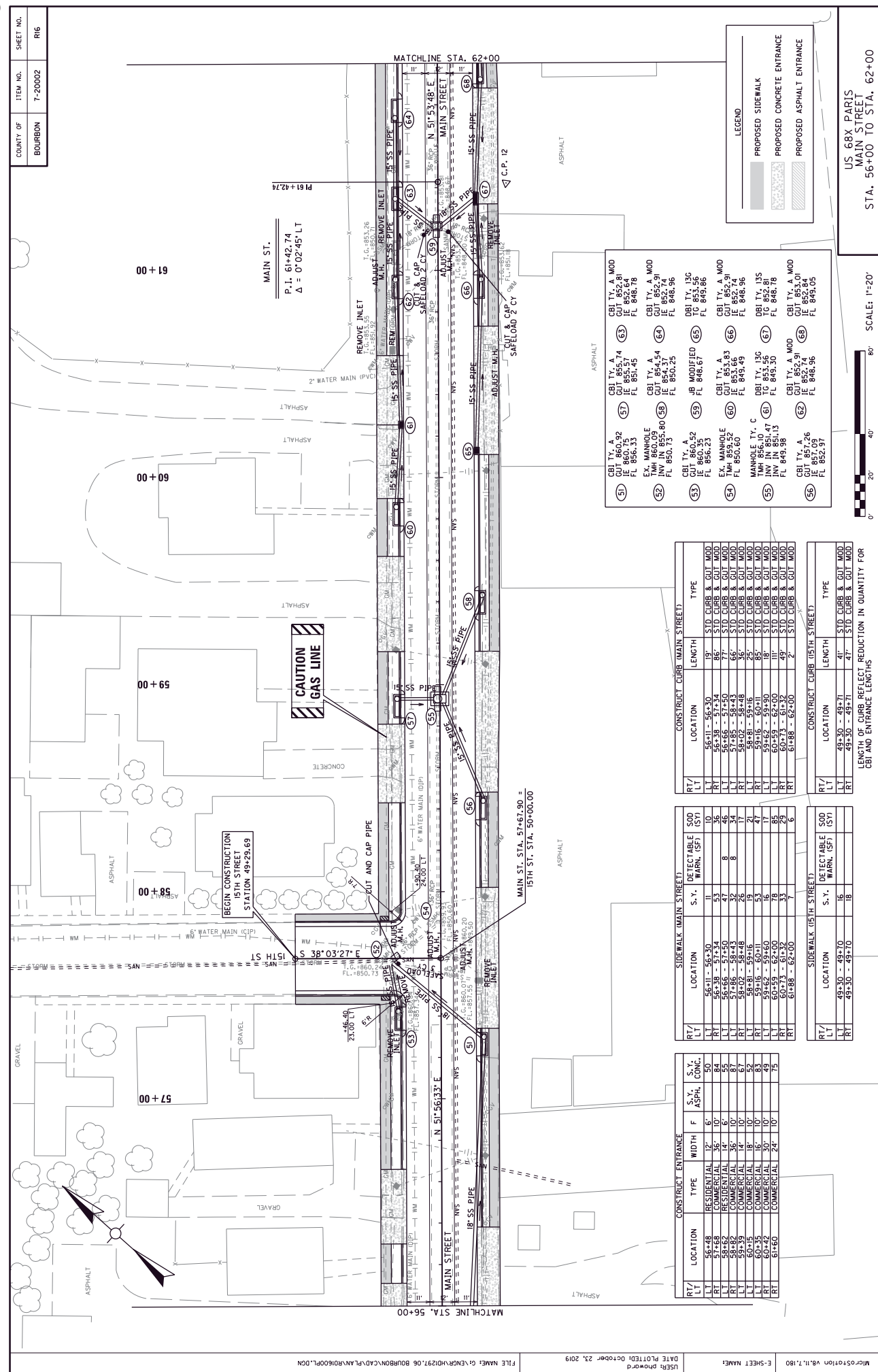
RT/LT	LOCATION	LENGTH	TYPE
RT	1-60 - 1-81	24'	STD CURB & GUT MOD
LT	1-60 - 1-70	15'	STD CURB & GUT MOD

RT/LT	LOCATION	LENGTH	TYPE</
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COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R15

DATE



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R16

LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE

RT/LT	TY	DESCRIPTION	START STA.	END STA.	FL.
RT	51	CBI TY. A	56+00	56+00	856.33
RT	52	EX. MANHOLE	56+00	56+00	854.37
RT	53	CBI TY. A	56+00	56+00	850.73
RT	54	EX. MANHOLE	56+00	56+00	851.52
RT	55	MANHOLE TY. C	56+00	56+00	851.47
RT	56	CONSTRUCT CURB	56+00	56+00	851.13
RT	57	CBI TY. A	56+00	56+00	851.45
RT	58	CONSTRUCT CURB	56+00	56+00	851.45
RT	59	CONSTRUCT CURB	56+00	56+00	851.45
RT	60	CONSTRUCT CURB	56+00	56+00	851.45
RT	61	CONSTRUCT CURB	56+00	56+00	851.45
RT	62	CONSTRUCT CURB	56+00	56+00	851.45
RT	63	CBI TY. A	56+00	56+00	848.78
RT	64	CONSTRUCT CURB	56+00	56+00	848.78
RT	65	CONSTRUCT CURB	56+00	56+00	848.78
RT	66	CONSTRUCT CURB	56+00	56+00	848.78
RT	67	CONSTRUCT CURB	56+00	56+00	848.78
RT	68	CONSTRUCT CURB	56+00	56+00	848.78

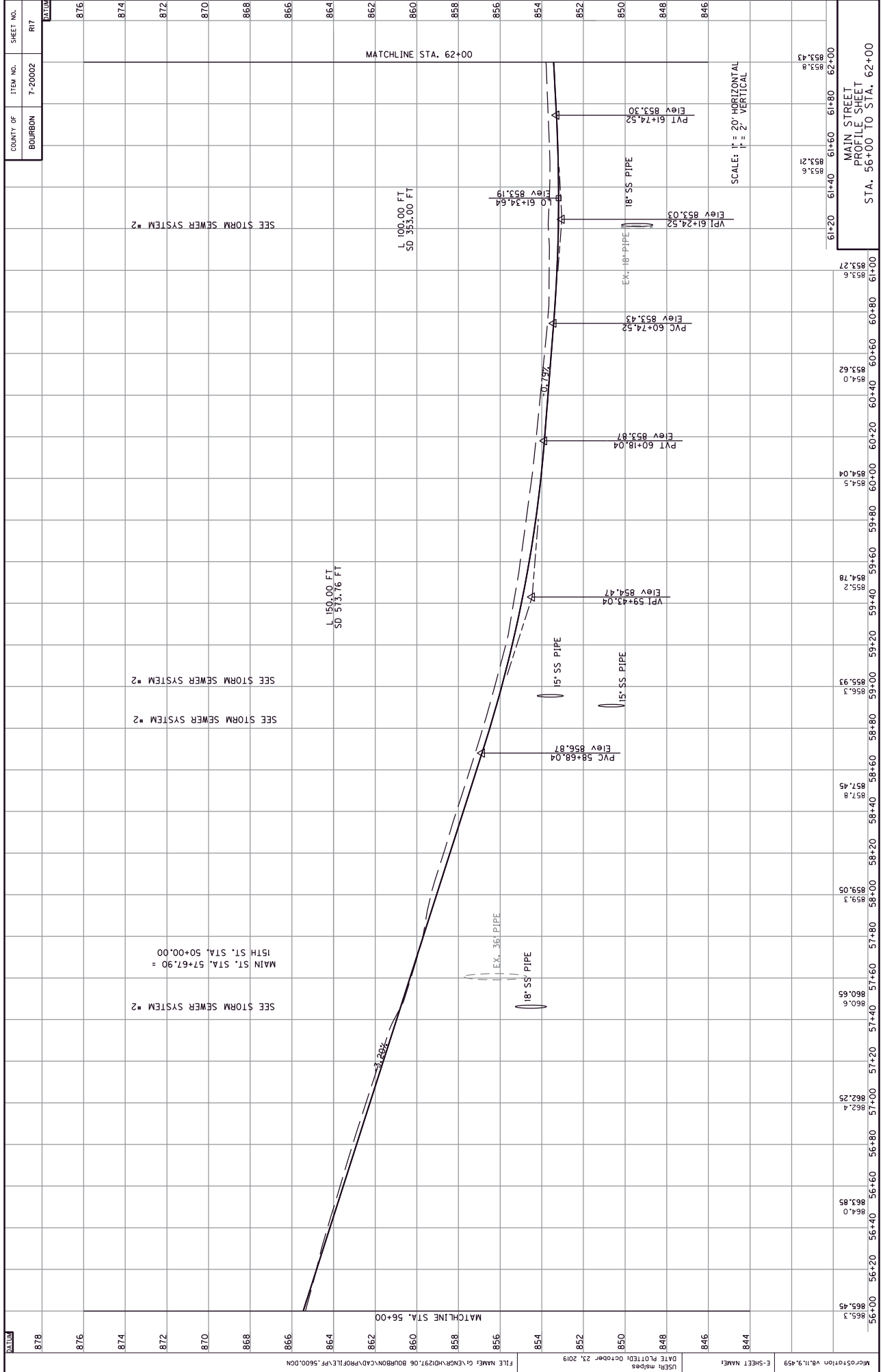
RT/LT	LOCATION	LENGTH	TYPE
RT	56+00 - 56+30	30'	STD CURB & GUT MOD
RT	56+30 - 57+00	70'	STD CURB & GUT MOD
RT	57+00 - 58+00	100'	STD CURB & GUT MOD
RT	58+00 - 59+00	100'	STD CURB & GUT MOD
RT	59+00 - 60+00	100'	STD CURB & GUT MOD
RT	60+00 - 61+00	100'	STD CURB & GUT MOD
RT	61+00 - 62+00	100'	STD CURB & GUT MOD

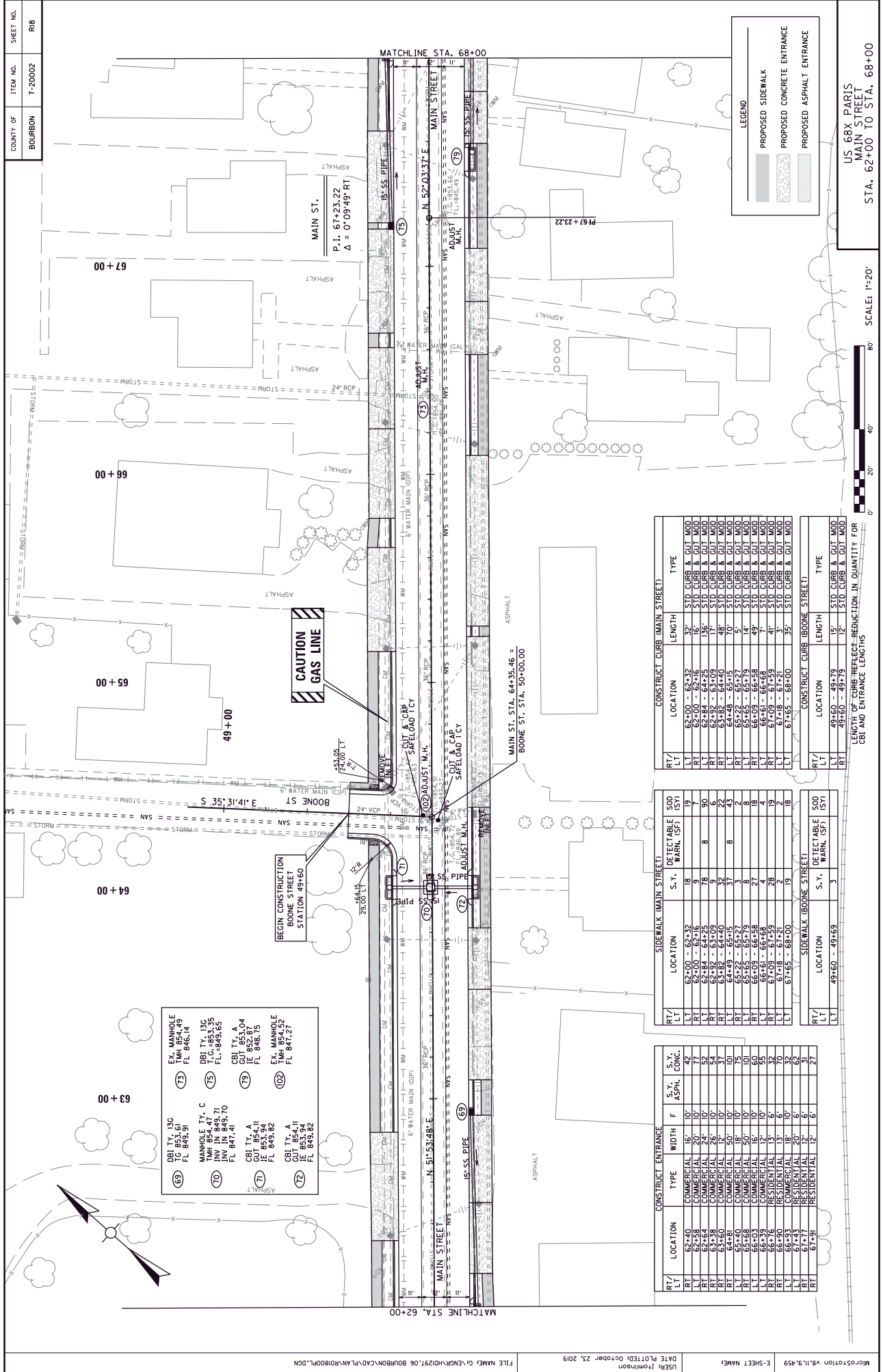
RT/LT	LOCATION	LENGTH	TYPE
RT	49+30 - 49+70	40'	STD CURB & GUT MOD
RT	49+70 - 49+70	0'	STD CURB & GUT MOD
RT	49+70 - 49+70	0'	STD CURB & GUT MOD

US 68X PARALLEL MAIN STREET STA. 56+00 TO STA. 62+00

SCALE: 1"=20'

LENGTH OF CURB REFLECT REDUCTION IN QUANTITY FOR CBI AND ENTRANCE LENGTHS





COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R18

LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE

US 68Y PARALLEL
MAIN STREET
STA. 62+00 TO STA. 68+00

SCALE: 1"=20'



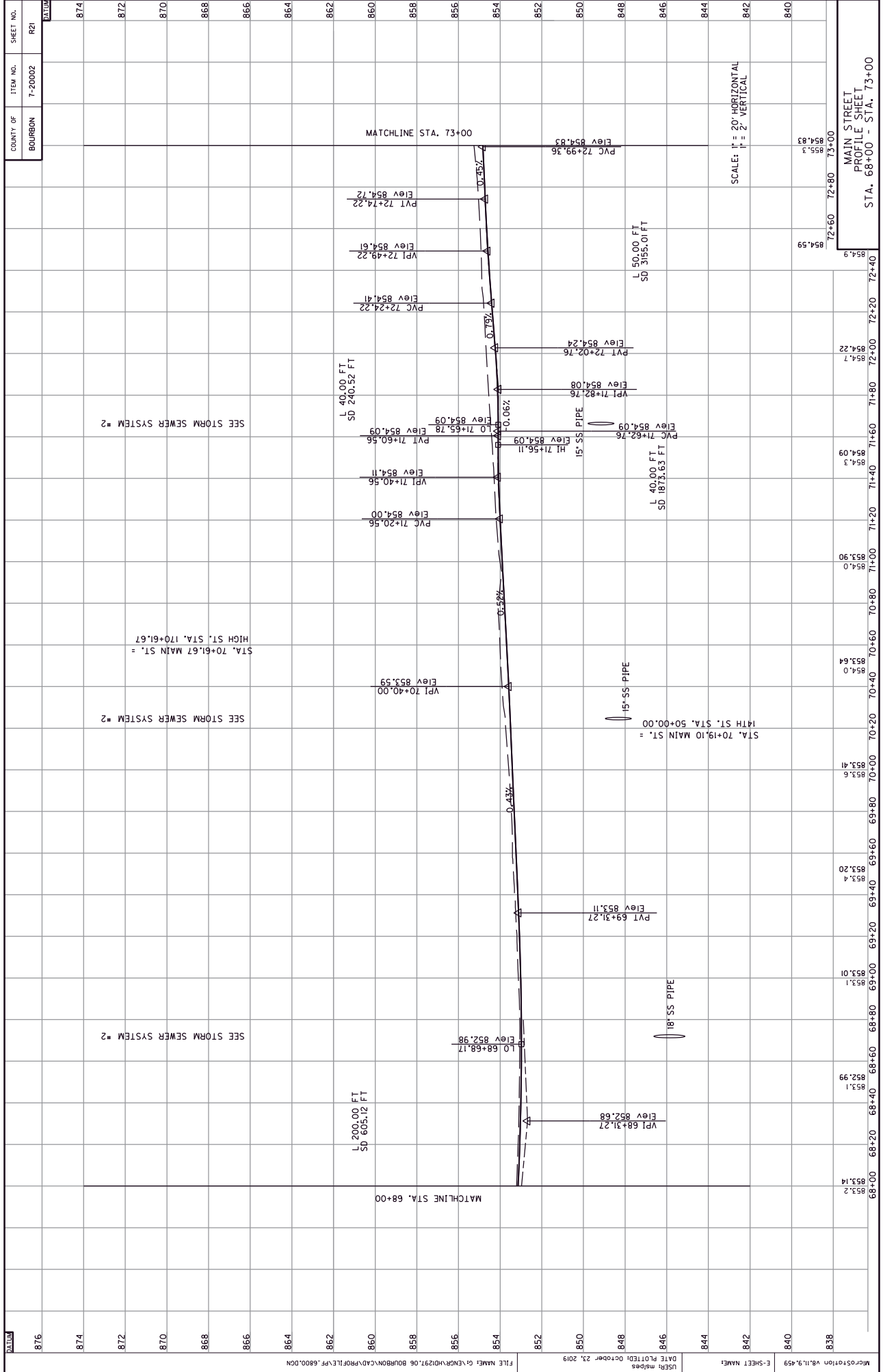
(69)	DBI TY. 13C FL 849.91	(73)	EX. MANHOLE FL 846.14
(70)	MANHOLE TY. C FL 849.71	(75)	DBI TY. 13C FL 846.14
(71)	INV IN 849.71 FL 847.41	(79)	DBI TY. A FL 849.82
(72)	EX. MANHOLE FL 847.21	(80)	DBI TY. A FL 849.82

RT/LT	LOCATION	LENGTH	TYPE
LT	62+00 - 62+32	32'	STD CURB & GUT WOOD
RT	62+00 - 62+16	16'	STD CURB & GUT WOOD
RT	62+16 - 62+32	16'	STD CURB & GUT WOOD
RT	62+32 - 63+03	71'	STD CURB & GUT WOOD
RT	63+03 - 64+00	97'	STD CURB & GUT WOOD
RT	63+82 - 64+40	58'	STD CURB & GUT WOOD
RT	64+48 - 65+15	67'	STD CURB & GUT WOOD
RT	65+15 - 65+79	64'	STD CURB & GUT WOOD
RT	65+79 - 66+58	79'	STD CURB & GUT WOOD
RT	66+09 - 66+58	49'	STD CURB & GUT WOOD
LT	66+61 - 66+68	7'	STD CURB & GUT WOOD
LT	67+08 - 67+21	13'	STD CURB & GUT WOOD
LT	67+21 - 67+31	10'	STD CURB & GUT WOOD
LT	67+31 - 68+00	69'	STD CURB & GUT WOOD

RT/LT	LOCATION	LENGTH	TYPE
LT	49+60 - 49+79	19'	STD CURB & GUT WOOD
RT	49+60 - 49+79	19'	STD CURB & GUT WOOD

RT/LT	LOCATION	WIDTH	F	S.Y. ASPH.	S.Y. CONC.
RT	62+40	16'	10'	42	42
LT	62+58	20'	10'	27	27
RT	62+58	20'	10'	27	27
RT	63+38	24'	10'	54	54
RT	63+60	12'	10'	37	37
RT	64+81	12'	10'	37	37
RT	65+168	12'	10'	37	37
RT	65+168	12'	10'	37	37
RT	66+03	12'	10'	37	37
RT	66+39	12'	10'	37	37
RT	66+90	12'	10'	37	37
RT	66+93	12'	10'	37	37
LT	67+43	20'	6'	62	62
RT	67+43	20'	6'	62	62
RT	67+58	12'	6'	27	27

LENGTH OF CURB REFLECT-REDUCTION IN QUANTITY FOR
CBI AND ENTRANCE LENGTHS



USFR: msp&gs	DATE PLOTTED: October 23, 2019	FILE NAME: G:\NCR\VD1297.06_BOURBON\CA\PROFILE.PF.6800.DGN
E-SHEET NAME:		
MicrStation v8.11.9.459		

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R21

DATE

MAIN STREET
PROFILE SHEET
STA. 68+00 - STA. 73+00

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

SEE STORM SEWER SYSTEM #2

SEE STORM SEWER SYSTEM #2

SEE STORM SEWER SYSTEM #2

STA. 70+61.67 MAIN ST. =
HIGH ST. STA. 170+61.67

MATCHLINE STA. 73+00

MATCHLINE STA. 68+00

L 40.00 FT
SD 240.52 FT

L 200.00 FT
SD 605.12 FT

L 40.00 FT
SD 1875.63 FT

L 50.00 FT
SD 3155.01 FT

15" SS PIPE

18" SS PIPE

15" SS PIPE

15" SS PIPE

15" SS PIPE

15" SS PIPE

15" SS PIPE

15" SS PIPE

15" SS PIPE

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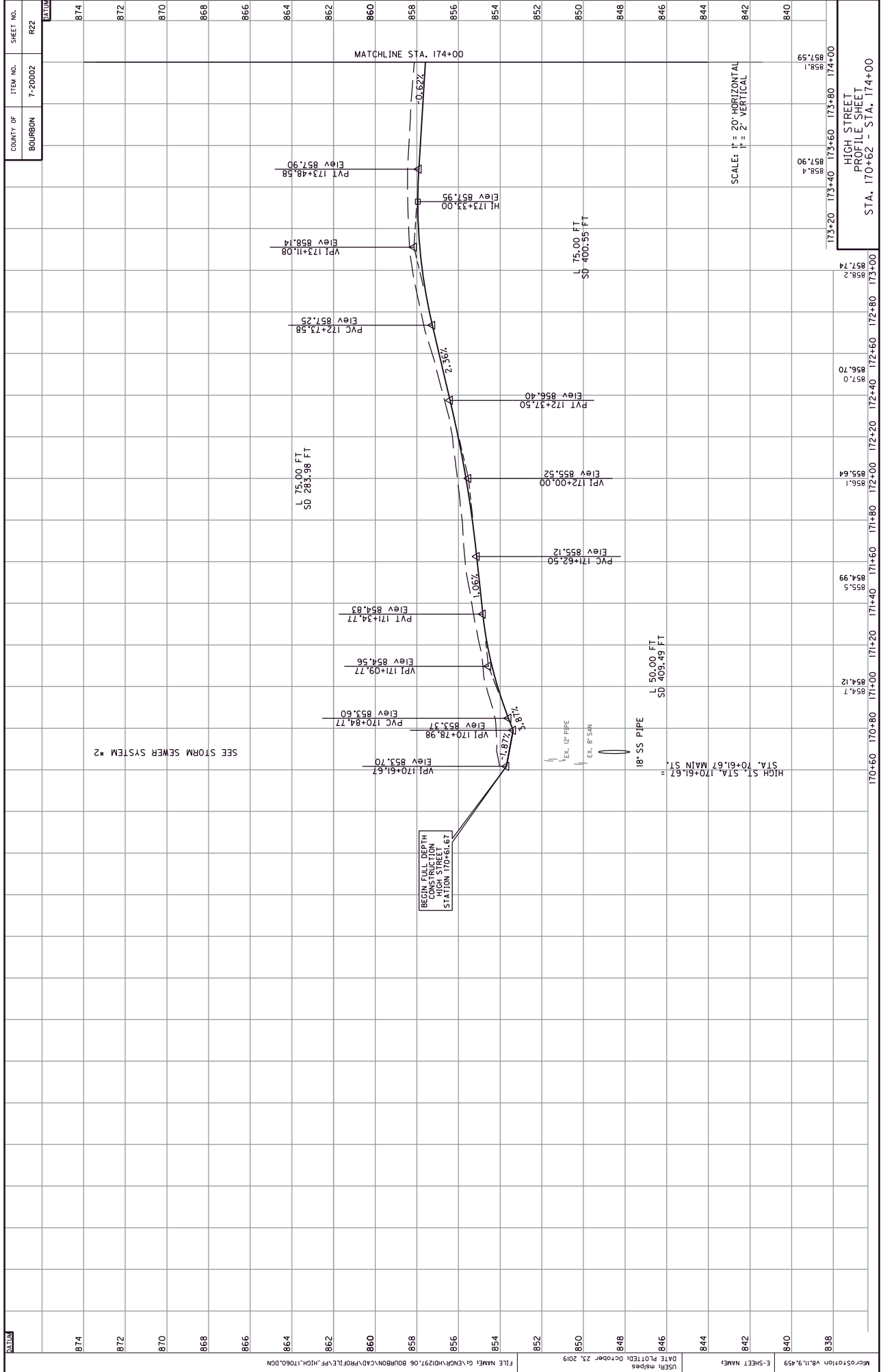
15" SS PIPE

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15" SS PIPE

15" SS PIPE



DATE	DESCRIPTION	SHEET NO.	ITEM NO.	COUNTY OF
10/23/2019	DATE PLOTTED	822	7-20002	BOURBON
October 23, 2019	DATE PLOTTED			
October 23, 2019	DATE PLOTTED			

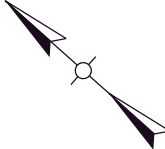
HIGH STREET
PROFILE SHEET
STA. 170+62 - STA. 174+00

173+20 173+40 173+60 173+80 174+00
857.74 858.2 857.0 857.0 856.1 855.64 855.5 854.99 854.7 854.12 853.70 853.60 853.37 853.60 854.56 854.83 855.12 855.52 856.40 857.25 858.14 857.90 857.59

874
872
870
868
866
864
862
860
858
856
854
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850
848
846
844
842
840
838

MicroStation v8.11.9.659
E-SHEET NAME:
USFR.msp
DATE PLOTTED: October 23, 2019
FILE NAME: G:\ENR\H01291.06 BOURBON\CD\PROFILE.PF.HIGH.17050.DGN

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R23



LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE
- EXISTING SIDEWALK (REMOVE)

CONSTRUCT CURB (HIGH STREET)

RT/LT	LOCATION	LENGTH	TYPE
LT	49+60 - 49+60	20'	STD. CURB & GUT WOD.

LENGTH OF CURB REFLECT. REDUCTION IN QUANTITY FOR CBI AND ENTRANCE LENGTHS

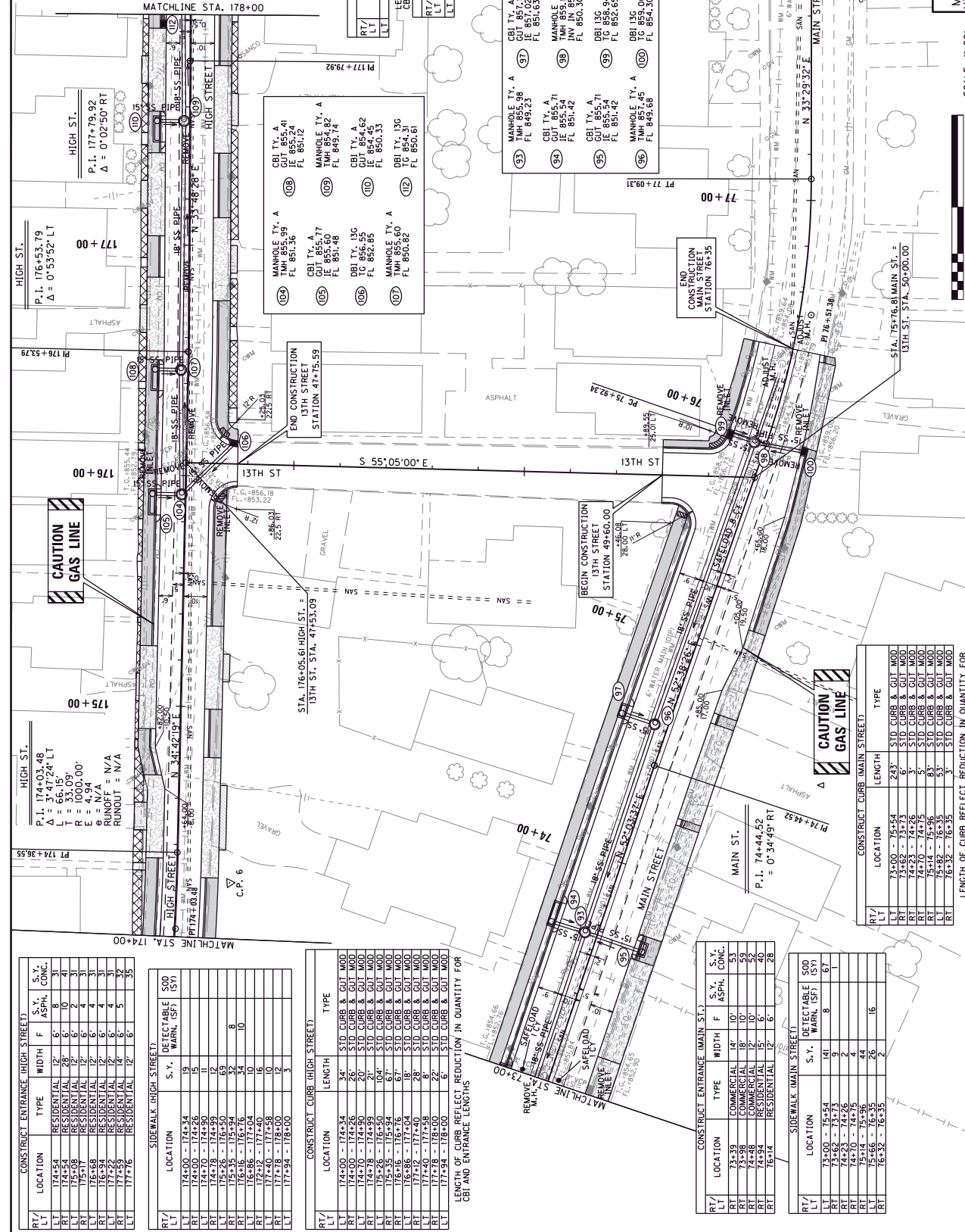
RT/LT	LOCATION	S.Y.	DETECTABLE SOD WARN. (SF) (S'Y)
LT	49+60 - 49+80	7	

REMOVE EXIST. PAVEMENT (HIGH STREET)

RT/LT	LOCATION	S.Y.
LT	174+00 - 174+29	7
LT	174+30 - 174+41	7
LT	174+42 - 174+85	10
LT	174+86 - 175+02	3
LT	175+03 - 175+26	3
LT	175+27 - 175+56	3
LT	175+57 - 176+16	6
LT	176+17 - 176+23	6
LT	176+24 - 176+33	9
LT	176+34 - 176+53	19
LT	176+54 - 176+86	32
LT	176+87 - 176+93	6
LT	176+94 - 177+01	7
LT	177+02 - 177+44	42
LT	177+45 - 177+70	25
LT	177+71 - 177+98	27

MAIN ST.

P.I. 76+51.38
 $\Delta = 19' 08'' 55''$ LT
 $T = 59.04'$
 $R = 350.00'$
 $E = 4.94'$
 $\text{GRAV.} = \text{N/A}$
 $\text{RUNOUT} = \text{N/A}$



CONSTRUCT ENTRANCE (HIGH STREET)

RT/LT	LOCATION	TYPE	WIDTH	F	S.Y.	ASPH. CONC.
LT	174+54	RESIDENTIAL	12'	6"	8	31
LT	174+54	RESIDENTIAL	12'	6"	10	41
LT	175+09	RESIDENTIAL	12'	6"	2	31
LT	175+09	RESIDENTIAL	12'	6"	4	31
LT	176+68	RESIDENTIAL	12'	6"	4	31
LT	176+94	RESIDENTIAL	12'	6"	4	31
LT	177+22	RESIDENTIAL	12'	6"	4	31
LT	177+22	RESIDENTIAL	12'	6"	4	31
LT	177+76	RESIDENTIAL	12'	6"	5	35
LT	177+76	RESIDENTIAL	12'	6"	5	35

SIDEWALK (HIGH STREET)

RT/LT	LOCATION	S.Y.	DETECTABLE SOD WARN. (SF) (S'Y)
LT	174+00 - 174+34	19	
LT	174+35 - 174+46	15	
LT	174+47 - 174+59	12	
LT	175+26 - 175+50	63	
LT	175+51 - 175+94	32	
LT	176+86 - 177+04	10	
LT	177+40 - 177+58	10	
LT	177+59 - 178+00	3	

CONSTRUCT CURB (HIGH STREET)

RT/LT	LOCATION	LENGTH	TYPE
LT	174+00 - 174+34	34'	STD. CURB & GUT WOD.
LT	174+35 - 174+46	26'	STD. CURB & GUT WOD.
LT	174+47 - 174+59	21'	STD. CURB & GUT WOD.
LT	175+26 - 175+50	194'	STD. CURB & GUT WOD.
LT	175+51 - 175+94	67'	STD. CURB & GUT WOD.
LT	176+86 - 177+04	18'	STD. CURB & GUT WOD.
LT	177+40 - 177+58	28'	STD. CURB & GUT WOD.
LT	177+59 - 178+00	8'	STD. CURB & GUT WOD.
LT	177+59 - 178+00	6'	STD. CURB & GUT WOD.

CONSTRUCT ENTRANCE (MAIN ST.)

RT/LT	LOCATION	TYPE	WIDTH	F	S.Y.	ASPH. CONC.
LT	73+99	COMMERCIAL	14'	10"	53	53
LT	73+99	COMMERCIAL	18'	10"	59	59
LT	74+98	RESIDENTIAL	12'	6"	42	42
LT	74+98	RESIDENTIAL	12'	6"	28	28
LT	76+14	RESIDENTIAL	12'	6"	28	28

SIDEWALK (MAIN STREET)

RT/LT	LOCATION	S.Y.	DETECTABLE SOD WARN. (SF) (S'Y)
LT	73+00 - 75+54	141	16
LT	74+25 - 74+76	2	1
LT	74+70 - 74+75	4	1
LT	75+14 - 75+96	44	16
LT	75+97 - 76+35	26	16



CONSTRUCT CURB (MAIN STREET)

RT/LT	LOCATION	LENGTH	TYPE
LT	73+00 - 75+54	243'	STD. CURB & GUT WOD.
LT	74+25 - 74+76	6'	STD. CURB & GUT WOD.
LT	74+70 - 74+75	6'	STD. CURB & GUT WOD.
LT	75+10 - 74+75	83'	STD. CURB & GUT WOD.
LT	75+82 - 76+35	53'	STD. CURB & GUT WOD.
LT	76+32 - 76+35	3'	STD. CURB & GUT WOD.

LENGTH OF CURB REFLECT. REDUCTION IN QUANTITY FOR CBI AND ENTRANCE LENGTHS

RT/LT	LOCATION	S.Y.	DETECTABLE SOD WARN. (SF) (S'Y)
LT	73+00 - 75+54	161	8
LT	74+25 - 74+76	2	1
LT	74+70 - 74+75	4	1
LT	75+14 - 75+96	44	16
LT	75+97 - 76+35	26	16

END CONSTRUCTION STATION 76+35

BEGIN CONSTRUCTION STATION 49+60.00

CAUTION GAS LINE

CAUTION GAS LINE

CAUTION GAS LINE

CONSTRUCTION STA. 174+00

CONSTRUCTION STA. 175+00

CONSTRUCTION STA. 176+00

CONSTRUCTION STA. 177+00

CONSTRUCTION STA. 178+00

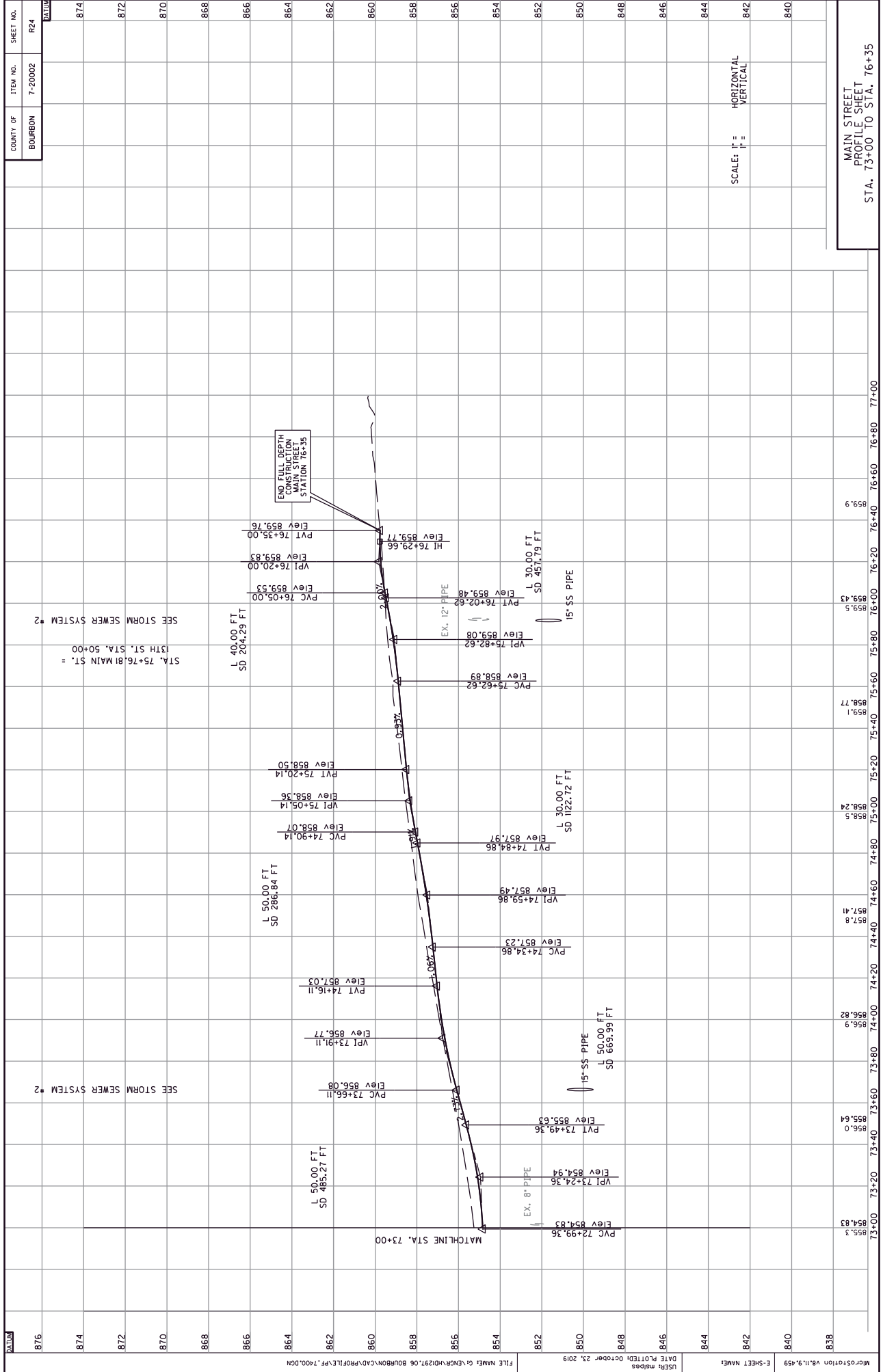
CONSTRUCTION STA. 74+00

CONSTRUCTION STA. 75+00

CONSTRUCTION STA. 76+00

CONSTRUCTION STA. 77+00

CONSTRUCTION STA. 78+00

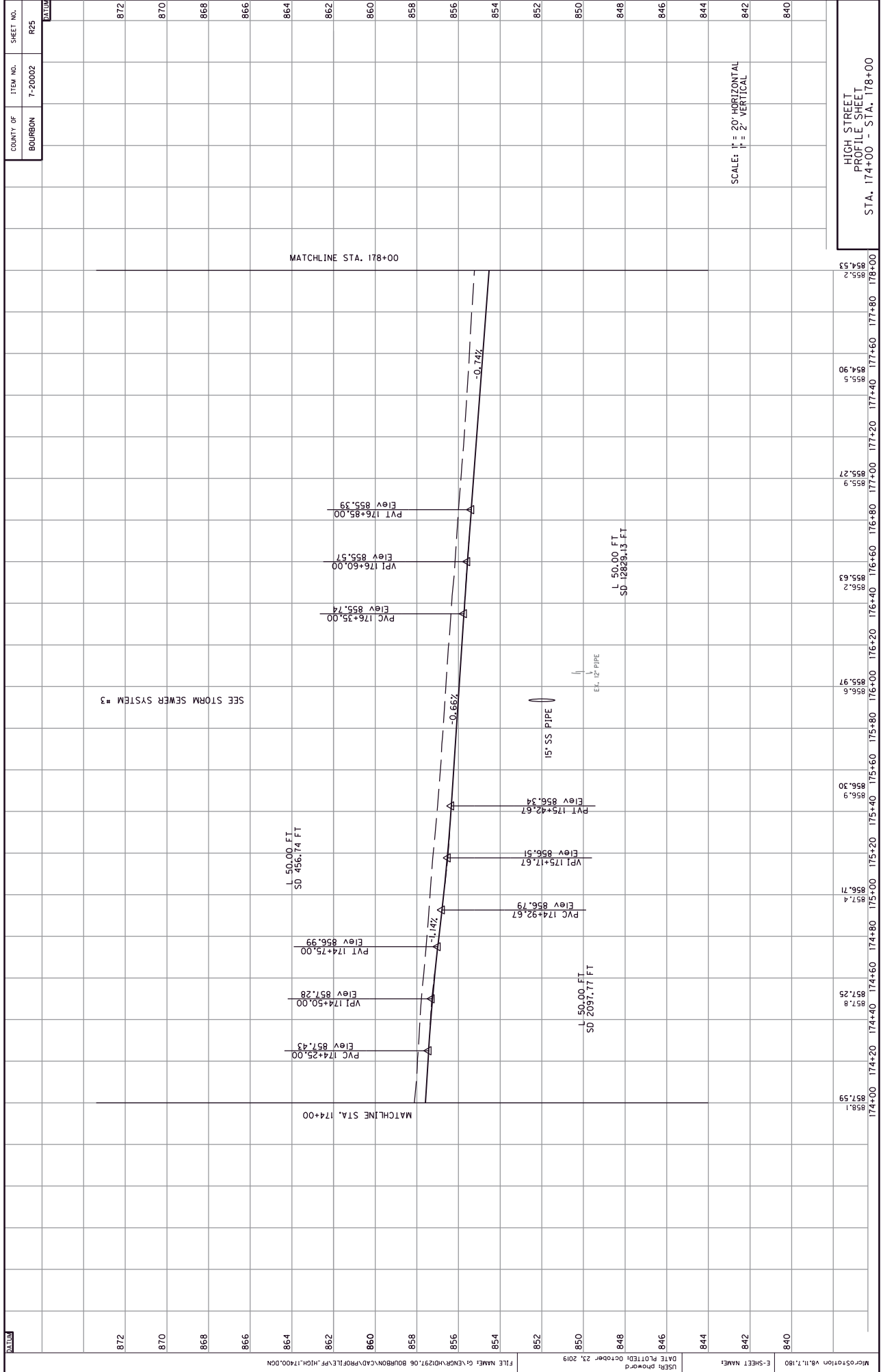


COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R24

DATE	DATE
876	874
872	870
868	866
864	862
860	858
856	854
852	850
848	846
844	842
840	

MAIN STREET
PROFILE SHEET
STA. 73+00 TO STA. 76+35

SCALE: 1" =
HORIZONTAL
VERTICAL



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R25

DATE

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

HIGH STREET
PROFILE SHEET
STA. 174+00 - STA. 178+00

MATCHLINE STA. 178+00

SEE STORM SEWER SYSTEM #3

15" SS PIPE

EX. 12" PIPE

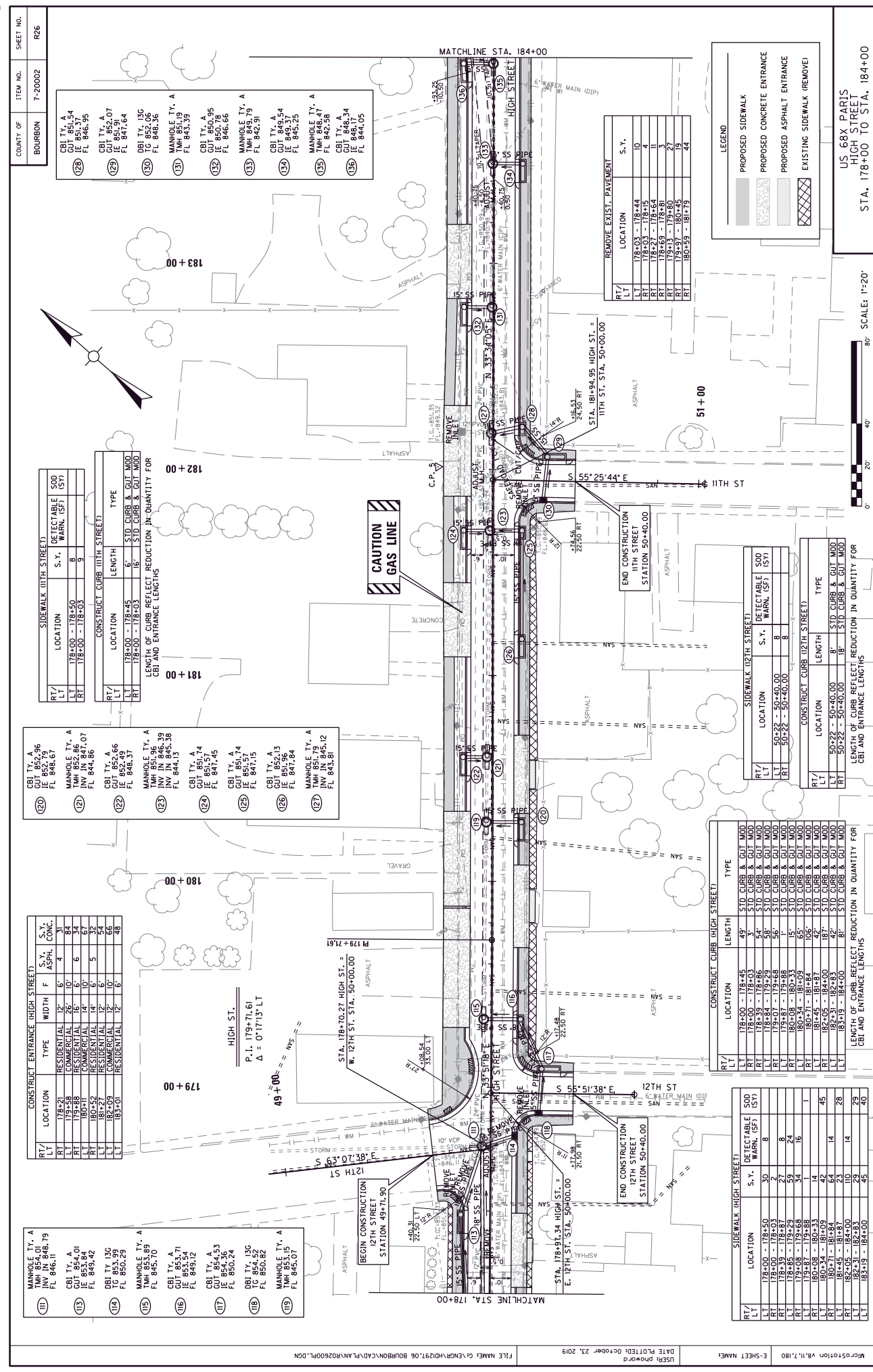
L 50.00 FT
SD 2097.77 FT

L 50.00 FT
SD 12829.13 FT

L 50.00 FT
SD 256.74 FT

USBR provided
DATE PLOTTED: October 23, 2019
FILE NAME: G:\NCR\10297.06 BOURBON\CD\PROFILE.PF\HIGH.17400.DGN

MicroStation v8.11.180
E-SHEET NAME:
848
846
844
842
840



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R26

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	178+00 - 178+03	8	8
LT	178+00 - 178+03	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	50+22 - 50+40.00	8	8
LT	50+22 - 50+40.00	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	180+00 - 180+33	8	8
LT	180+00 - 180+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+05 - 182+33	8	8
LT	182+05 - 182+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	178+00 - 178+03	8	8
LT	178+00 - 178+03	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	50+22 - 50+40.00	8	8
LT	50+22 - 50+40.00	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	180+00 - 180+33	8	8
LT	180+00 - 180+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+05 - 182+33	8	8
LT	182+05 - 182+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	178+00 - 178+03	8	8
LT	178+00 - 178+03	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	50+22 - 50+40.00	8	8
LT	50+22 - 50+40.00	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	180+00 - 180+33	8	8
LT	180+00 - 180+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+05 - 182+33	8	8
LT	182+05 - 182+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	178+00 - 178+03	8	8
LT	178+00 - 178+03	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	50+22 - 50+40.00	8	8
LT	50+22 - 50+40.00	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	180+00 - 180+33	8	8
LT	180+00 - 180+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+05 - 182+33	8	8
LT	182+05 - 182+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	178+00 - 178+03	8	8
LT	178+00 - 178+03	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	50+22 - 50+40.00	8	8
LT	50+22 - 50+40.00	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	180+00 - 180+33	8	8
LT	180+00 - 180+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+05 - 182+33	8	8
LT	182+05 - 182+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	178+00 - 178+03	8	8
LT	178+00 - 178+03	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	50+22 - 50+40.00	8	8
LT	50+22 - 50+40.00	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	180+00 - 180+33	8	8
LT	180+00 - 180+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+05 - 182+33	8	8
LT	182+05 - 182+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	178+00 - 178+03	8	8
LT	178+00 - 178+03	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	50+22 - 50+40.00	8	8
LT	50+22 - 50+40.00	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	180+00 - 180+33	8	8
LT	180+00 - 180+33	9	9

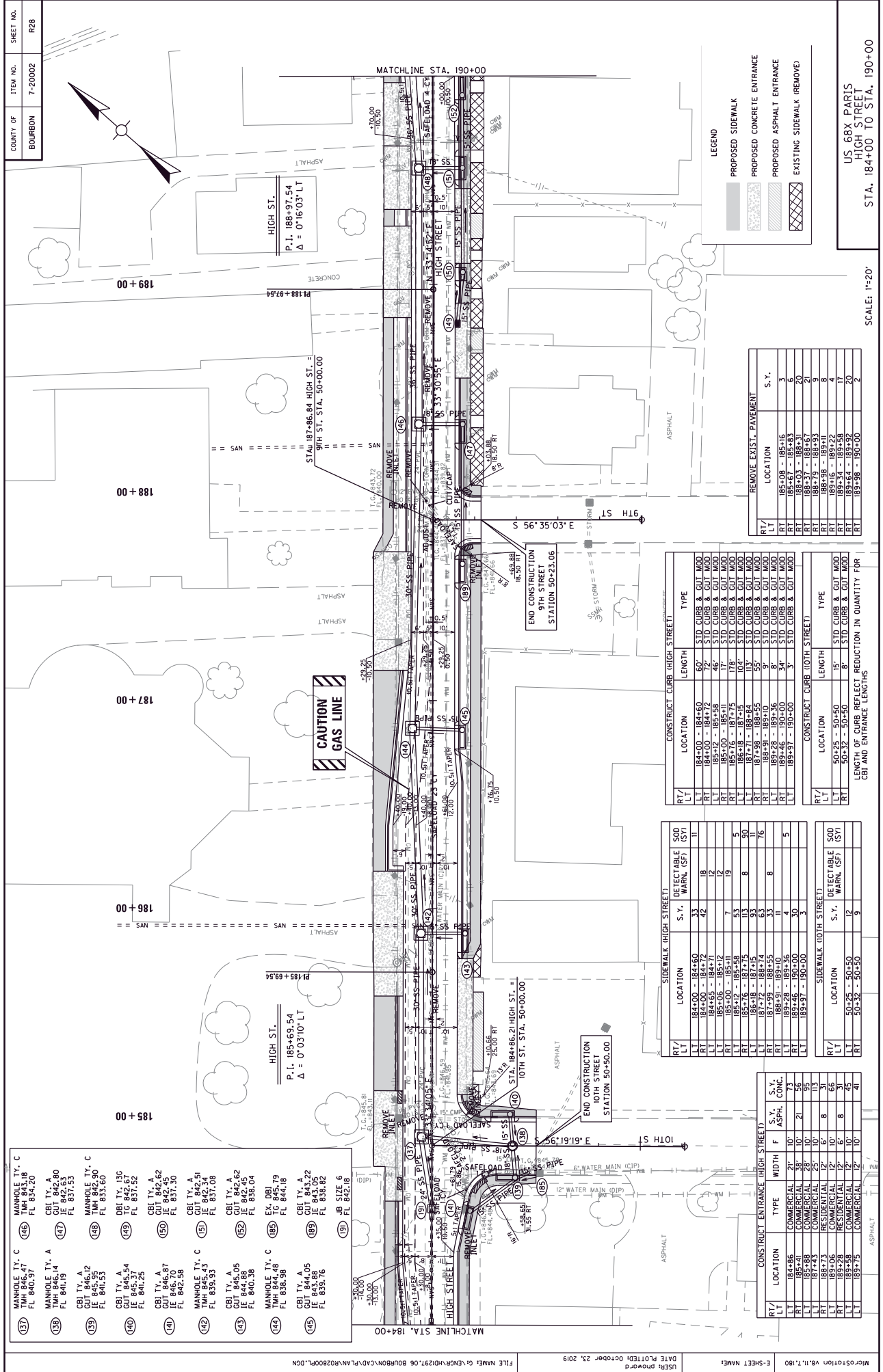
RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+05 - 182+33	8	8
LT	182+05 - 182+33	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

RT/LT	LOCATION	S.Y.	DETECTABLE S/D MARK (S/I)
RT	182+19 - 182+40	8	8
LT	182+19 - 182+40	9	9

US 68Y PARIS HIGH STREET STA. 178+00 TO STA. 184+00
SCALE: 1"=20'
80' 40' 20' 0'

USFR: g:\vncr\h2197.06 BOURBON\CD\PLAN\AN\02600P.LDN
DATE PLOTTED: October 23, 2019
E-SHEET NAME: 7-20002
SHEET NUMBER: 26



(37)	MANHOLE T.Y. C TMH 846.18 FL 834.20	(46)	MANHOLE T.Y. C TMH 846.18 FL 834.20
(38)	MANHOLE T.Y. A TMH 846.14 FL 841.19	(47)	CBI T.Y. A GUT 842.90 FL 837.53
(39)	CBI T.Y. A GUT 846.12 FL 841.35	(48)	MANHOLE T.Y. C TMH 842.90 FL 835.60
(40)	CBI T.Y. A GUT 846.12 FL 841.35	(49)	DBI T.Y. 13C GUT 846.57 FL 837.52
(41)	CBI T.Y. A GUT 846.87 FL 842.59	(50)	DBI T.Y. A GUT 842.462 FL 837.30
(42)	MANHOLE T.Y. C TMH 845.43 FL 835.35	(51)	CBI T.Y. A GUT 842.51 FL 842.34
(43)	CBI T.Y. A GUT 840.05 FL 840.38	(52)	CBI T.Y. A GUT 842.62 FL 838.04
(44)	MANHOLE T.Y. C TMH 844.48 FL 838.38	(53)	T.Y. 846.79 FL 844.18
(45)	CBI T.Y. A GUT 844.05 FL 843.88	(54)	CBI T.Y. A GUT 843.22 FL 838.62
		(55)	JB SIZE 6 FL 842.18

RT/LT	LOCATION	TYPE	LENGTH	CONSTRUCT CURB (HIGH STREET)	DETECTABLE SOD WARN. (SF)	S.Y.
LT	184+00 - 184+60	STD. CURB & GUT MOD	60'	184+00 - 184+60	11	11
RT	184+00 - 184+72	STD. CURB & GUT MOD	72'	184+00 - 184+72	12	12
LT	185+00 - 185+12	STD. CURB & GUT MOD	12'	185+00 - 185+12	7	7
RT	185+00 - 185+31	STD. CURB & GUT MOD	31'	185+00 - 185+31	19	19
LT	185+76 - 187+15	STD. CURB & GUT MOD	139'	185+76 - 187+15	53	53
RT	185+76 - 187+15	STD. CURB & GUT MOD	39'	185+76 - 187+15	13	13
LT	186+18 - 187+15	STD. CURB & GUT MOD	97'	186+18 - 187+15	93	93
RT	187+15 - 188+36	STD. CURB & GUT MOD	121'	187+15 - 188+36	53	53
LT	188+36 - 189+36	STD. CURB & GUT MOD	100'	188+36 - 189+36	11	11
RT	189+36 - 189+36	STD. CURB & GUT MOD	0'	189+36 - 189+36	4	4
LT	189+36 - 190+00	STD. CURB & GUT MOD	64'	189+36 - 190+00	30	30
RT	189+36 - 190+00	STD. CURB & GUT MOD	64'	189+36 - 190+00	3	3

RT/LT	LOCATION	TYPE	LENGTH	CONSTRUCT CURB (HIGH STREET)	DETECTABLE SOD WARN. (SF)	S.Y.
LT	184+00 - 184+60	STD. CURB & GUT MOD	60'	184+00 - 184+60	11	11
RT	184+00 - 184+72	STD. CURB & GUT MOD	72'	184+00 - 184+72	12	12
LT	185+00 - 185+12	STD. CURB & GUT MOD	12'	185+00 - 185+12	7	7
RT	185+00 - 185+31	STD. CURB & GUT MOD	31'	185+00 - 185+31	19	19
LT	185+76 - 187+15	STD. CURB & GUT MOD	139'	185+76 - 187+15	53	53
RT	185+76 - 187+15	STD. CURB & GUT MOD	39'	185+76 - 187+15	13	13
LT	186+18 - 187+15	STD. CURB & GUT MOD	97'	186+18 - 187+15	93	93
RT	187+15 - 188+36	STD. CURB & GUT MOD	121'	187+15 - 188+36	53	53
LT	188+36 - 189+36	STD. CURB & GUT MOD	100'	188+36 - 189+36	11	11
RT	189+36 - 189+36	STD. CURB & GUT MOD	0'	189+36 - 189+36	4	4
LT	189+36 - 190+00	STD. CURB & GUT MOD	64'	189+36 - 190+00	30	30
RT	189+36 - 190+00	STD. CURB & GUT MOD	64'	189+36 - 190+00	3	3

RT/LT	LOCATION	TYPE	WIDTH	F	CONC.	S.Y.
LT	184+66	COMMERCIAL	21'	10'	73	73
RT	185+41	COMMERCIAL	38'	10'	95	95
LT	185+88	COMMERCIAL	28'	10'	95	95
RT	184+73	RESIDENTIAL	12'	10'	66	66
LT	189+06	RESIDENTIAL	12'	10'	66	66
RT	189+28	RESIDENTIAL	12'	10'	31	31
LT	189+28	COMMERCIAL	12'	10'	45	45
RT	189+28	COMMERCIAL	12'	10'	41	41

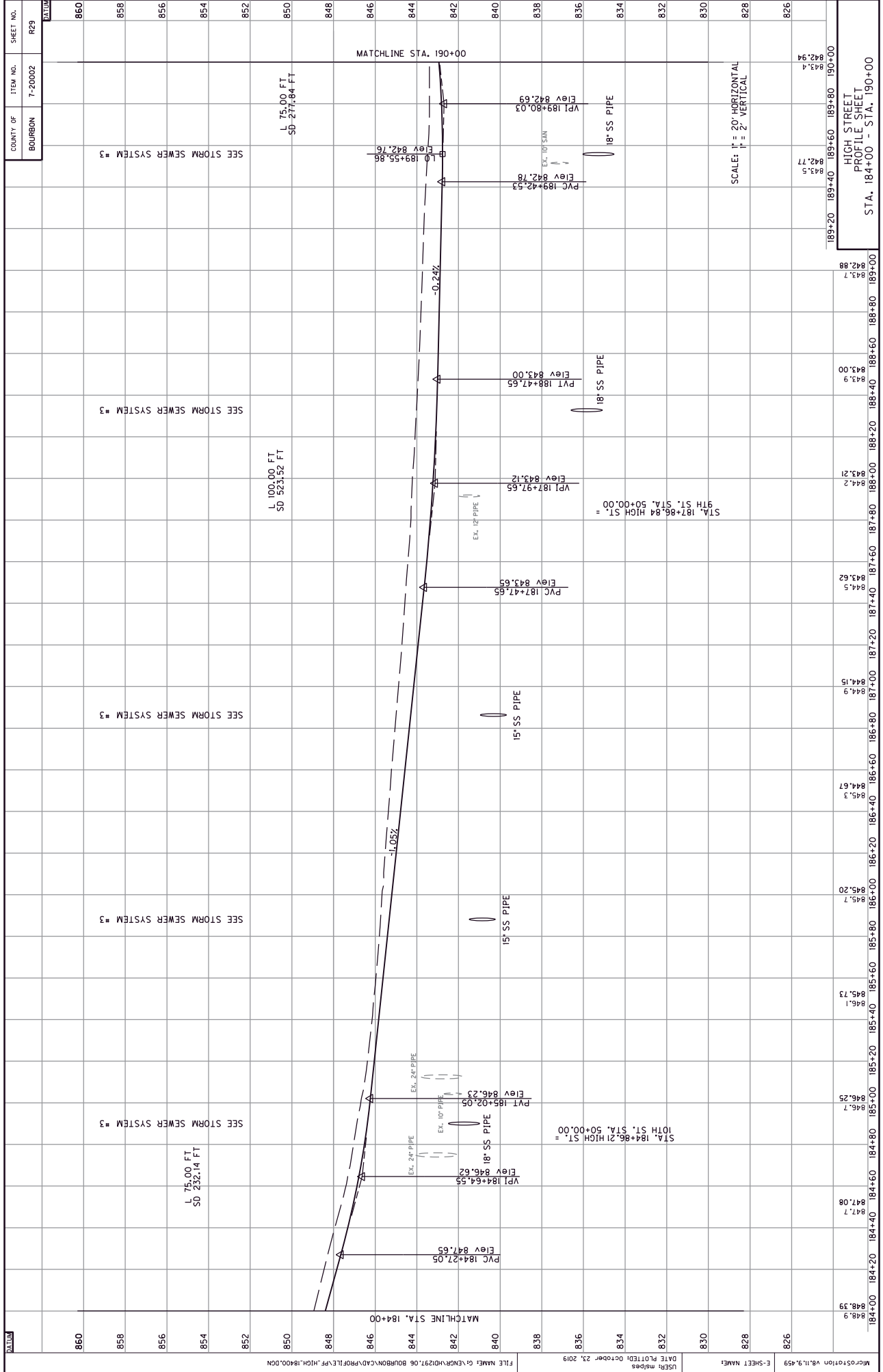
RT/LT	LOCATION	TYPE	LENGTH	CONSTRUCT CURB (HIGH STREET)	DETECTABLE SOD WARN. (SF)	S.Y.
LT	184+00 - 184+60	STD. CURB & GUT MOD	60'	184+00 - 184+60	11	11
RT	184+00 - 184+72	STD. CURB & GUT MOD	72'	184+00 - 184+72	12	12
LT	185+00 - 185+12	STD. CURB & GUT MOD	12'	185+00 - 185+12	7	7
RT	185+00 - 185+31	STD. CURB & GUT MOD	31'	185+00 - 185+31	19	19
LT	185+76 - 187+15	STD. CURB & GUT MOD	139'	185+76 - 187+15	53	53
RT	185+76 - 187+15	STD. CURB & GUT MOD	39'	185+76 - 187+15	13	13
LT	186+18 - 187+15	STD. CURB & GUT MOD	97'	186+18 - 187+15	93	93
RT	187+15 - 188+36	STD. CURB & GUT MOD	121'	187+15 - 188+36	53	53
LT	188+36 - 189+36	STD. CURB & GUT MOD	100'	188+36 - 189+36	11	11
RT	189+36 - 189+36	STD. CURB & GUT MOD	0'	189+36 - 189+36	4	4
LT	189+36 - 190+00	STD. CURB & GUT MOD	64'	189+36 - 190+00	30	30
RT	189+36 - 190+00	STD. CURB & GUT MOD	64'	189+36 - 190+00	3	3

RT/LT	LOCATION	TYPE	LENGTH	CONSTRUCT CURB (HIGH STREET)	DETECTABLE SOD WARN. (SF)	S.Y.
LT	184+00 - 184+60	STD. CURB & GUT MOD	60'	184+00 - 184+60	11	11
RT	184+00 - 184+72	STD. CURB & GUT MOD	72'	184+00 - 184+72	12	12
LT	185+00 - 185+12	STD. CURB & GUT MOD	12'	185+00 - 185+12	7	7
RT	185+00 - 185+31	STD. CURB & GUT MOD	31'	185+00 - 185+31	19	19
LT	185+76 - 187+15	STD. CURB & GUT MOD	139'	185+76 - 187+15	53	53
RT	185+76 - 187+15	STD. CURB & GUT MOD	39'	185+76 - 187+15	13	13
LT	186+18 - 187+15	STD. CURB & GUT MOD	97'	186+18 - 187+15	93	93
RT	187+15 - 188+36	STD. CURB & GUT MOD	121'	187+15 - 188+36	53	53
LT	188+36 - 189+36	STD. CURB & GUT MOD	100'	188+36 - 189+36	11	11
RT	189+36 - 189+36	STD. CURB & GUT MOD	0'	189+36 - 189+36	4	4
LT	189+36 - 190+00	STD. CURB & GUT MOD	64'	189+36 - 190+00	30	30
RT	189+36 - 190+00	STD. CURB & GUT MOD	64'	189+36 - 190+00	3	3

US 68X PARIS HIGH STREET STA. 184+00 TO STA. 190+00

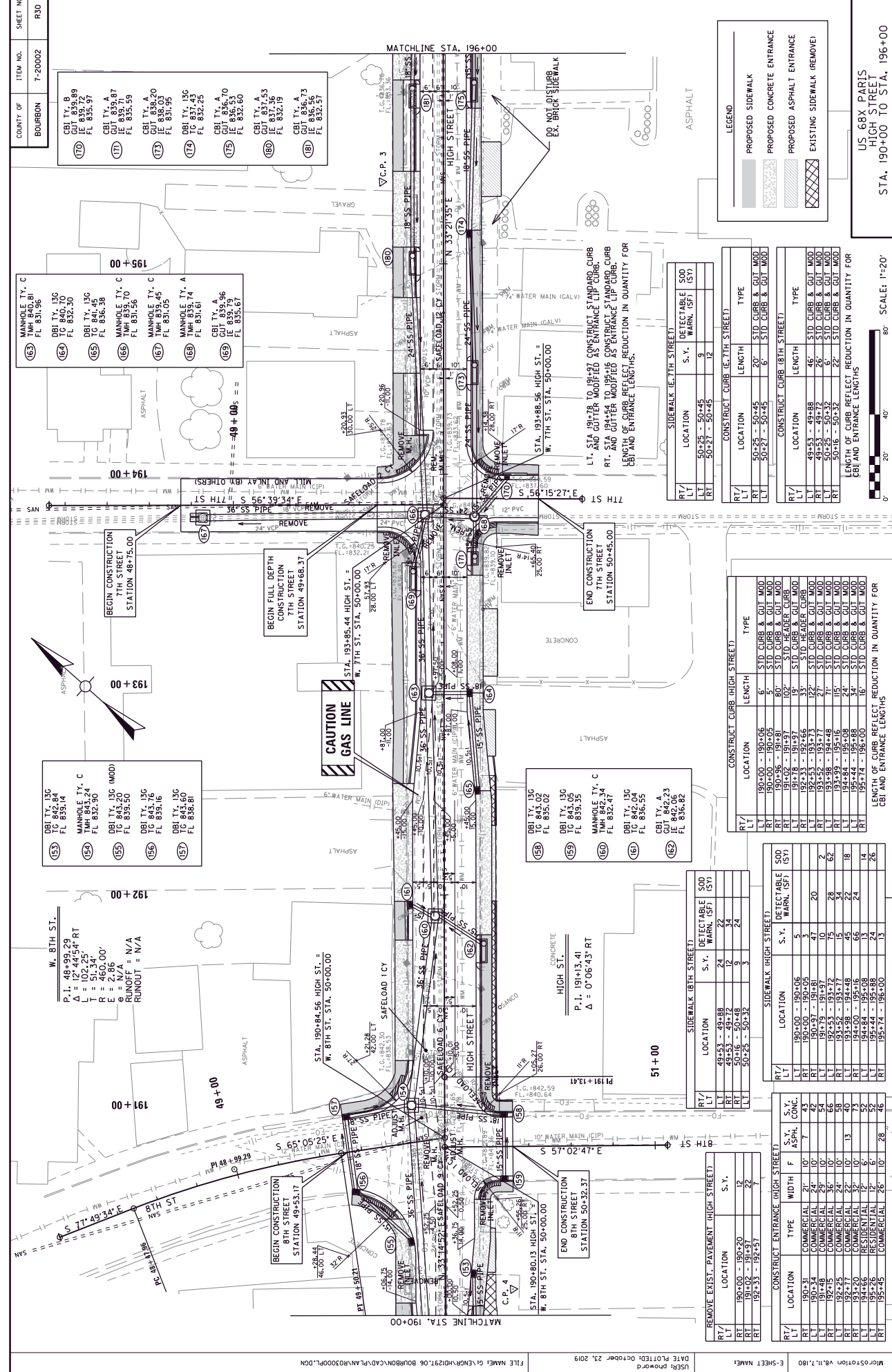
SCALE: 1"=20'

LENGTH OF CURB REFLECT REDUCTION IN QUANTITY FOR CBI AND ENTRANCE LENGTHS



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R29

DATE



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R30

(165) MANHOLE TY. C IC 831.96 FL 831.96	(166) MANHOLE TY. C IC 840.70 FL 832.30	(167) MANHOLE TY. C IC 841.45 FL 836.38	(168) MANHOLE TY. C IC 839.70 FL 835.59	(169) MANHOLE TY. C IC 839.70 FL 835.59	(170) MANHOLE TY. C IC 839.70 FL 835.59	(171) MANHOLE TY. C IC 839.70 FL 835.59	(172) MANHOLE TY. C IC 839.70 FL 835.59	(173) MANHOLE TY. C IC 839.70 FL 835.59	(174) MANHOLE TY. C IC 839.70 FL 835.59	(175) MANHOLE TY. C IC 839.70 FL 835.59	(176) MANHOLE TY. C IC 839.70 FL 835.59	(177) MANHOLE TY. C IC 839.70 FL 835.59	(178) MANHOLE TY. C IC 839.70 FL 835.59	(179) MANHOLE TY. C IC 839.70 FL 835.59	(180) MANHOLE TY. C IC 839.70 FL 835.59	(181) MANHOLE TY. C IC 839.70 FL 835.59	(182) MANHOLE TY. C IC 839.70 FL 835.59	(183) MANHOLE TY. C IC 839.70 FL 835.59	(184) MANHOLE TY. C IC 839.70 FL 835.59	(185) MANHOLE TY. C IC 839.70 FL 835.59	(186) MANHOLE TY. C IC 839.70 FL 835.59	(187) MANHOLE TY. C IC 839.70 FL 835.59	(188) MANHOLE TY. C IC 839.70 FL 835.59	(189) MANHOLE TY. C IC 839.70 FL 835.59	(190) MANHOLE TY. C IC 839.70 FL 835.59
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(153) DBI TY. 13C IC 839.14 FL 839.14	(154) MANHOLE TY. C IC 842.30 FL 832.30	(155) DBI TY. 13C (MOD) IC 839.50 FL 839.50	(156) DBI TY. 13C IC 843.76 FL 839.16	(157) DBI TY. 13C IC 843.60 FL 838.81
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W. 8TH ST.
P. I. 48+592.29
D = 102.25' RT
T = 51.34'
R = 460.00'
E = 2.96
RUNOFF = N/A
RUNOUT = N/A

STA. 190+84.56 HIGH ST. =
W. 8TH ST. STA. 50+00.00

STA. 193+85.44 HIGH ST. =
W. 7TH ST. STA. 50+00.00

STA. 194+86.56 HIGH ST. =
W. 7TH ST. STA. 50+00.00

STA. 195+87.68 HIGH ST. =
W. 7TH ST. STA. 50+00.00

STA. 196+88.80 HIGH ST. =
W. 7TH ST. STA. 50+00.00

RT/LT	LOCATION	S.Y.	DETECTABLE SOD WARN. (SF)
LT	50+25 - 50+45	9	22
RT	50+27 - 50+45	12	24

RT/LT	LOCATION	LENGTH	TYPE
LT	50+25 - 50+45	20'	STD. CURB & GUT MOD.
RT	50+27 - 50+45	6'	STD. CURB & GUT MOD.

RT/LT	LOCATION	S.Y.	DETECTABLE SOD WARN. (SF)
LT	49+53 - 49+88	24	22
RT	49+55 - 49+77	23	24
LT	50+16 - 50+45	3	24
RT	50+25 - 50+32	7	22

RT/LT	LOCATION	LENGTH	TYPE
LT	190+00 - 190+06	6'	STD. CURB & GUT MOD.
RT	190+06 - 191+81	80'	STD. CURB & GUT MOD.
LT	191+02 - 191+97	102'	STD. CURB & GUT MOD.
RT	192+33 - 192+66	33'	STD. CURB & GUT MOD.
LT	192+53 - 193+73	122'	STD. CURB & GUT MOD.
RT	193+55 - 193+77	22'	STD. CURB & GUT MOD.
LT	193+95 - 194+16	15'	STD. CURB & GUT MOD.
RT	194+84 - 195+08	24'	STD. CURB & GUT MOD.
LT	195+44 - 195+68	24'	STD. CURB & GUT MOD.
RT	195+74 - 195+80	6'	STD. CURB & GUT MOD.

RT/LT	LOCATION	LENGTH	TYPE
LT	190+00 - 190+06	6'	STD. CURB & GUT MOD.
RT	190+06 - 191+81	80'	STD. CURB & GUT MOD.
LT	191+02 - 191+97	102'	STD. CURB & GUT MOD.
RT	192+33 - 192+66	33'	STD. CURB & GUT MOD.
LT	192+53 - 193+73	122'	STD. CURB & GUT MOD.
RT	193+55 - 193+77	22'	STD. CURB & GUT MOD.
LT	193+95 - 194+16	15'	STD. CURB & GUT MOD.
RT	194+84 - 195+08	24'	STD. CURB & GUT MOD.
LT	195+44 - 195+68	24'	STD. CURB & GUT MOD.
RT	195+74 - 195+80	6'	STD. CURB & GUT MOD.

RT/LT	LOCATION	S.Y.	DETECTABLE SOD WARN. (SF)
LT	190+00 - 190+06	3	22
RT	190+06 - 191+81	47	20
LT	191+79 - 191+97	10	28
RT	192+53 - 193+73	75	28
LT	193+95 - 194+16	45	22
RT	194+84 - 195+08	66	24
LT	194+84 - 195+08	13	24
RT	195+74 - 195+80	13	26
LT	195+74 - 195+80	13	26

RT/LT	LOCATION	LENGTH	TYPE
LT	190+00 - 190+06	6'	STD. CURB & GUT MOD.
RT	190+06 - 191+81	80'	STD. CURB & GUT MOD.
LT	191+02 - 191+97	102'	STD. CURB & GUT MOD.
RT	192+33 - 192+66	33'	STD. CURB & GUT MOD.
LT	192+53 - 193+73	122'	STD. CURB & GUT MOD.
RT	193+55 - 193+77	22'	STD. CURB & GUT MOD.
LT	193+95 - 194+16	15'	STD. CURB & GUT MOD.
RT	194+84 - 195+08	24'	STD. CURB & GUT MOD.
LT	195+44 - 195+68	24'	STD. CURB & GUT MOD.
RT	195+74 - 195+80	6'	STD. CURB & GUT MOD.

RT/LT	LOCATION	LENGTH	TYPE
LT	49+53 - 49+88	36'	STD. CURB & GUT MOD.
RT	49+55 - 49+77	22'	STD. CURB & GUT MOD.
LT	50+16 - 50+45	29'	STD. CURB & GUT MOD.
RT	50+25 - 50+32	7'	STD. CURB & GUT MOD.

RT/LT	LOCATION	LENGTH	TYPE
LT	190+00 - 190+06	6'	STD. CURB & GUT MOD.
RT	190+06 - 191+81	80'	STD. CURB & GUT MOD.
LT	191+02 - 191+97	102'	STD. CURB & GUT MOD.
RT	192+33 - 192+66	33'	STD. CURB & GUT MOD.
LT	192+53 - 193+73	122'	STD. CURB & GUT MOD.
RT	193+55 - 193+77	22'	STD. CURB & GUT MOD.
LT	193+95 - 194+16	15'	STD. CURB & GUT MOD.
RT	194+84 - 195+08	24'	STD. CURB & GUT MOD.
LT	195+44 - 195+68	24'	STD. CURB & GUT MOD.
RT	195+74 - 195+80	6'	STD. CURB & GUT MOD.

RT/LT	LOCATION	S.Y.	DETECTABLE SOD WARN. (SF)
LT	190+00 - 190+06	3	22
RT	190+06 - 191+81	47	20
LT	191+79 - 191+97	10	28
RT	192+53 - 193+73	75	28
LT	193+95 - 194+16	45	22
RT	194+84 - 195+08	66	24
LT	194+84 - 195+08	13	24
RT	195+74 - 195+80	13	26
LT	195+74 - 195+80	13	26

RT/LT	LOCATION	LENGTH	TYPE
LT	190+00 - 190+06	6'	STD. CURB & GUT MOD.
RT	190+06 - 191+81	80'	STD. CURB & GUT MOD.
LT	191+02 - 191+97	102'	STD. CURB & GUT MOD.
RT	192+33 - 192+66	33'	STD. CURB & GUT MOD.
LT	192+53 - 193+73	122'	STD. CURB & GUT MOD.
RT	193+55 - 193+77	22'	STD. CURB & GUT MOD.
LT	193+95 - 194+16	15'	STD. CURB & GUT MOD.
RT	194+84 - 195+08	24'	STD. CURB & GUT MOD.
LT	195+44 - 195+68	24'	STD. CURB & GUT MOD.
RT	195+74 - 195+80	6'	STD. CURB & GUT MOD.

RT/LT	LOCATION	LENGTH	TYPE
LT	49+53 - 49+88	36'	STD. CURB & GUT MOD.
RT	49+55 - 49+77	22'	STD. CURB & GUT MOD.
LT	50+16 - 50+45	29'	STD. CURB & GUT MOD.
RT	50+25 - 50+32	7'	STD. CURB & GUT MOD.

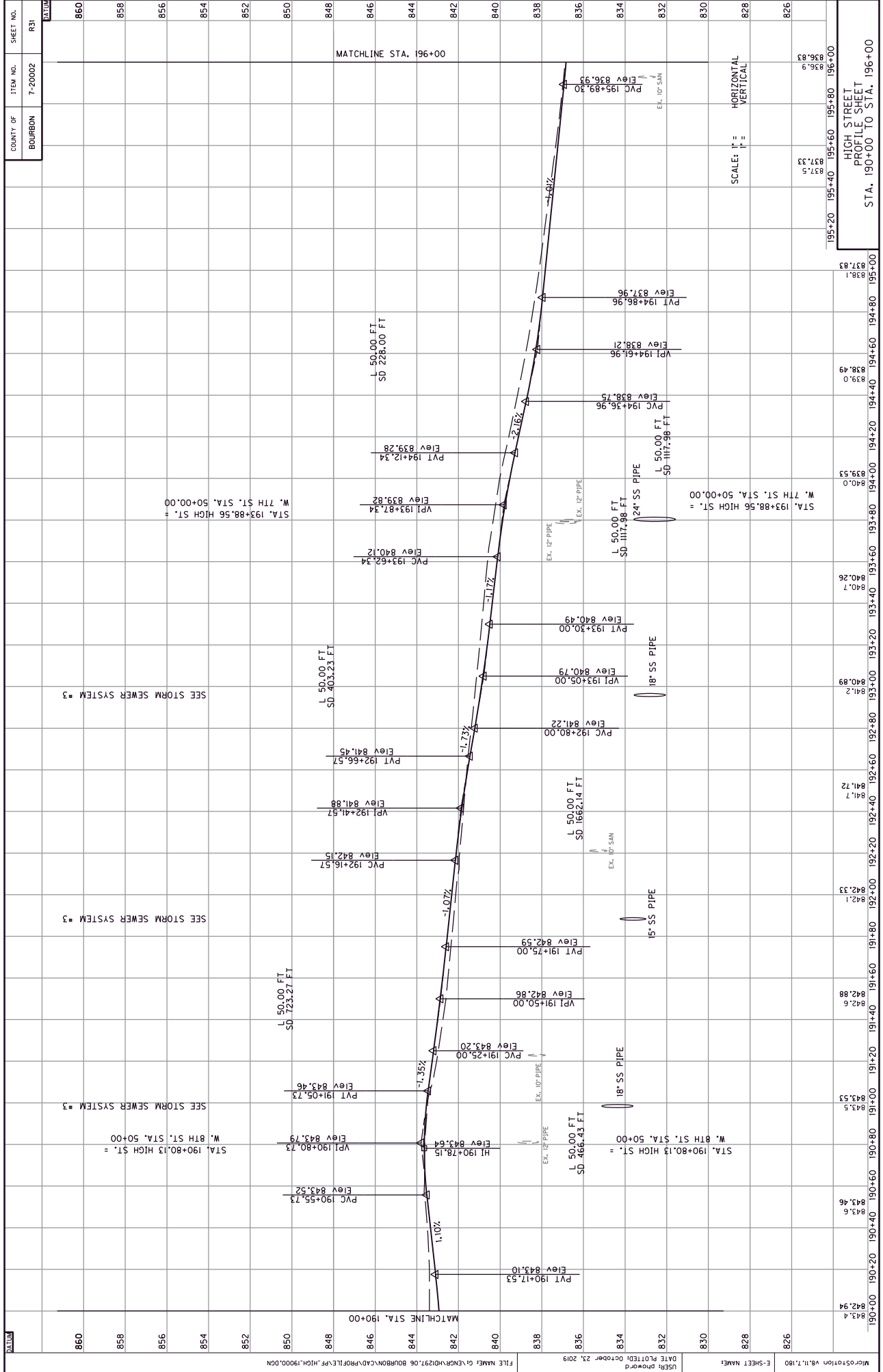
RT/LT	LOCATION	LENGTH	TYPE
LT	190+00 - 190+06	6'	STD. CURB & GUT MOD.
RT	190+06 - 191+81	80'	STD. CURB & GUT MOD.
LT	191+02 - 191+97	102'	STD. CURB & GUT MOD.
RT	192+33 - 192+66	33'	STD. CURB & GUT MOD.
LT	192+53 - 193+73	122'	STD. CURB & GUT MOD.
RT	193+55 - 193+77	22'	STD. CURB & GUT MOD.
LT	193+95 - 194+16	15'	STD. CURB & GUT MOD.
RT	194+84 - 195+08	24'	STD. CURB & GUT MOD.
LT	195+44 - 195+68	24'	STD. CURB & GUT MOD.
RT	195+74 - 195+80	6'	STD. CURB & GUT MOD.

US 68X PARIS HIGH STREET
STA. 190+00 TO STA. 196+00



SCALE: 1"=20'

LENGTH OF CURB REFLECT REDUCTION IN QUANTITY FOR
CBI AND ENTRANCE LENGTHS



SHEET NO.	ITEM NO.	COUNTY OF
R31	7-20002	BOURBON

DATE

190+00	833.4	833.4
190+20	834.94	834.94
190+40	833.4	833.4
190+60	843.46	843.46
190+80	843.53	843.53
191+00	842.88	842.88
191+20	842.5	842.5
191+40	842.33	842.33
191+60	841.72	841.72
191+80	841.2	841.2
192+00	840.7	840.7
192+20	840.26	840.26
192+40	839.0	839.0
192+60	838.49	838.49
192+80	838.1	838.1
193+00	837.83	837.83
193+20	837.5	837.5
193+40	837.33	837.33
193+60	836.96	836.96
193+80	836.83	836.83
194+00	836.96	836.96
194+20	837.0	837.0
194+40	837.1	837.1
194+60	837.2	837.2
194+80	837.3	837.3
195+00	837.4	837.4
195+20	837.5	837.5
195+40	837.6	837.6
195+60	837.7	837.7
195+80	837.8	837.8
196+00	837.9	837.9

DATE

USER: gward DATE PLOTTED: October 23, 2019 FILE NAME: G:\ENR\CHD197.06_BOURBON\CD\PROFILES\PHIGH\19000.DGN

HIGH STREET
PROFILE SHEET
STA. 190+00 TO STA. 196+00

SCALE: 1" =
HORIZONTAL
VERTICAL

W. 7TH ST. STA. 50+00.00

SEE STORM SEWER SYSTEM #3

SEE STORM SEWER SYSTEM #3

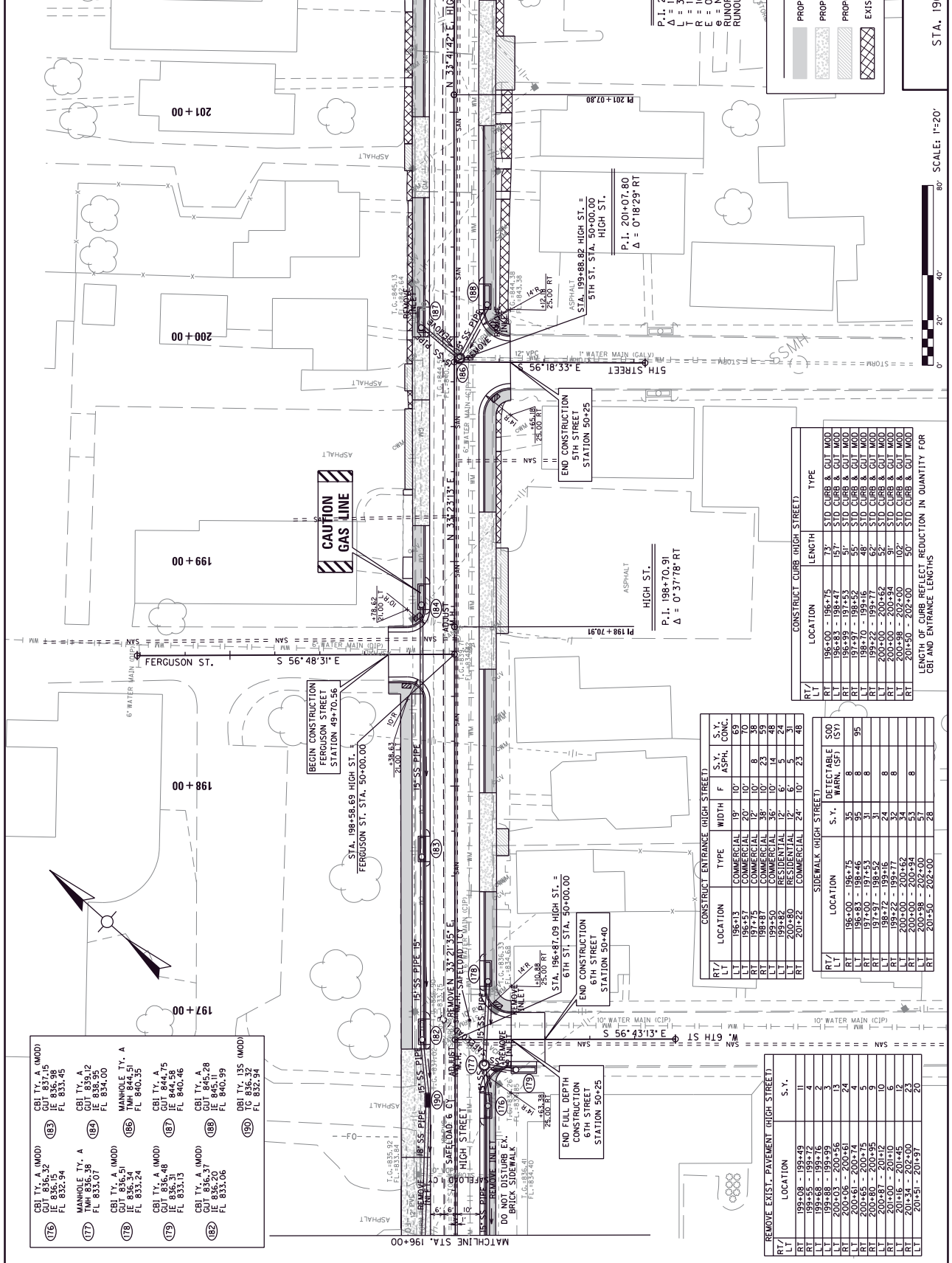
W. 8TH ST. STA. 50+00

SEE STORM SEWER SYSTEM #3

MATCHLINE STA. 196+00

MATCHLINE STA. 190+00

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R32



LEGEND

[Hatched Box]	PROPOSED SIDEWALK
[Dotted Box]	PROPOSED CONCRETE ENTRANCE
[Cross-hatched Box]	PROPOSED ASPHALT ENTRANCE
[Solid Box]	EXISTING SIDEWALK (REMOVE)

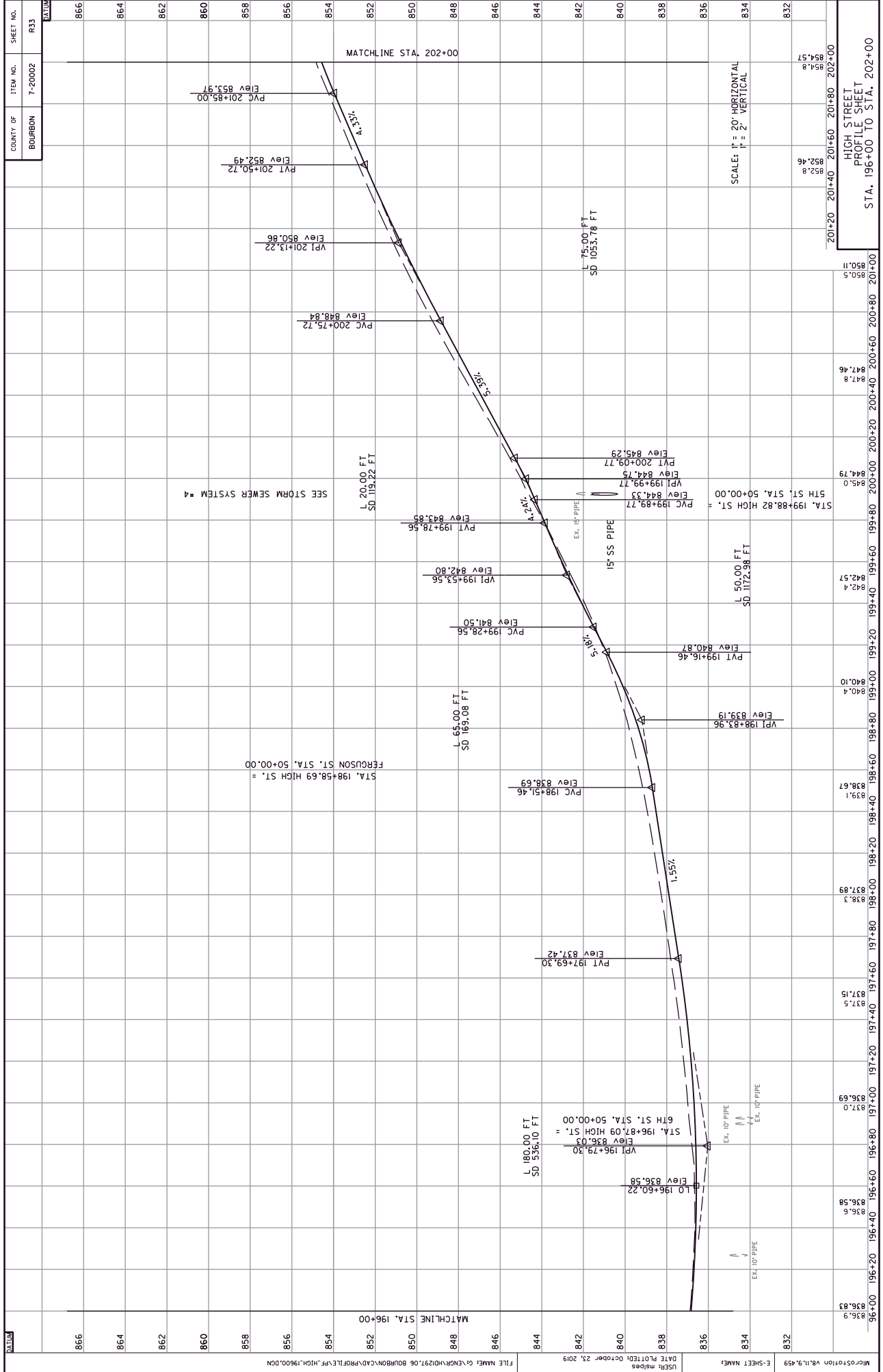
P.I. 201+93.11
 $\Delta = 1^{\circ}59'00''\text{RT}$
 $L = 34.62'$
 $R = 1000.00'$
 $E = 0.15'$
 $\phi = \text{N/A}$
 $\text{RUNOFF} = \text{N/A}$



(176)	CBI TY. A (MOD)	CBI TY. A (MOD)
	GUT 836.32	GUT 837.15
	IE 835.95	IE 835.95
	FL 835.94	FL 835.45
(177)	MANHOLE TY. A	CBI TY. A
	FL 833.07	FL 834.00
(178)	CBI TY. A (MOD)	MANHOLE TY. A
	IE 836.34	TMH 844.51
	FL 833.24	FL 840.35
(179)	CBI TY. A (MOD)	CBI TY. A
	GUT 836.48	GUT 844.75
	IE 836.31	IE 844.56
	FL 833.13	FL 840.46
(182)	CBI TY. A (MOD)	CBI TY. A
	IE 836.20	IE 845.28
	FL 833.06	FL 840.99
(180)	CBI TY. 135 (MOD)	T.C. 836.32
	FL 832.94	FL 832.94

CONSTRUCT ENTRANCE (HIGH STREET)				SIDEWALK (HIGH STREET)			
R/T	LOCATION	TYPE	WIDTH	F	S.Y.	DEFECTABLE	SOD
						WARN. (SF)	(SF)
RT	196-00	COMMERCIAL	20'	10'	70	8	8
LT	196-00	COMMERCIAL	20'	10'	70	8	8
RT	197-75	COMMERCIAL	12'	10'	38	8	8
LT	197-75	COMMERCIAL	12'	10'	38	8	8
RT	198-87	COMMERCIAL	39'	10'	23	59	8
LT	198-87	COMMERCIAL	39'	10'	23	59	8
RT	199-22	RESIDENTIAL	12'	6'	28	8	8
LT	199-22	RESIDENTIAL	12'	6'	28	8	8
RT	200-60	COMMERCIAL	24'	10'	23	48	8
LT	200-60	COMMERCIAL	24'	10'	23	48	8
RT	201-50	COMMERCIAL	24'	10'	23	48	8
LT	201-50	COMMERCIAL	24'	10'	23	48	8
RT	202-00	COMMERCIAL	24'	10'	23	48	8
LT	202-00	COMMERCIAL	24'	10'	23	48	8
RT	201-50	COMMERCIAL	24'	10'	23	48	8
LT	201-50	COMMERCIAL	24'	10'	23	48	8

CONSTRUCT CURB (HIGH STREET)			LENGTH OF CURB REFLECT REDUCTION IN QUANTITY FOR CBI AND ENTRANCE LENGTHS		
R/T	LOCATION	LENGTH	TYPE	LENGTH	TYPE
RT	196-00 - 198+75	73'	STD CURB & GUT MOD	73'	STD CURB & GUT MOD
LT	196-00 - 198+75	73'	STD CURB & GUT MOD	73'	STD CURB & GUT MOD
RT	196-83 - 197+53	51'	STD CURB & GUT MOD	51'	STD CURB & GUT MOD
LT	196-83 - 197+53	51'	STD CURB & GUT MOD	51'	STD CURB & GUT MOD
RT	198-70 - 198+16	48'	STD CURB & GUT MOD	48'	STD CURB & GUT MOD
LT	198-70 - 198+16	48'	STD CURB & GUT MOD	48'	STD CURB & GUT MOD
RT	199-22 - 199+77	62'	STD CURB & GUT MOD	62'	STD CURB & GUT MOD
LT	199-22 - 199+77	62'	STD CURB & GUT MOD	62'	STD CURB & GUT MOD
RT	200-00 - 200-62	52'	STD CURB & GUT MOD	52'	STD CURB & GUT MOD
LT	200-00 - 200-62	52'	STD CURB & GUT MOD	52'	STD CURB & GUT MOD
RT	200-60 - 202+00	102'	STD CURB & GUT MOD	102'	STD CURB & GUT MOD
LT	200-60 - 202+00	102'	STD CURB & GUT MOD	102'	STD CURB & GUT MOD
RT	201-50 - 202+00	50'	STD CURB & GUT MOD	50'	STD CURB & GUT MOD
LT	201-50 - 202+00	50'	STD CURB & GUT MOD	50'	STD CURB & GUT MOD

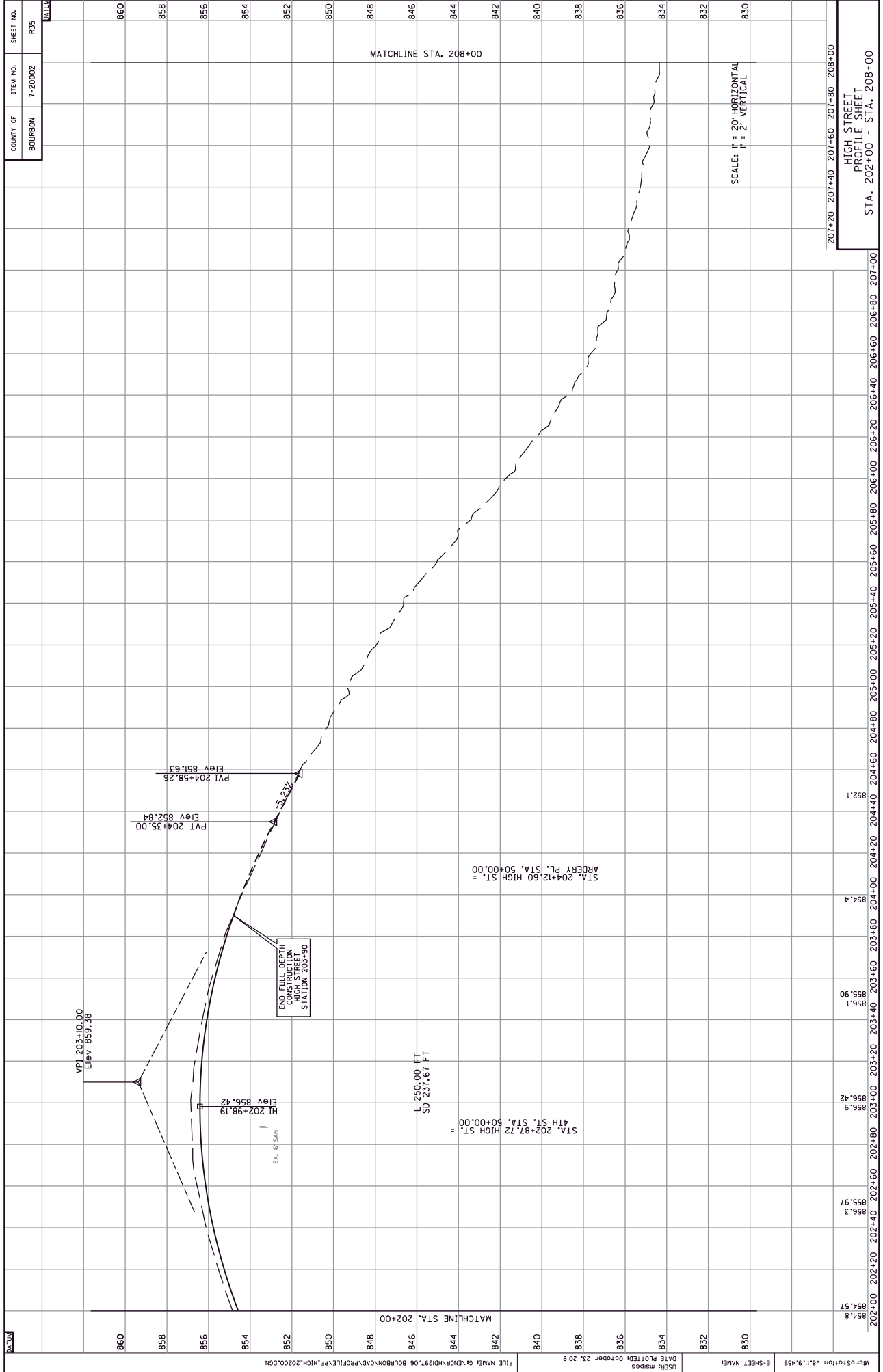


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 FILE NAME: G:\ENR\10297.06 BOURBON\CA\PROFILE.PRF_HCH_19600.DGN
 MicroStation v8.11.9.459 E-SHEET NAME:

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R33

HIGH STREET
 PROFILE SHEET
 STA. 196+00 TO STA. 202+00

866	866
864	864
862	862
860	860
858	858
856	856
854	854
852	852
850	850
848	848
846	846
844	844
842	842
840	840
838	838
836	836
834	834
832	832



COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R36

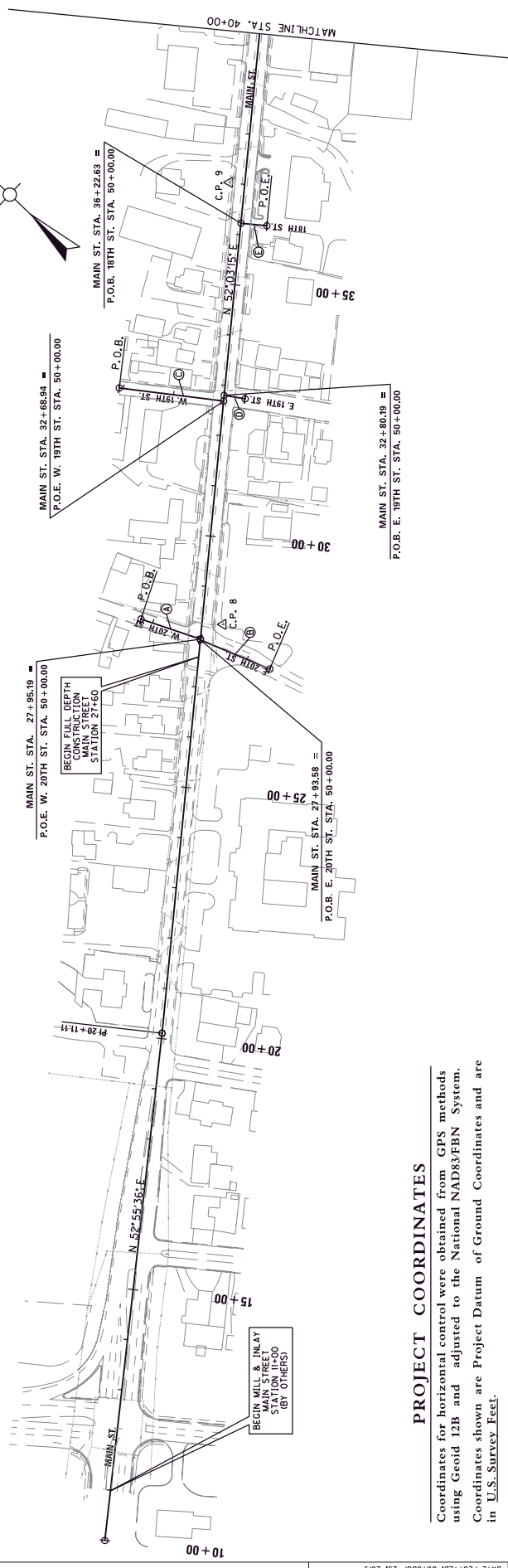
COORDINATE CONTROL

POINT	STATION	Station Point Coordinates	Station Point Coordinates
		NORTH (Y)	EAST (X)
W. 20TH ST.	48+75.54	3963388.2891	5346889.4304
POB	50+00.00	3963275.3752	5346941.7711
E. 20TH ST.	50+00.00	3963274.3826	5346940.4982
POB	51+49.20	3963134.8332	5346933.2818
W. 19TH ST.	47+91.36	3963134.5483	5347191.4585
POB	50+00.00	3963566.6889	5347315.3627
E. 19TH ST.	50+00.00	3963573.6045	5347324.2316
POB	50+41.86	3963539.0222	5347347.8195
18TH ST.	50+00.00	3963784.1788	5347594.2800
POB	51+51.51	3963743.5574	5347625.9552

POINT	STATION	Station Point Coordinates	Station Point Coordinates
		NORTH (Y)	EAST (X)
POB	10+00.00	3962883.4943	5346516.1189
PI	20+11.11	3962793.2257	5346323.4444

MAIN ST.
P.I. 20+11.11
 $\Delta = 0^{\circ} 52' 21''$ LT

- Ⓐ S 24° 52' 12" E
- Ⓑ S 20° 43' 08" E
- Ⓒ S 36° 25' 51" E
- Ⓓ S 34° 19' 50" E
- Ⓔ S 37° 56' 45" E



POINT	DESCRIPTION	Project Coordinates		STATION	OFFSET
		NORTH (Y)	EAST (X)		
MAIN ST. 8	IRON PIN & CAP	3963263.097	5346992.954	904.401	28+28.01
9	IRON PIN & CAP	3963856.627	5347637.214	897.505	37+01.04
					-30.73

PROJECT COORDINATES

Coordinates for horizontal control were obtained from GPS methods using Geoid 12B and adjusted to the National NAD83/FBN System. Coordinates shown are Project Datum of Ground Coordinates and are in U.S. Survey Feet.

Coordinates are based on State Plane Coordinate System Single Zone.

BASIS OF ELEVATIONS

Elevations were derived from GPS methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid12B.



SCALE: 1"=100'

COORDINATE CONTROL
MAIN STREET
STA. 11+00 TO STA. 40+00

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R37

COORDINATE CONTROL

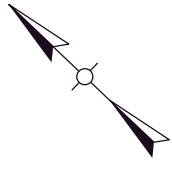
PROP. APPROACHES & ENTRANCES

POINT	STATION	State Plane Coordinates
		NORTH (Y) EAST (X)
WAYNE AVE.		
POB	50+00.00	3964201.2338 5348136.8216
POE	51+25.54	3964098.1986 5348199.0448
17TH ST.		
POB	50+00.00	3964407.9152 5348394.1831
POE	51+97.56	3964236.5838 5348486.3802
BALDWIN AVE.		
POB	49+14.78	3964458.9735 5348375.0442
POE	50+00.00	3964459.4401 5348460.2605
MINDEN ASTRIO ST.		
POB	50+00.00	3964459.4401 5348460.2605
POE	50+27.57	3964437.6970 5348477.2150
MAIN ST. STA. 43+10.62 =		
P.O.B. WAYNE AVE STA. 50+00.00		
MAIN ST. STA. 47+20.76 =		
P.O.E. BALDWIN AVE STA. 50+00.00		
MAIN ST. STA. 46+36.87 =		
P.O.B. 17TH ST. STA. 50+00.00		
MAIN ST. STA. 47+20.76 =		
P.O.E. MINDEN ASTRIO ST. STA. 50+00.00		
MAIN ST. STA. 51+09.15 =		
P.O.E. 16TH ST. STA. 50+00.00		
MAIN ST. STA. 49+34.63 =		
P.O.E. PARIS CEMETERY STA. 50+00.00		
MAIN ST. STA. 57+67.90 =		
P.O.E. 15TH ST. STA. 50+00.00		
MAIN ST. STA. 64+35.46 =		
P.O.E. BOONE ST. STA. 50+00.00		

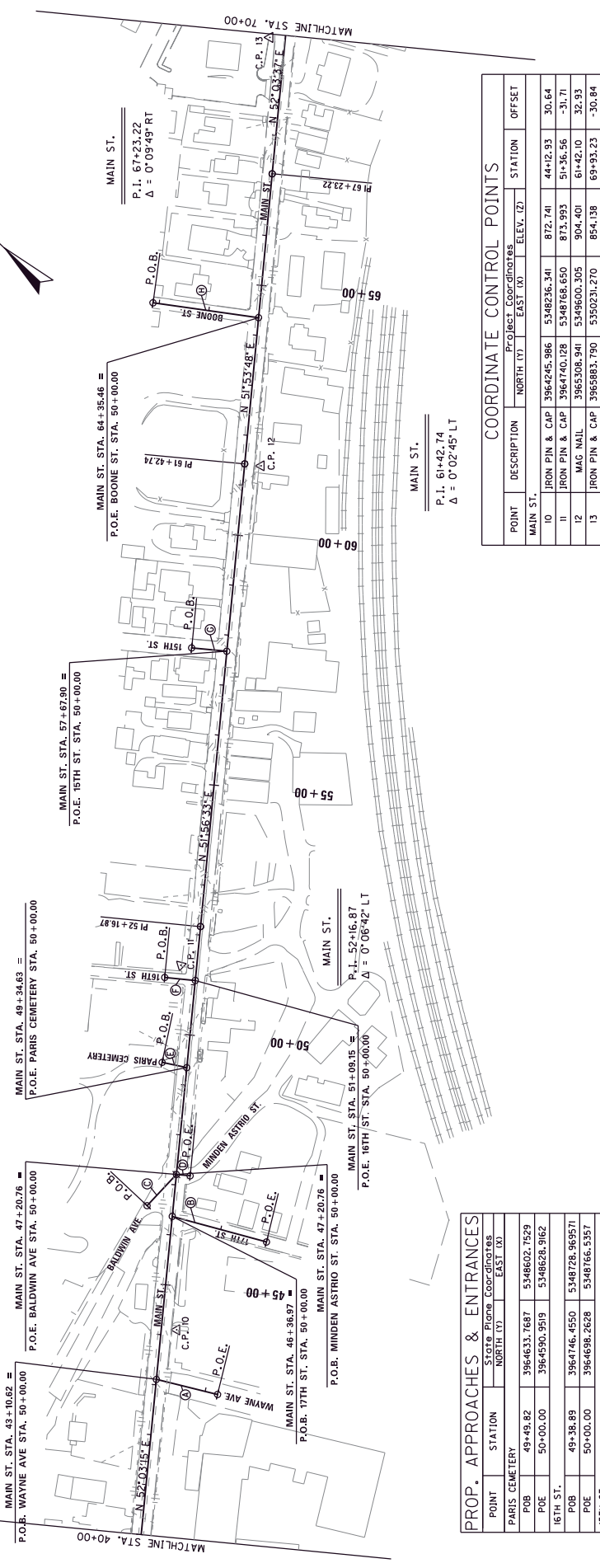
PROP. MAIN STREET

POINT	STATION	State Plane Coordinates
		NORTH (Y) EAST (X)
PI	52+16.87	3964764.5060 5348861.4885
PI	61+42.74	3965335.2603 5349560.5003
PI	67+23.22	3965693.4646 5350037.2882

- ① S 29°42'44" E
- ② S 28°17'08" E
- ③ S 37°56'45" E
- ④ N 89°40'11" E
- ⑤ S 31°22'38" E
- ⑥ S 31°22'38" E
- ⑦ S 38°03'27" E
- ⑧ S 35°31'41" E



USER: msrps DATE PLOTTED: October 23, 2019 FILE NAME: G:\NCR\H01291.06 BOURBON\CD\PLAN\R37 CC SHEET 2.DWG MICROSTATION V8.I1.9.659 E-SHEET NAME:

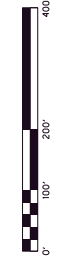


PROP. APPROACHES & ENTRANCES

POINT	STATION	State Plane Coordinates
		NORTH (Y) EAST (X)
PARIS CEMETERY		
POB	49+49.82	3964633.7687 5348602.7529
POE	50+00.00	3964590.9519 5348628.9162
16TH ST.		
POB	49+38.89	3964746.4550 5348728.9597
POE	50+00.00	3964696.2628 5348766.557
15TH ST.		
POB	49+29.69	3965159.5488 5349242.0181
POE	50+00.00	3965104.1874 5349285.3609
BOONE ST.		
POB	47+87.65	3965688.7073 5349687.4495
POE	50+00.00	3965515.8903 5349810.8467

COORDINATE CONTROL POINTS

POINT	DESCRIPTION	Project Coordinates		STATION	OFFSET
		NORTH (Y)	EAST (X)		
MAIN ST.					
10	IRON PIN & CAP	3964245.986	5348236.341	872.741	44+12.93 30.64
11	IRON PIN & CAP	3964740.128	5348768.650	873.993	51+36.56 -31.71
12	MAG NAIL	3965308.941	5349600.305	904.401	61+42.10 32.93
13	IRON PIN & CAP	3965883.790	5350231.270	854.138	69+93.23 -30.84



SCALE: 1"=100'

COORDINATE CONTROL
MAIN STREET
STA. 40+00 TO STA. 70+00

COORDINATE CONTROL

PROP. APPROACHES & ENTRANCES

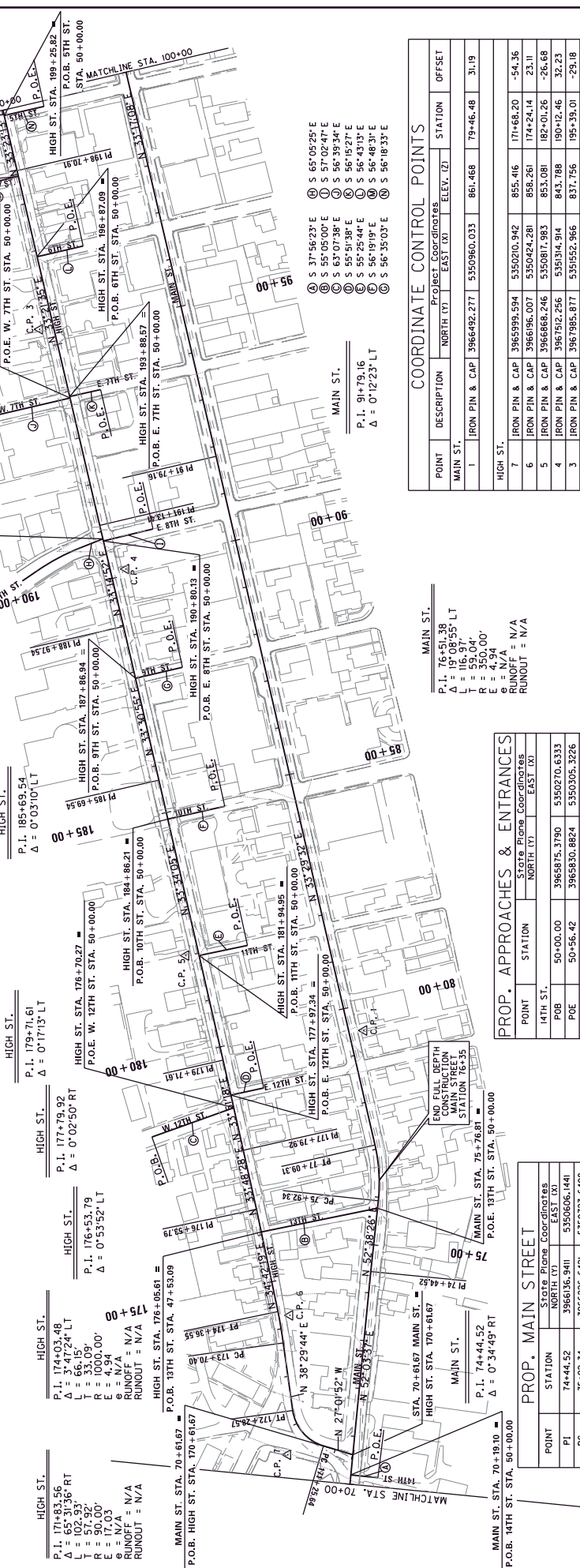
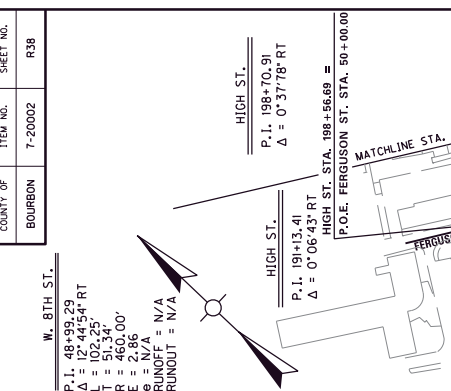
POINT	STATION	State Plane Coordinates	EAST (X)
E. 12TH ST.			
POB	48+19.23	3966659.6937	5350495.5256
POE	50+00.00	3966777.9831	5350656.7760
E. 12TH ST.			
POB	50+00.00	3966600.4641	5350671.8570
POE	50+69.74	3966561.3235	5350729.5816
I1TH ST.			
POB	50+00.00	3966848.2409	5350936.7267
POE	51+02.96	3966789.8166	5350921.5094
I0TH ST.			
POB	50+00.00	3967090.9237	5350997.7696
POE	51+21.42	3967023.5919	5351098.8127
S1TH ST.			
POB	50+00.00	3967341.5277	5351163.8290
POE	51+00.34	3967286.2944	5351247.5971
W. 8TH ST.			
PC	48+10.24	3967651.6021	5351148.7175
PI	48+99.29	3967643.6483	5351185.5865
PI	49+50.21	3967632.8226	5351235.7680
POE	50+00.00	3967601.2004	5351282.2283
POE	50+00.00	3967590.2283	5351327.4889

PROP. APPROACHES & ENTRANCES

POINT	STATION	State Plane Coordinates	EAST (X)
E. 8TH ST.			
POB	50+00.00	3967586.2364	5351325.0620
POE	51+05.92	3967528.912	5351413.9391
W. 7TH ST.			
POB	48+12.35	3967944.7024	5351336.1313
POE	50+00.00	3967881.5678	5351492.8867
E. 7TH ST.			
POB	50+00.00	3967844.748	5351494.6131
POE	50+65.79	3967807.6294	5351549.3225
6TH ST.			
POB	50+00.00	3968093.5165	5351656.7730
POE	50+38.16	3968039.6513	5351740.8381
FERGUSON ST.			
POB	48+58.67	3968314.2068	5351634.8602
POE	50+00.00	3968236.8378	5351751.1919
5TH ST.			
POB	50+00.00	3968345.4942	5351824.7354
POE	50+85.01	3968298.3375	5351895.4684

PROP. HIGH STREET

POINT	STATION	State Plane Coordinates	EAST (X)
POB	170+61.67	3965901.5505	5350304.2041
PC	171+25.64	3965958.5342	5350275.1504
PI	171+83.56	3966000.1266	5350248.8073
PT	172+28.57	3966055.4578	5350284.8596
PC	173+70.40	3966166.461	5350373.1415
PI	174+03.48	3966192.3569	5350393.7366
PT	174+36.55	3966219.5574	5350412.5760
PI	176+53.79	3966398.1650	5350536.2668
PT	177+91.61	3966602.3546	5350606.4465
PI	179+71.61	3966760.3533	5350713.2307
PI	185+69.54	3967433.8248	5351024.9546
PI	188+97.54	3967614.3594	5351443.3087
PI	191+13.41	3967614.3594	5351443.3087
PI	198+70.91	3968247.0419	5351759.8501



PROP. APPROACHES & ENTRANCES

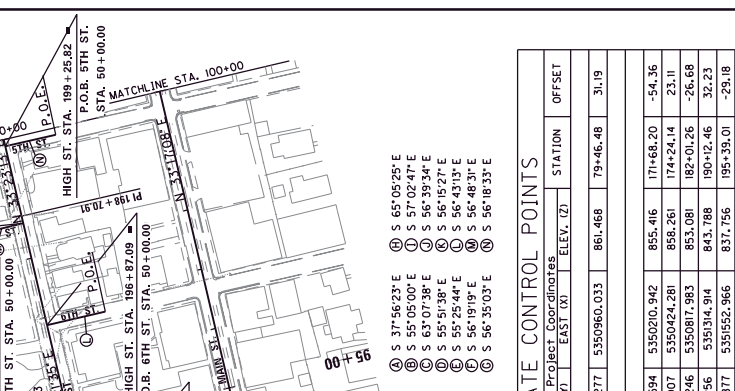
POINT	STATION	State Plane Coordinates	EAST (X)
14TH ST.			
POB	50+00.00	3965875.3790	5350270.6313
POE	50+55.42	3965830.8824	5350305.3226
I3H ST.			
POB	47+53.09	3966358.5460	5350508.8347
POE	50+00.00	3966217.2183	5350711.2968

PROP. APPROACHES & ENTRANCES

POINT	STATION	State Plane Coordinates	EAST (X)
10TH ST.			
POB	50+00.00	3965875.3790	5350270.6313
POE	50+55.42	3965830.8824	5350305.3226
I9H ST.			
POB	47+53.09	3966358.5460	5350508.8347
POE	50+00.00	3966217.2183	5350711.2968

PROP. HIGH STREET

POINT	STATION	State Plane Coordinates	EAST (X)
POB	170+61.67	3965901.5505	5350304.2041
PC	171+25.64	3965958.5342	5350275.1504
PI	171+83.56	3966000.1266	5350248.8073
PT	172+28.57	3966055.4578	5350284.8596
PC	173+70.40	3966166.461	5350373.1415
PI	174+03.48	3966192.3569	5350393.7366
PT	174+36.55	3966219.5574	5350412.5760
PI	176+53.79	3966398.1650	5350536.2668
PT	177+91.61	3966602.3546	5350606.4465
PI	179+71.61	3966760.3533	5350713.2307
PI	185+69.54	3967433.8248	5351024.9546
PI	188+97.54	3967614.3594	5351443.3087
PI	191+13.41	3967614.3594	5351443.3087
PI	198+70.91	3968247.0419	5351759.8501

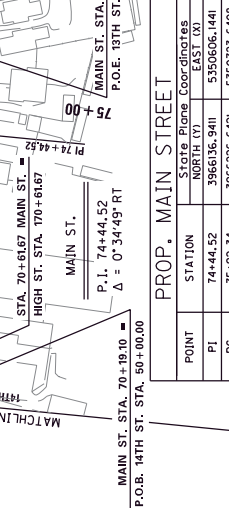
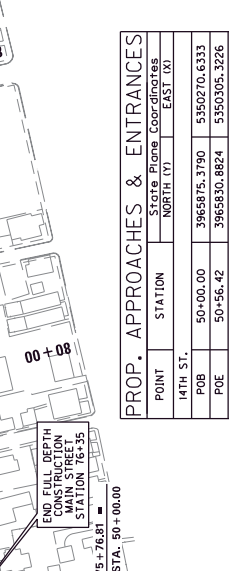
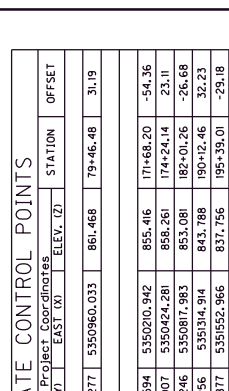


COORDINATE CONTROL POINTS

POINT	DESCRIPTION	Project Coordinates	NORTH (Y)	EAST (X)	ELEV. (Z)	STATION	OFFSET
1	IRON PIN & CAP	3964992.277	5350960.033	861.468	79+46.48	31.19	
7	IRON PIN & CAP	3965999.594	5350210.942	855.416	171+68.20	-54.36	
5	IRON PIN & CAP	3966096.007	5350424.281	858.261	174+24.14	23.11	
6	IRON PIN & CAP	3966868.246	5350817.983	853.081	182+01.26	-26.68	
4	IRON PIN & CAP	3967552.256	535194.914	843.788	190+12.46	32.23	
3	IRON PIN & CAP	3967985.877	5351552.966	837.756	195+39.01	-29.18	

COORDINATE CONTROL POINTS

POINT	DESCRIPTION	Project Coordinates	NORTH (Y)	EAST (X)	ELEV. (Z)	STATION	OFFSET
1	IRON PIN & CAP	3964992.277	5350960.033	861.468	79+46.48	31.19	
7	IRON PIN & CAP	3965999.594	5350210.942	855.416	171+68.20	-54.36	
5	IRON PIN & CAP	3966096.007	5350424.281	858.261	174+24.14	23.11	
6	IRON PIN & CAP	3966868.246	5350817.983	853.081	182+01.26	-26.68	
4	IRON PIN & CAP	3967552.256	535194.914	843.788	190+12.46	32.23	
3	IRON PIN & CAP	3967985.877	5351552.966	837.756	195+39.01	-29.18	



COORDINATE CONTROL
 MAIN ST. STA. 70+00.00 TO STA. 100+00.00
 HIGH ST. STA. 170+61.67 TO STA. 200+00.00

SCALE: 1"=100'

0' 100' 200' 400'

DATE PLOTTED: October 23, 2019
 USER: gwood
 FILE NAME: G:\ENR\RD\291706_BOURBON\CD\PLAN\AN\RD38 CC SHEET 3.DWG

COORDINATE CONTROL

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R39

PROP. APPROACHES & ENTRANCES

POINT	STATION	State Plane Coordinates
4TH ST.		NORTH (Y) EAST (X)
POB	50+00.00	3968592.6773 5351992.7224
POE	50+51.45	3968564.3828 5352035.6894
ARDEY PL.		
POB	50+00.00	3968694.1130 5352065.5537
POE	50+96.78	3968640.2195 5352145.9408

PROP. HIGH STREET

POINT	STATION	State Plane Coordinates
		NORTH (Y) EAST (X)
PI	201+07.80	3968444.8447 5351930.2126
PC	201+75.80	3968501.4181 5351927.9354
PT	201+93.11	3968515.8204 5351937.5388
PI	202+10.42	3968529.8817 5351947.6348
PC	206+03.49	3968849.1728 5352176.8874
PT	207+00.41	3968927.9042 5352233.4169
PI	207+51.44	3968873.8614 5352313.8756
POE	209+08.59	3968789.5864 5352439.3437

HIGH ST.

P.I.	201+93.11
Δ	34.62° RT
R	17.31'
E	0.15'
RUNOFF	= N/A
RUNOUT	= N/A

HIGH ST.

P.I.	207+51.44
Δ	81°12'36" RT
R	36.92'
E	17.26'
RUNOFF	= N/A
RUNOUT	= N/A

Ⓐ S 56°38'04" E
Ⓑ S 56°09'40" E

END FULL DEPTH CONSTRUCTION HIGH STREET STATION 203+90

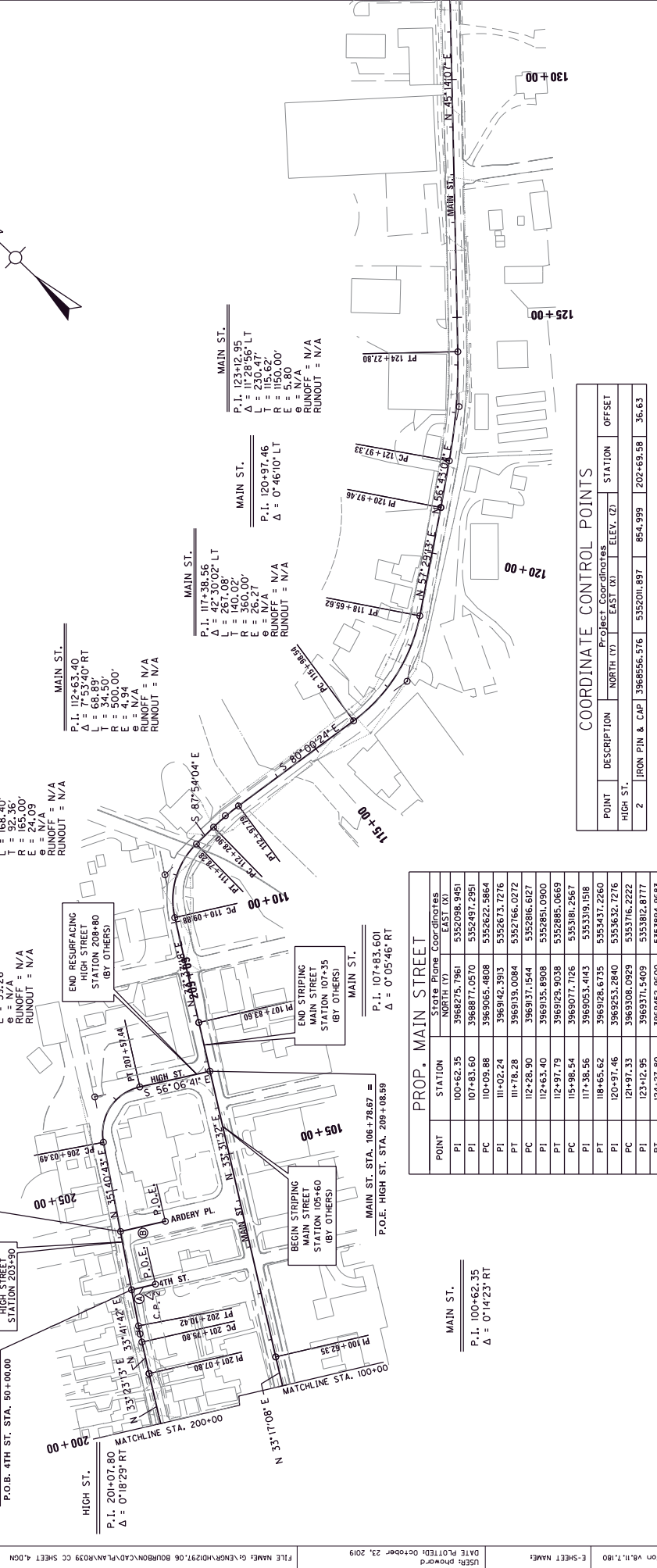
END RESURFACING HIGH STREET STATION 208+80 (BY OTHERS)

END STRIPING MAIN STREET STATION 105+60 (BY OTHERS)

END STRIPING MAIN STREET STATION 103+35 (BY OTHERS)

END STRIPING MAIN STREET STATION 101+80 (BY OTHERS)

END STRIPING MAIN STREET STATION 99+80 (BY OTHERS)



COORDINATE CONTROL POINTS

POINT	DESCRIPTION	Project Coordinates	STATION	OFFSET		
HIGH ST.		NORTH (Y)	EAST (X)	ELEV. (Z)		
2	IRON PIN & CAP	3968556.576	5352011.897	854.999	202+64.58	36.63

PROP. MAIN STREET

POINT	STATION	State Plane Coordinates
		NORTH (Y) EAST (X)
PI	100+62.35	3968275.7961 5352096.9451
PI	107+83.60	3968877.0570 5352497.2951
PC	100+09.88	3968065.4808 5352622.5864
PT	111+02.24	3969142.3913 5352673.7216
PI	117+78.28	3969139.0084 5352766.0272
PC	112+28.90	3969137.1544 5352816.6127
PT	112+63.40	3969135.8908 5352851.0900
PI	115+98.54	3969077.7026 5352885.0669
PI	117+38.56	3969053.4433 5353109.1518
PT	118+65.62	3969128.6735 5353437.2260
PI	120+97.46	3969253.2840 5353632.7216
PC	121+97.33	3969308.0929 5353716.2222
PT	123+12.95	3969371.5409 5353872.8777
PI	124+27.80	3969452.9600 5353894.9683
POE	152+60.52	3971447.7544 5355906.2181

MAIN ST.

P.I.	100+62.35
Δ	0°14'23" RT

MAIN ST.

P.I.	107+83.60
Δ	0°05'46" RT

MAIN ST.

P.I.	117+38.56
Δ	42°30'02" LT
L	160.00'
T	360.00'
R	26.27'
E	N/A
RUNOFF	= N/A
RUNOUT	= N/A

MAIN ST.

P.I.	120+97.46
Δ	0°46'10" LT

MAIN ST.

P.I.	123+12.95
Δ	17°28'56" LT
L	230.47'
T	115.62'
R	1150.00'
E	N/A
RUNOFF	= N/A
RUNOUT	= N/A

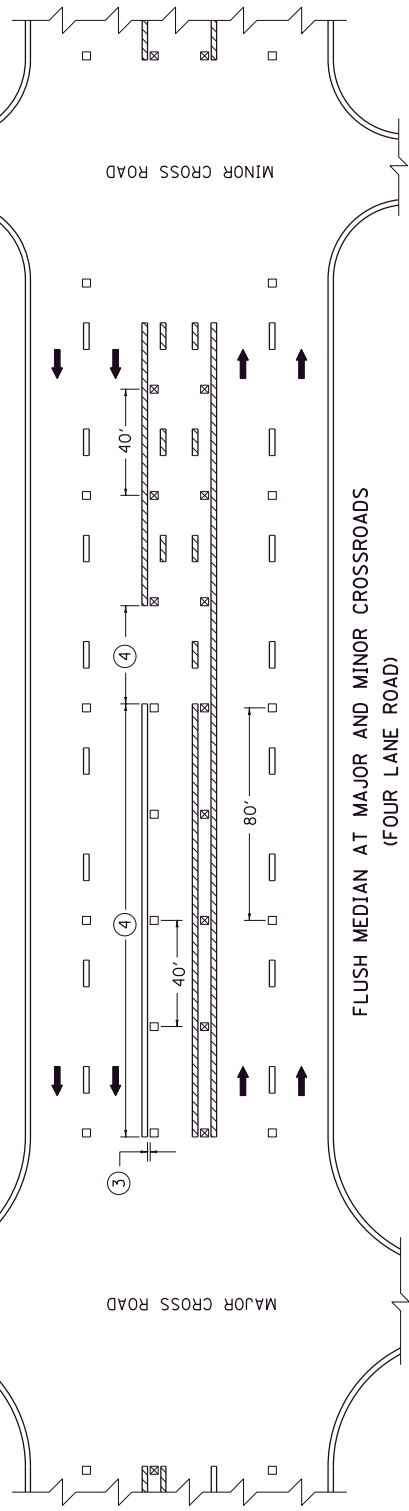


SCALE: 1"=100'

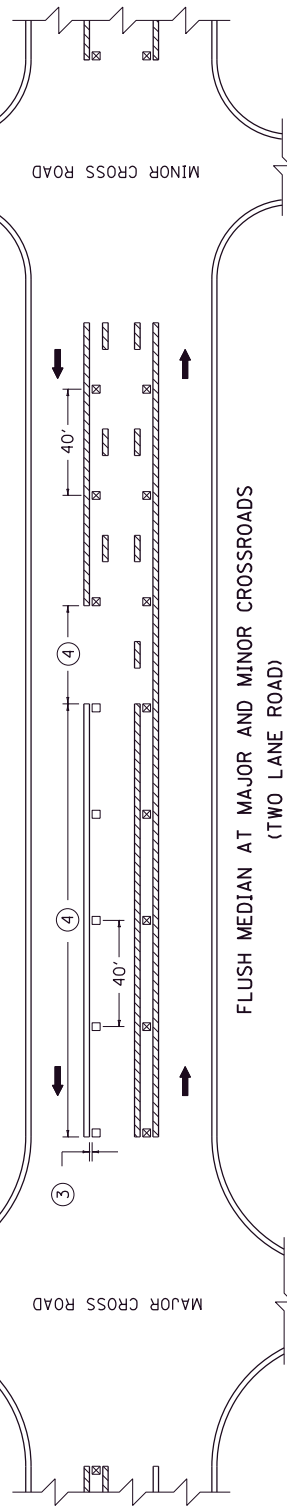
COORDINATE CONTROL
MAIN ST. STA. 100+00 TO STA. 130+00
HIGH ST. STA. 200+00 TO STA. 208+80

FOR INFORMATIONAL PURPOSES ONLY

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-00002	R40



FLUSH MEDIAN AT MAJOR AND MINOR CROSSROADS
(FOUR LANE ROAD)



FLUSH MEDIAN AT MAJOR AND MINOR CROSSROADS
(TWO LANE ROAD)

LEGEND	
⊠	BI-DIRECTIONAL (YELLOW)
□	MONO-DIRECTIONAL (WHITE)
▨	MARKINGS (YELLOW)
▩	MARKINGS (WHITE)

- ~ NOTES ~
1. MARKERS INSTALLED AT DOUBLE YELLOW CENTERLINES SHALL BE PLACED BETWEEN THE TWO LINES.
 2. MARKERS INSTALLED ALONG LANE LINES OR DASHED YELLOW CENTERLINES SHALL BE PLACED BETWEEN AND IN LINE WITH THE SKIPS.
 3. MARKERS INSTALLED ALONG EDGE LINES SHALL BE PLACED SO THAT THE NEAR EDGE OF THE CASTING/GROOVE IS NO MORE THAN 1" FROM THE NEAR EDGE OF THE LINE.
 4. LENGTH TO BE DETERMINED ON A PROJECT BY PROJECT BASIS.
 5. MARKERS SHALL NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2" FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED OR PLACEMENT ADJUSTED AT THE DISCRETION OF THE ENGINEER.
- BID ITEMS AND UNIT TO BID
PAVEMENT MARKER TYPE V (B-W/R, B-Y/R, BY, MW, MY) EACH
INLAID PAVEMENT MARKER EACH

DRAWING NOT TO SCALE

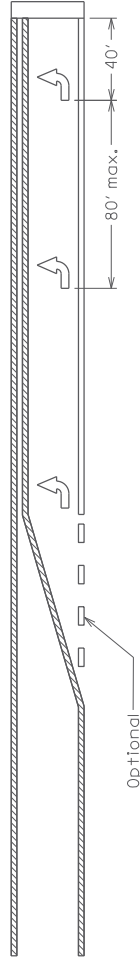
KENTUCKY DEPARTMENT OF HIGHWAYS	PAVEMENT MARKER ARRANGEMENTS TWO-WAY, LEFT TURN LANE
SUBMITTED: <i>R. Allen Wolfe</i> DATE: 1-30-17 011	

USER: jpkawad DATE PLOTTED: October 23, 2019 FILE NAME: G:\ENGR\HPD\2927.06 BOU\BON\CAD\CERTAL\S40 SFR4 011.DWG

FOR INFORMATION PURPOSES ONLY

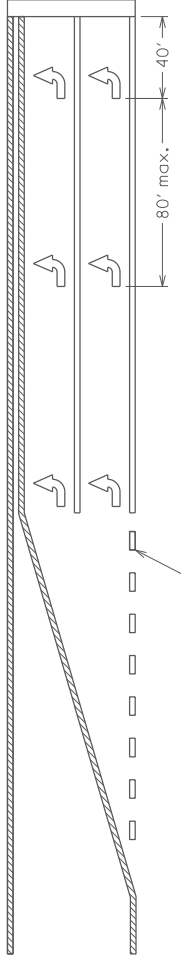
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40A

Single turn lane



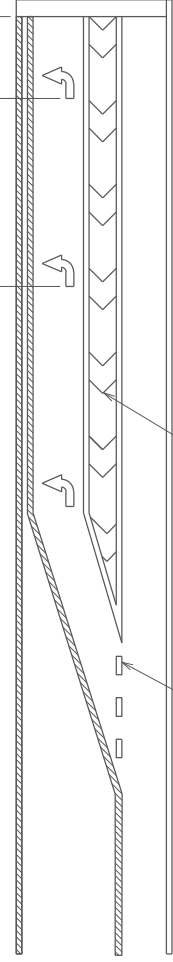
Optional

Dual turn lane



Recommended for dual turn lanes

Offset turn lane



Optional for offset left-turn lanes

Chevron markings shall be used for offsets greater than 6'. Follow crosshatching guidelines shown in Sepia 046 for dimensions and spacing.

STRIPING NOTES:

- ARROWS SHALL BE USED IN ANY EXCLUSIVE TURN LANES.
- IN A SINGLE TURN LANE, DOTTED WHITE LANE LINE EXTENSIONS MAY BE USED THROUGH THE TAPER OF THE TURN LANE.
- IF USED, DOTTED WHITE LANE LINE EXTENSIONS SHALL BE NORMAL WIDTH, AND SHOULD BE 2' LONG, WITH A GAP OF 2'-6" BETWEEN EACH LINE.
- IN DUAL TURN LANES, DOTTED WHITE LANE LINE EXTENSIONS SHOULD BE USED THROUGH THE TAPER OF THE TURN LANE. BOTH SOLID LINES FORMING THE TURN LANES SHALL BEGIN AT THE DOWNSTREAM END OF THE TAPER.

ARROW SPACING NOTES:

- IN SINGLE-DIRECTION TURN LANES, ARROWS SHOULD BE SPACED AS FOLLOWS:
- AT LEAST TWO ARROWS SHOULD BE USED IN EACH TURN LANE. HOWEVER, IF A TURN LANE IS LESS THAN 80' IN LENGTH, THE DOWNSTREAM ARROW MAY BE ELIMINATED.
- THE FIRST UPSTREAM ARROW SHALL BE PLACED AT THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE.
- THE LAST DOWNSTREAM ARROW SHOULD BE PLACED 40' FROM THE STOP BAR.
- ANY ADDITIONAL ARROWS SHOULD BE EVENLY SPACED. SPACING SHOULD NOT EXCEED 80'.
- ARROW SPACING AND NUMBER OF ARROWS MAY VARY BASED ON SITE CONDITIONS.

DOTTED EXTENSION DIMENSIONS:



Dotted extensions shall be normal width.

KENTUCKY	
DEPARTMENT OF HIGHWAYS	
TYPICAL MARKINGS FOR TURN LANES	
SUBMITTED: <i>B. Allen Wolf</i>	DATE: 11-30-18
042	

DRAWING NOT TO SCALE

LEGEND	
MARKINGS	WHITE
	YELLOW

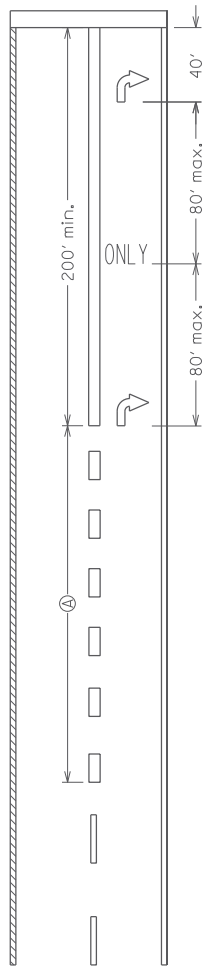
FOR INFORMATIONAL PURPOSES ONLY

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40B

LANE DROP MARKINGS NOTES:

IN SITUATIONS WHERE A THROUGH LANE BECOMES A MANDATORY TURN LANE, THE FOLLOWING GUIDELINES APPLY:
 - A WIDE SOLID LINE SHOULD EXTEND BACK A MINIMUM OF 200' FROM THE STOP BAR.
 - A WIDE DOTTED LINE SHALL EXTEND FROM THE END OF THE SOLID LINE BACK A MINIMUM OF THE DISTANCE SHOWN IN THE CHART (A). THESE LINES SHALL BE 3' LONG, WITH A SPACE OF 9' BETWEEN LINES.
 - ALTERNATING ARROWS AND 'ONLY' WORD MESSAGES SHALL BE USED, WITH THE FIRST AND LAST MARKING BEING AN ARROW.
 - ALTERNATING ARROWS AND 'ONLY' WORD MESSAGES SHOULD BE SPACED EVENLY, FOLLOWING GUIDELINES FOR ARROW SPACING. THESE SYMBOLS SHALL EXTEND BACK AT LEAST TO THE END OF THE SOLID STRIPE, BUT MAY BE EXTENDED BACK FARTHER IF ADDITIONAL GUIDANCE IS NEEDED.

Lane drop scenario



Speed Limit	(A)
25	125'
35	245'
45	540'
55	660'
65	780'

WIDE DOTTED LANE LINE DIMENSIONS:

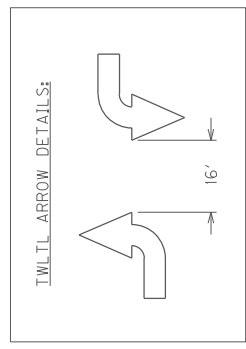
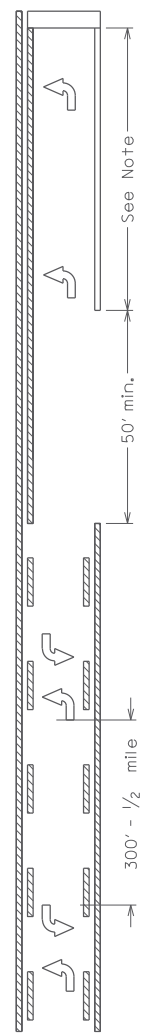
3' → [Symbol] → 9' → [Symbol]

Dotted lane lines shall be twice the normal width in lane drop scenarios.

TWO-WAY LEFT-TURN LANE NOTES:

IN A TWO-WAY LEFT-TURN LANE, THE FOLLOWING GUIDELINES APPLY:
 - ONE SET OF ARROWS SHOULD BE PLACED AT OR NEAR THE BEGINNING OF THE TWO-WAY LEFT-TURN LANE.
 - ADDITIONAL SETS OF ARROWS SHOULD BE PLACED THROUGHOUT THE TWO-WAY LEFT-TURN LANE IF LEFT TURN MOVEMENTS ARE EXPECTED. THEY SHOULD BE SPACED NO LESS THAN 300' AND NO MORE THAN 1/2 MILE.
 - THE SPACING BETWEEN EACH ARROW IN A SINGLE ARROW SET SHOULD BE 16 FEET.
 - TWO-WAY LEFT-TURN LANES SHALL TERMINATE IN A DEDICATED LEFT-TURN LANE AT A SIGNALIZED INTERSECTION. THEY MAY TERMINATE IN A DEDICATED LEFT-TURN LANE AT OTHER LOCATIONS IF DEEMED NECESSARY.
 - CONTACT TRAFFIC ENGINEER FOR RECOMMENDED DISTANCE FOR LEFT TURN STORAGE AT INTERSECTIONS.
 - REFER TO THE TRAFFIC OPERATIONS GUIDANCE MANUAL SECTION T0-504 FOR MORE GUIDANCE ON TWO-WAY LEFT-TURN LANES.

Two-way left-turn lane



DRAWING NOT TO SCALE

LEGEND

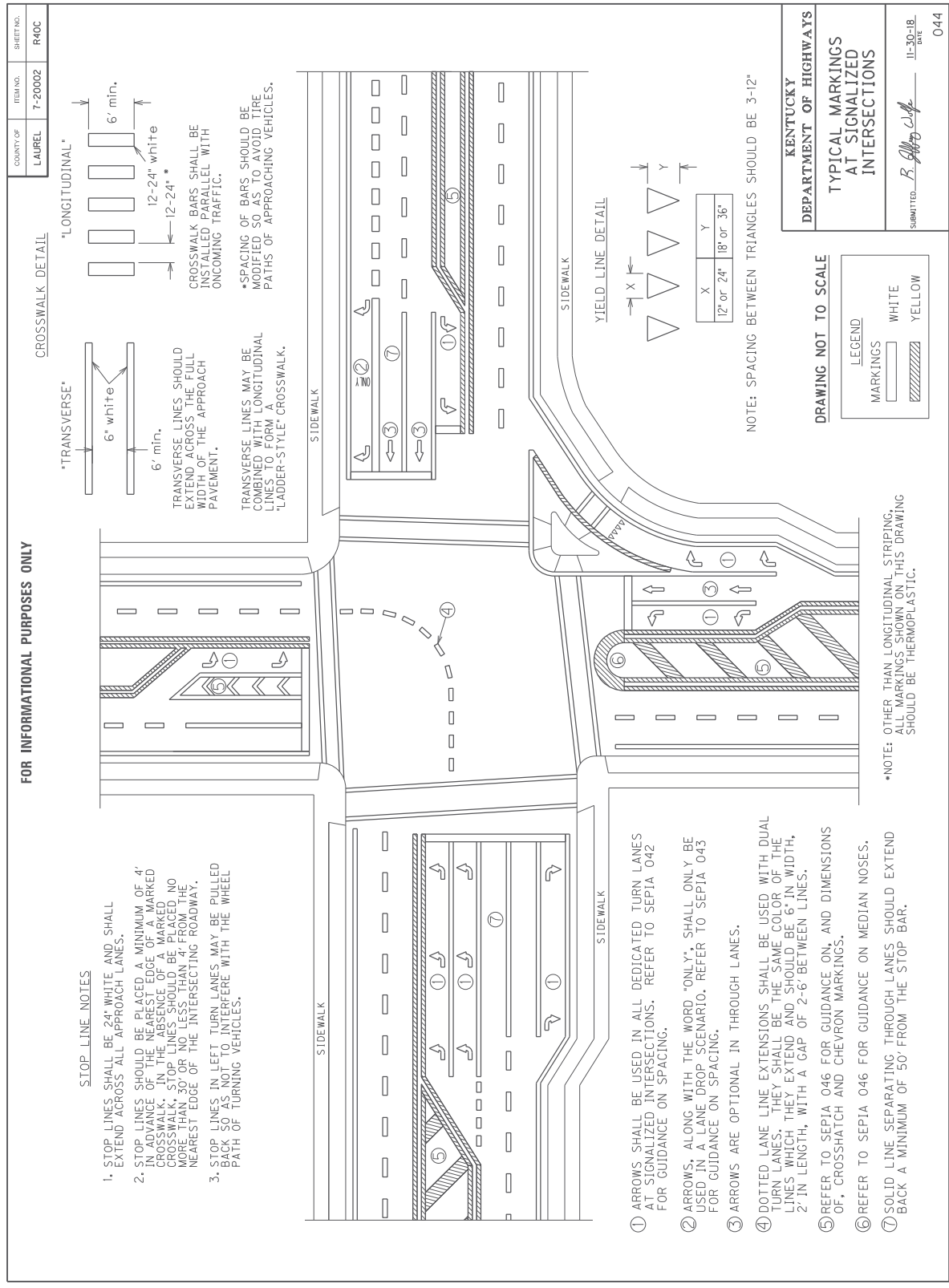
MARKINGS	WHITE
	YELLOW

KENTUCKY DEPARTMENT OF HIGHWAYS

TYPICAL MARKINGS FOR TURN LANES

SUBMITTED: *R. Allen Wolf* 4-22-19 DATE

043



- ARROWS SHALL BE USED IN ALL DEDICATED TURN LANES AT SIGNALIZED INTERSECTIONS. REFER TO SEPJA 042 FOR GUIDANCE ON SPACING.
- ARROWS, ALONG WITH THE WORD "ONLY", SHALL ONLY BE USED IN A LANE DROP SCENARIO. REFER TO SEPJA 043 FOR GUIDANCE ON SPACING.
- ARROWS ARE OPTIONAL IN THROUGH LANES.
- DOTTED LANE LINE EXTENSIONS SHALL BE USED WITH DUAL TURN LANES. THEY SHALL BE THE SAME COLOR OF THE LINES WHICH THEY EXTEND AND SHOULD BE 6'-IN WIDTH, 2'-IN LENGTH, WITH A GAP OF 2'-6" BETWEEN LINES.
- REFER TO SEPJA 046 FOR GUIDANCE ON, AND DIMENSIONS OF, CROSSHATCH AND CHEVRON MARKINGS.
- REFER TO SEPJA 046 FOR GUIDANCE ON MEDIAN NOSES.
- SOLID LINE SEPARATING THROUGH LANES SHOULD EXTEND BACK A MINIMUM OF 50' FROM THE STOP BAR.

COUNTY OF	IRBANO	SHEET NO.
BOURBON	7-20002	R400

FOR INFORMATIONAL PURPOSES ONLY

TYPICAL RIGHT-TURN CHANNELIZING ISLAND MARKINGS

GENERAL NOTES

THE MINIMUM WIDTH (X) OF CROSSHATCH MARKINGS IS 12" FOR LOW SPEED ROADS (<45 MPH) AND 24" FOR HIGH SPEED ROADS (≥45 MPH).

THE SPACE BETWEEN ADJACENT CROSSHATCH MARKINGS (Y) SHOULD BE SET AT 10 TIMES THE WIDTH (X) OF THE CROSSHATCH MARKINGS.

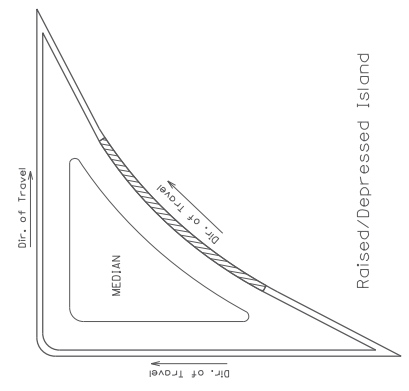
CROSSHATCH MARKINGS SHOULD NOT BE PLACED IN A MEDIAN LESS THAN 6' IN WIDTH.

CROSSHATCH MARKINGS SHOULD NOT BE PLACED IN AND ISLAND IF ANY SIDE OF AN ISLAND IS LESS THAN 30' IN LENGTH.

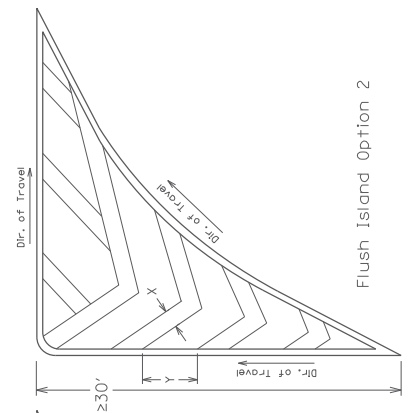
THE OUTLINE OF AN ISLAND SHOULD BE EITHER 8" OR 12".

MEDIAN NOSES MAY BE EITHER A SINGLE 12" LINE OR A SOLID SEMI-CIRCLE.

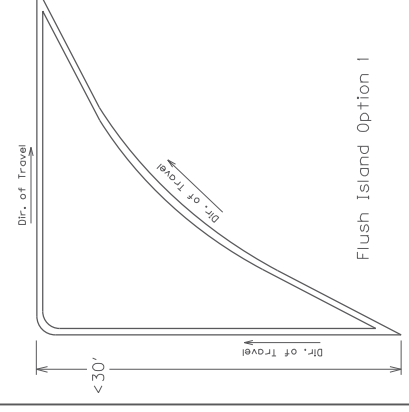
CROSSHATCH AND CHEVRON MARKINGS SHOULD BE THERMOPLASTIC.



Raised/Depressed Island

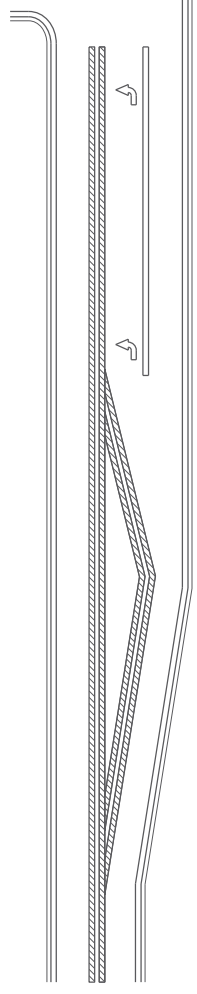


Flush Island Option 2

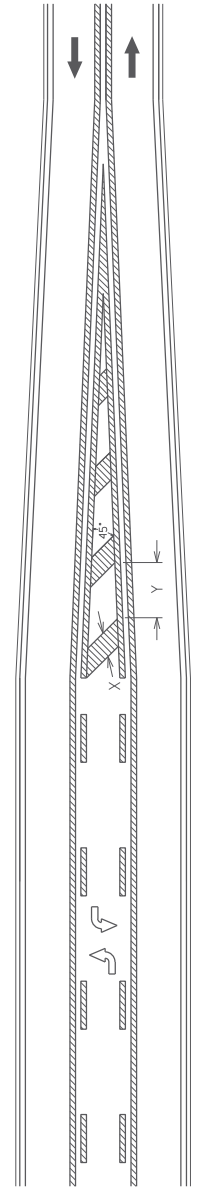


Flush Island Option 1

TYPICAL LEFT-TURN LANE / FLUSH MEDIAN CROSSHATCH MARKINGS



TYPICAL TWO-WAY LEFT-TURN LANE (TWLTL) TRANSITION MARKINGS



Note: Crosshatch markings shall be placed in the transition area of a TWLTL.

KENTUCKY DEPARTMENT OF HIGHWAYS
TYPICAL MARKINGS FOR ISLANDS AND MEDIANS
SUBMITTED: <i>R. Allen Wolf</i> DATE: 11-30-18
046

LEGEND
MARKINGS
WHITE
YELLOW

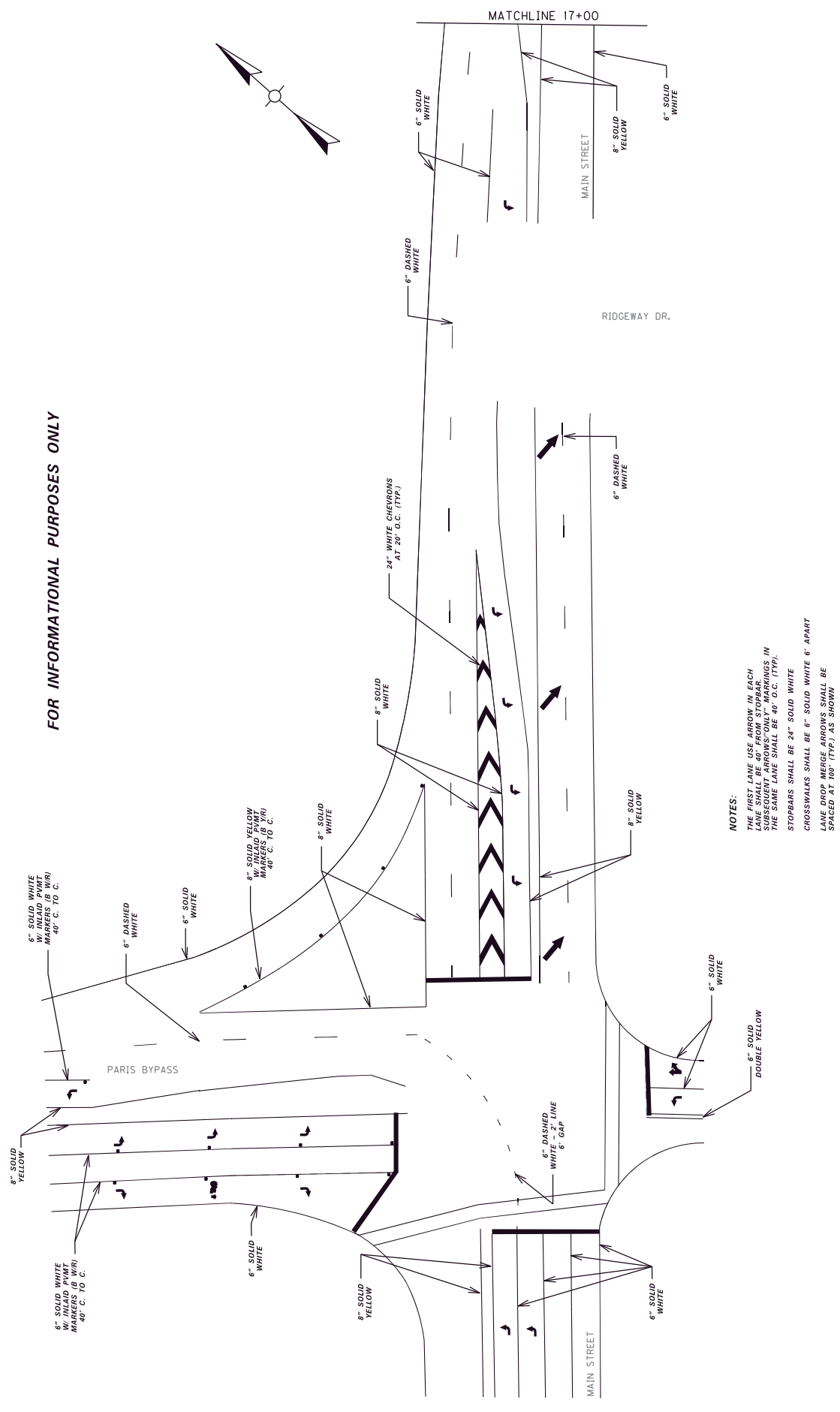
DRAWING NOT TO SCALE

COUNTY OF BOURBON	ITEM NO. 7-00002	SHEET NO. R48E																						
<p>STANDARD CURB & GUTTER</p>	<p>ISLAND CURB & GUTTER</p>	<p>LIP CURB & GUTTER</p>	<p>BARRIER CURB & GUTTER</p>	<p>ENTRANCE CURB</p>	<p>STANDARD HEADER CURB & GUTTER</p>	<p>ISLAND INTEGRAL CURB</p>	<p>LIP INTEGRAL CURB</p>	<p>BARRIER INTEGRAL CURB</p>	<p>STANDARD INTEGRAL CURB EXISTING PAVEMENT</p>	<p>ISLAND HEADER CURB TYPE 2 NEW CONSTRUCTION</p>	<p>LIP HEADER CURB</p>	<p>STANDARD HEADER CURB TYPE 2 NEW CONSTRUCTION</p>	<p>BARRIER HEADER CURB</p>	<p>STANDARD INTEGRAL CURB CONST. JOINT</p>	<p>ASPHALT WEDGE CURB</p>	<p>VALLEY GUTTER</p>	<p>BID ITEM AND UNIT TO BID LF (CURB TYPE)</p>	<p>~ NOTES ~</p>	<p>1. ALL INTEGRAL CURBS SHOWING REINFORCING STEEL SHALL BE CAST SEPARATELY FROM THE PAVEMENT AND THE REINFORCEMENT SHALL CONSIST SOLELY OF NO. 4 BARS AS DETAILED ON THIS DRAWING. ON CONSTRUCTION CARE SHOULD BE TAKEN SO THAT NO REINFORCEMENT BARS ARE CLOSER THAN 3' TO THE CENTER OF THE SAME TRANSVERSE JOINT.</p> <p>2. THE CONTRACTOR HAS THE OPTION OF CONSTRUCTING THE STANDARD INTEGRAL CURB AS DETAILED IN EITHER ① OR ②. IF ② IS CHOSEN A LONGITUDINAL CONSTRUCTION JOINT SHALL BE REQUIRED AND THE REMAINING PAVEMENT AND CURB SHALL BE CONSTRUCTED MONOLITHIC WITHOUT A HORIZONTAL CONSTRUCTION JOINT AND ACCOMPANYING REINFORCING STEEL.</p>	<p>KENTUCKY DEPARTMENT OF HIGHWAYS</p>	<p>CURB AND GUTTER, CURBS AND VALLEY GUTTER</p>	<p>SUBMITTED: <i>[Signature]</i> DIRECTOR OFFICE OF DESIGN</p>	<p>4-30-19 DATE</p>	<p>060</p>

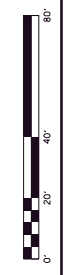
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	RA0F

11+00 12+00 13+00 14+00 15+00 16+00

FOR INFORMATIONAL PURPOSES ONLY

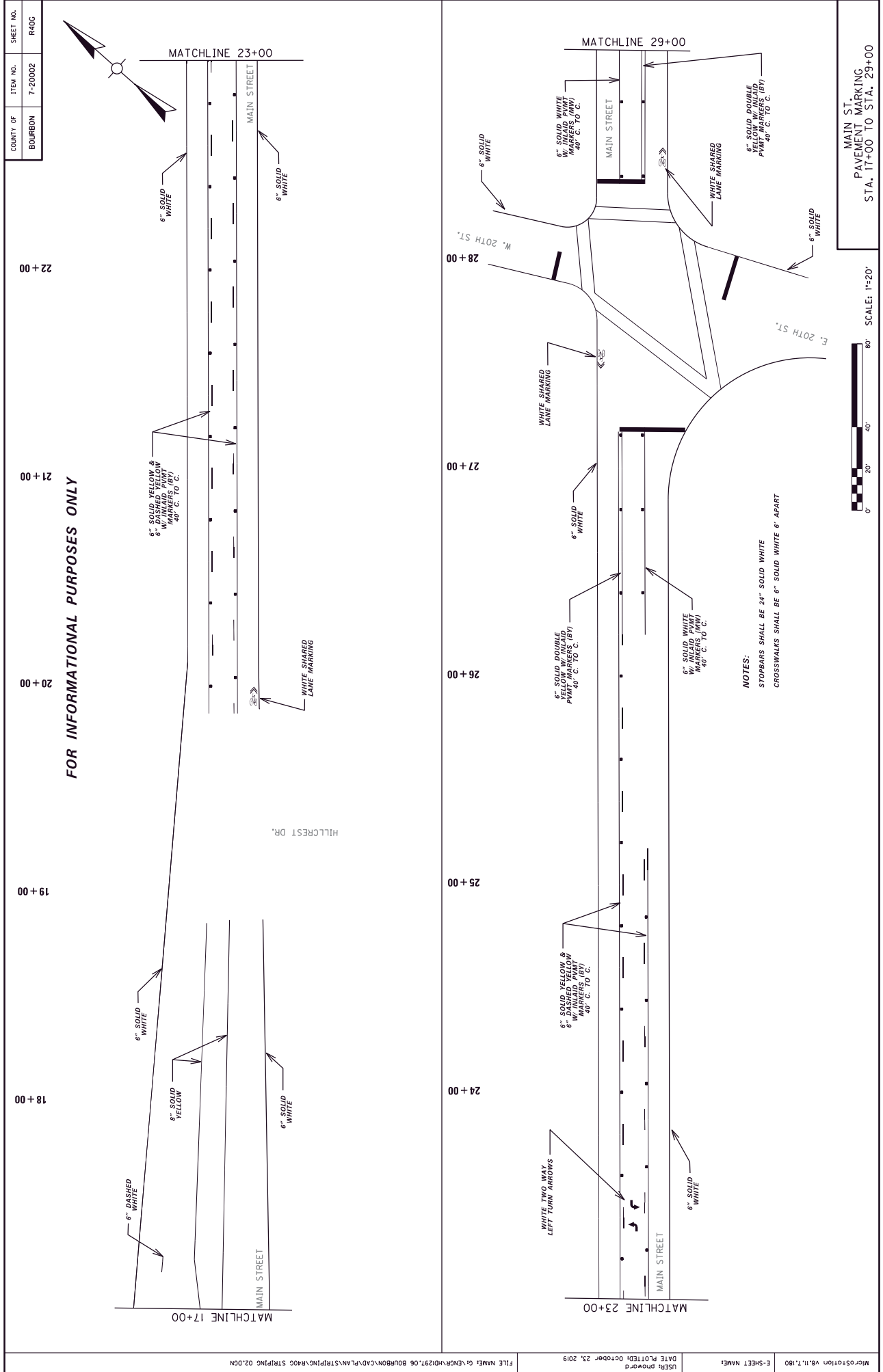


- NOTES:
- THE FIRST LANE USE ARROW IN EACH LANE SHALL BE 40' FROM STOPBAR.
 - STOPBARS SHALL BE 24" SOLID WHITE.
 - CROSSWALKS SHALL BE 6" SOLID WHITE 6' APART.
 - LANE DROP MERGE ARROWS SHALL BE SPACED AT 100' (TYP.) AS SHOWN.



SCALE: 1"=20'

MAIN ST.
PAVEMENT MARKING
STA. 11+00 TO STA. 17+00



FOR INFORMATIONAL PURPOSES ONLY

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40C

22 + 00

21 + 00

20 + 00

19 + 00

18 + 00

MATCHLINE 23+00

MATCHLINE 17+00

MAIN STREET

HILLCREST DR.

WHITE SHARED
LANE MARKING

6" SOLID YELLOW &
6" W/ INLAID PAVMT
MARKERS (BY)
40" C. TO C.

6" SOLID
WHITE

6" SOLID
WHITE

28 + 00

27 + 00

26 + 00

25 + 00

24 + 00

MATCHLINE 29+00

MATCHLINE 23+00

MAIN STREET

WHITE TWO WAY
LEFT TURN ARROWS

6" SOLID YELLOW &
6" DASHED YELLOW
MARKERS (BY)
40" C. TO C.

6" SOLID DOUBLE
WHITE MARKERS (BY)
40" C. TO C.

6" SOLID
WHITE

WHITE SHARED
LANE MARKING

28 + 00

W. 20TH ST.

E. 20TH ST.

NOTES:
STOPBARS SHALL BE 24" SOLID WHITE
CROSSWALKS SHALL BE 6" SOLID WHITE 6' APART

6" SOLID DOUBLE
YELLOW W/ INLAID
PAVMT MARKERS (BY)
40" C. TO C.

6" SOLID
WHITE

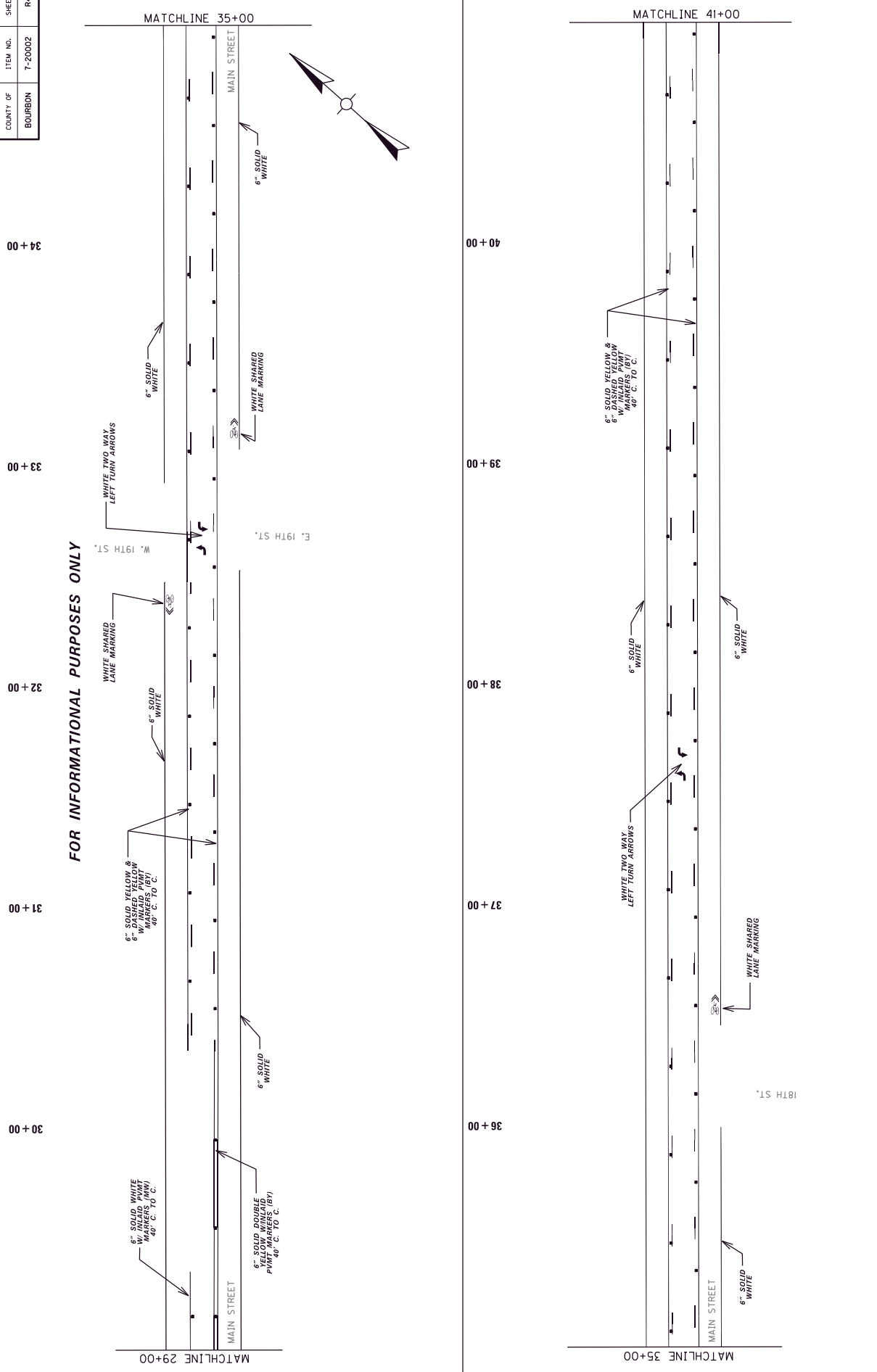


SCALE: 1"=20'

MAIN ST.
PAVEMENT MARKING
STA. 17+00 TO STA. 29+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40H

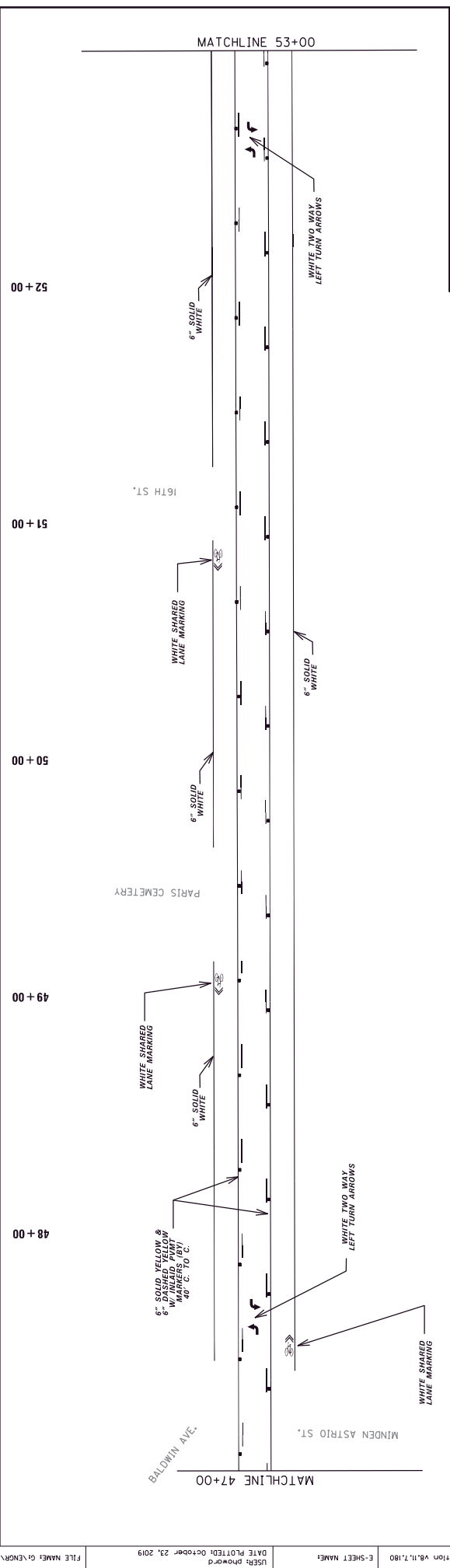
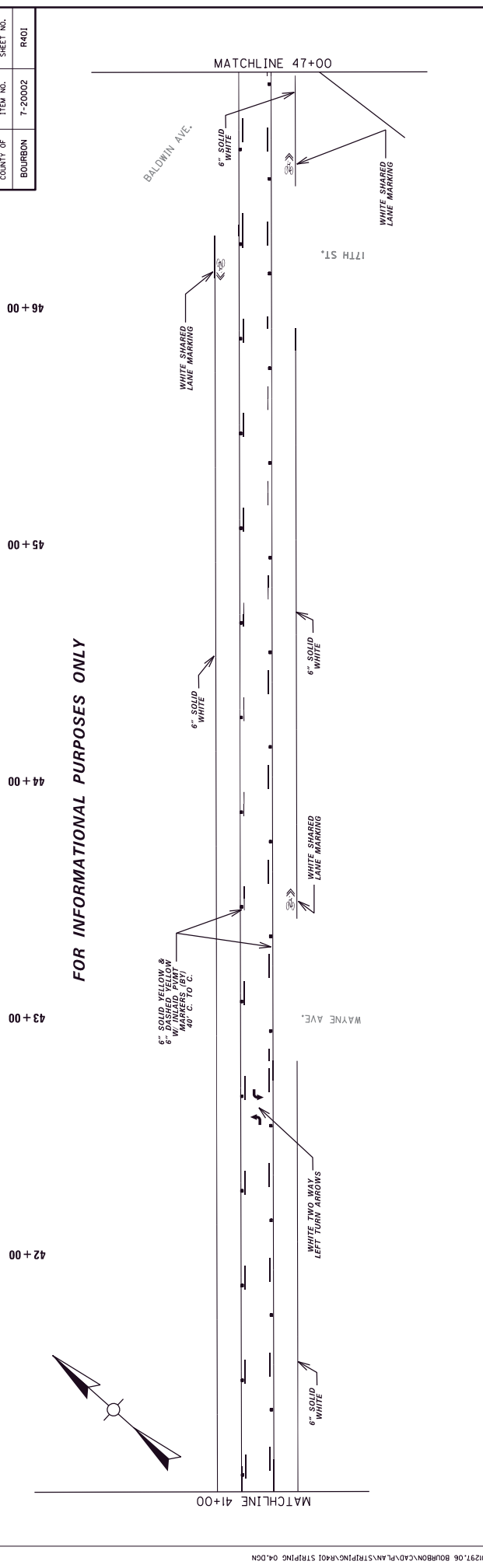
FOR INFORMATIONAL PURPOSES ONLY



MAIN ST.
PAVEMENT MARKING
STA. 29+00 TO STA. 41+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R401

FOR INFORMATIONAL PURPOSES ONLY



MAIN ST. PAVEMENT MARKING
STA. 41+00 TO STA. 53+00

SCALE: 1"=20'

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40J

FOR INFORMATIONAL PURPOSES ONLY

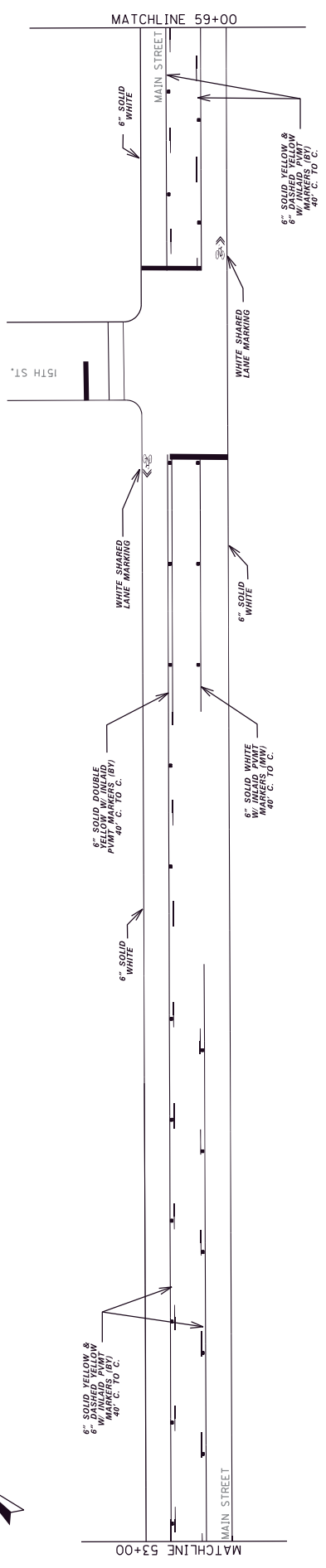
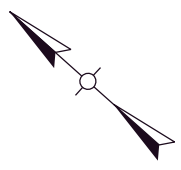
58+00

57+00

56+00

55+00

54+00



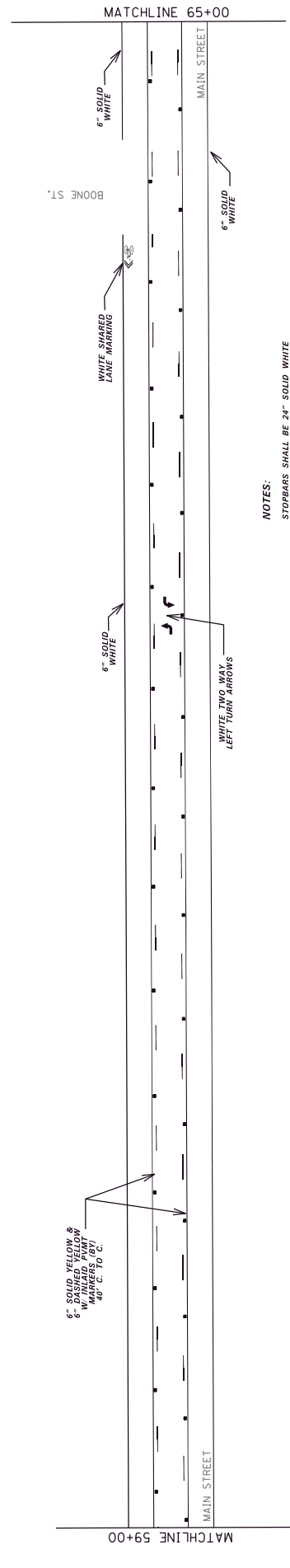
64+00

63+00

62+00

61+00

60+00



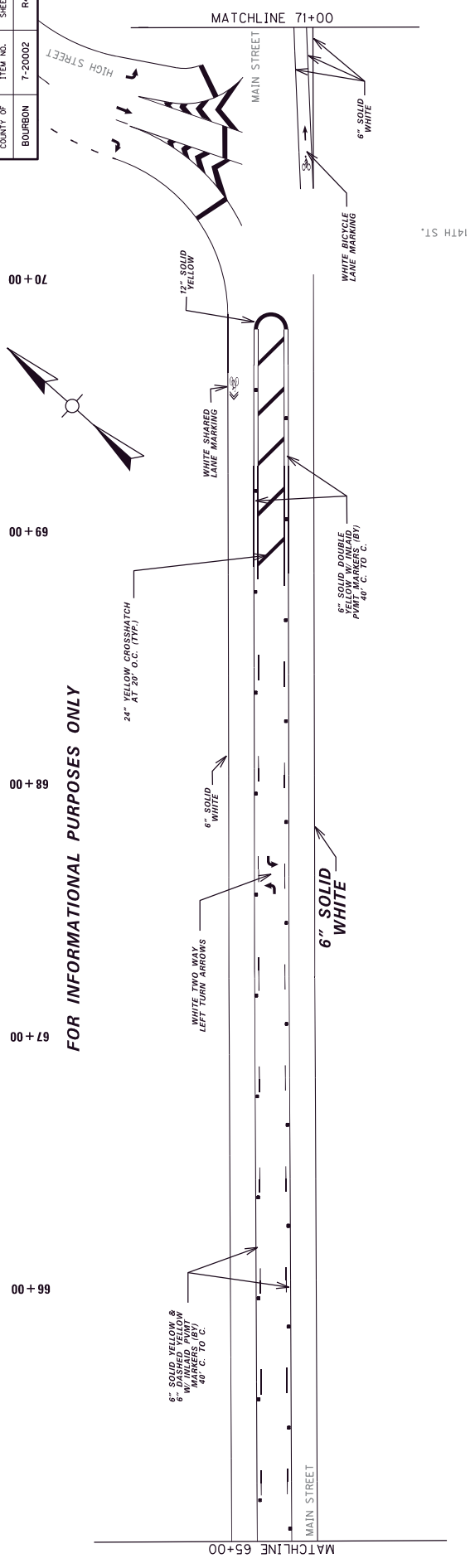
NOTES:
STOPBARS SHALL BE 24" SOLID WHITE
CROSSWALKS SHALL BE 6" SOLID WHITE 6' APART

SCALE: 1"=20'

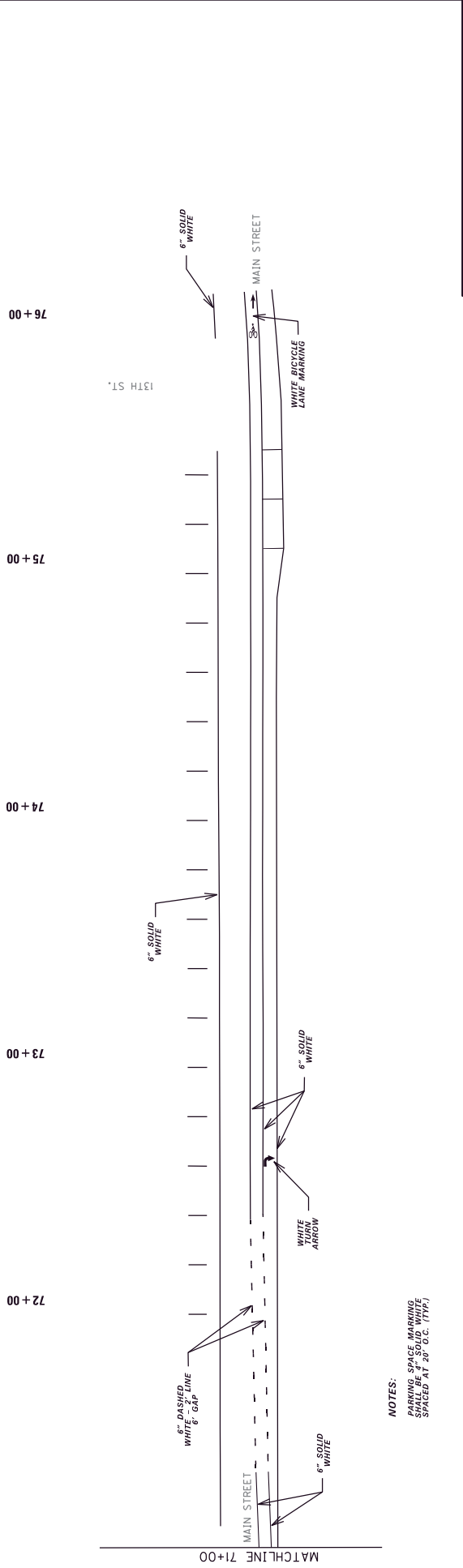


MAIN ST.
PAVEMENT MARKING
STA. 53+00 TO 65+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40K



FOR INFORMATIONAL PURPOSES ONLY



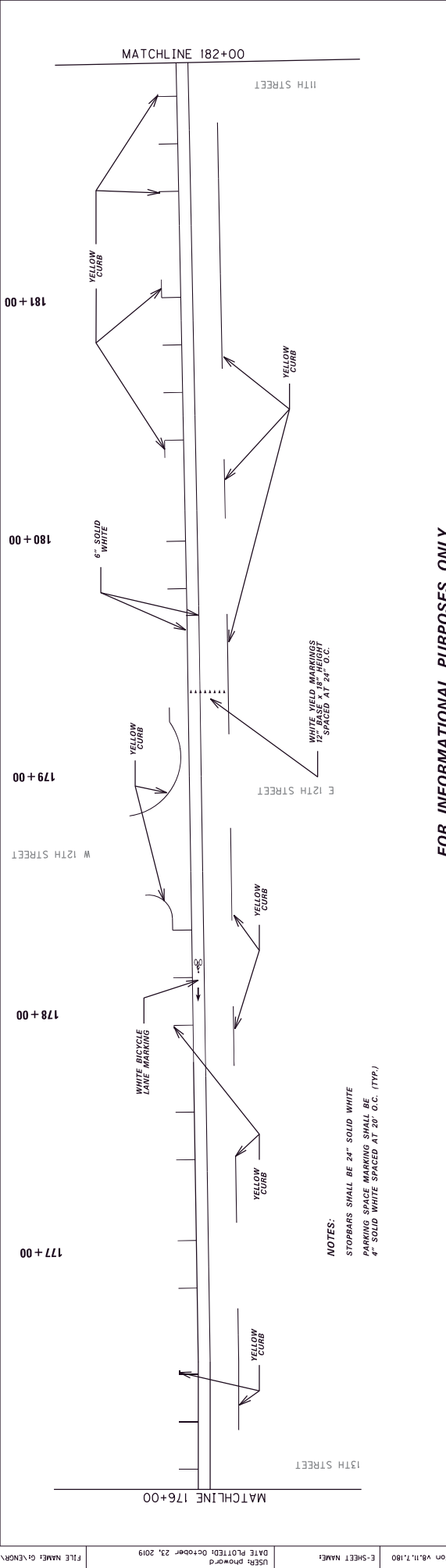
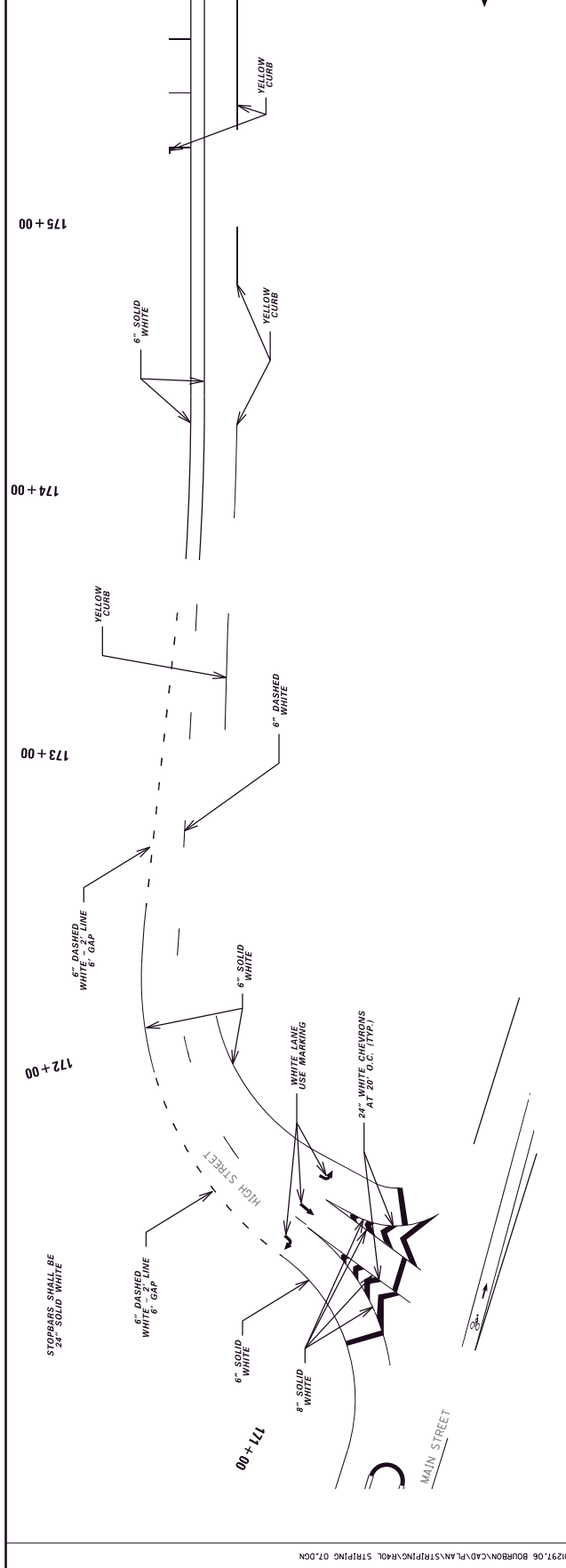
NOTES:
PARKING SPACE MARKINGS
SHALL BE 3" SOLID WHITE
SPACED AT 20' O.C. (TYP.)



SCALE: 1"=20'

MAIN ST.
PAVEMENT MARKING
STA. 65+00 TO STA. 76+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40L



FOR INFORMATIONAL PURPOSES ONLY

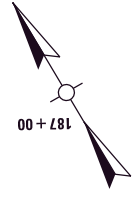
HIGH ST. PAVEMENT MARKING
STA. 171+00 TO STA. 182+00

SCALE: 1"=20'

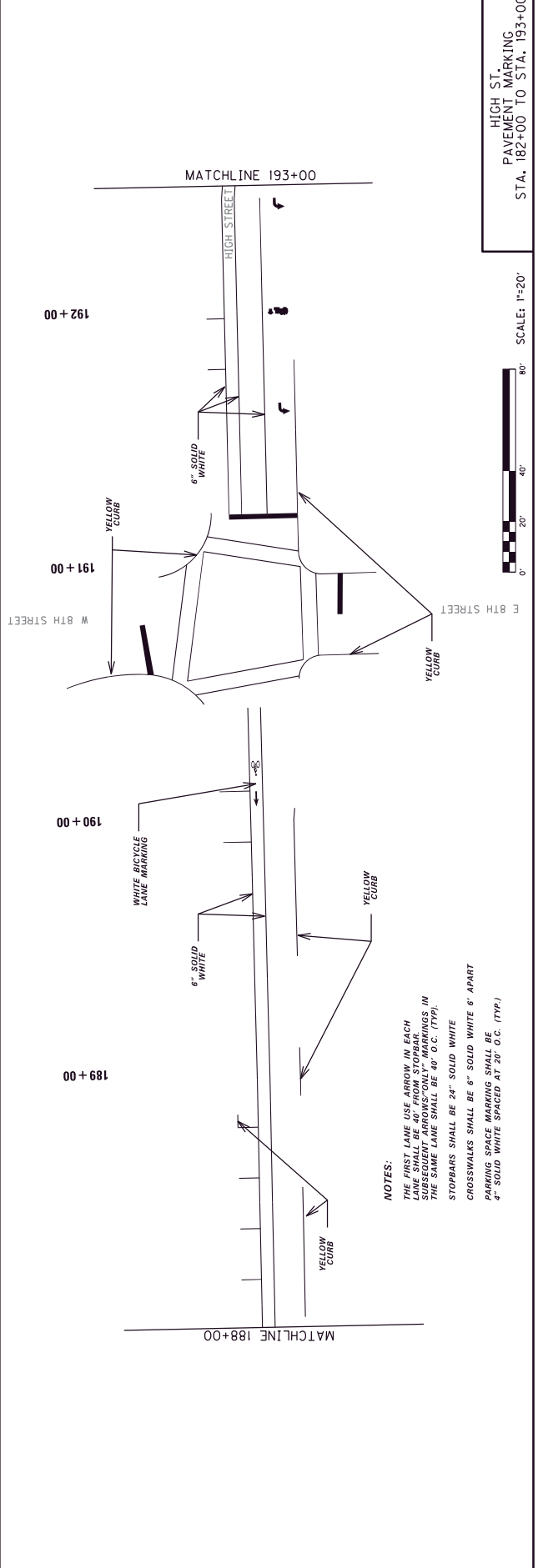
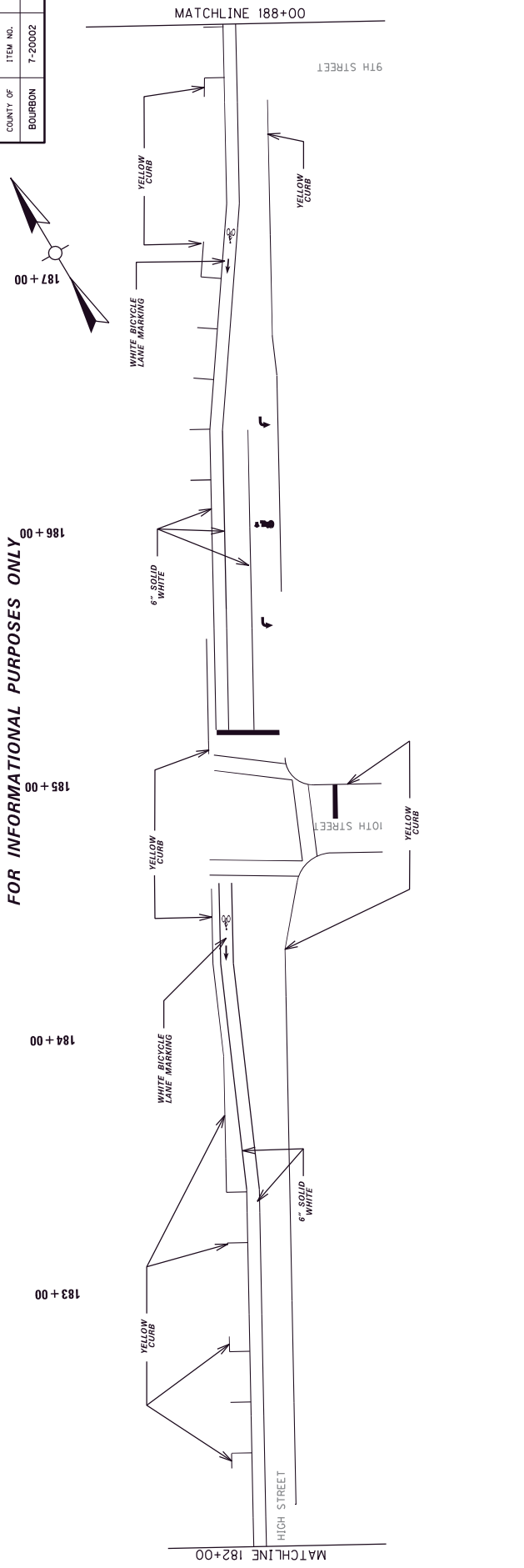
0' 20' 40' 80'

NOTES:
 STOPBARS SHALL BE 24" SOLID WHITE
 PARKING SPACE MARKING SHALL BE
 4" SOLID WHITE SPACED AT 20' O.C. (TYP.)

SHEET NO.	ITEM NO.	COUNTY OF	ROOM
7-20002	BOURBON		



FOR INFORMATIONAL PURPOSES ONLY



- NOTES:**
- THE FIRST LANE USE ARROW IN EACH DIRECTION SHALL BE 40' O.C. (TYP.)
 - SUBSEQUENT ARROWS ONLY MARKINGS IN THE SAME LANE SHALL BE 40' O.C. (TYP.)
 - STOPBARS SHALL BE 24" SOLID WHITE
 - CROSSWALKS SHALL BE 6" SOLID WHITE 6' APART
 - PARKING SPACE MARKING SHALL BE 4" SOLID WHITE SPACED AT 20' O.C. (TYP.)



SCALE: 1"=20'

HIGH ST.
PAVEMENT MARKING
STA. 182+00 TO STA. 193+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40N

FOR INFORMATIONAL PURPOSES ONLY

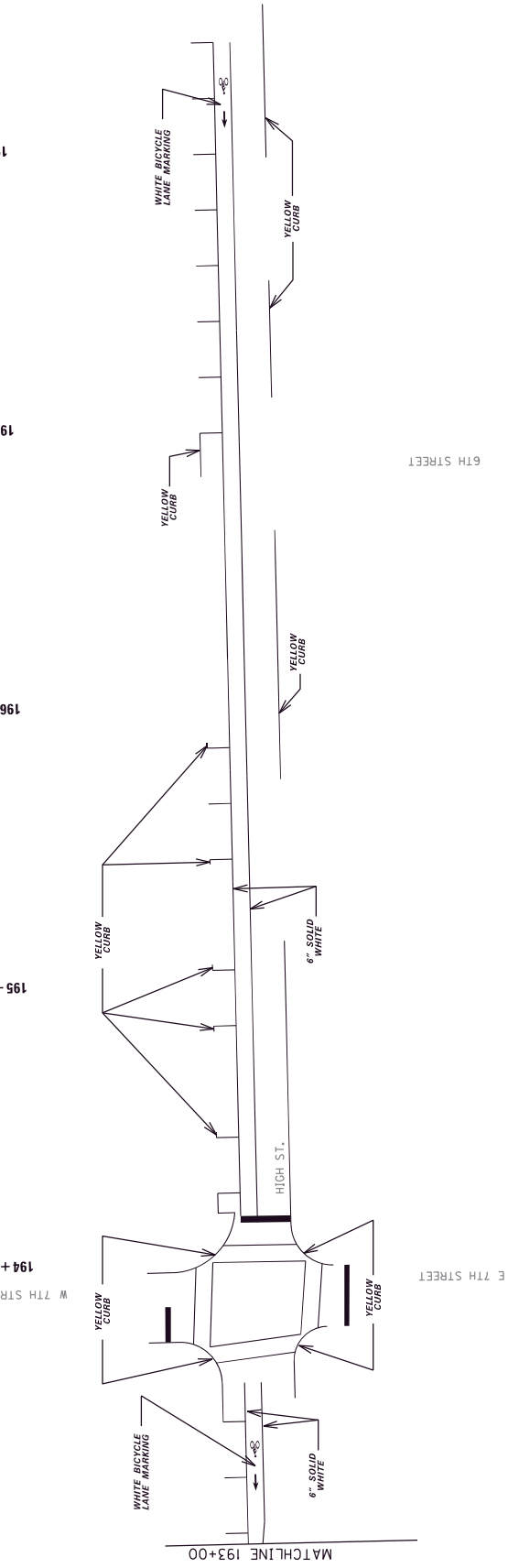
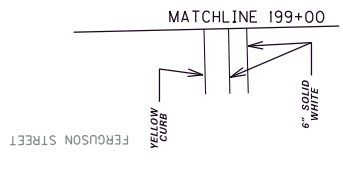
198 + 00

197 + 00

196 + 00

195 + 00

194 + 00



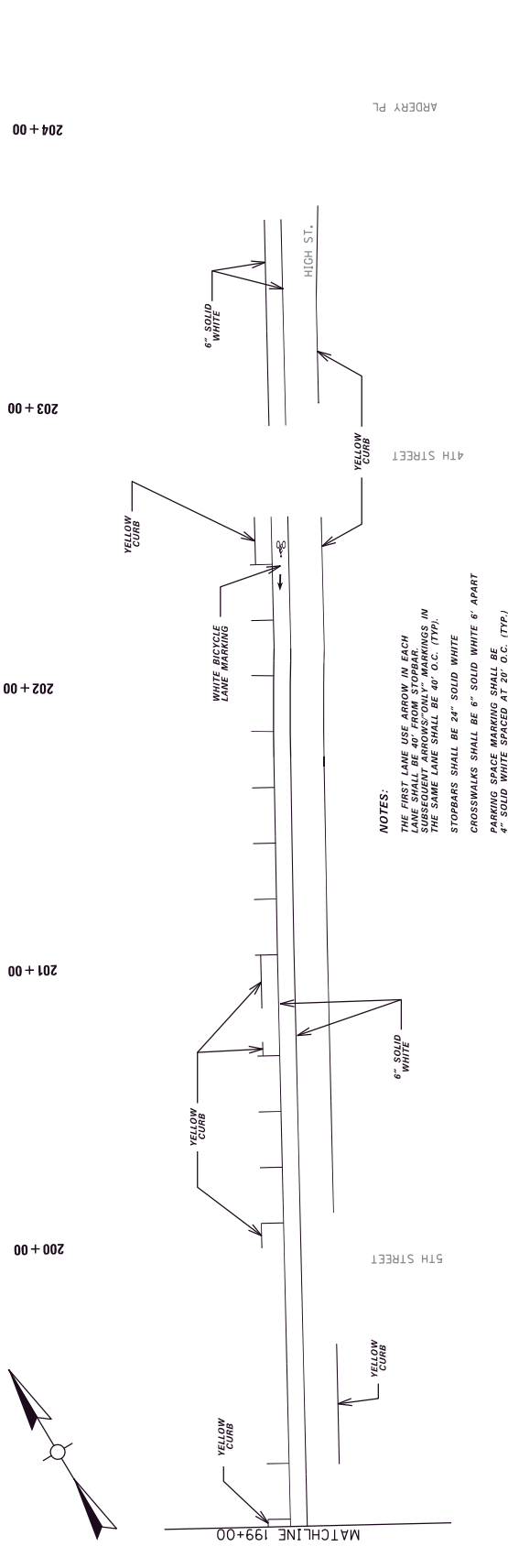
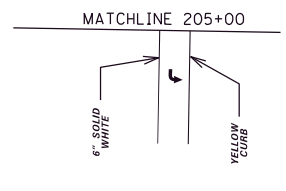
204 + 00

203 + 00

202 + 00

201 + 00

200 + 00

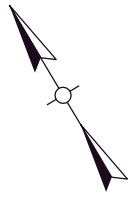


NOTES:
THE FIRST LANE USE ARROW IN EACH LANE SHALL BE 40' FROM STOPBAR
STOPBAR SPACING SHALL BE 40' O.C. (TYP.)
STOPBARS SHALL BE 24" SOLID WHITE
CROSSWALKS SHALL BE 6" SOLID WHITE 6' APART
PARKING SPACE MARKING SHALL BE 4" SOLID WHITE SPACED AT 20' O.C. (TYP.)



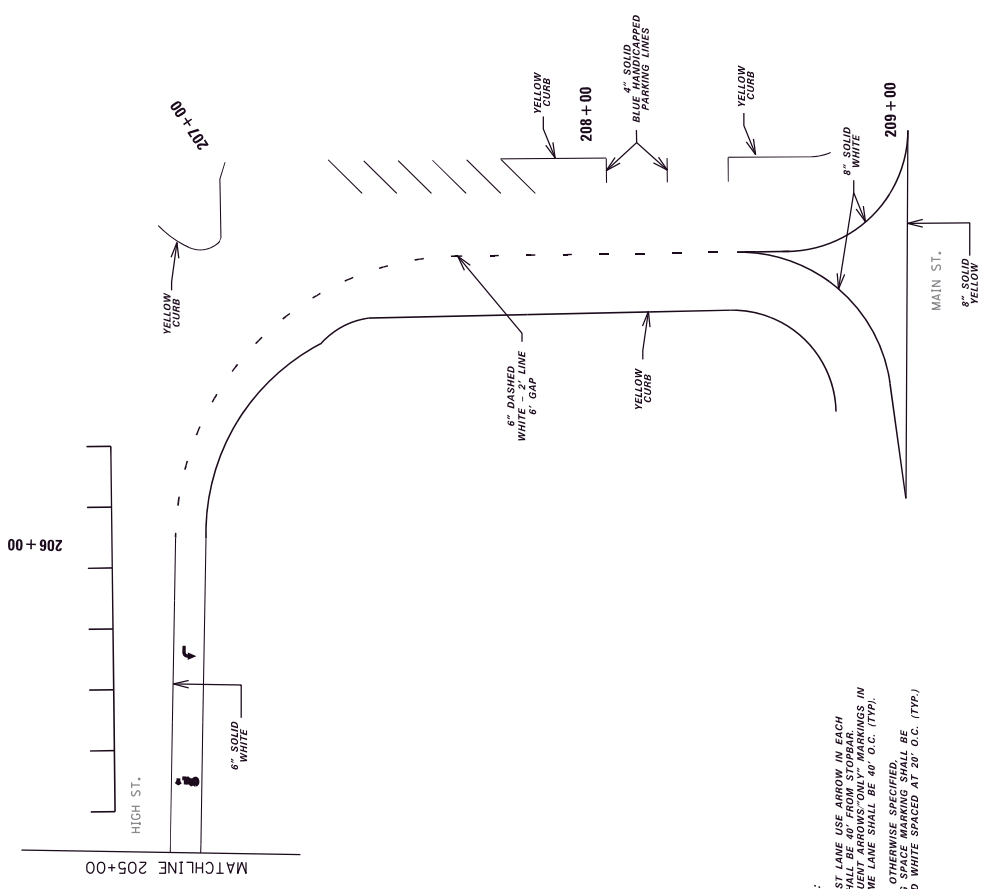
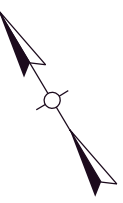
SCALE: 1"=20'

HIGH ST.
PAVEMENT MARKING
STA 193+00 TO 205+00



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R400

FOR INFORMATIONAL PURPOSES ONLY

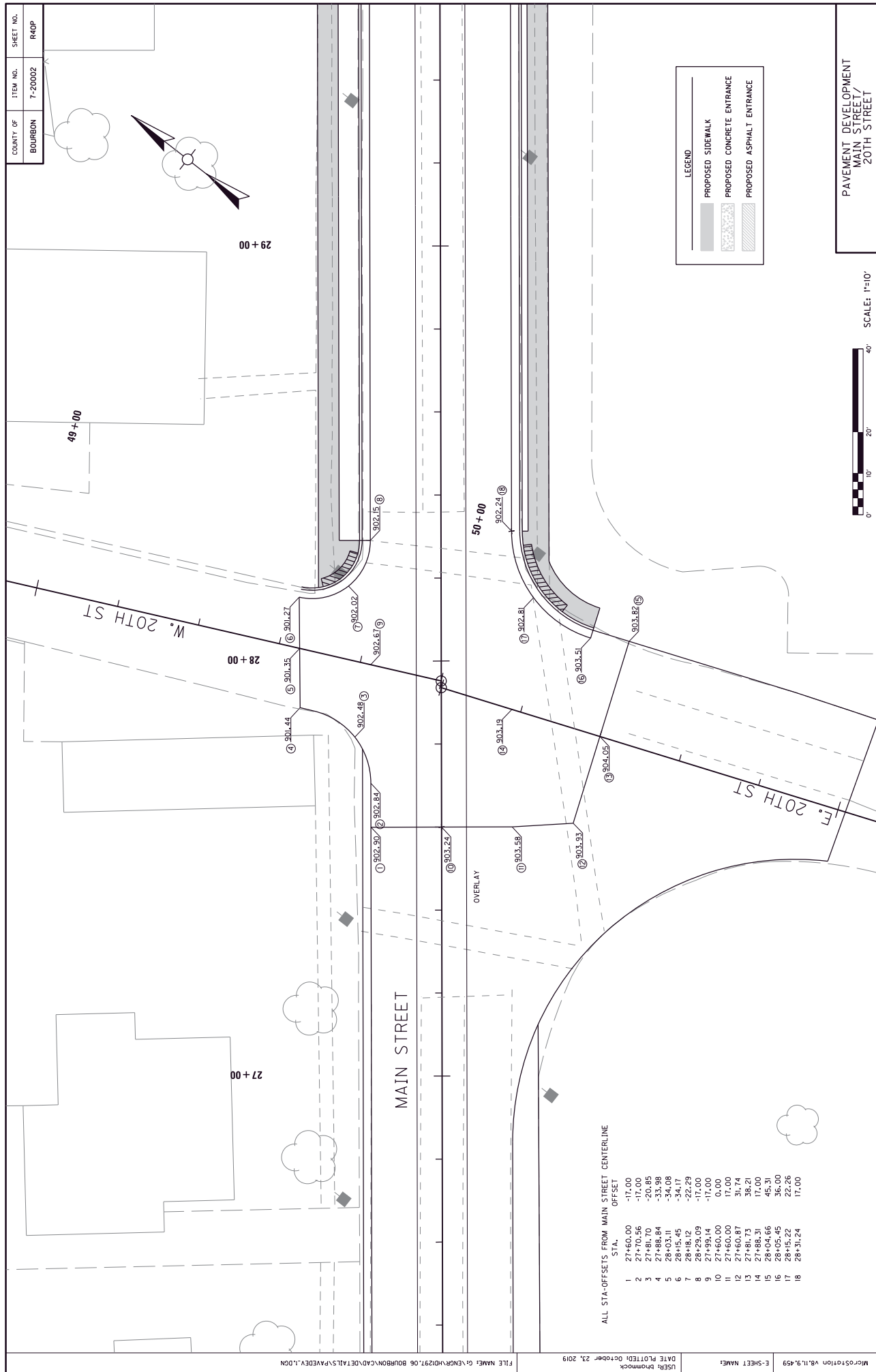


NOTES:
 THE FIRST LANE USE ARROW IN EACH
 SUBSEQUENT "ARROWS-ONLY" MARKINGS IN
 THE SAME LANE SHALL BE 40' O.C. (TYP).
 UNLESS OTHERWISE SPECIFIED,
 PARKING SPACE MARKING SHALL BE
 4' SOLID WHITE SPACED AT 20' O.C. (TYP.)

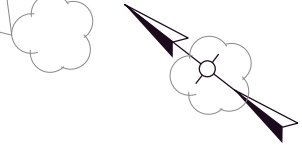


SCALE: 1"=20'

HIGH ST.
PAVEMENT MARKING
STA 205+00 TO STA. 209+00



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	RA0P



LEGEND

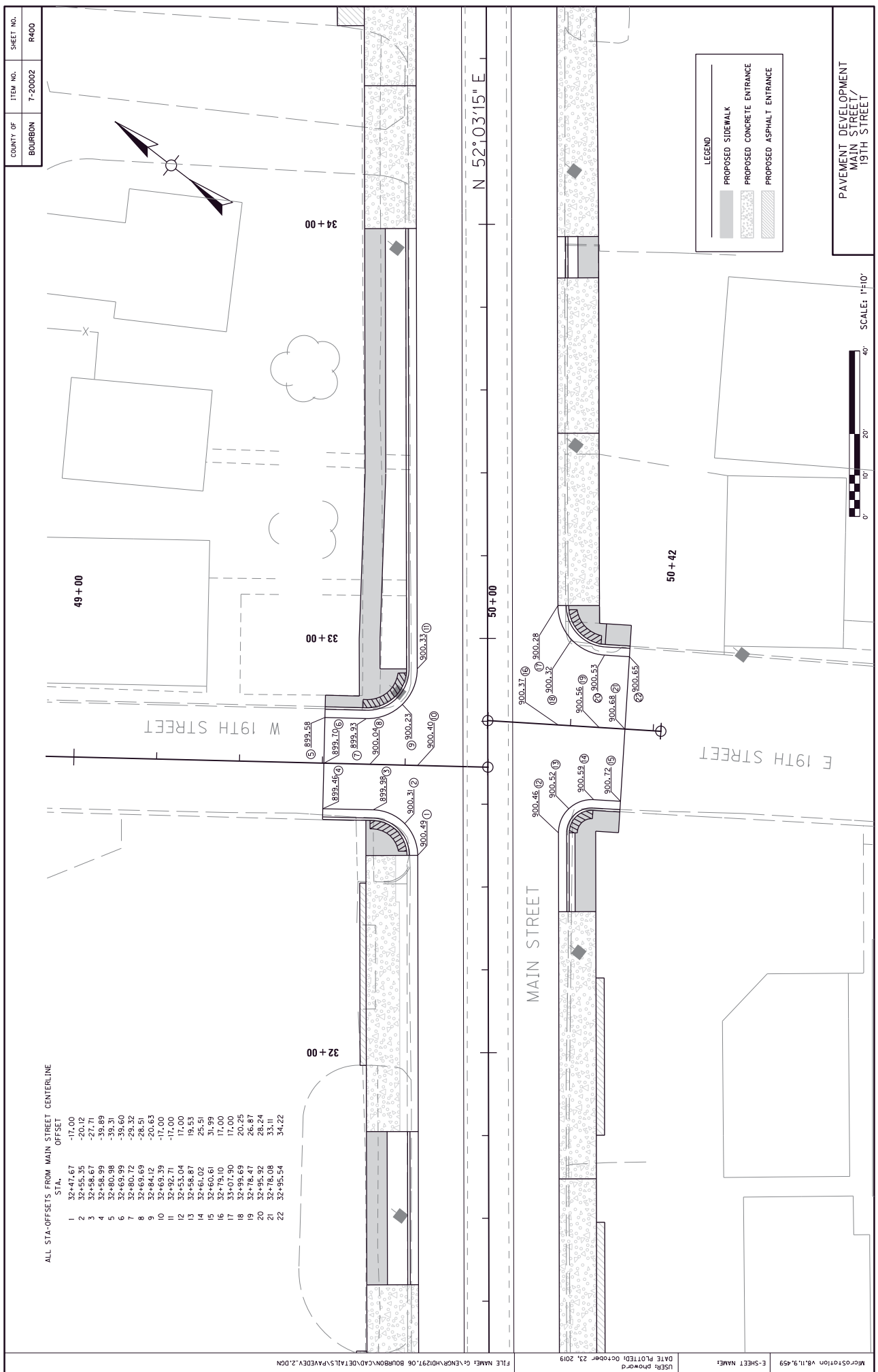
[Symbol]	PROPOSED SIDEWALK
[Symbol]	PROPOSED CONCRETE ENTRANCE
[Symbol]	PROPOSED ASPHALT ENTRANCE



PAVEMENT DEVELOPMENT
MAIN STREET/
20TH STREET

ALL STA-OFFSETS, FROM MAIN STREET CENTERLINE

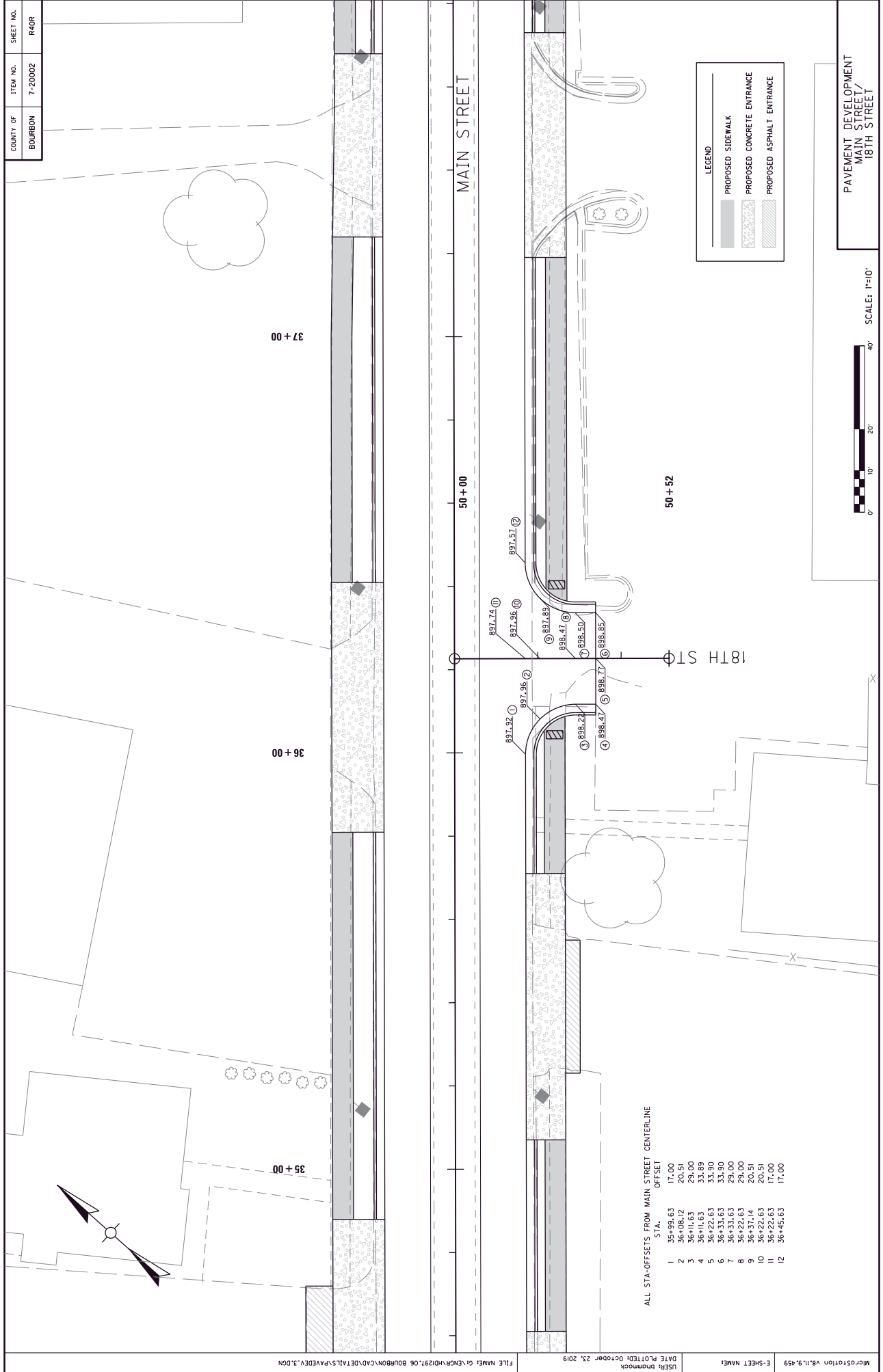
STA.	OFFSET
1	27+60.00 -17.00
2	27+60.00 -17.00
3	27+61.76 -20.85
4	27+68.84 -33.98
5	28+03.11 -34.08
6	28+15.45 -34.17
7	28+18.12 -22.29
8	28+23.09 -17.00
9	27+93.14 -17.00
10	27+60.00 0.00
11	27+60.00 17.00
12	27+60.87 31.74
13	28+04.66 36.21
14	27+60.00 45.30
15	28+04.66 45.30
16	28+05.45 36.00
17	28+15.22 22.26
18	28+31.24 17.00



ALL STA-OFFSETS, FROM MAIN STREET CENTERLINE
OFFSET

STA.	OFFSET
1 32+47.67	-17.00
2 32+55.35	-20.12
3 32+58.99	-17.00
4 32+58.99	-39.89
5 32+80.98	-39.31
6 32+69.99	-39.60
7 32+80.72	-29.32
8 32+69.69	-28.51
9 32+84.12	-20.63
10 32+69.39	-17.00
11 32+92.71	-17.00
12 32+53.04	17.00
13 32+56.87	19.53
14 32+60.02	25.99
15 32+79.10	17.00
16 32+79.10	17.00
17 33+07.90	17.00
18 32+99.69	20.25
19 32+78.47	26.87
20 32+95.92	28.24
21 32+78.08	33.11
22 32+95.54	34.22

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R400



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40R

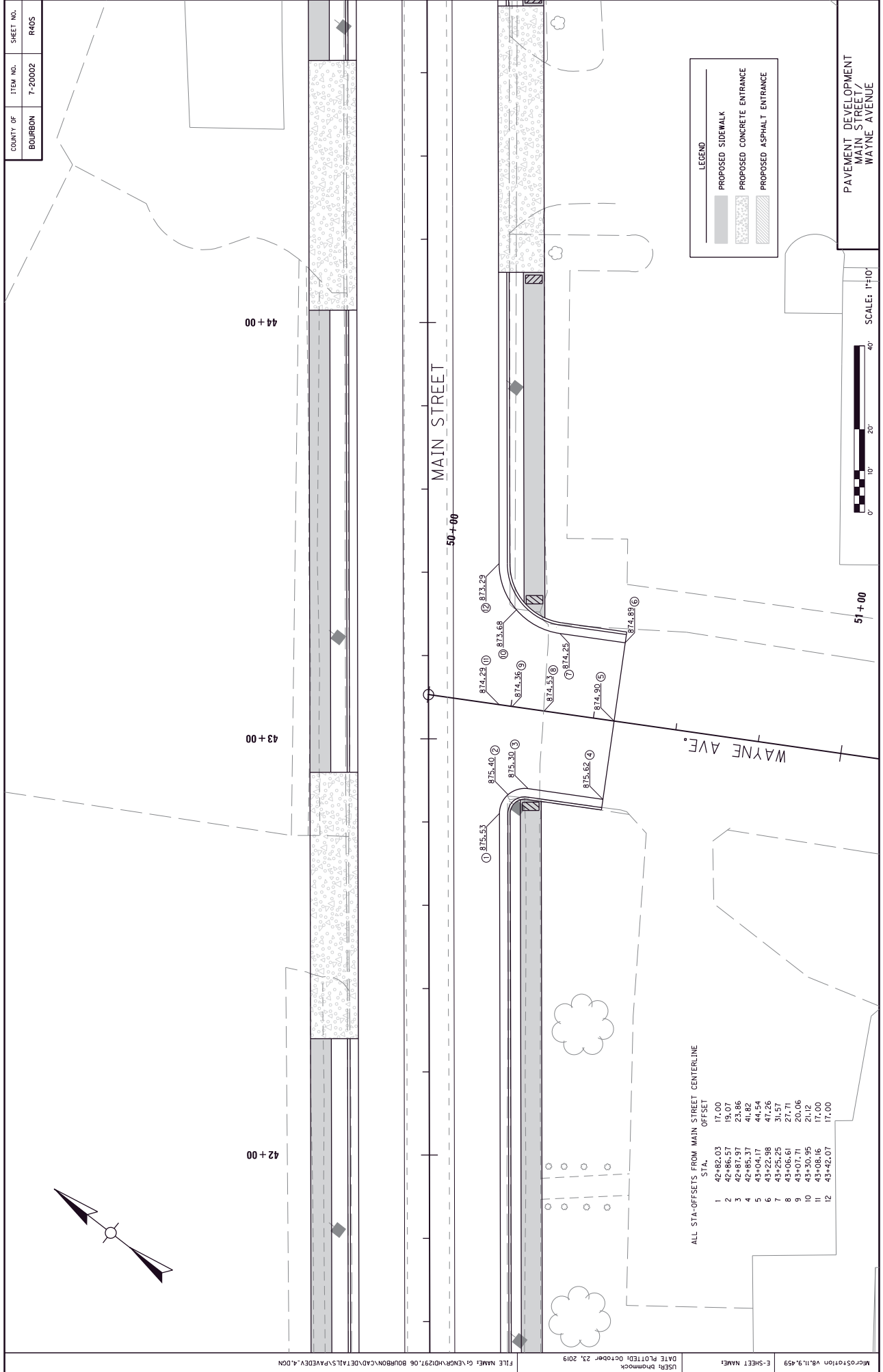
ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

STA.	OFFSET
1	35+098.63
2	17.00
3	36+088.12
4	20.51
5	36+11.63
6	29.00
7	36+11.63
8	33.89
9	36+22.63
10	33.90
11	36+33.63
12	33.90
13	36+33.63
14	29.00
15	36+22.63
16	29.00
17	36+37.14
18	20.51
19	36+22.63
20	20.51
21	36+22.63
22	17.00
23	36+46.63
24	17.00



PAVEMENT DEVELOPMENT
MAIN STREET/
18TH STREET

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R405



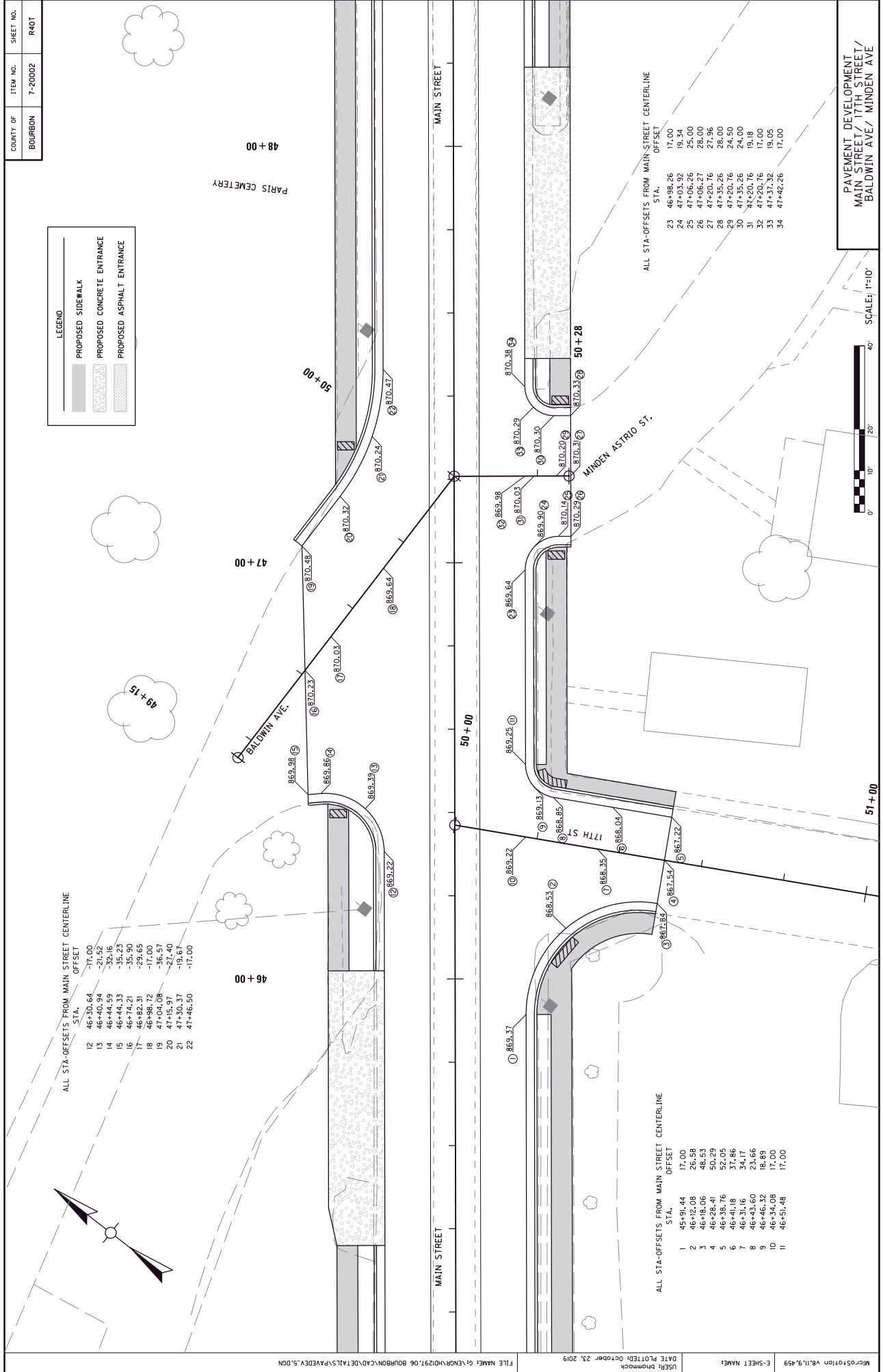
ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

STA.	OFFSET
1 42+82.03	17.00
2 42+86.57	19.07
3 42+91.71	23.16
4 42+96.37	28.89
5 43+04.17	44.54
6 43+22.98	47.26
7 43+25.25	31.57
8 43+06.61	27.71
9 43+07.71	20.06
10 43+30.95	21.12
11 43+08.16	17.00
12 43+42.07	17.00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40T

LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE



ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

STA.	OFFSET
12 46+30.64	-17.00
13 46+40.94	-21.52
14 46+44.59	-32.16
15 46+44.33	-35.23
16 46+74.21	-35.90
17 46+82.31	-29.65
18 46+98.72	-17.00
19 47+04.08	-36.57
20 47+15.91	-27.40
21 47+30.67	-17.67
22 47+46.50	-17.00

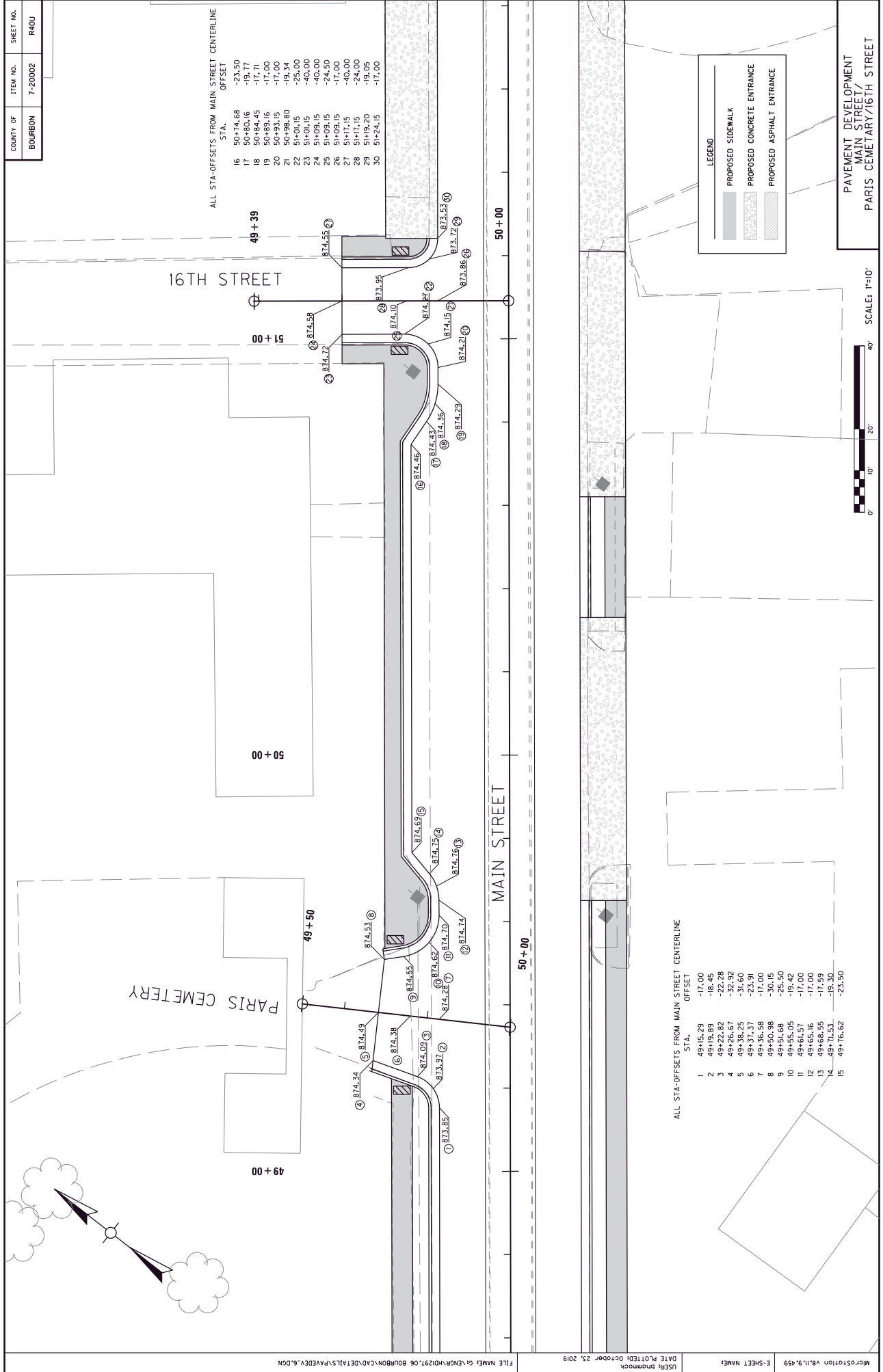
ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

STA.	OFFSET
1 46+91.44	17.00
2 46+12.08	26.68
3 46+18.06	48.53
4 46+28.41	50.29
5 46+38.76	52.05
6 46+41.18	37.86
7 46+31.16	34.17
8 46+43.60	23.66
9 46+46.32	18.89
10 46+34.08	17.00
11 46+51.48	17.00

ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

STA.	OFFSET
23 46+98.26	17.00
24 47+03.92	19.34
25 47+06.26	25.00
26 47+06.27	28.00
27 47+20.76	27.96
28 47+35.26	28.00
29 47+20.76	24.50
30 47+35.26	24.00
31 47+20.76	19.18
32 47+20.76	17.00
33 47+42.26	17.00
34 47+42.26	17.00

PAVEMENT DEVELOPMENT
MAIN STREET / 17TH STREET /
BALDWIN AVE / MINDEN AVE



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	RA00

ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

STA.	OFFSET
16	50+74.68
17	50+80.16
18	50+84.45
19	50+88.74
20	50+93.03
21	50+98.32
22	51+01.15
23	51+01.15
24	51+08.15
25	51+08.15
26	51+08.15
27	51+17.15
28	51+17.15
29	51+15.20
30	51+24.15

LEGEND

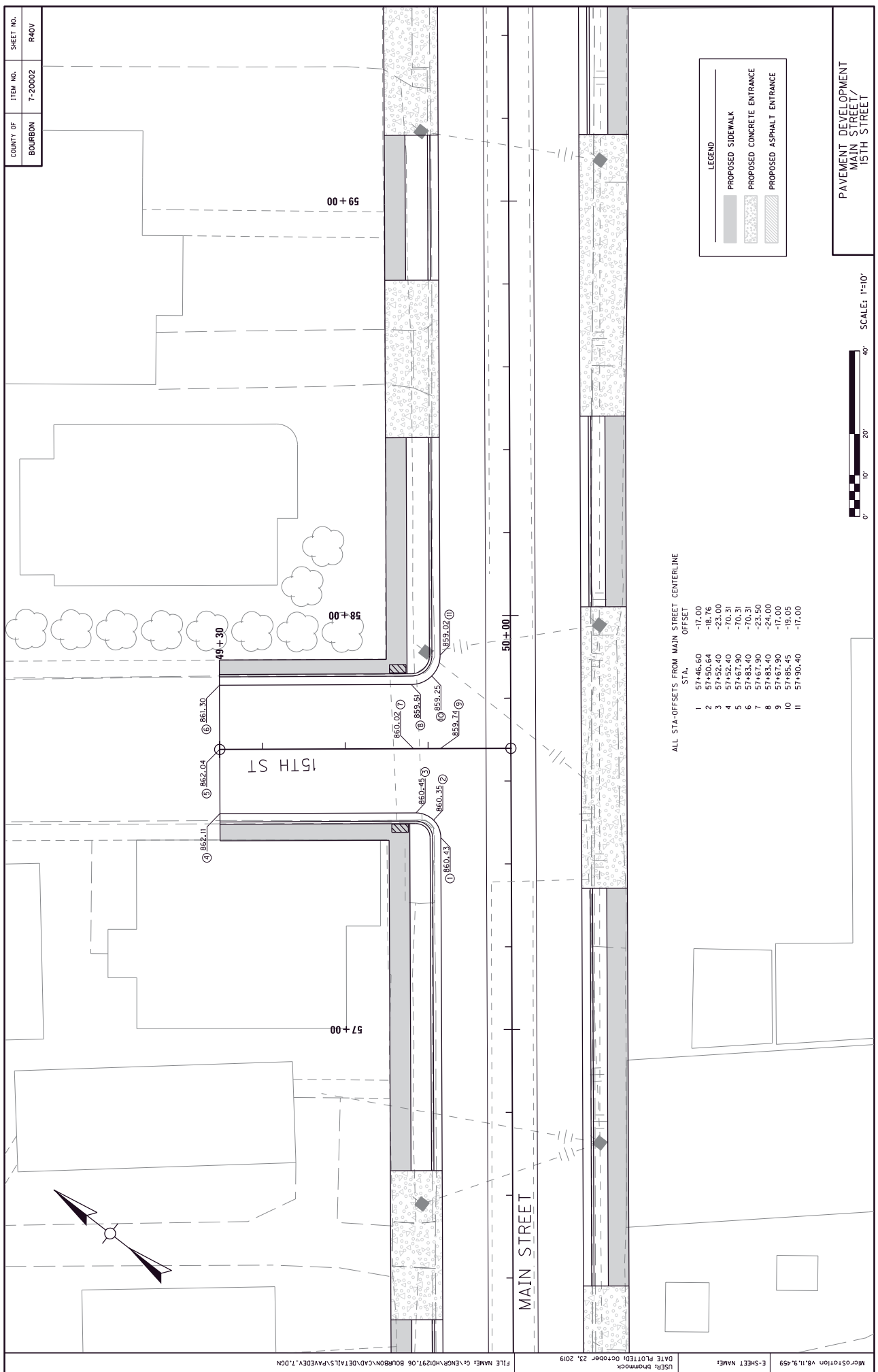
- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE

PAVEMENT DEVELOPMENT
MAIN STREET
PARIS CEMETARY/16TH STREET

SCALE: 1"=10'

ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

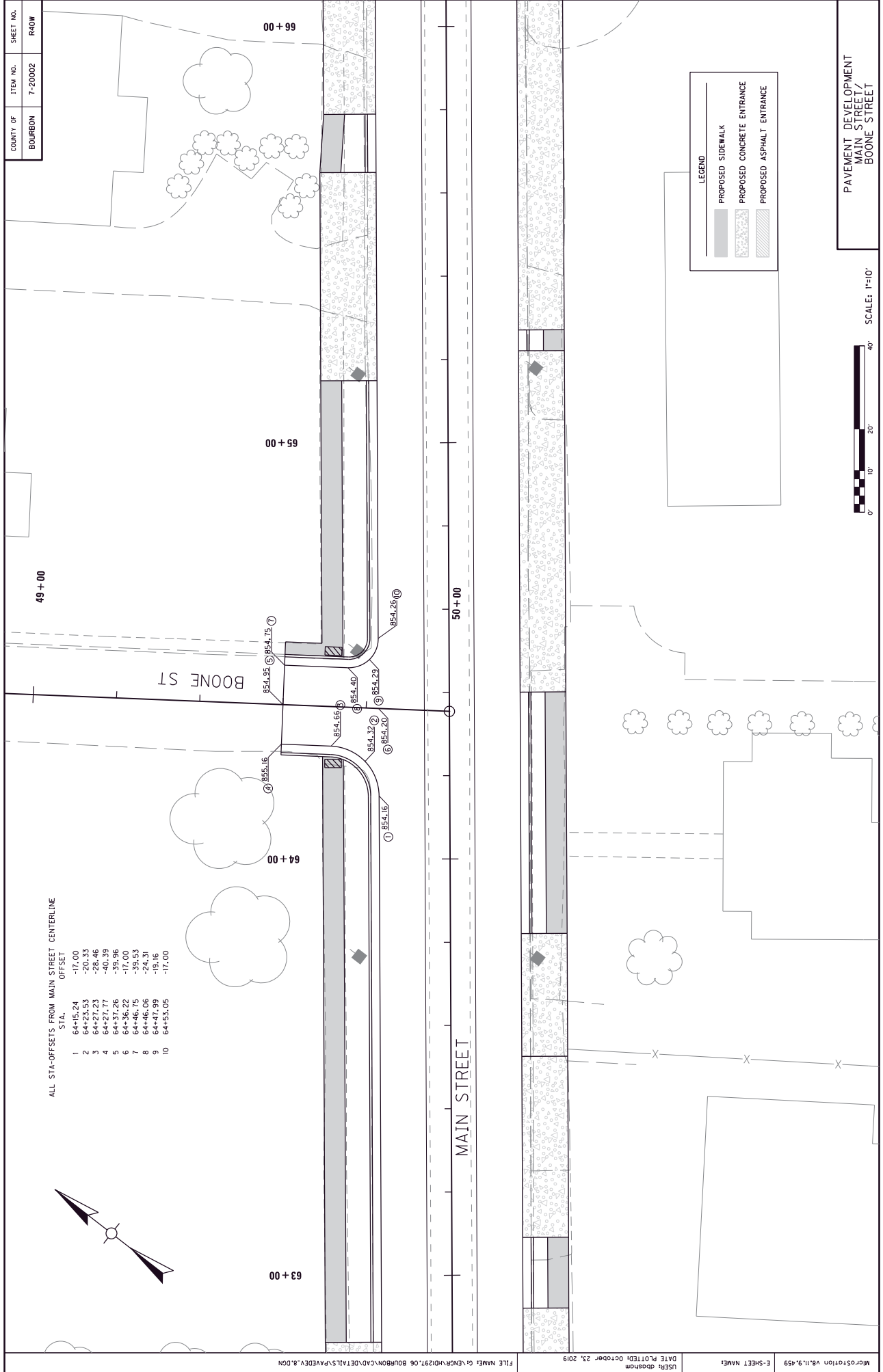
STA.	OFFSET
1	49+15.29
2	49+19.89
3	49+22.82
4	49+26.67
5	49+38.25
6	49+37.37
7	49+36.58
8	49+31.38
9	49+51.05
10	49+55.05
11	49+61.57
12	49+65.16
13	49+68.55
14	49+71.53
15	49+76.62
	-17.00
	-18.45
	-22.28
	-32.92
	-31.60
	-23.91
	-17.00
	-26.50
	-19.42
	-17.00
	-17.59
	-19.30
	-23.50



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40V

ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

STA.	OFFSET
1	57+46.60
2	57+50.64
3	57+52.40
4	57+52.40
5	57+52.40
6	57+67.90
7	57+83.40
8	57+67.90
9	57+83.40
10	57+67.90
11	57+83.40
12	57+90.40



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40W

ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

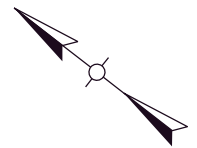
STA.	OFFSET
1 64+15.24	-17.00
2 64+23.53	-20.33
3 64+27.23	-28.46
4 64+27.77	-40.39
5 64+37.26	-39.96
6 64+36.22	-17.00
7 64+46.06	-24.37
8 64+46.06	-24.37
9 64+47.99	-19.16
10 64+53.05	-17.00

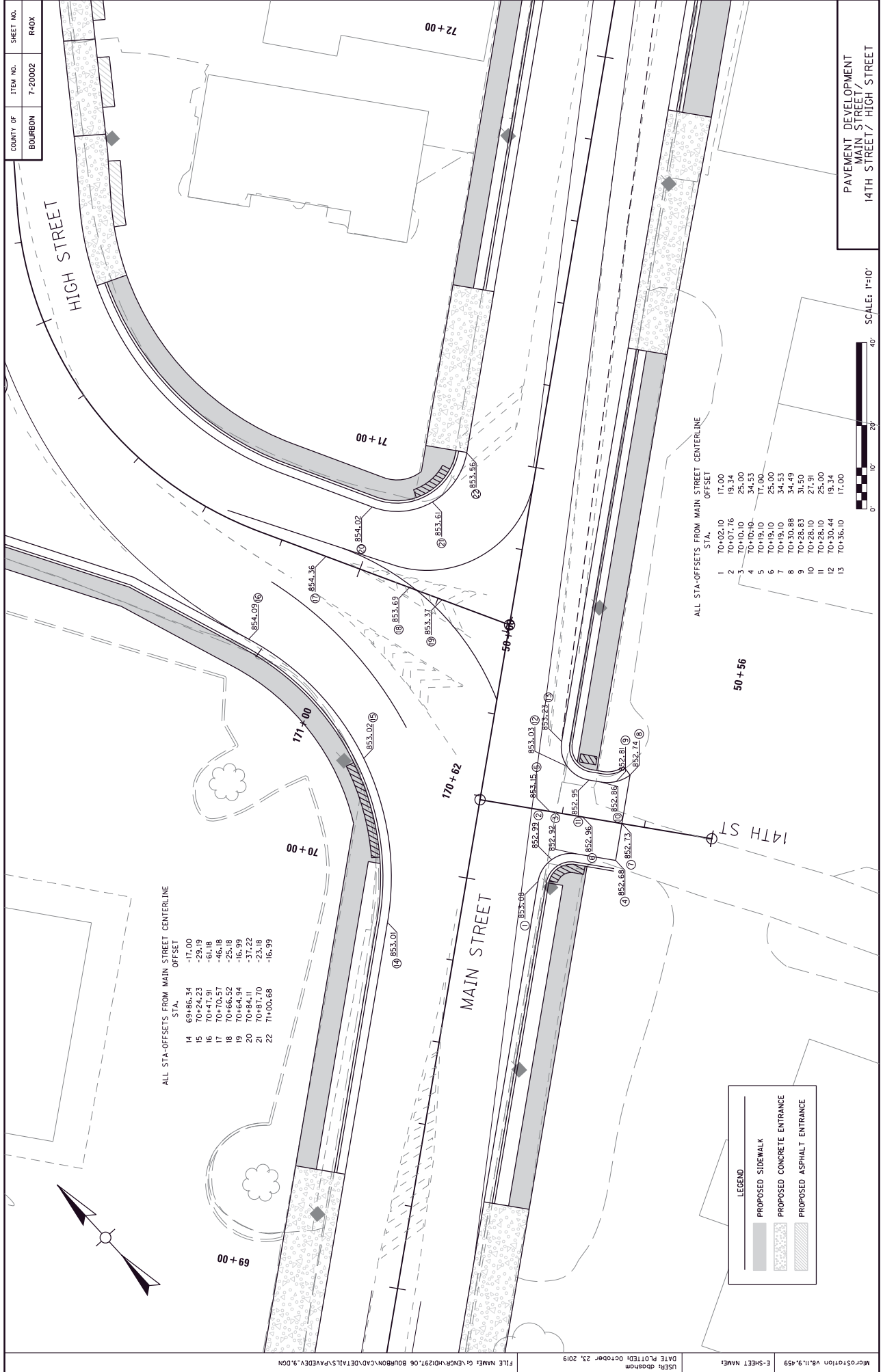
LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE



PAVEMENT DEVELOPMENT
MAIN STREET
BOONE STREET





COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40X

ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

STA.	OFFSET
14	69+86.34
15	70+24.23
16	70+41.91
17	70+70.57
18	70+66.52
19	70+64.34
20	70+84.11
21	70+87.70
22	71+00.68
	-17.00
	-29.19
	-61.18
	-46.18
	-25.18
	-16.99
	-37.22
	-23.18
	-16.99

ALL STA-OFFSETS FROM MAIN STREET CENTERLINE

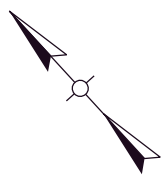
STA.	OFFSET
1	70+02.10
2	70+07.76
3	70+10.10
4	70+10.10
5	70+19.10
6	70+19.10
7	70+19.10
8	70+30.88
9	70+28.83
10	70+28.10
11	70+28.10
12	70+30.44
13	70+36.10
	17.00
	19.34
	25.00
	34.53
	17.00
	25.00
	34.49
	31.50
	27.91
	25.00
	19.34
	17.00

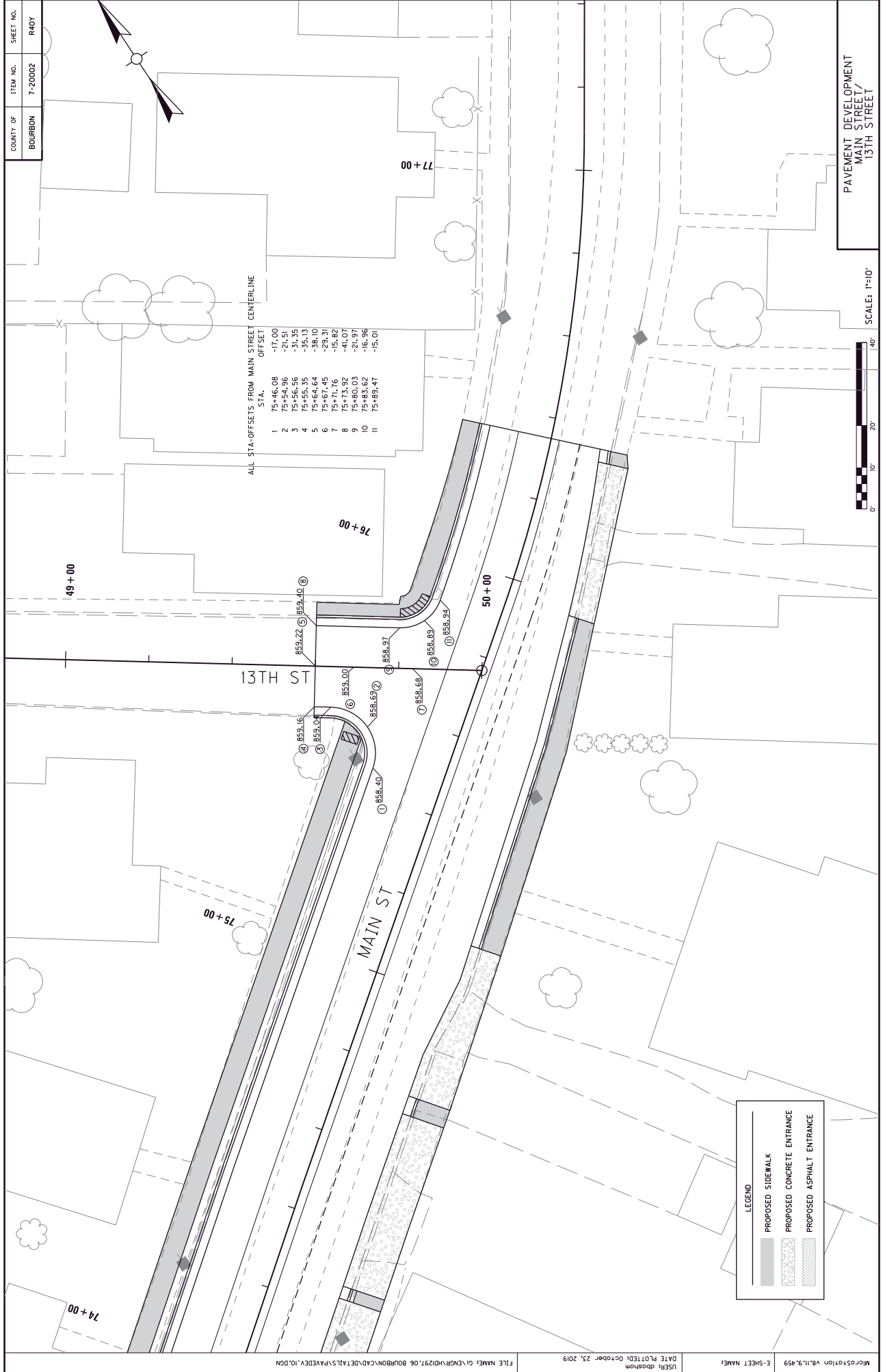
LEGEND

[Pattern]	PROPOSED SIDEWALK
[Pattern]	PROPOSED CONCRETE ENTRANCE
[Pattern]	PROPOSED ASPHALT ENTRANCE



PAVEMENT DEVELOPMENT
MAIN STREET / HIGH STREET
14TH STREET / HIGH STREET

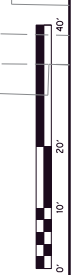




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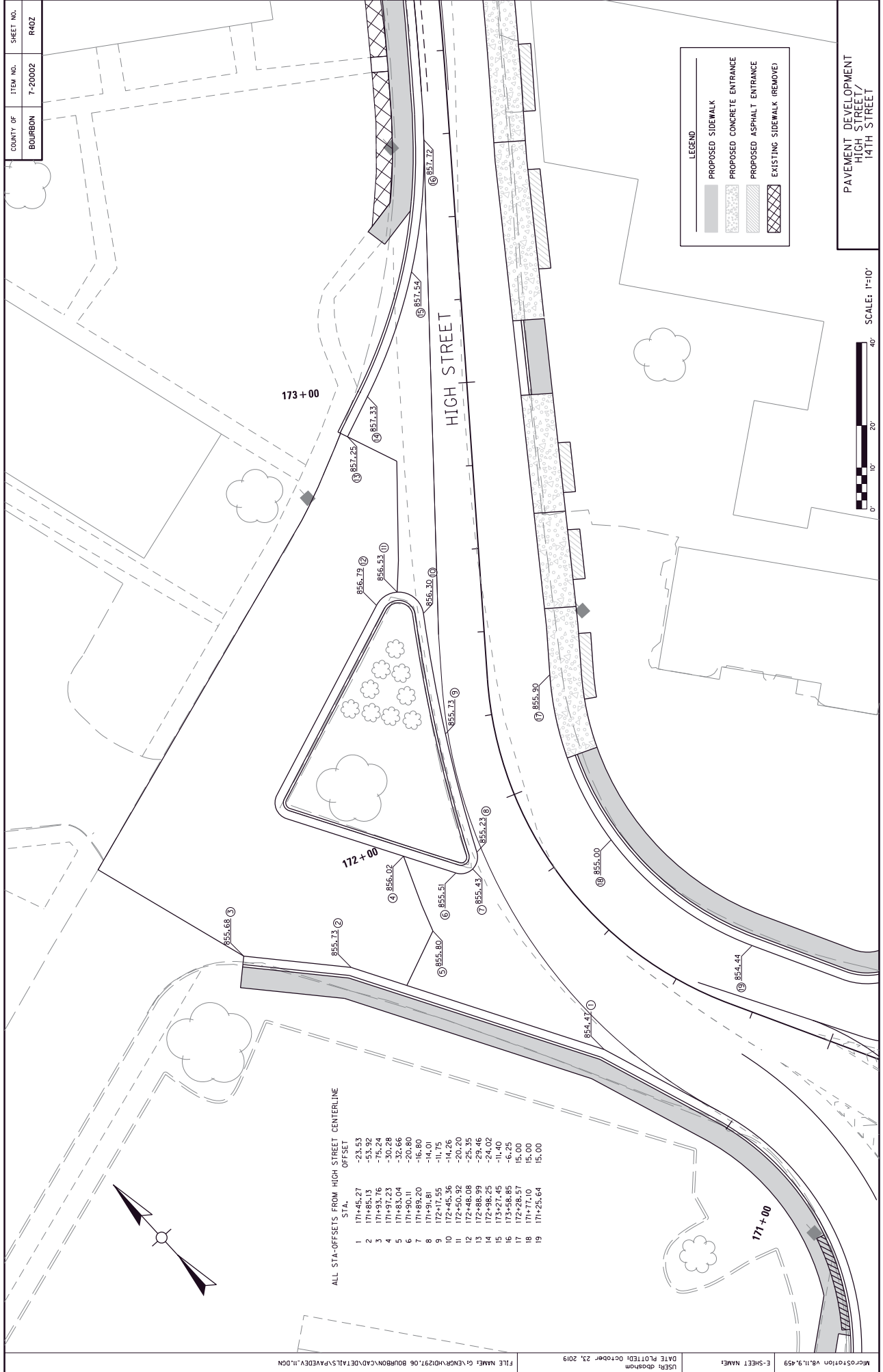
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40Y

PAVEMENT DEVELOPMENT
MAIN STREET/
13TH STREET



LEGEND

[Solid Grey Box]	PROPOSED SIDEWALK
[Stippled Box]	PROPOSED CONCRETE ENTRANCE
[Hatched Box]	PROPOSED ASPHALT ENTRANCE



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40Z

ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET	
1	171+45.27	-23.53
2	171+85.13	-53.92
3	171+95.76	-75.24
4	171+97.23	-30.28
5	171+97.04	-32.66
6	171+99.20	-21.67
7	171+89.20	-16.80
8	171+91.81	-14.01
9	172+17.55	-11.75
10	172+45.36	-14.26
11	172+50.92	-20.20
12	172+46.08	-25.35
13	172+86.99	-29.46
14	172+98.25	-24.02
15	173+27.45	-11.40
16	173+56.85	6.25
17	173+77.01	15.00
18	171+77.10	15.00
19	171+25.64	15.00

LEGEND

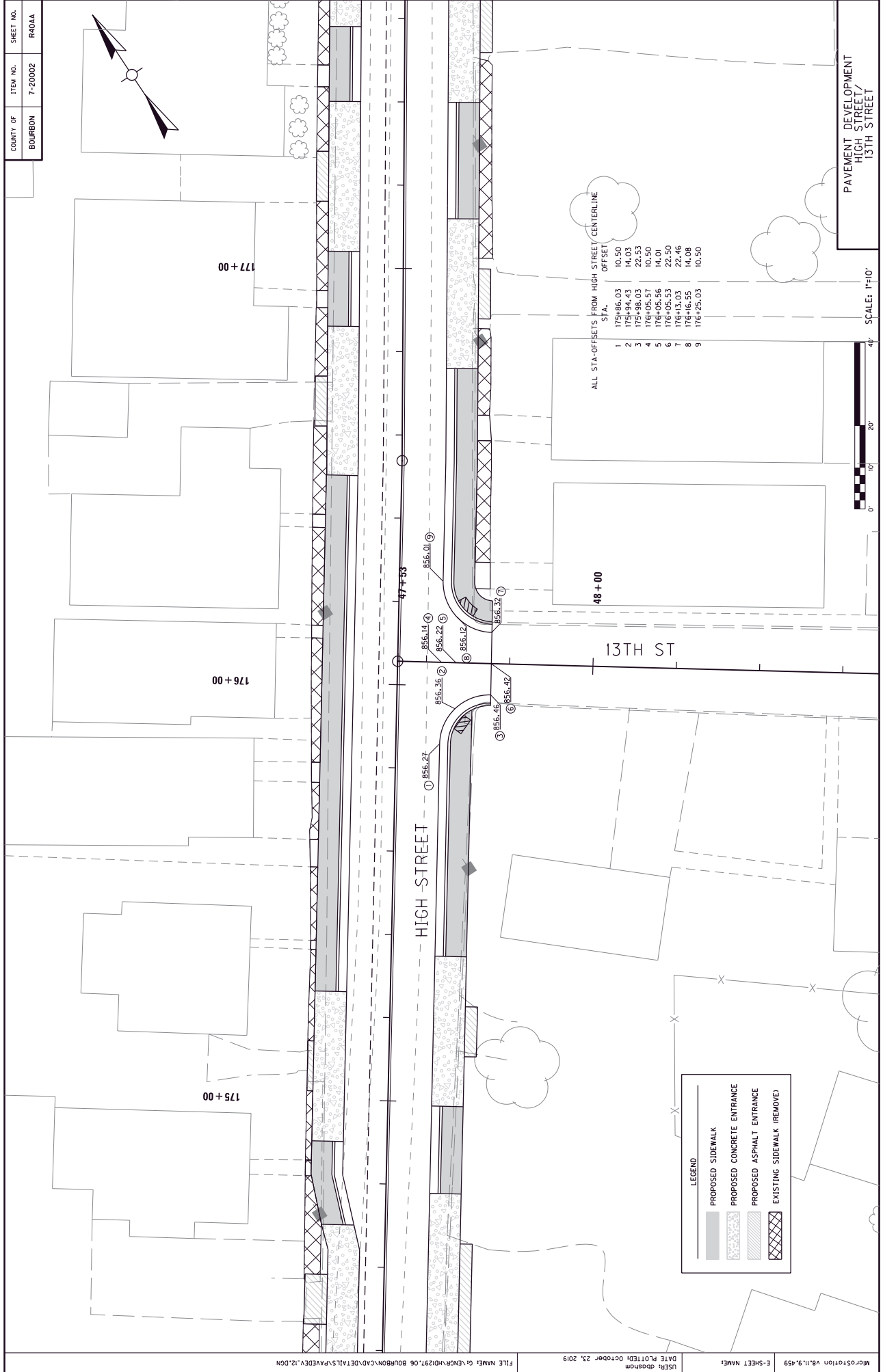
- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE
- EXISTING SIDEWALK (REMOVE)

PAVEMENT DEVELOPMENT
HIGH STREET /
14TH STREET

SCALE: 1"=10'

0' 10' 20' 40'

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R404A



ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

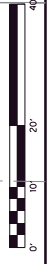
STA.	OFFSET
1	175+86.03
2	175+84.03
3	175+82.03
4	176+05.57
5	176+05.56
6	176+05.53
7	176+13.03
8	176+16.55
9	176+25.03
	10.50
	10.50
	22.50
	14.01
	22.46
	14.08
	10.50

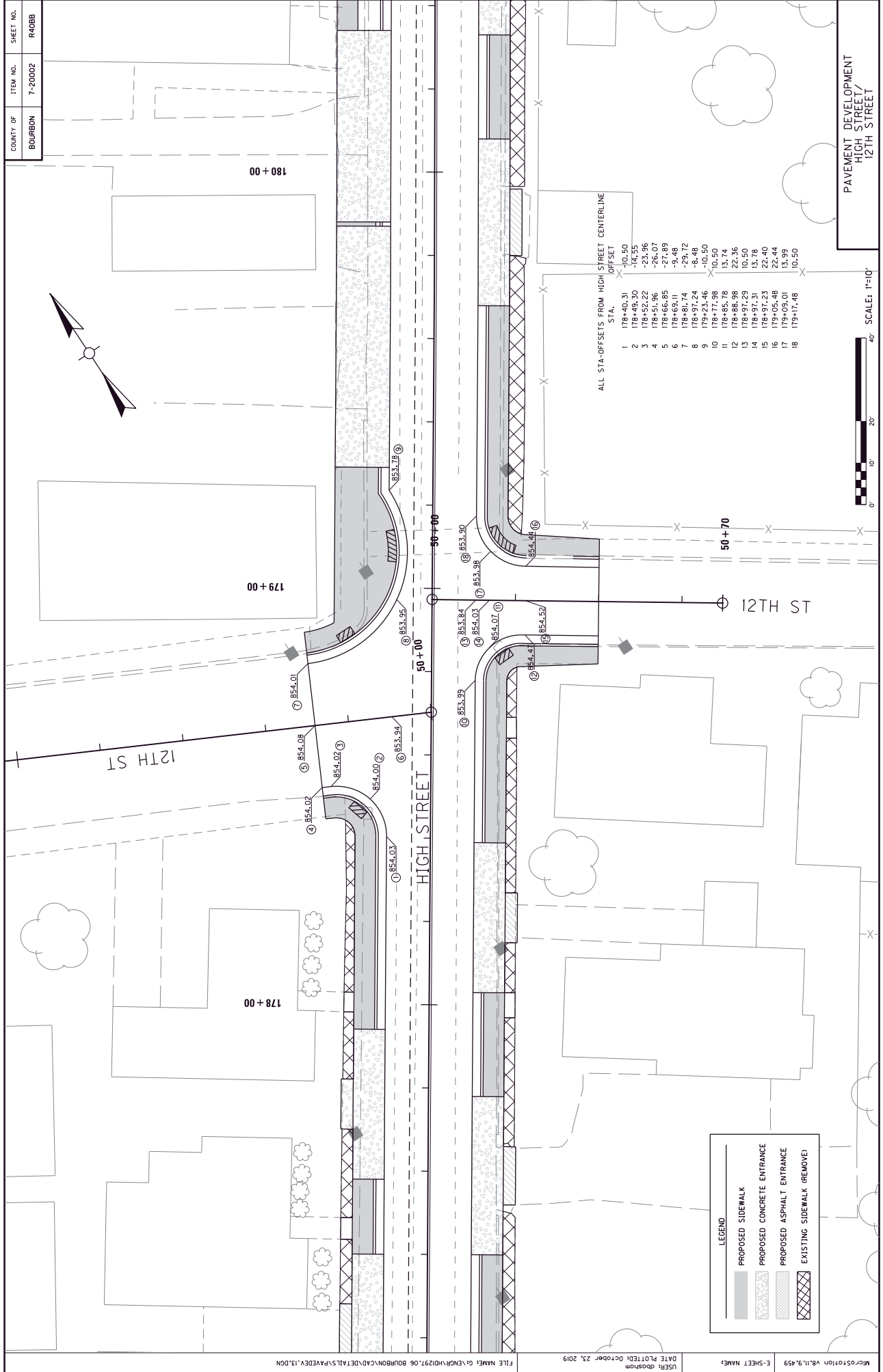
LEGEND

[Symbol]	PROPOSED SIDEWALK
[Symbol]	PROPOSED CONCRETE ENTRANCE
[Symbol]	PROPOSED ASPHALT ENTRANCE
[Symbol]	EXISTING SIDEWALK (REMOVED)

PAVEMENT DEVELOPMENT
HIGH STREET/
13TH STREET

SCALE: 1"=10'





COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40BB

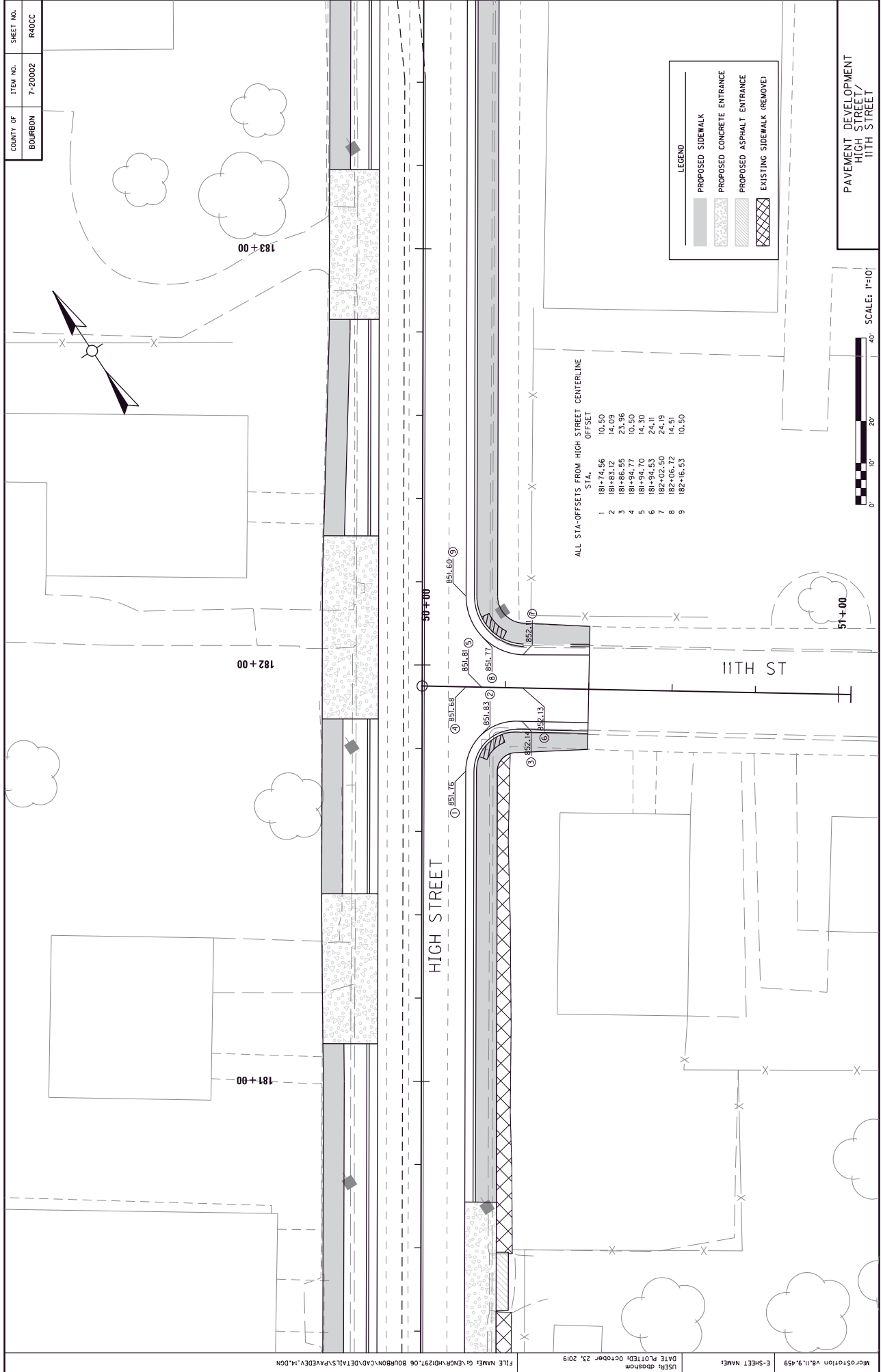
ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET
1 178+40.31	-10.50
2 178+49.30	-14.55
3 178+52.22	-23.96
4 178+51.96	-26.07
5 178+66.85	-27.89
6 178+69.11	-9.48
7 178+81.74	-29.72
8 178+97.24	-8.48
9 178+97.96	10.60
10 178+77.98	13.74
11 178+85.78	22.36
12 178+88.98	10.50
13 178+97.29	13.78
14 178+97.31	22.40
15 178+97.23	22.44
16 179+05.48	13.99
17 179+09.01	10.50
18 179+17.48	10.50



LEGEND

[Solid Grey Box]	PROPOSED SIDEWALK
[Dotted Box]	PROPOSED CONCRETE ENTRANCE
[Hatched Box]	PROPOSED ASPHALT ENTRANCE
[Cross-hatched Box]	EXISTING SIDEWALK (REMOVE)



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40CC

LEGEND

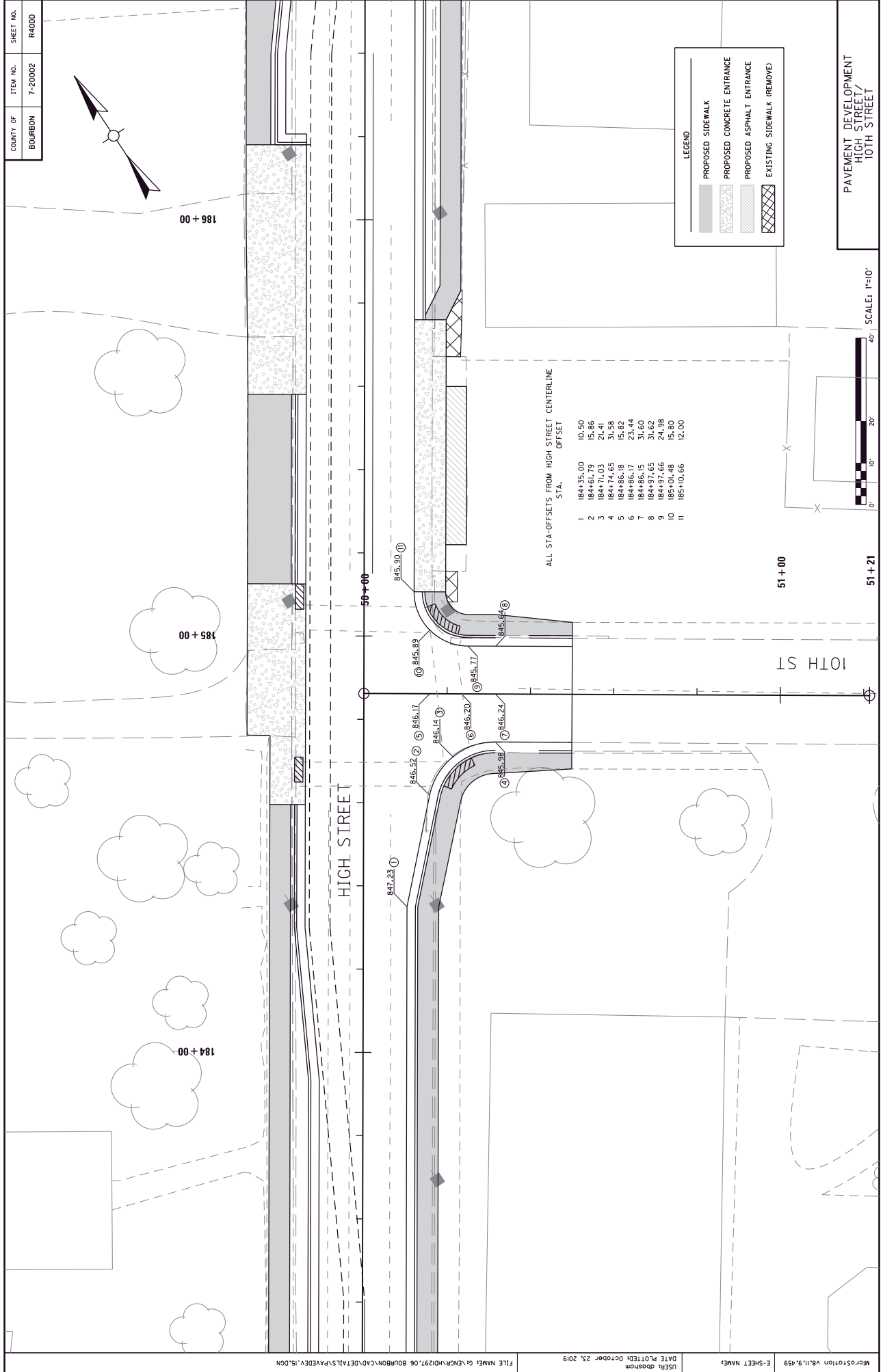
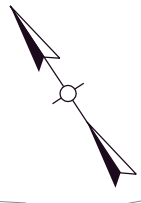
- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE
- EXISTING SIDEWALK (REMOVE)

ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET
1	181+74.56
2	181+83.12
3	181+86.55
4	181+94.77
5	181+94.70
6	181+94.53
7	182+02.50
8	182+02.52
9	182+16.53



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R4000



ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

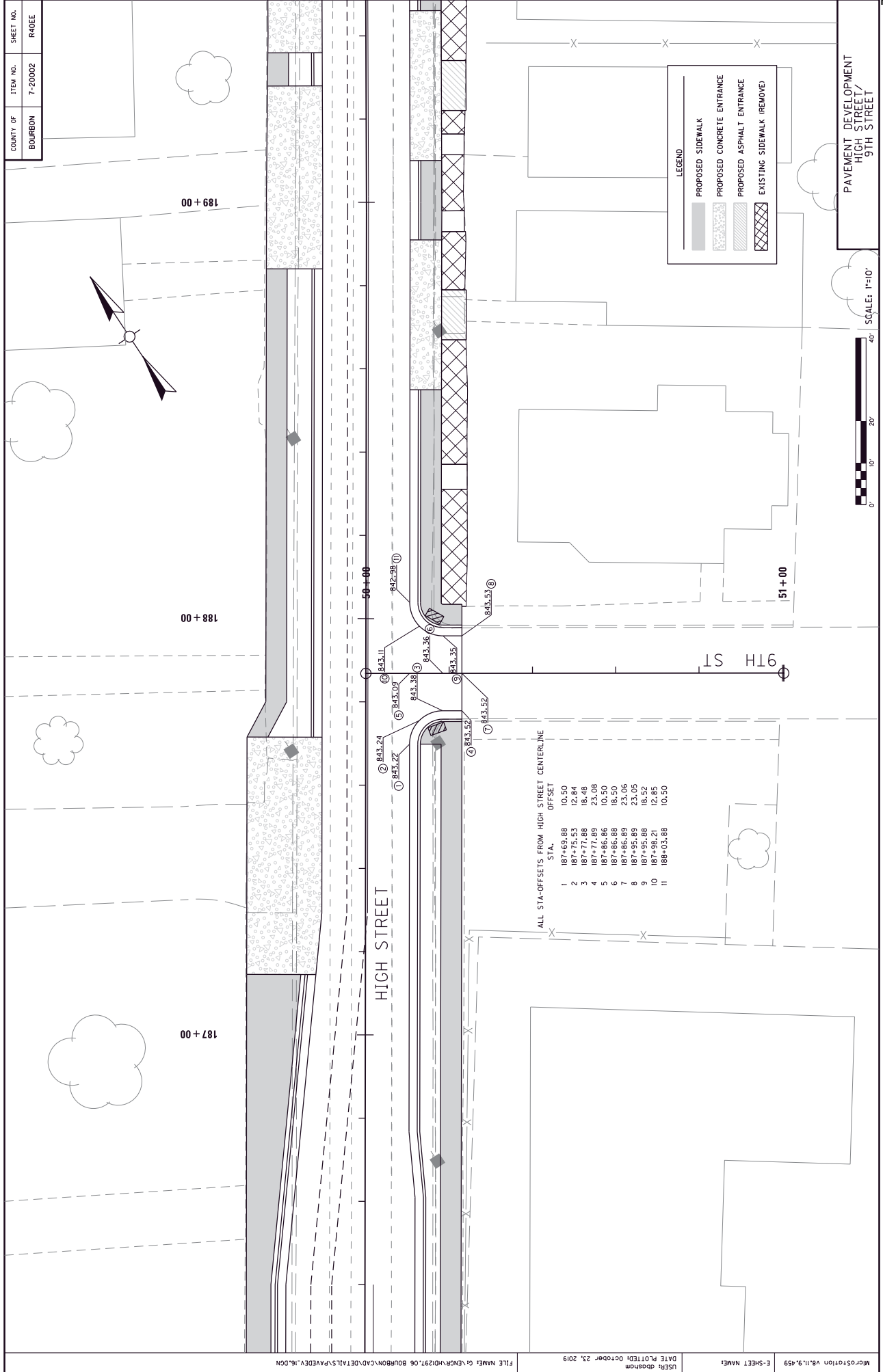
STA.	OFFSET
1	184+35.00
2	184+61.79
3	184+71.03
4	184+74.65
5	184+86.18
6	184+86.17
7	184+86.15
8	184+97.65
9	184+97.66
10	185+01.46
11	185+01.66
12	185+01.66

LEGEND

[Solid Grey Box]	PROPOSED SIDEWALK
[Dotted Pattern Box]	PROPOSED CONCRETE ENTRANCE
[Diagonal Line Pattern Box]	PROPOSED ASPHALT ENTRANCE
[Cross-hatch Pattern Box]	EXISTING SIDEWALK (REMOVED)



PAVEMENT DEVELOPMENT
HIGH STREET /
10TH STREET



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40EE

LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE
- EXISTING SIDEWALK (REMOVE)

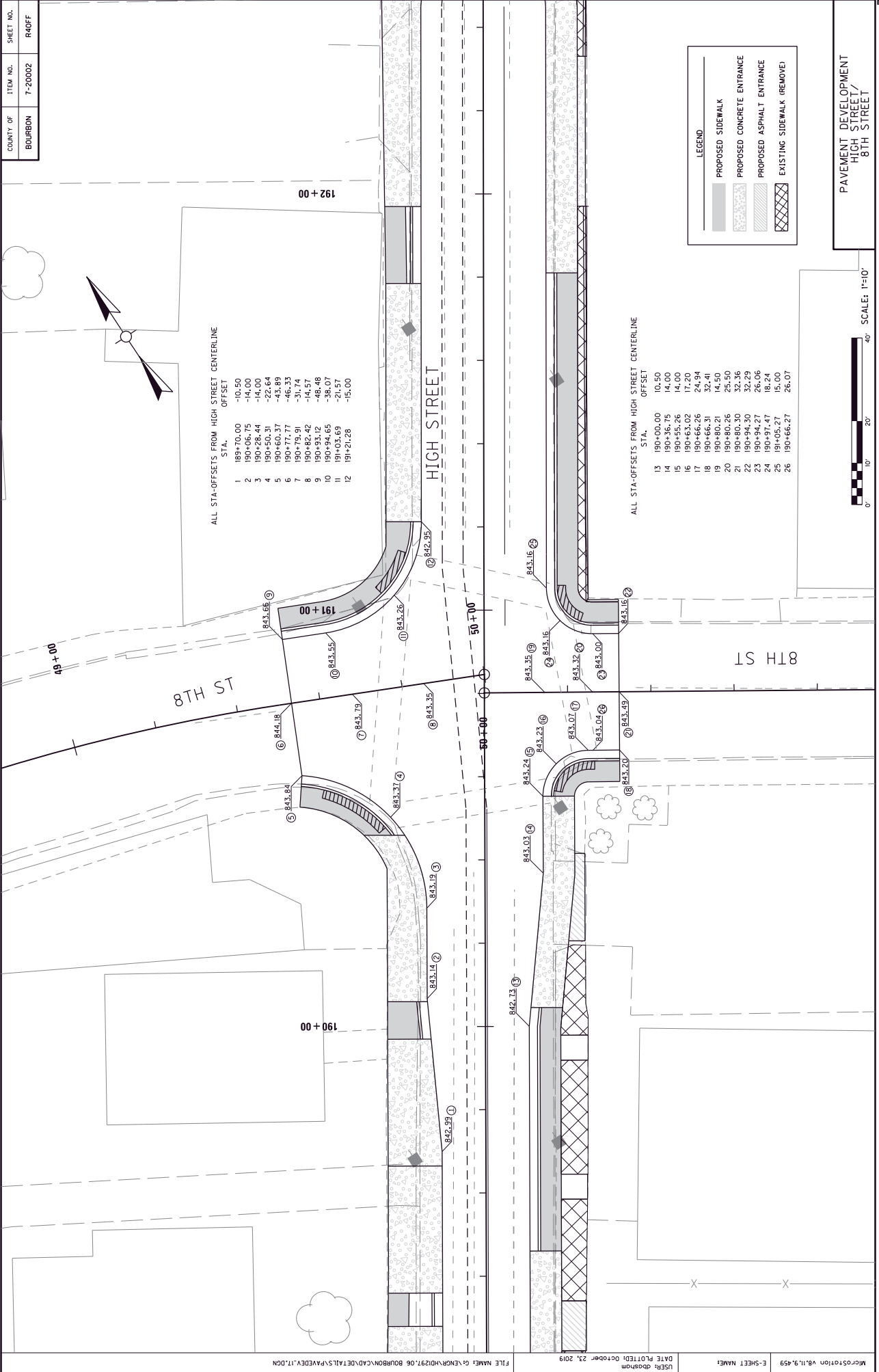
PAVEMENT DEVELOPMENT
HIGH STREET/
9TH STREET

SCALE: 1"=10'

ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET
1	187+69.88
2	187+75.53
3	187+77.89
4	187+77.89
5	187+86.86
6	187+86.88
7	187+86.89
8	187+95.89
9	187+95.88
10	187+98.21
11	188+03.88

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40FF



ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET
1 189+70.00	-10.50
2 190+06.75	-14.00
3 190+28.44	-14.00
4 190+50.31	-22.64
5 190+60.37	-43.89
6 190+77.77	-46.33
7 190+79.91	-31.74
8 190+82.42	-44.31
9 190+84.16	-44.16
10 190+84.65	-38.07
11 191+03.69	-21.57
12 191+21.28	-15.00

ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET
13 190+00.00	10.50
14 190+17.75	14.00
15 190+55.26	14.00
16 190+63.02	17.20
17 190+66.26	24.94
18 190+66.31	32.41
19 190+80.21	14.50
20 190+80.26	25.50
21 190+80.30	32.36
22 190+80.30	32.29
23 190+94.27	26.06
24 190+97.47	18.24
25 190+95.27	15.00
26 190+86.27	26.07

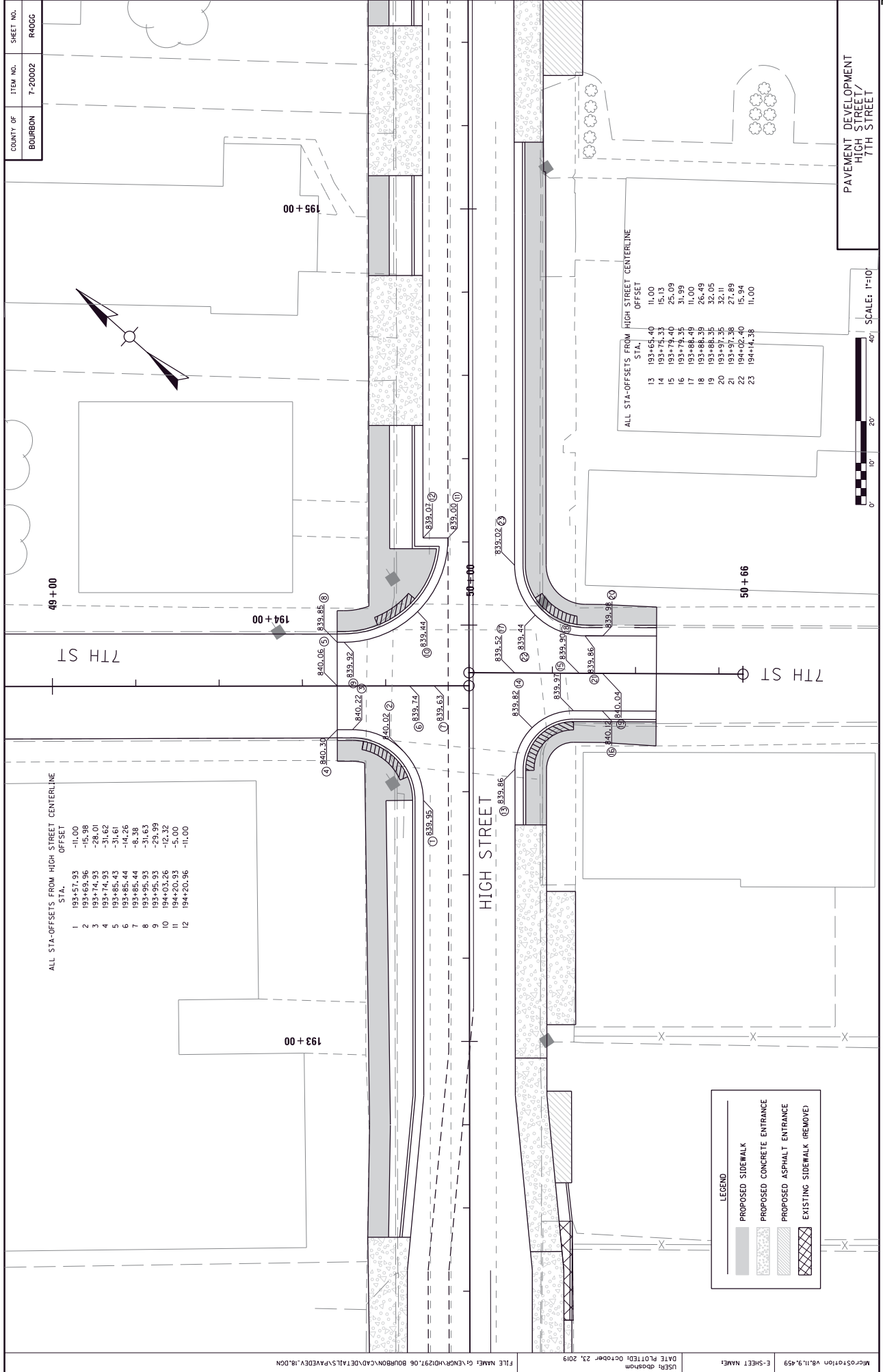
LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE
- EXISTING SIDEWALK (REMOVED)

PAVEMENT DEVELOPMENT
HIGH STREET/
8TH STREET

SCALE: 1"=10'

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R400G



ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET
1 193+57.93	-11.00
2 193+69.96	-15.98
3 193+74.93	-28.01
4 193+74.93	-31.62
5 193+65.43	-31.61
6 193+65.44	-44.26
7 193+65.44	-44.26
8 193+95.93	-31.63
9 193+95.93	-29.99
10 194+03.26	-12.32
11 194+20.93	-5.00
12 194+20.96	-11.00

ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET
13 193+63.49	11.00
14 193+74.93	25.09
15 193+74.93	31.99
16 193+74.93	31.99
17 193+88.49	11.00
18 193+88.49	26.49
19 193+88.35	32.05
20 193+97.35	32.11
21 193+97.38	27.89
22 194+02.40	15.94
23 194+14.38	11.00

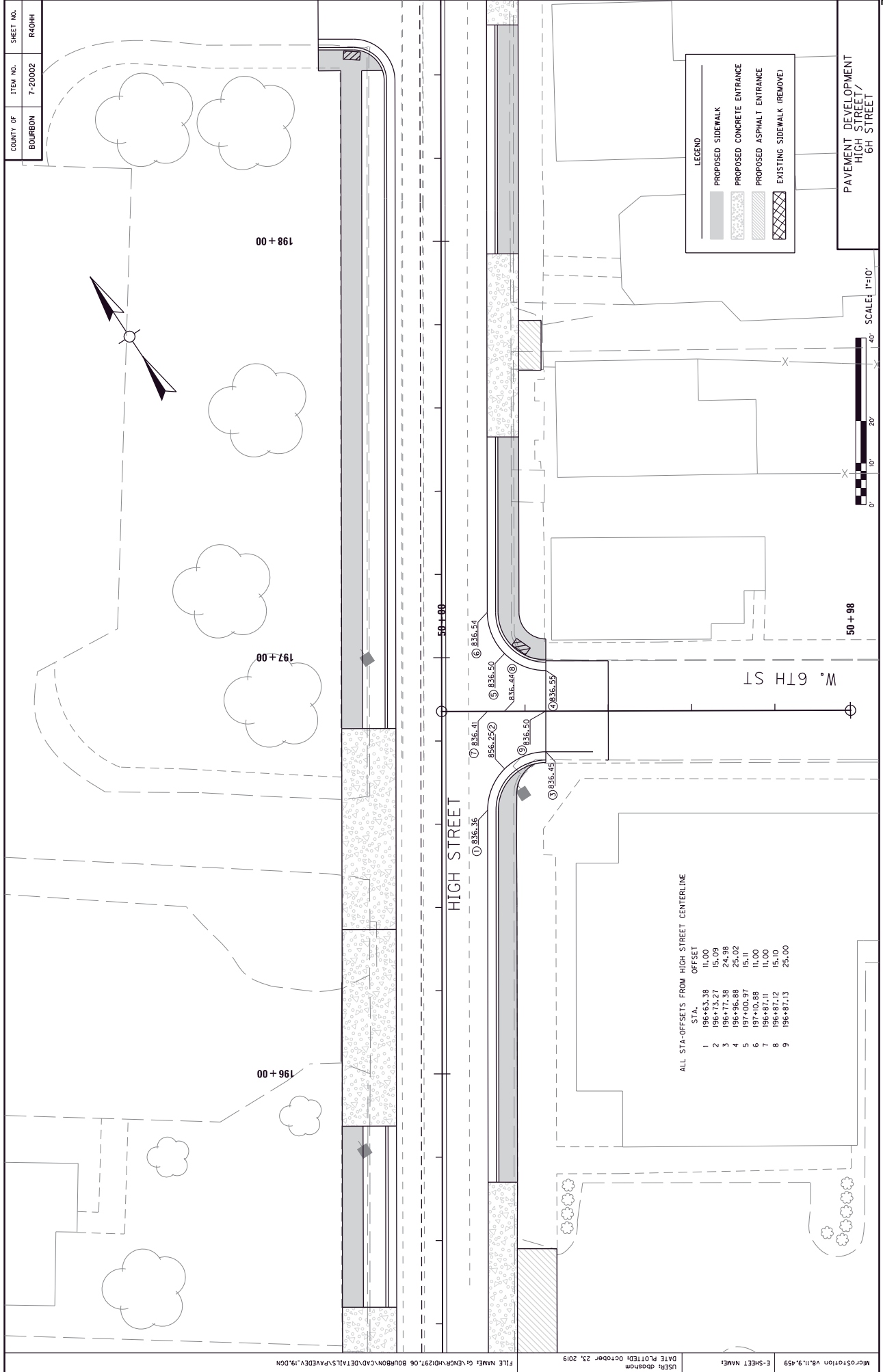
LEGEND

[Symbol]	PROPOSED SIDEWALK
[Symbol]	PROPOSED CONCRETE ENTRANCE
[Symbol]	PROPOSED ASPHALT ENTRANCE
[Symbol]	EXISTING SIDEWALK (REMOVE)



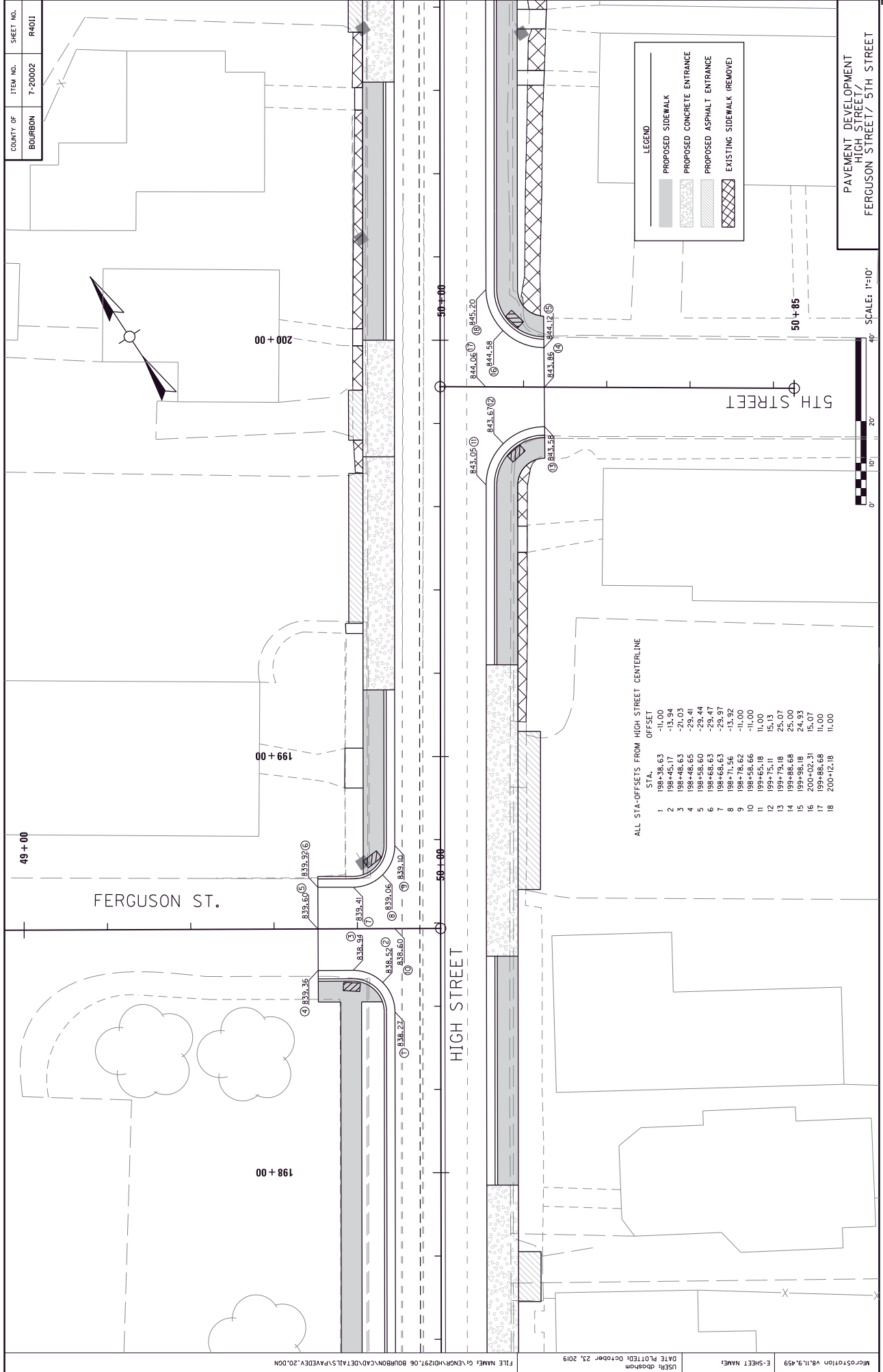
PAVEMENT DEVELOPMENT
HIGH STREET/
7TH STREET

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40HH



ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET
1 196+63.39	11.00
2 196+71.38	24.98
3 196+77.38	24.98
4 196+96.88	25.02
5 197+00.97	15.11
6 197+10.89	11.00
7 196+87.11	11.00
8 196+87.12	15.10
9 196+87.13	25.00



ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA	OFFSET
1 198+48.63	-11.00
2 198+45.17	-13.94
3 198+48.63	-21.03
4 198+48.65	-29.41
5 198+58.60	-29.44
6 198+68.63	-29.47
7 198+68.63	-29.97
8 198+71.56	-13.92
9 198+78.62	-11.00
10 198+88.66	-11.00
11 199+52.18	11.00
12 199+72.18	11.00
13 199+72.18	25.07
14 199+88.68	25.00
15 199+98.18	24.93
16 200+02.31	15.07
17 199+88.68	11.00
18 200+12.18	11.00

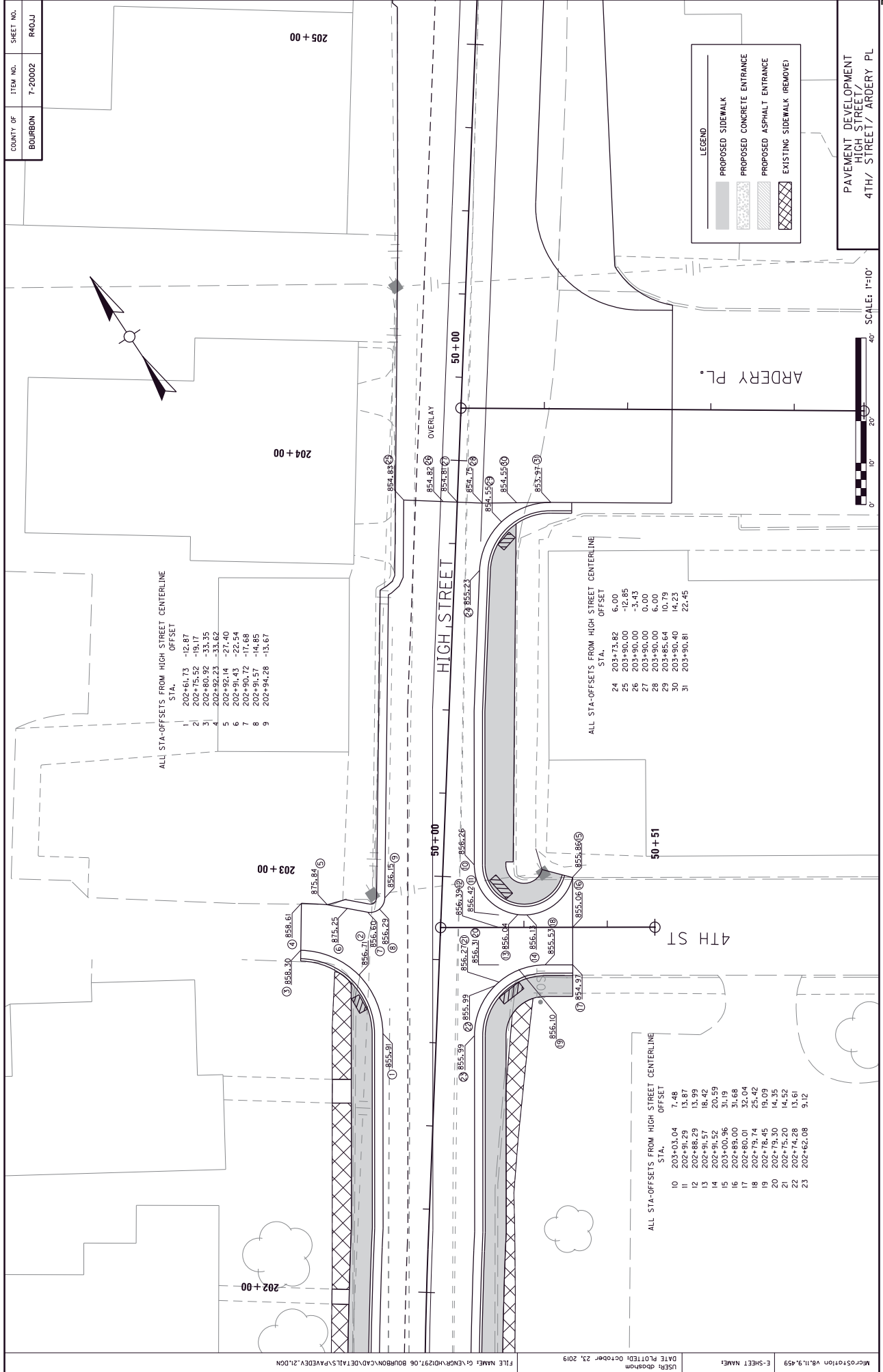
LEGEND

- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE
- EXISTING SIDEWALK (REMOVE)

PAVEMENT DEVELOPMENT
HIGH STREET / 5TH STREET
FERGUSON STREET / 5TH STREET



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R4011



ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET
1	202+61.73 -12.87
2	202+75.52 -19.17
3	202+80.92 -33.35
4	202+92.23 -33.62
5	202+92.14 -27.40
6	202+91.43 -22.54
7	202+90.72 -17.68
8	202+89.99 -12.82
9	202+94.28 -13.67

ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

STA.	OFFSET
24	203+73.82 6.00
25	203+90.00 -12.85
26	203+90.00 -3.43
27	203+90.00 0.00
28	203+90.00 6.00
29	203+85.64 10.79
30	203+90.40 14.23
31	203+90.81 22.45

ALL STA-OFFSETS FROM HIGH STREET CENTERLINE

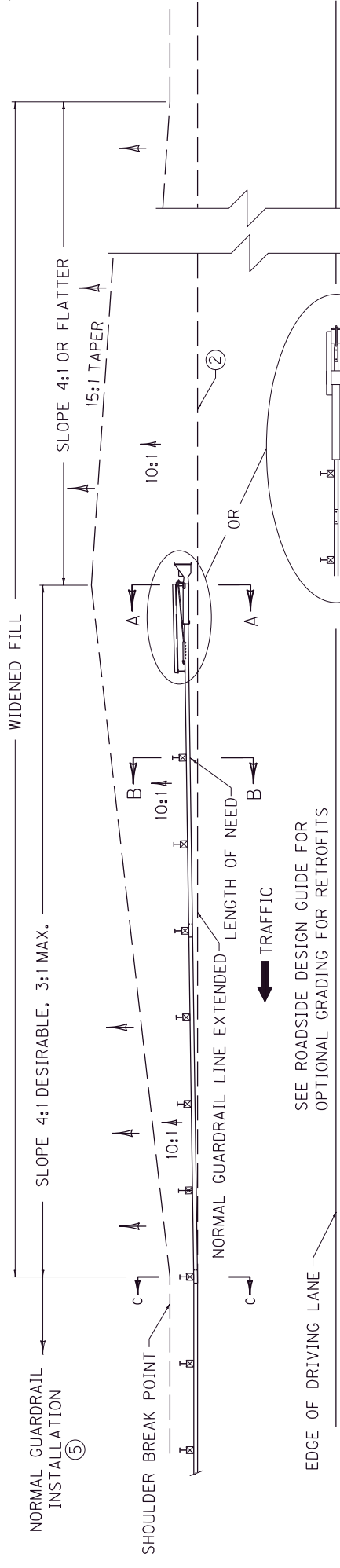
STA.	OFFSET
10	203+03.04 7.48
11	202+91.29 13.87
12	202+86.29 13.39
13	202+91.29 13.87
14	203+91.52 20.59
15	203+00.96 31.19
16	202+89.00 31.68
17	202+80.01 32.04
18	202+79.74 25.42
19	202+78.45 19.09
20	202+79.30 14.35
21	202+75.20 14.52
22	202+74.28 13.61
23	202+62.08 9.12

LEGEND

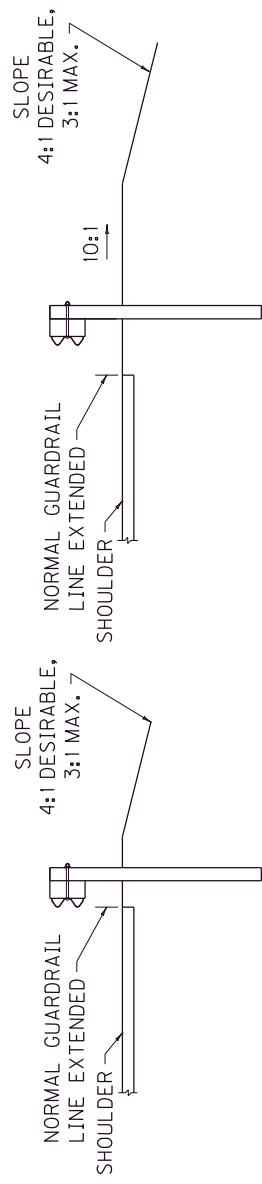
- PROPOSED SIDEWALK
- PROPOSED CONCRETE ENTRANCE
- PROPOSED ASPHALT ENTRANCE
- EXISTING SIDEWALK (REMOVE)

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40LJ

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40KK

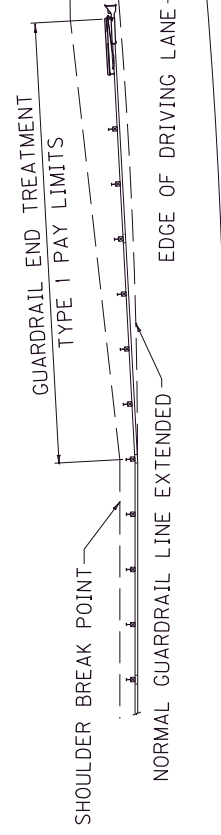


SEE ROADSIDE DESIGN GUIDE FOR
OPTIONAL GRADING FOR RETROFITS

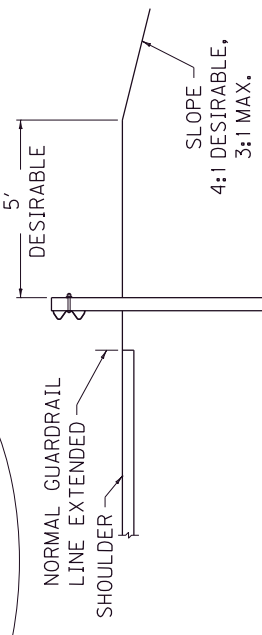


SECTION C-C

SECTION B-B



SECTION A-A



~ NOTES ~

- BID ITEMS AND UNIT TO BID:
GUARDRAIL END TREATMENT TYPE 1 EACH
ROADWAY OR BORROW EXCAVATION, CUYD
OR EMBANKMENT IN PLACE
- THE MINIMUM LENGTH OF GUARDRAIL, INCLUDING THE
END TREATMENT, PRECEDING A FIXED OBJECT IS 200 FEET
(LENGTH MAY BE REDUCED SHOULD FIELD CONDITIONS
WARRANT).
- GUARDRAIL EXTRUDER EDGE CLOSEST TO TRAFFIC SHALL BE PLACED
ON NORMAL GUARDRAIL LINE EXTENDED.
- END TREATMENT TYPE 1 MAY BE ATTACHED TO CURVED GUARDRAIL PROVIDED CURVE
IS A 550' RADIUS OR MORE. END TREATMENT TYPE 1 SHALL BE INSTALLED ON A STRAIGHT LINE
TAPER WITHIN THE PAY LIMITS.
- INTENDED USE: FILLS WITH ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL.
- FOR MAINTENANCE AND REPAIR PROJECTS, USE "GUARDRAIL SYSTEM TRANSITION "SEPIA 33",
TO TRANSITION BACK TO 27" OR 29" GUARDRAIL HEIGHT, IF ONLY THE TERMINAL IS PROPOSED
TO BE REPLACED.

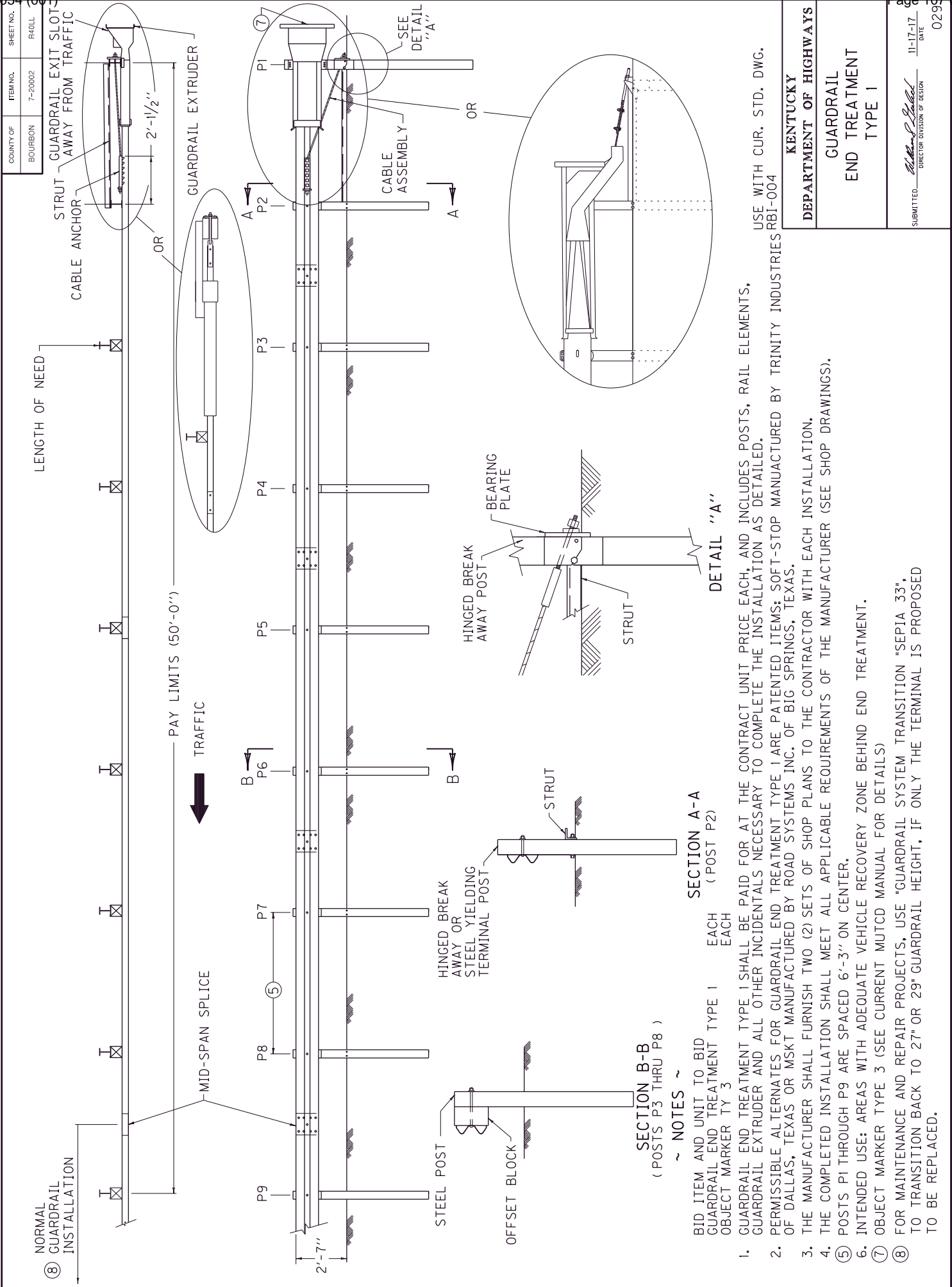
GUARDRAIL END TREATMENT TYPE 1
INSTALLED ON A CURVE ③

USE WITH CUR. STD. DWG.
RBR-020

KENTUCKY
DEPARTMENT OF HIGHWAYS
INSTALLATION OF
GUARDRAIL
END TREATMENT
TYPE 1

SUBMITTED: *[Signature]* 11-17-17
DATE
DIRECTOR DIVISION OF DESIGN

025



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R40LL

USE WITH CUR. STD. DWG.
RBI-004
TRINITY INDUSTRIES

KENTUCKY
DEPARTMENT OF HIGHWAYS
GUARDRAIL
END TREATMENT
TYPE I

DATE 11-17-17
SUBMITTED: [Signature]
DIRECTOR DIVISION OF DESIGN
029

SECTION A-A
(POST P2)

BID ITEM AND UNIT TO BID
GUARDRAIL END TREATMENT TYPE 1 EACH
OBJECT MARKER TY 3 EACH

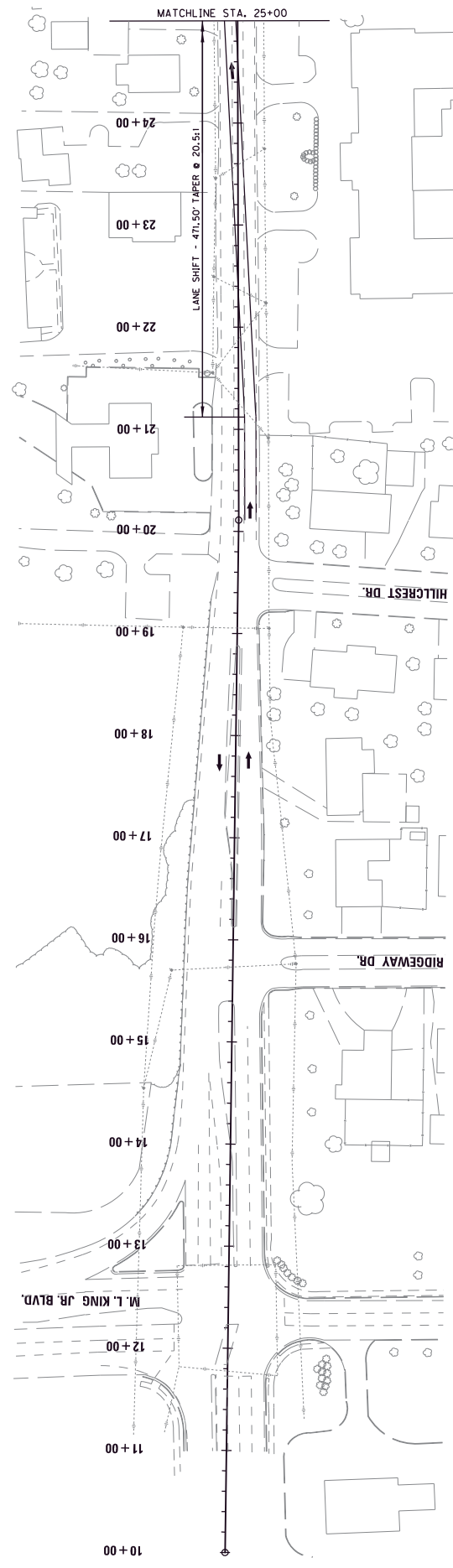
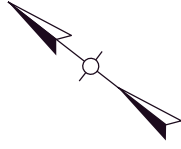
SECTION B-B
(POSTS P3 THRU P8)

~ NOTES ~

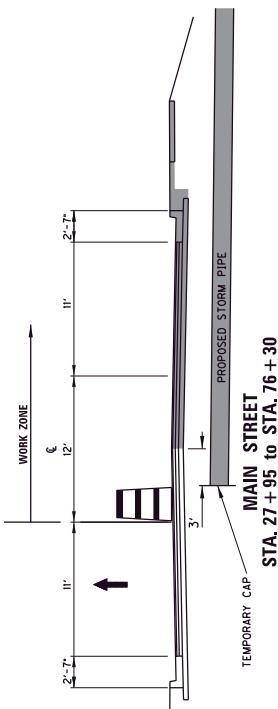
1. GUARDRAIL END TREATMENT TYPE 1 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, AND INCLUDES POSTS, RAIL ELEMENTS, GUARDRAIL EXTRUDER AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION AS DETAILED.
2. PERMISSIBLE ALTERNATES FOR GUARDRAIL END TREATMENT TYPE 1 ARE PATENTED ITEMS: SOFT-STOP MANUFACTURED BY TRINITY INDUSTRIES OF DALLAS, TEXAS OR MSKT MANUFACTURED BY ROAD SYSTEMS INC. OF BIG SPRINGS, TEXAS.
3. THE MANUFACTURER SHALL FURNISH TWO (2) SETS OF SHOP PLANS TO THE CONTRACTOR WITH EACH INSTALLATION.
4. THE COMPLETED INSTALLATION SHALL MEET ALL APPLICABLE REQUIREMENTS OF THE MANUFACTURER (SEE SHOP DRAWINGS).
5. POSTS P1 THROUGH P9 ARE SPACED 6'-3" ON CENTER.
6. INTENDED USE: AREAS WITH ADEQUATE VEHICLE RECOVERY ZONE BEHIND END TREATMENT.
7. OBJECT MARKER TYPE 3 (SEE CURRENT MUTCD MANUAL FOR DETAILS)
8. FOR MAINTENANCE AND REPAIR PROJECTS, USE "GUARDRAIL SYSTEM TRANSITION "SEPIA 33", TO TRANSITION BACK TO 27" OR 29" GUARDRAIL HEIGHT, IF ONLY THE TERMINAL IS PROPOSED TO BE REPLACED.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R42

PHASE I MAINTENANCE OF TRAFFIC NOTES
SEE PROJECT PROPOSAL FOR MAINTENANCE OF TRAFFIC PHASING NOTES.
SEE DETOUR PLAN FOR DETOUR OF WESTBOUND US 68X.



PHASE I TYPICAL SECTION

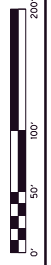


LEGEND

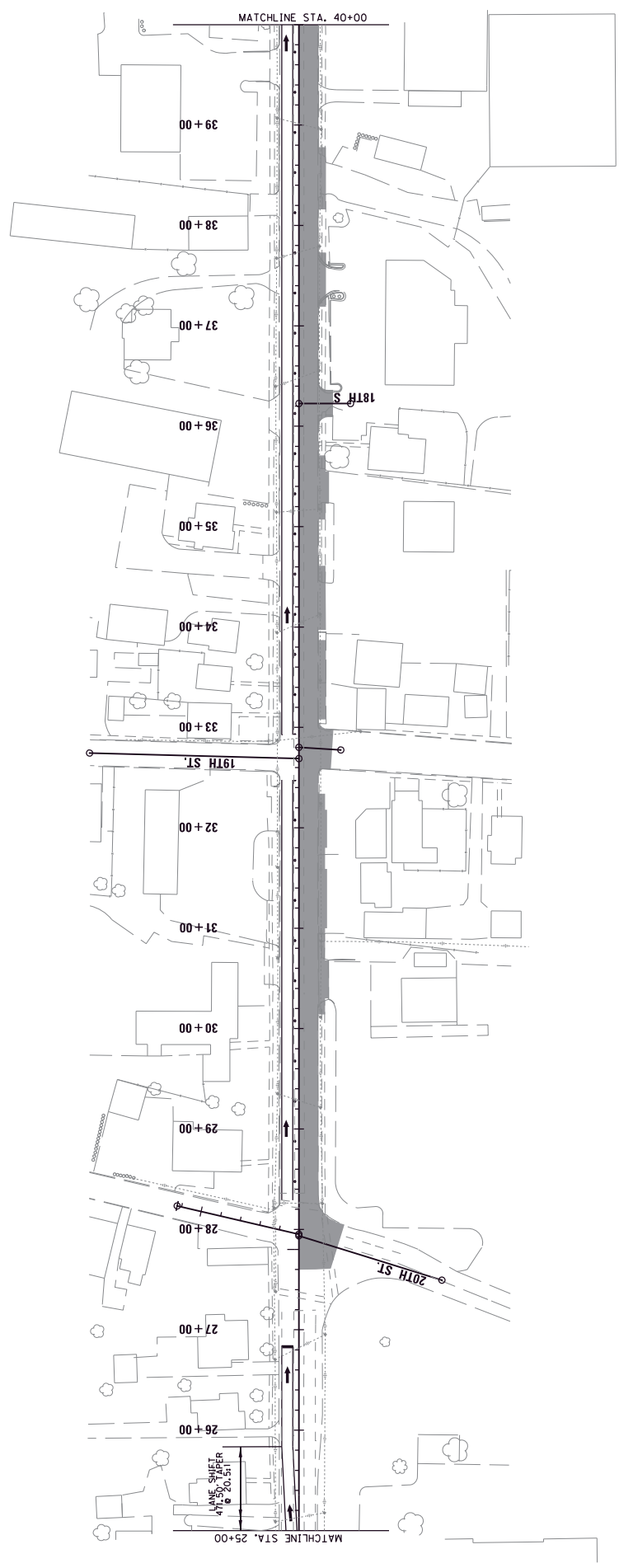
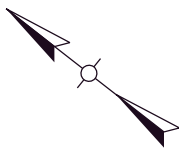
- DIRECTION OF TRAVEL THIS PHASE
- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS @ SPACING

MAINTENANCE OF TRAFFIC
PHASE I

SCALE: 1"=50'

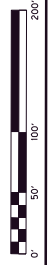


COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R43



MAINTENANCE OF TRAFFIC
PHASE 1

SCALE: 1"=50'



LEGEND

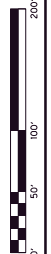
- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS @ SPACING

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R44



MAINTENANCE OF TRAFFIC
PHASE 1

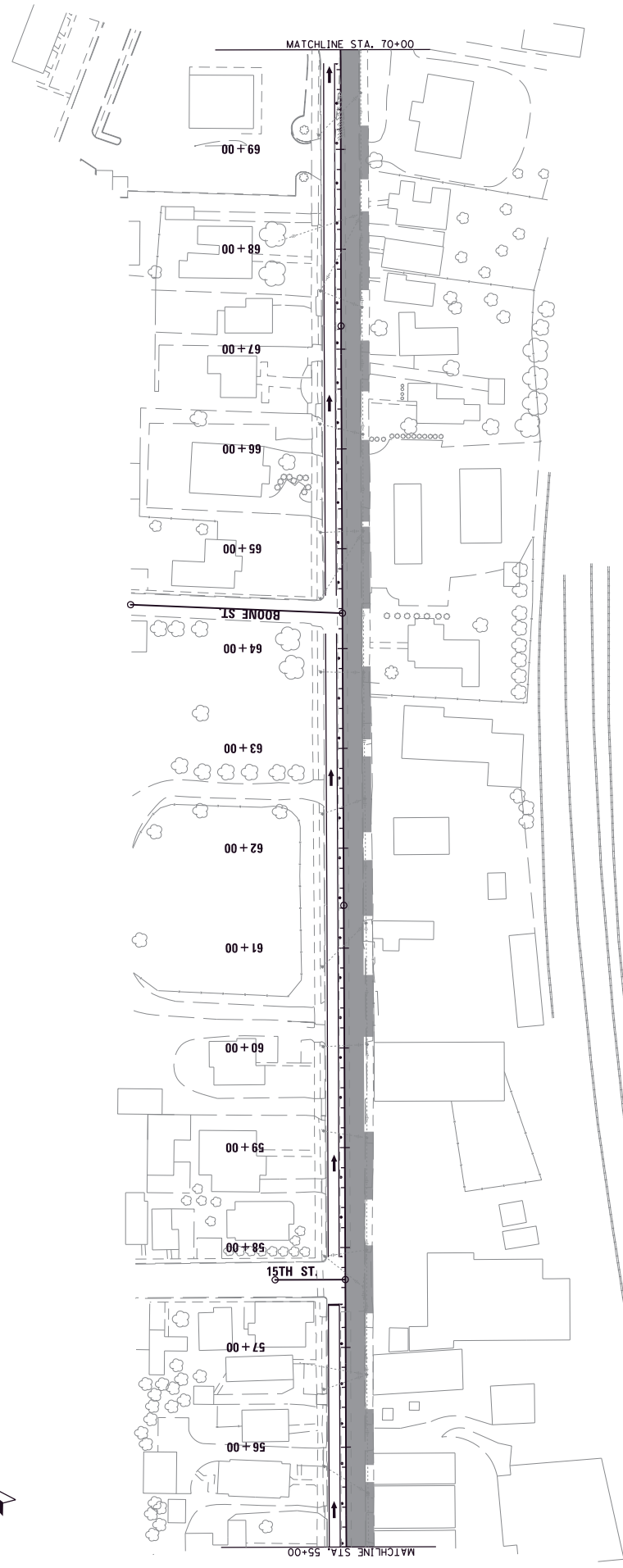
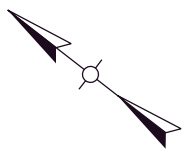
SCALE: 1"=50'



LEGEND

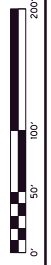
- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40' SPACING

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R45



LEGEND

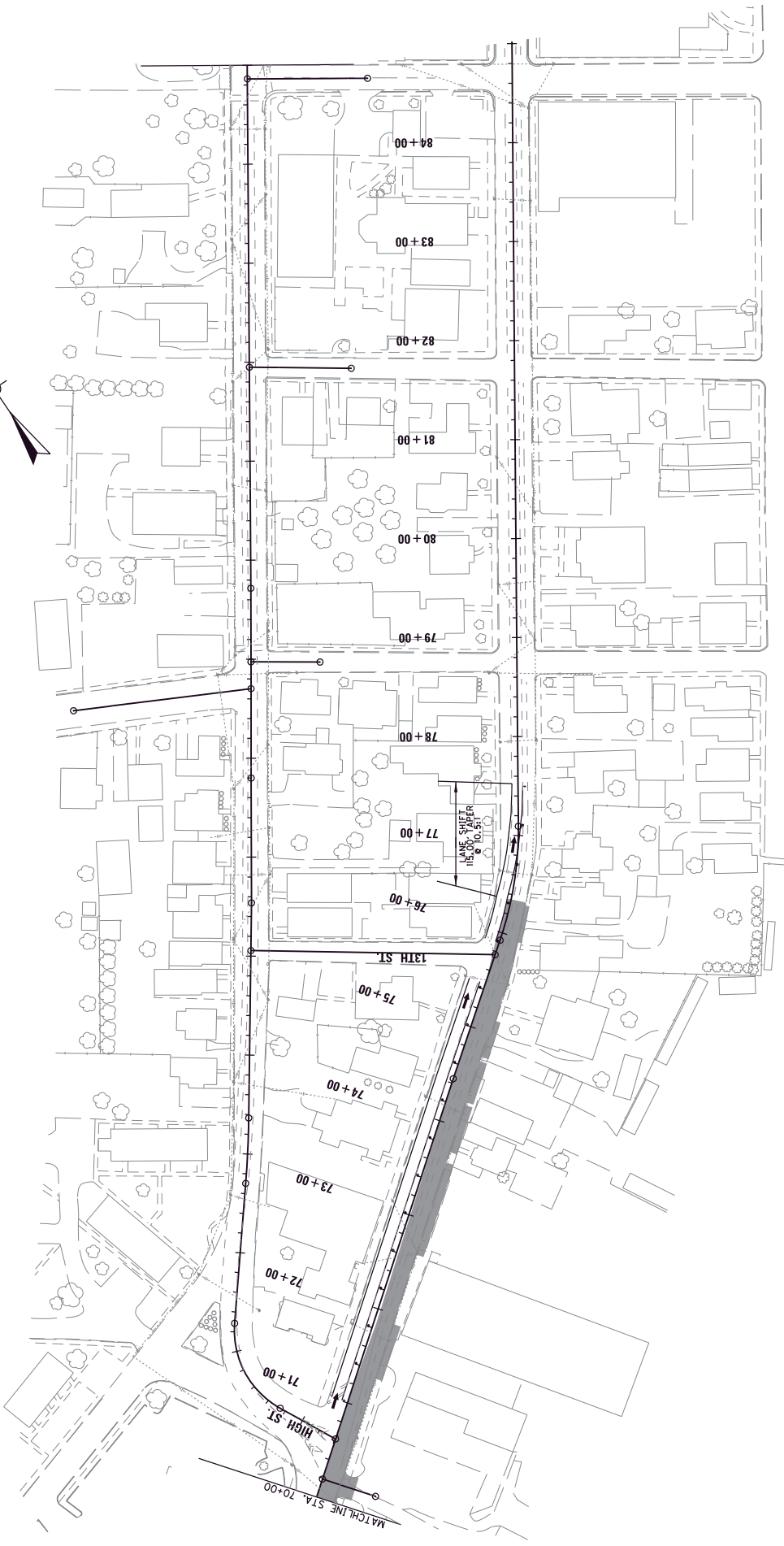
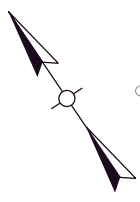
- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS @ SPACING



SCALE: 1"=50'

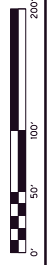
MAINTENANCE OF TRAFFIC
PHASE 1

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R46



MAINTENANCE OF TRAFFIC
PHASE 1

SCALE: 1"=50'

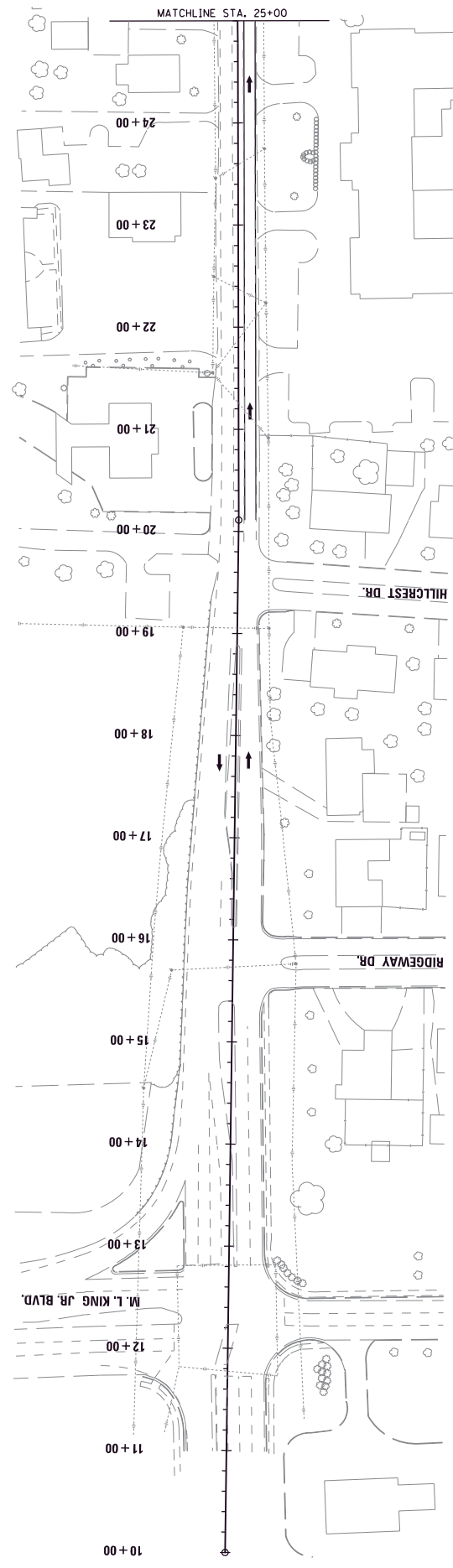
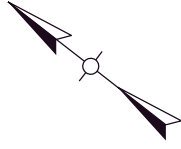


LEGEND

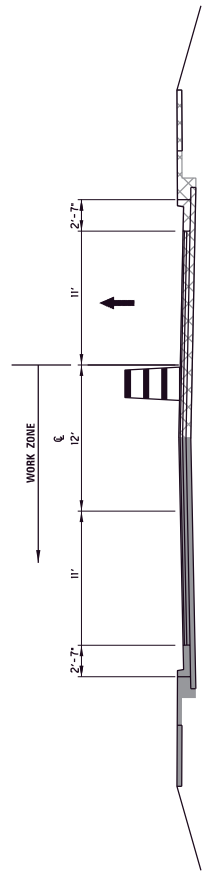
- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40' SPACING

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R47

PHASE II MAINTENANCE OF TRAFFIC NOTES
SEE PROJECT PROPOSAL FOR MAINTENANCE OF TRAFFIC PHASING NOTES.
SEE DETOUR PLAN FOR DETOUR OF WESTBOUND US 68X.



PHASE II TYPICAL SECTION



**MAIN STREET
STA. 27 + 95 to STA. 76 + 30**

LEGEND

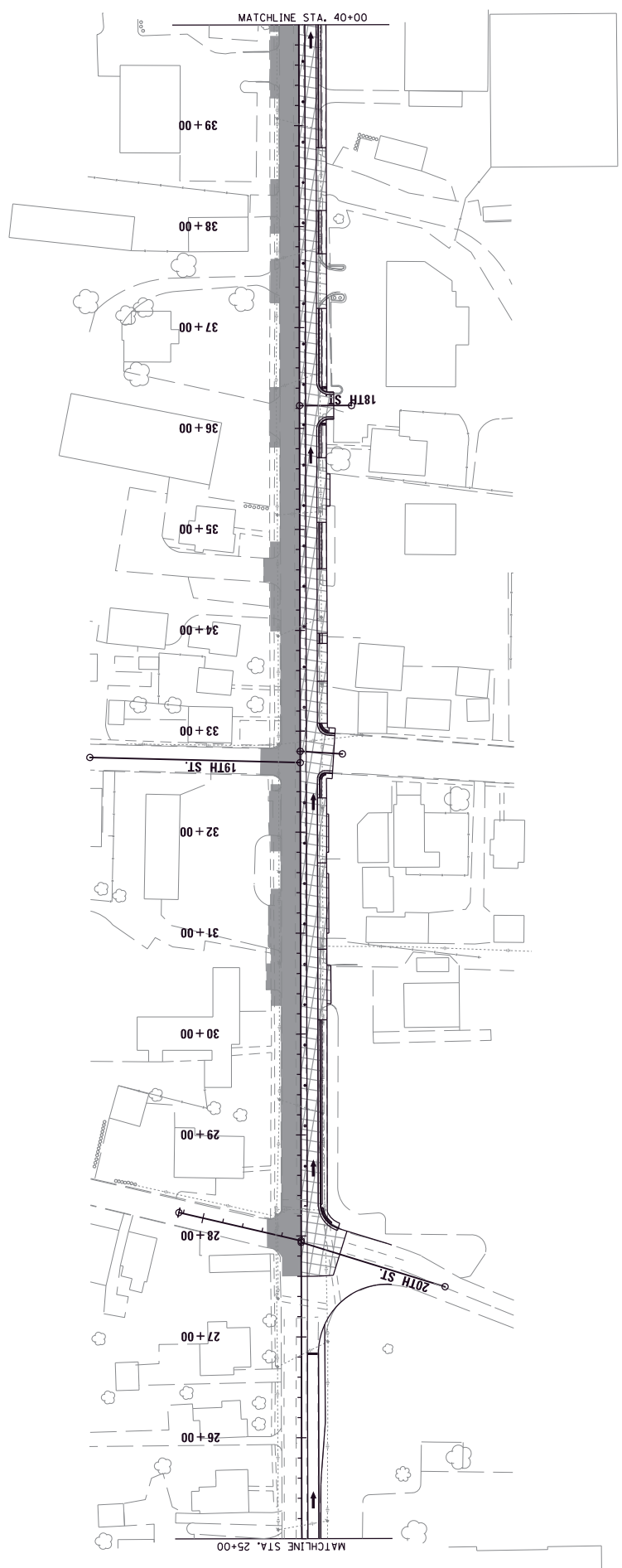
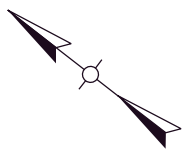
- DIRECTION OF TRAVEL THIS PHASE
- CONSTRUCTED THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS @ SPACING

MAINTENANCE OF TRAFFIC
PHASE II

SCALE: 1"=50'



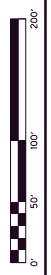
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R48



LEGEND

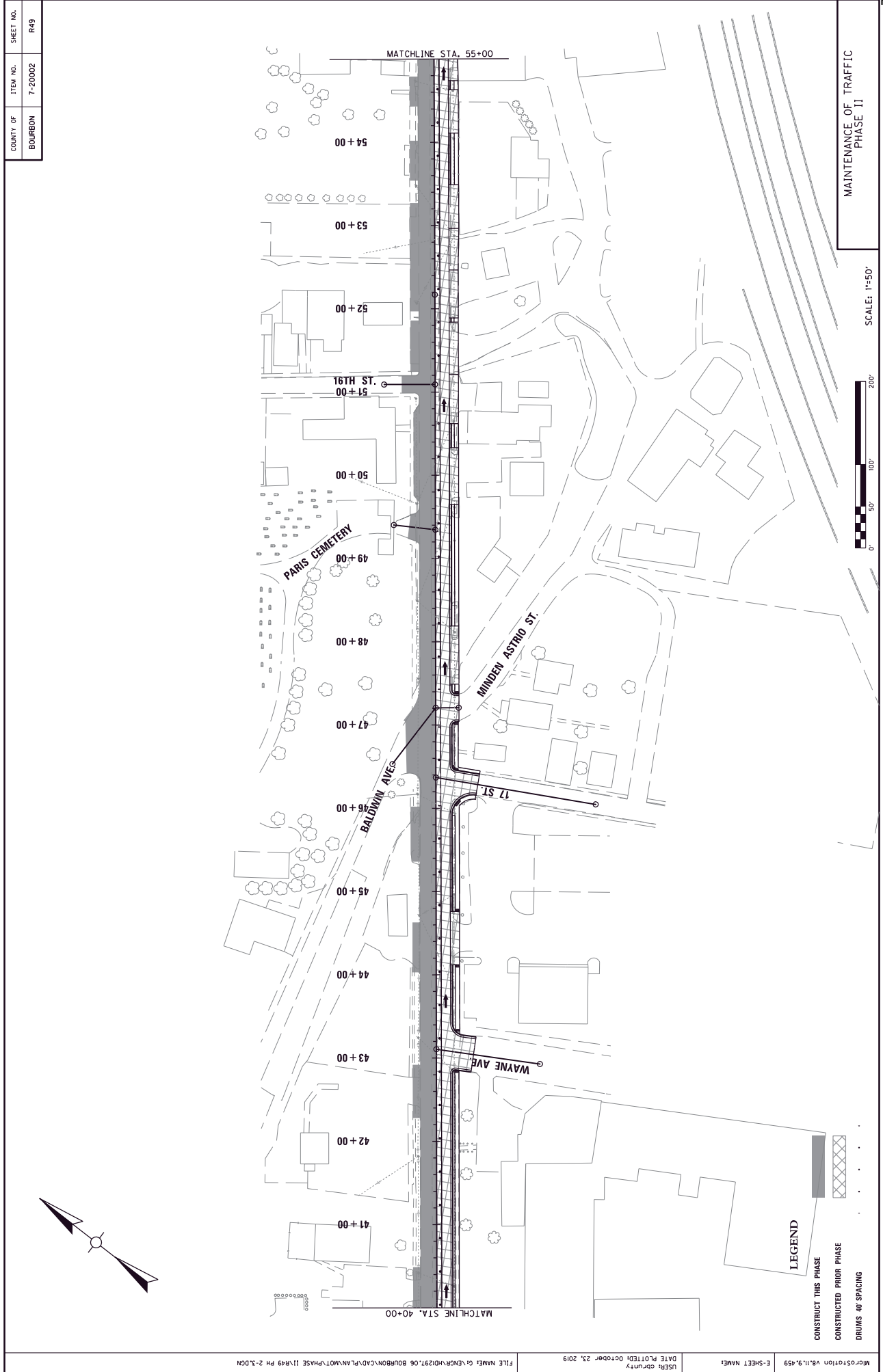
- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40' SPACING

SCALE: 1"=50'



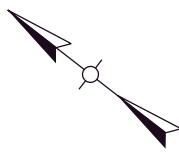
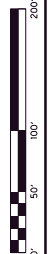
MAINTENANCE OF TRAFFIC
PHASE II

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R49



MAINTENANCE OF TRAFFIC
PHASE II

SCALE: 1"=50'



LEGEND

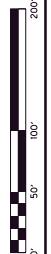
- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40 SPACING

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R50



MAINTENANCE OF TRAFFIC
PHASE II

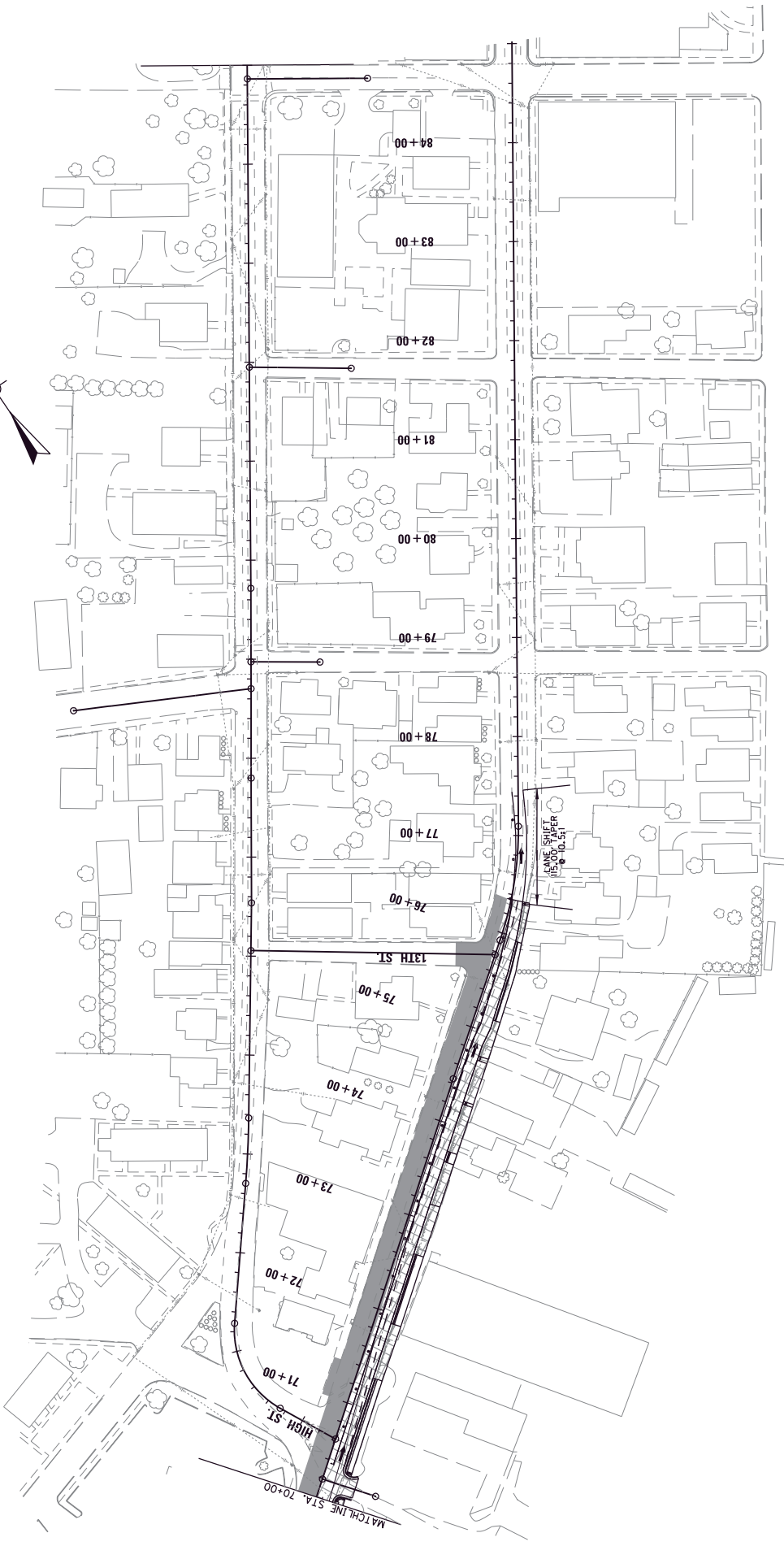
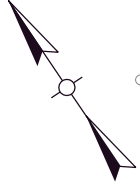
SCALE: 1"=50'



LEGEND

- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40' SPACING

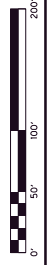
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R51



LEGEND

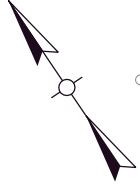
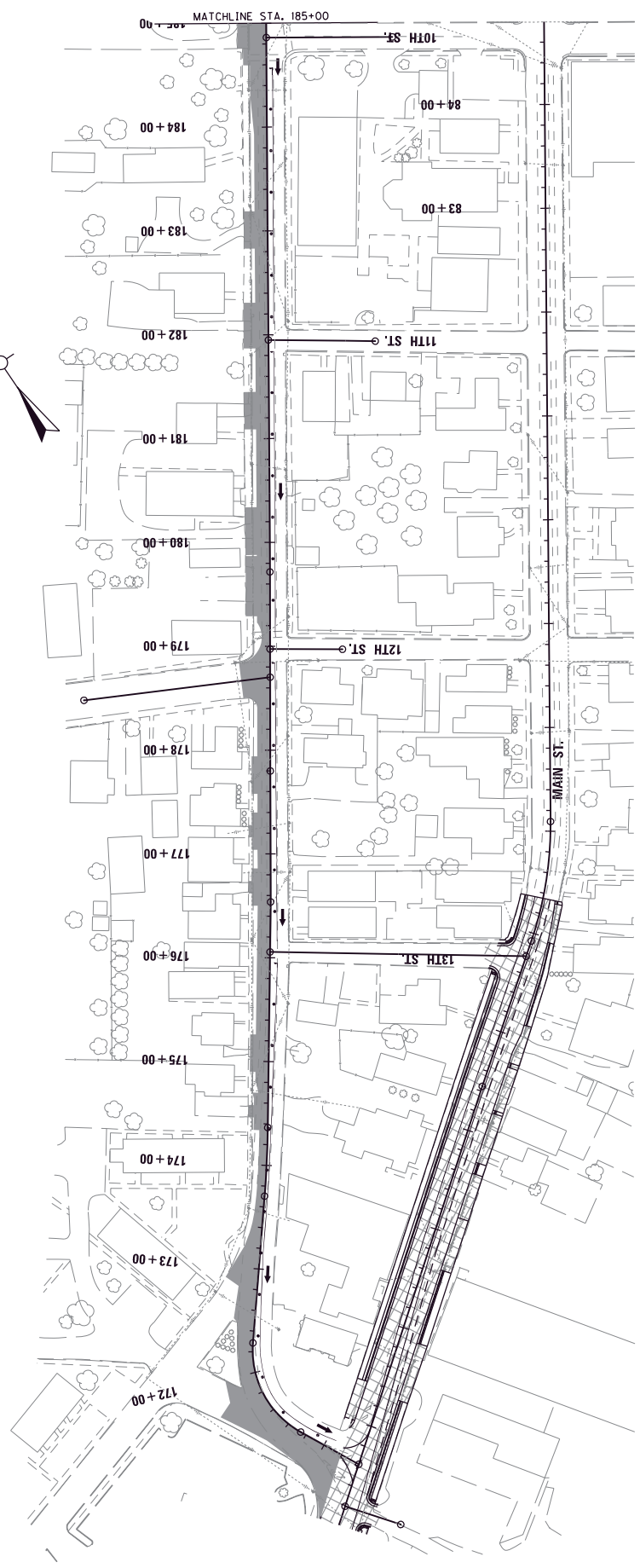
- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40' SPACING

SCALE: 1"=50'

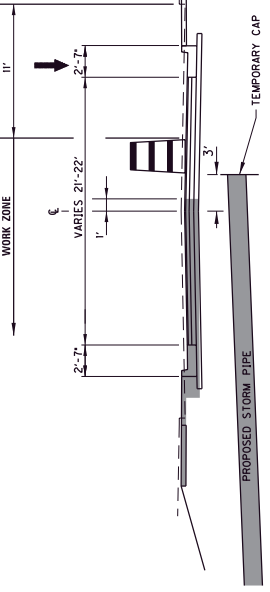


COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R52

PHASE II MAINTENANCE OF TRAFFIC NOTES
SEE PROJECT PROPOSAL FOR MAINTENANCE OF TRAFFIC PHASING NOTES.



PHASE III TYPICAL SECTION
WORK ZONE

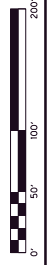


HIGH STREET
STA. 170+61.67 TO STA. 203+90

LEGEND

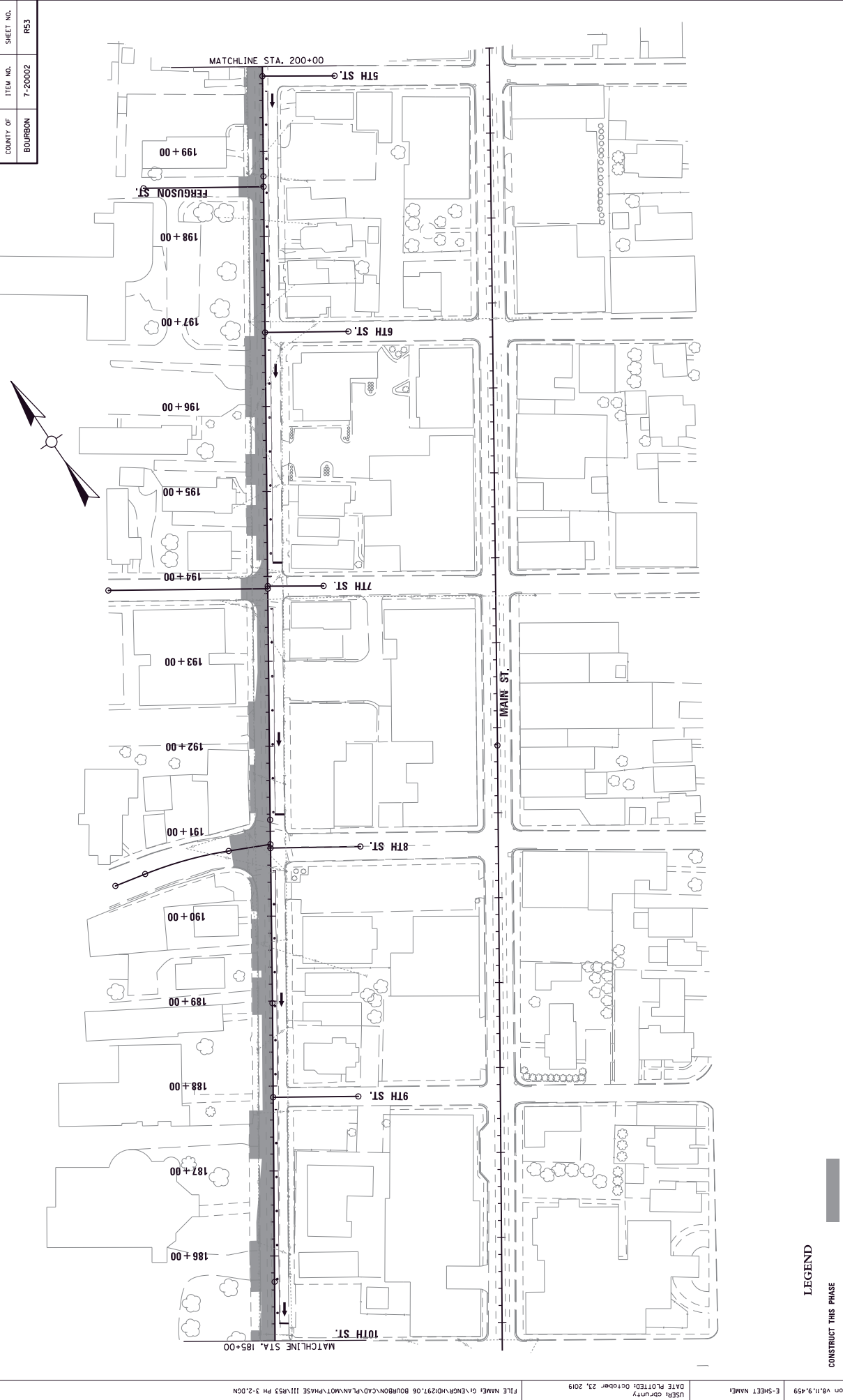
- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40' SPACING

SCALE: 1"=50'



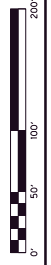
MAINTENANCE OF TRAFFIC
PHASE III

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R53



MAINTENANCE OF TRAFFIC
PHASE III

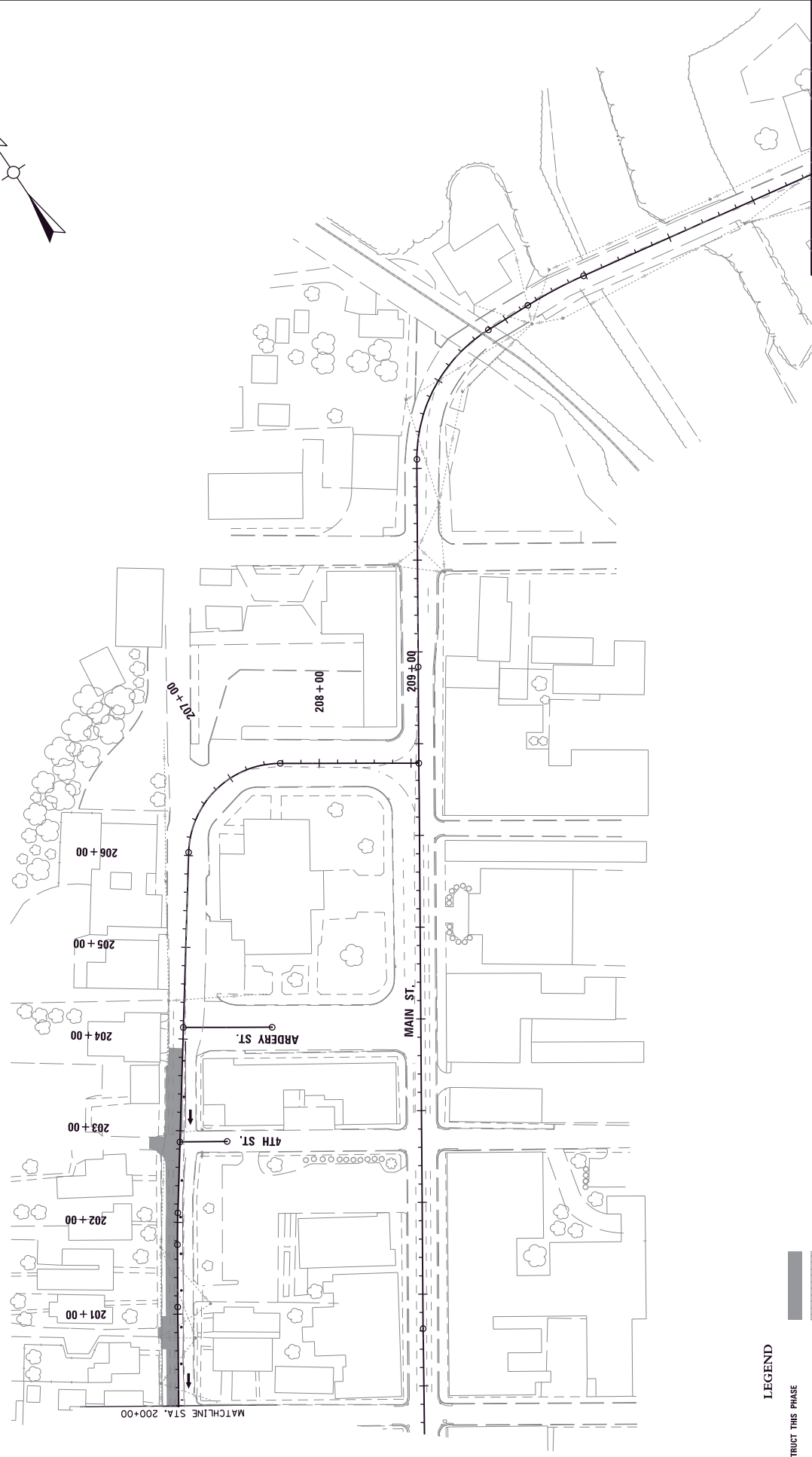
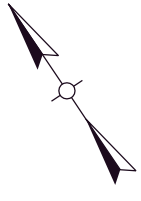
SCALE: 1"=50'



LEGEND

- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40' SPACING

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R54



MAINTENANCE OF TRAFFIC
PHASE III

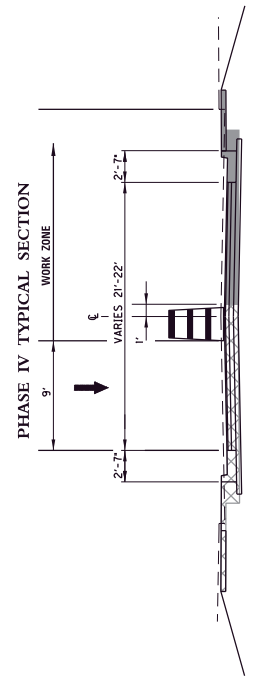
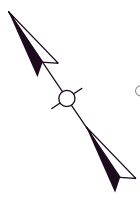
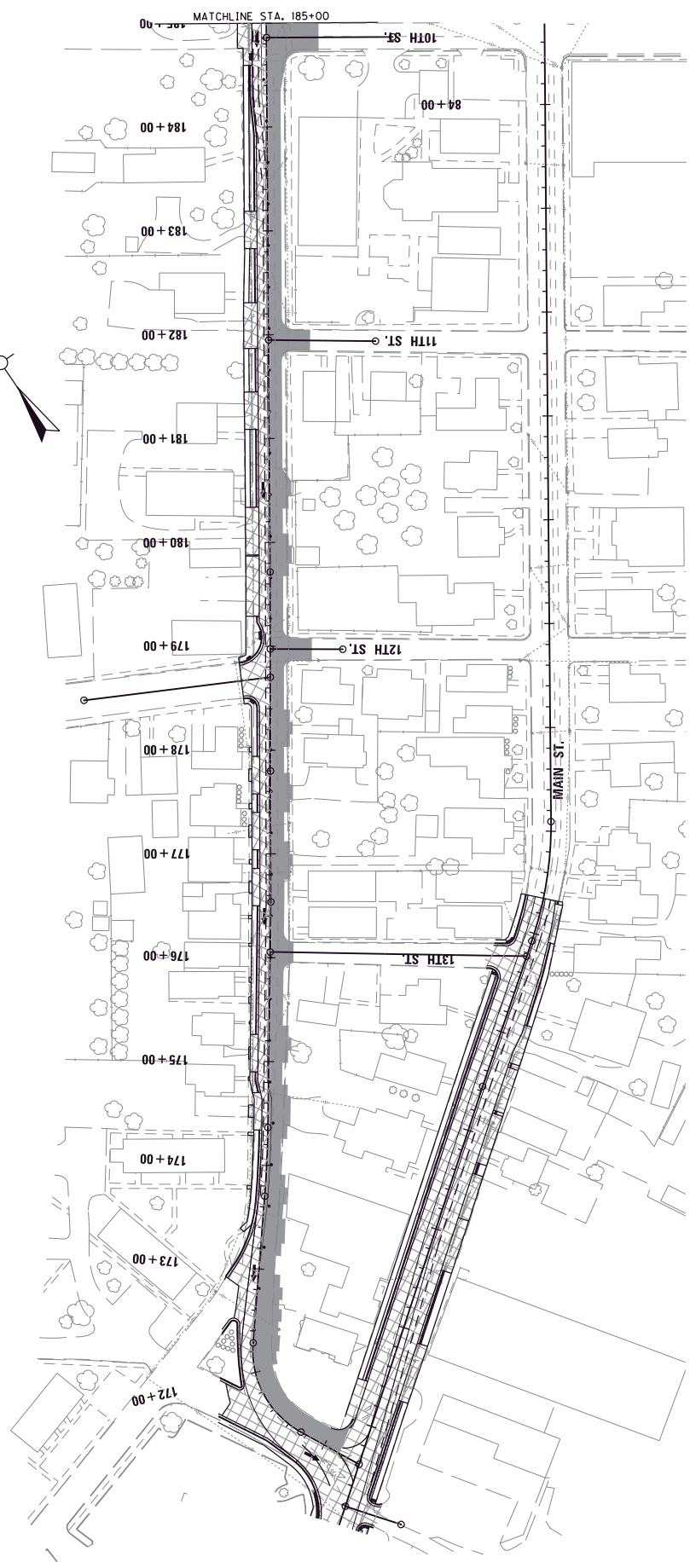
SCALE: 1"=50'

LEGEND

- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40' SPACING

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R55

PHASE II MAINTENANCE OF TRAFFIC NOTES
SEE PROJECT PROPOSAL FOR MAINTENANCE OF TRAFFIC PHASING NOTES.

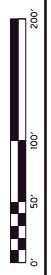


LEGEND

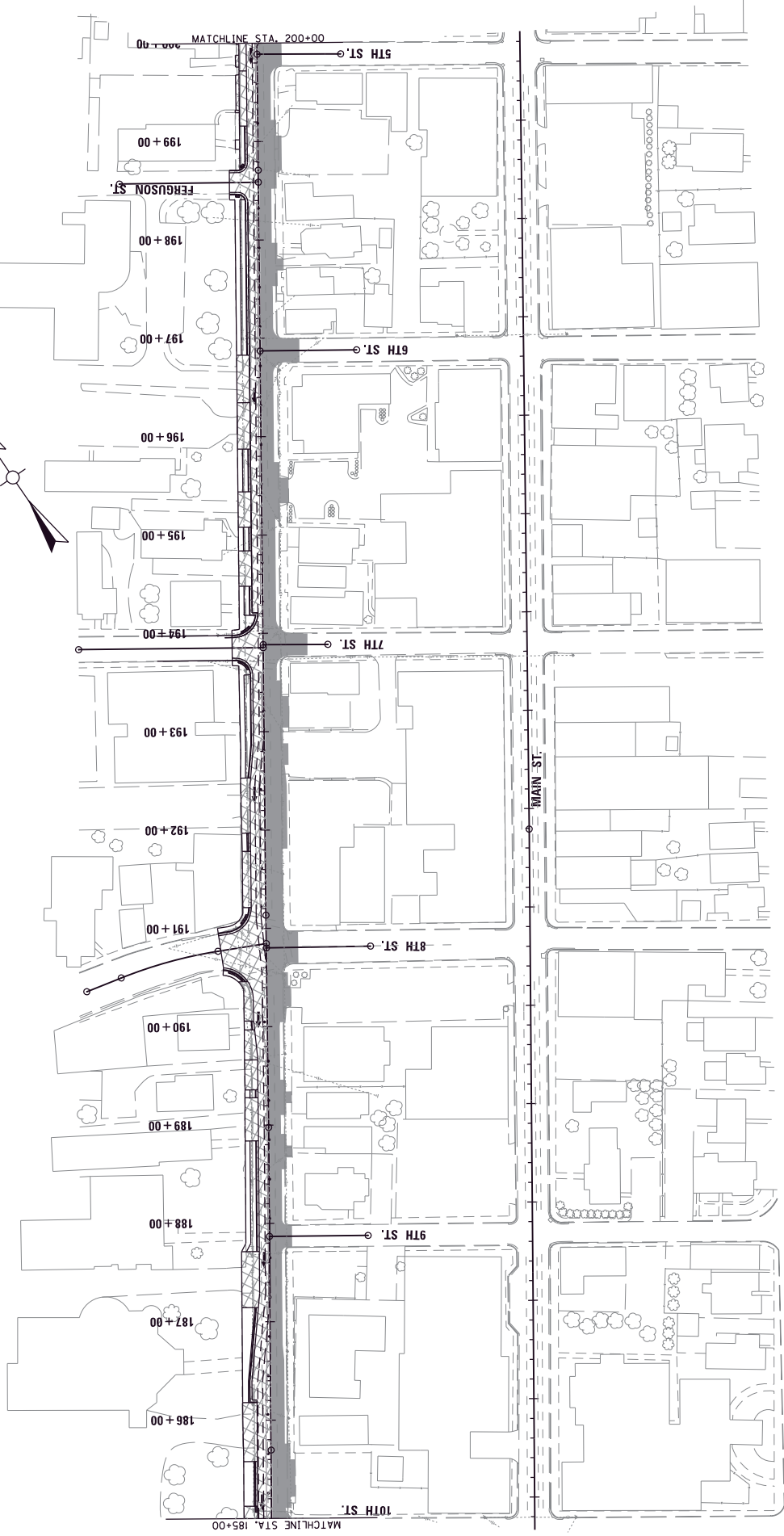
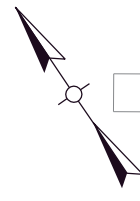
	CONSTRUCT THIS PHASE
	CONSTRUCTED PRIOR PHASE
	DRUMS 40" SPACING

MAINTENANCE OF TRAFFIC
PHASE IV

SCALE: 1"=50'

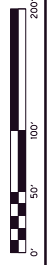


COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R56



MAINTENANCE OF TRAFFIC
PHASE IV

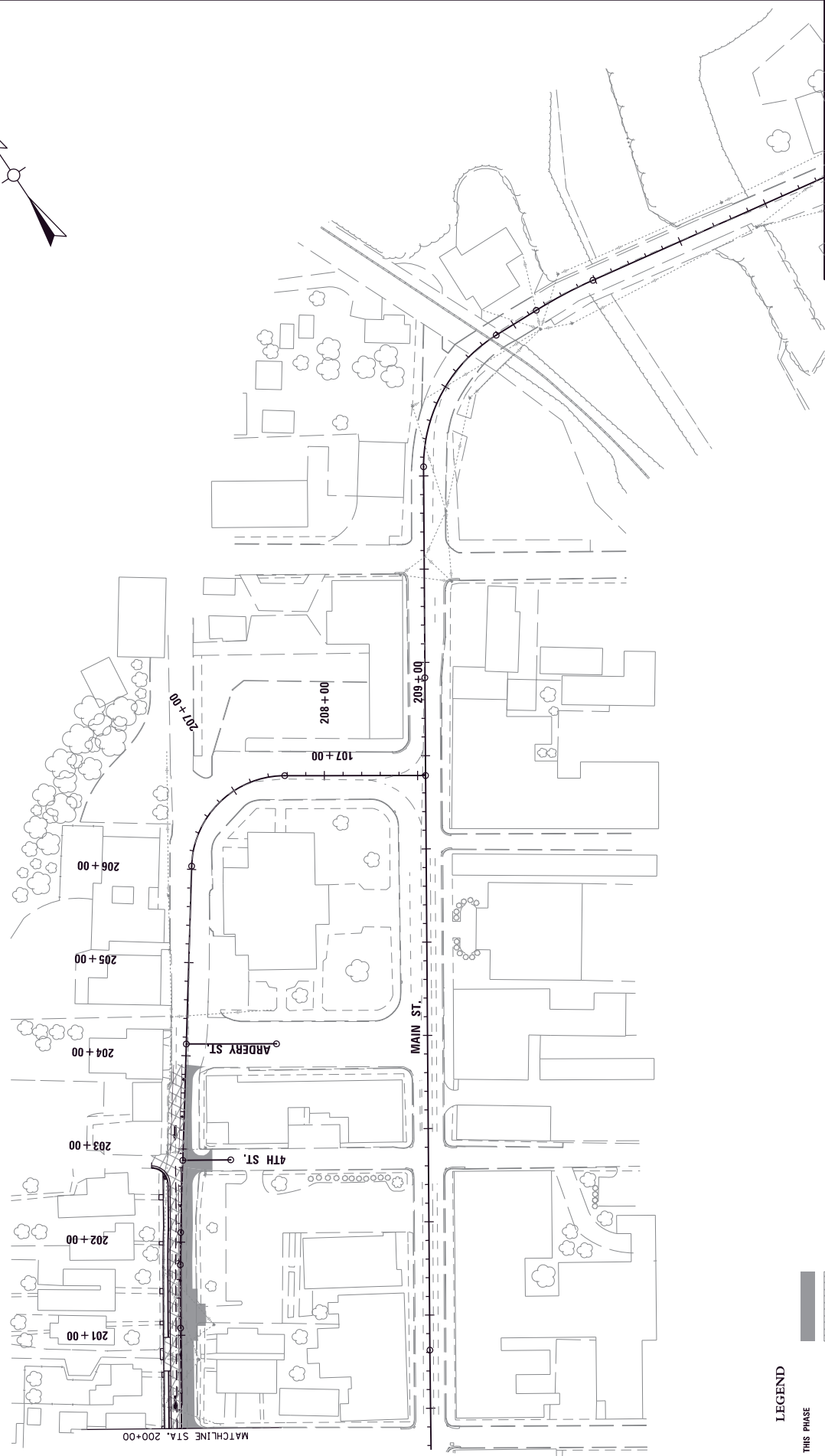
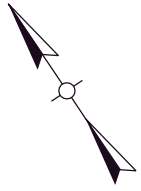
SCALE: 1"=50'



LEGEND

- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40' SPACING

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R57



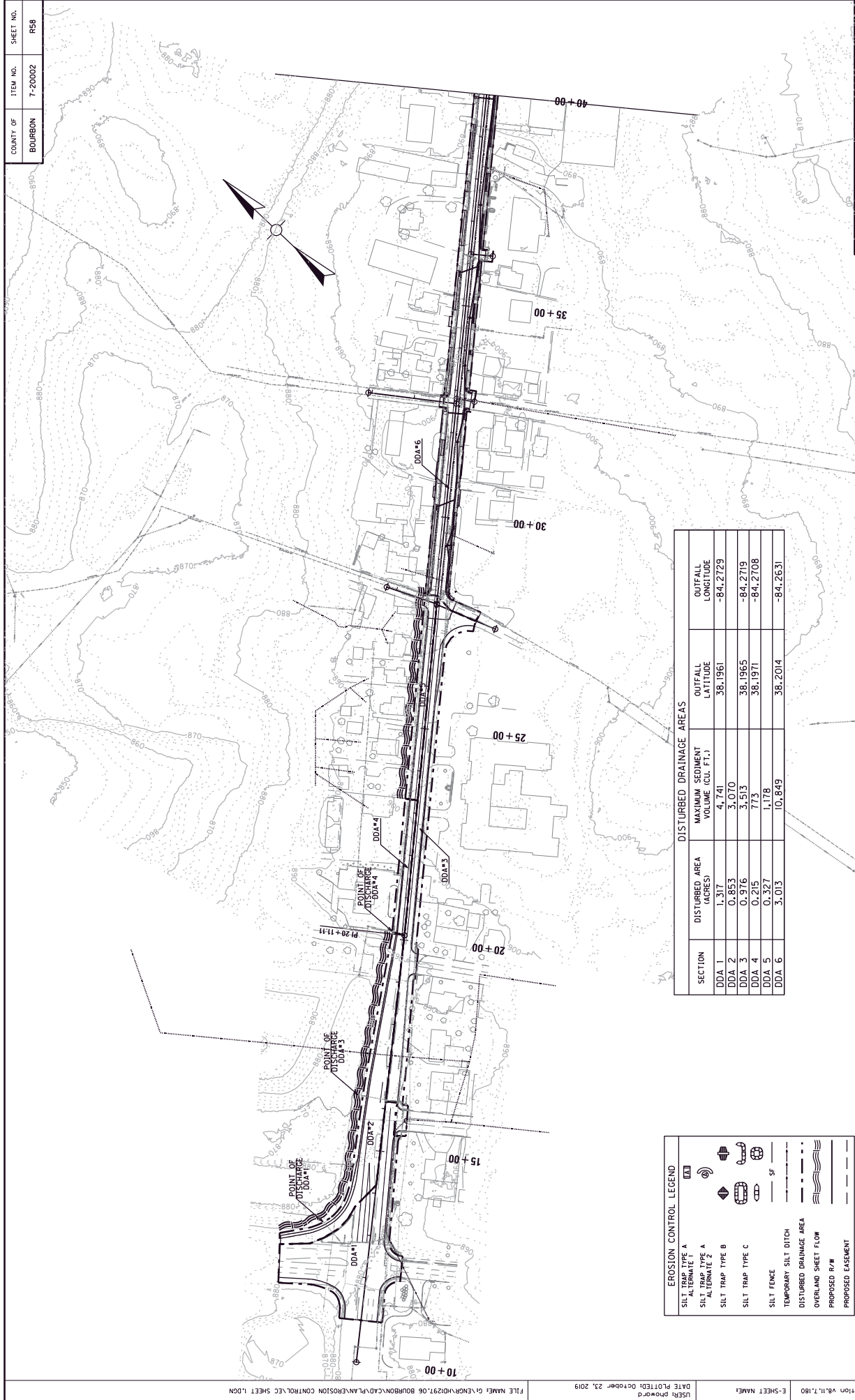
MAINTENANCE OF TRAFFIC
PHASE IV

SCALE: 1"=50'

LEGEND

- CONSTRUCT THIS PHASE
- CONSTRUCTED PRIOR PHASE
- DRUMS 40' SPACING

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R58



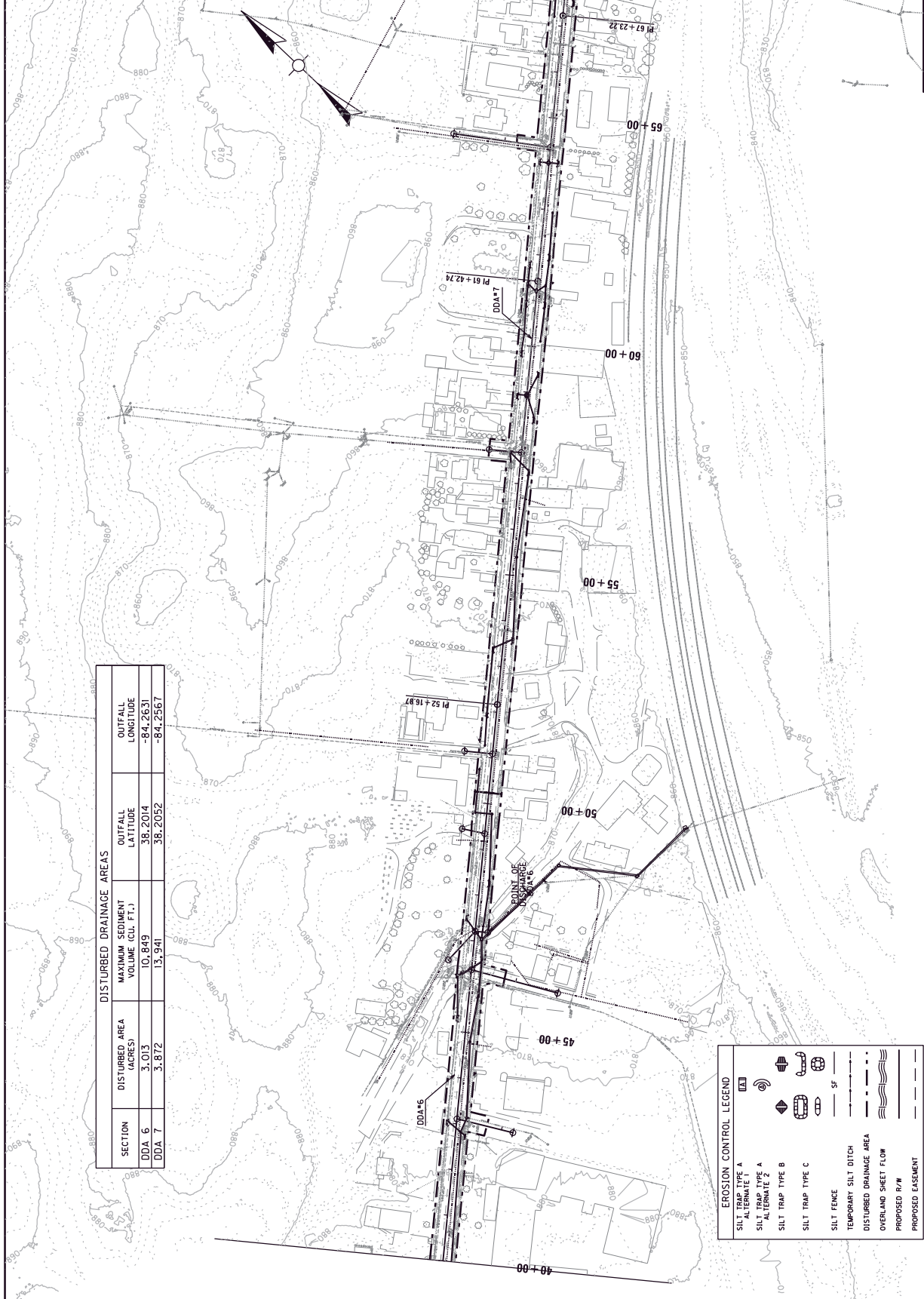
EROSION CONTROL
MAIN STREET
STA. 10+00 TO STA. 70+00

SCALE: 1"=100'

SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU. FT.)	OUTFALL LATITUDE	OUTFALL LONGITUDE
DDA 1	1.317	4,741	38.1961	-84.2729
DDA 2	0.853	3,070	38.1965	-84.2719
DDA 3	0.976	3,513	38.1971	-84.2708
DDA 4	0.215	773	38.2014	-84.2631
DDA 5	0.327	1,178		
DDA 6	3.013	10,849		

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	

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R59



SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU. FT.)	OUTFALL LATITUDE	OUTFALL LONGITUDE
DDA 6	3.013	10,849	38.2014	-84.2631
DDA 7	3.872	13,941	38.2052	-84.2567

	SILT TRAP TYPE A
	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



SCALE: 1"=100'

EROSION CONTROL
MAIN STREET
STA. 10+00 TO STA. 70+00



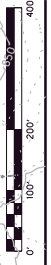
EROSION CONTROL LEGEND

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

DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU. FT.)	OUTFALL LATITUDE	OUTFALL LONGITUDE
DDA 7	3.872	13,941	36.2052	-84.2567
DDA 8	2.766	9,957	36.2107	-84.2526

SCALE: 1"=100'

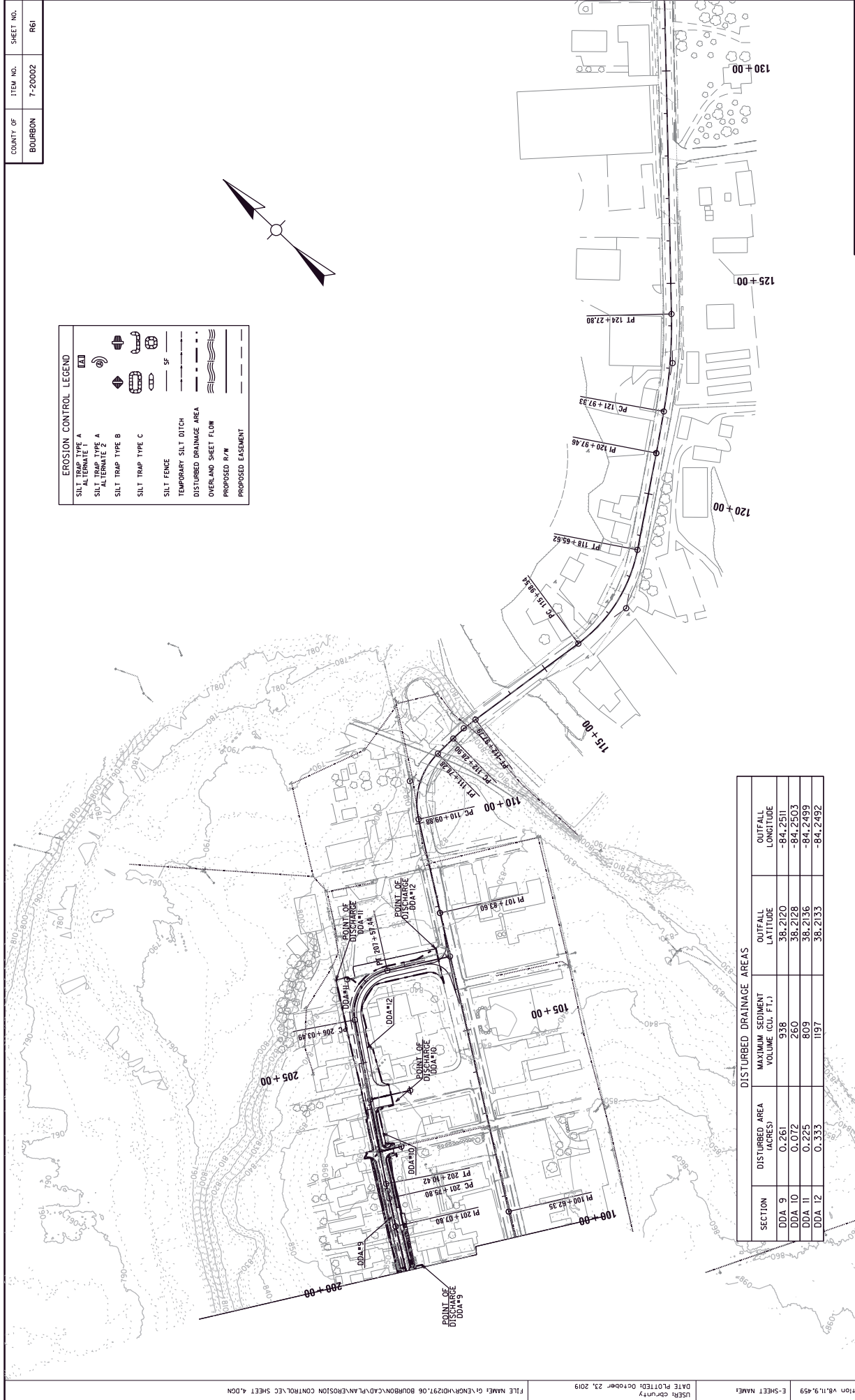
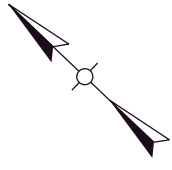


EROSION CONTROL
MAIN ST. STA. 70+00 TO STA. 100+00
HIGH ST. STA. 170+61.67 TO STA. 200+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R61

EROSION CONTROL LEGEND

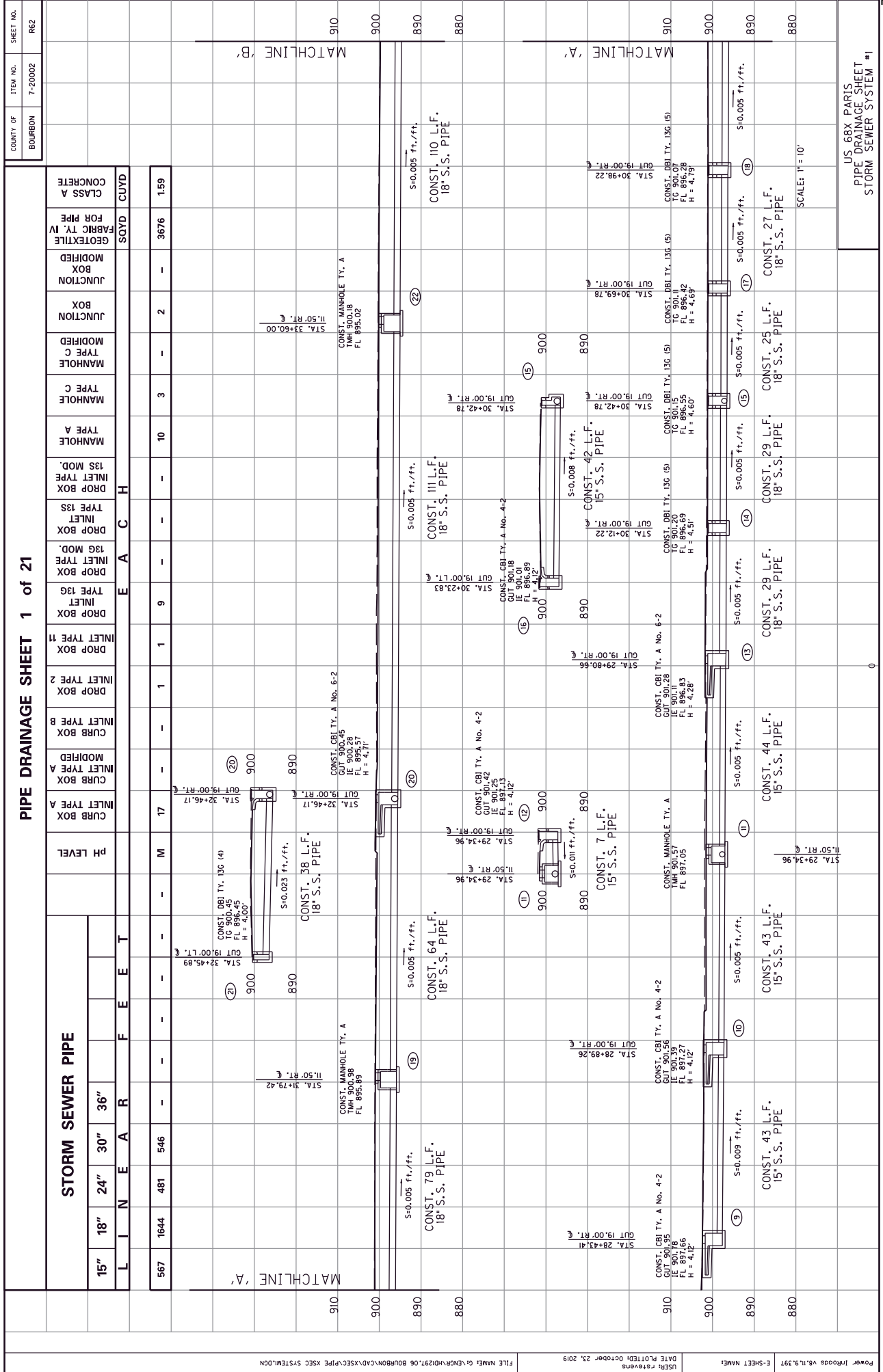
	SILT TRAP TYPE A
	ALTERNATE 1
	SILT TRAP TYPE A
	ALTERNATE 2
	SILT TRAP TYPE B
	SILT TRAP TYPE C
	SILT FENCE
	TEMPORARY SILT DITCH
	DISTURBED DRAINAGE AREA
	OVERLAND SHEET FLOW
	PROPOSED R/W
	PROPOSED EASEMENT



SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU. FT.)	OUTFALL LATITUDE	OUTFALL LONGITUDE
DDA 9	0.261	938	38.2120	-84.2511
DDA 10	0.072	260	38.2128	-84.2503
DDA 11	0.225	809	38.2136	-84.2499
DDA 12	0.333	1197	38.2133	-84.2482



EROSION CONTROL
MAIN ST. STA. 100+00 TO STA. 130+00
HIGH ST. STA. 200+00 TO STA. 209+08.59



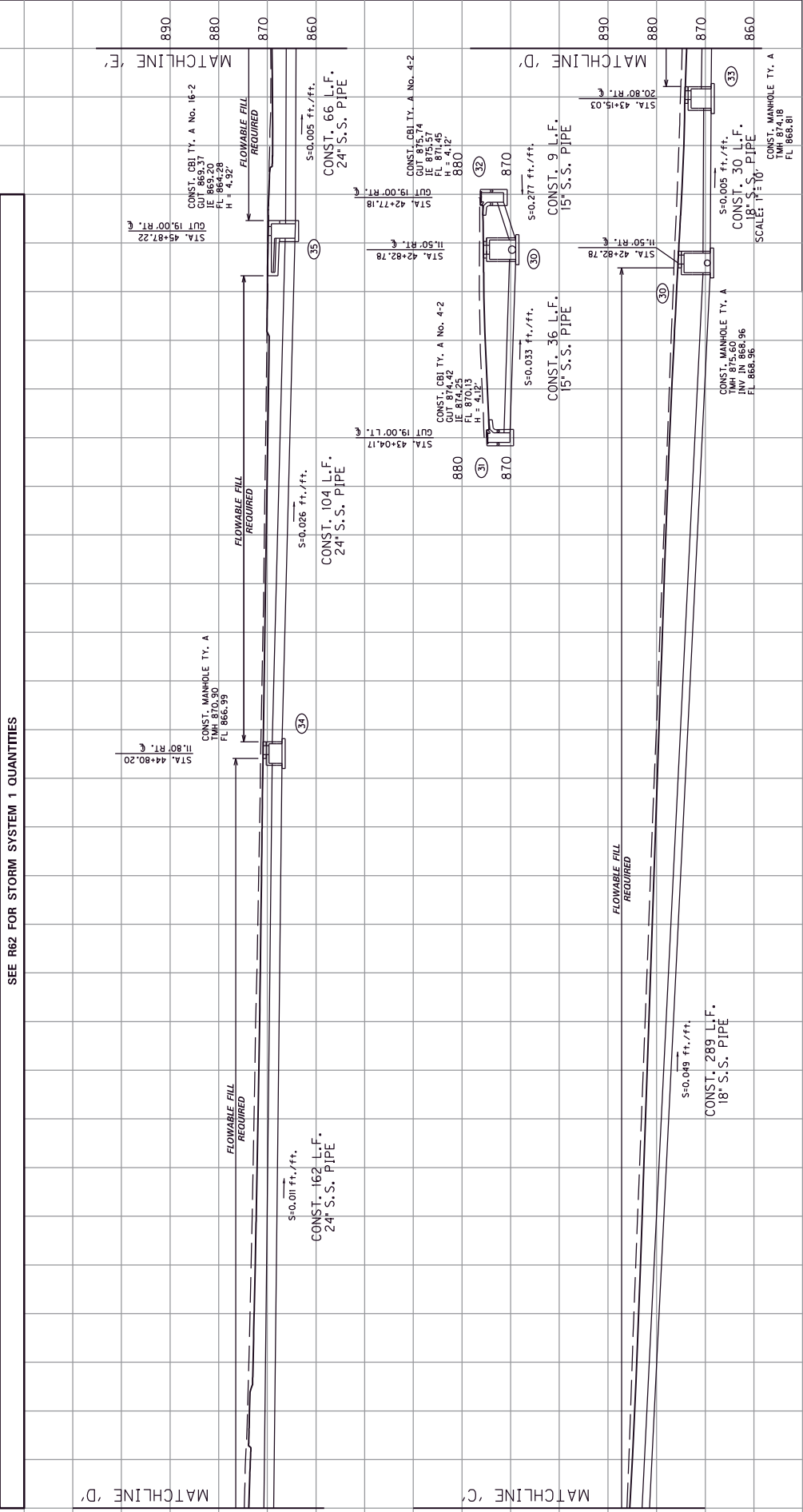
PIPE DRAINAGE SHEET 1 of 21

STORM SEWER PIPE																			
15"	18"	24"	30"	36"	PH LEVEL						E A C H								
					CURB BOX INLET TYPE A	CURB BOX INLET TYPE A MODIFIED	CURB BOX INLET TYPE B	DROP BOX INLET TYPE 2	DROP BOX INLET TYPE 11	DROP BOX INLET TYPE 13G MOD.	DROP BOX INLET TYPE 13G	DROP BOX INLET TYPE 13S MOD.	MANHOLE TYPE A	MANHOLE TYPE C	JUNCTION BOX	JUNCTION BOX MODIFIED	GEOTEXTILE FABRIC TY. IV FOR PIPE	SOYD	CLASS A CONCRETE
567	1644	481	546	-	-	M	-	1	1	9	-	-	10	3	2	-	-	3676	159

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R64

PIPE DRAINAGE SHEET 3 of 21

STORM SEWER PIPE	15"	18"	24"	30"	36"
	L	I	N	E	A
PH LEVEL	E A C H				
	CURB BOX A	CURB BOX A	CURB BOX A	CURB BOX B	CURB BOX B
INLET TYPE A	E A C H				
	DROP BOX A	DROP BOX A	DROP BOX A	DROP BOX B	DROP BOX B
INLET TYPE A	E A C H				
	DROP BOX A	DROP BOX A	DROP BOX A	DROP BOX B	DROP BOX B
MANHOLE TYPE A	E A C H				
	DROP BOX A	DROP BOX A	DROP BOX A	DROP BOX B	DROP BOX B
MANHOLE TYPE C	E A C H				
	DROP BOX A	DROP BOX A	DROP BOX A	DROP BOX B	DROP BOX B
JUNCTION BOX	E A C H				
	DROP BOX A	DROP BOX A	DROP BOX A	DROP BOX B	DROP BOX B
JUNCTION BOX MODIFIED	E A C H				
	DROP BOX A	DROP BOX A	DROP BOX A	DROP BOX B	DROP BOX B
GEOTEXTILE FABRIC TY. IV FOR PIPE	E A C H				
	DROP BOX A	DROP BOX A	DROP BOX A	DROP BOX B	DROP BOX B
CLASS A CONCRETE	E A C H				
	DROP BOX A	DROP BOX A	DROP BOX A	DROP BOX B	DROP BOX B



US 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #1
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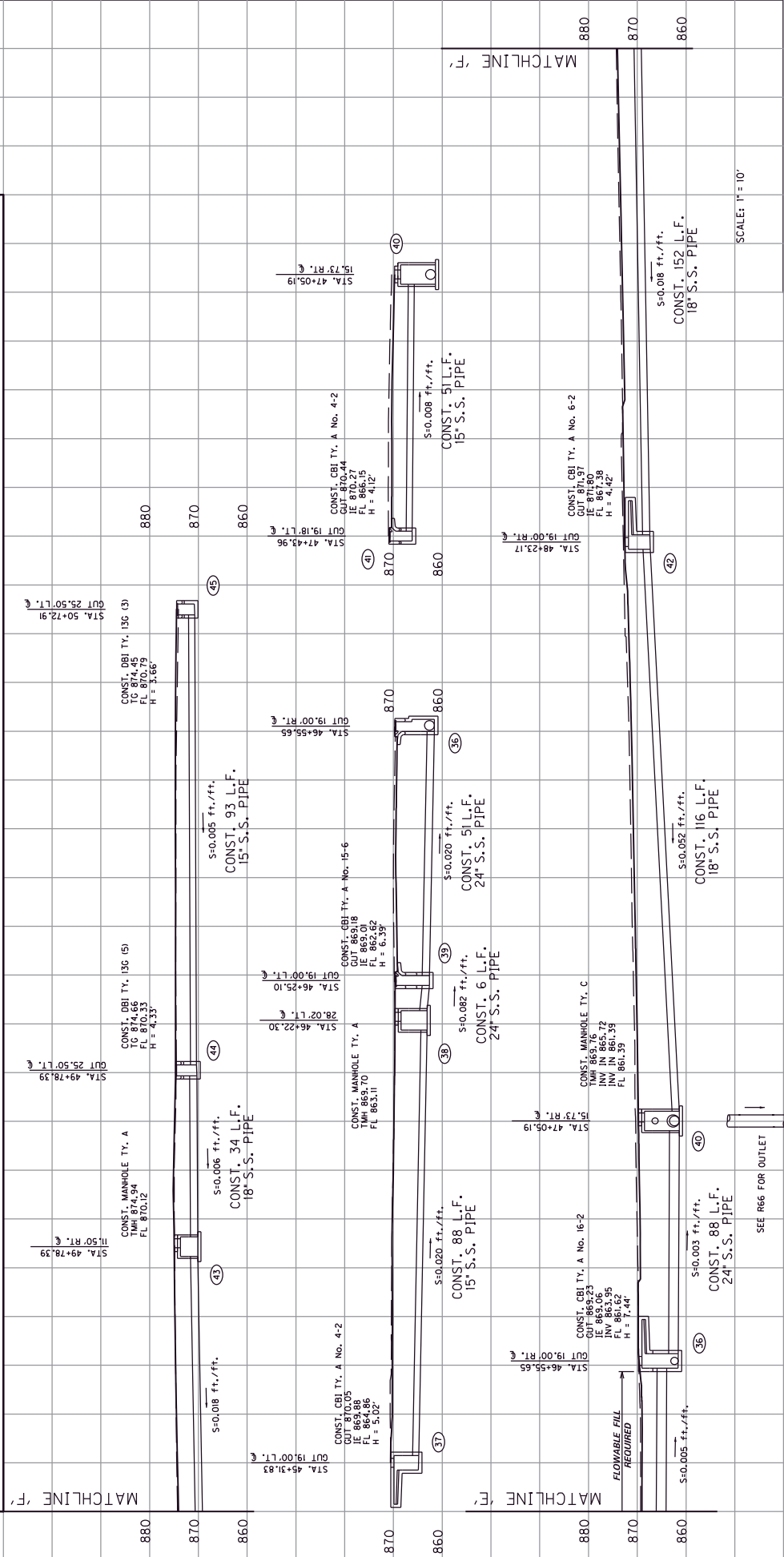
SEE R62 FOR STORM SYSTEM 1 QUANTITIES

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R65

PIPE DRAINAGE SHEET 4 of 21

STORM SEWER PIPE		PH LEVEL		CURB BOX INLET TYPE A		CURB BOX INLET TYPE A MODIFIED		CURB BOX INLET TYPE B		DROP BOX INLET TYPE 2		DROP BOX INLET TYPE 11		DROP BOX INLET TYPE 13G MOD.		DROP BOX INLET TYPE 13G		DROP BOX INLET TYPE 13G MOD.		DROP BOX INLET TYPE 13S MOD.		MANHOLE TYPE A		MANHOLE TYPE C		MANHOLE TYPE C MODIFIED		JUNCTION BOX		JUNCTION BOX MODIFIED		GEOTEXTILE FABRIC TY. IV FOR PIPE		SOYD		CLASS A CONCRETE	
15"	18"	24"	30"	36"	E		A		C		H		E		A		C		H		E		A		C		H		E		A		C		H		

SEE R62 FOR STORM SYSTEM 1 QUANTITIES



SCALE: 1" = 10'

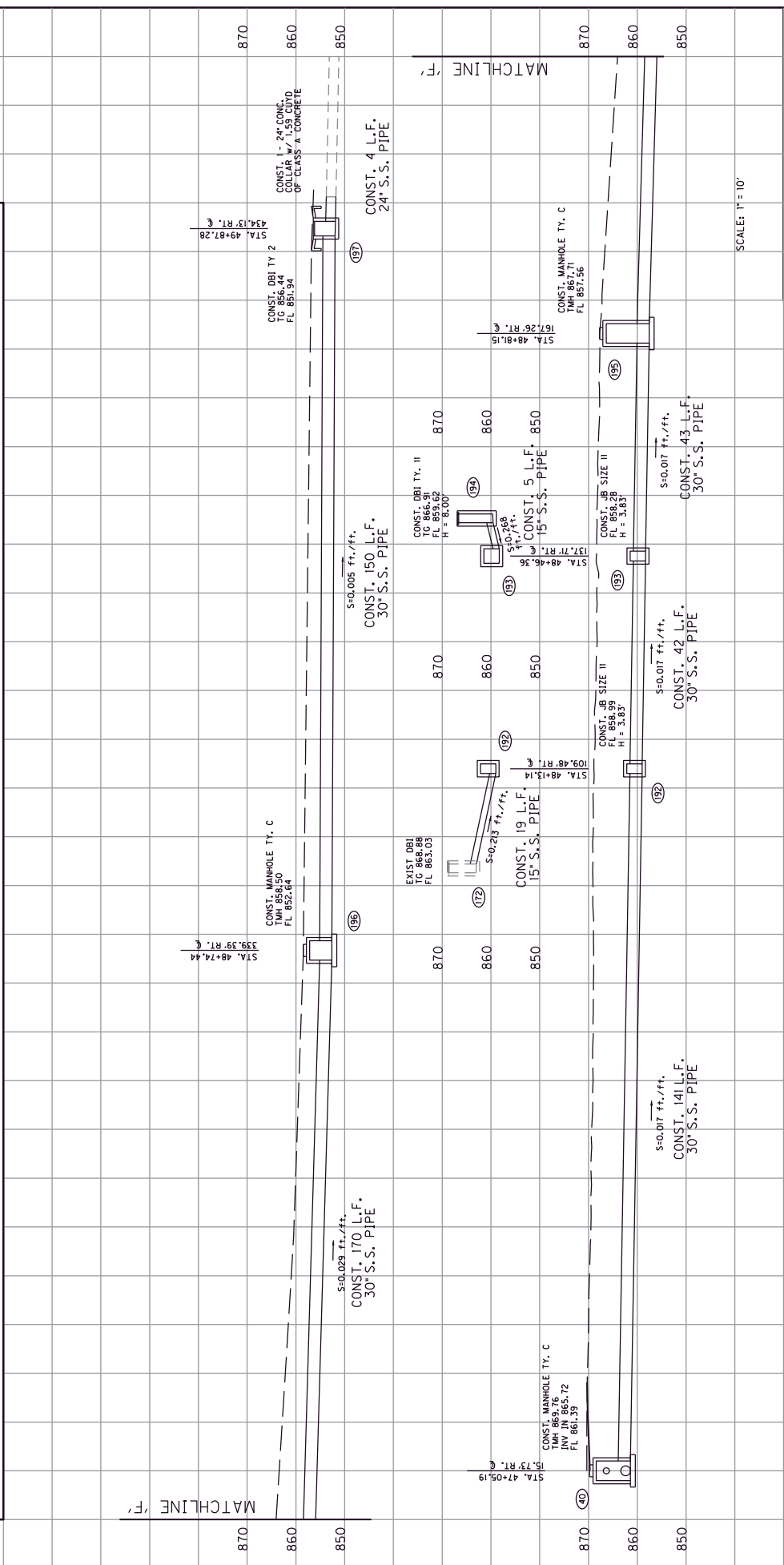
US 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #1	
--	--

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R66

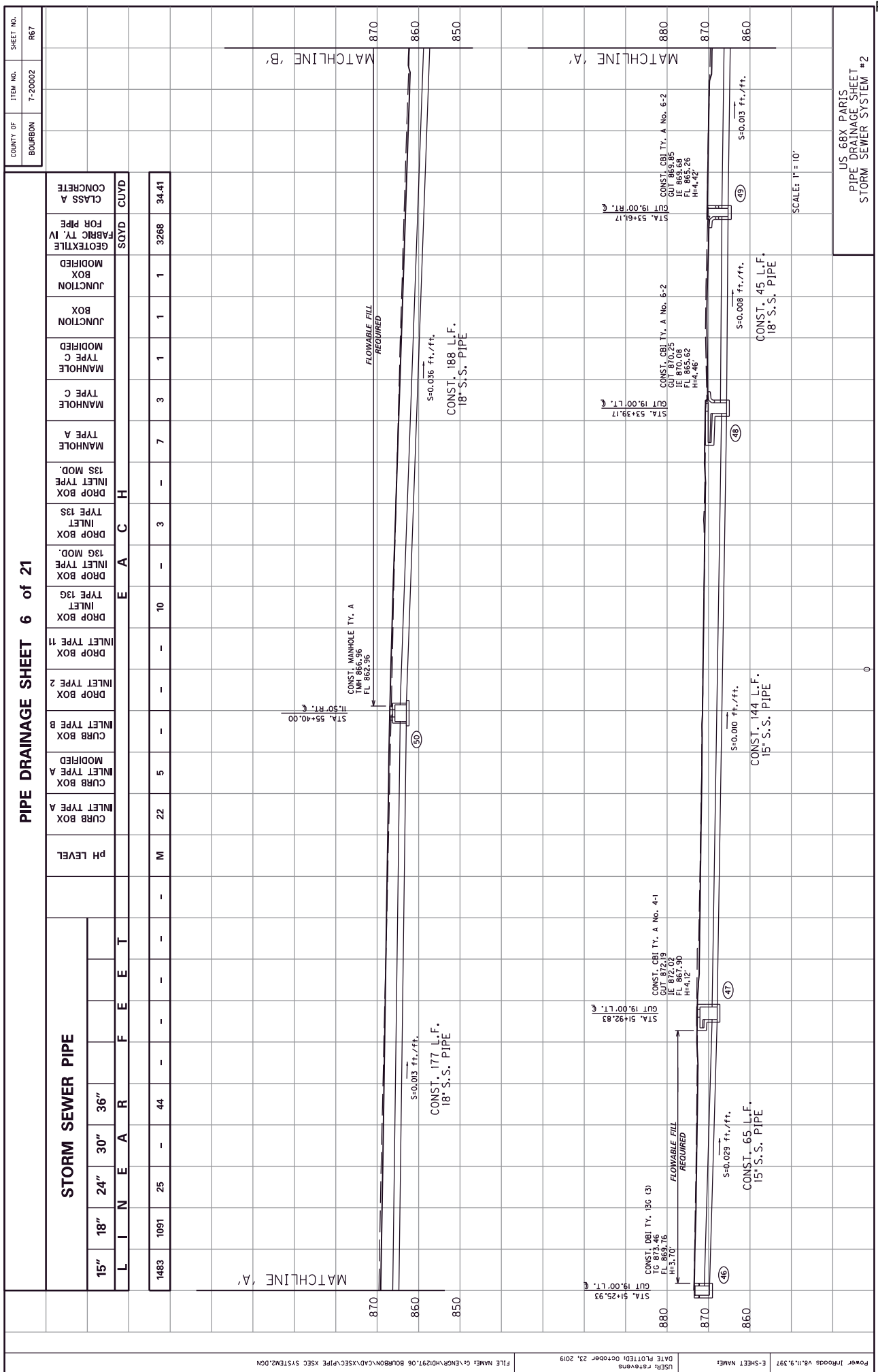
PIPE DRAINAGE SHEET 5 of 21

STORM SEWER PIPE		PH LEVEL	CURB BOX INLET TYPE A	CURB BOX INLET TYPE A MODIFIED	CURB BOX INLET TYPE B	DROP BOX INLET TYPE 2	DROP BOX INLET TYPE 11	DROP BOX INLET TYPE 13G MOD.	DROP BOX INLET TYPE 13G	DROP BOX INLET TYPE 13G MOD.	DROP BOX INLET TYPE 13G	MANHOLE TYPE A	MANHOLE TYPE C	MANHOLE TYPE C MODIFIED	JUNCTION BOX	JUNCTION BOX MODIFIED	FABRIC TY. IV FOR PIPE	SOYD	CUYD	CLASS A CONCRETE
15"	18"																			
L I N E A R F E E T																				

SEE R62 FOR STORM SYSTEM 1 QUANTITIES



US 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #1	
--	--



PIPE DRAINAGE SHEET 6 of 21

STORM SEWER PIPE			E A C H E T F E E T																S O Y D					
15"	18"	24"	30"	36"	PH LEVEL	CURB BOX INLET TYPE A	CURB BOX INLET TYPE A MODIFIED	CURB BOX INLET TYPE B	DROP BOX INLET TYPE 2	DROP BOX INLET TYPE 11	DROP BOX INLET TYPE 13G	DROP BOX INLET TYPE 13G MOD.	DROP BOX INLET TYPE 13G MOD.	DROP BOX INLET TYPE 13S	DROP BOX INLET TYPE 13S MOD.	MANHOLE TYPE A	MANHOLE TYPE C	MANHOLE TYPE C MODIFIED	JUNCTION BOX	JUNCTION BOX MODIFIED	FABRIC TY. IV FOR PIPE	SOYD	CUYD	
	1483	1091	25	-	44	-	-	-	-	-	10	-	-	3	-	7	3	1	1	1	1		3268	34.41

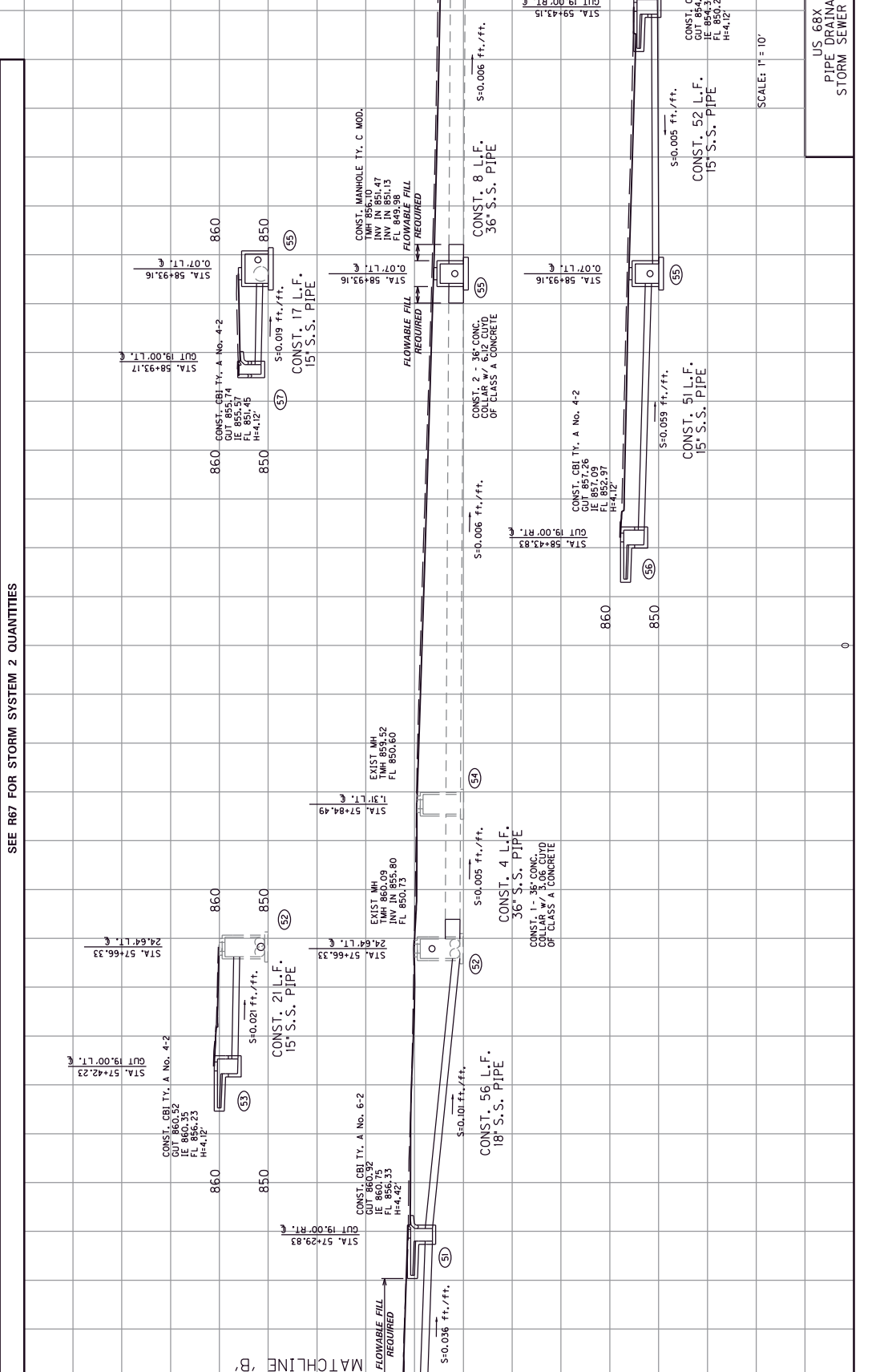
COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	R67

US 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #2

SCALE: 1" = 10'

PIPE DRAINAGE SHEET 7 of 21

STORM SEWER PIPE										PH LEVEL									
15"	18"	24"	30"	36"															
L I N E A R F E E T					E A C H														
					SOYD														
					CLASS A CONCRETE														
					JUNCTION BOX														
					JUNCTION BOX MODIFIED														
					FABRIC TY. IV FOR PIPE														
					CUYD														



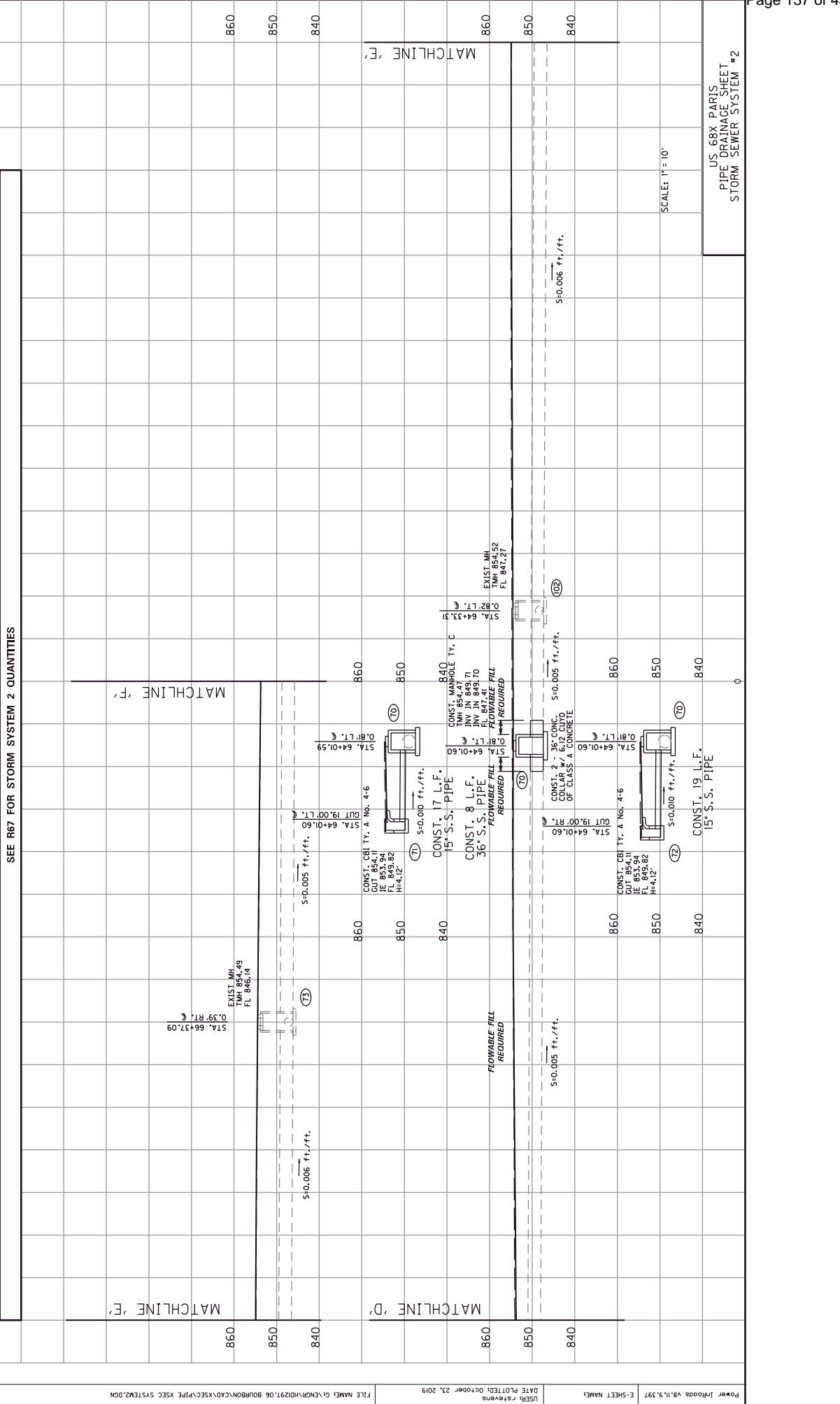
US 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #2

SCALE: 1" = 10'

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	R10

PIPE DRAINAGE SHEET 9 of 21

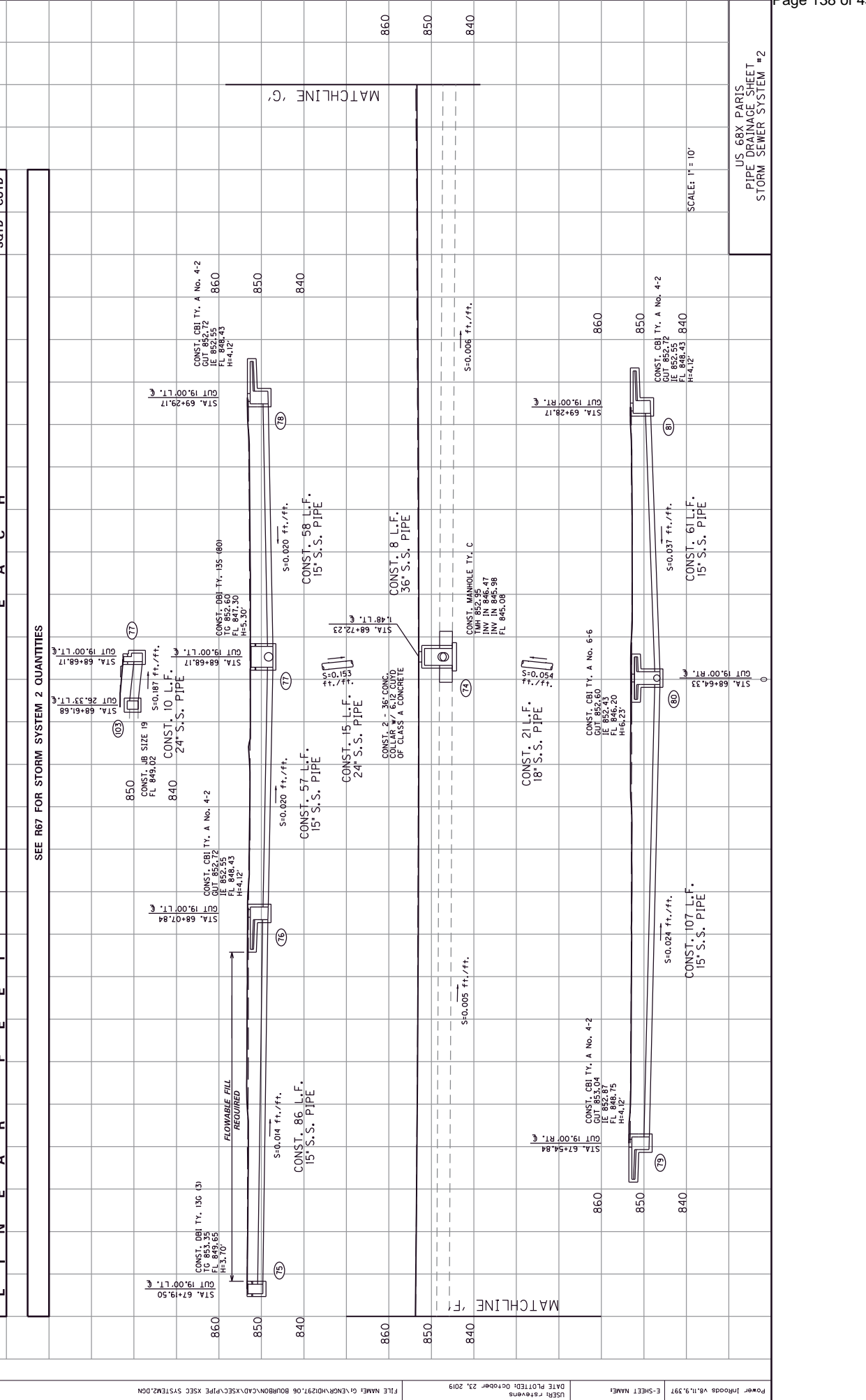
STORM SEWER PIPE		PH LEVEL		CURB BOX INLET TYPE A		CURB BOX INLET TYPE A MODIFIED		CURB BOX INLET TYPE B		DROP BOX INLET TYPE 2		DROP BOX INLET TYPE 11		DROP BOX INLET TYPE 13G MOD.		DROP BOX INLET TYPE 13G		MANHOLE TYPE A		MANHOLE TYPE C		MANHOLE TYPE C MODIFIED		JUNCTION BOX		JUNCTION BOX MODIFIED		GEOTEXTILE FABRIC TYPE IV FOR PIPE		SOVD		CLASS A CONCRETE			
15"	18"	24"	30"	36"	CURB BOX INLET TYPE A		CURB BOX INLET TYPE A MODIFIED		CURB BOX INLET TYPE B		DROP BOX INLET TYPE 2		DROP BOX INLET TYPE 11		DROP BOX INLET TYPE 13G MOD.		DROP BOX INLET TYPE 13G		MANHOLE TYPE A		MANHOLE TYPE C		MANHOLE TYPE C MODIFIED		JUNCTION BOX		JUNCTION BOX MODIFIED		GEOTEXTILE FABRIC TYPE IV FOR PIPE		SOVD		CLASS A CONCRETE		
L I N E A R		F E E T		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H	



COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	RT1

PIPE DRAINAGE SHEET 10 of 21

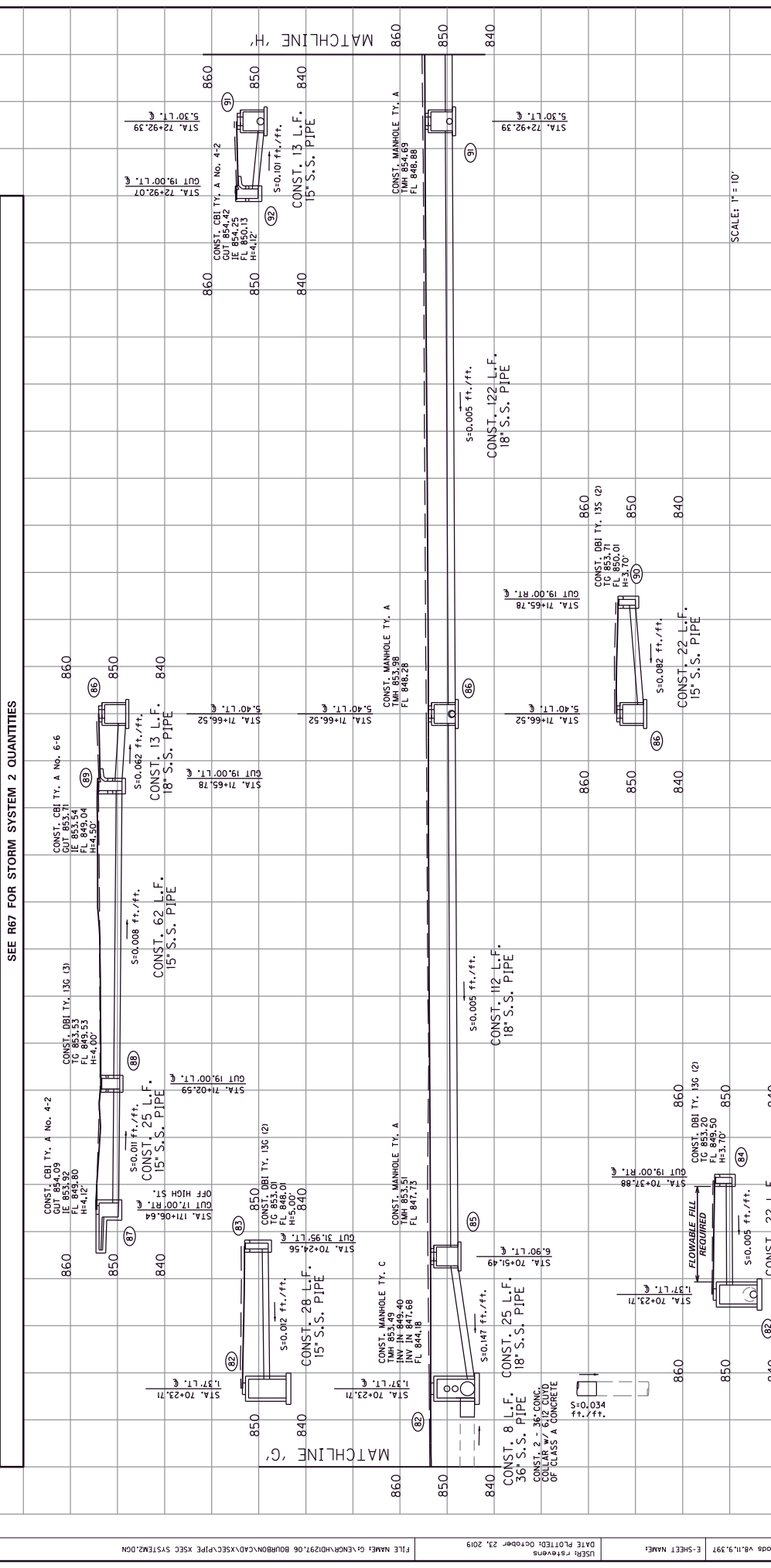
STORM SEWER PIPE	15"	18"	24"	30"	36"	PH LEVEL	CURB BOX A INLET TYPE A	CURB BOX A INLET TYPE A MODIFIED	CURB BOX B INLET TYPE B	DROP BOX 2 INLET TYPE 2	DROP BOX 11 INLET TYPE 11	DROP BOX INLET TYPE 13G MOD.	DROP BOX INLET TYPE 13G MOD.	DROP BOX INLET TYPE 13S	DROP BOX INLET TYPE 13S MOD.	MANHOLE TYPE A	MANHOLE TYPE C	MANHOLE TYPE C MODIFIED	JUNCTION BOX	JUNCTION BOX MODIFIED	GEOTEXTILE FABRIC TY. IV FOR PIPE	SOYD	CLASS A CONCRETE
	SEE R67 FOR STORM SYSTEM 2 QUANTITIES																						



US: 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #2

PIPE DRAINAGE SHEET 11 of 21

STORM SEWER PIPE										E A C H																												
15"	18"	24"	30"	36"	PH LEVEL					CURB BOX	INLET TYPE A	INLET TYPE A	MODIFIED	CURB BOX	INLET TYPE B	DROP BOX	INLET TYPE 2	DROP BOX	INLET TYPE 11	DROP BOX	INLET TYPE 13G	DROP BOX	INLET TYPE 13G	DROP BOX	INLET TYPE 13G	MOD.	MANHOLE TYPE A	MANHOLE TYPE C	MANHOLE TYPE C	JUNCTION BOX	JUNCTION BOX	JUNCTION BOX	MODIFIED	BOX	GEOTEXTILE FABRIC TY. IV FOR PIPE	SOVD	CUVD	CLASS A CONCRETE



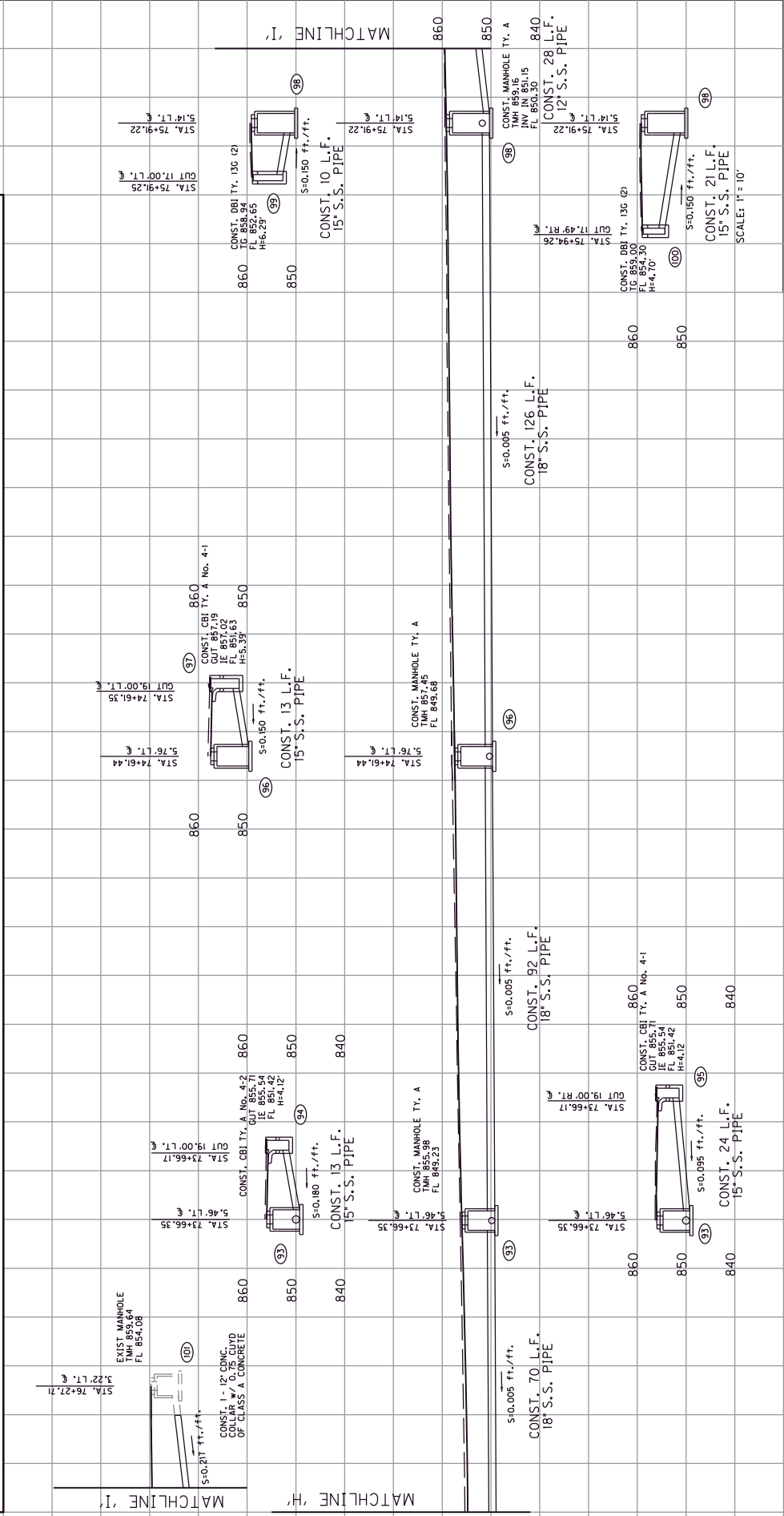
COUNTY OF BOURBON		ITEM NO. 7-20002	SHEET NO. RTZ
US 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #2			

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	RT3

PIPE DRAINAGE SHEET 12 of 21

STORM SEWER PIPE		PH LEVEL		CURB BOX INLET TYPE A		CURB BOX INLET TYPE A MODIFIED		CURB BOX INLET TYPE B		DROP BOX INLET TYPE 2		DROP BOX INLET TYPE 11		DROP BOX INLET TYPE 13G		DROP BOX INLET TYPE 13G MOD.		DROP BOX INLET TYPE 13G MOD.		MANNHOLE TYPE A		MANNHOLE TYPE C		MANNHOLE TYPE C MODIFIED		JUNCTION BOX		JUNCTION BOX MODIFIED		FABRIC TY. IV FOR PIPE		CLASS A CONCRETE	
15"	18"	24"	30"	36"																													
L I N E A R F E E T																																	

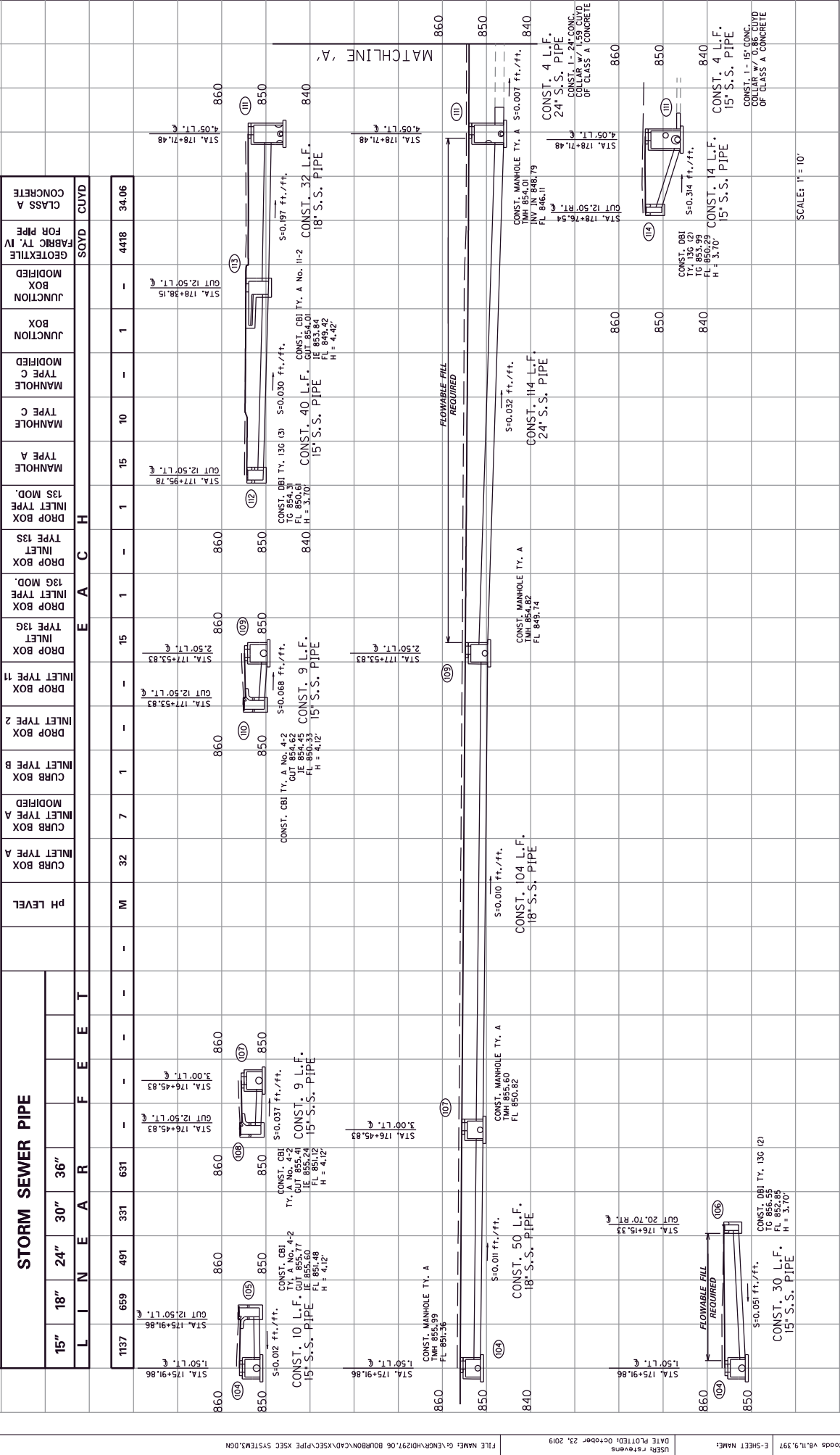
SEE R67 FOR STORM SYSTEM 2 QUANTITIES



US 68X PARIS PIPE DRAINAGE SHEET	
STORM SEWER SYSTEM #2	

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	RT4

PIPE DRAINAGE SHEET 13 of 21



STORM SEWER PIPE

15"	18"	24"	30"	36"	E A C H										SOYD	CLASS A CONCRETE			
L I N E A R	F E E T										JUNCTION BOX MODIFIED	FABRIC TY. IV FOR PIPE	CUYD						
1137	659	491	331	631	-	-	-	-	-	-	15	1	1	10	-	1	4418	34.06	

US 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #3

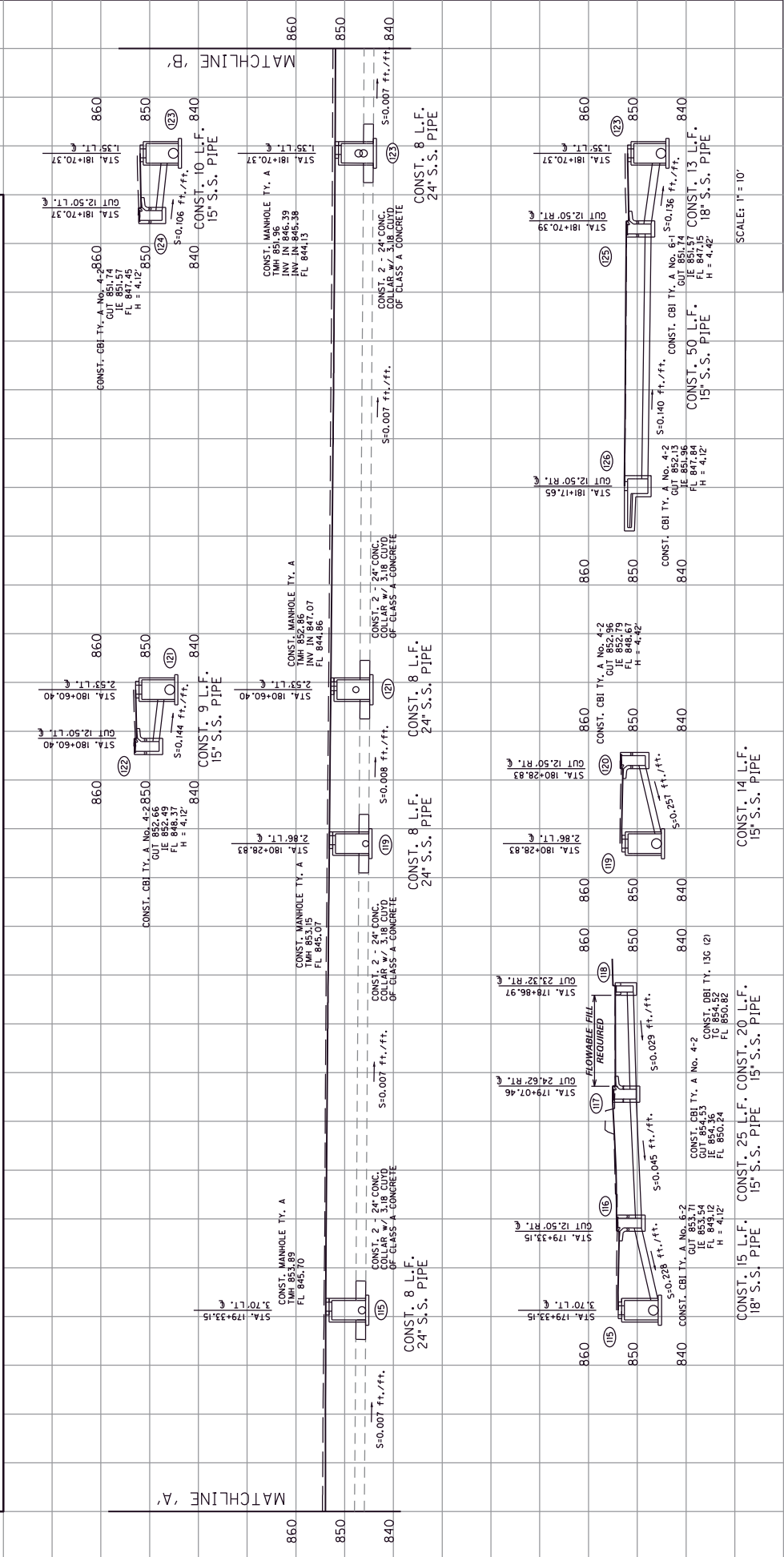
SCALE: 1" = 10'

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	RT5

PIPE DRAINAGE SHEET 14 of 21

STORM SEWER PIPE		PH LEVEL		CURB BOX INLET TYPE A		CURB BOX INLET TYPE A MODIFIED		CURB BOX INLET TYPE B		DROP BOX INLET TYPE 2		DROP BOX INLET TYPE 11		DROP BOX INLET TYPE 13G MOD.		DROP BOX INLET TYPE 13G		DROP BOX INLET TYPE 13S		DROP BOX INLET TYPE 13S MOD.		MANHOLE TYPE A		MANHOLE TYPE C		MANHOLE TYPE C MODIFIED		JUNCTION BOX		JUNCTION BOX MODIFIED		FABRIC TY. IV FOR PIPE		CLASS A CONCRETE	
15"	18"	24"	30"	36"																															
L I N E A R		F E E T		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H		E A C H	

SEE R74 FOR STORM SYSTEM 3 QUANTITIES

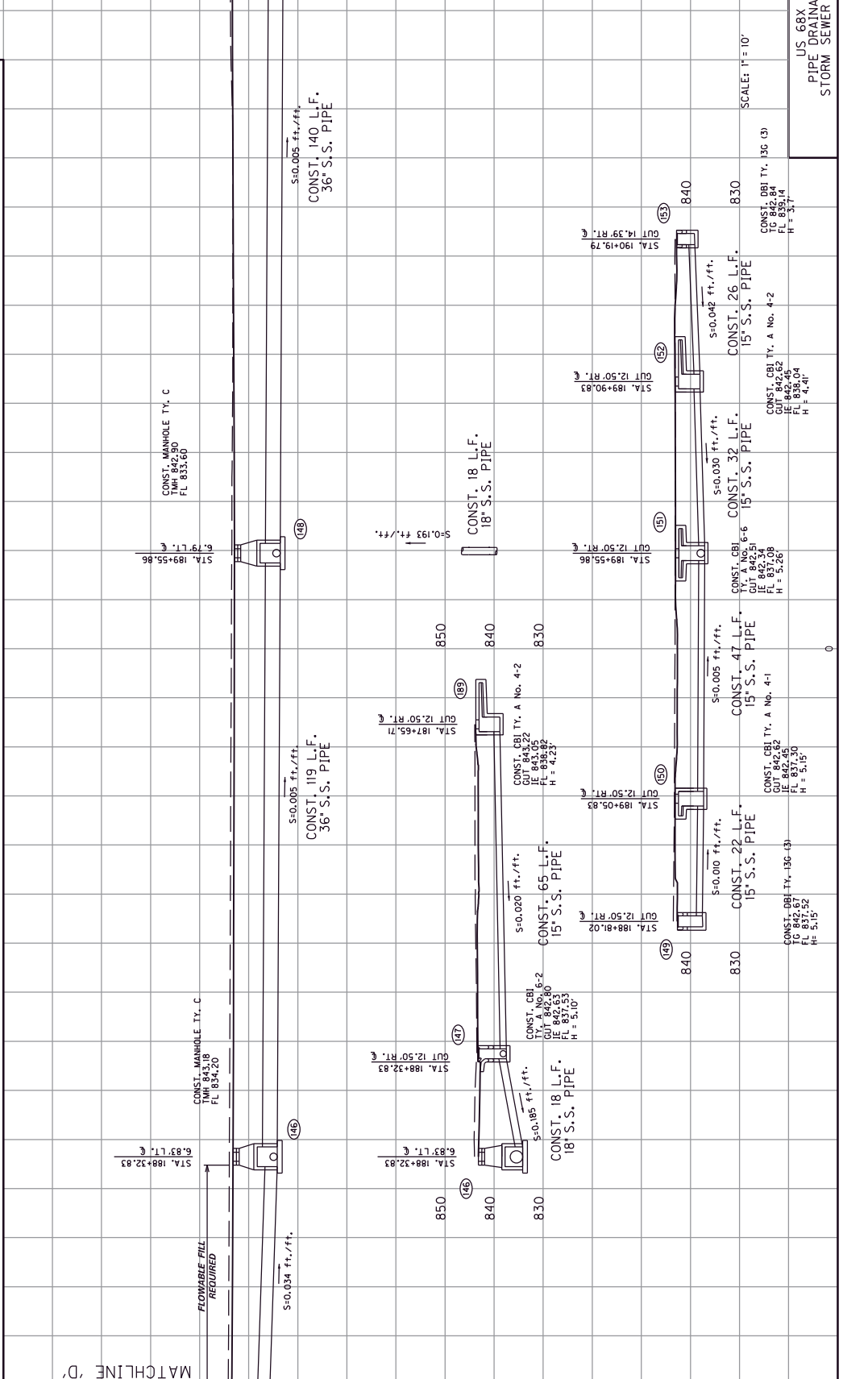


US: 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #3	0
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PIPE DRAINAGE SHEET 17 of 21

STORM SEWER PIPE		PH LEVEL		CURB BOX INLET TYPE A		CURB BOX INLET TYPE A MODIFIED		CURB BOX INLET TYPE B		DROP BOX INLET TYPE 2		DROP BOX INLET TYPE 11		DROP BOX INLET TYPE 13G MOD.		DROP BOX INLET TYPE 13G		DROP BOX INLET TYPE 13S MOD.		MANHOLE TYPE A		MANHOLE TYPE C		MANHOLE TYPE C MODIFIED		JUNCTION BOX		JUNCTION BOX MODIFIED		FABRIC TY. IV FOR PIPE		SOYD		CLASS A CONCRETE	
15"	18"	24"	30"	36"																															

SEE R74 FOR STORM SYSTEM 3 QUANTITIES



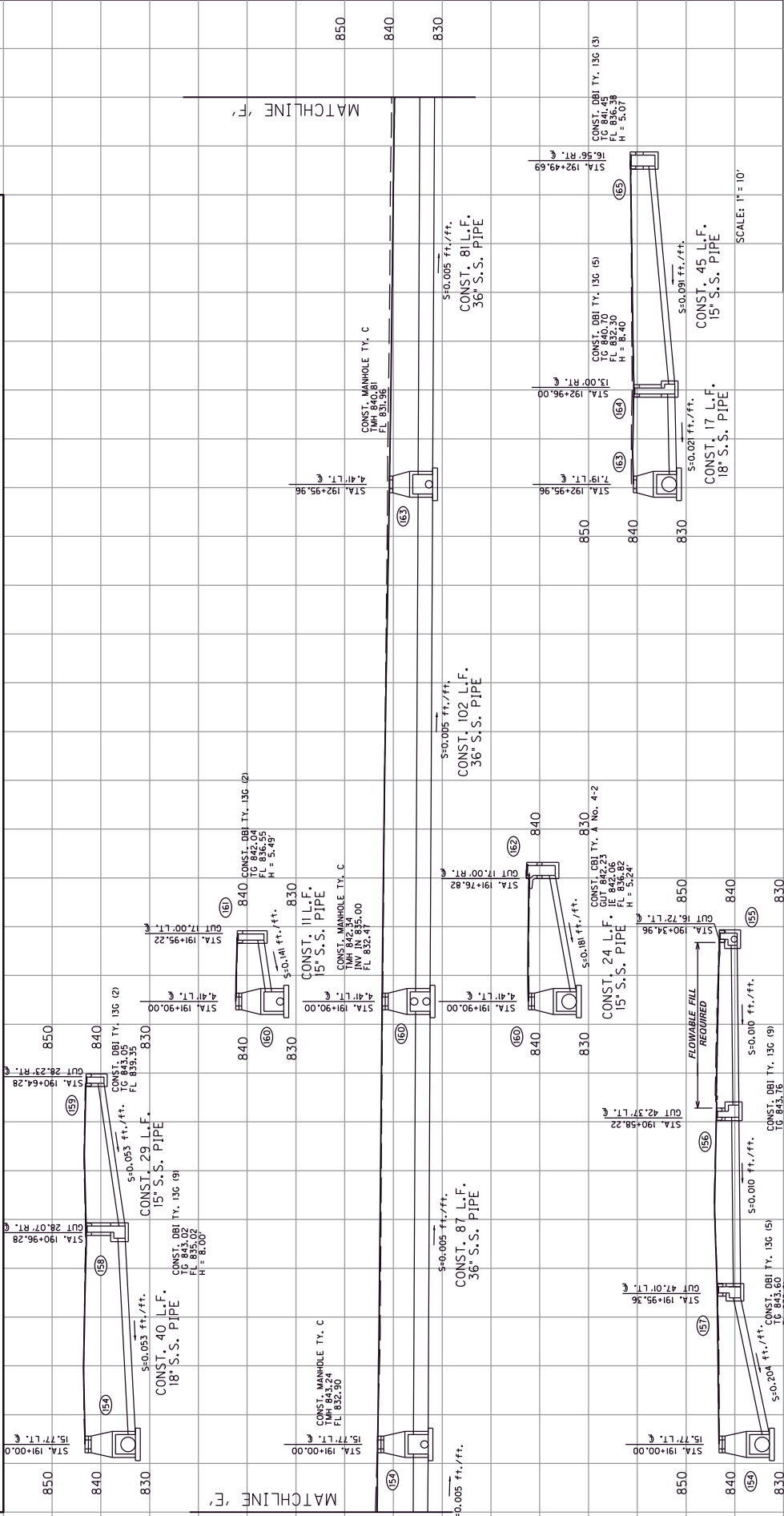
COUNTY OF BOURBON		ITEM NO. 7-20002	SHEET NO. R78
US 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #3			

COUNTY OF	BOURBON
ITEM NO.	7-20002
SHEET NO.	RT9

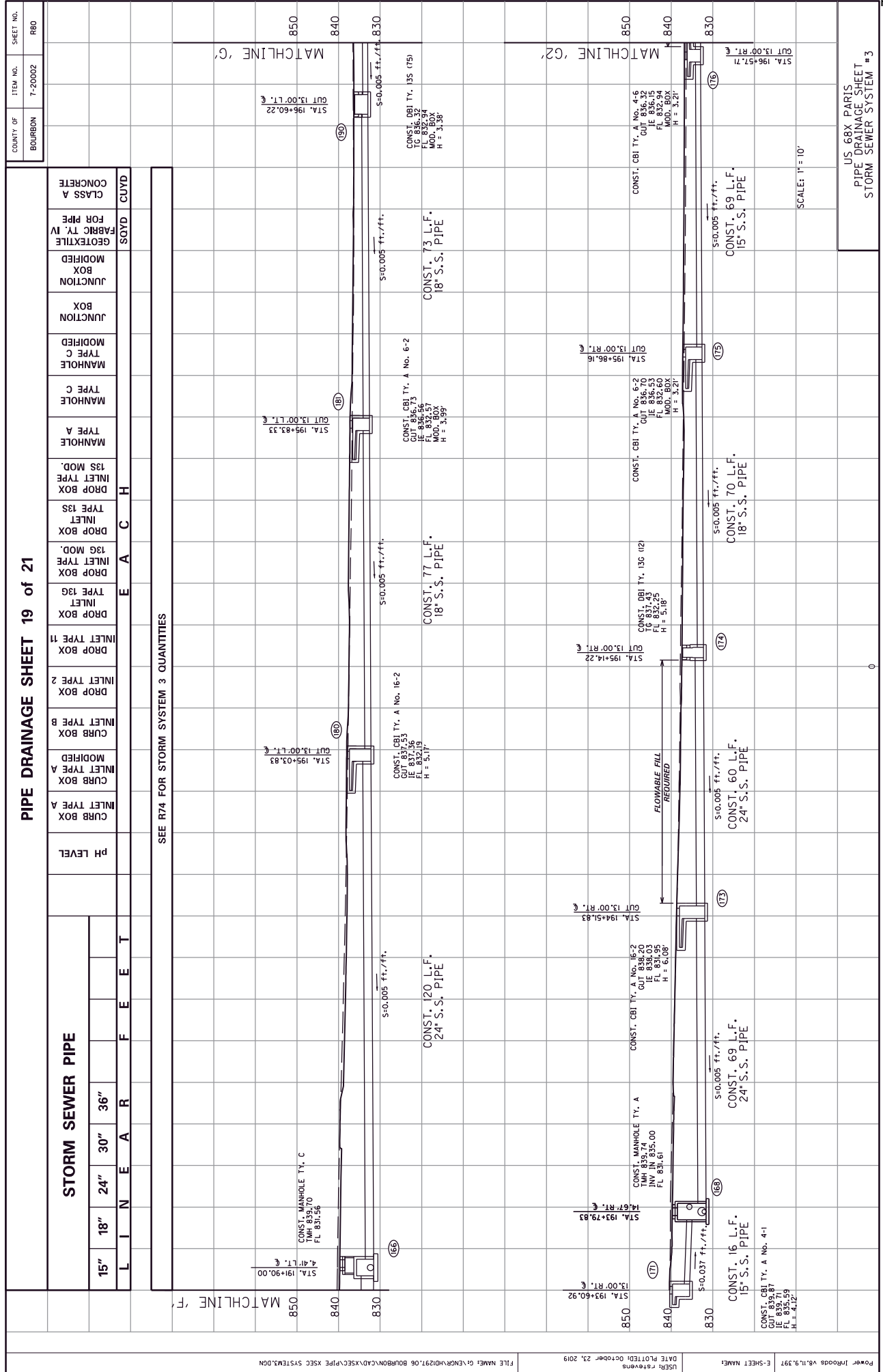
PIPE DRAINAGE SHEET 18 of 21

STORM SEWER PIPE																																																																
15"	18"	24"	30"	36"																																																												
L	I	N	E	A	R	F	E	E	T	E					A	C	H																																															
PH LEVEL					CURB BOX INLET TYPE A					CURB BOX INLET TYPE B					DROP BOX INLET TYPE 11					DROP BOX INLET TYPE 13G MOD.					DROP BOX INLET TYPE 13S MOD.					MANHOLE TYPE A					MANHOLE TYPE C					JUNCTION BOX					JUNCTION BOX MODIFIED					FABRIC TY. IV FOR PIPE					SOYD					CLASS A CONCRETE				

SEE R74 FOR STORM SYSTEM 3 QUANTITIES



US 68X PARIS PIPE DRAINAGE SHEET #3															STORM SEWER SYSTEM #3														
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PIPE DRAINAGE SHEET 19 of 21

COUNT OF		ITEM NO.	SHEET NO.
BOURBON		7-20002	R80

COUNT OF		ITEM NO.	SHEET NO.
BOURBON		7-20002	R80

PH LEVEL	INLET TYPE A	CURB BOX	INLET TYPE A	MODIFIED	CURB BOX	INLET TYPE B	DROP BOX	INLET TYPE 2	DROP BOX	INLET TYPE 11	DROP BOX	INLET TYPE 13G	DROP BOX	INLET TYPE 13G	DROP BOX	INLET TYPE 13G	DROP BOX	INLET TYPE 13G	DROP BOX	INLET TYPE 13G	MANHOLE TYPE A	MANHOLE TYPE C	MANHOLE TYPE C	MODIFIED	JUNCTION BOX	JUNCTION BOX	MODIFIED	JUNCTION BOX	MODIFIED	FABRIC TY. IV	FOR PIPE	CONCRETE		

SEE R74 FOR STORM SYSTEM 3 QUANTITIES

STORM SEWER PIPE

15"	18"	24"	30"	36"
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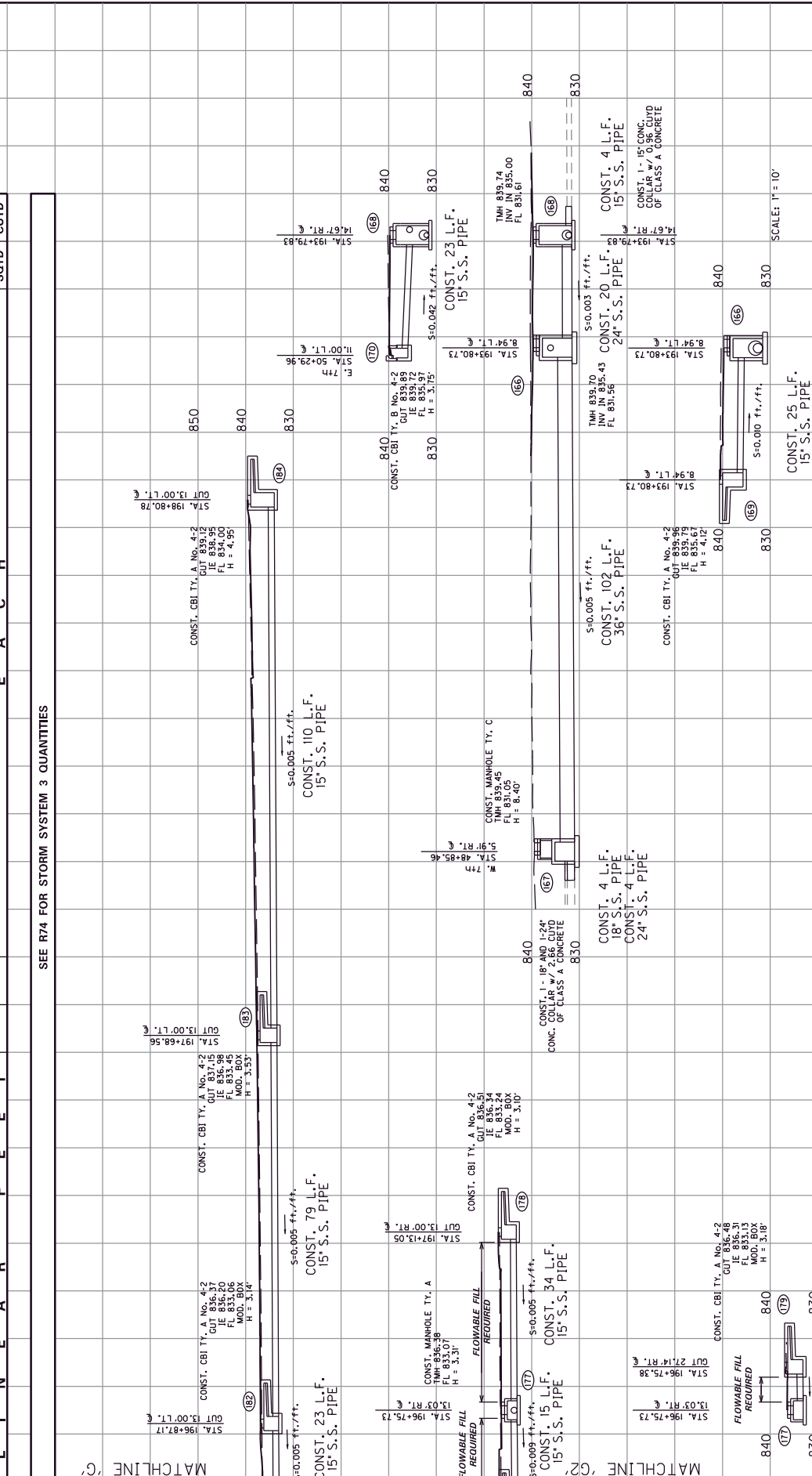
L I N E A R F E E T

US 68X PARIS PIPE GRAVITY SHEET STORM SEWER SYSTEM #3

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	RBI

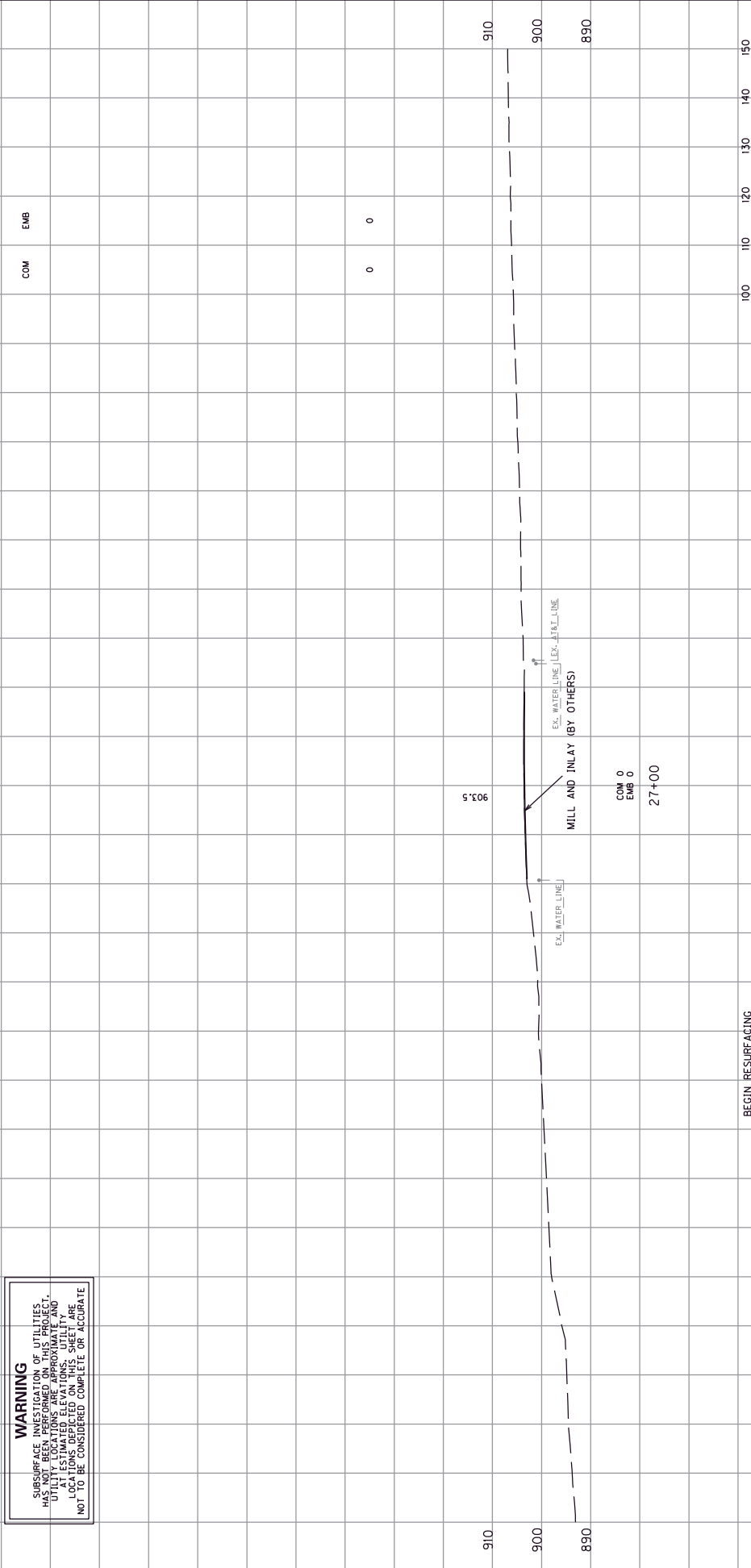
PIPE DRAINAGE SHEET 20 of 21

STORM SEWER PIPE		E A C H													
15"	18"	24"	30"	36"											
L I N E A R F E E T					SEE R74 FOR STORM SYSTEM 3 QUANTITIES										
					PH LEVEL										
					CURB BOX INLET TYPE A										
					CURB BOX INLET TYPE A MODIFIED										
					CURB BOX INLET TYPE B										
					DROP BOX INLET TYPE 2										
					DROP BOX INLET TYPE 11										
					DROP BOX INLET TYPE 13G										
					DROP BOX INLET TYPE 13G MOD.										
					DROP BOX INLET TYPE 13S										
					DROP BOX INLET TYPE 13S MOD.										
					MANHOLE TYPE A										
					MANHOLE TYPE C										
					MANHOLE TYPE C MODIFIED										
					JUNCTION BOX										
					JUNCTION BOX MODIFIED										
					GEOTEXTILE FABRIC TY. IV FOR PIPE										
					CLASS A CONCRETE										



US 68X PARIS PIPE DRAINAGE SHEET STORM SEWER SYSTEM #3
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COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XI



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

DESIGNED BY: _____
DATE SUBMITTED: _____

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF
BOURBON

PROJECT: FD52 009 068X 000-002
NUMBERS: STP 7054 (001)

US 68X PARIS
MAIN ST
STA. 27+00 TO STA. 27+00

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X2

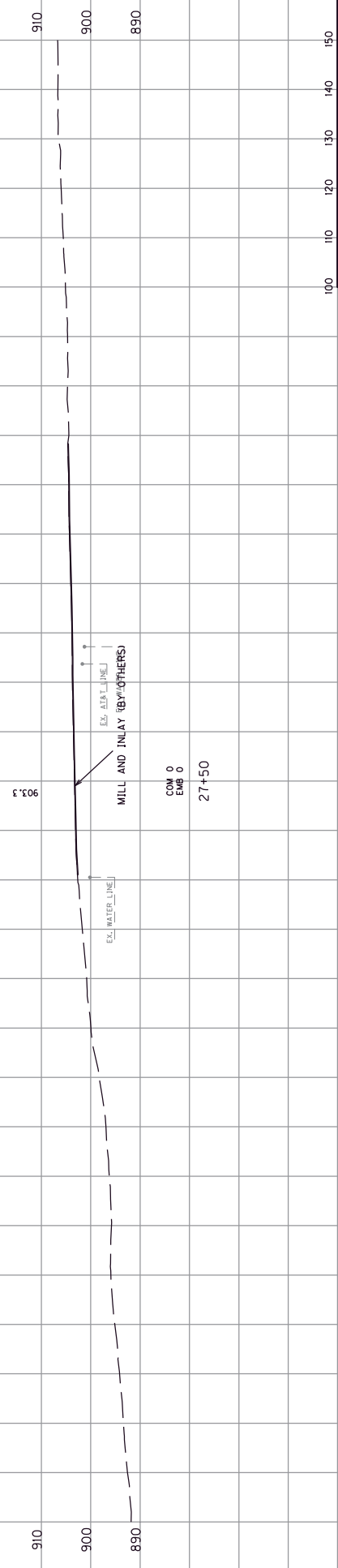
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN AS APPROXIMATE
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM

EMB

56

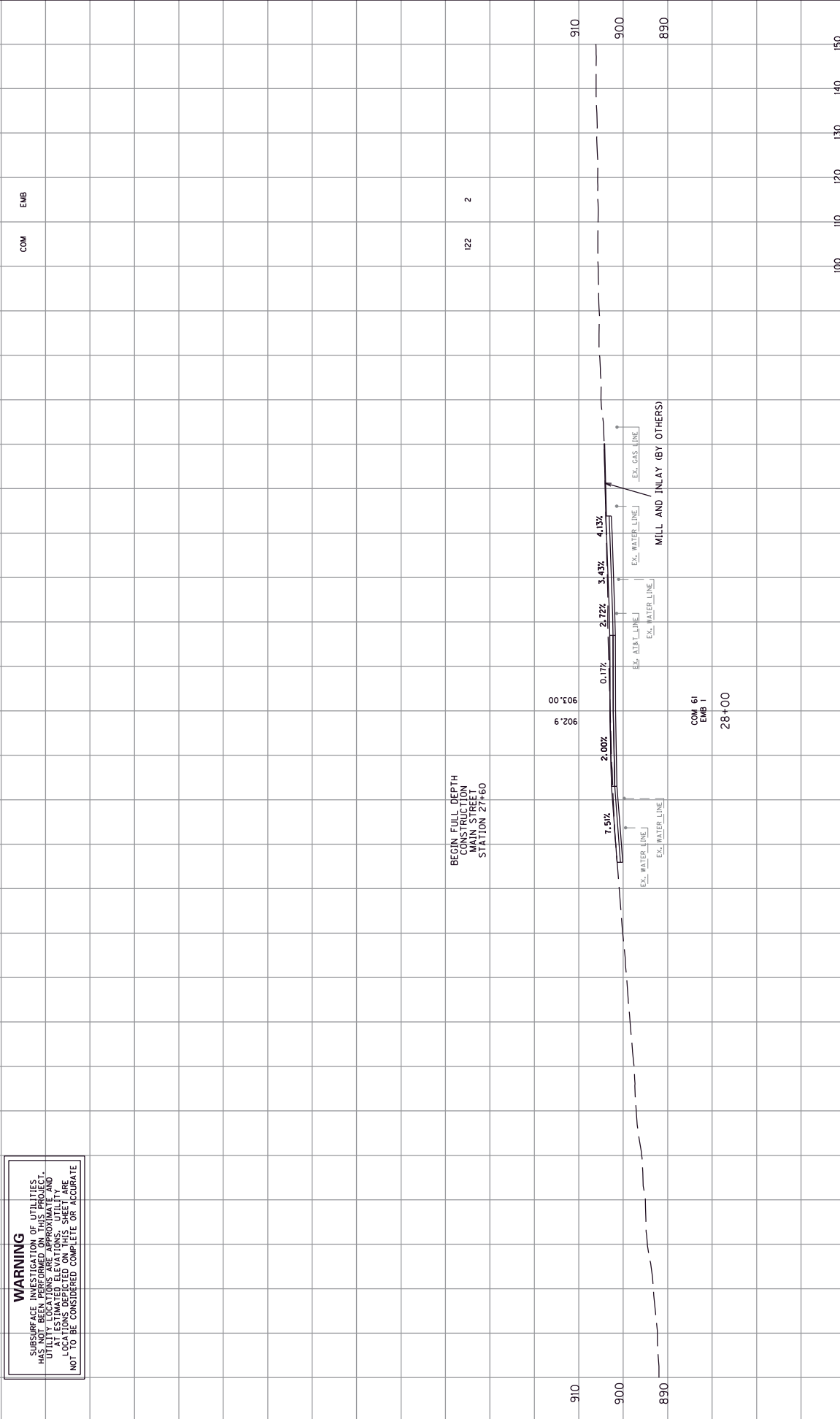
1



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 27+50 TO STA. 27+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X3



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

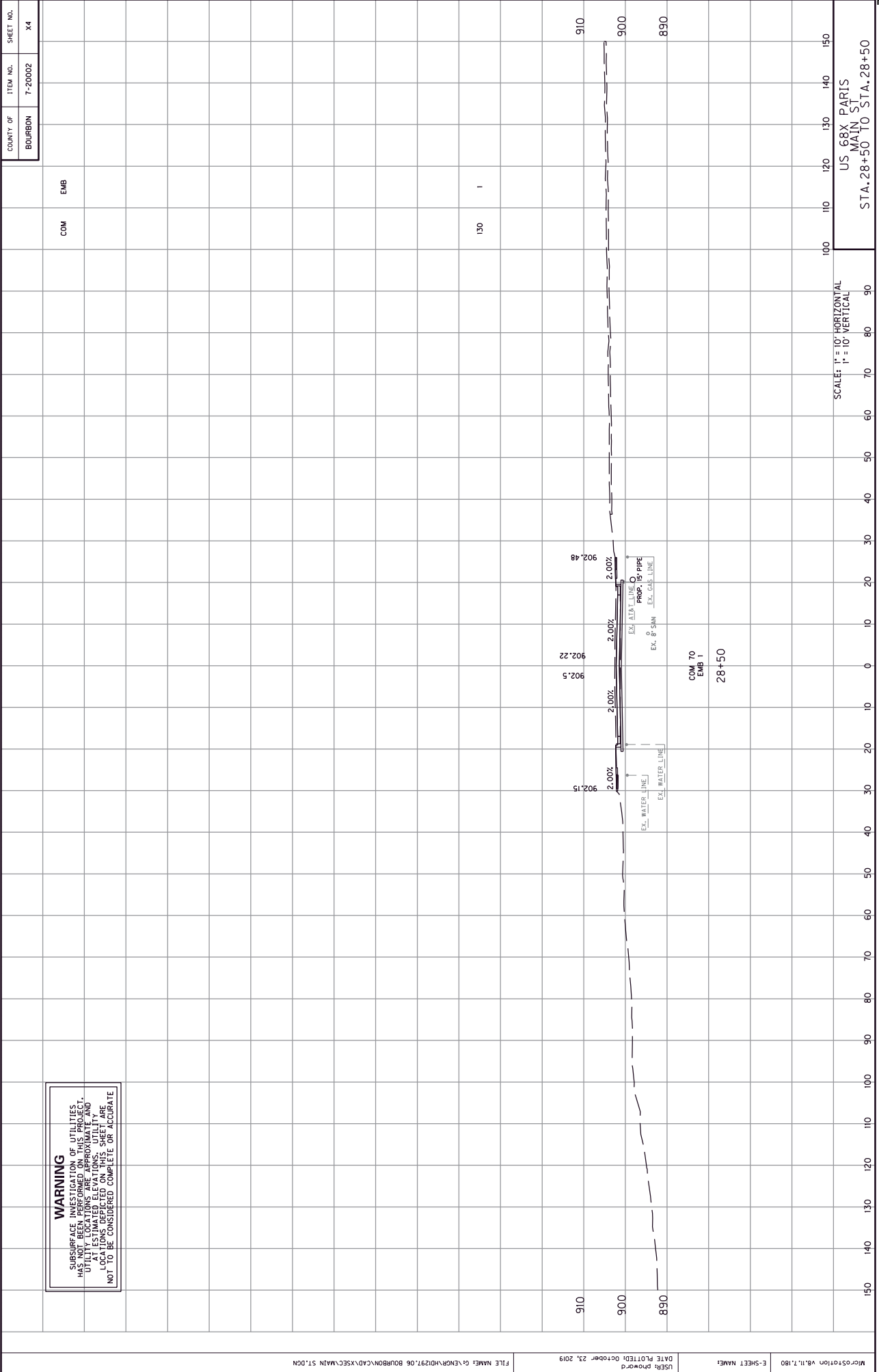
US 68X PARIS MAIN ST. STA. 28+00	100	110	120	130	140	150
SCALE: 1" = 10' HORIZONTAL 1" = 10' VERTICAL						

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X4

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM

EMB



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 28+50 TO STA. 28+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X5

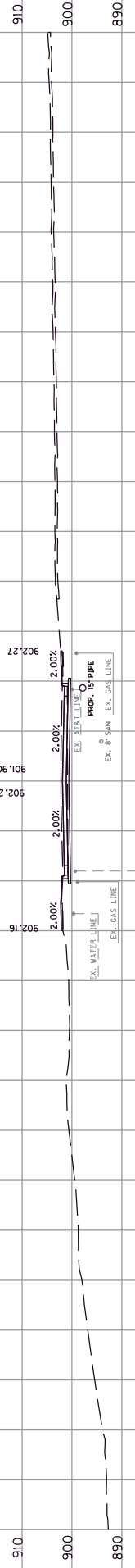
WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ON THIS SHEET AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB

123

2



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

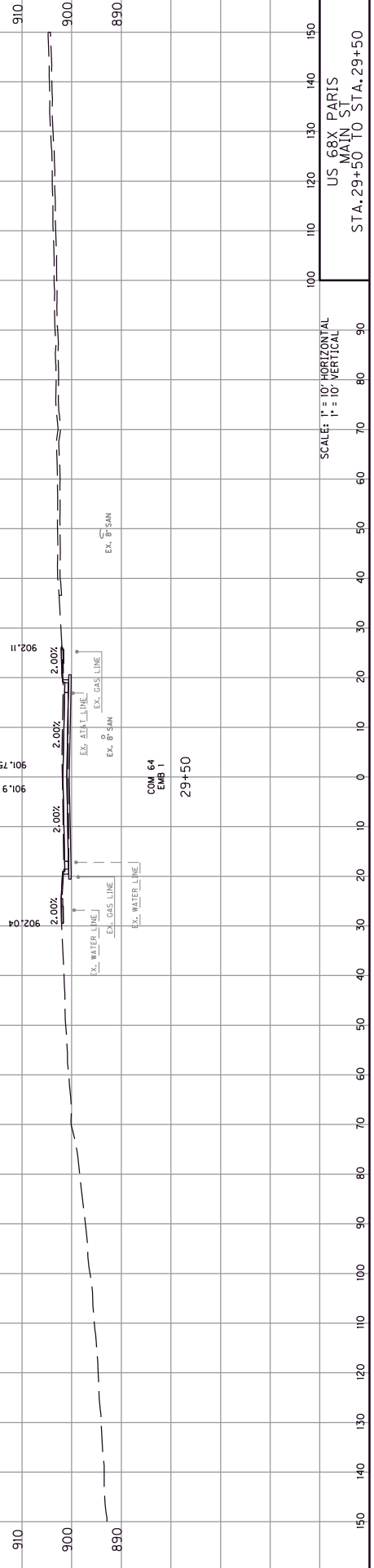
US 68X PARIS
MAIN ST
STA. 29+00 TO STA. 29+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X6

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS DEPICED ON THIS SHEET AND NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM EMB

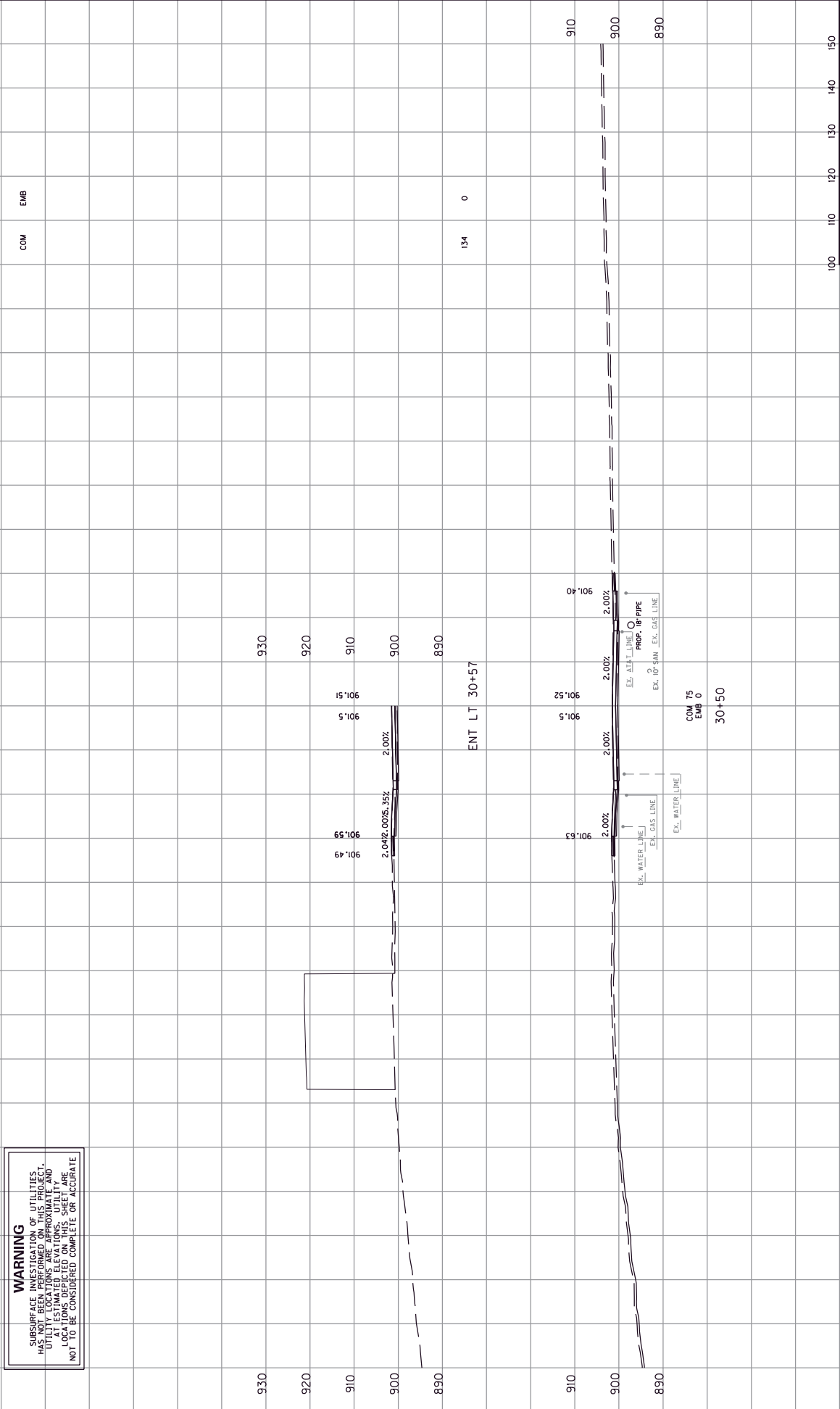
116 2



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 29+50 TO STA. 29+50

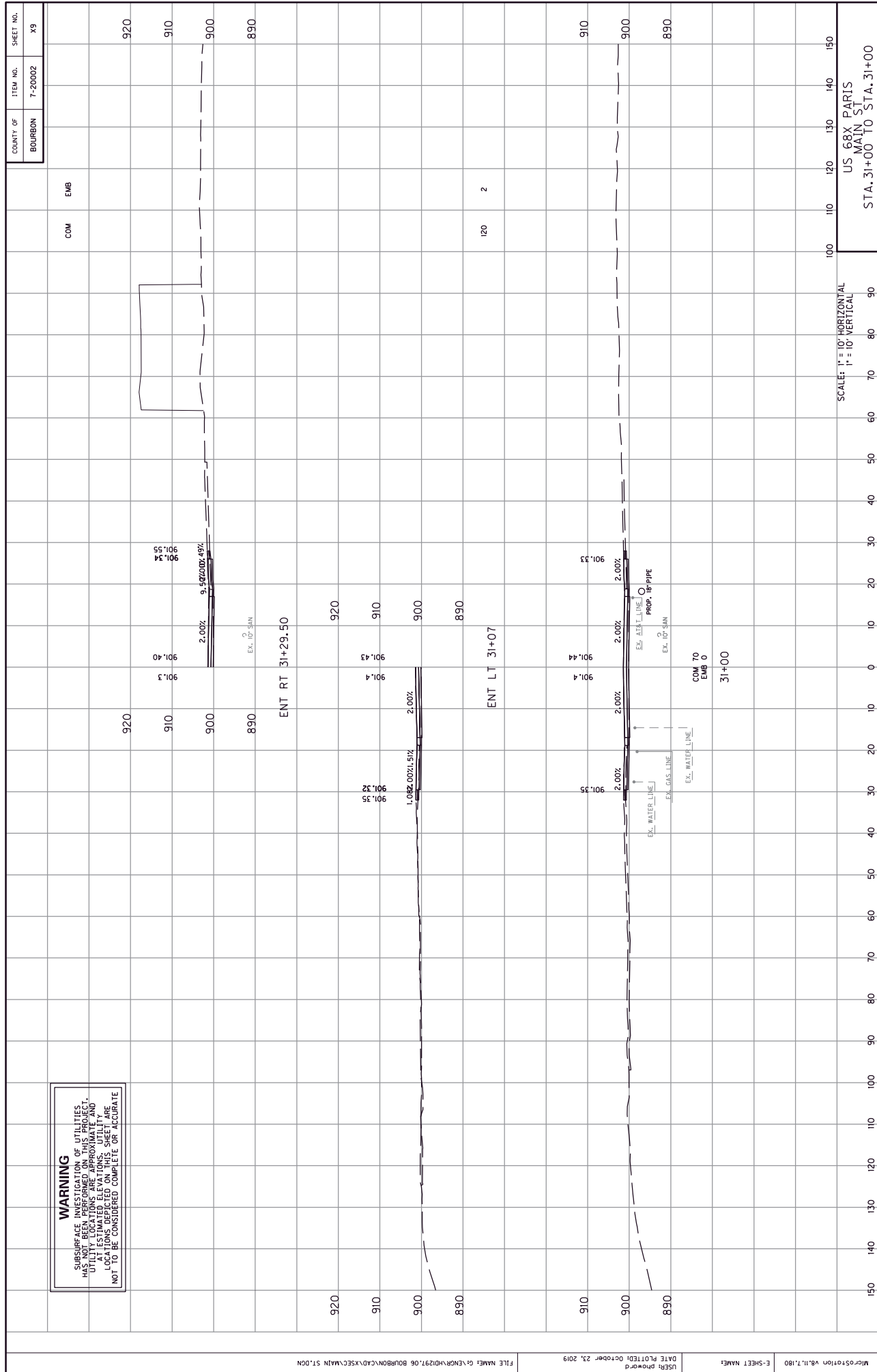
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X8



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 30+50 TO STA. 30+50

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ON THIS SHEET AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.



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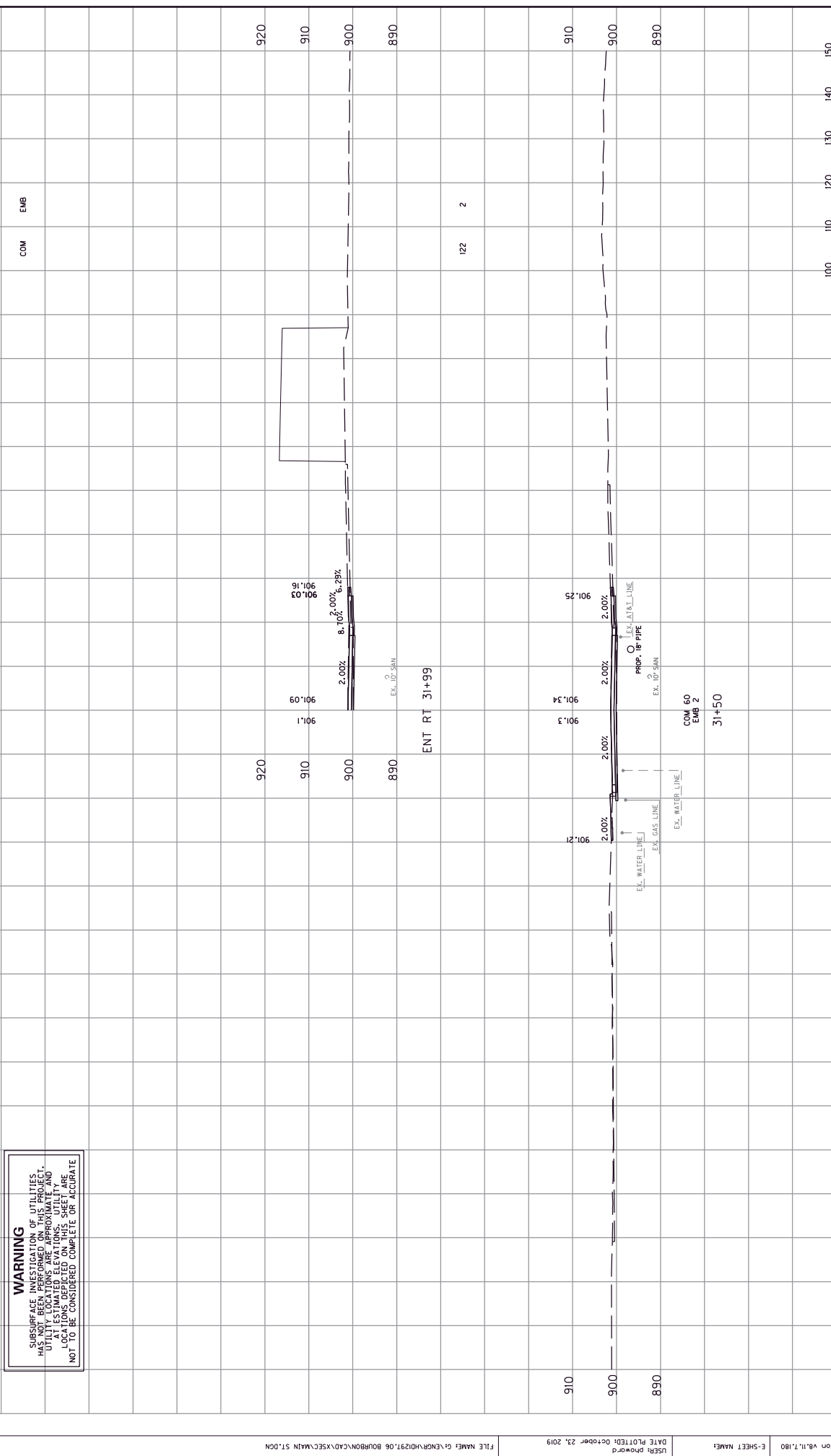
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X9

COM	EMB	100	110	120	130	140	150
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SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

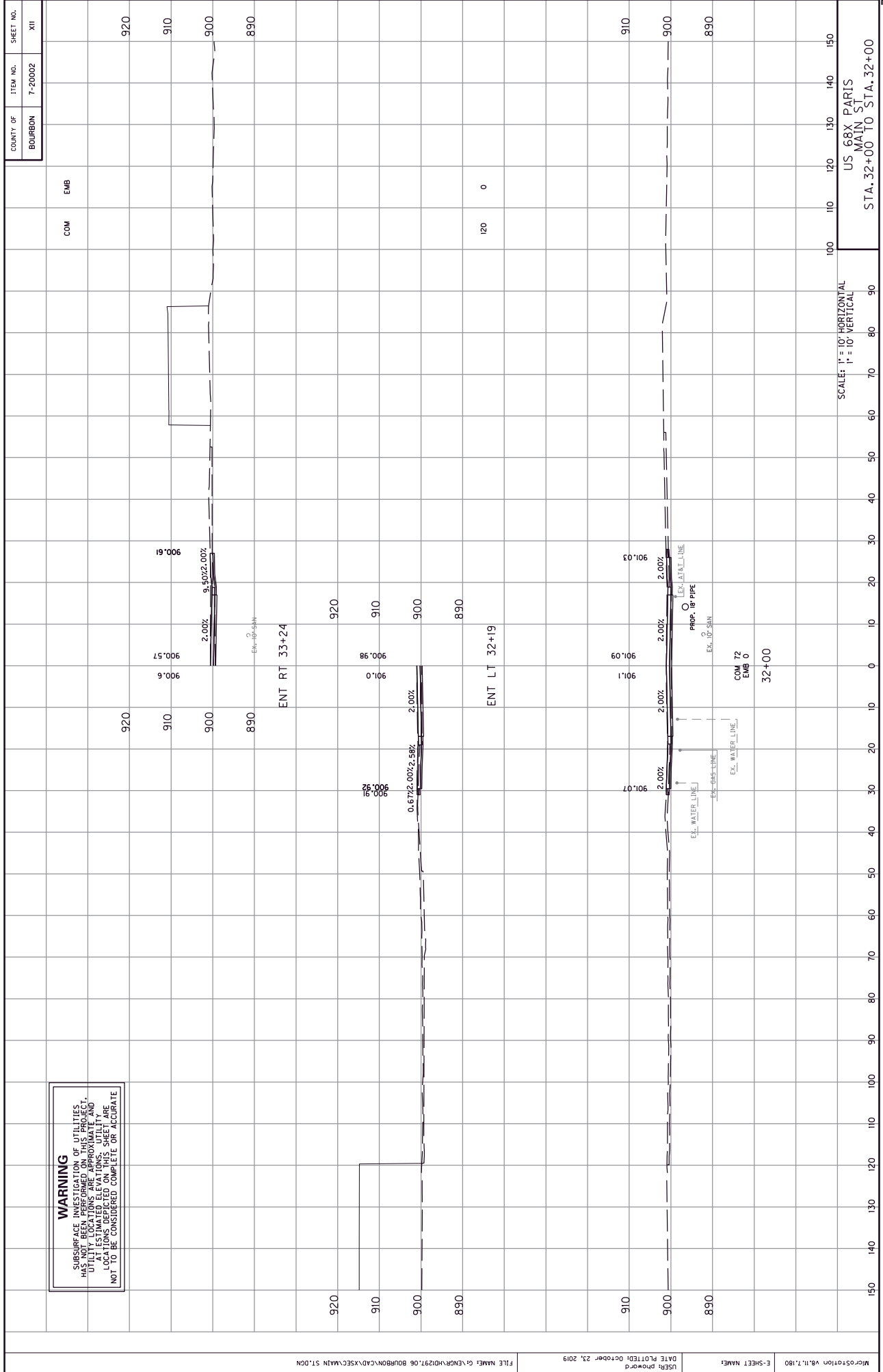
US 68X PARIS
MAIN ST
STA. 31+00 TO STA. 31+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X10



150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
-----	-----	-----	-----	-----	-----	----	----	----	----	----	----	----	----	----	---	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----

WARNING
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COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XII

COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 32+00 TO STA. 32+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	112

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB

116

3

910

900

890

910

900

890

900.82

900.9

900.85

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

EX. AIR LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. WATER LINE

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

EX. 10" SAN

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

PROP. 10" PIPE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

EX. GAS LINE

COM 57

EMB 0

32+50

32+50

32+50

32+50

32+50

32+50

32+50

32+50

32+50

32+50

32+50

32+50

32+50

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 32+50 TO STA. 32+50

100 110 120 130 140 150

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X13

WARNING
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COM

EMB

120

5

910

900

890

910

900

890

900.65

900.7

900.45

2.00%

2.00%

2.00%

PROP. 18" PIPE EX. UTILITY LINE

EX. 12" SAN

EX. GAS LINE

EX. WATER LINE

COM 68

EMB 3

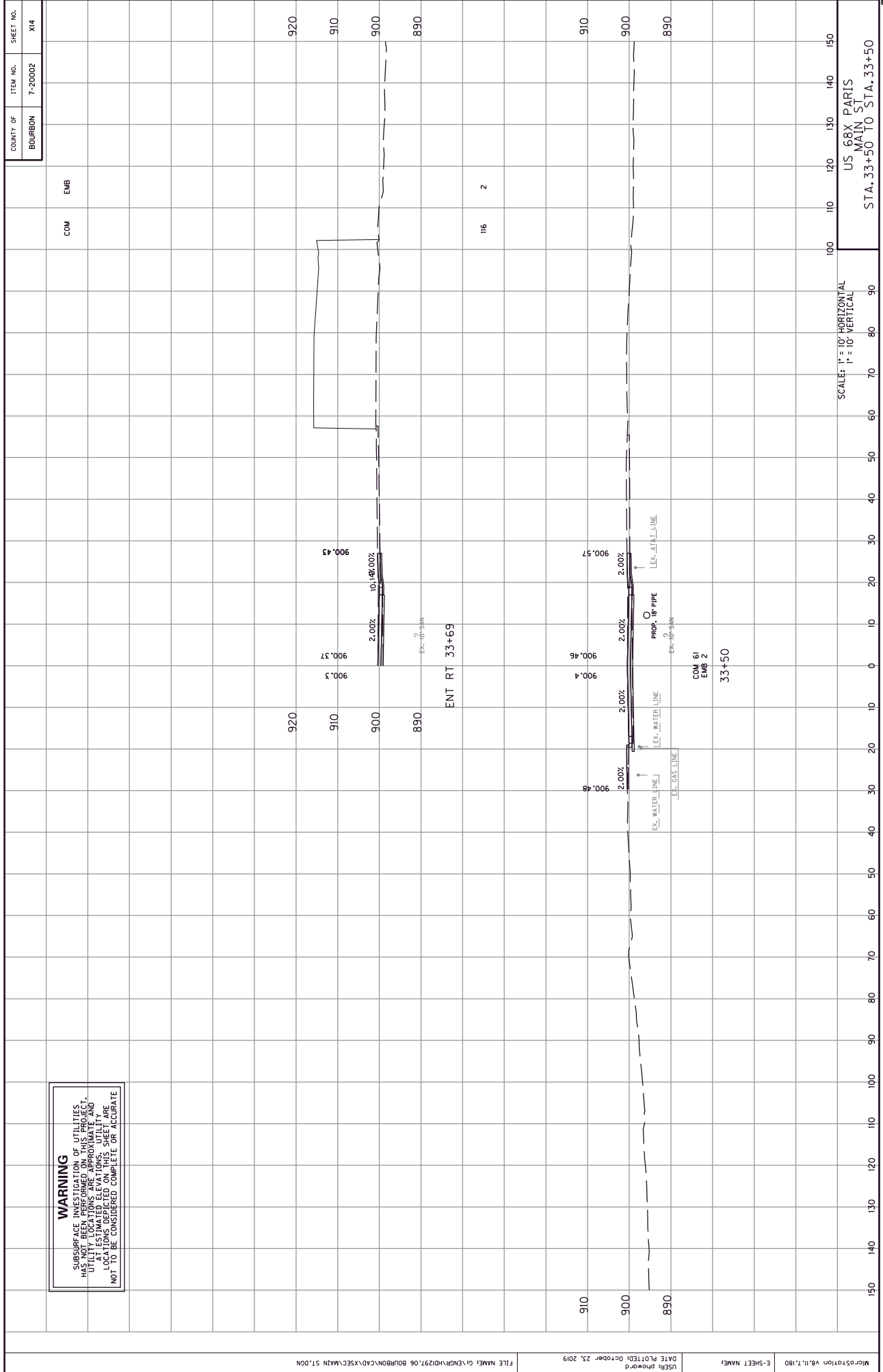
33+00

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 33+00 TO STA. 33+00

100 110 120 130 140 150

90 80 70 60 50 40 30 20 10 0



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SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 33+50 TO STA. 33+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X14

COM

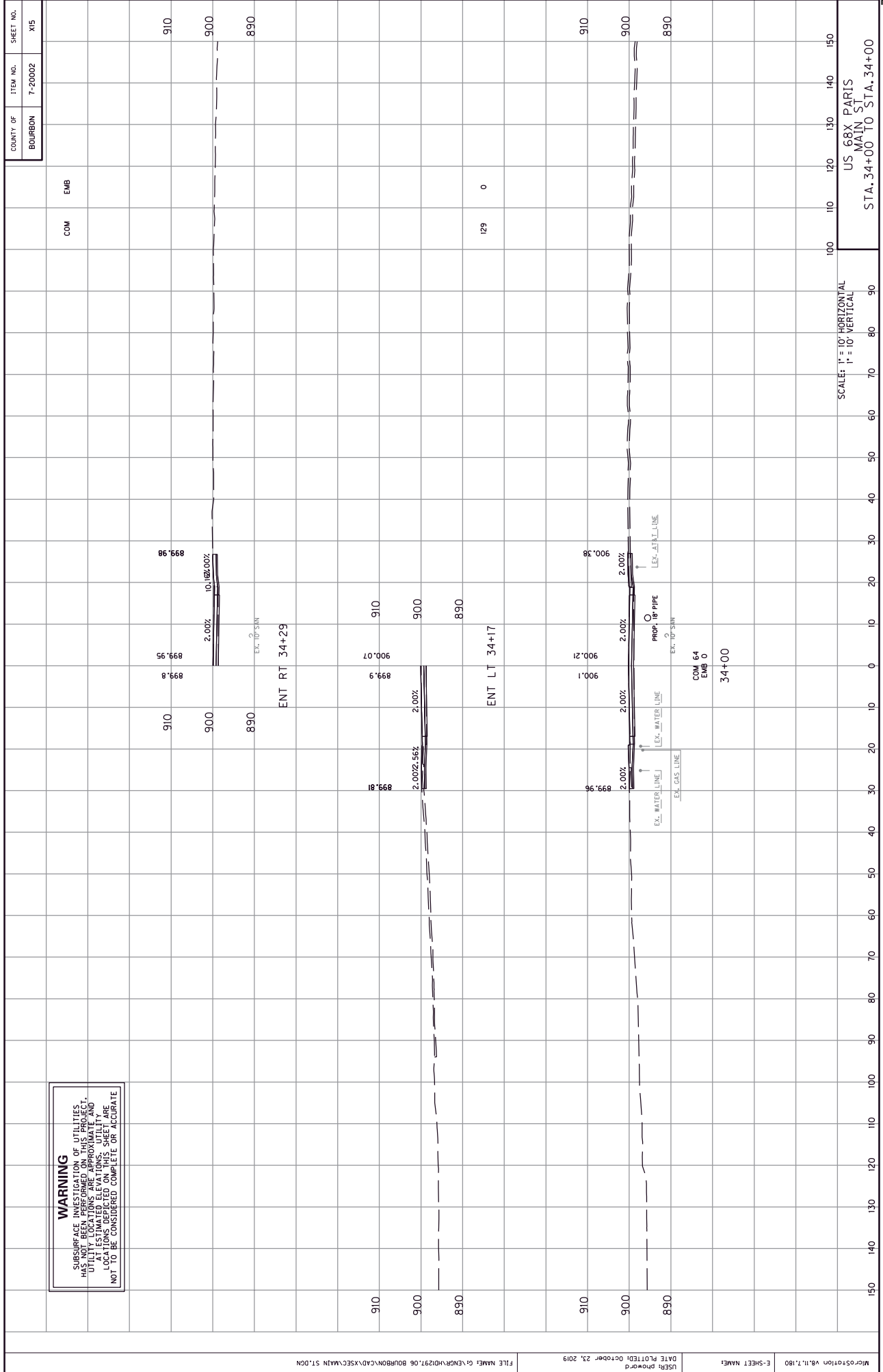
EMB

116

2

ENT RT 33+69

COM 61
 EMB 2
 33+50



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	M5

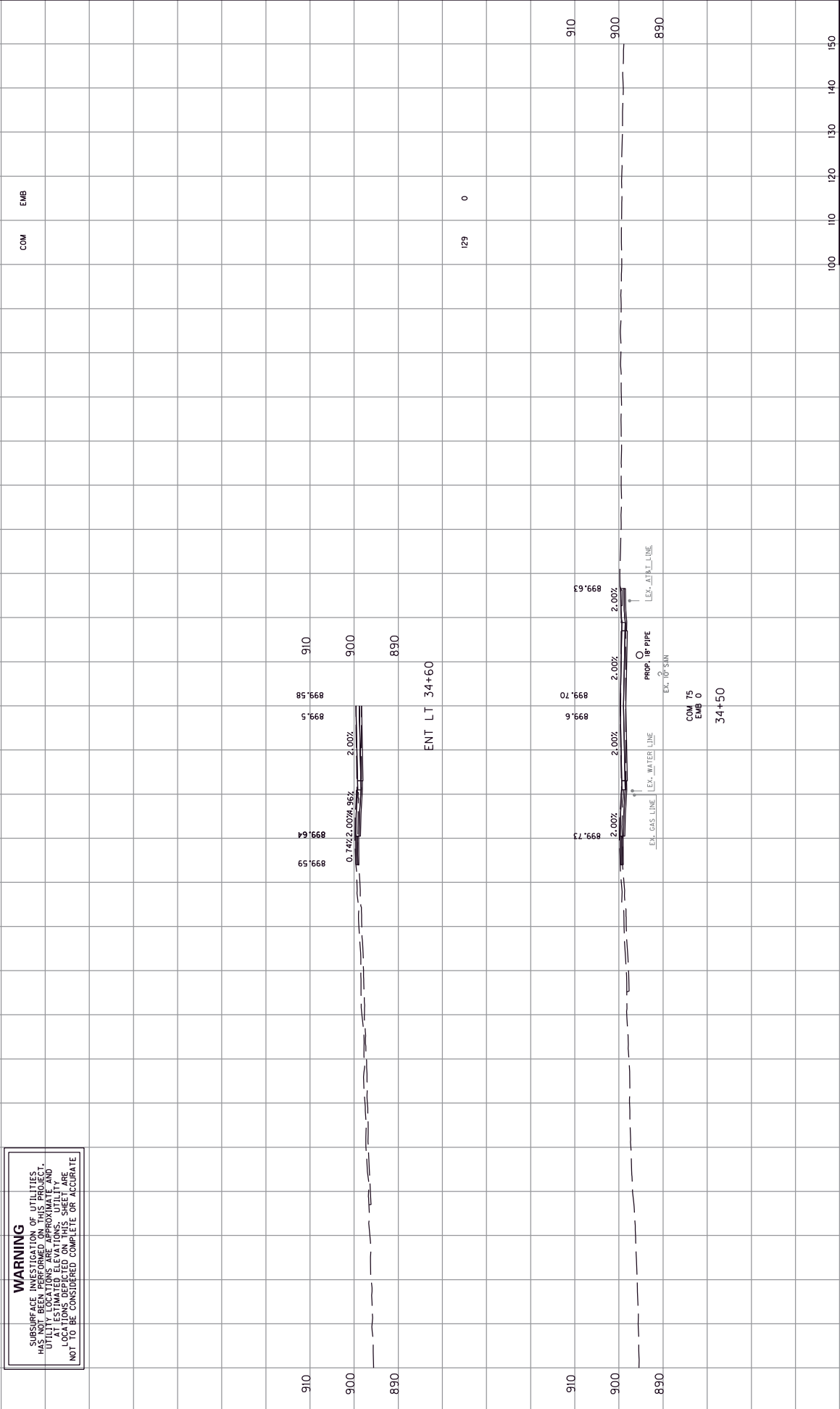
COM

EMB

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 34+00 TO STA. 34+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X16



USER: pford	DATE PLOTTED: October 23, 2019	FILE NAME: G:\NCR\Y01297.06 BOURBON\CD\XSEC\MAIN ST.001
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150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
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US 68X PARIS
MAIN ST
STA. 34+50 TO STA. 34+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X18

WARNING
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COM

EMB

132

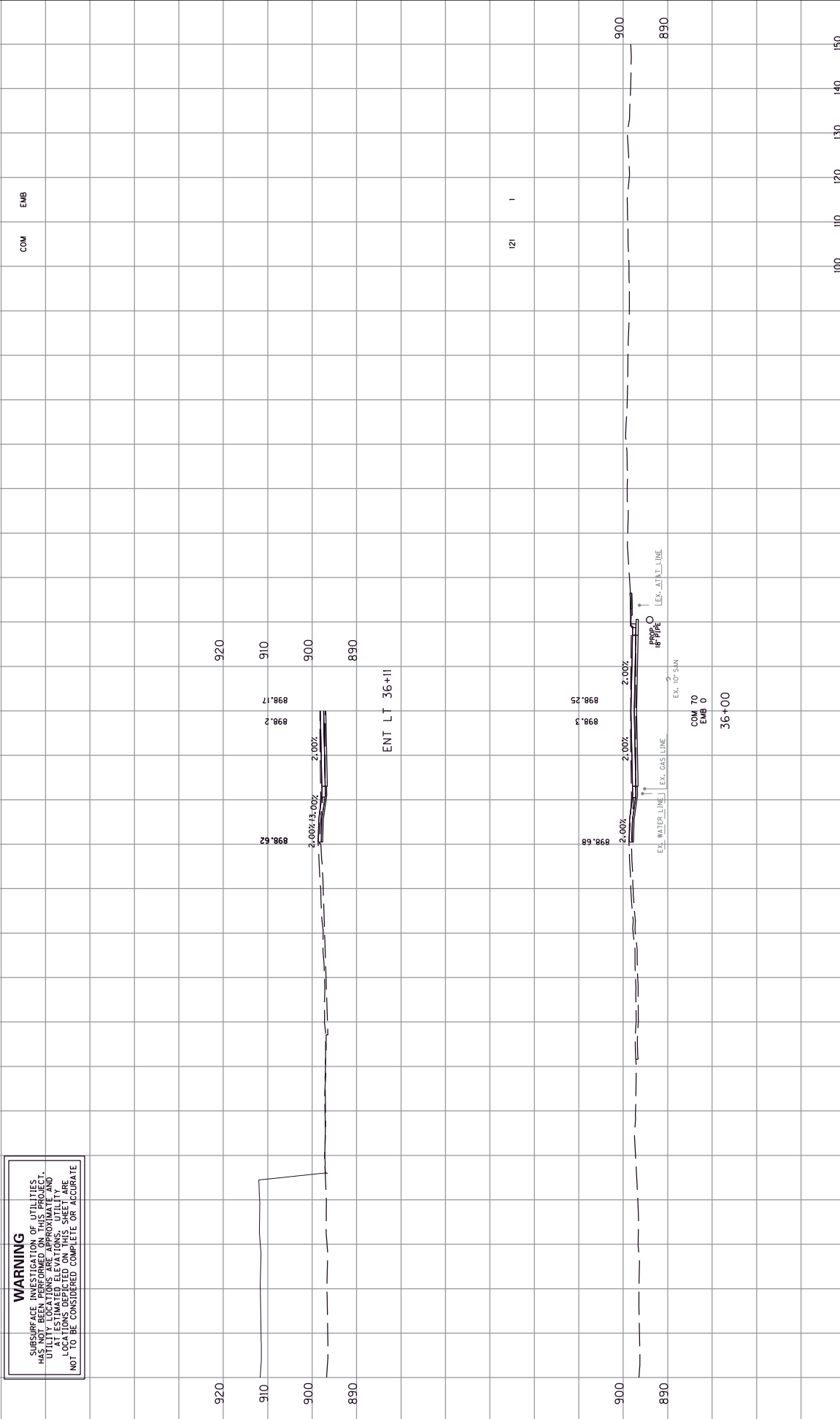
0



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 35+50 TO STA. 35+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X19



150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
-----	-----	-----	-----	-----	-----	----	----	----	----	----	----	----	----	----	---	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 36+00 TO STA. 36+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X20

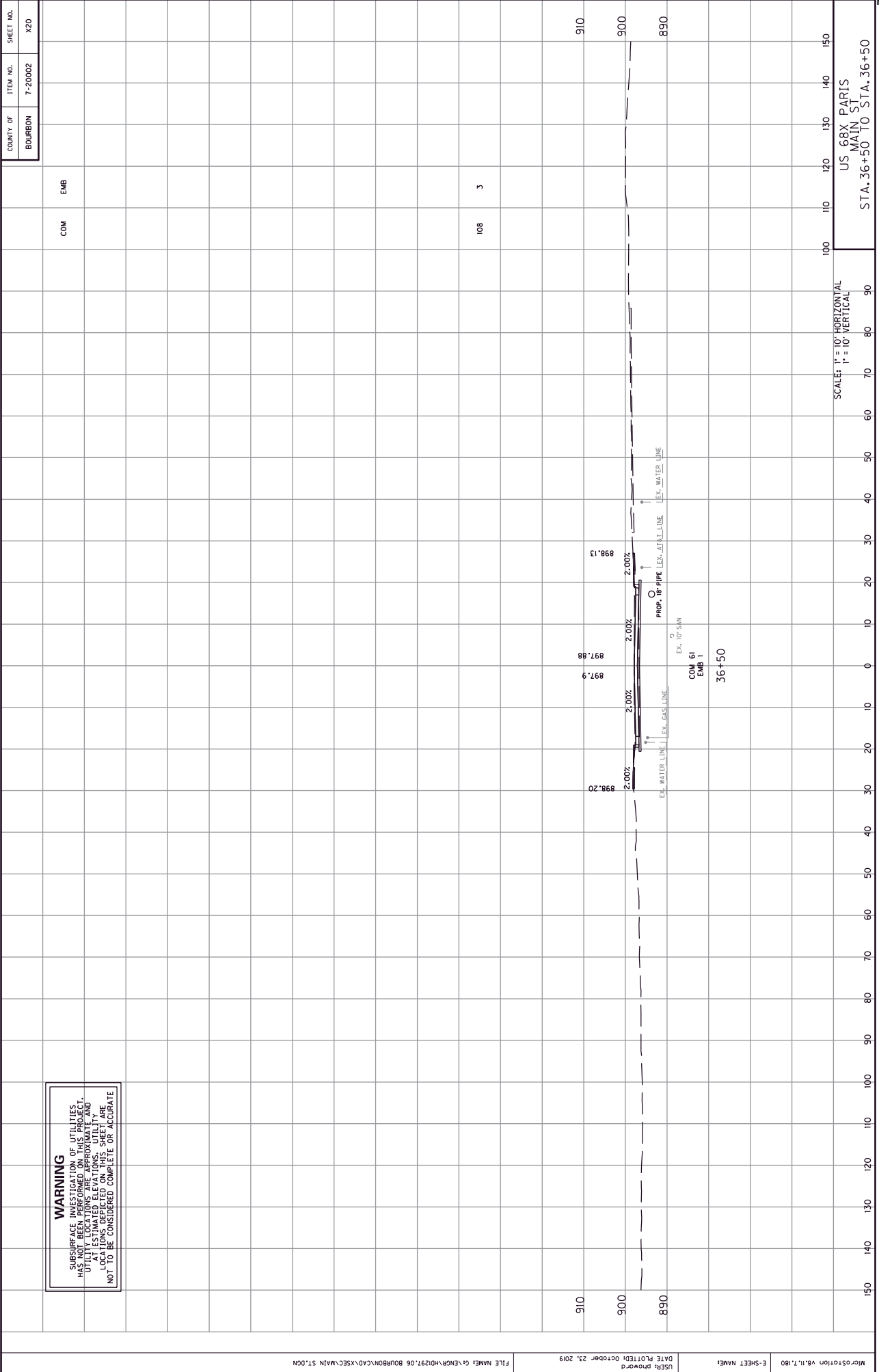
WARNING
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COM

EMB

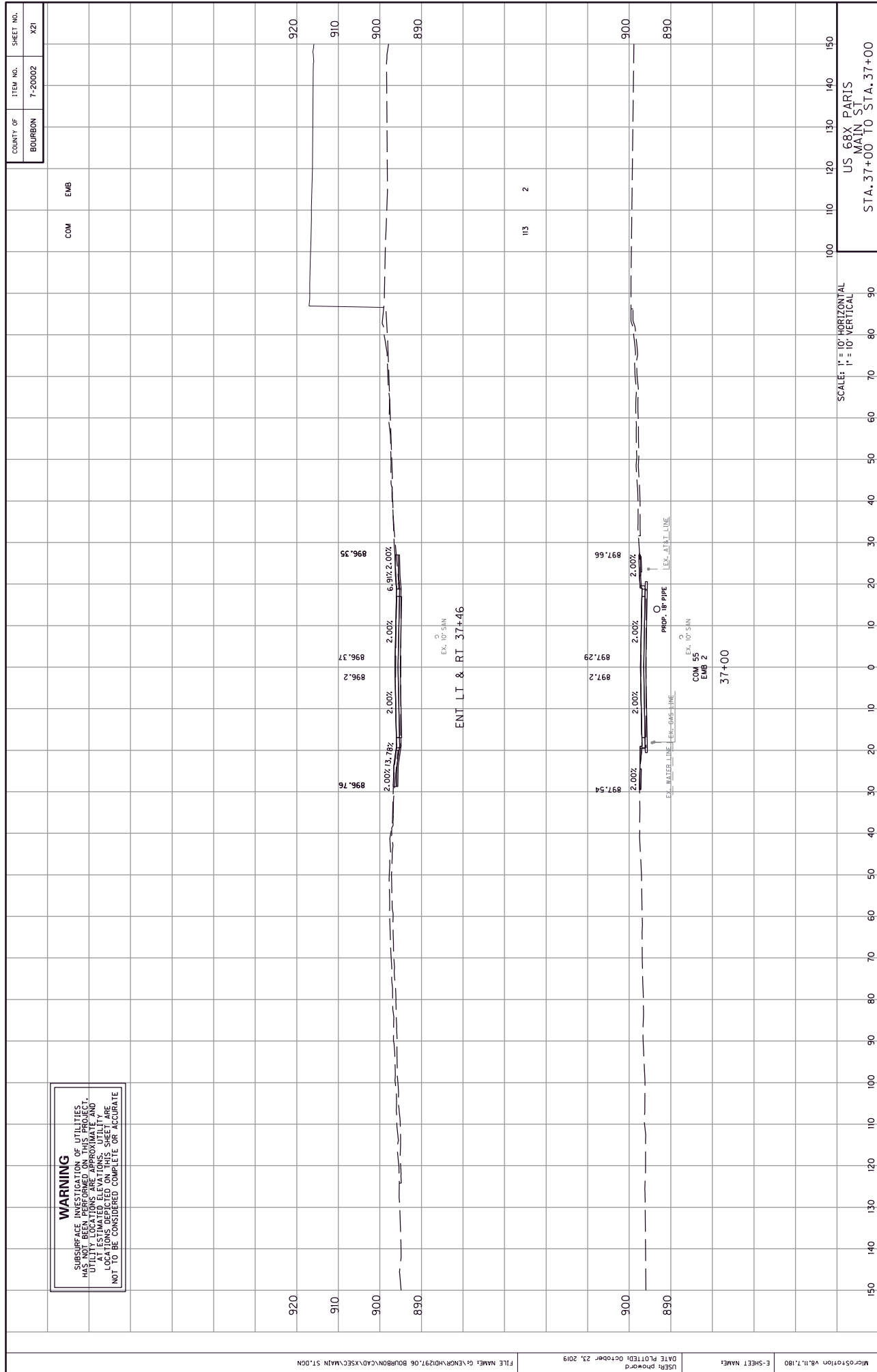
108

3



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 36+50 TO STA. 36+50



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X21

COM

EMB

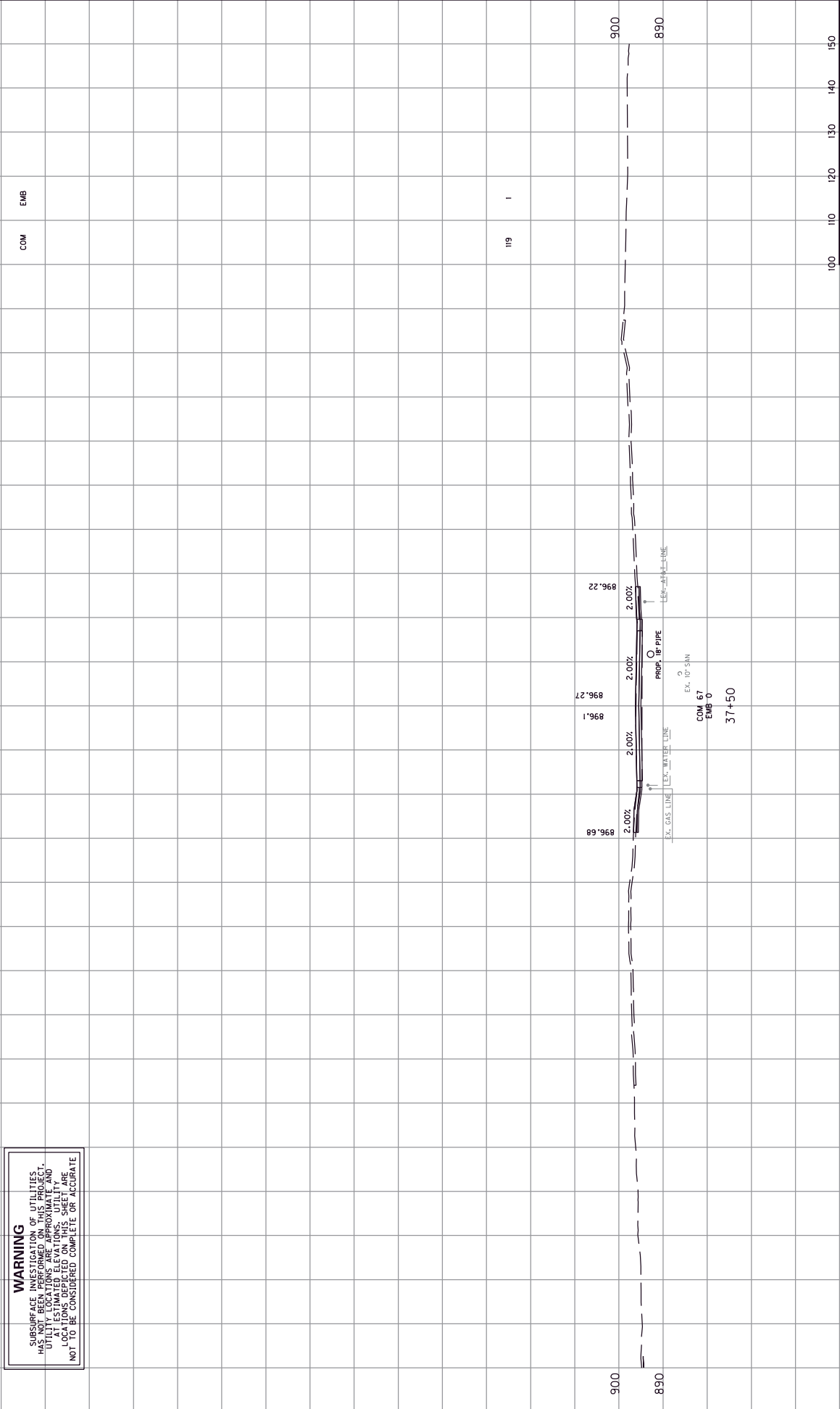
113

2

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 37+00 TO STA. 37+00

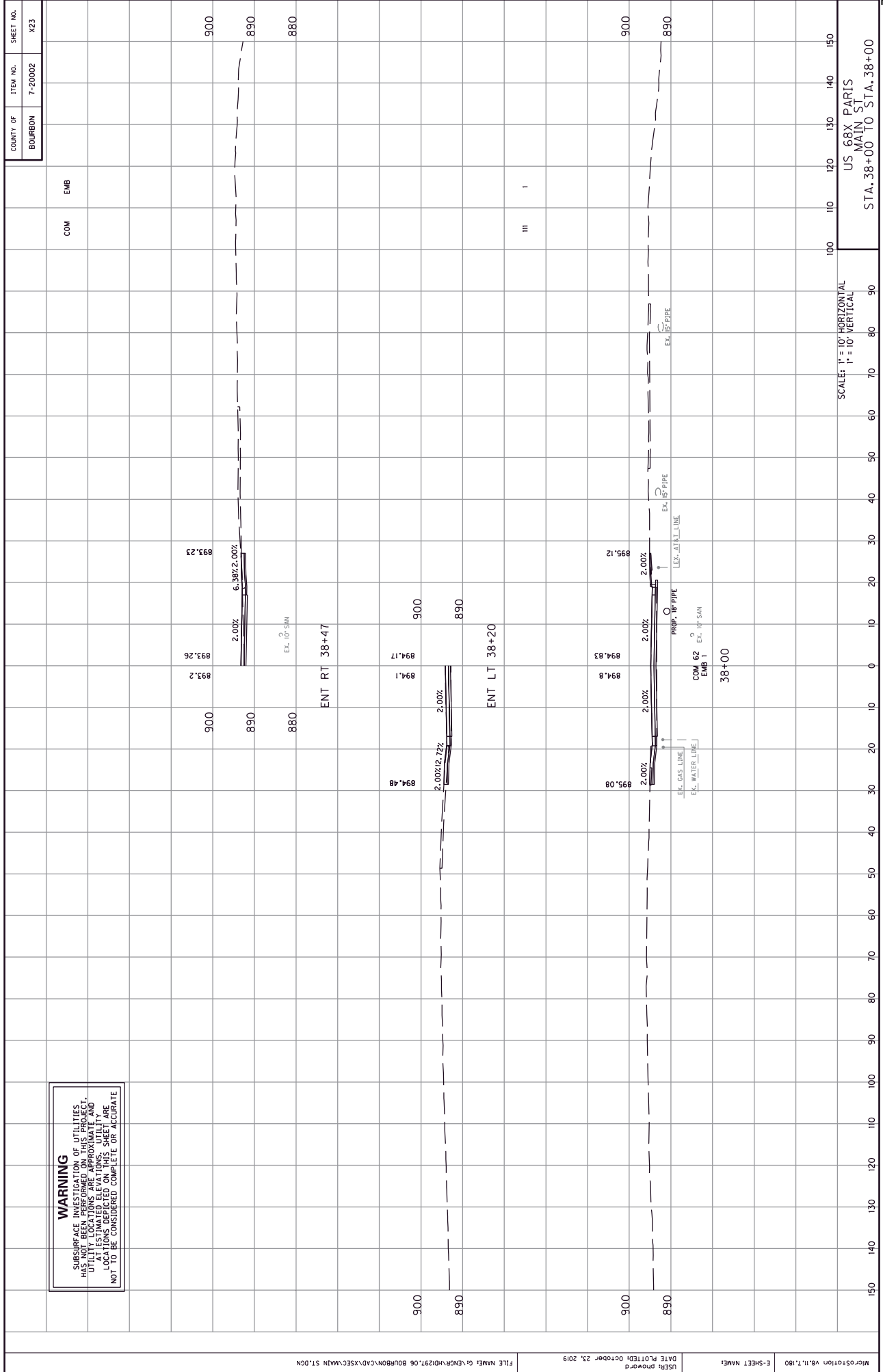
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X22



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 37+50 TO STA. 37+50

WARNING
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COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X23

US 68X PARIS
MAIN ST
STA. 38+00 TO STA. 38+00

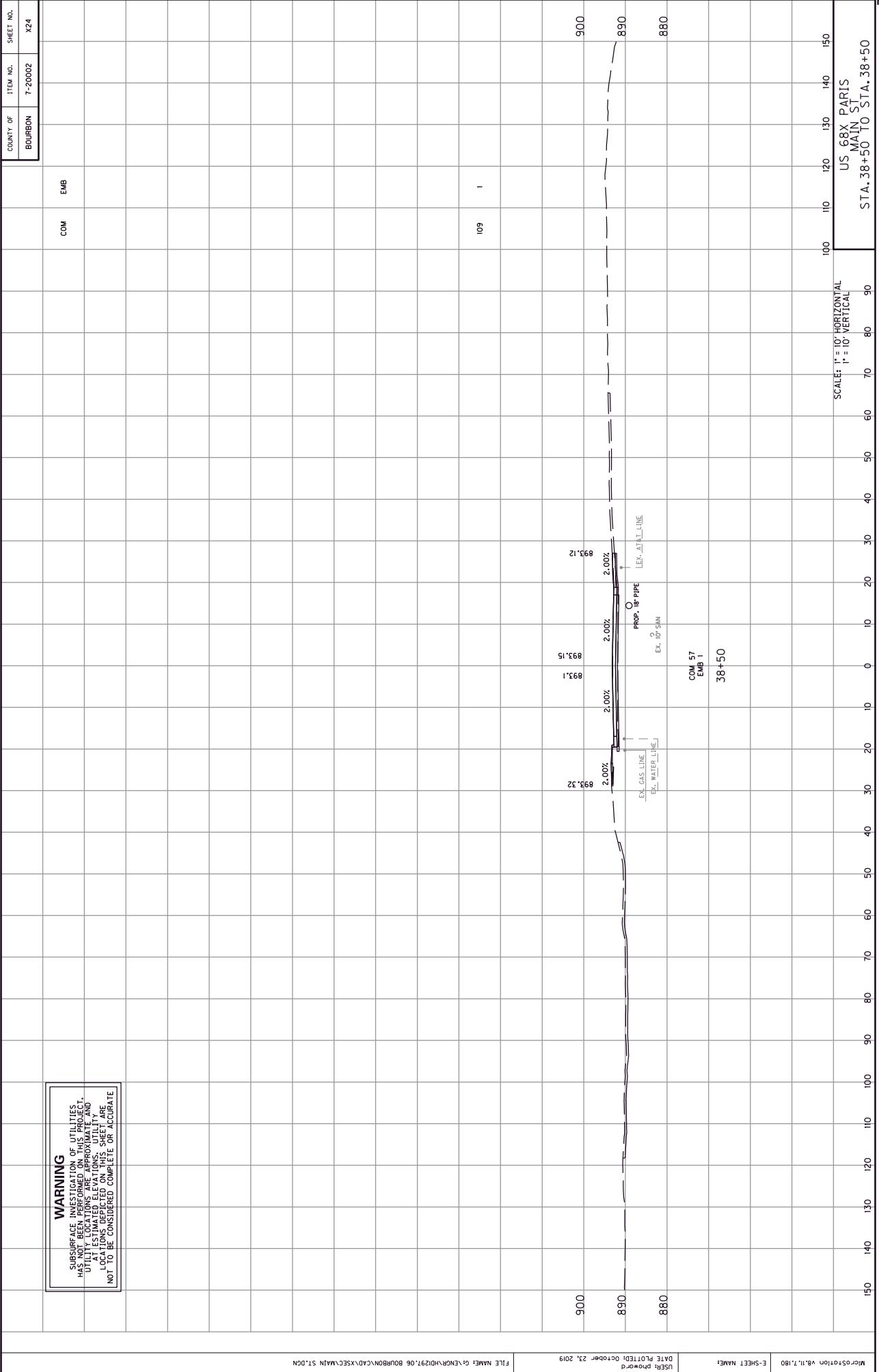
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X24

WARNING
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COM

EMB

109



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 38+50 TO STA. 38+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X25

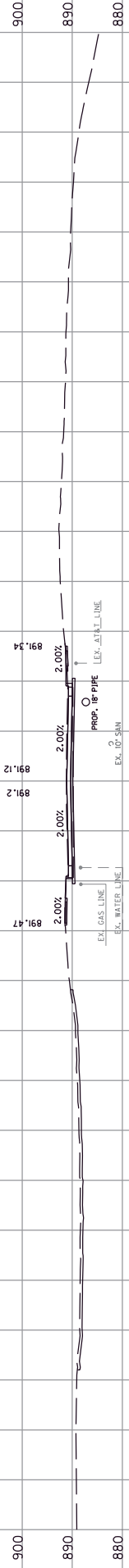
WARNING
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 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM

EMB

119

1



COM 61
 EMB 1
 39+00

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

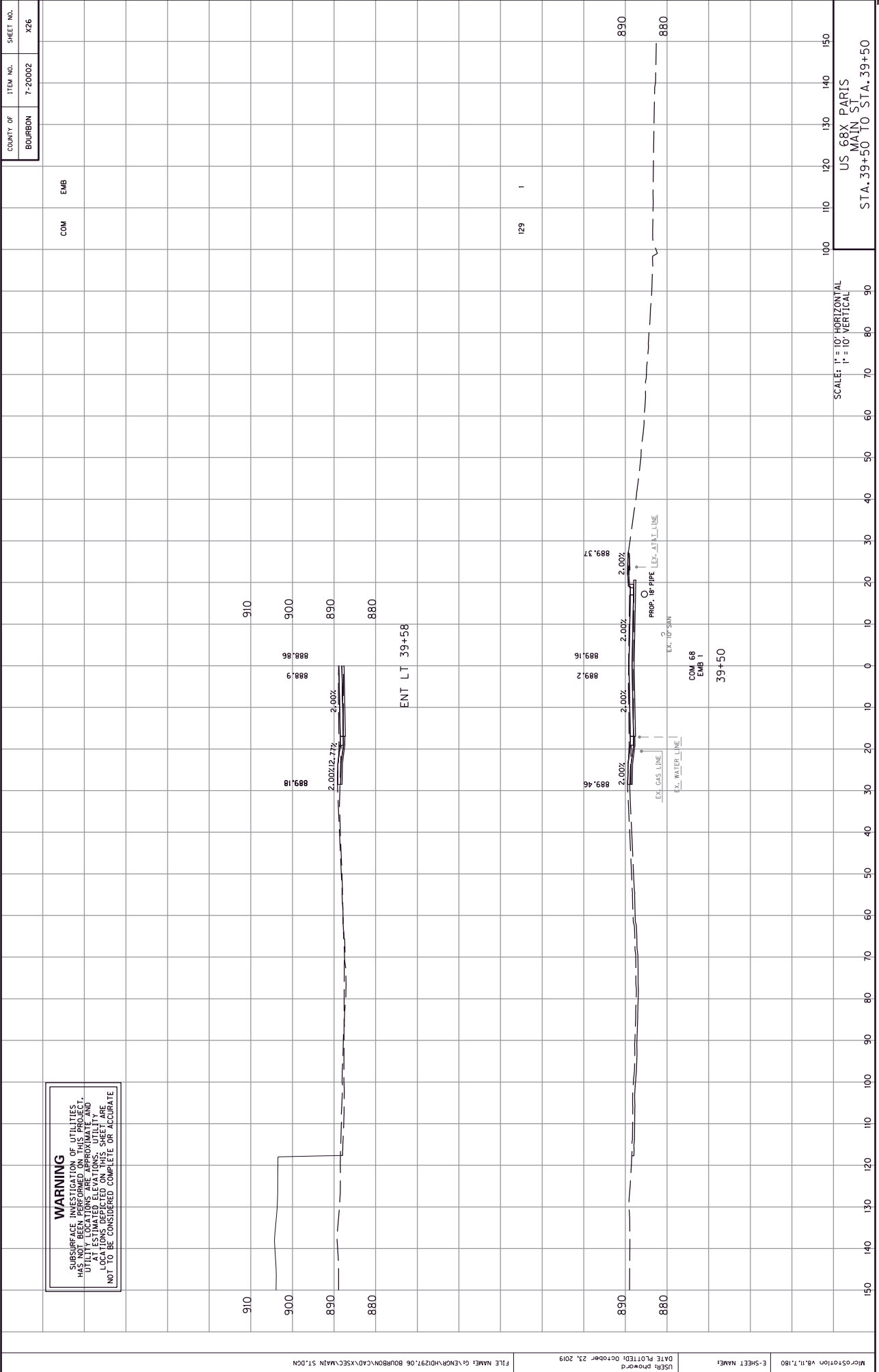
US 68X PARIS
 MAIN ST
 STA. 39+00 TO STA. 39+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X26

WARNING
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COM

EMB



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

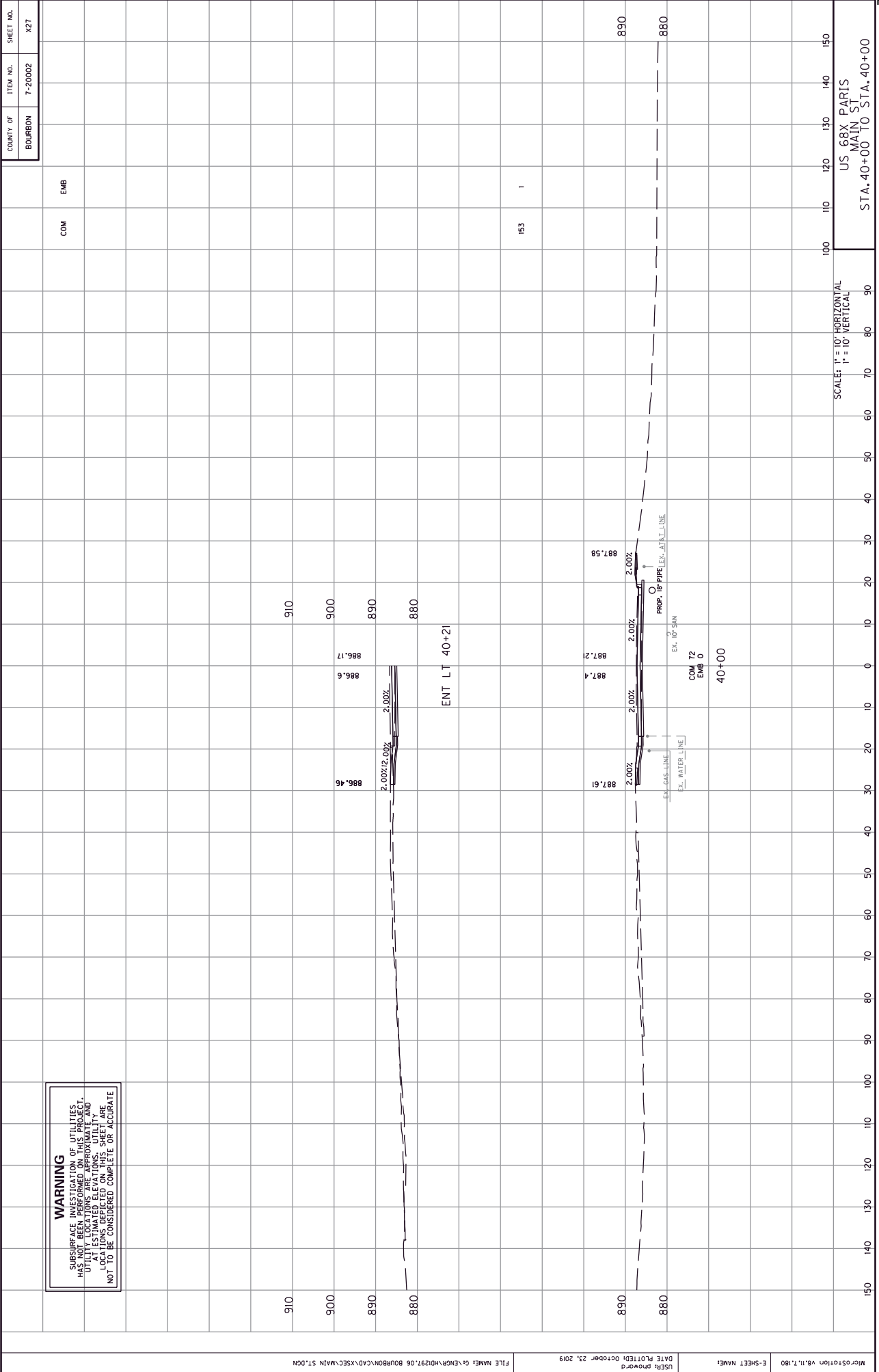
US 68X PARIS
MAIN ST
STA. 39+50 TO STA. 39+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X27

WARNING
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COM

EMB



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 40+00 TO STA. 40+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X28

WARNING
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 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM

EMB

171 0



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 40+50 TO STA. 40+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X29

WARNING
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COM

EMB

163

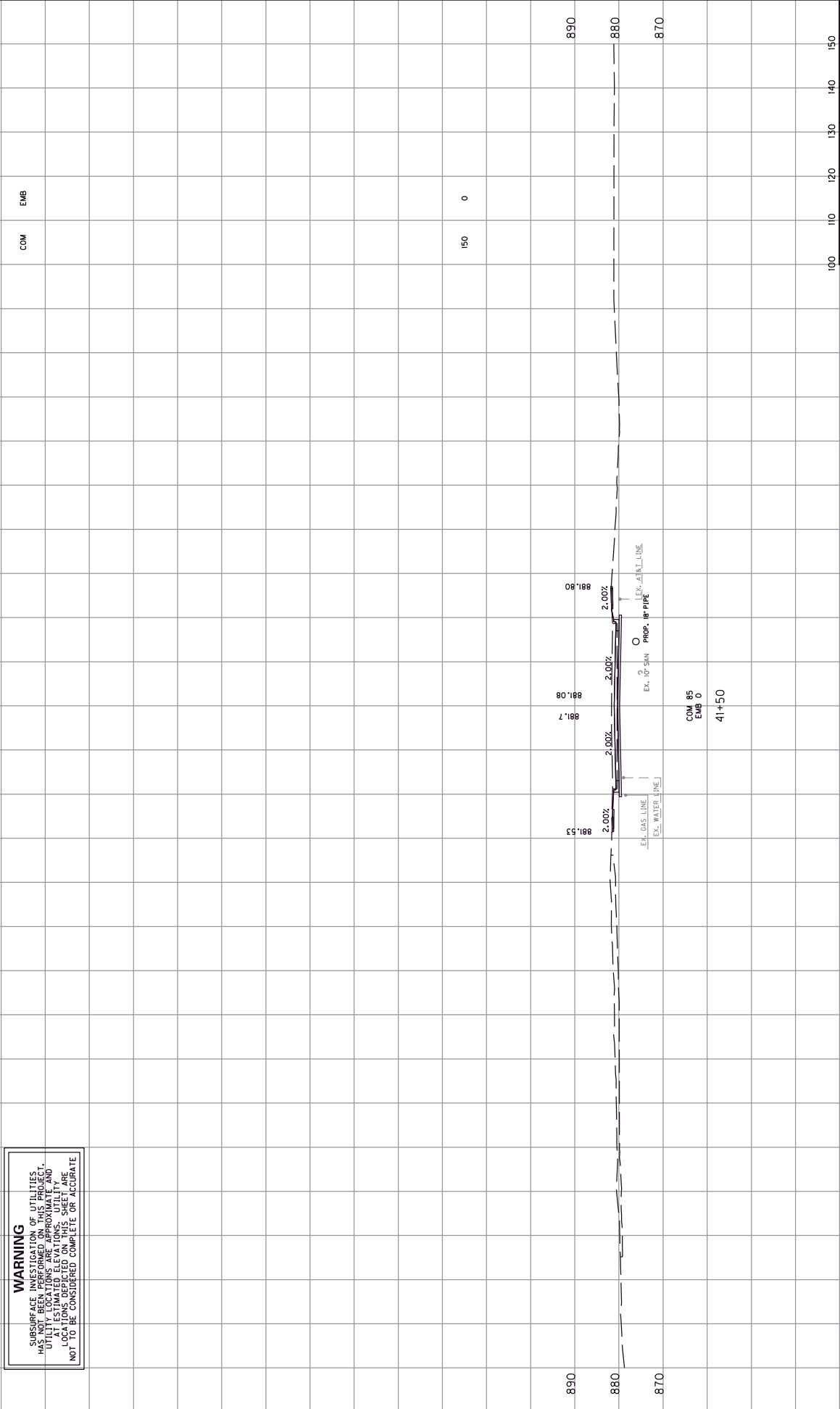
0



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 41+00 TO STA. 41+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X30



COM	EMB	100	110	120	130	140	150

US 68X PARIS MAIN STA. 41+50 TO STA. 41+50

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X31

WARNING
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COM

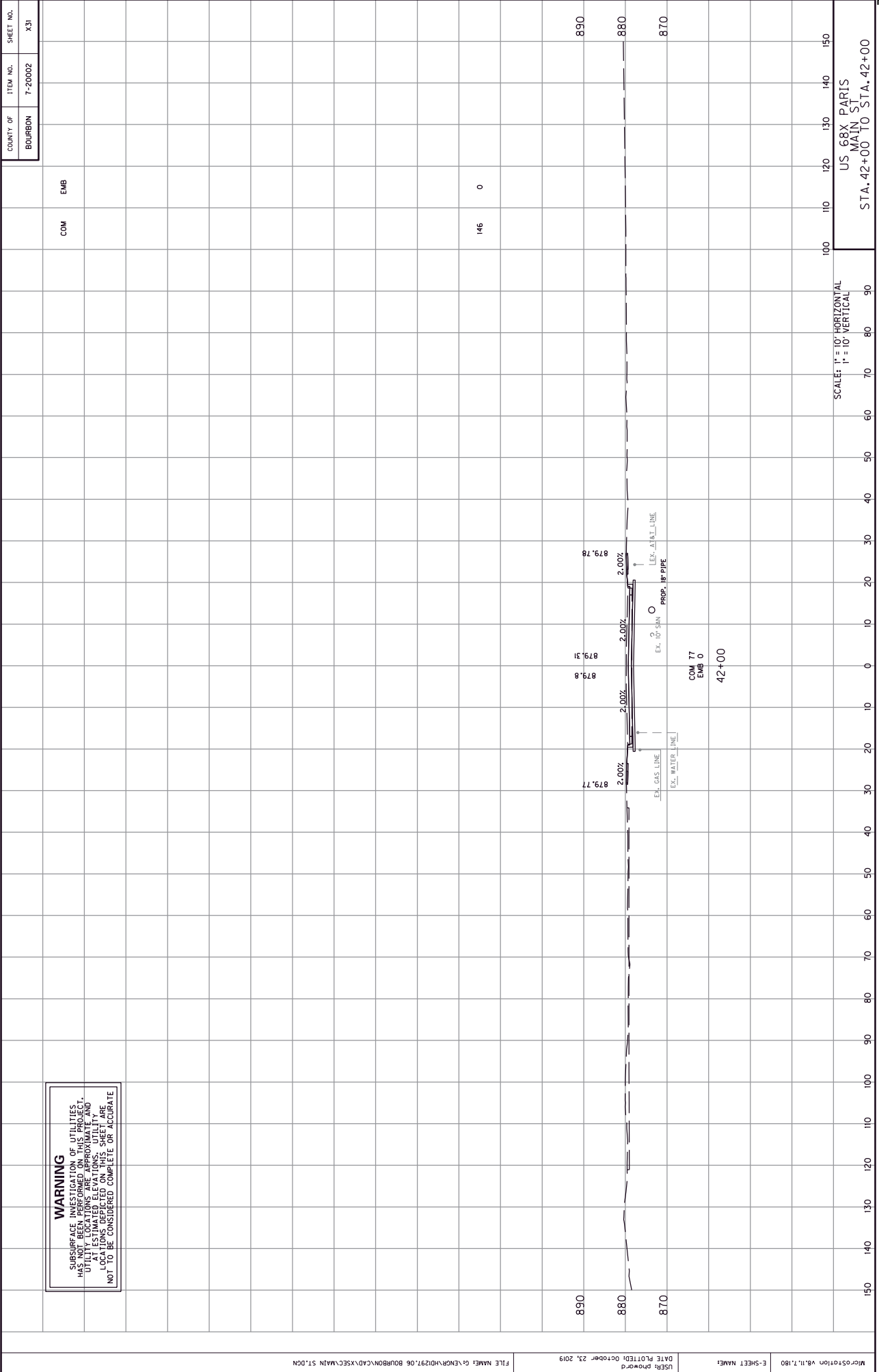
EMB

146

0

890
880
870

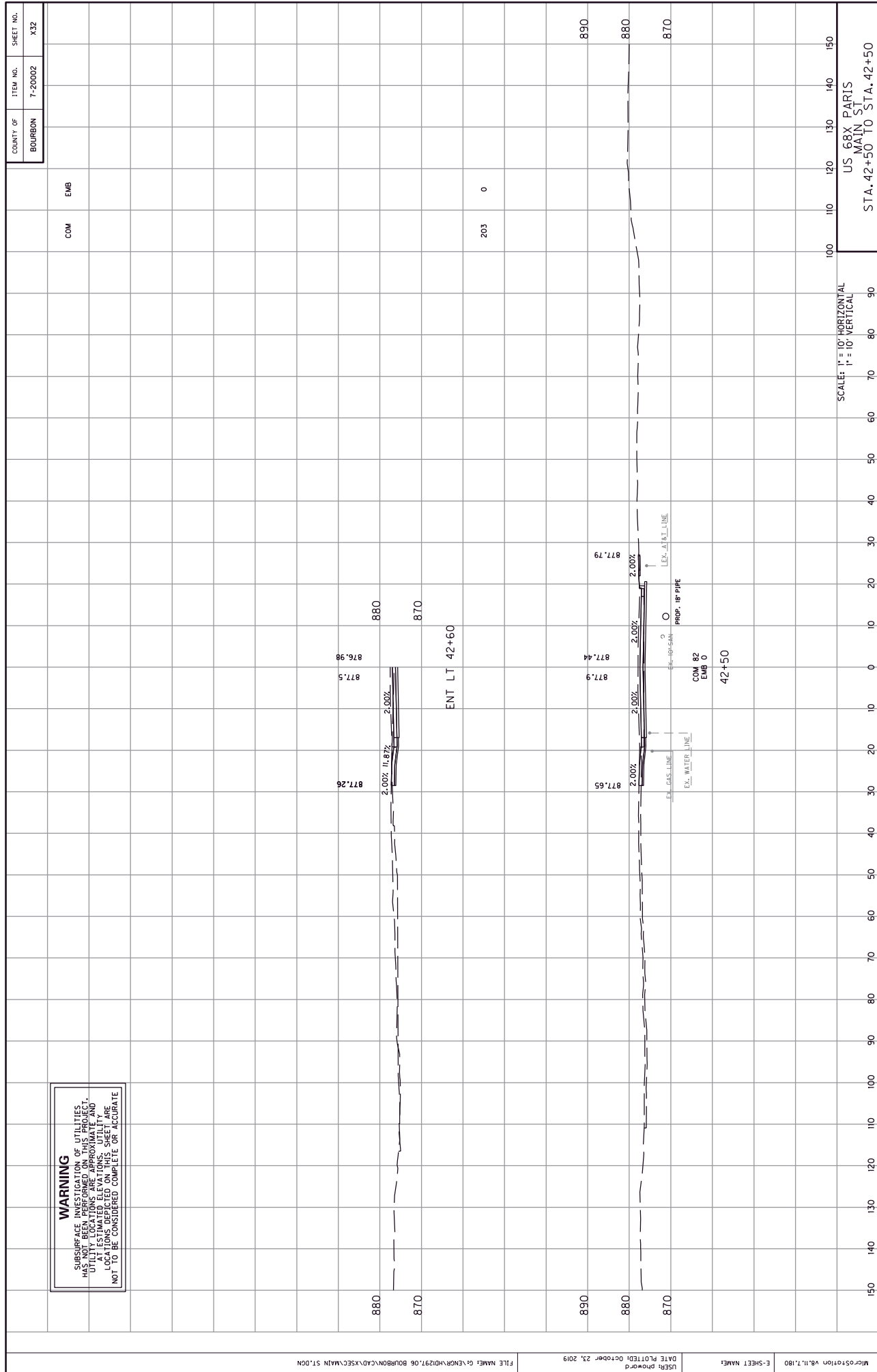
890
880
870



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 42+00 TO STA. 42+00

COM 77
 EMB 0
 42+00



WARNING
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COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X32

COM	EMB	100	110	120	130	140	150
		203	0				

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 42+50 TO STA. 42+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X33

WARNING
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 HAS NOT BEEN PERFORMED ON THIS PROJECT.
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 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM

EMB

217

0

880

870

874.98
876.0

875.26

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

2.00%

EX. GAS LINE
EX. WATER LINE
PROP. 15" PIPE
PROP. 10" PIPE
EX. 10" SAN
EX. 12" PIPE
EX. 12" PIPE
EX. 12" PIPE
EX. AIR LINE
PROP. 10" PIPE

COM 138
EMB 0

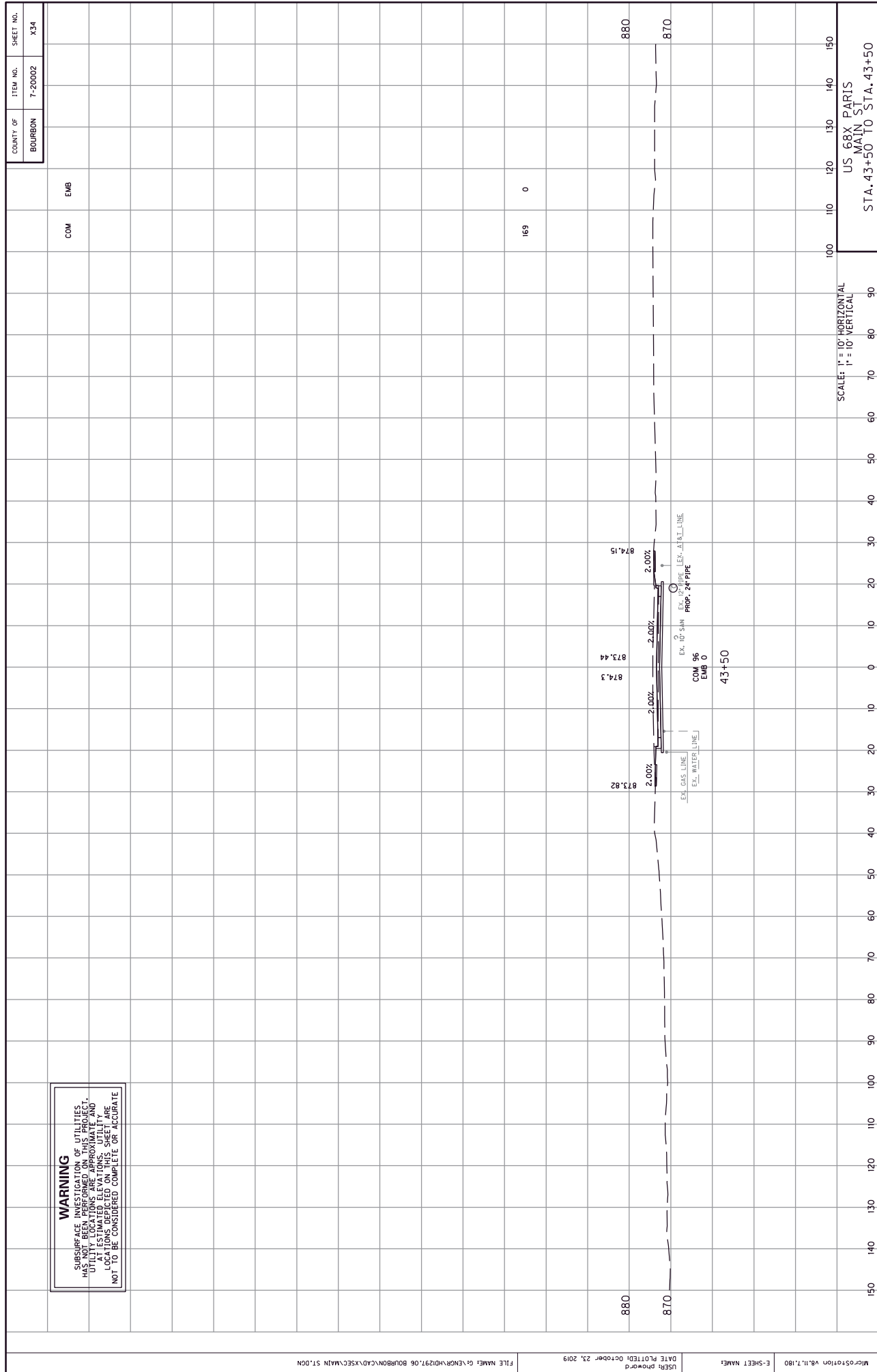
43+00

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 43+00 TO STA. 43+00

100 110 120 130 140 150

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



WARNING
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COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X34

COM

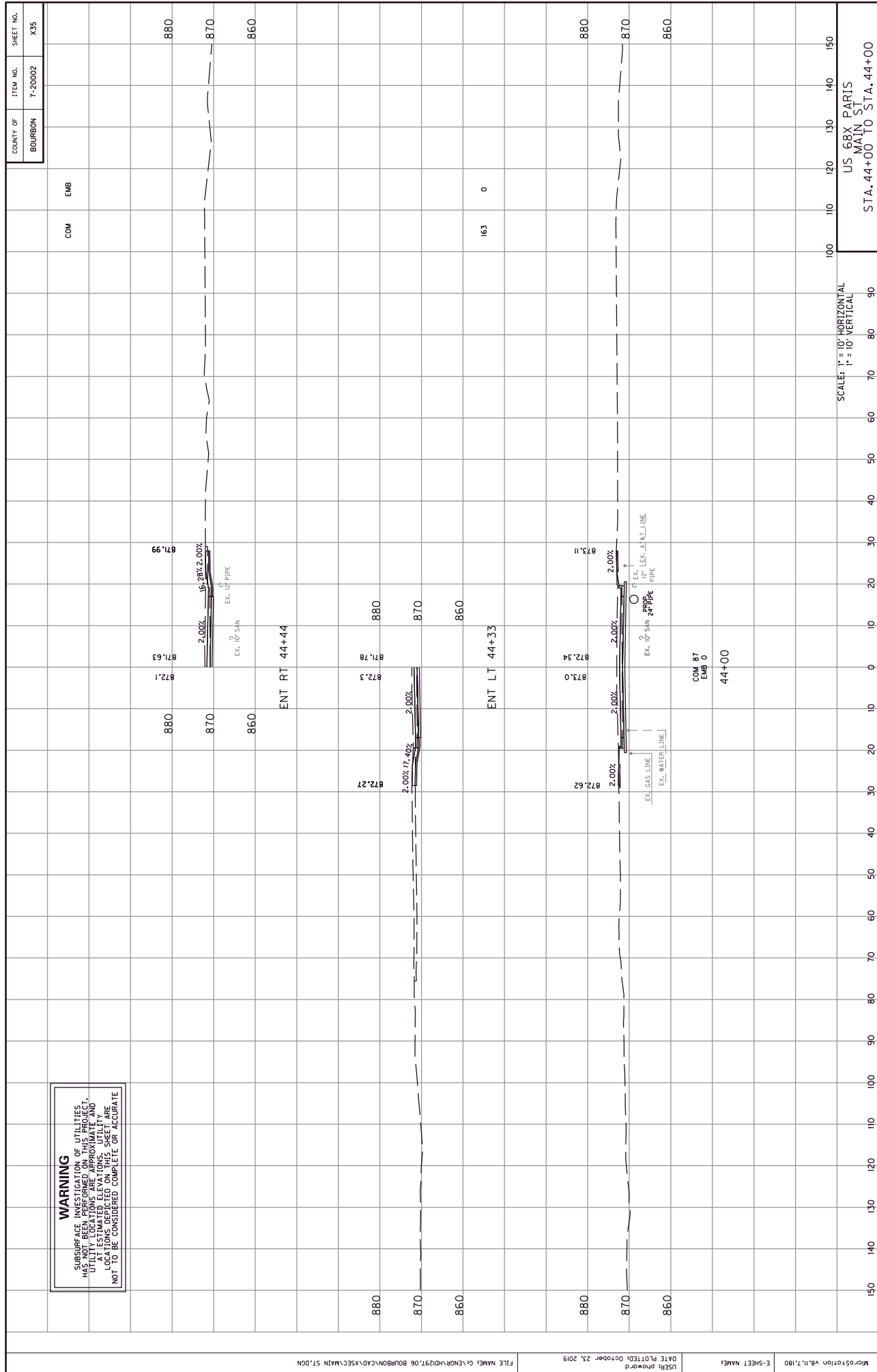
EMB

169

0

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 43+50 TO STA. 43+50



WARNING
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COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X35

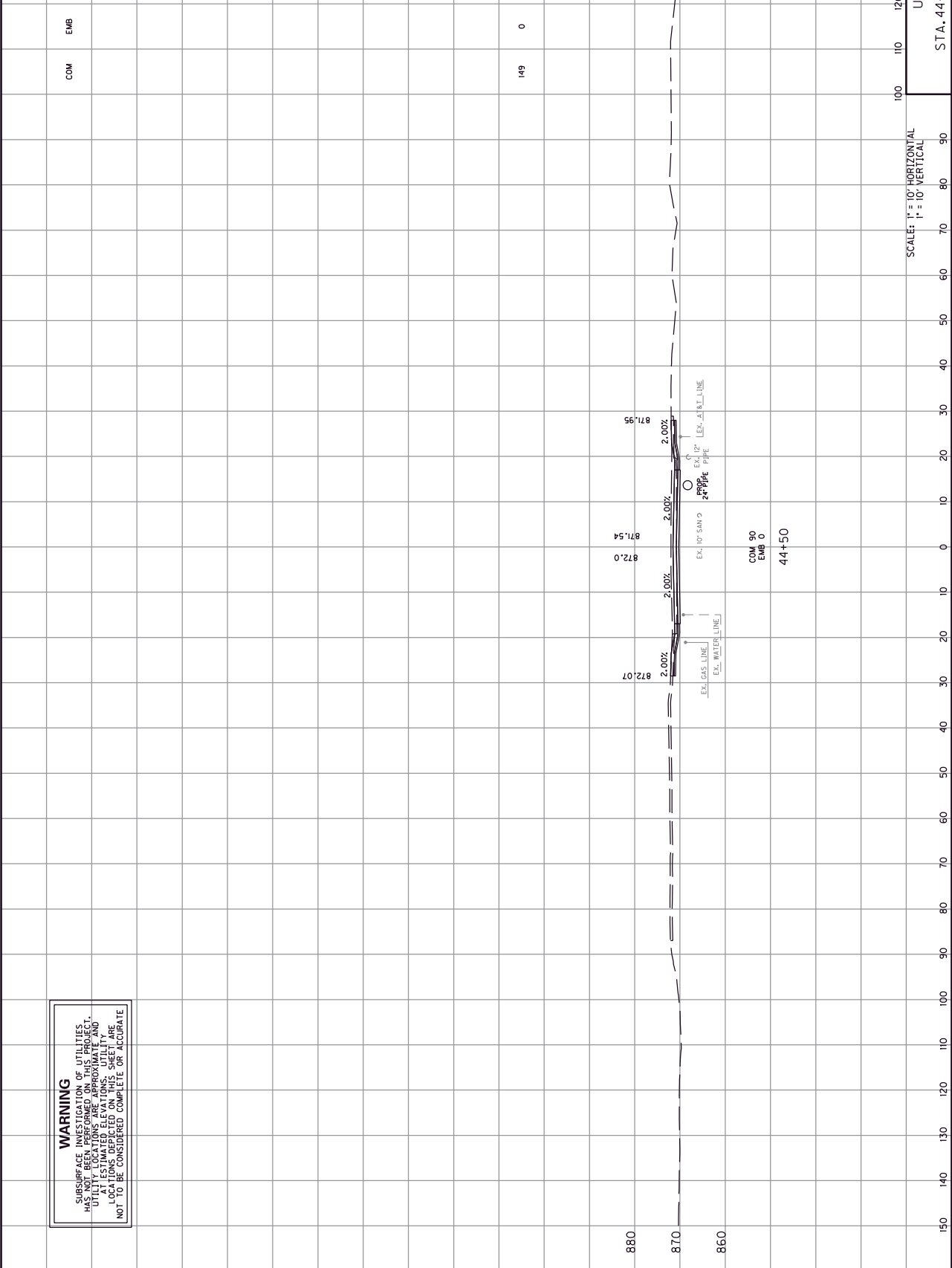
COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 44+00 TO STA. 44+00

COUNTY OF BOURBON	ITEM NO. 7-20002	SHEET NO. X36
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WARNING
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 HAS NOT BEEN PERFORMED ON THIS PROJECT.
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USBR: p:\u2026	DATE PLOTTED: October 23, 2019	FILE NAME: G:\ENR\YH01297.06 BOURBON\CAD\XSEC\MAIN ST.00N
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SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 44+50 TO STA. 44+50

COM 90
 EMB 0
 44+50

149 0

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X37

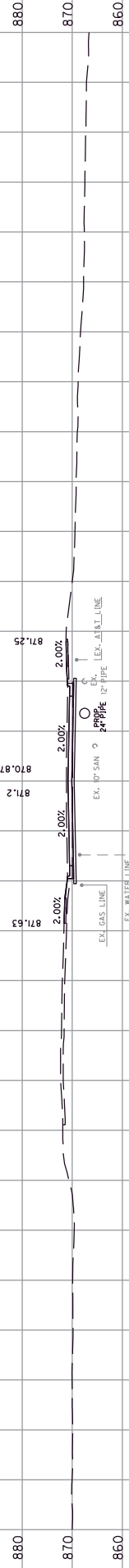
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
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COM

EMB

140

0

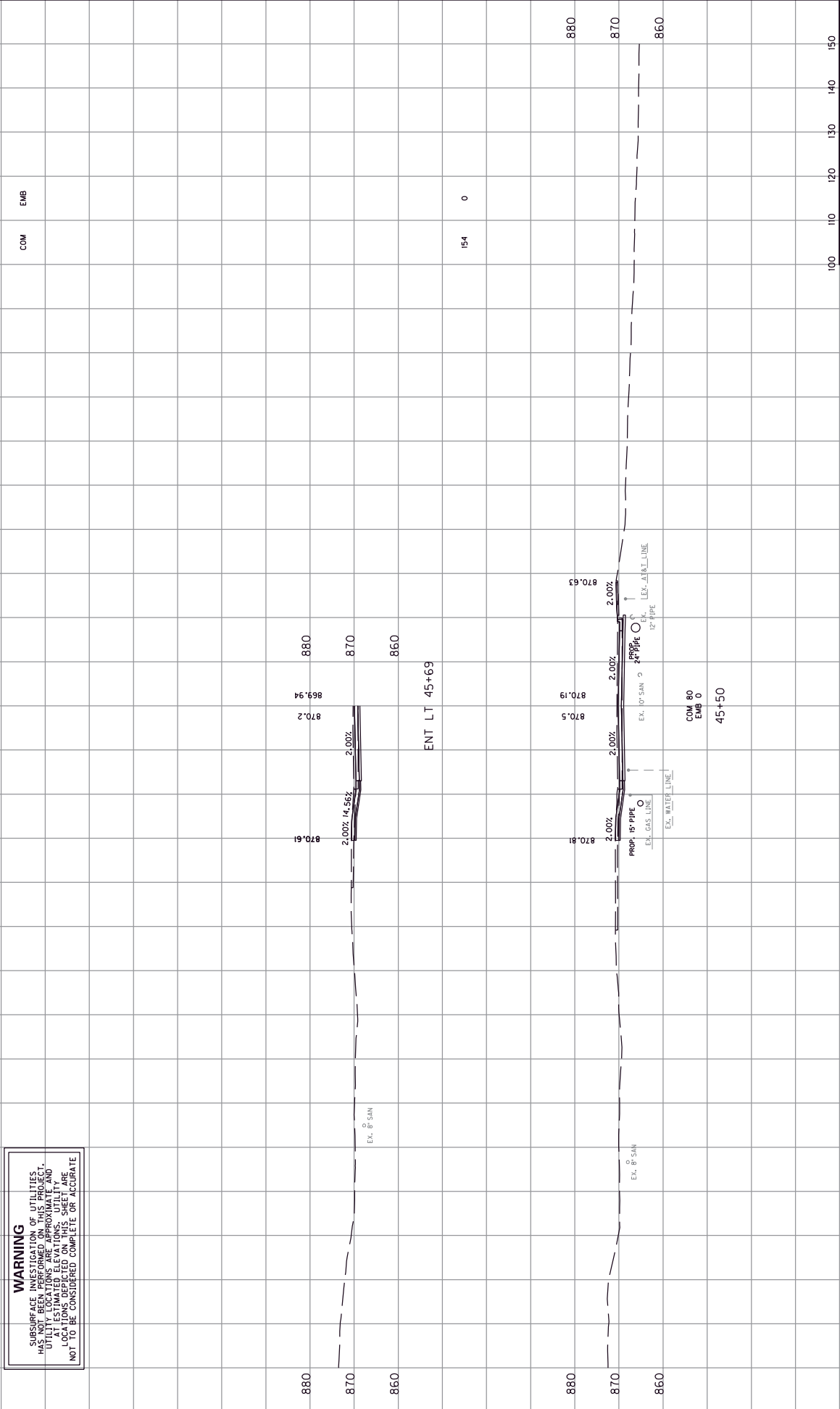


COM 71
EMB 0
45+00

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 45+00 TO STA. 45+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X38



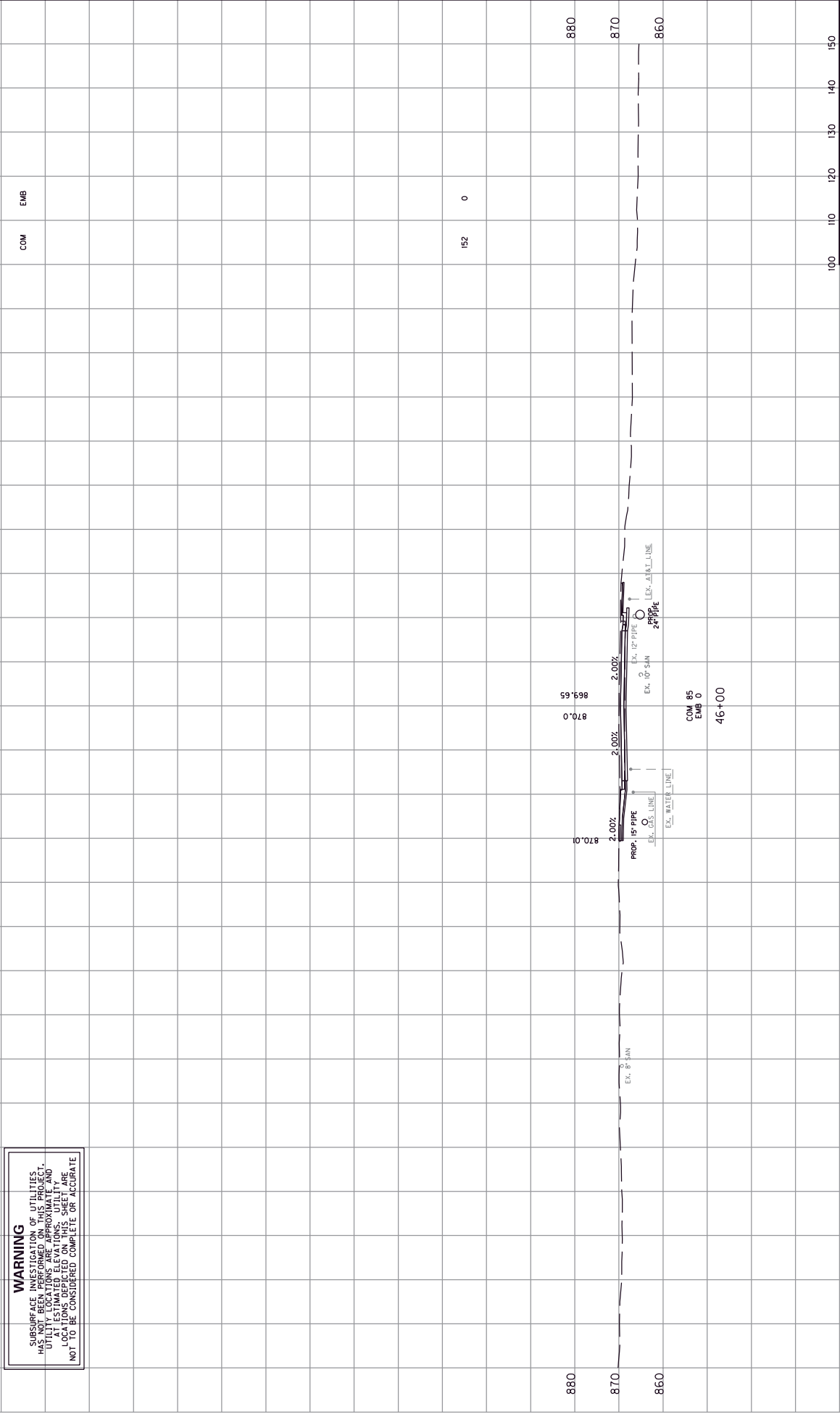
WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS APPROXIMATE AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X MAIN
STA. 45+50 TO STA. 45+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X39

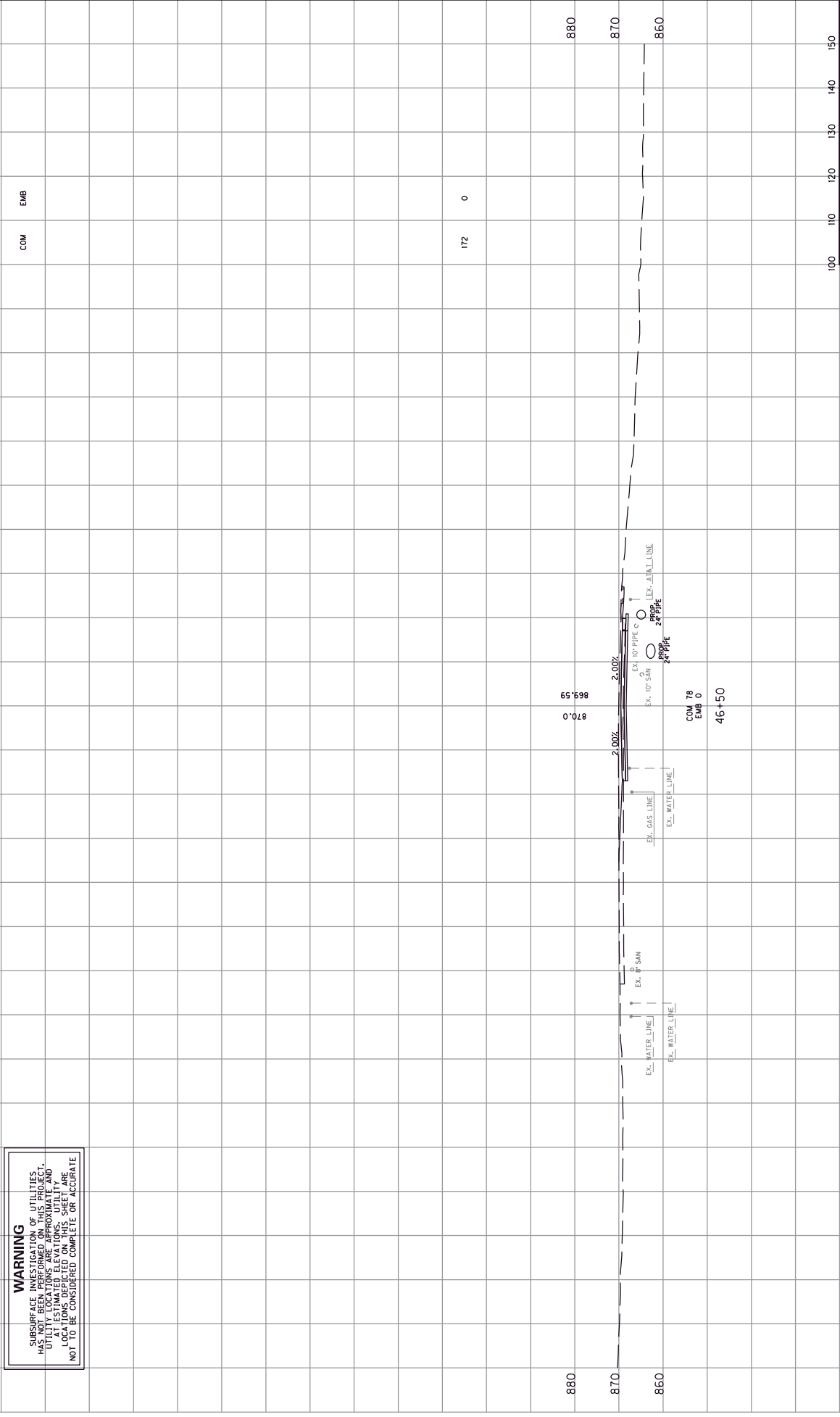


WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS APPROXIMATE LOCATIONS DEPICED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
																US 68X PARIS MAIN STA. 46+00 TO STA. 46+00														

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

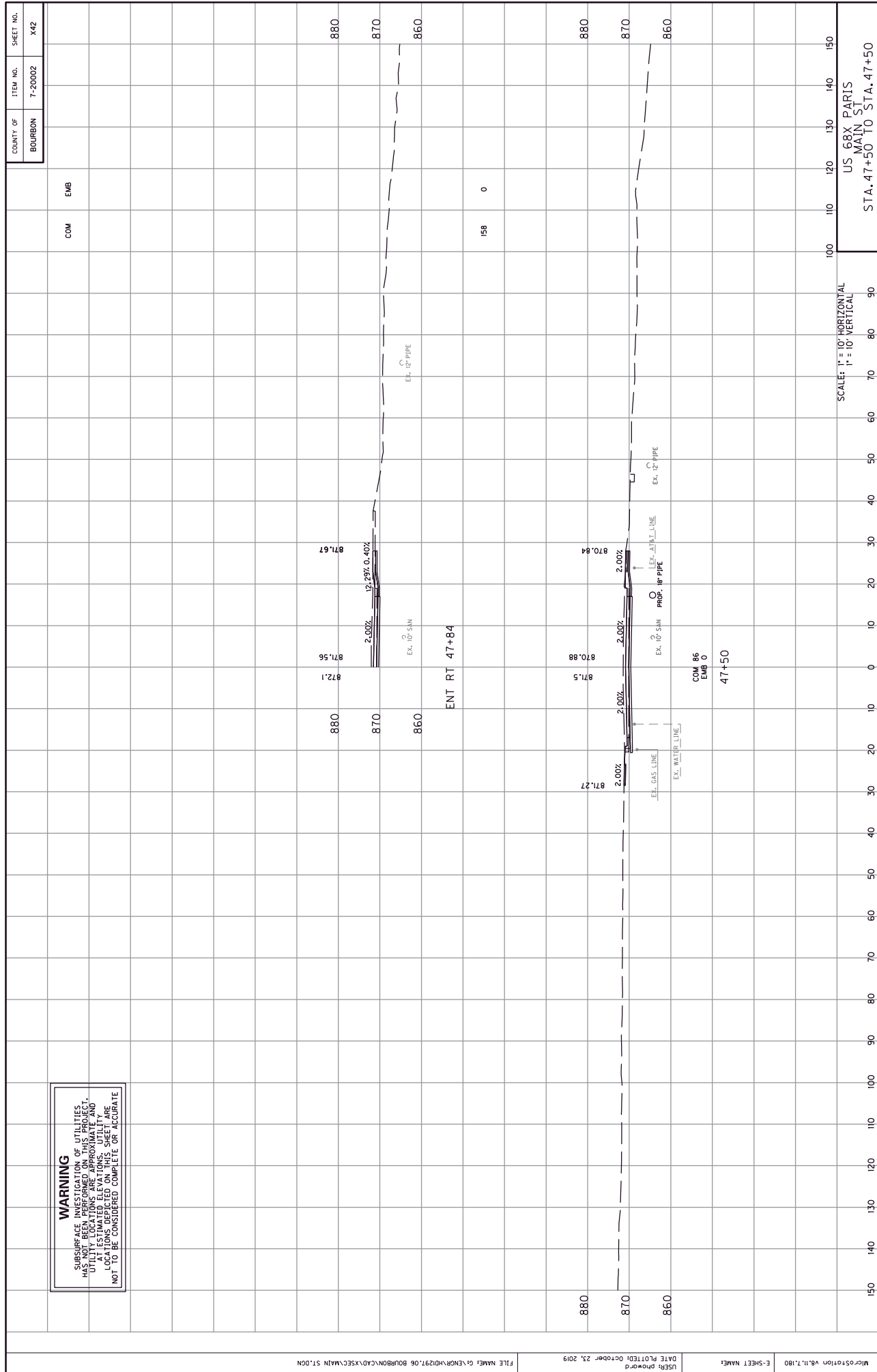
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X40



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 46+50 TO STA. 46+50



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X42

COM	EMB	158	0
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SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 47+50 TO STA. 47+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X43

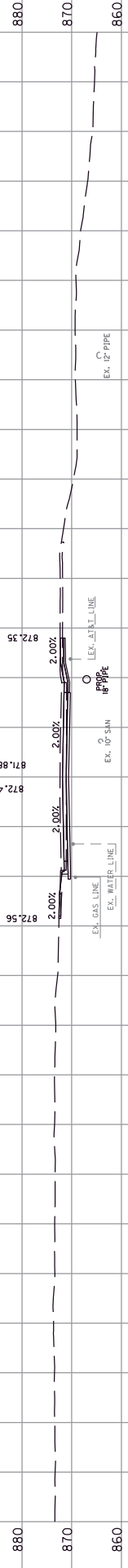
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB

147

0



COM 84
EMB 0
48+00

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

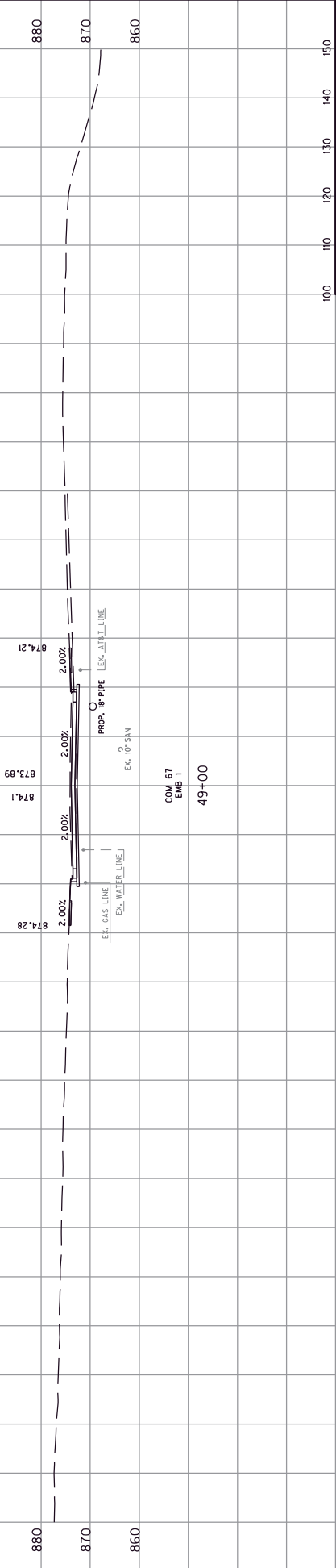
US 68X PARIS
MAIN ST
STA. 48+00 TO STA. 48+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X45

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM
 EMB

107 2



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 49+00 TO STA. 49+00

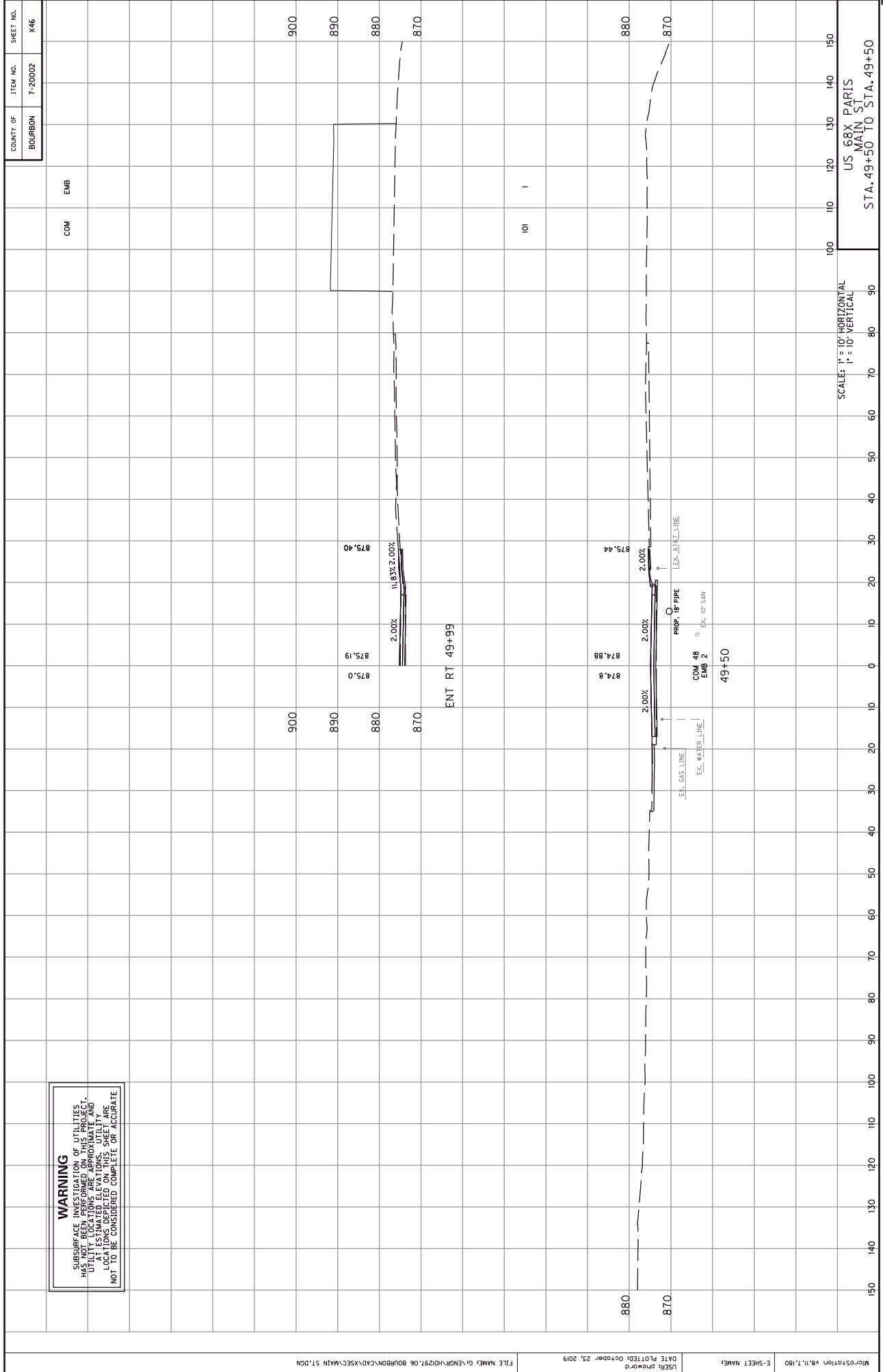
COM 67
 EMB 1
 49+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X46

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

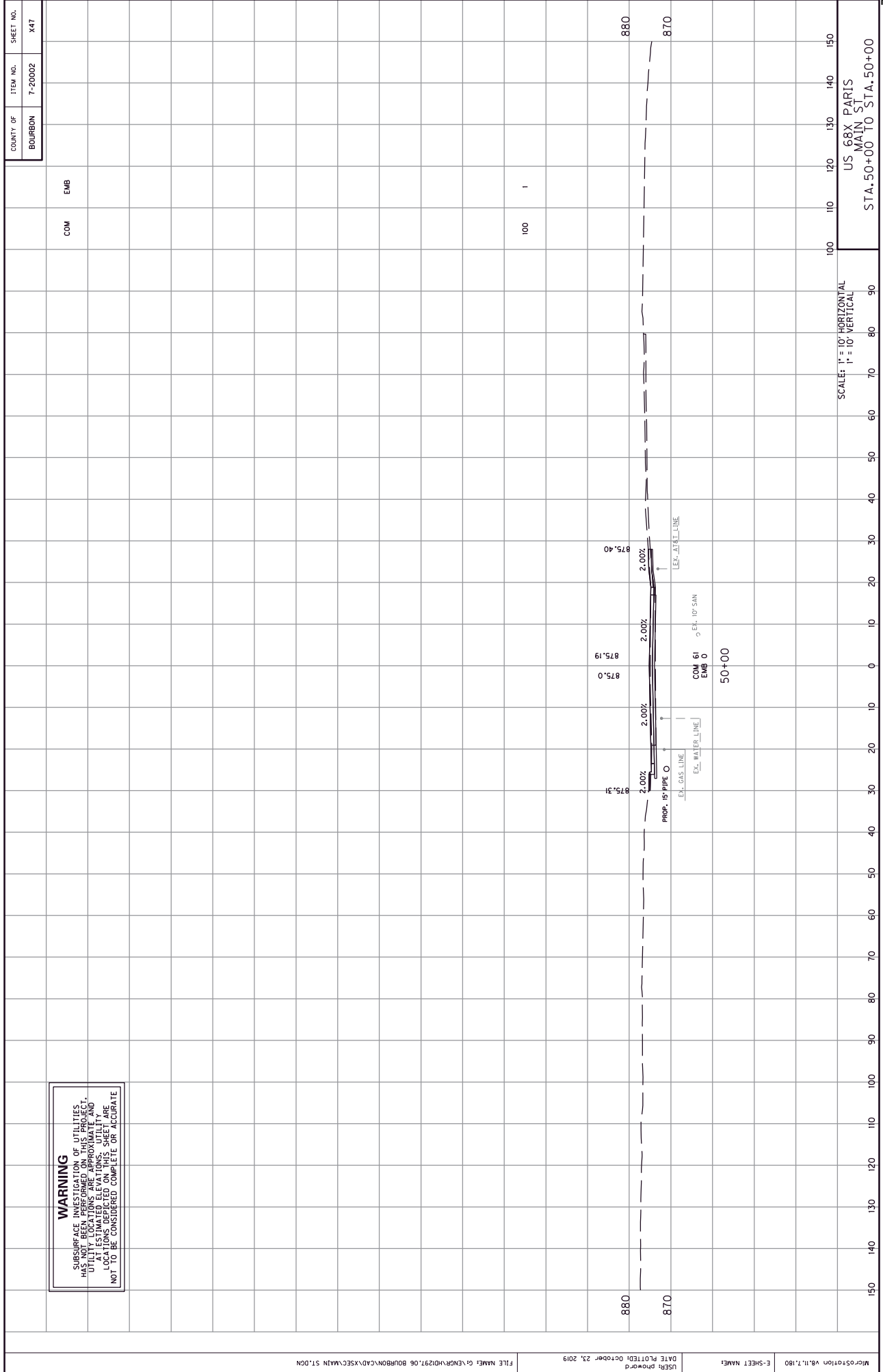
US 68X PARIS
 MAIN ST
 STA. 49+50 TO STA. 49+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X47

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

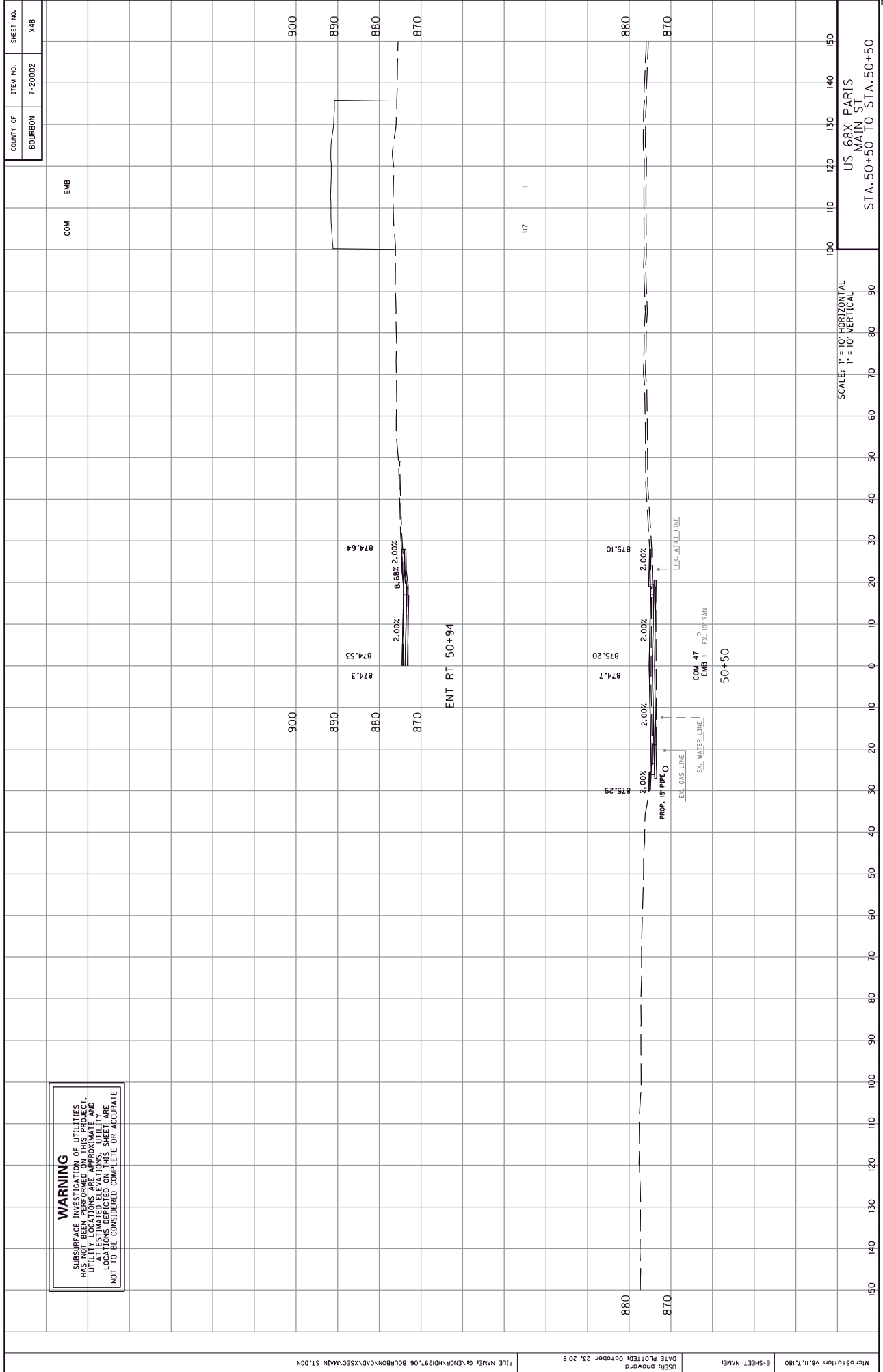
COM
 EMB

100



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 50+00 TO STA. 50+00



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ON THIS SHEET AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X48

COM

EMB

117

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 50+50 TO STA. 50+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X49

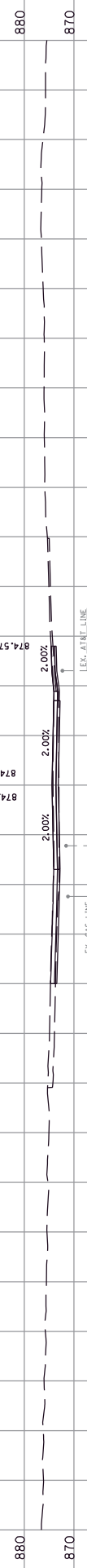
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB

145

0



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

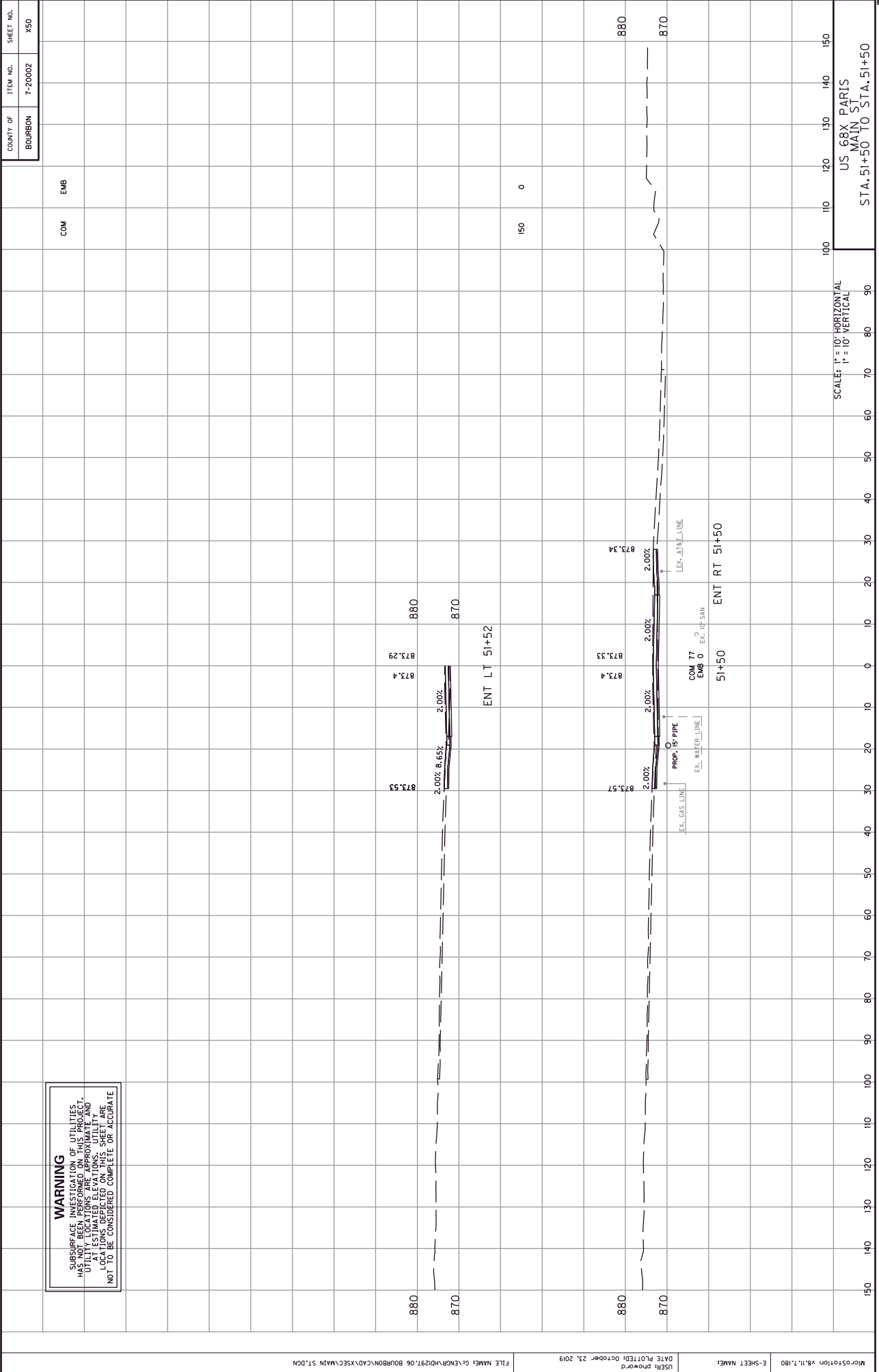
US 68X PARIS
 MAIN ST
 STA. 51+00 TO STA. 51+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X50

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ON THIS SHEET ARE AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

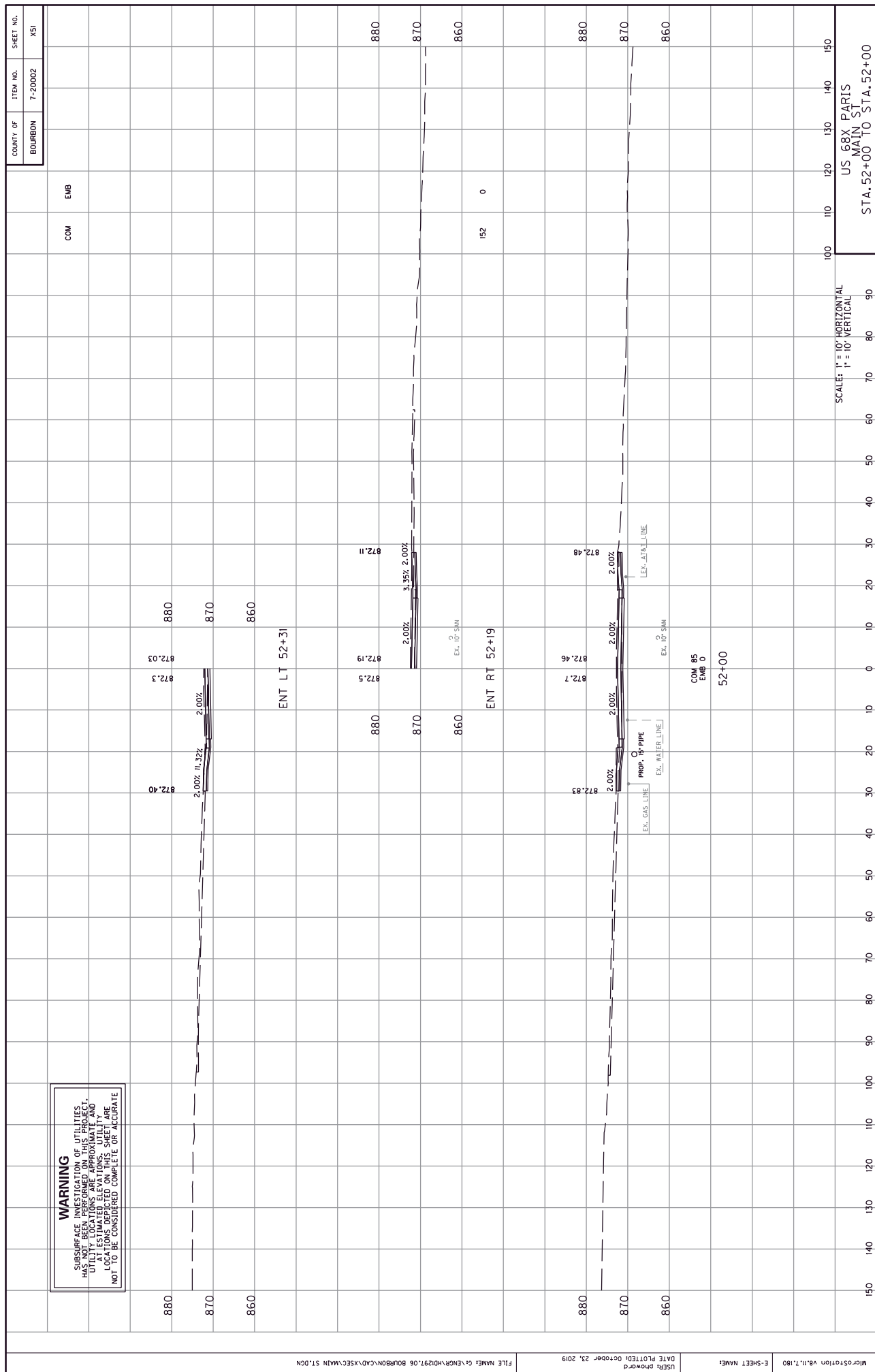
COM

EMB



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 51+50 TO STA. 51+50



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ON THIS SHEET AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 52+00 TO STA. 52+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X51

COM

EMB

COM

EMB

COM

EMB

COM

EMB

COM

EMB

COM

EMB

COM

EMB

COM

EMB

COM

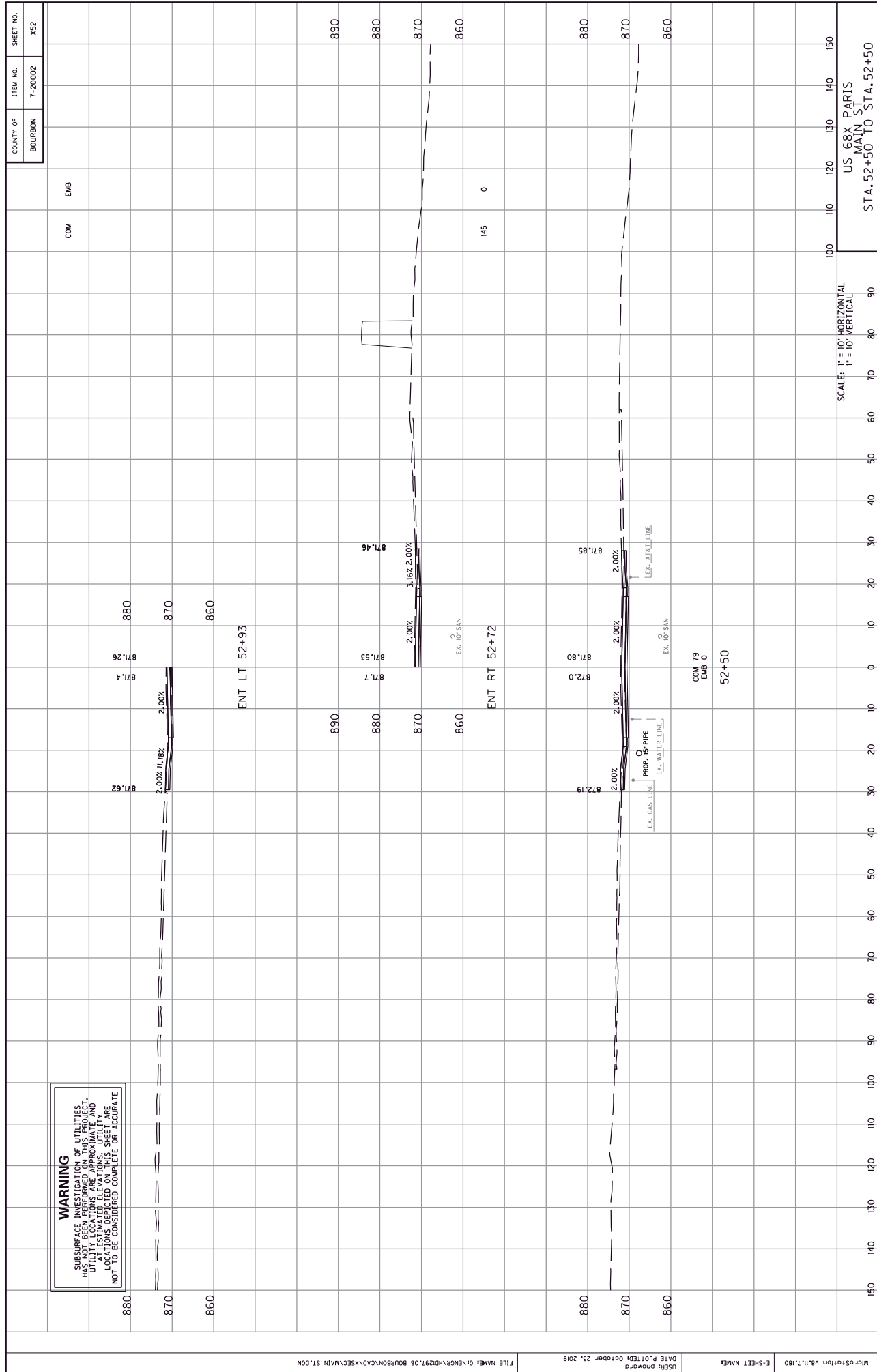
EMB

COM

EMB

COM

EMB



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN ON THIS SHEET AND LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X52

COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

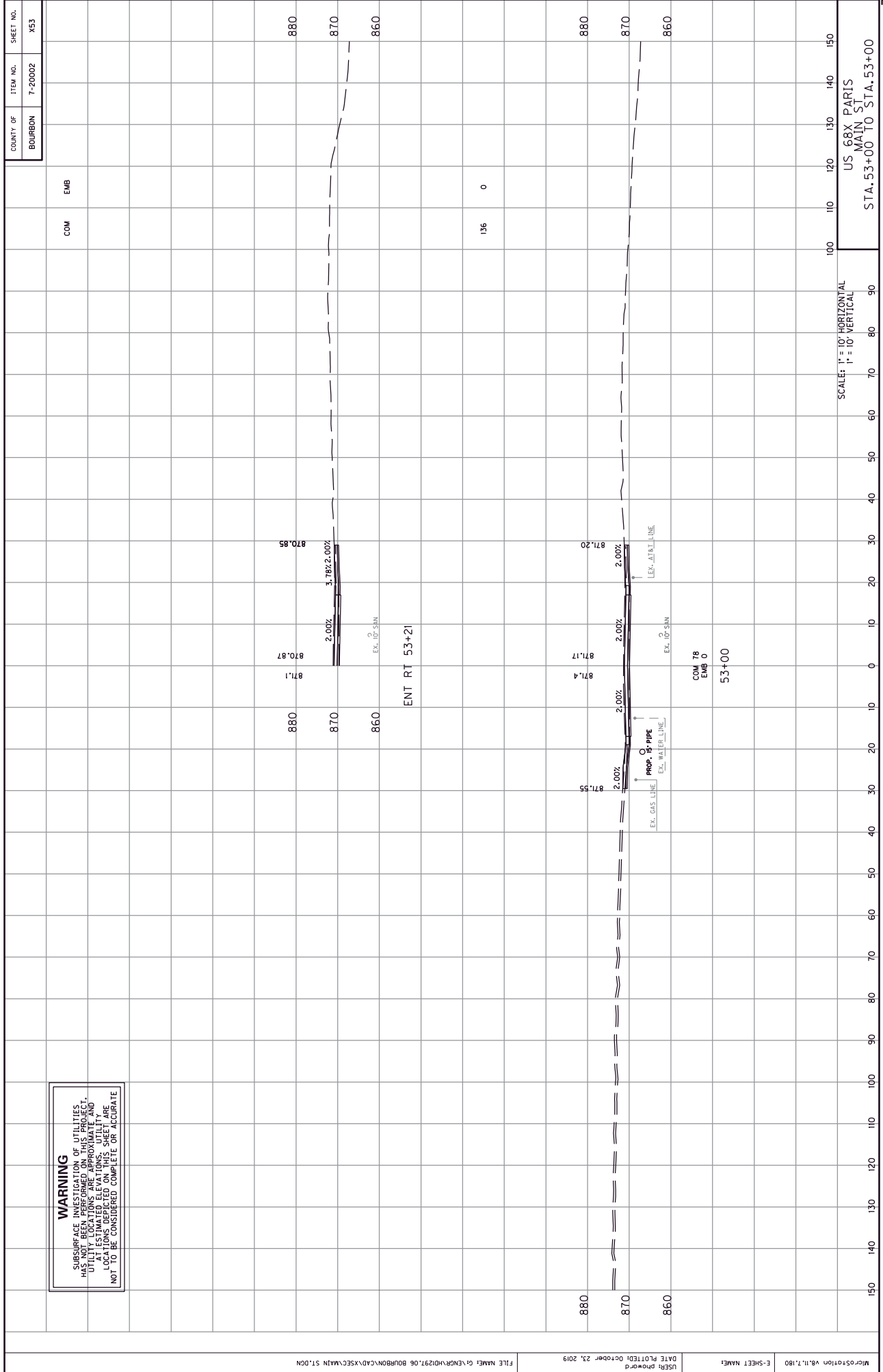
US 68X PARIS
MAIN ST
STA. 52+50 TO STA. 52+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X53

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ON THIS SHEET AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

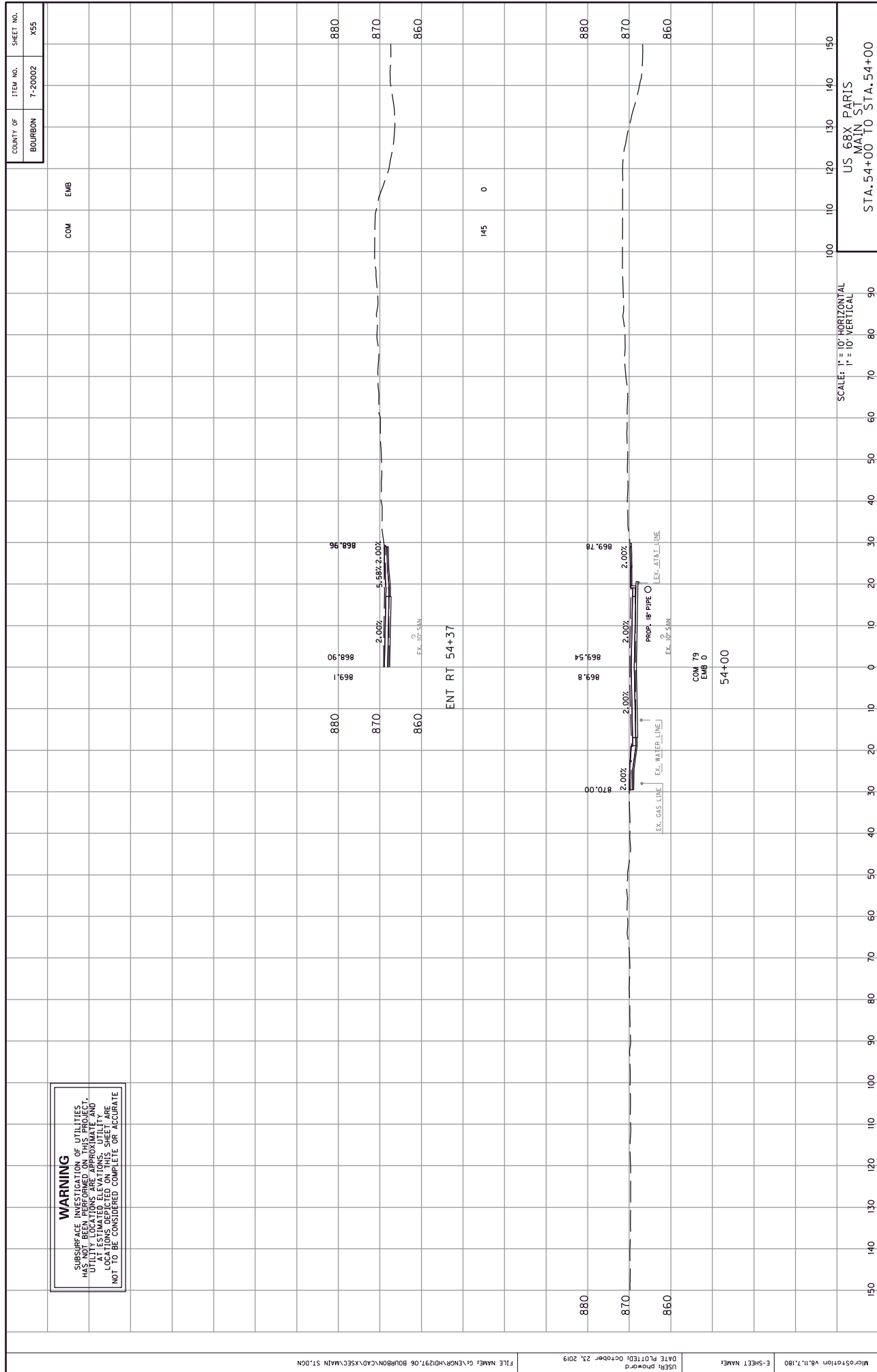
COM

EMB



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

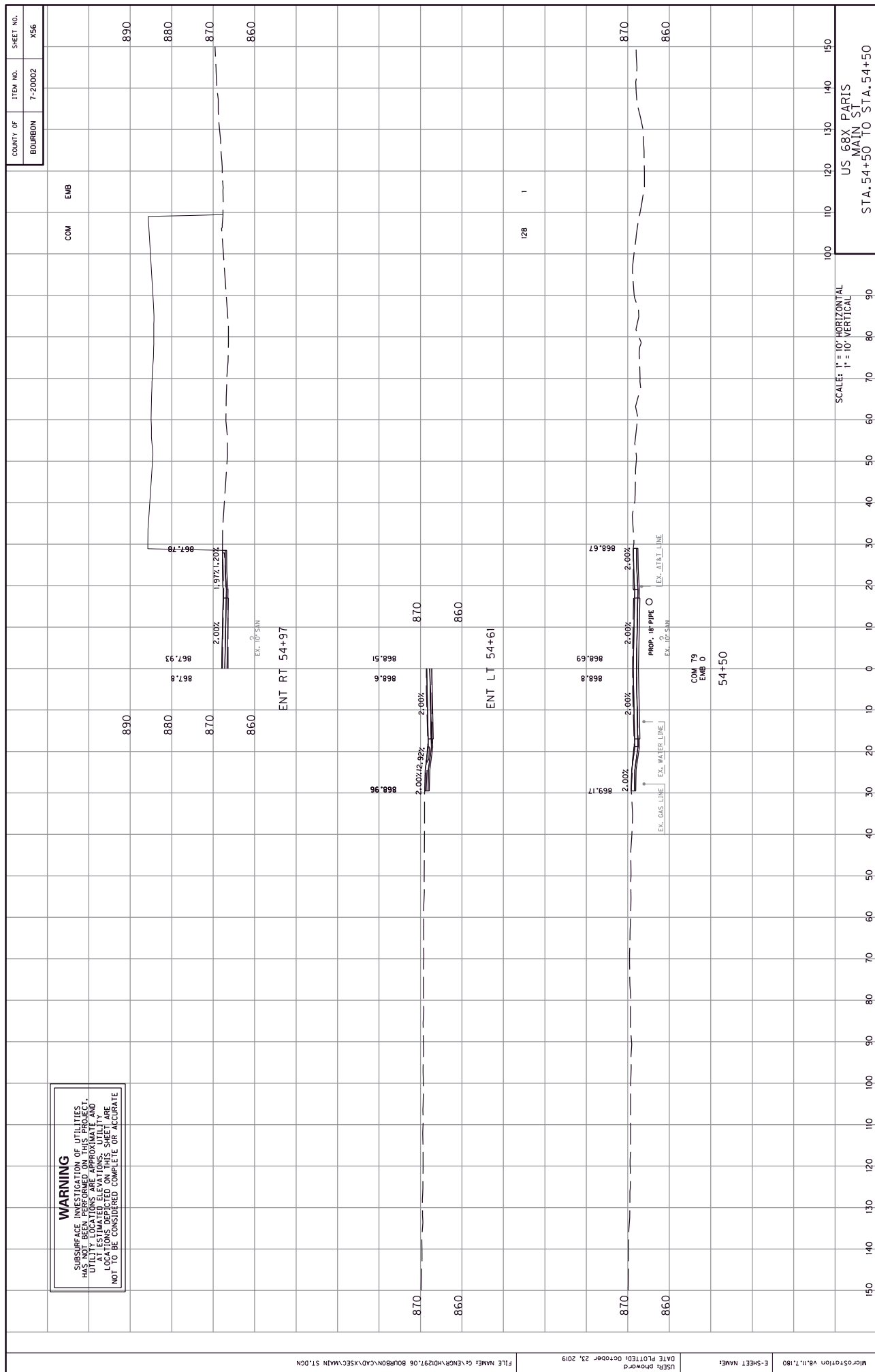
US 68X PARIS
MAIN ST
STA. 53+00 TO STA. 53+00



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ON THIS SHEET AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 54+00 TO STA. 54+00

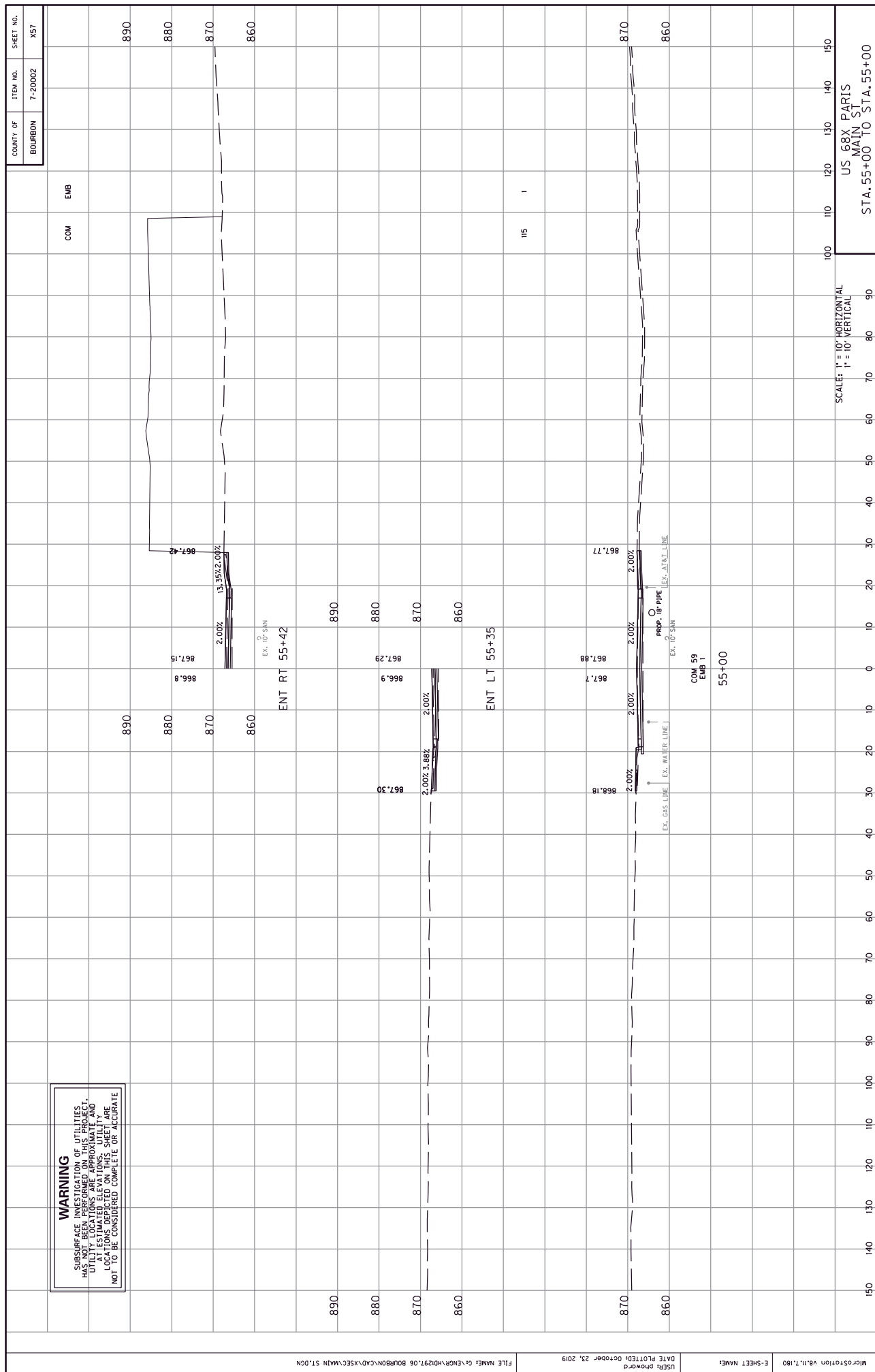


WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS, DEPTHS, AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X56

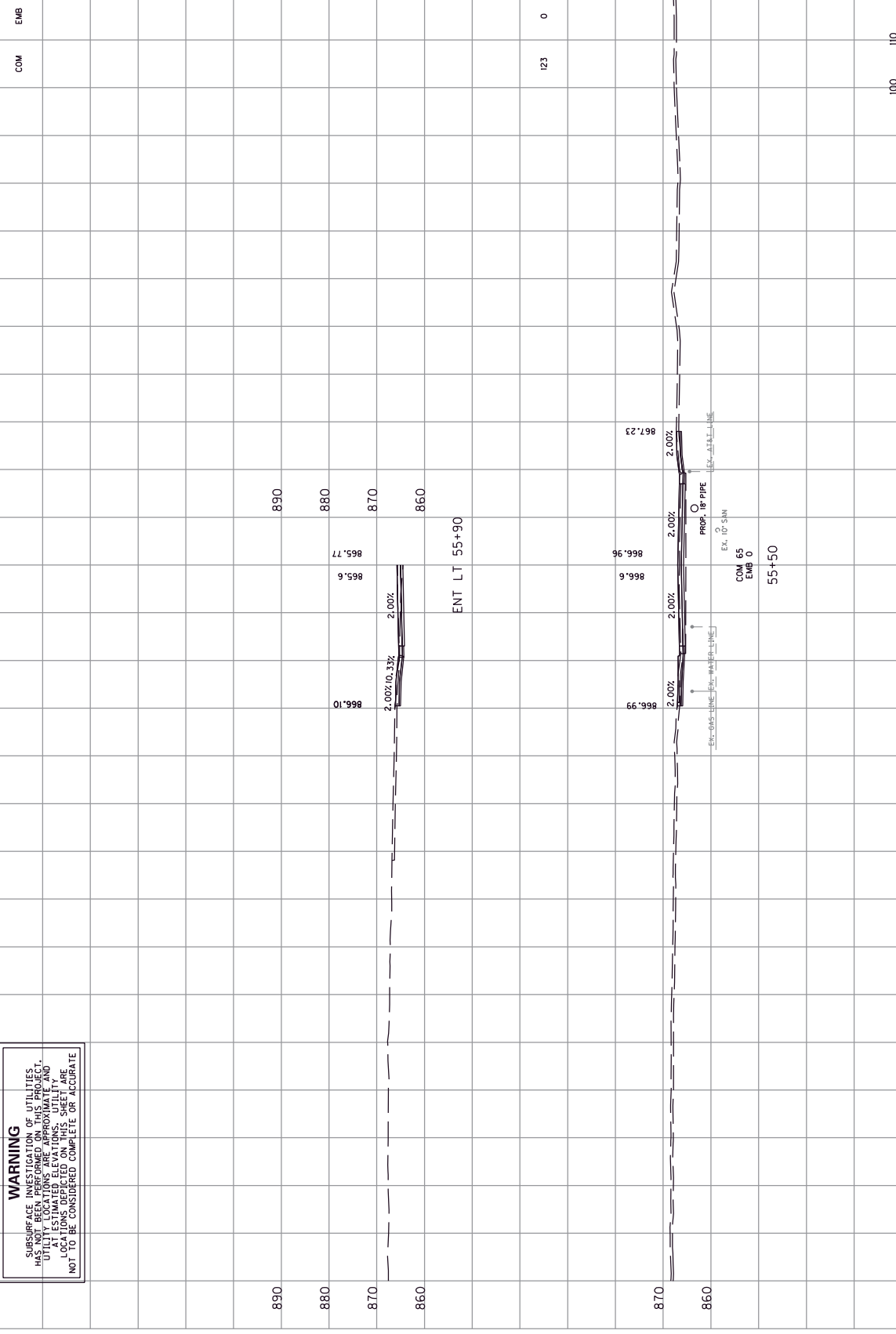
SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 54+50 TO STA. 54+50



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X58

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.



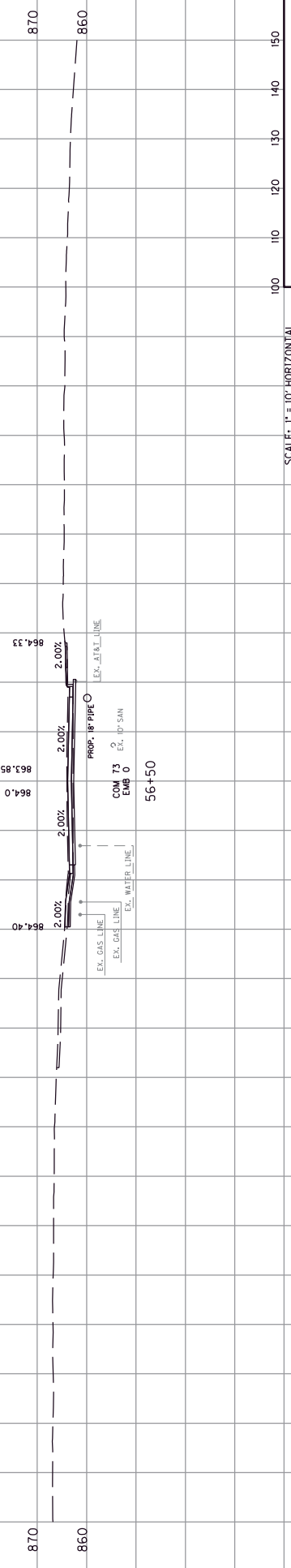
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X60

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

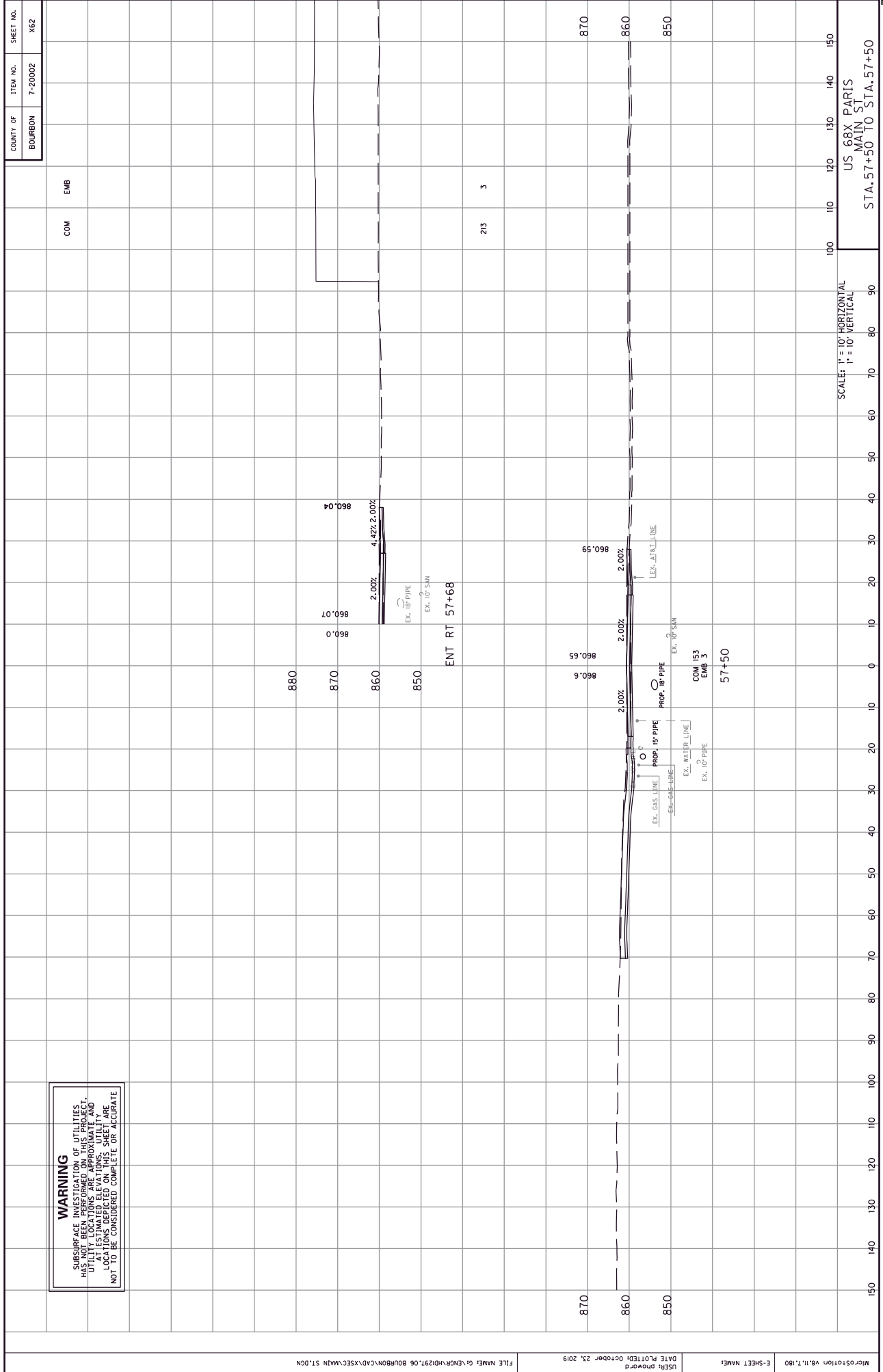
EMB

127



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 56+50 TO STA. 56+50



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS APPROXIMATE AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X62

COM

EMB

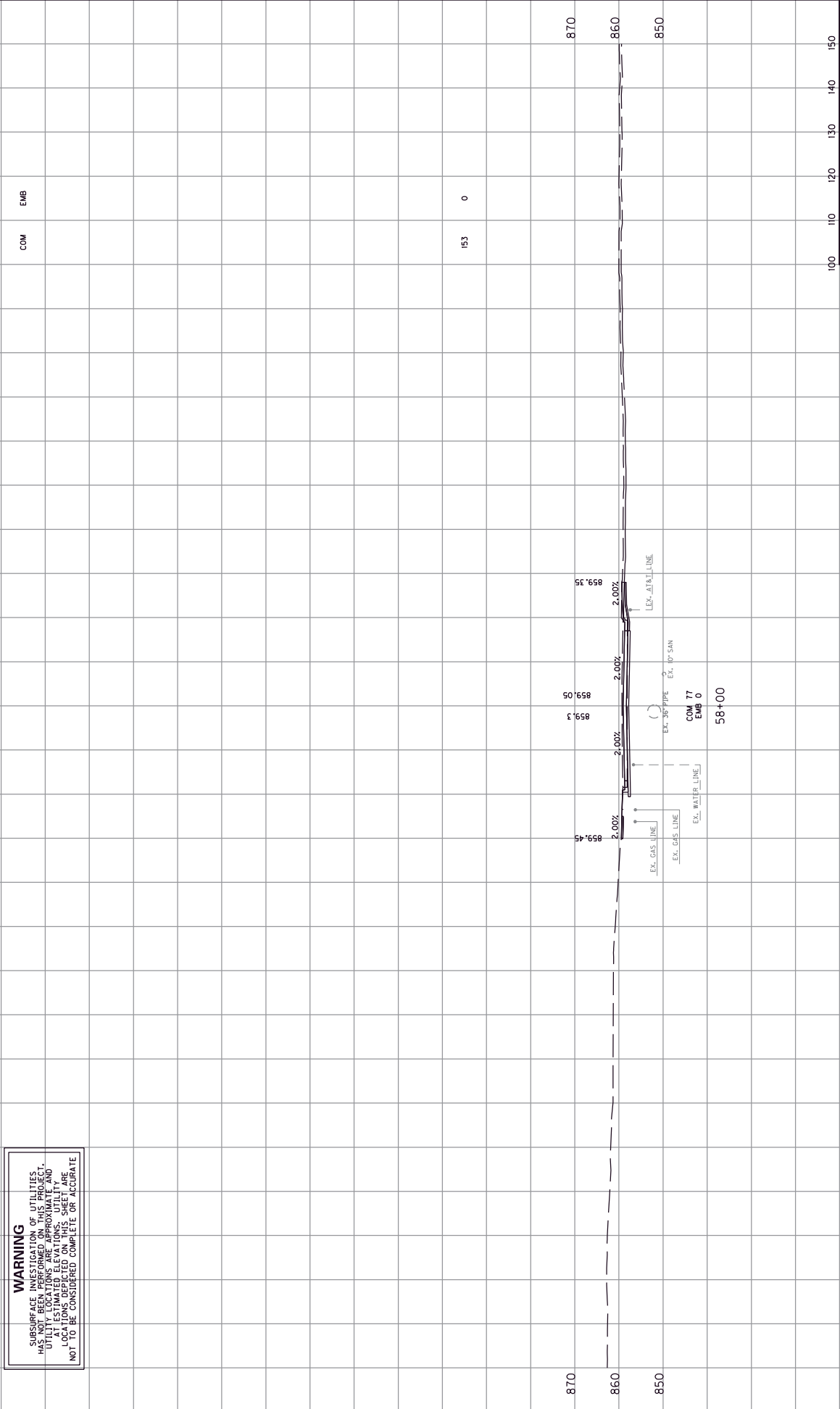
213

3

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 57+50 TO STA. 57+50

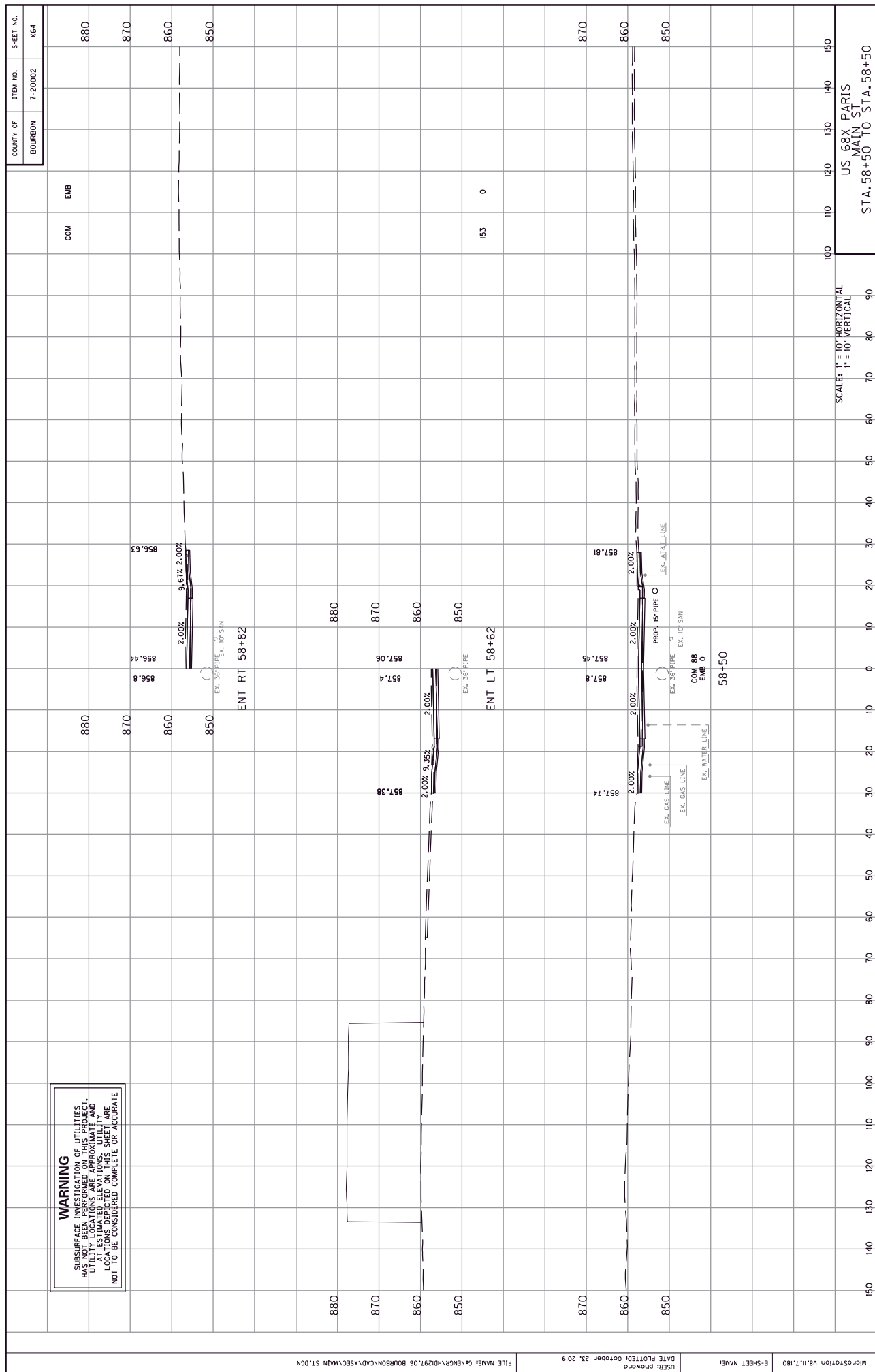
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X63

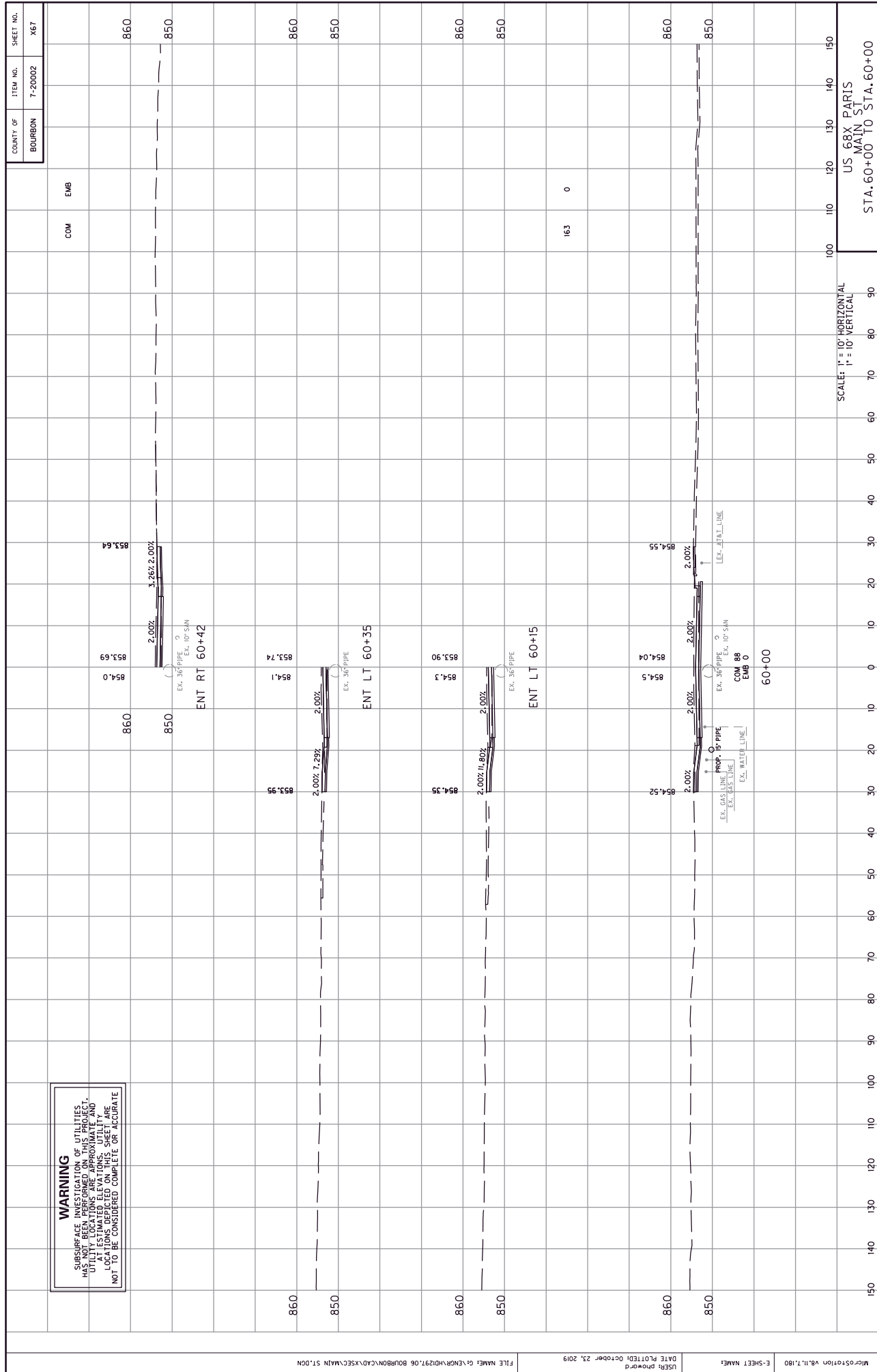


150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	
																US 68X PARIS MAIN STA. 58+00 TO STA. 58+00															

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.





WARNING
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SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 60+00 TO STA. 60+00

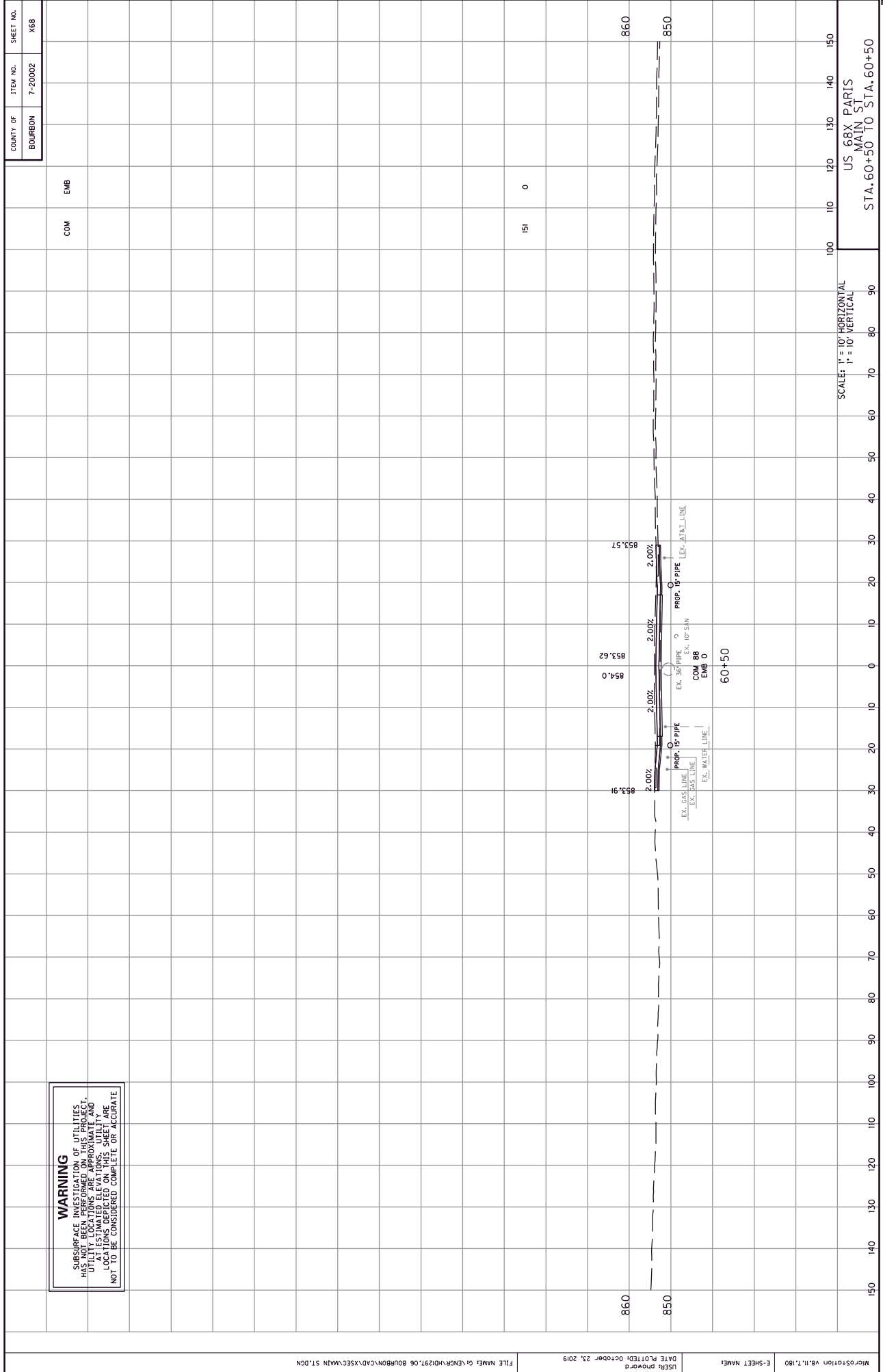
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X68

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ON THIS SHEET AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM

EMB

151 0



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 60+50 TO STA. 60+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X69

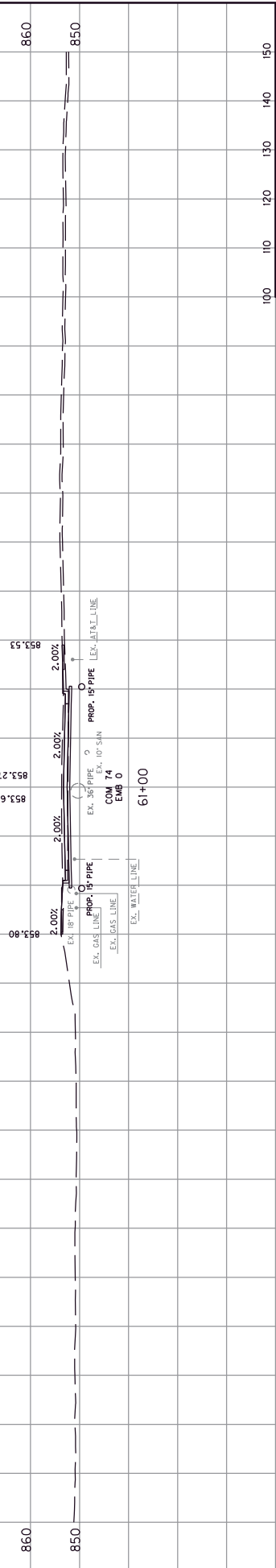
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM

EMB

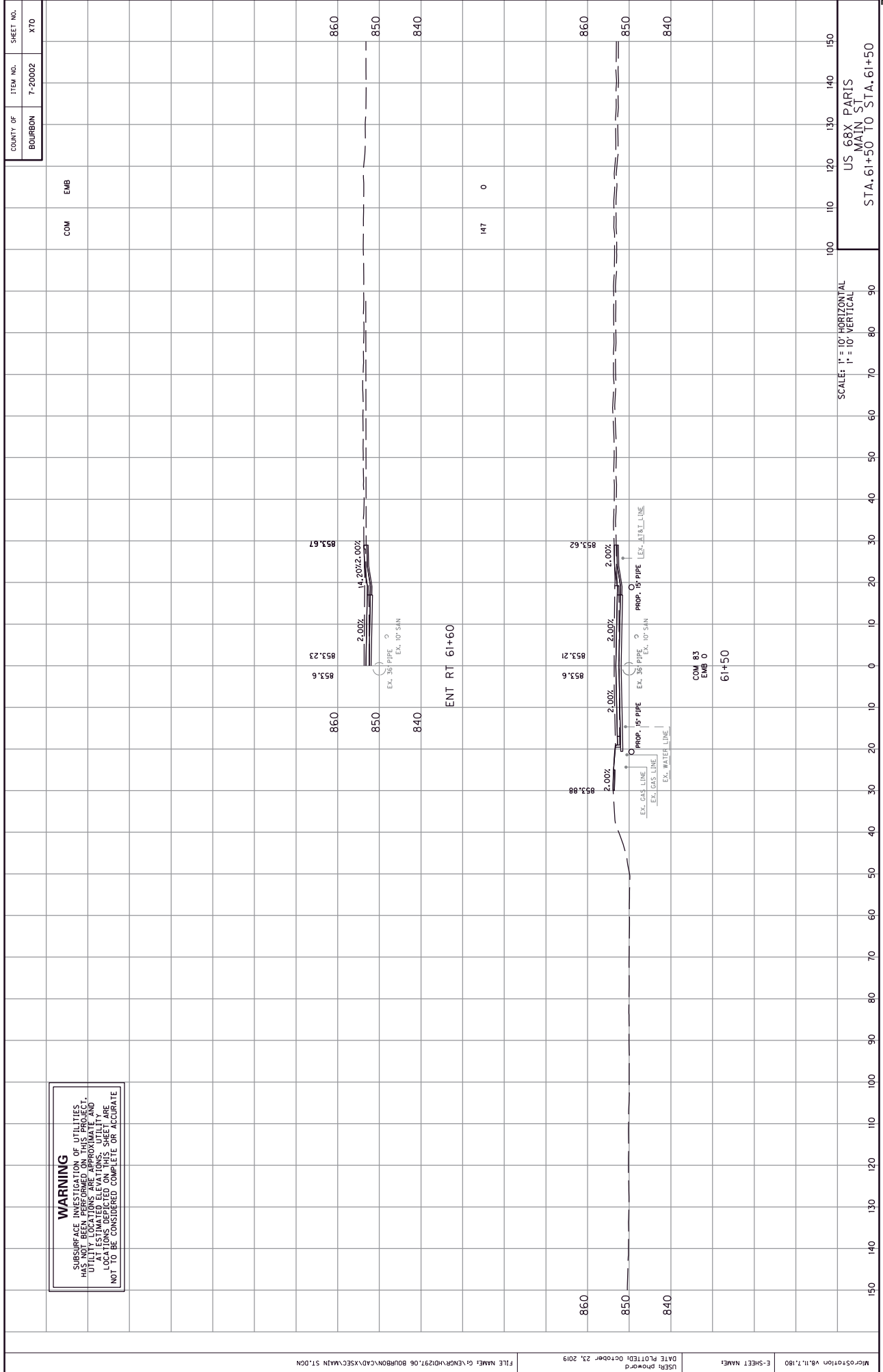
146

0



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 61+00 TO STA. 61+00



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X70

COM

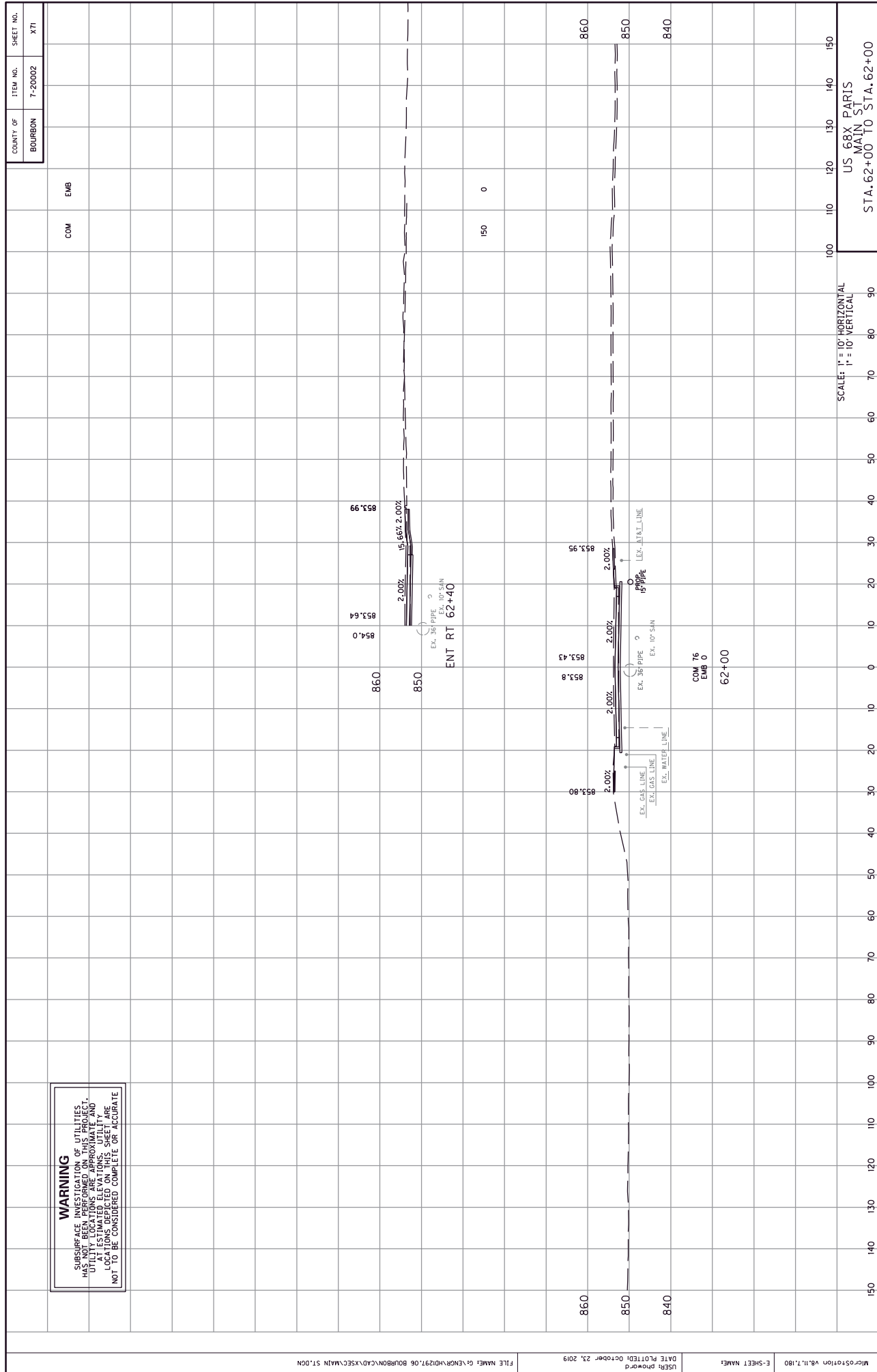
EMB

147

0

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 61+50 TO STA. 61+50



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X71

COM

EMB

150

0

860

850

860

850

840

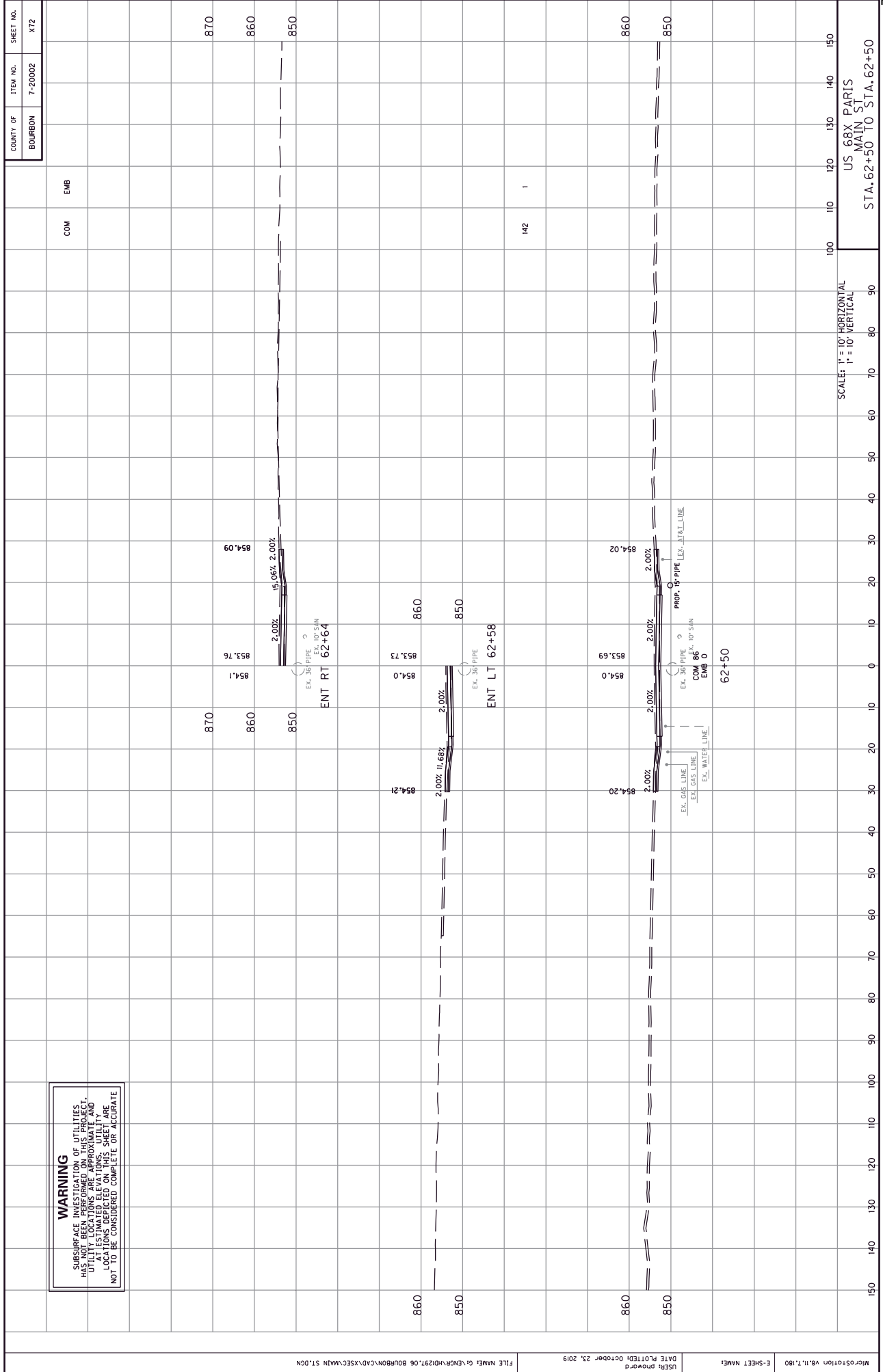
860

850

840

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 62+00 TO STA. 62+00



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN AS APPROXIMATE
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XT2

COM

EMB

142

1

870

860

850

860

850

860

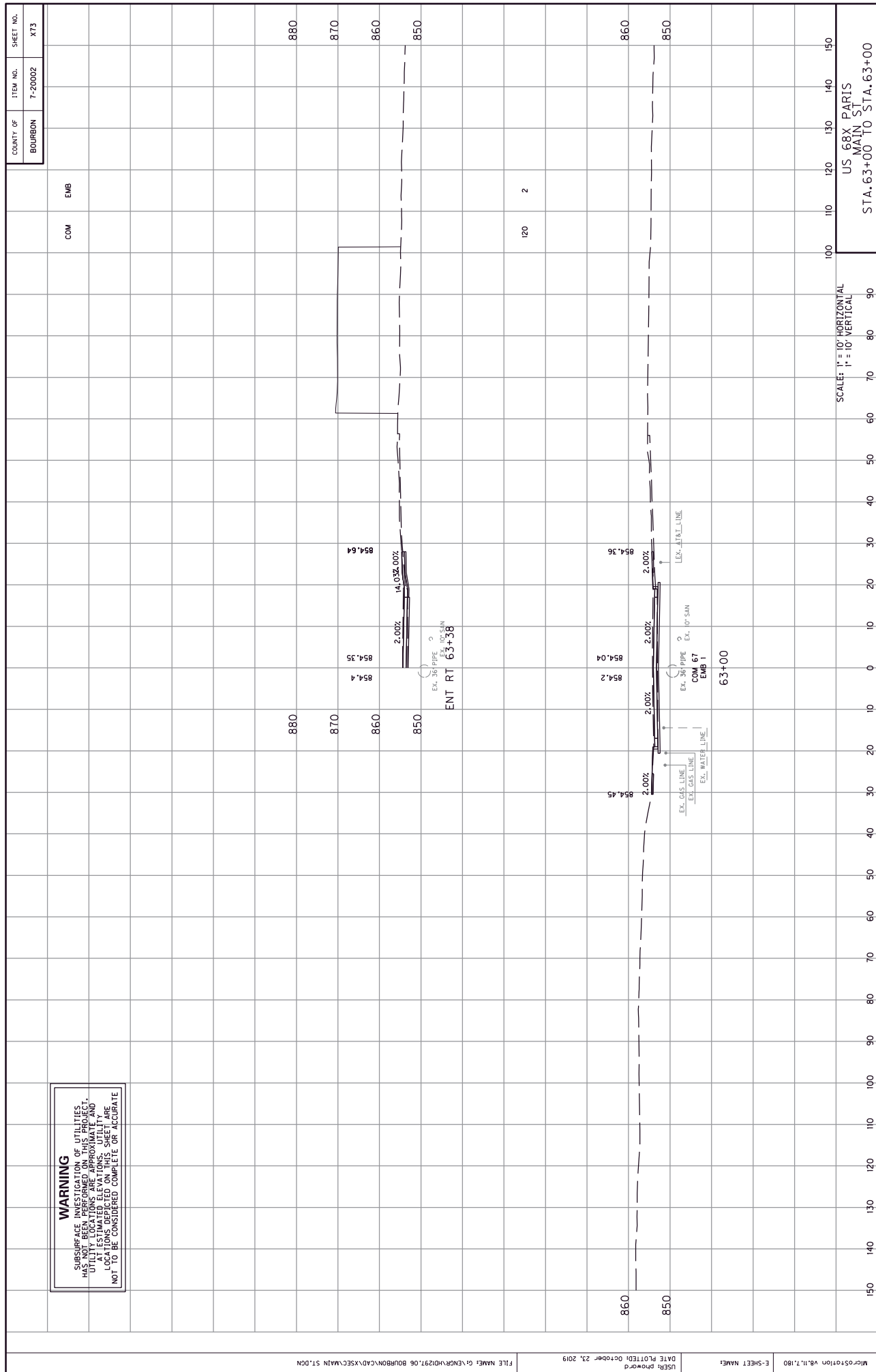
850

860

850

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 62+50 TO STA. 62+50



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS APPROXIMATE LOCATIONS DEPICED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X73

COM

EMB

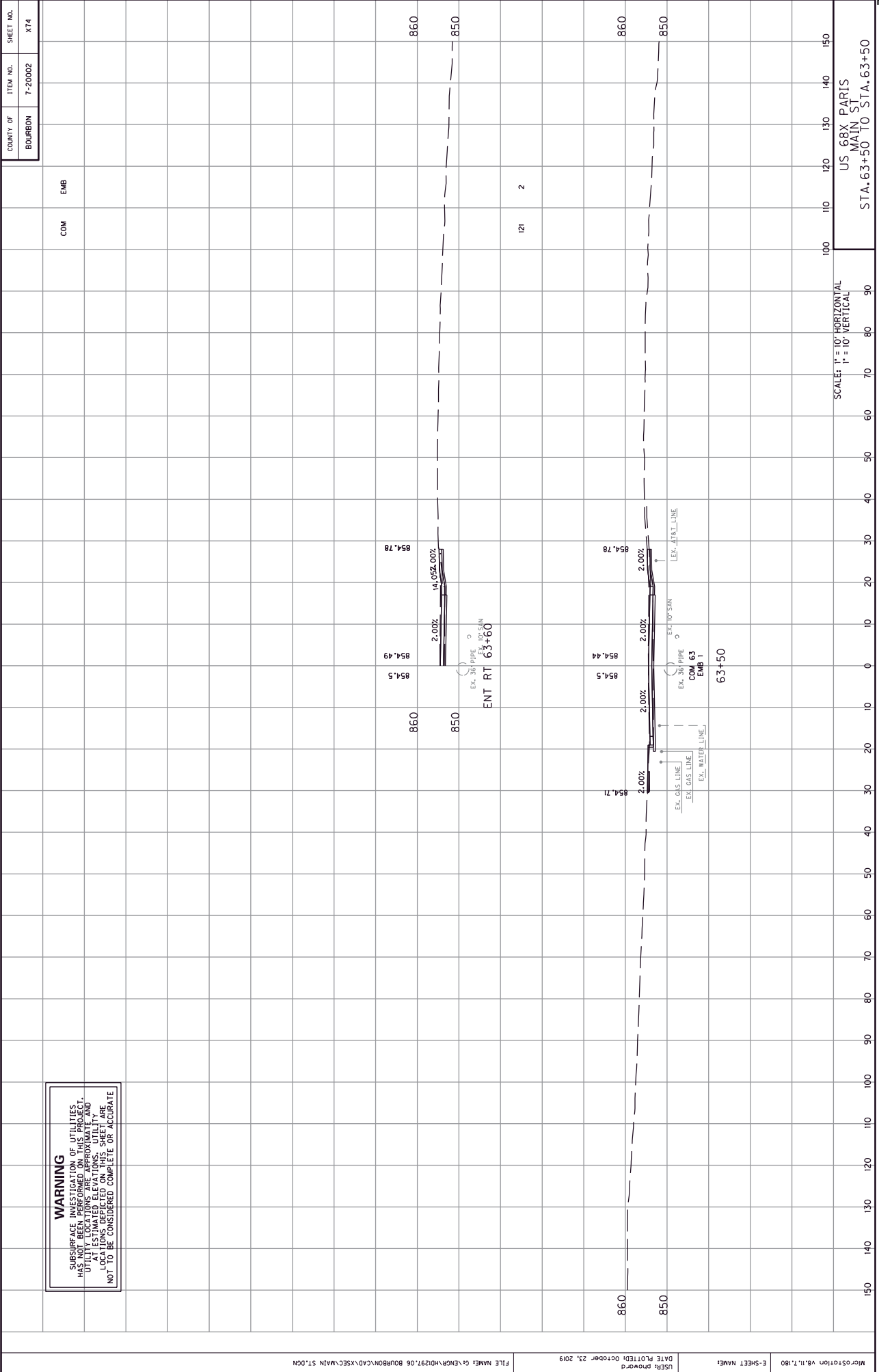
SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 63+00 TO STA. 63+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X74

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM EMB



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 63+50 TO STA. 63+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X75

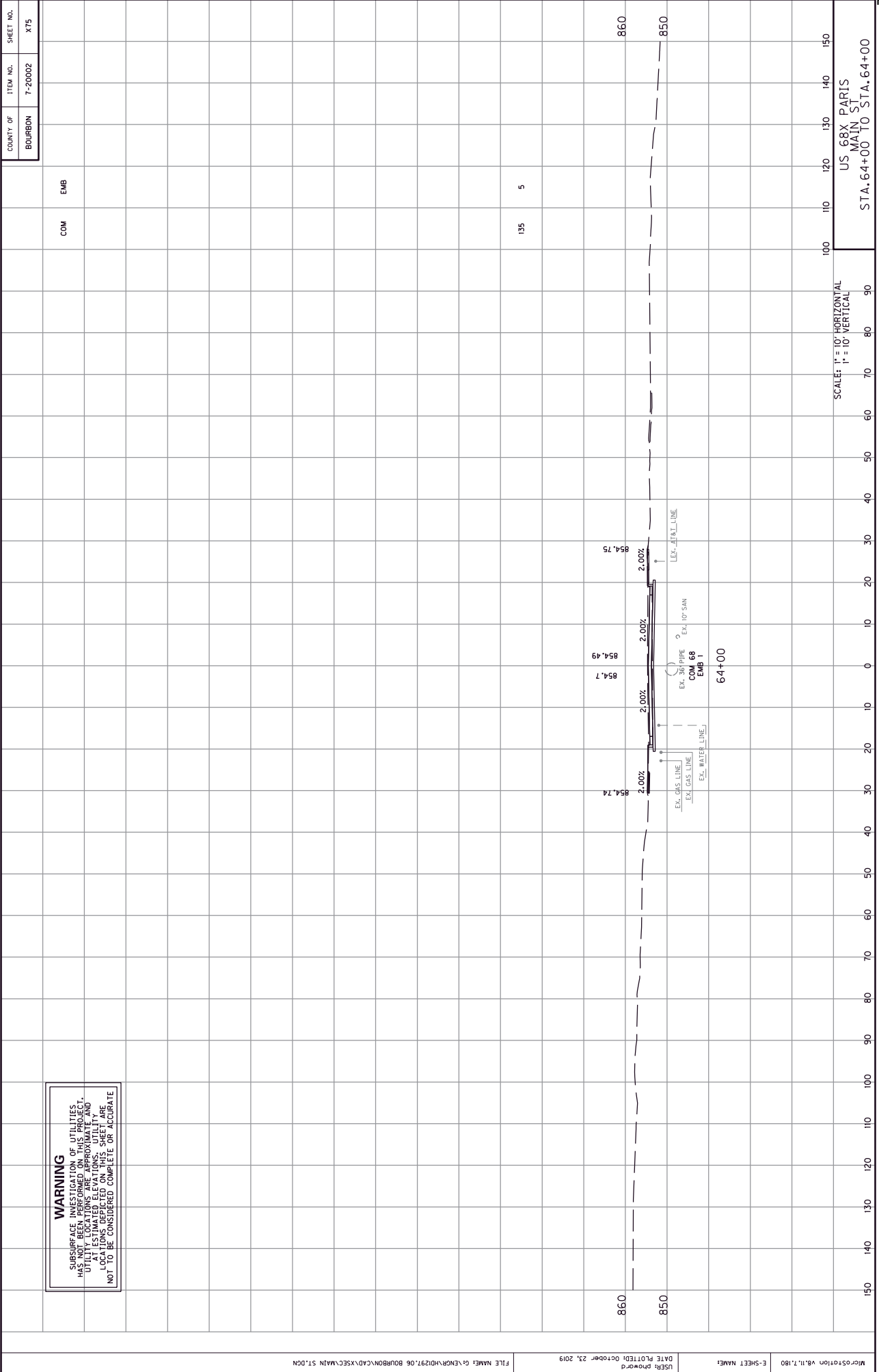
WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS EXISTING AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB

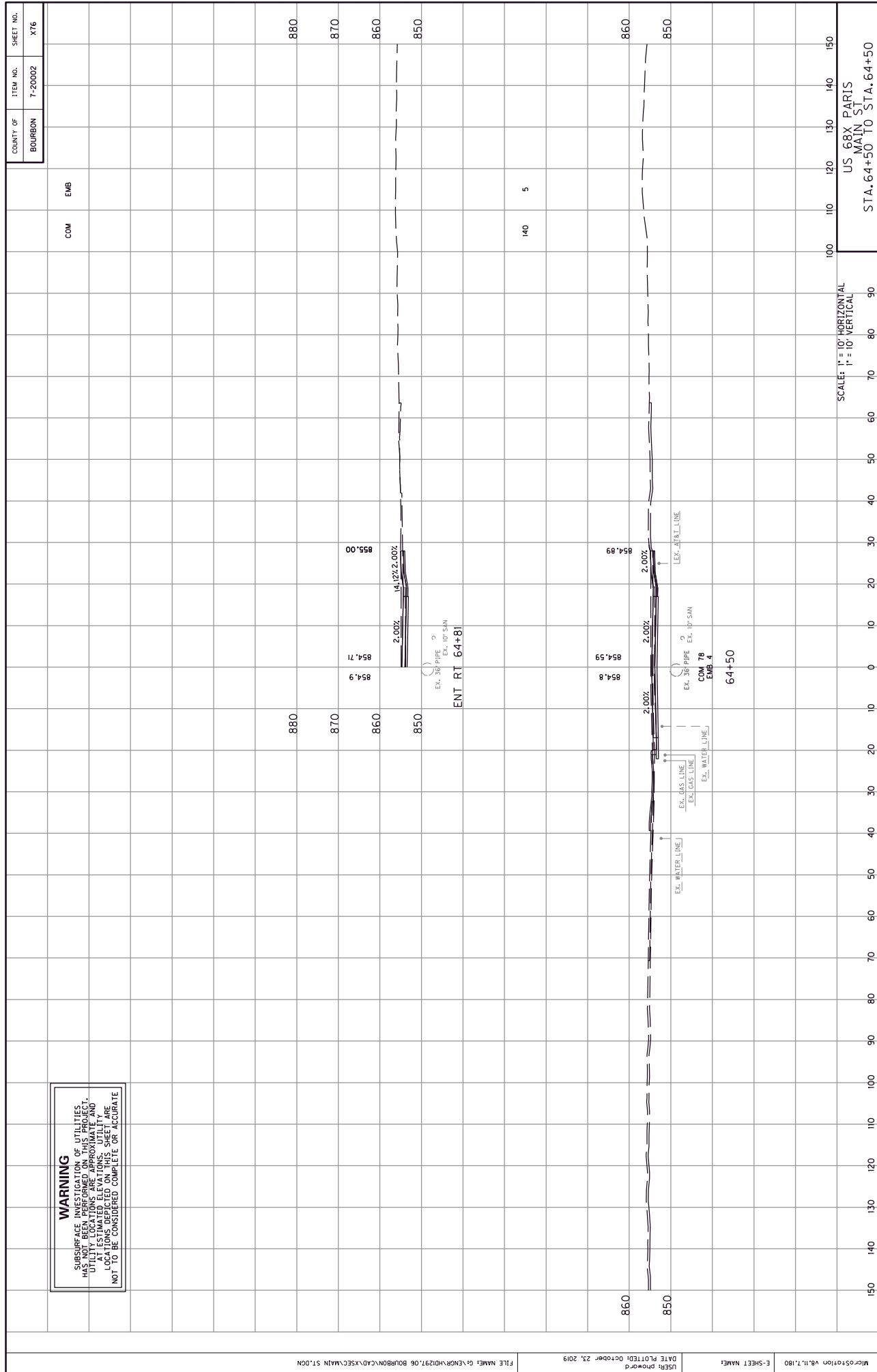
135

5



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 64+00 TO STA. 64+00



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 64+50 TO STA. 64+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X16

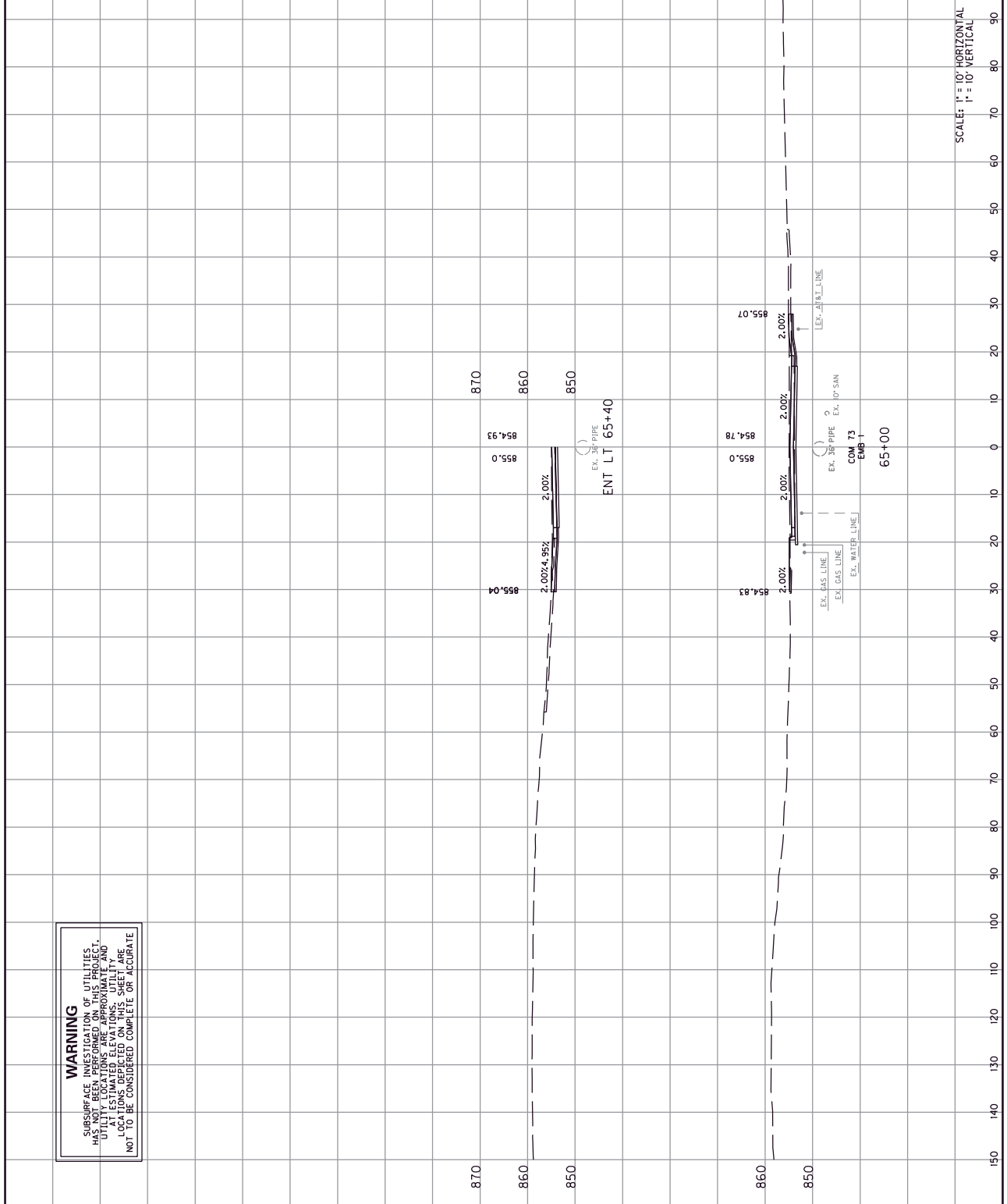
COM

EMB

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X77

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORDS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

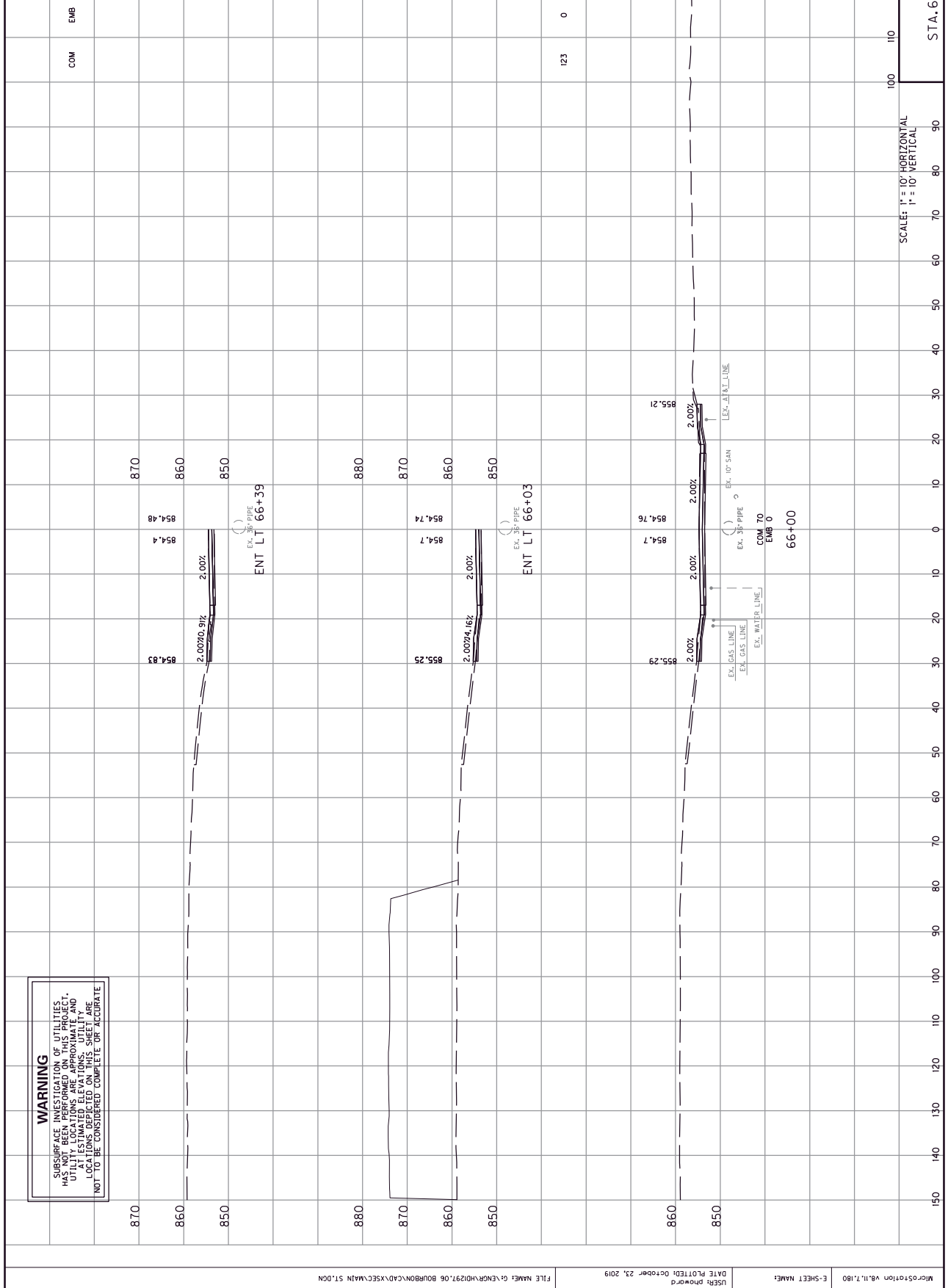
COM EMB

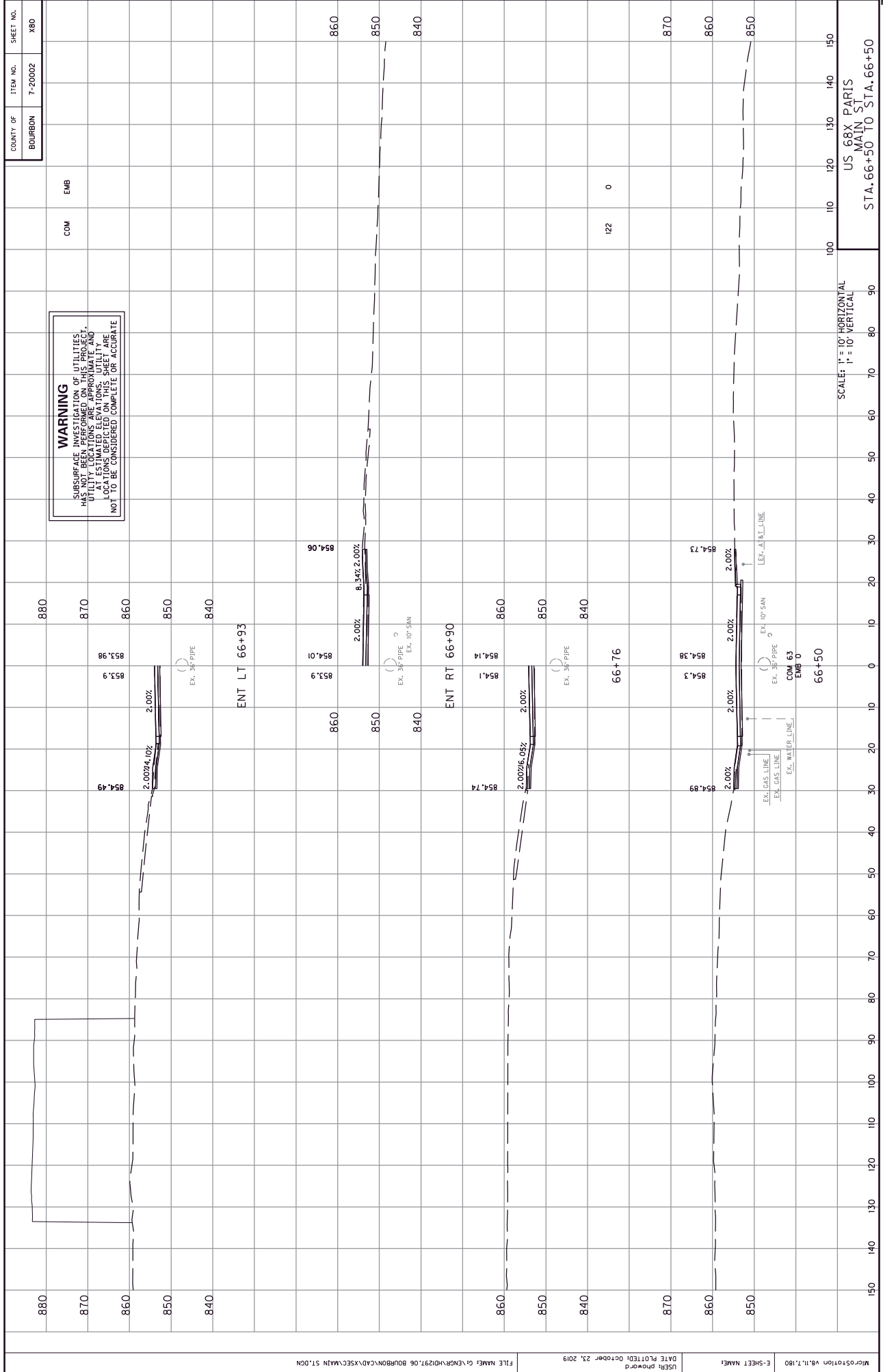


SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 65+00 TO STA. 65+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X79





WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY DATA. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

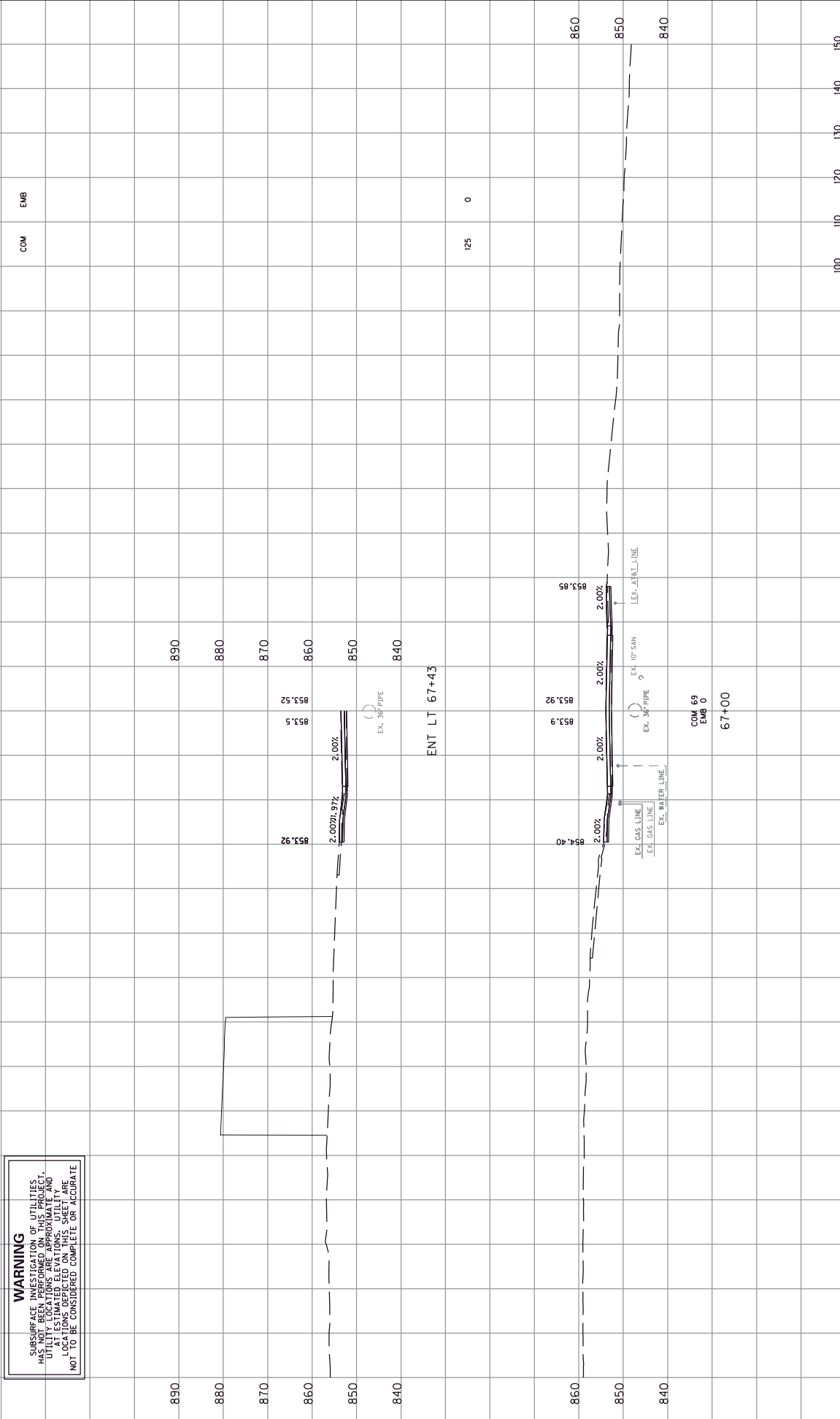
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X80

COM	EMB	100	110	120	130	140	150
		122	0				

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 66+50 TO STA. 66+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XBI

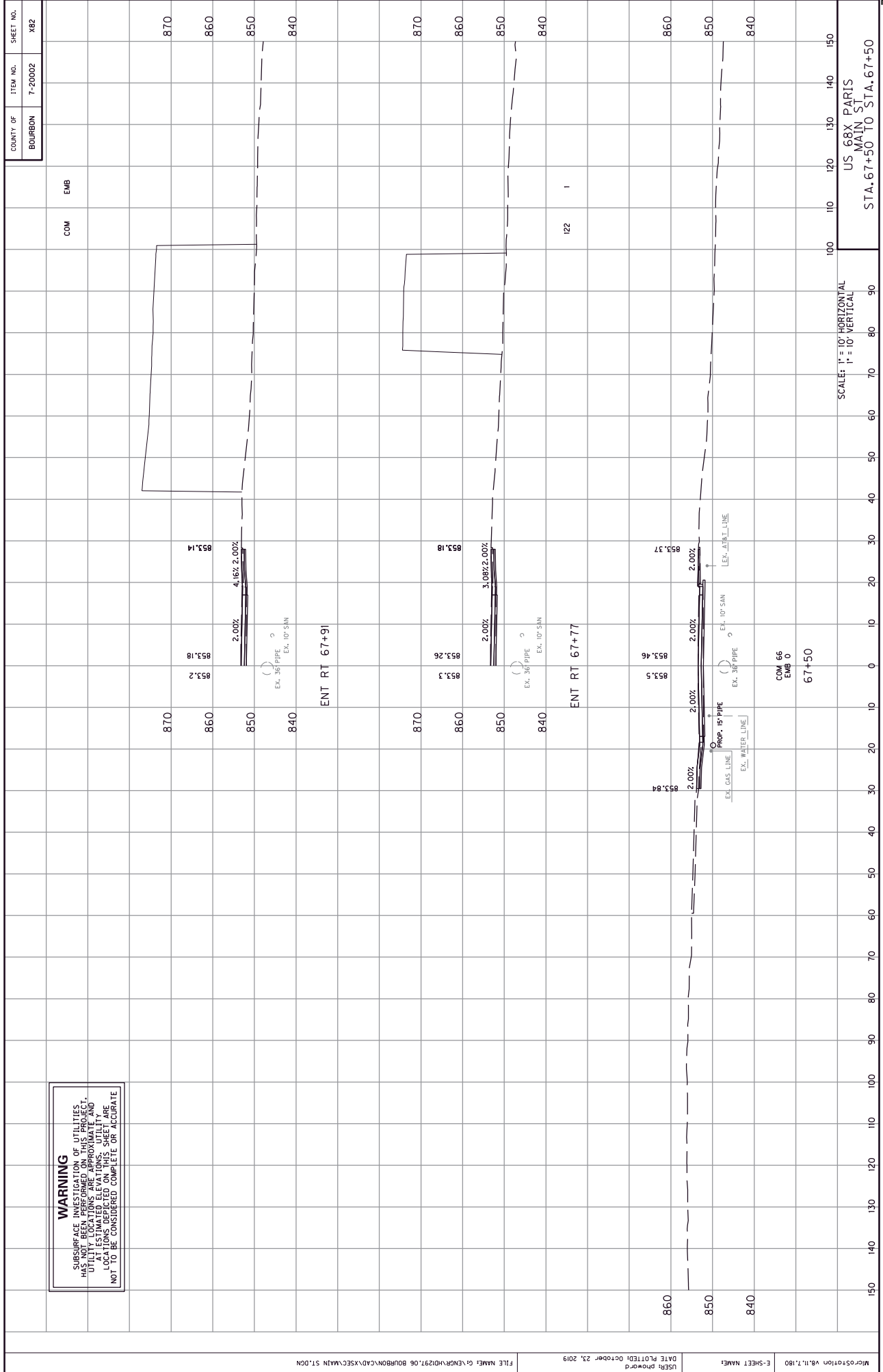


WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS EXISTING AND LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 67+00 TO STA. 67+00



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

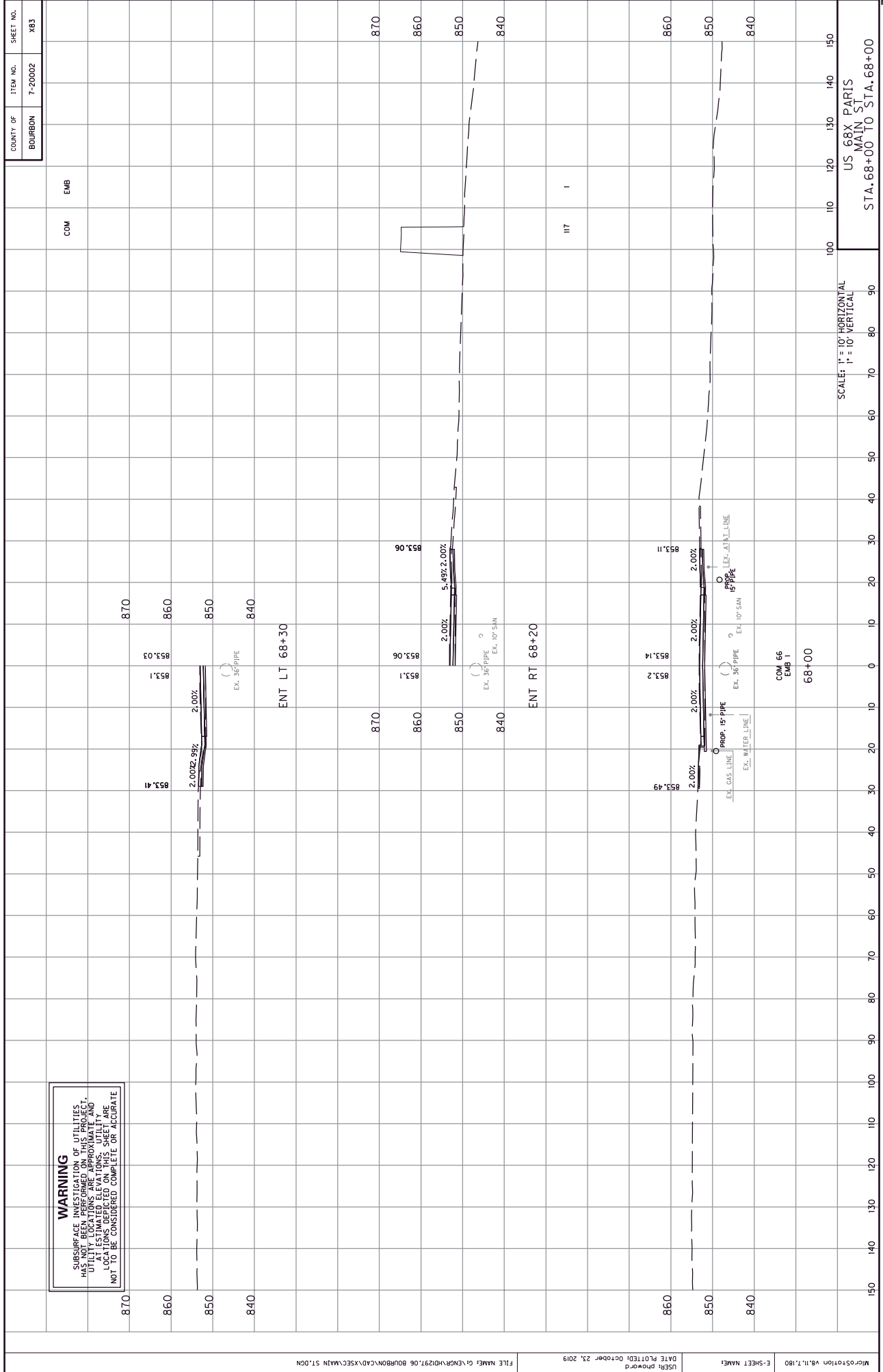
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X82

COM

EMB

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 67+50 TO STA. 67+50



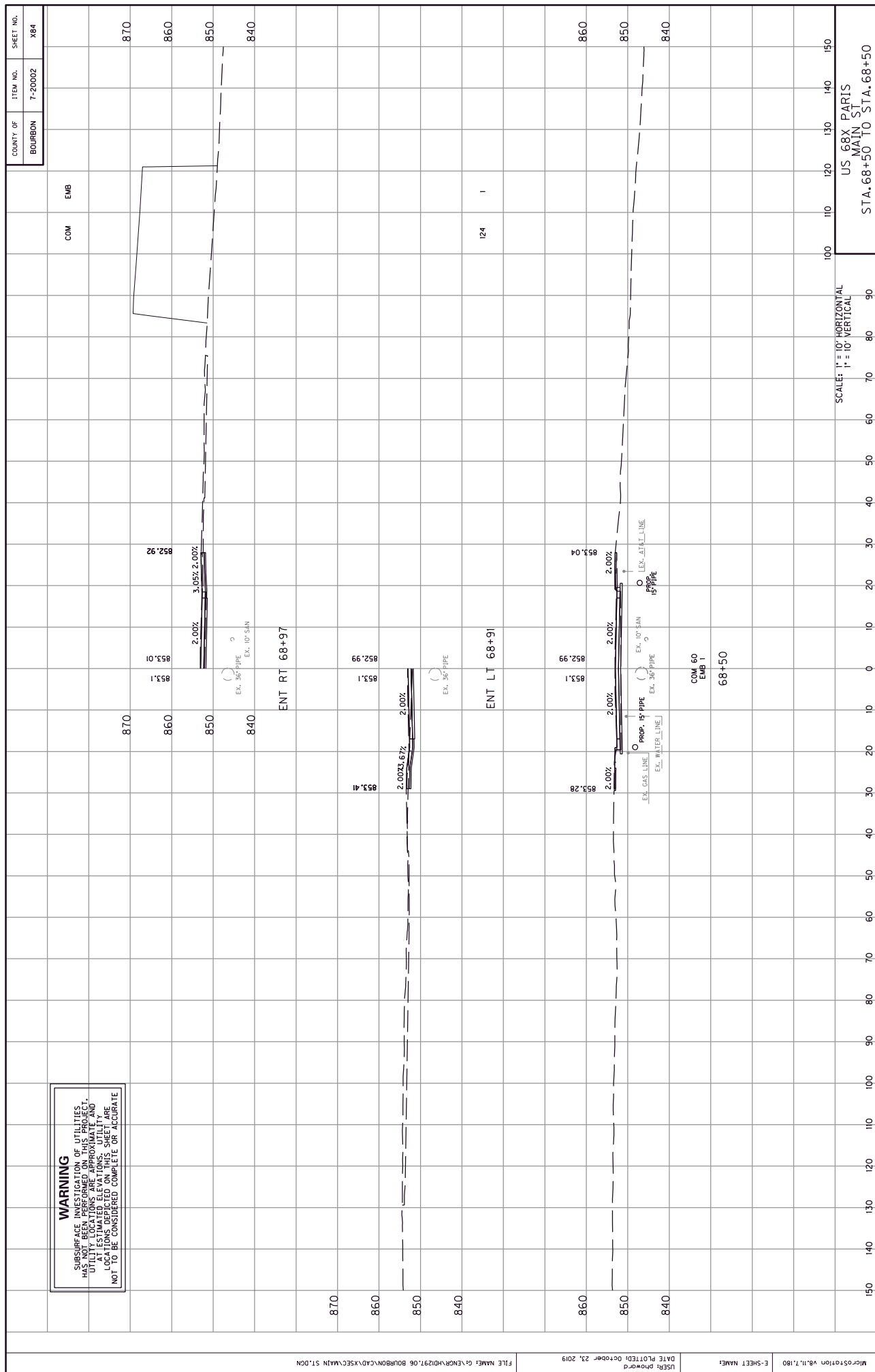
WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X83

COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 68+00 TO STA. 68+00



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN ON THIS SHEET AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X84

COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 68+50 TO STA. 68+50

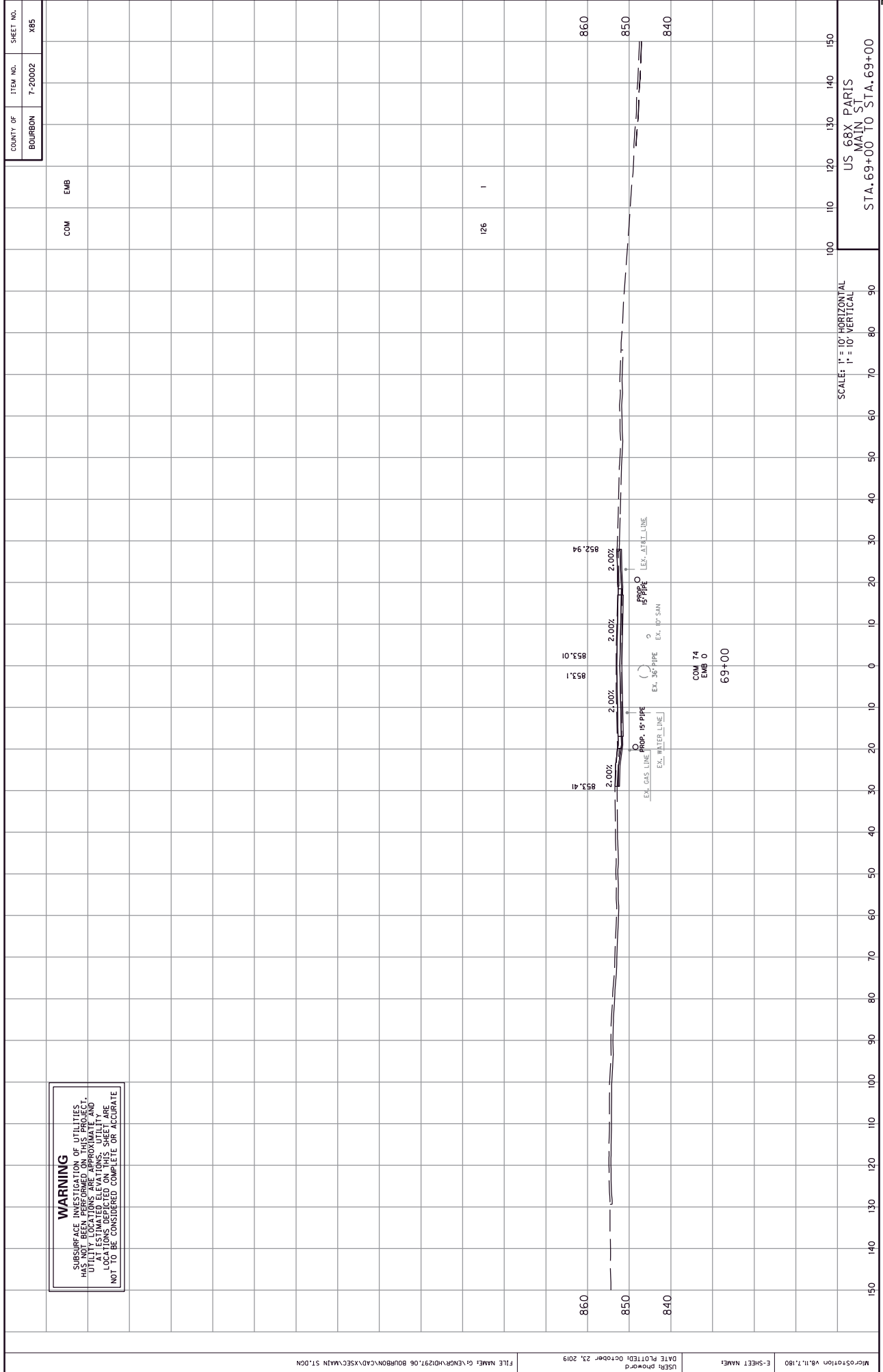
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X85

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

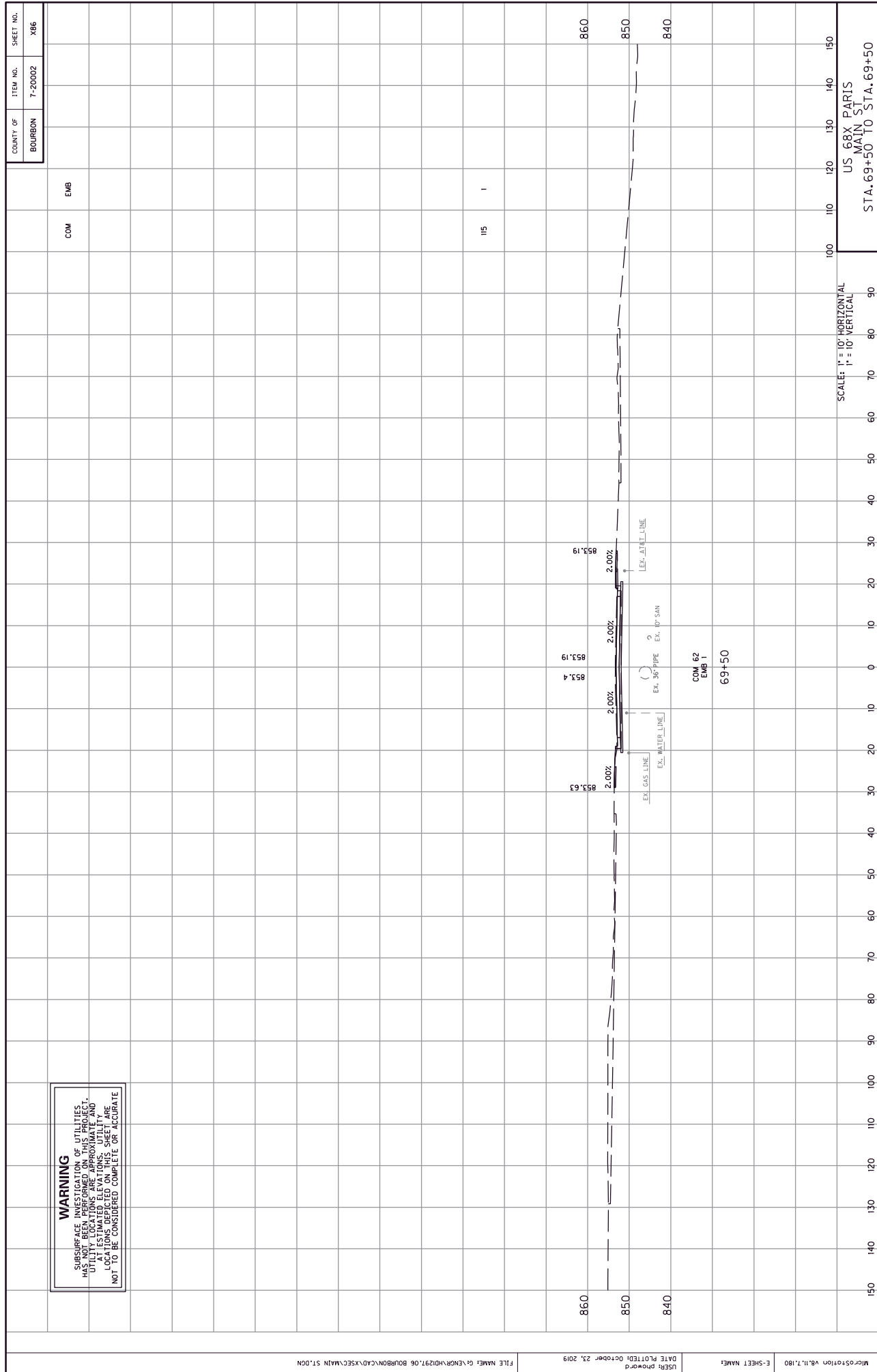
EMB

126



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 69+00 TO STA. 69+00



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS APPROXIMATE LOCATIONS DEPICED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X86

COM

EMB

115

1

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 69+50 TO STA. 69+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X87

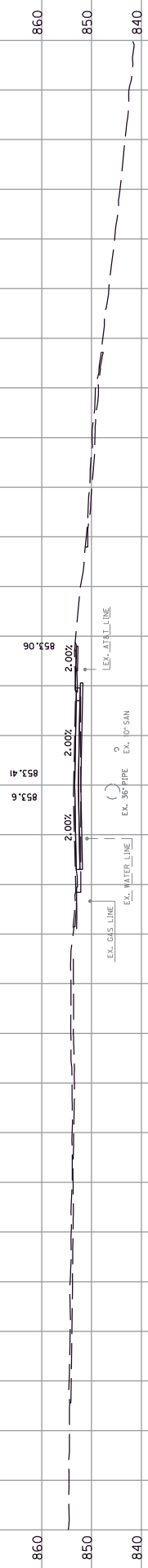
WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS EXISTING AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB

119

1



COM 63
EMB 0
70+00

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

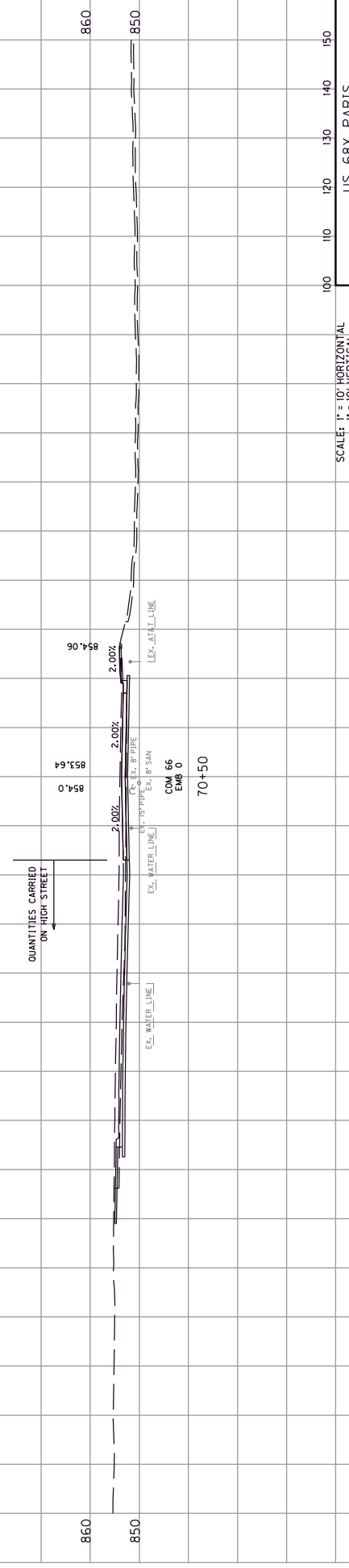
US 68X PARIS
MAIN ST
STA. 70+00 TO STA. 70+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X88

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM
 EMB

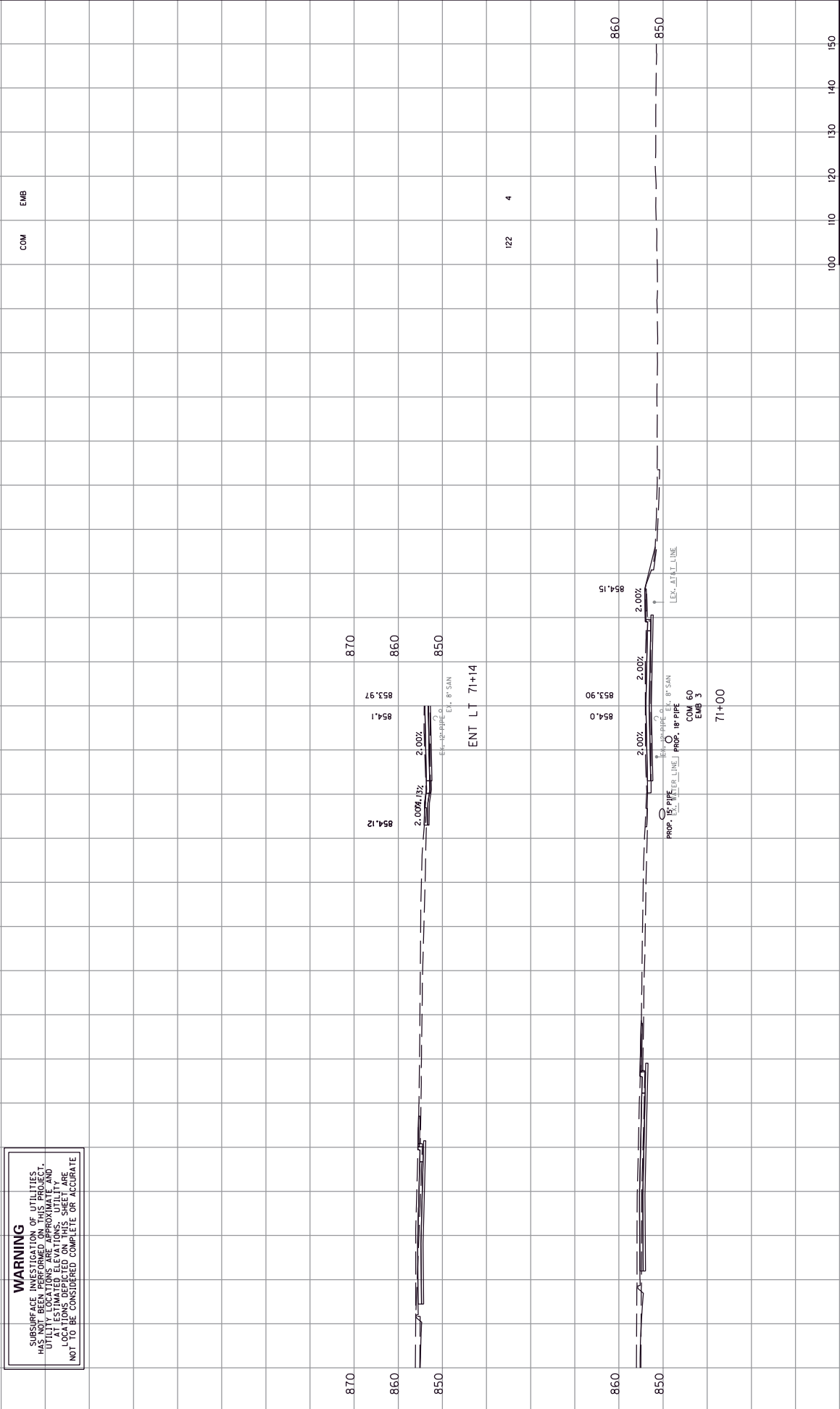
116 3



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 70+50 TO STA. 70+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X89

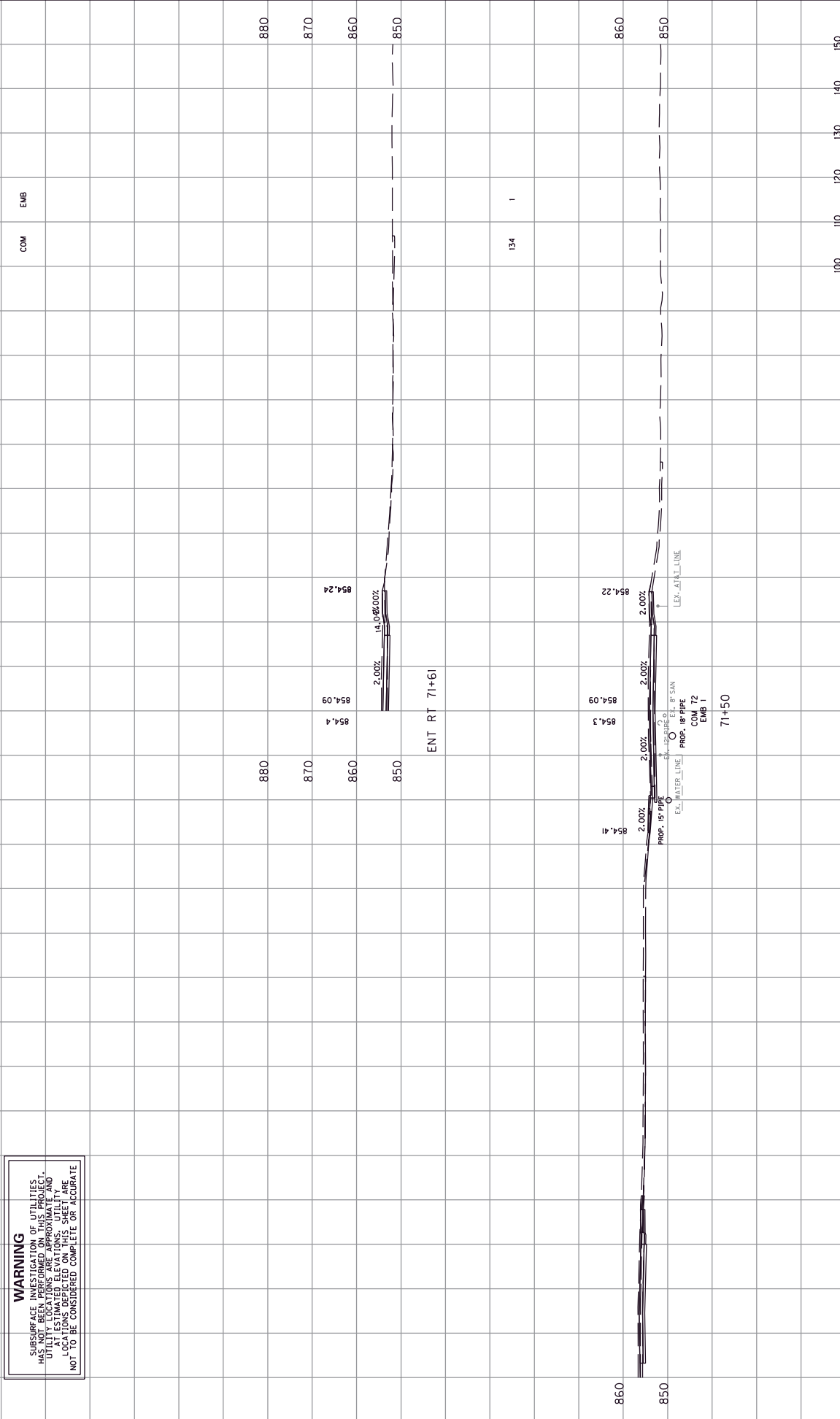


WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 71+00 TO STA. 71+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X90



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS APPROXIMATE LOCATIONS DEPICED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN ST
 STA. 71+50 TO STA. 71+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X91

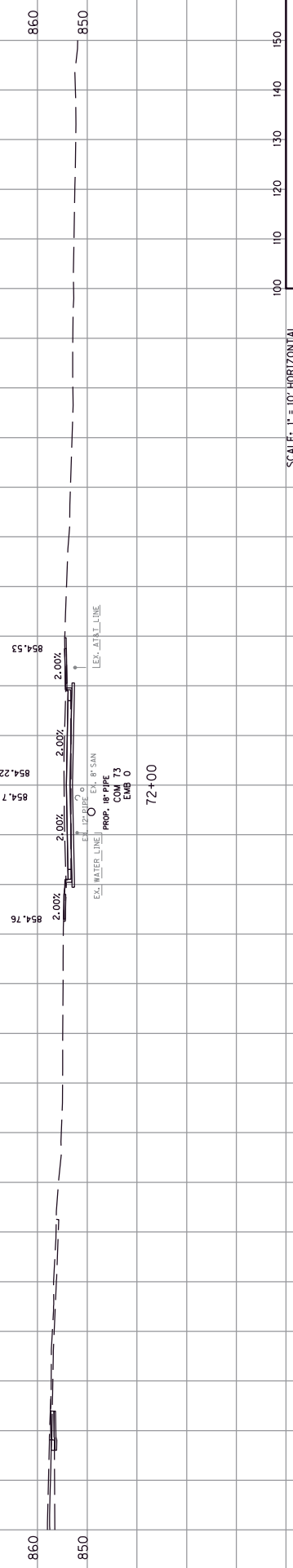
WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB

135

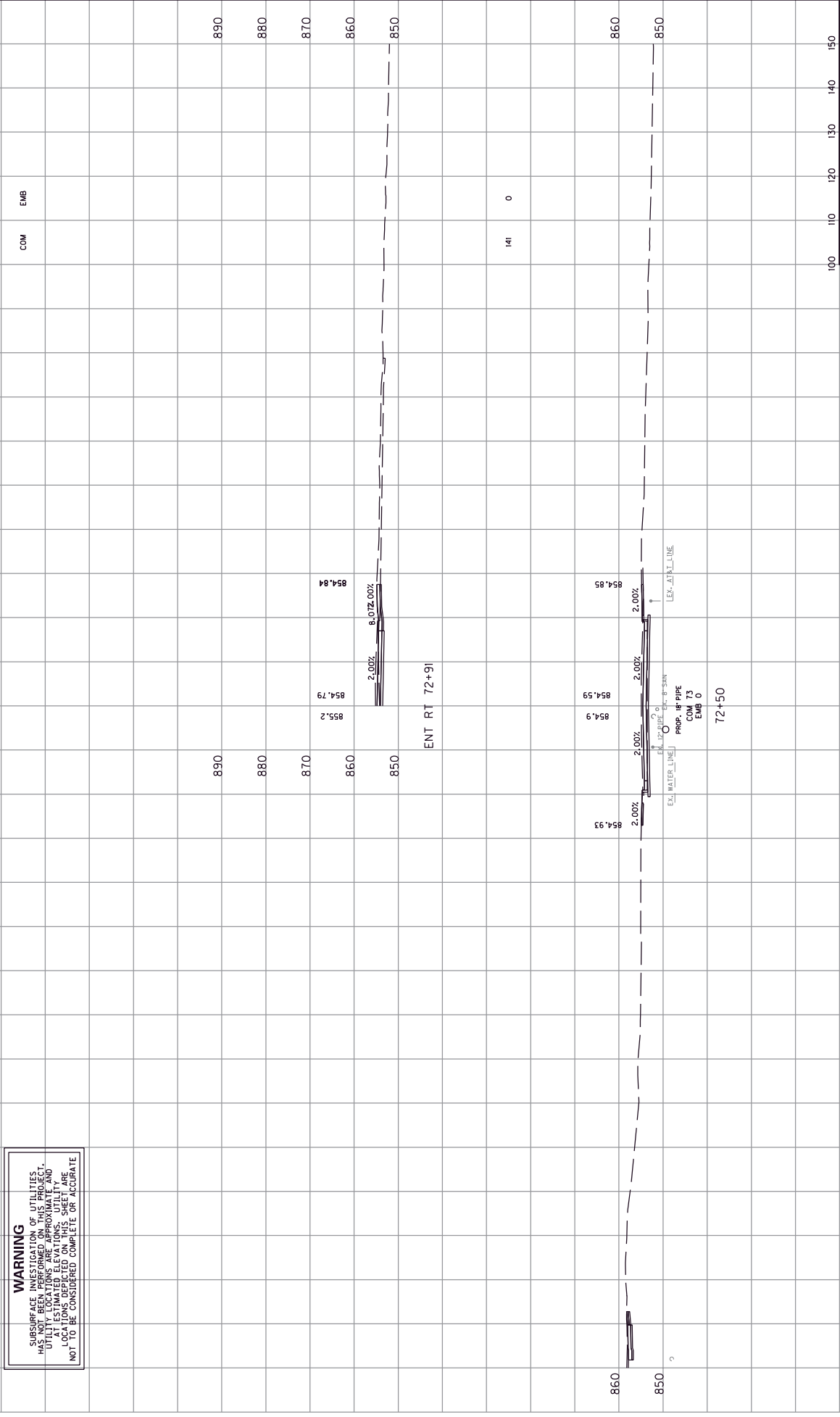
0



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 72+00 TO STA. 72+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X92

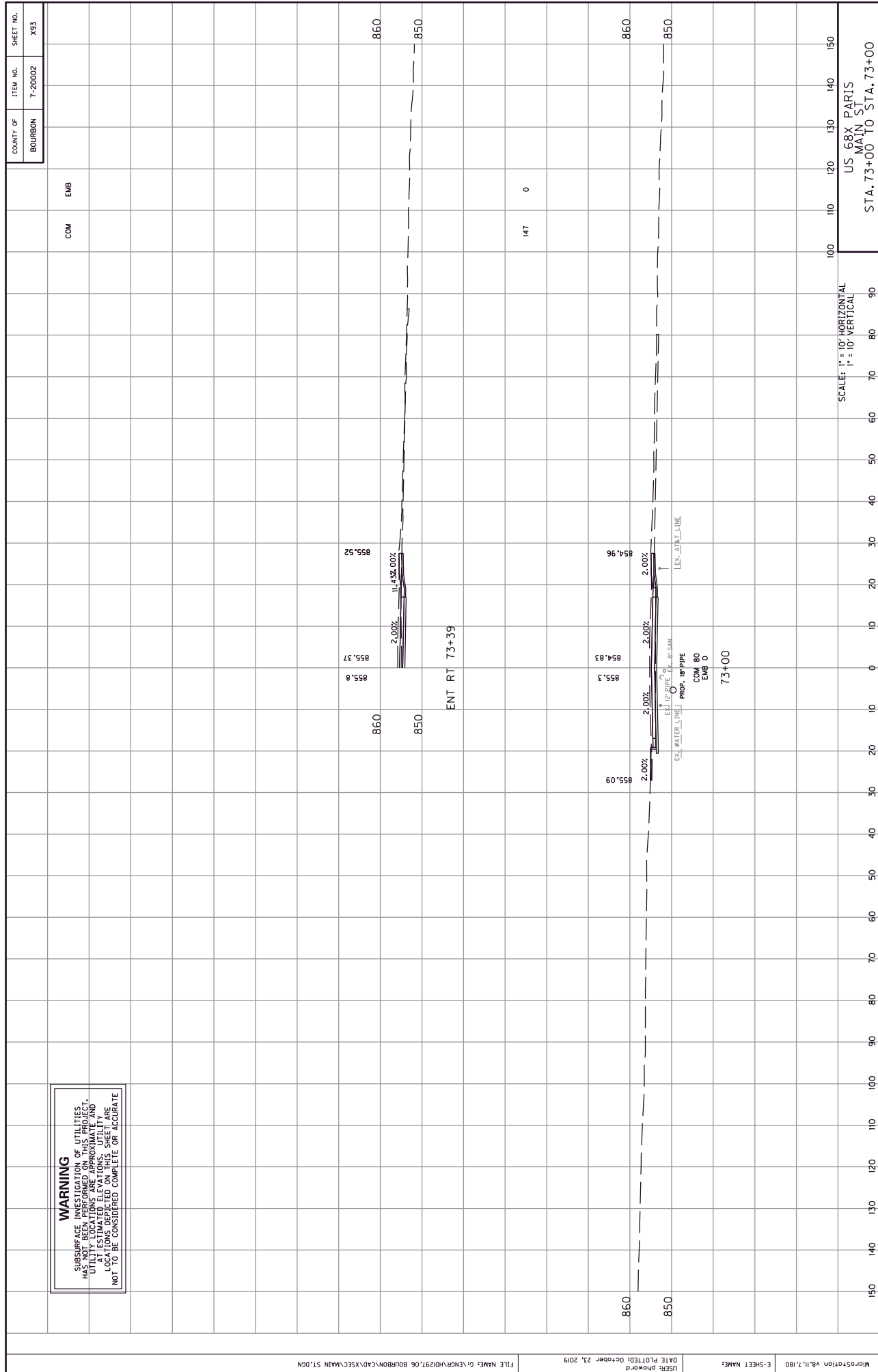


COM	EMB	141	0
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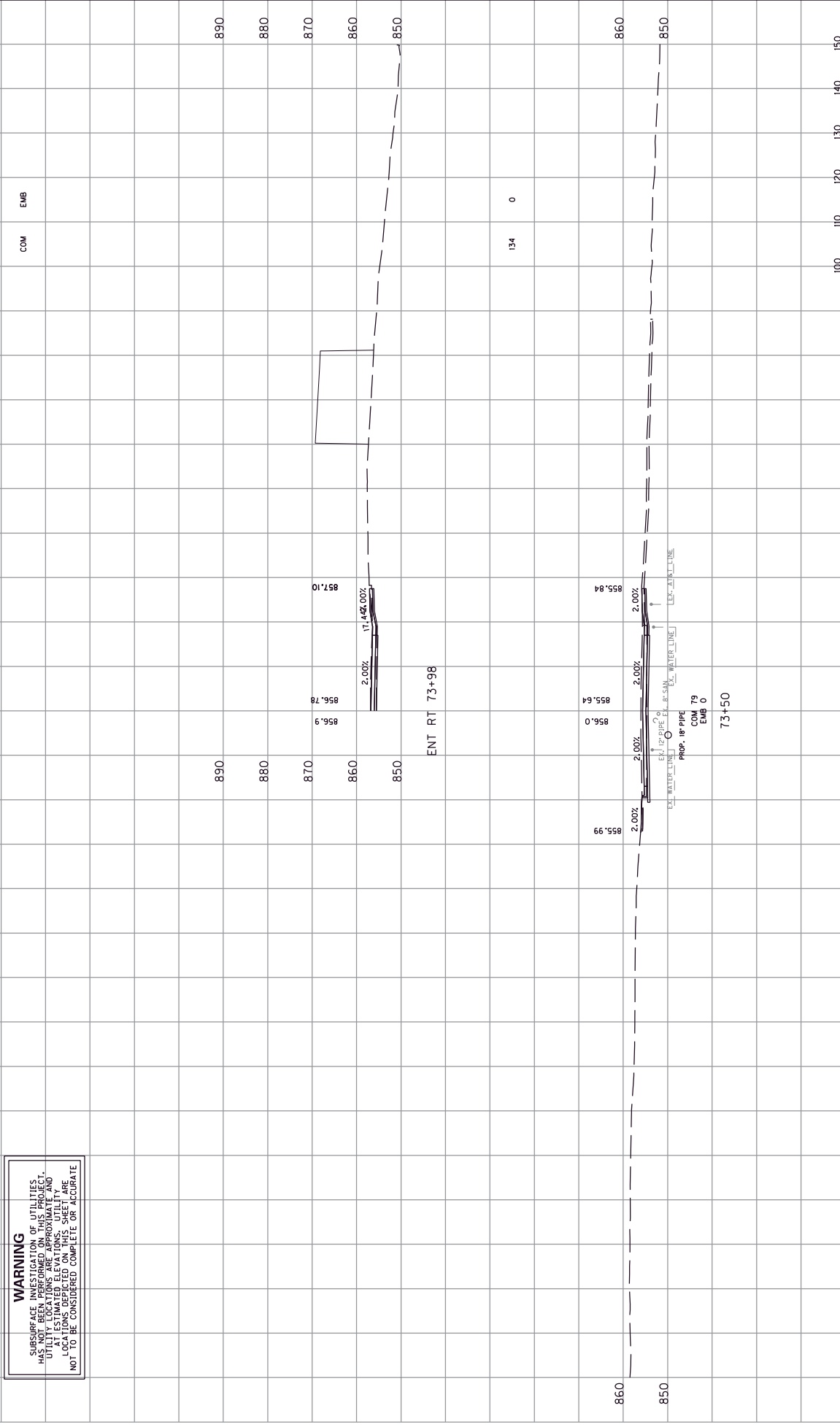
SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 72+50 TO STA. 72+50

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS APPROXIMATE LOCATIONS DEPICED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.



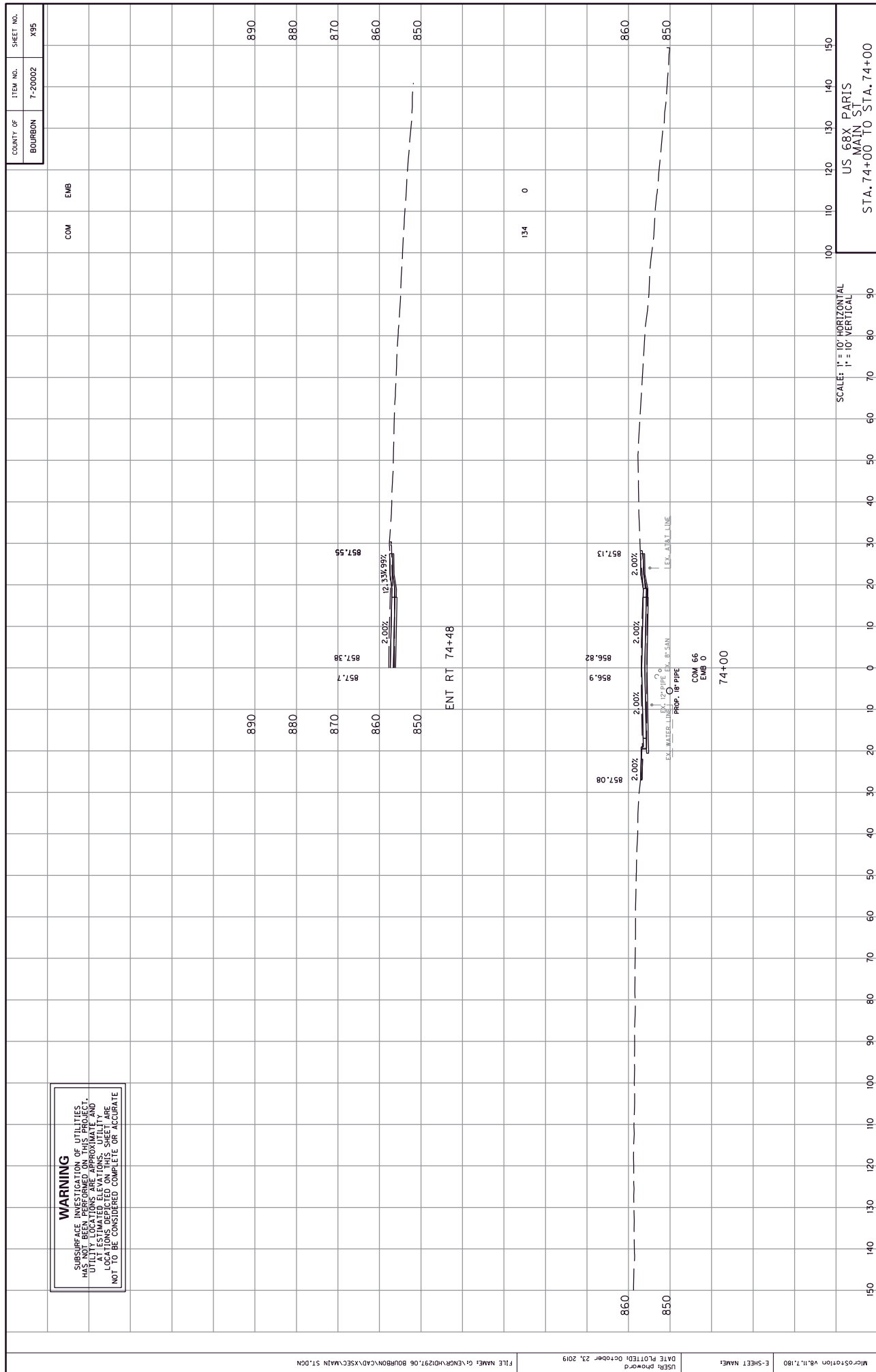
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X94

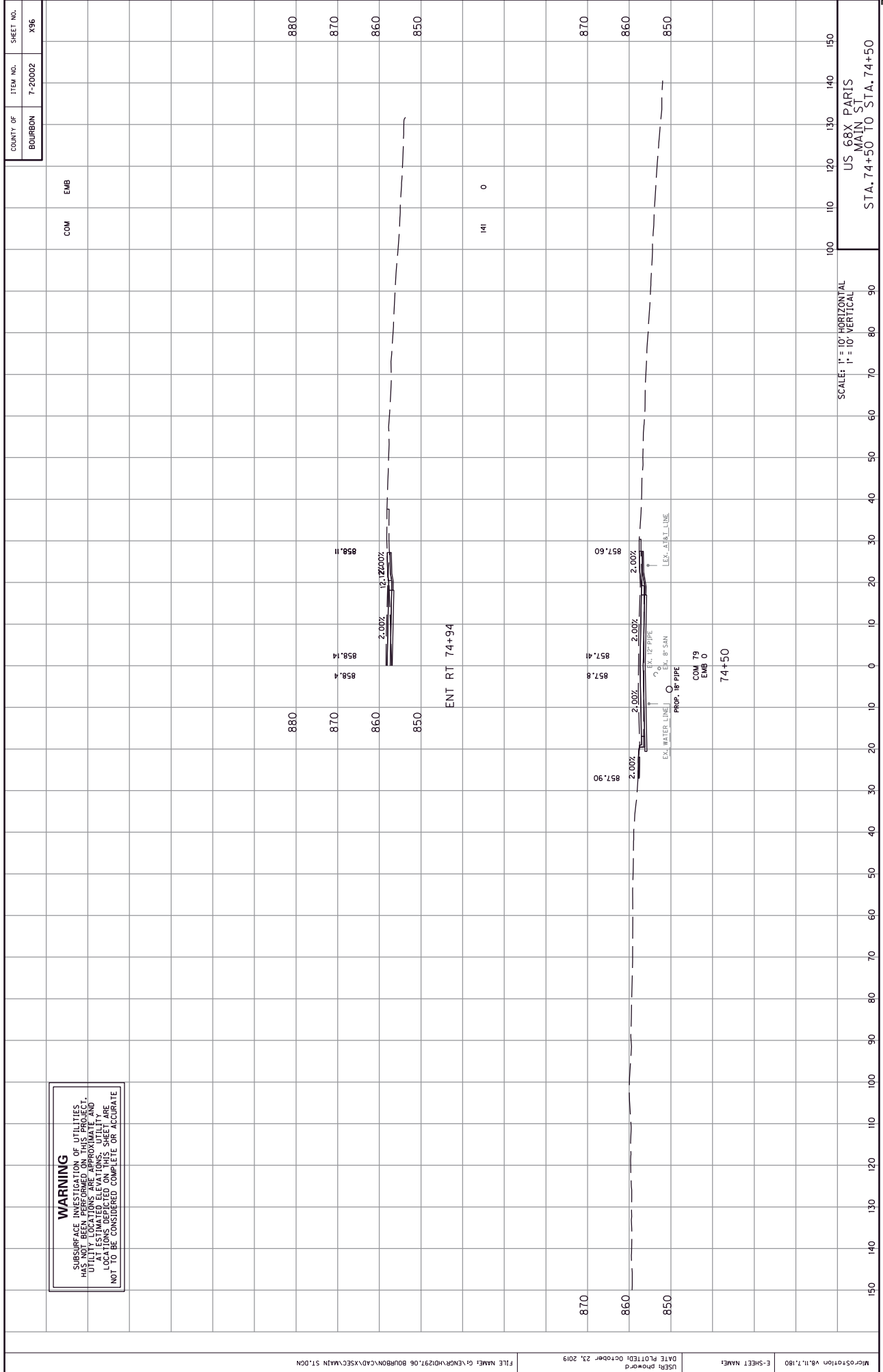


WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ON THIS SHEET AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 73+50 TO STA. 73+50





COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X97

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB

139

0



COM 74
 END 0
 75+00

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 MAIN
 STA. 75+00 TO STA. 75+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X98

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM

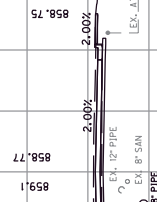
EMB

123

0

870
860
850

870
860
850



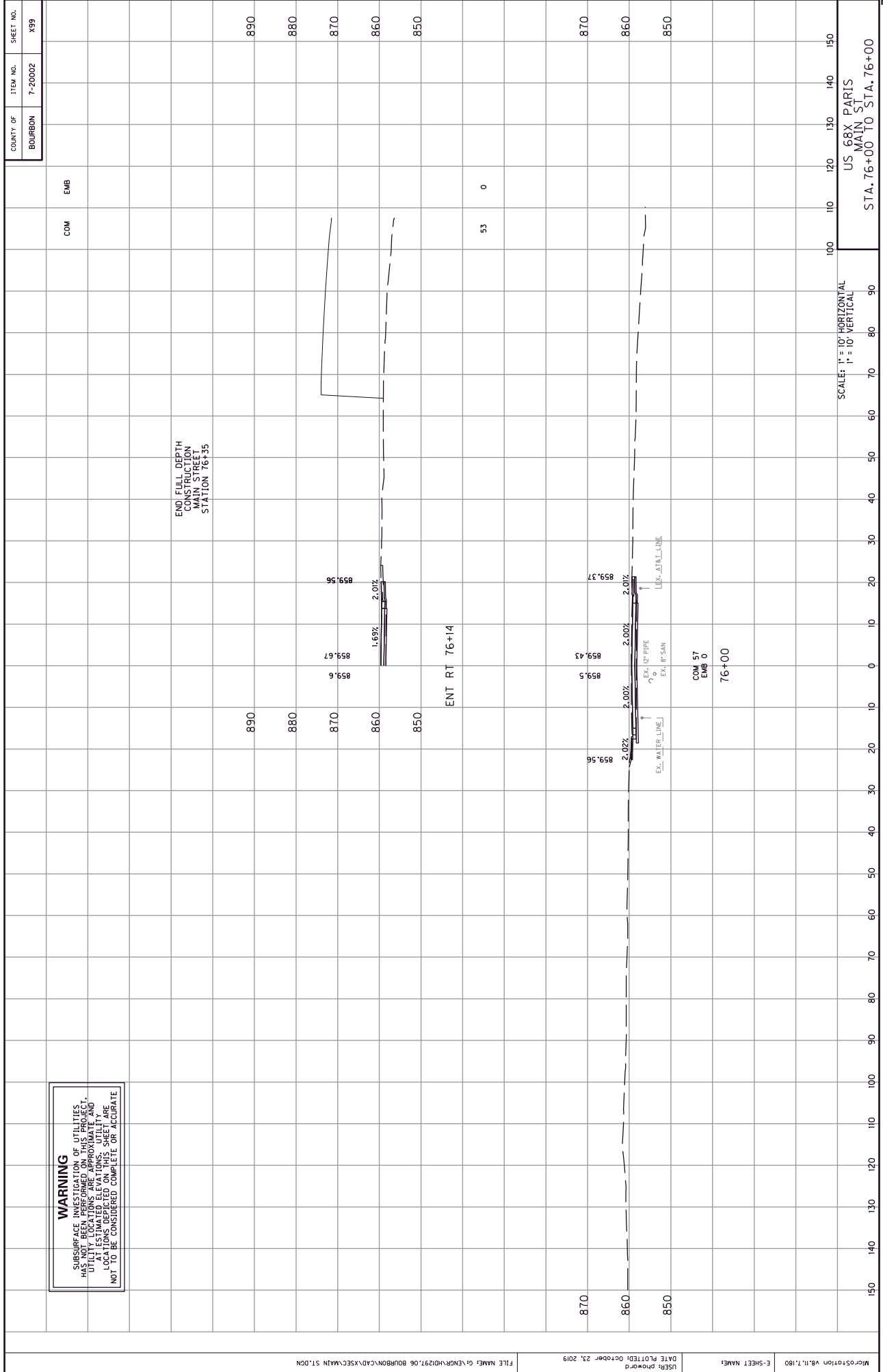
COM 76
EMB 0
75+50

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN
STA. 75+50 TO STA. 75+50

100 110 120 130 140 150

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

END FULL DEPTH CONSTRUCTION MAIN STREET STATION 76+35

ENT RT 76+14

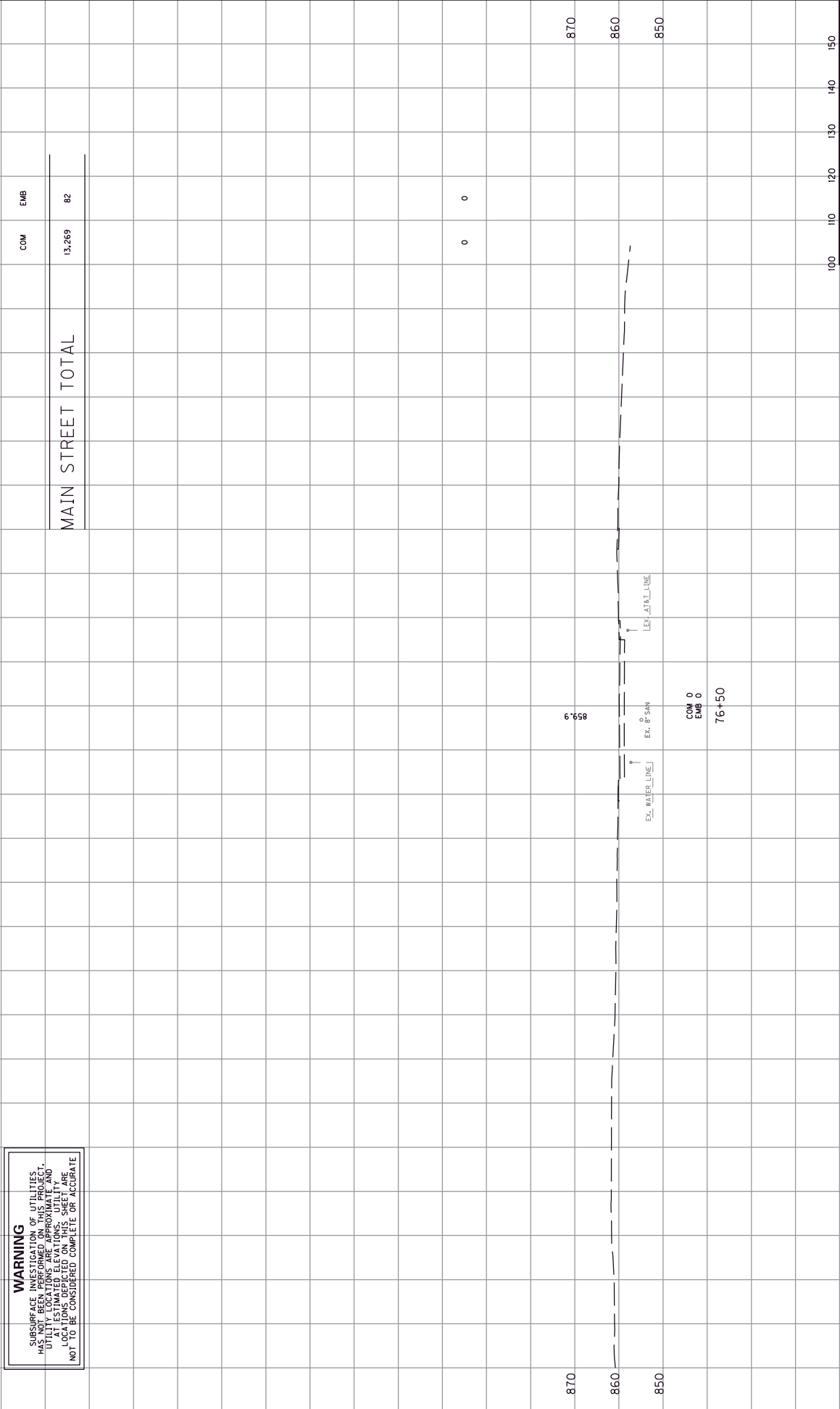
COM 57
EMB 0
76+00

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
MAIN ST
STA. 76+00 TO STA. 76+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X99

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X100

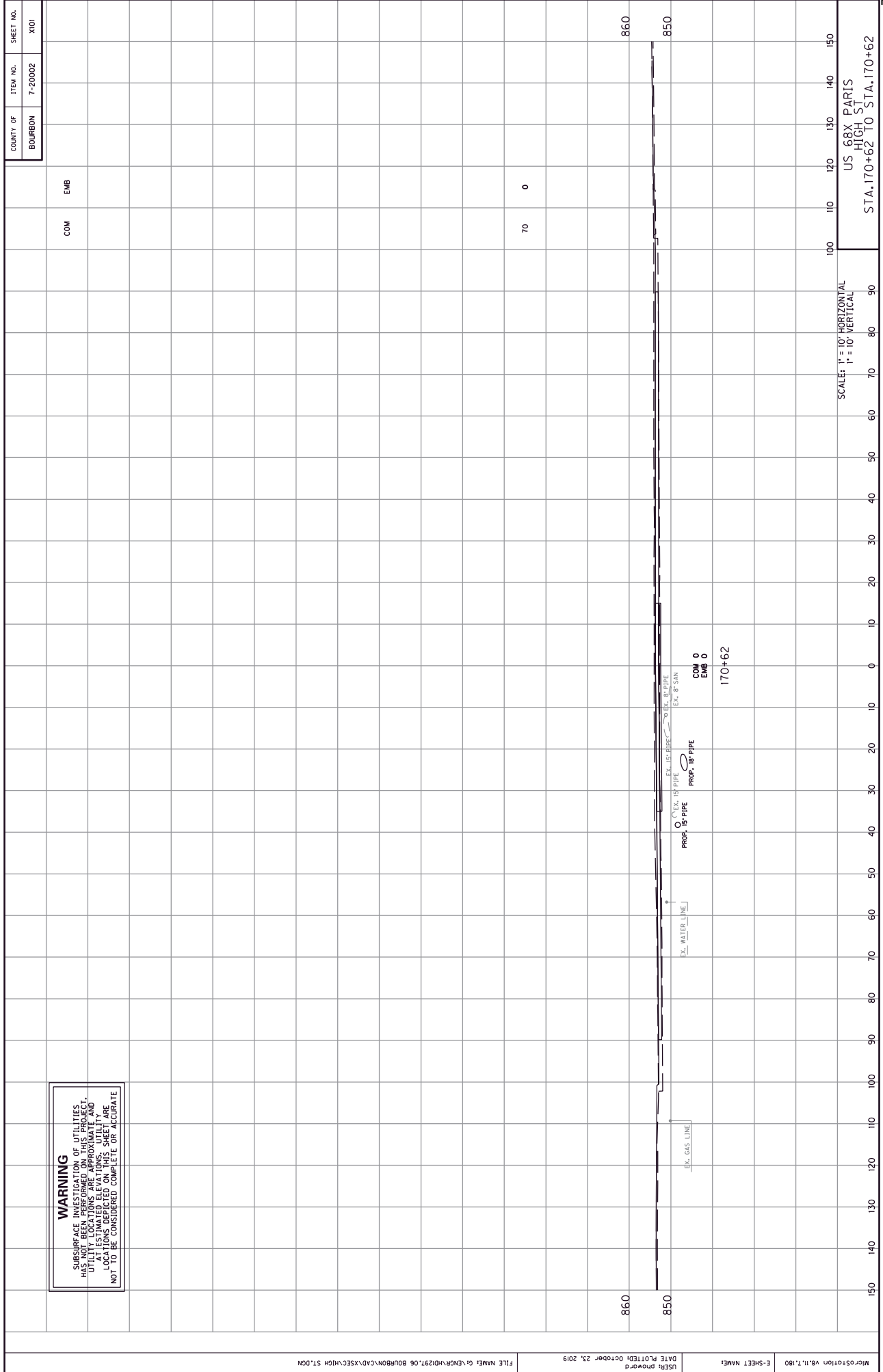


WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM	EMB
13,269	82
MAIN STREET TOTAL	

150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
																US 68X PARIS MAIN ST STA. 76+50 TO STA. 76+50														

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN IN GENERAL LOCATIONS
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X101

COM

EMB

70

0

860

850

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 HIGHWAY
 STA. 170+62 TO STA. 170+62

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X102

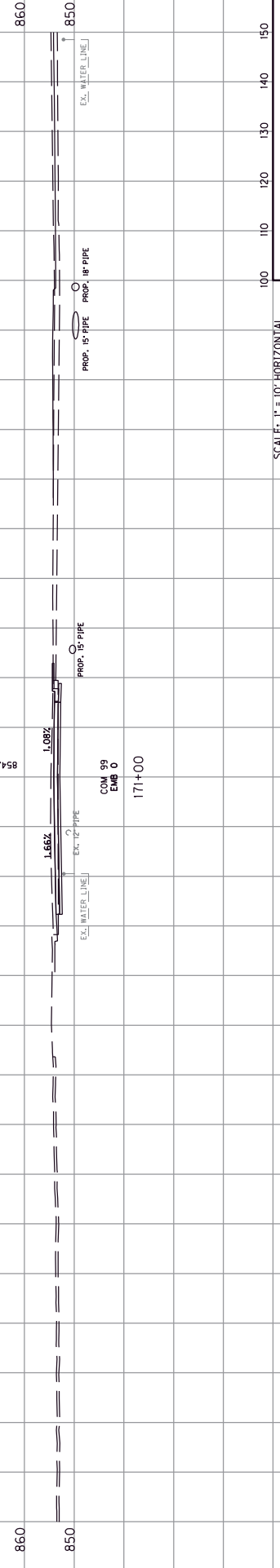
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM

EMB

172

0



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

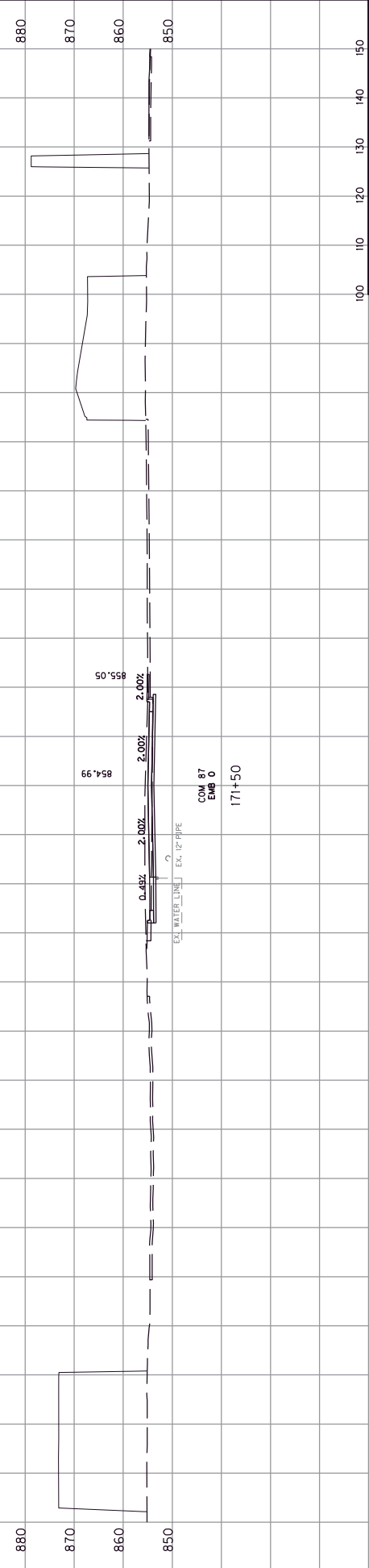
US 68X PARIS
 HIGHWAY
 STA. 171+00 TO STA. 171+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X103

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

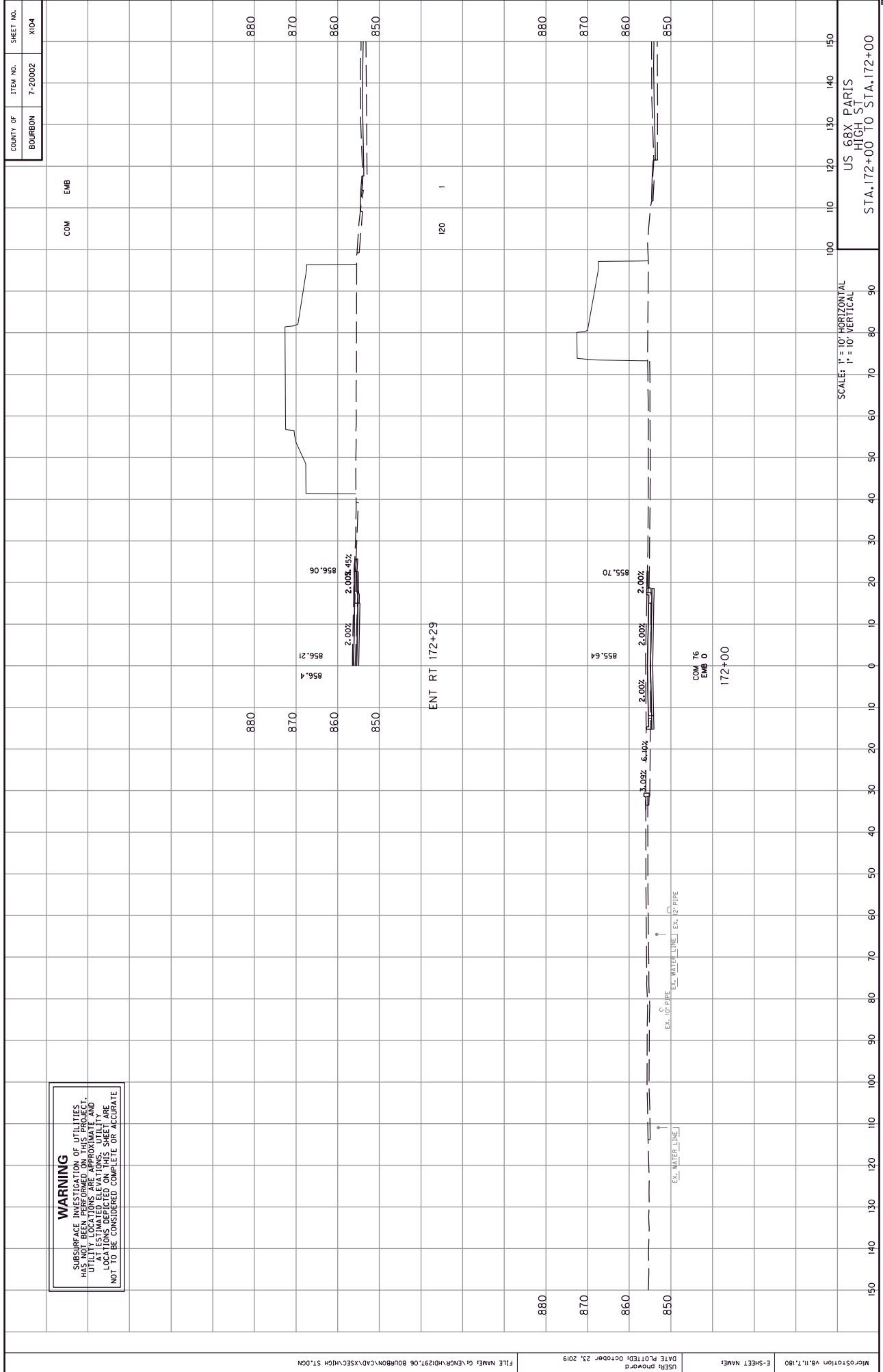
COM
 EMB

151



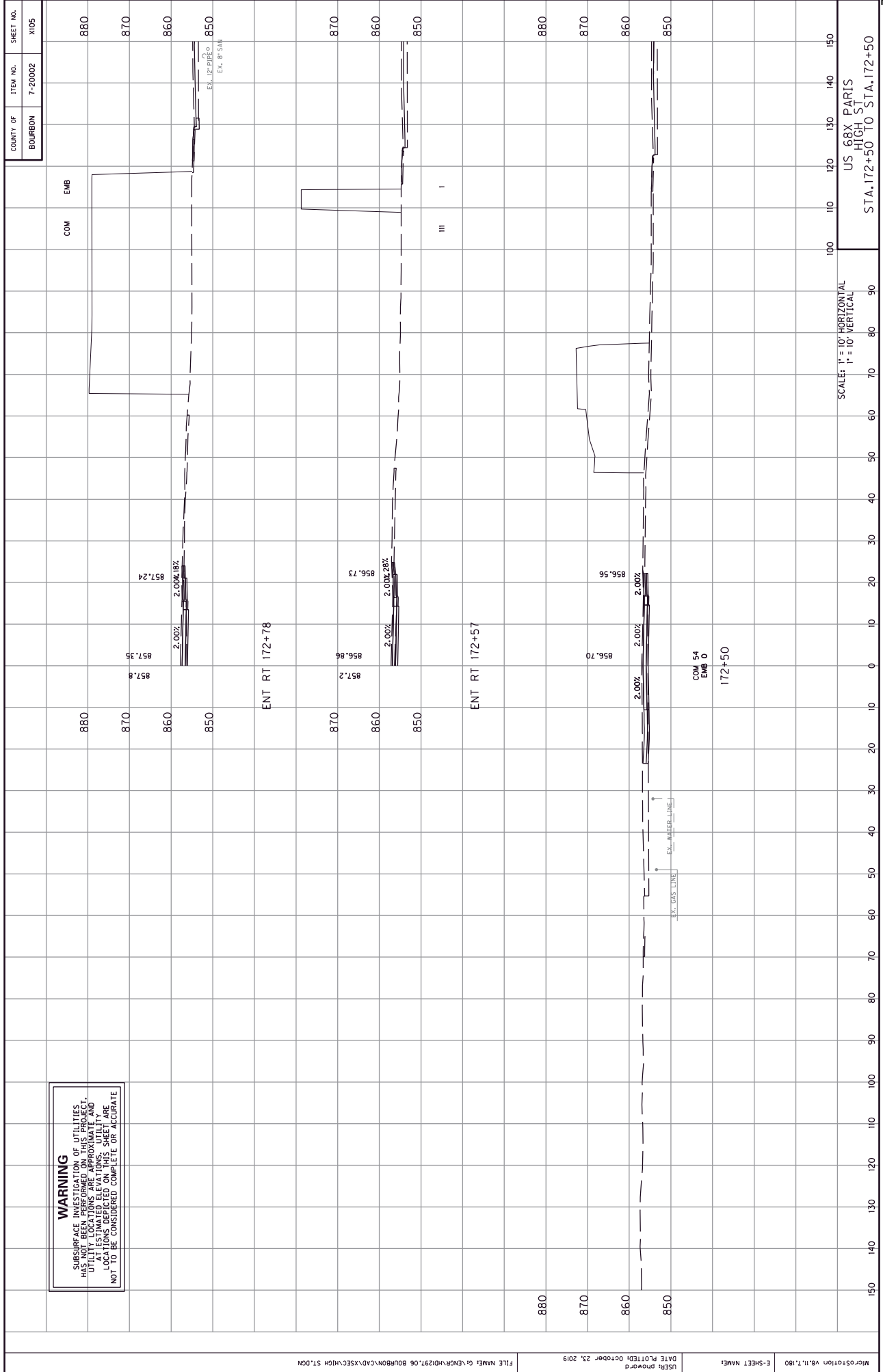
SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 171+50 TO STA. 171+50



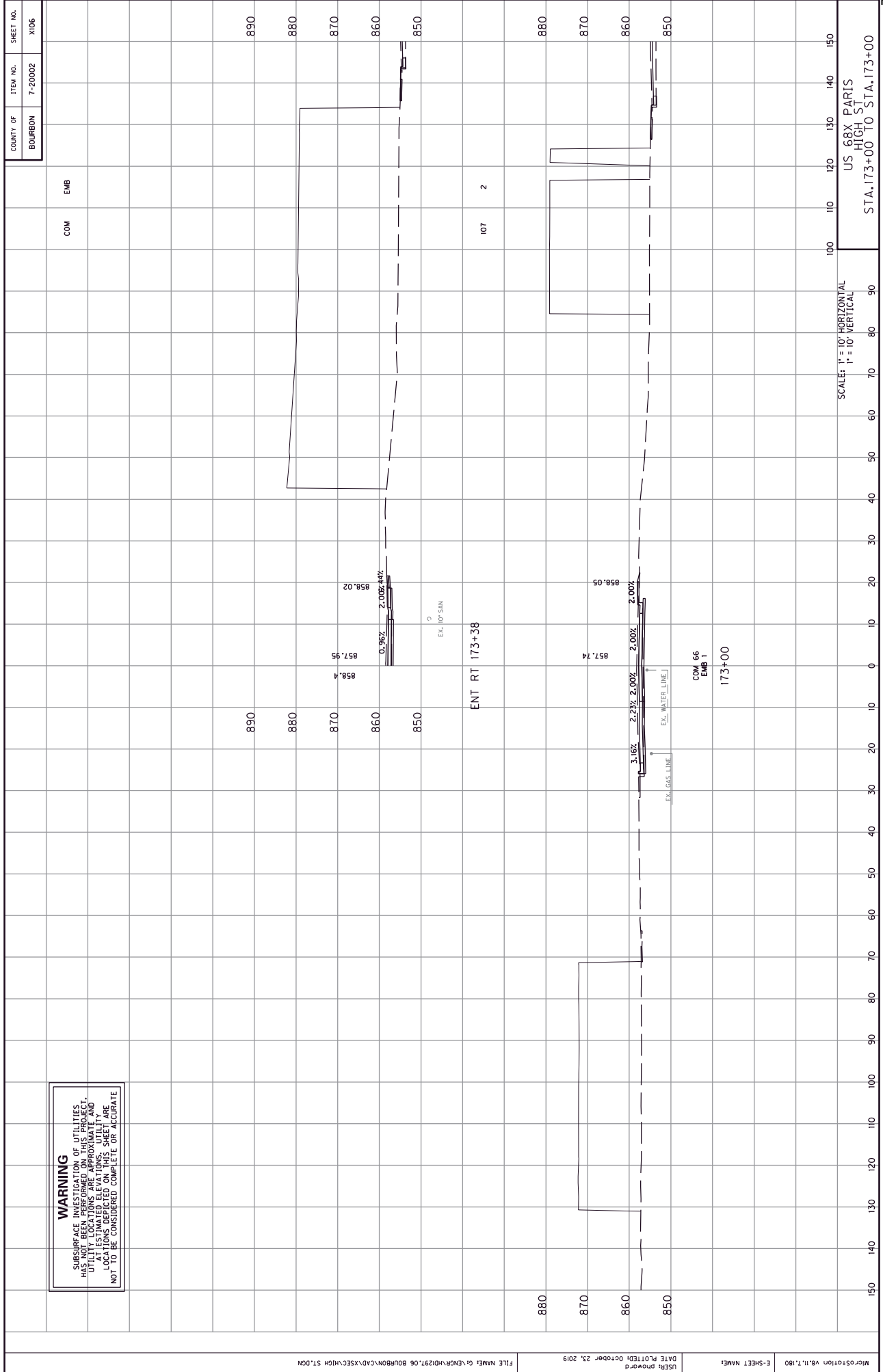
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS APPROXIMATE LOCATIONS DEPICED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X104



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY STA. 172+50 TO STA. 172+50



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AS APPROXIMATE LOCATIONS DEPICED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

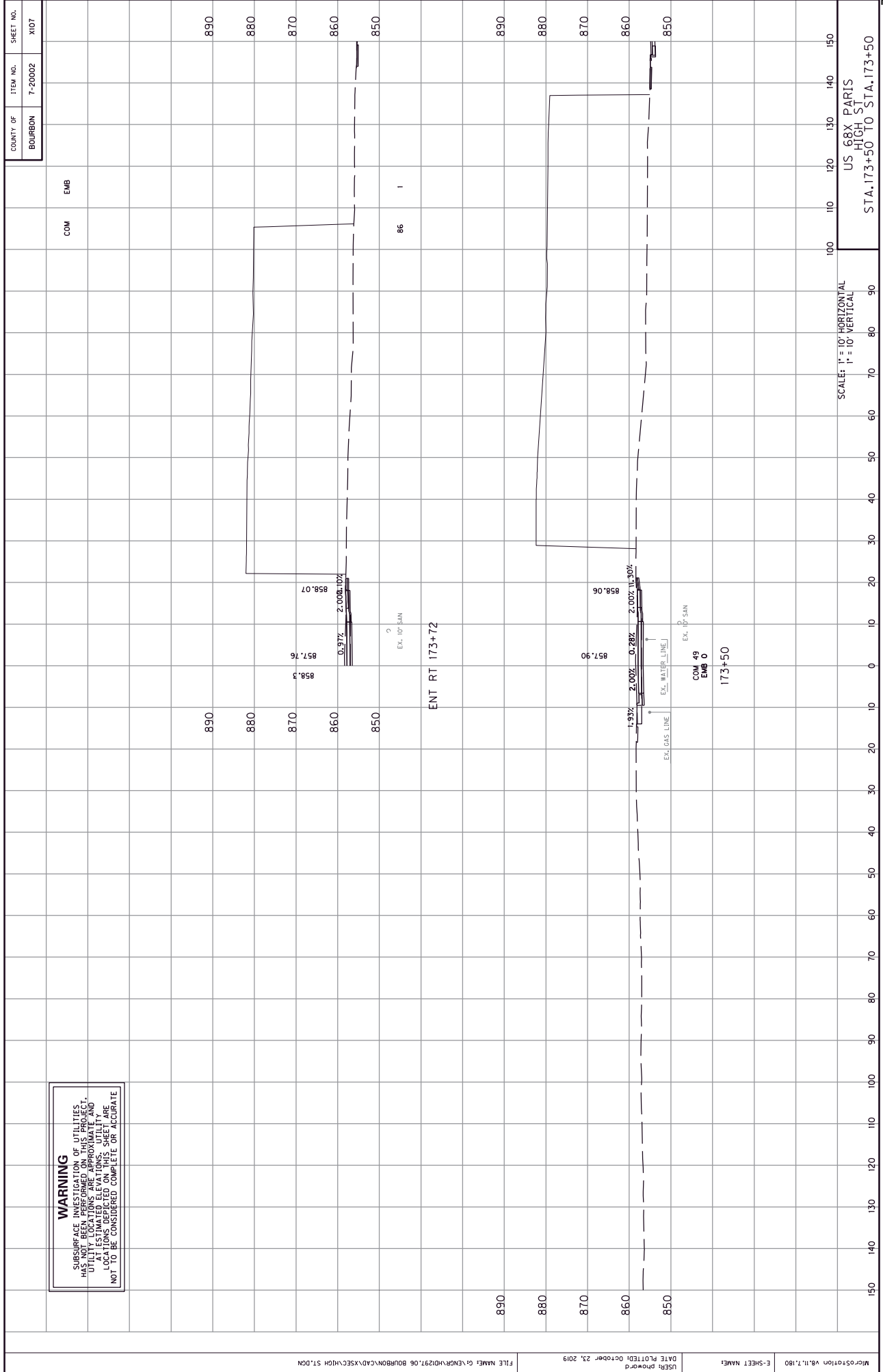
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X106

COM

EMB

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 173+00 TO STA. 173+00



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

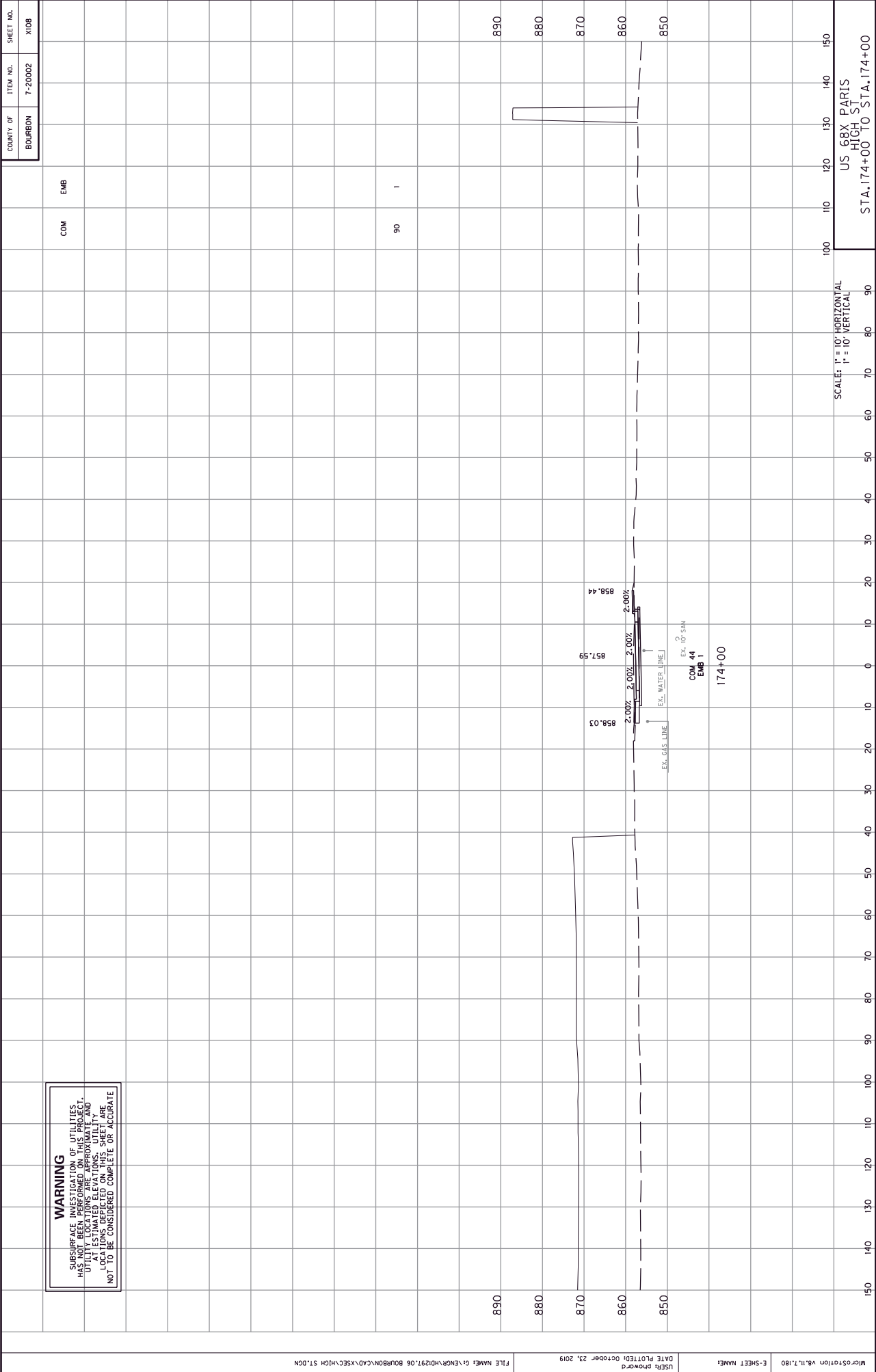
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X108

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

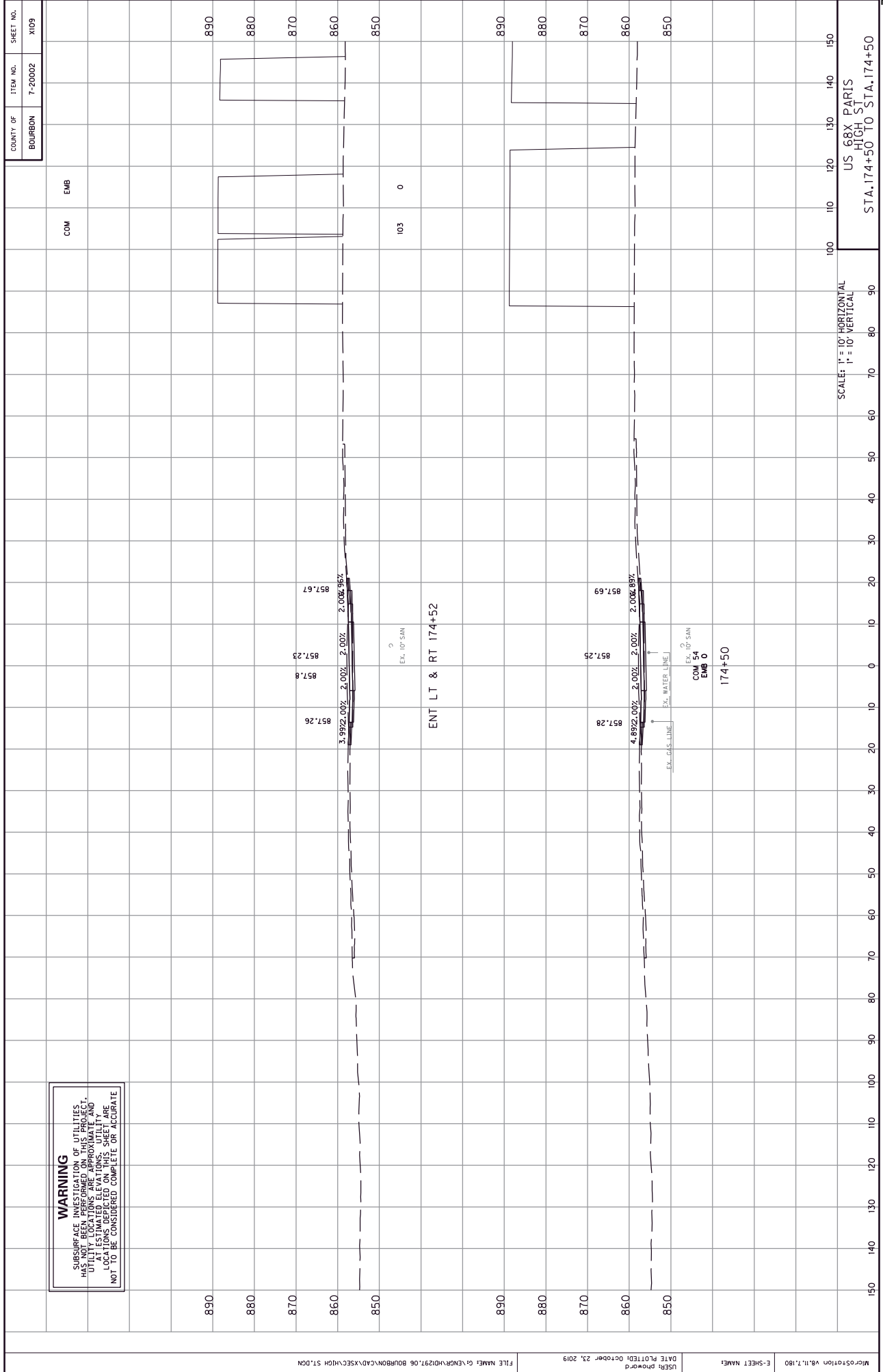
EMB

90 1



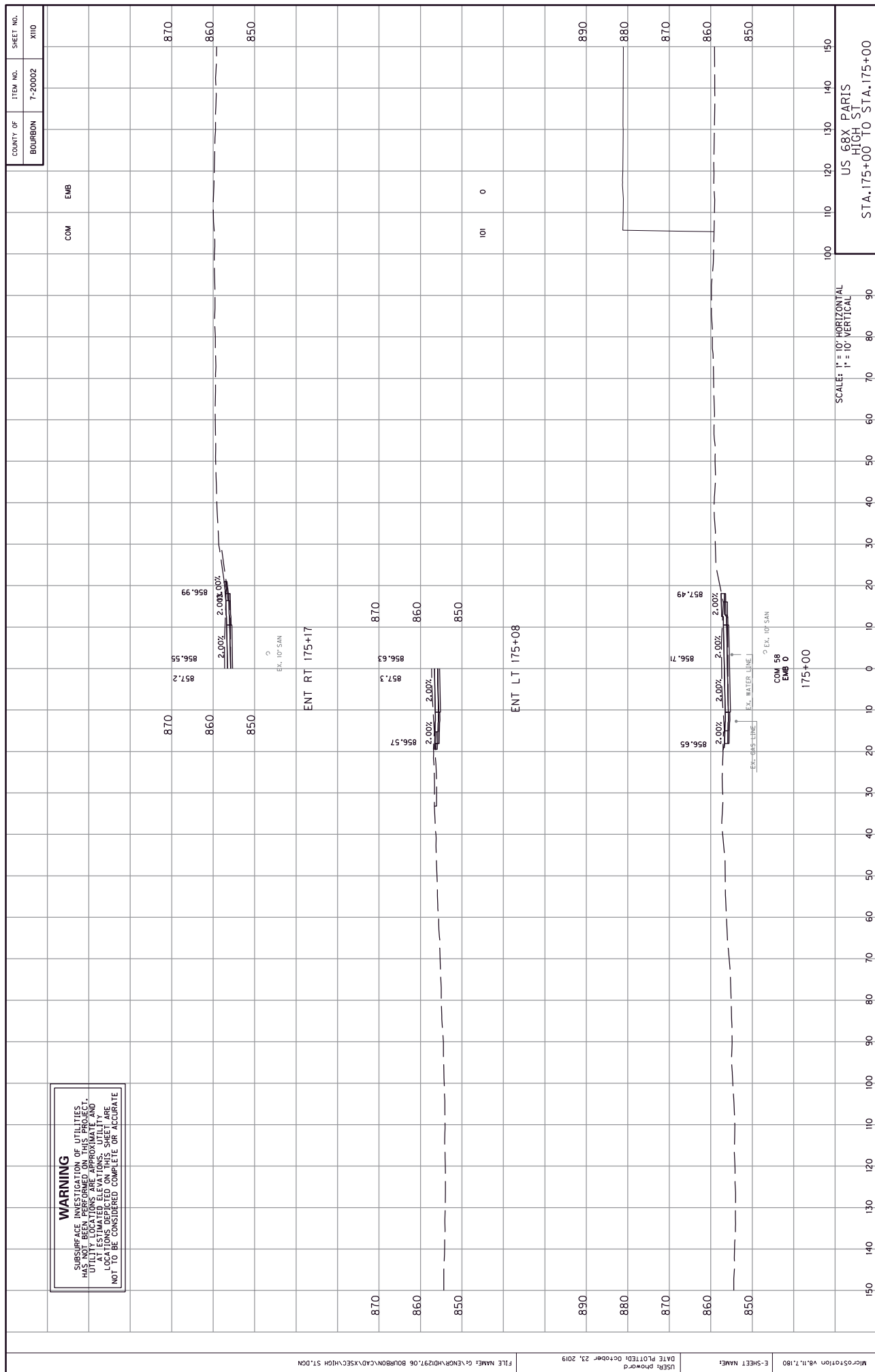
SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 174+00 TO STA. 174+00



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X109

COM	EMB
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WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XIII

COM

EMB

101

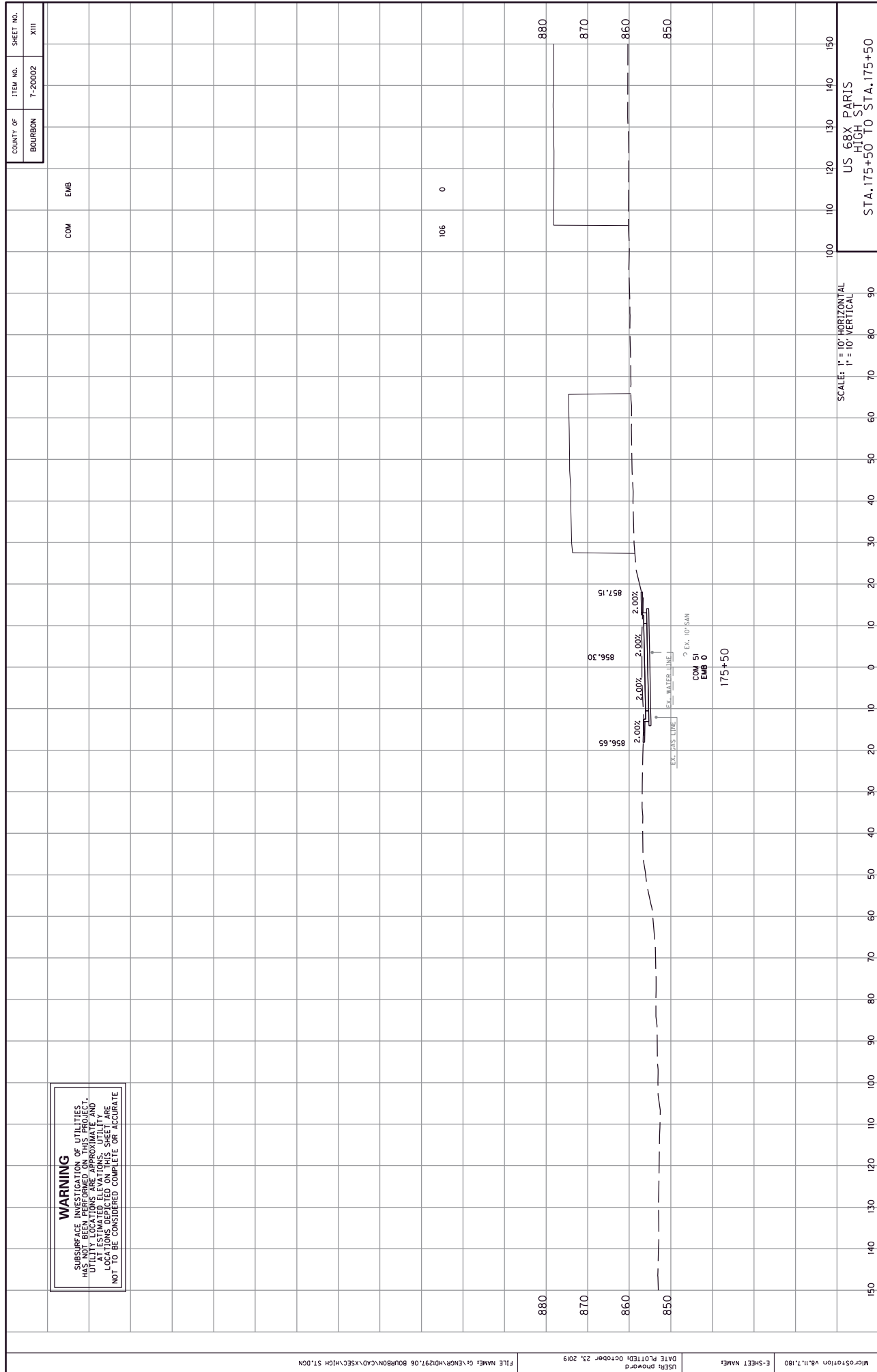
0

101

0

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 HIGHWAY
 STA. 175+00 TO STA. 175+00



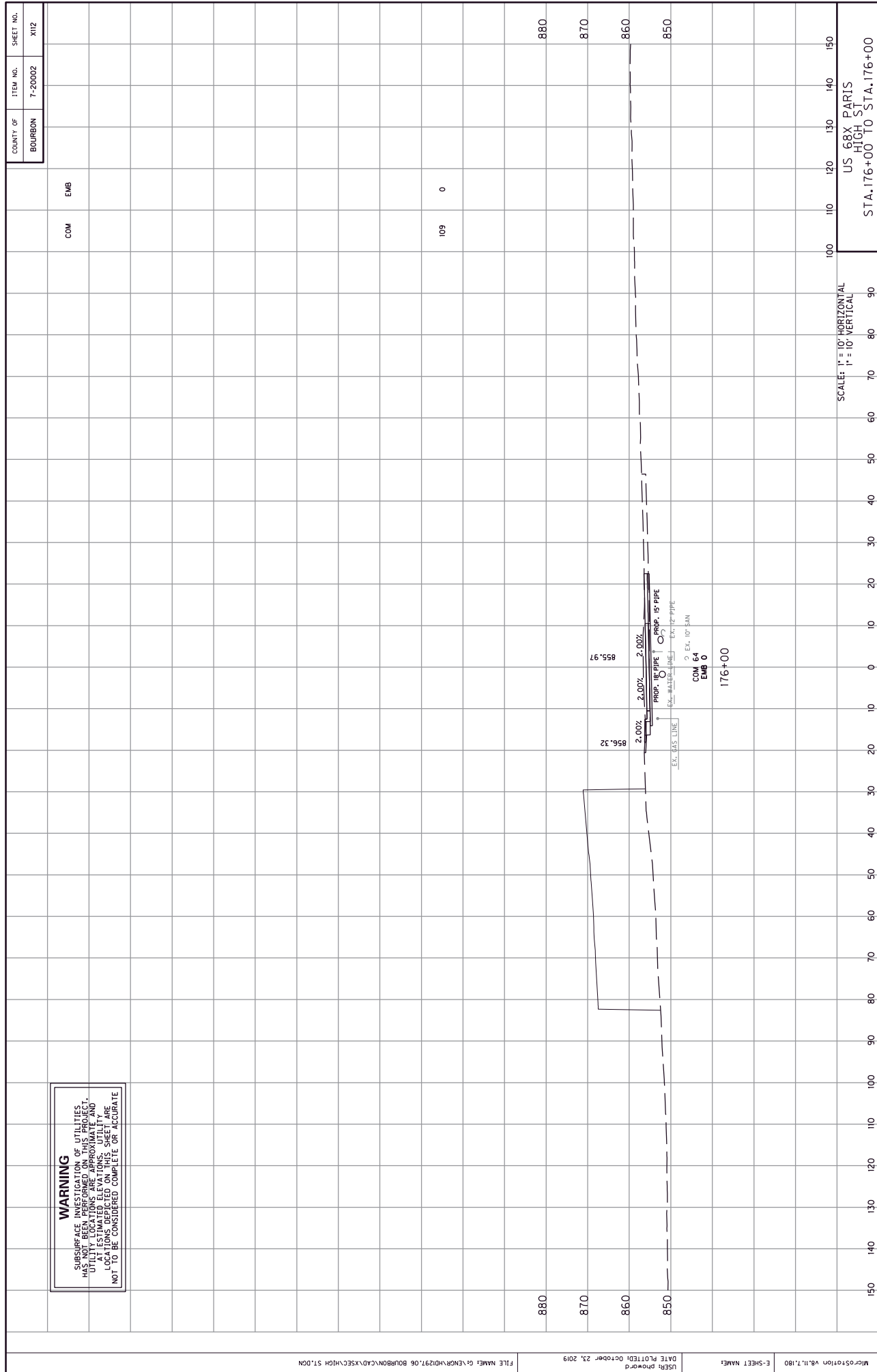
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XIII

COM

EMB

106

0



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ARE APPROXIMATE AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XIIZ

COM

EMB

109

0

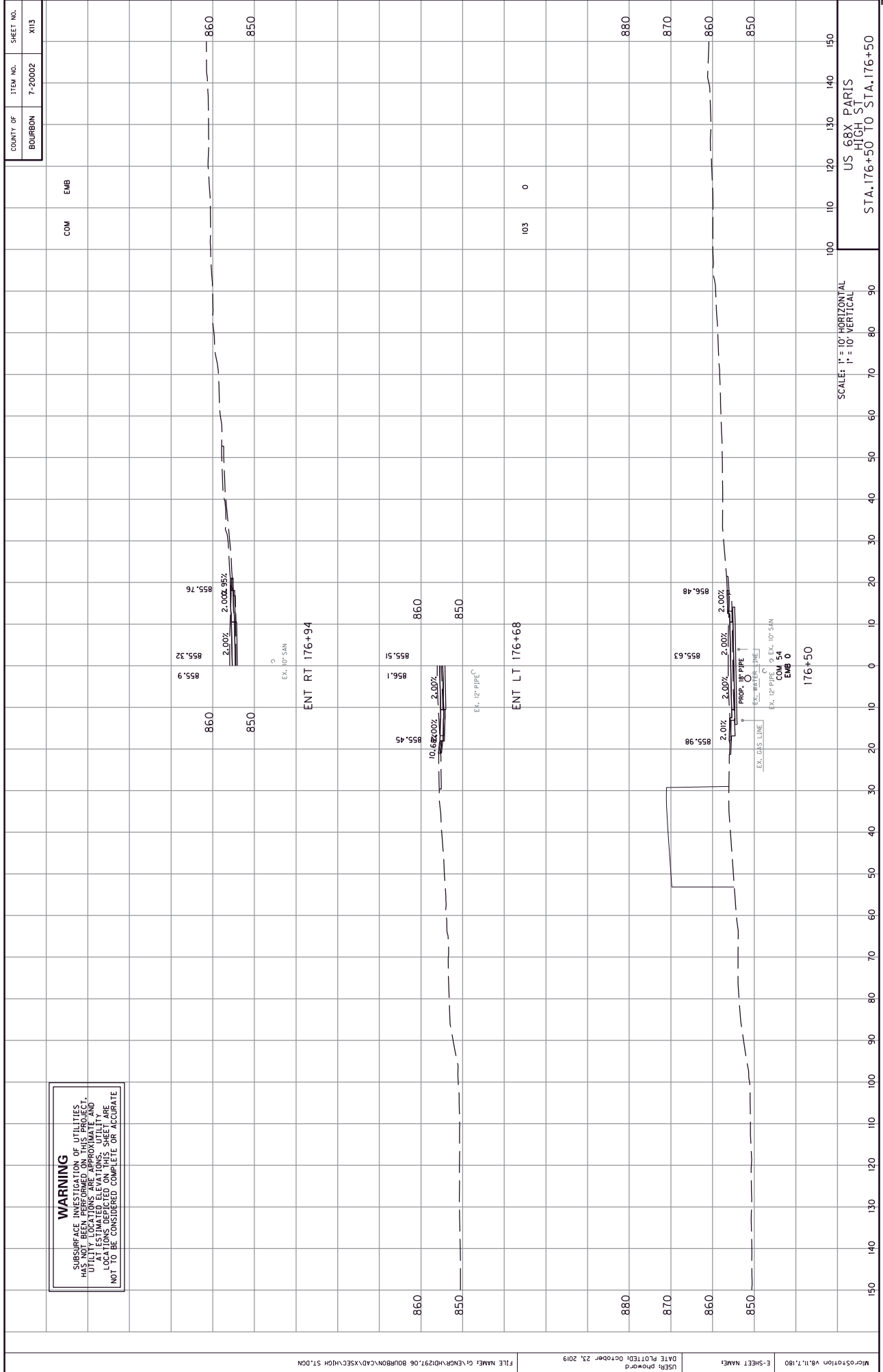
880
870
860
850

880
870
860
850

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 176+00 TO STA. 176+00

176+00
 COM 64
 EMB 0



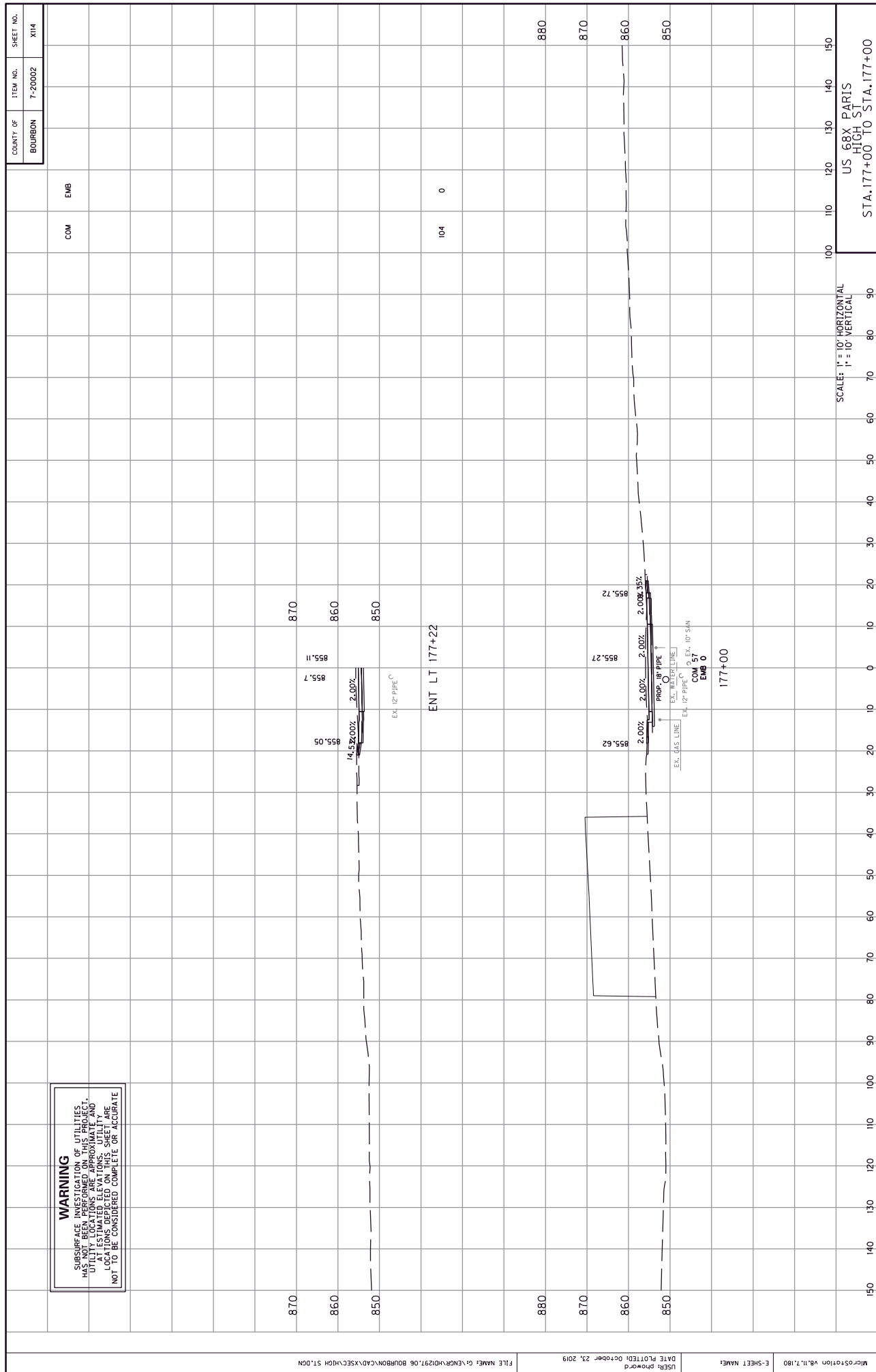
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ON THIS SHEET ARE AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X113

COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 176+50 TO STA. 176+50



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS, DEPTHS, AND ELEVATIONS AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X114

COM

EMB

104

0

870

860

850

880

870

860

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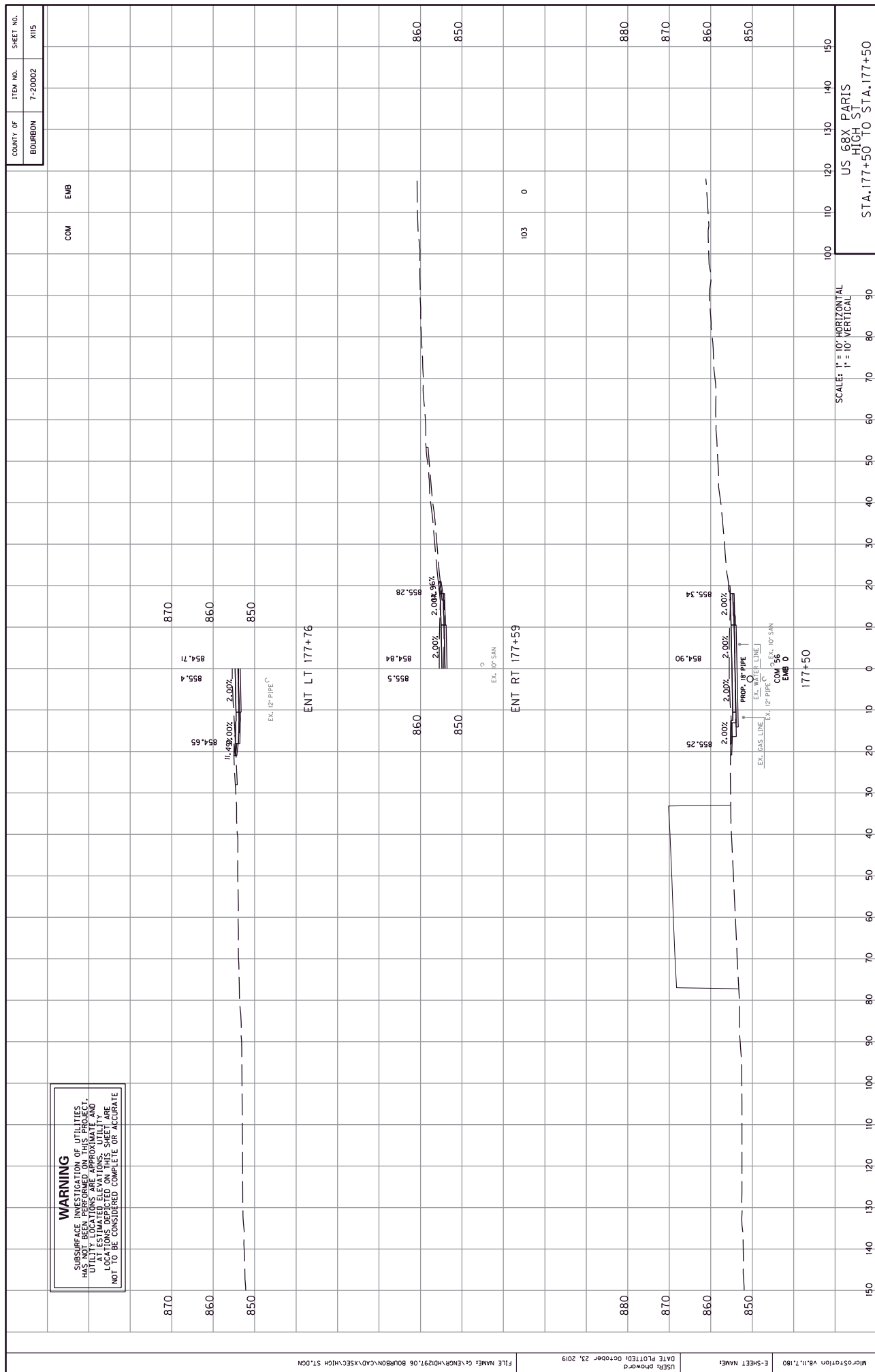
860

850

880

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 177+00 TO STA. 177+00

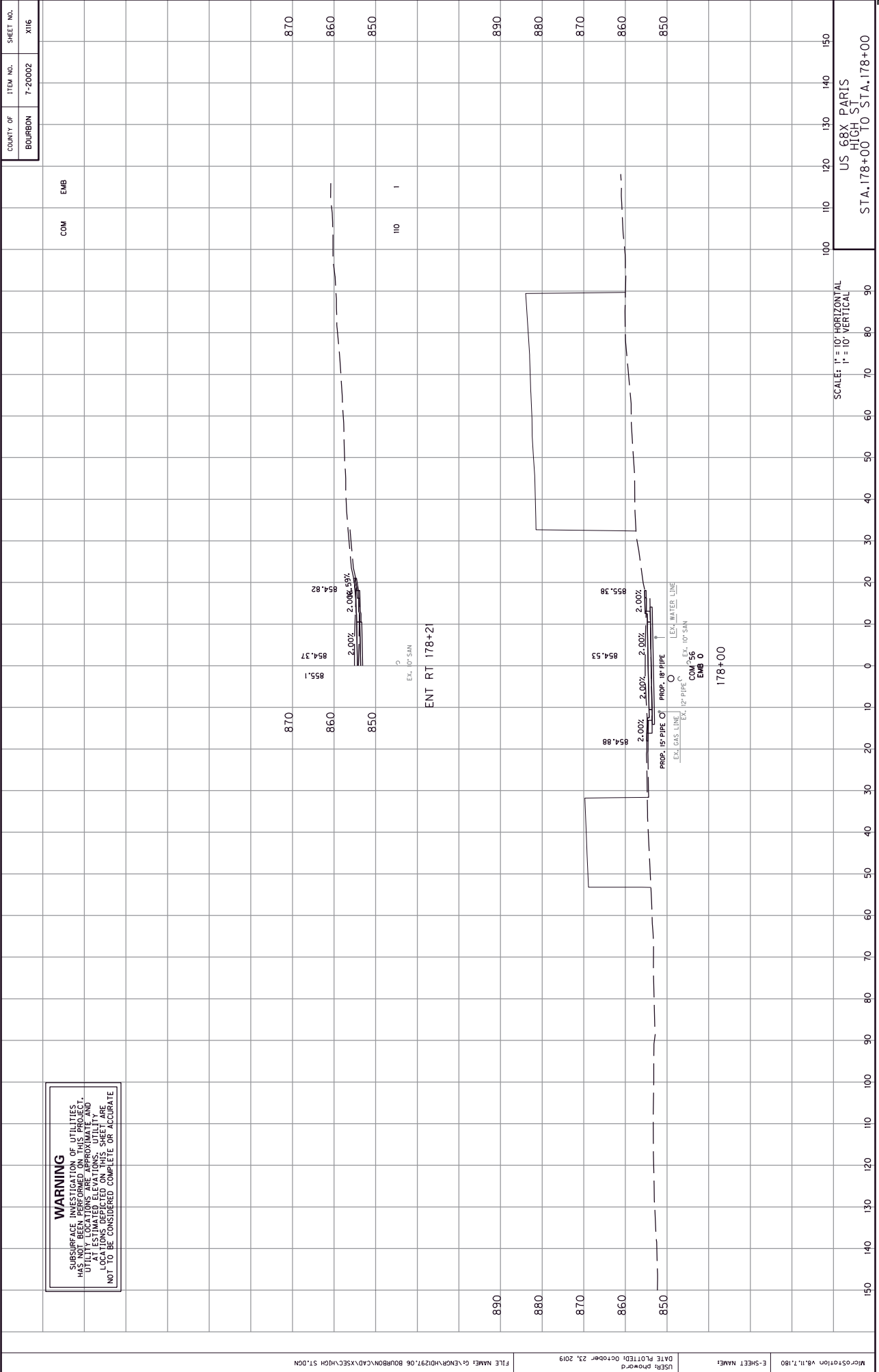


COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XII6

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM

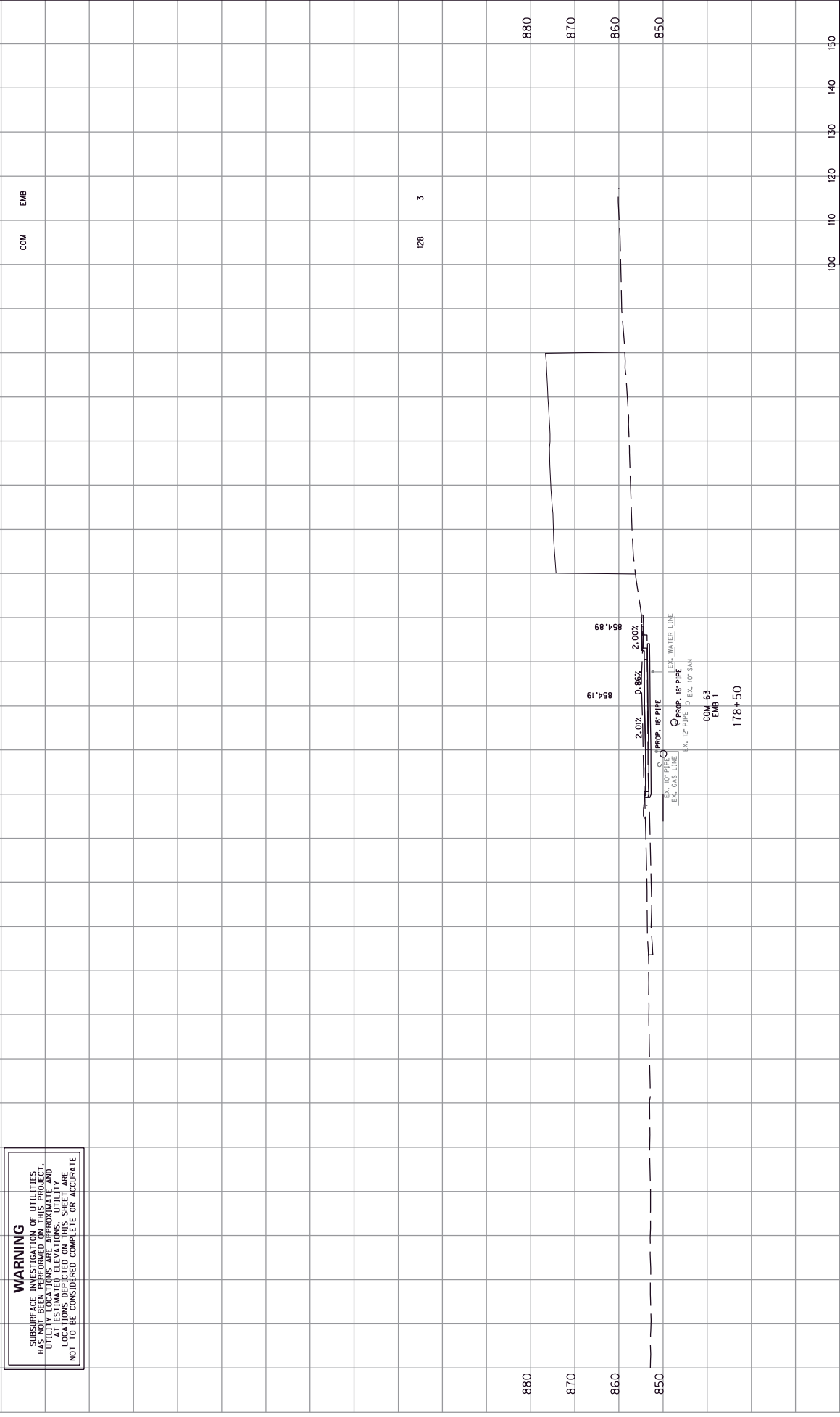
EMB



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 HIGHWAY
 STA. 178+00 TO STA. 178+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XIIT



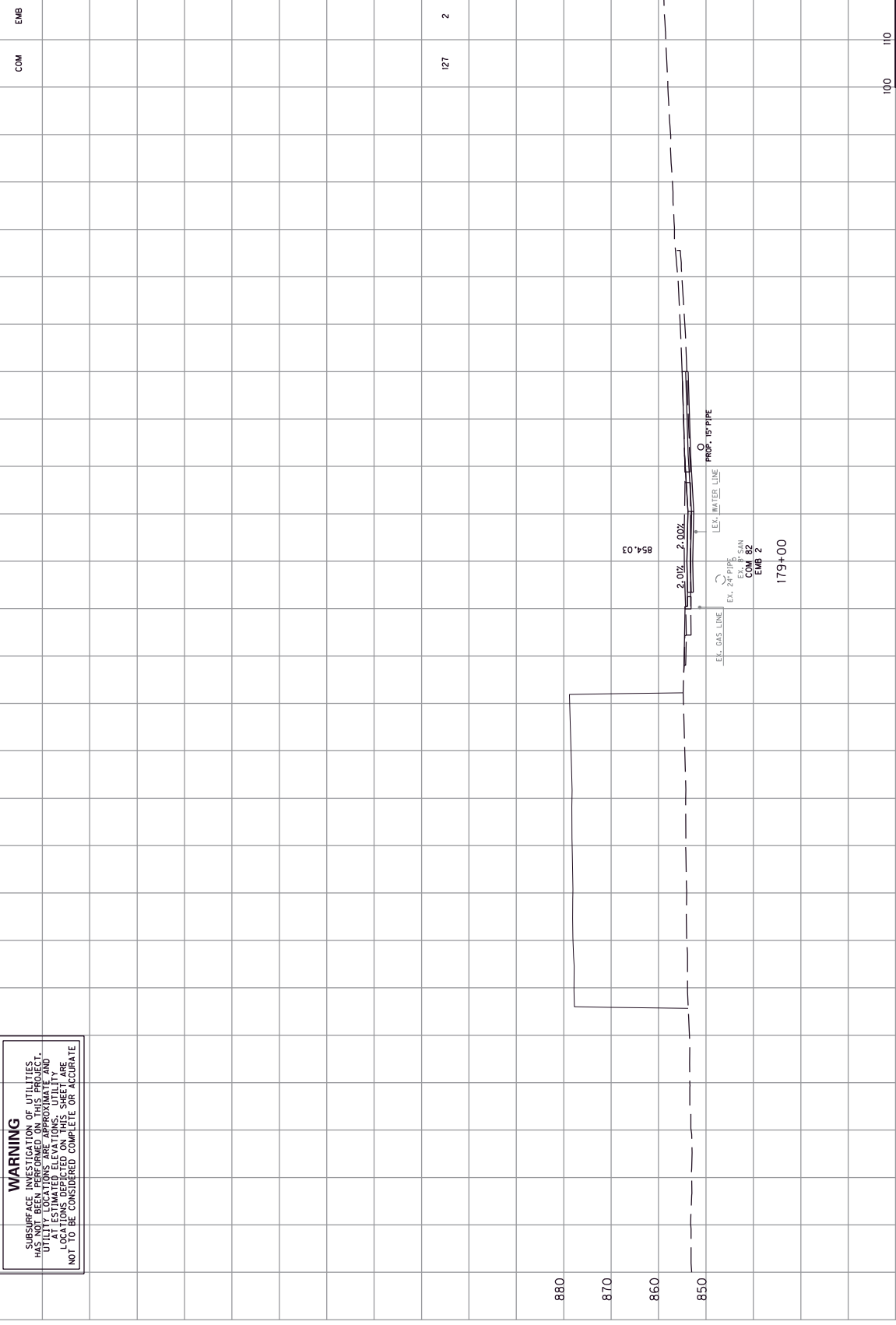
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 178+50 TO STA. 178+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XIIB

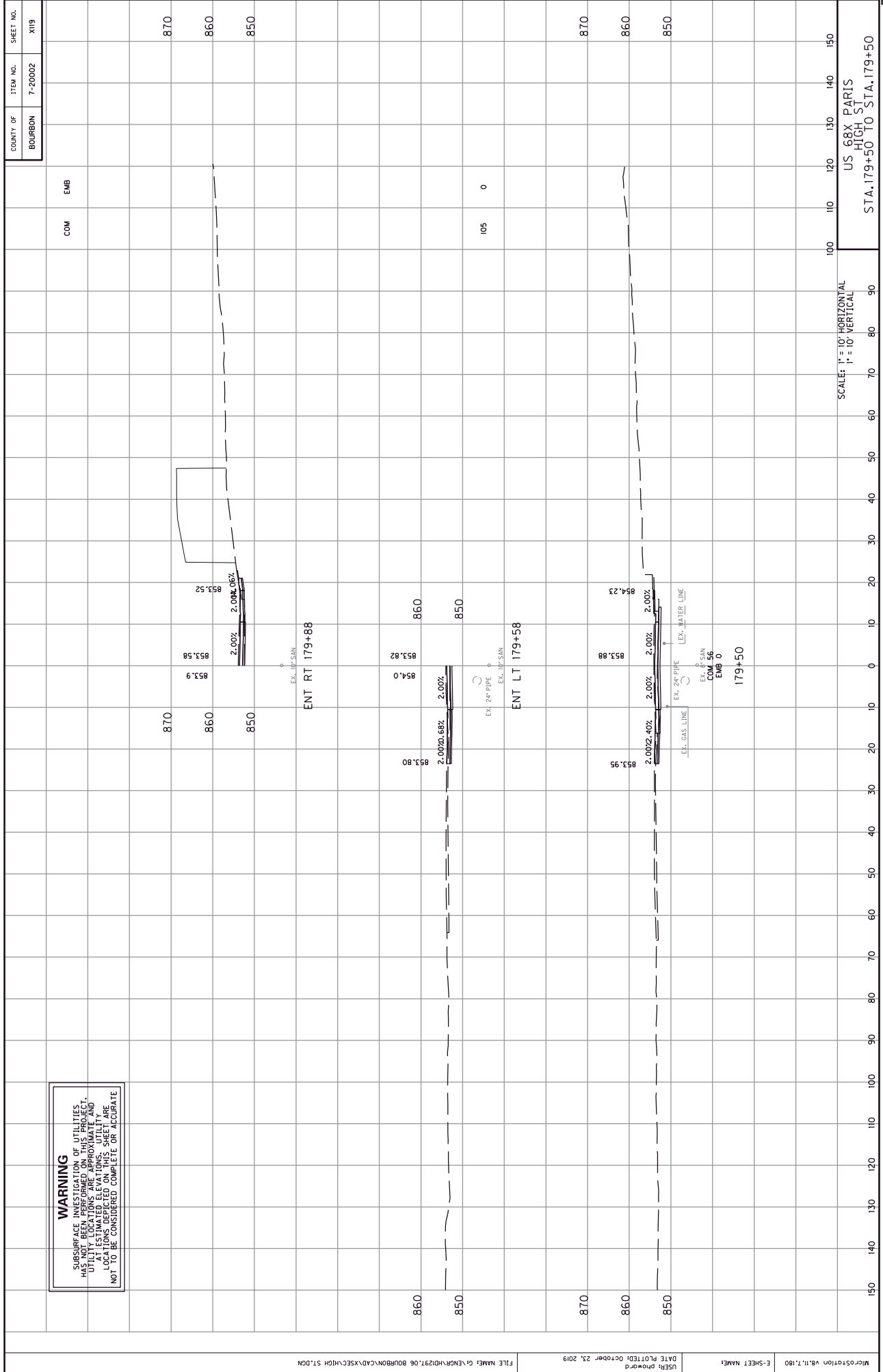
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 179+00 TO STA. 179+00

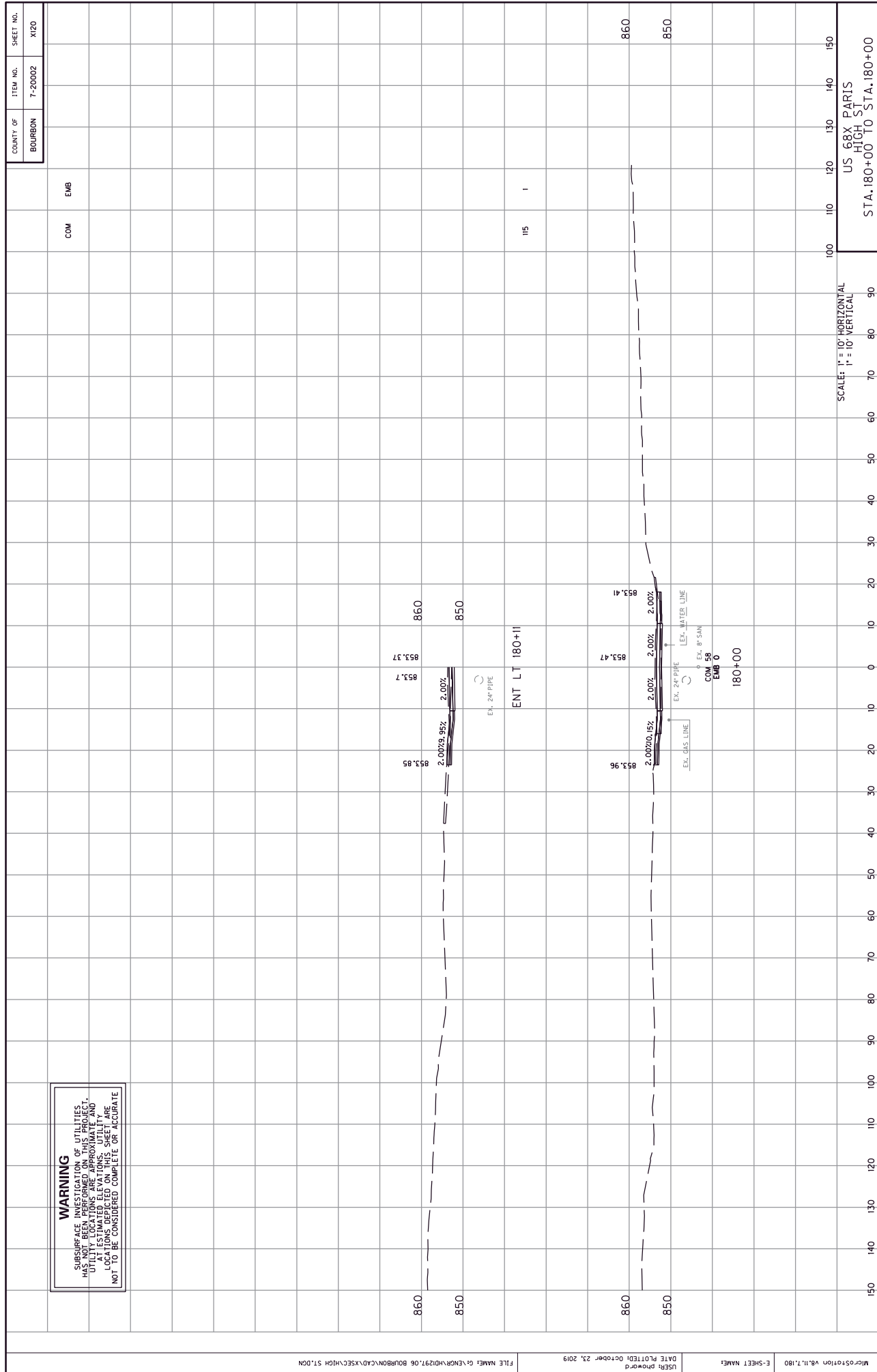
COM	EMB
127	2



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 179+50 TO STA. 179+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	XII9



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ON THIS SHEET ARE AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X120

COM

EMB

115

1

860

850

860

850

860

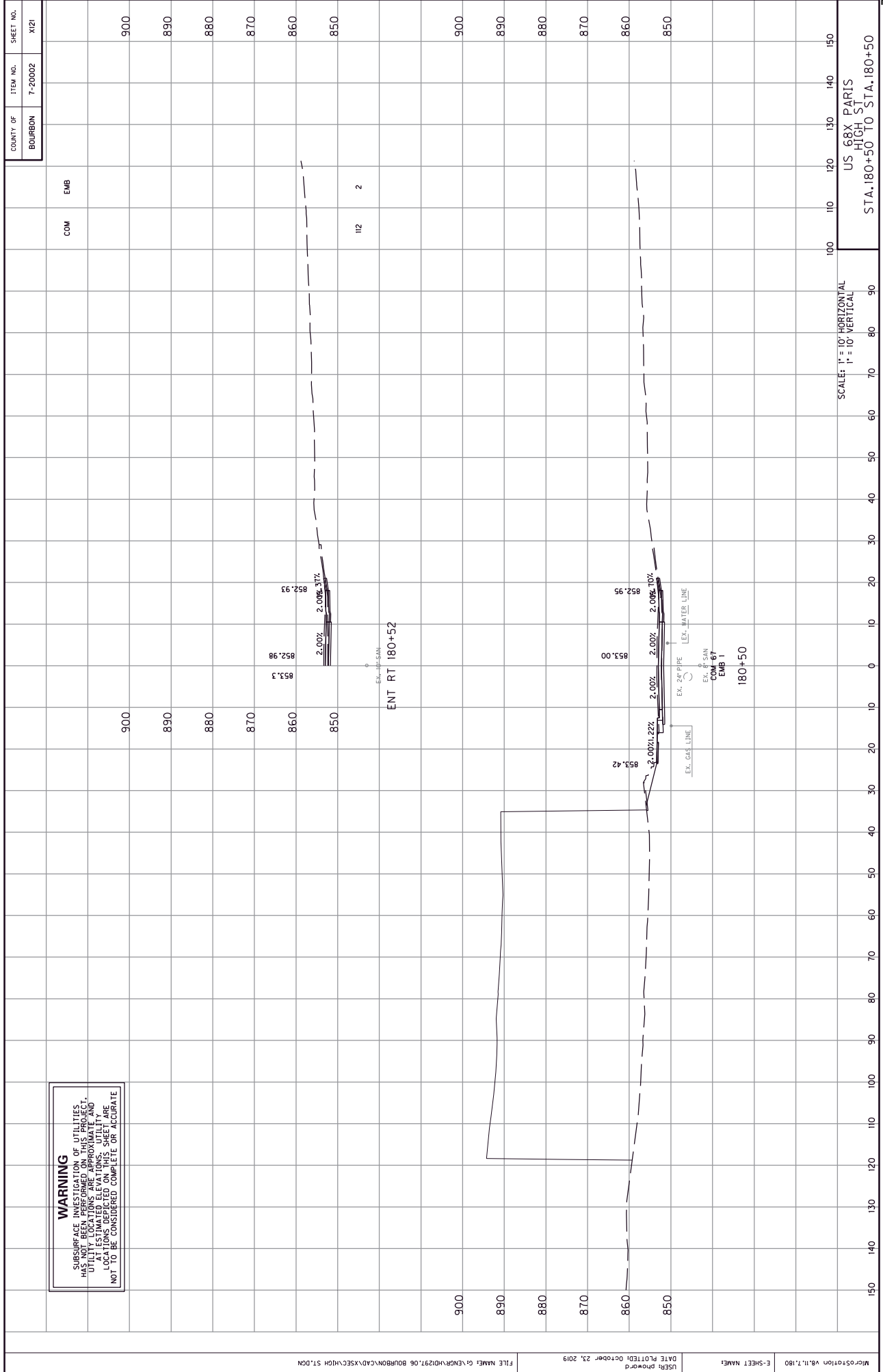
850

860

850

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
HIGHWAY
STA. 180+00 TO STA. 180+00



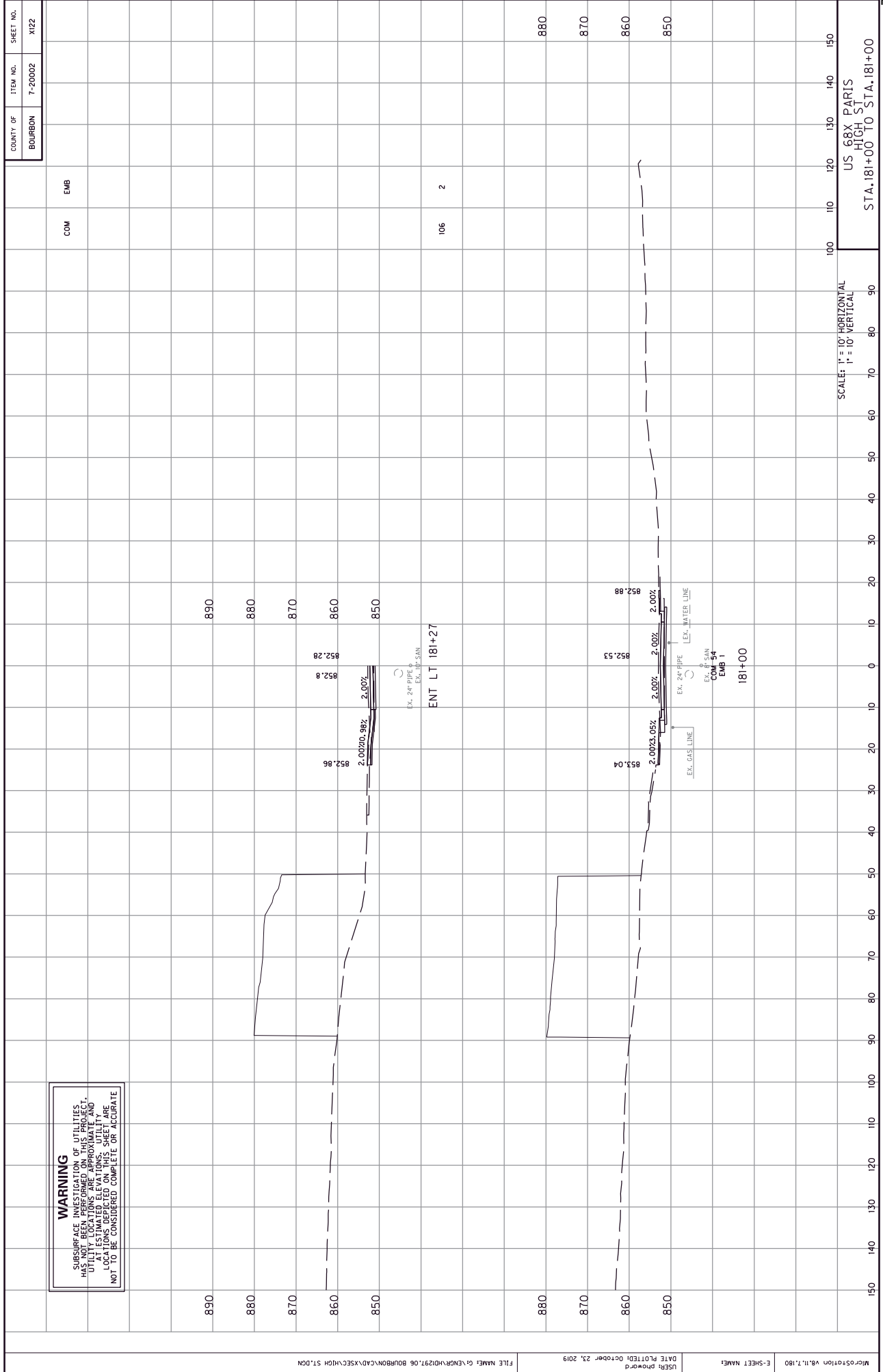
WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN IN THIS DRAWING AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X121

COM	EMB	112	2
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SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 HIGHWAY
 STA. 180+50 TO STA. 180+50



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X122

COM

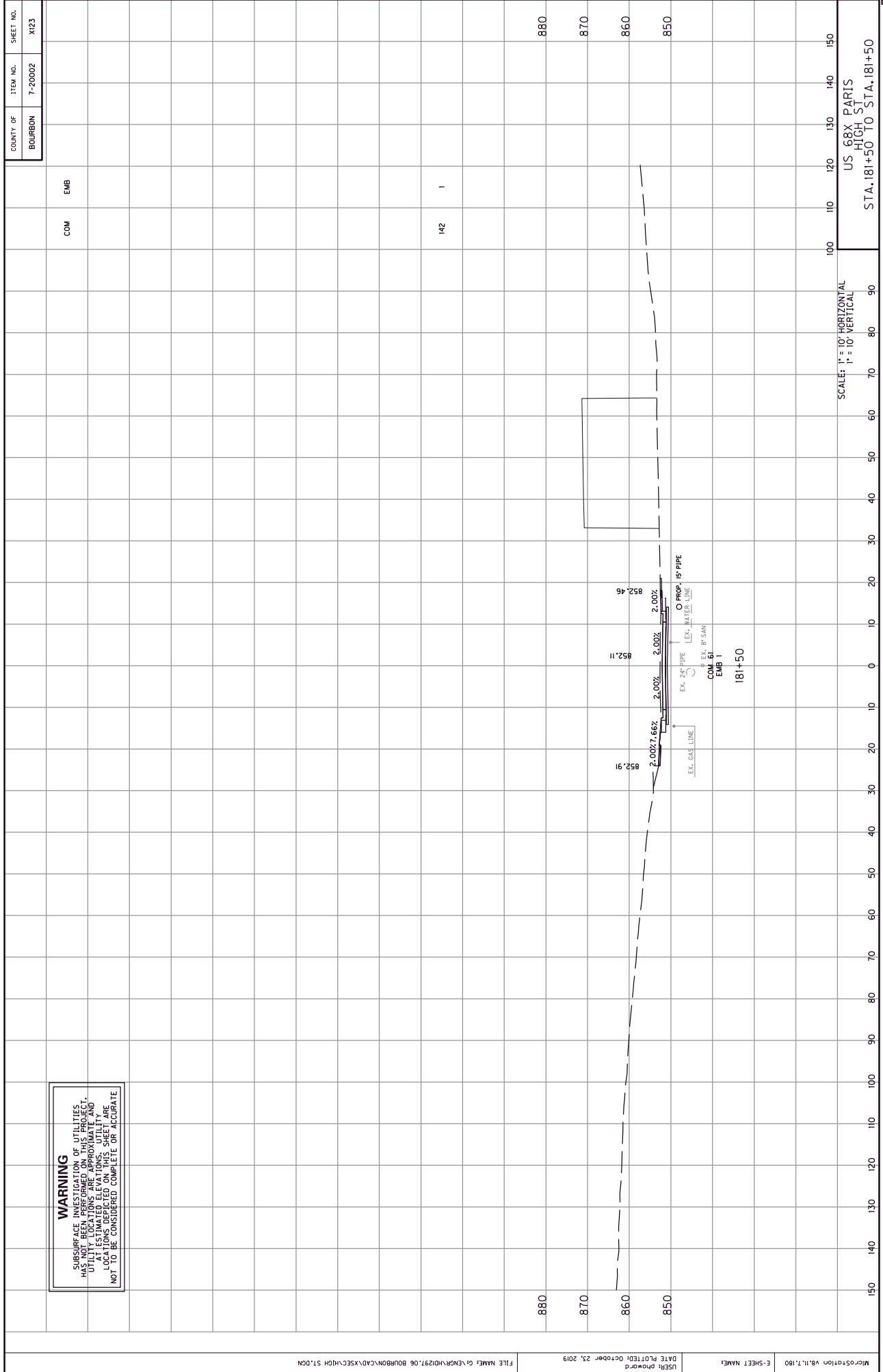
EMB

106

2

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 181+00 TO STA. 181+00



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS DEPICED ON THIS SHEET AND NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X123

COM

EMB

142

1

880
870
860
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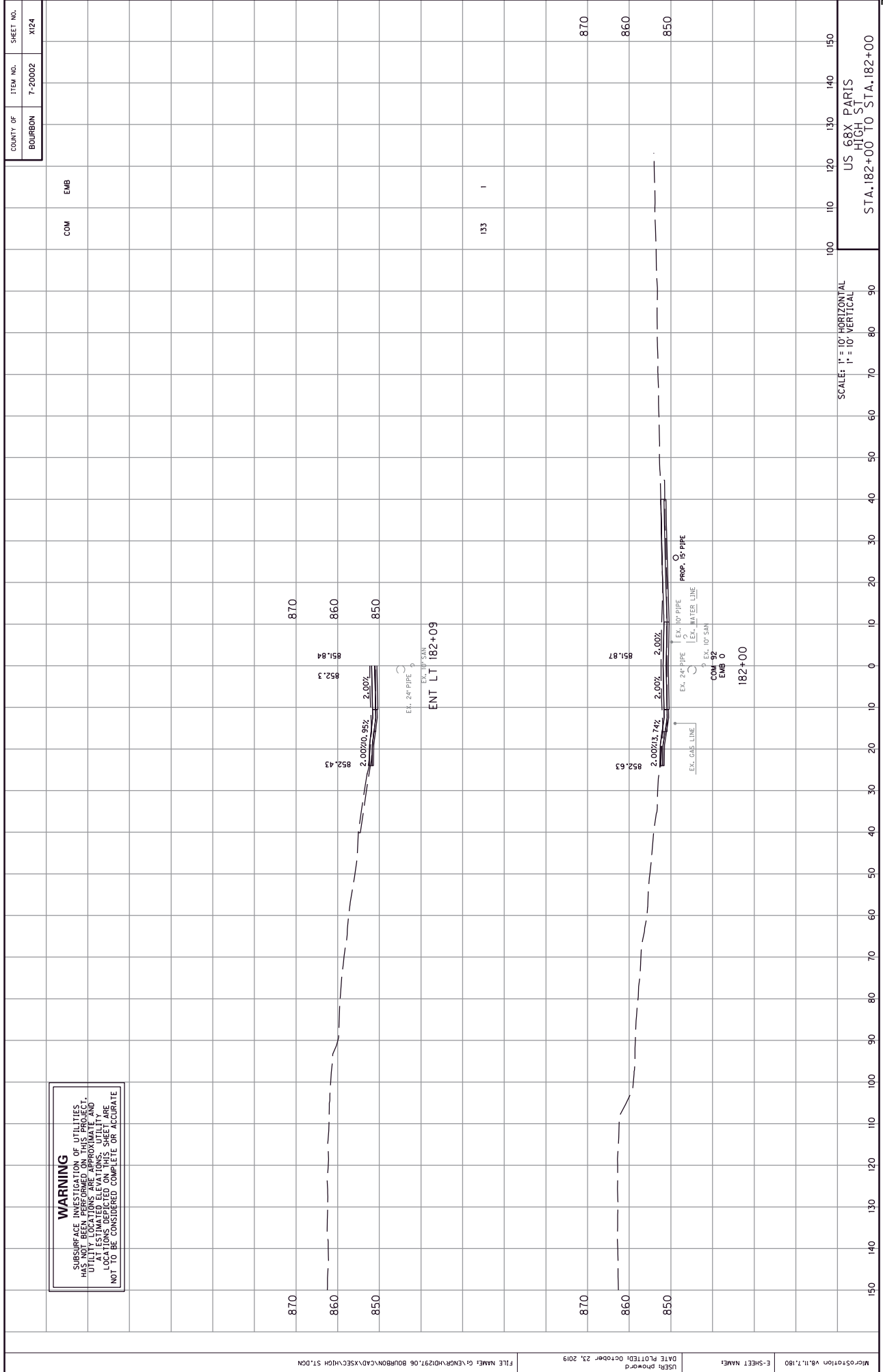
100 110 120 130 140 150
US 68X PARIS HIGHWAY
STA. 181+50 TO STA. 181+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X124

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS DEPICED ON THIS SHEET AND NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 182+00 TO STA. 182+00

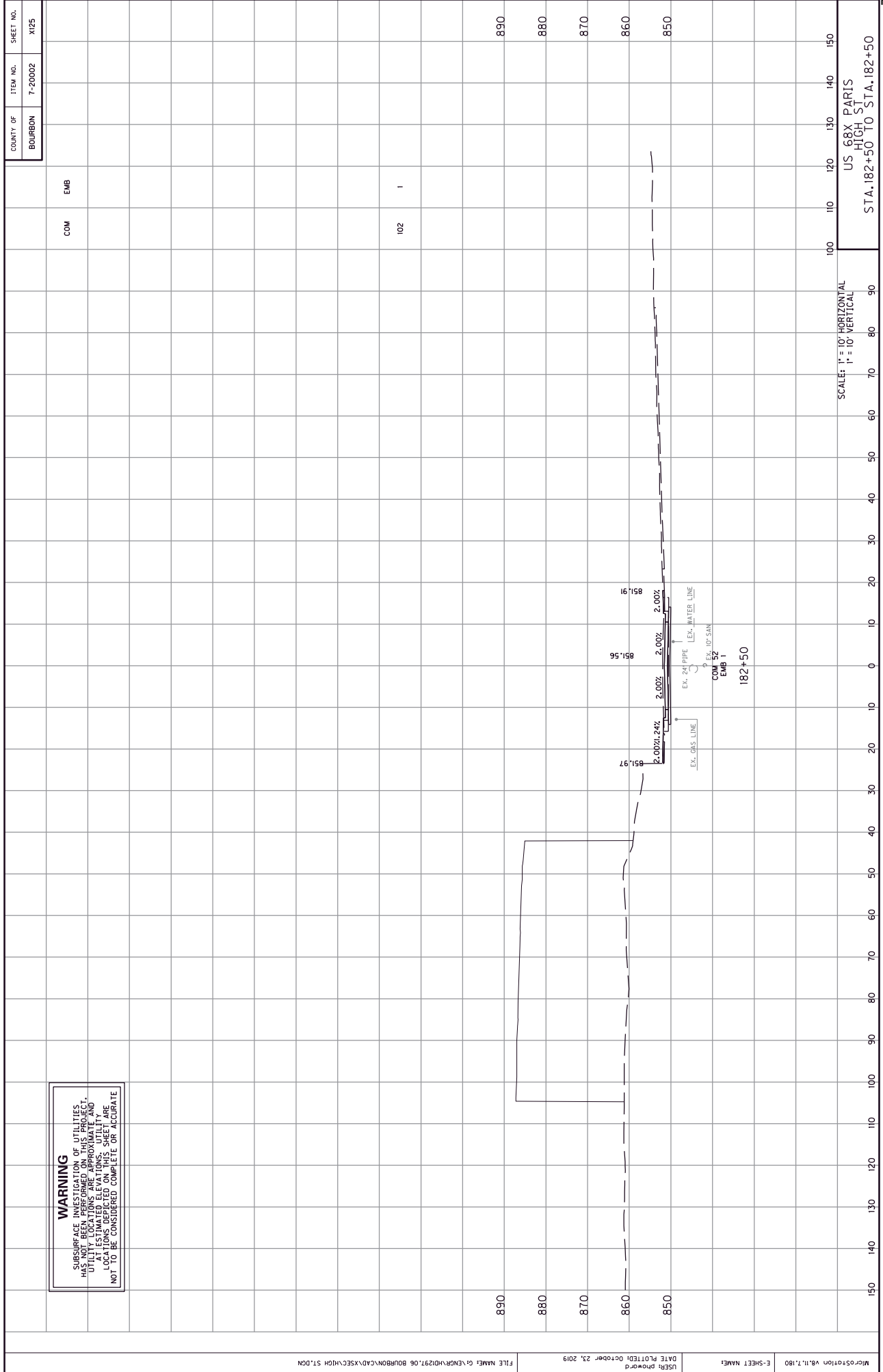
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X125

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS DEPICED ON THIS SHEET AND NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

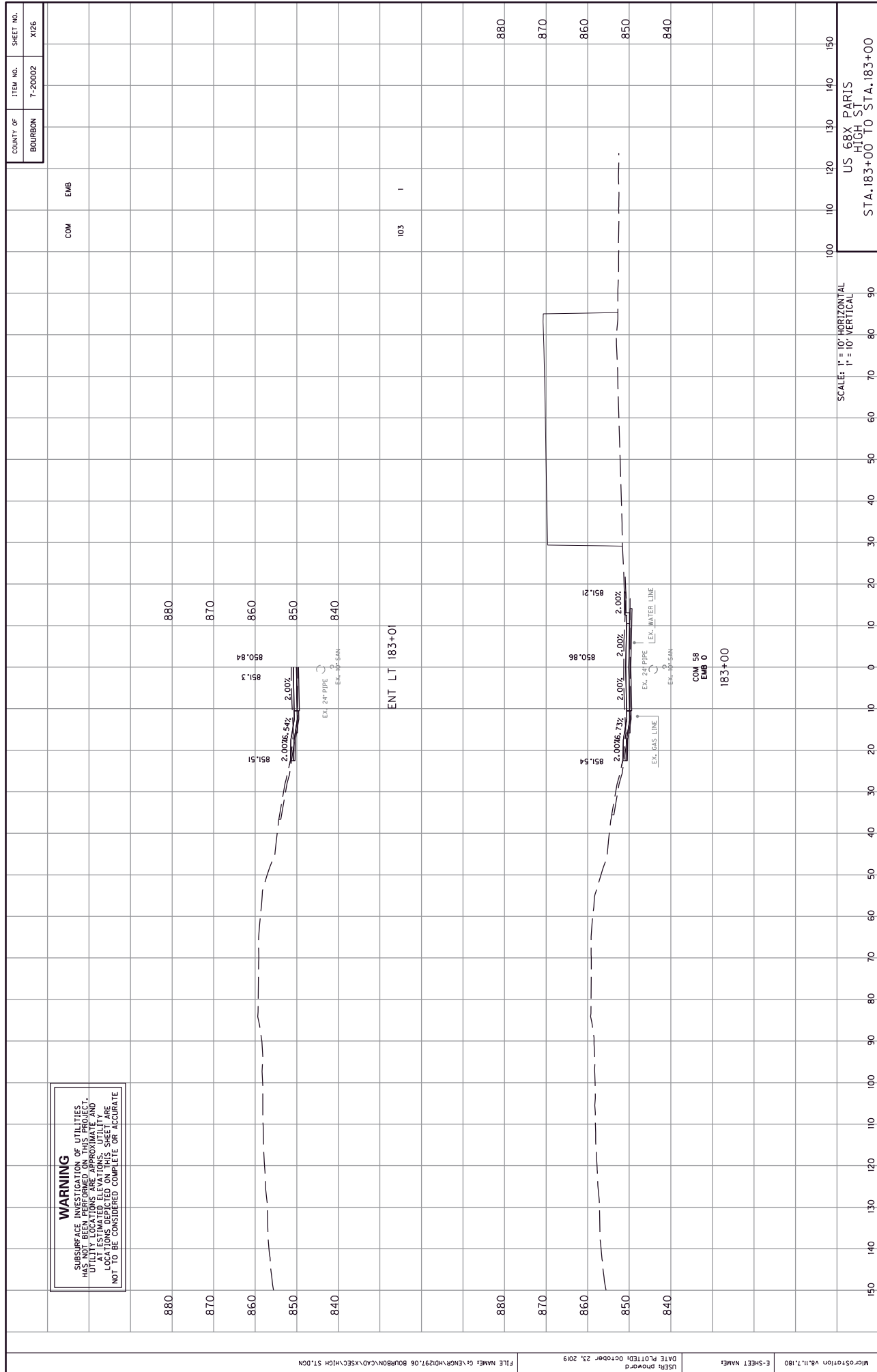
EMB

102 1



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 182+50 TO STA. 182+50



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X126

COM

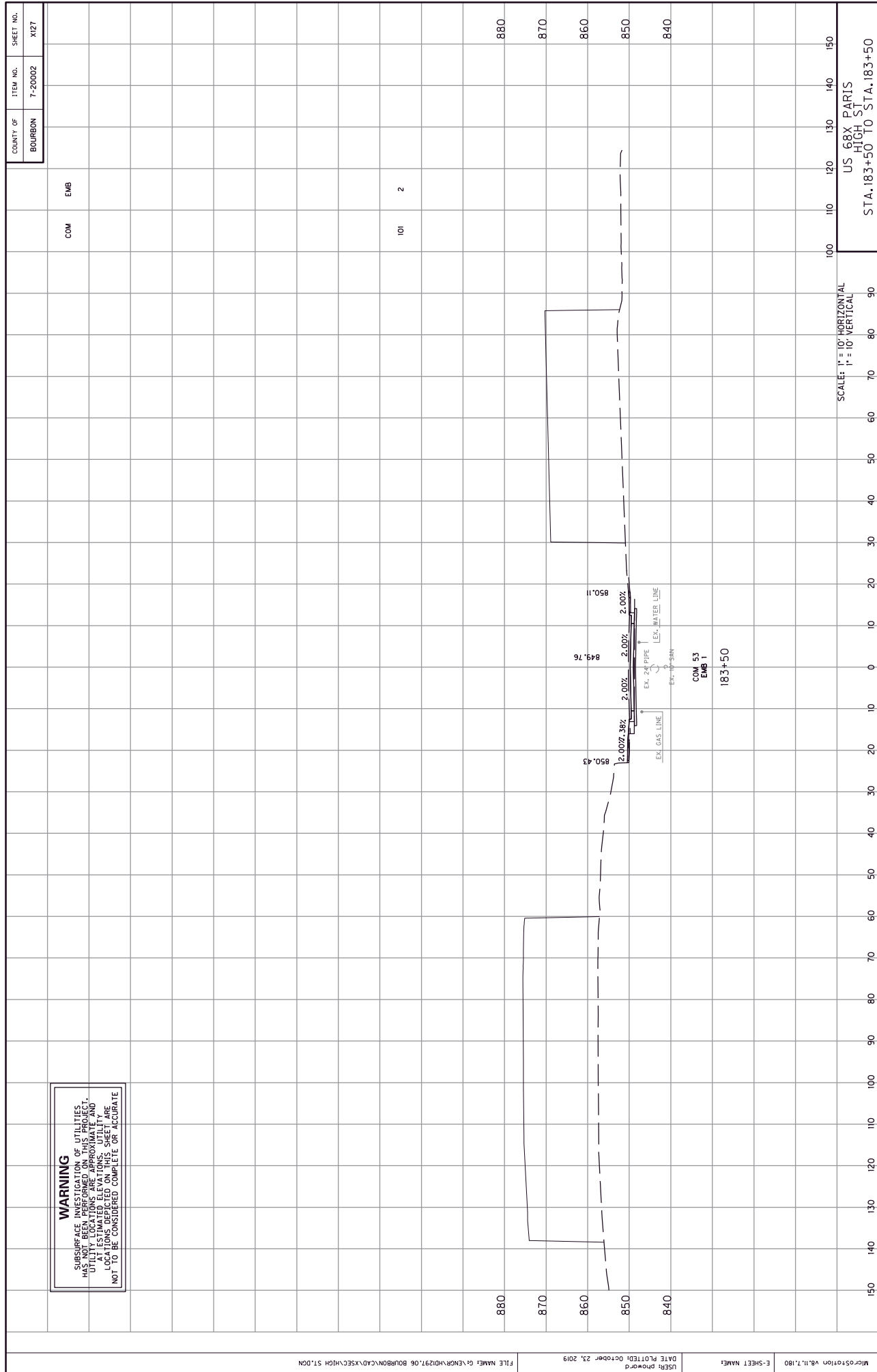
EMB

ENT LT 183+01

COM 58
 EMB 0
 183+00

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 HIGHWAY
 STA. 183+00 TO STA. 183+00



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X127

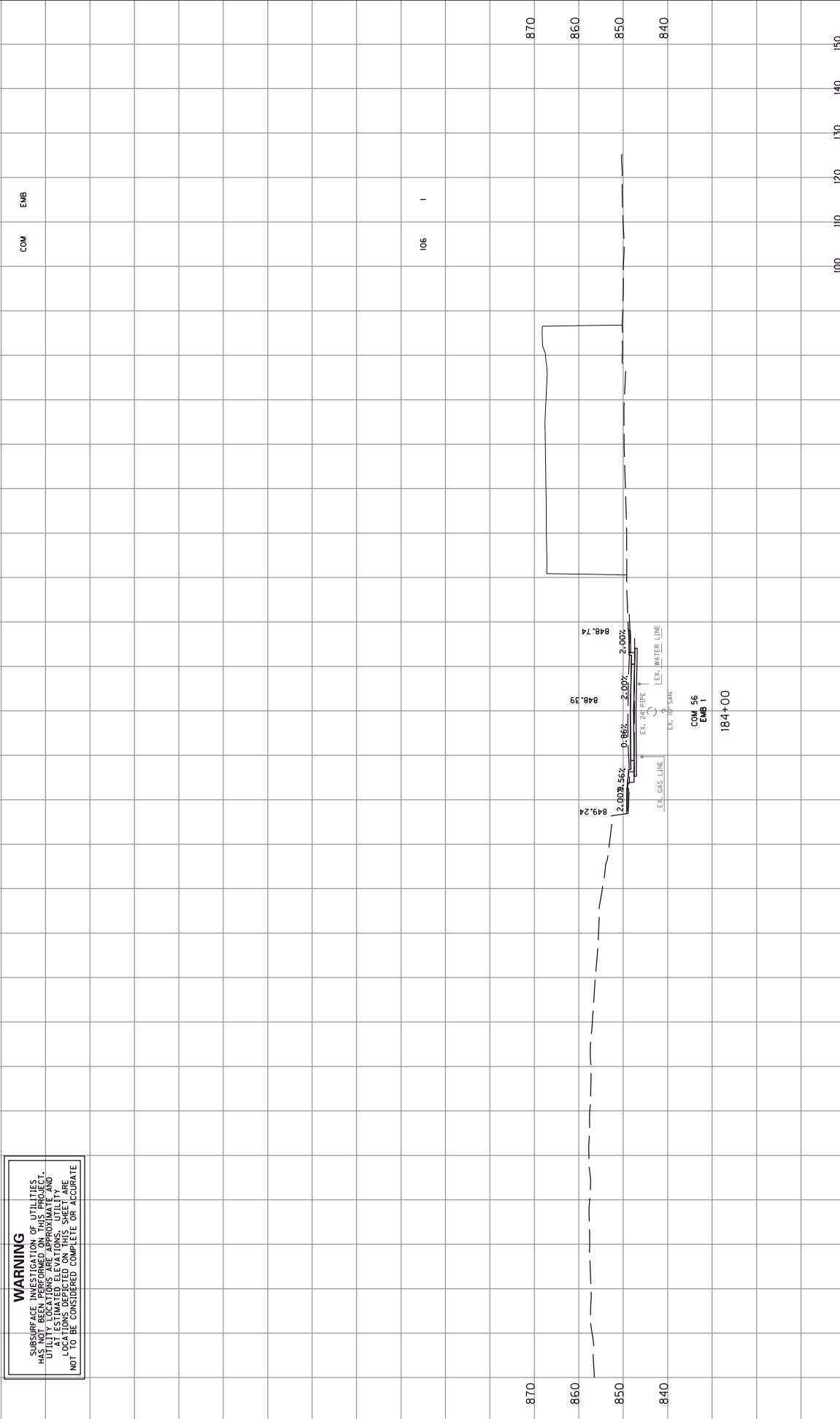
COM

101 2

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 183+50 TO STA. 183+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X128



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 184+00 TO STA. 184+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X129

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN IN GENERAL LOCATIONS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

EMB

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ENT LT 184+86

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EMB 0

184+50

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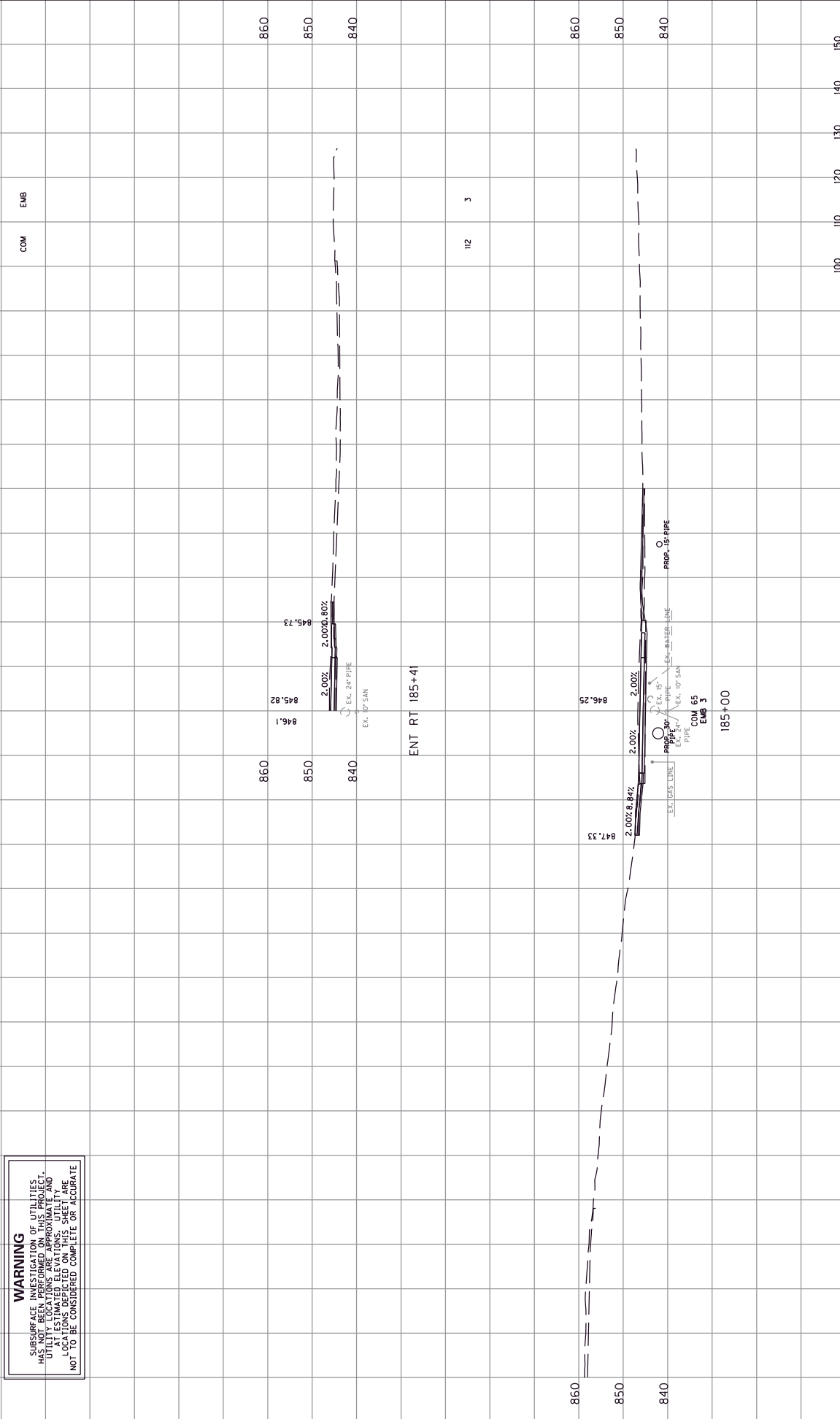
860

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COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X130

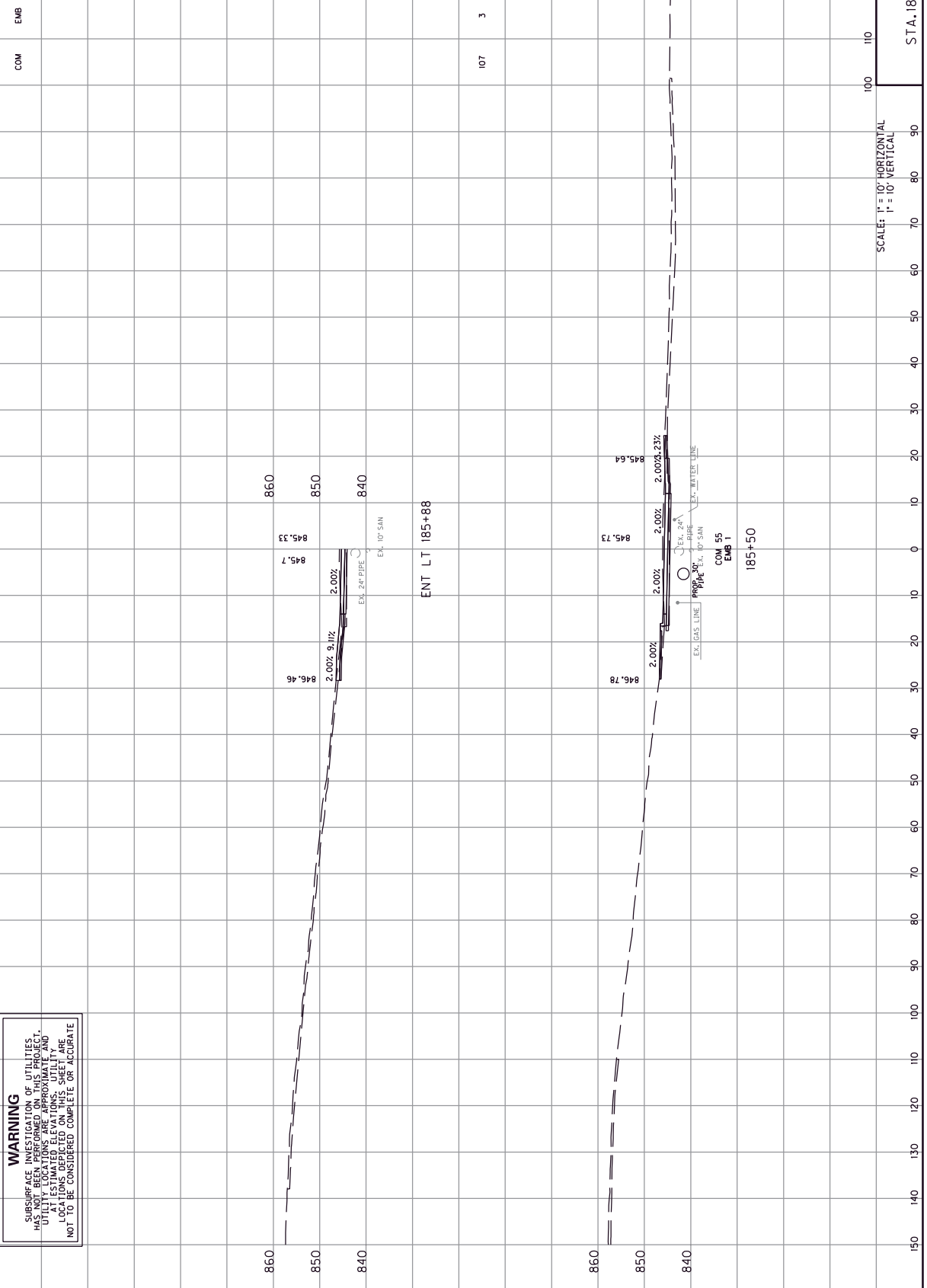


150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150
																US 68X PARIS HIGHWAY STA. 185+00 TO STA. 185+00														

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS DEPICED ON THIS SHEET. UTILITY LOCATIONS DEPICED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X131

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS DEPICED ON THIS SHEET AND NOT TO BE CONSIDERED COMPLETE OR ACCURATE.



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

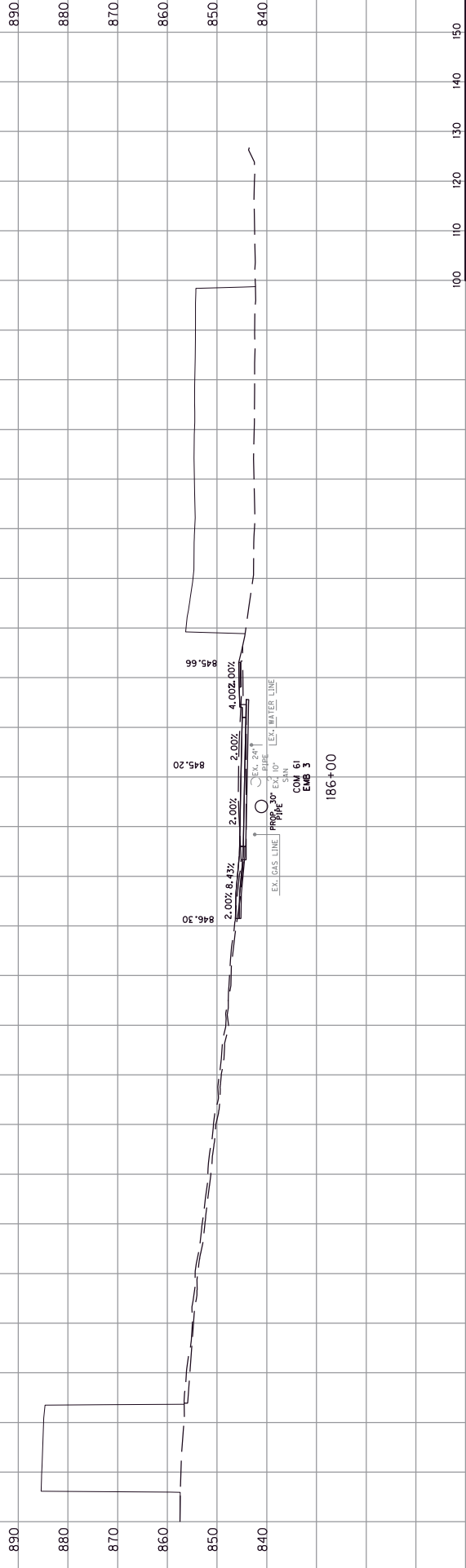
US 68X PARIS HIGHWAY
 STA. 185+50 TO STA. 185+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X132

WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITY LOCATIONS SHOWN ON THIS SHEET AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM EMB

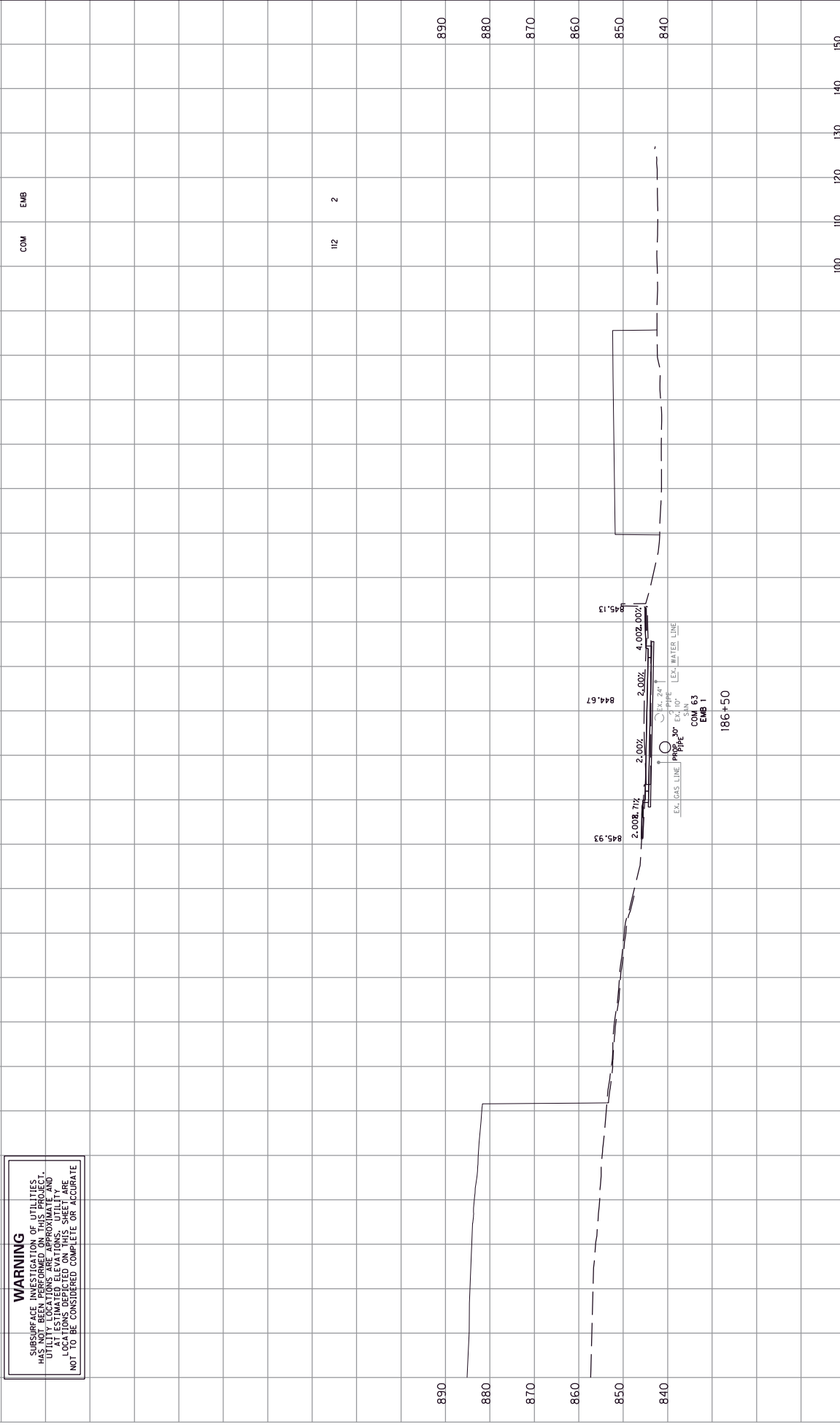
115 3



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 186+00 TO STA. 186+00

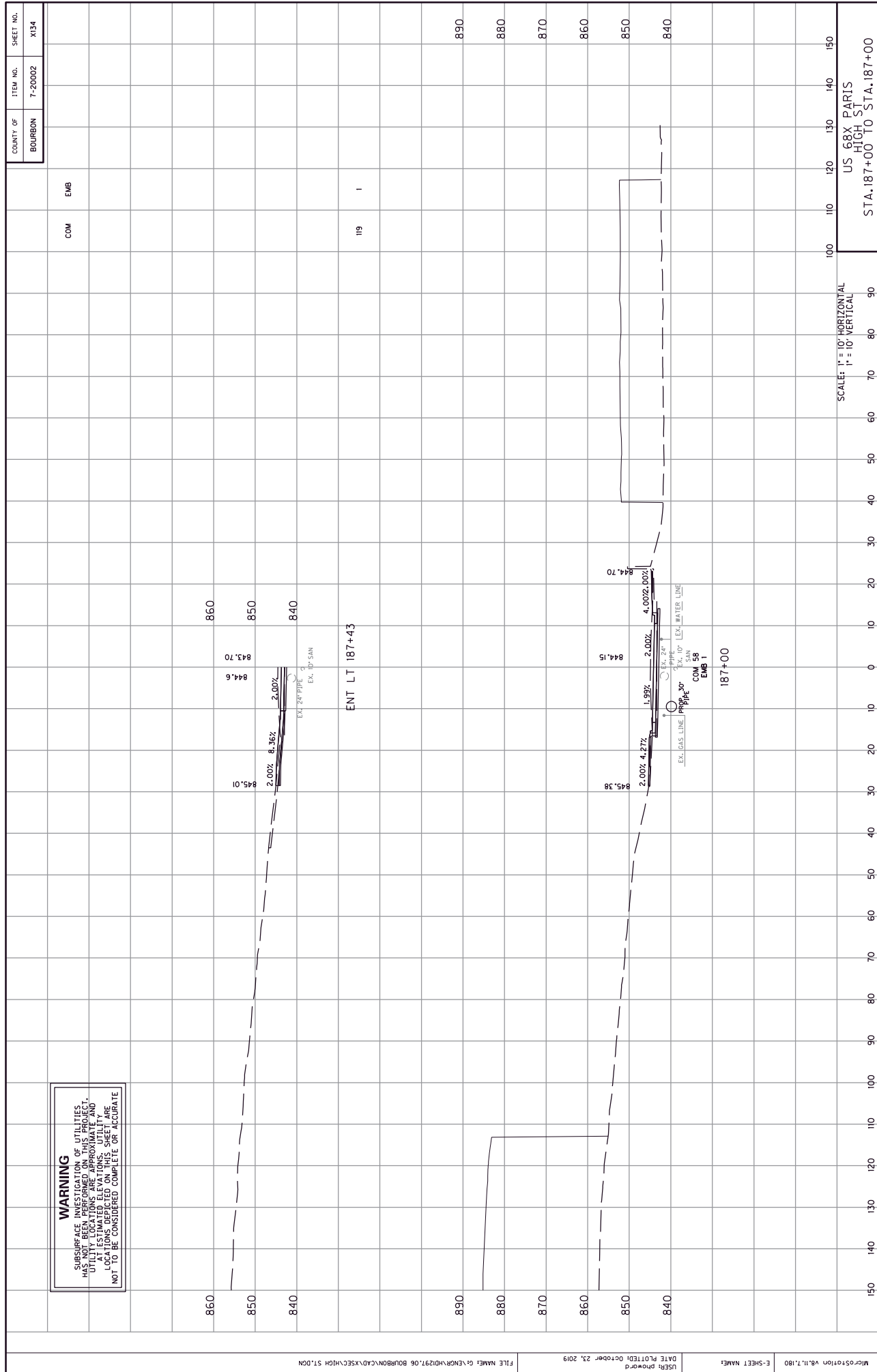
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X133



WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 186+50 TO STA. 186+50



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT APPROXIMATE LOCATIONS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X134

COM

EMB

ENT LT 187+43

187+00

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 187+00 TO STA. 187+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X135

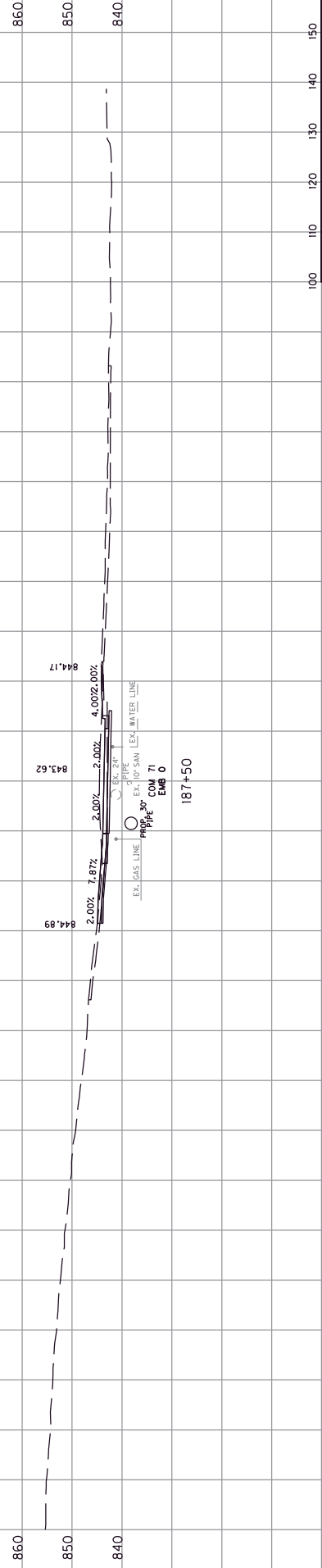
WARNING
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COM

EMB

128

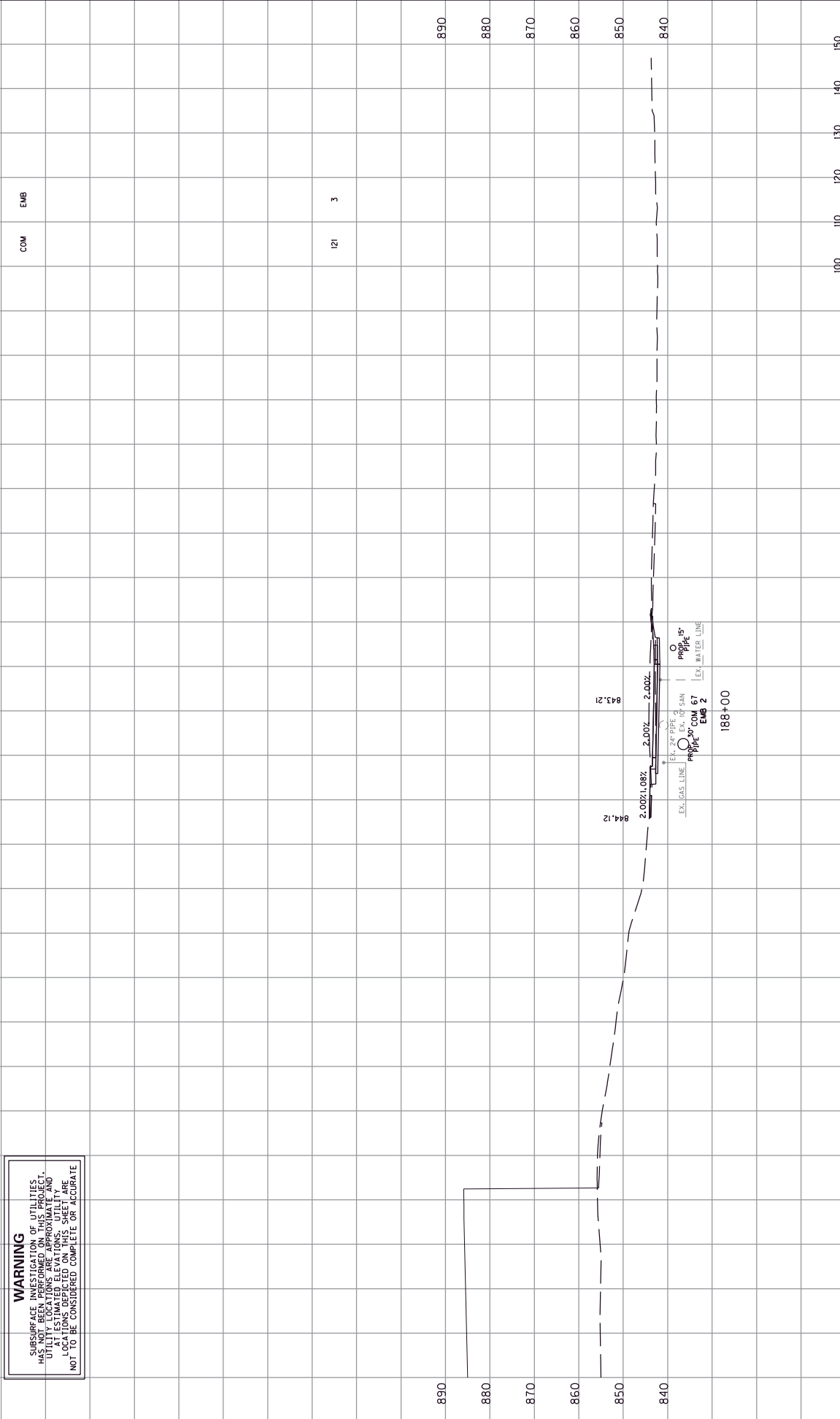
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SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 187+50 TO STA. 187+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X136

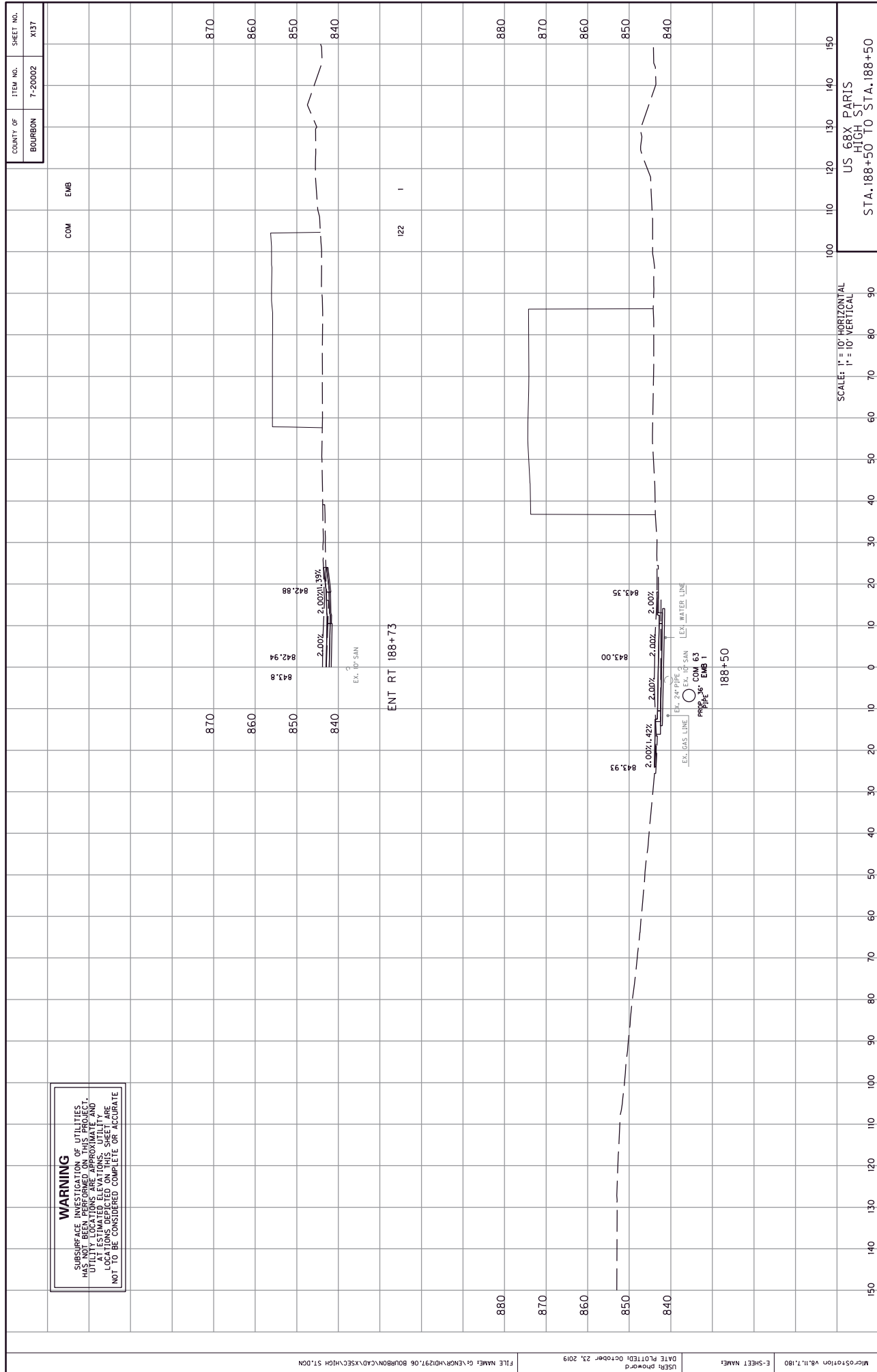


WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES
 HAS NOT BEEN PERFORMED ON THIS PROJECT.
 UTILITIES ARE SHOWN IN THIS DRAWING AND
 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
 NOT TO BE CONSIDERED COMPLETE OR ACCURATE

COM	EMB	121	3	100	110	120	130	140	150
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SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 HIGHWAY
 STA. 188+00 TO STA. 188+00



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X137

COM

EMB

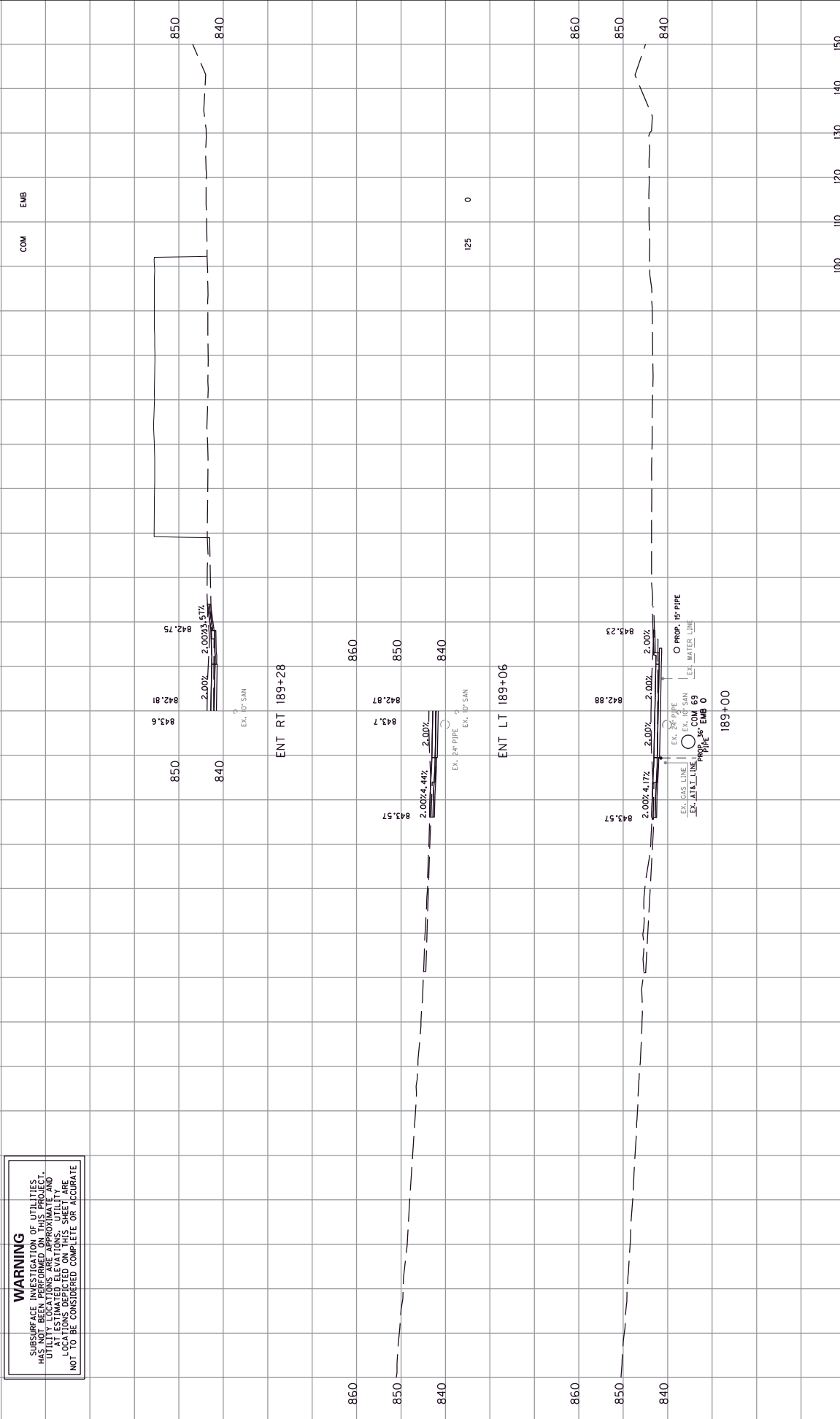
ENT RT 188+73

188+50

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 188+50 TO STA. 188+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X138

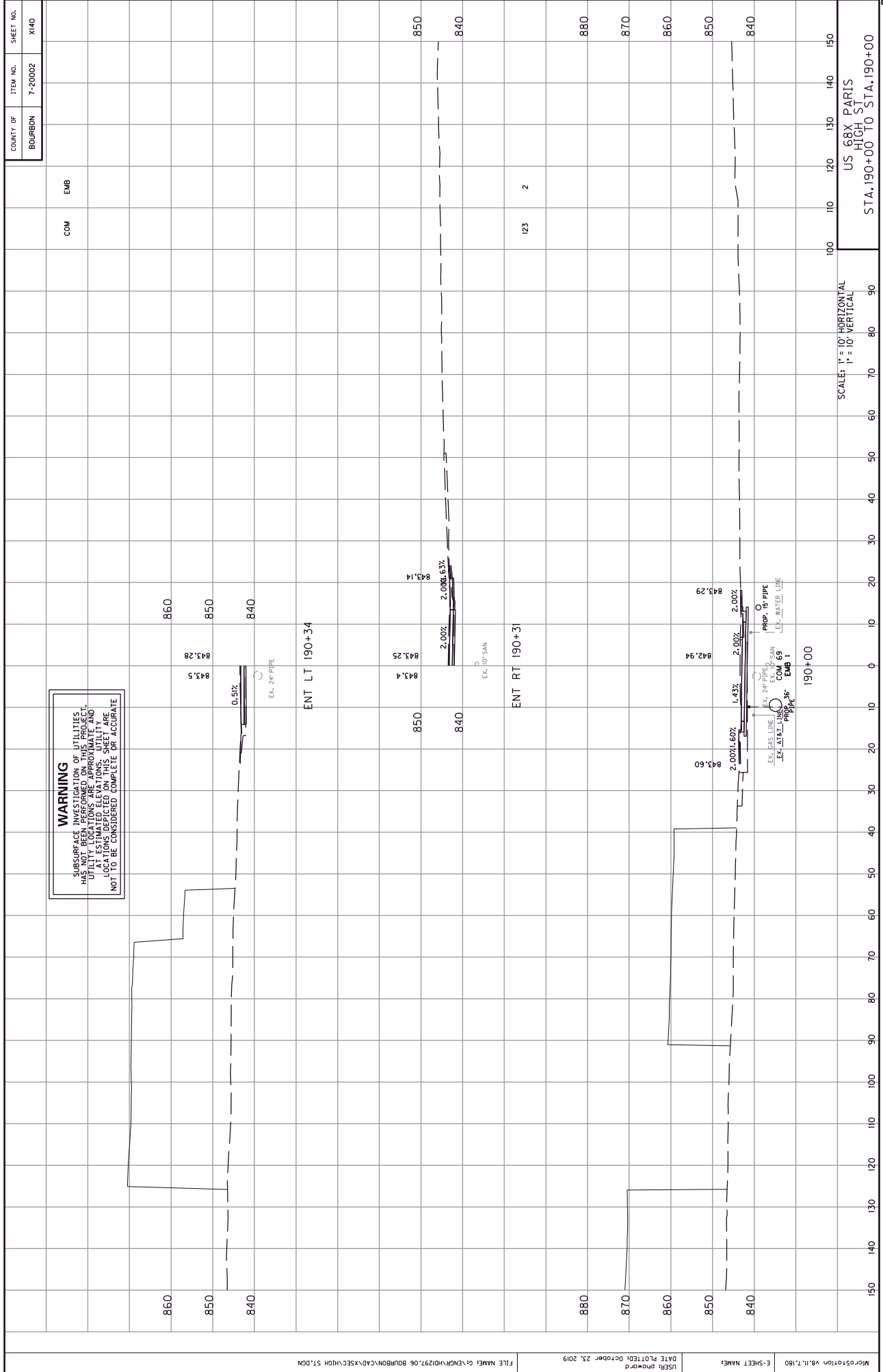


WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ON THIS SHEET ARE LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 189+00 TO STA. 189+00

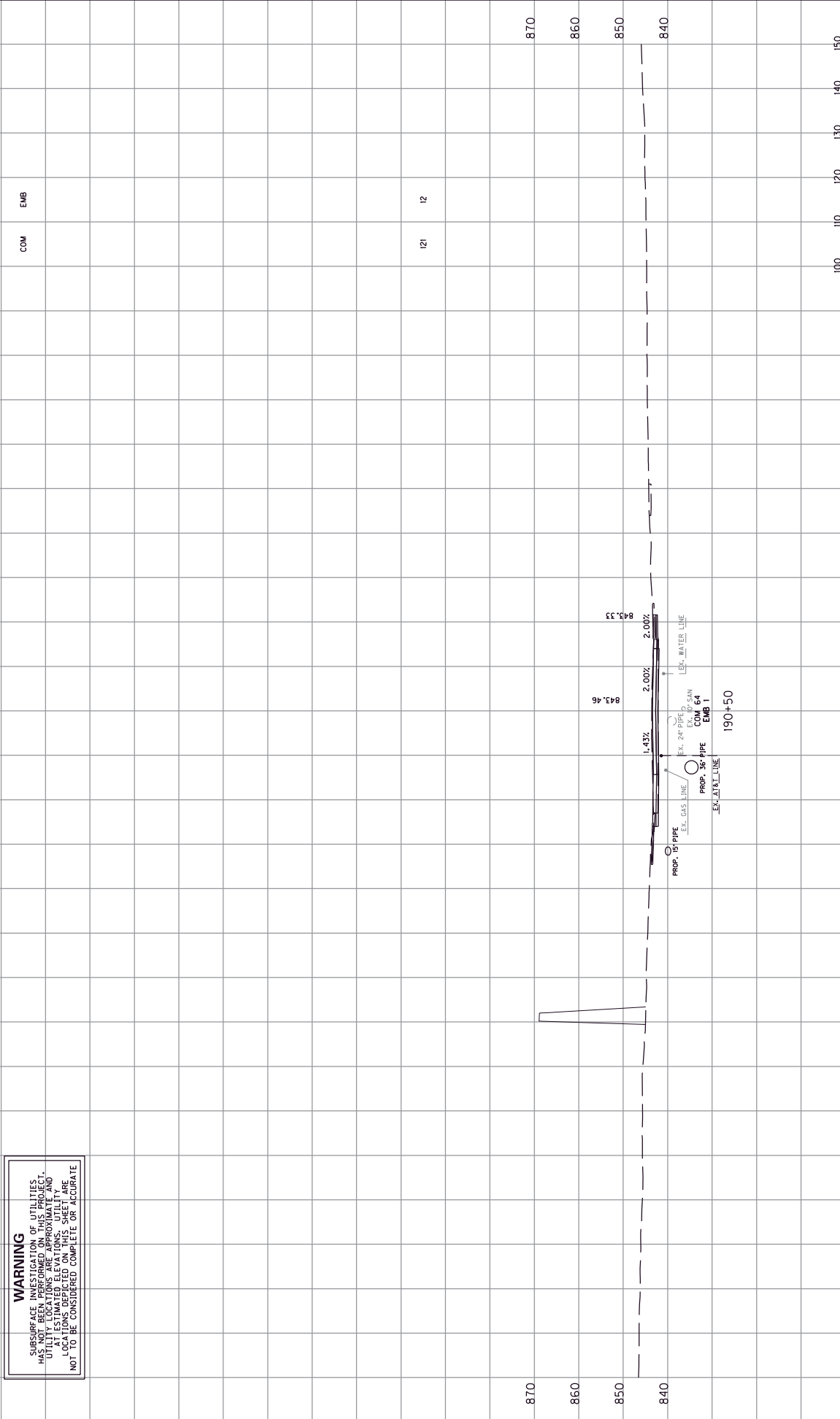


MicroStation V8i,11.1,180
E-SHEET NAME:
DATE PLOTTED: October 23, 2019
USER: pforward
FILE NAME: G:\ENR\YH0297.06 BOURBON\CAD\XSEC\HIGH ST.DWG
SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL
US 68X PARIS HIGHWAY STA. 190+00 TO STA. 190+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X140

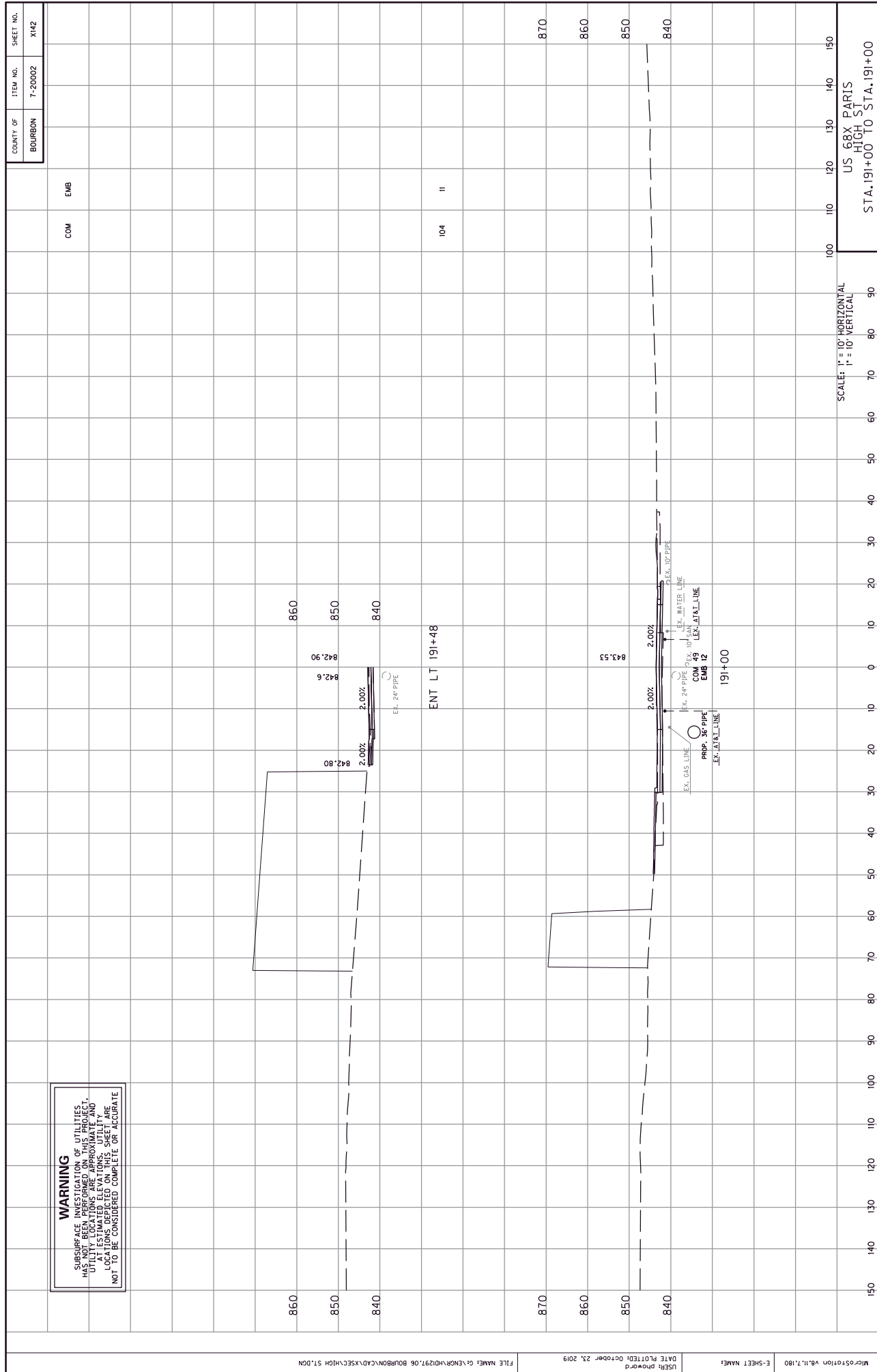
COM	EMB	100	110	120	130	140	150

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X141



150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	
																US 68X PARIS HIGHWAY STA. 190+50 TO STA. 190+50															

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X142

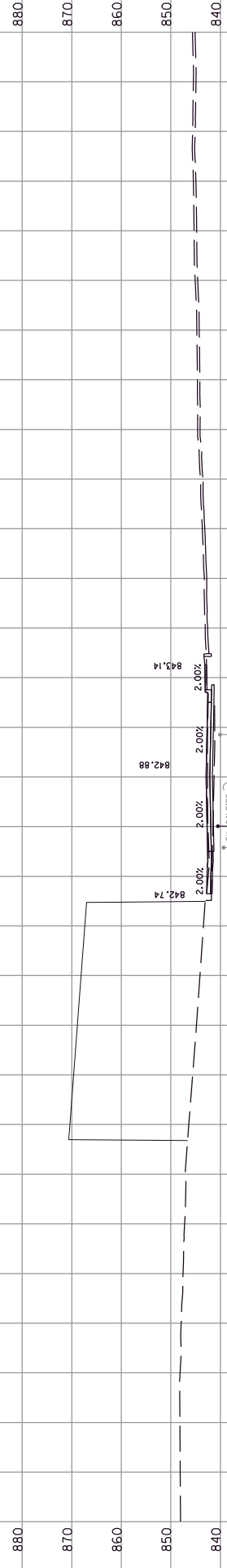
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X143

WARNING
 SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES ARE SHOWN FROM RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COM

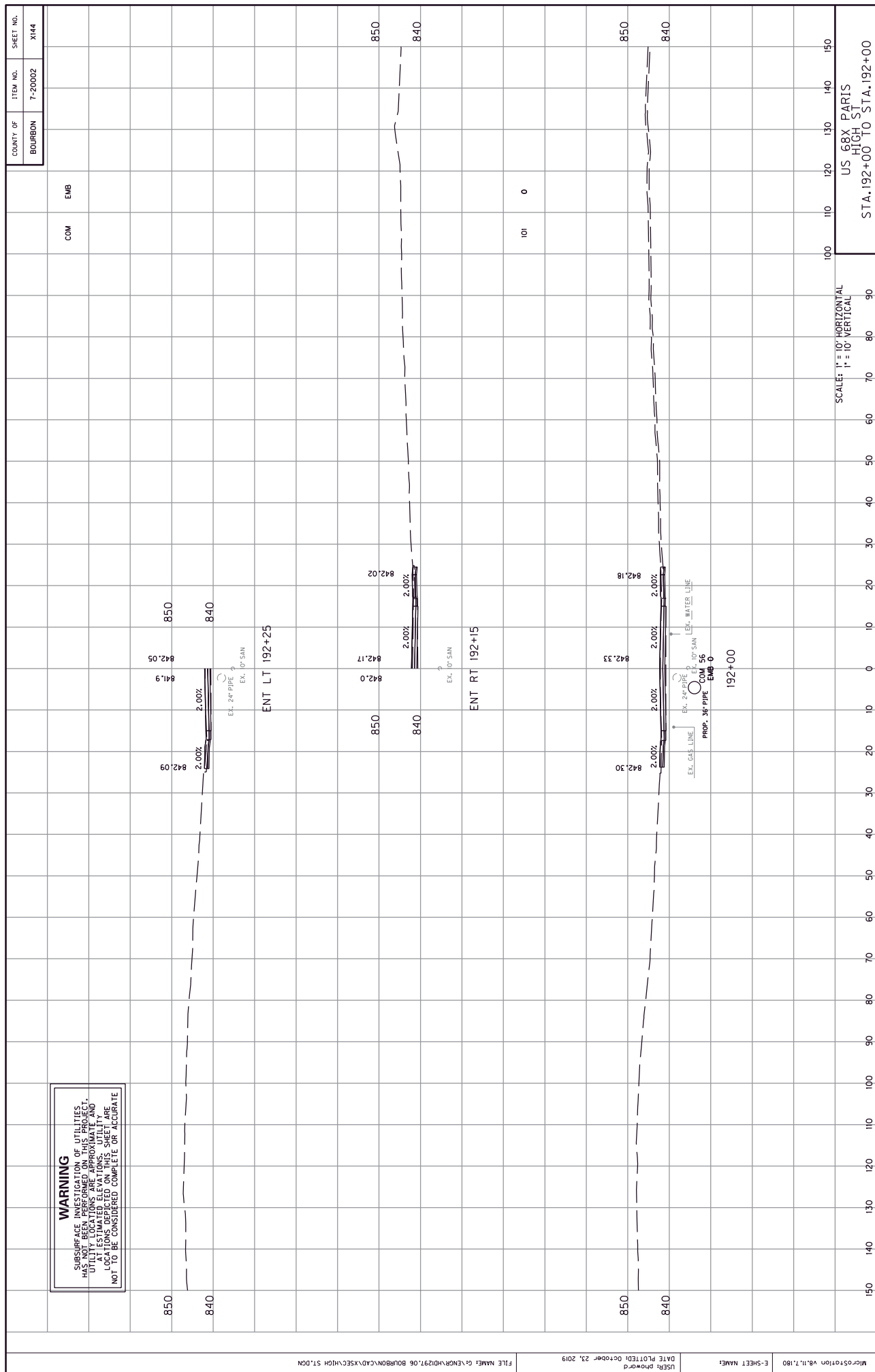
EMB

94 0



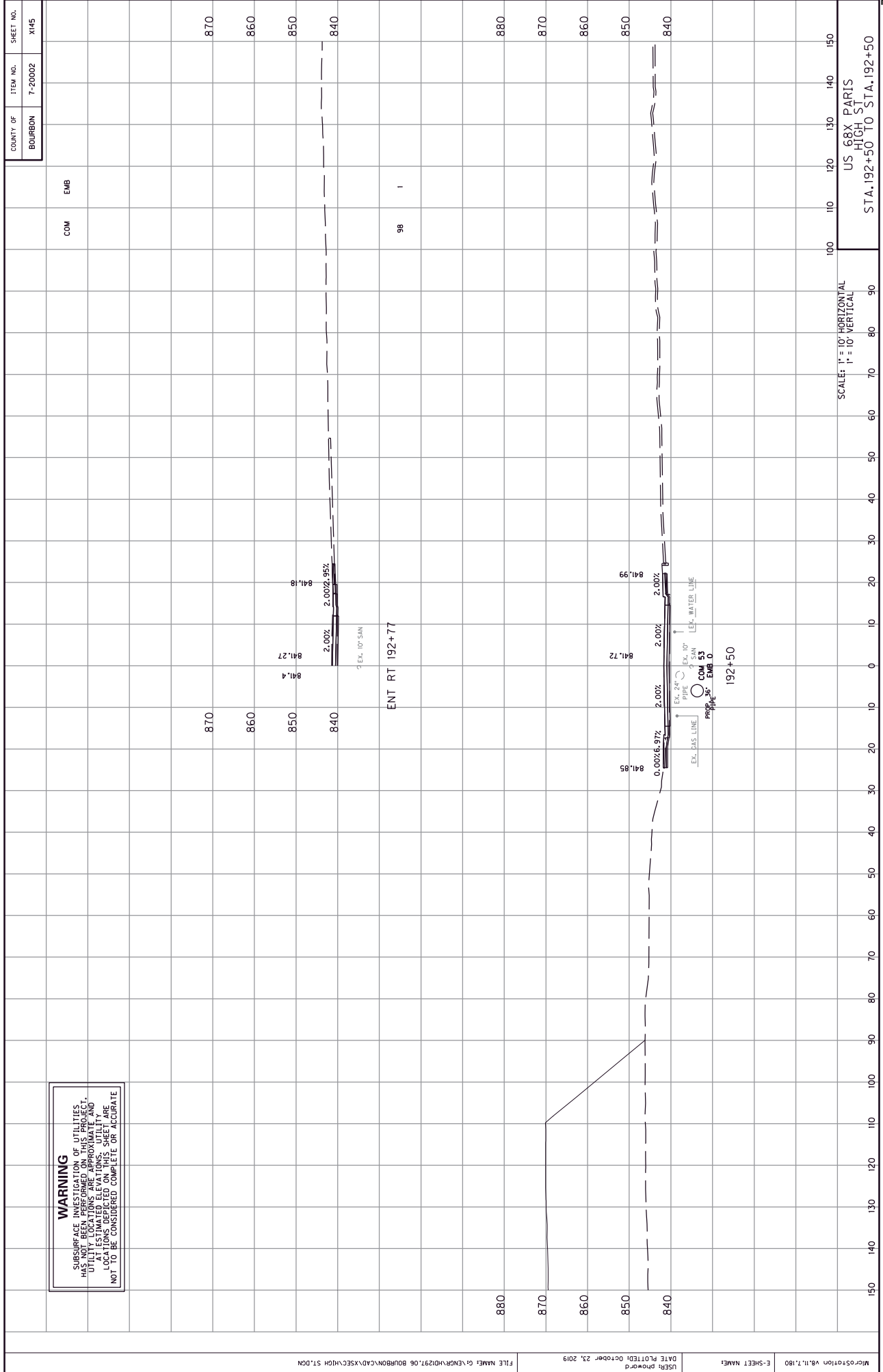
SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 191+50 TO STA. 191+50



WARNING
SUBSURFACE INVESTIGATION OF UTILITIES HAS NOT BEEN PERFORMED ON THIS PROJECT. UTILITIES SHOWN ON THIS SHEET ARE BASED ON RECORD DRAWINGS AND AT ESTIMATED ELEVATIONS. UTILITY LOCATIONS DEPICTED ON THIS SHEET ARE NOT TO BE CONSIDERED COMPLETE OR ACCURATE.

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X144



WARNING
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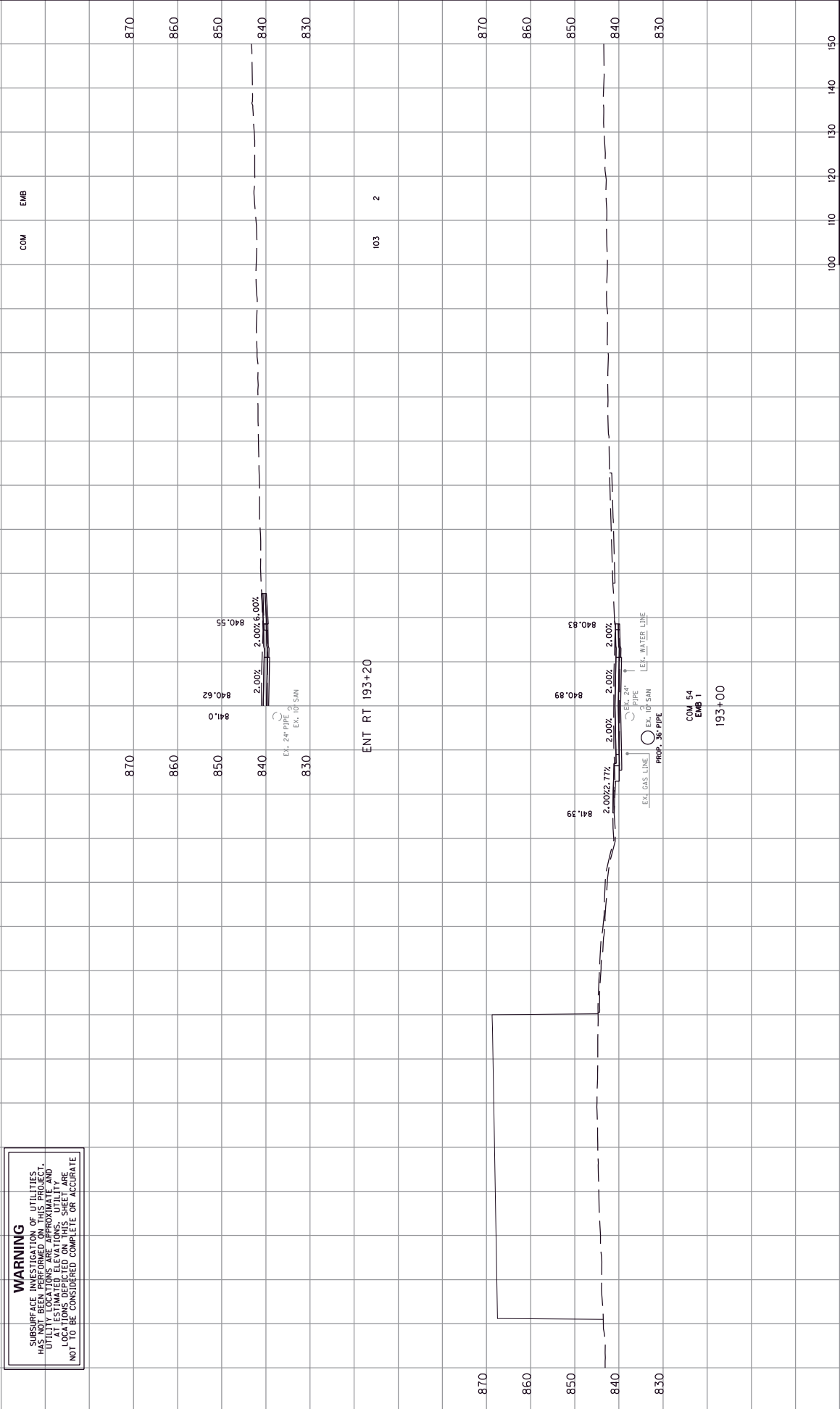
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X145

COM	EMB	100	110	120	130	140	150
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SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 192+50 TO STA. 192+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X146



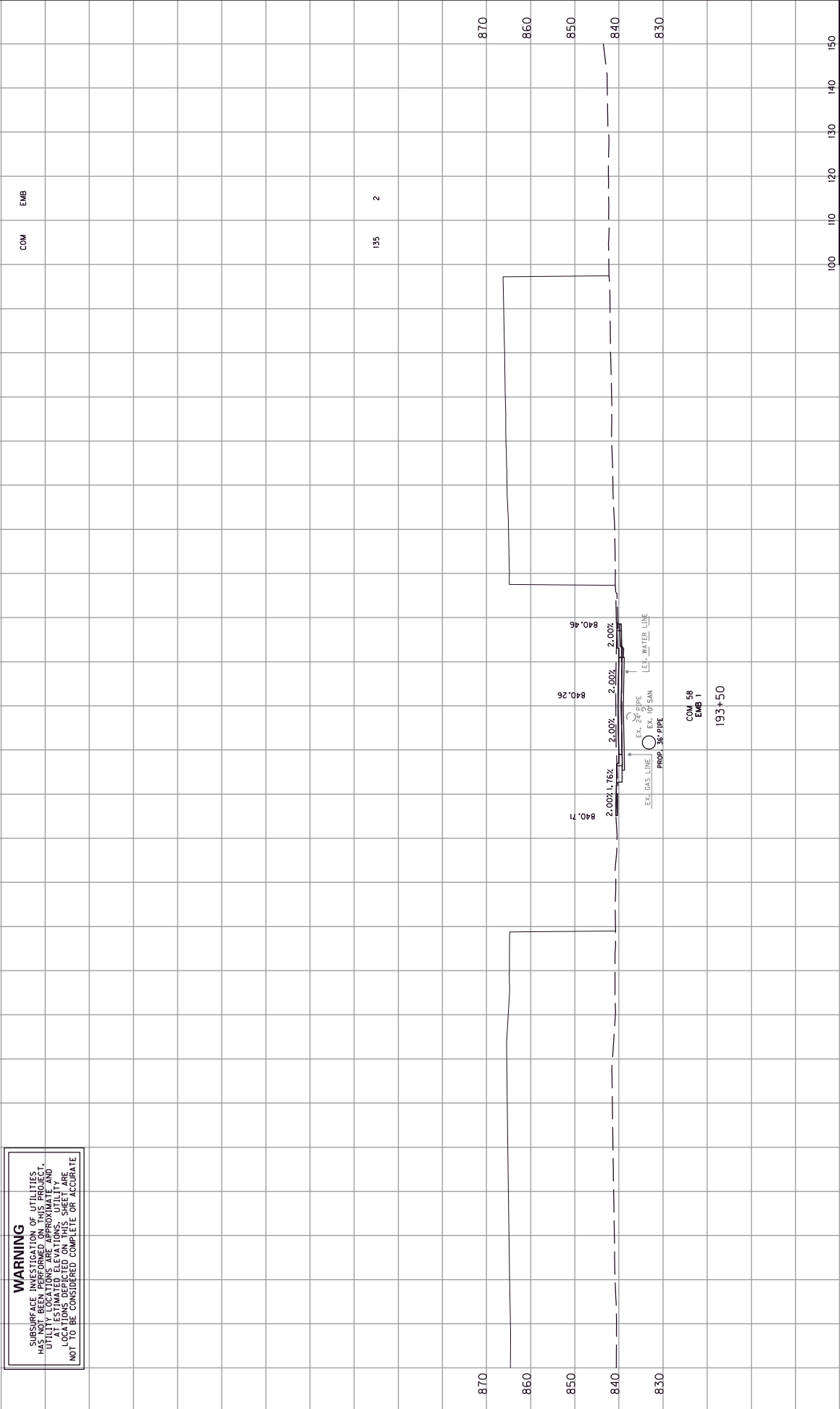
WARNING
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COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 193+00 TO STA. 193+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X147



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SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

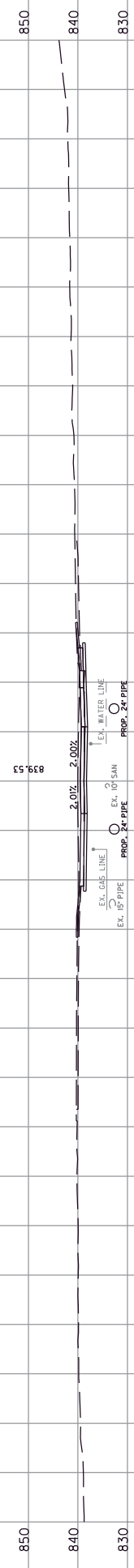
US 68X PARIS HIGHWAY
STA. 193+50 TO STA. 193+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X148

WARNING
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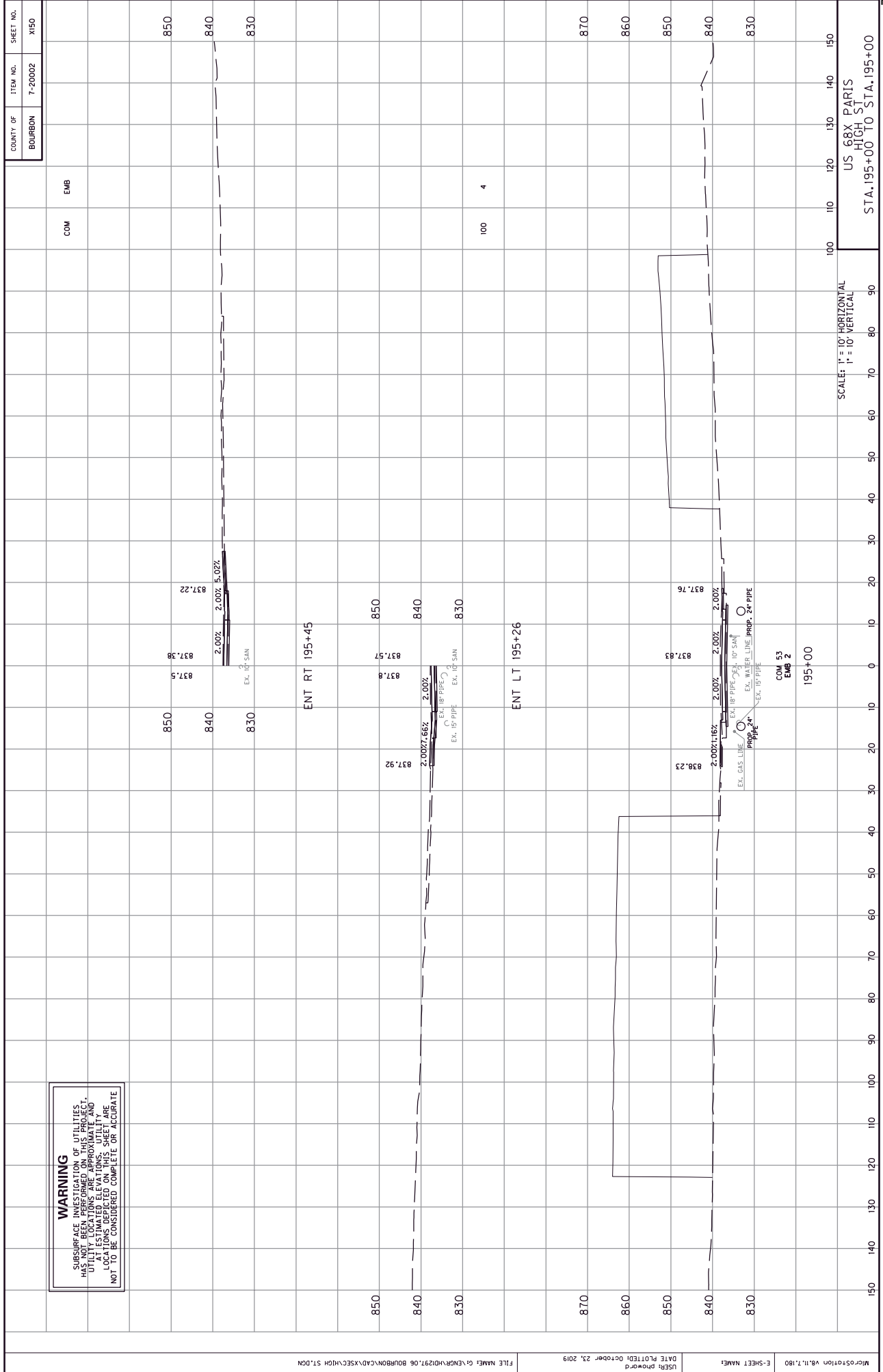
COM
EMB

141
2



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
HIGHWAY
STA. 194+00 TO STA. 194+00



WARNING
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COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X150

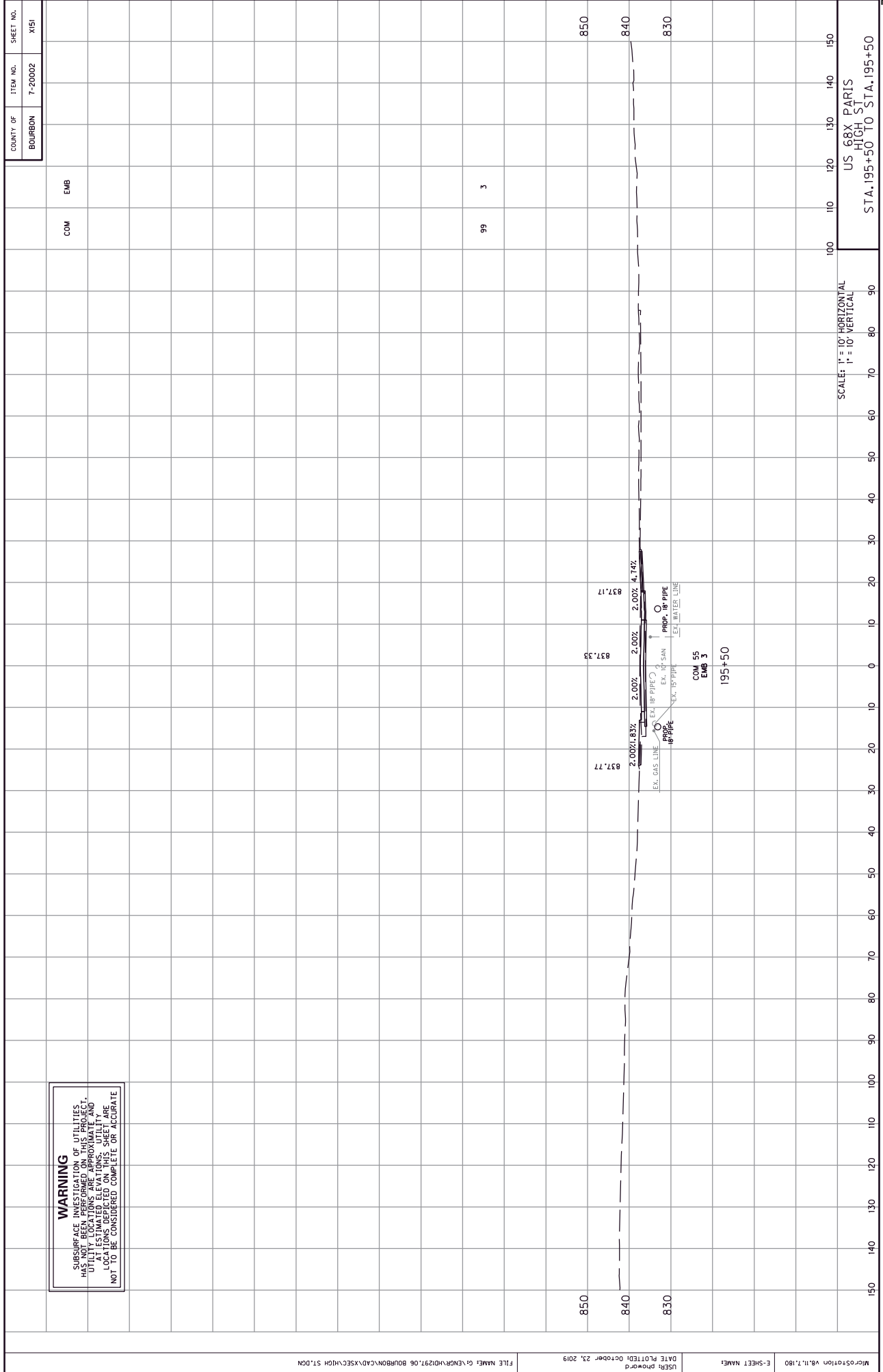
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X151

WARNING
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COM

EMB

99 3



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

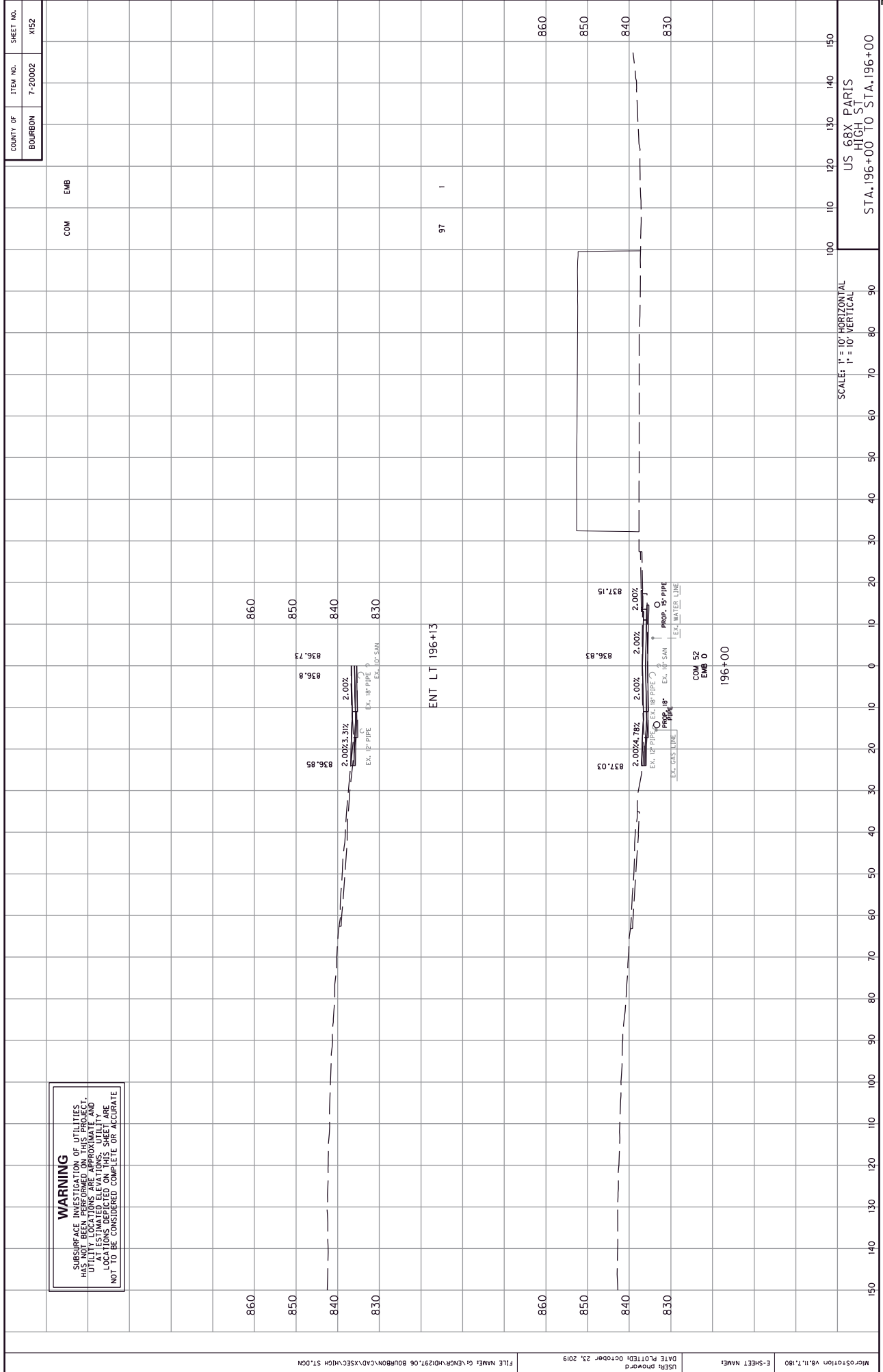
US 68X PARIS
HIGHWAY
STA. 195+50 TO STA. 195+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X152

WARNING
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COM

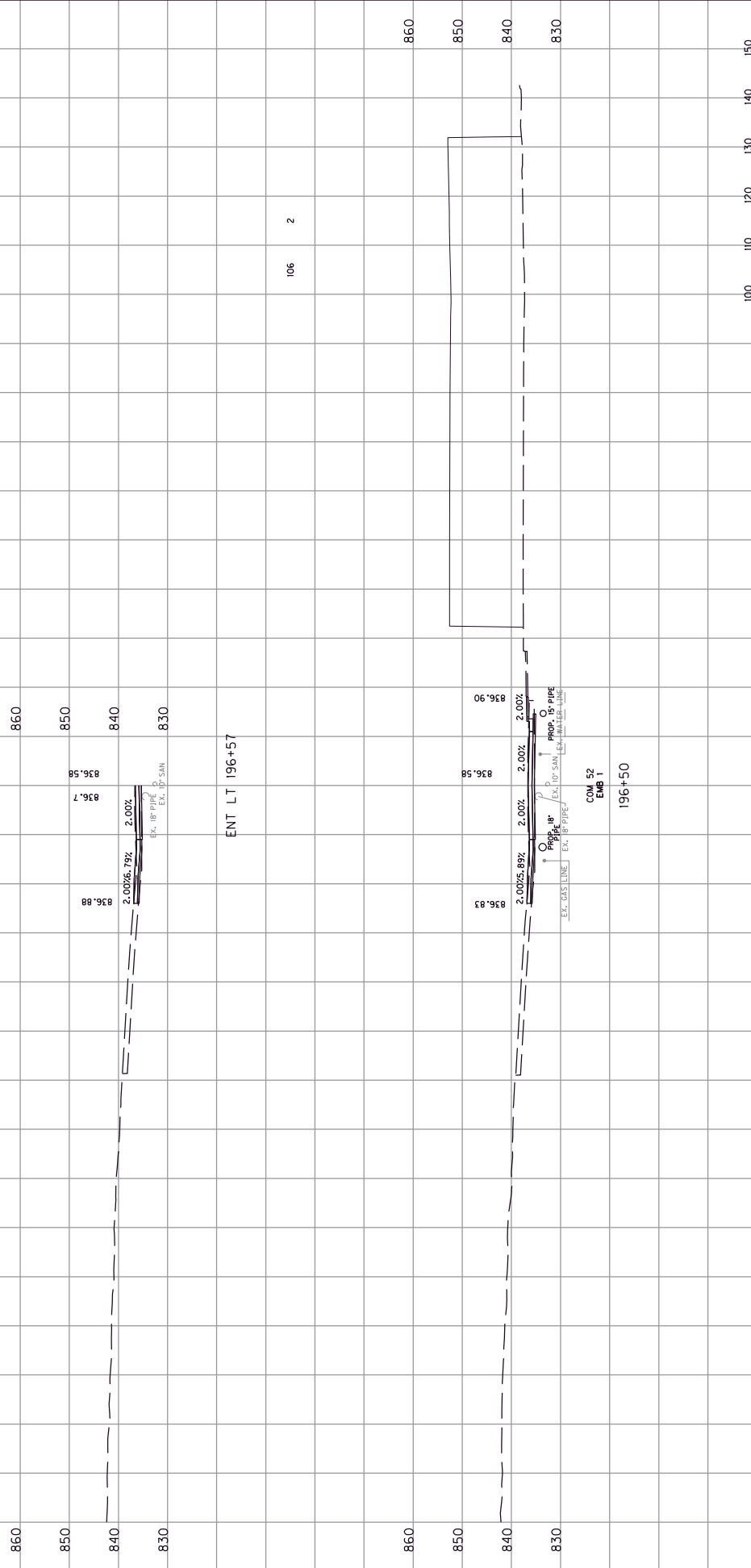
EMB



COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X153

WARNING
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COM
 EMB



ENT LT 196+57

COM 52
 Emb 1
 196+50

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 HIGHWAY
 STA. 196+50 TO STA. 196+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X154

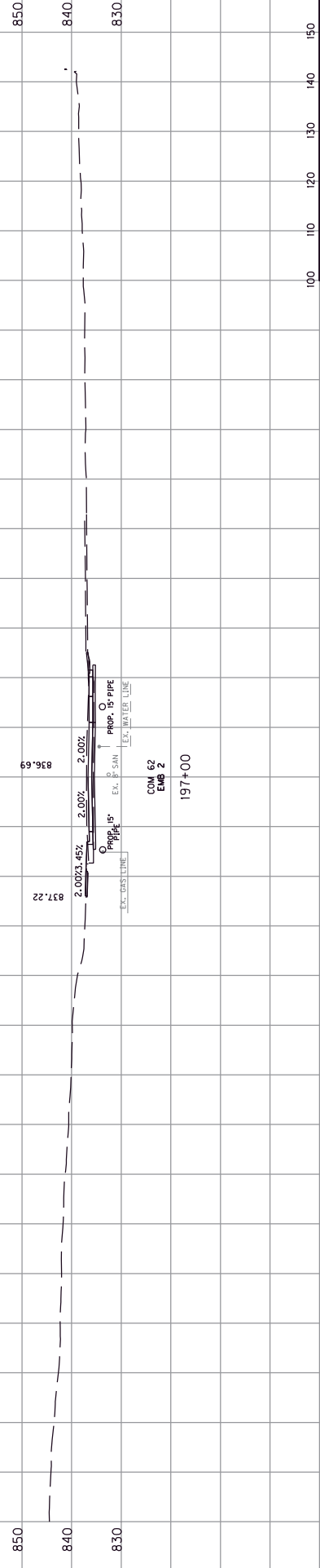
WARNING
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COM

EMB

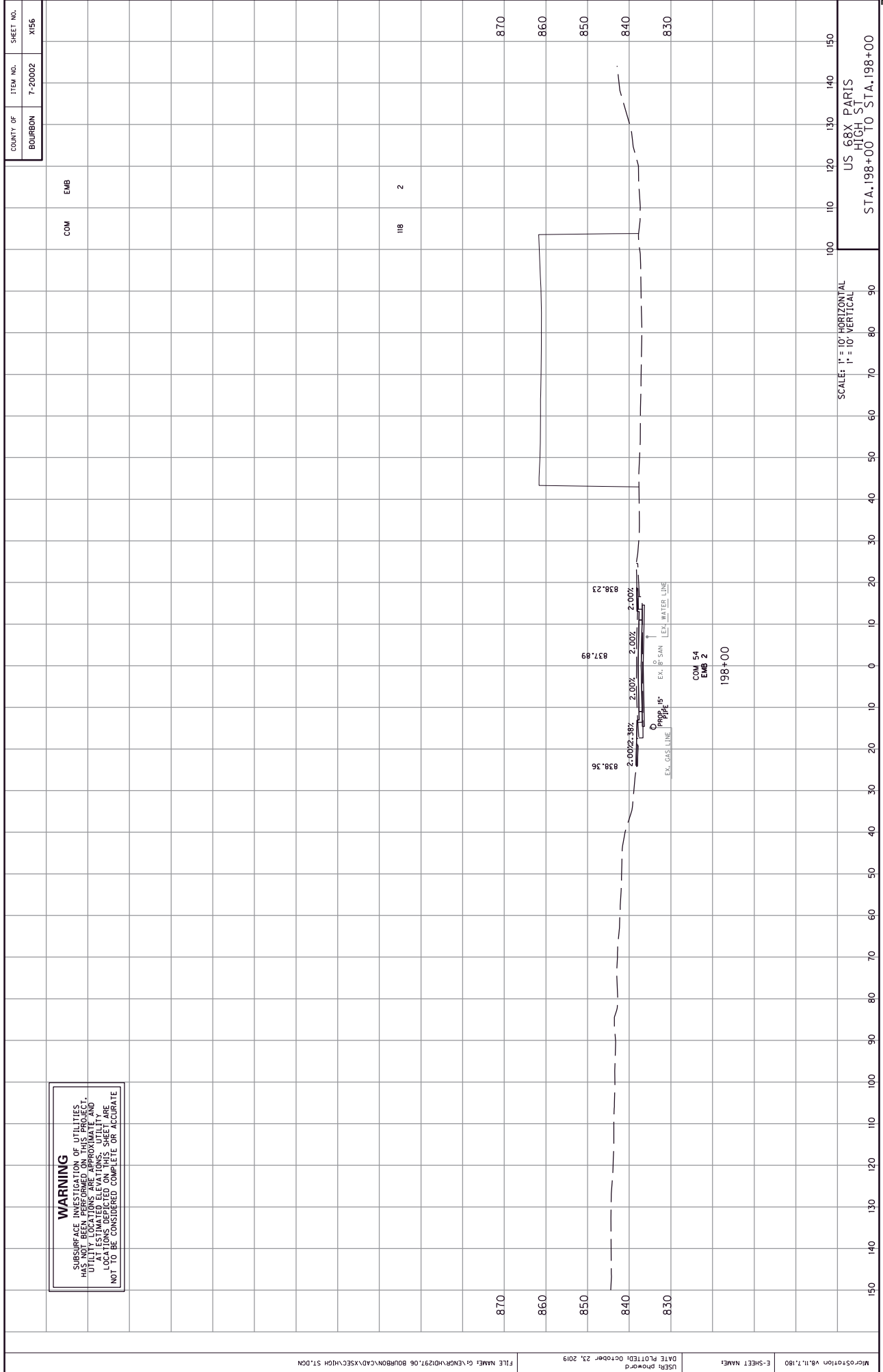
108

3



SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS
HIGHWAY
STA. 197+00 TO STA. 197+00



WARNING
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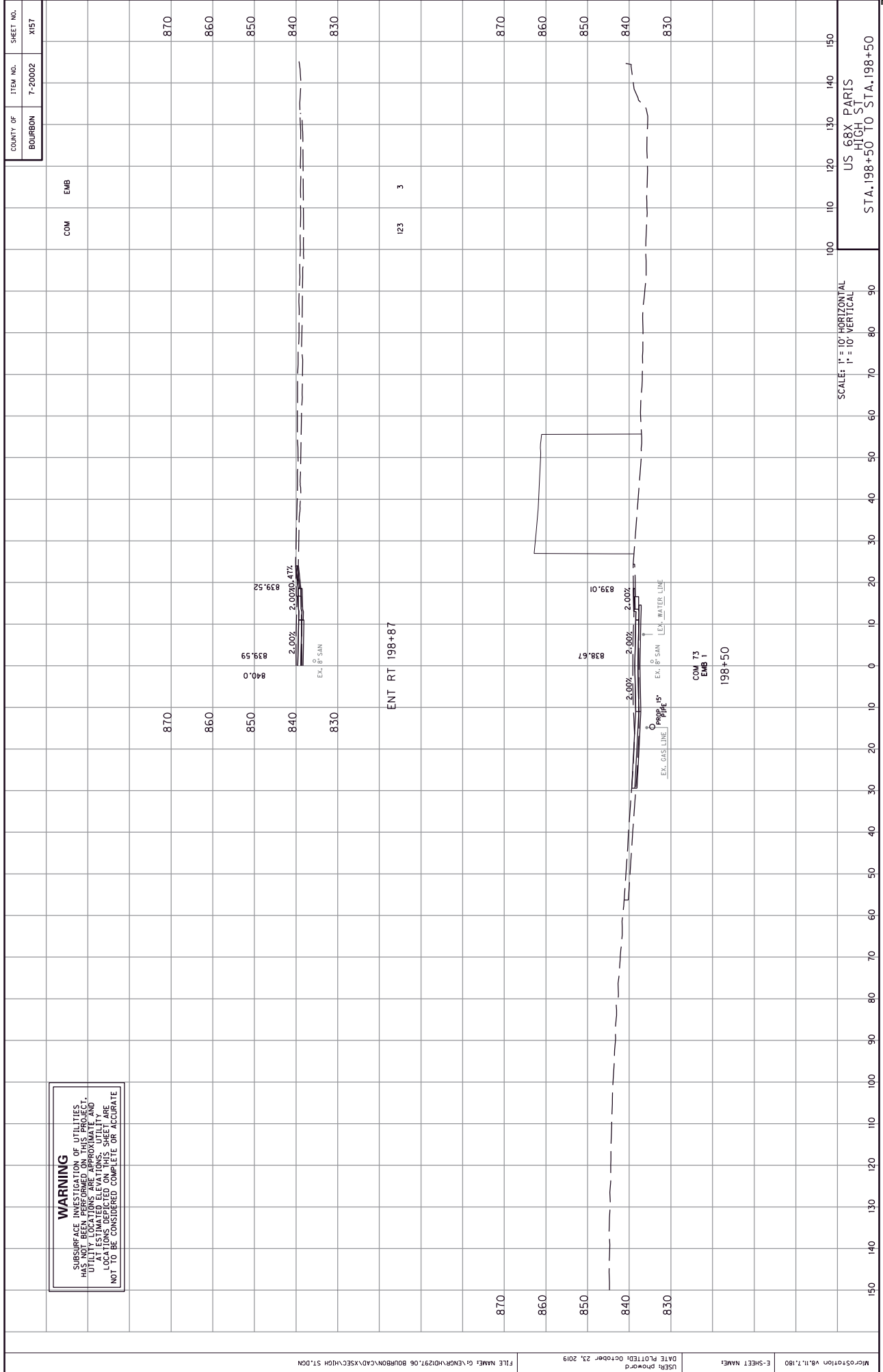
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X156

COM

EMB

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 198+00 TO STA. 198+00



WARNING
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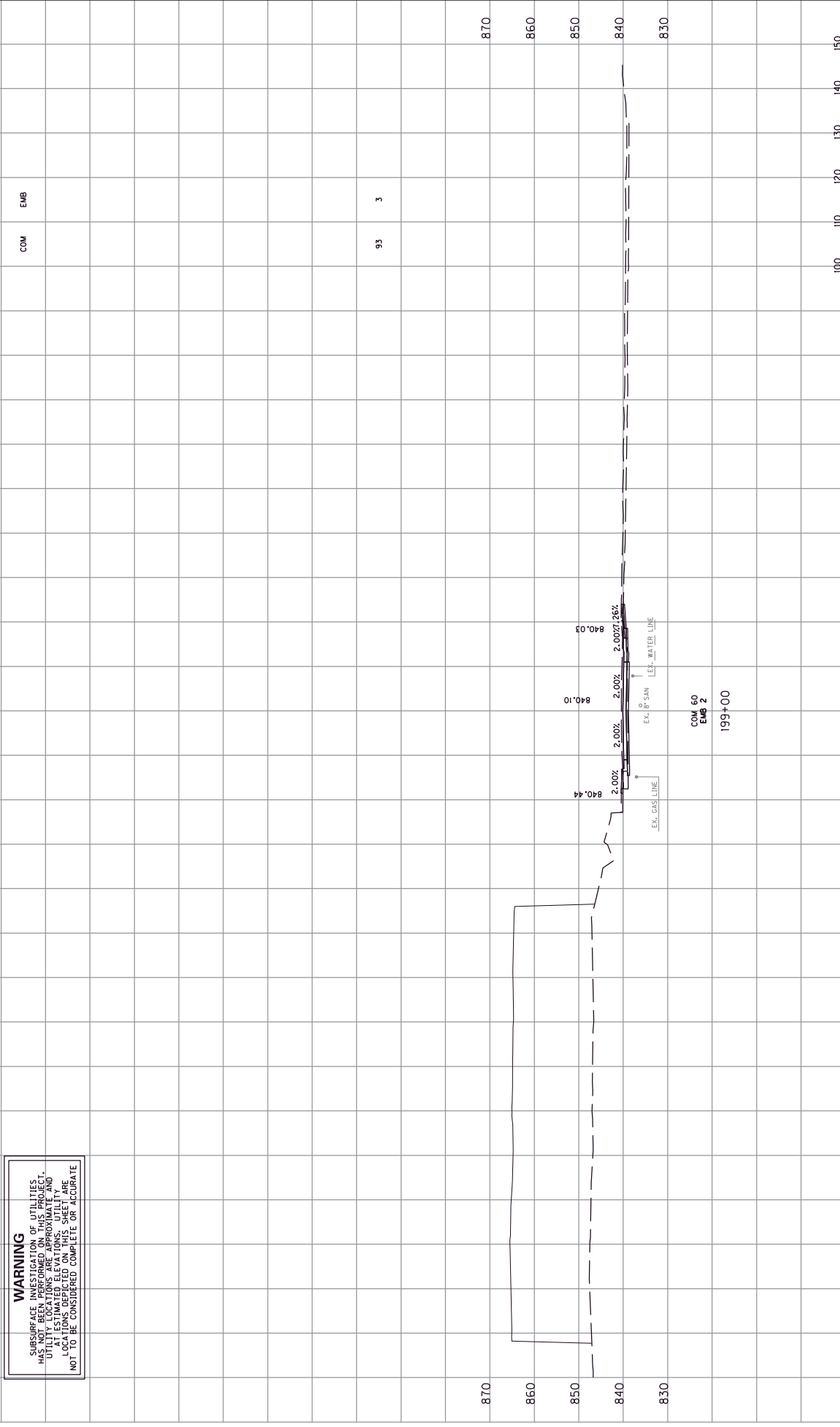
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X157

COM	EMB	100	110	120	130	140	150

SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS HIGHWAY
 STA. 198+50 TO STA. 198+50

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X158

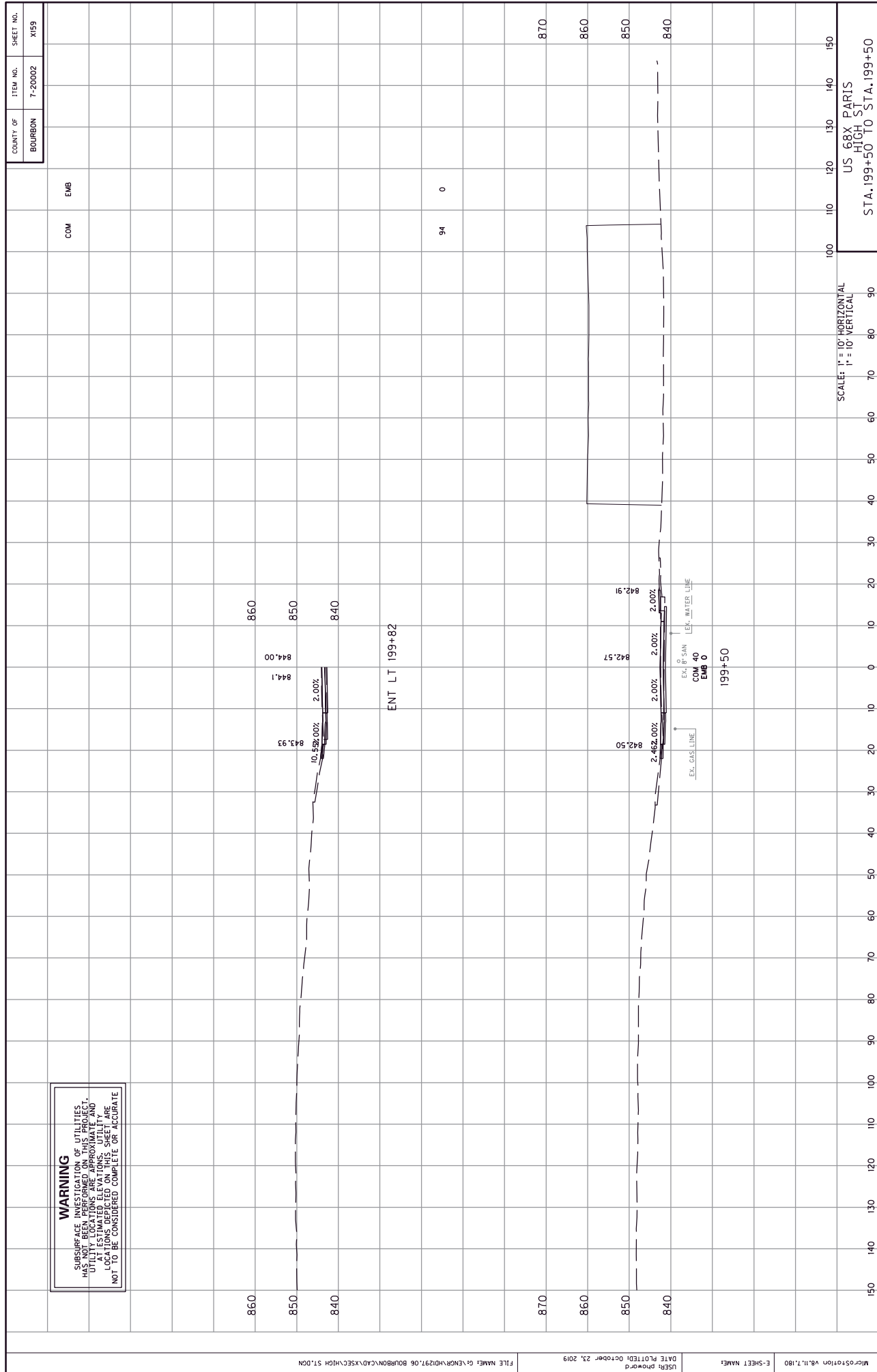


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COM	EMB	93	3
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SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGHWAY
STA. 199+00 TO STA. 199+00



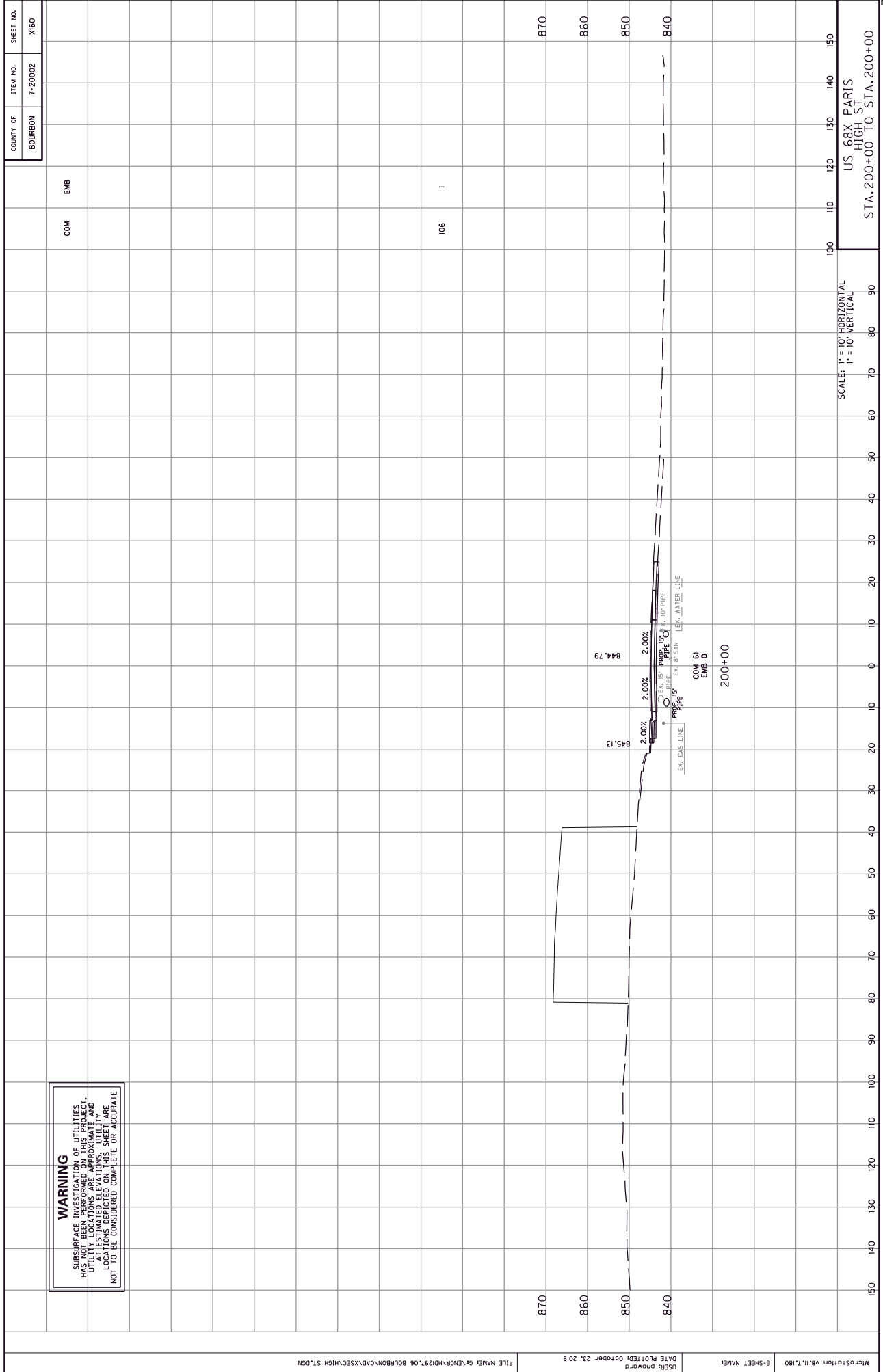
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X160

WARNING
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COM

EMB

106



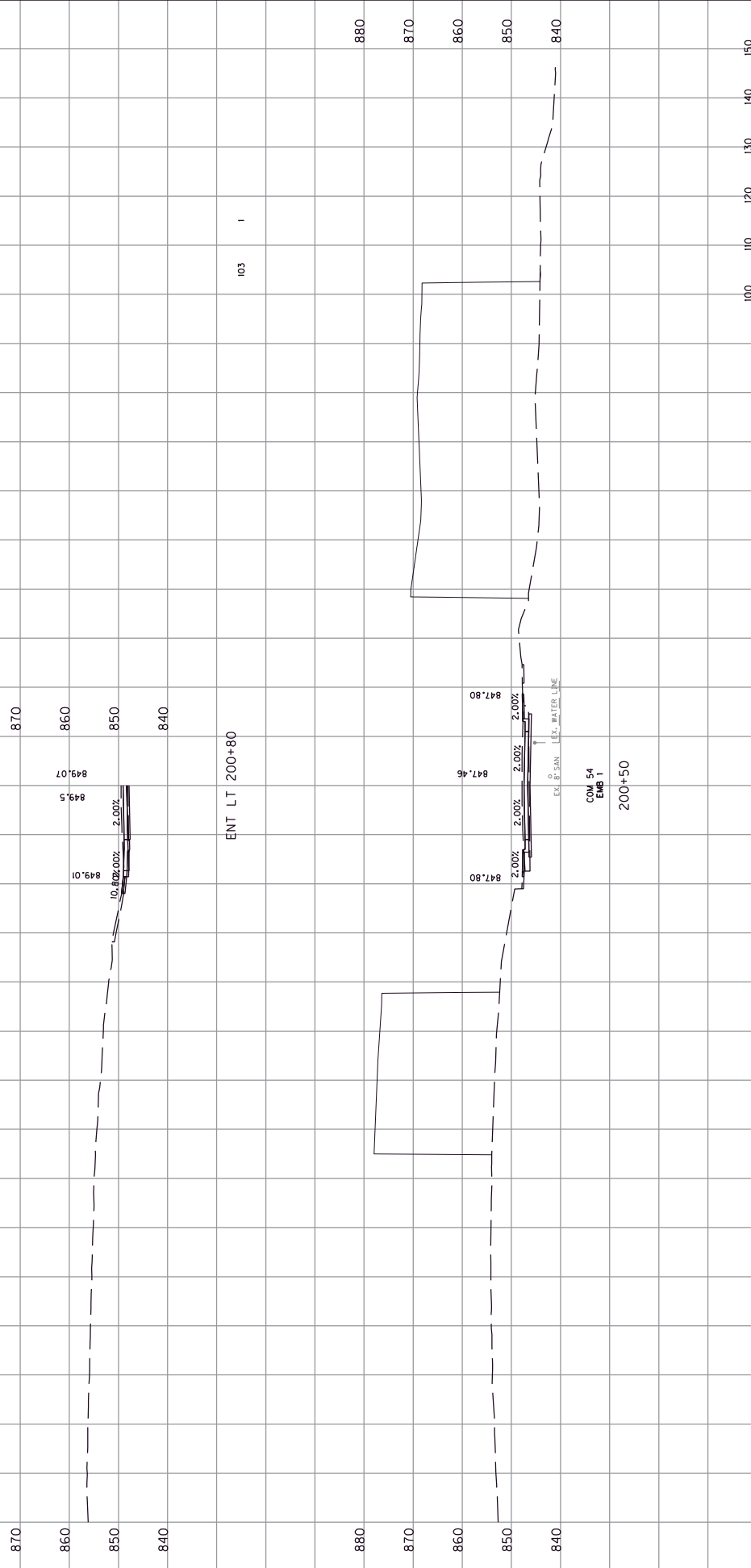
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X161

WARNING
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COM

EMB

103 1



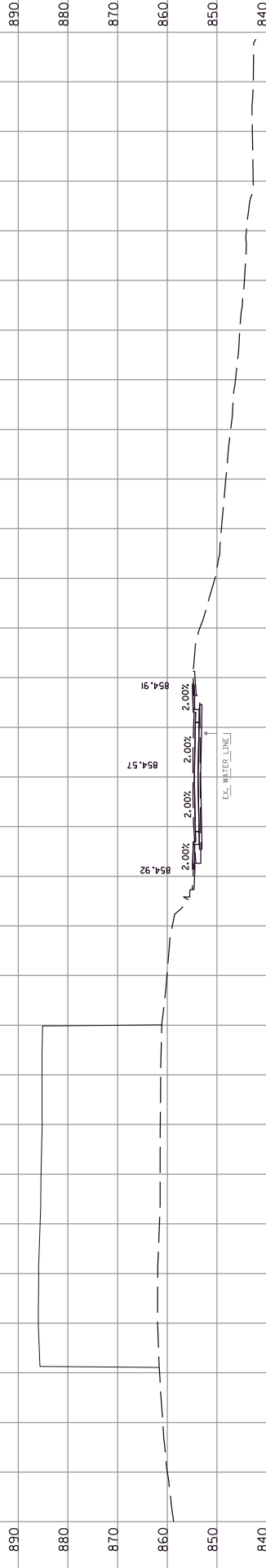
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X164

WARNING
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 HAS NOT BEEN PERFORMED ON THIS PROJECT.
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 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
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COM

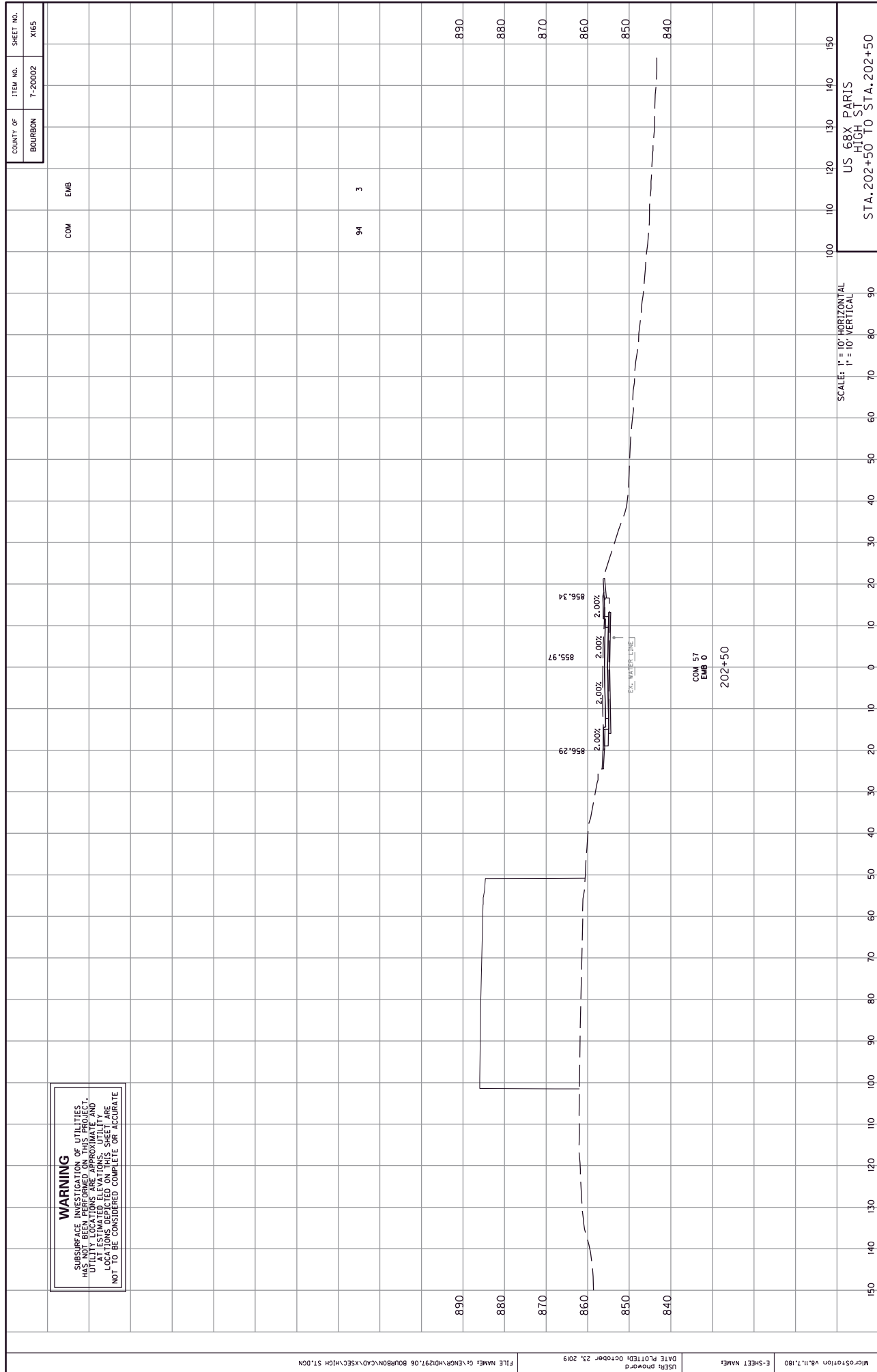
EMB

99 4



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 HIGHWAY
 STA. 202+00 TO STA. 202+00



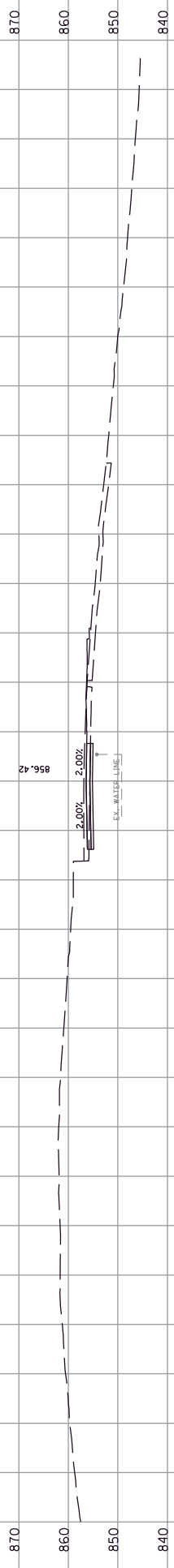
COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X166

WARNING
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 AT ESTIMATED ELEVATIONS. UTILITY
 LOCATIONS DEPICTED ON THIS SHEET ARE
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COM

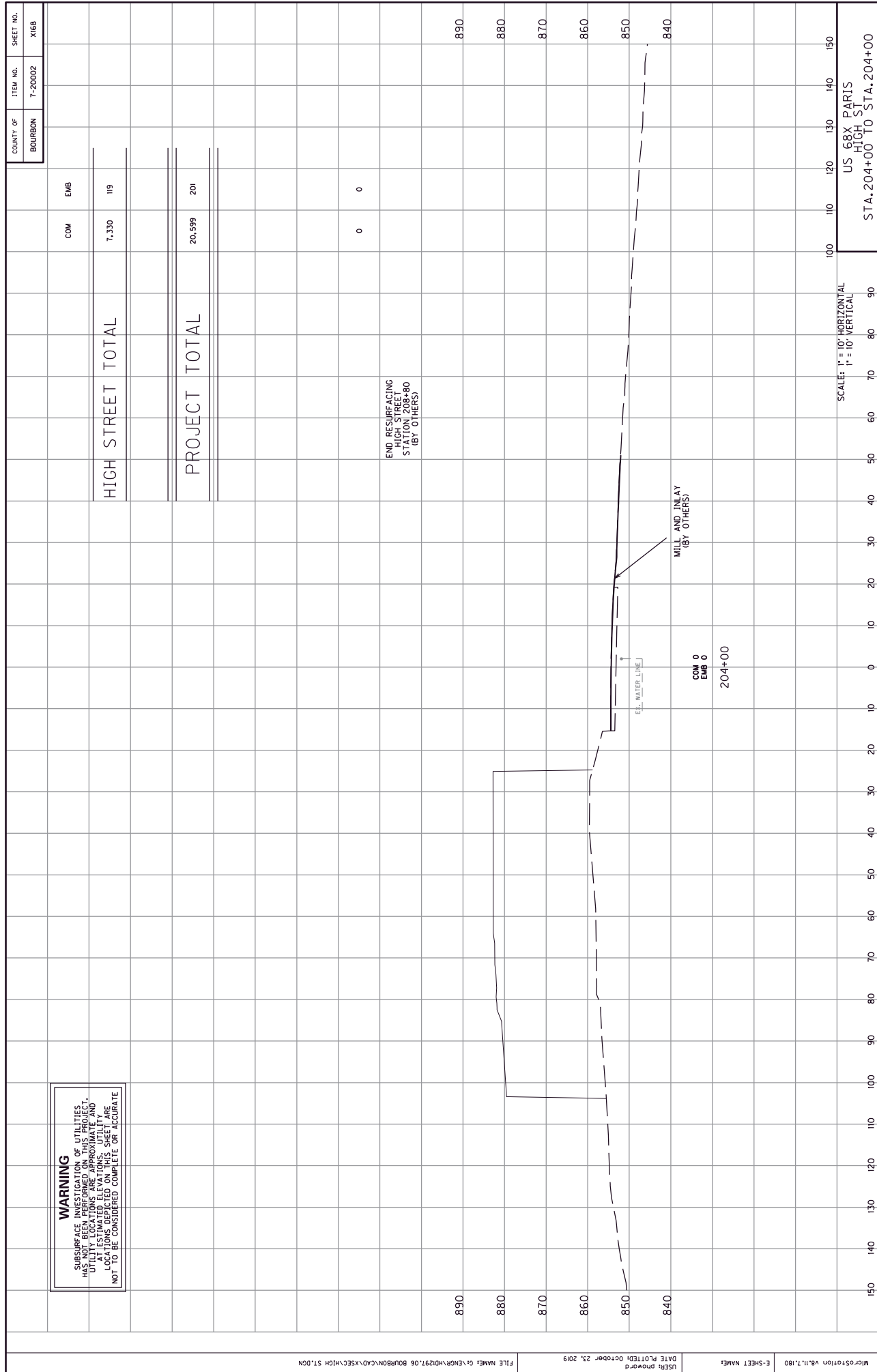
EMB

84 4



SCALE: 1" = 10' HORIZONTAL
 1" = 10' VERTICAL

US 68X PARIS
 HIGHWAY
 STA. 203+00 TO STA. 203+00



WARNING
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END RESURFACING HIGH STREET STATION 208+80 (BY OTHERS)

MILL AND INLAY (BY OTHERS)

COM 0
EMB 0
204+00

SCALE: 1" = 10' HORIZONTAL
1" = 10' VERTICAL

US 68X PARIS HIGH ST. STA. 204+00 TO STA. 204+00

COUNTY OF	ITEM NO.	SHEET NO.
BOURBON	7-20002	X168

COM	EMB
7,330	119
HIGH STREET TOTAL	
20,599	201
PROJECT TOTAL	

0 0

890
880
870
860
850
840

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

**TRAFFIC CONTROL PLAN
BOURBON COUNTY
US 68X
Item No. 7-20002**

<p>THE CONTROL OF ACCESS ON THIS PROJECT IS BY PERMIT</p>
--

TRAFFIC CONTROL GENERAL

Except as provided herein, "Maintain and Control Traffic" shall be in accordance with the Department's Standard Specifications and Standard Drawings, current editions and the Manual on Uniform Traffic Control Devices, current edition. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic". All lane closures used on the Project will be in compliance with the appropriate Standard Drawings.

Contrary to Section 106.01, traffic control devices used on this project may be new or used in like new condition at the beginning of the work and maintained in like new condition until completion of the work. Traffic control devices will conform to current MUTCD.

Night work will be allowed on this project. Obtain approval from the Engineer for the method of lighting prior to its use. No additional payment will be made for night work operations.

TRAFFIC PHASING OVERVIEW

Access to all private and business entrances on the project shall be maintained and open to access at all times unless otherwise directed by the Engineer and approved by the property owner.

Use a lane closure per the Standard Drawings at all times when work is performed in the lane or on shoulder or side slopes adjacent to travel lanes. Perform any maintenance of the shoulder, parking lanes used as temporary driving lanes, or any other driving surface used in the current traffic scheme that may become in poor condition. Remove failed materials and patch with Leveling and Wedging as directed by the Engineer. Any required removal of failed material for patching for maintenance of traffic will be considered incidental to "Maintain and Control Traffic". Leveling and Wedging will be paid at the contract unit price.

Full depth reconstruction of Main Street will be performed by detouring westbound traffic, reconfiguring Main Street to one-way eastbound, and half width construction. Full depth reconstruction of High Street will be performed by reduction of High Street to one lane, and half width construction.

PROJECT PHASING & CONSTRUCTION PROCEDURES

There will be no restrictions on allowable time of work for Holidays.

The contractor shall phase operations and continually pursue each phase of construction until completion in order to limit the time traffic is subjected to detours, road closures, and one lane traffic.

The contractor may perform certain items of work using daily one lane closures and flaggers, as approved by the Engineer, at any allowable time during the duration of the project provided traffic can be restored to its original configuration at the conclusion of each day's production. Seasonal limitations of long-term lane reductions, bike lane reduction, and parking lane impacts will be limited to allowable times listed herein.

ALLOWABLE TIMES/DAYS OF REDUCTION OF LANES AND ROAD CLOSURES

Reduction of Main Street to one lane traffic will be prohibited during the months that school is in session the following times:

Monday – Friday	7:00 am to 8:30 am
Monday – Friday	2:30 pm to 4:00 pm

Two lanes of traffic may be maintained by locally shifting one direction of two lane traffic into the center turn lane, allowing work to be performed near the existing edge of pavement such as curb box installation or other items that are of adequate distance from the center turn lane. The contractor will be required to propose a scheme, for approval by the Engineer, prior to any lane shift not detailed in this document or in the plans.

The reduction of Main Street to one way eastbound as detailed in Phase I and Phase II (and detour of westbound traffic), will only be allowed between June 1st and July 31st. Additional days may be added to these phases, if requested by the contractor and approved by the Engineer, provided that public schools are not in session during those added dates.

Long term lane closures for High Street as detailed in Phase III and Phase IV, will only be allowed between April 1st and November 15th.

The contractor may choose his starting date for the long term temporary closure of westbound lanes of Main Street and long term reduction of High Street to one lane, however, all activities required in the phasing description must be completed through the final base course, traffic restored to its original configuration on Main Street, and traffic placed in its proposed configuration on High Street within the dates allowed. Liquidated damages will apply for failure to complete the required activities within the times allowed.

APPROACH STREET CLOSURES

Full depth reconstruction of street approaches will be required to the limits shown on the plans. Full depth reconstruction of the following approaches must be performed half width, using flaggers maintaining approach access at all times.

Main Street and West 20th Street
Main Street and West 19th Street
Main Street and Baldwin Street
Main Street and East 20th Street
Main Street and 17th Street
High Street and West 8th Street

Construct these approaches half width using flaggers. Remove existing pavement half width and place CSB and asphalt pavement through the top layer of asphalt base in one continuous operation until complete and traffic can be restored to its original configuration. Complete pavement replacement of each approach in two continuous shifts. Complete storm drain installation, curb and gutter and sidewalk construction using flaggers and one lane traffic, restoring traffic to its original configuration at the end of each shift.

All other approaches on the project may be closed temporarily for a duration not to exceed 5 days each in order to remove and replace the existing curb, sidewalk, and existing pavement through the top asphalt base course.

Use PCMS to notify the public for one week prior to all planned approach closures and advise to seek an alternate route.

CONSTRUCTION PHASING

PHASE I – Full Depth Reconstruction Right Side of Main Street

Phase IA Storm Sewer, Drainage Structures and Curb. Construct storm sewer pipe on the right side of Main Street and construct storm sewer crossings to approximately 3' across centerline. Temporarily cap the ends of crossing pipes and backfill until Phase II operations. Begin storm sewer construction at the connection to the outfall pipes in order to maintain drainage at all times. Temporarily connect existing cross drains severed by construction to the new system with 12" corrugated plastic pipe in order to maintain drainage from existing structures on the left side of Main Street. Remove or safeload any temporary pipes when no longer needed. Any temporary pipe or temporary drainage measures required will be considered incidental to "Maintain and Control Traffic". During periods of allowable lane closures, construct tie-in to the manhole at 15th Street and mainline crossing of the storm sewer near 15th Street prior to installation of the storm sewer system between 15th Street and 16th Street.

Phase IA activities may be performed prior to reduction of Main Street to one way traffic using lane closures and flaggers during allowable times, or may be performed while traffic is reduced to one way on Main Street by detour provided all activities are completed and traffic is restored to its original configuration within the times allowed.

Phase I Reconstruction of Right Side Main Street. Erect detour signs and project signs to utilize the detour and close the westbound lane and two-way left turn lane of Main Street from Hillcrest Drive to 13th Street. Remove existing striping and reconfigure striping to shift eastbound traffic on Main Street adjacent to the existing left curb. Utilize a 20.5:1 taper rate on the west end traffic shift and use a 10.5:1 taper rate on the east end traffic shift to restore traffic to the original configurations west of Hillcrest Drive and east of 13th Street.

Construct storm drainage, curb and gutter, and sidewalk, and reconstruct pavement up to the top base course on the right side of centerline.

Construct storm drainage, curb and gutter, and sidewalk, and reconstruct pavement on the approaches at East 20th Street and 17th Street half width using flaggers.

Construct storm drainage, curb and gutter, and sidewalk, and reconstruct pavement on remaining approaches on the right side of Main Street by road closures not exceeding 5 days duration at any one location.

Phase II – Full Depth Reconstruction Left Side of Main Street

Phase IIA Storm Sewer, Drainage Structures and Curb. Construct storm sewer pipe on the left side of Main Street and construct storm sewer crossings connecting to Phase I constructed crossings. Begin storm sewer construction at the connection to the Phase I constructed pipe in order to maintain drainage at all times.

Phase IIA activities may be performed prior to reduction of Main Street to one way traffic using lane closures and flaggers during allowable times, or may be performed while traffic is reduced to one way on Main Street by detour provided all activities are completed and traffic is restored to its original configuration within the times allowed.

Phase II Reconstruction of Left Side Main Street. Utilize the detour employed in Phase I and maintain one-way traffic eastbound on Main Street. Reconfigure striping and shift traffic to the right side adjacent to the right-side gutter pan. Utilize a 10.5:1 taper rate for the east end traffic shift to restore traffic to the original configuration east of 13th Street.

Construct storm drainage, curb and gutter, and sidewalk and reconstruct pavement up to the top base course on the left side of centerline.

Construct storm drainage, curb and gutter, and sidewalk and reconstruct pavement on the approaches at West 20th Street, West 19th Street, and Baldwin Street half width using flaggers.

Construct storm drainage, curb and gutter, and sidewalk and reconstruct pavement on remaining approaches on the left side of Main Street by road closures not exceeding 5 days duration at any one location.

Configure striping on newly placed asphalt base and restore traffic to its original configuration.

Attention: References to left and right on High Street are based on the direction of centerline and MOT typical sections, not the direction of travel.

Phase III – Full Depth Reconstruction Left Side of High Street

Close the left lane and bike lane on High Street from Main Street to Ardery Street and maintain traffic to the right side adjacent to the existing right curb.

Construct storm sewer pipe on the left side of High Street. Begin storm sewer construction at the connection to the outlet pipe on 7th street in order to maintain drainage at all times. Provide a temporary connection with 12" corrugated plastic pipe for all cross drains severed in Phase III construction. Begin construction of the system that outlets to 5th Street with a temporary connection to the 5th Street system near the storm manhole at station 199+90 with 12" corrugated plastic pipe. Construct proposed storm drain crossings to approximately 3 feet across centerline and temporarily cap until Phase IV construction. Remove or safeload any temporary pipes when no longer needed. Any temporary pipe or temporary drainage measures required will be considered incidental to "Maintain and Control Traffic".

Construct storm drainage, curb and gutter, and sidewalk and reconstruct pavement up to the top base course on the left side to 12" right of centerline as detailed on the Phase III Typical Section

Construct storm drainage, curb and gutter, and sidewalk and reconstruct pavement on the approach at West 8th Street half width using flaggers.

Construct storm drainage, curb and gutter, and sidewalk and reconstruct pavement of all approaches on the left side of High Street except 8th Street by road closure. Only one approach may be closed at a time for a maximum of 5 days.

PHASE IV – Full Depth Reconstruction Right Side of High Street

Reconfigure striping onto new asphalt base and shift traffic from Main Street to Ardery Street to the left side adjacent to the left-side gutter pan.

Construct storm sewer pipe on the right side of High Street. Begin storm sewer construction at the connection to the outlet pipe on 5th Street in order to maintain drainage at all times. Begin construction at the connection to the system that outlets to 7th Street constructed in Phase III in order to maintain drainage for that system at all times.

Construct storm drainage, curb and gutter, and sidewalk and reconstruct pavement up to the top base course on the right side to 12” right of centerline as detailed on the Phase IV Typical Section.

Construct storm drainage, curb and gutter, and sidewalk and reconstruct pavement of all approaches on the right side of High Street by road closure. Only one approach may be closed at a time for a maximum of 5 days.

Phase V – Traffic Loop Installation and Cleanup

Final Surfacing on this contract will be performed by separate contract. Coordinate completion of remaining items of work including ditching and shouldering, traffic signal item installation, final cleanup, etc. with the final surfacing contract. Using short term lane closures, complete all remaining work on this contract coordinating efforts with the final surfacing contractor.

LANE CLOSURES

Use a lane closure at all times work is performed in the lane or on the shoulder or side slopes adjacent to travel lanes. Contrary to Section 112.04.17, Lane Closures, whether long term or short term, will not be measured for payment and will be incidental to the bid item “Maintain and Control Traffic”. Lane closures will be permitted during holiday periods. Use traffic drums only for all lane closures and all diversions and traffic shifts. Maintain Type III Barricades at a minimum spacing of 1500 feet in the closed lane and in advance of any areas in which pavement has been removed.

LANE WIDTH

Maintain minimum 9’ lane widths on High Street and minimum 11’ lane width on Main Street except as otherwise approved by the engineer.

PAVEMENT MAINTENANCE

Traffic will be maintained at times on pavement currently being used as parking. In the event any existing pavement used for maintenance of traffic deteriorates or sustains damage, remove failed materials and patch with Leveling and Wedging as directed by the Engineer. Any required removal of failed material for patching for maintenance of traffic will be considered incidental to "Maintain and Control Traffic". Leveling and Wedging will be paid at the contract unit price.

ON STREET PARKING AND ENTRANCE ACCESS

Many businesses and residences rely on on-street parking as either their only means of parking or as necessary to supplement their parking needs. The contractor will be required to schedule removal of existing pavement and adequate replacement of parking spots to ensure the minimum required spots are provided to residents and business owners. Traffic bound base may be installed as an interim parking medium if it is impractical to re-establish the necessary minimum parking by asphalt paving. The contractor will work with owners to schedule parking outages or reduction in parking to ensure the minimum amount of spaces needed are available at all times.

Unless other arrangements are made with the owner, construct all entrances half width, maintaining access to all property at all times. Access to any parcel may only be severed if it is agreeable with the property owner, and the duration is limited to the minimum required to remove and substantially replace a traversable pavement medium.

SIGNS

Traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs may be needed for lane closures.

Quantities for Road Work ½ Mile (48" x 48"), Road Work 1500 Feet (48" x 48"), Road Work 1000 Feet (48" x 48"), Road Work 500 Feet, Side Road Placards, End Road Work (48" x 24") signs, etc. have been included in the proposal. These signs shall be constructed on each end of the proposed project as directed by the Engineer. Additional quantities have been added for any additional signs required by the Engineer. One lane road and flagger signs will be required in accordance with the Standard Drawings and will be required to be moved periodically as the work progresses. Remove lane closure and flagger signage when workers are not present.

Contrary to section 112, individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed and relocated during the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

Contrary to the section 112, only post mounted signs will be measured for payment and only signs intended to be continuously in place for more than 3 consecutive days will be measured for payment.

FLASHING ARROWS

Flashing arrows will be paid for once, regardless of how many times they are moved or relocated. The Department will NOT take possession of the flashing arrows upon completion of the work.

PORTABLE CHANGEABLE MESSAGE SIGNS

Provide portable changeable message signs (PCMS) in advance of and within the project at locations to be determined by the Engineer. If work is in progress concurrently in both directions or, if more than one lane closure is in place in the same direction of travel, provide additional PCMS. Place PCMS in advance of any traffic queue and in advance of each lane closure. Maintain all PCMS in operation at all times. Utilize PCMS to provide advance public notice of upcoming lane usage changes and road closures. In the event of damage or mechanical/electrical failure, the contractor will repair or replace the PCMS immediately. PCMS will be paid for once, no matter how many times they are moved or relocated. The Department will NOT take possession of the signs upon completion of the work. Use PCMS to advise traffic of lane closures, road closure, milled surface, and to provide advance notification of upcoming road closures or other messages as provided by the Engineer.

PAVEMENT MARKINGS

Maintain temporary and/or existing pavement markings at all times in accordance with Section 112 of the Standard Specifications.

PAVEMENT EDGE DROP-OFFS

Pavement edge drop-offs will be protected by a lane or shoulder closure. Lane closures will be protected with plastic drums, vertical panels, or barricades as shown on the Standard Drawings. Pavement edges that traffic is not expected to cross, except accidentally, shall be treated as follows:

Less than 2" – Protect with a lane closure.

2" to 4" – Protect with a lane closure. Place plastic drums, vertical panels, or barricades every 50 feet. Cones may not be used in place of plastic drums, panels, and barricades at any time.

Greater than 4" - If ongoing work results in a greater than 4" drop-off within 5 feet of the traveled way, work should either proceed continuously until the pavement is restored eliminating the drop-off, or a construct a temporary wedge of minimum 3:1 slope to eliminate the drop-off. Eliminate all pavement edge drop-offs greater than 4" and closer than 5' to the traveled way by either completion of the paving operations or by placement of a temporary pavement wedge prior to the end of each day's production.

TRAFFIC COORDINATOR

Designate an employee to be traffic coordinator. The designated Traffic Coordinator must meet the requirements of section 112.03.12 of the Standard Specifications. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will furnish the name and telephone number where the Traffic Coordinator can be contacted at all times and must be available or “on call” at all times when the contractor is not working.

During any period when a lane closure is in place, the Traffic Coordinator will arrange for personnel to be present on the project at all times to inspect the traffic control, maintain the signing and devices, and relocate portable changeable message boards as queue lengths change. The personnel will have access on the project to a radio or telephone to be used in case of emergencies or accidents. The Project Traffic Coordinator will be responsible for ensuring One Lane Road and Flagger signs are maintained at appropriate locations and distance from the work zone and removed when not needed.

COORDINATION OF WORK

The Contractor is advised that other projects may be in progress within or in the near vicinity of this project. The traffic control of those projects may affect this project and the traffic control of this project may affect those projects. The Contractor will coordinate the work on this project with the work of the other contractors. In case of conflict, the Engineer will determine the relative priority to give to work phasing on the various projects.

CONTRACTOR’S AND CONTRACTOR’S EMPLOYEES’ VEHICLES

Do not allow contractors equipment or employees to park on private property or block access to any private or business entrances at any time. Damage to private property including but not limited to mailboxes, entrance pavement, entrance pipe, sod, or other items must be repaired immediately by the contractor, and at the contractor’s expense.

EXISTING SIGNS

Remove or cover any existing signs that are in conflict with the current traffic scheme. Protect all existing signs from damage. Any signs that require removal shall be stored by the contractor in a dry environment and stored in a manner to protect the both the retroreflective sheeting and the substrate from damage. Removal, storage and reinstallation of existing signs will be considered incidental to “Maintain and Control Traffic”. Contact District 7 Traffic for guidance for reinstallation locations for signs that require removal and reinstallation.

TRAFFIC SIGNALS

Cover any traffic signal head that is not in use by approved methods. A quantity of “Temporary Relocation of Signal Head” has been established to shift existing signal heads to temporary locations as required for traffic lane shifts.

The item “Temporary Relocation of Signal Head” will include all work necessary to move the existing signal head to its temporary location, including any additional wiring, hardware, etc. as well as moving the signal head back to its permanent location. All other work required to reconfigure signal timing, covering of existing heads, etc. required to adjust the signal system will be considered incidental to “Maintain and Control Traffic”. Consult with District 7 Traffic prior to initiating any work on any signal system.

PEDESTRIAN FACILITIES

Close off pedestrian facilities by use of construction fencing material as approved by the Engineer during sidewalk reconstruction activities. Refill all trenches and excavations daily to eliminate a pedestrian hazard. Protect any drop-off situations or open excavations with construction fencing if the excavation cannot be backfilled. Only remove sidewalk on one side of the street at a time maintaining a functioning sidewalk on one side at all times where existing sidewalk is present on both sides of the street. All work necessary to close sidewalk access and deter pedestrians from other construction debris, excavations, etc., including but not limited to temporary fencing will be considered incidental to “Maintain and Control Traffic”.

MAINTENANCE OF TRAFFIC PLAN SHEETS

Maintenance of Traffic plan sheets have been developed for this project and are included in the plan set. See plan sheets for detour diagram, MOT typical sections and for phasing plan.

NOTIFICATION OF TRAFFIC PATTERN CHANGES

Notify the Engineer a minimum of 7 days prior to any changes in traffic patterns including detour installation, lane reductions, lane shifts, and street closures.

**US 68X
MAIN ST. & HIGH ST.
BOURBON COUNTY
Item No. 7-20002**

MAIN ST. STA. 11+00 TO STA. 76+35

HIGH ST. STA. 170+61.67 to STA. 203+90

**THE CONTROL OF ACCESS ON THIS
PROJECT IS BY PERMIT**

I. DESCRIPTION

Perform all work in accordance with the Department's 2019 Standard Specifications, Supplemental Specifications, Applicable Special Provisions, and Applicable Standard and Sepia Drawings, and Special Notes except as hereafter specified. Article references are to the Standard Specifications. Furnish all materials, labor, equipment, and incidentals for the following work:

(1) Maintain and Control Traffic; (2) Drainage structure work; (3) Asphalt Pavement Milling and Texturing; (4) Asphalt Pavement; (5) Curb and Gutter Replacement (6) Sidewalk Replacement (7) Full Depth Pavement Replacement (8) Pavement markings; and (9) All other work specified as part of this contract.

Except as otherwise specified in the project plans and proposal, furnish and install materials and perform all items of work in accordance with the Department's Standard Specifications, and Standard Drawings. Except as otherwise specified in the project plans and proposal payment for all items of work will be in accordance with Department's Standard Specifications, and Standard Drawings.

II. MATERIALS

Except as specified in these notes or on the drawings, all materials will be according to the Standard Specifications and applicable Special Provisions and Special Notes. The Department will sample and test all materials according to Department's Sampling Manual and the Contractor will have the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing, unless otherwise specified in these notes.

- A. **Maintain and Control Traffic.** See Traffic Control Plan.
- B. **Temporary Pavement Markings** – Use temporary paint for temporary pavement markings on pavements that are intended to be overlaid.
- C. **Adjust Manhole.** Provide any necessary materials required to adjust the top phase of the manhole to the proposed surface grade in accordance with the Specifications and List of Approved Materials. Obtain approval from the engineer for materials not contained on the List of Approved Materials. These materials may include new castings, adjustment rings, Class A Concrete, Steel Reinforcement, mortar, brick or other materials required.

III. CONSTRUCTION METHODS

- A. **Maintain and Control Traffic.** See Traffic Control Plan and Standard Specifications.
- B. **Site Preparation.** Be responsible for all site preparation. Do not disturb existing signs. This item will include, but is not limited to, removal of brush and vegetation, incidental excavation and backfilling; removal of all obstructions or any other items, disposal of materials, sweeping and removal of debris, shoulder preparation and restoration, temporary and permanent erosion and pollution control, and all incidentals. Site preparation will be only as approved or directed by the Engineer.
- C. **Disposal of Waste.** Dispose of all excess earthwork materials, cuttings, debris, and other waste off the right-of-way at approved sites obtained by the Contractor. The contractor will be responsible for obtaining any necessary permits for this work. No separate payment will be made for obtaining the necessary permits, but will be incidental to the other items of the work. Disposal of existing cuttings and brush shall adhere to Section 202 of the current Standard Drawings. Soil, free of large boulders or trash and debris, resulting from various items of excavation, may be used to dress slopes.
- D. **Ditching and Shouldering.** See Standard Specifications. Perform ditching and shouldering operations only on portions of the project outside the full depth pavement replacement locations.
- E. **Final Dressing, Clean Up, and Seeding and Protection.** After all work is completed, completely remove all debris from the job site. Perform Class A Final Dressing on all disturbed areas. Sow disturbed earthen areas with Seed Mixture No. I. Place sod in all utility strip locations. Refill with soil behind new sidewalk and place seeding and protection.
- F. **On-Site Inspection.** In accordance with section 102.06, each Contractor submitting a bid for this work will make a thorough inspection of the site prior to submitting a bid and will thoroughly familiarize himself with existing conditions so that the work can be expeditiously performed after a contract is awarded. Submission of a bid will be considered evidence of this inspection having been made. Any claims resulting from site conditions will not be honored by the Department.
- G. **Connection to Existing Storm Sewer System (with proposed highway storm sewer).** Provide a clean saw cut of all pipes to be cut and tied to with the proposed storm sewer systems. Provide temporary pipe to connect existing storm sewers to new proposed systems during phased construction with materials and sizes as directed by the engineer.

When tying to an existing manhole, remove the existing pipe if necessary. If the new pipe installation is larger than existing, provide a larger diameter hole at the desired elevation by coring into the existing manhole. Grout all connections thoroughly with non-shrink grout. Provide all new or upsized openings for pipe connections to existing manholes by coring only unless otherwise approved by the engineer.

- H. **Caution:** Information shown on the drawings and in this proposal and the types and quantities of work listed are not to be taken as an accurate or complete evaluation of the

material and conditions to be encountered during construction. The bidder must draw his own conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation if the conditions encountered are not in accordance with the information above.

- I. **Milling and Texturing.** See “Special Note for Asphalt Milling and Texturing”.
- J. **Striping Removal.** Remove existing striping when necessary to change traffic schemes by waterblasting.
- K. **Roadway Excavation.** Complete roadway excavation to the typical section depths and in accordance with the cross section. Completely excavate and remove the existing pavement from existing edge of metal to existing edge of metal and remove all existing sidewalk and entrance pavements shown as roadway excavation to the typical section or as provided for in the cross sections. Refill any trench resulting from the pavement removal operation with approved compacted embankment materials. Undercut soft saturated subgrade as directed by the engineer as part of roadway excavation. Place the Class I Geotextile Fabric and Geogrid layers at the bottom of undercut.
- L. **Sidewalk Removal.** Remove sidewalk outside the typical section as noted on the plans. Refill and regrade with soil embankment free of rubble and rocks capable of sustaining vegetation and place seeding and protection over the disturbed area.

For partial removal of existing sidewalk, for placement of proposed sidewalk adjacent existing to remain in place, saw cut the existing sidewalk or entrance pavement full depth.
- M. **Standard Curb and Gutter Modified.** Modified curb and gutter will consist of a 9” gutter pan thickness, in lieu of an 8” thickness. Construct lip curb where indicated and as necessary to reduce the sidewalk profile grade for drainage issues.
- N. **Clearing and Grubbing.** Remove any sod, shrubs, or other vegetation necessary for construction and within the disturbed limits. Also remove and dispose of any other items necessary to complete the work that are not intended to remain in place. Remove and dispose of all items within the right of way designated to be removed in the plans.
- O. **Adjust Manhole.** Adjust the top of rim elevation of all existing storm and sanitary manholes designated to remain in place. Contact the City of Paris Sewer Department and coordinate efforts with the Sewer Department and meeting the facility owner’s Specifications.

Generally, most manholes will require a lower top of rim elevation. Assess the existing situation of each manhole individually to determine the most appropriate method to adjust each structure individually. In case of raising grade, use an approved adjustment ring.

In cases of lowering of manhole grades, the contractor will be required to inspect each manhole to establish the configuration of the top phase and any prior vertical adjustments and prepare a plan for adjustment for the engineer’s approval and in case of sanitary

manholes, meet the approval of the City of Paris. Adjustments may require removal of previously placed adjustment rings. Removal of a section of riser and replacement with a shorter riser may be an option. Removal of top cones and replacement with a shorter top cone or top slab may be an option. Removal of a portion of a section of riser by sawing or grinding and replacement of the top slab or cone may be an option provided the contractor can assure the stability and integrity, and water tightness of the technique. For brick structures, a portion of the brick may be carefully removed. The contractor will be required to provide replacement bricks if more than necessary is removed or damaged during the removal process.

- P. Drainage Structures. CAUTION: The contractor is hereby advised that most utility locations depicted are of quality level D.** Thus, exact locations of the existing utilities and their proximity to the storm system and small drainage structures are unknown. The contractor will be required to seek assistance from the utility owners to generate a more accurate location of their facilities prior to installation of the new drainage system. Adjustment of the proposed storm systems may be required at various locations. Adjustment of the existing utilities may be required at various locations.

The contractor will be required to work closely with the existing utility owners and the engineer to resolve all utility conflicts as they arise throughout the project to determine the most appropriate resolution. The engineer will make the final determination whether the utility owner should relocate their facility or whether the contractor should modify the proposed design should the contractor and the utility owner disagree on the method of resolution.

The contractor must attain an accurate location of all existing utility facilities, assess all conflicts, and obtain a resolution to the conflict prior to ordering materials or beginning work on a section of storm sewer. All adjustments to the design must be approved by the engineer.

Upon approval of the engineer, the following are suggestions for changes that may be made to the storm drain system for utilities avoidance if necessary.

1. Substitute Curb Box A with Curb Box B in order to shift the location of the box chamber.
2. Modify the design of the inlet to offset the box chamber from the top phase. Provide a detail for the engineer's approval detailing the method of transition of the bottom phase to the top phase of the box. The modification should be developed with a goal of maintaining access the chamber of the box if possible.
3. Modify box chamber size.
4. Shift the location of the box. Box locations should be shifted less than 50' if feasible. Consult with the engineer to relocate the box to the most efficient location to cause the least negative affect on spread calculations.
5. Cast the modified structure in place with modifications as approved by the engineer.

6. The use of elliptical pipe in lieu of round pipe may be considered as a viable alternative for vertical adjustment in pipes. At the discretion of the engineer, pipe slopes may be adjusted and broken back installations may be necessary to avoid existing utilities. As a last resort, the contractor may request to use a smaller diameter pipe if no other method will result in a resolution. The engineer should contact the consultant to confirm that the proposed smaller pipe can perform at the design discharge.

The use of precast drainage structures will be allowed on this project, however the contractor must use them at his own risk. The contractor should verify the feasibility of placement of a standard structure (at the designed location and elevation) prior to ordering materials for each location. If a standard structure cannot be installed due to utility conflicts, then modifications to the standard precast structure may be allowed at the discretion of the engineer, or a modified structure must be cast in place. Provide a detail to the engineer for prior approval before installing the modified structure.

IV. METHOD OF MEASUREMENT

- A. **Maintain and Control Traffic.** See Traffic Control Plan. Only the bid items listed will be measured for payment. No measurement or payment for striping removal or removal or covering of existing pavement marker lenses will be made and will be considered incidental to "Maintain and Control Traffic".
- B. **Site Preparation.** Other than the bid items listed, site preparation will not be measured for payment, but will be incidental to the other items of work.
- C. **Erosion Control.** Erosion control items will be measured and paid in accordance with the Standard Specifications for Road and Bridge Construction.
- D. **Ditching and Shouldering.** See Standard Specifications. Ditching and Shouldering will only be performed and measured in areas outside the station limits of full depth construction.
- E. **Temporary Relocation of Signal Head.** Temporary relocation of signal head will be measured by the number of units requiring temporary relocation. Each signal head will be measured for payment each time the unit is moved to a temporary position. Relocation of the signal head back to the permanent location will not be measured for payment and will be considered incidental to "Temporary Relocation of Signal Head".
- F. **Connection to Existing Storm Sewer System.** No direct measurement or payment will be made for connection to the existing storm systems and will be considered incidental to the proposed storm drain items. No direct measurement for coring existing manholes for the purposes of connecting the proposed highway storm sewer system to existing manholes will be made.
- G. **Removal of Pipe.** No direct measurement or payment will be made for pipe removal regardless of whether the removal is noted on the plans and regardless of whether the pipe is within the typical section.

- H. **Roadway Excavation.** Roadway excavation will be measured in accordance with the 2019 Standard Specifications. Removal of all existing pavement, existing sidewalk and all other unclassified materials have been measured to the proposed subgrade.
- I. **Sidewalk Removal.** Removal of existing sidewalk outside the limits of the proposed typical section (see cross sections for limits) will be measured by the square yard.
- J. **Adjust Manhole.** The item “Adjust Manhole” will be measured for each existing storm sewer manhole or sanitary sewer manhole that the top of rim is adjusted to the proposed grade.

V. BASIS OF PAYMENT

No direct payment will be made other than for the bid items listed. All other items required to complete the construction will be incidental to the bid items listed. Existing signs damaged by the Contractor will be replaced by the Contractor at his expense.

- A. **Maintain and Control Traffic.** See Traffic Control Plan and Standard Specifications.
- B. **Site Preparation.** Other than the bid items listed, no direct payment will be allowed for site preparation, but will be incidental to the other items of work.
- C. **Lane Closures.** Contrary to Section 112, lane closures will not be measured for payment but will be incidental to the bid item “Maintain and Control Traffic”. Barricades, portable message boards, and signs shall be paid for one time regardless of how many times they are moved.
- D. **Ditching and Shouldering.** See Standard Specifications.
- E. **Connection to Existing Storm Sewer System.** No direct payment will be made for connection of the proposed highway storm sewer to existing storm sewer systems or exposing, cutting existing pipe, coring of manhole openings or other preparation of the existing drainage structure or pipe, and will be considered incidental to the per linear foot of storm pipe - size. An intermediate anchor of Class A concrete may be used to connect new pipe materials to existing materials to be paid for as “Concrete-Class A”.
- F. **Striping Removal.** Removal of existing striping will be considered incidental to “Maintain and Control Traffic in accordance with the specifications.
- G. **Roadway Excavation.** Quantities were measured for measurement of the existing pavement outside the limits of the proposed pavement on High Street. A quantity has been included for undercut of saturated subgrades as directed by the engineer. Plan quantity will be considered the original quantity measured on the cross sections not inclusive of the contingency quantity established for undercuts or other authorized adjustments. Final payment of roadway excavation will be based on plan quantity indicated on the cross sections plus or minus any authorized adjustments.

- H. Sidewalk Removal.** Payment will be made for only the portion of existing sidewalk to be removed outside the proposed sidewalk.
- I. Small Drainage Structures.** Small drainage structures will be paid for in accordance with the 2019 Standard Specifications. No measurement or payment for approved modifications to standard drainage structures will be made. No measurement or payment for the revised design and approval of design for modifications to standard drainage structures will be made. If Curb Box B is substituted for a Curb Box A, then measurement and payment for a Curb Box A will be made. No payment will be made for approved modifications to precast structures required as a result of conflicts. No additional payment will be made for necessary approved cast in place retrofits to precast drainage structures. No additional payment will be made for small drainage structure that must be cast in place due to the proximity of existing utilities or other conflicts. The contractor will be required to identify all conflicts and necessary modifications to the drainage system and obtain approval for these modifications prior to ordering materials at no additional cost to the Department. No payment will be made for precast structures that are delivered to the project but cannot be used because of utility conflicts or other reasons. Contrary to Section 109.03 of the Specifications, no payment will be made for salvage material that may arise as a result of modifications to the plans.
- J. Adjust Manhole.** Payment for “Adjust Manhole” will be full compensation for all labor, equipment, and materials required to adjust the top of rim elevation of any existing storm sewer or sanitary sewer manhole designated to remain in service. Other modifications required for removal of existing pipes, safeloading or plugging of existing pipes, or tying proposed storm sewer to the existing manhole will be considered incidental to other items.
- K. Standard Curb and Gutter Modified.** The item “Standard Curb and Gutter Mod” will be considered full compensation for construction of the modified curb dimensions as depicted in the typical sections. This item will be considered to be full compensation for construction of 9” thick gutter pan lip curb at locations that the curb has been designated to change to lip curb where necessary to reduce the sidewalk profile grade.
- L. Saw Cuts.** Saw cuts for removal of any existing pavement, entrance pavement or sidewalks will be considered incidental to other items of work, with no direct payment for the “Saw Cut”.
- M. Clearing and Grubbing.** Payment for the item “Clearing and Grubbing” will be full compensation for removal and disposal of all vegetation, debris, existing drainage structures and pipe, or other items designated to be removed on the plans.
- N. Milling and Texturing.** See Special Note.

**US 68X
MAIN ST. & HIGH ST.
BOURBON COUNTY
Item No. 7-20002**

MAIN ST. STA. 11+00 TO STA. 76+35

HIGH ST. STA. 170+61.67 to STA. 203+90

1. This project is intended to mill and thin inlay (**by others**) on Main Street from station 11+00 to station 27+60, and on High Street from station 203+90 to station 208+80, and intended to provide full depth pavement replacement and curb and sidewalk replacement on Main Street from station 27+60 to station 76+35 and on High Street from station 170+61.67 to station 203+90. Modification to the striping at the intersection (**by others**) of High and Main will be required from station 105+35 (Main Street) to station 107+35 (Main Street).
2. Plan Sheets – See plan sheets for additional details and items of work. Half Size (11”x17”) plan sheets are available for the contractor’s use as a supplement to this bid package. The Half Size supplemental sheets are identical sheets (at a larger scale) to the sheets contained herein, which are considered part of the contract.
3. The dimensions shown on the typical section for pavement and shoulder widths and thickness for the thin mill and inlay sections are nominal or typical dimensions. The actual dimensions to be constructed may be varied to fit existing conditions as directed or approved by the Engineer. It is not intended that existing pavement or shoulders be widened from in the thin mill and inlay sections unless otherwise specified in the Proposal.
4. The contractor is advised of the locations of overhead utility wires on the project. The following location is approximate:

Main Street

11+78	37+75	59+13
12+25-50’ Lt. Appr.	39+01	60+02
12+25-90’ Lt. Appr.	40+35	61+03
12+35-45’ Rt. Appr.	43+04	62+41
12+35-70’ Rt. Appr.	43+10-20’ Rt. Appr.	63+76
12+82	44+30	64+37-22’ Lt. Appr.
15+75	44+85	64+85
15+80-75’ Rt. Appr.	46+05	65+18
19+06	46+35-22’ Rt. Appr.	66+21
21+25	46+25-22’ Lt. Appr.	67+50
21+90	47+21-24’ Rt. Appr.	67+99
22+37	48+31	68+30
23+60	49+03	69+35
25+15	49+37-23’ Lt. Appr.	70+10
26+80	50+15	70+20-20’ Rt. Appr.
27+87-25’ Rt. Appr.	51+10-22’ Lt. Appr.	71+75
28+01-25’ Lt. Appr.	52+45	72+55
28+27	52+83	72+87

29+30	53+20	74+16
32+70-22' Lt. Appr.	54+68	75+50
32+80-35' Rt. Appr.	55+67	75+70-22' Lt. Appr.
32+90	56+65	75+80
34+05	56+77	76+62
35+16	57+69-21' Lt. Appr.	
36+23-20' Rt. Appr.	57+75	
36+48	57+95	

High Street

170+92	178+85	187+69
172+03-92' Lt. Appr.	178+97-18' Rt. Appr.	187+87-18' Rt. Appr.
172+55	179+15	188+56
173+54	180+72	189+63
174+70	181+95-20' Rt. Appr.	189+69
175+11	181+96	190+57
175+87	182+86	190+71
176+05-18' Rt. Appr.	183+45	190+80-18' Rt. Appr.
176+50	184+35	190+83-11' Lt. Appr.
176+83	184+68	190+80-28' Lt. Appr.
177+27	184+86	190+74-71' Lt. Appr.
177+91	185+08	191+61
178+66-32' Lt. Appr.	186+09	193+30
193+73	196+84	200+74
193+84	196+87-48' Rt. Appr.	200+87
193+85-19' Lt. Appr.	197+15	201+25
193+89-17' Rt. Appr.	198+19	201+52
194+03	198+58-19' Lt. Appr.	202+84-17' Lt. Appr.
194+08	198+72	204+52
195+01	198+96	204+59
195+55	200+18	205+71
196+23	200+49	

CAUTION: Other overhead utility locations may exist. These and all other utilities should be avoided on this project. If any utility is impacted, it will be the contractor's responsibility to contact the affected utility and cover any costs associated with the impact.

- Remove or cover any existing signs that are in conflict with the current traffic scheme. Protect all existing signs from damage. Any signs that require removal shall be stored by the contractor in a dry environment and stored in a manner to protect the both the retroreflective sheeting and the substrate from damage. Removal, storage and reinstallation of existing signs will be considered incidental to "Maintain and Control Traffic". Contact District 7 Traffic for guidance for reinstallation locations for signs that require removal and reinstallation.

6. The cleaning of small drainage structures and existing pipe culvert inlets and outlets 36 inches or less in diameter is incidental to the bid item for "Ditching and Shouldering" in accordance with Section 209 of the 2019 Edition of the Standard Specifications for Road and Bridge Construction. (Clean outlets of underdrain pipes and any perforated pipe headwalls that may exist on the project incidental to Ditching and Shouldering). Reshaping of damaged ends of corrugated metal storm, culvert or entrance pipes is also incidental to Ditching and Shouldering. Ditching and Shouldering will only be required, and measured and paid in the limits of the mill and thin inlay operations.
7. Sidewalk Construction – Carefully remove existing sidewalk around existing utility structure to avoid damage to the existing structures, including but not limited to valves, meters, stand pipes, utility poles, hydrants, etc. Cast in place new sidewalk around the structures where necessary. Place expansion joint material around any utility to remain inside the proposed sidewalk. All sidewalks must be ADA compliant. Construct ADA compliant ramps in accordance with the standard drawings and other ADA guidance. No existing utility structure may restrict the width of the proposed sidewalk to less than 36" width. Provide a minimum 5' width at all locations possible, and provide the minimum 36" width only at locations in which is prohibitive by right of way constraints. For sidewalks extending to steps, ensure that the step riser height (consistent with the remainder of the steps at that location) is maintained from the sidewalk elevation to the top of the first step. Sidewalk cross slopes may not exceed 2%. Sidewalks have been depicted to drain away from the utility strip in some locations, see cross sections. At the discretion of the engineer, sidewalk cross slopes can drain either to the roadway or away from the roadway providing that this change from typical section does not result in a drainage problem.
8. Pavement and Sidewalk Removal – Saw a neat line the full depth of all pavements, entrance pavements and sidewalks that are to be removed unless the entire area is to be removed. Do not saw cut any closer than 6" to any existing retaining wall to ensure no loss of stability.
9. A quantity of PVC pipe 4 inch, 6 inch, and 8 inch has been established for use in collection of various unknown drains that may be encountered while installing the new drainage systems. The contractor should expect to encounter existing roof drains, floor drains, etc. and will be responsible for preparing the existing drain, tying the new pipe to the existing drain and providing a connection to the proposed system. A quantity of cored hole drainage connectors has also been established for connection to either existing or proposed drainage structures only for collection of unknown drains that are not part of the proposed highway storm drainage system.
10. A quantity of "Junction Box" has been established to be used at the discretion of the engineer to provide connection to unknown storm drains and to facilitate changes in alignment in proposed systems if warranted by field conditions.
11. A potential cavity under the roadway at Main Street Station 46+20 has been reported. The existing pavement does not indicate any distress at this time. If a sinkhole or cavity under the pavement is evident after the pavement is removed, excavate to a depth of approximately 3' to explore for potential causes. Continue to excavate to additional depth if deemed necessary by the engineer. Backfill the resulting void with Crushed Aggregate No. 2, wrapped in Class I Geotextile Fabric. Payment will be made for "Roadway Excavation", "Geotextile Fabric-Class I", and "Crushed Aggregate #2" for this item of work.

12. A quantity of "Channel Lining-Class III" has been established to be used as directed by the engineer.
13. Drainage structures noted as modified structures are structures that cannot be constructed to the minimum depths required by the standard drawings. Modify the structure height by reducing the chamber or riser as appropriate. If less than the minimum cover results over the pipe in the box chamber, place 2 - #4 rebars over the pipe (across the pipe) in the box chamber wall.
14. The contractor is to take caution to not damage proposed storm pipes that will have relatively shallow cover.
15. Place approximately 10 LF of perforated pipe on each end of all curb box inlets and DBI Type 13 to provide subsurface drainage for the subgrade in accordance with the typical sections. Stone backfill will be considered incidental to the linear feet of perforated pipe installed.
16. **ATTENTION:** Concrete pavement exists under the existing asphalt pavement at various locations throughout the project. The contractor should be aware of this material and take this into consideration for his bid for roadway excavation.

REFERENCES

1. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2019.
2. FHWA Manual on Uniform Traffic Control Devices – 2009 Edition.
3. Kentucky Department of Highways Standard Drawings, Current Edition, as applicable:

See Plan Layout Sheet “R1”

4. Kentucky Transportation Cabinet, Department of Highways, Standard Specifications for Road and Bridge Construction, Edition of 2019, Appendix B - Supplemental Specifications, as applicable:

Special Note	Typical Section Dimensions <i>attached</i>
Special Note	Portable Changeable Message Signs <i>attached</i>
Special Note	Before You Dig <i>attached</i>
Special Note	Fixed Completion Date and Liquidated Damages <i>attached</i>
General Note	Asphalt Pavement Ride Quality (Category B) <i>attached</i>
General Note	Compaction of Asphalt Mixtures (Option A) <i>attached</i>
Special Note	Asphalt Milling and Texturing <i>attached</i>
Special Note	Special Note for Pavement Wedge and Shoulder Monolithic Operation <i>attached</i>
Special Note	Guardrail Delivery Verification Worksheet <i>attached</i>
Special Note	Special Note for Intelligent Compaction of Asphalt Mixtures <i>attached</i>
Special Note	Special Note for Paver Mounted Temperature Profiles <i>attached</i>
Special Note	Special Note for Longitudinal Pavement Joint Adhesive <i>attached</i>
Special Note	Special Note for Experimental KYCT and Hamburg Testing <i>attached</i>
Special Note	Special Note for Intelligent Compaction for Aggregate Bases and Soils <i>attached</i>
Special Note	Special Note for Geogrid Placement <i>attached</i>

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS
US 68X
MAIN ST. & HIGH ST.
BOURBON COUNTY
ITEM NO. 7-20002

The dimensions shown on the typical sections for pavement and shoulder widths are nominal or typical dimensions. The actual dimensions to be constructed may be varied to fit existing conditions as directed or approved by the Engineer. It is not intended that existing pavement or shoulders be widened or narrowed **EXCEPT** where specified elsewhere in the Proposal.

SPECIAL NOTE FOR BEFORE YOU DIG

**US 68X
MAIN ST. & HIGH ST.
BOURBON COUNTY
ITEM NO. 7-20002**

Call 1-800-752-6007 toll free 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 utility owners, including those who do not subscribe to BUD.

Special Note for Fixed Completion Date and Liquidated Damages

US 68X MAIN ST. & HIGH ST. BOURBON COUNTY ITEM NO. 7-20002

Liquidated Damages in the amount specified in Section 108.09 of the Standard Specifications will be assessed for each day work remains incomplete beyond the Specified Project Completion Date. This project has a Fixed Project Completion Date of October 31, 2021.

Additionally, allowable times have been established in the Maintenance of Traffic Plan, to reduce Main Street to one lane and to reduce High Street to one lane with no bike lane or parking. These closures have been referred to as “long term lane closures”. Liquidated damages in the amount specified in Section 108.09 of the Standard Specifications will be assessed for each day that one of these long term lane closures remain in place outside the dates allowed in the Maintenance of Traffic Plan.

Contrary to Section 108, Liquidated Damages will be charged during the months of December through March. Liquidated Damages for failure to complete the project on time, or damages assessed for “long term lane closures” in place outside the allowable times, will be charged concurrently and in addition to each other.

**SPECIAL NOTE FOR
ASPHALT MILLING AND TEXTURING
US 68X
MAIN ST. & HIGH ST.
BOURBON COUNTY
ITEM NO. 7-20002**

Placement of final asphalt surfacing course and milling and texturing operations for the purposes of preparation for placement of the final surfacing will be performed on a separate contract.

Removal of asphalt pavement in the full depth removal and replacement limits may be performed by milling operations, however, payment for this work will be made at the contract unit price for "Roadway Excavation". No payment will be made for "Asphalt Pave Milling and Texturing" on this contract.

If milling operations are employed, millings will become property of the contractor and are to be removed and disposed of by the contractor off-site.

Contact District 7 Traffic prior to conducting milling operations that may affect the operation of traffic signal detection loops.

SPECIAL NOTE FOR PAVEMENT WEDGE AND SHOULDER MONOLITHIC OPERATION

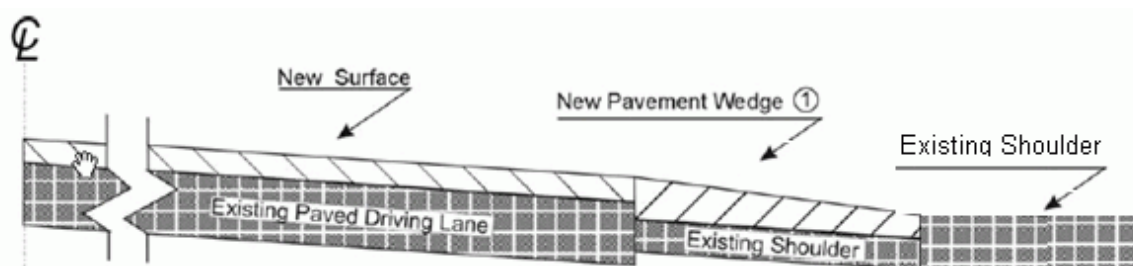
1.0 MATERIALS. Provide an Asphalt Surface Mixture conforming to Section 403 of the Standard Specifications, as applicable to the project, for the pavement wedge.

2.0 CONSTRUCTION. Place the specified Asphalt Surface Mixture on shoulders monolithically with the driving lane. Prime the existing shoulder with tack material as the Engineer directs before placing the wedge. Construct according to Section 403.03 of the Standard Specifications.

Equip the paver with a modified screed that extends the full width of the wedge being placed and is tapered to produce a wedge. Obtain the Engineer's approval of the modified screed before placing shoulder wedge monolithically with the driving lane.

The wedge may vary in thickness at the edge of the milled area in the shoulder. If the area to receive the shoulder wedge is milled prior to placement, during rolling operations pinch the outside edge of the new inlay wedge to match the existing shoulder elevation not being resurfaced. Unless required otherwise by the Contract, construct rolled or sawed rumble strips according to Section 403.03.08, as applicable.

The following sketch is primarily for the computation of quantities; however, the wedge will result in a similar cross-section where sufficient width exists. Do not construct a shoulder for placing the wedge unless specified elsewhere in the Contract.



① Slope varies, but is down from the driving lanes except on outside of some curves where superelevation controls.

3.0 MEASUREMENT. The Department will measure Asphalt Surface Mixture placed as the pavement wedge according to Section 403.

4.0 PAYMENT. The Department will make payment for the completed and accepted quantities of Asphalt Surface Mixtures on pavement wedges according to Section 403.

SPECIAL NOTE FOR EXPERIMENTAL KYCT AND HAMBURG TESTING

1.0 General

1.1 Description. The KYCT (Kentucky Method for Cracking Test) and the Hamburg test results will help determine if the mixture is susceptible to cracking and rutting. During the experimental phase, data will be gathered and analyzed by the Department to determine the durability of the bituminous mixes. Additionally, the data will help the Department to create future performance based specifications which will include the KYCT and Hamburg test methods.

2.0 Equipment

2.1 KYCT Testing Equipment. The Department will require a Marshall Test Press with digital recordation capabilities. Other CT testing equipment may be used for testing with prior approval by the Department.

2.2 Water Baths. One or more water baths will be required that can maintain a temperature of 77° +/- 1.8° F with a digital thermometer showing the water bath temperature. Also, one water bath shall have the ability to suspend gyratory specimen fully submerged in water in accordance with AASHTO T-166, current edition.

2.3 Hamburg Wheel Track Testing. The department encourages the use of the PTI APA/Hamburg Jr. test equipment to perform the loaded wheel testing. The Department will allow different equipment for the Hamburg testing, but the testing device must be approved by the Department prior to testing.

2.4 Gyratory Molds. Gyratory molds will be required to assist in the production of gyratory specimens in accordance with AASHTO T-312, current edition.

2.5 Ovens. Adequate (minimum of two ovens) will be required to accommodate the additional molds and asphalt mixture necessary to perform the acceptance testing as outlined in Section 402 of the Kentucky Standard Specifications for Road and Bridge Construction, current edition.

2.6 Department Equipment. The Department will provide gyratory molds, PINE 850 Test Press with digital recordation, and CT testing equipment to assist during this experimental phase so data can be gathered. Hamburg test specimens will be submitted to the Division of Materials for testing on the PTI APA/Hamburg Jr if the asphalt contractor or district materials office does not have an approved Hamburg testing device.

3.0 Testing Requirements

3.1 Acceptance Testing. Perform all acceptance testing and aggregate gradation as according with Section 402 and Section 403 of the Kentucky Standard Specifications for Road and Bridge Construction, current edition.

3.2 KYCT Testing. Perform crack resistance analysis (KYCT) in accordance with the current Kentucky Method for KYCT Index Testing during the mix design phase and during the plant production of all surface mixtures. For mix design approvals, submit KYCT results on the Department MixPack. For Class 4 mixtures, submit ingredient materials to the Division of Materials for informational verification.

3.2.1 KYCT Frequency. Obtain an adequate sample of hot mix asphalt to insure the acceptance testing, gradation, and KYCT gyratory samples can be fabricated and is representative of the bituminous mixture. Acceptance specimens shall be fabricated first, then immediately after, fabricate the KYCT samples with the gyratory compactor in accordance with Section 2.4 of this Special Note. Analysis of the KYCT specimens and gradation will be required one per subplot produced from the same asphalt material and at the same time as the acceptance specimen is sampled and tested.

3.2.2 Number of Specimens and Conditioning. Fabricate specimens in accordance with the Kentucky Method for KYCT Index Testing. Contrary to the method, fabricate a minimum of 3 and up to 6 test specimens. The specimens shall be compacted at the temperature in accordance to KM 64-411. KYCT mix design specimens shall be short-term aged conditioned for four hours at compaction temperature in accordance to KM 64-411. Plant produced bituminous material will not be required for age conditioning and shall be fabricated immediately after the gyratory acceptance specimens have been fabricated. An acceptable transport container will be required to prevent the asphalt mixture from losing heat and to maintain the compaction temperature of the asphalt mixture until the KYCT gyratory samples can be fabricated. This will eliminate reheating of the asphalt mixture. To insure confidence and reliability of the test results provided by KYCT testing and Hamburg testing, reheating of the asphalt mixture is strongly discouraged. If reheating does occur, provide documentation on the Asphalt Mixtures Acceptance Workbook (AMAW).

3.2.3 Record Times. For each subplot, record the time required between drying aggregates in the plant to KYCT specimen fabrication. The production time may vary due to the time that the bituminous material is held in the silo. Record the preconditioning time when the time exceeds the one hour specimen cool down time as required in accordance to The Kentucky Method for KYCT Index Testing. The preconditioning time may exceed an hour if the technician is unable to complete the test on the same day or within the specified times as outlined in The Kentucky Method for KYCT Index Testing. The production time and the preconditioning time shall be recorded on the AMAW.

3.2.4 File Name. As according to section 7.12 of The Kentucky Method for KYCT Index Testing, save the filename with the following format; "CID_Approved Mix Number_Lot Number_Sublot Number_Date"

3.3 Hamburg Testing. Perform the rut resistance analysis (Hamburg) in accordance to AASTHO T-324, not to exceed 20,000 passes for all bituminous mixtures during the mix design phase and production. For mix design approvals, submit Hamburg results on the Department

MixPack. For Class 4 mixtures, submit ingredient materials to the Division of Materials for informational verification.

3.3.1 Hamburg Testing Frequency. Perform testing and analysis per lot of material. The plant produced bituminous material sampled for the Hamburg test does not have to be obtained at the same time as the acceptance and KYCT sample. If the Hamburg test sample is not obtained at the same time as the KYCT sample, determine the Maximum Specific Gravity of the KYCT sample in accordance with AASHTO T-209 coinciding with the Hamburg specimens.

3.3.2 Record Times. Record the production time as according to section 3.2.3 in this special note. Also record the time that the specimens were fabricated and the time the Hamburg testing was started. All times shall be recorded on the AMAW.

3.3.3 File Name. Save the Excel spreadsheet with the following file name; “Hamburg_CID_Approved Mix Number_Lot Number_Sublot Number_Date” and upload the file into the AMAW.

4.0 Data

Submit the AMAW and all test data that was obtained for acceptance, gradation, KYCT, and Hamburg testing within five working days once all testing has been completed for a lot to Central Materials Lab and the District Materials Engineer. Also, any data and or comments that the asphalt contractor or district personnel deem informational during this experimental phase, shall also be submitted to the Central Materials Lab and the District Materials Engineer. Any questions or comments regarding any item in this Special Note can be directed to the Central Office, Division of Materials, Asphalt Branch.

5.0 KYCT Video Demonstration

<https://youtu.be/84j0bM45-hg>

6.0 Payment

Any additional labor and testing equipment that is required to fabricate and test the KYCT and Hamburg specimens shall be considered to be incidental to the asphalt surface line item. The Department will perform the testing for the KYCT and Hamburg specimens if a producer does not possess the proper equipment.

June 3, 2019

October 15, 2019

SPECIAL NOTE FOR GEOGRID PLACEMENT

This Special Note will apply when indicated on the plans or in the proposal. Section references herein are to the Department's Standard Specifications for Road and Bridge Construction.

1.0 DESCRIPTION.

Additional notes in addition to the Standard Specifications for the placement of Geogrid.

2.0 MATERIALS

2.1 Geogrid: Furnish a punched and drawn Geogrid meeting the requirements of Section 304.

2.2 Class 1 Geotextile Fabric: Conform to Section 843.

3.0 CONSTRUCTION

Place the Class 1 geotextile fabric first, and then place the geogrid on top of the geotextile fabric so that they are at the bottom of the aggregate layer. Maintain tension on the geogrid and ensure there are no buckles or folds. Geogrid should not be completely placed before placing aggregate, but should be placed down at the front of a "paving train" consisting of the geogrid laydown equipment followed no further than 50 feet by the aggregate placement equipment. In curves and intersections, cut and overlap the geogrid. Place the geogrid and aggregate according to Sections 304 and 302. Contrary to Section 302.03.03, if the total aggregate base thickness is less than 12 inches, the aggregate base will be placed in one lift. If greater than 12 inches, place the aggregate in 3 inch to 12 inch lifts with the first lift being a minimum of 10 inches. All other construction and density requirements of Section 302 will apply.

4.0 MEASUREMENT.

The Department will measure the quantity of Geogrid in square yards and the quantity of Class 1 Fabric in square yards. The Department will not make payment for providing a geogrid manufacturer's representative and will consider it incidental to the bid item for Geogrid.

October 15, 2019

5.0 PAYMENT.

The Cabinet will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
00005	GEOGRID REINFORCEMENT FOR SUBGRADE	Square Yard
02602	FABRIC-GEOTEXTILE CLASS 1	Square Yard

The Cabinet will consider payment as full compensation for all work required in this note.

SPECIAL NOTE FOR PIPELINE INSPECTION

1.0 DESCRIPTION. The Department will perform visual inspections on all pipe on the project. A video inspection will be required on projects having more than 250 linear feet of storm sewer and/or culvert pipe and on routes with an ADT of greater than 1,000 vehicles. Conduct video inspections on all pipe located under the roadway and 50 percent of the remaining pipe not under the roadway. Storm sewer runs and outfall pipes not under the roadway take precedence over rural entrance pipes. Contractors performing this item of work must be prequalified with the Department in the work type J51 (Video Pipe Inspection and Cleaning). Deflection testing shall be completed using a mandrel in accordance with the procedure outlined below or by physical measurement for pipes greater than 36 inches in diameter. Mandrel testing for deflection must be completed prior to the video inspection testing. Unless otherwise noted, Section references herein are to the Department's Standard Specifications for Road and Bridge Construction, current edition.

2.0 VIDEO INSPECTION. Ensure pipe is clear of water, debris or obstructions. Complete the video inspection and any necessary measurement prior to placing the final surface over any pipe. When paving will not be delayed, take measurements 30 days or more after the completion of earthwork to within 1 foot of the finished subgrade. Notify the Engineer a minimum of 24 hours in advance of inspection and notify the Engineer immediately if distresses or locations of improper installation are logged.

2.1 INSPECTION FOR DEFECTS AND DISTRESSES

A) Begin at the outlet end and proceed through to the inlet at a speed less than or equal to 30 ft/minute. Remove blockages that will prohibit a continuous operation.

B) Document locations of all observed defects and distresses including but not limited to: cracking, spalling, slabbing, exposed reinforcing steel, sags, joint offsets, joint separations, deflections, improper joints/connections, blockages, leaks, rips, tears, buckling, deviation from line and grade, damaged coatings/paved inverts, and other anomalies not consistent with a properly installed pipe.

C) During the video inspection provide a continuous 360 degree pan of every pipe joint.

D) Identify and measure all cracks greater than 0.1" and joint separations greater than 0.5".

E) Video Inspections are conducted from junction to junction which defines a pipe run. A junction is defined as a headwall, drop box inlet, curb box inlet, manhole, buried junction, or other structure that disturbs the continuity of the pipe. Multiple pipe inspections may be conducted from a single set up location, but each pipe run must be on a separate video file and all locations are to be referenced from nearest junction relative to that pipe run.

F) Record and submit all data on the TC 64-765 and TC 64-766 forms.

3.0 MANDREL TESTING. Mandrel testing will be used for deflection testing. For use on Corrugated Metal Pipe, High Density Polyethylene Pipe, and Polyvinyl Chloride Pipe, use a mandrel device with an odd number of legs (9 minimum) having a length not less than the outside diameter of the mandrel. The diameter of the mandrel at any point shall not be less than the diameter specified in Section 3.6. Mandrels can be a fixed size or a variable size.

3.1 Use a proving ring or other method recommended by the mandrel manufacturer to verify mandrel diameter prior to inspection. Provide verification documentation for each size mandrel to the Engineer.

3.2 All deflection measurements are to be based off of the AASHTO Nominal Diameters. Refer to the chart in section 3.6.

3.3 Begin by using a mandrel set to the 5.0% deflection limit. Place the mandrel in the inlet end of the pipe and pull through to the outlet end. If resistance is met prior to completing the entire run, record the maximum distance achieved from the inlet side, then remove the mandrel and continue the inspection from the outlet end of the pipe toward the inlet end. Record the maximum distance achieved from the outlet side.

3.4 If no resistance is met at 5.0% then the inspection is complete. If resistance occurred at 5.0% then repeat 3.1 and 3.2 with the mandrel set to the 10.0% deflection limit. If the deflection of entire pipe run cannot be verified with the mandrel then immediately notify the Engineer.

3.5 Care must be taken when using a mandrel in all pipe material types and lining/coating scenarios. Pipe damaged during the mandrel inspection will be video inspected to determine the extent of the damage. If the damaged pipe was video inspected prior to mandrel inspection then a new video inspection is warranted and supersedes the first video inspection. Immediately notify the Engineer of any damages incurred during the mandrel inspection and submit a revised video inspection report.

3.6 AASHTO Nominal Diameters and Maximum Deflection Limits.

Base Pipe Diameter (inches)	AASHTO Nominal Diameter (inches)	Max. Deflection Limit (inches)	
		5.0%	10.0%
15	14.76	14.02	13.28
18	17.72	16.83	15.95
24	23.62	22.44	21.26
30	29.53	28.05	26.58
36	35.43	33.66	31.89
42	41.34	39.27	37.21
48	47.24	44.88	42.52
54	53.15	50.49	47.84
60	59.06	56.11	53.15

4.0 PHYSICAL MEASUREMENT OF PIPE DEFLECTION. Alternate method for deflection testing when there is available access or the pipe is greater than 36 inches in diameter, as per 4.1. Use a contact or non-contact distance instrument. A leveling device is recommended for establishing or verifying vertical and horizontal control.

4.1 Physical measurements may be taken after installation and compared to the AASHTO Nominal Diameter of the pipe as per Section 3.6. When this method is used, determine the smallest interior diameter of the pipe as measured through the center point of the pipe (D2). All measurements are to be taken from the inside crest of the corrugation. Take the D2 measurements at the most deflected portion of the pipe run in question and at intervals no greater than ten (10) feet through the run. Calculate the deflection as follows:

$$\% \text{ Deflection} = [(AASHTO \text{ Nominal Diameter} - D2) / AASHTO \text{ Nominal Diameter}] \times 100\%$$

Note: The Engineer may require that preset monitoring points be established in the culvert prior to backfilling. For these points the pre-installation measured diameter (D1) is measured and recorded. Deflection may then be calculated from the following formula:

$$\% \text{ Deflection} = [(D1 - D2) / D1] (100\%)$$

4.2 Record and submit all data.

5.0 DEDUCTION SCHEDULE. All pipe deductions shall be handled in accordance with the tables shown below.

FLEXIBLE PIPE DEFLECTION	
Amount of Deflection (%)	Payment
0.0 to 5.0	100% of the Unit Bid Price
5.1 to 9.9	50% of the Unit Bid Price ⁽¹⁾
10 or greater	Remove and Replace ⁽²⁾

⁽¹⁾ Provide Structural Analysis for HDPE and metal pipe. Based on the structural analysis, pipe may be allowed to remain in place at the reduced unit price. ⁽²⁾ The Department may allow the pipe to remain in place with no pay to the Contractor in instances where it is in the best interest to the public and where the structural analysis demonstrates that the pipe should function adequately.

RIGID PIPE REMEDIATION TABLE PIPE	
Crack Width (inches)	Payment
≤ 0.1	100% of the Unit Bid Price
Greater than 0.1	Remediate or Replace ⁽¹⁾

(1) Provide the Department in writing a method for repairing the observed cracking. Do not begin work until the method has been approved.

6.0 PAYMENT. The Department will measure the quantity in linear feet of pipe to inspect. The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
24814EC	Pipeline Inspection	Linear Foot
10065NS	Pipe Deflection Deduction	Dollars

SPECIAL NOTE FOR INTELLIGENT COMPACTION OF ASPHALT MIXTURES

This Special Note will apply when indicated on the plans or in the proposal. Section references herein are to the Department's Standard Specifications for Road and Bridge Construction current edition.

1.0 DESCRIPTION. Provide and use Intelligent Compaction (IC) Rollers for compaction of all asphalt mixtures.

2.0 MATERIALS AND EQUIPMENT. In addition to the equipment specified in Subsection 403.02, a minimum of one (1) IC roller is to be used on the project at all times, two (2) IC rollers will be required when the paving train consists of three (3) or more rollers. The Contractor is to only use the IC roller(s) for compaction as the breakdown and/or intermediate roller(s). All IC rollers will meet the following minimum characteristics:

1. Are self propelled double-drum vibratory rollers equipped with accelerometers mounted in or about the drum to measure the interactions between the rollers and compacted materials in order to evaluate the applied compactive effort. The IC rollers must have the approval of the Engineer prior to use. Examples of rollers equipped with IC technology can be found at www.IntelligentCompaction.com.
2. Are equipped with non-contact temperature sensors for measuring pavement surface temperatures.
3. The output from the roller is designated as the IC-MV which represents the stiffness of the materials based on the vibration of the roller drums and the resulting response from the underlying materials.
4. Are equipped with integrated on-board documentation systems that are capable of displaying real-time color-coded maps of IC measurement values including the stiffness response values, location of the roller, number of roller passes, machine settings, together with the material temperature, speed and the frequency and amplitude of roller drums. Ensure the display unit is capable of transferring the data by means of a cloud based system.
5. Are equipped with a mounted Global Positioning System GPS radio and receiver either a Real Time Kinematic (RTK-GPS) or Global Navigational Satellite System (GNSS) units that monitor the location and track the number of passes of the rollers. Accuracy of the positioning system is to be a minimum of 12 inches. Data is to be transferred to the Cabinet via a cloud based system within 30 minutes of collection.

3.0 WORK PLAN. Submit to the Engineer an IC Work Plan at the Preconstruction Conference and at least 2 weeks prior to beginning construction. Describe in the work plan the following:

1. Compaction equipment to be used including:
 - Vendor(s)
 - Roller model(s),
 - Roller dimensions and weights,
 - Description of IC measurement system,
 - GPS capabilities,
 - Documentation system,
 - Temperature measurement system, and
 - Software.
2. Roller data collection methods including sampling rates and intervals and data file types.
3. Transfer of data to the Engineer including method, timing, and personnel responsible. At the preconstruction meeting, provide the Cabinet with rights to allow for web access to the data file location. Access to the data is not to be hindered in any way. The Contractor will provide the Cabinet with any vendor specific software, user id, passwords, etc. needed to access the data through this service, cost of this access is incidental to the thermal profile bid item. The Cabinet is to have access to all data as it is being collected. If a third party is used for collecting and distributing the data the Cabinet is to have the same access rights and time as the Contractor.
4. Training plan and schedule for roller operators, project foreman, project surveyors, and Cabinet personnel; including both classroom and field training. Training should be conducted at least 1 week before beginning IC construction. The training is to be performed by a qualified representative(s) from the IC Roller manufacture(s) to be used on the project. This training shall include how to access and use the data from the cloud data source.

4.0 CONSTRUCTION. Do not begin work until the Engineer has approved the IC submittals and the IC equipment.

Follow requirements established in Section 400 for production and placement, materials, equipment, acceptance plans and adjustments except as noted or modified in this Specification. Provide the Engineer at least one day's notice prior to beginning construction or prior to resuming production if operations have been temporarily suspended. Ensure paving equipment complies with all requirements specified in Section 400. The IC roller temperatures will be evaluated by the Department with the data from a Paver Mounted Infrared Temperature Gauge.

A. Pre-Construction Test Section(s) Requirements.

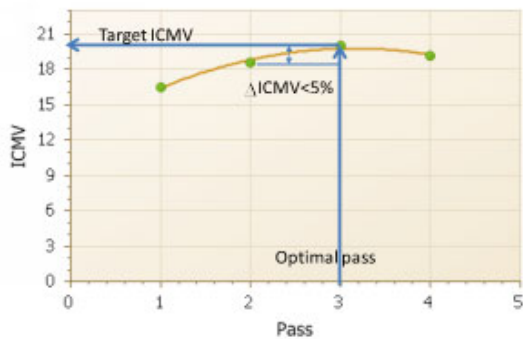
Three to five days prior to the start of production, ensure the proper setup of the GPS, IC roller(s) and the rover(s) by conducting joint GPS correlation and verification testing between the Contractor, GPS representative and IC roller manufacturer using the same datum.

1. Ensure GPS correlation and verification testing includes the following minimum processes:
 - a. Establish the GPS system to be used either one with a base station or one with mobile receivers only. Ensure all components in the system are set to the correct coordinate system; then,
 - b. Verify that the roller and rover are working properly and that there is a connection with the base station; then,
 - c. Record the coordinates of the two edges where the front drum of the roller is in contact with the ground from the on-board, color-coded display; then,
 - d. Mark the locations of the roller drum edges and move the roller, and place the mobile receiver at each mark and record the readings; then,
2. Compare coordinates between the roller and rover receivers. If the coordinates are within 12.0 in. of each other, the comparison is acceptable. If the coordinates are not within 12.0 in., diagnose and perform necessary corrections and repeat the above steps until verification is acceptable.
3. Do not begin work until acceptable GPS correlation and verification has been obtained.
4. The Contractor and the Department should conduct random GPS verification testing during production to ensure data locations are accurate. The recommended rate is once per day with a requirement of at least once per week.
5. All acceptance testing shall be as outlined in Standard Specifications section 400.

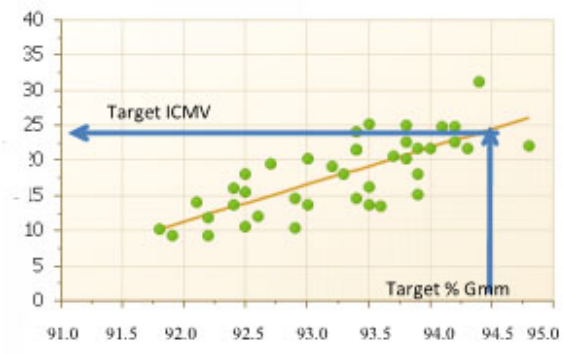
B. Construction Test Section(s) Requirements.

Construct test section(s) at location(s) agreed on by the Contractor and the Engineer within the project limits. The test section is required to determine a compaction curve of the asphalt mixtures in relationship to number of roller passes and to the stiffness of mixture while meeting the Department in-place compaction requirements. All rollers and the respective number of passes for each is to be determined via control strip each time a material change, equipment change or when the Engineer deems necessary.

Conduct test section(s) on every lift and every asphalt mixture. Ensure test section quantities of 500 to 1,000 tons of mainline mixtures. Operate IC rollers in the low to medium amplitude range and at the same settings (speed, frequency) throughout the section while minimizing overlapping of the roller, **the settings are to be used throughout the project with no changes**. After each roller pass, the qualified technician from the contractor observed by the Department will use a nondestructive nuclear gauge that has been calibrated to the mixture to estimate the density of the asphalt at 10 locations uniformly spaced throughout the test section within the width of a single roller pass. The density readings and the number of roller passes needed to achieve the specified compaction will be recorded. The estimated target density will be the peak of the average of the nondestructive readings within the desired compaction temperature range for the mixture. The IC roller data in conjunction with the Veda software will create an IC compaction curve for the mixture. The target IC-MV is the point when the increase in the IC-MV of the material between passes is less than 5 percent on the compaction curve. The IC compaction curve is defined as the relationship between the IC-MV and the roller passes. A compaction curve example is as follows:



Subsequent to the determination of the target IC-MV, compact an adjoining > 250 < 500 tons section using same roller settings and the number of estimated roller passes and allow the Department to verify the compaction with the same calibrated nondestructive nuclear gauge following the final roller pass. **The Department will obtain cores at 10 locations (No cores for calibration are to be taken in the surface layer, use non-destructive density results only!!)** uniformly spaced throughout the test section within the width of the single roller. Obtain GPS measurement of the core locations with a GPS rover. Use the Veda software to perform least square linear regression between the core data and IC-MV in order to correlate the production IC-MV values to the Department specified in-place air voids. A sample linear regression curve example is as follows.



C. Construction Requirements.

Use the IC roller on all lifts and types of asphalt within the limits of the project.

Ensure the optimal number of roller passes determined from the test sections has been applied to a minimum coverage of 80% of the individual IC Construction area. Ensure a minimum of 75% of the individual IC Construction area meets the target IC-MV values determined from the test sections.

Do not continue paving operations if IC Construction areas not meeting the IC criteria are produced until they have been investigated by the Department. Obtain the Engineer’s approval to resume paving operations. Non-IC rollers are allowed to be used as the third roller on the project; one of the breakdown or the finish rollers is to be equipped with IC technology.

IC Construction areas are defined as subsections of the project being worked continuously by the Contractor. The magnitude of the IC Construction areas may vary with production but must be at least 750 tons per mixture for evaluation. Partial IC Construction areas of < 750 tons will be included in the previous area evaluation. IC Construction areas may extend over multiple days depending on the operations.

The IC Construction Operations Criteria does not affect the Department’s acceptance processes for the materials or construction operations

5.0 MEASUREMENT. The Department will measure the total tons of asphalt mixtures compacted using the IC roller(s). Compaction is to be performed by a minimum of one (1) IC roller for a two (2) roller operation and a minimum of two (2) IC rollers when three (3) or more rollers are used for compaction. Material compacted by rollers not equipped with properly functioning IC equipment will not be accepted for payment of the bid item asphalt mixtures IC rolled. Use of

non-IC rollers can be accepted on small areas due to equipment malfunctions at the written approval of the Engineer. Paving operations should be suspended for equipment malfunctions that will extend over three days of operation.

Data is to be transferred to the cabinet in usable form no later than 30 minutes after collection. Data is to be transferred via a cloud based system.

6.0 PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

1. Payment is full compensation for all work associated with providing IC equipped rollers, laptop computer, transmission of electronic data files, two copies of IC roller manufacturer software, and training.
2. Delays due to GPS satellite reception of signals to operate the IC equipment or IC roller breakdowns will not be considered justification for contract modifications or contract extensions.
3. Delays in data transfer will result in a reduction payment. Delays over 1 hour after collection are 75% pay, over 90 minutes are 50% pay, over 2 hours are 25% pay.

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
24781EC	Intelligent Compaction for Asphalt	Ton

March 14, 2019

SPECIAL NOTE FOR INTELLIGENT COMPACTION OF AGGREGATE BASES AND SOILS

This Special Note will apply when indicated on the plans or in the proposal. Section references herein are to the Department's current edition of the Standard Specifications for Road and Bridge Construction.

1.0 DESCRIPTION. Provide and use Intelligent Compaction (IC) Rollers for compaction of Aggregate bases, stabilized subgrades, soil, and soil rock mixtures.

2.0 MATERIALS AND EQUIPMENT. The Contractor shall supply sufficient numbers of rollers and other associated equipment necessary to complete the compaction requirements for the specific materials. The Contractor will determine the number of IC rollers to use depending on the scope of the project. The IC roller(s) may be utilized during production with other standard compaction equipment and shall be used for the evaluation of the compaction operations. Provide at least one (1) roller to be used on the project with the following minimum characteristics:

1. Are self propelled vibratory rollers equipped with machine drive power and/or accelerometers mounted in or about the drum to measure the interactions between the rollers and compacted materials in order to evaluate the applied Compactive effort. www.IntelligentCompaction.com contains a list of acceptable rollers equipped with IC technology.
2. IC rollers can be either smooth drums or pad footed drums based on the type needed for the aggregate base or soil types to compact.
3. The output from the roller is designated as the IC-MV which represents the stiffness of the materials based on the vibration of the roller drums and the resulting response from the underlying materials, or the machine drive power value.
4. Are equipped with integrated on-board documentation systems that are capable of displaying real-time color-coded maps of IC measurement values including the stiffness response values, location of the roller, number of roller passes, machine settings, together with the speed, the frequency and amplitude of roller drums. Ensure the display unit is capable of transferring the data by means of a cloud based near real time system with a USB port backup data transfer.
5. Are equipped with a mounted Global Positioning System GPS radio and receiver either a Real Time Kinematic (RTK-GPS) or Global Navigational Satellite System (GNSS) units that monitor the location and track the number of passes of the rollers. Accuracy of the positioning system must be within 12 inches.

3.0 WORK PLAN. Submit to the Engineer an IC Work Plan at the Preconstruction Conference and/or at least 2 weeks prior to beginning the corresponding construction activities. Describe in the work plan the following:

1. Compaction equipment to be used including:
 - Vendor(s)
 - Roller model(s),
 - Roller dimensions and weights,
 - Description of IC measurement system,
 - GPS capabilities,
 - Documentation system,
 - Software.
2. Roller data collection methods including sampling rates and intervals and data file types.
3. Transfer of data to the Engineer including method, timing, and personnel responsible. **Data transfer shall be provided by a real time cloud data collecting and distribution system (ex. Visionlink). The Contractor will provide the Cabinet with any vendor specific software, user id, passwords, etc. needed to access the data through this service, cost of this access is incidental to the IC bid item(s).**
4. Training plan and schedule for roller operators, project foreman, project surveyors, and Cabinet personnel; including both classroom and field training from the equipment manufacturer. Training should be conducted at least 1 week before beginning IC construction. The training is to be performed by a qualified representative(s) from the IC Roller manufacture(s) to be used on the project.

4.0 CONSTRUCTION. Prior to the start of production, ensure the proper setup of the GPS, IC roller(s) and the rover(s) by conducting joint GPS correlation and verification testing between the Contractor, GPS representative

and IC roller manufacturer using the same datum. Use the project datum system (Northing, Easting and Elevation) when applicable.

1. Ensure GPS correlation and verification testing includes the following minimum processes:
 - a. Establish the GPS system to be used either one with a base station or one with mobile receivers only. Ensure all components in the system are set to the correct coordinate system; then,
 - b. Verify that the roller and rover are working properly and that there is a connection with the base station; then,
 - c. Record the coordinates of the two edges where the front drum of the roller is in contact with the ground from the on-board, color-coded display; then,
 - d. Mark the locations of the roller drum edges and move the roller, and place the mobile receiver at each mark and record the readings; then; then,
2. Compare coordinates between the roller and rover receivers. If the coordinates are within 12.0 in. of each other, the comparison is acceptable. If the coordinates are not within 12.0 in., diagnose and perform necessary corrections and repeat the above steps until verification is acceptable.
3. Do not begin work until acceptable GPS correlation and verification has been obtained. The Contractor and the Department should conduct random GPS verification testing during production to ensure data locations are accurate. The recommended rate is once per day with a requirement of at least once per week.
4. A test strip is to be used for all materials (DGA, CSB, subgrade and soil) as outlined and sized in section 302.03.04 to determine optimum rolling pattern, for all materials, and the target density for aggregate bases. A new test strip will be required anytime the material changes, equipment changes, or proper compaction has not been obtained for two (2) consecutive test locations.
5. All acceptance testing shall be as outlined in Standard Specifications sections 200 and 300.
6. Any areas a minimum of 50 square feet in area not achieving the 80% of the stiffness value determined by the latest control strip shall be tested by other means approved by the Engineer. If the material doesn't pass the testing it shall be repaired based on current standards to the satisfaction of the Engineer.

5.0 MEASUREMENT. The Department will measure the total tons of aggregate base (DGA and/or CSB), total square yards of stabilized subgrade, and total cubic yards of soil compacted using the IC roller(s). The use of non-IC rollers is allowed on this project, but an IC roller must be used as well.

6.0 PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

1. All areas with a minimum of 80% pass coverage and 75% required stiffness readings.
2. Payment is full compensation for all work associated with providing IC equipped rollers, transmission of electronic data files, two copies of IC roller manufacturer software, and training.
3. Delays due to GPS satellite reception of signals to operate the IC equipment or IC roller breakdowns will not be considered justification for contract modifications or contract extensions.

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
24779EC	Intelligent Compaction for Soil	Cubic Yard
24780EC	Intelligent Compaction for Aggregate	Ton
24990EC	Intelligent Comp Subgrade Stabilization	Square Yard

March 14, 2019

SPECIAL NOTE FOR PAVER MOUNTED TEMPERATURE PROFILES

This Special Note will apply when indicated on the plans or in the proposal. Section references herein are to the Department's Standard Specifications for Road and Bridge Construction current edition.

1.0 DESCRIPTION. Provide a paver mounted infrared temperature equipment to continually monitor the temperature of the asphalt mat immediately behind all paver(s) during the placement operations for all mainline pavements (including ramps for Interstates and Parkways) within the project limits. Provide thermal profiles that include material temperature and measurement locations.

2.0 MATERIALS AND EQUIPMENT. In addition to the equipment specified in Subsection 403.02 Utilize a thermal equipment supplier that can provide a qualified representative for on-site technical assistance during the initial setup, pre-construction verification, and data management and processing as needed during the Project to maintain equipment within specifications and requirements.

Provide operator settings, user manuals, required viewing/export software for analysis. Ensure the temperature equipment will meet the following:

- A. A device with one or more infrared sensors that is capable of measuring in at least 1 foot intervals across the paving width, with a minimum width of 12 feet, or extending to the recording limits of the equipment, whichever is greater. A **Maximum of two (2)** brackets are allowed in the influence area under the sensors. A temperature profile must be made on at least 1 foot intervals longitudinally down the road:
- B. Infrared sensor(s):
 1. Measuring from 32°F to 400°F with an accuracy of $\pm 2.0\%$ of the sensor reading.
- C. Ability to measure the following:
 1. The placement distance using a Global Positioning System (GPS) or a Distance Measuring Instrument (DMI) and a Global Positioning System (GPS).
 2. Stationing
- D. GPS: Accuracy ± 4 feet in the X and Y Direction
- E. Latest version of software to collect, display, retain and analyze the mat temperature readings during placement. The software must have the ability to create and analyze:
 1. Full collected width of the thermal profiles,
 2. Paver speed and
 3. Paver stops and duration for the entire Project.
- F. Ability to export data automatically to a remote data server ("the cloud").

At the preconstruction meeting, provide the Cabinet with rights to allow for web access to the data file location. Access to the data is not to be hindered in any way. The Contractor will provide the Cabinet with any vendor specific software, user id, passwords, etc. needed to access the data through this service, cost of this access is incidental to the thermal profile bid item. The Cabinet is to have access to all data as it is being collected. If a third party is used for collecting and distributing the data the Cabinet is to have the same access rights and time as the Contractor.

This web-based software must also provide the Department with the ability to download the raw files and software and to convert them into the correct format.
- G. The thermal profile data files must provide the following data in a neat easy to read table format.
 1. Project information including Road Name and Number, PCN, Beginning and Ending MPs.
 2. IR Bar Manufacturer and Model number
 3. Number of Temperature Sensors (N)
 4. Spacing between sensors and height of sensors above the asphalt mat
 5. Total number of individual records taken each day (DATA BLOCK)
 - a. Date and Time reading taken
 - b. Latitude and Longitude
 - c. Distance paver has moved from last test location
 - d. Direction and speed of the paver
 - e. Surface temperature of each of the sensors

3.0 CONSTRUCTION. Provide the Engineer with all required documentation at the pre-construction conference.

- A. Install and operate equipment in accordance with the manufacturer’s specifications.
- B. Verify that the temperature sensors are within ± 2.0% using an independent temperature device on a material of known temperature. Collect and compare the GPS coordinates from the equipment with an independent measuring device.
 - 1. Ensure the independent survey grade GPS measurement device is calibrated to the correct coordinate system (using a control point), prior to using these coordinates to validate the equipment GPS.
 - 2. The comparison is considered acceptable if the coordinates are within 4 feet of each other in the X and Y direction.
- C. Collect thermal profiles on all mainline pavements during the paving operation and transfer the data to the “cloud” network or if automatic data transmission is not available, transfer the data to the Engineer at the end of daily paving.
- D. Contact the Department immediately when System Failure occurs. Daily Percent Coverage will be considered zero when the repairs are not completed within two (2) working days of System Failure. The start of this two (2) working day period begins the next working day after System Failure.
- E. Evaluate thermal profile segments, every 150 feet, and summarize the segregation of temperature results. Results are to be labeled as Minimal 0°-25°F, Moderate 25.1°-50°F and Severe >50°. Severe readings over 3 consecutive segments or over 4 or more segments in a day warrant investigation on the cause of the differential temperature distribution.


4.0 MEASUREMENT. The Department will measure the total area of the pavement lanes mapped by the infrared scanners. Full payment will be provided for all lanes with greater than 85% coverage. Partial payment will be made for all areas covered from 50% coverage to 85% coverage at the following rate Coverage area percentage X Total bid amount. And area with less than 50% coverage will not be measured for payment.

5.0 PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

- 1. Payment is full compensation for all work associated with providing all required equipment, training, and documentation.
- 2. Delays due to GPS satellite reception of signals or equipment breakdowns will not be considered justification for contract modifications or contract extensions.

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
24891EC	Pave Mount Infrared Temp Equipment	Square Foot

March 14, 2019

	KENTUCKY TRANSPORTATION CABINET Department of Highways DIVISION OF RIGHT OF WAY & UTILITIES RIGHT OF WAY CERTIFICATION	TC 62-226 Rev. 01/2016 Page 1 of 1
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<input checked="" type="checkbox"/> Original	<input type="checkbox"/> Re-Certification	RIGHT OF WAY CERTIFICATION	
ITEM #	COUNTY	PROJECT # (STATE)	PROJECT # (FEDERAL)
7-20002.00	Bourbon	FD52 009 068X 000-002	STP 7054(001)

PROJECT DESCRIPTION

US 68X (MAIN ST. AND HIGH STREET) RESURFACING AND RECONSTRUCTION

No Additional Right of Way Required

Construction will be within the limits of the existing right of way. The right of way was acquired in accordance to FHWA regulations under the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended. No additional right of way or relocation assistance were required for this project.

Condition # 1 (Additional Right of Way Required and Cleared)

All necessary right of way, including control of access rights when applicable, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way, but all occupants have vacated the lands and improvements, and KYTC has physical possession and the rights to remove, salvage, or demolish all improvements and enter on all land. Just Compensation has been paid or deposited with the court. All relocations have been relocated to decent, safe, and sanitary housing or that KYTC has made available to displaced persons adequate replacement housing in accordance with the provisions of the current FHWA directive.

Condition # 2 (Additional Right of Way Required with Exception)

The right of way has not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Some parcels may be pending in court and on other parcels full legal possession has not been obtained, but right of entry has been obtained, the occupants of all lands and improvements have vacated, and KYTC has physical possession and right to remove, salvage, or demolish all improvements. Just Compensation has been paid or deposited with the court for most parcels. Just Compensation for all pending parcels will be paid or deposited with the court prior to AWARD of construction contract

Condition # 3 (Additional Right of Way Required with Exception)

The acquisition or right of occupancy and use of a few remaining parcels are not complete and/or some parcels still have occupants. All remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. KYTC is hereby requesting authorization to advertise this project for bids and to proceed with bid letting even though the necessary right of way will not be fully acquired, and/or some occupants will not be relocated, and/or the just compensation will not be paid or deposited with the court for some parcels until after bid letting. KYTC will fully meet all the requirements outlined in 23 CFR 635.309(c)(3) and 49 CFR 24.102(j) and will expedite completion of all acquisitions, relocations, and full payments after bid letting and prior to AWARD of the construction contract or force account construction.

Total Number of Parcels on Project	0	EXCEPTION (S) Parcel #	ANTICIPATED DATE OF POSSESSION WITH EXPLANATION
Number of Parcels That Have Been Acquired			
Signed Deed	0		
Condemnation	0		
Signed ROE	0		

Notes/ Comments (Use Additional Sheet if necessary)

LPA RW Project Manager		Right of Way Supervisor	
Printed Name		Printed Name	Cecil Smith
Signature		Signature	<i>Cecil Smith</i>
Date		Date	10/11/2019
Right of Way Director		FHWA	
Printed Name	Digitally signed by DM	Printed Name	No Signature Required
Signature	DM Loy <small>Loy Date: 2019.10.15 11:57:00 -04'00'</small>	Signature	as per FHWA-KYTC
Date		Date	Current Stewardship Agreement

UTILITIES AND RAIL CERTIFICATION NOTE

<p style="text-align: center;">Bourbon County</p> <p style="text-align: center;">STP 7054 (001)</p> <p style="text-align: center;">FD52 009 068X 000-003</p> <p style="text-align: center;">Mile point: 0.293 TO 1.789</p> <p style="text-align: center;">Resurfacing and reconstruction of US68X (Main Street and High Street) Paris, KY</p> <p style="text-align: center;">ITEM NUMBER: 7-20002.00</p>
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PROJECT NOTES ON UTILITIES

Please Note: The information presented in this Utility Note is informational in nature and the information contained herein is not guaranteed.

The contractor will be responsible for contacting all utility facility owners on the subject project to coordinate his activities. The contractor will coordinate his activities to minimize and, where possible, avoid conflicts with utility facilities. Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities beyond minor facility adjustments. Where conflicts with utility facilities are unavoidable, the contractor will coordinate any necessary relocation work with the facility owner and Resident Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs. The utility facilities as noted in the previous section(s) have been determined using data garnered by varied means and with varying degrees of accuracy: from the facility owners, a result of S.U.E., field inspections, and/or reviews of record drawings. The facilities defined may not be inclusive of all utilities in the project scope and are not Level A quality, unless specified as such. It is the contractor's responsibility to verify all utilities and their respective locations before excavating.

The contractor shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor's responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. The contractor is instructed to contact KY 811 for the location of existing underground utilities. Contact shall be made a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY 811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom are to be contacted through their individual Protection Notification Center. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area. Non-compliance with these directives can result in the enforcement of penalties.

UTILITIES AND RAIL CERTIFICATION NOTE

<p style="text-align: center;">Bourbon County</p> <p style="text-align: center;">STP 7054 (001)</p> <p style="text-align: center;">FD52 009 068X 000-003</p> <p style="text-align: center;">Mile point: 0.293 TO 1.789</p> <p style="text-align: center;">Resurfacing and reconstruction of US68X (Main Street and High Street) Paris, KY</p> <p style="text-align: center;">ITEM NUMBER: 7-20002.00</p>
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NOTE: DO NOT DISTURB THE FOLLOWING FACILITIES LOCATED WITHIN THE PROJECT DISTURB LIMITS

AT&T KY – AT&T KY may occasionally be in conflict with the proposed roadway construction thus requiring the contractor to work around AT&T KY while not damaging or disrupting AT&T KY’s service.

The Contractor is fully responsible for protection of all utilities listed above

THE FOLLOWING FACILITY OWNERS ARE RELOCATING/ADJUSTING THEIR FACILITIES WITHIN THE PROJECT LIMITS AND WILL BE COMPLETE PRIOR TO CONSTRUCTION

N/A

THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE OWNER OR THEIR SUBCONTRACTOR AND IS TO BE COORDINATED WITH THE ROAD CONTRACT

Columbia Gas of Kentucky – Columbia Gas has a gas main and multiples service lines located throughout the project requiring any conflicts that arise to be coordinated with Columbia Gas.

City of Paris Water- The city has water mains and multiple services located throughout the project. It is anticipated that there will be minor conflicts requiring water main or service adjustments to be added to the highway contract. The highway contractor will be expected to coordinate with the City of Paris.

UTILITIES AND RAIL CERTIFICATION NOTE

<p style="text-align: center;">Bourbon County STP 7054 (001) FD52 009 068X 000-003 Mile point: 0.293 TO 1.789 Resurfacing and reconstruction of US68X (Main Street and High Street) Paris, KY ITEM NUMBER: 7-20002.00</p>

City of Paris Sewer- The city has sanitary sewer lines and multiple services located throughout the project. It is anticipated that there will be minor conflicts requiring sewer line or service adjustments to be added to the highway contract. The highway contractor will be expected to coordinate with the City of Paris.

THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE ROAD CONTRACTOR AS INCLUDED IN THIS CONTRACT

N/A

RAIL COMPANIES HAVE FACILITIES IN CONJUNCTION WITH THIS PROJECT AS NOTED

No Rail Involvement **Rail Involved** **Rail Adjacent**

UTILITIES AND RAIL CERTIFICATION NOTE

Bourbon County
STP 7054 (001)
FD52 009 068X 000-003
Mile point: 0.293 TO 1.789
Resurfacing and reconstruction of US68X (Main Street and High Street) Paris, KY
ITEM NUMBER: 7-20002.00

AREA FACILITY OWNER CONTACT LIST

Facility Owner	Address	Contact Name	Phone	Email
AT&T KY	894 East Main Street Ext. Georgetown, Kentucky 40324	Frank Ambrose	5028678240	fa2207@att.com
Columbia Gas	P.O. Box 14241 Lexington, Kentucky 40512-4241	Tom Walker	8592880236	twalker@nisource.com
City of Paris	525 High Street, Paris, Kentucky 40361	Pat Harney	8599872116	pharney@paris.ky.gov

KYTC BMP Plan for Contract ID 191069



Kentucky Transportation Cabinet

Highway District 7

And

_____ (2), Construction

**Kentucky Pollutant Discharge Elimination System
Permit KYR10**

**Best Management Practices (BMP) Plan
Groundwater Protection Plan
For Highway Construction Activities**

For

US 68 X

Bourbon County

Contract ID 191069 (2)

Six Year Plan Item 7-20002

KYTC BMP Plan for Contract ID 191069

Project Information

Note — (1) = Design (2) = Construction (3) = Contractor

1. Owner — Kentucky Transportation Cabinet, District 7
2. Resident Engineer: (2)
3. Contractor Name: (2)
 - Address: (2)
 - Phone number: (2)
 - Contact: (2)
 - Contractor's agent responsible for compliance with the KPDES permit requirements: (3)
4. Contract ID Number: (2)
5. Route (Address): US 68 X, Bourbon County, KY
6. Latitude/Longitude (project mid-point)
 - 38° 12' 40" N - 84° 15' 05" W
7. County (project mid-point): Bourbon County
8. Project start date (date work will begin): (2)
9. Projected completion date: (2)

KYTC BMP Plan for Contract ID 191069

1.0 SITE DESCRIPTION.

- 1) **Nature of construction activity (from letting project description).** Pavement rehabilitation on US 68X from MP 0 to MP 2.77 in Bourbon County.
- 2) **Order of major soil disturbing activities. (2) and (3)**
- 3) **Projected volume of material to be moved.** Approximately 22,000 C Y.
- 4) **Estimate of total project area (acres).** 5.0 acres.
- 5) **Estimate of area to be disturbed (acres).** 5.0 acres
- 6) **Post construction runoff coefficient will be included in the project drainage folder. Persons needing information pertaining to the runoff coefficient will contact the resident engineer to request this information.**
- 7) **Data describing existing soil condition.** According to the US Agriculture Soil Survey for this area, the soils include the Lowell-Faywood, Maury-McAfee-Lowell, Faywood-Eden-Cynthiana and Whitley Nolin-Elk-Lindside.
- 8) **Data describing existing discharge water quality (if any).** Existing discharge is in the form of point discharges with little to no BMPs associated with them.
- 9) **Receiving water name.** South Fork Licking River and Stoner Creek.
- 10) **TMDLs and Pollutants of Concern in Receiving Waters.** There are no TMDLs on South Fork Licking River and Stoner Creek.
- 11) **Site Map. Project layout sheet plus the erosion control sheets in the project plans that depict Disturbed Drainage Areas (DDAs) and related information. These sheets depict the existing project conditions with areas delineated by DDA (drainage area bounded by watershed breaks and right of way limits), the storm water discharge locations (either as a point discharge or as overland flow) and the areas that drain to each discharge point. These plans define the limits of areas to be disturbed and the location of control measures. Controls will be either site specific as designated by the designer or will be annotated by the contractor and resident engineer before disturbance commences. The project layout sheet shows the surface waters and wetlands.**
- 12) **Potential sources of pollutants. The primary source of pollutants is solids that are mobilized during storm events. Other sources of pollutants include oil/fuel/grease from servicing and operating construction equipment, concrete washout water, sanitary wastes and trash/debris. (3)**

2.0 SEDIMENT AND EROSION CONTROL MEASURES.

2.1 Erosion Control Sheets. Plans for highway construction projects will include erosion control sheets that depict Disturbed Drainage Areas (DDAs) and related information. These plan sheets will show the existing project conditions with areas delineated by DDA within the right of way limits, the discharge points and the areas that drain to each discharge point.

Project managers and designers will analyze the DDAs and identify Best Management Practices (BMPs) that are site specific. The balance of the BMPs for the project will be listed in the bid documents for selection and use by the contractor on the project with approval by the resident engineer.

Projects that do not have DDAs annotated on the erosion control sheets will employ the same concepts for development and managing BMP plans.

KYTC BMP Plan for Contract ID 191069

The following non-structural BMPs will be implemented throughout the project duration:

- > Sediment control BMPs will be maintained when the sediment reaches 1/3 the depth of the BMP.
- > Appropriate stock of straw erosion control blanket (ECB) and straw bales shall be available onsite at all times.
- > Straw ECB or seeding mulched with blown straw followed by crimping shall be applied within 7 days of the cessation of the land disturbing activity. If blown straw is used, the blower and crimping equipment shall be kept onsite during land disturbing activities.
- > Disturbed areas shall be stabilized prior to a forecasted rain event.
- > EPSC/SWPPP inspections shall be performed at least twice a week.

2.2 Annotations. Following award of the contract, the contractor and resident engineer will annotate the erosion control sheets showing location and type of BMPs for each of the DDAs that will be disturbed at the outset of the project. This annotation will be accompanied by an order of work that reflects the order or sequence of major soil moving activities. The remaining DDAs are to be designated as "Do Not Disturb" until the contractor and resident engineer prepare the plan for BMPs to be employed. The initial BMPs shall be for the first phase (generally Clearing and Grubbing) and shall be modified as needed as the project changes phases. The BMP Plan will be modified to reflect disturbance in additional DDA's as the work progresses. All DDA's will have adequate BMPs in place before being disturbed.

2.3 Disturbed Drainage Areas. As DDAs are prepared for construction, the following will be addressed for the project as a whole or for each DDA as appropriate:

- A) Construction Access.** This is the first land-disturbing activity. As soon as construction begins, bare areas will be stabilized with straw ECB or straw followed by crimping and designated construction entrances will be installed.
- B) Sources.** At the beginning of the project, all DDAs for the project will be inspected for areas that are a source of storm water pollutants. Areas that are a source of pollutants will receive appropriate cover or BMPs to arrest the introduction of pollutants into storm water. Areas that have not been opened by the contractor will be inspected periodically (once per month) to determine if there is a need to employ BMPs to keep pollutants from entering storm water.
- C) Clearing and Grubbing.** The following BMPs will be considered and used where appropriate.
 - 1) Leaving areas undisturbed when possible.
 - 2) Silt Basins to provide silt volume for large areas.
 - 2) Silt Traps Type A for small areas.
 - 3) Silt Traps Type C in front of existing and drop inlets which are to be saved.
 - 4) Diversion ditches to catch sheet runoff and carry it to basins or traps or to divert it around areas to be disturbed.
 - 5) Brush and/or other barriers to slow and/or divert runoff.
 - 6) Silt fences to catch sheet runoff on short slopes. For longer slopes, multiple rows of silt fence may be considered.
 - 7) Temporary Mulch for areas which are not feasible for the fore mentioned types of protections.

KYTC BMP Plan for Contract ID *191069*

- 8) Non-standard or innovative methods.
- 9) Spill Containment Areas to protect sinkholes and outfalls.

D) Cut and FM and Placement of Drainage Structures. The BMP Plan will be modified to show additional BMPs such as:

- 1) Silt Traps Type B in ditches and/or drainways as they are completed.
- 2) Silt Traps Type C in front of pipes after they are placed.
- 3) Channel Lining
- 4) Erosion Control Blanket
- 5) ECB and/or straw, seeding and crimping for areas where construction activities will be ceased for seven days or more.
- 6) Non-standard or innovative methods.

E) Profile and X-Section in Place. The BMP Plan will be modified to show elimination of BMPs which had to be removed and the addition of new BMPs as the roadway was shaped. Probably changes include:

- 1) Silt Trap Type A, Brush and/or other barriers, Temporary Mulch, and any other BMP which had to be removed for final grading to take place.
- 2) Additional Silt Traps Type B and Type C to be placed as final drainage patterns are put in place.
- 3) Additional Channel Lining and/or Erosion Control Blanket and/or Turf Reinforcement Mats.
- 4) Temporary Mulch and/or seeding for areas where construction activities will be ceased for seven days or more.

F) Finish Work (Paving, Seeding, Protect, etc.). A final BMP Plan will result from modifications during this phase of construction. Probable changes include:

- 1) Removal of Silt Traps Type B from ditches and drainways if they are protected with other BMPs which are sufficient to control erosion, i.e. Erosion Control Blanket, Turf Reinforcement Mats or Permanent Seeding and Protection on moderate grades.
- 2) Permanent Seeding and Protection.
- 3) Placing Sod.

G) Post Construction. BMPs, including Karst policy BMPs, to be installed during construction to control the pollutants in stormwater discharges that will occur after construction has been completed are:

- Filter ditches: Filter ditches are grass swales placed at the outlets of some of the spill containment areas to promote infiltration and vegetative filtering.
- Spill containment areas: Detention/containment basins for capturing accidental spills on the newly constructed roadway will be provided in accordance with KYTC's Design Policy.

3.0 OTHER CONTROL MEASURES.

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- 1) Solid Materials. No solid materials, including building materials, shall be discharged to waters of the commonwealth, except as authorized by a Section 404 permit.
- 2) Waste Materials. All waste materials that may leach pollutants (paint and paint containers, caulk tubes, oil/grease containers, liquids of any kind, soluble materials, etc.) will be collected and stored in appropriate covered waste containers. Waste containers shall be removed from the project site on a sufficiently frequent basis as to not allow wastes to become a source of pollution. All personnel will be instructed regarding the correct procedure for waste disposal. Wastes will be disposed in accordance with appropriate regulations. Notices stating these practices will be posted in the office.
- 3) Hazardous Waste. All hazardous waste materials will be managed and disposed of in the manner specified by local or state regulation. The contractor shall notify the Resident Engineer if there are any hazardous wastes being generated at the project site and how these wastes are being managed. Site personnel will be instructed with regard to proper storage and handling of hazardous wastes when required. The Transportation Cabinet will file for generator, registration when appropriate, with the Division of Waste Management and advise the contractor regarding waste management requirements.
- 4) Spill Prevention. The following material management practices will be used to reduce the risk of spills or other exposure of materials and substances to the weather and/or runoff. (3)

3.1 Good Housekeeping. The following good housekeeping practices will be followed onsite during the construction project.

- 1) An effort will be made to store only enough product required to do the job.
- 2) All materials stored onsite will be stored in a neat, orderly manner in their appropriate containers and, if possible, under a roof or other enclosure.
- 3) Products will be kept in their original containers with the original manufacturer's label.
- 4) Substances will not be mixed with one another unless recommended by the manufacturer.
- 5) Whenever possible, all of the product will be used up before disposing of the container.
- 6) Manufacturers' recommendations for proper use and disposal will be followed
- 7) The site contractor will inspect daily to ensure proper use and disposal of materials onsite.

3.2 Hazardous Products. These practices will be used to reduce the risks associated with any and all hazardous materials.

- 1) Products will be kept in original containers unless they are not re-sealable.
- 2) Original labels and material safety data sheets (MSDS) will be reviewed and retained.
- 3) Contractor will follow procedures recommended by the manufacturer when handling hazardous materials.
- 4) If surplus product must be disposed of, manufacturers' or state/local recommended methods for proper disposal will be followed.

KYTC BMP Plan for Contract ID 191069

3.3 The following product-specific practices will be followed onsite:

- A) Petroleum Products.** Vehicles and equipment that are fueled and maintained on site will be monitored for leaks, and receive regular preventative maintenance to reduce the chance of leakage. Petroleum products onsite will be stored in tightly sealed containers, which are clearly labeled and will be protected from exposure to weather.

The contractor shall prepare an Oil Pollution Spill Prevention Control and Countermeasure plan when the project that involves the storage of petroleum products in 55 gallon or larger containers with a total combined storage capacity of 1,320 gallons. This is a requirement of 40 CFR 112.

This project (will / will not) (3) have over 1,320 gallons of petroleum products with a total capacity, sum of all containers 55 gallon capacity and larger.

- B) Fertilizers.** Fertilizers will be applied at rates prescribed by the contract, standard specifications or as directed by the resident engineer. Once applied, fertilizer will be covered with mulch or blankets or worked into the soil to limit exposure to storm water. Storage will be in a covered shed. The contents of any partially used bags of fertilizer will be transferred to a sealable plastic bin to avoid spills.

- C) Paints.** All containers will be tightly sealed and stored indoors or under roof when not being used. Excess paint or paint wash water will not be discharged to the drainage or storm sewer system but will be properly disposed of according to manufacturers' instructions or state and local regulations.

- D) Concrete Truck Washout.** Concrete truck mixers and chutes will not be washed on pavement, near storm drain inlets, or within 75 feet of any ditch, stream, wetland, lake, or sinkhole. Where possible, excess concrete and wash water will be discharged to areas prepared for pouring new concrete, flat areas to be paved that are away from ditches or drainage system features, or other locations that will not drain off site. Where this approach is not possible, a shallow earthen wash basin will be excavated away from ditches to receive the wash water.

- E) Spill Control Practices.** In addition to the good housekeeping and material management practices discussed in the previous sections of this plan, the following practices will be followed for spill prevention and cleanup:

- 1) Manufacturers' recommended methods for spill cleanup will be clearly posted. All personnel will be made aware of procedures and the location of the information and cleanup supplies.
- 2) Materials and equipment necessary for spill cleanup will be kept in the material storage area. Equipment and materials will include as appropriate, brooms, dust pans, mops, rags, gloves, oil absorbents, sand, sawdust, and plastic and metal trash containers.
- 3) All spills will be cleaned up immediately after discovery.
- 4) The spill area will be kept well ventilated and personnel will wear appropriate protective clothing to prevent injury from contact with a hazardous substance.
- 5) Spills of toxic or hazardous material will be reported to the appropriate state/local agency as required by KRS 224 and applicable federal law.
- 6) The spill prevention plan will be adjusted as needed to prevent spills

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from reoccurring and improve spill response and cleanup.

- 7) Spills of products will be cleaned up promptly. Wastes from spill clean-up will be disposed in accordance with appropriate regulations. Spills will be addressed in the "dry", and will not be "washed away" to clean.

4.0 OTHER STATE AND LOCAL PLANS. This BMP plan shall include any requirements specified in sediment and erosion control plans, storm water management plans or permits that have been approved by other state or local officials. Upon submittal of the NOI, other requirements for surface water protection are incorporated by reference into and are enforceable under this permit (even if they are not specifically included in this BMP plan). This provision does not apply to master or comprehensive plans, non-enforceable guidelines or technical guidance documents that are not identified in a specific plan or permit issued for the construction site by state or local officials. (1)

5.0 MAINTENANCE. The BMP plan shall include a clear description of the maintenance procedures necessary to keep the control measures in good and effective operating condition.

Maintenance of BMPs during construction shall be a result of twice a week and post rain event inspections with action being taken by the contractor to correct deficiencies within three working days.

Post Construction maintenance will be a function of normal highway maintenance operations. Following final project acceptance by the cabinet, district highway crews will be responsible for identification and correction of deficiencies regarding ground cover and cleaning of storm water BMPs. Post-construction BMP maintenance will be covered in the cabinets MS4 permit under MCM 5 activities.

6.0 INSPECTIONS. Inspection and maintenance practices that will be used to maintain erosion and sediment controls:

- 1) All erosion prevention and sediment control measures will be inspected by the Contractor at least twice each week.
- 2) Inspections will be conducted by individuals that have received Kentucky Erosion Prevention and Sediment Control – Roadway Inspector (KEPSC-RI) training or other qualification as prescribed by the Cabinet that includes instruction concerning erosion prevention and sediment control.
- 3) Inspection reports will be written, signed, dated, and kept on file.
- 4) Stabilization of disturbed areas shall be performed within 7 days of the cessation of the land disturbing activity.
- 5) Disturbed areas shall be stabilized prior to a forecasted rain event.
- 6) Sediment control BMPs will be maintained when the sediment reaches 1/3 the depth of the BMP.
- 7) All measures will be maintained in good working order. If a repair is necessary, it will be initiated within 24 hours of being reported and completed within three working days.
- 8) Silt fences will be inspected for bypassing, overtopping, undercutting, depth of sediment, tears, and to ensure attachment to secure posts.
- 9) Diversion dikes and berms will be inspected and any breaches promptly repaired. Areas that are eroding or scouring will be repaired and re-seeded / mulched as needed.

KYTC BMP Plan for Contract ID 191069

- 10) Temporary and permanent seeding and mulching will be inspected for bare spots, washouts, and healthy growth. Bare or eroded areas will be repaired as needed.
- 11) All material storage and equipment servicing areas that involve the management of bulk liquids, fuels, and bulk solids will be inspected weekly for conditions that represent a release or possible release of pollutants to the environment.

7.0 NON-STORM WATER DISCHARGES. It is expected that non-storm water discharges may occur from the site during the construction period. Examples of non-storm water discharges include:

- 1) Water from water line flushings.
- 2) Water form cleaning concrete trucks and equipment.
- 3) Pavement wash waters (where no spills or leaks of toxic or hazardous materials have occurred).
- 4) Uncontaminated groundwater and rain water (from dewatering during excavation).

All non-storm water discharges will be directed to the sediment basin or to a filter fence enclosure in a flat vegetated infiltration area or be filtered via another approved commercial product.

8.0 GROUNDWATER PROTECTION PLAN.

This plan serves as the groundwater protection plan as required by 401 KAR 5:037.

Contractor's statement: (3)

The following activities, as enumerated by 401 KAR 5:037 Section 2, require the preparation and implementation of a groundwater protection plan, and will or may be conducted as part of this construction project: (2)

- _____ (a) Land treatment or land disposal of a pollutant;
- __ (b) Storing, treating, disposing, or related handling of hazardous waste, solid waste or special waste, or special waste in landfills, incinerators, surface impoundments, tanks, drums, or other containers, or in piles, (This does not include wastes managed in a container placed for collection and removal of municipal solid waste for disposal off site);
- (c) Handling of materials in bulk quantities (equal or greater than 55 gallons or 100 pounds net dry weight transported held in an individual container) that, if released to the environment, would be a pollutant;
- (d) Storing or related handling of road oils, dust suppressants, or deicing agents at a central location;
- _____ (e) Application or related handling of road oils, dust suppressants or deicing

KYTC BMP Plan for Contract ID *191069*

materials,
(does not include use of chloride-based deicing materials applied to roads or parking lots);

(f) Installation, construction, operation, or abandonment of wells, bore holes, or core holes, (this does not include bore holes for the purpose of explosive demolition);

Or, check the following only if there are no qualifying activities

_____ There are no activities for this project as listed in 401 KAR 5:037 Section 2 that require the preparation and implementation of a groundwater protection plan.

The contractor is responsible for the preparation of a plan that addresses the 401 KAR 5:037 Section 3. (3)

Elements of site specific groundwater protection plan:

- (a) General information about this project is covered in the Project information;
- (b) Activities that require a groundwater protection plan have been identified above;
- (c) Practices that will protect groundwater from pollution are addressed in Section 3. Other Control Measures.
- (d) Implementation schedule — all practices required to prevent pollution of groundwater are to be in place prior to conducting the activity;
- (e) Training is required as a part of the ground water protection plan. All employees of the contractor, sub-contractor and resident engineer personnel will be trained to understand the nature and requirements of this plan as they pertain to their job function(s). Training will be accomplished within one week of employment and annually thereafter. A record of training will be maintained by the contractor with a copy provide to the resident engineer.
- (f) Groundwater plan activities will be inspected during the EPSC inspections
- (g) Certification (see signature page.)

KYTC BMP Plan for Contract ID 191069
Contractor and Resident Engineer Plan Certification

The contractor that is responsible for implementing this BMP plan is identified in the Project Information section of this plan.

The following certification applies to all parties that are signatory to this BMP plan:

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations. Further, this plan complies with the requirements of 401 KAR 5:037. By this certification, the undersigned state that the individuals signing the plan have reviewed the terms of the plan and will implement its provisions as they pertain to ground water protection.

Contractor and Resident Engineer Certification:

(3)		title	
Signed			
	<i>typed or printed name¹</i>		<i>signature</i>

(2)		title	
Signed			
	<i>typed or printed name²</i>		<i>signature</i>

1. *Contractors Note: to be signed by a person who is the owner, a responsible corporate officer, a general partner or the proprietor or a person designated to have the authority to sign reports by such a person in accordance with 401 KAR 5: 060 Section 9. This delegation shall be in writing to: Manager, KPDES Branch, Division of Water, 200 Fair Oaks Lane, Fourth Floor, Frankfort, Kentucky 40601. Reference the Contract ID number and KPDES number when one has been issued.*

2. *KYTC Note: to be signed by the Chief District Engineer or a person designated to have the authority to sign reports by such a person (usually the resident engineer) in accordance with 401 KAR 5:060 Section 9. This delegation shall be in writing to: Manager, KPDES Branch, Division of Water, 300 Sower Blvd, Frankfort, Kentucky 40601 Reference the Contract ID number and KPDES number when one has been issued.*

Sub-Contractor Certification

The following sub-contractor shall be made aware of the BMP plan and responsible for implementation of BMPs identified in this plan as follows:

Subcontractor Name:

Address:

Phone:

The part of BMP plan this subcontractor is responsible to implement is:

I certify under penalty of law that I understand the terms and conditions of the general Kentucky Pollutant Discharge Elimination System permit that authorizes the storm water discharges, the BMP plan that has been developed to manage the quality of water to be discharged as a result of storm events associated with the construction site activity and management of non-storm water pollutant sources identified as part of this certification.

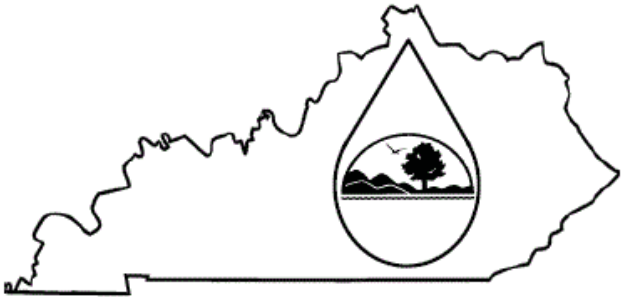
Signed _____
printed name¹ typed title signature or

1. Sub Contractor Note: To be signed by a person who is the owner, a responsible corporate officer, a general partner or the proprietor or a person designated to have the authority to sign reports by such a person in accordance with 401 KAR 5:060 Section 9. This delegation shall be in writing to: Manager, KPDES Branch, Division of Water, 300 Sower Blvd., Frankfort, Kentucky 40601. Reference the Contract ID number and KPDES number when one has been issued.

Thank you for submitting your information via the Kentucky Department for Environmental Protection eForms website. Please save a copy of this submittal for your records. We recommend saving a copy as a .mht, .html, or .htm file.

The Submittal ID for this transaction is 169332 and was submitted on October 23, 2019 10:16 AM Eastern Time. If you need to contact DEP regarding your submission, please reference your Submittal ID.

The eForm Submittal ID allows you to use the data from this submittal as a template and/or download a copy of your submittal.

	<h2 style="text-align: center;">KENTUCKY POLLUTION DISCHARGE ELIMINATION SYSTEM (KPDES)</h2> <p style="text-align: center;">Notice of Intent (NOI) for coverage of Storm Water Discharge Associated with Construction Activities Under the KPDES Storm Water General Permit KYR100000</p> <p style="text-align: center;">Click here for Instructions (Controls/KPDES_FormKYR10_Instructions.)</p> <p style="text-align: center;">Click here to obtain information and a copy of the KPDES General Permit. (http://dep.ky.gov/formslibrary/Documents/KYR10PermitPage.pdf)</p> <p style="text-align: center;">(*) indicates a required field; (✓) indicates a field may be required based on user input or is an optionally required field</p>
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Reason for Submittal:(*) Application for New Perm ▼	Agency Interest ID: Agency Interest ID	Permit Number:(✓) KPDES Permit Number	
If change to existing permit coverage is requested, describe the changes for which modification of coverage is being sought: (✓) <input type="text"/>			
ELIGIBILITY: Stormwater discharges associated with construction activities disturbing individually one (1) acre or more, including, in the case of a common plan of development, contiguous construction activities that cumulatively equal one (1) acre or more of disturbance.			
EXCLUSIONS: The following are excluded from coverage under this general permit: 1) Are conducted at or on properties that have obtained an individual KPDES permit for the discharge of other wastewaters which requires the development and implementation of a Best Management Practices (BMP) plan; 2) Any operation that the DOW determines an individual permit would better address the discharges from that operation; 3) Any project that discharges to an Impaired Water listed in the most recent Integrated Report, §305(b) as impaired for sediment and for which an approved TMDL has been developed.			
SECTION I -- FACILITY OPERATOR INFORMATION (PERMITTEE)			
Company Name:(✓) KYDOT	First Name:(✓) KELLY	M.I.: A	Last Name:(✓) BAKER
Mailing Address:(*) 800 NEWTOWN CT	City:(*) LEXINGTON	State:(*) Kentucky ▼	Zip:(*) 40511
eMail Address:(*) kellya.baker@ky.gov	Business Phone:(*) (859)246-2355	Alternate Phone: Phone	
SECTION II -- GENERAL SITE LOCATION INFORMATION			
Project Name:(*)	Status of Owner/Operator(*)	SIC Code(*)	

Resurfacing and Reconstruction US 68X		State Governme	1611 Highway a
Company Name:(✓) KYDOT	First Name:(✓) Kelly	M.I.: A	Last Name:(✓) Baker
Site Physical Address:(*) (Main and High St.)			
City:(*) Paris	State:(*) Kentucky	Zip:(*) 40361	
County:(*) Bourbon	Latitude(decimal degrees)(*)DMS to DD Converter (https://www.fcc.gov/media/radio/dms-decimal) 38.208333	Longitude(decimal degrees)(*) -84.253611	

SECTION III -- SPECIFIC SITE ACTIVITY INFORMATION

Section III requires part A or part B to be completed.

Project Description:(*) Resurfacing and Reconstruction	
a. For single projects provide the following information	
Total Number of Acres in Project:(✓) 35.00	Total Number of Acres Disturbed:(✓) 21.12
Anticipated Start Date:(✓) 12/2/2019	Anticipated Completion Date:(✓) 11/30/2020
b. For common plans of development provide the following information	
Total Number of Acres in Project:(✓) # Acre(s)	Total Number of Acres Disturbed:(✓) # Acre(s)
Number of individual lots in development, if applicable:(✓) # lot(s)	Number of lots in development:(✓) # lot(s)
Total acreage of lots intended to be developed:(✓) Project Acres	Number of acres intended to be disturbed at any one time:(✓) Disturbed Acres
Anticipated Start Date:(✓)	Anticipated Completion Date:(✓)
List Building Contractor(s) at the time of Application:(*) Company Name	

SECTION IV -- IF THE PERMITTED SITE DISCHARGES TO A WATER BODY THE FOLLOWING INFORMATION IS REQUIRED

Complete the following table if the permitted site discharges to a water body. Please note that if you enter a row in the below table, all columns are required to be filled out.

Unnamed Tributary?: Does discharge enter an unnamed tributary prior to entering a named receiving water?

Latitude in decimal degrees: Format must be between 36.490000 and 39.150000, with a minimum of 5 decimal points of accuracy.

Longitude in decimal degrees: Format must be between -89.580000 and -81.960000, with a minimum of 5 decimal points of accuracy.

Receiving Water Name: Receiving water name must be from the following list of possible receiving waters. (click here for a list

(Controls/ReceivingStream.htm)). If the discharge flows into an unnamed tributary, please enter the first "named" receiving water for which the unnamed tributary(ies) eventually flows into.

Discharge Point(s):			
Unnamed Tributary?	Latitude	Longitude	Receiving Water Name
No	38.19610	-84.27290	Houston Creek
No	38.19650	-84.27190	Houston Creek
No	38.19710	-84.27080	Houston Creek
No	38.20140	-84.26310	Houston Creek
No	38.20520	-84.25670	Houston Creek
No	38.21070	-84.25260	Houston Creek
No	38.21200	-84.25110	Houston Creek
No	38.21280	-84.25030	Houston Creek
No	38.21330	-84.24920	Houston Creek
No	38.21360	-84.24990	Houston Creek

SECTION V -- IF THE PERMITTED SITE DISCHARGES TO A MS4 THE FOLLOWING INFORMATION IS REQUIRED 

List all MS4 Discharge Points

Latitude in decimal degrees. Format must be between 36.490000 and 39.150000, with a minimum of 5 decimal points of accuracy. Longitude in decimal degrees. Format must be between -89.580000 and -81.960000, with a minimum of 5 decimal points of accuracy.

Name of MS4: <input type="text"/>			
Date of application/notification to the MS4 for construction site permit coverage: <input type="text" value="Date"/>	Discharge Point(s):(*) <table border="1"> <tr> <td><input type="text" value="Latitude"/></td> <td><input type="text" value="Longitude"/></td> </tr> </table>	<input type="text" value="Latitude"/>	<input type="text" value="Longitude"/>
<input type="text" value="Latitude"/>	<input type="text" value="Longitude"/>		

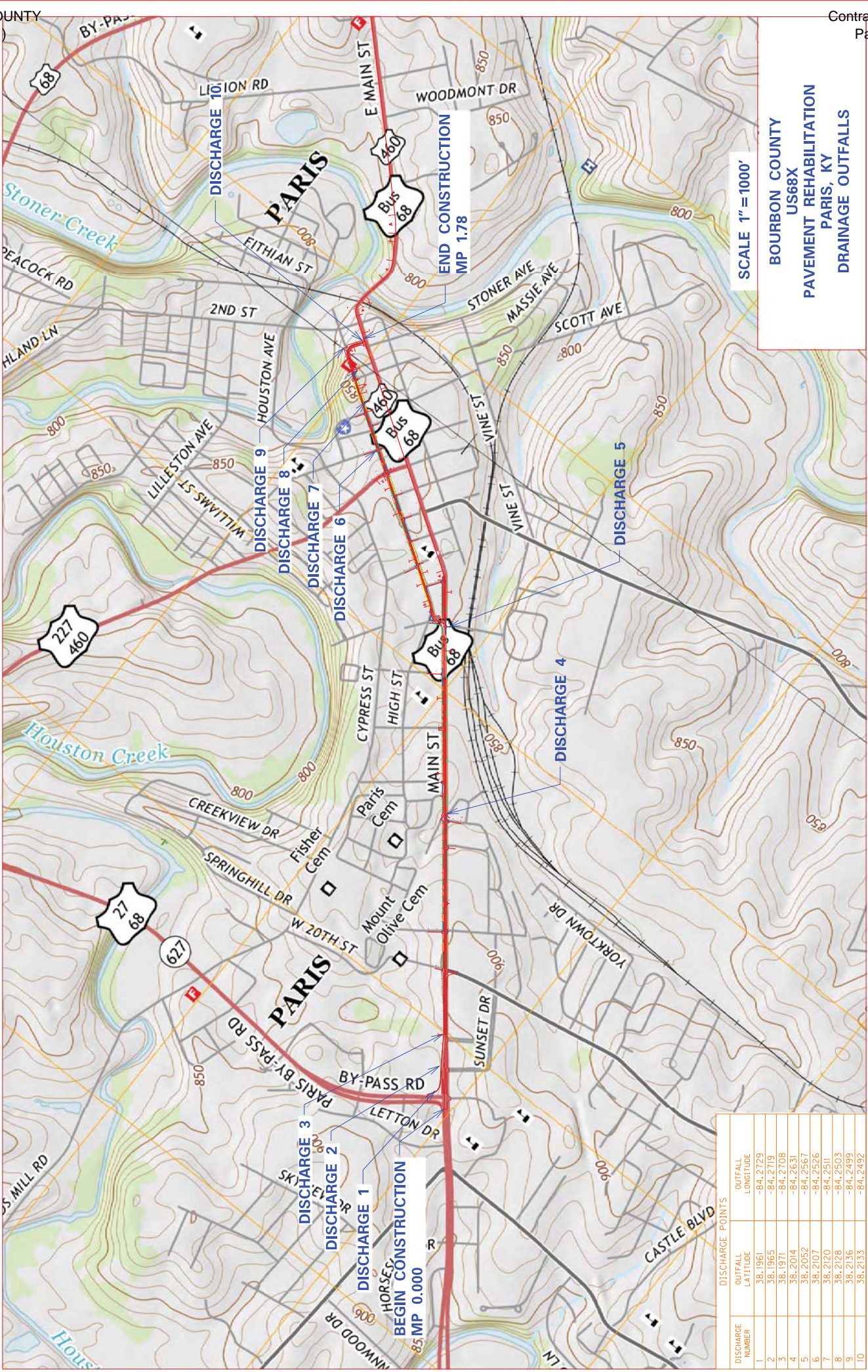
SECTION VI -- WILL THE PROJECT REQUIRE CONSTRUCTION ACTIVITIES IN A WATER BODY OR THE RIPARIAN ZONE?

Will the project require construction activities in a water body or the riparian zone?:(*)	<input type="text" value="No"/>
If Yes, describe scope of activity: (✓)	<input type="text" value="describe scope of activity"/>
Is a Clean Water Act 404 permit required?:(*)	<input type="text" value="No"/>
Is a Clean Water Act 401 Water Quality Certification required?:(*)	<input type="text" value="No"/>

SECTION VII -- NOI PREPARER INFORMATION

First Name:(*) <input type="text" value="George"/>	M.I.: <input type="text" value="W"/>	Last Name:(*) <input type="text" value="Taylor"/>	Company Name:(*) <input type="text" value="KYDOT"/>
Mailing Address:(*) <input type="text"/>	City:(*) <input type="text"/>	State:(*) <input type="text"/>	Zip:(*) <input type="text"/>

800 Newtown Ct	Lexington	Kentucky ▼	40511
eMail Address:(*) george.taylor@ky.gov	Business Phone:(*) 859-246-2355	Alternate Phone: Phone	
SECTION VIII -- ATTACHMENTS			
Facility Location Map:(*)	Upload file		
Supplemental Information:	Upload file		
SECTION IX -- CERTIFICATION			
I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.			
Signature:(*) Kelly A Baker		Title:(*) Chief District Engineer	
First Name:(*) Kelly	M.I.: A	Last Name:(*) Baker	
eMail Address:(*) kellyA.baker@ky.gov	Business Phone:(*) 859-246-2355	Alternate Phone: Phone	Signature Date: (*) 10/23/20
Click to Save Values for Future Retrieval Click to Submit to EEC			



SCALE 1" = 1000'

**BOURBON COUNTY
US68X
PAVEMENT REHABILITATION
PARIS, KY
DRAINAGE OUTFALLS**

DISCHARGE POINTS		DISCHARGE POINTS	
DISCHARGE NUMBER	OUTFALL LATITUDE	OUTFALL LONGITUDE	
1	38.1961	-84.2729	
2	38.1965	-84.2719	
3	38.1971	-84.2708	
4	38.2014	-84.2631	
5	38.2052	-84.2567	
6	38.2107	-84.2526	
7	38.2120	-84.2511	
8	38.2128	-84.2503	
9	38.2136	-84.2499	
10	38.2133	-84.2492	

GUARDRAIL DELIVERY VERIFICATION SHEET

Contract Id: _____

Contractor: _____

Section Engineer: _____

District & County: _____

<u>DESCRIPTION</u>	<u>UNIT</u>	<u>QTY LEAVING PROJECT</u>	<u>QTY RECEIVED@BB YARD</u>
GUARDRAIL (Includes End treatments & crash cushions)	LF	_____	_____
STEEL POSTS	EACH	_____	_____
STEEL BLOCKS	EACH	_____	_____
WOOD OFFSET BLOCKS	EACH	_____	_____
BACK UP PLATES	EACH	_____	_____
CRASH CUSHION	EACH	_____	_____
NUTS, BOLTS, WASHERS	BAG/BCKT	_____	_____
DAMAGED RAIL TO MAINT. FACILITY	LF	_____	_____
DAMAGED POSTS TO MAINT. FACILITY	EACH	_____	_____

***Required Signatures before Leaving Project Site**

Printed Section Engineer's Representative _____ & Date _____

Signature Section Engineer's Representative _____ & Date _____

Printed Contractor's Representative _____ & Date _____

Signature Contractor's Representative _____ & Date _____

***Required Signatures after Arrival at Bailey Bridge Yard (All material on truck must be counted & the quantity received column completed before signatures)**

Printed Bailey Bridge Yard Representative _____ & Date _____

Signature Bailey Bridge Yard Representative _____ & Date _____

Printed Contractor's Representative _____ & Date _____

Signature Contractor's Representative _____ & Date _____

**Payment for the bid item remove guardrail will be based upon the quantities shown in the Bailey Bridge Yard received column. Payment will not be made for guardrail removal until the guardrail verification sheets are electronically submitted to the Section Engineer by the Bailey Bridge Yard Representative.

Completed Form Submitted to Section Engineer Date: _____ By: _____

PART II
SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

Any reference in the plans or proposal to previous editions of the *Standard Specifications for Road and Bridge Construction* and *Standard Drawings* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2019* and *Standard Drawings, Edition of 2016*.

SUPPLEMENTAL SPECIFICATIONS

The contractor shall use the Supplemental Specifications that are effective at the time of letting.
The Supplemental Specifications can be found at the following link:

<http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx>

SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

This Special Note will apply when indicated on the plans or in the proposal.

1.0 DESCRIPTION. Furnish, install, operate, and maintain variable message signs at the locations shown on the plans or designated by the Engineer. Remove and retain possession of variable message signs when they are no longer needed on the project.

2.0 MATERIALS.

2.1 General. Use LED Variable Message Signs Class I, II, or III, as appropriate, from the Department's List of Approved Materials.

Unclassified signs may be submitted for approval by the Engineer. The Engineer may require a daytime and nighttime demonstration. The Engineer will make a final decision within 30 days after all required information is received.

2.2 Sign and Controls. All signs must:

- 1) Provide 3-line messages with each line being 8 characters long and at least 18 inches tall. Each character comprises 35 pixels.
- 2) Provide at least 40 preprogrammed messages available for use at any time. Provide for quick and easy change of the displayed message; editing of the message; and additions of new messages.
- 3) Provide a controller consisting of:
 - a) Keyboard or keypad.
 - b) Readout that mimics the actual sign display. (When LCD or LCD type readout is used, include backlighting and heating or otherwise arrange for viewing in cold temperatures.)
 - c) Non-volatile memory or suitable memory with battery backup for storing pre-programmed messages.
 - d) Logic circuitry to control the sequence of messages and flash rate.
- 4) Provide a serial interface that is capable of supporting complete remote control ability through land line and cellular telephone operation. Include communication software capable of immediately updating the message, providing complete sign status, and allowing message library queries and updates.
- 5) Allow a single person easily to raise the sign to a satisfactory height above the pavement during use, and lower the sign during travel.
- 6) Be Highway Orange on all exterior surfaces of the trailer, supports, and controller cabinet.
- 7) Provide operation in ambient temperatures from -30 to + 120 degrees Fahrenheit during snow, rain and other inclement weather.
- 8) Provide the driver board as part of a module. All modules are interchangeable, and have plug and socket arrangements for disconnection and reconnection. Printed circuit boards associated with driver boards have a conformable coating to protect against moisture.
- 9) Provide a sign case sealed against rain, snow, dust, insects, etc. The lens is UV stabilized clear plastic (polycarbonate, acrylic, or other approved material) angled to prevent glare.
- 10) Provide a flat black UV protected coating on the sign hardware, character PCB, and appropriate lens areas.
- 11) Provide a photocell control to provide automatic dimming.

- 12) Allow an on-off flashing sequence at an adjustable rate.
- 13) Provide a sight to aim the message.
- 14) Provide a LED display color of approximately 590 nm amber.
- 15) Provide a controller that is password protected.
- 16) Provide a security device that prevents unauthorized individuals from accessing the controller.
- 17) Provide the following 3-line messages preprogrammed and available for use when the sign unit begins operation:

/KEEP/RIGHT/=>=>=>/	/MIN/SPEED/**MPH/
/KEEP/LEFT/<<<</	/ICY/BRIDGE/AHEAD/ /ONE
/LOOSE/GRAVEL/AHEAD/	LANE/BRIDGE/AHEAD/
/RD WORK/NEXT/**MILES/	/ROUGH/ROAD/AHEAD/
/TWO WAY/TRAFFIC/AHEAD/	/MERGING/TRAFFIC/AHEAD/
/PAINT/CREW/AHEAD/	/NEXT/***/MILES/
/REDUCE/SPEED/**MPH/	/HEAVY/TRAFFIC/AHEAD/
/BRIDGE/WORK/***0 FT/	/SPEED/LIMIT/**MPH/
/MAX/SPEED/**MPH/	/BUMP/AHEAD/
/SURVEY/PARTY/AHEAD/	/TWO/WAY/TRAFFIC/

*Insert numerals as directed by the Engineer.
Add other messages during the project when required by the Engineer.

2.3 Power.

- 1) Design solar panels to yield 10 percent or greater additional charge than sign consumption. Provide direct wiring for operation of the sign or arrow board from an external power source to provide energy backup for 21 days without sunlight and an on-board system charger with the ability to recharge completely discharged batteries in 24 hours.

3.0 CONSTRUCTION. Furnish and operate the variable message signs as designated on the plans or by the Engineer. Ensure the bottom of the message panel is a minimum of 7 feet above the roadway in urban areas and 5 feet above in rural areas when operating. Use Class I, II, or III signs on roads with a speed limit less than 55 mph. Use Class I or II signs on roads with speed limits 55 mph or greater.

Maintain the sign in proper working order, including repair of any damage done by others, until completion of the project. When the sign becomes inoperative, immediately repair or replace the sign. Repetitive problems with the same unit will be cause for rejection and replacement.

Use only project related messages and messages directed by the Engineer, unnecessary messages lessen the impact of the sign. Ensure the message is displayed in either one or 2 phases with each phase having no more than 3 lines of text. When no message is needed, but it is necessary to know if the sign is operable, flash only a pixel.

When the sign is not needed, move it outside the clear zone or where the Engineer directs. Variable Message Signs are the property of the Contractor and shall be removed from the project when no longer needed. The Department will not assume ownership of these signs.

4.0 MEASUREMENT. The final quantity of Variable Message Sign will be

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the actual number of individual signs acceptably furnished and operated during the project. The Department will not measure signs replaced due to damage or rejection.

5.0 PAYMENT. The Department will pay for the Variable Message Signs at the unit price each. The Department will not pay for signs replaced due to damage or rejection. Payment is full compensation for furnishing all materials, labor, equipment, and service necessary to, operate, move, repair, and maintain or replace the variable message signs. The Department will make payment for the completed and accepted quantities under the following:

<u>Code</u>	<u>Pay Item</u>	<u>Pay Unit</u>
02671	Portable Changeable Message Sign	Each

Effective June 15, 2012

SPECIAL NOTE FOR LONGITUDINAL PAVEMENT JOINT ADHESIVE

1. DESCRIPTION. This specification covers the requirements and practices for applying an asphalt adhesive material to the longitudinal joint of the surface course of an asphalt pavement. Apply the adhesive to the face of longitudinal joint between driving lanes for the first lane paved. Then, place and compact the adjacent lane against the treated face to produce a strong, durable, waterproof longitudinal joint.
2. MATERIALS, EQUIPMENT, AND PERSONNEL.

2.1 Joint Adhesive. Provide material conforming to Subsection 2.1.1.

2.1.1 Provide an adhesive conforming to the following requirements:

Property	Specification	Test Procedure
Viscosity, 400 ° F (Pa·s)	4.0 – 10.0	ASTM D 4402
Cone Penetration, 77 ° F	60 – 100	ASTM D 5329
Flow, 140 ° F (mm)	5.0 max.	ASTM D 5329
Resilience, 77 ° F (%)	30 min.	ASTM D 5329
Ductility, 77 ° F (cm)	30.0 min.	ASTM D 113
Ductility, 39 ° F (cm)	30.0 min.	ASTM D 113
Tensile Adhesion, 77 ° F (%)	500 min.	ASTM D 5329, Type II
Softening Point, ° F	171 min.	AASHTO T 53
Asphalt Compatibility	Pass	ASTM D 5329

Ensure the temperature of the pavement joint adhesive is between 380 and 410 °F when the material is extruded in a 0.125-inch-thick band over the entire face of the longitudinal joint.

2.2. Equipment.

2.2.1 Melter Kettle. Provide an oil-jacketed, double-boiler, melter kettle equipped with any needed agitation and recirculating systems.

2.2.2 Applicator System. Provide a pressure-feed-wand applicator system with an applicator shoe attached.

2.3 Personnel. Ensure a technical representative from the manufacturer of the pavement joint adhesive is present during the initial construction activities and available upon the request of the Engineer.

3. CONSTRUCTION.

3.1 Surface Preparation. Prior to the application of the pavement joint adhesive, ensure the face of the longitudinal joint is thoroughly dry and free from dust or any other debris that would inhibit adhesion. Clean the joint face by the use of compressed air.

Ensure this preparation process occurs shortly before application to prevent the return of debris on the joint face.

3.2 Pavement Joint Adhesive Application. Ensure the ambient temperature is a minimum of 40 ° F during the application of the pavement joint adhesive. Prior to applying the adhesive, demonstrate competence in applying the adhesive according to this note to the satisfaction of the Engineer. Heat the adhesive in the melter kettle to the specified temperature range. Pump the adhesive from the melter kettle through the wand onto the vertical face of the cold joint. Apply the adhesive in a continuous band over the entire face of the longitudinal joint. Do not use excessive material in either thickness or location. Ensure the edge of the extruded adhesive material is flush with the surface of the pavement. Then, place and compact the adjacent lane against the joint face. Remove any excessive material extruded from the joint after compaction (a small line of material may remain).

3.3 Pavement Joint Adhesive Certification. Furnish the joint adhesive's certification to the Engineer stating the material conforms to all requirements herein prior to use.

3.4 Sampling and Testing. The Department will require a random sample of pavement joint adhesive from each manufacturer's lot of material. Extrude two 5 lb. samples of the heated material and forward the sample to the Division of Materials for testing. Reynolds oven bags, turkey size, placed inside small cardboard boxes or cement cylinder molds have been found suitable. Ensure the product temperature is 400°F or below at the time of sampling.

4. MEASUREMENT. The Department will measure the quantity of Pavement Joint Adhesive in linear feet. The Department will not measure for payment any extra materials, labor, methods, equipment, or construction techniques used to satisfy the requirements of this note. The Department will not measure for payment any trial applications of Pavement Joint Adhesive, the cleaning of the joint face, or furnishing and placing the adhesive. The Department will consider all such items incidental to the Pavement Joint Adhesive.
5. PAYMENT. The Department will pay for the Pavement Joint Adhesive at the Contract unit bid price and apply an adjustment for each manufacturer's lot of material based on the degree of compliance as defined in the following schedule. When a sample fails on two or more tests, the Department may add the deductions, but the total deduction will not exceed 100 percent.

Pavement Joint Adhesive Price Adjustment Schedule						
Test	Specification	100% Pay	90% Pay	80% Pay	50% Pay	0% Pay
Joint Adhesive Referenced in Subsection 2.1.1						
Viscosity, 400 ° F (Pa•s) ASTM D 3236	4.0-10.0	3.5-10.5	3.0-3.4 10.6-11.0	2.5-2.9 11.1-11.5	2.0-2.4 11.6-12.0	≤1.9 ≥ 12.1
Cone Penetration, 77 ° F ASTM D 5329	60-100	57-103	54-56 104-106	51-53 107-109	48-50 110-112	≤ 47 ≥ 113
Flow, 140 ° F (mm) ASTM D 5329	≤ 5.0	≤ 5.5	5.6-6.0	6.1-6.5	6.6-7.0	≥ 7.1
Resilience, 77 ° F (%) ASTM D 5329	≥ 30	≥ 28	26-27	24-25	22-23	≤ 21
Tensile Adhesion, 77 ° F (%) ASTM D 5329	≥ 500	≥ 490	480-489	470-479	460-469	≤ 459
Softening Point, ° F AASHTO T 53	≥ 171	≥ 169	166-168	163-165	160-162	≤ 159
Ductility, 77 ° F (cm) ASTM D 113	≥ 30.0	≥ 29.0	28.0-28.9	27.0-27.9	26.0-26.9	≤ 25.9
Ductility, 39 ° F (cm) ASTM D 113	≥ 30.0	≥ 29.0	28.0-28.9	27.0-27.9	26.0-26.9	≤ 25.9

Code
20071EC

Pay Item
Joint Adhesive

Pay Unit
Linear Foot

May 7, 2014

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

FHWA-1273 -- Revised May 1, 2012

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions

of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

- (i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and
- (ii) The classification is utilized in the area by the construction industry; and
- (iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and
- (4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

**KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS**

**EMPLOYMENT REQUIREMENTS
RELATING TO
NONDISCRIMINATION OF EMPLOYEES
(APPLICABLE TO FEDERAL-AID SYSTEM CONTRACTS)**

**AN ACT OF THE KENTUCKY GENERAL ASSEMBLY
TO PREVENT DISCRIMINATION IN EMPLOYMENT**

**KRS CHAPTER 344
EFFECTIVE JUNE 16, 1972**

The contract on this project, in accordance with KRS Chapter 344, provides that during the performance of this contract, the contractor agrees as follows:

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (forty and above); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age forty (40) and over. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

2. The contractor shall not print or publish or cause to be printed or published a notice or advertisement relating to employment by such an employer or membership in or any classification or referral for employment by the employment agency, indicating any preference, limitation, specification, or discrimination, based on race, color, religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, except that such a notice or advertisement may indicate a preference, limitation, or specification based on religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, when religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, is a bona fide occupational qualification for employment.

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual because of his race, color, religion, national origin, sex, disability or age forty (40) and over, in admission to, or employment in any program established to provide apprenticeship or other training.

4. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for non-compliance.

Revised: January 25, 2017

Standard Title VI/Non-Discrimination Assurances

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, **Federal Highway Administration**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **Federal Highway Administration** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **Federal Highway Administration**, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **Federal Highway Administration** may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **Federal Highway Administration** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

Standard Title VI/Non-Discrimination Statutes and Authorities

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*)

EXECUTIVE BRANCH CODE OF ETHICS

In the 1992 regular legislative session, the General Assembly passed and Governor Brereton Jones signed Senate Bill 63 (codified as KRS 11A), the Executive Branch Code of Ethics, which states, in part:

KRS 11A.040 (7) provides:

No present or former public servant shall, within six (6) months following termination of his office or employment, accept employment, compensation, or other economic benefit from any person or business that contracts or does business with, or is regulated by, the state in matters in which he was directly involved during the last thirty-six (36) months of his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, or for which he received, prior to his state employment, a professional degree or license, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved during the last thirty-six (36) months of his tenure in state government. This subsection shall not prohibit the performance of ministerial functions, including but not limited to filing tax returns, filing applications for permits or licenses, or filing incorporation papers, nor shall it prohibit the former officer or public servant from receiving public funds disbursed through entitlement programs.

KRS 11A.040 (9) states:

A former public servant shall not represent a person or business before a state agency in a matter in which the former public servant was directly involved during the last thirty-six (36) months of his tenure, for a period of one (1) year after the latter of:

- a) The date of leaving office or termination of employment; or
- b) The date the term of office expires to which the public servant was elected.

This law is intended to promote public confidence in the integrity of state government and to declare as public policy the idea that state employees should view their work as a public trust and not as a way to obtain private benefits.

If you have worked for the executive branch of state government within the past six months, you may be subject to the law's prohibitions. The law's applicability may be different if you hold elected office or are contemplating representation of another before a state agency.

Also, if you are affiliated with a firm which does business with the state and which employs former state executive-branch employees, you should be aware that the law may apply to them.

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, 3 Fountain Place, Frankfort, Kentucky 40601; telephone (502) 564-7954.

"General Decision Number: KY20190038 09/27/2019

Superseded General Decision Number: KY20180100

State: Kentucky

Construction Type: Highway

Counties: Anderson, Bath, Bourbon, Boyd, Boyle, Bracken, Breckinridge, Bullitt, Carroll, Carter, Clark, Elliott, Fayette, Fleming, Franklin, Gallatin, Grant, Grayson, Greenup, Hardin, Harrison, Henry, Jefferson, Jessamine, Larue, Lewis, Madison, Marion, Mason, Meade, Mercer, Montgomery, Nelson, Nicholas, Oldham, Owen, Robertson, Rowan, Scott, Shelby, Spencer, Trimble, Washington and Woodford Counties in Kentucky.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction; bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.60 for calendar year 2019 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.60 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2019. If this contract is covered by the EO and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must pay workers in that classification at least the wage rate determined through the conformance process set forth

BOURBON COUNTY

STP 70541001) FR 5.5(a)(1)(ii) (or the EO minimum wage rate, if it is higher than the conformed wage rate). The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/04/2019
1	02/15/2019
2	09/27/2019

BRIN0004-003 06/01/2017

BRECKENRIDGE COUNTY

	Rates	Fringes
BRICKLAYER.....	\$ 26.80	12.38

BRKY0001-005 06/01/2017

BULLITT, CARROLL, GRAYSON, HARDIN, HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, & TRIMBLE COUNTIES:

	Rates	Fringes
BRICKLAYER.....	\$ 26.80	12.38

BRKY0002-006 06/01/2017

BRACKEN, GALLATIN, GRANT, MASON & ROBERTSON COUNTIES:

	Rates	Fringes
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BRICKLAYER.....\$ 27.81 13.01

BRKY0007-004 06/01/2017

BOYD, CARTER, ELLIOT, FLEMING, GREENUP, LEWIS & ROWAN COUNTIES:

Rates Fringes

BRICKLAYER.....\$ 32.98 19.02

BRKY0017-004 06/01/2017

ANDERSON, BATH, BOURBON, BOYLE, CLARK, FAYETTE, FRANKLIN,
HARRISON, JESSAMINE, MADISON, MERCER, MONTGOMERY, NICHOLAS,
OWEN, SCOTT, WASHINGTON & WOODFORD COUNTIES:

Rates Fringes

BRICKLAYER.....\$ 26.47 12.76

CARP0064-001 05/01/2015

Rates Fringes

CARPENTER.....\$ 27.50 16.06

Diver.....\$ 41.63 16.06

PILEDRIVERMAN.....\$ 27.75 16.06

ELEC0212-008 06/04/2018

BRACKEN, GALLATIN and GRANT COUNTIES

Rates Fringes

ELECTRICIAN.....\$ 28.39 18.98

ELEC0212-014 11/26/2018

BRACKEN, GALLATIN & GRANT COUNTIES:

Rates Fringes

Sound & Communication

Technician.....\$ 24.35 10.99

* ELEC0317-012 06/01/2019

BOYD, CARTER, ELLIOT & ROWAN COUNTIES:

Rates Fringes

ELECTRICIAN (Wiremen)

Electrician.....\$ 34.35 25.70

* ELEC0369-007 05/28/2019

ANDERSON, BATH, BOURBON, BOYLE, BRECKINRIDGE, BULLITT, CARROLL,
CLARK, FAYETTE, FRAONKLIN, GRAYSON, HARDIN, HARRISON, HENRY,
JEFFERSON, JESSAMINE, LARUE, MADISON, MARION, MEADE, MERCER,
MONTGOMERY, NELSON, NICHOLAS, OLDHAM, OWEN, ROBERTSON, SCOTT,
SHELBY, SPENCER, TRIMBLE, WASHINGTON, & WOODFORD COUNTIES:

Rates Fringes

ELECTRICIAN.....\$ 32.44 17.22

ELEC0575-002 12/31/2018

FLEMING, GREENUP, LEWIS & MASON COUNTIES:

Rates Fringes

ELECTRICIAN.....\$ 32.75 16.69

* ENGI0181-018 07/01/2019

Rates Fringes

POWER EQUIPMENT OPERATOR

BOURBON COUNTY

STP 7054 (001) GROUP 1.....	\$ 33.30	16.50
GROUP 2.....	\$ 30.44	16.50
GROUP 3.....	\$ 30.89	16.50
GROUP 4.....	\$ 30.12	16.50

OPERATING ENGINEER CLASSIFICATIONS

GROUP 1 - A-Frame Winch Truck; Auto Patrol; Backfiller; Batcher Plant; Bituminous Paver; Bituminous Transfer Machine; Boom Cat; Bulldozer; Mechanic; Cableway; Carry-All Scoop; Carry Deck Crane; Central Compressor Plant; Cherry Picker; Clamshell; Concrete Mixer (21 cu. ft. or Over); Concrete Paver; Truck-Mounted Concrete Pump; Core Drill; Crane; Crusher Plant; Derrick; Derrick Boat; Ditching & Trenching Machine; Dragline; Dredge Operator; Dredge Engineer; Elevating Grader & Loaders; Grade-All; Gurries; Heavy Equipment Robotics Operator/Mechanic; High Lift; Hoe-Type Machine; Hoist (Two or More Drums); Hoisting Engine (Two or More Drums); Horizontal Directional Drill Operator; Hydrocrane; Hyster; KeCal Loader; LeTourneau; Locomotive; Mechanic; Mechanically Operated Laser Screed; Mechanic Welder; Mucking Machine; Motor Scraper; Orangepeel Bucket; Overhead Crane; Piledriver; Power Blade; Pumpcrete; Push Dozer; Rock Spreader, attached to equipment; Rotary Drill; Roller (Bituminous); Rough Terrain Crane; Scarifier; Scoopmobile; Shovel; Side Boom; Subgrader; Tailboom; Telescoping Type Forklift; Tow or Push Boat; Tower Crane (French, German & other types); Tractor Shovel; Truck Crane; Tunnel Mining Machines, including Moles, Shields or similar types of Tunnel Mining Equipment

GROUP 2 - Air Compressor (Over 900 cu. ft. per min.); Bituminous Mixer; Boom Type Tamping Machine; Bull Float; Concrete Mixer (Under 21 cu. ft.); Dredge Engineer; Electric Vibrator; Compactor/Self-Propelled Compactor; Elevator (One Drum or Buck Hoist); Elevator (When used to Hoist Building Material); Finish Machine; Firemen & Hoist (One Drum); Flexplane; Forklift (Regardless of Lift Height); Form Grader; Joint Sealing Machine; Outboard Motor Boat; Power Sweeper (Riding Type); Roller (Rock); Ross Carrier; Skid Mounted or Trailer Mounted Concrete Pump; Skid

BOURBON COUNTY

STP 7054(001) Machine with all Attachments; Switchman or Brakeman;

Throttle Valve Person; Tractair & Road Widening Trencher;
Tractor (50 H.P. or Over); Truck Crane Oiler; Tugger;
Welding Machine; Well Points; & Whirley Oiler

GROUP 3 - All Off Road Material Handling Equipment,
including Articulating Dump Trucks; Greaser on Grease
Facilities servicing Heavy Equipment

GROUP 4 - Bituminous Distributor; Burlap & Curing Machine;
Cement Gun; Concrete Saw; Conveyor; Deckhand Oiler; Grout
Pump; Hydraulic Post Driver; Hydro Seeder; Mud Jack; Oiler;
Paving Joint Machine; Power Form Handling Equipment; Pump;
Roller (Earth); Steerman; Tamping Machine; Tractor (Under
50 H.P.); & Vibrator

CRANES - with booms 150 ft. & Over (Including JIB), and where
the length of the boom in combination with the length of
the piling leads equals or exceeds 150 ft. - \$1.00 over
Group 1 rate

EMPLOYEES ASSIGNED TO WORK BELOW GROUND LEVEL ARE TO BE PAID
10%

ABOVE BASIC WAGE RATE. THIS DOES NOT APPLY TO OPEN CUT WORK.

* IRON0044-009 06/01/2019

BRACKEN, GALLATIN, GRANT, HARRISON, ROBERTSON,
BOURBON (Northern third, including Townships of Jackson,
Millersburg, Ruddel Mills & Shawhan);
CARROLL (Eastern third, including the Township of Ghent);
FLEMING (Western part, excluding Townships of Beechburg, Colfax,
Elizaville, Flemingsburg, Flemingsburg Junction, Foxport,
Grange City, Hillsboro, Hilltop, Mount Carmel, Muses Mills,
Nepton, Pecksridge, Plummers Landing, Plummers Mill, Poplar
Plains, Ringos Mills, Tilton & Wallingford);
MASON (Western two-thirds, including Townships of Dover,
Lewisburg, Mays Lick, Maysville, Minerva, Moranburg,
Murphysville, Ripley, Sardis, Shannon, South Ripley &
Washington);

BOURBON COUNTY

STP 7054(001)S (Townships of Barefoot, Barterville, Carlisle,

Ellisville, Headquarters, Henryville, Morningglory, Myers & Oakland Mills);

OWEN (Townships of Beechwood, Bromley, Fairbanks, Holbrook, Jonesville, Long Ridge, Lusby's Mill, New, New Columbus, New Liberty, Owenton, Poplar Grove, Rockdale, Sanders, Teresita & Wheatley);

SCOTT (Northern two-thirds, including Townships of Biddle, Davis, Delaplain, Elmville, Longlick, Muddy Ford, Oxford, Rogers Gap, Sadieville, Skinnersburg & Stonewall)

Rates Fringes

IRONWORKER

Fence Erector.....	\$ 28.00	21.20
Structural.....	\$ 29.47	21.20

* IRON0070-006 06/01/2019

ANDERSON, BOYLE, BRECKINRIDGE, BULLITT, FAYETTE, FRANKLIN, GRAYSON, HARDIN, HENRY, JEFFERSON, JESSAMINE, LARUE, MADISON, MARION, MEADE, MERCER, NELSON, OLDHAM, SHELBY, SPENCER, TRIMBLE, WASHINGTON & WOODFORD

BOURBON (Southern two-thirds, including Townships of Austerlity, Centerville, Clintonville, Elizabeth, Hutchison, Littlerock, North Middletown & Paris);

CARROLL (Western two-thirds, including Townships of Carrollton, Easterday, English, Locust, Louis, Prestonville & Worthville);

CLARK (Western two-thirds, including Townships of Becknerville, Flanagan, Ford, Pine Grove, Winchester & Wyandotte);

OWEN (Eastern eighth, including Townships of Glenmary, Gratz, Monterey, Perry Park & Tacketts Mill);

SCOTT (Southern third, including Townships of Georgetown, Great Crossing, Newtown, Stampling Ground & Woodlake);

Rates Fringes

IRONWORKER.....	\$ 29.68	22.75
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BATH, BOYD, CARTER, ELLIOTT, GREENUP, LEWIS, MONTGOMERY & ROWAN
CLARK (Eastern third, including townships of Bloomingdale,
Hunt, Indian Fields, Kiddville, Loglick, Rightangele & Thomson);
FLEMING (Townships of Beechburg, Colfax, Elizaville,
Flemingsburg, Flemingsburg Junction, Foxport, Grange City,
Hillsboro, Hilltop, Mount Carmel, Muses Mills, Nepton,
Pecksridge, Plummers Landing, Plummers Mill, Poplar Plains,
Ringos Mills, Tilton & Wallingford);
MASON (Eastern third, including Townships of Helena, Marshall,
Orangeburg, Plumville & Springdale);
NICHOLAS (Eastern eighth, including the Township of Moorefield
Sprout)

Rates Fringes

IRONWORKER

ZONE 1.....	\$ 32.00	25.95
ZONE 2.....	\$ 32.40	25.95
ZONE 3.....	\$ 34.00	25.95

ZONE 1 - (no base rate increase) Up to 10 mile radius of
Union Hall, 1643 Greenup Ave, Ashland, KY.

ZONE 2 - (add \$0.40 per hour to base rate) 10 to 50 mile
radius of Union Hall, 1643 Greenup Ave, Ashland, KY.

ZONE 3 - (add \$2.00 per hour to base rate) 50 mile radius &
over of Union Hall, 1643 Greenup Ave, Ashland, KY.

LABO0189-003 07/01/2018

BATH, BOURBON, BOYD, BOYLE, BRACKEN, CARTER, CLARK, ELLIOTT,
FAYETTE, FLEMING, FRANKLIN, GALLATIN, GRANT, GREENUP, HARRISON,
JESSAMINE, LEWIS, MADISON, MASON, MERCER, MONTGOMERY, NICHOLAS,
OWEN, ROBERTSON, ROWAN, SCOTT, & WOOLFORD COUNTIES

Laborers:

GROUP 1.....	\$ 23.07	14.21
GROUP 2.....	\$ 23.32	14.21
GROUP 3.....	\$ 23.37	14.21
GROUP 4.....	\$ 23.97	14.21

LABORERS CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter Tender; Cement Mason Tender; Cleaning of Machines; Concrete; Demolition; Dredging; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level D; Flagperson; Grade Checker; Hand Digging & Hand Back Filling; Highway Marker Placer; Landscaping, Mesh Handler & Placer; Puddler; Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail & Fence Installer; Signal Person; Sound Barrier Installer; Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper; Wrecking of Concrete Forms; General Cleanup

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer); Brickmason Tender; Mortar Mixer Operator; Scaffold Builder; Burner & Welder; Bushammer; Chain Saw Operator; Concrete Saw Operator; Deckhand Scow Man; Dry Cement Handler; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level C; Forklift Operator for Masonary; Form Setter; Green Concrete Cutting; Hand Operated Grouter & Grinder Machine Operator; Jackhammer; Pavement Breaker; Paving Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven Georgia Buggy & Wheel Barrow; Power Post Hole Digger; Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind Trencher; Sand Blaster; Concrete Chipper; Surface Grinder; Vibrator Operator; Wagon Driller

GROUP 3 - Asphalt Luteman & Raker; Gunnite Nozzleman; Gunnite Operator & Mixer; Grout Pump Operator; Side Rail Setter; Rail Paved Ditches; Screw Operator; Tunnel (Free Air); Water Blaster

BOURBON COUNTY
STP 7054(001) 4 - Caisson Worker (Free Air); Cement Finisher;

Environmental - Nuclear, Radiation, Toxic & Hazardous Waste
- Levels A & B; Miner & Driller (Free Air); Tunnel Blaster;
& Tunnel Mucker (Free Air); Directional & Horizontal
Boring; Air Track Drillers (All Types); Powdermen &
Blasters; Troxler & Concrete Tester if Laborer is Utilized

LABO0189-008 07/01/2018

ANDERSON, BULLITT, CARROLL, HARDIN, HENRY, JEFFERSON, LARUE,
MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, TRIMBLE &
WASHINGTON COUNTIES

Rates Fringes

Laborers:

GROUP 1.....	\$ 23.07	14.21
GROUP 2.....	\$ 23.32	14.21
GROUP 3.....	\$ 23.37	14.21
GROUP 4.....	\$ 23.97	14.21

LABORERS CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement
Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter
Tender; Cement Mason Tender; Cleaning of Machines;
Concrete; Demolition; Dredging; Environmental - Nuclear,
Radiation, Toxic & Hazardous Waste - Level D; Flagperson;
Grade Checker; Hand Digging & Hand Back Filling; Highway
Marker Placer; Landscaping, Mesh Handler & Placer; Puddler;
Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail
& Fence Installer; Signal Person; Sound Barrier Installer;
Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper;
Wrecking of Concrete Forms; General Cleanup

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer);
Brickmason Tender; Mortar Mixer Operator; Scaffold Builder;
Burner & Welder; Bushhammer; Chain Saw Operator; Concrete
Saw Operator; Deckhand Scow Man; Dry Cement Handler;

BOURBON COUNTY
STP 7054(001) Environmental - Nuclear, Radiation, Toxic & Hazardous Waste

- Level C; Forklift Operator for Masonary; Form Setter;
Green Concrete Cutting; Hand Operated Grouter & Grinder
Machine Operator; Jackhammer; Pavement Breaker; Paving
Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven
Georgia Buggy & Wheel Barrow; Power Post Hole Digger;
Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind
Trencher; Sand Blaster; Concrete Chipper; Surface Grinder;
Vibrator Operator; Wagon Driller

GROUP 3 - Asphalt Luteman & Raker; Gunnite Nozzleman;
Gunnite Operator & Mixer; Grout Pump Operator; Side Rail
Setter; Rail Paved Ditches; Screw Operator; Tunnel (Free
Air); Water Blaster

GROUP 4 - Caisson Worker (Free Air); Cement Finisher;
Environmental - Nuclear, Radiation, Toxic & Hazardous Waste
- Levels A & B; Miner & Driller (Free Air); Tunnel Blaster;
& Tunnel Mucker (Free Air); Directional & Horizontal
Boring; Air Track Drillers (All Types); Powdermen &
Blasters; Troxler & Concrete Tester if Laborer is Utilized

LABO0189-009 07/01/2018

BRECKINRIDGE & GRAYSON COUNTIES

Rates Fringes

Laborers:

GROUP 1.....	\$ 23.07	14.21
GROUP 2.....	\$ 23.32	14.21
GROUP 3.....	\$ 23.37	14.21
GROUP 4.....	\$ 23.97	14.21

LABORERS CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement
Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter
Tender; Cement Mason Tender; Cleaning of Machines;
Concrete; Demolition; Dredging; Environmental - Nuclear,

BOURBON COUNTY

STP 7054(001) - Radiation, Toxic & Hazardous Waste - Level D; Flagperson;

Grade Checker; Hand Digging & Hand Back Filling; Highway
Marker Placer; Landscaping, Mesh Handler & Placer; Puddler;
Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail
& Fence Installer; Signal Person; Sound Barrier Installer;
Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper;
Wrecking of Concrete Forms; General Cleanup

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer);
Brickmason Tender; Mortar Mixer Operator; Scaffold Builder;
Burner & Welder; Bushhammer; Chain Saw Operator; Concrete
Saw Operator; Deckhand Scow Man; Dry Cement Handler;
Environmental - Nuclear, Radiation, Toxic & Hazardous Waste
- Level C; Forklift Operator for Masonary; Form Setter;
Green Concrete Cutting; Hand Operated Grouter & Grinder
Machine Operator; Jackhammer; Pavement Breaker; Paving
Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven
Georgia Buggy & Wheel Barrow; Power Post Hole Digger;
Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind
Trencher; Sand Blaster; Concrete Chipper; Surface Grinder;
Vibrator Operator; Wagon Driller

GROUP 3 - Asphalt Luteman & Raker; Gunnite Nozzleman;
Gunnite Operator & Mixer; Grout Pump Operator; Side Rail
Setter; Rail Paved Ditches; Screw Operator; Tunnel (Free
Air); Water Blaster

GROUP 4 - Caisson Worker (Free Air); Cement Finisher;
Environmental - Nuclear, Radiation, Toxic & Hazardous Waste
- Levels A & B; Miner & Driller (Free Air); Tunnel Blaster;
& Tunnel Mucker (Free Air); Directional & Horizontal
Boring; Air Track Drillers (All Types); Powdermen &
Blasters; Troxler & Concrete Tester if Laborer is Utilized

PAIN0012-005 06/11/2005

BATH, BOURBON, BOYLE, CLARK, FAYETTE, FLEMING, FRANKLIN,
HARRISON, JESSAMINE, MADISON, MERCER, MONTGOMERY, NICHOLAS,
ROBERTSON, SCOTT & WOODFORD COUNTIES:

	Rates	Fringes
PAINTER		
Bridge/Equipment Tender and/or Containment Builder..	\$ 18.90	5.90
Brush & Roller.....	\$ 21.30	5.90
Elevated Tanks; Steeplejack Work; Bridge & Lead Abatement.....	\$ 22.30	5.90
Sandblasting & Waterblasting.....	\$ 22.05	5.90
Spray.....	\$ 21.80	5.90

PAIN0012-017 05/01/2015

BRACKEN, GALLATIN, GRANT, MASON & OWEN COUNTIES:

	Rates	Fringes
PAINTER (Heavy & Highway Bridges - Guardrails - Lightpoles - Striping)		
Bridge Equipment Tender and Containment Builder.....	\$ 20.73	9.06
Brush & Roller.....	\$ 23.39	9.06
Elevated Tanks; Steeplejack Work; Bridge & Lead Abatement.....	\$ 24.39	9.06
Sandblasting & Water Blasting.....	\$ 24.14	9.06
Spray.....	\$ 23.89	9.06

PAIN0118-004 06/01/2018

ANDERSON, BRECKINRIDGE, BULLITT, CARROLL, GRAYSON, HARDIN,
HENRY, JEFFERSON, LARUE, MARION, MEADE, NELSON, OLDHAM, SHELBY,
SPENCER, TRIMBLE & WASHINGTON COUNTIES:

	Rates	Fringes
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PAINTER

Brush & Roller.....	\$ 22.00	12.52
Spray, Sandblast, Power Tools, Waterblast & Steam Cleaning.....	\$ 23.00	12.52

PAIN1072-003 12/01/2018

BOYD, CARTER, ELLIOTT, GREENUP, LEWIS and ROWAN COUNTIES

Rates Fringes

Painters:

Bridges; Locks; Dams; Tension Towers & Energized Substations.....	\$ 33.33	18.50
Power Generating Facilities.	\$ 30.09	18.50

PLUM0248-003 06/01/2018

BOYD, CARTER, ELLIOTT, GREENUP, LEWIS & ROWAN COUNTIES:

Rates Fringes

Plumber and Steamfitter.....	\$ 36.00	20.23
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PLUM0392-007 06/01/2018

BRACKEN, CARROLL (Eastern Half), GALLATIN, GRANT, MASON, OWEN &
ROBERTSON COUNTIES:

Rates Fringes

Plumbers and Pipefitters.....	\$ 32.01	19.67
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* PLUM0502-003 08/01/2019

BRECKINRIDGE, BULLITT, CARROLL (Western Half), FRANKLIN
(Western three-fourths), GRAYSON, HARDIN, HENRY, JEFFERSON,

BOURBON COUNTY
STP 7054(001) MARION, MEADE, NELSON, OLDHAM, SHELBY, SPENCER, TRIMBLE &
WASHINGTON COUNTIES

	Rates	Fringes
PLUMBER.....	\$ 35.77	20.78

SUKY2010-160 10/08/2001

	Rates	Fringes
Truck drivers:		
GROUP 1.....	\$ 16.57	7.34
GROUP 2.....	\$ 16.68	7.34
GROUP 3.....	\$ 16.86	7.34
GROUP 4.....	\$ 16.96	7.34

TRUCK DRIVER CLASSIFICATIONS

GROUP 1 - Mobile Batch Truck Tender

GROUP 2 - Greaser; Tire Changer; & Mechanic Tender

GROUP 3 - Single Axle Dump; Flatbed; Semi-trailer or Pole
Trailer when used to pull building materials and equipment;
Tandem Axle Dump; Distributor; Mixer; & Truck Mechanic

GROUP 4 - Euclid & Other Heavy Earthmoving Equipment &
Lowboy; Articulator Cat; 5-Axle Vehicle; Winch & A-Frame
when used in transporting materials; Ross Carrier; Forklift
when used to transport building materials; & Pavement
Breaker

WELDERS - Receive rate prescribed for craft performing
operation to which welding is incidental.

Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were

ing for that classification in the survey. Example:

PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010

2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION"

Fringe benefit amounts are applicable for all hours worked except when otherwise noted.

No laborer, workman or mechanic shall be paid at a rate less than that of a Journeyman except those classified as bona fide apprentices.

Apprentices or trainees shall be permitted to work as such subject to Administrative Regulations adopted by the Commissioner of Workplace Standards. Copies of these regulations will be furnished upon request from any interested person.

Before using apprentices on the job the contractor shall present to the Contracting Officer written evidence of registration of such employees in a program of a State apprenticeship and training agency approved and recognized by the U. S. Bureau of Apprenticeship and Training. In the absence of such a State agency, the contractor shall submit evidence of approval and registration by the U. S. Bureau of Apprenticeship and Training.

The contractor shall submit to the Contracting Officer, written evidence of the established apprenticeship-journeyman ratios and wage rates in the project area, which will be the basis for establishing such ratios and rates for the project under the applicable contract provisions.

TO: EMPLOYERS/EMPLOYEES

PREVAILING WAGE SCHEDULE:

The wages indicated on this wage schedule are the least permitted to be paid for the occupations indicated. When an employee works in more than one classification, the employer must record the number of hours worked in each classification at the prescribed hourly base rate.

OVERTIME:

Overtime is to be paid to an employee at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty (40) hours in such workweek. Wage violations or questions should be directed to the designated Engineer or the undersigned.

Director
Division of Construction Procurement
Frankfort, Kentucky 40622
502-564-3500

**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION
TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY
(Executive Order 11246)**

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Specifications" set forth herein.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate work force in each trade on all construction work in the covered area, are as follows:

GOALS FOR MINORITY PARTICIPATION IN EACH TRADE	GOALS FOR FEMALE PARTICIPATION IN EACH TRADE
10.8%	6.9%

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally-assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and non-federally involved construction.

The Contractor's compliance with the Executive Order and the regulations in CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4, 3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of \$10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed. The notification shall be mailed to:

**Evelyn Teague, Regional Director
Office of Federal Contract Compliance Programs
61 Forsyth Street, SW, Suite 7B75
Atlanta, Georgia 30303-8609**

4. As used in this Notice, and in the contract resulting from this solicitation, the "**covered area**" is Bourbon County.

PART IV
INSURANCE

Refer to
Kentucky Standard Specifications for Road and Bridge Construction,
current edition

PART V
BID ITEMS

PROPOSAL BID ITEMS

191069

Page 1 of 3

Report Date 10/30/19

Section: 0001 - PAVING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00003		CRUSHED STONE BASE	17,447.00	TON		\$	
0020	00005		GEOGRID REINFORCEMENT FOR SUBGRADE	33,548.00	SQYD		\$	
0030	00190		LEVELING & WEDGING PG64-22	283.00	TON		\$	
0040	00214		CL3 ASPH BASE 1.00D PG64-22	12,915.00	TON		\$	
0050	00356		ASPHALT MATERIAL FOR TACK	15.00	TON		\$	
0060	02602		FABRIC-GEOTEXTILE CLASS 1 FOR PAVING	33,548.00	SQYD		\$	
0070	24942EC		CEM CONC ENT PAVEMENT-9 IN	12,521.00	SQYD		\$	

Section: 0002 - ROADWAY

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0080	00020		TRAFFIC BOUND BASE	2,000.00	TON		\$	
0090	00078		CRUSHED AGGREGATE SIZE NO 2	200.00	TON		\$	
0100	01000		PERFORATED PIPE-4 IN	1,100.00	LF		\$	
0110	01740		CORED HOLE DRAINAGE BOX CON-4 IN	2.00	EACH		\$	
0120	01741		CORED HOLE DRAINAGE BOX CON-6 IN	2.00	EACH		\$	
0130	01742		CORED HOLE DRAINAGE BOX CON-8 IN	2.00	EACH		\$	
0140	01792		ADJUST MANHOLE	40.00	EACH		\$	
0150	01811		STANDARD CURB AND GUTTER MOD	9,548.00	LF		\$	
0160	01875		STANDARD HEADER CURB	135.00	LF		\$	
0170	02014		BARRICADE-TYPE III	20.00	EACH		\$	
0180	02200		ROADWAY EXCAVATION	21,999.00	CUYD		\$	
0190	02242		WATER	5.00	MGAL		\$	
0200	02367		GUARDRAIL END TREATMENT TYPE 1	1.00	EACH		\$	
0210	02381		REMOVE GUARDRAIL	50.00	LF		\$	
0220	02484		CHANNEL LINING CLASS III	200.00	TON		\$	
0230	02545		CLEARING AND GRUBBING 5 ACRES	1.00	LS		\$	
0240	02562		TEMPORARY SIGNS	1,200.00	SQFT		\$	
0250	02575		DITCHING AND SHOULDERING	8,695.00	LF		\$	
0260	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0270	02671		PORTABLE CHANGEABLE MESSAGE SIGN	8.00	EACH		\$	
0280	02690		SAFELOADING	100.00	CUYD		\$	
0290	02705		SILT TRAP TYPE C	20.00	EACH		\$	
0300	02708		CLEAN SILT TRAP TYPE C	20.00	EACH		\$	
0310	02720		SIDEWALK-4 IN CONCRETE	5,426.00	SQYD		\$	
0320	02721		REMOVE CONCRETE SIDEWALK	641.00	SQYD		\$	
0330	02726		STAKING	1.00	LS		\$	
0340	02775		ARROW PANEL	2.00	EACH		\$	
0350	03383		PVC PIPE-4 IN	100.00	LF		\$	
0360	03385		PVC PIPE-6 IN	100.00	LF		\$	
0370	03387		PVC PIPE-8 IN	100.00	LF		\$	
0380	04953		TEMP RELOCATION OF SIGNAL HEAD	28.00	EACH		\$	
0390	05952		TEMP MULCH	6,453.00	SQYD		\$	
0400	05963		INITIAL FERTILIZER	.30	TON		\$	

PROPOSAL BID ITEMS

191069

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Report Date 10/30/19

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0410	05964		MAINTENANCE FERTILIZER	.60	TON		\$	
0420	05985		SEEDING AND PROTECTION	3,865.00	SQYD		\$	
0430	05990		SODDING	2,433.00	SQYD		\$	
0440	05992		AGRICULTURAL LIMESTONE	6.00	TON		\$	
0450	06511		PAVE STRIPING-TEMP PAINT-6 IN	64,050.00	LF		\$	
0460	06545		PAVE STRIPING-THERMO-8 IN Y	1,795.00	LF		\$	
0470	10020NS		FUEL ADJUSTMENT	34,953.00	DOLL	\$1.00	\$	\$34,953.00
0480	10030NS		ASPHALT ADJUSTMENT	51,599.00	DOLL	\$1.00	\$	\$51,599.00
0490	23158ES505		DETECTABLE WARNINGS	900.00	SQFT		\$	
0500	24110EC		PERM PAINT-BARRIER CURB	3,170.00	LF		\$	
0510	24780EC		INTELLIGENT COMPACTION FOR AGGREGATE	17,447.00	TON		\$	
0520	24781EC		INTELLIGENT COMPACTION FOR ASPHALT	13,198.00	TON		\$	
0530	24891EC		PAVE MOUNT INFRARED TEMP EQUIPMENT	423,288.00	SF		\$	
0540	40030		TEMPORARY SILT FENCE	4,348.00	LF		\$	

Section: 0003 - DRAINAGE

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0550	00521		STORM SEWER PIPE-15 IN	3,234.00	LF		\$	
0560	00522		STORM SEWER PIPE-18 IN	3,394.00	LF		\$	
0570	00524		STORM SEWER PIPE-24 IN	997.00	LF		\$	
0580	00526		STORM SEWER PIPE-30 IN	877.00	LF		\$	
0590	00528		STORM SEWER PIPE-36 IN	675.00	LF		\$	
0600	01456		CURB BOX INLET TYPE A	73.00	EACH		\$	
0610	01459		CURB BOX INLET TYPE A MOD	12.00	EACH		\$	
0620	01480		CURB BOX INLET TYPE B	1.00	EACH		\$	
0630	01493		DROP BOX INLET TYPE 2	1.00	EACH		\$	
0640	01544		DROP BOX INLET TYPE 11	1.00	EACH		\$	
0650	01559		DROP BOX INLET TYPE 13G	34.00	EACH		\$	
0660	01568		DROP BOX INLET TYPE 13S	3.00	EACH		\$	
0670	01650		JUNCTION BOX	4.00	EACH		\$	
0680	01651		JUNCTION BOX-MOD	1.00	EACH		\$	
0690	01756		MANHOLE TYPE A	33.00	EACH		\$	
0700	01767		MANHOLE TYPE C	16.00	EACH		\$	
0710	01768		MANHOLE TYPE C MOD	1.00	EACH		\$	
0720	02602		FABRIC-GEOTEXTILE CLASS 1 FOR DRAINAGE	11,430.00	SQYD		\$	
0730	08100		CONCRETE-CLASS A	71.10	CUYD		\$	
0740	20569ES710		DROP BOX INLET TY 13G(MOD)	1.00	EACH		\$	
0750	20570ES710		DROP BOX INLET TY 13S(MOD)	1.00	EACH		\$	
0760	24814EC		PIPELINE INSPECTION	9,177.00	LF		\$	

Section: 0004 - TRAFFIC LOOPS

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0770	04793		CONDUIT-1 1/4 IN	220.00	LF		\$	
0780	04811		ELECTRICAL JUNCTION BOX TYPE B	12.00	EACH		\$	

PROPOSAL BID ITEMS

191069

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Report Date 10/30/19

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0790	04820		TRENCHING AND BACKFILLING	220.00	LF		\$	
0800	04830		LOOP WIRE	3,500.00	LF		\$	
0810	04850		CABLE-NO. 14/1 PAIR	2,575.00	LF		\$	
0820	04895		LOOP SAW SLOT AND FILL	1,150.00	LF		\$	
0830	21659NN		RELOCATE SIGNAL HEAD	10.00	EACH		\$	
0840	24963ED		LOOP TEST	13.00	EACH		\$	

Section: 0005 - DEMOBILIZATION &/OR MOBILIZATION

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0850	02568		MOBILIZATION	1.00	LS		\$	
0860	02569		DEMOBILIZATION	1.00	LS		\$	