

DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

JEFFERSON COUNTY

SUBSECTION OF CONTRACT I-264-1(44)4
 JEFFERSON COUNTY SP 56-8898-76
 56-8898-76C1 GRADE, DRAIN AND SURFACE FROM STA. 258+00 TO STA. 268+90.
 56-8898-76B1 6 BRIDGE (TWIN 63'-85'-63' CONT. R.C.D.G. SPANS, 5-56' SIMPLE R.C.D.G. SPANS AND 2 VARYING SIMPLE SPANS, VARIABLE SKEW) AT STA. 262+49.63.
 56-8898-76B2 BRIDGE (52'11"-66'5" 7/8"-52'11" CONT. R.C.D.G. SPANS, 18.2° SKEW) AT STA. 265+77.14.

I-264-1(44)4
 SP 56-898
 SHAWNEE PARKWAY - LOUISVILLE

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TOTAL STD DRNGS 32
 TOTAL BRIDGE SHEETS 77

Sheet not included in sheet totals
 2a, 2b, 2c, 2d, 2e, 2f - 2a-2b, 2c, 2d, 2e of 29, 2b

REVIEWED BY: DIVISION OF CONSTRUCTION
 DATE: 4-3-69
 CHECKED BY: 10
 DATE: 4-22-69

MICROFILMED-69

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

CONVENTIONAL SIGNS

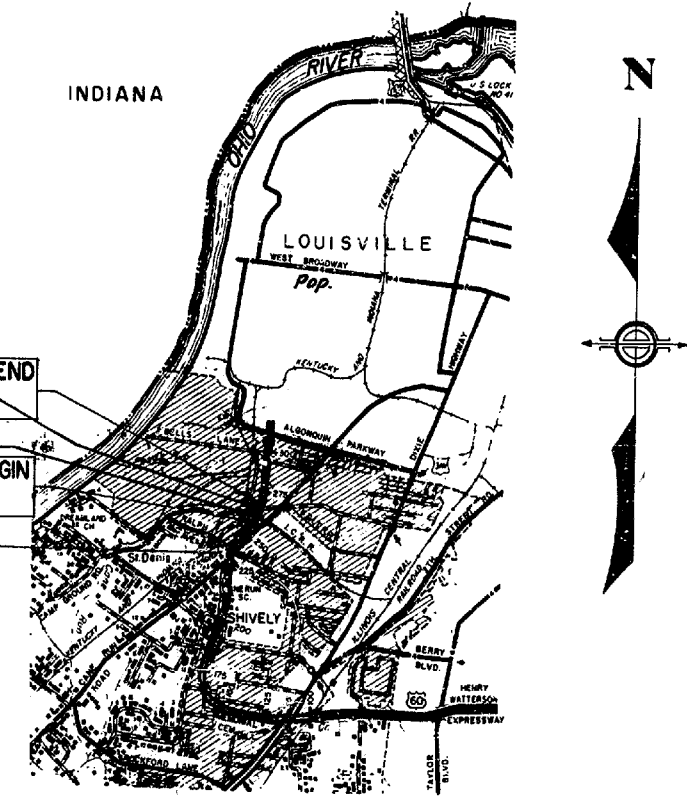
UNIMPROVED ROAD	[Symbol]
GRADE AND DRAINED ROAD	[Symbol]
SOIL SURFACE ROAD	[Symbol]
METAL SURFACE ROAD	[Symbol]
LOW TYPE BITUMINOUS ROAD	[Symbol]
PAVED ROAD	[Symbol]
COUNTY LINE	[Symbol]
CORPORATE LIMITS	[Symbol]
SURVEY LINE	[Symbol]
PROPOSED RIGHT OF WAY	[Symbol]
GRADE LINE	[Symbol]
GROUND LINE	[Symbol]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

DESIGN CRITERIA

CLASS OF HIGHWAY	1
TYPE OF TERRAIN	ROLLING
DESIGN SPEED	60 MPH
REQUIRED N.P.S.D.	N.R.
REQUIRED P.S.D.	N.R.
LEVEL OF SERVICE	N.R.
A.D.T. PRESENT	20,500 (1962)
A.D.T. FUTURE	65,900 (1986)
D.H.V.	7250 (1986)
D to	60
T to	5

DESIGNED

0 to RESTRICTED S.D.	N.R.
LEVEL OF SERVICE	N.R.
MAX. DISTANCE W/O PASSING	N.R.



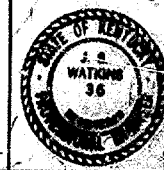
GRAPHIC SCALE IN MILES
 LAYOUT MAP

GROSS LENGTH	1.090	LIN. FT.	0.606	MILES	GROSS LENGTH	LIN. FT.	MILES
ADDED DEDUCTED FOR EQUALITIES	0	LIN. FT.		ADDED DEDUCTED FOR EQUALITIES		LIN. FT.	
NET LENGTH	1.090	LIN. FT.	0.606	MILES	NET LENGTH	LIN. FT.	MILES
RAILROAD CROSSINGS NO. NOT INCLUDED	NONE	LIN. FT.		RAILROAD CROSSINGS NO. NOT INCLUDED		LIN. FT.	
BRIDGES	NONE	LIN. FT.		BRIDGES		LIN. FT.	

THESE PLANS ARE FOR GRADE & DRAIN & SURFACING

I-264-1(44)4
 KENTUCKY DEPARTMENT OF HIGHWAYS
 COUNTY OF JEFFERSON
 SHAWNEE PARKWAY - LOUISVILLE
 FROM U.S. 31-W TO ALGONQUIN PARKWAY
 STATE PROJECT (4th SECTION) DATE 1969
 No. 56-898

Plans Prepared By
 Watkiss & Associates, Inc.
 Consulting Engineers
 Signed: *[Signature]*
 Date: 7/25/69



APPROVED _____ 19____
 BY: *[Signature]*
 COMMISSIONER OF HIGHWAYS

APPROVED 1-14-69 *[Signature]*
 DIRECTOR OF TRAFFIC

APPROVED 11-7-69 *[Signature]*
 DISTRICT ENGINEER

APPROVED 2-11-69 *[Signature]*
 CHIEF DRAFTER

APPROVED 2-12-69 *[Signature]*
 DIRECTOR OF DESIGN

APPROVED *[Signature]*
 STATE HIGHWAY ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 BUREAU OF PUBLIC ROADS

APPROVED _____
 DIVISION ENGINEER

LETTING DATE 4-1-69

GENERAL SUMMARY

SHEET NO.	STATION TO STATION	CLEARING & GRUBBING	EMBANKMENT IN PLACE	EXCAVATION		CLASS "A" CONCRETE	WATER	SEEDING & PROTECTION WITH		10-20-20 FERTILIZER	AGRICULTURAL LIMESTONE	SOODING	SPECIAL SEEDING CROWN VETCH	RIGHT OF WAY MARKERS		STEEL BEAM GUARD RAIL TYPE 1	GUARD RAIL TERMINAL SECTION		FIELD LABORATORY	CURB AND GUTTER BOX INLET TYPE D STD. DRNG NO. 15.206	CONCRETE BARRIER MEDIAN BOX INLET TYPE 1	CONCRETE BARRIER MEDIAN TYPE 1	CURB		VEHICULAR GATES	PAVED DITCH TYPE 1	PAVEMENT RESTORATION	RIGHT-OF-WAY FENCE		
				STRUCTURE	UNGLASSIFIED			MULCH WITH BITUMINOUS NETTING METHOD 1	TREATED MULCH METHOD 2					MUNICIPAL	RURAL		TYPE 1	TYPE 2					STANDARD	BITUMINOUS CONCRETE WEBS CURB					LINEAR FEET	EACH
3	258+00 TO 268+90	7.3	108137				127							2	5	900		8						548	56	243	4			
FROM PIPE DRAINAGE SHEETS						237	10.6														4	3						79	23	2006
TOTAL PROJECT		7.3	108137			237	10.6	127	3932	18393	0.3	1.4	760	75	2	5	900		8	LUMPSUM	4	3	548	56	243	4	79	23	2006	

① THE UNIT PRICE BID FOR EMBANKMENT IN PLACE SHALL INCLUDE PAYMENT IN FULL FOR DITCH EXCAVATION, 1338 CU.YD.
 ② INCLUDES 70 CU.YD. FOR AERATED PIPE.
 ③ INCLUDES 237 CU.YD. FOR PERFORATED PIPE HEADWALL.
 ④ ESTIMATED @ 10 GAL. OF WATER PER CU.YD. USING 15% SHINKOR (4500 x 117647)
 ⑤ FROM CAMP GROUND ROAD. See SPECIAL NOTES FOR JEFFERSON CO J264-1(44)+
 ⑥ SEE DETAILS ON SHEET 8h
 ⑦ With regard to Bureau of Public Roads Participation, the cost of this item is to be charged to Construction Engineering.

⑧ For Details see Sheet No 8b & 8c
 ⑨ For Details see Sheet No 8a
 ⑩ For Details see Sheet No 8d

BRIDGE SUMMARY

SHEET NO.	STATION	SIZE	SKEW	DRAWING NUMBER	STANDARD OR SPECIAL	CLASS "A" CONCRETE	CLASS "AA" CONCRETE	STEEL REINFORCEMENT	STRUCTURE EXCAVATION		ELECTRICAL CONDUIT	STRUCTURAL STEEL	HIGH STRENGTH HANDRAIL	END BENT BACKFILL	CONCRETE SLOPE WALL	PILES						STYRENE BUTADIENE PROTECTIVE COATING
									COMMON							ALTERNATE "A"	ALTERNATE "B"	ALTERNATE "C"				
3	262+49.63	18.2' LT.	17363			1802.7	3221.2	1562634	2761		1	261	685	1823	14135	14135	14135	14135	14135	14135	14135	89
3	265+77.14	18.2' LT.	17364			648.5	1328.8	493580	1372		1	397	320	1689	6824	6824	6824	6824	6824	6824	6824	35
TOTAL PROJECT						2451.2	4550.0	2056214	4133		LUMPSUM	LUMPSUM	1258	1005	3512	20959	20959	20959	20959	20959	20959	124

① APPROXIMATE HEIGHT OF STRUCTURAL STEEL 90 287 LBS.
 ② APPROXIMATE HEIGHT OF STRUCTURAL STEEL 52060 LBS.
 ③ OPTIONAL TYPES OF HIGH STRENGTH HANDRAIL: THE CONTRACTOR SHALL PROVIDE THROUGHOUT THE PROJECT AT HIS OPTION, EITHER HIGH STRENGTH ALUMINUM HANDRAIL ACCORDING TO STANDARD DRAWING H 117, CURRENT EDITION, OR HIGH STRENGTH CONCRETE HANDRAIL ACCORDING TO STANDARD DRAWING H 150, CURRENT EDITION.
 ④ SEE BRIDGE DRAWING NO. SF-2-A FOR DETAILS ON PLACING END BENT BACKFILL AND EARTH CORE.

BRIDGE SUMMARY QUANTITIES NOT INCLUDED IN GENERAL SUMMARY.

PIPE SUMMARY

SIZE OF PIPE	ITEM	MAIN LINE	CAMP GROUND ROAD	TOTAL
CULVERT PIPE				
15"	NO ALTERNATE 16 GAGE C.M.	538		538
24"	REINFC. CONC. CLASS II 14 GAGE A.C.C.M.		40	40
PERFORATED PIPE				
8"	See Std. 11.518 for Perforated Alternates	624		624
NON-PERFORATED PIPE				
6"	Same Alternates as for Perforated Pipe	8		8

SURFACING QUANTITIES

ITEM	UNIT	QUANTITY
RIGID PAVEMENT WITH THE FOLLOWING COMPONENTS		
10" CEMENT CONCRETE PAVEMENT	Sq. YD.	5402
AND DENSE GRADED AGGREGATE BASE WITH ONE OF THE FOLLOWING AGGREGATE		
CRUSHED LIMESTONE	TON	2510
AND BITUMINOUS CONCRETE SURFACE CLASS "I" FOR SHOULDERS WITH ONE OF THE FOLLOWING CONCRETE AGGREGATES		
CRUSHED LIMESTONE	TON	73
CRUSHED GRAVEL	TON	70
WITH		
TAR RT-2	GAL.	160
OR CUT-BACK ASPHALT EMULSION PRIMER "2"	GAL.	160

① ESTIMATED @ 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
 ② For additional details see Sheet No 8a & 8f

FOR SURFACING

LIN. FT.	MILES	SQ. YDS.		
		10" CEMENT CONCRETE PAVEMENT	6" D.G.A. BASE	2" BITUMINOUS CONCRETE SURFACE
GROSS LENGTH, NO ADDITIONS OR DEDUCTIONS	1090.0	0.206		
NET LENGTH 30% DEDUCTED FOR BRIDGES	502.8	0.093		
Mainline		5402	5417	633
TOTAL		5402	5417	633

BASIS FOR CLASS I ESTIMATE

APPROXIMATE THICKNESS OF COURSE IN INCHES	LBS. PER SQ. YD.	CALCAREOUS GRAVEL SURFACE
2	220	218

In addition to the quantities computed on the basis of the above tabulation an additional quantity of approximately 5% has been added to the table as a contingency to be used only where needed as may be directed by the Engineer on construction.

SURFACING NOTES

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

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

Asphalt Cement PAC-5 shall be used in all Class I Mixtures exclusive of Class I Mixtures for shoulders.

Crushed sand, natural sand, conglomerate sand, or blends thereof, in combination with mineral filler (when required) shall be used in the Bituminous Concrete Class I Surface Course for shoulders.

The bituminous surfacing shall not be completed on the cross roads until they have ceased to be used as haul roads for the main line surfacing quantities.

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

Bituminous Tack Coat SS-1h shall be diluted with an equal quantity of water (Section 603 of the Standard Specifications) prior to application. The rate of application shall be approximately 0.10 gal. per sq. yd. The cost of the water and the cost of application shall be incidental to the cost of Bituminous Tack Coat (SS-1h).

GUARD RAIL

Steel Beam Guard Rail locations shown on the plans are approximate and may be changed if so directed by the Engineer on Construction.

~~Steel Beam Guard Rail shall be installed where directed on construction.~~

~~The trailing end of Guard Rail shall be extended 25 feet beyond the obstruction shown on the applicable Standard Drawings for pier columns, headwalls, sign supports, or other fixed obstructions.~~

~~On two-lane roadways with two-directional traffic the trailing end of guard rail shall receive an end treatment, Type 1 (Standard Drawing No. 1716) in lieu of terminal section as required on the Standard Drawings.~~

All removal items, whether shown on the plans or not are to be incidental to the Contract, unless specifically noted as a pay item on the Summary sheet and then only in quantities shown on the Summary.

Benching will be required under embankment section as indicated on the Cross sections or otherwise directed by the Engineer. This work will be performed incidental to the unit price bid for Embankment in Place.

Cross-Sections for this project developed from Aerial Photography.

Selective Clearing to save all healthy trees from the construction limits to the right of way limits shall be performed and will be incidental to the unit price bid for clearing & grubbing.

The Contractor is not to order gates of any type until their necessity and location has been Certified by Certiffs by the Engineer.

ROCK SUBGRADE

~~All or portions of this project may have rock in the subgrade therefore this is to inform prospective bidders of the possible need to drill holes for form pins and anchor bolts for load transfer assemblies or to use some other satisfactory method to securely hold the forms or assemblies to true line and grade. The work would be incidental to the unit price bid per square yard of Cement Concrete Pavement.~~

~~Sections of the subgrade on this project may be constructed of finely shot rock and spalls and the Contractor is urged to take this into consideration in submitting his bid, since no additional compensation will be allowed for any additional work or expense required in constructing the surface due to the rock subgrade.~~

SIGNS

The contract for signs may be awarded prior to completion of the surfacing contract, and the surfacing Contractor will be required to cooperate with the signs Contractor in every way.

FINAL DRESSING

No direct payment will be allowed for Final Dressing

CONSTRUCTION IDENTIFICATION SIGNS

Two (2) Construction Identification Signs will be required on this project placed where and as directed by the Engineer on Construction.

CONCRETE PAVEMENT - MIX

On-the-site mixing or central-mixing will be required in Cement Concrete Pavement Construction in conformity with Section 307 of the Department's 1965 Standard Specifications. Transit-Mixing or Hand Finishing (except for incidental construction) will not be permitted.

~~On-the-site mixing, central mixing, or transit mixing will be required in Cement Concrete Pavement Construction in conformity with Section 307 of the Department's 1965 Standard Specifications. Hand finishing (except for incidental construction) will not be permitted.~~

~~On-the-site mixing, central mixing, or transit mixing in conformity with Section 307 of the Department's 1965 Standard Specifications or two bag mixing with an accurate timing device and batch meter may be used in Cement Concrete Pavement Construction. Hand finishing will be permitted.~~

"The 10-inch cement concrete pavement on the inside shoulders and the portion of the bridge decks measured from the face of the cement concrete barrier median to the inside edge of the through travel lane shall be given a broomed finish. The brooming shall begin before the concrete has taken its initial set and after any water or laitance has risen to the surface. The broom shall be drawn transversely across the surface in a single stroke, with each stroke slightly overlapping the adjacent. The broom shall be thoroughly washed at frequent intervals and otherwise maintained in a condition that will provide a uniform finish with closely spaced striations between 1/16 and 1/8 inch in depth."

TRAFFIC

See Special Notes for Jefferson County I-264-1(4A)4 for Traffic.

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

Chronological Listing of Revision to the 1965 Edition of the Standard Specification Erosion Control Notes

PR-1273 (Rev. 10-62) Required Contract Provisions

- Special Provision No. 5A for Staking (Federal Aid Projects)
- Special Provision No. 7A for Construction Identification Signs on Federal Aid Highway Projects
- Special Provision No. 12 for Joint Sealing Compound
- Special Provision No. 23 for Allowable Tolerances for Bituminous Material Sampled on the Project
- Special Provision No. 29 for Field Laboratory Facilities
- Special Provision No. 30A for Membrane Curing of Concrete Structures
- Special Provision No. 35B for Class "AA" Concrete
- Special Provision No. 37B for Preformed Compression Joint Seals
- Special Provision No. 39D for Slip Form Paving
- Special Provision No. 42 for Partial Payments for Stockpiled Material
- Special Provision No. 46A Water Pollution Controls
- Special Provision No. 49 for Mixing Dense Graded Aggregate
- Special Provision No. 56 for Nuclear Cages
- Special Provision No. 57A for Seeding and Protection
- Special Provision No. 74 for Partial Payment
- Special Provision No. 15 Relating to Bid Proposal Guaranty and Contract Bonds
- Special Provision No. 51 for Bituminous Concrete Seal
- Special Provision No. 76 for Corrugated Metal Pipe, Pipe Arches and Underdrain
- Special Provision No. 77B for Styrene-Butadiene Protective Coating
- Special Provision No. 78 Manufactured Crushed Limestone Sand
- Special Provision No. 75 Operation of Construction Vehicles over Pavements and Structures
- Special Provision No. 61 for Sign and Delineator Post

Special Notes for Jefferson Co I 264-1(4A)4

CURVES

~~All curves to be banked and widened according to standards or as directed. Super-elevation for special cases to be authorized by the District Engineer.~~

All curves to be super-elevated according to standards.

DRAINAGE STRUCTURES

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

The location of inlet structures shown on the plans is approximate, and the structures are to be shifted to the low point as directed to obtain proper drainage.

WARNING SIGNS

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

PAVED DITCHES

Paved ditches shall be constructed where needed and to such widths as may be approved by the Engineer, and the locations and widths of ditches indicated on the plans are for the purpose of estimating quantities only. The Contractor is not to order materials for paved ditches until authorized to do so by the Engineer.

SLOPES

Slopes shall be rounded in conformity with Std. Drawg. No. 10.03 current edition.

PIPE

All culvert pipe shall be installed as indicated on Standard Drawings Nos. 11.22 - 11.23 - 11.43 - and 11.44 current edition as applicable.

When a bituminous mastic joint sealer is used to seal the joints in pipe culverts (Art. 415.3.G-A-5) the jointing surface shall be pre-coated with a primer recommended by the manufacturer of the jointing material or with an approved emulsified asphalt.

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

Payment for pipe bends, wyes, tees and other shapes will be made at the unit price bid per linear foot for pipe. The size of the pipe will be considered that of the largest diameter involved in each joint. Measurement will be along the central axis of the pipe to end of the main member and from end of branch member to the outside wall of the main member.

Where pipe is shown with less than 2' cover, the Engineer on construction shall investigate the feasibility of lowering pipe to obtain a minimum of 2' of cover over pipe below subgrade elevation.

ROADWAY EXCAVATION - CLASSIFICATION

Without regard to the materials encountered, all roadway and drainage excavation shall be unclassified and shall be designated as "Roadway Excavation." It shall be distinctly understood that any reference to rock, earth, or any other material on the plans or cross-sections, whether in numbers, words, letters or lines, is solely for the Department's information and is not to be taken as indication of classified excavation or the quantity of other rock, earth or any other material involved. The bidder must draw his own conclusion as to the conditions to be encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation if the materials encountered are not in accord with the Classification shown.

WASTE

~~Waste material in excess of that wasted within the right-of-way limits shall be disposed of off the right-of-way at sites acquired by the Contractor and approved by the Engineer, at no additional cost to the Department.~~

UNANTICIPATED WASTE

Unanticipated waste material resulting from slides only shall either be wasted within the right-of-way limits at sites designated by the Engineer, or disposed of off the right-of-way at sites acquired by the Department.

OVERHAUL

No payment will be allowed for 'Overhaul' on this project, except for Unanticipated Waste resulting from slides only.

WATER

~~Estimated 10 Gallons of Water per Cubic Yard of Common excavation or Common Borrow excavation used in embankment.~~

BACKFILL AROUND DRAINAGE STRUCTURES

~~The Contractor shall backfill all excavated areas around curb and gutter, box inlets, manholes, junction boxes, inlet boxes, etc. and compact with dense graded aggregate base or other base aggregate used in mainline pavement, in six inch layers. The work and materials shall be incidental to the unit bid price for the individual drainage structure.~~

WING OR TAIL DITCH

The Contractor shall construct the normal ditch in such a way that the water will turn coming out of the cut and be directed away from the fill. In order to avoid future fill damage, it is necessary to cut into original ground for a given distance below and beyond the fill slope. The location of this ditch shall be determined by the Engineer; however, it shall be as far away from the fill as practicable.

EXISTING UTILITIES

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

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY.

Right-of-way fence shall be installed 2' inside the right-of-way line and/or along lines other than the right-of-way line where indicated on the plans by use of the following symbol: xx-----xx-----xx

Right-of-way markers shall be installed along right-of-way lines between such limits as may be indicated by use of the following symbol: ~~xx~~

Right-of-way markers will not be required where Right-of-way fence is used.

BORROW

~~In addition to the requirements set up by the Special Notes for Borrow attached to the proposal, borrow material shall weigh not less than 28 pounds per cubic foot dry weight Standard Proctor Density and shall be capable of being compacted to the specified extra compaction density (Art. 107.3.4.5). Borrow material that is to be used in the top 12" of subgrade shall have a C.B.R. of or greater.~~

~~Borrow material shall be obtained off the right-of-way from sites approved by the Contractor and approved by the Engineer, at no expense to the Department. Such material shall weigh not less than 28 pounds per cubic foot dry weight Standard Proctor Density, and shall be capable of being compacted to the specified extra compaction density (Art. 107.3.4.5). In addition, material that is to be used in the top 12" of subgrade shall have a C.B.R. of or greater.~~

BUILDING REMOVAL

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

UTILITIES

The following Utility Co's have facilities located on this project to be removed concurrently with the Contractors work

- Louisville Gas and Electric Company
- South Central Bell Telephone Company
- Louisville Water Company
- I.C.R.R. Company
- K.&I. R.R. Company

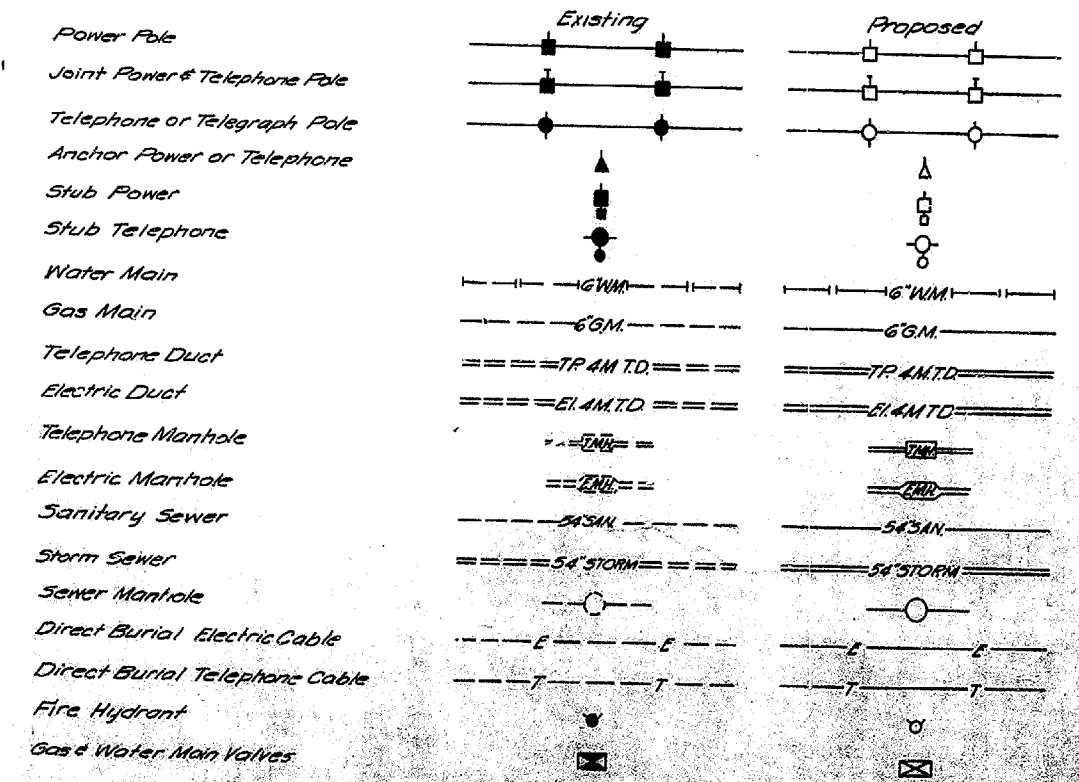
**RIGHT-OF-WAY
INDEX OF PROPERTY OWNERS**

Parcel Number	Property Owner
256	Hicks, G.H. & Alma P. (Wife)
359	Thielmeier, Louis & Amedia E. (Wife)
360	Illinois Central Railroad Company
361	Cane Run Lanes Incorporated
362	Huber Edward J.
363	Clark, Joseph A. & Marguerite L. (Wife)

*Note:
Parcel numbers not listed, were not used.*

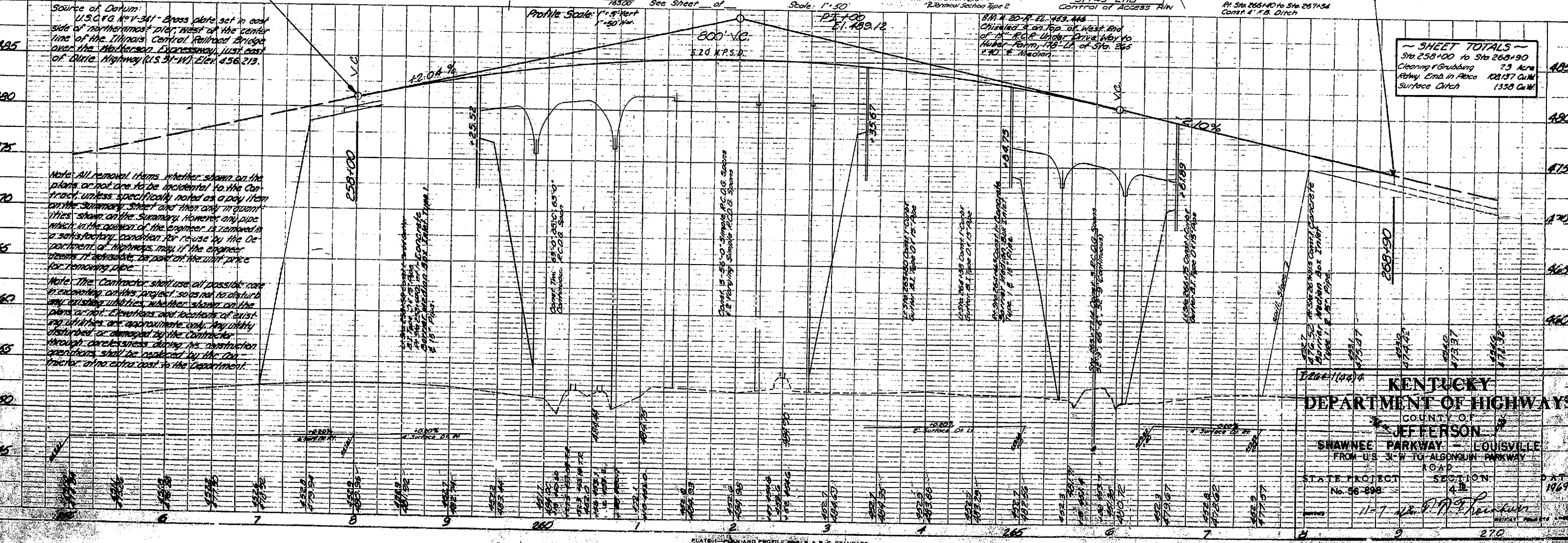
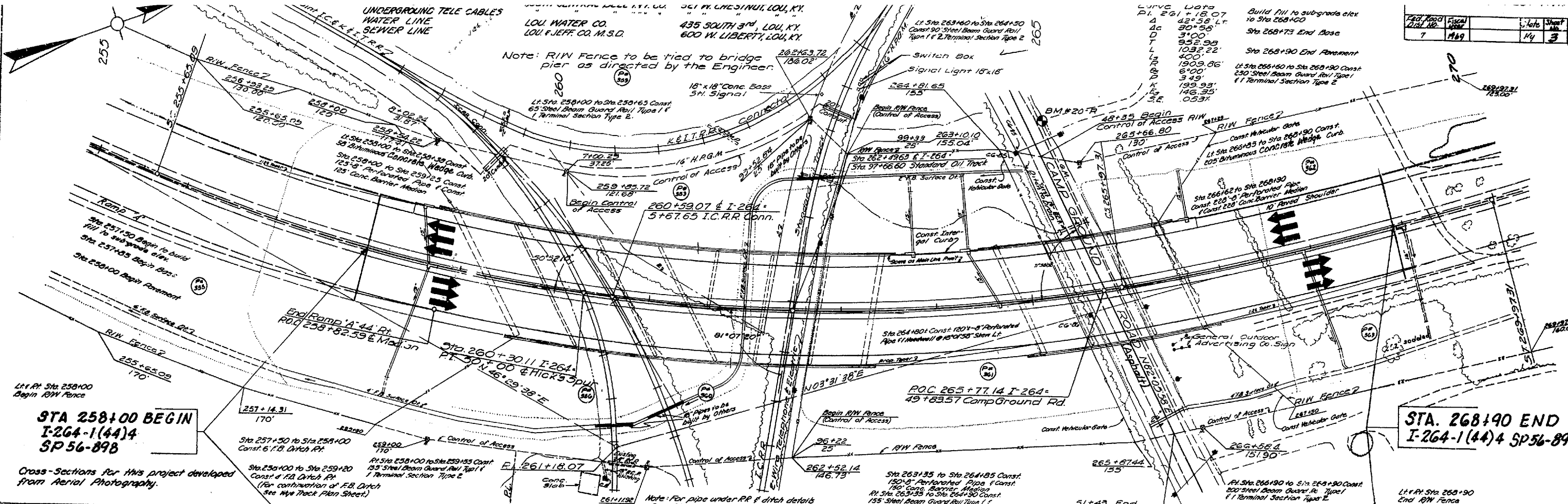
**FOR METHOD OF REPLACING STREET SURFACING SEE
UTILITY MANUAL PAGE HD71-101 FOR DESIGN**

UTILITY SYMBOLS



DATE	
BY	
PLAN	
ROUTE BOX	
NO.	
REVISED	
BY	
DATE	

DATE	
BY	
PROFILE	
ROUTE BOX	
NO.	
REVISED	
BY	
DATE	



STA 258+00 BEGIN
I-264-1(44)4
SP 56-898

STA. 268+90 END
I-264-1(44)4 SP 56-898

Source of Datum:
 U.S.C. & G. No. 1-341 - Brass date set in east side of northernmost pier, west of the center line of the Illinois Central Railroad bridge over the Markers Expressway, just east of Durie Highway (U.S. 31-W) Elev. 436.213.

Note: All removal items, whether shown on the plans or not, are to be incidental to the Contract, unless specifically noted as a pay item on the Summary Sheet and then only in quantities shown on the Summary. However, any pipe which, in the opinion of the engineer, is retained in a satisfactory condition for re-use by the Department of Highways, may, if the engineer deems it advisable, be paid at the unit price for removing pipe.

Note: The Contractor shall use all possible care in excavating, cutting, or placing, so as not to disturb any existing utilities, whether shown on the plans or not. Locations and positions of existing utilities are approximate only. Any utility disturbed or damaged by the Contractor through carelessness during his construction operations shall be replaced by the Contractor at no extra cost to the Department.

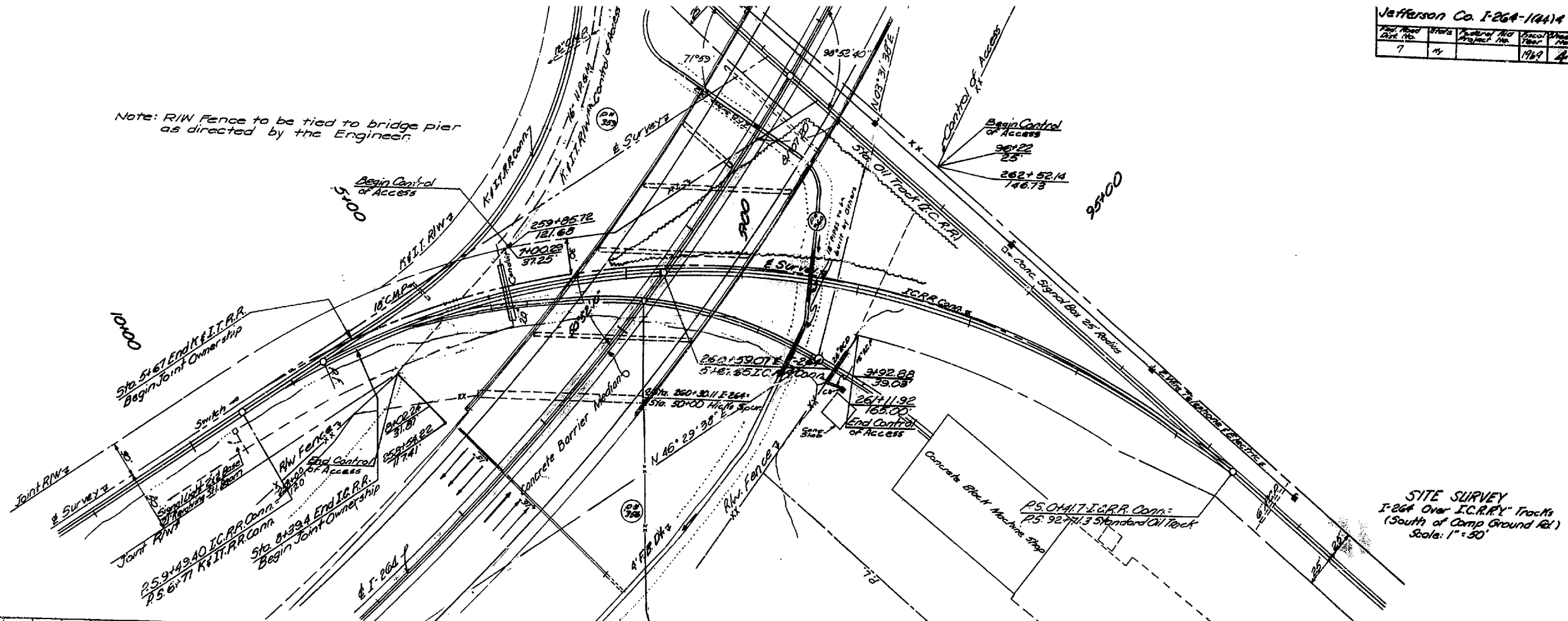
SHEET TOTALS
 Sta 258+00 to Sta 268+90
 Clearing & Grubbing 7.3 Acres
 Emb. in Place 128,137 Cu Yd
 Surface Ditch (338 Cu Yd)

KENTUCKY DEPARTMENT OF HIGHWAYS
 COUNTY OF JEFFERSON
SHAWNEE PARKWAY - LOUISVILLE
 FROM U.S. 31-W TO ALGONQUIN PARKWAY ROAD
 STATE PROJECT No. 56-898 SECTION 4
 DATE 11-7-69



Note: R/W Fence to be tied to bridge pier as directed by the Engineer.

PLAN	DATE
BY	
CHECKED	
APPROVED	
DATE	

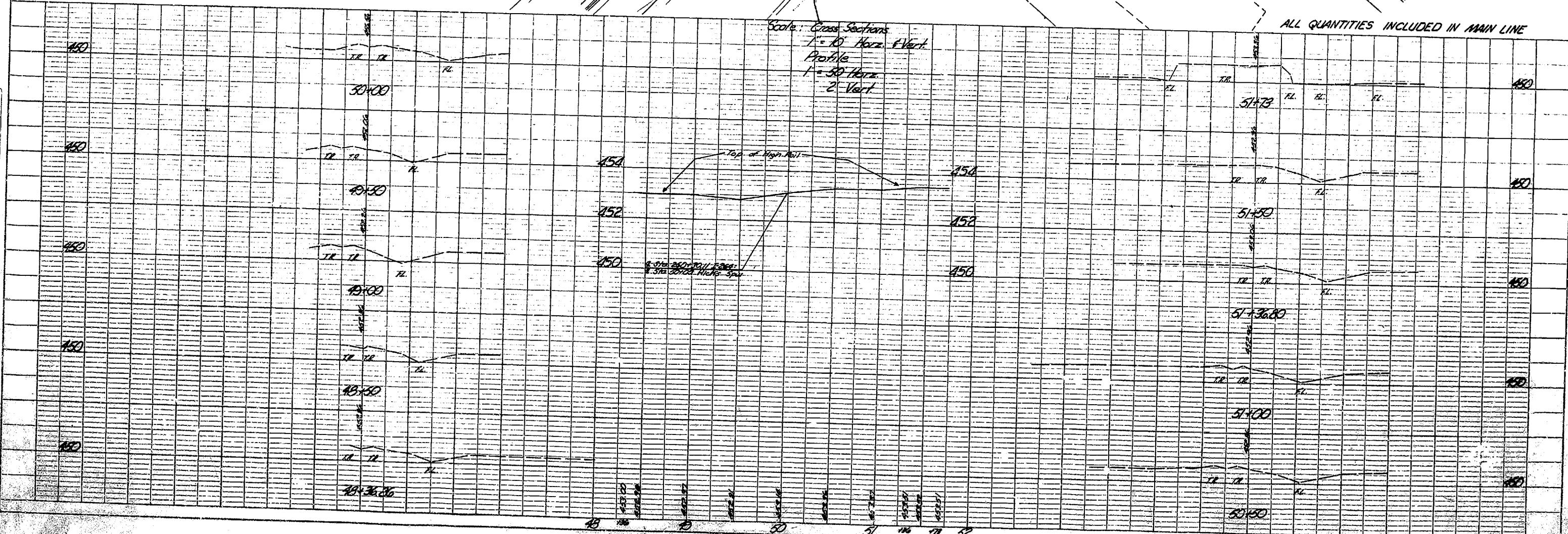


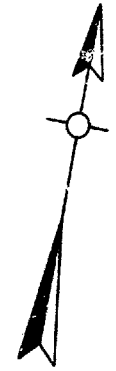
SITE SURVEY
I-264 Over I.C.R.R. Tracks
(South of Camp Ground Rd.)
Scale: 1" = 30'

Scale: Cross Sections
1" = 10' Horiz. 1" Vert.
Profile
1" = 30' Horiz. 2" Vert.

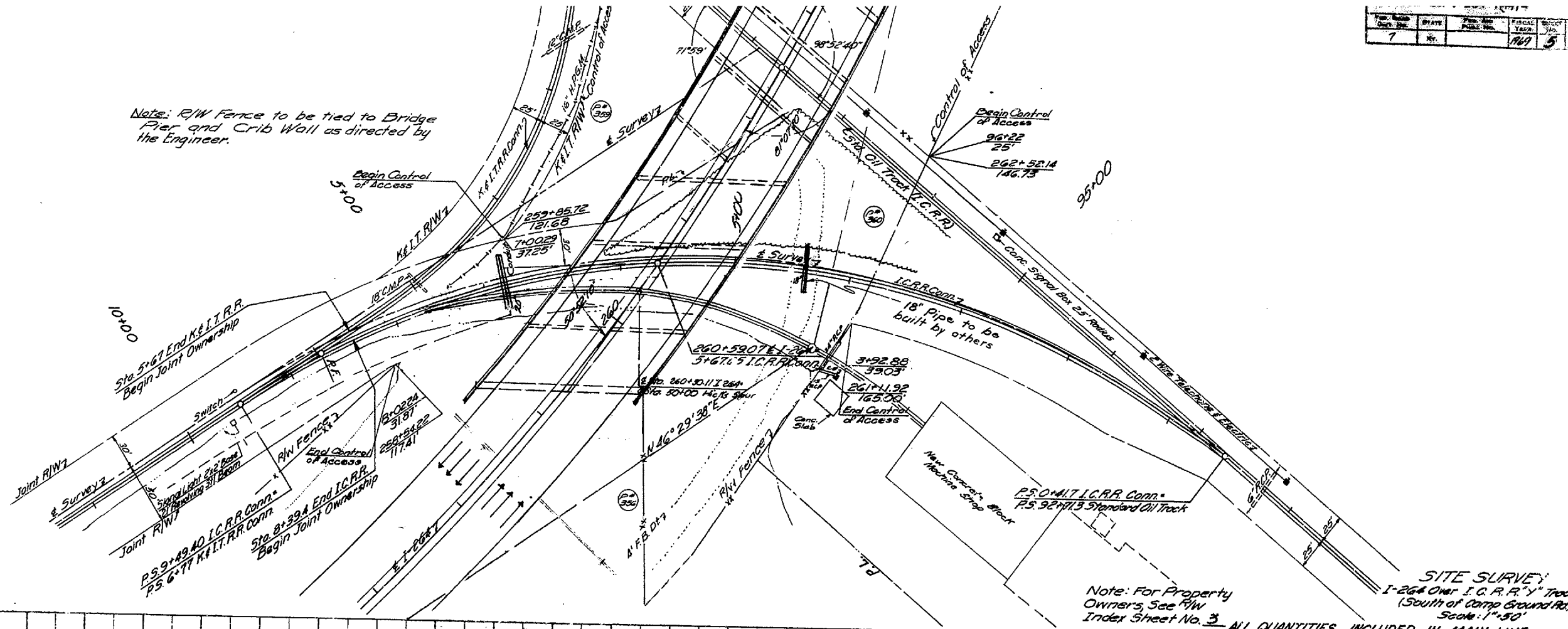
ALL QUANTITIES INCLUDED IN MAIN LINE

PROFILE	DATE
BY	
CHECKED	
APPROVED	
DATE	



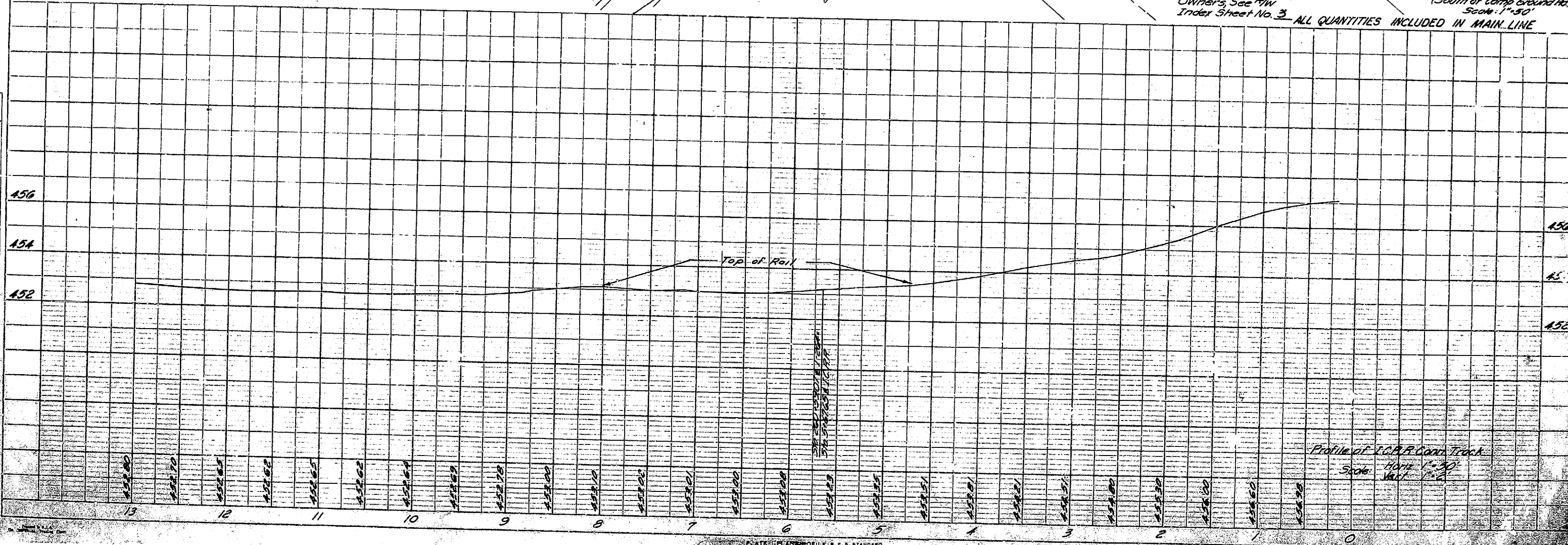


Note: R/W Fence to be tied to Bridge Pier and Crib Wall as directed by the Engineer.



PLAN
NOTE BOOK
NO.

PROFILE
DATE
BY
CHECKED
DATE

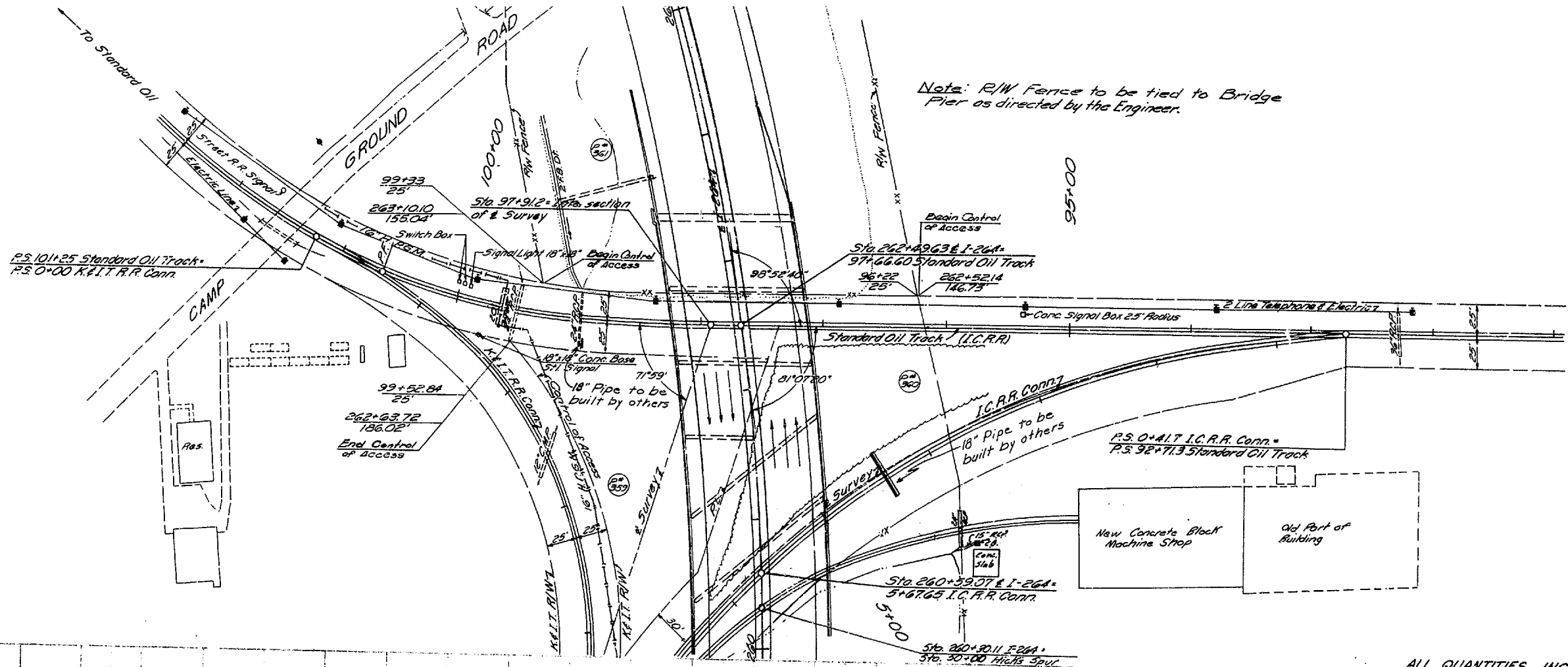
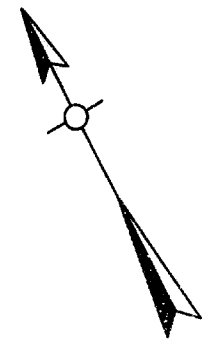


Profile of I.C.R.R. Conn. Track
Scale: Horiz 1"=30'
Vert 1"=2'

I.C.R.R. CONNECTOR TRACK

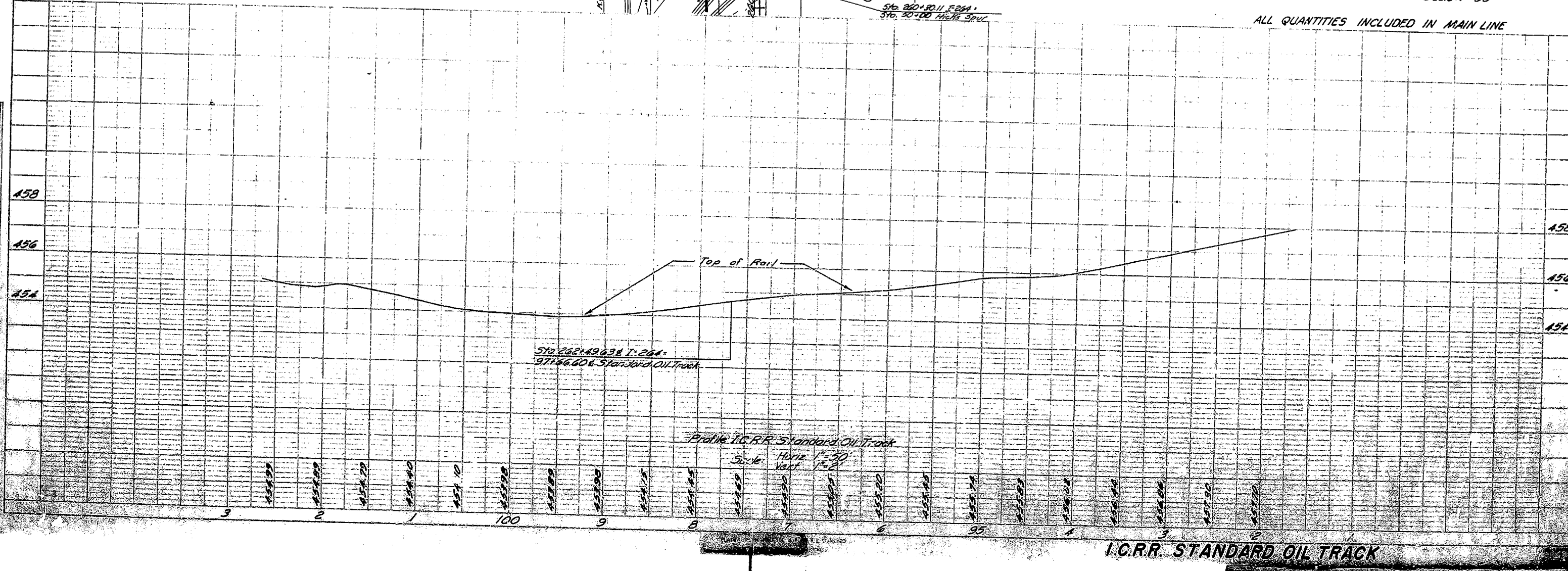
PLAN	DATE
SUPPLIED	
BY	
NOTED	
BY	
REVISIONS	
NO.	

PROFILE	DATE
SUPPLIED	
BY	
NOTED	
BY	
REVISIONS	
NO.	



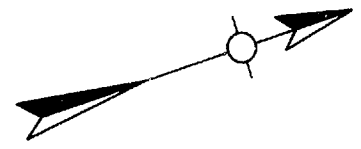
SITE SURVEY
I-264 Over I.C.R.R. Tracks
(South of Camp Ground Rd.)
Scale: 1"=50'

ALL QUANTITIES INCLUDED IN MAIN LINE



I.C.R.R. STANDARD OIL TRACK

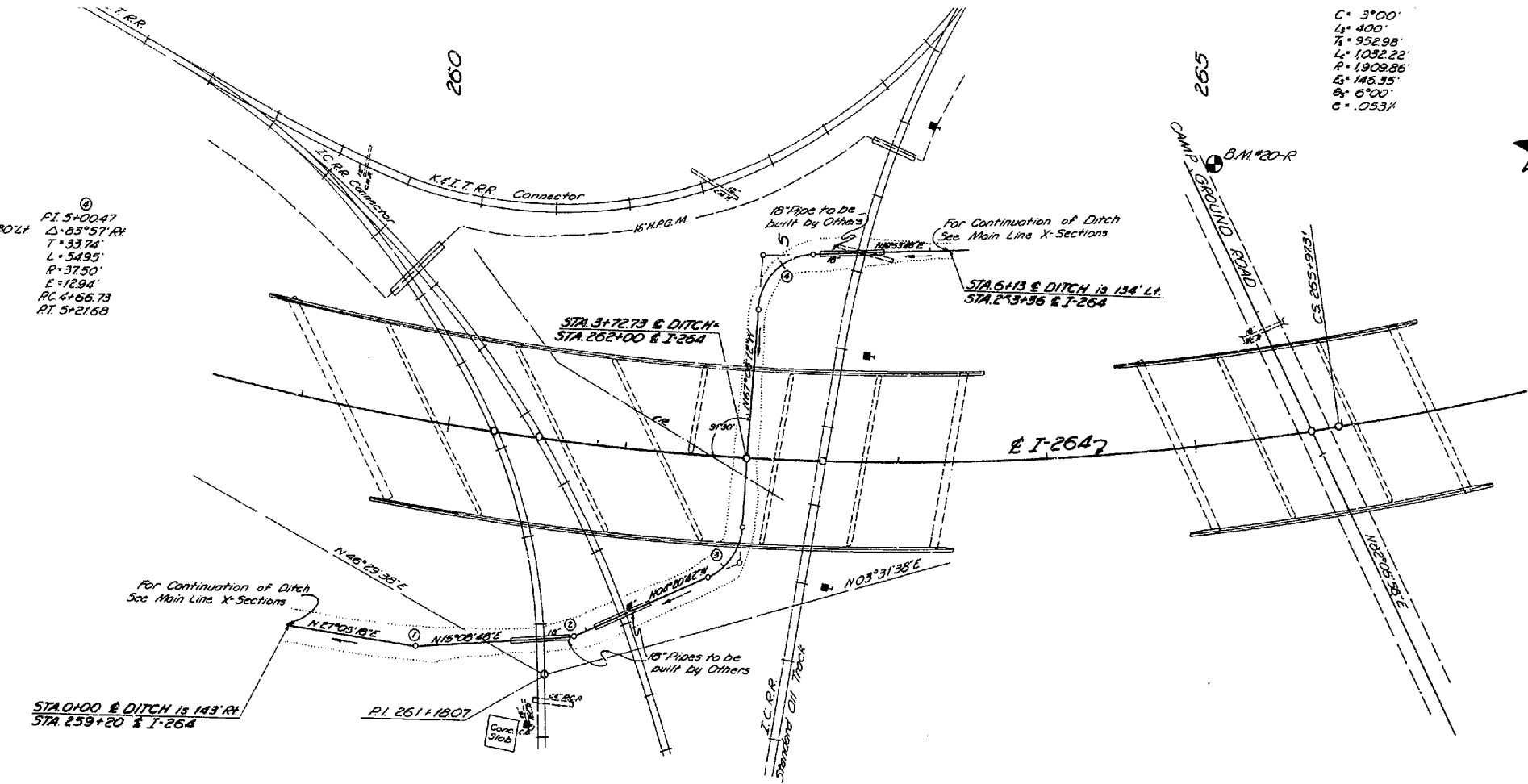
C = 3'00"
 L = 400'
 T = 952.98'
 L = 1032.22'
 P = 1900.86'
 E = 145.35'
 S = 6'00"
 C = .053%



DITCH CURVE DATA

Station	PI	Δ	T	L	R	E	PC	PT
1	0+85.24	11°56'30" L	22.85'	41.04'	37.50'	6.41'	2+87.58	3+28.62
2	1+91.25	19°29'30" L	33.74'	54.95'	37.50'	12.94'	2+87.58	3+28.62
3	3+10.43	62°42'30" L	83.57' R	137.74'	54.95'	12.94'	2+87.58	3+28.62
4	5+00.47	83°57' R	33.74'	54.95'	37.50'	12.94'	2+87.58	3+28.62

DATE	
BY	
REVISION	
APPROVED	
DESIGNED	
CHECKED	
PLANNED	
FIELD	
REVISION	
APPROVED	
DESIGNED	
CHECKED	
PLANNED	
FIELD	

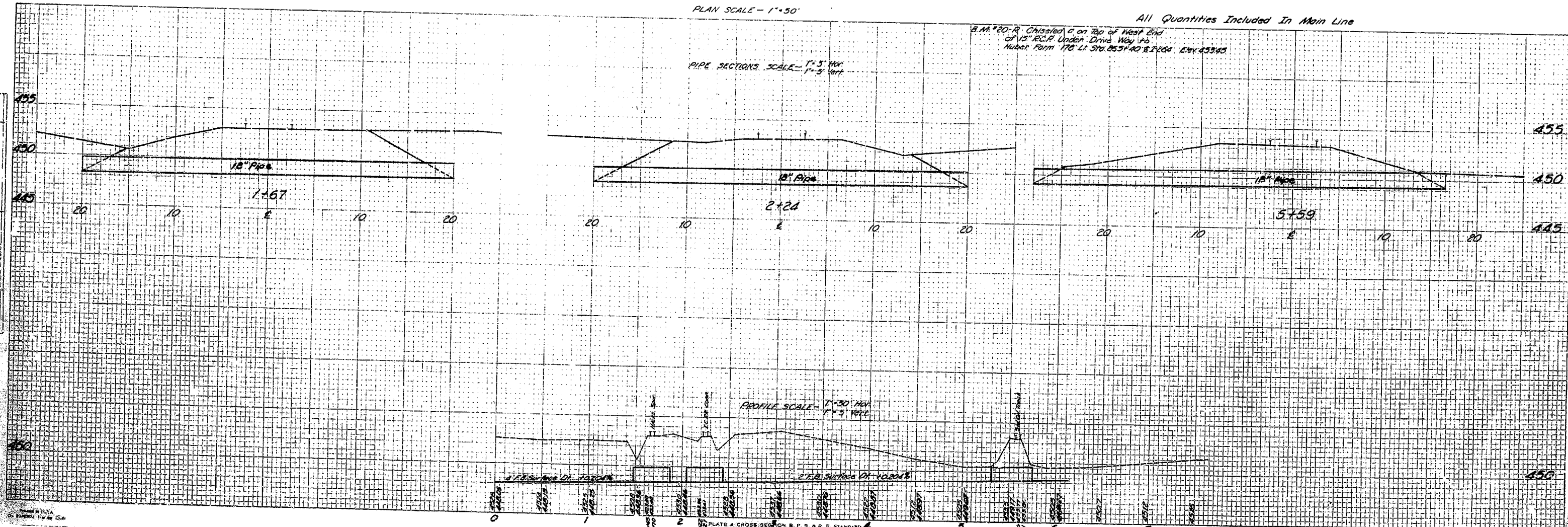


PLAN SCALE - 1" = 50'

All Quantities Included In Main Line

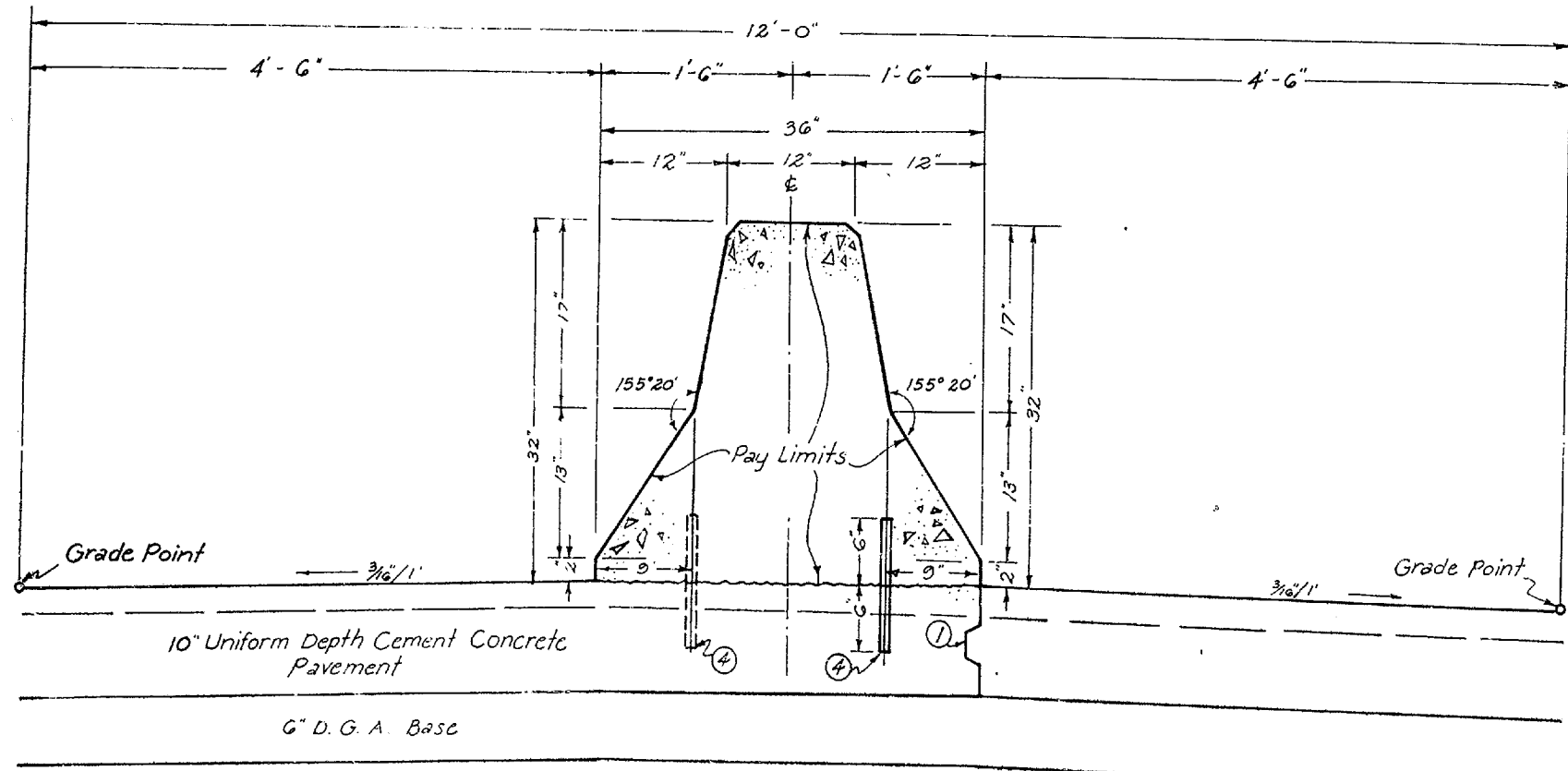
B.M. #20-R Chiselled in on Top of West End of 15" R.C.P. Under Drive Way to Huber Farm 178' LT Sta. 253+40 R.I. 264 E.M. 43345

PIPE SECTIONS SCALE - 1" = 5' Hor 1" = 5' Vert

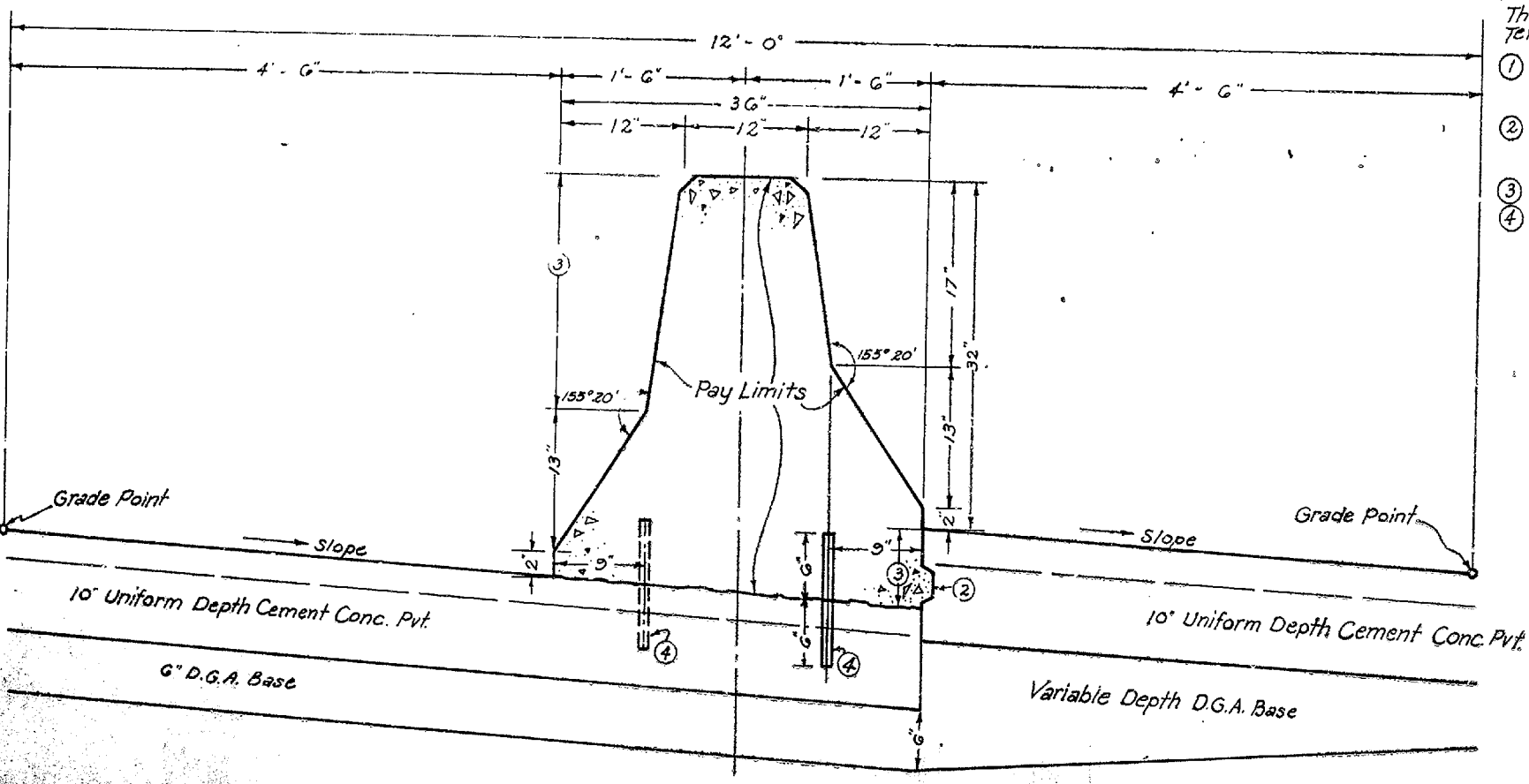


PROFILE SCALE - 1" = 30' Hor 1" = 5' Vert

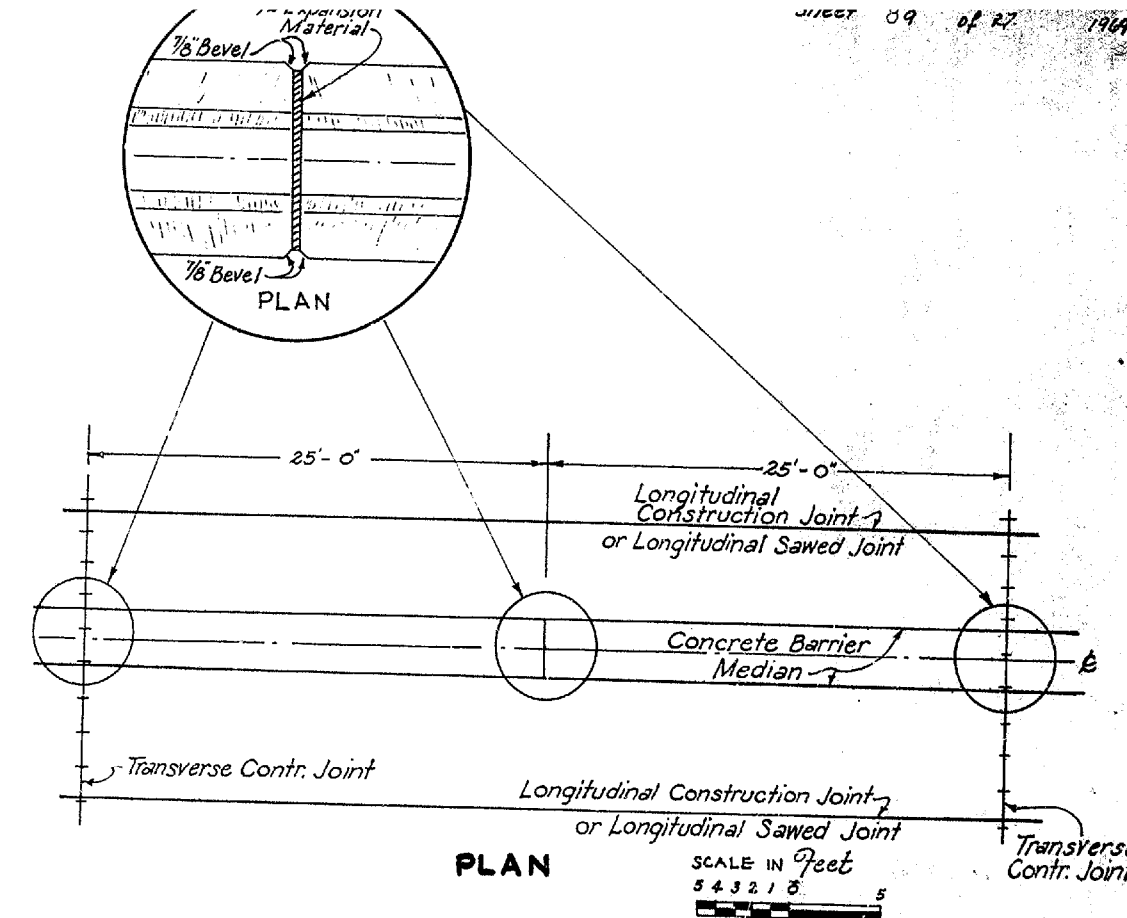
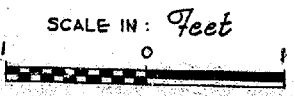
DATE	
BY	
REVISION	
APPROVED	
DESIGNED	
CHECKED	
PLANNED	
FIELD	
REVISION	
APPROVED	
DESIGNED	
CHECKED	
PLANNED	
FIELD	



TANGENT SECTION



SUPERELEVATED SECTION

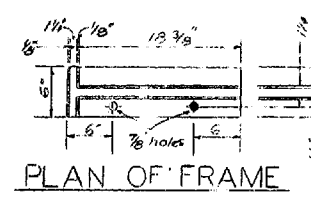
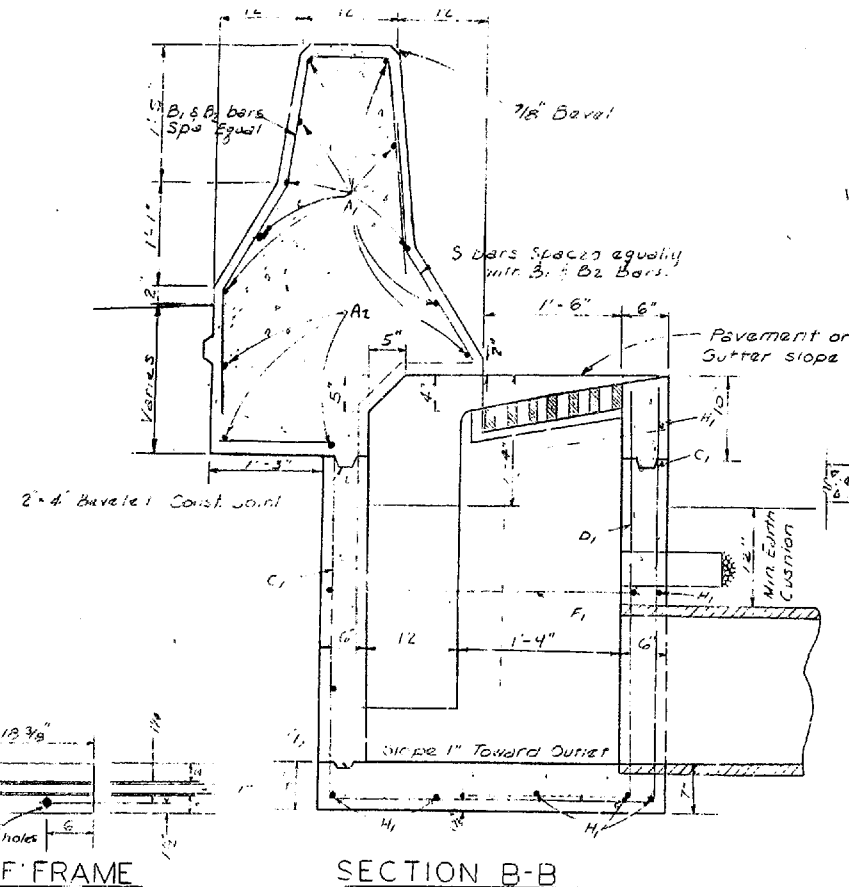


-NOTES-

- The contract unit price per linear foot for Concrete Barrier Median Type I shall include all concrete, forms, labor, steel reinforcement, expansion joint material and etc, necessary to complete the work in place. The Concrete Barrier Median does not include the concrete pavement that is used as the base. The Terminal Section and the Concrete Barrier Median Box Inlets are not included in the pay limits.
- ① Longitudinal construction joint without tie bars, is required and shall be placed at the location shown or may be installed at a corresponding point on the opposite side of the Concrete Barrier Median at the option of the Contractor.
 - ② Longitudinal construction joint without tie bars is required and shall be placed at the location shown with the superelevation from left to right. It shall be placed at a corresponding point on the opposite side of the Concrete Barrier Median when the superelevation is reversed. (Right to left)
 - ③ This dimension is dependent on and varies with the rate of superelevation.
 - ④ No. 8 deformed steel bars shall be spaced four feet (4') on centers and each row staggered equally. The steel reinforcement shall meet the requirements of Section 641 of the Standard Specifications.
- Class A Concrete shall be used in the Concrete Barrier Median and shall receive a rubbed surface finish in accordance with Article 403.3.8-C and shall be constructed and cured in accordance with other applicable requirements of Section 403.
- The amount of Class A Concrete required per linear foot of Concrete Barrier Median is approximately .2 cubic yards for the tangent section. The amount of Dowel Steel is approximately 1.33 #/L.F.
- TRANSVERSE EXPANSION JOINTS**
- One-half inch (1/2) transverse expansion joints shall be placed throughout the entire barrier and shall be spaced on 25' intervals. When the Barrier Median is constructed in conjunction with gravel coarse aggregate in the concrete pavement, these transverse joints shall be placed directly over the transverse contraction joint in the concrete pavement. When the Concrete Barrier Median is constructed in conjunction with limestone coarse aggregate in the concrete pavement, alternating expansion joints shall be placed directly over the transverse contraction joint the concrete pavement. One inch (1") transverse expansion joints shall be placed directly over the transverse expansion joints in the concrete pavement near the bridge structures. The plans of Standard Drawings show the position or location of these joints. The expansion joint material for the barrier shall meet the requirements for Types I, II or III of the AASHTO Specification No. M-153.

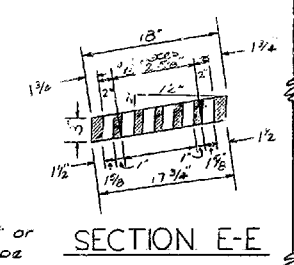
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
**CONCRETE BARRIER
MEDIAN TYPE I**

DATE 10-20-68
 Drawn By R.M.P.-E.L.S.
 Checked By F.B.D.
 Submitted By
 Reviewed By

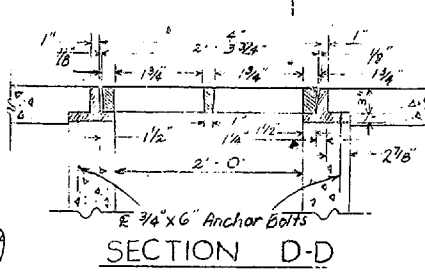


PLAN OF FRAME

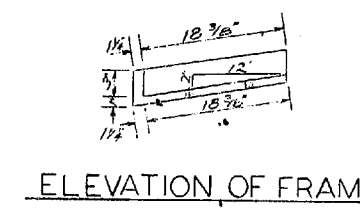
SECTION B-B



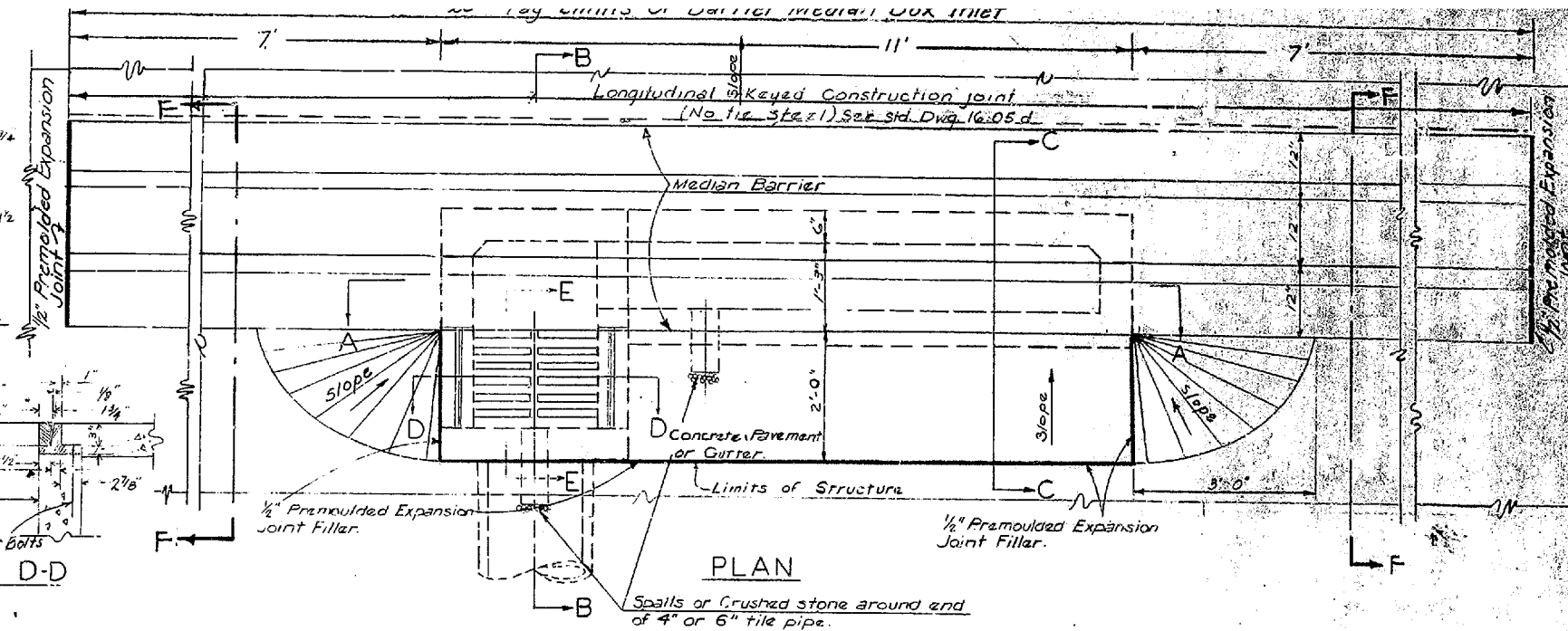
SECTION E-E



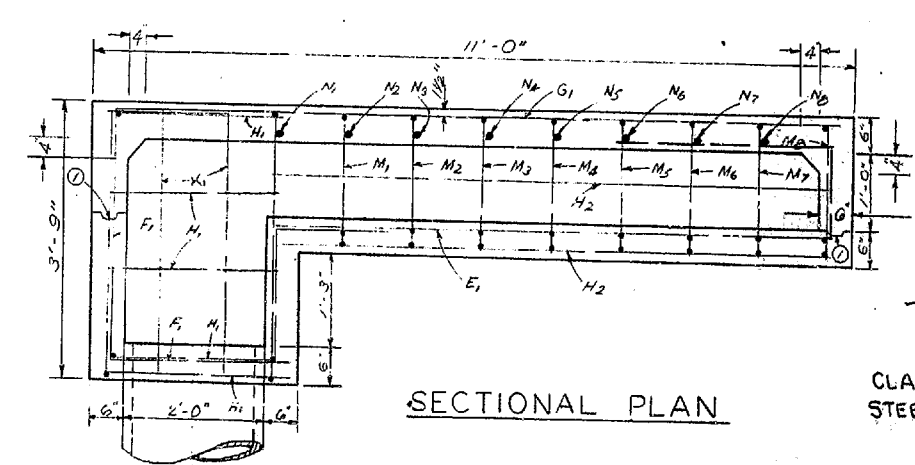
SECTION D-D



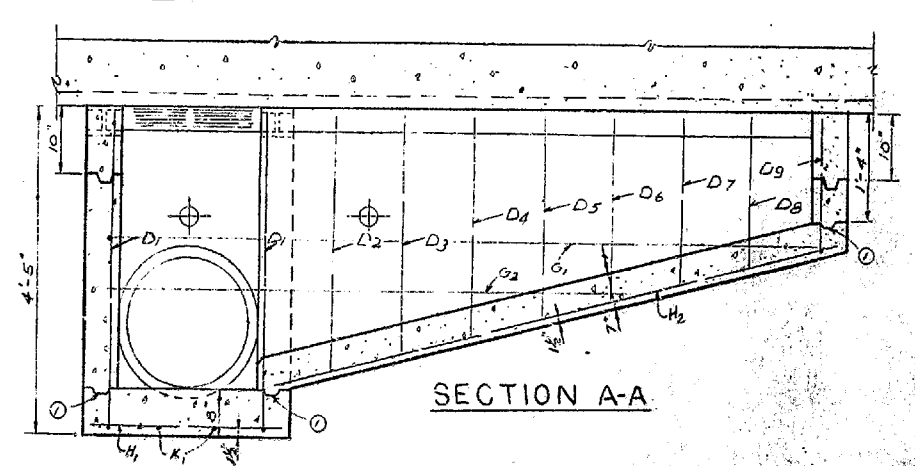
ELEVATION OF FRAME



PLAN



SECTIONAL PLAN



SECTION A-A

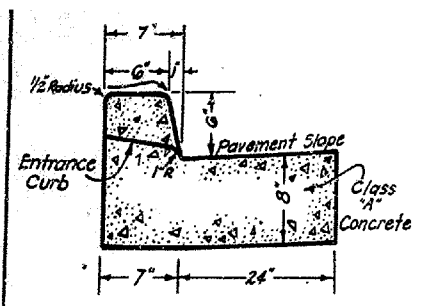
- APPROXIMATE QUANTITIES -

CLASS "A" CONCRETE	7.01 CU. YDS.
STEEL REINFORCEMENT	760 LBS.

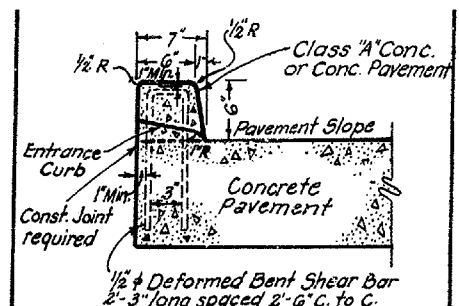
② The minimum length of barrier wall between expansion joints shall be 8'
The maximum length of barrier wall between expansion joints shall be 25'

CONCRETE BARRIER
MEDIAN BOX INLET
TYPE I

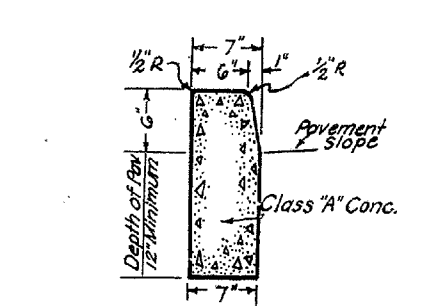
DATE 10-27-68
DESIGNED BY R.M.R.-F.J.S.
CHECKED BY E.B.O. P.L.C.
DRAWN BY [unclear]
REVIEWED BY [unclear]



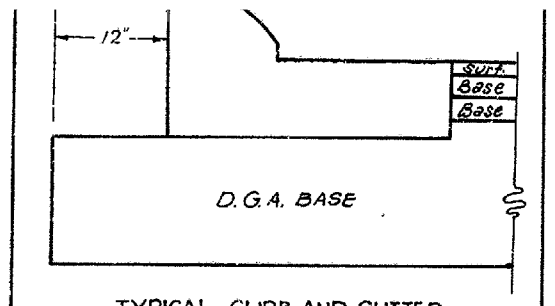
A-1



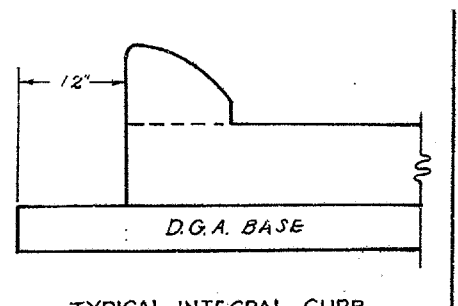
A-2



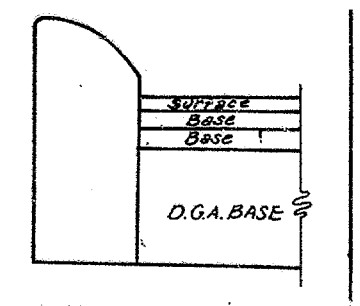
A-3



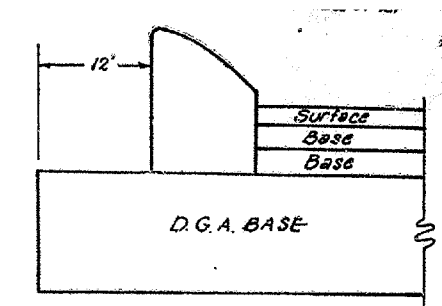
TYPICAL CURB AND GUTTER WITH FLEXIBLE PAVEMENT



TYPICAL INTEGRAL CURB WITH RIGID PAVEMENT

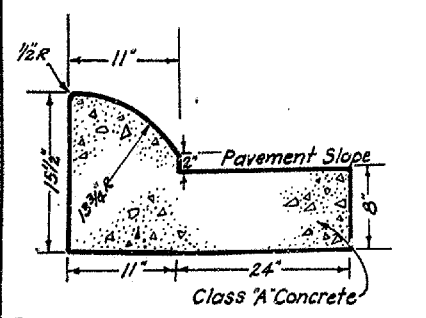


TYPICAL HEADER CURB WITH FLEXIBLE PAVEMENT



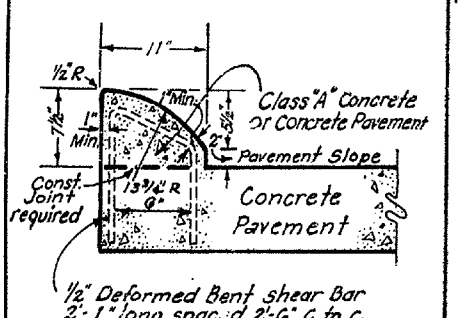
TYPICAL HEADER CURB TYPE 2 WITH FLEXIBLE PAVEMENT

ROLL CURB & GUTTER



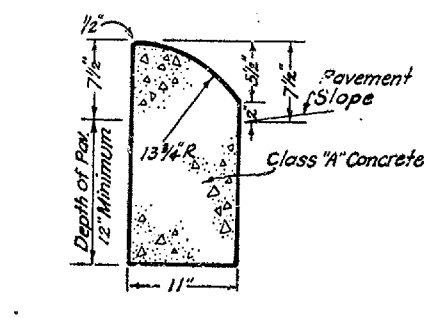
B-1

ROLL INTEGRAL CURB



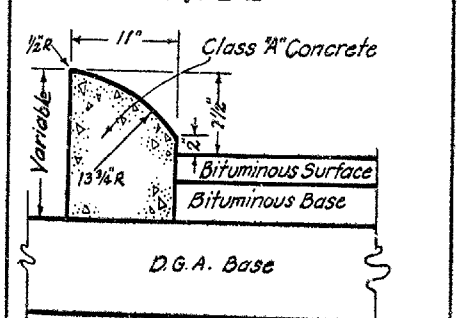
B-2

ROLL HEADER CURB TYPE 1



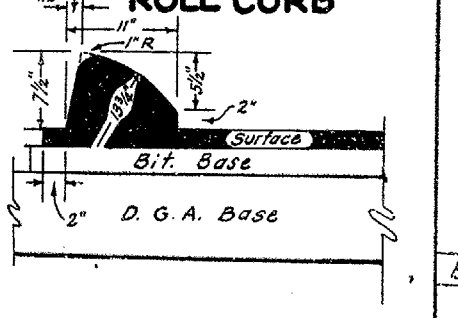
B-3

ROLL HEADER CURB TYPE 2



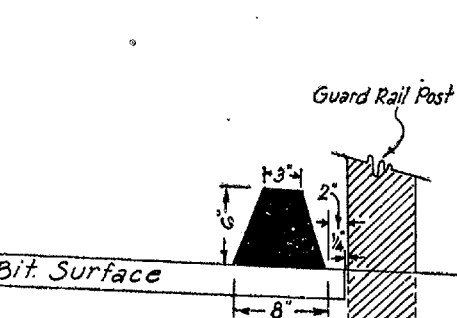
B-4

BITUMINOUS CONCRETE ROLL CURB



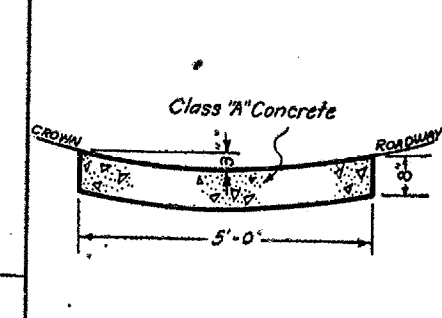
B-5

BITUMINOUS WEDGE CURB



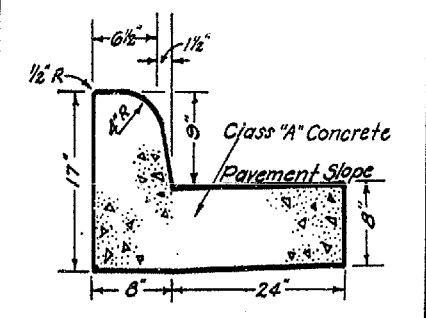
G-1

VALLEY GUTTER



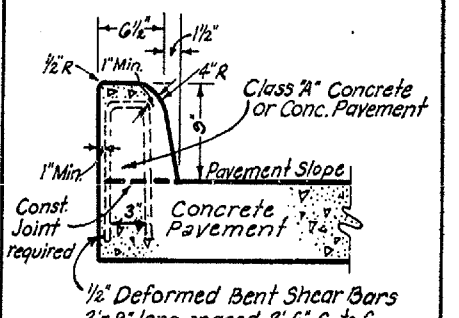
F-1

BARRIER CURB & GUTTER



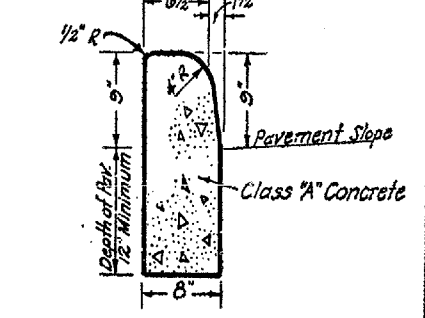
C-1

BARRIER INTEGRAL CURB



C-2

BARRIER HEADER CURB



C-3

NOTES

The unit price bid per linear foot for Concrete Curbs and Curbs and Gutters shall include all materials, forms, labor, and incidentals necessary for their construction.

All integral curb showing reinforcing steel shall be cast separately from the pavement and the reinforcement shall consist solely of 1/2" Bent Shear Bars as detailed on this drawing.

On construction care should be taken so that no Bent Shear Bars are placed closer than 3" to the center of the sawed transverse joint.

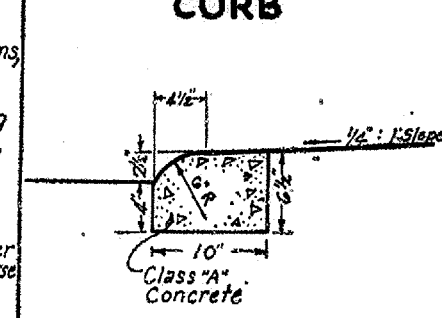
Bituminous Concrete Curbs shall be given a paint coat of Asphalt Emulsion.

The surface under the Bituminous Concrete Curbs shall be tacked with Asphalt Emulsion.

All Bituminous Concrete Curbs shall be extruded and constructed of a Class "I" Bituminous Concrete mixture as specified for "Bituminous Concrete Sections" in the Special Provisions or Standard Specifications.

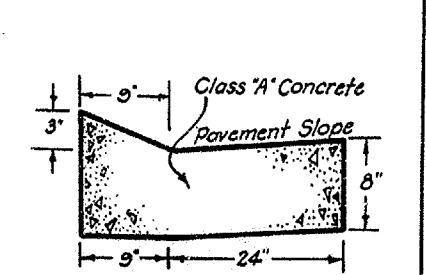
Should it become necessary for the stirrup bars shown in the detail for Integral Curbs to be bent in order to permit the necessary equipment to pass over these bars at the beginning of a days run, these bars shall be pre-bent before installation.

MOUNTABLE HEADER CURB



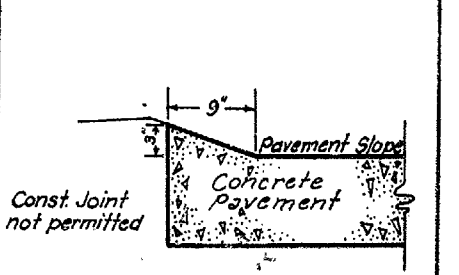
F-1

LIP CURB & GUTTER



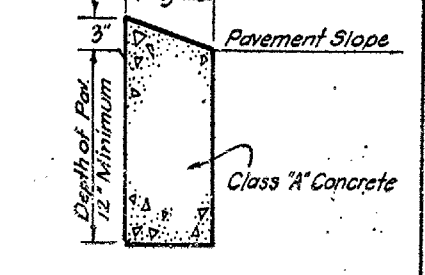
D-1

LIP INTEGRAL CURB



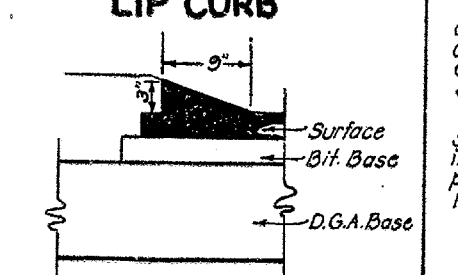
D-2

LIP HEADER CURB



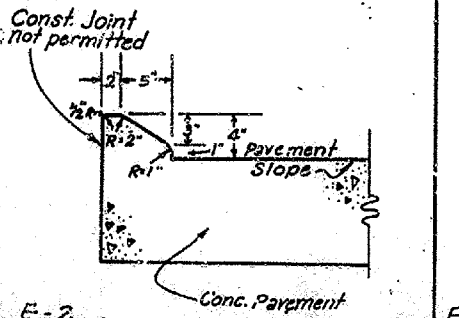
D-3

BITUMINOUS CONCRETE LIP CURB



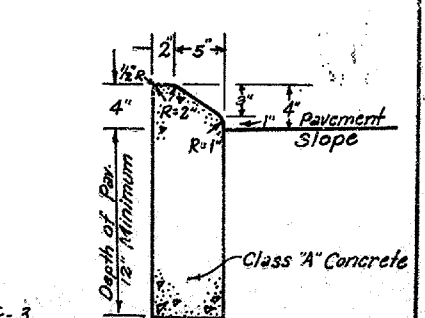
D-5

ISLAND INTEGRAL CURB



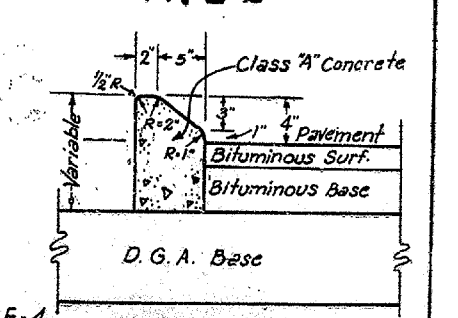
E-2

ISLAND HEADER CURB TYPE 1



E-3

ISLAND HEADER CURB TYPE 2



E-4

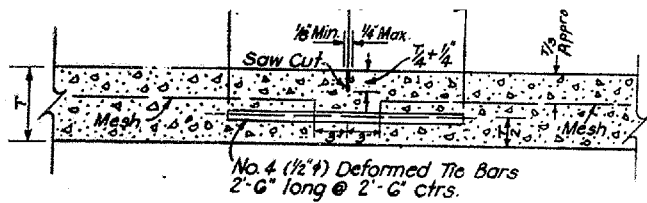
- A- Standard Curbs
- B- Roll Curbs
- C- Barrier Curbs
- D- Lip Curbs
- E- Island Curb
- F- Mountable Curb
- G- Wedge Curb

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

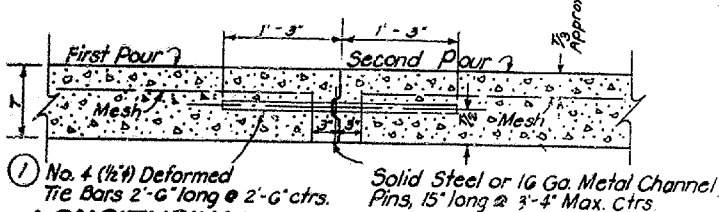
**CURBS & GUTTERS-
CURBS-VALLEY GUTTER**

DATE: 1-14-69
1-14-69
1-14-69

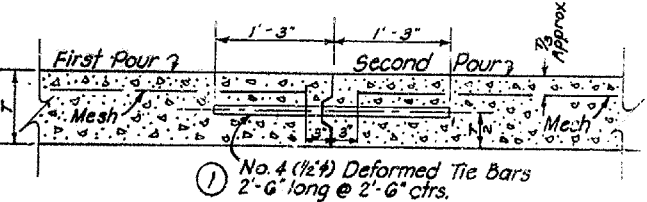
Drawn By: R.W.R.-F.J.S.
Checked By: E.B.D.
Submitted By: E.B.G.
Reviewed By:



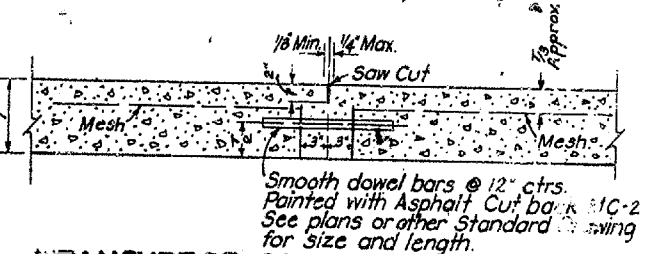
LONGITUDINAL SAWED JOINT



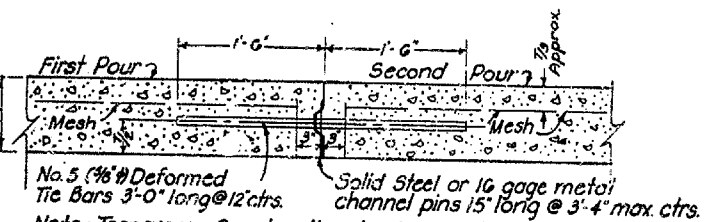
LONGITUDINAL CONSTRUCTION JOINT (METAL PLATE TYPE)



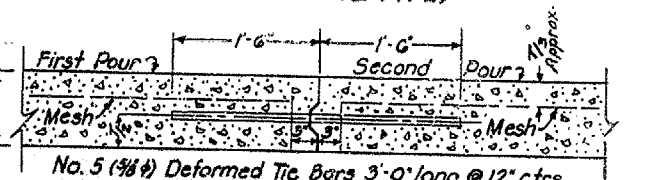
LONGITUDINAL CONSTRUCTION JOINT (RECESS TYPE)



TRANSVERSE CONTRACTION JOINT

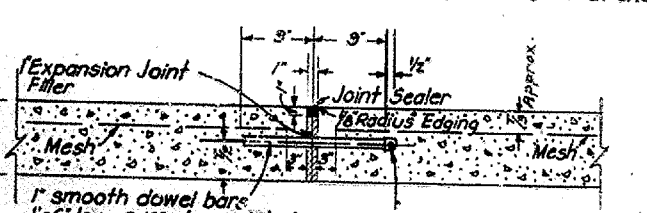


TRANSVERSE CONSTRUCTION JOINT (METAL PLATE TYPE)



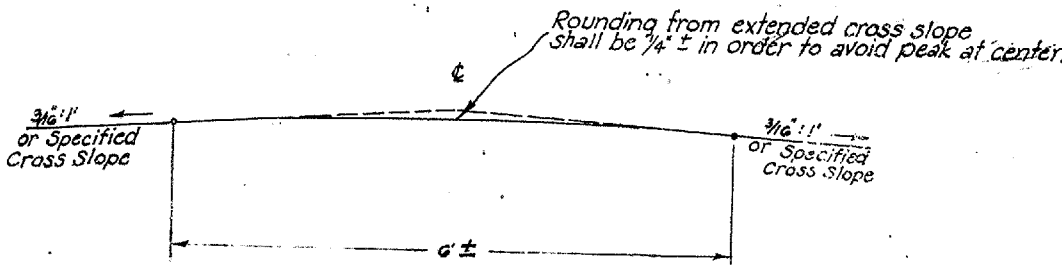
TRANSVERSE CONSTRUCTION JOINT (RECESS TYPE)

Note: Transverse Construction Joints shall be used at end of runs.

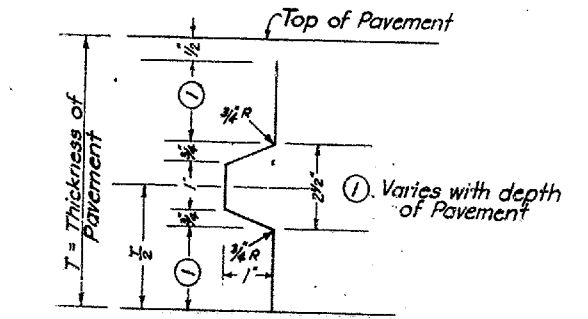


TRANSVERSE EXPANSION JOINT

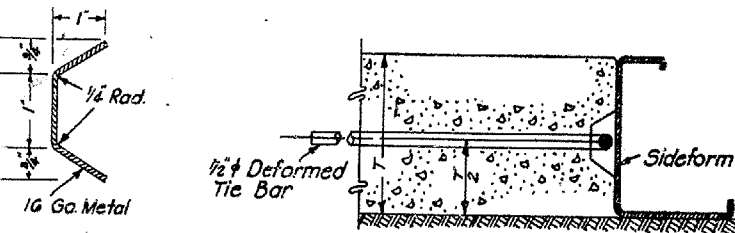
① Hook tie bolts may be used in lieu of the No. 4 Deformed tie bar.



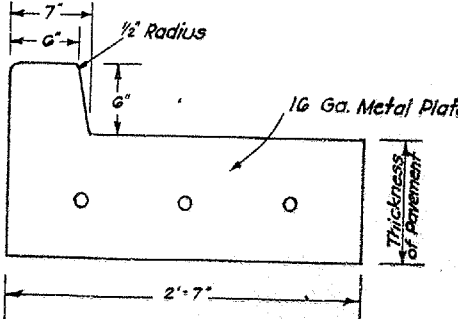
PAVEMENT CROWN AT C



DETAIL OF TRANSVERSE OR LONGITUDINAL CONSTRUCTION JOINT METAL PLATE



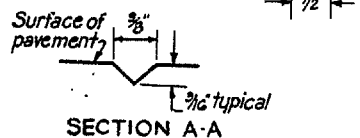
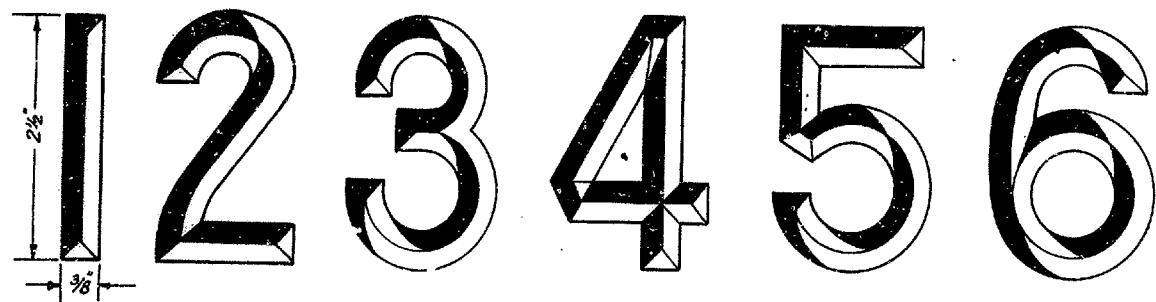
DETAIL OF TRANSVERSE OR LONGITUDINAL CONSTRUCTION JOINT RECESS PLATE



DETAIL OF PLATE USED WHEN PAVEMENT IS WIDENED TO DIMENSIONS SHOWN ABOVE

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

CEMENT CONCRETE PAVEMENT DETAILS



GENERAL NOTES

The marking shall be accomplished by the use of raised letters impressed in the concrete. The size, style, proportion and other details shall be as indicated on this sheet.

Stations shall be marked 1, 2, 3 etc. except at each multiple of five stations, which shall be shown 5+00, 10+00, 15+00 etc. Equations shall be shown in full. Where an equation falls within 50 feet of a station marking the equation shall be shown and station marking eliminated.

The pavement shall be marked before the concrete has taken its initial set, and all displaced aggregate removed so that the surface of the pavement is left in a smooth condition with letters fully and neatly formed.

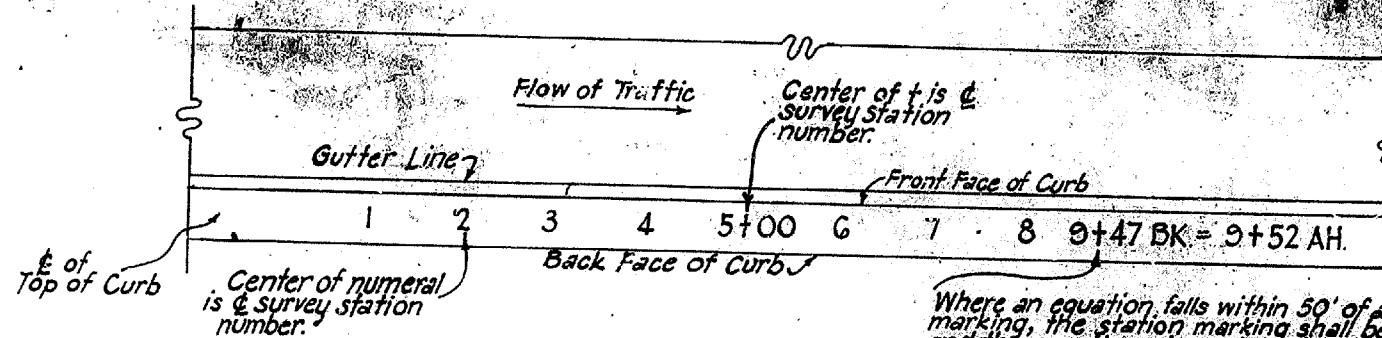
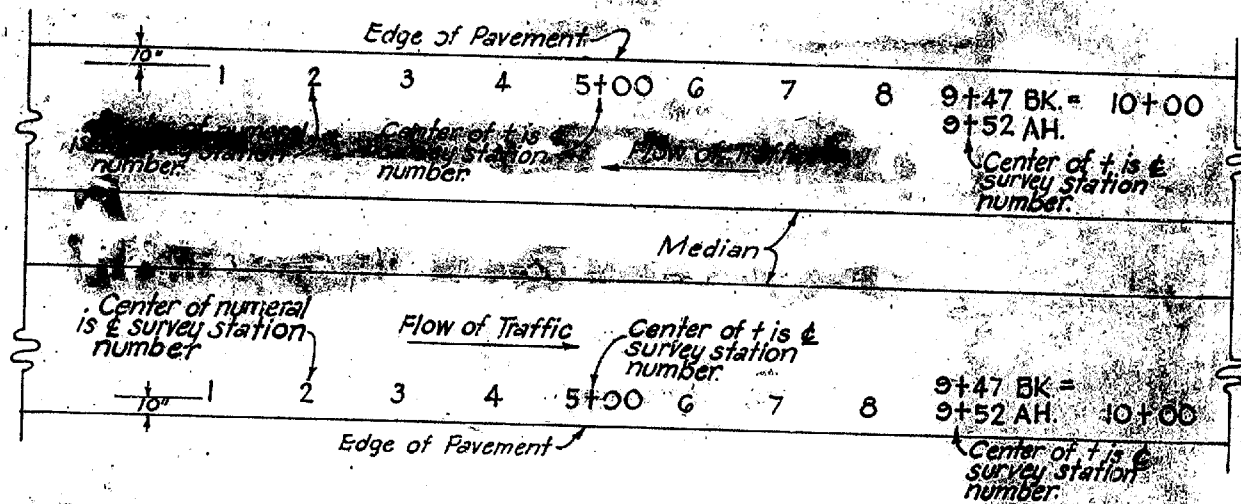
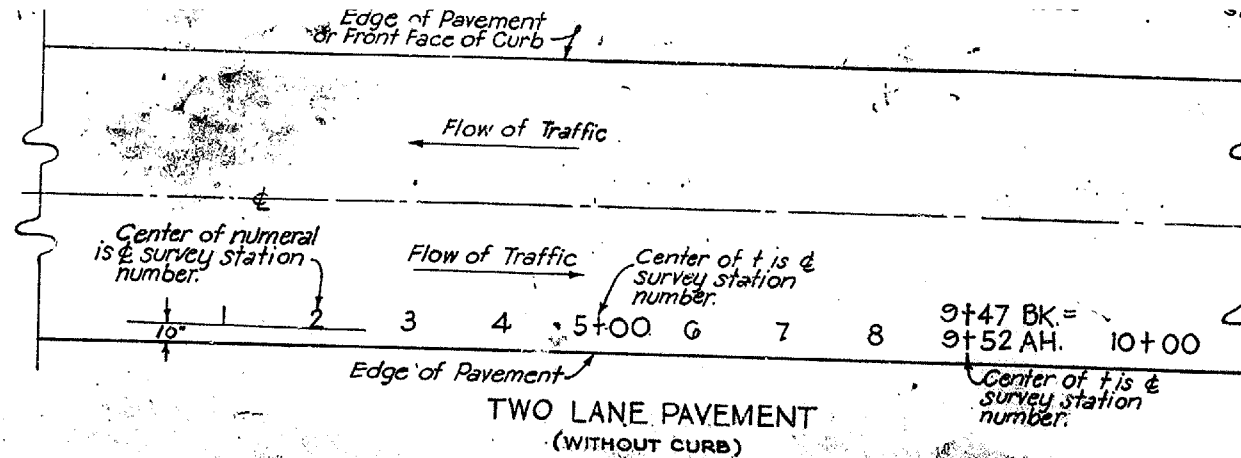
The unit price bid per square yard for Cement Concrete Pavement shall include payment in full for all labor, materials, tools and incidentals necessary to complete the work.

TWO LANE PAVEMENTS

Station numbers and equations shall be marked along the outside edge of the pavement of the right lane in such a position as to be read right side up from the drivers seat of a car traveling on the shoulder.

MULTI-LANE (4-G Etc.) DIVIDED PAVEMENTS

Station numbers and equations shall be marked along the outside edges of both lanes in such a position as to be read right side up from the drivers seat of a car traveling on the shoulder of each two lane component.



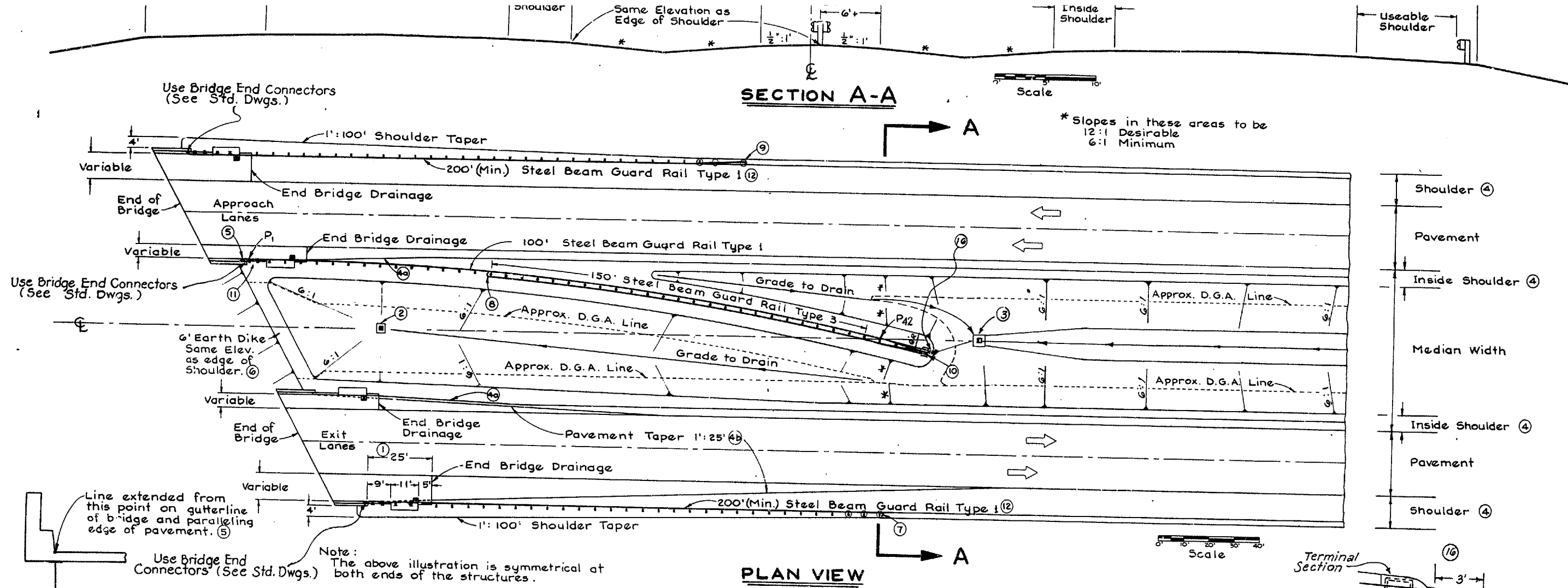
TWO OR MORE LANE PAVEMENT WITH CURB

① On two lane roadways when curb is to be constructed on the outside edge of the traveling lanes, the station marking shall be placed in the curb on the right side only, in the direction of the survey. On divided highways, when curbs are to be placed on outside edge of each lane of traffic, the station markings shall be placed on each outside curb. See detail for proper location.

Where an equation falls within 50' of a station marking, the station marking shall be eliminated and the equation shown in a straight line with the + mark of the back station being the & survey station number.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
STATION MARKINGS
CEMENT CONCRETE
PAVEMENT

DRAWN BY RWR-F.J.S. CHECKED BY SUBMITTED BY REVIEWED BY



CALCULATIONS FOR MEDIAN GUARD RAIL LOCATION-DEPRESSED MEDIANS

Post Number	36'		40'		50'		60'		64'	
	Distance	Offset	Distance	Offset	Distance	Offset	Distance	Offset	Distance	Offset
P ₁ (11)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
P ₆	24.999	0.126	24.999	0.146	24.999	0.196	24.998	0.246	24.998	0.266
P ₁₀	49.997	0.506	49.995	0.586	49.992	0.786	49.987	0.986	49.985	1.066
P ₁₄	74.989	1.140	74.985	1.319	74.972	1.769	74.956	2.219	74.949	2.399
P ₁₈	99.973	2.026	99.964	2.346	99.935	3.145	99.897	3.944	99.879	4.264
P ₂₂	124.947	3.166	124.929	3.665	124.872	4.914	124.798	6.161	124.764	6.660
P ₂₆	149.909	4.558	149.877	5.278	149.778	7.074	149.651	8.369	149.592	9.587
P ₃₀	174.855	6.204	174.805	7.182	174.645	9.627	174.445	12.067	174.352	13.042
P ₃₄	199.783	8.102	199.708	9.380	199.474	12.570	199.172	15.754	199.032	17.025
P ₃₈	224.690	10.253	224.584	11.869	224.251	15.903	223.821	19.927	223.622	21.534
P ₄₂	249.574	12.656	249.429	14.650	248.972	19.626	248.383	24.587	248.110	26.566

Distance in the above chart refers to points along the extended line (see note 5) at various distances in feet from a point on the face of the guard rail at the location of the centerline of post number P₁.

Offset refers to the distance in feet at 90° from the aforesaid points along the extended line to the face of the guard rail at the corresponding listed post number.

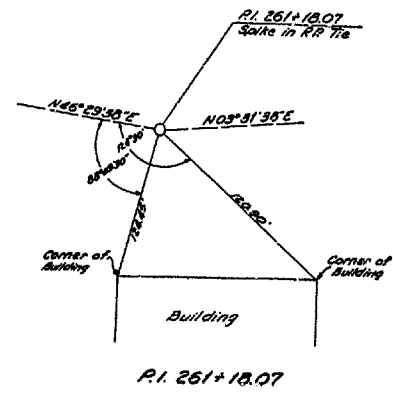
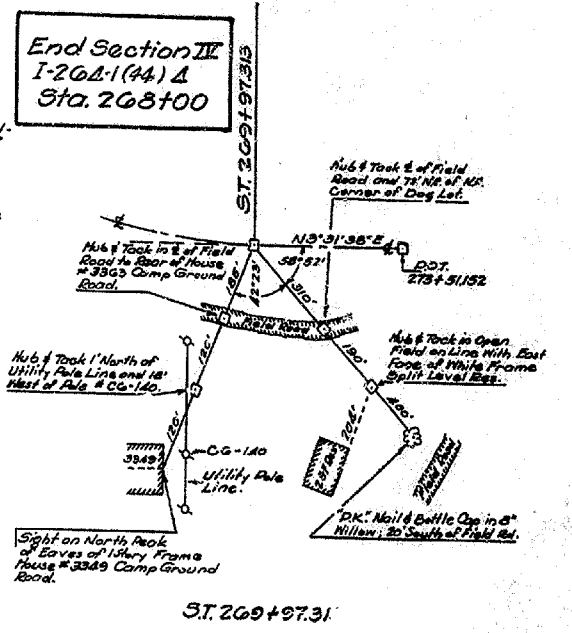
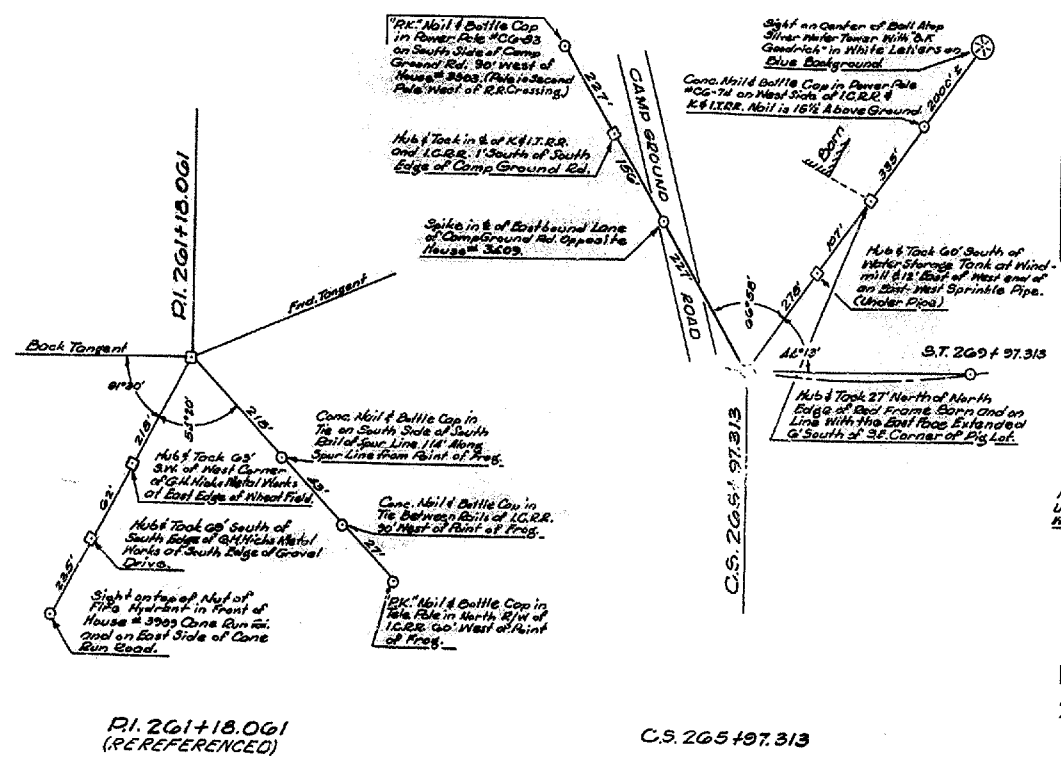
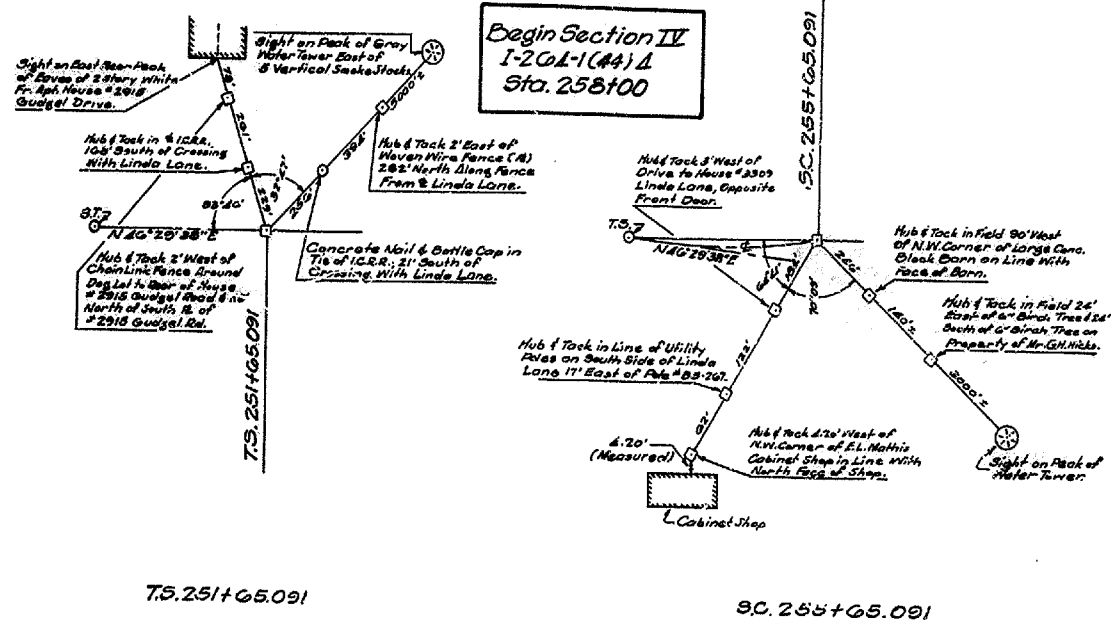
GENERAL NOTES

- Bridge End Drainage Area (Typical when required)
 - Use Curb and Gutter Box Inlets Type "D"
 - Use Standard Integral Curb (Std. Dwg. 14.01, current edition). If brush block or bridge curb is different from Standard Integral Curb, transition curb sections in the 9' distance shown.
 - Dimensions shown are from the end of the bridge brush block or end of bridge wing rail if brush block is not used.
 - Drainage area to be paved with concrete. See plans.
- Valley Gutter Pipe Inlet - when median slopes away from the bridge, the transverse median slopes shall be flattened in order to eliminate the need for valley gutter pipe inlet.
- Median Box Inlet - shall be constructed in this area if required. See plans for type and spacing. When the Median Box Inlet is required it shall be placed as close to the Guard Rail as the slope will permit.
- Pavement and Shoulder Transition
 - When it is necessary to transition the normal paved shoulder width to a shoulder width on the structure different from the paved roadway shoulder width, it shall be accomplished with a 1':25' taper.
 - On the exit ends of the structures, transition the pavement back to the normal roadway width with a 1':25' taper.
- Whether the guard rail is to be aligned with the gutterline or the wing rail of the bridge, the offsets, as calculated, are to be adjusted about the pavement edge for horizontal alignment. See Standard Drawings for Bridge End Connectors.
- Earth Dike shall be provided at each end of each pair of structures
- Terminal Section Type 1-A.
- Terminal Section Type 1-B.
- End Treatment Type 1.
- End Treatment Type 3.
- P₁ post is detailed 3'-6" from end of bridge brush block. See Std. Dwgs on Bridge End Connectors to determine exact location of P₁ Post.
- The 200' minimum length of guard rail as shown is for fill condition. Guard rail should be reduced in length in a cut as conditions should warrant.
- Guard rail berm in the median shall be constructed of Dense Graded Aggregate Base.
- Illustration shown is for a depressed median. For guard rail installation in the median portion on a raised median, see roadway plans.
- The design details shown herein shall govern the construction of guard rail at twin bridge structures unless otherwise shown on the plans.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARD RAIL & BRIDGE END DRAINAGE FOR TWIN STRUCTURES

DATE 1-16-09
Drawn By: J.H.H.-R.W.R.-E.J.S.
Checked By:
Submitted By:
Reviewed By:



1540000 E
1542000 E
1544000 E
1546000 E
1548000 E
1550000 E
1552000 E
1554000 E
1556000 E

PI 169+18.72
N 253,865.5901
E 1,545,054.5980

N 2° 59' 38" E
3076.76

N 7° 58' 21" W
3076.76

PI 220+11.68
N 262,071.5987
E 1,546,453.0897

Begin Project I-264-1(76)A Sect. 4
Sta. 265+00

End Project I-264-1(76)A Sect. 4
Sta. 265+90

N 3° 31' 38" E
1570.67

N 5° 44' 38" E
1443.07

PI 201+07.50
N 258,020.5551
E 1,544,807.4817

PI 261+18.07
N 262,874.5903
E 1,543,185.0277

PI 275+15.00
N 262,118.0408
E 1,542,851.8278

PI 310+00
N 260,356.8033
E 1,540,786.0812

PI 111+36.51
N 253,877.5236
E 1,550,751.6013

86+00
N 253,537.9404
E 1,553,393.0181

Scale: 1" = 1000'



- GENERAL NOTES**
1. The distances and bearing shown comprise the Base Line of this Survey and are Field Measurements.
 2. The Coordinates shown are Actual.
 3. Ties were made from U.S.G.S. monuments near the two ends of the Survey. U.S.C. & G.S. plane coordinate values for these monuments were used.

N 226.000
N 228.000
N 230.000

Scale: 1" = 1000'

KENTUCKY DEPARTMENT OF HIGHWAYS
 COUNTY OF JEFFERSON
 Alignment Coordinates
SHAWNEE PARKWAY - LOUISVILLE ROAD
 STATE PROJECT No. 56-698 SECTION 4th DATE 6-1
 SURVEYED

N 232.000
N 234.000
N 236.000
N 238.000
N 240.000
N 242.000
N 244.000
N 246.000
N 248.000
N 250.000
N 252.000
N 254.000

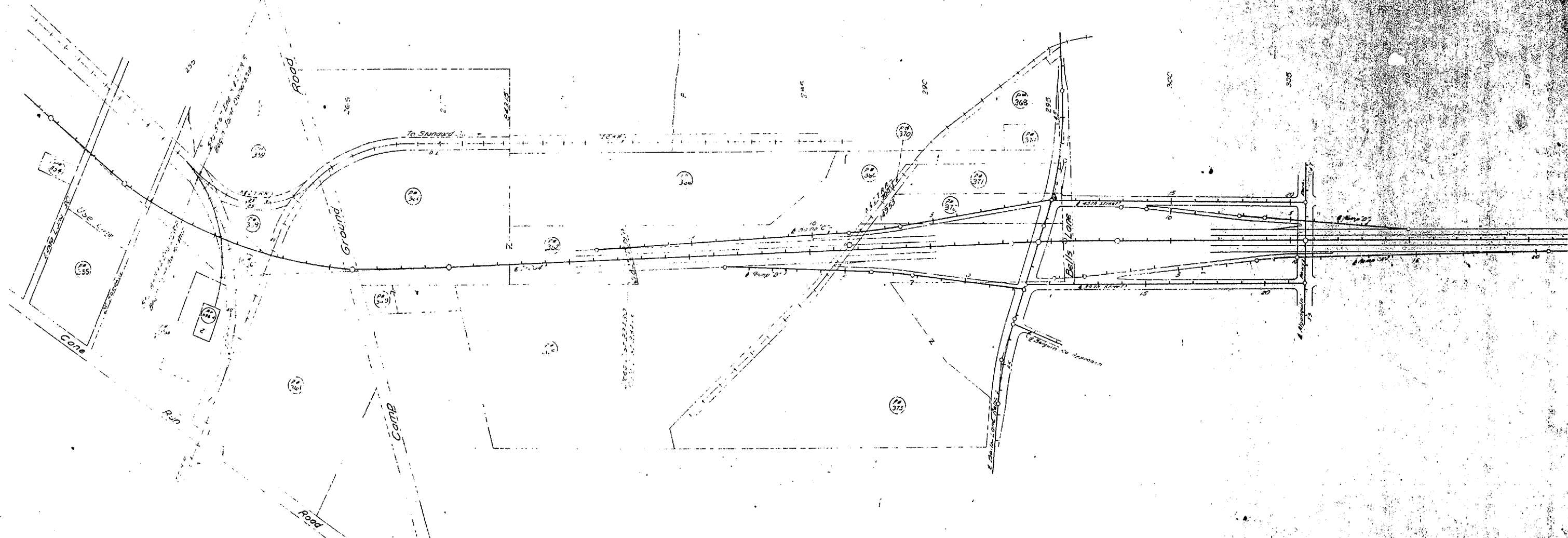
SUMMARY OF PROPERTY OWNERS
AREA REQUIRED AREA OF EASEMENT

PARCEL NO.	NAME	PERMANENT RIGHT-OF-WAY REQUIRED		SEVERANCE				EASEMENT		EXCESS
		ACRES	SQ. FT.	LEFT		RIGHT		PERM.	TEMP.	
				ACRES	SQ. FT.	ACRES	SQ. FT.			
306	Dixie Home Improvement Corp		4,819				2,331			
307	"		9,050							
308	"		7,150							
309	"		3,055				4,095			
310	"		8,852				2,323			
311	Furnsley, B.H. & Anna M.P. (Wf)		14,450			15,627				
312	Cramer, Wm R. & Aurita (Wf)		9,700							
313	Furnsley, B.H. & Anna M.P. (Wf)		15,197							
314	Hessell, Edward O. & Clara (Wf) & Hessell, Virgil C. & Loreana (Wf)	1.66								
315	"	3.293	34,695	2.13	23,091					
316	Long, George W. & Jennie L. (Wf)						10,775 SF			
317	Hessell, Virgil C.						10,202 SF			
318	Thompson, Chas. & Geneva P. (Wf)						4,321 SF			
319	Denes, John Jr. & Josephine (Wf)									0.509 Ac. to be bought in conjunction with 320 & 321.
320	Fair, Moran & Ruby (Wf)									0.761 Ac. to be bought in conjunction with 319 & 321.
321	Long, George W. & Jennie L. (Wf)									0.51 Ac. to be bought in conjunction with 319 & 320.
322	"									
323	"									
324	Smith, Mae Belle (Single)		9,632				12,491	4,387		
325	Wagner, Boyd & Gerardine (Wf)		16,500							
326	"		11,250							
327	"		7,527							
328	"		7,527							
329	"		1,793				9,357			
330	"		6,900			7,600				
331	Westworth, Robert & Alice (Wf)		10,388							
332	Gilbert, Harold L. & Margaret E. (Wf)		10,538							
333	Siler, Alfred & Mildred I. (Wf)		7,527							
334	Aracita, Lawrence T. & Augusta K. (Wf)		11,250							
335	Brunnett, Clarence Jr. (Single)		11,250							
336	Bountree, James H. & Elizabeth M. (Wf)		5,773				5,477			
337	Phillips, Edward E. & Evelyn B. (Wf)		11,265							
338	Eden, Homer & Evelyn (Wf)		11,265							

* Includes Area for Permanent Easements
© This parcel transferred to Cone Run Rd. Project

PARCEL NO.	NAME	PERMANENT RIGHT-OF-WAY REQUIRED		SEVERANCE				EASEMENT		EXCESS
		ACRES	SQ. FT.	LEFT		RIGHT		PERM.	TEMP.	
				ACRES	SQ. FT.	ACRES	SQ. FT.			
339	Spaulding, James C. & Bernice (Wf)		4,513				6,737			
340	Thurston C. Builder, Inc.		11,250							
341	Walsh, Edith (Widow)		4,510				6,740			
342	Cornes, Bobbie D. & Manzella B. (Wf)		11,250							
343	Thompson, Kenneth N. & Shirley J. (Wf)		11,250							
344	Wilson, Joe R. & Annie P. (Wf)		2,509				8,741			
345	Lawson, Wilson H. & Lorena (Wf)		11,250							
346	Ryan, Samuel M. & Margaret C. (Wf)		11,250							
347	Best, David F. & Madeline A. (Wf)		1,971				9,279			
348	Wright, Stanley D. & Julia B. (Wf)		11,250							
349	Welsh, James		11,250							
350	Brown, Herbert & Ruby (Wf)		11,250							
351	White, Neil S. & Anna G. (Wf)		11,250							
352	Duval, Wayward & Luvena (Wf)		2,420				8,830			
353	Adams, Albert H.			4.78	3,739*					Area of Use Line, not included.
354	Sedlers Trucking Service Inc.		2,700						5,492 SF	
355	Jennings, Edna M. & J. A. (Widow)	2.134			15,500	0.866*				Area of Use Line, not included.
356	Hicks, G.H. & Almo P. (Wf)					3,074				
357	Hicks, G.H. & Sons, Incorporated									
358	Wagner, Boyd & Gerardine (Wf)		4,653			2,874				
359	Melroe, Louis & Arleta E. (Wf)	6.554	5,004							
360	Illinois Central Railroad Co.								1,232 Ac.	
361	Cone Run Lanes Inc.	1.974	6,350			8,500				
362	Huber, Edward J.	5.362	5,186							
363	Clark, Joseph A. & Marquerite L. (Wf)		33,152			11,303			3,240 SF	
364	Martin L. Adams & Sons		1,625							
365	Commissioner of Sewerage of Louisville	7.706	2,379		13,153					
366	Fiscal Court of Jefferson County		13,985	7,849						
367	Augusta H. Trustee, Carrie A. (Wf)		2,719			1,952				
368	B.F. Goodrich Co.		14,170		3,421					
369	Interchemical Corporation		4,222	2,240					3,503	
370	Kentucky & Indiana Terminal Railroad Company								78,080 SF	
371	Powell, Jesse W.		16,992	36,489					3,824 SF	

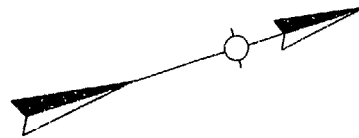
* Parcel 356-A shown due to removal of Railroad Spur line to industry. No right-of-way required.
© This parcel transferred to Cone Run Rd. Project



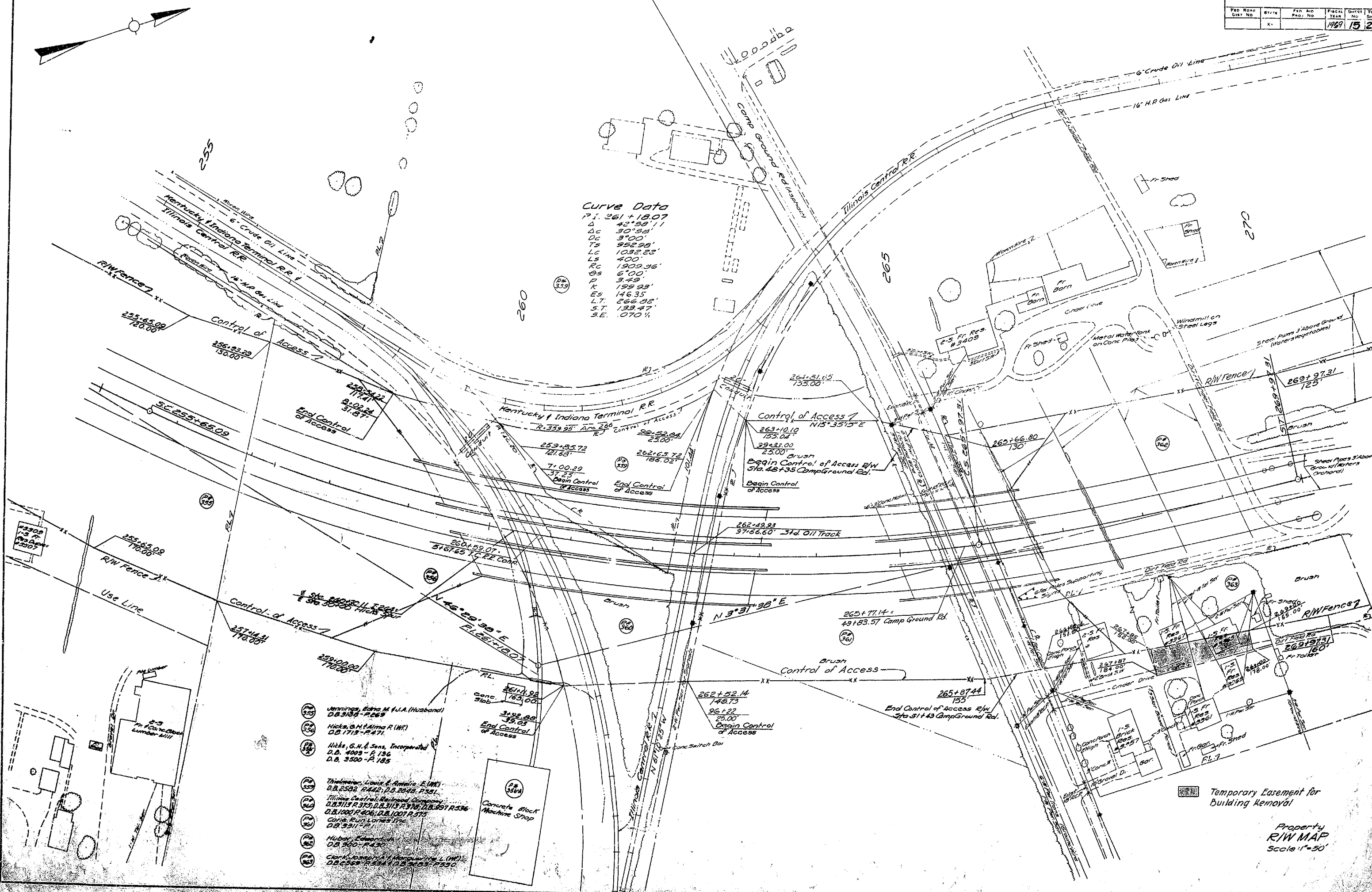
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- 3 F. Goodrich Co
D.B. 3613 P. 442
- Rouff, Jesse H.
D.B. 3422 P. 324
- Dereck, Marvin O.
D.B. 3422 P. 326
- Tarstrick, August H. & Corrie A. (Wf.)
D.B. 568 P. 391, D.B. 648 P. 204
- Brubach Company Inc.
D.B. 1467 P. 266

JEFFERSON COUNTY



Curve Data
 P.I. 261+18.07
 Δ 42°58'11"
 ΔC 30°58'
 ΔC' 3°00'
 T_S 952.98'
 L_C 1032.22'
 L_S 400'
 R_C 1509.36'
 ΔS 61.00'
 ΔC' 3.43'
 K 159.93'
 E_S 146.35'
 L_T 266.92'
 S_T 133.47'
 S.E. .070 1/4



- 325 Jennings, Edna M. (J.A. Husband)
D.B. 318 - P. 269
- 326 Hicks, G.H. & Alma R. (W)
D.B. 173 - P. 471
- 327 Hicks, G.H. & Sons, Incorporated
D.B. 4003 - P. 136
D.B. 3500 - P. 185
- 328 Thelmer, Louis E. & Annie E. (W)
D.B. 2502 - P. 442, D.B. 2048 - P. 501
- 329 Illinois Central Railroad Company
D.B. 3113 - P. 375, D.B. 3113 - P. 376, D.B. 3071 - P. 336
D.B. 1000 - P. 406, D.B. 1007 - P. 573
- 330 Conk, Paul & Sons, Inc.
D.B. 3311 - P. 1
- 331 Huber, Edmund
D.B. 960 - P. 43
- 332 Carl L. Campbell & Associates, L. (W)
D.B. 2529 - P. 254, D.B. 2625 - P. 250

324
Concrete Block
Machine Shop

Temporary Easement for
Building Removal

Property
R/W MAP
Scale 1"=50'

TABLE NO. 1 (CONT.) PERCENT OF

Boring Number	Sample Number	Depth Feet	H.R.B. Class.	Textural Classification	Liquid Limit	Plasticity Index	Coarse Gravel	Fine Gravel	Coarse Sand	Medium Sand	Fine Sand	Silt	Clay
R-2	5-1	5	A-4(7)	Clayey Sand	25	7					40	38	22
	5-2	10	A-3	Fine Sand					10	85	5		
	5-3	15	A-3	"					10	57	3		
	5-4	20	A-1-b	Sand W/Gravel			10	8	62	30	2		
	5-5	25	"	"			26	18	38	16	2		
	5-6	30	"	"			8	10	43	36	3		
	5-7	35	"	"			13	17	33	35	2		
R-3	5-1	4	A-4(B)	Clayey Silt	27	8					31	49	20
R-4	5-1	14	A-3	Fine Sand						70	24	2	4
R-5	5-1	6	A-4(B)	Clayey Silt	30	9					23	51	26
R-6	5-2	15	A-3	Fine Sand							70	3	
	5-3	20	A-1-a	Sand W/Gravel			10	30	13	27	17	3	
	5-4	25	"	"			8	30	14	26	20	2	
	5-5	30	A-1-b	"				10	11	52	24	3	
R-7	5-1	5	A-4	Silt							15	72	13
R-8	5-2	9	A-3	Fine Sand						20	76	4	
	5-3	14	"	"						23	64	5	
	5-4	19	A-1-b	Sand W/Gravel			3	5	50	26	4		
	5-5	24	"	"			12	8	50	38	3		
	5-6	29	"	"			5	4	50	38	3		
	5-7	34	"	"			17	8	35	38	2		
	5-8	40	"	"			13	11	39	33	4		
R-9	5-1	3	A-6(10)	Clayey Silt	37	14					12	48	40
R-10	5-1	10	A-3	Fine Sand							72	19	9
	5-3	20	"	"						5	94	1	
	5-4	25	"	"						11	88	1	
	5-5	30	"	"						17	80	3	
	5-6	40	A-1-b	Sand W/Gravel			7	8	39	44	2		
R-11	5-1	6	A-4(B)	Clayey Sand	28	6					40	38	22
R-12	5-1	3	A-4(B)	Clayey Sand	28	9					57	21	22
R-14	5-1	3	A-4(B)	Clayey Sand	28	11					40	30	30
	5-2	10	A-4	Silty Sand							60	30	10
R-15	5-1	3	A-6(9)	Clayey Silt	33	12				4	8	53	35
R-16	5-1	2	A-6(9)	Clayey Silt	36	13					20	50	30
	5-2	3	A-4(B)	Clayey Sand	26	6					40	38	22
	5-3	8	A-3	Fine Sand							96	2	2
R-17	5-1	2	A-6(10)	Clayey Silt	38	14					18	52	30
	5-2	5	A-2-4	Clayey Sand							66	14	20
R-18	5-1	9	A-3	Fine Sand							90	5	5
	5-2	17	A-2-4	Clayey Sand							80	5	15
	5-3	19	"	"							80	12	8
R-19	5-1	3	A-7-6	Silty Clay	41	16					15	45	40
R-20	5-1	10	A-3	Fine Sand							92	7	
	5-2	15	"	"						18	79	3	
	5-3	20	"	"						20	79	1	
	5-4	25	"	"						5	90	5	
	5-5	30	"	"						3	84	8	
	5-6	40	"	"			2	4	6	38	51	2	
	5-7	50	A-1-b	Sand W/Gravel			3	2		55	38	2	
R-21	5-1	2	A-6(9)	Clayey Silt	34	13					18	48	34
R-22	5-1	4	A-6(9)	Clayey Silt	33	13					26	42	32
	5-2	14	A-3	Fine Sand						2	90	3	5
	5-3	18	"	"						17	79	2	2
	5-4	23	"	"						10	83	2	5
R-23	5-1	6	A-4(B)	Clayey Sand	26	6					45	30	22
R-24	5-1	6	A-6(9)	Clayey Silt	32	13					5	52	43

TABLE NO. 1 (CONT.) PERCENT OF

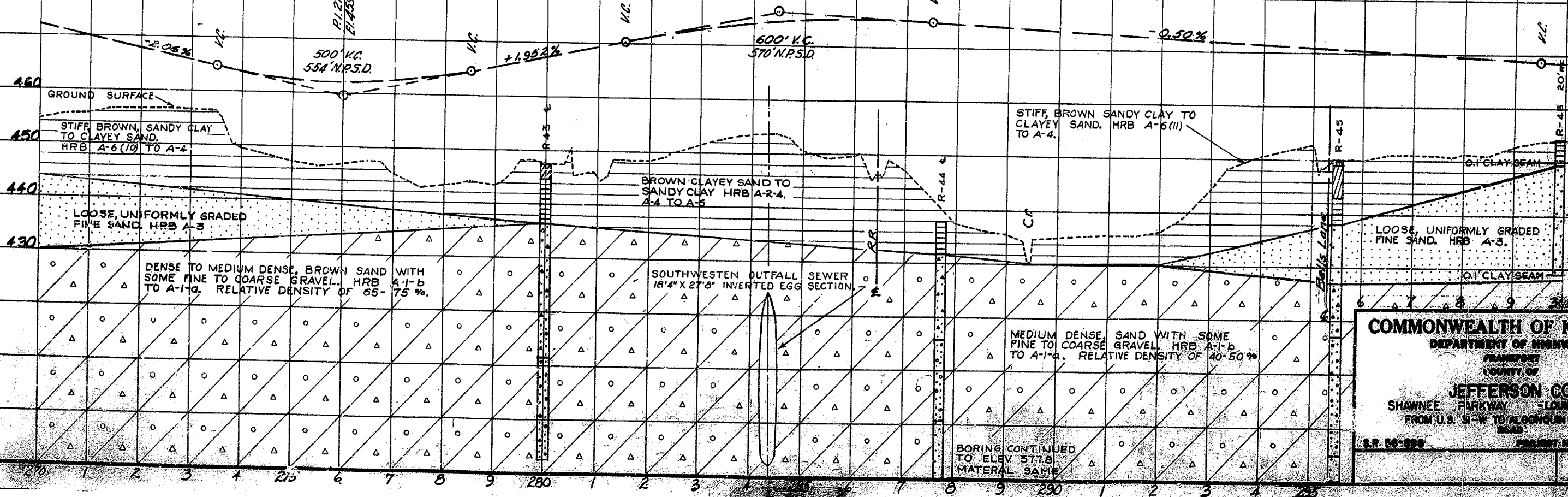
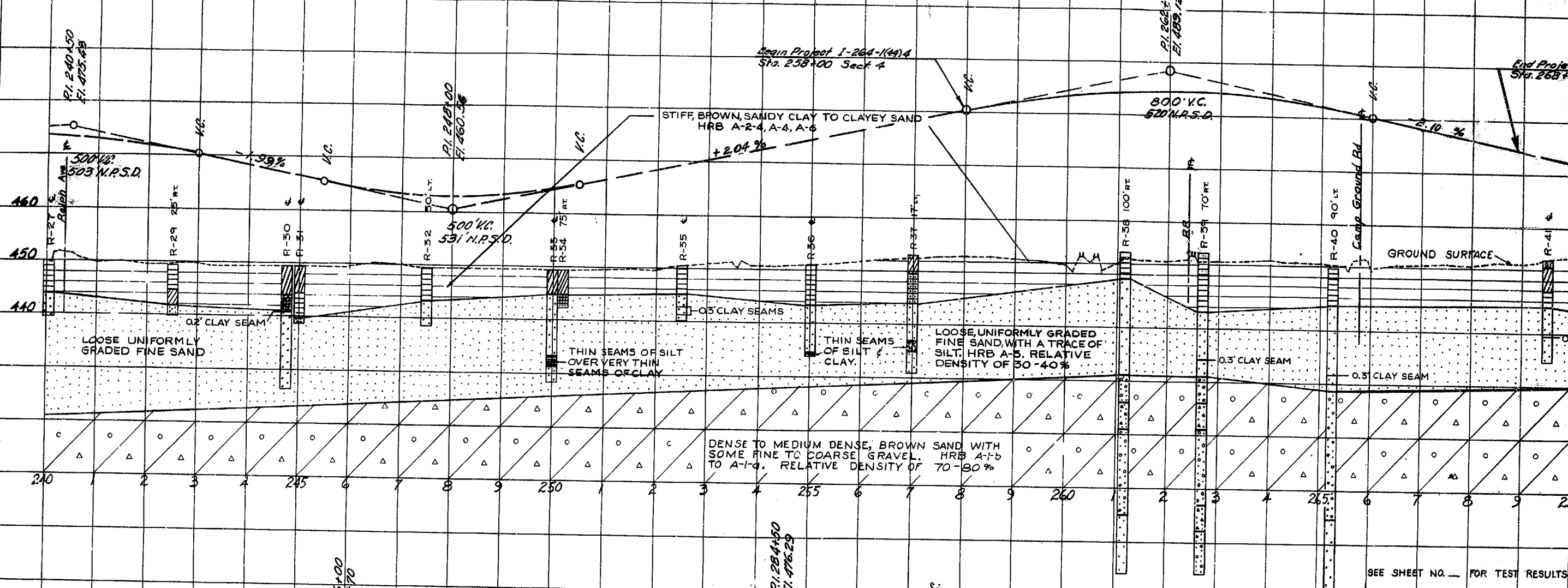
Boring Number	Sample Number	Depth Feet	H.R.B. Class.	Textural Classification	Liquid Limit	Plasticity Index	Coarse Gravel	Fine Gravel	Coarse Sand	Medium Sand	Fine Sand	Silt	Clay
R-25	5-1	10	A-3	Fine Sand							95	2	
	5-2	15	"	"						3	92	3	
	5-3	20	A-1-b	Sand W/Gravel						4	56	39	1
	5-4	25	"	"						12	10	53	23
	5-5	30	"	"						11	9	30	49
	5-6	40	"	"						14	20	50	13
	5-7	50	"	"						1	3	67	27
	5-8	60	"	"						10	22	50	16
R-26	5-1	4	A-4(B)	Clayey Silt	28	10					26	41	33
	5-2	16	A-3	Fine Sand							92	4	4
	5-3	21	"	"							93	3	4
R-27	5-1	3	A-4(B)	Clayey Silt	31	10					20	53	27
	5-2	7	A-3	Fine Sand							10	85	2
R-28	5-1	10	A-3	Fine Sand							10	82	2
	5-2	15	"	"						1	22	76	1
	5-3	20	"	"							4	95	1
	5-4	25	"	"						4	6	30	59
	5-5	30	A-1-b	Sand W/Gravel						9	5	37	47
	5-6	40	"	"						12	11	39	35
	5-7	50	A-3	Fine Sand						1	3	38	53
	5-8	60	A-1-b	Sand W/Gravel						3	5	50	40
R-29	5-1	3	A-4(B)	Clayey Silt	26	8					16	48	36
	5-2	7	A-6(11)	Silty Clay	40	18					17	39	50
R-30	5-1	2	A-6(10)	Silty Clay	37	15					8	44	48
	5-2	7	A-2-4	Clayey Sand							77	6	17
	5-3	12	A-3	Fine Sand							38	54	6
	5-4	16	"	"							10	87	1
	5-5	21	"	"							34	64	2
R-32	5-1	3	A-4(A)	Clayey Sand	27	9					7	46	27
R-33	5-1	3	A-6(9)	Silty Clay	36	13					17	39	44
	5-2	10	A-3	Fine Sand							20	70	5
	5-3	18	A-4	Silty Sand							43	44	8
R-34	5-1	6	A-2-4	Clayey Sand	22	4					10	55	15
R-35	5-1	4	A-4(B)	Clayey Silt	27	8					27	48	25
R-36	5-1	5	A-4(7)	Clayey Silt	26	6					32	44	24
	5-2	12	A-3	Fine Sand							38	59	3
R-37	5-1	6	A-2-4	Clayey Sand							10	63	15
	5-2	10	A-3	Fine Sand							17	78	2
	5-3	17	A-7	Silty Clay							13	27	60
R-38	5-1	10	A-3	Fine Sand							14	83	3
	5-2	15	"	"							5	87	8
	5-3	20	"	"							5	97	3
	5-4	25	A-1-b	Sand W/Gravel						10	20	45	22
	5-5	30	A-1-a	"						37	19	16	11
	5-6	40	A-1-b	"						8	19	11	35
	5-7	50	A-3	Fine Sand						2	2	46	47
	5-8	60	"	"						2	2	46	47
R-39	5-1	10	A-4(6)	Silty Sand							52	42	6
	5-2	15	A-3	Fine Sand							6	82	8
	5-3	20	"	"							11	88	1
	5-4	25	A-1-b	Sand W/Gravel						10	10	40	38
	5-5	30	A-1-a	"						34	22	24	13
	5-6	40	A-1-b	"						14	10	43	33
	5-7	50	A-1-a	"						25	28	35	12
	5-8	60	A-1-b	"						2	2	69	25
R-40	5-1	10	A-3	Fine Sand							10	89	1
	5-2	15	"	"							7	87	6
	5-3	20	"	"							18	78	4
	5-4	25	A-1-b	Sand W/Gravel						9	6	42	39
	5-5	30	"	"						20	13	25	42
	5-6	40	"	"						18	15	45	20
	5-7	50	A-3	Fine Sand							2	36	61
	5-8	60	"	"							2	42	56

TABLE NO. 1 (CONT.) PERCENT OF

Boring Number	Sample Number	Depth Feet	H.R.B. Class.	Textural Classification	Liquid Limit	Plasticity Index	Coarse Gravel	Fine Gravel	Coarse Sand	Medium Sand	Fine Sand	Silt	Clay
R-41	5-1	3	A-6(8)	Clayey Silt	33	12					12	53	33
	5-2	7	A-4(7)	Sandy Silt							32	56	12
	5-3	15	A-3	Fine Sand							4	2	21
R-43	5-1	4	A-2-4	Clayey Sand							50	8	21
	5-2	14	A-1-a	Sand W/Gravel			13	50	8	21	20	12	8
	5-3	17	"	"			47	39	7	5	7	8	
	5-4	32	"	"				20	35	37	8	3	
	5-5	39	A-1-b	"				15	16	46	21	2	
	5-6	51	"	"					12	63	20		
R-44	5-1	10	A-1-a	Sand W/Gravel							56	10	15
	5-2	15	"	"							52	11	18
	5-3	20	"	"							42	13	26
	5-4	25	A-1-b	"							20	26	36
	5-5	30	"	"							10	13	55
	5-6	40	A-3	Fine Sand							18	88	2
	5-7	50	A-1-b	Sand W/Gravel							1	2	47
	5-8	60	A-3	Fine Sand							2	1	41
R-45	5-1	10	A-4(B)	Clayey Silt	26	7					23	49	28
	5-2	15	A-										

Begin Project I-264-1(4)A
Sta. 258+00 Sect. 4

End Project I-264-1(4)A
Sta. 263+90 Sect. 4



COMMONWEALTH OF KENTUCKY
 DEPARTMENT OF HIGHWAYS
 FRANKFORT
 COUNTY OF
JEFFERSON CO.
 SHANNEE PARKWAY - LOUISVILLE
 FROM U.S. 31 W TO ALCONQUAN PARKWAY
 ROAD
 S.P. 56-088 PROJECT NO. I-264-1(4)A

DATE _____
 FINISH SURVEY PLOTTED _____
 NORTH ARK. STATE ENGINEERING BOARD _____

PAVED DITCH	PIPE		C.F.G.B.T. TYPED	CONCRETE BARRIER MEDIAN BOX INLET TYPE	CLASS "A" CONC.	EXCAVATION	
	15" C.M.P. (Mc. Almond) GEN 10	24" CLASS III GASETE				STRUCT.	DITCH
Sq. Yds.	Linear Feet	Each	Each	Cu Yds	Yards		
TOTAL 79'	538'	40'	4'	3'	10.23	138'	15'

Pavement Replacement:

$$\frac{8.5' \times 24'}{9} = 23 \text{ S.Y.}$$

DATE _____
 FINISH SURVEY PLOTTED _____
 NORTH ARK. STATE ENGINEERING BOARD _____

Class	Gage	24" Pipe	Class "A" Conc.	Excavation
		Lin. Ft.		Struct. Ditch
			Cu Yds	
III	14	40	3.96	24' 2'

