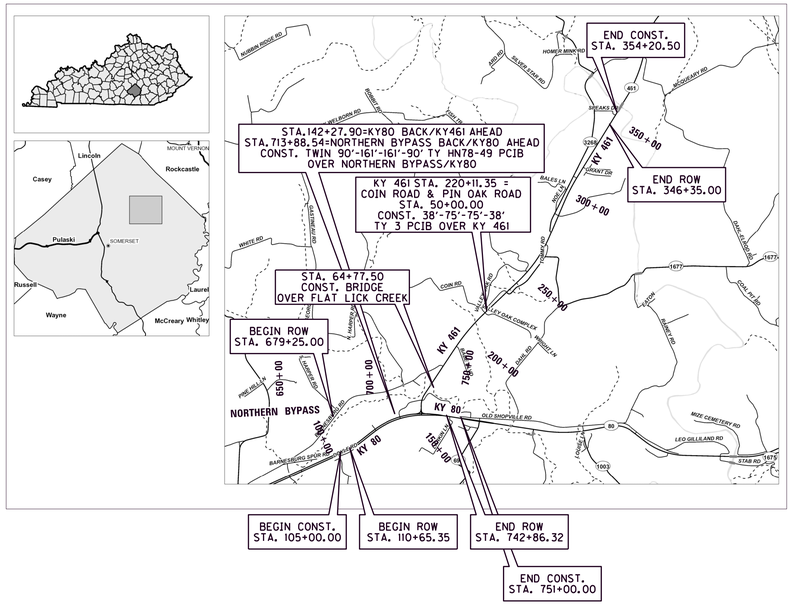
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R1

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS

PLANS OF
PROPOSED PROJECT

KY 80 / KY 461 INTERCHANGE AND WIDENING
NHPP 4611-009



LAYOUT MAP

THIS PROJECT IS ON THE NH SYSTEM

THIS PROJECT IS A FULLY AND PARTIALLY CONTROLLED ACCESS HIGHWAY. ACCESS SHALL BE PROVIDED ONLY WHERE SPECIFICALLY INDICATED ON PLANS.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
R1	LAYOUT SHEET
R2 - R2dd	TYPICAL SECTIONS-SUMMARY OF QUANTITIES
R3 - R98	PLAN AND PROFILE SHEETS
R99 - R101	RIGHT OF WAY SUMMARY SHEETS
R102 - R104	RIGHT OF WAY STRIP MAP SHEETS
R104a	RIGHT OF WAY MONUMENTATION SHEET
R105 - R109	COORDINATE CONTROL SHEETS
R110 - R131hh	DETAIL SHEETS
R132 - R142	STRIPING SHEETS
R143 - R198	MAINTENANCE OF TRAFFIC SHEETS
R199 - R206	EROSION CONTROL SHEETS
R207 - R255a	GEOTECHNICAL SHEETS
R256 - R306	PIPE DRAINAGE SHEETS
T001 - T048	TRAFFIC SHEETS (SIGNING)
T049 - T059	TRAFFIC SHEETS (ITS)
T060 - T071	TRAFFIC SHEETS (LIGHTING)
X001 - X682	CROSS SECTIONS

SHEETS NOT INCLUDED IN TOTAL SHEETS
R2a - R2dd, R3a, R43a, R49a, R51a, R53a, R104a, R111a, R112a - R112e, R131a - R131hh, R255a

STANDARD DRAWINGS

NUMBER

RBB-001-08	RDB-420-05	RDX-220-05
RBB-002-09	RDD-021-07	RDX-225-01
RBB-003-03	RDI-001-10	RDX-230-01
RBC-002-03	RDI-002-05	RFW-005-08
RBE-065-07	RDI-003-05	RGS-001-07
RBE-070-06	RDI-004-04	RGS-002-06
RBI-002-07	RDI-020-09	RGX-001-06
RBI-003-09	RDI-021-01	RGX-005-06
RBI-006-07	RDI-025-05	RGX-010-04
RBI-007-09	RDI-026-01	RGX-065-02
RBM-020-09	RDI-035-02	RPM-100-10
RBM-050-01	RDI-040-01	RPM-110-07
RBM-053	RDI-041-01	TPM-126
RBM-060	RDI-045-02	TPM-100-03
RBM-115-10	RDI-100-05	TPM-105-03
RBR-005-11	RDI-120-04	TPM-115-03
RBR-010-06	RDM-001-07	TPM-120-03
RBR-025-05	RDM-010-06	TPM-125-03
RDB-001-12	RDM-011-05	TPM-130-03
RDB-002-12	RDM-012-03	TPM-135-03
RDB-005-09	RDM-013-04	TPM-171
RDB-007-03	RDM-100-03	TTC-115-03
RDB-008-04	RDM-105-03	TTC-120-03
RDB-105-06	RDP-001-06	TTC-155-02
RDB-106-05	RDP-005-05	TTC-160-02
RDB-240-02	RDP-006-04	TTD-120-02
RDB-241-02	RDP-007-04	TTD-125-02
RDB-270-09	RDP-010-09	TTS-105-02
RDB-270-05	RDX-001-06	TTS-115-02
RDB-272-07	RDX-002-04	
RDB-273-06	RDX-005-03	
RDB-320-06	RDX-060-04	
RDB-400-05	RDX-160-06	
RDB-410-06	RDX-210-03	

DESIGN CRITERIA

CLASS OF HIGHWAY	ARTERIAL
TYPE OF TERRAIN	ROLLING
DESIGN SPEED	55 MPH
REQUIRED NPSD	495 FT
REQUIRED PSD	900 FT
LEVEL OF SERVICE	
ADT PRESENT (2018)	10,105
ADT FUTURE (2040)	14,600
DHV	1570
D %	
T %	19.7%

GEOGRAPHIC COORDINATES

LATITUDE 37 DEGREES 10 MINUTES 35 SECONDS NORTH
LONGITUDE 84 DEGREES 28 MINUTES 59 SECONDS WEST

DESIGNED

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

KY 461

LENGTH 24,400.5 LIN. FT. 4.621 MILES	LENGTH LIN. FT. MILES	LENGTH LIN. FT. MILES	LENGTH LIN. FT. MILES
ADDED / DEDUCTED FOR EQUALITIES LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES LIN. FT.	ADDED / DEDUCTED FOR EQUALITIES LIN. FT.
NOT INCLUDED	NOT INCLUDED	NOT INCLUDED	NOT INCLUDED
RAILROAD CROSSINGS NO. LIN. FT.	RAILROAD CROSSINGS NO. LIN. FT.	RAILROAD CROSSINGS NO. LIN. FT.	RAILROAD CROSSINGS NO. LIN. FT.
BRIDGES 520 LIN. FT.	BRIDGES LIN. FT.	BRIDGES LIN. FT.	BRIDGES LIN. FT.

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF

PULASKI

ITEM NO. 8-59.25 & 8-59.26
PROJECT NUMBER: FD52 100-0461-000-004 / NHPP 4611-009
LETTING DATE:

RECOMMENDED BY: JOSEPH GOSSAGE, P.E. — PROJECT MANAGER — DATE:

PLAN APPROVED BY: — STATE HIGHWAY ENGINEER — DATE:

HMB Professional Engineers, Inc.
3 HMB Circle
Frankfort, KY 40601
(502) 695-9800
(502) 695-9810 Fax

STATE OF KENTUCKY · CLINTON D. YOUNG · 25369 · LICENSED PROFESSIONAL ENGINEER

Clinton D. Young

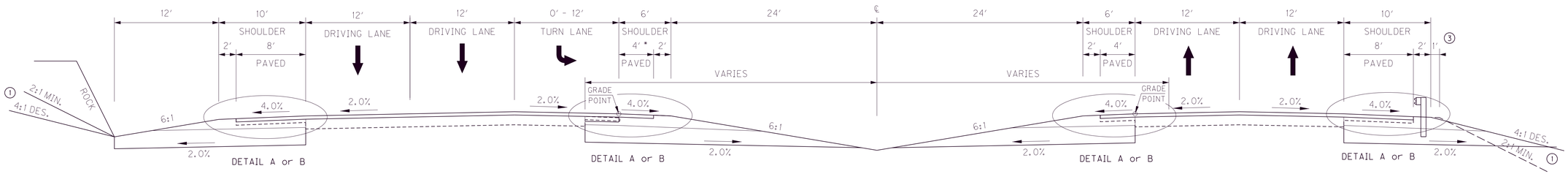
Clinton D. Young Digitally signed by Clinton D. Young Date: 2020.05.15 15:13:23 -04'00'

MicroStation v8.11.9.459 E-SHEET NAME: USER: peggemeier DATE PLOTTED: May 15, 2020 FILE NAME: G:\ENGR\HD\033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\ROD10OLS.DGN

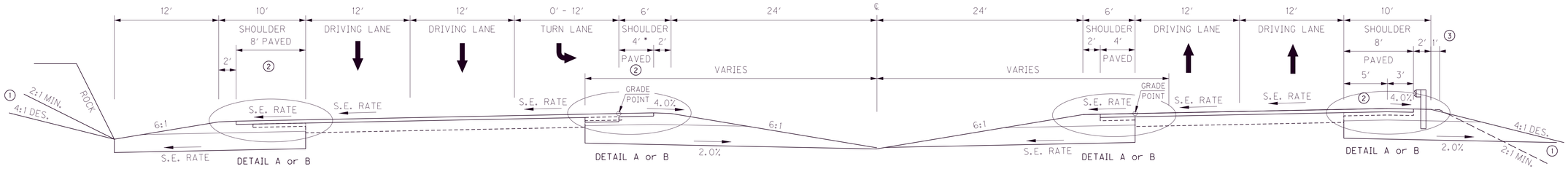
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2

TYPICAL SECTIONS
KY 461 / KY 80 – DIVIDED MEDIAN OVERLAY

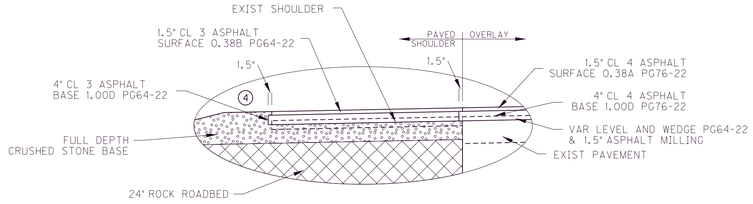
STA. 105+00 to STA. 138+65

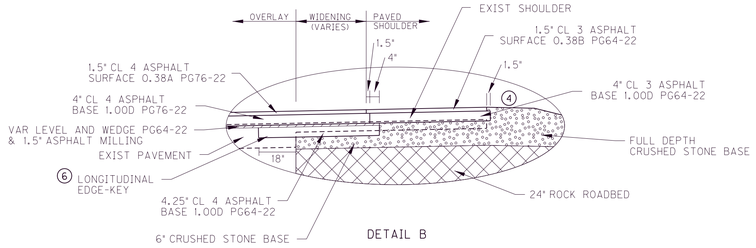


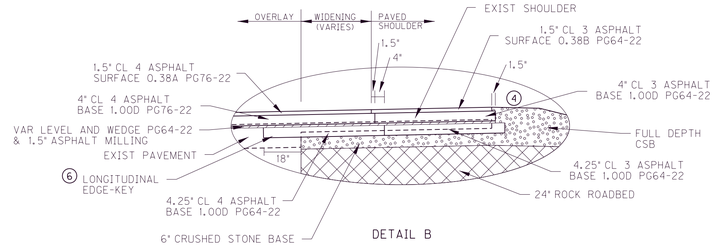
NORMAL SECTION



SUPERELEVATED SECTION







FULL DEPTH SHOULDERS
RT - STA. 120+90.00 to STA. 129+60.00 (FOR ULT RAMP B)
LT - STA. 121+46.76 to STA. 122+51.15 (FOR ULT RAMP C)

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

6. KEY IN BOTTOM BASE COURSE 18" INTO EXISTING PAVEMENT WHERE NECESSARY TO BE PAID WITH MILLING AND PAVEMENT QUANTITIES

KY 461

OVERLAY

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 4" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22
EXISTING SURFACE PREPARATION	VAR LEVEL AND WEDGE PG64-22 1.5" ASPHALT MILLING

WIDENING - TRAFFIC LANES

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 VARIABLE LEVEL AND WEDGE PG64-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SCALE: N.T.S

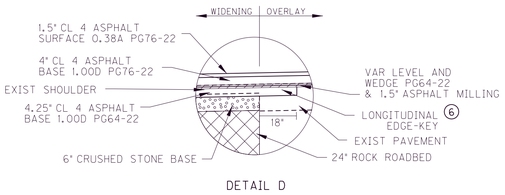
TYPICAL SECTIONS
KY 461 / KY 80 -
DIVIDED MEDIAN OVERLAY

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002DOTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

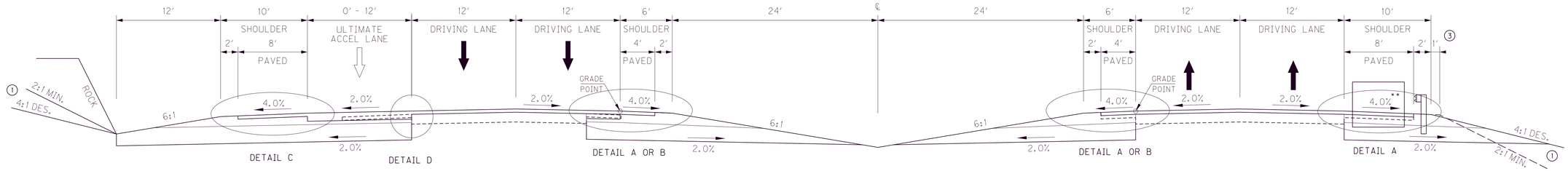
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2a

TYPICAL SECTIONS
KY 461 / KY 80 – DIVIDED MEDIAN OVERLAY & FULL DEPTH WIDENING

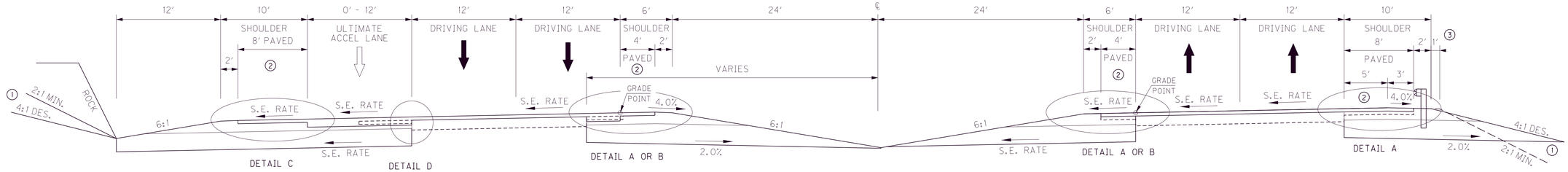
STA. 105+00 to STA. 138+65



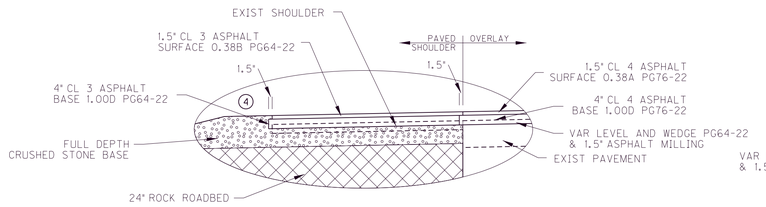
DETAIL D



NORMAL SECTION

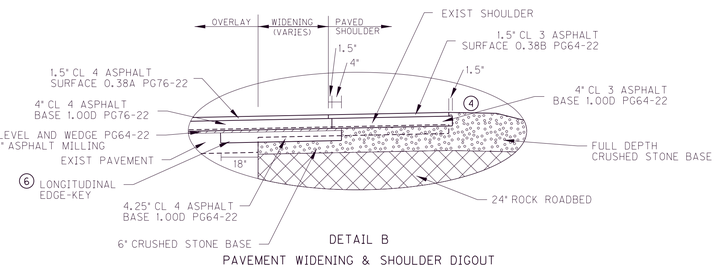


SUPERELEVATED SECTION



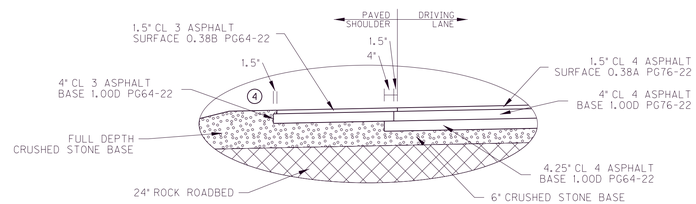
DETAIL A

NO WIDENING - SHOULDER DIGOUT ONLY

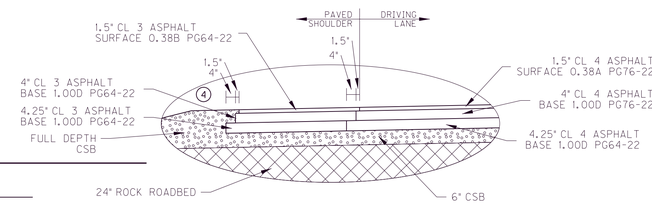


DETAIL B

PAVEMENT WIDENING & SHOULDER DIGOUT



DETAIL C



DETAIL C

FULL DEPTH SHOULDER

NOTES:

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.

② SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.

③ SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED

④ ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

⑤ ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

⑥ KEY IN BOTTOM BASE COURSE 18" INTO EXISTING PAVEMENT WHERE NECESSARY TO BE PAID WITH MILLING AND PAVEMENT QUANTITIES

KY 461

OVERLAY

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 4" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22
EXISTING SURFACE PREPARATION	VAR LEVEL AND WEDGE PG64-22 1.5" ASPHALT MILLING

WIDENING - TRAFFIC LANES

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 VARIABLE LEVEL AND WEDGE PG64-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

FULL DEPTH SHOULDERS
RT - STA. 120+90.00 to STA. 129+60.00 (FOR ULT RAMP B)
LT - STA. 121+46.76 to STA. 122+51.15 (FOR ULT RAMP C)

SCALE: N.T.S

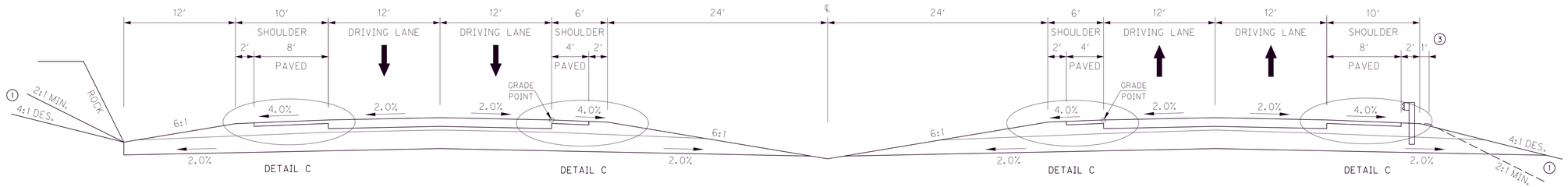
TYPICAL SECTIONS
KY 461 / KY 80 -
DIVIDED MEDIAN OVERLAY & WIDENING

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0020ATS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

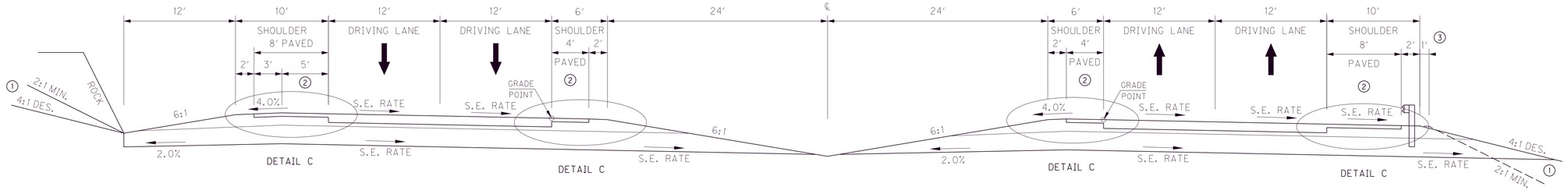
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2b

TYPICAL SECTIONS
KY 461 / KY 80 – DIVIDED MEDIAN FULL DEPTH

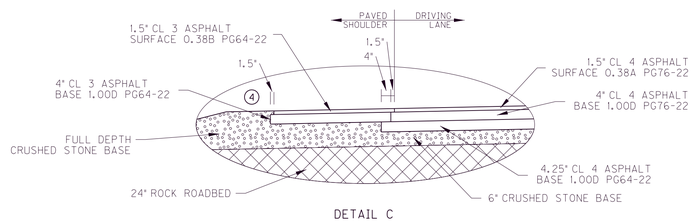
STA. 105+00 to STA. 138+65
STA. 145+90 to STA. 163+10



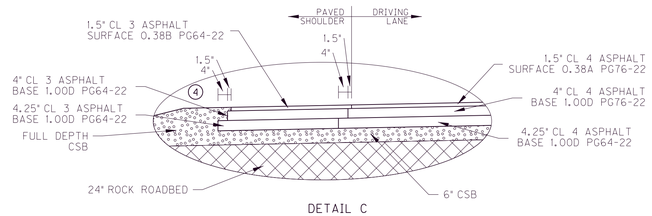
NORMAL SECTION



SUPERELEVATED SECTION



DETAIL C



DETAIL C
FULL DEPTH SHOULDER

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

   ASPHALT MATERIAL FOR TACK 0.70 LB/SY

KY 461

TRAFFIC LANES - FULL DEPTH

- APPROX. 1.5" SURFACE — 1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
- APPROX. 14.25" BASE — 4" CLASS 4 ASPHALT BASE 1.00D PG76-22; 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22; 6" CRUSHED STONE BASE
- SUBGRADE PREPARATION — 24" ROCK ROADBED

SHOULDERS

- APPROX. 1.5" SURFACE — 1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
- APPROX. 14.25" BASE — 4" CLASS 3 ASPHALT BASE 1.00D PG64-22; FULL DEPTH CRUSHED STONE BASE
- SUBGRADE PREPARATION — 24" ROCK ROADBED

FULL DEPTH SHOULDERS
RT - STA. 120+90.00 to STA. 129+60.00 (FOR ULT RAMP B)
LT - STA. 121+46.76 to STA. 122+51.15 (FOR ULT RAMP C)
RT - STA. 138+83.64 to STA. 139+75.00 (FOR ULT RAMP F)
RT - STA. 153+76.46 to STA. 154+98.20 (FOR ULT RAMP E)
LT - STA. 154+85.00 to STA. 163+55.00 (FOR ULT RAMP D)

SCALE: N.T.S

TYPICAL SECTIONS
KY 461 / KY 80 -
DIVIDED MEDIAN FULL DEPTH

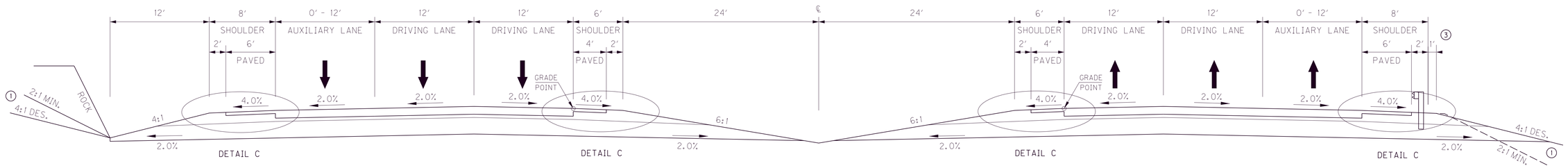
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0020BTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2c

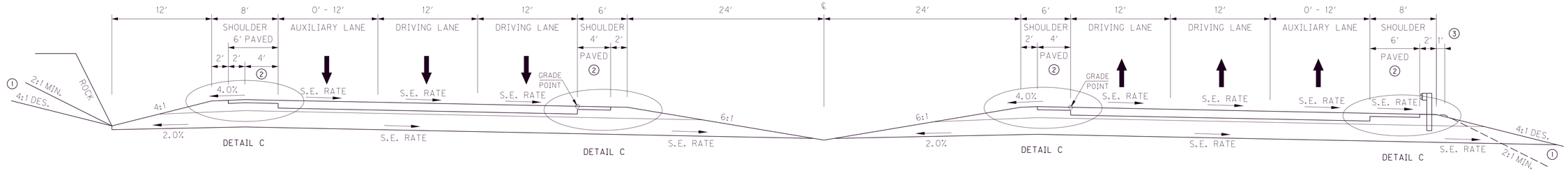
TYPICAL SECTIONS
KY 461 / KY 80 – DIVIDED MEDIAN WITH AUXILIARY LANE

STA. 105+00 to STA. 138+65

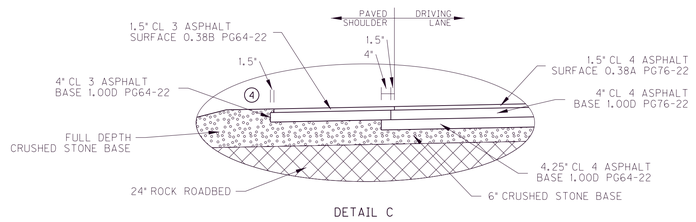
STA. 145+90 to STA. 163+10



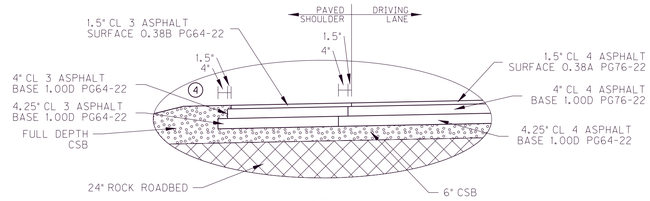
NORMAL SECTION



SUPERELEVATED SECTION



DETAIL C



DETAIL C

FULL DEPTH SHOULDER

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

   ASPHALT SEAL COAT 2.40 LB/SQ. YD.
   ASPHALT SEAL AGGREGATE 20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

   ASPHALT MATERIAL FOR TACK 0.70 LB/SY

KY 461

TRAFFIC LANES - FULL DEPTH

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

FULL DEPTH SHOULDERS
RT - STA. 120+90.00 to STA. 129+60.00 (FOR ULT RAMP B)
LT - STA. 121+46.76 to STA. 122+51.15 (FOR ULT RAMP C)
RT - STA. 138+83.64 to STA. 139+75.00 (FOR ULT RAMP F)
RT - STA. 153+76.46 to STA. 154+98.20 (FOR ULT RAMP E)
LT - STA. 154+85.00 to STA. 163+55.00 (FOR ULT RAMP D)

SCALE: N.T.S

TYPICAL SECTIONS
KY 461 / KY 80 - DIVIDED MEDIAN
WITH AUXILIARY LANE

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0020CTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2d

TYPICAL SECTIONS
KY 461 / KY 80 – BRIDGE

NORMAL SECTION

SCALE: N.T.S

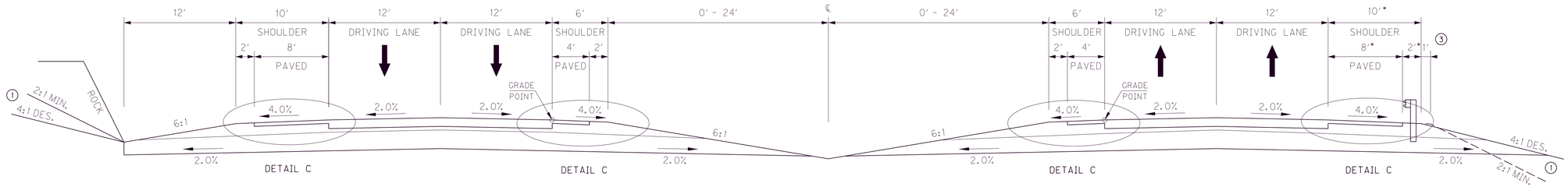
TYPICAL SECTIONS
KY 461 / KY 80 - BRIDGE

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002ODTS.DGN

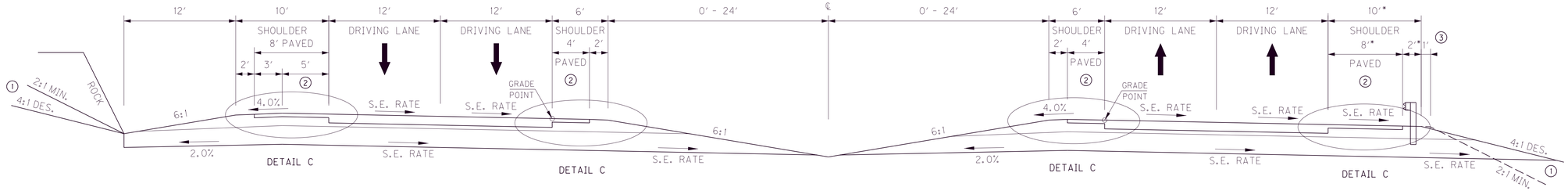
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2e

TYPICAL SECTIONS
KY 461 / KY 80 – DIVIDED MEDIAN FULL DEPTH

STA. 163+10 to STA. 175+75

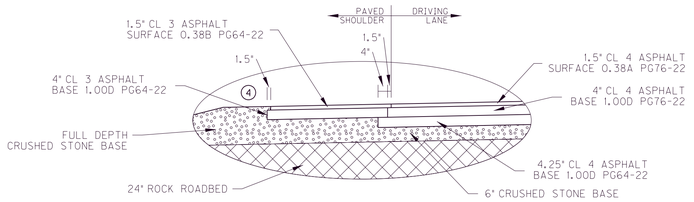


NORMAL SECTION

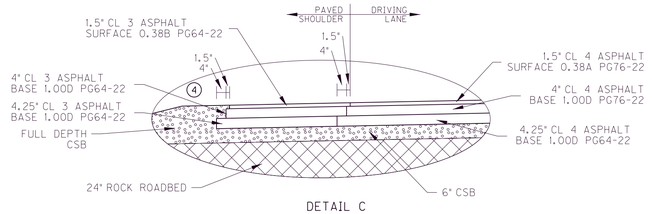


SUPERELEVATED SECTION

*8' (6' PAVED) SHOULDER FROM STA. 167+25 TO STA. 175+75
(RIGHT SIDE ONLY)



DETAIL C



DETAIL C
FULL DEPTH SHOULDER

FULL DEPTH SHOULDERS
LT - STA. 154+85.00 to STA. 163+55.00 (FOR ULT RAMP D)

NOTES:

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.

② SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.

③ SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED

④ ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

⑤ ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

KY 461

TRAFFIC LANES - FULL DEPTH

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SCALE: N.T.S

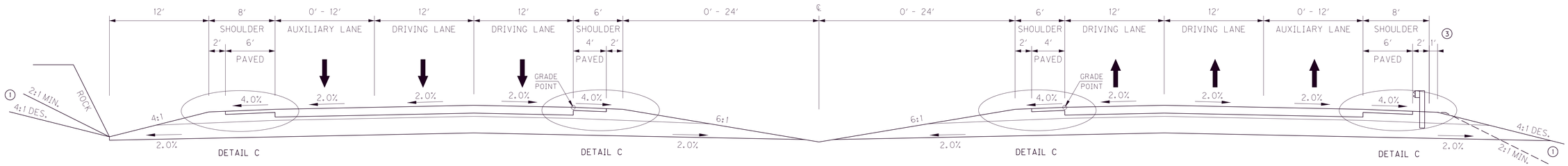
TYPICAL SECTIONS
KY 461 / KY 80 - DIVIDED MEDIAN

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002DETS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

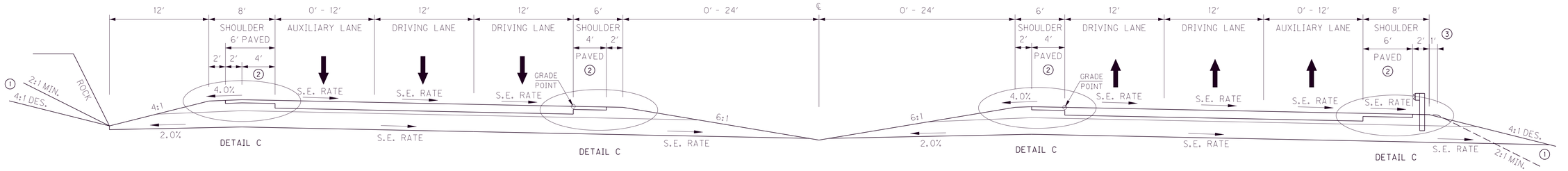
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2f

TYPICAL SECTIONS
KY 461 / KY 80 – DIVIDED MEDIAN WITH AUXILIARY LANE

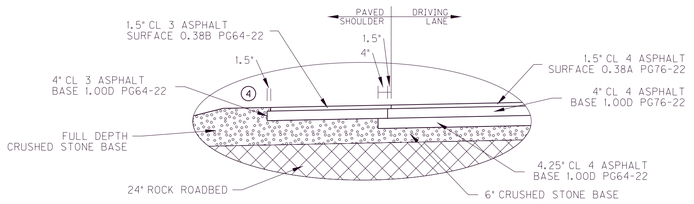
STA. 163+10 to STA. 175+75



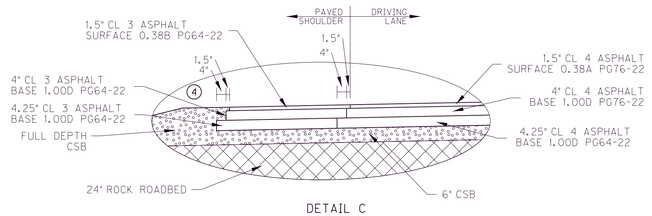
NORMAL SECTION



SUPERELEVATED SECTION



DETAIL C



DETAIL C

FULL DEPTH SHOULDER

FULL DEPTH SHOULDERS
LT - STA. 154+85.00 to STA. 163+55.00 (FOR ULT RAMP D)

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

KY 461

TRAFFIC LANES - FULL DEPTH

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SCALE: N.T.S

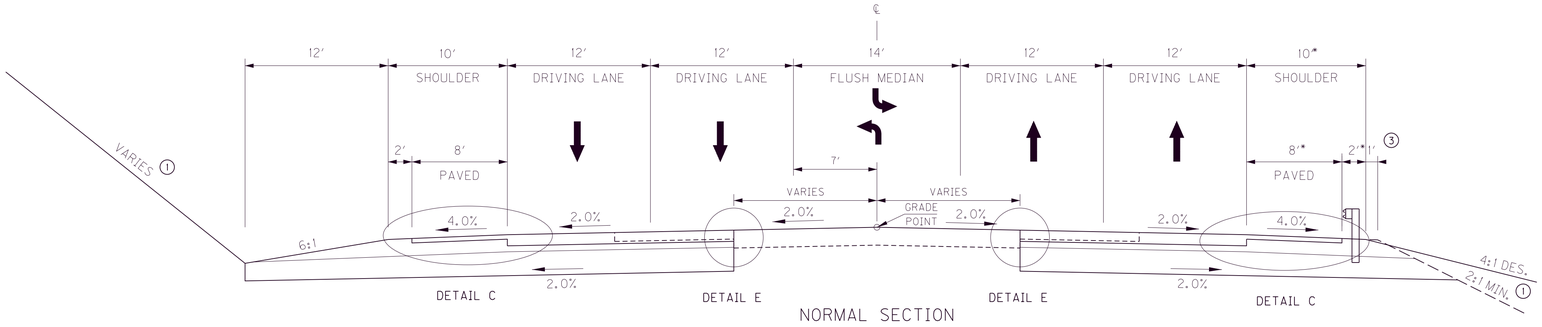
TYPICAL SECTIONS
KY 461 / KY 80 - DIVIDED MEDIAN
WITH AUXILIARY LANE

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002OFTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

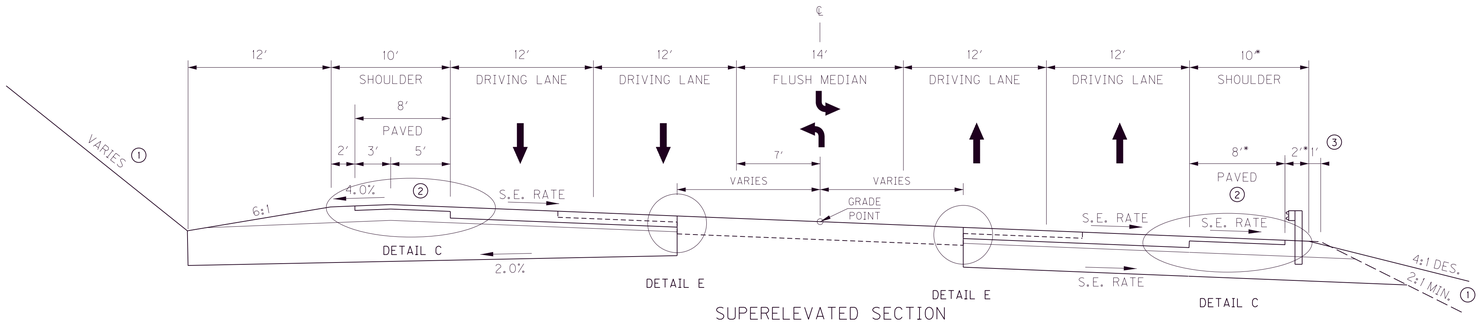
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2g

TYPICAL SECTIONS
KY 461 – FLUSH MEDIAN

STA. 175+75 to STA. 351+50



NORMAL SECTION



SUPERELEVATED SECTION

KY 461

OVERLAY

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 3" BASE	3" CLASS 4 ASPHALT BASE 1.00 PG76-22
EXISTING SURFACE PREPARATION	VAR LEVEL AND WEDGE PG64-22 1.5" ASPHALT MILLING

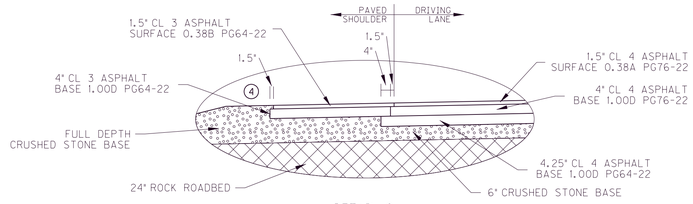
TRAFFIC LANES - WIDENING

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

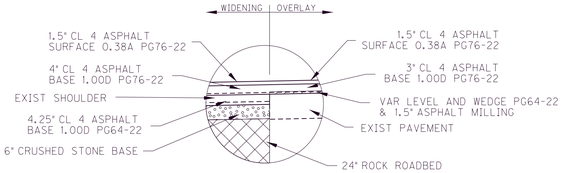
SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

*8′ (6′ PAVED) SHOULDER FROM STA. 175+75 TO APPR. RT. 180+55 (RIGHT SIDE ONLY)



DETAIL C



DETAIL E

NOTES:

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.

② SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.

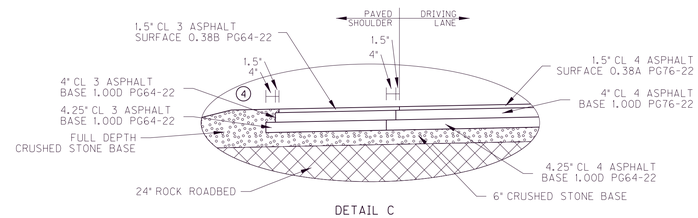
③ SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED

④ ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

⑤ ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY



DETAIL C

FULL DEPTH SHOULDER

FULL DEPTH SHOULDERS
LT - STA. 221+00 to STA. 225+50 (FOR MOT)
LT - STA. 340+55 to STA. 351+50 (FOR MOT)

SCALE: N.T.S

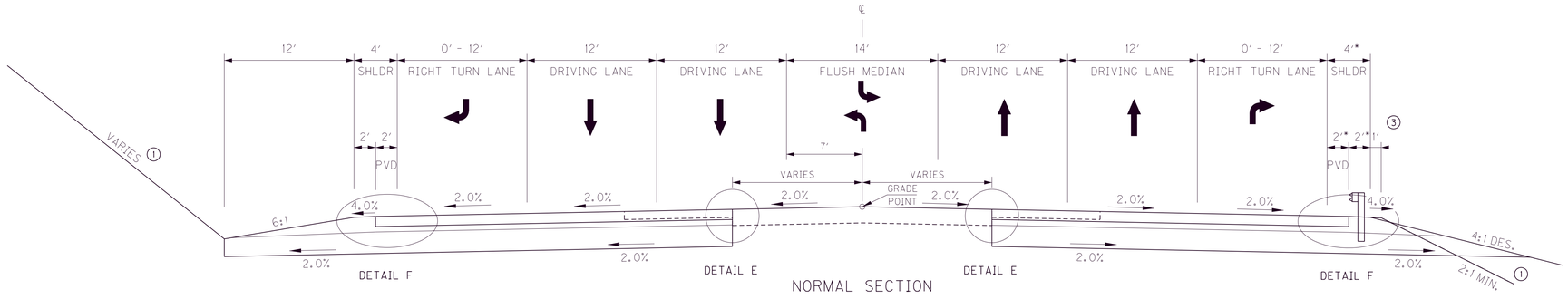
TYPICAL SECTIONS
KY 461 - FLUSH MEDIAN

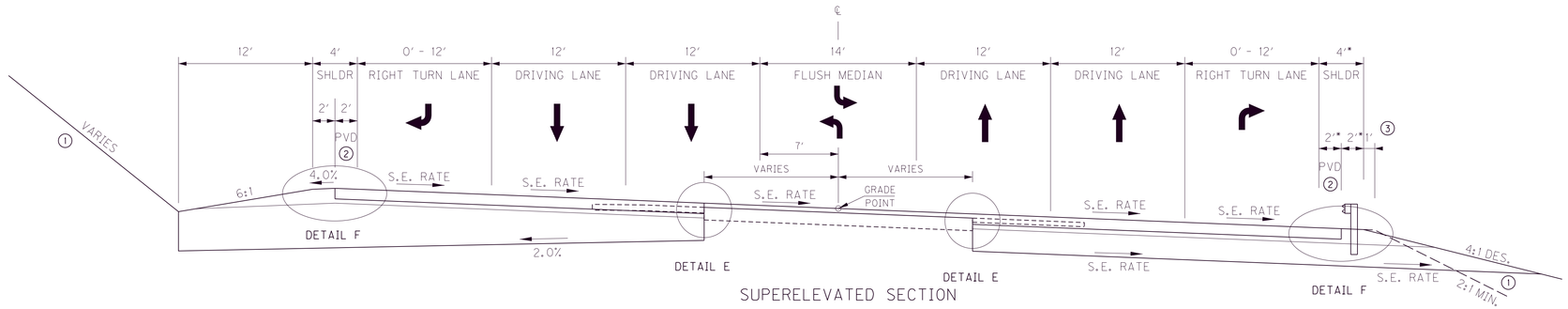
FILE NAME: G:\ENGR\HD\1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0020GTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2h

TYPICAL SECTIONS
KY 461 – FLUSH MEDIAN
WITH RIGHT TURN LANE

STA. 175+75 to STA. 351+50





KY 461

OVERLAY

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 3" BASE	3" CLASS 4 ASPHALT BASE 1.00 PG76-22
EXISTING SURFACE PREPARATION	VAR LEVEL AND WEDGE PG64-22 1.5" ASPHALT MILLING

TRAFFIC LANES - WIDENING

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

*8′ (6′ PAVED) SHOULDER FROM STA. 175+75 TO APPR. RT. 180+55 (RIGHT SIDE ONLY)

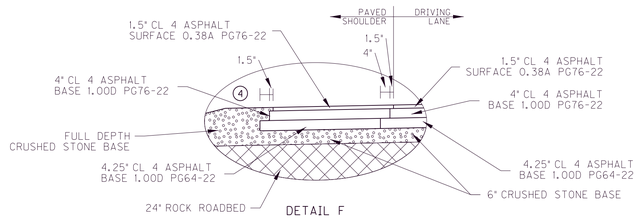
NOTES:

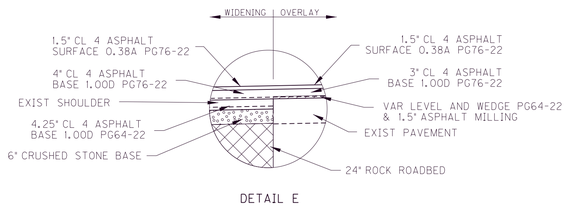
1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY





SCALE: N.T.S

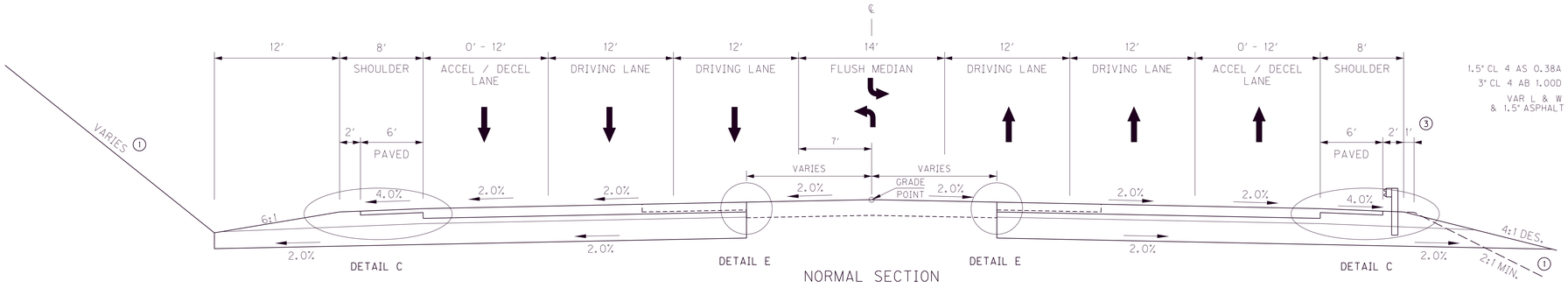
TYPICAL SECTIONS
KY 461 - FLUSH MEDIAN
W/ RIGHT TURN LANE

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002DHTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

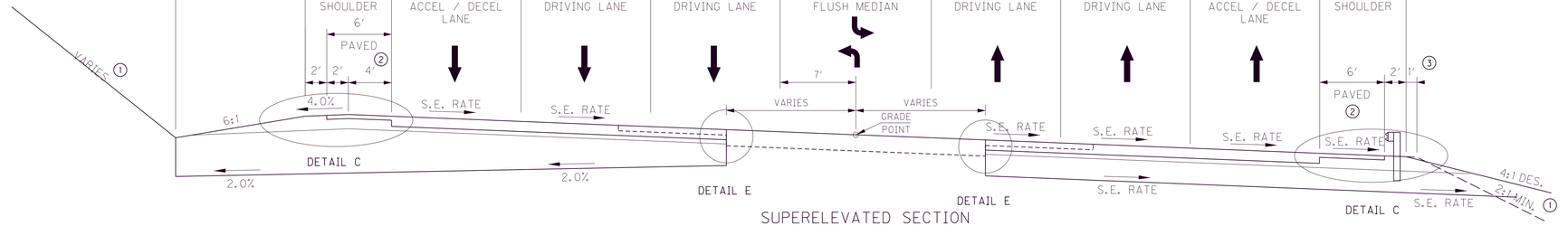
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2i

TYPICAL SECTIONS
KY 461 – FLUSH MEDIAN
WITH ACCEL / DECEL LANE

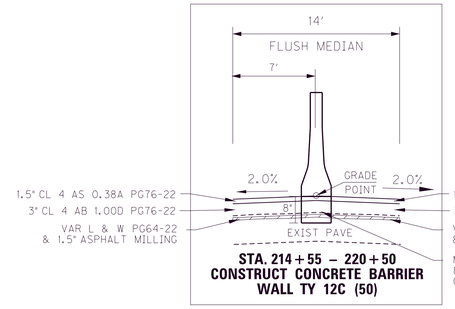
STA. 175+75 to STA. 351+50



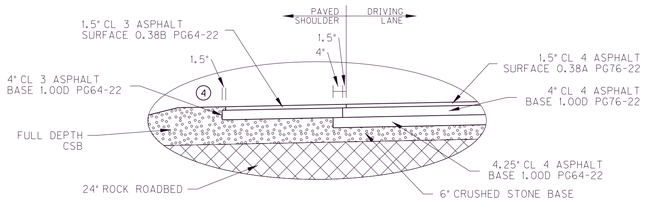
NORMAL SECTION



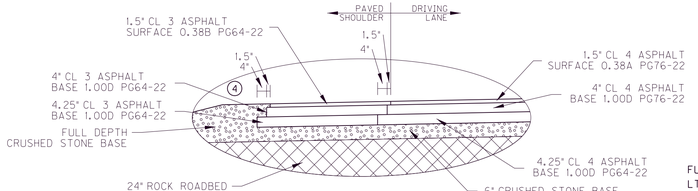
SUPERELEVATED SECTION



STA. 214+55 – 220+50
CONSTRUCT CONCRETE BARRIER WALL TY 12C (50)



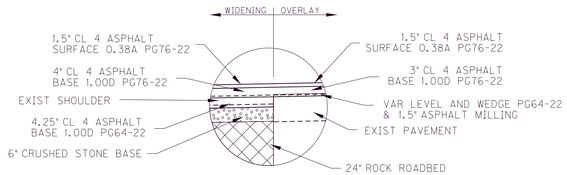
DETAIL C



DETAIL C

FULL DEPTH SHOULDER

FULL DEPTH SHOULDERS
LT - STA. 221+00 to STA. 225+50 (FOR MOT)
LT - STA. 340+55 to STA. 351+50 (FOR MOT)



DETAIL E

KY 461

OVERLAY

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 3" BASE	3" CLASS 4 ASPHALT BASE 1.00 PG76-22
EXISTING SURFACE PREPARATION	VAR LEVEL AND WEDGE PG64-22 1.5" ASPHALT MILLING

TRAFFIC LANES - WIDENING

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

NOTES:

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.

② SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.

③ SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED

④ ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

⑤ ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

SCALE: N.T.S

TYPICAL SECTIONS
KY 461 - FLUSH MEDIAN
W/ ACCEL / DECEL LANE

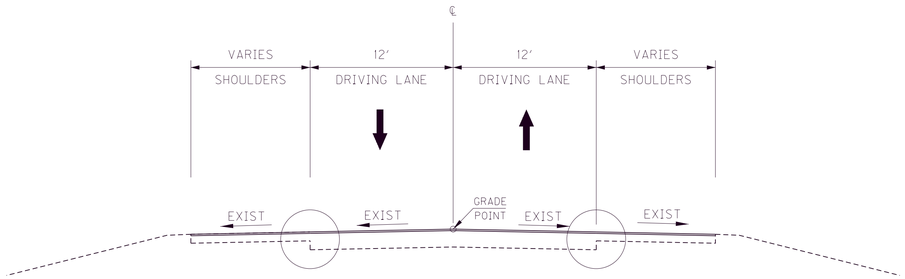
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R2I.DGN
USER: cyoung
DATE PLOTTED: May 13, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0020JTS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2j

TYPICAL SECTIONS
KY 461 – FLUSH MEDIAN OVERLAY

STA. 351+50 to STA. 354+20.50



NORMAL SECTION

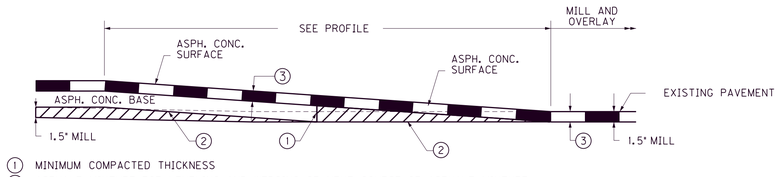
KY 461

OVERLAY

- APPROX. 1.5" SURFACE — 1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
- EXISTING SURFACE PREPARATION — 1.5" ASPHALT MILLING

SHOULDERS - OVERLAY

- APPROX. 1.5" SURFACE — 1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
- EXISTING SURFACE PREPARATION — 1.5" ASPHALT MILLING

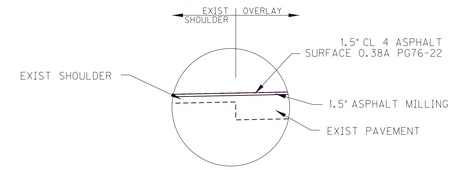


1. MINIMUM COMPACTED THICKNESS
2. ASPHALT MIXTURE FOR LEVELING AND WEDGING OR NEXT COURSE OF ASPHALT MIXTURE.
3. ASPHALT SURFACE THICKNESS (FULL DEPTH)
4. MILL EXISTING PAVEMENT TO RECEIVE ASPHALT SURFACE FULL DEPTH (EDGE KEY).

$$\text{TAPER LENGTH (ft)} = \frac{\text{t (in)} \times \text{TAPER RATE}}{12}$$

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

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



DETAIL G

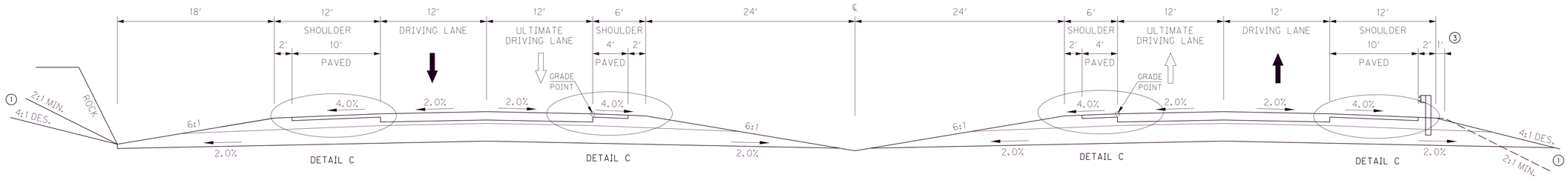
SCALE: N.T.S

TYPICAL SECTIONS
KY 461 -
FLUSH MEDIAN OVERLAY

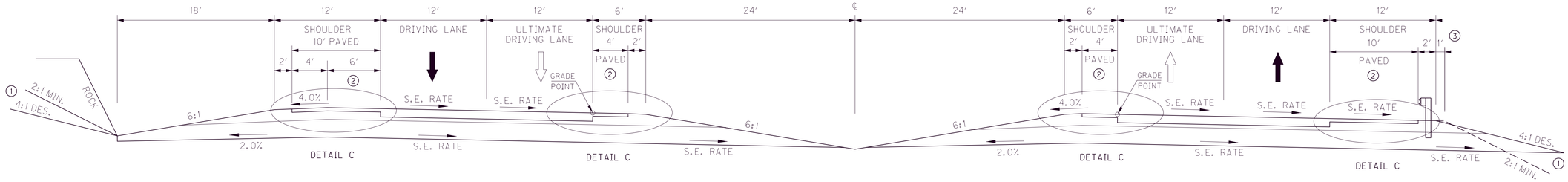
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2k

TYPICAL SECTIONS
SOMERSET NORTHERN BYPASS /KY 80

STA. 702+04.81 to STA. 725+25



NORMAL SECTION



SUPERELEVATED SECTION

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

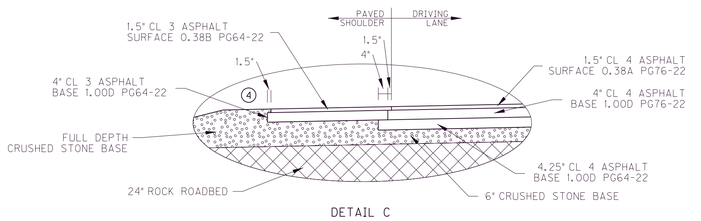
SOMERSET NORTHERN BYPASS

TRAFFIC LANES - FULL DEPTH

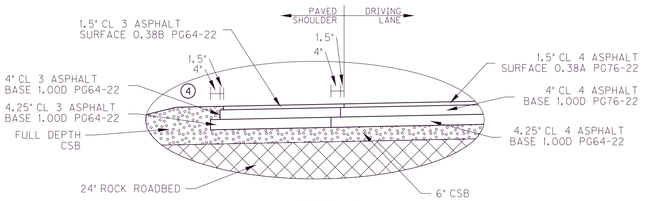
APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED



DETAIL C



DETAIL C

FULL DEPTH SHOULDER

FULL DEPTH SHOULDERS
RT - STA. 714+50.00 to STA. 715+98.45 (FOR ULT RAMP F)

SCALE: N.T.S

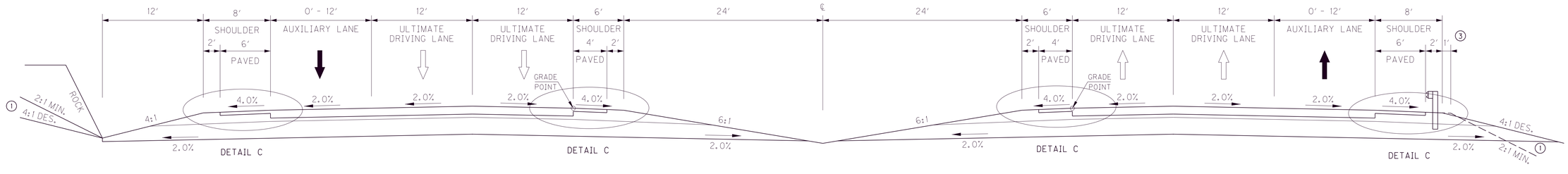
TYPICAL SECTIONS
SOMERSET NORTHERN BYPASS / KY 80

FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002OKTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

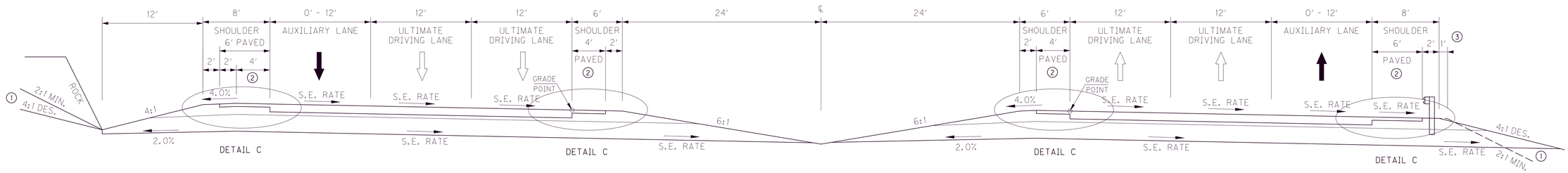
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2I

TYPICAL SECTIONS
SOMERSET NORTHERN BYPASS /KY 80
WITH AUXILIARY LANE

STA. 702+04.81 to STA. 725+25



NORMAL SECTION



SUPERELEVATED SECTION

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

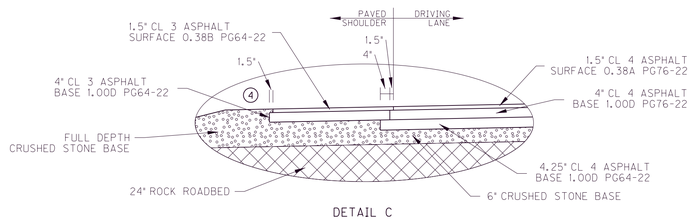
SOMERSET NORTHERN BYPASS

TRAFFIC LANES - FULL DEPTH

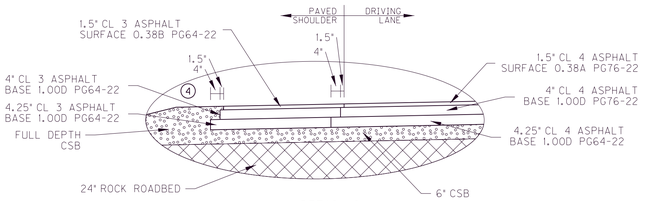
APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED



DETAIL C



DETAIL C

FULL DEPTH SHOULDER

FULL DEPTH SHOULDERS
RT - STA. 714+50.00 to STA. 715+98.45 (FOR ULT RAMP F)

SCALE: N.T.S

TYPICAL SECTIONS
SOMERSET NORTHERN BYPASS / KY 80
- AUXILIARY LANE

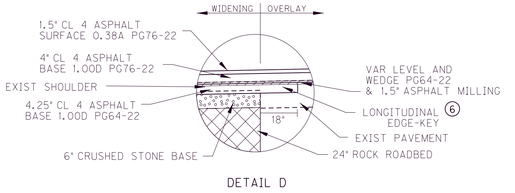
FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0020LTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002OMTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

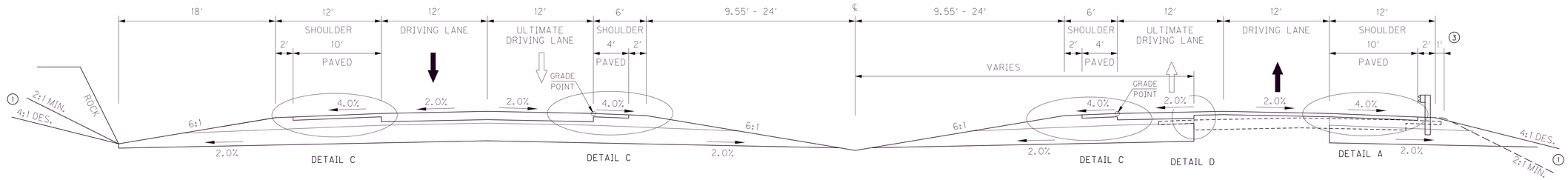
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2m

TYPICAL SECTIONS
SOMERSET NORTHERN BYPASS /KY 80

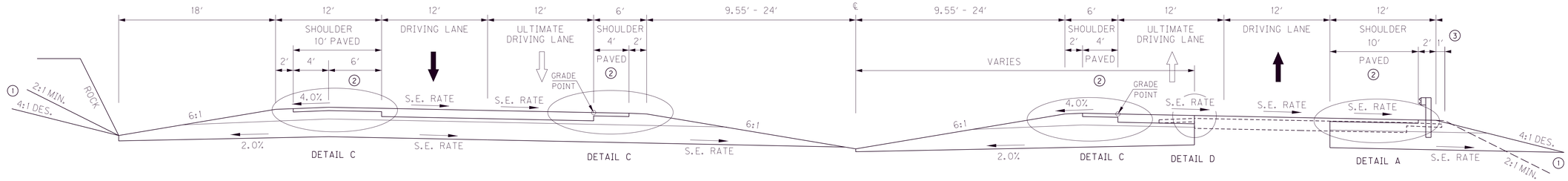
STA. 725+25 to STA. 736+50



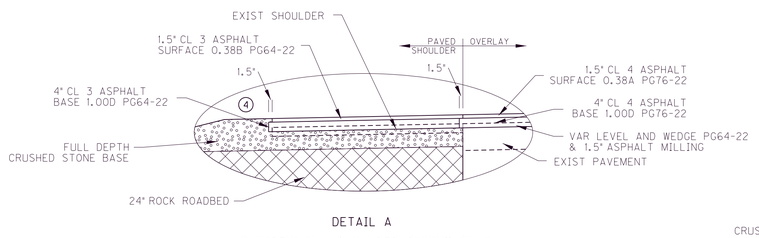
DETAIL D



NORMAL SECTION

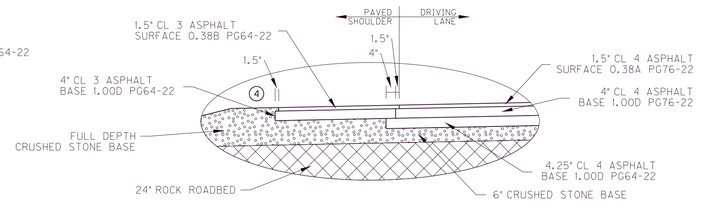


SUPERELEVATED SECTION

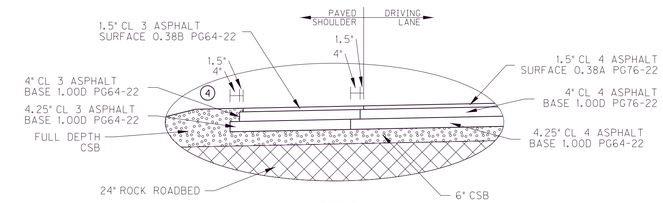


DETAIL A

NO WIDENING - SHOULDER DIGOUT ONLY



DETAIL C



DETAIL C

FULL DEPTH SHOULDER

NOTES:

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.

② SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.

③ SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED

④ ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

⑤ ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK 0.70 LB/SY

⑥ KEY IN BOTTOM BASE COURSE 18" INTO EXISTING PAVEMENT WHERE NECESSARY TO BE PAID WITH MILLING AND PAVEMENT QUANTITIES

SOMERSET NORTHERN BYPASS

OVERLAY

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 4" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22
EXISTING SURFACE PREPARATION	VAR LEVEL AND WEDGE PG64-22 1.5" ASPHALT MILLING

WIDENING - TRAFFIC LANES

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 VARIABLE LEVEL AND WEDGE PG64-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

FULL DEPTH SHOULDERS
LT - STA. 725+24.09
to STA. 726+02.48 (FOR ULT RAMP E)
RT - STA. 726+46.37 to
STA. 736+63.23 (FOR ULT RAMP B)

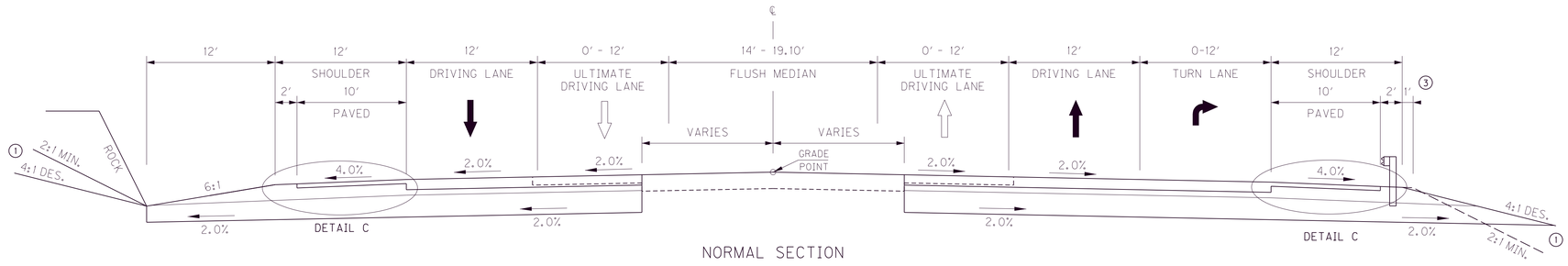
SCALE: N.T.S

TYPICAL SECTIONS
SOMERSET NORTHERN BYPASS / KY 80

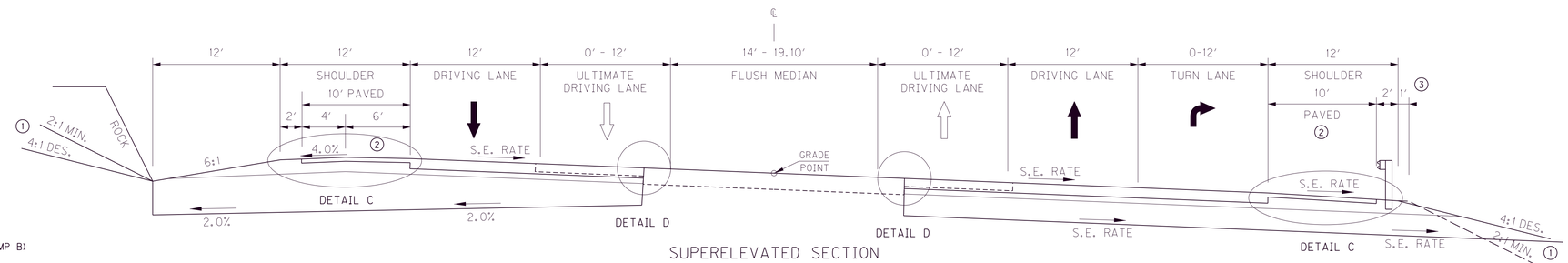
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2n

TYPICAL SECTIONS
SOMERSET NORTHERN BYPASS /KY 80
WITH FLUSH MEDIAN

STA. 736+50.00 TO STA. 755+15.00

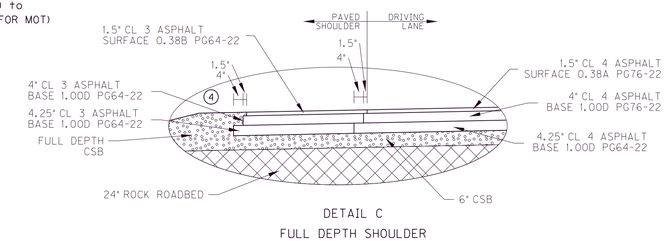


NORMAL SECTION

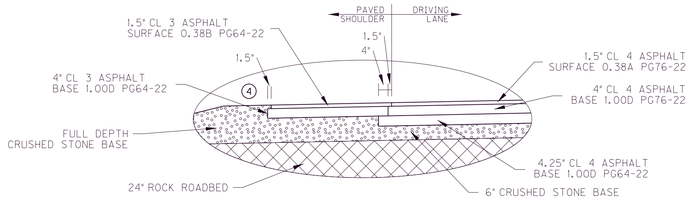


SUPERELEVATED SECTION

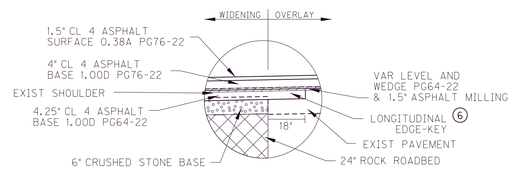
FULL DEPTH SHOULDERS
RT - STA. 726+46.37 to
STA. 736+63.23 (FOR ULT RAMP B)
LT - STA. 739+50.00 to
STA. 755+15.00 (FOR MOT)



DETAIL C
FULL DEPTH SHOULDER



DETAIL C



DETAIL D

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

6. KEY IN BOTTOM BASE COURSE 18" INTO EXISTING PAVEMENT WHERE NECESSARY TO BE PAID WITH MILLING AND PAVEMENT QUANTITIES

SOMERSET NORTHERN BYPASS

OVERLAY

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 4" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22
EXISTING SURFACE PREPARATION	VAR LEVEL AND WEDGE PG64-22 1.5" ASPHALT MILLING

WIDENING - TRAFFIC LANES

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 VARIABLE LEVEL AND WEDGE PG64-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SCALE: N.T.S

TYPICAL SECTIONS
SOMERSET NORTHERN BYPASS / KY 80
- FLUSH MEDIAN

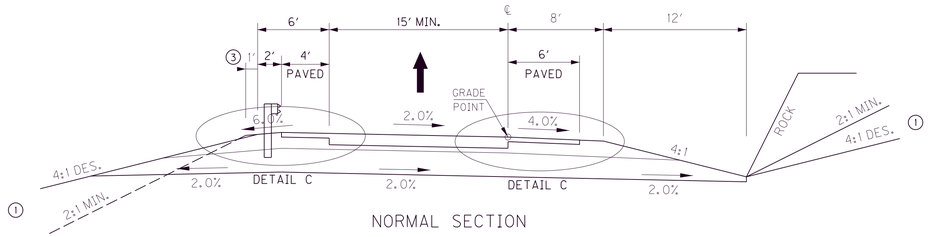
FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002ONTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R20

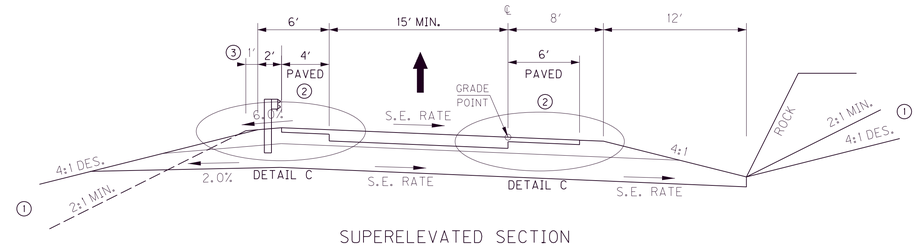
TYPICAL SECTIONS
RAMPS

KY 80 / KY 461 RAMPS

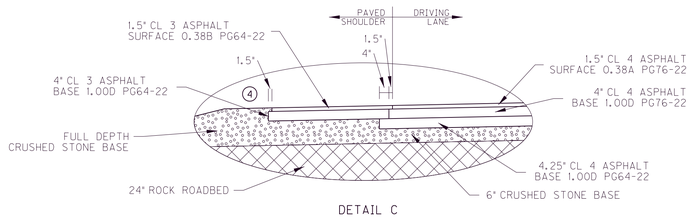
RAMP A
RAMP G
RAMP H



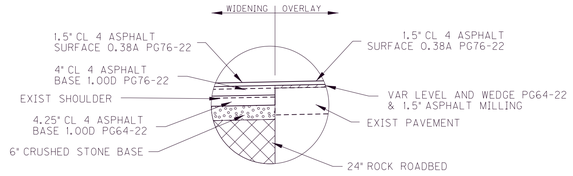
NORMAL SECTION



SUPERELEVATED SECTION



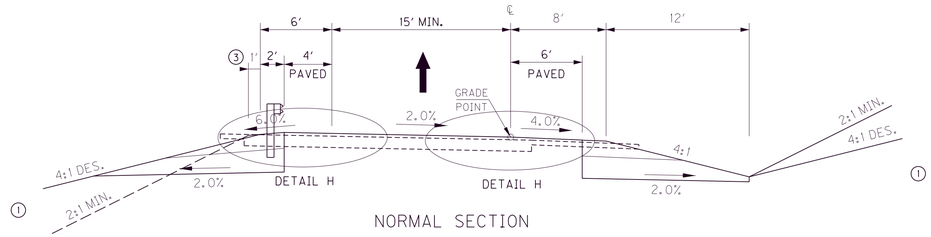
DETAIL C



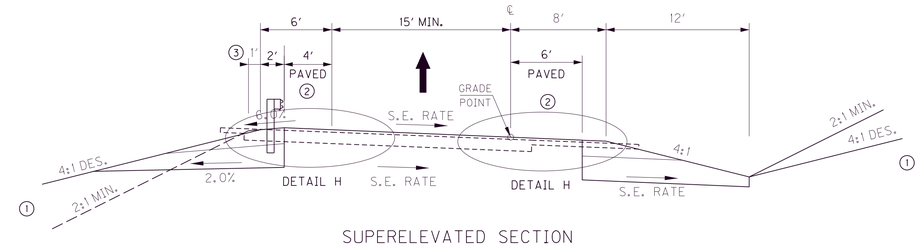
DETAIL C
RAMP A STA. 27+00.00 TO STA. 29+33.91

KY 80 / KY 461 RAMPS

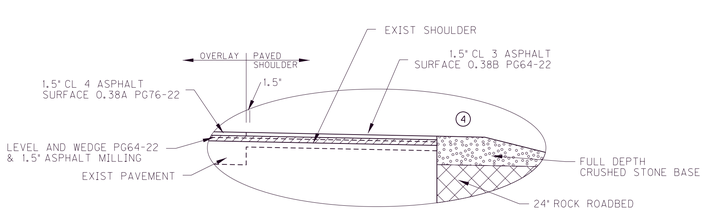
INITIAL RAMP B



NORMAL SECTION



SUPERELEVATED SECTION



DETAIL H

NOTES:

(1) SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.

(2) SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.

(3) SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED

(4) ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

(5) ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

RAMPS

OVERLAY

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
EXISTING SURFACE PREPARATION	VAR LEVEL AND WEDGE PG64-22 1.5" ASPHALT MILLING

TRAFFIC LANES - FULL DEPTH

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SCALE: N.T.S

TYPICAL SECTIONS
RAMPS

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002DOTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

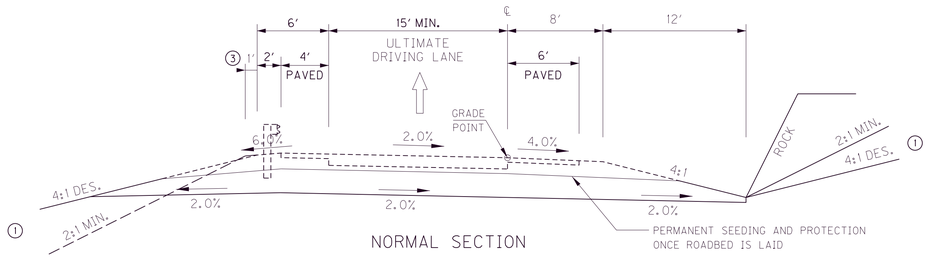
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002OPTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

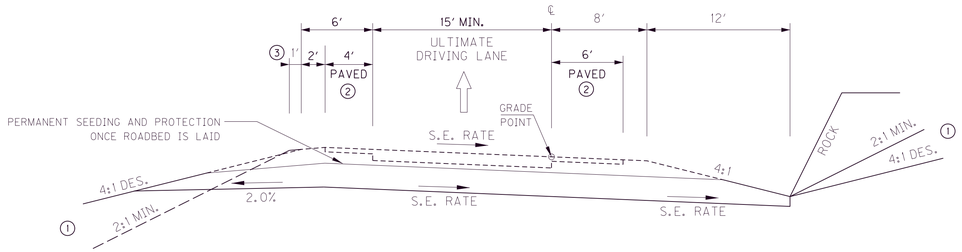
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2p

TYPICAL SECTIONS
ULTIMATE RAMPS

KY 80 / KY 461 RAMPS

RAMP C
RAMP D
RAMP E





NOTE: NO CONSTRUCTION ON RAMP B OR RAMP F

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED

ULTIMATE RAMPS

SURFACE / BASE	PLACE PERMANENT SEEDING AND PROTECTION (SURFACE AND BASE TO BE CONSTRUCTED WITH FUTURE PROJECT)
SUBGRADE PREPARATION	24" ROCK ROADBED

SCALE: N.T.S

TYPICAL SECTIONS
ULTIMATE RAMPS

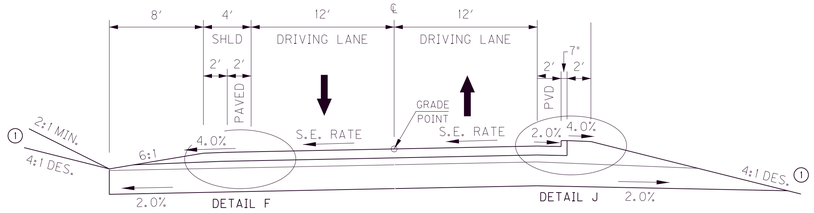
MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002DOTS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2q

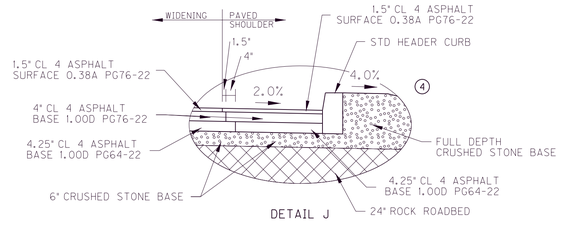
TYPICAL SECTIONS
COIN RD / PIN OAK DR

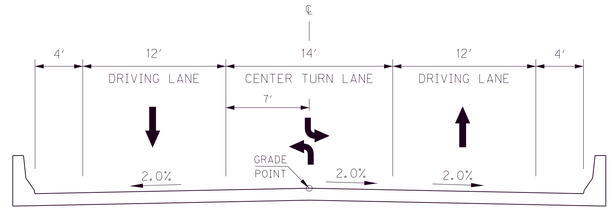
COIN RD

STA. 35+50.00 TO STA. 37+75.00



SUPERELEVATED SECTION
w/ HEADER CURB

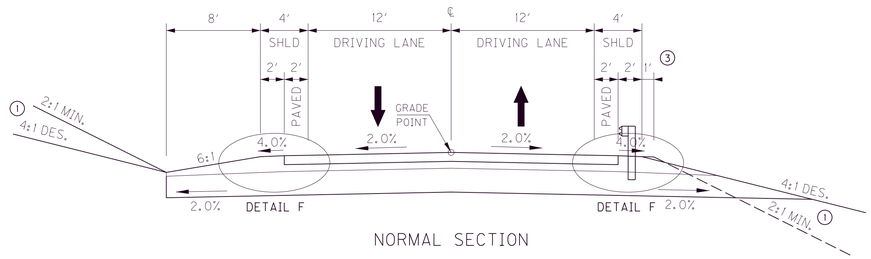




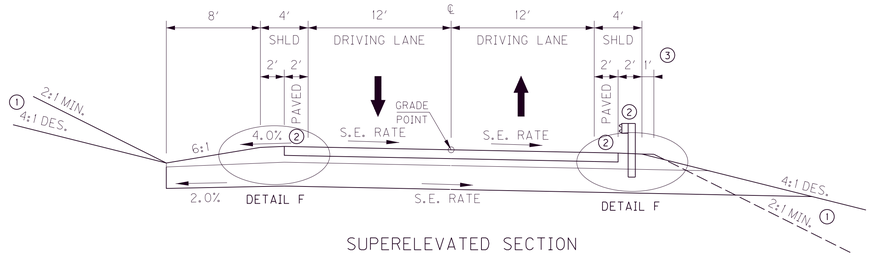
BRIDGE SECTION

COIN RD / PIN OAK DR

STA. 37+75.00 TO STA. 41+25.00



NORMAL SECTION



SUPERELEVATED SECTION

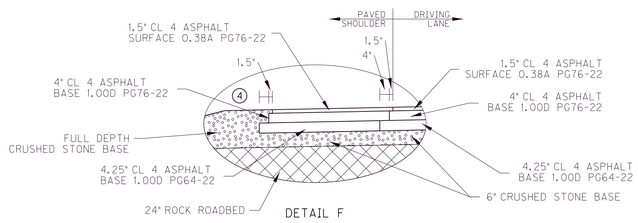
COIN RD / PIN OAK DR

TRAFFIC LANES - FULL DEPTH

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED



NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

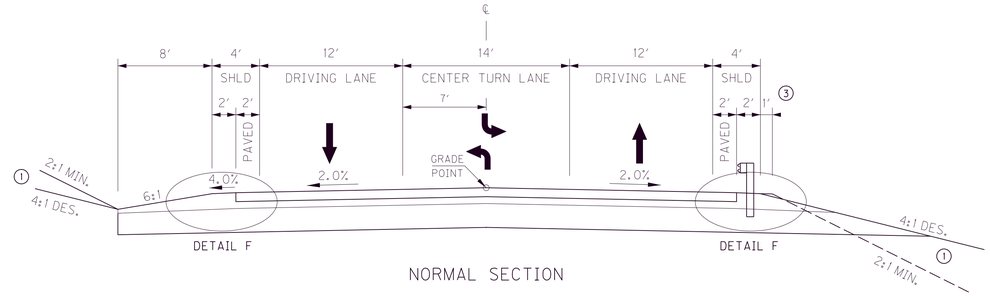
SCALE: N.T.S

TYPICAL SECTIONS
COIN RD. / PIN OAK DR.

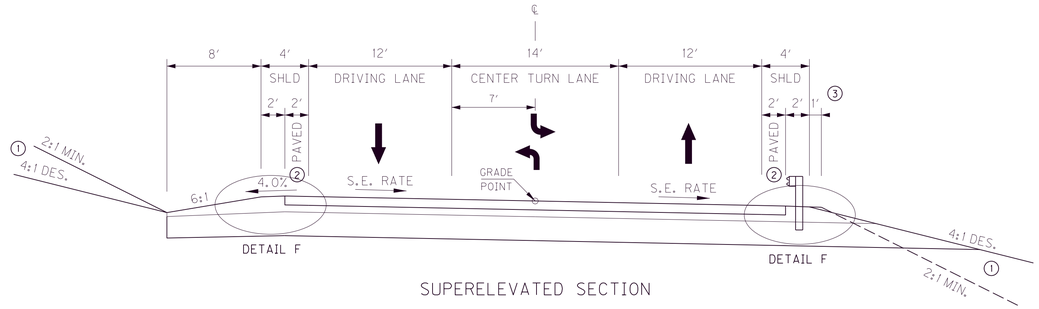
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2r

TYPICAL SECTIONS
COIN RD / PIN OAK DR

COIN RD / PIN OAK DR
STA. 41+25.00 TO STA. 53+50.00

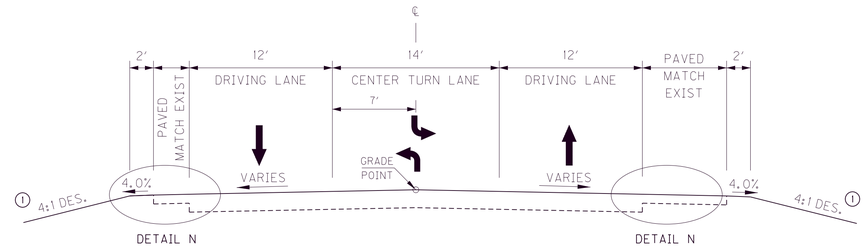


NORMAL SECTION

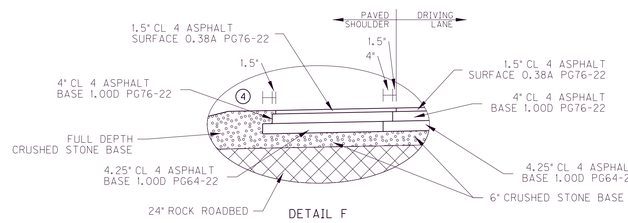


SUPERELEVATED SECTION

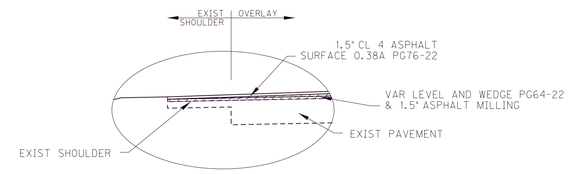
PIN OAK DR
STA. 53+50.00 TO STA. 62+00.00



NORMAL SECTION



DETAIL F



DETAIL N

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

COIN RD / PIN OAK DR

TRAFFIC LANES - FULL DEPTH

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

OVERLAY

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
VARIABLE BASE	VARIABLE LEVEL AND WEDGE PG64-22
EXISTING SURFACE PREPARATION	1.5" ASPHALT MILLING

SCALE: N.T.S

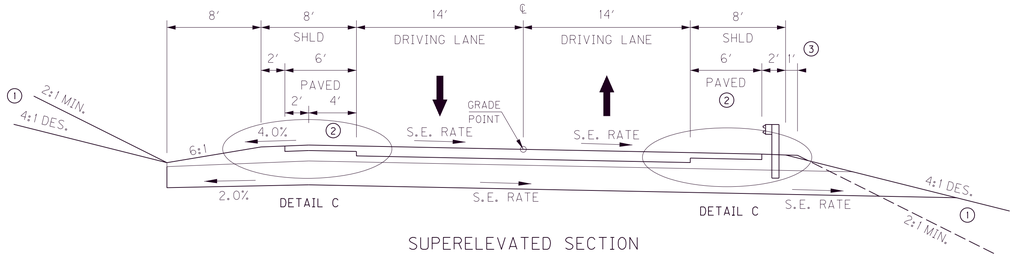
TYPICAL SECTIONS
COIN RD. / PIN OAK DR.

FILE NAME: G:\ENGR\HD033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002ORTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

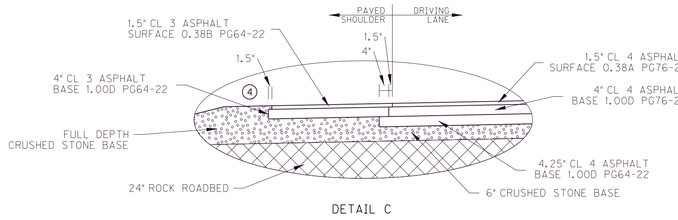
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2s

TYPICAL SECTIONS
APPROACHES

COIN RD CONNECTOR
PIN OAK DR CONNECTOR

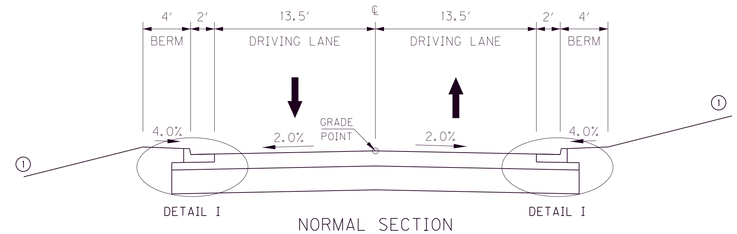


SUPERELEVATED SECTION

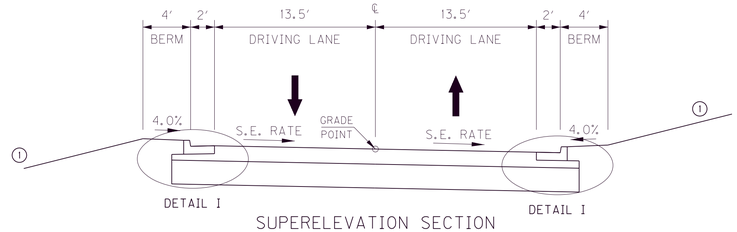


DETAIL C

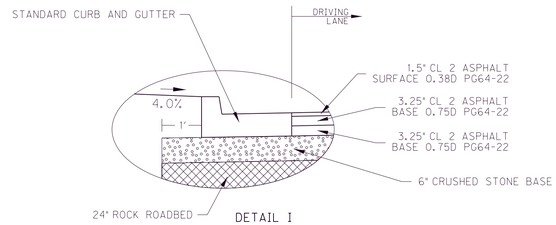
VALLEY OAK DR



NORMAL SECTION



SUPERELEVATION SECTION



DETAIL I

COIN RD / PIN OAK DR CONNECTORS

TRAFFIC LANES - FULL DEPTH

APPROX. 1.5" SURFACE	1.5" CLASS 4 ASPHALT SURFACE 0.38A PG76-22
APPROX. 14.25" BASE	4" CLASS 4 ASPHALT BASE 1.00D PG76-22 4.25" CLASS 4 ASPHALT BASE 1.00D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 3 ASPHALT SURFACE 0.38B PG64-22
APPROX. 14.25" BASE	4" CLASS 3 ASPHALT BASE 1.00D PG64-22 FULL DEPTH CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

VALLEY OAK DR

TRAFFIC LANES

APPROX. 1.5" SURFACE	1.5" CLASS 2 ASPHALT SURFACE 0.38D PG64-22
APPROX. 12.5" BASE	3.25" CLASS 2 ASPHALT BASE 0.75D PG64-22 3.25" CLASS 2 ASPHALT BASE 0.75D PG64-22 6" CRUSHED STONE BASE

SHOULDERS

STD CURB AND GUTTER	STD CURB AND GUTTER

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.
3. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED
4. ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

5. ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

SCALE: N.T.S

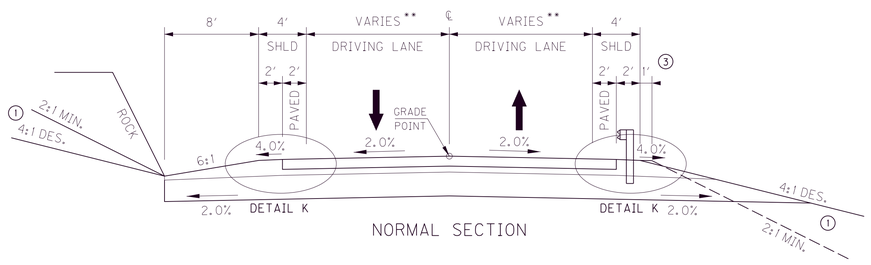
TYPICAL SECTIONS
COIN RD. & PIN OAK DR. CONNECTORS / VALLEY OAK DR.

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0020STS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2†

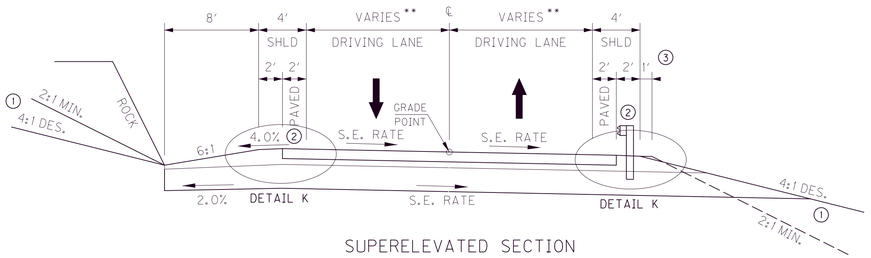
TYPICAL SECTIONS
APPROACHES

APPROACHES

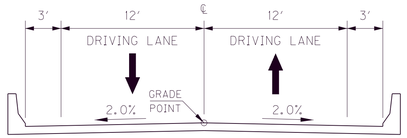


NORMAL SECTION

** SEE PLAN SHEETS



SUPERELEVATED SECTION



BRIDGE SECTION

NOTES:

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.

② SUPERELEVATED SHOULDERS CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN SLOPES INDICATED FOR NORMAL SHOULDERS.

③ SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED

④ ASPHALT SEAL REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 2.0 FEET DOWN THE DITCH OR FILL SLOPE. TWO APPLICATIONS OF THE FOLLOWING ARE REQUIRED:

ASPHALT SEAL COAT	2.40 LB/SQ. YD.
ASPHALT SEAL AGGREGATE	20 LB/SQ. YD. (SIZE NO. 8 OR 9M)

⑤ ASPHALT MATERIAL FOR TACK REQUIRED BETWEEN ALL ASPHALT LAYERS AT AN APPLICATION RATE OF:

ASPHALT MATERIAL FOR TACK	0.70 LB/SY

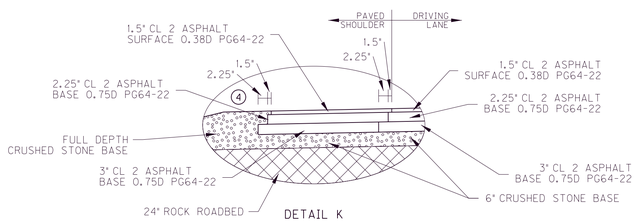
APPROACHES

TRAFFIC LANES - FULL DEPTH

APPROX. 1.5" SURFACE	1.5" CLASS 2 ASPHALT SURFACE 0.38D PG64-22
APPROX. 11.25" BASE	2.25" CLASS 2 ASPHALT BASE 0.75D PG64-22 3" CLASS 2 ASPHALT BASE 0.75D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED

SHOULDERS

APPROX. 1.5" SURFACE	1.5" CLASS 2 ASPHALT SURFACE 0.38D PG64-22
APPROX. 11.25" BASE	2.25" CLASS 2 ASPHALT BASE 0.75D PG64-22 3" CLASS 2 ASPHALT BASE 0.75D PG64-22 6" CRUSHED STONE BASE
SUBGRADE PREPARATION	24" ROCK ROADBED



DETAIL K

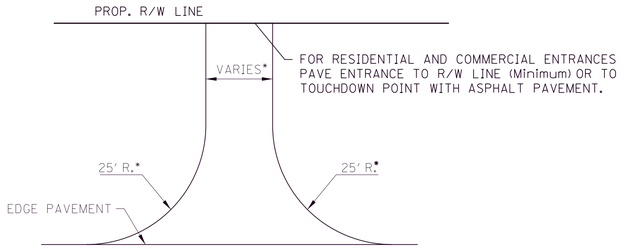
SCALE: N.T.S

TYPICAL SECTIONS
APPROACHES

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002OTTS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

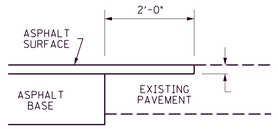
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2u

TYPICAL SECTIONS
ENTRANCES

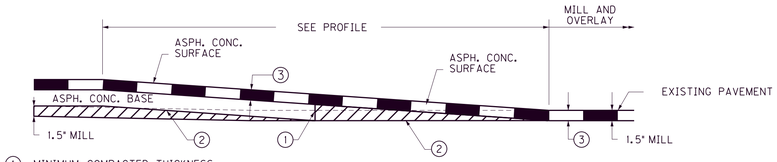


TYPICAL ENTRANCE SECTION
PLAN VIEW

• SEE PLANS FOR ACTUAL ENTRANCE RADIUS AND WIDTH



EDGE KEY DETAIL

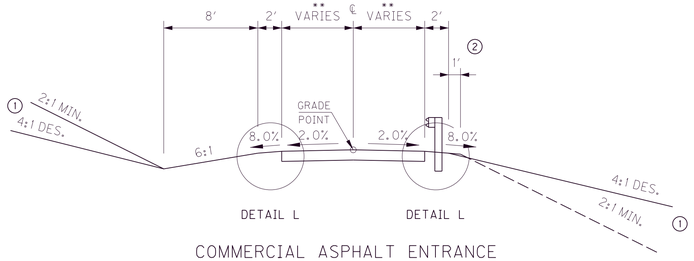


1. MINIMUM COMPACTED THICKNESS
2. ASPHALT MIXTURE FOR LEVELING AND WEDGING OR NEXT COURSE OF ASPHALT MIXTURE.
3. ASPHALT SURFACE THICKNESS (FULL DEPTH)
4. MILL EXISTING PAVEMENT TO RECEIVE ASPHALT SURFACE FULL DEPTH (EDGE KEY).
   TAPER LENGTH (ft) = † (in) x TAPER RATE / 12

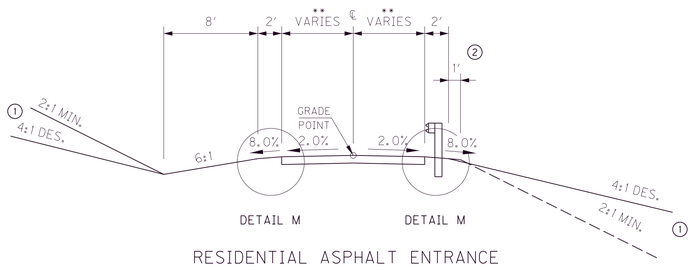
FOR A TAPER RATE OF 1:120
TAPER LENGTH = 125 FEET WHEN † = 1.25 inches
TAPER LENGTH = 150 FEET WHEN † = 1.50 inches

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

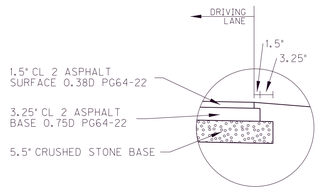
ENTRANCES



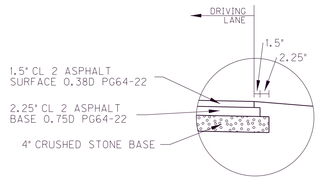
COMMERCIAL ASPHALT ENTRANCE



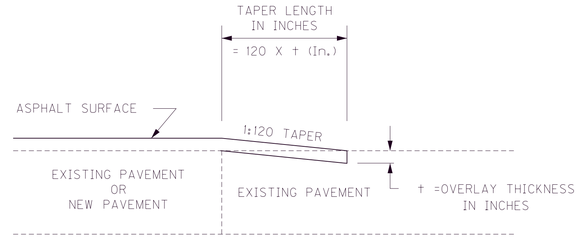
RESIDENTIAL ASPHALT ENTRANCE



DETAIL L



DETAIL M



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

NOTES:

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER.
2. SHOULDERS SHALL BE WIDENED ONE FOOT WHERE GUARDRAIL IS TO BE INSTALLED

ENTRANCES

COMMERCIAL ASPHALT ENTRANCE

APPROX. 1.5" SURFACE	1.5" CLASS 2 ASPHALT SURFACE 0.38D PG64-22
APPROX. 8.75" BASE	3.25" CLASS 2 ASPHALT BASE 0.75D PG64-22 5.5" CRUSHED STONE BASE

RESIDENTIAL ASPHALT ENTRANCE

APPROX. 1.5" SURFACE	1.5" CLASS 2 ASPHALT SURFACE 0.38D PG64-22
APPROX. 6.25" BASE	2.25" CLASS 2 ASPHALT BASE 0.75D PG64-22 4" CRUSHED STONE BASE

SCALE: N.T.S

TYPICAL SECTIONS
ENTRANCES

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002DUTS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2v

GENERAL SUMMARY

ITEM	DESCRIPTION	UNIT	KY 80/KY 461	NORTHERN BYPASS/KY 80	RAMP A	INITIAL RAMP B	RAMP B	RAMP C	RAMP D	RAMP E	RAMP G	RAMP H	MARK SHOPVILLE ROAD	COIN ROAD CONNECTOR	PIN OAK DRIVE CONNECTOR	COIN ROAD/ PIN OAK DRIVE	VALLEY OAK DRIVE	ENTRANCES	PROJECT TOTAL
00078	CRUSHED AGGREGATE SIZE NO 2 (1)	TON	1	1						3		3	1	1			1		1360
01000	PERFORATED PIPE-4 IN	LF	106	193						151		152	81	106			74		863
01010	NON-PERFORATED PIPE-4 IN	LF	12	12						36		36	12	8					116
01020	PERF PIPE HEADWALL TY 1-4 IN	EACH	1										1						2
01028	PERF PIPE HEADWALL TY 3-4 IN	EACH		1						3		3							7
01032	PERF PIPE HEADWALL TY 4-4 IN	EACH												1					1
01691	FLUME INLET TYPE 2	EACH	4													5			9
01810	STANDARD CURB AND GUTTER	LF															1,472		1,472
01875	STANDARD HEADER CURB	LF														216			216
01891	ISLAND HEADER CURB TYPE 2	LF	58																151
01982	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	EACH	42	35	20	10					4	5							116
01983	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL YELLOW	EACH	26	13	7	5						21							72
01986	DELINEATOR FOR BARRIER WALL - B/Y	EACH	6																6
01987	DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	EACH	88										20	11		25		7	151
01990	DELINEATOR FOR BARRIER WALL - B/W	EACH	32													8			40
02003	RELOCATE TEMPORARY CONCRETE BARRIER WALL	LF	1,200																1,200
02014	BARRICADE-TYPE III (15)	EACH																	14
02091	REMOVE PAVEMENT	SQ YD	109	4,092	1,279	1,591					401					2,507	1,715	81	11,775
02159	TEMP DITCH (2)	LF																	22,680
02160	CLEAN TEMP DITCH (2)	LF																	11,340
02200	ROADWAY EXCAVATION	CU YD																	2,913,616
02242	WATER (3)	MGAL																	10,000
02262	FENCE-WOVEN WIRE TYPE 1	LF	6,535	5,072	377		3,450	944	3,224					1,196		660			21,534
02268	REMOVE & REPLACE FENCE	LF	27,797	555	1,379									1,567					31,307
02351	GUARDRAIL-STEEL W BEAM-S FACE (4)	LF	11,762.5	3,875	1,412.5	600						1,275	1,025	375		1,487.5		537.5	22,350
02352	GUARDRAIL-STEEL W BEAM-D FACE (4)	LF	275																275
02360	GUARDRAIL TERMINAL SECTION NO 1 (4)	EACH	8										1			1		2	12
02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A (4)	EACH	5										4			4			13
02365	CRASH CUSHION TY IX-A (4)	EACH	2																2
02367	GUARDRAIL END TREATMENT TYPE 1 (4)	EACH	12	7	1	3							2			1			26
02369	GUARDRAIL END TREATMENT TYPE 2A (4)	EACH	13	5	2	3						2				3		1	29
02381	REMOVE GUARDRAIL (4)	LF	5,048		1,701														6,749
02387	GUARDRAIL CONNECTOR TO BRIDGE END TY A-1 (4)	EACH	5																5
02391	GUARDRAIL END TREATMENT TYPE 4A (4)	EACH			1							2							3
02429	RIGHT-OF-WAY MONUMENT TYPE 1	EACH	35	5			8	2	6				6	2	6	16	6		92
02432	WITNESS POST	EACH	10	2			2		2				1			5			22
02471	FILL AND CAP SINKHOLE (5)	EACH																	2
02488	CHANNEL LINING CLASS IV (6)	CU YD																	35,947
02545	CLEARING AND GRUBBING (7)	LS																	1
02555	CONCRETE-CLASS B (8)	CU YD																	372.75
02562	TEMPORARY SIGNS	SQ FT	2,064	352	96	96					96	96	72	96	96	144	72		3,280
02568	MOBILIZATION	LS																	1
02569	DEMOBILIZATION	LS																	1
02585	EDGE KEY	LF	257	20									40						317
02602	FABRIC-GEOTEXTILE CLASS 1 (9)	SQ YD																	30,000
02603	FABRIC-GEOTEXTILE CLASS 2 (10)	SQ YD																	6,200
02607	FABRIC-GEOTEXTILE CLASS 2 FOR PIPES	SQ YD																	25,764
02650	MAINTAIN & CONTROL TRAFFIC	LS																	1
02651	DIVERSIONS (BY-PASS DETOURS) DIVERSION 1 RAMP A	LS			1														1
02671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH																	10
02676	MOBILIZATION FOR MILL & TEXT	LS																	1
02690	SAFELOADING	CU SYD		31		257													288
02696	SHOULDER RUMBLE STRIPS	LF	59,429	18,210	3,774	4,756					2,312	4,998							93,479
02701	TEMP SILT FENCE (2)	LF																	22,680

NOTES:

QUANTITIES FOR ALL APPROACHES NOT LISTED ARE CARRIED ON THE RESPECTIVE MAINLINES.

(1) 10 TON FOR PERF PIPE
100 TON FOR CONST. ENTR.
1250 TON (GEOTECH NOTE#10)

(2) ALL EROSION CONTROL QUANTITIES ARE BASED ON THE PROBABLE AMOUNT OF EROSION CONTROL FEATURES AS ESTIMATED BY THE DESIGNER INCLUDES APPROACHES & ENTRANCES.

(3) FOR DUST CONTROL WHILE MAINTAINING TRAFFIC ONLY

(4) CARRIED OVER FROM GUARDRAIL SUMMARY

(5) TO BE USED AT THE DISCRETION OF THE ENGINEER

(6) 1,446 CY FROM PIPE SUMMARY
34,501 CY FOR DITCH LINING

(7) APPROXIMATELY 346 ACRES

(8) 61.75 CY FOR WOVEN WIRE FENCE
311 FOR GRT CL IV CHANNEL LIN.

(9) FOR GEOTECH NOTE #14 - RRB PLACED ON SOIL

(10) 200 TON FOR CONST. ENTR.
6000 TON (GEOTECH NOTE#10)

(15) GROUND/SIGN POST MOUNTED BARRICADES WILL BE INSTALLATED AT THE CLOSURES OF ULT RAMPS. THE CABINET WILL RETAIN POSSESSION OF THESE BARRICADES.

EARTHWORK QUANTITIES

EXCAVATION	CU YD
COMMON -	1,107,000
ROCK -	1,663,559
DT. LT. -	19,204
DT. RT. -	45,281
EMB. BCH. -	47,528
TRANS. BCH. -	25,869
ENTRANCES -	4,495
EXC. (FROM PIPE SUMMARY) -	679
	2,913,616

EMBANKMENT	CU YD
EMBANKMENT -	2,103,399
ROCK ROADBED -	265,709
EMB. BCH -	47,528
TRANS. BCH. -	25,869
ROCK EMB.	33,848
ENTRANCES -	542
CLASS IV CHANNEL LINING -	35,947
	2,512,842
WASTE -	400,774

GENERAL SUMMARY

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0020VSU.DGN
USER: mslpes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2w

GENERAL SUMMARY

ITEM	DESCRIPTION	UNIT	KY 80/KY 461	NORTHERN BYPASS/KY 80	RAMP A	INITIAL RAMP B	RAMP B	RAMP C	RAMP D	RAMP E	RAMP G	RAMP H	MARK SHOPVILLE ROAD	COIN ROAD CONNECTOR	PIN OAK DRIVE CONNECTOR	COIN ROAD/ PIN OAK DRIVE	VALLEY OAK DRIVE	ENTRANCES	PROJECT TOTAL
02703	SILT TRAP TYPE A (2)	EACH																	346
02704	SILT TRAP TYPE B (2)	EACH																	346
02705	SILT TRAP TYPE C (2)	EACH																	346
02706	CLEAN SILT TRAP TYPE A (2)	EACH																	346
02707	CLEAN SILT TRAP TYPE B (2)	EACH																	346
02708	CLEAN SILT TRAP TYPE C (2)	EACH																	346
02726	STAKING	LS																	1
02731	REMOVE STRUCTURE (BUILDINGS) (17)	LS																	2
02775	ARROW PANEL	EACH																	4
02898	RELOCATE CRASH CUSHION	EACH	4																4
02929	CRASH CUSHION TYPE IX	EACH	2																2
03171	CONCRETE BARRIER WALL TYPE 9T (16)	LF	400													400			800
05950	EROSION CONTROL BLANKET	SQ YD																	43,705
05952	TEMP MULCH (2)	SQ YD																	1,115,078
05953	TEMP SEEDING AND PROTECTION (2)	SQ YD																	836,309
05963	INITIAL FERTILIZER (2)	TON																	173
05964	MAINTENANCE FERTILIZER (2)	TON																	87
05985	SEEDING AND PROTECTION (2)	SQ YD																	1,017,445
05992	AGRICULTURAL LIMESTONE (2)	TON																	1,037
06401	FLEXIBLE DELINEATOR POST-M/W	EACH			18	59					23	46							146
06404	FLEXIBLE DELINEATOR POST-M/Y	EACH			25	34					22	27							108
06510	PAVE STRIPING-TEMP PAINT-4 IN	LF	22,500										8,400	2,400	3,200	22,400	3,600		62,500
06511	PAVE STRIPING-TEMP PAINT-6 IN	LF	380,670	71,580	27,200	12,800					7,200	13,600							513,050
06514	PAVE STRIPING-PERM PAINT-4 IN	LF	3,470										7,760				3,160		14,390
06540	PAVE STRIPING-THERMO-4 IN W	LF												960	1,520	5,440			11,800
06541	PAVE STRIPING-THERMO-4 IN Y	LF												800	1,380	5,635			11,695
06546	PAVE STRIPING-THERMO-12 IN W	LF	2,185	595	610	415					105	100							4,010
06547	PAVE STRIPING-THERMO-12 IN Y	LF	140													170			310
06550	PAVE STRIPING-TEMP REM TAPE-W	LF	12,760	10,560												1,800			25,120
06551	PAVE STRIPING-TEMP REM TAPE-Y	LF	12,760	10,560									1,000			1,800			26,120
06556	PAVE STRIPING-DUR TY 1-6 IN W	LF	1,444																1,444
06557	PAVE STRIPING-DUR TY 1-6 IN Y	LF	1,050																1,050
06568	PAVE MARKING-THERMO STOP BAR-24IN	LF	202										48	36	36		33		355
06574	PAVE MARKING-THERMO CURV ARROW	EACH	100	7											16				123
06588	PAVEMENT MARKER TY IVA-BY TEMP	EACH	132	132	170														434
08100	CONCRETE-CLASS A (11)	CU YD																	59.43
08150	STEEL REINFORCEMENT (12)	LBS																	447
08901	CRASH CUSHION TY VI CLASS BT TL2	EACH														1			1
08903	CRASH CUSHION TY VI CLASS BT TL3	EACH	2																2
10020NS	FUEL ADJUSTMENT	DOLL																	805,043
10030NS	ASPHALT ADJUSTMENT	DOLL																	583,930
20191ED	OBJECT MARKER TY 3 (18)	EACH	12	7	2	3						2	2			1			29
23010EN	PAVE MARK TEMP PAINT STOP BAR-24 IN	LF	960										96	72	72		36		1,236
23260EC	PAVE MARK-THERMO-24 IN Y	LF	668	2,050															2,718
23484EC	PAVE MARK THERMO-LANE REDUCTION ARROW	EACH	3																3
23607EC	PIPE LINER ACCEPTANCE TESTING	LS																	1
24489EC	INLAID PAVEMENT MARKER	EACH	1,630	357	54	69					32	68				18			2,228
24679ED	PAVE MARK THERMO CHEVRON	SQ FT			184	271													455
24768EC	LANE SEPARATOR CURB	LF										140							140
24814EC	PIPELINE INSPECTION	LF																	6,808
24862EC	PVC FOLD AND FORM PIPE LINER-18 IN	LF			220								3						220
24863EC	PVC FOLD AND FORM PIPE LINER-24 IN	LF	239																239
24864EC	PVC FOLD AND FORM PIPE LINER-30 IN	LF	109																109
24865EC	PVC FOLD AND FORM PIPE LINER-36 IN	LF	320	220													113		653

NOTES:

QUANTITIES FOR ALL APPROACHES NOT LISTED ARE CARRIED ON THE RESPECTIVE MAINLINES.

(2) ALL EROSION CONTROL QUANTITIES ARE BASED ON THE PROBABLE AMOUNT OF EROSION CONTROL FEATURES AS ESTIMATED BY THE DESIGNER INCLUDES APPROACHES & ENTRANCES.

(11) 48.21 CY FROM PIPE SUMMARY
11.22 CY FOR CON MED BAR END

(12) FOR CON MED BARRIER END

(16) BARRIER WALL SHALL REMAIN THE PROPERTY OF THE CONTRACTOR ONCE CONSTRUCTION IS COMPLETE.

(17) CONTINGENCY BID ITEM FOR PARCEL 18 & PARCEL 22 (SEE GENERAL NOTES)

(18) FOR GUARDRAIL END TREATMENTS TY 1 AND 4A ONLY.

GENERAL SUMMARY

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002DWSU.DGN
USER: mslpes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2x

GENERAL SUMMARY

ITEM	DESCRIPTION	UNIT	KY 80/KY 461	NORTHERN BYPASS/KY 80	RAMP A	INITIAL RAMP B	RAMP B	RAMP C	RAMP D	RAMP E	RAMP G	RAMP H	MARK SHOPVILLE ROAD	COIN ROAD CONNECTOR	PIN OAK DRIVE CONNECTOR	COIN ROAD/ PIN OAK DRIVE	VALLEY OAK DRIVE	ENTRANCES	PROJECT TOTAL
25008EC	PAVE STRIPING-THERMO-6 IN W-WET REFLECT	LF	65,354	9,640	1,935	2,675					1,190	2,580							83,374
25009EC	PAVE STRIPING-THERMO-6 IN Y-WET REFLECT	LF	69,456	10,585	1,720	1,875					1,150	2,490		120	120				87,516
25019EC	GROOVE FOR PAVE STRIPING - 7 IN	LF	119,577	20,225	3,655	4,550					2,340	5,070		120	120				155,657
25100ED	CONSTRUCTED RIFFLE (13)	SQ YD																	2,415
20100ES842	PAVE MARK TEMP PAINT LINE ARROW	EACH	25	25															50
21430ES508	CONC MEDIAN BARRIER TYPE 12C(50)	LF	546.5																546.5
23274EN11F	TURF REINFORCEMENT MAT 1 (14)	SQ YD																	2,334
20000ES724	TREE (13)	EACH																	1,070
20001ES724	SHRUB (13)	EACH																	416

NOTES:

QUANTITIES FOR ALL APPROACHES NOT LISTED ARE CARRIED ON THE RESPECTIVE MAINLINES.

(13) FOR CHANNEL CHANGE ON RAMP D / KY 461. SEE TYPICAL FOR TREE / SHRUB TYPE.

(14) FOR MEDIAN

GENERAL SUMMARY

MicroStation v8.11.9.459
E-SHEET NAME: ——
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002OXSU.DGN

PIPE DRAINAGE SUMMARY

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2y

SHEET NO.			COVER HEIGHT	DESIGN pH LEVEL	CULVERT PIPE								SS PIPE			ENTR PIPE			PC HDWL							SAFETY INLETS				CBI		DBI						MANHOLE		MED BARR	MISC					REMARKS
					18 IN	24 IN	30 IN	36 IN	48 IN	54 IN	BORE & JACK PIPE 54 IN	60 IN	15 IN	18 IN	30N	18 IN	24 IN	30 IN	18 IN	24 IN	30 IN	36 IN	48 IN	54 IN	60 IN	S&F BOX INLET OUTLET – 18 IN	S&F BOX INLET OUTLET – 24 IN	S&F BOX INLET OUTLET – 30 IN	S&F BOX INLET OUTLET – 36 IN	CBI TYPE A	CBI TYPE F	DBI TYPE 1	DBI TYPE 2	DBI TYPE 5B	DBI TYPE 5D	DBI TYPE 5F	DBI TYPE 7	MANHOLE TYPE A	MANHOLE TYPE C	CONC MED BARRIER BOX INLET TY 12B1	JUNCTION BOX	DRAINAGE JUNCTION BOX TY B	ROADWAY EXCAVATION	CHANNEL LINING CLASS IV	CLASS "A" CONCRETE	GEOTEXTILE FABRIC CL 2 FOR PIPES	
	ITEM CODE				00462	00464	00466	00468	00470	00471	25116EC	00472	00521	00522	00526	00441	00443	00445	01204	01208	01210	01212	01216	24026EC	01220	01450	01451	01452	01453	01456	01487	01490	01493	01505	01511	01517	01538	01756	01767	01608	01650	23952EC	02200	02488	08100	02607	
	UNIT TO BID				LINEAR FEET														EACH																									CUYD			SQYD	
	MAINLINE																																													
R257	136+40-139+00	00°	9.0′	M		199							257							2														2								5	5		1617	
R258	154+57	25° RT	62.0′	M								585												2																			14	84		3379	
R259	158+17	00°	50.0′	M		407														1														1									14		1537	
R260	165+68	00°	6.4′	M		118														1															1							2		19		446	
R261	169+34	25° RT	36.2′	M																																										SEE STRUCTURE PLANS
R261	169+45	00°	13.1′	M	37														1																							1					
R262	168+95-171+55	00°	13.0′	M		133							254							1															3								30	11		1358	
R263	181+56	20° RT	5.6′	M					153														2																				65	55		804	RCP (NO ALTERNATIVE)
R264	210+92	14° RT	18.1′	M																																							110	116			SEE STRUCTURE PLANS
R265	214+57-219+09	00°	3.0′	M									632						1												1									5			1	9		2374	
R266	237+13	23° LT	22.0′	M					55														2																				3	31	14.82	705	CMP (NO ALTERNATIVE)
R267	242+35	04° RT	38.8′	M																																							109	112			SEE STRUCTURE PLANS
R268	272+81	20° RT	7.2′	M				95													2																				1		15	107	3.06	450	CMP (NO ALTERNATIVE)
R269	279+08	00°	9.8′	M		54														2																					1		21	65	1.59	245	RCP (NO ALTERNATIVE)
R270	295+57	00°	17.1′	M					43														2																				13	54	14.82	226	CMP (NO ALTERNATIVE)
R271	314+86	15° LT	6.1′	M		45														2																							3	8	3.18	170	RCP (NO ALTERNATIVE)
R272	323+06	14° LT	8.7′	M			48														2																							2	19	4.5	215	CMP (NO ALTERNATIVE)
R273	345+48	27° LT	25.3′	M				12														1																							6	32	3.06	57	CMP (NO ALTERNATIVE)
	NORTHERN BYPASS																																													
R274	709+50-710+80		7.0′	M		241							127							1												1		2											976	
R275	715+50	00°	7.1′	M	110														1														1										3		387	
R278	719+10	10° RT	9.8′	M						188													2																					100		1037	RCP (NO ALTERNATIVE)
R279	720+00	00°	9.8′	M	97														1														1										11		341	
R280	736+15	00°	5.2′	M		156														1						1							1										77		563	
R281	745+86.62	00°	19.0′	M				15														1																			1			5		71	CMP (NO ALTERNATIVE)
	COIN ROAD																																													
R299	38+25	00°	4.1′	M			56																				2																41	154		251	
R300	44+00	00°	4.3′	M		64														1						1																4	12		242	
	VALLEY OAK DRIVE																																													
R301 R302	41+97-50+00		4.3′	M										111	937						1									7			1				2	1							
	COIN RD CONN & PIN OAK DR CONN																																													
R297	49+05	00°	5.6′	M				109														2																							517	
R298	50+90	00°	4.3′	M			94														2																							421	
	APPR RT 180+55																																													
R294	50+99	00°	4.9′	M								116												2																						1102	
R295	68+20	00°	6.1′	M	74														2																								10	73		260	
	APPR RT 194+00																																													
R296	50+70	07° LT	3.3′	M				55														2																							261	1 MOD. 36" P.C. HDWL
	APPR LT 251+08																																												
R303	49+31	10° RT	4.0′	M				16																				1														1				76	CMP (NO ALTERNATIVE)
	APPR RT 287+35																																												
R304	50+75	04° RT	3.1′	M	59														2																										207	
	APPR LT 310+57																																												
R305	49+25	05° RT	4.2′	M	79														2																										278	
	APPR RT 317+60																																												
R306	50+79	01° RT	7.6′	M		43														2																									3.18	151	CMP (NO ALTERNATIVE)
	CONTINUED ON																																												
	ON NEXT SHEET				456	1460	198	302	251	188		701	1270	111	937				10	14	5	8	6	2	4		2	2	1	7	1	1	1	5	3	4		2	1	5	5	2	452	1147	48.21	20724	

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R00207SU.DGN
USER: mspes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SUMMARY

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2z

SHEET NO.			COVER HEIGHT	DESIGN pH LEVEL	CULVERT PIPE								SS PIPE			ENTR PIPE			PC HDWL							SAFETY INLETS				CBI		DBI						MANHOLE		MED BARR	MISC					REMARKS
					18 IN	24 IN	30 IN	36 IN	48 IN	54 IN	BORE & JACK PIPE 54 IN	60 IN	15 IN	18 IN	30N	18 IN	24 IN	30 IN	18 IN	24 IN	30 IN	36 IN	48 IN	54 IN	60 IN	S&F BOX INLET OUTLET – 18 IN	S&F BOX INLET OUTLET – 24 IN	S&F BOX INLET – OUTLET 30 IN	S&F BOX INLET OUTLET – 36 IN	CBI TYPE A	CBI TYPE F	DBI TYPE 1	DBI TYPE 2	DBI TYPE 5B	DBI TYPE 5D	DBI TYPE 5F	DBI TYPE 7	MANHOLE TYPE A	MANHOLE TYPE C	CONC MED BARRIER BOX INLET TY 12B1	JUNCTION BOX	DRAINAGE JUNCTION BOX TY B	ROADWAY EXCAVATION	CHANNEL LINING CLASS IV	CLASS "A" CONCRETE	GEOTEXTILE FABRIC CL 2 FOR PIPES	
	ITEM CODE				00462	00464	00466	00468	00470	00471	25116EC	00472	00521	00522	00526	00441	00443	00445	01204	01208	01210	01212	01216	24026EC	01220	01450	01451	01452	01453	01456	01487	01490	01493	01505	01511	01517	01538	01756	01767	01608	01650	23952EC	02200	02488	08100	02607	
	UNIT TO BID				LINEAR FEET														EACH																									CUYD		SQYD	
	RAMP A																																													
R282	18+12.58	2°13' RT	22.6'	M	68														1																						1			27		239	RCP (NO ALTERNATIVE)
	INITIAL RAMP B																																													
R283	38+00	10° RT	8.8'	M							68													2																				54		375	BORE AND JACK PIPE
	RAMP C																																													
R286	39+75	00°	4.0'	M		43																					1								1								6		162	
	RAMP D																																													
R287	41+50	00°	4.6'	M	40														1													1												141	
R288	47+20	00°	59.5'	M		337														1															1							51	79		1273	
R289	61+27	00°	14.0'	M		87														2																								71		329	
	RAMP E																																													
R290	58+92	00°	10.4'	M		117														2																								18		442	
	RAMP H																																													
R293	92+50	00°	51.0'	M								360													2																		176	44		2079	
	ENTRANCES															248	231	134																												
	TOTAL SHEET				108	584					68	360				248	231	134	2	5				2	2		1					1			2				1			227	299		5040	
	TOTAL PROJECT				564	2044	198	302	251	188	68	1061	1270	111	937	248	231	134	12	19	5	8	6	4	6		3	2	1	7	1	2	1	5	5	4		2	1	5	6	2	679	1446	48.21	25764	
																																											①	①	①	①	

① CARRIED OVER TO GENERAL SUMMARY

PIPE DRAINAGE SUMMARY

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R00202SUJ.DGN
USER: msipes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2aa

PAVING AREAS

ITEM	KY 80/KY 461	NORTHERN BYPASS/KY 80	RAMP A	INITIAL RAMP B	RAMP G	RAMP H	MARK SHOPVILLE ROAD	COIN ROAD CONNECTOR	PIN OAK DRIVE CONNECTOR	COIN ROAD/ PIN OAK DRIVE	VALLEY OAK DRIVE	ENTRANCES	MOT					TOTAL PROJECT
				S	Q	U	A	R	E		Y	A	R	D	S			
1 1/2" CL4 ASPH SURF 0.38A PG76-22	174,985	34,814	2,983	3,528	1,765	4,072		1,531	2,363	10,677								236,718
1 1/2" CL3 ASPH SURF 0.38B PG64-22	45,251	13,499	1,924	2,264	1,205	2,690		582	952									68,367
1 1/2" CL2 ASPH SURF 0.38D PG64-22							5,018				2,714	7,807						15,539
4" CL4 ASPH BASE 1.00D PG76-22	120,520	31,347	2,890		1,796	4,141		1,542	2,381	6,424								171,041
3" CL4 ASPH BASE 1.00D PG76-22	51,410																	51,410
4 1/4" CL4 ASPH BASE 1.00D PG64-22	114,590	27,901	3,026		1,878	4,323		1,569	2,433	6,472								162,192
4" CL3 ASPH BASE 1.00D PG64-22	44,626	13,465	1,865		1,205	2,690		582	952				6,259					71,644
3 1/4" CL2 ASPH BASE 0.75D PG64-22											5,429	4,340						9,769
3" CL2 ASPH BASE 0.75D PG64-22							5,182											5,182
2 1/4" CL2 ASPH BASE 0.75D PG64-22							5.063					3,040						8,103
6" CRUSHED STONE BASE (1)	114,590	27,901	3,026		1,878	4,323	5,182	1,569	2,433	6,486	3,302		3,130					173,820
10 1/4" CRUSHED STONE BASE (1)	39,428	9,489	1,738		1,124	2,511		548	898									55,736
5 1/2" CRUSHED STONE BASE (1)												4,380						4,380
4" CRUSHED STONE BASE (1)												3,114						3,114
FULL DEPTH CRUSHED STONE BASE (CUYD) (2)	25,049	6,322	1,127	1,443	631	1,363	1,168	334	536	1,209								39,182
LEVELING & WEDGING PG64-22 (CUYD) (3)	5,477	991		504						263		56						7,290
4" LEVELING & WEDGING PG64-22													23,025					23,025
1 1/2" ASPHALT PAVE MILLING & TEXTURING	108,978	15,360		3,528						3,095								130,960
4" ASPHALT PAVE MILLING & TEXTURING													23,025					23,025
ASPHALT MATERIAL FOR TACK NON-TRACKING	392,752	82,015	8,076	11,584	4,848	11,085	10,080	3,654	5,696	20,639	5,427	7,807						563,663
ASPHALT SEAL AGGREGATE	27,457	7,807	1,599	1,992	978	2,155	1,492	405	671	1,905								46,461
ASPHALT SEAL COAT	27,457	7,807	1,599	1,992	978	2,155	1,492	405	671	1,905								46,461

NOTES

ALL ASHALT MIXTURES SHALL BE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH, UNLESS NOTED OTHERWISE.

(1) ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.

(2) ESTIMATED AT 2.07 TONS PER CY

(3) ESTIMATED AT 1.98 TONS PER CY

(4) BASED ON 2 APPLICATIONS AT A RATE OF 20 LBS/SY

(5) BASED ON 2 APPLICATIONS AT A RATE OF 2.4 LBS/SY

(6) ESTIMATED AT 0.70 LBS/SY

(7) TO BE USED AS DIRECTED BY THE ENGINEER TO MAINTAIN ACCESS.

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	KY 80/KY 461	NORTHERN BYPASS/KY 80	RAMP A	INITIAL RAMP B	RAMP G	RAMP H	MARK SHOPVILLE ROAD	COIN ROAD CONNECTOR	PIN OAK DRIVE CONNECTOR	COIN ROAD/ PIN OAK DRIVE	VALLEY OAK DRIVE	ENTRANCES	MOT					TOTAL PROJECT
00342	CL4 ASPH SURF 0.38A PG76-22	TON	14,436	2,872	246	291	146	336		126	195	881								19,529
00388	CL3 ASPH SURF 0.38B PG64-22	TON	3,733	1,114	159	187	99	222		48	79									5,641
00301	CL2 ASPH SURF 0.38D PG64-22	TON							414				224	644						1,282
00219	CL4 ASPH BASE 1.00D PG76-22	TON	34,997	6,896	636		395	911		339	524	1,413								46,111
00217	CL4 ASPH BASE 1.00D PG64-22	TON	26,785	6,522	707		439	1,011		367	569	1,513								37,913
00214	CL3 ASPH BASE 1.00D PG64-22	TON	9,818	2,962	410		265	592		128	209				1,377					15,761
00221	CL2 ASPH BASE 0.75D PG64-22	TON							1,482				970	1,152						3,604
00003	CRUSHED STONE BASE	TON	114,623	28,305	4,401	2,987	2,617	5,793	4,206	1,556	2,478	4,740	1,139	2,101	1,080					176,026
02677	ASPHALT PAVE MILLING & TEXTURING	TON	8,991	1,267		291						255			5,065					15,869
00190	LEVELING & WEDGING PG64-22	TON	10,844	1,962		974						521		111	5,065					19,517
24970EC	ASPHALT MATERIAL FOR TACK NON-TRACKING (6)	TON	137	29	3	4	2	4	4	1	2	7	2	3						198
20071EC	JOINT ADHESIVE	LF	154,847	35,033	3,774	4,756	2,312	5,103												205,825
24891EC	PAVE MOUNT INFRARED TEMP EQUIPMENT	SQ FT	4,153,550	846,559	80,092	31,752	48,956	112,825												5,273,734
24986EC	HMA ELECTRONIC DELIVERY MGMT SYSTEM	LS																		1
00100	ASPHALT SEAL AGGREGATE (4)	TON	549	156	32	40	20	43	30	8	13	38								929
00103	ASPHALT SEAL COAT (5)	TON	66	19	4	5	2	5	4	1	1	5								112
00020	TRAFFIC BOUND BASE (7)	TON													5,000					5,000

PAVING SUMMARY

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002AASU.DGN
USER: mslpes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2bb

GUARDRAIL SUMMARY

GUARDRAIL STATION TO STATION	STEEL "W" BEAM GUARDRAIL			GUARDRAIL END TREATMENT				TERM SECT NO. 1	BRIDGE END CONN TY A	BRIDGE END CONN TY A-1	CRASH CUSHION TY IX - A				REMOVE GUARD-RAIL	TEMP GUARD-RAIL	REMARKS
	SF	DF	SFA	1	2A	4A											
ITEM CODE	2351	2352	2355	2367	2369	2391		2360	2363	2387	2365				2381	2397	
UNIT TO BID	LINEAR FEET			EACH											LF	EACH	
KY 80/KY 461																	
MED RT STA 129+75.00 TO STA 131+75.00	200			1	1												
MED LT STA 129+75.00 TO STA 131+75.00	200			1	1												
LT STA 129+75.00 TO STA 131+75.00	200			1	1												
RT STA 136+13.44 TO STA 140+65.46	487.5			1					1								
LT STA 136+50.24 TO STA 138+65.24	250				1					1							
MED RT STA 137+33.92 TO STA 140+02.15	137.5	137.5						1	1		1						
MED LT STA 139+00.35 TO STA 139+28.55	62.5				1					1							
LT STA 143+90.34 TO STA 144+70.00	112.5								1								TIE TO PROPOSED RAMP H GUARDRAIL
MED LT STA 144+53.66 TO STA 147+21.89	137.5	137.5						1	1		1						
MED RT STA 145+27.25 TO STA 145+55.45	62.5				1					1							
RT STA 145+90.57 TO STA 155+55.57	1000				1					1							
LT STA 158+00.00 TO STA 172+25.00	1425			1	1												
RT STA 167+22.91 TO LT STA 172+28.62															506		
RT STA 167+22.91 TO RT STA 171+35.07															427		
RT STA 167+25.00 TO STA 170+00.00	275				1												TIE TO PROPOSED RAMP A GUARDRAIL
RT STA 207+64.33 TO STA 212+46.13															491		
LT STA 208+05.94 TO STA 212+49.81															454		
LT STA 209+39.50 TO STA 215+77.00	675			1													TIE TO PROPOSED COIN ROAD CONNECTOR GUARDRAIL
RT STA 235+21.79 TO 253+04.90															1866		
LT STA 235+21.92 TO 247+68.23															1304		
LT STA 235+24.63 TO STA 246+92.87	1187.5			1	1												
RT STA 235+36.63 TO STA 253+55.58	1862.5				2												
RT STA 290+82.50 TO STA 298+07.50	725			1	1												
LT STA 294+43.00 TO STA 301+43.00	700			2													
RT STA 344+28.25 TO STA 346+54.44	237.5			1				1									
LT STA 344+41.86 TO STA 346+52.75	225			1				1									
RT STA 346+81.49 TO STA 354+20.60	775							1	1								
LT STA 346+70.75 TO STA 351+54.12	525							2									
LT STA 351+72.82 TO STA 354+20.50	300							1		1							
NORTHERN BYPASS/KY 80																	
RT STA 710+48.00 TO STA 713+98.00	350			1	1												
MED RT STA 711+28.00 TO STA 715+03.00	375			1	1												
MED LT STA 712+73.00 TO STA 716+48.00	375			1	1												
LT STA 713+25.00 TO STA 721+60.00	825			1													TIE TO PROPOSED RAMP H GUARDRAIL
RT STA 716+85.00 TO STA 719+10.00	225			1	1												
LT STA 733+83.80 TO STA 749+08.80	1525			1													TIE TO PROPOSED RAMP A GUARDRAIL
MED LT STA 734+45.00 TO STA 736+45.00	200			1	1												
Ramp A																	
RT STA 10+00.00 TO STA 16+25.00	625				1												TIE TO PROPOSED NORHTERN. BYPASS/KY 80 GUARDRAIL
LT STA 15+00.00 TO STA 18+50.00	350				1	1											
LT STA 20+49.38 TO STA 29+33.91															952		
RT STA 21+66.57 TO STA 29+33.91															749		
RT STA 24+96.41 TO STA 29+33.91	437.5			1													TIE TO PROPOSED KY 80/KY 461 GUARDRAIL
Initial Ramp B																	
RT STA 22+03.67 TO STA 24+03.67	200			1	1												
RT STA 36+25.00 TO STA 38+25.00	200			1	1												
LT STA 36+25.00 TO STA 38+25.00	200			1	1												
Ramp H																	
RT STA 80+00.00 TO STA 81+50.00	150				1												TIE TO PROPOSED NORTHERN BYPASS/KY 80 GUARDRAIL
LT STA 88+00.00 TO STA 98+00.00	1000				1	1											
RT STA 104+47.33 TO STA 105+72.29	125					1											TIE TO PROPOSED KY 80/KY 461 GUARDRAIL
SHEET TOTAL	18,925.00	275		23	25	3		8	5	5	2				6749		

NOTE: RADIUS RAIL QUANTITIES HAVE BEEN ESTIMATED FOR THE PROJECT. A QUANTITY OF 1.3 TIMES THE LENGTH OF PROPOSED RADIUS RAIL HAS BEEN INCLUDED IN ALL GUARDRAIL LENGTHS.

GUARDRAIL SUMMARY (1/2)

MicroStation v8.11.9.459 E-SHEET NAME: USER: mslpes DATE PLOTTED: May 15, 2020 FILE NAME: G:\ENGR\HD033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002BBSU.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2cc

GUARDRAIL SUMMARY

GUARDRAIL STATION TO STATION	STEEL "W" BEAM GUARDRAIL			GUARDRAIL END TREATMENT				TERM SECT NO. 1	BRIDGE END CONN TY A	BRIDGE END CONN TY A-1	CRASH CUSHION TY IX - A				REMOVE GUARD-RAIL	TEMP GUARD-RAIL	REMARKS
	SF	DF	SFA	1	2A	4A											
ITEM CODE	2351	2352	2355	2367	2369	2391		2360	2363	2387	2365				2381	2397	
UNIT TO BID	LINEAR FEET			EACH											LF	LF	
APPR RT STA 180+55 OFF KY 461																	
RT STA 61+46.15 TO 63+48.65	237.5			1					1								
LT STA 62+84.00 TO STA 63+76.65	125							1	1								
RT STA 65+72.89 TO STA 67+63.63	262.5								1								TIE TO PROPOSED ENTR RT 67+70 GUARDRAIL
LT STA 66+00.89 TO STA 69+87.65	400			1					1								
COIN ROAD CONNECTOR																	
RT STA 45+40.25 TO 48+82.37	375																TIE TO PROPOSED COIN ROAD GUARDRAIL
COIN ROAD/PIN OAK DR																	
RT STA 42+75.81 TO STA 45+33.48	300			1													TIE TO PROPOSED COIN ROAD CONNECTOR GUARDRAIL
RT STA 45+66.00 TO STA 48+79.70	362.5				1				1								
LT STA 45+68.00 TO STA 48+97.88	375				1				1								
RT STA 51+02.95 TO STA 53+49.00	175				1				1								
LT STA 51+20.30 TO STA 53+49.00	275							1	1								
ENTR RT 67+70 OFF APPR RT 180+55																	
RT STA 20+60.89 TO STA 21+76.76	125							1									TIE TO PROPOSED APPR RT 180+55 GUARDRAIL
ENTR RT STA 206+70 OFF KY 461																	
RT STA 22+52.50 TO STA 26+65.00	412.5				1			1									

MicroStation v8.11.9.459
E-SHEET NAME:
USER: msipes
DATE PLOTTED: May 13, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R002DDGN.DGN

GENERAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R2dd

PROPOSAL ATTACHMENTS

SPECIAL NOTE 11 FOR PORTABLE CHANGEABLE MESSAGE SIGNS
SPECIAL NOTE 11E SPECIAL NOTE FOR BORING AND JACKING STEEL PIPE WITHOUT CARRIER PIPE
SPECIAL NOTE 11D ROCK BLASTING
SPECIAL NOTE 11M BARCODE LABEL ON PERMANENT SIGNS
SPECIAL NOTE 11N FOR LONGITUDINAL PAVEMENT JOINT ADHESIVE
SPECIAL NOTE FOR INLAID PAVEMENT MARKERS
SPECIAL NOTE FOR GROOVED ALL WEATHER PAVEMENT MARKINGS
SPECIAL NOTE FOR PAVER MOUNTED TEMPERATURE PROFILES
SPECIAL NOTE FOR TREE REMOVAL
SPECIAL NOTE FOR EXPERIMENTAL KYCT AND HAMBURG TESTING
SPECIAL NOTE FOR HMA ELECTRONIC DELIVERY MANAGEMENT SYSTEM
SPECIAL NOTE FOR FOR NON-TRACKING TACK COAT
SPECIAL NOTE FOR FOR LANE SEPARATOR CURB
SPECIAL NOTE FOR CONSTRUCTED RIFFLES
SPECIAL NOTE FOR STREAM RELOCATION
SPECIAL NOTE FOR PVC FOLD AND FORM PIPE LINER
SPECIAL NOTE FOR PIPE LINER ACCEPTANCE TESTING
SPECIAL PROVISION 69 EMBANKMENT AT BRIDGE END BENT STRUCTURES

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

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

165 BEFORE YOU DIG

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

190 DEPARTMENT OF THE ARMY PERMIT AND WATER QUALITY CERTIFICATION APPROVALS

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

429 WINTER CLOSEDOWN

ANY ASPHALT CONCRETE BASE AND/OR SURFACE COURSE USED AS A RIDING SURFACE EXPOSED TO TRAFFIC DURING WINTER CLOSEDOWN PERIODS SHALL CONTAIN NATURAL, CONGLOMERATE, CRUSHED SLAG, CRUSHED GRANITE OR CRUSHED SANDSTONE SAND IN THE PROPORTION OF NO LESS THAN 25% OF THE TOTAL COMBINED COARSE AND FINE AGGREGATE.

444 ASPHALT PAVEMENT RIDE QUALITY

PAVEMENT RIDEABILITY REQUIREMENTS, IN ACCORDANCE WITH SECTION 410 OF THE CURRENT STANDARD SPECIFICATIONS. CATEGORY 'A' SHALL APPLY ON THIS PROJECT.

447 COMPACTION OF ASPHALT MIXTURES

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

445 EDGE KEY

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

MATERIAL TRANSFER VEHICLE (MTV)

USE A MATERIAL TRANSFER VEHICLE (MTV) ACCORDING TO SECTION 403.03.05A OF THE STANDARD SPECIFICATIONS. THE MTV WILL BE USED FOR ALL MAINLINE KY 80 AND KY 461 ASPHALT BASE AND SURFACE COURSES.

650 STANDARD DRAWINGS

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

PIPE AND FENCE REMOVAL

REMOVAL OF EXISTING PIPES (SHOWN OR NOT) WITHIN THE DISTURB/CONSTRUCTION LIMITS SHALL BE CONSIDERED INCIDENTAL TO CLEARING AND GRUBBING. PIPE DESIGNATED FOR REMOVAL OUTSIDE THE DISTURB/CONSTRUCTION LIMITS WILL BE PAID PER LINEAR FOOT. REMOVAL OF EXISTING HEADWALLS FOR ANY PIPE DESIGNATED FOR REMOVAL WILL BE INCIDENTAL TO CLEARING AND GRUBBING AND / OR PIPE REMOVAL ITEMS. REMOVAL OF EXISTING FENCE WITHIN PROPOSED RIGHT OF WAY (SHOWN OR NOT) WILL BE INCIDENTAL TO CLEARING AND GRUBBING.

TREE CUTTING RESTRICTIONS

THE CONTRACTOR MUST COMPLY WITH TREE CLEARING SCHEDULES APPROVED FOR THIS PROJECT. SEE SPECIAL NOTE FOR TREE REMOVAL. CLEARING WILL BE RESTRICTED AS FOLLOWS: NO CLEARING OF TREES 5 INCHES OR GREATER (DIAMETER BREAST HEIGHT) FROM JUNE 1 - JULY 31.

STREAM RELOCATION

ALL STREAM RELOCATION WORK FOR BOTH BIG SPRING BRANCH AND FLAT LICK CREEK MUST BE THE FIRST CONSTRUCTION ACTIVITY PERFORMED. TEMPORARY STABILIZATION MEASURES MUST BE IN PLACE ALONG THE NEWLY CONSTRUCTED STREAM CHANNELS UNTIL FINAL SEEDING TAKES PLACE. UPON COMPLETION OF THE CONSTRUCTION OF THE NEW STREAM CHANNELS, AND 4 WORKING DAYS BEFORE WATER IS DIVERTED FROM THE OLD CHANNELS TO THE NEW, KYTC MUST BE CONTACTED. CONTACT NATHAN CLICK (502-782-5009) AND ANDREW LOGSDON (502-782-5021). DO NOT DIVERT WATER WITHOUT FIRST SUCCESSFULLY CONTACTING KYTC.

GUARDRAIL

THE CONTRACTOR SHALL DELIVER EXISTING SALVAGED GUARDRAIL SYSTEM MATERIALS TO THE CENTRAL SIGN SHOP AND RECYCLE CENTER AT 1224 WILKINSON BLVD. IN FRANKFORT, KY. CONTACT SECTION SUPERVISOR AT (502) 564-8187 TO SCHEDULE DELIVERY OF MATERIAL. DELIVER THE MATERIAL BETWEEN THE HOURS OF 8 AM AND 3 PM, MONDAY-FRIDAY.

CONSTRUCTION ENTRANCES

THE CONTRACTOR SHALL CONSTRUCT TEMPORARY CONSTRUCTION VEHICLE ACCESS ENTRANCES INTENDED TO REDUCE OFF- SITE TRACKING / WASHING OF SEDIMENT ONTO PUBLIC RIGHT OF WAY. THESE ENTRANCES SHALL BE CONSTRUCTED AT LOCATIONS APPROVED BY THE ENGINEER AND CONSISTING OF A MINIMUM OF 50 FEET IN LENGTH, 20 FEET IN WIDTH, AND 1 FOOT DEPTH OF CRUSHED AGGREGATE NO. 2 AND UNDERLAID WITH GEOTEXTILE FABRIC CLASS 2. QUANTITIES HAVE BEEN INCLUDED FOR SIX TEMPORARY CONSTRUCTION ENTRANCES.

TYPICAL SECTION

DIMENSIONS SHOWN ON THE TYPICAL SECTIONS FOR PAVEMENT WIDTH AND THICKNESS 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.

CRUSHED AGGREGATE SIZE NO. 2

THE BID ITEM "00021 CRUSHED AGGREGATE SIZE NO. 2" INCLUDES QUANTITIES FOR PERF. PIPE HEADWALLS, CONSTRUCTION ENTRANCES, AND TO MEET GEOTECHNICAL NOTE #10. UPON THE APPROVAL OF THE ENGINEER, KY CRUSHED AGGREGATE SIZE 3 OR 23 MAY BE SUBSTITUTED AT THE CONTRACT UNIT BID PRICE FOR CRUSHED AGGREGATE SIZE NO. 2.

CROSS HATCHING

MEASUREMENT AND PAYMENT OF CROSS HATCHING WILL BE BASED ON THE MEASURED SQUARE FEET OF MARKING AND NOT THE TOTAL MEASURED ISLAND AREA.

BUILDING REMOVAL

CONTINGENCY BID ITEMS ARE INCLUDED FOR THE REMOVAL OF STRUCTURES ON PARCEL 18 AND PARCEL 22. IF THESE STRUCTURES ARE STILL PRESENT AFTER THE AWARD OF THIS CONTRACT, AT THE DIRECTION OF THE ENGINEER, THE CONTRACTOR SHALL REMOVE THESE STRUCTURES ACCORDING TO SECTION 203 OF THE STANDARD SPECIFICATIONS. THE LUMP SUM BID ITEM "REMOVE STRUCTURE" SHALL BE CONSIDERED FULL COMPENSATION FOR ALL LABOR, MATERIALS, AND INCIDENTIALS TO COMPLETE THIS ITEM OF WORK.

GEOTECH

THE CONTRACTOR SHALL CONDUCT GRADING OPERATIONS IN SUCH A MANNER THAT LIMESTONE FROM ROADWAY EXCAVATION BE STOCKPILED SEPARATELY OR OTHERWISE MANIPULATED SO THAT THE MAXIMUM QUANTITY IS AVAILABLE FOR THOSE AREAS REQUIRING SAID MATERIAL. WASTING OF LIMESTONE SHALL NOT BE ALLOWED WITHOUT APPROVAL FROM THE ENGINEER. NO DIRECT PAYMENT WILL BE ALLOWED FOR SUCH NECESSARY MANIPULATING AS STOCKPILING, HAULING AND/OR DOUBLE HANDLING THE MATERIAL.

TEMPORARY SHEETING OR SHORING MAY BE REQUIRED WITH PLACEMENT OF LIGHTWEIGHT FILL MATERIALS. THE SPECIFIC DESIGNS FOR ANY NECESSARY SHEETING AND SHORING SHALL BE PERFORMED BY THE CONTRACTOR AND REVIEWED/APPROVED BY THE ENGINEER. CONSTRUCTION AND STABILITY OF TEMPORARY SLOPES REQUIRED FOR LIGHTWEIGHT FILL PLACEMENT ARE THE RESPONSIBILITY OF THE CONTRACTOR. CAUTION SHOULD BE USED WITH SHEETING/SHORING OR TEMPORARY SLOPES ADJACENT TO EXISTING ROADWAYS. MINIMIZE THE TIME TEMPORARY CUT SLOPES ARE EXPOSED TO REDUCE THE LIKELIHOOD OF SLOPE INSTABILITY.

DRAINAGE STRUCTURES

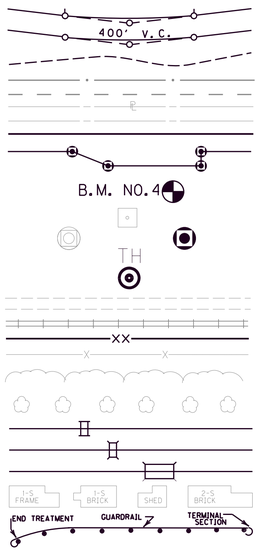
ALL EXISTING DRAINAGE STRUCTURES THAT ARE TO REUSED SHALL BE INSPECTED FOR BLOCKAGE AND STRUCTURAL INTEGRITY. THEY SHALL BE CLEANED AND REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER.

ALL DRAINAGE STRUCTURES THAT ARE TO BE EXTENDED IN-KIND AND ON THE SAME SLOPE UNLESS OTHERWISE SPECIFIED.

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R3

CONVENTIONAL SIGNS

SURVEY LINE
GRADE LINE
GROUND LINE
COUNTY LINE
CORPORATE LIMITS
EXIST. PROPERTY LINE
EXIST. RIGHT OF WAY & PROPERTY LINE
PROPOSED RIGHT OF WAY
RIGHT OF WAY MONUMENT
BENCH MARK
EXISTING R/W MARKER
RIGHT OF WAY MONUMENT EXISTING/PROPOSED
UTILITY TEST HOLE
EXISTING ROAD
RAILROAD
FENCE (CONTROLLED ACCESS)
FENCE (EXCEPT STONE AND HEDGE)
TREE LINE
TREES
PIPE CULVERT
CULVERT
BRIDGE
BUILDINGS
GUARDRAIL



	EXISTING	PROPOSED
LIGHTING POLE		
POWER POLE		
JOINT POWER & TELEPHONE POLE		
TELEPHONE & TELEGRAPH POLE		
ANCHOR, POWER OR TELEPHONE		
STUB POWER		
STUB TELEPHONE		
WATER MAIN	WM	6" WM
GAS MAIN	GM	6" GM
TELEPHONE DUCT	T	T
ELECTRIC DUCT	E	E
DIRECT BURIAL TV CABLE	TV	TV
SANITARY SEWER (WITH MANHOLE)	SAN	SAN
STORM SEWER (WITH MANHOLE)	STORM	STORM
DIRECT BURIAL ELECTRIC CABLE	E	E
DIRECT BURIAL TELEPHONE CABLE	T	T
OVERHEAD WIRE		
TRAFFIC LIGHTS		
ELECTRIC MANHOLE	EMH	EMH
TELEPHONE MANHOLE	TMH	TMH

STONE FENCE
HEDGE FENCE
SWAMP OR MARSH
SPRINGS
SINKHOLE
QUARRY SITE
BLUE LINE STREAM
INTERMITTENT STREAM OR DITCH
LAKES OR PONDS
REGULATED FLOODWAY
NORTH POINT

CONSTRUCTION LEGEND

	INITIAL	ULTIMATE (BY OTHERS)
PAVEMENT		
DRIVING LANE		
CONSTRUCTION LIMIT		
GUARDRAIL		
SPECIAL "V" DITCH		
FLAT BOTTOM DITCH		
PIPE		

UTILITY OWNERS

WATER/SEWER:

SOUTHEASTERN WATER ASSOCIATION
147 E. Somerset Church Rd.
Somerset, KY 42503
ATTN: Morris Vaughn
606-678-5501

CITY OF SOMERSET WATER/WASTEWATER DIVISION
306 E. Mt. Vernon Street
Somerset, KY 42501
ATTN: Dana Whitis
606-425-5364

GAS:

CITY OF SOMERSET NATURAL GAS
306 E. Mt. Vernon Street
Somerset, KY 42501
ATTN: Bruce Neely
606-425-5374

ELECTRIC:

SOUTH KENTUCKY RURAL ELECTRIC COOPERATIVE CORPORATION
200 Electric Avenue
Somerset, KY 42503
ATTN: Bruce Parkey
606-678-4121

EAST KENTUCKY POWER
P.O. Box 707
4775 Lexington Road
Winchester, KY 40392-0707
ATTN: Lucas Spencer
859-754-9383

COMMUNICATIONS:

SPECTRUM
105 W. Third Street
Corbin, KY. 40701-1411
ATTN: Darrell Nave
866-874-2389

KENTUCKY DATA LINK (WINDSTREAM ENTERPRISE)
619 15th St.
Ashland, KY. 41101
ATTN: Mark Ware
606-329-6195

WINDSTREAM COMMUNICATIONS
130 W. New Circle Road, Suite 170
Lexington, KY 40505
ATTN: Steve Johnson
859-357-6209

KENTUCKY WIRED

INDUSTRIAL PARK:

SOMERSET PULASKI ECONOMIC DEVELOPMENT AUTHORITY
P.O. Box 409
306 E. Mt. Vernon Street
Somerset, KY 42501
ATTN: Chris Girdler
606-425-5408

BEFORE YOU DIG

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

WARNING

UNDERGROUND NATURAL GAS LINES EXIST WITHIN THE LIMITS OF THIS PROJECT. THE CONTRACTOR IS TO USE EXTREME CAUTION TO AVOID CONTACT WITH OR DAMAGE TO THESE FACILITIES. CONTACT WITH NATURAL GAS FACILITIES COULD RESULT IN PROPERTY DAMAGE AND/OR LOSS OF LIFE.

SCALE: 1"=50'

DESIGNED BY:
DATE SUBMITTED:

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF

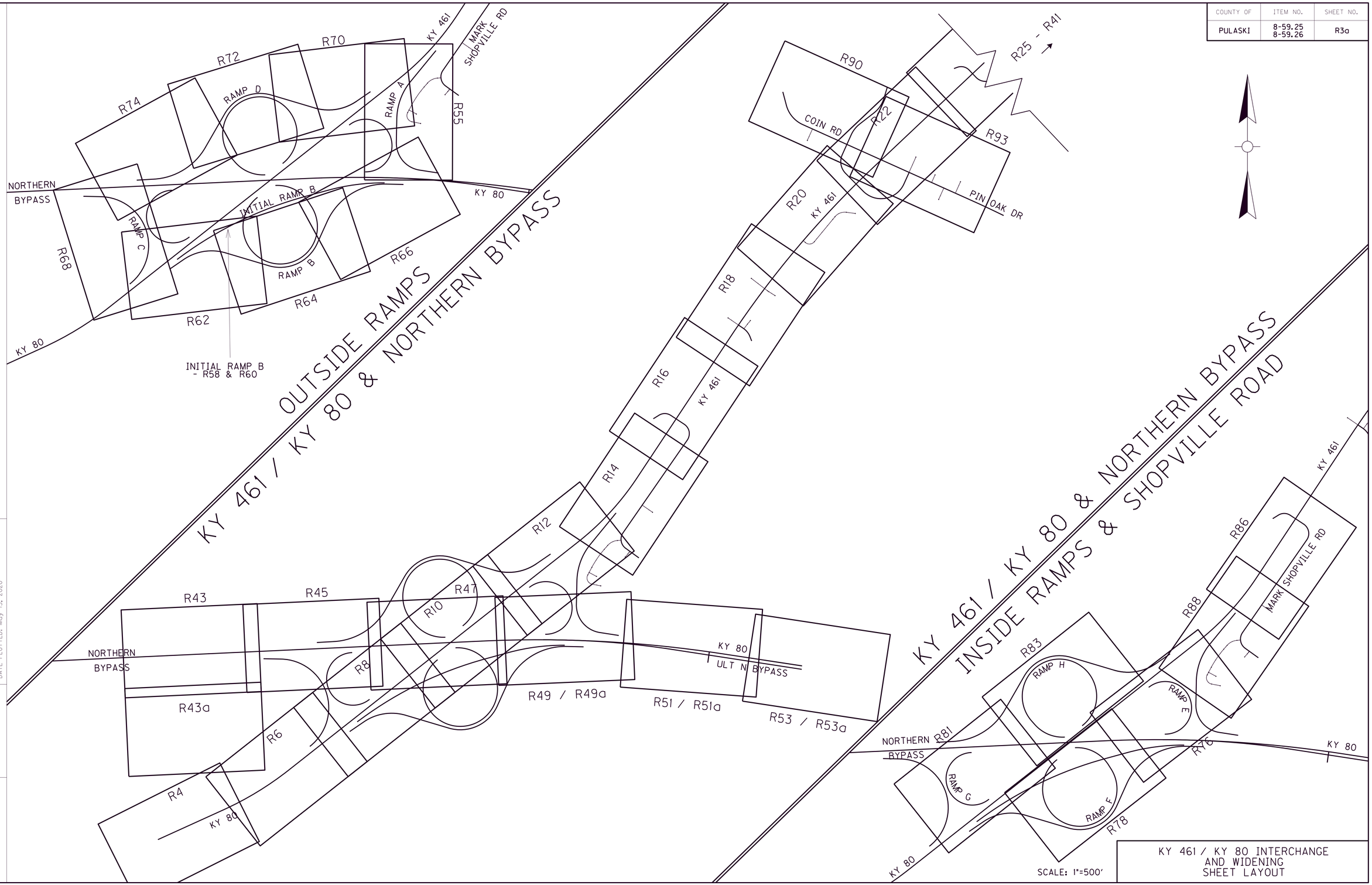
PULASKI

PROJECT NUMBERS: FD52 100-0461-000-004
NHPP 4611-009

KY 461 / KY 80 INTERCHANGE AND WIDENING
LEGEND

FILE NAME: G:\ENGR\HDI033.GA\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R003OOPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R3a



KY 461 / KY 80 INTERCHANGE
AND WIDENING
SHEET LAYOUT

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R003OAPL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R4

KY 80
PI 113+13.17
(X) = 5282423.5214
(Y) = 3582298.6367
D = 13°49'19.58" LT
T = 463.02'
L = 921.54'
R = 3820.00'
E = 27.96'
C = 1°29'59.60"
e = 4.6%
Runoff = 190
Runout = 82.6

P 15
WILLIAM A. VAUGHT & MARVIN W. VAUGHT

100 + 00

105 + 00

POB 100+00.00

BEGIN CONST.
STA. 105+00.00

PC 108+50.15 +46.76

SBA INFRASTRUCTURE, LLC
ACCESS & UTILITY
EASEMENT

300' PAVEMENT TAPER @ 25:1

160' LEFT TURN LANE

100' BAY TAPER

+00 +60 +60

TO SOMERSET

KY 80

N 65°34'17" E

C.P. 1

SPEC. V

KY 80

C.P. 2

MATCHLINE STA. 110+00

OE 1019.53 18" RCP IE 1020.54

INV 1020.05

15" RCP

OE 1017.68

EX. C/A & R/W LINE

GRAVEL

FO

WM

Utility Pole #(20509)
OWNER
SERVICE

Utility Pole #(20512)
OWNER
SERVICE

Utility Pole #(20514)
OWNER
SERVICE

Utility Pole #(20517)
OWNER
SERVICE

BARN

SHED

1 STY
FRAME

VAUGHT DR.

ASPHALT

DOYLE RD.

CR-1138

WHITSON RD.

12'

DITCH CONSTRUCTION

LT/ RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
M	105+00 - 108+00	SPEC V	ECB	1.0'	-	400 SQ YD	-
M	108+00 - 110+00	NORMAL	ECB	1.0'	-	267 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

0' 50' 100' 200'

SCALE: 1"=50'

KY 80

STA. 105+00 TO STA. 110+00

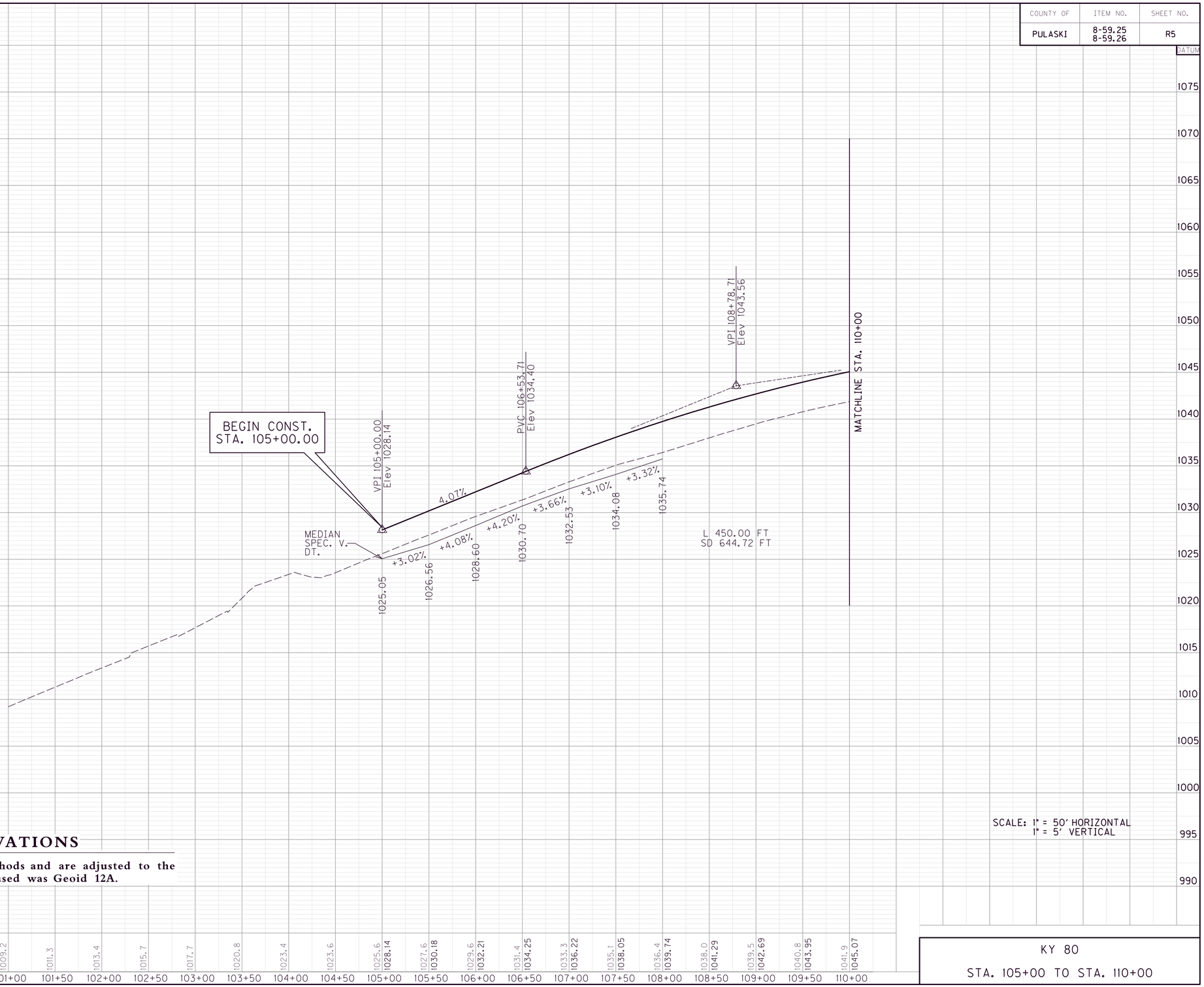
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R00400PL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R5



SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

BASIS OF ELEVATIONS

Elevations were derived from GPS methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid 12A.

KY 80

STA. 105+00 TO STA. 110+00

FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\ROO5OOPF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R6

KY 80
PI 113+13.17
(X) = 5282423.5214
(Y) = 3582298.6367
D = 13° 49'19.58" LT
T = 463.02'
L = 921.54'
R = 3820.00'
E = 27.96'
C = 1° 29'59.60"
e = 4.6%
Runoff = 190
Runout = 82.6

BARNESBURG WATER ASSOCIATION I

SBA INFRASTRUCTURE, LLC ACCESS & UTILITY EASEMENT

WILLIAM A. VAUGHT & MARVIN W. VAUGHT

NICK A. COOLEY

115+00

120+00

45+00

RAMP C POE 46+31.56
KY 80 STA. 121+46.76

MATCHLINE STA. 110+00

MATCHLINE STA. 125+00

300' PAVEMENT TAPER @ 25:1

PROP. & EX. C/A & R/W LINE

PROP. C/A & R/W LINE

EX. C/A & R/W LINE

1000' ACCELERATION LANE

119.2' PAVEMENT TAPER

300' RAMP TAPER

RAMP C

SPEC. V

EX. KY 80

KY 80

DO NOT DISTURB

DOYLE RD.

ASPHALT

BEGIN ROW
STA. 110+65.35

BARN

1 STY FRAME

POST

Utility Pole #4129A6365
OWNER SERVICE

C.P. 3

TC 1029.64
INV 1027.3950

PC 1026.62

18"

540' PAVEMENT TAPER (ULTIMATE)

PROP. C/A & R/W LINE

N 52°56'45" E- 304.55'
N 64°04'58" E- 211.63'
S 57°08'48" W- 572.48'
N 52°04'22" E- 715.63'
S 60°03'19" W- 718.10'
N 55°33'56" E 639.40'
S 72°00'56" W 316.94'
S 49°54'55" W 347.77'
S 68°15'20" W- 115.63'
S 83°02'05" W 111.58'
N 33°53'45" W 241.79'
S 35°33'48" E 68.45'
N 51° 44'58" E

+46.76
+16.76 -286.52
+65.35 141.45'
+21.53 133.49'
+15.71 99.78'
+18.50 131.11'
+75.00 129.41'
+18.20 177.10'
+65.79 188.23'
+76.66 155.38'
+75.00 300.00'
+50.00 126.00'
+95.91
+90
+05

FENCE WOVEN WIRE TY 1 – KY 461					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	110+65.35	-	116+18.5	572	0.95
RT	118+75	-	125+00	632	1.10
LT	117+16.76	-	121+46.76	427	0.55

REMOVE & REPLACE EXIST FENCE – KY 461				
SIDE	STA.	TO	STA.	LENGTH (LF)
RT	116+18.5	-	118+75	262
LT	110+65.35	-	117+16.76	617

DITCH CONSTRUCTION							
LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	110+00 - 114+50	SPEC V	ROCK•	-	-	-	-
LT	114+50 - 116+50	SPEC V	ROCK•	-	-	-	-
LT	116+50 - 118+50	SPEC V	ECB	1.5'	-	178 SQ YD	-
LT	118+50 - 121+47	NORMAL	CL IV	2.0'	2.0'	286 CU YD	-
M	110+00 - 113+50	NORMAL	ECB	1.0'	-	334 SQ YD	-
M	113+50 - 114+50	SPEC V	ECB	1.0'	-	134 SQ YD	-
M	114+50 - 125+00	NORMAL	ECB	1.0'	-	1400 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

Ⓐ N 54°08'28" E- 58.74'
Ⓑ S 68°15'20" W- 95.65'

0' 50' 100' 200'

SCALE: 1"=50'

KY 80

STA. 110+00 TO STA. 125+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0606OPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R7

DATUM

1085 1080 1075 1070 1065 1060 1055 1050 1045 1040 1035 1030 1025 1020 1015 1010 1005 1000 995 990

MATCHLINE STA. 110+00

PVT 111+03.71
Elev 1046.93

PVC 111+48.18
Elev 1047.60

1.50%

MEDIAN
SPEC. V.
DT.

+0.50%

VPI 113+88.18
Elev 1051.20

HI 114+36.18
Elev 1049.76

1045.67
1045.92
1046.17

L 480.00 FT
SD 671.66 FT

BEGIN ROW
STA. 110+65.35

PVT 116+28.18
Elev 1048.80

-1.00%

PVC 117+25.43
Elev 1047.83

VPI 118+50.43
Elev 1046.58

L 250.00 FT
SD 697.73 FT

PVT 119+75.43
Elev 1042.97

RAMP C POE 46+13.56
KY 80 STA. 121+96.76

-2.88%

STA. 123+19
ULTIMATE 18" PIPE
SEE PIPE SHEET R256

L 200.00 FT
SD 1416.60 FT

PVC 123+00.00
Elev 1033.61

VPI 124+00.00
Elev 1030.73

PVRC 125+00.00
MATCHLINE STA. 125+00

DITCH PLOTTED 30' BELOW DATUM

+1.00%

SPEC. V.
DT. LT.

1040.92 LT.

+1.31%

1042.42 LT.

1043.73 LT.

DITCH PLOTTED 30' BELOW DATUM

+0.50%

SPEC. V.
DT. LT.

1044.73 LT.

-0.50%

1043.98 LT.

-0.93%

DITCH PLOTTED 30' BELOW DATUM

-0.67%

SPEC. V.
DT. LT.

1043.05 LT.

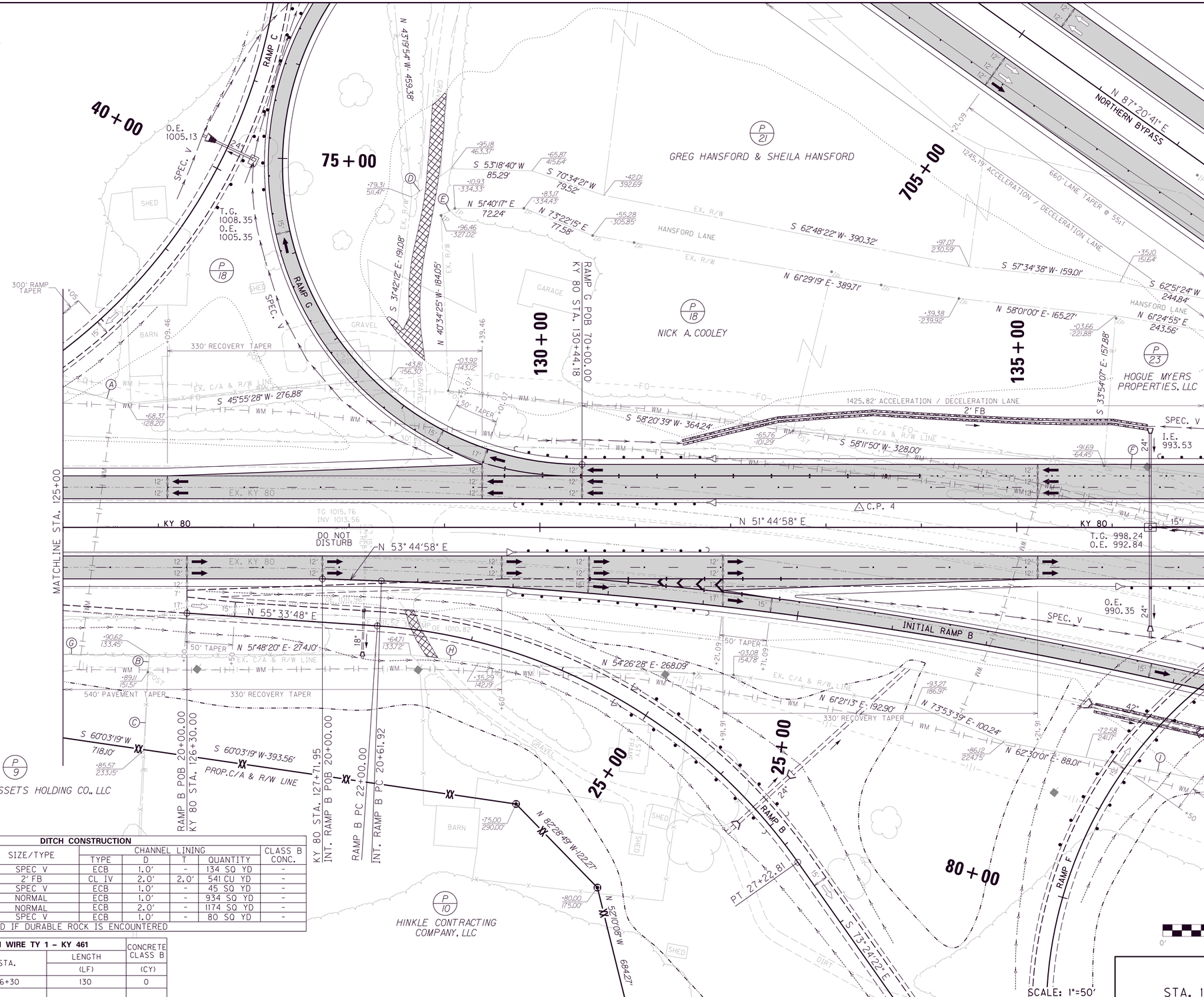
1042.05 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

| | | |

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R8

Ⓐ S 68°15'20" W - 95.65'
Ⓑ S 33°28'43" E - 18.12'
Ⓒ N 35°46'05" W - 81.72'
Ⓓ S 15°36'14" W - 50.65'
Ⓔ N 24°55'49" E - 16.21'
Ⓕ S 58°13'03" W - 374.12'
Ⓖ N 52°04'22" E - 715.63'
Ⓗ N 58°35'51" E - 71.08'
Ⓘ N 62°35'51" E - 181.90'



DITCH CONSTRUCTION							
LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	129+98 - 131+50	SPEC V	ECB	1.0'	-	134 SQ YD	-
LT	131+50 - 136+37	2' FB	CL IV	2.0'	2.0'	541 CU YD	-
LT	136+37 - 137+00	SPEC V	ECB	1.0'	-	45 SQ YD	-
M	125+00 - 132+00	NORMAL	ECB	1.0'	-	934 SQ YD	-
M	132+00 - 136+40	NORMAL	ECB	2.0'	-	1174 SQ YD	-
M	136+40 - 137+00	SPEC V	ECB	1.0'	-	80 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

FENCE WOVEN WIRE TY 1 - KY 461					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	125+00	-	126+30	130	0

KY 80

STA. 125+00 TO STA. 137+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R00800PL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R9

MATCHLINE STA. 125+00
Elev 1028.38

VPI 126+00.00
Elev 1026.03

RAMP B POB 20+00.00
KY 80 STA. 126+30.00

PVT 127+00.00
Elev 1023.23

INITIAL RAMP B POB 20+00.00
KY 80 STA. 127+79.95

STA. 128+18
ULTIMATE 18" PIPE
SEE PIPE SHEET R256

RAMP C POB 70+00.00
KY 80 STA. 130+44.18

L 200.00 FT
SD 2535.34 FT

-2.79%

PVC 132+43.24
Elev 1008.06

L 270.00 FT
SD 937.93 FT

VPI 133+78.24
Elev 1004.29

PVT 135+13.24
Elev 1003.61

STA. 136+40
CONST. STORM SYSTEM
SEE PIPE SHEET R257

(+46.17) 998.74

999.55

-0.50%

MEDIAN
SPEC. V.
DT. RT.

+1.50%

MATCHLINE STA. 137+00

2' FB SPEC.
DT. LT.

-0.50%

-0.54%

+2.56%

SPEC. V.
DT. LT.

(+44.18) 1009.52 LT.
1009.37 LT.

SPEC. V.
DT. LT.

2' FB
DT. LT.

-2.59%

-8.06%

-7.50%

-4.50%

-3.50%

-0.50%

1008.07 LT.

1006.78 LT.

1002.75 LT.

999.00 LT.

996.75 LT.

995.00 LT.

994.00 LT.

993.75 LT.

(+36.78) 993.55 LT.
(+43.25) 993.55 LT.

995.00 LT.

MEDIAN BOX
Q_{25} = 5.5 cfs
HW_{25} = 998.63
Q_{100} = 6.6 cfs
HW_{100} = 998.68

24" CROSS DRAIN
Q_{25} = 18.6 cfs
HW_{25} = 997.41
Q_{100} = 21.7 cfs
HW_{100} = 997.91

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

1024.9 1028.38	1023.5 1027.17	1022.1 1025.92	1020.7 1024.60	1019.2 1023.23	1017.8 1021.84	1016.4 1020.44	1017.3 1019.04	1015.2 1017.65	1012.8 1016.25	1011.8 1014.85	1010.8 1013.46	1009.9 1012.06	1009.1 1010.66	1008.2 1009.27	1007.0 1007.87	1005.9 1006.61	1004.8 1005.56	1003.4 1004.72	1001.8 1004.10	997.7 1003.69	992.6 1003.43	988.0 1003.18
125+00	125+50	126+00	126+50	127+00	127+50	128+00	128+50	129+00	129+50	130+00	130+50	131+00	131+50	132+00	132+50	133+00	133+50	134+00	134+50	135+00	135+50	136+00

983.2 1002.93	979.7 1002.68
136+50	137+00

KY 80

STA. 125+00 TO STA. 137+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R09000PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RIO

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	137+00 - 138+40	SPEC V	ECB	1.0'	-	125 SQ YD	-
LT	146+50 - 150+36	SPEC V	CL IV	2.0'	2.0'	539 CU YD	-
LT	150+36 - 151+00	SPEC V	CL IV	2.0'	2.0'	101 CU YD	-
M	137+00 - 138+50	SPEC V	ECB	1.0'	-	200 SQ YD	-
M	137+34 - 139+00	SPEC V	ECB	1.0'	-	222 SQ YD	-
M	145+50 - 148+00	SPEC V	ECB	1.0'	-	338 SQ YD	-
M	146+00 - 148+00	SPEC V	ECB	1.0'	-	270 SQ YD	-
M	148+00 - 151+00	NORMAL	ECB	1.0'	-	400 SQ YD	-
RT	147+25 - 148+50	4' FB	CL IV	3.0'	2.0'	194 CU YD	-
RT	148+50 - 151+00	4' FB	CL IV	2.0'	2.0'	278 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

STA.142+27.90
CONST. TWIN 90'-161'-161'-90'
TY HN78-49 PCIB OVER
NORTHERN BYPASS/KY80

STA. 142+27.90
KY80 BACK/KY461 AHEAD
STA. 713+88.54
NORTHERN BYPASS BACK/
KY80 AHEAD

BRIDGE END DRAINAGE		
LOCATION	ISLAND HEADER CURB TY. II	FLUME INLET TY II
STA. 144+15 LT	7.25 L.F.	1 EA
STA. 144+78.50 LT	7.25 L.F.	1 EA
STA. 145+52 RT	7.25 L.F.	1 EA
STA. 146+15.5 RT	7.25 L.F.	1 EA

(A)	S 71°59'57" W- 27.31'	(L)	S 63°13'35" W- 72.50'	(W)	N 25°25'04" E- 50.87'		
(B)	N 19°10'41" E- 36.09'	(M)	S 52°59'33" W- 73.28'	(X)	N 39°14'45" E- 49.64'		
(C)	N 25°55'49" E- 63.12'	(N)	S 39°02'01" W- 40.98'	(Y)	N 53°12'20" E- 64.80'		
(D)	N 76°28'41" W- 32.23'	(O)	S 25°12'33" W- 61.41'	(Z)	N 63°26'06" E- 67.80'		
(E)	N 22°28'23" E- 30.83'	(P)	S 08°59'06" W- 22.05'	(AA)	N 61°45'18" E- 35.54'	(HH)	S 39°02'01" W- 18.41'
(F)	N 83°28'04" E- 72.30'	(Q)	S 08°59'06" W- 45.69'	(BB)	N 52°56'13" E- 52.61'	(II)	S 58°13'03" W- 374.12'
(G)	N 64°47'47" E- 155.96'	(R)	S 04°09'36" E- 65.05'	(CC)	N 43°05'10" E- 60.93'	(JJ)	S 77°21'26" W- 225.00'
(H)	S 27°43'58" W- 148.33'	(S)	N 34°01'09" W- 67.54'	(DD)	N 27°56'35" E- 158.80	(KK)	S 76°49'40" W- 73.32'
(I)	S 42°52'34" W- 52.17'	(T)	N 13°29'40" W- 49.36'	(EE)	N 62°35'51" E- 181.90'	(LL)	S 5°46'28" E- 862.81'
(J)	S 52°43'36" W- 46.08'	(U)	N 03°57'00" W- 57.10'	(FF)	N 72°53'59" E- 7.02'		
(K)	S 61°32'42" W- 30.74'	(V)	N 09°11'42" E- 57.43'	(GG)	S 76°28'41" E- 512.27'		

0' 50' 100' 200'

SCALE: 1"=50'

KY 80 / KY 461
STA. 137+00 TO STA. 151+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO1000PL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R11

STA. 142 + 27.90
KY80 BACK/KY461 AHEAD
STA. 713 + 88.54
NORTHERN BYPASS BACK/
KY80 AHEAD

STA.142 + 27.90
CONST. TWIN 90'-161'-161'-90'
TY HN78-49 PCIB OVER
NORTHERN BYPASS/KY80

STA. 139+00
CONST. STORM SYSTEM
SEE PIPE SHEET R257

KY 80 STA. 139+75.00
RAMP F POE 854+73.72

RAMP H POE 105+72.29
KY 461 STA. 144+70.00

MATCHLINE STA. 137+00

MATCHLINE STA. 151+00

MEDIAN SPEC. V. DT. RT.

SPEC. V. DT. LT.

MEDIAN SPEC. V. DT. LT.

DITCH PLOTTED 40' BELOW DATUM

DITCH PLOTTED 60' ABOVE DATUM

4' FB DT. RT.

SPEC. V DT. LT. (RAMP H GORE)

VPI 149+79.36 Elev 996.28

PVC 147+54.36 Elev 997.41

L 450.00 FT
SD 533.33 FT

Q_{25} = 0.9 cfs
HW_{25} = 997.80
Q_{100} = 1.1 cfs
HW_{100} = 997.81

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

KY 80 / KY 461

STA. 137+00 TO STA. 151+00

FILE NAME: G:\ENGR\HD1033.0A\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R01100PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R12

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	151+00 - 154+00	SPEC V	CL IV	2.0'	2.0'	397 CU YD	-
LT	154+00 - 155+00	SPEC V	ECB	1.0'	-	91 SQ YD	-
LT	155+00 - 156+64	SPEC V	ECB	1.0'	-	146 SQ YD	-
LT	158+15 - 164+00	20' CC	CL IV	9.0'••	2.0'	1655 CU YD	-
M	151+00 - 162+50	NORMAL	TRMI	1.0'	-	1662 SQ YD	-
M	162+50 - 164+00	NORMAL	TRMI	1.5'	-	317 SQ YD	-
RT	151+00 - 152+00	4' FB	CL IV	2.0'	2'	111 CU YD	-
RT	152+00 - 153+20	4' FB	CL IV	2.0'	2'	133 CU YD	28 CU YD
RT	155+32 - 158+17	SPEC V	CL IV	2.0'	2'	383 CU YD	-
RT	158+17 - 160+00	SPEC V	CL IV	2.0'	2'	252 CU YD	-
RT	160+00 - 162+50	SPEC V	ECB	1.0'	-	223 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED
•• SEE CHANNEL CHANGE DETAILS FOR LIMITS OF CHANNEL LINING

FENCE WOVEN WIRE TY 1 – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
LT	158+31	-	164+00	552	0.55

KY 461
PI 166+92.02
(X) = 5286651.1114
(Y) = 3585631.4760
D = 18°13'22.04" LT
T = 524.44'
L = 1040.02'
R = 3270.00'
E = 41.79'
C = 1°45'07.79"
e = 4.0%
Runoff = 153'
Runout = 76.5'

ENTR. LT. STA. 25+70
P.O.B. (X) 5286458.4308
(Y) 3584894.9173
P.O.E. (X) 5286370.2542
(Y) 3584942.0861

ENTR. RT. STA. 67+70
P.O.B. (X) 5286751.5944
(Y) 3585327.3849
P.I. (X) 5286638.1374
(Y) 3585317.7821
P.I. (X) 5286464.8763
(Y) 3585118.9709
P.I. (X) 5286306.1761
(Y) 3584822.2997
P.O.E. (X) 5286508.9789
(Y) 3584782.2288

- Ⓐ S 29°01'47" E- 68.20'
- Ⓑ S 68°27'36" W- 58.24'
- Ⓒ S 63°09'42" W- 61.88'
- Ⓓ S 42°59'29" W- 59.17'
- Ⓔ S 27°43'58" W- 10.51'
- Ⓕ S 64°47'47" W- 155.96'
- Ⓖ S 27°43'58" W- 148.33'
- Ⓗ S 01°46'30" W- 44.15'
- Ⓘ S 63°05'10" E- 48.15'
- Ⓙ S 23°46'09" W- 22.87'
- Ⓚ S 03°59'19" E- 77.59'
- Ⓛ S 63°09'53" W- 17.48'
- Ⓜ S 63°09'53" W- 57.23'
- Ⓝ N 01°51'20" E- 23.00'
- Ⓞ S 03°59'19" E- 46.53'
- Ⓟ N 66°21'30" W- 116.79'
- Ⓠ N 89°29'34" E- 68.70'
- Ⓡ N 26°59'48" E- 166.40'
- Ⓢ S 20°41'31" W- 26.66'
- Ⓣ N 61°42'14" W- 33.70'
- Ⓤ N 27°56'35" E- 158.80'
- Ⓥ N 43°12'06" E- 61.06'
- Ⓦ N 58°54'50" E- 61.83'
- Ⓨ N 00°38'07" W- 42.10'
- Ⓩ N 27°38'50" W- 96.38'

0' 50' 100' 200'

SCALE: 1"=50'

KY 461
STA. 151+00 TO STA. 164+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R012OOPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R13

DATUM 1005 1000 995 990 985 980 975 970 965 960 955 950 945 940 935 930 925 920 915 910

MATCHLINE STA. 151+00

PVT 152+04.36
Elev 987.28

RAMP E POB 50+00.00
KY 461 STA. 153+76.46

(PLOTTED 20' ABOVE DATUM)

953.40 LT.
+9.20%
+7.60%
+6.18%
+4.86%
+3.54%
+2.30%
+1.00%
+0.98%
-1.78%
-2.18%
-3.02%
-4.00%

SPEC. V DT. LT.

958.00 LT.
961.80 LT.
964.89 LT.
967.32 LT.
969.09 LT.
970.24 LT.
970.74 LT.
971.23 LT.
(+32) 972.40 RT.
970.46 RT.
970.34 LT.
969.25 LT.
967.74 LT.
(+64) 967.31 LT.

SPEC. V DT. LT.
(RAMP D GORE)

RAMP D POB 40+00.00
KY 461 STA. 158+15.00

(+75) 967.56 RT.
964.49 RT.
957.63 RT.
950.27 RT.
942.58 RT.
934.19 RT.
933.46 RT.
936.35 RT.
938.81 RT.
940.84 RT.
942.39 RT.
943.42 RT.
943.94 RT.
944.44 RT.

-12.28%
-13.72%
-14.72%
-15.38%
-16.78%
-17.11%
+6.62%
+5.78%
+4.92%
+4.06%
+3.10%
+2.06%
+1.04%
+0.50%

SPEC. V DT. RT.
(RAMP E GORE)

STA. 158+17 CONST. 407 L.F.
OF 24" PIPE @ 0°
W/ 1-24" PC HDWL. &
1-DBI TYPE 5D
SEE PIPE SHEET R259

SPEC. V DT. RT.
(RAMP A GORE)

950.50 RT.
945.50 RT.
929.50 RT.
925.26 RT.
(+76.46) 925.75 RT.

-5.00%
-16.00%
-8.48%

4' FB
DT. RT.

STA. 154+57 CONST. 585 L.F.
OF 60" PIPE @ 25° SK. RT.
W/ 2-60° PC HDWLS.
SEE PIPE SHEET R258

CONST. TRANS. BENCHES
3,000 C.Y.

Q_{25} = 160.0 cfs
HW_{25} = 930.87
Q_{100} = 203.7 cfs
HW_{100} = 932.44

TIE TO RAMP D
STA 40+00.00

(PLOTTED 30' ABOVE DATUM)

20' CHANNEL CHANGE LT.

20' CHANNEL CHANGE RT. (SEE SHEET R112 - R112e)

Q_{25} = 8.9 cfs
HW_{25} = 931.31
Q_{100} = 10.4 cfs
HW_{100} = 931.37

PVC 163+92.50
Elev 939.76

MATCHLINE STA. 164+00

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

956.1 991.03 | 955.4 989.34 | 953.4 987.46 | 950.8 985.46 | 948.3 983.46 | 944.8 981.46 | 940.3 979.46 | 931.7 977.46 | 916.3 975.46 | 910.4 973.46 | 897.5 971.46 | 892.6 969.46 | 893.5 967.46 | 895.6 965.46 | 896.7 963.46 | 896.2 961.46 | 896.1 959.46 | 895.8 957.46 | 896.4 955.46 | 896.4 953.46 | 890.9 951.46 | 890.3 949.46 | 889.7 947.46 | 895.6 945.46 | 900.6 943.46 | 902.5 941.46 | 903.8 939.46

151+00 151+50 152+00 152+50 153+00 153+50 154+00 154+50 155+00 155+50 156+00 156+50 157+00 157+50 158+00 158+50 159+00 159+50 160+00 160+50 161+00 161+50 162+00 162+50 163+00 163+50 164+00

KY 461

STA. 151+00 TO STA. 164+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0130OPF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R14

Ⓐ	S 34°23'53" W- 148.98'	Ⓚ	N 5°18'50" W- 145.37'
Ⓑ	S 34°23'53" W- 169.17'	Ⓛ	N 63°27'16" E- 52.03'
Ⓒ	N 35°55'06" E- 66.45'	Ⓜ	N 5°18'50" W- 78.13'
Ⓓ	S 20°59'48" E- 57.39'	Ⓝ	N 71°25'28" W- 100.50'
Ⓔ	S 06°51'53" E- 101.42'	Ⓞ	N 54°13'03" W- 49.47'
Ⓕ	S 07°41'49" W- 231.40'	Ⓟ	S 54°13'03" E- 55.29'
Ⓖ	S 34°09'50" E- 22.43'	Ⓠ	S 30°56'01" W- 220.00'
Ⓗ	S 34°09'50" E- 98.17'	Ⓡ	N 34°23'53" E- 33.09'
Ⓘ	S 57°01'34" E- 27.51'	Ⓢ	N 28°00'35" E- 174.89'
Ⓙ	S 32°11'17" W- 21.17'	Ⓣ	N 23°02'44" E- 77.59'

ENTR. RT. STA. 67+70
P.O.B. (X) 5286751.5944
(Y) 3585327.3849
P.I. (X) 5286638.1374
(Y) 3585317.7821
P.I. (X) 5286464.8763
(Y) 3585118.9709
P.I. (X) 5286306.1761
(Y) 3584822.2997
P.O.E. (X) 5286508.9789
(Y) 3584782.2288

ENTR. RT. STA. 69+47
P.O.B. (X) 5286856.6444
(Y) 3585193.9783
P.I. (X) 5286841.0364
(Y) 3585172.3539
P.O.E. (X) 5286800.4089
(Y) 3585125.5533

ENTR. RT. STA. 62+75
P.O.B. (X) 5287127.4945
(Y) 3585660.4149
P.O.E. (X) 5287004.1974
(Y) 3585745.8422

PROPERTY OWNERS

(P 22) CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK

(P 69) RUSSELL HOLTZCLAW

KY 461
PI 166+92.02
(X) = 5286651.1114
(Y) = 3585631.4760
D = 18°13'22.04" LT
T = 524.44'
L = 1040.02'
R = 3270.00'
E = 41.79'
C = 1°45'07.79"
e = 4.0%
Runoff = 153'
Runout = 76.5'

REMOVE & REPLACE EXIST FENCE – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	167+36.97	-	167+85	50
RT	172+74.98	-	177+00	425
LT	170+83.57	-	177+00	612

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	164+00 - 166+00	20' CC	CL IV	9.0'••	2.0'	760 CU YD	
LT	167+00 - 169+50	2' FB	ECB	1.0'	-	334 SQ YD	-
LT	169+50 - 170+00	2' FB	CL IV	0.5'	2.0'	22 CU YD	-
LT	170+20 - 171+30	2' FB	CL IV	2.0'	2.0'	89 CU YD	19 CU YD
LT	171+30 - 176+00	SPEC V	ROCK•	-	-	-	-
LT	176+00 - 177+00	NORMAL	ROCK•	-	-	-	-
LT	176+00 - 177+00	NORMAL	ROCK•	-	-	-	-
M	164+00 - 165+68	NORMAL	TRMI	1.5'	-	355 SQ YD	-
M	165+68 - 168+95	SPEC V	ECB	1.0'	-	436 SQ YD	-
M	168+95 - 170+25	SPEC V	ECB	1.0'	-	174 SQ YD	-
M	170+25 - 171+55	SPEC V	ECB	1.0'	-	174 SQ YD	-
M	171+55 - 172+50	SPEC V	ROCK•	-	-	-	-
M	172+50 - 175+50	NORMAL	ROCK•	-	-	-	-
RT	166+50 - 168+36	2' FB	CL IV	2.0'	2.0'	331 CU YD	-
RT	168+65 - 171+50	4' FB	CL IV	2.0'	2.0'	401 CU YD	85 CU YD
RT	171+50 - 177+00	4' FB	ROCK•	-	-	-	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED
•• SEE CHANNEL CHANGE DETAILS FOR LIMITS OF CHANNEL LINING

FENCE WOVEN WIRE TY 1 – KY 461

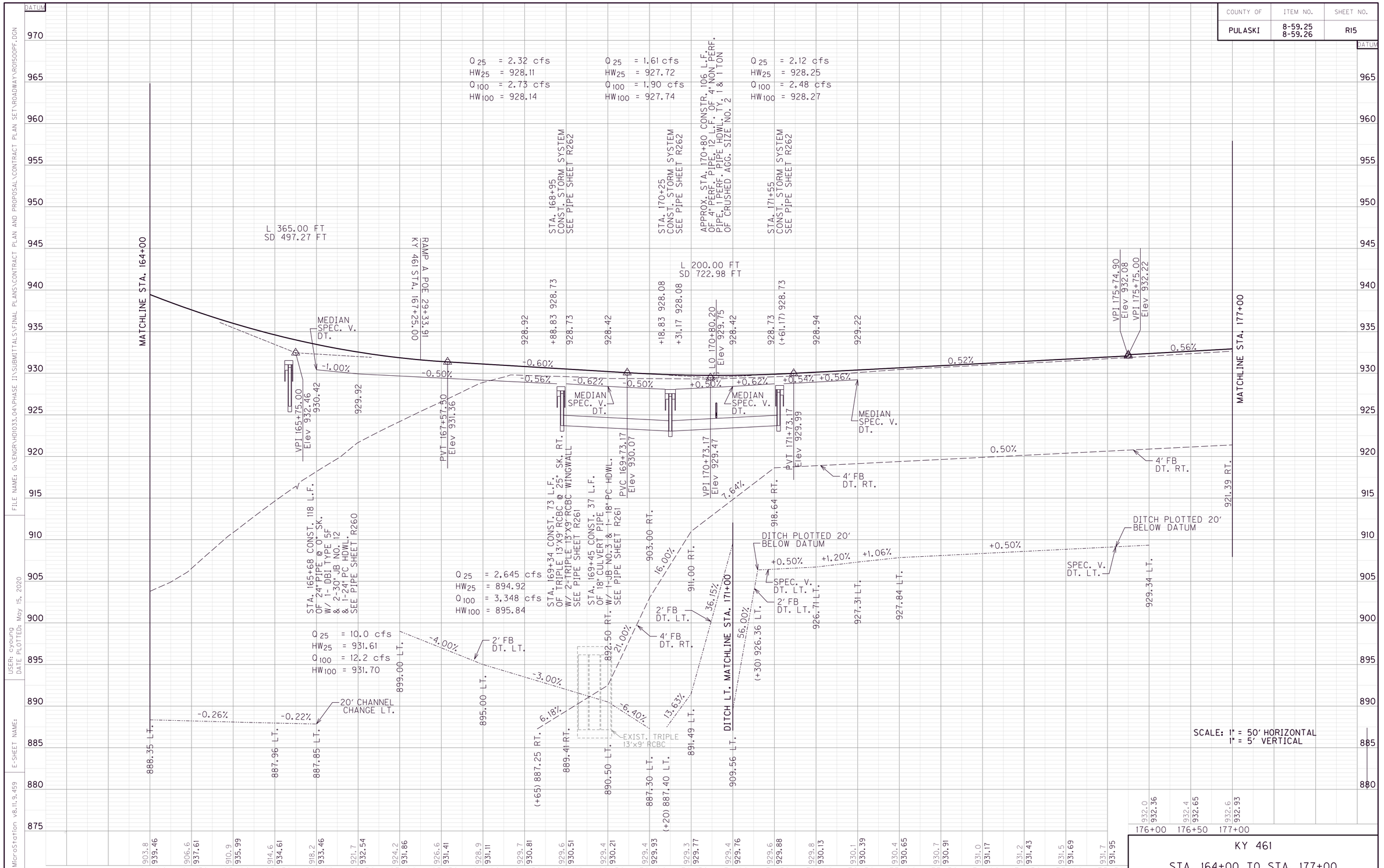
SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	167+85	-	168+33.16	54	0.95
RT	169+01.5	-	172+34.39	393	1.50
LT	164+00	-	169+60.51	596	2.60
LT	170+33.88	-	170+83.57	48	0.95

SCALE: 1"=50'

KY 461
STA. 164+00 TO STA. 177+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R014OPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R15



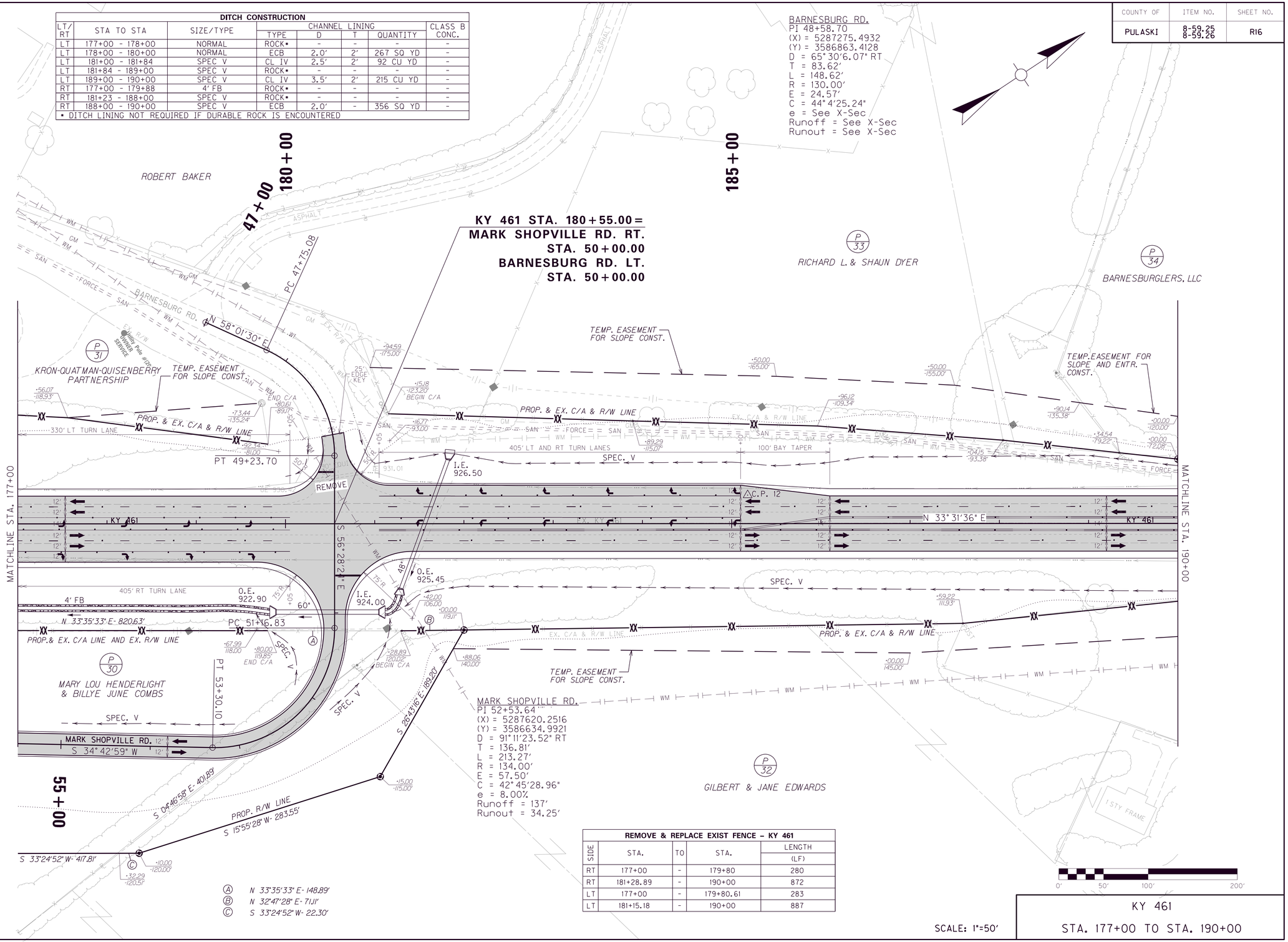
MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.GA\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R015OPF.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R16

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	177+00 - 178+00	NORMAL	ROCK•	-	-	-	-
LT	178+00 - 180+00	NORMAL	ECB	2.0'	2'	267 SQ YD	-
LT	181+00 - 181+84	SPEC V	CL IV	2.5'	2'	92 CU YD	-
LT	181+84 - 189+00	SPEC V	ROCK•	-	-	-	-
LT	189+00 - 190+00	SPEC V	CL IV	3.5'	2'	215 CU YD	-
RT	177+00 - 179+88	4' FB	ROCK•	-	-	-	-
RT	181+23 - 188+00	SPEC V	ROCK•	-	-	-	-
RT	188+00 - 190+00	SPEC V	ECB	2.0'	-	356 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED



REMOVE & REPLACE EXIST FENCE - KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	177+00	-	179+80	280
RT	181+28.89	-	190+00	872
LT	177+00	-	179+80.61	283
LT	181+15.18	-	190+00	887

SCALE: 1"=50'

KY 461

STA. 177+00 TO STA. 190+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R01600PL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R17

Q_{25} = 69.4 cfs
HW_{25} = 930.16
Q_{100} = 91.3 cfs
HW_{100} = 930.90

STA. 181+56 CONST. 153 L.F. OF 48" PIPE @ 20° SK. RT. & 2-48" PC HDWLS. SEE PIPE SHEET R263

KY 461 STA. 180+55.00 = MARK SHOPVILLE RD. RT. STA. 50+00.00 BARNESBURG RD. LT. STA. 50+00.00

L 150.00 FT
SD 10340.08 FT

MATCHLINE STA. 177+00

MATCHLINE STA. 190+00

PVC 189+22.65
Elev 940.28

VPI 189+72.65
Elev 940.58

0.56%

0.62%

0.50%

L 100.00 FT
SD 16456.79 FT

4' FB
DT. RT.

0.50%

921.39 RT.

PVC 179+90.80
Elev 934.57

922.64 RT.

(+88.40) 922.83 RT.

VPI 180+65.80
Elev 934.99

PVT 181+40.80
Elev 935.46

(+28) 925.40 RT.

6.32%

929.95 RT.

SPEC. V
DT. RT.

933.95 RT.

SPEC. V
DT. LT.

DITCH PLOTTED 20'
BELOW DATUM

4.72%

3.18%

5.21%

930.00 LT.

927.64 LT.

(+84) 926.56 LT.

930.00 LT.

SPEC. V
DT. LT.

0.50%

DITCH PLOTTED 20'
BELOW DATUM

933.75 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

177+00	177+50	178+00	178+50	179+00	179+50	180+00	180+50	181+00	181+50	182+00	182+50	183+00	183+50	184+00	184+50	185+00	185+50	186+00	186+50	187+00	187+50	188+00	188+50
932.6	933.0	933.2	933.5	933.8	934.0	934.3	934.6	934.9	935.2	935.6	935.8	936.1	936.3	936.6	937.0	937.4	937.7	938.0	938.3	938.6	938.8	939.2	939.5
932.93	933.21	933.49	933.78	934.06	934.34	934.62	934.91	935.21	935.51	935.82	936.13	936.44	936.75	937.05	937.36	937.67	937.98	938.29	938.59	938.90	939.21	939.52	939.83

189+00	189+50	190+00
939.8	940.0	940.3
940.14	940.44	940.73

KY 461

STA. 177+00 TO STA. 190+00

FILE NAME: G:\ENGR\HD1033.GA\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R017OPF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R18

DITCH CONSTRUCTION

LT/ RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	190+00 - 192+50	SPEC V	CL IV	3.5′	2.0′	537 CU YD	-
LT	192+50 - 193+74	SPEC V	CL IV	1.5′	2.0′	119 CU YD	-
LT	194+19 - 195+00	SPEC V	CL IV	1.5′	2.0′	78 CU YD	-
LT	195+00 - 199+13	SPEC V	ECB	2.0′	-	735 SQ YD	-
LT	199+55 - 200+00	SPEC V	CL IV	1.5′	2.0′	43 CU YD	-
LT	200+00 - 203+00	SPEC V	ECB	1.5′	-	400 SQ YD	-
RT	190+00 - 193+70	SPEC V	ECB	2.0′	-	658 SQ YD	-
RT	194+33 - 199+03	SPEC V	CL IV	2.0′	2.0′	592 CU YD	-
RT	199+65 - 200+50	SPEC V	CL IV	2.0′	2.0′	108 CU YD	-
RT	200+50 - 203+00	NORMAL	ECB	1.5′	-	400 SQ YD	-

▪ DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

KY 461
PI 205+53.54
(X) = 5288788.8138
(Y) = 3588857.9396
D = 13° 7′28.62" RT
T = 1323.50′
L = 2635.42′
R = 11505.00′
E = 75.88′
C = 0°29′52.83"
e = R.C.
Runoff = 89.25
Runout = 89.25

195+00

200+00

1 STY FRAME

GRAVEL

P 36 — GREGORY KEITH & LISA CHAMBERS PUGH & SHANNON CLEGHORN

P 37 — COUNTRY BOYS, LLC

P 34 — BARNESBURGLERS, LLC

KY 461 STA. 194+00.00 =
APPR. RT. STA. 50+00.00
(BABE BLVD.)
ENTR. LT. STA. 20+00.00

KY 461 STA. 199+35.00 =
ENTR. RT. STA. 20+00.00
ENTR. LT. STA. 20+00.00

TEMP. EASEMENT FOR SLOPE AND ENTR. CONST.

245′ LT TURN LANE

100′ BAY TAPER

300′ PAVEMENT TAPER @ 25:1

POB

POE

PROP. C/A & R/W LINE

PROP. & EX. C/A & R/W LINE

PROP. & EX. R/W LINE

SPEC. V

N 29°53′29" E- 280.96′

BEGIN C/A

END C/A

24"

30"

18"

34"

70′

KY 461 N 33°31′36" E

S 55°37′17" E

MATCHLINE STA. 190+00

MATCHLINE STA. 203+00

O.E. 935.80
PC 50+71.24

I.E. 936.19

PT 51+98.04

PC 192+30.03

S 21°50′13" E

DO NOT DISTURB

DO NOT DISTURB FIRE HYDRANT

TEMP. EASEMENT FOR SLOPE CONST.

TEMP. EASEMENT FOR SLOPE AND ENTR. CONST.

EDGE KEY

P 32 — GILBERT & JANE EDWARDS

P 35 — PERFORMANCE FOOD GROUP, INC.

THE ENTRANCE TO THIS PARCEL SHALL REMAIN OPEN AND ACCESSIBLE FOR TRUCK TRAFFIC AND ALL OTHER PERFORMANCE FOOD GROUP VEHICLES AT ALL TIMES

APPR. RT. STA. 50+80.00
(BABE BLVD.) =
ENTR. LT. STA. 20+00.00

52+50

BABE BLVD.

EX. R/W

EX. UTILITY EASEMENT (CITY OF SOMERSET)

UTILITY POLE #167172

WAREHOUSE

ASPHALT

GRAVEL

C.P. 13

WATER VAULT

SAN FH

WV

WM

SAN

GM

OHW

OHP

WD

NWS

APPR. RT 194+00
PI 51+36.55
(X) = 5288265.4317
(Y) = 3587818.5252
D = 33°47′24.24" RT
T = 65.30′
L = 126.80′
R = 215.00′
E = 9.70′
C = 26°38′57.12"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

ENTR. LT. STA. 194+00
P.O.B. (X) 5288028.9227
(Y) 3587980.3028
P.O.E. (X) 5288152.7296
(Y) 3587895.6160

ENTR. LT. STA. 199+35
P.O.B. (X) 5288306.3441
(Y) 3588451.8690
P.O.E. (X) 5288464.9354
(Y) 3588330.0133

ENTR. RT. STA. 199+35
P.O.B. (X) 5288464.9354
(Y) 3588330.0133
P.I. (X) 5288506.6774
(Y) 3588298.5158
P.O.E. (X) 5288589.4775
(Y) 3588246.6214

Ⓐ N 30°34′08" E- 203.46′
Ⓑ S 36°07′33" W- 259.01′
Ⓒ N 37°47′49" E- 85.83′
Ⓓ N 37°47′49" E- 70.63′
Ⓔ N 37°47′49" E- 141.11′
Ⓕ S 30°00′43" W- 18.46′
Ⓖ S 30°01′27" W- 121.16′
Ⓗ S 30°01′15" W- 60.50′
Ⓘ S 35°24′23" W- 217.82′
Ⓙ S 35°23′55" W- 104.55′
Ⓚ S 39°44′59" W- 55.52′
Ⓛ S 30°00′43" W- 5.28′

FENCE WOVEN WIRE TY 1 – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
LT	190+00	-	193+65	367	1.50
LT	194+35	-	195+75	141	0.95
LT	201+00	-	203+00	204	1.10

REMOVE & REPLACE EXIST FENCE – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	190+00	-	193+74.2	374
RT	194+33.71	-	199+06.81	469
RT	200+50	-	203+00	248
LT	195+75	-	199+07.48	329
LT	199+67.6	-	201+00	133

ENTRANCE CONSTRUCTION

LT/ RT	STATION LOCATION	TYPE	WIDTH	SQYD ASPHALT	ENTRANCE PIPE
	KY 461				
LT	194+00	RES	14′	200	24" - 45 LF
LT	199+35	RES	18′	277	24" - 43 LF
RT	199+35	COM	34′	509	30" - 62 LF
ENTR. LT. STA. 50+80 (OFF APPR. RT. STA. 194+00)					
LT	50+80	RES	9′	73	18" - 36 LF

0′ 50′ 100′ 200′

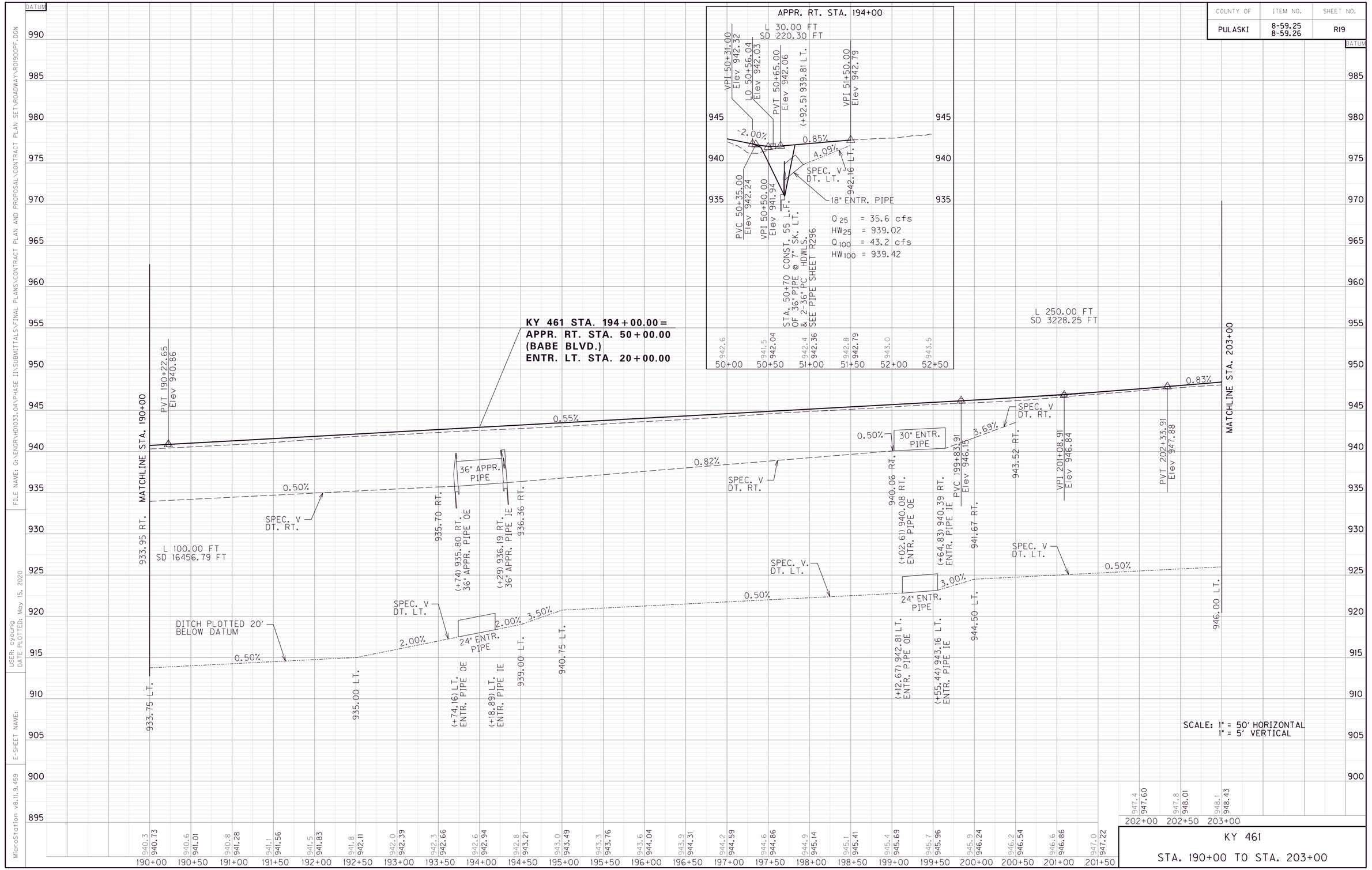
SCALE: 1"=50′

KY 461

STA. 190+00 TO STA. 203+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R01800PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R19



KY 461

STA. 190+00 TO STA. 203+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R019OPF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R20

FENCE WOVEN WIRE TY 1 – KY 461					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	206+25	-	210+40.27	467	2.60
RT	210+67.32	-	212+00	150	1.35
RT	213+00	-	215+00	198	0.40
LT	203+00	-	208+00	507	1.10
LT	210+58.59	-	211+01.9	44	0.95
LT	211+28.57	-	211+68.65	52	0.95
LT	212+37.15	-	214+85	262	2.20

FENCE WOVEN WIRE TY 1 – COIN RD.–JUGHANGLES					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	47+96.11	-	48+21.08	40	0

REMOVE & REPLACE EXIST FENCE – KY 461				
SIDE	STA.	TO	STA.	LENGTH (LF)
RT	203+00	-	206+25	322
RT	208+00	-	210+58.55	261
LT	211+68.65	-	212+37.15	70

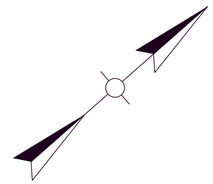
KY 461
PI 205+53.54
(X) = 5288788.8138
(Y) = 3588857.9396
D = 13° 7'28.62" RT
T = 1323.50'
L = 2635.42'
R = 11505.00'
E = 75.88'
C = 0°29'52.83"
e = R.C.
Runoff = 89.25
Runout = 89.25

Ⓐ N 50°56'39" E- 127.98'
Ⓑ S 36°07'33" W- 259.01'
Ⓒ S 71°47'22" W- 81.02'
Ⓓ N 44°34'56" E- 71.10'
Ⓔ N 22°50'08" W- 108.52'
Ⓕ N 38°46'36" E- 215.82'
Ⓖ N 60°57'17" E- 163.96'
Ⓗ N 13°24'11" E- 135.99'
Ⓘ N 45°25'00" E- 361.10'
Ⓙ S 24°48'01" W- 104.32'
Ⓚ S 24°48'01" W- 51.94'
Ⓛ S 34°28'43" W- 64.69'
Ⓜ S 34°28'43" W- 74.50'
Ⓝ S 40°31'07" W- 59.01'
Ⓞ N 60°57'17" E- 87.83'
Ⓟ N 13°24'11" E- 28.95'
Ⓠ N 28°19'43" E- 118.46'

TRANISTION TO/FROM BRIDGE PIER AND CONCRETE MEDIAN BARRIER END ARE INCIDENTAL TO BID ITEM "CONC MEDIAN BARRIER WALL TYPE 12C-50"

CONST. BARRIER WALL				
LT/RT	STA TO STA	TYPE 12C 50"	CONC MED BAR END STEEL	CL A CONC
	MAINLINE			
M	214+41	CC TY9		
M	214+35 - 214+50		196 LBS	3.87 CY
M	214+50 - 215+00	50 LF		

REMOVE PAVEMENT		
LT/RT	STATION LOCATION	SQYD
LT	212+59 - 213+20	109



205+00

210+00

P/37 COUNTRY BOYS, LLC

KY 461 STA. 206+70.00 = ENTR. RT. STA. 20+00.00

MATCHLINE STA. 203+00

MATCHLINE STA. 215+00

TEMP.EASEMENT FOR SLOPE AND ENTR.CONST.

TEMP.EASEMENT FOR SLOPE AND ENTR.CONST.

300' PAVEMENT TAPER @ 25:1

960' ACCELERATION LANE

PROP.C/A & R/W LINE

N 39°01'56" E- 378.52'

EX. C/A & R/W LINE

S 40°15'54" W- 446.42'

SPEC. V

PROP.& EX.C/A & R/W LINE

I.E. 933.61

7'X5' RCBC

2' FB

N 19°46'48" E- 72.44'

EX. C/A & R/W LINE

S 42°26'15" W- 502.74'

C.P. 14

KY 461

EX. KY 461

TAPER FROM 38' TO 50' WALL

F.L. 957.67

O.E. 953.17

PC 20+33.78

S 49°18'08" E

25' R

SPEC. V

100' BAY TAPER

405' TURN LANE

SPEC. V

N 39°32'44" E

PROP.& EX.C/A & R/W LINE

N 81°25'57" W- 84.47'

S 55°42'15" W- 124.71'

PT 21+53.10

O.E. 929.40

2' FB

EX. C/A & R/W LINE

EX. R/W LINE

7'X5' RCBC

PROP.R/W

BEGIN C/A

PROP.C/A & R/W LINE

S 45°44'14" W- 207.73'

O.E. 950.85

TEMP.EASEMENT FOR SLOPE CONST.

PROP.C/A & R/W LINE

S 40°31'07" W- 157.27'

PROP.R/W

DO NOT DISTURB TREES

PT 26+32.22

S 82°24'04" E

PC 25+40.24

25+00

28+00

P/35 PERFORMANCE FOOD GROUP, INC.

P/38 WILLIAM EARL & CHRISTINE BRINKLEY

P/39 B. J. JR. & ELSA BROWN

SAN Ø8" == SAN

SHED

BARN

GARAGE

2 STY FRAME

ASPHALT

ENTR. RT. STA. 206+70
P.O.B. (X) 5288926.0856
(Y) 3588902.1862
P.I. (X) 5289009.7150
(Y) 3588830.2594
P.I. (X) 5289357.9209
(Y) 3589251.9838
P.O.E. (X) 5289547.2597
(Y) 3589226.7241

DITCH CONSTRUCTION							
LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
	MAINLINE						
LT	203+00 - 209+00	SPEC V	ECB	1.5'	-	800 SQ YD	-
LT	210+50 - 211+10	2' FB	CL IV	2.0'	2.0'	70 CU YD	-
LT	214+50 - 215+00	2' FB	CL IV	2.0'	2.0'	85 CU YD	-
LT	214+50 - 215+00	2' FB	CL IV	2.0'	2.0'	56 CU YD	-
RT	203+00 - 206+50	NORMAL	ECB	1.5'	-	467 SQ YD	-
RT	207+00 - 209+00	SPEC V	ECB	1.0'	-	178 SQ YD	-
RT	209+00 - 210+00	SPEC V	ECB	1.0'	-	89 SQ YD	-
RT	210+00 - 212+00	SPEC V	CL IV	2.0'	2.0'	252 CU YD	-
RT	212+00 - 212+46	SPEC V	ECB	1.0'	-	45 SQ YD	-
RT	212+46 - 215+00	SPEC V	ECB	3.0'	-	667 SQ YD	-
	ENTR. RT. 206+70						
RT	20+50 - 21+00	NORMAL	ECB	1.0'	-	45 SQ YD	-
RT	21+00 - 22+00	SPEC V	ECB	1.0'	-	103 SQ YD	-
RT	22+00 - 24+45	2' FB	CL IV	2.0'	2'	278 CU YD	-
RT	24+45 - 26+25	2' FB	CL IV	2.0'	2'	178 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

ENTRANCE CONSTRUCTION					
LT/RT	STATION LOCATION	TYPE	WIDTH	SQYD ASPHALT	ENTRANCE PIPE
	KY 461				
RT	206+70	RES	14'	1,108	18" - 66 LF 30" - 72 LF

0' 50' 100' 200'

SCALE: 1"=50'

KY 461
STA. 203+00 TO STA. 215+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO2000PL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R21

DATUM

1000 995 990 985 980 975 970 965 960 955 950 945 940 935 930 925 920 915 910 905

KY 461 STA. 206+70.00 =
ENTR. RT. STA. 20+00.00

MATCHLINE STA. 203+00

946.00 LT.

0.83%

947.10 RT. | 946.66 RT. | 945.80 RT. | 945.22 RT. | 945.88 RT. | 946.56 RT. | 947.63 RT. | 949.48 RT. | 951.00 RT. | 951.29 RT. | 949.50 RT.

-0.88% | -0.86% | -1.16% | 1.32% | 1.36% | 2.14% | 3.70% | 3.04% | 0.58% | -3.58% | 0.50%

SPEC. V
DT. RT.

SPEC. V
DT. RT.

2' FB
DT. LT.

2.20%

945.50 LT. | 946.60 LT. | 950.75 RT. MATCHLINE STA. 215+00

STA. 210+92 CONST. 119 L.F.
OF 7'X5' RCBC @ 14° SK. RT.
W/ 2-7'X5' RCBC WINGWALLS
SEE PIPE SHEET R264

STA. 214+57
CONST. STORM SYSTEM
SEE PIPE SHEET R265

Q_{25} = 2.69 cfs
HW_{25} = 953.85
Q_{100} = 3.17 cfs
HW_{100} = 953.91

EXIST.
7'x5' RCBC

Q_{25} = 130.0 cfs
HW_{25} = 937.29
Q_{100} = 200.0 cfs
HW_{100} = 938.54

DITCH PLOTTED 20'
BELOW DATUM

0.50%

946.00 LT.

SPEC. V.
DT. LT.

949.00 LT.

DITCH PLOTTED 20'
BELOW DATUM

-9.84%

938.92 LT.

0.50%

934.00 LT. | 933.95 LT. (+10)

2' FB
DT. LT.

DITCH PLOTTED 20'
BELOW DATUM

7.26%

2' FB
DT. LT.

945.50 LT. | 949.13 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

948.1 948.43 | 948.4 948.84 | 948.8 949.26 | 949.2 949.67 | 949.6 950.09 | 950.0 950.50 | 950.4 950.92 | 950.9 951.33 | 951.3 951.75 | 951.7 952.17 | 952.1 952.58 | 952.5 953.00 | 952.9 953.41 | 953.3 953.83 | 953.7 954.24 | 954.2 954.66 | 954.6 955.07 | 955.1 955.49 | 955.5 955.91 | 956.0 956.32 | 956.3 956.74 | 956.7 957.15 | 957.2 957.57 | 957.6 957.98 | 958.0 958.40

203+00 | 203+50 | 204+00 | 204+50 | 205+00 | 205+50 | 206+00 | 206+50 | 207+00 | 207+50 | 208+00 | 208+50 | 209+00 | 209+50 | 210+00 | 210+50 | 211+00 | 211+50 | 212+00 | 212+50 | 213+00 | 213+50 | 214+00 | 214+50 | 215+00

KY 461

STA. 203+00 TO STA. 215+00

FILE NAME: G:\ENGR\RD\033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R02100PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R22

COIN RD. STA. 45+50.00 =
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

KY 461 STA. 215+95.00 =
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. RT. STA. 50+00.00

KY 461 STA. 220+11.35 =
COIN RD. LT. STA. 50+00.00
PIN OAK DR. RT. STA. 50+00.00
CONST. 38'-75'-75'-38'
TY 3 PCIB OVER KY 461

PIN OAK DR. STA. 53+63.50 =
ENTR. LT. STA. 20+00.00

PIN OAK DR. STA. 53+65.00 =
PIN OAK DR. CONN. RT. STA. 58+52.62

ENTR. LT. STA. 206+70
P.O.B. (X) 5290270.8814
(Y) 3589899.9516
P.O.E. (X) 5290188.8746
(Y) 3589717.5376

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
	MAINLINE						
LT	215+00 - 215+38	2' FB	CL IV	2.0'	2.0'	73 CU YD	-
LT	216+55 - 218+00	SPEC V	CL IV	2.0'	2.0'	197 CU YD	-
LT	218+00 - 221+00	SPEC V	ECB	2.0'	-	400 SQ YD	-
LT	221+00 - 230+00	NORMAL	ECB	1.5'	-	1600 SQ YD	-
RT	215+00 - 215+39	SPEC V	ECB	3.0'	-	104 SQ YD	-
RT	216+41 - 218+00	SPEC V	CL IV	2.0'	2.0'	249 CU YD	-
RT	218+00 - 223+50	NORMAL	CL IV	2.0'	2.0'	530 CU YD	-
RT	223+50 - 229+50	NORMAL	ROCK*	-	-	-	-
RT	229+50 - 230+00	NORMAL	ECB	1.0'	-	45 SQ YD	-
COIN ROAD CONN. AND PIN OAK DRIVE CONN.							
LT	45+32 - 49+05	2' FB	CL IV	2.0'	2.0'	339 CU YD	-
LT	50+90 - 52+00	SPEC V	CL IV	2.0'	2.0'	139 CU YD	-
LT	52+00 - 57+57	NORMAL	ECB	1.0'	-	445 SQ YD	-
RT	45+05 - 48+50	2' FB	CL IV	2.0'	2'	470 CU YD	-
RT	50+90 - 52+00	SPEC V	CL IV	2.0'	2'	171 CU YD	-
RT	52+00 - 53+50	NORMAL	ECB	1.0'	-	312 SQ YD	-
RT	53+50 - 58+18	SPEC V	ECB	1.0'	-	902 SQ YD	-

* DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

CONST. BARRIER WALL

LT/RT	STA TO STA	TYPE 12C 50"	CONC MED BAR END STEEL	CL A CONC
	MAINLINE			
M	215+00 - 219+96.35	496.5 LF		
M	220+26.35 - 220+45		251 LBS	7.35 CY
M	220+39	CC TY9		

FENCE WOVEN WIRE TY 1 - KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	221+40	-	223+59.42	216	1.10

FENCE WOVEN WIRE TY 1 - COIN RD.-JUGHANGLES

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	51+28.07	-	57+75	784	3.70
LT	45+26.25	-	47+96.11	372	1.65

REMOVE & REPLACE EXIST FENCE - KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	220+79.78	-	230+00	644
LT	223+56.21	-	230+00	923

COIN RD. CONN
PI 47+18.70
(X) = 5289335.1918
(Y) = 3589802.6068
D = 68°52'55.36" LT
T = 137.15'
L = 240.44'
R = 200.00'
E = 42.51'
C = 28°38'52.40"
e = 7.40%
Runoff = See X-Sec
Runout = See X-Sec

PIN OAK DR. CONN
PI 55+58.52
(X) = 5289949.4604
(Y) = 3589181.3316
D = 111°7'4.64" LT
T = 437.47'
L = 581.81'
R = 300.00'
E = 230.45'
C = 19°5'54.94"
e = 6.40%
Runoff = See X-Sec
Runout = See X-Sec

KY 461
PI 205+53.54
(X) = 5288788.8138
(Y) = 3588857.9396
D = 13°7'28.62" RT
T = 1323.50'
L = 2635.42'
R = 11505.00'
E = 75.88'
C = 0°29'52.83"
e = R.C.
Runoff = 89.25
Runout = 89.25

(A) N 62°54'35" W- 280.35'
(B) R = 69.00' ARC = 35.34'
CHORD = N 38°52'43" E- 34.95'
(C) N 24°12'25" E- 28.24'
(D) R = 369.50' ARC = 179.24'
CHORD = N 38°06'13" E- 177.48'
(E) R = 330.50' ARC = 119.61'
CHORD = N 41°37'54" E- 118.96'
(F) S 16°46'57" W- 10.58'
(G) R = 590.00' ARC = 294.20'
CHORD = S 31°04'03" W- 291.16'
(H) R = 260.00' ARC = 189.33'
CHORD = S 24°29'30" W- 185.17'
(I) N 56°25'09" W- 64.05'
(J) N 48°40'49" W- 53.92'
(K) N 61°39'56" W- 7.31'
(L) N 45°25'00" E- 361.10'
(M) N 20°52'58" W- 137.82'
(N) N 61°44'27" W- 85.21'
(O) S 45°44'14" W- 207.73'
(P) R = 150.00' ARC = 123.01'
CHORD = S 83°00'49" E- 119.59'
(Q) R = 300.00' ARC = 129.66'
CHORD = S 85°52'27" W- 128.65'
(R) N 61°44'27" W- 30.43'
(S) N 51°41'27" E- 90.05'
(T) S 21°15'33" W- 79.89'
(U) R = 200.00' ARC = 83.74'
CHORD = N 05°06'27" E- 83.13'
(V) S 42°12'23" W- 84.71'
(W) N 65°13'40" W- 125.88'
(X) N 56°25'09" W- 4.72'
(Y) S 21°15'33" W- 38.47'
(Z) S 58°47'53" E- 124.35'

SCALE: 1"=50'

KY 461
STA. 215+00 TO STA. 230+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R02200PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R23

Q_{25} = 2.12 cfs	Q_{25} = 1.56 cfs	Q_{25} = 0.95 cfs	Q_{25} = 0.33 cfs
HW_{25} = 954.40	HW_{25} = 955.57	HW_{25} = 956.40	HW_{25} = 957.18
Q_{100} = 2.50 cfs	Q_{100} = 1.84 cfs	Q_{100} = 1.12 cfs	Q_{100} = 0.38 cfs
HW_{100} = 954.45	HW_{100} = 955.61	HW_{100} = 956.44	HW_{100} = 957.20

STA. 215+70
CONST. STORM SYSTEM
SEE PIPE SHEET R265

STA. 216+83
CONST. STORM SYSTEM
SEE PIPE SHEET R265

STA. 217+96
CONST. STORM SYSTEM
SEE PIPE SHEET R265

STA. 219+09
CONST. STORM SYSTEM
SEE PIPE SHEET R265

KY 461 STA. 215+95.00 =
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

KY 461 STA. 220+11.35 =
COIN RD. STA. 50+00.00
PIN OAK DR. STA. 50+00.00
CONST. 38'–75'–75'–38'
TY 3 PCIB OVER KY 461

L 100.00 FT
SD 16146.49 FT

MATCHLINE STA. 215+00

MATCHLINE STA. 230+00

950.75 RT.

0.57% 30" APPR. PIPE 2.86% 3.36% SPEC. V DT. RT.

0.83%

0.85%

946.60 LT.
946.70 LT. (+43) 950.99 RT. 30" PIPE OE
30" PIPE IE (+37) 951.72 RT.
951.92 RT.
953.35 RT.
956.71 RT.

0.50%

DITCH PLOTTED 20' BELOW DATUM

SPEC. V. DT. LT.

0.74%

8.75% 36" APPR. PIPE 4.89% 3.76% 1.62% 0.50%

949.13 LT.
(+43) 952.26 LT. 36" PIPE OE
(+50) 952.80 LT. 36" PIPE IE
954.91 LT.
956.79 LT.
957.60 LT.
958.85 LT.
959.22 LT.

PVC 222+21.58
Elev 964.40

VPI 222+71.58
Elev 964.81

PVT 223+21.58
Elev 965.24

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

KY 461

STA. 215+00 TO STA. 230+00

DATUM: 1010, 1005, 1000, 995, 990, 985, 980, 975, 970, 965, 960, 955, 950, 945, 940, 935, 930, 925, 920, 915

| | | |

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R24

BEGIN CONST.
STA. 44+65.25

VPI 44+65.25
Elev 976.81

PVC 44+75.00
Elev 976.61

VPI 45+25.00
Elev 975.61

PVT 45+75.00
Elev 973.61

-2.00%

L 100.00 FT
SD 589.58 FT

2' FB
DT. RT.

-3.42%

-3.50%

-4.00%

964.96 RT.

963.25 RT.

961.50 RT.

-7.50%

950.72 RT.

-7.10%

946.70 RT.

Q_{25} = 25.9 cfs
HW_{25} = 955.15
Q_{100} = 29.3 cfs
HW_{100} = 955.32

STA. 49+05 CONST. 109 L.F.
OF 36" PIPE @ 0° SK.
W/ 2-36" PC HDWLS.
SEE PIPE SHEET R297

L 100.00 FT
SD 1200.00 FT

PVC 48+21.20
Elev 963.76

CONST. TRANS. BENCHES
903 C.Y.

PVT 49+21.20
Elev 960.76

VPI 48+71.20
Elev 961.76

-8.00%

VPI 49+69.00
Elev 959.81

Q_{25} = 16.8 cfs
HW_{25} = 953.70
Q_{100} = 20.4 cfs
HW_{100} = 953.94

STA. 50+90 CONST. 94 L.F.
OF 30" PIPE @ 0° SK.
W/ 2-30" PC HDWLS.
SEE PIPE SHEET R298

APPROX. STA. 51+63 CONSTR. 106 L.F.
OF 4" PERF. PIPE, 8 L.F. OF 4" NON PERF.
PIPE, 1 PERF. PIPE HDWL. TY. 4 & 1 TON
OF CRUSHED AGG. SIZE NO. 2

KY 461 STA. 215+95.00 =
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

VPI 50+31.00
Elev 958.57

-2.00%

-2.08%

PVC 50+48.35
Elev 958.22

L 200.00 FT
SD 314.26 FT

LO 51+62.63
Elev 957.08

(+90) 950.99 RT.

951.50 RT.

-6.00%

VPI 51+48.35
Elev 956.22

SPEC. V
DT. RT.

-4.72%

954.50 RT.

956.86 RT.

PVT 52+48.35
Elev 957.72

SPEC. V
DT. RT.

0.70%

1.50%

958.90 RT.

959.25 RT.

0.50%

L 100.00 FT
SD 1708.14 FT

PVC 56+00.00
Elev 963.00

VPI 56+50.00
Elev 963.75

PVRC 57+00.00
Elev 964.17

L 100.00 FT
SD 392.71 FT

VPI 57+50.00
Elev 964.60

961.25 RT.

END CONST.
STA. 58+33.12

VPI 58+33.12
Elev 966.26

2.00%

PVT 58+00.00
Elev 965.60

2' FB
DT. LT.

-4.90%

-2.40%

-3.48%

-2.72%

-3.60%

-2.10%

-3.00%

964.10 LT.

961.65 LT.

960.45 LT.

958.71 LT.

957.35 LT.

955.55 LT.

954.50 LT.

953.00 LT.
(+05) 952.80 LT.

DITCH PLOTTED 25'
BELOW DATUM

(+90) 951.72 LT.
952.00 LT.

-4.00%

-0.92%

954.00 LT.

954.46 LT.

DITCH PLOTTED 25'
BELOW DATUM

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

| | | |

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R25

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	230+00 - 234+82	NORMAL	ECB	1.5'	-	879 SQ YD	-
LT	236+77 - 238+50	2' FB	CL IV	2.0'	2.0'	202 CU YD	-
LT	238+50 - 239+00	SPEC V	CL IV	2.0'	2.0'	49 CU YD	-
LT	242+00 - 242+40	2' FB	CL IV	2.0'	2.0'	40 CU YD	-
LT	242+40 - 243+00	2' FB	CL IV	2.0'	2.0'	63 CU YD	-
RT	230+00 - 234+92	NORMAL	ECB	1.0'	-	440 SQ YD	-
RT	235+50 - 237+60	2' FB	CL IV	2.0'	2.0'	183 CU YD	-
RT	242+33 - 243+50	2' FB	CL IV	2.0'	2.0'	142 CU YD	30 CU YD
RT	243+50 - 245+00	2' FB	CL IV	2.0'	2.0'	167 CU YD	-

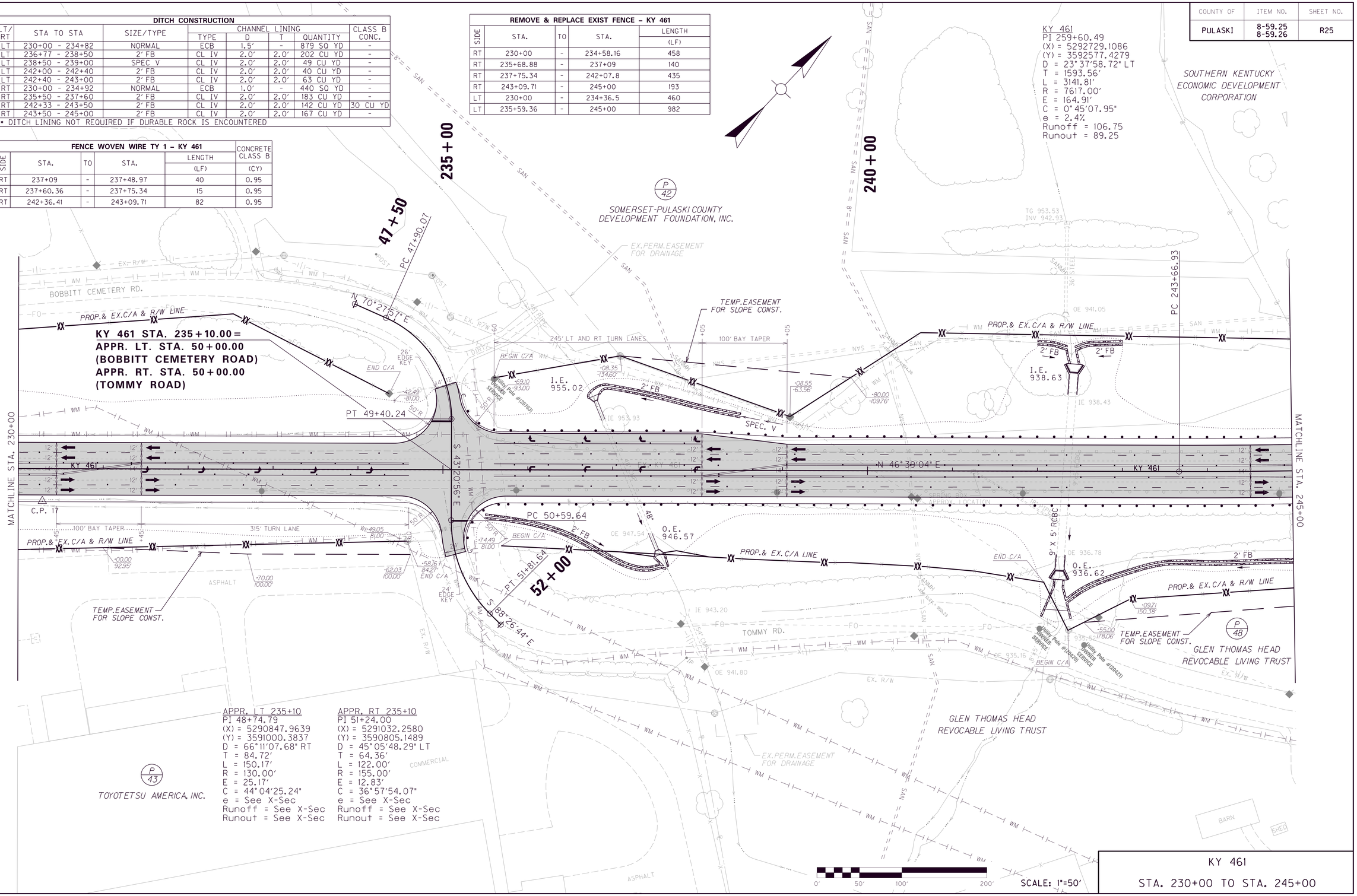
• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

REMOVE & REPLACE EXIST FENCE - KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	230+00	-	234+58.16	458
RT	235+68.88	-	237+09	140
RT	237+75.34	-	242+07.8	435
RT	243+09.71	-	245+00	193
LT	230+00	-	234+36.5	460
LT	235+59.36	-	245+00	982

FENCE WOVEN WIRE TY 1 - KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	237+09	-	237+48.97	40	0.95
RT	237+60.36	-	237+75.34	15	0.95
RT	242+36.41	-	243+09.71	82	0.95



APPR. LT 235+10
PI 48+74.79
(X) = 5290847.9639
(Y) = 3591000.3837
D = 66°11'07.68" RT
T = 84.72'
L = 150.17'
R = 130.00'
E = 25.17'
C = 44°04'25.24"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

APPR. RT 235+10
PI 51+24.00
(X) = 5291032.2580
(Y) = 3590805.1489
D = 45°05'48.29" LT
T = 64.36'
L = 122.00'
R = 155.00'
E = 12.83'
C = 36°57'54.07"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

0' 50' 100' 200'

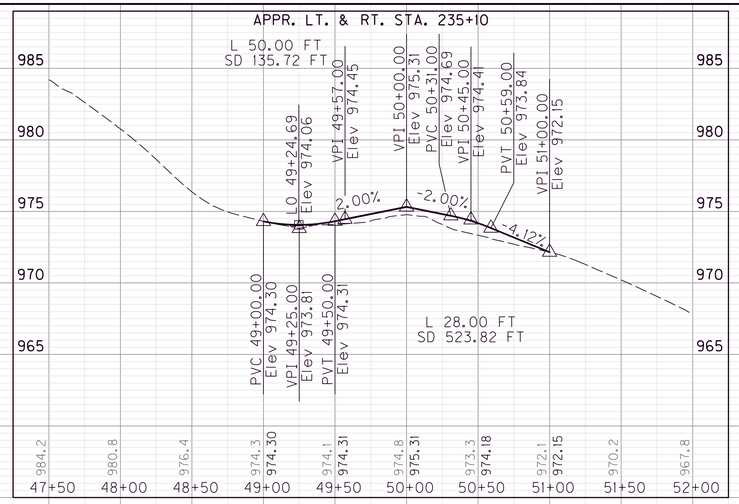
SCALE: 1"=50'

KY 461

STA. 230+00 TO STA. 245+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R02500PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R26



KY 461 STA. 235+10.00 =
APPR. LT. STA. 50+00.00
(BOBBITT CEMETERY ROAD)
APPR. RT. STA. 50+00.00
(TOMMY ROAD)

MATCHLINE STA. 230+00

PVC 230+52.83
Elev 971.47

VPI 231+52.83
Elev 972.33

PVT 232+52.83
Elev 973.16

0.85%

L 200.00 FT
SD 64490.07 FT

0.84%

SPEC. V
DT. LT.

4.02%

9.00%

2' FB
DT. LT.

11.00%

-14.30%

-7.61%

-12.20%

972.63 RT

(+77) 955.25 LT.

957.00 LT.

968.00 LT.

972.50 LT.

974.51 LT.

951.18 RT.

(+60) 945.65 RT.

EXIST.
48" CMP

Q_{25} = 60.8 cfs
HW_{25} = 958.44
Q_{100} = 74.7 cfs
HW_{100} = 958.99

STA. 237+13 CONST. 55 L.F.
OF 48" PIPE @ 23° SK. LT.
W/ 2-48" CONCRETE COLLAR
W/ 14.82 CUYD CLASS A CONCRETE
& 2-48° PC HDWLS.
SEE PIPE SHEET R266

STA. 242+35 CONST. 43 L.F.
OF 9'X5' RCBC @ 41° SK. RT.
W/ 2-9'X5' RCBC WINGWALLS
SEE PIPE SHEET R267

MATCHLINE STA. 245+00

DITCH PLOTTED 20'
ABOVE DATUM

2' FB
DT. LT.

-5.93%

5.30%

2.10%

941.87 LT.

(+40) 939.50 LT.
939.71 LT.

942.36 LT.

958.00 RT.

2.00%

2' FB
DT. RT.

12.70%

955.00 RT.

22.48%

948.65 RT.

Q_{25} = 146.0 cfs
HW_{25} = 941.72
Q_{100} = 208.0 cfs
HW_{100} = 942.55

EXIST.
9'x5' RCBC

8.29%

(+33) 936.00 RT.

937.41 RT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

KY 461

STA. 230+00 TO STA. 245+00

DATUM
1020 1015 1010 1005 1000 995 990 985 980 975 970 965 960 955 950 945 940 935 930 925

970.7 971.02 | 971.2 971.45 | 971.5 971.88 | 972.0 972.30 | 972.4 972.72 | 972.8 973.14 | 973.1 973.56 | 973.4 973.98 | 973.9 974.39 | 974.3 974.81 | 974.7 975.23 | 975.1 975.65 | 975.6 976.07 | 976.0 976.48 | 976.5 976.90 | 977.0 977.32 | 977.3 977.74 | 977.7 978.16 | 978.1 978.58 | 978.5 978.99 | 978.9 979.41 | 979.3 979.83 | 979.6 980.25 | 979.9 980.67 | 980.4 981.08 | 980.8 981.50 | 981.3 981.92 | 981.7 982.34 | 982.1 982.76 | 982.5 983.17 | 982.8 983.59

230+00 230+50 231+00 231+50 232+00 232+50 233+00 233+50 234+00 234+50 235+00 235+50 236+00 236+50 237+00 237+50 238+00 238+50 239+00 239+50 240+00 240+50 241+00 241+50 242+00 242+50 243+00 243+50 244+00 244+50 245+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R026OOPF.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R27

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	251+85 - 252+00	2' FB	CL IV	2.0'	2.0'	17 CU YD	-
LT	251+90 - 252+00	2' FB	CL IV	2.0'	2.0'	11 CU YD	-
LT	252+00 - 253+50	SPEC V	CL IV	2.0'	2.0'	189 CU YD	-
LT	253+50 - 254+50	SPEC V	ROCK•	-	-	-	-
LT	254+00 - 257+00	NORMAL	ECB	2.0'	-	445 SQ YD	-
LT	257+00 - 258+00	NORMAL	ROCK•	-	-	-	-
RT	245+00 - 254+00	2' FB	CL IV	2.0'	2.0'	1000 CU YD	-
RT	254+00 - 257+50	NORMAL	ECB	1.0'	-	467 SQ YD	-
RT	257+50 - 258+00	NORMAL	ROCK•	-	-	-	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

FENCE WOVEN WIRE TY 1 – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
LT	251+80.06	-	254+52.44	270	0.95

REMOVE & REPLACE EXIST FENCE – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	245+00	-	258+00	1,320
RT	245+00	-	250+25.54	518
LT	254+52.43	-	258+00	343

APPR. LT 251+08
PI 49+13.73
(X) = 5292015.8312
(Y) = 3592076.7194
D = 42°41'05.34" RT
T = 39.07'
L = 74.50'
R = 100.00'
E = 7.36'
C = 57°17'44.81"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

KY 461
PI 259+60.49
(X) = 5292729.1086
(Y) = 3592577.4279
D = 23°37'58.72" LT
T = 1593.56'
L = 3141.81'
R = 7617.00'
E = 164.91'
C = 0°45'07.95"
e = 2.4%
Runoff = 106.75
Runout = 89.25

GARNER & EARLENE McKINNEY (P 54)

CLAUNCH FAMILY LIMITED PARTNERSHIP (P 52)

SOUTHERN KENTUCKY ECONOMIC DEVELOPMENT CORPORATION

SOMERSET PULASKI COUNTY DEVELOPMENT FOUNDATION

FOUR SIXTY LLC

GLEN THOMAS HEAD REVOCABLE LIVING TRUST (P 48)

TEMP.EASEMENT FOR SLOPE CONST.

TEMP.EASEMENT FOR SLOPE CONST.

TEMP.EASEMENT FOR SLOPE CONST.

TEMP.EASEMENT FOR SLOPE CONST.

KY 461 STA. 251+08.00 = APPR. LT. STA. 50+00.00 (VALLEY OAK DR.)

MATCHLINE STA. 245+00

MATCHLINE STA. 258+00

250+00

255+00

48+00

C.P. 18

C.P. 19

PT 49+49.16

N 88°23'31" E

S 48°55'24" E

PC 48+74.66

VALLEY OAK WELBORN RD.

KY 461

EX. KY 461

245' TURN LANE

100' BAY TAPER

430' TURN LANE

2' FB

PROP. C/A & R/W LINE

PROP. & EX. C/A & R/W LINE

EX. R/W

BEGIN C/A

END C/A

SPEC. V

I.E. 980.50

18" RCP

51' EDGE KEY

GARAGE

1 STY FRAME

ASPHALT

GRAVEL

SHED

TOMMY RD.

PROPERTY OWNERS

(P 49) CRYSTAL & ADAM DAVIS AND AMY & DOUG McMULLIN

0' 50' 100' 200'

SCALE: 1"=50'

KY 461
STA. 245+00 TO STA. 258+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R02700PL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R28

APPR. LT. STA. 251+08

L 30.00 FT
SD 400.29 FT

VPI 49+25.00
Elev 987.32

VPI 49+69.00
Elev 987.93

0.06%

2.40%

PVC 49+29.00
Elev 987.32

VPI 49+44.00
Elev 987.33

PVT 49+59.00
Elev 987.69

STA. 49+31.43 CONST. 16 L.F.
OF 36" PIPE @ 10° SK.
W/ 1-36" JB NO. 23
& 1-36" S.&F. BOX I/O HDWL.
SEE PIPE SHEET R302

Q_{25} = 32.5 cfs
HW_{25} = 983.30
Q_{100} = 39.4 cfs
HW_{100} = 983.72

48+00	48+50	49+00	49+50	50+00
987.9	988.0	987.4	987.3 987.51	988.3

KY 461 STA. 251+08.00 =
APPR. LT. STA. 50+00.00
(VALLEY OAK DRIVE)

MATCHLINE STA. 245+00

MATCHLINE STA. 258+00

0.84%

2.00%

11.56%

984.00 RT.

989.78 RT.

2' FB
DT. RT.

4.00%

6.00%

974.00 RT.

976.00 RT.

962.00 RT.

2.00%

DITCH PLOTTED 20'
BELOW DATUM

SPEC. V
DT. LT.

2.76%

2' FB
DT. LT.

988.37 LT.

(+85) 981.05 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

245+00	245+50	246+00	246+50	247+00	247+50	248+00	248+50	249+00	249+50	250+00	250+50	251+00	251+50	252+00	252+50	253+00	253+50	254+00	254+50	255+00	255+50	256+00	256+50
982.8 983.59	983.4 984.01	983.9 984.43	984.3 984.85	984.7 985.26	985.2 985.68	985.6 986.10	986.0 986.52	986.5 986.94	986.9 987.35	987.3 987.77	987.7 988.19	988.2 988.61	988.6 989.03	989.2 989.45	989.6 989.86	990.0 990.28	990.4 990.70	990.8 991.12	991.2 991.54	991.6 991.95	992.0 992.37	992.4 992.79	992.9 993.21

257+00	257+50	258+00
993.3 993.63	993.7 994.04	994.1 994.46

KY 461

STA. 245+00 TO STA. 258+00

FILE NAME: G:\ENGR\HD1033.GA\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R02800PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R29



KY 461
PI 259+60.49
(X) = 5292729.1086
(Y) = 3592577.4279
D = 23°37'58.72" LT
T = 1593.56'
L = 3141.81'
R = 7617.00'
E = 164.91'
C = 0°45'07.95"
e = 2.4%
Runoff = 106.75
Runout = 89.25

APPR. RT 269+60
PI 51+38.11
(X) = 5293242.5615
(Y) = 3593484.2122
D = 66°42'16.33" RT
T = 72.40'
L = 128.06'
R = 110.00'
E = 21.69'
C = 52°05'13.46"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	258+00 - 267+50	NORMAL	ROCK•	-	-	-	-
LT	267+50 - 269+00	NORMAL	ECB	2.0'	-	267 SQ YD	-
LT	269+80 - 272+00	SPEC V	ECB	1.5'	-	267 SQ YD	-
RT	258+00 - 266+50	NORMAL	ROCK•	-	-	-	-
RT	266+50 - 268+50	NORMAL	ECB	1.0'	-	334 SQ YD	-
RT	270+50 - 272+00	SPEC V	ECB	1.0'	-	200 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

ENTRANCE CONSTRUCTION

LT/RT	STATION LOCATION	TYPE	WIDTH	SQYD ASPHALT	ENTRANCE PIPE
	KY 461				
LT	269+60	RES	14'	173	NONE

Ⓐ N 06°02'52" E- 48.55'
Ⓑ N 58°06'32" E- 79.11'
Ⓒ S 38°44'50" W- 115.49'

REMOVE & REPLACE EXIST FENCE – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	258+00	-	268+78.31	1,091
RT	270+07.72	-	271+10	111
LT	258+00	-	269+50	1,133
LT	270+00	-	272+00	198

260+00
265+00
270+00
258+00
52+50
MATCHLINE STA. 258+00
MATCHLINE STA. 272+00
KY 461 STA. 269+60.00 =
ENTR. LT. STA. 20+00.00
APPR. RT. STA. 50+00.00
(TOMMY ROAD)
ENTR. LT. STA. 269+60
P.O.B. (X) 5293023.3923
(Y) 3593647.8172
P.I. (X) 5293020.5928
(Y) 3593598.0236
P.O.E. (X) 5293119.6616
(Y) 3593547.2274
TEMP.EASEMENT FOR SLOPE AND ENTR. CONST.
PROP. & EX. C/A & R/W LINE
EX. KY 461
P 52
CLAUNCH FAMILY LIMITED PARTNERSHIP
P 49
CRYSTAL & ADAM DAVIS AND AMY & DOUG McMULLIN
TEMP.EASEMENT FOR SLOPE CONST.
P 50
RONNIE LEE & PAM INABNITT
MATRE LLC
ASPHALT
GAS STATION
PUMP
EX. R/W
TOMMY RD.
FLAT LICK WMD.
FLAT LICK BAPTIST CHURCH
P 51
COMMERCIAL
PROP. & EX. R/W LINE
FOB
BEGIN C/A
END C/A
293' TURN LANE
SPEC. V
76'R
60' TURN LANE
100' BAY TAPER
PC 50+65.71
PT 51+93.78
S 62°51'13" E
S 03°51'01" W
C.P. 20
GRAVEL
P 51
CCI INDUSTRIAL SERVICES, LLC
PROP. C/A & R/W LINE
EX. C/A & R/W LINE
TEMP.EASEMENT FOR SLOPE CONST.

FENCE WOVEN WIRE TY 1 – KY 461

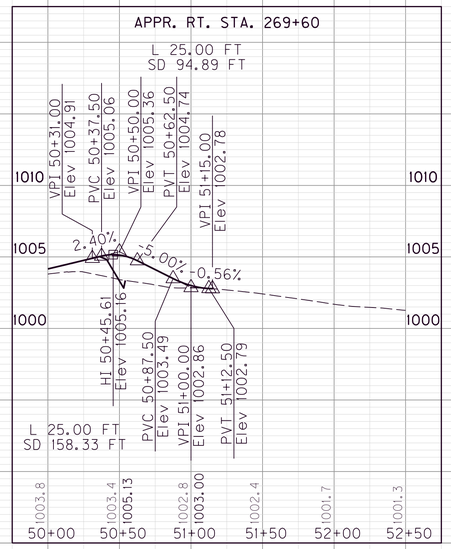
SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	271+10	-	272+00	94	0.55

0' 50' 100' 200'
SCALE: 1"=50'

KY 461
STA. 258+00 TO STA. 272+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO2900PL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R30



KY 461 STA. 269+60.00 =
APPR. RT. STA. 50+00.00
(TOMMY ROAD)
ENTR. LT. STA. 20+00.00

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

KY 461

STA. 258+00 TO STA. 272+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO3000PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R31

APPR. LT 277+45
PI 49+12.38
(X) = 5293344.3259
(Y) = 3594304.1713
D = 73°46'46.54" LT
T = 75.05'
L = 128.77'
R = 100.00'
E = 25.03'
C = 57°17'44.81"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

KY 461
PI 259+60.49
(X) = 5292729.1086
(Y) = 3592577.4279
D = 23°37'58.72" LT
T = 1593.56'
L = 3141.81'
R = 7617.00'
E = 164.91'
C = 0°45'07.95"
e = 2.4%
Runoff = 106.75
Runout = 89.25

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	CHANNEL LINING D	CHANNEL LINING T	CHANNEL LINING QUANTITY	CLASS B CONC.
LT	272+00 - 273+11	SPEC V	ECB	1.5'	-	148 SQ YD	-
LT	273+11 - 274+50	SPEC V	CL IV	2.0'	2.0'	205 CU YD	-
LT	274+50 - 277+00	SPEC V	ECB	1.5'	-	445 SQ YD	-
LT	278+00 - 279+07	2' FB	ECB	1.0'	-	96 SQ YD	-
LT	279+07 - 285+00	2' FB	ECB	1.0'	-	800 SQ YD	-
RT	272+00 - 272+30	SPEC V	ECB	1.0'	-	40 SQ YD	-
RT	272+30 - 277+18	SPEC V	ECB	1.0'	-	651 SQ YD	-
RT	277+77 - 278+92	SPEC V	CL IV	2.0'	2.0'	125 CU YD	-
RT	278+92 - 281+00	SPEC V	CL IV	2.0'	2.0'	324 CU YD	-
RT	281+00 - 283+50	SPEC V	ECB	1.0'	-	334 SQ YD	-
	APPR. LT. 277+45						
RT	48+50 - 49+10	SPEC V	ECB	1.5'	-	107 SQ YD	-
RT	49+35 - 49+53	SPEC V	ECB	1.5'	-	32 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

P 52 CLAUNCH FAMILY LIMITED PARTNERSHIP

275+00

APPR. LT. STA. 49+22.00 (OLD MT. VERNON RD.) = ENTR. RT. STA. 20+00.00

280+00

P 54 GARNER & EARLENE McKINNEY

48+00

PC 48+37.32

TEMP.EASEMENT FOR SLOPE AND ENTR. CONST.

293' TURN LANE | 100' BAY TAPER | 293' TURN LANE

MOBILE HOME | BARN | SHED | 2 STY FRAME | 20' EDGE KEY

TEMP.EASEMENT FOR SLOPE CONST.

PROP. & EX. C/A & R/W LINE

I.E. 998.01

SPEC. V

IE 997.80

PROP. & EX. C/A LINE

PT 275+08.74

POE

END C/A

OE 997.24

MATCHLINE STA. 272+00

KY 461

S 06°47'52" W

BEGIN C/A

PROP. & EX. C/A & R/W LINE

OLD MT. VERNON RD.

EX. R/W

P 73 TOMMY CURTIS SKAGGS & LURENE SKAGGS

TEMP.EASEMENT FOR SLOPE CONST.

GRAVEL | 2 STY FRAME | BARN | SHED | ASPHALT

2' FB

I.E. 1004.60

C.P. 21

PT 49+66.09

66°58'54"

N 23°01'06" E

KY 461

MATCHLINE STA. 285+00

OE 997.57

O.E. 996.99

O.E. 996.21

SPEC. V

PROP. & EX. C/A & R/W LINE

DO NOT DISTURB BILLBOARD

END C/A

BEGIN C/A

PROP. & EX. R/W LINE

TEMP. EASEMENT FOR SLOPE CONST.

100' BAY TAPER | 245' LT AND RT TURN LANES

PROP. C/A & R/W LINE

TEMP.EASEMENT FOR SLOPE CONST.

P 51 CCI INDUSTRIAL SERVICES, LLC

TEMP.EASEMENT FOR SLOPE AND ENTR. CONST.

KY 461 STA. 277+45.00 = APPR. LT. STA. 50+00.00 (OLD MT. VERNON RD.) & ENTR. RT. STA. 20+00.00

ENTR. RT. STA. 20+75.00 = ENTR. RT. STA. 20+00.00

BARN

ENTR. RT. STA. 277+45
P.O.B. (X) 5293444.6139
(Y) 3594261.5639
P.O.E. (X) 5293582.6710
(Y) 3594202.9103

ENTR. RT. STA. 20+75
P.O.B. (X) 5293513.6424
(Y) 3594232.2371
P.O.E. (X) 5293482.7105
(Y) 3594137.1413

ENTR. RT. STA. 49+22
P.O.B. (X) 5293377.8658
(Y) 3594300.3126
P.O.E. (X) 5293303.2249
(Y) 3594233.7639

P 72 GARNER & EARLENE McKINNEY

P 55 TOMMY CURTIS SKAGGS & LURENE SKAGGS

Ⓐ N 58°06'32" E- 79.11'
Ⓑ S 38°44'50" W- 115.49'

ENTRANCE CONSTRUCTION

LT/RT	STATION LOCATION	TYPE	WIDTH	SQYD ASPHALT	ENTRANCE PIPE
	KY 461				
RT	277+45	RES	14'	209	NONE
	ENT. RT. 20+75 (OFF ENTR. RT. 277+45)				
RT	20+75	RES	14'	79	NONE
	ENTR. RT. 49+22 (OFF APPR. LT. 277+45)				
RT	49+22	RES	14'	109	18" RCP - 36 LF

FENCE WOVEN WIRE TY 1 – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	272+00	-	272+20.99	22	0.55

REMOVE & REPLACE EXIST FENCE – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	272+20.99	-	276+68.17	460
RT	278+40	-	285+00	666
LT	272+00	-	276+68.95	466
LT	278+40	-	285+00	660

0' 50' 100' 200'

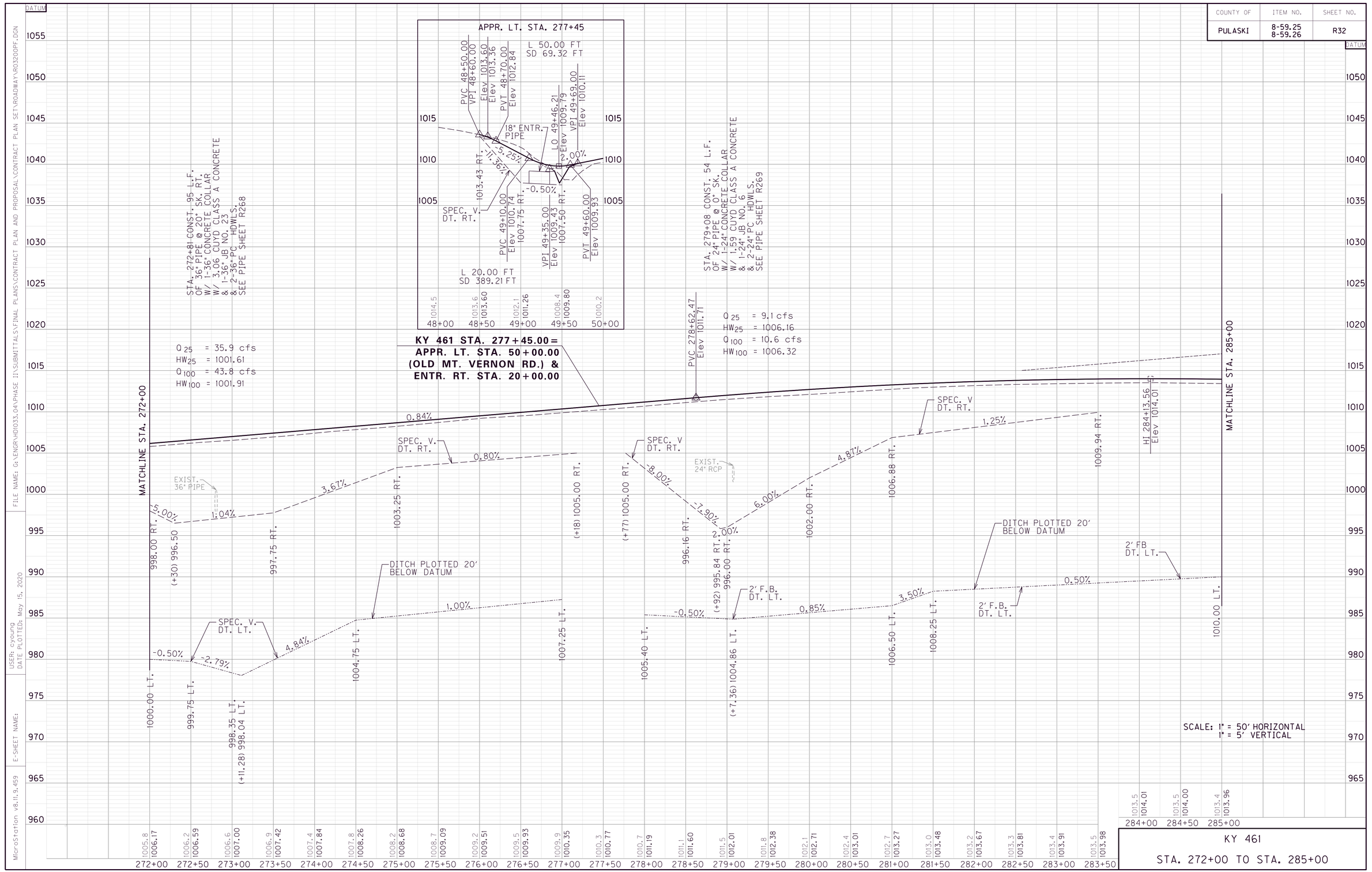
SCALE: 1"=50'

KY 461

STA. 272+00 TO STA. 285+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\ROS10OPL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R32



FILE NAME: G:\ENGR\HD1033.GA\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO3200PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R33

APPR. LT 287+35
PI 49+20.96
(X) = 5293758.5963
(Y) = 3595203.8104
D = 13°54'12.79" LT
T = 42.68'
L = 84.93'
R = 350.00'
E = 2.59'
C = 16°22'12.80"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

APPR. RT 287+35
PI 50+90.35
(X) = 5293914.8801
(Y) = 3595137.4132
D = 18°03'54.95" LT
T = 50.08'
L = 99.32'
R = 315.00'
E = 3.96'
C = 18°11'20.89"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

KY 461
PI 303+22.17
(X) = 5294452.5600
(Y) = 3596634.0388
D = 8°43'18.15" RT
T = 892.91'
L = 1782.37'
R = 11709.00'
E = 34.00'
C = 0°29'21.59"
e = R.C.
Runoff = 89.25
Runout = 89.25

KY 461 STA. 287+35.00 = APPR. RT. STA. 50+00.00 (OSCAR CARTER RD.) APPR. LT. STA. 50+00.00 (CR-1040)

P 54 — GARNER & EARLENE McKINNEY

TONY M. & CONNIE NOE

P 73 — TOMMY CURTIS SKAGGS & LURENE SKAGGS

P 55 — TOMMY CURTIS SKAGGS & LURENE SKAGGS

P 56 — WOODROW W. & GINGER ANN SEARS

TONY M. NOE

NOE LN.

OLD MT. VERNON RD.

EX. PERM. EASEMENT FOR DRAINAGE

TEMP. EASEMENT FOR SLOPE CONST.

TEMP.EASEMENT FOR SLOPE CONST.

245' LT AND RT TURN LANES

100' BAY TAPER

PROP. & EX. C/A & R/W LINE

PROP. & EX. C/A LINE

EX. KY 461

KY 461

BEGIN C/A

END C/A

PC 48+78.29

PT 49+63.22

PC 50+40.27

PT 51+39.59

PC 294+29.80

S 53°04'25" E

S 66°58'54" E

N 23°01'06" E

S 85°04'49" E

MATCHLINE STA. 285+00

MATCHLINE STA. 300+00

48+50

51+50

290+00

295+00

I.E. 987.44

O.E. 1007.45

O.E. 1007.00

O.E. 980.09

C.P. 22

REMOVE & REPLACE EXIST FENCE – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	285+00	-	286+77.62	178
RT	287+82.57	-	300+00	1,213
LT	285+00	-	286+67.77	168
LT	287+88.32	-	300+00	1,254

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	285+00 - 287+00	2' FB	ECB	1.0'	-	267 SQ YD	-
LT	287+00 - 287+21	2' FB	CL IV	2.0'	2.0'	23 CU YD	-
LT	287+61 - 291+29	3' FB	CL IV	2.0'	2.0'	411 CU YD	-
RT	285+00 - 287+03	SPEC V	ECB	1.0'	-	274 SQ YD	-
RT	287+70 - 291+00	SPEC V	ECB	1.5'	-	587 SQ YD	-
RT	291+00 - 292+50	SPEC V	CL IV	2.0'	2.0'	233 CU YD	-
RT	295+00 - 295+59	2' FB	CL IV	2.0'	2.0'	67 CU YD	-
RT	295+59 - 296+00	2' FB	CL IV	2.0'	2.0'	44 CU YD	-
RT	298+50 - 299+50	SPEC V	CL IV	2.0'	2.0'	146 CU YD	-
RT	299+50 - 300+00	NORMAL	ECB	1.0'	-	45 SQ YD	-
APPR. LT. & RT. 287+35							
LT	48+75 - 49+00	3' FB	CL IV	2.0'	2.0'	28 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

0' 50' 100' 200'

SCALE: 1"=50'

KY 461

STA. 285+00 TO STA. 300+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R03300PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R34

APPR. LT. & RT. STA. 287+35

L 50.00 FT
SD 159.53 FT

L 30.00 FT
SD 186.67 FT

VPI 48+75.00 Elev 1011.33
LO 48+94.91 Elev 1011.19
VPI 49+69.00 Elev 1012.61
VPI 50+00.00 Elev 1013.23
VPI 50+42.96 Elev 1012.37
LO 50+92.45 Elev 1011.44
VPI 51+00.00 Elev 1011.46

-1.06% 2.50% 2.00% -2.00% 2.50% 0.57%

EXIST. 36" CMP.

PVC 48+80.00 Elev 1011.27
VPI 49+05.00 Elev 1011.01
PVT 49+30.00 Elev 1011.63
PVC 50+68.00 Elev 1011.74
STA. 50+75 CONST. 59 L.F. OF 18" PIPE @ 4° SK. RT. W/ 2-18° PC HDWLS. SEE PIPE SHEET R304
VPI 50+83.00 Elev 1011.57
PVT 50+98.00 Elev 1011.45

Q_{25} = 2.4 cfs
HW_{25} = 1008.41
Q_{100} = 2.8 cfs
HW_{100} = 1008.50

1011.6 48+50 | 1011.1 49+00 | 1011.20 | 1011.3 49+50 | 1012.13 | 1012.8 50+00 | 1013.23 | 1011.5 50+50 | 1012.19 | 1011.5 51+00 | 1011.46 | 1011.8 51+50

VPI 286+52.47 Elev 1018.31

KY 461 STA. 287+35.00 =
APPR. RT. STA. 50+00.00
(OSCAR CARTER RD.)
APPR. LT. STA. 50+00.00
(CR-1040)

MATCHLINE STA. 285+00

1010.50 RT. -0.50%
1010.00 RT. -2.50%
1007.50 RT. 18" APPR. PIPE
1007.45 RT. -0.73%
1007.00 RT. SPEC. V DT. RT.
1006.75 RT. -0.50%
1005.25 RT. -4.50%
1000.75 RT. -4.58%
998.46 RT.

L 1580.00 FT
SD 1192.67 FT

(+6.94) 18" PIPE IE
(+65.89) 18" PIPE OE

1010.00 LT. -1.77%
1007.35 LT. -2.10%
1006.30 LT.
(+20.56) 1006.10 LT.
(+61.12) 1005.97 LT.
(+29) 1000.30 LT. -1.54%

2' FB DT. LT.
EXIST. 36" CMP
3' FB DT. LT.
DITCH PLOTTED 20' BELOW DATUM

PVT 294+42.47 Elev 1005.98

STA. 295+57 CONST. 43 L.F. OF 48" PIPE @ 0° SK. W/ 2-48° CONCRETE COLLARS & 2-48° PC HDWLS. SEE PIPE SHEET R270

-1.56%

PVC 300+00.00 Elev 997.28

MATCHLINE STA. 300+00

988.51 RT. 2' FB DT. RT. -18.08%
EXIST. 48" CMP
3.45%
-0.59%
979.47 RT. (+58.50) 979.42 RT.
980.85 RT.

Q_{25} = 30.2 cfs
HW_{25} = 989.63
Q_{100} = 37.3 cfs
HW_{100} = 989.93

989.91 RT. 5.13% SPEC. V DT. RT. 995.04 RT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

1013.4 285+00 | 1013.96 | 1013.3 285+50 | 1013.87 | 1013.2 286+00 | 1013.75 | 1013.1 286+50 | 1013.59 | 1012.9 287+00 | 1013.39 | 1012.7 287+50 | 1013.15 | 1012.4 288+00 | 1012.88 | 1012.2 288+50 | 1012.57 | 1011.8 289+00 | 1012.22 | 1011.4 289+50 | 1011.83 | 1011.0 290+00 | 1011.40 | 1010.5 290+50 | 1010.94 | 1010.0 291+00 | 1010.44 | 1009.5 291+50 | 1009.90 | 1008.8 292+00 | 1009.32 | 1008.2 292+50 | 1008.70 | 1007.6 293+00 | 1008.05 | 1007.0 293+50 | 1007.36 | 1006.3 294+00 | 1006.63 | 1005.6 294+50 | 1005.86 | 1004.8 295+00 | 1005.08 | 1004.0 295+50 | 1004.30 | 1003.2 296+00 | 1003.52 | 1002.5 296+50 | 1002.74 | 1001.7 297+00 | 1001.96 | 1000.9 297+50 | 1001.18

1000.0 298+00 | 1000.40 | 999.3 298+50 | 999.62 | 998.5 299+00 | 998.84 | 997.7 299+50 | 998.06 | 996.9 300+00 | 997.28

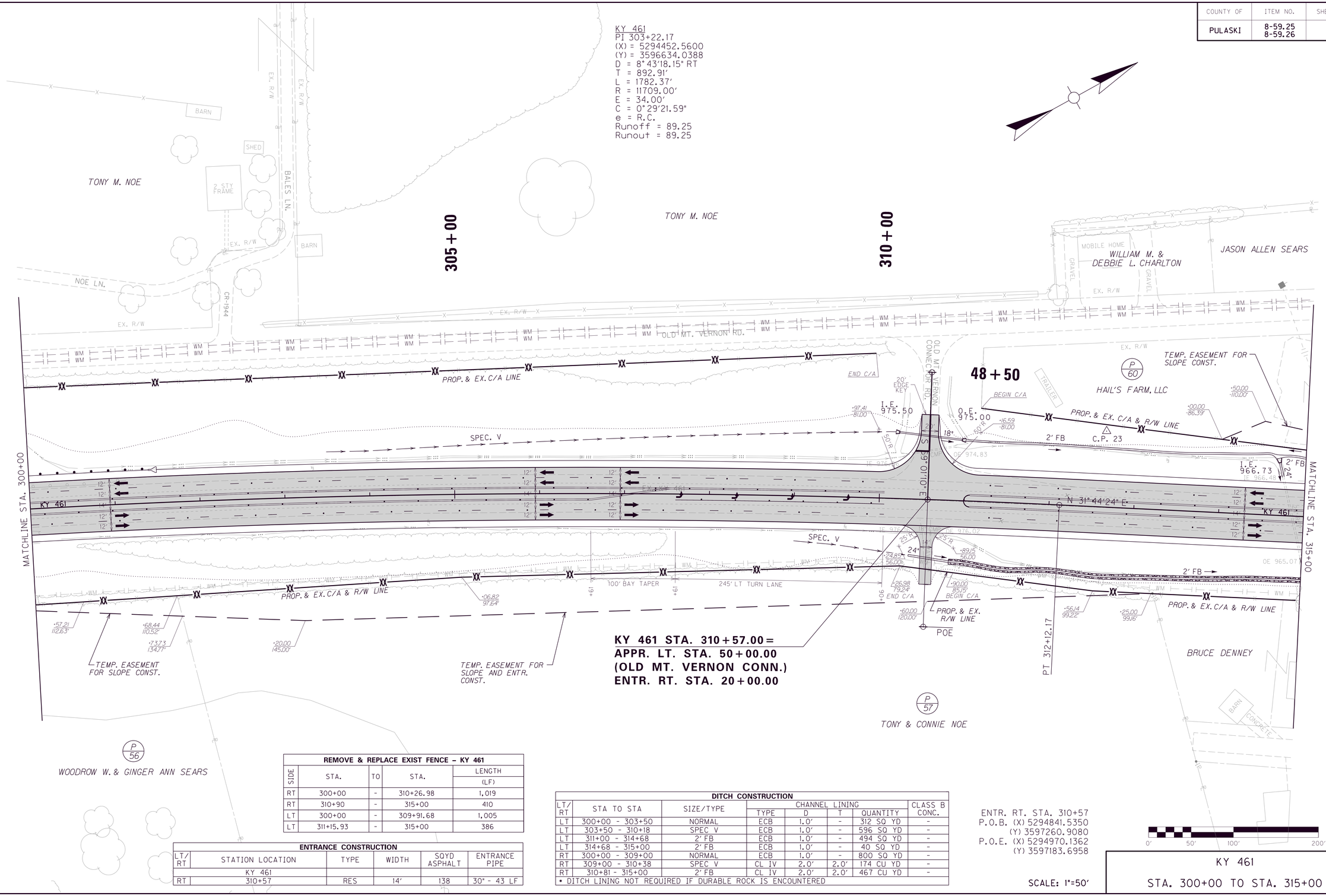
KY 461

STA. 285+00 TO STA. 300+00

FILE NAME: G:\ENGR\HD1033.GA\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R03400PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R35

KY 461
PI 303+22.17
(X) = 5294452.5600
(Y) = 3596634.0388
D = 8°43'18.15" RT
T = 892.91'
L = 1782.37'
R = 11709.00'
E = 34.00'
C = 0°29'21.59"
e = R.C.
Runoff = 89.25
Runout = 89.25



REMOVE & REPLACE EXIST FENCE – KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	300+00	-	310+26.98	1,019
RT	310+90	-	315+00	410
LT	300+00	-	309+91.68	1,005
LT	311+15.93	-	315+00	386

ENTRANCE CONSTRUCTION

LT./RT	STATION LOCATION	TYPE	WIDTH	SQYD ASPHALT	ENTRANCE PIPE
	KY 461				
RT	310+57	RES	14'	138	30" - 43 LF

DITCH CONSTRUCTION

LT./RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	300+00 - 303+50	NORMAL	ECB	1.0'	-	312 SQ YD	-
LT	303+50 - 310+18	SPEC V	ECB	1.0'	-	596 SQ YD	-
LT	311+00 - 314+68	2' FB	ECB	1.0'	-	494 SQ YD	-
LT	314+68 - 315+00	2' FB	ECB	1.0'	-	40 SQ YD	-
RT	300+00 - 309+00	NORMAL	ECB	1.0'	-	800 SQ YD	-
RT	309+00 - 310+38	SPEC V	CL IV	2.0'	2.0'	174 CU YD	-
RT	310+81 - 315+00	2' FB	CL IV	2.0'	2.0'	467 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

ENTR. RT. STA. 310+57
P.O.B. (X) 5294841.5350
(Y) 3597260.9080
P.O.E. (X) 5294970.1362
(Y) 3597183.6958

SCALE: 1"=50'

KY 461
STA. 300+00 TO STA. 315+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R03500PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R36

APPR. LT. STA. STA. 310+57
Q_{25} = 3.9 cfs
HW_{25} = 976.57
Q_{100} = 4.8 cfs
HW_{100} = 976.71

L 20.00 FT
SD 140.49 FT

PVC 49+26.00 Elev 981.01
VPI 49+45.00 Elev 981.77
PVT 49+64.00 Elev 981.39
VPI 49+69.00 Elev 981.29
4.00%
-2.00%
PVC 49+00.00 Elev 980.31
VPI 49+10.00 Elev 980.37
STA. 49+25 CONST. 79 L.F. OF 18" PIPE @ 5° SK. RT. W/ 2-18" PC HDWLS. SEE PIPE SHEET R304
PVT 49+20.00 Elev 980.77
HI 49+51.33 Elev 981.52
L 38.00 FT
SD 198.86 FT

980.1 48+50 | 980.3 49+00 | 980.31 | 980.3 49+50 | 981.52 | 980.4 50+00

DATUM 1030 1025 1020 1015 1010 1005 1000 995 990 985 980 975 970 965 960 955 950 945 940 935

MATCHLINE STA. 300+00
PVC 300+00.00 Elev 997.28
VPI 300+50.00 Elev 996.50
PVT 301+00.00 Elev 995.71
L 100.00 FT
SD 105897.28 FT
-1.57%

KY 461 STA. 310+57.00 =
APPR. LT. STA. 50+00.00
(OLD MT. VERNON CONN. RD.)
ENTR. RT. STA. 20+00.00

PVC 311+30.32 Elev 979.52
VPI 311+80.32 Elev 978.73
PVT 312+30.32 Elev 977.93

STA. 314+86 CONST. 45 L.F. OF 24" PIPE @ 15° SK. LT. W/ 2-24" CONCRETE COLLARS W/ 3.18 CUYD CLASS A CONCRETE & 2-24" PC HDWLS. SEE PIPE SHEET R271

Q_{25} = 5.9 cfs
HW_{25} = 967.92
Q_{100} = 7.2 cfs
HW_{100} = 968.07

SPEC. V DT. RT.
-2.74%
-3.50%
-1.61%
24" ENTR. PIPE
2' F.B. DT. RT.
L 100.00 FT
SD 28201.65 FT
-7.00%
-3.75%
-1.25%
-1.00%
-0.50%
-0.50%
PVC 314+95.97 Elev 973.65
EXIST. 24" RCP
MATCHLINE STA. 315+00

-1.57%
SPEC. V. DT. LT.
DITCH PLOTTED 15' BELOW DATUM
-2.27%
SPEC. V DT. LT.
-1.44%
-2.00%
-2.92%
1.47%
18" APPR. PIPE

990.30 LT.
989.52 LT.
980.12 RT.
978.75 RT.
(+38) RT. ENTR. PIPE IE
(+84) RT. ENTR. PIPE OE
973.50 RT.
975.53 LT.
974.97 LT.
974.25 LT.
970.00 RT.
966.25 RT.
965.00 RT.
964.50 RT.
964.00 RT.
970.25 LT.
(+68.29) 966.80 LT.
967.27 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

996.9 997.28 | 996.1 996.49 | 995.3 995.71 | 994.5 994.92 | 993.7 994.14 | 992.9 993.35 | 992.1 992.57 | 991.3 991.78 | 990.5 991.00 | 989.9 990.21 | 989.1 989.42 | 988.4 988.64 | 987.5 987.85 | 986.7 987.07 | 985.9 986.28 | 985.1 985.50 | 984.3 984.71 | 983.5 983.92 | 982.7 983.14 | 981.9 982.35 | 981.2 981.57 | 980.5 980.78 | 979.7 980.00 | 978.9 979.21 | 978.1 978.42 | 977.3 977.61

300+00 300+50 301+00 301+50 302+00 302+50 303+00 303+50 304+00 304+50 305+00 305+50 306+00 306+50 307+00 307+50 308+00 308+50 309+00 309+50 310+00 310+50 311+00 311+50 312+00 312+50

976.4 976.81 | 975.6 976.00 | 974.8 975.20 | 974.0 974.39 | 973.2 973.59

313+00 313+50 314+00 314+50 315+00

KY 461

STA. 300+00 TO STA. 315+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO3600PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

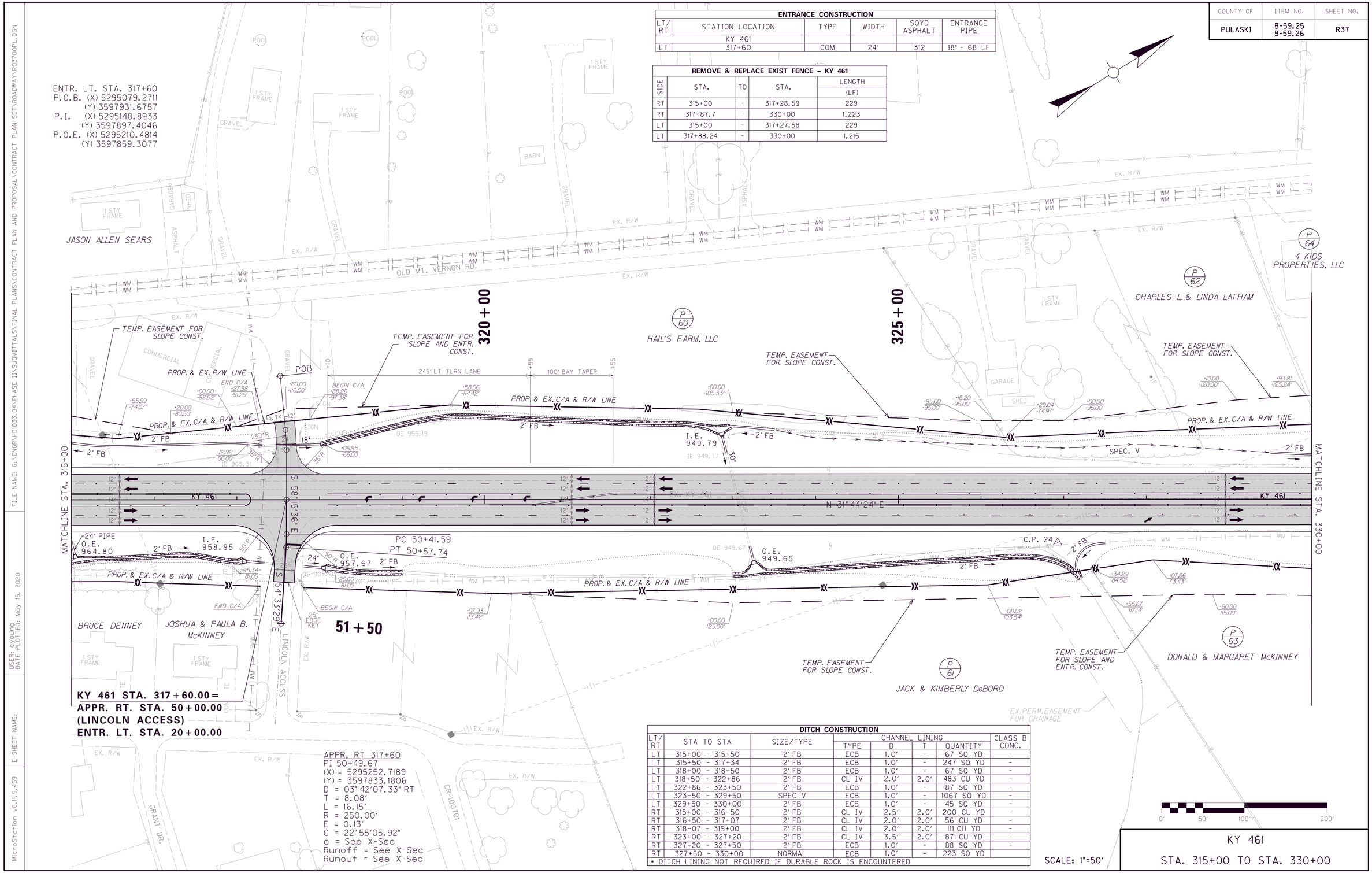
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R37

ENTRANCE CONSTRUCTION

LT/RT	STATION LOCATION	TYPE	WIDTH	SQYD ASPHALT	ENTRANCE PIPE
	KY 461				
LT	317+60	COM	24'	312	18" - 68 LF

REMOVE & REPLACE EXIST FENCE - KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	315+00	-	317+28.59	229
RT	317+87.7	-	330+00	1,223
LT	315+00	-	317+27.58	229
LT	317+88.24	-	330+00	1,215



DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	315+00 - 315+50	2' FB	ECB	1.0'	-	67 SQ YD	-
LT	315+50 - 317+34	2' FB	ECB	1.0'	-	247 SQ YD	-
LT	318+00 - 318+50	2' FB	ECB	1.0'	-	67 SQ YD	-
LT	318+50 - 322+86	2' FB	CL IV	2.0'	2.0'	483 CU YD	-
LT	322+86 - 323+50	2' FB	ECB	1.0'	-	87 SQ YD	-
LT	323+50 - 329+50	SPEC V	ECB	1.0'	-	1067 SQ YD	-
LT	329+50 - 330+00	2' FB	ECB	1.0'	-	45 SQ YD	-
RT	315+00 - 316+50	2' FB	CL IV	2.5'	2.0'	200 CU YD	-
RT	316+50 - 317+07	2' FB	CL IV	2.0'	2.0'	56 CU YD	-
RT	318+07 - 319+00	2' FB	CL IV	2.0'	2.0'	111 CU YD	-
RT	323+00 - 327+20	2' FB	CL IV	3.5'	2.0'	871 CU YD	-
RT	327+20 - 327+50	2' FB	ECB	1.0'	-	88 SQ YD	-
RT	327+50 - 330+00	NORMAL	ECB	1.0'	-	223 SQ YD	

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

SCALE: 1"=50'

KY 461

STA. 315+00 TO STA. 330+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R03700PL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R38

MATCHLINE STA. 315+00

L 100.00 FT
SD 8519.09 FT

VPI 315+45.97
Elev 972.85

PVT 315+95.97
Elev 972.06

964.00 RT.

2' F.B.
DT. RT.

-0.50%

963.25 RT.

-6.00%

960.25 RT.
(+06.87) RT.
959.02 RT.

24" APPR. PIPE

EXIST.
24" CMP

(+07.31) RT.
957.60 RT.

-1.37%

2' F.B.
DT. RT.

956.33 RT.

967.27 LT.

1.47%

2' F.B.
DT. LT.

968.00 LT.

-2.00%

(+33.58) LT.
ENTR. PIPE IE

18" ENTR. PIPE

963.00 LT.

2' F.B.
DT. LT.

-7.25%

DITCH PLOTTED 15'
BELOW DATUM

952.13 LT.

-1.75%

951.25 LT.

-0.50%

950.00 LT.

-0.59%

(+85.29) 949.79 LT.

0.72%

950.25 LT.

-1.57%

KY 461 STA. 317+60.00 =
APPR. RT. STA. 50+00.00
(LINCOLN ACCESS)
ENTR. LT. STA. 20+00.00

STA. 323+06 CONST. 48 L.F.
OF 30" PIPE @ 14° SK. LT.
W/ 2-30" CONCRETE COLLARS
W/ 4.50 CUYD CLASS A CONCRETE
& 2-30" PC HDWLS.
SEE PIPE SHEET R272

Q_{25} = 23.0 cfs
HW_{25} = 953.83
Q_{100} = 27.6 cfs
HW_{100} = 954.90

EXIST.
30" CMP

(+28) 949.60 RT.
950.67 RT.

-3.82%

-0.15%

2' F.B.
DT. RT.

(+20) 949.00 RT.
950.95 RT.

-6.50%

SPEC. V.
DT. LT.

SPEC. V.
DT. LT.

SPEC. 2' FB
DT. LT.

-0.50%

MATCHLINE STA. 330+00

947.00 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

APPR. RT. STA. 317+60

Q_{25} = 26.9 cfs
HW_{25} = 965.66
Q_{100} = 32.7 cfs
HW_{100} = 968.09

VPI 50+31.00
Elev 968.87

2.00%

PVC 50+70.00
Elev 968.09

EXIST.
24" CMP

VPI 50+85.00
Elev 967.79

PVT 51+00.00
Elev 967.58

L 30.00 FT
SD 260.84 FT

STA. 50+78.70 CONST. 43 L.F.
OF 24" PIPE @ 1° SK. RT.
W/ 2-24" CONCRETE COLLARS
W/ 3.18 CUYD CLASS A CONCRETE
& 2-24" PC HDWLS.
SEE PIPE SHEET R306

	50+00	50+50	51+00	51+50
	969.2	968.2	967.6	967.4
		968.49	967.58	

315+00	315+50	316+00	316+50	317+00	317+50	318+00	318+50	319+00	319+50	320+00	320+50	321+00	321+50	322+00	322+50	323+00	323+50	324+00	324+50	325+00	325+50	326+00	326+50	327+00	327+50
973.2	972.3	971.6	970.8	970.1	969.3	968.6	967.8	967.0	966.2	965.3	964.5	963.6	962.8	962.0	961.2	960.4	959.6	958.9	958.1	957.4	956.6	955.8	955.0	954.2	953.4
973.59	972.79	972.00	971.22	970.43	969.65	968.87	968.08	967.30	966.51	965.73	964.94	964.16	963.38	962.59	961.81	961.02	960.24	959.46	958.67	957.89	957.10	956.32	955.54	954.75	953.97

328+00	328+50	329+00	329+50	330+00
952.6	951.8	951.0	950.3	949.7
953.18	952.40	951.62	950.83	950.05

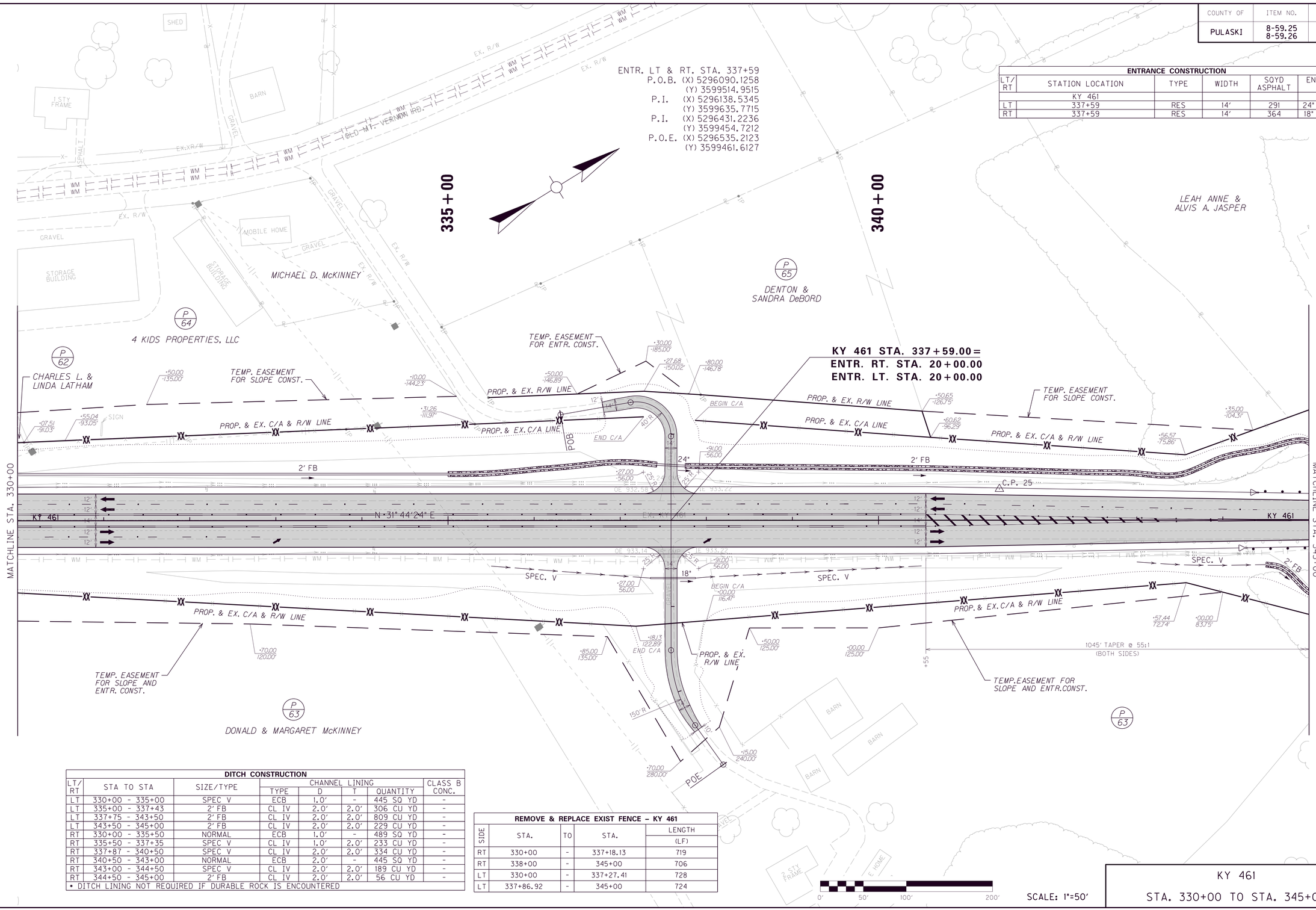
KY 461

STA. 315+00 TO STA. 330+00

DATUM 1010 1005 1000 995 990 985 980 975 970 965 960 955 950 945 940 935 930 925 920 915

FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO3800PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R39



ENTRANCE CONSTRUCTION					
LT/RT	STATION LOCATION	TYPE	WIDTH	SQYD ASPHALT	ENTRANCE PIPE
	KY 461				
LT	337+59	RES	14'	291	24" - 36 LF
RT	337+59	RES	14'	364	18" - 53 LF

DITCH CONSTRUCTION							
LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	330+00 - 335+00	SPEC V	ECB	1.0'	-	445 SQ YD	-
LT	335+00 - 337+43	2' FB	CL IV	2.0'	2.0'	306 CU YD	-
LT	337+75 - 343+50	2' FB	CL IV	2.0'	2.0'	809 CU YD	-
LT	343+50 - 345+00	2' FB	CL IV	2.0'	2.0'	229 CU YD	-
RT	330+00 - 335+50	NORMAL	ECB	1.0'	-	489 SQ YD	-
RT	335+50 - 337+35	SPEC V	CL IV	1.0'	2.0'	233 CU YD	-
RT	337+87 - 340+50	SPEC V	CL IV	2.0'	2.0'	334 CU YD	-
RT	340+50 - 343+00	NORMAL	ECB	2.0'	-	445 SQ YD	-
RT	343+00 - 344+50	SPEC V	CL IV	2.0'	2.0'	189 CU YD	-
RT	344+50 - 345+00	2' FB	CL IV	2.0'	2.0'	56 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

REMOVE & REPLACE EXIST FENCE - KY 461				
SIDE	STA.	TO	STA.	LENGTH (LF)
RT	330+00	-	337+18.13	719
RT	338+00	-	345+00	706
LT	330+00	-	337+27.41	728
LT	337+86.92	-	345+00	724

KY 461

STA. 330+00 TO STA. 345+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R03900PL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R40

DATUM 990 985 980 975 970 965 960 955 950 945 940 935 930 925 920 915 910 905 900 895

MATCHLINE STA. 330+00

947.00 LT.

946.24 LT.

-1.52%

-1.57%

DITCH PLOTTED 5' BELOW DATUM

SPEC. 2' FB DT. LT.

-1.88%

-3.00%

939.19 LT.

938.25 LT.

938.40 RT.

-2.77%

SPEC. V DT. RT.

933.75 LT.

(+42.52) ENTR. PIPE IE

934.14 RT.

(+35) 933.24 RT. ENTR. PIPE IE

-1.57%

18" ENTR. PIPE

-2.57%

-0.80%

24" ENTR. PIPE

-0.75%

-0.75%

(+75.48) ENTR. PIPE OE

933.00 LT.

(+87.5) 932.42 RT. ENTR. PIPE OE

932.32 RT.

KY 461 STA. 337+59.00 =
ENTR. RT. STA. 20+00.00
ENTR. LT. STA. 50+00.00

SPEC. V DT. RT.

-0.70%

930.56 RT.

SPEC. 2' FB DT. LT.

DITCH PLOTTED 5' BELOW DATUM

-1.41%

925.25 LT.

926.73 RT.

920.73 RT.

-4.00%

SPEC. V DT. RT.

-10.36%

SPEC. 2' FB DT. LT.

2' FB DT. RT.

-10.92%

910.53 RT.

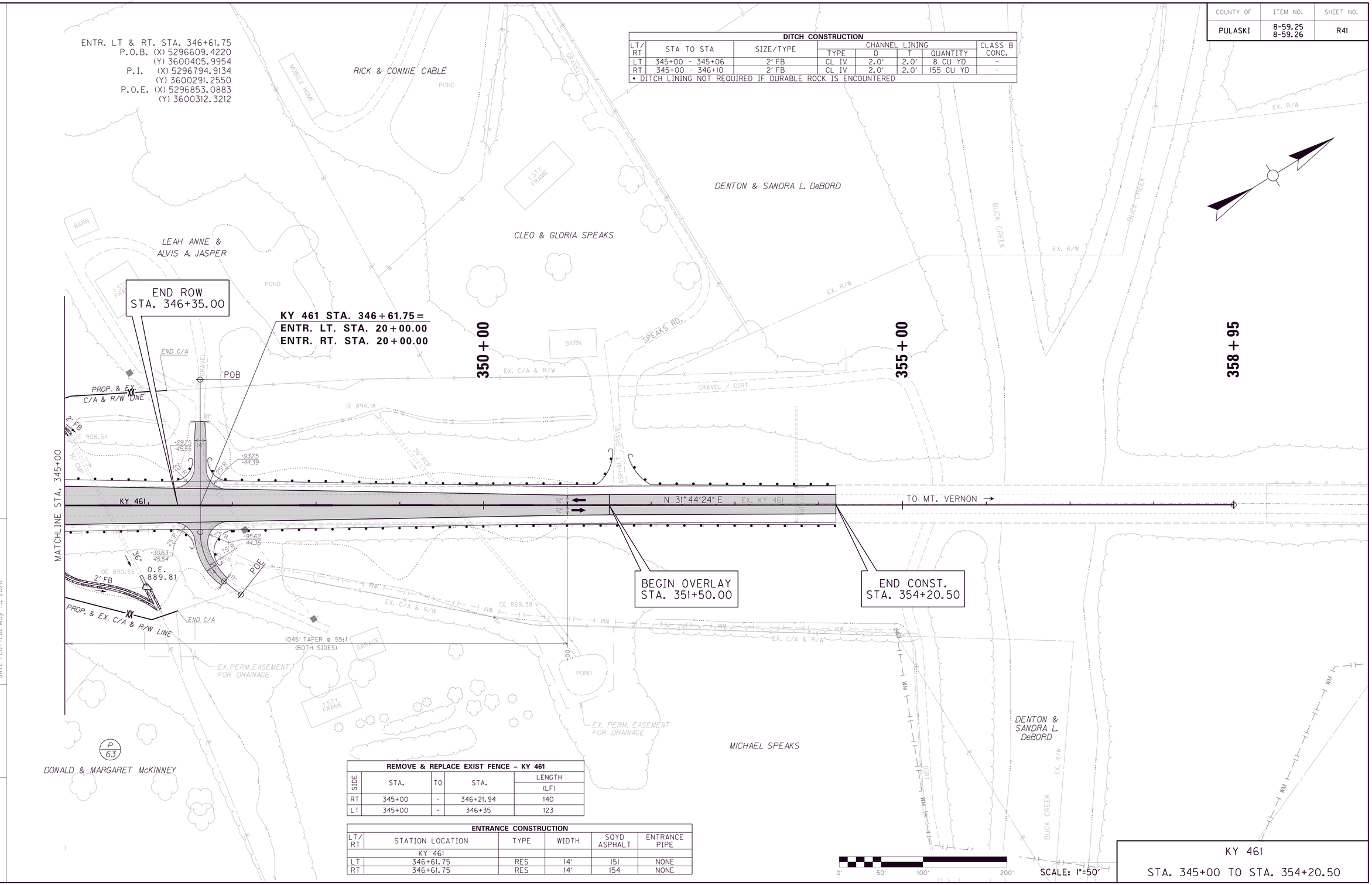
908.88 LT.

MATCHLINE STA. 345+00

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

| | | |

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R41



DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	345+00 - 345+06	2' FB	CL IV	2.0'	2.0'	8 CU YD	-
RT	345+00 - 346+10	2' FB	CL IV	2.0'	2.0'	155 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

REMOVE & REPLACE EXIST FENCE - KY 461

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	345+00	-	346+21.94	140
LT	345+00	-	346+35	123

ENTRANCE CONSTRUCTION

LT/RT	STATION LOCATION	TYPE	WIDTH	SQYD ASPHALT	ENTRANCE PIPE
	KY 461				
LT	346+61.75	RES	14'	151	NONE
RT	346+61.75	RES	14'	154	NONE

KY 461

STA. 345+00 TO STA. 354+20.50

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R04100PL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R42

STA. 345+48.24 CONST. 12 L.F.
OF 36" PIPE @ 27° SK. LT.
W/ 1-36" CONCRETE COLLAR
W/ 3.06 CUYD. CLASS 'A' CONCRETE
& 1-36" PC. HDWL.
SEE PIPE SHEET R273

Q_{25} = 26.4 cfs
HW_{25} = 910.84
Q_{100} = 32.9 cfs
HW_{100} = 911.23

END ROW
STA. 346+35.00

KY 461 STA. 346+58.00=
ENTR. RT. STA. 20+00.00
ENTR. LT. STA. 20+00.00

L 500.00 FT
SD 1433.56 FT

BEGIN OVERLAY
STA. 351+50.00

END CONST.
STA. 354+20.50

VPI 351+50.00
Elev 920.49

-1.57%

-0.25%

MATCH EXISTING

MATCHLINE STA. 345+00

PVC 345+84.48
Elev 925.20

VPI 348+34.48
Elev 921.28

PVT 350+84.48
Elev 920.66

910.53 RT.

EXIST.
36" CMP

5.83%

-0.22%

-0.96%

SPEC. V.
DT. LT.

2' FB
DT. RT.

908.88 LT.
(+05.83)
908.54 LT.

DITCH PLOTTED 10'
BELOW DATUM

(+10) 988.10 RT.

EXIST.
36" RCP

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

KY 461

STA. 345+00 TO STA. 354+20.50

DATUM: 965, 960, 955, 950, 945, 940, 935, 930, 925, 920, 915, 910, 905, 900, 895, 890, 885, 880, 875, 870

345+00	345+50	346+00	346+50	347+00	347+50	348+00	348+50	349+00	349+50	350+00	350+50	351+00	351+50	352+00	352+50	353+00	353+50	354+00	354+50	355+00	355+50	356+00	356+50	357+00	357+50	358+00	358+50	359+00
926.2	925.5	924.8	924.1	923.5	922.9	922.4	922.0	921.6	921.2	921.0	920.7	920.6	920.5	920.3	920.2	920.3	920.4	920.5	899.9	875.0	869.4	843.8	829.6	829.0	831.0	857.2	875.9	
926.53	925.74	924.96	924.23	923.57	922.97	922.44	921.97	921.57	921.23	920.96	920.76	920.62	920.49	920.29	920.19	920.30	920.36	920.49										

FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R04200PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R43

FENCE WOVEN WIRE TY 1 – I-66					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	680+74.61	-	682+39.67	592	1.65
LT	680+74.61	-	690+00	1,020	1.65

Ⓐ S 42°33'43" E- 168.00'
Ⓑ S 47°03'43" E- 55.00'
Ⓒ N 7°18'17" E- 416.20'
Ⓓ N 52°35'25" E- 97.00'

675+00
680+00
685+00

BEGIN ROW
STA. 679+25.00

POB 675+00.00

PROP. & EX. R/W LINE AND PROP. C/A LINE
N 38°15'29" E- 432.02'

N 84°29'26" E
115.04'
·47.94
200.00'
·62.83
205.73'

PROP. C/A & R/W LINE
N 84°29'26" E- 587.90'
·50.00
235.00'

N 45°33'43" W- 175.95'
·82.62
276.85'

300' PAVEMENT TAPER @ 25:1

NORTHERN BYPASS
N 87° 20'41" E
NORTHERN BYPASS

MATCHLINE STA. 690+00

·50.40
52.02'
·28.89
91.32'
N 35°03'43" W- 115.00'
·90.52
188.41'
N 39°03'43" W- 130.00'
·67.68
293.03'
540' PAVEMENT TAPER
N 44°33'25" E
121.00'
N 39°33'25" E
50.00'
·78.83
375.17'
·45.21
412.19'

·65.00
126.48'
N 46°32'56" W- 158.66'
·25.00
112.64'
·75.00
240.81'
PROP. C/A & R/W LINE
·55.00
342.44'
N 40°51'51" W- 540.03'
·15.00
375.00'

TEMP. EASEMENT FOR BUILDING REMOVAL

P/16 BILLY RAY & CONNIE LOU VAUGHT
P/17 PHELPS FAMILY TRUST

RM HARPER RD.
BARNESBURG RD.
EX. R/W LINE
EX. R/W
1 STY FRAME
SHED
BARN
GARAGE
GRAVEL
ASPHALT
WM
SAN
WIF

MATCHLINE (SEE SHEET R43a)

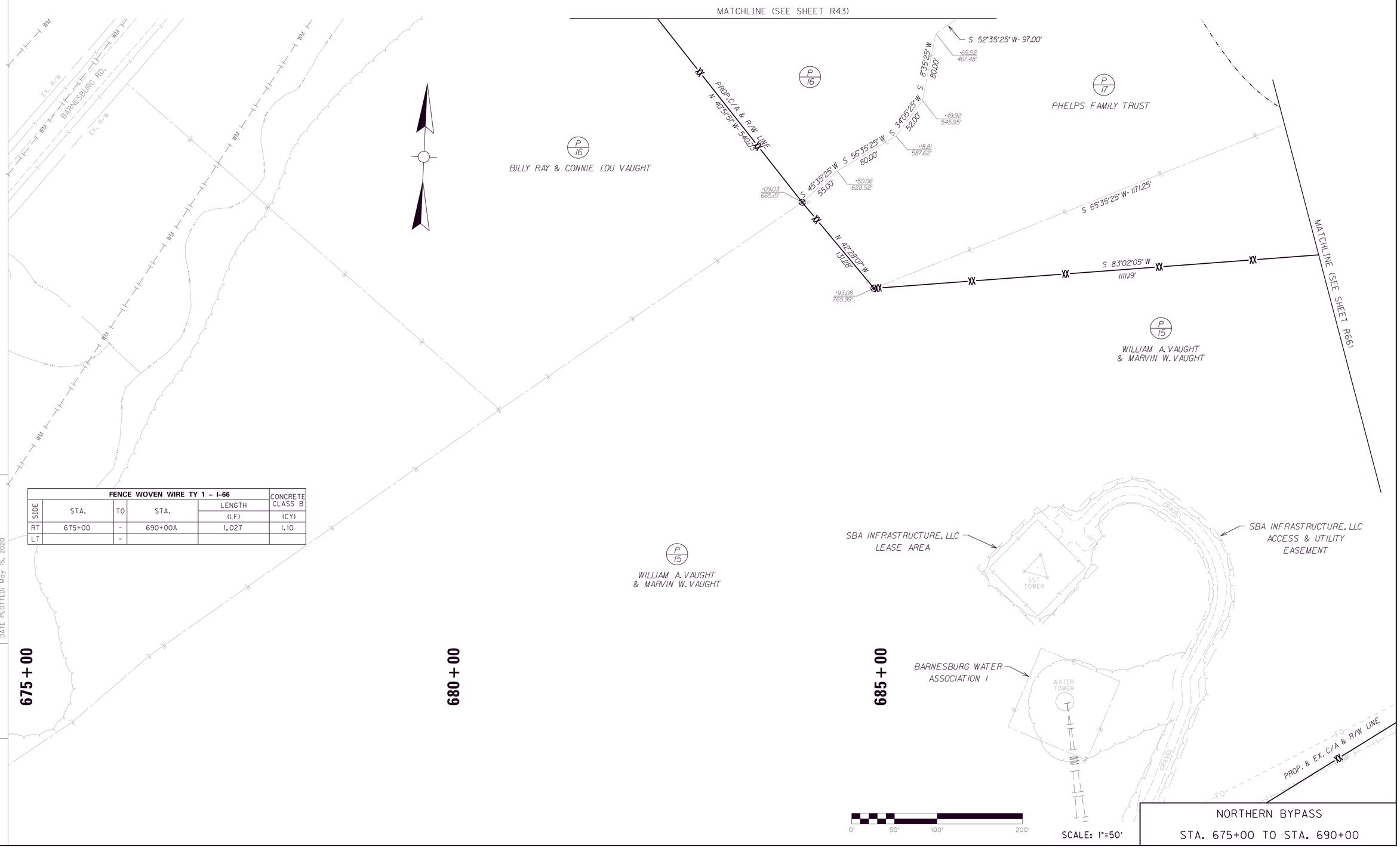
SCALE: 1"=50'

0' 50' 100' 200'

NORTHERN BYPASS
STA. 675+00 TO STA. 690+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R04300PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R43a



FENCE WOVEN WIRE TY 1 - I-66					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	675+00	-	690+00A	1,027	1.10
LT		-			

NORTHERN BYPASS

STA. 675+00 TO STA. 690+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0430APL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R44

DATUM 1010 1005 1000 995 990 985 980 975 970 965 960 955 950 945 940 935 930 925 920 915

2' FB DT. LT.

-7.14%

-4.60%

-0.50%

935.57 LT.

931.70 LT.

929.40 LT.

DITCH PLOTTED 60' ABOVE DATUM

927.90 LT.

-5.14%

-2.67%

-1.18%

-0.50%

922.76 LT.

920.09 LT.

919.50 LT.

919.00 LT.

L 1175.00 FT
SD 731.54 FT

Elev 947.61

℄ LO 677+64.42
Elev 945.67

BEGIN ROW
STA. 679+33.35

BY OTHERS

2' FB DT. RT.

-3.00%

940.45 RT.

-1.38%

-8.34%

936.76 RT.

932.59 RT.

-12.54%

-2.86%

-2.04%

-1.48%

-2.06%

-2.20%

-2.22%

926.32 RT.

924.89 RT.

923.87 RT.

923.13 RT.

922.10 RT.

VPI 679+00.00
Elev 936.63

921.00 RT.

919.89 RT.

919.63 RT.

7.26%

4.92%

10.00%

16.70%

20.92%

923.26 RT.

925.72 RT.

941.18 RT.

949.53 RT.

PVT 684+87.50
Elev 960.13

2' FB DT. RT.

PVC 688+15.00
Elev 973.23

4.00%

3.86%

3.82%

3.62%

3.42%

3.24%

SPEC. V DT. RT.

965.20 RT.

969.06 RT.

970.97 RT.

972.78 RT.

974.49 RT.

MATCHLINE STA. 690+00

14.00%

972.00 LT.

(PLOTTED 90' BELOW DATUM)

2' FB DT. LT.

930.00 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

952.9 947.60 | 947.5 946.94 | 940.8 946.42 | 933.2 946.03 | 929.2 945.78 | 927.1 945.67 | 926.4 945.70 | 925.4 945.87 | 924.9 946.18 | 925.1 946.62 | 924.6 947.20 | 924.8 947.92 | 920.4 948.78 | 920.4 949.78 | 920.2 950.92 | 920.0 952.19 | 919.9 953.60 | 920.3 955.15 | 926.7 956.84 | 933.5 958.67 | 946.8 960.63 | 958.5 962.63 | 970.4 964.63 | 984.4 966.63 | 1000.6 968.63 | 1012.2 970.63

675+00 675+50 676+00 676+50 677+00 677+50 678+00 678+50 679+00 679+50 680+00 680+50 681+00 681+50 682+00 682+50 683+00 683+50 684+00 684+50 685+00 685+50 686+00 686+50 687+00 687+50

1022.0 972.63 | 1029.7 974.61 | 1038.6 976.48 | 1047.4 978.26 | 1055.2 979.94

688+00 688+50 689+00 689+50 690+00

NORTHERN BYPASS

STA. 675+00 TO STA. 690+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R04400PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R45

Ⓐ N 78°24'51" E- 68.36'
Ⓑ N 42°59'59" E- 59.90'
Ⓒ N 42°59'59" E- 28.42'
Ⓓ N 42°59'59" E- 71.68'
Ⓔ N 49°32'05" E- 22.61'
Ⓕ S 15°36'14" W- 50.65'
Ⓖ N 51°40'17" E- 72.24'
Ⓗ N 73°22'15" E- 77.58'
Ⓘ N 0°30'30" W- 69.01'
Ⓙ N 2°01'24" E- 77.87'
Ⓚ S 89°53'32" E- 150.10'
Ⓛ S 0°49'19" W- 151.75'

FENCE WOVEN WIRE TY 1 – I-66

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
LT	690+00	-	697+97.07	816	1.10

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	CHANNEL LINING D	CHANNEL LINING T	CHANNEL LINING QUANTITY	CLASS B CONC.
LT	702+52 - 705+00	NORMAL	ROCK•	-	-	-	-
M	702+05 - 705+00	NORMAL	ROCK•	-	-	-	-
RT	702+05 - 705+00	NORMAL	ROCK•	-	-	-	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

695+00 700+00 705+00 70+00 80+00 35+00

PROP.C/A & R/W LINE
N 7°18'17" E- 416.20'
N 78°24'51" E- 200.21'
N 78°24'51" E- 85.72'
S 86°14'23" E- 376.26'
N 78°29'29" E- 298.91'
N 52°02'27" E- 243.19'

P 17 PHELPS FAMILY TRUST
P 19 RUBY PHELPS
P 300 GREG HANSFORD & SHEILA HANSFORD
P 21 GREG HANSFORD & SHEILA HANSFORD
P 18 NICK A. COOLEY
P 15 WILLIAM A. VAUGHT & MARVIN W. VAUGHT

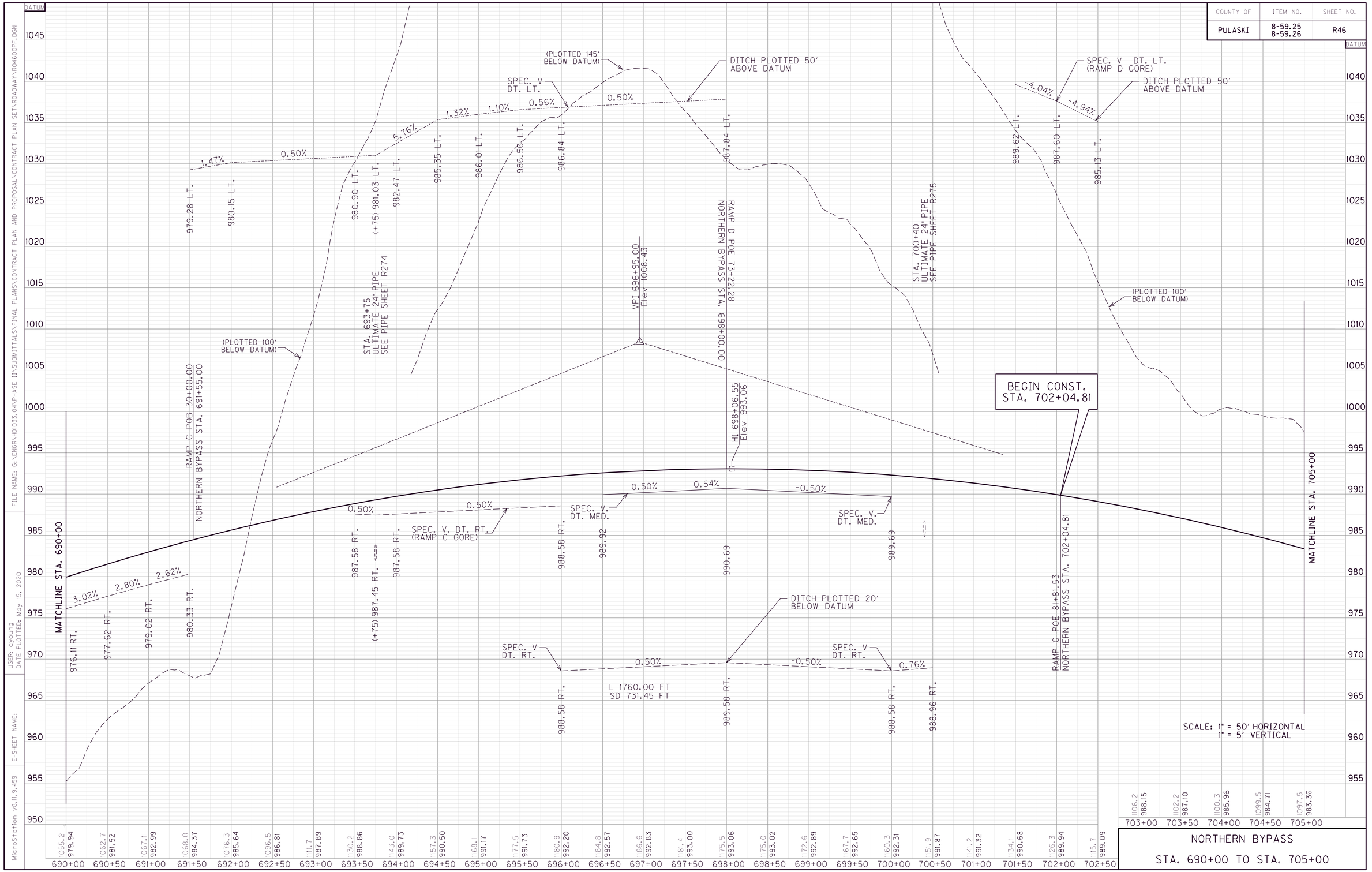
N 16°30'35" W- 695.57'
N 15°25'55" W- 585.83'
N 87°20'41" E
S 86°46'18" W
S 88°50'28" E
S 65°35'25" W- 1171.25'
N 35°33'48" W 68.45'
S 49°32'05" W 136.63'
S 43°19'54" E 459.38'
N 88°01'12" W 150.15'
S 53°18'40" W- 85.29'
S 70°34'21" W 79.52'
S 62°48'22" W- 390.32'
N 6°29'19" E- 389.71'

NORTHERN BYPASS RAMP D POE 73+22.28 STA. 698+00.00
PT 71+22.27
BASELINE STA. 2006+07.97= RAMP D STA. 66+01.50 SEE R110
BEGIN CONST. STA. 702+04.81
800' PAVEMENT TAPER @ 100:1
100' RAMP TAPER
RAMP D
RAMP C
RAMP G
SEE BENCHING BASELINE (SHEET R110)
BENCHING BASELINE PC 1997+11.91 (RAMP G STA. 76+77.07) SEE R110
BENCHING BASELINE PT 2000+00.00 (RAMP G STA. 79+65.15) SEE R110
RAMP G POE 81+81.53 NORTHERN BYPASS STA. 702+04.81
1245.19' ACCELERATION / DECELERATION LANE
300' RAMP TAPER
SPEC. V
MATCHLINE STA. 690+00
MATCHLINE STA. 705+00
NORTHERN BYPASS STA. 691+55.00 RAMP C POB 30+00.00
540' PAVEMENT TAPER
360' RECOVERY TAPER
50' Taper
PC 32+03.20
O.E. 981.08
O.E. 984.02
T.G. 986.94 O.E. 981.94
T.G. 988.65 O.E. 984.90
EX. R/W
HANSFORD LANE
POST
IP
SCALE: 1"=50'
0' 50' 100' 200'

NORTHERN BYPASS
STA. 690+00 TO STA. 705+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R04500PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R46



NORTHERN BYPASS

STA. 690+00 TO STA. 705+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO4600PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R47

(A)	S 71°59'57" W- 27.31'	(O)	S 08°59'06" W- 22.05'	(CC)	N 09°11'42" E- 57.43'
(B)	N 19°10'41" E- 36.09'	(P)	S 25°12'33" W- 61.41'	(DD)	N 03°57'00" W- 57.10'
(C)	S 58°52'53" W- 139.31'	(Q)	N 39°02'01" E- 40.98'	(EE)	N 13°29'40" W- 49.36'
(D)	S 58°20'39" W- 364.24'	(R)	S 52°59'33" W- 73.28'	(FF)	S 76°10'59" W- 134.09'
(E)	S 58°13'03" W- 374.12'	(S)	S 63°13'35" W- 72.50'	(GG)	N 62°35'51" E- 181.90'
(F)	S 05°46'28" E- 862.81'	(T)	S 66°26'54" W- 133.78'	(HH)	N 72°53'59" E- 7.02'
(G)	S 78°19'00" W- 144.58'	(U)	S 61°32'42" W- 30.74'	(II)	S 11°26'07" E- 90.48'
(H)	S 34°01'09" E- 67.54'	(V)	S 52°43'36" W- 46.08'	(JJ)	N 83°29'46" W- 68.59'
(I)	S 00°39'02" W- 153.34'	(W)	N 61°45'18" E- 35.54'	(KK)	N 83°28'04" E- 72.30'
(J)	N 61°52'23" W- 102.89'	(X)	N 66°39'26" E- 134.36'	(LL)	N 39°02'01" E- 18.41'
(K)	S 76°49'40" W- 73.32'	(Y)	N 63°26'06" E- 67.80'	(MM)	N 23°45'58" E- 353.00'
(L)	S 13°42'17" E- 88.38'	(Z)	N 53°12'20" E- 64.80'	(NN)	S 23°45'14" W- 256.05'
(M)	S 04°09'36" E- 65.05'	(AA)	N 39°14'45" E- 49.64'		
(N)	S 08°59'06" W- 45.69'	(BB)	N 25°25'04" E- 50.87'		

STA. 142+27.90
KY80 BACK / KY461 AHEAD
STA. 713+88.54
NORTHERN BYPASS BACK /
KY80 AHEAD

KY 80
PI 731+95.34
(X) = 5286520.8818
(Y) = 3584189.6408
D = 11°16'47.56" RT
T = 1431.94'
L = 2854.63'
R = 14500.00'
E = 70.53'
C = 0°23'42.52"
e = NC
Runoff = 0'
Runout = 0'

FENCE WOVEN WIRE TY 1 - I-66					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	705+00	-	720+00	43.93	0
LT	705+00	-	720+00	0	0

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	705+00 - 710+23	NORMAL	ROCK•	-	-	-	-
LT	710+23 - 710+46	SPEC V	ROCK•	-	-	-	-
LT	715+50 - 716+50	SPEC V	ECB	1.0'	-	134 SQ YD	-
LT	716+50 - 719+30	2' FB	ECB	1.0'	-	382 SQ YD	-
M	705+00 - 709+49	NORMAL	ROCK•	-	-	-	-
M	709+49 - 710+80	SPEC V	ROCK•	-	-	-	-
M	710+80 - 711+50	SPEC V	ROCK•	-	-	-	-
M	711+50 - 715+00	SPEC V	ECB	1.0'	-	467 SQ YD	-
M	711+50 - 715+00	SPEC V	ECB	1.0'	-	467 SQ YD	-
M	715+00 - 715+50	SPEC V	ECB	1.0'	-	67 SQ YD	-
M	715+00 - 715+50	SPEC V	ECB	1.0'	-	67 SQ YD	-
M	715+50 - 720+00	NORMAL	ECB	1.0'	-	600 SQ YD	-
RT	705+00 - 710+00	NORMAL	ROCK•	-	-	-	-
RT	710+00 - 710+50	SPEC V	ROCK•	-	-	-	-
RT	710+50 - 711+50	SPEC V	ROCK•	-	-	-	-
RT	711+50 - 714+00	SPEC V	ECB	1.0'	-	223 SQ YD	-
RT	714+00 - 717+50	SPEC V	ECB	1.0'	-	467 SQ YD	-
RT	717+50 - 718+87	2' FB	CL IV	2.0'	2.0'	193 CU YD	-
RT	718+92 - 719+50	2' FB	CL IV	2.0'	2.0'	84 CU YD	-
RT	719+50 - 720+00	SPEC V	ECB	1.0'	-	67 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

CONST. TWIN 90'-161'-161'-90' TY HN78-49 PCIB OVER NORTHERN BYPASS/KY80

SCALE: 1"=50'

NORTHERN BYPASS / KY 80
STA. 705+00 TO STA. 720+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0470OPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R48

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD\1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R04800PF.DGN

DATUM 1035 1030 1025 1020 1015 1010 1005 1000 995 990 985 980 975 970 965 960 955 950 945 940

MATCHLINE STA. 705+00

PVT 705+75.00
Elev 981.15

-1.16%

PVC 705+90.00
Elev 980.69

(PLOTTED 85' BELOW DATUM)

L 650.00 FT
SD 740.54 FT

STA. 709+50
CONST. STORM SYSTEM
SEE PIPE SHEET R276

STA. 710+80
CONST. STORM SYSTEM
SEE PIPE SHEET R276

SPEC. V.
DT. RT.

13.35%

(PLOTTED 50' ABOVE DATUM)

+0.50%

SPEC. V.
DT. RT.

+0.50%

969.07 RT.

(+43.83) 967.60 RT.

(+56.17) 967.60 RT.

969.32 RT.

STA. 142+27.90
KY80 BACK/KY461 AHEAD
STA. 713+88.54
NORTHERN BYPASS BACK/
KY80 AHEAD

STA.142+27.90
CONST. TWIN 90'-161'-161'-90'
TY HN78-49 PCIB OVER
NORTHERN BYPASS/KY80

SPEC. V.
DT. RT.

-2.38%

970.19 LT.

969.00 LT.

(PLOTTED 50' ABOVE DATUM)

-2.00%

2' FB.
DT. LT.

966.00 LT.

-2.70%

Q_{25} = 3.8 cfs
HW_{25} = 971.61
Q_{100} = 4.6 cfs
HW_{100} = 971.65

STA. 720+00 CONST. 97 L.F.
OF 18" PIPE @ 0° SK.
W/ 1 DBI TYPE 5B
& 1- 18" PC HDWL
SEE PIPE SHEET R279

(+30) 961.14 LT.

STA. 719+10 CONST. 188 L.F.
OF 54" PIPE @ 10° SK. RT.
W/ 2- 54" PC HDWLS.
SEE PIPE SHEET R278

PVI 709+15.00
Elev 970.61

(+53.67) 968.87

-0.61%

MEDIAN
SPEC. V.
DT.

(+73.83) 968.14

(+86.17) 968.14

MEDIAN
SPEC. V.
DT. LT.
& RT.

℄ LO 711+49.72
Elev 972.01

APPROX. STA. 711+50 CONSTR. 193 L.F.
OF 4" PERF. PIPE W/ L.T. 4" NON-PERF.
PIPE, 1 PERF. PIPE HDWL. TY. 3 & 1 TON
OF CRUSHED AGG. SIZE NO. 2

Q_{25} = 4.8 cfs
HW_{25} = 968.73
Q_{100} = 5.6 cfs
HW_{100} = 968.77

Q_{25} = 3.5 cfs
HW_{25} = 967.93
Q_{100} = 4.2 cfs
HW_{100} = 967.97

PVT 712+40.00
Elev 972.24

+1.10%

970.50

RAMP H POB 80+00.00
N BYPASS STA. 713+25.00

SPEC. V
DT. RT.

-2.64%

969.32 RT.

-2.88%

968.00 RT.

KY 80 STA. 714+50.00
RAMP F POB 60+00.00

+0.50%

MEDIAN
SPEC. V.
DT. LT.
& RT.

971.50

STA. 715+50 CONST. 110 L.F.
OF 18" PIPE @ 0° SK.
W/ 1 DBI TYPE 5B
& 1- 18" PC HDWL
SEE PIPE SHEET R277

965.12 RT.

Q_{25} = 3.0 cfs
HW_{25} = 968.06
Q_{100} = 3.7 cfs
HW_{100} = 968.10

SPEC. V DT. LT.
(RAMP F GORE)

-0.50%

969.42 LT.

969.18 LT.

-6.48%

-8.98%

961.69 LT.

963.87 RT.

-1.80%

(+86.5) 962.31 RT.

(+92.5) 962.31 RT.

+2.20%

966.45 RT.

SPEC. V
DT. RT.

+2.74%

967.82 RT.

Q_{25} = 134.6 cfs
HW_{25} = 969.82
Q_{100} = 171.1 cfs
HW_{100} = 72.96

MATCHLINE STA. 720+00

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

| | | |

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R49

P 70
BILLY PATRICK TODD
REVOCABLE LIVING TRUST

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	723+77 - 725+24	2' FB	CL IV	2.0'	2.0'	211 CU YD	-
LT	726+50 - 728+56	SPEC V	ECB	1.0'	-	298 SQ YD	-
LT	728+56 - 729+50	SPEC V	CL IV	2.0'	2.0'	211 CU YD	-
LT	729+50 - 732+50	SPEC V	ECB	1.0'	-	400 SQ YD	-
M	720+00 - 729+50	NORMAL	ECB	1.0'	-	1267 SQ YD	-
M	729+50 - 730+70	SPEC V	ECB	1.0'	-	160 SQ YD	-
M	730+70 - 733+50	SPEC V	ECB	1.0'	-	374 SQ YD	-
M	733+50 - 735+00	NORMAL	ECB	1.0'	-	200 SQ YD	-
RT	720+00 - 723+50	SPEC V	ECB	1.0'	-	467 SQ YD	-
RT	727+49 - 728+00	2' FB	ECB	1.5'	-	68 SQ YD	-
RT	733+50 - 735+00	SPEC V	ECB	1.0'	-	134 SQ YD	-

▪ DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

KY 80
PI 731+95.34
(X) = 5286520.8818
(Y) = 3584189.6408
D = 11°16'47.56" RT
T = 1431.94'
L = 2854.63'
R = 14500.00'
E = 70.53'
C = 0°23'42.52"
e = NC
Runoff = 0'
Runout = 0'

REMOVE PAVEMENT

LT/RT	STATION LOCATION	SQYD
RT	723+89 - 732+18	4,092

REMOVE & REPLACE EXIST FENCE – I-66

SIDE	STA.	TO	STA.	LENGTH (LF)
LT	733+86.72	-	735+00	114

0' 50' 100' 200'

FENCE WOVEN WIRE TY 1 – I-66

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	729+85.47	-	735+00	509	1.10

(A) S 52°43'36" W- 46.08'
(B) S 42°52'34" W- 52.17'
(C) S 27°43'58" W- 148.33'
(D) N 61°45'18" E- 35.54'
(E) N 27°56'35" E- 158.80'
(F) S 76°10'59" W- 134.09'
(G) S 73°42'29" W- 219.59'
(H) S 76°28'33" W- 100.36'
(I) S 00°22'58" W- 168.84'
(J) N 00°38'07" W- 42.10'
(K) S 29°25'50" E- 94.07'
(L) S 89°25'09" E- 106.99'
(M) S 88°09'02" W- 24.80'
(N) S 79°30'46" E- 491.60'
(O) N 85°05'09" W- 487.83'
(P) S 67°14'02" W- 83.43'
(Q) S 64°45'49" W- 13.30'

HG FAMILY IRREVOCABLE TRUST

SCALE: 1"=50'

KY 80
STA. 720+00 TO STA. 735+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO4900PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R49a

- (A) S 52°43'36" W- 46.08'
- (B) S 42°52'34" W- 52.17'
- (C) S 27°43'58" W- 148.33'
- (D) N 61°45'18" E- 35.54'
- (E) N 27°56'35" E- 158.80'
- (F) S 76°10'59" W- 134.09'
- (G) S 73°42'29" W- 219.59'
- (H) S 76°28'33" W- 100.36'
- (I) S 00°22'58" W- 168.84'
- (J) N 00°38'07" W- 42.10'
- (K) S 29°25'50" E- 94.07'
- (L) S 89°25'09" E- 106.99'
- (M) S 88°09'02" W- 24.80'
- (N) S 79°30'46" E- 491.60'
- (O) N 85°05'09" W- 487.83'
- (P) S 67°14'02" W- 83.43'
- (Q) S 64°45'49" W- 13.30'

KY 461
N 51°44'58" E

W 52°56'13" E N 43°05'10" E
52.61' 60.93'

1401.46' ACCELERATION / DECELERATION LANE

150+00

60'

4' FB

2' FB

18"

N 11°39'34" E 124.20'
ULT. NORTHERN BYPASS STA. 1725+24.09
RAMP E POE 61+98.01

S 10°43'09" W- 199.54'
N 10°50'40" E- 130.47'

P 22

CUMBERLAND LAKE SHELL, INC.
AND HUGH & JANICE BROCK

S 10°08'20" E- 438.61'

OE 958.88

2' FB

S 10°22'36" W- 187.09'
N 11°39'16" E- 156.69'

1725+00

60+00

24" CMP

1199.09' ACCELERATION / DECELERATION LANE

300' RAMP TAPER BOARDS

RAMP E

SPEC. V

EX. KY 461

EX. C/A & R/W LINE

S 7°08'13" W
78.03'

N 26°53'02" E
75.00'

N 89°09'15" W- 230.05'

S 80°35'40" W- 135.71'

PT 1727+66.47
PC 1727+71.13

MATCHLINE STA. 1720+00

ULT. NORTHERN BYPASS

N 88°41'30" W

KY 80 STA. 725+00.00 =
ULT. NORTHERN BYPASS STA. 1725+00.00

TG 972.53
INV 969.15

RAMP B

N 74°47'15" E- 947.4'

S 89°25'09" E- 240.96'

N 74°47'15" E- 269.98'

Utility Pole #(20856)
OWNER
SERVICE

S 23°09'40" E- 260.3'

N 74°27'04" W- 150.50'

S 62°27'52" W- 131.90'

S 62°27'52" W- 122.18'

S 67°14'02" W
60.05'

45+00

PROP. C/A & R/W LINE

S 23°29'28" W- 602.3'

WADE C. & JANNETTE
LEE PHELPS

P 13

JAMES R. VAUGHT

P 11

2 STY FRAME

BARN

ASPHALT

SHED

Utility Pole #(20865)
OWNER
SERVICE

Utility Pole #(20866)

50+00

TEMP. EASEMENT FOR
BLDG. REMOVAL

PROP. & EX. R/W LINE AND PROP. C/A LINE

N 00°37'08" E- 75.00'

PT 51+28.78

ULT. NORTHERN BYPASS STA. 1729+75.67
RAMP B POE 53+27.24

S 88°09'02" W- 550.14'

PROP. C/A & R/W LINE

KY 80 (ULTIMATE N
BYPASS EXTENDED)
PI 1726+33.24
(X) =5285960.0711
(Y) =3584138.1336
D = 1°03'10.55" RT
T = 133.24'
L = 266.47'
R = 14500.00'
E = 0.61'
C = 0°23'42.52"
e = NC
Runoff = 0'
Runout = 0'

P 14

HG FAMILY IRREVOCABLE TRUST

KY 80 (ULTIMATE N
BYPASS EXTENDED)
PI 1733+98.57
(X) =5286725.2070
(Y) =3584120.6600
D = 7°24'07.04" RT
T = 627.44'
L = 1253.13'
R = 9700.00'
E = 20.27'
C = 0°35'26.44"
e = 2.20%
Runoff = 90'
Runout = 99'

0' 50' 100' 200'

SCALE: 1"=50'

ULTIMATE NORTHERN BYPASS
STA. 1725+00 TO STA. 1735+00

FOR INFORMATION
ONLY

P 22

1730+00

15+00

PROP. & EX. C/A LINE & R/W LINE

PT 16+96.82

RAMP A

N 01°10'59" E

IE 953.92

P 70

BILLY PATRICK TODD
REVOCABLE LIVING TRUST

COMMERCIAL

ULT. NORTHERN BYPASS STA. 1733+85.00
RAMP A POB 10+00.00

1980' MEDIAN TAPER @ 55:1
(BOTH SIDES)

540' PAVEMENT TAPER
(ULTIMATE)

GRAVEL

TEMP. EASEMENT FOR
SLOPE CONST.

PC 12+23.52

S 59°29'33" E-
146.2'

S 71°40'17" E- 131.16'

360' RECOVERY TAPER @ 30:1 (ULTIMATE)

N 86°11'17" W- 230.34'

PROP. & EX. C/A & R/W LINE

2' FB

50' TAPER

N 81°14'32" W

RAMP A

C.P. 6

N 02°02'33" W- 96.98'

SPEC. V

EX. KY 80

ULT. NORTHERN BYPASS

S 88°39'06" E

N 85°24'30" E- 261.70'

S 84°00'48" E- 292.43'

800' PAVEMENT TAPER @ 100:1 (ULTIMATE)

MATCHLINE STA. 1735+00

100' RAMP TAPER

PT 51+28.78

15" RCP

ASPHALT

GRAVEL

GARAGE

MBL HOME

PUMP

GAS STATION

POST

SP

1 STY BRICK

TG 972.49
INV 970.09

TG 972.53
INV 969.15

INV 972.75

INV 972.65

INV 970.09

OE 968.95

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R049APL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R50

STA. 720+00 CONST. 97 L.F.
OF 18" PIPE @ 0° SK.
W/ 1 DBI TYPE 5B
& 1- 18" PC HDWL
SEE PIPE SHEET R279

Q_{25} = 3.8 cfs
HW_{25} = 971.61
Q_{100} = 4.6 cfs
HW_{100} = 971.65

L 200.00 FT
SD 3126.24 FT

L 150.00 FT
SD 3550.21 FT

L 850.00 FT
SD 889.84 FT

MATCHLINE STA. 720+00

MATCHLINE STA. 735+00

PVC 721+00.00
Elev 976.54

VPI 722+00.00
Elev 977.04

PVT 723+00.00
Elev 977.77

PVC 724+25.00
Elev 978.68

VPI 725+00.00
Elev 979.23

PVT 725+75.00
Elev 979.55

KY 80 STA. 725+24.09
RAMP E POE 61+98.01

KY 80 STA. 727+48.65
INITIAL RAMP B POE 46+69.86

PVC 728+00.00
Elev 980.50

KY 80 STA. 729+75.00
RAMP B POE 53+27.07

PI HI 729+54.35
Elev 980.82

VPI 732+25.00
Elev 982.29

KY 80 STA. 733+83.80
RAMP A POB 10+00.00

SPEC. V
DT. RT.

SPEC. V
DT. RT.

SPEC. V
DT. RT.

SPEC. V.
MED. DT.

SPEC. V
DT. RT.

2' FB
DT. RT.

2' FB
DT. LT.

SPEC. V. DT. LT.
(RAMP E GORE)

SPEC. V. DT. LT.
(RAMP A GORE)

DITCH PLOTTED 20'
BELOW DATUM

DITCH PLOTTED 20'
BELOW DATUM

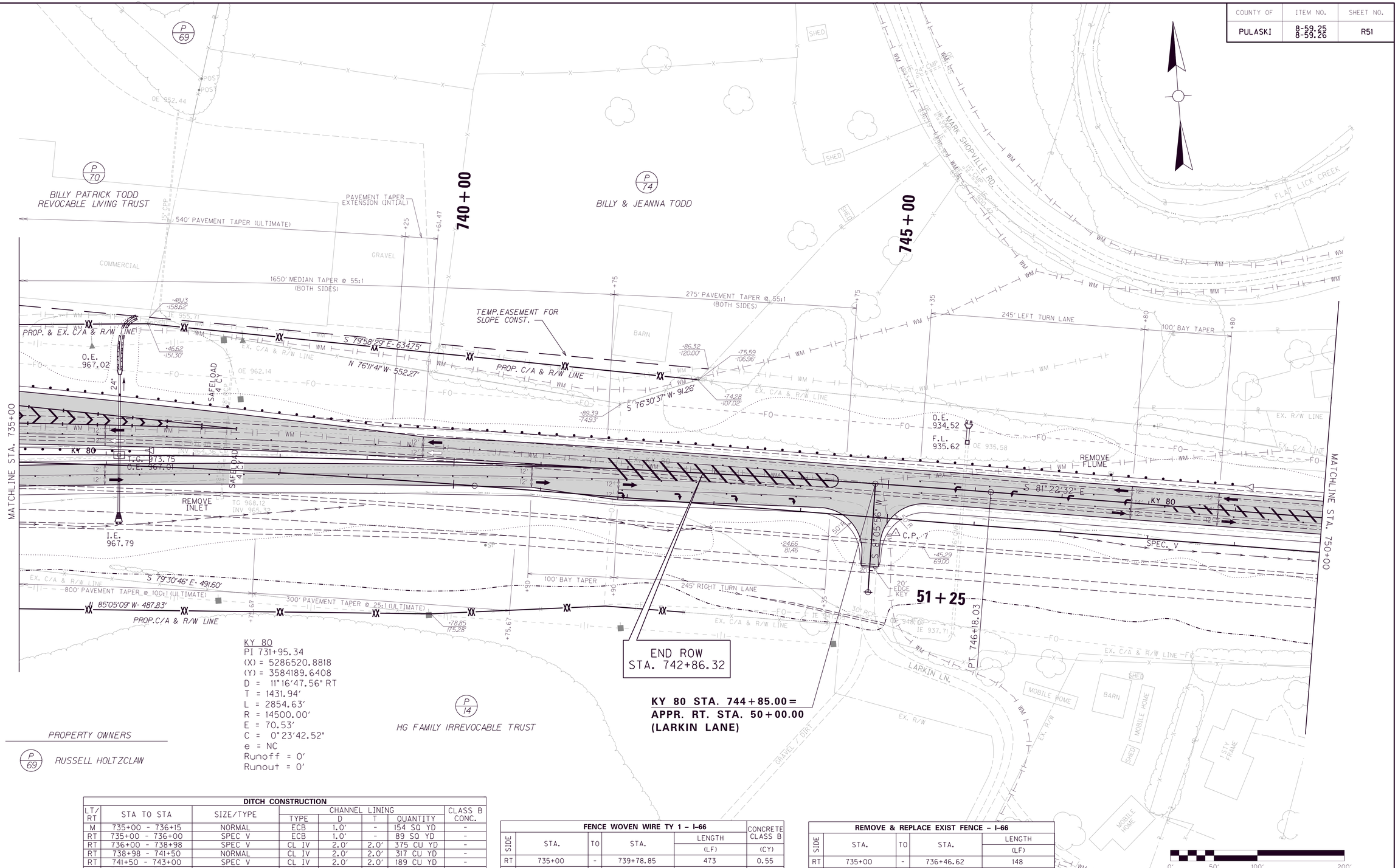
+2.74%
+2.96%
+2.57%
+2.54%
+2.30%
0.73%
0.42%
+3.09%
0.60%
0.88%
0.50%
-0.50%
-2.37%
2.00%
5.00%
-1.97%
-2.66%
-3.32%
-4.04%
6.94%
7.38%
4.34%
4.06%
3.22%
0.82%
0.50%

967.82 RT.
969.19 RT.
972.15 RT.
974.72 RT.
975.99 RT.
977.14 RT.
(+49.14) 974.50 RT.
976.07 RT.
976.67 RT.
977.11 RT.
978.21 MED.
(+70) 978.81 MED.
976.46 MED.
974.05 RT.
970.50 RT.
951.94 LT.
952.94 LT.
955.44 LT.
978.34 LT.
976.37 LT.
973.71 LT.
970.39 LT.
966.35 LT.
969.82 LT.
973.51 LT.
975.68 LT.
977.71 LT.
979.32 LT.
979.73 LT.
980.23 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

| | | |

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R51



KY 80
PI 731+95.34
(X) = 5286520.8818
(Y) = 3584189.6408
D = 11°16'47.56" RT
T = 1431.94'
L = 2854.63'
R = 14500.00'
E = 70.53'
C = 0°23'42.52"
e = NC
Runoff = 0'
Runout = 0'

PROPERTY OWNERS

P 69 RUSSELL HOLTZCLAW

P 14 HG FAMILY IRREVOCABLE TRUST

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
M	735+00 - 736+15	NORMAL	ECB	1.0'	-	154 SQ YD	-
RT	735+00 - 736+00	SPEC V	ECB	1.0'	-	89 SQ YD	-
RT	736+00 - 738+98	SPEC V	CL IV	2.0'	2.0'	375 CU YD	-
RT	738+98 - 741+50	NORMAL	CL IV	2.0'	2.0'	317 CU YD	-
RT	741+50 - 743+00	SPEC V	CL IV	2.0'	2.0'	189 CU YD	-
RT	745+50 - 747+00	SPEC V	ECB	1.0'	-	200 SQ YD	-
RT	747+00 - 750+00	SPEC V	ECB	1.0'	-	400 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

FENCE WOVEN WIRE TY 1 – I-66

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	735+00	-	739+78.85	473	0.55
LT	736+46.62	-	742+74.28	635	1.65

REMOVE & REPLACE EXIST FENCE – I-66

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	735+00	-	736+46.62	148
LT	739+78.85	-	742+74.28	293

SCALE: 1"=50'

KY 80
STA. 735+00 TO STA. 750+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\ROS10OPL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R51a

MATCHLINE STA. 1735+00

MATCHLINE STA. 1750+00

1740+00

1745+00

P 69 — RUSSELL HOLTZCLAW

P 70 — BILLY PATRICK TODD REVOCABLE LIVING TRUST

P 74 — BILLY & JEANNA TODD

P 14 — HG FAMILY IRREVOCABLE TRUST

540' PAVEMENT TAPER (ULTIMATE)

1980' MEDIAN TAPER @ 55:1 (BOTH SIDES)

800' PAVEMENT TAPER @ 100:1 (ULTIMATE)

300' PAVEMENT TAPER @ 25:1 (ULTIMATE)

PROP. & EX. C/A & R/W LINE

PROP. C/A & R/W LINE

EX. C/A & R/W LINE

EX. R/W LINE

TEMP. EASEMENT FOR SLOPE CONST.

S 79°58'29" E- 634.75'

N 76°11'41" W- 552.27'

S 76°30'37" W- 91.26'

S 79°30'46" E- 491.60'

N 85°05'09" W- 487.83'

S 81°17'23" E

ULT., NORTHERN BYPASS

SPEC. V

2' FB

30" RCP

C.P. 7

PI 1740+24.26

KY 80 (ULTIMATE N BYPASS EXTENDED)
PI 1733+98.57
(X) =5286725.2070
(Y) =3584120.6600
D = 7°24'07.04" RT
T = 627.44'
L = 1253.13'
R = 9700.00'
E = 20.27'
C = 0°35'26.44"
e = 2.20%
Runoff = 90'
Runout = 99'

PROPERTY OWNERS

P 69 — RUSSELL HOLTZCLAW

FOR INFORMATION ONLY

0' 50' 100' 200'

SCALE: 1"=50'

ULTIMATE NORTHERN BYPASS
STA. 1735+00 TO STA. 1750+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\ROS10APL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R52

APPR. RT. STA. 744+85

L 30.00 FT
SD 201.06 FT

L 30.00 FT
SD 146.25 FT

VPI 50+30.37
Elev 958.72

PVC 50+35.00
Elev 958.61

VPI 50+50.00
Elev 958.28

PVRC 50+65.00
Elev 957.08

-2.30%

VPI 50+80.00
Elev 955.88

PVT 50+95.00
Elev 954.88

959.3 957.4 958.07 954.6

50+00 50+50 51+00 51+50

STA. 736+15 CONST. 68 L.F.
OF 18" PIPE @ 0° SK.
W/ 1 DBI TYPE 5B
& 1- 18" PC HDWL
SEE PIPE SHEET R280

MEDIAN BOX
Q_{25} = 2.5 cfs
HW_{25} = 973.98
Q_{100} = 3.0 cfs
HW_{100} = 974.01

24" CROSS DRAIN
Q_{25} = 12.9 cfs
HW_{25} = 970.20
Q_{100} = 15.9 cfs
HW_{100} = 970.93

0.00' LT
0.00' RT

0.21' LT
-0.21' RT

125' PROFILE GRADE TRANSITION

+25 +50

MATCHLINE STA. 735+00

LEFT P.G.

RIGHT P.G.

PVT 736+50.00
Elev 974.21

970.50 RT.

-2.37%

(+15) 967.77 RT.

-0.50%

SPEC. V
DT. RT.

-1.90%

966.34 RT.

965.50 LT.

-4.00%

SPEC. V
DT. LT.

PVC 740+29.22
Elev 967.01

VPI 741+04.22
Elev 965.58

PVT 741+79.22
Elev 964.42

(+25) 958.50 LT.

961.71 RT.

-3.20%

956.91 RT.

L 150.00 FT
SD 1610.42 FT

L 150.00 FT
SD 2477.71 FT

END ROW
STA. 742+86.32

PVC 743+45.00
Elev 961.85

VPI 744+20.00
Elev 960.69

PVT 744+95.00
Elev 959.19

STA. 745+86.62 CONST. 15 L.F.
OF 36" PIPE @ 0° SK.
&1-36" PC HDWL
SEE PIPE SHEET R281

952.22 RT.

-3.24%

950.60 RT.

-3.20%

949.00 RT.

-2.00%

-2.00%

SPEC. V
DT. RT.

945.00 RT.

MATCHLINE STA. 750+00

Q_{25} = 34.8 cfs
HW_{25} = 940.89
Q_{100} = 42.7 cfs
HW_{100} = 941.56

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

975.5 976.76 | 975.1 LT 976.02 RT 975.93 | 974.5 LT 975.25 RT 975.00 | 973.9 974.21 | 972.8 973.26 | 971.7 972.31 | 970.8 971.36 | 969.9 970.41 | 968.9 969.46 | 967.9 968.51 | 967.0 967.56 | 966.2 966.62 | 965.4 965.72 | 964.6 964.88 | 963.7 964.10 | 963.0 963.32 | 962.2 962.55 | 961.5 961.77 | 960.7 960.95 | 959.9 960.06 | 959.0 959.09 | 958.0 958.09 | 957.0 957.09 | 956.0 956.09 | 955.0 955.09 | 954.0 954.09

735+00 735+50 736+00 736+50 737+00 737+50 738+00 738+50 739+00 739+50 740+00 740+50 741+00 741+50 742+00 742+50 743+00 743+50 744+00 744+50 745+00 745+50 746+00 746+50 747+00 747+50

953.0 953.09 | 952.1 952.09 | 951.1 951.09 | 950.0 950.09 | 949.0 949.09

748+00 748+50 749+00 749+50 750+00

KY 80

STA. 735+00 TO STA. 750+00

DATUM 1020 1015 1010 1005 1000 995 990 985 980 975 970 965 960 955 950 945 940 935 930 925

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R052200PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R53

DITCH CONSTRUCTION

LT/ RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
RT	750+00 - 751+50	SPEC V	ECB	1.0'	-	200 SQ YD	-

▪ DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

MATCHLINE STA. 750+00

KY 80

S 61° 28' 32" E

SPEC. V

END CONST.
STA. 755+15.00

755 + 00

MARK SHOPVILLE RD.

VAUGHT LN. - SHOPVILLE

OLD SHOPVILLE RD.

GRUNDY MEADOWS DR.

GRUNDY MEADOWS CT.

KY 692

EX. R/W LINE

EX. C/A LINE

EX. C/A & R/W LINE

1 STY FRAME

1 STY BRICK

SHED

BARN

GARAGE

MOBILE HOME

MODULAR HOME

SCHOOL

SCHOOL BUILDING

PLAYGROUND

ASPHALT

GRAVEL

STORAGE UNITS

PARK SHELTER

1 STY METAL

18" PIPE

WM

FO

0' 50' 100' 200'

SCALE: 1"=50'

KY 80

STA. 750+00 TO STA. 755+15

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R05300PL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R53a

MATCHLINE STA. 1750+00

1755+00

MARK SHOPVILLE RD.

VAUGHT LN. - SHOPVILLE

OLD SHOPVILLE RD.

ULT., NORTHERN BYPASS

SPEC. V

12'

12'

EX. R/W LINE

EX. C/A LINE

WM

FO

1 STY FRAME

SHED

BARN

1 STY BRICK

ASPHALT

GRAVEL

PLAYGROUND

ASPHALT

SCHOOL

SCHOOL BUILDING

STORAGE UNITS

MOBILE HOME

GRUNDY MEADOWS DR.

GRUNDY MEADOWS CT.

GARAGE

MODULAR HOME

KY 692

18" PIPE

PARK SHELTER

1 STY METAL

PARK SHELTER

PLAYGROUND

GRAVEL

ASPHALT

FOR INFORMATION ONLY

0' 50' 100' 200'

SCALE: 1"=50'

ULTIMATE NORTHERN BYPASS

STA. 1750+00 TO STA. 1756+00

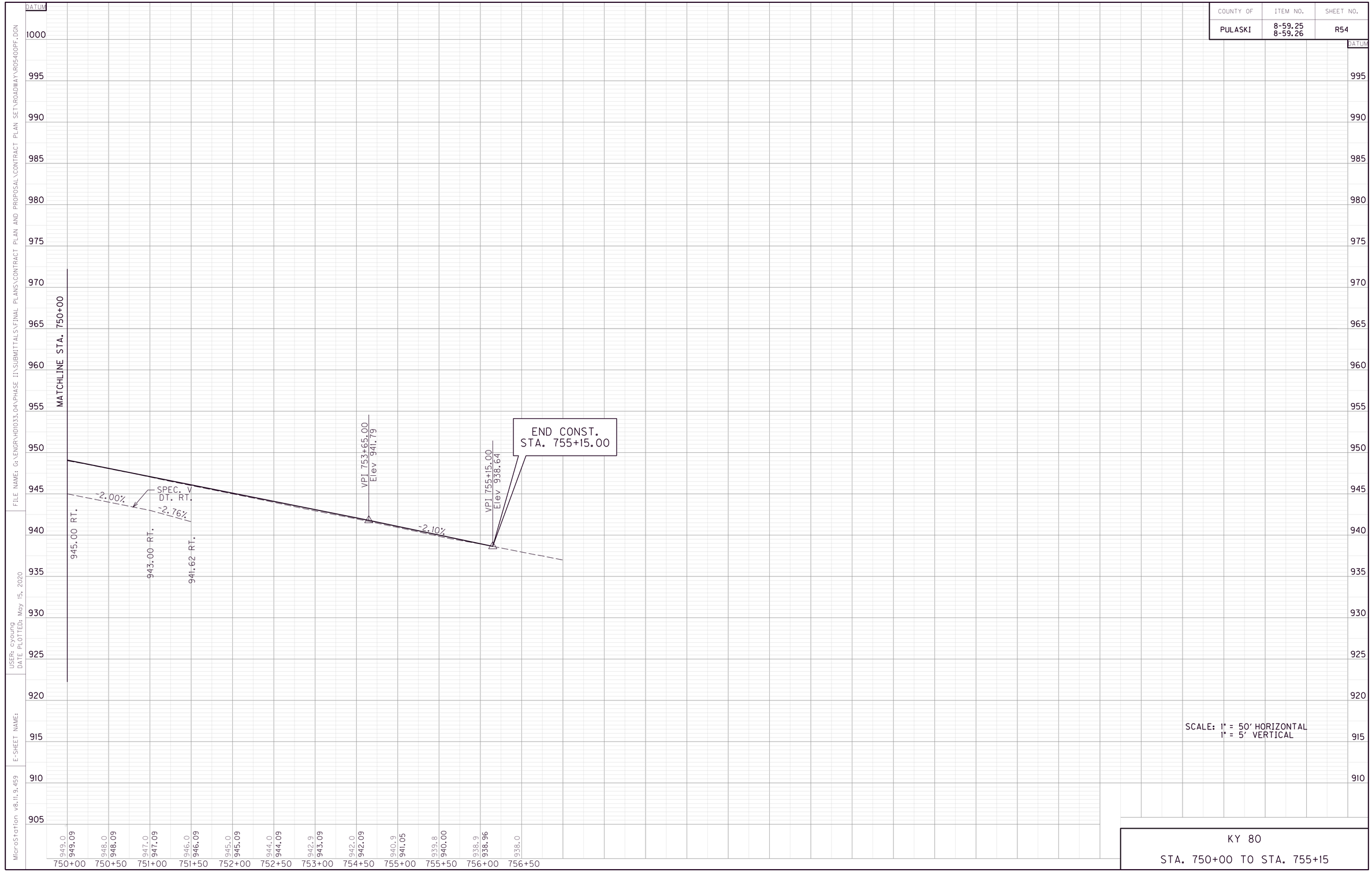
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R053APL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R54



SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

KY 80

STA. 750+00 TO STA. 755+15

FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R054OOPF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R55

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	14+84 - 15+50	SPEC V	CL IV	2.0'	2.0'	192 CU YD	-
LT	15+50 - 16+00	SPEC V	ECB	1.0'	-	112 SQ YD	-
LT	17+50 - 20+61	SPEC V	CL IV	2.0'	2.0'	382 CU YD	-
RT	10+50 - 16+50	2' FB	ECB	2.0'	-	2023 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

FENCE WOVEN WIRE TY 1 – RAMP A

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	11+58.59	-	15+18.18	300	2.20
RT	19+94.15	-	20+81.3	77	1.10

REMOVE PAVEMENT

LT/RT	STATION LOCATION	SQYD
RT	19+68 - 24+75	1,279

REMOVE & REPLACE EXIST FENCE – RAMP A

SIDE	STA.	TO	STA.	LENGTH (LF)
RT	10+00	-	11+58.59	153
RT	15+18.18	-	19+94.15	423
RT	20+81.3	-	29+34	803

KY 80 STA. 725+24.09
RAMP E POE 61+98.01

KY 80 STA. 733+86.89
RAMP A POB 10+00.00

ENTR. RT. STA. 25+71.00 =
ENTR. LT. STA. 20+00.00

RAMP A
PI 22+28.60
(X) = 5286229.7588
(Y) = 3585088.8919
D = 38°11'55.33" RT
T = 247.93'
L = 477.35'
R = 716.00'
E = 41.71'
C = 8°00'07.93"
e = 7.00%
Runoff = 145.00'
Runout = 41.00'

RAMP A
PI 15+11.67
(X) = 5286212.8283
(Y) = 3584269.1389
D = 82°25'31.09" RT
T = 288.15'
L = 473.30'
R = 329.00'
E = 108.34'
C = 17°24'54.47"
e = 8.00%
Runoff = 155.00'
Runout = 39.00'

ENTR. RT. STA. 69+47
P.O.B. (X) 5286856.6444
(Y) 3585193.9783
P.I. (X) 5286841.0364
(Y) 3585172.3539
P.O.E. (X) 5286800.4089
(Y) 3585125.5533

ENTR. LT. STA. 25+70
P.O.B. (X) 5286458.4308
(Y) 3584894.9173
P.O.E. (X) 5286370.2542
(Y) 3584942.0861

ENTR. RT. STA. 67+70
P.O.B. (X) 5286751.5944
(Y) 3585327.3849
P.I. (X) 5286638.1374
(Y) 3585317.7821
P.I. (X) 5286464.8763
(Y) 3585118.9709
P.I. (X) 5286306.1761
(Y) 3584822.2997
P.O.E. (X) 5286508.9789
(Y) 3584782.2288

(A) S 54°13'03" E- 55.29'
(B) S 20°41'31" W- 26.66'
(C) N 07°41'49" E- 231.40'
(D) S 34°09'50" E- 22.43'
(E) N 63°27'16" E- 52.03'
(F) N 54°13'03" W- 49.47'
(G) S 34°09'50" E- 98.17'
(H) N 11°39'34" E- 74.19'
(I) N 00°38'07" W- 42.10'
(J) N 51°18'50" W- 145.37'
(K) N 51°18'50" W- 78.13'
(L) N 71°25'28" W- 100.50'
(M) S 38°21'42" W- 187.78'

PROPERTY OWNERS

P/30 MARY LOU HENDERLIGHT & BILLYE JUNE COMBS

P/70 BILLY PATRICK TODD REVOCABLE LIVING TRUST

P/69 RUSSELL HOLTZCLAW

P/28 DENNIS AKER

P/22 CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK

P/27 NATHAN D. & EMILY ELDRIDGE

P/29 ROBERT W. MURDOCH

P/30

RAMP A
STA. 10+00 TO STA. 29+33.91

SCALE: 1"=50'

0' 50' 100' 200'

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R055OOPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R56

BEGIN CONST.
STA. 10+00.00

VPI 10+00.00
Elev 979.67

PVC 12+12.91
Elev 981.80

VPI 14+12.91
Elev 983.80

PVT 16+12.91
Elev 977.30

HI 13+07.04
Elev 982.27

1.00%

SPEC. V
DT. RT.

-6.54%

2' FB
DT. RT.

977.27 RT.

974.00 RT.

-11.00%

-8.00%

-6.00%

968.50 RT.

964.50 RT.

961.50 RT.

-1.00%

-2.00%

960.00 RT.

958.00 RT.

-0.70%

956.95 RT.

L 400.00 FT
SD 453.89 FT

9.90%

1.56%

SPEC. V
DT. LT.

968.35 LT.

973.30 LT.

974.08 LT.

STA. 18+12.58 CONST. 68 L.F.
OF 18"PIPE @ 2'13" SK. RT.
W/ 1-27" JB NO. 10
& 1-18" PC HDWLS.
SEE PIPE SHEET R282

970.00 LT.

-1.98%

-3.25%

-9.42%

966.01 LT.

961.30 LT.

-11.16%

SPEC. V
DT. LT.

-11.92%

955.72 LT.

-13.94%

949.76 LT.

MATCHLINE STA. 20+00

942.79 LT.

Q_{25} = 10.0 cfs
HW_{25} = 956.15
Q_{100} = 11.6 cfs
HW_{100} = 956.58

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

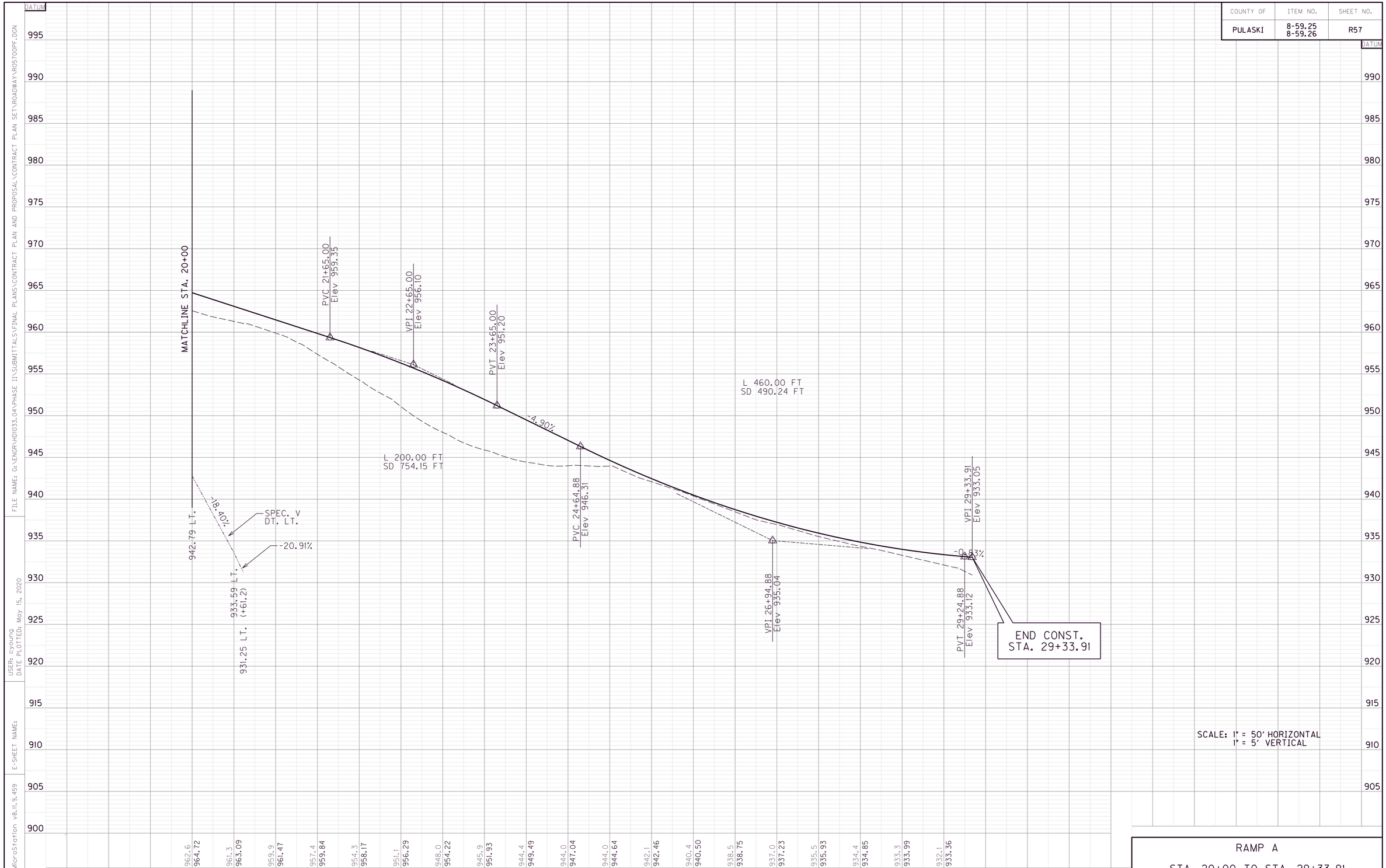
10+00	10+50	11+00	11+50	12+00	12+50	13+00	13+50	14+00	14+50	15+00	15+50	16+00	16+50	17+00	17+50	18+00	18+50	19+00	19+50	20+00
975.7	975.7	975.4	974.8	973.3	972.5	970.1	965.9	966.8	970.2	971.1	974.1	975.7	974.8	972.9	970.6	968.5	966.7	965.1	963.9	962.6
979.67	980.17	980.67	981.17	981.67	982.10	982.27	982.17	981.81	981.18	980.29	979.13	977.71	976.09	974.47	972.84	971.22	969.59	967.97	966.34	964.72

RAMP A

STA. 10+00 TO STA. 20+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R056OOPF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R57



SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

RAMP A

STA. 20+00 TO STA. 29+33.91

FILE NAME: G:\ENGR\RDI\033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R057100PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R58

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	25+50 - 27+50	SPEC V	ECB	1.0'	-	267 SQ YD	-
LT	27+50 - 35+00	SPEC V	CL IV	2.0'	2.0'	1402 CU YD	-
RT	20+80 - 21+13	SPEC V	ECB	1.0'	-	30 SQ YD	-
RT	28+25 - 35+00	6' FB	CL IV	2.0'	2.0'	774 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

STA. 142+27.90
KY80 BACK/KY461 AHEAD
STA. 713+88.54
NORTHERN BYPASS BACK/
KY80 AHEAD

RAMP H POB 80+00.00
N. BYPASS STA. 713+25.00

STA.142+27.90
CONST. TWIN
90'-161'-161'-90'
TY HN78-49 PCIB
OVER NORTHERN
BYPASS/KY80

GREG HANSFORD & SHEILA HANSFORD

NICK A. COOLEY

HOGUE MYERS PROPERTIES, LLC

CUMBERLAND LAKE SHELL, INC.

KLD, LLC

JAMES R. VAUGHT

HINKLE CONTRACTING COMPANY, LLC

INITIAL RAMP B
PI 28+95.77
(X) = 5284328.4631
(Y) = 3583691.8347
D = 20°59'44.45" RT
T = 833.85'
L = 1649.00'
R = 4500.00'
E = 76.60'
C = 1°16'23.66"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

REMOVE PAVEMENT

LT/RT	STATION LOCATION	SQYD
RT	20+88 - 21+25	59
LT	30+11 - 35+00	1,374

PROPERTY OWNERS

(P 22) CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK

Ⓐ S 53°18'40" W- 85.29'
Ⓑ N 51°40'17" E- 72.24'
Ⓒ S 71°59'57" W- 27.31'
Ⓓ N 19°10'41" E- 36.09'
Ⓔ N 00°39'02" E- 153.34'
Ⓕ S 78°19'00" W- 144.58'
Ⓖ N 34°01'09" W- 67.54'
Ⓗ S 58°13'03" W- 374.12'
Ⓘ N 58°35'51" E- 71.08'
Ⓙ N 72°53'59" E- 7.02'
Ⓚ S 45°55'28" W- 276.88'
Ⓛ S 15°36'14" W - 50.65'
Ⓜ N 24°55'49" E - 16.21'

SCALE: 1"=50'

INITIAL RAMP B
STA. 20+00 TO STA. 35+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R058001PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R59

BEGIN CONST.
STA. 20+00.00

INITIAL RAMP B
VPI 20+00.00 KY 80 127+71.95
VPI 20+00.00
Elev 1021.22

VPI 21+00.00
Elev 1018.36

VPI 22+00.00
Elev 1015.46

VPI 23+00.00
Elev 1012.52

PVC 24+25.00
Elev 1008.79

VPI 24+75.00
Elev 1007.29

PVT 25+25.00
Elev 1005.49

-2.86%
-2.90%
-2.94%
-2.99%
-3.16%
-3.60%
-4.20%
-4.96%
-2.84%
-1.10%
-2.80%
-1.96%

SPEC V
DT. RT.
-2.81%

(+80) 1011.54 RT.
(+13) 1010.62 RT.

L 100.00 FT
SD 1816.12 FT

(+26.94) 1005.54 LT.
1004.35 LT.

L 100.00 FT
SD 554.46 FT

996.91 LT.

PVC 26+14.25
Elev 1002.28

VPI 26+64.25
Elev 1000.48

PVT 27+14.25
Elev 999.06

SPEC V
DT. LT.

988.51 LT.
987.96 LT.

6' FB SPEC.
DT. RT.

988.90 RT.
987.00 RT.
986.20 RT.

-1.52%
-0.80%
-3.00%

DITCH PLOTTED 30'
ABOVE DATUM

6' FB SPEC.
DT. RT.

972.70 RT.

SPEC V
DT. LT.

PVC 32+34.24
Elev 984.30

978.16 LT.

SPEC V
DT. LT.

974.24 LT.

MATCHLINE STA. 35+00

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

| | | |

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R60

KY 461 STA. 144+70.00
RAMP H POE 105+72.29

INITIAL RAMP B
PI 28+95.77
(X) = 5284328.4631
(Y) = 3583691.8347
D = 20°59'44.45" RT
T = 833.85'
L = 1649.00'
R = 4500.00'
E = 76.60'
C = 1°16'23.66"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

INITIAL RAMP B
PI 43+32.24
(X) = 5285732.3576
(Y) = 3584074.7108
D = 15°26'48.52" RT
T = 341.77'
L = 679.39'
R = 2520.00'
E = 23.07'
C = 2°16'25.11"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

(A)	S 76°49'40" W- 73.32'
(B)	S 13°42'17" E- 88.38'
(C)	S 04°09'36" E- 65.05'
(D)	S 08°59'06" W- 45.69'
(E)	S 08°59'06" W- 22.05'
(F)	S 25°12'33" W- 61.41'
(G)	S 39°02'01" W- 40.98'
(H)	S 52°59'33" W- 73.28'
(I)	S 66°26'54" W- 133.78'
(J)	N 43°05'10" E- 60.93'
(K)	N 52°56'13" E- 52.61'
(L)	N 61°45'18" E- 35.54'
(M)	N 63°26'06" E- 67.80'
(N)	N 53°12'20" E- 64.80'
(O)	N 39°14'45" E- 49.64'
(P)	N 25°25'04" E- 50.87'
(Q)	N 09°11'42" E- 57.43'
(R)	N 03°57'00" W- 57.10'
(S)	N 13°29'40" W- 49.36'
(T)	N 80°43'07" E- 353.23'
(U)	S 77°21'26" W- 225.00'
(V)	S 76°10'59" W- 134.09'
(W)	S 73°42'29" W- 219.59'
(X)	S 76°28'33" W- 100.36'
(Y)	S 29°25'50" E- 94.07'
(Z)	N 02°02'33" W- 145.84'
(AA)	S 88°09'02" W- 24.80'
(BB)	S 67°14'02" W- 83.43'
(CC)	S 89°25'09" E- 106.99'
(DD)	S 64°45'49" W- 13.30'
(EE)	S 39°02'01" W- 18.41'
(FF)	S 59°29'33" E- 74.62'
(GG)	N 86°11'17" W- 230.34'

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	35+00 - 35+50	SPEC V	CL IV	2.0'	2.0'	80 CU YD	-
LT	35+50 - 37+00	2' FB	CL IV	2.0'	2.0'	167 CU YD	-
RT	35+00 - 36+50	6' FB	CL IV	2.0'	2.0'	211 CU YD	-
RT	36+50 - 36+80	6' FB	CL IV	3.0'	2.0'	56 CU YD	-
RT	37+75 - 37+80	6' FB	CL IV	3.0'	2.0'	9 CU YD	-
RT	37+94 - 43+00	2' FB	CL IV	2.0'	2.0'	562 CU YD	-
RT	43+00 - 46+70	2' FB	ECB	2.0'	-	658 SY YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

REMOVE PAVEMENT

LT/RT	STATION LOCATION	SQYD
LT	30+00 - 35+70	158

PROPERTY OWNERS

P/70 BILLY PATRICK TODD REVOCABLE LIVING TRUST

P/301 CUMBERLAND LAKE SHELL, INC.

P/11 JAMES R. VAUGHT

CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK

WADE C. & JANNETTE LEE PHELPS

HG FAMILY IRREVOCABLE TRUST

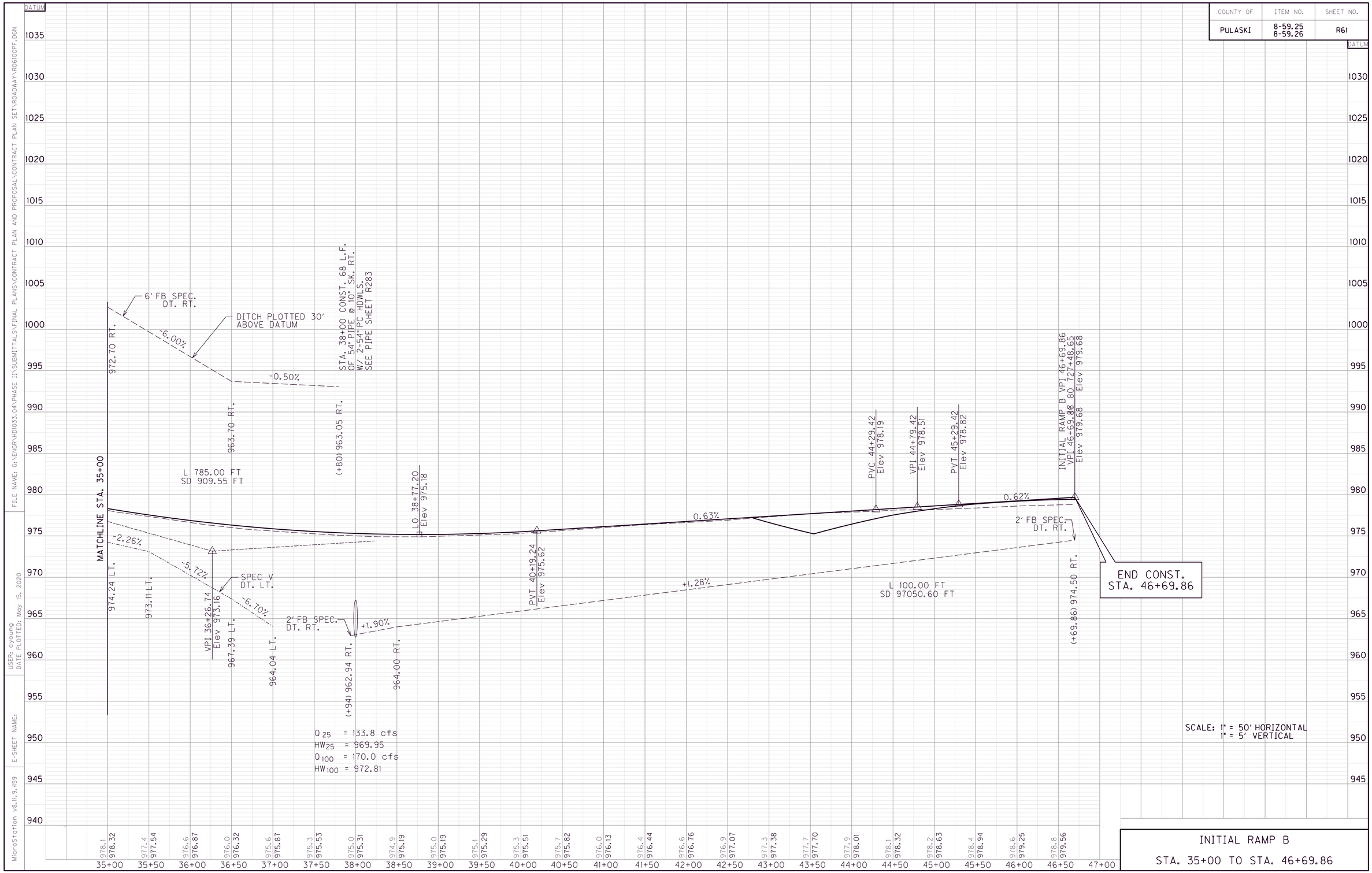
KLD, LLC

SCALE: 1"=50'

INITIAL RAMP B
STA. 35+00 TO STA. 46+69.86

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R60GOOPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R61

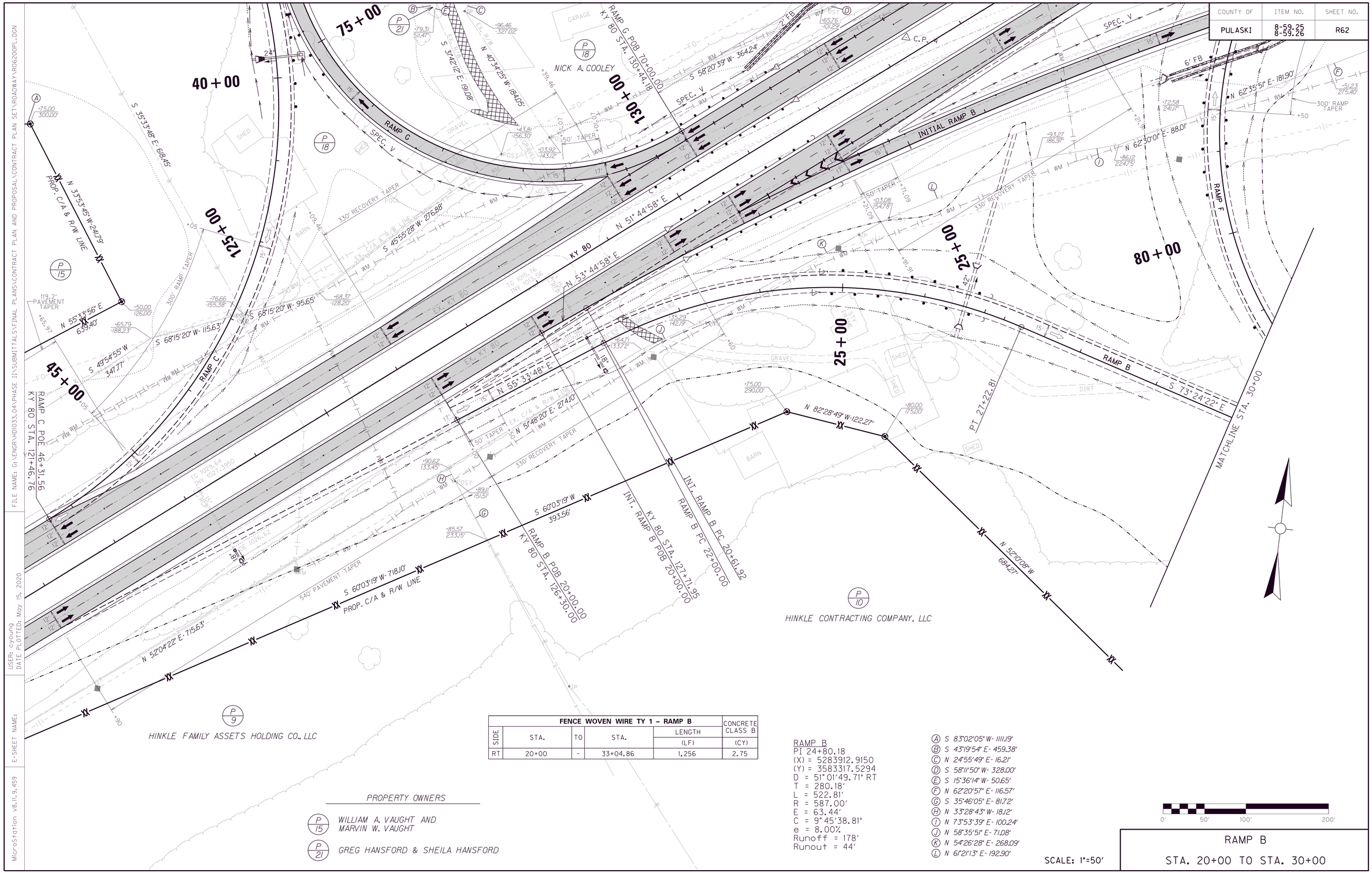


INITIAL RAMP B

STA. 35+00 TO STA. 46+69.86

FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R06100PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R62



FENCE WOVEN WIRE TY 1 – RAMP B					
SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	20+00	-	33+04.86	1,256	2.75

RAMP B
PI 24+80.18
(X) = 5283912.9150
(Y) = 3583317.5294
D = 51°01'49.71" RT
T = 280.18'
L = 522.81'
R = 587.00'
E = 63.44'
C = 9°45'38.81"
e = 8.00%
Runoff = 178'
Runout = 44'

Ⓐ S 83°02'05" W- 1111.19'
Ⓑ S 43°19'54" E- 459.38'
Ⓒ N 24°55'49" E- 16.21'
Ⓓ S 58°11'50" W- 328.00'
Ⓔ S 15°36'14" W- 50.65'
Ⓕ N 62°20'57" E- 116.57'
Ⓖ S 35°46'05" E- 81.72'
Ⓗ N 33°28'43" W- 18.12'
Ⓘ N 73°53'39" E- 100.24'
Ⓙ N 58°35'51" E- 71.08'
Ⓚ N 54°26'28" E- 268.09'
Ⓛ N 61°21'13" E- 192.90'

PROPERTY OWNERS

P 15 — WILLIAM A. VAUGHT AND MARVIN W. VAUGHT

P 21 — GREG HANSFORD & SHEILA HANSFORD

SCALE: 1"=50'

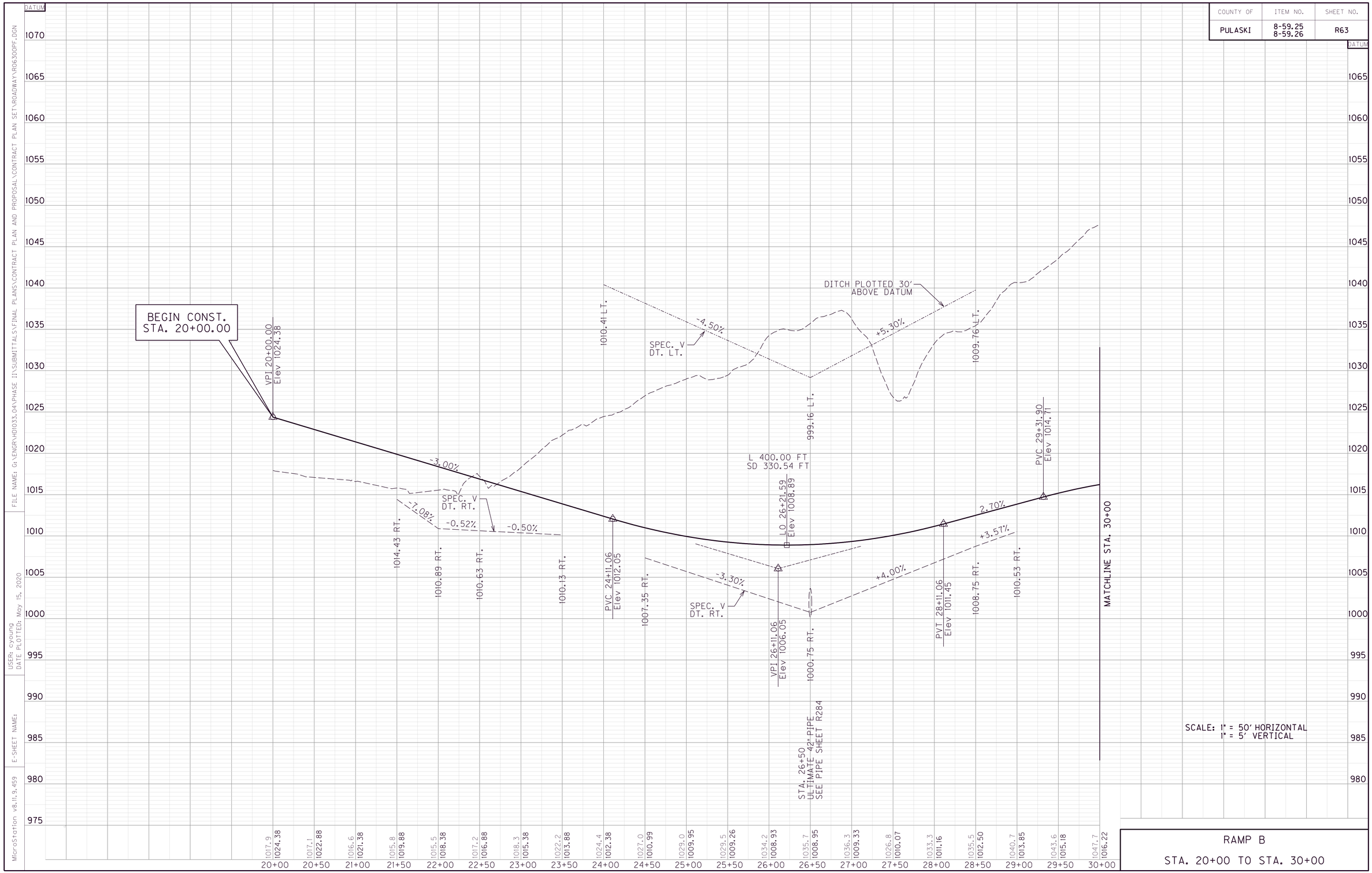
0' 50' 100' 200'

RAMP B

STA. 20+00 TO STA. 30+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R062D0PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R63



SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

RAMP B

STA. 20+00 TO STA. 30+00

FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R06300PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R64

FENCE WOVEN WIRE TY 1 – RAMP B					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	33+04.86	-	45+43.65	1,522	2.75

Ⓐ N 62°20'57" E- 116.57'
Ⓑ N 72°53'59" E- 7.02'
Ⓒ S 69°10'18" W- 80.81'

RAMP B
PI 47+44.50
(X) = 5285600.1199
(Y) = 3584069.4973
D = 66°53'36.51" RT
T = 500.70'
L = 884.97'
R = 758.00'
E = 150.44'
C = 7°33'31.72"
e = 8.00%
Runoff = 192'
Runout = 48'

RAMP B
PI 36+81.70
(X) = 5285100.3743
(Y) = 3582963.6698
D = 82°16'29.10" LT
T = 423.21'
L = 695.73'
R = 484.50'
E = 158.81
C = 11°49'32.72"
e = 8.00%
Runoff = 166'
Runout = 41'

INV 917.92
+65.81 296.85'
+15.47 352.68'
+22.02 355.21'
N 72°12'28" E- 159.74'
EX. C/A & R/W LINE
N 72°06'09" E- 583.72'
WM
BILLBOARD
ASPHALT
C.P. 5
MATCHLINE STA. 43+00
MATCHLINE STA. 30+00
RAMP F
RAMP B
15'
IPC 42+43.81
PT 39+54.21
PC 32+58.48
N 24°19'09" E
S 13°24'22" E
N 05°46'28" W- 925.52'
70+00
75+00
40+00
35+00
S 23°29'28" W- 602.13'
S 49°08'57" W
549.13'
PROP. C/A & R/W LINE
N 52°10'08" W
684.27'
S 69°10'18" W
314.61'
+60.00
435.00'
+20.31
286.41'
+70.00
265.00'
+55.00
165.00'
P 10
P 11
P 14
HINKLE CONTRACTING COMPANY, LLC
JAMES R. VAUGHT
HG FAMILY IRREVOCABLE TRUST

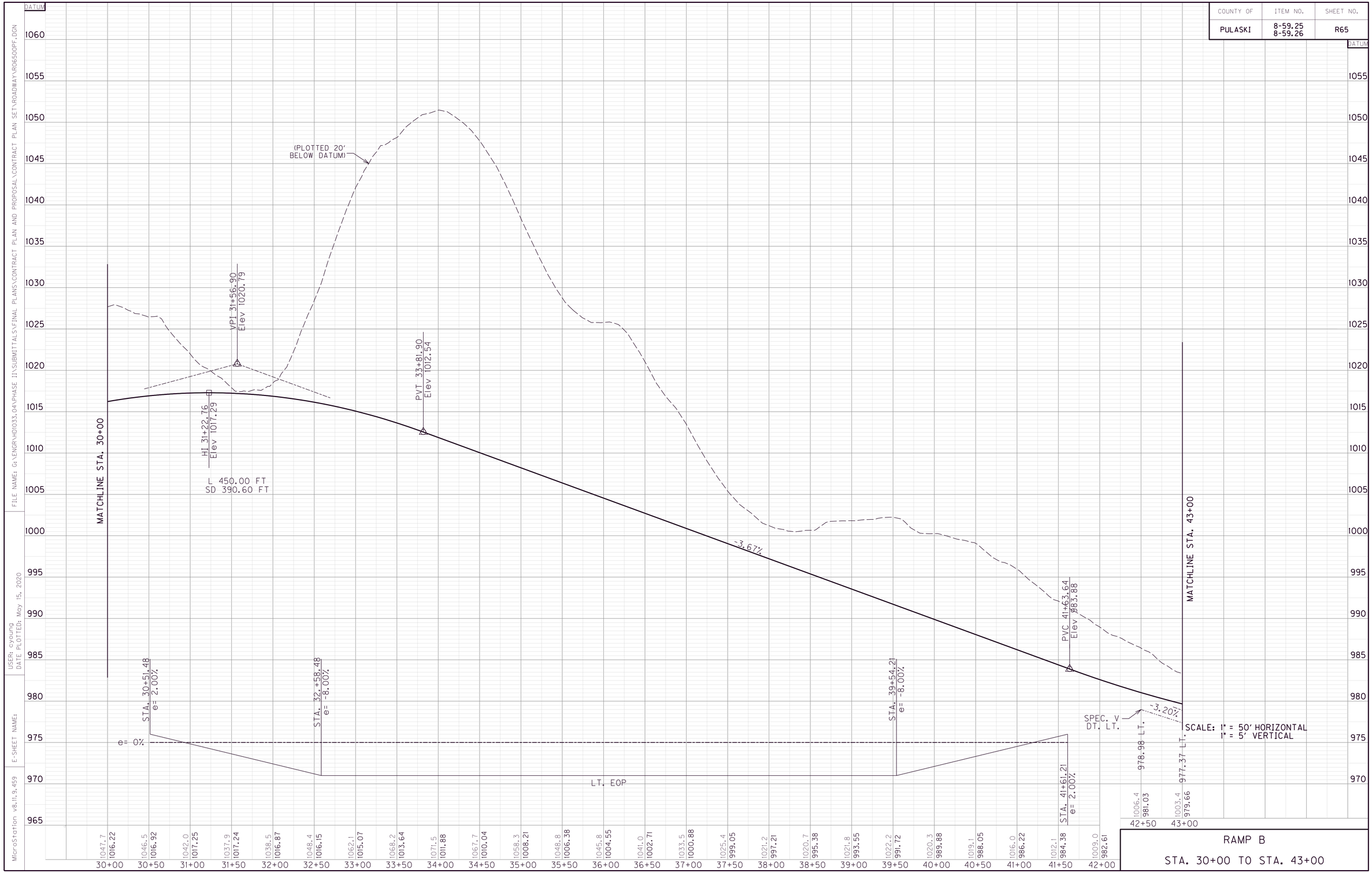
0' 50' 100' 200'

SCALE: 1"=50'

RAMP B
STA. 30+00 TO STA. 43+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R06400PL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R65



RAMP B

STA. 30+00 TO STA. 43+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R06500PF.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R66

RAMP B
PI 47+44.50
(X) = 5285600.1199
(Y) = 3584069.4973
D = 66°53'36.51" RT
T = 500.70'
L = 884.97'
R = 758.00'
E = 150.44'
C = 7°33'31.72"
e = 8.00%
Runoff = 192'
Runout = 48'

PROPERTY OWNERS

(P 22) CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK

(P 11) JAMES R. VAUGHT

(P 13) WADE C. & JANNETTE LEE PHELPS

(P 14) HG FAMILY IRREVOCABLE TRUST

(P 70) BILLY PATRICK TODD REVOCABLE LIVING TRUST

FENCE WOVEN WIRE TY 1 – RAMP B					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	45+43.65	-	53+27.24	672	1.10

(A) S 88°09'02" W- 24.80'
(B) S 79°30'46" E- 491.60'
(C) N 85°05'09" W- 487.83'
(D) S 64°45'49" W- 13.30'
(E) S 71°40'17" E- 131.16'
(F) S 59°29'33" E- 74.62'
(G) S 29°25'50" E- 94.07'

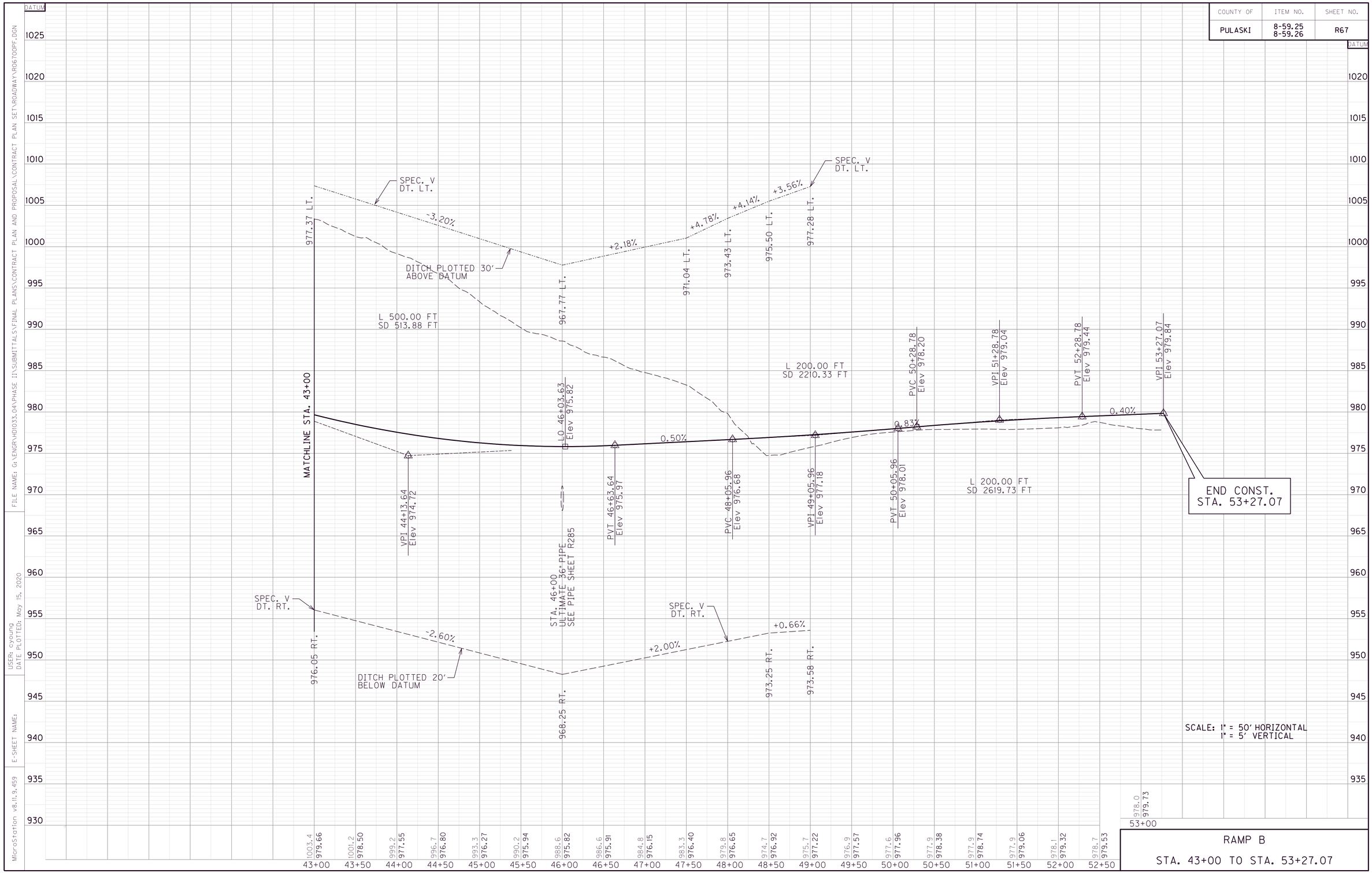
SCALE: 1"=50'

0' 50' 100' 200'

RAMP B
STA. 43+00 TO STA. 53+27.07

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R066OOPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R67

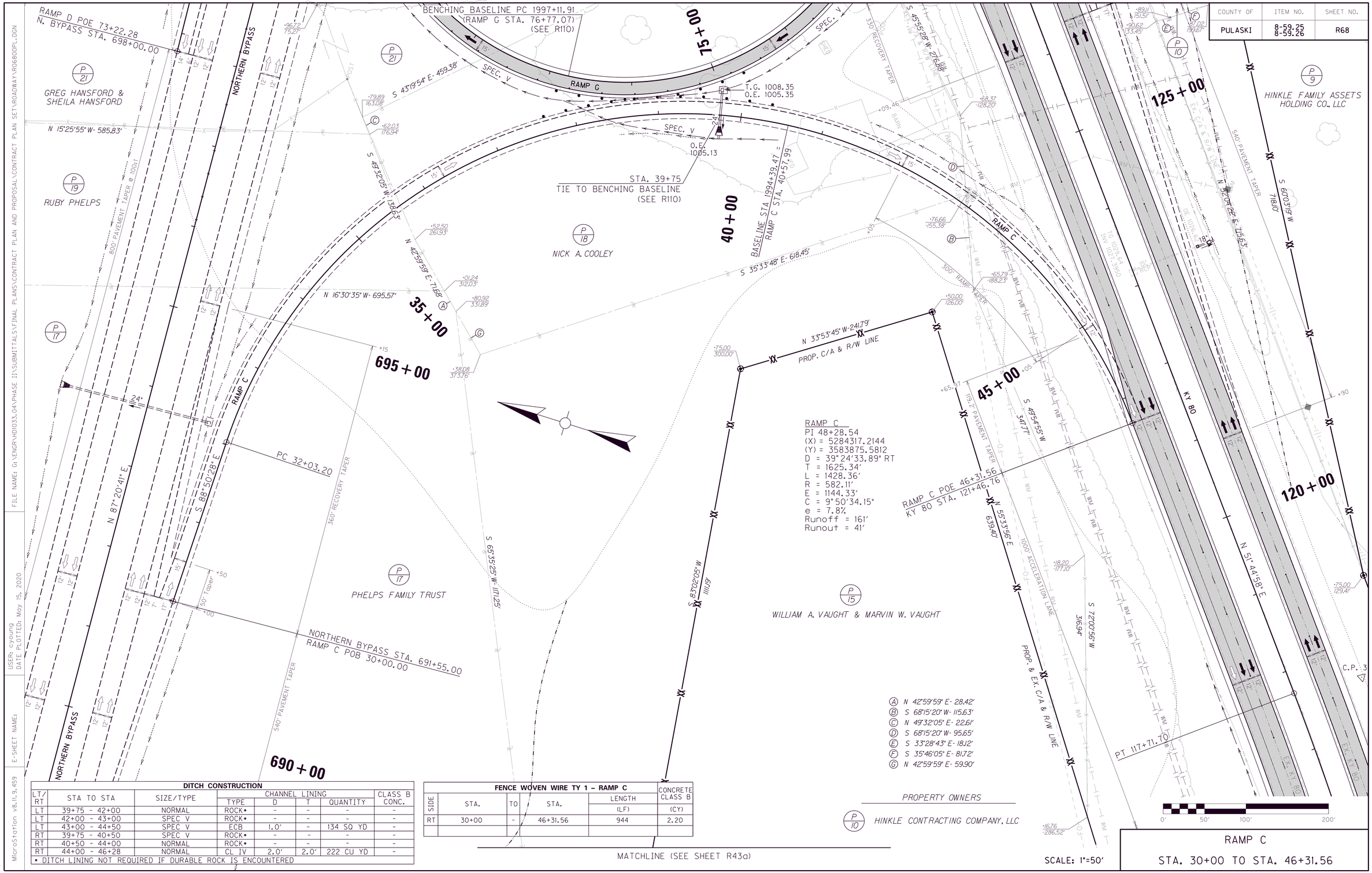


RAMP B

STA. 43+00 TO STA. 53+27.07

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R067TOOPF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R68



Ⓐ N 42°59'59" E- 28.42'
Ⓑ S 68°15'20" W- 115.63'
Ⓒ N 49°32'05" E- 22.61'
Ⓓ S 68°15'20" W- 95.65'
Ⓔ S 33°28'43" E- 18.12'
Ⓕ S 35°46'05" E- 81.72'
Ⓖ N 42°59'59" E- 59.90'

PROPERTY OWNERS

P/10 HINKLE CONTRACTING COMPANY, LLC

MATCHLINE (SEE SHEET R43a)

SCALE: 1"=50'

RAMP C

STA. 30+00 TO STA. 46+31.56

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	39+75 - 42+00	NORMAL	ROCK•	-	-	-	-
LT	42+00 - 43+00	SPEC V	ROCK•	-	-	-	-
LT	43+00 - 44+50	SPEC V	ECB	1.0'	-	134 SQ YD	-
RT	39+75 - 40+50	SPEC V	ROCK•	-	-	-	-
RT	40+50 - 44+00	NORMAL	ROCK•	-	-	-	-
RT	44+00 - 46+28	NORMAL	CL IV	2.0'	2.0'	222 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

FENCE WOVEN WIRE TY 1 - RAMP C

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	30+00	-	46+31.56	944	2.20

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R06800PL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R69

(PLOTTED 95' BELOW DATUM)

(PLOTTED 130' BELOW DATUM)

(PLOTTED 95' BELOW DATUM)

Q_{25} = 5.7 cfs
HW_{25} = 1,008.75
Q_{100} = 6.7 cfs
HW_{100} = 1,008.80

STA. 39+50 CONST. 43 L.F. OF 24" PIPE @ 0° SK. W/ 1- DBI TYPE 5D & 1-24" S.&F. BOX I/O HDWL SEE PIPE SHEET R286

STA. 39+75
TIE TO BENCHING BASELINE
(SEE SHEET R110)

1009.78 LT.

L 100.00 FT
SD 407.43 FT

1008.31 LT.

1009.13 LT.

PVC 40+00.00
Elev 1010.82

VPI 40+50.00
Elev 1012.77

PVT 41+00.00
Elev 1015.27

1006.11 LT.

1002.23 LT.

1001.34 RT.

1002.42 RT.

1003.50 RT.

1006.19 RT.

1009.28 RT.

1016.13 LT.

1018.61 LT.

1023.53 LT.

1025.00 LT.

PVC 42+88.83
Elev 1024.71

VPI 43+38.83
Elev 1027.21

PVT 43+88.83
Elev 1028.89

MATCHLINE STA. 44+50

L 100.00 FT
SD 713.49 FT

L 200.00 FT
SD 2600.00 FT

ULT SPEC. V DT. LT.

ULT SPEC. V DT. RT.

SPEC. V DT. LT.

L 100.00 FT
SD 1709.67 FT

VPI 45+05.46
Elev 1032.83

PVC 45+29.42
Elev 1033.68

VPI 45+79.42
Elev 1035.44

VPI 46+31.56
Elev 1037.40

PVT 46+29.42
Elev 1037.32

END CONST.
STA. 46+31.56

VPI 30+00.00
Elev 983.78

BEGIN CONST.
STA. 30+00.00

ULT SPEC. V DT. LT.
(TIE TO BYPASS
STA. 694+61.6 RT.)

987.89 LT.

989.14 LT.

PVC 35+29.65
Elev 994.37

VPI 36+29.65
Elev 996.37

PVT 37+29.65
Elev 1000.27

2.00%
2.50%
7.75%
3.90%
4.40%
1.64%
1.29%
6.17%
5.38%
2.16%
3.37%
3.54%
3.76%
4.97%
5.00%
4.92%
2.95%
3.37%

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

RAMP C

STA. 30+00 TO STA. 46+31.56

DATUM 1065 1060 1055 1050 1045 1040 1035 1030 1025 1020 1015 1010 1005 1000 995 990 985 980 975 970

30+00 30+50 31+00 31+50 32+00 32+50 33+00 33+50 34+00 34+50 35+00 35+50 36+00 36+50 37+00 37+50 38+00 38+50 39+00 39+50 40+00 40+50 41+00 41+50 42+00

1103.1 983.78 | 1104.3 984.78 | 1124.1 985.78 | 1139.6 986.78 | 1153.7 987.78 | 1168.6 988.78 | 1180.2 989.78 | 1188.1 990.78 | 1193.6 991.78 | 1191.5 992.78 | 1183.1 993.78 | 1164.9 994.80 | 1147.3 996.01 | 1131.6 997.47 | 1115.1 999.16 | 1098.5 1001.07 | 1081.8 1003.02 | 1069.3 1004.97 | 1059.6 1006.92 | 1052.4 1008.87 | 1049.6 1010.82 | 1048.2 1012.90 | 1046.6 1015.27 | 1042.7 1017.77 | 1039.4 1020.27

1029.2 1030.96 | 1031.4 1032.64 | 1033.8 1034.41 | 1035.9 1036.23

44+50 45+00 45+50 46+00

1039.1 1022.77 | 1034.1 1025.26 | 1031.4 1027.46 | 1029.4 1029.27 | 1029.2 1030.96

42+50 43+00 43+50 44+00 44+50

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R06900PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R70

RAMP E POB 50+00.00
KY 461 STA. 153+76.46

RAMP D POB 40+00.00
KY 461 STA. 158+15.00

CUMBERLAND LAKE SHELL, INC.
AND HUGH & JANICE BROCK

FLAT LICK PROPERTIES, INC.

NATHAN D. & EMILY ELDRIDGE

WAYNE HEATH

PROPERTY OWNERS

BILLY PATRICK TODD REVOCABLE LIVING TRUST

RAMP D
PI 44+80.17
(X) = 5285510.6368
(Y) = 3584887.6570
D = 51°01'48.20" RT
T = 280.17'
L = 522.81'
R = 587.00'
E = 63.44'
C = 9°45'38.81"
e = 8.00%
Runoff = 178'
Runout = 44'

(A) N 00°38'07" W- 42.10'
(B) N 27°56'35" E- 158.80'
(C) N 27°38'50" W- 96.38'
(D) S 29°01'47" E- 68.20'
(E) S 68°27'36" W- 58.24'
(F) S 63°09'42" W- 61.88'
(G) S 42°59'29" W- 59.17'
(H) S 63°05'10" E- 48.15'
(I) S 27°43'58" W- 10.51'
(J) S 64°47'47" W- 155.96'
(K) S 01°46'30" W- 44.15'
(L) S 23°46'09" W- 22.87'
(M) S 03°59'19" E- 77.59'
(N) S 63°09'53" W- 17.48'
(O) S 63°09'53" W- 57.23'
(P) N 01°51'20" E- 23.00'
(Q) S 03°59'19" E- 46.53'
(R) S 20°41'31" W- 26.66'
(S) N 61°42'14" W- 33.70'
(T) S 76°26'01" W- 184.00'
(U) N 89°29'34" E- 68.70'

FENCE WOVEN WIRE TY 1 – RAMP D					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	40+00	-	50+00	749	1.10

DITCH CONSTRUCTION							
LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
RT	40+00 - 47+15	20' CC	CL IV	9.0'**	2.0'	2238 CU YD	-
RT	47+15 - 50+00	15' CC	CL IV	5.0'**	2.0'	338 CU YD	-
• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED							
•• SEE CHANNEL CHANGE DETAILS FOR LIMITS OF CHANNEL LINING							

0' 50' 100' 200'

SCALE: 1"=50'

RAMP D
STA. 40+00 TO STA. 50+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R070OOPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R71

DATUM

1010 1005 1000 995 990 985 980 975 970 965 960 955 950 945 940 935 930 925 920 915

BEGIN CONST.
STA. 40+00.00

VPI 40+00.00
Elev 962.14

3.85%

STA. 41+50 CONST. 40 L.F.
OF 18" PIPE @ 0° SK.
W/ 1- DBI TYPE 1
& 1-18" PC HDWL.
SEE PIPE SHEET R287

PVC 43+50.40
Elev 975.63

VPI 47+00.40
Elev 989.10

HI 47+32.26
Elev 982.98

MATCHLINE STA. 50+00

L 700.00 FT
SD 462.68 FT

CONST. TRANS. BENCHES
2,108 C.Y.

Q_{25} = 13.5 cfs
HW_{25} = 945.51
Q_{100} = 15.8 cfs
HW_{100} = 945.59

Q_{25} = 1.4 cfs
HW_{25} = 967.48
Q_{100} = 1.6 cfs
HW_{100} = 967.50

CONST. TRANS. BENCHES
4,039 C.Y.

STA. 47+20 CONST. 337 L.F.
OF 24" PIPE @ 0° SK.
W/ 1- DBI TYPE 5D
& 1-24" PC HDWL.
SEE PIPE SHEET R288

(PLOTTED 35' ABOVE DATUM)

TIE TO KY 461
STA. 158+15.00

20' CHANNEL CHANGE RT. (SEE SHEET R112 - R112e)

15' CHANNEL
CHANGE RT.

15' CHANNEL CHANGE RT. (SEE SHEET R112 - R112e)

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

40+00	40+50	41+00	41+50	42+00	42+50	43+00	43+50	44+00	44+50	45+00	45+50	46+00	46+50	47+00	47+50	48+00	48+50	49+00	49+50	50+00
897.6	897.9	896.6	896.9	897.6	897.8	892.4	911.8	921.6	928.8	935.8	935.3	933.4	920.5	917.7	915.7	913.2	910.4	908.0	905.4	903.4
962.14	964.06	965.99	967.91	969.84	971.76	973.69	975.61	977.41	978.96	980.26	981.30	982.10	982.64	982.92	982.96	982.75	982.28	981.56	980.59	979.36

RAMP D

STA. 40+00 TO STA. 50+00

FILE NAME: G:\ENGR\HD1033.GA\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R07100PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R72

DITCH CONSTRUCTION

LT/ RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	60+00 - 61+27	SPEC V	ECB	1.0'	-	107 SQ YD	-
LT	61+27 - 62+00	SPEC V	CL IV	2.0'	2.0'	101 CU YD	-
RT	50+00 - 59+00	15' CC	CL IV	5.0'••	2.0'	967 CU YD	
RT	59+00 - 62+00	3' FB	CL IV	2.5'	2.0'	422 CU YD	89 CU YD
• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED							
•• SEE CHANNEL CHANGE DETAILS FOR LIMITS OF CHANNEL LINING							

Ⓐ S 25°55'49" W- 63.12'
Ⓑ S 76°28'41" E- 32.23'
Ⓒ N 22°28'23" E- 30.83'
Ⓓ N 63°09'53" E- 411.73'
Ⓔ S 18°16'24" E- 201.01'
Ⓕ R = 2180.00' ARC = 6.05'
CHORD = N 73°56'05" E- 6.05'
Ⓖ R = 2180.00' ARC = 127.81'
CHORD = N 72°10'33" E- 127.79'
Ⓗ N 70°29'46" E- 117.19'
Ⓘ N 70°29'46" E- 15.47'
Ⓙ N 11°32'57" W- 52.79'
Ⓚ N 77°57'03" E- 52.80'
Ⓛ N 3°51'19" W- 123.77'

RAMP D
PI 56+41.97
(X) = 5284361.2442
(Y) = 3585230.1681
D = 76°43'27.21" LT
T = 383.49'
L = 648.79'
R = 484.50'
E = 133.40'
C = 11°49'32.72"
e = 8.00%
Runoff = 166'
Runout = 41'

P 22 CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK

P 21 GREG HANSFORD & SHEILA HANSFORD

P 20 WAYNE HEATH

P 68 RONNIE L. NEVIUS, JR.

P 21

P 20 WAYNE HEATH

N 23°45'58" E- 353.00'
N 61°52'23" W- 102.89'
S 58°52'53" W- 139.31'
S 14°26'14" W- 216.26'
N 76°28'41" W- 512.27'
N 73°24'23" W
N 58°42'20" E- 159.56'
S 29°52'10" W
N 8°28'41" W- 165.00'
N 85°28'41" W
N 03°33'52" E- 205.95'
N 03°33'52" E- 141.92'
N 47°55'29" E- 539.65'
S 78°31'18" E- 819.64'

RAMP D
RAMP H
MATCHLINE STA. 50+00
MATCHLINE STA. 62+00
PC 52+58.49
PT 59+07.27
I.E. 904.85
I.E. 959.32
O.E. 902.42
O.E. 947.91
90+00
95+00
55+00
60+00
SPEC. V
2' FB
3' FB
15' CHANNEL CHANGE
BIG SPRING BRANCH
BARNESBURG RD.
PROP. & EX. R/W LINE AND PROP. C/A LINE
PROP. C/A & R/W LINE
EX. R/W
C.P. 11
BARN

•64.43 384.23'
•76.16 549.86'
•03.05 564.34'
•23.20 478.50'
•03.26 503.82'
•08.21 493.62'
•65.03 521.11'
•40.41 253.82'
•75.05 248.94'
•44.15 306.08'
•15.88 285.88'
•96.24 287.61'
•35.00 310.00'
•00.00 288.40'
•22.90 11.07'
•82.96 142.61'
65.14'
•10.85 201.48'
•75.00 260.00'
•11.30 87.66'
•83.89 125.78'

FENCE WOVEN WIRE TY 1 – RAMP D					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
RT	50+00	-	62+00	1,545	2.75

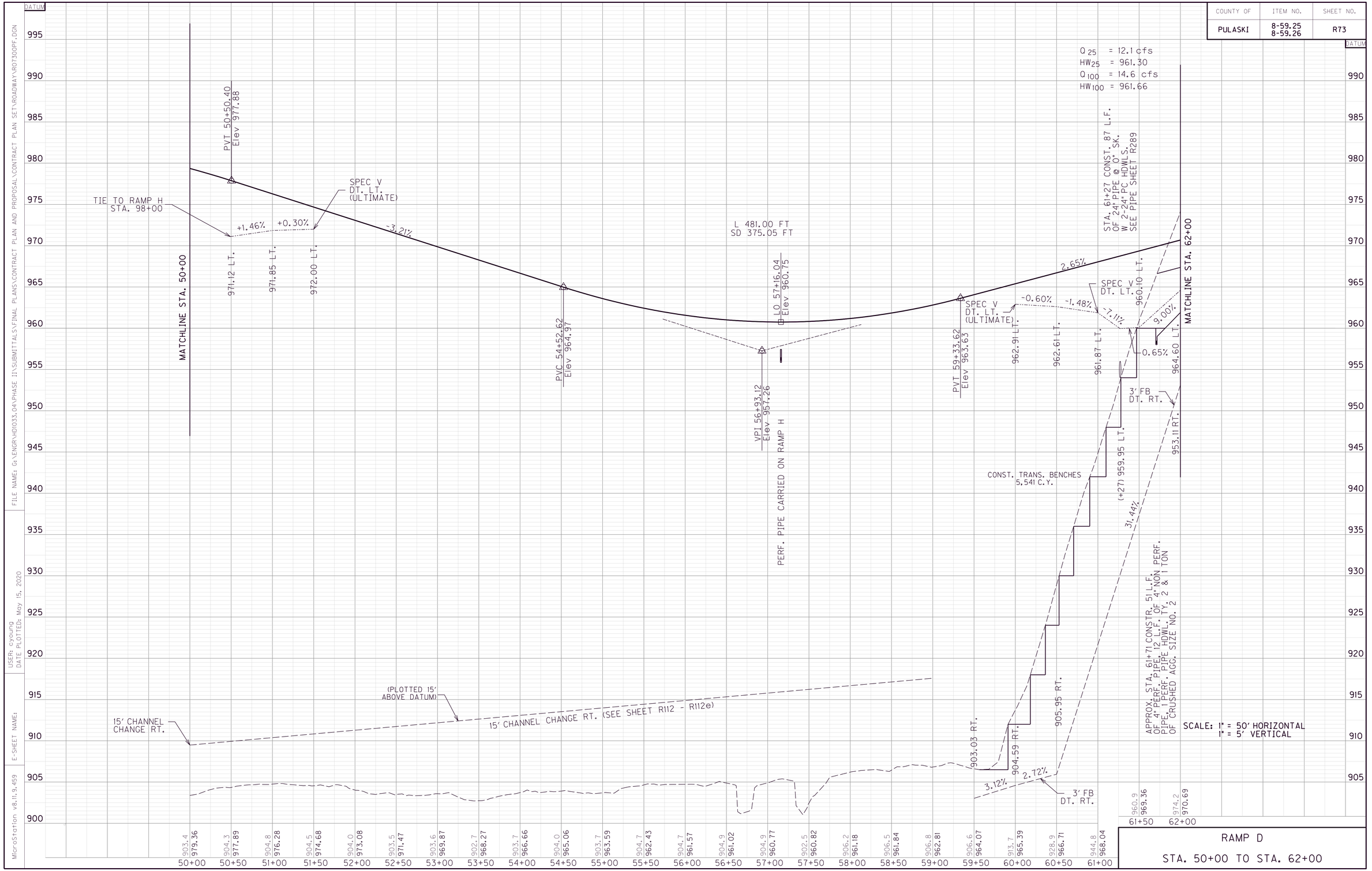
0' 50' 100' 200'

SCALE: 1"=50'

RAMP D
STA. 50+00 TO STA. 62+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO7200PL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R73



RAMP D

STA. 50+00 TO STA. 62+00

FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R07300PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R74

RAMP D
PI 67+80.20
(X) = 5283735.5201
(Y) = 3584140.6575
D = 56°54'08.25" RT
T = 410.72'
L = 752.79'
R = 758.00'
E = 104.12'
C = 7°33'31.72"
e = 8.00%
Runoff = 192'
Runout = 48'

DITCH CONSTRUCTION

LT/ RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	62+00 - 62+50	SPEC V	CL IV	2.0'	2.0'	63 CU YD	-
LT	62+50 - 68+50	NORMAL	ROCK•	-	-	-	-
RT	62+00 - 62+50	3' FB	CL IV	2.5'	2.0'	70 CU YD	15 CU YD
RT	62+50 - 63+50	NORMAL	ROCK•	-	-	-	-
RT	63+50 - 66+08	NORMAL	ROCK•	-	-	-	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

Ⓐ N 78°24'51" E- 68.36'
Ⓑ N 49°32'05" E- 22.61'
Ⓒ N 42°59'59" E- 71.68'
Ⓓ N 00°30'30" W- 69.01'
Ⓔ N 02°01'24" E- 77.87'
Ⓕ S 89°53'32" E- 150.10'
Ⓖ S 00°49'19" W- 151.75'
Ⓗ N 88°01'12" W- 150.15'

FENCE WOVEN WIRE TY 1 – RAMP D

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	62+00	-	73+22.28	930	1.65

PROPERTY OWNERS

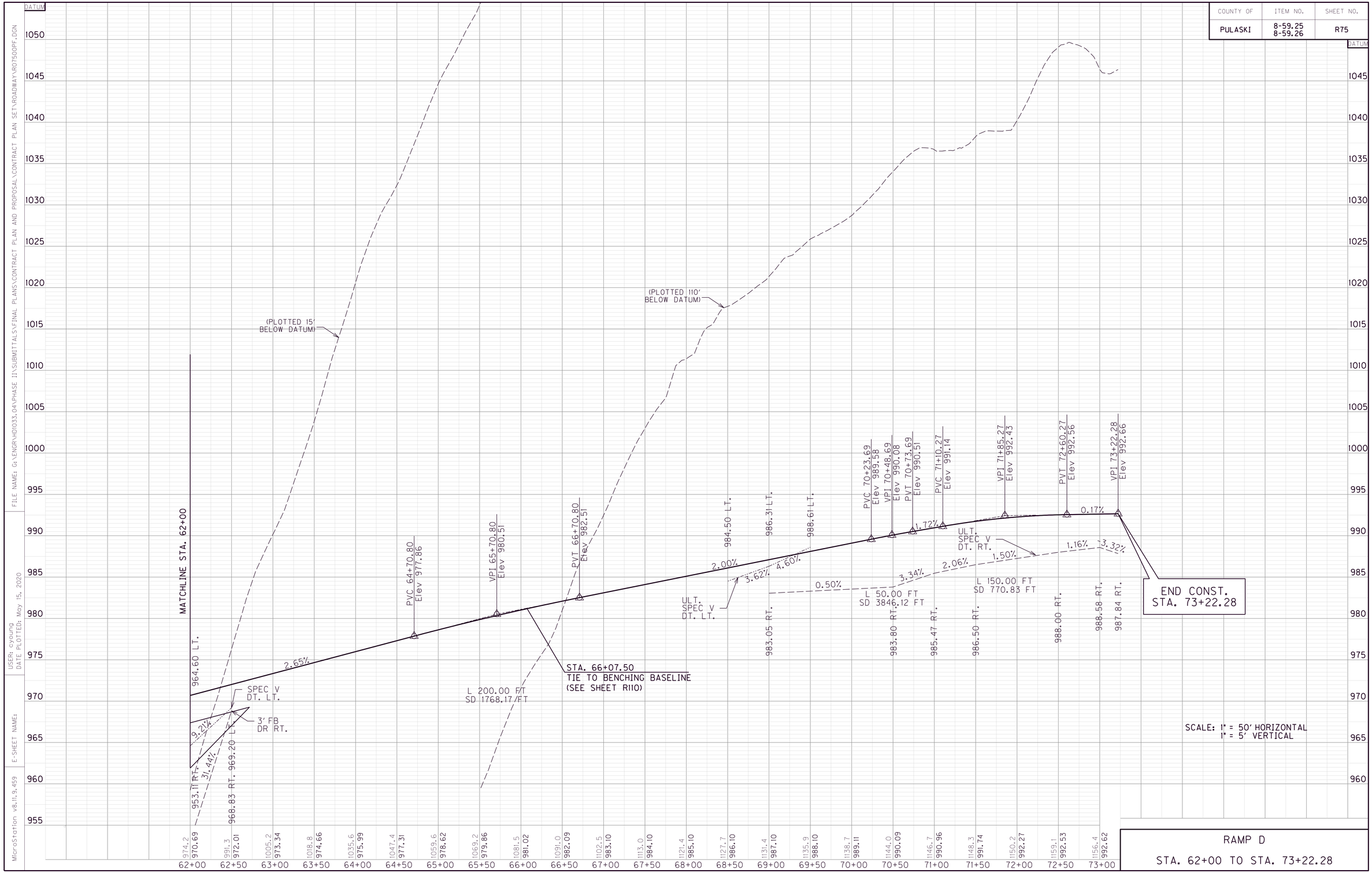
(P 300) GREG HANSFORD & SHEILA HANSFORD

SCALE: 1"=50'

RAMP D
STA. 62+00 TO STA. 73+22.28

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R07400PL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R75



SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

RAMP D

STA. 62+00 TO STA. 73+22.28

FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R07500PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

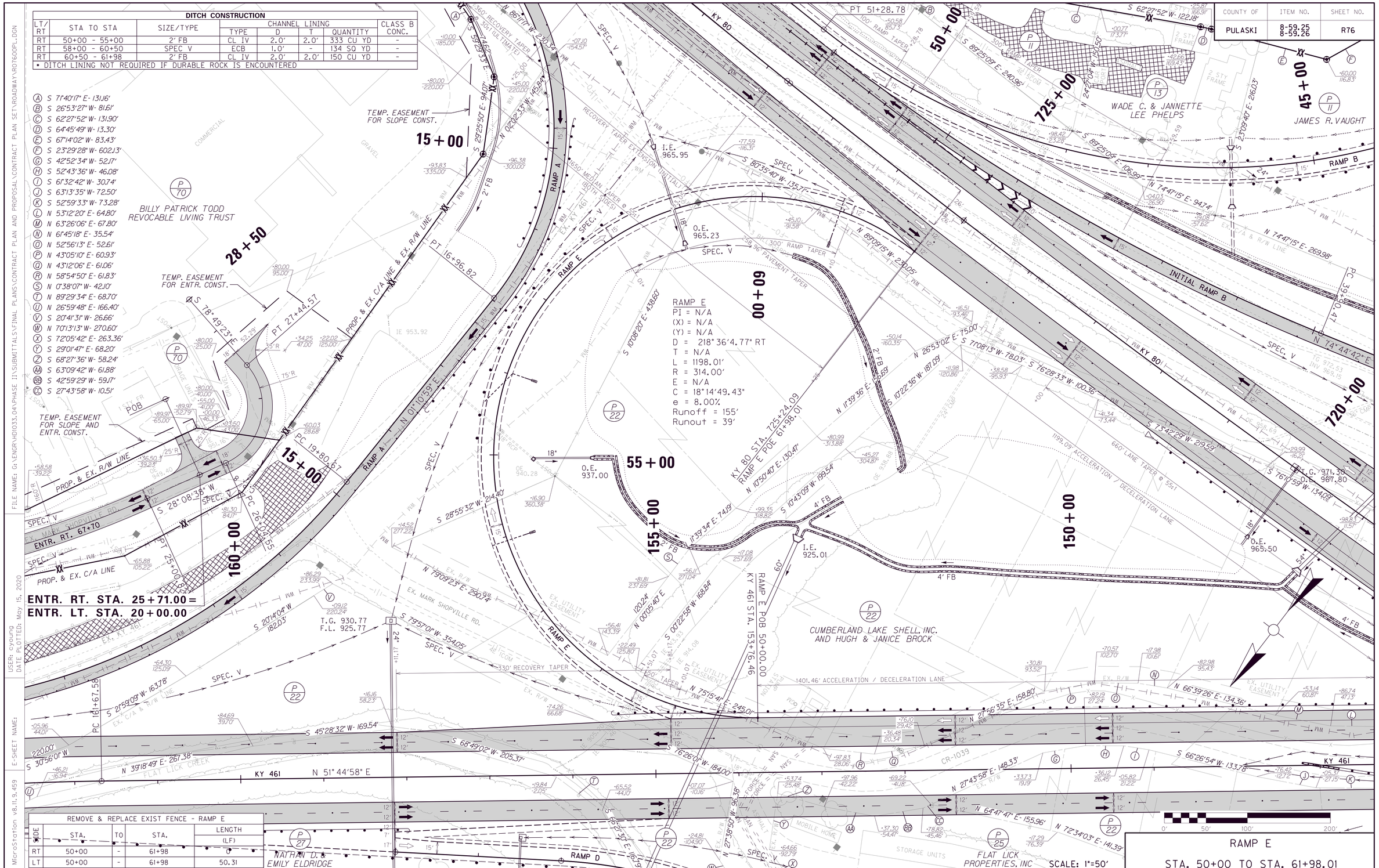
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R76

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
RT	50+00 - 55+00	2' FB	CL IV	2.0'	2.0'	333 CU YD	-
RT	58+00 - 60+50	SPEC V	ECB	1.0'	-	134 SQ YD	-
RT	60+50 - 61+98	2' FB	CL IV	2.0'	2.0'	150 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

Ⓐ S 71°40'17" E- 131.16'
Ⓑ S 26°53'27" W- 81.61'
Ⓒ S 62°27'52" W- 131.90'
Ⓓ S 64°45'49" W- 13.30'
Ⓔ S 67°14'02" W- 83.43'
Ⓕ S 23°29'28" W- 602.13'
Ⓖ S 42°52'34" W- 52.17'
Ⓗ S 52°43'36" W- 46.08'
Ⓘ S 61°32'42" W- 30.74'
Ⓙ S 63°13'35" W- 72.50'
Ⓚ S 52°59'33" W- 73.28'
Ⓛ N 53°12'20" E- 64.80'
Ⓜ N 63°26'06" E- 67.80'
Ⓝ N 61°45'18" E- 35.54'
Ⓞ N 52°56'13" E- 52.61'
Ⓟ N 43°05'10" E- 60.93'
Ⓠ N 43°12'06" E- 61.06'
Ⓡ N 58°54'50" E- 61.83'
Ⓢ N 0°38'07" W- 42.10'
Ⓣ N 89°29'34" E- 68.70'
Ⓤ N 26°59'48" E- 166.40'
Ⓥ S 20°41'31" W- 26.66'
Ⓦ N 70°13'13" W- 270.60'
Ⓧ S 72°05'42" E- 263.36'
Ⓨ S 29°01'47" E- 68.20'
Ⓩ S 68°27'36" W- 58.24'
ⒶⒶ S 63°09'42" W- 61.88'
ⒷⒷ S 42°59'29" W- 59.17'
ⒸⒸ S 27°43'58" W- 10.51'



REMOVE & REPLACE EXIST FENCE - RAMP E				
SIDE	STA.	TO	STA.	LENGTH (LF)
RT	50+00	-	61+98	0
LT	50+00	-	61+98	50.31

SCALE: 1"=50'

RAMP E

STA. 50+00 TO STA. 61+98.01

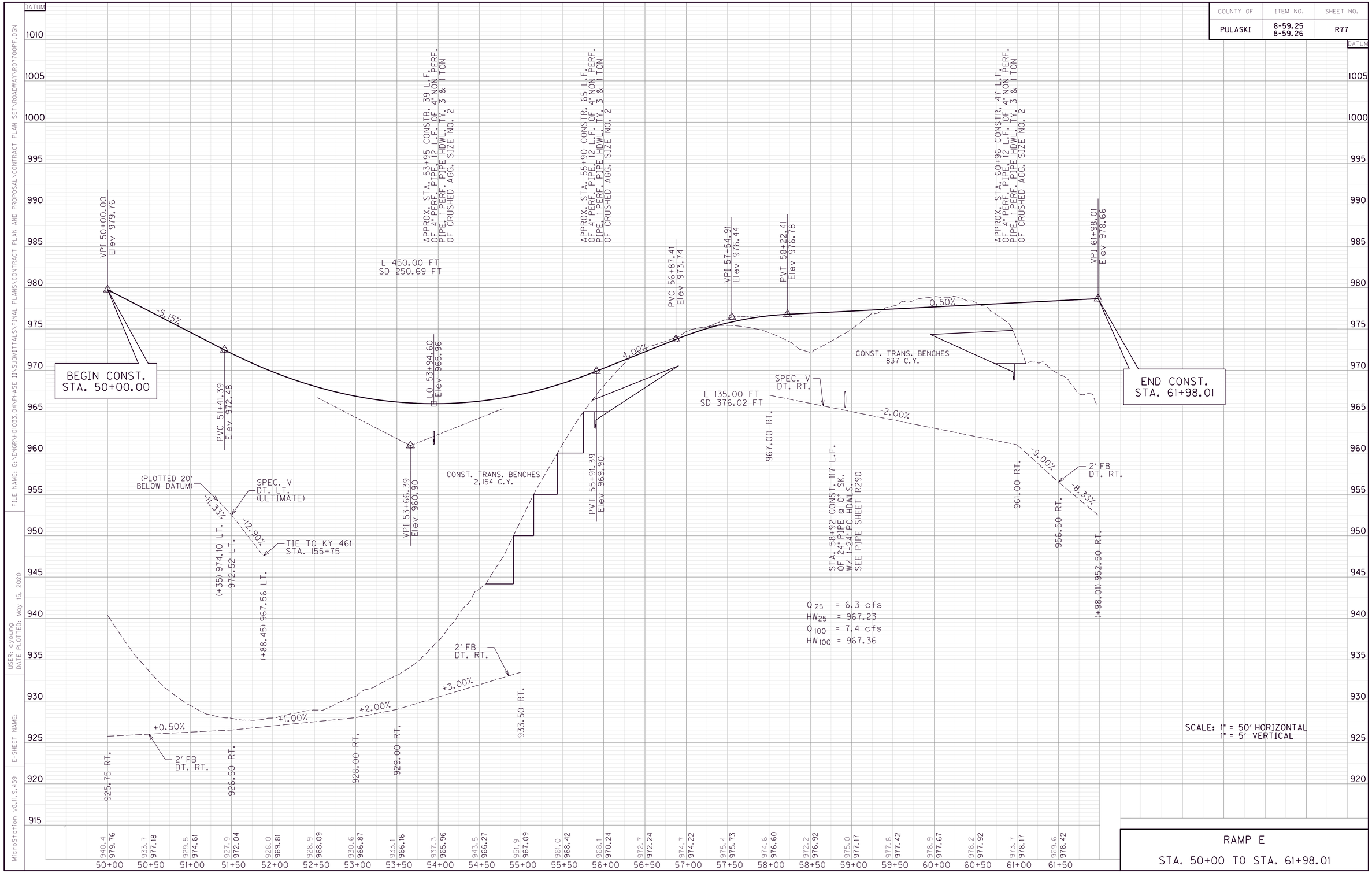
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R07600PL.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R77



SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

RAMP E

STA. 50+00 TO STA. 61+98.01

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R07700PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R78

(A) S 62°27'52" W- 122.18'
(B) S 64°45'49" W- 13.30'
(C) N 72°53'59" E- 7.02'
(D) S 73°42'29" W- 219.59'
(E) S 76°10'59" W- 134.09'
(F) S 77°21'26" W- 225.00'
(G) N 13°29'40" W- 49.36'
(H) N 03°57'00" W- 57.10'
(I) N 09°11'42" E- 57.43'
(J) N 25°25'04" E- 50.87'
(K) N 39°14'45" E- 49.64'
(L) N 53°12'20" E- 64.80'
(M) N 63°26'06" E- 67.80'
(N) N 66°39'26" E- 134.36'
(O) S 66°26'54" W- 133.78'
(P) S 25°12'33" W- 61.41'
(Q) S 08°59'06" W- 22.05'
(R) S 08°59'06" W- 45.69'
(S) S 04°09'36" E- 65.05'
(T) S 13°42'17" E- 88.38'
(U) S 76°49'40" W- 73.32'
(V) S 78°19'00" W- 265.18'
(W) S 78°19'00" W- 144.58'
(X) N 34°01'09" W- 67.54'
(Y) N 80°43'07" E- 353.23'

PROPERTY OWNERS

P 22 — CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK
P 23 — HOGUE MYERS PROPERTIES, LLC
P 24 — KLD, LLC
P 301 — CUMBERLAND LAKE SHELL, INC.

PROP. C/A & R/W LINE
S 23°29'28" W- 602.13'
PT 139+54.21
PC 42+43.81
N 24°19'09" E
PC 32+58.48
S 67°14'02" W- 83.43'
S 67°14'02" W 60.05'
S 23°09'40" E- 216.03'
WADE C. & JANNETTE LEE PHELPS
P 13
2 STY FRAME
1 STY FRAME
RAMP B
RAMP F
15'
JAMES R. VAUGHT
P 11
HINKLE CONTRACTING COMPANY, LLC
P 10

RAMP F
PI 62+57.32
(X) = 5285037.5153
(Y) = 3584054.7759
D = 60°11'21.29" RT
T = 257.32'
L = 466.42'
R = 444.00'
E = 69.18'
C = 12°54'16.04"
e = 8.00%
Runoff = 166'
Runout = 41'

RAMP F
PI = N/A
(X) = N/A
(Y) = N/A
D = 264°12'55.49" RT
T = N/A
L = 2047.47'
R = 444.00'
E = N/A
C = 12°54'16.04"
e = 8.00%
Runoff = 166'
Runout = 41'

STA.142+27.90
CONST. TWIN
90'-161'-161'-90'
TY HN78-49 PCIB OVER
NORTHERN BYPASS/KY80

STA. 142+27.90
KY80 BACK/KY461 AHEAD
STA. 713+88.54
NORTHERN BYPASS BACK/
KY80 AHEAD

94.74'
N 74°47'15" E
N 74°47'15" E- 269.98'
PC 71+63.40
PC 65+26.25
PT 64+66.42
N 74°44'42" E
N 51°44'58" E
KY 461
KY 80
N 87°20'41" E
N 72°06'09" E- 583.72'
N 5°46'28" W- 925.52'
N 72°12'26" E- 159.74'
N 62°20'57" E- 116.57'
N 62°35'51" E- 181.90'
N 62°30'01" E- 88.01'
N 73°53'39" E- 100.24'
N 61°21'13" E- 192.90'
S 73°24'22" E
PT 27+22.81
INITIAL RAMP B
RAMP F POB 60+00.00
KY 80 STA. 774+50.00
KY 80 STA 139+75.00
RAMP F POE 85+73.72
104.38' PAVEMENT TAPER
1401.46' ACCELERATION / DECELERATION LANE
1245.19' ACCELERATION / DECELERATION LANE
660' LANE TAPER & 55' DECELERATION LANE / 2' FB
330' RECOVERY TAPER
360' RECOVERY TAPER
300' TAPER
EX. KY 80
EX. C/A & R/W LINE
EX. R/W
BILLBOARD
SPEC. V
2' FB
4' FB
6' FB
48"
24"
18"
12"
T.S. 972.53
INV. 963.13
I.E. 962.88
O.E. 963.11
P. I.E. 963.52
T.C. 971.30
O.E. 967.80
I.E. 962.20
O.E. 962.54
O.E. 965.50
O.E. 961.26
O.E. 965.12
T.G. 989.17
O.E. 965.67
T.G. 997.68
O.E. 994.12
T.G. 998.24
O.E. 992.84
O.E. 990.35
I.E. 988.95
O.E. 987.22
T.G. 981.21
INV. 977.92
T.G. 990.61
OE 957.11
OE 964.14
OE 979.53
OE 979.53
C.P. 5
MARK SHORVIL
SCALE: 1"=50'
0' 50' 100' 200'

RAMP F
STA. 60+00 TO STA. 85+73.72

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO7800PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R79

DATUM 1045 1040 1035 1030 1025 1020 1015 1010 1005 1000 995 990 985 980 975 970 965 960 955 950

DITCH PLOTTED 30' ABOVE DATUM

+6.00%

SPEC. V DT. RT.

-0.50%

964.94 RT.

975.03 RT.

(+04.50) 963.67 RT.
(+10.70) 963.67 RT.

L 100.00 FT
SD 1199.97 FT

4.00%

MATCHLINE STA. 73+50

L 150.00 FT
SD 569.53 FT

VPI 60+00.00
Elev 972.64

-0.42%

LO 61+92.72
Elev 971.87

2.00%

PVC 61+71.70
Elev 971.92

VPI 62+46.70
Elev 971.61

PVT 63+21.70
Elev 973.11

PVC 68+00.00
Elev 982.67

VPI 68+50.00
Elev 983.67

PVT 69+00.00
Elev 985.67

978.07 LT.

966.07 LT.

+6.88%

+6.00%

SPEC. V DT. LT.

BEGIN CONST.
STA. 60+00.00

SPEC. V DT. LT.

-5.14%

-6.76%

-9.17%

971.82 LT.

969.25 LT.

965.87 LT.

(+21) 963.94 LT.

962.63 LT.

STA. 64+30
ULTIMATE 48" PIPE
SEE PIPE SHEET R291

DITCH PLOTTED 10' ABOVE DATUM

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

| | | |

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R80

(PLOTTED 25' BELOW DATUM)

MATCHLINE STA. 73+50

PVC 75+00.00
Elev 1009.67

VPI 76+50.00
Elev 1015.67

HI 76+84.62
Elev 1013.36

L 300.00 FT
SD 316.02 FT

PVT 78+00.00
Elev 1011.92

-2.50%

SPEC. V
DT. RT.

-4.76%

-5.50%

-7.50%

1003.28 RT.

1000.90 RT.

998.15 RT.

PVC 82+00.00
Elev 1001.92

STA. 82+13
ULTIMATE 42" PIPE
SEE PIPE SHEET R292

986.90 RT.

L 200.00 FT
SD 400.00 FT

LO 83+66.67
Elev 999.84

VPI 83+00.00
Elev 999.42

0.50%

PVT 84+00.00
Elev 999.92

VPI 85+24.94
Elev 1000.55

VPI 85+49.37
Elev 1000.63

0.36%

VPI 85+73.72
Elev 1000.66

10.10%

END CONST.
STA. 85+73.72

1007.82 LT.

-4.98%

-5.50%

SPEC. V
DT. LT.
PLOTTED 20'
BELOW DATUM

1005.33 LT.

1002.58 LT.

-7.50%

991.33 LT.

-3.66%

989.50 LT.

+1.00%

990.00 LT.

+5.96%

992.98 LT.

+7.34%

996.65 LT.

+3.70%

998.50 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

| | | |

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R81

(A)	N 42°59'59" E- 59.90'	(J)	N 19°10'41" E- 36.09'
(B)	N 42°59'59" E- 28.42'	(K)	S 89°52'08" W- 284.15'
(C)	N 42°59'59" E- 71.68'	(L)	S 20°00'16" W- 308.13'
(D)	N 49°32'05" E- 22.61'	(M)	S 58°13'03" W- 374.12'
(E)	S 49°54'55" W- 347.77'	(N)	N 00°30'30" W- 69.01'
(F)	S 68°15'20" W - 95.65'	(O)	N 02°01'24" E- 77.87'
(G)	S 15°36'14" W - 50.65'	(P)	S 89°53'32" E- 150.10'
(H)	N 24°55'49" E - 16.21'	(Q)	S 00°49'19" W- 151.75'
(I)	S 71°59'57" W- 27.31'		

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	71+50 - 74+00	SPEC V	ECB	1.0'	-	223 SQ YD	-
LT	74+00 - 75+00	SPEC V	ROCK•	-	-	-	-
LT	75+00 - 79+65	SPEC V	ROCK•	-	-	-	-
RT	71+00 - 73+50	NORMAL	ECB	1.0'	-	223 SQ YD	-
RT	73+50 - 74+00	NORMAL	CL IV	2.0'	2.0'	41 CU YD	-
RT	74+00 - 81+81	NORMAL	ROCK•	-	-	-	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

REMOVE PAVEMENT

LT/RT	STATION LOCATION	SQYD
RT	72+13 - 76+45	401

RAMP G
PI = N/A
(X) = N/A
(Y) = N/A
D = 215°35'43.22" RT
T = N/A
L = 1181.53'
R = 314.00'
E = N/A
C = 18°14'49.43"
e = 8.00%
Runoff = 155'
Runout = 39'

PROPERTY OWNERS

(P 22) CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK

(P 300) GREG HANSFORD & SHEILA HANSFORD

RAMP G
STA. 70+00 TO STA. 81+81.53

SCALE: 1"=50'

0' 50' 100' 200'

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\ROB100PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R82

DATUM

1070 1065 1060 1055 1050 1045 1040 1035 1030 1025 1020 1015 1010 1005 1000 995 990 985 980 975

BEGIN CONST.
STA. 70+00.00

VPI 70+00.00
Elev 1012.98

PVC 71+84.45
Elev 1016.45

HI 72+48.50
Elev 1017.05

VPI 72+84.45
Elev 1018.34

PVT 73+84.45
Elev 1014.34

(PLOTTED 65' BELOW DATUM)

1.88% 3.02% -0.50% -1.12% -1.02% -1.64% -4.00% -0.92% -1.48% -3.54% -4.00% -6.56% -7.30% -4.05%

SPEC. V
DT. RT.

1.38% 2.02%

SPEC. V
DT. LT.

L 200.00 FT
SD 283.40 FT

1009.52 RT. | 1010.21 RT. | 1011.22 RT. | 1015.76 LT. | 1014.25 LT. | 1014.00 LT. | 1013.44 LT. | 1012.93 LT. | 1012.11 LT. | 1010.11 LT. | 1009.65 LT. | 1008.91 LT. | 1007.14 LT. | 1003.86 LT. | 1000.11 LT.

L 175.00 FT
SD 285.58 FT

PVC 78+97.50
Elev 993.81

992.01 LT.

990.25 LT.

VPI 79+85.00
Elev 990.31

988.99 LT.

990.12 LT.

PVC 80+73.87
Elev 989.90

VPI 81+03.87
Elev 989.76

PVT 81+33.87
Elev 989.55

VPI 81+81.53
Elev 989.22

-3.52% -2.58% -2.22% -0.47% -0.69%

PVT 80+72.50
Elev 989.90

L 60.00 FT
SD 4769.77 FT

END CONST.
STA. 81+81.53

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

1011.8	1012.8	1012.5	1020.1	1028.0	1038.6	1035.2	1031.6	1034.6	1040.3	1046.2	1055.3	1064.9	1075.8	1085.4	1098.5	1111.7	1121.8	1129.9	1133.4	1130.3	1124.8	1124.7	1117.1
1012.98	1013.92	1014.86	1015.80	1016.71	1017.05	1016.66	1015.54	1013.71	1011.71	1009.71	1007.71	1005.71	1003.71	1001.71	999.71	997.71	995.71	993.71	991.99	990.77	990.06	989.76	989.44

70+00 | 70+50 | 71+00 | 71+50 | 72+00 | 72+50 | 73+00 | 73+50 | 74+00 | 74+50 | 75+00 | 75+50 | 76+00 | 76+50 | 77+00 | 77+50 | 78+00 | 78+50 | 79+00 | 79+50 | 80+00 | 80+50 | 81+00 | 81+50

RAMP G

STA. 70+00 TO STA. 81+81.53

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R08200PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R83

DITCH CONSTRUCTION

LT/ RT	STA TO STA	SIZE/TYPE	CHANNEL LINING TYPE	D	T	QUANTITY	CLASS B CONC.
LT	82+77 - 86+50	NORMAL	ROCK•	-	-	-	-
LT	86+50 - 87+50	NORMAL	ECB	2.0'	-	267 SQ YD	-
LT	98+00 - 100+67	SPEC V	CL IV	2.0'	2.0'	446 CU YD	-
RT	80+10 - 82+00	2' FB	CL IV	2.0'	2.0'	211 CU YD	45 CU YD
RT	82+00 - 83+00	SPEC V	ROCK•	-	-	-	-
RT	83+00 - 86+50	NORMAL	ROCK•	-	-	-	-
RT	86+50 - 87+50	SPEC V	CL IV	2.0'	2.0'	126 CU YD	-
RT	87+50 - 92+50	2' FB	CL IV	2.0'	2.0'	417 CU YD	-
RT	92+50 - 95+00	2' FB	CL IV	2.0'	2.0'	133 CU YD	-
RT	95+00 - 101+50	2' FB	CL IV	2.5'	2.0'	433 CU YD	-
RT	101+50 - 105+72	2' FB	CL IV	2.0'	2.0'	194 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

PROPERTY OWNERS

P 24 KLD, LLC

P 27 NATHAN D. & EMILY ELDRIDGE

(A) S 62°51'24" W- 244.84'
(B) N 61°24'55" E- 243.56'
(C) S 71°59'57" W- 27.31'
(D) N 19°10'41" E- 36.09'
(E) S 76°28'41" E- 32.23'
(F) S 00°39'02" W- 153.34'
(G) N 22°28'23" E- 30.83'
(H) N 03°51'19" W- 123.77'
(I) S 63°09'53" W- 57.23'
(J) S 01°46'30" W- 44.15'
(K) N 01°51'20" E- 23.00'
(L) S 63°05'10" E- 48.15'
(M) N 61°42'14" W- 33.70'
(N) S 03°59'19" E- 46.53'
(O) S 51°10'39" E- 105.65'
(P) N 83°29'46" W- 68.59'
(Q) N 83°28'04" E- 72.30'
(R) N 72°34'03" E- 141.39'
(S) N 64°47'47" E- 155.96'
(T) N 06°33'52" E- 147.92'
(U) S 18°16'24" E- 201.01'

RAMP H
PI 82+13.57
(X) = 5284436.1453
(Y) = 3584159.0281
D = 51°22'36.86" RT
T = 213.57'
L = 398.13'
R = 444.00'
E = 48.70'
C = 12°54'16.04"
e = 8.00%
Runoff = 166'
Runout = 41'

RAMP H
PI = N/A
(X) = N/A
(Y) = N/A
D = 273°01'39.92" RT
T = N/A
L = 2115.76'
R = 444.00'
E = N/A
C = 12°54'16.04"
e = 8.00
Runoff = 166'
Runout = 41'

RAMP H POB 80+00.00
NORTHERN BYPASS STA. 713+25.00

RAMP H POE 105+72.29
KY 461 STA. 144+70.00

P 21 GREG HANSFORD & SHEILA HANSFORD

P 20 WAYNE HEATH

P 68 RONNIE L. NEVIUS, JR.

P 22 CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK

P 301 CUMBERLAND LAKE SHELL, INC.

P 23 HOGUE MYERS PROPERTIES, LLC

P 25 FLAT LICK PROPERTIES, INC.

P 24

P 27

PC 63+69.47
PC 84+56.52
PT 83+98.13
PC 52+58.49
PT 47+22.81

T.G. 968.37
O.E. 963.37
T.G. 967.64
O.E. 962.65
T.G. 967.60
O.E. 963.60
T.G. 944.80
O.E. 939.76
O.E. 947.91
I.E. 959.32
O.E. 961.25
I.E. 904.85
O.E. 907.50

N 52°02'20" E- 243.19'
PROP. C/A & R/W LINE
N 6°33'52" E- 205.95'
N 85°28'41" W- 65.14'
N 81°28'41" W- 165.00'
S 29°52'10" W
N 76°28'41" W- 512.27'
S 25°55'49" W- 63.12'
S 58°52'53" W- 139.31'
N 67°52'23" W- 102.89'
N 23°45'58" E- 353.00'
N 41°16'42" W
S 14°26'14" W- 216.26'
S 23°45'14" W- 256.05'
S 20°00'16" W- 308.13'
N 87°20'41" E
S 89°52'08" W- 284.15'
N 80°43'07" E- 353.23'
N 73°20'49" W- 299.21'
S 11°26'07" E- 90.48'
N 58°42'20" E- 159.56'
S 18°16'24" E- 201.01'
N 73°24'23" W
S 63°09'53" W- 411.73'
S 02°11'38" W- 124.06'
N 03°34'33" E- 119.66'
S 49°12'38" W- 402.65'
N 70°13'13" W- 270.60'
S 18°37'18" E- 89.64'
S 17°20'54" E- 265.36'

RAMP D
RAMP H
PROP. C/A & R/W LINE
15' CHANNEL CHANGE
BIG SPRING BRANCH
NORTHERN BYPASS
660' LANE TAPER @ 55:1
1245.19' ACCELERATION / DECELERATION LANE
1425.82' ACCELERATION / DECELERATION LANE
1195.09' ACCELERATION / DECELERATION LANE
300' RAMP TAPER
360' RECOVERY TAPER
SPEC. V
2' FB
24"
60"
KY 80
KY 461
STORAGE UNITS
GRAVEL
MURPHY LANE
SAN SEW
CM
E.X. R/W

00+00 10+00 20+00 30+00 40+00 50+00 55+00 60+00 70+00 80+00 90+00 95+00 100+00 105+00 710+00 45+00

0' 50' 100' 200'

SCALE: 1"=50'

RAMP H

STA. 80+00 TO STA. 105+72.29

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R083OOPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R84

DATUM

1020 1015 1010 1005 1000 995 990 985 980 975 970 965 960 955 950 945 940 935 930 925

BEGIN CONST.
STA. 80+00.00

VPI 80+00.00
Elev 972.02

-1.41%

PVC 80+50.03
Elev 971.31

VPI 80+75.03
Elev 970.96

-2.26%

PVT 81+00.03
Elev 970.39

L 100.00 FT
SD 2062.84 FT

APPROX. STA. 81+31 CONSTR. 42 L.F.
OF 4" PERF. PIPE, 12 L.F. OF 4" NON PERF.
PIPE, 1 PERF. PIPE HDWL. TY. 3 & 1 TON
OF CRUSHED AGG. SIZE NO. 2

-0.50%

SPEC V
DT. RT.

+3.65%

PVC 81+07.69
Elev 970.22

+0.99%

L 50.00 FT
SD 1285.40 FT

2' FB SPEC.
DT. RT.

960.50 RT.

VPI 81+57.69
Elev 969.09

+96 961.20 RT.
+03 961.20 RT.

PVT 82+07.69
Elev 968.84

964.74 RT.

+31.86%

954.11 RT.

+25.56%

CONST. TRANS. BENCHES
773 C.Y.

2' FB
DT. RT.

+10.58%

938.18 RT.

933.95 RT.

APPROX. STA. 87+72 CONSTR. 44 L.F.
OF 4" PERF. PIPE, 12 L.F. OF 4" NON PERF.
PIPE, 1 PERF. PIPE HDWL. TY. 3 & 1 TON
OF CRUSHED AGG. SIZE NO. 2

PVC 87+00.00
Elev 966.38

VPI 88+00.00
Elev 965.88

PVT 89+00.00
Elev 962.88

SPEC V
DT. RT.

962.99 RT.

-4.98%

960.50 RT.

-8.00%

L 200.00 FT
SD 531.66 FT

-3.00%

PVC 89+75.00
Elev 960.63

-16.00%

956.50 RT.

2' FB
DT. RT.

CONST. TRANS. BENCHES
1,559 C.Y.

948.50 RT.

-24.00%

936.50 RT.

924.50 RT.

CONST. TRANS.
BENCHES
857 C.Y.

924.50 RT.

-17.00%

916.00 RT.

-9.00%

911.50 RT.

-4.00%

907.50 RT.

APPROX. STA. 91+83 CONSTR. 66 L.F.
OF 4" PERF. PIPE, 12 L.F. OF 4" NON PERF.
PIPE, 1 PERF. PIPE HDWL. TY. 3 & 1 TON
OF CRUSHED AGG. SIZE NO. 2

Q_{25} = 54.0 cfs
HW_{25} = 908.03
Q_{100} = 65.2 cfs
HW_{100} = 908.39

STA. 92+50 CONST. 360 L.F.
OF 60" PIPE @ 0% SK.
W/ 2-60° PC HDWLS.
SEE PIPE SHEET R293

L 450.00 FT
SD 326.99 FT

LO 91+82.69
Elev 957.51

VPI 92+00.00
Elev 953.88

(PLOTTED 40'
ABOVE DATUM)

-1.00%

907.00 RT.

-2.00%

905.00 RT.

+3.00%

906.50 RT.

(PLOTTED 35'
ABOVE DATUM)

MATCHLINE STA. 93+00

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

964.4 972.02 | 942.1 971.31 | 958.4 970.39 | 976.5 969.42 | 990.8 968.88 | 1000.4 968.63 | 1006.1 968.38 | 1011.9 968.13 | 1013.7 967.88 | 1015.9 967.63 | 1015.8 967.38 | 1009.6 967.13 | 1000.5 966.88 | 989.1 966.63 | 977.9 966.38 | 968.7 965.97 | 955.8 965.25 | 941.5 964.22 | 924.9 962.88 | 909.3 961.38 | 906.8 959.92 | 906.3 958.78 | 906.1 958.00

80+00 80+50 81+00 81+50 82+00 82+50 83+00 83+50 84+00 84+50 85+00 85+50 86+00 86+50 87+00 87+50 88+00 88+50 89+00 89+50 90+00 90+50 91+00

905.0 957.59 | 901.4 957.53 | 905.1 957.84 | 905.4 958.50

91+50 92+00 92+50 93+00

RAMP H

STA. 80+00 TO STA. 93+00

FILE NAME: G:\ENGRVHD1033.
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R08400PF.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R85

FILE NAME: G:\ENGR\RDI0033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R08500PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

DATUM 1015 1010 1005 1000 995 990 985 980 975 970 965 960 955 950 945 940 935 930 925 920

MATCHLINE STA. 93+00

PVT 94+25.00
Elev 961.75

906.50 RT.

912.50 RT.

+3.00%

2' FB
DT. RT.

+0.50%

(PLOTTED 20'
ABOVE DATUM)

-3.40%

-5.52%

-8.62%

-11.72%

-14.90%

-17.44%

971.10 LT.

969.40 LT.

966.64 LT.

962.33 LT.

956.47 LT.

949.02 LT.

(+66.5) 946.15 LT.

SPEC V
DT. LT.

915.50 RT.

916.00 RT.

+1.00%

+2.00%

2' FB
DT. RT.

924.44 RT.

CONST. TRANS. BENCHES
3,021 C.Y.

PVC 103+25.00
Elev 993.25

VPI 103+75.00
Elev 995.00

PVT 104+25.00
Elev 995.84

1.67%

PVC 105+18.06
Elev 997.39

VPI 105+43.06
Elev 997.81

PVT 105+68.06
Elev 998.13

1.28%

VPI 105+72.29
Elev 998.18

L 50.00 FT
SD 2753.89 FT

L 100.00 FT
SD 640.22 FT

END CONST.
STA. 105+72.29

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

905.4 958.50	904.9 959.53	904.5 960.92	904.0 962.63	903.6 964.38	904.1 966.13	904.8 967.88	906.0 969.63	906.8 971.38	906.7 973.13	907.1 974.88	909.8 976.63	912.1 978.38	915.7 980.13	919.2 981.88	921.3 983.63	922.7 985.38	937.1 987.13	950.4 988.88	955.2 990.63	957.5 992.38	960.0 994.07	961.7 995.36	963.2 996.26	964.5 997.09	965.6 997.89
93+00	93+50	94+00	94+50	95+00	95+50	96+00	96+50	97+00	97+50	98+00	98+50	99+00	99+50	100+00	100+50	101+00	101+50	102+00	102+50	103+00	103+50	104+00	104+50	105+00	105+50

RAMP H

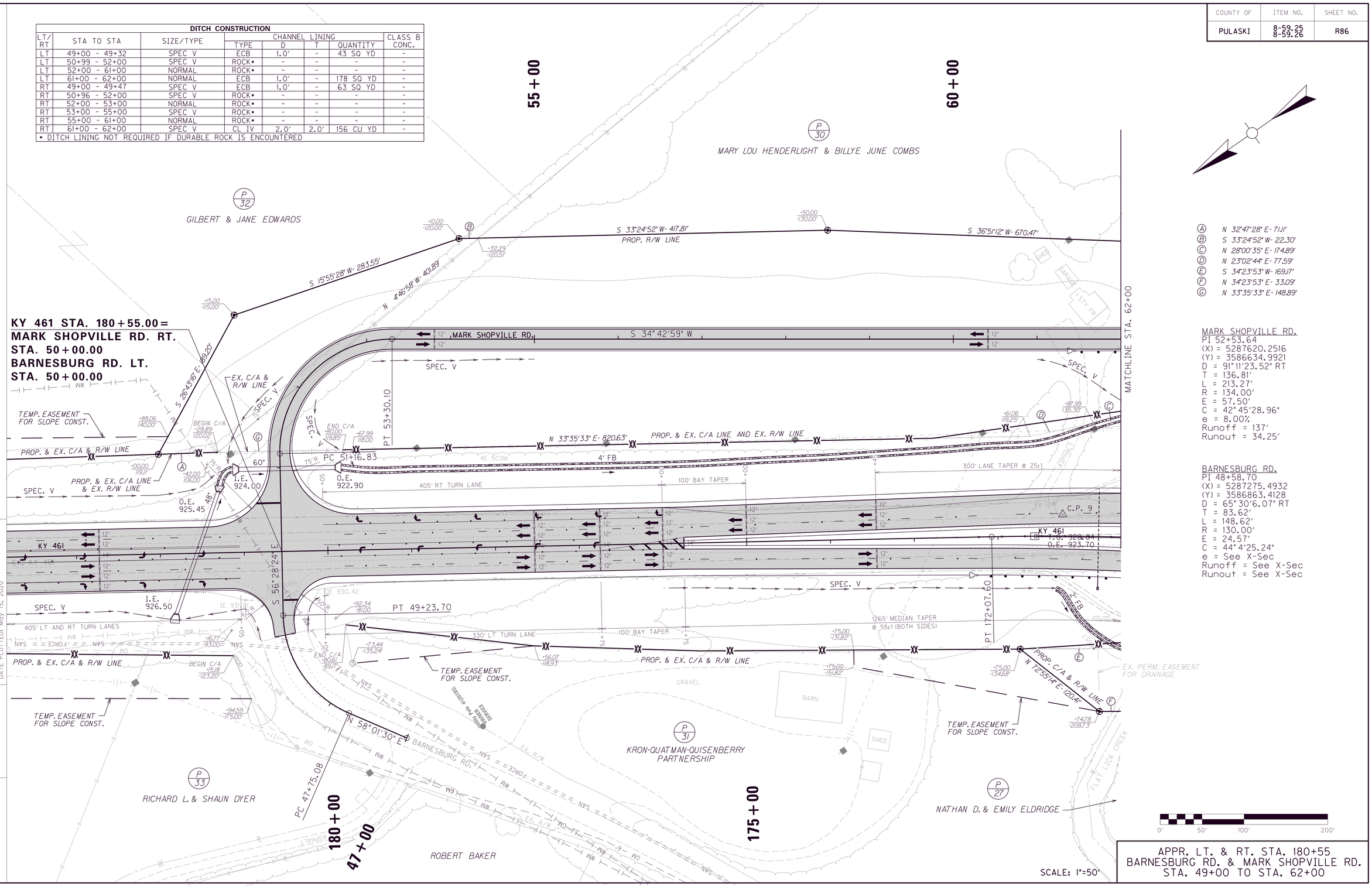
STA. 93+00 TO STA. 105+72.29

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R86

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	49+00 - 49+32	SPEC V	ECB	1.0'	-	43 SQ YD	-
LT	50+99 - 52+00	SPEC V	ROCK•	-	-	-	-
LT	52+00 - 61+00	NORMAL	ROCK•	-	-	-	-
LT	61+00 - 62+00	NORMAL	ECB	1.0'	-	178 SQ YD	-
RT	49+00 - 49+47	SPEC V	ECB	1.0'	-	63 SQ YD	-
RT	50+96 - 52+00	SPEC V	ROCK•	-	-	-	-
RT	52+00 - 53+00	NORMAL	ROCK•	-	-	-	-
RT	53+00 - 55+00	SPEC V	ROCK•	-	-	-	-
RT	55+00 - 61+00	NORMAL	ROCK•	-	-	-	-
RT	61+00 - 62+00	SPEC V	CL IV	2.0'	2.0'	156 CU YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED



Ⓐ N 32°47'28" E- 7.11'
Ⓑ S 33°24'52" W- 22.30'
Ⓒ N 28°00'35" E- 174.89'
Ⓓ N 23°02'44" E- 77.59'
Ⓔ S 34°23'53" W- 169.17'
Ⓕ N 34°23'53" E- 33.09'
Ⓖ N 33°35'33" E- 148.89'

MARK SHOPVILLE RD.
PI 52+53.64
(X) = 5287620.2516
(Y) = 3586634.9921
D = 91°11'23.52" RT
T = 136.81'
L = 213.27'
R = 134.00'
E = 57.50'
C = 42°45'28.96"
e = 8.00%
Runoff = 137'
Runout = 34.25'

BARNESBURG RD.
PI 48+58.70
(X) = 5287275.4932
(Y) = 3586863.4128
D = 65°30'6.07" RT
T = 83.62'
L = 148.62'
R = 130.00'
E = 24.57'
C = 44°4'25.24"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

SCALE: 1"=50'

APPR. LT. & RT. STA. 180+55
BARNESBURG RD. & MARK SHOPVILLE RD.
STA. 49+00 TO STA. 62+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0860OPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R87

DATUM

980 975 970 965 960 955 950 945 940 935 930 925 920 915 910 905 900 895 890 885

STA. 50+99 CONST. 116 L.F.
OF 60" PIPE @ 0° SK.
W/ 2-60° PC HDWLS.
SEE PIPE SHEET R294

KY 461 STA. 180+55.00 =
MARK SHOPVILLE RD. RT.
STA. 50+00.00
BARNESBURG RD. LT.
STA. 50+00.00

BEGIN CONST.
STA. 49+00.00

L 25.00 FT
SD 68.24 FT

VPI 49+00.00
Elev 935.52

LO 49+48.77
Elev 934.00

VPI 50+00.00
Elev 934.94

L 100.00 FT
SD 440.75 FT

-3.73%
2.00%
-2.00%

PVC 49+32.50
Elev 934.31

VPI 49+45.00
Elev 933.84

PVT 49+57.50
Elev 934.09

PVC 50+55.70
Elev 933.83

VPI 51+05.70
Elev 932.83

PVT 51+55.70
Elev 932.33

Q_{25} = 104.4 cfs
HW_{25} = 928.64
Q_{100} = 164.8 cfs
HW_{100} = 929.54

-1.00%

SPEC. V.
DT. RT.

-1.94%

932.51 RT.

(+47) 931.60 RT.

DITCH PLOTTED 10'
BELOW DATUM

6.31%

SPEC. V.
DT. RT.

922.90 RT.

(+99) 929.27 RT.

DITCH PLOTTED 10'
BELOW DATUM

928.41 RT.

-0.50%

SPEC. V.
DT. RT.

-0.94%

927.66 RT.

927.19 RT.

CONST. TRANS. BENCHES
1,076 C.Y.

-6.38%

921.19 RT.

SPEC. V.
DT. RT.

-12.00%

918.00 RT.

912.00 RT.

MATCHLINE STA. 62+00

SPEC. V.
DT. LT.

-14.40%

934.68 LT.

(+32.5) 930.00 LT.

DITCH PLOTTED 25'
BELOW DATUM

SPEC. V.
DT. LT.

7.51%

(+99) 924.00 LT.

931.59 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

| | | |

FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0880PL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R88

ENTRANCE CONSTRUCTION

LT/RT	STATION LOCATION	TYPE	WIDTH	SOYD ASPHALT	ENTRANCE PIPE
	APPR. RT. 180+55 (MARK SHOPVILLE RD.)				
LT	62+75	RES	14'	167	24" - 59 LF
RT	67+70	COM	24'	2,650	NONE
RT	69+47	RES	14'	115	NONE
	ENT. LT. 25+70 (OFF ENTR. RT. 67+70)				
LT	25+70	RES	17'	99	NONE

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	62+00 - 62+55	SPEC V	CL IV	2.0'	2.0'	110 CU YD	-
LT	63+15 - 63+00	2' FB	CL IV	2.0'	2.0'	317 CU YD	-
RT	62+00 - 62+34	SPEC V	CL IV	2.0'	2.0'	53 CU YD	-
	ENTR. RT. 67+70 (OFF APPR. RT. 180+55 (MARK SHOPVILLE ROAD))						
LT	21+25 - 24+00	SPEC V	CL IV	2.0'	2.0'	346 CU YD	-
LT	24+00 - 25+30	NORMAL	CL IV	2.0'	2.0'	164 CU YD	-
RT	22+37 - 24+00	SPEC V	ECB	1.0'	-	220 SQ YD	-
RT	24+00 - 25+50	NORMAL	ECB	1.0'	-	200 SQ YD	-
RT	25+50 - 26+50	SPEC V	ECB	1.0'	-	267 SQ YD	-
RT	26+50 - 27+65	NORMAL	ECB	1.0'	-	154 SQ YD	-
• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED							

MARK SHOPVILLE RD.
PI 68+08.93
(X) = 5286700.1136
(Y) = 3585306.9585
D = 88°53'44.15" LT
T = 131.44'
L = 207.90'
R = 134.00'
E = 53.70'
C = 42°45'28.96"
e = 8.00%
Runoff = 137'
Runout = 34.25'

ENTR. RT. STA. 67+70
P.O.B. (X) 5286751.5944
(Y) 3585327.3849
P.I. (X) 5286638.1374
(Y) 3585317.7821
P.I. (X) 5286464.8763
(Y) 3585118.9709
P.I. (X) 5286306.1761
(Y) 3584822.2997
P.O.E. (X) 5286508.9789
(Y) 3584782.2288

ENTR. RT. STA. 69+47
P.O.B. (X) 5286856.6444
(Y) 3585193.9783
P.I. (X) 5286841.0364
(Y) 3585172.3539
P.O.E. (X) 5286800.4089
(Y) 3585125.5533

ENTR. RT. STA. 62+75
P.O.B. (X) 5287127.4945
(Y) 3585660.4149
P.O.E. (X) 5287004.1974
(Y) 3585745.8422

ENTR. LT. STA. 25+70
P.O.B. (X) 5286458.4308
(Y) 3584894.9173
P.O.E. (X) 5286370.2542
(Y) 3584942.0861

Ⓐ	N 35°55'06" E- 66.45'
Ⓑ	N 20°59'48" W- 57.39'
Ⓒ	N 6°51'53" W- 101.42'
Ⓓ	S 7°41'49" W- 231.40'
Ⓔ	S 34°09'50" E- 22.43'
Ⓕ	S 34°09'50" E- 98.17'
Ⓖ	S 57°01'34" E- 27.51'
Ⓗ	S 32°11'17" W- 21.17'
Ⓘ	N 51°18'50" W- 145.37'
Ⓙ	N 63°27'16" E- 52.03'
Ⓚ	N 51°18'50" W- 78.13'
Ⓛ	N 71°25'28" W- 100.50'
Ⓜ	N 54°13'03" W- 49.47'
Ⓝ	S 34°23'53" W- 148.98'
Ⓞ	S 30°56'01" W- 220.00'
Ⓟ	S 20°41'31" W- 26.66'
Ⓠ	N 68°49'02" E- 205.37'
Ⓡ	S 45°28'32" W- 169.54'
Ⓢ	N 26°59'48" E- 166.40'
Ⓣ	S 54°13'03" E- 55.29'
Ⓤ	N 28°00'35" E- 174.89'

END CONST. STA. 70+00.00

MARK SHOPVILLE RD. STA. 69+47.00 = ENTR. RT. STA. 20+00.00

MARK SHOPVILLE RD. STA. 67+70.00 = ENTR. RT. STA. 20+00.00

70+00

STA. 64+77.50
CONST. 50'-105'-65' PCIB TY IV OVER FLAT LICK CREEK

MARK SHOPVILLE RD. STA. 62+75.00 = ENTR. LT. STA. 20+00.00

65+00

ENTR. RT. STA. 25+70.00 = ENTR. LT. STA. 20+00.00

25+00

28+50

MARK SHOPVILLE RD. STA. 62+00

170+00

165+00

160+00

JOHN L & SUSAN BUIE

MARY LOU HENDERLIGHT & BILLYE JUNE COMBS

RUSSELL HOLTZCLAW

DENNIS AKER

BILLY PATRICK TODD REVOCABLE LIVING TRUST

ROBERT W. MURDOCH

CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK

KRON-QUATMAN-QUISENBERRY PARTNERSHIP

NATHAN D. & EMILY ELDRIDGE

MARK SHOPVILLE RD.
S 54°10'45" E
PC 66+77.49
PT 68+85.40
POE
POB
S 0°37'38" E- 299.86'
S 36°51'12" W- 670.47'
PROP. R/W LINE
FLAT LICK CREEK
I.E. 897.03
O.E. 895.15
TEMP. EASEMENT FOR ENTR. CONST.
TEMP. EASEMENT FOR SLOPE AND ENTR. CONST.
TEMP. EASEMENT FOR SLOPE CONST.
PROP. & EX. R/W
SPEC. V
S 41°04'18" W
PC 20+43.00
PROP. & EX. C/A LINE & EX. R/W LINE
N 35°55'06" E- 389.74'
ENTR. RT. 67+70
S 28°08'38" W
PC 19+80.67
PT 21+77.66
PC 22+39.09
PT 24+58.03
PC 26+47.55
RAMP A
N 1°10'59" E
S 78°49'23" E 52.29'
PT 27+44.57
S 25°55'32" W- 214.40'
N 79°09'23" E- 290.74'
S 79°50'01" W- 354.05'
S 20°14'04" W- 182.03'
S 21°59'09" W- 163.78'
N 39°18'49" E- 267.38'
N 51°44'58" E
KY 461
EX. KY 461
EX. MARK SHOPVILLE RD.
EX. C/A & R/W LINE
PROP. C/A & R/W LINE
N 38°21'42" E- 187.78'
S 26°25'15" E 85.89'
N 34°23'53" E- 91.92'
N 2°41'52" W- 109.85'
S 84°31'02" E- 166.32'
N 55°31'53" E- 142.02'
S 30°56'01" W- 395.49'
N 39°22'55" E
N 34°42'59" W
N 541°303" W- 242.47'
S 541°303" E- 202.72'
PROP. & EX. C/A LINE AND EX. R/W LINE
KY 461 STA. 167+25.00
RAMP A POE 29+33.91
MATCHLINE STA. 62+00
MATCHLINE STA. 70+00
O.E. 908.36
O.E. 892.32
F.L. 892.50
O.E. 886.78
T.G. 927.55
O.E. 923.05
T.G. 924.89
O.E. 923.70
T.G. 931.03
O.E. 926.03
F.L. 925.75
F.L. 901.88
O.E. 901.42
I.E. 887.31
I.E. 953.92
300' PAVEMENT TAPER @ 25:1
320' ACCELERATION LANE
200' PAVEMENT TAPER
540' PAVEMENT TAPER
20" CHANNEL CHANGE
1265' MEDIAN TAPER @ 55:1 (BOTH SIDES)
162.5' TAPER TO EX. (BOTH SIDES)
330' RECOVERY TAPER
TRIPLE 3'-6" RCBC
EX. PERM. EASEMENT FOR DRAINAGE
2' FB
4' FB
24" SPEC. V
18" SPEC. V
15" RCP
24" RCP
SCALE: 1"=50'
0' 50' 100' 200'

REMOVE PAVEMENT

LT/RT	STATION LOCATION (ENTR. RT. 67+70)	SQYD
LT	20+38 - 21+10	81

APPR. LT. & RT. STA. 180+55
BARNESBURG RD. & MARK SHOPVILLE RD.
STA. 62+00 TO STA. 70+00

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R89

MARK SHOPVILLE RD. STA. 62+75.00 =
ENTR. LT. STA. 20+00.00

STA. 64+77.50
CONST. 50'-105'-65'
PCIB TY IV OVER
FLAT LICK CREEK

MARK SHOPVILLE RD. STA. 67+70.00 =
ENTR. RT. STA. 20+00.00

Q_{25} = 5.2 cfs
HW_{25} = 898.28
Q_{100} = 6.1 cfs
HW_{100} = 898.40

STA. 68+20 CONST. 74 L.F.
OF 18" PIPE @ 0° SK.
& 2-18" PC HDWLS.
SEE PIPE SHEET R295

MATCHLINE STA. 62+00
920.19 LT.

-1.00%
-5.50%
SPEC. V DT. LT.
24" ENTR. PIPE
CONST. TRANS. BENCHES 1,076 C.Y.
-12.00%
912.00 RT.
(+34) 907.24 RT.
(+55) 917.17 LT.
-17.00%
2' FB DT. LT.
(+12) 908.96 LT.
902.50 LT.
-14.00%
895.50 LT.
-6.00%
-2.24%
886.50 LT.
885.38 LT.

APPROX. STA. 62+56 CONSTR. 81 L.F. OF 4" PERF. PIPE, 12 L.F. OF 4" NON PERF. PIPE, 1 PERF. PIPE HDWL., TY. 1 & 1 TON OF CRUSHED AGG. SIZE NO. 2

PVC 63+09.01
Elev 920.79

VPI 64+34.01
Elev 919.54

PVT 65+59.01
Elev 913.92

L 250.00 FT
SD 433.33 FT

L 150.00 FT
SD 254.12 FT

-4.50%

PVC 67+50.00
Elev 905.32

VPI 68+25.00
Elev 901.95

PVT 69+00.00
Elev 901.27

VPI 70+00.00
Elev 900.37

END CONST.
STA. 70+00.00

-0.90%

936.4 921.88 | 922.0 921.38 | 904.2 920.88 | 900.5 920.27 | 896.1 919.30 | 889.1 917.99 | 886.9 916.33 | 891.8 914.32 | 891.8 912.07 | 893.4 909.82 | 896.1 907.57 | 897.3 905.32 | 895.6 903.37 | 901.9 902.02 | 901.2 901.27 | 900.8 900.82 | 900.4 900.37 | 900.1

62+00 62+50 63+00 63+50 64+00 64+50 65+00 65+50 66+00 66+50 67+00 67+50 68+00 68+50 69+00 69+50 70+00 70+50

ENTR. LT. STA. 62+75
(OFF APPR. RT. STA. 180+55
MARK SHOPVILLE ROAD)

L 35.00 FT
SD 50.45 FT

PVC 19+00.00
VPI 19+10.00
Elev 921.97

Elev 922.63

PVT 19+20.00
Elev 922.15

LO 19+66.50
Elev 920.39

VPI 19+84.00
Elev 920.77

HI 19+11.59
Elev 922.35

-1.75%
-4.00%

24" ENTR. PIPE

PVC 19+47.50
Elev 920.85

VPI 19+65.00
Elev 920.01

PVT 19+82.50
Elev 920.71

L 20.00 FT
SD 105.48 FT

918.9 | 922.0 921.97 | 922.6 920.73 | 911.0

18+50 19+00 19+50 20+00

ENTR. RT. STA. 69+47
(OFF APPR. RT. STA. 180+55
MARK SHOPVILLE ROAD)

L 10.00 FT
SD 50.25 FT

VPI 20+09.62
Elev 900.91

VPI 20+70.00
Elev 905.76

-8.60%
-2.24%

PVC 20+10.00
Elev 900.92

VPI 20+15.00
Elev 901.03

PVT 20+20.00
Elev 901.46

900.8 | 904.0 904.04

20+00 20+50 21+00

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

APPR. LT. & RT. STA. 180+55
BARNESBURG RD. & MARK SHOPVILLE RD.
STA. 62+00 TO STA. 70+00

DATUM 965 960 955 950 945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R08900PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R90

DITCH CONSTRUCTION

LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	35+50 - 37+50	NORMAL	CL IV	2.0'	2.0'	252 CU YD	-
LT	37+50 - 38+25	SPEC V	CL IV	2.0'	2.0'	106 CU YD	-
LT	38+25 - 38+50	SPEC V	CL IV	2.0'	2.0'	35 CU YD	-
LT	38+50 - 39+00	SPEC V	ECB	1.0'	-	45 SQ YD	-
LT	39+00 - 41+00	NORMAL	ECB	1.0'	-	178 SQ YD	-
LT	41+00 - 42+50	NORMAL	ECB	1.0'	-	200 SQ YD	-
LT	42+50 - 44+00	SPEC V	CL IV	2.0'	2.0'	233 CU YD	-
LT	44+00 - 44+50	SPEC V	ECB	1.0'	-	67 SQ YD	-
LT	46+03 - 48+00	SPEC V	ECB	1.0'	-	178 SQ YD	-
RT	35+50 - 37+00	SPEC V	ECB	1.0'	-	134 SQ YD	-
RT	37+00 - 37+93	SPEC V	CL IV	2.0'	2.0'	103 CU YD	-
RT	38+21 - 39+00	SPEC V	ECB	1.0'	-	67 SQ YD	-
RT	41+50 - 42+50	NORMAL	ECB	1.0'	-	134 SQ YD	-
RT	42+50 - 44+50	2' FB	CL IV	2.0'	2.0'	258 CU YD	-
RT	46+50 - 47+50	SPEC V	ECB	1.0'	-	89 SQ YD	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

FENCE WOVEN WIRE TY 1 – COIN RD. & PINE OAK DR.

SIDE	STA.	TO	STA.	LENGTH (LF)	CONCRETE CLASS B (CY)
RT	41+50	-	44+30	280	0.40
LT	46+88.62	-	49+37.16	249	0.95

Ⓐ S 26°58'19" E- 58.61'
Ⓑ S 81°56'24" W- 54.82'
Ⓒ R = 815.00' ARC = 147.80'
CHORD = N 71°58'59" W- 147.60'
Ⓓ N 77°10'41" W- 102.49'
Ⓔ R = 125.00' ARC = 136.28'
CHORD = N 45°56'43" W- 129.63'
Ⓕ N 14°42'45" W- 234.48'
Ⓖ R = 600.00' ARC = 35.34'
CHORD = N 38°52'43" E- 34.95'
Ⓗ N 24°12'25" E- 28.24'
Ⓘ R = 369.50' ARC = 179.24'
CHORD = N 38°06'13" E- 177.48'
Ⓙ R = 330.50' ARC = 119.61'
CHORD = N 41°37'54" E- 118.96'
Ⓚ S 16°46'57" W- 10.58'
Ⓛ R = 590.00' ARC = 294.20'
CHORD = S 31°04'03" W- 291.16'
Ⓜ R = 260.00' ARC = 189.33'
CHORD = S 24°29'30" W- 185.17'
Ⓝ N 56°25'09" W- 64.05'
Ⓞ N 48°40'49" W- 53.92'
Ⓟ N 61°39'56" W- 7.31'
Ⓠ R = 200.00' ARC = 83.74'
CHORD = N 5°06'27" E- 83.13'
Ⓡ N 56°25'09" W- 4.72'
Ⓢ N 65°13'40" W- 125.88'
Ⓣ R = 155.00' ARC = 88.47'
CHORD = S 31°03'49" E- 87.27'
Ⓤ S 78°46'20" E- 35.23'
Ⓥ N 44°09'07" W- 82.21'
Ⓦ N 14°23'16" E- 66.29'
Ⓧ N 3°24'09" W- 101.98'
Ⓨ R = 155.00' ARC = 80.52'
CHORD = S 62°17'48" E- 79.62'
Ⓩ R = 785.00' ARC = 142.36'
CHORD = S 71°58'59" E- 142.16'
Ⓐⓐ S 66°47'16" E- 213.39'
ⒷⒷ S 39°10'18" E- 52.32'
ⒸⒸ S 62°47'29" E- 119.85'
ⒹⒹ N 44°09'07" W- 45.20'

VALLEY OAK DR.
PI 43+88.96
(X) = 5289857.7097
(Y) = 3590495.6253
D = 35°13'3.41" RT
T = 111.09'
L = 215.13'
R = 350.00'
E = 17.21'
C = 16°22'12.80"
e = 6.00%
Runoff = See X-Sec
Runout = See X-Sec

VALLEY OAK DR.
PI 47+94.58
(X) = 5289532.5338
(Y) = 3590241.5700
D = 27°47'34.95" LT
T = 86.59'
L = 169.78'
R = 350.00'
E = 10.55'
C = 16°22'12.80"
e = 6.00%
Runoff = See X-Sec
Runout = See X-Sec

ENTRANCE CONSTRUCTION

LT/RT	STATION LOCATION	TYPE	WIDTH	SQYD ASPHALT	ENTRANCE PIPE
	COIN ROAD				
RT	41+00	COM	24'	293	NONE

(P 42)

SOMERSET-PULASKI COUNTY DEVELOPMENT FOUNDATION, INC.

CURB

LOCATION	STND HEADER CURB	FLUME INLET TY II
COIN RD		
STA. 35+50 - 37+38 RT	216 L.F.	1 EA
LOCATION	STND CURB AND GUTTER	FLUME INLET TY II
VALLEY OAK DR		
STA. 41+70 - 49+06 RT	734 L.F.	1 EA
STA. 41+70 - 49+06 LT	738 L.F.	1 EA

REMOVE PAVEMENT

LT/RT	STATION LOCATION	SQYD
COIN RD / PIN OAK DR		
RT	47+45 - 48+00	207
VALLEY OAK DR		
LT	43+93 - 49+43	1,715

COIN RD.
PI 38+27.10
(X) = 5288767.0890
(Y) = 3590356.7209
D = 51°4'49.72" LT
T = 167.24'
L = 312.03'
R = 350.00'
E = 37.91'
C = 16°22'12.80"
e = 6.00%
Runoff = 103'
Runout = 34'

COIN RD. CONN
PI 47+18.70
(X) = 5289335.1918
(Y) = 3589802.6068
D = 68°52'55.36" LT
T = 137.15'
L = 240.44'
R = 200.00'
E = 42.51'
C = 28°38'52.40"
e = 7.40%
Runoff = See X-Sec
Runout = See X-Sec

BEGIN CONST. STA. 35+50.00

35+00 · 40+00 · 45+00 · 41+50 · 45+00

PC 36+59.86 · PT 39+71.89 · PC 42+77.88 · PT 44+93.01 · PC 47+07.98

COIN RD. STA. 45+50.00 =
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

COIN RD. CONN. STA. 41+00.00 =
ENTR. RT. STA. 20+00.00

ENTR. RT. STA. 41+00
P.O.B. (X) 5289036.4737
(Y) 3590235.6153
P.O.E. (X) 5288974.9687
(Y) 3590098.8047

BEGIN CONST. STA. 41+70.00

TMH 1001.99 O.E. 993.33
F.L. 1001.75 O.E. 993.14
TMH 1001.01 O.E. 992.01
F.L. 999.00 O.E. 992.83
F.L. 996.06 O.E. 989.90
TMH 1001.01 O.E. 992.01
F.L. 985.67 O.E. 979.30
F.L. 985.10 O.E. 978.46
F.L. 975.92 O.E. 967.99
F.L. 975.61 O.E. 967.75
F.L. 972.06 O.E. 966.51
O.E. 974.43
I.E. 974.85
I.E. 973.75
O.E. 971.54
O.E. 965.00

TEMP. EASEMENT FOR SLOPE CONST.
TEMP.EASEMENT FOR SLOPE CONST.
TEMP. EASEMENT FOR SLOPE AND ENTR. CONST.
DIVERSION CONST. LIMITS.
PROP.R/W LINE
PROP.& EX.R/W LINE
PROP.C/A & R/W LINE
VALLEY OAK DR. PROP.R/W LINE
PROP.R/W & EX.R/W LINE
MATCHLINE STA. 48+00

S 26°58'19" E- 58.61'
S 14°42'45" E- 234.48'
S 39°46'17" E- 140.76'
S 66°43'21" E- 497.93'
N 66°47'16" W- 212.85'
S 77°10'41" E- 102.49'
N 62°54'35" W- 304.78'
N 62°54'35" W- 280.35'
N 18°23'57" W- 73.45'
S 5°00'00" E- 214.97'
S 52°00'00" W- 85.99'
S 45°21'09" W- 85.99'
S 65°47'35" E
S 41°32'10" E- 314.50'
N 45°17'01" E- 217.10'

175' PAVEMENT TAPER @ 25:1 (BOTH SIDES)
175' LEFT TURN LANE
76' BAY TAPER
288.5' LEFT TURN LANE
END C/A
PT 48+77.76
PROP.C/A & R/W LINE
S 65°47'35" E- 183.91'
PC 45+81.55

SPEC. V
2' FB
COIN RD.
COIN RD. CONN.
VALLEY OAK DR.
STORM
GRAVEL
INDUSTRIAL LEASING LLC
COUNTRY BOYS, LLC

(P 40) SOMERSET-PULASKI COUNTY DEVELOPMENT FOUNDATION, INC.
(P 42)
(P 37)

0' 50' 100' 200'
SCALE: 1"=50'

APPR. LT. & RT. STA. 220+11.35
COIN ROAD & PIN OAK DRIVE
STA. 35+50 TO STA. 48+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R090OOPL.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R91

Q_{25} = 20.3 cfs
HW_{25} = 977.06
Q_{100} = 24.4 cfs
HW_{100} = 977.33

BEGIN CONST.
STA. 35+50.00

VPI 35+50.00
Elev 994.81

SPEC. V
DT. RT.

990.88 RT.

-5.50%

-4.92%

983.50 RT.

-9.00%

PVC 37+62.50
Elev 983.13

STA. 38+25 CONST. 56 L.F.
OF 30" PIPE @ 0° SK.
W/ 2-30" S.&F. BOX I/O HDWLS.
SEE PIPE SHEET R299

L 225.00 FT
SD 166.15 FT

979.00 RT.

-10.00%

2.00%

974.00 RT.

975.00 RT.

VPI 38+75.00
Elev 976.94

976.50 RT.

3.00%

LO 39+17.19
Elev 978.87

PVC 40+25.00
Elev 980.69

2.50%

PVT 39+87.50
Elev 979.75

VPI 40+75.00
Elev 981.94

PVT 41+25.00
Elev 981.44

HI 40+96.43
Elev 981.58

L 100.00 FT
SD 358.33 FT

Q_{25} = 10.9 cfs
HW_{25} = 975.43
Q_{100} = 13.1 cfs
HW_{100} = 975.63

STA. 44+00 CONST. 64 L.F.
OF 24" PIPE @ 0° SK.
W/ 1-24" S.&F. BOX I/O HDWL.
& 1-24" PC HDWL.
SEE PIPE SHEET R300

2' FB

978.39 RT.

-1.08%

977.85 RT.

-6.70%

974.50 RT.

-9.00%

970.00 RT.

-1.00%

STA. 45+59.10
CONST. STORM SYSTEM
SEE PIPE SHEET R301 & R302

APPROX. STA. 46+55 CONSTR. 64 L.F.
OF 4" PERF. PIPE, 12 L.F. OF 4" NON PERF.
PIPE, 1 PERF. PIPE HDWL. TY. 4 & 1 TON
OF CRUSHED AGG. SIZE NO. 2

COIN RD. STA. 45+50.00 =
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

L 200.00 FT
SD 215.38 FT

LO 46+55.00
Elev 976.34

PVC 46+15.00
Elev 976.54

VPI 47+15.00
Elev 975.54

-1.00%

-7.00%

965.50 RT.

966.00 RT.

+0.50%

SPEC. V
DT. RT.

MATCHLINE STA. 48+00

981.52 LT.

-8.54%

SPEC. V
DT. LT.

-9.60%

4.60%

1.26%

DITCH PLOTTED 20'
BELOW DATUM

977.25 LT.

974.85 LT.

976.00 LT.

976.63 LT.

978.39 LT.

-4.78%

SPEC. V
DT. LT.

976.00 LT.

-2.00%

975.00 LT.

-2.50%

973.75 LT.

+5.20%

966.50 RT.

DITCH PLOTTED 20'
BELOW DATUM

976.35 LT.

DITCH PLOTTED 20'
BELOW DATUM

+0.50%

+4.00%

SPEC. V
DT. LT.

(+03) 972.00 LT.

972.25 LT.

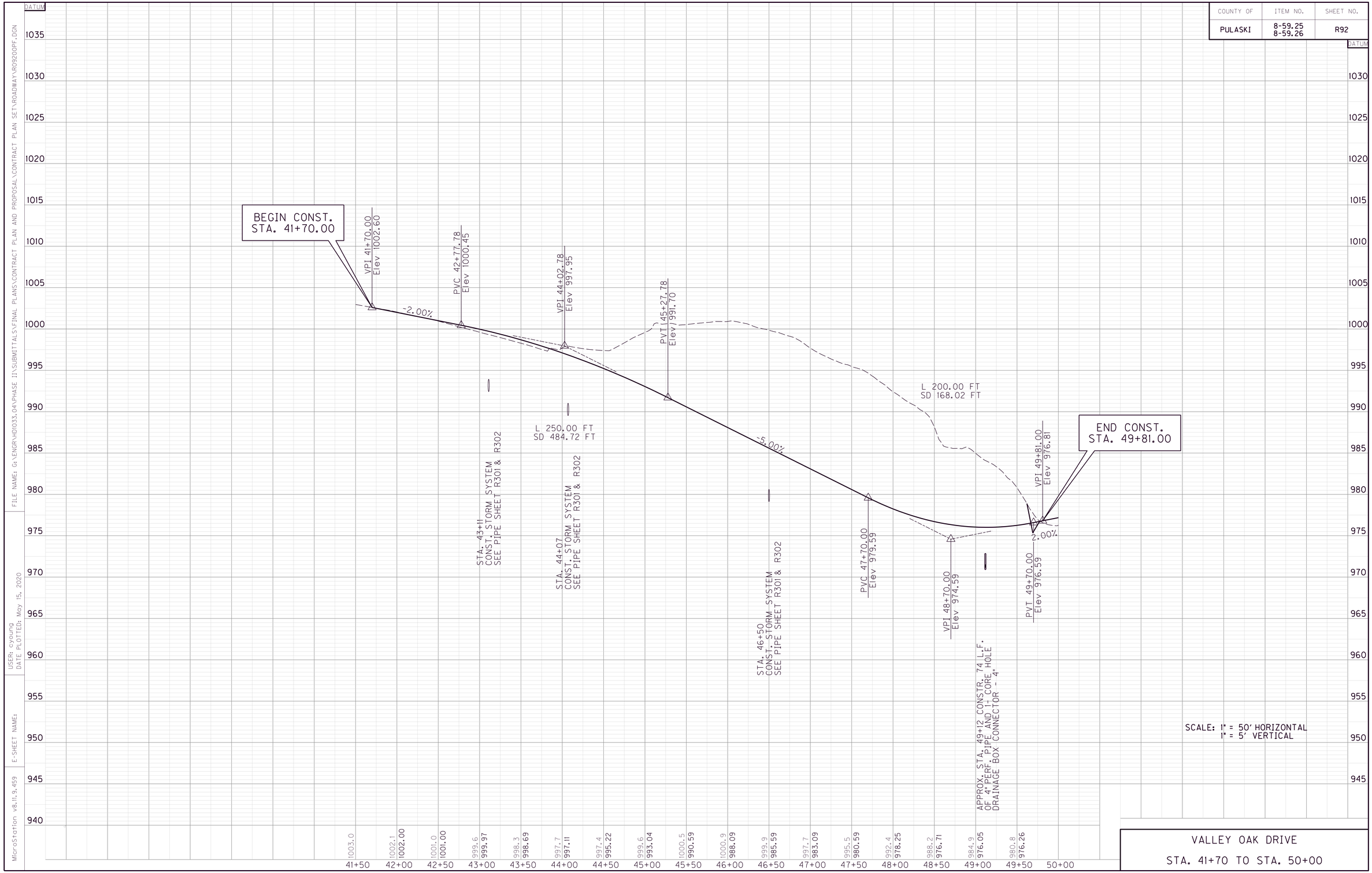
972.50 LT.

976.50 LT.

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

| | | |

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R92



SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

VALLEY OAK DRIVE

STA. 41+70 TO STA. 50+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R09200PF.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R93

BRIDGE END DRAINAGE		
LOCATION	ISLAND HEADER CURB TY. II	FLUME INLET TY II
STA. 48+55 RT	7.25 L.F.	1 EA
STA. 48+72 LT	7.25 L.F.	1 EA
STA. 51+28 RT	7.25 L.F.	1 EA
STA. 51+45 LT	7.25 L.F.	1 EA

REMOVE PAVEMENT		
LT/RT	STATION LOCATION	SQYD
RT	48+00 - 48+60	259
RT	50+06 - 53+18	2,041

KY 461 STA. 220+11.35 =
COIN RD. LT. STA. 50+00.00
PIN OAK DR. RT. STA. 50+00.00
CONST. 38'-75'-75'-38'
TY 3 PCIB OVER KY 461

(A) S 65°47'35" E- 183.91'
(B) S 42°12'23" W- 84.71'
(C) N 65°13'40" W- 125.88'
(D) S 41°32'12" E- 314.50'
(E) S 42°26'15" W- 502.74'
(F) R = 150.00' ARC = 123.01'
CHORD = N 83°00'49" W- 119.59'
(G) S 73°29'34" W- 119.38'
(H) R = 300.00' ARC = 129.66'
CHORD = N 85°52'27" E- 128.65'
(I) S 58°41'41" W- 150.03'
(J) N 45°25'00" E- 177.45'
(K) N 5°41'27" E- 90.05'
(L) S 21°15'33" W- 38.47'
(M) S 58°47'53" E- 124.35'

ENTR. LT. STA. 53+63.50
P.O.B. (X) 5290270.8814
(Y) 3589899.9516
P.O.E. (X) 5290188.8746
(Y) 3589717.5376

ENTR. LT. STA. 56+59
P.O.B. (X) 5290499.3948
(Y) 3589687.5796
P.O.E. (X) 5290458.3914
(Y) 3589596.3726

ENTR. RT. STA. 58+19
P.O.B. (X) 5290604.3226
(Y) 3589530.7671
P.O.E. (X) 5290542.8175
(Y) 3589393.9566

ENTR. LT. STA. 59+70
P.O.B. (X) 5290803.5503
(Y) 3589605.6626
P.O.E. (X) 5290742.0452
(Y) 3589468.8520

PIN OAK DR.
PI 63+51.19
(X) = 5291089.7203
(Y) = 3589312.5499
D = 1°27'49.19" RT
T = 127.74'
L = 255.46'
R = 10000.00'
E = 0.82'
C = 0°34'22.65"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

FENCE WOVEN WIRE TY 1 – COIN RD. & PINE OAK DR.					CONCRETE CLASS B
SIDE	STA.	TO	STA.	LENGTH (LF)	(CY)
LT	52+60.03	-	52+90	131	0.40

PROPERTY OWNERS
(P 37) COUNTRY BOYS, LLC
(P 43) TOYOTETSU AMERICA, INC.

ENTRANCE CONSTRUCTION					
LT/RT	STATION LOCATION	TYPE	WIDTH	SQYD ASPHALT	ENTRANCE PIPE
	PIN OAK DRIVE				
LT	53+63.50	COM	25'	494	NONE
LT	56+59.00	COM	25'	56	NONE
RT	58+19	COM	119'	247	NONE
LT	59+70	COM	25'	187	NONE

PIN OAK DR. STA. 53+63.50 =
ENTR. LT. STA. 20+00.00

PIN OAK DR. STA. 53+65.00 =
PIN OAK DR. CONN. RT. STA. 58+52.62

PIN OAK DR. STA. 56+59.00 =
ENT LT. STA. 20+00.00

PIN OAK DR. STA. 58+19.00 =
ENT RT. STA. 20+00.00

PIN OAK DR. STA. 59+70.00 =
ENT RT. STA. 20+00.00

PIN OAK DR. CONN
PI 55+58.52
(X) = 5289949.4604
(Y) = 3589181.3316
D = 111°7'4.64" LT
T = 437.47'
L = 581.81'
R = 300.00'
E = 230.45'
C = 19°5'54.94"
e = 6.40%
Runoff = See X-Sec
Runout = See X-Sec

DITCH CONSTRUCTION							
LT/RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	48+00 - 48+72	SPEC V	ECB	1.0'	-	64 SQ YD	-
LT	51+44 - 51+70	2' FB	CL IV	2.0'	2.0'	54 CU YD	-
RT	48+55 - 48+98	SPEC V	CL IV	2.0'	2.0'	72 CU YD	-
RT	50+45 - 51+28	SPEC V	CL IV	2.0'	2.0'	94 CU YD	-
• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED							

SCALE: 1"=50'

APPR. LT. & RT. STA. 220+11.35
COIN ROAD & PIN OAK DRIVE
STA. 48+00 TO STA. 62+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R09300PL.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R94

KY 461 STA. 220+11.35 =
COIN RD. LT. STA. 50+00.00
PIN OAK DR. RT. STA. 50+00.00
CONST. 38'-75'-75'-38'
TY 3 PCIB OVER KY 461

PIN OAK DR. STA. 53+63.50 =
ENTR. LT. STA. 20+00.00

PIN OAK DR. STA. 53+65.00 =
PIN OAK DR. CONN. RT. STA. 58+52.62

PIN OAK DR. STA. 58+19.00 =
ENT RT. STA. 20+00.00

END CONST.
STA. 62+00.00

MATCHLINE STA. 48+00

976.50 LT.

(+72.30 979.39 LT.

SPEC. V
DT. LT.
DITCH PLOTTED 20'
BELOW DATUM

EX. 18" RCP

L 205.00 FT
SD 158.75 FT

L 210.00 FT
SD 202.99 FT

e= 0%

LT. EOP
RT. EOP

STA. 54+00.00 e= -2.00%
STA. 54+15.67 e= -2.00%
STA. 54+50.00 e= -2.00%
STA. 54+58.58 e= -1.50%
STA. 54+75.75 e= 1.50%
STA. 57+00.00 e= 1.50%
STA. 57+51.50 e= -1.50%
STA. 57+84.38 e= -1.50%
STA. 58+00.00 e= -0.59%
STA. 59+50.00 e= -1.50%
STA. 59+67.17 e= -2.50%
STA. 60+00.00 e= -0.59%
STA. 60+15.62 e= -1.50%
STA. 60+50.00 e= -2.50%
STA. 60+58.58 e= -2.00%
STA. 61+50.00 e= -1.50%
STA. 61+65.62 e= -0.59%
STA. 62+00.00 e= -0.59%
STA. 62+00.00 e= -2.00%

PVT 48+15.00 Elev 979.54
PVC 49+30.00 Elev 984.14
VPI 50+35.00 Elev 988.34
HI 50+06.36 Elev 985.66
PVT 51+40.00 Elev 980.99
PVC 52+78.86 Elev 971.27
VPI 53+81.36 Elev 964.09
PVT 54+83.86 Elev 964.89
LO 54+63.46 Elev 964.81
VPI 55+00.00 Elev 965.01
VPI 55+50.00 Elev 965.34
VPI 56+00.00 Elev 965.71
VPI 56+50.00 Elev 966.09
VPI 57+00.00 Elev 966.65
VPI 57+50.00 Elev 967.17
VPI 58+00.00 Elev 967.61
VPI 58+50.00 Elev 968.03
VPI 59+00.00 Elev 968.55
VPI 59+50.00 Elev 969.28
VPI 60+00.00 Elev 969.73
VPI 60+50.00 Elev 970.29
VPI 61+00.00 Elev 970.59
VPI 61+50.00 Elev 970.92
VPI 62+00.00 Elev 971.02

4.00%
-7.00%
0.77%
0.66%
0.74%
0.76%
1.12%
1.04%
0.88%
0.84%
1.04%
1.46%
0.90%
1.12%
0.60%
0.66%
0.19%

48+00	48+50	49+00	49+50	50+00	50+50	51+00	51+50	52+00	52+50	53+00	53+50	54+00	54+50	55+00	55+50	56+00	56+50	57+00	57+50	58+00	58+50	59+00	59+50	60+00	60+50
979.3	981.0	978.6	958.5	962.2	960.6	967.8	968.4	966.9	965.5	964.4	963.9	964.0	964.4	964.9	965.3	965.7	966.1	966.6	967.1	967.5	968.0	968.5	969.0	969.7	970.2
978.97	980.94	982.94	984.83	985.65	985.17	983.37	980.29	976.79	973.29	969.87	967.25	965.57	964.84	965.01	965.34	965.71	966.09	966.65	967.17	967.61	968.03	968.55	969.28	969.73	970.29

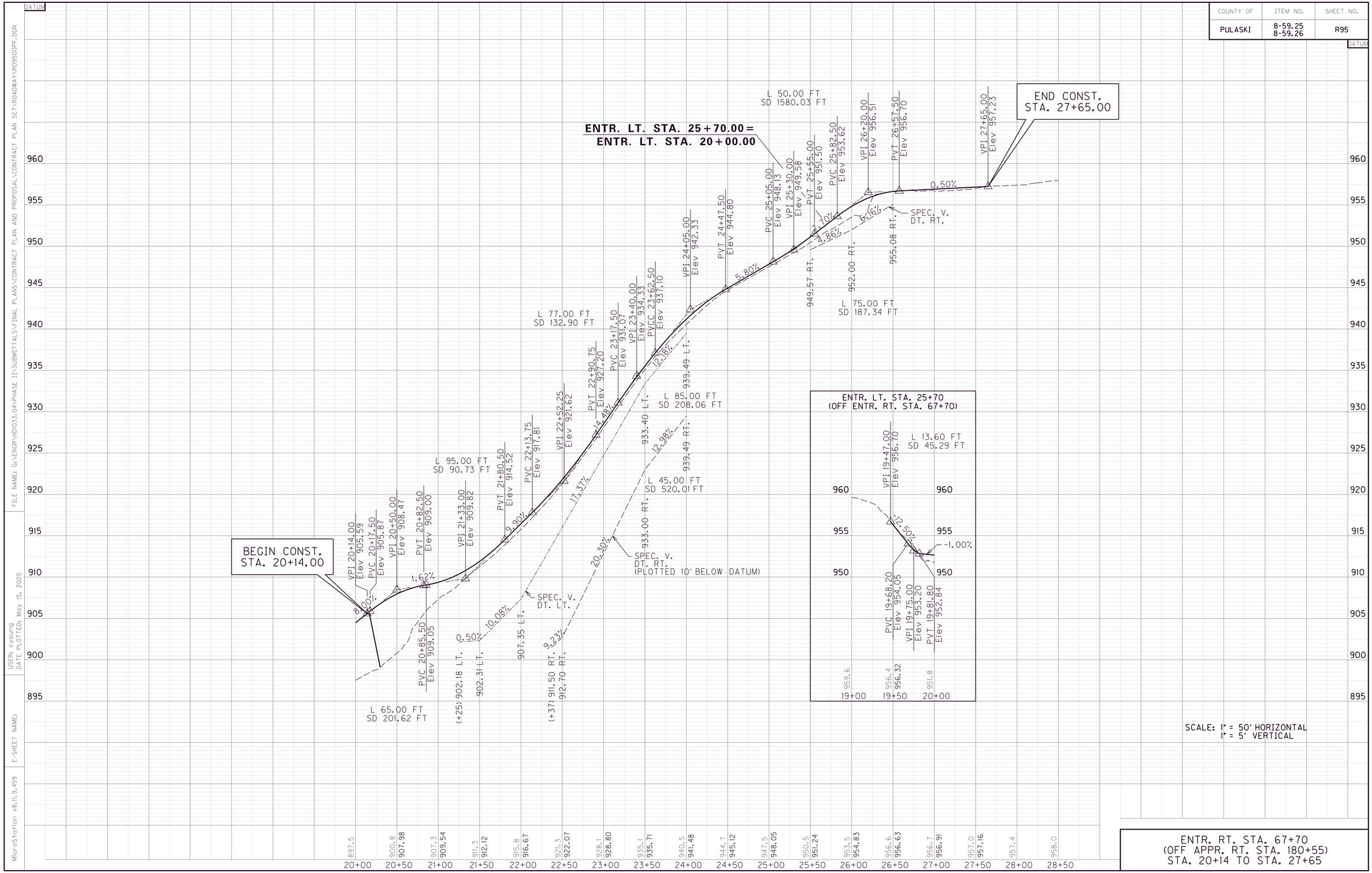
61+00	61+50	62+00	62+50	63+00	63+50
970.6	970.9	971.0	971.0	970.9	970.5
970.59	970.92	971.02			

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

APPR. LT. & RT. STA. 220+11.35
COIN RD. & PIN OAK DR.
STA. 48+00 TO STA. 62+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0940OPF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R95



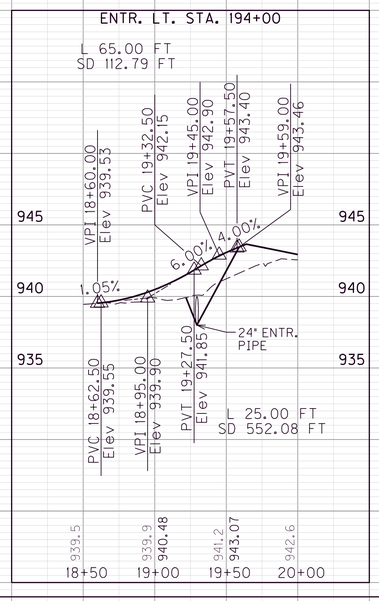
SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

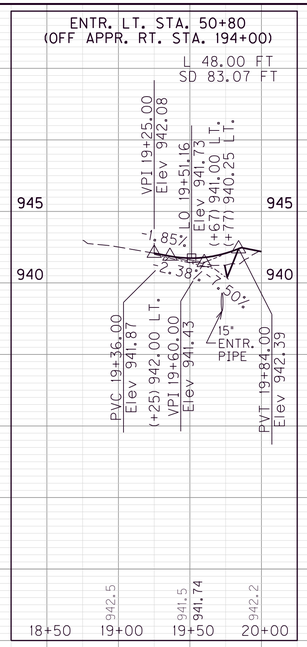
ENTR. RT. STA. 67+70
(OFF APPR. RT. STA. 180+55)
STA. 20+14 TO STA. 27+65

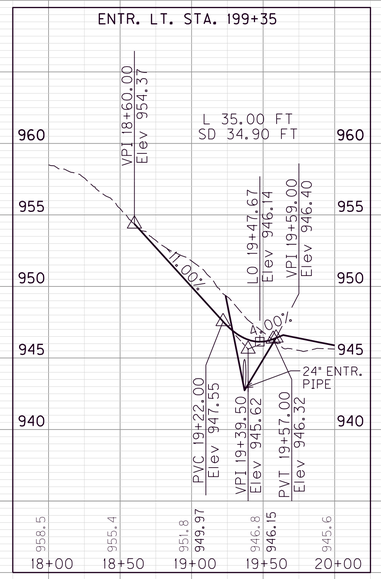
FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R09500PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

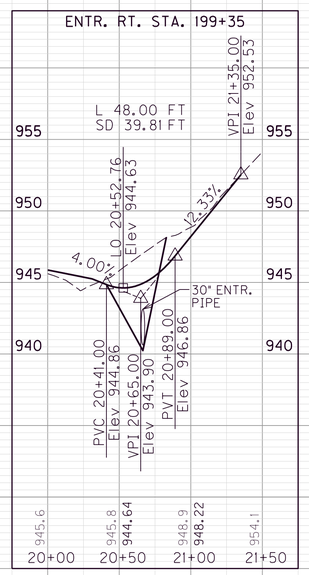
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R96

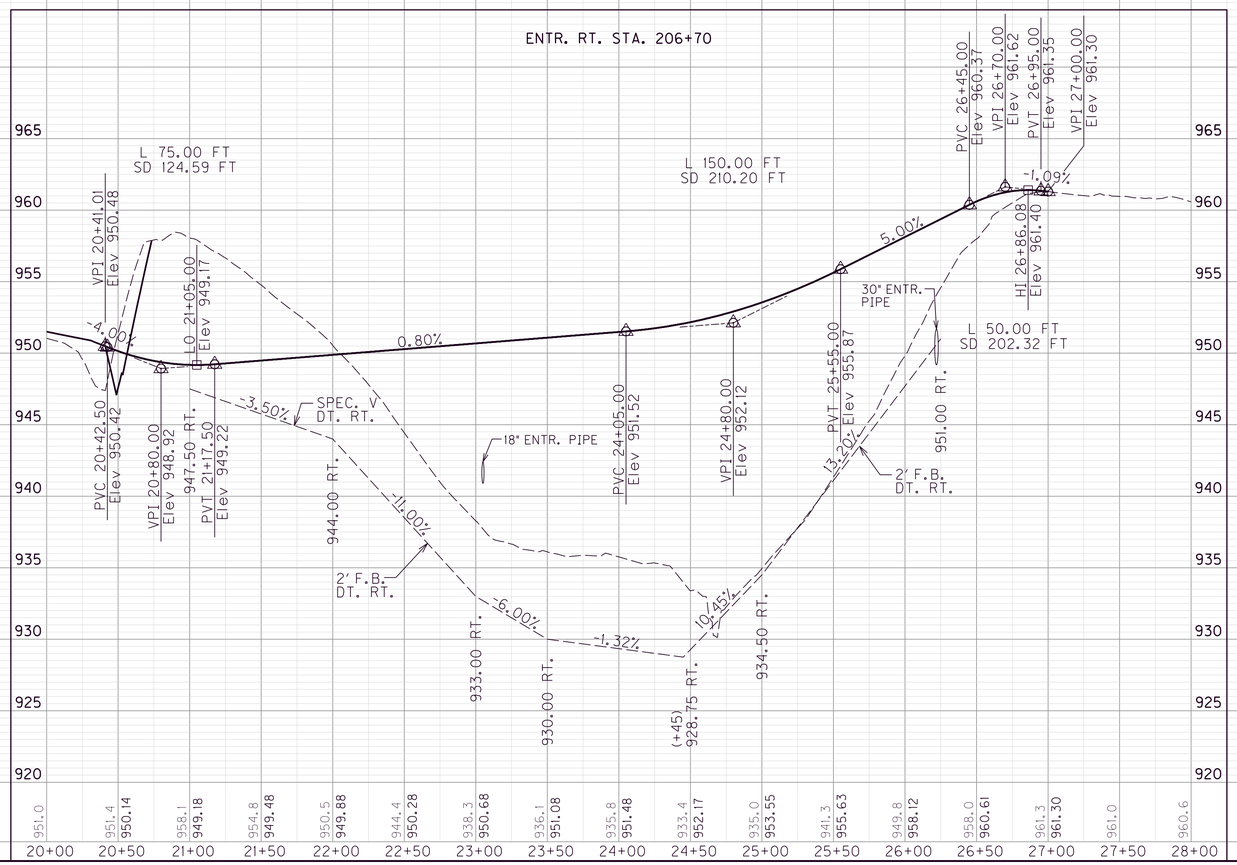
DATUM

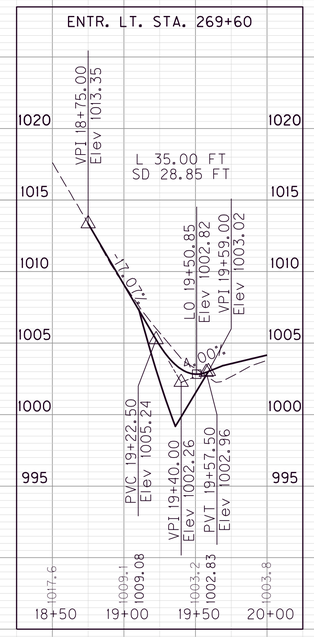












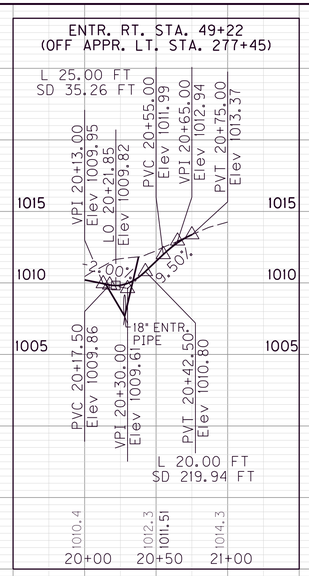
SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

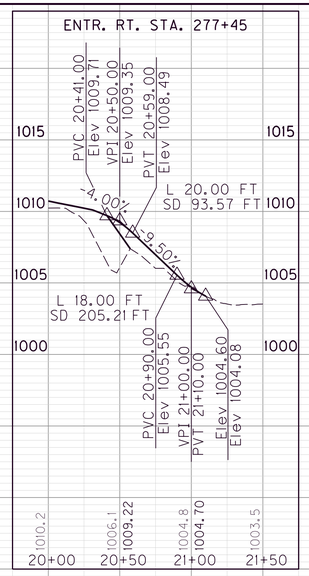
ENTRANCE PROFILES

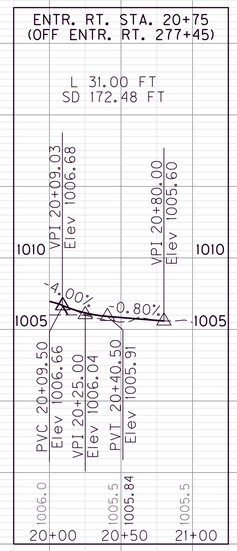
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R096OOPF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

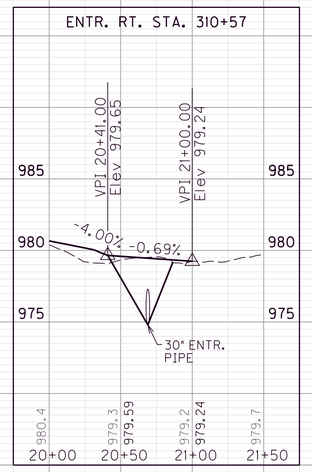
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R97

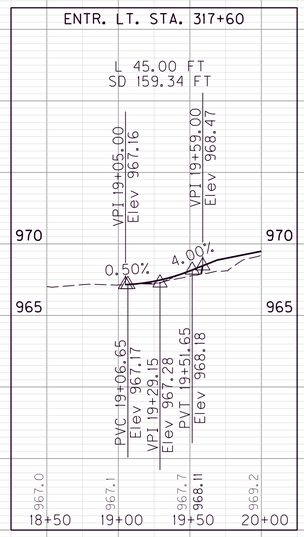
DATUM

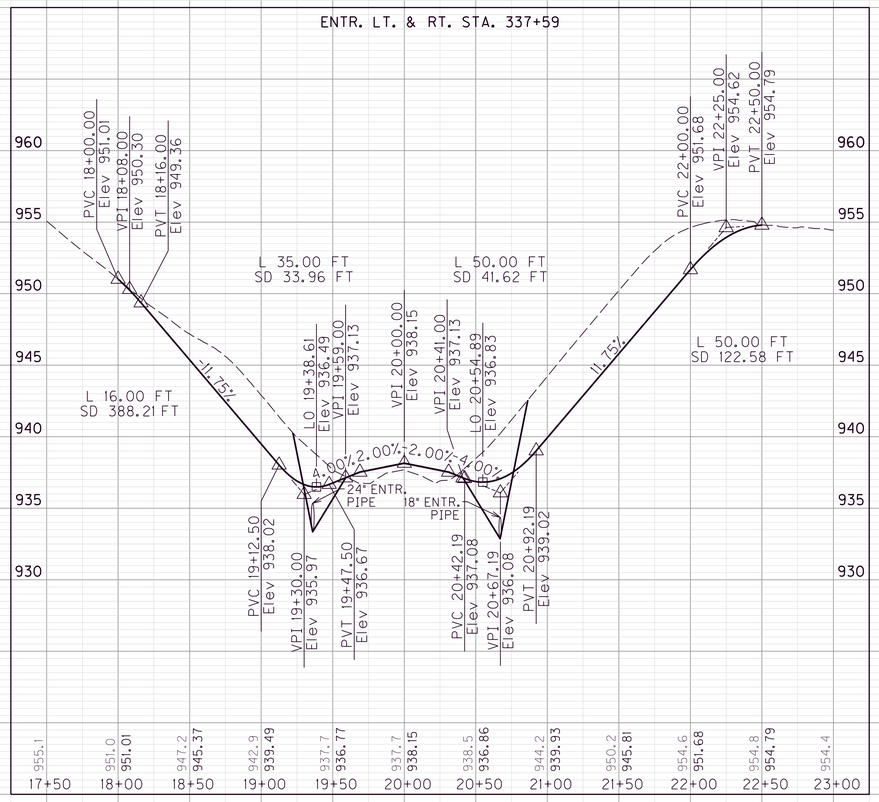


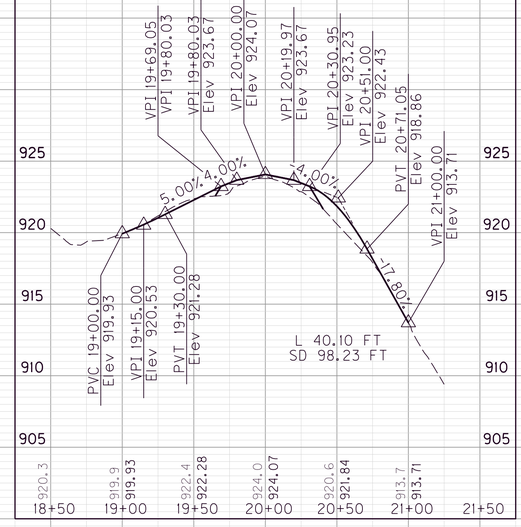












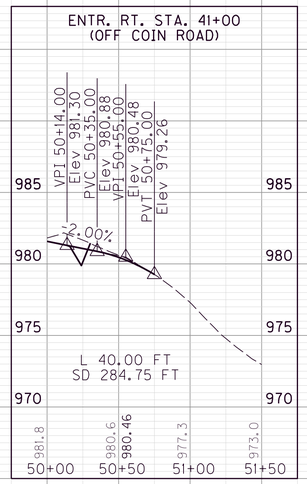
SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

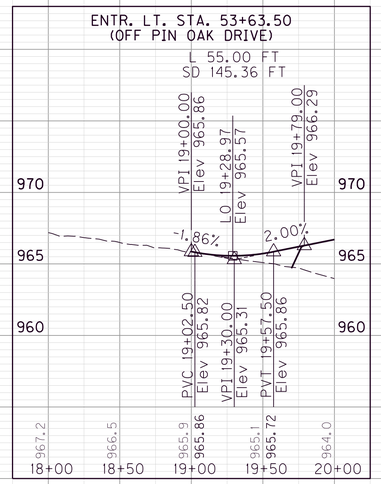
ENTRANCE PROFILES

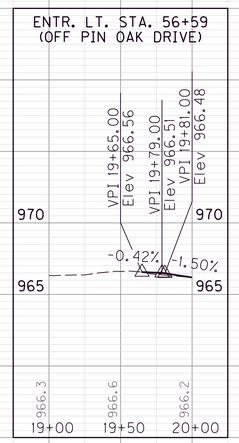
MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung | DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\RDI\033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R097OOPF.DGN

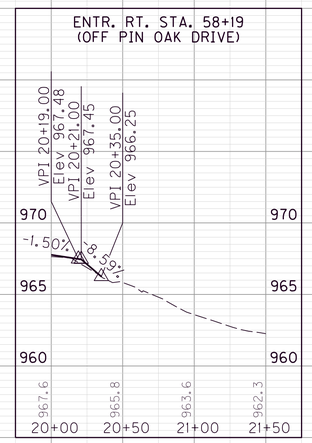
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R98

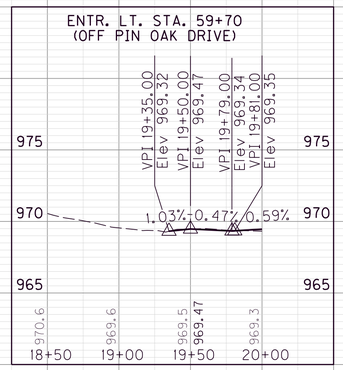
DATUM











SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

ENTRANCE PROFILES

FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RO9800PF.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R99

PULASKI COUNTY RIGHT OF WAY SUMMARY

PARCEL NO.	OWNERS	TOTAL AREA OF TRACT		PERM R/W ACQUIRED		EASEMENTS		AREA SEVERED				EXCESS PURCHASED		PORTION REMAINING		SEWER SYSTEM TYPE	SEWER SYSTEM AFFECTED		BUILDINGS ACQUIRED NUMBER				SOURCE OF TITLE	REMARKS*
						PERMANENT	TEMPORARY	LEFT		RIGHT							YES	NO	C	R	F	S		
		ACRES	SQ. FT.	ACRES	SQ. FT.	SQ. FT.	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.									
9	HINKLE FAMILY ASSETS HOLDING CO., LLC	31.883 b.		0.982	42,765					30.901				30.901			☐	☐				3	DB 850 PG 78	
10	HINKLE CONTRACTING COMPANY, LLC	33.980 b.		15.058	655,929					18.922				18.922			☐	☐		1		2	DB 932 PG 114	PC E SL 367
11	JAMES R. VAUGHT	27.448 b.		13.878	604,537					13.570				13.570			☐	☐			2		DB 427 PG 263	UNRECORDED PLAT
12	NOT USED																☐	☐						
13	WADE C. AND JANNETTE LEE PHELPS	0.850 b.		0.850	37,026									TOTAL TAKE			☐	☐		2			DB 509 PG 389	UNRECORDED PLAT
14	HG FAMILY IRREVOCABLE TRUST	70.230 b.		1.204	52,450		16,610			69.026				69.026			☐	☐	2			1	DB 959 PG 346 DB 959 PG 355	PC B SL 289
15	WILLIAM A. VAUGHT AND MARVIN W. VAUGHT	67.427 a.		6.408	279,134			61.019						61.019			☐	☐					DB 663 PG 605	
16	BILLY RAY AND CONNIE LOU VAUGHT	16.144 b.		8.388	365,383		16,861	0.491		7.265				7.756			☐	☐		1	1	1	DB 344 PG 506 DB 776 PG 262	DB 867 PG 489 PC D SL 229
17	PHELPS FAMILY TRUST	28.664 c.		18.011	784,549			10.653						10.653			☐	☐					DB 825 PG 222	
18	NICK A. COOLEY	7.932 b.		7.932	345,522									TOTAL TAKE			☐	☐		1	1	2	DB 704 PG 558	PC C SL 76
19	RUBY PHELPS	7.500 b.		2.835	123,490			4.665						4.665			☐	☐					DB 297 PG 51	
20	WAYNE HEATH	33.000 b.		14.682	639,547			15.897		2.421				18.318			☐	☐			1	2	DB 857 PG 409 DB 290 PG 529	
21	GREG HANSFORD AND SHEILA HANSFORD	32.697 a.		25.010	1,089,455			7.687						7.687			☐	☐					DB 937 PG 467 DB 958 PG 591	DB 282 PG 153; PC C SL 76 WB 66 PG 423; LB 54 PG 595
21X	GREG HANSFORD AND SHEILA HANSFORD	32.697 a.										7.687	334,846				☐	☐					DB 937 PG 467 DB 958 PG 591	DB 282 PG 153; PC C SL 76 WB 66 PG 423; LB 54 PG 595
22	CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK	27.099 a.		27.099	1,180,450									TOTAL TAKE			☐	☐					DB 523 PG 233 DB 856 PG 618	PC C SL 519
23	HOGUE MYERS PROPERTIES, LLC	1.481 b.		1.481	64,517									TOTAL TAKE			☐	☐					DB 905 PG 697	PC C SL 76
24	KLD, LLC	1.705 a.		1.705	74,255									TOTAL TAKE			☐	☐	1				DB 951 PG 384	PC C SL 519
25	FLAT LICK PROPERTIES, INC.	2.570 b.		2.570	111,949									TOTAL TAKE			☐	☐	1	1			DB 868 PG 557	PC C SL 519
26	NOT USED																☐	☐						
27	NATHAN D. AND EMILY ELDRIDGE	18.237 b.		8.523	371,299		16,462	9.714						9.714			☐	☐					DB 959 PG 273	
28	DENNIS AKER	0.768 a.		0.191	8,320		2,444			0.577				0.577	25,150		☐	☐					DB 779 PG 110	PC B SL 289
29	ROBERT W. MURDOCH	1.403 b.		1.403	61,119									TOTAL TAKE			☐	☐	1	1		1	DB 834 PG 442	
30	MARY LOU HENDERLIGHT AND BILLYE JUNE COMBS	20.190 b.		6.947	302,631			13.243						13.243			☐	☐		1		2	DB 679 PG 262	
31	PULASKI COUNTY PROPERTIES II, LLC	6.430 b.		0.174	7,584		15,433	6.256						6.256			☐	☐					Awaiting title report	
32	GILBERT AND JANE EDWARDS	33.503 b.		0.681	29,665		41,485			32.822				32.822			☐	☐					DB 932 PG 69	PC E SL 373
33	RICHARD L. AND SHAUN DYER	13.319 b.					43,259							13.319			☐	☐					DB 781 PG 191 DB 934 PG 296	DB 934 PG 303; PC D SL 254 DB 942 PG 313; PC F SL 6B
34	BARNESBURGLERS, LLC	15.740 b.		0.239	10,390		31,391	15.501						15.501			☐	☐					DB 948 PG 168	PC F SL 6B
																	☐	☐						

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

BASIS FOR DETERMINATION OF AREA

a. P.V.A.
b. DEED/PLAT
c. CALCULATED

THIS PROJECT IS A PARTIALLY CONTROLLED ACCESS HIGHWAY. ACCESS SHALL BE PROVIDED ONLY WHERE SPECIFICALLY INDICATED ON PLANS.

TYPE SEWER SYSTEM
1. PRIVATE - INDIVIDUAL
2. PRIVATE - MULTI PARTY
3. PUBLIC
4. NONE
5. NOT APPLICABLE

BUILDINGS ACQUIRED CODE
C - COMMERICAL
R - RESIDENTIAL
F - FARM
S - STORAGE

*INCLUDES HAZARDOUS WASTE (UST - UNDERGROUND STORAGE TANKS)

RIGHT OF WAY SUMMARY SHEET

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R0990ORW.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R100

PULASKI COUNTY RIGHT OF WAY SUMMARY

PARCEL NO.	OWNERS	TOTAL AREA OF TRACT		PERM R/W ACQUIRED		EASEMENTS		AREA SEVERED				EXCESS PURCHASED		PORTION REMAINING		SEWER SYSTEM TYPE	SEWER SYSTEM AFFECTED		BUILDINGS ACQUIRED NUMBER				SOURCE OF TITLE	REMARKS*
						PERMANENT	TEMPORARY	LEFT		RIGHT														
		ACRES	SQ. FT.	ACRES	SQ. FT.	SQ. FT.	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.		YES	NO	C	R	F	S		
35	PERFORMANCE FOOD GROUP, INC.	15.669 b.					25,905							15.669			☐	☐					DB 903 PG 52	
36	GREGORY KEITH AND LISA CHAMBERS PUGH AND SHANNON CLEGHORN	4.687 b.					14,318							4.687			☐	☐					DB 964 PG 323	PC E SL 277
37	COUNTRY BOYS, LLC	77.653 b.		3.851	167,761		79,021	73.802						73.802			☐	☐					DB 905 PG 652 DB 905 PG 661	PC E SL 277
38	WILLIAM EARL AND CHRISTINE BRINKLEY	23.876 a.		1.442	62,834		31,752			22.434				22.434			☐	☐					DB 297 PG 569	
39	B.J. JR. AND ELSA BROWN	38.423 b.		3.099	134,958		43,307			35.324				35.324			☐	☐	1				DB 819 PG 134	
40	SOMERSET-PULASKI COUNTY DEVELOPMENT FOUNDATION, INC.	8.102 b.		0.212	9,232		12,876			7.890				7.890			☐	☐					DB 790 PG 99	PC D SL 70
41	SOMERSET-PULASKI COUNTY DEVELOPMENT FOUNDATION, INC.	43.186 a.		1.616	70,391		55,745			41.570				41.570			☐	☐	1				DB 816 PG 679	
42	SOMERSET-PULASKI COUNTY DEVELOPMENT FOUNDATION, INC.	118.263 a.		2.029	88,388		81,459	116.234						116.234			☐	☐					DB 578 PG 193	PC C SL 308
43	TOYOTETSU AMERICA, INC.	50.000 b.		0.193	8,389		23,051	49.807						49.807			☐	☐					DB 578 PG 202 DB 578 PG 214	PC C SL 402
44	NOT USED																☐	☐						
45	NOT USED																☐	☐						
46	NOT USED																☐	☐						
47	NOT USED																☐	☐						
48	GLEN THOMAS HEAD REVOCABLE LIVING TRUST	5.640 a.					24,224							5.640			☐	☐					DB 813 PG 553	PC D PG 245
49	CRYSTAL & ADAM DAVIS AND AMY & DOUG McMULLIN	1.430 b.					8,966							1.430			☐	☐					DB 779 PG 88	PC D PG 245
50	RONNIE LEE AND PAM INABNITT	2.887 b.					28,336							2.887			☐	☐					DB 462 PG 1	
51	CCI INDUSTRIAL SERVICES, LLC	11.536 b.		0.035	1,515		6,652			11.501				11.501			☐	☐					DB 927 PG 273	
52	CLAUNCH FAMILY LIMITED PARTNERSHIP	23.806 a.					76,180							23.806			☐	☐					DB 869 PG 105	
53	NOT USED																☐	☐						
54	GARNER AND EARLENE McKINNEY	57.467 c.					4,659							57.467			☐	☐					DB 494 PG 395	
55	TOMMY CURTIS SKAGGS AND LURENE SKAGGS	112.119 c.					51,429							112.119			☐	☐					DB 874 PG 20	
56	WOODROW W. AND GINGER ANN SEARS	21.815 a.					37,989							21.815			☐	☐					DB 294 PG 183	
57	TONY AND CONNIE NOE	104.842 a.					40,925							104.842			☐	☐					DB 745 PG 593	
58	NOT USED																☐	☐						
59	NOT USED																☐	☐						
60	HAIL'S FARM, LLC	4.882 b.					8,625							4.882			☐	☐					DB 939 PG 395	PC D SL 142
61	JACK AND KIMBERLY DeBORD	118.512 b.					10,861							118.512			☐	☐					DB 780 PG 675 DB 789 PG 120	DB 789 PG 124 PC C SL 600
62	CHARLES L. AND LINDA LATHAM	2.272 a.					9,790							2.272			☐	☐					DB 336 PG 58	UNRECORDED DEED AND PLAT PROVIDED BY PROPERTY OWNERS

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

BASIS FOR DETERMINATION OF AREA

a. P.V.A.
b. DEED/PLAT
c. CALCULATED

THIS PROJECT IS A PARTIALLY CONTROLLED ACCESS HIGHWAY. ACCESS SHALL BE PROVIDED ONLY WHERE SPECIFICALLY INDICATED ON PLANS.

TYPE SEWER SYSTEM
1. PRIVATE - INDIVIDUAL
2. PRIVATE - MULTI PARTY
3. PUBLIC
4. NONE
5. NOT APPLICABLE

BUILDINGS ACQUIRED CODE
C - COMMERICAL
R - RESIDENTIAL
F - FARM
S - STORAGE

*INCLUDES HAZARDOUS WASTE (UST - UNDERGROUND STORAGE TANKS)

RIGHT OF WAY SUMMARY SHEET

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R100ORW.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RIOI

PULASKI COUNTY RIGHT OF WAY SUMMARY

PARCEL NO.	OWNERS	TOTAL AREA OF TRACT		PERM R/W ACQUIRED		EASEMENTS		AREA SEVERED				EXCESS PURCHASED		PORTION REMAINING		SEWER SYSTEM TYPE	SEWER SYSTEM AFFECTED		BUILDINGS ACQUIRED NUMBER				SOURCE OF TITLE	REMARKS*
						PERMANENT	TEMPORARY	LEFT		RIGHT														
		ACRES	SQ. FT.	ACRES	SQ. FT.	SQ. FT.	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.		YES	NO	C	R	F	S		
63	DONALD AND MARGARET McKINNEY	35.029 b.					50,523							35.029			☐	☐					DB 842 PG 377 DB 842 PG 383	
64	4 KIDS PROPERTIES, LLC	2.495 b.					18,634							2.495			☐	☐					DB 951 PG 322	PC D SL 174
65	DENTON AND SANDRA DeBORD	5.120 b.					13,027							5.120			☐	☐					DB 765 PG 190	PC D SL 174
66	NOT USED																☐	☐						
67	NOT USED																☐	☐						
68	RONNIE L. NEVIUS, JR.	0.800 b.		0.800	34,848									TOTAL TAKE			☐	☐					DB 707 PG 65	
69	NOT USED																☐	☐						
70	BILLY PATRICK TODD REVOCABLE LIVING TRUST	9.982 b.		0.224	9,771		34,308	9.758						9.758			☐	☐					DB 669 PG 709	
71	NOT USED																☐	☐						
72	GARNER AND EARLENE McKINNEY	6.943 c.					25,323							6.943			☐	☐					DB 494 PG 395	
73	TOMMY CURTIS SKAGGS AND LURENE SKAGGS	1.881 c.					11,510							1.881			☐	☐					DB 874 PG 20	
74	BILLY AND JEANNE TODD	12.030 b.		0.265	11,555		6,701	11.765						11.765			☐	☐					DB 930 PG 124	PC E PG 365
300	GREG HANSFORD AND SHEILA HANSFORD	0.518 b.		0.518	22,564									TOTAL TAKE			☐	☐				1	DB 937 PG 467 DB 958 PG 591	DB 282 PG 153; PC C SL 76 WB 66 PG 423; LB 54 PG 595
301	CUMBERLAND LAKE SHELL, INC.	1.366 a.		1.366	59,489									TOTAL TAKE			☐	☐					DB 615 PG 194	PC C SL 519
																	☐	☐						
																	☐	☐						
																	☐	☐						
																	☐	☐						
																	☐	☐						
																	☐	☐						
																	☐	☐						
																	☐	☐						
																	☐	☐						
																	☐	☐						
																	☐	☐						
																	☐	☐						
																	☐	☐						

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

BASIS FOR DETERMINATION OF AREA

a. P.V.A.
b. DEED/PLAT
c. CALCULATED

THIS PROJECT IS A PARTIALLY CONTROLLED ACCESS HIGHWAY. ACCESS SHALL BE PROVIDED ONLY WHERE SPECIFICALLY INDICATED ON PLANS.

TYPE SEWER SYSTEM
1. PRIVATE - INDIVIDUAL
2. PRIVATE - MULTI PARTY
3. PUBLIC
4. NONE
5. NOT APPLICABLE

BUILDINGS ACQUIRED CODE
C - COMMERICAL
R - RESIDENTIAL
F - FARM
S - STORAGE

*INCLUDES HAZARDOUS WASTE (UST - UNDERGROUND STORAGE TANKS)

RIGHT OF WAY SUMMARY SHEET

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R101OORW.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R102

P 28	DENNIS AKER
P 29	ROBERT W. MURDOCH
P 30	MARY LOU HENDERLIGHT & BILLYE JUNE COMBS
P 31	PULASKI PROPERTIES II, LLC
P 70	BILLY PATRICK TODD REVOCABLE LIVING TRUST
P 300	GREG HANSFORD & SHEILA HANSFORD
P 301	CUMBERLAND LAKE SHELL, INC.

STA. 142+27.90
KY80 BACK/KY461 AHEAD
STA. 713+88.54
NORTHERN BYPASS BACK/
KY80 AHEAD

STA. 679+25.00
BEGIN RIGHT OF WAY

STA. 110+65.35
BEGIN RIGHT OF WAY

STA. 742+86.32
END RIGHT OF WAY

MATCHLINE STA. 175+00

P 17	PHELPS FAMILY TRUST
P 18	NICK A. COOLEY
P 19	RUBY PHELPS
P 21	GREG HANSFORD & SHEILA HANSFORD
P 21X	GREG HANSFORD & SHEILA HANSFORD

P 22	CUMBERLAND LAKE SHELL, INC. AND HUGH & JANICE BROCK
P 23	HOGUE MYERS PROPERTIES, LLC
P 24	KLD, LLC
P 25	FLAT LICK PROPERTIES, INC.
P 27	NATHAN D. & EMILY ELDRIDGE

SCALE: 1"=300'

RIGHT OF WAY STRIP MAP
STA. 105+00 TO STA. 175+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R102ORW.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R103

MATCHLINE STA. 175+00

MATCHLINE STA. 265+00

180+00
185+00
190+00
195+00
200+00
205+00
210+00
215+00
220+00
225+00
230+00
235+00
240+00
245+00
250+00
255+00
260+00

ROBERT BAKER

RICHARD L. & SHAUN DYER

BARNESBURGLERS, LLC

GREGORY KEITH & LISA CHAMBERS PUGH & SHANNON CLEGHORN

COUNTRY BOYS, LLC

INDUSTRIAL LEASING, LLC

INDUSTRIAL LEASING, LLC

SAFE AUTO INSURANCE CO

SOMERSET-PULASKI COUNTY DEVELOPMENT FOUNDATION, INC.

SOMERSET-PULASKI COUNTY DEVELOPMENT FOUNDATION, INC.

BARNESBURG RD

KY 461

MARK SHOPVILLE RD

BABE BLVD

COIN RD

PIN OAK DR

VALLEY OAK DR

BOBBITT CEMETERY RD

TOMMY RD

PERFORMANCE FOOD GROUP, INC.

GILBERT & JANE EDWARDS

GILBERT EDWARDS JR & CHARITY

JAMES W & JENNIFER T HUGHES

WILLIAM EARL & CHRISTINE BRINKLEY

B.J. JR. & ELSA DUNN

TOYOTETSU AMERICA, INC.

FOUR SIXTY LLC

GLEN THOMAS HEAD REVOCABLE LIVING TRUST

CLAUNCH FAMILY LIMITED PARTNERSHIP

TEMP. EASE. FOR SLOPE CONST.

TEMP. EASE. FOR SLOPE & ENTR. CONST.

PROP & EX. C/A & R/W

PROP C/A & R/W

PROP R/W

P 30	MARY LOU HENDERLIGHT & BILLYE JUNE COMBS
P 31	PULASKI PROPERTIES II, LLC
P 40	SOMERSET-PULASKI COUNTY DEVELOPMENT FOUNDATION, INC.
P 49	CRYSTAL & ADAM DAVIS AND AMY & DOUG McMULLIN
P 50	RONNIE LEE & PAM INABNITT
P 51	CCI INDUSTRIAL SERVICES, LLC
P 54	GARNER & EARLENE McKINNEY

1200'

SCALE: 1"=300'

RIGHT OF WAY STRIP MAP

STA. 175+00 TO STA. 265+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R103ORW.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R104



RIGHT OF WAY STRIP MAP

STA. 265+00 TO STA. 354+20.50

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R10400RW.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R104a

RIGHT OF WAY MONUMENT COORDINATES

RIGHT OF WAY MONUMENTS

STATION	OFFSET	R.O.W. MON TYPE	State Plane Coordinates	
			NORTH (Y)	EAST (X)
KY 80				
123+25.00	-186.15	1	3583074.0301	5283106.4033
729+96.38	-300.00	1	3584427.7959	5286334.6778
730+45.00	-220.00	1	3584345.8639	5286380.9019
731+10.00	-185.00	1	3584307.9807	5286445.1956
732+35.00	-150.13	1	3584266.7344	5286569.7047
118+75.00	129.41	1	3582547.6213	5282948.3779
129+45.00	235.00	1	3583127.1403	5283854.0308
734+85.00	177.06	1	3583924.3047	5286798.1130
KY 461				
155+95.00	-365.00	1	3585238.9484	5285563.6408
160+00.00	-305.00	1	3585442.5663	5285918.8376
165+50.00	-250.00	1	3585737.4817	5286348.4457
166+60.00	-120.00	1	3585721.5903	5286514.0093
168+55.00	-130.00	1	3585868.8335	5286630.5528
169+41.50	-203.01	1	3585971.2779	5286625.3820
170+74.78	-208.73	1	3586081.7185	5286696.0064
171+75.00	-134.68	1	3586117.0820	5286811.1035
190+00.00	-72.08	1	3587602.6729	5287870.6709
192+80.00	-90.00	1	3587846.2535	5288010.6879
195+75.00	-72.94	1	3588081.3896	5288193.0587
201+00.00	-77.43	1	3588508.5253	5288504.1308
203+00.00	-105.00	1	3588683.7080	5288607.6051
206+75.00	-110.00	1	3588977.7400	5288845.9803
208+00.00	-87.97	1	3589058.3800	5288945.3646
212+37.15	-118.39	1	3589404.4180	5289220.5040
213+50.00	-150.00	1	3589508.6924	5289276.7172
214+15.00	-180.00	1	3589576.8550	5289301.2303
214+85.00	-180.00	1	3589627.4921	5289351.1342
182+00.00	119.11	1	3586830.1733	5287588.1892
206+25.00	88.21	1	3588810.7573	5288963.9081
206+70.00	160.00	1	3588797.8553	5289047.3912
207+90.00	200.00	1	3588860.7676	5289155.0704
210+10.00	195.00	1	3589025.1813	5289295.5847
211+50.00	175.00	1	3589139.9229	5289374.3810
212+00.00	158.60	1	3589187.0670	5289396.1648
213+00.00	125.00	1	3589281.7706	5289439.9244
215+10.00	130.00	1	3589426.7558	5289588.6895
221+40.00	120.00	1	3589867.6358	5290033.2659

RIGHT OF WAY MONUMENTS

STATION	OFFSET	R.O.W. MON TYPE	State Plane Coordinates	
			NORTH (Y)	EAST (X)
KY 461				
223+56.21	111.06	1	3590022.5490	5290184.3580
271+10.00	88.58	1	3593642.5150	5293266.3838
272+20.99	114.85	1	3593732.5910	5293338.6700
APPR RT 180+55 (MARK SHOPVILLE ROAD)				
52+15.00	-115.00	1	3586661.1791	5287673.2624
54+10.00	-120.00	1	3586388.5136	5287595.4660
58+50.00	-130.00	1	3586021.1470	5287353.0990
65+20.00	-105.00	1	3585383.4943	5286874.7994
70+31.51	-49.70	1	3585184.8189	5286954.2563
70+32.85	-28.57	1	3585166.8985	5286942.9765
RAMP B				
25+55.00	125.00	1	3583136.9584	5284015.5107
32+00.00	210.00	1	3582899.9821	5284578.7646
34+45.00	235.00	1	3582832.6237	5284901.6511
38+55.00	165.00	1	3583166.6173	5285358.2668
44+60.00	117.55	1	3583718.3736	5285598.8307
46+25.87	166.91	1	3583774.3670	5285730.5760
46+42.66	169.43	1	3583780.0375	5285742.6066
49+66.20	150.25	1	3583897.4977	5285967.9036
RAMP C				
38+45.00	245.00	1	3583472.4933	5282984.2685
42+00.00	130.00	1	3583253.6185	5283126.6330
RAMP D				
54+35.00	310.00	1	3585448.6149	5284531.0957
56+00.00	288.40	1	3585363.5353	5284278.5845
59+75.00	260.00	1	3584968.3789	5283911.0658
63+00.00	120.00	1	3584616.8276	5283870.6101
65+80.00	190.00	1	3584467.2379	5283678.8731
68+25.00	220.00	1	3584389.5376	5283516.0536
COIN ROAD				
35+50.00	-15.00	1	3590628.5434	5288711.2225
35+50.00	15.00	1	3590620.9243	5288682.2061
36+50.00	35.00	1	3590519.1237	5288688.2589
36+70.00	-55.00	1	3590524.2113	5288780.1021
37+00.00	70.00	1	3590454.9114	5288671.7865
37+40.00	-60.00	1	3590471.9727	5288806.6866
37+60.00	80.00	1	3590385.2191	5288694.9688

RIGHT OF WAY MONUMENTS

STATION	OFFSET	R.O.W. MON TYPE	State Plane Coordinates	
			NORTH (Y)	EAST (X)
COIN ROAD				
38+65.00	70.00	1	3590293.8054	5288783.7156
39+10.00	-55.00	1	3590363.7819	5288896.7360
41+50.00	65.90	1	3590155.0106	5289055.0571
44+17.86	-67.68	1	3590167.0090	5289354.1320
44+30.00	80.00	1	3590027.3385	5289304.6542
46+88.62	-100.00	1	3590085.4677	5289614.3412
48+72.53	-100.00	1	3590010.0596	5289782.0772
52+90.00	-57.15	1	3589799.7983	5290145.2702
54+25.00	-40.58	1	3589729.3361	5290261.6078
COIN ROAD CONNECTOR				
46+90.00	90.00	1	3589811.0464	5289285.9205
47+50.00	90.00	1	3589727.5069	5289309.0190
PIN OAK DRIVE CONNECTOR				
52+20.00	70.00	1	3589372.0055	5289690.5460
53+25.00	70.00	1	3589335.6287	5289814.1441
54+50.00	65.00	1	3589355.2356	5289964.9734
55+75.00	60.00	1	3589433.1912	5290093.1619
57+00.00	70.00	1	3589548.4178	5290191.2191
57+75.00	66.09	1	3589619.0296	5290218.6916
VALLEY OAK DRIVE				
43+66.34	19.50	1	3590531.5165	5289837.1993
44+93.01	19.50	1	3590442.6003	5289758.1675
47+07.98	19.50	1	3590310.2487	5289588.7652
48+77.76	19.50	1	3590170.5862	5289479.2421
49+06.00	19.50	1	3590144.8303	5289467.6632
49+39.81	28.35	1	3590117.6204	5289445.7243

RIGHT OF WAY MONUMENTATION

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R104ARW.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R105

COORDINATE SYSTEM

Coordinates for horizontal control were obtained from GPS methods and adjusted to the National NAD83/FBN System.

Coordinates are based on State Plane Coordinate System Single Zone and in U.S. Survey Feet. No project scale factor is necessary for this project.

BASIS OF ELEVATIONS

Elevations were derived from GPS methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid 12A.

Ⓐ N 55°33'48" E
Ⓑ S 73°24'22" E
Ⓒ N 24°19'09" E
Ⓓ S 88°39'06" E
Ⓔ S 88°50'28" E
Ⓕ S 86°46'18" W
Ⓖ S 29°52'10" W
Ⓗ N 73°24'23" W
Ⓘ S 55°33'49" W
Ⓙ S 32°27'58" E
Ⓚ N 41°16'42" W
Ⓛ S 54°10'45" E
Ⓜ N 39°22'55" E
Ⓝ N 01°10'59" E
Ⓞ N 81°14'32" W
Ⓟ N 74°44'42" E
Ⓠ S 08°05'56" W

RAMP D (50 MPH)
PI 67+80.20
(X) = 5283735.5201
(Y) = 3584140.6575
D = 56°54'08.25" RT
T = 410.72'
L = 752.79'
R = 758.00'
E = 104.12'
C = 7°33'31.72"
e = 8.00%
Runoff = 192'
Runout = 48'

RAMP D (40 MPH)
PI 56+41.97
(X) = 5284361.2442
(Y) = 3585230.1681
D = 76°43'27.21" LT
T = 383.49'
L = 648.79'
R = 484.50'
E = 133.40'
C = 11°49'32.72"
e = 8.00%
Runoff = 166'
Runout = 41'

RAMP D (45 MPH)
PI 44+80.17
(X) = 5285510.6368
(Y) = 3584887.6570
D = 51°01'48.20" RT
T = 280.17'
L = 522.81'
R = 587.00'
E = 63.44'
C = 9°45'38.81"
e = 8.00%
Runoff = 178'
Runout = 44'

KY 461 (55 MPH)
PI 166+92.02
(X) = 5286651.1114
(Y) = 3585631.4760
D = 18°13'22.04" LT
T = 524.44'
L = 1040.02'
R = 3270.00'
E = 41.79'
C = 1°45'07.79"
e = 4.0%
Runoff = 153'
Runout = 76.5'

MARK SHOPVILLE RD.
PI 68+08.93
(X) = 5286700.1136
(Y) = 3585306.9585
D = 88°53'44.15" LT
T = 131.44'
L = 207.90'
R = 134.00'
E = 53.70'
C = 42°45'28.96"
e = 8.00%
Runoff = 137'
Runout = 34.25'

RAMP H (40 MPH)
PI 82+13.57
(X) = 5284436.1453
(Y) = 3584159.0281
D = 51°22'36.86" RT
T = 213.57'
L = 398.13'
R = 444.00'
E = 48.70'
C = 12°54'16.04"
e = 8.00%
Runoff = 166'
Runout = 41'

RAMP H (40 MPH)
PI = N/A
(X) = N/A
(Y) = N/A
D = 273°01'39.92" RT
T = N/A
L = 2115.76'
R = 444.00'
E = N/A
C = 12°54'16.04"
e = 8.00
Runoff = 166'
Runout = 41'

STA. 142+27.90
KY80 BACK/KY461 AHEAD
STA. 713+88.54
NORTHERN BYPASS BACK/
KY80 AHEAD

MATCHLINE STA. 175+00

BARNESBURG ROAD

NORTHERN BYPASS

NORTHERN BYPASS EXTENDED

MARK SHOPVILLE ROAD

KY 80

KY 80 STA. 744+85.00 = APPR. RT. STA. 50+00.00 (LARKIN LANE)

LARKIN LN

TO SOMERSET

BEGIN CONST. STA. 105+00.00

RAMP C (40 MPH)
PI 48+28.54
(X) = 5284317.2144
(Y) = 3583875.5812
D = 39°24'33.89" RT
T = 1625.34'
L = 1428.36'
R = 582.11'
E = 1144.33'
C = 9°50'34.15"
e = 7.8%
Runoff = 161'
Runout = 41'

RAMP G (35 MPH)
PI = N/A
(X) = N/A
(Y) = N/A
D = 215°35'43.22" RT
T = N/A
L = 1181.53'
R = 314.00'
E = N/A
C = 18°14'49.43"
e = 8.00%
Runoff = 155'
Runout = 39'

INITIAL RAMP B (40 MPH)
PI 28+95.77
(X) = 5284328.4631
(Y) = 3583691.8347
D = 20°59'44.45" RT
T = 833.85'
L = 1649.00'
R = 4500.00'
E = 76.60'
C = 1°16'23.66"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

INITIAL RAMP B (40 MPH)
PI 43+32.24
(X) = 5285732.3576
(Y) = 3584074.7108
D = 15°26'48.52" RT
T = 341.77'
L = 679.39'
R = 2520.00'
E = 23.07'
C = 2°16'25.11"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

RAMP F (40 MPH)
PI = N/A
(X) = N/A
(Y) = N/A
D = 264°12'55.49" RT
T = N/A
L = 2047.47'
R = 444.00'
E = N/A
C = 12°54'16.04"
e = 8.00%
Runoff = 166'
Runout = 41'

RAMP A (35 MPH)
PI 15+11.67
(X) = 5286212.8283
(Y) = 3584269.1389
D = 82°25'31.09" RT
T = 288.15'
L = 473.30'
R = 329.00'
E = 108.34'
C = 17°24'54.47"
e = 8.00%
Runoff = 155.00'
Runout = 39.00'

RAMP A (40 MPH)
PI 22+28.60
(X) = 5286229.7588
(Y) = 3585088.8919
D = 38°11'55.33" RT
T = 247.93'
L = 477.35'
R = 716.00'
E = 41.71'
C = 8°00'07.93"
e = 7.00%
Runoff = 145.00'
Runout = 41.00'

RAMP E (35 MPH)
PI = N/A
(X) = N/A
(Y) = N/A
D = 218°36'4.77" RT
T = N/A
L = 1198.01'
R = 314.00'
E = N/A
C = 18°14'49.43"
e = 8.00%
Runoff = 155'
Runout = 39'

KY 80 (INITIAL N BYPASS TIE) (70 MPH)
PI 731+95.34
(X) = 5286520.8818
(Y) = 3584189.6408
D = 11°16'47.56" RT
T = 1431.94'
L = 2854.63'
R = 14500.00'
E = 70.53'
C = 0°23'42.52"
e = NC
Runoff = 0'
Runout = 0'

KY 80 (ULTIMATE N BYPASS EXTENDED) (70 MPH)
PI 1726+33.24
(X) =5285960.0711
(Y) =3584138.1336
D = 1°03'10.55" RT
T = 133.24'
L = 266.47'
R = 14500.00'
E = 0.61'
C = 0°23'42.52"
e = NC
Runoff = 0'
Runout = 0'

KY 80 (ULTIMATE N BYPASS EXTENDED) (70 MPH)
PI 1733+98.57
(X) =5286725.2070
(Y) =3584120.6600
D = 7°24'07.04" RT
T = 627.44'
L = 1253.13'
R = 9700.00'
E = 20.27'
C = 0°35'26.44"
e = 2.20%
Runoff = 90'
Runout = 99'

KY 80 (55 MPH)
PI 113+13.17
(X) = 5282423.5214
(Y) = 3582298.6367
D = 13°49'19.58" LT
T = 463.02'
L = 921.54'
R = 3820.00'
E = 27.96'
C = 1°29'59.60"
e = 4.6%
Runoff = 190
Runout = 82.6

RAMP B (45 MPH)
PI 24+80.18
(X) = 5283912.9150
(Y) = 3583317.5294
D = 51°01'49.71" RT
T = 280.18'
L = 522.81'
R = 587.00'
E = 63.44'
C = 9°45'38.81"
e = 8.00%
Runoff = 178'
Runout = 44'

RAMP B (40 MPH)
PI 36+81.70
(X) = 5285100.3743
(Y) = 3582963.6698
D = 82°16'29.10" LT
T = 423.21'
L = 695.73'
R = 484.50'
E = 158.81
C = 11°49'32.72"
e = 8.00%
Runoff = 166'
Runout = 41'

RAMP B (50 MPH)
PI 47+44.50
(X) = 5285600.1199
(Y) = 3584069.4973
D = 66°53'36.51" RT
T = 500.70'
L = 884.97'
R = 758.00'
E = 150.44'
C = 7°33'31.72"
e = 8.00%
Runoff = 192'
Runout = 48'

RAMP F (40 MPH)
PI 62+57.32
(X) = 5285037.5153
(Y) = 3584054.7759
D = 60°11'21.29" RT
T = 257.32'
L = 466.42'
R = 444.00'
E = 69.18'
C = 12°54'16.04"
e = 8.00%
Runoff = 166'
Runout = 41'

Control Point	Station	Offset	Northing (Y)	Easting (X)	Elevation	Mainline Description
C.P. 1	103+51.85	3.75	3581897.6620	5281549.8110	1020.8351	CONC. MONUMENT
C.P. 2	109+52.50	13.16	3582138.8920	5282100.3220	1042.0101	CONC. MONUMENT
C.P. 3	117+60.90	83.36	3582513.0120	5282830.0680	1044.9576	CONC. MONUMENT
C.P. 4	133+34.85	-20.44	3583569.0960	5284002.0440	1004.6926	CONC. MONUMENT
C.P. 5	143+46.24	449.11	3583826.5040	5285086.9950	981.3901	CONC. MONUMENT
C.P. 6	156+29.23	960.65	3584219.0980	5286411.2380	977.1926	CONC. MONUMENT
C.P. 7	164+10.21	2072.46	3583936.0010	5287824.2410	957.4476	CONC. MONUMENT
C.P. 8	159+95.57	342.92	3584931.0030	5286316.4910	956.1976	CONC. MONUMENT
C.P. 9	171+23.03	25.98	3585983.8680	5286914.4360	928.6501	CONC. MONUMENT
C.P. 10	160+25.73	-858.70	3585893.3200	5285596.2430	908.2851	CONC. MONUMENT
C.P. 11	149+49.80	-1199.01	3585494.4630	5284540.6220	941.2801	CONC. MONUMENT

SCALE: 1"=300'

COORDINATE CONTROL SHEET
STA. 105+00 TO STA. 175+00

FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R105OCC.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R106

PROPOSED KY 80/KY 461 MAINLINE ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	100+00.00	3581755.5636	5281227.9062
P.C.	108+50.15	3582107.1517	5282001.9532
P.I.	113+13.17	3582298.6367	5282423.5214
P.T.	117+71.70	3582585.2927	5282787.1345
P.C.	161+67.58	3585306.7962	5286239.2664
P.I.	166+92.02	3585631.4760	5286651.1114
P.T.	172+07.60	3586068.6616	5286940.7699

KY 80 (ULTIMATE N BYPASS EXTENDED)			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	1725+00.00	3584138.7274	5285826.8347
P.I.	1726+33.24	3584138.1336	5285960.0711
P.T.	1727+66.47	3584135.0916	5286093.2741
P.C.	1727+71.13	3584134.9852	5286097.9334
P.I.	1733+98.57	3584120.6600	5286725.2070
P.T.	1740+24.26	3584025.6428	5287345.4078
P.O.E.	1756+00.00	3583787.0170	5288902.9777

APPR. RT. STA. 180+55 (MARK SHOPVILLE RD.) ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.C.	66+77.49	3585415.0010	5286774.9716
P.I.	68+08.93	3585306.9585	5286700.1136
P.T.	68+85.40	3585230.0319	5286806.6932
P.O.E.	70+75.00	3585119.0659	5286960.4333

APPR. RT. STA. 744+85 (LARKIN LN.) ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	50+00.00	3583994.2529	5287805.0163
P.O.E.	51+25.00	3583870.4996	5287787.4060

RAMP A ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	10+00.00	3584191.2324	5286718.5331
P.C.	12+23.52	3584225.2660	5286497.6148
P.I.	15+11.67	3584269.1389	5286212.8283
P.T.	16+96.82	3584557.2235	5286218.7782
P.C.	19+80.67	3584841.0166	5286224.6394
P.I.	22+28.60	3585088.8919	5286229.7588
P.T.	24+58.03	3585280.5241	5286387.0657
P.O.E.	29+33.91	3585648.3482	5286689.0049

RAMP B ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	20+00.00	3583045.9929	5283516.8882
P.C.	22+00.00	3583159.0915	5283681.8388
P.I.	24+80.18	3583317.5294	5283912.9150
P.T.	27+22.81	3583237.5148	5284181.4227
P.C.	32+58.48	3583084.5337	5284694.7867
P.I.	36+81.70	3582963.6698	5285100.3743
P.T.	39+54.21	3583349.3293	5285274.6616
P.C.	42+43.81	3583613.2298	5285393.9235
P.I.	47+44.50	3584069.4973	5285600.1199
P.T.	51+28.78	3584058.9011	5286100.7043
P.O.E.	53+27.24	3584054.2311	5286299.1062

RAMP C ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	30+00.00	3583912.5600	5282489.0454
P.C.	32+03.20	3583908.4507	5282692.2044
P.I.	48+28.54	3583875.5812	5284317.2144
P.O.E.	46+31.56	3582869.3274	5283040.8167

RAMP D ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	40+00.00	3585159.1907	5285906.6623
P.C.	42+00.00	3585046.0926	5285741.7113
P.I.	44+80.17	3584887.6570	5285510.6368
P.T.	47+22.81	3584967.6698	5285242.1312
P.C.	52+58.49	3585120.6503	5284728.7621
P.I.	56+41.97	3585230.1681	5284361.2442
P.T.	59+07.27	3584897.6213	5284170.2570
P.C.	63+69.47	3584496.8218	5283940.0712
P.I.	67+80.20	3584140.6575	5283735.5201
P.T.	71+22.27	3584117.5282	5283325.4479
P.O.E.	73+22.28	3584106.2649	5283125.7553

RAMP E ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	50+00.00	3584765.1803	5285658.8515
P.O.E.	61+98.01	3584204.5988	5285851.3287

RAMP F ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	60+00.00	3584042.8549	5284780.4695
P.I.	62+57.32	3584054.7759	5285037.5153
P.T.	64+66.42	3583837.6707	5285175.6458
P.C.	65+26.25	3583787.1948	5285207.7605
P.O.E.	85+73.72	3583897.5334	5284558.2718

RAMP G ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	70+00.00	3583424.9188	5283745.5650
P.O.E.	81+81.53	3583985.1691	5283536.6200

RAMP H ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	80+00.00	3584168.9223	5284649.4885
P.I.	82+13.57	3584159.0281	5284436.1453
P.T.	83+98.13	3584319.5307	5284295.2475
P.C.	84+56.52	3584363.4129	5284256.7254
P.O.E.	105+72.29	3584307.6501	5284865.2787

INITIAL RAMP B ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	20+00.00	3583162.1475	5283606.0777
P.C.	20+61.92	3583198.7636	5283656.0145
P.I.	28+95.77	3583691.8347	5284328.4631
P.T.	37+10.92	3583911.2330	5285132.9323
P.C.	39+90.47	3583984.7872	5285402.6343
P.I.	43+32.24	3584074.7108	5285732.3576
P.O.E.	46+69.86	3584073.5664	5286074.1214

SCALE: 1"=300'

COORDINATE CONTROL SHEET

STA. 105+00 TO STA. 175+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1060CC.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R107

COORDINATE SYSTEM

Coordinates for horizontal control were obtained from GPS methods and adjusted to the National NAD83/FBN System.

Coordinates are based on State Plane Coordinate System Single Zone and in U.S. Survey Feet. No project scale factor is necessary for this project.

BASIS OF ELEVATIONS

Elevations were derived from GPS methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid 12A.

KY 461 (55 MPH)
PI 205+53.54
(X) = 5288788.8138
(Y) = 3588857.9396
D = 13° 7'28.62" RT
T = 1323.50'
L = 2635.42'
R = 11505.00'
E = 75.88'
C = 0°29'52.83"
e = R.C.
Runoff = 89.25
Runout = 89.25

KY 461 (55 MPH)
PI 259+60.49
(X) = 5292729.1086
(Y) = 3592577.4279
D = 23°37'58.72" LT
T = 1593.56'
L = 3141.81'
R = 7617.00'
E = 164.91'
C = 0°45'07.95"
e = 2.4%
Runoff = 106.75
Runout = 89.25

COIN RD.
PI 38+27.10
(X) = 5288767.0890
(Y) = 3590356.7209
D = 51°4'49.72" LT
T = 167.24'
L = 312.03'
R = 350.00'
E = 37.91'
C = 16°22'12.80"
e = 6.00%
Runoff = See X-Sec
Runout = See X-Sec

COIN RD. CONN
PI 47+18.70
(X) = 5289335.1918
(Y) = 3589802.6068
D = 68°52'55.36" LT
T = 137.15'
L = 240.44'
R = 200.00'
E = 42.51'
C = 28°38'52.40"
e = 7.40%
Runoff = See X-Sec
Runout = See X-Sec

APPR. LT 235+10
PI 48+74.79
(X) = 5290847.9639
(Y) = 3591000.3837
D = 66°11'07.68" RT
T = 84.72'
L = 150.17'
R = 130.00'
E = 25.17'
C = 44°04'25.24"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

APPR. RT 235+10
PI 51+24.00
(X) = 5291032.2580
(Y) = 3590805.1489
D = 45°05'48.29" LT
T = 64.36'
L = 122.00'
R = 155.00'
E = 12.83'
C = 36°57'54.07"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

VALLEY OAK DR.
PI 47+94.58
(X) = 5289532.5338
(Y) = 3590241.5700
D = 27°47'34.95" LT
T = 86.59'
L = 169.78'
R = 350.00'
E = 10.55'
C = 16°22'12.80"
e = 6.00%
Runoff = See X-Sec
Runout = See X-Sec

VALLEY OAK DR.
PI 43+88.96
(X) = 5289857.7097
(Y) = 3590495.6253
D = 35°13'3.41" RT
T = 111.09'
L = 215.13'
R = 350.00'
E = 17.21'
C = 16°22'12.80"
e = 6.00%
Runoff = See X-Sec
Runout = See X-Sec

COIN RD. STA. 45+50.00 =
COIN RD. CONN. STA. 44+46.25
VALLEY OAK DR. STA. 50+00.00

KY 461 STA. 180+55.00 =
APPR. LT. & RT. STA. 50+00.00
(BARNESBURG ROAD LT.)
(MARK SHOPVILLE ROAD RT.)

KY 461 STA. 215+95.00 =
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

KY 461 STA. 194+00.00 =
APPR. RT. STA. 50+00.00
(BABE BLVD.)

KY 461 STA. 220+11.35 =
COIN RD. STA. 50+00.00
PIN OAK DR. STA. 50+00.00

PIN OAK RD. STA. 53+65.00 =
PIN OAK RD. CONN. STA. 58+52.62

KY 461 STA. 235+10.00 =
APPR. LT. STA. 50+00.00
(BOBBITT CEMETERY RD.)
APPR. RT. STA. 50+00.00
(TOMMY ROAD)

KY 461 STA. 251+08.00 =
APPR. LT. STA. 50+00.00
(VALLEY OAK DRIVE)

BARNESBURG RD.
PI 48+58.70
(X) = 5287275.4932
(Y) = 3586863.4128
D = 65°30'6.07" RT
T = 83.62'
L = 148.62'
R = 130.00'
E = 24.57'
C = 44°4'25.24"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

MARK SHOPVILLE RD.
PI 52+53.64
(X) = 5287620.2516
(Y) = 3586634.9921
D = 91°11'23.52" RT
T = 136.81'
L = 213.27'
R = 134.00'
E = 57.50'
C = 42°45'28.96"
e = 8.00%
Runoff = 137'
Runout = 34.25'

APPR. RT 194+00
PI 51+36.55
(X) = 5288265.4317
(Y) = 3587818.5252
D = 33°47'24.24" RT
T = 65.30'
L = 126.80'
R = 215.00'
E = 9.70'
C = 26°38'57.12"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

PIN OAK DR.
PI 63+51.19
(X) = 5291089.7203
(Y) = 3589312.5499
D = 1°27'49.19" RT
T = 127.74'
L = 255.46'
R = 10000.00'
E = 0.82'
C = 0°34'22.65"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

PIN OAK DR. CONN
PI 55+58.52
(X) = 5289949.4604
(Y) = 3589181.3316
D = 111°7'4.64" LT
T = 437.47'
L = 581.81'
R = 300.00'
E = 230.45'
C = 19°5'54.94"
e = 6.40%
Runoff = See X-Sec
Runout = See X-Sec

APPR. LT 251+08
PI 49+13.73
(X) = 5292015.8312
(Y) = 3592076.7194
D = 42°41'05.34" RT
T = 39.07'
L = 74.50'
R = 100.00'
E = 7.36'
C = 57°17'44.81"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

Control Point	Station	Offset	Northing (Y)	Easting (X)	Elevation	Mainline Description
C.P. 12	185+17.93	-31.90	3587178.6200	5287637.9120	934.5501	CONC. MONUMENT
C.P. 13	198+25.38	62.45	3588205.0580	5288449.5280	947.3801	CONC. MONUMENT
C.P. 14	212+85.02	-52.27	3589393.6840	5289301.6390	954.6126	CONC. MONUMENT
C.P. 15	229+03.81	-816.33	3591072.8340	5289945.9690	1007.0776	CONC. MONUMENT
C.P. 16	233+13.69	-959.15	3591458.0430	5290145.9910	1001.8576	CONC. MONUMENT
C.P. 17	230+28.39	38.20	3590536.9430	5290623.1460	967.8426	CONC. MONUMENT
C.P. 18	245+16.61	-44.43	3591619.0600	5291646.9860	980.1201	CONC. MONUMENT
C.P. 19	255+91.78	28.94	3592374.5800	5292412.6800	991.2851	CONC. MONUMENT

Ⓐ S 55°37'37" E
Ⓑ S 21°50'13" E
Ⓒ S 24°12'25" W
Ⓓ S 44°40'30" E
Ⓔ N 24°12'25" E
Ⓕ S 14°42'45" E
Ⓖ S 65°47'35" E
Ⓗ S 64°19'46" E
Ⓘ N 70°27'57" E
Ⓙ S 43°20'56" E
Ⓚ S 88°26'44" E
Ⓛ N 88°23'31" E
Ⓜ S 48°55'24" E
Ⓝ S 56°28'24" E
Ⓞ S 34°42'59" W
Ⓟ S 16°46'57" W
Ⓠ S 52°00'00" W
Ⓡ S 24°12'25" W
Ⓢ N 58°01'30" E

0' 300' 600' 1200' SCALE: 1"=300'

COORDINATE CONTROL SHEET
STA. 175+00 TO STA. 265+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI07OCC.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R108

PROPOSED KY 461 MAINLINE ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.C.	192+30.03	3587754.6267	5288057.8108
P.I.	205+53.54	3588857.9396	5288788.8138
P.T.	218+65.46	3589766.4437	5289751.2510
P.C.	243+66.93	3591483.5463	5291570.2890
P.I.	259+60.49	3592577.4279	5292729.1086

APPR. LT. 180+55 (BARNESBURG RD.) ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	47+00.00	3586779.3732	5287140.8716
P.C.	47+75.08	3586819.1309	5287204.5589
P.I.	48+58.70	3586863.4128	5287275.4932
P.T.	49+23.70	3586817.2266	5287345.2026
P.O.E.	50+00.00	3586775.0826	5287408.8111

APPR. RT. 180+55 (MARK SHOPVILLE RD.) ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	50+00.00	3586775.0826	5287408.8111
P.C.	51+16.83	3586710.5567	5287506.2010
P.I.	52+53.64	3586634.9921	5287620.2516
P.T.	53+30.10	3586522.5352	5287542.3350

APPR. RT. STA. 194+00 (BABE BLVD.) ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	50+00.00	3587895.6160	5288152.7296
P.C.	50+71.24	3587855.3931	5288211.5331
P.I.	51+36.55	3587818.5252	5288265.4317
P.T.	51+98.04	3587757.9092	5288289.7217
P.O.E	52+50.00	3587709.6775	5288309.0491

APPR. LT. & RT. STA. 215+95 (COIN RD. CONN. & PIN OAK DR. CONN.) ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	44+46.25	3590051.1001	5289446.9054
P.C.	45+81.55	3589927.7002	5289391.4293
P.I.	47+18.70	3589802.6068	5289335.1918
P.T.	48+21.99	3589705.0764	5289431.6223
P.C.	51+21.05	3589492.4165	5289641.8839
P.I.	55+58.52	3589181.3316	5289949.4604
P.T.	57+02.86	3589580.3320	5290128.8365
P.O.E.	58+52.62	3589716.9225	5290190.2427

VALLY OAK DRIVE (OFF COIN RD.) ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	41+50.00	3590724.4095	5289926.7070
P.C.	42+77.88	3590601.9797	5289889.7843
P.I.	43+88.96	3590495.6253	5289857.7097
P.T.	44+93.01	3590427.2341	5289770.1729
P.C.	47+07.98	3590294.8824	5289600.7706
P.I.	47+94.58	3590241.5700	5289532.5338
P.T.	48+77.76	3590162.5905	5289497.0275
P.O.E.	50+00.00	3590051.1001	5289446.9054

APPR. LT. & RT. STA. 235+10 (BOBBITT CEMETERY RD. & TOMMY RD.) ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	47+50.00	3590958.6563	5290730.3532
P.C.	47+90.07	3590972.0550	5290768.1179
P.I.	48+74.79	3591000.3837	5290847.9639
P.T.	49+40.24	3590938.7745	5290906.1206
P.C.	50+59.64	3590851.9482	5290988.0813
P.I.	51+24.00	3590805.1489	5291032.2580
P.T.	51+81.64	3590803.4032	5291096.5908
P.O.E.	52+00.00	3590802.9051	5291114.9444

APPR. LT. STA. 251+08 ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	48+00.00	3592073.5278	5291902.1426
P.C.	48+74.66	3592075.6229	5291976.7729
P.I.	49+13.73	3592076.7194	5292015.8312
P.T.	49+49.16	3592051.0453	5292045.2861
P.O.E.	50+00.00	3592017.6390	5292083.6117

APPR. LT. & RT. STA. 220+11 (COIN RD. & PIN OAK DR.) ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	35+00.00	3590673.0945	5288684.0158
P.C.	36+59.86	3590518.4806	5288724.6142
P.I.	38+27.10	3590356.7209	5288767.0890
P.T.	39+71.89	3590288.1455	5288919.6266
P.C.	62+23.46	3589364.9259	5290973.2163
P.I.	63+51.19	3589312.5499	5291089.7203
P.T.	64+78.92	3589257.2151	5291204.8485
P.O.E.	66+00.00	3589204.7616	5291313.9821

SCALE: 1"=300'

COORDINATE CONTROL SHEET

STA. 175+00 TO STA. 265+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R108OCC.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R109

COORDINATE SYSTEM

Coordinates for horizontal control were obtained from GPS methods and adjusted to the National NAD83/FBN System.

Coordinates are based on State Plane Coordinate System Single Zone and in U.S. Survey Feet. No project scale factor is necessary for this project.

BASIS OF ELEVATIONS

Elevations were derived from GPS methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid 12A.

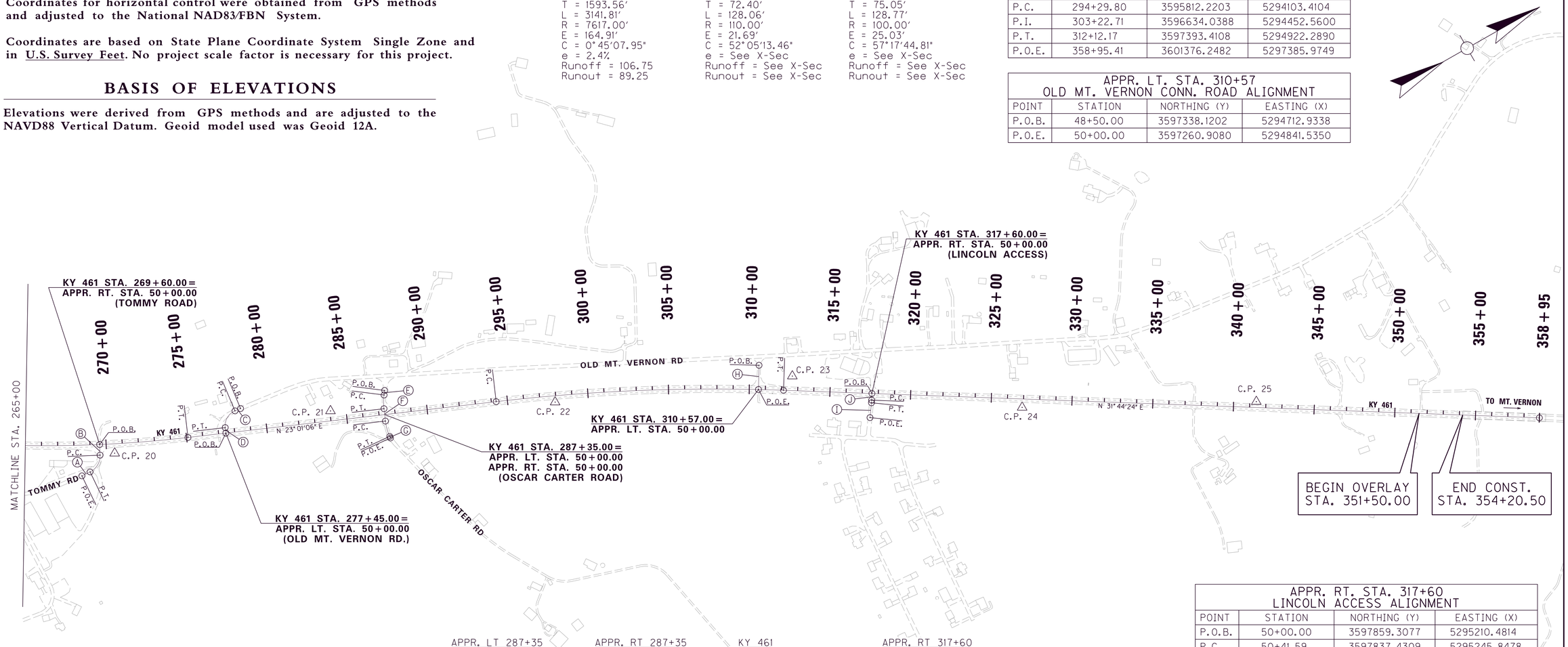
KY 461 (55 MPH)
PI 259+60.49
(X) = 5292729.1086
(Y) = 3592577.4279
D = 23°37'58.72" LT
T = 1593.56'
L = 3141.81'
R = 7617.00'
E = 164.91'
C = 0°45'07.95"
e = 2.4%
Runoff = 106.75
Runout = 89.25

APPR. RT 269+60
PI 51+38.11
(X) = 5293242.5615
(Y) = 3593484.2122
D = 66°42'16.33" RT
T = 72.40'
L = 128.06'
R = 110.00'
E = 21.69'
C = 52°05'13.46"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

APPR. LT 277+45
PI 49+12.38
(X) = 5293344.3259
(Y) = 3594304.1713
D = 73°46'46.54" LT
T = 75.05'
L = 128.77'
R = 100.00'
E = 25.03'
C = 57°17'44.81"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

PROPOSED MAINLINE ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.T.	275+08.74	3594044.1115	5293352.2292
P.C.	294+29.80	3595812.2203	5294103.4104
P.I.	303+22.71	3596634.0388	5294452.5600
P.T.	312+12.17	3597393.4108	5294922.2890
P.O.E.	358+95.41	3601376.2482	5297385.9749

APPR. LT. STA. 310+57 OLD MT. VERNON CONN. ROAD ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	48+50.00	3597338.1202	5294712.9338
P.O.E.	50+00.00	3597260.9080	5294841.5350



APPR. LT 287+35
PI 49+20.96
(X) = 5293758.5963
(Y) = 3595203.8104
D = 13°54'12.79" LT
T = 42.68'
L = 84.93'
R = 350.00'
E = 2.59'
C = 16°22'12.80"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

APPR. RT 287+35
PI 50+90.35
(X) = 5293914.8801
(Y) = 3595137.4132
D = 18°03'54.95" LT
T = 50.08'
L = 99.32'
R = 315.00'
E = 3.96'
C = 18°11'20.89"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

KY 461
PI 303+22.17
(X) = 5294452.5600
(Y) = 3596634.0388
D = 8°43'18.15" RT
T = 892.91'
L = 1782.37'
R = 11709.00'
E = 34.00'
C = 0°29'21.59"
e = R.C.
Runoff = 89.25
Runout = 89.25

APPR. RT 317+60
PI 50+49.67
(X) = 5295252.7189
(Y) = 3597833.1806
D = 03°42'07.33" RT
T = 8.08'
L = 16.15'
R = 250.00'
E = 0.13'
C = 22°55'05.92"
e = See X-Sec
Runoff = See X-Sec
Runout = See X-Sec

APPR. RT. STA. 269+60 TOMMY ROAD ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	50+00.00	3593547.2274	5293119.6616
P.C.	50+65.71	3593517.2453	5293178.1363
P.I.	51+38.11	3593484.2122	5293242.5615
P.T.	51+93.78	3593411.9754	5293237.6997
P.O.E.	52+50.00	3593355.8789	5293233.9242

APPR. LT. STA. 277+45 OLD MT. VERNON ROAD ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	48+00.00	3594415.7565	5293357.6273
P.C.	48+37.32	3594378.6979	5293353.2097
P.I.	49+12.38	3594304.1713	5293344.3259
P.T.	49+66.09	3594274.8232	5293413.4044
P.O.E.	50+00.00	3594261.5639	5293444.6139

Control Point	Station	Offset	Northing (Y)	Easting (X)	Elevation	Mainline Description
C.P. 20	270+49.86	59.24	3593601.4710	5293212.3200	1005.2751	CONC. MONUMENT
C.P. 21	284+04.21	-61.27	3594892.2460	5293645.9940	1012.5401	CONC. MONUMENT
C.P. 22	297+93.58	39.58	3596128.1720	5294286.7640	996.7276	CONC. MONUMENT
C.P. 23	312+63.75	-89.53	3597484.3730	5294873.2850	974.9976	CONC. MONUMENT
C.P. 24	326+92.64	52.36	3598624.9250	5295745.6360	950.8201	CONC. MONUMENT
C.P. 25	341+40.49	-36.22	3599902.8360	5296431.9660	928.5351	CONC. MONUMENT

Ⓐ S 03°51'01" W
Ⓑ S 62°51'15" E
Ⓒ S 06°47'52" W
Ⓓ S 66°58'54" E
Ⓔ S 53°04'42" E
Ⓕ S 66°58'54" E
Ⓖ S 85°02'49" E
Ⓗ S 59°01'10" E
Ⓘ S 54°33'29" E
Ⓙ S 58°15'36" E

APPR. RT. STA. 317+60 LINCOLN ACCESS ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	50+00.00	3597859.3077	5295210.4814
P.C.	50+41.59	3597837.4309	5295245.8478
P.I.	50+49.67	3597833.1806	5295252.7189
P.T.	50+57.74	3597828.4956	5295259.3012
P.O.E.	51+50.00	3597774.9954	5295334.4666

APPR. LT. & RT. STA 287+35 OSCAR CARTER ROAD ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B.	48+50.00	3595246.4389	5293701.8654
P.C.	48+78.29	3595229.4467	5293724.4790
P.I.	49+20.96	3595203.8104	5293758.5963
P.T.	49+63.22	3595187.1232	5293797.8741
P.C.	50+40.27	3595156.9937	5293868.7921
P.I.	50+90.35	3595137.4132	5293914.8801
P.T.	51+39.59	3595133.0898	5293964.7682
P.O.E.	51+50.00	3595132.1911	5293975.1393

SCALE: 1"=300'

COORDINATE CONTROL SHEET

STA. 265+00 TO STA. 354+20.50

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1090GCC.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R110

DITCH CONSTRUCTION

LT/ RT	STA TO STA	SIZE/TYPE	CHANNEL LINING				CLASS B CONC.
			TYPE	D	T	QUANTITY	
LT	1995+20 - 1997+12	SPEC V	ROCK•	-	-	-	-
LT	2000+00 - 2006+00	SPEC V	ROCK•	-	-	-	-

• DITCH LINING NOT REQUIRED IF DURABLE ROCK IS ENCOUNTERED

LEGEND

INITIAL BENCHING

ULTIMATE BENCHING (BY OTHERS)

BENCHING BASELINE
PI 1998+66.99
(X) = 5283225.5022
(Y) = 3583800.2995
D = 52°34'03.14" RT
T = 272.44'
L = 288.09'
R = 314.00'
E = 36.21'
C = 18°14'49.43"

BENCHING BASELINE			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	1994+39.47	3583374.2204	5283260.5774
P.C.	1997+11.91	3583645.7445	5283238.2253
P.I.	1998+66.99	3583800.2995	5283225.5022
P.T.	2000+00.00	3583904.3451	5283340.4963
P.O.E.	2006+07.97	3584312.2492	5283791.3234

RAMP C
PI 1998+66.99
BASELINE STA 1997+11.91= RAMP G STA. 76+77.07
BASELINE STA 1995+20 = RAMP C STA. 39+75
BASELINE STA 1994+39.47 = RAMP C STA. 40+57.99
N 4°42'24" W
1995+00
1994+39
RAMP G
2000+00
2005+00
2006+08
BENCHING BASELINE
N 47°51'41" E
BASELINE STA 2006+07.97= RAMP D STA. 66+07.50
RAMP D
NORTHERN BYPASS
PC 1997+11.91 (RAMP G STA. 76+71.07)
PT 2000+00.00 (RAMP G STA. 79+65.15)
1130
1100
1070
1040
1010
0' 50' 100' 200'
SCALE: 1"=50'

DATUM

TIE TO RAMP C STA. 39+75
(+20) 1005.13 LT.
-2.14%
SPEC. V. DT. LT.
TIE TO RAMP G STA. 76+77.07
(+11.91) 1001.03 LT.
TIE TO RAMP G STA. 79+65.15
989.81 LT.
-2.00%
977.54 LT.
TIE TO RAMP D STA. 66+07.50

1130 1080 1030 980 930

1047.9 1049.2 1051.7 1058.5 1068.7 1078.8 1089.2 1103.0 1114.9 1124.3 1131.1 1133.5 1130.4 1129.3 1132.3 1132.1 1130.8 1129.7 1127.0 1122.3 1116.9 1106.8 1095.6 1084.3

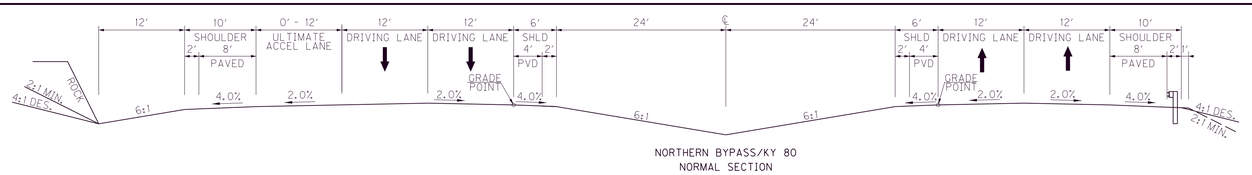
1994+00 1994+50 1995+00 1995+50 1996+00 1996+50 1997+00 1997+50 1998+00 1998+50 1999+00 1999+50 2000+00 2000+50 2001+00 2001+50 2002+00 2002+50 2003+00 2003+50 2004+00 2004+50 2005+00 2005+50 2006+00 2006+50

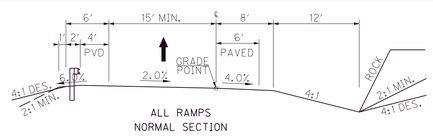
SCALE: 1" = HORIZONTAL
1" = VERTICAL

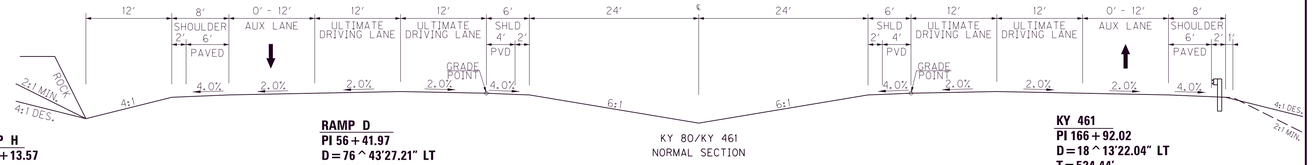
INITIAL BENCHING LAYOUT

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RII0000S.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R111







GEOMETRIC LAYOUT SHEET

T.E.B.M. FOR PROJECT DEVELOPMENT	DATE
DIRECTOR OF DESIGN	DATE
DIRECTOR OF TRAFFIC OPERATIONS	DATE
FEDERAL HIGHWAY ADMINISTRATION	DATE

NOTE: ALL SUPERELEVATION TRANSITIONS ARE IN ACCORDANCE WITH THE STANDARD DRAWINGS, EXCEPT RAMP B.

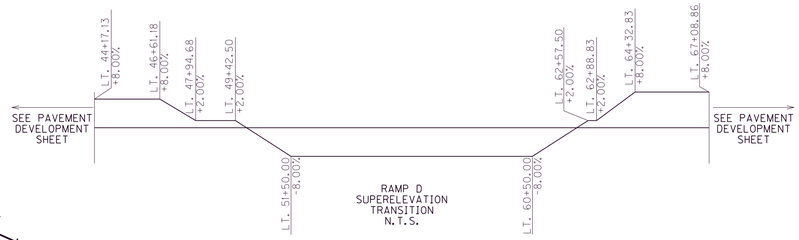
0' 200' 400' 800'

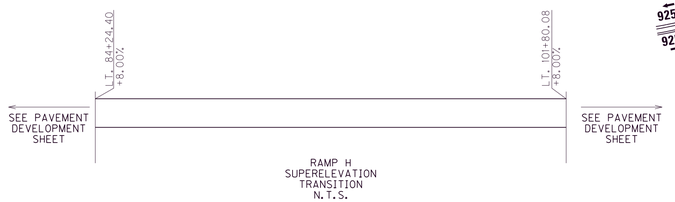
SCALE: 1"=200'
TYPICALS NTS

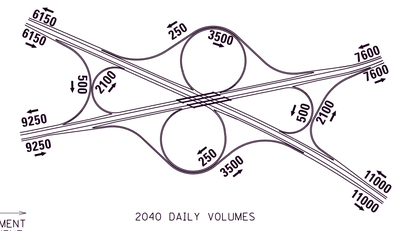
NORTHERN BYPASS/KY 80/KY 461
INTERCHANGE GEOMETRIC DESIGN LAYOUT

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RIIIODS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R111a







2040 DAILY VOLUMES

GEOMETRIC LAYOUT SHEET

T.E.B.M. FOR PROJECT DEVELOPMENT	DATE
DIRECTOR OF DESIGN	DATE
DIRECTOR OF TRAFFIC OPERATIONS	DATE
FEDERAL HIGHWAY ADMINISTRATION	DATE

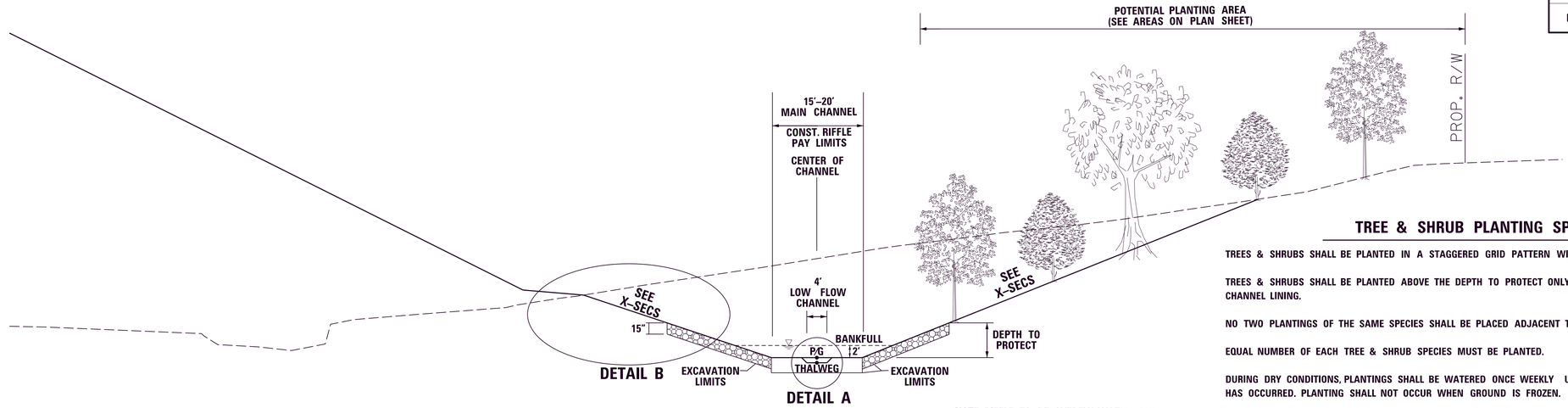
0' 200' 400' 800'

SCALE: 1"=200'
TYPICALS NTS

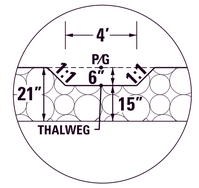
NORTHERN BYPASS/KY 80/KY 461
INTERCHANGE GEOMETRIC DESIGN LAYOUT

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RIIIROADS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

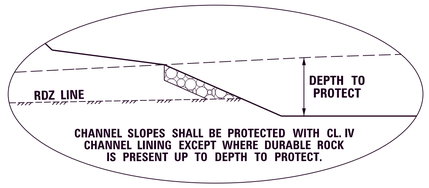
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R112



NOTE: RIFFLE TO BE OVEREXCAVATED AND CONSTRUCTED OF RIFFLE MATERIAL. SLOPES TO BE PROTECTED WITH CL. IV CHANNEL LINING EXCEPT WHERE DURABLE ROCK IS PRESENT UP TO DEPTH TO PROTECT.



DETAIL A
LOW FLOW
CHANNEL DIMENSIONS



DETAIL B
SLOPE PROTECTION

TYPICAL RIFFLE CROSS SECTION

15' MAIN CHANNEL SECTION:
RAMP D – STA. 47+24 TO STA. 59+00

20' MAIN CHANNEL SECTION:
RAMP D – STA. 40+00 TO STA. 47+24
KY 461 – STA. 158+15 TO STA. 165+52

TREE & SHRUB PLANTING SPECIFICATIONS

TREES & SHRUBS SHALL BE PLANTED IN A STAGGERED GRID PATTERN WITH 10 FT. BY 10 FT. SPACING.

TREES & SHRUBS SHALL BE PLANTED ABOVE THE DEPTH TO PROTECT ONLY AND NOT WITHIN BEDROCK OR CHANNEL LINING.

NO TWO PLANTINGS OF THE SAME SPECIES SHALL BE PLACED ADJACENT TO ANOTHER.

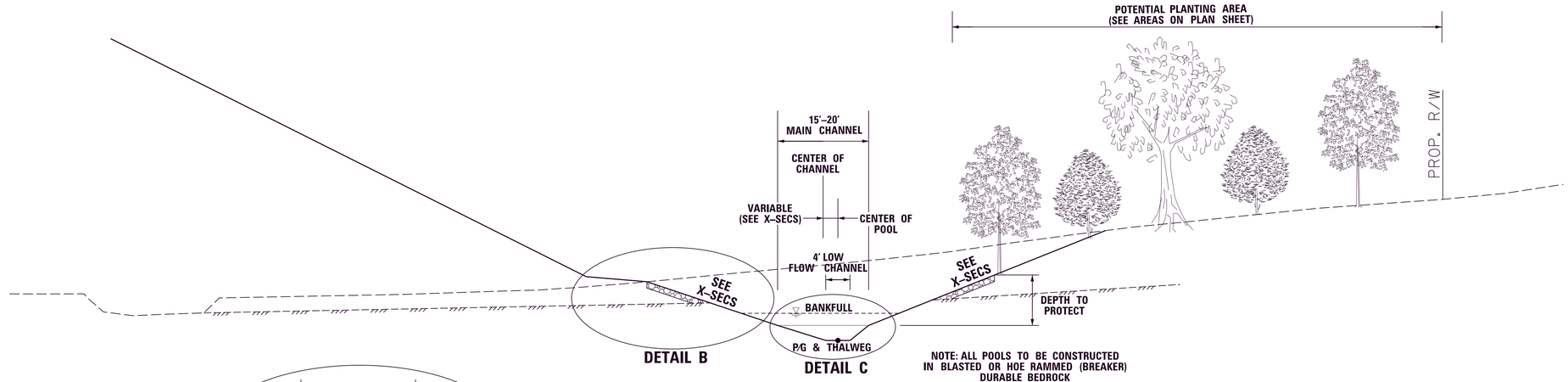
EQUAL NUMBER OF EACH TREE & SHRUB SPECIES MUST BE PLANTED.

DURING DRY CONDITIONS, PLANTINGS SHALL BE WATERED ONCE WEEKLY UNTIL SIGNIFICANT AMOUNT OF PRECIPITATION HAS OCCURRED. PLANTING SHALL NOT OCCUR WHEN GROUND IS FROZEN.

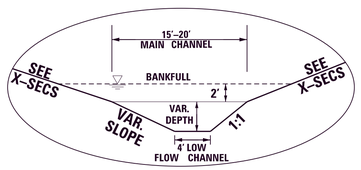
IF PLANTINGS ARE STORED FOR ANY REASON, CARE SHALL BE TAKEN TO ENSURE THE PLANTINGS ARE NOT DAMAGED.

BARE–ROOT TREES & SHRUBS SHALL BE PLANTED BETWEEN THE DATES OF FEBRUARY 1 AND MAY 1.

THE FOLLOWING SPECIES WERE OBSERVED DURING PRELIMINARY FIELD VISITS AND SHOULD BE USED FOR PROPOSED PLANTINGS:
Sycamore (Platanus occidentalis)
Tulip Poplar (Liriodendron tulipifera)
Maple (Acer)
Willow (Salix)
Boxelder (Acer negundo)
Red Oak (Quercus rubra)
White Oak (Quercus alba)



NOTE: ALL POOLS TO BE CONSTRUCTED IN BLASTED OR HOE RAMMED (BREAKER) DURABLE BEDROCK



DETAIL C
POOL DIMENSIONS

TYPICAL POOL CROSS SECTION

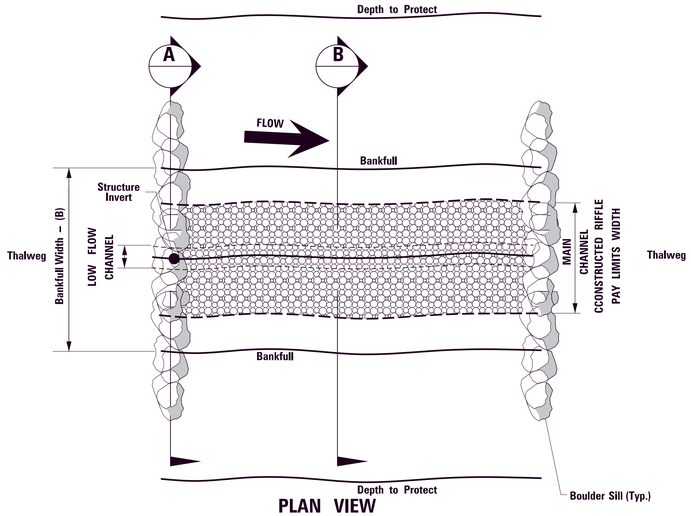
15' MAIN CHANNEL SECTION:
RAMP D – STA. 47+24 TO STA. 59+00

20' MAIN CHANNEL SECTION:
RAMP D – STA. 40+00 TO STA. 47+24
KY 461 – STA. 158+15 TO STA. 165+52

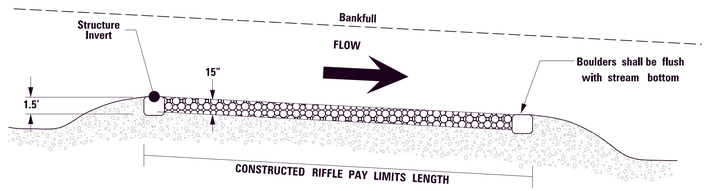
RAMP D CHANNEL CHANGE
TYPICAL SECTIONS

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RII2000S.DGN

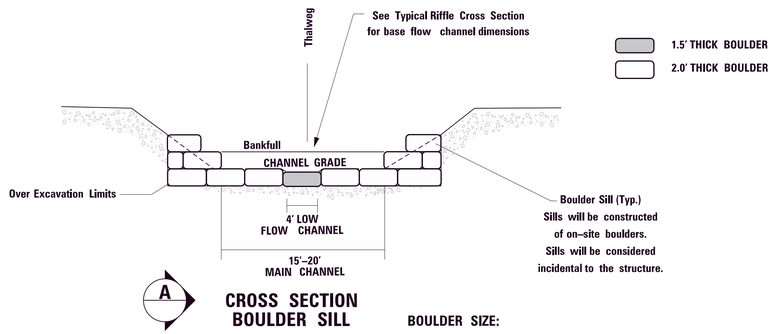
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RII2a



PLAN VIEW



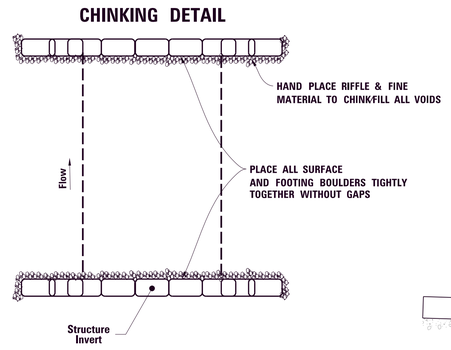
THALWEG PROFILE

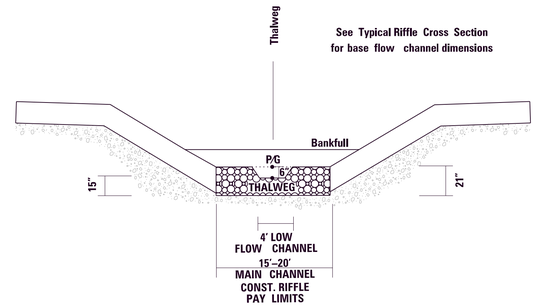


CROSS SECTION BOULDER SILL

BOULDER SIZE:
Minimum Length = 4.0'
Minimum Width = 2.0'
Minimum Thickness = 2.0'*

***1.5' Thickess boulder shall be used to form low flow channel in the boulder sill as shown above.**





CROSS SECTION INTERNAL RIFFLE

SEQUENCE OF CONSTRUCTION AND MEASUREMENT:

1) Excavate the channel to the dimensions and slopes identified on the Channel Change Typical Sections and elevations shown in the Channel Change Profile View.
2) Excavate below the stream bed to the bottom of the riffle material and Boulder Sills.
3) Place boulders as shown in the Constructed Riffle Detail Cross Section A. Boulders shall be installed to two feet above bankfull. Actual width may vary depending on the length of the boulders.
4) Hand place riffle fine material to fill or chink all voids. Fill or Chink the voids to the amount required to allow flow over the riffle sills and not through the riffle material.
5) Place Channel Lining Class IV between the boulder sills at the minimum thickness, width and length shown in the Channel Change Typical Sections, Constructed Riffle Detail, Channel Change Plan View and Channel Change Profile View.
6) The final quantity of Constructed Riffle will be measured in the field based on the area of the riffle in square yards. Limits of payment are based on the length of the riffle as shown in the profile view beginning at the upstream boulder sill though the downstream boulder sill multiplied by the Main Channel width show on the Channel Change Typical Sections. The Department will not measure each boulder, chinking stone or channel lining. Excavation below the typical section and materials will be considered incidental to the unit price bid for constructed riffles.

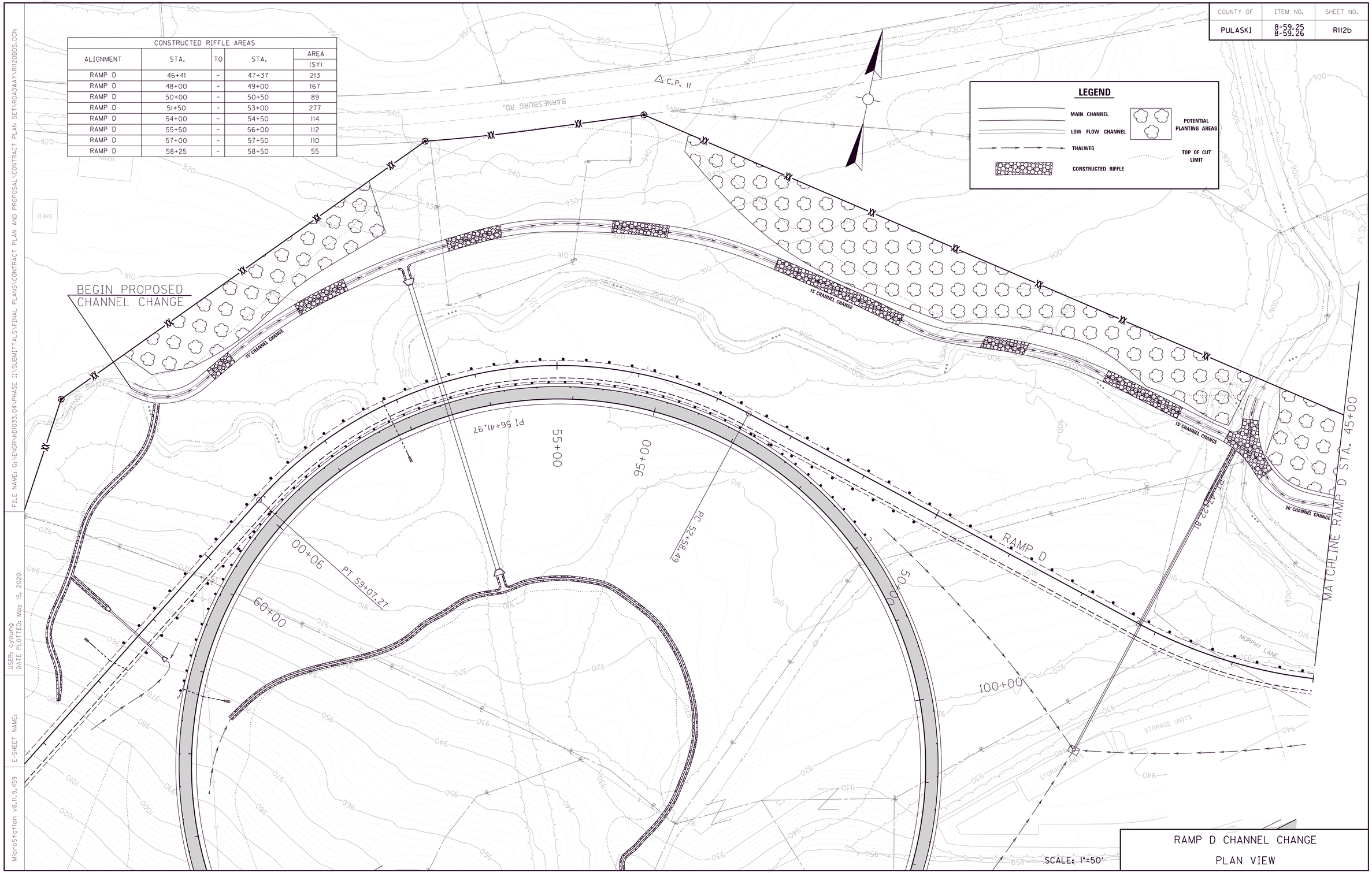
RAMP D CHANNEL CHANGE
CONSTRUCTED RIFFLE DETAIL

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RII20AD5.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R112b

CONSTRUCTED RIFFLE AREAS

ALIGNMENT	STA.	TO	STA.	AREA (SY)
RAMP D	46+41	-	47+37	213
RAMP D	48+00	-	49+00	167
RAMP D	50+00	-	50+50	89
RAMP D	51+50	-	53+00	277
RAMP D	54+00	-	54+50	114
RAMP D	55+50	-	56+00	112
RAMP D	57+00	-	57+50	110
RAMP D	58+25	-	58+50	55



RAMP D CHANNEL CHANGE

PLAN VIEW

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R112OBDS.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R112c

LEGEND

- EXIST. GROUND
- PROPOSED BANKFULL
- PROFILE GRADE
- DEPTH TO PROTECT FOR SIDE SLOPE PROTECTION

DATUM

1150
1100
1050
1000
950
900
850

Elev 904.42 VPI 59+00.00
Elev 902.08 VPI 59+00.00
Elev 898.95 VPI 58+75.00
Elev 901.63 VPI 58+50.00
Elev 901.40 VPI 58+25.00
Elev 896.90 VPI 57+88.35
Elev 900.73 VPI 57+50.00
Elev 900.28 VPI 57+00.00
Elev 895.54 VPI 56+38.39
Elev 899.38 VPI 56+00.00
Elev 898.93 VPI 55+50.00
Elev 894.19 VPI 54+88.40
Elev 898.03 VPI 54+50.00
Elev 897.58 VPI 54+00.00
Elev 892.84 VPI 53+38.40
Elev 896.68 VPI 53+00.00
Elev 895.33 VPI 51+50.00
Elev 890.52 VPI 50+80.00
Elev 894.43 VPI 50+50.00
Elev 893.98 VPI 50+00.00
Elev 889.17 VPI 49+30.00
Elev 893.08 VPI 49+00.00
Elev 892.18 VPI 48+00.00
Elev 887.43 VPI 47+38.42
Elev 893.75 VPI 47+14.97
Elev 891.37 VPI 47+00.00
Elev 891.23 VPI 46+50.00
Elev 886.56 VPI 45+39.57
Elev 890.81 VPI 45+00.00
MATCHLINE RAMP D STA. 45+00

0.90%
0.90%
0.90%
0.90%
0.90%
0.90%
0.90%
0.28%

DEPTH TO PROTECT 5.0'
BANKFULL SLOPE = 0.90%

DEPTH TO PROTECT 9.0'
BANKFULL SLOPE = 0.28%

RIFFLE
RIFFLE
RIFFLE
RIFFLE
RIFFLE
RIFFLE
RIFFLE
RIFFLE

59+00 58+50 58+00 57+50 57+00 56+50 56+00 55+50 55+00 54+50 54+00 53+50 53+00 52+50 52+00 51+50 51+00 50+50 50+00 49+50 49+00 48+50 48+00 47+50

47+00 46+50 46+00 45+50 45+00

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

BASIS OF ELEVATIONS

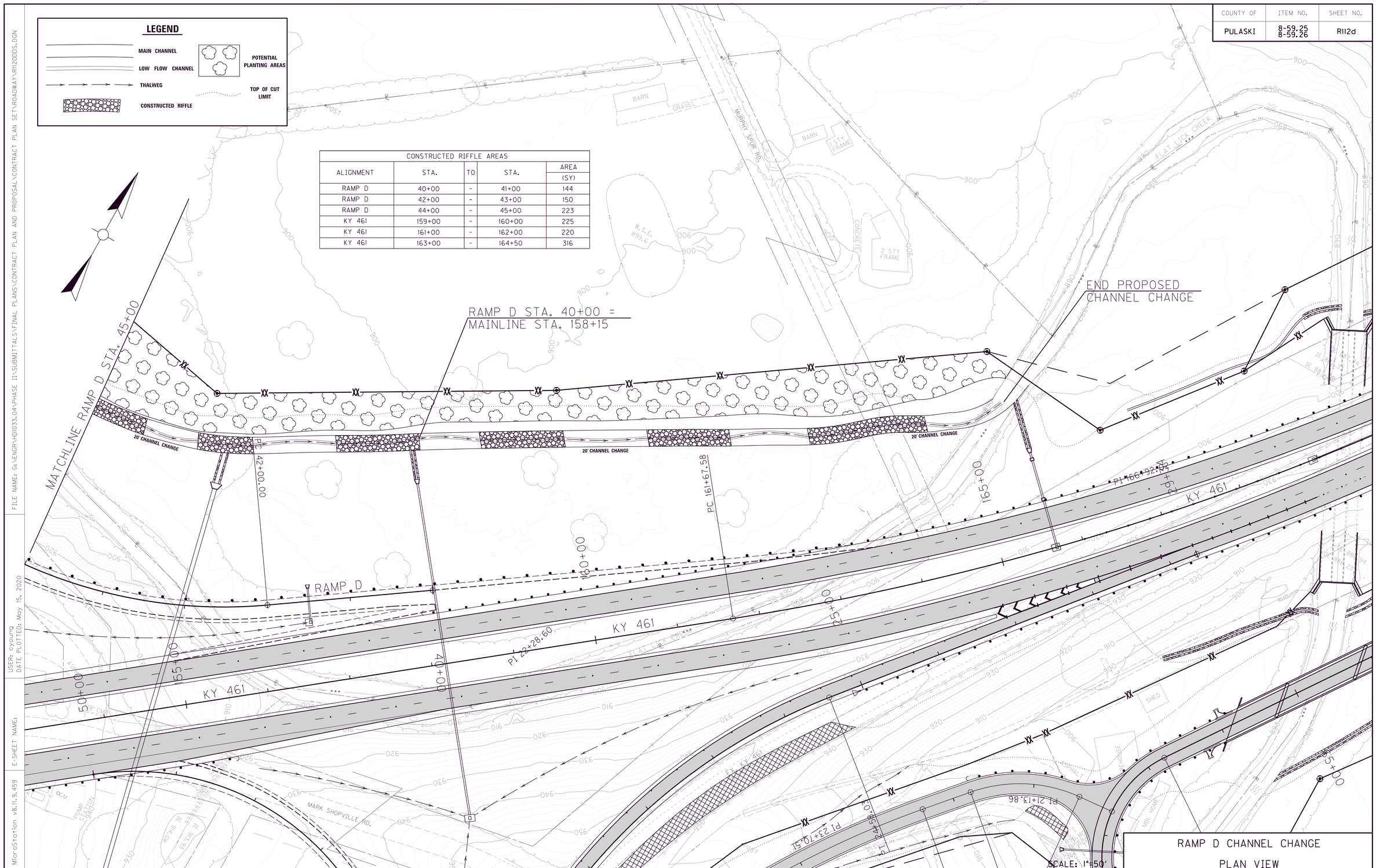
Elevations were derived from GPS methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid 12A.

RAMP D CHANNEL CHANGE

PROFILE VIEW

FILE NAME: G:\ENGR\HD\033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RII2OCDS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R112d



CONSTRUCTED RIFFLE AREAS

ALIGNMENT	STA.	TO	STA.	AREA (SY)
RAMP D	40+00	-	41+00	144
RAMP D	42+00	-	43+00	150
RAMP D	44+00	-	45+00	223
KY 461	159+00	-	160+00	225
KY 461	161+00	-	162+00	220
KY 461	163+00	-	164+50	316

RAMP D CHANNEL CHANGE

PLAN VIEW

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R112ODDS.DGN

USER: cyoung
DATE PLOTTED: May 15, 2020

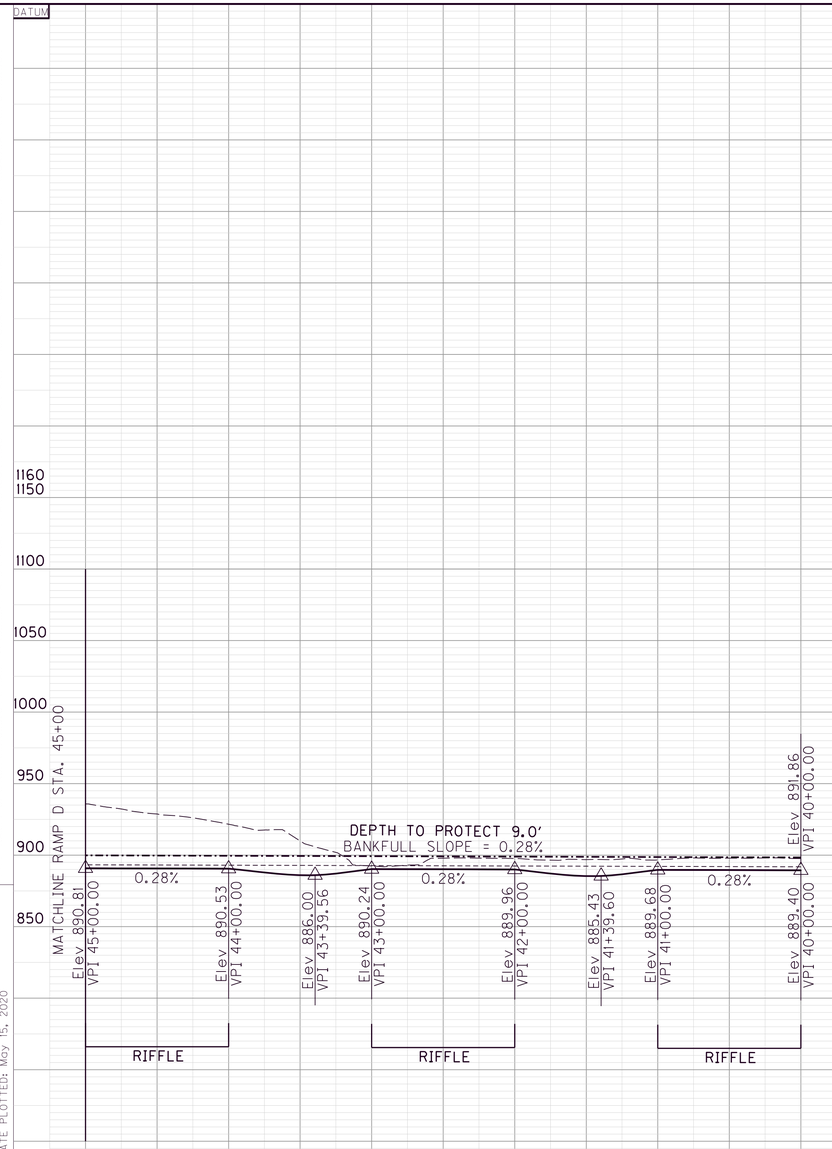
E-SHEET NAME:

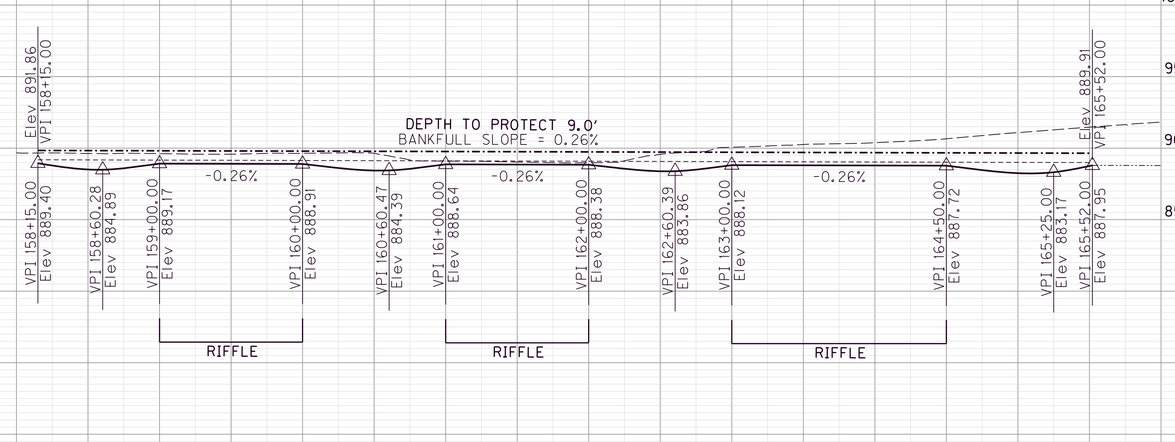
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R112e

LEGEND

- EXIST. GROUND
- PROPOSED BANKFULL
- PROFILE GRADE
- DEPTH TO PROTECT FOR SIDE SLOPE PROTECTION





BASIS OF ELEVATIONS

Elevations were derived from GPS methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid 12A.

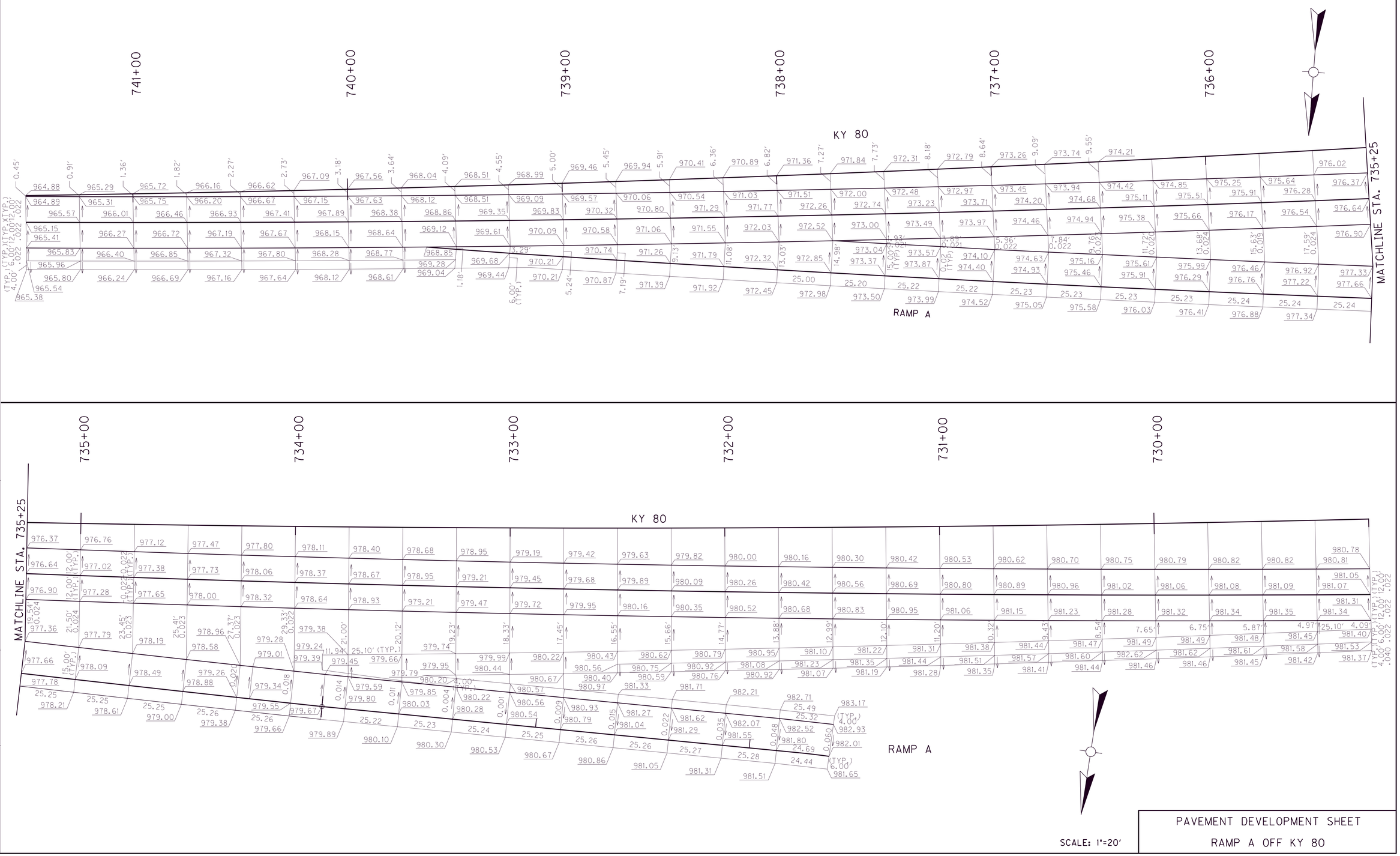
SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL

RAMP D CHANNEL CHANGE

PROFILE VIEW

FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R112OED5.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R113



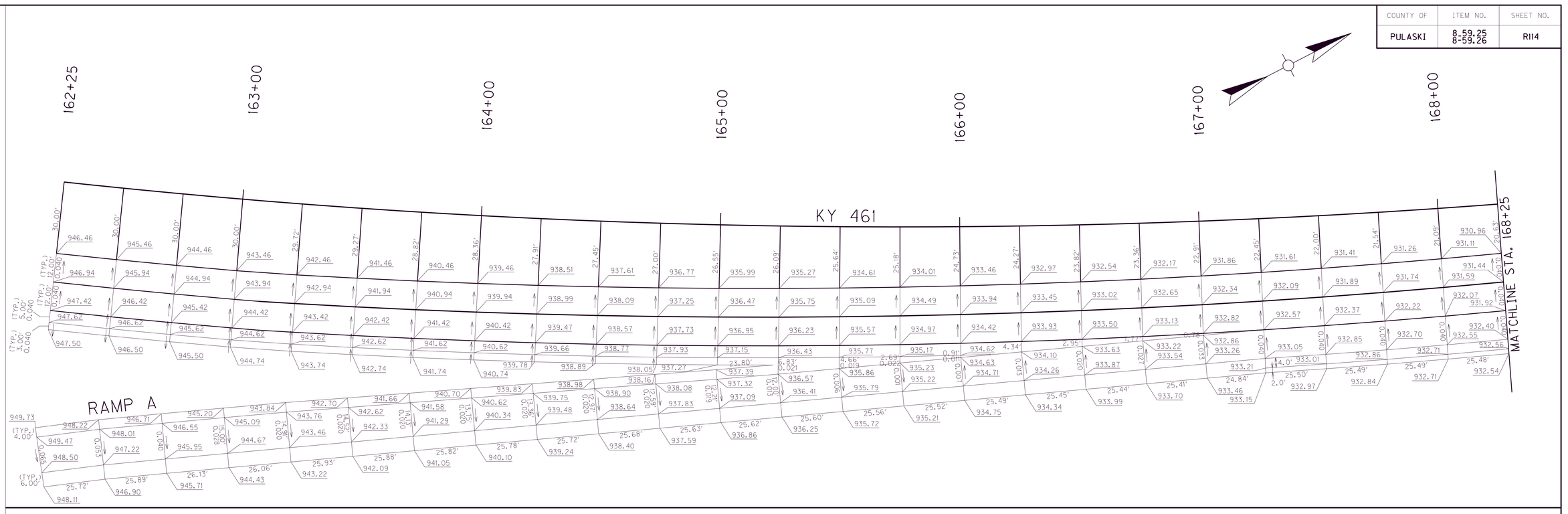
SCALE: 1"=20'

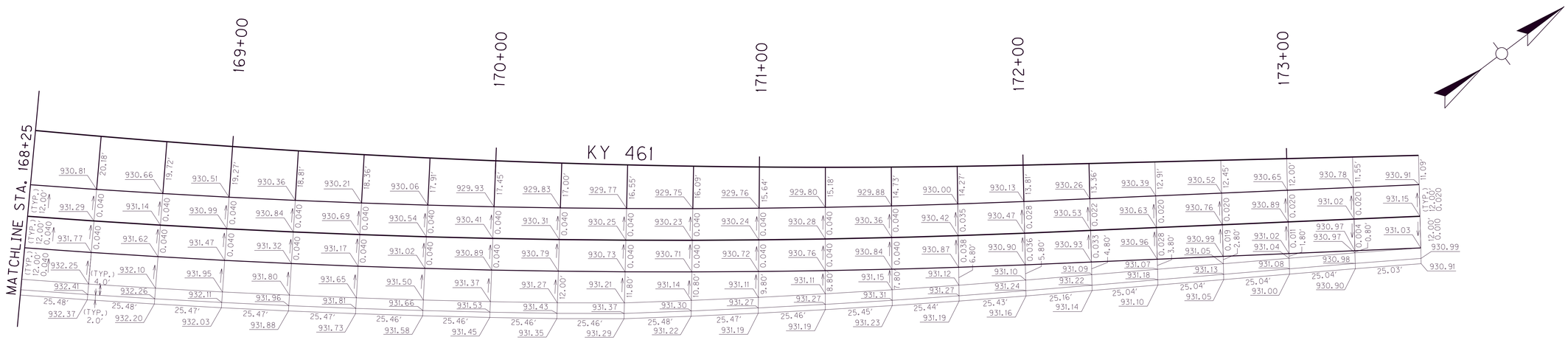
PAVEMENT DEVELOPMENT SHEET

RAMP A OFF KY 80

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RII3000S.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R114





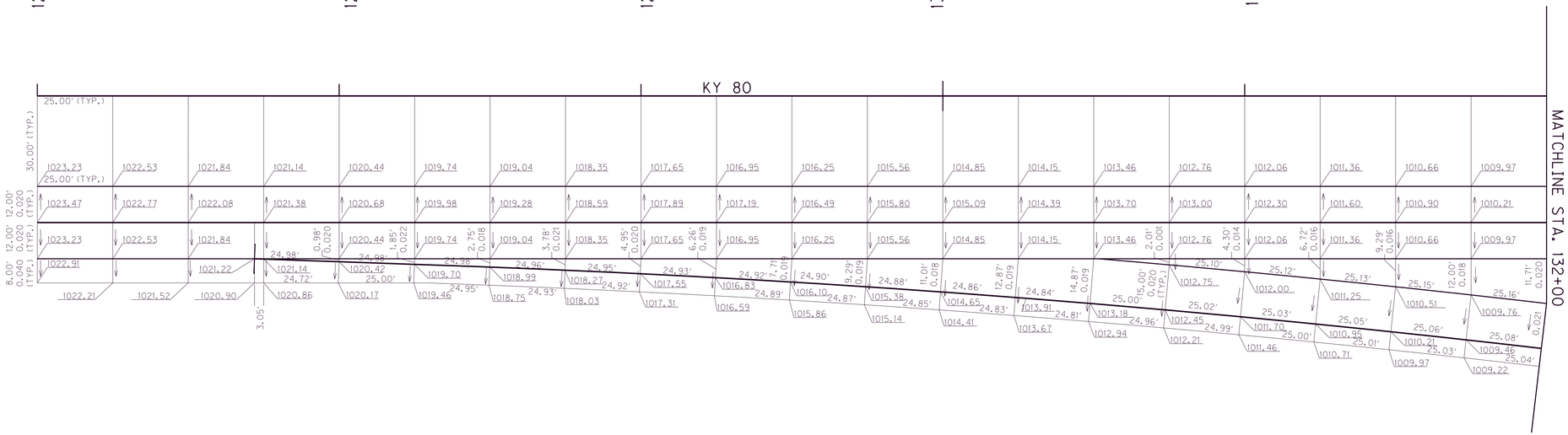
SCALE: 1"=20'

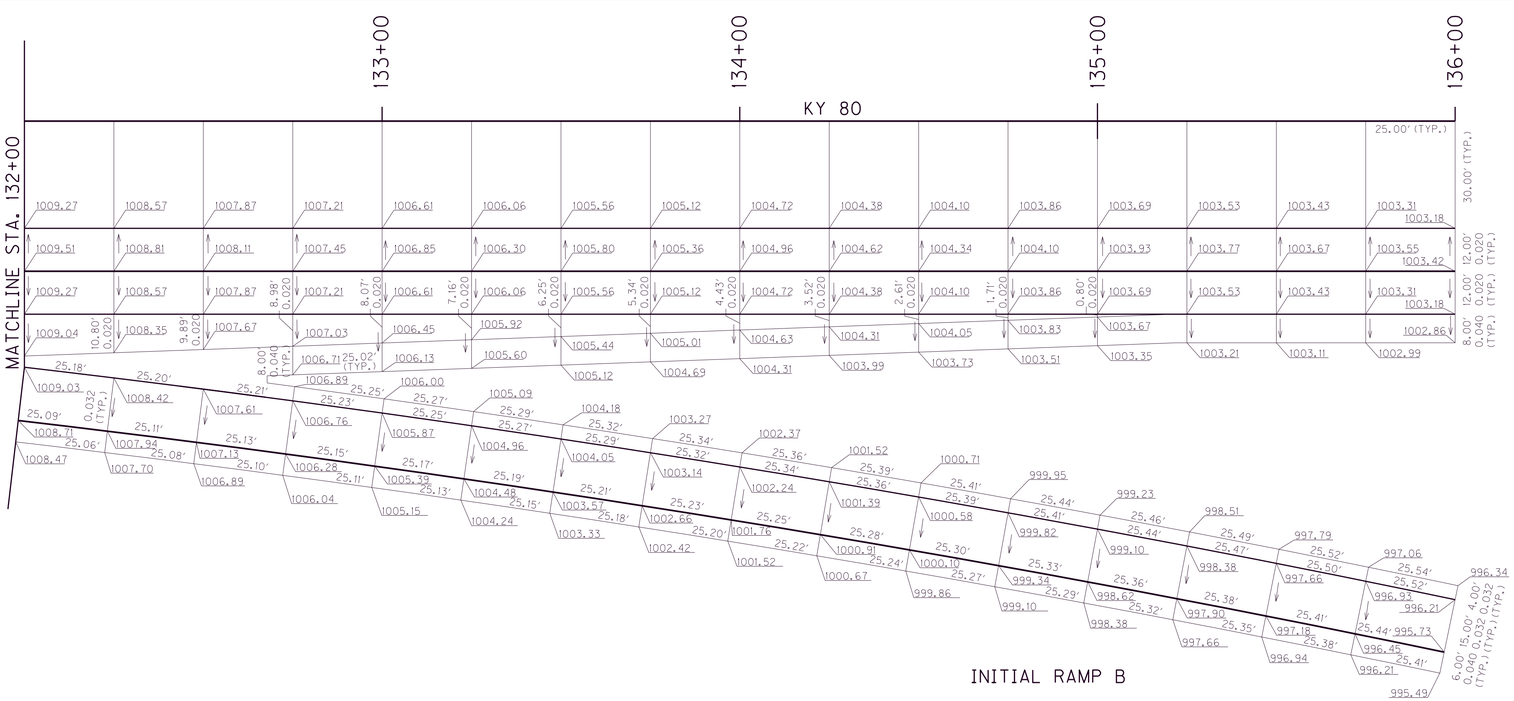
PAVEMENT DEVELOPMENT SHEET

RAMP A ON KY 461

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RII4000S.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R115





SCALE: 1"=20'

PAVEMENT DEVELOPMENT SHEET

INITIAL RAMP B OFF KY 80

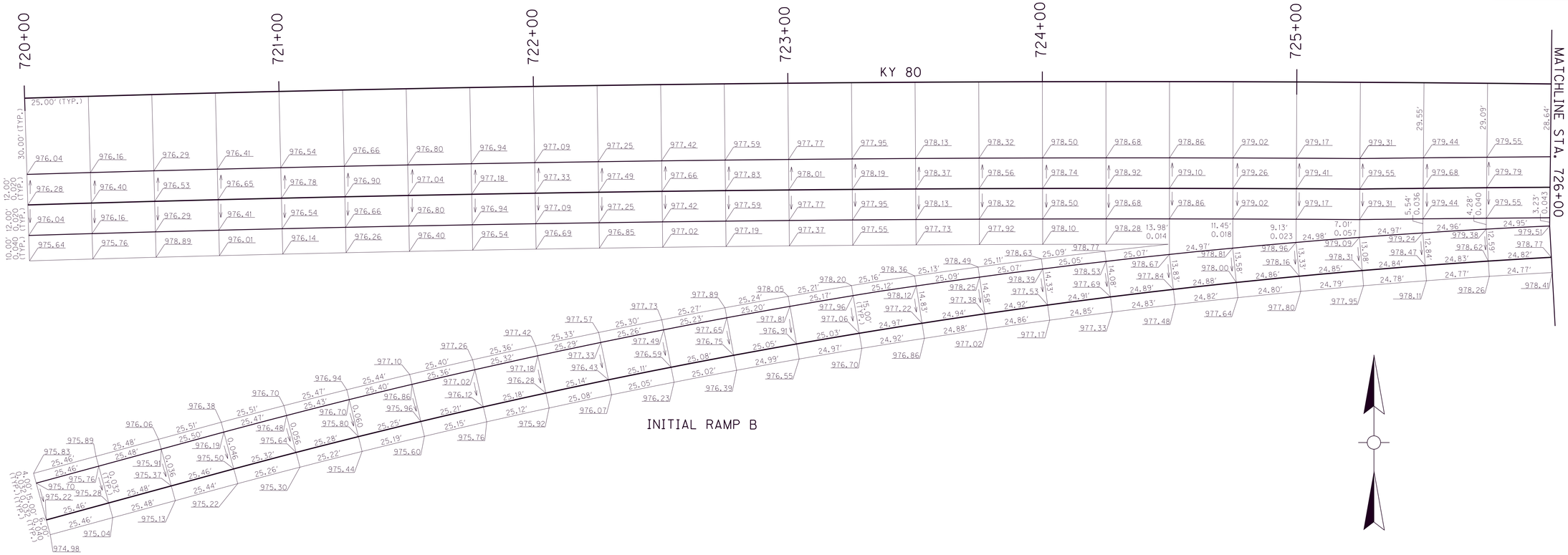
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RII5000S.DGN

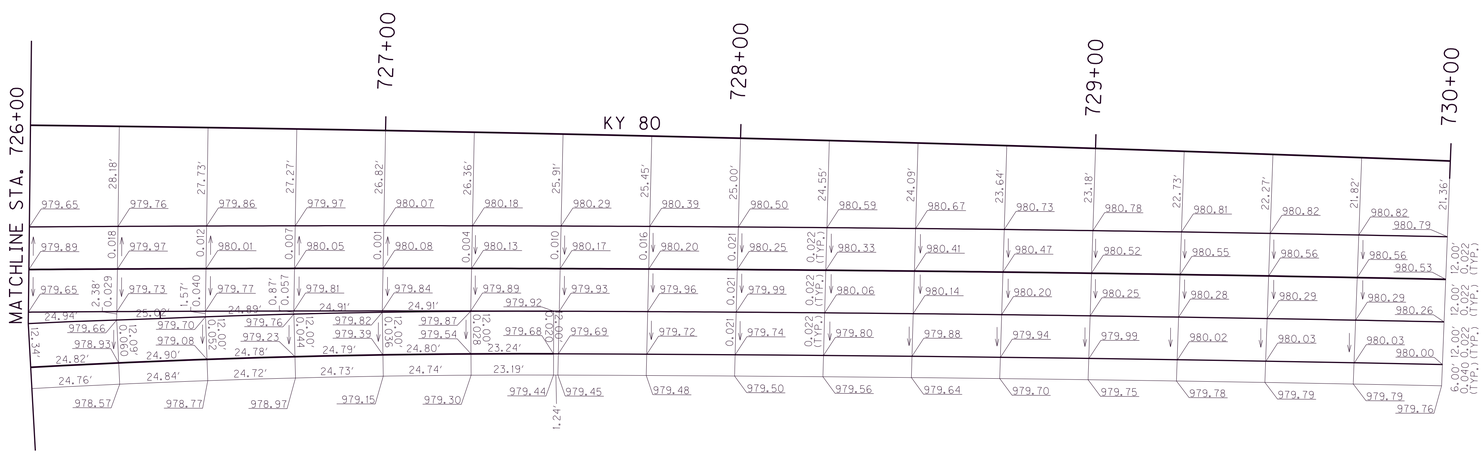
USER: cyoung
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R116



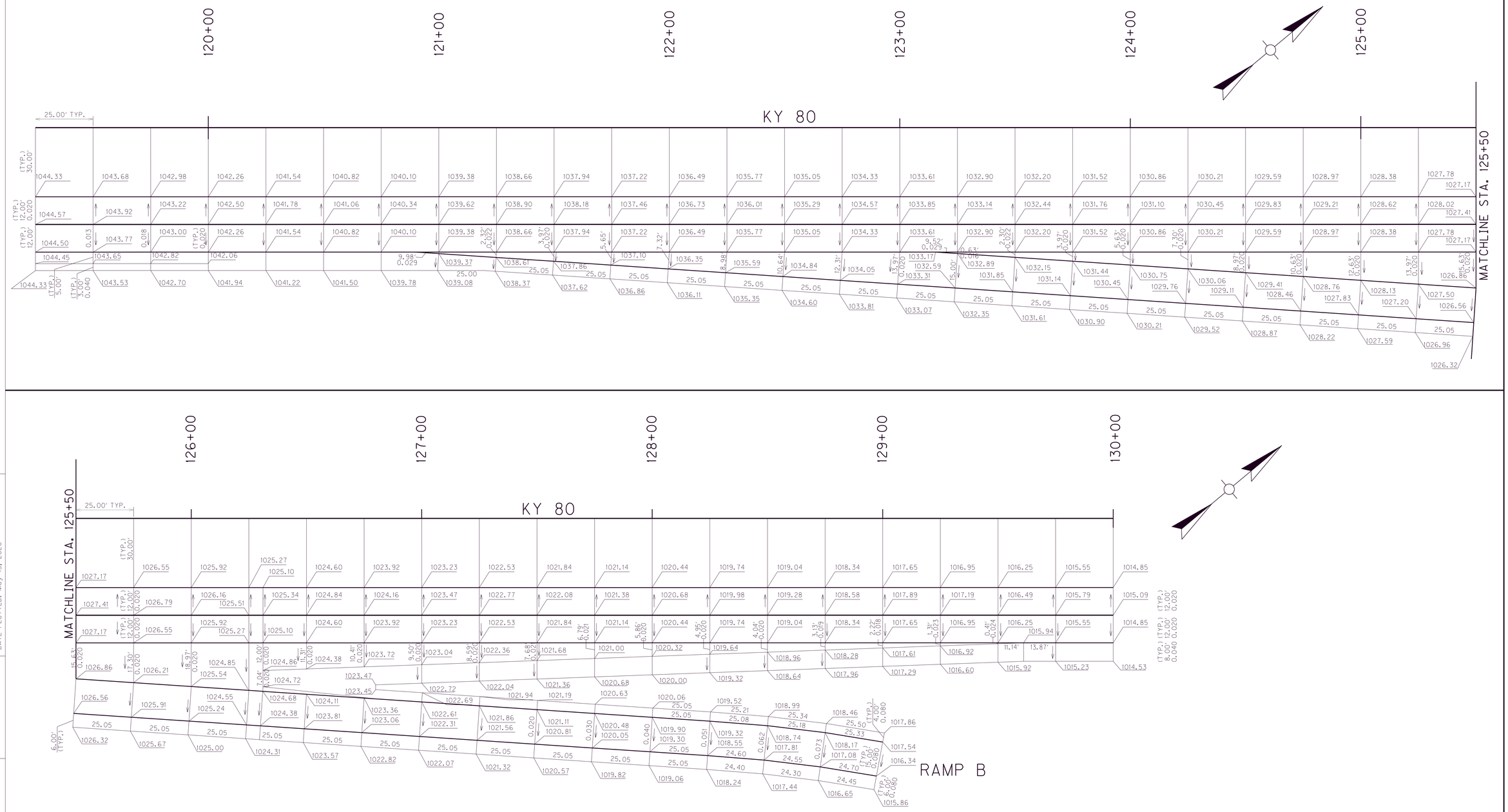


SCALE: 1"=20'

PAVEMENT DEVELOPMENT SHEET
INITIAL RAMP B ON KY 80

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung | DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R116ODS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R117



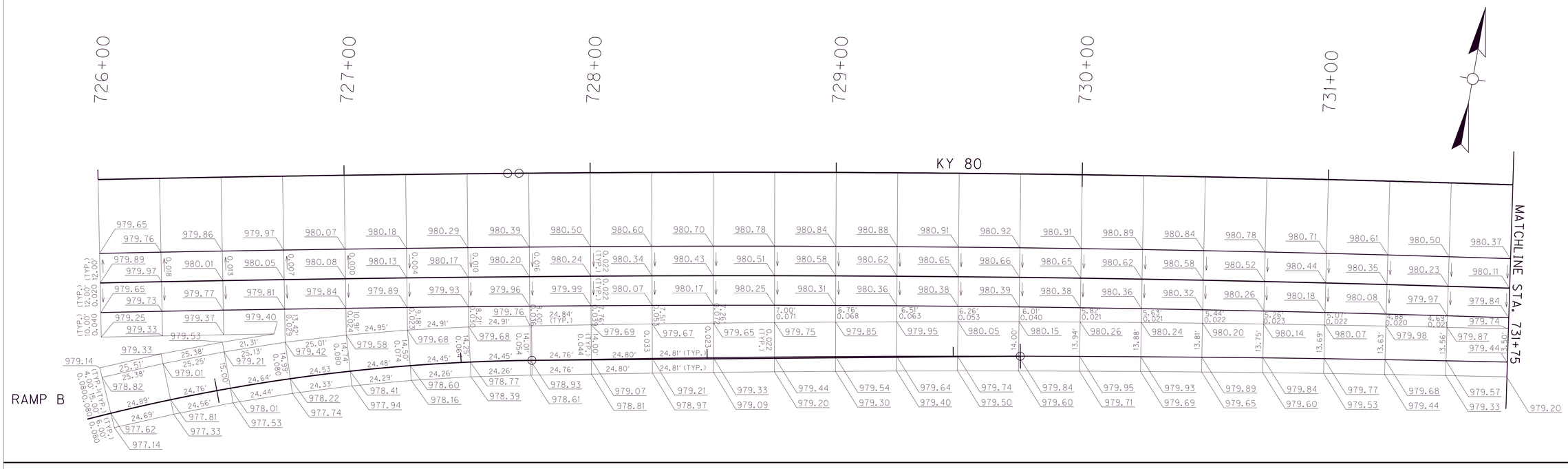
SCALE: 1"=20'

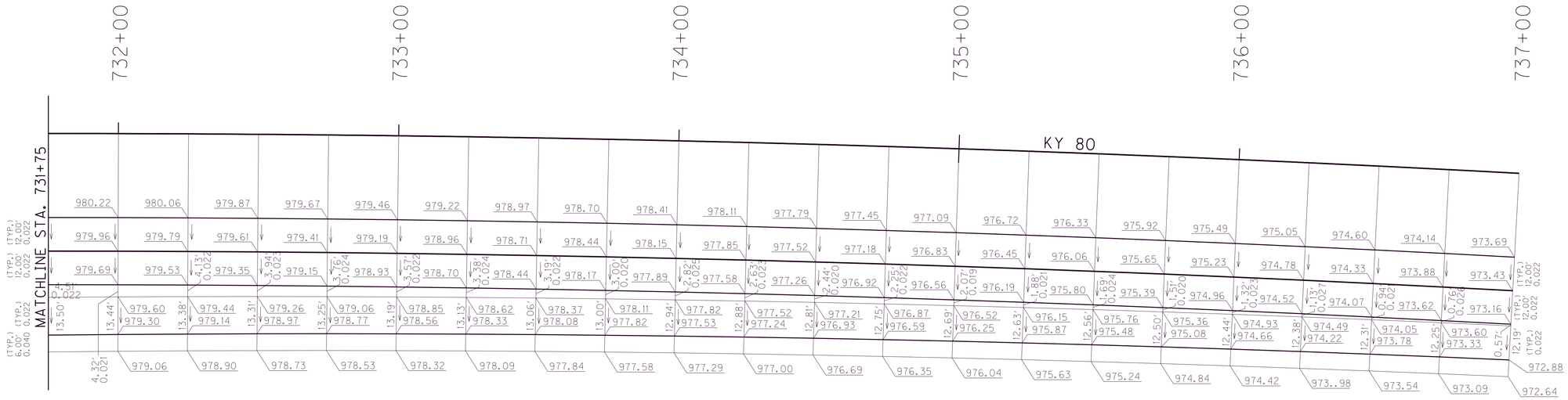
PAVEMENT DEVELOPMENT SHEET

RAMP B OFF KY 80

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RII7000S.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R118





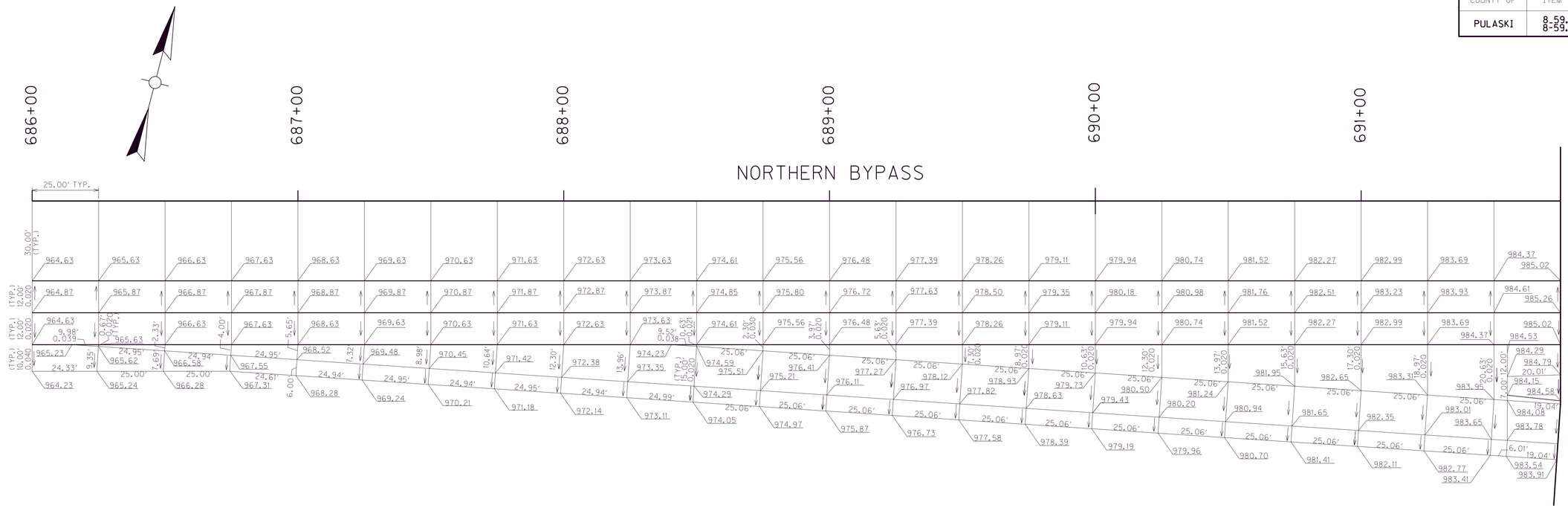
SCALE: 1"=20'

PAVEMENT DEVELOPMENT SHEET

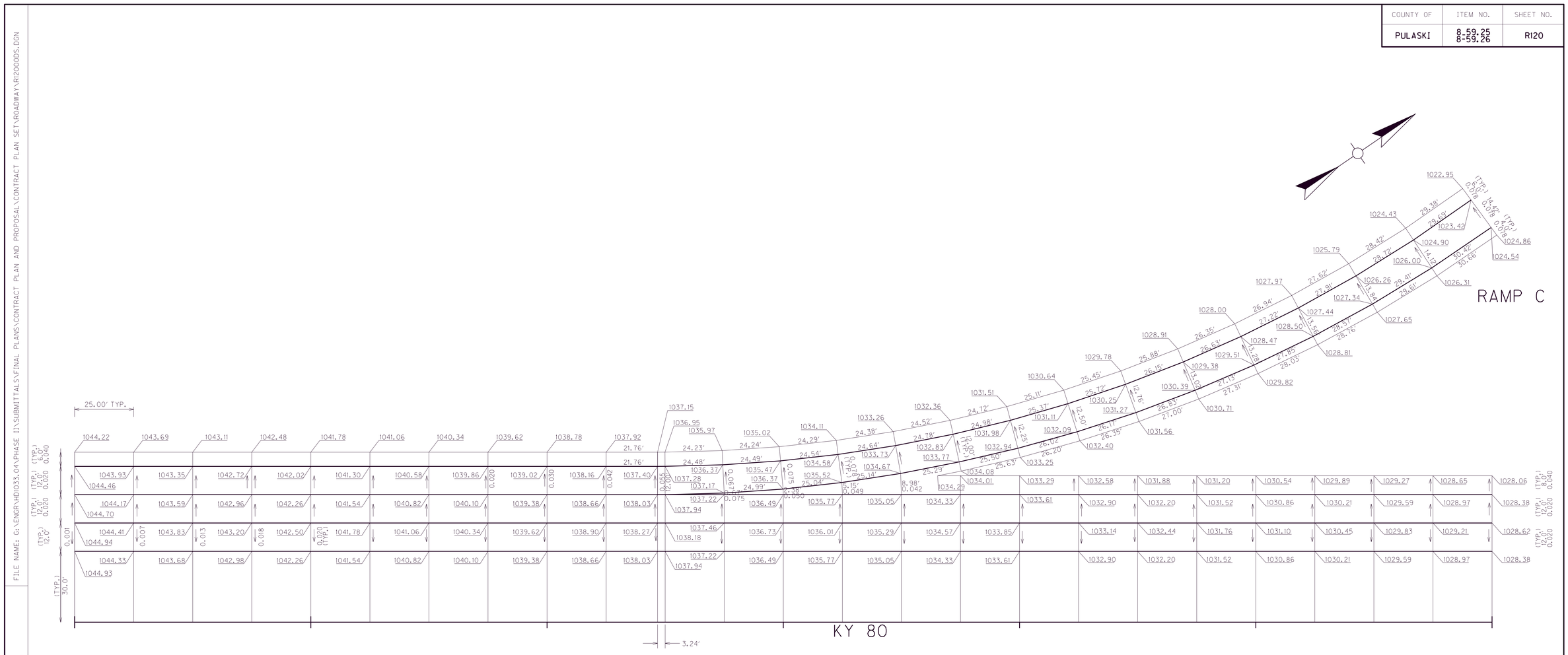
RAMP B ON KY 80

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RII8000S.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R119

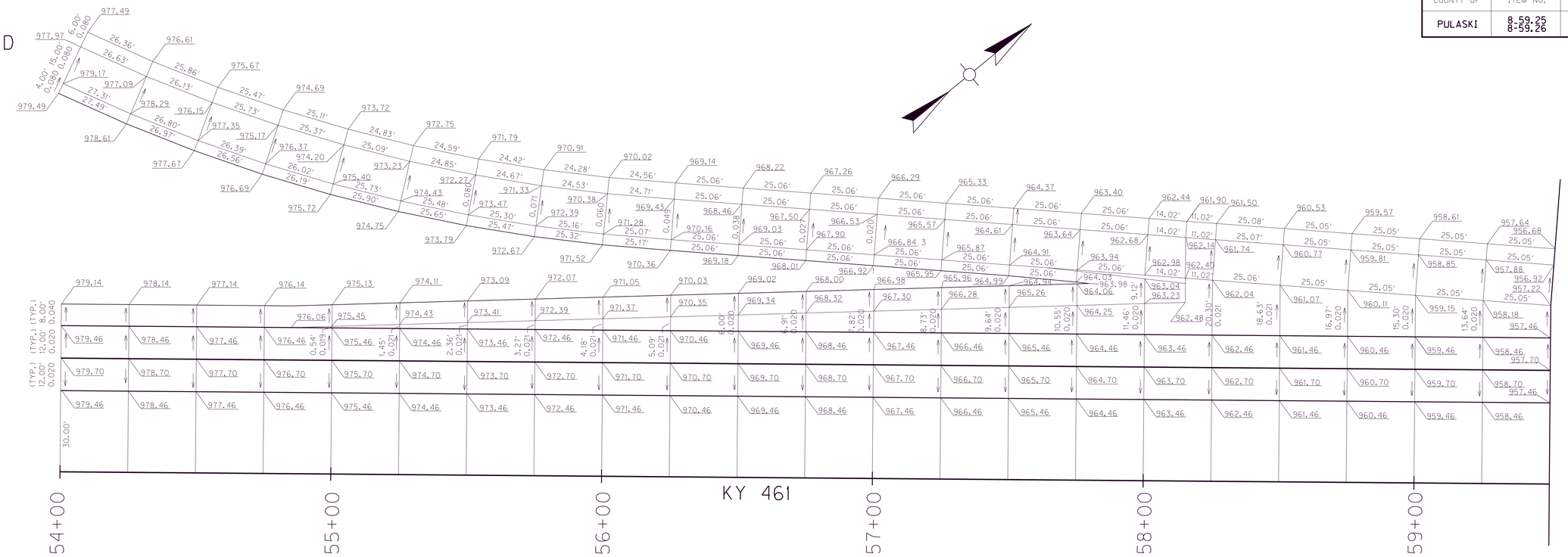

686+00
687+00
688+00
689+00
690+00
691+00
NORTHERN BYPASS
25.00' TYP.
30.00' (TYP.)
964.63 965.63 966.63 967.63 968.63 969.63 970.63 971.63 972.63 973.63 974.61 975.56 976.48 977.39 978.26 979.11 979.94 980.74 981.52 982.27 982.99 983.69 984.37
985.02
964.87 965.87 966.87 967.87 968.87 969.87 970.87 971.87 972.87 973.87 974.85 975.80 976.72 977.63 978.50 979.35 980.18 980.98 981.76 982.51 983.23 983.93 984.61
985.26
964.63 965.63 966.63 967.63 968.63 969.63 970.63 971.63 972.63 973.63 974.61 975.56 976.48 977.39 978.26 979.11 979.94 980.74 981.52 982.27 982.99 983.69 984.37
985.02
965.23 965.62 966.58 967.55 968.52 969.48 970.45 971.42 972.38 973.35 974.23 974.59 975.51 976.41 977.27 978.12 978.93 979.73 980.50 981.24 981.95 982.65 983.31 983.95 984.53
984.15
964.23 965.24 966.28 967.31 968.28 969.24 970.21 971.18 972.14 973.11 974.05 974.97 975.87 976.73 977.58 978.39 979.19 979.96 980.70 981.41 982.11 982.77 983.41
983.54
983.91
984.29
984.79
984.58
984.08
983.78
983.01
983.65
982.35
981.65
980.94
980.20
979.43
978.63
977.82
976.97
976.11
975.21
974.29
973.11
972.14
971.18
970.21
969.24
968.28
967.31
966.28
965.24
964.23
25.00'
24.33'
24.95'
24.69'
24.94'
24.95'
24.61'
24.94'
24.95'
24.94'
24.95'
24.94'
24.99'
25.06'
25.06'
25.06

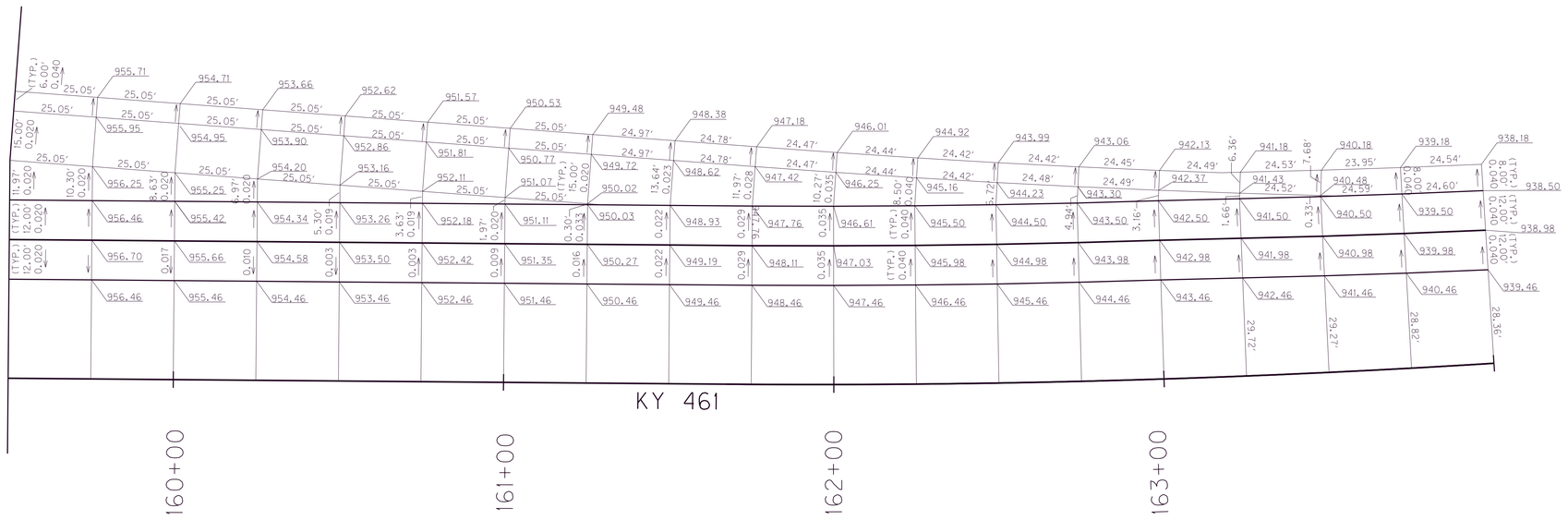
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R120


RAMP C
KY 80
25.00' TYP.
3.24'
120+00
121+00
122+00
123+00
124+00
125+00
(TYP.) 30.0'
(TYP.) 12.0'
(TYP.) 12.0'
(TYP.) 12.0'
(TYP.) 6.0'
(TYP.) 8.0'
0.001
0.007
0.013
0.018
0.020 (TYP.)
0.075
0.050
0.042
0.030
0.020
0.040
0.049
0.055
0.078
1044.22
1043.69
1043.11
1042.48
1041.78
1041.06
1040.34
1039.62
1038.78
1037.92
1037.15
1036.95
1035.97
1035.02
1034.11
1033.26
1032.36
1031.51
1030.64
1029.78
1028.91
1028.00
1027.97
1025.79
1024.43
1022.95
1044.46
1043.93
1043.35
1042.72
1042.02
1041.30
1040.58
1039.86
1039.02
1038.16
1037.40
1036.37
1035.47
1034.58
1033.73
1032.83
1031.98
1031.11
1030.25
1029.38
1028.47
1027.65
1026.26
1025.14
1024.90
1044.70
1044.17
1043.59
1042.96
1042.26
1041.54
1040.82
1040.10
1039.38
1038.66
1038.03
1037.28
1036.49
1035.77
1035.05
1034.33
1033.61
1032.90
1032.20
1031.52
1030.86
1030.21
1029.59
1028.97
1028.38
1026.00
1024.86
1044.94
1044.41
1043.83
1043.20
1042.50
1041.78
1041.06
1040.34
1039.62
1038.90
1038.27
1037.46
1036.73
1036.01
1035.29
1034.57
1033.85
1033.14
1032.44
1031.76
1031.10
1030.45
1029.83
1029.21
1028.62
1026.31
1024.54
1044.93
1044.33
1043.68
1042.98
1042.26
1041.54
1040.82
1040.10
1039.38
1038.66
1038.03
1037.22
1036.49
1035.77
1035.05
1034.33
1033.61
1032.90
1032.20
1031.52
1030.86
1030.21
1029.59
1028.97
1028.38
1027.34
1027.44
1026.26
1025.14
1024.90
1024.86
1024.54
1037.94
1038.18
1037.94
1037.17
1037.22
1036.37
1035.52
1034.67
1033.77
1032.94
1032.09
1031.27
1030.39
1029.51
1028.81
1027.65
1026.31
1024.54
1034.29
1034.01
1033.25
1032.40
1031.56
1030.71
1029.82
1028.81
1027.65
1026.31
1024.54
25.29'
25.50'
25.63'
26.02'
26.20'
26.17'
26.35'
26.83'
27.00'
27.15'
27.31'
27.85'
28.03'
28.57'
28.76'
29.41'
29.61'
30.42'
30.66'
14.42'
14.15'
13.56'
13.28'
13.07'
12.50'
12.16'
12.25'
12.00'
5.15'
5.07'
5.00'
8.98'
8.38'
24.99'
25.04'
24.48'
24.49'
24.54'
24.64'
24.78'
24.98'
25.12'
25.37'
25.45'
25.88'
26.15'
26.35'
26.63'
27.22'
27.62'
27.91'
28.42'
28.72'
29.38'
29.69'
24.23'
24.24'
24.29'
24.38'
24.52'
24.72'
25.11'
21.76'
21.76'
21.76

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R121

RAMP D





SCALE: 1"=20'

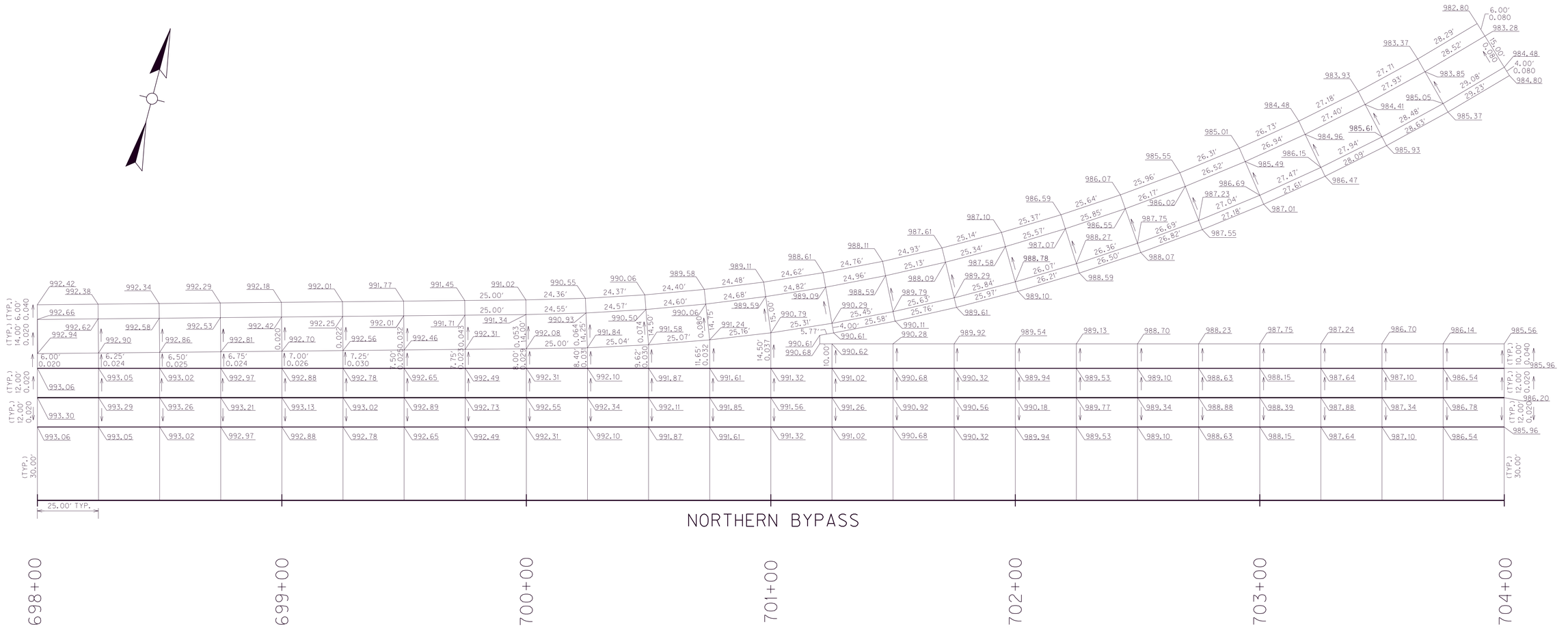
PAVEMENT DEVELOPMENT SHEET

RAMP D OFF KY 461

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R121000S.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI22

RAMP D



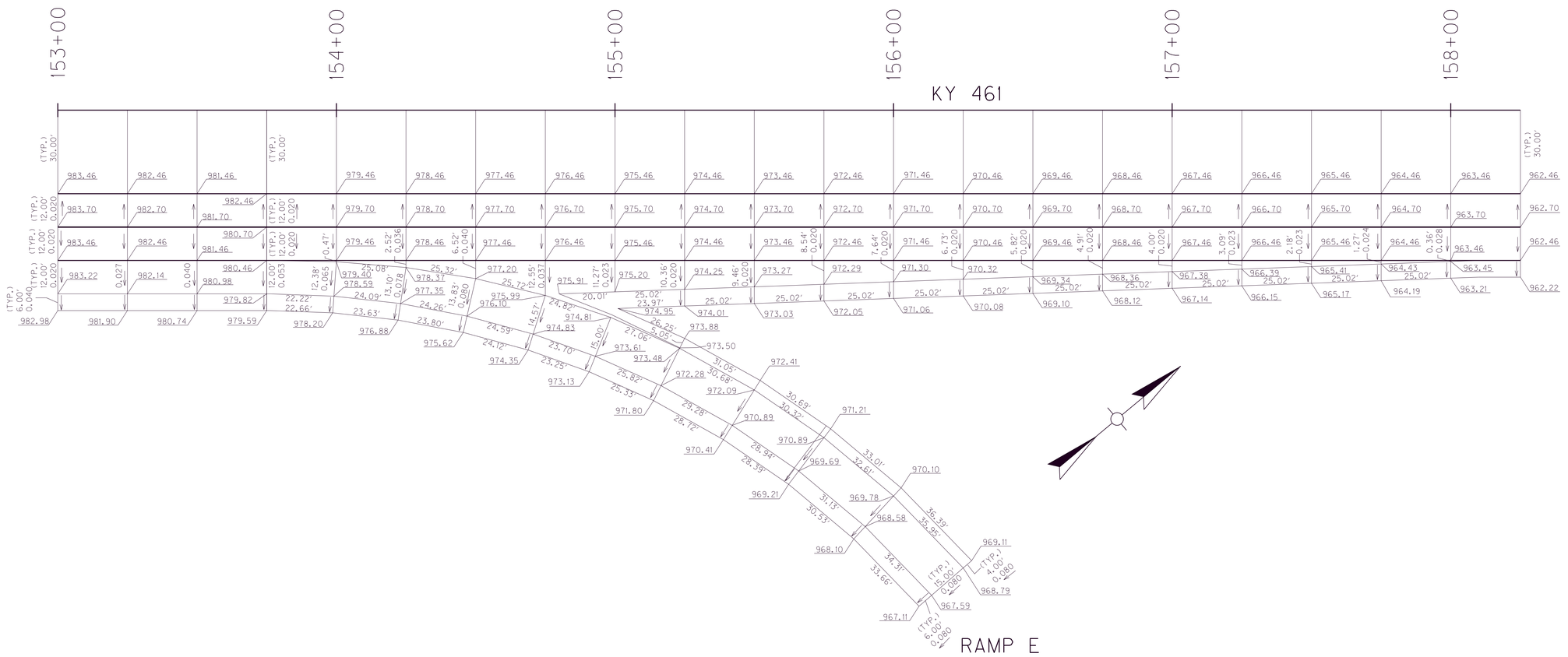
SCALE: 1"=20'

PAVEMENT DEVELOPMENT SHEET

RAMP D ON NORTHERN BYPASS

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI2200DS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI23



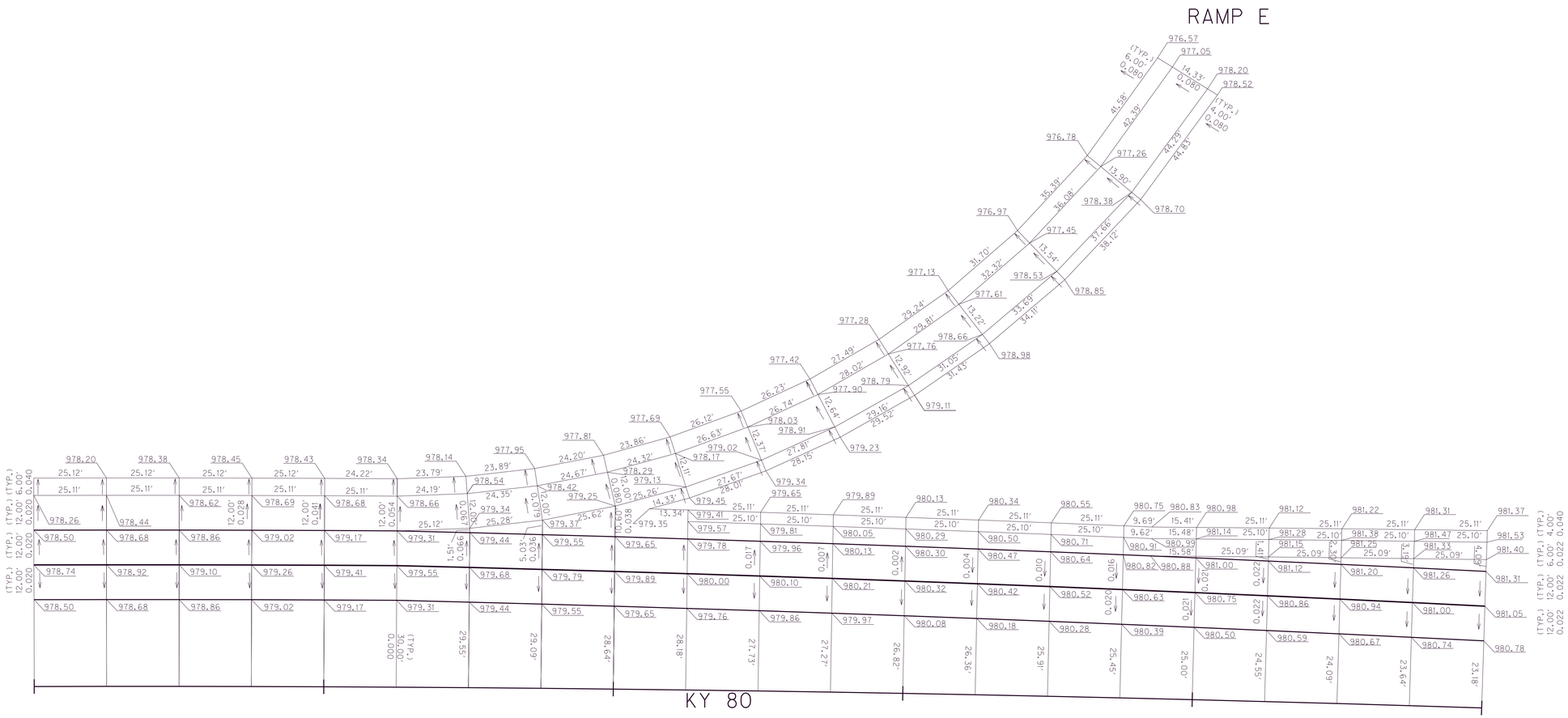
SCALE: 1"=20'

PAVEMENT DEVELOPMENT SHEET

RAMP E OFF KY 461

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI23ODS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI24



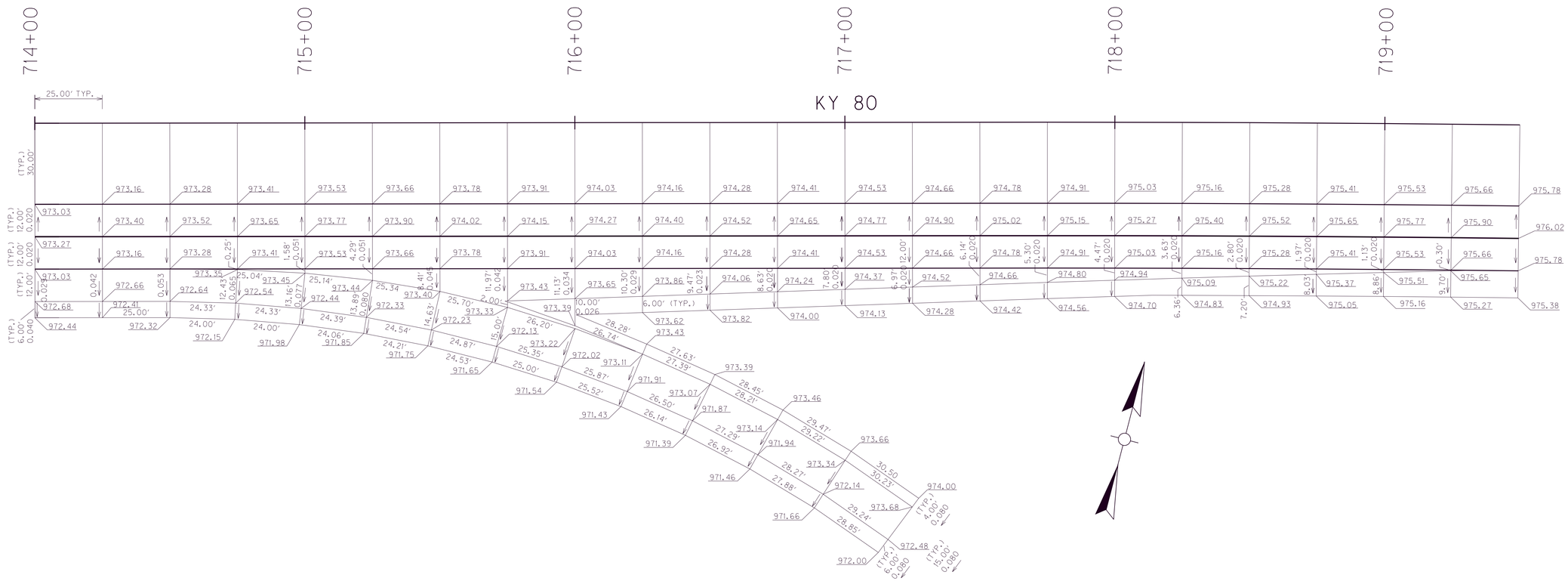
SCALE: 1"=20'

PAVEMENT DEVELOPMENT SHEET

RAMP E ON KY 80

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI24ODS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI25



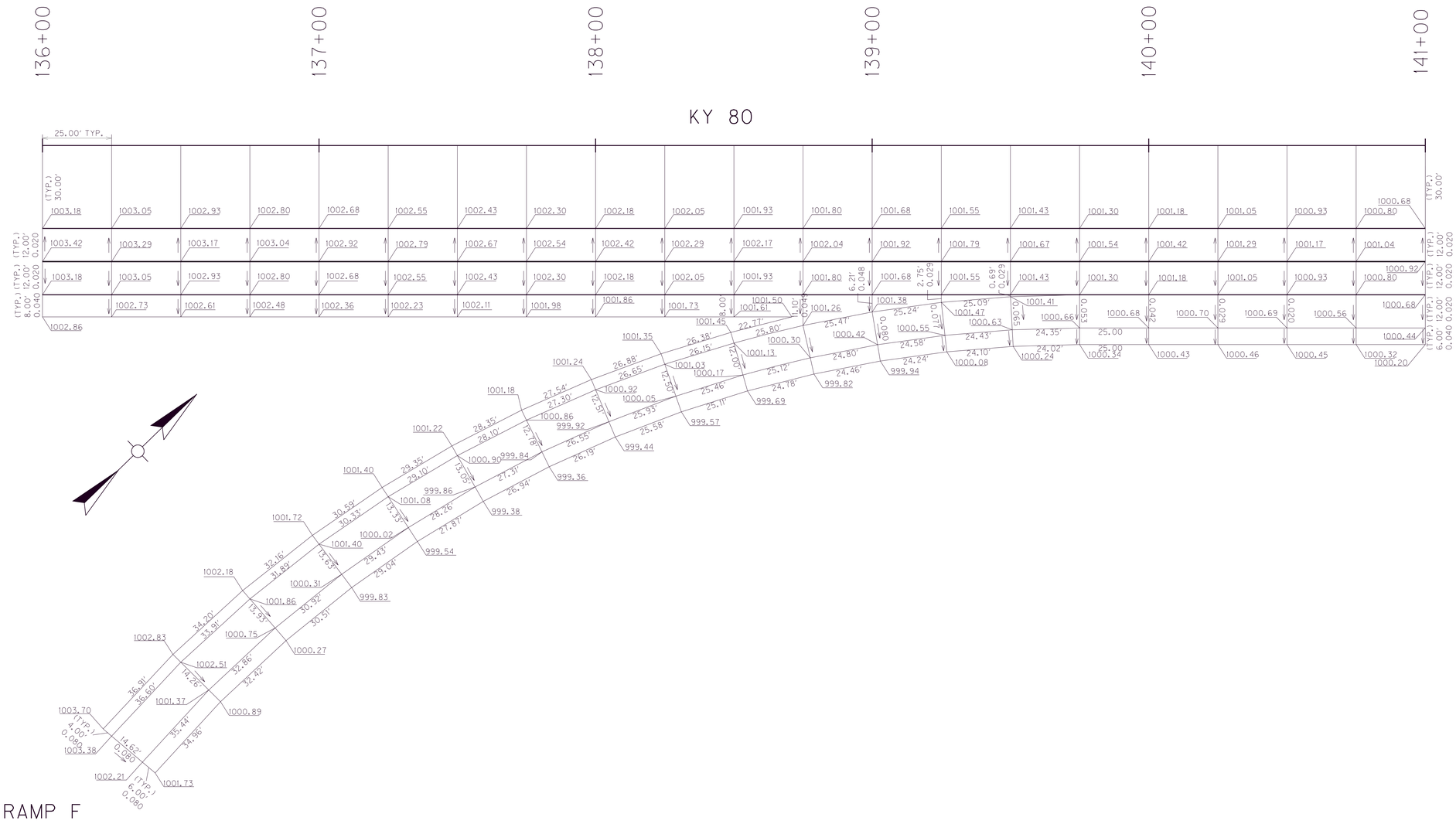
SCALE: 1"=20'

PAVEMENT DEVELOPMENT SHEET

RAMP F OFF KY 80

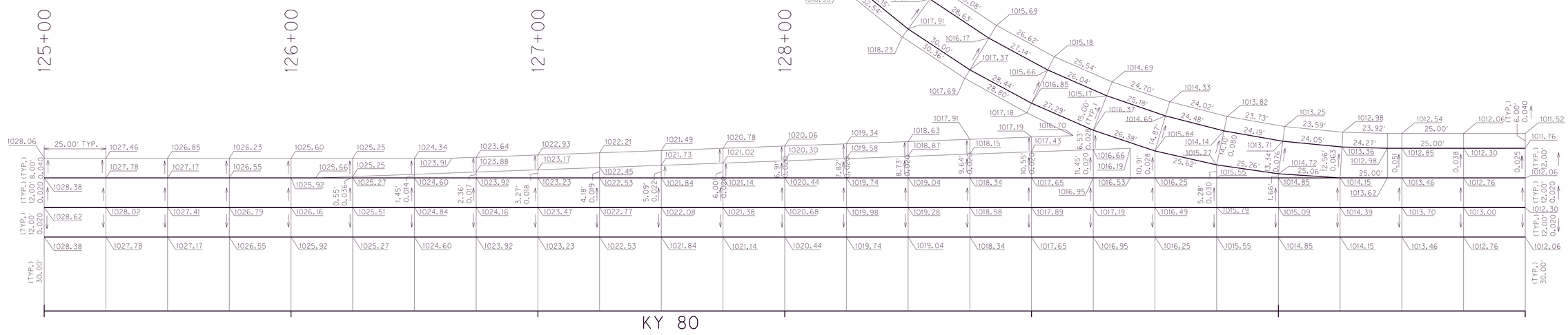
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI25ODS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R126


136+00
137+00
138+00
139+00
140+00
141+00
KY 80
25.00' TYP.
(TYP.) 30.00'
(TYP.) (TYP.) 12.00'
8.00' 12.00'
0.040 0.020
0.020
1003.18
1003.05
1002.93
1002.80
1002.68
1002.55
1002.43
1002.30
1002.18
1002.05
1001.93
1001.80
1001.68
1001.55
1001.43
1001.30
1001.18
1001.05
1000.93
1000.80
1000.68
1003.42
1003.29
1003.17
1003.04
1002.92
1002.79
1002.67
1002.54
1002.42
1002.29
1002.17
1002.04
1001.92
1001.79
1001.67
1001.54
1001.42
1001.29
1001.17
1001.04
1000.92
1002.73
1002.61
1002.48
1002.36
1002.23
1002.11
1001.98
1001.86
1001.73
1001.61
1001.50
1001.38
1001.47
1001.63
1001.66
1001.68
1001.70
1001.69
1001.56
1001.45
1001.35
1001.24
1001.18
1001.22
1001.40
1001.72
1002.18
1002.83
1002.51
1001.37
1003.70
1003.38
1002.21
1001.73
1002.86
1000.86
1000.92
1000.90
1000.84
1000.05
1000.17
1000.30
1000.42
1000.55
1000.63
1000.41
1000.24
1000.34
1000.43
1000.46
1000.45
1000.32
1000.20
1000.44
1000.02
1000.31
1000.75
1000.27
1000.89
999.92
999.86
999.38
999.54
999.83
999.36
999.44
999.57
999.69
999.82
999.94
1000.08
25.00
24.35'
24.02'
24.10'
24.43'
25.09'
25.24'
24.58'
24.24'
24.80'
25.12'
24.78'
25.41'
25.80'
26.15'
26.38'
26.65'
26.88'
27.30'
27.54'
28.10'
28.35'
29.10'
29.35'
30.33'
30.58'
31.69'
32.16'
33.91'
34.20'
36.60'
36.91'
32.42'
32.86'
34.96'
35.44'
29.04'
29.43'
27.87'
26.54'
26.26'
25.58'
26.19'
26.55'
25.93'
25.46'
25.11'
24.46'
22.77'
25.04'
25.26'
12.50'
12.78'
13.05'
13.33'
13.62'
13.91'
14.20'
14.62'
6.21'
0.048
2.75'
0.029
0.69'
0.029
0.063
0.080
0.077
0.029
0.020
0.020
0.020

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI27

RAMP G



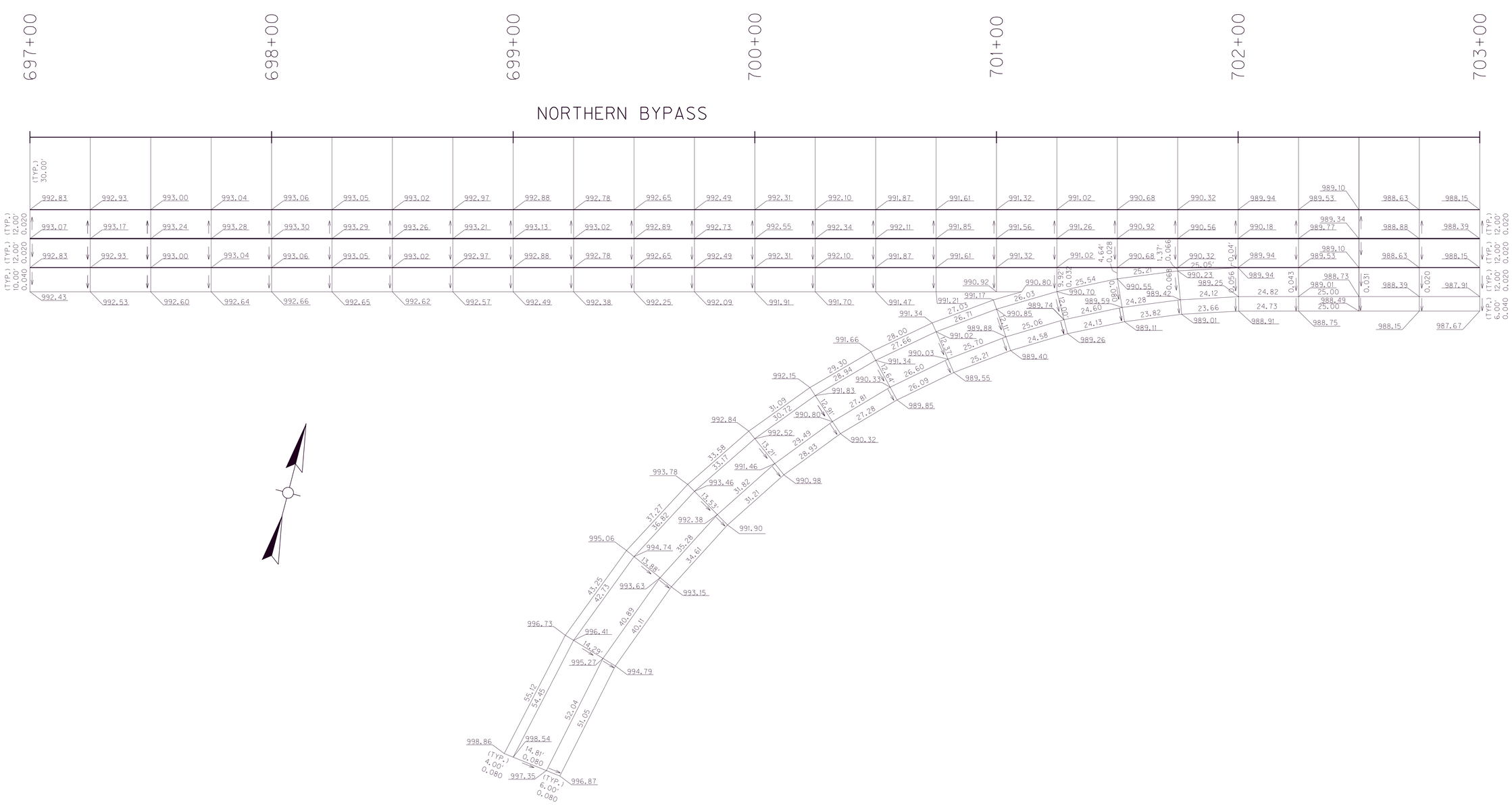
SCALE: 1"=20'

PAVEMENT DEVELOPMENT SHEET

RAMP G OFF KY 80

MicroStation v8.11.9.459
E-SHEET NAME:
USER: cyoung
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI2700DS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI28



SCALE: 1"=20'

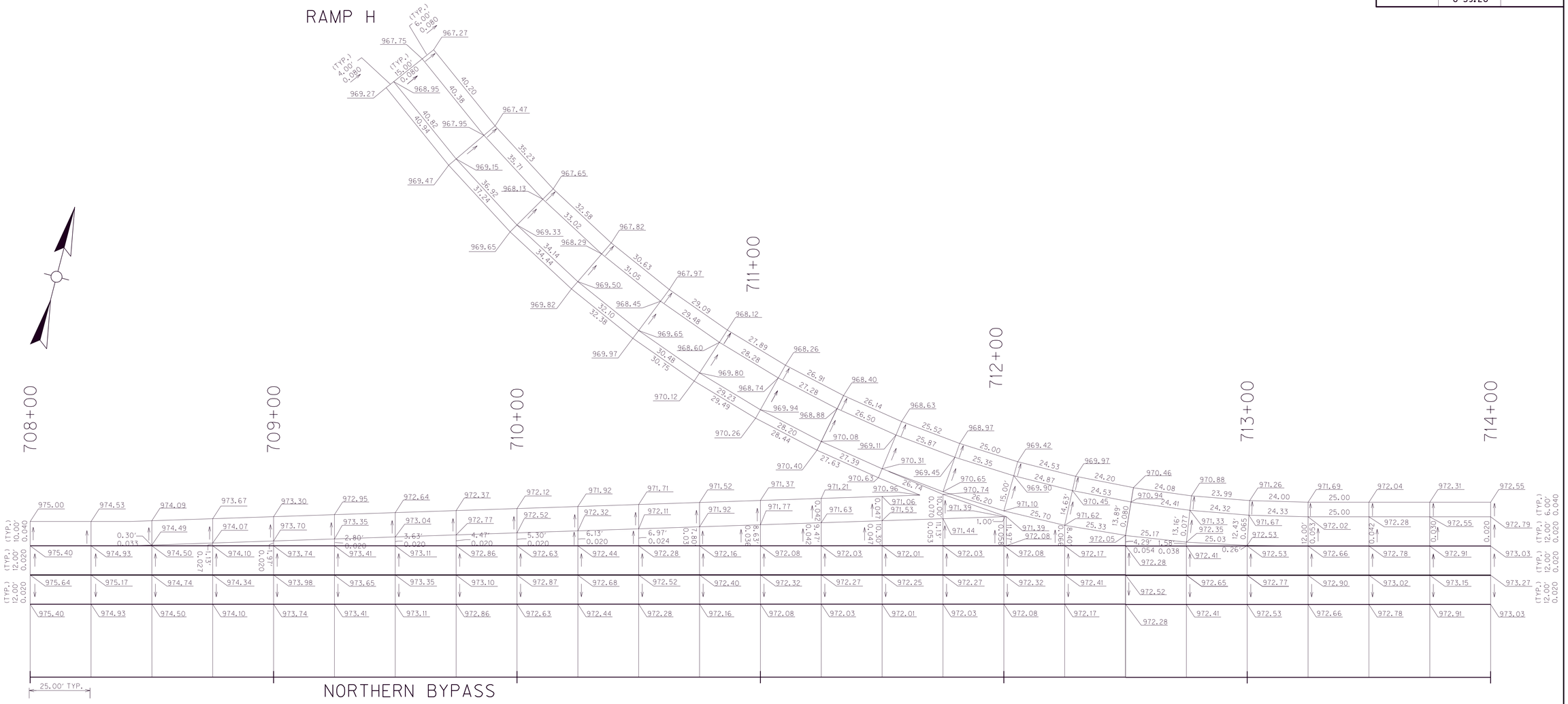
PAVEMENT DEVELOPMENT SHEET

RAMP G ON NORTHERN BYPASS

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: cyoung DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI2800DS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI29

RAMP H



SCALE: 1"=20'

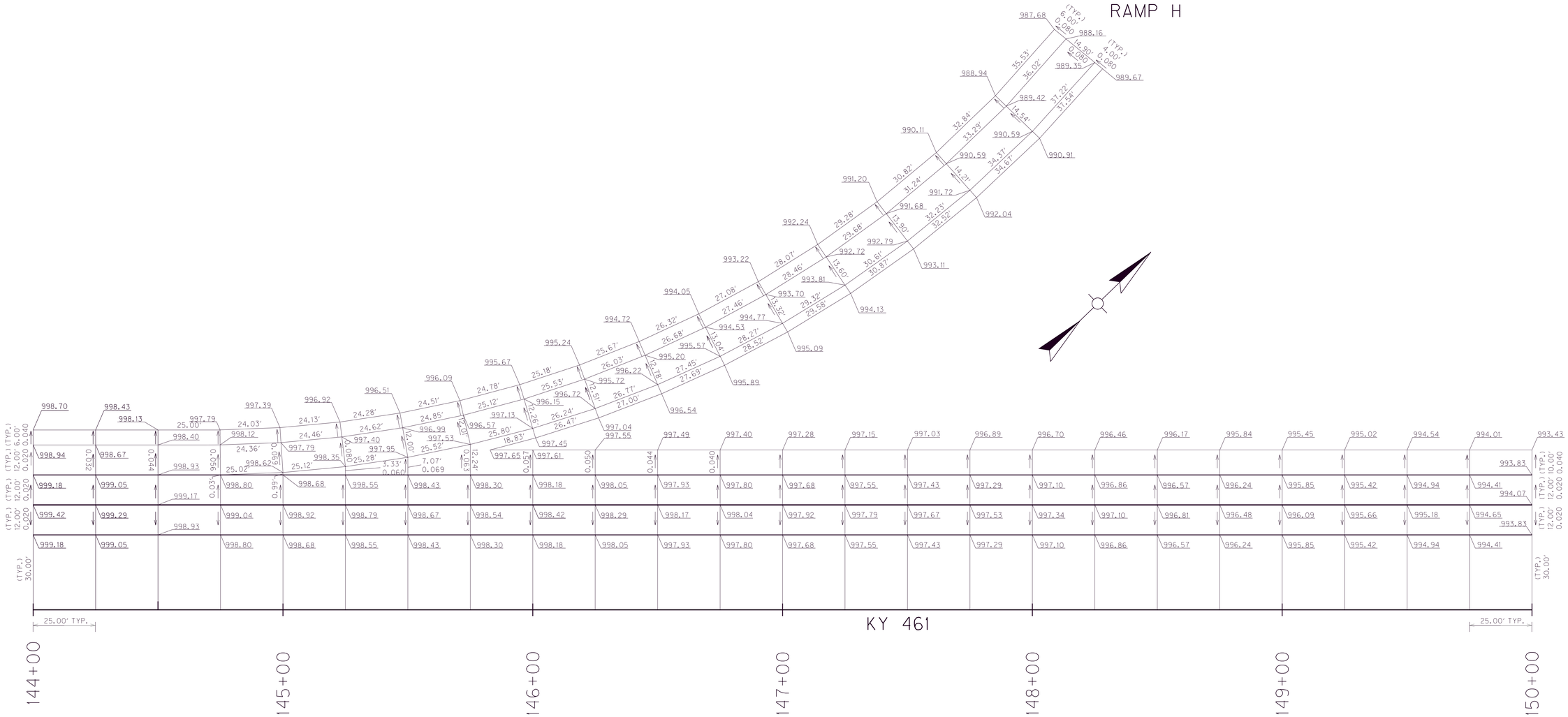
PAVEMENT DEVELOPMENT SHEET

RAMP H OFF NORTHERN BYPASS

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI2900DS.DGN
USER: cyoung
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R130

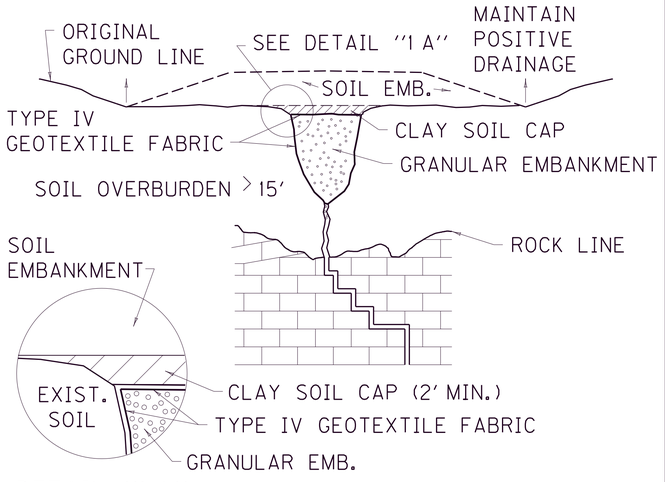
RAMP H


KY 461
144+00
145+00
146+00
147+00
148+00
149+00
150+00
25.00' TYP.
25.00' TYP.
(TYP.) 30.00'
(TYP.) 12.00' 6.00' 0.020 0.040
(TYP.) 12.00' 0.020
(TYP.) 12.00' 0.020
(TYP.) 12.00' 10.00' 0.020 0.040
(TYP.) 6.00' 0.080
(TYP.) 4.00' 0.080
14.90' 0.080
14.54'
13.90'
14.21'
13.60'
13.04'
13.78'
13.77'
13.32'
13.35'
13.27'
12.51'
12.24'
12.20'
12.26'
12.24'
12.57'
12.57'
12.57

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R31OODS.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131

CONDITION NO. 1: SOIL EMBANKMENT OVER DEEP OVERBURDEN WITH OPEN SINKHOLES

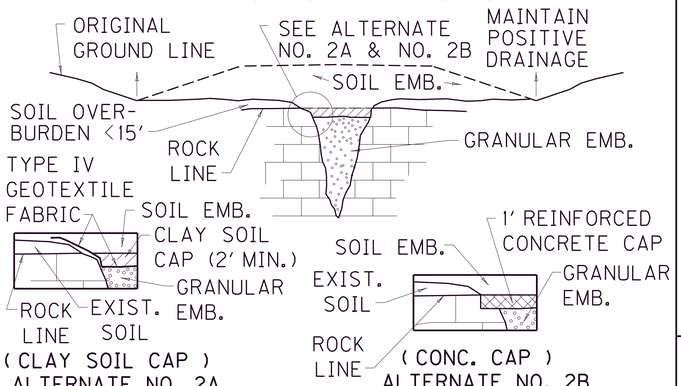


DETAIL "1 A"

PROCEDURE:

a. REMOVE DEBRIS. DO NOT EXCAVATE SOIL OVERBURDEN.
b. LINE OPENING WITH TYPE IV GEOTEXTILE FABRIC.
c. REFILL WITH GRANULAR EMBANKMENT.
d. PLACE TYPE IV GEOTEXTILE FABRIC ON TOP OF GRANULAR EMBANKMENT.
e. REFILL WITH (2' MINIMUM) CLAY SOIL CAP.

CONDITION NO. 2: SOIL EMBANKMENT OVER SHALLOW OVERBURDEN WITH SINKHOLE OPENING IN ROCK



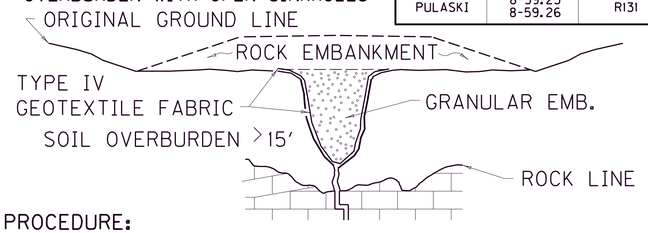
PROCEDURE FOR ALTERNATE NO. 2A

a. REMOVE DEBRIS AND SOIL OVERBURDEN.
b. REFILL OPENING WITH GRANULAR EMBANKMENT TO 2' MIN. BELOW ROCK LINE.
c. PLACE TYPE IV GEOTEXTILE FABRIC ON TOP OF GRANULAR EMB. OVERLAPPING ORIG. GROUND LINE.
d. REFILL WITH (2' MIN.) CLAY SOIL CAP.

PROCEDURE FOR ALTERNATE NO. 2B

a. REMOVE DEBRIS AND SOIL OVERBURDEN.
b. REFILL OPENING WITH GRANULAR EMBANKMENT TO 1' MIN. BELOW ROCK LINE.
c. CONST. 1' REINFORCED CONC. CAP. CAP SHOULD BE INTERLOCKED WITH ROCK FOR SUPPORT.

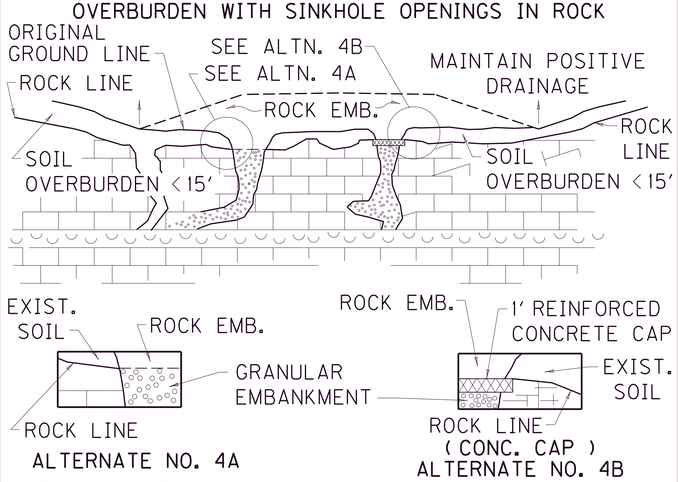
CONDIT. NO. 3: ROCK EMB. OVER DEEP OVERBURDEN WITH OPEN SINKHOLES



PROCEDURE:

a. REMOVE DEBRIS. DO NOT EXCAVATE SOIL OVERBURDEN.
b. LINE OPENING WITH TYPE IV GEOTEXTILE FABRIC.
c. REFILL OPENING WITH GRANULAR EMBANKMENT. TO TOP OF DEPRESSION.

CONDITION NO. 4: ROCK EMBANKMENT OVER SHALLOW OVERBURDEN WITH SINKHOLE OPENINGS IN ROCK



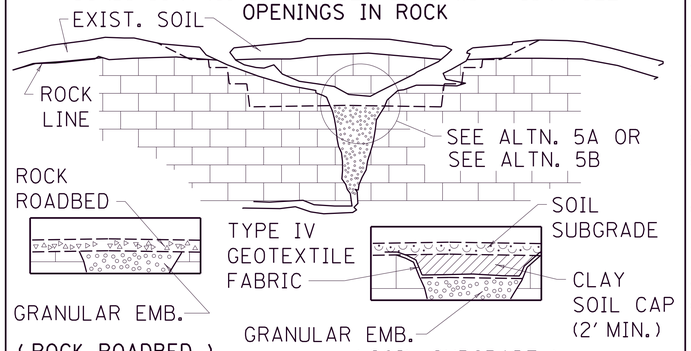
PROCEDURE FOR ALTERNATE NO. 4A

a. REMOVE DEBRIS AND SOIL OVERBURDEN.
b. REFILL OPENING TO ROCK LINE WITH GRANULAR EMBANKMENT.

PROCEDURE FOR ALTERNATE NO. 4B

a. REMOVE DEBRIS AND SOIL OVERBURDEN.
b. REFILL OPENING WITH GRANULAR EMBANKMENT TO 1' MIN. BELOW ROCK LINE.
c. CONST. 1' REINFORCED CONC. CAP. CAP SHOULD BE INTERLOCKED WITH ROCK FOR SUPPORT.

CONDITION NO. 5: CUT SECTIONS WITH SINKHOLE OPENINGS IN ROCK



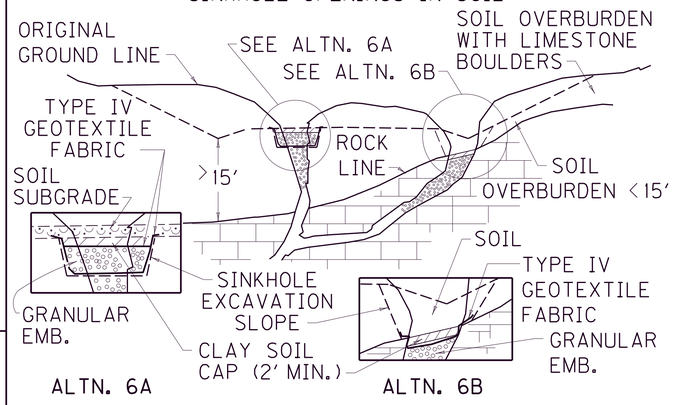
PROCEDURE FOR ALTERNATE NO. 5A

a. REFILL OPENING WITH GRANULAR EMBANKMENT. IF CONCRETE CAP IS USED IT SHALL BE INTERLOCKED WITH THE BEDROCK FOR SUPPORT AS DETAILED IN CONDITION NO. 2 ALTERNATE NO. 2B.

PROCEDURE FOR ALTERNATE NO. 5B

a. REFILL OPENING WITH GRANULAR EMBANKMENT. TO 2' MINIMUM BELOW SOIL SUBGRADE.
b. PLACE TYPE IV GEOTEXTILE FABRIC OVER GRANULAR EMBANKMENT.
c. REFILL WITH (2' MIN.) CLAY SOIL CAP. IF CONCRETE CAP IS USED THE FABRIC SHALL BE OMITTED AND CAP SHALL BE INTERLOCKED WITH THE BEDROCK FOR SUPPORT AS DETAILED IN COND. NO. 2 ALTERNATE NO. 2B.

CONDITION NO. 6: CUT SECTIONS WITH SINKHOLE OPENINGS IN SOIL



ALTERNATE NO. 6A SOIL OVERBURDEN GREATER THAN 15'

a. REMOVE DEBRIS. DO NOT EXCAVATE SOIL OVERBURDEN.
b. LINE OPENING WITH TYPE IV GEOTEXTILE FABRIC.
c. REFILL WITH GRANULAR EMB.
d. PLACE TYPE IV GEOTEXTILE FABRIC OVER GRANULAR EMBANKMENT OVERLAPPING ORIG. GROUND LINE.
e. REFILL WITH (2' MIN.) CLAY SOIL CAP. IF ROCK SUB-GRADE IS USED OMIT SOIL CAP AND FABRIC UNDER-LYING SOIL CAP.

ALTERNATE NO. 6B SOIL OVERBURDEN LESS THAN 15'

a. REMOVE DEBRIS AND SOIL OVERBURDEN.
b. REFILL OPENING WITH GRANULAR EMBANKMENT TO 2' MIN. BELOW ROCK LINE.
c. PLACE TYPE IV GEOTEXTILE FABRIC OVER GRANULAR EMB. OVERLAPPING ORIG. GROUND LINE.
d. REFILL WITH (2' MIN.) CLAY SOIL CAP. IF CONCRETE CAP IS USED THE FABRIC SHALL BE OMITTED AND CAP SHALL BE INTERLOCKED WITH THE BEDROCK FOR SUPPORT AS DETAILED IN COND. NO. 2 ALTERNATE NO. 2B.

THE CONC. CAP SHALL BE CLASS "B" CONC. AND CONTAIN NO. 8 REINFORCING BARS PLACED AT 12" CTRS. IN BOTH DIRECTIONS AND LOCATED 3" FROM THE BOTTOM SURFACE OF THE CAP.

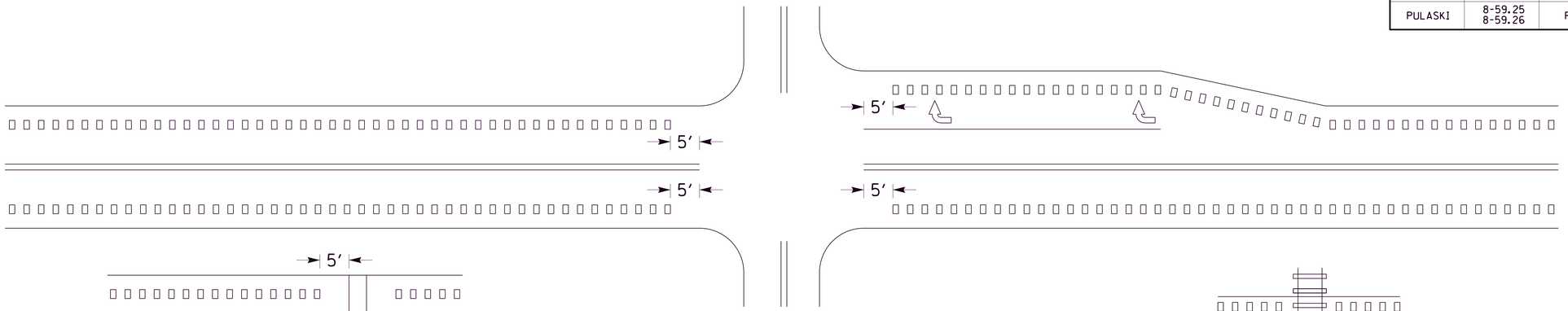
KENTUCKY DEPARTMENT OF HIGHWAYS

TREATMENT OF OPEN SINKHOLES

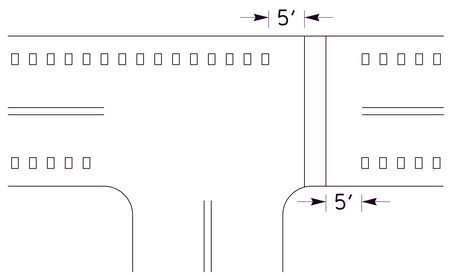
SUBMITTED William S. Gullett 12-1-99
TEBM DIVISION OF HIGHWAY DESIGN DATE

001

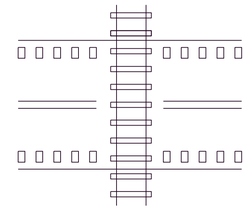
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131a



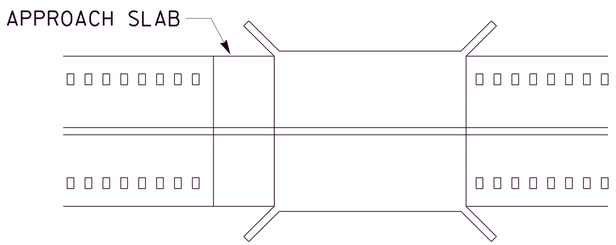
INTERSECTIONS WITH OR WITHOUT ① RIGHT TURN LANES



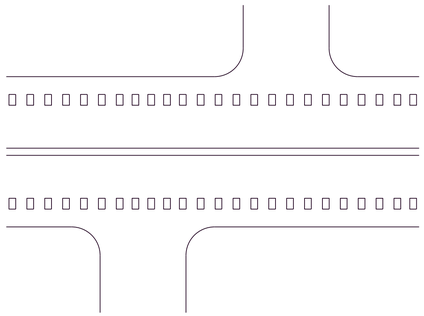
MARKED CROSSWALK ②



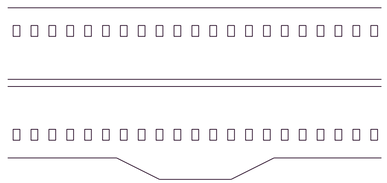
HIGHWAY-RAIL GRADE CROSSINGS ③



BRIDGE DECK/APPROACH SLAB ④



DRIVEWAYS/MINOR COMMERCIAL ENTRANCES ⑤



MAILBOX TURNOUTS ⑥

~ NOTES ~

① RUMBLE STRIPS SHALL BE OMITTED THROUGH MAJOR INTERSECTIONS WITH, OR WITHOUT, RIGHT-TURN LANES. OMIT RUMBLE STRIPS APPROXIMATELY 5′ IN ADVANCE OF THE AREA WHERE EDGELINE PAVEMENT MARKINGS HAVE BEEN OMITTED (NORMALLY WHERE SIDE STREET RADIUS INTERSECTS MAINLINE).

② RUMBLE STRIPS SHALL NOT BE INSTALLED THROUGH MARKED CROSSWALKS. OMIT RUMBLE STRIPS APPROXIMATELY 5′ IN ADVANCE OF MARKED CROSSWALKS.

③ RUMBLE STRIPS SHALL NOT BE INSTALLED ACROSS HIGHWAY-RAIL GRADE CROSSINGS.

④ RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS OR APPROACH SLABS.

⑤ RUMBLE STRIPS SHALL BE INSTALLED THROUGH DRIVEWAYS & MINOR COMMERCIAL ENTRANCES.

⑥ RUMBLE STRIPS SHALL BE INSTALLED THROUGH MAILBOX TURNOUTS.

7. RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

BID ITEMS AND UNIT TO BID

EDGELINE RUMBLE STRIPS	LF
SHOULDER RUMBLE STRIPS	LF

DRAWING NOT TO SCALE

USE WITH SEPIA 006, 007, AND 008

KENTUCKY DEPARTMENT OF HIGHWAYS

SHOULDER & EDGELINE RUMBLE STRIP DETAILS

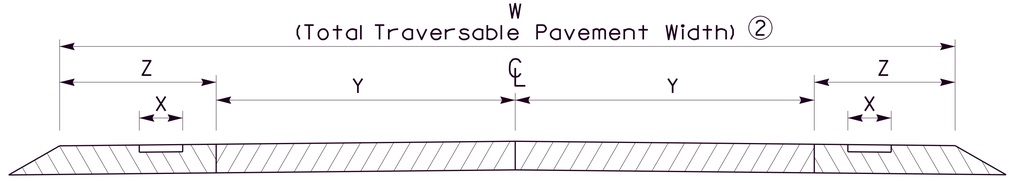
SUBMITTED R. Jeffrey Wolfe 11-23-16 DATE

005

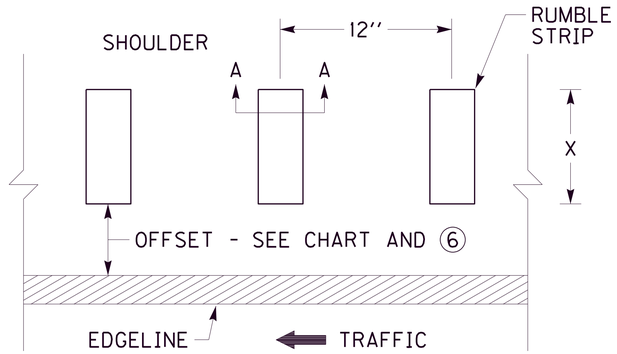
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1310ADS.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

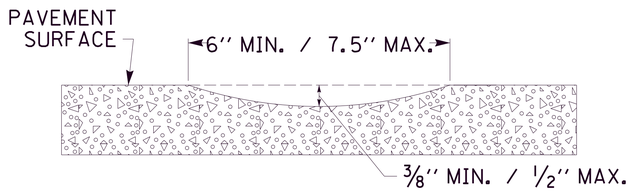
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131b

PAVEMENT WIDTH (W) ②	RUMBLE LENGTH (X) ⑥	OFFSET ⑥	CLRS & SRS	
			LANE WIDTH (Y) ③	SHOULDER WIDTH (Z) ④
34′	8′′	6′′	12′	5′
35′	8′′	6′′	12′	5.5′
36′	8′′	6′′	12′	6′
37′	12′′	12′′	12′	6.5′
38′	12′′	12′′	12′	7′
39′	12′′	12′′	12′	7.5′
>=40′	16′′	12′′	12′	>=8′

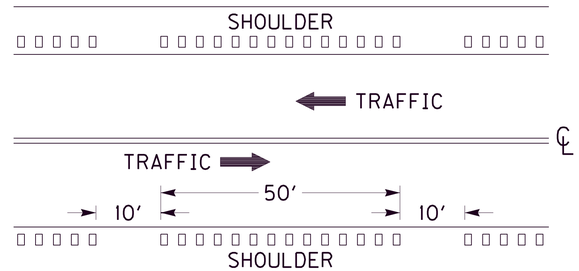


PAVEMENT CROSS-SECTION





SECTION A-A



BICYCLE GAPS ⑦

~ NOTES ~

1. SHOULDER RUMBLE STRIPS SHOULD BE INSTALLED ACCORDING TO THE DIMENSIONS PROPOSED ABOVE UNLESS THERE IS AN ENGINEERING BASIS THAT SUPPORTS A CHANGE IN DIMENSION. FOR EXAMPLE, IF THE EXISTING LANE WIDTH IS NARROWER THAN THE LANE WIDTH PROPOSED IN THIS DRAWING AND THE EXISTING SHOULDER PAVEMENT DEPTH IS NOT SUITABLE TO BE CONVERTED INTO A PORTION OF THE PROPOSED LANE WIDTH, THEN THE EXISTING LANE WIDTH SHOULD BE USED INSTEAD OF THE WIDTH PROPOSED IN THIS DRAWING.

② PAVEMENT WIDTH (W) IS THE TOTAL WIDTH OF TRAVERSABLE PAVEMENT. DO NOT INCLUDE THE WIDTH OF ANY NON-TRAVERSABLE PAVEMENT, SUCH AS PAVEMENT WEDGES, WHEN MEASURING THE PAVEMENT WIDTH (W).

③ LANE WIDTH (Y) TO BE MEASURED FROM CENTER OF ROAD TO CENTER OF EDGELINE STRIPE.

④ PAVED SHOULDER WIDTH (Z) TO BE MEASURED FROM CENTER OF EDGELINE STRIPE TO OUTSIDE EDGE OF TRAVERSABLE PAVEMENT.

5. DISTANCES SHOWN ARE APPROXIMATE. MAINTAIN RUMBLE STRIP DIMENSIONS AND SPACING AS MUCH AS POSSIBLE. IF THE TYPICAL SECTION SHOWS A LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) THAT DIFFERS FROM THE WIDTHS LISTED IN THIS DRAWING, THE ENGINEER SHALL DETERMINE THE LANE WIDTH (Y) AND/OR SHOULDER WIDTH (Z) AT THE TIME OF CONSTRUCTION.
NOTE: CENTERLINE RUMBLE STRIPS SHOULD BE OMITTED WHEN THE LANE WIDTH (Y) IS LESS THAN 11 FT.

⑥ RUMBLE LENGTH (X) AND/OR OFFSET DISTANCE MAY BE MODIFIED AS THE ENGINEER DIRECTS, IF THE SHOULDER WIDTH (Z) IS EQUAL TO OR LESS THAN THE COMBINED WIDTH OF THE PROPOSED RUMBLE LENGTH (X) AND OFFSET DISTANCE.

⑦ ALL SHOULDER RUMBLE STRIPS ALONG SHOULDERS THAT ARE 5′ OR WIDER SHOULD INCLUDE BICYCLE GAPS AS DETAILED.

8. SHOULDER RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.

BID ITEM AND UNIT TO BID	
SHOULDER RUMBLE STRIPS	LF

DRAWING NOT TO SCALE

USE WITH SEPIA 005

KENTUCKY
DEPARTMENT OF HIGHWAYS

SHOULDER RUMBLE STRIP
DETAILS
TWO LANE ROADWAYS

SUBMITTED R. Jeffrey Wolfe 11-23-16
DATE

007

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1310BDS.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

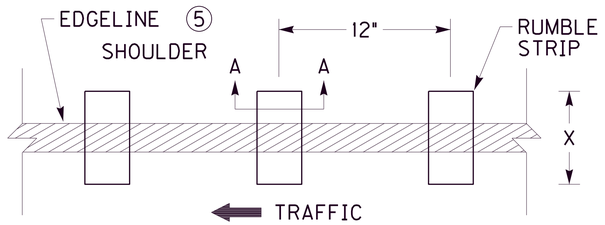
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131c



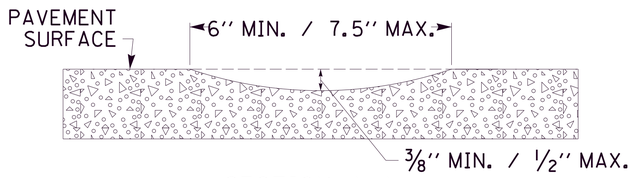
PAVEMENT CROSS-SECTION
(WHEN ELRS ARE SPECIFIED)



PAVEMENT CROSS-SECTION
(WHEN SRS ARE SPECIFIED)

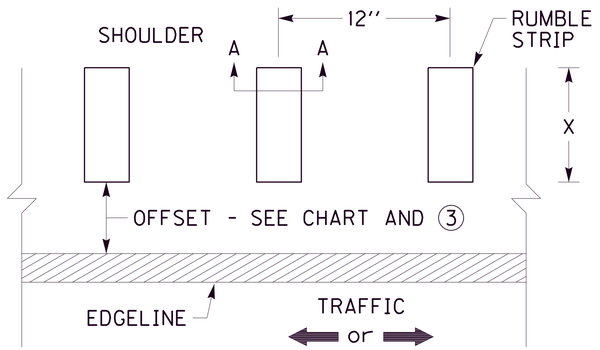


ELRS DETAILS

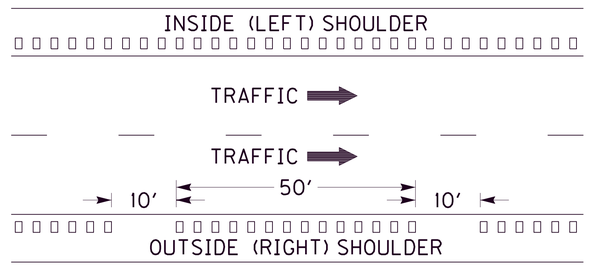


SECTION A-A

SHOULDER WIDTH (Z) ②	RUMBLE TYPE ①	RUMBLE LENGTH (X) ③	OFFSET ③
>=1'	ELRS	8''	N/A
2'	ELRS or SRS	8''	ELRS-N/A SRS-6''
3'	ELRS or SRS	8''	ELRS-N/A SRS-6''
4'	ELRS or SRS	8''	ELRS-N/A SRS-6''
5'	SRS ⑥	8''	6''
6'	SRS ⑥	8''	6''
7'	SRS ⑥	12''	12''
>=8'	SRS ⑥	16''	12''



SRS DETAILS



BICYCLE GAPS ⑥

~ NOTES ~

① FOR MULTI-LANE ROADWAYS, THE RUMBLE TYPE TO BE INSTALLED IS BASED ON SHOULER WIDTH (Z). FOR SHOULDER WIDTHS OF 2', 3', AND 4' THE RUMBLE TYPE MAY BE SPECIFIED AS EITHER EDGELINE RUMBLE STRIPS (ELRS) OR SHOULDER RUMBLE STRIPS (SRS). IN THESE SITUATIONS, THE RUMBLE TYPE TO BE INSTALLED WILL BE SPECIFIED IN THE PLANS, PROPOSAL, AND/OR BID ITEMS, OR AS DIRECTED BY THE ENGINEER.

② WHEN ELRS ARE SPECIFIED, SHOULDER WIDTH (Z) IS FROM LANE SIDE EDGE OF RUMBLE STRIP TO OUTSIDE EDGE OF TRAVERSABLE PAVEMENT. WHEN SRS ARE SPECIFIED, SHOULDER WIDTH (Z) IS FROM CENTER OF EDGELINE STRIPE TO OUTSIDE EDGE OF TRAVERSABLE PAVEMENT.

③ RUMBLE LENGTH (X) AND/OR OFFSET DISTANCE MAY BE MODIFIED AS THE ENGINEER DIRECTS, IF THE SHOULDER WIDTH (Z) IS EQUAL TO OR LESS THAN THE COMBINED WIDTH OF THE PROPOSED RUMBLE LENGTH (X) AND OFFSET DISTANCE.

4. DISTANCES SHOWN ARE APPROXIMATE. MAINTAIN RUMBLE STRIP DIMENSIONS AND SPACING AS MUCH AS POSSIBLE.

⑤ WHEN ELRS ARE SPECIFIED, THE EDGELINE MARKING SHALL BE PLACED IN THE CENTER OF THE RUMBLE STRIP.

⑥ SHOULDER RUMBLE STRIPS (SRS) ALONG OUTSIDE (RIGHT) SHOULDERS THAT ARE 5' OR WIDER SHOULD INCLUDE BICYCLE GAPS AS DETAILED. BICYCLE GAPS ARE NOT REQUIRED ON INSIDE (LEFT) SHOULDERS. BICYCLE GAPS SHALL NOT BE USED ON INTERSTATES AND PARKWAYS.

7. RUMBLE STRIPS SHOULD BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS, OR WHEN THE SHOULDER WIDTH IS LESS THAN 1 FT.

BID ITEMS AND UNIT TO BID

SHOULDER RUMBLE STRIPS	LF
EDGELINE RUMBLE STRIPS	LF

DRAWING NOT TO SCALE

USE WITH SEPIA 005

KENTUCKY
DEPARTMENT OF HIGHWAYS

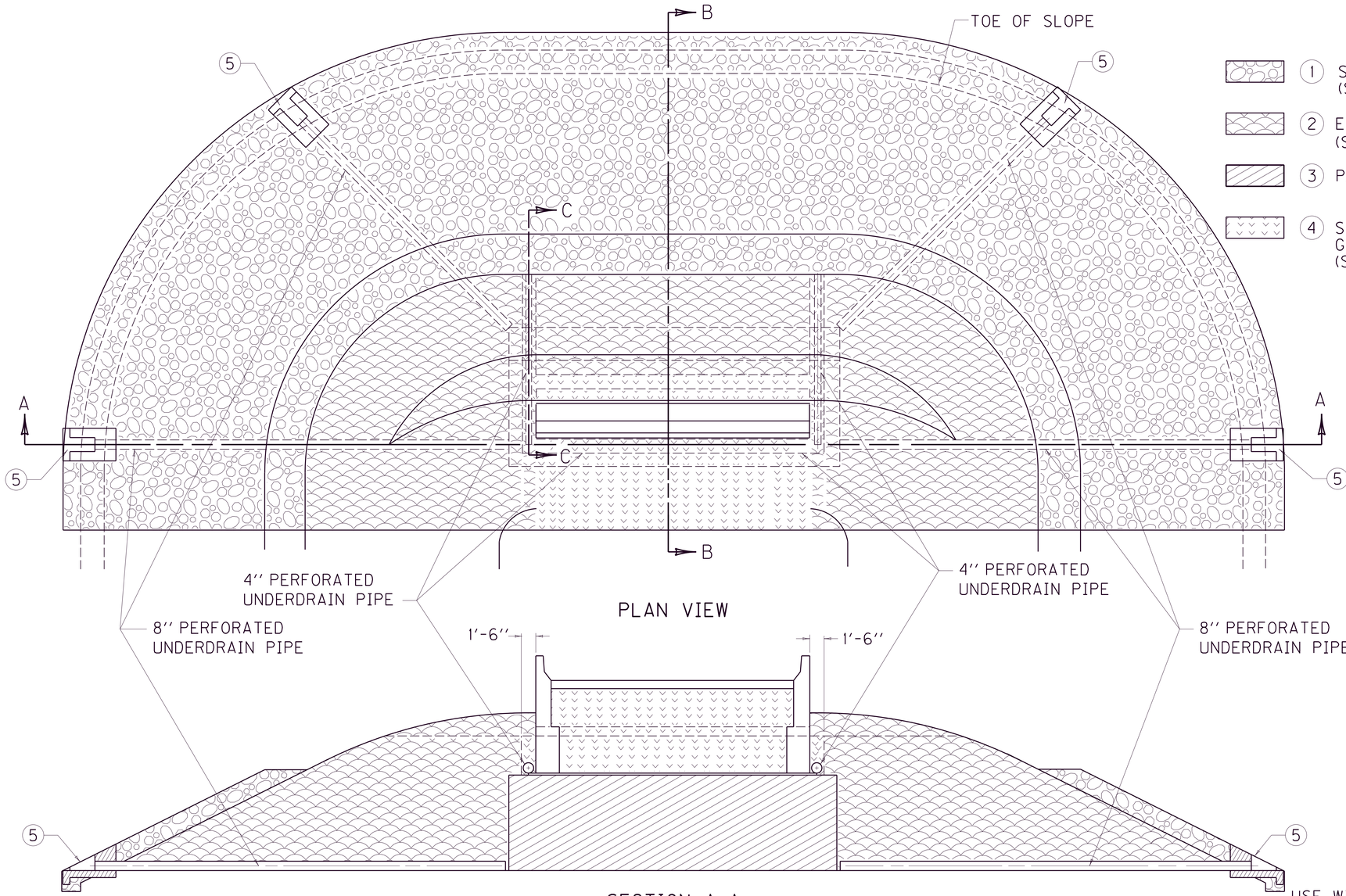
RUMBLE STRIP DETAILS
MULTI-LANE ROADWAYS
AND RAMPS

SUBMITTED R. Jeffrey Wolfe 11-23-16
DATE

008

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1310CDS.DGN
USER: pleggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131d



LEGEND

1. SLOPE PROTECTION (SEE BRIDGE PLANS)
2. EMBANKMENT (SEE ROADWAY PLANS)
3. PILE CORE
4. STRUCTURE GRANULAR BACKFILL (SEE BRIDGE PLANS)

~ NOTES ~

THE PURPOSE OF THIS DRAWING AND CUR. SEPIA 010 IS TO DEFINE THE LIMITS OF THE FOUR MATERIALS SHOWN. FOR SIMPLICITY PURPOSES, AN END-BENT ON A ZERO DEGREE SKEW IS SHOWN. THE SAME PRINCIPLES WOULD APPLY FOR MORE VARIED STRUCTURES.

1. SLOPE PROTECTION REQUIRED WHEN AND AS NOTED ON THE PLANS.
2. GRANULAR OR ROCK EMBANKMENT REQUIRED WHEN AND AS NOTED ON THE PLANS.
3. PILE CORE IN ACCORDANCE WITH SPECIAL PROVISION NO. 69.
4. STRUCTURE GRANULAR BACKFILL REQUIRED AT ALL TIMES.
5. FOR HEADWALL CONSTRUCTION SEE CUR. STD. DWG RDP-010. (SEE ROADWAY PLANS)

USE WITH CUR. STD. DWG. RDP-010, SEPIA 010

KENTUCKY
DEPARTMENT OF HIGHWAYS

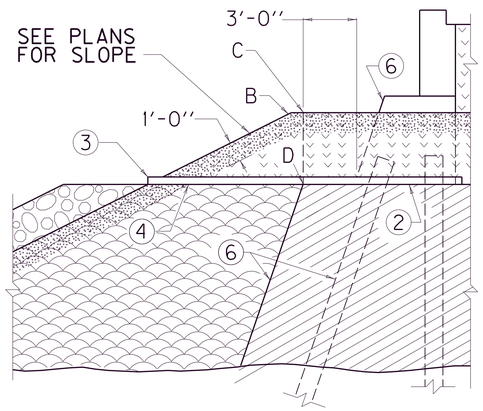
TREATMENT OF EMBANKMENTS AT END-BENTS

SUBMITTED William S. Hulick 1-30-17
DIRECTOR DIVISION OF DESIGN — DATE

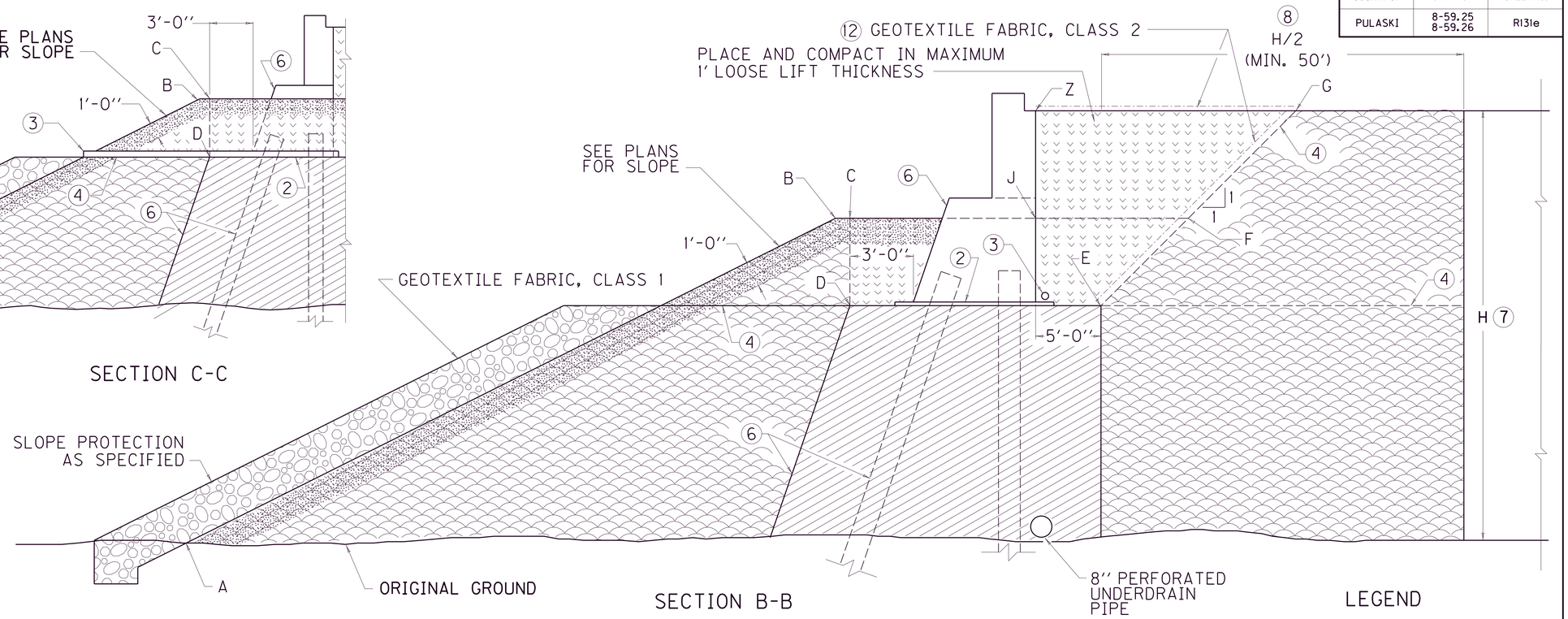
009

FILE NAME: G:\ENGRHD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1310DDS.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131e



SECTION C-C



SECTION B-B

LEGEND

- SLOPE PROTECTION (SEE BRIDGE PLANS)
- PILE CORE
- STRUCTURE GRANULAR BACKFILL
- EMBANKMENT

BID ITEMS AND UNIT TO BID

GRANULAR EMBANKMENT	CUYD
STRUCTURE GRANULAR BACKFILL	CUYD

CONSTRUCTION SEQUENCE ''A''

1. CONSTRUCT EMBANKMENT TO SLOPES A, B, F, AND G SUCH THAT NO UNCOMPACTED OR LOOSE MATERIAL SHALL REMAIN.
2. EXCAVATE FOR END-BENT TO C, D, E, AND F.
3. INSTALL PILES (OR OTHER FOUNDATION).
4. PLACE 2'' MORTAR BED OR ANY CLASS CONCRETE.
5. CONSTRUCT CONCRETE END-BENT.
6. INSTALL 4'' PERFORATED UNDERDRAIN PIPE AND BACKFILL.
7. BACKFILL TO C, D, E, F, G, Z, AND J WITH COMPACTED STRUCTURE GRANULAR BACKFILL.

1 CONSTRUCTION SEQUENCE ''B''

1. CONSTRUCT EMBANKMENT TO TEMPORARY SLOPE 4.
2. INSTALL PILES (OR OTHER FOUNDATION).
3. PLACE 2'' MORTAR BED OR ANY CLASS CONCRETE.
4. CONSTRUCT CONCRETE END-BENT.
5. INSTALL 4'' PERFORATED UNDERDRAIN PIPE AND BACKFILL.
6. BACKFILL TO FINISHED GRADE IN ACCORDANCE WITH SPECIAL PROVISION NO. 69.

~ NOTES ~

1. CONSTRUCTION SEQUENCE ''B'' IS A PERMITTED ALTERNATE ONLY WHEN GRANULAR OR ROCK EMBANKMENT IS UTILIZED.
2. 2'' MORTAR BED OR ANY CLASS CONCRETE.
3. 4'' PERFORATED UNDERDRAIN PIPE WRAPPED WITH GEOTEXTILE FABRIC FOR DRAINING THE EXCAVATED TRENCH AND STRUCTURE GRANULAR BACKFILL.
4. ACCEPTABLE ALTERNATES FOR TEMPORARY SLOPE (CONSTRUCTION SEQUENCE ''B'').
5. SHADED PORTIONS AND REPRESENT LIMITS OF NON-ERODIBLE GRANULAR EMBANKMENT IN ACCORDANCE WITH SPECIAL PROVISION NO. 69.
6. SLOPES ARE EQUAL.
7. ''H'' = EMBANKMENT HEIGHT MEASURED FROM SUBGRADE ELEVATION AT POINT Z TO THE LOWEST ELEVATION AT THE TOE OF THE SLOPE.
8. LIMITS OF EMBANKMENT CONSTRUCTION (H/2 OR 50' MIN.) REQUIRING 2' MAXIMUM LIFT THICKNESS FOR GRANULAR OR ROCK EMBANKMENTS.
9. SEE CURRENT SPECIAL PROVISION NO. 69 FOR CONSTRUCTION AND MATERIAL REQUIREMENTS, METHOD OF MEASUREMENT AND BASIS OF PAYMENT.
10. STRUCTURE GRANULAR BACKFILL PLACED AS A COMPLETE SEPARATE OPERATION AFTER CONSTRUCTION OF ALL OTHER EMBANKMENT.
11. *NO INDIVIDUAL FRAGMENTS LARGER THAN 4 INCHES IN ANY DIMENSION PERMITTED WITHIN 3'-0'' OF THE STRUCTURE.*
12. PLACE GEOTEXTILE FABRIC, CLASS 2 PRIOR TO PLACING STRUCTURE GRANULAR BACKFILL AND AGGREGATE BASE COURSE.

USE WITH SEPIA 009

KENTUCKY
DEPARTMENT OF HIGHWAYS

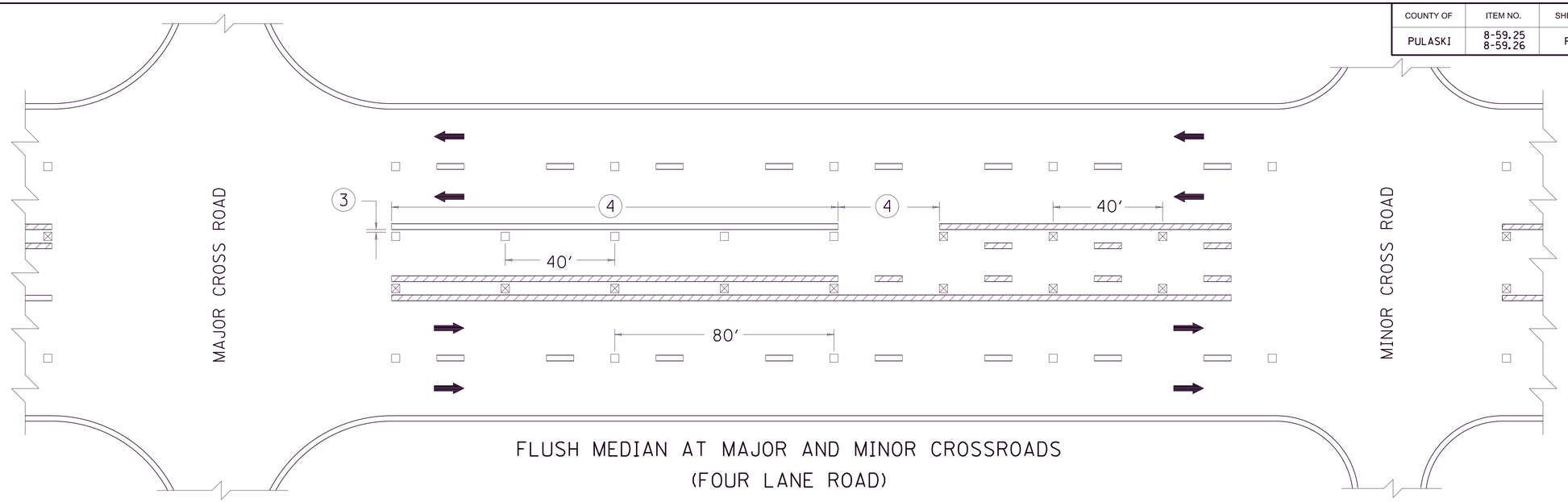
TREATMENT OF EMBANKMENTS AT END-BENTS - DETAILS

SUBMITTED [signature] DIRECTOR DIVISION OF DESIGN 8-13-19 DATE

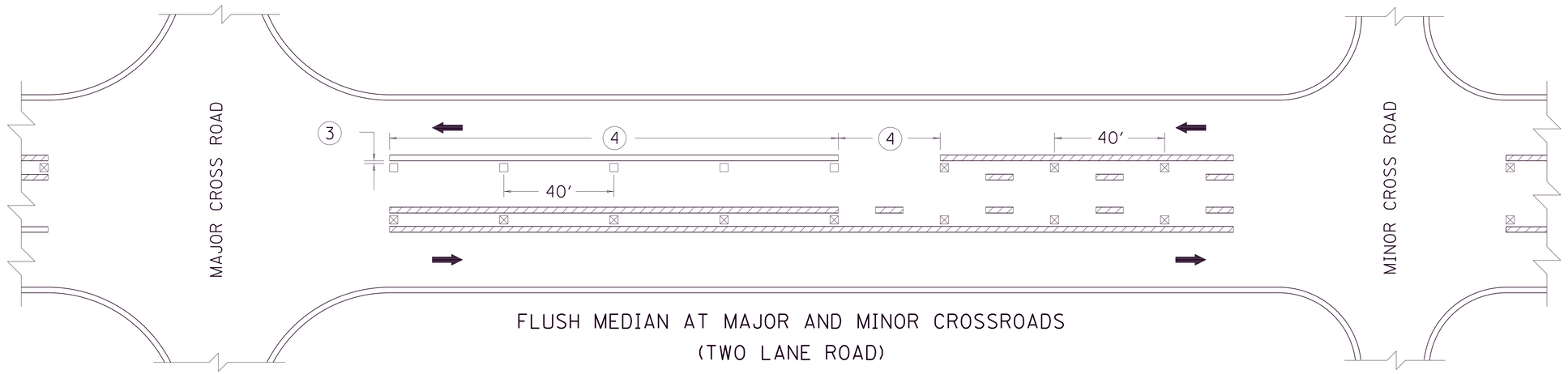
010

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1310EDS.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131f



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



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

~ 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

LEGEND

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

DRAWING NOT TO SCALE

KENTUCKY
DEPARTMENT OF HIGHWAYS

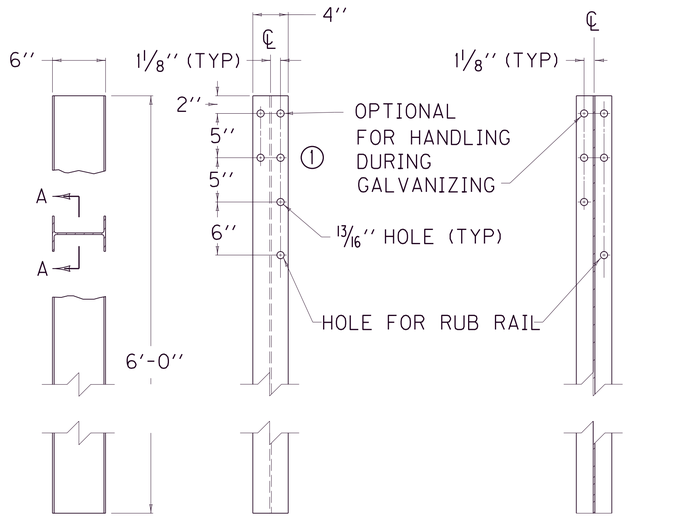
PAVEMENT MARKER ARRANGEMENTS TWO-WAY, LEFT TURN LANE

SUBMITTED R. Jeffrey Wolfe 1-30-17
DATE

011

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1310FDS.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

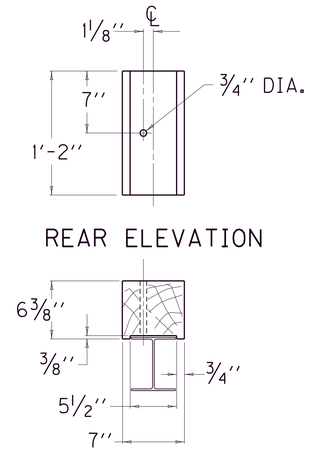
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131g



SIDE VIEW FRONT VIEW SECTION A-A

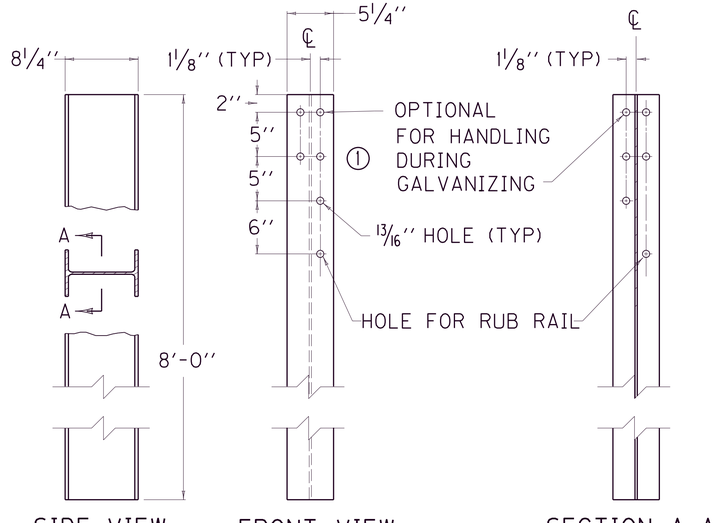
~ W6 X 9.0 STEEL GUARDRAIL POST ~

(USED WITH C6 X 8.2 RUB RAIL)



OFFSET BLOCK TYPE 6

(TIMBER OR APPROVED COMPOSITE)

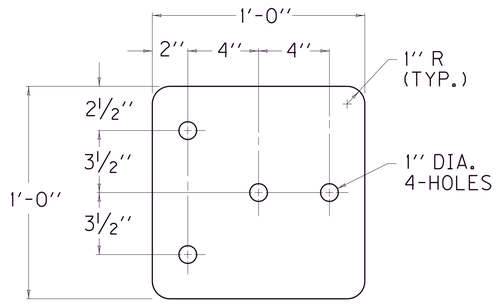


SIDE VIEW FRONT VIEW SECTION A-A

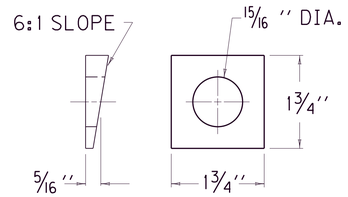
~ W8 X 21 STEEL GUARDRAIL POST ~

~ NOTES ~

(1) THESE HOLES ARE REQUIRED FOR ATTACHING RAIL.



5/8'' STEEL PLATE ''A''



BEVELED WASHER

USE WITH CUR. STD. DWGS.
RBC-002, RBC-005, RBC-006

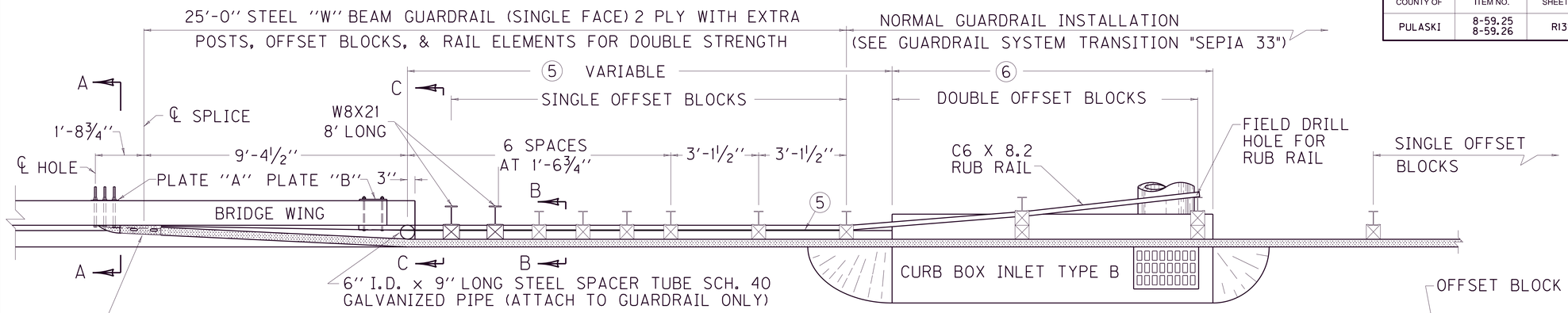
KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL CONNECTOR
TO BRIDGE END
TYPE A AND A-1
COMPONENTS

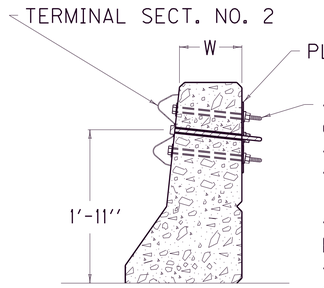
SUBMITTED _____ 12-20-18
ACTING DIRECTOR DIVISION OF DESIGN — DATE

013

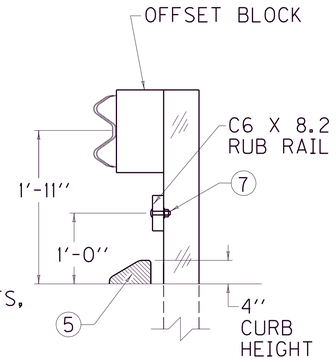
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI31h



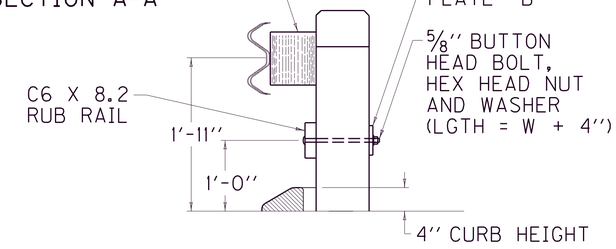
PLAN VIEW



SECTION A-A



SECTION B-B



SECTION C-C

~ NOTES ~

1. GENERAL
   a. SEE CUR. STD. DWGS. IN THE RBB, RBI, RBR, AND RPM-SERIES FOR OTHER RELATED GUARDRAIL DETAILS AND BRIDGE PLANS FOR BRIDGE WING DETAIL.
   b. SEE CUR. STD. DWG. RDB-SERIES FOR CURB BOX INLET TYPE B.
   c. GUARDRAIL CONNECTOR TO BRIDGE END TYPE A IS FOR USE ON BOTH BRIDGE ENDS OF AN UNDIVIDED HIGHWAY AND ON THE APPROACH BRIDGE ENDS OF A DIVIDED HIGHWAY.
2. MATERIAL REQUIREMENTS
   ALL HARDWARE SHALL BE GALVANIZED. (AASHTO M-232)
   ⅝'' STEEL PLATE ''A'' AND ''B'' (AASHTO M-270)
   ⅞'' HEX HEAD BOLTS OR STEEL THREADED RODS (LENGTH AS SHOWN)
   ⅞'' HEAVY HEX NUTS (⅞'' THICK) (AASHTO M-291)
   ⅞'' FLAT WASHERS (3⁄16'' THICK) (AASHTO M-293)
   ⅞'' BEVELED WASHERS (5⁄16'' MEAN THICKNESS) (AASHTO M-293)
   BOTH THE BOLT AND THREADED ROD SHALL HAVE A MINIMUM OF 50,000 LBS. TENSILE STRENGTH AT THE NARROWEST POINT.
3. CONSTRUCTION METHODS
   a. ELIMINATE EXTRA OFFSET BLOCKS WHEN CURB BOX INLET TYPE B IS NOT REQUIRED.
   b. HOLES TO BE FORMED THROUGH BRIDGE WING WITH 1'' I.D. PLASTIC PIPE FOR ⅞'' BOLTS AND ¾'' I.D. PLASTIC PIPE FOR ⅝'' BOLTS, PIPE SHALL REMAIN IN PLACE.
4. METHOD OF MEASUREMENT AND BASIS OF PAYMENT
   a. GUARDRAIL CONNECTOR TO BRIDGE END TYPE A SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, AND INCLUDES: TERMINAL SECTION NO. 2; ALL ITEMS WHICH ARE IN ADDITION TO THE NORMAL INSTALLATION OF STEEL BEAM GUARDRAIL (EXTRA POSTS, OFFSET BLOCKS, RAIL ELEMENTS, SPACER TUBE, HARDWARE, RUB RAIL, ETC.), AND OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION AS DETAILED. STEEL "W" BEAM GUARDRAIL (SINGLE FACE) AND ISLAND HEADER CURB ARE SEPARATE BID ITEMS WHICH ARE ALWAYS REQUIRED. CURB BOX INLET TYPE B IS A SEPARATE BID ITEM THAT WILL BE USED WHEN REQUIRED FOR BRIDGE END DRAINAGE.

   BID ITEMS AND UNIT TO BID

GUARDRAIL CONNECTOR TO BRIDGE END TY A	EACH
GUARDRAIL-STEEL "W" BEAM-S FACE	LF
ISLAND HEADER CURB TYPE 1 OR 2	LF
CURB BOX INLET TYPE B (AS REQUIRED)	EACH

   b. THE PLASTIC PIPE AND COST OF FORMING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR BRIDGE SUPERSTRUCTURE CONCRETE.

(5) ISLAND HEADER CURB. TRANSITION FROM ISLAND CURB SHAPE TO SHAPE ON BRIDGE WING WITHIN 7'-3''. LENGTH OF CURB VARIABLE (22'-3'' WHEN L=5'-0'') (17'-3'' WHEN L=10'-0'') (12'-3'' WHEN L=15'-0'') (7'-3'' WHEN L=20'-0''). ON APPROACH END CONSTRUCT 25'-0'' OF ISLAND HEADER CURB EVEN WHEN CURB BOX INLET TYPE B IS NOT REQUIRED.

(6) 6'-4'' WHEN L=5'-0''
11'-4'' WHEN L=10'-0'' ☆
16'-4'' WHEN L=15'-0''
21'-4'' WHEN L=20'-0''

(7) ⅝'' X 3½'' BUTTON HEAD BOLT, HEX HEAD NUT.

8. CURB BOX NOT REQUIRED UNLESS NEEDED FOR DRAINAGE.

☆ 10'-0'' LENGTH IS REQUIRED UNLESS OTHERWISE NOTED.

L EQUALS THROAT LENGTH OF BOX.

USE WITH CUR. STD. DWGS.
BHS-008, RBC-002, RBC-003
RBR-010

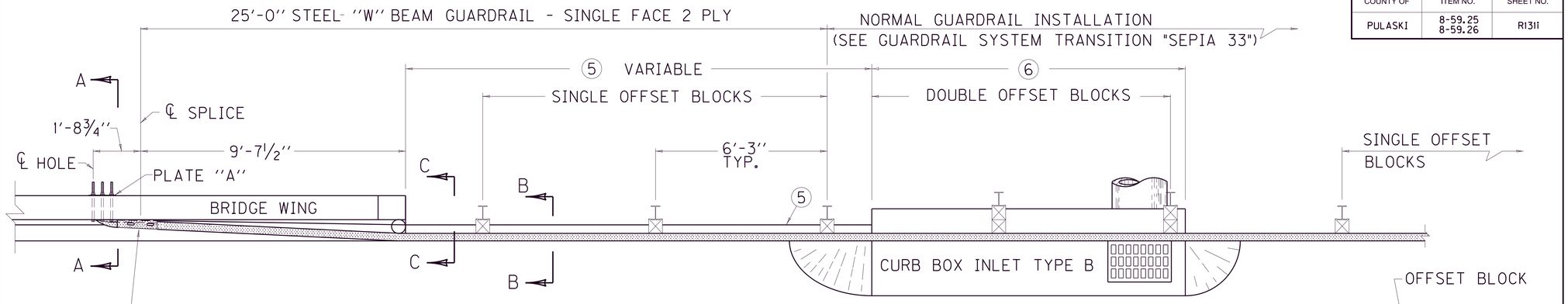
KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL CONNECTOR TO BRIDGE END TYPE A

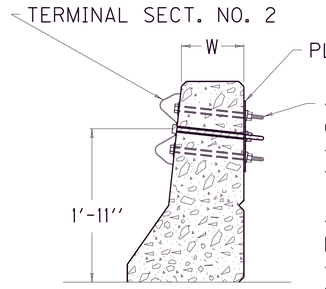
SUBMITTED William S. Hulick — DIRECTOR DIVISION OF DESIGN — 4-04-18 DATE

015

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R1311



PLAN VIEW

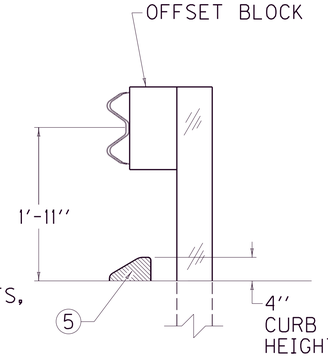


4 -⅞'' HEX HEAD BOLTS (LENGTH W + 6''), 4 NUTS, 4 BEVELED WASHERS AND 4 FLAT WASHERS.

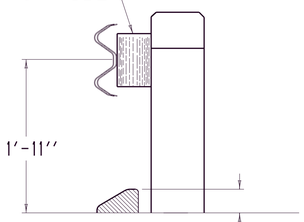
~ OR ~

4 -⅞'' STEEL THREADED RODS (LENGTH W+8''), 8 NUTS, 4 BEVELED WASHERS AND 4 FLAT WASHERS.

SECTION A-A



SECTION B-B



SECTION C-C

~ NOTES ~

1. GENERAL
   a. SEE CUR. STD. DWGS. IN THE RBB, RBI, RBR, AND RPM-SERIES FOR OTHER RELATED GUARDRAIL DETAILS AND BRIDGE PLANS FOR BRIDGE WING DETAIL.
   b. SEE CUR. STD. DWG. RDB-SERIES FOR CURB BOX INLET TYPE B.
   c. GUARDRAIL CONNECTOR TO BRIDGE END TYPE A-1 IS FOR USE ON THE EXIT END OF A DIVIDED HIGHWAY.
2. MATERIAL REQUIREMENTS
   ALL HARDWARE SHALL BE GALVANIZED. (AASHTO M-232)
   ⅝'' STEEL PLATE ''A'' (AASHTO M-270)
   ⅞'' HEX HEAD BOLTS OR STEEL THREADED RODS (LENGTH AS SHOWN)
   ⅞'' HEAVY HEX NUTS (⅞'' THICK) (AASHTO M-291)
   ⅞'' FLAT WASHERS (3⁄16'' THICK) (AASHTO M-293)
   ⅞'' BEVELED WASHERS (5⁄16'' MEAN THICKNESS) (AASHTO M-293)
   BOTH THE BOLT AND THREADED ROD SHALL HAVE A MINIMUM OF 50,000 LBS. TENSILE STRENGTH AT THE NARROWEST POINT.
3. CONSTRUCTION METHODS
   a. ELIMINATE EXTRA OFFSET BLOCKS WHEN CURB BOX INLET TYPE B IS NOT REQUIRED.
   b. HOLES TO BE FORMED THROUGH BRIDGE WING WITH 1'' I.D. PLASTIC PIPE FOR ⅞'' BOLTS. PLASTIC PIPE SHALL REMAIN IN PLACE.
4. METHOD OF MEASUREMENT AND BASIS OF PAYMENT
   a. GUARDRAIL CONNECTOR TO BRIDGE END TYPE A-1 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, WHICH INCLUDES TERMINAL SECT. NO. 2, RAIL ELEMENTS, SPACER TUBE, HARDWARE AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION. STEEL "W" BEAM GUARDRAIL (SINGLE FACE) AND ISLAND HEADER CURB ARE SEPARATE BID ITEMS WHICH ARE ALWAYS REQUIRED. CURB BOX INLET TYPE B IS A SEPARATE BID ITEM THAT WILL BE USED WHEN REQUIRED FOR BRIDGE END DRAINAGE.

BID ITEMS AND UNIT TO BID	
GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	EACH
GUARDRAIL-STEEL "W" BEAM-S FACE	LF
ISLAND HEADER CURB TYPE 1 OR 2	LF
CURB BOX INLET TYPE B (AS REQUIRED)	EACH

   b. THE PLASTIC PIPE AND COST OF FORMING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR BRIDGE SUPERSTRUCTURE CONCRETE.

⑤ ISLAND HEADER CURB. TRANSITION FROM ISLAND CURB SHAPE TO SHAPE ON BRIDGE WING WITHIN 7'-3''. LENGTH OF CURB VARIABLE (22'-3'' WHEN L=5'-0'') (17'-3'' WHEN L=10'-0'') (12'-3'' WHEN L=15'-0'') (7'-3'' WHEN L=20'-0''). ON THE APPROACH END CONSTRUCT 25'-0'' OF ISLAND HEADER CURB EVEN WHEN CURB BOX INLET TYPE B IS NOT REQUIRED.

⑥ 6'-4'' WHEN L=5'-0''
11'-4'' WHEN L=10'-0'' ☆
16'-4'' WHEN L=15'-0''
21'-4'' WHEN L=20'-0''

7. CURB BOX NOT REQUIRED UNLESS NEEDED FOR DRAINAGE.

☆ 10'-0'' LENGTH IS REQUIRED UNLESS OTHERWISE NOTED.

L EQUALS THROAT LENGTH OF BOX.

USE WITH CUR. STD. DWGS. BHS-008, RBC-002, RBC-003, RBR-010

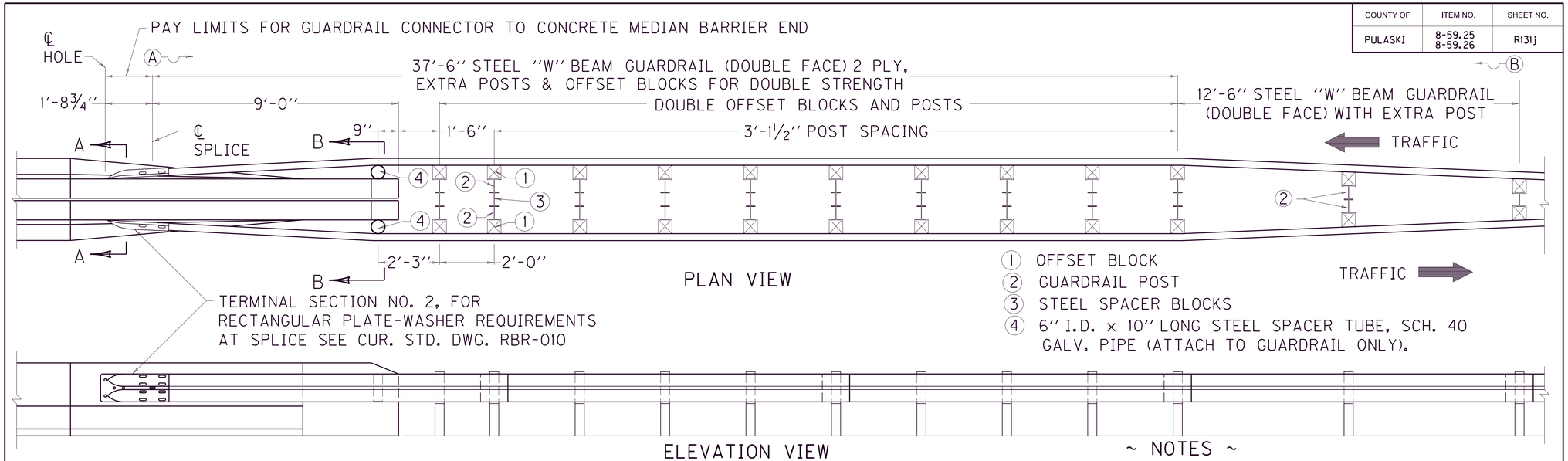
KENTUCKY
DEPARTMENT OF HIGHWAYS

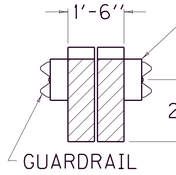
GUARDRAIL CONNECTOR TO BRIDGE END TYPE A-1

SUBMITTED William S. Sublett — DIRECTOR DIVISION OF DESIGN — 4-04-18 DATE

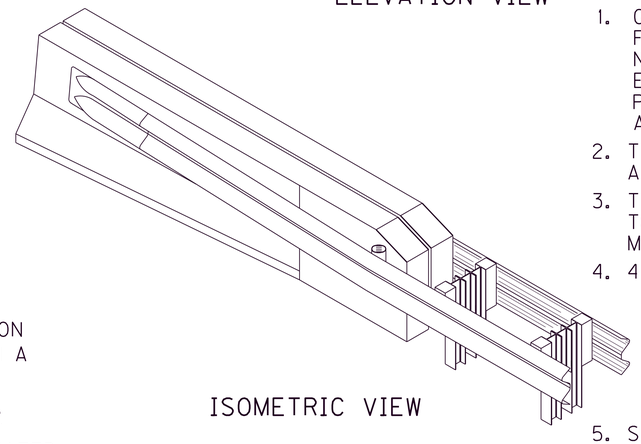
016

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI31j

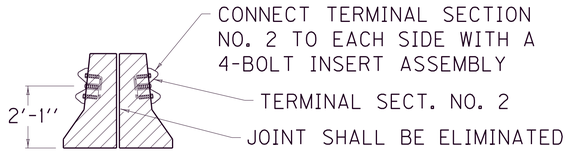




SECTION B-B

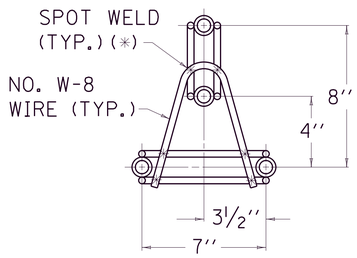


ISOMETRIC VIEW

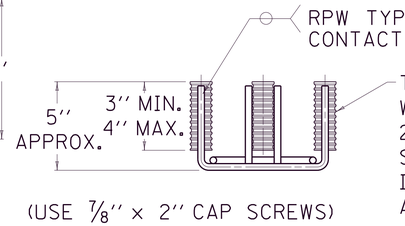


SECTION A-A

FOUR BOLT INSERT ASSEMBLY



PLAN VIEW



(USE ⅞'' x 2'' CAP SCREWS)

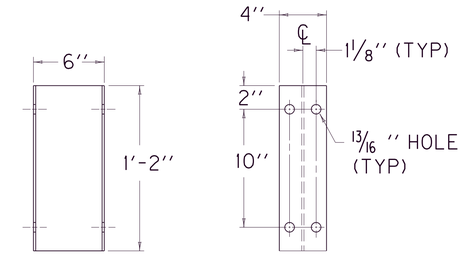
ELEVATION VIEW

~ NOTES ~

1. GUARDRAIL CONNECTOR TO CONCRETE MEDIAN BARRIER END SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH AND INCLUDES TERMINAL SECTION NO. 2, ADDITIONAL POSTS, ADDITIONAL OFFSET BLOCKS, ADDITIONAL RAIL ELEMENTS, HARDWARE, ETC., AND OTHER INCIDENTALS AS SHOWN BETWEEN POINTS (A) AND (B) NECESSARY TO COMPLETE THE INSTALLATION AS DETAILED.
2. THE STEEL ''W'' BEAM GUARDRAIL (DOUBLE FACE), IS A SEPARATE BID ITEM AND SHALL BEGIN PAYMENT AT POINT (A).
3. THE 4-BOLT INSERT ASSEMBLY INSTALLATION SHALL BE INCIDENTAL TO THE COST OF THE BRIDGE SUPERSTRUCTURE CONCRETE OR CONCRETE MEDIAN BARRIER END AS APPLICABLE.
4. 4-BOLT ASSEMBLIES:
   (a) THE ⅞'' x 2'' CAP SCREWS WITH STANDARD STEEL WASHERS SHALL BE GALVANIZED AND CONFORM TO ASTM A-325.
   (b) NO. W-8 GAGE WIRE, COLD DRAWN CONFORMING TO ASTM A-82.
   (c) STEEL INSERTS SHALL CONFORM TO ASTM A-108 GRADES C1008 AND C1010 OR B1113.
5. SEE CUR. STD. DWGS. IN THE RBI, RBE, AND RBR-SERIES AS APPLICABLE.
6. ▨ SEE BRIDGE PLANS FOR CONSTRUCTION DETAILS WHEN APPLICABLE.

BID ITEMS AND UNIT TO BID

GUARDRAIL CONNECTOR TO CONCRETE MEDIAN BARRIER END	EACH
GUARDRAIL-STEEL W BEAM-D FACE	LF



SIDE VIEW FRONT VIEW

SPACER BLOCK
(W6 X 9.0)

USE WITH CUR. STD. DWG. RBR-010

KENTUCKY DEPARTMENT OF HIGHWAYS

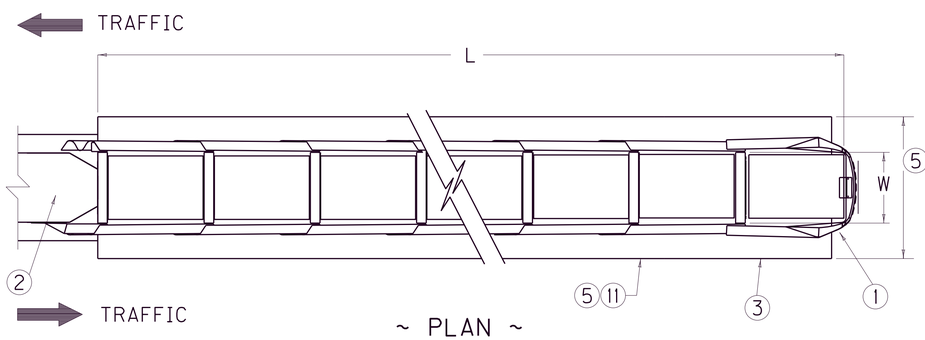
GUARDRAIL CONNECTOR TO CONCRETE MEDIAN BARRIER END

SUBMITTED William S. Gallick
DIRECTOR DIVISION OF DESIGN

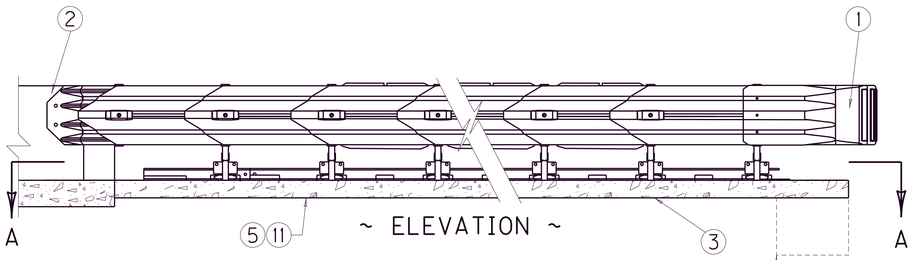
4-04-18
DATE

017

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131k

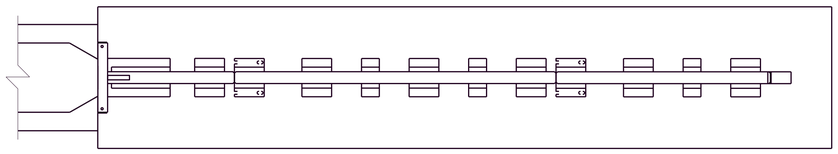


~ PLAN ~



~ ELEVATION ~

Additional Concrete Pad Construction may be Required Per Manufacturer Specifications



~ SECTION A-A ~



~ CONCRETE PAD SECTION ~
(Per Manufacturer Specifications)
Refer to Notes (5) & (11)

CLASS	SPEED (MPH)	ATTENUATOR MODEL	ATTENUATOR PRODUCT NAME	ATTENUATOR LENGTH	SUGGESTED ADT* RANGE (P.C.P.L.) **
B	45 & LESS	TL2	SHORTRACC	14'-0''	UP TO 12,000
			3-BAY QUADGUARD M10	12'-0''	
	OVER 45	TL3	TRACC	21'-0''	
			5-BAY QUADGUARD M10	18'-0''	
C	OVER 45	TL3	SCI100GM	23'-0''	8,000 AND OVER
			QUADGUARD ELITE M10	26'-7''	

W= 2'-0'' (INSIDE BAY WIDTH)

* AVERAGE DAILY TRAFFIC
** PASSENGER CARS PER LANE

~ NOTES ~

1. NOSE ASSEMBLY (OBJECT MARKER TYPE 1 AS REQUIRED)
2. BACKUP
3. 6'' CONCRETE PAD PER MANUFACTURER SPECIFICATIONS.
4. CRASH CUSHION TYPE VI , CLASS *A* , *B* , *C*
   - *A* CLASS B OR C , AS REQUIRED
   - *B* EITHER TEST LEVEL 2 (TL2) OR TEST LEVEL 3 (TL3), AS REQUIRED.
   - *C* SEE ''CONNECTION DETAILS OF CRASH CUSHION TYPE VI TO DOUBLE FACE GUARDRAIL''.
5. THE CONCRETE PAD, PAD EXCAVATION AND STEEL REINFORCEMENT, INSTALLED IN PLACE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CRASH CUSHION TYPE VI. DIMENSION AND REINFORCEMENT SPECIFICATIONS FOR CONCRETE PADS ARE TO BE PROVIDED BY THE MANUFACTURER. THE PAD WILL NOT BE REQUIRED WHEN THE UNIT IS CONSTRUCTED ON RIGID PAVEMENT.
6. CRASH CUSHION TYPE VI MAY BE USED AT THE END OF: CONCRETE MEDIAN BARRIER, BRIDGE PIERS AND STEEL ''W'' BEAM GUARDRAIL (DOUBLE FACE).
7. WHEN CRASH CUSHION TYPE VI CONNECTS TO: CONCRETE MEDIAN BARRIER OR BRIDGE PIER THE CONTRACT UNIT PRICE SHALL INCLUDE: CRASH CUSHION TYPE VI, ALL HARDWARE, ADDITIONAL RAIL ELEMENTS, POST, CONCRETE PAD AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION.
8. THIS DRAWING DEPICTS A CONNECTION OF CRASH CUSHION TYPE VI TO CONCRETE MEDIAN BARRIER END. FOR THIS APPLICATION SEE CURRENT STD. DWG. RBE-065 '' CONCRETE MEDIAN BARRIER END ''.
9. WHEN CRASH CUSHION TYPE VI CONNECTS TO DOUBLE FACE GUARDRAIL SEE CURRENT SEPIA 018 ''CONNECTION DETAILS OF CRASH CUSHION TYPE VI TO DOUBLE FACE GUARDRAIL''.
10. PERMISSABLE ALTERNATES FOR CRASH CUSHION TYPE VI ARE PATENTED ITEMS: QUADGUARD MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC. OF CHICAGO, IL., TRINITY INDUSTRIES, INC. OF DALLAS, TX. OR SCI PRODUCTS, INC. OF ST. CHARLES, IL.
11. CRASH CUSHIONS ARE TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS, INCLUDING THE CONCRETE PAD.
    THE MANUFACTURER SHALL FURNISH TWO (2) SETS OF SHOP PLANS TO THE CONTRACTOR WITH EACH INSTALLATION.
12. THE CRASH CUSHION TYPE VI MAY ALSO BE UTILIZED FOR TEMPORARY USE AND CONSTRUCTION ZONES (CLASS BT).
13. A CRASH CUSHION TYPE VI CLASS B IS TO BE USED IN AREAS WHERE CRASH HISTORY IS NOT KNOWN TO BE SEVERE.
14. A CRASH CUSHION TYPE VI CLASS C IS CONSIDERED A SEVERE USE CRASH CUSHION.

ADDITIONAL BID ITEMS AND UNIT TO BID

OBJECT MARKER TYPE 1 (AS REQUIRED)	EACH

15. NCHRP-350-COMPLIANT CRASH CUSHIONS WILL BE ACCEPTED IN INSTANCES WHERE MASH-COMPLIANT DEVISES ARE NOT YET AVAILABLE.

USE WITH CUR. STD. DWG.
RBE-065 & SEPIA 018

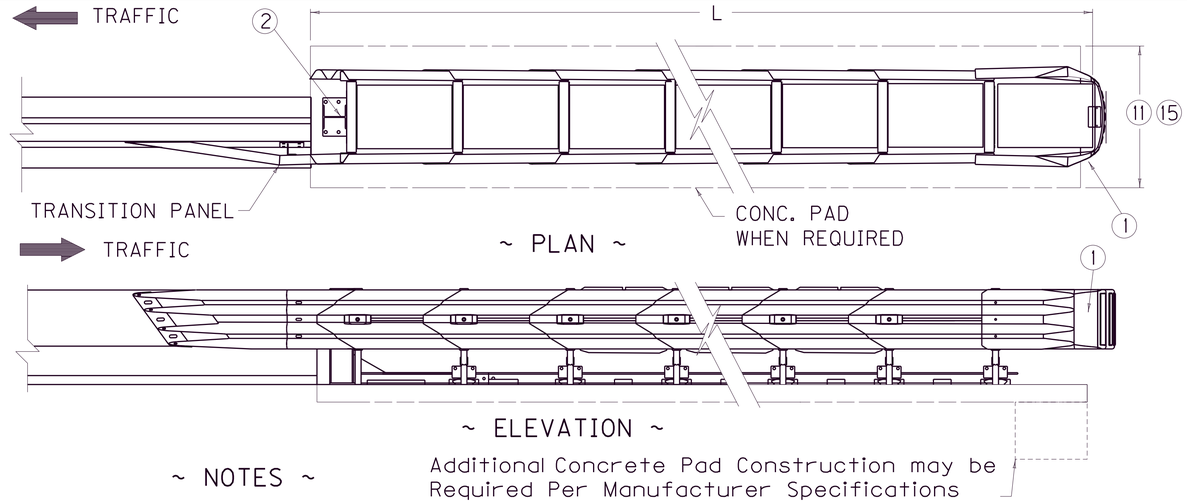
KENTUCKY
DEPARTMENT OF HIGHWAYS

CRASH CUSHION
TYPE VI *A B C*
(ONE & TWO DIRECTION)

SUBMITTED
ACTING DIRECTOR DIVISION OF HIGHWAY DESIGN
1-02-19
DATE

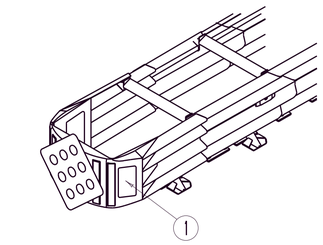
020

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R1311



~ PLAN ~

~ ELEVATION ~



~ PICTORIAL VIEW ~



~ CONCRETE PAD SECTION ~
(PER MANUFACTURER SPECIFICATIONS)
REFER TO NOTES (11) (15)

~ NOTES ~

Additional Concrete Pad Construction may be Required Per Manufacturer Specifications

(1) NOSE ASSEMBLY (OBJECT MARKER TYPE 1 AS NECESSARY)

(2) CONSTRUCTION ZONE BACKUP

3. CRASH CUSHION TYPE VI , CLASS B, ☆ , △
   ☆ EITHER TEST LEVEL 2 (TL2) OR TEST LEVEL 3 (TL3), AS REQUIRED.
   △ SEE "CONNECTION DETAILS OF CRASH CUSHION TYPE VI TO DOUBLE FACE GUARDRAIL".
4. CRASH CUSHION TYPE VI-BT IS DEPICTED ATTACHED TO A CONCRETE BARRIER (TEMPORARY).
5. WHEN CRASH CUSHION TYPE VI-BT IS ATTACHED TO STEEL "W" BEAM GUARDRAIL (DOUBLE FACE), ALL APPLICABLE DETAILS SHOWN ON CUR. SEPIA 018, "CONNECTION DETAIL OF CRASH CUSHION TYPE VI TO DOUBLE FACE GUARDRAIL" SHALL BE REQUIRED.
6. WHEN CRASH CUSHION TYPE VI-BT IS ATTACHED TO STEEL "W" BEAM GUARDRAIL (DOUBLE FACE), THE TRANSITION PANEL SHALL BE ELIMINATED.
7. IN A TWO-WAY TRAFFIC SITUATION FOR A 6" OR 9" TOP WIDTH WALL THE UNIT SHALL BE OFFSET FROM THE CENTERLINE OF THE WALL AS SHOWN IN THE PLAN VIEW. FOR A 12" TOP WIDTH WALL, THE UNIT SHALL BE CENTERED ON THE END OF THE BARRIER.
8. FOR ONE-WAY APPROACH TRAFFIC THE UNIT SHALL BE CENTERED ON THE END OF THE BARRIER.
9. THE COMPLETE INSTALLATION SHALL MEET ALL APPLICABLE REQUIREMENTS OF ENERGY ABSORPTIONS INC. OR TRINITY INDUSTRIES INC.
10. ANCHORAGE DEVICES TO SECURE THE CRASH CUSHION TO THE EXISTING SURFACE SHALL BE SHOWN ON APPROVED SHOP DRAWINGS.
11. THE CONRETE PAD, PAD EXCAVATION AND STEEL REINFORCEMENT, INSTALLED IN PLACE SHALL BE INCLUDED IN THE UINT PRICE BID FOR CRASH CUSHION TYPE VI. DIMENSION AND REINFORCEMENT SPECIFICATIONS FOR CONCRETE PADS ARE TO BE PROVIDED BY THE MANUFACTURER. THE PAD WILL NOT BE REQUIRED WHEN UNIT IS CONSTRUCTED ON RIGID PAVEMENT.
12. THE PAD WILL NOT BE REQUIRED WHEN THE UNIT IS CONSTRUCTED ON EXISTING PAVEMENT OR BRIDGES AND THE COST OF ANCHORING SHALL BE INCLUDED IN THE UNIT PRICE OF THE CRASH CUSHION.
13. USE WITH CUR. SEPIA 018 WHEN CONNECTING TO DOUBLE FACE GUARDRAIL.
14. PERMISSABLE ALTERNATES FOR CRASH CUSHION TYPE VI-BT ARE PATENTED ITEMS: ENERGY ABSORPTION SYSTEMS, INC. OF CHICAGO, IL., TRINITY INDUSTRIES, INC. OF DALLAS, TX.
15. CRASH CUSHIONS ARE TO BE INSTALLED PER MANUFACTURER SPECIFICATIONS, INCLUDING THE CONCRETE PAD. THE MANUFACTURER SHALL FURNISH TWO (2) SETS OF SHOP DRAWINGS TO THE CONTRACTOR WITH EACH INSTALLATION.
16. NCHRP-350-COMPLIANT CRASH CUSHIONS WILL BE ACCEPTED IN INSTANCES WHERE MASH-COMPLIANT DEVISES ARE NOT YET AVAILABLE.

CLASS	SPEED (MPH)	ATTENUATOR		
		MODEL	PRODUCT NAME	LENGTH
B	45 & LESS	TL2	SHORTRACC	14'-0"
			3-BAY QUADGUARD M10	12'-0"
	OVER 45	TL3	TRACC	21'-0"
			5-BAY QUADGUARD M10	18'-0"

A TYPE VI-CLASS C CAN BE USED AT THE CONTRACTOR'S DISCRETION.

USE WITH CUR. SEPIA 018
& SEPIA 020

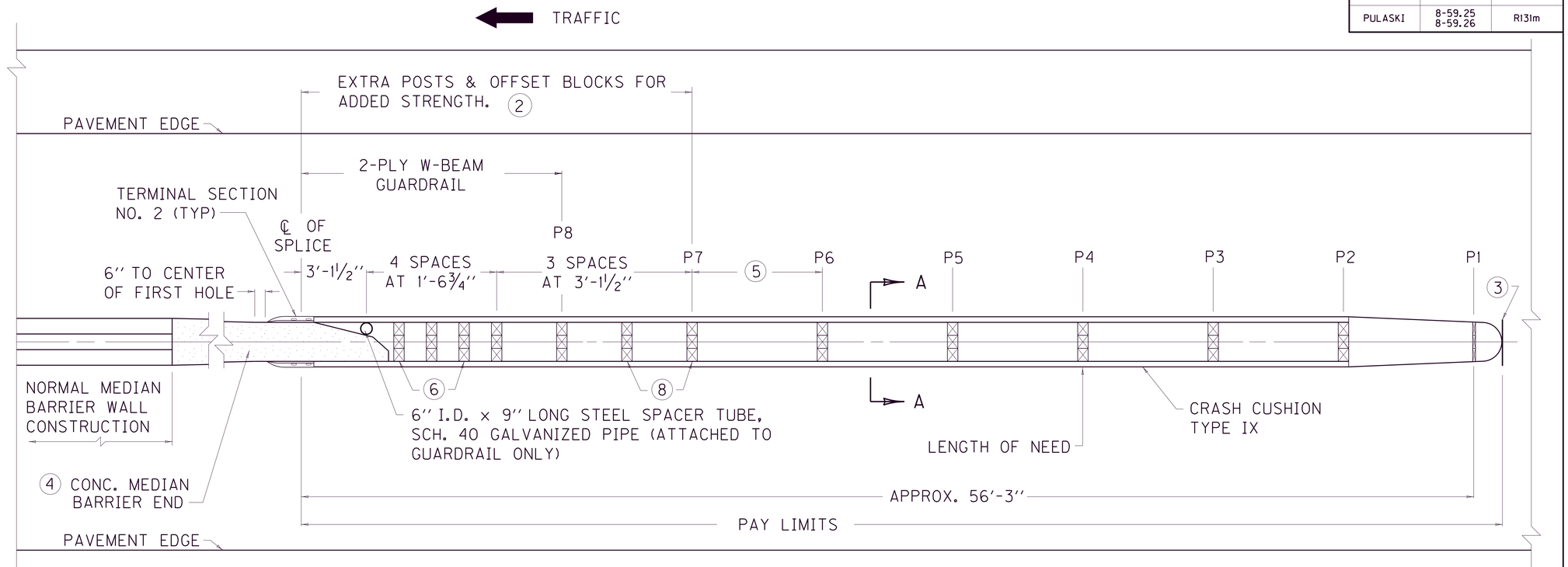
KENTUCKY
DEPARTMENT OF HIGHWAYS

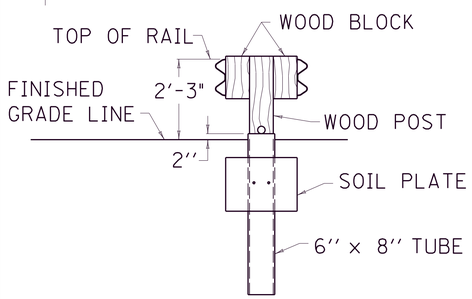
CRASH CUSHION
TYPE VI-BT

SUBMITTED _____ 1-02-19
ACTING DIRECTOR DIVISION OF HIGHWAY DESIGN — DATE

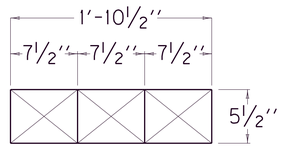
021

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131m

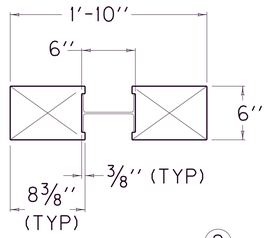




SECTION A-A



WOOD POST (2)
WOOD OFFSET BLOCKS



STEEL POST (2)
(WOOD OFFSET OR COMPOSITE OFFSET BLOCKS)

TRAFFIC (11) PLAN VIEW

~ NOTES ~

1. CRASH CUSHION TYPE IX SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, AND INCLUDES TERMINAL SECTIONS NO. 2, POST, RAIL ELEMENTS, SPACER TUBE, OBJECT MARKER TYPE 1, HARDWARE, AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION AS DETAILED.
2. POSTS AND OFFSET BLOCKS MAY BE WOOD OR STEEL POSTS AND WOOD OR COMPOSITE OFFSET BLOCKS.
3. OBJECT MARKER TYPE 1, (SEE CURRENT MUTCD MANUAL FOR DETAILS) CENTER HORIZ. AND VERT.
4. SEE CUR. STD. DWG. RBE-070 FOR DETAILS OF CRASH CUSHION BARRIER END.
5. POST P1 THROUGH P7 ARE SPACED 6'-3'' ON CENTER.
6. GUARDRAIL NOT REQUIRED TO BE ATTACHED TO POST AT THESE LOCATIONS.
7. CRASH CUSHION TYPE IX IS A PATENTED (ONE SOURCE) PRODUCT MANUFACTURED BY TRINITY INDUSTRIES, INC. OF DALLAS TX.
8. BACK-UP PLATES REQUIRED AT THESE POSTS.
9. THE MANUFACTURER SHALL FURNISH TWO (2) SETS OF SHOP PLANS TO THE CONTRACTOR WITH EACH INSTALLATION.
10. FOR NON-PAVEMENT APPLICATIONS SEE ROADWAY PLANS FOR GRADING DETAILS
11. SEE RBE-070 FOR ALTERNATE END DEPENDENT ON TRAFFIC DIRECTION.

BID ITEM AND UNIT TO BID
CRASH CUSHION TYPE IX EACH

12. NCHRP-350-COMPLIANT CRASH CUSHIONS WILL BE ACCEPTED IN INSTANCES WHERE MASH-COMPLIANT DEVISES ARE NOT YET AVAILABLE.

USE WITH CUR. STD. DWG. RBE-070

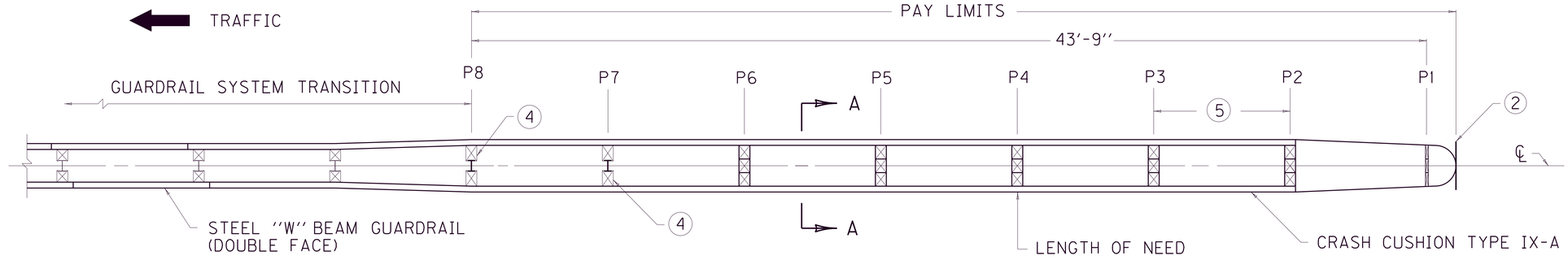
KENTUCKY DEPARTMENT OF HIGHWAYS

CRASH CUSHION TYPE IX

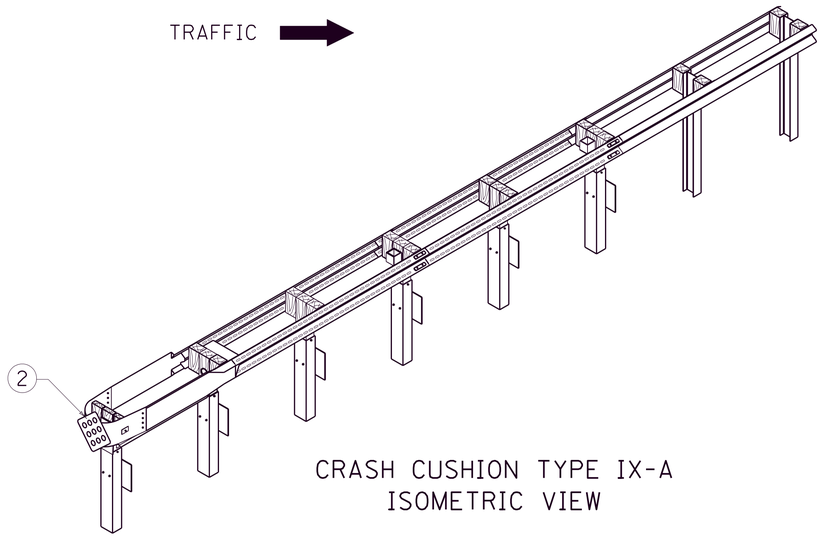
SUBMITTED _____ 1-02-19
ACTING DIRECTOR DIVISION OF HIGHWAY DESIGN — DATE

022

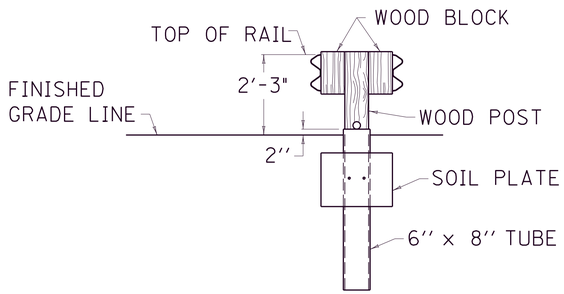
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131n



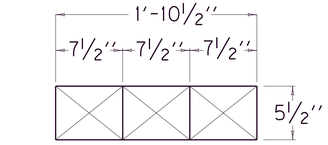
PLAN VIEW



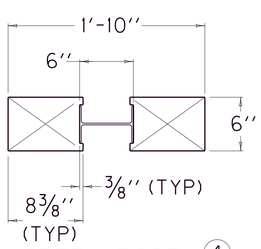
CRASH CUSHION TYPE IX-A
ISOMETRIC VIEW



SECTION A-A



WOOD POST (4)
WOOD OFFSET BLOCKS



STEEL POST (4)
WOOD OFFSET BLOCKS

~ NOTES ~

1. CRASH CUSHION TYPE IX-A SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, AND INCLUDES POSTS, RAIL ELEMENTS, OBJECT MARKER TYPE 1, HARDWARE, AND ALL OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION AS DETAILED.
2. OBJECT MARKER TYPE 1, (SEE CURRENT MUTCD MANUAL FOR DETAILS) CENTER HORIZ. AND VERT.
3. CRASH CUSHION TYPE IX-A IS A PATENTED (ONE SOURCE) PRODUCT MANUFACTURED BY TRINITY INDUSTRIES, INC. OF DALLAS, TX.
4. AT POST P7 AND P8 THE POSTS AND OFFSET BLOCKS MAY BE WOOD OR STEEL POST AND WOOD OFFSET BLOCKS.
5. POST P1 THROUGH P8 ARE SPACED 6'-3'' ON CENTER.
6. BACK-UP PLATES REQUIRED AT POST P7.
7. THE MANUFACTURER SHALL FURNISH TWO (2) SETS OF SHOP PLANS TO THE CONTRACTOR WITH EACH INSTALLATION.
8. FOR NON-PAVEMENT APPLICATIONS SEE ROADWAY PLANS FOR GRADING DETAILS.

   BID ITEM AND UNIT TO BID
   CRASH CUSHION TYPE IX-A EACH
9. NCHRP-350-COMPLIANT CRASH CUSHIONS WILL BE ACCEPTED IN INSTANCES WHERE MASH-COMPLIANT DEVISES ARE NOT YET AVAILABLE.

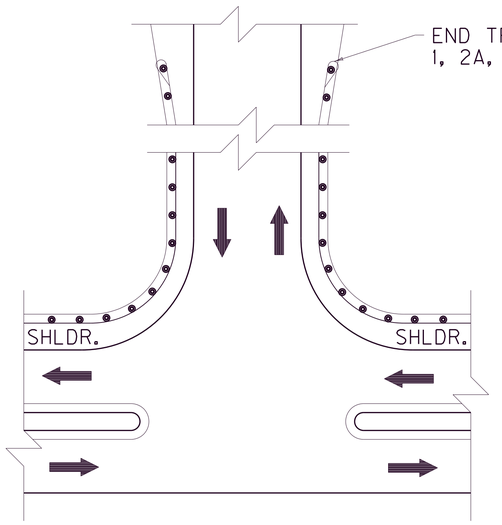
KENTUCKY
DEPARTMENT OF HIGHWAYS

CRASH CUSHION
TYPE IX-A

SUBMITTED _____ 1-02-19
ACTING DIRECTOR DIVISION OF HIGHWAY DESIGN — DATE

023

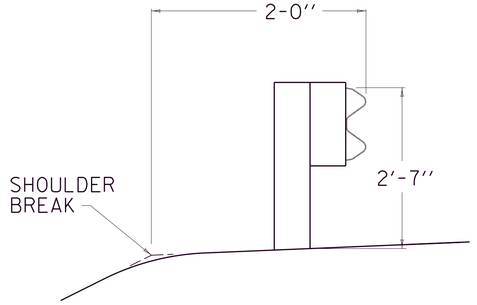
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI31o



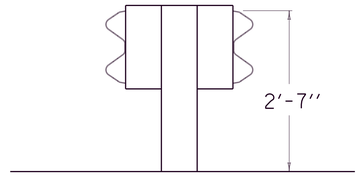
APPROACH ROADS

~ NOTES ~

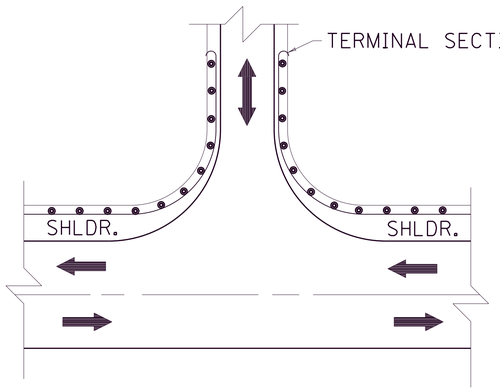
1. FOR END TREATMENT TYPE 4A USE CUR. STD. DWG. RBR-035 FOR OFFSETS.
2. THE MINIMUM LENGTH OF GUARDRAIL, INCLUDING THE END TREATMENT, PRECEDING A FIXED OBJECT IS 200 FEET: (LENGTH MAY BE REDUCED SHOULD FIELD CONDITIONS WARRANT).



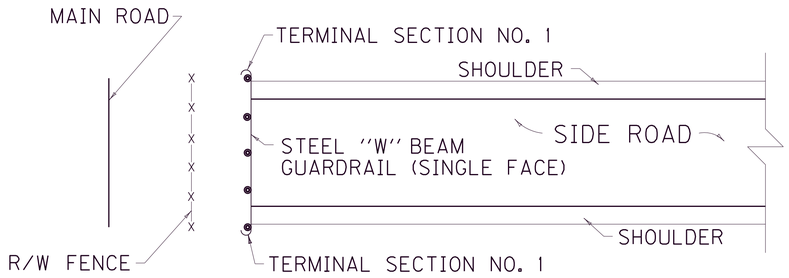
NORMAL GUARDRAIL INSTALLATION



TYPICAL DOUBLE FACE
GUARDRAIL INSTALLATION



ENTRANCES



GUARDRAIL USED AS A BARRICADE

USE WITH CUR. STD. DWG.
RBI-002, RBR-035

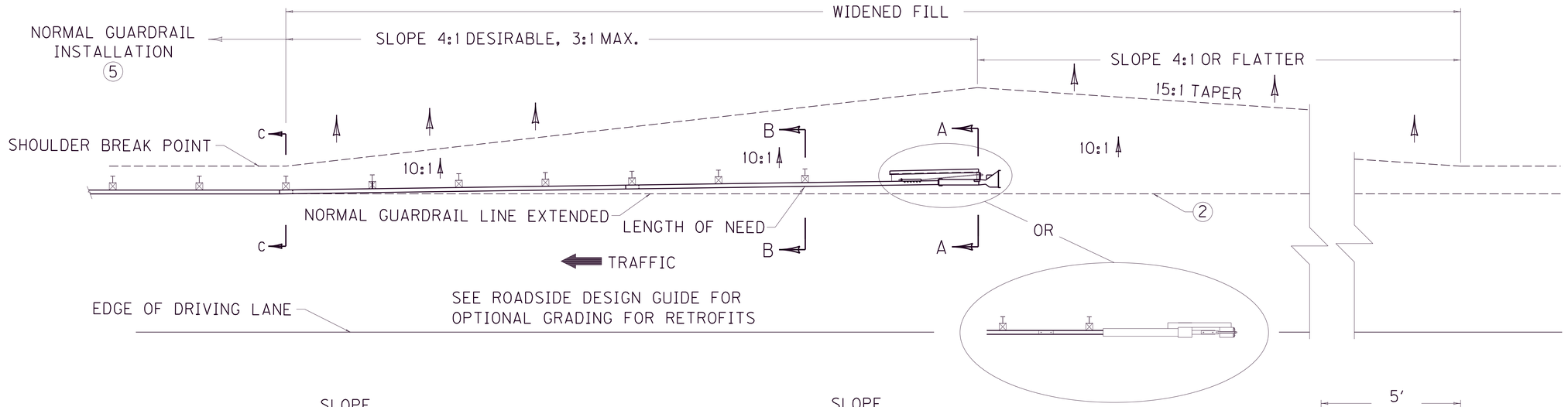
KENTUCKY
DEPARTMENT OF HIGHWAYS

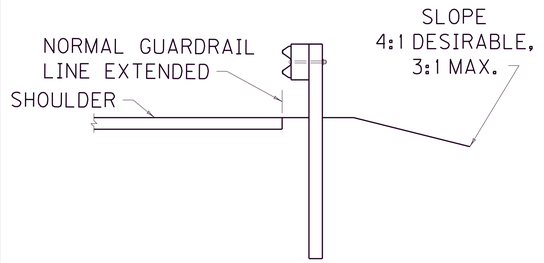
TYPICAL GUARDRAIL
INSTALLATIONS

SUBMITTED William S. Stelick 11-17-17
DIRECTOR DIVISION OF DESIGN DATE

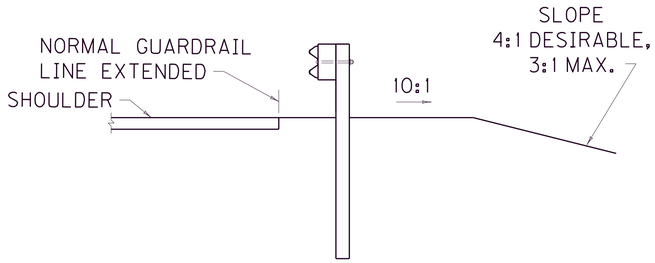
024

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI31p

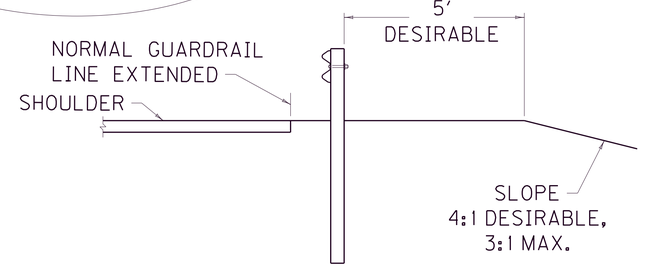




SECTION C-C



SECTION B-B



SECTION A-A

~ NOTES ~

BID ITEMS AND UNIT TO BID:

GUARDRAIL END TREATMENT TYPE 1	EACH
ROADWAY OR BORROW EXCAVATION, OR EMBANKMENT IN PLACE	CUYD

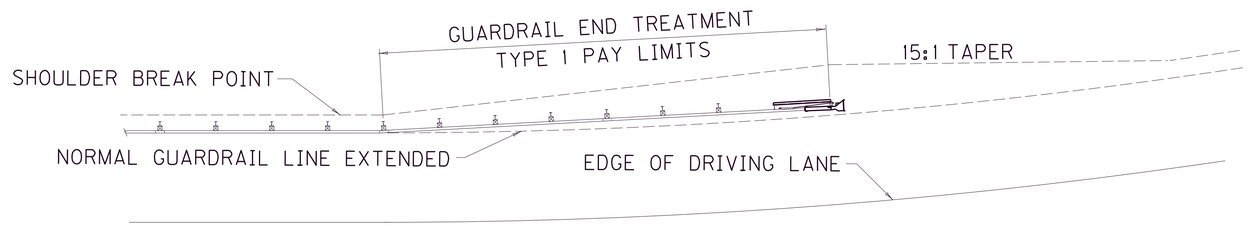
1. THE MINIMUM LENGTH OF GUARDRAIL, INCLUDING THE END TREATMENT, PRECEDING A FIXED OBJECT IS 200 FEET (LENGTH MAY BE REDUCED SHOULD FIELD CONDITIONS WARRANT).

(2) GUARDRAIL EXTRUDER EDGE CLOSEST TO TRAFFIC SHALL BE PLACED ON NORMAL GUARDRAIL LINE EXTENDED.

(3) 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.

4. INTENDED USE: FILLS WITH ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL.

(5) 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

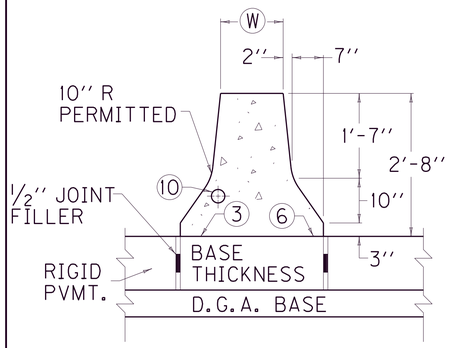
INSTALLATION OF
GUARDRAIL
END TREATMENT
TYPE 1

SUBMITTED William S Emlich 11-17-17
DIRECTOR DIVISION OF DESIGN — DATE

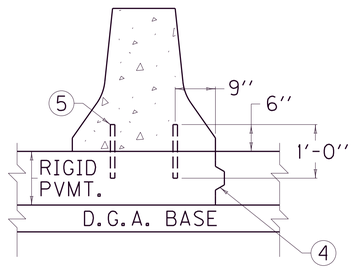
025

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131q

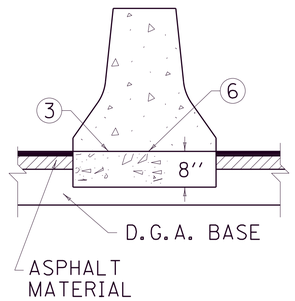
TYPE 9A,
12A OR 14A



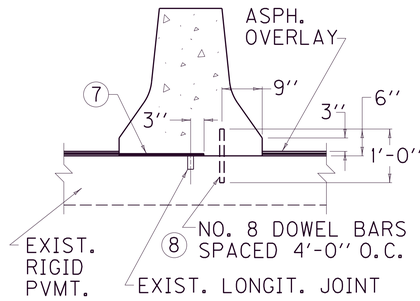
TYPE 9B,
12B OR 14B



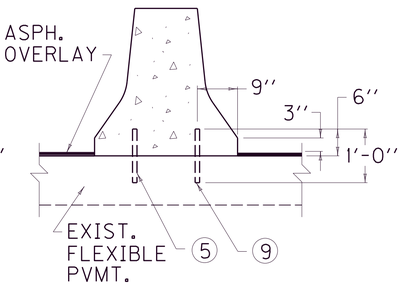
TYPE 9C,
12C OR 14C



TYPE 9D,
12D OR 14D



TYPE 9E,
12E OR 14E



NEW RIGID PAVEMENT

NEW FLEXIBLE PAVEMENT

NEW FLEXIBLE OVERLAY OVER EXISTING RIGID PAVEMENT

NEW FLEXIBLE OVERLAY OVER EXISTING FLEXIBLE PAVEMENT

~ NOTES ~

BID ITEM AND UNIT TO BID

CONC MEDIAN BARRIER TYPE ⊕ ⊕ LF

⊕ 9, 12, OR 14 DEPENDING ON W

⊕ A, B, C, D, OR E DEPENDING ON PAVEMENT TYPE.

1. FOR WALLS IN TRANSITION AND SEPARATE SEGMENT WALLS, SEE CUR. STD. DWG. RBM-015. FOR APPROPRIATE BID ITEMS.
2. THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR CONCRETE MEDIAN BARRIER INCLUDING THE BASE IN TYPES A AND C SHALL BE FULL COMPENSATION FOR ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

(3) WHEN A CONSTRUCTION JOINT IS USED, DOWEL BARS WILL BE REQUIRED AS SHOWN WITH TYPE 9B, 12B, OR 14B BARRIER. SEE NOTE 5.

(4) LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS IS REQUIRED AND SHALL BE PLACED AT THE LOCATION SHOWN OR MAY BE INSTALLED AT THE CORRESPONDING POINT ON THE OPPOSITE SIDE OF THE BARRIER, AT THE OPTION OF THE CONTRACTOR. IT SHALL BE REQUIRED ON THE LOW SIDE OF A SUPERELEVATED SECTION.

(5) NO. 8 DOWEL BARS SPACED 4'-0'' O.C. AND STAGGERED 2'-0''.

(6) CONSTRUCTION JOINT PERMITTED WHEN FIXED FORMS OR SLIP FORMS ARE USED.

(7) POLYETHYLENE (6 MILS THICK) BOND BREAKER.

(8) PAVEMENT SHALL BE DRILLED AND BARS GROUTED.

(9) BARS SHALL BE EITHER DRILLED AND GROUTED OR DRIVEN.

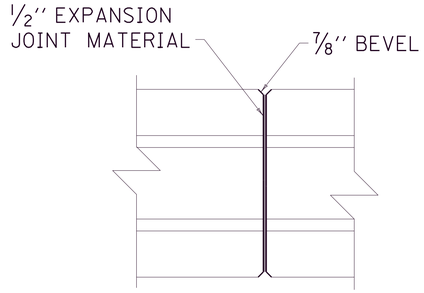
(10) 3'' RACEWAY (TYPICAL) SEE ELSEWHERE IN THE PLANS FOR LOCATION AND PAYMENT FOR RACEWAY WHEN REQUIRED.

APPROXIMATE QUANTITIES PER LINEAR FOOT

TYPE	CONC.- CUYD (W)			STEEL - POUNDS (W)		
	9''	12''	14''	9''	12''	14''
A	0.18	0.20	0.21	▲ 1.34	▲ 1.34	▲ 1.34
B	0.13	0.15	0.16	1.34	1.34	1.34
C	0.18	0.20	0.21	▲ 1.34	▲ 1.34	▲ 1.34
D	0.14	0.16	0.17	0.67	0.67	0.67
E	0.14	0.16	0.17	1.34	1.34	1.34

▲ WHEN REQUIRED

CONCRETE QUANTITIES SHOWN INCLUDE 8'' BASE THICKNESS FOR TYPE A, BUT DO NOT INCLUDE QUANTITIES NECESSARY FOR ASPHALT OVERLAY THICKNESS SHOWN FOR TYPE D AND E.



EXPANSION JOINT DETAIL

USE WITH CUR. STD. DWG. RBM-015

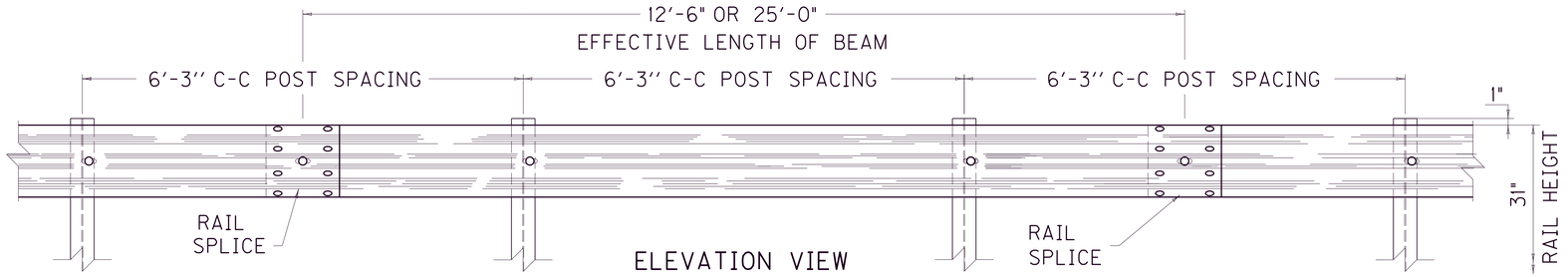
KENTUCKY
DEPARTMENT OF HIGHWAYS

CONCRETE MEDIAN BARRIER
FIXED-FORM OR SLIP-FORM
(PERMANENT)

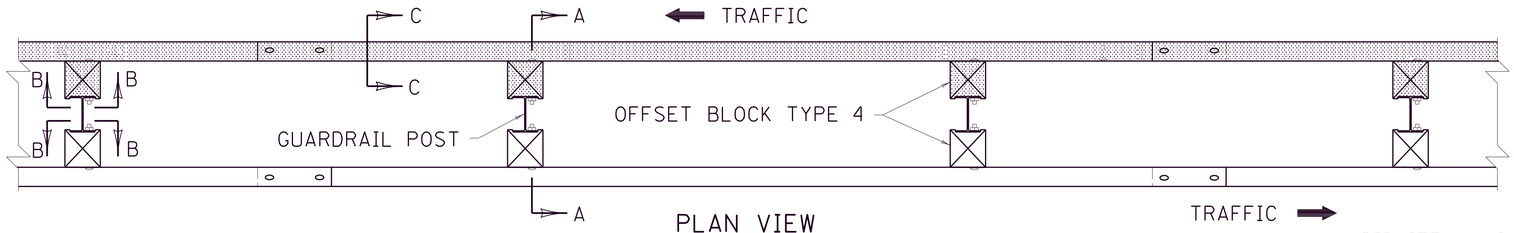
SUBMITTED William S. Pollick 11-17-17
DIRECTOR DIVISION OF DESIGN DATE

026

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131r

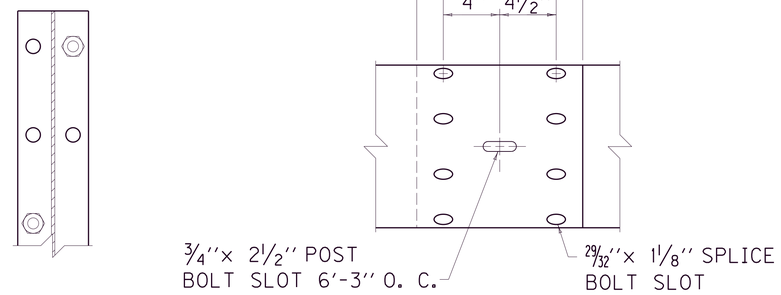


ELEVATION VIEW



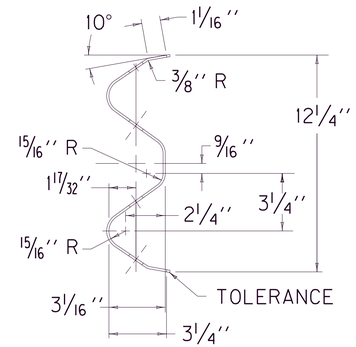
PLAN VIEW

(DOUBLE FACE RAIL OR SINGLE FACE RAIL)



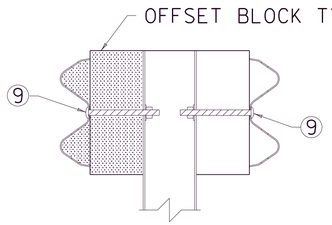
RAIL SPLICE ⑤

SECTION B-B



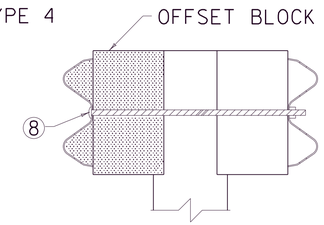
SECTION C-C

(RAIL CORRUGATED SHEET STEEL BEAM)



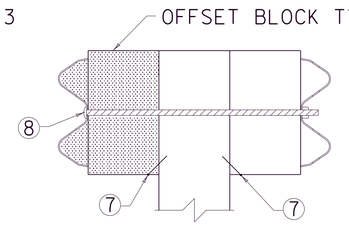
SECTION A-A

DOUBLE FACE RAIL WITH STEEL POST (W6x9) (TIMBER OR APPROVED COMPOSITE OFFSET BLOCK)



SECTION A-A

DOUBLE FACE RAIL WITH ROUND TIMBER POST



SECTION A-A

DOUBLE FACE RAIL WITH TIMBER POST

~ NOTES ~

BID ITEM AND UNIT TO BID
GUARDRAIL-STEEL W BEAM-S FACE LF
OR
GUARDRAIL-STEEL W BEAM-D FACE LF

1. DIMENSIONAL TOLERANCES NOT SHOWN OR IMPLIED ARE INTENDED TO BE THOSE CONSISTENT WITH THE PROPER FUNCTIONING OF THE PART, INCLUDING ITS APPEARANCE AND ACCEPTED MANUFACTURING PRACTICES.
2. THE RAIL ELEMENT SHALL COMPLY WITH AASHTO M-180 -CLASS A, TYPE II.
3. ALL LAPS SHALL BE PLACED IN THE DIRECTION OF TRAFFIC FLOW.

④ TOLERANCE + 1¼", -¼"

⑤ 8-⅝" × 1¼" LONG BUTTON HEAD BOLTS AND HEX HEAD RECESS NUTS REQUIRED FOR EACH RAIL SPLICE.

⑥ LENGTH EQUALS POST AND BLOCK WIDTH PLUS 2" FOR BOLT OR 2¼" FOR THREADED ROD.

⑦ GALVANIZED STEEL 10d COMMON COATED NAIL (DRIVE NAIL AT THE TOP OR BOTTOM CENTER OF BLOCK AND POST AFTER BOLT IS INSTALLED).

⑧ ⅝" × ⑥ STEEL THREADED ROD AND TWO (2) HEX HEAD NUTS OR ⅝" × ⑥ BUTTON OR HEX HEAD BOLT AND HEX HEAD NUT.

⑨ ⅝" × 8" BUTTON HEAD BOLT, HEX HEAD RECESS NUT AND ONE ⅝" ROUND WASHER (TYP.). BOLT SHALL HAVE A MINIMUM THREAD LENGTH OF 2".

▨ REQUIRED FOR DOUBLE RAIL

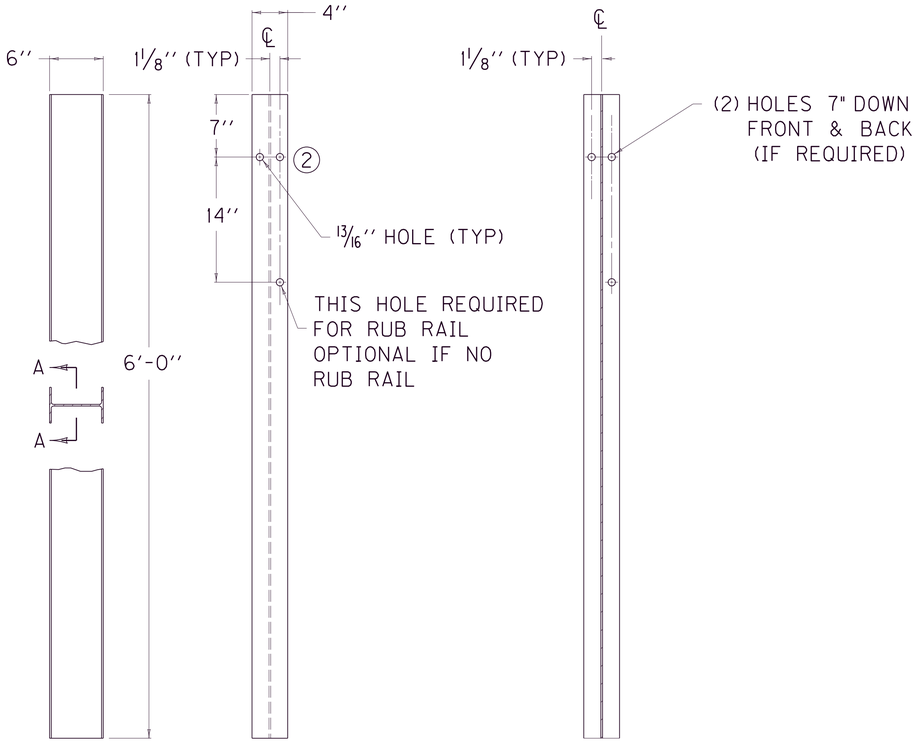
10. BOTH 12'-6" AND 25' LENGTHS OF "W" BEAM GUARDRAIL SECTIONS WILL BE PERMITTED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

KENTUCKY
DEPARTMENT OF HIGHWAYS

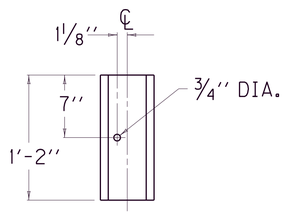
STEEL BEAM GUARDRAIL ("W" BEAM)

SUBMITTED William S. Stalick 11-17-17
DIRECTOR DIVISION OF DESIGN — DATE

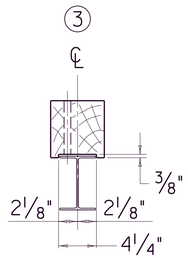
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131s



~ W6 X 9.0 STEEL POST ① ~



REAR ELEVATION

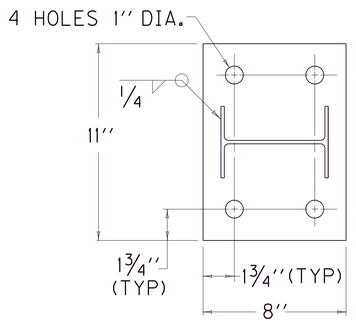


PLAN VIEW

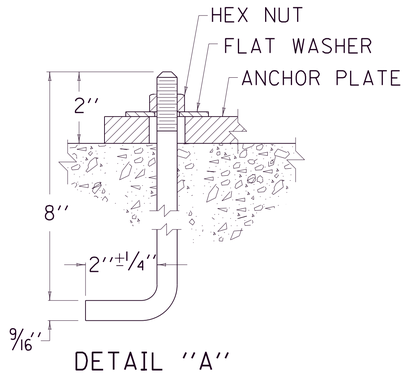
OFFSET BLOCK TYPE 4
6" X 8" (Nominal Size)
(TIMBER OR APPROVED COMPOSITE)
(FOR USE WITH STEEL POST ONLY)

~ NOTES ~

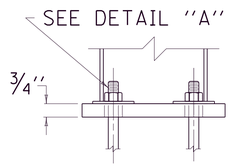
1. W6 X 8.5 IS AN ACCEPTABLE ALTERNATE.
2. THESE HOLES ARE REQUIRED FOR ATTACHING RAIL.
3. TIMBER OR COMPOSITE BLOCKOUTS MAY BE USED WITH STEEL POST.



PLAN VIEW



DETAIL ''A''



SIDE VIEW
ANCHOR PLATE

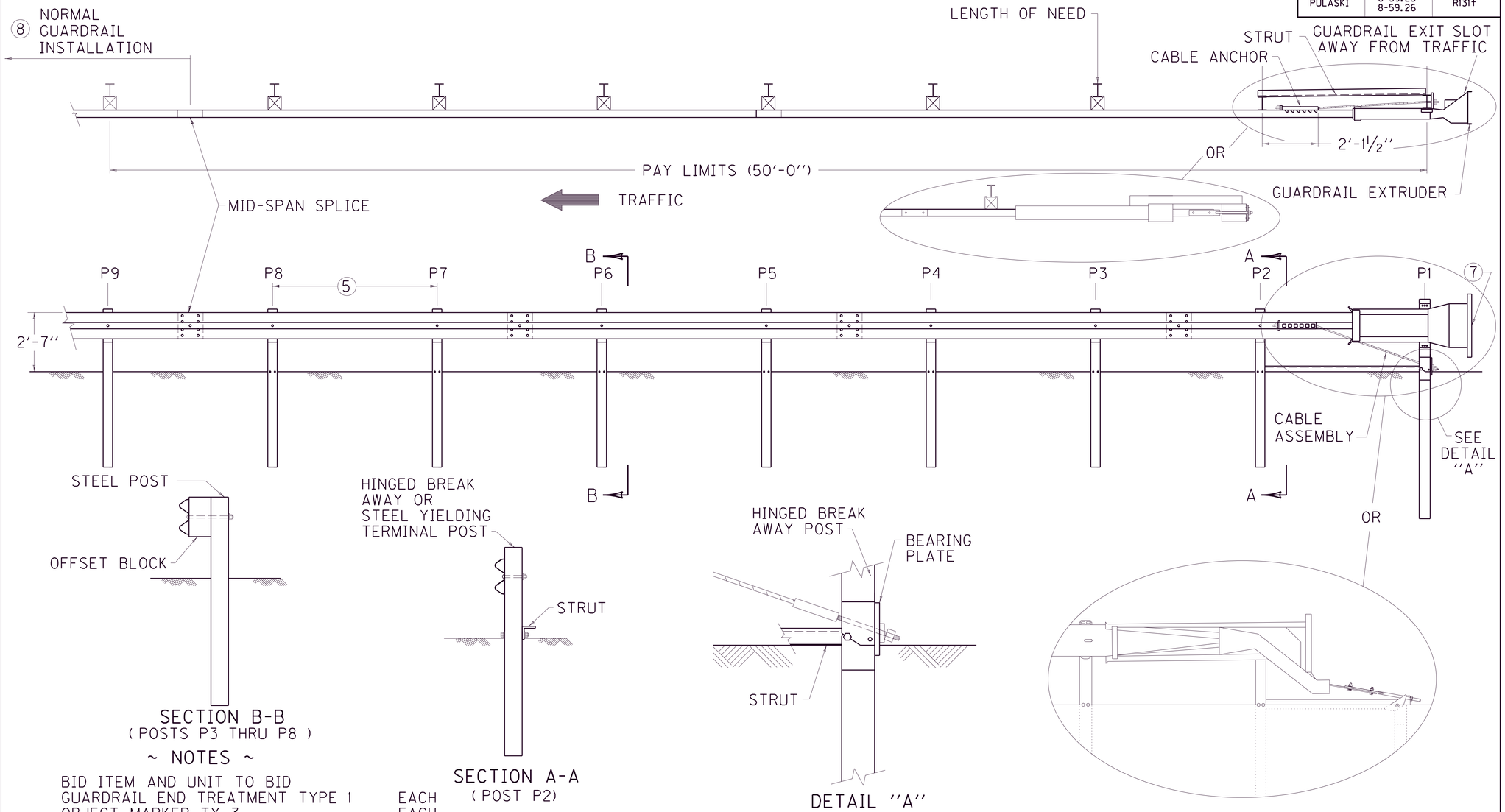
KENTUCKY
DEPARTMENT OF HIGHWAYS

STEEL
GUARDRAIL POSTS

SUBMITTED William S. Haskins — DIRECTOR DIVISION OF DESIGN — 3-06-18 DATE

028

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI31†



SECTION B-B
(POSTS P3 THRU P8)

SECTION A-A
(POST P2)

DETAIL ''A''

~ NOTES ~

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

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 MANUACTURED 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.

USE WITH CUR. STD. DWG.
RBI-004

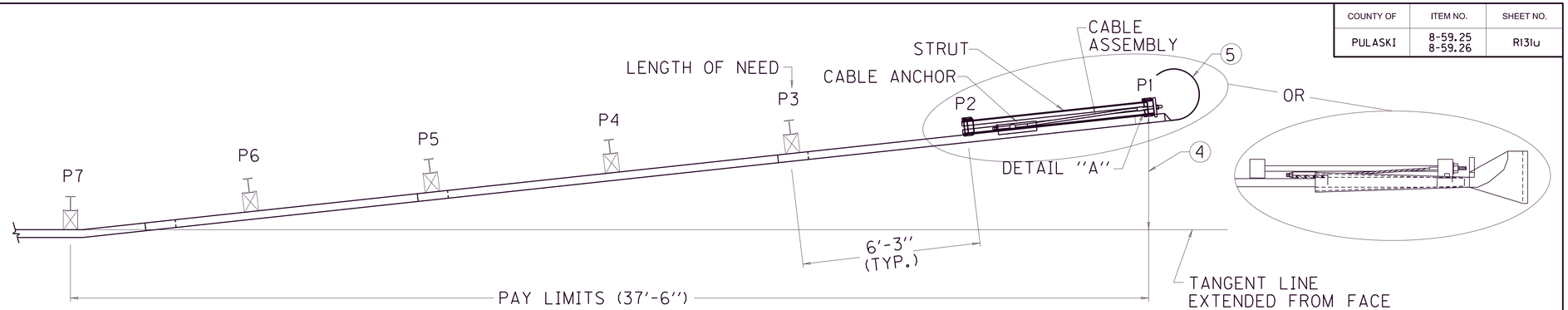
KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL END TREATMENT TYPE 1

SUBMITTED William S. Hallick — DIRECTOR DIVISION OF DESIGN — 11-17-17 DATE

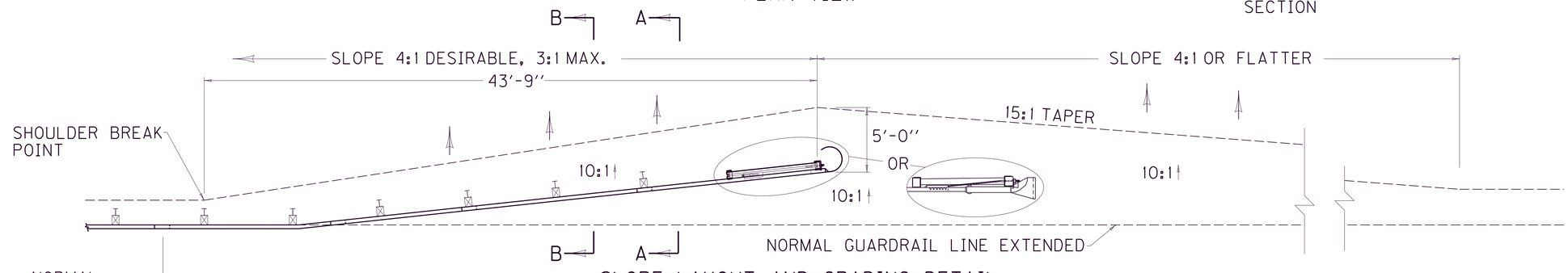
029

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131u



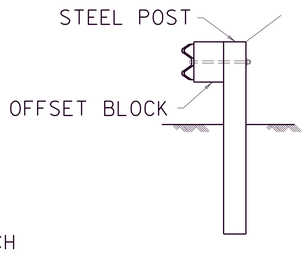
PLAN VIEW

TRAFFIC

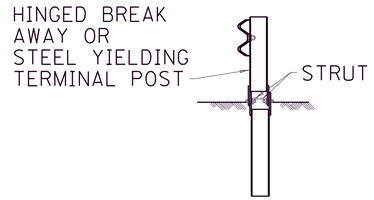


SLOPE LAYOUT AND GRADING DETAIL

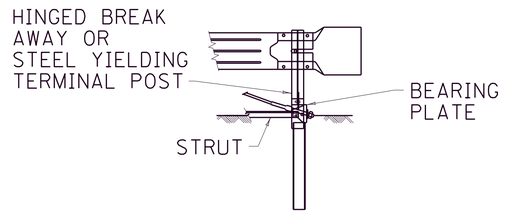
7 NORMAL GUARDRAIL INSTALLATION



SECTION B-B
(POSTS P3 THRU P7)



SECTION A-A
(POST P2)



DETAIL ''A''
(ENLARGED VIEW P1)

~ NOTES ~

BID ITEMS AND UNIT TO BID:	
GUARDRAIL END TREATMENT TYPE 4A	EACH
ROADWAY OR BORROW EXCAVATION OR EMBANKMENT-IN-PLACE	CUYD
OBJECT MARKER TY 3	EACH

1. INTENDED USE: AREAS WITH ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL.
2. PERMISSIBLE ALTERNATES FOR GUARDRAIL END TREATMENT TYPE 4A ARE PATENTED ITEMS: SRT-31 MANUFACTURED BY TRINITY INDUSTRIES OF DALLAS, TEXAS OR FLEAT-SP-MGS 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. SYSTEM OFFSET OF 4'-0'' SHALL BE MEASURED FROM FACE OF OFFSET BLOCK AT NORMAL GUARDRAIL SECTION TO FACE OF POST AT P1.
5. OBJECT MARKER TYPE 3 (SEE CURRENT MUTCD MANUAL FOR DETAILS).
6. THE COMPLETED INSTALLATION SHALL MEET ALL APPLICABLE REQUIREMENTS OF THE MANUFACTURER. (SEE SHOP DRAWINGS)
7. 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.
8. NCHRP-350-COMPLIANT CRASH CUSHIONS WILL BE ACCEPTED IN INSTANCES WHERE MASH-COMPLIANT DEVISES ARE NOT YET AVAILABLE.

KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL END TREATMENT TYPE 4A

SUBMITTED _____ 1-02-19
ACTING DIRECTOR DIVISION OF HIGHWAY DESIGN — DATE

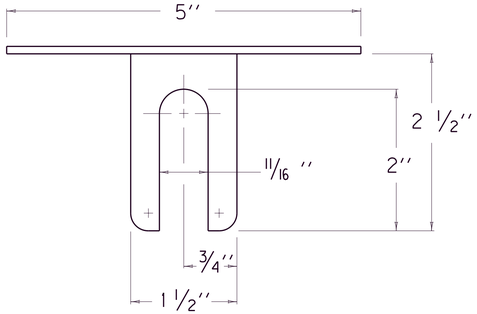
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131v

~ NOTES ~

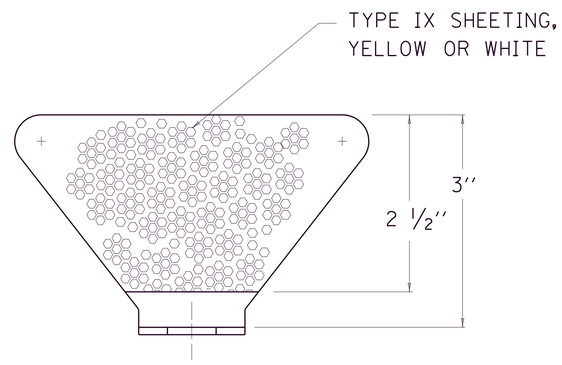
BID ITEMS AND UNIT TO BID

DELINEATOR FOR GUARDRAIL B/W	EACH
DELINEATOR FOR GUARDRAIL M/W	EACH
DELINEATOR FOR GUARDRAIL M/Y	EACH

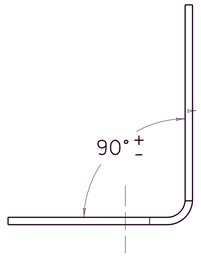
1. DELINEATORS SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE EACH AND SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR ONE COMPLETE INSTALLATION.
2. DELINEATOR SHAPE AND DIMENSIONS ARE SHOWN FOR ILLUSTRATION PURPOSES ONLY. TYPES OF DELINEATORS PERMITTED SHALL BE FROM THE LIST OF APPROVED MATERIALS.
3. GUARDRAIL DELINEATORS SHALL BE REQUIRED ON ALL GUARDRAIL.
4. DELINEATORS SHALL NOT BE INSTALLED WITHIN THE PAY LIMITS OF THE END TREATMENT.
5. DELINEATORS SHALL BE MANUFACTURED FROM 12 GA. GALVANIZED STEEL.
6. DIMENSIONS SHOWN ARE APPROXIMATE AND ARE SUBJECT TO MANUFACTURER'S TOLERANCES.
7. WHEN CONCRETE BARRIERS EXTEND ACROSS BRIDGE STRUCTURES IN LIEU OF STEEL BEAM GUARDRAIL, DELINEATORS SHALL BE INSTALLED AT SAME VERTICAL ALIGNMENT AS ON THE GUARDRAIL, AND DELINEATORS SHALL COMPLY WITH CURRENT STANDARD DRAWING RBM-020.
8. DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



PLAN VIEW

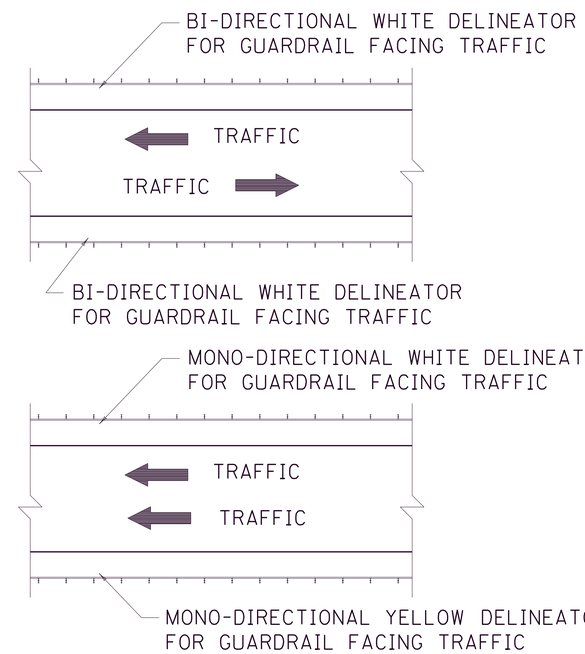


FRONT VIEW

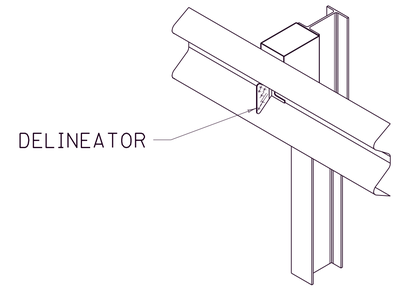


SIDE VIEW

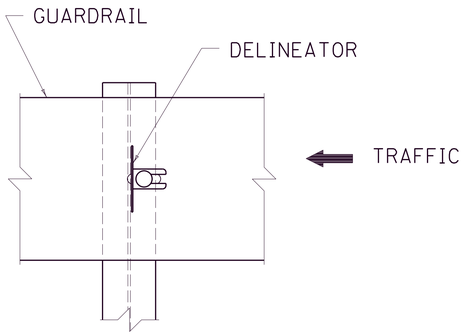
DIMENSIONS SHOWN ARE FOR ONE VERSION OF A WEB-MOUNTED GUARDRAIL DELINEATOR. DELINEATORS WITH ALTERNATE DIMENSIONS MAY BE CONSIDERED FOR INCLUSION ON THE APPROVED PRODUCTS LIST.



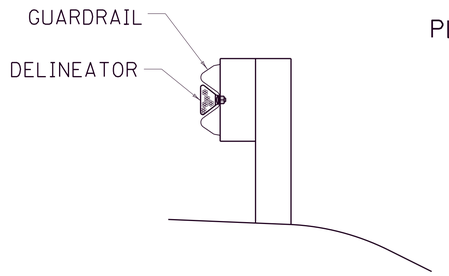
PLACEMENT OF DELINEATORS
FOR GUARDRAIL



ISOMETRIC VIEW



FRONT VIEW



SIDE VIEW

APPROXIMATE DELINEATOR SPACING	
TANGENT	100'
CURVE	50'

SPACING SHOULD BE ADJUSTED IN CURVES SO THAT SEVERAL DELINEATORS ARE ALWAYS SIMULTANEOUSLY VISIBLE TO THE ROAD USER.

USE WITH CUR. STD. DWGS.
RBM-020, RBR-060

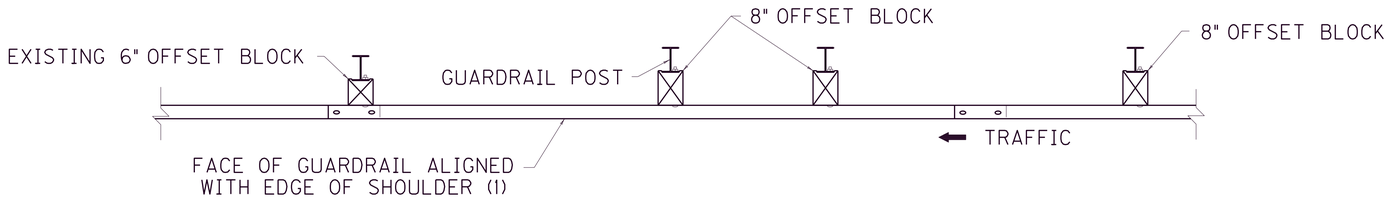
KENTUCKY
DEPARTMENT OF HIGHWAYS

DELINEATORS
FOR GUARDRAIL

SUBMITTED William S. Gulick
DIRECTOR DIVISION OF DESIGN
11-17-17
DATE

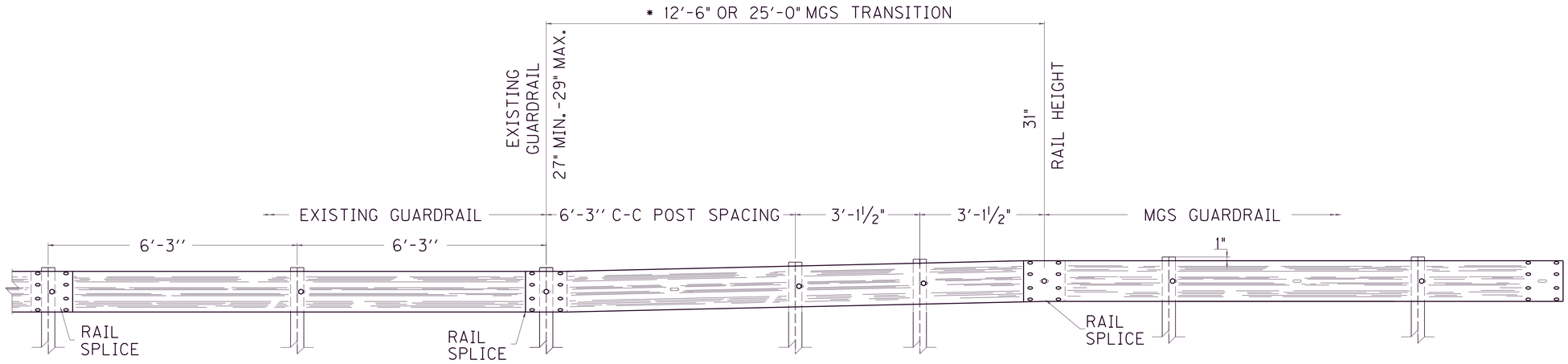
032

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131w



PLAN VIEW

* 12'-6' TRANSITION FROM 29" TO 31" SHOWN,
25'-0" REQUIRED FOR 27" TO 31" TRANSITION.



ELEVATION VIEW

~ NOTES ~

1) WHERE POST OFFSET IS CONSTRAINED, AND WHEN THE EXISTING SHOULDER IS WIDER THAN 4 FEET, THE EXISTING SHOULDER MAY BE REDUCED UP TO 2 INCHES TO ACCOMMODATE THE 8 INCH BLOCKS OF THE MGS GUARDRAIL. WHERE SITE CONSTRAINTS PROHIBIT THE POST FROM BEING PLACED AT LEAST 6 INCHES IN FRONT OF THE SLOPE BREAK POINT, USE 7 FOOT POSTS.

2) MGS TRANSITION FROM EXISTING GUARDRAIL SHALL BE COMPLETED OUTSIDE THE 50 FEET MGS END TERMINAL LIMITS.

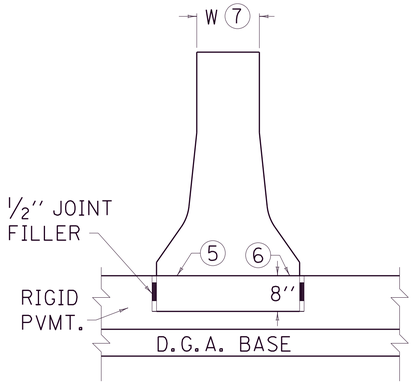
KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL SYSTEM TRANSITION

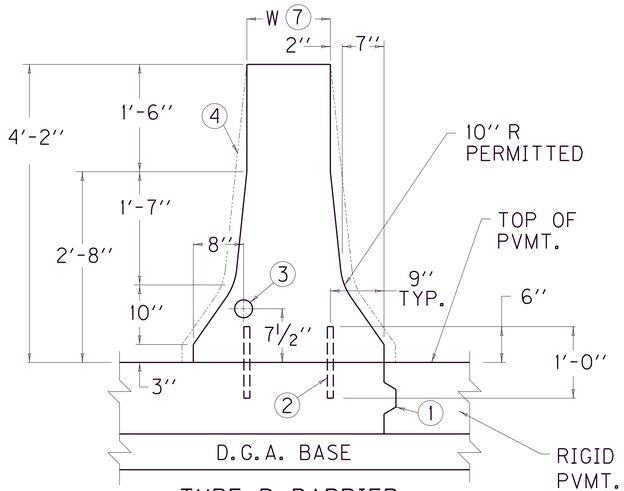
SUBMITTED William S. Stelick 4-04-18
DIRECTOR DIVISION OF DESIGN DATE

033

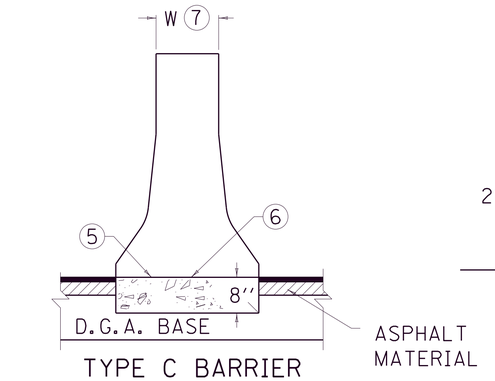
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131x



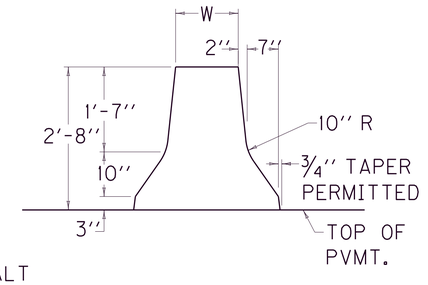
TYPE A BARRIER
(NEW RIGID PAVEMENT)



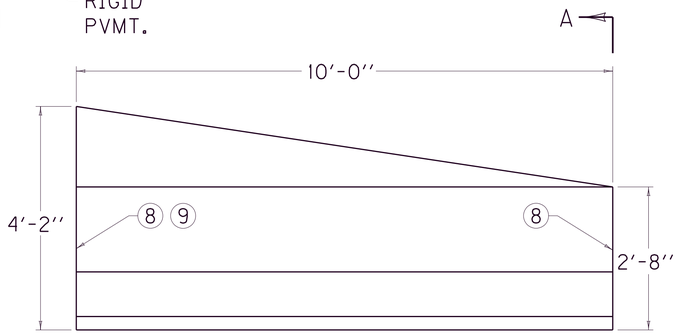
TYPE B BARRIER
(NEW RIGID PAVEMENT)



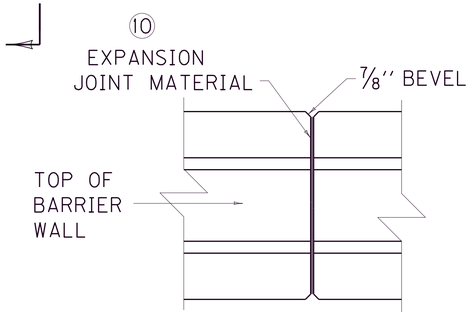
TYPE C BARRIER
(NEW FLEXIBLE PAVEMENT)



SECTION A-A



WALL TRANSITION
(ELEVATION VIEW)



EXPANSION JOINT DETAIL

~ NOTES ~

THE CONTRACT UNIT PRICE PER LINEAR FOOT FOR ''CONCRETE MEDIAN BARRIER TYPE ☆ ⊕ 50'' SHALL BE FULL COMPENSATION FOR ALL MATERIALS, EQUIPMENT, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

☆ 12 OR 14 DEPENDING ON ''W''.

⊕ A, B OR C DEPENDING ON PAVEMENT TYPE.

(1) LONGITUDINAL CONSTRUCTION JOINT WITHOUT TIE BARS IS REQUIRED AND SHALL BE PLACED AT THE LOCATION SHOWN OR MAY BE INSTALLED AT THE CORRESPONDING POINT ON THE OPPOSITE SIDE OF THE BARRIER, AT THE OPTION OF THE CONTRACTOR. IT SHALL BE REQUIRED ON THE LOW SIDE OF A SUPERELEVATED SECTION.

(2) NO. 8 DOWEL BARS SPACED 4'-0'' O.C. AND STAGGERED 2'-0''.

(3) 3'' RACEWAY (TYPICAL). SEE ELSEWHERE IN THE PLANS FOR LOCATION AND PAYMENT FOR RACEWAY WHEN REQUIRED.

(4) WALL MAY BE FIXED-FORMED AS DEPICTED BY PHANTOM LINES.

(5) WHEN A CONSTRUCTION JOINT IS USED, DOWEL BARS WILL BE REQUIRED AS SHOWN WITH TYPE B BARRIERS.

(6) CONSTRUCTION JOINT PERMITTED WHEN FIXED FORMS OR SLIP FORMS ARE USED.

(7) A 14'' WALL WITH 3'' RACEWAY IS REQUIRED WHEN THE ROADWAY WILL BE LIGHTED FROM THE MEDIAN.

(8) THE WALL TRANSITION DETAILED IS FOR A FIXED-FORM OR SLIP-FORM WALL. SEE CURRENT STANDARD DRAWING RBM-053 FOR CONNECTION DETAILS, STEEL PLACEMENT, LIFTING HOLE DIMENSIONS, ETC. WHEN WALL IS PRECAST.

(9) SEE TYPE B BARRIER DETAIL FOR WALL DIMENSIONS.

(10) TRANSVERSE EXPANSION JOINTS SHALL BE INSTALLED PER STANDARD SPECIFICATONS FOR ROAD AND BRIDGE CONSTRUCTION.

APPROX. QUANTITIES PER LINEAR FOOT

TYPE	12'' WALL		14'' WALL	
	CONC. IN CU. YDS.	STEEL IN POUNDS	CONC. IN CU. YDS.	STEEL IN POUNDS
A	0.27	△ 1.34	0.30	△ 1.34
B	0.21	1.34	0.23	1.34
C	0.27	△ 1.34	0.30	△ 1.34

△ WHEN REQUIRED

CONCRETE QUANTITIES SHOWN INCLUDE 8'' BASE THICKNESS FOR TYPE A AND TYPE C. THE CONTRACTOR IS RESPONSIBLE FOR ADDITIONAL CONCRETE QUANTITIES.

USE WITH CUR. STD. DWG. RBM-053

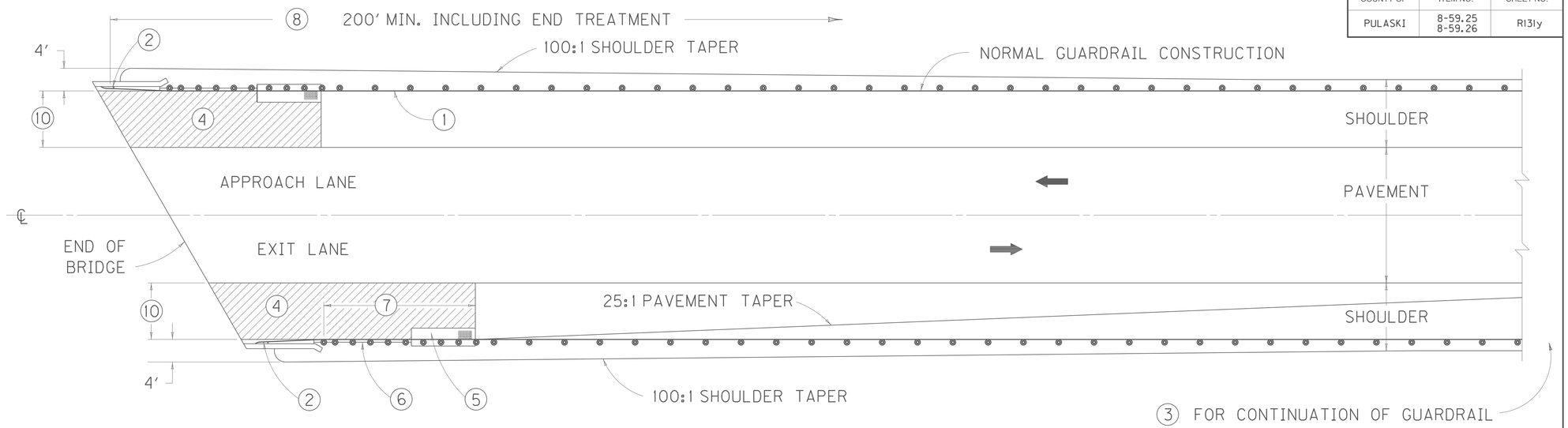
KENTUCKY DEPARTMENT OF HIGHWAYS

CONCRETE MEDIAN BARRIER FIXED-FORM OR SLIP-FORM (PERMANENT) (50'' TALL WALL)

SUBMITTED William S. Gulick 2-23-18
DIRECTOR DIVISION OF DESIGN — DATE

036

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131y



~ NOTES ~

⑦ VARIABLE LENGTH, SEE APPLICABLE ''BRIDGE END CONNECTOR'' DRAWINGS.

⑧ SHOWN FOR FILL CONDITION. LENGTH MAY BE REDUCED SHOULD FIELD CONDITIONS WARRANT.

9. TO TERMINATE GUARDRAIL INSTALLATION:
   A. ALL FILLS; ALSO SOLID ROCK CUTS WITH ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL, USE END TREATMENT TYPE 1 OR 4A.
   B. SOLID ROCK CUTS WITHOUT ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL, USE END TREATMENT TYPE 2A.
   C. EARTH CUTS AND SOFT ROCK CUTS, USE END TREATMENT TYPE 3.

⑩ USE ISLAND CURB AND GUTTER AND SAME PAVEMENT AS SHOWN ON MAINLINE DESIGN, (SEE DETAIL A).

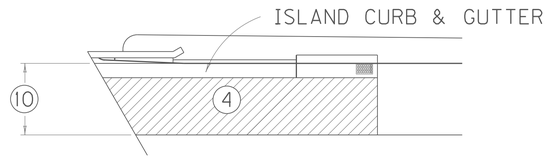
11. NO ANGLES PERMITTED IN NORMAL GUARDRAIL ALIGNMENT.

12. THIS ILLUSTRATION IS FOR TWO-WAY TRAFFIC FLOW. FOR ONE-WAY TRAFFIC FLOW, MAKE THE FOLLOWING ALTERATIONS:

    APPROACH END OF STRUCTURE-
    A. NO PAVEMENT TAPER REQUIRED
    B. ALIGN FACE OF GUARDRAIL WITH STRUCTURE GUTTERLINE

    EXIT END OF STRUCTURE-
    A. PAVEMENT TAPER REQUIRED FOR BOTH OUTSIDE LANES
    B. FOR GUARDRAIL ALIGNMENT SEE BRIDGE END CONNECTOR DRAWINGS

ITEM	STD. DWG. NO. (CURRENT EDITION)
① STEEL W BEAM GUARDRAIL - S FACE	RBR-001
② BRIDGE END CONNECTORS	RBC-SERIES
③ END TREATMENT TYPE 1, 2A, 3 OR 4A (NOTE 9)	RBR-SERIES
DRAINAGE ITEMS (WHEN REQUIRED)	
④ BRIDGE END DRAINAGE AREA (NOTE 10)	
⑤ CURB BOX INLET TYPE B	RDB-SERIES
⑥ ISL. HEADER CURB OR ISL. CURB AND GUTTER	RPM-SERIES



DETAIL A

USE WITH CUR. STD. DWGS.
RBC-005, RBC-006, RBR-001

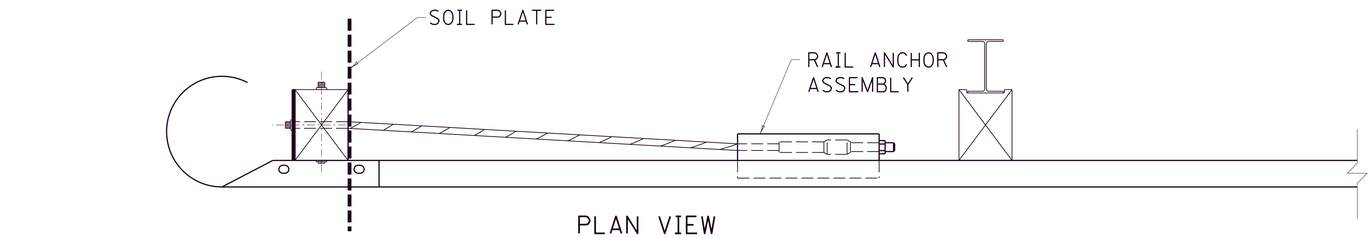
KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL AND BRIDGE END DRAINAGE FOR SINGLE STRUCTURES

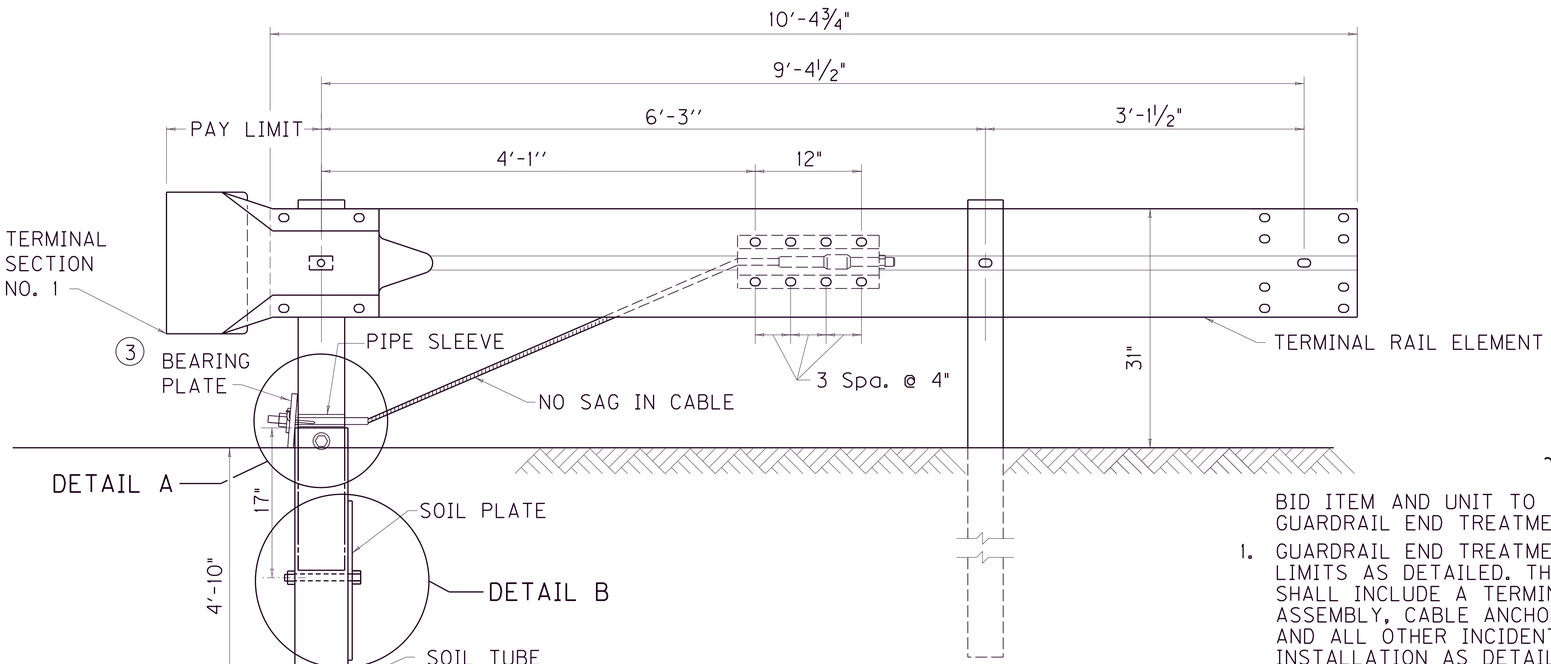
SUBMITTED William S. Emlich — DIRECTOR DIVISION OF DESIGN — 02-5-18 DATE

037

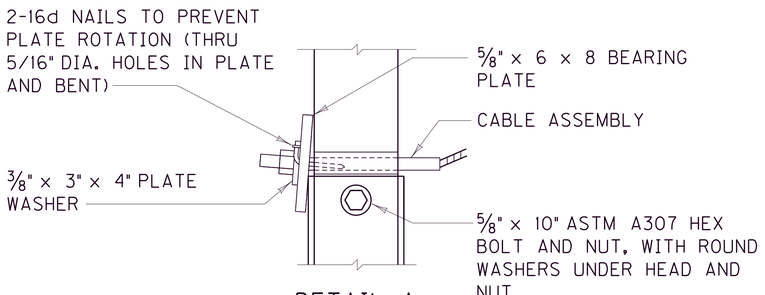
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI31z



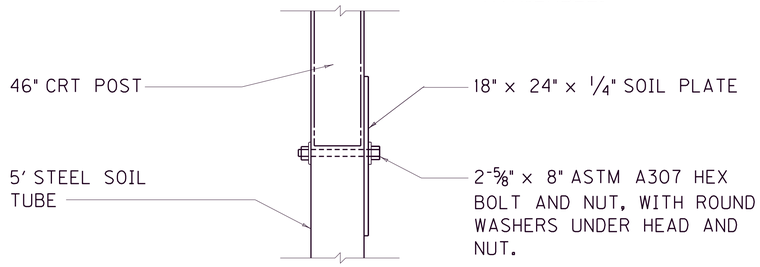
PLAN VIEW



ELEVATION VIEW



DETAIL A



DETAIL B

~ NOTES ~

BID ITEM AND UNIT TO BID
GUARDRAIL END TREATMENT TYPE 2A EACH

1. GUARDRAIL END TREATMENT TYPE 2A SHALL BE TO THE PAY LIMITS AS DETAILED. THE CONTRACT UNIT BID IS EACH AND SHALL INCLUDE A TERMINAL SECTION NO. 1, RAIL ANCHOR ASSEMBLY, CABLE ANCHOR ASSEMBLY, SOIL TUBE, SOIL PLATE AND ALL OTHER INCIDENTALS NECESSARY FOR A COMPLETE INSTALLATION AS DETAILED.
2. IN THE EVENT SOLID ROCK IS ENCOUNTERED, THE SOIL TUBE MAY BE SHORTENED, PROVIDED IT EXTENDS INTO THE SOLID GROUND A MINIMUM OF 3 FEET.

(3) INSTALL BEARING PLATE SO THAT THE "V" OPENING IS AT THE TOP.

4. NCHRP-350-COMPLIANT CRASH CUSHIONS WILL BE ACCEPTED IN INSTANCES WHERE MASH-COMPLIANT DEVISES ARE NOT YET AVAILABLE.

USE WITH CUR. STD. DWGS.
RBI-002, RBI-003, RBR-010
& SEPIA 024

KENTUCKY
DEPARTMENT OF HIGHWAYS

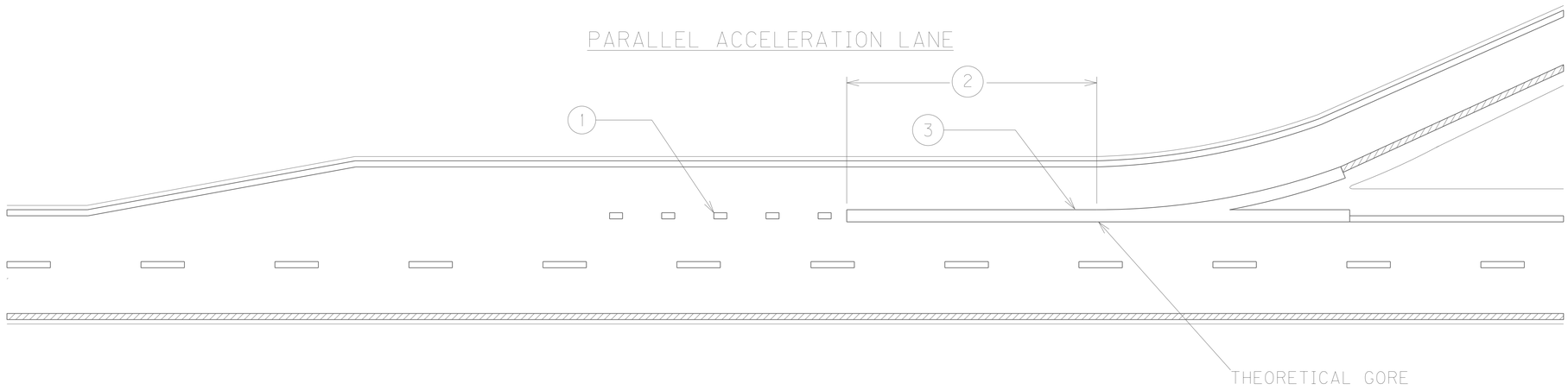
GUARDRAIL END TREATMENT TYPE 2A

SUBMITTED _____ 1-16-19
ACTING DIRECTOR DIVISION OF HIGHWAY DESIGN — DATE

038

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131aa

PARALLEL ACCELERATION LANE

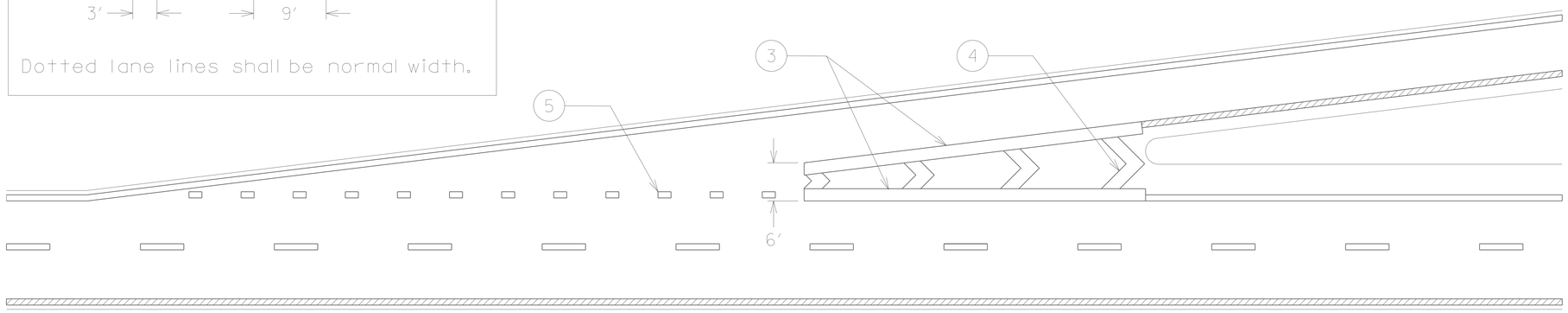


DOTTED LANE LINE DIMENSIONS:



Dotted lane lines shall be normal width.

TAPERED ACCELERATION LANE



1. IN A PARALLEL ACCELERATION LANE, DOTTED LANE LINES SHALL BE INSTALLED FOR AT LEAST HALF THE LENGTH OF THE FULL-WIDTH ACCELERATION LANE PLUS TAPER MEASURED FROM THE THEORETICAL GORE. DOTTED EXTENSIONS MAY BE INSTALLED THROUGH THE TAPER IF DESIRED.
2. WIDE SOLID LINE SHALL EXTEND DOWNSTREAM FROM THE THEORETICAL GORE FOR AT LEAST 1/4 THE LENGTH OF THE FULL-WIDTH ACCELERATION LANE PLUS TAPER.
3. 12" WIDE SOLID WHITE CHANNELIZATION LINES.
4. GORE AREA CHEVRON MARKINGS ARE OPTIONAL ON ENTRANCE RAMPS. SEE SEPIA 008 FOR DETAILS ON CHEVRON MARKINGS.
5. IN A TAPERED ACCELERATION LANE, DOTTED EXTENSIONS MAY BE INSTALLED AS SHOWN.

LEGEND

MARKINGS

WHITE

YELLOW

DRAWING NOT TO SCALE

KENTUCKY
DEPARTMENT OF HIGHWAYS

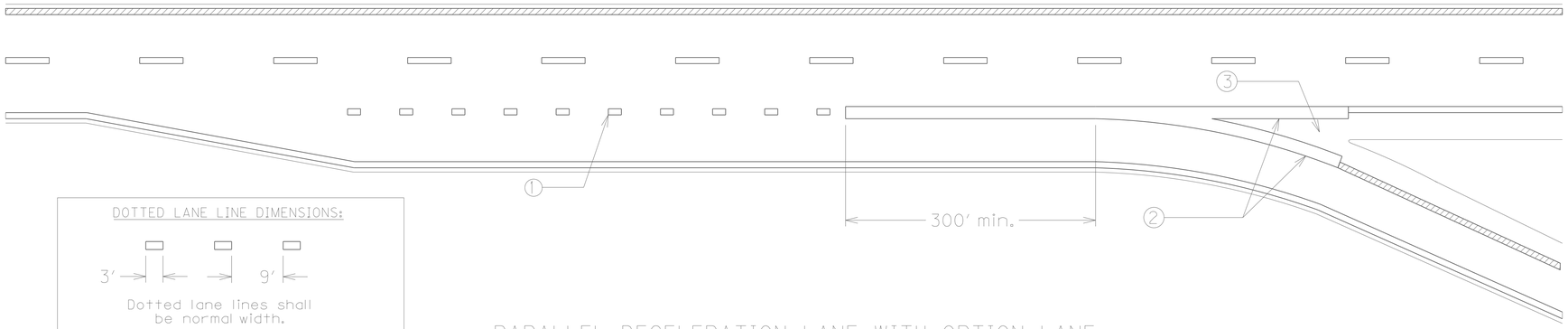
TYPICAL ENTRANCE RAMP MARKINGS FOR INTERSTATES AND PARKWAYS

SUBMITTED R. Jeffrey Wolfe 8-23-18
DATE

039

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131bb

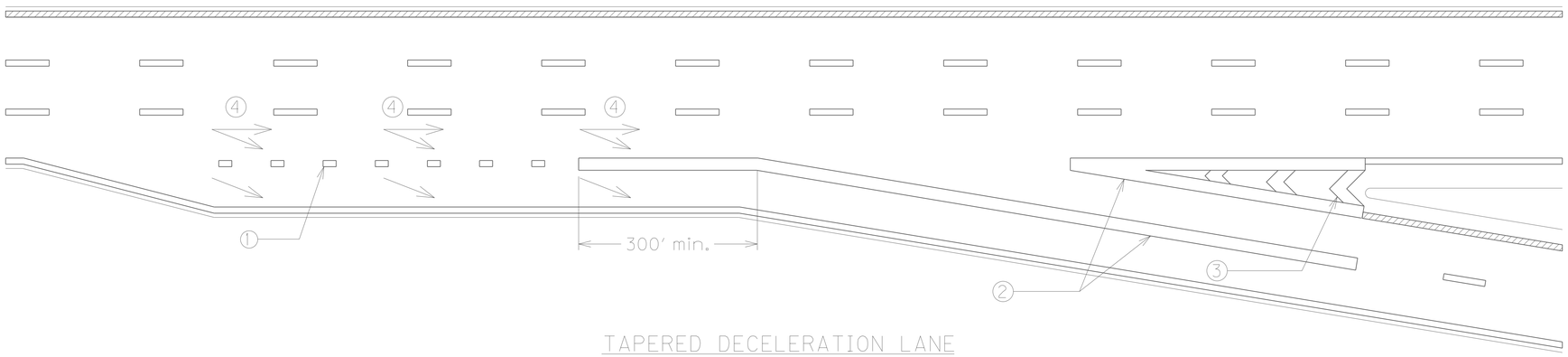
PARALLEL DECELERATION LANE



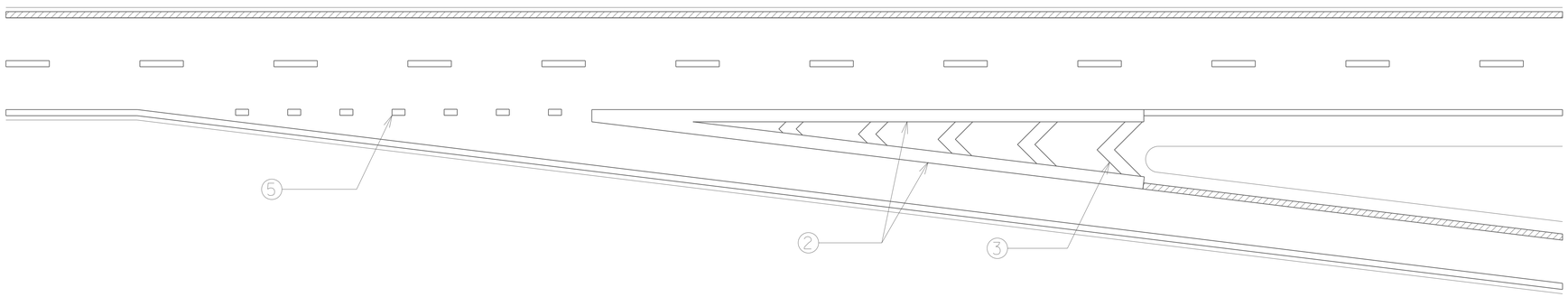
DOTTED LANE LINE DIMENSIONS:

Dotted lane lines shall be normal width.

PARALLEL DECELERATION LANE WITH OPTION LANE



TAPERED DECELERATION LANE



1. NORMAL WIDTH DOTTED LANE LINES SHALL BE USED ALONG THE FULL-WIDTH SECTION OF A PARALLEL DECELERATION LANE. IF DESIRED, EXTENSION LINES MAY BE USED ALONG THE TAPER.
2. 12" WIDE SOLID CHANNELIZATION LINE.
3. GORE AREA CHEVRON MARKINGS SHOULD BE USED IN ACCORDANCE WITH SEPIA 045.
4. LANE USE ARROWS MAY BE USED WHEN THERE IS AN OPTION LANE. IF USED, A MINIMUM OF THREE ARROWS PER LANE SHOULD BE PLACED AS SHOWN AND SPACED AT APPROXIMATELY 1/4 MILE.
5. FOR TAPERED DECELERATION LANES, DOTTED EXTENSIONS MAY BE INSTALLED AS SHOWN.

DRAWING NOT TO SCALE

LEGEND

MARKINGS

WHITE

YELLOW

KENTUCKY
DEPARTMENT OF HIGHWAYS

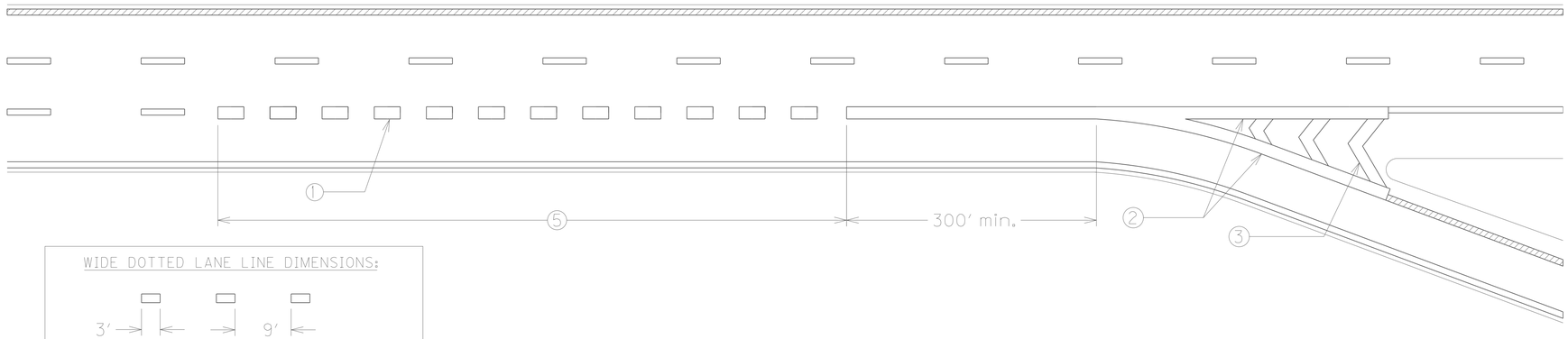
TYPICAL EXIT RAMP MARKINGS FOR INTERSTATES AND PARKWAYS

SUBMITTED R. Jeffrey Wolfe 11-30-18
DATE

040

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131cc

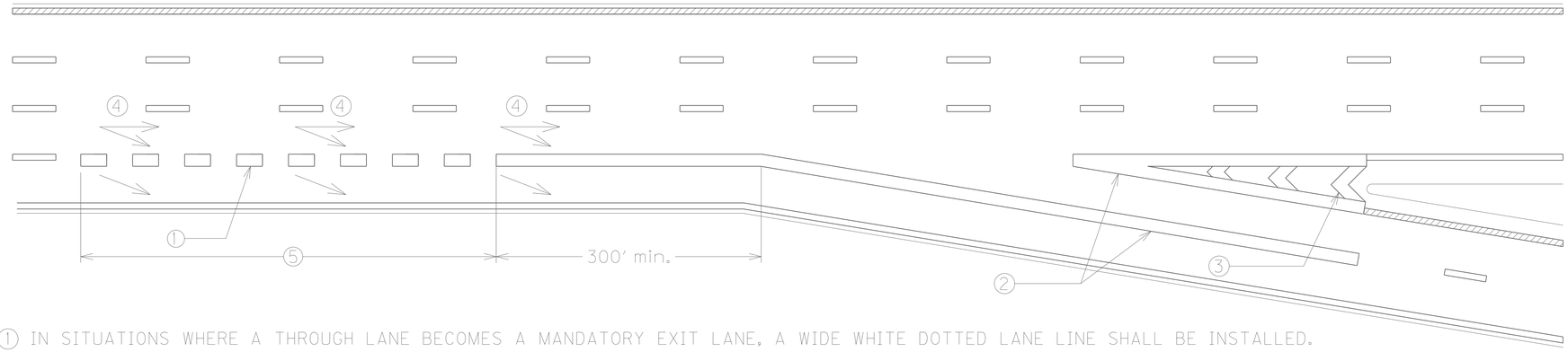
SINGLE-LANE LANE DROP



WIDE DOTTED LANE LINE DIMENSIONS:

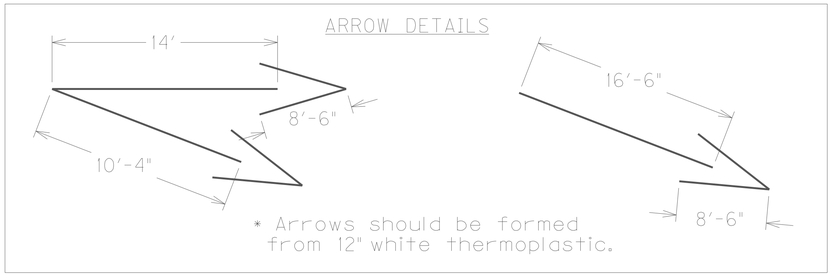
Dotted lane lines shall be twice the normal width in lane drop scenarios.

LANE DROP WITH AN OPTION LANE



1. IN SITUATIONS WHERE A THROUGH LANE BECOMES A MANDATORY EXIT LANE, A WIDE WHITE DOTTED LANE LINE SHALL BE INSTALLED.
2. 12" WIDE SOLID CHANNELIZATION LINE.
3. GORE AREA CHEVRON MARKINGS SHALL BE USED IN LANE DROP SCENARIOS AND WHERE AN INTERSTATE OR PARKWAY SPLITS. SEE SEPIA 045 FOR DETAILS ON GORE AREA CHEVRON MARKINGS.
4. LANE USE ARROWS MAY BE USED WHEN THERE IS AN OPTION LANE. A MINIMUM OF THREE ARROWS PER LANE SHOULD BE PLACED AS SHOWN AND SPACED AT APPROXIMATELY 1/4 MILE.
5. DOTTED LANE LINES SHOULD EXTEND BACK AN APPROXIMATE DISTANCE OF 1/2 MILE FROM THE THEORETICAL GORE.

ARROW DETAILS



* Arrows should be formed from 12" white thermoplastic.

DRAWING NOT TO SCALE

LEGEND

MARKINGS

WHITE

YELLOW

KENTUCKY DEPARTMENT OF HIGHWAYS

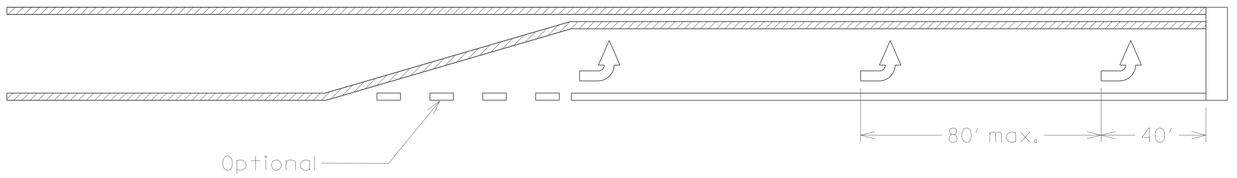
TYPICAL EXIT RAMP MARKINGS FOR INTERSTATES AND PARKWAYS

7-9-18

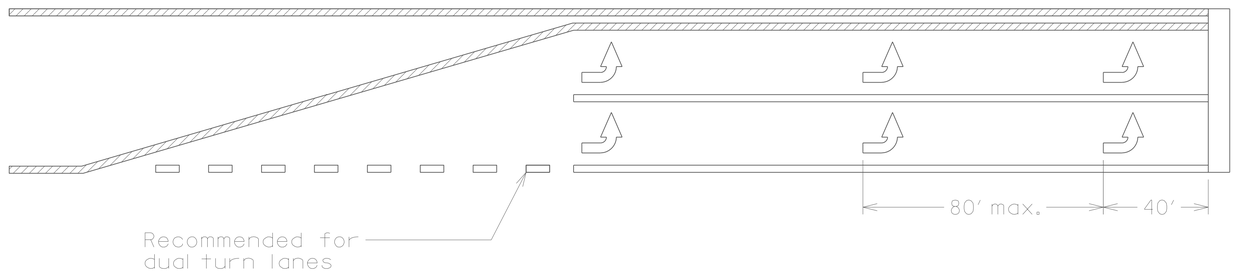
SUBMITTED R. Jeffrey Wolfe 11-30-18 DATE

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131dd

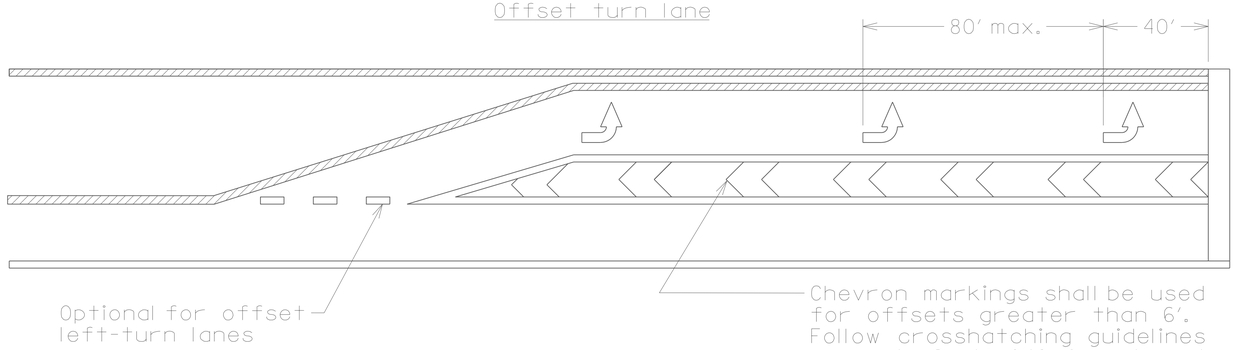
Single turn lane



Dual turn lane



Offset turn lane



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.

DRAWING NOT TO SCALE

LEGEND

MARKINGS

WHITE

YELLOW

KENTUCKY DEPARTMENT OF HIGHWAYS

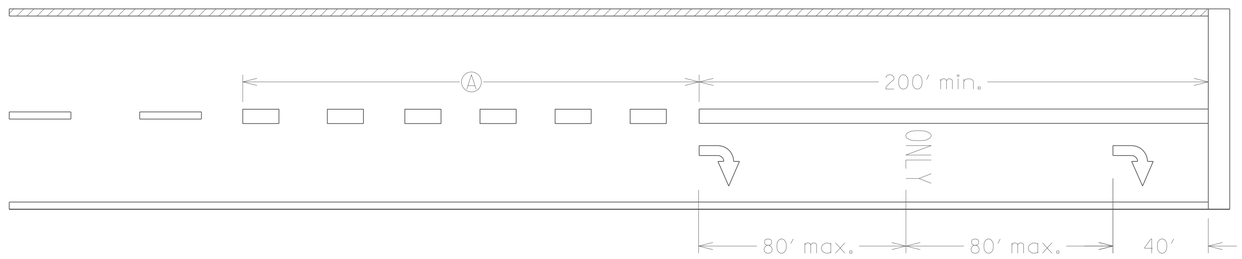
TYPICAL MARKINGS FOR TURN LANES

SUBMITTED R. Jeffrey Wolfe 11-30-18
DATE

042

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131ee

Lane drop scenario



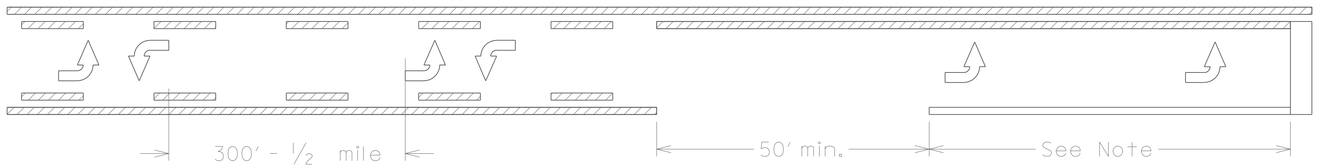
WIDE DOTTED LANE LINE DIMENSIONS:



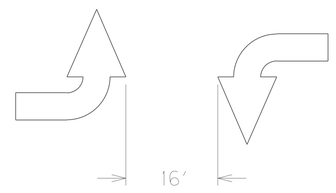
Dotted lane lines shall be twice the normal width in lane drop scenarios.

Speed Limit	Ⓐ
25	125′
35	245′
45	540′
55	660′
65	780′

Two-way left-turn lane



TWLTL ARROW DETAILS:



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.

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 TO-504 FOR MORE GUIDANCE ON TWO-WAY LEFT-TURN LANES.

DRAWING NOT TO SCALE

LEGEND

MARKINGS

WHITE

YELLOW

KENTUCKY DEPARTMENT OF HIGHWAYS

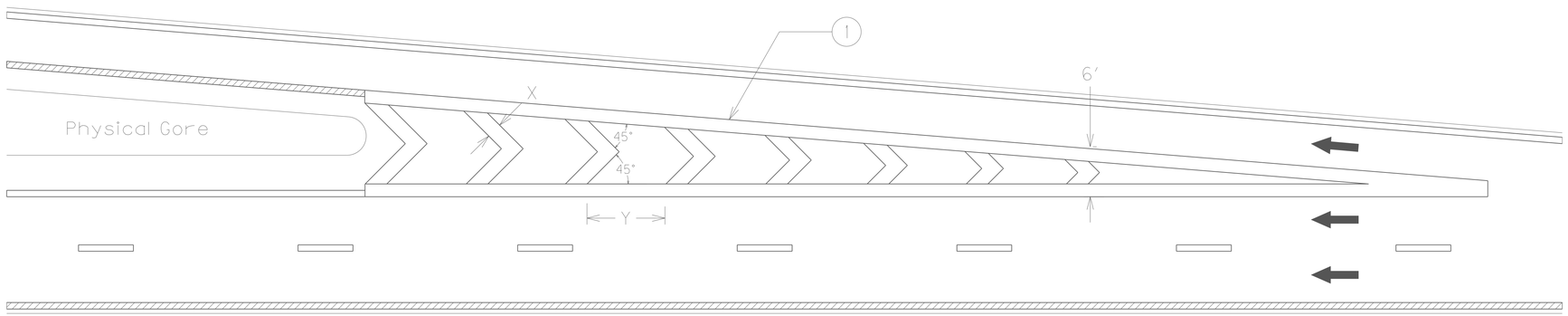
TYPICAL MARKINGS FOR TURN LANES

SUBMITTED R. Jeffrey Wolfe 4-22-19 DATE

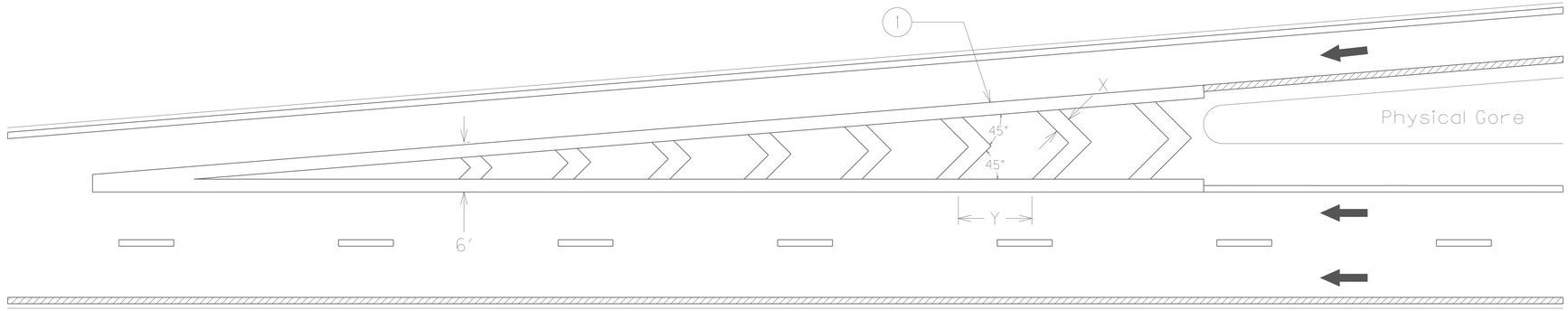
043

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131ff

TYPICAL EXIT RAMP GORE MARKINGS



TYPICAL ENTRANCE RAMP GORE MARKINGS



1. 12" SOLID WHITE LINE TO BE INSTALLED AS SHOWN. THIS LINE SHOULD TERMINATE AT THE PHYSICAL GORE.
2. CHEVRON MARKINGS SHOULD BEGIN WHEN THE 12" WHITE CHANNELIZING LINES ARE APPROXIMATELY 6' APART.
3. A MINIMUM OF THREE CHEVRON MARKINGS SHOULD BE USED. IF AT LEAST THREE MARKINGS WILL NOT FIT INTO THE GORE AREA, NO CHEVRON MARKINGS SHOULD BE PLACED.
4. THE MINIMUM CHEVRON MARKING WIDTH (X) SHOULD BE 2'. THE MINIMUM SPACING BETWEEN CHEVRON MARKINGS (Y) SHOULD BE 20'. THESE DIMENSIONS MAY BE INCREASED. FOR EACH ADDITIONAL 1' OF WIDTH (X), INCREASE THE SPACING (Y) BY 10'.
5. GORE AREA CHEVRON MARKINGS SHALL BE THERMOPLASTIC.

DRAWING NOT TO SCALE

LEGEND

MARKINGS

WHITE

YELLOW

KENTUCKY
DEPARTMENT OF HIGHWAYS

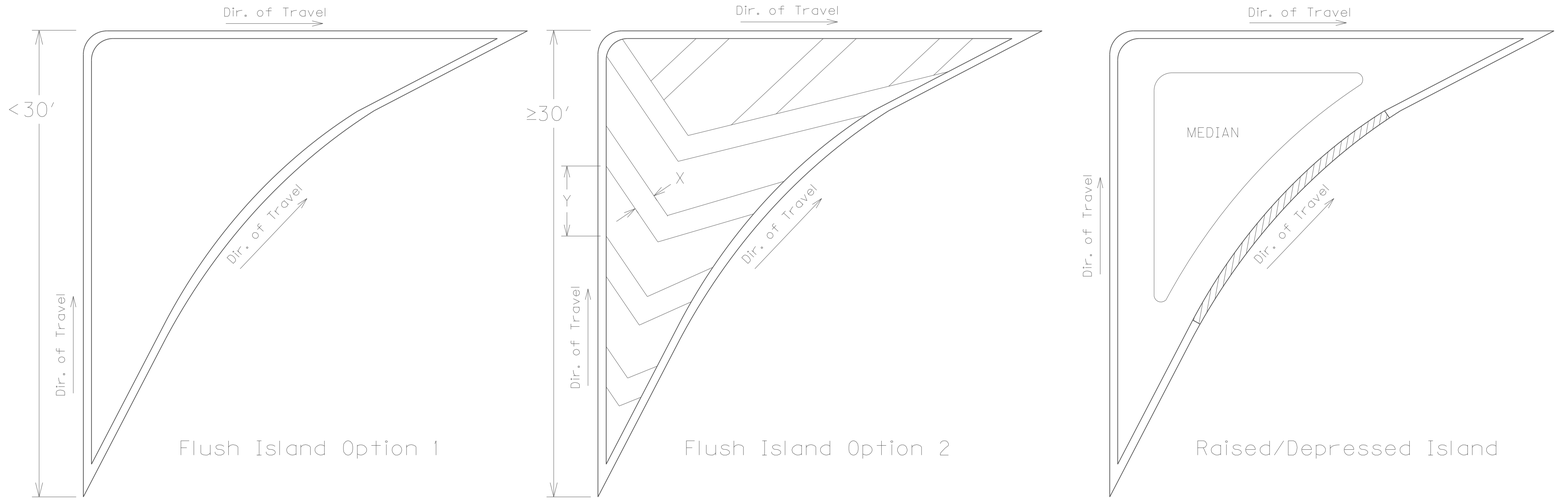
TYPICAL MARKINGS
FOR GORE AREAS

SUBMITTED B. Jeffrey Wolfe 11-30-18
DATE

045

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131gg

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.

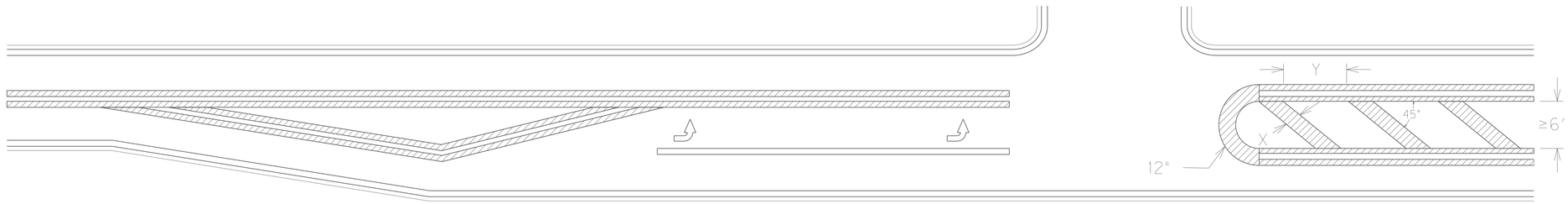
CROSSHATCH MARKINGS SHOULD NOT BE PLACED IN AND ISLAND IF ANY SIDE OF AN ISLAND IS LESS THAN 30' IN LENGTH.

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

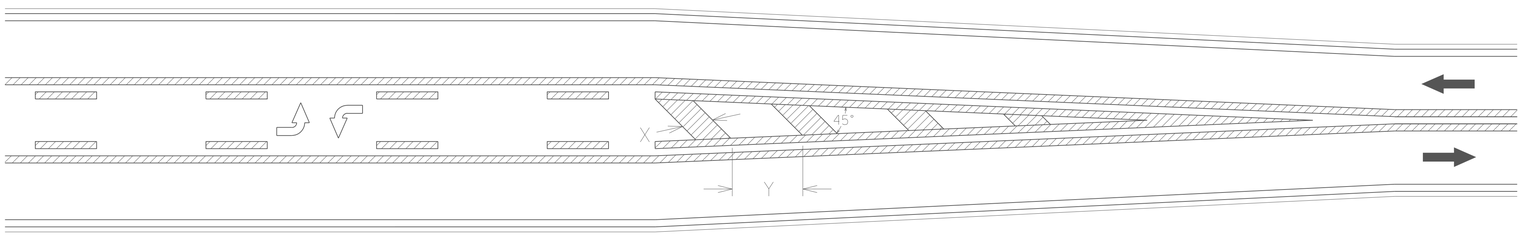
MEDIAN NOSES MAY BE EITHER A SINGLE 12" LINE OR A SOLID SEMI-CIRCLE.

CROSSHATCH AND CHEVRON MARKINGS SHOULD BE THERMOPLASTIC.

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.

LEGEND

MARKINGS

WHITE

YELLOW

DRAWING NOT TO SCALE

KENTUCKY DEPARTMENT OF HIGHWAYS

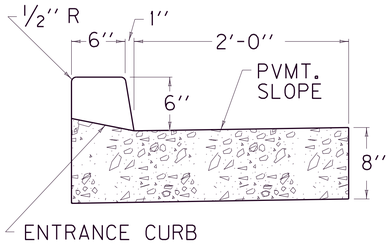
TYPICAL MARKINGS FOR ISLANDS AND MEDIANS

SUBMITTED R. Jeffrey Wolfe 11-30-18 DATE

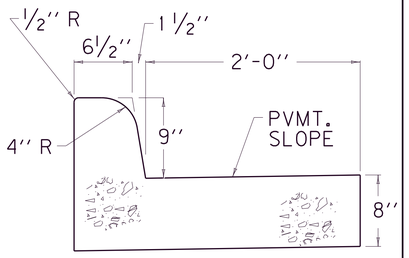
046

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R131hh

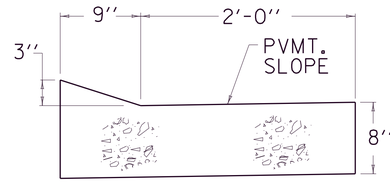
STANDARD CURB & GUTTER



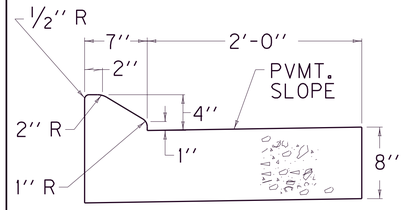
BARRIER CURB & GUTTER



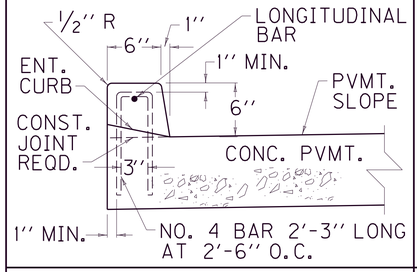
LIP CURB & GUTTER



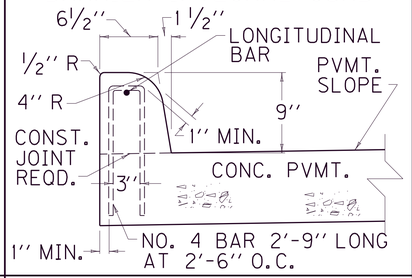
ISLAND CURB & GUTTER



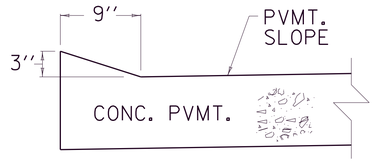
① STANDARD INTEGRAL CURB



BARRIER INTEGRAL CURB

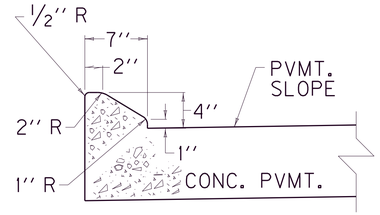


LIP INTEGRAL CURB



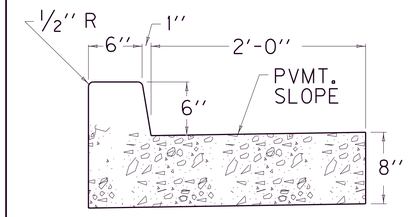
CONST. JOINT NOT PERMITTED

ISLAND INTEGRAL CURB

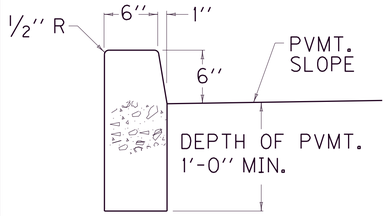


CONST. JOINT NOT PERMITTED

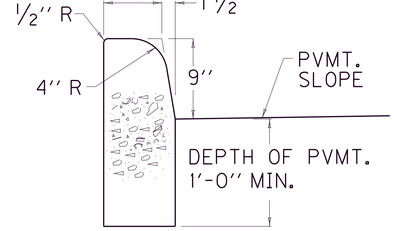
STANDARD HEADER CURB & GUTTER



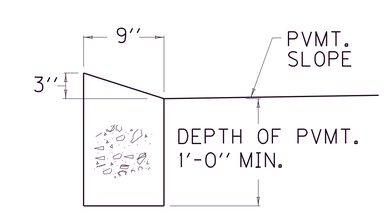
STANDARD HEADER CURB TYPE 1
EXISTING PAVEMENT



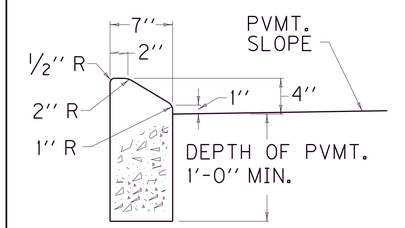
BARRIER HEADER CURB



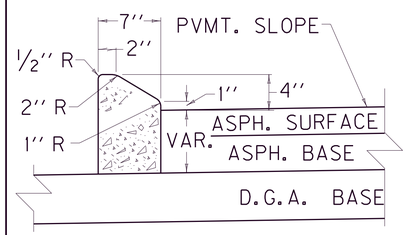
LIP HEADER CURB



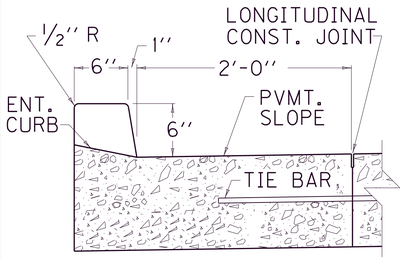
ISLAND HEADER CURB TYPE 1
EXISTING PAVEMENT



ISLAND HEADER CURB TYPE 2
NEW CONSTRUCTION

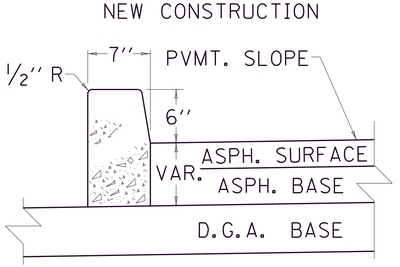


② STANDARD INTEGRAL CURB

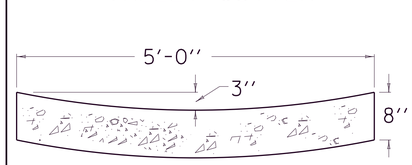


BID ITEM AND UNIT TO BID
(CURB TYPE) LF

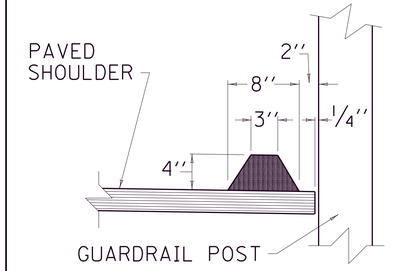
STANDARD HEADER CURB TYPE 2
NEW CONSTRUCTION



VALLEY GUTTER



ASPHALT WEDGE CURB



~ NOTES ~

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 SAWED TRANSVERSE JOINT.
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.

KENTUCKY
DEPARTMENT OF HIGHWAYS

CURB AND GUTTER, CURBS AND VALLEY GUTTER

SUBMITTED _____ 4-30-19
DIRECTOR DIVISION OF DESIGN — DATE

060

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R132

NOTES:

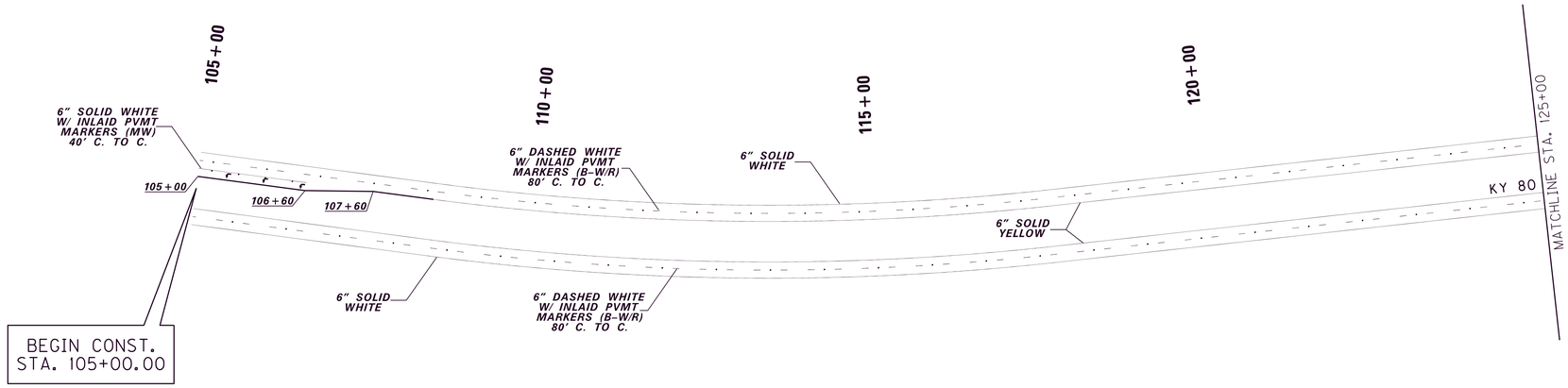
BID ITEM PAVE MARKING-THERMO CURV ARROW IN TURN LANES. ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

BID ITEM PAVE MARKING-THERMO STOP BAR-24IN STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.



0' 100' 200' 400'

SCALE: 1"=100'

STRIPING PLAN
KY 80
STA. 105+00 TO STA. 125+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1320DS.DGN
USER: mslpes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R133

RAMP H

RAMP G

NORTHERN BYPASS

INITIAL RAMP B

KY 80

KY 461

KY 80

MATCHLINE STA. 125+00

MATCHLINE STA. 155+00

6" SOLID YELLOW W/ INLAID PVMT MARKERS (B-Y/R) 40' C. TO C.

6" SOLID WHITE

12" SOLID WHITE W/ INLAID PVMT MARKERS (B-W/R) ON EACH SIDE 40' C. TO C.

6" DASHED WHITE W/ INLAID PVMT MARKERS (B-W/R) 80' C. TO C.

6" DASHED WHITE (3' STRIPE WITH 9' GAP) W/ INLAID PVMT MARKERS (B-W/R) 24' C. TO C.

6" SOLID YELLOW

24" SOLID WHITE RAMP GORE CHEVRONS

20+00 25+00 30+00 35+00 40+00 45+00 75+00 80+00 85+00 90+00 95+00 100+00 105+00 130+00 135+00 140+00 145+00 150+00

129+45 130+44 130+54 132+70 134+99 141+15 144+70 145+75 127+72

NOTES:

BID ITEM PAVE MARKING-THERMO CURV ARROW IN TURN LANES. ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

BID ITEM PAVE MARKING-THERMO STOP BAR-24IN STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.

SEE R141 / R142 FOR N BYPASS INFORMATION

0' 100' 200' 400'

SCALE: 1"=100'

STRIPNG PLAN
KY 80 / KY 461 STA. 125+00 TO 155+00
RAMPS G, H, AND INITIAL B

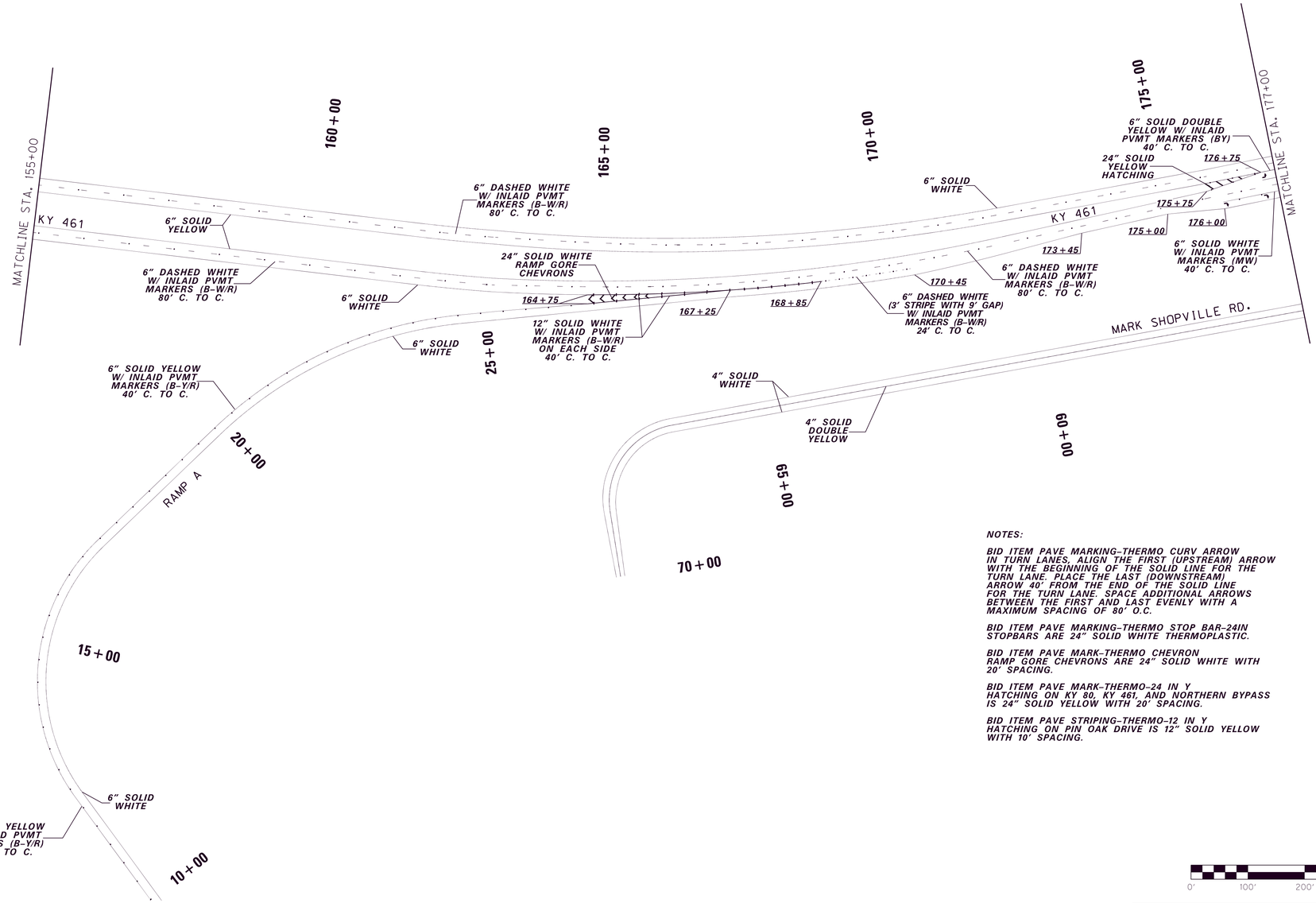
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R133ODS.DGN

USER: mslpes
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R134



NOTES:

BID ITEM PAVE MARKING-THERMO CURV ARROW IN TURN LANES. ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

BID ITEM PAVE MARKING-THERMO STOP BAR-24IN STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.

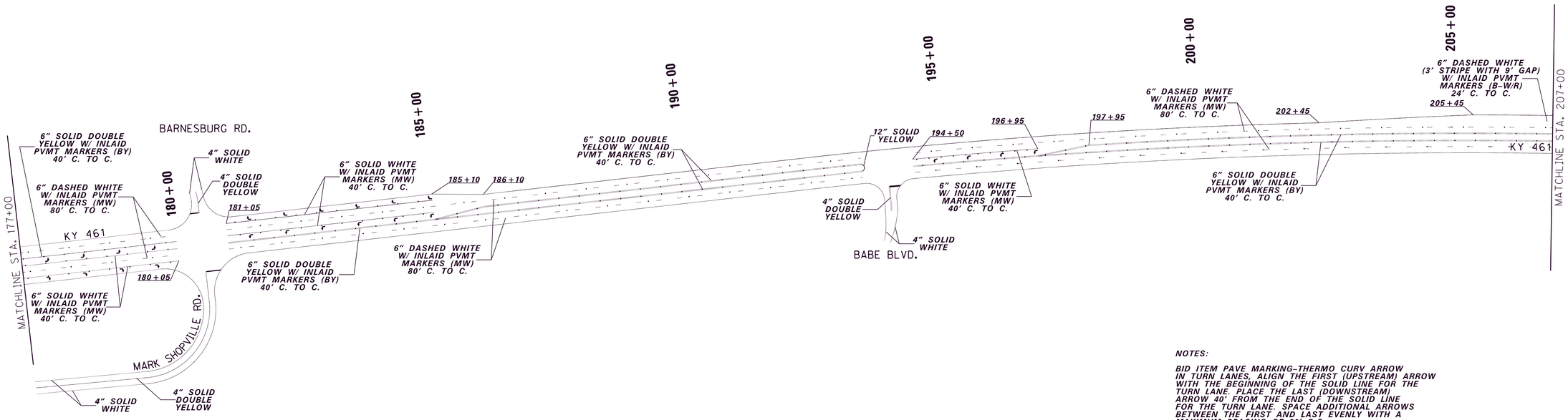
0' 100' 200' 400'

SCALE: 1"=100'

STRIPING PLAN
KY 461 STA. 155+00 TO STA. 177+00
RAMP A

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R134ODS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R135



NOTES:

BID ITEM PAVE MARKING-THERMO CURV ARROW IN TURN LANES, ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

BID ITEM PAVE MARKING-THERMO STOP BAR-24IN STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.

0' 100' 200' 400'

SCALE: 1"=100'

STRIPING PLAN
KY 461
STA. 177+00 TO STA. 207+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R135ODS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R136



NOTES:

BID ITEM PAVE MARKING-THERMO CURV ARROW IN TURN LANES. ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

BID ITEM PAVE MARKING-THERMO STOP BAR-24IN STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.

SCALE: 1"=100'

STRIPING PLAN
KY 461 / COIN RD.
STA. 207+00 TO STA. 237+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: peggemeier
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1360DS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R137

NOTES:

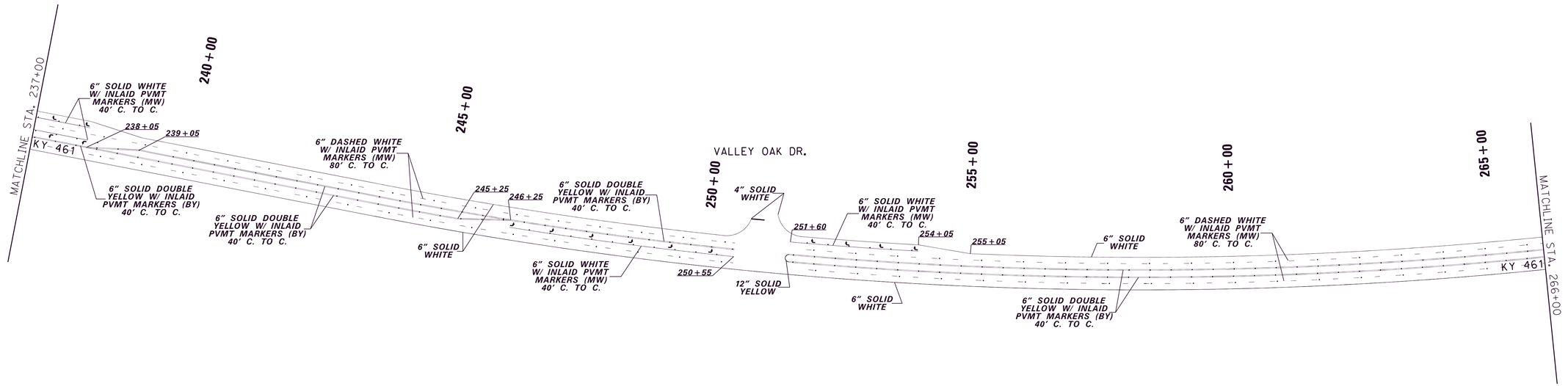
BID ITEM PAVE MARKING-THERMO CURV ARROW IN TURN LANES, ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

BID ITEM PAVE MARKING-THERMO STOP BAR-24IN STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.



0' 100' 200' 400'

SCALE: 1"=100'

STRIPING PLAN
KY 461
STA. 237+00 TO STA. 266+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: peggemeier DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R137OODS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R138

NOTES:

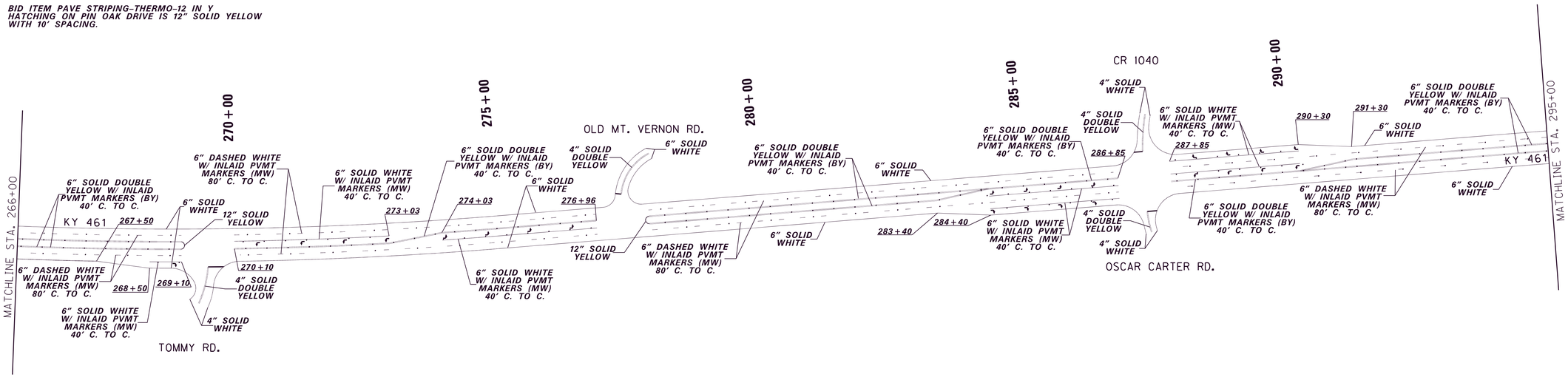
BID ITEM PAVE MARKING-THERMO CURV ARROW IN TURN LANES, ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

BID ITEM PAVE MARKING-THERMO STOP BAR-24IN STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.



0' 100' 200' 400'

SCALE: 1"=100'

STRIPING PLAN
KY 461
STA. 266+00 TO STA. 295+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: peggemeier
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1380DS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R139

NOTES:

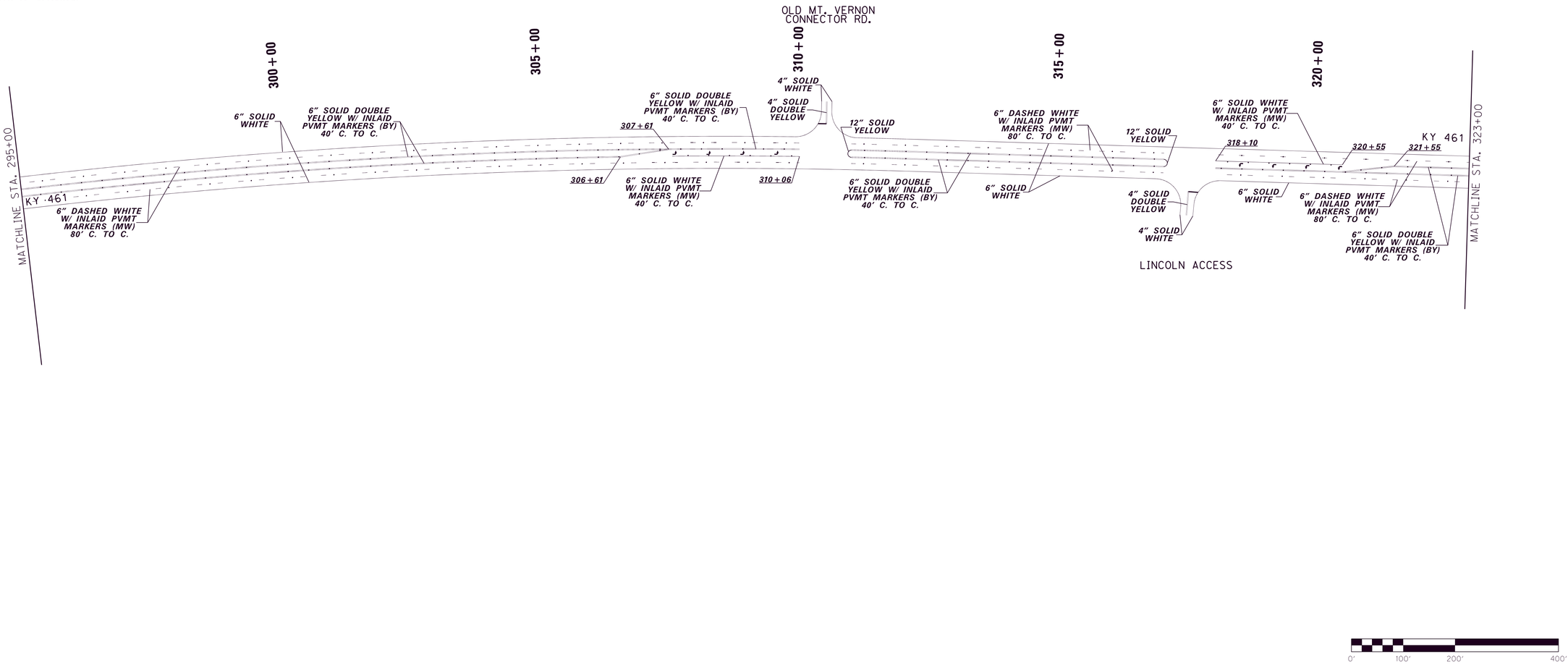
BID ITEM PAVE MARKING-THERMO CURV ARROW
IN TURN LANES, ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

BID ITEM PAVE MARKING-THERMO STOP BAR-24IN
STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON
RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y
HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y
HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.



0' 100' 200' 400'

SCALE: 1"=100'

STRIPING PLAN
KY 461
STA. 295+00 TO STA. 323+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: abaker
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R139ODS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R140

NOTES:

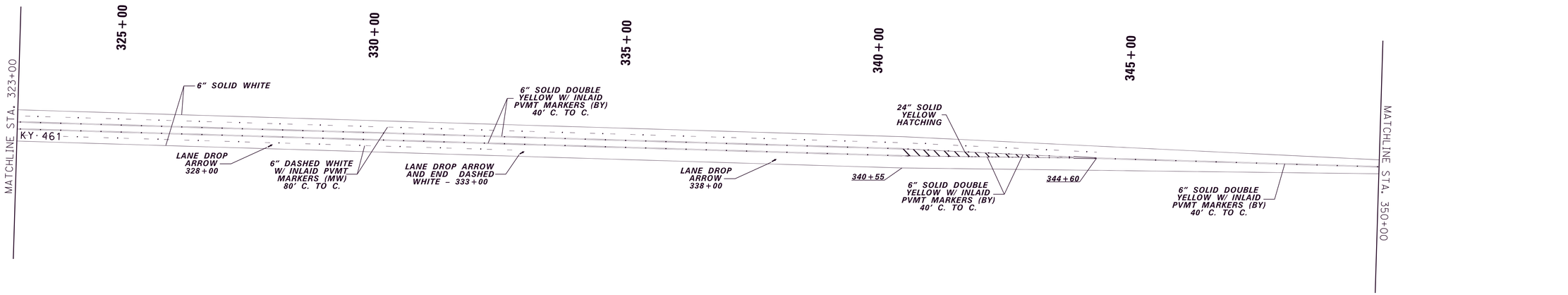
BID ITEM PAVE MARKING-THERMO CURV ARROW IN TURN LANES. ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

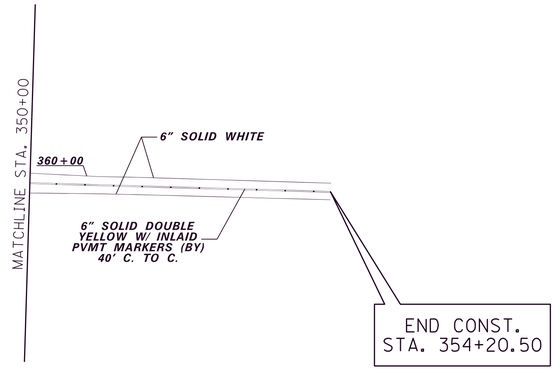
BID ITEM PAVE MARKING-THERMO STOP BAR-24IN STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.





0' 100' 200' 400'

SCALE: 1"=100'

STRIPING PLAN
KY 461
STA. 323+00 TO STA. 354+20.50

MicroStation v8.11.9.459
E-SHEET NAME:
USER: dbaker
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R14000DS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R141

LANE SEPARATOR CURB SUMMARY				
RAMP H STA.	TO	RAMP H STA.	LENGTH (LF)	COLOR
80+70, 34' LT.	-	81+00, 19' LT.	140	YELLOW

NOTES:

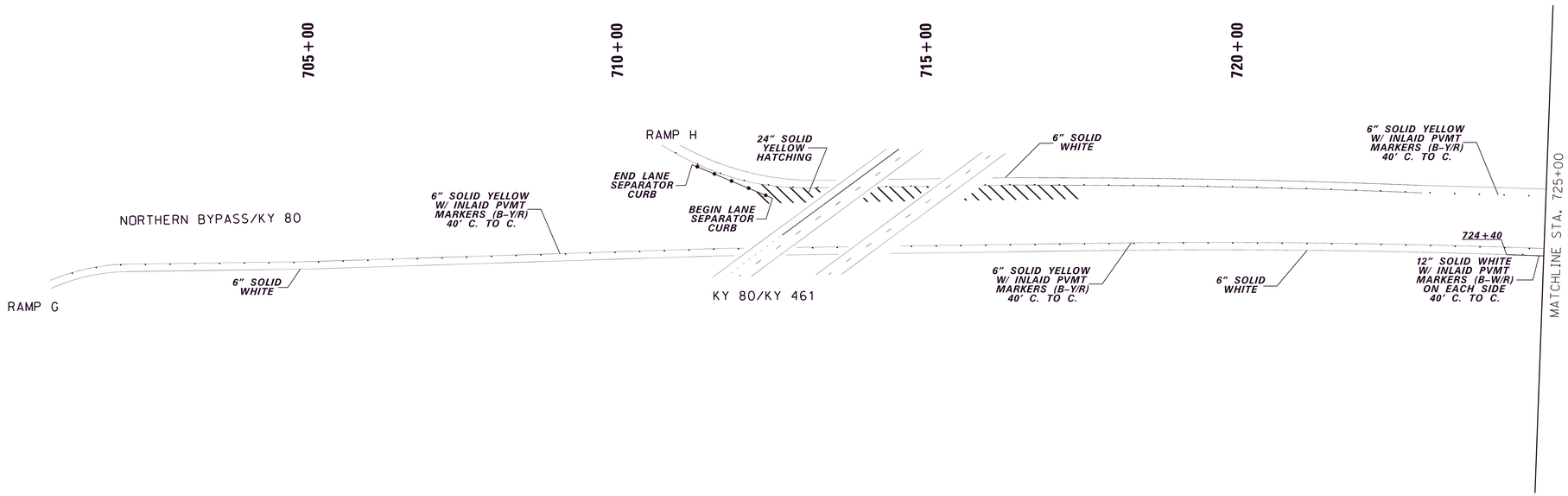
BID ITEM PAVE MARKING-THERMO CURV ARROW IN TURN LANES, ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

BID ITEM PAVE MARKING-THERMO STOP BAR-24IN STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.

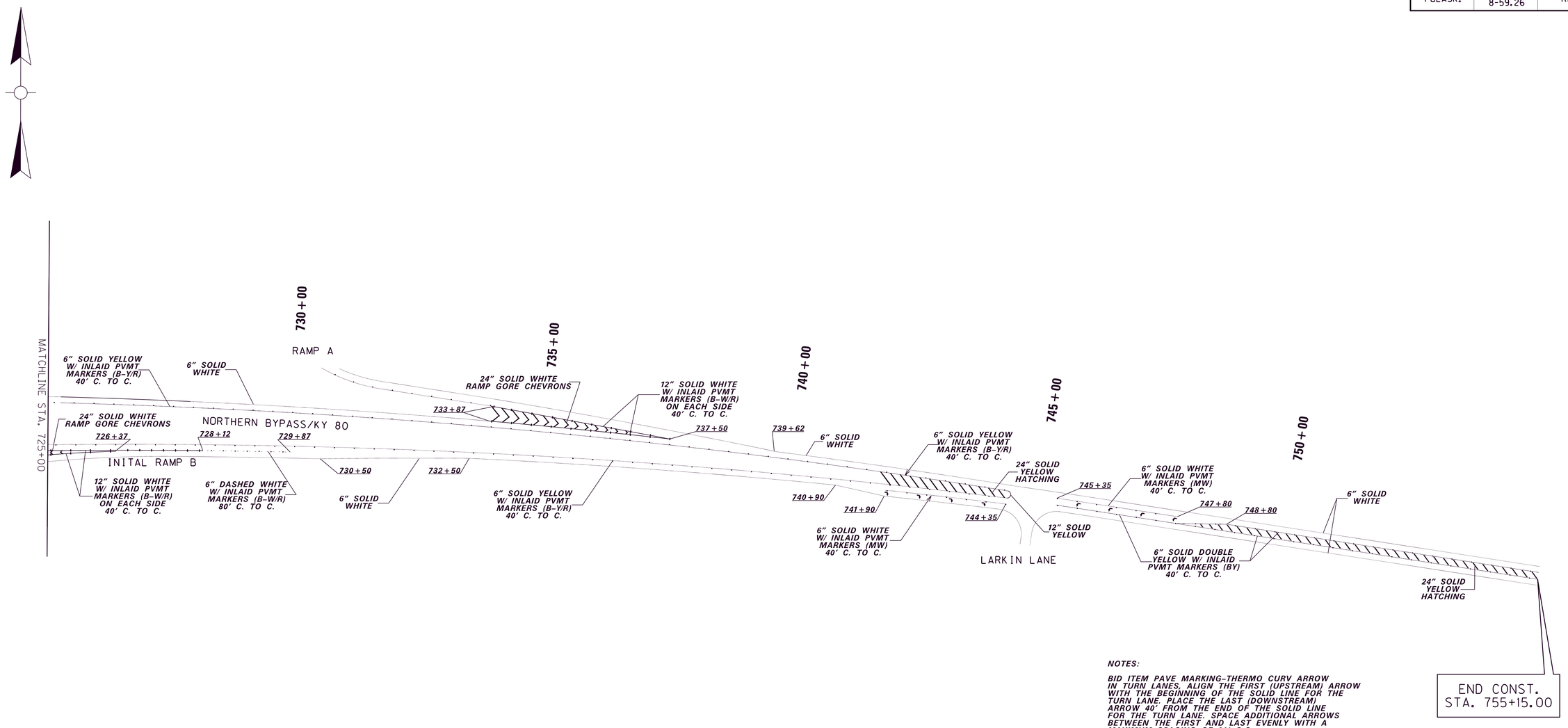


SCALE: 1"=100'

STRIPING PLAN
NORTHERN BYPASS
STA. 702+04.81 TO STA. 725+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RH41ODDS.DGN
USER: dbaker
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI42



NOTES:

BID ITEM PAVE MARKING-THERMO CURV ARROW IN TURN LANES. ALIGN THE FIRST (UPSTREAM) ARROW WITH THE BEGINNING OF THE SOLID LINE FOR THE TURN LANE. PLACE THE LAST (DOWNSTREAM) ARROW 40' FROM THE END OF THE SOLID LINE FOR THE TURN LANE. SPACE ADDITIONAL ARROWS BETWEEN THE FIRST AND LAST EVENLY WITH A MAXIMUM SPACING OF 80' O.C.

BID ITEM PAVE MARKING-THERMO STOP BAR-24IN STOPBARS ARE 24" SOLID WHITE THERMOPLASTIC.

BID ITEM PAVE MARK-THERMO CHEVRON RAMP GORE CHEVRONS ARE 24" SOLID WHITE WITH 20' SPACING.

BID ITEM PAVE MARK-THERMO-24 IN Y HATCHING ON KY 80, KY 461, AND NORTHERN BYPASS IS 24" SOLID YELLOW WITH 20' SPACING.

BID ITEM PAVE STRIPING-THERMO-12 IN Y HATCHING ON PIN OAK DRIVE IS 12" SOLID YELLOW WITH 10' SPACING.

0' 100' 200' 400' SCALE: 1"=100'

STRIPING PLAN
NORTHERN BYPASS / KY 80
STA. 725+00 TO STA. 755+15

MicroStation v8.11.9.459
E-SHEET NAME:
USER: dbaker
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI4200DS.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R143

TRAFFIC CONTROL NOTES

1) EXCEPT AS PROVIDED HEREIN, "MAINTAIN AND CONTROL TRAFFIC" SHALL BE IN ACCORDANCE WITH THE KYTC STANDARD SPECIFICATIONS, STANDARD DRAWINGS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITIONS. EXCEPT FOR THE ROADWAY AND TRAFFIC CONTROL BID ITEMS LISTED, ALL ITEMS OF WORK NECESSARY TO MAINTAIN AND CONTROL TRAFFIC WILL PAID AT THE LUMP SUM BID PRICE TO "MAINTAIN AND CONTROL TRAFFIC." ALL SHIFTS IN TRAFFIC PATTERNS THROUGHOUT THE DURATION OF THE PROJECT SHALL BE IN COMPLIANCE WITH THE APPROPRIATE STANDARD DRAWINGS. CONES WILL NOT BE PERMITTED FOR LANE AND OR SHOULDER CLOSURES.

2) A TRAFFIC CONTROL COORDINATOR SHALL BE REQUIRED ON THIS PROJECT. THE DESIGNATED TRAFFIC CONTROL COORDINATOR MUST MEET THE REQUIREMENTS OF SECTION 112.03.12 OF THE STANDARD SPECIFICATIONS. DUE TO THE OVERALL LENGTH OF THE PROJECT, THE TRAFFIC CONTROL COORDINATOR WILL CONDUCT DAILY INSPECTIONS OF THE PROJECT MAINTENANCE OF TRAFFIC SCHEME AND REPORT AND CORRECT ANY DEFICIENCIES. THE TRAFFIC CONTROL COORDINATOR WILL REPORT ALL INCIDENTS THROUGHOUT THE WORK ZONE TO THE ENGINEER. THE CONTRACTOR WILL PROVIDE CONTACT INFORMATION WHERE THE TRAFFIC CONTROL COORDINATOR MAY BE CONTACTED AT ALL TIMES. THIS PROJECT IS CLASSIFIED AS A "SIGNIFICANT PROJECT".

3) THE ENGINEER AND THE CONTRACTOR, OR THEIR AUTHORIZED REPRESENTATIVES, SHALL REVIEW THE SIGNING AND PAVEMENT MARKING SCHEMES BEFORE TRAFFIC PATTERNS ARE SHIFTED TO USE ANY LANE CLOSURES, TEMPORARY PAVEMENT, OR DIVERSIONS. ALL SIGNING AND PAVEMENT MARKING SHALL BE APPROVED BY THE ENGINEER BEFORE WORK CAN BE STARTED BY THE CONTRACTOR.

4) IF THE CONTRACTOR DESIRES TO DEVIATE FROM THE TRAFFIC CONTROL SCHEME AND CONSTRUCTION PHASES OUTLINED IN THESE PLANS AND THIS PROPOSAL, HE SHALL PREPARE AN ALTERNATIVE PLAN AND PRESENT IT IN WRITING TO THE ENGINEER. THIS ALTERNATIVE PLAN MAY BE USED ONLY AFTER REVIEW AND APPROVAL OF THE DIVISIONS OF TRAFFIC, DESIGN AND CONSTRUCTION.

5) UNLESS OTHERWISE SPECIFIED ON THE PLANS, THE CONTRACTOR SHALL MAINTAIN A TWO-WAY, TWO-LANE TRAVELED WAY WITH A MINIMUM LANE WIDTH OF 10 FEET ON KY 80, KY 461, COIN ROAD, VALLEY OAK DRIVE AND PIN OAK DRIVE. A MINIMUM LANE WIDTH OF 9 FEET SHALL BE MAINTAINED ON ALL OTHER ROADS OR AS SHOWN ON THE PLANS. HOWEVER, DURING WORKING HOURS, ONE-LANE TRAFFIC MAY BE ALLOWED AT THE DISCRETION OF THE ENGINEER, PROVIDED ADEQUATE SIGNING AND FLAG PERSONS ARE AT THE LOCATION.

6) THE CONTRACTOR VEHICLES SHALL ALWAYS MOVE WITH AND NOT AGAINST THE FLOW OF TRAFFIC. VEHICLES SHALL ENTER AND LEAVE WORK AREAS AT LOCATIONS DESIGNATED BY THE ENGINEER. FLAGPERSONS WILL BE REQUIRED AT ALL LOCATIONS WHERE CONSTRUCTION VEHICLES CROSS THE EXISTING FLOW OF TRAFFIC.

7) UNLESS NOTED OTHERWISE, ANY TEMPORARY TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS AND INCIDENTALS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED.

8) THE CONTRACTOR SHALL COMPLETELY COVER ANY SIGNS, EITHER EXISTING, PERMANENT, OR TEMPORARY, WHICH DO NOT PROPERLY APPLY TO THE CURRENT TRAFFIC PHASING, AND SHALL MAINTAIN THE COVERING UNTIL THE SIGNS ARE APPLICABLE OR ARE REMOVED.

9) TRAFFIC PHASE CHANGES

THE EXISTING PAVEMENT MARKERS AND MARKINGS SHALL BE REMOVED PRIOR TO SHOWING A CONFLICTING MARKING SCHEME. NO DIRECT PAYMENT WILL BE ALLOWED FOR THIS AND WILL BE CONSIDERED INCIDENTAL TO THE ITEM "MAINTAIN AND CONTROL TRAFFIC".

TRAFFIC SHALL NOT BE SHIFTED FROM ONE PHASE TO ANOTHER BEFORE APPROPRIATE TEMPORARY LANE MARKINGS AND SIGNING HAVE BEEN INSTALLED AND APPROVED BY THE ENGINEER.

CHANNELIZATION DEVICES (DRUMS OR VERTICAL PANELS) WILL BE PLACED IN TRAFFIC PATTERN SHIFT AREAS ON A 20' MAXIMUM SPACING.

10) LANE CLOSURES - LANE CLOSURES MUST BE APPROVED BY THE ENGINEER 24 HOURS IN ADVANCE UNLESS UNFORESEEABLE SITUATIONS OCCUR BEYOND THE CONTRACTOR'S CONTROL. CONTRARY TO SECTION 112, LANE CLOSURES WILL NOT BE CONSIDERED FOR PAYMENT REGARDLESS OF THE DURATION OF CLOSURE, BUT ARE CONSIDERED INCIDENTAL TO "MAINTAIN AND CONTROL TRAFFIC." SIGNS AND ARROW PANELS SHALL BE PAID PER SQ FT AND EACH RESPECTIVELY, EXCEPT FOR LANE CLOSURES INSTALLED FOR THE CONTRACTORS CONVENIENCE.

11) ROAD CLOSURES - LIMIT THE DURATION OF ROAD CLOSURES TO THE MINIMUM REQUIRED TO ACCOMPLISH THE COMPLETION OF THE PHASE REQUIRING CLOSURE. CONTINUOUSLY PURSUE WORK UNTIL COMPLETE TO MINIMIZE DURATIONS OF CLOSURES. COORDINATE ALL ROAD CLOSURES WITH THE SOMERSET PULASKI ECONOMIC DEVELOPMENT AUTHORITY (SPEDA), CONTACT CHRIS GIRDLER, 606-425-5409.

12) LOCAL ACCESS - ACCESS TO LOCAL PROPERTIES AND APPROACH ROADS SHALL BE MAINTAINED AT ALL TIMES. APPROACH ROAD CONSTRUCTION SHALL BE COMPLETED UTILIZING PART-WIDTH CONSTRUCTION TO MAINTAIN ACCESS. SHOULD THE CONTRACTOR HAVE TO CLOSE ACCESS TO ANY PROPERTY HE WILL BE REQUIRED TO COORDINATE SUCH OCCASION WITH THE OWNER AND PROVIDE THE OWNER WITH A MINIMUM 48 HOUR NOTICE PRIOR TO CLOSURE. PLACE AND MAINTAIN A MINIMUM OF 2 INCHES OF MAINTENANCE STONE ON TEMPORARY DRIVING SURFACES. ACCESS TO PARCELS NOT INHABITED MAY BE CLOSED FOR SHORT PERIODS OF TIME IF COORDINATED WITH, AND AGREED UPON BY THE OWNER. DUE TO THE VOLUMES OF TRAFFIC THAT MUST ACCESS THE VALLEY OAK INDUSTRIAL COMPLEX, THE CONTRACTOR SHALL COORDINATE WITH ALL BUSINESSES PRIOR TO ANY CHANGES IN CURRENT TRAFFIC PATTERNS. PROVIDE A MINIMUM 48 HOUR NOTICE PRIOR TO ANY CHANGES TO TRAFFIC PATTERNS. LANE AND ROAD CLOSURES ARE PROHIBITED DURING SHIFT CHANGES.

13) CEMETERIES - ALL WORK PERFORMED IN THE VICINITY OF A CEMETERY IS TO BE COORDINATED WITH THE CEMETERY SEXTON. NO WORK CAN BE PREFERRED DURING BURIAL SERVICES AND ACCESS MUST BE MAINTAINED AT THESE TIMES.

14) SCHOOL BUSES AND EMERGENCY VEHICLES - IF TRAFFIC IS STOPPED DUE TO CONSTRUCTION AND AN EMERGENCY VEHICLE ON AN EMERGENCY RUN OR A SCHOOL BUS ARRIVES AT THE PROJECT SITE, THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE PASSAGE OF THAT VEHICLE AS QUICKLY AS POSSIBLE.

15) WEIGHT LIMIT DESIGNATIONS - THE CONTRACTOR SHALL OBSERVE ALL WEIGHT LIMIT DESIGNATIONS WHILE HAULING MATERIAL AND EQUIPMENT ON EXISTING PAVEMENTS. ANY DAMAGE TO EXISTING PAVEMENT CAUSED BY THE CONTRACTOR'S EQUIPMENT SHALL BE REPAIRED IMMEDIATELY, AT NO COST TO THE DEPARTMENT.

16) DURING CONSTRUCTION, IF THE CONTRACTOR MOVES EQUIPMENT, MATERIAL, ETC. BACK AND FORTH ACROSS PUBLIC ROADWAYS THAT REMAIN OPEN, SPECIAL PROVISIONS MAY BE REQUIRED BY THE ENGINEER. THIS MAY INCLUDE BUT NOT BE LIMITED TO, PROTECTION BY PLATING OR BY PROVIDING PLATFORMS, RE-PAVING OF EXISTING ROADWAYS, FLAGGERS, SPECIAL SIGNING, OR LIGHTING TO EMPHASIZE THE CONSTRUCTION EQUIPMENT CROSSING THE ROADWAY, ALL OF WHICH SHALL BE INCIDENTAL TO LUMP SUM BID TO "MAINTAIN AND CONTROL TRAFFIC".

17) PLACE LEVELING AND WEDGING AS NEEDED AND AS DIRECTED BY THE ENGINEER TO RAMP TRAFFIC DOWN FROM ASPHALT BASE OVERLAYS TO EXISTING PAVEMENT AT THE LIMITS OF CONSTRUCTION PHASES. PROVIDE A TEMPORARY VERTICAL TAPER RATE OF 1":25' TO TRANSITION TRAFFIC BETWEEN PHASES THAT REQUIRE AN ELEVATION DIFFERENCE.

18) GUARDRAIL END TREATMENTS - USE CRASH WORTHY END TREATEMENTS ON THE TRAILING END OF GUARDRAIL THAT OTHERWISE WOULD NOT REQUIRE CRASHWORTHY END TREATMENTS WHEN THE TRAFFIC SCHEME PROVIDES FOR TRAFFIC TO BE SHIFTED TWO-WAY NEAR THE GUARDRAIL AND REQUIRING CLEAR ZONE IN WHAT WOULD OTHERWISE BE DIVIDED HIGHWAY WITH CLEAR ZONE.

19) TRAFFIC CONTROL PLAN REVISIONS - PROPOSED CHANGES TO THE TRAFFIC CONTROL PLAN MAY BE CONSIDERED IN ACCORDANCE WITH SECTION 112.03.01 OF THE STANDARD SPECIFICATIONS.

20) SIGNS

CONTRARY TO SECTION 112.04.02 AND 112.04.03, LOW SHOULDER SIGNS WILL NOT BE MEASURED FOR PAYMENT,BUT WILL BE INCIDENTAL TO "MAINTAIN AND CONTROL TRAFFIC." CONTRARY TO SECTION 112.04.02 ONLY LONG TERM SIGNS (SIGNS INTENDED TO BE CONTINUOUSLY IN PLACE FOR MORE THAN 3 DAYS) WILL BE MEASURED FOR PAYMENT; SHORT TERM SIGNS (SIGNS INTENDED TO BE LEFT IN PLACE FOR 3 DAYS OR LESS) WILL NOT BE MEASURED FOR PAYMENT AND WILL BE CONSIDERED INCIDENTAL TO "MAINTAIN AND CONTROL TRAFFIC." 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 DIRECTED BY THE ENGINEER TO BE REPLACED DUE TO POOR CONDITION OR REFLECTIVITY WILL NOT BE MEASURED FOR PAYMENT. EXISTING SIGNS WILL NOT BE MEASURED FOR PAYMENT, BUT WILL BE INCIDENTAL TO "MAINTAIN AND CONTROL TRAFFIC."

THE ENGINEER WILL REVIEW AND APPROVE THE LOCATION AND TYPES OF SIGNS INSTALLED. LOCATION AND TYPES OF SIGNS ARE TO BE UPDATED AND MODIFIED AS NEEDED BASED ON THE FIELD CONDITIONS, WORK PHASING, PROJECT ACTIVITIES, PAVEMENT AND ROADSIDE CONDITIONS, ETC. WARNING SIGNS FOR BLASTING, ONE LANE TRAFFIC AND FLAGGING, SHOULDER CLOSURE, LOW SHOULDER, ETC. ARE TO BE ADDED/REMOVED AS WARRANTED. COVER OR REMOVE ALL SIGNS NOT APPLICABLE OR NOT NEEDED AT ANY GIVEN TIME.

MAINTAIN STOP SIGNS ON ALL APPROACHES AT ALL TIMES.

INSTALL PERMANENT SIGNS AS THE WORK PROGRESSES AND PRIOR TO RECONFIGURING TRAFFIC ALONG NEWLY CONSTRUCTED SEGEMENTS OF THE PROJECT AS THE PROPOSED TRAFFIC PHASING WARRANT THEIR USE.

21) FLASHING ARROWS - LONG TERM ARROW PANELS WILL BE PAID FOR PER SECTION 112.04.05 OF THE STANDARD SPECIFICATIONS, CURRENT EDITION.

22) PORTABLE CHANGEABLE MESSAGE SIGNS - CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE MADE PER SECTION 112.04.06 OF THE STANDARD SPECIFICATIONS, CURRENT EDITION. RELOCATE MESSAGE BOARDS AND REVISE MESSAGES AS NEEDED. USE MESSAGE BOARDS TO ASSIST IN TRAFFIC PHASE SHIFT ADVANCE WARNINGS.

23) BLASTING OPERATIONS - DURING BLASTING OPERATIONS, TRAFFIC MAY BE HALTED A MAXIMUM OF 15 MINUTES PER HOUR TO ALLOW THE EXECUTION OF THE "SHOT" AND TO ALLOW FOR REMOVAL OF ROCK FRAGMENTS AND DEBRIS. THE CONTRACTOR, WHEN USING EXPLOSIVE CHARGES OF ANY KIND FOR THE PURPOSE OF EXCAVATING, REMOVAL, ETC., ON THIS PROJECT SHALL HALT ALL TRAFFIC A SAFE DISTANCE ON EITHER SIDE OF THE IMPENDING EXPLOSION. THE CONTRACTOR SHALL IMMEDIATELY INSPECT THE PAVEMENTS FOR ANY DEBRIS THAT MAY BE A HAZARD TO TRAFFIC BEFORE ALLOWING TRAFFIC TO PROCEED ON THE AFFECTED SECTION. WHEN BLASTING, THE CONTRACTOR SHALL HALT TRAFFIC, BLAST, CLEAN THE EXISTING PAVEMENTS AND RETURN TRAFFIC TO NORMAL OPERATION IN THE LEAST AMOUNT OF TIME POSSIBLE.

24) PAVEMENT MARKING REMOVAL - REMOVAL OF EXISTING PAVEMENT MARKINGS OR TEMPORARY MARKINGS DUE TO TRAFFIC PHASE CHANGES IS CONSIDERED INCIDENTAL TO "MAINTAIN AND CONTROL TRAFFIC."

25) PAVEMENT EDGE DROP-OFFS

PAVEMENT EDGES THAT TRAFFIC IS NOT EXPECTED TO CROSS, EXCEPT ACCIDENTALLY, SHOULD BE TREATED AS FOLLOWS :

LESS THAN 2 INCHES - NO PROTECTION REQUIRED. UNEVEN LANES SIGNS W8-11 SHOULD BE PLACED IN ADVANCE OF AND THROUGHOUT THE DROP-OFF AREA.

2 INCHES TO 4 INCHES - PLACE PLASTIC DRUMS, VERTICAL PANELS, OR BARRICADES EVERY 100 FEET. CONES MAY BE USED IN PLACE OF PLASTIC DRUMS, PANELS AND BARRICADES DURING DAYLIGHT HOURS ONLY.

GREATER THAN 4 INCHES - CONCRETE BARRIER WALLS OR WEDGE WITH 3:1 OR FLATTER SLOPE NEEDED. IF THERE IS 8 FEET OR MORE DISTANCE BETWEEN THE EDGE OF PAVEMENT AND DROP-OFF DRUMS, PANELS OR BARRICADES MAY BE USED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS. FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN 4 INCHES MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PANELS,OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA. PAYMENT WILL BE ALLOWED FOR THE DGA MATERIAL USED FOR WEDGING.

26) SPEED LIMIT - THE SPEED LIMIT WILL BE REDUCED TO 45 MPH IN THE WORK ZONE.

27) MAILBOXES - THE CONTRACTOR WILL MAKE PROVISIONS FOR INSTALLATION AND MAINTENANCE OF TEMPORARY FACILITIES FOR MAILBOXES WHEN MAILBOX REMOVAL BECOMES NECESSARY. RELOCATION AND MAINTENANCE OF MAILBOXES WILL BE CONSIDERED INCIDENTAL TO OTHER ITEMS OF WORK.

28) TRAFFIC LANE SHIFT TAPERS - ALL TEMPORARY TRAFFIC TAPERS ON THIS PROJECT FOR PURPOSES OF LANE WIDTH REDUCTION OR FOR SHIFTING OF TRAFFIC ONTO PRIOR CONSTRUCTED PAVEMENT OR SHOULDERS AND FOR SHIFTING OF TRAFFIC AWAY FROM THE PROPOSED NEW WORK ZONES, WILL BE BASED ON A 45:1 TAPER RATE. THE INCLUDED PROJECT PHASING DEPICTS A SCHEMATIC OF TRAFFIC PATTERNS THAT SHOULD BE EMPLOYED. THE EXACT LOCATION OF THE BEGINNING AND ENDING OF LANE TAPERS, BUFFER DISTANCES, ETC. ARE TO BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION OF THE PROPOSED TRAFFIC SHIFT.

29) PARCEL 35 ACCESS (PERFORMANCE FOOD GROUP) - THE ENTRANCE TO THIS PARCEL SHALL REMAIN OPEN AND ACCESSIBLE FOR TRUCK TRAFFIC AND ALL OTHER PERFORMANCE FOOD GROUP VEHICLES AT ALL TIMES.

30) TEMPORARY SLOPES AND TEMPORARY DRAINAGE FOR M.O.T. - ALL TEMPORARY DRAINAGE MEASURES REQUIRED FOR PHASED CONSTRUCTION INCLUDING TEMPORARY PIPES, CONSTRUCTION OF TEMPORARY SLOPES, CONSTRUCTION OF DITCHING AT A TEMPORARY ELEVATION OR CONSTRUCTION OF TEMPORARY DITCHES WILL BE CONSIDERED INCIDENTAL TO THE MAINTENANCE OF TRAFFIC. TEMPORARY DITCHES FOR EROSION CONTROL WILL BE MEASURED AND PAID IN ACCORDANCE WITH THE SPECIFICATIONS.

TRAFFIC CONTROL NOTES

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mspes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R143GOMT.DGN

MicroStation v8.11.9.459 E-SHEET NAME: USER: mslpes DATE PLOTTED: May 15, 2020 FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI440MT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI44

TRAFFIC CONTROL NOTES – GENERAL PROJECT PHASING

PHASE I NOTES:

TRAFFIC CONTROL

MAINTAIN TRAFFIC ON EX. KY 461 OUTSIDE CONST. ZONE, EX. MARK SHOPVILLE ROAD EAST OF EX. KY 461, EX. PIN OAK DRIVE, EX. COIN ROAD, AND EX. VALLEY OAK DRIVE.

CLOSE EX. MARK SHOPVILLE ROAD WEST OF EX. KY 461.

REDUCE TRAFFIC ON EX. KY 80 TO ONE LANE IN EACH DIRECTION AND SHIFT TRAFFIC TO THE INSIDE LANES FROM KY 80/KY 461 STA. 105+00 TO NORTHERN BYPASS/KY 80 STA. 726+50.

CONSTRUCTION

1 CONSTRUCT CHANNEL CHANGE. THE VEGETATIVE LINING ON THE CHANNEL SLOPES MUST BE STABILIZED BEFORE DIVERTING WATER INTO THE CHANNEL.

1A CONSTRUCT KY 80/KY 461 SOUTHBOUND BRIDGE AND ROADBED FULL WIDTH CONSTRUCTION TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 132+00 TO STA. 167+50 AND TO SUBGRADE INCLUDING DRAINAGE FROM STA. 167+50 TO STA. 171+00. CONSTRUCT TEMPORARY DITCH BETWEEN EXISTING KY 80 AND PROPOSED KY 461 FROM STATION 133+50 TO EMPTY INTO THE RIGHT DITCH OF PROPOSED KY 80 STATION 714+50. CONSTRUCT DRAINAGE SYSTEM TO TEMPORARILY OUTLET RIGHT OF CENTERLINE AT STA. 136+40 IN THE TEMPORARY MEDIAN DITCH.

1B CONSTRUCT KY 80/KY 461 NORTHBOUND BRIDGE AND ROADBED FULL WIDTH CONSTRUCTION TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 138+50 TO STA. 167+25.

1C CONSTRUCT NORTHERN BYPASS/KY 80 TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 702+04.81 TO STA. 715+50 ON EASTBOUND ROADWAY AND STA. 702+04.81 TO STA. 726+50 ON WESTBOUND ROADWAY. CONSTRUCT PARTIAL LENGTH OF THE CROSS DRAIN AT STA. 719+10. OMIT CONSTRUCTION OF THE MEDIAN DRAIN AT STA. 715+50 AND CONSTRUCT TEMPORARY DITCHING AS SHOWN IN THE MOT PLAN SHEETS AND CROSS SECTIONS TO COLLECT THE RIGHT DITCH AND TO COLLECT THE MEDIAN DRAINAGE AND EMPTY INTO THE PARTIALLY CONSTRUCTED CROSS DRAIN AT STA. 719+10. CONSTRUCT TEMPORARY PIPE AND TEMPORARY DITCH TO MAINTAIN DRAINAGE FOR EXISTING KY 80 PIPE OUTLET AT STA. 720+50 OF PROP. KY 80.

1D USE STANDARD LANE AND SHOULDER CLOSURES TO MILL AND INLAY EXISTING EASTBOUND SHOULDER OF KY 80 APPROXIMATELY 4" IN DEPTH FROM STA. 740+00 TO STA. 752+50 TO ELIMINATE RUMBLE STRIP AND INCREASE SHOULDER STRUCTURE FOR TRAFFIC SHIFT IN NEXT PHASE. MAINTAIN TWO-WAY TRAFFIC OUTSIDE CONSTRUCTION AREA ON EX. KY 80.

1E CONSTRUCT RAMP C FULL WIDTH FROM STA. 40+30 TO STA. 46+31.56 TO SUBGRADE INCLUDING DRAINAGE. CONSTRUCT RAMP D FULL WIDTH FROM STA. 40+00 TO STA. 66+08 TO SUBGRADE INCLUDING DRAINAGE.

1F CONSTRUCT RAMPS G AND H FULL WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE.

2 USE DAILY LANE CLOSURES TO MILL AND INLAY EXISTING NORTHBOUND SHOULDER OF KY 461 APPROXIMATELY 4" IN DEPTH FROM STA. 173+00 TO STA. 354+20.5 AND INCLUDING RAMP A TO STA. 18+00 TO ELIMINATE RUMBLE STRIP AND INCREASE SHOULDER STRUCTURE FOR TRAFFIC SHIFT IN NEXT PHASE. RESTORE TWO-LANE, TWO-WAY TRAFFIC DAILY ON KY 461.

3 CONSTRUCT THE OUTSIDES OF KY 80 EASTBOUND AND WESTBOUND PART WIDTH FLUSH TO EXISTING PAVEMENT INCLUDING DRAINAGE WESTBOUND FROM STA. 105+00 TO STA. 132+50 AND EASTBOUND FROM STA. 105+00 TO STA. 127+71.95. USING STANDARD LANE AND SHOULDER CLOSURES.

4 CONSTRUCT TEMPORARY WIDENING ON COIN ROAD FROM STA. 45+00 TO STA. 46+41. CONSTRUCT TEMPORARY WIDENING ON PIN OAK DRIVE FROM STA. 55+20 TO STA. 57+50.

5 CONSTRUCT RAMP E FULL WIDTH FROM STA. 50+00 TO STA. 56+85 TO SUBGRADE INCLUDING DRAINAGE.

6 CONSTRUCT APPR. RT. 180+55 FULL WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE AND BRIDGE FROM STA. 50+50 TO STA. 70+00. CONSTRUCT ALL ENTRANCES WITH HALF-WIDTH CONSTRUCTION THROUGH THE FINAL BASE COURSE INCLUDING DRAINAGE. CONSTRUCT APPR. RT. 67+70 (OFF APPR. RT. 180+55) FULL WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 20+00 TO STA. 25+00.

7 REDUCE WIDTH TO 11' EASTBOUND ADJACENT INITAL RAMP B AND SHIFT TRAFFIC TO THE INSIDE, AND CONSTRUCT OUTSIDE OF INITIAL RAMP B PART WIDTH TO FINAL BASE COURSE FROM STA. 20+00 TO STA. 38+50.

8 CONSTRUCT ROADWAY EXCAVATION CUT BENCHES ALONG NORTHERN BYPASS, RAMP C, RAMP D, AND RAMP G (SEE INITIAL BENCHING LAYOUT DETAIL).

PHASE IA NOTES:

PHASE IA CONSTRUCTION MAY BEGIN PRIOR TO THE COMPLETION OF PHASE I PROVIDED THAT STEPS 1D, 3, AND 7 FROM PHASE I ARE COMPLETE.

TRAFFIC CONTROL

CLOSE THE INSIDE LANES TO TRAFFIC AND SHIFT TRAFFIC TO THE OUTSIDE LANES UTILIZING NEW CONSTRUCTION FROM PHASE I FROM KY 80/KY 461 STA. 105+00 TO NORTHERN BYPASS/KY 80 STA. 726+50.

SHIFT KY 80 TRAFFIC TO THE RIGHT UTILIZING THE SHOULDER PAVED IN PHASE I AND REDUCE WIDTHS TO 11’ FROM STA. 740+00 TO STA. 755+15.

CONSTRUCTION

9 CONSTRUCT KY 80 WESTBOUND DIGOUT PART WIDTH FLUSH TO EXISTING PAVEMENT FROM STA. 731+00 TO STA. 755+15. CONSTRUCT RAMP A FROM STA 10+00 TO STA 11+00.

10 CONSTRUCT THE INSIDES OF KY 80 EASTBOUND AND WESTBOUND PART WIDTH FLUSH TO EXISTING PAVEMENT INCLUDING DRAINAGE FROM EASTBOUND STA. 105+00 TO STA. 132+50 AND FROM WESTBOUND STA. 105+00 TO STA. 127+00.

11 CONSTRUCT INITIAL RAMP B LEFT PART WIDTH TO FINAL BASE COURSE FROM STA. 20+00 TO STA. 38+50.

PHASE IB NOTES:

PHASE IA CONSTRUCTION MUST BE COMPLETED BEFORE BEGINNING CONSTRUCTION ON PHASE IB.

TRAFFIC CONTROL

ALTERNATE TRAFFIC SHIFTS (INSIDE/OUTSIDE) ON KY 80 EASTBOUND AND WESTBOUND FROM KY 80/KY 461 STA. 105+00 TO NORTHERN BYPASS/KY 80 STA. 726+50.

SHIFT KY 80 TRAFFIC TO THE LEFT AND MAINTAIN WIDTHS AT 11’ FROM STA. 736+50 TO STA. 755+15.

CONSTRUCTION

12 CONSTRUCT KY 80 EASTBOUND DIGOUT PART WIDTH FLUSH TO EXISTING PAVEMENT FROM STA. 729+50 TO STA. 755+15.

13 CONSTRUCT KY 80 ASPHALT BASE OVERLAY FROM STA. 105+00 TO STA. 132+00 WESTBOUND AND TO STATION 131+00 EASTBOUND PART WIDTH, IN STEPS, ALTERNATING INSIDE/OUTSIDE, TO FINAL BASE COURSE.

14 CONSTRUCT INITIAL RAMP B ASPHALT BASE OVERLAY TO FINAL BASE COURSE UNDER TRAFFIC.

PHASE IC NOTES:

PHASE IC CONSTRUCTION MAY BEGIN PRIOR TO THE COMPLETION OF PHASE IB PROVIDED THAT STEP 12 FROM PHASE IB IS COMPLETE.

TRAFFIC CONTROL

SHIFT KY 80 TRAFFIC TO THE OUTSIDE LANES AND MAINTAIN WIDTHS AT 11’ FROM STA 729+00 TO STA. 737+50.

CONSTRUCTION

15 CONSTRUCT THE MEDIAN DIGOUT OF KY 80 EASTBOUND AND WESTBOUND PART WIDTH FLUSH TO EXISTING PAVEMENT FROM 729+00 TO 737+50.

PHASE II NOTES:

TRAFFIC CONTROL

MAINTAIN TRAFFIC ON EX. PIN OAK DRIVE, EX. VALLEY OAK DRIVE, AND EX. MARK SHOPVILLE ROAD EAST OF EX. KY 461. MAINTAIN TRAFFIC ON COIN ROAD USING THE TEMPORARY WIDENING CONSTRUCTED IN PHASE I.

MAINTAIN ONE-LANE TRAFFIC ON KY 80 EASTBOUND/INITIAL RAMP B FROM KY 80/KY 461 STA. 105+00 TO NORTHERN BYPASS/KY 80 STA. 726+50.

CLOSE EX. KY 80 WESTBOUND FROM KY 80/KY 461 STA. 127+70 TO NORTHERN BYPASS/KY 80 STA. 726+50. MAINTAIN ONE LANE TRAFFIC ALONG EX. KY 80 WESTBOUND FROM NORTHERN BYPASS/KY 80 STA. 726+50 TO STA. 755+15. FOR WESTBOUND KY 80 TRAFFIC, UTILIZE NEWLY CONSTRUCTED NORTHERN BYPASS/KY 80 WESTBOUND FROM STA. 713+25 TO STA. 726+50, NEWLY CONSTRUCTED RAMP H, AND NEWLY CONSTRUCTED KY 80 FROM KY80/KY 461 STA. 105+00 TO STA. 144+70.

MAINTAIN TRAFFIC ON EX. KY 461 FROM INTERSECTION WITH EX. KY 80 TO STA. 173+00. SHIFT EX. KY 461 TRAFFIC TO THE RIGHT UTILIZING THE SHOULDER PAVED IN PHASE I AND REDUCE LANE WIDTHS TO 10’ FROM STA. 173+00 TO STA. 354+20.5.

ALTERNATE TRAFFIC SHIFTS (INSIDE/OUTSIDE) ON KY 80 EASTBOUND AND WESTBOUND FROM KY 80 STA. 729+50 TO STA. 755+15.

CONSTRUCTION

1 CONSTRUCT KY 80 WESTBOUND LANES FROM STA. 127+00 TO STA. 132+00 PART WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE. CONSTRUCT KY 80 EASTBOUND LANES FROM STA. 127+50 TO STA. 138+50 FULL WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE.

2 CONSTRUCT KY 461 PART WIDTH LEFT OF CENTERLINE TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 167+50 TO STA. 354+20.5. CONSTRUCT ALL APPROACHES AND ENTRANCES WITH HALF-WIDTH CONSTRUCTION ALONG THE LEFT SIDE OF CENTERLINE THROUGH THE FINAL BASE COURSE INCLUDING DRAINAGE. CONSTRUCT MEDIAN CROSSOVER NECESSARY FOR PHASE III TRAFFIC.

3 CONSTRUCT KY 80 ASPHALT BASE OVERLAY EASTBOUND AND WESTBOUND FROM STA. 729+50 TO STA. 755+15 PART WIDTH, IN STEPS, ALTERNATING LEFT SIDE/RIGHT SIDE, TO FINAL BASE COURSE.

4 CONSTRUCT TEMPORARY WIDENING FLUSH TO EX. PAVEMENT ON EX. COIN ROAD FROM STA. 38+80 TO STA. 41+50. CONSTRUCT COIN ROAD PART WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 41+50 TO STA. 45+64.

5 CONSTRUCT COIN ROAD CONNECTOR FULL WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 44+50 TO STA. 50+00.

6 CONSTRUCT VALLEY OAK DRIVE FULL WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 41+70 TO STA. 49+00.

7 CONSTRUCT APPR. RT. 67+70 (OFF APPR. RT. 180+55) FULL WIDTH TO FINAL BASE COURSE FROM STA. 25+00 TO STA. 27+65.

8 CONSTRUCT NORTHERN BYPASS/KY 80 TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 715+50 TO STA. 726+50 ON EASTBOUND ROADWAY. CONSTRUCT CROSS DRAIN ON INITIAL RAMP B STA. 38+00 (BORE AND JACK) & COMPLETE DITCHING. SAFELOAD TEMPORARY PIPE AT STATION 720+50.

PHASE IIA NOTES:

PHASE IIA CONSTRUCTION MAY BEGIN PRIOR TO THE COMPLETION OF OF PHASE II PROVIDED THAT STEP 4 FROM PHASE II IS COMPLETE.

TRAFFIC CONTROL

SHIFT COIN RD. TRAFFIC TO RIGHT UTILIZING NEW CONSTRUCTION AND TEMPORARY WIDENING FROM PHASE II FROM STA. 35+50 TO STA 45+64.

CONSTRUCTION

9 CONSTRUCT COIN RD. PART WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 35+50 TO STA. 45+64.

10 CONSTRUCT VALLEY OAK RD. FULL WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 49+00 TO STA. 50+00

PHASE IIB NOTES:

PHASE IIB CONSTRUCTION MAY BEGIN PRIOR TO THE COMPLETION OF OF PHASE II PROVIDED THAT ALL OF PHASE IIA IS COMPLETE.

TRAFFIC CONTROL

CLOSE EX. VALLEY OAK DRIVE FROM STA. 41+70 TO INTERSECTION WITH EX. KY 461 AND, UTILIZING NEW CONSTRUCTION OF VALLEY OAK DRIVE AND COIN ROAD CONNECTOR, SHIFT TRAFFIC TO FINAL PATTERN.

CONSTRUCTION

11 CONSTRUCT COIN RD. PART WIDTH UNDER TRAFFIC TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 38+80 TO STA. 41+50 AND REMOVE TEMPORARY WIDENING.

12 CONSTRUCT COIN ROAD FULL WIDTH CONSTRUCTION TO FINAL BASE COURSE AND BRIDGE FROM STA. 45+64 TO STA. 50+00 AND INCLUDING END BENT 1 FOR THE BRIDGE OVER KY 461.

TRAFFIC CONTROL PHASING NOTES

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI450MT.DGN

TRAFFIC CONTROL NOTES – GENERAL PROJECT PHASING

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI45

PHASE III NOTES:

TRAFFIC CONTROL

MAINTAIN ONE LANE TRAFFIC ON KY 80 EASTBOUND/INITIAL RAMP B.

SHIFT ONE LANE TRAFFIC FOR EASTBOUND KY 80 TO NORTHBOUND KY 461 TO NEW CONSTRUCTION FROM PHASE II.

CLOSE SOUTHBOUND TRAFFIC ON EX. KY 461 FROM STA. 173+00 TO INTERSECTION WITH EX. KY 80. SHIFT ONE LANE NORTHBOUND KY 461 LEFT FROM THE INTERSECTION WITH EX. KY 80 TO RAMP A STA. 19+00 AND SHIFT ONE LANE TRAFFIC RIGHT FROM RAMP A STA. 19+00 AHEAD.

MAINTAIN TRAFFIC ON KY 80 WESTBOUND AS DESCRIBED IN PHASE II.

SHIFT TRAFFIC ON KY 461 FROM STA. 173+00 TO STA. 354+20.5 TO THE LEFT ONTO NEW CONSTRUCTION FROM PHASE II.

SHIFT TRAFFIC FOR KY 461 SOUTHBOUND TO KY 80 EASTBOUND TO THE FINAL PATTERN UTILIZING NEW CONSTRUCTION OF KY 80/KY 461 STA. 130+44.18 TO 167+80, RAMP G, AND NORTHERN BYPASS/KY 80 FROM STA. 702+04.81 TO STA. 726+50.

MAINTAIN TWO WAY TRAFFIC ON NEW COIN ROAD CONSTRUCTION FROM STA. 35+50 TO STA. 45+64. MAINTAIN TWO WAY TRAFFIC ON NEW VALLEY OAK DRIVE AND COIN ROAD CONNECTOR CONSTRUCTION.

REDUCE LANE WIDTHS TO 10' AND SHIFT TRAFFIC LEFT ON PIN OAK DR. FROM STA. 54+50 TO STA. 62+00.

CONSTRUCTION

1 CONSTRUCT KY 461 RIGHT OF CENTERLINE PART WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 167+50 TO STA. 354+20.5. CONSTRUCT ALL APPROACHES AND ENTRANCES WITH HALF-WIDTH CONSTRUCTION ALONG THE RIGHT SIDE OF CENTERLINE THROUGH THE FINAL BASE COURSE INCLUDING DRAINAGE.

2 CONSTRUCT RT. SIDE PIN OAK ROAD PART WIDTH TO FINAL BASE COURSE FROM STA. 54+50 TO STA. 56+00.

3 CONSTRUCT PIN OAK DRIVE FULL WIDTH CONSTRUCTION TO FINAL BASE COURSE FROM STA. 50+00 TO STA. 53+00. CONSTRUCT END BENT 2 FOR THE BRIDGE OVER KY 461.

4 CONSTRUCT RAMP A FULL WIDTH TO FINAL BASE COURSE FROM STA. 21+00 TO STA. 27+00. CONSTRUCT DIVERSION 1. CONSTRUCT ASPHALT BASE OVERLAY OF RAMP A FROM STA. 26+00 TO STA. 29+34 UNDER TRAFFIC ALTERNATING TRAFFIC FROM LEFT TO RIGHT SIDES OF RAMP.

5 CONSTRUCT PIN OAK DRIVE CONNECTOR FULL WIDTH TO FINAL BASE COURSE INCLUDING DRAINAGE FROM STA. 50+00 TO STA. 58+00. CONSTRUCT TEMPORARY PAVEMENT WIDENING IN RADIUS BETWEEN PIN OAK DRIVE AND PIN OAK DRIVE CONNECTOR.

PHASE IIIA NOTES:

PHASE IIIA CONSTRUCTION MAY BEGIN PRIOR TO THE COMPLETION OF OF PHASE III PROVIDED THAT STEPS 4 AND 5 FROM PHASE III ARE COMPLETE.

TRAFFIC CONTROL

SHIFT TRAFFIC PARTIALLY ONTO WESTBOUND KY 461 SHOULDER IN LOCAL VICINITY OF THE COIN ROAD BRIDGE PIER CONSTRUCTION. PLACE TEMPORARY CONCRETE MEDIAN BARRIER AT THE PROPOSED LOCATION OF PIER 1 OF THE COIN ROAD BRIDGE OVER KY 461. PROVIDE ADEQUATE HORIZONTAL CLEARANCE BETWEEN THE WALL AND PIER CONSTRUCTION.

CLOSE EX. PIN OAK DR. FROM KY 461 TO PROP. PIN OAK DR. STA. 53+00. MAINTAIN TWO WAY TRAFFIC ON PIN OAK DRIVE CONNECTOR.

PHASE IIIA NOTES:

SHIFT TRAFFIC RIGHT ON PIN OAK DR. ON NEW CONSTRUCTION FROM PHASE III FROM STA. 54+50 TO STA. 62+00.

SHIFT RAMP A TRAFFIC ONTO NEW CONSTRUCTION OF RAMP A AND DIVERSION NO. 1.

CONSTRUCTION

6 CONSTRUCT LEFT SIDE OF PIN OAK ROAD PART WIDTH TO FINAL BASE COURSE FROM STA. 54+50 TO STA. 56+00 AND REMOVE TEMPORARY WIDENING.

7 CONSTRUCT RAMP A FULL WIDTH TO FINAL BASE COURSE FROM STA. 11+00 TO STA. 21+00. INSTALL TEMPORARY PIPE UNDER RAMP A STA. 14+00. COMPLETE CONSTRUCTION OF RIGHT SIDE RAMP A STA. 21+00 TO STA. 29+34.

8 CONSTRUCT PIN OAK ROAD FULL WIDTH TO FINAL BASE COURSE FROM STA. 50+00 TO STA. 54+50, INCLUDING PIER 1, PERMANENT MEDIAN BARRRIER AND CRASH CUSHION PROTECTION OF PIER 1 (NORTH OF PIER), AND PLACEMENT OF BEAMS AND DECKING FOR SPAN 2 OF THE COIN ROAD BRIDGE OVER KY 461.

PHASE IIIB NOTES:

TRAFFIC CONTROL

RELOCATE TEMPORARY CONCRETE MEDIAN BARRIER TO THE RIGHT SIDE OF PIER 1 OF THE COIN ROAD BRIDGE OVER KY 461. SHIFT BOTH LANES OF TRAVEL TO THE NEW CONSTRUCTION ON THE RIGHT SIDE OF KY 461 IN THE VICINITY OF THE BRIDGE CONSTRUCTION.

CONSTRUCTION

9 PLACE BEAMS AND DECKING FOR SPAN 1 OF THE COIN ROAD BRIDGE OVER KY 461. COMPLETE COIN ROAD BRIDGE DECK PLACEMENT AND DECK BARRIER WALL PLACEMENT.

10 REMOVE THE LANE SHIFT AND RESTORE BOTH LANES OF TRAFFIC BACK TO THE LEFT OF CENTERLINE AND LEFT OF THE NEWLY CONSTRUCTED BRIDGE MEDIAN PIER AT THE COIN ROAD INTERSECTION.

PHASE IVA NOTES:

MAINTAIN TRAFFIC ON KY 461 FROM STA. 173+00 TO STA. 354+20.5 TO THE LEFT AS IN PHASE III.

CLOSE KY 461 AT THE INTERSECTION WITH EXISTING KY 80 AND INTRODUCE WESTBOUND TURNS FROM KY 80 TO NORTHBOUND KY 461 BY RAMP A.

1 SHIFT KY 80 TRAFFIC TO THE INSIDE LANE WESTBOUND AND TO THE OUTSIDE LANE EASTBOUND AND REDUCE WIDTHS TO 11'. CONSTRUCT KY 80 WESTBOUND OUTSIDE LANE AND EASTBOUND INSIDE LANE DIGOUT PART WIDTH FLUSH TO EXISTING PAVEMENT FROM STA 726+50 TO STA. 729+50.

2 PLACE TEMPORARY CONCRETE BARRIER ON THE LEFT SIDE OF THE NEW COIN ROAD BRIDGE PIER AND EXTEND APPROXIMATELY 100' PAST THE END OF THE PROPOSED PERMANENT MEDIAN BARRIER. ALLOW RIGHT TURNS NORTHBOUND TO EXIT KY 461 AT PIN OAK DRIVE PRIOR TO THE BEGINNING OF THE TEMPORARY MEDIAN BARRIER. MERGE TRAFFIC FROM PIN OAK DRIVE INTO MAINLINE KY 461 NORTH OF THE TEMPORARY MEDIAN BARRIER. CONSTRUCT PERMANENT MEDIAN BARRIER AND PERMANENT CRASH CUSHIONS AT THE COIN ROAD BRIDGE PIER.

3 CONSTRUCT RAMP E FULL WIDTH INCLUDING DRAINAGE FROM STA. 56+85 TO STA. 61+98.01.

4 COMPLETE DITCHING AND REMOVE EXISTING KY 461 ADJACENT TO RAMP A. SAFELOAD THE TEMPORARY PIPE UNDER RAMP A.

PHASE IVB NOTES:

1 SHIFT KY 80 TRAFFIC TO THE OUTSIDE LANE WESTBOUND AND REDUCE WIDTH TO 11'. CONSTRUCT KY 80 WESTBOUND INSIDE LANE AND EASTBOUND INSIDE LANE DIGOUT PART WIDTH FLUSH TO EXISTING PAVEMENT FROM STA 726+50 TO STA. 729+50.

2 REMOVE TEMPORARY BARRIER WALL AND TEMPORARY CRASH CUSHIONS AT THE COIN ROAD BRIDGE PIER.

3 AFTER COMPLETION OF ITEM 1 ABOVE, CONSTRUCT REMAINING ASPHALT BASE OVERLAY ON KY 80 STATION 726+50 TO STATION 729+50 BY USE OF ALTERNATING LANE CLOSURES AND CONSTRUCTION UNDER TRAFFIC.

4 REMOVE ALL REMAINING TEMPORARY PAVEMENT.

PHASE V NOTES:

1 COMPLETE FINAL SURFACING, PAVEMENT MARKINGS, PERMANENT SIGNS, AND PROJECT CLEAN UP UNDER TRAFFIC.

2 PLACE TRAFFIC IN FINAL PATTERN ON ALL ROADS.

ROAD CLOSURE RESTRICTIONS

ROAD CLOSURES WILL NOT BE ALLOWED ON THE FOLLOWING DAYS:

ROAD CLOSURES WILL NOT BE ALLOWED ON THE FOLLOWING DAYS:

JULY 4TH - JULY 5TH, 2020
SEPT 5TH - SEPT 7TH, 2020
NOV 26TH - NOV 29TH, 2020
DEC 25TH - DEC 27TH, 2020
JAN 1ST -JAN 3RD, 2020
MAY 29TH - MAY 31, 2021
JULY 3RD - JULY 4TH, 2021
SEPT 4TH - SEPT 6, 2021
NOV 25TH - NOV 28TH, 2021
DEC 24TH - DEC 26TH, 2021
JAN 1ST - JAN 2ND, 2022
MAY 28TH - MAY 30TH, 2022
JULY 2ND - JULY 4TH, 2022
SEP 3RD - SEP 5TH, 2022
NOV 24TH - NOV 27TH, 2022
DEC 24TH -DEC 25TH, 2022
DEC 31, 2022 - JAN 1, 2023
MAY 27TH - MAY 29TH, 2023
JULY 4TH, 2023
SEPT 2ND - SEPT 4TH, 2023
NOV 23RD - NOV 26TH, 2023
DEC 23RD - DEC 25TH, 2023
DEC 30, 2023 - JAN 1, 2024
MAY 25TH - MAY 27TH, 2024
JULY 4TH, 2024
AUG 31ST - SEP 2, 2024
NOV 28TH - DEC 1, 2024

PIN OAK DRIVE LEFT TURN LANE

A LEFT TURN LANE INTO PIN OAK DRIVE MUST REMAIN IN PLACE AND OPEN AT ALL TIMES, EXCEPT DURING CERTAIN PHASES AND ACTIVITIES AS DESCRIBED HEREIN. DURING PHASES THAT LEFT TURN LANES ARE REQUIRED, EITHER MAINTAIN THE EXISTING LEFT TURN LANES OR INSTALL THE TURN LANE CONFIGURATION (FOR THE PARTICULAR PHASE) AT THE BEGINNING OF EACH PHASE AND ENSURE FUNCTIONALITY OF THE LEFT TURN LANE INTO PIN OAK DRIVE AT ALL TIMES.

DURING PHASES DESIGNATED AS REQUIRING A LEFT TURN LANE INTO PIN OAK DRIVE, A LEFT TURN LANE WILL NOT BE REQUIRED ONLY DURING ACTIVITIES REQUIRING FLAGGERS IN THE VICINITY OF PIN OAK DRIVE. THESE ACTIVITIES INCLUDE THE PHASE I SHOULDER STRENGTHENING (MILL AND INLAY), ANY MAINTENANCE ACTIVITY, AND STRIPING RECONFIGURATION ACTIVITIES REQUIRED TO PREPARE FOR M.O.T. PHASE CHANGES. THE CONTRACTOR WILL USE TRAFFIC DRUMS AND FLAGGERS TO COMPLETE THESE ACTIVITIES AS SOON AS PRACTICAL AND RESTORE TWO WAY TRAFFIC AND THE LEFT TURN LANE INTO PIN OAK DRIVE.

THE FOLLOWING PHASES REQUIRE A LEFT TURN LANE INTO PIN OAK DRIVE AT ALL TIMES, EXCEPT AS NOTED ABOVE:

PHASE I
PHASE IA
PHASE IB
PHASE IC
PHASE II
PHASE IIA
PHASE IIB
PHASE III
PHASE IVB
PHASE V

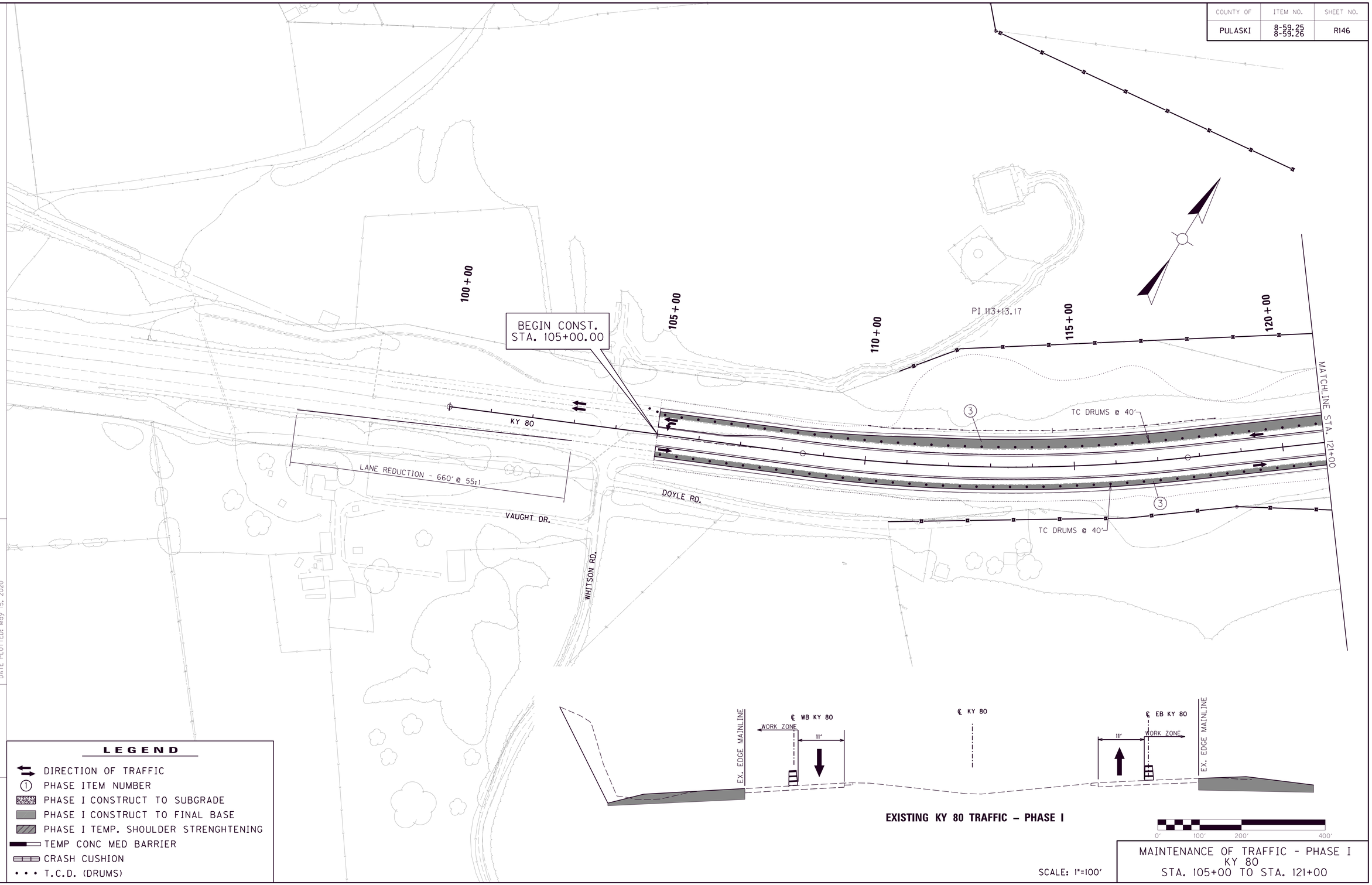
A LEFT TURN LANE INTO PIN OAK DRIVE WILL NOT BE REQUIRED FOR ACTIVITIES DESCRIBED IN CERTAIN PHASES. THESE ACTIVITIES AND PHASES MUST BE COMPLETED CONSECUTIVELY, AS SOON AS PRACTICAL, AND WITHIN 90 CALENDAR DAYS OF THE INITIATION OF THE FIRST OF THESE PHASES. A LEFT TURN LANE INTO PIN OAK DRIVE WILL NOT BE REQUIRED FOR THE FOLLOWING PHASES:

PHASE IIIA
PHASE IIIB
PHASE IVA

A PENALTY OF $1,000 PER DAY WILL BE ASSESSED FOR ANY DAY OR PORTION OF A DAY THAT A LEFT TURN LANE INTO PIN OAK DRIVE IS NOT IN PLACE AND OPEN DURING ACTIVITIES OR PHASES THAT A LEFT TURN LANE IS REQUIRED AS DESCRIBED ABOVE. A PENALTY OF $1,000 PER DAY WILL ALSO BE ASSESSED FOR EACH DAY OR PORTION OF A DAY THAT ALL ACTIVITIES DESCRIBED IN PHASE IIIA, PHASE IIIB, AND PHASE IVA ARE NOT COMPLETED AND THE LEFT TURN LANE INTO PIN OAK DRIVE RESTORED, AFTER 90 CALENDAR DAYS FROM THE INITIATION OF PHASE IIIA. THESE PENALTIES WILL BE ASSESSED REGARDLESS OF SEASONAL OR WEATHER LIMITATIONS, AND WILL BE CHARGED CONCURRENTLY AND IN ADDITION TO ANY OTHER LIQUIDATED DAMAGES OR OTHER APPLICABLE PENALTIES.

TRAFFIC CONTROL PHASING NOTES

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R146



EXISTING KY 80 TRAFFIC – PHASE I

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE I CONSTRUCT TO SUBGRADE
- PHASE I CONSTRUCT TO FINAL BASE
- PHASE I TEMP. SHOULDER STRENGHTENING
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE I
KY 80
STA. 105+00 TO STA. 121+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R146OMT.DGN
USER: mslpes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI47

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE I CONSTRUCT TO SUBGRADE
- PHASE I CONSTRUCT TO FINAL BASE
- PHASE I TEMP. SHOULDER STRENGTHENING
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

NORTHERN BYPASS

BEGIN CONST.
STA. 702+04.81

RAMP C

RAMP D

RAMP H

HANSFORD LANE

STA. 142+27.90
KY80 BACK / KY461 AHEAD
STA. 713+88.54
NORTHERN BYPASS BACK /
KY80 AHEAD

MATCHLINE STA. 121+00

MATCHLINE STA. 150+00

KY 80

EX. KY 80

KY 461

RAMP B

INITIAL RAMP B

RAMP F

TEMP DT.

TC DRUM @ 40'

ROAD CLOSED

TYPE III BARRICADE
w / R11-2 SIGN

11' WORK ZONE

INITIAL RAMP B – PHASE I

℄ WB KY 80

℄ KY 80

℄ EB KY 80

EX. EDGE MAINLINE

WORK ZONE

11'

EXISTING KY 80 TRAFFIC – PHASE I

SCALE: 1"=100'

0' 100' 200' 400'

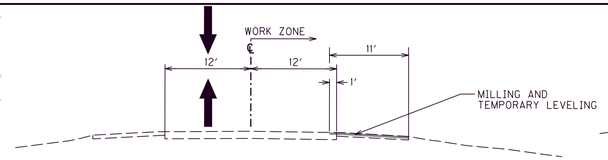
MAINTENANCE OF TRAFFIC - PHASE I
KY 80/KY 461
STA. 121+00 TO STA. 150+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI47TOMT.DGN

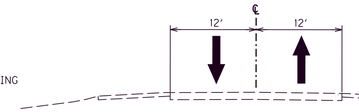
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R148

LEGEND

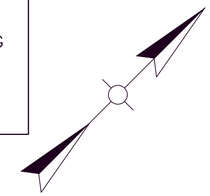
- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE I CONSTRUCT TO SUBGRADE
- PHASE I CONSTRUCT TO FINAL BASE
- PHASE I TEMP SHOULDER STRENGTHENING
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – CONSTRUCTION ZONE



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – OUTSIDE CONSTRUCTION ZONE



SCALE: 1"=100'

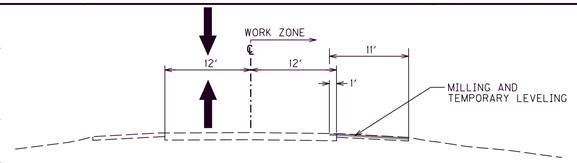
MAINTENANCE OF TRAFFIC - PHASE I
KY 461
STA. 150+00 TO STA. 177+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: jtomlinson
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R148OMT.DGN

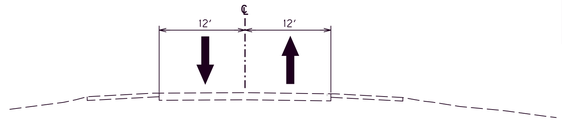
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R149

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE I CONSTRUCT TO SUBGRADE
- PHASE I CONSTRUCT TO FINAL BASE
- PHASE I TEMP. SHOULDER STRENGTHENING
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – CONSTRUCTION ZONE



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – OUTSIDE CONSTRUCTION ZONE

KY 461 STA. 194+00.00 =
APPR. RT. STA. 50+00.00
(BABE BLVD.)
ENTR. LT. STA. 20+00.00

KY 461 STA. 180+55.00 =
MARK SHOPVILLE RD. RT.
STA. 50+00.00
BARNESBURG RD. LT.
STA. 50+00.00

KY 461 STA. 199+35.00 =
ENTR. RT. STA. 20+00.00
ENTR. LT. STA. 20+00.00

47+00
180+00
185+00
190+00
195+00
200+00
205+00

BARNESBURG RD.

KY 461

MATCHLINE STA. 177+00

MATCHLINE STA. 207+00

APPR RT 180+55

55+00

BABE BLVD.

52+50

APPR. RT. STA. 50+80.00
(BABE BLVD.) =
ENTR. LT. STA. 20+00.00

THE ENTRANCE TO THIS PARCEL SHALL REMAIN OPEN AND ACCESSIBLE FOR TRUCK TRAFFIC AND ALL OTHER PERFORMANCE FOOD GROUP VEHICLES AT ALL TIMES

KY 461 STA. 206+70.00 =
ENTR. RT. STA. 20+00.00

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE I
KY 461
STA. 177+00 TO STA. 207+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: jtomlinson
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R149GMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R150

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE I CONSTRUCT TO SUBGRADE
- PHASE I CONSTRUCT TO FINAL BASE
- PHASE I TEMP. SHOULDER STRENGTHENING
- PHASE I CONSTRUCT TEMPORARY WIDENING
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

BEGIN CONST.
STA. 41+70.00

COIN RD. STA. 45+50.00 =
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

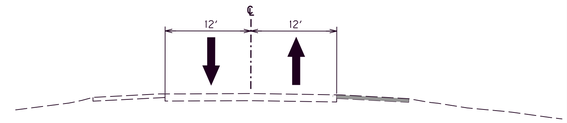
KY 461 STA. 235+10.00 =
APPR. LT. STA. 50+00.00
(BOBBITT CEMETERY RD.)
APPR. RT. STA. 50+00.00
(TOMMY RD.)

KY 461 STA. 220+11.35 =
COIN RD. LT. STA. 50+00.00
OAK DR. RT. STA. 50+00.00

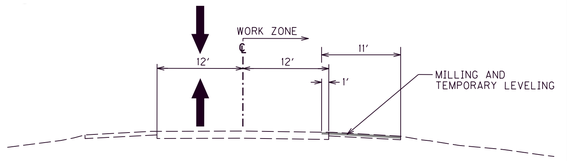
KY 461 STA. 215+95.00 =
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

PIN OAK DR. STA. 53+65.00 =
PIN OAK DR. CONN. RT. STA. 58+52.62
ENTR. LT. STA. 20+00.00

END CONST.
STA. 62+00.00



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – OUTSIDE CONSTRUCTION ZONE



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – CONSTRUCTION ZONE

0' 100' 200' 400'

SCALE: 1"=100'

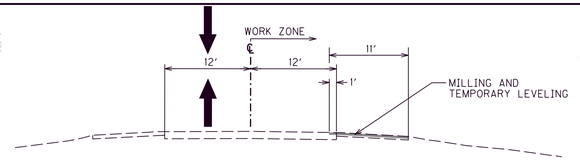
MAINTENANCE OF TRAFFIC - PHASE I
KY 461
STA. 207+00 TO STA. 237+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: jtomlinson DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R150OMT.DGN

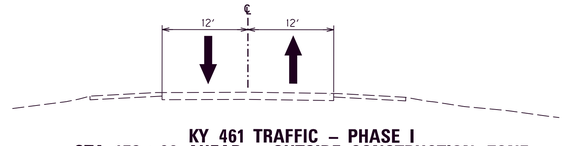
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R151

LEGEND

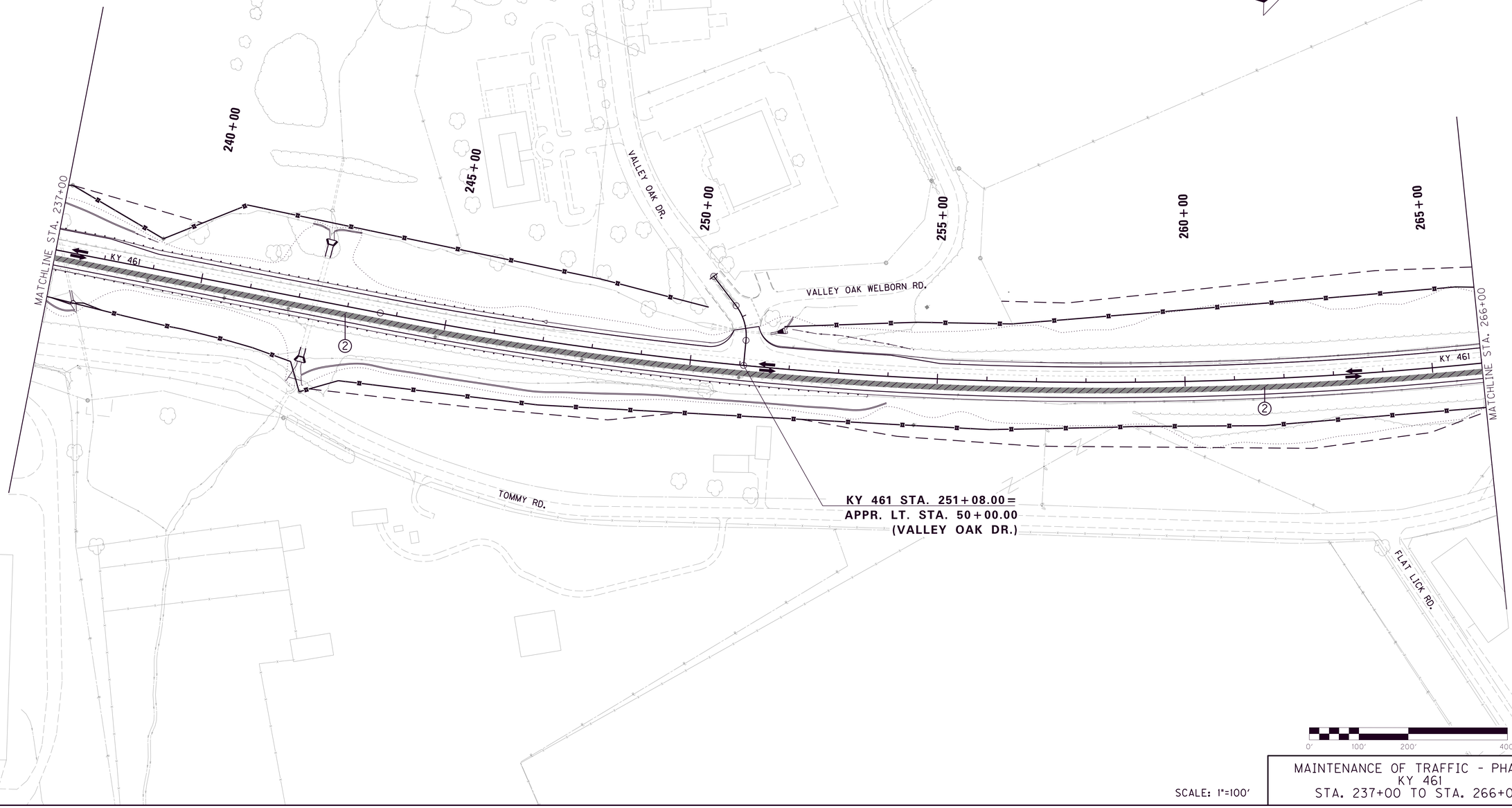
- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE I CONSTRUCT TO SUBGRADE
- PHASE I CONSTRUCT TO FINAL BASE
- PHASE I TEMP. SHOULDER STRENGTHENING
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – CONSTRUCTION ZONE



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – OUTSIDE CONSTRUCTION ZONE



SCALE: 1"=100'

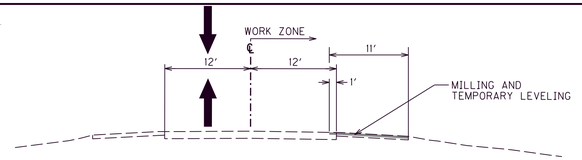
MAINTENANCE OF TRAFFIC - PHASE I
KY 461
STA. 237+00 TO STA. 266+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R151OOMT.DGN

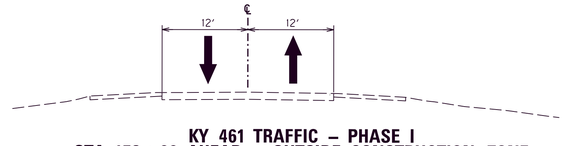
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R152

LEGEND

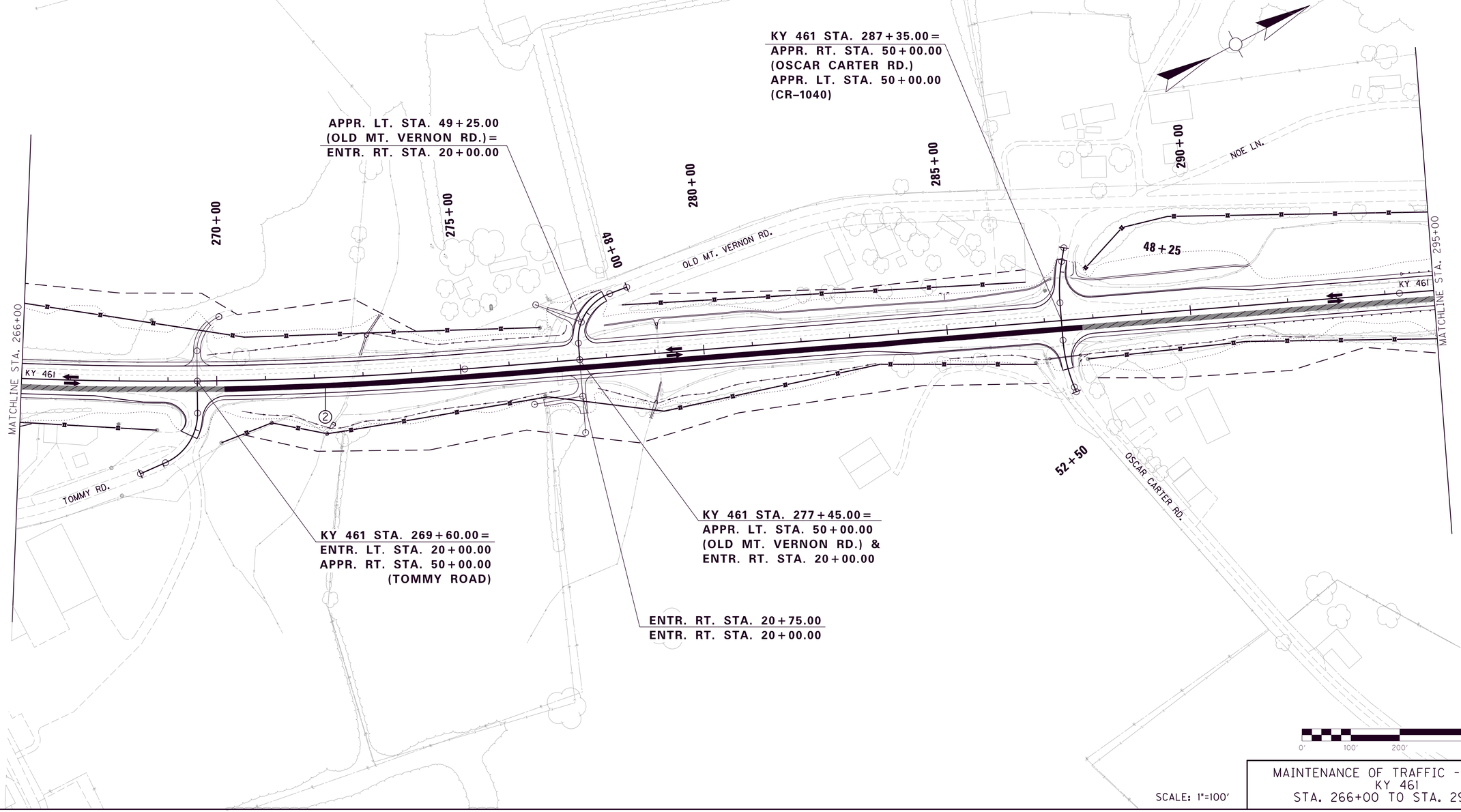
- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE I CONSTRUCT TO SUBGRADE
- PHASE I CONSTRUCT TO FINAL BASE
- PHASE I TEMP. SHOULDER STRENGTHENING
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – CONSTRUCTION ZONE



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – OUTSIDE CONSTRUCTION ZONE



SCALE: 1"=100'

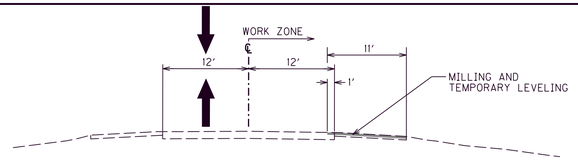
MAINTENANCE OF TRAFFIC - PHASE I
KY 461
STA. 266+00 TO STA. 295+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1520MT.DGN
USER: mslpes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

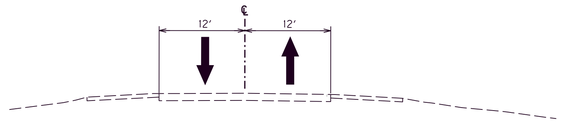
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R153

LEGEND

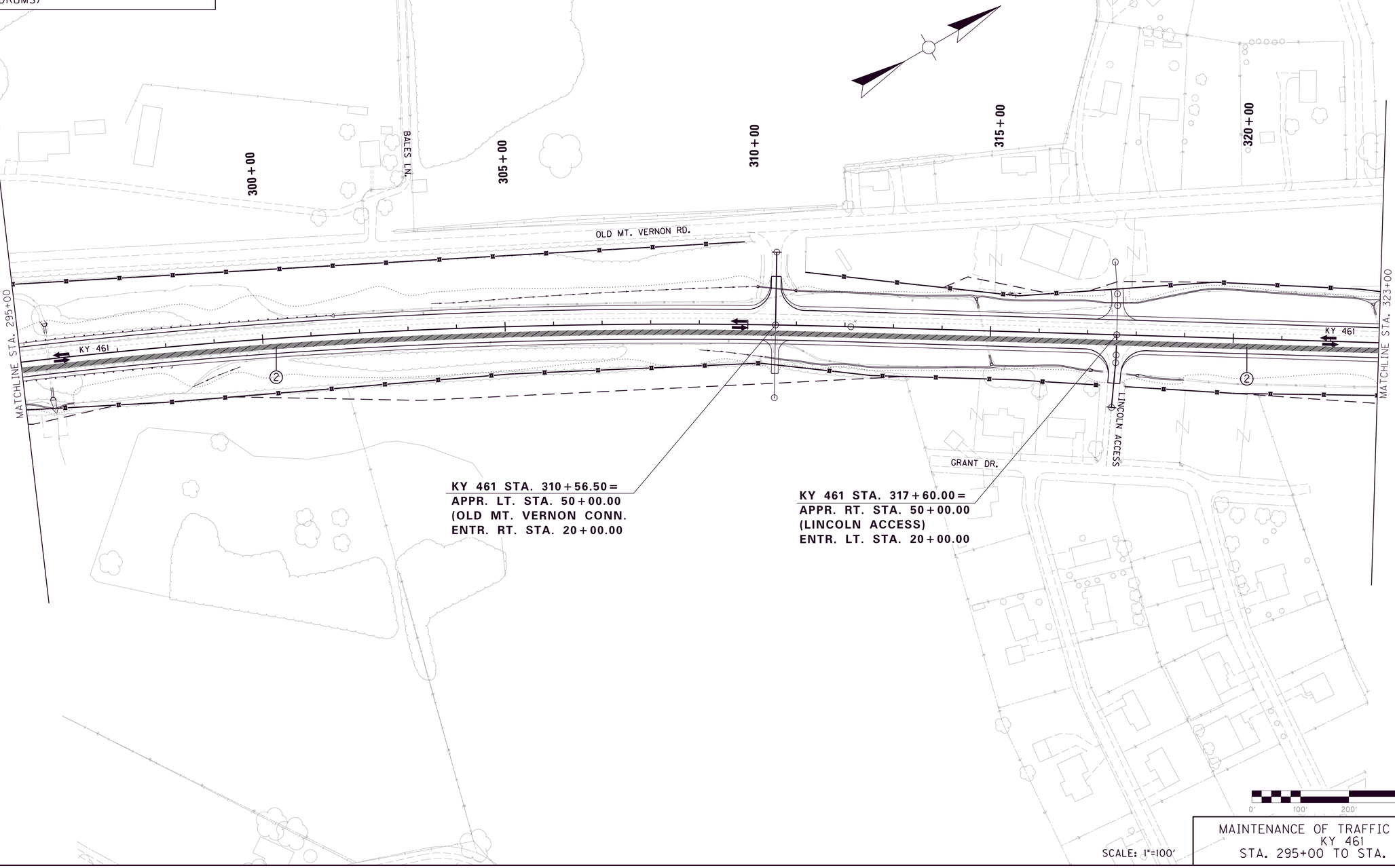
- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE I CONSTRUCT TO SUBGRADE
- PHASE I CONSTRUCT TO FINAL BASE
- PHASE I TEMP. SHOULDER STRENGTHENING
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – CONSTRUCTION ZONE



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – OUTSIDE CONSTRUCTION ZONE



KY 461 STA. 310+56.50 =
APPR. LT. STA. 50+00.00
(OLD MT. VERNON CONN.
ENTR. RT. STA. 20+00.00

KY 461 STA. 317+60.00 =
APPR. RT. STA. 50+00.00
(LINCOLN ACCESS)
ENTR. LT. STA. 20+00.00

SCALE: 1"=100'

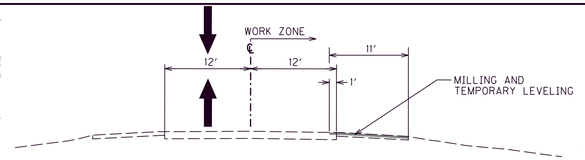
MAINTENANCE OF TRAFFIC - PHASE I
KY 461
STA. 295+00 TO STA. 323+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R153OMT.DGN

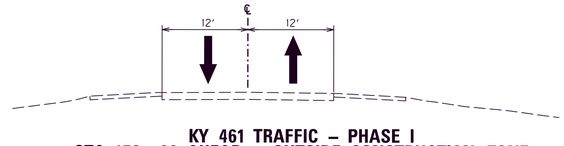
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R154

LEGEND

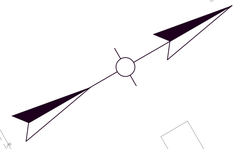
- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE I CONSTRUCT TO SUBGRADE
- PHASE I CONSTRUCT TO FINAL BASE
- PHASE I TEMP. SHOULDER STRENGTHENING
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – CONSTRUCTION ZONE



KY 461 TRAFFIC – PHASE I
STA. 173+00 AHEAD – OUTSIDE CONSTRUCTION ZONE



OLD MT. VERNON RD.

KY 461 STA. 337+59.00 =
ENTR. RT. STA. 20+00.00
ENTR. LT. STA. 20+00.00

KY 461 STA. 346+61.75 =
ENTR. LT. STA. 20+00.00
ENTR. RT. STA. 20+00.00

325+00 330+00 335+00 340+00 345+00 350+00

SPEAKS RD.

MATCHLINE STA. 323+00

KY 461

KY 461

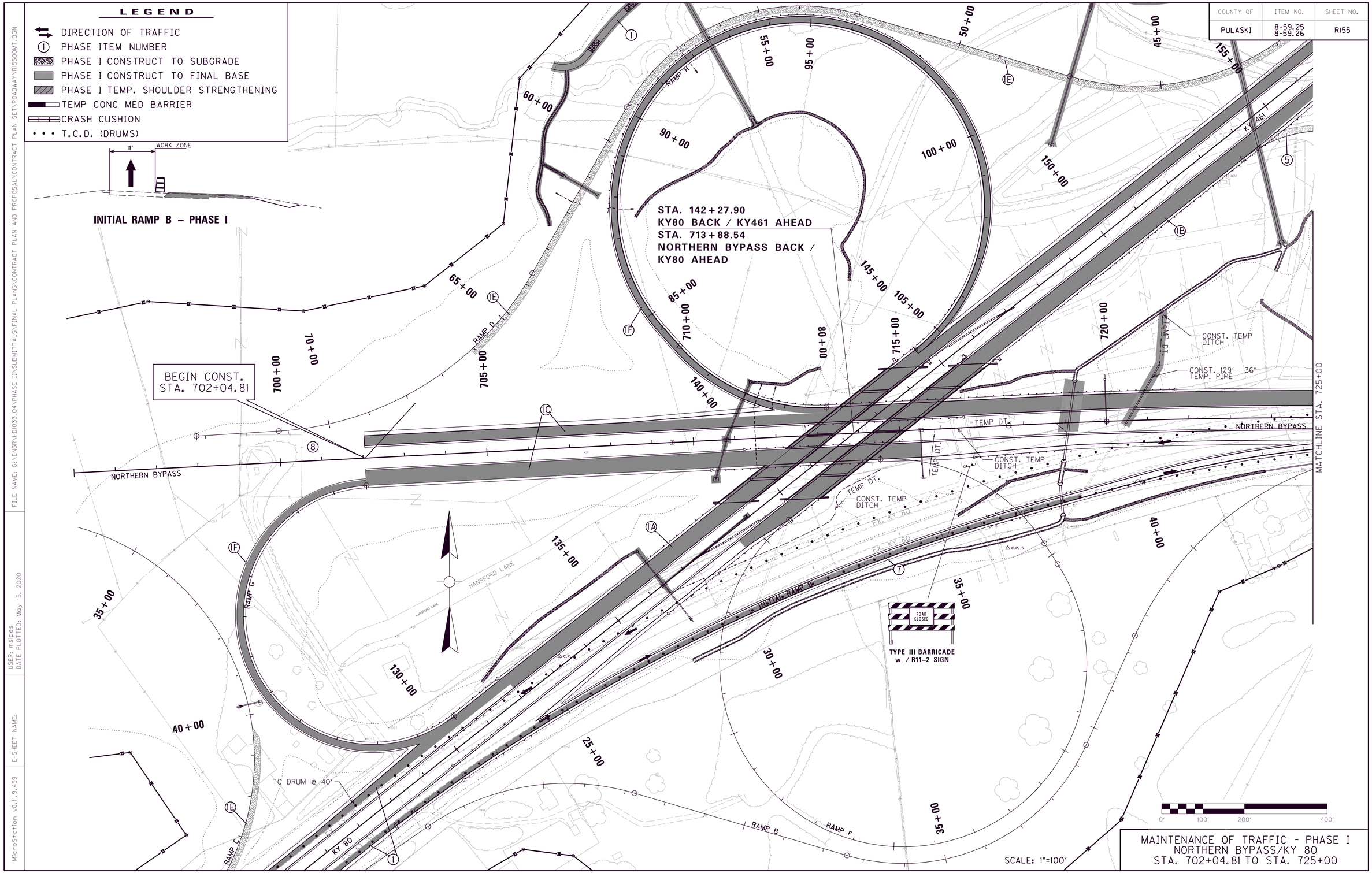
END CONST.
STA. 354+20.50

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE I
KY 461
STA. 323+00 TO STA. 354+20.50

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mspes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R154OMT.DGN

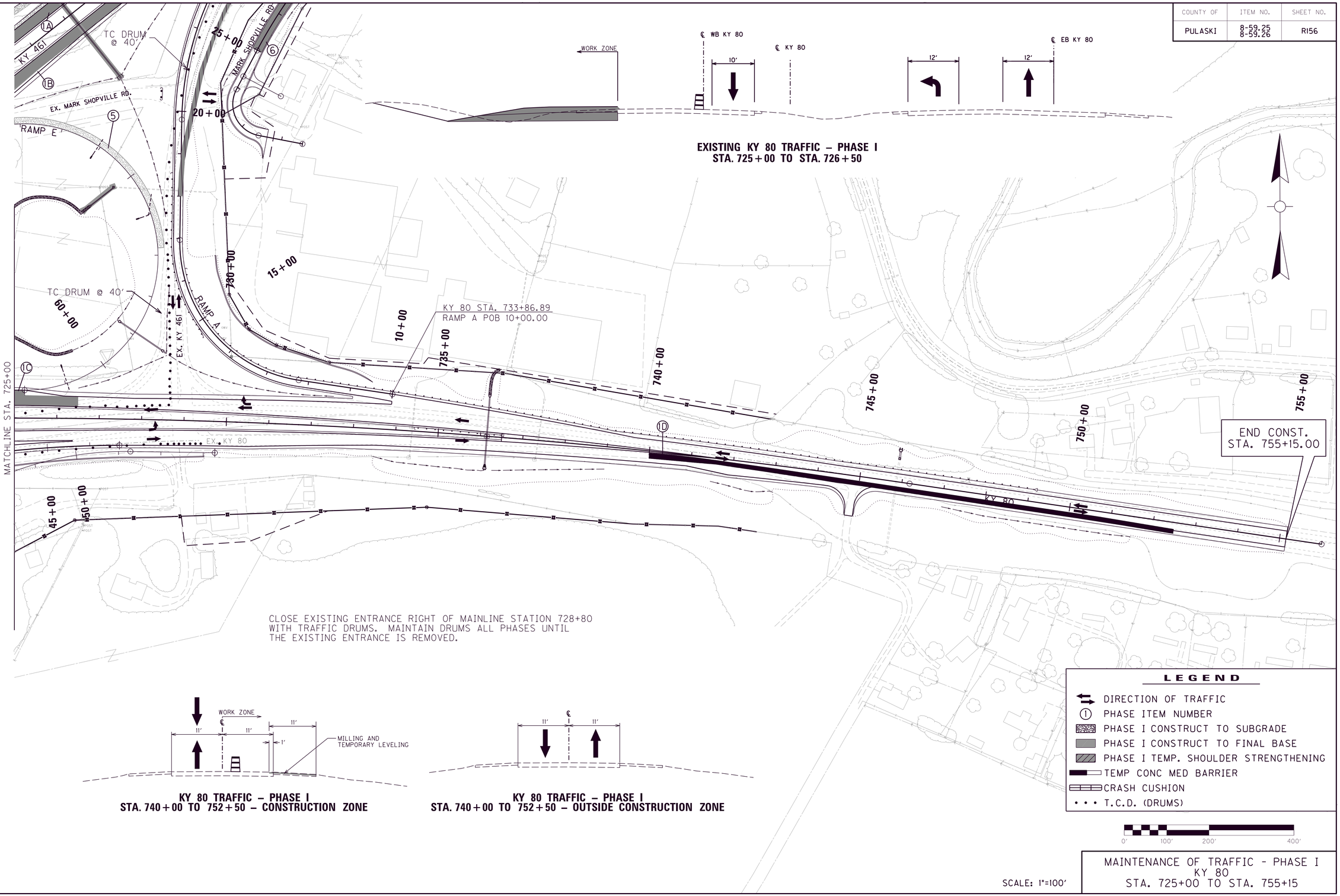


COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R155

MAINTENANCE OF TRAFFIC - PHASE I
NORTHERN BYPASS/KY 80
STA. 702+04.81 TO STA. 725+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R15500MT.DGN
USER: msipes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R156

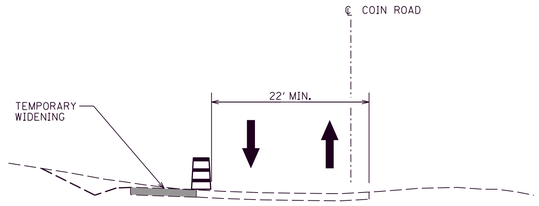


SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE I
KY 80
STA. 725+00 TO STA. 755+15

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R156GOMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R157



EXISTING COIN ROAD TRAFFIC – PHASE I

BEGIN CONST.
STA. 41+70.00

BEGIN CONST.
STA. 35+50

END CONST.
STA. 62+00.00

KY 461 STA. 220+11.35
COIN RD. LT. STA. 50+00.00
OAK DR. RT. STA. 50+00.00

COIN RD. STA. 45+50.00=
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

PIN OAK DR. STA. 53+65.00=
PIN OAK DR. CONN. RT. STA. 58+52.62
ENTR. LT. STA. 20+00.00

KY 461 STA. 215+95.00=
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

TEMP. PAVE.
SEE X-SEC.

4" CL3 ASPH BASE 1.00D PG64-22
6" CSB

TEMP PAVE. DETAIL

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE I CONSTRUCT TO SUBGRADE
- PHASE I CONSTRUCT TO FINAL BASE
- PHASE I TEMP. SHOULDER STRENGTHENING
- PHASE I CONSTRUCT TEMPORARY WIDENING
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE I
COIN ROAD/PIN OAK DRIVE
STA. 35+50 TO STA. 62+00

FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R157OOMT.DGN
USER: jtomlinson
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R158

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IA CONSTRUCT TO SUBGRADE
- PHASE IA CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

100+00

105+00

110+00

115+00

120+00

BEGIN CONST.
STA. 105+00.00

PI 113+13.17

KY 80

LANE REDUCTION - 660' @ 55:1

VAUGHT DR.

DOYLE RD.

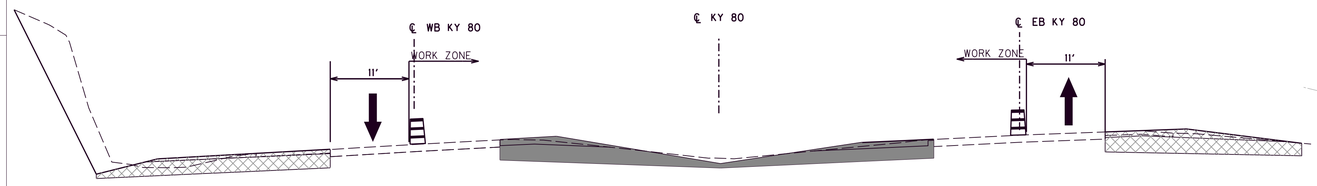
WHITSON RD.

(10)

TC DRUMS @ 40'

TC DRUMS @ 40'

MATCHLINE STA. 121+00



EXISTING KY 80 TRAFFIC – PHASE IA

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE IA
KY 80
STA. 105+00 TO STA. 121+00

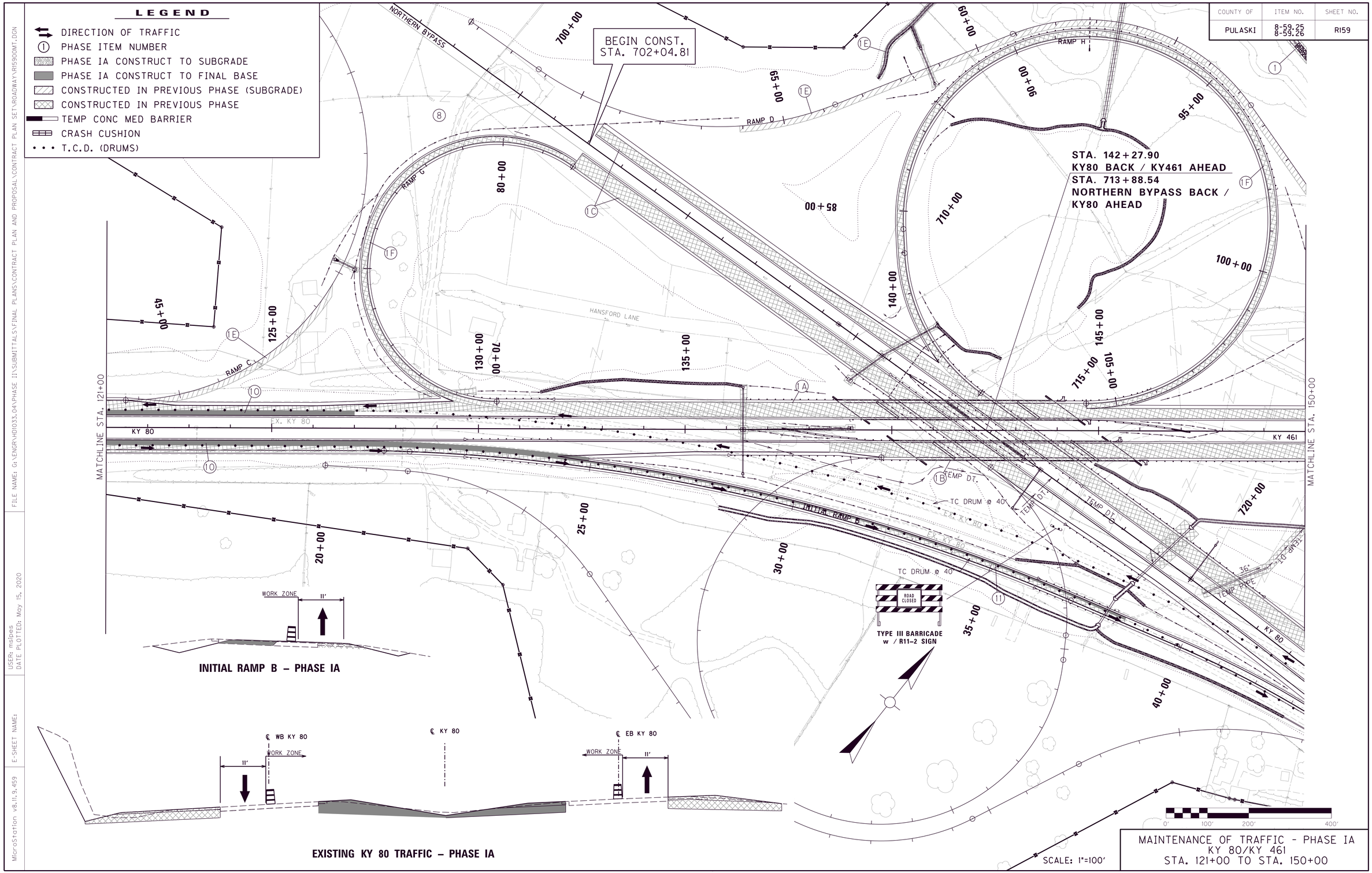
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R158OMT.DGN

USER: mslpes
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

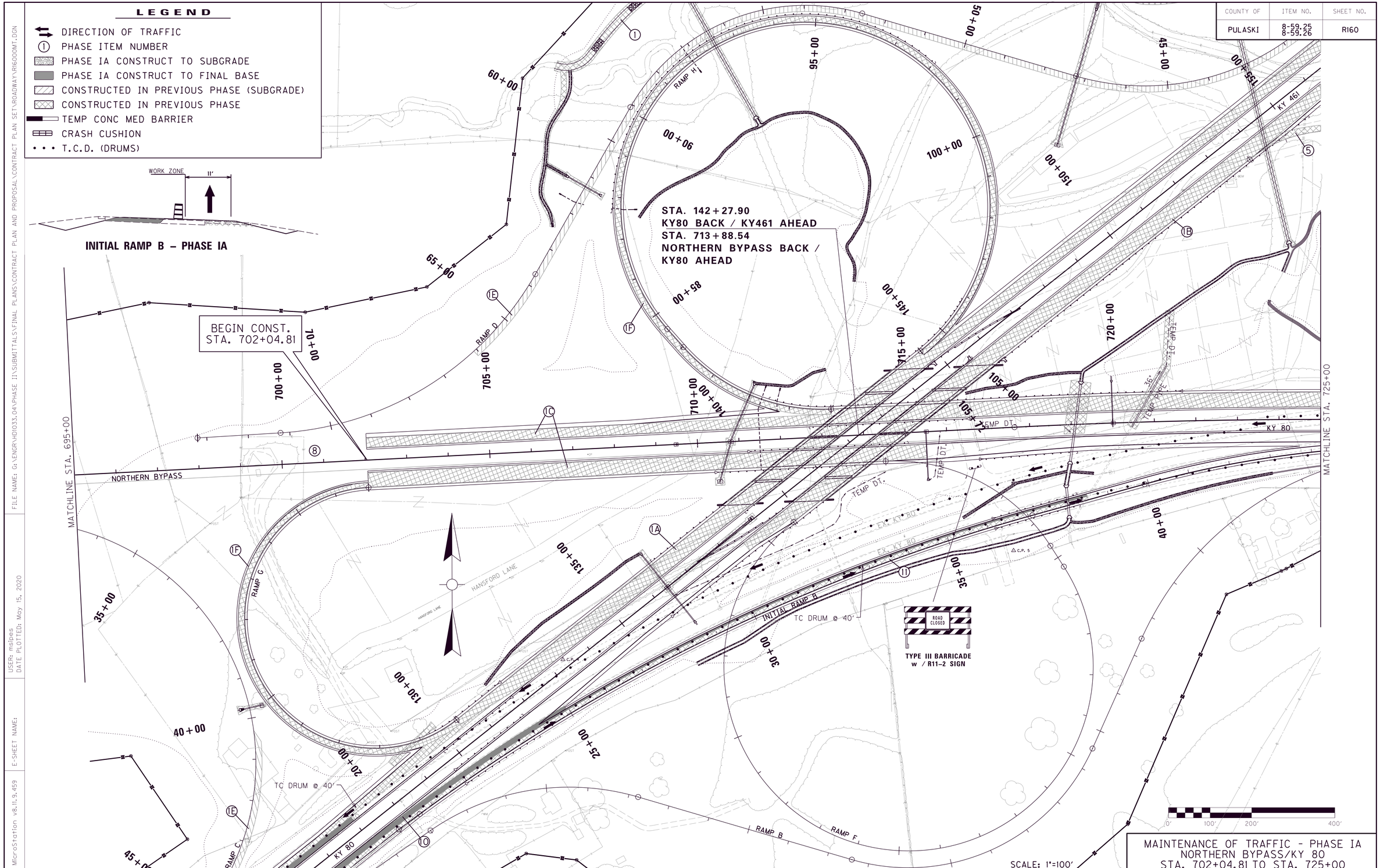
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R159



MAINTENANCE OF TRAFFIC - PHASE IA
KY 80/KY 461
STA. 121+00 TO STA. 150+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R15900MT.DGN
USER: msipes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

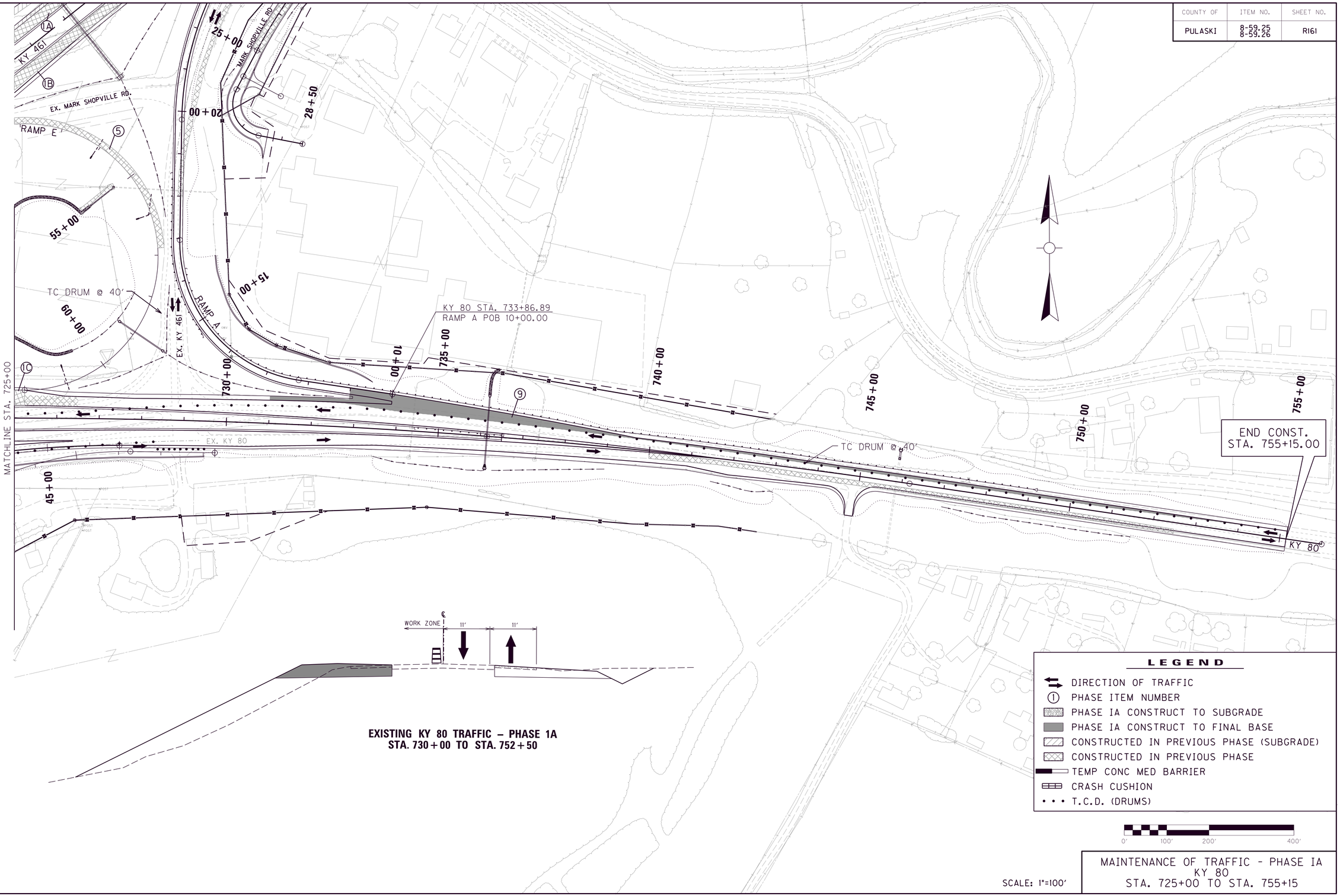


COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R160

MAINTENANCE OF TRAFFIC - PHASE IA
NORTHERN BYPASS/KY 80
STA. 702+04.81 TO STA. 725+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R16000MT.DGN
USER: msipes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R161



EXISTING KY 80 TRAFFIC – PHASE 1A
STA. 730+00 TO STA. 752+50

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IA CONSTRUCT TO SUBGRADE
- PHASE IA CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE IA
KY 80
STA. 725+00 TO STA. 755+15

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mspes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE 1\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R161OOMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI62

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI620OMT.DGN

USER: mslpes
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

100+00

105+00

110+00

115+00

120+00

BEGIN CONST.
STA. 105+00.00

PI 113+13.17

KY 80

LANE REDUCTION - 660' @ 55:1

VAUGHT DR.

DOYLE RD.

WHITSON RD.

MATCHLINE STA. 121+00

13

13

LEGEND

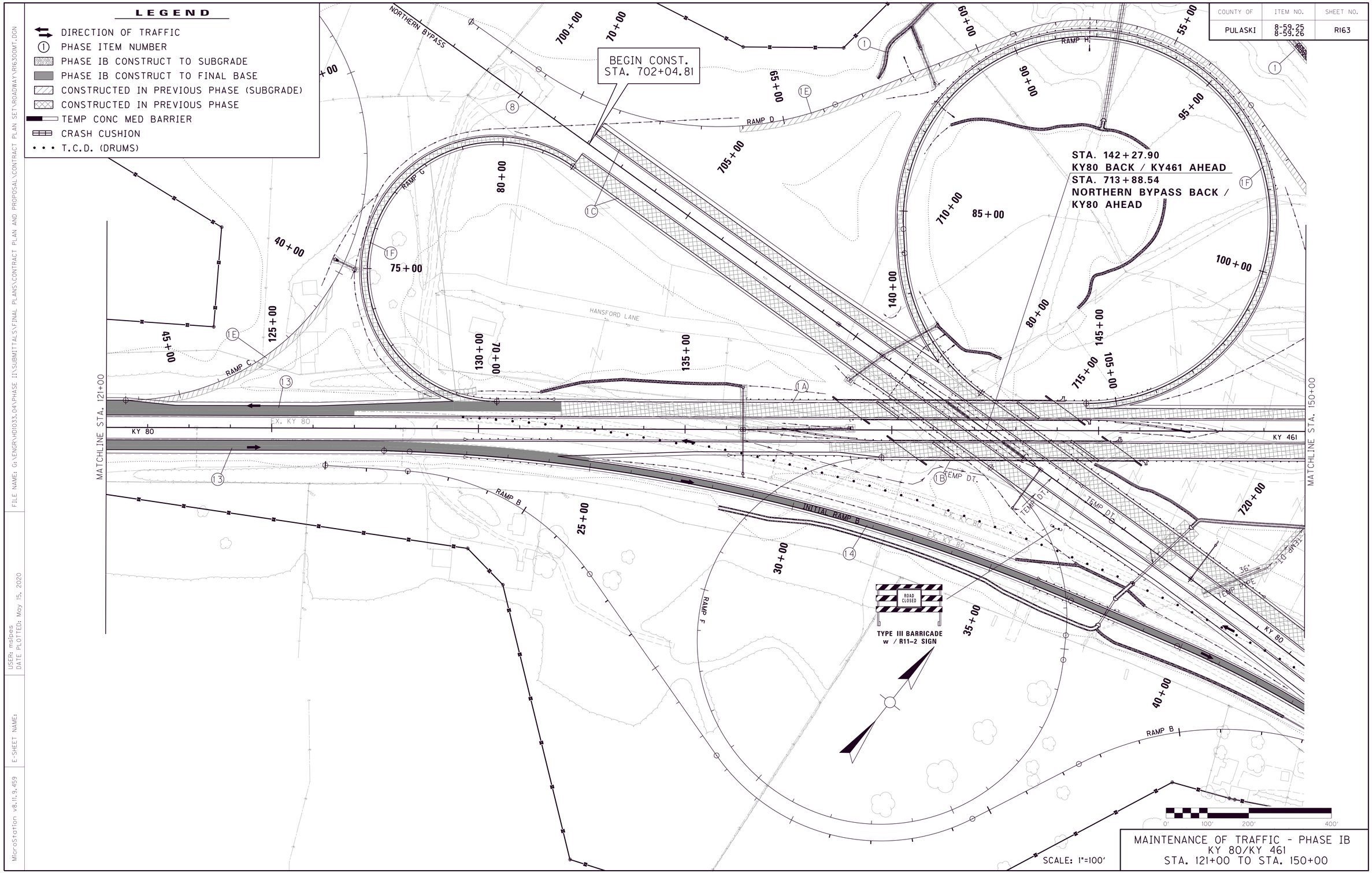
- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IB CONSTRUCT TO SUBGRADE
- PHASE IB CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • T.C.D. (DRUMS)

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE IB
KY 80
STA. 105+00 TO STA. 121+00

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R163



MAINTENANCE OF TRAFFIC - PHASE IB
KY 80/KY 461
STA. 121+00 TO STA. 150+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R163OMT.DGN

USER: msipes
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R164

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IB CONSTRUCT TO SUBGRADE
- PHASE IB CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

BEGIN CONST.
STA. 702+04.81

MATCHLINE STA. 695+00

MATCHLINE STA. 725+00

NORTHERN BYPASS

KY 80

KY 461

RAMP B

RAMP C

RAMP D

RAMP F

RAMP G

RAMP H

INITIAL RAMP B

HANSFORD LANE

TEMP DT.

TEMP PIPE

EX. KY 80

STA. 142+27.90
KY80 BACK / KY461 AHEAD
STA. 713+88.54
NORTHERN BYPASS BACK /
KY80 AHEAD

ROAD CLOSED

TYPE III BARRICADE
w / R11-2 SIGN

SCALE: 1"=100'

0' 100' 200' 400'

MAINTENANCE OF TRAFFIC - PHASE IB
NORTHERN BYPASS/KY 80
STA. 702+04.81 TO STA. 725+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R164GOMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI65

KY 461

EX. MARK SHOPVILLE RD.

RAMP E

MARK SHOPVILLE RD.

RAMP A

EX. KY 461

KY 80

KY 80 STA. 733+86.89
RAMP A POB 10+00.00

TC DRUM @ 40'

TC DRUM @ 40'

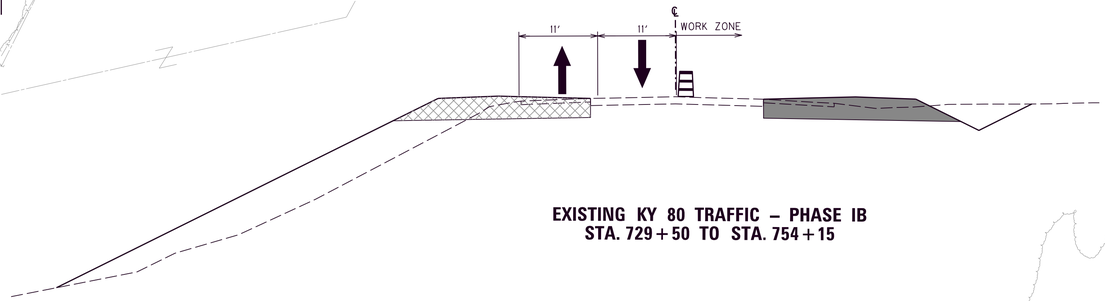
MATCHLINE STA. 725+00

MATCHLINE STA. 761+98

20+00 | 25+00 | 55+00 | 15+00 | 60+00 | 45+00 | 730+00 | 10+00 | 735+00 | 740+00 | 745+00 | 750+00 | 755+00

END CONST.
STA. 755+15.00

1A | 1B | 1C | 5 | 6 | 12



EXISTING KY 80 TRAFFIC – PHASE IB
STA. 729+50 TO STA. 754+15

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IB CONSTRUCT TO SUBGRADE
- PHASE IB CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE IB
KY 80
STA. 725+00 TO STA. 755+15

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI6500MT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R166

KY 461

ROAD CLOSED

TYPE III BARRICADE w / R11-2 SIGN

EX. MARK SHOPVILLE RD.

MARK SHOPVILLE RD.

RAMP E

RAMP A

EX. KY 461

TC DRUM @ 40'

KY 80 STA. 733+86.89
RAMP A POB 10+00.00

MATCHLINE STA. 725+00

PT 51+28.10

END CONST.
STA. 755+15.00

KY 80

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IC CONSTRUCT TO SUBGRADE
- PHASE IC CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • T.C.D. (DRUMS)

0' 100' 200' 400'

11' WORK ZONE

WORK ZONE 11'

EXISTING KY 80 TRAFFIC – PHASE IC
STA. 729+00 TO STA. 737+50

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE IC
KY 80
STA. 725+00 TO STA. 755+15

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R166GOMT.DGN
USER: mspes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI67

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

100+00

BEGIN CONST.
STA. 105+00.00

105+00

110+00

PI 113+13.17

115+00

120+00

MATCHLINE STA. 121+00

KY 80

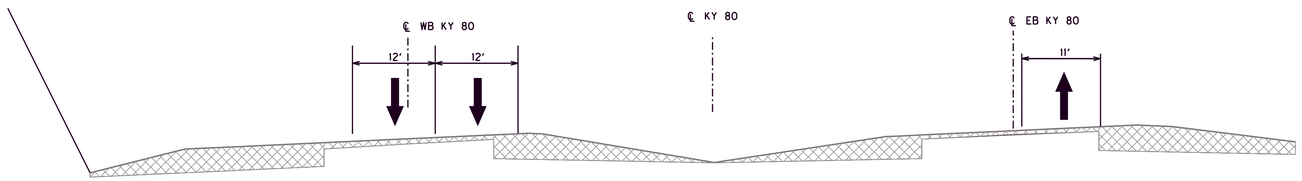
LANE REDUCTION - 660' @ 55:1

VAUGHT DR.

DOYLE RD.

WHITSON RD.

TC DRUMS @ 40'



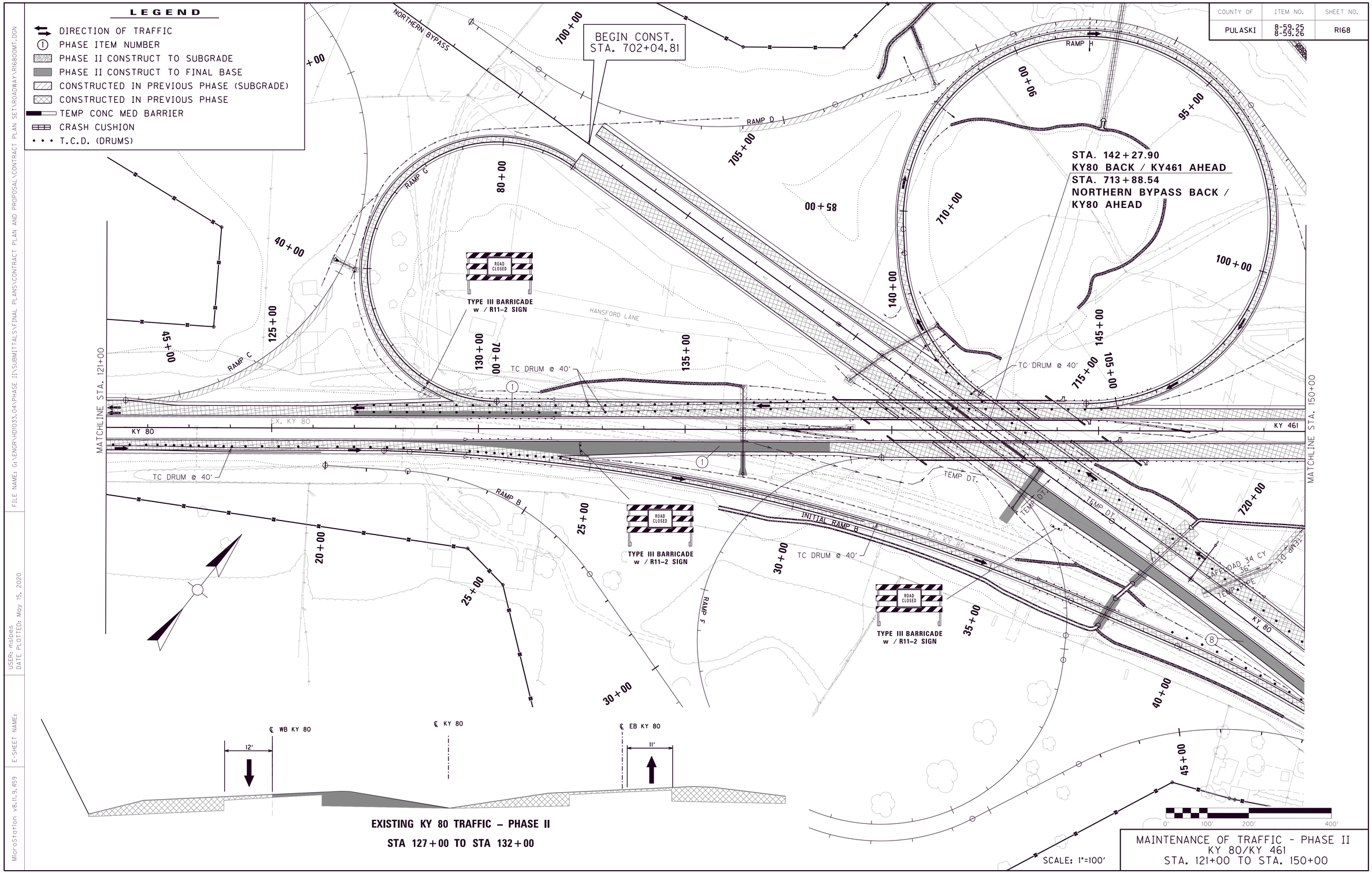
EXISTING KY 80 TRAFFIC – PHASE II

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE II
KY 80
STA. 105+00 TO STA. 121+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: mslpes DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI67TOMT.DGN



EXISTING KY 80 TRAFFIC – PHASE II

STA 127+00 TO STA 132+00

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R168

MAINTENANCE OF TRAFFIC - PHASE II
KY 80/KY 461
STA. 121+00 TO STA. 150+00

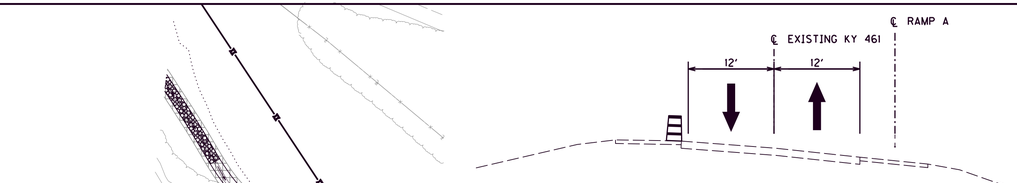
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R168OMT.DGN

USER: msipes
DATE PLOTTED: May 15, 2020

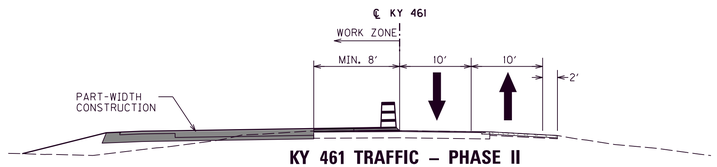
E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R169



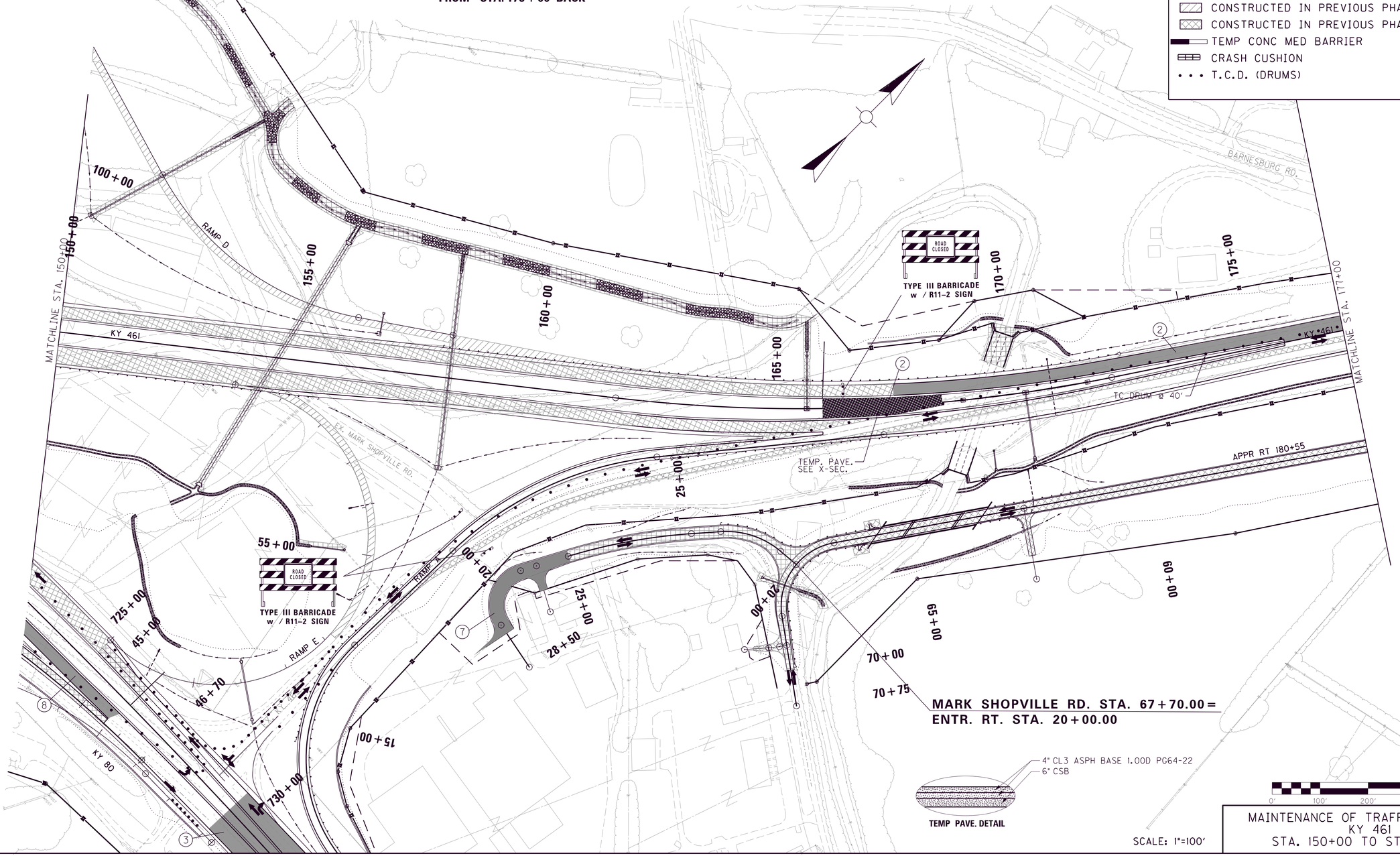
EXISTING KY 461 TRAFFIC – PHASE II
FROM STA. 173+00 BACK



KY 461 TRAFFIC – PHASE II
FROM STA. 173+00 AHEAD

LEGEND

- DIRECTION OF TRAFFIC
- ① PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- TEMPORARY PAVEMENT
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)



TEMP PAVE. DETAIL

SCALE: 1"=100'

0' 100' 200' 400'

MAINTENANCE OF TRAFFIC - PHASE II
KY 461
STA. 150+00 TO STA. 177+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: jtomlinson DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R169OMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R170

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

KY 461 STA. 194+00.00 =
APPR. RT. STA. 50+00.00 (BABE BLVD.)
ENTR. LT. STA. 20+00.00

KY 461 STA. 180+55.00 =
MARK SHOPVILLE RD. RT. STA. 50+00.00
BARNESBURG RD. LT. STA. 50+00.00

KY 461 STA. 199+35.00 =
ENTR. RT. STA. 20+00.00
ENTR. LT. STA. 20+00.00

47+00 180+00 185+00 190+00 195+00 200+00 205+00

BARNESBURG RD.

MATCHLINE STA. 177+00

KY 461

MATCHLINE STA. 207+00

TC DRUM @ 40'

THE ENTRANCE TO THIS PARCEL SHALL REMAIN OPEN AND ACCESSIBLE FOR TRUCK TRAFFIC AND ALL OTHER PERFORMANCE FOOD GROUP VEHICLES AT ALL TIMES

APPR. RT. STA. 50+80.00 (BABE BLVD.) =
ENTR. LT. STA. 20+00.00

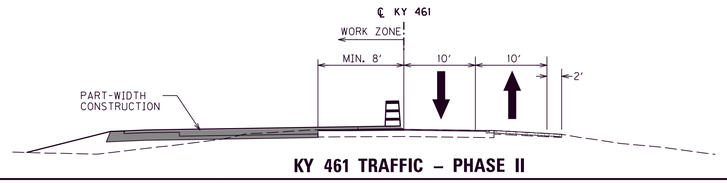
BABE BLVD.

52+50

APPR RT 180+55

55+00

KY 461 STA. 206+70.00 =
ENTR. RT. STA. 20+00.00



KY 461 TRAFFIC – PHASE II

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE II
KY 461
STA. 177+00 TO STA. 207+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R170OMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R171

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mspes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R171OOMT.DGN

BEGIN CONST.
STA. 41+70.00

COIN RD. STA. 45+50.00 =
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

KY 461 STA. 235+10.00 =
APPR. LT. STA. 50+00.00
(BOBBITT CEMETERY RD.)
APPR. RT. STA. 50+00.00
(TOMMY RD.)

KY 461 STA. 220+11.35 =
COIN RD. LT. STA. 50+00.00
OAK DR. RT. STA. 50+00.00

KY 461 STA. 215+95.00 =
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

PIN OAK DR. STA. 53+63.50 =
ENTR. LT. STA. 20+00.00
PIN OAK DR. CONN. RT. STA. 58+52.62

MATCHLINE STA. 207+00

MATCHLINE STA. 237+00

KY 461

COIN RD.

COIN RD. CONN.

VALLEY OAK DR.

EX. VALLEY OAK DR.

BOBBITT CEMETERY RD.

PIN OAK DR. CONN.

EX. PIN OAK DR.

PIN OAK DR.

TEMP CRASH CUSHION

540' SB LANE TAPER 12' @ 45:1

250' DECEL/STORAGE

100' BAY TAPER

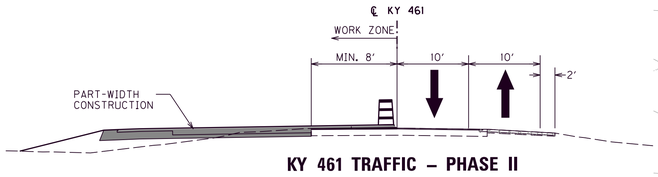
TC DRUM @ 40'

END CONST.
STA. 62+00.00

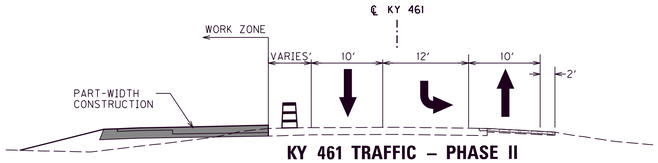
210+00 | 215+00 | 220+00 | 225+00 | 230+00 | 235+00

45+00 | 50+00 | 55+00 | 60+00

41+50



KY 461 TRAFFIC – PHASE II



KY 461 TRAFFIC – PHASE II
(LEFT TURN LANE)

LEGEND

- DIRECTION OF TRAFFIC
- PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- TEMPORARY WIDENING
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

0' 100' 200' 400'

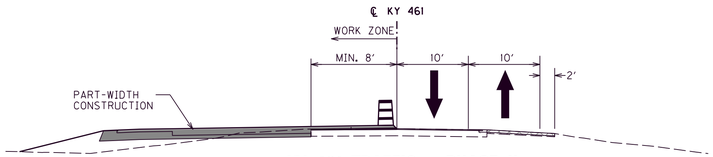
SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE II
KY 461
STA. 207+00 TO STA. 237+00

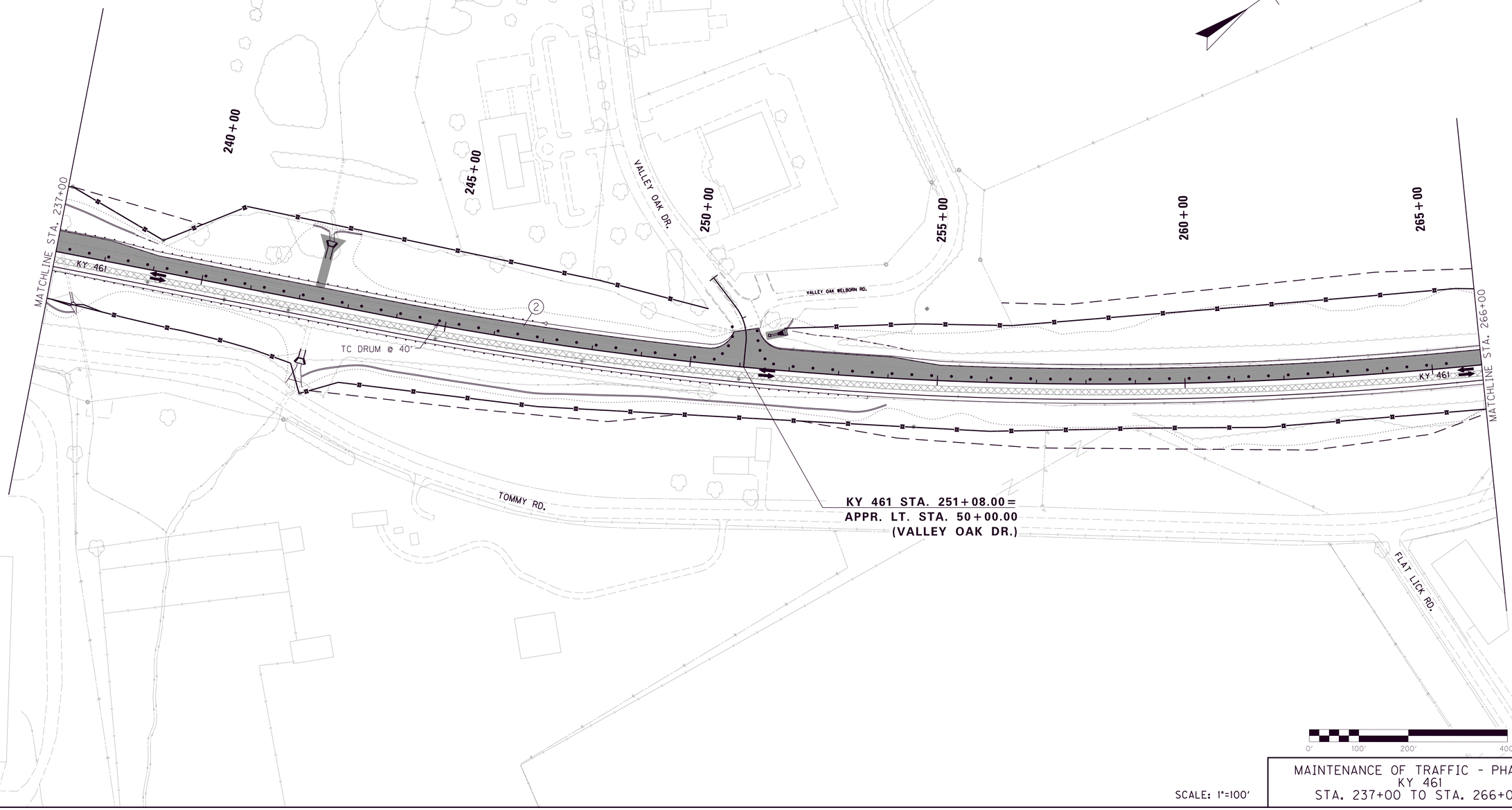
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R172

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)



KY 461 TRAFFIC – PHASE II



SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE II
KY 461
STA. 237+00 TO STA. 266+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: mslpes DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD\1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R172OMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI73

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

℄ KY 461
WORK ZONE
MIN. 8′ | 10′ | 10′ | 2′
PART-WIDTH CONSTRUCTION

KY 461 TRAFFIC – PHASE II

KY 461 STA. 287+35.00 =
APPR. RT. STA. 50+00.00
(OSCAR CARTER RD.)
APPR. LT. STA. 50+00.00
(CR-1040)

APPR. LT. STA. 49+25.00
(OLD MT. VERNON RD.) =
ENTR. RT. STA. 20+00.00

270+00 | 275+00 | 280+00 | 285+00 | 290+00 | 48+00 | 48+25 | 52+50

NOE LN.
OLD MT. VERNON RD.
OSCAR CARTER RD.
TOMMY RD.
KY 461
TC DRUM @ 40′
MATCHLINE STA. 266+00
MATCHLINE STA. 295+00

KY 461 STA. 269+60.00 =
ENTR. LT. STA. 20+00.00
APPR. RT. STA. 50+00.00
(TOMMY ROAD)

KY 461 STA. 277+45.00 =
APPR. LT. STA. 50+00.00
(OLD MT. VERNON RD.) &
ENTR. RT. STA. 20+00.00

ENTR. RT. STA. 20+75.00
ENTR. RT. STA. 20+00.00

0′ 100′ 200′ 400′

SCALE: 1"=100′

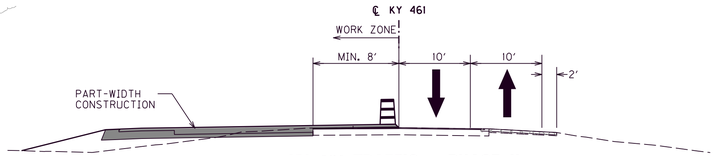
MAINTENANCE OF TRAFFIC - PHASE II
KY 461
STA. 266+00 TO STA. 295+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI73OMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 5-59.26	RI74

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)



KY 461 TRAFFIC – PHASE II

300+00
305+00
310+00
315+00
320+00

OLD MT. VERNON RD.

MATCHLINE STA. 295+00

KY 461

(2)

TC DRUM @ 40'

MATCHLINE STA. 323+00

KY 461

LINCOLN ACCESS

GRANT DR.

KY 461 STA. 310+56.50 =
APPR. LT. STA. 50+00.00
(OLD MT. VERNON CONN.
ENTR. RT. STA. 20+00.00

KY 461 STA. 317+60.00 =
APPR. RT. STA. 50+00.00
(LINCOLN ACCESS)
ENTR. LT. STA. 20+00.00

0' 100' 200' 400'

SCALE: 1"=100'

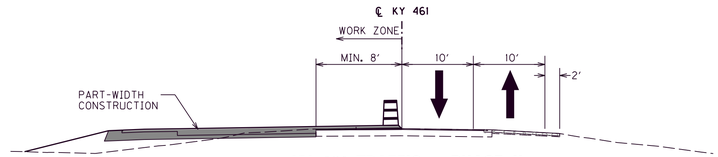
MAINTENANCE OF TRAFFIC - PHASE II
KY 461
STA. 295+00 TO STA. 323+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI740OMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI75

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)



KY 461 TRAFFIC – PHASE II

OLD MT. VERNON RD.

SPEAKS RD.

KY 461 STA. 337+59.00 =
ENTR. RT. STA. 20+00.00
ENTR. LT. STA. 20+00.00

KY 461 STA. 346+61.75 =
ENTR. LT. STA. 20+00.00
ENTR. RT. STA. 20+00.00

325+00 330+00 335+00 340+00 345+00 350+00

MATCHLINE STA. 323+00

KY 461

TC DRUM @ 40'

END CONST.
STA. 354+20.50

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE II
KY 461
STA. 323+00 TO STA. 354+20.50

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: mslpes DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI750MT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI76

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

STA. 142+27.90
KY80 BACK / KY461 AHEAD
STA. 713+88.54
NORTHERN BYPASS BACK /
KY80 AHEAD

BEGIN CONST.
STA. 702+04.81

TYPE III BARRICADE
w / R11-2 SIGN

TC DRUM @ 40'

TEMP DT.

MATCHLINE STA. 725+00

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE II
NORTHERN BYPASS/KY 80
STA. 702+04.81 TO STA. 725+00

FILE NAME: G:\ENGR\HD\033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI760MT.DGN
USER: mslpes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI77

KY 461

EX. MARK SHOPVILLE RD.

MARK SHOPVILLE RD.

RAMP E

20+00

25+00

7

ROAD CLOSED

TYPE III BARRICADE
w / R11-2 SIGN
TC DRUM ø 40'

15+00

730+00

EX. KY 461

MATCHLINE STA. 725+00

8

EX. KY 80

KY 80 STA. 733+86.89
RAMP A POB 10+00.00

735+00

ROAD CLOSED

TYPE III BARRICADE
w / R11-2 SIGN

RAMP A

740+00

745+00

750+00

END CONST.
STA. 755+15.00

755+00

3

KY 80

0' 100' 200' 400'

SCALE: 1"=100'

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

MAINTENANCE OF TRAFFIC - PHASE II
KY 80
STA. 725+00 TO STA. 755+15

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI77OOMT.DGN
USER: mspes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI78

℄ COIN ROAD

22'

SEE SECTIONS

TEMPORARY WIDENING

COIN ROAD TRAFFIC
TEMPORARY WIDENING – PHASE II

4" CL3 ASPH BASE 1.00D PG64-22
6" CSB

TEMP PAVE. DETAIL

BEGIN CONST.
STA. 41+70.00

BEGIN CONST.
STA. 35+50

END CONST.
STA. 62+00.00

VALLEY OAK DR.

EX. VALLEY OAK DR.

COIN RD.

COIN RD. CONN.

KY 461

EX. PIN OAK DR.

PIN OAK DR.

PIN OAK CONN.

540' SB LANE TAPER
12 @ 45:1

100' BAY TAPER

35+00 | 40+00 | 45+00 | 50+00 | 55+00 | 60+00 | 65+00

41+50 | 45+00 | 220+00 | 225+00 | 230+00 | 215+00 | 210+00

TEMP. PAVE.
SEE X-SEC.

COIN RD. STA. 45+50.00=
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

KY 461 STA. 220+11.35
COIN RD. LT. STA. 50+00.00
OAK DR. RT. STA. 50+00.00

PIN OAK DR. STA. 53+63.50=
ENTR. LT. STA. 20+00.00
PIN OAK DR. CONN. RT. STA. 58+52.62

TC DRUM @ 40'

KY 461 STA. 215+95.00=
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE II CONSTRUCT TO SUBGRADE
- PHASE II CONSTRUCT TO FINAL BASE
- TEMPORARY WIDENING
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

22'

PART-WIDTH CONSTRUCTION

COIN ROAD TRAFFIC – PHASE II

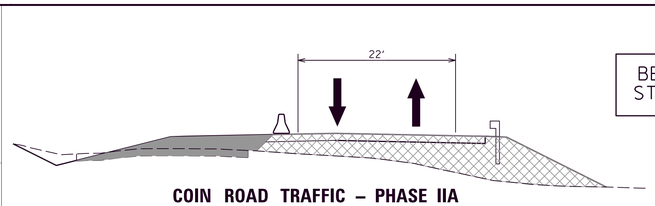
0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE II
COIN ROAD/PIN OAK DRIVE
STA. 35+50 TO STA. 62+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: peggemeier
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI780MT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI79



COIN ROAD TRAFFIC – PHASE IIA

BEGIN CONST.
STA. 41+70.00

BEGIN CONST.
STA. 35+50

END CONST.
STA. 62+00.00

KY 461 STA. 220+11.35
COIN RD. LT. STA. 50+00.00
OAK DR. RT. STA. 50+00.00

COIN RD. STA. 45+50.00=
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

PIN OAK DR. STA. 53+65.00=
PIN OAK DR. CONN. RT. STA. 58+52.62
ENTR. LT. STA. 20+00.00

KY 461 STA. 215+95.00=
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

TC DRUM @ 40'

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IIA CONSTRUCT TO SUBGRADE
- PHASE IIA CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • T.C.D. (DRUMS)

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE IIA
COIN ROAD/PIN OAK DRIVE
STA. 35+50 TO STA. 62+00

FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI79GOMT.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI80

BEGIN CONST.
STA. 41+70.00

BEGIN CONST.
STA. 35+50

END CONST.
STA. 62+00.00

35+00 40+00 41+50 45+00 50+00 55+00 60+00 65+00 66+00

220+00 225+00 230+00

VALLEY OAK DR. EX. VALLEY OAK DR. COIN RD. COIN RD. CONN. VALLEY OAK DR. EX. PIN OAK DR. PIN OAK CONN. PIN OAK KY 461

KY 461 STA. 220+11.35
COIN RD. LT. STA. 50+00.00
OAK DR. RT. STA. 50+00.00

COIN RD. STA. 45+50.00=
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

PIN OAK DR. STA. 53+65.00=
PIN OAK DR. CONN. RT. STA. 58+52.62
ENTR. LT. STA. 20+00.00

KY 461 STA. 215+95.00=
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

TC DRUM @ 40'

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IIB CONSTRUCT TO SUBGRADE
- PHASE IIB CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • T.C.D. (DRUMS)

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE IIB
COIN ROAD/PIN OAK DRIVE
STA. 35+50 TO STA. 62+00

FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI800OMT.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R181

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE III CONSTRUCT TO SUBGRADE
- PHASE III CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

BEGIN CONST.
STA. 105+00.00

105+00

110+00

115+00

120+00

MATCHLINE STA. 121+00

KY 80

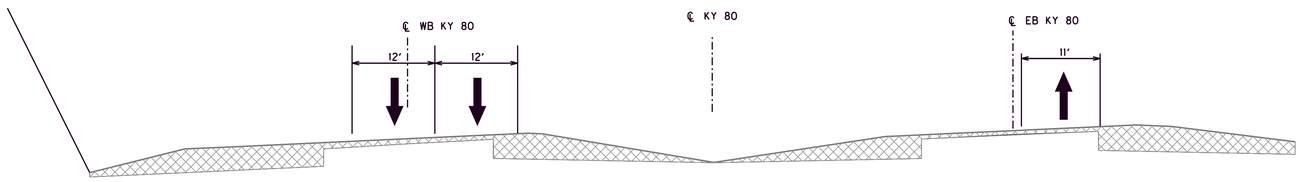
KY 80

DOYLE RD.

VAUGHT DR.

WHITSON RD.

TC DRUMS @ 40'



EXISTING KY 80 TRAFFIC – PHASE III

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE III
KY 80
STA. 105+00 TO STA. 121+00

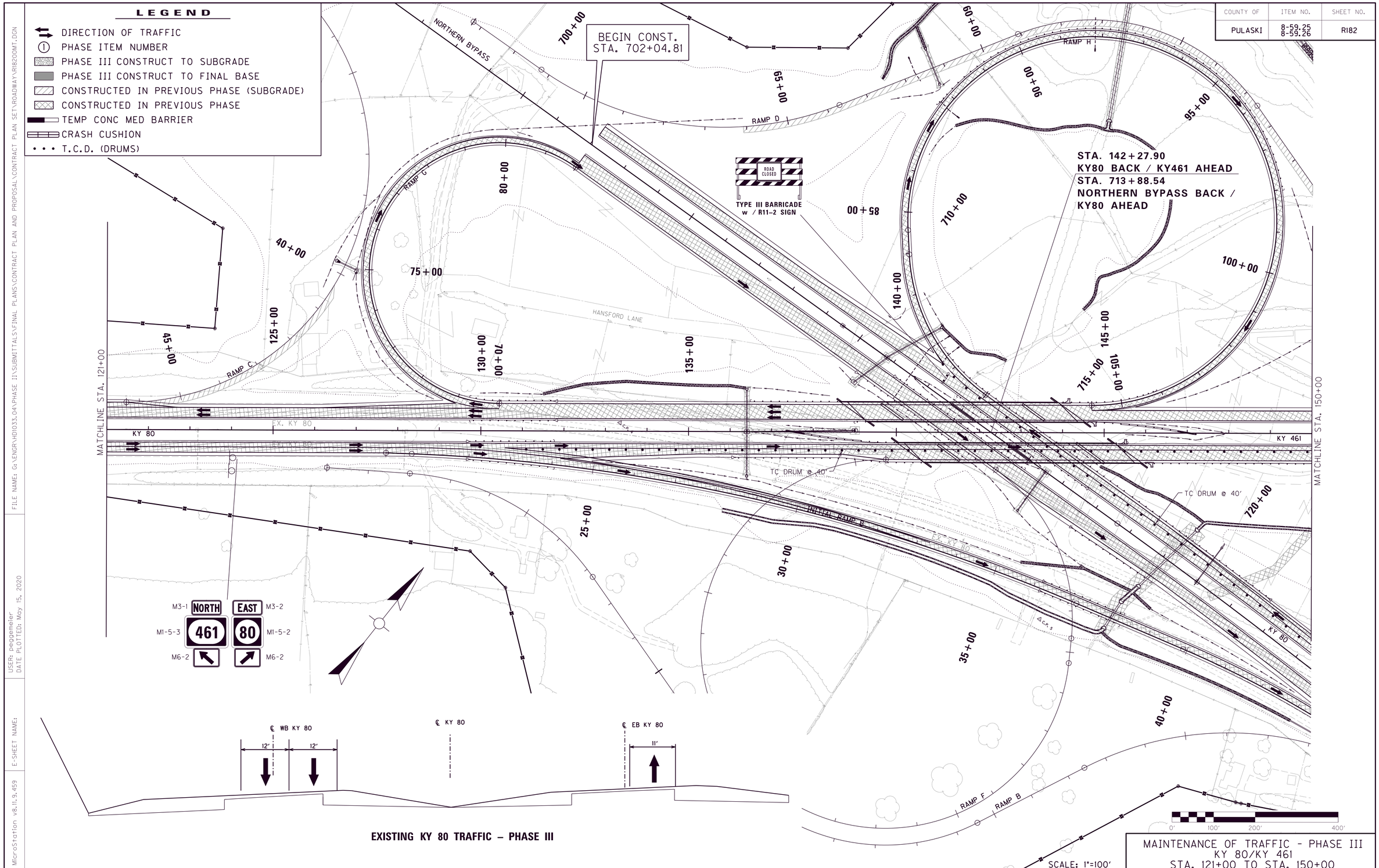
FILE NAME: G:\ENGR\HD1033.04\PHASE III\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R181OMT.DGN

USER: peggemeier
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

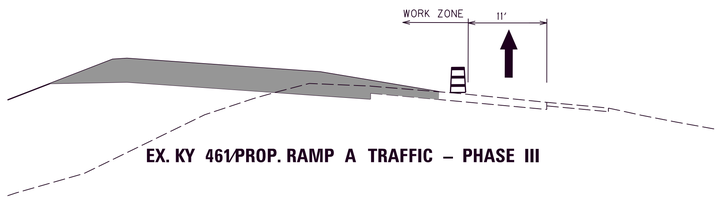
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R182



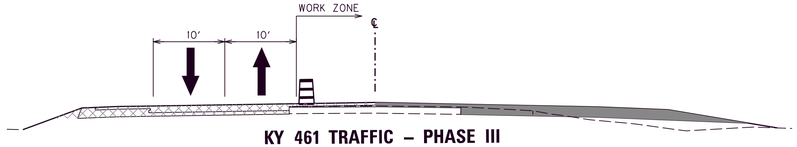
EXISTING KY 80 TRAFFIC – PHASE III

MAINTENANCE OF TRAFFIC - PHASE III
KY 80/KY 461
STA. 121+00 TO STA. 150+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R18200MT.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459



EX. KY 461/PROP. RAMP A TRAFFIC – PHASE III

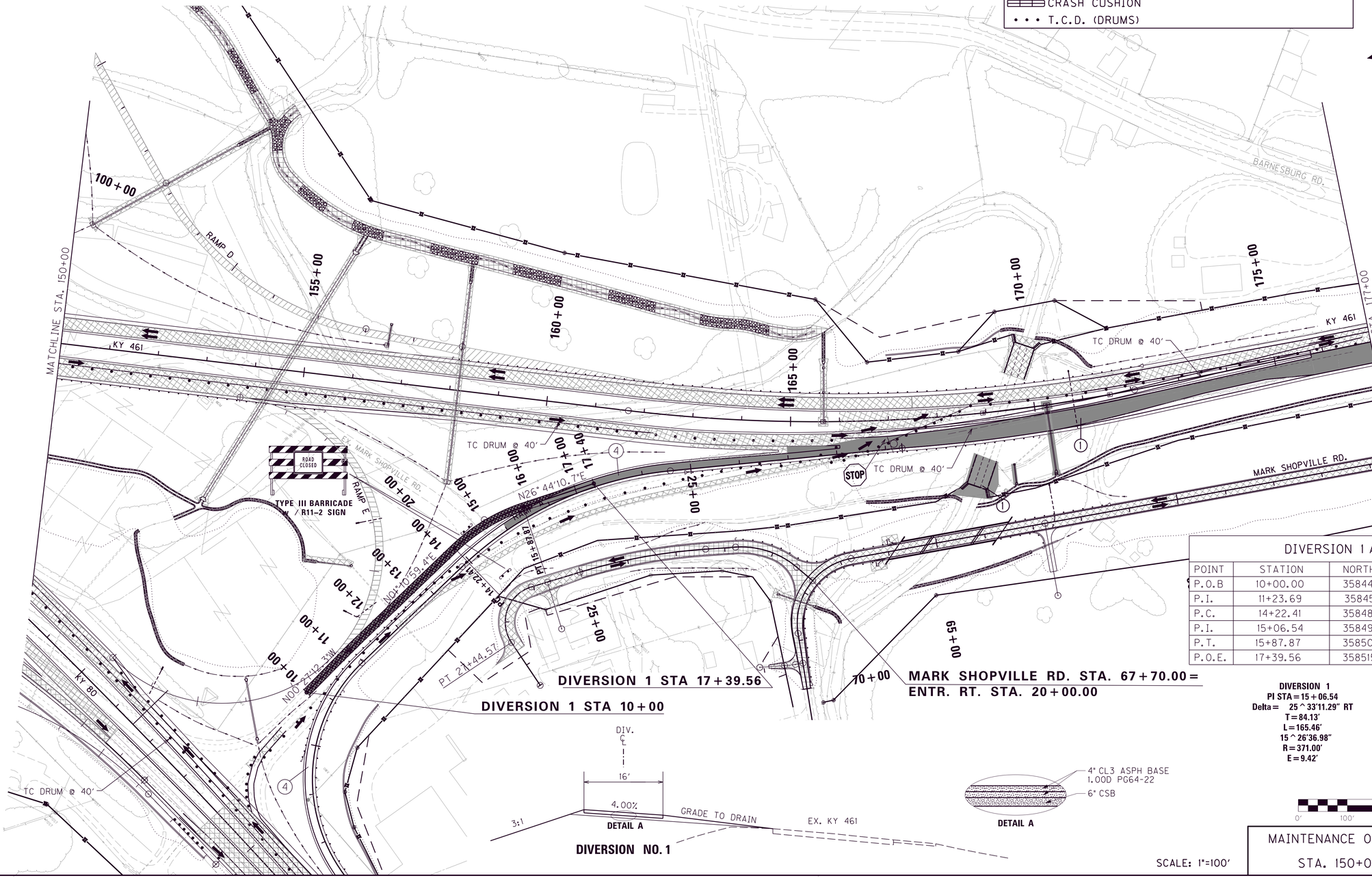


KY 461 TRAFFIC – PHASE III
STA. 166+00 AHEAD

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE III CONSTRUCT TO SUBGRADE
- PHASE III CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R183



DIVERSION 1 ALIGNMENT			
POINT	STATION	NORTHING (Y)	EASTING (X)
P.O.B	10+00.00	3584434.4348	5286181.7675
P.I.	11+23.69	3584558.1224	5286180.7886
P.C.	14+22.41	3584856.7811	5286186.9569
P.I.	15+06.54	3584940.8927	5286188.6940
P.T.	15+87.87	3585016.0277	5286226.5427
P.O.E.	17+39.56	3585151.4989	5286294.7852

DIVERSION 1
PI STA = 15+06.54
Delta = 25^33'11.29" RT
T = 84.13'
L = 165.46'
15^26'36.98"
R = 371.00'
E = 9.42'

DIVERSION 1
PI STA = 11+23.69
Delta = 1^38'11.68" RT

DETAIL A

DIVERSION NO. 1

DETAIL A

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE III
KY 461
STA. 150+00 TO STA. 177+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: peggemeier
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\RDIO33.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R183OMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R184

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE III CONSTRUCT TO SUBGRADE
- PHASE III CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

KY 461 STA. 180+55.00 =
MARK SHOPVILLE RD. RT. STA. 50+00.00
BARNESBURG RD. LT. STA. 50+00.00

KY 461 STA. 194+00.00 =
APPR. RT. STA. 50+00.00 (BABE BLVD.)
ENTR. LT. STA. 20+00.00

KY 461 STA. 199+35.00 =
ENTR. RT. STA. 20+00.00
ENTR. LT. STA. 20+00.00

APPR. RT. STA. 50+80.00 (BABE BLVD.) =
ENTR. LT. STA. 20+00.00

KY 461 STA. 206+70.00 =
ENTR. RT. STA. 20+00.00

BARNESBURG RD.

180+00 185+00 190+00 195+00 200+00 205+00

KY 461

MATCHLINE STA. 177+00

MATCHLINE STA. 207+00

TC DRUM @ 40'

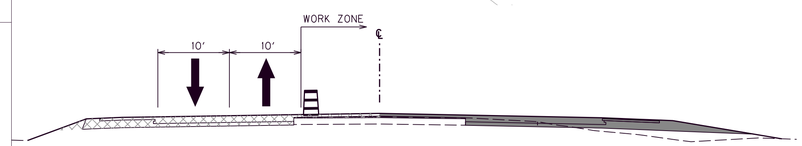
APPR RT 180+55

55+00

52+50

BABE BLVD.

THE ENTRANCE TO THIS PARCEL SHALL REMAIN OPEN AND ACCESSIBLE FOR TRUCK TRAFFIC AND ALL OTHER PERFORMANCE FOOD GROUP VEHICLES AT ALL TIMES



KY 461 TRAFFIC – PHASE III

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE III
KY 461
STA. 177+00 TO STA. 207+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R184OMT.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI85

COIN RD. STA. 45+50.00 =
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

KY 461 STA. 215+95.00 =
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

KY 461 STA. 220+11.35 =
COIN RD. LT. STA. 50+00.00
OAK DR. RT. STA. 50+00.00

KY 461 STA. 235+10.00 =
APPR. LT. STA. 50+00.00
(BOBBITT CEMETERY RD.)
APPR. RT. STA. 50+00.00
(TOMMY RD.)

PIN OAK DR. STA. 53+63.50 =
ENTR. LT. STA. 20+00.00
PIN OAK DR. CONN. RT. STA 58+52.62

BEGIN CONST.
STA. 41+70.00

END CONST.
STA. 62+00.00

TYPE III BARRICADE
w / R11-2 SIGN

ROAD CLOSED

TC DRUM @ 40'

270' LANE TAPER
6' @ 45:1 (BOTH LANES)

540' SB LANE TAPER
12' @ 45:1

250' DECEL/STORAGE

100' BAY TAPER

MATCHLINE STA. 207+00

MATCHLINE STA. 237+00

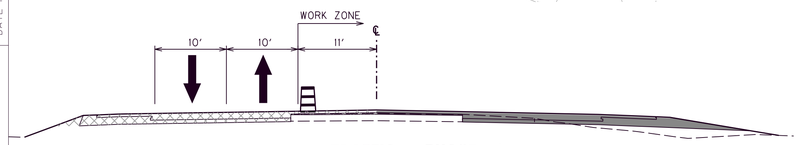
KY 461

VALLEY OAK DR.

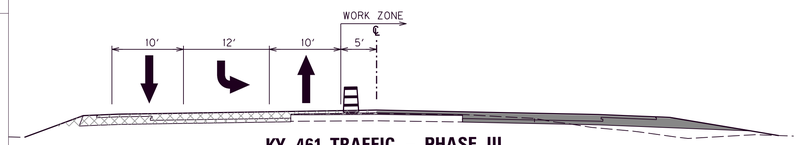
COIN RD.

COIN RD. CONN.

PIN OAK DR.



KY 461 TRAFFIC – PHASE III



KY 461 TRAFFIC – PHASE III
TURN LANE

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE III CONSTRUCT TO SUBGRADE
- PHASE III CONSTRUCT TO FINAL BASE
- TEMPORARY WIDENING
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • T.C.D. (DRUMS)

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE III
KY 461
STA. 207+00 TO STA. 237+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI850MT.DGN
USER: abaker
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R186

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE III CONSTRUCT TO SUBGRADE
- PHASE III CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

240+00 245+00 250+00 255+00 260+00 265+00

VALLEY OAK DR.

MATCHLINE STA. 237+00

KY 461

TC DRUM @ 40'

(1)

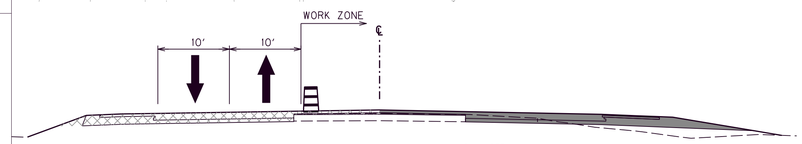
MATCHLINE STA. 266+00

KY 461

TOMMY RD.

FLAT LICK RD.

KY 461 STA. 251+08.00 =
APPR. LT. STA. 50+00.00
(VALLEY OAK DR.)



KY 461 TRAFFIC – PHASE III

0' 100' 200' 400'

SCALE: 1"=100'

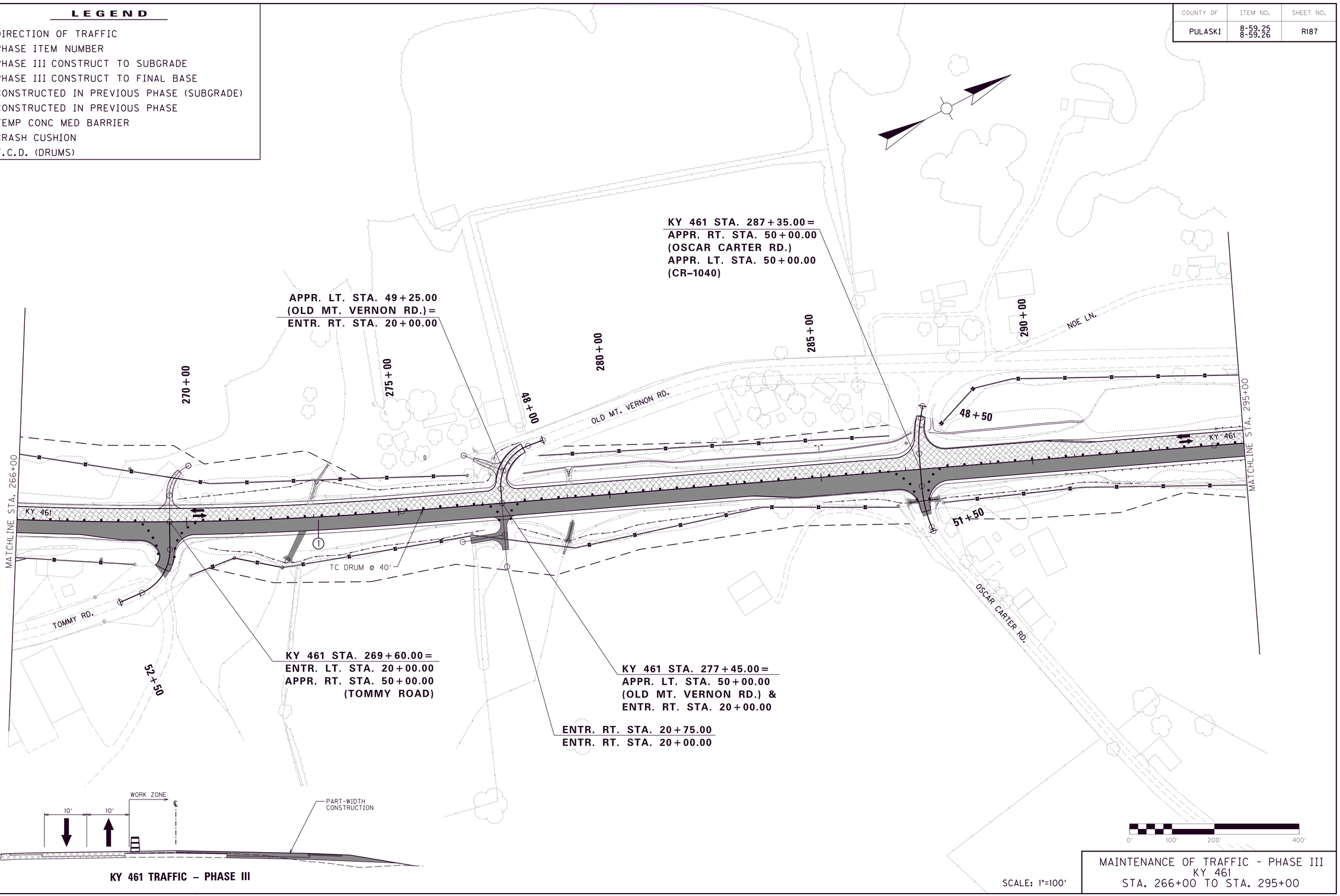
MAINTENANCE OF TRAFFIC - PHASE III
KY 461
STA. 237+00 TO STA. 266+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: dbaker
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\RD1033.04\PHASE III\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R186GOMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI87

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE III CONSTRUCT TO SUBGRADE
- PHASE III CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)



KY 461 TRAFFIC – PHASE III

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE III
KY 461
STA. 266+00 TO STA. 295+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: dbaker
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI87TOMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R188

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE III CONSTRUCT TO SUBGRADE
- PHASE III CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

300+00

305+00

310+00

315+00

320+00

OLD MT. VERNON RD.

TC DRUM @ 40'

KY 461

KY 461

MATCHLINE STA. 295+00

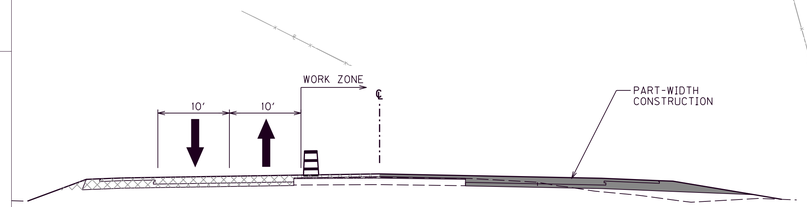
MATCHLINE STA. 323+00

LINCOLN ACCESS

GRANT DR.

KY 461 STA. 310+56.50 =
APPR. LT. STA. 50+00.00
(OLD MT. VERNON CONN.
ENTR. RT. STA. 20+00.00

KY 461 STA. 317+60.00 =
APPR. RT. STA. 50+00.00
(LINCOLN ACCESS)
ENTR. LT. STA. 20+00.00



KY 461 TRAFFIC – PHASE III

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE III
KY 461
STA. 295+00 TO STA. 323+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: dbaker
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R188OMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R189

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE III CONSTRUCT TO SUBGRADE
- PHASE III CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

OLD MT. VERNON RD.

KY 461 STA. 337+59.00 =
ENTR. RT. STA. 20+00.00
ENTR. LT. STA. 20+00.00

KY 461 STA. 346+61.75 =
ENTR. LT. STA. 20+00.00
ENTR. RT. STA. 20+00.00

325+00 330+00 335+00 340+00 345+00 350+00

SPEAKS RD.

MATCHLINE STA. 323+00

KY 461

TC DRUM @ 40'

(1)

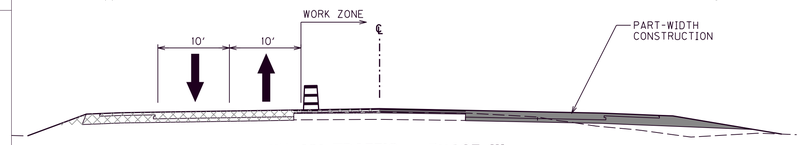
POINT DISCHARGE

END CONST.
STA. 354+20.50

KY 461

0' 100' 200' 400'

SCALE: 1"=100'

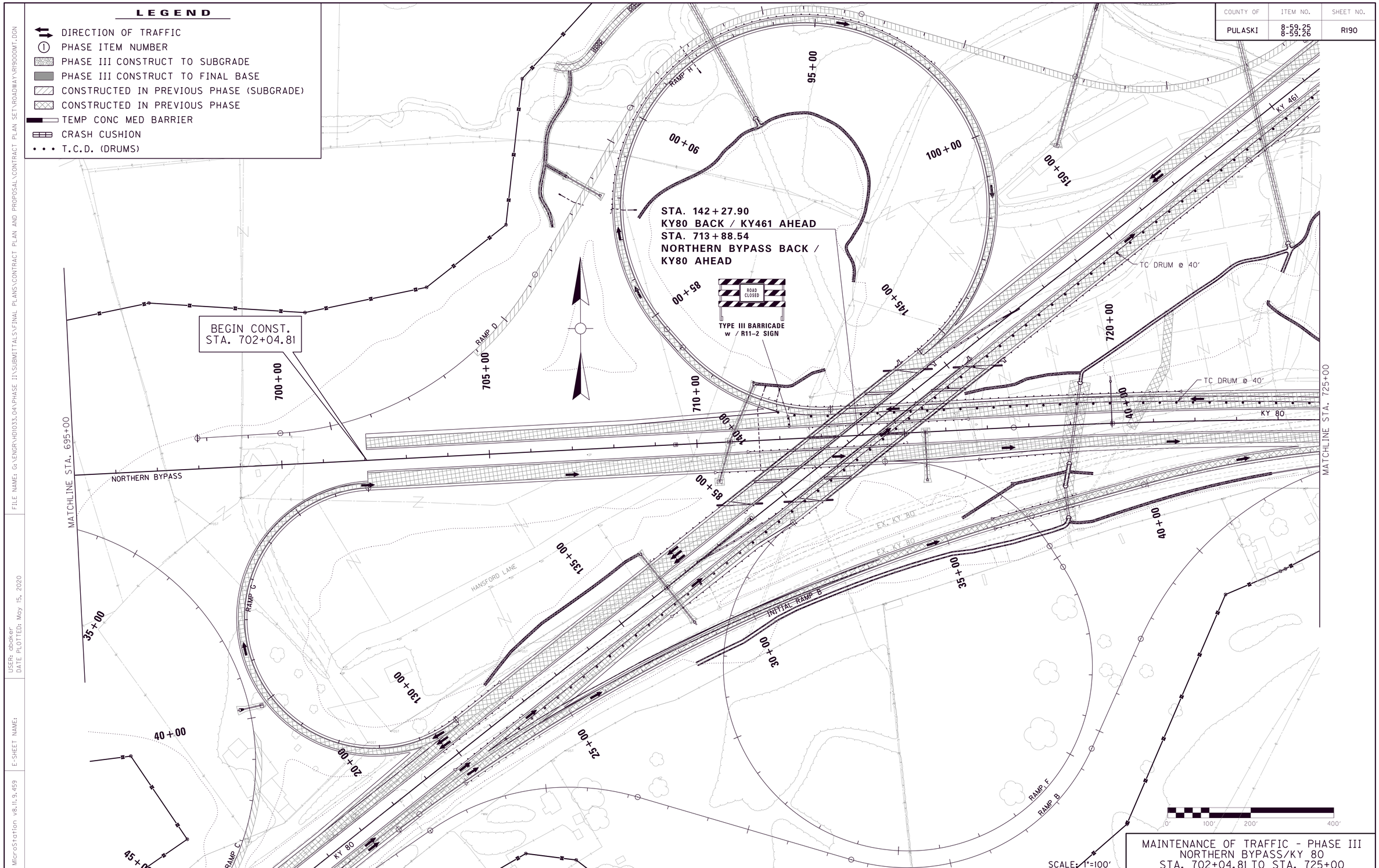


KY 461 TRAFFIC – PHASE III

MAINTENANCE OF TRAFFIC - PHASE III
KY 461
STA. 323+00 TO STA. 354+20.50

MicroStation v8.11.9.459
E-SHEET NAME:
USER: dbaker
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R189OMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R190



MAINTENANCE OF TRAFFIC - PHASE III
NORTHERN BYPASS/KY 80
STA. 702+04.81 TO STA. 725+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R19000MT.DGN

USER: abaker
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R191

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE III CONSTRUCT TO SUBGRADE
- PHASE III CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

KY 461

EX. MARK SHOPVILLE RD.

RAMP E

RAMP A

KY 80

MATCHLINE STA. 725+00

25+00

20+00

15+00

10+00

730+00

735+00

740+00

745+00

750+00

755+00

END CONST.
STA. 755+15.00

ROAD CLOSED

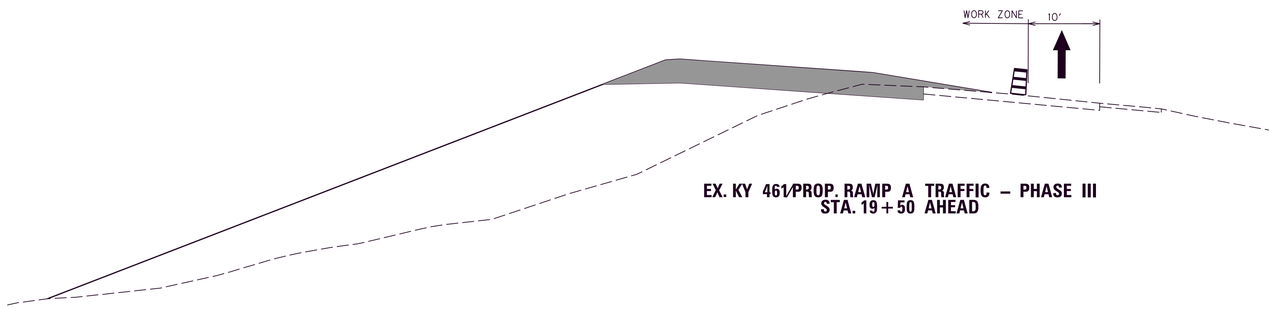
TYPE III BARRICADE
w / R11-2 SIGN

KY 80 STA. 733+86.89
RAMP A POB 10+00.00

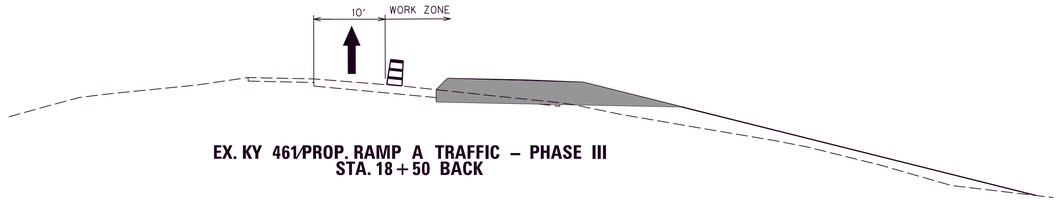
CONST. 120 LF
15" TEMP. PIPE
RAMP A STA.
14+00

TC DRUM @ 40'

TC DRUM @ 40'



EX. KY 461/PROP. RAMP A TRAFFIC – PHASE III
STA. 19+50 AHEAD



EX. KY 461/PROP. RAMP A TRAFFIC – PHASE III
STA. 18+50 BACK

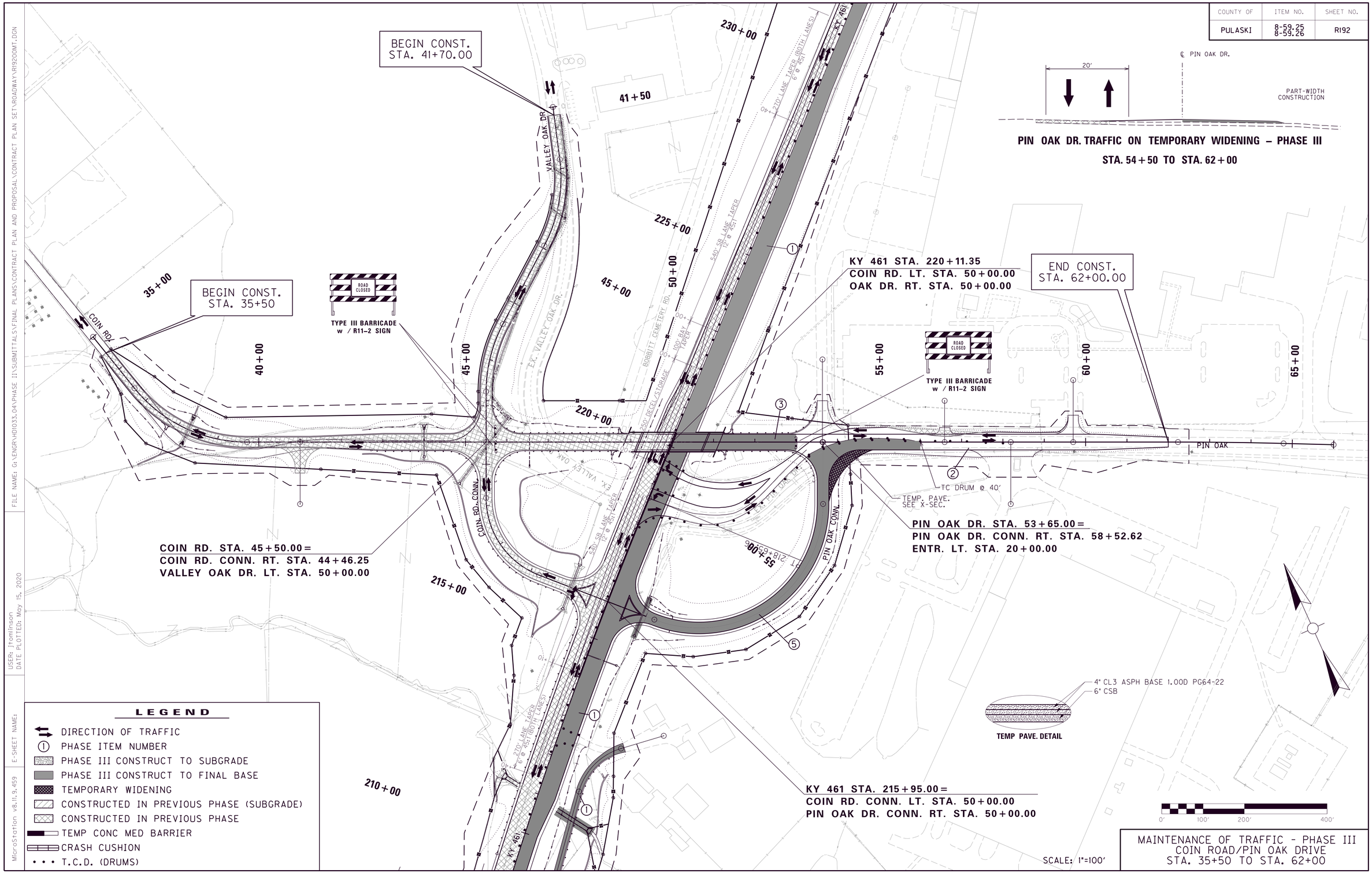
0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE III
KY 80
STA. 725+00 TO STA. 755+15

MicroStation v8.11.9.459
E-SHEET NAME:
USER: dbaker
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R191OOMT.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R192



MAINTENANCE OF TRAFFIC - PHASE III
COIN ROAD/PIN OAK DRIVE
STA. 35+50 TO STA. 62+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R19200MT.DGN
USER: jtomlinson
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI93

KY 461

EX. MARK SHOPVILLE RD.

RAMP E

20+00

25+00

ROAD CLOSED

TYPE III BARRICADE
w / R11-2 SIGN

KY 80 STA. 733+86.89
RAMP A POB 10+00.00

15+00

TEMP PIPE

730+00

10+00

RAMP A

735+00

740+00

745+00

750+00

755+00

END CONST.
STA. 755+15.00

MATCHLINE STA. 725+00

KY 80

KY 80

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IIIA CONSTRUCT TO SUBGRADE
- PHASE IIIA CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE IIIA
KY 80
STA. 725+00 TO STA. 755+15

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI930OMT.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R194

BEGIN CONST.
STA. 41+70.00

BEGIN CONST.
STA. 35+50

END CONST.
STA. 62+00.00

35+00 40+00 41+50 45+00 50+00 55+00 60+00 65+00 210+00 215+00 220+00 225+00 230+00

VALLEY OAK DR.

EX. VALLEY OAK DR.

COIN RD.

COIN RD. CONN.

PIN OAK CONN.

EX. PIN OAK DR.

PIN OAK

KY 461

45:1 TAPER

TEMP CRASH CUSHION

TEMP BARRIER WALL

DOBBIT CEMETARY RD.

ROAD CLOSED

TYPE III BARRICADE
w / R11-2 SIGN

COIN RD. STA. 45+50.00 =
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

KY 461 STA. 220+11.35
COIN RD. LT. STA. 50+00.00
OAK DR. RT. STA. 50+00.00

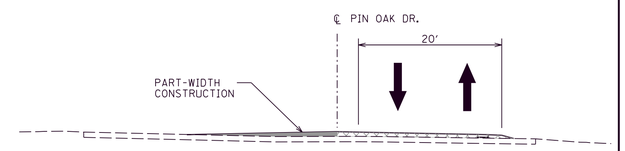
PIN OAK DR. STA. 53+65.00 =
PIN OAK DR. CONN. RT. STA. 58+52.62
ENTR. LT. STA. 20+00.00

KY 461 STA. 215+95.00 =
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

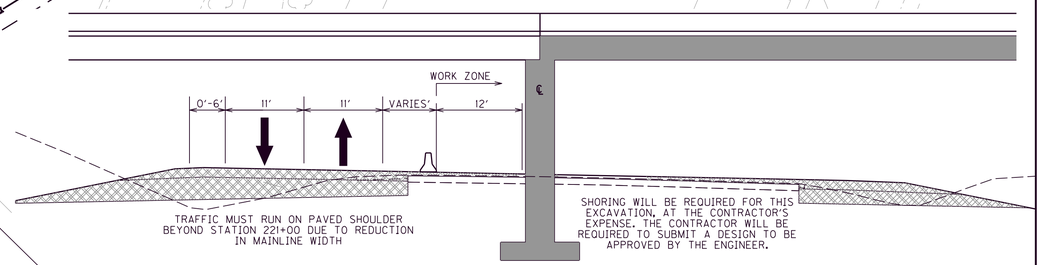
LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IIIA CONSTRUCT TO SUBGRADE
- PHASE IIIA CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

℄ PIN OAK DR.



PIN OAK DR. TRAFFIC ON TEMPORARY WIDENING – PHASE III
STA. 54+50 TO STA. 62+00



KY 461 TRAFFIC – PHASE IIIA

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC PHASE IIIA
COIN ROAD/PIN OAK DRIVE
STA. 35+50 TO STA. 62+00

FILE NAME: G:\ENGR\RD1033.04\PHASE III\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1940OMT.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI95

BEGIN CONST.
STA. 41+70.00

BEGIN CONST.
STA. 35+50

END CONST.
STA. 62+00.00

35+00 | 40+00 | 45+00 | 50+00 | 55+00 | 60+00 | 65+00

41+50 | 45+00 | 220+00 | 225+00 | 230+00 | 215+00 | 210+00 | 55+00

COIN RD.

VALLEY OAK DR.

EX. VALLEY OAK DR.

COIN RD. CONN.

PIN OAK CONN.

EX. PIN OAK DR.

PIN OAK

TEMP
CRASH CUSHION

TEMP
BARRIER WALL

TEMP
CRASH CUSHION

DOBBIT CEMETERY RD.

TCD DRUMS

TCD DRUMS

ROAD CLOSED

TYPE III BARRICADE
w / R11-2 SIGN

ROAD CLOSED

TYPE III BARRICADE
w / R11-2 SIGN

45:1 LANE SHIFT TAPER KY 461

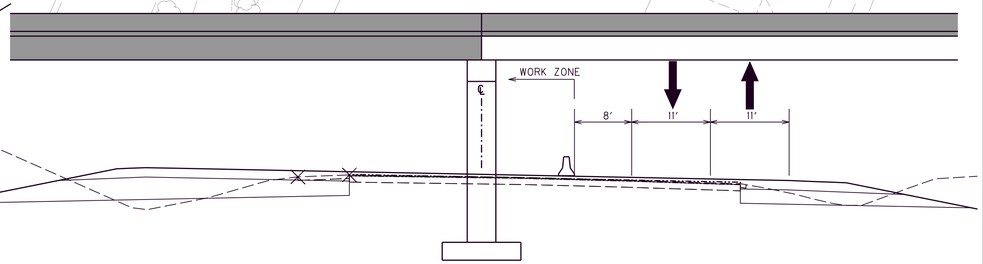
KY 461 STA. 220+11.35
COIN RD. LT. STA. 50+00.00
OAK DR. RT. STA. 50+00.00

PIN OAK DR. STA. 53+65.00=
PIN OAK DR. CONN. RT. STA. 58+52.62
ENTR. LT. STA. 20+00.00

COIN RD. STA. 45+50.00=
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

KY 461 STA. 215+95.00=
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00

KY 461 TRAFFIC – PHASE IIIB



0' 100' 200' 400'

SCALE: 1"=100'

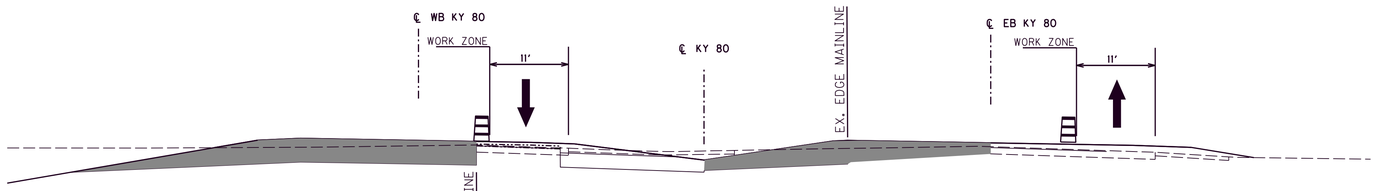
LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IIIA CONSTRUCT TO SUBGRADE
- PHASE IIIA CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

MAINTENANCE OF TRAFFIC PHASE IIIB
COIN ROAD/PIN OAK DRIVE
STA. 35+50 TO STA. 62+00

FILE NAME: G:\ENGR\RD1033.04\PHASE III\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI95OMT.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R196



EXISTING KY 80 TRAFFIC – PHASE IVA

LEGEND

- DIRECTION OF TRAFFIC
- ① PHASE ITEM NUMBER
- PHASE IV CONSTRUCT TO SUBGRADE
- PHASE IV CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE (FINAL BASE)
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE IVA
KY 80
STA. 725+00 TO STA. 755+15

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RH960MT.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI97

BEGIN CONST.
STA. 41+70.00

BEGIN CONST.
STA. 35+50

END CONST.
STA. 62+00.00

35+00 40+00 45+00 50+00 55+00 60+00 65+00

41+50 45+00 220+00 225+00 230+00 215+00 210+00

VALLEY OAK DR.

EX. VALLEY OAK DR.

COIN RD.

COIN RD. CONN.

PIN OAK CONN.

PIN OAK

EX. PIN OAK DR.

EX. VALLEY OAK DR.

45+11 AMF SHIFT TAPER KY 461

50' MIN. OFFSET FROM X-CUSHION TO BEGIN ENTRANCE AREA

TEMP CRASH CUSHION

TEMP BARRIER WALL

BOBBY GEMETERY RD.

R1-2 YIELD

W4-1 ONE WAY

PIN OAK DRIVE DETOUR

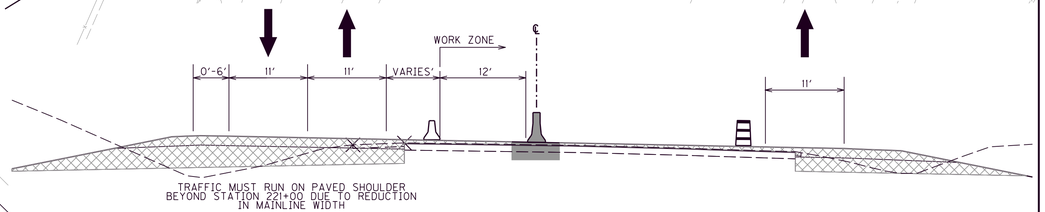
KY 461

KY 461 STA. 220+11.35
COIN RD. LT. STA. 50+00.00
OAK DR. RT. STA. 50+00.00

PIN OAK DR. STA. 53+65.00=
PIN OAK DR. CONN. RT. STA. 58+52.62
ENTR. LT. STA. 20+00.00

COIN RD. STA. 45+50.00=
COIN RD. CONN. RT. STA. 44+46.25
VALLEY OAK DR. LT. STA. 50+00.00

KY 461 STA. 215+95.00=
COIN RD. CONN. LT. STA. 50+00.00
PIN OAK DR. CONN. RT. STA. 50+00.00



KY 461 TRAFFIC – PHASE IVA

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IIIA CONSTRUCT TO SUBGRADE
- PHASE IIIA CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE
- TEMP CONC MED BARRIER
- CRASH CUSHION
- • • • T.C.D. (DRUMS)

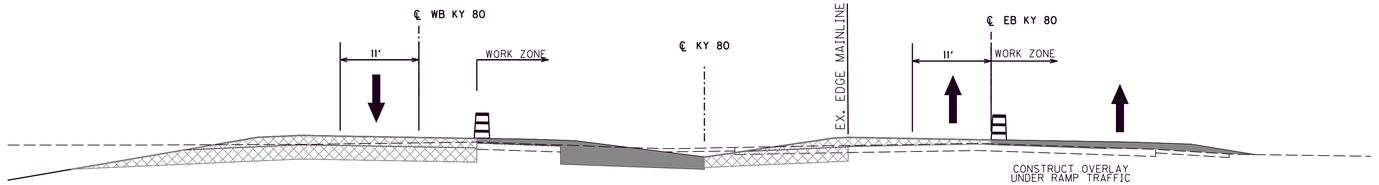
0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC PHASE IVA
COIN ROAD/PIN OAK DRIVE
STA. 35+50 TO STA. 62+00

FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI97TOOMT.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	RI98



EXISTING KY 80 TRAFFIC – PHASE IVB

KY 461
EX. MARK SHOPVILLE RD.
RAMP E
RAMP A
EX. KY 461
25+00
28+50
60+00
45+00
46+70
10+00
KY 80 STA. 733+86.89
RAMP A POB 10+00.00
735+00
740+00
745+00
750+00
755+00
END CONST.
STA. 755+15.00
MATCHLINE STA. 725+00
KY 80
KY 80
1

LEGEND

- DIRECTION OF TRAFFIC
- (1) PHASE ITEM NUMBER
- PHASE IV CONSTRUCT TO SUBGRADE
- PHASE IV CONSTRUCT TO FINAL BASE
- CONSTRUCTED IN PREVIOUS PHASE (SUBGRADE)
- CONSTRUCTED IN PREVIOUS PHASE (FINAL BASE)
- TEMP CONC MED BARRIER
- CRASH CUSHION
- T.C.D. (DRUMS)

0' 100' 200' 400'

SCALE: 1"=100'

MAINTENANCE OF TRAFFIC - PHASE IVB
KY 80
STA. 725+00 TO STA. 755+15

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\RI980MT.DGN
USER: peggemeier
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R199

EROSION CONTROL NOTES

EROSION CONTROL

EROSION CONTROL SHALL BE IN ACCORDANCE WITH THE KENTUCKY DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, SECTION 212 CURRENT EDITION.

WATER POLLUTION CONTROL SHALL BE IN ACCORDANCE WITH SECTION 213 CURRENT EDITION AND THE K.P.D.E.S.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR NAMING A SPECIFIC INDIVIDUAL TO BE RESPONSIBLE FOR EROSION AND SEDIMENT CONTROLS ON THE SITE. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS FROM ENTERING WATERS OF THE STATE/U.S.

TO ENSURE EROSION CONTROL STRUCTURES WORK PROPERLY, IT IS IMPERATIVE THAT THE SEDIMENT BE REMOVED. THEREFORE, "INSPECTION" AND "MAINTENANCE" OF STRUCTURES IS TO BE PERFORMED ON A REGULAR BASIS. PAYMENT FOR INSPECTION AND MAINTENANCE OF EROSION CONTROL STRUCTURES SHALL BE INCIDENTAL TO THE STRUCTURE.

CLEARING AND GRUBBING SHALL NOT BE INITIATED MORE THAN TWENTY (20) CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS TEMPORARILY SEEDED AND MULCHED.

CLEARING, GRUBBING AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED CONCURRENT WITH CLEARING OPERATIONS, AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.

SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EROSION AND SEDIMENTATION CONTROL MEASURES TO PROTECT WATER QUALITY MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. STRAW BALES AND/OR SILT FENCE MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG STREAM BANKS IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS. THEY MUST BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

IN-STREAM SEDIMENTATION CONTROL DEVICES ARE NOT APPROVED AS PRIMARY TREATMENT DEVICES. THEY MAY BE USED ONLY AS BACKUP OR FAIL-SAFE PROTECTION. SEPARATE EROSION AND SEDIMENTATION CONTROLS AND SEDIMENT TREATMENT DEVICES MUST BE UTILIZED.

REMOVAL OF THE TEMPORARY EROSION AND WATER POLLUTION CONTROL DEVICES AND INSTALLATION OF PERMANENT EROSION CONTROL MEASURES SHALL BE INITIATED WITHIN FIFTEEN (15) CALENDAR DAYS AFTER FINAL GRADING UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

INSPECTIONS OF EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DONE BEFORE ANTICIPATED STORM EVENTS (OR SERIES OF STORM EVENTS SUCH AS INTERMITTENT SHOWERS OVER ONE OR MORE DAYS), WITHIN 24 HOURS AFTER THE END OF A STORM EVENT OF 0.5 INCHES OR GREATER, AND AT LEAST ONCE PER WEEK. UPON CONCLUSION OF THE INSPECTIONS, EROSION AND SEDIMENT CONTROL MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN TWENTY-FOUR (24) HOURS AFTER THE CONDITION IS IDENTIFIED.

ALL DISTURBED AREAS SHALL BE PROMPTLY STABILIZED AGAINST EROSION. SILTATION MEASURES SHALL BE IMPLEMENTED PROMPTLY TO REDUCE SEDIMENT IN RUN-OFF FROM CONSTRUCTION INTO ANY WETLANDS, BY THE USE OF TEMPORARY SILT FENCE AND TEMPORARY STRAW BALES.

THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS, SHALL BE ONLY AS SHOWN ON THE PROJECT PLANS AND/OR AS SPECIFIED IN THE ARAP AND/OR SECTION 404 PERMIT(S). IF ANY ADDITIONAL PERMITS ARE REQUIRED DUE TO THE CONTRACTOR'S METHOD OF OPERATION, THE CONTRACTOR SHALL FIRST RECEIVE APPROVAL FROM THE APPROPRIATE AGENCY HAVING JURISDICTION AND THEN BE RESPONSIBLE FOR OBTAINING THE PERMIT.

OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION AND SEDIMENT CONTROL MEASURES ARE EFFECTIVE IN PREVENTING IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

ONLY CLEAN ROCK MAY BE PLACED DIRECTLY INTO WATERS OF THE STATE/U.S. AS INDICATED ON THE PLANS AND PERMITS. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER FILL MATERIALS TO BE DISCHARGED BELOW ORDINARY HIGHWATER MUST BE FREE OF FINES, SEDIMENT, SOIL, POLLUTANTS, CONTAMINANTS, TOXIC MATERIALS, ASPHALT, TRASH AND/OR OTHER WASTE MATERIALS.

EXCAVATION AND FILL ACTIVITIES SHALL BE SEPARATED FROM FLOWING WATERS. ALL SURFACE WATER FLOWING TOWARD THE EXCAVATION OR FILL WORK SHALL BE DIVERTED THROUGH COFFERDAMS, BERMS, OR TEMPORARY CHANNELS. TEMPORARY DIVERSION CHANNELS MUST BE PROTECTED BY NON-ERODIBLE MATERIAL AND LINED TO THE EXPECTED HIGH WATER LEVEL. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS.

NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATERBODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES; INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE UTILIZED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

BORROW AND WASTE DISPOSAL AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN. BORROW AND WASTE DISPOSAL AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S.

HEAVY EQUIPMENT WORKING IN WETLANDS MUST BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE UNLESS SPECIFICALLY ADDRESSED IN THE EROSION AND SEDIMENT CONTROL PLANS.

WETLAND AREAS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS PROVIDED FOR IN THE PLANS.

ANY DISAGREEMENT BETWEEN THE PROJECT PLANS, THE PROJECT AS CONSTRUCTED, AND/OR THE PERMIT OR PERMITS ISSUED FOR THE PROJECT SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER. THE APPROPRIATE ENVIRONMENTAL PLANNING AND PERMITS DIVISION SHALL ALSO BE NOTIFIED TO DETERMINE WHETHER PERMIT OR PLAN REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.

SEDIMENT TRAPS SHALL BE LOCATED WITHIN THE RIGHT-OF-WAY AND/OR CONSTRUCTION LIMITS BUT OUTSIDE OF THE SLOPE STAKES.

REMOVE SEDIMENT FROM EROSION CONTROL DEVICES WHENEVER THEY BECOME ONE-HALF FULL. DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE CARE TO INSURE THAT STRUCTURAL COMPONENTS OF EROSION CONTROL STRUCTURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE STRUCTURES AT THE CONTRACTOR'S OWN EXPENSE.

SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES IS TO BE PLACED AT A SITE APPROVED BY THE ENGINEER. IT SHALL BE TREATED IN A MANNER SO THAT THE AREA AROUND THE DISPOSAL SITE WILL NOT BE CONTAMINATED OR DAMAGED BY THE SEDIMENT IN RUN-OFF.

UPON COMPLETE REMOVAL OF SEDIMENT TRAPS, SPECIAL DITCHES, ETC. THE AREA WHERE THEY WERE CONSTRUCTED IS TO BE TOPSOILED, SEEDED AND MULCHED.

STOCKPILED TOPSOIL OR FILL MATERIAL IS TO BE TREATED SO THE SEDIMENT RUN-OFF WILL NOT CONTAMINATE SURROUNDING AREAS OR ENTER NEARBY STREAMS.

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

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

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

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

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

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

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

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

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

KY 80 / KY 461

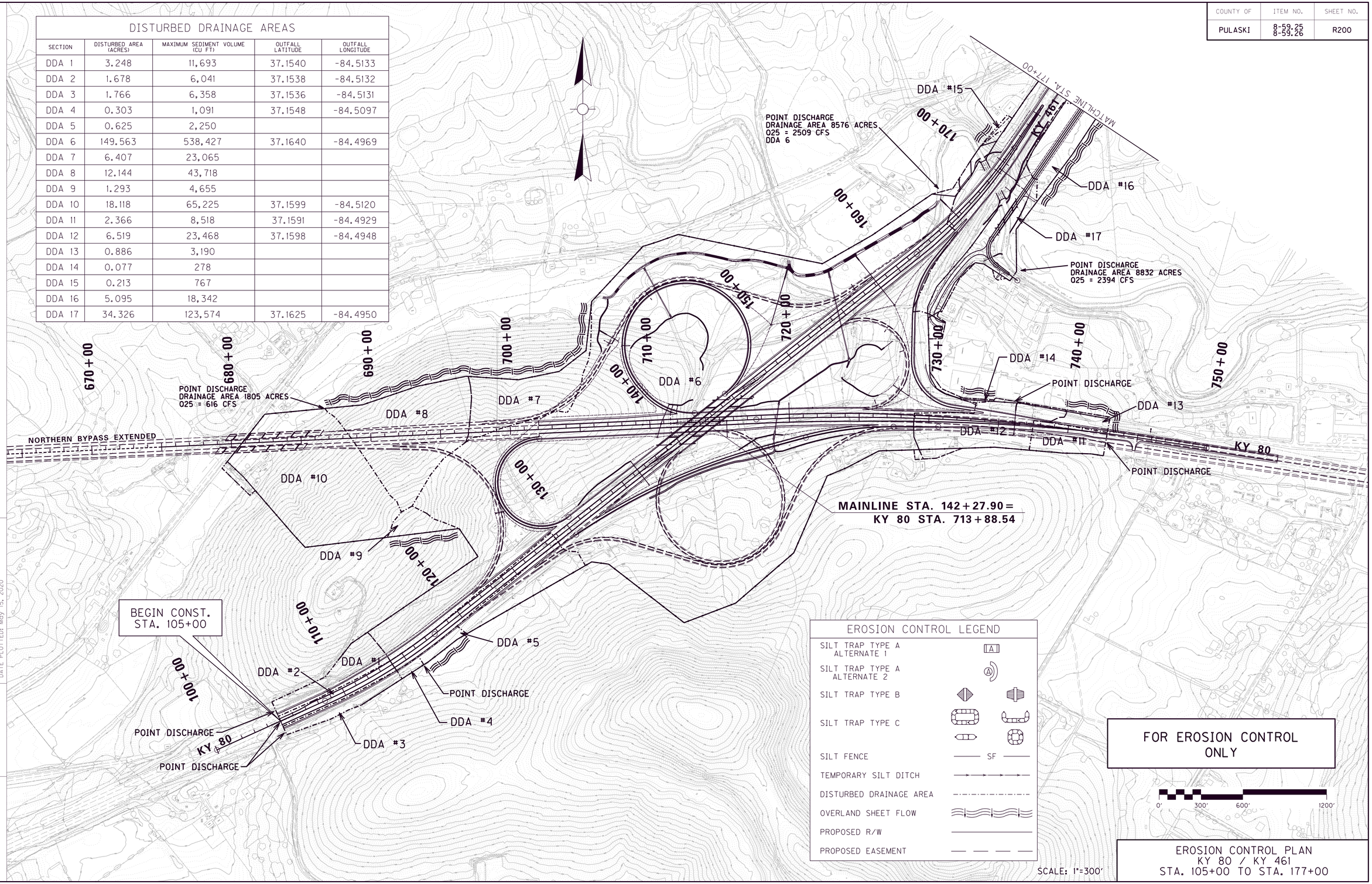
EROSION CONTROL NOTES

MicroStation v8.11.9.459
E-SHEET NAME:
USER: HMB
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R1990OEC.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R200

DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU FT)	OUTFALL LATITUDE	OUTFALL LONGITUDE
DDA 1	3.248	11,693	37.1540	-84.5133
DDA 2	1.678	6,041	37.1538	-84.5132
DDA 3	1.766	6,358	37.1536	-84.5131
DDA 4	0.303	1,091	37.1548	-84.5097
DDA 5	0.625	2,250		
DDA 6	149.563	538,427	37.1640	-84.4969
DDA 7	6.407	23,065		
DDA 8	12.144	43,718		
DDA 9	1.293	4,655		
DDA 10	18.118	65,225	37.1599	-84.5120
DDA 11	2.366	8,518	37.1591	-84.4929
DDA 12	6.519	23,468	37.1598	-84.4948
DDA 13	0.886	3,190		
DDA 14	0.077	278		
DDA 15	0.213	767		
DDA 16	5.095	18,342		
DDA 17	34.326	123,574	37.1625	-84.4950



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 — SF —
- TEMPORARY SILT DITCH
- DISTURBED DRAINAGE AREA
- OVERLAND SHEET FLOW
- PROPOSED R/W
- PROPOSED EASEMENT

FOR EROSION CONTROL ONLY

0' 300' 600' 1200'

SCALE: 1"=300'

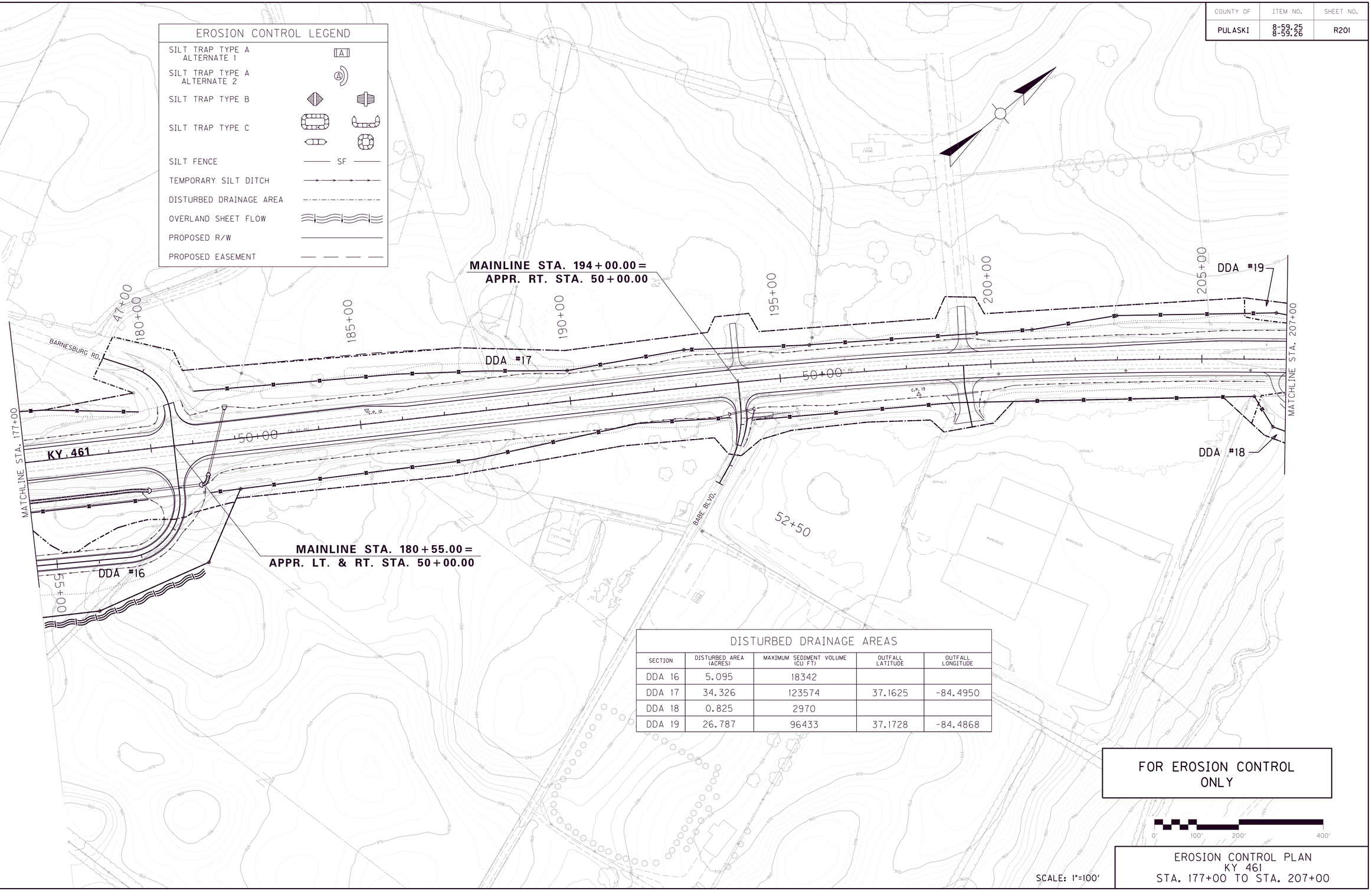
EROSION CONTROL PLAN
KY 80 / KY 461
STA. 105+00 TO STA. 177+00

FILE NAME: G:\ENGR\HDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R200DDEC.DGN
USER: mslpes
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R201

EROSION CONTROL LEGEND

- SILT TRAP TYPE A ALTERNATE 1 — A
- SILT TRAP TYPE A ALTERNATE 2 — A
- SILT TRAP TYPE B
- SILT TRAP TYPE C
- SILT FENCE — SF
- 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 16	5.095	18342		
DDA 17	34.326	123574	37.1625	-84.4950
DDA 18	0.825	2970		
DDA 19	26.787	96433	37.1728	-84.4868

FOR EROSION CONTROL ONLY

0' 100' 200' 400'

SCALE: 1"=100'

EROSION CONTROL PLAN
KY 461
STA. 177+00 TO STA. 207+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R201OEC.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R202

DDA #26

POINT DISCHARGE

DDA #25

POINT DISCHARGE

DDA #24

COIN RD.

COIN RD. STA. 45+50.00 =
COIN RD. CONN. STA. 44+46.25

MAINLINE STA. 235+10.00 =
APPR. LT. & RT. STA. 50+00.00

DDA #27

MAINLINE STA. 220+11.35 =
COIN RD. STA. 50+00.00

MAINLINE STA. 215+95.00 =
COIN RD. CONN STA. 50+00.00

DDA #19

DDA #23

DDA #22

DDA #20

COIN RD. STA. 53+65.00 =
PIN OAK CONN. STA. 58+52.62

DDA #21

DDA #18

POINT DISCHARGE
DRAINAGE AREA 270 ACRES
Q25 = 133 CFS
DDA 19

MATCHLINE STA. 207+00

MATCHLINE STA. 237+00

KY 461

COIN RD. CONN.

PIN OAK DR. CONN.

PIN OAK DR.

TOMMY RD.

VALLEY OAK DR.

BURRITT CEMETERY RD.

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	SF
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 18	0.824	2967		
DDA 19	26.787	96433	37.1728	-84.4868
DDA 20	2.628	9461		
DDA 21	0.247	889		
DDA 22	1.501	5404		
DDA 23	0.846	3046		
DDA 24	0.743	2675		
DDA 25	1.460	5256	37.1765	-84.4890
DDA 26	0.214	771	37.1769	-84.4890
DDA 27	1.919	6909	37.1782	-84.4802

FOR EROSION CONTROL ONLY

0' 100' 200' 400'

SCALE: 1"=100'

EROSION CONTROL PLAN
KY 461 / COIN RD.
STA. 207+00 TO STA. 237+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R2020EC.DGN

USER: mslpes
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R203

EROSION CONTROL LEGEND

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

MATCHLINE STA. 237+00

KY 461

DDA #27

DDA #28

DDA #30

DDA #29

DDA #31

POINT DISCHARGE

POINT DISCHARGE
DRAINAGE AREA 192 ACRES
Q25 = 101 CFS

MAINLINE STA. 251+08.00 =
APPR. LT. STA. 50+00.00

240+00 245+00 250+00 255+00 260+00 265+00 48+00 50+00

MATCHLINE STA. 266+00

VALLEY OAK DR.

VALLEY OAK WELBORN RD.

TOMMY RD.

FLAT LICK RD.

EX. KY 461

ASPHALT

COMMERCIAL

BARN

DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU FT)	OUTFALL LATITUDE	OUTFALL LONGITUDE
DDA 27	1.919	6909	37.1782	-84.4802
DDA 28	0.646	2326		
DDA 29	0.186	670		
DDA 30	18.084	65103	37.1789	-84.4788
DDA 31	1.637	5894		

FOR EROSION CONTROL ONLY

0' 100' 200' 400'

SCALE: 1"=100'

EROSION CONTROL PLAN
KY 461
STA. 237+00 TO STA. 266+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\RD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R20330EC.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R204

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 — SF —
- 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 30	18.084	65103	37.1789	-84.4788
DDA 31	1.637	5894		
DDA 32	0.500	1800	37.1851	-84.4730
DDA 33	2.978	10721		
DDA 34	3.962	14264	37.1872	-84.4716
DDA 35	0.525	1890		
DDA 36	8.108	29190	37.1915	-84.4694

MAINLINE STA. 269+60.00
APPR. RT. STA. 50+00.00

MAINLINE STA. 277+45.00=
APPR. LT. STA. 50+00.00

MAINLINE STA. 287+35.00=
APPR. LT. & RT. STA. 50+00.00

DDA #30
DDA #31
DDA #32
DDA #33
DDA #34
DDA #35
DDA #36

POINT DISCHARGE
POINT DISCHARGE
POINT DISCHARGE

KY 461
OLD MT. VERNON RD.
TOMMY RD.
OSCAR CARTER RD.
CR-1040
EX. KY 461

MATCHLINE STA. 266+00
MATCHLINE STA. 295+00

FOR EROSION CONTROL ONLY

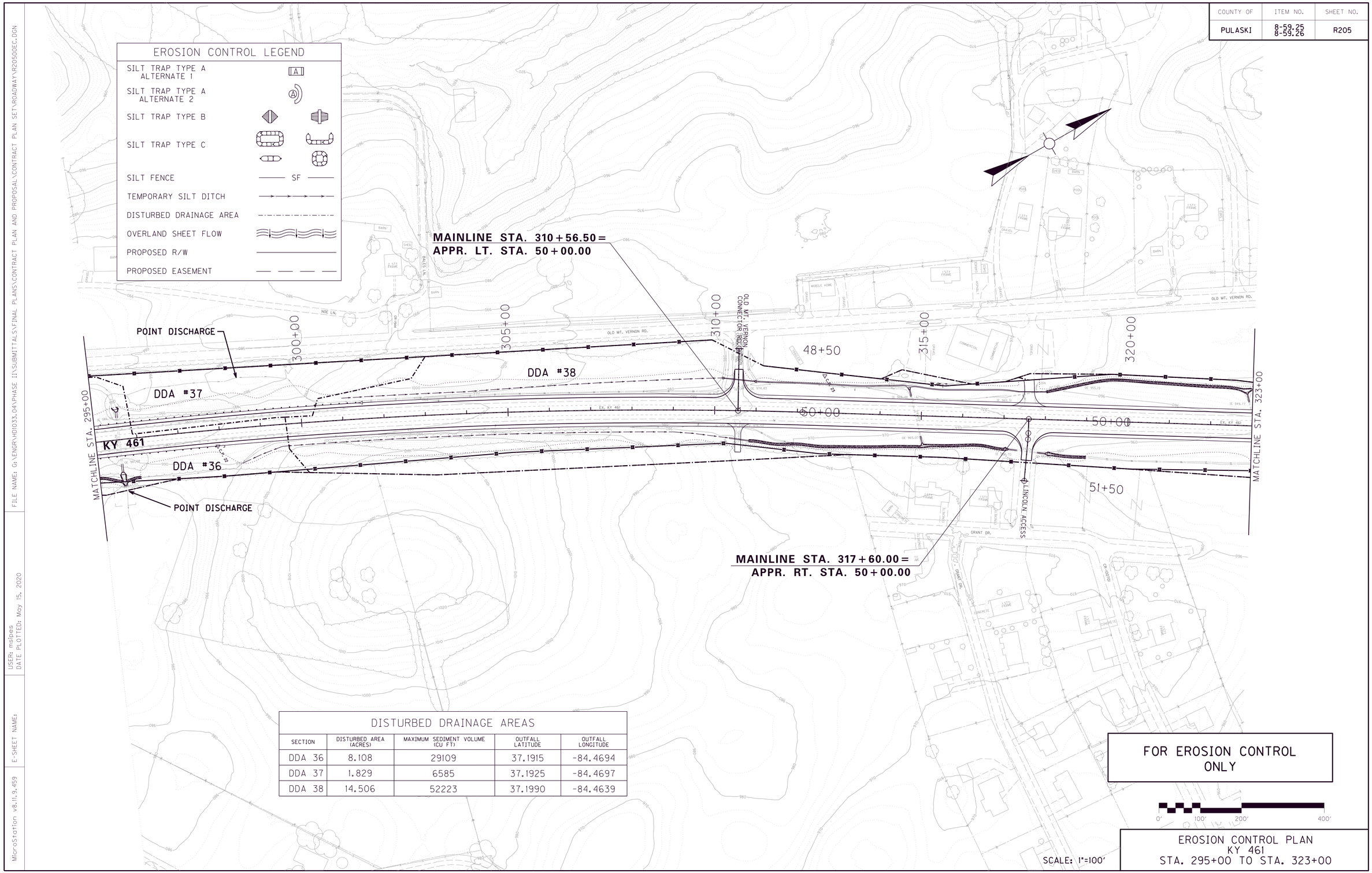
0' 100' 200' 400'

SCALE: 1"=100'

EROSION CONTROL PLAN
KY 461
STA. 266+00 TO STA. 295+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R2040EC.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R205



DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU FT)	OUTFALL LATITUDE	OUTFALL LONGITUDE
DDA 36	8.108	29109	37.1915	-84.4694
DDA 37	1.829	6585	37.1925	-84.4697
DDA 38	14.506	52223	37.1990	-84.4639

FOR EROSION CONTROL ONLY

EROSION CONTROL PLAN
KY 461
STA. 295+00 TO STA. 323+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R20500EC.DGN

USER: msipes
DATE PLOTTED: May 15, 2020

E-SHEET NAME:

MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R206

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 — SF —
- TEMPORARY SILT DITCH
- DISTURBED DRAINAGE AREA
- OVERLAND SHEET FLOW
- PROPOSED R/W
- PROPOSED EASEMENT

MATCHLINE STA. 323+00

KY 461

325+00

330+00

335+00

340+00

345+00

350+00

DDA #38

POINT DISCHARGE

DDA #39

DDA #40

DDA #42

DDA #41

DDA #43

POINT DISCHARGE
DRAINAGE AREA 30 ACRES
Q25 = 8 CFS

POINT DISCHARGE

END CONST.
STA. 354+20.50

GLO MT. VERNON RD.

DISTURBED DRAINAGE AREAS

SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU FT)	OUTFALL LATITUDE	OUTFALL LONGITUDE
DDA 38	14.506	52223	37.1990	-84.4639
DDA 39	0.312	1124		
DDA 40	0.053	192		
DDA 41	10.444	37600	37.2033	-84.4604
DDA 42	0.819	2949		
DDA 43	2.612	9405	37.2044	-84.4595

FOR EROSION CONTROL ONLY

0' 100' 200' 400'

SCALE: 1"=100'

EROSION CONTROL PLAN
KY 461
STA. 323+00 TO 354+20.50

MicroStation v8.11.9.459
E-SHEET NAME:
USER: mslpes
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\ND1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R206GDEC.DGN

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R207

GEOTECHNICAL SYMBOLS

AASHTO Classification of Soils and Soil-Aggregate Mixtures

General Classification	Granular Materials (35% or less passing 0.075 mm)							Silt-Clay Materials (More than 35% passing 0.075 mm)			
Group Classification	A-1		A-3	A-2				A-4	A-5	A-6	A-7
	A-1-a	A-1-b		A-2-4	A-2-5	A-2-6	A-2-7				A-7-5 A-7-6
Sieve Analysis, Percent Passing											
2.00 mm (No. 10)	50 max	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
0.425 mm (No. 40)	30 max	50 max	51 min	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
0.075 mm (No. 200)	15 max	25 max	10 max	35 max	35 max	35 max	35 max	36 min	36 min	36 min	36 min
Characteristics of Fraction Passing 0.425 mm (No. 40)											
Liquid Limit	- - -		- - -	40 max	41 min	40 max	41 min	40 max	41 min	40 max	41 min
Plasticity Index	6 max		N.P.	10 max	10 max	11 min	11 min	10 max	10 max	11 min	11 min

AI	Activity Index
LI	Liquidity Index
S+C	Silt + Clay (% finer than No.200 Sieve)
◯	Rockline Soundings
◕	Disturbed Sample Boring
◎	Undisturbed Sample Boring
⊙	Undisturbed Sample Boring & Rock Core
●	Rock Core
⌖	Slope Inclinometer Installation typical applications: ⌖ ◕ ◎ ⊙ ●
OW	Observation Well
➡	Approximate Footing Elevation
▼ (Date)	Water Elevation

VS (psf)	Field Vane Shear Strength
■	Thin-walled Tube Sample
<	Standard Penetration Test Sample
N	Penetration Resistance
Qu (psf)	Unconfined Compressive Strength
UU (psf)	Unconsolidated Undrained Triaxial Strength
w%	Moisture Content
KY RQD	Rock Quality Designation (Kentucky Method)
STD RQD	Rock Quality Designation (Standard Method)
SDI(JS)	Slake Durability Index (Jar Slake Test)
REC	Core Recovery
ϕ	Angle of Internal Friction (Total Stress)
$\overline{\phi}$	Angle of Internal Friction (Effective Stress)
c (psf)	Cohesion (Total Stress)
$\overline{c}$ (psf)	Cohesion (Effective Stress)
γ (pcf)	Total Unit Weight
RDZ	Rock Disintegration Zone
OB	Overburden Bench
IB	Intermediate Bench
R	Refusal
NR	Refusal Not Encountered

Unified Soil Classifications

MAJOR DIVISIONS		SYMBOL		NAME
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	GW		Well-graded gravels or gravel-sand mixtures, little or no fines.
		GP		Poorly graded gravels or gravel-sand mixtures, little or no fines.
		GM		Silty gravels, gravel-sand-silt mixtures.
		GC		Clayey gravels, gravel-sand-clay mixtures.
	SAND AND SANDY SOILS	SW		Well graded sands or gravelly sands, little or no fines.
		SP		Poorly graded sands or gravelly sands, little or no fines.
		SM		Silty sands, sand-silt mixtures.
		SC		Clayey sands, sand-clay mixtures.
FINE GRAINED SOILS	SILTS AND CLAYS LL IS LESS THAN 50	ML		Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
		CL		Inorganic clays of low to medium plasticity, gravelly clays, sandy clays silty clays, lean clays.
		ML-CL		Silty clay-silty clay with sand and or gravel, sandy silty clay, sandy silty clay with gravel, gravelly silty clay, gravelly silty clay with sand
	SILTS AND CLAYS LL IS GREATER THAN 50	MH		Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.
		CH		Inorganic clays of high plasticity, fat clays.

Unified Soil Classifications - Continued

MAJOR DIVISIONS		SYMBOL		NAME
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	GP-GC		Poorly graded gravel with clay (or silty clay), poorly graded gravel with clay and sand (or silty clay & sand)
		GP-GM		Poorly graded gravel with silt, poorly graded gravel with silt and sand
		GW-GC		Well graded gravel with clay (or silty clay), well graded gravel with clay and sand (or silty clay and sand)
		GW-GM		Well graded gravel with silt, well graded gravel with silt and sand
		GC-GM		Silty clayey gravel, silty clayey gravel with sand
	SAND AND SANDY SOILS	SW-SC		Well graded sand with clay (or silty clay), well graded sand with clay and gravel (or silty clay & gravel)
		SP-SC		Poorly graded sand with clay (or silty clay), poorly graded sand with clay and gravel (or silty clay and gravel)
		SP-SM		Poorly graded sand with silt, poorly graded sand with silt and gravel
		SC-SM		Silty clayey sand, silty clayey sand with gravel
		SW-SM		Well graded sand with silt, well graded sand with silt and gravel
UNCLASSIFIED MATERIAL		OH		Organic (High Plasticity)
		OL		Organic (Low Plasticity)

LIMESTONE

SANDSTONE

DURABLE SHALE (SDI ≥ 95)

NONDURABLE SHALE (SDI < 95)

GRANULAR EMBANKMENT

STRUCTURE GRANULAR BACKFILL

TALUS, MINE WASTE, FILL MATERIAL, BOULDERS, & ETC.

COAL

DOLOMITE

LIMESTONE (ARGILLACEOUS)

SLOPE PROTECTION

GEOTECHNICAL SYMBOL SHEET

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R208

GEOTECHNICAL NOTES

1.) In accordance with Section 206 of the current Standard Specifications, the moisture content of embankment material shall not vary from the optimum moisture content as determined by the current version of KM 64-511 by more than +2 percent or less than -2 percent. This moisture content requirement shall have equal weight with the density requirement when determining the acceptability of embankment construction. Refer to the Family of Curves for moisture/density correlation.

2.) All soils, whether from roadway or borrow, may require manipulation to obtain proper moisture content prior to compaction. Direct payment shall not be permitted for rehandling, hauling, stockpiling, and/or manipulating soils.

3.) Excavation of surface ditches and channel changes adjacent to embankment areas shall be performed prior to the placement of the adjacent embankments. The material excavated for the channel changes and surface ditches is suitable for embankment construction if dried to proper moisture content in accordance with Section 206 of the current Standard Specifications for Road and Bridge Construction.

4.) The Contractor is responsible for conducting any operations necessary to excavate the cut areas to the required typical section. These operations shall be incidental to Roadway Excavation or Embankment-in-Place and no additional compensation shall be made for this work.

5.) The Contractor shall conduct grading operations in such a manner that limestone from roadway excavation be stockpiled separately or otherwise manipulated so that the maximum quantity is available for those areas requiring said material. Wasting of limestone shall not be allowed without approval from the Engineer. No direct payment will be allowed for such necessary manipulating as stockpiling, hauling and/or double handling the material.

6.) Some of the soil horizons and slopes on the project are subject to erosion. Necessary procedures in accordance with Sections 212 and 213 of the current Standard Specifications for Road and Bridge Construction shall be followed on construction.

7.) Removal of existing structures and other obstructions shall be completed in accordance with Section 203 of the current Standard Specifications for Road and Bridge Construction.

8.) Clearing and grubbing of roadway areas shall be completed in accordance with the requirements of Section 202 of the current Standard Specifications for Road and Bridge Construction before embankment placement

9.) Perforated pipe for subgrade drainage shall be placed in vertical sags and the upgrade end of bridges in accordance with KY Standard Drawing RDP-005 at the following approximate locations and/or where designated by the Engineer.

KY 461
Station 170+80

Pin Oak Connector
Station 51+63

Northern Bypass
Station 677+64
Station 686+10
Station 711+50

Ramp B (Initial)
Station 36+71

Ramp B
Station 26+11
Station 46+04

Ramp D
Station 57+16

Ramp E
Station 53+95

Ramp F
Station 63+18
Station 83+67

Ramp H
Station 91+83

Mark Shopville Road
Station 49+44

Coin Road / Pin Oak Road
Station 39+17
Station 46+55
Station 54+58

Valley Oak Drive
Station 49+13

Entrance RT STA 206+70
Station 21+05

10.) Foundation embankment benches shall be constructed in accordance with Standard Drawing RGX-010 at the locations listed below and/or as directed by the Engineer. Contrary to Standard Drawing RGX-010, the typical rise height for benching into soil/earth slopes shall be 4 to 6 feet. Benches in soil/earth slopes shall be constructed one at a time beginning with the lowest bench and each bench shall be backfilled prior to excavation of the next bench. If water is encountered during benching, construct a minimum one (1) foot thick drainage blanket as directed by the Engineer, or contact the Geotechnical Branch for guidance. The drainage blanket shall consist of Kentucky Coarse Aggregate No. 2 in accordance with Section 805 of the current Standard Specifications, or other available material deemed suitable by the Engineer. The drainage blanket shall extend to the toe of slope to provide positive drainage. The drainage blanket shall be wrapped with Fabric-Geotextile Class 2 (Subsurface Drainage) in accordance with Sections 214 and 843 of the current Standard Specifications.

KY 80 / KY 461
Station 149+25 to 149+75, Left Side
Station 153+75 to 154+75, Left Side
Station 166+25 to 170+75, Right Side
Station 166+75 to 171+25, Left Side
Station 208+75 to 211+75, Right Side
Station 210+25 to 211+75, Left Side
Station 213+25 to 214+75, Left Side
Station 236+25 to 238+25, Both Sides
Station 240+25 to 243+75, Left Side
Station 241+25 to 252+50, Right Side
Station 278+00 to 279+75, Right Side
Station 291+25 to 297+00, Right Side
Station 295+25 to 300+25, Left Side
Station 317+75 to 326+75, Right Side
Station 318+25 to 324+50, Left Side
Station 345+75 to 346+25, Right Side

Northern Bypass / KY 80
Station 684+50 to 687+00, Right Side
Station 724+50 to 726+25, Left Side
Station 734+25 to 738+50, Left Side
Station 742+25 to 747+75, Left Side

Ramp A
Station 11+25 to 13+25, Right Side
Station 14+75 to 15+75, Right Side
Station 20+75 to 24+25, Left Side
Station 28+25 to 29+34, Right Side

Ramp B
Station 22+75 to 23+75, Left Side

Ramp D
Station 43+75 to 46+75, Right Side

Ramp E
Station 54+75 to 56+25, Right Side
Station 61+25 to 61+98, Right Side

Ramp F
Station 82+25 to 82+75, Right Side

Ramp H
Station 80+00 to 80+25, Right Side

Coin Road
Station 44+25 to 45+25, Right Side
Station 47+50 to 48+50, Right Side

11.) Transverse benching and/or perforated pipe underdrains shall be installed at the following approximate locations and any others designated by the Engineer. Contrary to Standard Drawing RDP-006, transverse benches and perforated pipe underdrains shall be placed on both the upgrade and downgrade cut to fill transitions.

Northern Bypass
Station 675+55
Station 711+85

Ramp D
Station 45+00
Station 46+00
Station 61+80

Ramp E
Station 56+25
Station 60+65

Ramp F
Station 81+55

Ramp H
Station 81+30
Station 87+60
Station 102+50

Mark Shopville Road
Station 62+50

12.) In order to provide a working platform for embankment construction, limestone from roadway excavation shall be placed over all soft and/or saturated areas that may be detected during construction, as directed by the Engineer. The required thickness is estimated to be 3 feet, but the actual locations and thickness shall be determined by the Engineer during construction and may depend on seasonal fluctuations in the water table.

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

DESIGNED BY:
DATE SUBMITTED:

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF

PULASKI

PROJECT NUMBERS: FD52 100-0461-000-004
NHPP 4611-009

GEOTECHNICAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R209

GEOTECHNICAL NOTES

13.) The embankment within the approximate intervals below shall be constructed with rock zones consisting of limestone from roadway excavation. The rock zones shall be constructed from groundline up to the specified distances below final roadway grade (as indicated on the attached Embankment Stability Sheets). The top surfaces of the rock zones shall meet the minimum widths given below. A soil core will be constructed in the center of the embankment.

Highway	Embankment Limits	Roadway Grade to Top of Rock Zone	Minimum Top Width•
KY 461	154+50 to 155+50, Left	73'	To Existing Groundline
Ramp D	42+75 to 51+75, Right	73'	To Existing Groundline
Ramp H	98+00 to 101+00, Right	55'	70'

•Top width will extend from the face of the embankment to the prescribed minimum width or existing groundline, whichever is less.

14.) Construct a 2-foot rock roadbed consisting of limestone from roadway excavation for the entire project. Where the roadbed is placed on a soil subgrade, the roadbed shall be underlain with Fabric-Geotextile Class 1 (Stabilization) in accordance with Sections 214 & 843 of the current Standard Specifications. Extend the roadbed from shoulder to shoulder in the fills and ditchline to ditchline in the cuts. Where soft and/or wet subgrade is encountered, during construction, the thickness of the rock roadbed may need to be adjusted to also serve as a working platform for subgrade stabilization. These adjustments, as directed by the Engineer, may depend on seasonal fluctuations in the water table.

15.) In areas where pavement is not to be overlaid, existing bituminous concrete located at a distance less than three feet below the proposed subgrade elevation within the limits of new roadway embankments, shall be removed entirely. This shall be performed in compliance with Section 206 of the Standard Specifications for Road and Bridge Construction.

16.) As directed by the Engineer, existing bituminous concrete located at a distance greater than three feet below the proposed subgrade elevation within the limits of new roadway embankments, shall be scarified or broken until all cleavage planes are destroyed, or the pavement shall be removed entirely as conditions demand. This shall be performed in compliance with Section 206 of the Standard Specifications for Road and Bridge Construction.

17.) If sinkholes are encountered during construction, please contact the Department's Geotechnical Branch for mitigation procedures.

18.) All water wells within the limits of construction, whether shown on the plans or not, shall be treated in accordance with the current edition of Section 708 of the Standard Specifications for Road and Bridge Construction.

19.) Place lightweight fill material as shown in the plans and in accordance with the applicable Special Note (EPS Foam Block Embankments) and the Lightweight Fill Detail Sheet. These documents provide additional detail on the construction of the lightweight fill. The fill shall extend perpendicular to the culvert to the minimum limits shown on the detail sheets.

20.) Lightweight fill shall be covered with a minimum two (2)-foot soil cap. The soil shall consist of clay classified as either CL or CH in the Unified Soil Classification System (USCS) and placed and compacted in accordance with Section 206 of the current Standard Specifications for Road and Bridge Construction.

21.) When EPS geofoam fill is within five (5) feet of the proposed road grade and beneath the pavement, a concrete load distributor is required above the top layer of geofoam blocks. The Special Note for EPS Foam Block Embankments provides details for the concrete load distributor.

22.) Temporary sheeting or shoring may be required with placement of lightweight fill materials. The specific designs for any necessary sheeting and shoring shall be performed by the Contractor and reviewed/approved by the Engineer. Construction and stability of temporary slopes required for lightweight fill placement are the responsibility of the Contractor. Caution should be used with sheeting/shoring or temporary slopes adjacent to existing roadways. Minimize the time temporary cut slopes are exposed to reduce the likelihood of slope instability.

23.) Any changes in lightweight fill configuration and material type from the applicable Lightweight Fill Detail Sheet and Special Note will require additional design and analysis by the Contractor or Supplier, meeting the approval of the Engineer.

24.) Settlement platforms (Standard Drawing RGX - 015) shall be furnished and installed by the Contractor at the left or right shoulder, approximately ten feet back from the KY 80/ KY 461 southbound bridge abutment 2 and northbound bridge abutment 1 over Interstate 66. The exact locations shall be determined by the Engineer and a representative of the Geotechnical Branch. The project engineer is requested to contact the Geotechnical Branch approximately one week prior to the installation of the settlement platforms. The platforms shall be installed in accordance with section 216 of the current Standard Specifications for Road and Bridge Construction. They shall be left in place for future readings after the project has been completed. The Geotechnical Branch will provide the necessary forms for recording measurements, at the request of the Engineer. Instrumentation destroyed by the contractor shall be replaced at the Contractor's Expense.

25.) To expedite foundation soil settlement, construct a 3-foot thick drainage blanket consisting limestone from roadway excavation at the base of the embankments within the limits below. The material used to construct the drainage blanket shall be free of soil and shale. The drainage blanket shall extend toe to toe of the roadway embankment along KY 80/KY 461 from Station 137+70 and 146+75 (minimum 100 to 150 feet behind the proposed pile cap locations).

26.) The embankments along KY 80/KY 461 from station 137+70 to 146+75 shall be placed as one of the first efforts of roadway construction due to the anticipated settlement concerns. The embankment shall be constructed one (1) foot over the final grade elevation.

27.) The Engineer will be responsible for reading the instrumentation. Results shall be reported weekly to the Geotechnical Branch. A pre-qualified Geotechnical Engineer or the KYTC Geotechnical Branch shall be responsible for evaluation of the settlement data.

Channel Change Soundings:

Highway	Station	Offset	Surface Elevation (FT)	Depth to Refusal (FT)
KY 461	164+76.55	181.0 Left	894.20	7.5
KY 461	162+66.21	205.9 Left	896.48	3.1
KY 461	160+62.16	236.6 Left	897.91	6.0
KY 461	158+64.12	264.6 Left	898.67	6.2
Ramp D	41+62.15	190.69 Right	898.32	6.7
Ramp D	44+45.24	207.76 Right	897.95	7.2
Ramp D	47+41.86	250.06 Right	898.84	6.5
Ramp D	49+40.65	238.17 Right	897.38	0.4
Ramp D	51+31.24	181.27 Right	900.81	2.7
Ramp D	53+12.01	68.63 Right	907.22	7.5
Ramp D	54+80.65	158.20 Right	918.25	3.2
Ramp D	56+12.25	151.62 Right	915.71	4.4
Ramp D	57+65.29	146.99 Right	909.02	4.5
Ramp D	59+07.57	184.57 Right	907.51	6.2

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

DESIGNED BY:
DATE SUBMITTED:

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF

PULASKI

PROJECT NUMBERS: FD52 100-0461-000-004
NHPP 4611-009

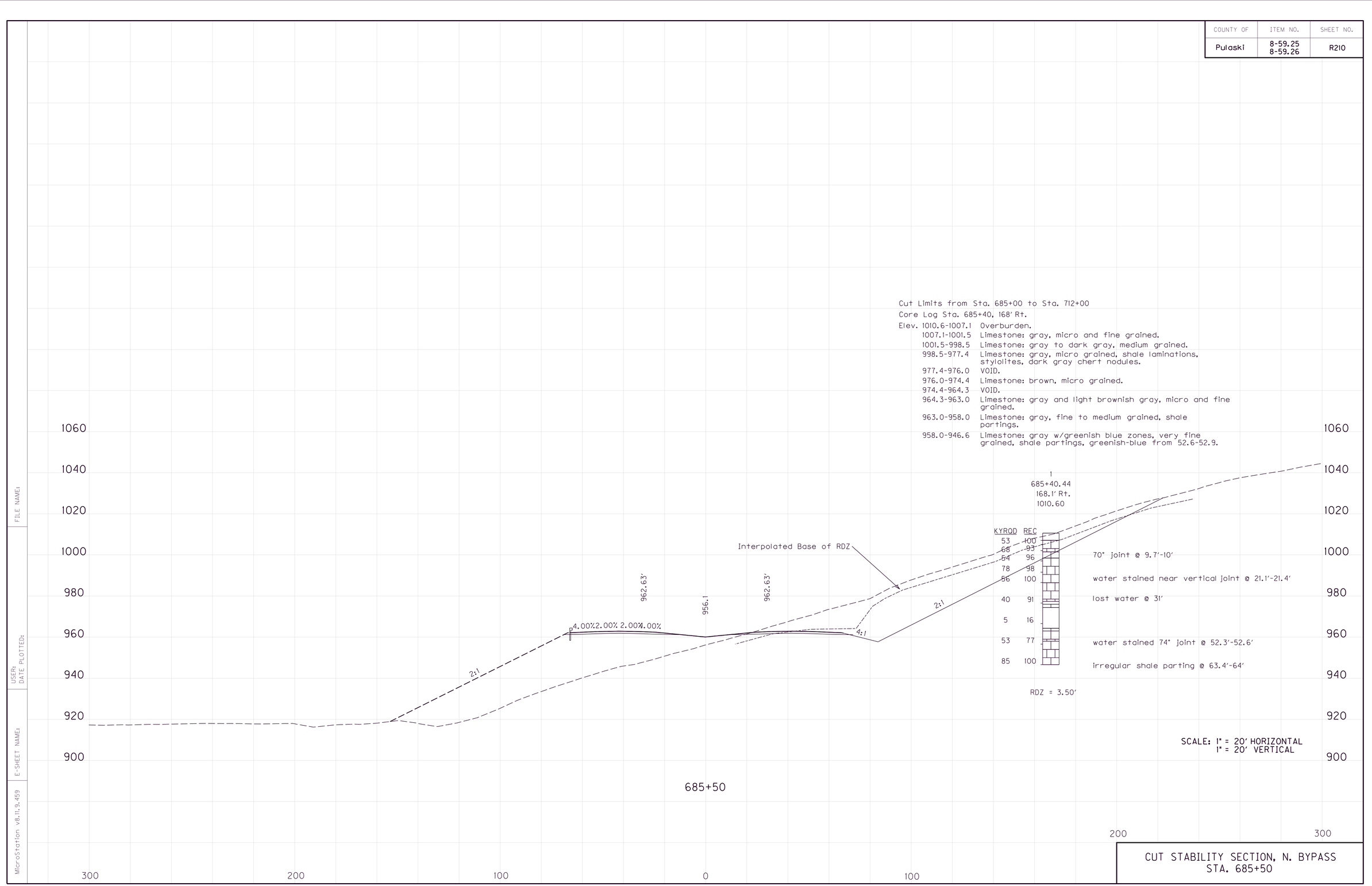
GEOTECHNICAL NOTES

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R210

Cut Limits from Sta. 685+00 to Sta. 712+00

Core Log Sta. 685+40, 168' Rt.

Elev.	1010.6-1007.1	Overburden.
	1007.1-1001.5	Limestone: gray, micro and fine grained.
	1001.5-998.5	Limestone: gray to dark gray, medium grained.
	998.5-977.4	Limestone: gray, micro grained, shale laminations, stylolites, dark gray chert nodules.
	977.4-976.0	VOID.
	976.0-974.4	Limestone: brown, micro grained.
	974.4-964.3	VOID.
	964.3-963.0	Limestone: gray and light brownish gray, micro and fine grained.
	963.0-958.0	Limestone: gray, fine to medium grained, shale partings.
	958.0-946.6	Limestone: gray w/greenish blue zones, very fine grained, shale partings, greenish-blue from 52.6-52.9.



CUT STABILITY SECTION, N. BYPASS
STA. 685+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R211

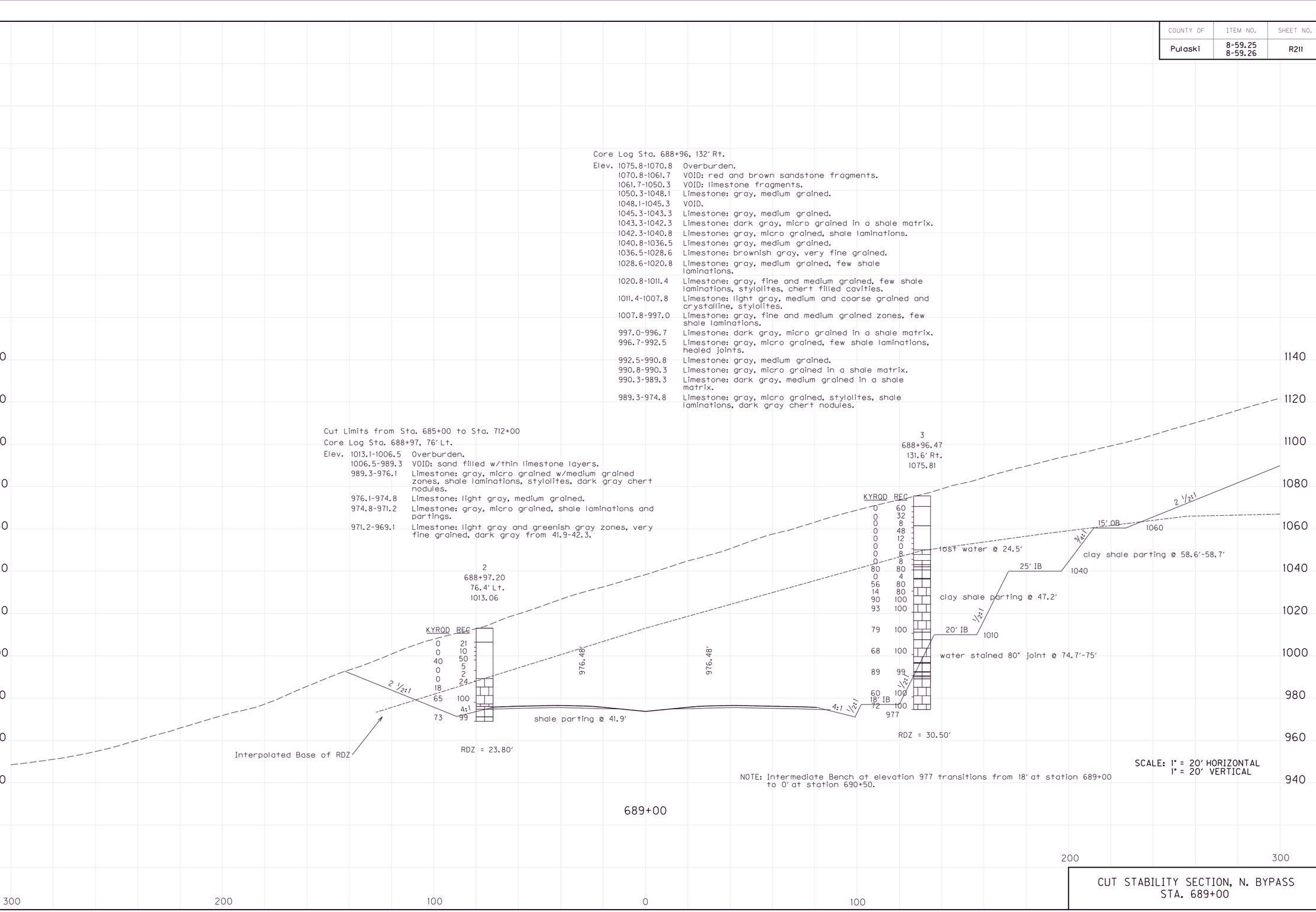
Core Log Sta. 688+96, 132' Rt.

Elev.		
1075.8-1070.8		Overburden.
1070.8-1061.7		VOID: red and brown sandstone fragments.
1061.7-1050.3		VOID: limestone fragments.
1050.3-1048.1		Limestone: gray, medium grained.
1048.1-1045.3		VOID.
1045.3-1043.3		Limestone: gray, medium grained.
1043.3-1042.3		Limestone: dark gray, micro grained in a shale matrix.
1042.3-1040.8		Limestone: gray, micro grained, shale laminations.
1040.8-1036.5		Limestone: gray, medium grained.
1036.5-1028.6		Limestone: brownish gray, very fine grained.
1028.6-1020.8		Limestone: gray, medium grained, few shale laminations.
1020.8-1011.4		Limestone: gray, fine and medium grained, few shale laminations, stylolites, chert filled cavities.
1011.4-1007.8		Limestone: light gray, medium and coarse grained and crystalline, stylolites.
1007.8-997.0		Limestone: gray, fine and medium grained zones, few shale laminations.
997.0-996.7		Limestone: dark gray, micro grained in a shale matrix.
996.7-992.5		Limestone: gray, micro grained, few shale laminations, healed joints.
992.5-990.8		Limestone: gray, medium grained.
990.8-990.3		Limestone: gray, micro grained in a shale matrix.
990.3-989.3		Limestone: dark gray, medium grained in a shale matrix.
989.3-974.8		Limestone: gray, micro grained, stylolites, shale laminations, dark gray chert nodules.

Cut Limits from Sta. 685+00 to Sta. 712+00

Core Log Sta. 688+97, 76' Lt.

Elev.	
1013.1-1006.5	Overburden.
1006.5-989.3	VOID: sand filled w/thin limestone layers.
989.3-976.1	Limestone: gray, micro grained w/medium grained zones, shale laminations, stylolites, dark gray chert nodules.
976.1-974.8	Limestone: light gray, medium grained.
974.8-971.2	Limestone: gray, micro grained, shale laminations and partings.
971.2-969.1	Limestone: light gray and greenish gray zones, very fine grained, dark gray from 41.9-42.3.



NOTE: Intermediate Bench at elevation 977 transitions from 18' at station 689+00 to 0' at station 690+50.

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

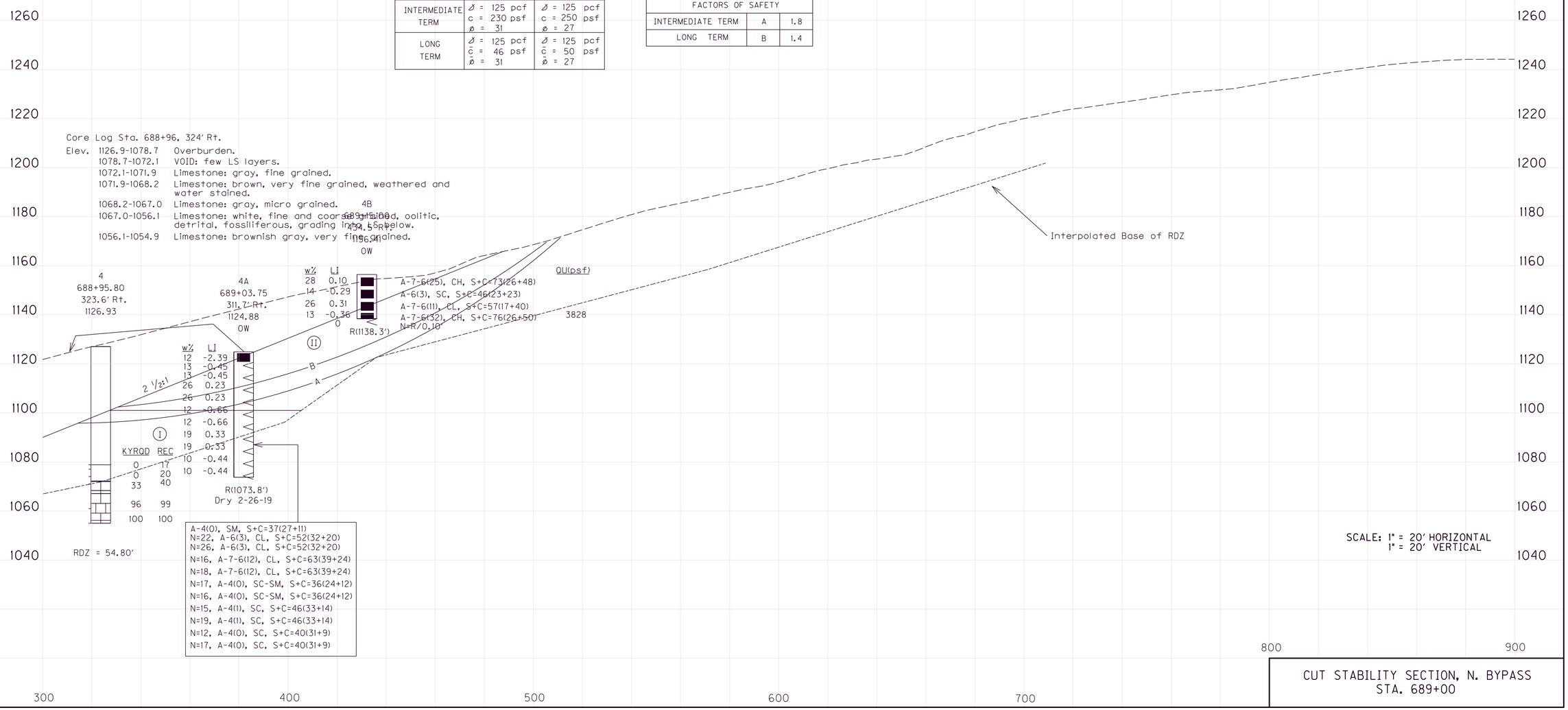
CUT STABILITY SECTION, N. BYPASS
STA. 689+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R212

ASSUMED SOIL STRENGTH PARAMETERS		
SOIL	I	II
INTERMEDIATE TERM	γ = 125 pcf c = 230 psf ϕ = 31	γ = 125 pcf c = 250 psf ϕ = 27
LONG TERM	γ = 125 pcf $\bar{c}$ = 46 psf $\bar{\phi}$ = 31	γ = 125 pcf $\bar{c}$ = 50 psf $\bar{\phi}$ = 27

FACTORS OF SAFETY		
INTERMEDIATE TERM	A	1.8
LONG TERM	B	1.4



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

CUT STABILITY SECTION, N. BYPASS
STA. 689+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R213

Cut Limits from Sta. 685+00 to Sta. 712+00

Core Log Ramp C Sta. 31+59, 159' Lt.

Elev.		
1110.5-1106.5		Overburden.
1106.5-1101.6		Limestone: gray, micr grained, stylolites.
1101.6-1091.9		Limestone: white, fine and coarse grained, fossiliferous.
1091.9-1089.7		Limestone: brownish gray, micro grained.
1089.7-1086.5		Limestone: brown, very fine grained, water stained and weathered.
1086.5-1084.0		Limestone: gray, fine and medium grained, stylolites.
1084.0-1077.7		Limestone: light brown and bluish gray, very fine grained.
1077.7-1075.5		Limestone: white to light gray, oolitic.
1075.5-1068.8		Limestone: white and gray, detrital, coarse grained, few stylolites.
1068.8-1064.3		Limestone: light brown and gray, micro grained, stylolites.
1064.3-1063.8		Limestone: dark gray, micro grained in a shale matrix.
1063.8-1062.6		Limestone: gray, micro grained grading to coarse grained.
1062.6-1055.0		Limestone: white and gray, detrital, coarse grained.
1055.0-1046.1		Limestone: light brown and gray, fine and medium grained, few stylolites.
1046.1-1044.1		Limestone: brownish gray, micro grained.
1044.1-1040.2		Limestone: dark gray grading to gray, micro grained in a shale matrix, shale decreasing w/depth.
1040.2-1037.8		Limestone: gray, fine and medium grained.
1037.8-1034.2		Limestone: gray and brown, micro grained.
1034.2-1027.0		Limestone: brown, very fine grained.
1027.0-1005.5		Limestone: gray, fine and medium grained, shale laminations, healed joints and cracks.
1005.5-994.5		Limestone: gray, mostly fine grained w/medium grained zones, shale laminations and partings.
994.5-978.5		Limestone: gray to dark gray, micro grained, shale laminations and partings, stylolites, dark gray chert nodules.

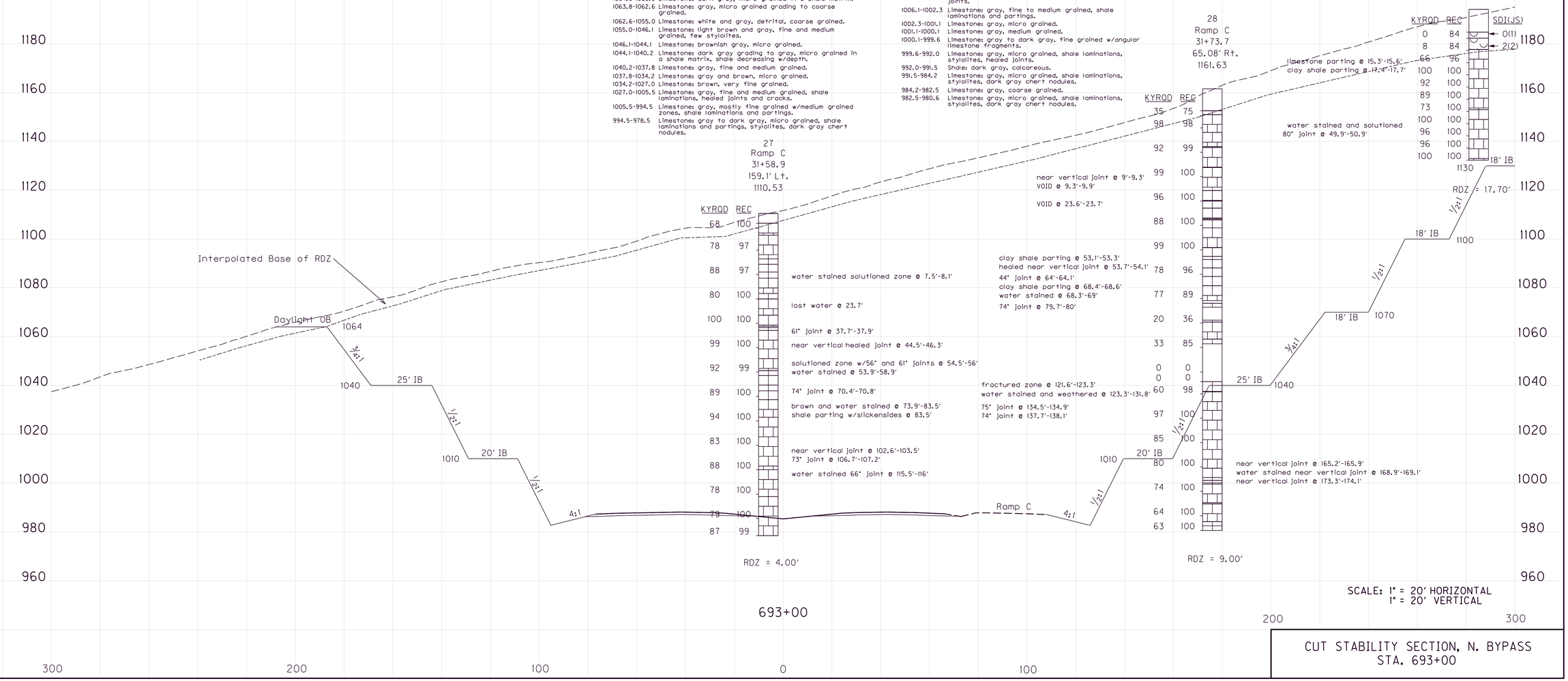
Core Log Ramp C Sta. 31+74, 65' Rt.

Elev.		
1161.6-1152.6		Overburden.
1152.6-1151.0		Limestone: gray, micro grained.
1151.0-1143.7		Limestone: white and gray, medium and coarse grained, oolitic, detrital, fossiliferous, stylolites.
1143.7-1137.9		Limestone: white and gray, fine to coarse grained, oolitic, detrital, fossiliferous, stylolites.
1137.9-1137.5		Limestone: dark gray, micro grained in shale matrix.
1137.5-1129.3		Limestone: white and gray, fine to coarse grained, oolitic, detrital, fossiliferous, stylolites, pitted surfaces, grading into LS below.
1129.3-1119.9		Limestone: gray, fine to medium grained, shale laminations.
1119.9-1115.6		Limestone: light gray, fine grained, oolitic.
1115.6-1112.7		Limestone: light gray, very fine to fine grained, stylolites.
1112.7-1108.3		Limestone: gray, fine grained, few shale laminations and stylolites.
1108.3-1107.9		Shale: green and white, calcareous.
1107.9-1104.6		Limestone: brownish gray, micro grained, shale laminations.
1104.6-1096.5		Limestone: white, oolitic, pitted surfaces.
1096.5-1092.9		Limestone: brownish gray to gray, fine grained, few shale laminations.
1092.9-1091.6		Limestone: gray, very fine grained.
1091.6-1088.2		Limestone: gray, medium grained, stylolites.
1088.2-1084.7		Limestone: light brown, very fine grained, extremely weathered and water stained.
1084.7-1080.9		Limestone: brownish gray, micro grained.
1080.9-1074.8		Limestone: white and gray, fine and coarse grained, oolitic, detrital, fossiliferous.
1074.8-1073.7		VOID.
1073.7-1072.1		Limestone: brownish gray, micro grained.
1072.1-1066.8		VOID.
1066.8-1066.0		Limestone: dark gray to gray, micro grained in a shale matrix.
1066.0-1059.0		Limestone: white and gray, fine and coarse grained, oolitic, detrital, fossiliferous, thin bedded.
1059.0-1057.1		Limestone: brownish gray, fine grained.
1057.1-1041.6		VOID: overdrilled hole with casing to a depth of 120' to allow completion of holes. Void is air and sand filled..
1041.6-1037.4		Limestone: gray, micro grained.
1037.4-1029.8		Limestone: light brown, very fine grained, weathered.
1029.8-1006.1		Limestone: gray, fine to medium grained w/coarse grained zones, shale laminations, stylolites, healed joints.
1006.1-1002.3		Limestone: gray, fine to medium grained, shale laminations and partings.
1002.3-1001.1		Limestone: gray, micro grained.
1001.1-1000.1		Limestone: gray, medium grained.
1000.1-999.6		Limestone: gray to dark gray, fine grained w/angular limestone fragments.
999.6-992.0		Limestone: gray, micro grained, shale laminations, stylolites, healed joints.
992.0-991.5		Shale: dark gray, calcareous.
991.5-984.2		Limestone: gray, micro grained, shale laminations, stylolites, dark gray chert nodules.
984.2-982.5		Limestone: gray, coarse grained.
982.5-980.6		Limestone: gray, micro grained, shale laminations, stylolites, dark gray chert nodules.

Core Log Ramp C Sta. 31+58, 172' Rt.

Elev.		
1194.2-1184.9		Overburden.
1184.9-1182.4		Shale: dark gray to black and brown, pyritic, weathered.
1182.4-1177.8		Shale: gray to dark gray and brown, clayey, weathered.
1177.8-1153.1		Limestone: gray, fine grained w/medium grained zones, shale laminations and partings.
1153.1-1132.4		Limestone: white and gray, fine and coarse grained, detrital, fossiliferous, stylolites.

NOTE: REFER TO RAMP C STA. 31+50 FOR RECOMMENDATIONS RIGHT OF CL FROM STATIONS 692+00 TO 695+00.



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

CUT STABILITY SECTION, N. BYPASS
STA. 693+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R214

Cut Limits from Sta. 685+00 to Sta. 712+00

Core Log Sta. 696+97, 63' Lt.

Elev.	1169.1-1164.9	Overburden.
	1164.9-1163.1	Shale: red/brown, clayey and sandy, extremely weathered, sandstone partings.
	1163.1-1145.6	Sandstone: red/gray, fine to medium grained, friable, shale partings, NON-DURABLE.
	1145.6-1139.2	Sandstone: light gray, fine to medium grained, friable, NON-DURABLE.
	1139.2-1137.2	Sandstone: brown, fine to medium grained, extremely friable, NON-DURABLE, a 25° & 26° bedding plane.
	1137.2-1129.9	Shale: red/brown/gray, clayey, extremely weathered.
	1129.9-1128.1	Sandstone: brown and gray, fine to medium grained, extremely friable, NON-DURABLE.
	1128.1-1120.0	Sandstone: red/gray, fine and medium grained, extremely friable, NON-DURABLE.
	1120.0-1117.4	Shale: reddish brown, clayey and sandy, extremely weathered.
	1117.4-1100.1	VOID: w/a thin LS zone and LS fragments.
	1100.1-1075.7	Limestone: brownish gray, micro and fine grained, solutioned to 81.0.
	1075.7-1072.8	Limestone: brownish gray, micro grained.
	1072.8-1065.8	VOID.
	1065.8-1065.1	Limestone: dark gray, micro grained in a shale matrix.
	1065.1-1052.4	Limestone: light gray, fine grained, healed joints, stylolites.
	1052.4-1051.8	VOID.
	1051.8-1049.8	Limestone: brownish gray, micro grained.
	1049.8-1037.4	VOID.
	1037.4-1034.4	Limestone: gray, fine grained.
	1034.4-1029.6	Limestone: light brown, fine grained, few stylolites, water stained.
	1029.6-1026.5	VOID.
	1026.5-1024.7	Limestone: light brown, fine grained, few stylolites, water stained.
	1024.7-986.1	Limestone: gray, fine grained, stylolites.
	986.1-985.2	VOID.
	985.2-984.9	Limestone: gray, fine grained, stylolites.

Core Log Sta. 696+97, 116' Rt.

Elev.	1188.2-1185.3	Overburden.
	1185.3-1184.8	Cored Overburden: w/orange sandy clay, friable, extremely weathered, NON-DURABLE.
	1184.8-1177.8	Sandstone: orangish brown and light gray, fine grained.
	1177.8-1174.0	Shale: orangish brown, sandy and clayey.
	1174.0-1169.9	Sandstone: light brownish gray, fine grained, friable, shale partings, NON-DURABLE.
	1169.9-1162.9	Shale: orangish brown, sandy and clayey, extremely weathered.
	1162.9-1162.0	Sandstone: red/brown, extremely friable and weathered, NON-DURABLE.
	1162.0-1147.4	Shale: sandy and clayey, few sandstone partings, extremely weathered.
	1147.4-1145.5	Sandstone: brownish gray, fine grained, NON-DURABLE.
	1145.5-1120.1	Sandstone: brown, fine grained, extremely friable and weathered, NON-DURABLE.
	1120.1-1119.0	Shale: red, clayey and sandy, weathered.
	1119.0-1116.1	Sandstone: red and light gray, fine and medium grained, conglomerate zones, shale partings, NON-DURABLE.
	1116.1-1103.8	Shale: red, clayey and sandy, weathered.
	1103.8-1102.6	Limestone: gray, fine grained.
	1102.6-1100.1	VOID: filled w/shale, redish brown, clayey and sandy, limestone fragments.
	1100.1-1093.5	Limestone: gray, fine grained, stylolites.
	1093.5-1092.8	Shale: olive gray, clayey.
	1092.8-1090.1	Limestone: light gray, very fine grained.
	1090.1-1079.1	Limestone: white to light gray, fine to coarse grained, oolitic, few stylolites and solution features.
	1079.1-1076.0	VOID.
	1076.0-1066.3	Limestone: gray, medium grained and crystalline.
	1066.3-1064.5	Limestone: white to light gray, medium to coarse grained.
	1064.5-1060.4	Limestone: gray, fine to medium grained.
	1060.4-1053.3	VOID: .5' sandstone fragments.
	1053.3-1044.7	Limestone: gray, micro grained, few shale laminations.
	1044.7-1034.2	Limestone: light gray to white, very fine grained.
	1034.2-1006.0	Limestone: gray, fine grained, medium grained w/crystalline zones, stylolites, shale laminations, healed fractures.
	1006.0-1004.6	Limestone: gray, micro grained.
	1004.6-1002.7	Limestone: gray to dark gray, medium grained.
	1002.7-994.7	Limestone: gray, micro grained, shale laminations.
	994.7-992.7	Limestone: gray and dark gray, fine grained matrix w/coarser dark gray grains, dark gray chert.
	992.7-984.2	Limestone: gray, micro grained, shale laminations, stylolites, dark gray chert.

Core Log Ramp C Sta. 36+94, 76' Rt.

Elev.	1119.7-1068.2	Overburden.
	1068.2-1063.2	Limestone: light gray, fine to medium grained.
	1063.2-1049.7	Limestone: gray, micro grained w/fine to medium crystalline zones, shale laminations, stylolites.
	1049.7-1048.9	Shale: brownish white, clayey.
	1048.9-1041.9	Limestone: brownish white, very fine grained.
	1041.9-1020.5	Limestone: gray, fine to medium grained, stylolites, healed fractures.
	1020.5-1012.5	Limestone: gray, fine to coarse grained, few shale partings.
	1012.5-1011.2	Limestone: gray, micro grained, cross bedded.
	1011.2-1009.8	Limestone: dark gray, fine grained matrix w/coarser grains.
	1009.8-1001.5	Limestone: gray, micro grained, cross bedded, shale laminations, healed fractures.
	1001.5-999.2	Limestone: dark gray, fine grained matrix w/angular limestone and chert fragments, irregular bedding.
	999.2-994.7	Limestone: gray, micro grained, cross bedded, dark gray chert nodules, stylolites, shale laminations.

FACTORS OF SAFETY		
INTERMEDIATE TERM	A	2.6
LONG TERM	B	1.8

ASSUMED SOIL STRENGTH PARAMETERS	
SOIL	I
INTERMEDIATE TERM	γ = 125 pcf c = 230 psf ϕ = 31
LONG TERM	γ = 125 pcf c = 46 psf ϕ = 31

5
696+97.68
213.6' Lt.
1121.34

5A
696+70.08
210.8' Lt.
1120.44

6
696+97.16
63.6' Lt.
1169.12

7 & 7-1
696+96.53
116.4' Rt.
1188.18

31
Ramp C
36+94.31
75.9' Rt.
1119.66

w/%	LL
9	1.44
9	-1.44
20	-0.04
20	-0.04
19	0.18
19	0.18
13	-0.75

N=11, A-4(0), SC-SM, S+C=36(25+11)
N=17, A-4(0), SC-SM, S+C=36(25+11)
N=14, A-7-6(13), CL, S+C=67(40+27)
N=24, A-7-6(13), CL, S+C=67(40+27)
N=12, A-6(3), SC, S+C=41(20+21)
N=21, A-6(3), SC, S+C=41(20+21)
N=74/0.60', A-2-4(0), SC-SM, S+C=30(18+12)

KYROD	REC	SDI(JS)
0	100	34(2)
0	100	31(2)
20	100	72(4)
0	100	34(1)
7	100	0(1)
14	82	19(1)
0	76	
0	78	22(1)
0	100	10(1)
0	82	9(1)
0	0	
0	12	
0	20	
50	72	
47	84	
51	91	
86	95	
28	34	
57	78	
4	21	
36	51	
44	80	
93	100	
79	100	
99	100	
82	88	

clay filled fracture @ 16.8'-17.2'
59° joint @ 23'-23.3'
78° joint @ 28.5'-29'
pebbles @ 39.1'
solutioned throughout @ 69'-81'
77° joint @ 83.3'-83.9'
78° joint @ 84.7'-85.7'
near vertical solutioned joint @ 87.8'-89.4'
69° joint @ 94.2'-94.5'
healed near vertical joint @ 109.7'-110.7'
near vertical solutioned joint @ 111.6'-113.1'
992.83'
near vertical joint @ 153.4'-154.4'
near vertical solutioned joint w/mineral deposition @ 166.4'-167.3'
73° joint @ 168.6'-168.9'
992.83'

KYROD	REC	SDI(JS)
		32(4)
4	93	16(2)
4	66	59(3)
0	30	
0	27	0(1)
0	30	
12	42	5(1)
0	12	
0	40	2(1)
0	40	15(3)
10	53	49(3)
6	33	
41	83	
91	100	
69	74	
0	42	
100	100	
34	44	
85	100	
96	100	
99	100	
95	100	
81	100	
80	100	
89	100	

near vertical joint @ 4.9'-6.1'
71° joint @ 5.6'-6.1'
water stained @ 89.7'-89.9'
clay filled VOID @ 89.9'-90.2'
water stained @ 90.2'-91.1'
55° joint @ 100.9'-101.1'
clay shale parting @ 101.9'-102.2'
72° joint @ 145.1'-146.1'
59° joint @ 156.4'-156.7'
dark gray chert nodules @ 158.2'
71° joint @ 201.2'-201.7'

KYROD	REC
92	98
100	100
98	100
69	100
86	100
80	100
96	96
100	100
88	100
100	100
81	100
100	100
84	100
70	100
97	97

healed near vertical joint @ 77.8'-78.1'

R(1089.3')
Interpolated Base of RDZ
2 1/2:1
1/2:1
18' IB
3/4:1
25' IB
20' IB
4:1
Ramp C

RDZ = 69.00'
RDZ = 88.10'
RDZ = 51.50'

697+00

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

CUT STABILITY SECTION, N. BYPASS
STA. 697+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R215

Cut Limits from Sta. 685+00 to Sta. 712+00

Core Log Sta. 701+97, 57' Lt.

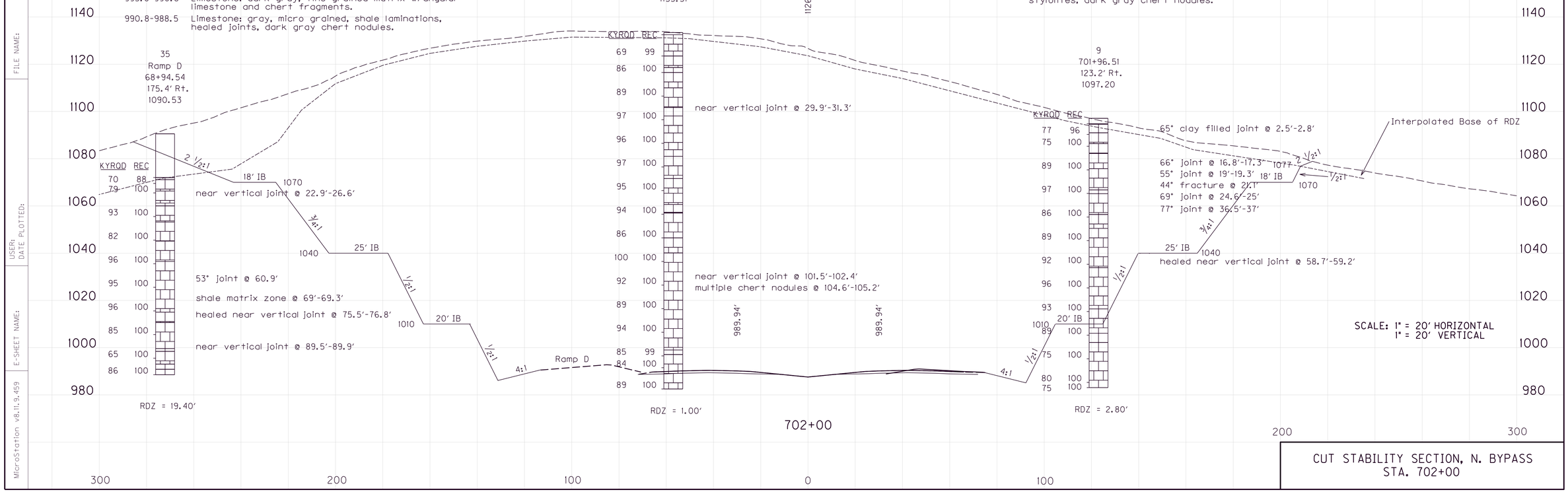
Elev. 1133.3-1132.4 Overburden.
1132.4-1125.5 Limestone: gray, micro grained, cross bedded, stylolites.
1125.5-1123.4 Limestone: gray, micro to fine grained, few shale laminations, fossil fragments.
1123.4-1118.5 Limestone: gray, micro grained, cross bedded, stylolites.
1118.5-1116.4 Limestone: light gray, medium grained.
1116.4-1109.9 Limestone: gray, micro grained, cross bedded, stylolites.
1109.9-1101.6 Limestone: white to light gray, fine to medium grained, oolitic, occasional pitted surfaces.
1101.6-1098.0 Limestone: gray, fine grained, stylolites.
1098.0-1090.8 Limestone: gray, micro grained.
1090.8-1083.7 Limestone: white to light gray, fine to medium grained, oolitic.
1083.7-1080.9 Limestone: gray, fine to medium grained, stylolites.
1080.9-1071.5 Limestone: gray, micro grained, cross bedded, stylolites, calcite filled vugs.
1071.5-1065.3 Limestone: light gray, fine and medium grained.
1065.3-1060.5 Limestone: brownish gray, dolomitic, very fine grained.
1060.5-1057.2 Limestone: gray, fine grained.
1057.2-1056.9 Limestone: dark gray to black, angular rock fragments.
1056.9-1046.4 Limestone: gray, micro and fine grained, cross bedded, stylolites and multiple healed fractures.
1046.4-1040.0 Limestone: light gray to white, micro grained.
1040.0-998.9 Limestone: gray, micro and fine to medium grained, cross bedded, stylolites.
998.9-997.0 Limestone: dark gray, fine and medium grained, shale matrix zones.
997.0-982.4 Limestone: gray, micro grained, stylolites, dark gray chert nodules.

Core Log Ramp D Sta. 68+95, 175' Rt.

Elev. 1090.5-1072.0 Overburden.
1072.0-1071.1 Limestone: brown, very fine grained.
1071.1-1066.3 Limestone: gray, micro grained, stylolites.
1066.3-1061.2 Limestone: white and gray, fine and coarse grained, oolitic, detrital, fossiliferous.
1061.2-1060.0 Limestone: brownish gray, micro grained.
1060.0-1053.7 Limestone: brownish white, very fine grained, few stylolites.
1053.7-1053.2 Limestone: dark gray, micro grained in a shale matrix.
1053.2-1045.1 Limestone: gray to light gray, micro grained that coarsens w/depth, healed joints.
1045.1-1036.5 Limestone: white gray, very fine grained.
1036.5-1015.0 Limestone: gray, medium grained, few shale laminations.
1015.0-1010.6 Limestone: gray, fine to medium grained.
1010.6-999.6 Limestone: gray, micro grained, shale laminations and partings, healed joints.
999.6-998.4 Limestone: gray, medium to coarse grained, small chert fragments.
998.4-993.0 Limestone: gray, micro grained, shale laminations and partings, healed joints.
993.0-990.8 Limestone: dark gray, fine grained matrix w/angular limestone and chert fragments.
990.8-988.5 Limestone: gray, micro grained, shale laminations, healed joints, dark gray chert nodules.

Core Log Sta. 701+97, 123' Rt.

Elev. 1097.2-1094.9 Overburden.
1094.7-1091.1 Limestone: light gray, fine and medium grained, stylolites, healed fractures and pitted surfaces.
1094.9-1094.7 Cored Overburden: w/red clay.
1091.1-1086.5 Limestone: light gray to gray, very fine grained, stylolites.
1086.5-1082.3 Limestone: gray, micro grained, cross bedded, stylolites, healed fractures.
1082.3-1075.9 Limestone: light gray to white, fine to coarse grained, detrital and fossil fragments.
1075.9-1066.9 Limestone: gray, fine grained.
1066.9-1065.3 Limestone: dark gray, micro and medium grained, stylolites.
1065.3-1056.5 Limestone: gray, fine grained, stylolites and healed fractures.
1056.5-1050.6 Limestone: light gray, micro to fine grained.
1050.6-1034.0 Limestone: gray, fine grained, few shale laminations.
1034.0-1016.5 Limestone: gray, micro and medium grained, cross bedded, stylolites.
1016.5-1006.2 Limestone: gray, micro grained, cross bedded, heal fractures.
1006.2-1002.3 Limestone: gray, fine and medium grained, sporadic angular chert nodules.
1002.3-983.2 Limestone: gray, micro grained, cross bedded, stylolites, dark gray chert nodules.



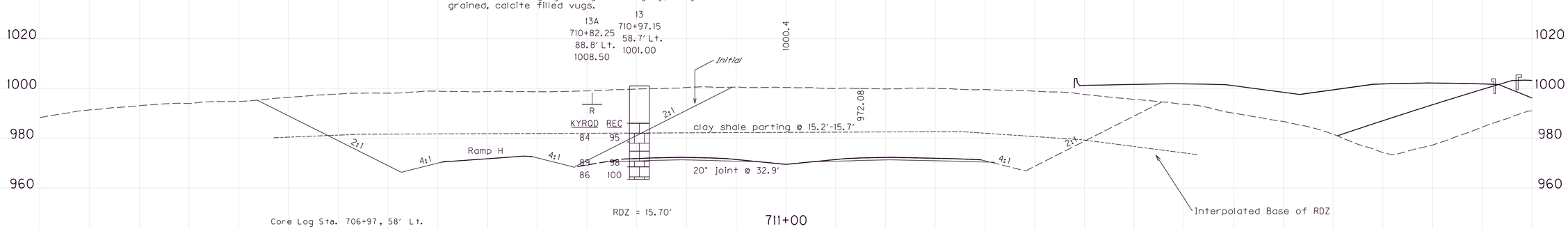
CUT STABILITY SECTION, N. BYPASS
STA. 702+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R216

Cut Limits from Sta. 685+00 to Sta. 712+00
Core Log Sta. 710+97, 59' Lt.

Elev. 1001.0-986.0 Overburden.
986.0-974.8 Limestone: olive gray and greenish gray, very fine grained, dark gray chert nodules.
974.8-968.5 Limestone: gray and greenish gray, micro to fine grained, crossbedded.
968.5-963.5 Limestone: olive gray and greenish gray, very fine grained, calcite filled vugs.

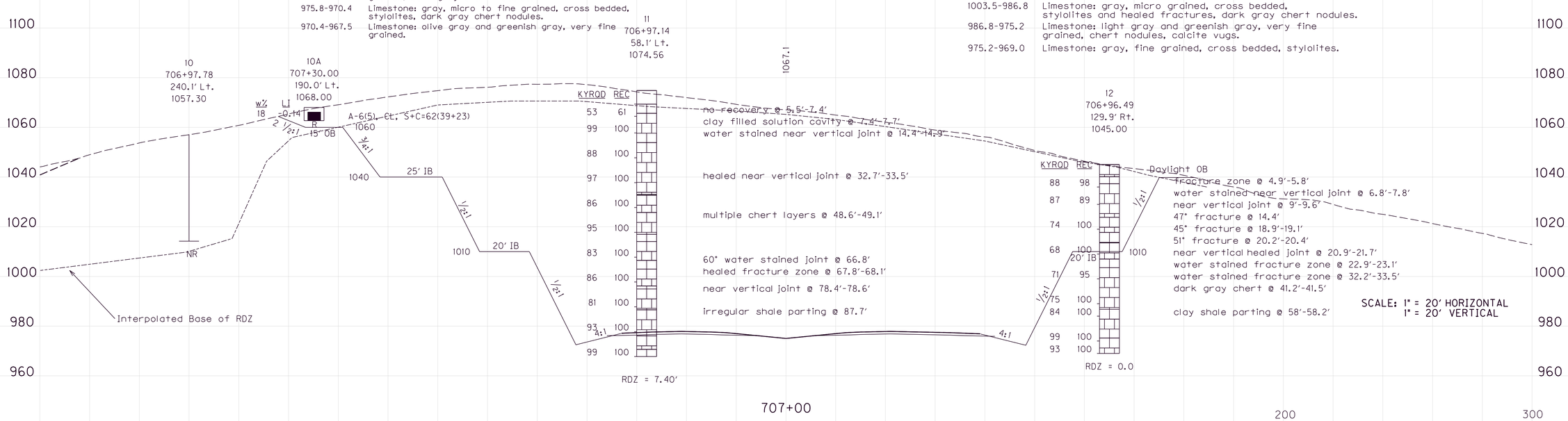


Core Log Sta. 706+97, 58' Lt.

Elev. 1074.6-1069.1 Overburden.
1069.1-1065.4 Limestone: light brownish gray, fine grained, oolitic, pitted surface.
1065.4-1053.6 Limestone: gray, micrograined, cross bedded, few stylolites and healed joints, occasional shale partings in bedding planes.
1053.6-1032.7 Limestone: gray, fine grained, oolitic, few shale laminations.
1032.7-1032.4 Limestone: dark gray to black, fine grain matrix w/angular fragments.
1032.4-1025.5 Limestone: gray, fine and medium grained, few shale laminations and stylolites.
1025.5-1016.7 Limestone: gray, micro to fine grained, cross bedded.
1016.7-1013.8 Limestone: gray, fine to medium grained, oolitic.
1013.8-1006.2 Limestone: gray, micro grained, cross bedded.
1006.2-1002.7 Limestone: gray, fine to medium grained, oolitic.
1002.7-995.9 Limestone: gray, micro grained, cross bedded, dark gray chert nodules, stylolites, several healed fractures.
995.9-994.7 Limestone: gray, fine to medium grained.
994.7-986.9 Limestone: gray, micro to fine grained, cross bedded, dark gray chert nodules, stylolites.
986.9-986.3 Limestone: gray, micro grained.
986.3-975.8 Limestone: light gray and greenish gray, very fine grained, dark gray chert nodules.
975.8-970.4 Limestone: gray, micro to fine grained, cross bedded, stylolites, dark gray chert nodules.
970.4-967.5 Limestone: olive gray and greenish gray, very fine grained.

Cut Limits from Sta. 685+00 to Sta. 712+00
Core Log Sta. 706+96, 130' Rt.

Elev. 1045.0-1040.1 Limestone: gray, fine to medium grained, cross bedded.
1040.1-1037.3 Limestone: gray, micro grained, cross bedded.
1037.3-1023.8 Limestone: gray, fine to medium grained, cross bedded, stylolites.
1023.8-1017.7 Limestone: gray, micro grained, cross bedded, several heal fractures.
1017.7-1013.5 Limestone: gray, fine to medium grained.
1013.5-1007.0 Limestone: gray, micro grained, cross bedded.
1007.0-1003.5 Limestone: gray, medium grained.
1003.5-986.8 Limestone: gray, micro grained, cross bedded, stylolites and healed fractures, dark gray chert nodules.
986.8-975.2 Limestone: light gray and greenish gray, very fine grained, chert nodules, calcite vugs.
975.2-969.0 Limestone: gray, fine grained, cross bedded, stylolites.



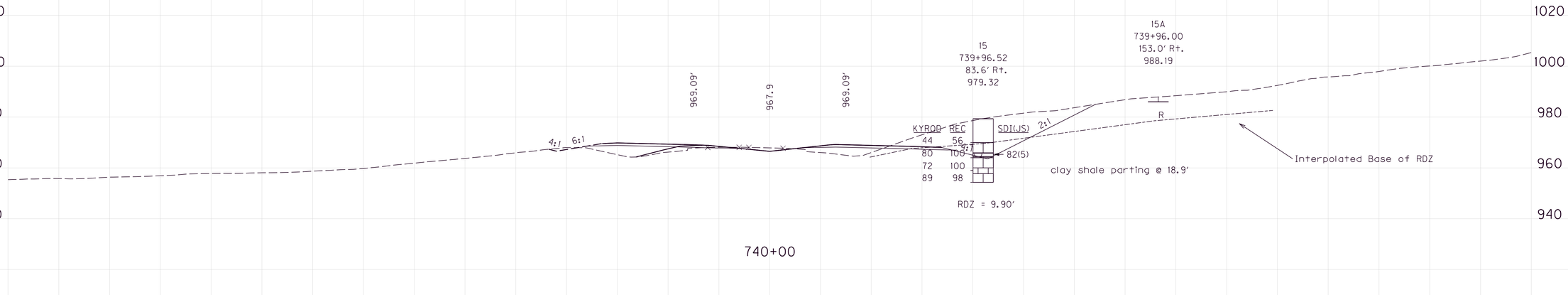
CUT STABILITY SECTION, N. BYPASS
STA. 707+00 & 711+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R217

Cut Limits from Sta. 730+00 to Sta. 743+00
Core Log Sta. 739+97, 84' Rt

Elev.		
979.3-969.9		Overburden.
969.9-965.8		Limestone: gray, fine grained, stylolites.
965.8-964.4		Shale (siltstone): light brown and green, calcareous.
964.4-964.0		Limestone: gray, fine grained chert nodules.
964.0-957.7		Limestone: light brownish gray and green, very fine grained, dark gray chert nodules.
957.7-954.3		Limestone: light brownish gray, very fine grained matrix w/large angular fragments.

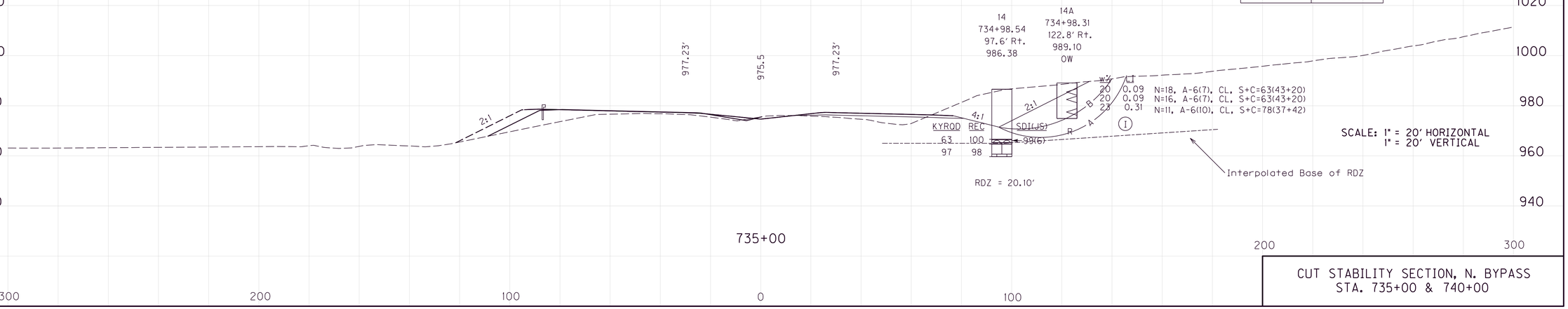


FACTORS OF SAFETY		
INTERMEDIATE TERM	A	2.4
LONG TERM	B	1.5

Cut Limits from Sta. 730+00 to Sta. 743+00
Core Log Sta. 734+99, 98' Rt

Elev.		
986.4-966.4		Overburden.
966.4-966.3		Cored Overburden: w/limestone fragments.
966.3-965.1		Shale (siltstone): light brown and green, calcareous.
965.1-964.5		Limestone: gray, fine grained.
964.5-959.5		Limestone: light brownish gray and green, very fine grained.

ASSUMED SOIL STRENGTH PARAMETERS	
SOIL	I
INTERMEDIATE TERM	γ = 125 pcf c = 270 psf ϕ = 28
LONG TERM	γ = 125 pcf c = 54 psf ϕ = 28



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

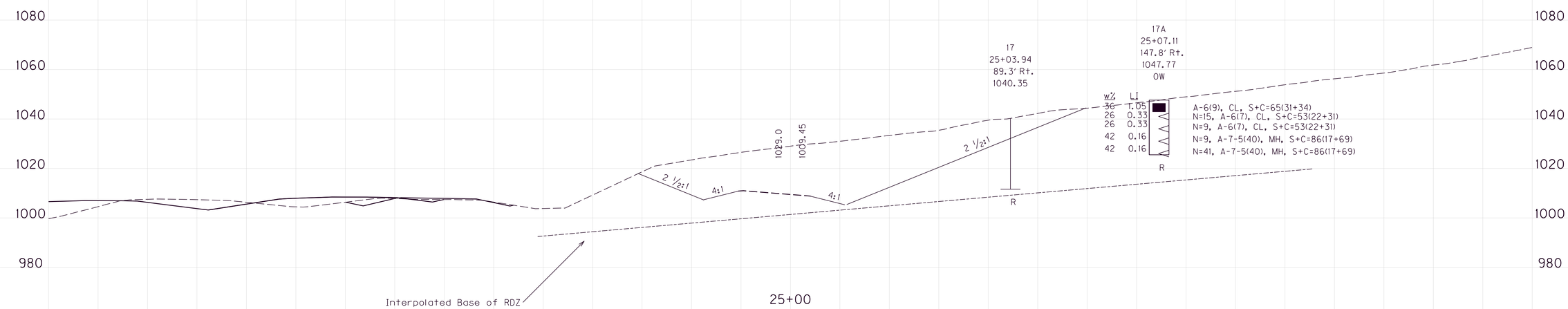
CUT STABILITY SECTION, N. BYPASS
STA. 735+00 & 740+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R218

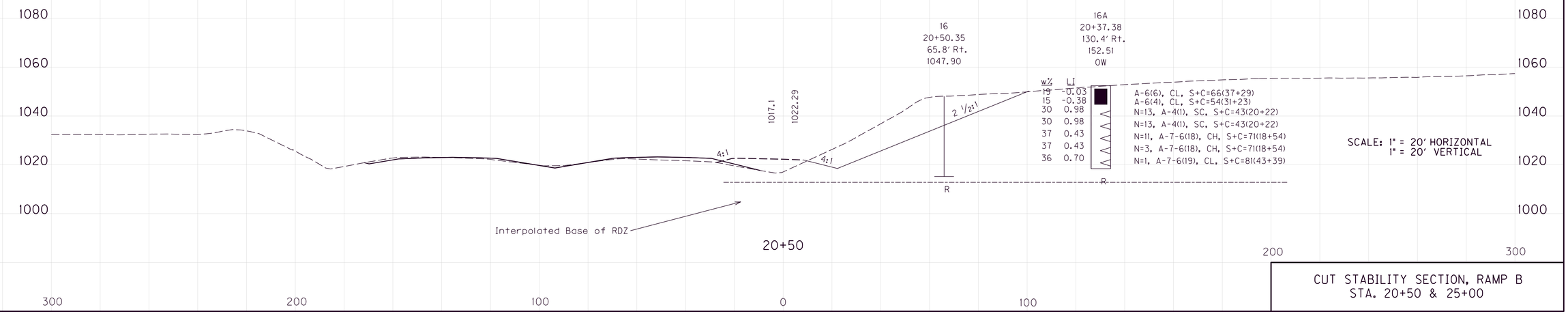
NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.

Cut Limits from Sta. 20+00 to Sta. 49+50



NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.

Cut Limits from Sta. 20+00 to Sta. 49+50



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

CUT STABILITY SECTION, RAMP B
STA. 20+50 & 25+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R219

FACTORS OF SAFETY		
INTERMEDIATE TERM	A	2.3
LONG TERM	B	1.4

ASSUMED SOIL STRENGTH PARAMETERS	
SOIL	I
INTERMEDIATE TERM	δ = 125 pcf c = 820 psf ϕ = 23.5
LONG TERM	δ = 125 pcf $\bar{c}$ = 164 psf $\bar{\phi}$ = 23.5

Cut Limits from Sta. 20+00 to Sta. 49+50

Core Log Sta. 30+30, 55' Lt.

Elev. 1036.1-1017.4 Overburden.
1017.4-1006.5 Limestone: gray, micro grained, stylolites, heal fractures, dark gray chert nodules.
1006.5-1005.1 Limestone: light gray to white, coarse grained and crystalline, stylolites.
1005.1-1000.1 Limestone: gray, micro grained, stylolites, healed fractures, dark gray chert nodules.
1000.1-997.0 Limestone: gray, fine and medium grained, shale laminations.

Core Log Sta. 30+39, 89' Rt.

Elev. 1062.5-1032.0 Overburden.
1032.0-1019.3 Limestone: gray, micro grained, cross bedded, shale laminations.
1019.3-1018.5 Limestone: dark brown and dark gray, angular grains in a shale matrix.
1018.5-1009.9 Limestone: gray, micro grained, cross bedded, stylolites, dark gray chert nodules.

Core Log Sta. 30+44, 164' Rt.

Elev. 1079.1-1047.9 Overburden.
1047.9-1042.9 Limestone: gray, micro grained, cross bedded, calcite filled vugs.

18
30+30.01
55.2' Lt.
1036.08

18A
30+33.07
16.8' Lt.
1043.50
OW

19
30+39.13
88.5' Rt.
1062.45

19A
30+42.32
125.3' Rt.
1069.65
OW

20
30+43.94
164.4' Rt.
1079.14

20A
30+45.00
201.0' Rt.
1091.14
OW

w%	LI
36	0.83
31	0.56
35	0.80
26	0.31

N=7, A-6(15), CL, S+C=83(26+57)
A-6(17), CL, S+C=89(23+66)
A-6(15), CL, S+C=82(29+53)
N=8, A-6(14), CL, S+C=85(21+64)

w%	LI
19	0.19
16	0.12
17	-0.15
17	-0.15

w%	LI
27	1.08
23	-0.04
30	0.33

N=5, A-4(1), CL-ML, S+C=53(42+12)
A-7-6(22), CH, S+C=72(24+48)
N=54/0.90', A-7-6(27), CH, S+C=76(12+64)

KYROD	REC
Ramp F 68	85
80	96
91	100
97	100
100	100

KYROD	REC
94	100
87	100
80	100
78	100
100	100

KYROD	REC
98	98

RDZ = 19.30'

RDZ = 30.50'

RDZ = 31.30'

15' OB 1025

angular fragments in a calcite matrix @ 44.6'-45.5'

N=6, A-4(2), CL, S+C=54(40+14)
A-4(1), CL, S+C=53(31+21)
A-7-6(14), CL, S+C=61(23+38)
N=12, A-7-6(14), CL, S+C=61(23+38)

Interpolated Base of RDZ

30+50

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

CUT STABILITY SECTION, RAMP B
STA. 30+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R220

FACTORS OF SAFETY		
INTERMEDIATE TERM	A	1.9
LONG TERM	B	1.5

ASSUMED SOIL STRENGTH PARAMETERS	
SOIL	I
INTERMEDIATE TERM	γ = 125 pcf c = 345 psf ϕ = 28
LONG TERM	γ = 125 pcf c = 69 psf ϕ = 28

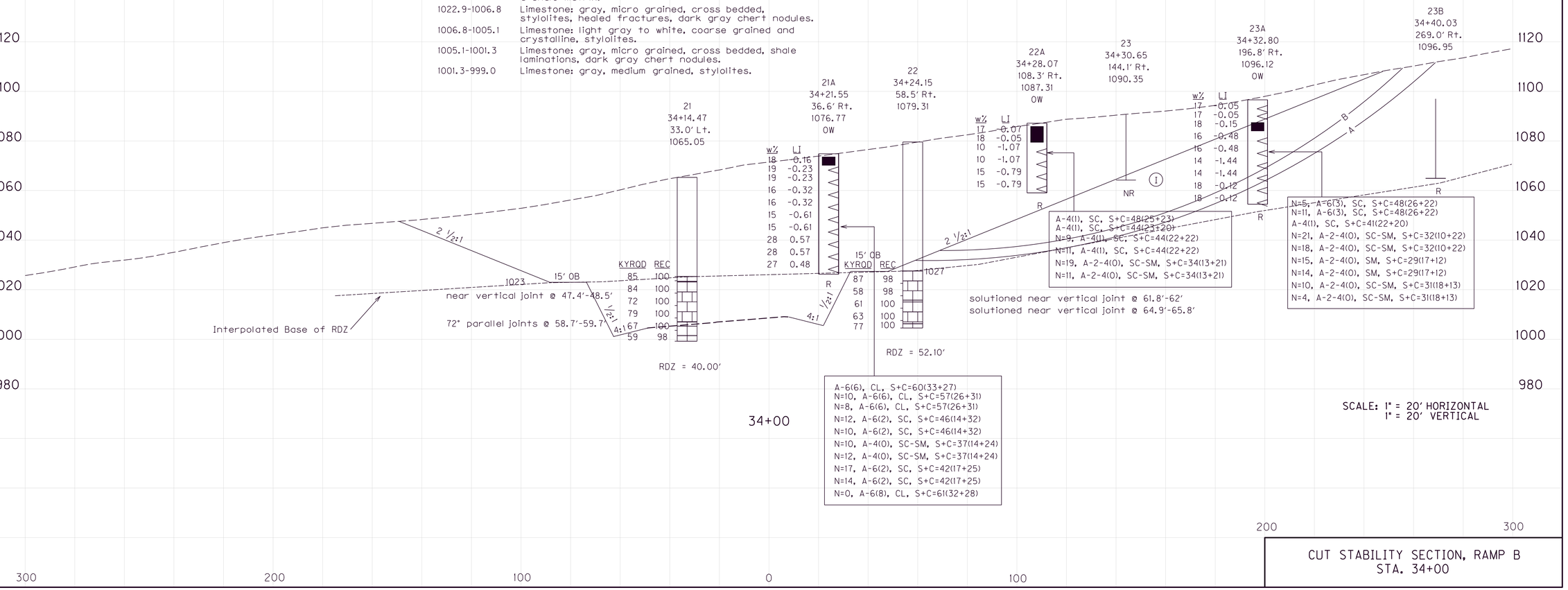
Cut Limits from Sta. 20+00 to Sta. 49+50

Core Log Sta. 34+14, 33' Lt.

Elev. 1065.1-1025.1 Overburden.
1025.1-1023.2 Limestone: gray, fine and medium grained.
1023.2-1022.9 Limestone: dark brown and dark gray, angular grains in a shale matrix.
1022.9-1006.8 Limestone: gray, micro grained, cross bedded, stylolites, healed fractures, dark gray chert nodules.
1006.8-1005.1 Limestone: light gray to white, coarse grained and crystalline, stylolites.
1005.1-1001.3 Limestone: gray, micro grained, cross bedded, shale laminations, dark gray chert nodules.
1001.3-999.0 Limestone: gray, medium grained, stylolites.

Core Log Sta. 34+24, 59' Rt.

Elev. 1079.3-1027.3 Overburden.
1027.3-1015.5 Limestone: gray, micro grained, cross bedded, few shale laminations, stylolites.
1015.5-1014.8 Limestone: gray to dark gray, fine grained matrix w/few coarse grains.
1014.8-1006.0 Limestone: gray, micro grained, cross bedded, stylolites, healed fractures.
1006.0-1004.3 Limestone: light gray to white, coarse grained and crystalline, stylolites.



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

CUT STABILITY SECTION, RAMP B
STA. 34+00

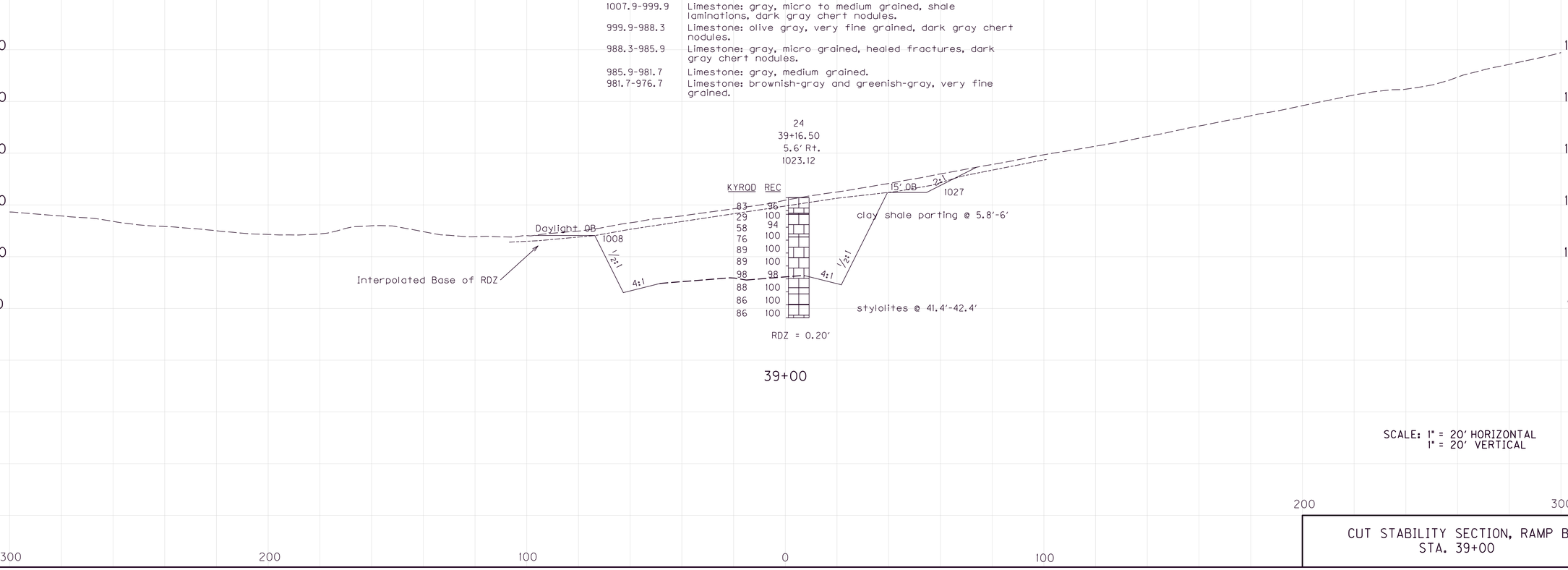
FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R221

Cut Limits from Sta. 20+00 to Sta. 49+50

Core Log Sta. 39+17, 6' Rt.

Elev.		
	1023.1-1017.1	Limestone: gray, micro grained, cross bedded, healed fractures, dark gray chert nodules.
	1017.1-1016.7	Limestone: gray, medium grained.
	1016.7-1009.1	Limestone: gray, micro grained, cross bedded, healed fractures, dark gray chert nodules.
	1009.1-1007.9	Limestone: light gray, coarse grained and crystalline.
	1007.9-999.9	Limestone: gray, micro to medium grained, shale laminations, dark gray chert nodules.
	999.9-988.3	Limestone: olive gray, very fine grained, dark gray chert nodules.
	988.3-985.9	Limestone: gray, micro grained, healed fractures, dark gray chert nodules.
	985.9-981.7	Limestone: gray, medium grained.
	981.7-976.7	Limestone: brownish-gray and greenish-gray, very fine grained.

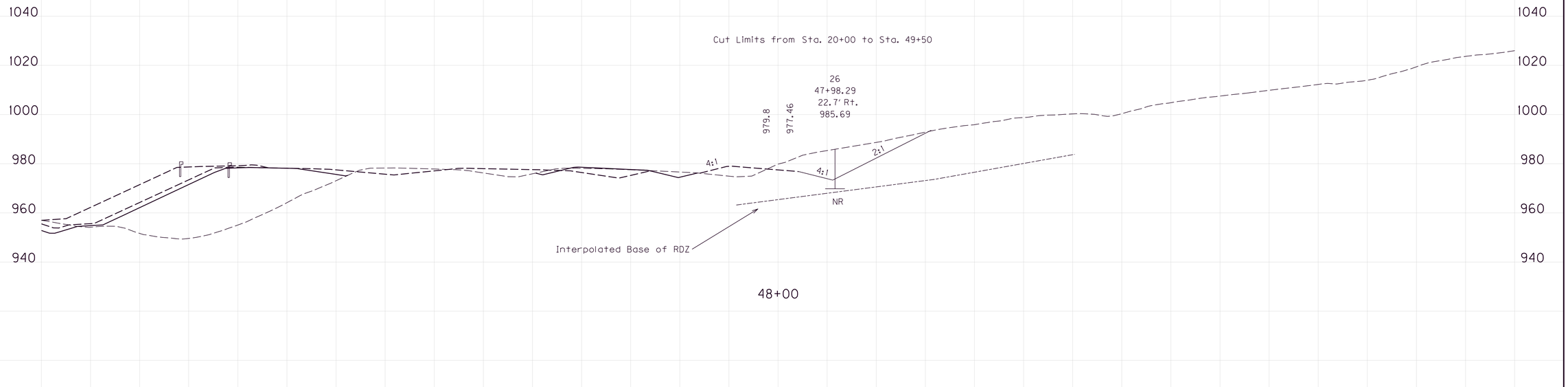


SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

CUT STABILITY SECTION, RAMP B
STA. 39+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

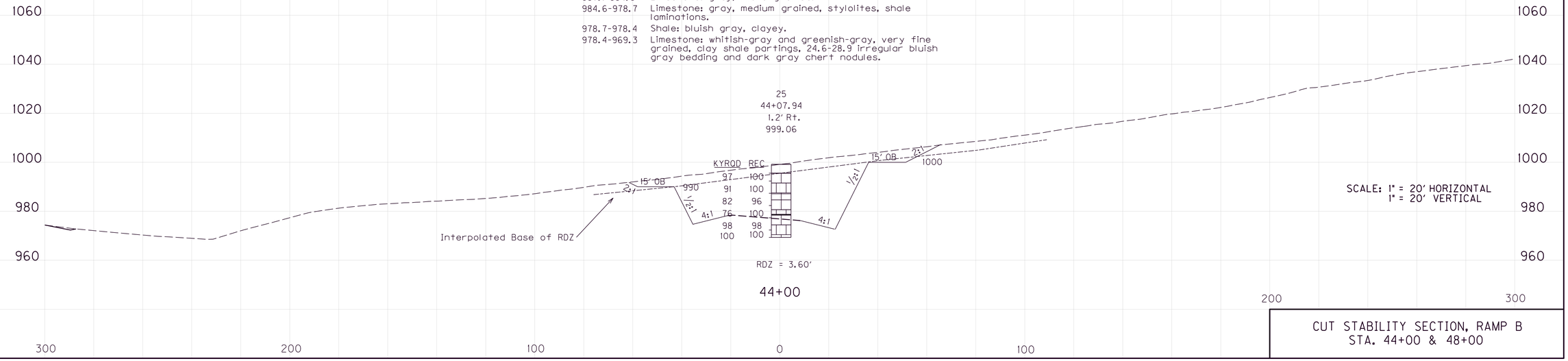
COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R222



Cut Limits from Sta. 20+00 to Sta. 49+50

Core Log Sta. 44+08, 1' Rt.

Elev.	999.1-995.5	Overburden.
	995.5-987.1	Limestone: olive gray, very fine grained, dark gray chert nodules.
	987.1-984.6	Limestone: gray, micro grained.
	984.6-978.7	Limestone: gray, medium grained, stylolites, shale laminations.
	978.7-978.4	Shale: bluish gray, clayey.
	978.4-969.3	Limestone: whitish-gray and greenish-gray, very fine grained, clay shale partings, 24.6-28.9 Irregular bluish gray bedding and dark gray chert nodules.



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

CUT STABILITY SECTION, RAMP B
STA. 44+00 & 48+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R223

Core Log Sta. 31+58.91, 159.1' Lt.

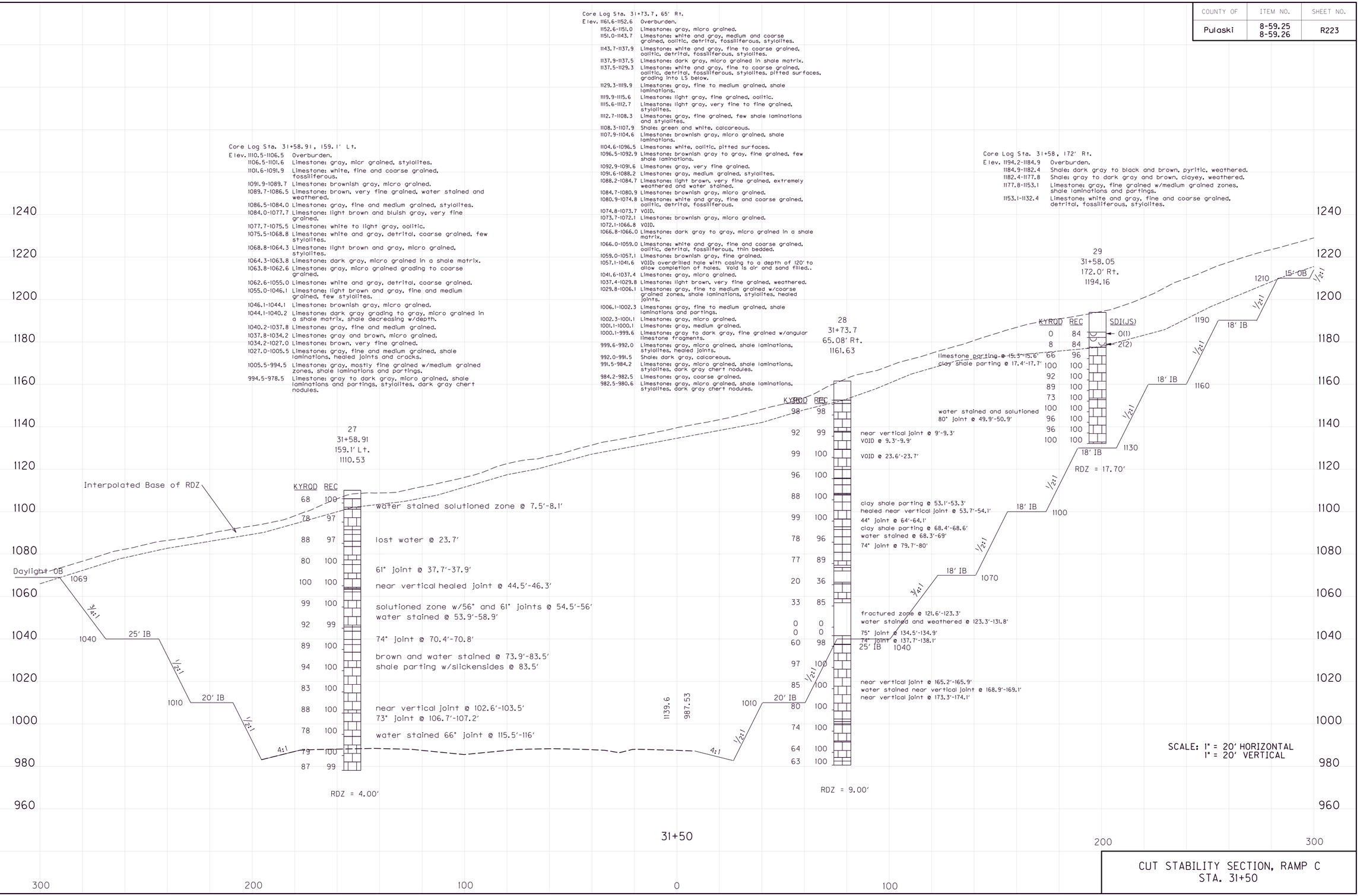
Elev.	
1110.5-1106.5	Overburden.
1106.5-1101.6	Limestone: gray, micr grained, stylolites.
1101.6-1091.9	Limestone: white, fine and coarse grained, fossiliferous.
1091.9-1089.7	Limestone: brownish gray, micro grained.
1089.7-1086.5	Limestone: brown, very fine grained, water stained and weathered.
1086.5-1084.0	Limestone: gray, fine and medium grained, stylolites.
1084.0-1077.7	Limestone: light brown and bluish gray, very fine grained.
1077.7-1075.5	Limestone: white to light gray, oolitic.
1075.5-1068.8	Limestone: white and gray, detrital, coarse grained, few stylolites.
1068.8-1064.3	Limestone: light brown and gray, micro grained, stylolites.
1064.3-1063.8	Limestone: dark gray, micro grained in a shale matrix.
1063.8-1062.6	Limestone: gray, micro grained grading to coarse grained.
1062.6-1055.0	Limestone: white and gray, detrital, coarse grained.
1055.0-1046.1	Limestone: light brown and gray, fine and medium grained, few stylolites.
1046.1-1044.1	Limestone: brownish gray, micro grained.
1044.1-1040.2	Limestone: dark gray grading to gray, micro grained in a shale matrix, shale decreasing w/depth.
1040.2-1037.8	Limestone: gray, fine and medium grained.
1037.8-1034.2	Limestone: gray and brown, micro grained.
1034.2-1027.0	Limestone: brown, very fine grained.
1027.0-1005.5	Limestone: gray, fine and medium grained, shale laminations, healed joints and cracks.
1005.5-994.5	Limestone: gray, mostly fine grained w/medium grained zones, shale laminations and partings.
994.5-978.5	Limestone: gray to dark gray, micro grained, shale laminations and partings, stylolites, dark gray chert nodules.

Core Log Sta. 31+73.7, 65' Rt.

Elev.	
1161.6-1152.6	Overburden.
1152.6-1151.0	Limestone: gray, micro grained.
1151.0-1143.7	Limestone: white and gray, medium and coarse grained, oolitic, detrital, fossiliferous, stylolites.
1143.7-1137.9	Limestone: white and gray, fine to coarse grained, oolitic, detrital, fossiliferous, stylolites.
1137.9-1137.5	Limestone: dark gray, micro grained in shale matrix.
1137.5-1129.3	Limestone: white and gray, fine to coarse grained, oolitic, detrital, fossiliferous, stylolites, pitted surfaces, grading into LS below.
1129.3-1119.9	Limestone: gray, fine to medium grained, shale laminations.
1119.9-1115.6	Limestone: light gray, fine grained, oolitic.
1115.6-1112.7	Limestone: light gray, very fine to fine grained, stylolites.
1112.7-1108.3	Limestone: gray, fine grained, few shale laminations and stylolites.
1108.3-1107.9	Shale: green and white, calcareous.
1107.9-1104.6	Limestone: brownish gray, micro grained, shale laminations.
1104.6-1096.5	Limestone: white, oolitic, pitted surfaces.
1096.5-1092.9	Limestone: brownish gray to gray, fine grained, few shale laminations.
1092.9-1091.6	Limestone: gray, very fine grained.
1091.6-1088.2	Limestone: gray, medium grained, stylolites.
1088.2-1084.7	Limestone: light brown, very fine grained, extremely weathered and water stained.
1084.7-1080.9	Limestone: brownish gray, micro grained.
1080.9-1074.8	Limestone: white and gray, fine and coarse grained, oolitic, detrital, fossiliferous.
1074.8-1073.7	VOID.
1073.7-1072.1	Limestone: brownish gray, micro grained.
1072.1-1066.8	VOID.
1066.8-1066.0	Limestone: dark gray to gray, micro grained in a shale matrix.
1066.0-1059.0	Limestone: white and gray, fine and coarse grained, oolitic, detrital, fossiliferous, thin bedded.
1059.0-1057.1	Limestone: brownish gray, fine grained.
1057.1-1041.6	VOID: overdrilled hole with casing to a depth of 120' to allow completion of holes. Void is air and sand filled..
1041.6-1037.4	Limestone: gray, micro grained.
1037.4-1029.8	Limestone: light brown, very fine grained, weathered.
1029.8-1006.1	Limestone: gray, fine to medium grained w/coarse grained zones, shale laminations, stylolites, healed joints.
1006.1-1002.3	Limestone: gray, fine to medium grained, shale laminations and partings.
1002.3-1001.1	Limestone: gray, micro grained.
1001.1-1000.1	Limestone: gray, medium grained.
1000.1-999.6	Limestone: gray to dark gray, fine grained w/angular limestone fragments.
999.6-992.0	Limestone: gray, micro grained, shale laminations, stylolites, healed joints.
992.0-991.5	Shale: dark gray, calcareous.
991.5-984.2	Limestone: gray, micro grained, shale laminations, stylolites, dark gray chert nodules.
984.2-982.5	Limestone: gray, coarse grained.
982.5-980.6	Limestone: gray, micro grained, shale laminations, stylolites, dark gray chert nodules.

Core Log Sta. 31+58, 172' Rt.

Elev.	
1194.2-1184.9	Overburden.
1184.9-1182.4	Shale: dark gray to black and brown, pyritic, weathered.
1182.4-1177.8	Shale: gray to dark gray and brown, clayey, weathered.
1177.8-1153.1	Limestone: gray, fine grained w/medium grained zones, shale laminations and partings.
1153.1-1132.4	Limestone: white and gray, fine and coarse grained, detrital, fossiliferous, stylolites.



CUT STABILITY SECTION, RAMP C
STA. 31+50

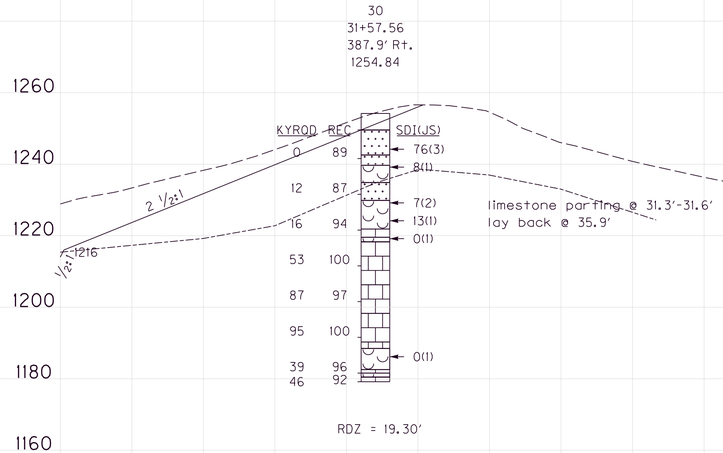
FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R224

Cut Limits from N. Bypass Sta. 685+00 to Sta. 46+00

Core Log Sta. 31+58, 388' Rt.

Elev. 1254.8-1250.2 Overburden.
1250.2-1243.2 Sandstone: brownish yellow and red, medium grained, friable, NON-DURABLE.
1243.2-1240.3 Sandstone: brown, medium grained, weathered shale partings, friable, NON-DURABLE.
1240.3-1235.5 Shale: gray and brown, clayey, extremely weathered.
1235.5-1230.5 Sandstone: light brownish gray, medium grained, cross bedded, durable.
1230.5-1222.5 Shale: brown and gray, clayey in part sandy, weathered.
1222.5-1220.2 Limestone: gray, fine and medium grained, shale partings.
1220.2-1218.9 Shale: brown and gray, clayey, calcareous, weathered.
1218.9-1189.1 Limestone: gray, fine grained w/medium grained zones, shale laminations and partings, water stained zones.
1189.1-1183.2 Shale: black, pyritic.
1183.2-1182.2 Limestone: light gray, coarse grained.
1182.2-1181.1 Shale: dark gray and brown, fossiliferous, weathered.
1181.1-1179.8 Limestone: light gray and brown, coarse grained.



CUT STABILITY SECTION, RAMP C
STA. 31+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R225

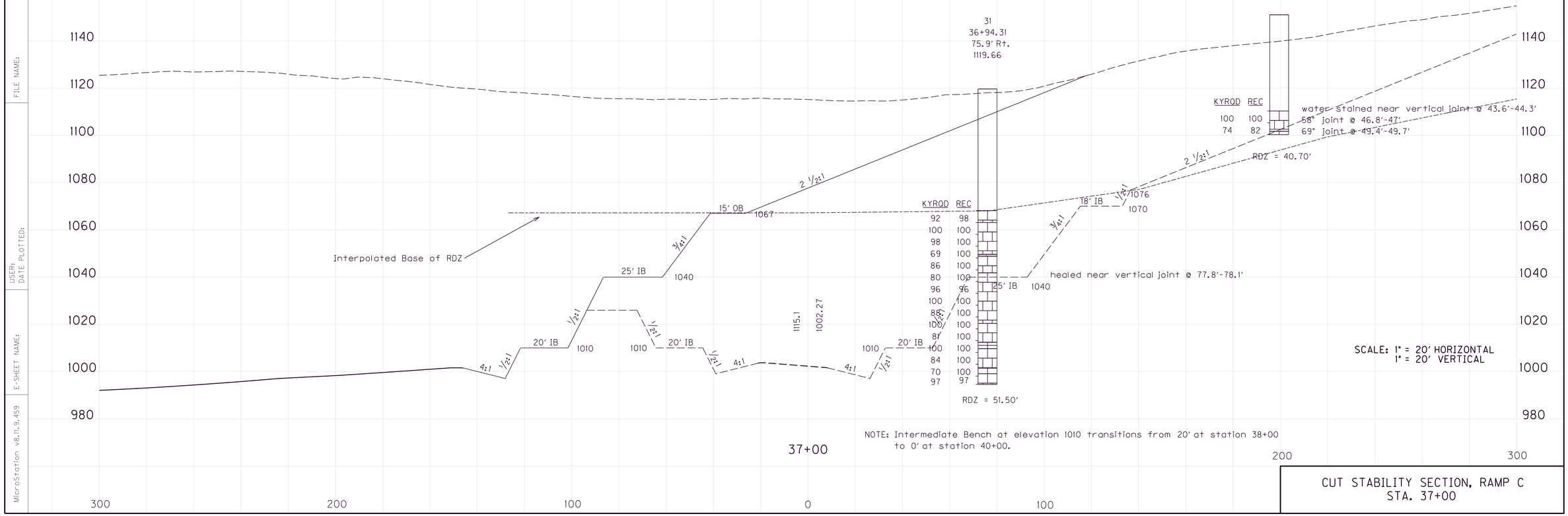
Cut Limits from N. Bypass Sta. 685+00 to Sta. 46+00

Core Log Sta. 36+94, 76′ Rt.

Elev.	1119.7-1068.2	Overburden.
	1068.2-1063.2	Limestone: light gray, fine to medium grained.
	1063.2-1049.7	Limestone: gray, micro grained w/fine to medium crystalline zones, shale laminations, stylolites.
	1049.7-1048.9	Shale: brownish white, clayey.
	1048.9-1041.9	Limestone: brownish white, very fine grained.
	1041.9-1020.5	Limestone: gray, fine to medium grained, stylolites, healed fractures.
	1020.5-1012.5	Limestone: gray, fine to coarse grained, few shale partings.
	1012.5-1011.2	Limestone: gray, micro grained, cross bedded.
	1011.2-1009.8	Limestone: dark gray, fine grained matrix w/coarser grains.
	1009.8-1001.5	Limestone: gray, micro grained, cross bedded, shale laminations, healed fractures.
	1001.5-999.2	Limestone: dark gray, fine grained matrix w/angular limestone and chert fragments, irregular bedding.
	999.2-994.7	Limestone: gray, micro grained, cross bedded, dark gray chert nodules, stylolites, shale laminations.

Core Log Sta. 37+00, 203′ Rt.

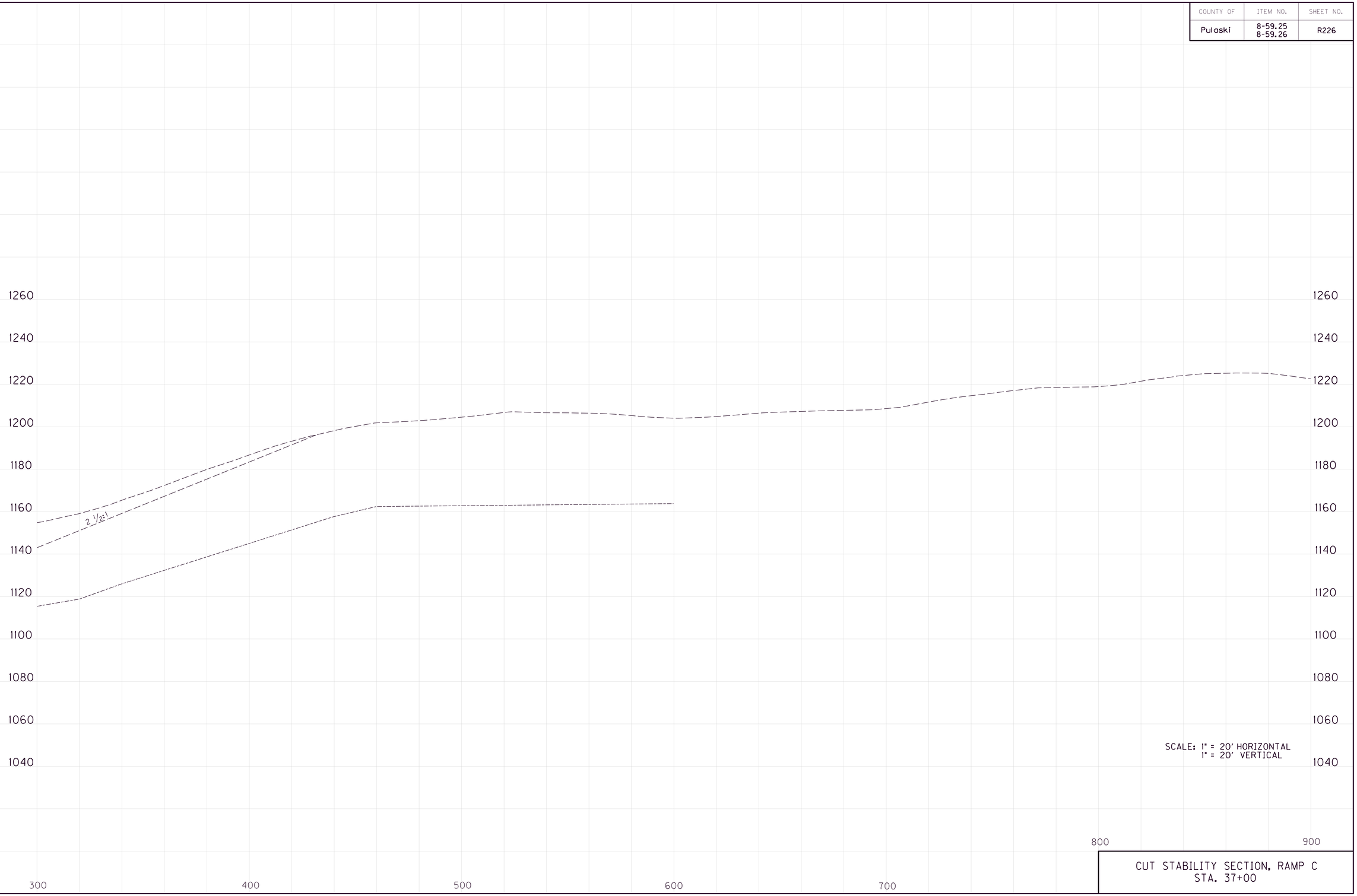
Elev.	1151.0-1110.3	Overburden.
	1110.3-1102.6	Limestone: brownish gray, micro grained matrix w/medium grains, stylolites.
	1102.6-1101.7	VOID.
	1101.7-1100.3	Limestone: brown, micro grained.



CUT STABILITY SECTION, RAMP C
STA. 37+00

MicroStation v8.11.9.459 E-SHEET NAME: USER: DATE PLOTTED: FILE NAME:

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R226



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

CUT STABILITY SECTION, RAMP C
STA. 37+00

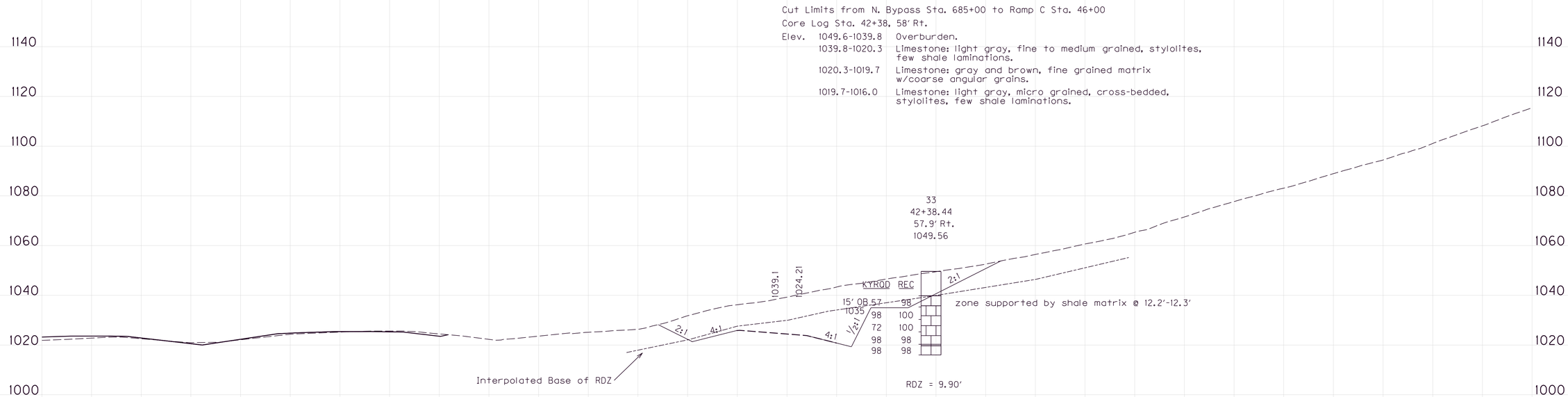
FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R227

Cut Limits from N. Bypass Sta. 685+00 to Ramp C Sta. 46+00

Core Log Sta. 42+38, 58' Rt.

Elev.		
	1049.6-1039.8	Overburden.
	1039.8-1020.3	Limestone: light gray, fine to medium grained, stylolites, few shale laminations.
	1020.3-1019.7	Limestone: gray and brown, fine grained matrix w/coarse angular grains.
	1019.7-1016.0	Limestone: light gray, micro grained, cross-bedded, stylolites, few shale laminations.



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

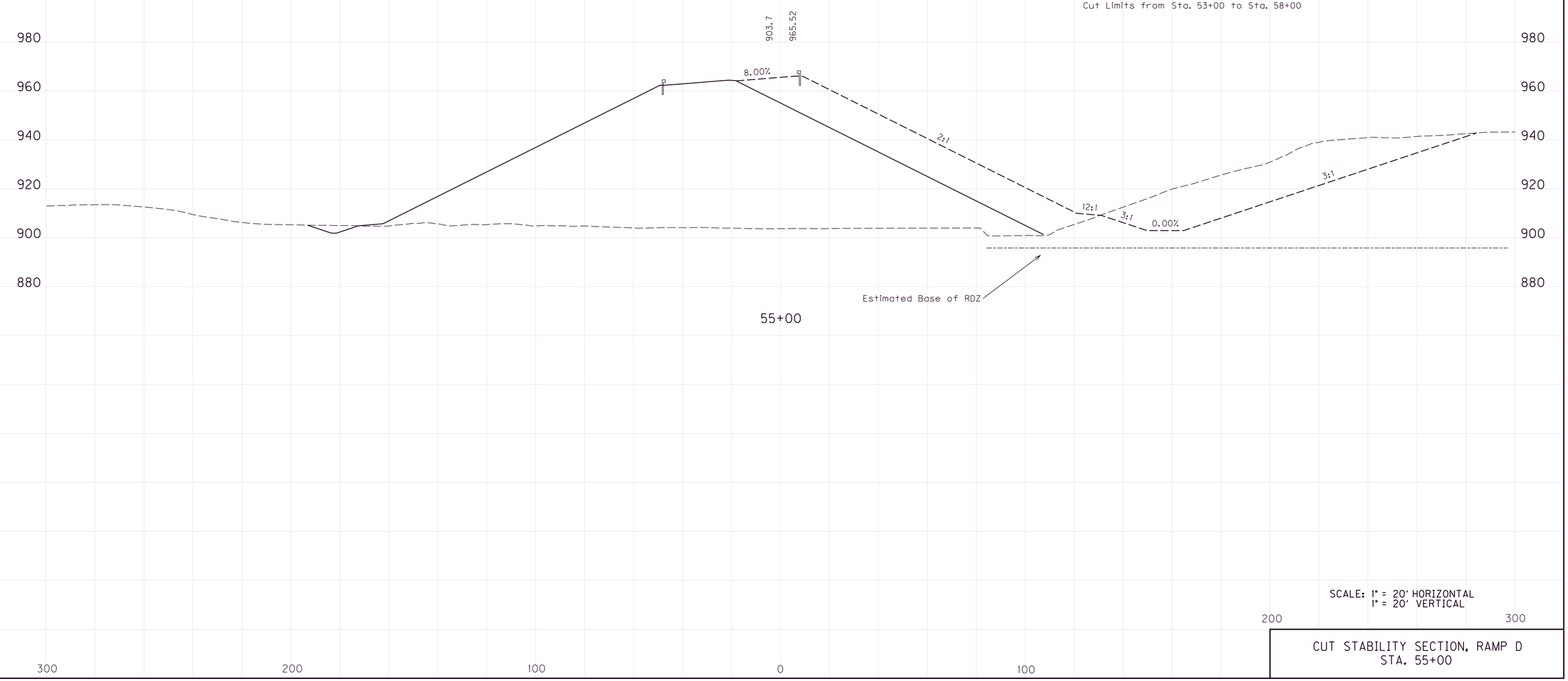
CUT STABILITY SECTION, RAMP C
STA. 42+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R228

NOTE : COULD NOT BE DRILLED BECAUSE OF A LACK OF PROPERTY OWNER PERMISSION.
TO BE DRILLED AFTER RIGHT-OF-AWAY HAS BEEN PURCHASED

Cut Limits from Sta. 53+00 to Sta. 58+00



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

CUT STABILITY SECTION, RAMP D
STA. 55+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R229

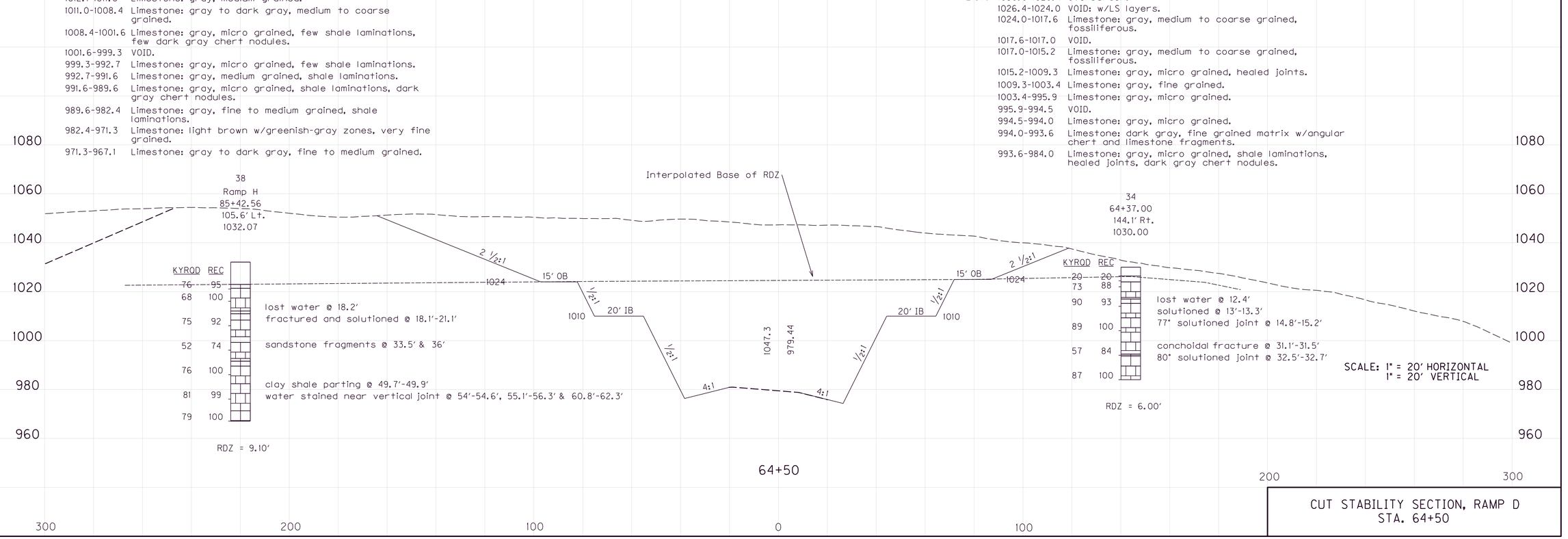
Core Log Ramp H Sta. 85+43, 106' Lt.

Elev. 1032.1-1023.0 Overburden.
1023.0-1021.4 Limestone: light gray, medium to coarse grained.
1021.4-1012.1 Limestone: gray, micro grained.
1012.1-1011.0 Limestone: gray, medium grained.
1011.0-1008.4 Limestone: gray to dark gray, medium to coarse grained.
1008.4-1001.6 Limestone: gray, micro grained, few shale laminations, few dark gray chert nodules.
1001.6-999.3 VOID.
999.3-992.7 Limestone: gray, micro grained, few shale laminations.
992.7-991.6 Limestone: gray, medium grained, shale laminations.
991.6-989.6 Limestone: gray, micro grained, shale laminations, dark gray chert nodules.
989.6-982.4 Limestone: gray, fine to medium grained, shale laminations.
982.4-971.3 Limestone: light brown w/greenish-gray zones, very fine grained.
971.3-967.1 Limestone: gray to dark gray, fine to medium grained.

Cut Limits from Ramp D Sta. 62+00 to N. Bypass Sta. 687+50

Core Log Sta. 64+37, 144' Rt.

Elev. 1030.0-1026.4 Overburden.
1026.4-1024.0 VOID: w/LS layers.
1024.0-1017.6 Limestone: gray, medium to coarse grained, fossiliferous.
1017.6-1017.0 VOID.
1017.0-1015.2 Limestone: gray, medium to coarse grained, fossiliferous.
1015.2-1009.3 Limestone: gray, micro grained, healed joints.
1009.3-1003.4 Limestone: gray, fine grained.
1003.4-995.9 Limestone: gray, micro grained.
995.9-994.5 VOID.
994.5-994.0 Limestone: gray, micro grained.
994.0-993.6 Limestone: dark gray, fine grained matrix w/angular chert and limestone fragments.
993.6-984.0 Limestone: gray, micro grained, shale laminations, healed joints, dark gray chert nodules.



CUT STABILITY SECTION, RAMP D
STA. 64+50

MicroStation v8.11.9.459 E-SHEET NAME: USER: DATE PLOTTED: FILE NAME:

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R230

Cut Limits from Sta. 62+00 to N. Bypass Sta. 687+50

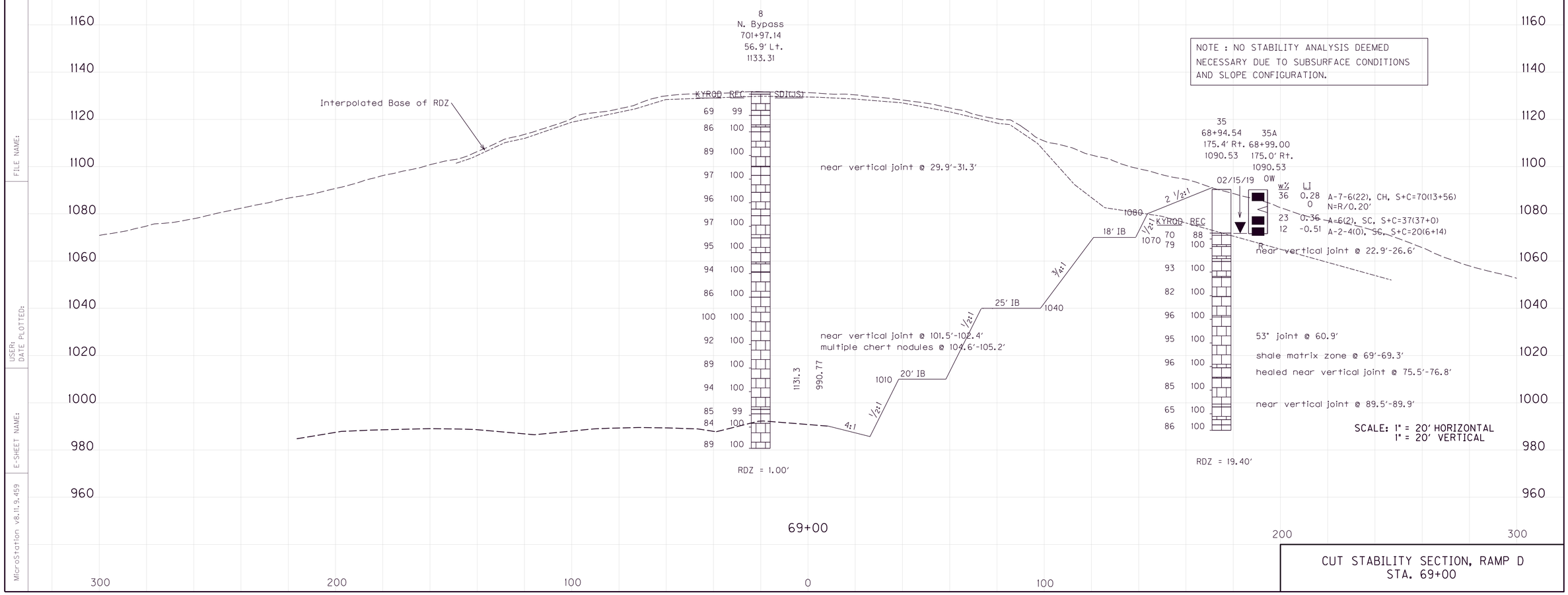
Core Log N. Bypass Sta. 701+97, 57' Lt.

Elev.		
1133.3-1132.4	Overburden.
1132.4-1125.5	Limestone: gray, micro grained, cross bedded, stylolites.
1125.5-1123.4	Limestone: gray, micro to fine grained, few shale laminations, fossil fragments.
1123.4-1118.5	Limestone: gray, micro grained, cross bedded, stylolites.
1118.5-1116.4	Limestone: light gray, medium grained.
1116.4-1109.9	Limestone: gray, micro grained, cross bedded, stylolites.
1109.9-1101.6	Limestone: white to light gray, fine to medium grained, oolitic, occasional pitted surfaces.
1101.6-1098.0	Limestone: gray, fine grained, stylolites.
1098.0-1090.8	Limestone: gray, micro grained.
1090.8-1083.7	Limestone: white to light gray, fine to medium grained, oolitic.
1083.7-1080.9	Limestone: gray, fine to medium grained, stylolites.
1080.9-1071.5	Limestone: gray, micro grained, cross bedded, stylolites, calcite filled vugs.
1071.5-1065.3	Limestone: light gray, fine and medium grained.
1065.3-1060.5	Limestone: brownish-gray, dolomitic, very fine grained.
1060.5-1057.2	Limestone: gray, fine grained.
1057.2-1056.9	Limestone: dark gray to black, angular rock fragments.
1056.9-1046.4	Limestone: gray, micro and fine grained, cross bedded, stylolites and multiple healed fractures.
1046.4-1040.0	Limestone: light gray to white, micro grained.
1040.0-998.9	Limestone: gray, micro and fine to medium grained, cross bedded, stylolites.
998.9-997.0	Limestone: dark gray, fine and medium grained, shale matrix zones.
997.0-982.4	Limestone: gray, micro grained, stylolites, dark gray chert nodules.

Core Log Sta. 68+94, 175' Rt.

Elev.		
1090.5-1072.0	Overburden.
1072.0-1071.1	Limestone: brown, very fine grained.
1071.1-1066.3	Limestone: gray, micro grained, stylolites.
1066.3-1061.2	Limestone: white and gray, fine and coarse grained, oolitic, detrital, fossiliferous.
1061.2-1060.0	Limestone: brownish-gray, micro grained.
1060.0-1053.7	Limestone: brownish-white, very fine grained, few stylolites.
1053.7-1053.2	Limestone: dark gray, micro grained in a shale matrix.
1053.2-1045.1	Limestone: gray to light gray, micro grained that coarsens w/depth, healed joints.
1045.1-1036.5	Limestone: white gray, very fine grained.
1036.5-1015.0	Limestone: gray, medium grained, few shale laminations.
1015.0-1010.6	Limestone: gray, fine to medium grained.
1010.6-999.6	Limestone: gray, micro grained, shale laminations and partings, healed joints.
999.6-998.4	Limestone: gray, medium to coarse grained, small chert fragments.
998.4-993.0	Limestone: gray, micro grained, shale laminations and partings, healed joints.
993.0-990.8	Limestone: dark gray, fine grained matrix w/angular limestone and chert fragments.
990.8-988.5	Limestone: gray, micro grained, shale laminations, healed joints, dark gray chert nodules.

NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.



CUT STABILITY SECTION, RAMP D
STA. 69+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R231

Core Log Ramp B Sta. 34+24, 59' Rt.

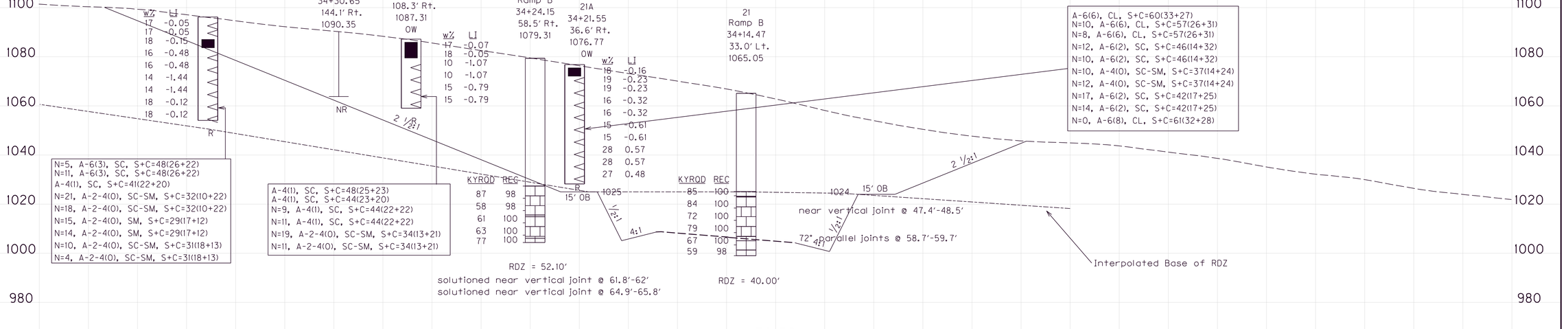
Elev. 1079.3-1027.3 Overburden.
1027.3-1015.5 Limestone: gray, micro grained, cross bedded, few shale laminations, stylolites.
1015.5-1014.8 Limestone: gray to dark gray, fine grained matrix w/few coarse grains.
1014.8-1006.0 Limestone: gray, micro grained, cross bedded, stylolites, healed fractures.
1006.0-1004.3 Limestone: light gray to white, coarse grained and crystalline, stylolites.

Cut Limits from Sta. 64+50 to Sta. 81+50

Core Log Ramp B Sta. 34+14, 33' Lt.

Elev. 1065.1-1025.1 Overburden.
1025.1-1023.2 Limestone: gray, fine and medium grained.
1023.2-1022.9 Limestone: dark brown and dark gray, angular grains in a shale matrix.
1022.9-1006.8 Limestone: gray, micro grained, cross bedded, stylolites, healed fractures, dark gray chert nodules.
1006.8-1005.1 Limestone: light gray to white, coarse grained and crystalline, stylolites.
1005.1-1001.3 Limestone: gray, micro grained, cross bedded, shale laminations, dark gray chert nodules.
1001.3-999.0 Limestone: gray, medium grained, stylolites.

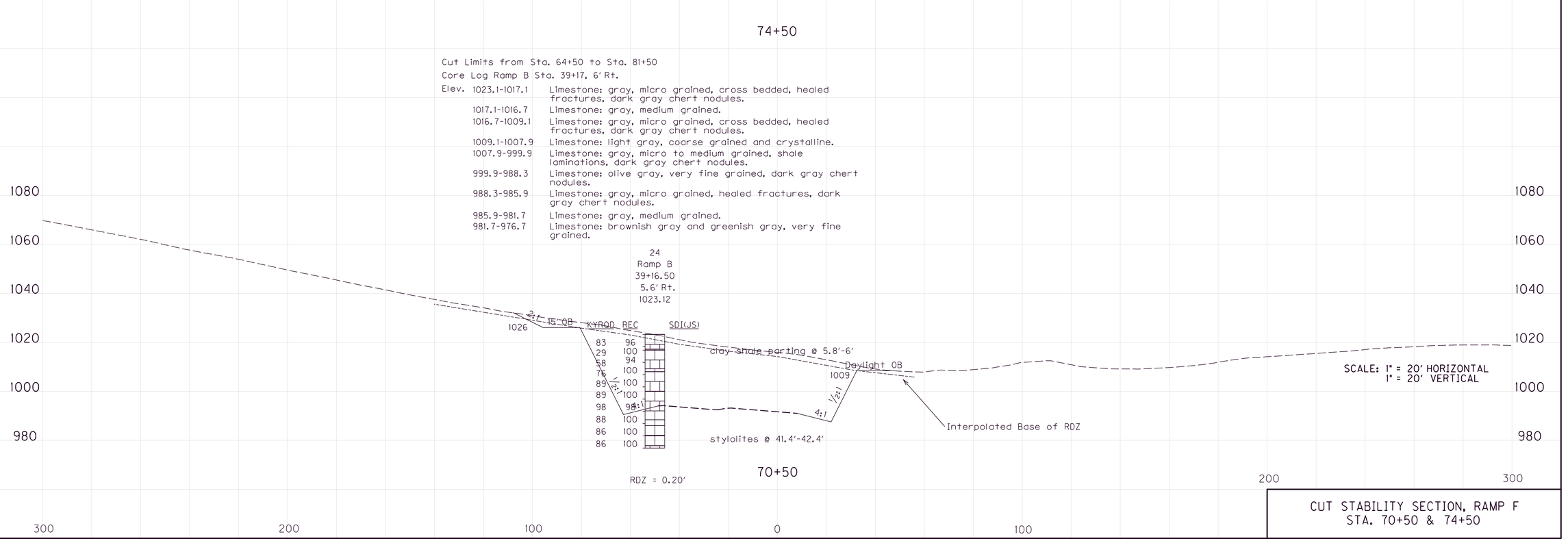
NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY REFER TO SLOPE STABILITY AT RAMP B STATION 34+00



Cut Limits from Sta. 64+50 to Sta. 81+50

Core Log Ramp B Sta. 39+17, 6' Rt.

Elev. 1023.1-1017.1 Limestone: gray, micro grained, cross bedded, healed fractures, dark gray chert nodules.
1017.1-1016.7 Limestone: gray, medium grained.
1016.7-1009.1 Limestone: gray, micro grained, cross bedded, healed fractures, dark gray chert nodules.
1009.1-1007.9 Limestone: light gray, coarse grained and crystalline.
1007.9-999.9 Limestone: gray, micro to medium grained, shale laminations, dark gray chert nodules.
999.9-988.3 Limestone: olive gray, very fine grained, dark gray chert nodules.
988.3-985.9 Limestone: gray, micro grained, healed fractures, dark gray chert nodules.
985.9-981.7 Limestone: gray, medium grained.
981.7-976.7 Limestone: brownish gray and greenish gray, very fine grained.



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

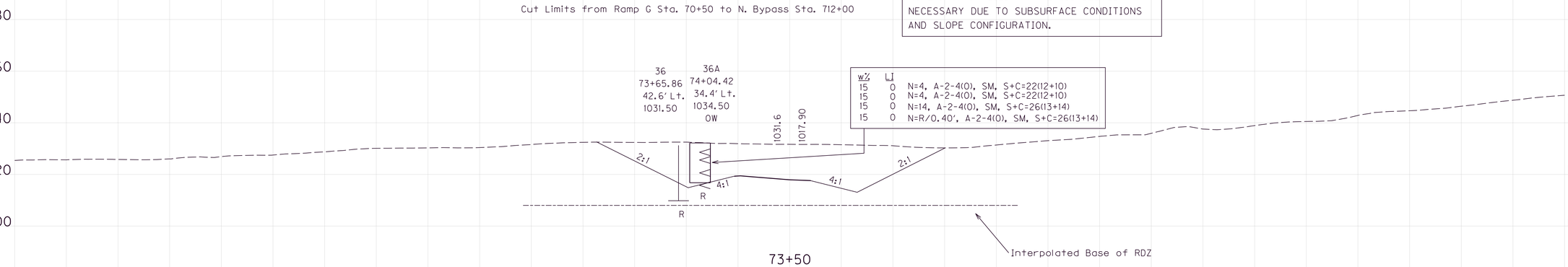
CUT STABILITY SECTION, RAMP F
STA. 70+50 & 74+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R232

Cut Limits from Ramp G Sta. 70+50 to N. Bypass Sta. 712+00

NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.



73+50

Core Log Ramp B Sta. 30+39, 89' Rt.

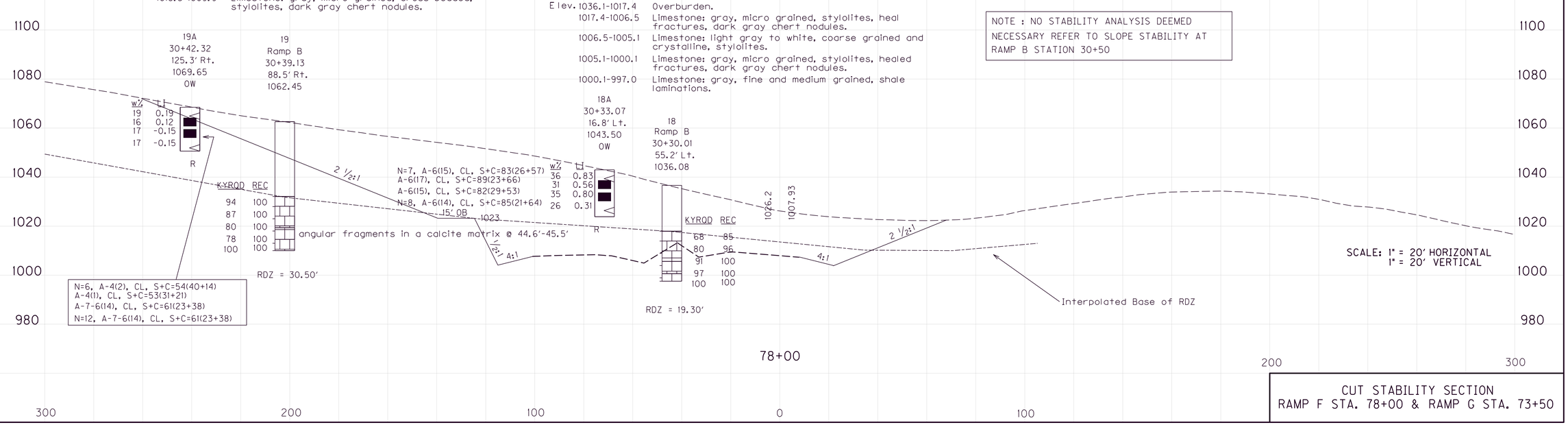
Elev. 1062.5-1032.0 Overburden.
1032.0-1019.3 Limestone: gray, micro grained, cross bedded, shale laminations.
1019.3-1018.5 Limestone: dark brown and dark gray, angular grains in a shale matrix.
1018.5-1009.9 Limestone: gray, micro grained, cross bedded, stylolites, dark gray chert nodules.

Cut Limits from Sta. 64+50 to Sta. 81+50

Core Log Ramp B Sta. 30+30, 55' Lt.

Elev. 1036.1-1017.4 Overburden.
1017.4-1006.5 Limestone: gray, micro grained, stylolites, heal fractures, dark gray chert nodules.
1006.5-1005.1 Limestone: light gray to white, coarse grained and crystalline, stylolites.
1005.1-1000.1 Limestone: gray, micro grained, stylolites, healed fractures, dark gray chert nodules.
1000.1-997.0 Limestone: gray, fine and medium grained, shale laminations.

NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY REFER TO SLOPE STABILITY AT RAMP B STATION 30+50



78+00

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

CUT STABILITY SECTION
RAMP F STA. 78+00 & RAMP G STA. 73+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R233

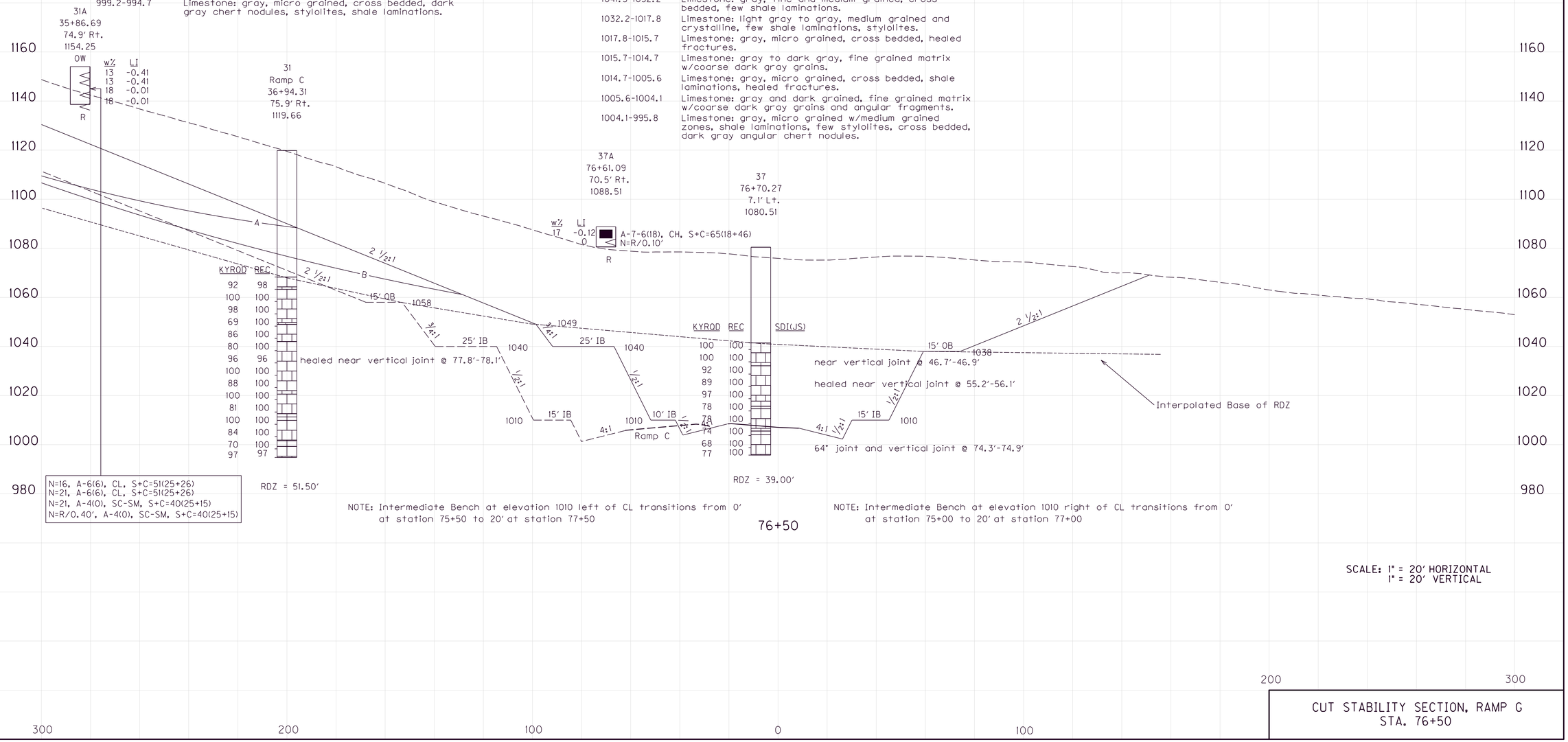
Core Log Ramp C Sta. 36+94, 76' Rt.

Elev.		
	1119.7-1068.2	Overburden.
	1068.2-1063.2	Limestone: light gray, fine to medium grained.
	1063.2-1049.7	Limestone: gray, micro grained w/fine to medium crystalline zones, shale laminations, stylolites.
	1049.7-1048.9	Shale: brownish-white, clayey.
	1048.9-1041.9	Limestone: brownish-white, very fine grained.
	1041.9-1020.5	Limestone: gray, fine to medium grained, stylolites, healed fractures.
	1020.5-1012.5	Limestone: gray, fine to coarse grained, few shale partings.
	1012.5-1011.2	Limestone: gray, micro grained, cross bedded.
	1011.2-1009.8	Limestone: dark gray, fine grained matrix w/coarser grains.
	1009.8-1001.5	Limestone: gray, micro grained, cross bedded, shale laminations, healed fractures.
	1001.5-999.2	Limestone: dark gray, fine grained matrix w/angular limestone and chert fragments, irregular bedding.
	999.2-994.7	Limestone: gray, micro grained, cross bedded, dark gray chert nodules, stylolites, shale laminations.

Cut Limits from Sta. 70+50 to N. Bypass Sta. 712+00

Core Log Sta. 76+70, 7' Lt.

Elev.		
	1080.5-1041.5	Overburden.
	1041.5-1032.2	Limestone: gray, fine and medium grained, cross bedded, few shale laminations.
	1032.2-1017.8	Limestone: light gray to gray, medium grained and crystalline, few shale laminations, stylolites.
	1017.8-1015.7	Limestone: gray, micro grained, cross bedded, healed fractures.
	1015.7-1014.7	Limestone: gray to dark gray, fine grained matrix w/coarse dark gray grains.
	1014.7-1005.6	Limestone: gray, micro grained, cross bedded, shale laminations, healed fractures.
	1005.6-1004.1	Limestone: gray and dark grained, fine grained matrix w/coarse dark gray grains and angular fragments.
	1004.1-995.8	Limestone: gray, micro grained w/medium grained zones, shale laminations, few stylolites, cross bedded, dark gray angular chert nodules.



NOTE: Intermediate Bench at elevation 1010 left of CL transitions from 0' at station 75+50 to 20' at station 77+50

NOTE: Intermediate Bench at elevation 1010 right of CL transitions from 0' at station 75+00 to 20' at station 77+00

76+50

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

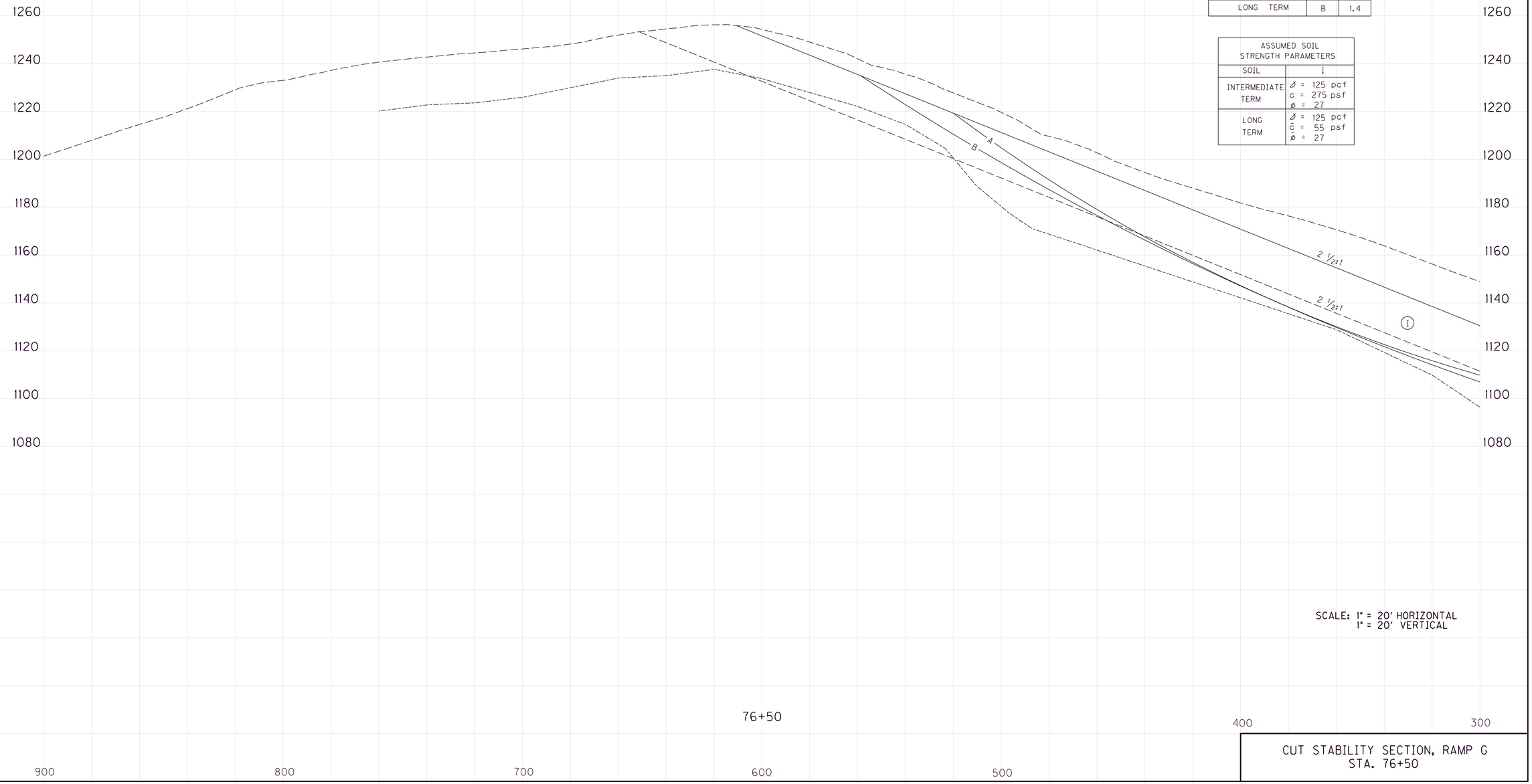
CUT STABILITY SECTION, RAMP G
STA. 76+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R234

FACTORS OF SAFETY		
INTERMEDIATE TERM	A	1.7
LONG TERM	B	1.4

ASSUMED SOIL STRENGTH PARAMETERS	
SOIL	I
INTERMEDIATE TERM	γ = 125 pcf c = 275 psf ϕ = 27
LONG TERM	γ = 125 pcf $\bar{c}$ = 55 psf $\bar{\phi}$ = 27



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

CUT STABILITY SECTION, RAMP G
STA. 76+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R235

Core Log Sta. 85+43, 106' Lt.
Elev. 1032.1-1023.0 Overburden.
1023.0-1021.4 Limestone: light gray, medium to coarse grained.
1021.4-1012.1 Limestone: gray, micro grained.
1012.1-1011.0 Limestone: gray, medium grained.
1011.0-1008.4 Limestone: gray to dark gray, medium to coarse grained.
1008.4-1001.6 Limestone: gray, micro grained, few shale laminations, few dark gray chert nodules.
1001.6-999.3 VOID.
999.3-992.7 Limestone: gray, micro grained, few shale laminations.
992.7-991.6 Limestone: gray, medium grained, shale laminations.
991.6-989.6 Limestone: gray, micro grained, shale laminations, dark gray chert nodules.
989.6-982.4 Limestone: gray, fine to medium grained, shale laminations.
982.4-971.3 Limestone: light brown w/greenish-gray zones, very fine grained.
971.3-967.1 Limestone: gray to dark gray, fine to medium grained.

10
N. Bypass
706+97.78
240.1' Lt.
1057.30

NR

38
85+42.56
105.6' Lt.
1032.07

KYROD	REC
76	95
68	100
75	92
52	74
76	100
81	99
79	100

lost water @ 18.2'
fractured and solutioned @ 18.1'-21.1'
sandstone fragments @ 33.5' & 36'
clay shale parting @ 49.7'-49.9'
water stained near vertical joint @ 54'-54.6', 55.1-56.3' & 60.8'-62.3'

RDZ = 9.10'

2:1
1018
1/2:1
20' IB
1002
1/2:1
4:1
1009.5
969.67
991
1/2:1
4:1
15' OB 2:1

Interpolated Base of RDZ

85+50

Cut Limits from Sta. 81+50 to Sta. 88+00
Core Log N. Bypass Sta. 710+97, 59' Lt.
Elev. 1001.0-986.0 Overburden.
986.0-974.8 Limestone: olive-gray and greenish-gray, very fine grained, dark gray chert nodules.
974.8-968.5 Limestone: gray and greenish-gray, micro to fine grained, crossbedded.
968.5-963.5 Limestone: olive-gray and greenish-gray, very fine grained, calcite filled vugs.

13
N. Bypass
710+97.15
58.7' Lt.
1001.00

KYROD	REC
84	95
89	98
86	100

Com
clay shale parting @ 15.2'-15.7'
20° joint @ 32.9'

990.8
971.42
2:1
4:1
4:1
2:1

RDZ = 15.70'

Interpolated Base of RDZ

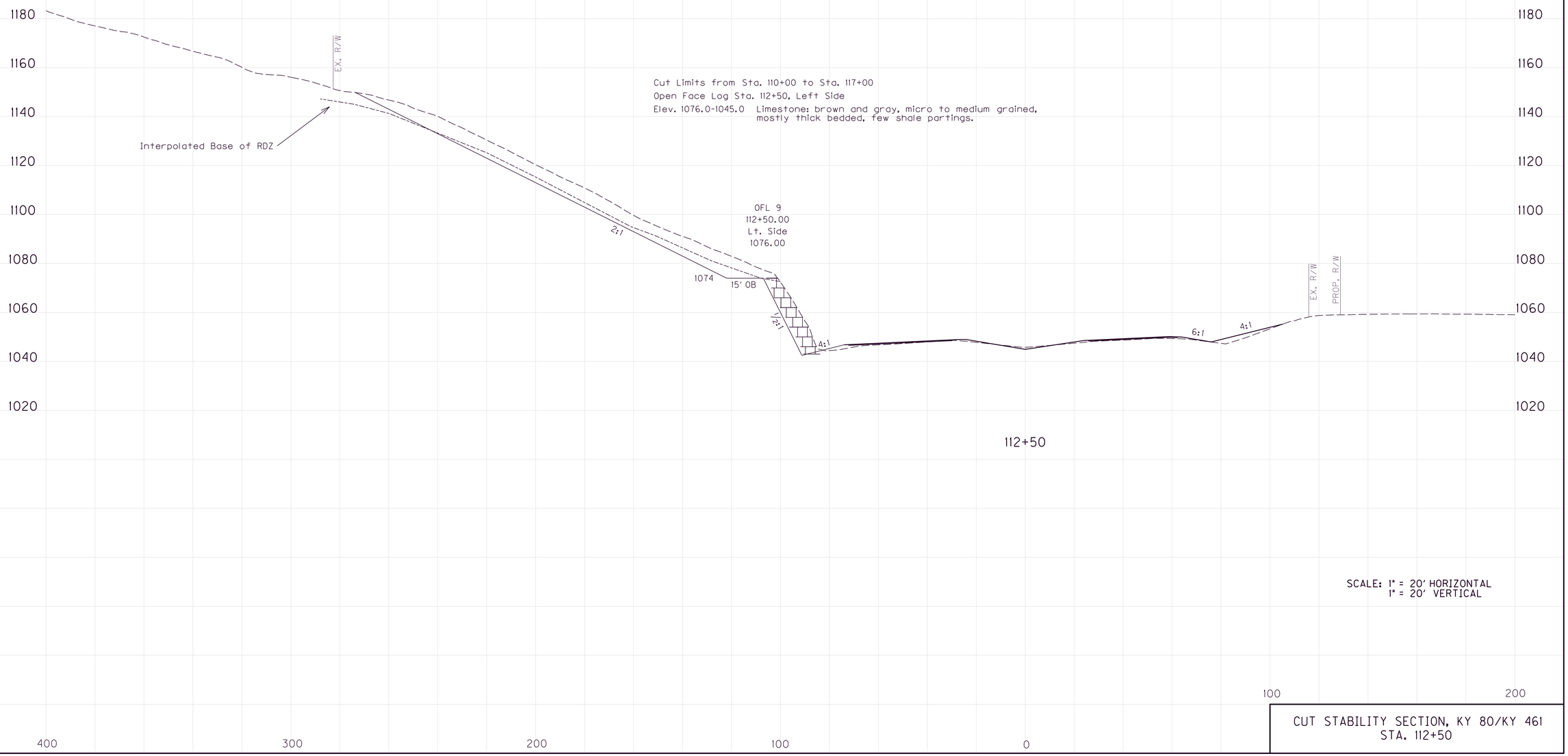
82+00

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

CUT STABILITY SECTION, RAMP H
STA. 82+00 & 85+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R236



Cut Limits from Sta. 110+00 to Sta. 117+00
Open Face Log Sta. 112+50, Left Side
Elev. 1076.0-1045.0 Limestone: brown and gray, micro to medium grained, mostly thick bedded, few shale partings.

112+50

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

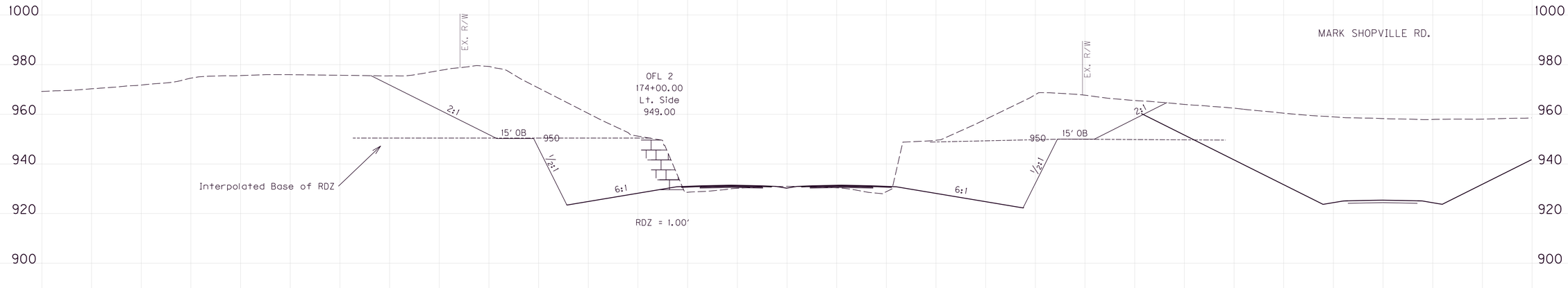
CUT STABILITY SECTION, KY 80/KY 461
STA. 112+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R237

NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.

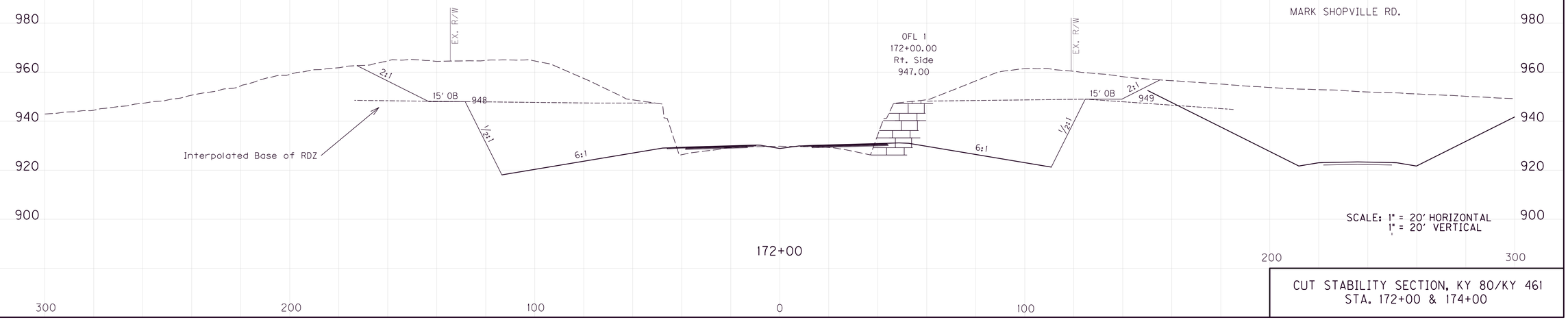
Cut Limits from Sta. 171+50 to Sta. 189+50
Open Face Log Sta. 174+00, Left Side
Elev. 949.0-936.0 Limestone: gray, weathers to light yellowish brown, fine grained, thin to medium bedded, cross bedded, shale partings every .5-2', several high angle joints.
936.0-929.0 Limestone: gray, fine grained, thin to thick bedded, shale partings every .5-3'.



174+00

NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.

Cut Limits from Sta. 171+50 to Sta. 189+50
Open Face Log Sta. 172+00, Right Side
Elev. 947.0-934.0 Limestone: gray, weathers to light yellowish brown, fine grained, thin to medium bedded, shale partings every .5-2', several high angle joints.
934.0-927.0 Limestone: gray, fine grained, thin to thick bedded, shale partings every .5-3'.



172+00

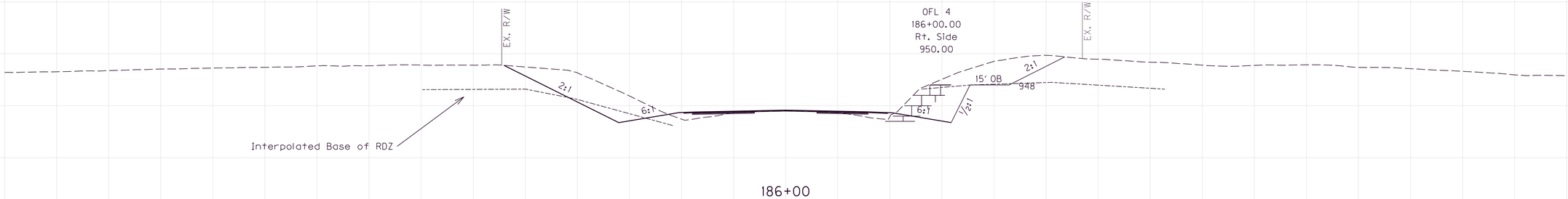
SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

CUT STABILITY SECTION, KY 80/KY 461
STA. 172+00 & 174+00

FILE NAME:
USER: DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

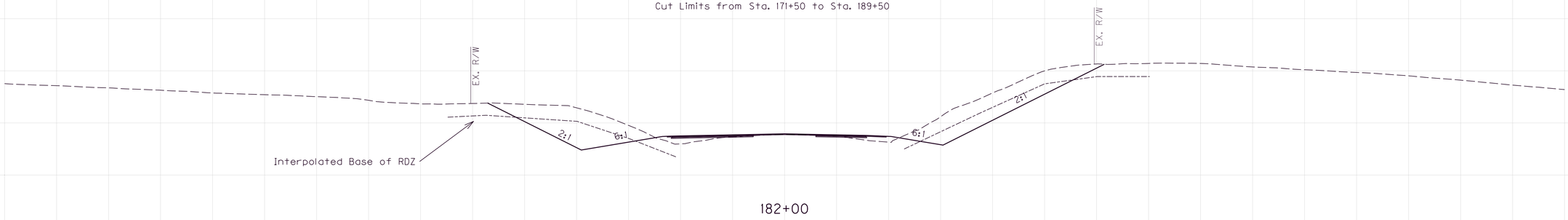
COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R238

Cut Limits from Sta. 171+50 to Sta. 189+50
Open Face Log Sta. 186+00, Right Side
Elev. 950.0-936.0 Limestone: gray, weathers to light yellowish brown, fine grained, thin to medium bedded, shale partings every .5-2'.



186+00

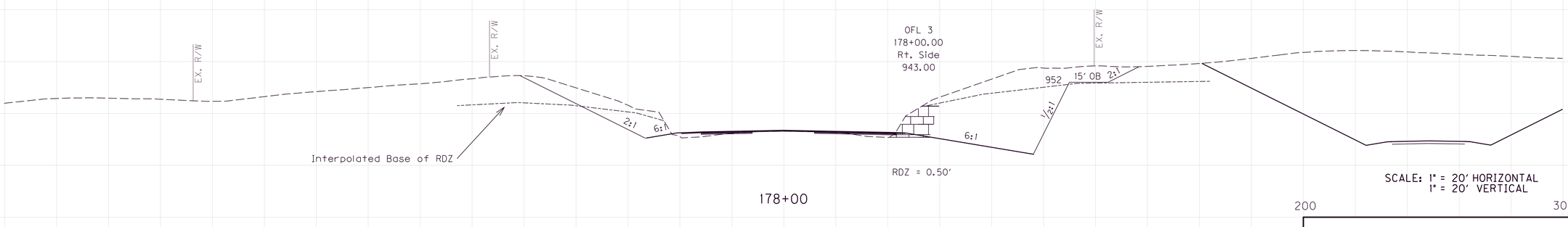
Cut Limits from Sta. 171+50 to Sta. 189+50



182+00

Cut Limits from Sta. 171+50 to Sta. 189+50
Open Face Log Sta. 178+00, Right Side
Elev. 943.0-936.0 Limestone: gray, weathers to light yellowish brown, fine grained, thin to medium bedded, cross bedded, shale partings every .5-2'.
936.0-931.0 Limestone: gray, fine grained, thin to thick bedded, shale partings every .5-3'.

MARK SHOPVILLE RD.



178+00

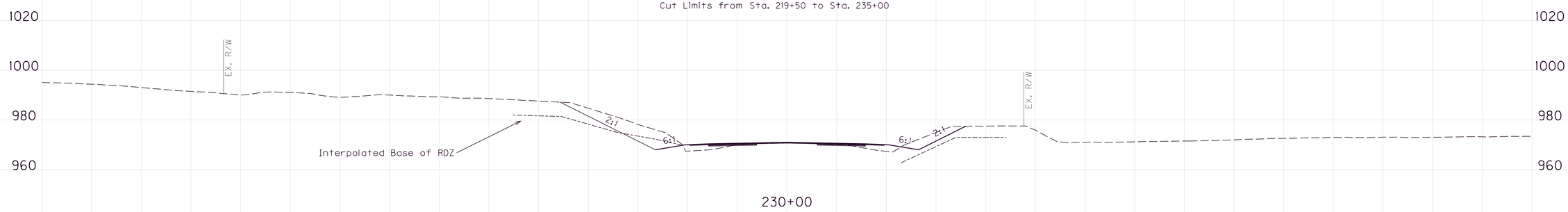
SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

300 200 100 0 100 200 300

CUT STABILITY SECTION, KY 80/KY 461
STA. 178+00, 182+00, & 186+00

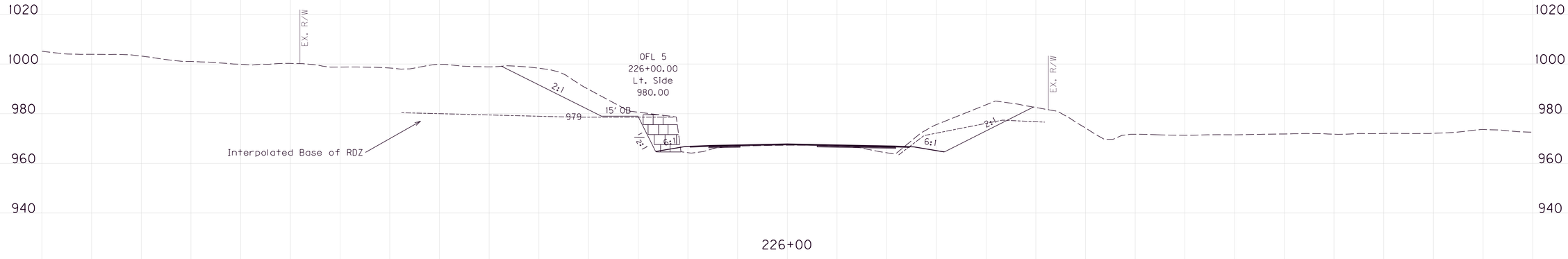
FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

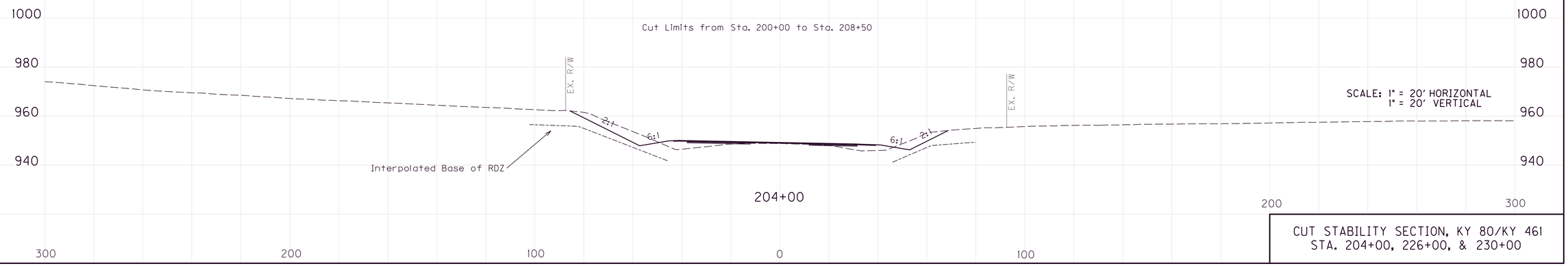
COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R239



NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.

Cut Limits from Sta. 219+50 to Sta. 235+00
Open Face Log Sta. 226+00, Left Side
Elev. 980.0-965.0 Limestone: yellowish gray and gray, fine grained, medium to thick bedded, shale partings.

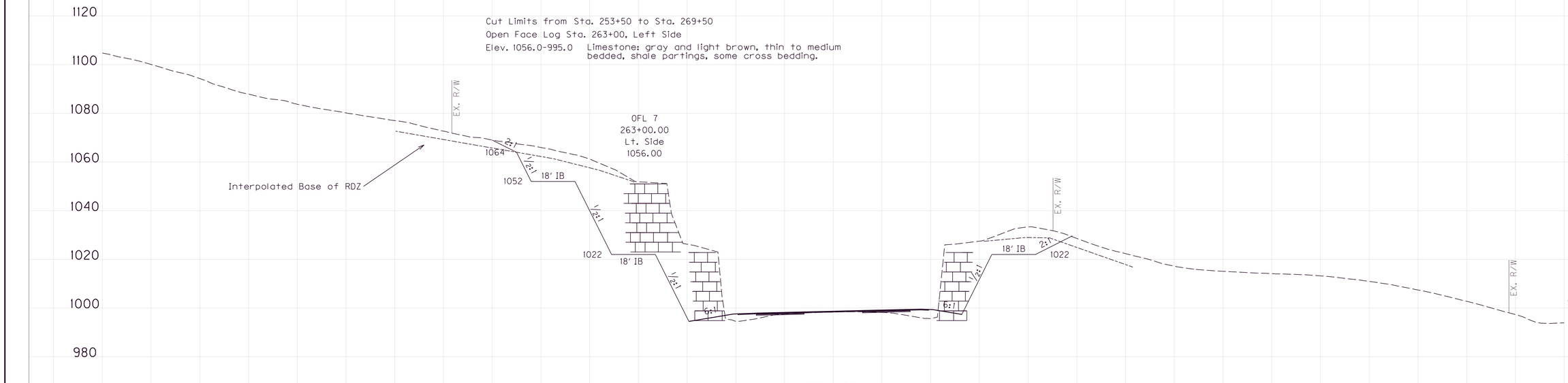


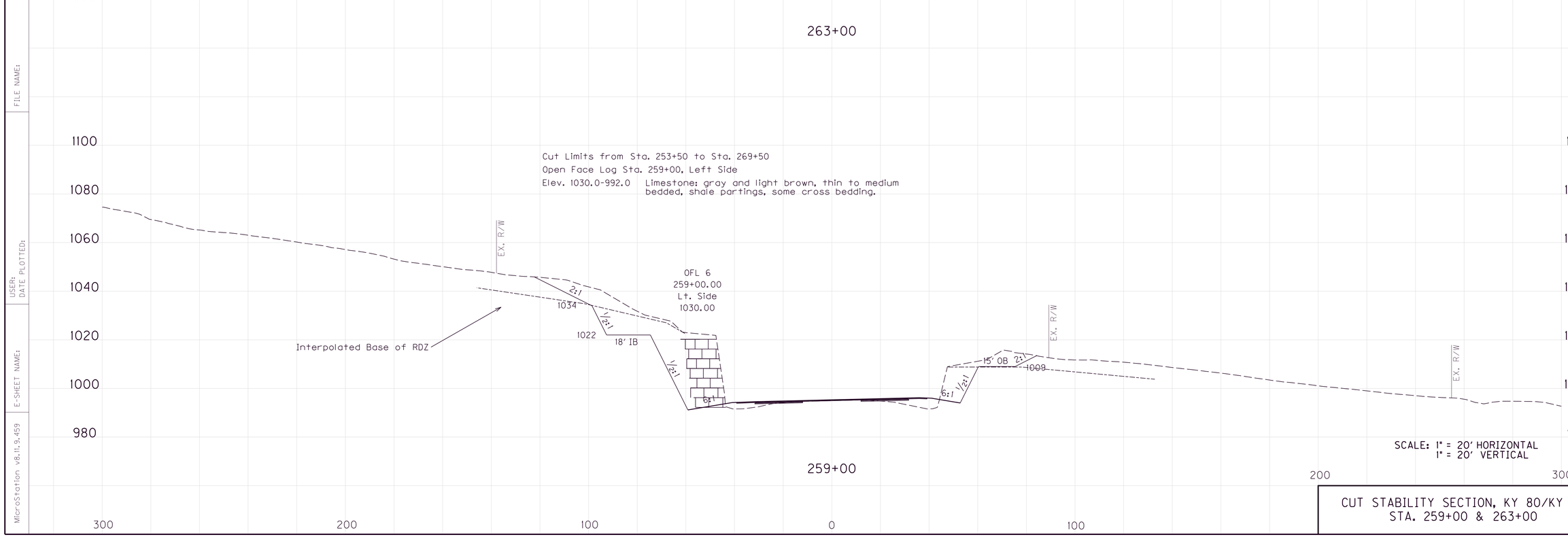


CUT STABILITY SECTION, KY 80/KY 461
STA. 204+00, 226+00, & 230+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R240





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

CUT STABILITY SECTION, KY 80/KY 461 STA. 259+00 & 263+00

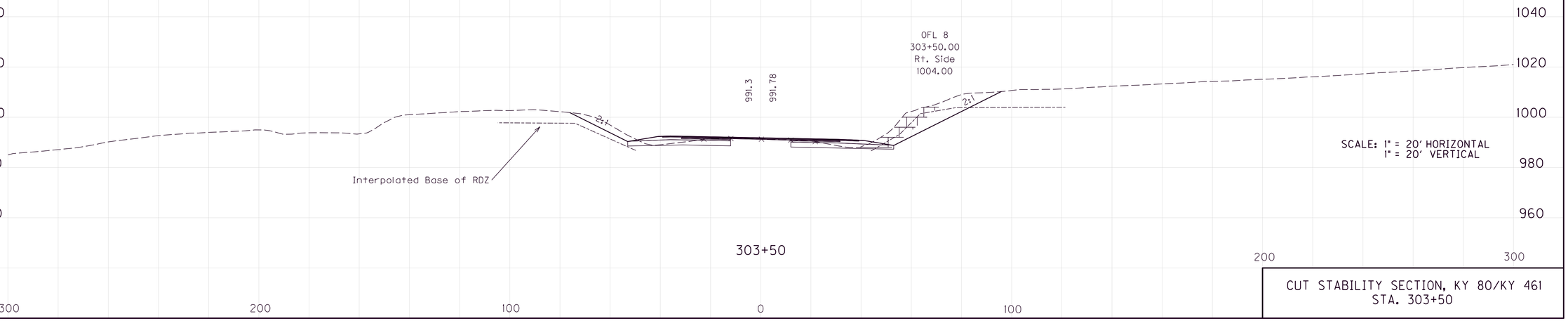
FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R241

Cut Limits from Sta. 300+00 to Sta. 309+50

Open Face Log Sta. 303+50, Right Side

Elev. 1004.0-988.0 Limestone: gray and light brown, fine grained, thin and thick bedded, cross bedded, several shale partings resulting in rubbly weathering.



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

CUT STABILITY SECTION, KY 80/KY 461
STA. 303+50

MicroStation v8.11.9.459
E-SHEET NAME:
USER:
DATE PLOTTED:
FILE NAME:

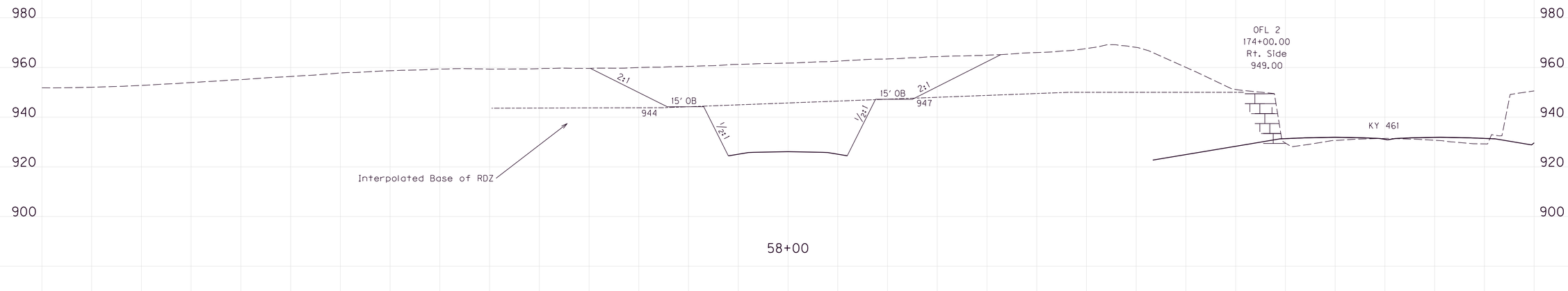
COUNTY OF	ITEM NO.	SHEET NO.
Pulaski	8-59.25 8-59.26	R242

NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.

Cut Limits from Sta. 50+50 to Sta. 62+50
Open Face Log KY 461 Sta. 174+00, Right Side

Elev. 949.0-936.0 Limestone: gray, weathers to light yellowish brown, fine grained, thin to medium bedded, cross bedded, shale partings every .5-2', several high angle joints.

936.0-929.0 Limestone: gray, fine grained, thin to thick bedded, shale partings every .5-3'.

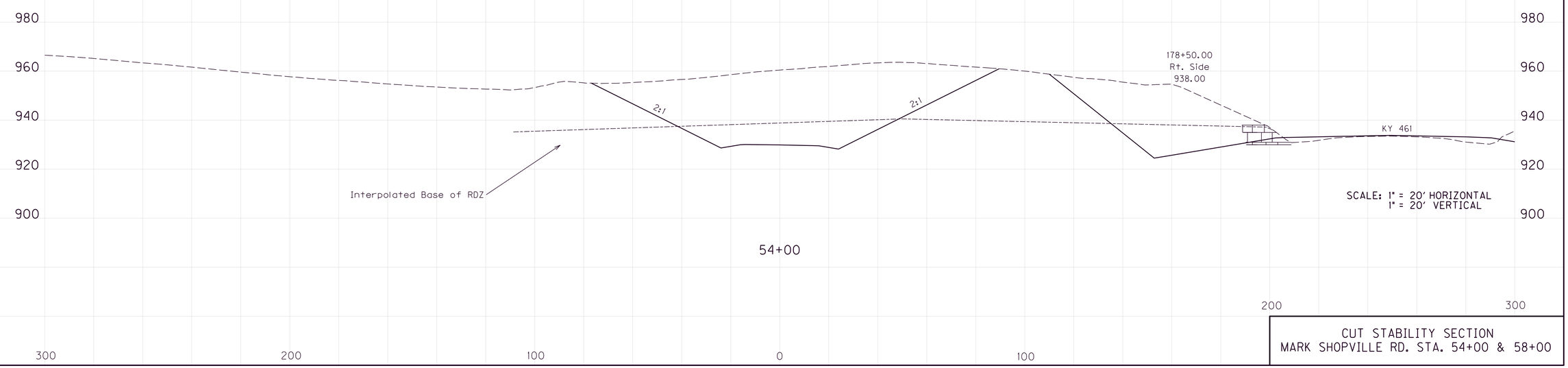


NOTE : NO STABILITY ANALYSIS DEEMED NECESSARY DUE TO SUBSURFACE CONDITIONS AND SLOPE CONFIGURATION.

Cut Limits from Sta. 50+50 to Sta. 62+50
Open Face Log KY 461 Sta. 178+50, Right Side

Elev. 938.0-936.0 Limestone: gray, weathers to light yellowish brown, fine grained, thin to medium bedded, cross bedded, shale partings every .5-2'.

936.0-931.0 Limestone: gray, fine grained, thin to thick bedded, shale partings every .5-3'.



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

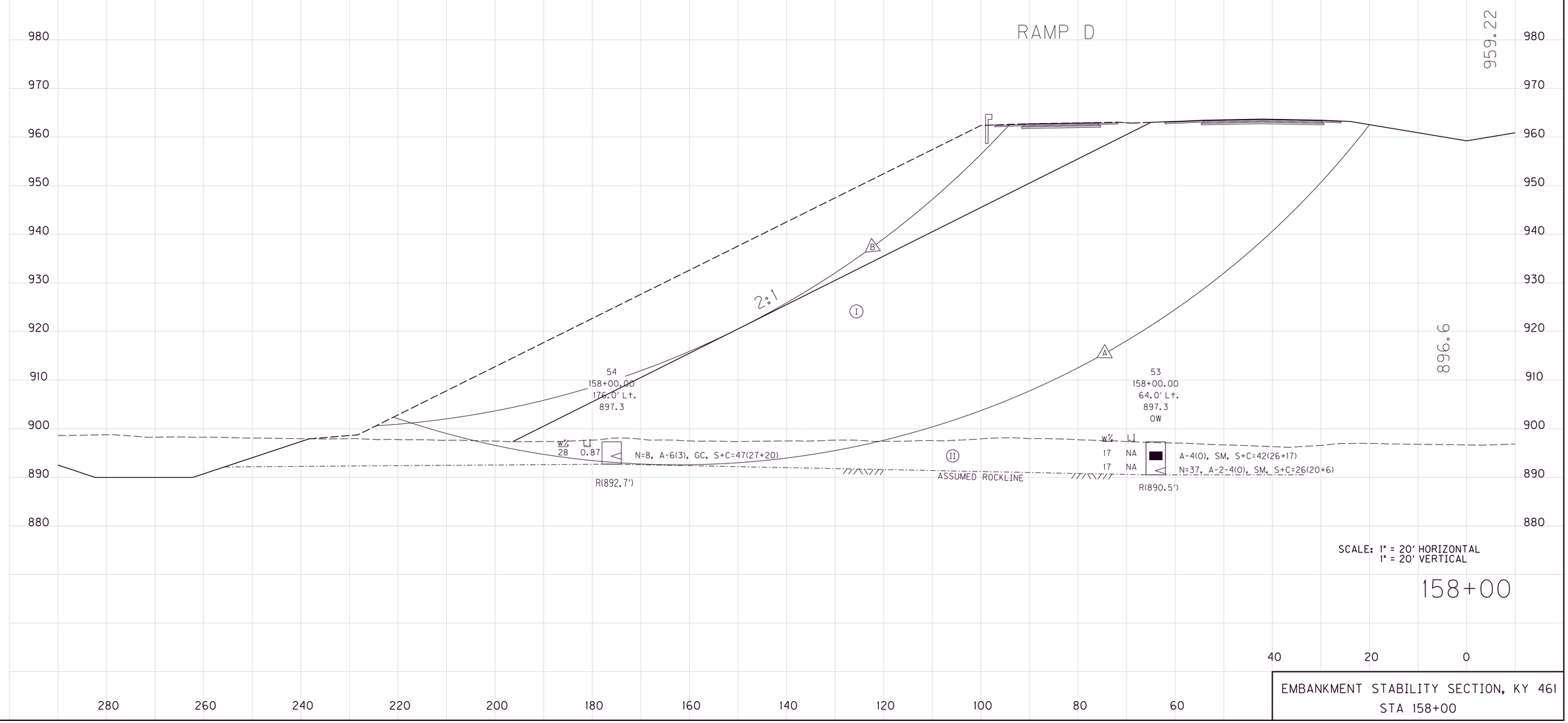
CUT STABILITY SECTION
MARK SHOPVILLE RD. STA. 54+00 & 58+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R243

FACTORS OF SAFETY		
SHORT TERM	A	1.1
LONG TERM	B	1.4

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	125	1050	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	125	200	28°



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

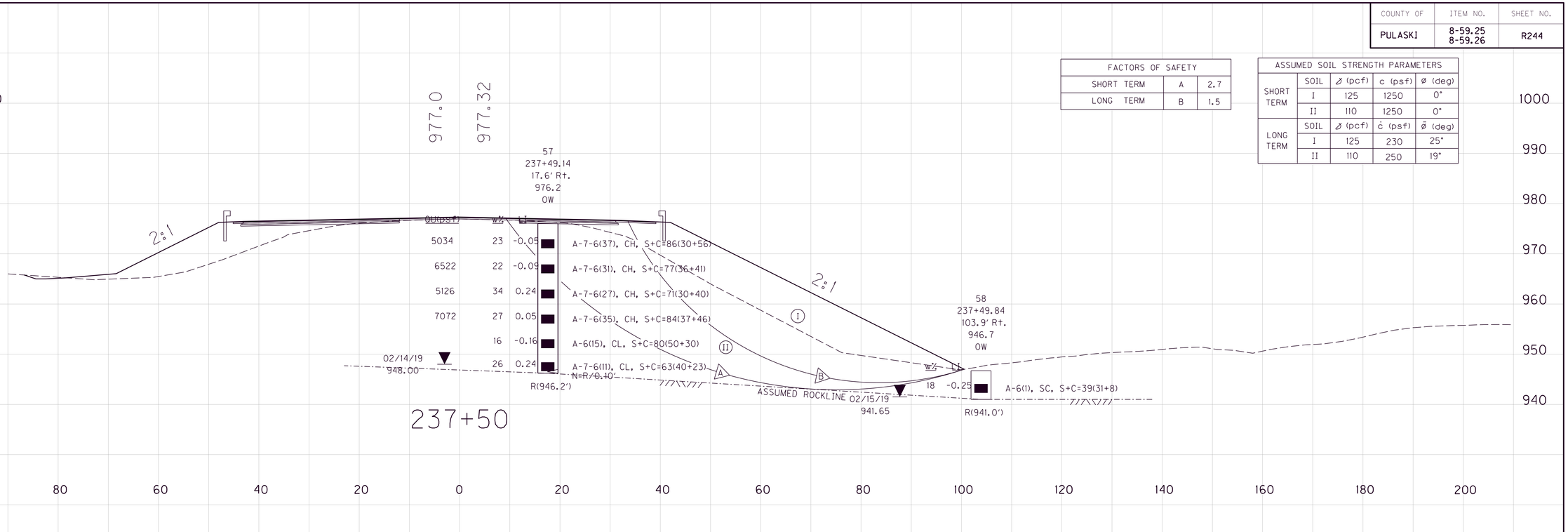
EMBANKMENT STABILITY SECTION, KY 461
STA 158+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: DATE PLOTTED: | FILE NAME:

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R244

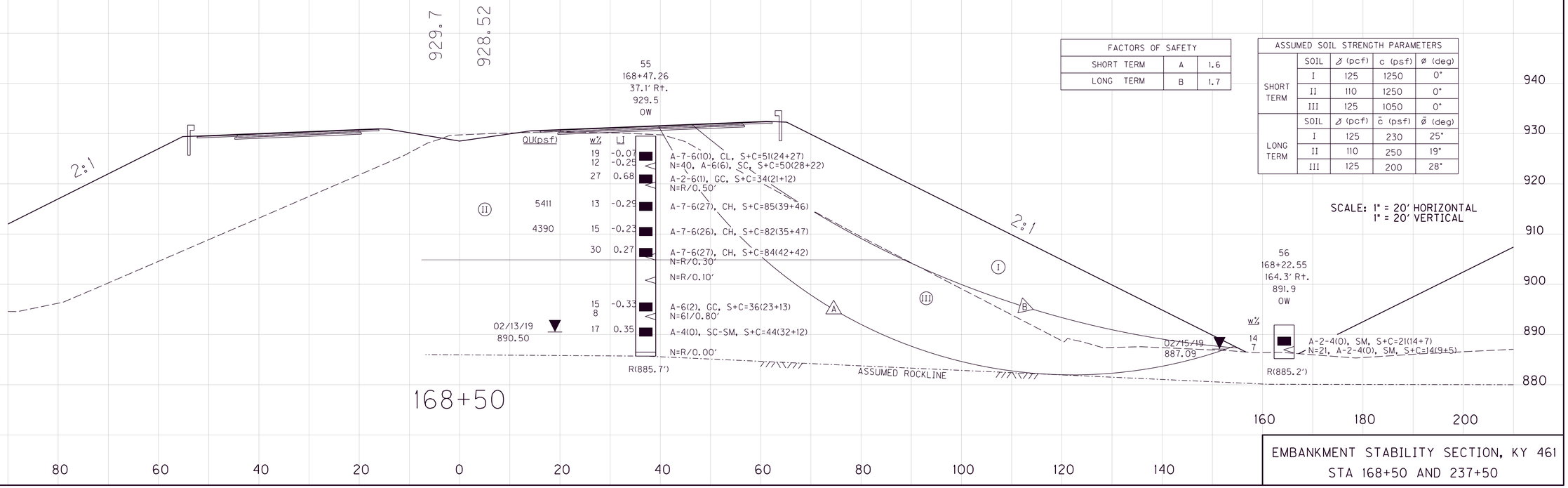
FACTORS OF SAFETY		
SHORT TERM	A	2.7
LONG TERM	B	1.5

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	110	1250	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	110	250	19°



FACTORS OF SAFETY		
SHORT TERM	A	1.6
LONG TERM	B	1.7

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	110	1250	0°
	III	125	1050	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	110	250	19°
	III	125	200	28°

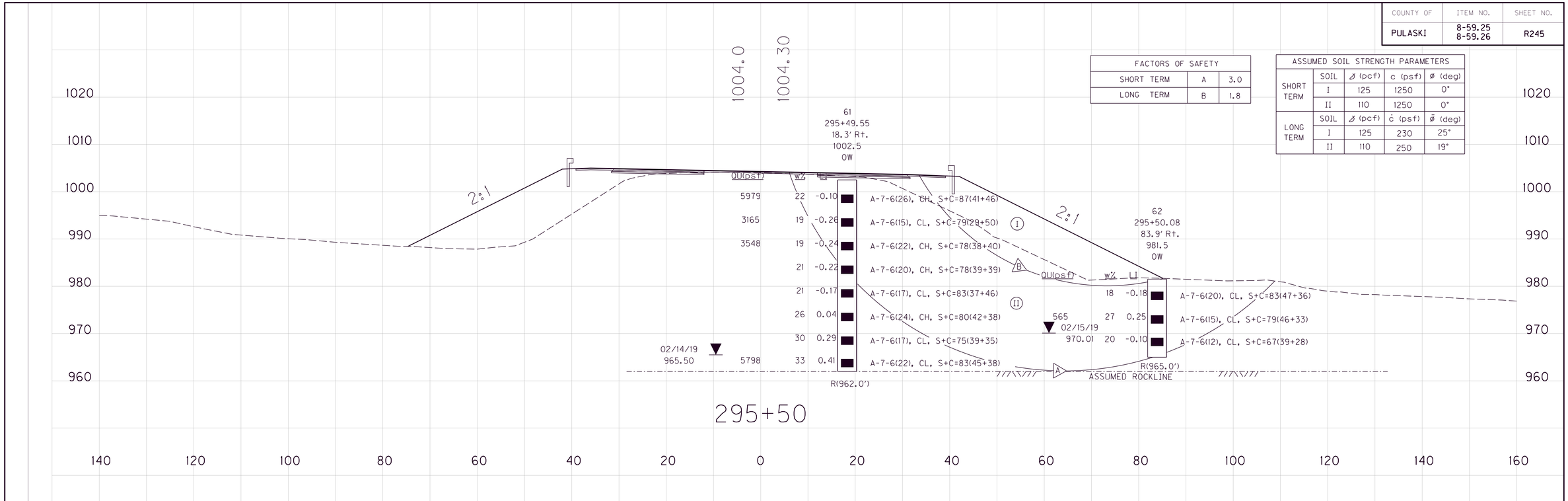


SCALE: 1" = 20' HORIZONTAL
1" = 20' VERTICAL

EMBANKMENT STABILITY SECTION, KY 461
STA 168+50 AND 237+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R245



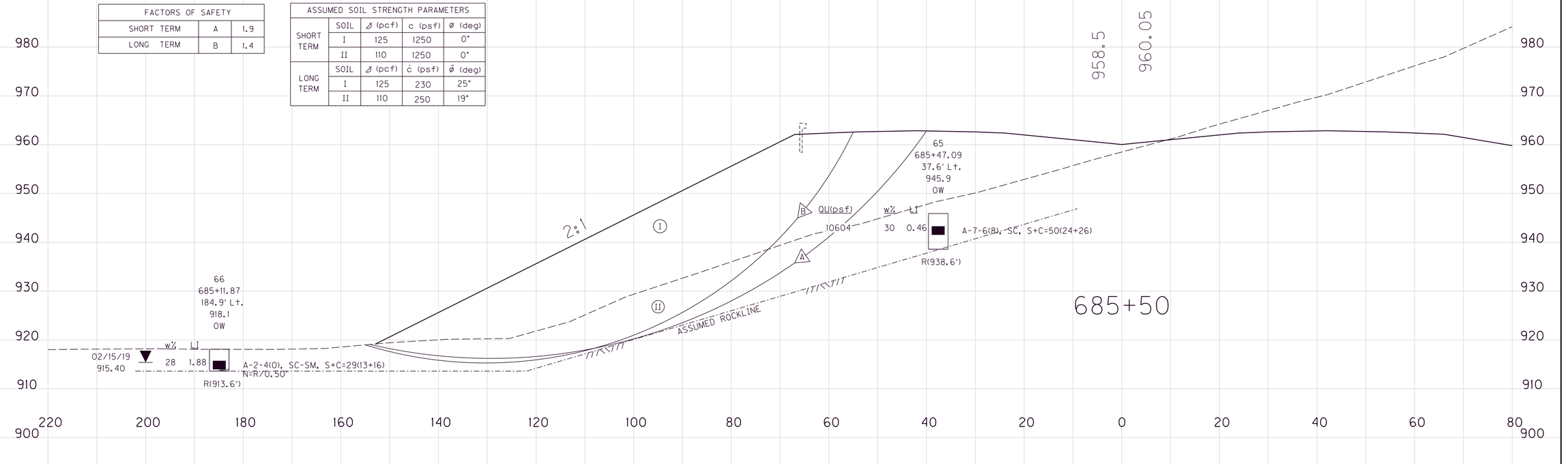
EMBANKMENT STABILITY SECTION, KY 461
STA 242+50 AND 295+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R246

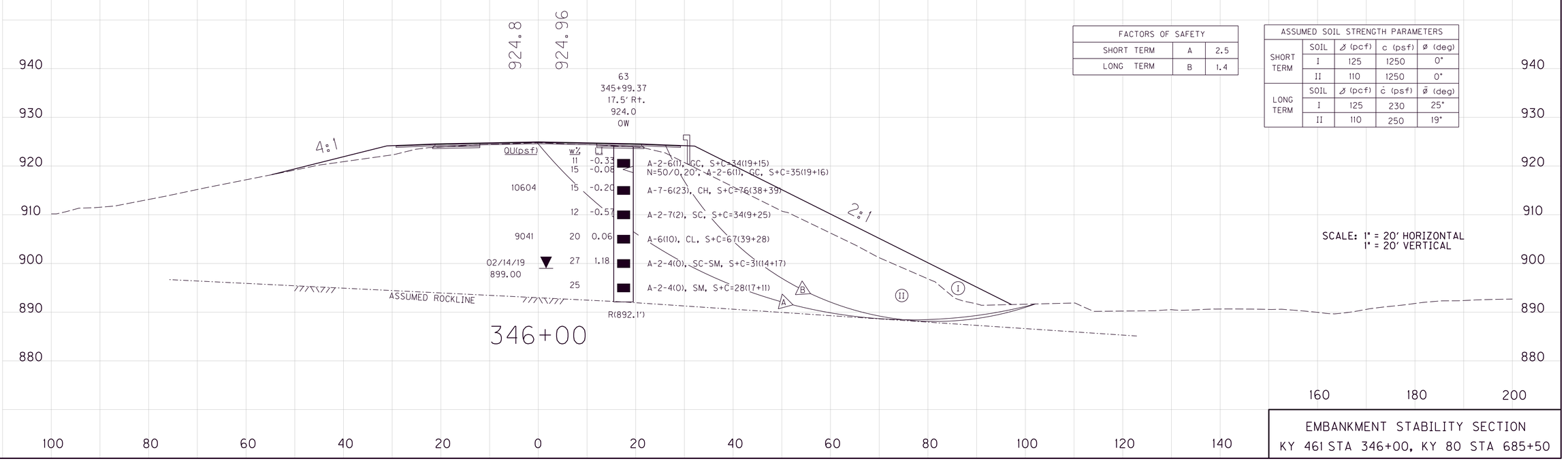
FACTORS OF SAFETY		
SHORT TERM	A	1.9
LONG TERM	B	1.4

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	110	1250	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	110	250	19°



FACTORS OF SAFETY		
SHORT TERM	A	2.5
LONG TERM	B	1.4

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	110	1250	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	110	250	19°



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

EMBANKMENT STABILITY SECTION
KY 461 STA 346+00, KY 80 STA 685+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R247

FACTORS OF SAFETY		
SHORT TERM	A	1.5
LONG TERM	B	1.4

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	0	37°
	II	110	1250	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	0	37°
	II	110	250	19°

PLACE LIMESTONE FROM ROADWAY EXCAVATION
TO CONSTRUCT ENTIRE EMBANKMENT FROM
STATION 743+50 TO 745+00

71
744+46.68
18.8' Lt.
959.6
OW

960.7
960.95

4.00%
2.20%
2.20%
4.00%
4:1

N=R/0.19'
R(952.3')

72
744+43.84
82.0' Lt.
932.0

EX. R/W

1 3/4:1

N=R/0.10'
R(928.7')

ASSUMED ROCKLINE

744+00

FACTORS OF SAFETY		
SHORT TERM	A	2.6
LONG TERM	B	1.8

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	110	1250	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	110	250	19°

INITIAL
RAMP H

INITIAL
RAMP G

INITIAL
RAMP B

69
723+97.34
6.0' Lt.
978.3
OW

978.3
975.46

2:1

70
723+92.59
108.0' Lt.
951.2
OW

	QU(psf)	w%	LI	
		21	0.07	A-7-6(10), CL, S+C=58(25+34)
		21	0.14	N=25, A-7-6(8), CL, S+C=51(27+24)
	2953	13	-0.12	A-6(4), SC, S+C=49(29+20)
	2874	26	0.30	A-7-6(9), CL, S+C=55(27+28)
		17	-0.48	A-4(3), CL, S+C=60(45+15)
	6140	24	0.04	A-7-6(27), CH, S+C=82(44+38)
02/13/19 950.30		25	0.02	N=28, A-7-6(16), CH, S+C=60(41+19)

R(946.6')

	w%	LI	
	19	-0.22	A-7-6(44), CH, S+C=91(42+49)
02/15/19 941.44	30	0.04	A-7-6(35), CH, S+C=76(35+41)

R(940.4')

ASSUMED ROCKLINE

724+00

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

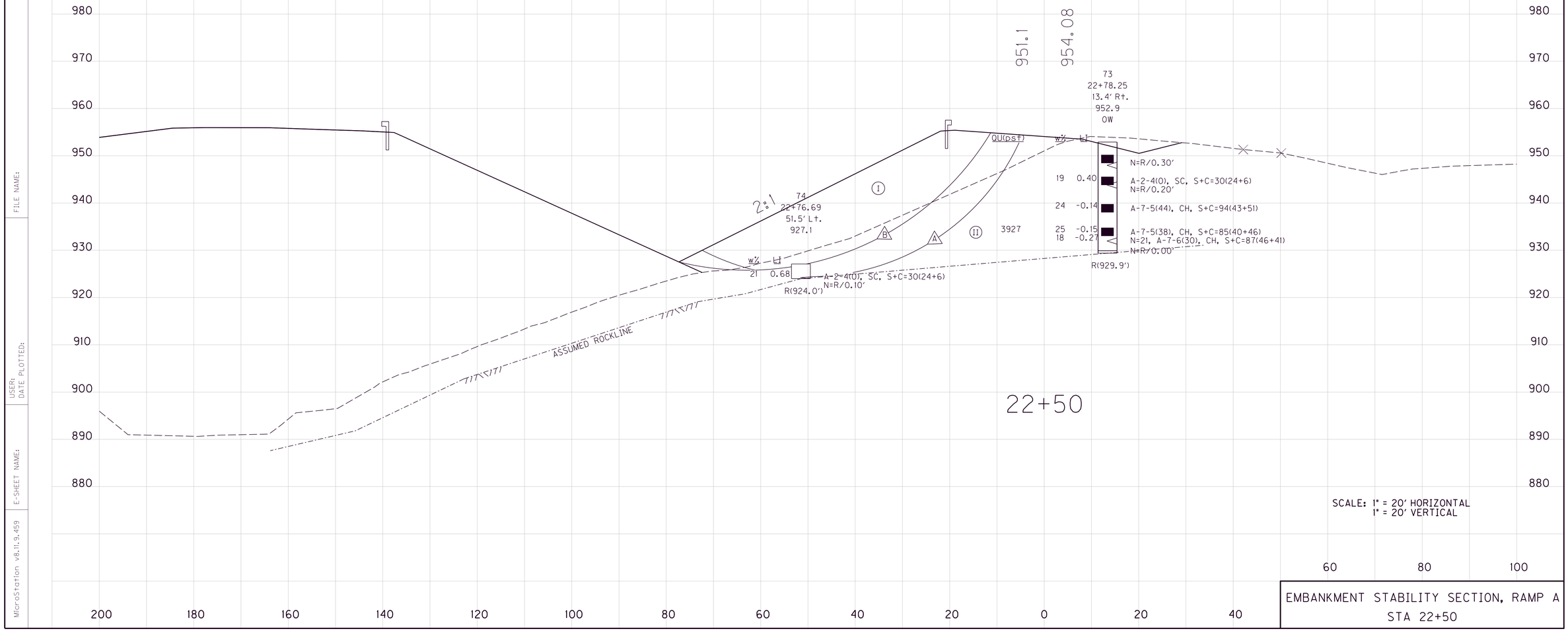
EMBANKMENT STABILITY SECTION, KY 80
STA 724+00 AND 744+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R248

FACTORS OF SAFETY		
SHORT TERM	A	2.8
LONG TERM	B	1.6

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	110	1250	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	110	250	19°



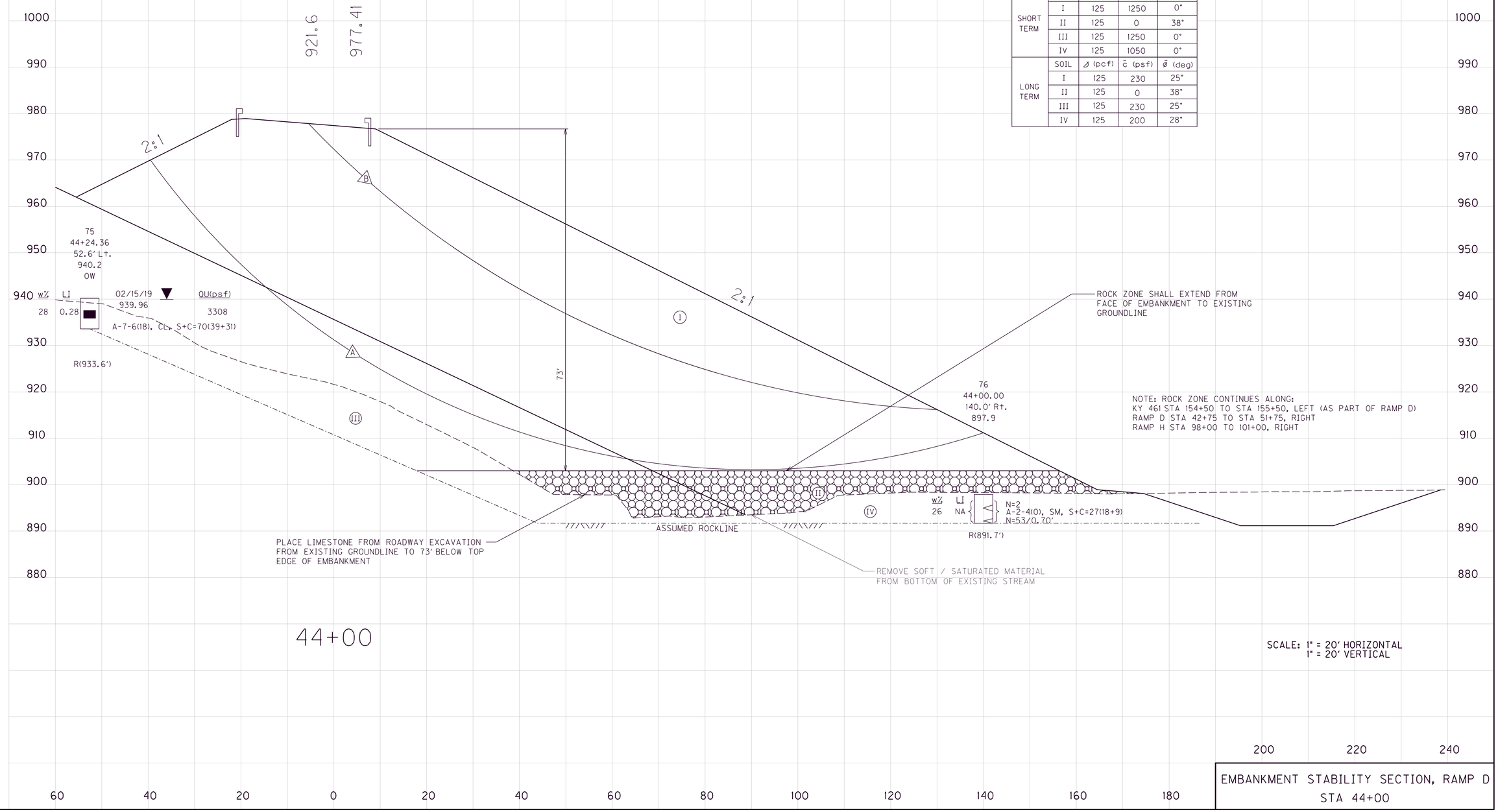
EMBANKMENT STABILITY SECTION, RAMP A
STA 22+50

MicroStation v8.11.9.459 E-SHEET NAME: USER: DATE PLOTTED: FILE NAME:

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R249

FACTORS OF SAFETY		
SHORT TERM	A	1.1
LONG TERM	B	1.4

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	125	0	38°
	III	125	1250	0°
	IV	125	1050	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	125	0	38°
	III	125	230	25°
	IV	125	200	28°



44+00

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

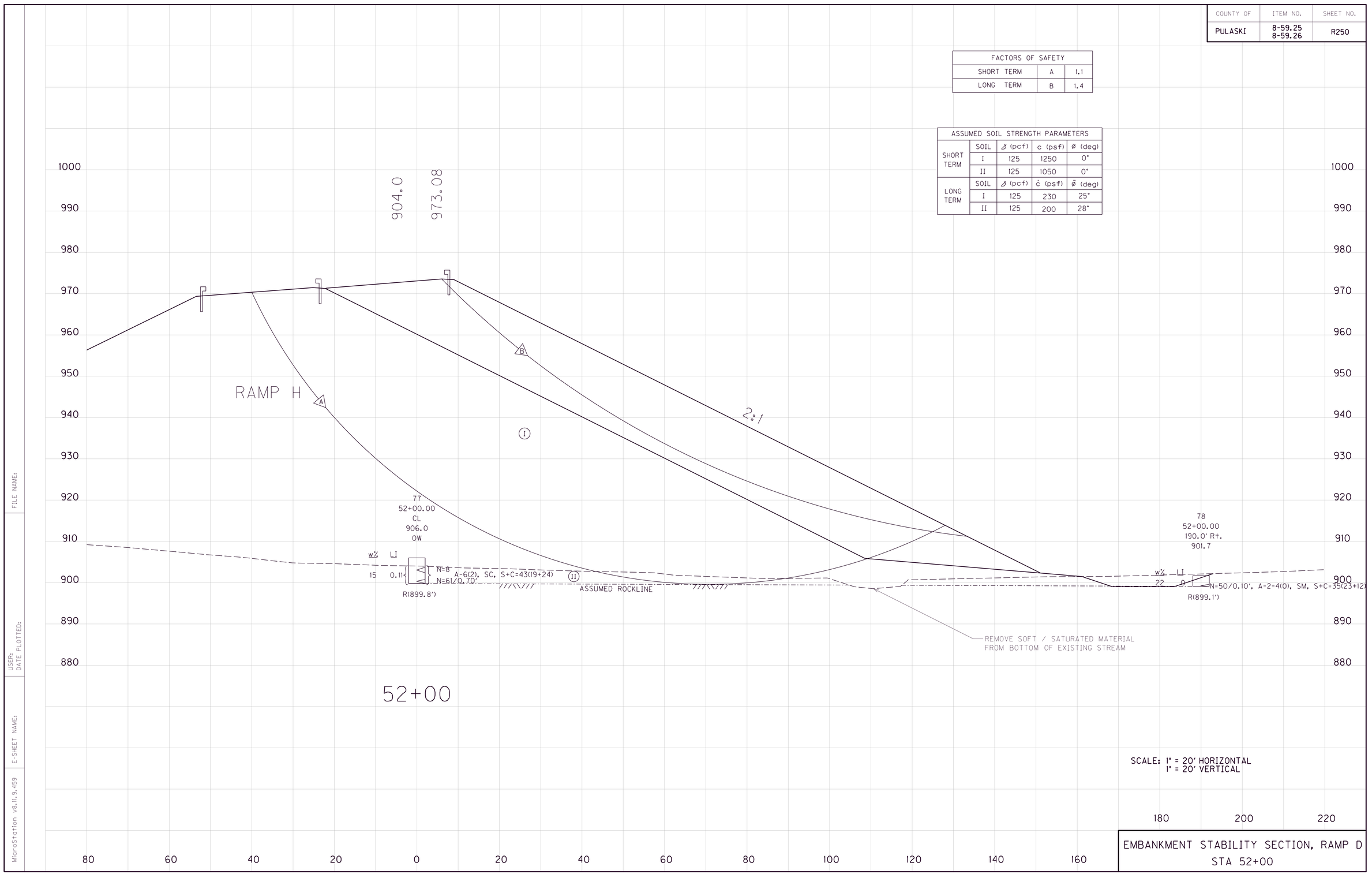
EMBANKMENT STABILITY SECTION, RAMP D
STA 44+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R250

FACTORS OF SAFETY		
SHORT TERM	A	1.1
LONG TERM	B	1.4

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	125	1050	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	125	200	28°



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

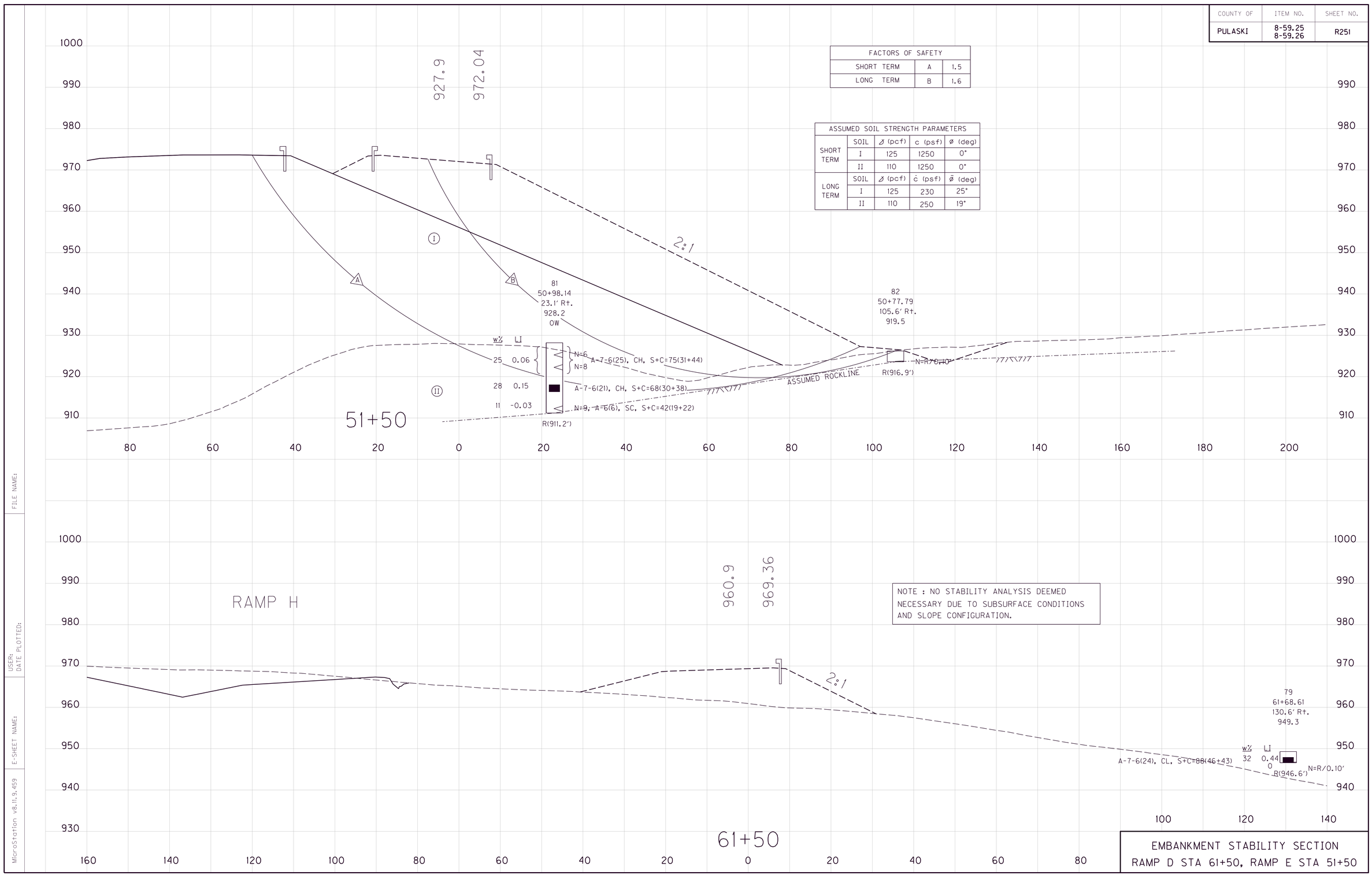
EMBANKMENT STABILITY SECTION, RAMP D
STA 52+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R251

FACTORS OF SAFETY		
SHORT TERM	A	1.5
LONG TERM	B	1.6

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	110	1250	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	110	250	19°



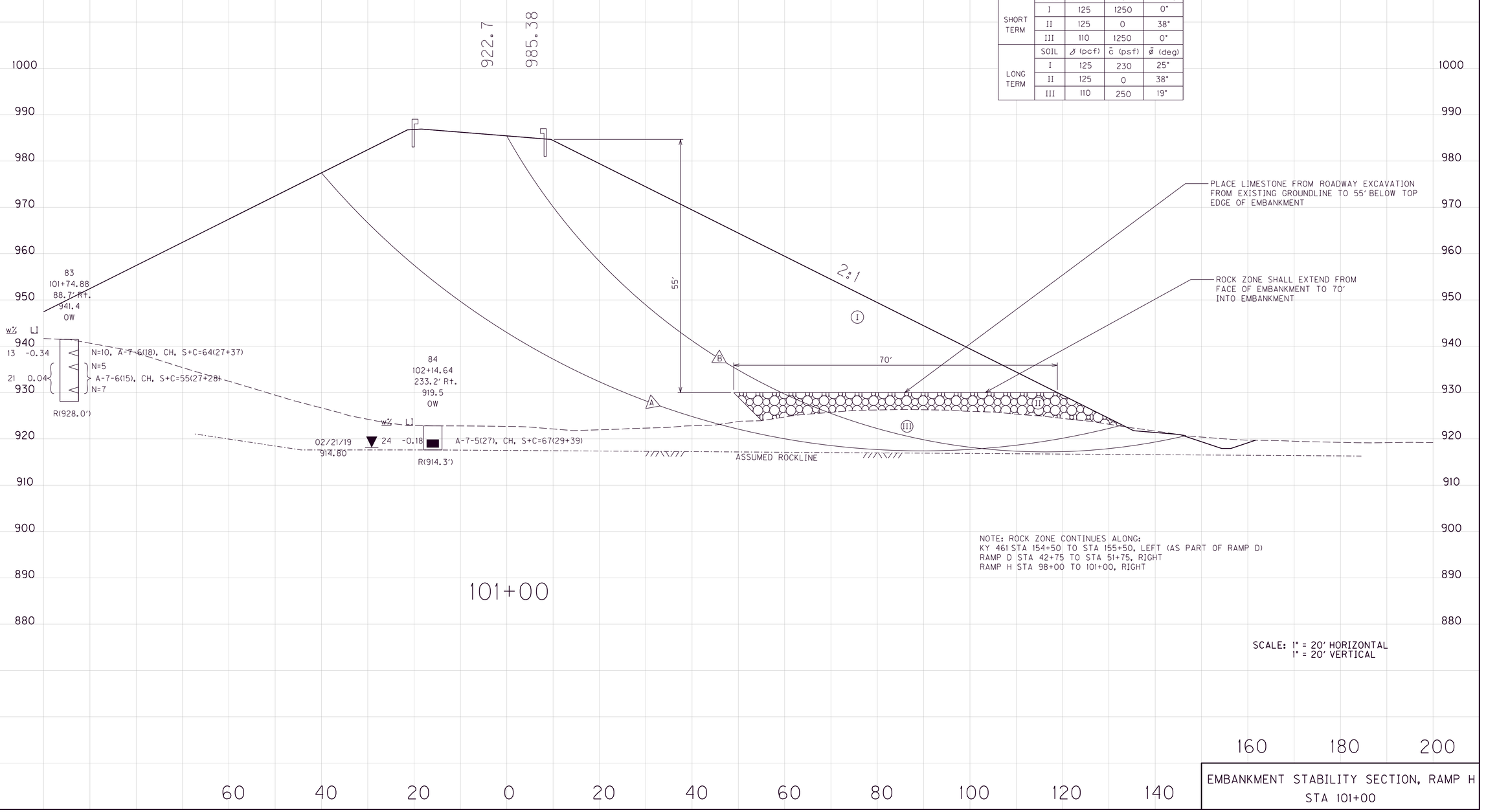
EMBANKMENT STABILITY SECTION
RAMP D STA 61+50, RAMP E STA 51+50

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R252

FACTORS OF SAFETY		
SHORT TERM	A	1.1
LONG TERM	B	1.4

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	1250	0°
	II	125	0	38°
	III	110	1250	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	230	25°
	II	125	0	38°
	III	110	250	19°



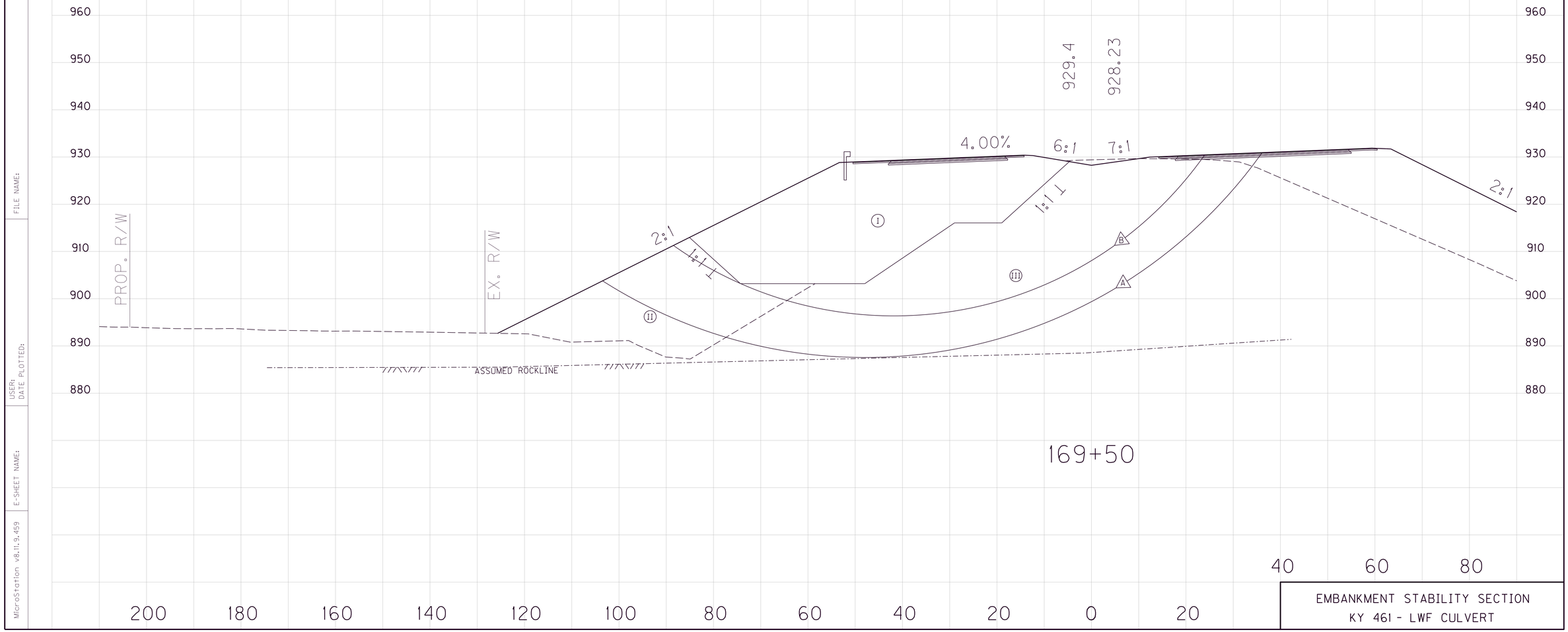
EMBANKMENT STABILITY SECTION, RAMP H
STA 101+00

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R253

FACTORS OF SAFETY		
SHORT TERM	A	3.2
LONG TERM	B	2.0

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	3.2	1650	0°
	II	125	1250	0°
	III	110	1250	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	3.2	1650	0°
	II	125	230	25°
	III	110	250	19°



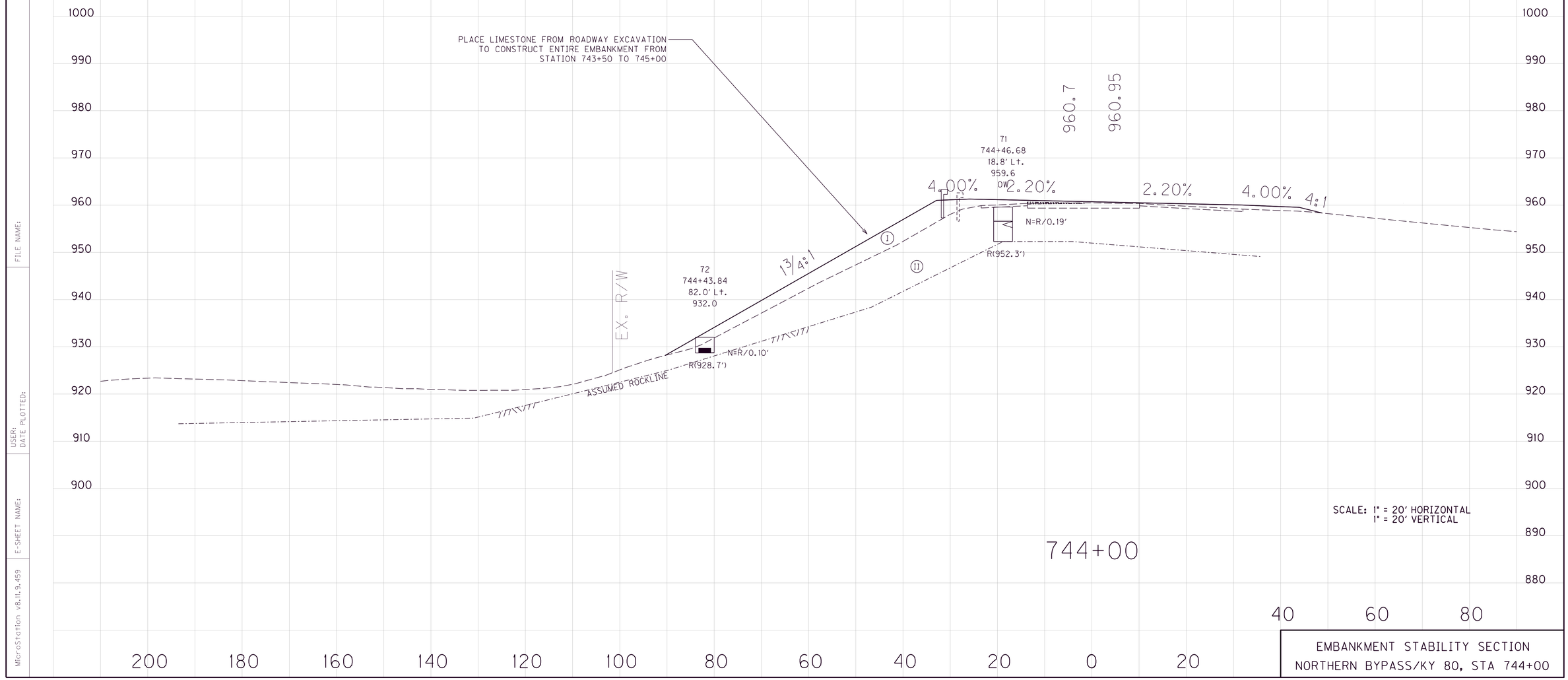
EMBANKMENT STABILITY SECTION
KY 461 - LWF CULVERT

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R254

FACTORS OF SAFETY		
SHORT TERM	A	1.5
LONG TERM	B	1.4

ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	γ (pcf)	c (psf)	ϕ (deg)
	I	125	0	37°
	II	110	1250	0°
LONG TERM	SOIL	γ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	125	0	37°
	II	110	230	19°



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

EMBANKMENT STABILITY SECTION
NORTHERN BYPASS/KY 80, STA 744+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER:
DATE PLOTTED:
FILE NAME:

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R255

EPS GEOFOAM FILL DETAILS (GENERAL CONFIGURATION) TRIPLE 13'X9' RCBC CULVERT EXTENSION STA 169+34 KY 641 INLET

NOTE: THIS IS ONLY A TYPICAL EPS GEOFOAM FILL CONFIGURATION. ALL MEASUREMENTS AND SLOPES EXPLICITLY GIVEN ON THIS SHEET MUST BE FOLLOWED AND THE INDICATED MINIMUM LIGHTWEIGHT FILL VOLUME MUST BE MAINTAINED.

NOTES:

1) EXCAVATING THE EMBANKMENT FOR THE EPS GEOFOAM FILL INSTALLATION WILL INVOLVE SOME RISK. THEREFORE, TO PREVENT POTENTIAL DAMAGE TO THE ROADWAY, THE CONTRACTOR WILL BE ALLOWED 21 CONTINUOUS DAYS FROM BEGINNING OF THE REMOVAL OF THE EMBANKMENT SLOPE TO REPLACING THE EMBANKMENT SLOPE ON THE PROPOSED FINAL RECOMMENDED SLOPE. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE SOIL CUT DURING CONSTRUCTION. SHEETING AND SHORING MAY BE REQUIRED TO EXCAVATE AND CONSTRUCT THE EPS GEOFOAM FILL. THE DESIGNS OF ANY REQUIRED SHEETING OR SHORING SHALL BE PERFORMED BY THE CONTRACTOR'S ENGINEER AND SUBMITTED TO THE DEPARTMENT FOR REVIEW.

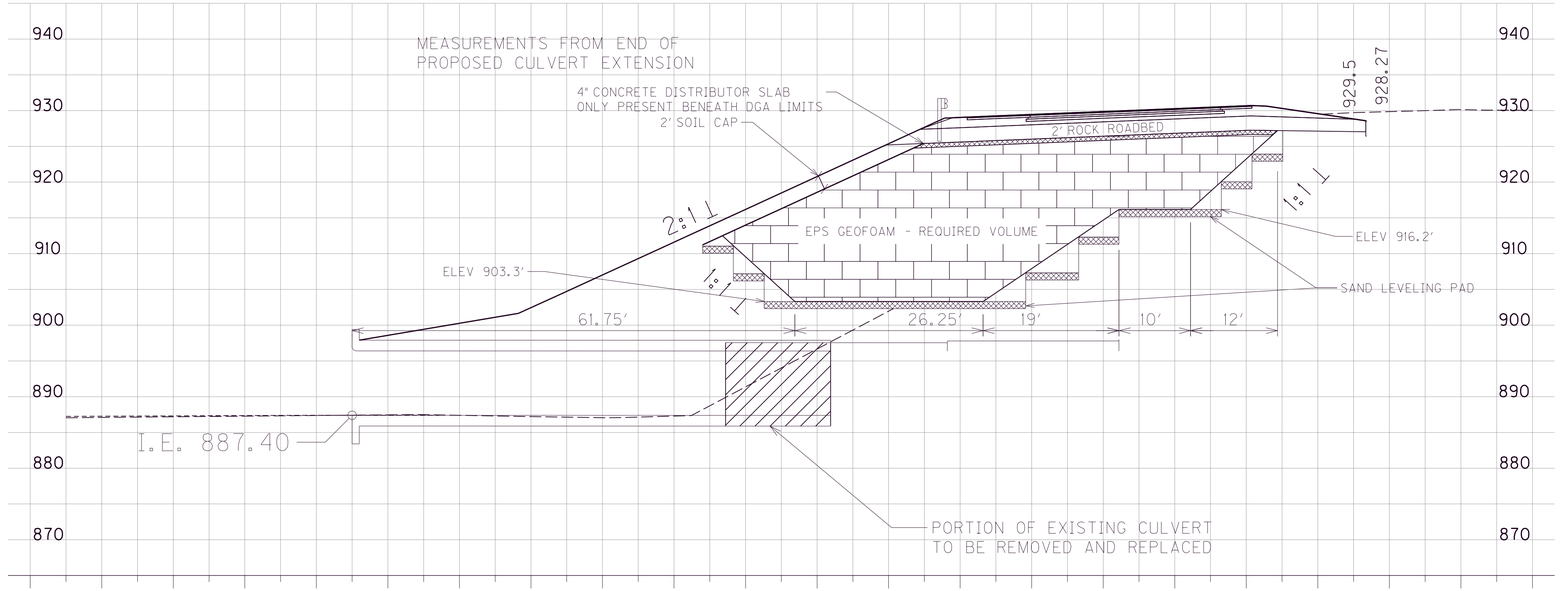
2) PRIOR TO GEOFOAM BLOCK PLACEMENT CONSTRUCT A SAND LEVELING PAD MEETING ALL REQUIREMENTS OF THE SPECIAL NOTE FOR EPS FOAM BLOCK EMBANKMENTS. A GEOMEMBRANE SHALL BE PLACED OVER THE TOP AND SIDES OF THE OUTER BLOCKS. THE GEOMEMBRANE MATERIAL PROPERTIES AND PLACEMENT SHALL BE IN ACCORDANCE WITH THE THE SPECIAL NOTE FOR EPS FOAM BLOCK EMBANKMENTS. THE MATERIAL COST AND PLACEMENT OF THE SAND LEVELING PAD AND GEOMEBRANE WILL BE INCIDENTAL TO THE UNIT BID PRICE FOR "EPS FOAM BLOCK".

3) PLACE THE EPS GEOFOAM FILL MATERIAL AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH THE SPECIAL NOTE FOR EPS FOAM BLOCK EMBANKMENTS.

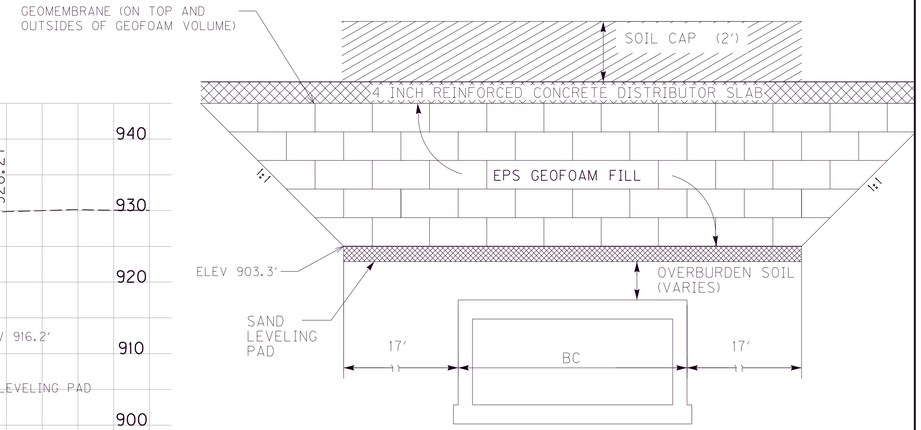
4) PAYMENT FOR THE EPS GEOFOAM FILL WILL BE MADE ON THE BASIS OF THE PLAN QUANTITIES. NO SEPARATE FIELD MEASUREMENT FOR EPS FOAM BLOCK SHALL BE MADE. THE FINAL QUANITIES WILL BE THE DESIGN PLAN QUANTITIES INCREASED OR DECREASED BY AUTHORIZED CHANGES. THE UNIT PRICE BID FOR "EPS FOAM BLOCK" SHALL BE FULL COMPENSATION FOR ALL ENGINEERING, MATERIALS, LABOR AND INCIDENTAL ITEMS NECESSARY TO CONSTRUCT THE EPS GEOFOAM FILL IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND CONTRACT DOCUMENTS.

5) EPS GEOFOAM FILL SHALL BE CONSTRUCTED OF MATERIAL APPROVED FOR USE BY THE KENTUCKY TRANSPORTATION CABINET. DETAILS SHOWN IN THESE PLANS FOR EPS GEOFOAM FILL REPRESENT LIMITS OF FILL WHERE THE DESIRED WEIGHT (PRESSURE) REDUCTION IS REQUIRED. IF THE CONTRACTOR PROPOSES TO USE THE UNIT WEIGHT SPECIFIED IN THE PLANS, A MATERIAL DATA SHEET WILL BE SUFFICIENT FOR VERIFICATION OF THE PROPOSED MATERIAL (NO ADDITIONAL CALCULATIONS WILL BE REQUIRED UNLESS REQUESTED BY THE ENGINEER). IF THE CONTRACTOR PROPOSES TO USE A UNIT WEIGHT DIFFERENT THAN WHAT WAS USED IN THE INITIAL CONFIGURATION, CONSTRUCTION DETAILS AND SEALED ENGINEERING CALCULATIONS SHOWING MATERIALS, METHODS AND MEANS PROPOSED TO PRODUCE THE DESIRED WEIGHT REDUCTION ON THE EXISTING CULVERT USING "EPS FOAM BLOCK" SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. THIS SUBMISSION SHALL BE MADE 30 DAYS PRIOR TO ORDERING MATERIAL OR BEGINNING EXCAVATION FOR PLACEMENT OF EPS GEOFOAM FILL.

6) PROVIDE A GEOFOAM BLOCK WITH A UNIT WEIGHT OF 3.2 LBS/CUBIC FOOT OR LESS. SEE SECTION 2 OF THE SPECIAL NOTE FOR EPS FOAM BLOCK EMBANKMENTS.



CULVERT PIPE PROFILE
KY 641 STA 169+34 INLET END
FLAT LICK CREEK
25° SKEW RT.



TYPICAL CULVERT SECTION SHOWING MINIMUM LATERAL LIMITS OF LIGHTWEIGHT FILL (NOT TO SCALE)

EPS GEOFOAM EMBANKMENT DETAIL
STA 169+34 INLET END
KY461

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R255a

EPS GEOFOAM FILL DETAILS (GENERAL CONFIGURATION) TRIPLE 13'X9' RCBC CULVERT EXTENSION STA 169+34 KY 641 OUTLET

NOTE: THIS IS ONLY A TYPICAL EPS GEOFOAM FILL CONFIGURATION. ALL MEASUREMENTS AND SLOPES EXPLICITLY GIVEN ON THIS SHEET MUST BE FOLLOWED AND THE INDICATED MINIMUM LIGHTWEIGHT FILL VOLUME MUST BE MAINTAINED.

NOTES:

1) EXCAVATING THE EMBANKMENT FOR THE EPS GEOFOAM FILL INSTALLATION WILL INVOLVE SOME RISK. THEREFORE, TO PREVENT POTENTIAL DAMAGE TO THE ROADWAY, THE CONTRACTOR WILL BE ALLOWED 21 CONTINUOUS DAYS FROM BEGINNING OF THE REMOVAL OF THE EMBANKMENT SLOPE TO REPLACING THE EMBANKMENT SLOPE ON THE PROPOSED FINAL RECOMMENDED SLOPE. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE SOIL CUT DURING CONSTRUCTION. SHEETING AND SHORING MAY BE REQUIRED TO EXCAVATE AND CONSTRUCT THE EPS GEOFOAM FILL. THE DESIGNS OF ANY REQUIRED SHEETING OR SHORING SHALL BE PERFORMED BY THE CONTRACTOR'S ENGINEER AND SUBMITTED TO THE DEPARTMENT FOR REVIEW.

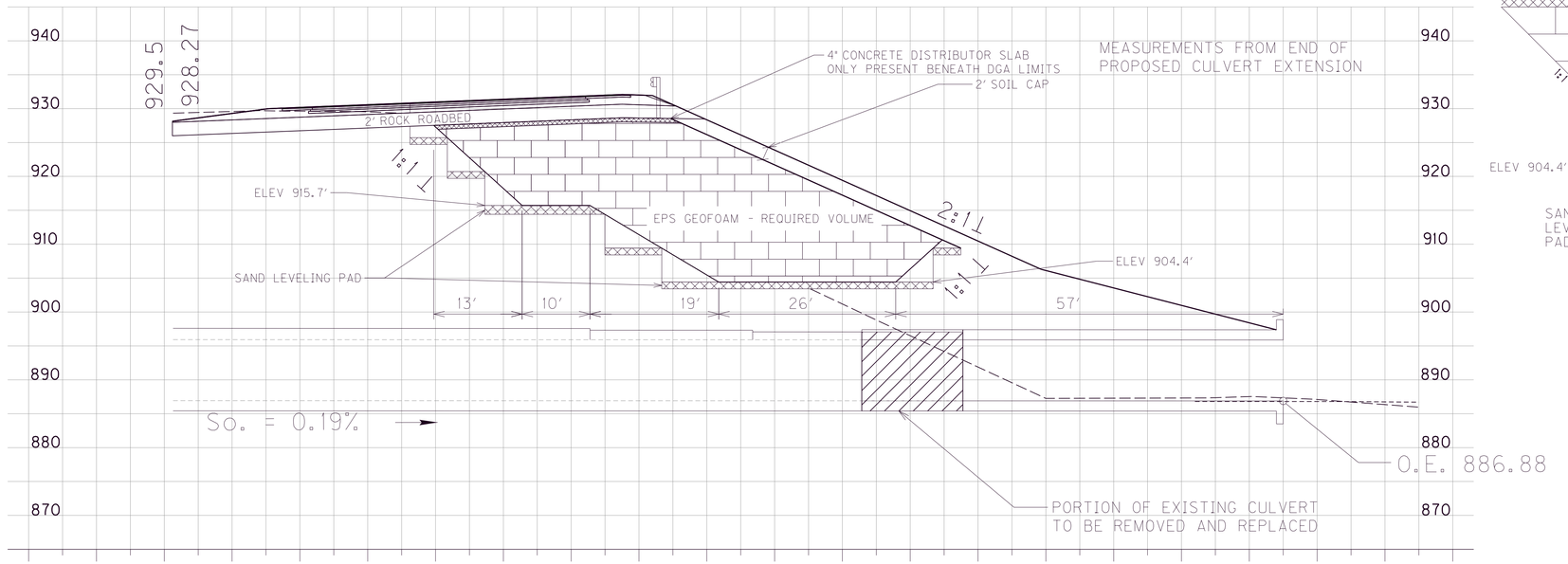
2) PRIOR TO GEOFOAM BLOCK PLACEMENT CONSTRUCT A SAND LEVELING PAD MEETING ALL REQUIREMENTS OF THE SPECIAL NOTE FOR EPS FOAM BLOCK EMBANKMENTS. A GEOMEMBRANE SHALL BE PLACED OVER THE TOP AND SIDES OF THE OUTER BLOCKS. THE GEOMEMBRANE MATERIAL PROPERTIES AND PLACEMENT SHALL BE IN ACCORDANCE WITH THE THE SPECIAL NOTE FOR EPS FOAM BLOCK EMBANKMENTS. THE MATERIAL COST AND PLACEMENT OF THE SAND LEVELING PAD AND GEOMEBRANE WILL BE INCIDENTAL TO THE UNIT BID PRICE FOR "EPS FOAM BLOCK".

3) PLACE THE EPS GEOFOAM FILL MATERIAL AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH THE SPECIAL NOTE FOR EPS FOAM BLOCK EMBANKMENTS.

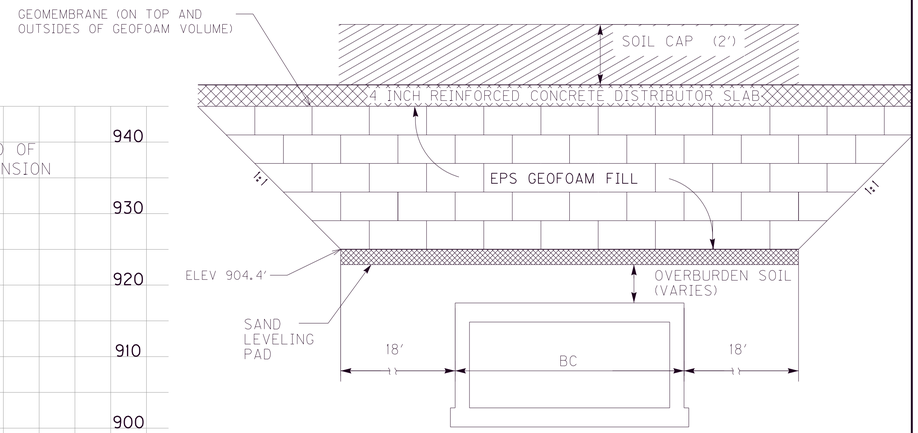
4) PAYMENT FOR THE EPS GEOFOAM FILL WILL BE MADE ON THE BASIS OF THE PLAN QUANTITIES. NO SEPARATE FIELD MEASUREMENT FOR EPS FOAM BLOCK SHALL BE MADE. THE FINAL QUANITIES WILL BE THE DESIGN PLAN QUANTITIES INCREASED OR DECREASED BY AUTHORIZED CHANGES. THE UNIT PRICE BID FOR "EPS FOAM BLOCK" SHALL BE FULL COMPENSATION FOR ALL ENGINEERING, MATERIALS, LABOR AND INCIDENTAL ITEMS NECESSARY TO CONSTRUCT THE EPS GEOFOAM FILL IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS AND CONTRACT DOCUMENTS.

5) EPS GEOFOAM FILL SHALL BE CONSTRUCTED OF MATERIAL APPROVED FOR USE BY THE KENTUCKY TRANSPORTATION CABINET. DETAILS SHOWN IN THESE PLANS FOR EPS GEOFOAM FILL REPRESENT LIMITS OF FILL WHERE THE DESIRED WEIGHT (PRESSURE) REDUCTION IS REQUIRED. IF THE CONTRACTOR PROPOSES TO USE THE UNIT WEIGHT SPECIFIED IN THE PLANS, A MATERIAL DATA SHEET WILL BE SUFFICIENT FOR VERIFICATION OF THE PROPOSED MATERIAL (NO ADDITIONAL CALCULATIONS WILL BE REQUIRED UNLESS REQUESTED BY THE ENGINEER). IF THE CONTRACTOR PROPOSES TO USE A UNIT WEIGHT DIFFERENT THAN WHAT WAS USED IN THE INITIAL CONFIGURATION, CONSTRUCTION DETAILS AND SEALED ENGINEERING CALCULATIONS SHOWING MATERIALS, METHODS AND MEANS PROPOSED TO PRODUCE THE DESIRED WEIGHT REDUCTION ON THE EXISTING CULVERT USING "EPS FOAM BLOCK" SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. THIS SUBMISSION SHALL BE MADE 30 DAYS PRIOR TO ORDERING MATERIAL OR BEGINNING EXCAVATION FOR PLACEMENT OF EPS GEOFOAM FILL.

6) PROVIDE A GEOFOAM BLOCK WITH A UNIT WEIGHT OF 3.2 LBS/CUBIC FOOT OR LESS. SEE SECTION 2 OF THE SPECIAL NOTE FOR EPS FOAM BLOCK EMBANKMENTS.



CULVERT PIPE PROFILE
KY 641 STA 169+34 OUTLET END
FLAT LICK CREEK
25° SKEW RT.



TYPICAL CULVERT SECTION SHOWING MINIMUM LATERAL LIMITS OF LIGHTWEIGHT FILL (NOT TO SCALE)

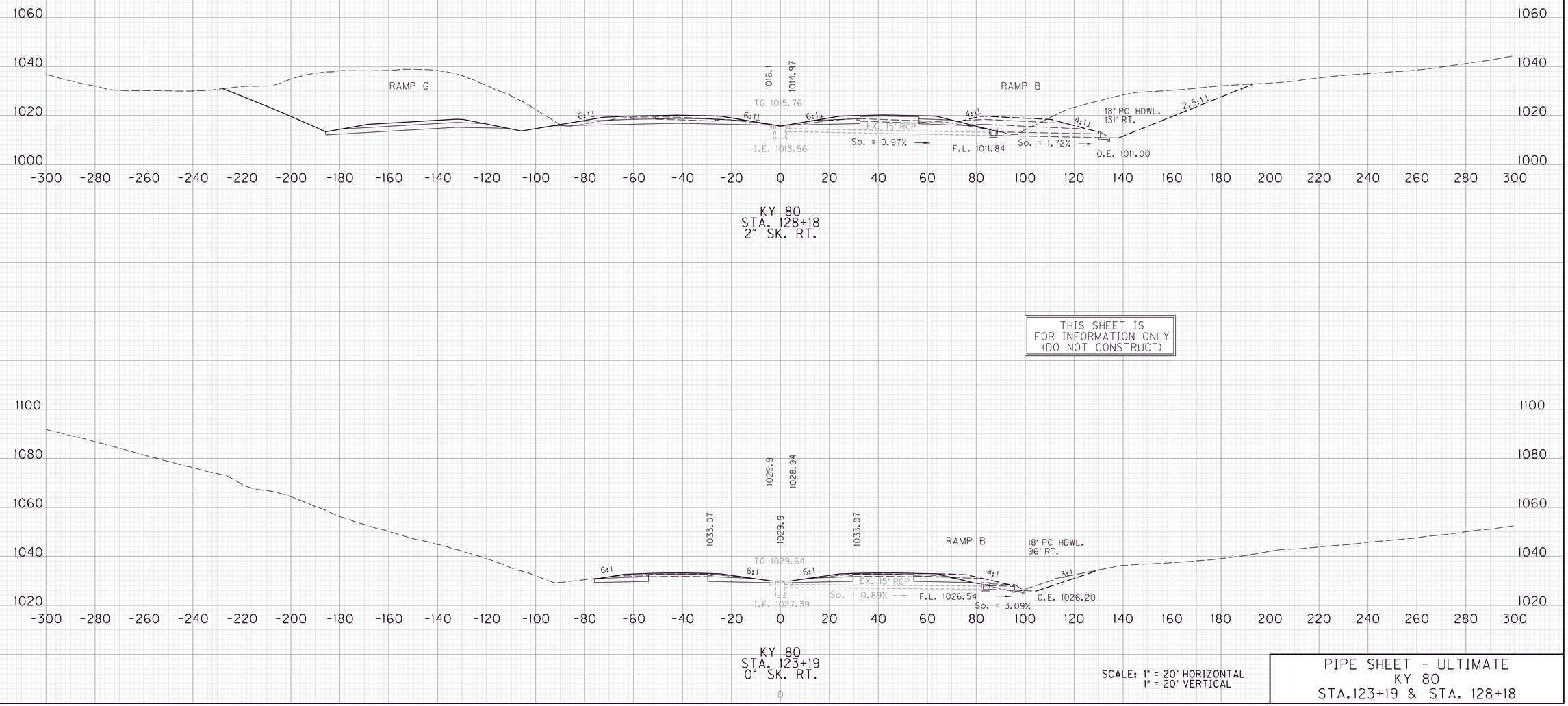
EPS GEOFOAM EMBANKMENT DETAIL
STA 169+34 OUTLET END
KY 461

FILE NAME:
USER:
DATE PLOTTED:
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R256

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 54"	PC HDWL 60"		JB NO. 3			ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			L I N E A R F E E T										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH			CUYD	TON	CUYD	CUYD	SQYD	SQYD
		ULTIMATE PIPES																											



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

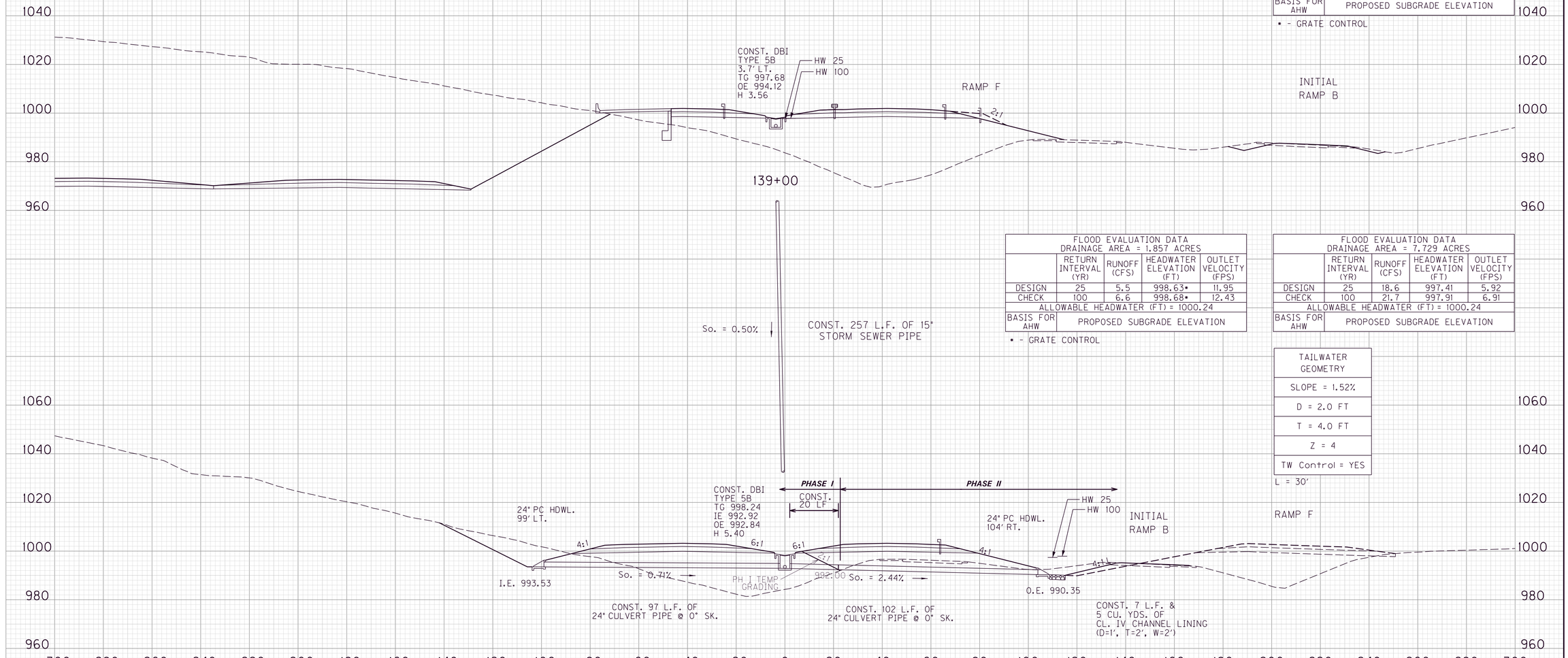
PIPE SHEET - ULTIMATE
KY 80
STA.123+19 & STA. 128+18

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R256600PD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R257

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 15"	18"	24"	30"	36"	42"	48"	54"	60"	SS PIPE 15"	PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"	DBI TYPE 5D	JB TYPE B	CBI TYPE A		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET									LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
9	M				199							257		2						2				5		5			1617



FLOOD EVALUATION DATA DRAINAGE AREA = 0.298 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	0.9	997.80•	2.94
CHECK	100	1.1	997.81•	3.07
ALLOWABLE HEADWATER (FT) = 998.70				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

FLOOD EVALUATION DATA DRAINAGE AREA = 1.857 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	5.5	998.63•	11.95
CHECK	100	6.6	998.68•	12.43
ALLOWABLE HEADWATER (FT) = 1000.24				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

FLOOD EVALUATION DATA DRAINAGE AREA = 7.729 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	18.6	997.41	5.92
CHECK	100	21.7	997.91	6.91
ALLOWABLE HEADWATER (FT) = 1000.24				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

TAILWATER GEOMETRY
SLOPE = 1.52%
D = 2.0 FT
T = 4.0 FT
Z = 4
TW Control = YES

L = 30'

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

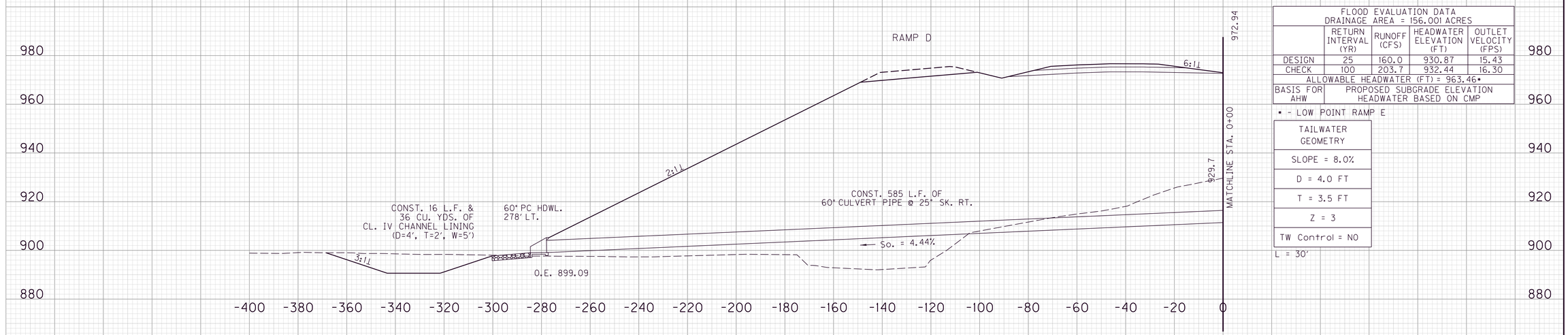
PIPE SHEET
KY 80
STA.136+40 to STA. 139+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: lcampbell | DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\RDI033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R257OOPD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R258

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	CBI TYPE A		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
62	M									585									2					14		84			3379

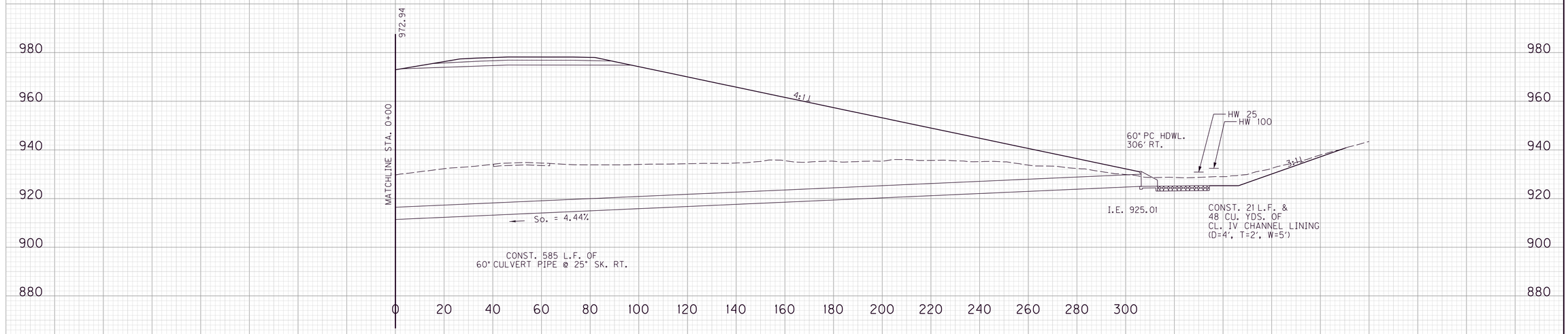


FLOOD EVALUATION DATA DRAINAGE AREA = 156.001 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	160.0	930.87	15.43
CHECK	100	203.7	932.44	16.30
ALLOWABLE HEADWATER (FT) = 963.46•				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

• - LOW POINT RAMP E

TAILWATER GEOMETRY
SLOPE = 8.0%
D = 4.0 FT
T = 3.5 FT
Z = 3
TW Control = NO

L = 30'



KY 461
STA. 154+57
25° SK. RT.

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

PIPE SHEET
KY 461
STA. 154+57

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R258DOPD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R259

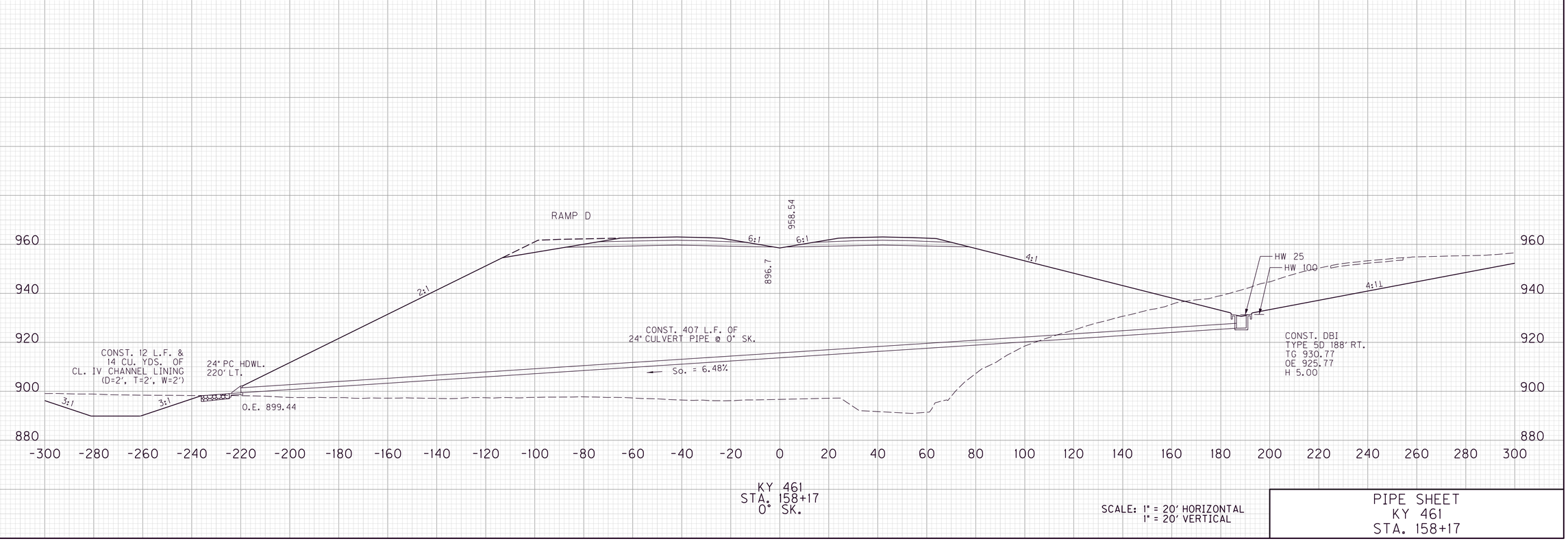
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5D		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	
50	M			407										1								1				14			1537

FLOOD EVALUATION DATA DRAINAGE AREA = 3.43 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	8.9	931.31	14.09
CHECK	100	10.4	931.37	14.74
ALLOWABLE HEADWATER (FT) = 940+/-				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

TAILWATER GEOMETRY
SLOPE = 8.3%
D = 3.0 FT
T = 4.0 FT
Z = 3
TW Control = NO

L = 30'



KY 461
STA. 158+17
0° SK.

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

PIPE SHEET
KY 461
STA. 158+17

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R259OOPD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R260

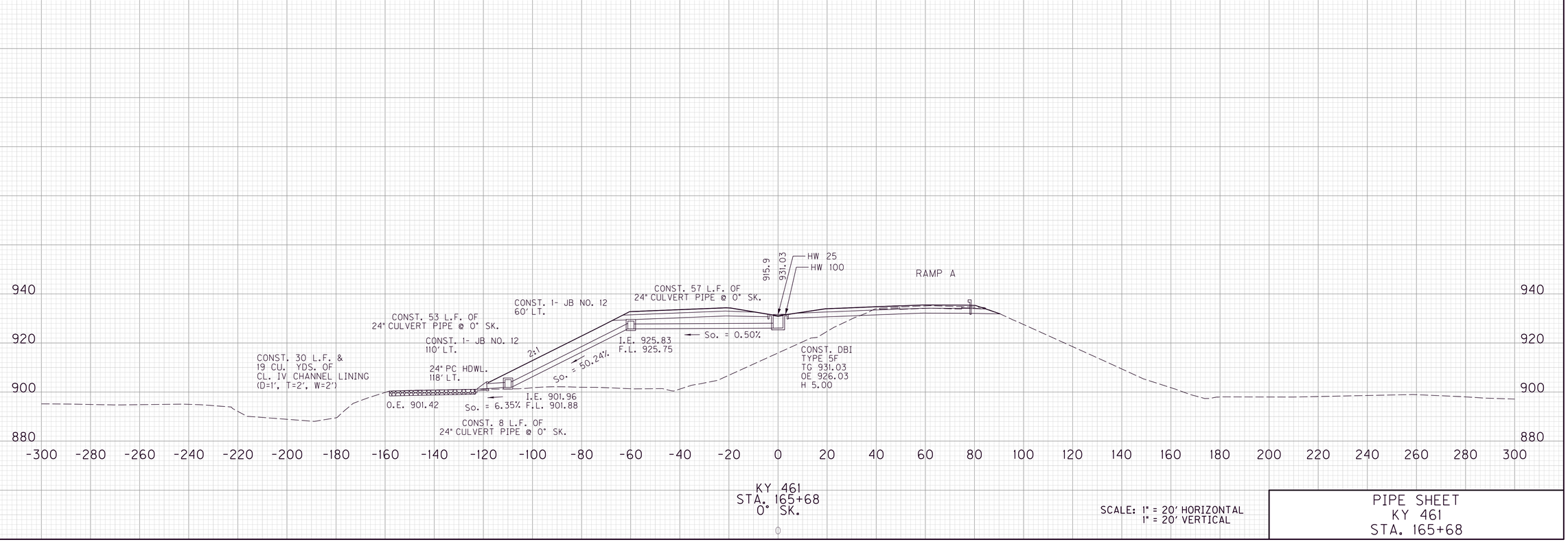
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	
6.4	M			118										1							2	1				19			446

FLOOD EVALUATION DATA DRAINAGE AREA = 4.448 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	10.0	931.61•	13.44
CHECK	100	12.2	931.70•	14.23
ALLOWABLE HEADWATER (FT) = 933.03				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

TAILWATER GEOMETRY
SLOPE = 10.0%
D = 1.0 FT
T = 4.0 FT
Z = 3
TW Control = NO

L = 30'



KY 461
STA. 165+68
0° SK.

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

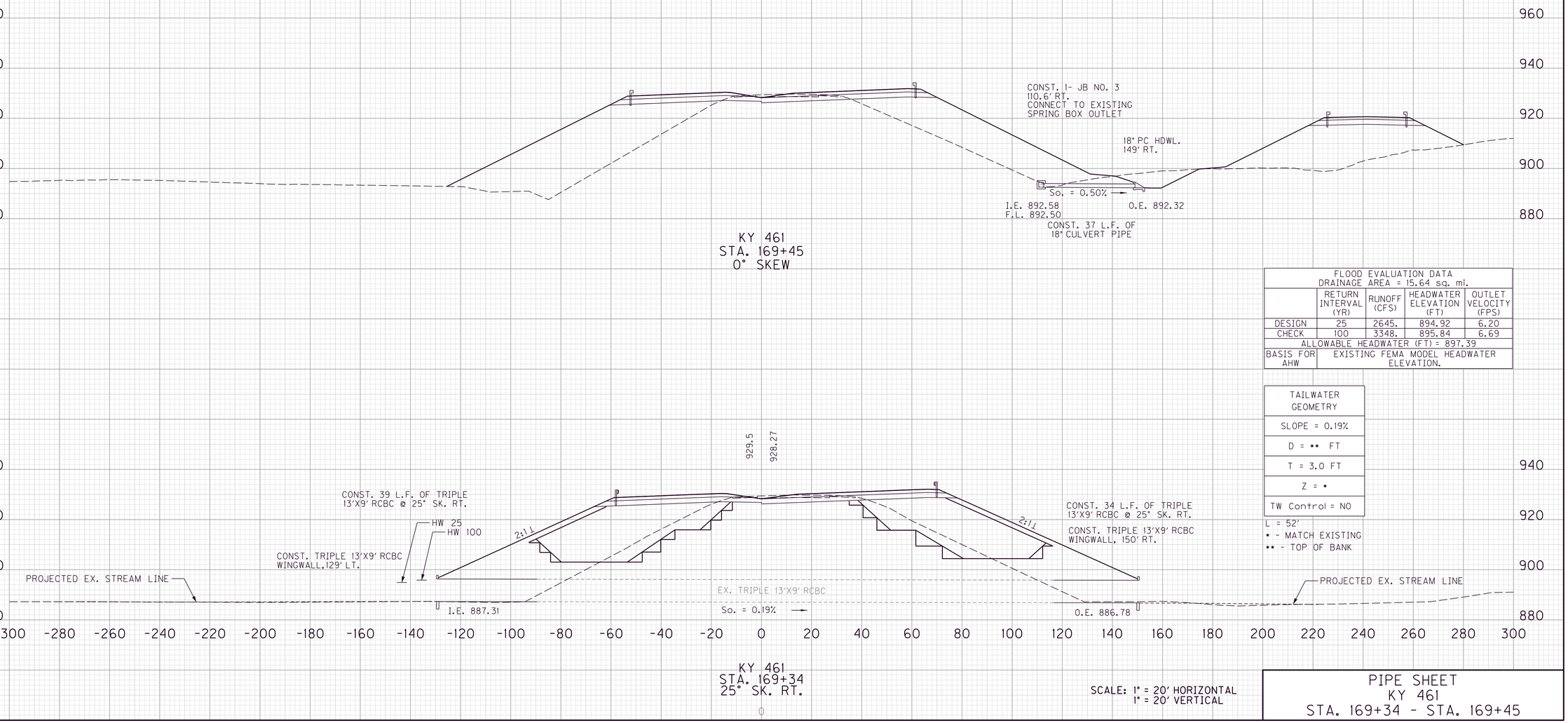
PIPE SHEET
KY 461
STA. 165+68

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: lcampbell DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R26000PD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R261

	MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB NO. 3	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
	FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
STA. 169+45	13.1	M		37										1								1								
STA. ~~169+34~~	36.2	M	SEE STRUCTURE PLANS FOR QTYS																											



FLOOD EVALUATION DATA DRAINAGE AREA = 15.64 sq. mi.				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	2645.	894.92	6.20
CHECK	100	3348.	895.84	6.69
ALLOWABLE HEADWATER (FT) = 897.39				
BASIS FOR AHW	EXISTING FEMA MODEL HEADWATER ELEVATION.			

TAILWATER GEOMETRY
SLOPE = 0.19%
D = •• FT
T = 3.0 FT
Z = •
TW Control = NO

L = 52'
• - MATCH EXISTING
•• - TOP OF BANK

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

PIPE SHEET
KY 461
STA. 169+34 - STA. 169+45

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R26100PD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R262

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL	CULVERT PIPE 15"	18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING	SS PIPE 15"	PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT		L I N E A R F E E T										LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	
13	M			133								254		1								3		30		11			930

STA. 171+55

FLOOD EVALUATION DATA DRAINAGE AREA = 0.387 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	2.12	928.25•	3.68
CHECK	100	2.48	928.27•	3.83
ALLOWABLE HEADWATER (FT) = 928.46				
BASIS FOR AHW	LOW SHOULDER - 1' FREEBOARD			

• - GRATE CONTROL

STA. 170+25

FLOOD EVALUATION DATA DRAINAGE AREA = 0.387 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	1.61	927.72•	14.24
CHECK	100	1.90	927.74•	14.94
ALLOWABLE HEADWATER (FT) = 928.59				
BASIS FOR AHW	LOW SHOULDER - 1' FREEBOARD			

• - GRATE CONTROL

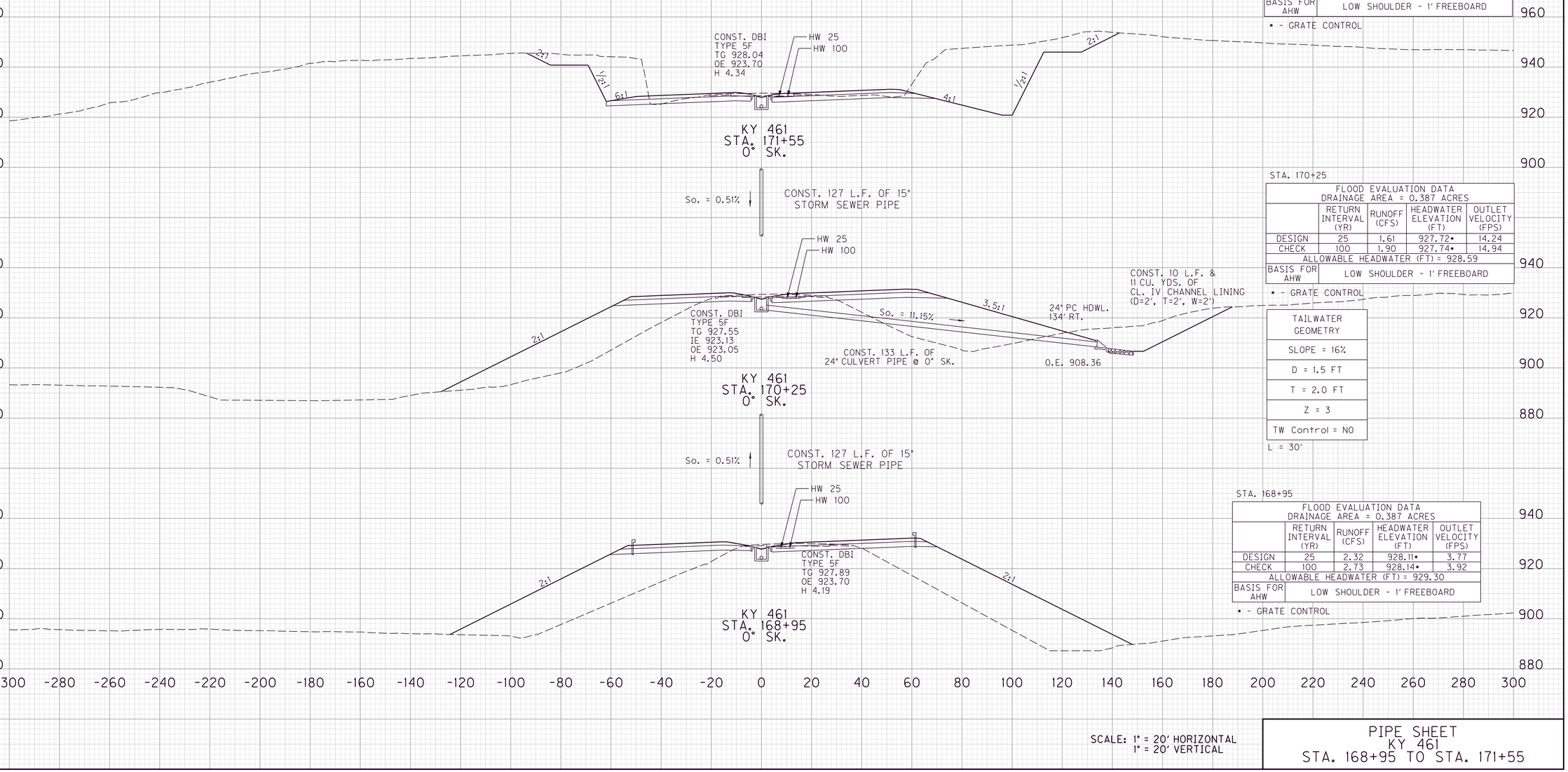
TAILWATER GEOMETRY
SLOPE = 16%
D = 1.5 FT
T = 2.0 FT
Z = 3
TW Control = NO

L = 30'

STA. 168+95

FLOOD EVALUATION DATA DRAINAGE AREA = 0.387 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	2.32	928.11•	3.77
CHECK	100	2.73	928.14•	3.92
ALLOWABLE HEADWATER (FT) = 929.30				
BASIS FOR AHW	LOW SHOULDER - 1' FREEBOARD			

• - GRATE CONTROL



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

PIPE SHEET
KY 461
STA. 168+95 TO STA. 171+55

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R26200PD.DGN

PIPE DRAINAGE SHEET

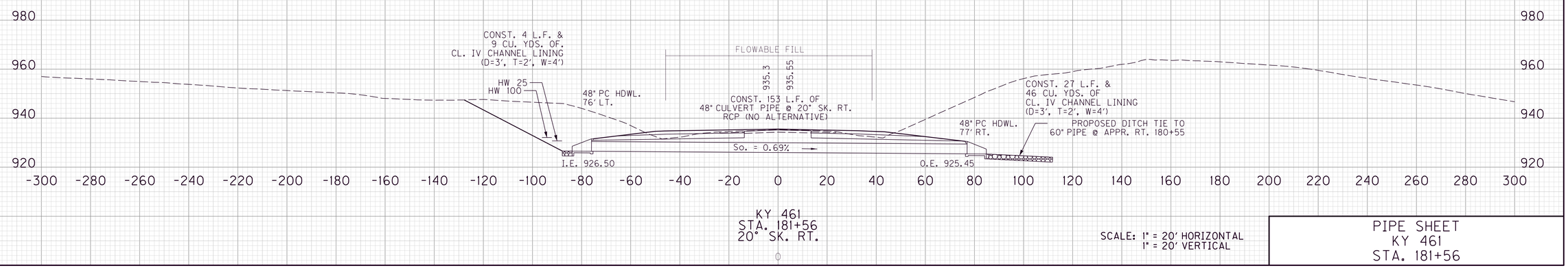
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R263

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
5.6	M							153										2							65		55			804

FLOOD EVALUATION DATA DRAINAGE AREA = 150.262 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	69.4	930.16	10.23
CHECK	100	91.3	930.90	10.94
ALLOWABLE HEADWATER (FT) = 932.77				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 0.5%
D = 4.0 FT
T = 4.0 FT
Z = 3
TW Control = YES

L = 27'



KY 461
STA. 181+56
20° SK. RT.

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

PIPE SHEET
KY 461
STA. 181+56

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R26300PD.DGN

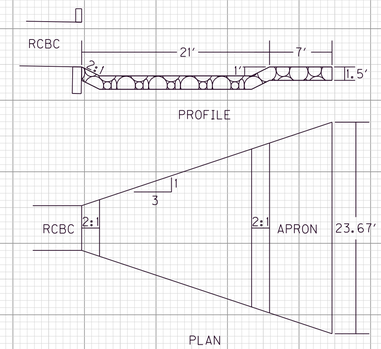
PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R264

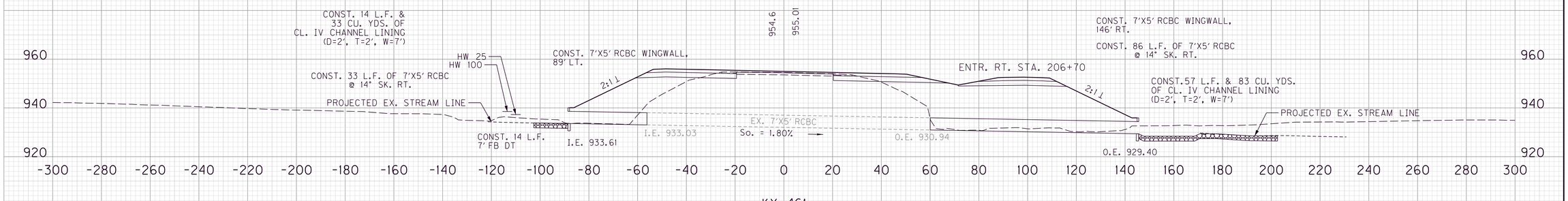
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
18.1	M		SEE STRUCTURE PLANS FOR QTYS																					110		116			

FLOOD EVALUATION DATA DRAINAGE AREA = 270.6 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	130.0	937.29	14.8
CHECK	100	200.0	938.54	16.5
ALLOWABLE HEADWATER (FT) = 938.97				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

RIP-RAP BASIN
BASIN LENGTH = 28.0'
BASIN WIDTH = 23.67'
POOL LENGTH = 21.0'
APRON LENGTH = 7.0'
POOL DEPTH = 1.0'
RIPRAP THICKNESS = 1.5'
RIPRAP FORESLOPE = 2.0'



OUTLET ENERGY DISSIPATOR DETAIL
SCALE: 1" = 50'



KY 461
STA. 210+92
14° SK. RT.

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

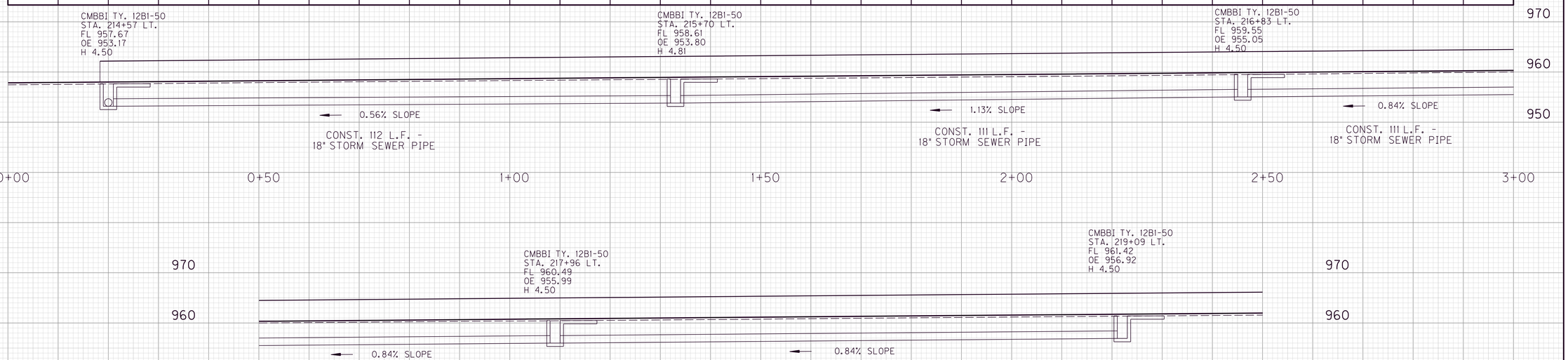
PIPE SHEET
KY 461
STA. 210+92

FILE NAME: G:\ENGR\HD\033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R26400PD.DGN
USER: campbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R265

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING	SS PIPE 15"	PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		CBI TYPE F	CONC MED BAR. BOX INLET TY 12BI		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET									LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
3	M											632	1									1	5		1		9			2374



STA. 219+09, MED. LT.

FLOOD EVALUATION DATA DRAINAGE AREA = 0.059 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	0.33	957.18	2.53
CHECK	100	0.38	957.20	2.65
ALLOWABLE HEADWATER (FT) = 961.80				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

STA. 215+70, MED. LT.

FLOOD EVALUATION DATA DRAINAGE AREA = 0.416 ACRES •				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	2.12 •	954.40	3.76 •
CHECK	100	2.50 •	954.45	3.93 •
ALLOWABLE HEADWATER (FT) = 959.00				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

• TOTAL FOR LAST SEGMENT OF PIPE

STA. 217+96, MED. LT.

FLOOD EVALUATION DATA DRAINAGE AREA = 0.179 ACRES •				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	0.95 •	956.40	3.49 •
CHECK	100	1.12 •	956.44	3.65 •
ALLOWABLE HEADWATER (FT) = 960.87				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

• TOTAL FOR LAST SEGMENT OF PIPE

STA. 214+57, MED. LT.

FLOOD EVALUATION DATA DRAINAGE AREA = 0.301 ACRES •				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	2.69 •	953.85	7.43 •
CHECK	100	3.17 •	953.91	7.79 •
ALLOWABLE HEADWATER (FT) = 958.06				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

• TOTAL FOR LAST SEGMENT OF PIPE

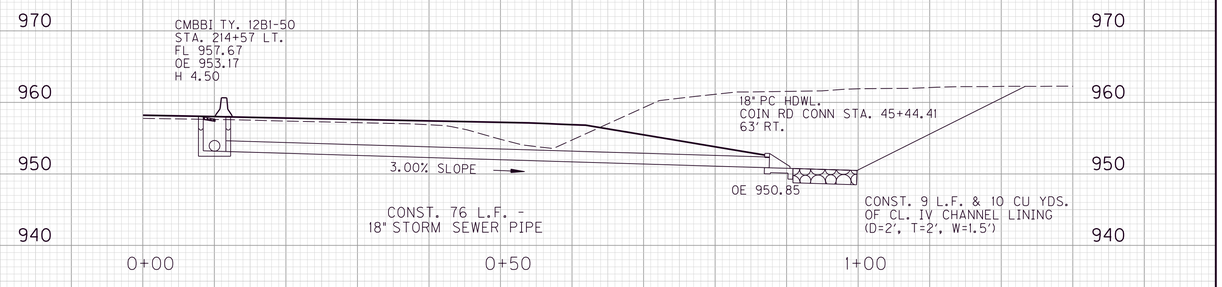
STA. 216+83, MED. LT.

FLOOD EVALUATION DATA DRAINAGE AREA = 0.301 ACRES •				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	1.56 •	955.57	4.45 •
CHECK	100	1.84 •	955.61	4.66 •
ALLOWABLE HEADWATER (FT) = 959.93				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

• TOTAL FOR LAST SEGMENT OF PIPE

TAILWATER GEOMETRY
SLOPE = 0.5 %
D = 1.0 FT
T = 2.0 FT
Z = 4
TW Control = NO

L = 25'



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

PIPE SHEET
KY 461
STA. 214+57 TO STA. 219+09

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R26500PD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

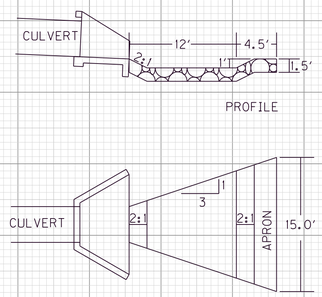
PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R266

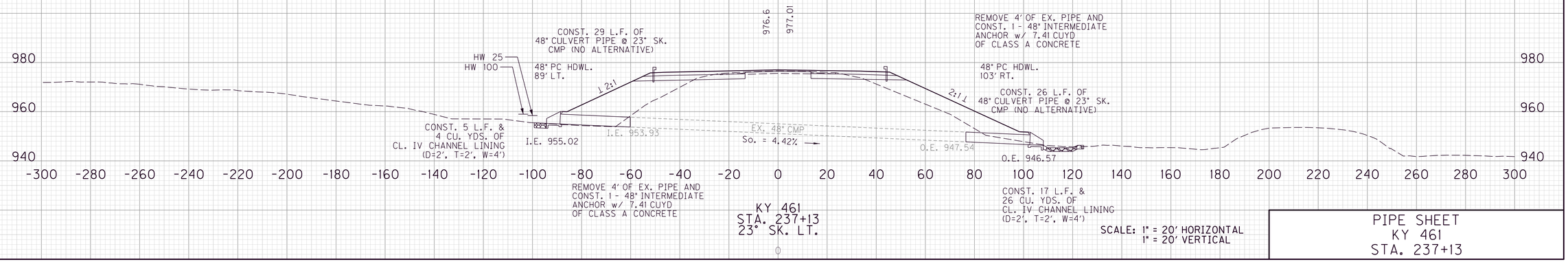
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
22	M							55										2						3		31	14.82		705

FLOOD EVALUATION DATA DRAINAGE AREA = 58.61 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	60.8	958.44	12.07
CHECK	100	74.7	958.99	12.74
ALLOWABLE HEADWATER (FT) = 962.0				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

RIP-RAP BASIN
BASIN LENGTH = 16.5'
BASIN WIDTH = 15.0'
POOL LENGTH = 12.0'
APRON LENGTH = 4.5'
POOL DEPTH = 1.0'
RIPRAP THICKNESS = 1.5'
RIPRAP FORESLOPE = 2.0'



OUTLET ENERGY DISSIPATOR DETAIL
SCALE: 1" = 50'



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

PIPE SHEET
KY 461
STA. 237+13

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R266OOPD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

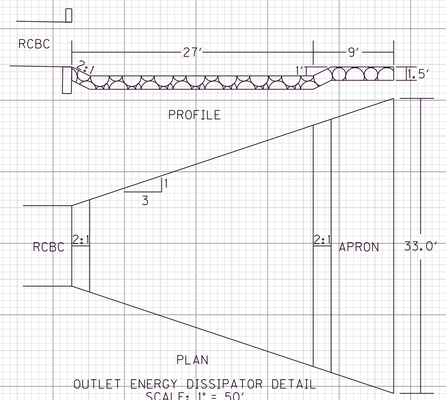
PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R267

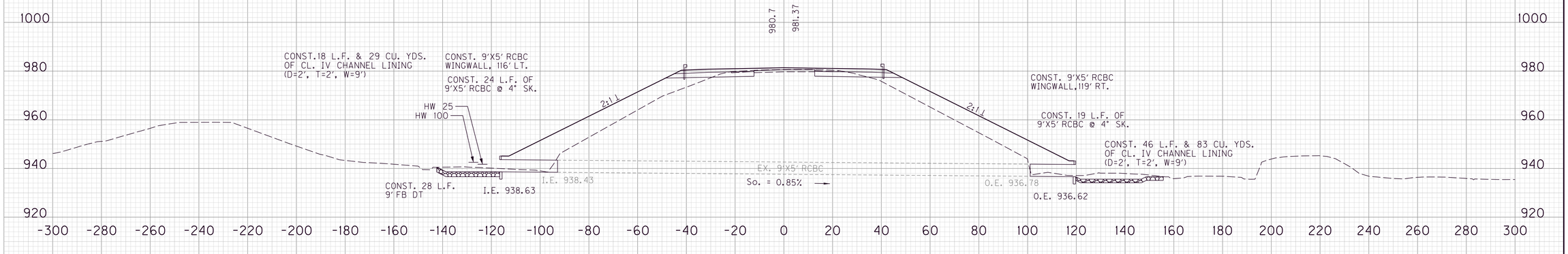
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE										PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
			18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING																			
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
38.8	M	SEE STRUCTURE PLANS FOR QTYS																						109		112			

FLOOD EVALUATION DATA DRAINAGE AREA = 230.5 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	146.0	941.72	11.51
CHECK	100	208.0	942.55	12.82
ALLOWABLE HEADWATER (FT) = 958.0				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

RIP-RAP BASIN
BASIN LENGTH = 36.0'
BASIN WIDTH = 33.0'
POOL LENGTH = 27.0'
APRON LENGTH = 9.0'
POOL DEPTH = 1.0'
RIPRAP THICKNESS = 1.5'
RIPRAP FORESLOPE = 2.0'



OUTLET ENERGY DISSIPATOR DETAIL
SCALE: 1" = 50'



KY 461
STA. 242+35
4° SK. RT.

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

PIPE SHEET
KY 461
STA. 242+35

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: lcampbell | DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HDI\033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R267OPPD.DGN

PIPE DRAINAGE SHEET

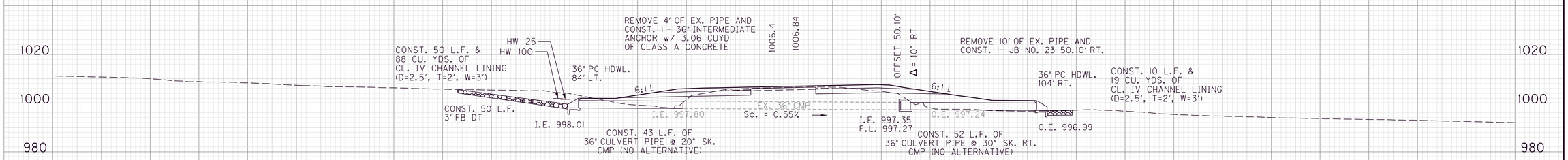
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R268

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB NO. 23	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
7.2	M					95										2					1			15		107	3.06		450

FLOOD EVALUATION DATA DRAINAGE AREA = 36.05 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	35.9	1001.61	7.39
CHECK	100	43.8	1001.91	8.06
ALLOWABLE HEADWATER (FT) = 1004.90				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

TAILWATER GEOMETRY
SLOPE = 2.20%
D = 2.5 FT
T = 2.0 FT
Z = 4
TW Control = YES

L = 30'



KY 461
STA 272+81
20° SK. RT.

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

PIPE SHEET
KY 461
STA. 272+81

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: lcampbell DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R26800PD.DGN

PIPE DRAINAGE SHEET

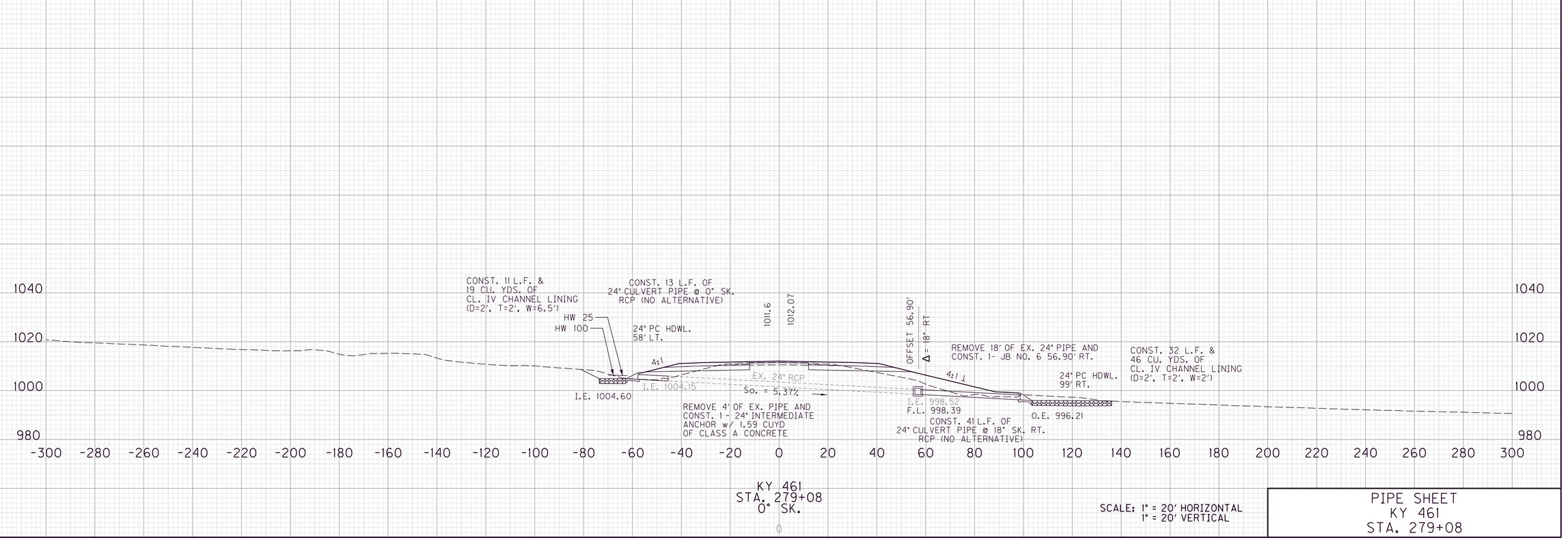
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R269

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB NO. 6	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
9.8	M			54										2								1			21		65	1.59		245

FLOOD EVALUATION DATA DRAINAGE AREA = 3.43 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	9.1	1006.16	13.05
CHECK	100	10.6	1006.32	13.57
ALLOWABLE HEADWATER (FT) = 1010.15				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 0.50%
D = 2.0 FT
T = 4.0 FT
Z = 3
TW Control = NO

L = 30'



MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R26900PD.DGN

PIPE DRAINAGE SHEET

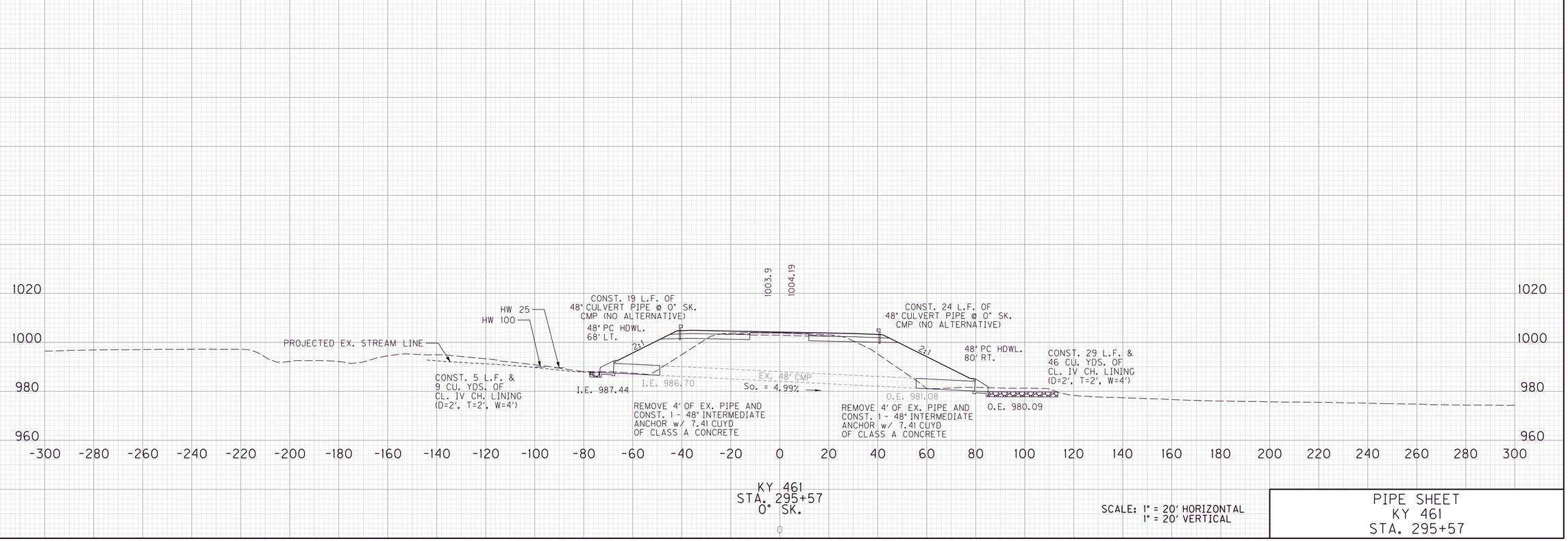
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R270

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
17.1	M							43										2						13		54	14.82		226

FLOOD EVALUATION DATA DRAINAGE AREA = 31.29 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	30.2	989.63	10.39
CHECK	100	37.3	989.93	11.04
ALLOWABLE HEADWATER (FT) = 992.0				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

TAILWATER GEOMETRY
SLOPE = 0.50%
D = 2.0 FT
T = 2.0 FT
Z = 3
TW Control = NO

L = 26'



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

PIPE SHEET
KY 461
STA. 295+57

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R270DPD.DGN

PIPE DRAINAGE SHEET

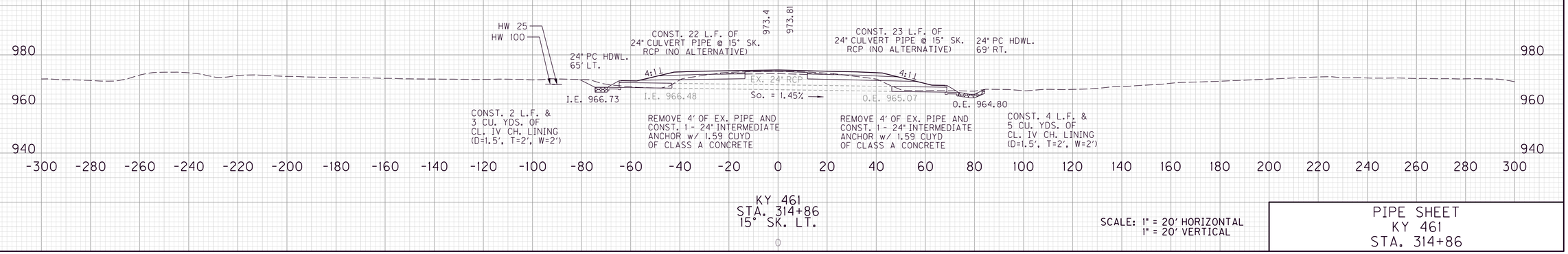
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R271

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
6.1	M			45										2										3		8	3.18		170

FLOOD EVALUATION DATA DRAINAGE AREA = 4.25 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	5.9	967.92	7.34
CHECK	100	7.2	968.07	7.76
ALLOWABLE HEADWATER (FT) = 970.0				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 1.90%
D = 1.5 FT
T = 2.0 FT
Z = 4
TW Control = NO

L = 25'



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

PIPE SHEET
KY 461
STA. 314+86

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R2710OPD.DGN

PIPE DRAINAGE SHEET

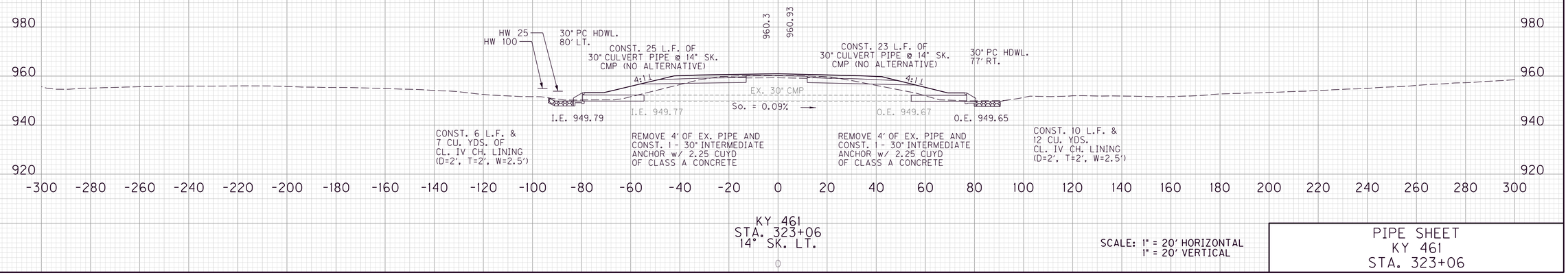
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R272

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
8.7	M				48										2									2		19	4.50		215

FLOOD EVALUATION DATA DRAINAGE AREA = 13.68 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	23.0	953.83	6.78
CHECK	100	27.6	954.90	7.33
ALLOWABLE HEADWATER (FT) = 957.00				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

TAILWATER GEOMETRY
SLOPE = 0.50%
D = 2.0 FT
T = 2.0 FT
Z = 3
TW Control = YES

L = 25'



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

PIPE SHEET
KY 461
STA. 323+06

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R272OOPD.DGN

PIPE DRAINAGE SHEET

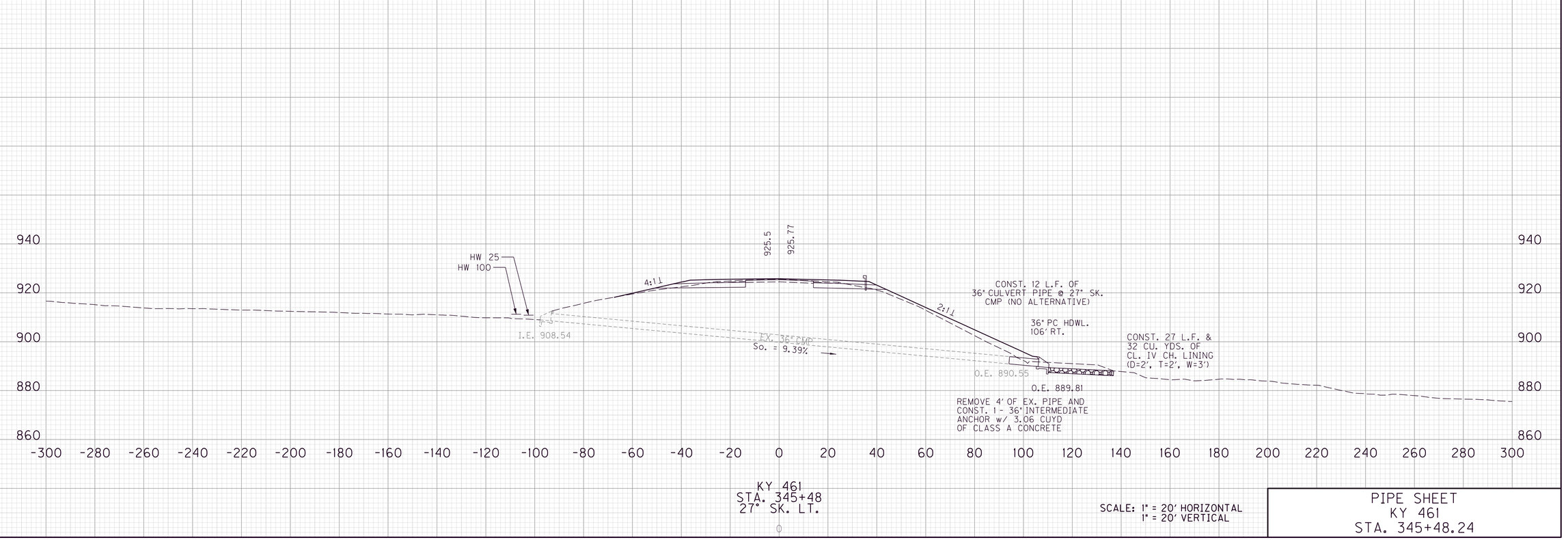
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R273

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
25.3	M					12										1								6		32	3.06		57

FLOOD EVALUATION DATA DRAINAGE AREA = 26.775 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	26.4	910.84	12.87
CHECK	100	32.9	911.23	13.68
ALLOWABLE HEADWATER (FT) = 922.00				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

TAILWATER GEOMETRY
SLOPE = 5.0 %
D = 2 FT
T = 2 FT
Z = 3
TW Control = NO

L = 25'



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

PIPE SHEET
KY 461
STA. 345+48.24

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: lcampbell DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R27300PD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R274

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	24" S. & F. BOX I/O	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		DBI TYPE I	JB TYPE B		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
			ULTIMATE PIPE																										

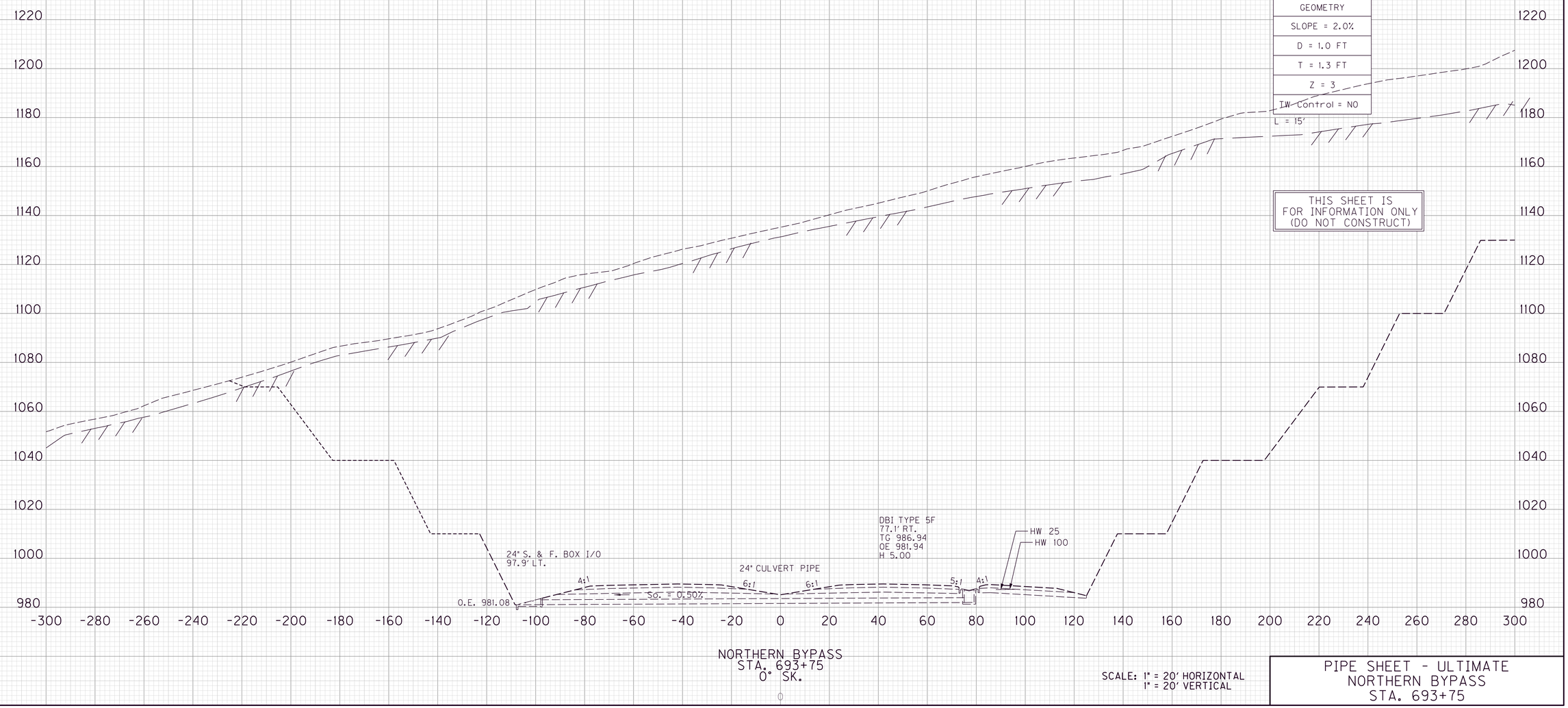
FLOOD EVALUATION DATA DRAINAGE AREA = 1.562 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	4.6	987.29•	3.60
CHECK	100	5.4	987.33•	4.80
ALLOWABLE HEADWATER (FT) = 987.8				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

TAILWATER GEOMETRY
SLOPE = 2.0%
D = 1.0 FT
T = 1.3 FT
Z = 3
TW Control = NO

L = 15'

THIS SHEET IS
FOR INFORMATION ONLY
(DO NOT CONSTRUCT)



NORTHERN BYPASS
STA. 693+75
0° SK.

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

PIPE SHEET - ULTIMATE
NORTHERN BYPASS
STA. 693+75

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: lcampbell | DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R274OOPD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R275

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	24" S. & F. BOX I/O	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		DBI TYPE 5F	JB TYPE B		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
		ULTIMATE PIPE																											

ULTIMATE CONSTRUCTION PHASE

FLOOD EVALUATION DATA DRAINAGE AREA = 1.06 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	2.9	988.91•	4.09
CHECK	100	3.4	988.93•	4.28
ALLOWABLE HEADWATER (FT) = 990.48				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

TAILWATER GEOMETRY
SLOPE = 0.5 %
D = 1.0 FT
T = 1.3 FT
Z = 4
TW Control = NO

L = 15'

NORTHERN BYPASS
STA. 700+40
0° SK.

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

PIPE SHEET - ULTIMATE
NORTHERN BYPASS
STA. 700+40

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R27500PD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R276

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 15"	18"	24"	30"	36"	42"	48"	54"	MATCH EXISTING	24" S.S. PIPE	PC HDWL 24"	18" S. & F. BOX 1/0	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		DBI TYPE 1	DBI TYPE 5B		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET									LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
7.0	M				241							127	1									1	2							976

STA. 710+80 MED.

STA. 710+80 RT.

TAILWATER GEOMETRY
SLOPE = 1.0%
D = 2 FT
T = 2 FT
Z = 3
TW Control = NO

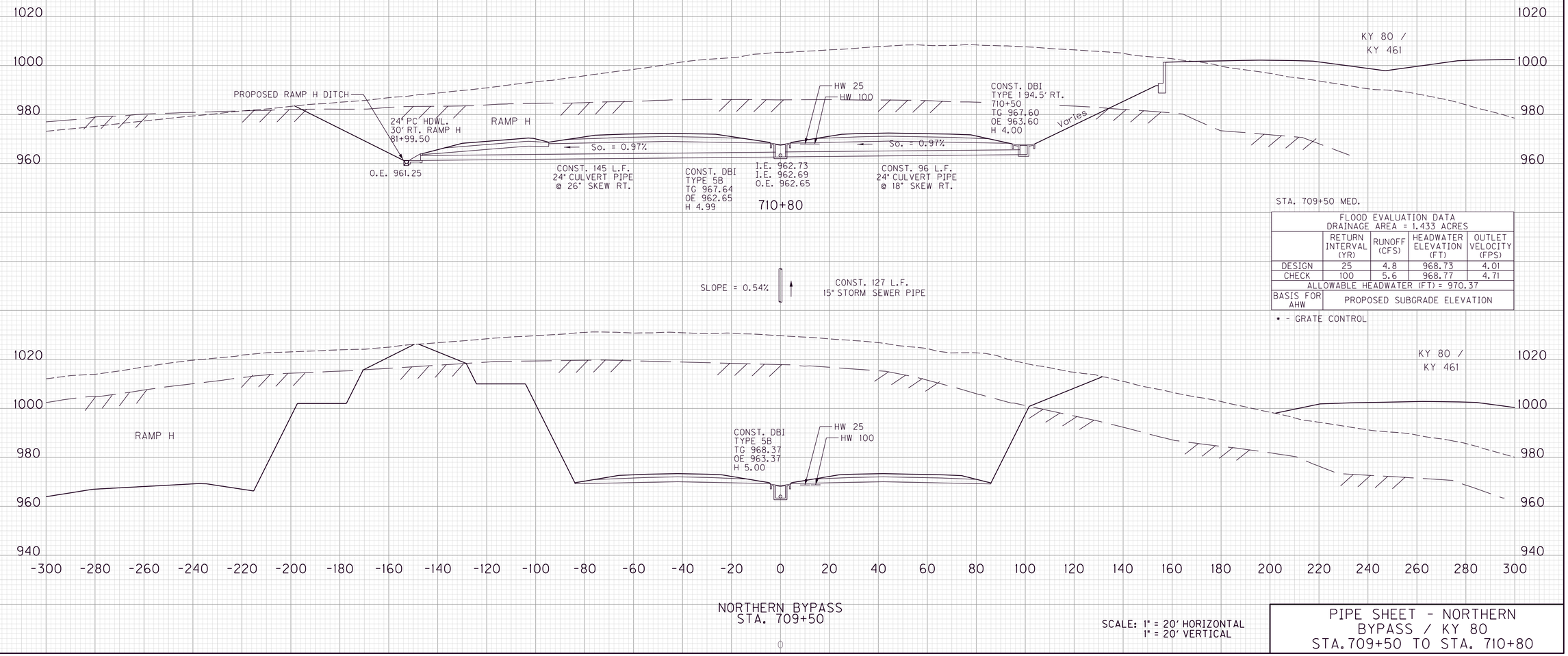
L = 30'

FLOOD EVALUATION DATA DRAINAGE AREA = 1.148 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	3.5	967.93	7.95
CHECK	100	4.2	967.97	9.54
ALLOWABLE HEADWATER (FT) = 969.44				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

FLOOD EVALUATION DATA DRAINAGE AREA = 5.78 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	18.4	968.57	5.94
CHECK	100	22.1	968.69	7.18
ALLOWABLE HEADWATER (FT) = 969.19				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL



STA. 709+50 MED.

FLOOD EVALUATION DATA DRAINAGE AREA = 1.433 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	4.8	968.73	4.01
CHECK	100	5.6	968.77	4.71
ALLOWABLE HEADWATER (FT) = 970.37				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

NORTHERN BYPASS
STA. 709+50

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

PIPE SHEET - NORTHERN BYPASS / KY 80
STA. 709+50 TO STA. 710+80

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R276OOPD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R277

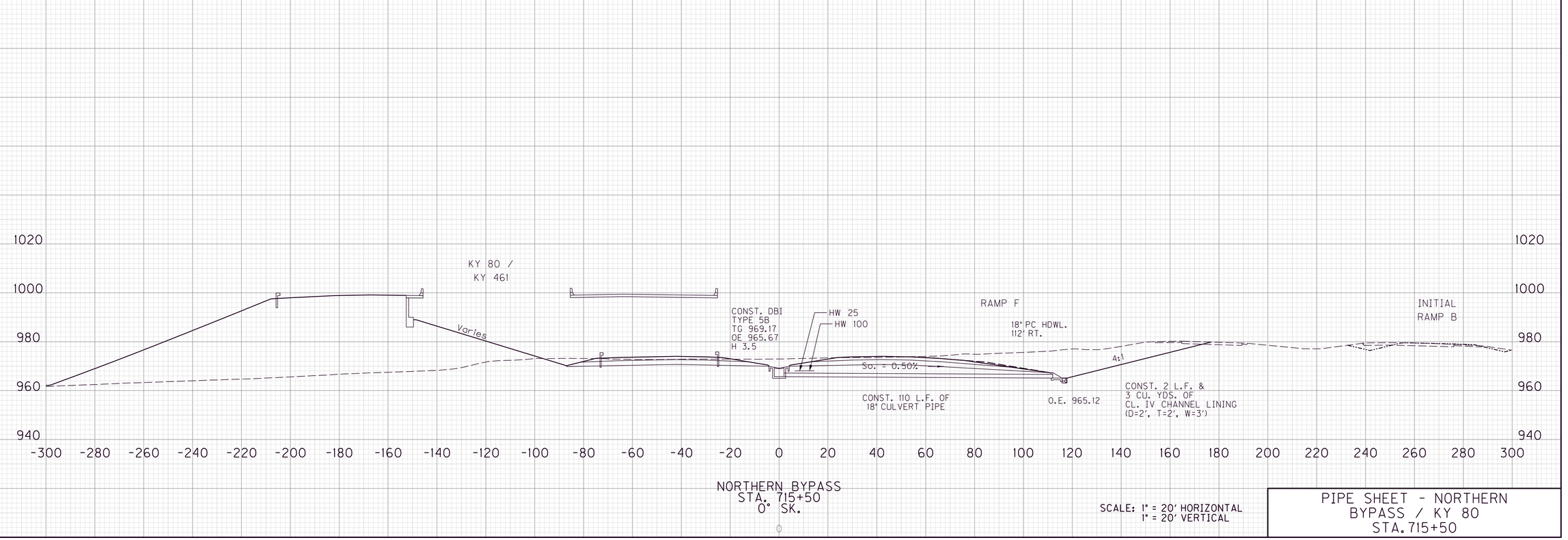
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	18" S. & F. BOX I/O	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		JB NO. 37	DBI TYPE 5B		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
7.1	M		110										1									1				3			387

FLOOD EVALUATION DATA DRAINAGE AREA = 1.044 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	3.0	968.06•	2.66
CHECK	100	3.7	968.10•	3.0
ALLOWABLE HEADWATER (FT) = 971.05				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

TAILWATER GEOMETRY
SLOPE = 0.5%
D = 1.5 FT
T = 2.0 FT
Z = 4
TW Control = NO

L = 10'



NORTHERN BYPASS
STA. 715+50
0° SK.

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

PIPE SHEET - NORTHERN
BYPASS / KY 80
STA. 715+50

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R277OPPD.DGN

PIPE DRAINAGE SHEET

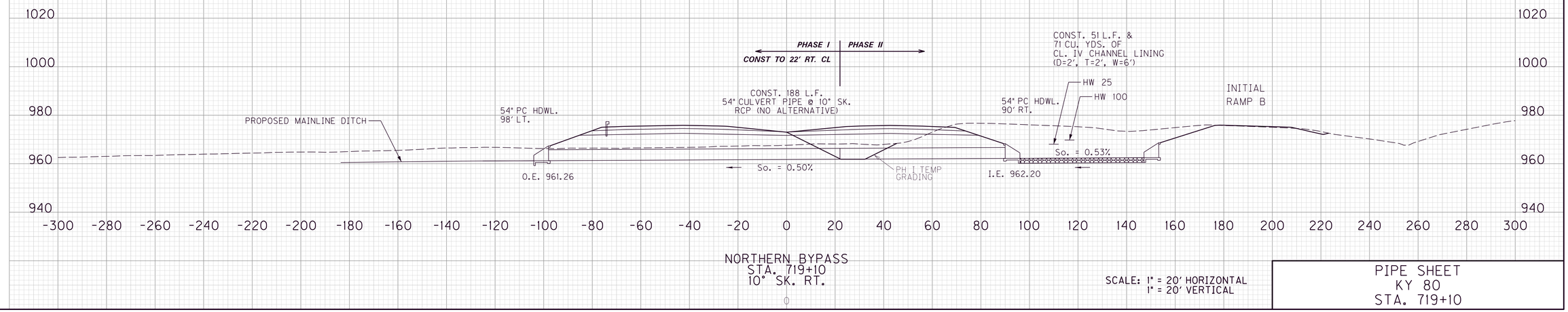
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R278

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	18" S. & F. BOX I/O	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		JB NO. 37	DBI TYPE 5B		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
9.8	M								188										2							71			1037

FLOOD EVALUATION DATA DRAINAGE AREA = 135.67 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	134.6	968.06	10.73
CHECK	100	171.1	969.77	11.92
ALLOWABLE HEADWATER (FT) = 972.98				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 0.79%
D = 3.0 FT
T = 3.0 FT
Z = 3
TW Control = YES

L = 30'



NORTHERN BYPASS
STA. 719+10
10° SK. RT.

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

PIPE SHEET
KY 80
STA. 719+10

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R278OOPD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R279

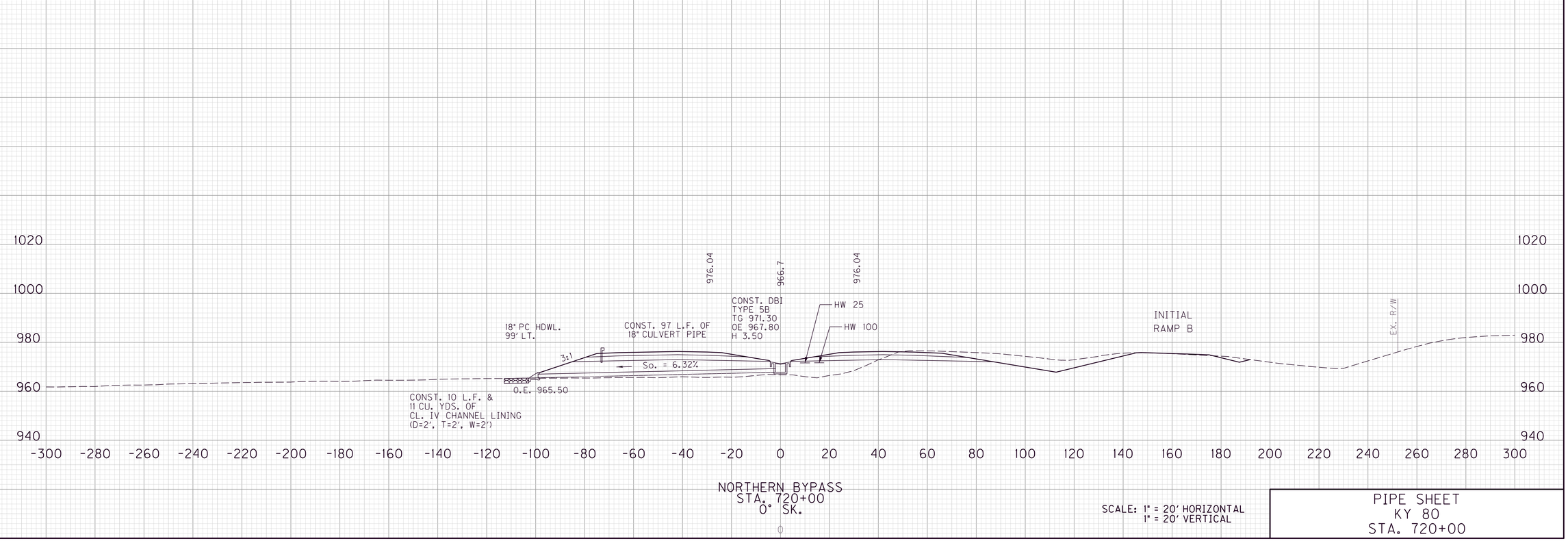
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	18" S. & F. BOX I/O	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		JB NO. 37	DBI TYPE 5B		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
9.8	M		97										1									1				11			341

FLOOD EVALUATION DATA DRAINAGE AREA = 1.77 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	3.8	971.61•	7.94
CHECK	100	4.6	971.65•	8.37
ALLOWABLE HEADWATER (FT) = 973.30				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

TAILWATER GEOMETRY
SLOPE = 1.1%
D = 1.5 FT
T = 2.0 FT
Z = 3
TW Control = NO

L = 25'



NORTHERN BYPASS
STA. 720+00
0° SK.

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

PIPE SHEET
KY 80
STA. 720+00

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: lcampbell DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R2790OPD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R280

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 24"	24" S. & F. BOX I/O	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		JB NO. 37	DBI TYPE 5B		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
5.2	M			156									1	1								1				77			563

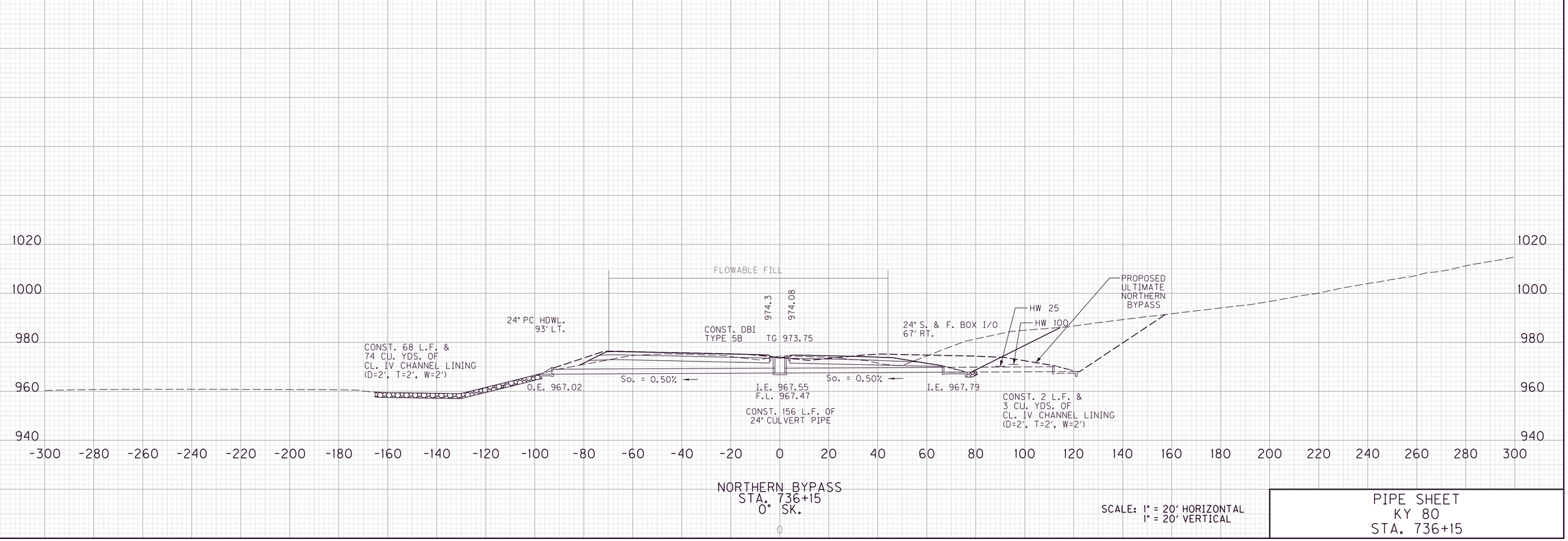
FLOOD EVALUATION DATA DRAINAGE AREA = 0.776 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	2.5	973.98•	8.90
CHECK	100	3.0	974.01•	10.76
ALLOWABLE HEADWATER (FT) = 974.44				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

FLOOD EVALUATION DATA DRAINAGE AREA = 9.986 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	12.9	970.20	4.31
CHECK	100	15.9	970.93	5.32
ALLOWABLE HEADWATER (FT) = 971.20				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

TAILWATER GEOMETRY
SLOPE = 25%
D = 2.0 FT
T = 2.0 FT
Z = 3
TW Control = NO

L = 25'



NORTHERN BYPASS
STA. 736+15
0° SK.

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

PIPE SHEET
KY 80
STA. 736+15

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R28000PD.DGN

PIPE DRAINAGE SHEET

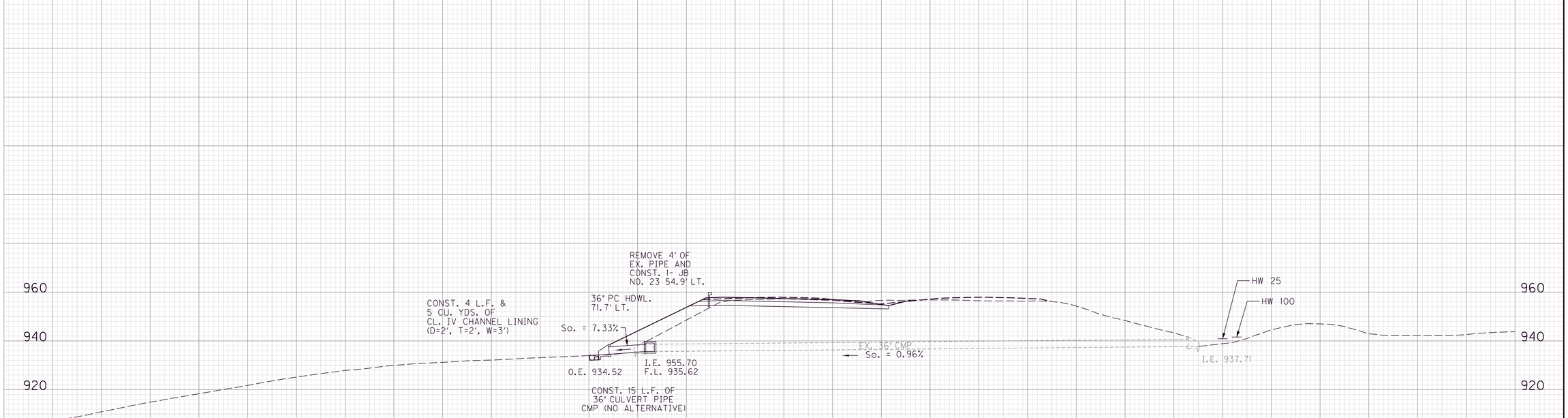
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R281

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	18" S. & F. BOX I/O	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		JB NO. 23	DBI TYPE 5B		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
19.0	M					15										1					1						5			71

FLOOD EVALUATION DATA DRAINAGE AREA = 23.753 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	34.8	940.89	12.33
CHECK	100	42.7	941.56	12.86
ALLOWABLE HEADWATER (FT) = 942.0				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

TAILWATER GEOMETRY
SLOPE = 7.0%
D = 2.0 FT
T = 3.0 FT
Z = 3
TW Control = NO

L = 30'



NORTHERN BYPASS
STA. 745+86.62
0° SK.

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

PIPE SHEET - NORTHERN BYPASS / KY 80
STA. 745+86.62

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: lcampbell DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R281OOPD.DGN

PIPE DRAINAGE SHEET

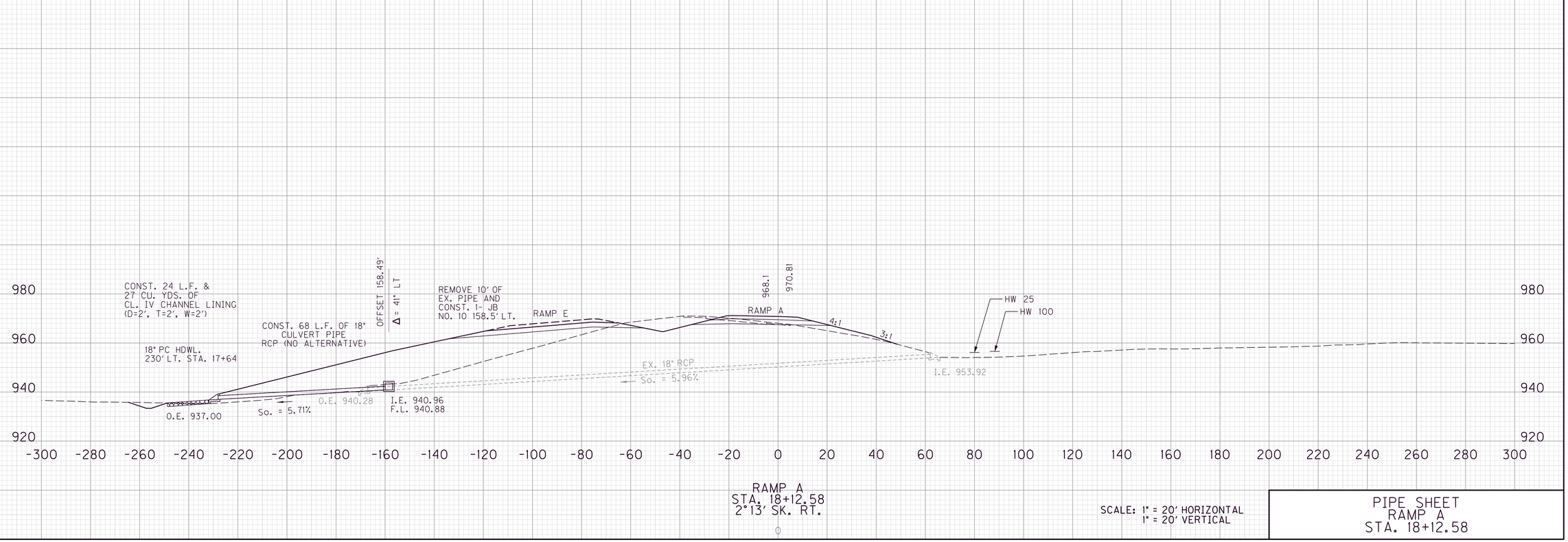
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R282

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE 10	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
22.6	M		68										1								1					27			239

FLOOD EVALUATION DATA DRAINAGE AREA = 3.945 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	10.0	956.15	14.23
CHECK	100	11.6	956.58	14.80
ALLOWABLE HEADWATER (FT) = 968.31				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 7.2%
D = 1.5 FT
T = 4.0 FT
Z = 3
TW Control = NO

L = 25'



RAMP A
STA. 18+12.58
2°13' SK. RT.

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

PIPE SHEET
RAMP A
STA. 18+12.58

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R28200PD.DGN

PIPE DRAINAGE SHEET

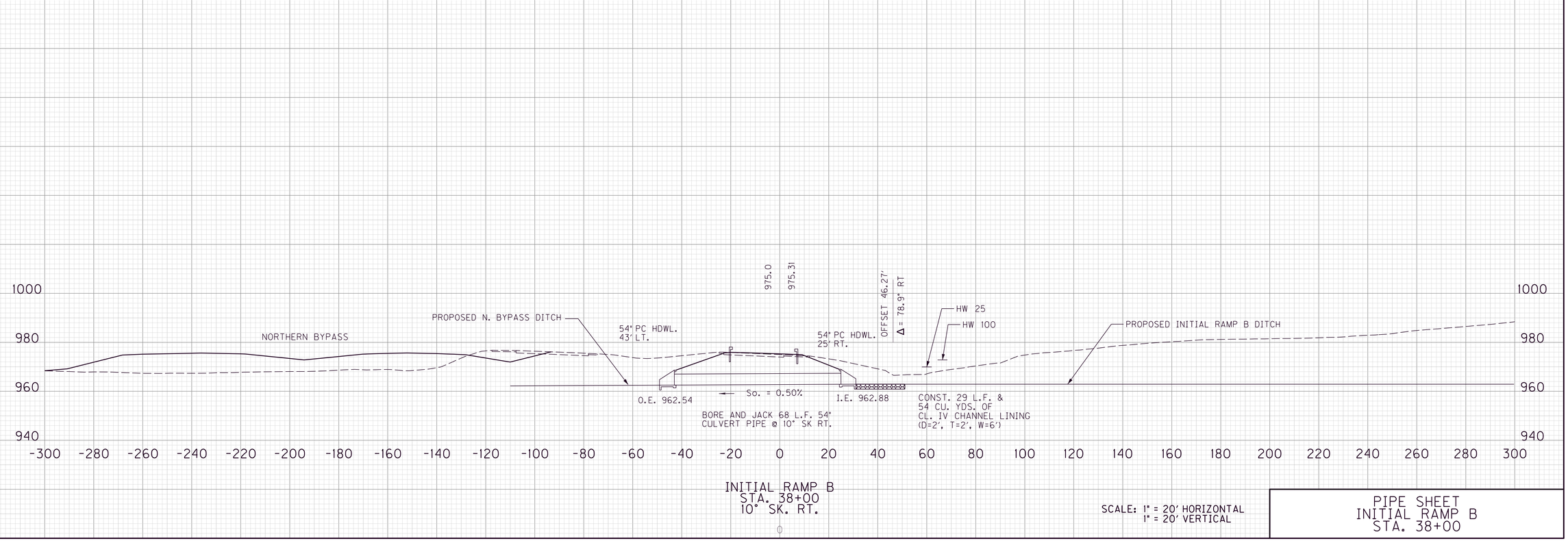
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R283

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING	BORE AND JACK PIPE - 54"	PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET									LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
8.8	M											68							2								54			375

FLOOD EVALUATION DATA DRAINAGE AREA = 134.142 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	133.8	969.95	8.41
CHECK	100	170.0	972.81	10.69
ALLOWABLE HEADWATER (FT) = 972.95				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 0.50%
D = 4.5 FT
T = 4.0 FT
Z = 3
TW Control = YES

L = 30'



INITIAL RAMP B
STA. 38+00
10° SK. RT.

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

PIPE SHEET
INITIAL RAMP B
STA. 38+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R28300PD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R284

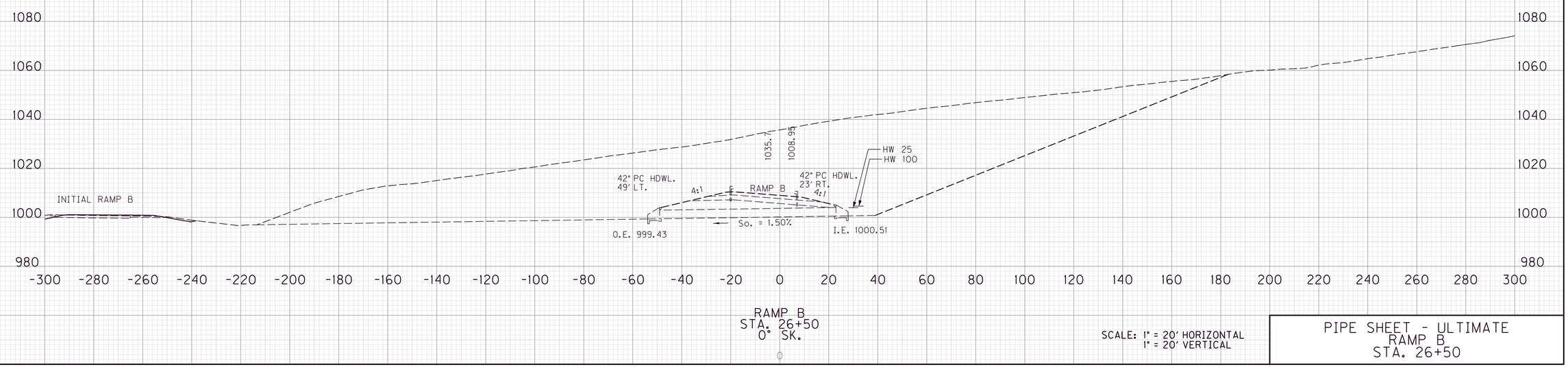
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
		ULTIMATE PIPE																											

FLOOD EVALUATION DATA DRAINAGE AREA = 59.167 acres				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	56.0	1003.95	11.65
CHECK	100	70.5	1004.57	12.31
ALLOWABLE HEADWATER (FT) = 1005.73				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 1.5%
D = 3.0 FT
T = 2.0 FT
Z = 3.0
TW Control = NO

L = 25'

THIS SHEET IS FOR INFORMATION ONLY (DO NOT CONSTRUCT)



RAMP B
STA. 26+50
0° SK.

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

PIPE SHEET - ULTIMATE
RAMP B
STA. 26+50

MicroStation v8.11.9.459 E-SHEET NAME: USER: campbell DATE PLOTTED: May 15, 2020 FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R28400PD.DGN

PIPE DRAINAGE SHEET

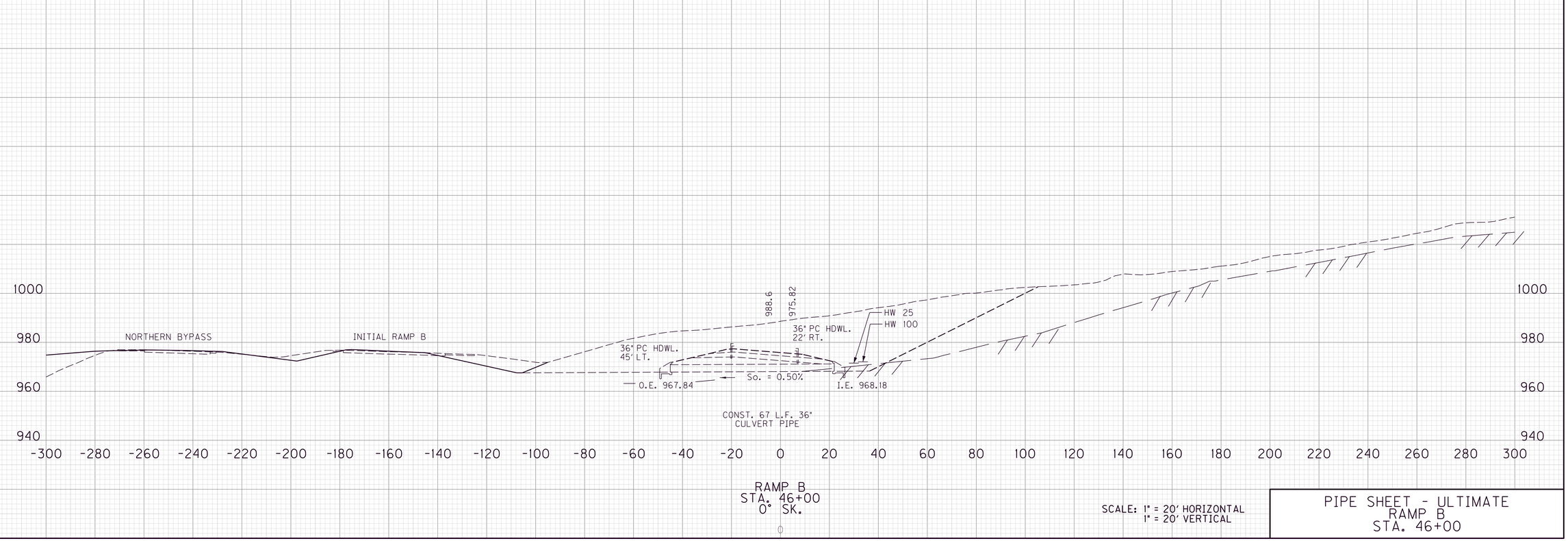
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R285

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
6.4	M					67										2														

FLOOD EVALUATION DATA DRAINAGE AREA = 39.304 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	43.1	971.50	6.93
CHECK	100	53.3	972.05	7.96
ALLOWABLE HEADWATER (FT) = 972.6				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 0.50%
D = 3.0 FT
T = 2.0 FT
Z = 3.0
TW Control = YES

L = 25'



RAMP B
STA. 46+00
0° SK.

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

PIPE SHEET - ULTIMATE
RAMP B
STA. 46+00

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R28500PD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R286

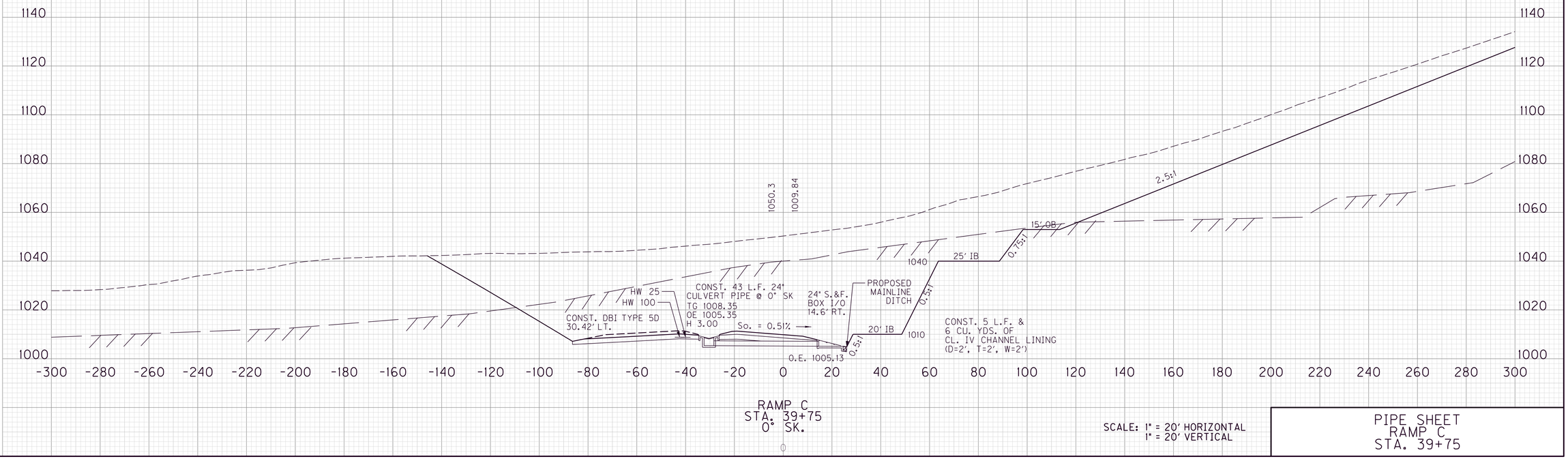
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	24" S. & F. BOX I/O	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5D		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
4.0	M			43											1							1				6			162

FLOOD EVALUATION DATA DRAINAGE AREA = 2.062 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	5.7	1008.75•	4.98
CHECK	100	6.7	1008.80•	5.20
ALLOWABLE HEADWATER (FT) = 1009.00				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

TAILWATER GEOMETRY
SLOPE = 2.1%
D = 2.0 FT
T = 2.0 FT
Z = 3
TW Control = NO

L = 25'



RAMP C
STA. 39+75
0° SK.

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

PIPE SHEET
RAMP C
STA. 39+75

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: peggemeier DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R28600PD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R287

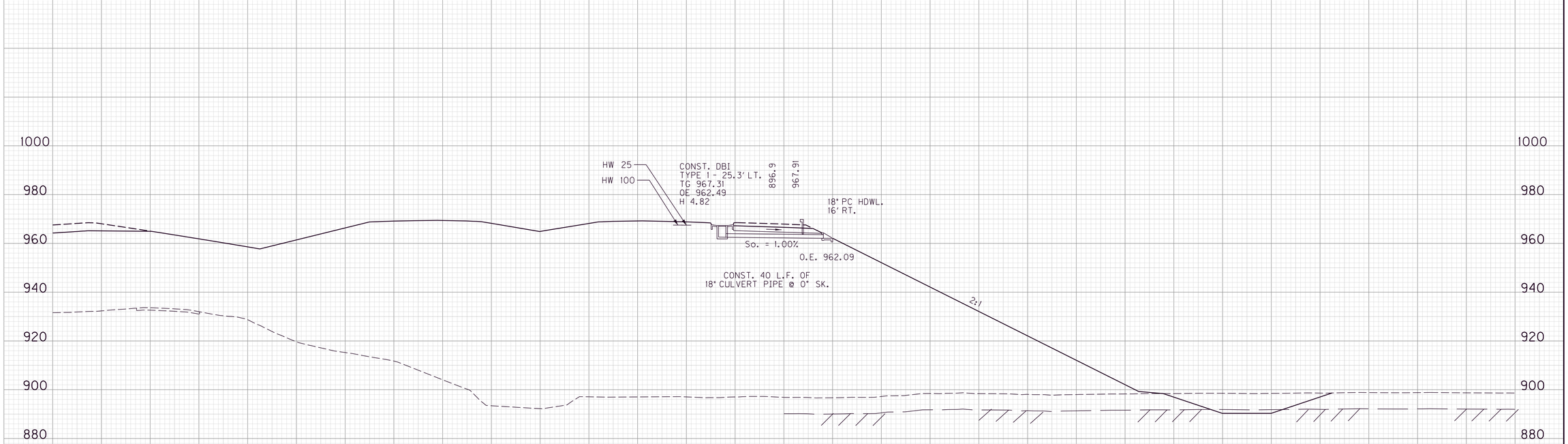
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"	PC HDWL 60"	JB TYPE B	DBI TYPE I		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
4.6	M		40										1									1							141

FLOOD EVALUATION DATA DRAINAGE AREA = 0.321 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	1.4	967.48•	4.35
CHECK	100	1.6	967.50•	4.55
ALLOWABLE HEADWATER (FT) = 967.71				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

• - GRATE CONTROL

TAILWATER GEOMETRY
SLOPE = 50%
D = 1.0 FT
T = 1.3 FT
Z = 3
TW Control = NO

L = 175'



RAMP D
STA. 41+50
0° SK.

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

PIPE SHEET
RAMP D
STA. 41+50

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R287DOPD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R288

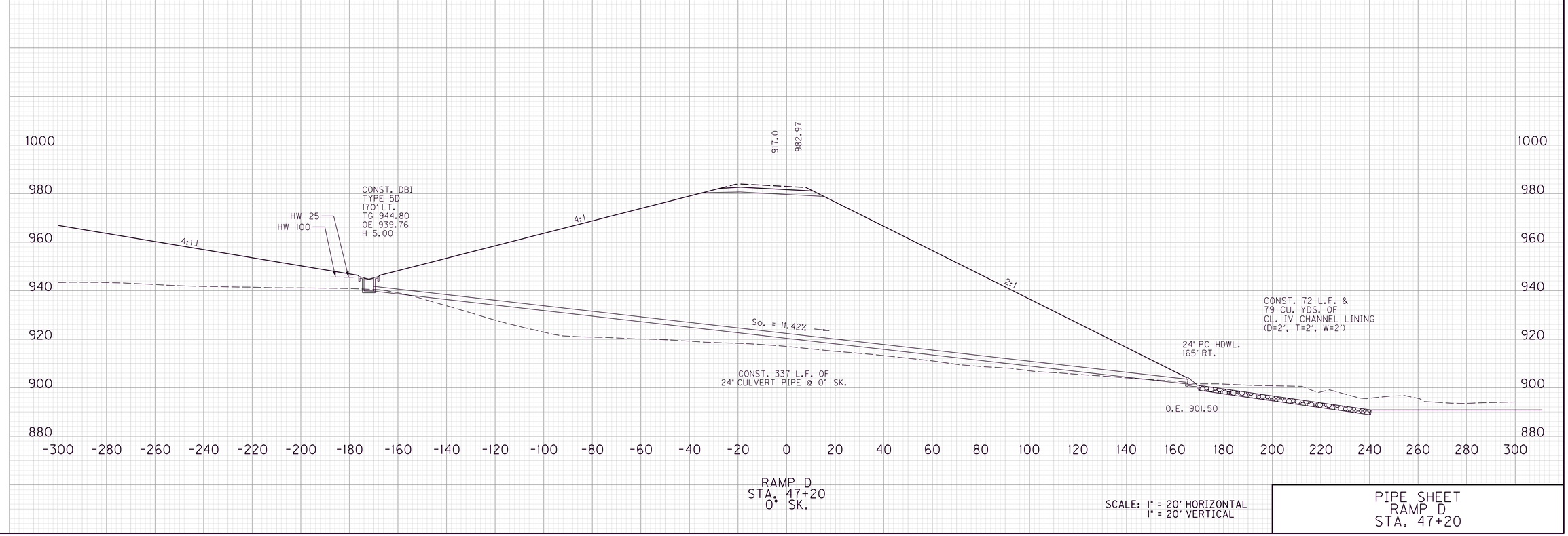
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"	PC HDWL 60"	JB TYPE B	DBI TYPE 5D		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
59.5	M			337										1								1		51		79			1273

FLOOD EVALUATION DATA DRAINAGE AREA = 5.108 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	13.5	945.51•	11.81
CHECK	100	15.8	945.59•	12.31
ALLOWABLE HEADWATER (FT) = 955.0				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION LOW POINT RAMP H			

• - GRATE CONTROL

TAILWATER GEOMETRY
SLOPE = 14.3%
D = 2.0 FT
T = 2.0 FT
Z = 3
TW Control = NO

L = 72'



RAMP D
STA. 47+20
0° SK.

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

PIPE SHEET
RAMP D
STA. 47+20

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R28800PD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R289

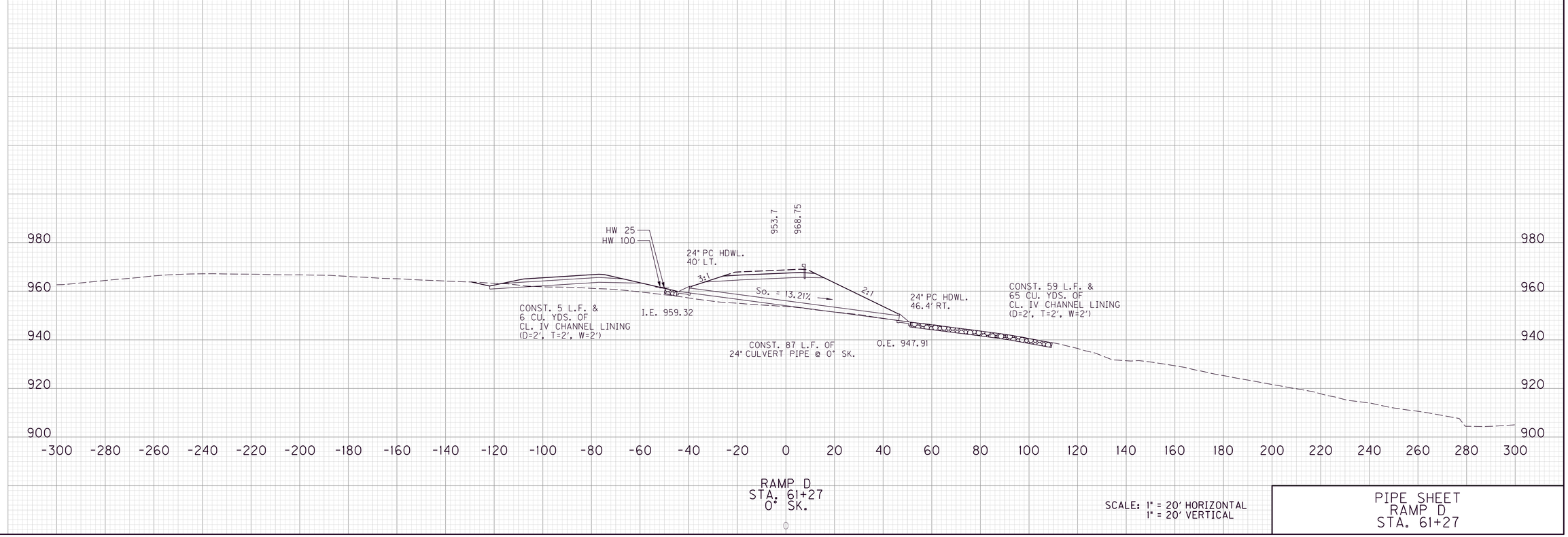
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
14.0	M			87										2													71			329

FLOOD EVALUATION DATA DRAINAGE AREA = 5.52 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	12.1	961.30	12.05
CHECK	100	14.6	961.66	12.68
ALLOWABLE HEADWATER (FT) = 964.20•				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

• - RAMP H SUBGRADE

TAILWATER GEOMETRY
SLOPE = 12.7%
D = 1.5 FT
T = 4.0 FT
Z = 3
TW Control = NO

L = 25'



RAMP D
STA. 61+27
0° SK.

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

PIPE SHEET
RAMP D
STA. 61+27

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R28900PD.DGN

PIPE DRAINAGE SHEET

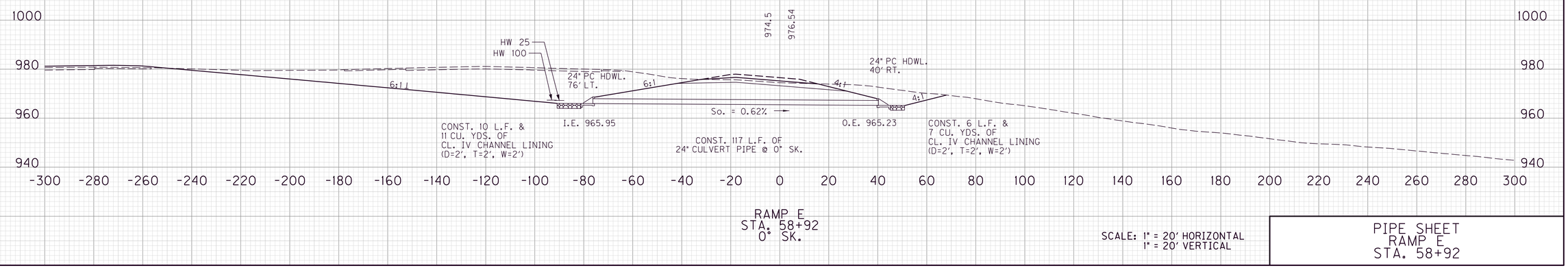
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R290

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
10.4	M			117										2												18			442

FLOOD EVALUATION DATA DRAINAGE AREA = 1.94 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	6.3	967.23	5.49
CHECK	100	7.4	967.36	5.73
ALLOWABLE HEADWATER (FT) = 975.35				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 2.0%
D = 1.5 FT
T = 2.0 FT
Z = 4
TW Control = NO

L = 15'



RAMP E
STA. 58+92
0° SK.

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

PIPE SHEET
RAMP E
STA. 58+92

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R2900OPD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R291

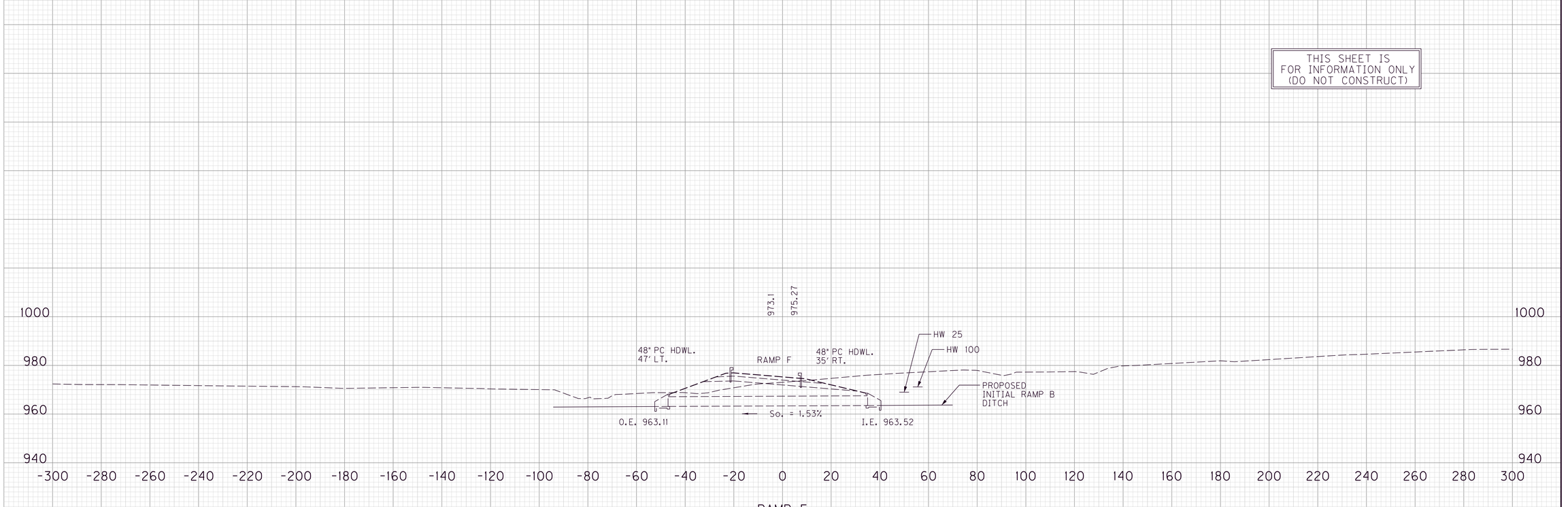
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			L I N E A R F E E T										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
		ULTIMATE PIPE																											

FLOOD EVALUATION DATA DRAINAGE AREA = 91.372 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	93.7	968.98	7.46
CHECK	100	119.0	971.15	9.47
ALLOWABLE HEADWATER (FT) = 971.99				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 1.5%
D = 3.5 FT
T = 2.0 FT
Z = 3
TW Control = YES

L = 25'

THIS SHEET IS FOR INFORMATION ONLY (DO NOT CONSTRUCT)



RAMP F
STA. 64+30
20° SK. RT.

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

PIPE SHEET - ULTIMATE
RAMP F
STA. 64+30

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: campbell | DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R291OOPD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R292

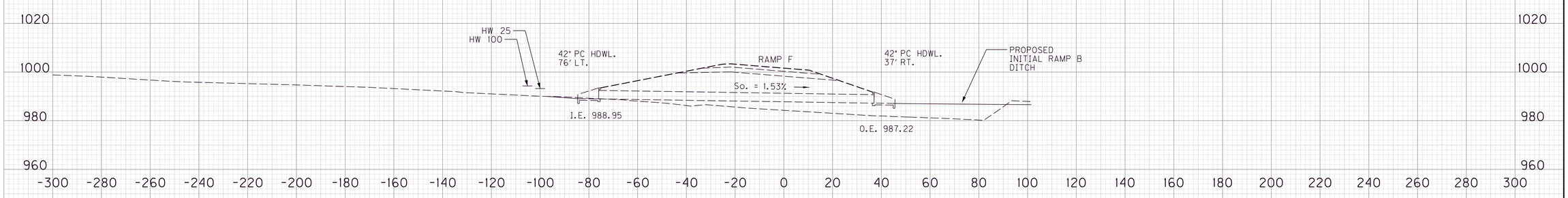
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			L I N E A R F E E T										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
		ULTIMATE PIPE																											

FLOOD EVALUATION DATA DRAINAGE AREA = 74.022 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	74.5	993.20	13.14
CHECK	100	94.3	994.28	13.92
ALLOWABLE HEADWATER (FT) = 1000.74				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON RCP			

TAILWATER GEOMETRY
SLOPE = 0.8%
D = 3.5 FT
T = 2.0 FT
Z = 3
TW Control = NO

L = 30'

THIS SHEET IS FOR INFORMATION ONLY (DO NOT CONSTRUCT)



RAMP F
STA. 82+13
30° SK. LT.

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

PIPE SHEET - ULTIMATE
RAMP F
STA. 82+13

MicroStation v8.11.9.459
E-SHEET NAME:
USER: campbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R292000PD.DGN

PIPE DRAINAGE SHEET

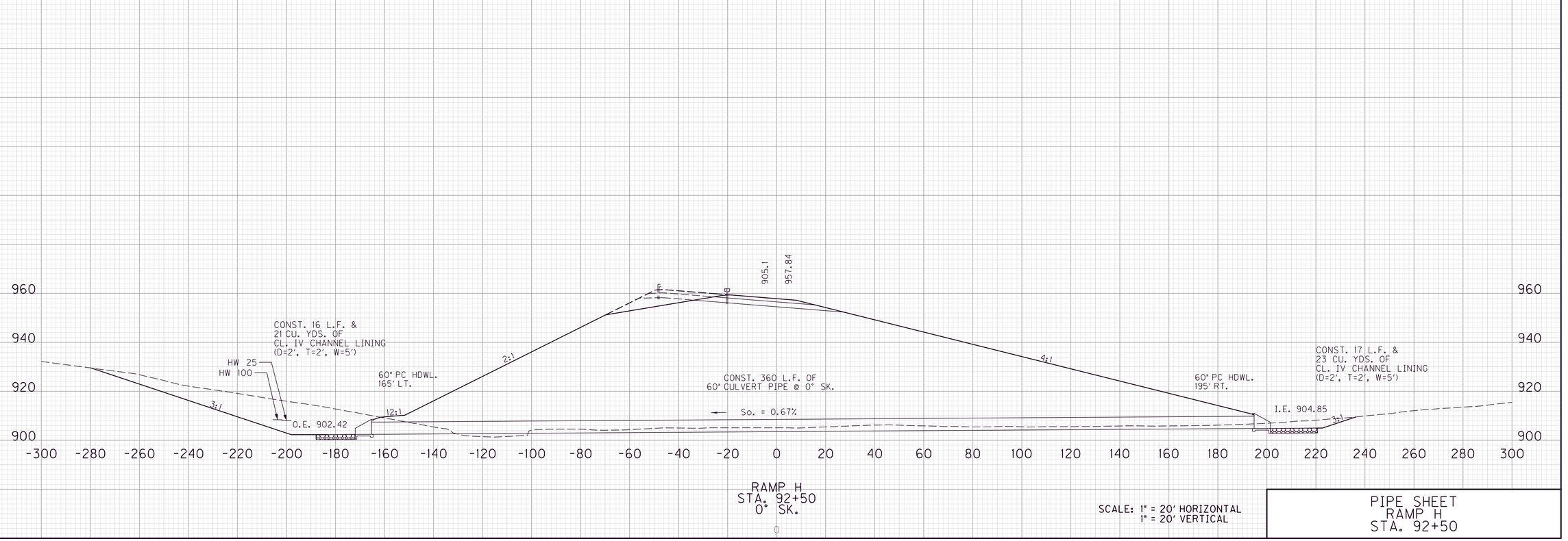
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R293

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"	PC HDWL 60"	JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
51.0	M									360										2				176		44			2079

FLOOD EVALUATION DATA DRAINAGE AREA = 24.289 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	54.0	908.03	7.07
CHECK	100	65.2	908.39	7.50
ALLOWABLE HEADWATER (FT) = 955.0				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

TAILWATER GEOMETRY
SLOPE = 1.1%
D = 3.0 FT
T = 4.0 FT
Z = 3
TW Control = YES

L = 30'



RAMP H
STA. 92+50
0° SK.

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

PIPE SHEET
RAMP H
STA. 92+50

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R293000PD.DGN

PIPE DRAINAGE SHEET

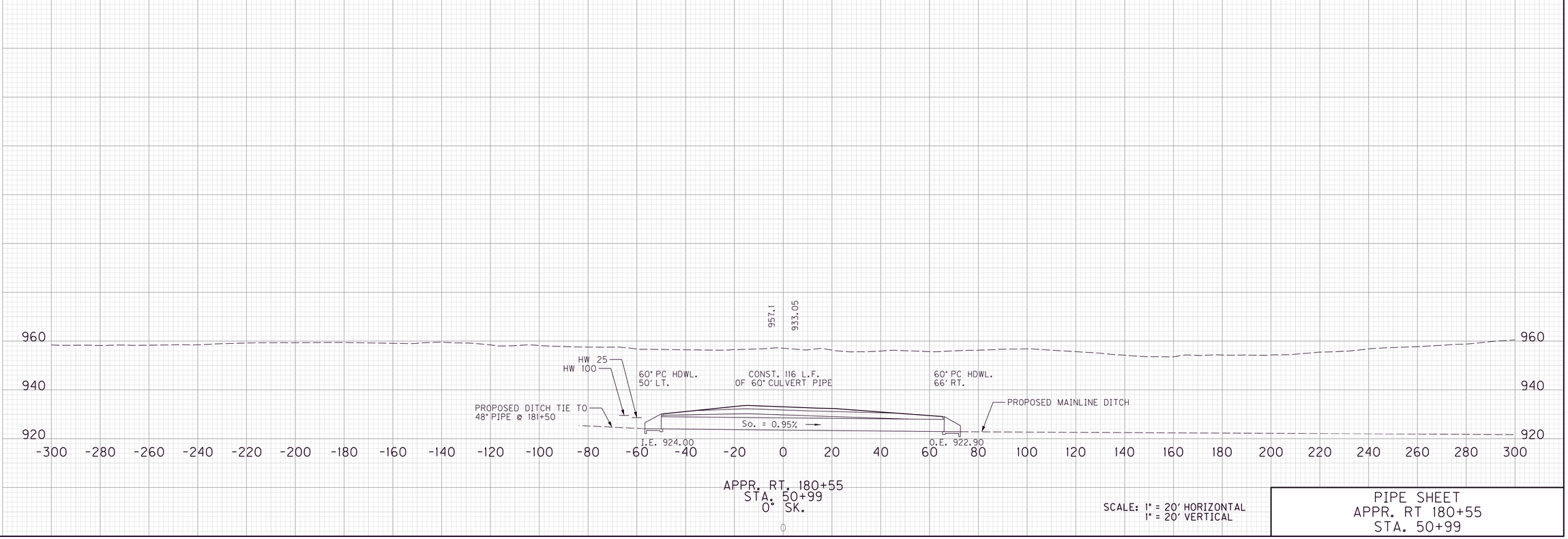
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R294

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42" EP	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
4.9	M									116									2					DT LINING QTY CALCULATED WITH MAINLINE DT					1102

FLOOD EVALUATION DATA DRAINAGE AREA = 194.17 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	104.4	928.64	8.80
CHECK	100	164.8	929.54	9.80
ALLOWABLE HEADWATER (FT) = 930.42				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

TAILWATER GEOMETRY
SLOPE = 0.5%
D = 4.0 FT
T = 2.0 FT
Z = 3
TW Control = YES

L = 30'



APPR. RT. 180+55
STA. 50+99
0° SK.

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

PIPE SHEET
APPR. RT 180+55
STA. 50+99

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R2940OPD.DGN

PIPE DRAINAGE SHEET

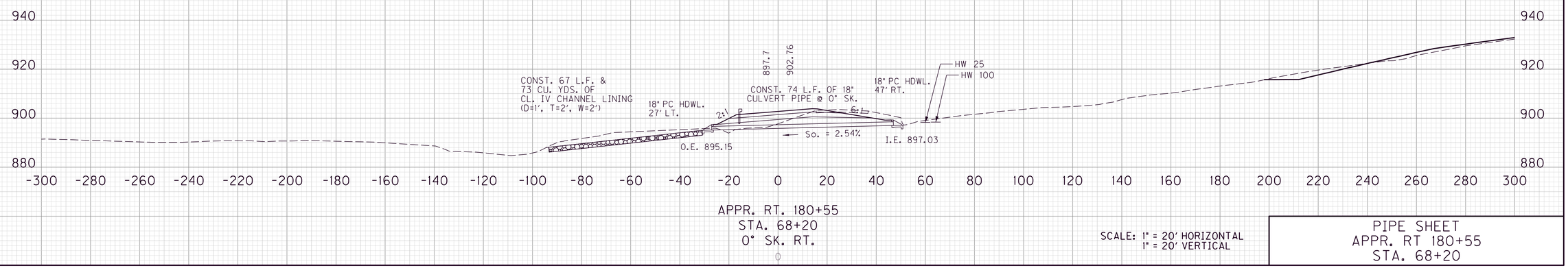
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R295

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
6.1	M		74										2											10		73			260

FLOOD EVALUATION DATA DRAINAGE AREA = 2.555 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	5.2	898.28	8.66
CHECK	100	6.1	898.40	8.98
ALLOWABLE HEADWATER (FT) = 901.75				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

TAILWATER GEOMETRY
SLOPE = 11.1%
D = 1.0 FT
T = 2.0 FT
Z = 3
TW Control = NO

L = 25'



APPR. RT. 180+55
STA. 68+20
0° SK. RT.

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

PIPE SHEET
APPR. RT 180+55
STA. 68+20

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R29500PD.DGN

PIPE DRAINAGE SHEET

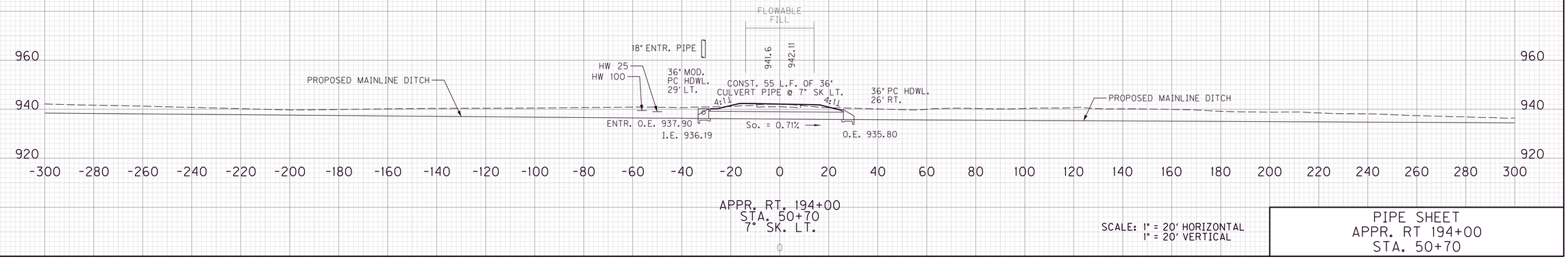
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R296

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
3.3	M					55										2								DT LINING QTY CALCULATED WITH MAINLINE DT					261

FLOOD EVALUATION DATA DRAINAGE AREA = 17.00 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	35.6	939.02	8.61
CHECK	100	43.2	939.42	9.06
ALLOWABLE HEADWATER (FT) = 941.52				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

TAILWATER GEOMETRY
SLOPE = 0.79%
D = 2.0 FT
T = 2.0 FT
Z = 4
TW Control = NO

L = 25'



APPR. RT. 194+00
STA. 50+70
7° SK. LT.

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

PIPE SHEET
APPR. RT 194+00
STA. 50+70

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R29600PD.DGN

PIPE DRAINAGE SHEET

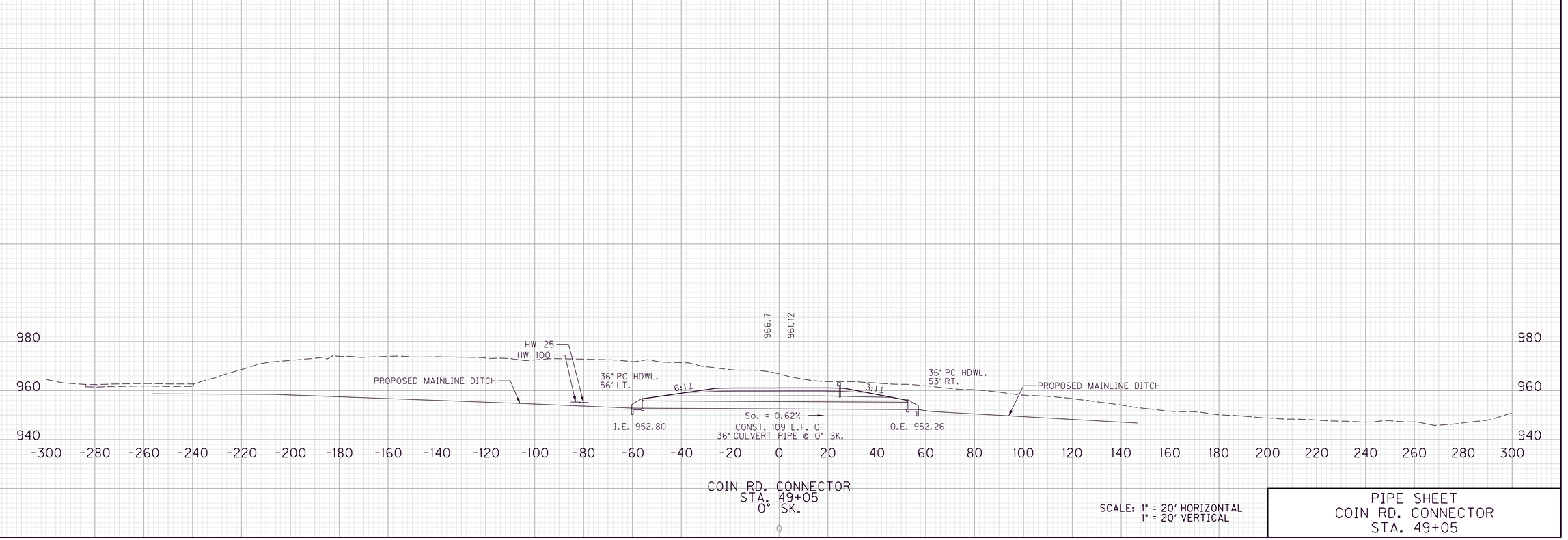
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R297

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
5.6	M					109										2								DT LINING QTY CALCULATED WITH MAINLINE DT					517

FLOOD EVALUATION DATA DRAINAGE AREA = 14.775 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	25.9	955.15	7.21
CHECK	100	29.3	955.32	7.46
ALLOWABLE HEADWATER (FT) = 959.94				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

TAILWATER GEOMETRY
SLOPE = 5.67%
D = 2.0 FT
T = 2.0 FT
Z = 4
TW Control = NO

L = 25'



COIN RD. CONNECTOR
STA. 49+05
0° SK.

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

PIPE SHEET
COIN RD. CONNECTOR
STA. 49+05

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R297TOOPD.DGN

PIPE DRAINAGE SHEET

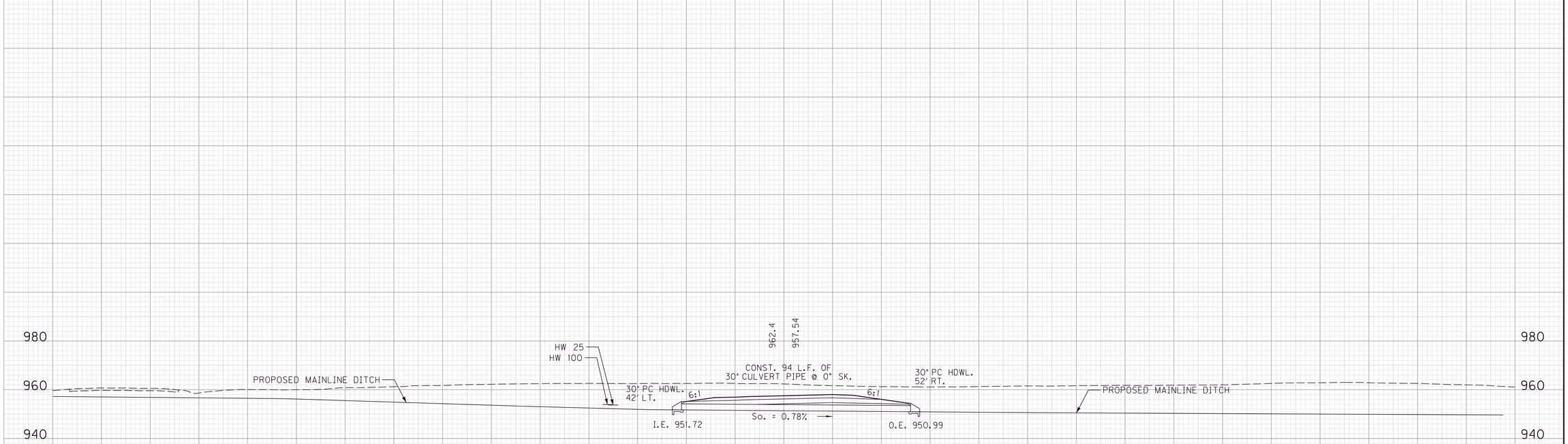
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R298

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
4.3	M				94										2									DT LINING QTY CALCULATED WITH MAINLINE DT					421

FLOOD EVALUATION DATA DRAINAGE AREA = 7.608 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	16.8	953.70	7.57
CHECK	100	20.4	953.94	7.95
ALLOWABLE HEADWATER (FT) = 955.92				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

TAILWATER GEOMETRY
SLOPE = 0.78%
D = 1.5 FT
T = 2.0 FT
Z = 4
TW Control = NO

L = 25'



PIN OAK DR. CONNECTOR
STA. 50+90
0° SK.

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

PIPE SHEET
PIN OAK DR. CONNECTOR
STA. 50+90

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R29800PD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

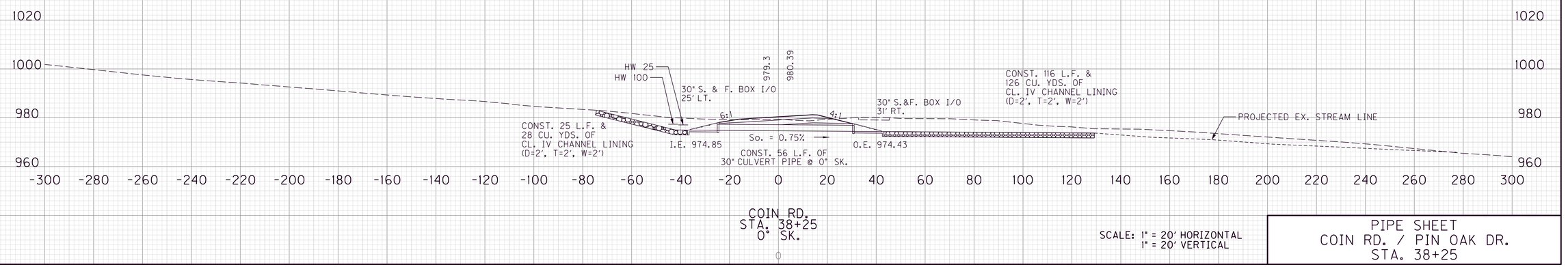
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R299

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	30° S. & F. BOX I/O	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
4.1	M				56										2									41		154			251

FLOOD EVALUATION DATA DRAINAGE AREA = 9.73 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	20.3	977.06	7.72
CHECK	100	24.4	977.33	8.08
ALLOWABLE HEADWATER (FT) = 978.59				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

TAILWATER GEOMETRY
SLOPE = 0.70%
D = 2.0 FT
T = 2.0 FT
Z = 3
TW Control = NO

L = 25'



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

PIPE SHEET
COIN RD. / PIN OAK DR.
STA. 38+25

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R29900PD.DGN

PIPE DRAINAGE SHEET

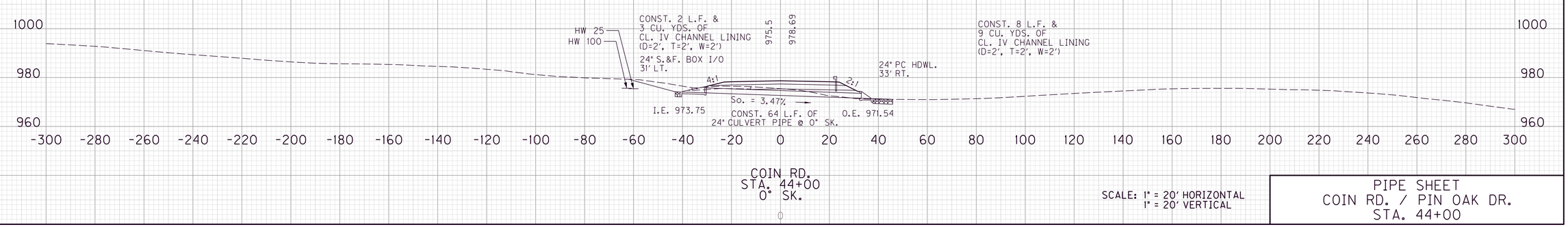
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R300

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	24" S. & F. BOX I/O	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
4.3	M			64										1	1									4		12			242

FLOOD EVALUATION DATA DRAINAGE AREA = 8.116 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	10.9	975.43	10.93
CHECK	100	13.1	975.63	11.39
ALLOWABLE HEADWATER (FT) = 977.29				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

TAILWATER GEOMETRY
SLOPE = 3.46%
D = 1.5 FT
T = 2.0 FT
Z = 3
TW Control = NO

L = 10'



COIN RD.
STA. 44+00
0° SK.

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

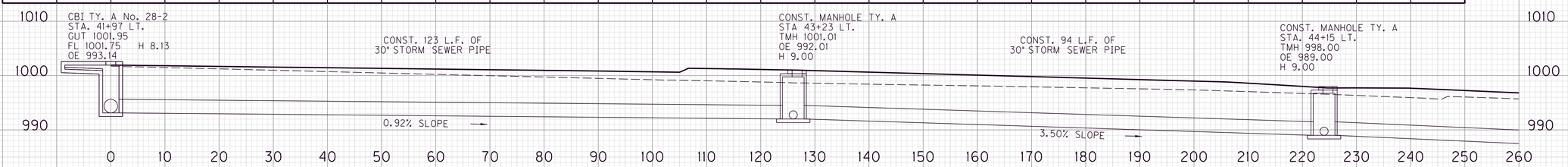
PIPE SHEET
COIN RD. / PIN OAK DR.
STA. 44+00

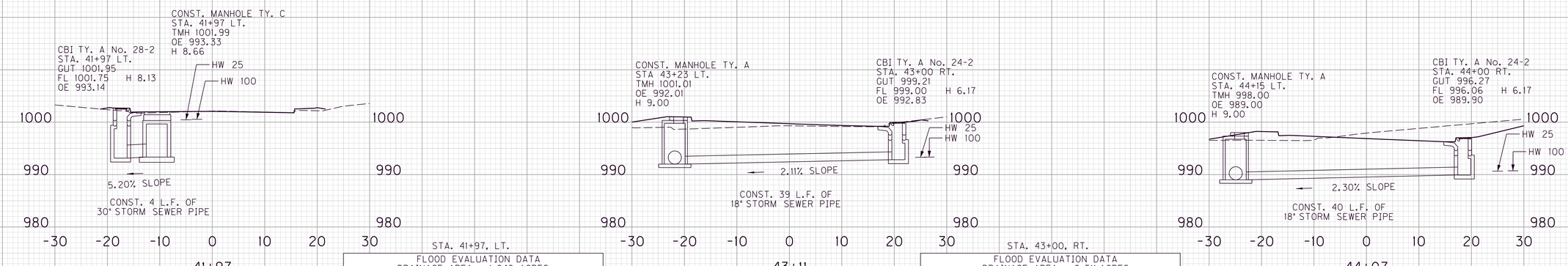
MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R30000PD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R301

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL	STORM SEWER PIPE 18"	24"	30"	36"	42"	48"	54"	60"	66"	72"	PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"	METAL END SECT. TY 1	S&F BOX I/O 18 IN	S&F BOX I/O 24 IN	S&F BOX I/O 30 IN	CBI TYPE A	DBI TYPE 2	MANHOLE TYPE A	MANHOLE TYPE C
FT		LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
4.3'	M	111		937										1									7	1	2	1





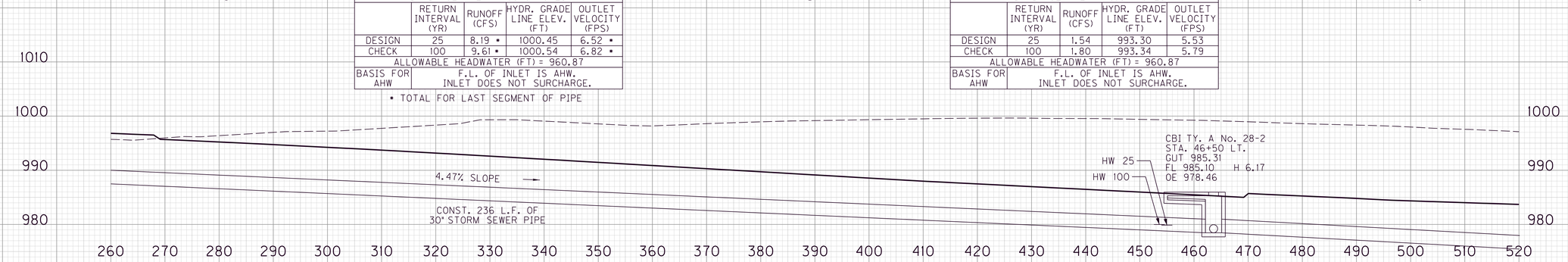
STA. 41+97, LT.

FLOOD EVALUATION DATA DRAINAGE AREA = 1.949 ACRES •				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	8.19 •	1000.45	6.52 •
CHECK	100	9.61 •	1000.54	6.82 •
ALLOWABLE HEADWATER (FT) = 960.87				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

• TOTAL FOR LAST SEGMENT OF PIPE

STA. 43+00, RT.

FLOOD EVALUATION DATA DRAINAGE AREA = 0.511 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	1.54	993.30	5.53
CHECK	100	1.80	993.34	5.79
ALLOWABLE HEADWATER (FT) = 960.87				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			



STA. 44+00, RT.

FLOOD EVALUATION DATA DRAINAGE AREA = 1.753 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	3.98	990.66	7.43
CHECK	100	4.67	990.73	7.77
ALLOWABLE HEADWATER (FT) = 996.06				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

STA. 46+50, RT.

FLOOD EVALUATION DATA DRAINAGE AREA = 1.188 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	3.06	979.97	7.30
CHECK	100	3.60	980.02	7.64
ALLOWABLE HEADWATER (FT) = 985.46				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

STA. 46+50, LT.

FLOOD EVALUATION DATA DRAINAGE AREA = 5.535 ACRES •				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	17.20 •	979.86	14.78 •
CHECK	100	20.25 •	979.99	15.48 •
ALLOWABLE HEADWATER (FT) = 985.10				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

• TOTAL FOR LAST SEGMENT OF PIPE

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

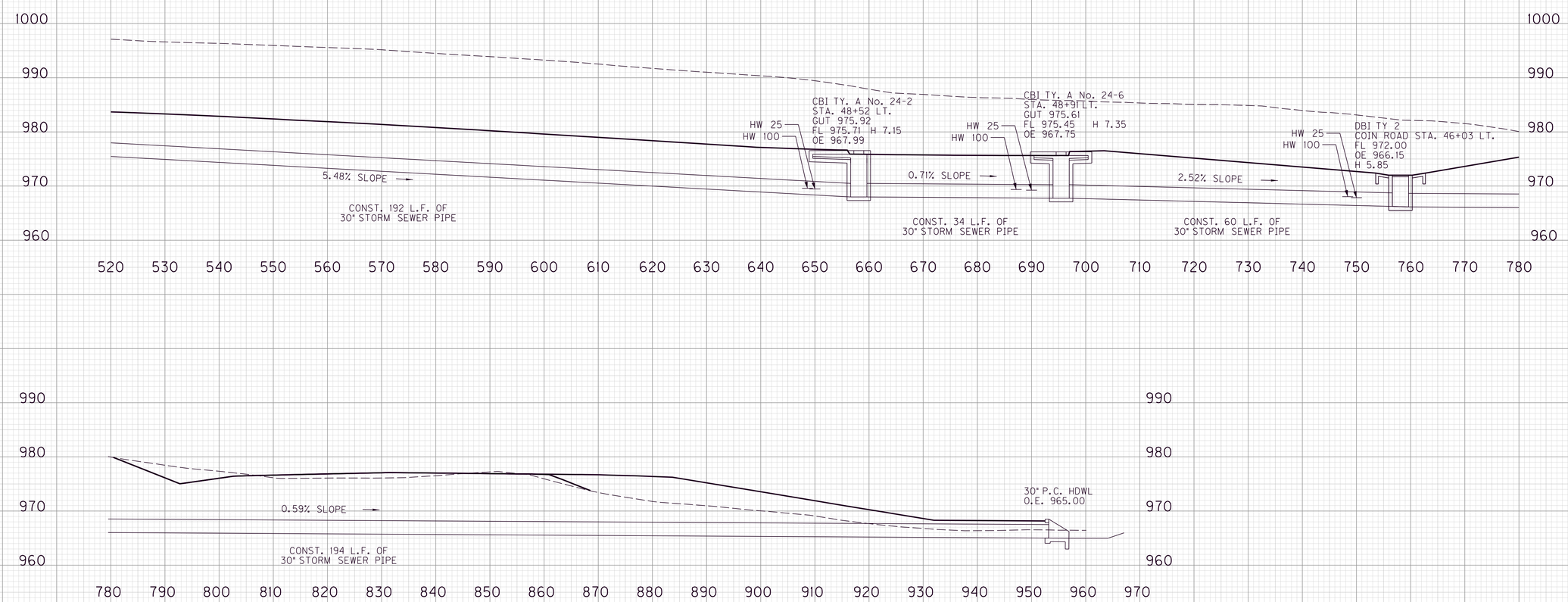
PIPE SHEET
VALLEY OAK DRIVE
STA. 41+97 TO STA. 50+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R3010OPD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULAKSI	8-59.25 8-59.26	R302

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL	STORM SEWER PIPE										PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 54"	METAL END SECT. TY 1	S&F BOX I/O 18 IN	S&F BOX I/O 24 IN	S&F BOX I/O 30 IN	CBI TYPE A	DBI TYPE 2	MANHOLE TYPE A	MANHOLE TYPE C
		18"	24"	30"	36"	42"	48"	54"	60"	66"	72"															
FT		L I N E A R F E E T										EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
SEE STORM SEWER SHEET R301																										



STA. 48+52, LT.

FLOOD EVALUATION DATA DRAINAGE AREA = 6.150 ACRES •				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	18.69 •	969.46	7.16 •
CHECK	100	22.02 •	969.59	7.44 •
ALLOWABLE HEADWATER (FT) = 975.71				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

• TOTAL FOR LAST SEGMENT OF PIPE

STA. 48+91, LT.

FLOOD EVALUATION DATA DRAINAGE AREA = 6.361 ACRES •				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	19.22 •	969.24	11.78 •
CHECK	100	22.65 •	969.37	12.32 •
ALLOWABLE HEADWATER (FT) = 975.45				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

• TOTAL FOR LAST SEGMENT OF PIPE

COIN RD STA. 46+03, LT.

FLOOD EVALUATION DATA DRAINAGE AREA = 8.921 ACRES •				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HYDR. GRADE LINE ELEV. (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	24.75 •	967.85	7.12 •
CHECK	100	29.18 •	968.05	7.30 •
ALLOWABLE HEADWATER (FT) = 972.00				
BASIS FOR AHW	F.L. OF INLET IS AHW. INLET DOES NOT SURCHARGE.			

• TOTAL FOR LAST SEGMENT OF PIPE

TAILWATER GEOMETRY
SLOPE = 3.42%
D = 2.0 FT
T = 2.0 FT
Z = 4
TW Control = NO

L = 30'

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

PIPE SHEET
VALLEY OAK DRIVE
STA. 41+97 TO STA. 50+00

FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R30200PD.DGN
USER: lcampbell
DATE PLOTTED: May 15, 2020
E-SHEET NAME:
MicroStation v8.11.9.459

PIPE DRAINAGE SHEET

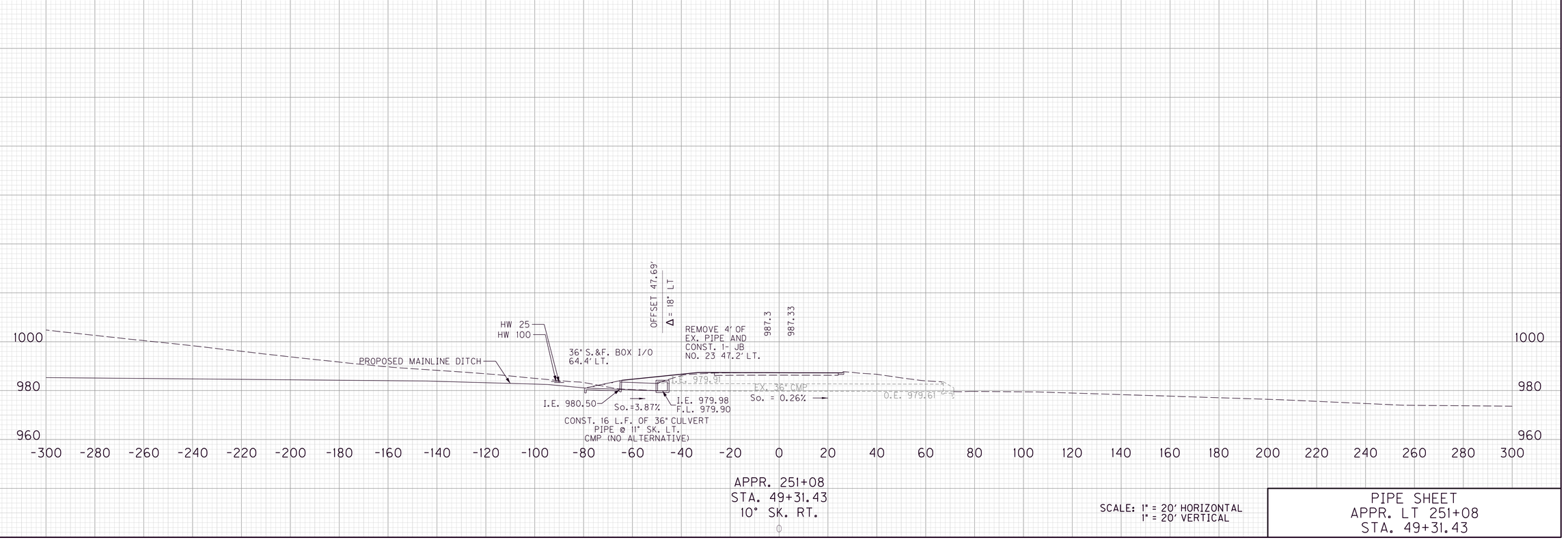
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R303

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	36" S. & F. BOX I/O	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB NO. 23	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
4.0	M					16									1						1			DT LINING QTY CALCULATED WITH MAINLINE DT					76

FLOOD EVALUATION DATA DRAINAGE AREA = 28.41 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	32.5	983.30	7.11
CHECK	100	39.4	983.72	8.35
ALLOWABLE HEADWATER (FT) = 985.89				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

TAILWATER GEOMETRY
SLOPE = 0.5 %
D = 2.5 FT
T = 1.3 FT
Z = 4
TW Control = NO

L = 25'



APPR. 251+08
STA. 49+31.43
10° SK. RT.

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

PIPE SHEET
APPR. LT 251+08
STA. 49+31.43

MicroStation v8.11.9.459 | E-SHEET NAME: | USER: lcampbell DATE PLOTTED: May 15, 2020 | FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R303000PD.DGN

PIPE DRAINAGE SHEET

COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R304

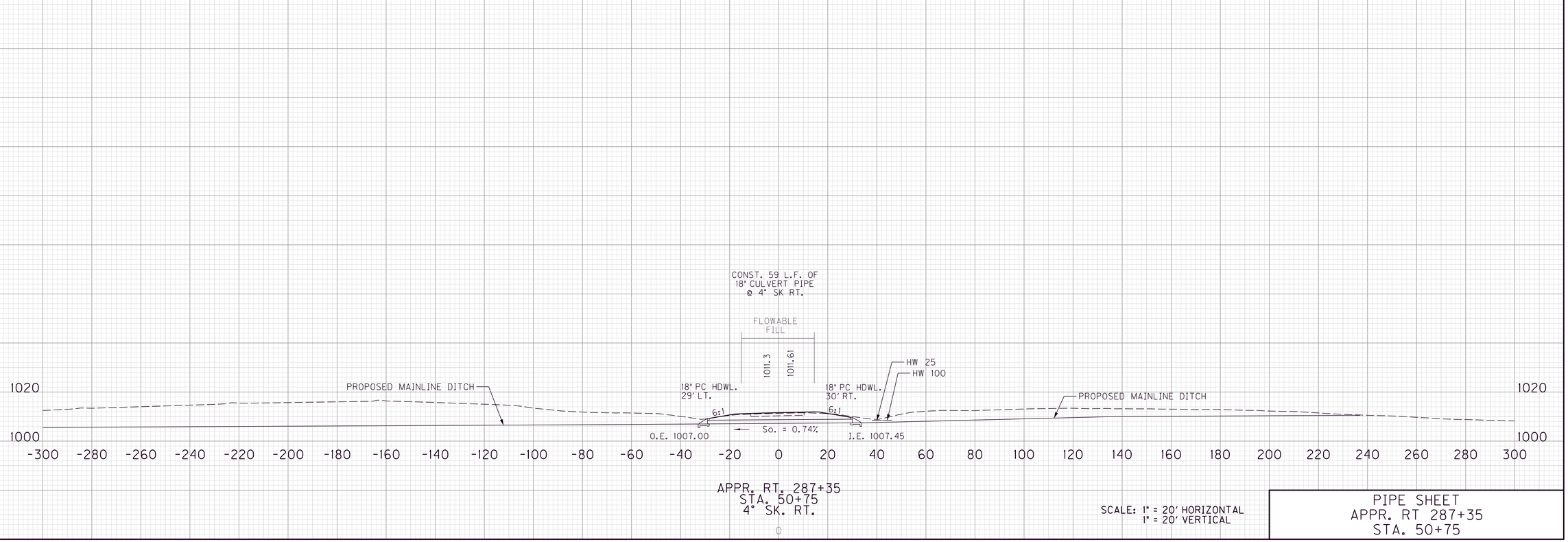
MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
3.1	M		59										2											DT LINING QTY CALCULATED WITH MAINLINE DT					207

FLOOD EVALUATION DATA DRAINAGE AREA = 0.764 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	2.4	1008.41	3.75
CHECK	100	2.8	1008.50	3.93
ALLOWABLE HEADWATER (FT) = 1009.0				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER EL. BASED ON 18" CMP			

TAILWATER GEOMETRY
SLOPE = 0.73%
D = - FT•
T = - FT•
Z = 5
TW Control = YES

L = -'

•SEE DITCH NOTES ON PLANS



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

PIPE SHEET
APPR. RT 287+35
STA. 50+75

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R304OOPD.DGN

PIPE DRAINAGE SHEET

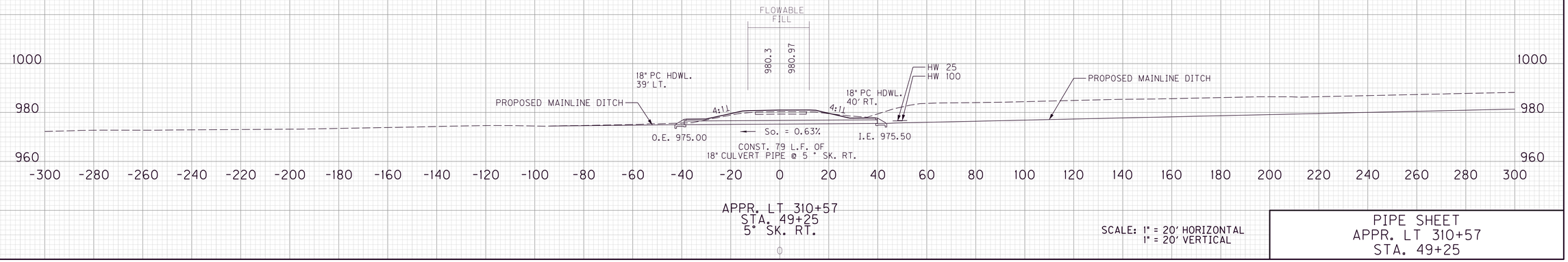
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R305

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
4.2	M		79										2											DT LINING QTY CALCULATED WITH MAINLINE DT					278

FLOOD EVALUATION DATA DRAINAGE AREA = 2.74 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	3.9	976.57	4.94
CHECK	100	4.8	976.71	5.21
ALLOWABLE HEADWATER (FT) = 978.00				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION			

TAILWATER GEOMETRY
SLOPE = 0.63%
D = 1.0 FT
T = 1.3 FT
Z = 4
TW Control = NO

L = 25'



APPR. LT 310+57
STA. 49+25
5° SK. RT.

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

PIPE SHEET
APPR. LT 310+57
STA. 49+25

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R305OOPD.DGN

PIPE DRAINAGE SHEET

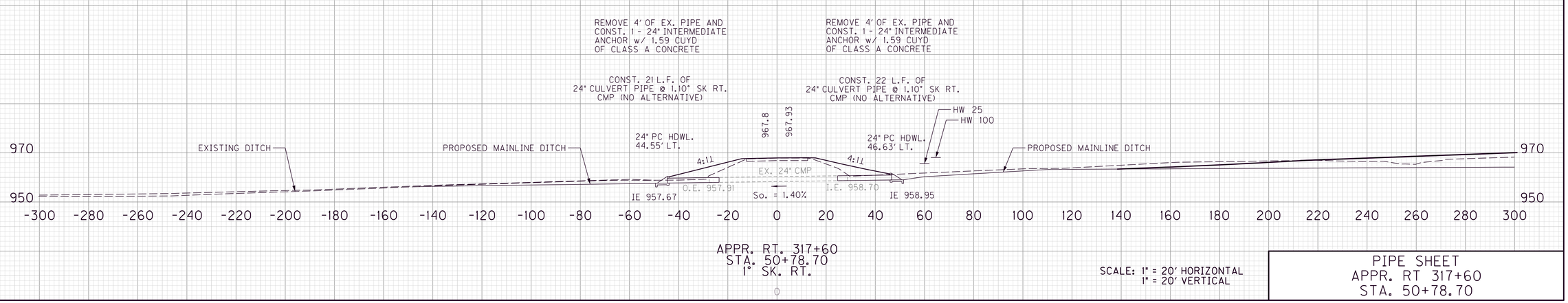
COUNTY OF	ITEM NO.	SHEET NO.
PULASKI	8-59.25 8-59.26	R306

MAXIMUM COVER HEIGHT	DESIGN PH LEVEL		CULVERT PIPE 18"	24"	30"	36"	42"	48"	54"	60"	MATCH EXISTING		PC HDWL 18"	PC HDWL 24"	PC HDWL 30"	PC HDWL 36"	PC HDWL 42"	PC HDWL 48"	PC HDWL 60"		JB TYPE B	DBI TYPE 5F		ROADWAY EXCAVATION	CHANNEL LINING CLASS II	CHANNEL LINING CLASS IV	CONCRETE CLASS 'A'	GEOTEXTILE FABRIC CLASS 2	GEOTEXTILE FABRIC CLASS 2 FOR PIPE
FT			LINEAR FEET										EACH	EACH	EACH	EACH	EACH	EACH	EACH		EACH	EACH		CUYD	TON	CUYD	CUYD	SQYD	SQYD
7.6	M			43										2										DT LINING QTY CALCULATED WITH MAINLINE DT			3.18		151

FLOOD EVALUATION DATA DRAINAGE AREA = 18.49 ACRES				
	RETURN INTERVAL (YR)	RUNOFF (CFS)	HEADWATER ELEVATION (FT)	OUTLET VELOCITY (FPS)
DESIGN	25	26.9	965.66	9.01
CHECK	100	32.7	968.09	10.34
ALLOWABLE HEADWATER (FT) = 965.92				
BASIS FOR AHW	PROPOSED SUBGRADE ELEVATION HEADWATER BASED ON CMP			

TAILWATER GEOMETRY
SLOPE = 1.5%
D = 2.0 FT
T = 2.0 FT
Z = 4
TW Control = YES

L = 25'



APPR. RT. 317+60
STA. 50+78.70
1° SK. RT.

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

PIPE SHEET
APPR. RT 317+60
STA. 50+78.70

MicroStation v8.11.9.459
E-SHEET NAME:
USER: lcampbell
DATE PLOTTED: May 15, 2020
FILE NAME: G:\ENGR\HD1033.04\PHASE II\SUBMITTALS\FINAL PLANS\CONTRACT PLAN AND PROPOSAL\CONTRACT PLAN SET\ROADWAY\R306OOPD.DGN