

# Commonwealth of Kentucky DEPARTMENT OF HIGHWAYS

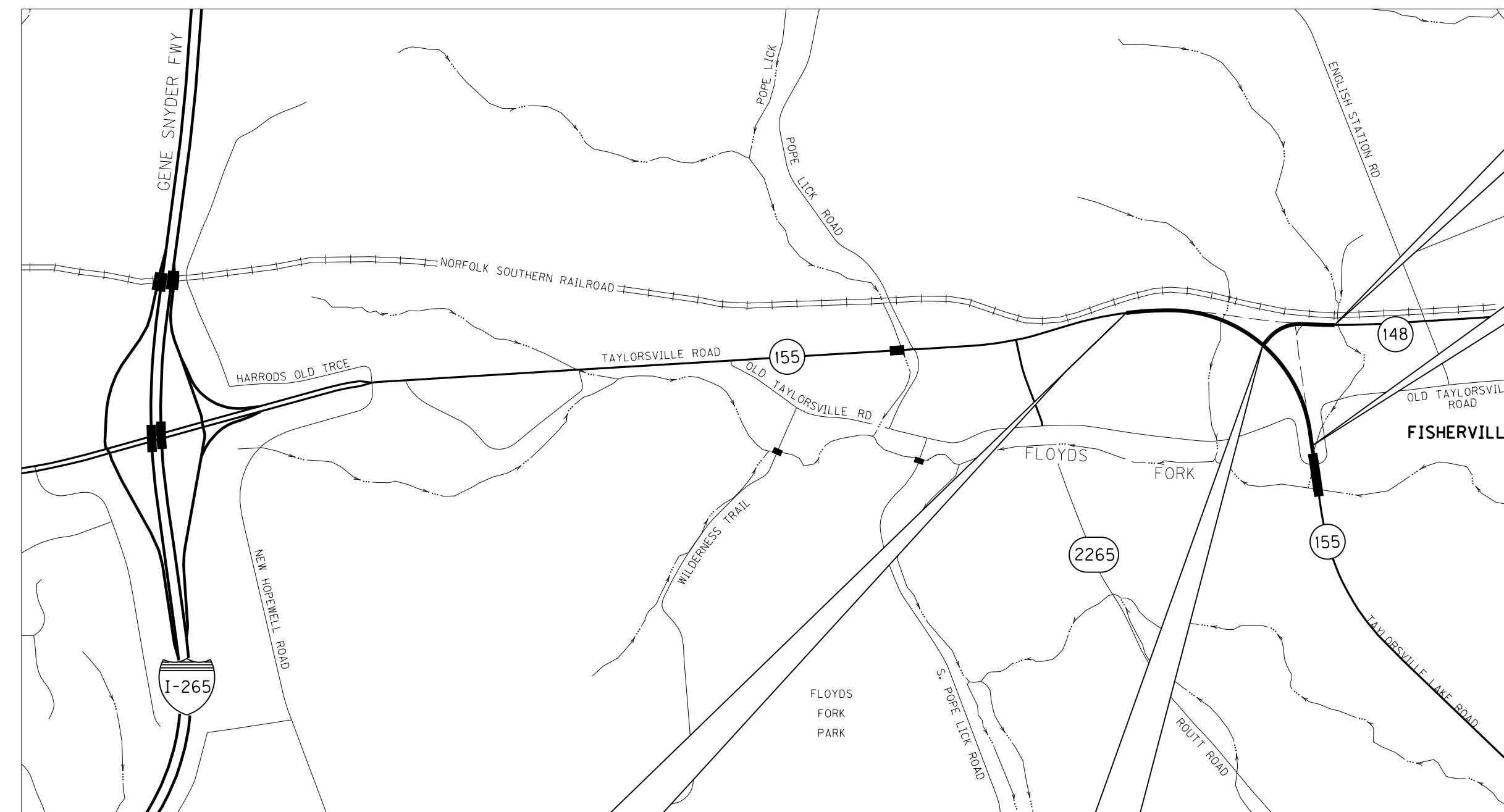
## PLANS OF PROPOSED PROJECT JEFFERSON COUNTY KY 155 @ KY 148

STPM 5125 (014)



INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
R1	LAYOUT SHEET
R2-R2b-R2c	TYPICAL SECTIONS-SUMMARY OF QUANTITIES - NOTES
R3-R10	PLAN AND PROFILE SHEETS
R11	RIGHT OF WAY SUMMARY SHEETS
R12-R13	RIGHT OF WAY STRIP MAP SHEETS
R14-R14o	DETAIL SHEETS
R15-R15d	TRAFFIC CONTROL SHEETS
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R18-R19	EROSION CONTROL SHEETS
R20-R21	COORDINATE CONTROL SHEETS
T1-T12	TRAFFIC SIGNING PLANS
T13-T19	TRAFFIC SIGNAL PLANS
U1-U4	UTILITY PLANS - WATERLINE
X1-X27	CROSS SECTION SHEETS
TOTAL SHEETS	
(R) ROADWAY	21
(S) STRUCTURE	19
(T) TRAFFIC	4
(U) UTILITY	4
(X) CROSS SECTION	27
SHEETS NOT INCLUDED IN TOTAL SHEETS	
R2a-R2c, R14a-R14o, R15a-R15d, R16a-R16d, R17a-R17c	

STANDARD DRAWINGS	
NUMBER	
RBI-001-10	RDX-210-02
RBI-002-06	RDX-220-04
RBI-004-04	RDX-230
RBR-016-04	RGX-010-03
RBR-020-05	RGX-200
RDB-100-04	RPM-110-06
RDB-101-04	TPM-115-02
RDH-110-02	TTC-135-01
RDH-210-03	TTC-155-01
RDI-100-09	TTC-160-01
RDI-003-04	TTD-110-01
RDI-020-08	TTD-120-01
RDI-021	
RDI-025-04	
RDI-026	
Total Number of Standard Drawings: 27	



**END PROJECT**  
STA 712+31.15 KY 148  
Fisherville Road

**BEGIN PROJECT**  
STA 924+00.00 KY 155  
Tylorsville Lake Rd.

THIS PROJECT IS OFF THE NH SYSTEM

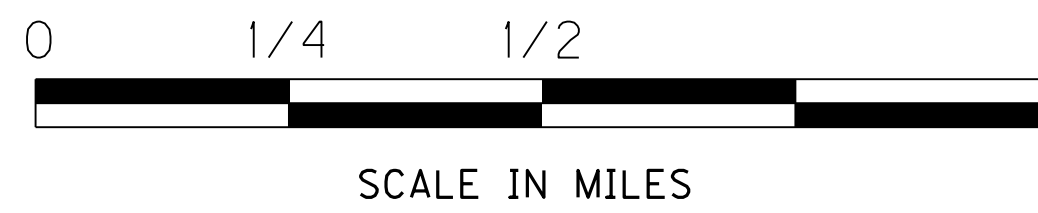
THE CONTROL OF ACCESS ON THIS PROJECT SHALL BE BY PERMIT

THESE PLANS ARE FOR GRADE, DRAIN, AND SURFACING

**END PROJECT**  
STA 946+60.00 KY 155 Tylorsville Lake Rd =  
STA 695+01.77 KY 155 Existing Tylorsville Rd.

**CENTER OF PROPOSED INTERSECTION**  
STA 705+63.82 Prop KY 148 Fisherville Rd. =  
STA 934+34.02 Prop KY 155 Tylorsville Lake Rd

### LAYOUT MAP



DESIGN CRITERIA	
CLASS OF HIGHWAY	RURAL MINOR ARTERIAL
TYPE OF TERRAIN	ROLLING
DESIGN SPEED	55 M.P.H
REQUIRED NPSD	N/A
REQUIRED PSD	N/A
LEVEL OF SERVICE	F
ADT PRESENT ( 2009 )	19500
ADT FUTURE ( 2029 )	35000
DHV (2029)	3300
D %	----
T % (2009)	7% (2029) 9%
GEOGRAPHIC COORDINATES	
LATITUDE	38 DEGREES 11 MINUTES 28.9 SECONDS NORTH
LONGITUDE	85 DEGREES 28 MINUTES 32.5 SECONDS WEST
DESIGNED	
% RESTRICTED SD	N/A
LEVEL OF SERVICE	C
MAX. DISTANCE W/O PASSING	N/A

KY 155 (Tylorsville Lake Road)		KY 148 (Fisherville Road)					
LENGTH	2260.00 LIN. FT. 0.428 MILES	LENGTH	667.33 LIN. FT. 0.126 MILES	LENGTH	_____ LIN. FT. _____ MILES	LENGTH	_____ LIN. FT. _____ MILES
ADDED [ ] FOR EQUALITIES	_____ LIN. FT.	ADDED [ ] FOR EQUALITIES	_____ LIN. FT.	ADDED [ ] FOR EQUALITIES	_____ LIN. FT.	ADDED [ ] FOR EQUALITIES	_____ LIN. FT.
NOT INCLUDED	_____ LIN. FT.	NOT INCLUDED	_____ LIN. FT.	NOT INCLUDED	_____ LIN. FT.	NOT INCLUDED	_____ LIN. FT.
RAILROAD CROSSINGS NO.	_____ LIN. FT.	RAILROAD CROSSINGS NO.	_____ LIN. FT.	RAILROAD CROSSINGS NO.	_____ LIN. FT.	RAILROAD CROSSINGS NO.	_____ LIN. FT.
BRIDGES	_____ LIN. FT.	BRIDGES	_____ LIN. FT.	BRIDGES	_____ LIN. FT.	BRIDGES	_____ LIN. FT.

**Commonwealth of Kentucky  
DEPARTMENT OF HIGHWAYS  
COUNTY OF  
JEFFERSON**

ITEM NO. 5-0446.00  
PROJECT NUMBER: FD52 056 0155 003-005 STPM 5125 (014)  
LETTING DATE: \_\_\_\_\_

RECOMMENDED BY: Timothy E. Shown PROJECT MANAGER DATE: October 25, 2013  
PLAN APPROVED BY: \_\_\_\_\_ STATE HIGHWAY ENGINEER DATE: 11/8/2013



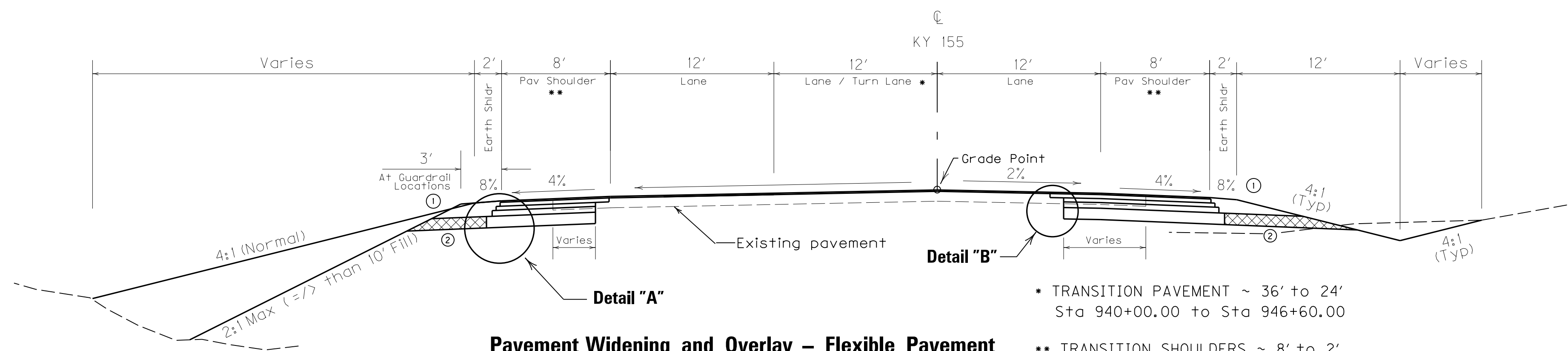
District 5 Louisville

USER: elexl.smith DATE PLOTTED: October 11, 2010  
 FILE NAME: G:\PWORK\MSP\014451\KYTC-SHEET.CEL  
 E-SHEET NAME: MicroStation v8.11.7.443

# TYPICAL SECTION

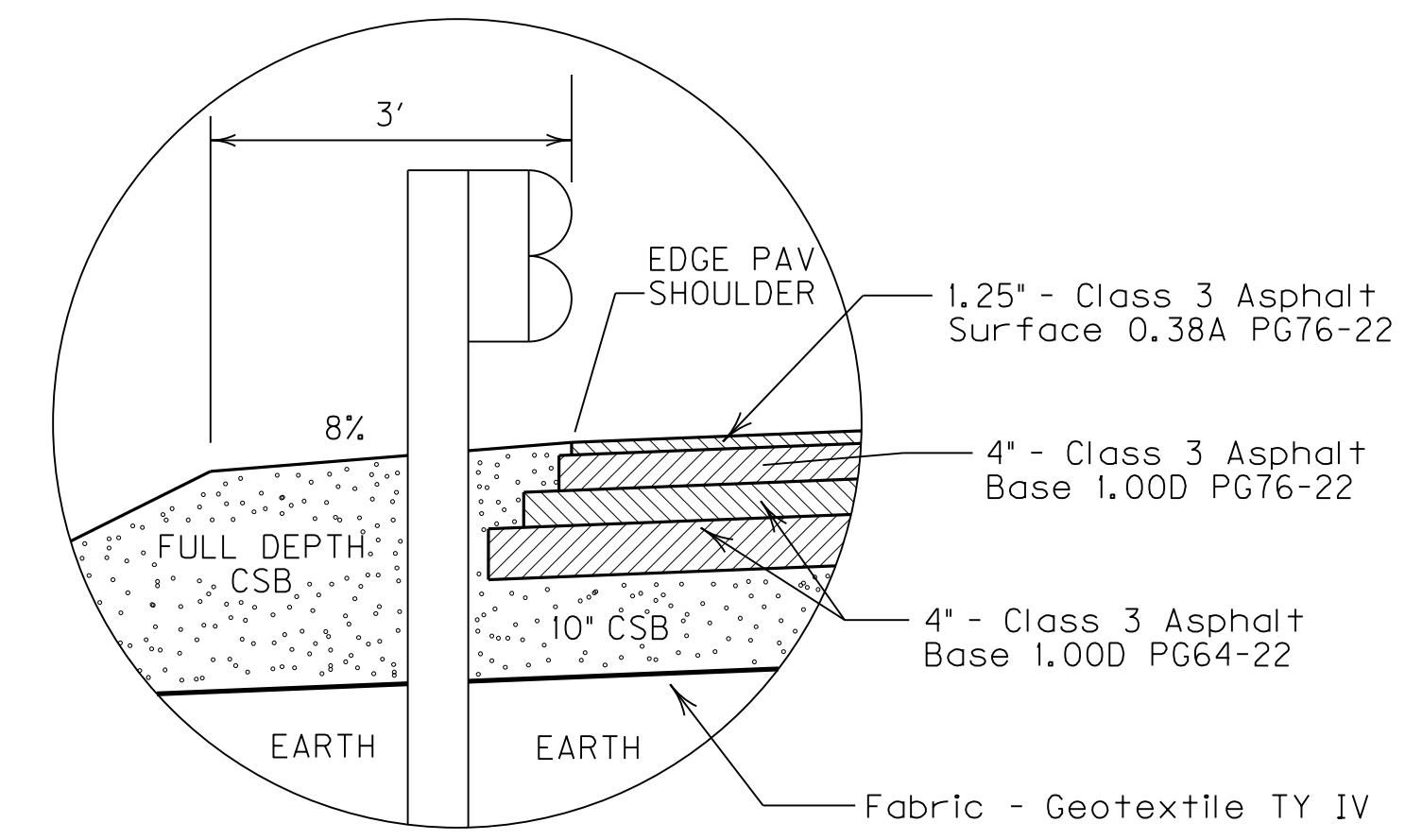
## KY 155 @ KY 148

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R2

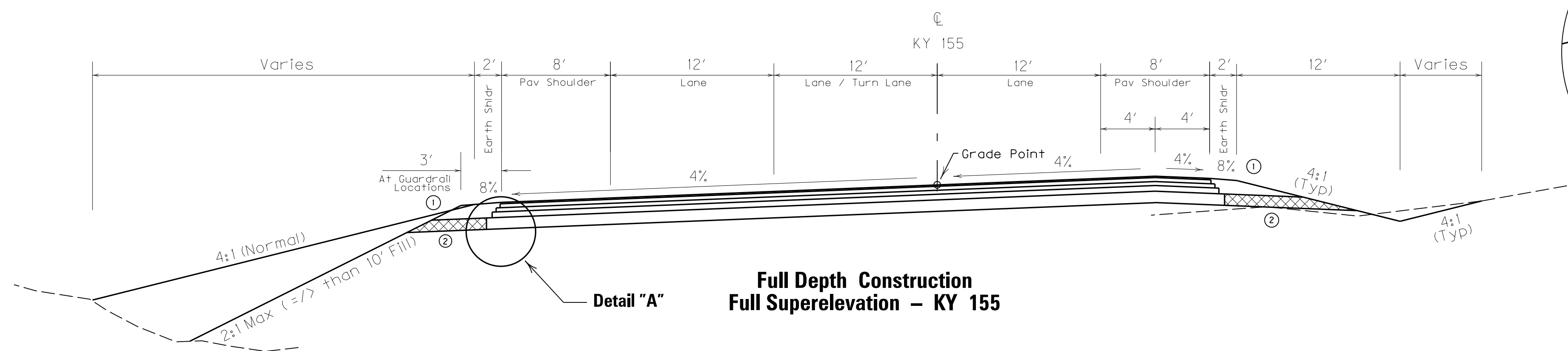


**Pavement Widening and Overlay - Flexible Pavement Normal Section - KY 155**

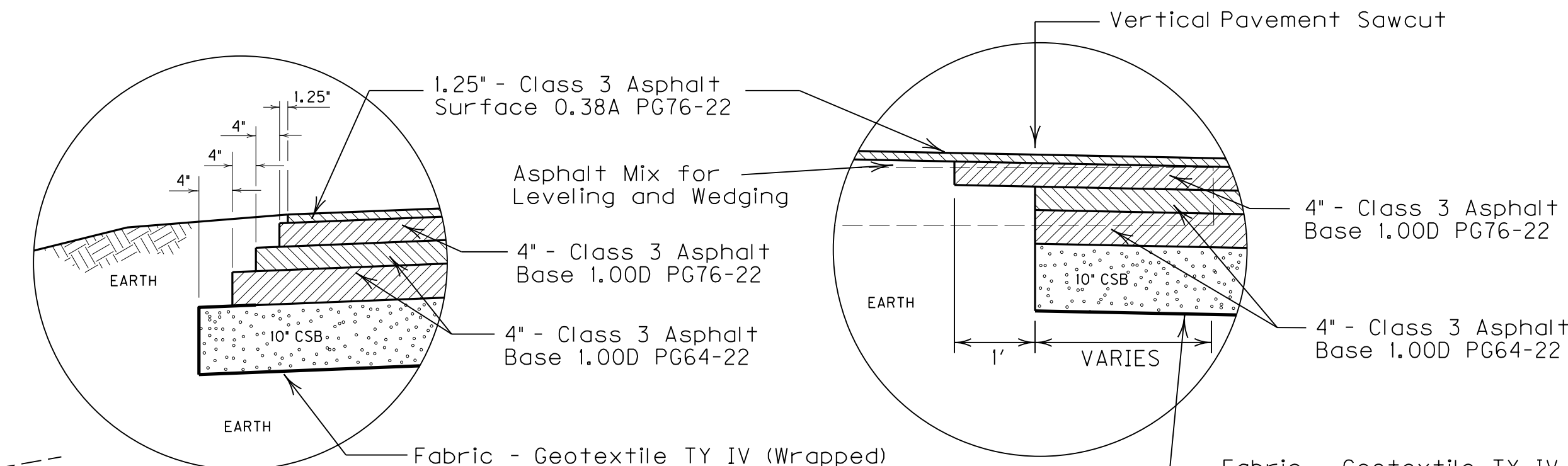
- TRANSITION PAVEMENT ~ 36' to 24' Sta 940+00.00 to Sta 946+60.00
- TRANSITION SHOULDERS ~ 8' to 2' Sta 940+00.00 to Sta 946+60.00



**Guardrail Locations**



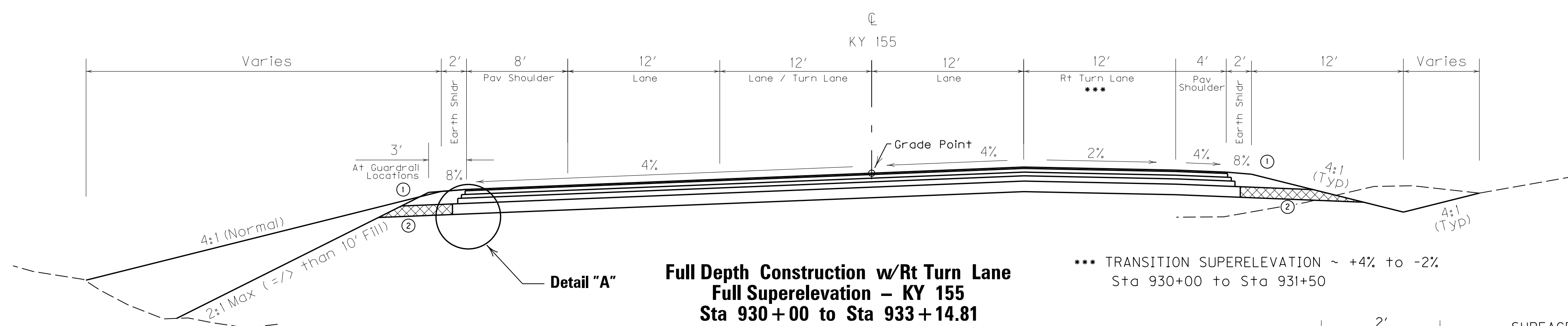
**Full Depth Construction Full Superelevation - KY 155**



**Detail "A"**

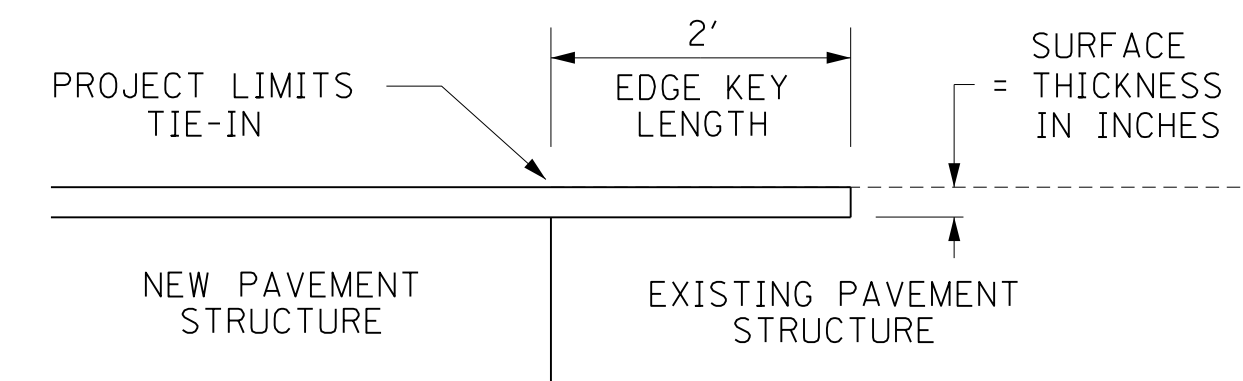
**Detail "B"**

**Longitudinal Edge Key**  
Step in 1' foot width by 4" inch depth of the proposed base pavement by milling existing asphalt.



**Full Depth Construction w/Rt Turn Lane Full Superelevation - KY 155 Sta 930+00 to Sta 933+14.81**

- TRANSITION SUPERELEVATION ~ +4% to -2% Sta 930+00 to Sta 931+50



**Edge Key Detail**

NEW CONSTRUCTION - FLEXIBLE PAVEMENT USING	
<b>Base Widening and New Pavement</b>	
Fabric - Geotextile Type IV	10' Depth
Crushed Stone Base	10' Depth
CL3 Asp Base 1.00D PG64-22	8" Depth (4'+4' Courses)
CL3 Asp Base 1.00D PG76-22	4" Depth
<b>Overall</b>	
Level and Wedging	As required
CL3 Asp Surf 0.38A PG76-22	1.25" Depth
<b>Shoulders</b>	
KY 155 - Pav Shoulders 8' @ 4%	KY 148 - Pav Shoulders 4' @ 4%
Fabric - Geotextile Type IV	10' Depth
Crushed Stone Base	10' Depth
CL3 Asp Base 1.00D PG64-22	8" Depth (4'+4' Courses)
CL3 Asp Base 1.00D PG76-22	4" Depth
CL3 Asp Surf 0.38A PG76-22	1.25" Depth
Earth Shoulders 2' @ 8%	
<b>Residential and Commercial Entrances</b>	
Crushed Stone Base	4" Depth
CL3 Asp Base 1.00D PG64-22	2" Depth
CL3 Asp Surf 0.38A PG76-22	1.25" Depth

NOTE: SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER

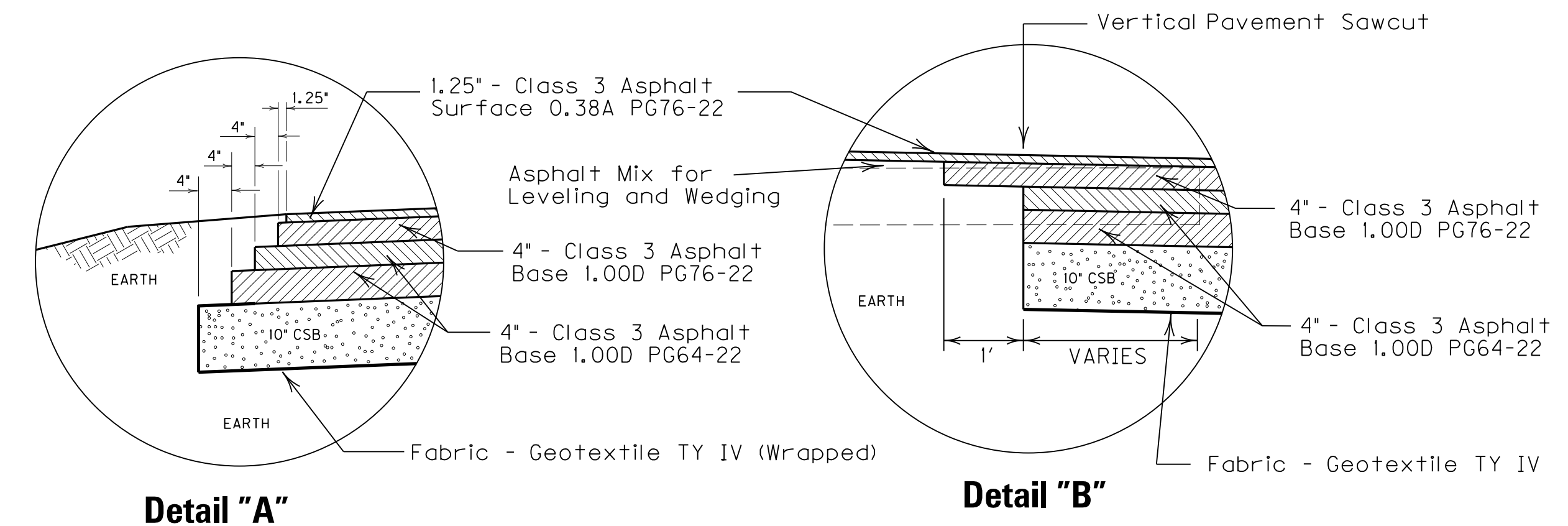
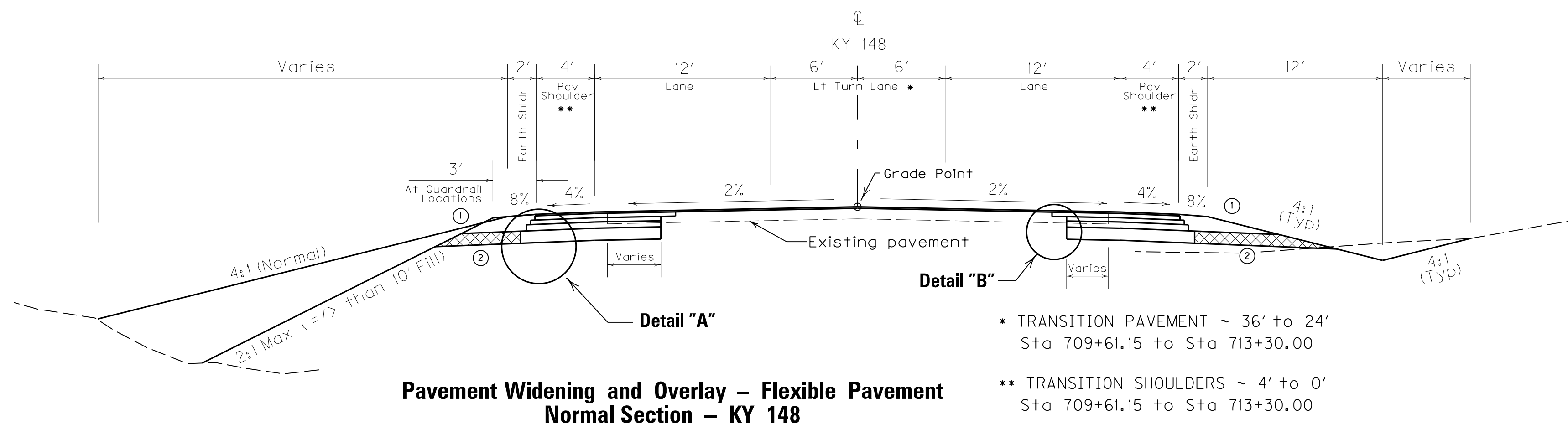
- ① ASPHALT SEAL COAT REQUIRED FROM EDGE OF PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE.
  - 2.4 LB. PER SQUARE YARD OF ASPHALT SEAL COAT (TWO APPLICATIONS)
  - 20 LB. PER SQUARE YARD OF ASPHALT SEAL AGGREGATE (SIZE NO. 8 OR 9M) (TWO APPLICATIONS)
- ② DAY-LIGHT CUT THE PROPOSED 10" CRUSHED STONE BASE AND CONSTRUCT ROCK DRAINS USING CRUSHED AGGREGATE SIZE NO. 57, WRAPPED IN FABRIC-GEOTEXTILE TY IV AS SHOWN ON PROPOSED CROSS SECTIONS OR AS DIRECTED BY THE RESIDENT ENGINEER FOR SUBGRADE DRAINAGE.

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 USER: Time.Shown  
 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

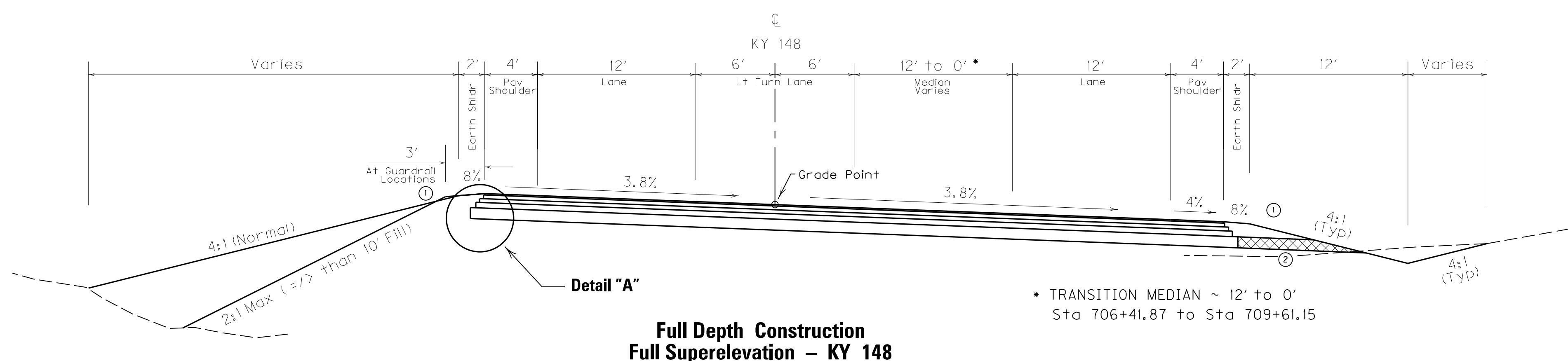
# TYPICAL SECTION

## KY 155 @ KY 148

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R2a



**Longitudinal Edge Key**  
Step in 1' foot width by 4" inch depth of the proposed base pavement by milling existing asphalt.



### NEW CONSTRUCTION – FLEXIBLE PAVEMENT USING

Base Widening and New Pavement	
Fabric - Geotextile Type IV	10" Depth
Crushed Stone Base	10" Depth
CL3 Asp Base 1,00D PG64-22	8" Depth (4"+4" Courses)
CL3 Asp Base 1,00D PG76-22	4" Depth
CL3 Asp Surf 0.38A PG76-22	1.25" Depth
Overall	
Level and Wedging	As required
CL3 Asp Surf 0.38A PG76-22	1.25" Depth
Shoulders	
KY 155 - Pave Shoulders 8' @ 4%	KY 148 - Pave Shoulders 4' @ 4%
Fabric - Geotextile Type IV	10" Depth
Crushed Stone Base	10" Depth
CL3 Asp Base 1,00D PG64-22	8" Depth (4"+4" Courses)
CL3 Asp Base 1,00D PG76-22	4" Depth
CL3 Asp Surf 0.38A PG76-22	1.25" Depth
Earth Shoulders 2' @ 8%	
Residential and Commercial Entrances	
Crushed Stone Base	4" Depth
CL3 Asp Base 1,00D PG64-22	2" Depth
CL3 Asp Surf 0.38A PG76-22	1.25" Depth

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USER: Time.Shown  
DATE PLOTTED: October 11, 2013

E-SHEET NAME:

MicroStation v8.11.7.443

NOTE: SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDER

① ASPHALT SEAL COAT REQUIRED FROM EDGE OF PAVED SHOULDER TO A POINT 2' DOWN THE DITCH OR FILL SLOPE.

- 2.4 LB. PER SQUARE YARD OF ASPHALT SEAL COAT (TWO APPLICATIONS)

- 20 LB. PER SQUARE YARD OF ASPHALT SEAL AGGREGATE (SIZE NO. 8 OR 9M) (TWO APPLICATIONS)

② DAY-LIGHT CUT THE PROPOSED 10" CRUSHED STONE BASE AND CONSTRUCT ROCK DRAINS USING CRUSHED AGGREGATE SIZE NO. 57, WRAPPED IN FABRIC-GEOTEXTILE TY IV AS SHOWN ON PROPOSED CROSS SECTIONS OR AS DIRECTED BY THE RESIDENT ENGINEER FOR SUBGRADE DRAINAGE.

SHEET 2 of 2

KY 155 @ KY 148  
TYPICAL SECTION

NO SCALE

**GENERAL SUMMARY**

ITEM	DESCRIPTION	UNIT	KY 155	KY 148	WORKING PLATFORM	MOT	TOTAL PROJECT
1987	DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE	EACH	23				23
2014	BARRICADE - TYPE III	EACH					6
2091	REMOVE PAVEMENT (UNDER PROPOSED BERM AREA)	SO YD	1595				1595
2159	TEMPORARY DITCH	LIN FT	2300	700			3000
2223	GRANULAR EMBANKMENT	CU YD	108				108
2230	EMBANKMENT IN PLACE (8) (20)	CU YD	33936	1789			40116
2242	WATER (1500 MGAL/MILE)	MGAL				831	831
2351	GUARDRAIL-STEEL W BEAM-S FACE	LIN FT	875				875
2367	GUARDRAIL END TREATMENT TYPE I	EACH	2				2
2381	REMOVE GUARDRAIL	LIN FT	1761				1761
2429	RIGHT OF WAY MONUMENT TYPE I	EACH	5	2			7
2432	WITNESS POST	EACH	5	2			7
2469	CLEAN SINKHOLE	EACH	1				1
2545	CLEARING AND GRUBBING (5)	LP SUM					1
2562	TEMPORARY SIGNS	SO FT				327	327
2568	MOBILIZATION	LP SUM					1
2569	DEMobilIZATION	LP SUM					1
2585	EDGE KEY	LIN FT	84	24			108
2599	FABRIC - GEOTEXTILE TYPE IV (12) (19)	SO YD	12374	3543	8800		25156
2600	FABRIC - GEOTEXTILE TYPE IV FOR PIPE (13)	SO YD		284			284
2650	MAINTAIN AND CONTROL TRAFFIC	LP SUM				1	1
2671	PORTABLE CHANGEABLE MESSAGE SIGN	EACH	2	1			3
2676	MOBILIZATION FOR MILLING & TEXTURING	LP SUM					1
2701	TEMPORARY SILT FENCE (6)	LIN FT	2300	700			3000
2703	SILT TRAP TYPE A (6)	EACH	14				14
2704	SILT TRAP TYPE B (6)	EACH	14				14
2705	SILT TRAP TYPE C (6)	EACH	14				14
2706	CLEAN SILT TRAP TYPE A (6)	EACH	42				42
2707	CLEAN SILT TRAP TYPE B (6)	EACH	42				42
2708	CLEAN SILT TRAP TYPE C (6)	EACH	42				42
2709	CLEAN TEMPORARY SILT FENCE	LIN FT	6900	2100			9000
2726	STAKING	LP SUM					1
3262	CLEAN PIPE STRUCTURE	EACH	4	1			5
5950	EROSION CONTROL BLANKET (6)	SO YD	8478				8478
5952	TEMPORARY MULCH (6)	SO YD	68244				68244
5953	TEMP SEEDING AND PROTECTION (6)	SO YD	6825				6825
5963	INITIAL FERTILIZER (300 LBS / ACRE) (6) (7)	TON	1.6				1.6
5964	20-10-10 FERTILIZER (11.5 LBS / 1000 SQ FT) (6) (7)	TON	2.7				2.7
5985	SEEDING AND PROTECTION (6)	SO YD	51950				51950
5989	SPECIAL SEEDING CROWN VETCH (6)	SO YD	3829	801			4630
5992	AGRICULTURAL LIMESTONE (3 TONS / ACRE) (6) (7)	TON	32				32
6510	PAVE STRIPING - TEMP PAINT - 4 IN	LIN FT	18400	5600			24000
6514	PAVE STRIPING - PERM PAINT - 4 IN (11)	LIN FT	12034	4694			16728
6546	PAVE STRIPING - THERMO - 12 IN W	LIN FT		180			180
6547	PAVE STRIPING - THERMO - 12 IN Y	LIN FT	270	126			396
6568	PAVEMENT MARKING - THERMO STOP BAR-24 IN	LIN FT	48	52			100
6574	PAVEMENT MARKING - THERMO CURV ARROW	EACH	10	8			18
8019	CYCLOPEAN STONE RIP RAP	TON	20				20
10020NS	FUEL ADJUSTMENT	DOLL					32547
10030NS	ASPHALT ADJUSTMENT	DOLL					42545
20550ND	SAWCUT PAVEMENT	LIN FT	1998	693			2691
21289ED	LONGITUDINAL EDGE KEY (9)	LIN FT	1998	693			2691
22664EN	WATER BLASTING EXISTING STRIPE	LIN FT	6000				6000

- (19) QUANTITY SHOWN INCLUDES 325 SQ. YDS. ADDED FOR SINKHOLE TREATMENT AND 114 SQ. YDS ADDED FOR CONSTRUCTION OF ROCK DRAINS.
- (20) QUANTITY SHOWN INCLUDES 4391 CU. YDS. ADDED FOR EMBANKMENT BENCHING AND PROFILE BENCHING.

**SPECIAL NOTE FOR ROADWAY EXCAVATION**

Contrary to the current Kentucky Standard Specifications for Road and Bridge Construction, Section 204, Overhaul shall not be considered for any undercut, special excavations or authorized roadway excavation adjustments for this project.

**EARTHWORK TOTALS**

KY 155 (TAYLORSVILLE LAKE RD)	
14927	CU YD COMMON EXCAV
33936	CU YD EMBANK IN PLACE
1687	CU YD EMB BENCHING
2704	CU YD PROFILE BENCHING
KY 148 (FISHERVILLE ROAD)	
3340	CU YD COMMON EXCAV
1789	CU YD EMBANK IN PLACE

**PAVING AREAS**

ITEM	KY 155	KY 148	ENTRANCE	SHOULDERS	WORKING PLATFORM	EDGE KEY	TOTAL PROJECT
<b>S Q U A R E Y A R D S</b>							
4" DEPTH CRUSHED STONE BASE			194				194
10" DEPTH CRUSHED STONE BASE	11504	3261					14765
8" (4.0+4.0) DEPTH CL3 ASPH BASE 1.00D PG64-22	10875	3179					14074
4" DEPTH CL3 ASPH BASE 1.00D PG76-22	10816	3161					13978
2" DEPTH CL3 ASPH BASE 1.00D PG64-22			194				194
1.25' DEPTH CL3 ASPH SURF 0.38A PG76-22	12514	3576	194			26	16310
12" DEPTH CRUSHED AGGREGATE SIZE NO 3					4000		4000
ASPHALT SEAL AGGREGATE					2621		2621
ASPHALT SEAL COAT					2621		2621

**PAVING SUMMARY**

ITEM CODE	ITEM	UNIT	KY 155	KY 148	ENTRANCE	SHOULDERS	WORKING PLATFORM	MOT	EDGE KEY	TOTAL PROJECT
3	CRUSHED STONE BASE (1) (16)	TON	6615	1875	45					9035
69	CRUSHED AGGREGATE SIZE NO 3 (12)	TON					2640			2640
71	CRUSHED AGGREGATE SIZE NO 57 (2) (18)	TON		13						13
100	ASPHALT SEAL AGGREGATE (3)	TON				53				53
103	ASPHALT SEAL COAT (4)	TON				7				7
194	LEVEL AND WEDGING PG76-22 (2) (10)	TON	91	18						109
214	CL3 ASPH BASE 1.00D PG64-22	TON	4785	1399	21			367		6572
216	CL3 ASPH BASE 1.00D PG76-22	TON	2380	695						3075
336	CL3 ASPH SURF 0.38A PG76-22 (14)	TON	860	246	13				2	1121
2677	ASPH PAVE MILLING & TEXTURING (2) (10)	TON	33	10				367		410

**PIPE DRAINAGE SUMMARY (15)**

SHEET NO.	LOCATION	SKEW	COVER HEIGHT	DESIGN PH LEVEL	ENTRANCE PIPE 15 INCH	CULVERT PIPE 18 INCH	CULVERT PIPE 24 INCH	CULVERT PIPE 48 INCH	SLOPED BOX OUTLET TYPE 1 - 15 IN	SLOPED BOX OUTLET TYPE 1 - 18 IN	SLOPED BOX OUTLET TYPE 1 - 24 IN	PIPE CULVERT HEADWALL 48 IN	REMARKS
<b>UNIT TO BID FT</b>													
<b>LINEAR FEET</b>													
<b>EACH</b>													
<b>KY 155 (TAYLORSVILLE LAKE RD)</b>													
R9	938+39.2	4° LT	7.5	M				80				1	SEE PIPE DETAIL SHEET R14
R9	942+16.7	N/A	4.5	M			38				2		SEE PIPE DETAIL SHEET R14a
R9	944+25.8	N/A	3.5	M		26				2			SEE PIPE DETAIL SHEET R14a
<b>KY 148 (FISHERVILLE ROAD)</b>													
R6	706+19.6	N/A	4.5	M			142				2		SEE PIPE DETAIL SHEET R14b
R6	RT, 710+65	N/A	1.2	M	30				2				REMOVE EXISTING 15" PIPE
<b>TOTAL PROJECT</b>					30	26	180	80	2	2	4	1	

**NOTES**

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

- (1) ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH.
- (2) ESTIMATED AT 3960 LBS. PER CU. YD.
- (3) ESTIMATED AT 20 LBS. PER SQ. YD. (TWO APPLICATIONS)
- (4) ESTIMATED AT 2.4 LBS. PER SQ. YD. (TWO APPLICATIONS)
- (5) CLEARING AND GRUBBING = 14.1 ACRES
- (6) ITEMS REQUIRED FOR EROSION CONTROL. CONSTRUCTION MEMO 07-05 BEGINNING WITH THE MAY LETTING, ALL CONTRACT PROPOSALS WILL INCLUDE A BID ITEM TO COVER THE VARIOUS TYPES OF EROSION CONTROL ITEMS THAT MIGHT BE NEEDED ON THE PROJECT, WHILE ALL OF THE ITEMS MIGHT NOT BE USED ON EACH PROJECT, IT IS THE INTENT OF THE DESIGN ENGINEER TO PROVIDE THE RESIDENT ENGINEER AND THE CONTRACTOR FLEXIBILITY IN CHOOSING EROSION DEVICES AND/OR METHODS TO CREATE THE BMP.
- (7) FERTILIZER AND AGRICULTURAL LIMESTONE ESTIMATED FOR SEEDING AND PROTECTION AREA (51950 SQ YDS = 10.73 ACRES = 467550 SQ FT).
- (8) TOTAL INCLUDES EXISTING PAVEMENT AND BASE TO BE REMOVED.
- (9) INCLUDES EXISTING PAVEMENT REMOVAL OF 22 CU YDS ON KY 155 AND 8 CU YDS ON KY 148 FOR 1 FT STEP IN AT WIDENING LOCATIONS.
- (10) QUANTITIES ESTIMATED FROM TOTALS SHOWN ON PROPOSED CROSS SECTIONS FOR KY 155 AND KY 148 (SHEETS XI-X27).
- (11) TOTAL INCLUDES AN ADDED 150 LIN. FT. OF STRIPING TO EACH LEG OF THE INTERSECTION FOR STRIPING TIE-INS TO EXISTING PAVEMENT MARKINGS.
- (12) QUANTITIES SHOWN FOR THE WORKING PLATFORM ARE TO BE USED WHERE SUBGRADE PROBLEMS ARE ENCOUNTERED DURING CONSTRUCTION. LOCATIONS AND THICKNESS OF PLATFORM TO BE DETERMINED BY THE RESIDENT ENGINEER. QUANTITIES SHOWN ARE BASED ON A ONE FOOT WORKING PLATFORM (600 LIN. FT. x 60 FT.)
- (13) QUANTITIES SHOWN ARE TO BE USED IF SUBGRADE PROBLEMS ARE ENCOUNTERED DURING CONSTRUCTION AT THE PROPOSED ROADWAY CULVERT LOCATION (KY 148 STA 706+19.6) AS DETERMINED BY THE RESIDENT ENGINEER.
- (14) THE CONSTRUCTION OF SHOULDER RUMBLE STRIPS ARE INCIDENTAL TO THE CONSTRUCTION ITEM # 22906ES403 "CL3 ASPH SURF 0.38A PG64-22" AND SHALL BE PLACED AS SHOWN ON PLAN DETAIL "SHOULDER RUMBLE STRIPS" (SHEET R14j) AND AS DIRECTED BY THE RESIDENT ENGINEER.
- (15) ALL CULVERT PIPE USED AT ROADWAY CULVERT LOCATIONS SHALL BE CIRCULAR REINFORCED CONCRETE PIPE.
- (16) QUANTITY SHOWN INCLUDES 500 TONS ADDED FOR PAVEMENT WIDENING AND MAINTENANCE OF TRAFFIC.
- (17) QUANTITY SHOWN BASED ON 834 SQ. YDS. OF 8" DEPTH SHOULDER REMOVAL AND REPLACEMENT.
- (18) QUANTITY SHOWN TO BE USED IN CONSTRUCTING ROCK DRAINS FOR SUBGRADE DRAINAGE.

KY 155 @ KY 148  
GENERAL, PIPE & PAVING SUMMARY SHEET

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R2b

FILE NAME: G:\PWORK\MWILEY\DO143750\RO020BSU.DGN

USER: Mwiley  
DATE PLOTTED: January 7, 2014

E-SHEET NAME:

MicroStation v8.11.7.180

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R2c

## GENERAL NOTES

### SPECIAL NOTES

SPECIAL NOTE FOR BARCODE LABEL ON PERMANENT SIGNS  
SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

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

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

### BEFORE YOU DIG

CALL 1-800-752-6007 TOLL FREE A MINIMUM OF TWO AND NO MORE THAN TEN BUSINESS DAYS PRIOR TO EXCAVATION FOR INFORMATION ON THE LOCATION OF EXISTING UNDERGROUND UTILITIES WHICH SUBSCRIBE TO THE BEFORE-U-DIG (BUD) SERVICE. COORDINATE EXCAVATION WITH ALL UTILITY OWNERS, INCLUDING THOSE WHO DO NOT SUBSCRIBE TO BUD. SHOW ALL UTILITIES AND A CONTACT PERSON FOR EACH COMPANY ON SHEET NO. 3 OF THE PLANS.

### 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.

### ASPHALT PAVEMENT RIDE QUALITY

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

### 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.

### 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 TO PERFORM THE WORK AND DISPOSE OF THE REMOVED ASPHALT MATERIAL.

### STANDARD DRAWINGS

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

### PERFORATED PIPES

CONTRARY TO THE RECOMMENDATIONS STATED IN THE GEOTECHNICAL NOTES FOR THE USE OF PERFORATED PIPES FOR SUBGRADE DRAINAGE AND THE DRAINAGE OF EMBANKMENT BENCHING, CONSTRUCTION OF FABRIC WRAPPED ROCK DRAINS SHALL BE USED. INTERMITTENT TRENCHING OF THE EMBANKMENT BENCHING AS SHOWN IN THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER WILL BE INCORPORATED FOR SUBGRADE DRAINAGE AND THE DRAINAGE OF EMBANKMENT BENCHING. THE CONSTRUCTION OF ROCK DRAINS CONSISTS OF THE FOLLOWING PAY ITEMS "CRUSHED AGGREGATE SIZE NO. 57" AND "FABRIC-GEOTEXTILE TYPE IV" AS STATED IN THE PLANS WHEREAS THE TRENCHING OF EMBANKMENT BENCHING WILL BE CONSIDERED INCIDENTAL TO THE ITEM "EMBANKMENT IN PLACE".

### SEASONAL TREE CUTTING

TREES GREATER THAN 5 INCH DIAMETER BREAST HEIGHT WITHIN THE PROJECT IMPACT AREA THAT ARE NOT IDENTIFIED AS "DO NOT REMOVE (DNR)" MUST BE FELLED PRIOR TO MARCH 31, 2014.

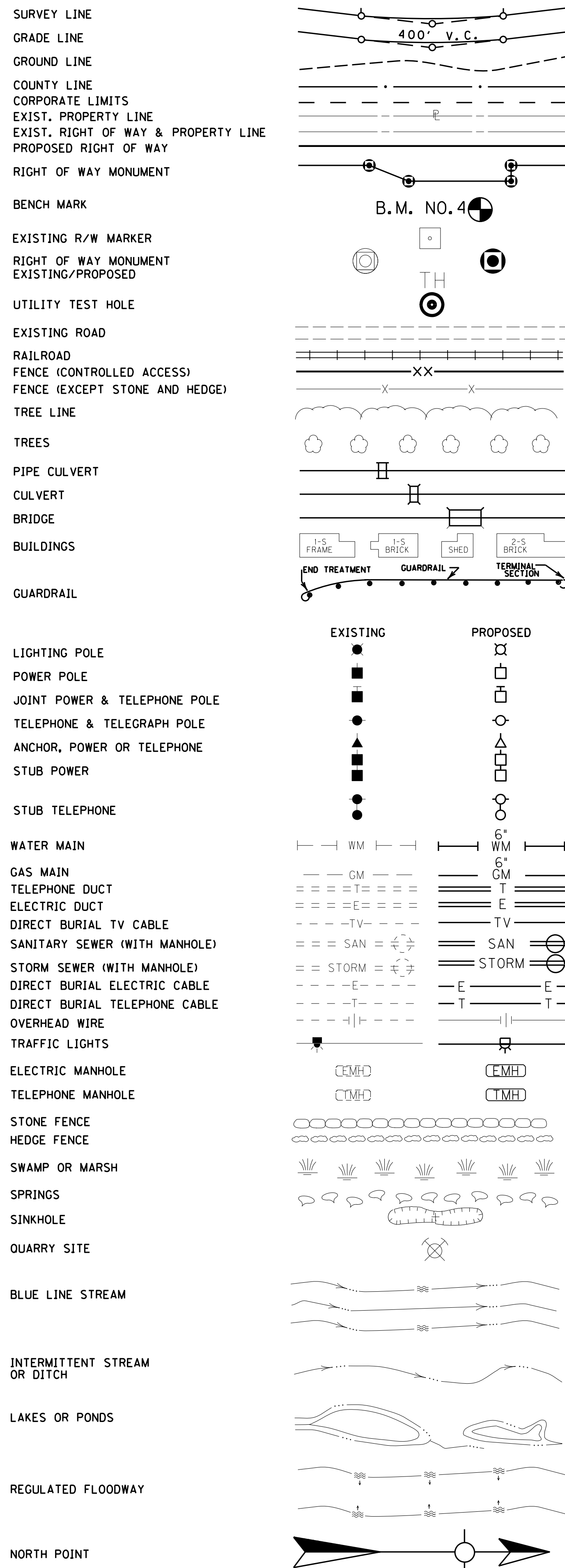
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USER: Time.Shown  
DATE PLOTTED: October 29, 2013

E-SHEET NAME:

MicroStation v8.11.7.443

### CONVENTIONAL SIGNS



### JEFFERSON COUNTY UTILITY OWNERS ON PROJECT

#### LG&E KU (Electric)

820 West Broadway  
Louisville, KY 40202  
LG&E Emergency# (502) 589-1444  
KU Emergency# 1-800-331-7370

Contact Person: Greg Geiser  
Wk# (502) 627-3708  
Greg.Geiser@LGE-KU.com

#### LG&E (Gas)

820 West Broadway  
Louisville, KY 40202  
Emergency# (502) 589-5511

Contact Person: Greg Geiser  
Wk# (502) 627-3708  
Greg.Geiser@LGE-KU.com

#### Louisville Water Company (LWC)

550 South Third Street  
Louisville, KY 40202

Contact Person: Daniel Tegene, PE  
(502) 569-3649  
DTegene@LWCKy.com

#### AT&T KY

3719 Bardstown Road - 2nd Floor  
Louisville, KY 40218

Contact Person: Morgan Herndon  
(502) 458-7312  
Morgan.Herndon@att.com

### 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.

(DNR) Denotes "Do Not Remove" when located on TREES.

SPECIAL NOTE FOR ROADWAY EXCAVATION

Contrary to the current Standard Specifications for Road and Bridge Construction Section 204, Overhaul shall not be considered for any undercuts, special excavations or authorized roadway excavation adjustments for this project.

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 Kentucky Single Zone and in U.S. Survey Feet.

ORIGIN OF LEVELS

Elevations were derived from GPS methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid03.

### SUBSURFACE UTILITY ENGINEERING

Test Hole	Station	Offset	Ground Elev	Depth	Top of Utility Elev	Type of Surface
<b>KY155 / KY148 (Taylorsville Road / Fisherville Road)</b>						
<b>AT&amp;T Underground - 2" Cable</b>						
T-1	696+57.2	32.1 RT	575.71	2.81	572.90	Grass
T-2	701+60.2	34.7 RT	572.07	3.75	568.32	Grass
T-3	a704+54.8	35.8 RT	570.81	2.80	568.01	Grass
T-4	a707+47.4	37.9 RT	569.03	2.39	566.64	Grass
T-5	a709+56.6	36.4 RT	567.75	4.80	562.95	Gravel
T-6	a710+23.4	34.1 RT	568.80	4.44	564.36	Grass
<b>Water Main - 16" Ductile Iron</b>						
W-1	695+48.5	42.5 RT	578.11	3.43	574.68	Grass
W-2	700+54.3	42.3 RT	574.32	4.47	569.85	Grass
W-3	a704+25.4	40.2 RT	571.45	3.77	567.68	Grass
W-4	a706+81.6	43.8 RT	570.13	3.25	566.88	Grass
W-5	a708+28.2	51.9 RT	566.16	3.30	562.86	Grass
W-7	a710+23.4	33.1 RT	568.59	4.12	564.47	Grass
W-8	a712+10.2	39.5 RT	562.35	6.50	555.85	Grass
W-6	a709+47.1	67.8 RT	567.62	6.75	560.87	Grass
<b>KY155 (Taylorsville Lake Road)</b>						
<b>Water Main - 16" Ductile Iron</b>						
W-10	928+94.2	88.2 RT	549.62	3.09	546.53	Grass
W-9	932+23.5	103.7 RT	564.69	4.42	560.27	Grass

NOTE: Stationing and offsets shown above are based on existing roadway alignments of KY-155/148 (Taylorsville Road / Fisherville Road) and KY-155/55 (Taylorsville Lake Road).

### EXISTING UNDERGROUND UTILITIES

**TELEPHONE CABLE (AT&T)**  
A 2" cable runs along existing KY155/KY148 from Station 695+00 to a710+23 which crosses the existing intersection of KY55-155 to an overhead pole. The 2" cable (T-#) are shown on the plan sheets at its approximate horizontal location and is shown on both the profile and cross section sheets.

**WATER MAIN (LWC)**  
A 16" D.I.W.M. runs the entire length of the project along existing KY155 / KY148 and crosses KY55-155 at the existing intersection. A 16" D.I.W.M. runs the entire length of the project along existing KY55-155. The water mains (W-#) are shown on the plan sheets at its approximate horizontal location and is shown on both the profile and cross section sheets.

SCALE: NTS

DESIGNED BY: TES	DATE SUBMITTED: 10-25-2013
<b>Commonwealth of Kentucky</b> <b>DEPARTMENT OF HIGHWAYS</b> <b>COUNTY OF</b> <b>JEFFERSON</b>	
PROJECT NUMBER:	FD52 056 0155 003-005 STPM 5125 (014)
KY 155 @ KY 148 INFORMATION SHEET	

FILE NAME: G:\PWORK\TIME SHOWN\DO143750\RD00300PL.DGN  
 USER: Time Shown  
 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

SEED AND PROTECT		
LOC	STATION	SQ YDS
LT	924+00 to 932+00	6416
RT	924+00 to 932+00	15444

RIGHT OF WAY MONUMENT TYPE I			WITNESS POST		
STATION	OFFSET	EA	STATION	OFFSET	EA
927+69.74	106.77 LT	1	927+69.74	105.77 LT	1

SPECIAL SEEDING CROWN VETCH		
LOC	STATION	SQ YDS *
LT	925+70 to 929+80	1495
RT	925+00 to 928+10	931

DITCH CONSTRUCTION NOTES - KY 155 (Taylorsville Lake Road)				
LOC	STATION	SIZE/SHAPE	CHANNEL LINING	
			TYPE	QUANTITY
RT	928+60 to 932+00	SPEC. DITCH SWALE	E.C. BLANKET	378 S.Y.

NOTE: IN DITCH LOCATIONS, EROSION CONTROL BLANKETS TO BE PLACED ALONG THE CENTERLINE OF DITCH TO A POINT 5' UP EACH SIDE OF DITCH SLOPES.

EROSION CONTROL BLANKET		
LOC	STATION	SQ YDS *
LT	925+70 to 929+80	1495
RT	925+00 to 928+10	931

\* BASED ON 3:1 OR GREATER SLOPED AREAS OR LOCATIONS AS DIRECTED BY RESIDENT ENGINEER.

NEWCOMB OIL CO.LLC  
TAYLORSVILLE ROAD  
DB 8853 PG 135

Proposed  $\odot$  KY 155  
PI STA = 936+08.91  
Delta = 80°57'34" LT  
T = 1015.63'  
L = 1681.48'  
D = 4°48'53"  
R = 1190.00'  
E = 374.48'  
e = 4%  
e max = 4%

BEGIN PROJECT  
STA. 924+00.00

CONSTRUCT - ROCK DRAINS FOR SUBGRADE DRAINAGE			
LOC.	STATION	CRUSHED AGGREGATE SIZE NO. 57 TON	FABRIC GEOTEXTILE TYPE IV SY
RT/LT	925+00	1.2	14
RT/LT	929+00	1.5	14
SHEET TOTALS		2.6	28

NOTE: ROCK DRAINS TO BE CONSTRUCTED IN LOCATIONS AS SHOWN ON CROSS SECTIONS OR AS DIRECTED BY RESIDENT ENGINEER.

EDGE KEY		
STATION	LIN FT	REMARKS
924+00.00	56	BEGIN PROJECT

NOTE: SEE TYPICAL SECTION SHEET R2 FOR EDGE KEY DETAIL.

REMOVE EXISTING GUARDRAIL			
LOC.	STATION	QUANTITY	DESCRIPTION
RT	924+12 to 933+00 *	888 LF	REMOVE GUARDRAIL
LT	924+22 to 932+95 *	873 LF	REMOVE GUARDRAIL

\* EXISTING  $\odot$  KY 155 ALIGNMENT  
NOTE: EXISTING GUARDRAIL CONNECTOR TO BRIDGE ENDS TO REMAIN.

CONSTRUCT - GUARDRAIL AND END TREATMENTS			
LOC.	STATION	QUANTITY	DESCRIPTION
RT	924+12 to 927+10.3	300 LF	GUARDRAIL - STEEL W BEAM-S FACE
RT	927+10.3 to 927+59.5	1EA	GUARDRAIL END TREATMENT TYPE 1
LT	924+22 to 930+08.1	575 LF	GUARDRAIL - STEEL W BEAM-S FACE
LT	930+08.1 to 930+58.1	1EA	GUARDRAIL END TREATMENT TYPE 1

\* PROPOSED GUARDRAIL TO BEGIN AT EXISTING END OF GUARDRAIL CONNECTOR TO BRIDGE END.

SUPERELEVATION PROPOSED KY 155			
STATION	LT	$\odot$	RT
931+50.00 RT TURN LN END TRANS	SH -4%	LANES -4%	LANE 4% RTL SH -2% -4%
930+00.00 RT TURN LN BEG TRANS	SH -4%	LANES -4%	LANE 4% RTL SH 4% 4%
926+44.28 FULL SUPER	SH -4%	LANES -4%	LANE 4% SH 4% -4%
924+00.00 EXISTING	SH -1.70%	LANES -0.98%	LANE -0.67% SH -1.57%

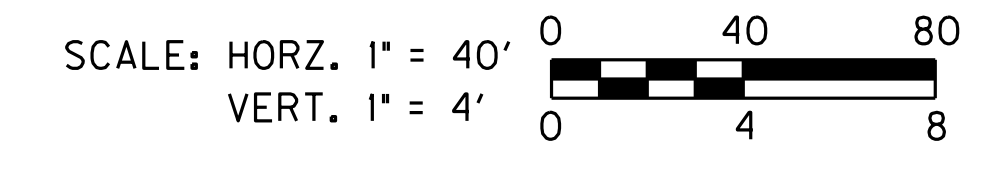
NOTE: Underground utilities shown represent a S.U.E. Quality Level B locates as done by others for the Contractor's information. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.



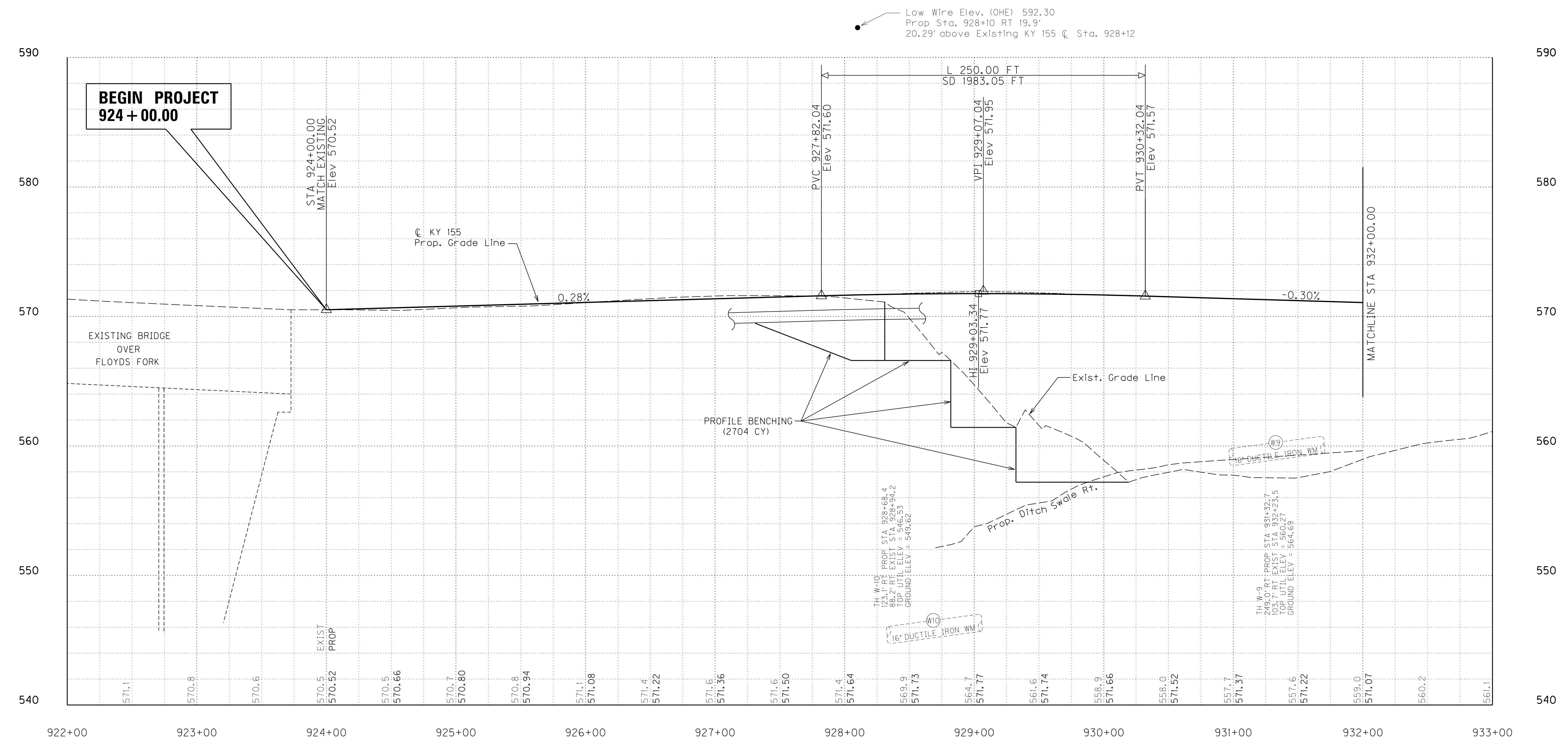
KY 155 @ KY 148  
PLAN  
STA 924+00.00 to STA 932+00.00

FILE NAME: C:\PWORK\TIME.SHOWN\0143750\ROO400PL.DGN  
 USER: Time.Shown  
 DATE PLOTTED: October 16, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

NOTE: Underground utilities as shown in profile represent S.U.E. Quality Level A locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.



COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R5



Low Wire Elev. (OHE) 592.30  
 Prop Sta. 928+10 RT 19.9'  
 20.29' above Existing KY 155 @ Sta. 928+12

FILE NAME: C:\PWORK\TIME SHOWN\DO143750\RO0500PF.DGN

USER: Time Shown  
 DATE PLOTTED: October 16, 2013

E-SHEET NAME:

MicroStation v8.11.7.443

NOTE: Contrary to the recommendations stated in the Geotechnical notes for the use of perforated pipes for subgrade drainage and the drainage of embankment benching, construction of fabric wrapped rock drains shall be used. Intermittent trenching of the embankment benching as shown in the plans or as directed by the Resident Engineer will be incorporated for subgrade drainage and the drainage of embankment benching. The construction of rock drains consists of the following pay items 'Crushed Aggregate Size No. 57' and 'Fabric-Geotextile Type IV' as stated in the plans whereas the trenching of embankment benching will be considered incidental to the item 'Embankment In Place'.

16" DUCTILE IRON WATER MAIN (EAST SIDE OF EXISTING KY 55-155)

KY 155 @ KY 148  
 PROFILE KY 155  
 STA 924+00.00 to STA 932+00.00



NOTE: Underground utilities shown represent a S.U.E. Quality Level B locates as done by others for the Contractor's information. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.

TREATMENT OF SINKHOLE		
ITEM	QUANTITY	
CLEAN SINKHOLE	1 EACH	
GRANULAR EMBANKMENT	108 CU YD **	
FABRIC-GEOTEXTILE TY IV	325 SQ YD **	

\*\* ESTIMATED QUANTITIES - ACTUAL QUANTITIES MAY CHANGE DUE TO EXISTING FIELD CONDITIONS.

SINKHOLE TO BE TREATED USING CONDITION NO. 2 - (CLAY SOIL CAP) ALTERNATE NO. 2A AS SHOWN ON DETAIL SHEET "TREATMENT OF OPEN SINKHOLES". THE CLAY SOIL CAP USED TO TREAT THE SINKHOLE IS NOT A SEPARATE PAY ITEM BUT CONSIDERED INCIDENTAL TO ROADWAY EMBANKMENT-IN-PLACE.

CONSTRUCT - ROCK DRAINS FOR SUBGRADE DRAINAGE

LOC.	STATION	CRUSHED AGGREGATE SIZE NO. 57 TON	FABRIC GEOTEXTILE TYPE IV SY
LT	933+72	1	9
LT	707+20	1	13
LT	708+80	1	13
RT/LT	711+80	2	9
SHEET TOTALS		5	44

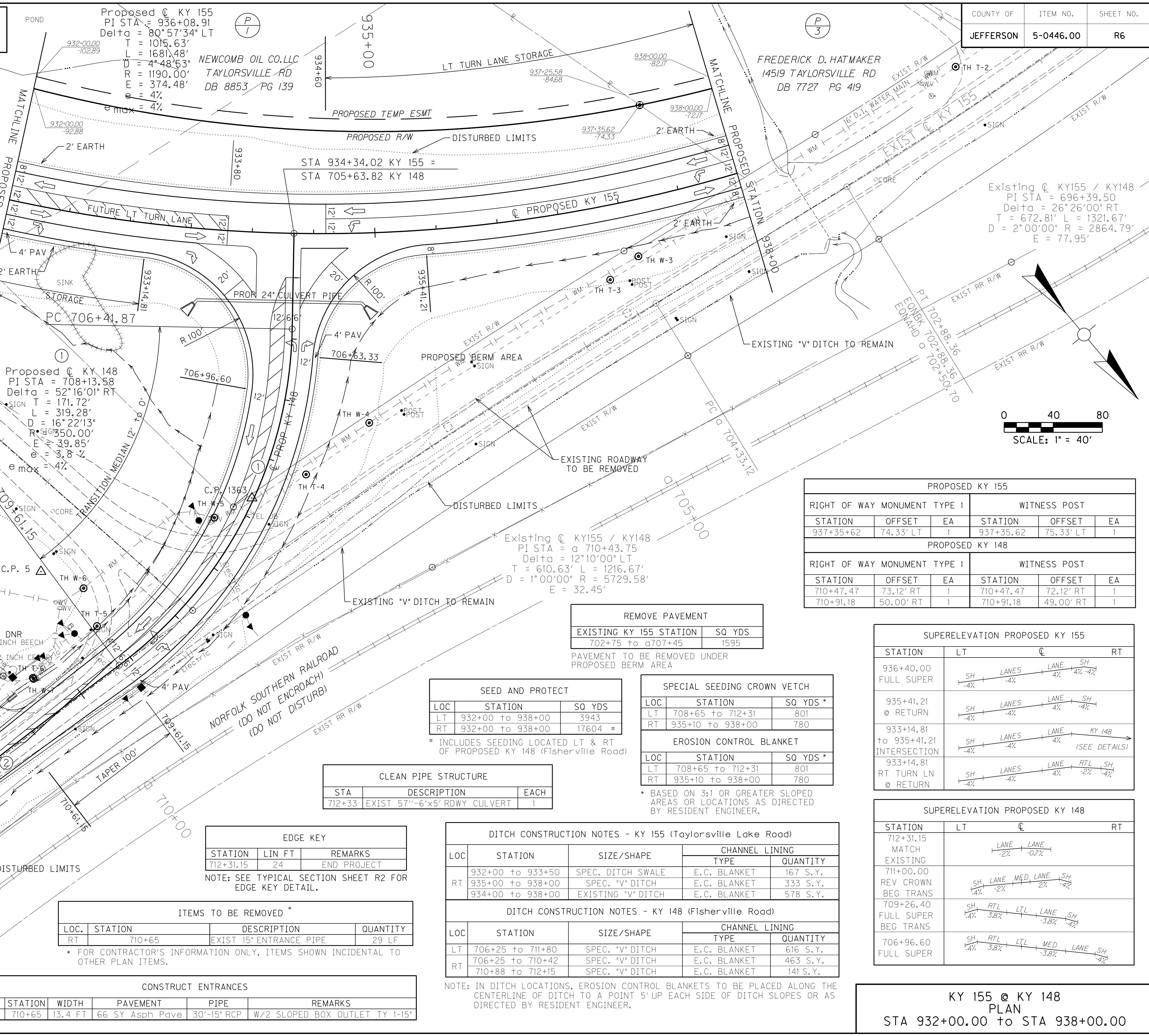
NOTE: ROCK DRAINS TO BE CONSTRUCTED IN LOCATIONS AS SHOWN ON CROSS SECTIONS OR AS DIRECTED BY RESIDENT ENGINEER.

(DNR) Denotes "Do Not Remove" when located on TREES.

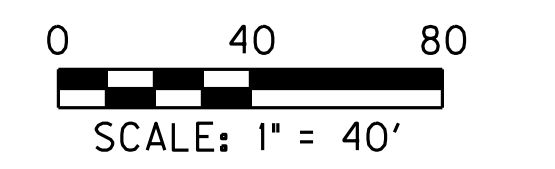
TALTON L. BASKETT & MARTHA L. BASKETT (WF)  
14706 TAYLORSVILLE RD  
DB 4071 PG 0033

Proposed @ KY 148  
PI STA = 710+96.17  
Delta = 2°42'00" LT  
T = 135.02'  
L = 270.00'  
D = 1°00'00" R  
R = 5729.58'  
E = 1.59'

END PROJECT STA. 712+31.15



Existing @ KY155 / KY148  
PI STA = 696+39.50  
Delta = 26°26'00" RT  
T = 672.81' L = 1321.67'  
D = 2°00'00" R = 2864.79'  
E = 77.95'



PROPOSED KY 155					
RIGHT OF WAY MONUMENT TYPE 1			WITNESS POST		
STATION	OFFSET	EA	STATION	OFFSET	EA
937+35.62	74.33' LT	1	937+35.62	75.33' LT	1

PROPOSED KY 148					
RIGHT OF WAY MONUMENT TYPE 1			WITNESS POST		
STATION	OFFSET	EA	STATION	OFFSET	EA
710+47.47	73.12' RT	1	710+47.47	72.12' RT	1
710+91.18	50.00' RT	1	710+91.18	49.00' RT	1

REMOVE PAVEMENT	
EXISTING KY 155 STATION	SQ YDS
702+75 to 707+45	1595

PAVEMENT TO BE REMOVED UNDER PROPOSED BERM AREA

SEED AND PROTECT		
LOC	STATION	SQ YDS
LT	932+00 to 938+00	3943
RT	932+00 to 938+00	17604

\* INCLUDES SEEDING LOCATED LT & RT OF PROPOSED KY 148 (Fisherville Road)

SPECIAL SEEDING CROWN VETCH		
LOC	STATION	SQ YDS *
LT	708+65 to 712+31	801
RT	935+10 to 938+00	780

EROSION CONTROL BLANKET		
LOC	STATION	SQ YDS *
LT	708+65 to 712+31	801
RT	935+10 to 938+00	780

\* BASED ON 3:1 OR GREATER SLOPED AREAS OR LOCATIONS AS DIRECTED BY RESIDENT ENGINEER.

SUPERELEVATION PROPOSED KY 155				
STATION	LT	RT	SH	RT
936+40.00	FULL SUPER			
935+41.21	@ RETURN			
933+14.81	to 935+41.21 INTERSECTION			
933+14.81	RT TURN LN @ RETURN			

SUPERELEVATION PROPOSED KY 148				
STATION	LT	RT	SH	RT
712+31.15	MATCH EXISTING			
711+00.00	REV CROWN BEG TRANS			
709+26.40	FULL SUPER BEG TRANS			
706+96.60	FULL SUPER			

CLEAN PIPE STRUCTURE		
STA	DESCRIPTION	EACH
712+33	EXIST 57"-6"x5' RDWY CULVERT	1

EDGE KEY		
STATION	LIN FT	REMARKS
712+31.15	24	END PROJECT

NOTE: SEE TYPICAL SECTION SHEET R2 FOR EDGE KEY DETAIL.

ITEMS TO BE REMOVED *			
LOC.	STATION	DESCRIPTION	QUANTITY
RT	710+65	EXIST 15" ENTRANCE PIPE	29 LF

\* FOR CONTRACTOR'S INFORMATION ONLY, ITEMS SHOWN INCIDENTAL TO OTHER PLAN ITEMS.

CONSTRUCT ENTRANCES					
LOC	STATION	WIDTH	PAVEMENT	PIPE	REMARKS
RT	710+65	13.4 FT	66 SY Asph Pave	30"-15" RCP	W/2 SLOPED BOX OUTLET TY 1-15"

DITCH CONSTRUCTION NOTES - KY 155 (Taylorsville Lake Road)				
LOC	STATION	SIZE/SHAPE	CHANNEL LINING	
			TYPE	QUANTITY
RT	932+00 to 933+50	SPEC. DITCH SWALE	E.C. BLANKET	167 S.Y.
RT	935+00 to 938+00	SPEC. "V" DITCH	E.C. BLANKET	333 S.Y.
RT	934+00 to 938+00	SPEC. "V" DITCH	E.C. BLANKET	578 S.Y.

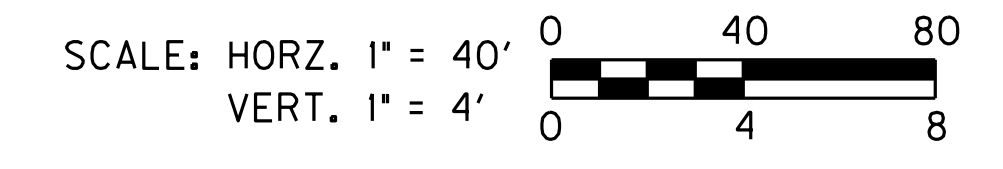
DITCH CONSTRUCTION NOTES - KY 148 (Fisherville Road)				
LOC	STATION	SIZE/SHAPE	CHANNEL LINING	
			TYPE	QUANTITY
LT	706+25 to 711+80	SPEC. "V" DITCH	E.C. BLANKET	616 S.Y.
RT	706+25 to 710+42	SPEC. "V" DITCH	E.C. BLANKET	463 S.Y.
RT	710+88 to 712+15	SPEC. "V" DITCH	E.C. BLANKET	141 S.Y.

NOTE: IN DITCH LOCATIONS, EROSION CONTROL BLANKETS TO BE PLACED ALONG THE CENTERLINE OF DITCH TO A POINT 5' UP EACH SIDE OF DITCH SLOPES OR AS DIRECTED BY RESIDENT ENGINEER.

KY 155 @ KY 148  
PLAN  
STA 932+00.00 to STA 938+00.00

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 USER: Time Shown  
 DATE PLOTTED: October 18, 2013  
 E-SHEET NAME: MicroStation v8.11.7.443

NOTE: Underground utilities as shown in profile represent S.U.E. Quality Level A locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.



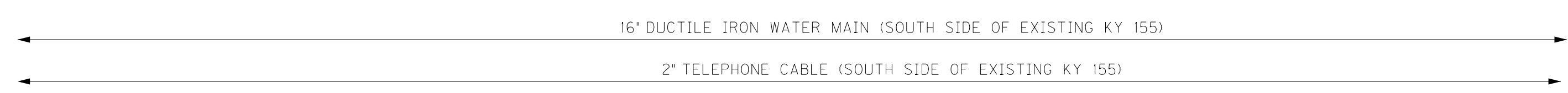
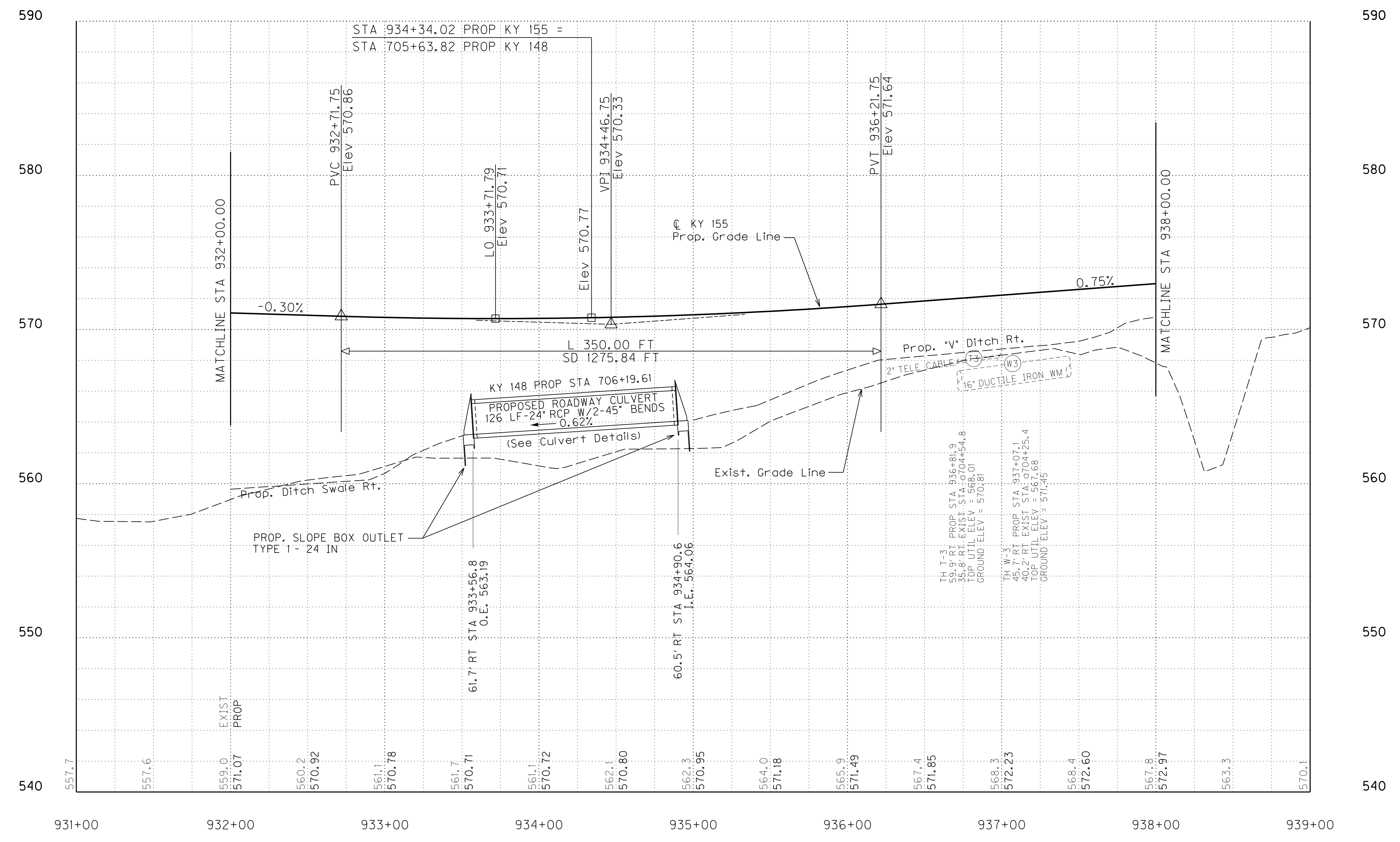
COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R7

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DATE PLOTTED: October 16, 2013

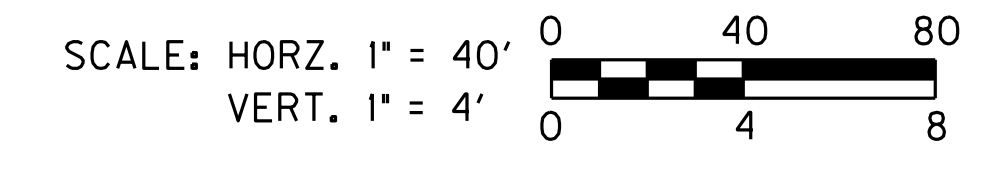
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MicroStation v8.11.7.443



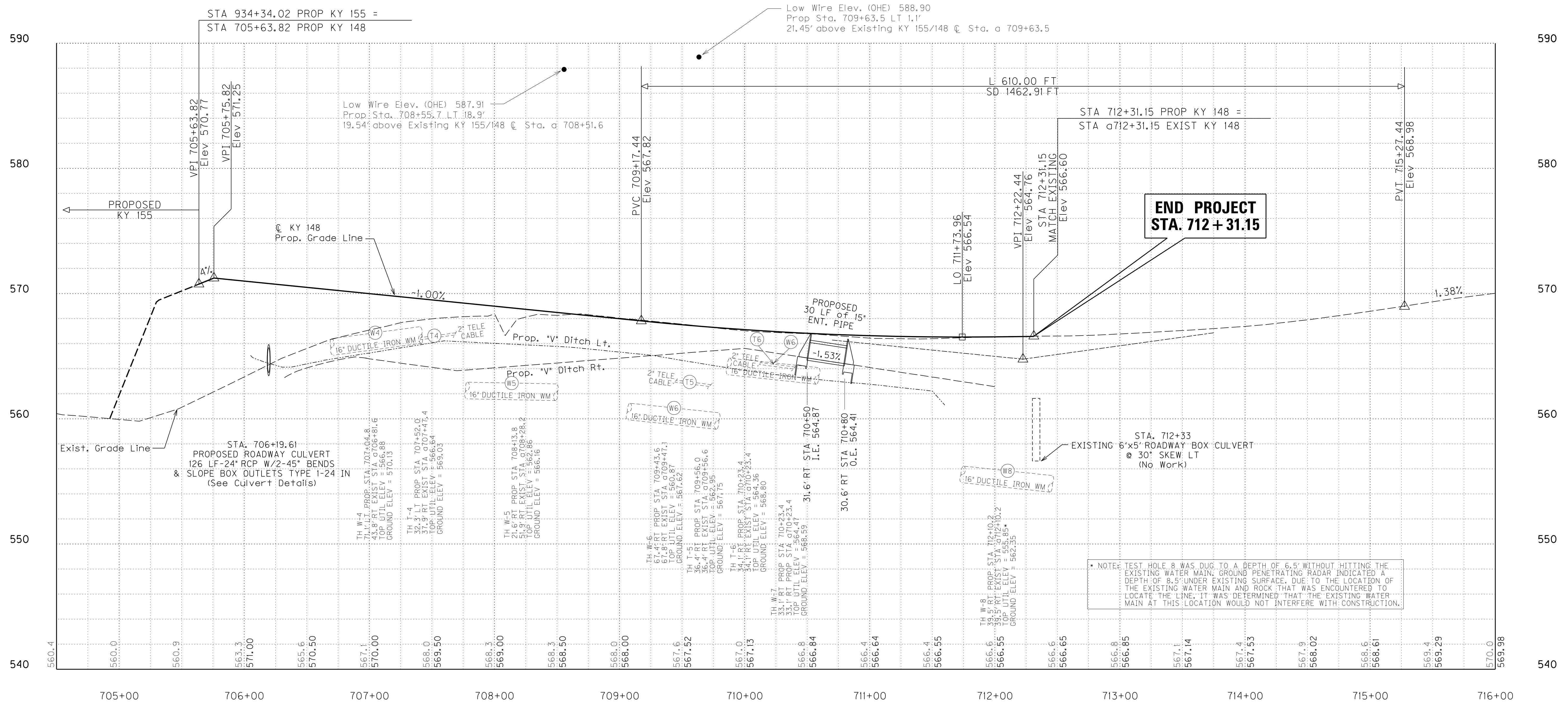
KY 155 @ KY 148  
PROFILE KY 155  
STA 932+00.00 to STA 938+00.00

NOTE: Underground utilities as shown in profile represent S.U.E. Quality Level A locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.



COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R8

FILE NAME: C:\PWORK\TIME.SHOWN\0143750\R00800PF.DGN  
 USER: Time.Shown  
 DATE PLOTTED: October 16, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443



KY 155 @ KY 148  
 PROFILE KY 148  
 STA 705+63.82 to STA 712+31.15

DITCH CONSTRUCTION NOTES - KY 155 (Taylorsville Lake Road)				
LOC	STATION	SIZE/SHAPE	CHANNEL LINING	
			TYPE	QUANTITY
LT	940+25 to 941+50	SPEC. "V" DITCH	E.C. BLANKET	139 S.Y.
	942+95 to 943+90	SPEC. "V" DITCH	E.C. BLANKET	106 S.Y.
	945+00 to 945+50	SPEC. "V" DITCH	E.C. BLANKET	56 S.Y.
RT	938+00 to 942+00	SPEC. "V" DITCH	E.C. BLANKET	444 S.Y.
	942+30 to 943+60	SPEC. "V" DITCH	E.C. BLANKET	144 S.Y.
	943+80 to 944+18	SPEC. "V" DITCH	E.C. BLANKET	42 S.Y.
	944+33 to 946+50	SPEC. "V" DITCH	E.C. BLANKET	241 S.Y.

NOTE: IN DITCH LOCATIONS, EROSION CONTROL BLANKETS TO BE PLACED ALONG THE CENTERLINE OF DITCH TO A POINT 5' UP EACH SIDE OF DITCH SLOPES OR AS DIRECTED BY RESIDENT ENGINEER.

RIGHT OF WAY MONUMENT TYPE 1			WITNESS POST		
STATION	OFFSET	EA	STATION	OFFSET	EA
940+02.38	65.64' LT	1	940+02.38	64.64' LT	1
942+30.56	58.96' LT	1	942+30.56	57.96' LT	1
943+62.18	50.00' LT	1	943+62.18	49.00' LT	1

CONSTRUCT - ROCK DRAINS FOR SUBGRADE DRAINAGE				
LOC.	STATION	CRUSHED AGGREGATE SIZE NO. 57 TON	FABRIC GEOTEXTILE TYPE IV SY	
RT/LT	938+00	2.5	22	
RT/LT	943+00	2.5	20	
SHEET TOTALS		5	42	

NOTE: ROCK DRAINS TO BE CONSTRUCTED IN LOCATIONS AS SHOWN ON CROSS SECTIONS OR AS DIRECTED BY RESIDENT ENGINEER.

FREDERICK D. HATMAKER  
14519 TAYLORSVILLE RD  
DB 7727 PG 419

WILLIAM C. MAHAFFEY  
14515 TAYLORSVILLE RD  
DB 7854 PG 26

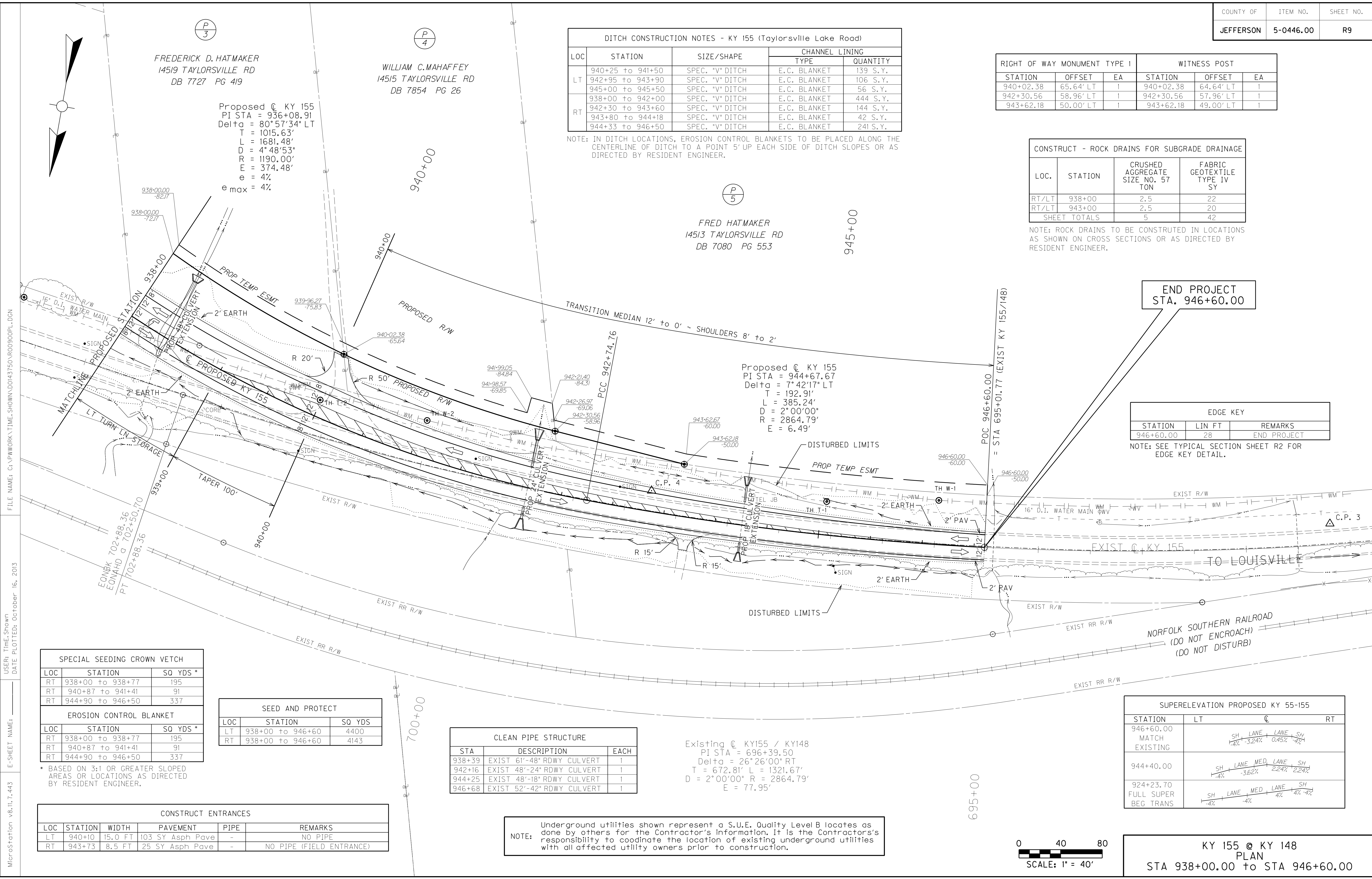
FRED HATMAKER  
14513 TAYLORSVILLE RD  
DB 7080 PG 553

Proposed C KY 155  
PI STA = 936+08.91  
Delta = 80°57'34" LT  
T = 1015.63'  
L = 1681.48'  
D = 4°48'53"  
R = 1190.00'  
E = 374.48'  
e max = 4%

Proposed C KY 155  
PI STA = 944+67.67  
Delta = 7°42'17" LT  
T = 192.91'  
L = 385.24'  
D = 2°00'00"  
R = 2864.79'  
E = 6.49'

EDGE KEY		
STATION	LIN FT	REMARKS
946+60.00	28	END PROJECT

NOTE: SEE TYPICAL SECTION SHEET R2 FOR EDGE KEY DETAIL.



SPECIAL SEEDING CROWN VETCH		
LOC	STATION	SQ YDS *
RT	938+00 to 938+77	195
RT	940+87 to 941+41	91
RT	944+90 to 946+50	337

SEED AND PROTECT		
LOC	STATION	SQ YDS
LT	938+00 to 946+60	4400
RT	938+00 to 946+60	4143

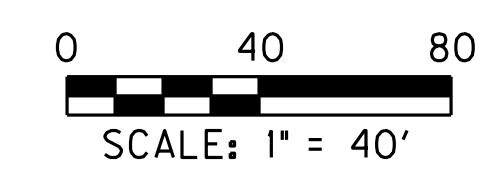
CLEAN PIPE STRUCTURE		
STA	DESCRIPTION	EACH
938+39	EXIST 61'-48" RDWY CULVERT	1
942+16	EXIST 48'-24" RDWY CULVERT	1
944+25	EXIST 48'-18" RDWY CULVERT	1
946+68	EXIST 52'-42" RDWY CULVERT	1

Existing C KY155 / KY148  
PI STA = 696+39.50  
Delta = 26°26'00" RT  
T = 672.81' L = 1321.67'  
D = 2°00'00" R = 2864.79'  
E = 77.95'

CONSTRUCT ENTRANCES					
LOC	STATION	WIDTH	PAVEMENT	PIPE	REMARKS
LT	940+10	15.0 FT	103 SY Asph Pave	-	NO PIPE
RT	943+73	8.5 FT	25 SY Asph Pave	-	NO PIPE (FIELD ENTRANCE)

NOTE: Underground utilities shown represent a S.U.E. Quality Level B locates as done by others for the Contractor's information. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.

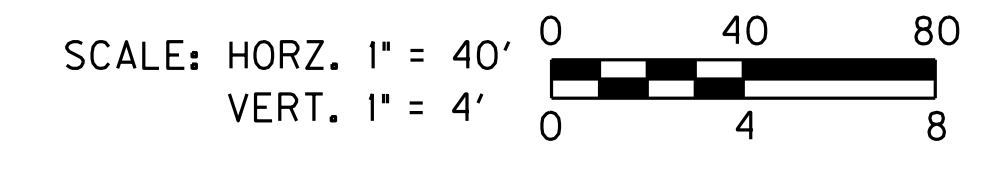
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 USER: Time Shown  
 DATE PLOTTED: October 16, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443



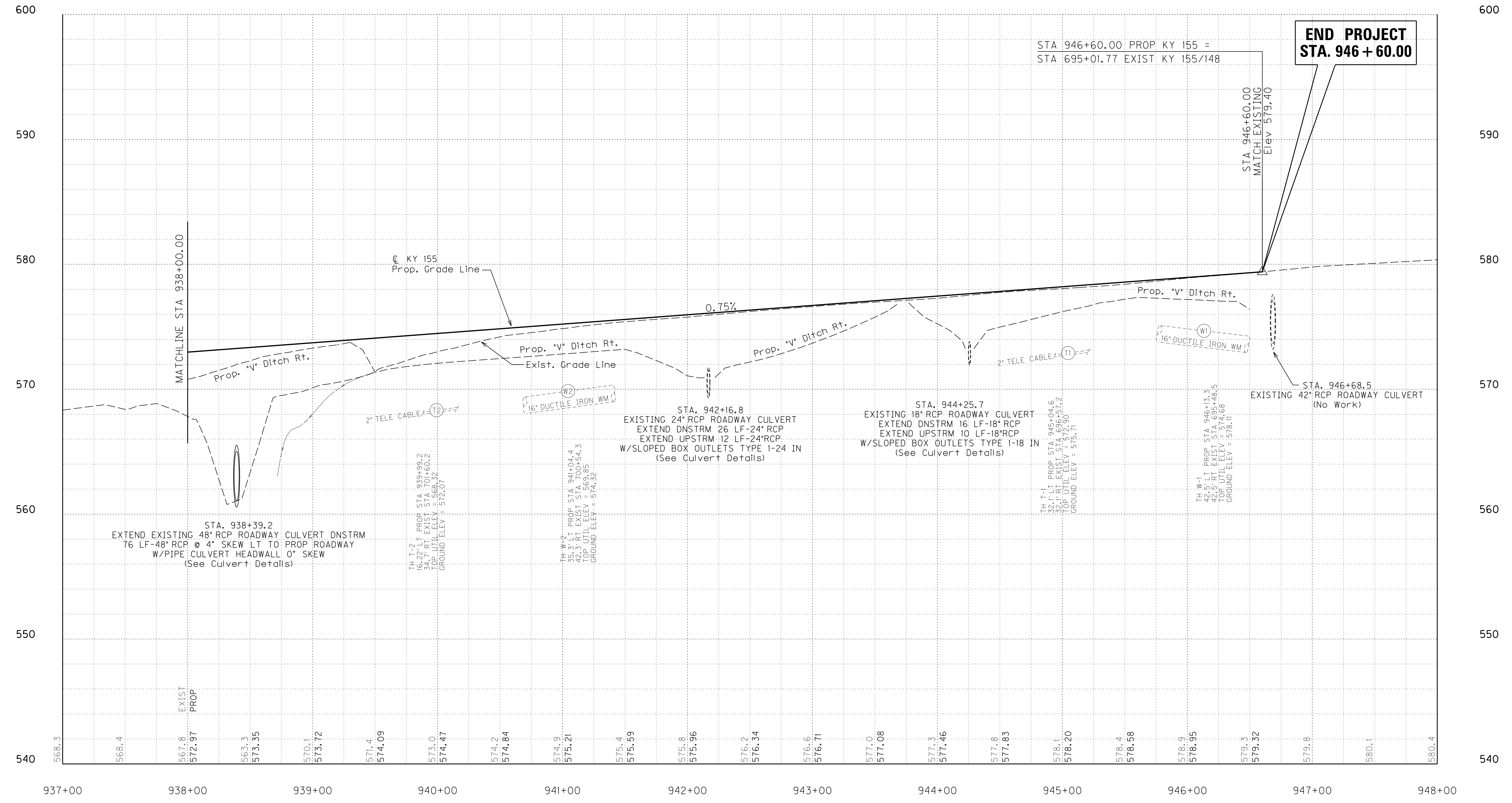
SUPERELEVATION PROPOSED KY 55-155				
STATION	LT	C	RT	
946+60.00				
MATCH		SH LANE MED LANE SH -4% -3.24% 0.45% -4%		
EXISTING				
944+40.00		SH LANE MED LANE SH -4% -3.62% 2.24% 2.24%		
924+23.70		SH LANE MED LANE SH -4% -4% 4% 4%		
FULL SUPER				
BEG TRANS				

KY 155 @ KY 148  
PLAN  
STA 938+00.00 to STA 946+60.00

NOTE: Underground utilities as shown in profile represent S.U.E. Quality Level A locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.



COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R10



**END PROJECT  
STA. 946+60.00**

STA 946+60.00 PROP KY 155 =  
STA 695+01.77 EXIST KY 155/148

STA. 946+60.00  
MATCH: EXISTING  
Elev 579.40

STA. 938+39.2  
EXTEND EXISTING 48" RCP ROADWAY CULVERT DNSTRM  
76 LF-48" RCP @ 4° SKEW LT TO PROP ROADWAY  
W/PIPE CULVERT HEADWALL 0° SKEW  
(See Culvert Details)

TH T-2  
16.22' LT PROP STA 939+99.2  
34.7' RT EXIST STA 701+60.2  
TOP UTIL ELEV = 568.32  
GROUND ELEV = 572.07

TH W-2  
35.3' LT PROP STA 941+04.4  
42.3' RT EXIST STA 700+54.3  
TOP UTIL ELEV = 568.32  
GROUND ELEV = 574.32

STA. 942+16.8  
EXISTING 24" RCP ROADWAY CULVERT  
EXTEND DNSTRM 26 LF-24" RCP  
EXTEND UPSTRM 12 LF-24" RCP  
W/SLOPED BOX OUTLETS TYPE 1-24 IN  
(See Culvert Details)

STA. 944+25.7  
EXISTING 18" RCP ROADWAY CULVERT  
EXTEND DNSTRM 16 LF-18" RCP  
EXTEND UPSTRM 10 LF-18" RCP  
W/SLOPED BOX OUTLETS TYPE 1-18 IN  
(See Culvert Details)

TH T-1  
32.1' LT PROP STA 945+04.6  
32.1' RT EXIST STA 696+57.2  
TOP UTIL ELEV = 572.90  
GROUND ELEV = 575.71

TH W-1  
PROP STA 946+13.3  
EXIST STA 695+48.5  
TOP UTIL ELEV = 574.68  
GROUND ELEV = 578.11

STA. 946+68.5  
EXISTING 42" RCP ROADWAY CULVERT  
(No Work)

568.3 568.4 567.8 572.97 563.3 573.35 570.1 573.72 571.4 574.09 573.0 574.47 574.2 574.84 574.9 575.21 575.4 575.59 575.8 575.96 576.2 576.34 576.6 576.71 577.0 577.08 577.3 577.46 577.8 577.83 578.1 578.20 578.4 578.58 578.9 578.95 579.3 579.32 579.6 580.1 580.4

16" DUCTILE IRON WATER MAIN (SOUTH SIDE OF EXISTING KY 155)

2" TELEPHONE CABLE (SOUTH SIDE OF EXISTING KY 155)

KY 155 @ KY 148  
PROFILE KY 155  
STA 938+00.00 to STA 946+60.00

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USER: Time Shown  
DATE PLOTTED: October 16, 2013

E-SHEET NAME:

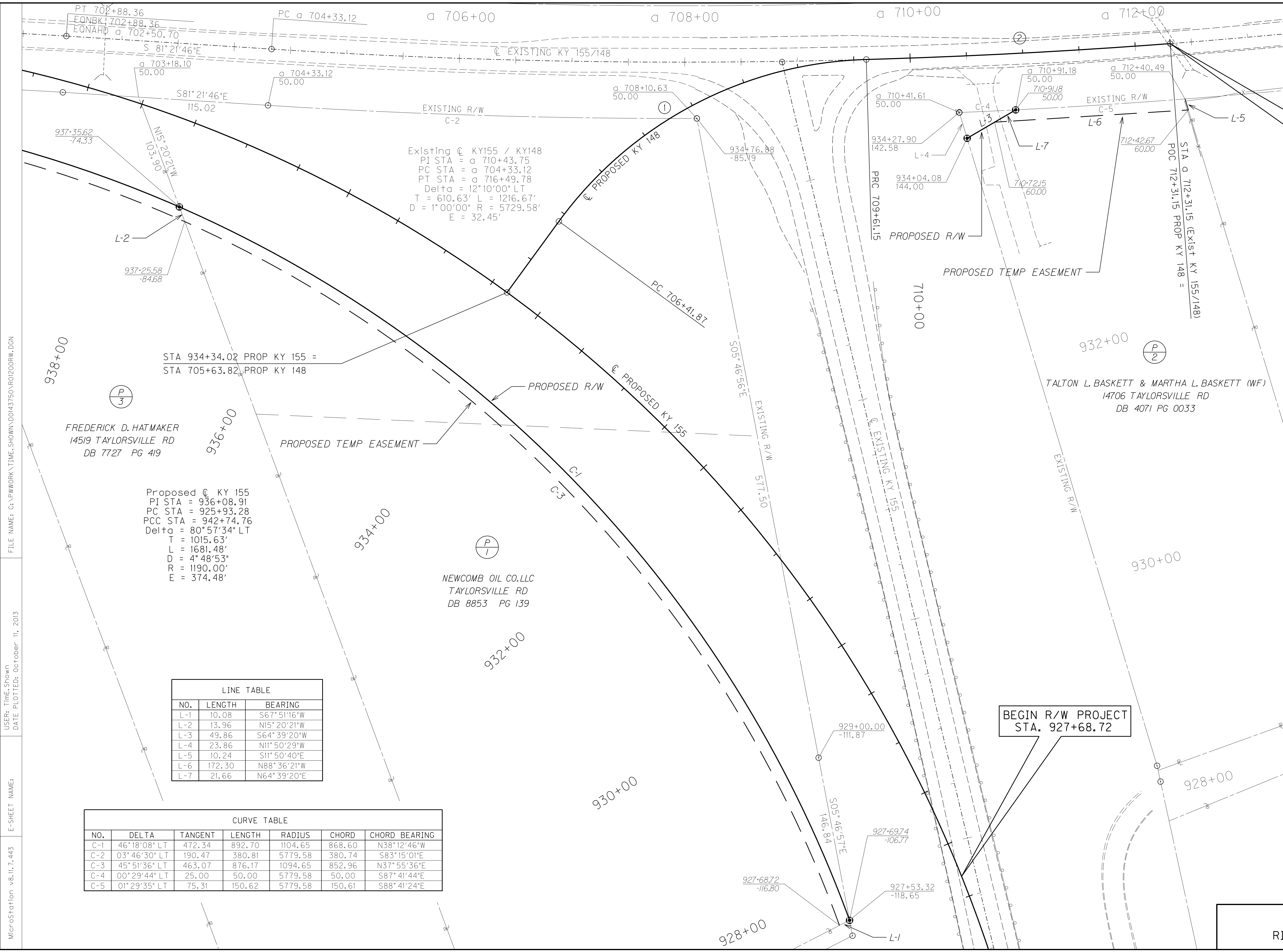
MicroStation v8.11.7.443



END PROJECT  
STA. 712+31.15  
END R/W PROJECT  
STA. 712+42.67

①  
Proposed @ KY 148  
PI STA = 708+13.58  
Delta = 52°16'01" RT  
T = 171.72'  
L = 319.28'  
D = 16°22'13"  
R = 350.00'  
E = 39.85'

②  
Proposed @ KY 148  
PI STA = 710+96.17  
Delta = 2°42'00" LT  
T = 135.02'  
L = 270.00'  
D = 1°00'00"  
R = 5729.58'  
E = 1.59'



Existing @ KY155 / KY148  
PI STA = a 710+43.75  
PC STA = a 704+33.12  
PT STA = a 716+49.78  
Delta = 12°10'00" LT  
T = 610.63' L = 1216.67'  
D = 1°00'00" R = 5729.58'  
E = 32.45'

STA 934+34.02 PROP KY 155 =  
STA 705+63.82 PROP KY 148

Proposed @ KY 155  
PI STA = 936+08.91  
PC STA = 925+93.28  
PCC STA = 942+74.76  
Delta = 80°57'34" LT  
T = 1015.63'  
L = 1681.48'  
D = 4°48'53"  
R = 1190.00'  
E = 374.48'

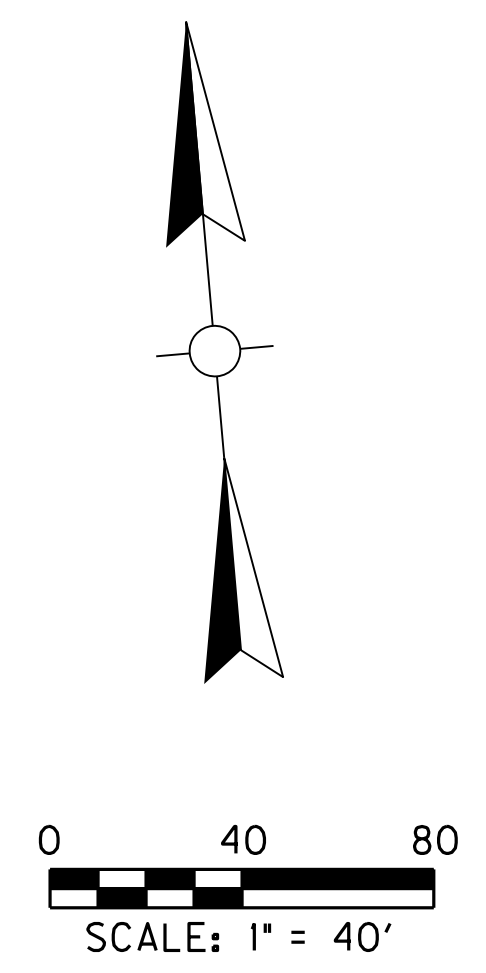
NEWCOMB OIL CO.LLC  
TAYLORSVILLE RD  
DB 8853 PG 139

TALTON L. BASKETT & MARTHA L. BASKETT (WF)  
14706 TAYLORSVILLE RD  
DB 4071 PG 0033

LINE TABLE		
NO.	LENGTH	BEARING
L-1	10.08	S67°51'16"W
L-2	13.96	N15°20'21"W
L-3	49.86	S64°39'20"W
L-4	23.86	N11°50'29"W
L-5	10.24	S11°50'40"E
L-6	172.30	N88°36'21"W
L-7	21.66	N64°39'20"E

CURVE TABLE						
NO.	DELTA	TANGENT	LENGTH	RADIUS	CHORD	CHORD BEARING
C-1	46°18'08" LT	472.34	892.70	1104.65	868.60	N38°12'46"W
C-2	03°46'30" LT	190.47	380.81	5779.58	380.74	S83°15'01"E
C-3	45°51'36" LT	463.07	876.17	1094.65	852.96	N37°55'36"E
C-4	00°29'44" LT	25.00	50.00	5779.58	50.00	S87°41'44"E
C-5	01°29'35" LT	75.31	150.62	5779.58	150.61	S88°41'24"E

BEGIN R/W PROJECT  
STA. 927+68.72



FILE NAME: C:\PWORK\TIME.SHOWN\DO143750\RD1200RW.DGN  
 USER: Time.Shown  
 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

END PROJECT  
STA. 946+60.00  
END R/W PROJECT  
STA. 946+60.00

Existing  $\odot$  KY155 / KY148  
PI STA = 696+39.50  
PC STA = 689+66.69  
PT STA = 702+88.36  
Delta = 26°26'00" RT  
T = 672.81' L = 1321.67'  
D = 2°00'00" R = 2864.79'  
E = 77.95'

Proposed  $\odot$  KY 155  
PI STA = 944+67.67  
PCC STA = 942+74.76  
POC STA = 946+60.00  
Delta = 7°42'17" LT  
T = 192.91'  
L = 385.24'  
D = 2°00'00" R  
R = 2864.79'  
E = 6.49'

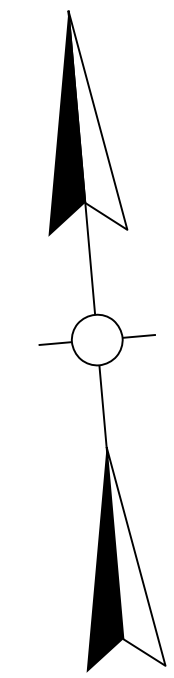
Proposed  $\odot$  KY 155  
PI STA = 936+08.91  
PC STA = 925+93.28  
PCC STA = 942+74.76  
Delta = 80°57'34" LT  
T = 1015.63'  
L = 1681.48'  
D = 4°48'53" R  
R = 1190.00'  
E = 374.48'

CURVE TABLE						
NO.	DELTA	TANGENT	LENGTH	RADIUS	CHORD	CHORD BEARING
C-6	13°01'53" LT	126.17	251.24	1104.65	250.70	N67°52'46"W
C-7	03°01'47" RT	74.44	148.84	2814.79	148.83	S82°52'40"E
C-8	13°13'18" LT	126.87	252.60	1094.65	252.04	N67°28'03"W
C-9	11°13'18" LT	108.52	216.35	1104.65	216.01	N80°00'21"W
C-10	04°11'57" RT	103.19	206.30	2814.79	206.25	S86°29'32"E
C-11	09°56'44" LT	95.25	190.01	1094.65	189.78	N79°03'04"W
C-12	02°32'47" RT	62.56	125.10	2814.79	125.09	S89°51'54"E
C-13	05°56'48" LT	145.68	291.10	2804.79	290.97	S85°52'43"W
C-14	05°57'23" RT	146.44	292.62	2814.79	292.49	N85°53'01"E

LINE TABLE		
NO.	LENGTH	BEARING
L-8	35.67	N15°32'21"W
L-9	13.96	S15°20'21"E
L-10	11.70	N15°32'21"W
L-11	9.87	N15°48'51"W
L-12	15.00	S05°59'02"W
L-13	20.77	N84°49'13"W
L-14	26.77	N15°48'51"W
L-15	10.66	S15°48'51"E
L-16	128.15	N85°37'00"W
L-17	10.00	N07°06'43"W

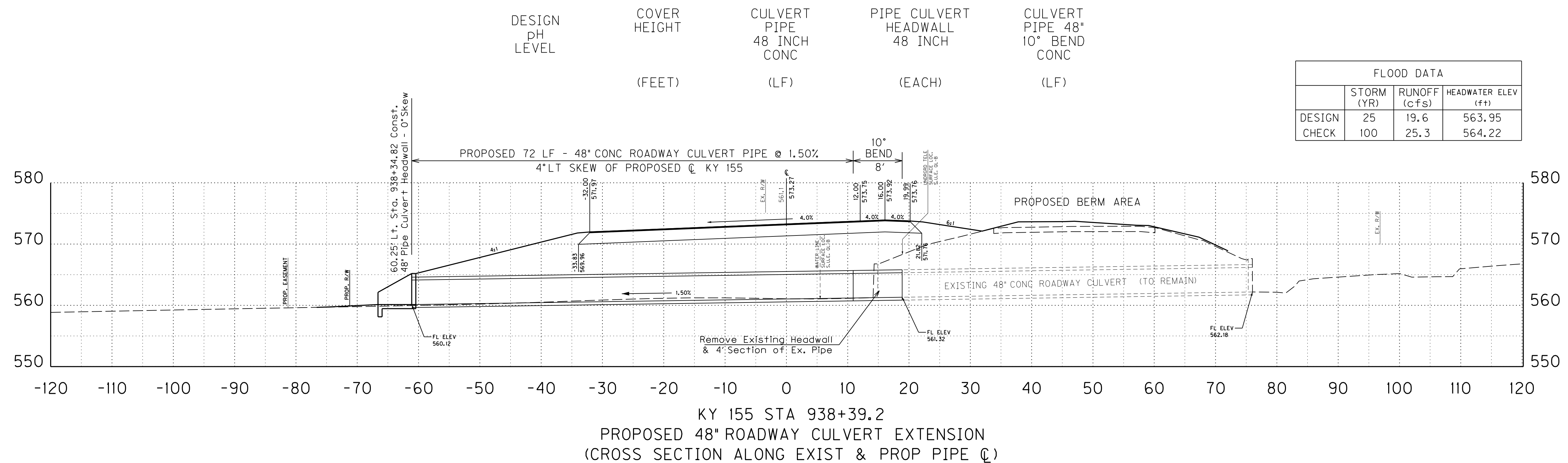


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 MicroStation v8.11.7.443

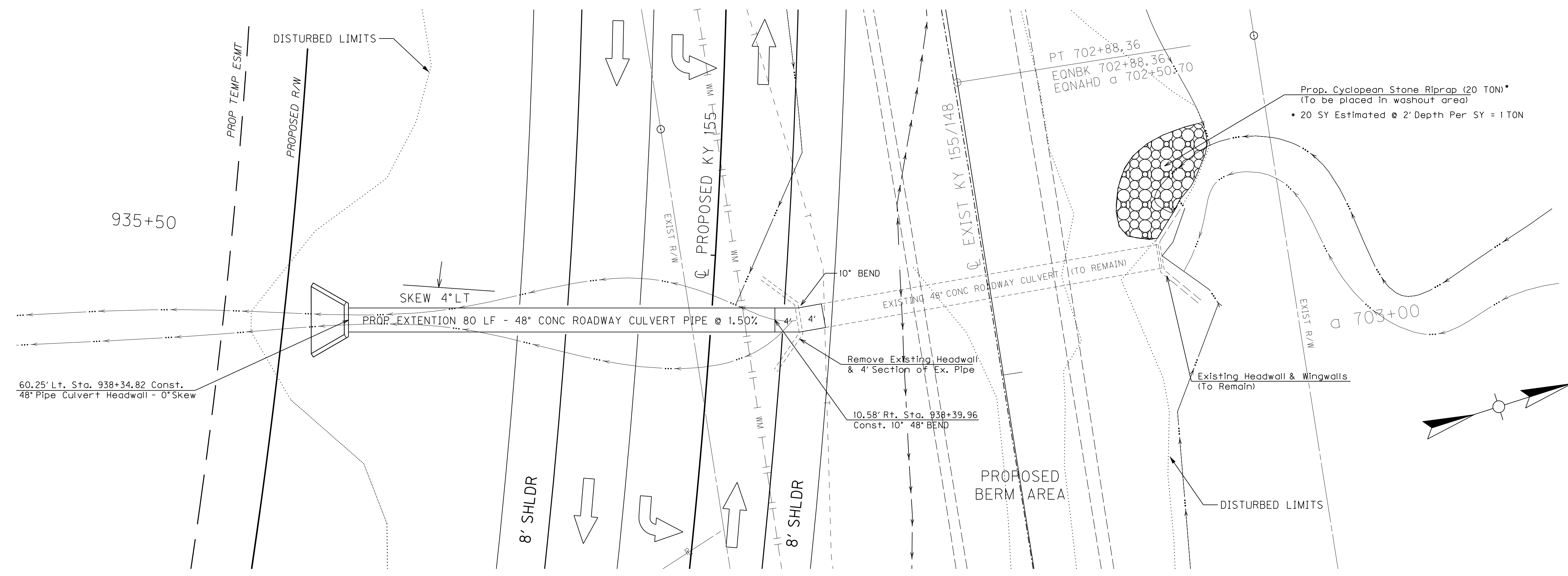




FLOOD DATA			
	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
DESIGN	25	19.6	563.95
CHECK	100	25.3	564.22



M	7.5	72	1	8
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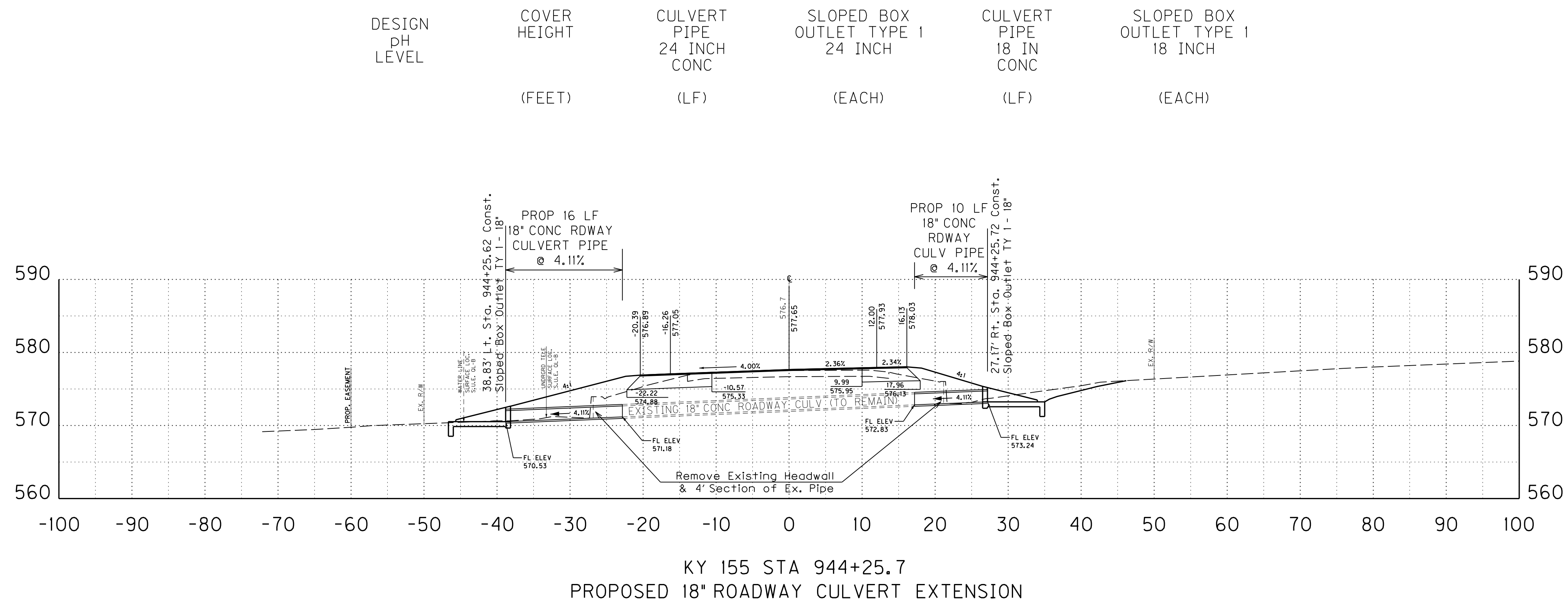


NOTE: Underground utilities as shown on cross sections represent S.U.E. Quality Level A and Quality Level B locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes and above ground locations may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.

PLAN

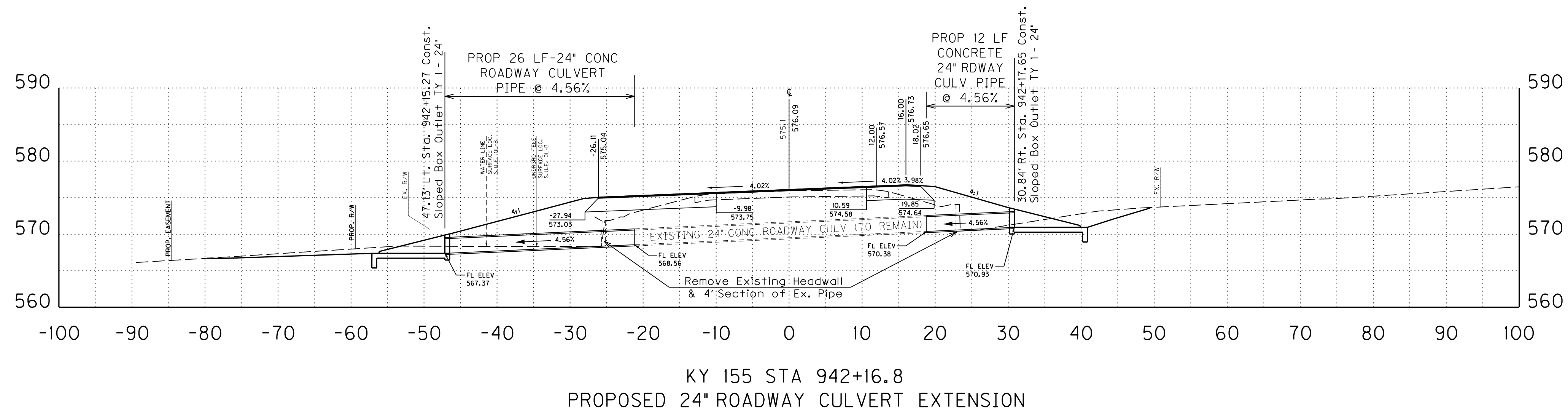
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 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R14a



M	3.5	0	0	26	2
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FLOOD DATA			
	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
DESIGN	25	0.7	573.66
CHECK	100	0.8	573.68



M	4.5	38	2	0	0
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FLOOD DATA			
	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
DESIGN	25	8.4	572.42
CHECK	100	10.3	572.61

NOTE: Underground utilities as shown on cross sections represent S.U.E. Quality Level A and Quality Level B locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes and above ground locations may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.

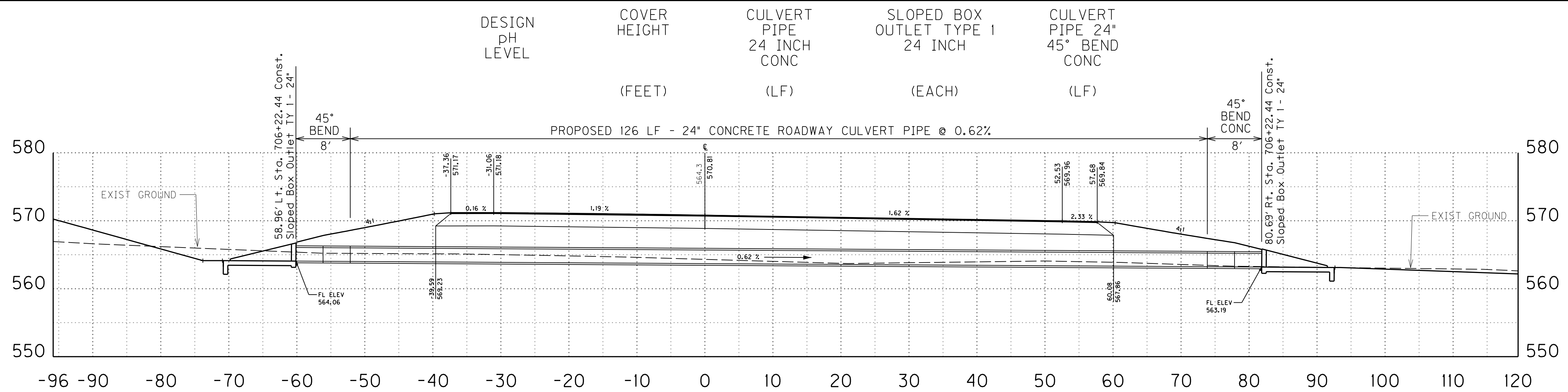
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DATE PLOTTED: October 11, 2013

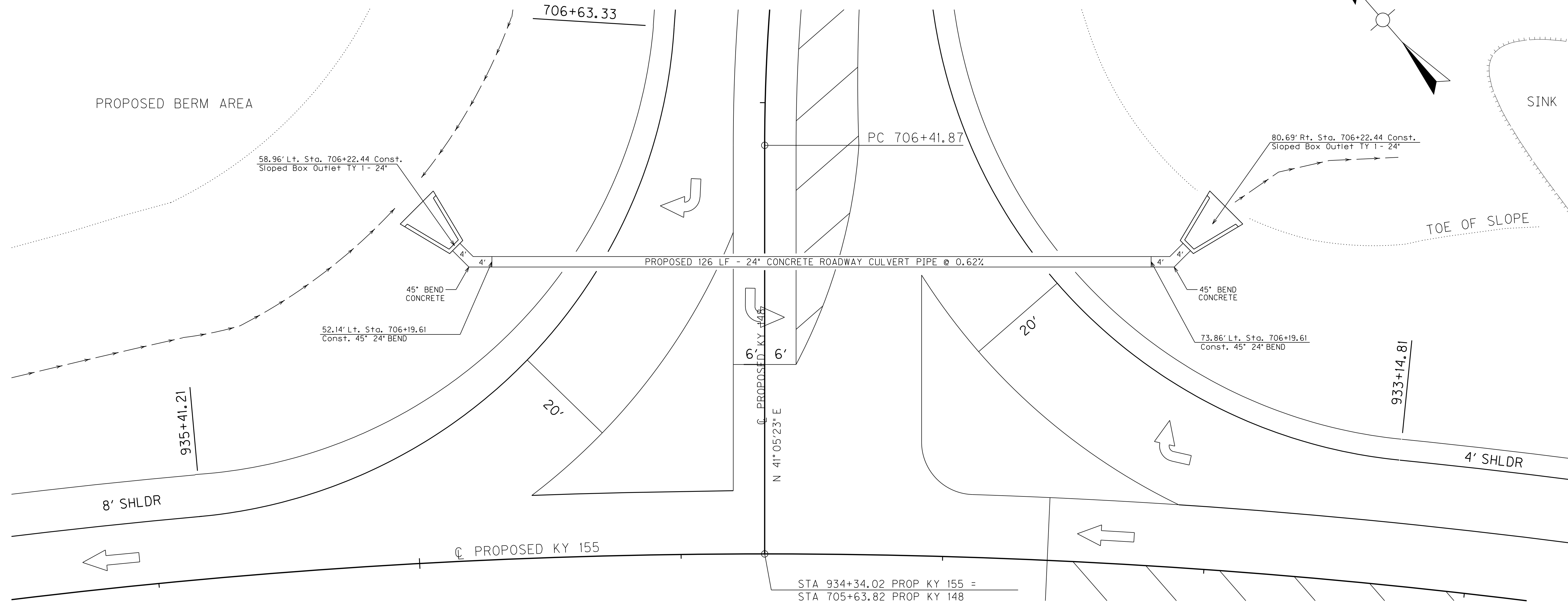
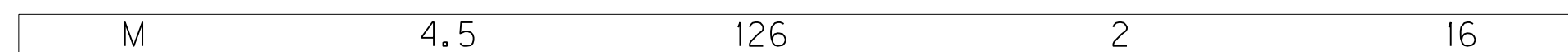
E-SHEET NAME:

MicroStation v8.11.7.443

FLOOD DATA			
	STORM (YR)	RUNOFF (cfs)	HEADWATER ELEV (ft)
DESIGN	25	2.8	564.86
CHECK	100	3.4	564.94



KY 148 STA 706+19.6  
 PROPOSED 24" ROADWAY CULVERT  
 (CROSS SECTION ALONG PIPE C)



NOTE: Underground utilities as shown on cross sections represent S.U.E. Quality Level A and Quality Level B locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes and above ground locations may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.

PLAN

SHEET 3 of 3

KY 155 @ KY 148  
 PIPE CULVERT DETAILS

SCALE: 1" = 10'

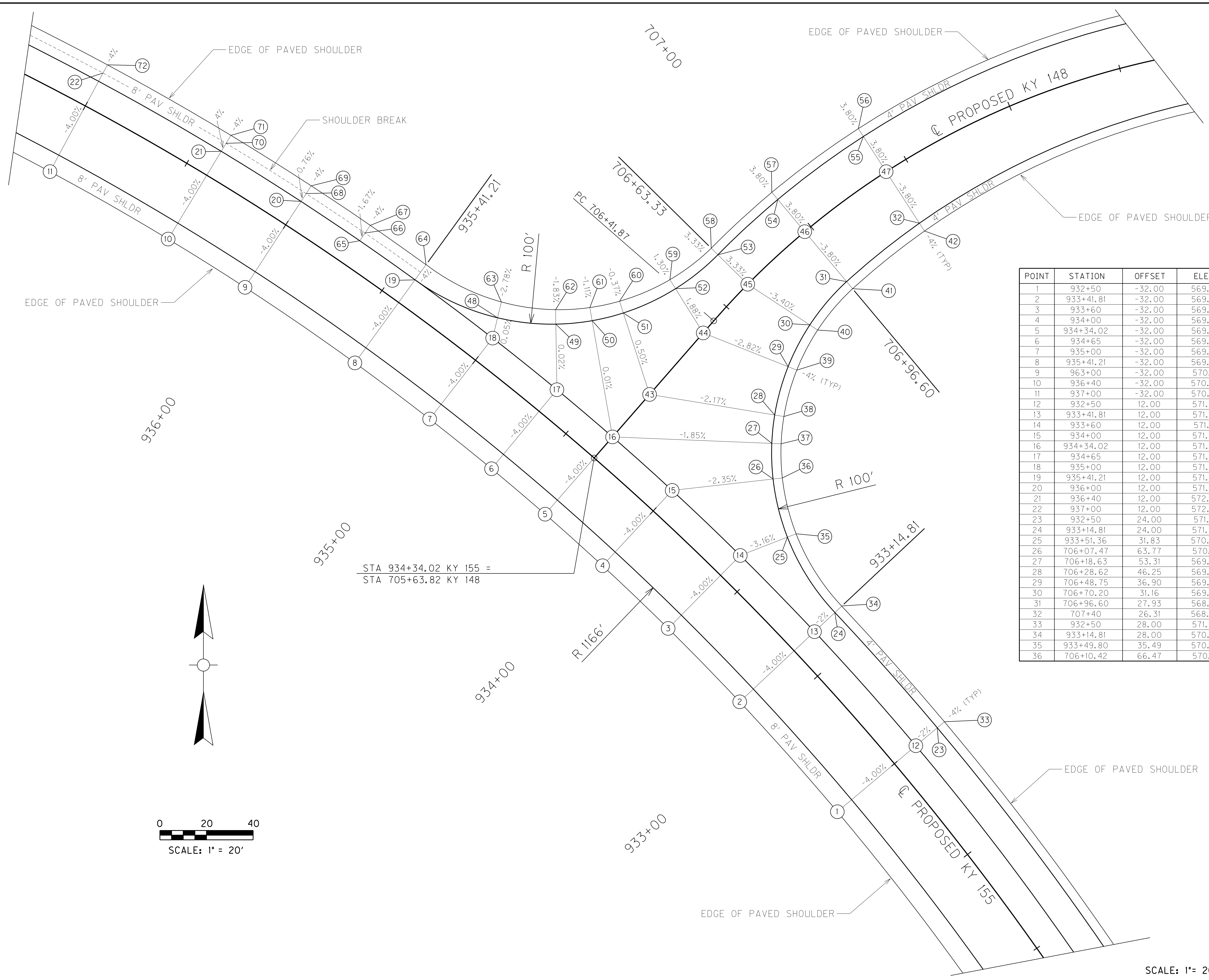
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 MicroStation v8.11.7.443

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USER: Time\_Shown  
DATE PLOTTED: October 11, 2013

E-SHEET NAME:

MicroStation v8.11.7.443



POINT	STATION	OFFSET	ELEV
1	932+50	-32.00	569.64
2	933+41.81	-32.00	569.48
3	933+60	-32.00	569.43
4	934+00	-32.00	569.44
5	934+34.02	-32.00	569.49
6	934+65	-32.00	569.56
7	935+00	-32.00	569.67
8	935+41.21	-32.00	569.86
9	936+00	-32.00	570.21
10	936+40	-32.00	570.50
11	937+00	-32.00	570.95
12	932+50	12.00	571.40
13	933+41.81	12.00	571.24
14	933+60	12.00	571.19
15	934+00	12.00	571.20
16	934+34.02	12.00	571.25
17	934+65	12.00	571.32
18	935+00	12.00	571.43
19	935+41.21	12.00	571.62
20	936+00	12.00	571.97
21	936+40	12.00	572.26
22	937+00	12.00	572.87
23	932+50	24.00	571.16
24	933+14.81	24.00	571.00
25	933+51.36	31.83	570.50
26	706+07.47	63.77	570.17
27	706+18.63	53.31	569.98
28	706+28.62	46.25	569.82
29	706+48.75	36.90	569.55
30	706+70.20	31.16	569.29
31	706+96.60	27.93	568.97
32	707+40	26.31	568.60
33	932+50	28.00	571.00
34	933+14.81	28.00	570.84
35	933+49.80	35.49	570.34
36	706+10.42	66.47	570.01

POINT	STATION	OFFSET	ELEV
37	706+21.14	56.43	569.82
38	706+30.73	49.65	569.66
39	706+50.33	40.64	569.39
40	706+71.16	35.07	569.13
41	706+96.60	31.94	568.81
42	707+40	30.31	568.44
43	706+00	0.00	571.00
44	706+35	0.00	570.65
45	706+63.33	0.00	570.37
46	706+96.60	0.00	570.04
47	707+40	0.00	569.60
48	935+03.65	20.18	571.44
49	705+96.29	-50.14	571.32
50	706+07.66	-39.37	571.25
51	706+18.95	-31.46	571.19
52	706+41.50	-21.43	571.07
53	706+63.33	-18.00	570.97
54	706+96.60	-18.00	570.72
55	707+40	-18.00	570.28
56	707+40	-22.00	570.44
57	706+96.60	-22.00	570.87
58	706+63.33	-22.00	571.10
59	706+42.76	-25.80	571.13
60	706+21.68	-35.99	571.17
61	706+11.25	-43.81	571.19
62	706+00.90	-54.29	571.21
63	935+06.46	26.56	571.24
64	935+41.21	20.00	571.30
65	935+70	12.00	571.77
66	935+70	16.00	571.71
67	935+70	20.00	571.55
68	936+00	16.00	572.00
69	936+00	20.00	571.84
70	936+40	16.00	572.42
71	936+40	20.00	572.26
72	937+00	20.00	572.71

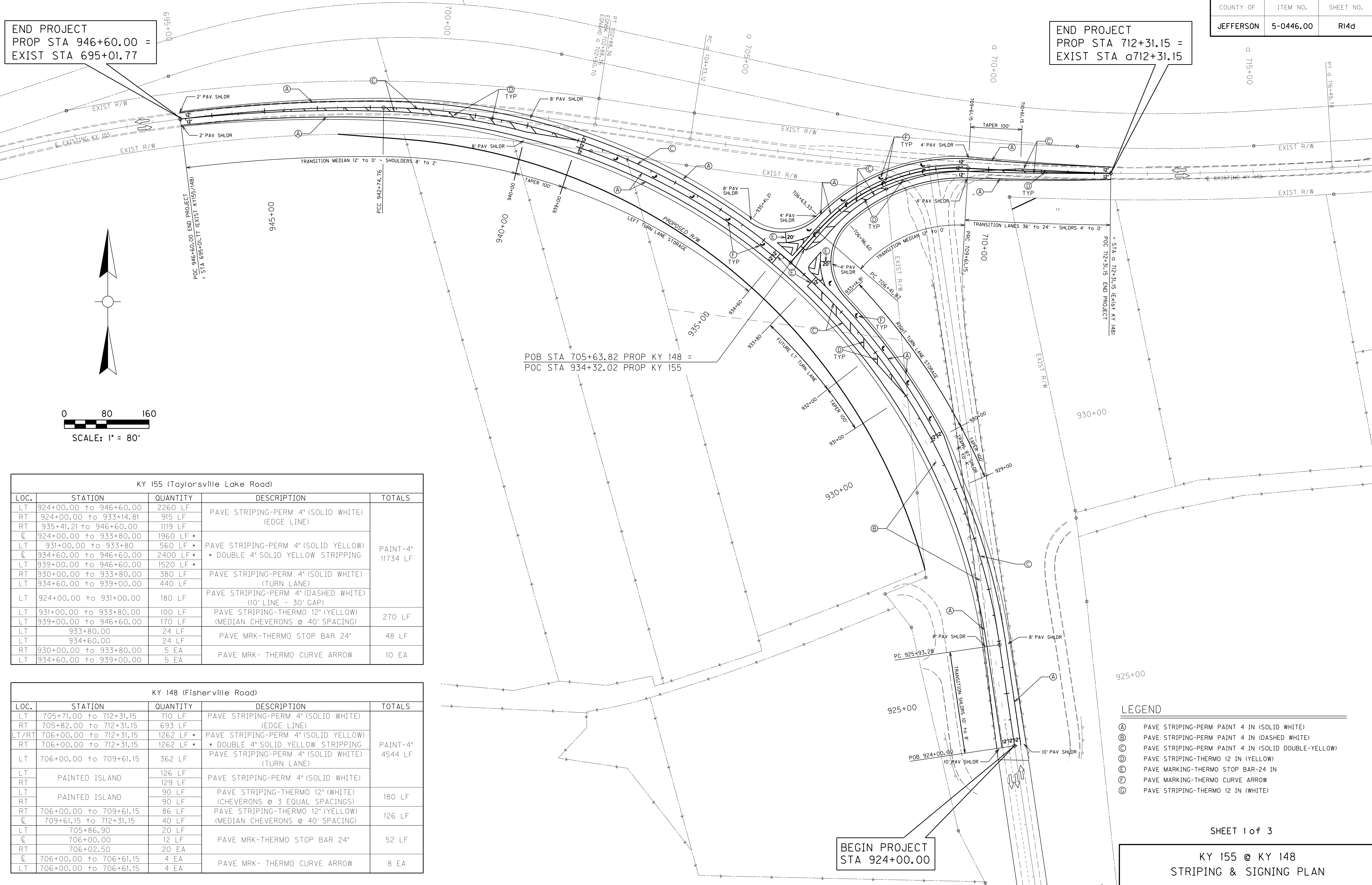


SCALE: 1" = 20'

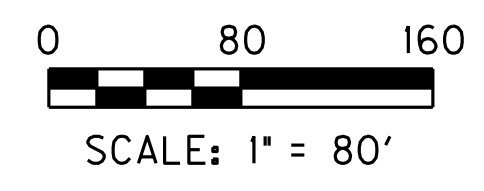
KY 155 @ KY 148  
INTERSECTION DEVELOPMENT  
PLAN

END PROJECT  
PROP STA 946+60.00 =  
EXIST STA 695+01.77

END PROJECT  
PROP STA 712+31.15 =  
EXIST STA 712+31.15



POB STA 705+63.82 PROP KY 148 =  
POC STA 934+32.02 PROP KY 155



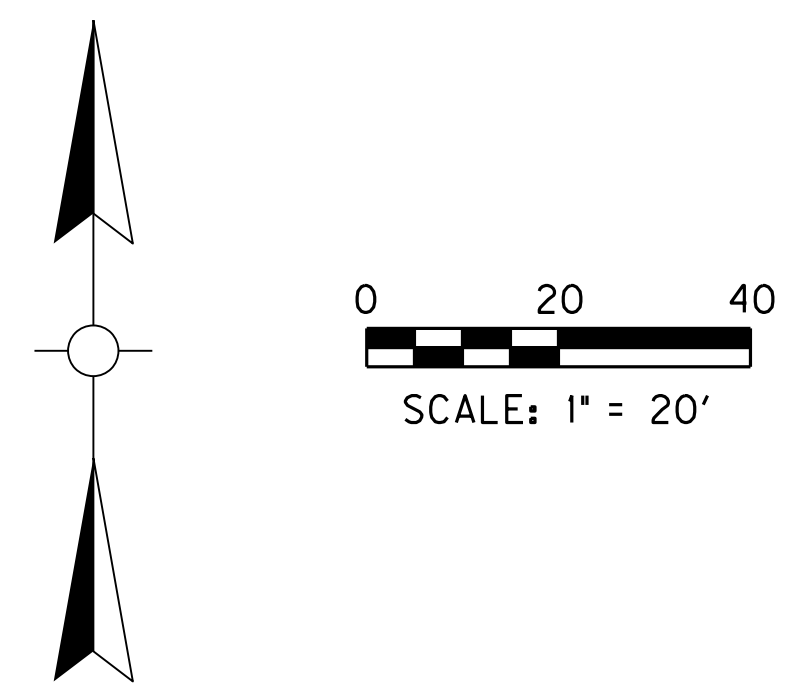
KY 155 (Taylorsville Lake Road)				
LOC.	STATION	QUANTITY	DESCRIPTION	TOTALS
LT	924+00.00 to 946+60.00	2260 LF	PAVE STRIPING-PERM 4" (SOLID WHITE) (EDGE LINE)	PAINT-4" 11734 LF
RT	924+00.00 to 933+14.81	915 LF		
RT	935+41.21 to 946+60.00	1119 LF		
CL	924+00.00 to 933+80.00	1960 LF *	PAVE STRIPING-PERM 4" (SOLID YELLOW) * DOUBLE 4" SOLID YELLOW STRIPPING	PAINT-4" 11734 LF
LT	931+00.00 to 933+80	560 LF *		
CL	934+60.00 to 946+60.00	2400 LF *		
LT	939+00.00 to 946+60.00	1520 LF *	PAVE STRIPING-PERM 4" (SOLID WHITE) (TURN LANE)	PAINT-4" 11734 LF
RT	930+00.00 to 933+80.00	380 LF		
LT	934+60.00 to 939+00.00	440 LF		
LT	924+00.00 to 931+00.00	180 LF	PAVE STRIPING-PERM 4" (DASHED WHITE) (10' LINE - 30' GAP)	
LT	931+00.00 to 933+80.00	100 LF	PAVE STRIPING-THERMO 12" (YELLOW) (MEDIAN CHEVERONS @ 40' SPACING)	270 LF
LT	939+00.00 to 946+60.00	170 LF		
LT	933+80.00	24 LF	PAVE MRK-THERMO STOP BAR 24"	48 LF
LT	934+60.00	24 LF		
RT	930+00.00 to 933+80.00	5 EA	PAVE MRK- THERMO CURVE ARROW	10 EA
LT	934+60.00 to 939+00.00	5 EA		

KY 148 (Fisherville Road)				
LOC.	STATION	QUANTITY	DESCRIPTION	TOTALS
LT	705+71.00 to 712+31.15	710 LF	PAVE STRIPING-PERM 4" (SOLID WHITE) (EDGE LINE)	PAINT-4" 4544 LF
RT	705+82.00 to 712+31.15	693 LF		
LT/RT	706+00.00 to 712+31.15	1262 LF *	PAVE STRIPING-PERM 4" (SOLID YELLOW) * DOUBLE 4" SOLID YELLOW STRIPPING	PAINT-4" 4544 LF
RT	706+00.00 to 712+31.15	1262 LF *		
LT	706+00.00 to 709+61.15	362 LF	PAVE STRIPING-PERM 4" (SOLID WHITE) (TURN LANE)	
LT	PAINTED ISLAND	126 LF	PAVE STRIPING-PERM 4" (SOLID WHITE)	180 LF
RT		129 LF		
LT	PAINTED ISLAND	90 LF	PAVE STRIPING-THERMO 12" (WHITE) (CHEVERONS @ 3 EQUAL SPACINGS)	126 LF
RT		90 LF		
RT	706+00.00 to 709+61.15	86 LF	PAVE STRIPING-THERMO 12" (YELLOW) (MEDIAN CHEVERONS @ 40' SPACING)	126 LF
CL	709+61.15 to 712+31.15	40 LF		
LT	705+86.90	20 LF	PAVE MRK-THERMO STOP BAR 24"	52 LF
CL	706+00.00	12 LF		
RT	706+02.50	20 EA	PAVE MRK- THERMO CURVE ARROW	8 EA
CL	706+00.00 to 706+61.15	4 EA		
LT	706+00.00 to 706+61.15	4 EA		

- LEGEND**
- (A) PAVE STRIPING-PERM PAINT 4 IN (SOLID WHITE)
  - (B) PAVE STRIPING-PERM PAINT 4 IN (DASHED WHITE)
  - (C) PAVE STRIPING-PERM PAINT 4 IN (SOLID DOUBLE-YELLOW)
  - (D) PAVE STRIPING-THERMO 12 IN (YELLOW)
  - (E) PAVE MARKING-THERMO STOP BAR-24 IN
  - (F) PAVE MARKING-THERMO CURVE ARROW
  - (G) PAVE STRIPING-THERMO 12 IN (WHITE)

BEGIN PROJECT  
STA 924+00.00

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 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

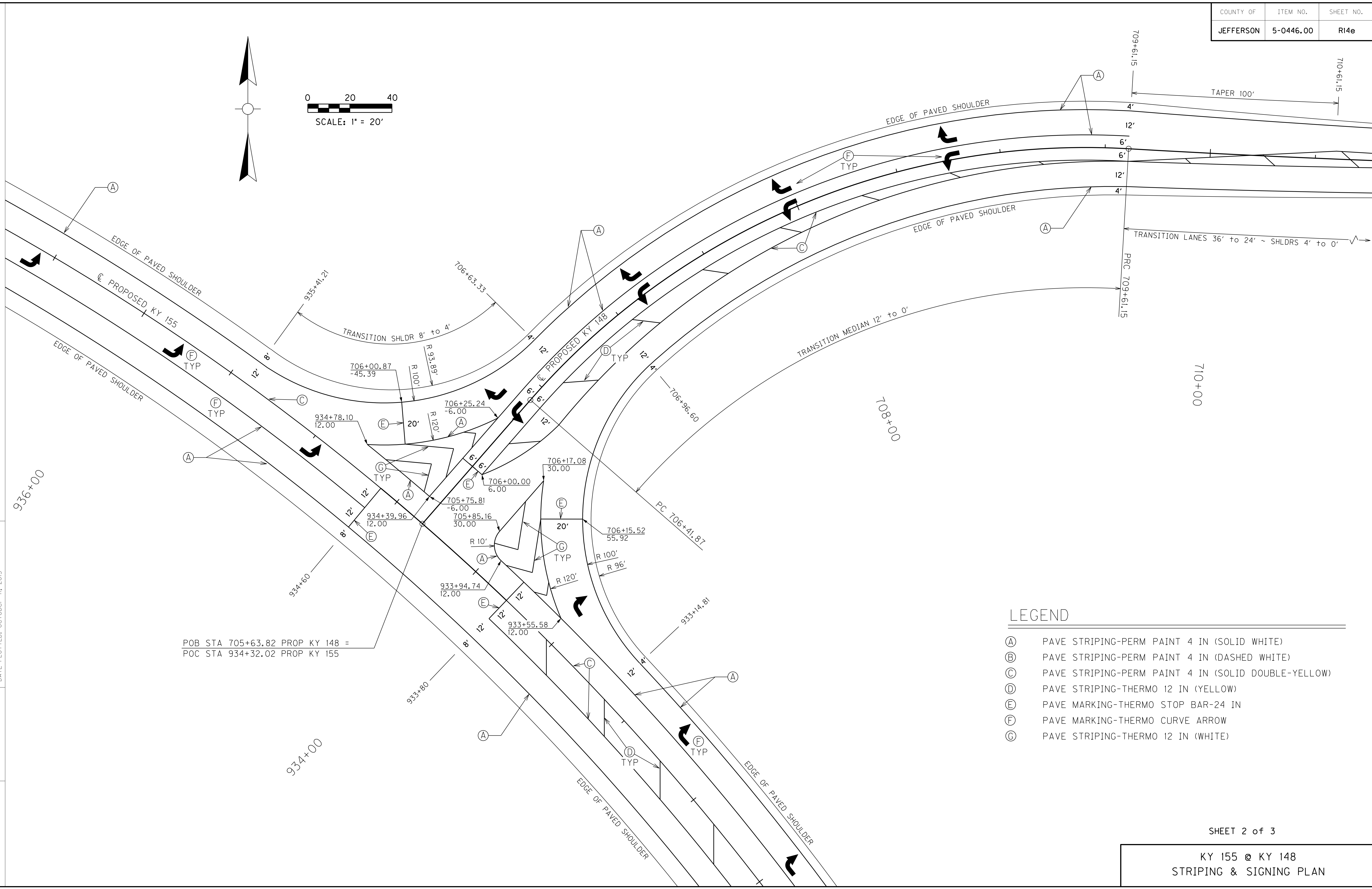


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E-SHEET NAME:

MicroStation v8.11.7.443



POB STA 705+63.82 PROP KY 148 =  
POC STA 934+32.02 PROP KY 155

**LEGEND**

(A)	PAVE STRIPING-PERM PAINT 4 IN (SOLID WHITE)
(B)	PAVE STRIPING-PERM PAINT 4 IN (DASHED WHITE)
(C)	PAVE STRIPING-PERM PAINT 4 IN (SOLID DOUBLE-YELLOW)
(D)	PAVE STRIPING-THERMO 12 IN (YELLOW)
(E)	PAVE MARKING-THERMO STOP BAR-24 IN
(F)	PAVE MARKING-THERMO CURVE ARROW
(G)	PAVE STRIPING-THERMO 12 IN (WHITE)

END PROJECT  
PROP STA 946+60.00 =  
EXIST STA 695+01.77

END PROJECT  
PROP STA 712+31.15 =  
EXIST STA 712+31.15

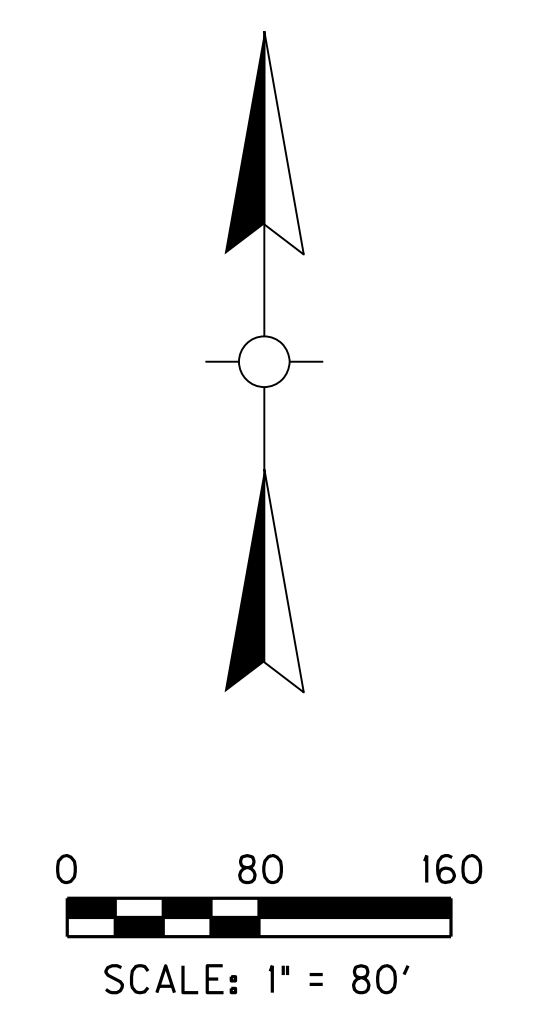
BEGIN PROJECT  
STA 924+00.00

EXISTING SIGNS KY 155/148 (Taylorsville Road / Fisherville Road)				REMOVE SIGNS
LOC.	EXIST C STATION	TYPE	DESCRIPTION	EA
RT	698+58	MISSING SIGN	POST ONLY	1
RT	700+00	M2-1, M1-5	JUNCTION KY 148	1
LT	703+55	W11-3, W7-3a	DEER SYMBOL NEXT 2 MILES	1
RT	703+56	M3-3, M1-5, M5-1R	SOUTH KY 155 RIGHT TURN	1
LT	704+26	W14-3	NO PASSING ZONE (EASTBOUND)	1
LT	705+14	D2-2	JEFFERSONTOWN 5 LOUISVILLE 10	1
LT	706+18	M3-1, M1-5	NORTH KY 155	1
RT	707+30	DI-3	↑ FINCHVILLE TAYLORSVILLE → TO ROUTT RD →	1
RT	707+95	M1-5, M6-3	KY 148 AHEAD	1
RT	707+95	M1-5, M6-1	KY 155 RIGHT	1
LT	708+85	W1-7	← (NORTHBOUND KY 55-155)	1
RT	709+82	R1-5,	DO NOT ENTER (WESTBOUND)	1
LT	710+21	M1-5, M6-6L	KY 155 AHEAD & LEFT	1
LT	711+28	DI-1	← TO ROUTT RD	1
RT	711+57	D2-2	FISHERVILLE I FINCHVILLE II	1
RT	712+23	W11-3	DEER SYMBOL	1
RT	713+25	M3-2, M1-5	EAST KY 148	1
RT	713+50	--	DO NOT PASS SCHOOL BUS WHEN LOADING OR UNLOADING	**
RT	714+56	W10-2L	RR & INTERSECTION SYMBOL	**
LT	715+90	W3-3	SIGNAL AHEAD SYMBOL	1
LT	717+20	M2-1, M1-5	JUNCTION KY 155	**
EXISTING SIGNS KY 155 (Taylorsville Lake Road)				REMOVE SIGNS
LOC.	EXIST C STATION	TYPE	DESCRIPTION	EA
RT	924+18	W2-4	T-SYMBOL	1
LT	924+64	MISSING SIGN	POST ONLY	1
RT	925+91	R4-18	DO NOT PASS ON SHOULDER	1
LT	926+11	R4-6	TRUCK LANE 500 FEET	1
LT	928+16	W3-3	SIGNAL AHEAD SYMBOL	1
RT	928+19	W3-3	SIGNAL AHEAD SYMBOL	1
RT	929+05	M2-1, M1-5	JUNCTION KY 148	1
LT	929+21	W14-3, R2-1	NO PASSING ZONE (NORTHBOUND) SPEED LIMIT 55 (SOUTHBOUND)	1
RT	930+43	M3-1, M1-5, M5-1L	NORTH KY 155 LEFT TURN	1
LT	931+10	W11-3, W7-3a	DEER SYMBOL NEXT 4 MILES	1
RT	931+65	R4-18	DO NOT PASS ON SHOULDER	1
LT	932+83	D2-1	TAYLORSVILLE 13	1
LT	933+16	M3-3, M1-5	SOUTH KY 155	1
RT	933+45	DI-2	← LOUISVILLE FINCHVILLE →	1
RT	933+93	M1-5, M6-1	KY 155 LEFT	1
RT	933+93	M1-5, M6-1	KY 155 LEFT	1
RT	934+56	R1-2	YIELD	1
TOTALS				36

\*\* EXISTING SIGNS TO REMAIN IN PLACE

SUMMARY OF SHEETING SIGNS				
SIGN/SIGN ASSEMBLY NUMBER	LOCATION	TYPE	SBM ALUM SHEET SIGNS	
			0.125 IN	50 FT
S-1	928+50 LT	R4-16	5	
S-2	929+00 RT	M2-1, M1-5	7	
S-3	929+50 LT	R2-1	5	
S-4	930+50 RT	W3-3	16	
S-5	930+50 LT	W11-3, W7-3a	12	
S-6	932+00 RT	DI-2	10	
S-7	932+50 LT	D2-1	9	
S-8	933+00 RT	M6-1, M1-5	7	
S-9	933+50 LT	M3-3, M1-5	7	
S-10	934+32 LT	W1-7	8	
S-11	934+60 LT	M1-5, M6-1	7	
S-12	935+60 LT	DI-2	15	
S-13	936+60 LT	R4-6	5	
S-14	936+50 RT	M3-1, M1-5	7	
S-15	938+00 RT	W11-3, W7-3a	12	
S-16	939+00 RT	D2-2	15	
S-17	939+00 LT	W3-3	16	
S-18	941+50 LT	M2-1, M1-5	7	
S-19	706+18 RT	R1-2	4	
S-20	707+30 RT	M3-2, M1-5 MILE 0	8	
S-21	707+00 LT	M1-5, M6-4	7	
S-22	708+00 LT	DI-1	9	
S-23	709+50 LT	W3-3	16	
S-24	711+00 RT	D2-2	10	
S-25	712+00 RT	W11-3	9	
TOTAL			233	

POB STA 705+63.82 PROP KY 148 =  
POC STA 934+32.02 PROP KY 155

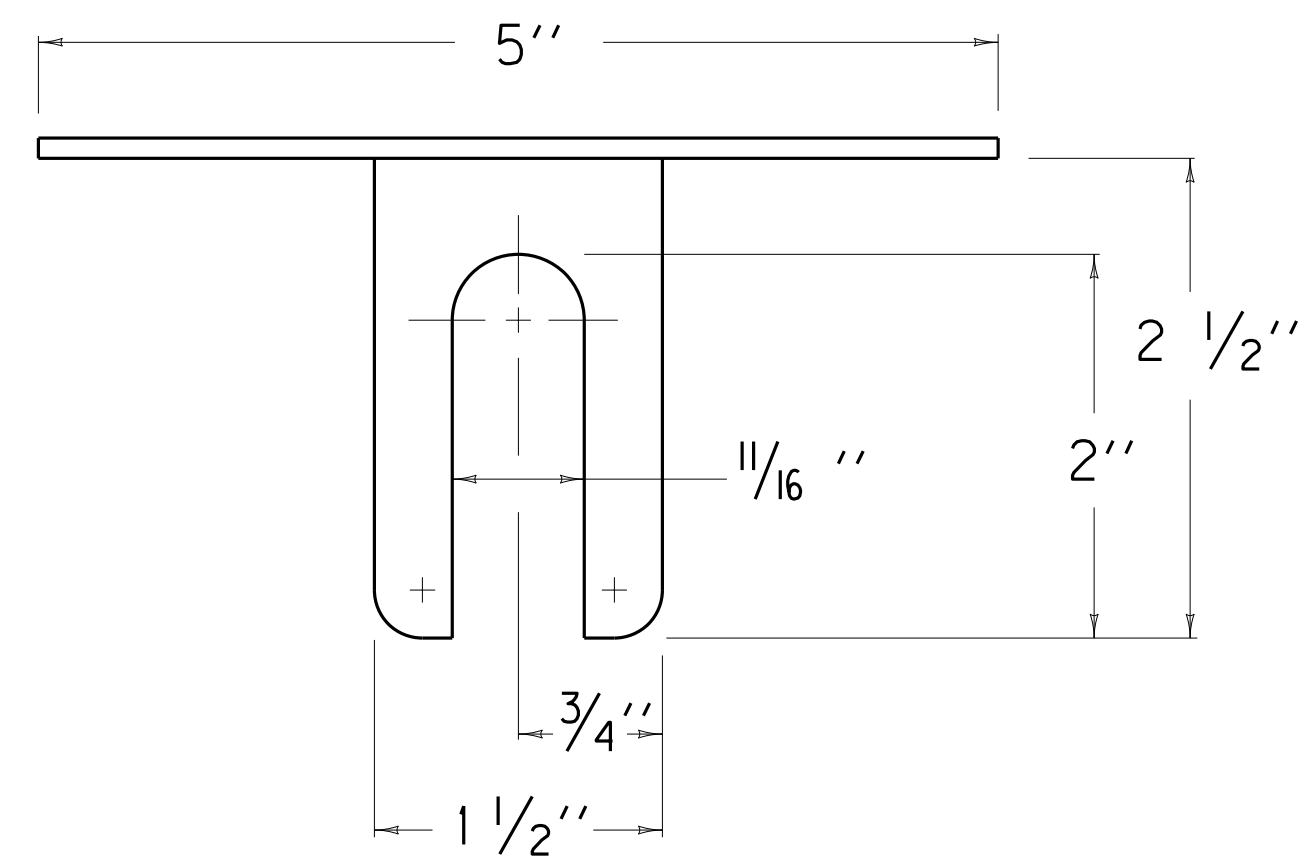


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 MicroStation v8.11.7.443

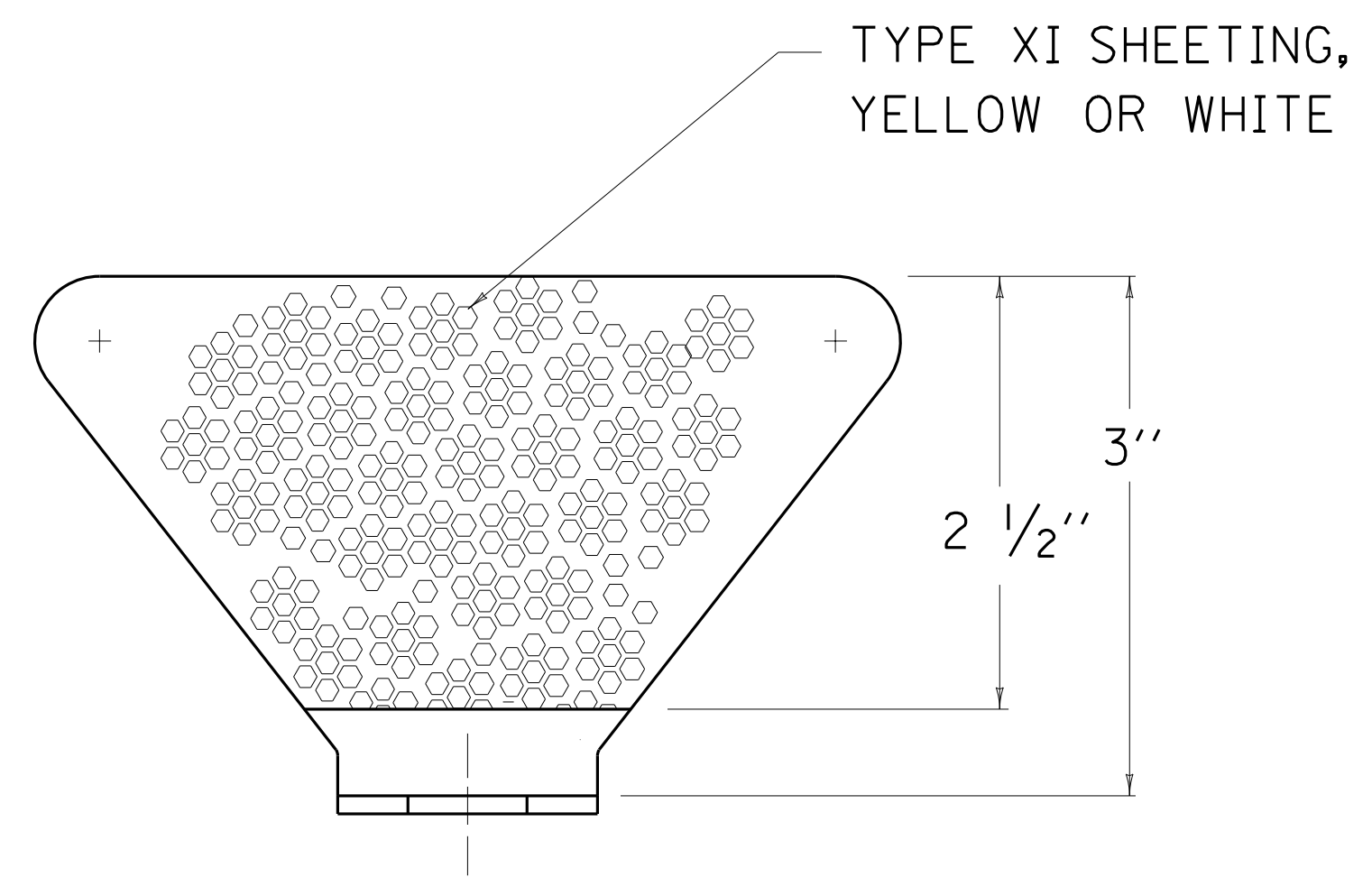
NOTES

1. THE DELINEATOR'S SHAPE AND DIMENSIONS ARE SHOWN FOR ILLUSTRATION PURPOSES ONLY. TYPES OF DELINEATORS PERMITTED SHALL BE FROM THE LIST OF APPROVED MATERIALS.
2. DELINEATOR SHALL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE EACH AND SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR ONE COMPLETE INSTALLATION.
3. CODE PAY ITEM PAY UNIT
 

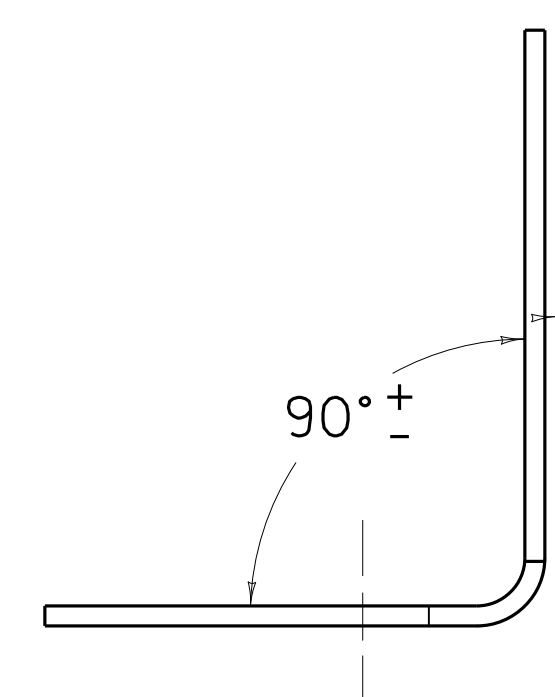
1982	DELINEATOR FOR GUARDRAIL - MONO DIRECTIONAL WHITE	EACH
1983	DELINEATOR FOR GUARDRAIL - MONO DIRECTIONAL YELLOW	EACH
1987	DELINEATOR FOR GUARDRAIL - BI-DIRECTIONAL WHITE	EACH
4. GUARDRAIL DELINEATORS SHALL BE REQUIRED ON ALL GUARDRAIL.
5. DELINEATORS SHALL BE MANUFACTURED FROM 12 GA. GALVANIZED STEEL.
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 SEPIA DRAWING 004.
8. DELINEATORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



PLAN VIEW

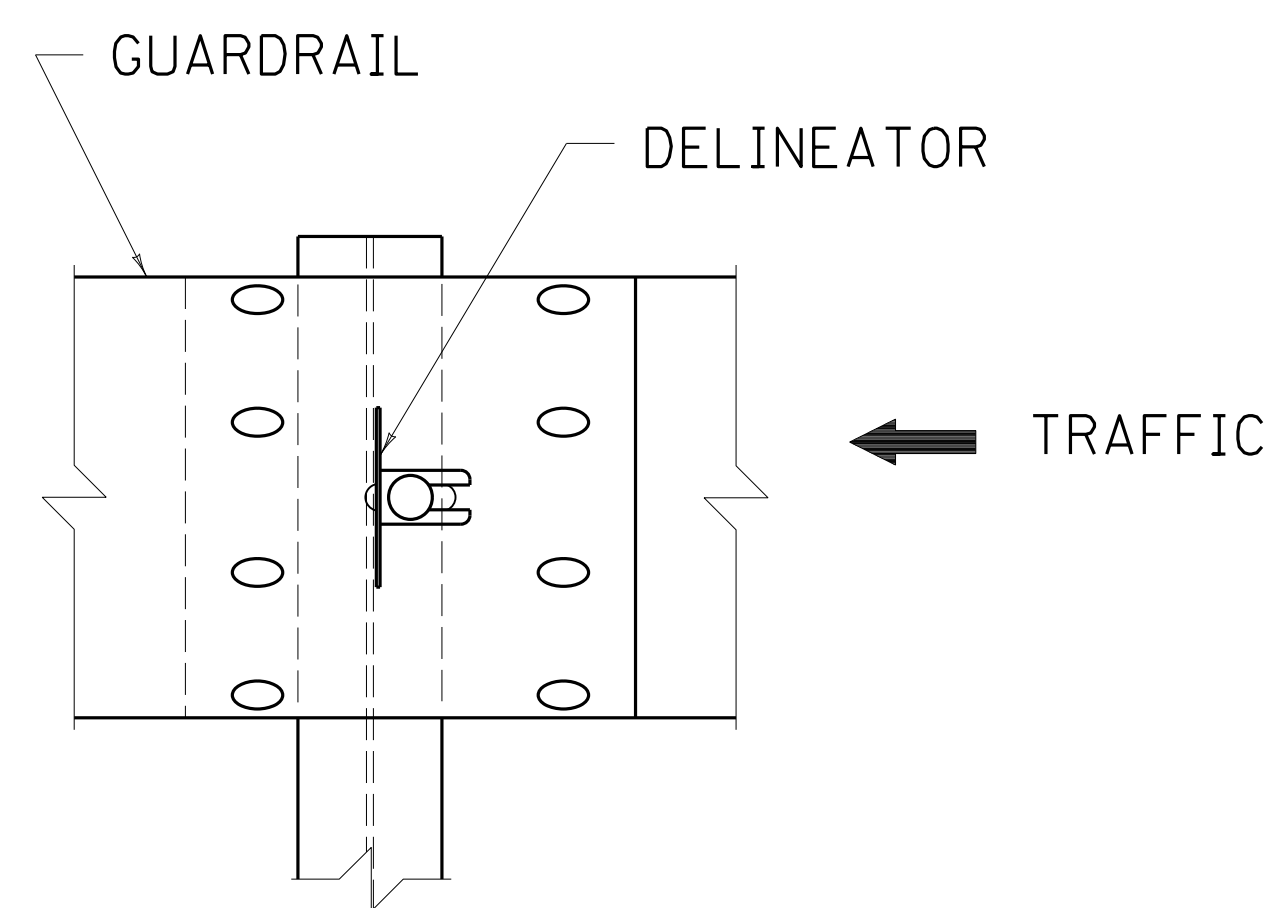


FRONT VIEW

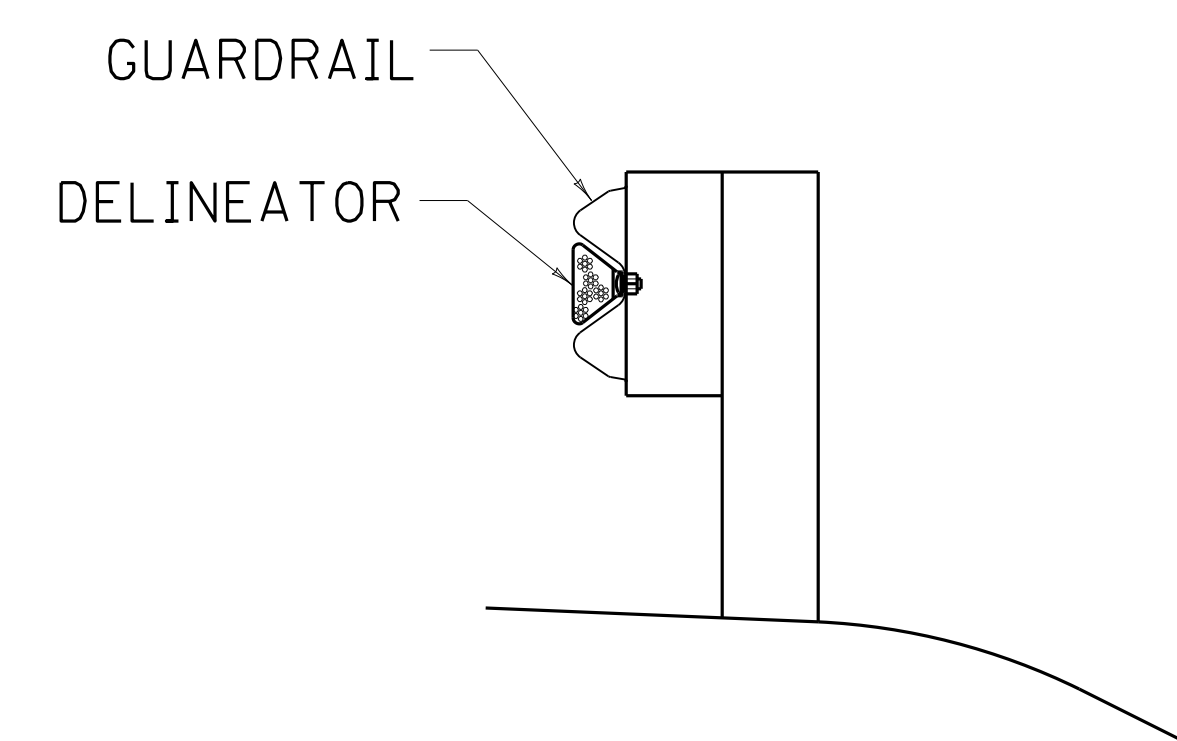


SIDE VIEW

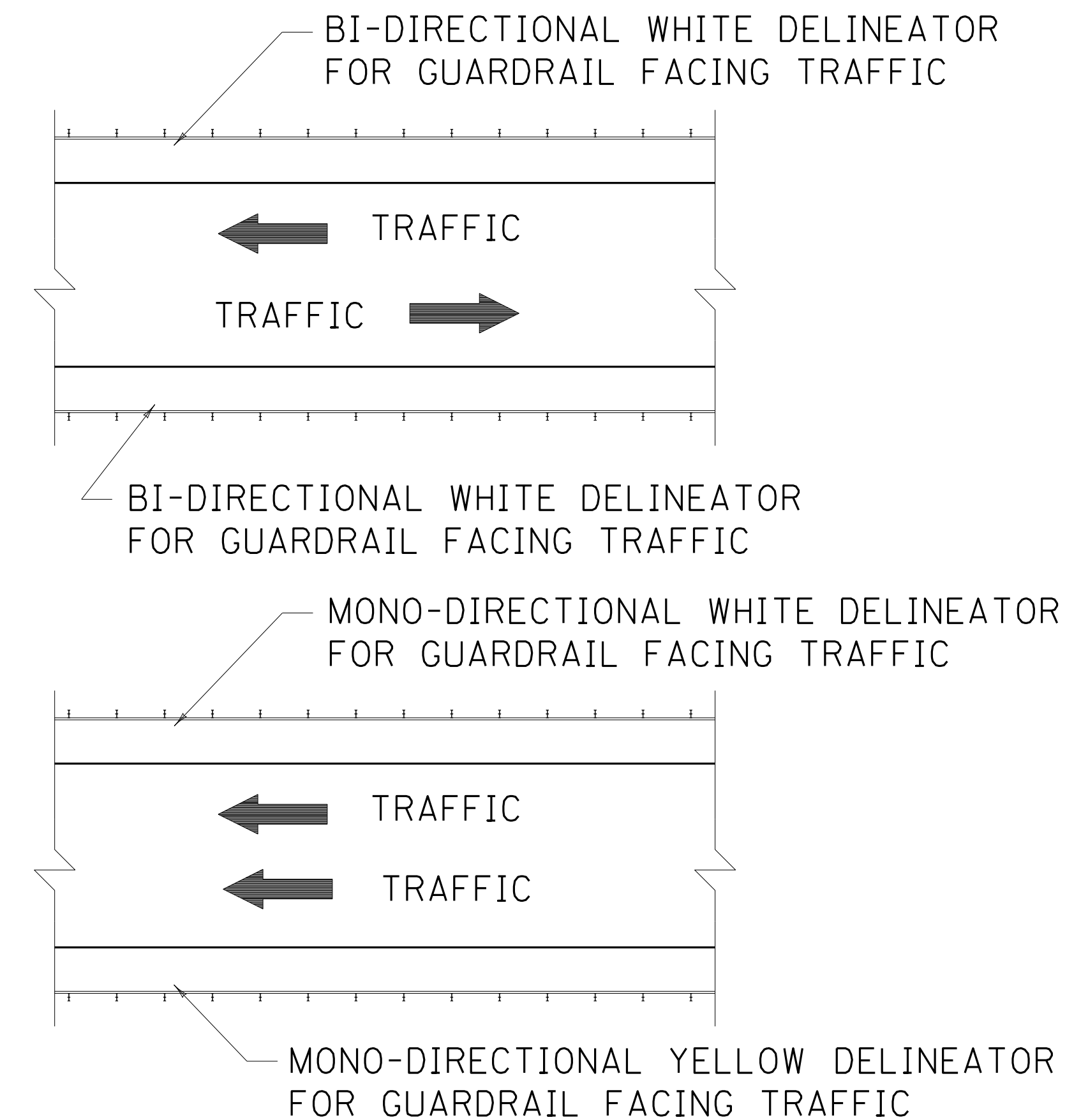
NOTE: DIMENSIONS SHOWN ARE FOR ONE VERSION OF A WEB-MOUNTED GUARDRAIL DELINEATOR. DELINEATORS WITH ALTERNATE DIMENSIONS MAY BE CONSIDERED FOR INCLUSION ON THE APPROVED PRODUCTS LIST.



FRONT VIEW



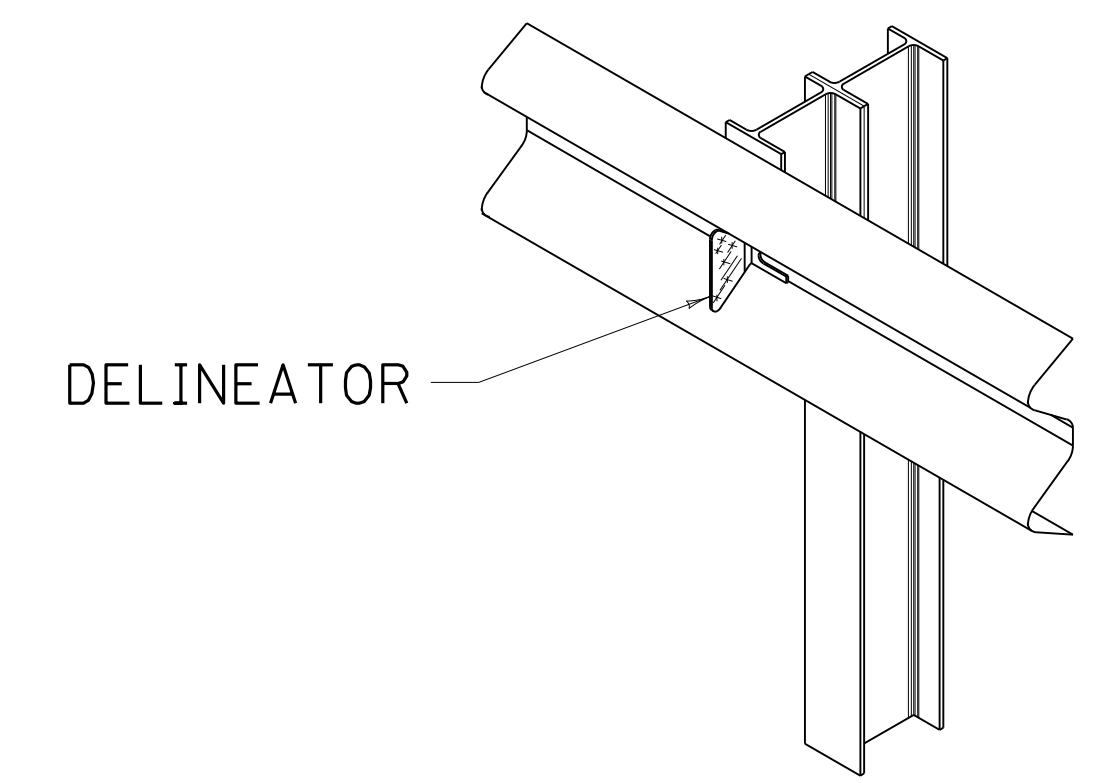
SIDE VIEW



PLACEMENT OF DELINEATORS FOR GUARDRAIL

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.



ISOMETRIC VIEW

KENTUCKY  
DEPARTMENT OF HIGHWAYS

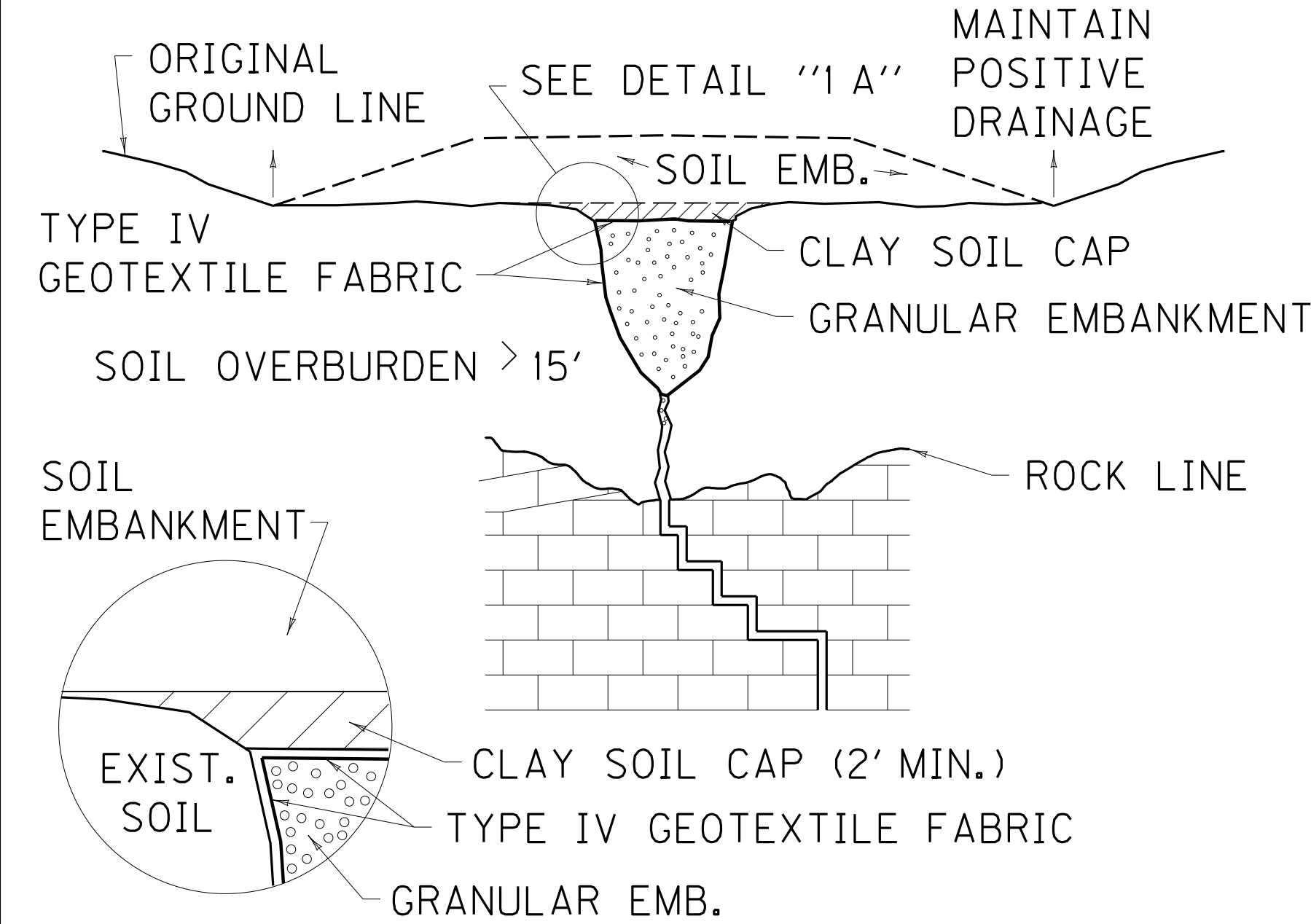
DELINATORS  
FOR GUARDRAIL

SUBMITTED: *Jeff Jasper* 6-15-2012  
DIRECTOR DIVISION OF HIGHWAY DESIGN DATE

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 USER: Time-Shown  
 DATE PLOTTED: October 11, 2013  
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 MicroStation v8.11.7.443



**CONDITION NO. 1: SOIL EMBANKMENT OVER DEEP OVERBURDEN WITH OPEN SINKHOLES**

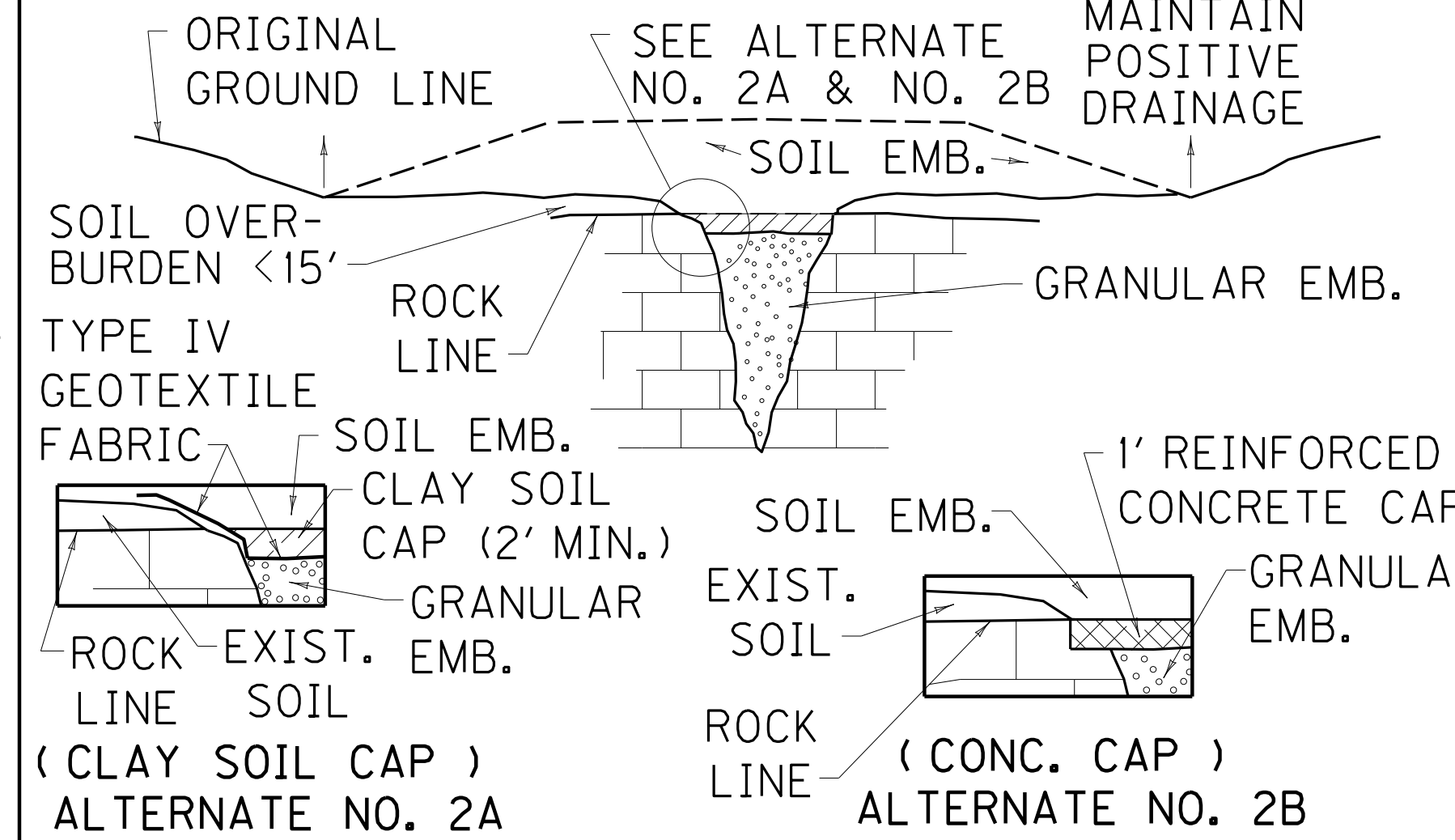


**DETAIL "1 A"**

**PROCEDURE:**

- REMOVE DEBRIS. DO NOT EXCAVATE SOIL OVERBURDEN.
- LINE OPENING WITH TYPE IV GEOTEXTILE FABRIC.
- REFILL WITH GRANULAR EMBANKMENT.
- PLACE TYPE IV GEOTEXTILE FABRIC ON TOP OF GRANULAR EMBANKMENT.
- REFILL WITH (2' MINIMUM) CLAY SOIL CAP.

**CONDITION NO. 2: SOIL EMBANKMENT OVER SHALLOW OVERBURDEN WITH SINKHOLE OPENING IN ROCK**



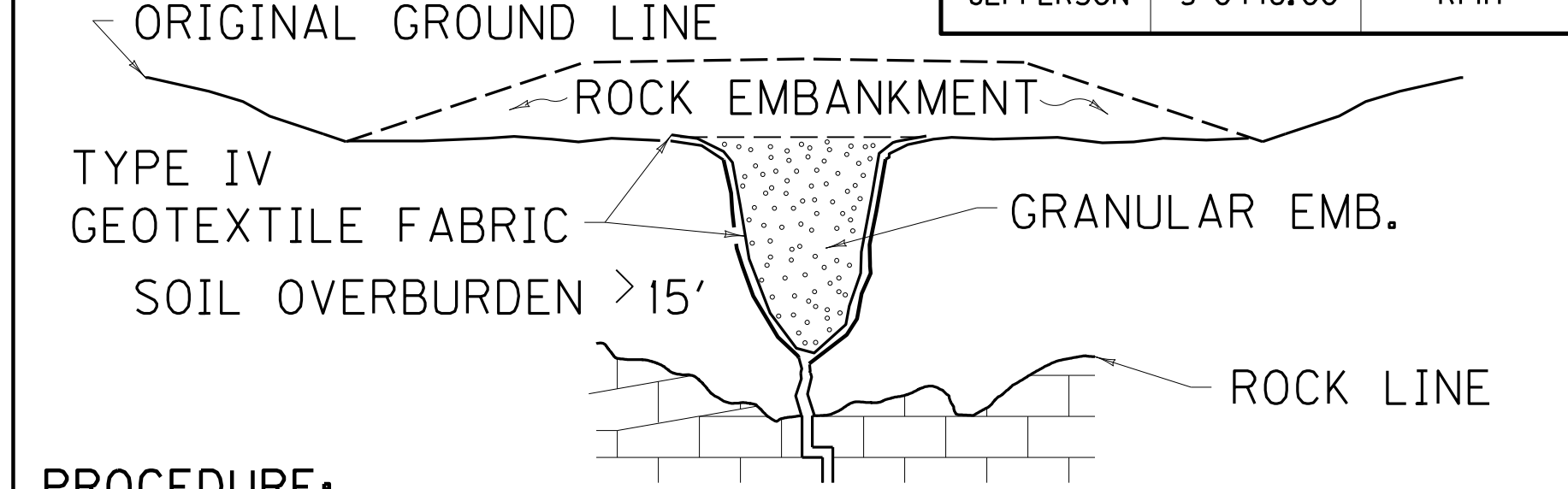
**PROCEDURE FOR ALTERNATE NO. 2A**

- REMOVE DEBRIS AND SOIL OVERBURDEN.
- REFILL OPENING WITH GRANULAR EMBANKMENT TO 2' MIN. BELOW ROCK LINE.
- PLACE TYPE IV GEOTEXTILE FABRIC ON TOP OF GRANULAR EMB. OVERLAPPING ORIG. GROUND LINE.
- REFILL WITH (2' MIN.) CLAY SOIL CAP.

**PROCEDURE FOR ALTERNATE NO. 2B**

- REMOVE DEBRIS AND SOIL OVERBURDEN.
- REFILL OPENING WITH GRANULAR EMBANKMENT TO 1' MIN. BELOW ROCK LINE.
- CONST. 1' REINFORCED CONC. CAP. CAP SHOULD BE INTERLOCKED WITH ROCK FOR SUPPORT.

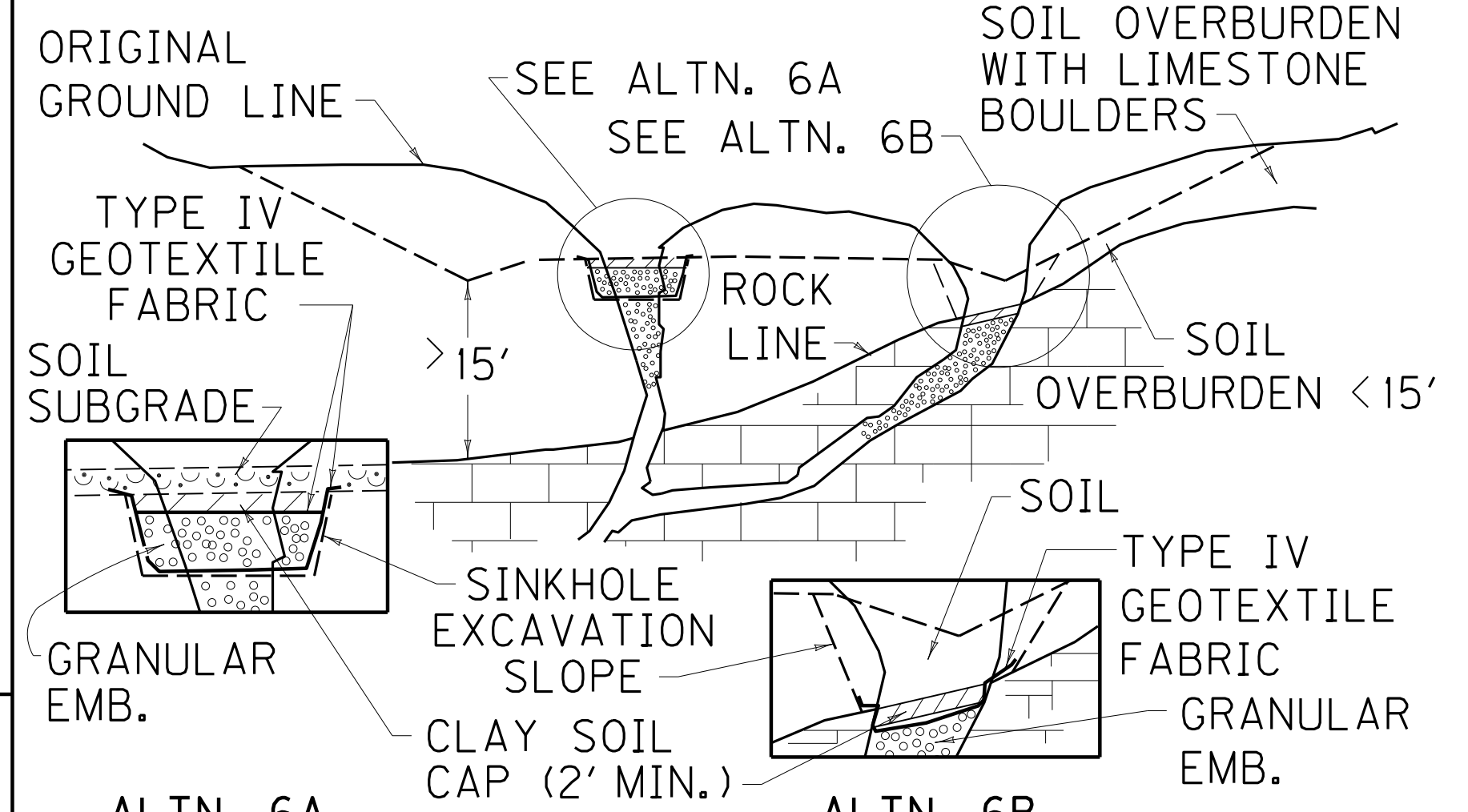
**CONDIT. NO.3: ROCK EMB. OVER DEEP OVERBURDEN WITH OPEN SINKHOLES**



**PROCEDURE:**

- REMOVE DEBRIS. DO NOT EXCAVATE SOIL OVERBURDEN.
- LINE OPENING WITH TYPE IV GEOTEXTILE FABRIC.
- REFILL OPENING WITH GRANULAR EMBANKMENT TO TOP OF DEPRESSION.

**CONDITION NO. 6: CUT SECTIONS WITH SINKHOLE OPENINGS IN SOIL**



**ALTERNATE NO. 6A SOIL OVERBURDEN GREATER THAN 15'**

- REMOVE DEBRIS. DO NOT EXCAVATE SOIL OVERBURDEN.
- LINE OPENING WITH TYPE IV GEOTEXTILE FABRIC.
- REFILL WITH GRANULAR EMB.
- PLACE TYPE IV GEOTEXTILE FABRIC OVER GRANULAR EMBANKMENT OVERLAPPING ORIG. GROUND LINE.
- REFILL WITH (2' MIN.) CLAY SOIL CAP. IF ROCK SUBGRADE IS USED OMIT SOIL CAP AND FABRIC UNDERLYING SOIL CAP.

**ALTERNATE NO. 6B SOIL OVERBURDEN LESS THAN 15'**

- REMOVE DEBRIS AND SOIL OVERBURDEN.
- REFILL OPENING WITH GRANULAR EMBANKMENT TO 2' MIN. BELOW ROCK LINE.
- PLACE TYPE IV GEOTEXTILE FABRIC OVER GRANULAR EMB. OVERLAPPING ORIG. GROUND LINE.
- 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.

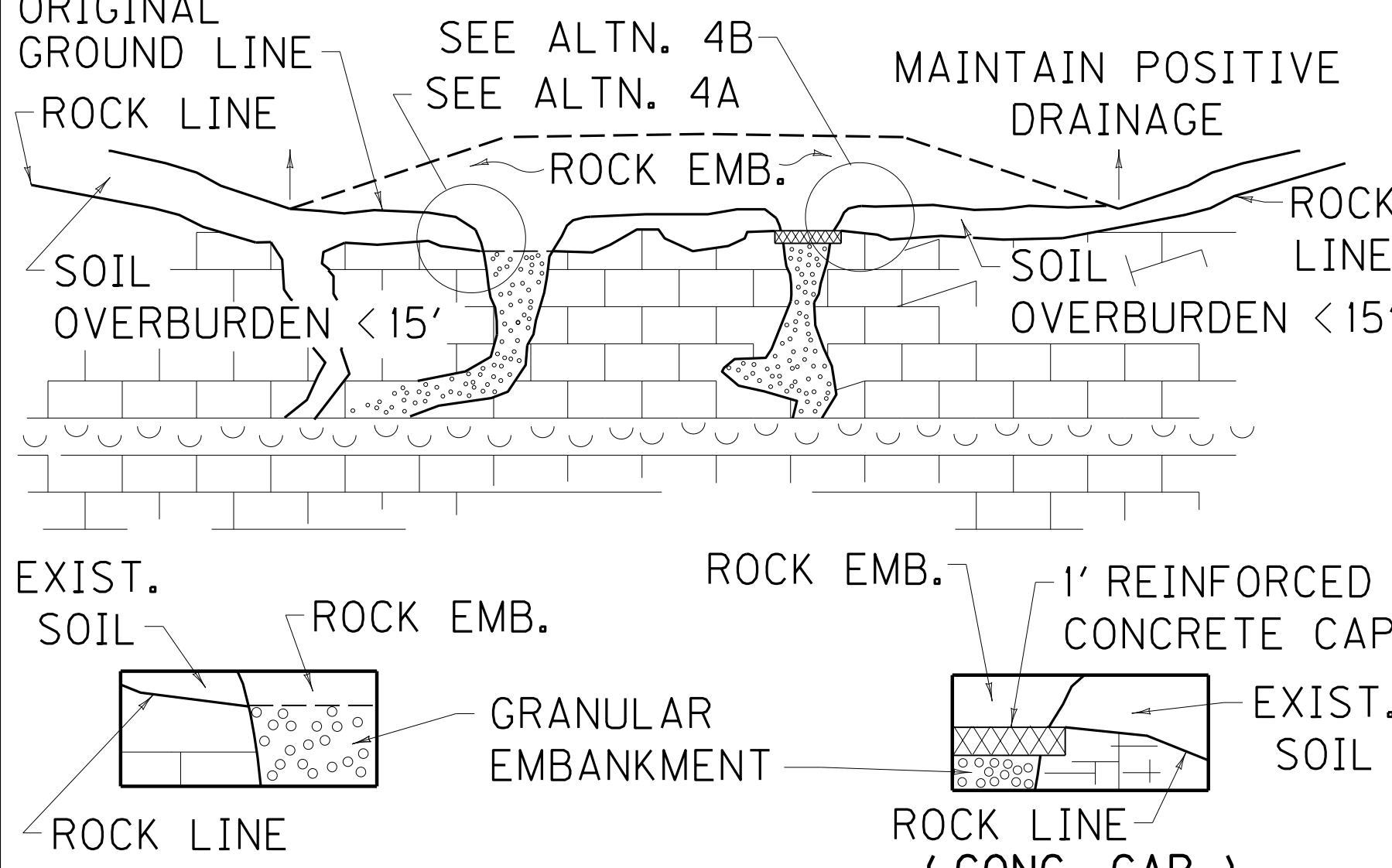
THE CONC. CAP SHALL BE CLASS "B" CONC. AND CONTAIN NO. 8 REINFORCING BARS PLACED AT 12" CTRS. IN BOTH DIRECTIONS AND LOCATED 3" FROM THE BOTTOM SURFACE OF THE CAP.

KENTUCKY  
DEPARTMENT OF HIGHWAYS

TREATMENT  
OF  
OPEN SINKHOLES

SUBMITTED *William S. Hulick* 12-1-99  
DATE

**CONDITION NO. 4: ROCK EMBANKMENT OVER SHALLOW OVERBURDEN WITH SINKHOLE OPENINGS IN ROCK**



**ALTERNATE NO. 4A**

**PROCEDURE FOR ALTERNATE NO. 4A**

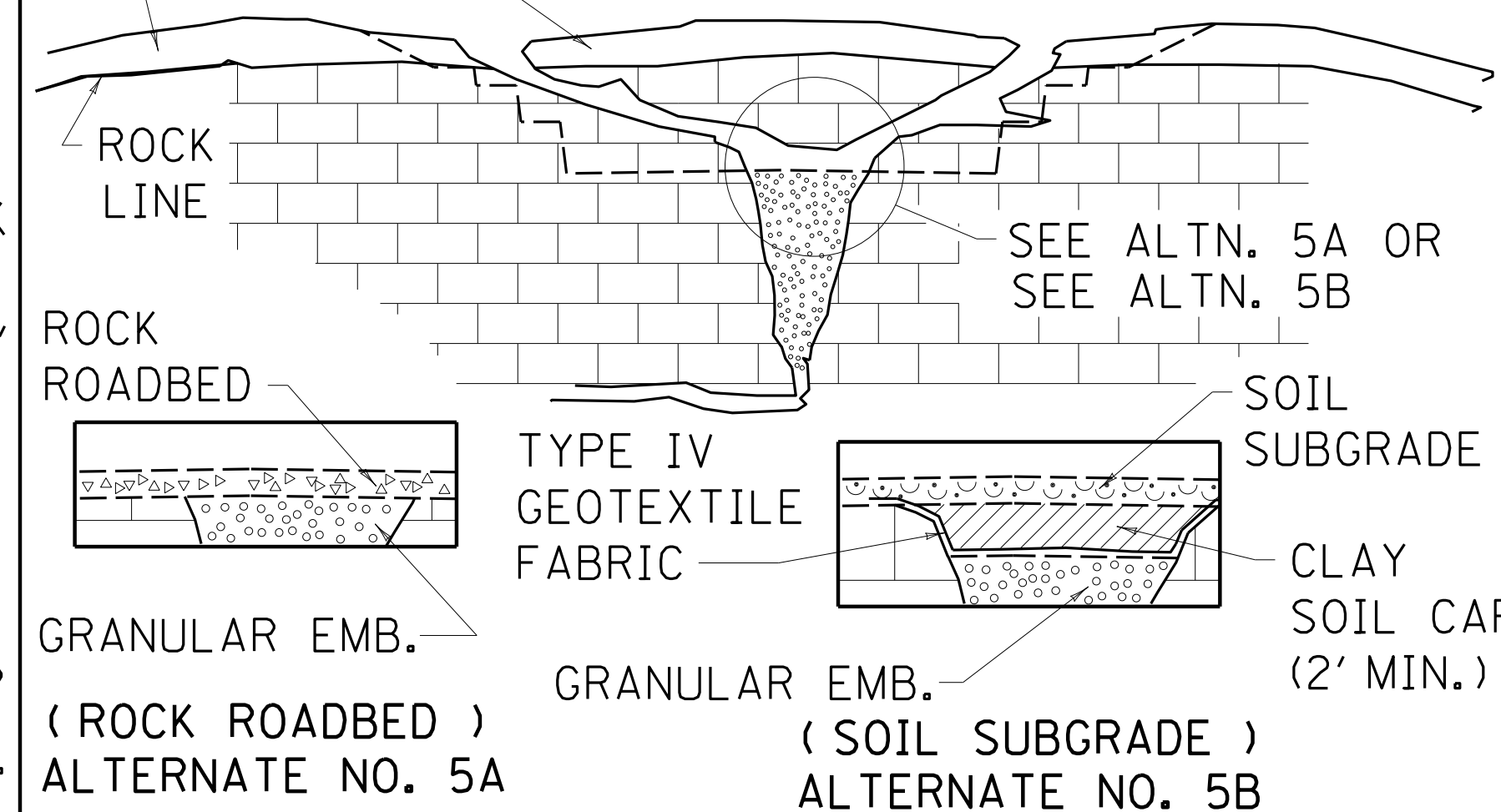
- REMOVE DEBRIS AND SOIL OVERBURDEN.
- REFILL OPENING TO ROCK LINE WITH GRANULAR EMBANKMENT.

**ALTERNATE NO. 4B**

**PROCEDURE FOR ALTERNATE NO. 4B**

- REMOVE DEBRIS AND SOIL OVERBURDEN.
- REFILL OPENING WITH GRANULAR EMBANKMENT TO 1' MIN. BELOW ROCK LINE.
- CONST. 1' REINFORCED CONC. CAP. CAP SHOULD BE INTERLOCKED WITH ROCK FOR SUPPORT.

**CONDITION NO. 5: CUT SECTIONS WITH SINKHOLE OPENINGS IN ROCK**



**(ROCK ROADBED) ALTERNATE NO. 5A**

**PROCEDURE FOR ALTERNATE NO. 5A**

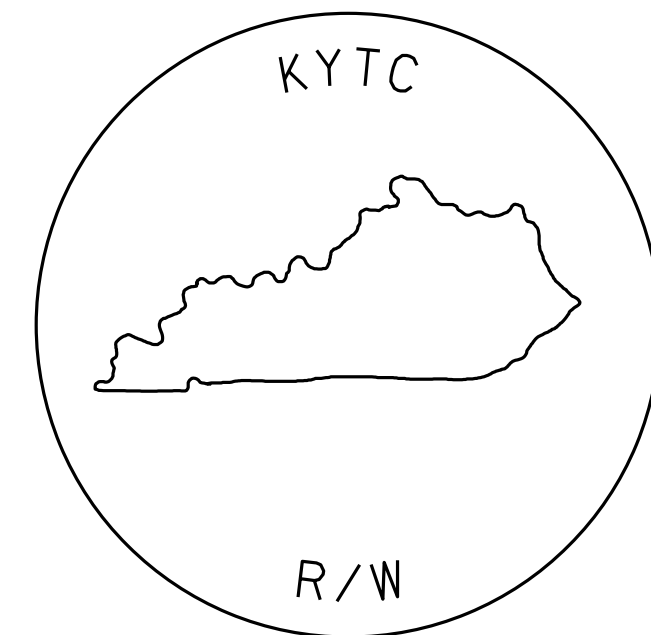
- REFILL OPENING WITH GRANULAR EMBANKMENT. IF CONCRETE CAP IS USED IT SHALL BE INTERLOCKED WITH THE BEDROCK FOR SUPPORT AS DETAILED IN CONDITION NO. 2 ALTERNATE NO. 2B.

**(SOIL SUBGRADE) ALTERNATE NO. 5B**

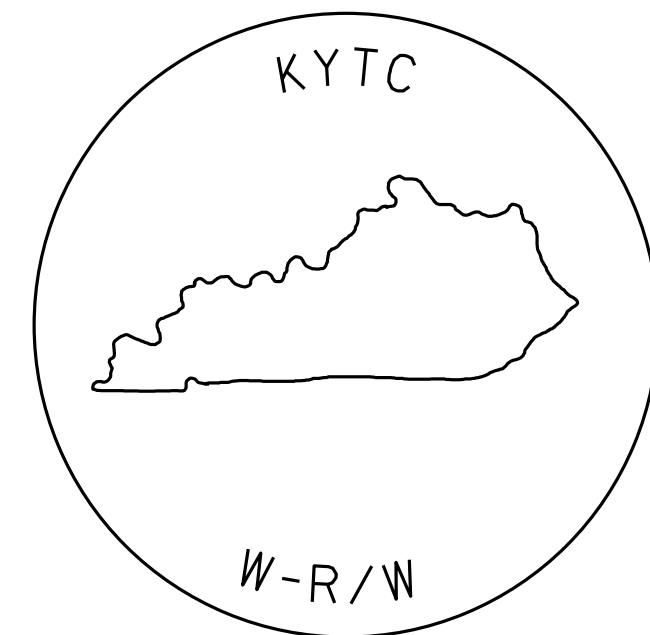
**PROCEDURE FOR ALTERNATE NO. 5B**

- REFILL OPENING WITH GRANULAR EMBANKMENT TO 2' MINIMUM BELOW SOIL SUBGRADE.
- PLACE TYPE IV GEOTEXTILE FABRIC OVER GRANULAR EMBANKMENT.
- 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.

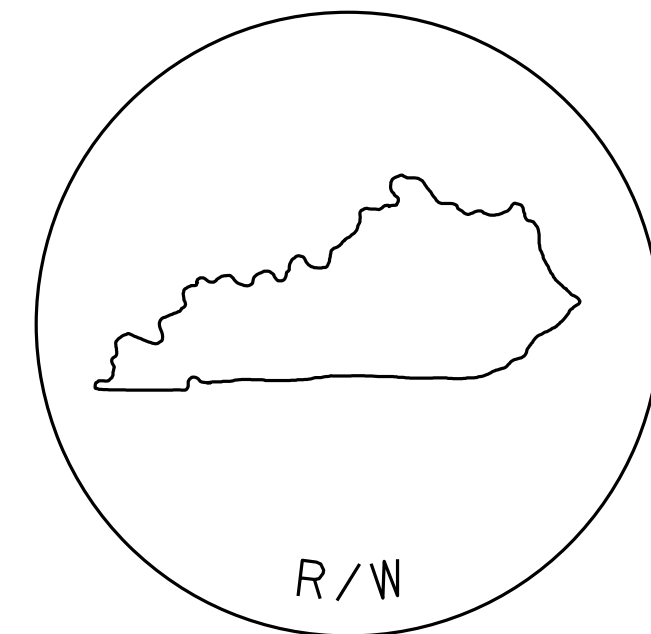
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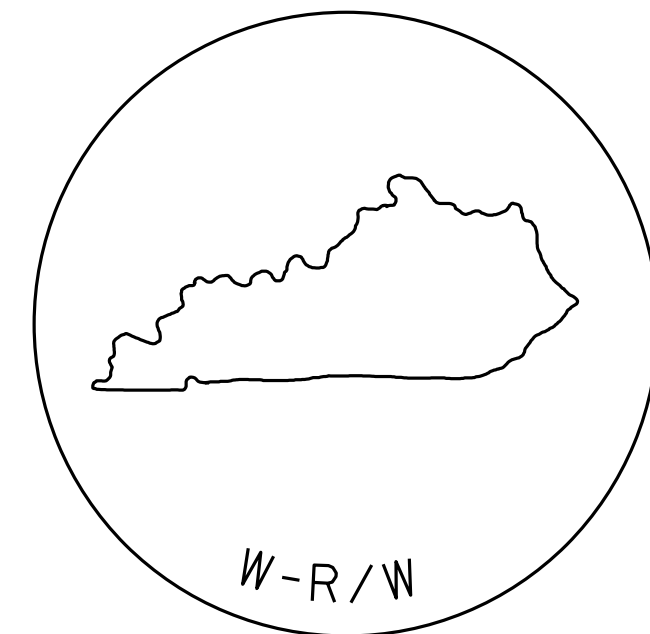
R/W MONUMENT  
TYPE 1 OR 1A



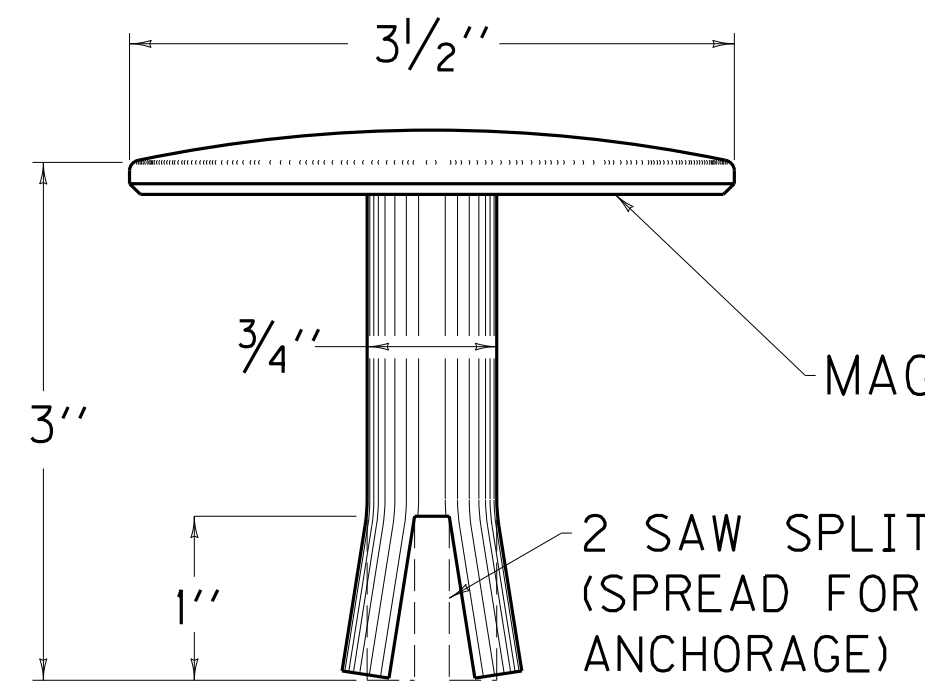
WITNESS R/W  
MONUMENT  
TYPE 2



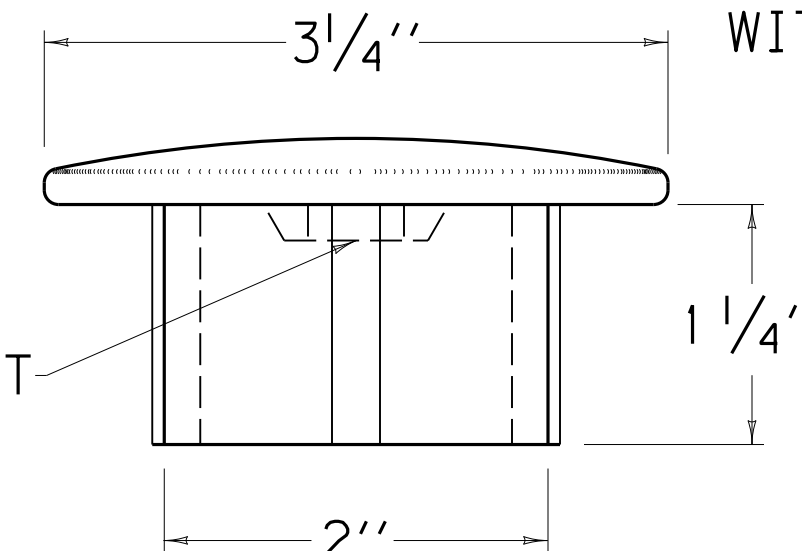
R/W MONUMENT  
TYPE 3 OR 3A



WITNESS R/W  
MONUMENT  
TYPE 4



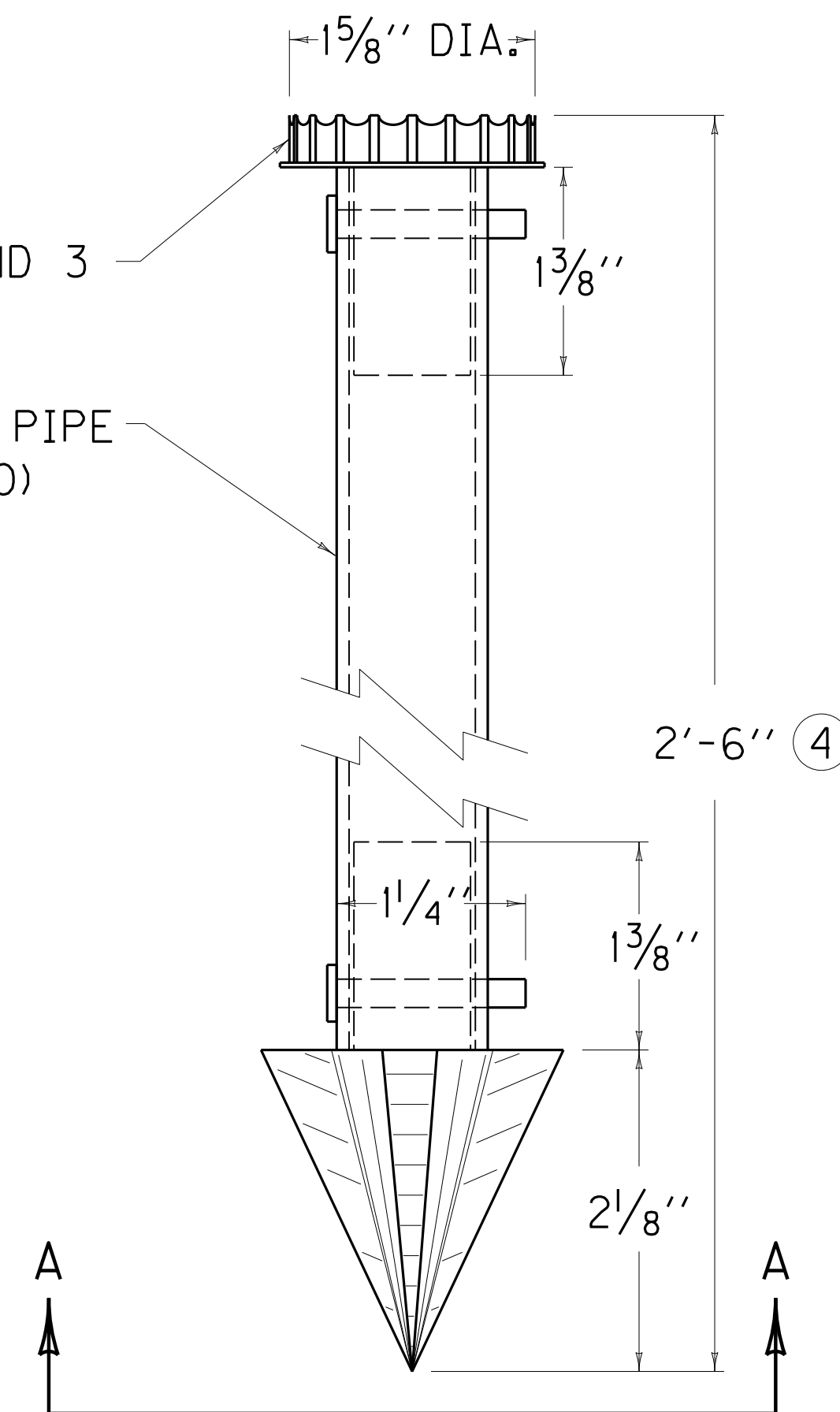
ELEVATION VIEW  
R/W MONUMENT  
TYPE 1A AND 3A



ELEVATION VIEW  
R/W MONUMENT  
TYPE 1 AND 3

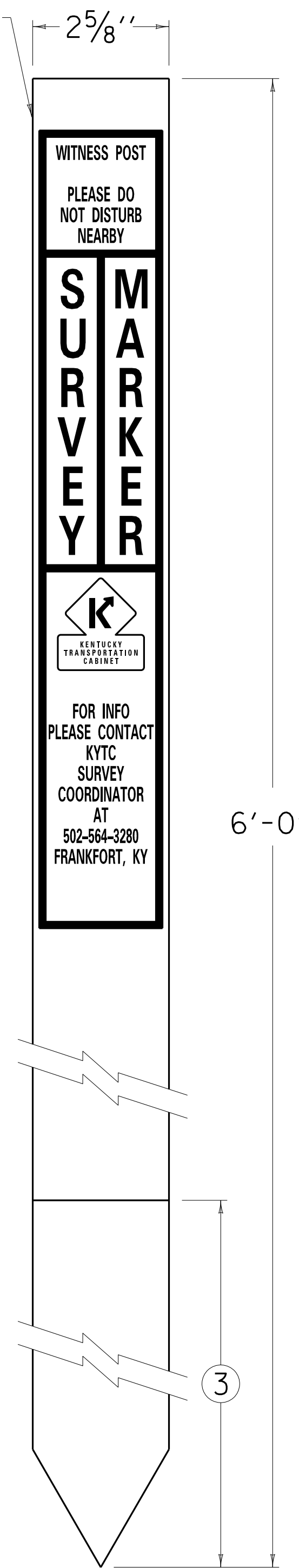
FORCE FIT R/W  
MONUMENT TYPE 1 AND 3

1" OUTSIDE DIA. PIPE  
(SCHEDULE 40)

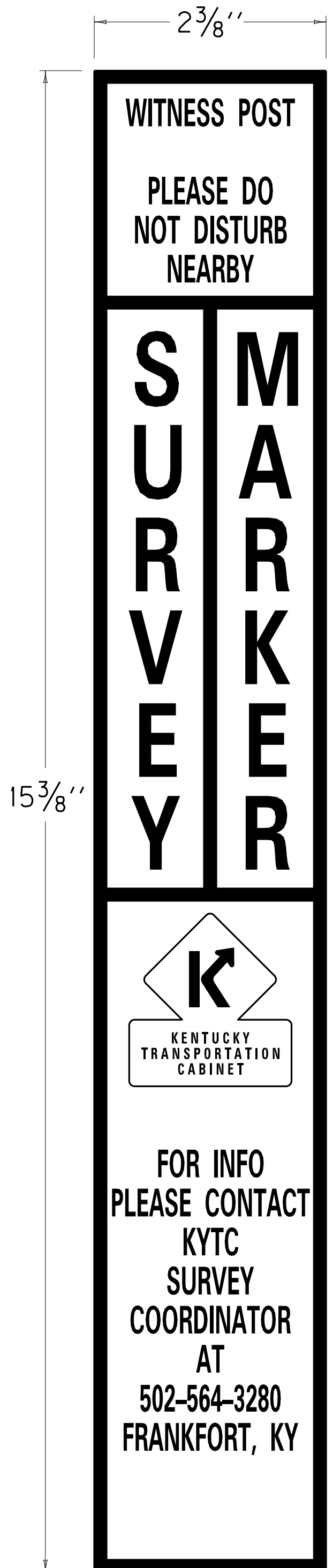


ELEVATION VIEW  
R/W MONUMENT  
TYPE 1 AND 3

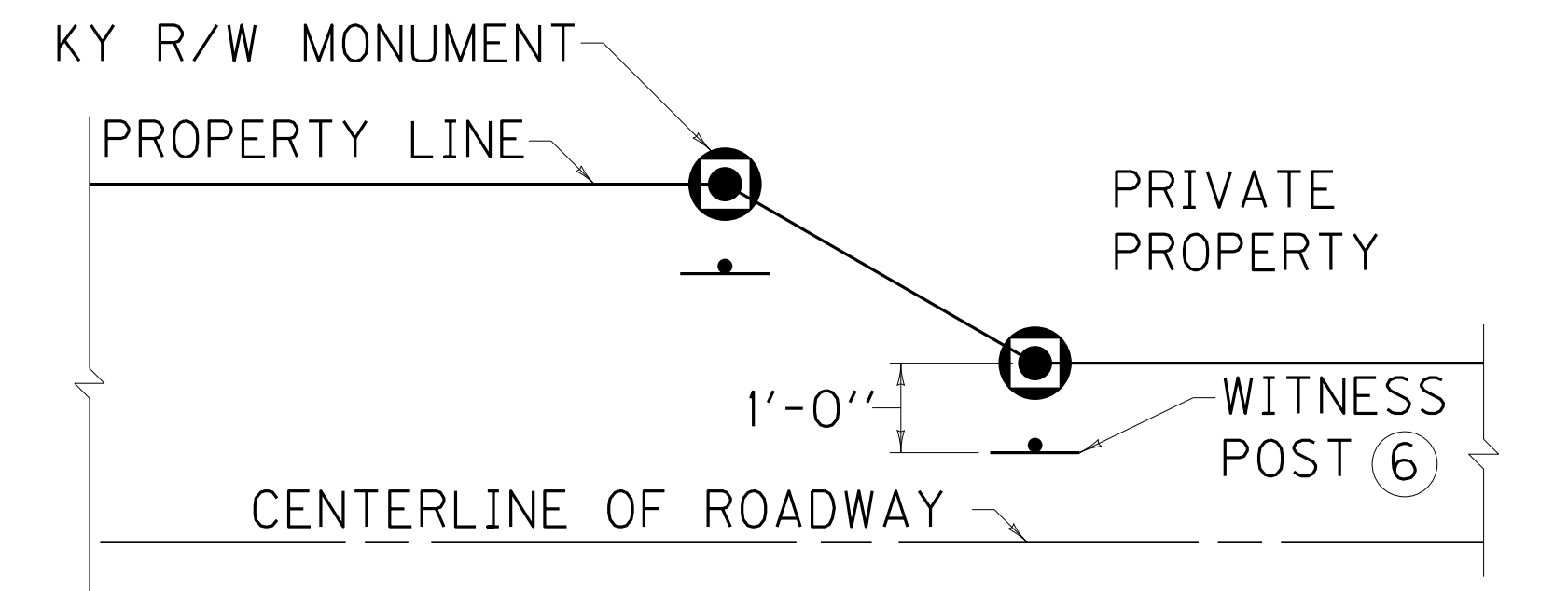
ORANGE  
FIBERGLASS  
WITNESS POST



ELEVATION WITNESS POST



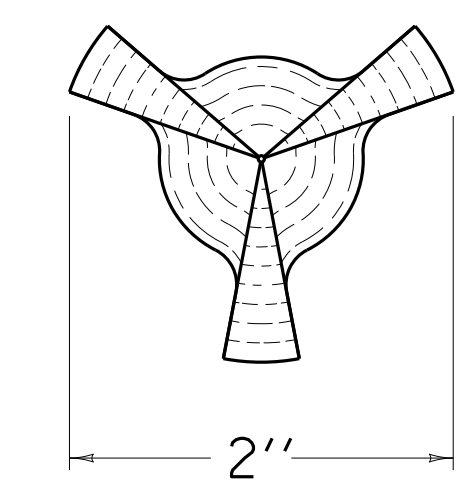
WITNESS POST DECAL



LAYOUT OF RURAL RIGHT-OF-WAY MONUMENTS

NOTES

1. MANUFACTURE R/W MONUMENTS FROM ALUMINUM ALLOY.
2. TYPE 1A AND 3A MONUMENTS SHALL BE MOUNTED FLUSH IN EXISTING PAVEMENT, DRAINAGE BOXES, ETC. DRILL A 1/16" DIAMETER HOLE AND EPOXY (COMMERCIAL GRADE) INTO EXISTING CONCRETE.
- ③ WITNESS POST SHALL BE BURIED 1'-6" TO 2'-0" IN GROUND.
- ④ WHEN ROCK IS ENCOUNTERED LENGTH MAY BE REDUCED.
5. SET ALL R/W MONUMENTS FLUSH WITH GROUND OR ADJOINING SURFACE.
- ⑥ THE LAND SURVEYOR IN CHARGE OF MONUMENTATION IS ENCOURAGED TO PLACE A WITNESS POST FOR THE RIGHT-OF-WAY MONUMENTS WHERE PRACTICAL AND FEASIBLE. IF POSSIBLE, A MINIMUM OF THREE WITNESS POSTS PER PROJECT SHOULD BE PLACED.



SECTION A-A

FILE NAME: G:\PWORK\TIME-SHOW\0143750\RO1401D5.DGN

USER: Time-Shown  
DATE PLOTTED: October 11, 2013

E-SHEET NAME:

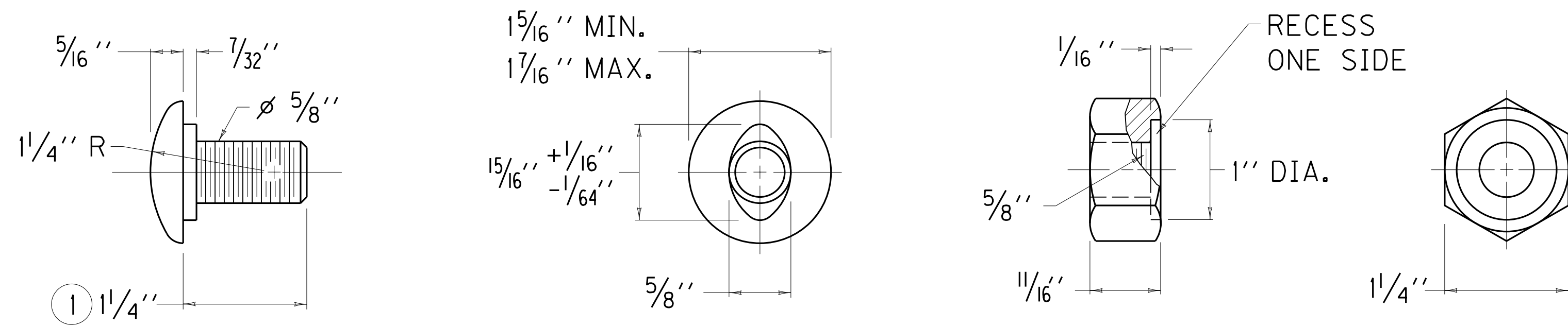
MicroStation v8.11.7.443

KENTUCKY  
DEPARTMENT OF HIGHWAYS

RIGHT-OF-WAY  
MONUMENTS

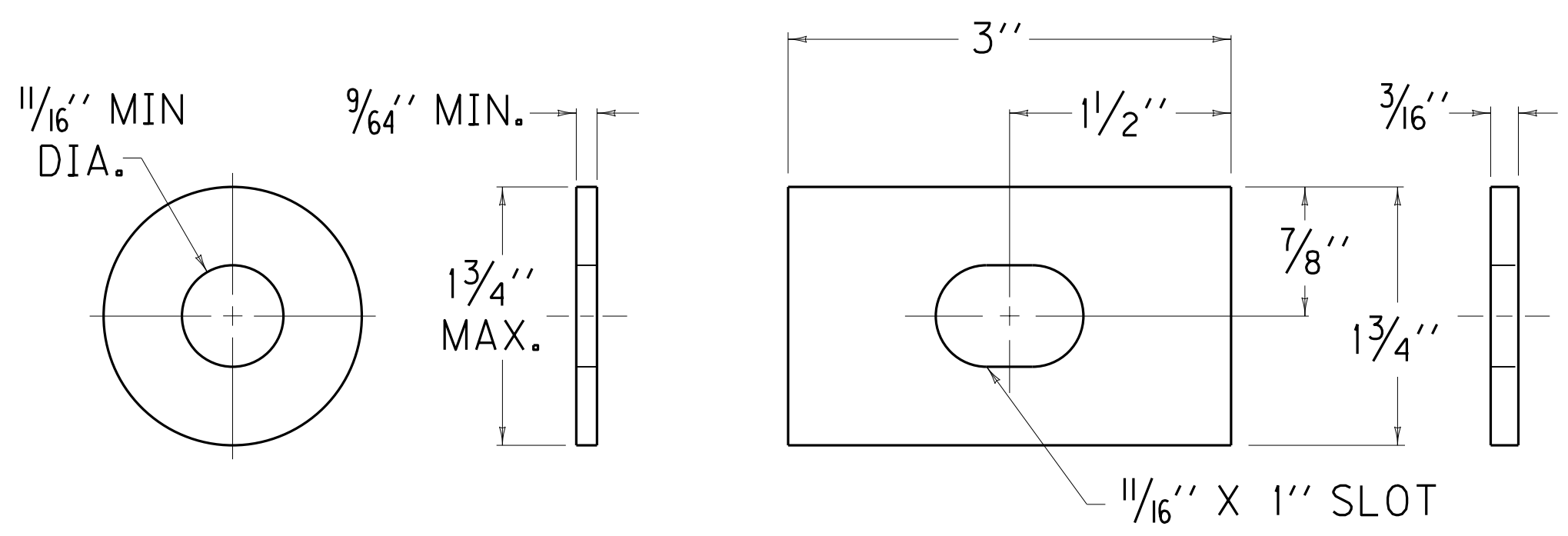
SUBMITTED: *Jeff Jasper* 6-03-12  
DIRECTOR DIVISION OF HIGHWAY DESIGN DATE

005



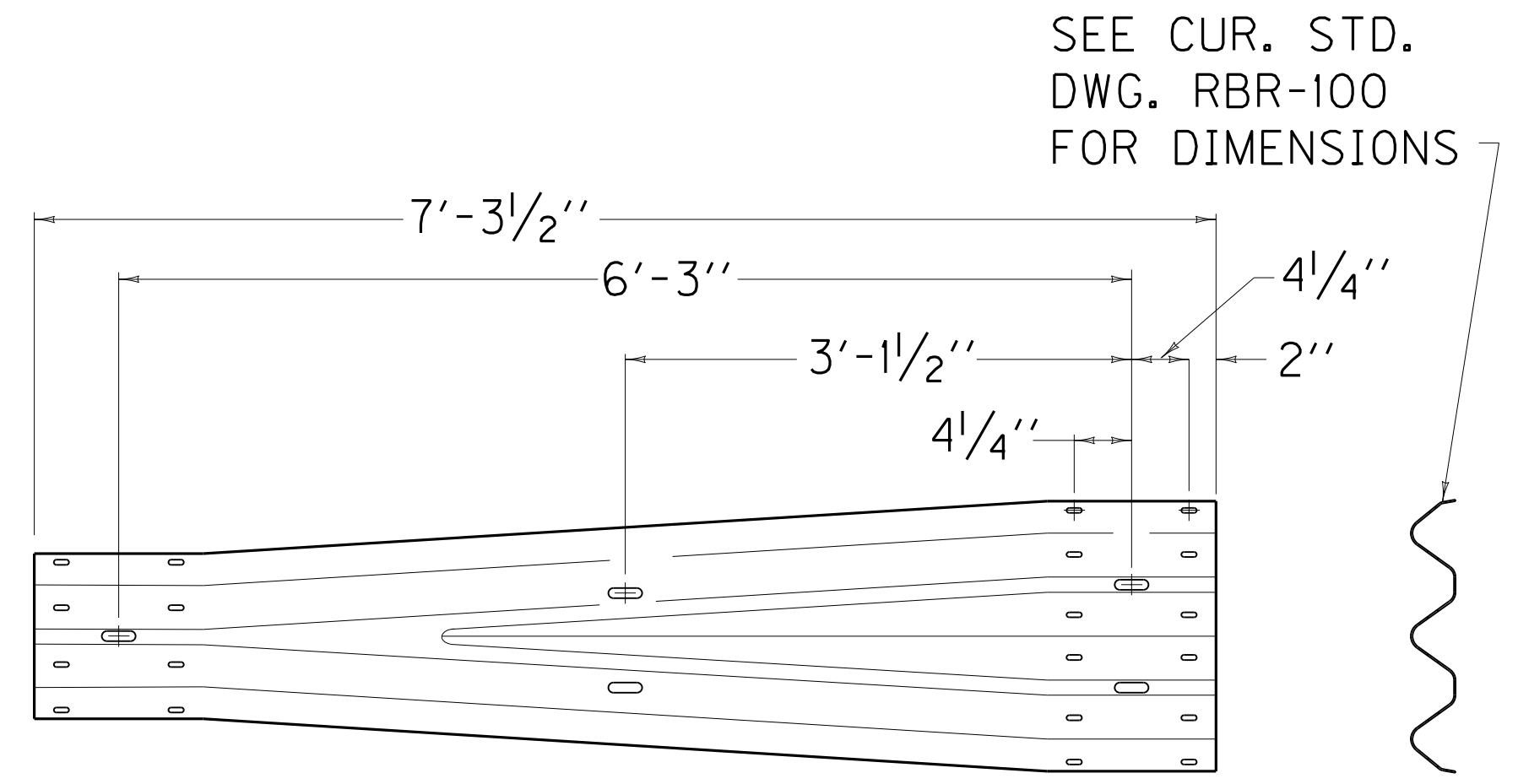
5/8" BUTTON HEAD BOLT AND RECESSED NUT

- NOTES
- ① RAIL BOLT SIMILAR EXCEPT LENGTH.
  - ② THE THRIE BEAM TO "W" BEAM CONNECTOR SHALL COMPLY WITH AASHTO M-180 CLASS A, TYPE 2 EXCEPT WHERE IN CONFLICT WITH THIS DETAIL.



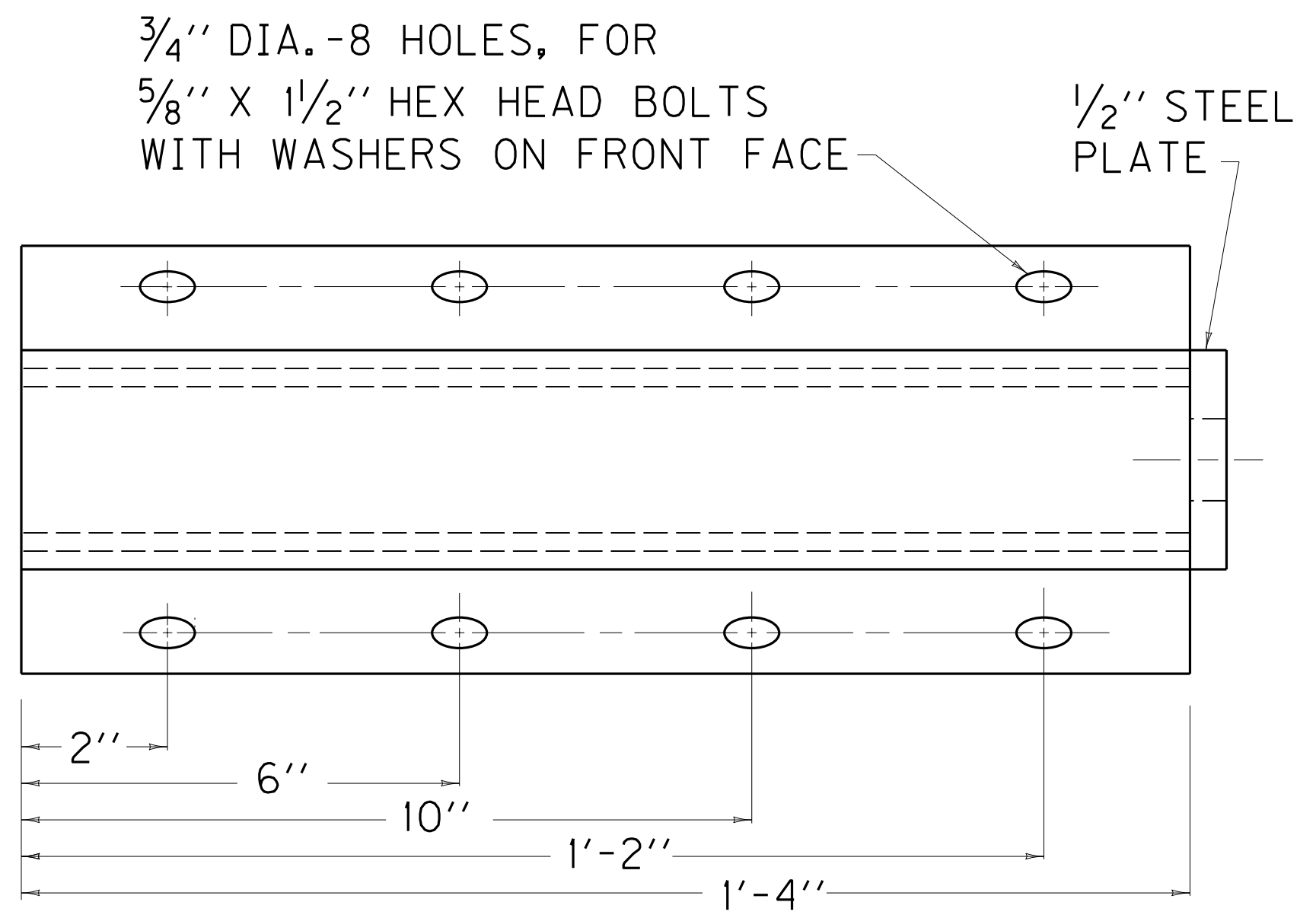
ROUND WASHER AND RECTANGULAR PLATE WASHER

SEE CUR. STD. DWG. RBR-001 FOR DIMENSIONS

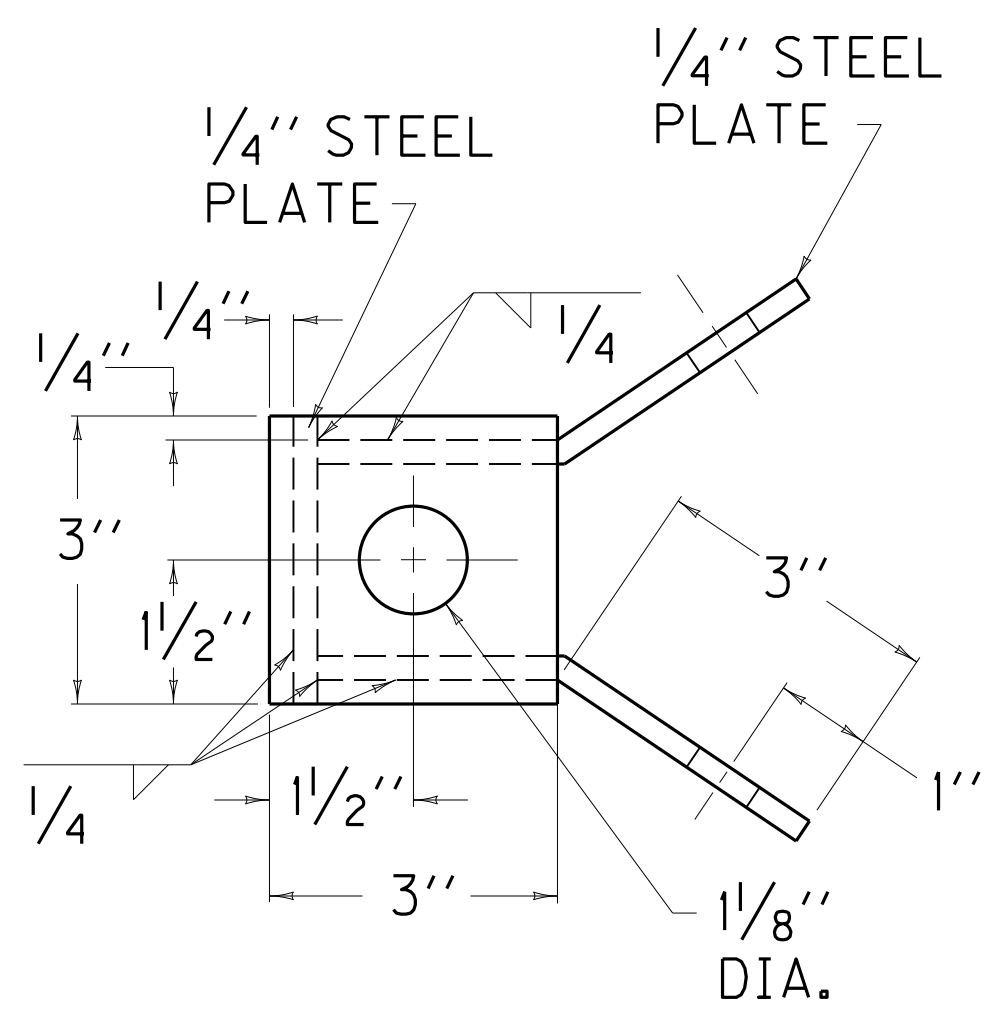


SEE CUR. STD. DWG. RBR-100 FOR DIMENSIONS

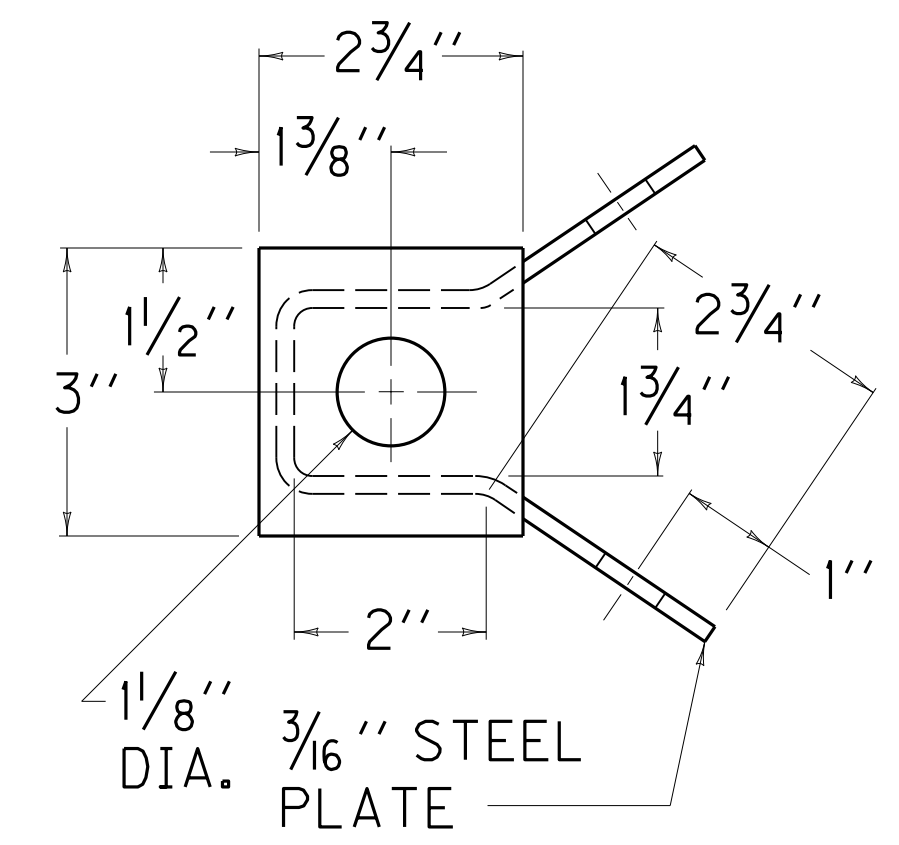
THRIE BEAM TO "W" BEAM CONNECTOR ②



3/4" DIA. -8 HOLES, FOR 5/8" X 1 1/2" HEX HEAD BOLTS WITH WASHERS ON FRONT FACE




ALTERNATE NO. 1

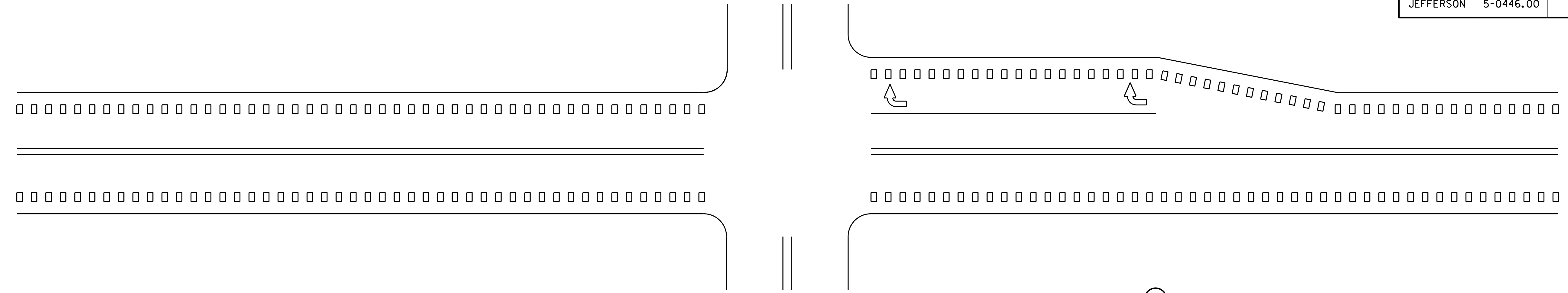


ALTERNATE NO. 2

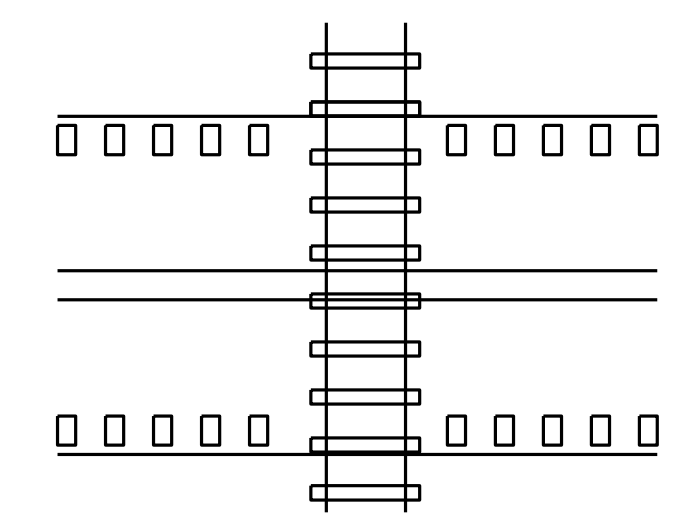
RAIL ANCHOR ASSEMBLY

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 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

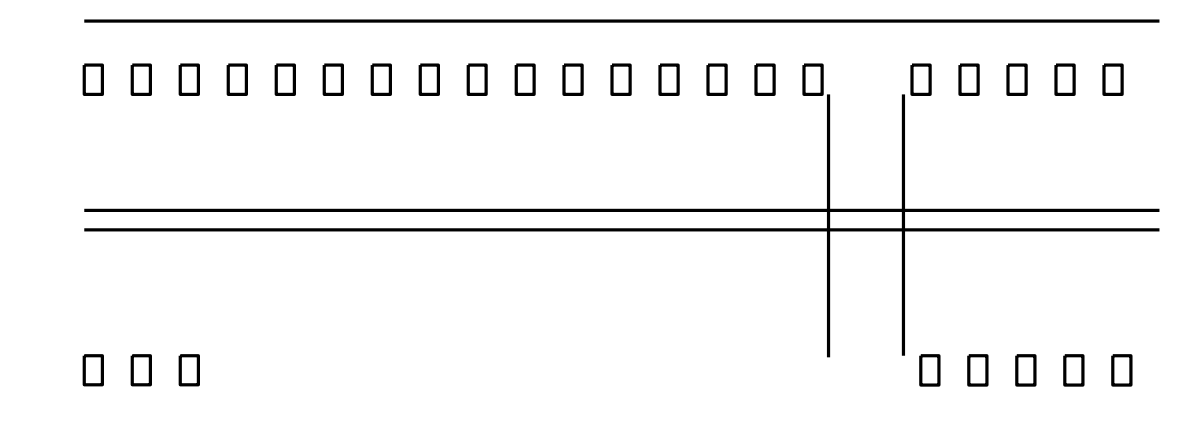
KENTUCKY DEPARTMENT OF HIGHWAYS	
GUARDRAIL COMPONENTS	
SUBMITTED 	6-15-2012 DATE
DIRECTOR DIVISION OF HIGHWAY DESIGN	



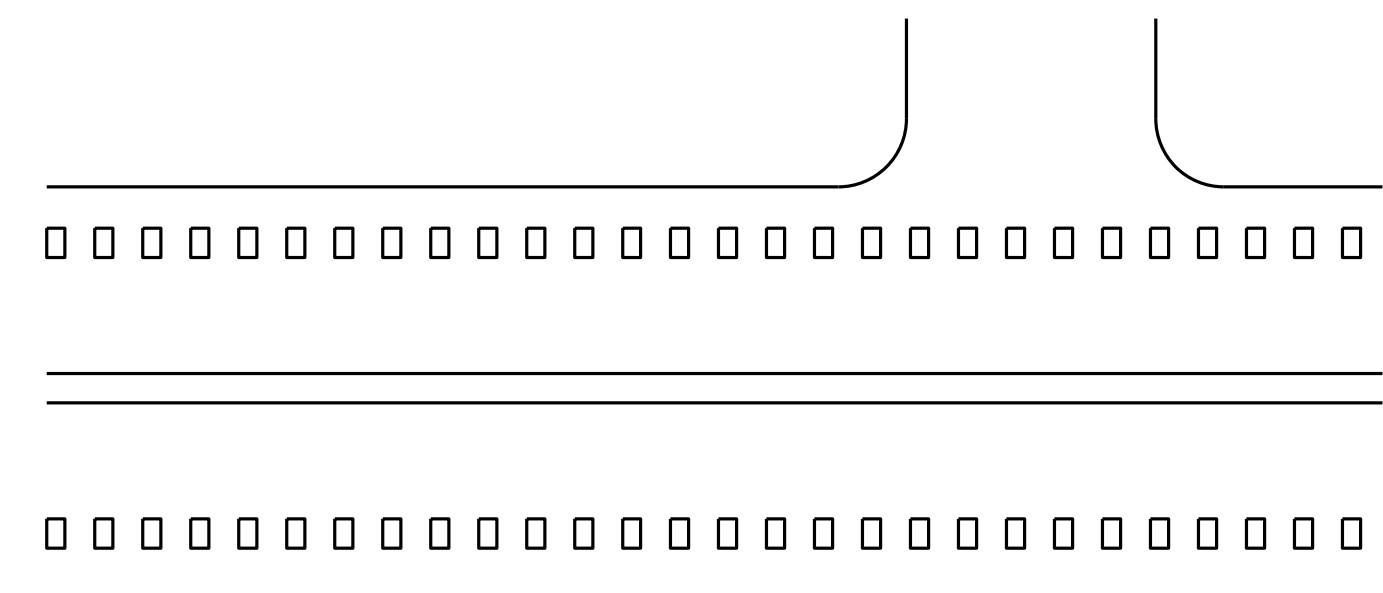
INTERSECTIONS WITH OR WITHOUT RIGHT-TURN LANES ①



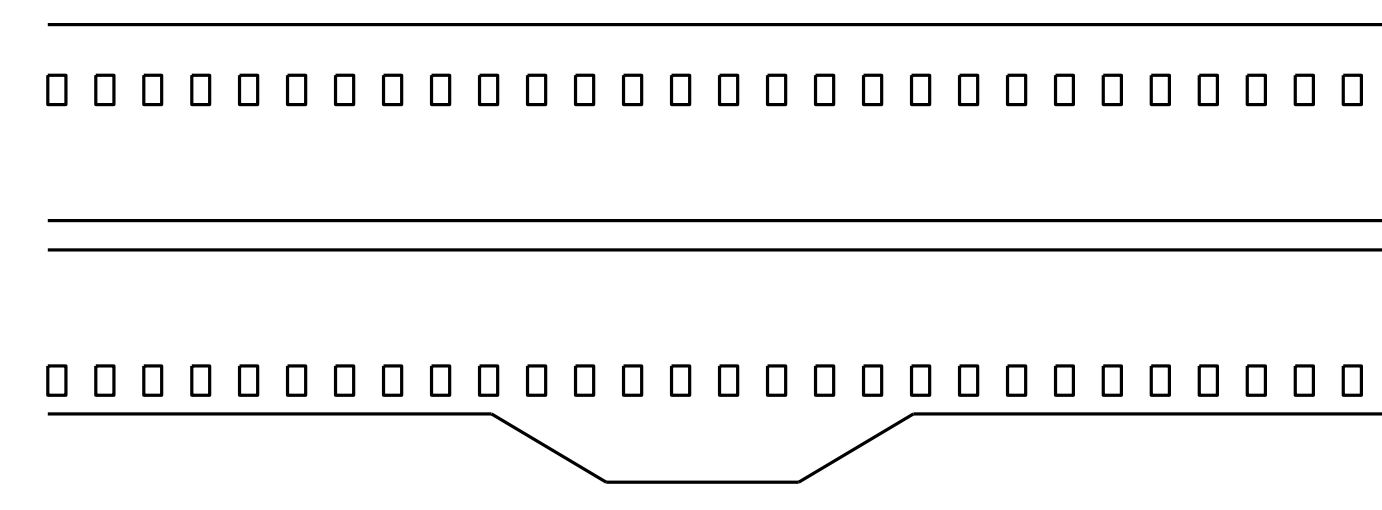
HIGHWAY-RAIL GRADE CROSSINGS ②



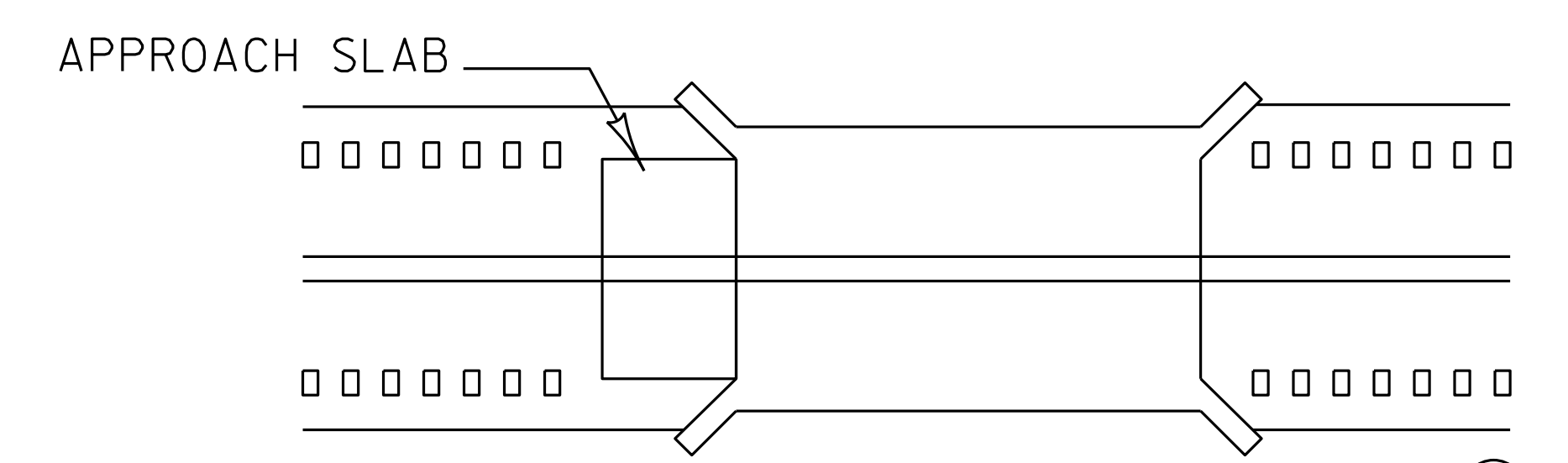
MARKED CROSSWALK ⑤



DRIVEWAYS/MINOR COMMERCIAL ENTRANCES ③



MAILBOX TURNOUTS ④



BRIDGE DECK/APPROACH SLAB ⑥

GENERAL NOTES

- ① SHOULDER RUMBLE STRIPS SHALL BE OMITTED THROUGH MAJOR INTERSECTIONS WITH OR WITHOUT RIGHT-TURN LANES. RUMBLE STRIPS SHALL BE OMITTED IN THE AREA WHERE EDGE LINE PAVEMENT MARKINGS HAVE BEEN OMITTED (NORMALLY WHERE SIDE STREET RADIUS INTERSECTS MAINLINE). RUMBLE STRIPS SHALL BE OMITTED WHERE THE POSTED SPEED LIMIT IS 45 MPH OR LESS.
- ② SHOULDER RUMBLE STRIPS SHALL NOT BE INSTALLED ACROSS HIGHWAY-RAIL GRADE CROSSINGS.
- ③ SHOULDER RUMBLE STRIPS SHALL BE INSTALLED THROUGH DRIVEWAYS/MINOR COMMERCIAL ENTRANCES.
- ④ SHOULDER RUMBLE STRIPS SHALL BE INSTALLED THROUGH MAILBOX TURNOUTS.
- ⑤ SHOULDER RUMBLE STRIPS SHALL NOT BE INSTALLED THROUGH MARKED CROSSWALKS.
- ⑥ SHOULDER RUMBLE STRIPS SHALL NOT BE INSTALLED ON BRIDGE DECKS OR APPROACH SLABS.

KENTUCKY DEPARTMENT OF HIGHWAYS	
SHOULDER RUMBLE STRIPS	
SUBMITTED: <i>B. Jeffrey Wolfe</i>	DATE: 10-23-12
011	

USER: Time-Shown  
 DATE PLOTTED: October 11, 2013  
 FILE NAME: G:\PWORK\TIME-SHOW\0143750\014040KDS.DGN  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R14L

NOTES

THE CONTRACT UNIT PRICE BID SHALL BE:  
 GUARDRAIL-STEEL W BEAM-SINGLE FACE - LIN. FT.

OR  
 GUARDRAIL-STEEL W BEAM-DOUBLE FACE - LIN. FT.

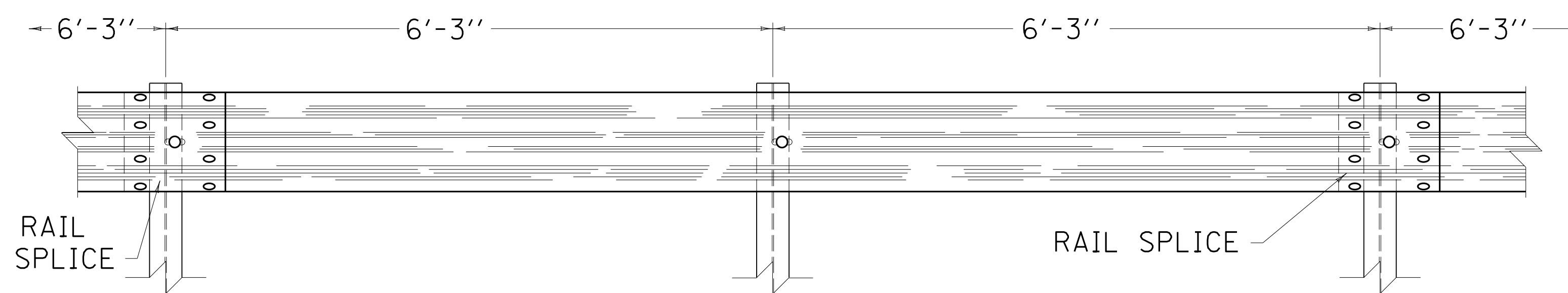
DIMENSIONAL TOLERANCES NOT SHOWN OR IMPLIED ARE INTENDED TO BE THOSE CONSISTENT WITH THE PROPER FUNCTIONING OF THE PART, INCLUDING ITS APPEARANCE AND ACCEPTED MANUFACTURING PRACTICES.

THE RAIL ELEMENT SHALL COMPLY WITH AASHTO M-180 -CLASS A, TYPE II.

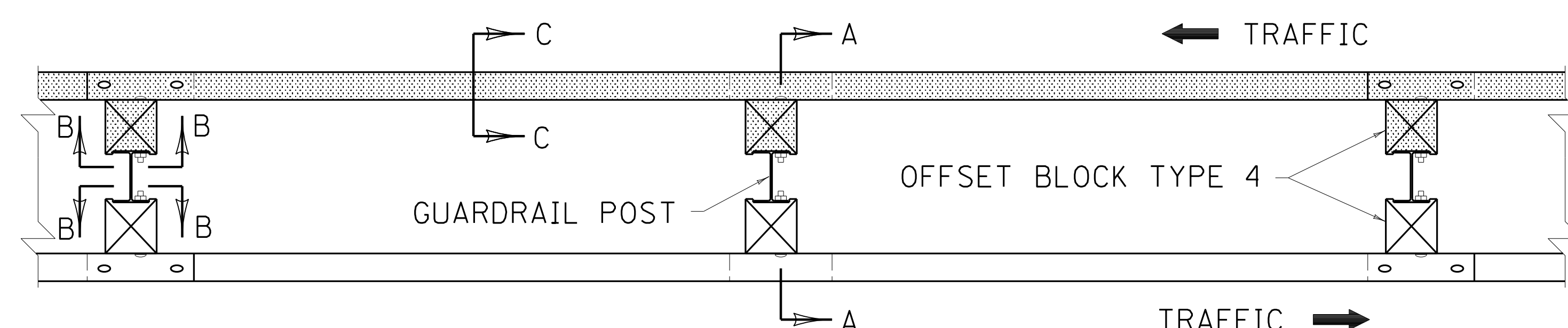
ALL LAPS SHALL BE PLACED IN THE DIRECTION OF TRAFFIC FLOW.

- ① TOLERANCE + 1/4", -1/4"
  - ② 8 -5/8" x 1/4" LONG BUTTON HEAD BOLTS AND HEX HEAD RECESS NUTS REQUIRED FOR EACH RAIL SPLICE.
  - ③ LENGTH EQUALS POST AND BLOCK WIDTH PLUS: 2" FOR BOLT OR 2 1/4" FOR THREADED ROD.
  - ④ GALVANIZED STEEL 10d COMMON COATED NAIL (DRIVE NAIL AT THE TOP OR BOTTOM CENTER OF BLOCK AND POST AFTER BOLT IS INSTALLED).
  - ⑤ 5/8" x ③ STEEL THREADED ROD AND TWO (2) HEX HEAD NUTS OR 5/8" x ③ BUTTON OR HEX HEAD BOLT AND HEX HEAD NUT.
  - ⑥ 5/8" x 8" BUTTON HEAD BOLT, HEX HEAD RECESS NUT AND ONE 5/8" ROUND WASHER (TYP.). BOLT SHALL HAVE A MINIMUM THREAD LENGTH OF 2".
- ▨ REQUIRED FOR DOUBLE RAIL

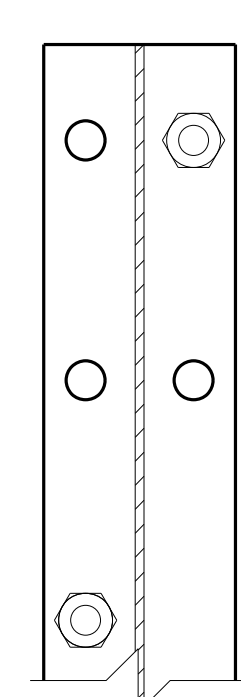
7 BOTH 12'-6" AND 25' LENGTHS OF "W" BEAM GUARDRAIL SECTIONS WILL BE PERMITTED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



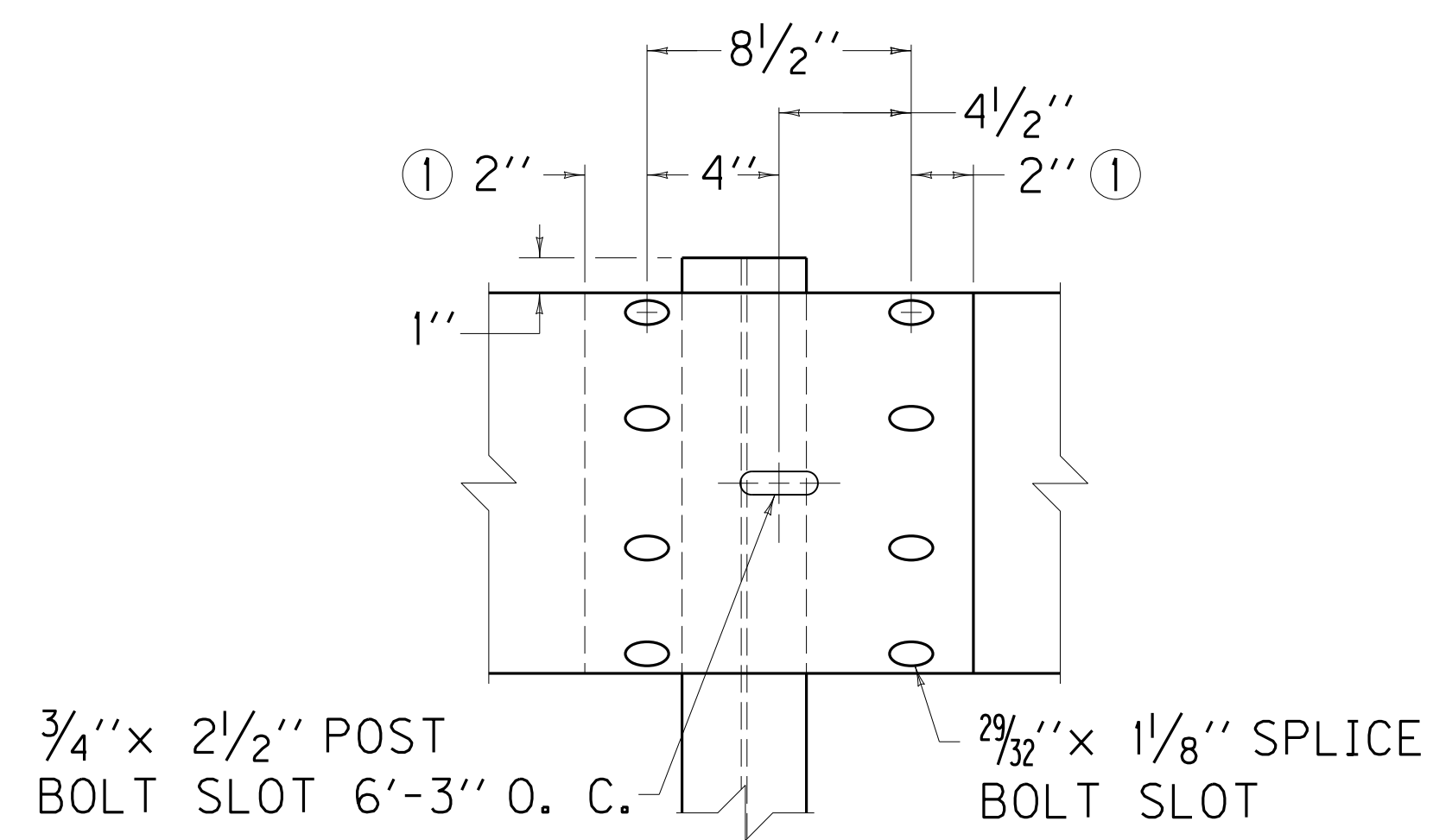
ELEVATION VIEW



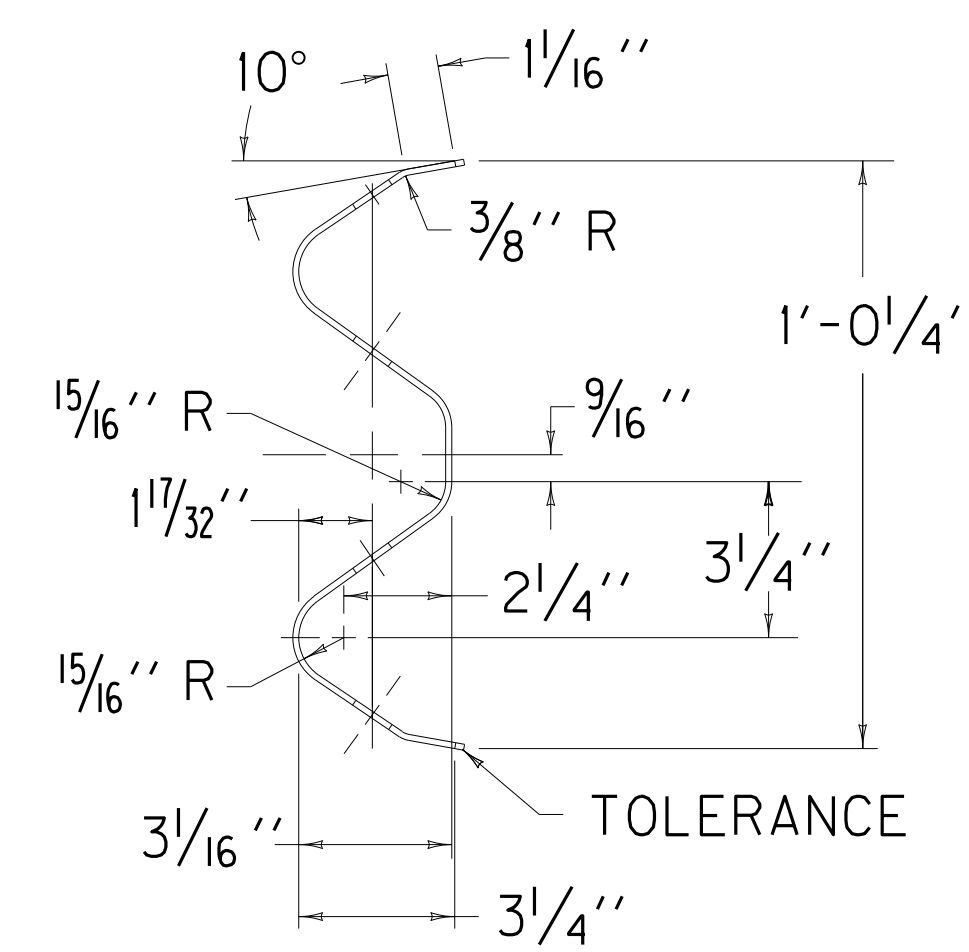
PLAN VIEW  
(DOUBLE FACE RAIL OR SINGLE FACE RAIL)



SECTION B-B

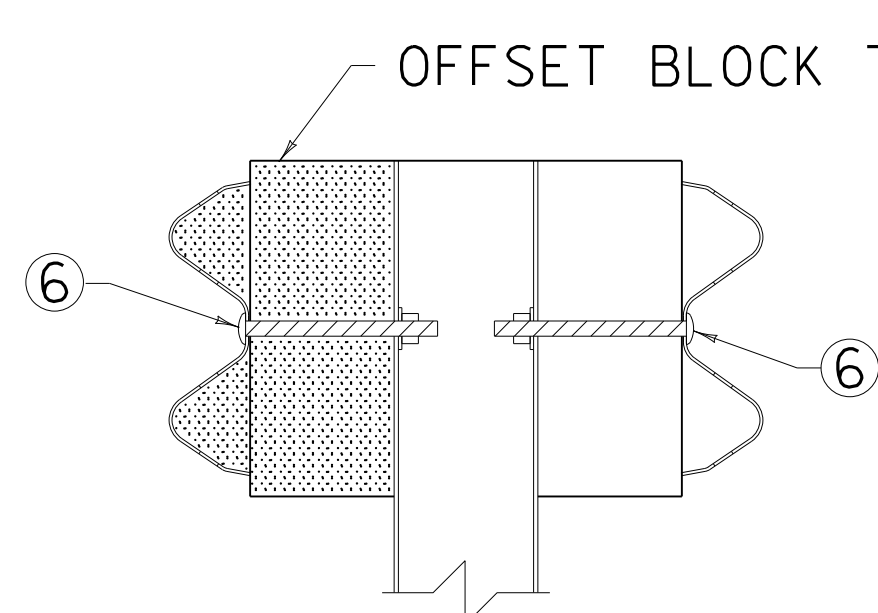


RAIL SPLICE ②

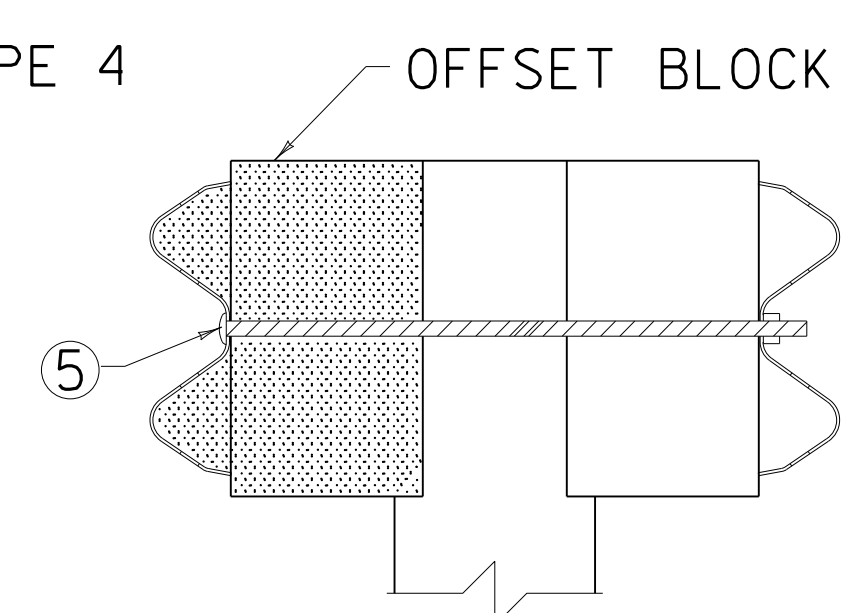


SECTION C-C  
(RAIL CORRUGATED SHEET STEEL BEAM)

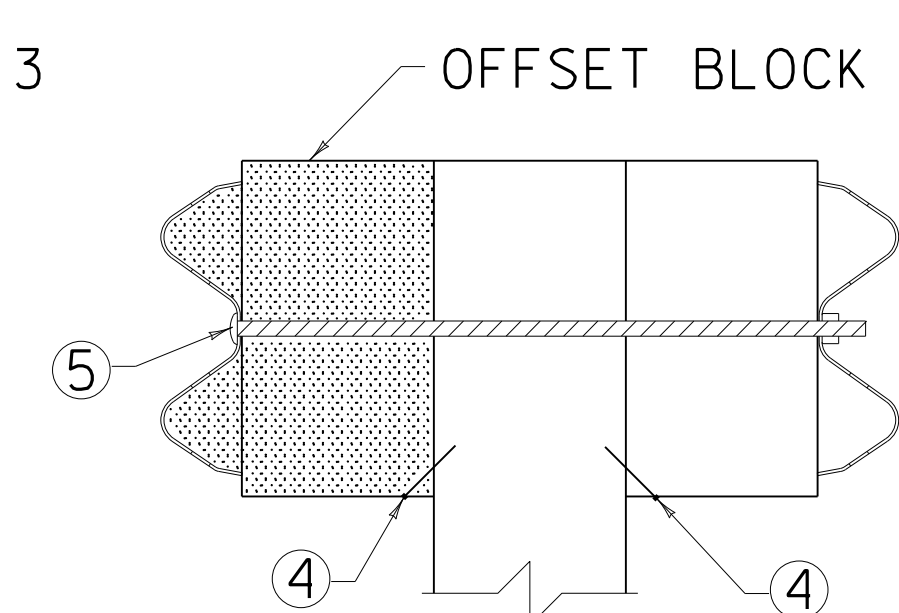
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 USER: Time-Shown  
 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443



SECTION A-A  
 DOUBLE FACE RAIL WITH STEEL POST (W6x9)  
 (TIMBER OFFSET BLOCK)



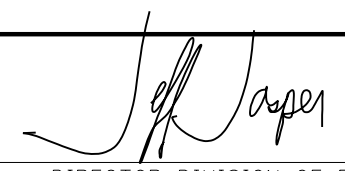
SECTION A-A  
 DOUBLE FACE RAIL WITH ROUND TIMBER POST



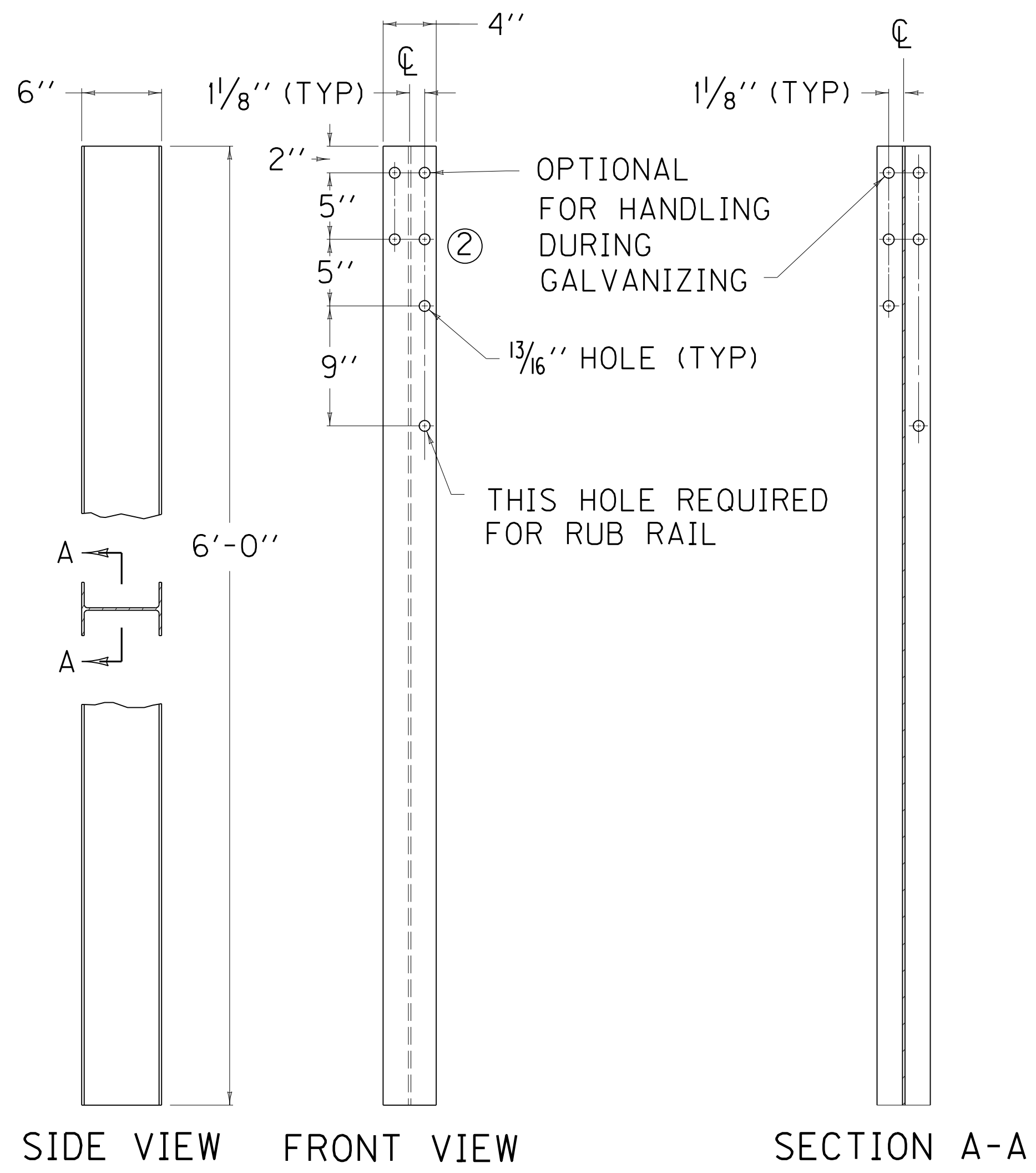
SECTION A-A  
 DOUBLE FACE RAIL WITH TIMBER POST

KENTUCKY  
 DEPARTMENT OF HIGHWAYS

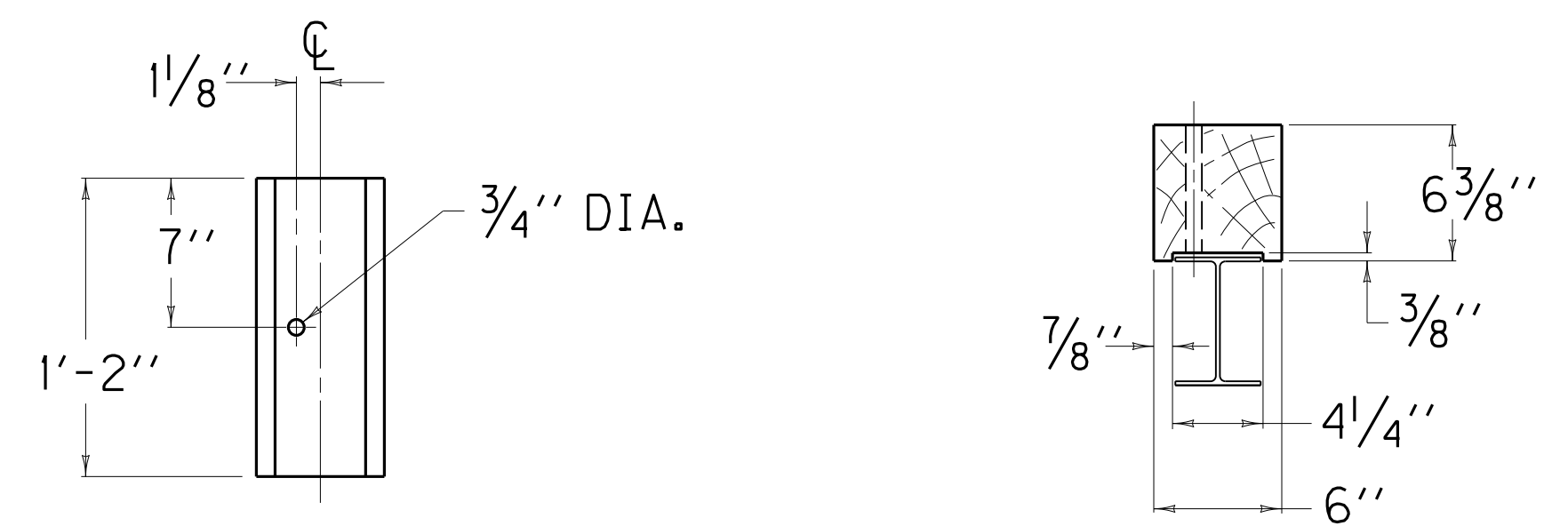
STEEL BEAM  
 GUARDRAIL  
 ("W" BEAM)

SUBMITTED:  DATE: 12-11-12  
 DIRECTOR DIVISION OF DESIGN

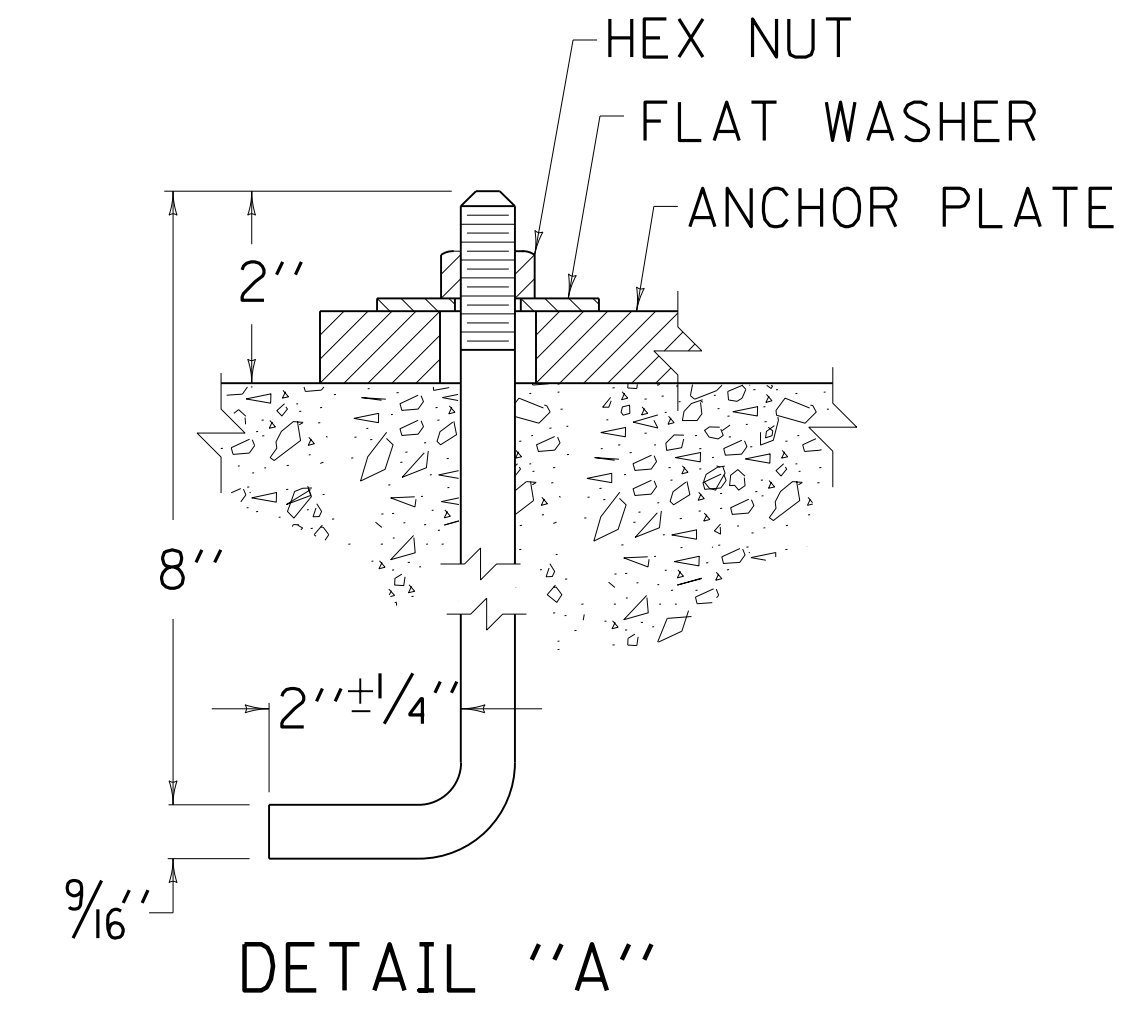
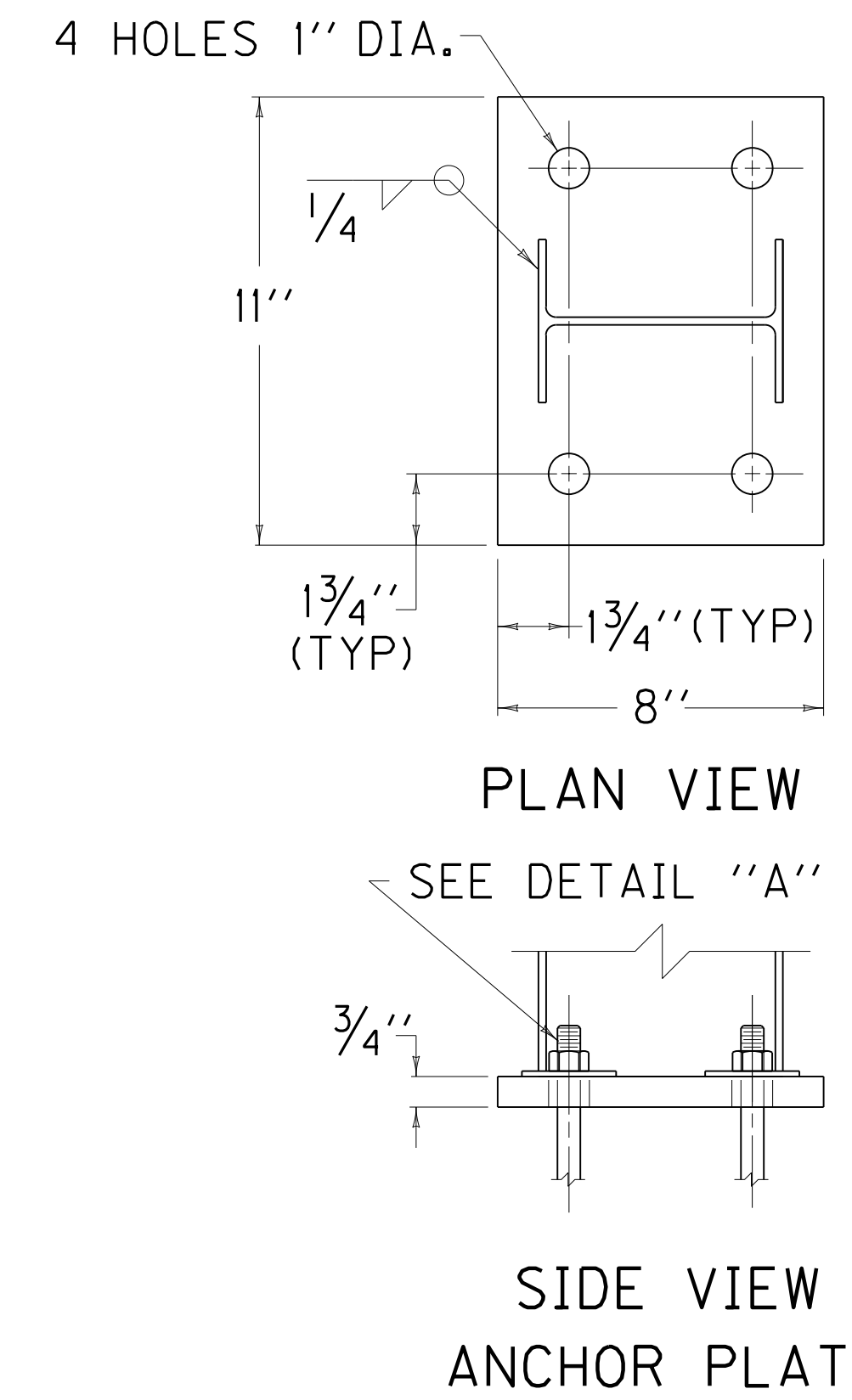
012



~ W6 X 9.0 STEEL POST ① ~



OFFSET BLOCK TYPE 4  
(TIMBER)  
(FOR USE WITH STEEL POST ONLY)



~ NOTES ~

- ① W6 X 8.5 IS AN ACCEPTABLE ALTERNATE.
- ② THESE HOLES REQUIRED FOR ATTACHING RAIL.

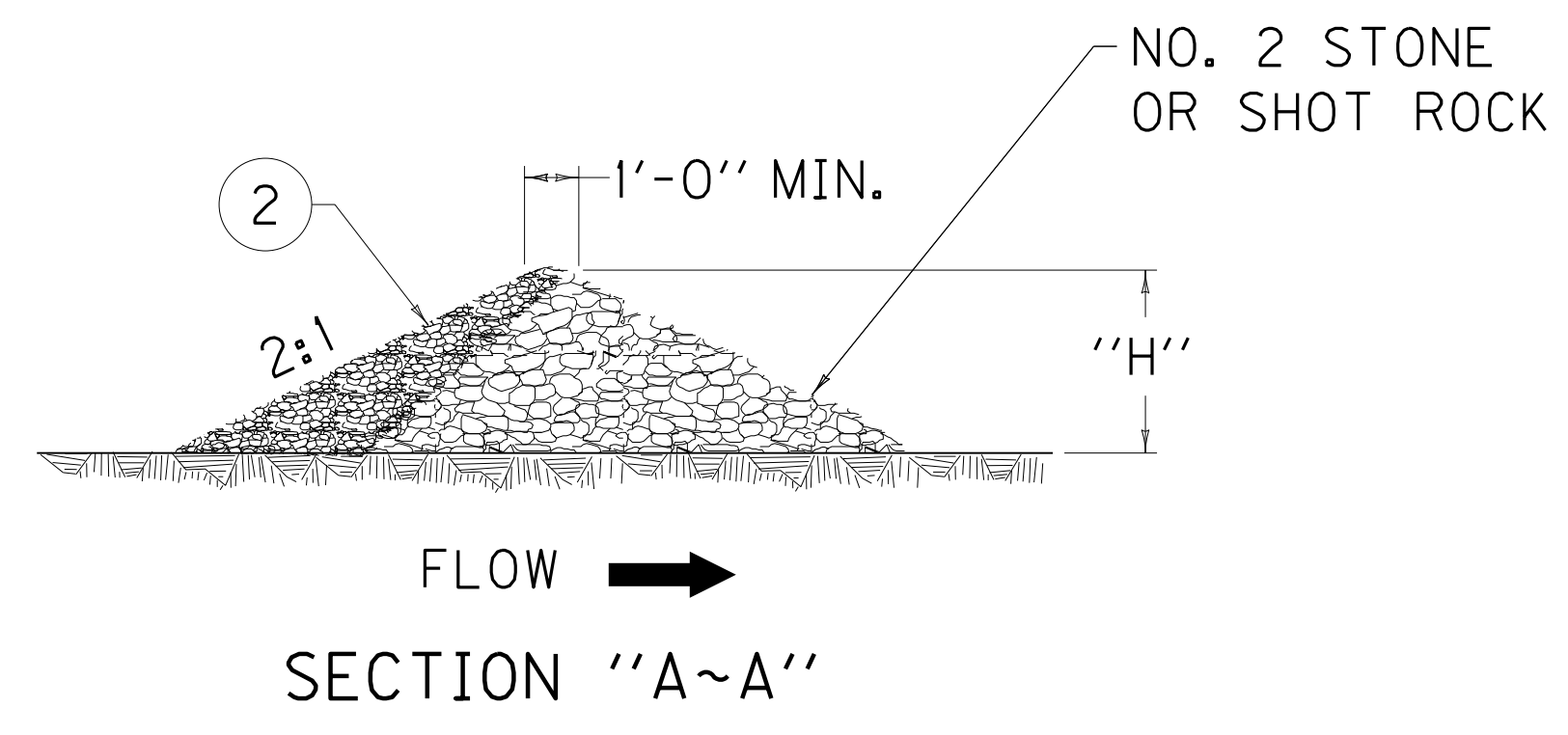
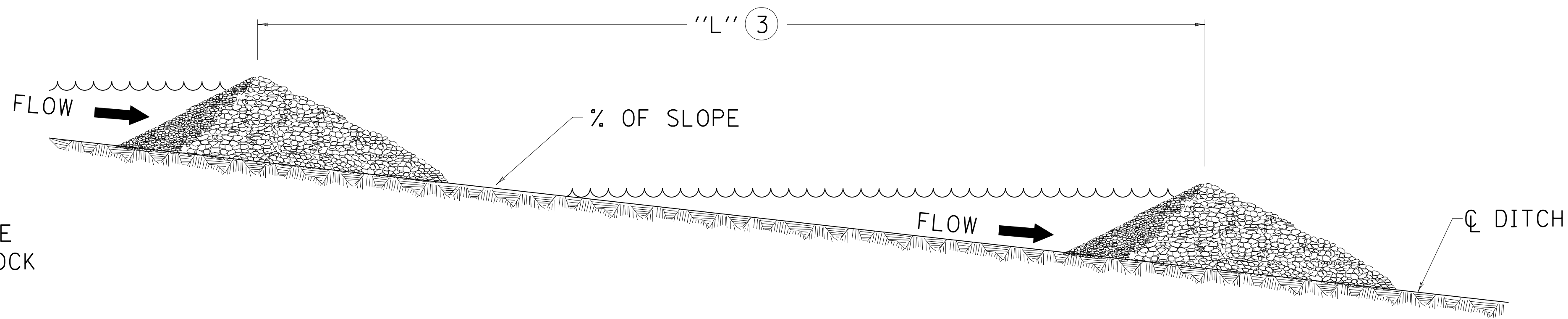
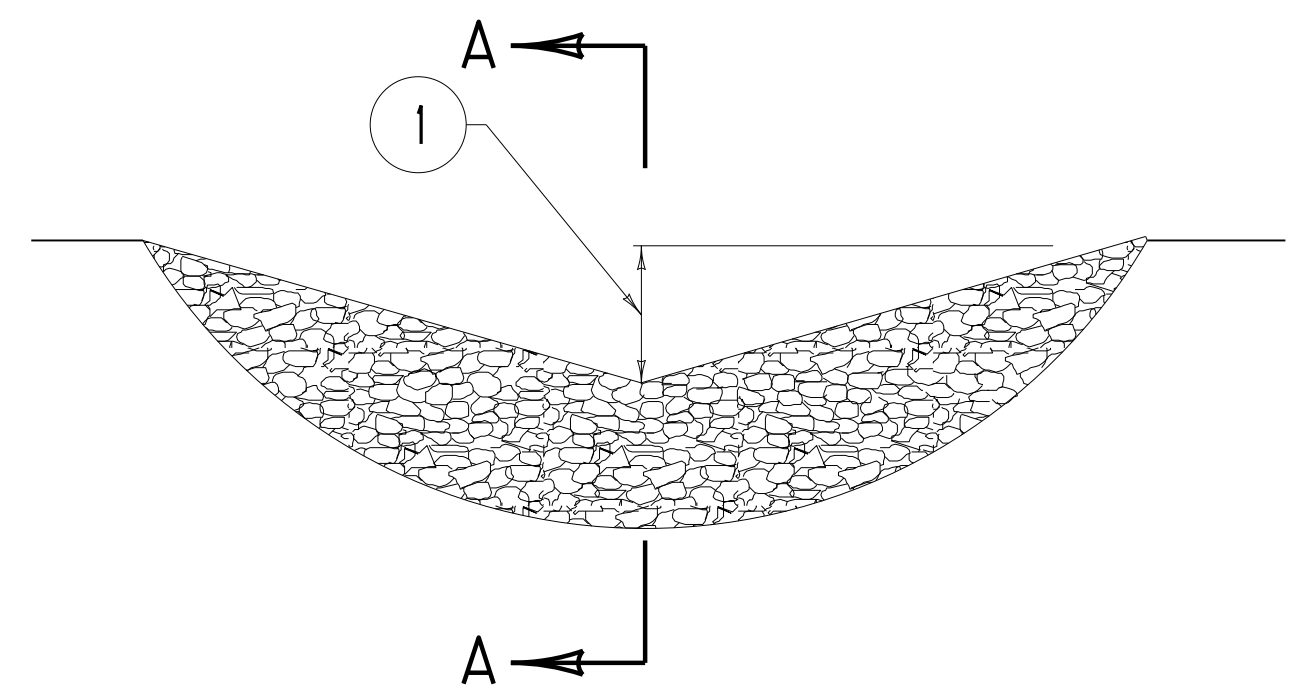
KENTUCKY  
DEPARTMENT OF HIGHWAYS

GUARDRAIL POSTS

SUBMITTED: *Jeff Jasper* DATE: 9-27-13

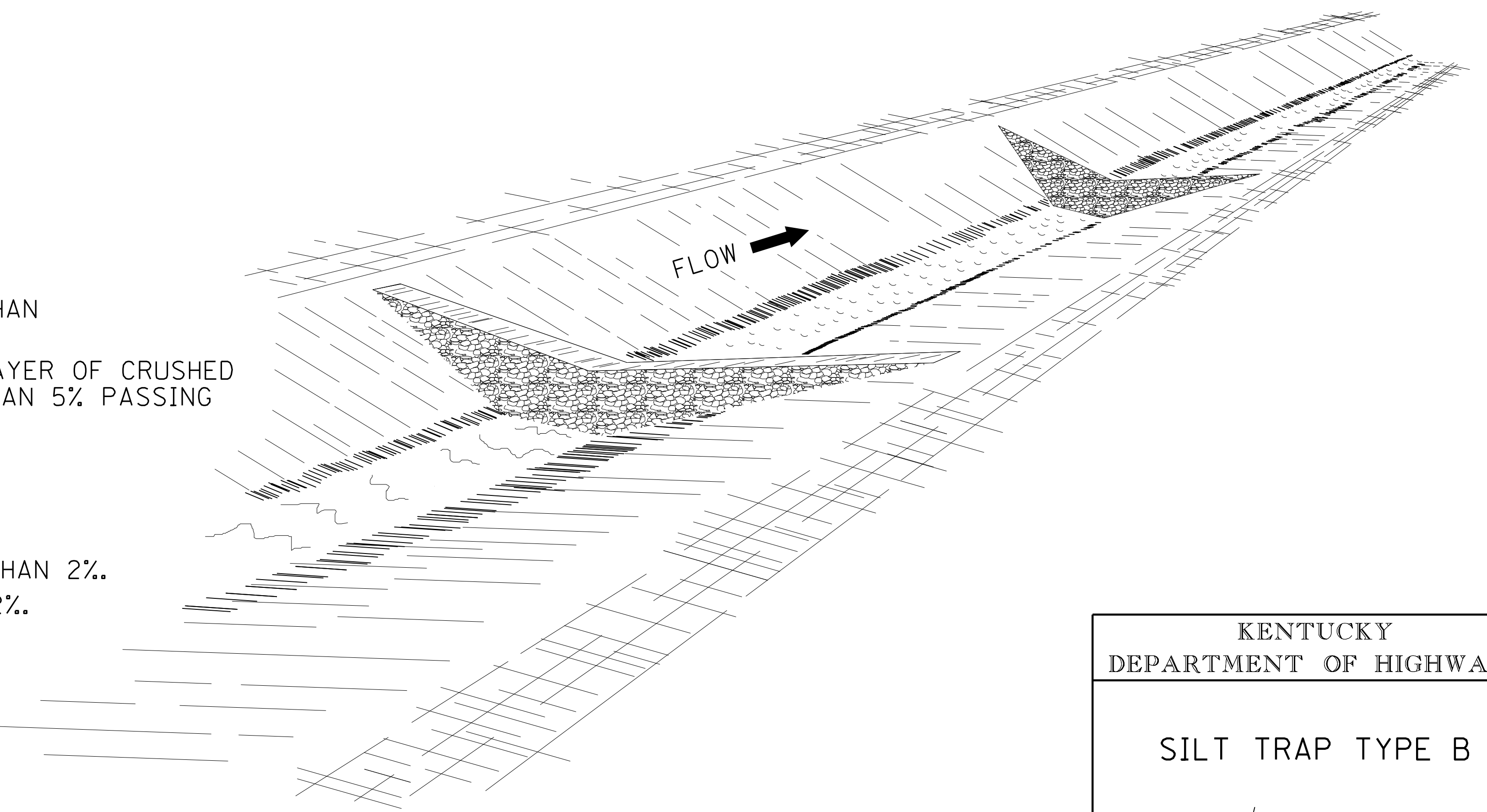
013

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 MicroStation v8.11.7.443

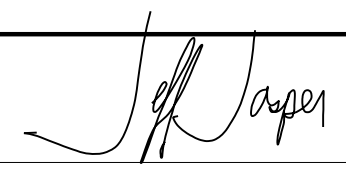


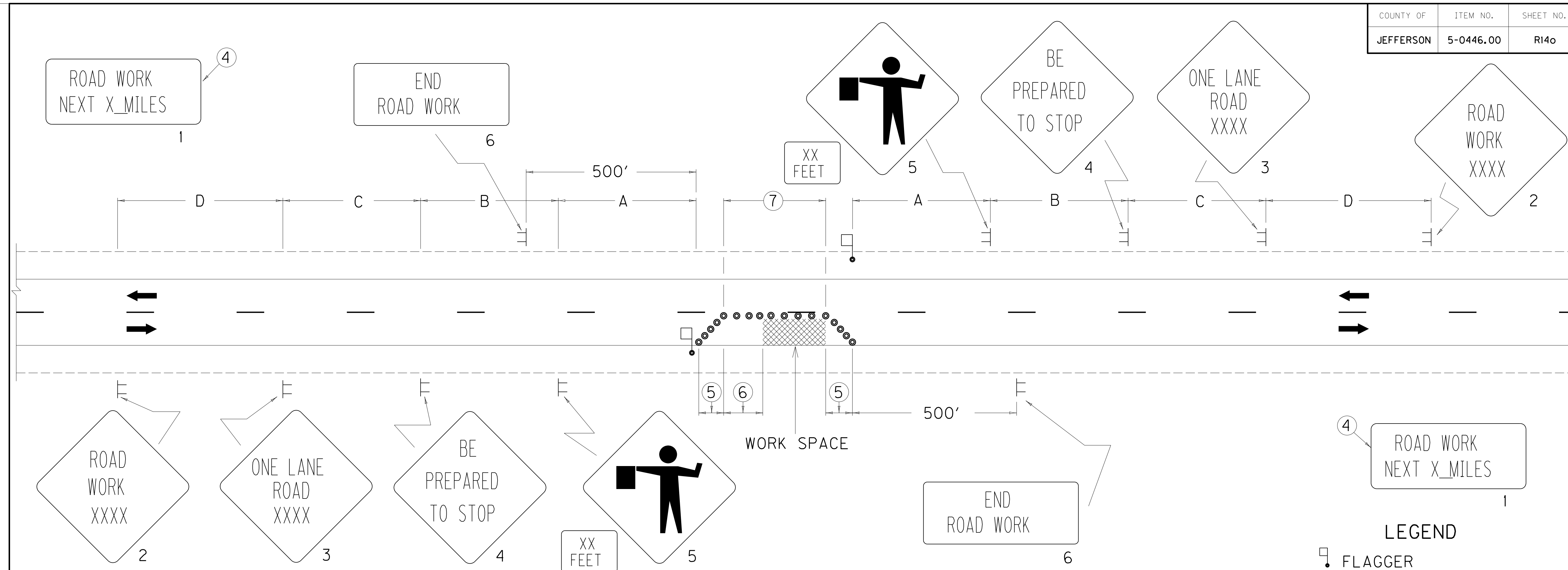
~NOTES~

- BID ITEM AND UNIT TO BID:
- | CODE | PAY ITEM               | PAY UNIT |
|------|------------------------|----------|
| 2704 | SILT TRAP TYPE B       | EACH     |
| 2707 | CLEAN SILT TRAP TYPE B | EACH     |
- ① MIDDLE OF SILT TRAP SHALL BE A MINIMUM OF 1'-0" LOWER THAN SIDES SO FLOW WILL NOT BYPASS TRAP OR ERODE BANKS.
  - ② UPSTREAM FACE OF SILT TRAP SHALL BE A FOUR INCH MIN. LAYER OF CRUSHED AGGREGATE HAVING 100% PASSING A 3" SIEVE AND NO MORE THAN 5% PASSING A NO. 8 SIEVE (SEE SECTION "A-A").
  - ③  $L = \frac{H}{\text{SLOPE OF DITCH}}$
  - ④ SPACE SILT TRAPS AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
  5. SILT TRAP TYPE B SHALL BE USED ON ALL SLOPES GREATER THAN 2%.
  6. SILT TRAP TYPE B MAY BE USED ON ALL SLOPES LESS THAN 2%.



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 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

KENTUCKY DEPARTMENT OF HIGHWAYS	
SILT TRAP TYPE B	
SUBMITTED	 DATE 7-18-13 016



FILE NAME: G:\P\WORK\TIME-SHOWN\0143750\RO1400DS.DGN  
 USER: Time-Shown  
 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8, it. 7. 443

- LEGEND**
- ☐ FLAGGER
  - ≡ SIGN
  - CHANNELIZING DEVICES  
 CONES  
 DRUMS  
 TYPE II BARRICADES  
 TUBULAR MARKERS

1. THE SIZE OF SIGNS 2 THRU 5 SHALL BE 48" X 48" WITH 30" X 24" SUPPLEMENTAL PLAQUES FOR EXPRESSWAYS/FREEWAYS. THE MINIMUM SIZE OF SIGNS 2 THRU 5 SHALL BE 36" X 36" WITH 24" X 18" SUPPLEMENTAL PLAQUES FOR OTHER ROADWAYS. SIGN NOS. 1 AND 6 SHALL BE 48" X 24" FOR EXPRESSWAYS/FREEWAYS AND 36" X 18" FOR OTHER ROADWAYS. A FREEWAY SHALL BE DEFINED AS A DIVIDED HIGHWAY WITH FULL CONTROL OF ACCESS. AN EXPRESSWAY SHALL BE DEFINED AS A DIVIDED HIGHWAY WITH PARTIAL CONTROL OF ACCESS.
2. THE FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. FLAGGER STATIONS SHALL BE LOCATED FAR ENOUGH IN ADVANCE OF THE ACTIVITY AREA SO THAT APPROACHING ROAD USERS WILL HAVE SUFFICIENT DISTANCE TO STOP BEFORE ENTERING THE WORK SPACE (REFER TO TABLE 6C-2 OF THE MUTCD). ILLUMINATION SHALL BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT.
3. DRUMS OR TYPE II BARRICADES SHALL BE USED IN LIEU OF CONES OR TUBULAR MARKERS IF CLOSURE EXTENDS INTO NIGHTTIME HOURS.
- ④ SIGN NO. 1 SHOULD BE INSTALLED AT THE LIMITS OF THE PROJECT WHEN THE CONSTRUCTION ZONE IS LONGER THAN TWO MILES IN LENGTH. THE DISTANCE SHOWN SHALL BE STATED TO THE NEAREST WHOLE MILE.
- ⑤ TAPERS SHALL BE 50' (MIN) TO 100' (MAX) IN LENGTH. SPACING OF CHANNELIZING DEVICES SHOULD BE 20' THRU THE TAPER AREAS.
- ⑥ BUFFER SPACE (OPTIONAL). IF USED, THE BUFFER SPACE SHOULD BE EXTENDED SO THAT THE TWO-WAY TRAFFIC TAPER IS PLACED BEFORE A HORIZONTAL OR CREST VERTICAL CURVE TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGER AND A QUEUE OF STOPPED VEHICLES.
- ⑦ SPACING OF CHANNELIZING DEVICES THRU THE ACTIVITY AREA SHOULD BE 80'. ON ROADWAYS WITH WIDTHS LESS THAN 20 FEET, CHANNELIZING DEVICES MAY BE OMITTED THRU THE ACTIVITY AREA BASED ON ENGINEERING JUDGMENT.
8. WHEN NIGHTTIME WORK IS BEING PERFORMED, FLOODLIGHTS SHOULD BE USED TO ILLUMINATE THE WORK AREA.

**APPLICATION**  
 THIS DRAWING APPLIES TO LANE CLOSURES ON TWO-LANE, TWO DIRECTION HIGHWAYS.

SIGNING AND SPACING TABLE				
ROAD TYPE	A	B	C	D
EXPRESSWAY/ FREEWAY	1000'	500'	1100'	2600'
SP. LT. ≥ 45 MPH*	500'	500'	500'	1100'
SP. LT. ≤ 40 MPH*	250'	250'	250'	250'

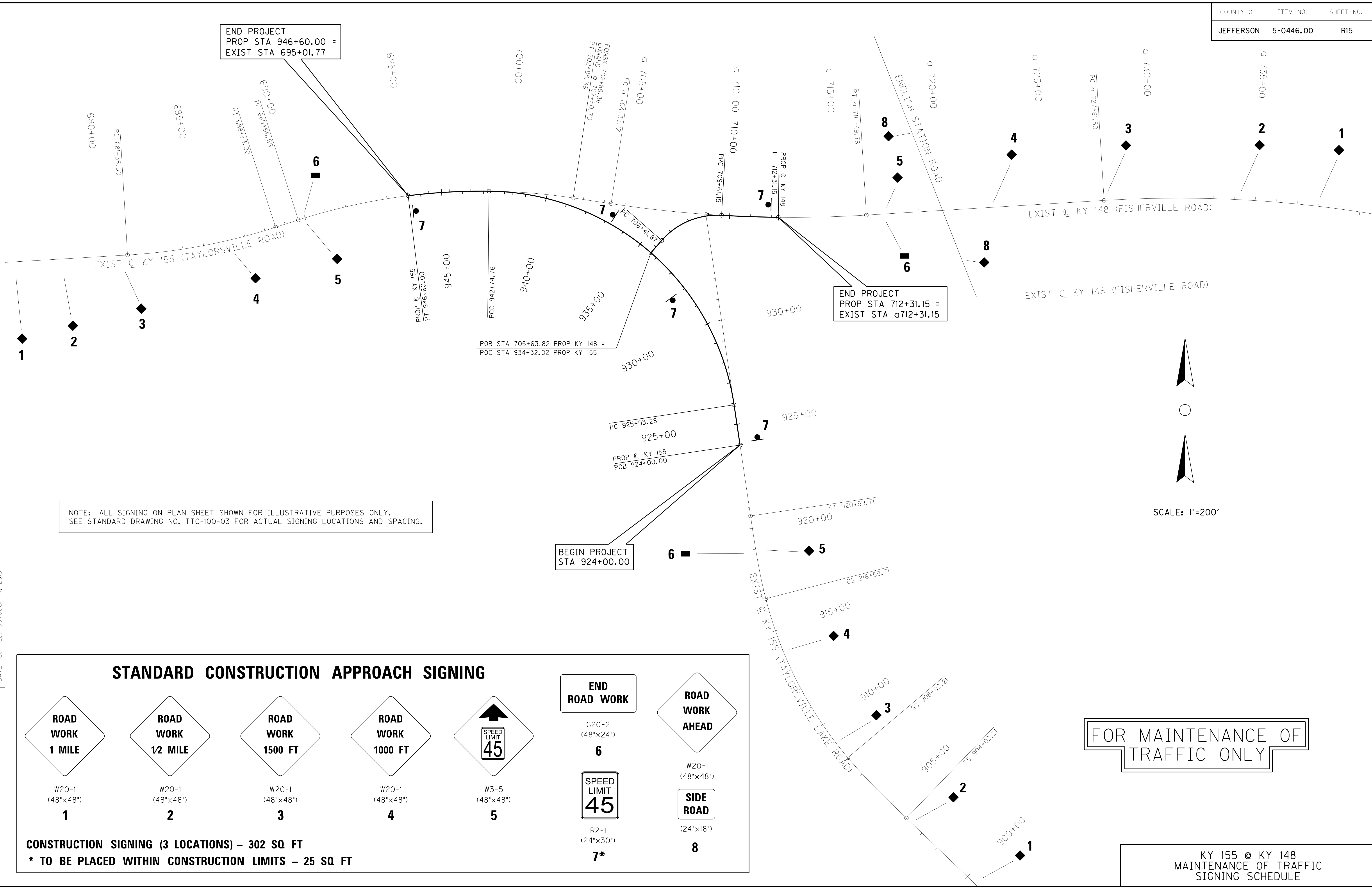
\*NOTE: USE NORMAL POSTED SPEED LIMIT

DRAWING NOT TO SCALE  
 USE WITH CURRENT  
 STD. DWG TTD-110

KENTUCKY DEPARTMENT OF HIGHWAYS	
LANE CLOSURE TWO-LANE HIGHWAY	
SUBMITTED <i>B. Jeffrey Wolfe</i>	8-29-13 DATE
017	



FILE NAME: C:\PWORK\TIME\_SHOWN\DO143750\RO1500MT.DGN  
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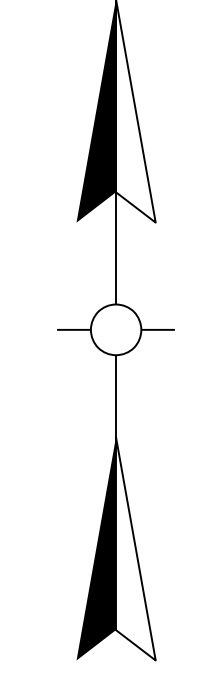
END PROJECT  
 PROP STA 946+60.00 =  
 EXIST STA 695+01.77

END PROJECT  
 PROP STA 712+31.15 =  
 EXIST STA 712+31.15

BEGIN PROJECT  
 STA 924+00.00

POB STA 705+63.82 PROP KY 148 =  
 POC STA 934+32.02 PROP KY 155

NOTE: ALL SIGNING ON PLAN SHEET SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.  
 SEE STANDARD DRAWING NO. TTC-100-03 FOR ACTUAL SIGNING LOCATIONS AND SPACING.



SCALE: 1"=200'

**STANDARD CONSTRUCTION APPROACH SIGNING**

 W20-1 (48"x48") <b>1</b>	 W20-1 (48"x48") <b>2</b>	 W20-1 (48"x48") <b>3</b>	 W20-1 (48"x48") <b>4</b>	 W3-5 (48"x48") <b>5</b>	 G20-2 (48"x24") <b>6</b>	 W20-1 (48"x48")
					 R2-1 (24"x30") <b>7*</b>	 (24"x18") <b>8</b>

**CONSTRUCTION SIGNING (3 LOCATIONS) – 302 SQ FT**  
**\* TO BE PLACED WITHIN CONSTRUCTION LIMITS – 25 SQ FT**

FOR MAINTENANCE OF  
 TRAFFIC ONLY

KY 155 @ KY 148  
 MAINTENANCE OF TRAFFIC  
 SIGNING SCHEDULE

END PROJECT  
PROP STA 946+60.00 =  
EXIST STA 695+01.77

END PROJECT  
PROP STA 712+31.15 =  
EXIST STA 712+31.15

### GENERAL NOTES

#### TRAFFIC CONTROL

Traffic shall be maintained in accordance with the plans, these notes, and Section 112 of the current Standard Specifications for Road and Bridge Construction. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic". All traffic lane shifts and temporary lane closures used on the Project will be in compliance with the appropriate Standard Drawings and MUTCD requirements. Do NOT use Cones for traffic lane shifts, temporary lane closures or shoulder closures.

Contrary to Section 106.01, traffic control devices used on this project may be new, or used in like new condition at the beginning of the work and maintained in like new condition until completion of the work. Traffic Control Devices will conform to current MUTCD.

The contractor will be responsible for the continuous maintenance and upkeep of all traffic control devices.

Traffic speeds are to be reduced from 55 M.P.H to 45 M.P.H through project limits and for the duration of the construction project.

All advanced construction approach signing shall be in place before any traffic lane shifts.

### PROJECT PHASING

#### PHASE 1

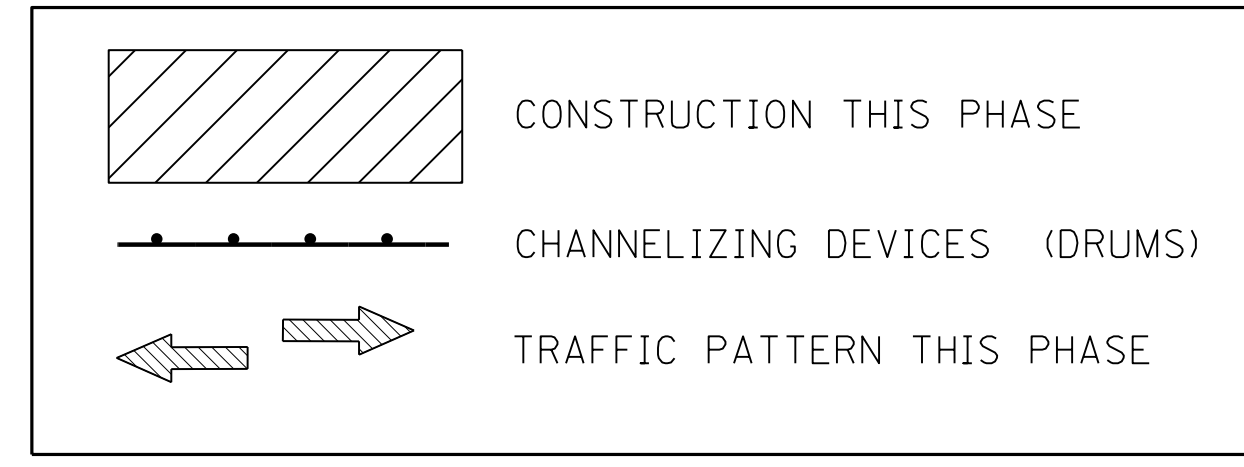
##### STEP 1

KY 155 (Taylorsville Lake Road) and KY 155/148 (Taylorsville & Fisherville Roads)

Utilizing a temporary lane closure, mill and replace from existing KY 155 (Taylorsville Lake Road) Sta. 924+00 to Sta. 931+50 the right existing 10' asphalt shoulder using 8" of CL3 Asph Base 1.00 D PG64-22 to accept traffic which will be shifted onto shoulder.

Shift the existing north and south bound traffic lanes of existing KY 155 (Taylorsville Lake Road) 5.5' right dropping the outside south bound lane from Sta. 922+00 to Sta. 942+00 and reduce to two (2) 11' lanes of traffic in both directions. Continue two (2) 11' lanes of traffic shifting 7.5' right at Sta. 930+00. Transition the two (2) 11' lanes to match existing north and south bound 12' lanes from Sta. 930+00 to 932+00 and continue two (2) 12' lanes to the existing intersection.

Shift the existing east and west bound traffic lanes of existing KY 155 (Taylorsville Road) 2' left from Sta. 692+50 to Sta. 694+00 to reduce to two (2) minimum 10' lanes of traffic in both directions. Continue two (2) 10' lanes to Sta. 702+50.7 then transition to Sta. 703+65 1' right to form two (2) 11' lanes in both directions and continue to existing intersection. Past intersection from Sta. 710+00 to Sta. 713+50 shift lanes right to create two (2) minimum 10' lanes of traffic in both directions. Transition the two (2) 10' lanes to match existing east and west bound 12' lanes from Sta. 713+50 to Sta. 715+00.



POB STA 705+63.82 PROP KY 148 =  
POC STA 934+32.02 PROP KY 155

Note: "Grabber Cones" may be used in place of "Drums" as channelizing devices in areas of temporary minimum 10' lane shifts located on existing KY 155 (Taylorsville Road) and existing KY 148 (Fisherville Road) to increase temporary lane widths or increase traffic separation from construction. Drums must be used for all tapers.

Existing traffic signals are to remain in place and operational for the duration of phase one traffic lane shifts.

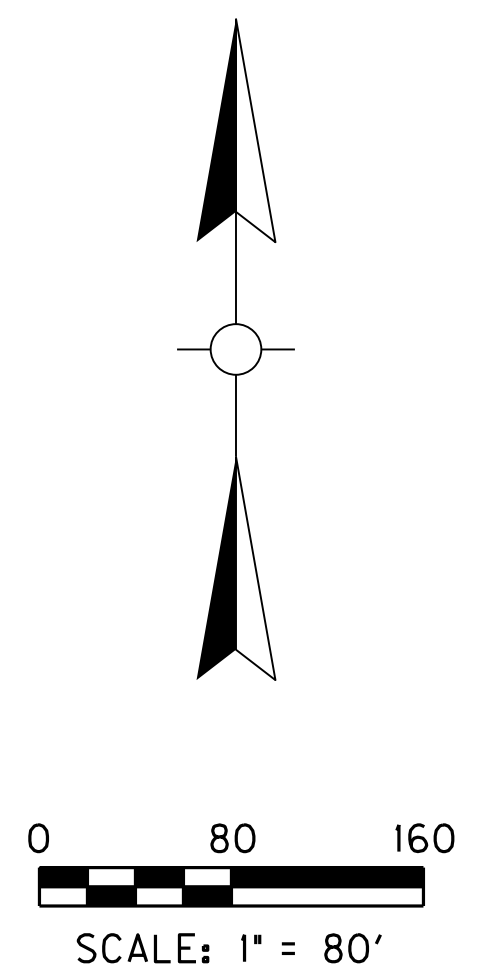
#### STEP 2

KY 155 (Taylorsville Lake Road) and KY 155/148 (Taylorsville & Fisherville Roads)

While maintaining traffic on shifted lanes on existing KY 155 (Taylorsville Road), KY 148 (Fisherville Road) and proposed KY 155 (Taylorsville Lake Road) construct downstream roadway culvert extensions on existing culverts located at proposed KY 155 Stations 938+39.2, 942+16.8, and 944+25.7. Construct proposed culvert located at proposed KY 148 Station 706+19.6. Construct from proposed KY 155 Lt. Sta. 924+00 to Lt. Sta. 929+00 and Lt. Sta. 938+50 to Sta. 946+50 the cut/fill, drainage ditches, guardrails, asphalt base pavement and shoulder widening which is adjacent to the existing roadways of KY 155 (Taylorsville Road) and KY 155 (Taylorsville Lake Road). Construct all full depth roadways consisting of the cut/fill, drainage ditches, right turn lane, asphalt base pavement between proposed KY 155 Sta. 929+00 to Sta. 938+50 and proposed KY 148 Sta. 705+63 to Sta. 709+20. Construct residential entrance (at Lt. Sta. 940+00) as shown on plans. Construct from proposed KY 148 Lt. Sta. 709+20 to Lt. Sta. 712+31.15 the cut/fill, drainage ditches, asphalt base pavement and shoulder widening which is adjacent to the existing roadway KY 148. Install proposed traffic signals at new location. Signal heads to be temporarily aligned with phase two maintenance of traffic lane configuration at intersection. New signals are to be operational before shifting traffic to begin phase two construction.

NOTE: Existing traffic signals to remain in place and operational for the duration of Phase One construction.

NOTE: Contractor to provide access to driveways during construction. (See Maintenance of Traffic "Special Notes" on temporary entrances)



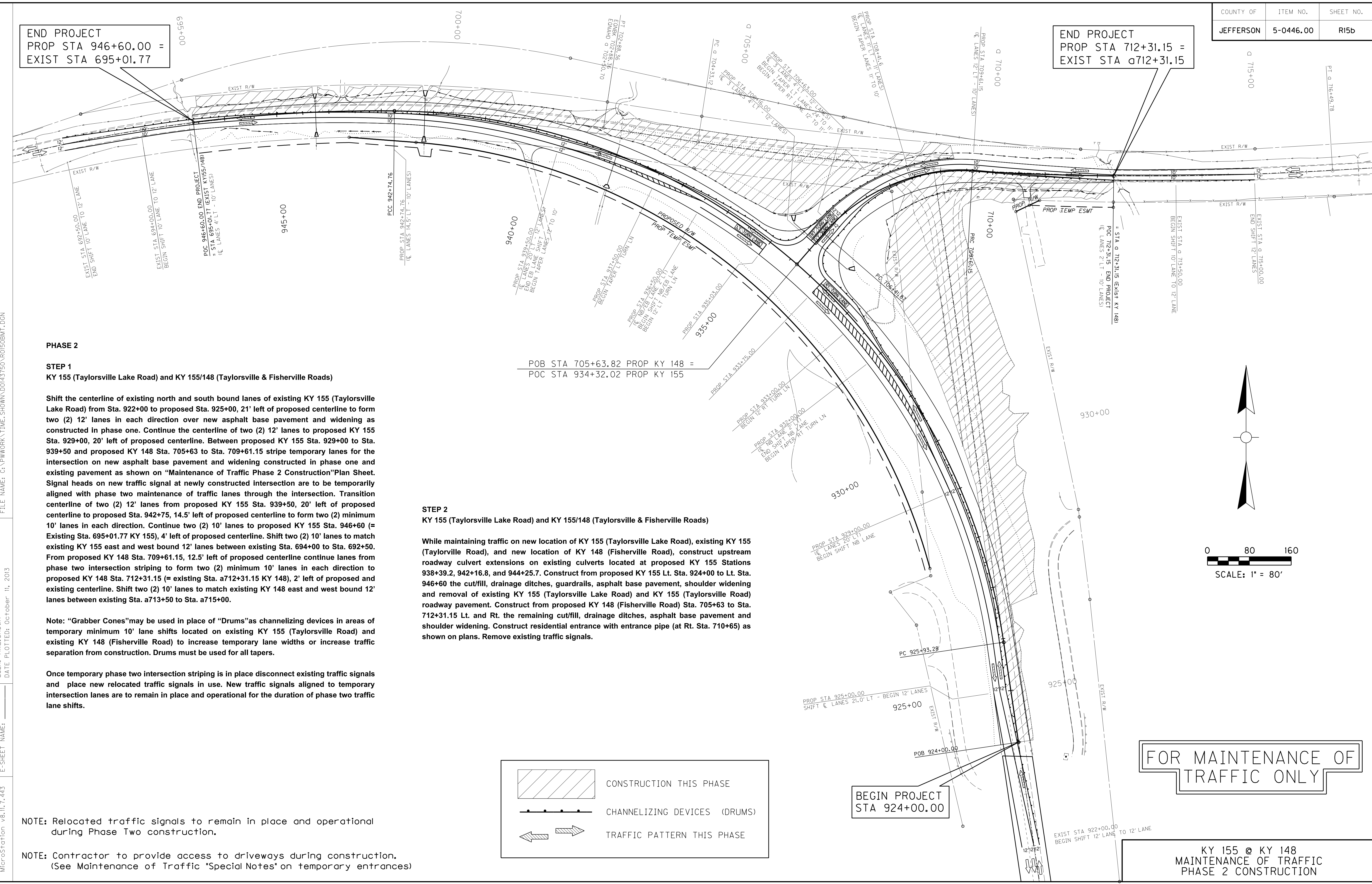
FOR MAINTENANCE OF  
TRAFFIC ONLY

KY 155 @ KY 148  
MAINTENANCE OF TRAFFIC  
PHASE I CONSTRUCTION

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 DATE PLOTTED: October 11, 2013  
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END PROJECT  
PROP STA 946+60.00 =  
EXIST STA 695+01.77

END PROJECT  
PROP STA 712+31.15 =  
EXIST STA a712+31.15



**PHASE 2**

**STEP 1**  
**KY 155 (Taylorsville Lake Road) and KY 155/148 (Taylorsville & Fisherville Roads)**

Shift the centerline of existing north and south bound lanes of existing KY 155 (Taylorsville Lake Road) from Sta. 922+00 to proposed Sta. 925+00, 21' left of proposed centerline to form two (2) 12' lanes in each direction over new asphalt base pavement and widening as constructed in phase one. Continue the centerline of two (2) 12' lanes to proposed KY 155 Sta. 929+00, 20' left of proposed centerline. Between proposed KY 155 Sta. 929+00 to Sta. 939+50 and proposed KY 148 Sta. 705+63 to Sta. 709+61.15 stripe temporary lanes for the intersection on new asphalt base pavement and widening constructed in phase one and existing pavement as shown on "Maintenance of Traffic Phase 2 Construction" Plan Sheet. Signal heads on new traffic signal at newly constructed intersection are to be temporarily aligned with phase two maintenance of traffic lanes through the intersection. Transition centerline of two (2) 12' lanes from proposed KY 155 Sta. 939+50, 20' left of proposed centerline to proposed Sta. 942+75, 14.5' left of proposed centerline to form two (2) minimum 10' lanes in each direction. Continue two (2) 10' lanes to proposed KY 155 Sta. 946+60 (= Existing Sta. 695+01.77 KY 155), 4' left of proposed centerline. Shift two (2) 10' lanes to match existing KY 155 east and west bound 12' lanes between existing Sta. 694+00 to Sta. 692+50. From proposed KY 148 Sta. 709+61.15, 12.5' left of proposed centerline continue lanes from phase two intersection striping to form two (2) minimum 10' lanes in each direction to proposed KY 148 Sta. 712+31.15 (= existing Sta. a712+31.15 KY 148), 2' left of proposed and existing centerline. Shift two (2) 10' lanes to match existing KY 148 east and west bound 12' lanes between existing Sta. a713+50 to Sta. a715+00.

Note: "Grabber Cones" may be used in place of "Drums" as channelizing devices in areas of temporary minimum 10' lane shifts located on existing KY 155 (Taylorsville Road) and existing KY 148 (Fisherville Road) to increase temporary lane widths or increase traffic separation from construction. Drums must be used for all tapers.

Once temporary phase two intersection striping is in place disconnect existing traffic signals and place new relocated traffic signals in use. New traffic signals aligned to temporary intersection lanes are to remain in place and operational for the duration of phase two traffic lane shifts.

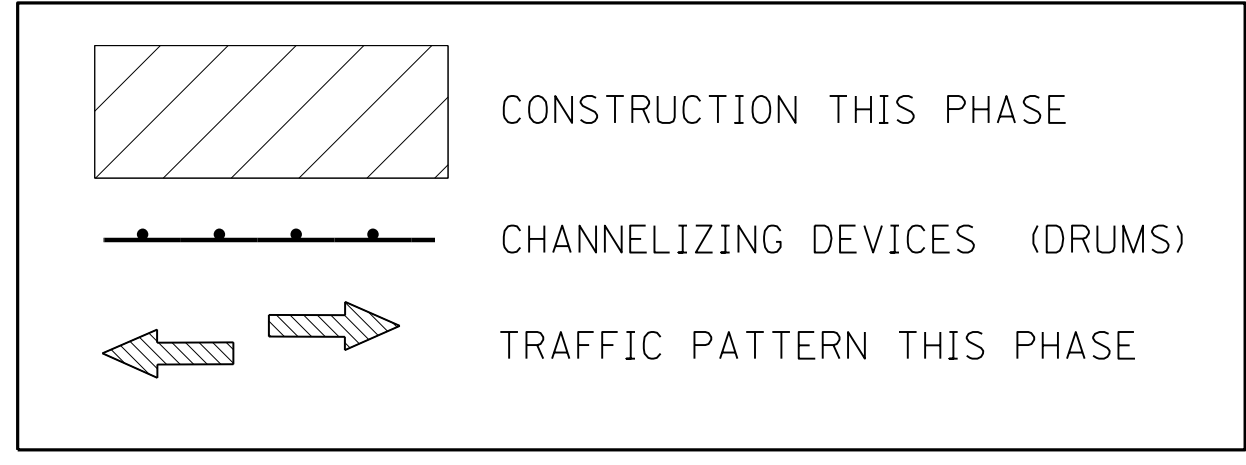
NOTE: Relocated traffic signals to remain in place and operational during Phase Two construction.

NOTE: Contractor to provide access to driveways during construction. (See Maintenance of Traffic "Special Notes" on temporary entrances)

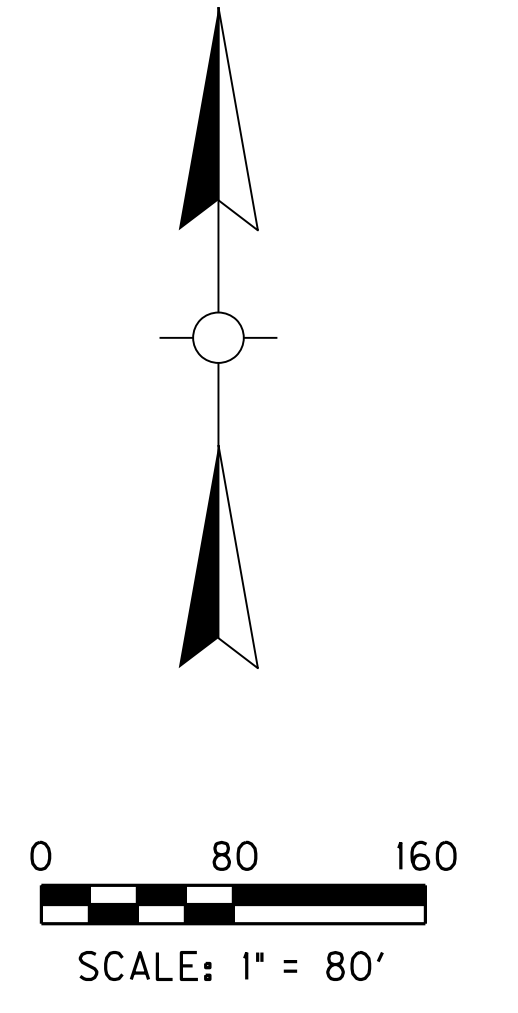
POB STA 705+63.82 PROP KY 148 =  
POC STA 934+32.02 PROP KY 155

**STEP 2**  
**KY 155 (Taylorsville Lake Road) and KY 155/148 (Taylorsville & Fisherville Roads)**

While maintaining traffic on new location of KY 155 (Taylorsville Lake Road), existing KY 155 (Taylorsville Road), and new location of KY 148 (Fisherville Road), construct upstream roadway culvert extensions on existing culverts located at proposed KY 155 Stations 938+39.2, 942+16.8, and 944+25.7. Construct from proposed KY 155 Lt. Sta. 924+00 to Lt. Sta. 946+60 the cut/fill, drainage ditches, guardrails, asphalt base pavement, shoulder widening and removal of existing KY 155 (Taylorsville Lake Road) and KY 155 (Taylorsville Road) roadway pavement. Construct from proposed KY 148 (Fisherville Road) Sta. 705+63 to Sta. 712+31.15 Lt. and Rt. the remaining cut/fill, drainage ditches, asphalt base pavement and shoulder widening. Construct residential entrance with entrance pipe (at Rt. Sta. 710+65) as shown on plans. Remove existing traffic signals.



BEGIN PROJECT  
STA 924+00.00



FOR MAINTENANCE OF  
TRAFFIC ONLY

KY 155 @ KY 148  
MAINTENANCE OF TRAFFIC  
PHASE 2 CONSTRUCTION

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 PROP STA 946+60.00 =  
 EXIST STA 695+01.77

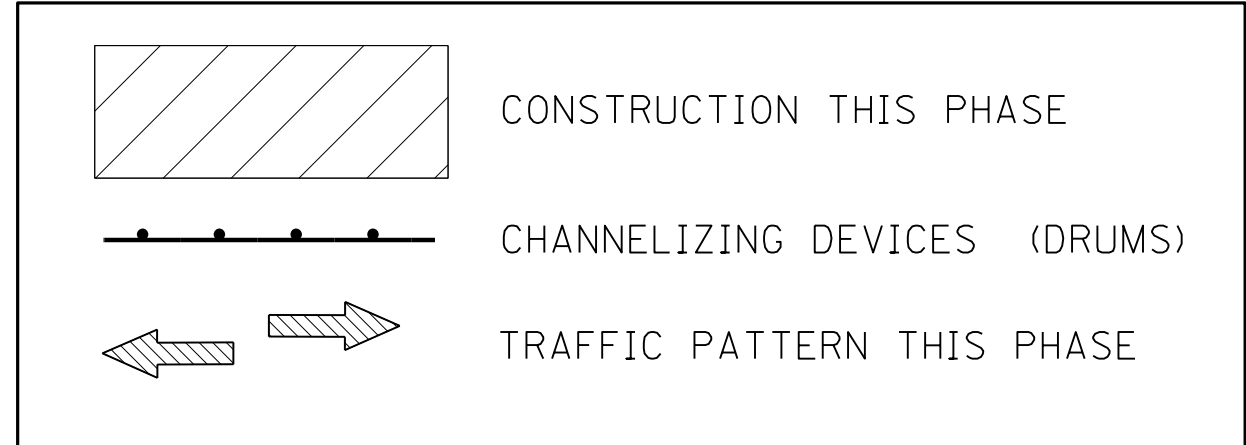
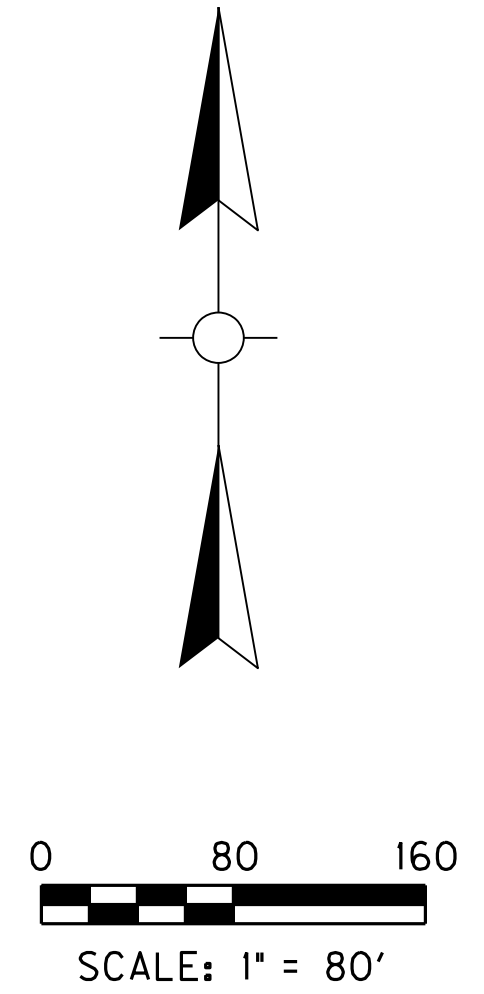
END PROJECT  
 PROP STA 712+31.15 =  
 EXIST STA 712+31.15

POB STA 705+63.82 PROP KY 148 =  
 POC STA 934+32.02 PROP KY 155

**PHASE 3  
 STEP 1**

**KY 155 (Taylorsville Lake Road) and KY 155/148 (Taylorsville & Fisherville Roads)**

While maintaining at least one (1) lane of traffic in each direction on and through the new realigned KY 155 (Taylorsville Lake Road) and KY 148 (Fisherville Road) intersection, construct the final asphalt overlay on the newly constructed asphalt base pavements and widening performed in Phase One and Phase Two construction, construct final roadway striping, final signing, final traffic signal installation, seeding/protection and final project clean-up.



BEGIN PROJECT  
 STA 924+00.00

FOR MAINTENANCE OF  
 TRAFFIC ONLY

KY 155 @ KY 148  
 MAINTENANCE OF TRAFFIC  
 PHASE 3 CONSTRUCTION

NOTE: See Striping and Signing Plan Sheets for details and layouts on final intersection striping.

NOTE: Contractor to provide access to driveways during construction. (See Maintenance of Traffic "Special Notes" on temporary entrances)

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COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R15d

## SPECIAL NOTES

### VARIABLE MESSAGE SIGNS

Provide variable message signs on each leg of the affected roadways in advance of the proposed intersection construction at locations to be determined by the Engineer. Variable message signs are to inform the traveling public of the dates of proposed construction, times of the proposed temporary lane shifts and should be in place seven (7) days before the actual beginning of construction. The locations designated may vary as the work progresses. The messages required to be provided will be designated by the Engineer. The variable message signs will be in operation at all times. In the event of damage or mechanical/electrical failure, the Contractor will repair or replace the Variable Message Sign immediately. Variable Message Boards will be paid for once, no matter how many times they are moved or relocated. The Department WILL NOT take possession of the signs upon completion of the work.

### PAVEMENT EDGE DROP-OFFS

#### *Difference in Elevation for Travel Lanes*

A pavement edges that traffic is expected to cross in a lane change situation should not have an elevation difference greater than one and one-half inches. This may be increased to two inches for low speed situations. Warning signs should be placed in advance and throughout the drop-off area.

#### *Pavement Drop-off*

Pavement edges that traffic is not expected to cross, except accidentally, should be treated as follows:

**Less Than Two Inches** No protection required. Warning signs "Shoulder Drop Off" (W8-9a) shall be placed at each end of the project preceding the drop-off area

**Greater Than Two Inches** In addition to the warning signing requirements for less than two inches, protect drop-off with wedge of 3:1 or flatter slope when work ceases for periods of time exceeding three (3) hours.

For temporary conditions, drop-off greater than two 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.

### LANE CLOSURES

Temporary lane closures shall not be permitted between the hours of 5:00 a.m. and 9:00 a.m., and 3:00 p.m. and 7:00 p.m., Monday through Friday.

Temporary lane closures shall be in accordance with Standard Drawing Number *TTC-100-03 (LANE CLOSURE TWO LANE HIGHWAY)*, provide adequate signing and flag-persons during the duration of closure. Temporary lane closures shall be removed at the end of each work day to facilitate two-way traffic through the project limits.

Prior to installing any temporary lane closure, the contractor shall give a minimum of 3 days notice and approval must be obtained from the Engineer.

Maintain a minimum of one ten (10) foot lane of traffic in each direction through the project except as noted.

### TRAFFIC COORDINATOR

Designate an employee to be traffic coordinator. The Traffic Coordinator will inspect the project maintenance of traffic once every two hours during the Contractor's operations and at any time a temporary lane closure is in place. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will furnish the name and telephone number where the Traffic Coordinator can be contacted at all times.

During any period when a temporary lane closure is in place, the Traffic Coordinator will arrange for personnel to be present on the project at all times to inspect the traffic control, maintain the signing and devices, and variable message boards. The personnel will have access on the project to a radio or telephone to be used in case of emergencies or accidents.

### SIGNS

Contrary to section 112, Individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

### BLASTING PROHIBITED

Blasting shall be prohibited on this project. Rock structure excavation shall be performed in a method approved by the Engineer.

### TEMPORARY ENTRANCES

The Contractor will not be required to provide continuous access to residential properties during the working day. However, at the end of each day the Contractor shall provide reasonable egress and ingress to each property. The time during which a residential entrance is blocked shall not exceed six (6) hours. The Contractor will be required to maintain at least one (1) entrance on commercial properties.

The Contractor shall notify all property owners twenty-four (24) hours in advance of any driveway or entrance closings. Payment will be allowed at the unit price bid for all surfacing materials required to construct and maintain any temporary entrances which may be necessary, to provide access to the residential properties. However, no direct payment will be allowed for excavation and/or embankment.

### LIQUIDATED DAMAGES

Liquidated Damages as shown in Section 108.09 of the current Standard Specifications will be assessed for each day work remains uncompleted beyond the Specified Completion Date. This project has a Fixed Completion Date of December 15th, 2014.

In addition to the Liquidated Damages specified above, Liquidated Damages in the following amounts will be charged when a temporary lane closure remains in place during the prohibited period outlined in the Traffic Control Plan.

Temporary Lane Closures:	\$ 1,000 for the first hour or fraction thereof
	\$ 2,000 for the second hour or fraction thereof
	\$ 10,000 any additional hour or fraction thereof

If work is delayed by inclement weather, the minimum work required to allow removal of the lane closure, as directed by the Engineer, shall be resumed immediately as soon as weather permits or the Department will begin to assess Liquidated Damages as specified herein.

Contrary to Section 108.09 of the current Standard Specifications, the disincentive fee will be charged during those periods when seasonal limitations of the Contract prohibit the Contractor from working on a controlling item or operation. This includes the months from December through March.

All liquidated damages will be applied cumulatively.

All other portions of Section 108 apply.

NO SCALE

KY 155 @ KY 148  
MAINTENANCE OF TRAFFIC  
SPECIAL NOTES

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MicroStation v8.11.7.443

# GEOTECHNICAL SYMBOLS

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-446.00	R16

## 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)			
	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				
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
- ∅          Angle of Internal Friction (Total Stress)
- ∅̄         Angle of Internal Friction (Effective Stress)
- c (psf)    Cohesion (Total Stress)
- c̄ (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	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	
	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

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COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-446.00	R16a

# GEOTECHNICAL NOTES

- 1). 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.
  
- 2). 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 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.
  
- 3). 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.
  
- 4). 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.
  
- 5). 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.
  
- 6). Borrow material, if required for the top 2 feet of the subgrade, shall meet the minimum CBR value of 2.0.
  
- 7). Nondurable shale (above or below the RDZ) cannot be used in the top 2 feet of the subgrade.
  
- 8). The contractor shall construct foundation embankment benches and transverse benches as indicated on the plans and/or as directed by the Engineer, prior to placement of embankments in areas requiring such benches.
  
- 9). Perforated pipe for subgrade drainage shall be placed in vertical sags in accordance with Standard Drawing RDP-005 at the following approximate locations and/or where designated by the Engineer.  
  

KY 155  
Station 933+72
  
- 10). 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.  
  

KY 155  
Station 927+90
  
- 11). Foundation embankment benches and longitudinal perforated pipe underdrains shall be constructed and/or extended in accordance with Standard Drawings RGX-010 and RDP-006 at the locations listed below and/or as directed by the Engineer.  
  

KY 155  
Station 940+75 to 943+25, Right  
Station 944+25 to 945+25, Left

KY 148  
Station 711+25 to 712+00, Left  
Station 711+25 to 711+50, Right

- 12). Foundation embankment benches and longitudinal perforated pipe underdrains shall be constructed and/or extended in accordance with Standard Drawing RGX-010 and RDP-006 at the locations listed below and/or as directed by the Engineer. The benches shall be constructed one at a time beginning with the lowest bench. Each bench shall be backfilled prior to excavation of the next bench. This procedure should be followed to help maintain stability of the existing slopes in these areas.  
  

KY 155  
Station 926+25 to 929+25, Left
  
- 13). In order to provide a working platform for embankment construction, Kentucky Coarse Aggregate No. 2, 3 or 23 shall be placed over all soft and/or saturated areas that may be detected during construction, as directed by the Engineer. The aggregate shall be in accordance with the current edition of Section 805 of the Standard Specifications for Road and Bridge Construction. The required thickness is estimated to be 2 feet, but the actual thickness and locations of this treatment shall be determined by the Engineer during construction and may depend on seasonal fluctuations in the water table. This material shall be wrapped with Type IV Geotextile Fabric in accordance with Sections 214 & 843 of the Standard Specifications, current edition.
  
- 14). All open sinkholes and/or solution cavities within the limits of construction, whether shown on the plans or not, that are not used for drainage purposes, shall be filled and/or capped in accordance with the current edition of Section 215 of the Standard Specifications for Road and Bridge Construction. A sinkhole/solution feature not used for drainage was noted at the following approximate location.  
  

KY 155  
Station 932+66.49, 72.4' Right
  
- 15). If other sinkholes are encountered during construction, please contact this office for mitigation procedures.
  
- 16). 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 unless otherwise specified. This shall be performed in compliance with Section 206 of the Standard Specifications for Road and Bridge Construction.
  
- 17). 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.

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**Commonwealth of Kentucky**  
**DEPARTMENT OF HIGHWAYS**  
**COUNTY OF**  
**JEFFERSON**

PROJECT: FD52 056 0155 003-005  
 NUMBERS: STPM 5125 (014)

GEOTECHNICAL NOTES

REFER TO GEOTECHNICAL NOTE #14 KY 155 STATION 932+66.49, 72.4 feet Right

Field Drilling and Sampling were performed in the period of  
 Detailed data and interpretation of subsurface conditions encountered in individual borings are shown on the soil profile. Soil and rock strata descriptions and indicated boundaries are based on engineering interpretation of available subsurface information obtained at selected locations, and may not necessarily reflect the actual variation in subsurface conditions between borings and samples.  
 The observed water levels and/or subsurface conditions indicated on the soil profile are as recorded at the time of exploration. These water levels and/or subsurface conditions may vary considerable with time, according to the prevailing climate, rainfall or other factors and are otherwise dependent on the duration of and methods used in the exploration program.  
 Selected rock cores and all applicable drill logs, are stored at the Division of Structural Design in Frankfort and are available for inspection request. Contact the Division of Structural Design, Geotechnical Branch for availability information and to schedule an inspection.

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

REFER TO GEOTECHNICAL NOTE #11 KY 155 STATION 944+25 to 945+25, Left

REFER TO GEOTECHNICAL NOTE # 9 KY 155 STATION 933+72

REFER TO GEOTECHNICAL NOTE # 11 KY 155 STATION 940+75 to 943+25, Right

Rockline Soundings for Sinkhole at Sta. 932+66.49, 74.44' Rt.

Hole No.	Station	Offset	Depth to Refusal
SH-1	932+40	56.0' Rt.	9.3'
SH-2	932+68	82.0' Rt.	5.5'
SH-3	932+82	62.0' Rt.	6.3'
SH-4	933+20	102.0' Rt.	6.3'

REFER TO GEOTECHNICAL NOTE #12 KY 155 STATION 926+25 to 929+25, Left

REFER TO GEOTECHNICAL NOTE # 10 KY 155 STATION 927+90

600

BEGIN PROJECT  
924 + 00.00

590

580

570

560

550

540

530

END PROJECT  
STA. 946 + 60.00

600

590

580

570

560

550

540

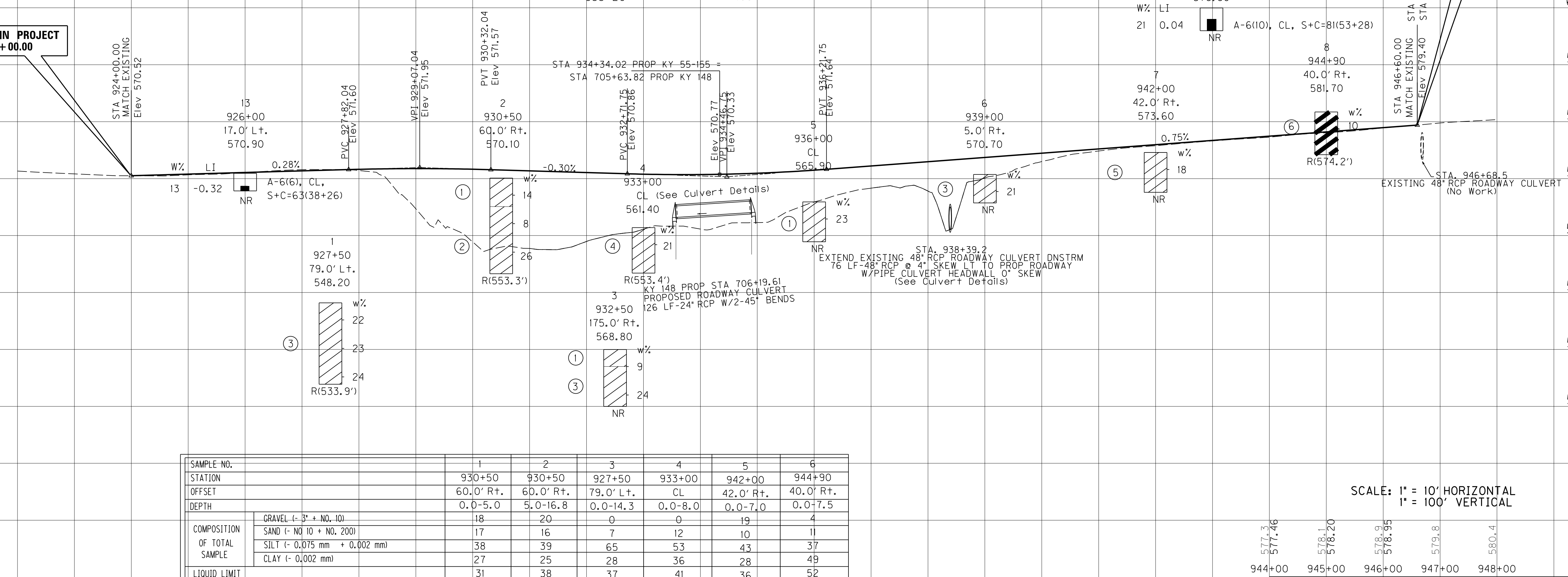
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SAMPLE NO.	1	2	3	4	5	6
STATION	930+50	930+50	927+50	933+00	942+00	944+90
OFFSET	60.0' Rt.	60.0' Rt.	79.0' Lt.	CL	42.0' Rt.	40.0' Rt.
DEPTH	0.0-5.0	5.0-16.8	0.0-14.3	0.0-8.0	0.0-7.0	0.0-7.5
COMPOSITION OF TOTAL SAMPLE	GRAVEL (- 3" + NO. 10)	18	20	0	19	4
	SAND (- NO 10 + NO. 200)	17	16	7	12	11
	SILT (- 0.075 mm + 0.002 mm)	38	39	65	53	43
	CLAY (- 0.002 mm)	27	25	28	36	28
LIQUID LIMIT	31	38	37	41	36	52
PLASTIC LIMIT	17	19	21	24	18	24
PLASTICITY INDEX	14	19	16	17	18	28
ACTIVITY INDEX	0.51	0.77	0.57	0.48	0.64	0.58
SPECIFIC GRAVITY	2.77	2.67	2.65	2.76	2.57	2.7
AASHTO CLASSIFICATION	A-6(7)	A-6(10)	A-6(15)	A-7-6(16)	A-6(11)	A-7-6(26)
UNIFIED CLASSIFICATION	CL	CL	CL	CL	CL	CH
CALIFORNIA BEARING RATIO	4	4	-	-	3	1
MAXIMUM DRY DENSITY (pcf)	123	111	-	-	117	103
OPTIMUM MOISTURE (%)	13	17	-	-	13	22
% +4.75mm MATERIAL IN CBR & MOISTURE-DENSITY TESTS	13	14	0	0	15	3

SCALE: 1" = 10' HORIZONTAL  
1" = 100' VERTICAL

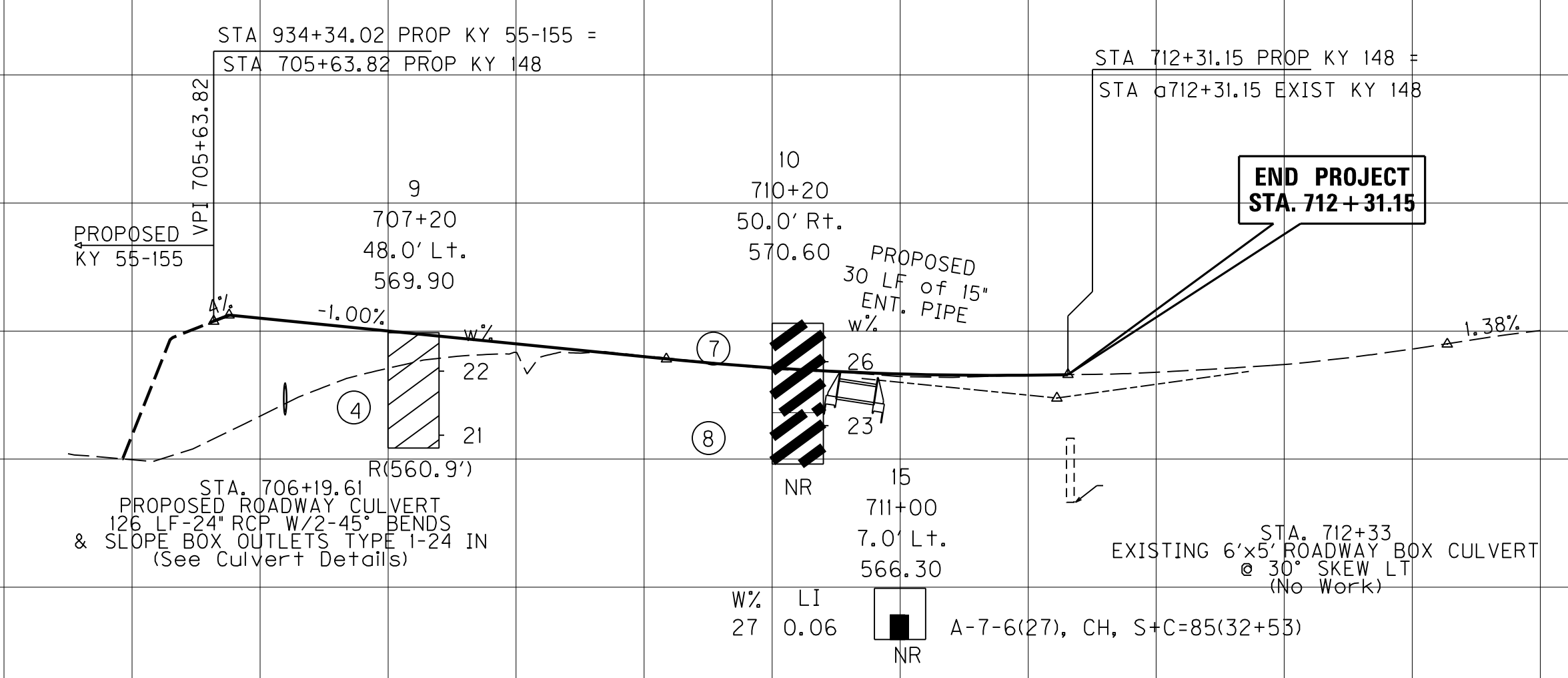
**Commonwealth of Kentucky**  
**DEPARTMENT OF HIGHWAYS**  
 COUNTY OF  
**JEFFERSON**

PROJECT: FD52 056 0155 003-005  
 NUMBERS: STPM 5125 (014)

KY 155 @ KY 148  
 SOIL PROFILE KY 55-155  
 STA. 924+00 TO 946+60



REFER TO GEOTECHNICAL NOTE #II KY 148 STATION 711+25 to 712+00, Left  
 REFER TO GEOTECHNICAL NOTE #II KY 148 STATION 711+25 to 711+50, Right



SAMPLE NO.	4	7	8
STATION	933+00	710+20	710+20
OFFSET	CL	50.0' Rt.	50.0' Rt.
DEPTH	0.0-8.0	0.0-7.0	7.0-11.0
COMPOSITION OF TOTAL SAMPLE	GRAVEL (- 3" + NO. 10)	0	0
	SAND (- NO 10 + NO. 200)	12	5
	SILT (- 0.075 mm + 0.002 mm)	53	40
	CLAY (- 0.002 mm)	36	55
LIQUID LIMIT	41	54	55
PLASTIC LIMIT	24	28	25
PLASTICITY INDEX	17	26	30
ACTIVITY INDEX	0.48	0.47	0.53
SPECIFIC GRAVITY	2.76	2.59	2.62
AASHTO CLASSIFICATION	A-7-6(16)	A-7-6(29)	A-7-6(31)
UNIFIED CLASSIFICATION	CL	CH	CH
CALIFORNIA BEARING RATIO	-	2	2
MAXIMUM DRY DENSITY (pcf)	-	96	98
OPTIMUM MOISTURE (%)	-	22	24
% +4.75mm MATERIAL IN CBR & MOISTURE-DENSITY TESTS	0	0	0

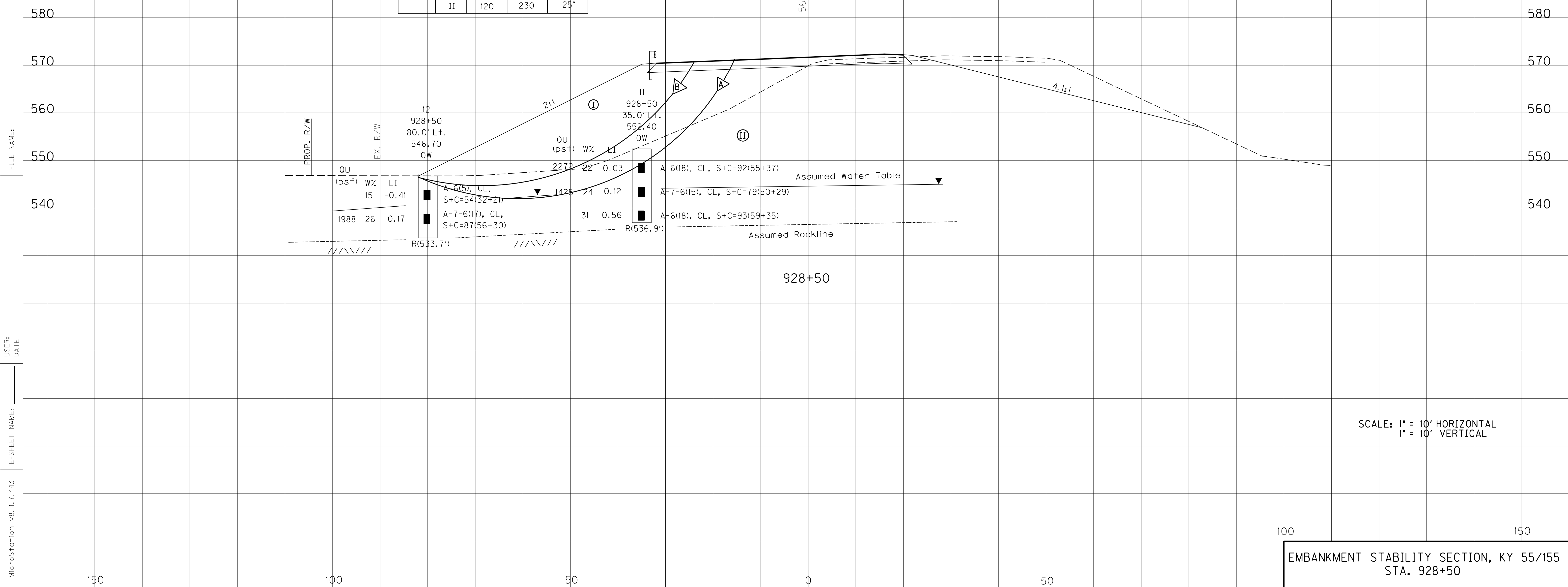
SCALE: 1" = 10' HORIZONTAL  
 1" = 100' VERTICAL

SOIL PROFILE, KY 148  
 STA. 705+00 to 716+00

FILE NAME:  
 USER: DATE:  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

FACTORS OF SAFETY		
SHORT TERM	A	4.9
LONG TERM	B	2.0

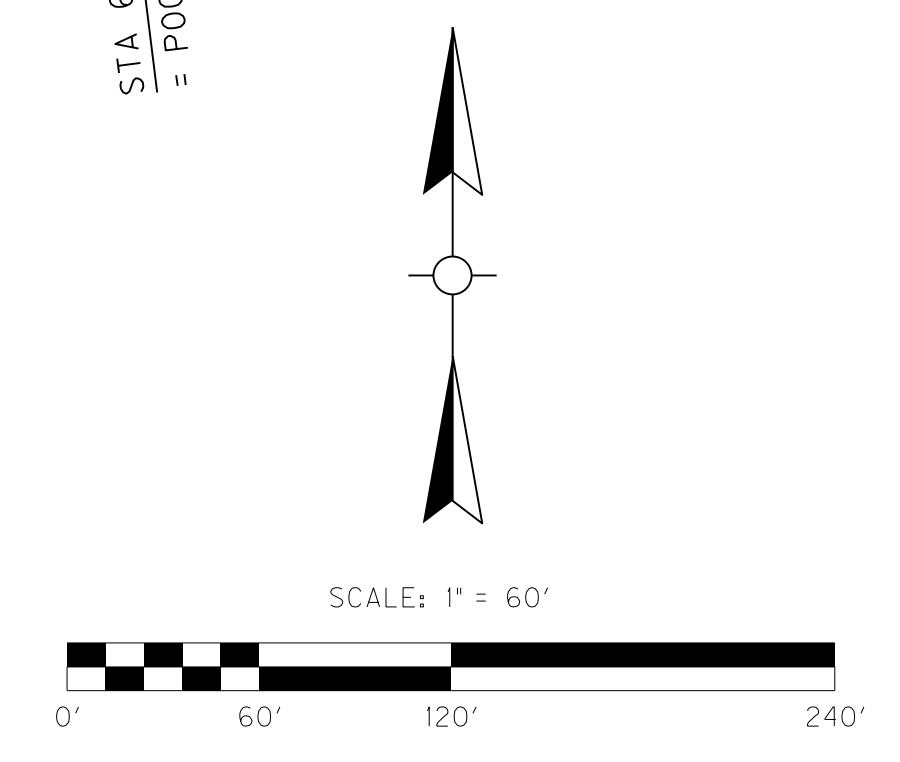
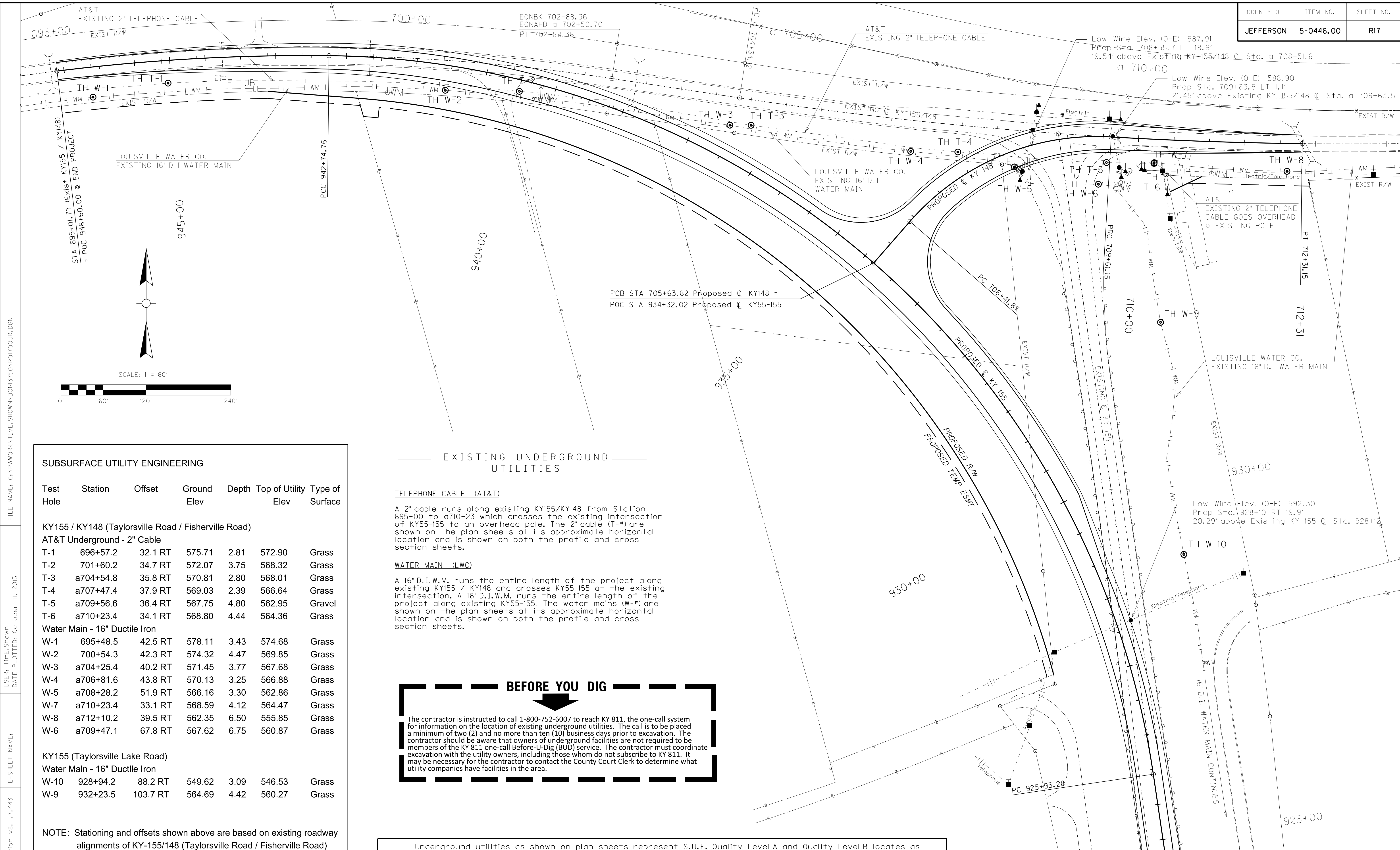
ASSUMED SOIL STRENGTH PARAMETERS				
SHORT TERM	SOIL	$\gamma$ (pcf)	c (psf)	$\phi$ (deg)
	I	120	1250	25°
LONG TERM	SOIL	$\gamma$ (pcf)	$\bar{c}$ (psf)	$\bar{\phi}$ (deg)
	I	120	250	25°
	II	120	230	25°



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

EMBANKMENT STABILITY SECTION, KY 55/155  
STA. 928+50

FILE NAME: \_\_\_\_\_  
USER: \_\_\_\_\_ DATE: \_\_\_\_\_  
E-SHEET NAME: \_\_\_\_\_  
MicroStation v8.11.7.443



**SUBSURFACE UTILITY ENGINEERING**

Test Hole	Station	Offset	Ground Elev	Depth	Top of Utility Elev	Type of Surface
<b>KY155 / KY148 (Taylorsville Road / Fisherville Road)</b>						
<b>AT&amp;T Underground - 2" Cable</b>						
T-1	696+57.2	32.1 RT	575.71	2.81	572.90	Grass
T-2	701+60.2	34.7 RT	572.07	3.75	568.32	Grass
T-3	a704+54.8	35.8 RT	570.81	2.80	568.01	Grass
T-4	a707+47.4	37.9 RT	569.03	2.39	566.64	Grass
T-5	a709+56.6	36.4 RT	567.75	4.80	562.95	Gravel
T-6	a710+23.4	34.1 RT	568.80	4.44	564.36	Grass
<b>Water Main - 16" Ductile Iron</b>						
W-1	695+48.5	42.5 RT	578.11	3.43	574.68	Grass
W-2	700+54.3	42.3 RT	574.32	4.47	569.85	Grass
W-3	a704+25.4	40.2 RT	571.45	3.77	567.68	Grass
W-4	a706+81.6	43.8 RT	570.13	3.25	566.88	Grass
W-5	a708+28.2	51.9 RT	566.16	3.30	562.86	Grass
W-7	a710+23.4	33.1 RT	568.59	4.12	564.47	Grass
W-8	a712+10.2	39.5 RT	562.35	6.50	555.85	Grass
W-6	a709+47.1	67.8 RT	567.62	6.75	560.87	Grass

<b>KY155 (Taylorsville Lake Road)</b>						
<b>Water Main - 16" Ductile Iron</b>						
W-10	928+94.2	88.2 RT	549.62	3.09	546.53	Grass
W-9	932+23.5	103.7 RT	564.69	4.42	560.27	Grass

NOTE: Stationing and offsets shown above are based on existing roadway alignments of KY-155/148 (Taylorsville Road / Fisherville Road) and KY-155/55 (Taylorsville Lake Road).

**EXISTING UNDERGROUND UTILITIES**

**TELEPHONE CABLE (AT&T)**  
 A 2" cable runs along existing KY155/KY148 from Station 695+00 to a710+23 which crosses the existing intersection of KY55-155 to an overhead pole. The 2" cable (T-\*) are shown on the plan sheets at its approximate horizontal location and is shown on both the profile and cross section sheets.

**WATER MAIN (LWC)**  
 A 16"D.I.W.M. runs the entire length of the project along existing KY155 / KY148 and crosses KY55-155 at the existing intersection. A 16"D.I.W.M. runs the entire length of the project along existing KY55-155. The water mains (W-\*) are shown on the plan sheets at its approximate horizontal location and is shown on both the profile and cross section sheets.

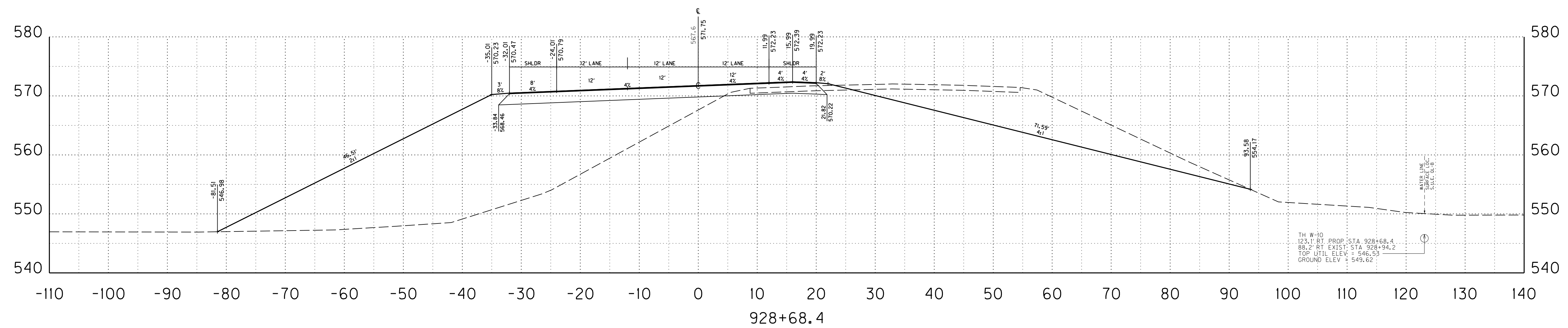
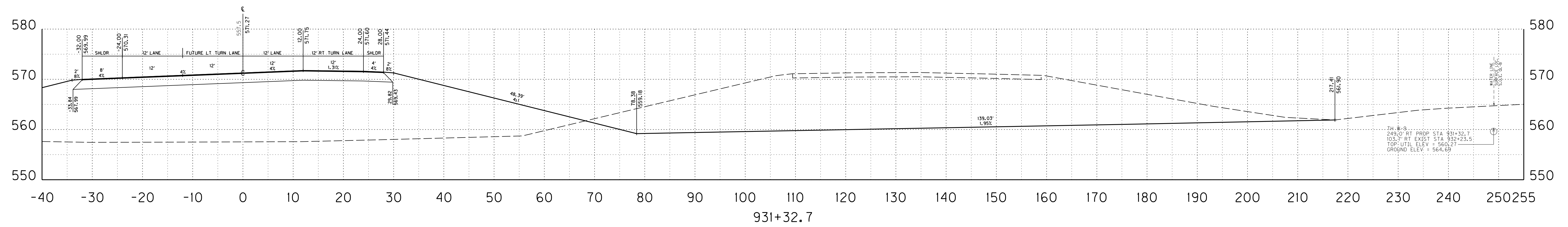
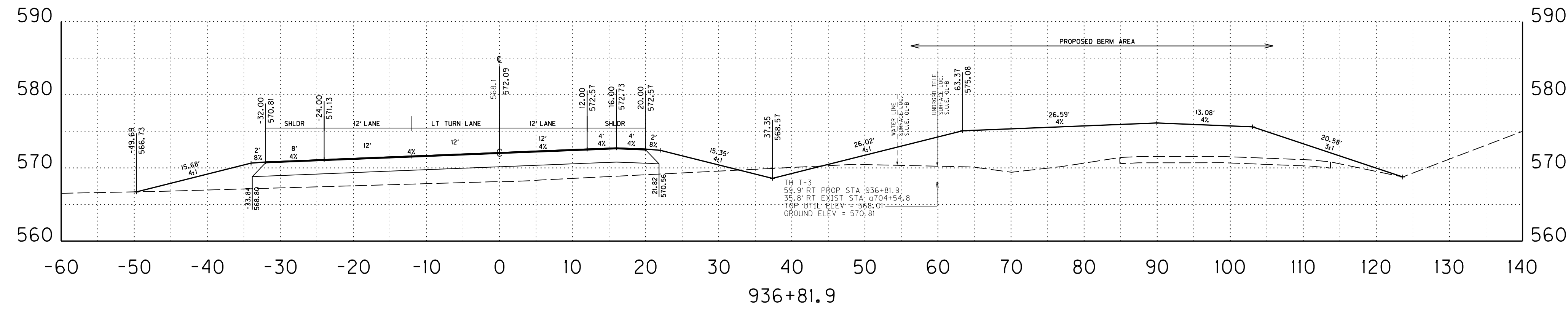
**BEFORE YOU DIG**

↓

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.

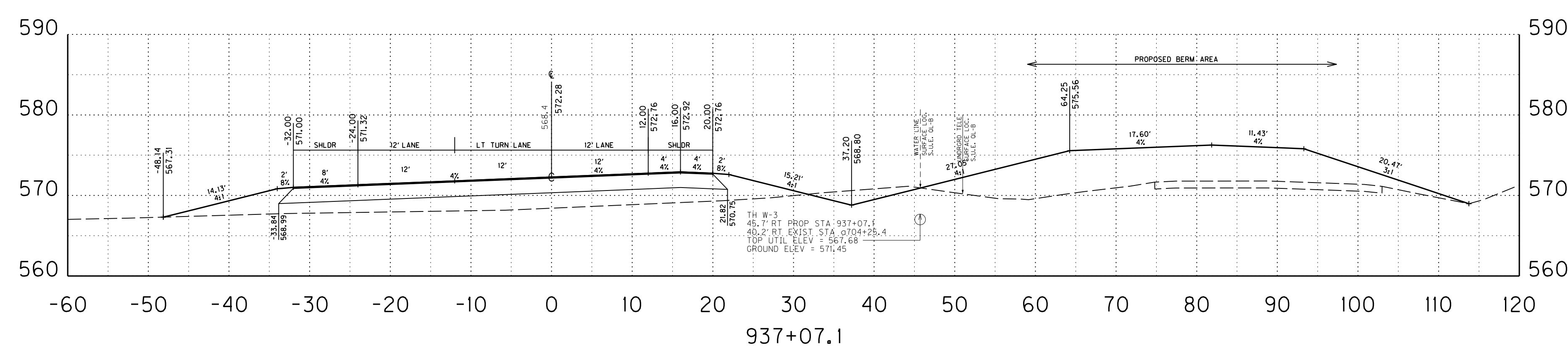
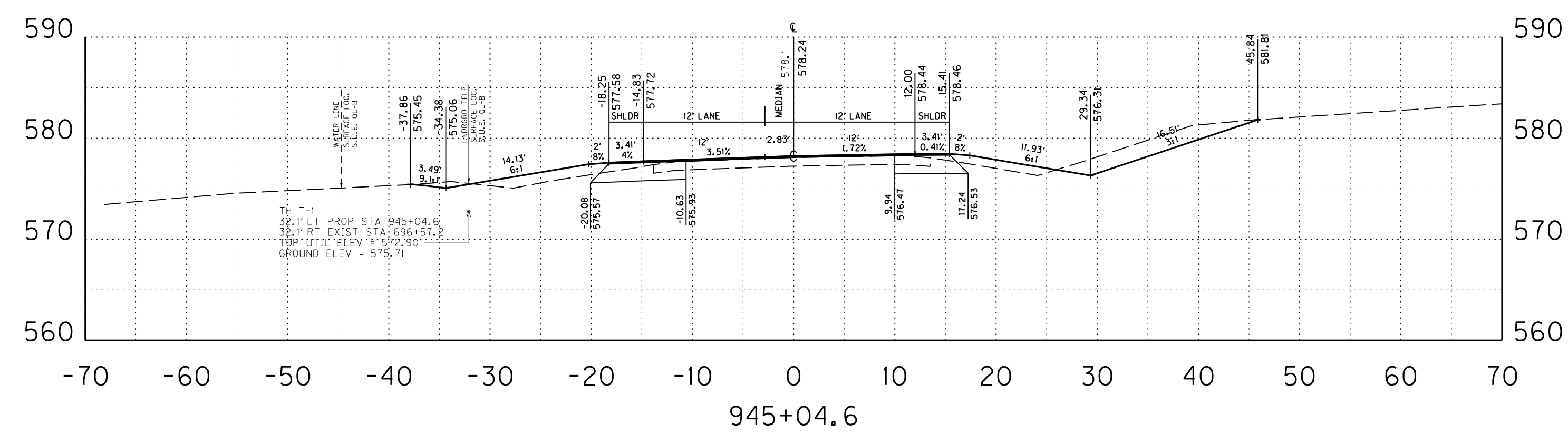
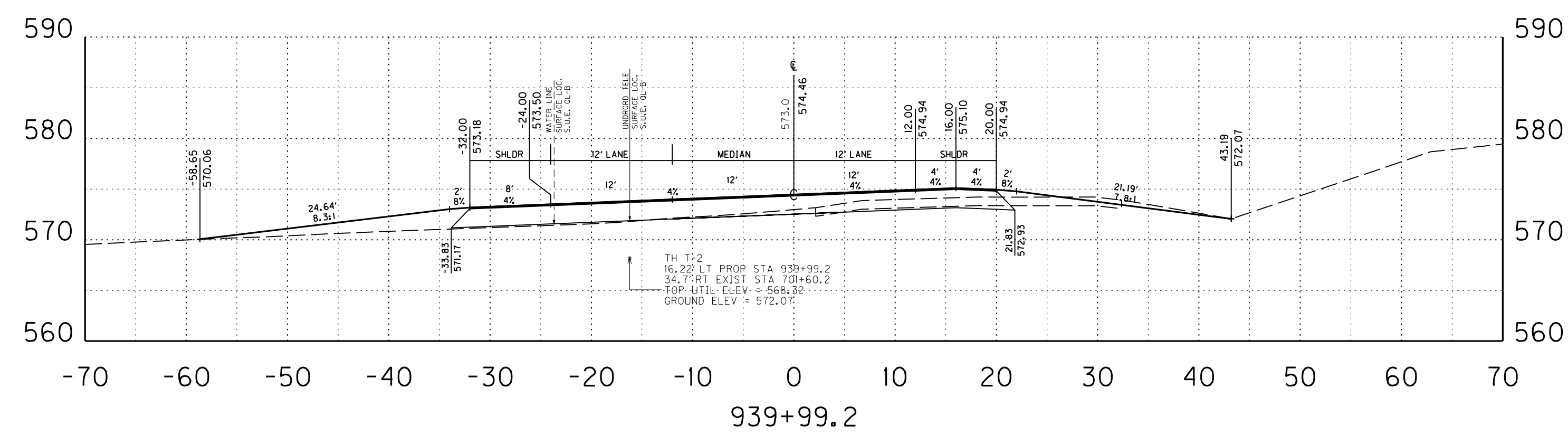
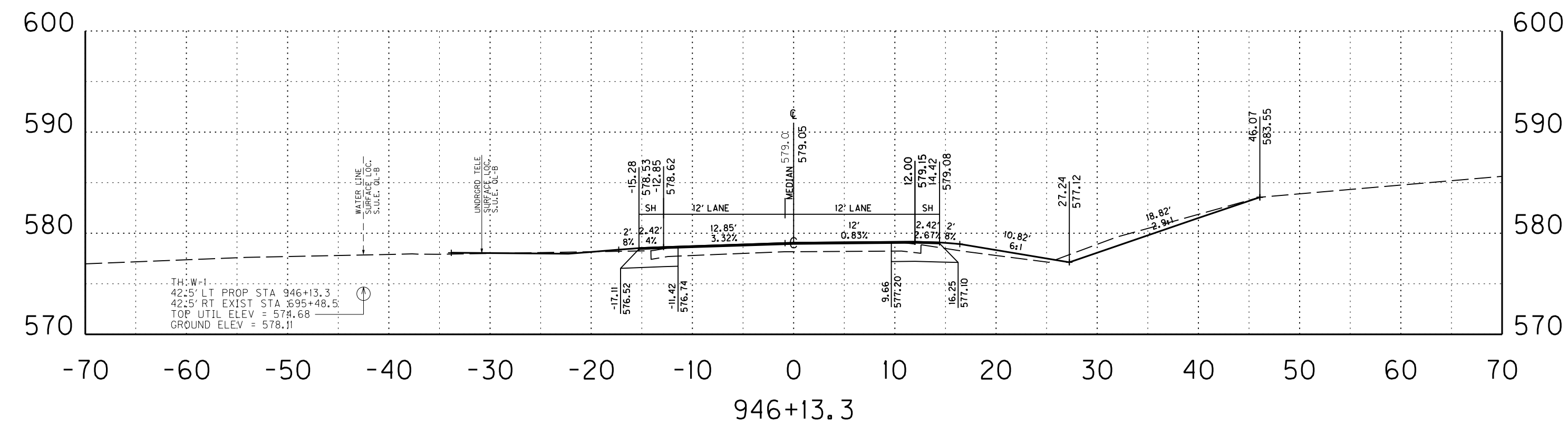
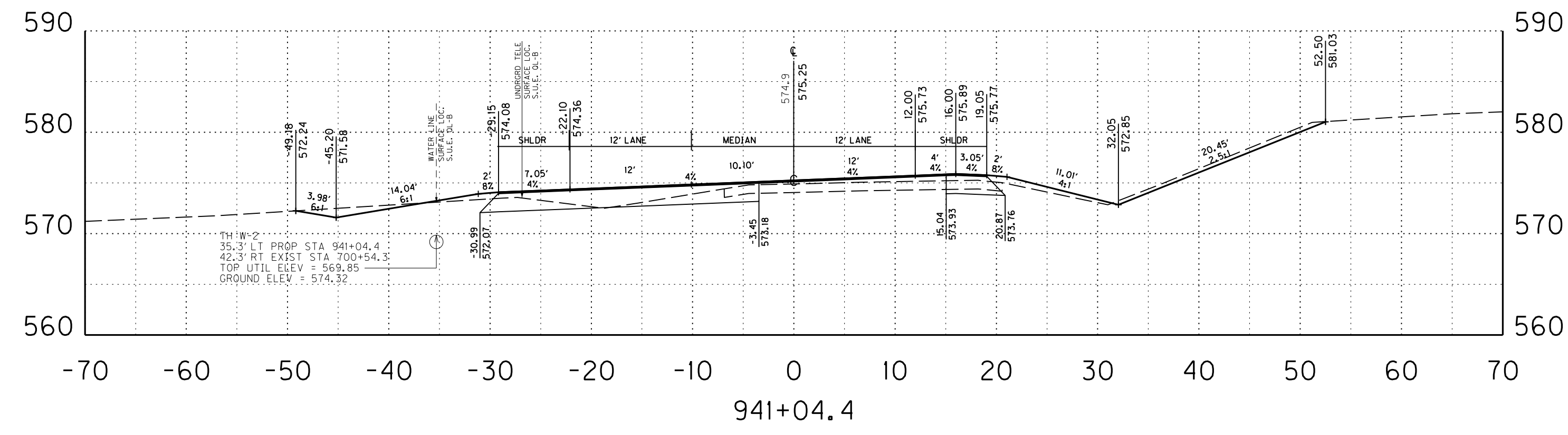
NOTE: Underground utilities as shown on plan sheets represent S.U.E. Quality Level A and Quality Level B locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes and above ground locations may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.

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 USER: Time Shown  
 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443



NOTE: Underground utilities as shown on cross sections represent S.U.E. Quality Level A and Quality Level B locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes and above ground locations may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.

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DATE PLOTTED: October 11, 2013  
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MicroStation v8.11.7.443



NOTE: Underground utilities as shown on cross sections represent S.U.E. Quality Level A and Quality Level B locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes and above ground locations may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.

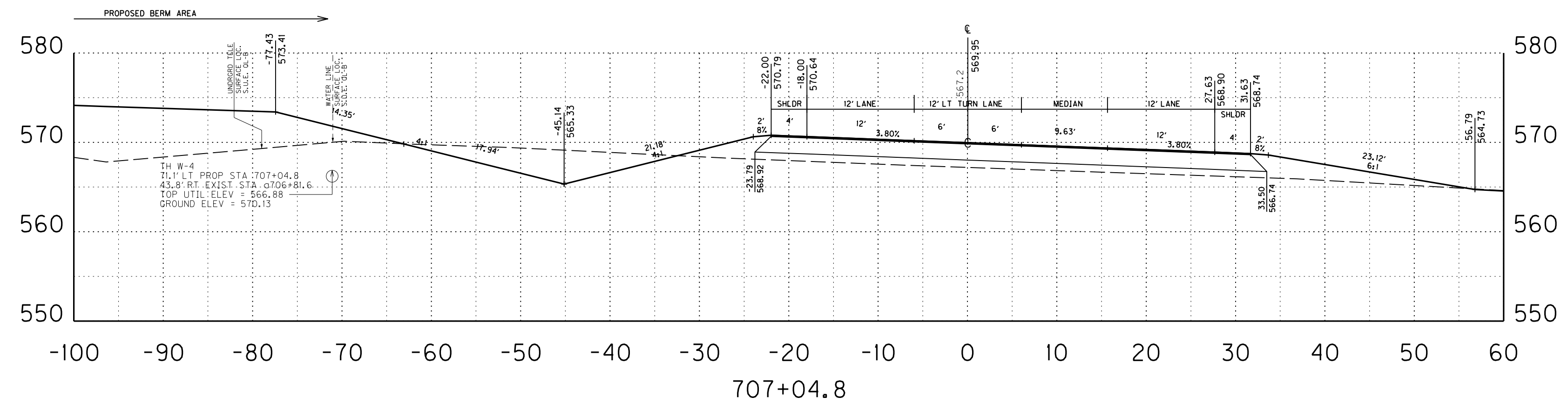
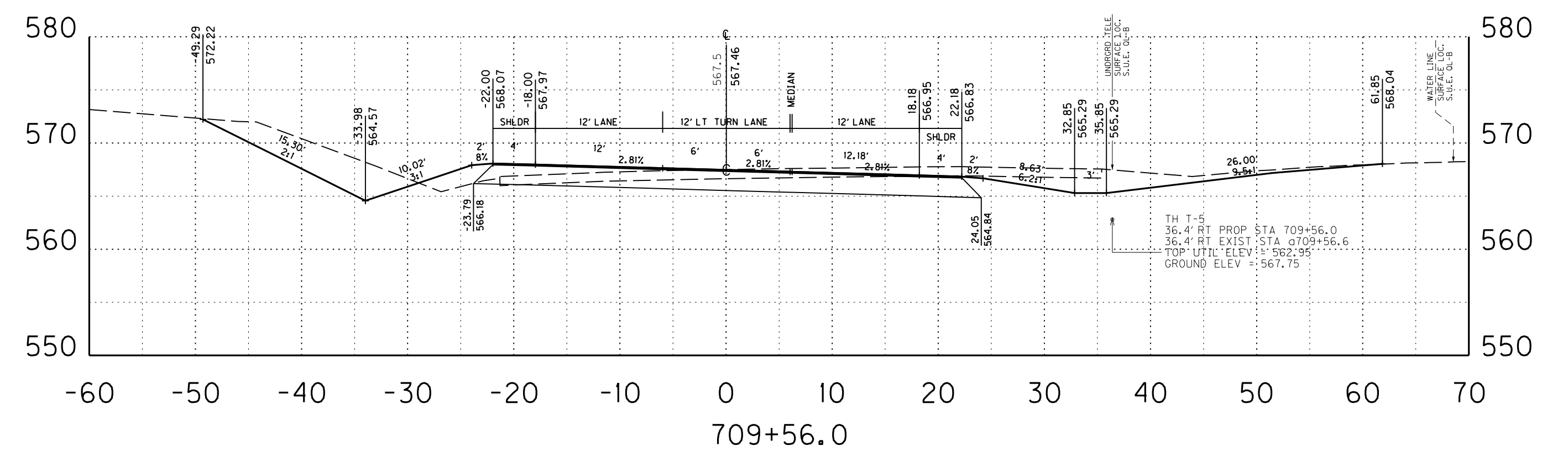
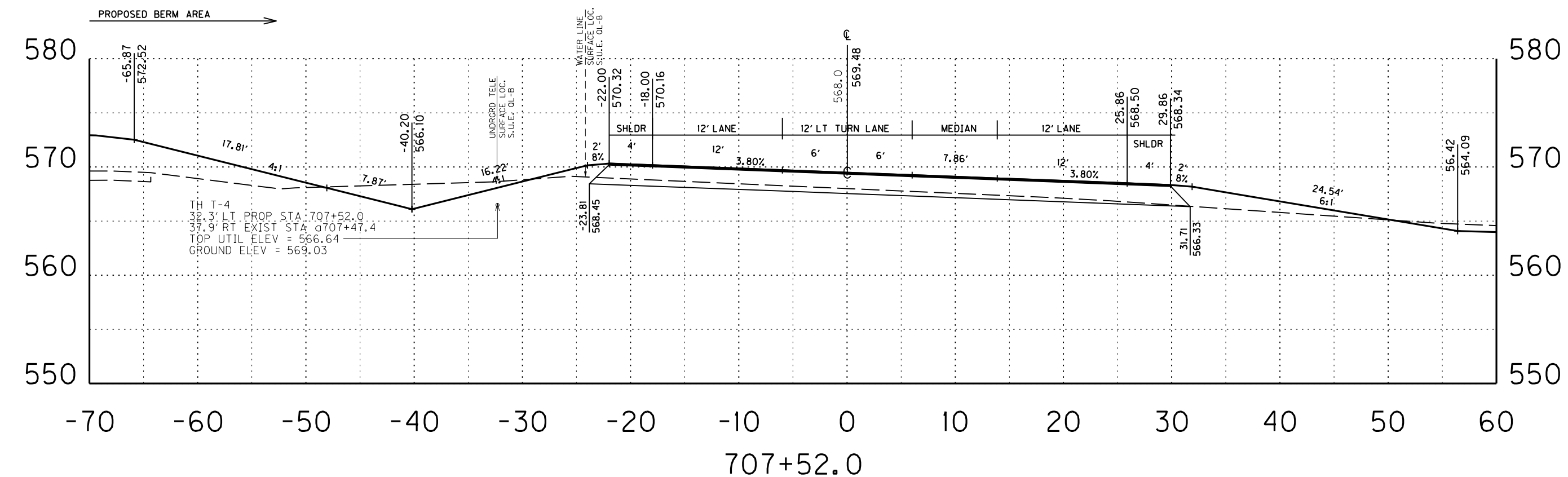
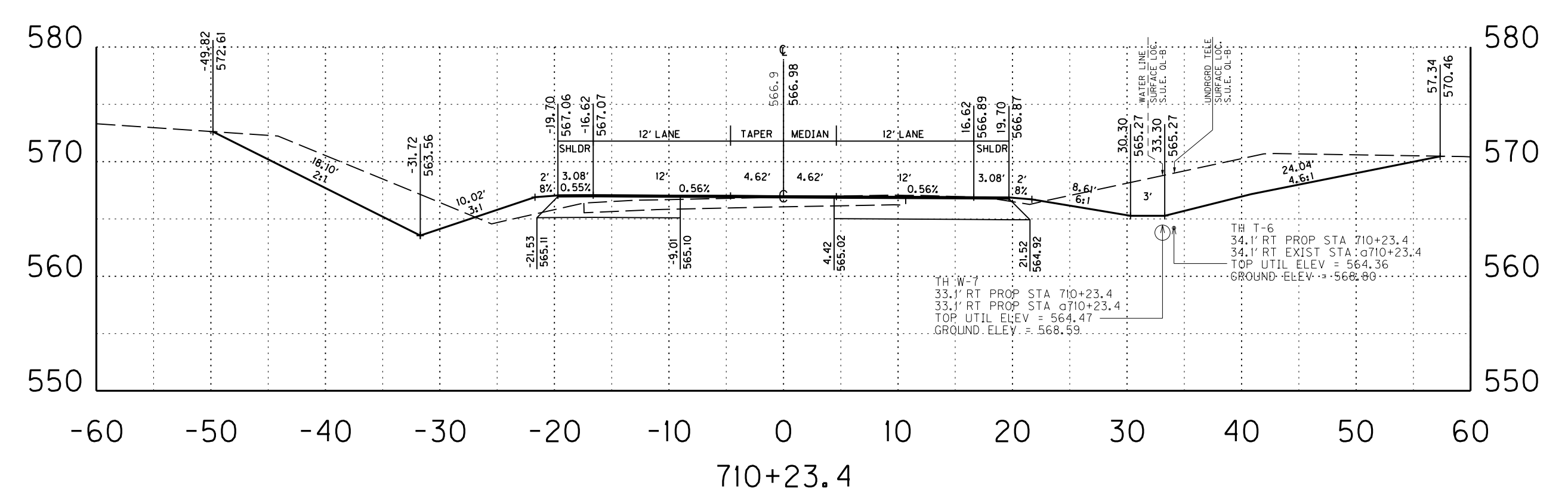
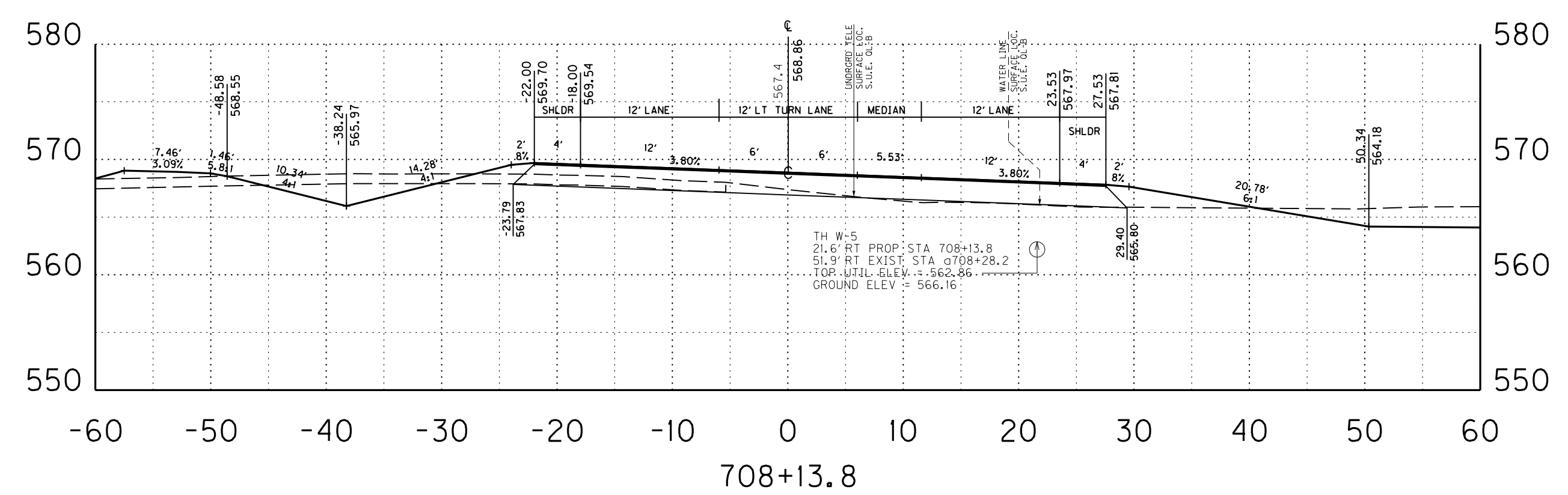
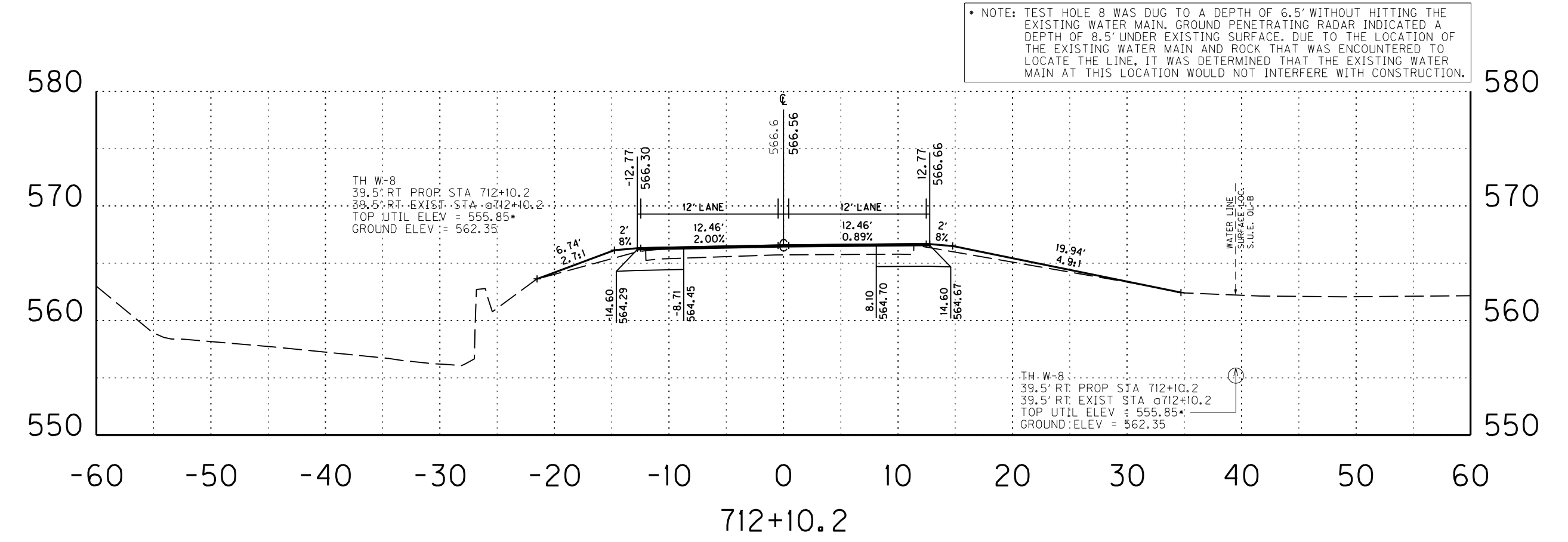
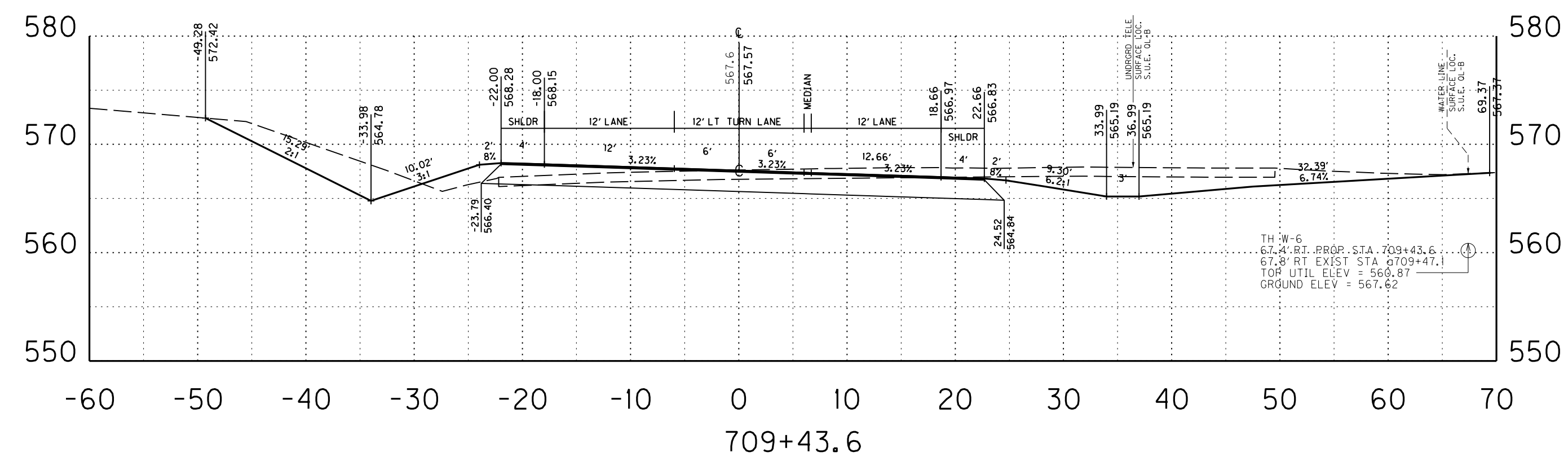
KY 155 @ KY 148  
EXISTING UTILITY CROSS SECTIONS  
S.U.E. QL-A LOCATIONS

SCALE: 1" = 10'

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 MicroStation v8.11.7.443

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-0446.00	R17c

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 MicroStation v8.11.7.443



NOTE: Underground utilities as shown on cross sections represent S.U.E. Quality Level A and Quality Level B locates as done by others for the Contractor's information. Elevations of underground utilities shown between test holes and above ground locations may fluctuate. It is the Contractor's responsibility to coordinate the location of existing underground utilities with all affected utility owners prior to construction.

### EROSION CONTROL NOTES

ALL SILT CONTROL DEVICES SHALL BE SIZED TO RETAIN A VOLUME OF 3,600 CUBIC FEET PER DISTURBED CONTRIBUTING ACRE.

THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS TO MINIMIZE THE AMOUNT OF DISTURBED GROUND DURING EACH PHASE OF CONSTRUCTION. THE CONTRACTOR SHALL COMPUTE THE VOLUME NECESSARY TO CONTROL SEDIMENT DURING EACH PHASE OF CONSTRUCTION. AS WORK PROCEEDS, SILT TRAPS MAY BE ADDED OR REMOVED IN ORDER TO ACHIEVE THE BEST MANAGEMENT PLAN. THE REQUIRED VOLUME AT EACH ADDED SILT TRAP SHALL BE COMPUTED AS UP GRADIENT CONTRIBUTING AREAS ARE DISTURBED OR ARE STABILIZED TO THE SATISFACTION OF THE ENGINEER. THE REQUIRED VOLUME CALCULATION FOR EACH SILT TRAP SHALL BE DETERMINED BY THE CONTRACTOR AND VERIFIED BY THE ENGINEER. THE REQUIRED VOLUME AT EACH SILT TRAP MAY BE REDUCED BY THE FOLLOWING AMOUNTS:

- UPGRADIENT AREAS NOT DISTURBED (ACRES).
- UPGRADIENT 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.
- UPGRADIENT 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.
- UPGRADIENT AREAS THAT HAVE BEEN PROTECTED BY SILT TRAPS (ACRES).

THE EROSION CONTROL PLAN SHALL BE ANNOTATED AS THE WORK PROCEEDS BY THE CONTRACTOR TO DETAIL THE SELECTION OF EACH EROSION CONTROL DEVICE USED AND THE VOLUME PROVIDED BY EACH SILT TRAP IN ACCORDANCE WITH THE DOCUMENTATION PROCEDURES ESTABLISHED BY THE DIVISION OF CONSTRUCTION.

IF A SILT BASIN IS NOT USED THEN ONE SILT TRAP TYPE A, ALTERNATE NUMBER 2 OR SILT TRAP TYPE B SHALL ALWAYS BE PLACED AT THE MOST REMOTE DOWNSTREAM COLLECTION POINT PRIOR TO DISCHARGING INTO A BLUE LINE STREAM OR ONTO AN ADJACENT PROPERTY OWNER. WHERE OVERLAND FLOW EXIST, A SILT FENCE OR OTHER FILTER DEVICES MAY BE USED OR THE OVERLAND FLOW MAY BE DIVERTED TO ONE OF THE FOREMENTED SILT BASIN OR TRAPS.

THE EROSION CONTROL PLANS DO 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.

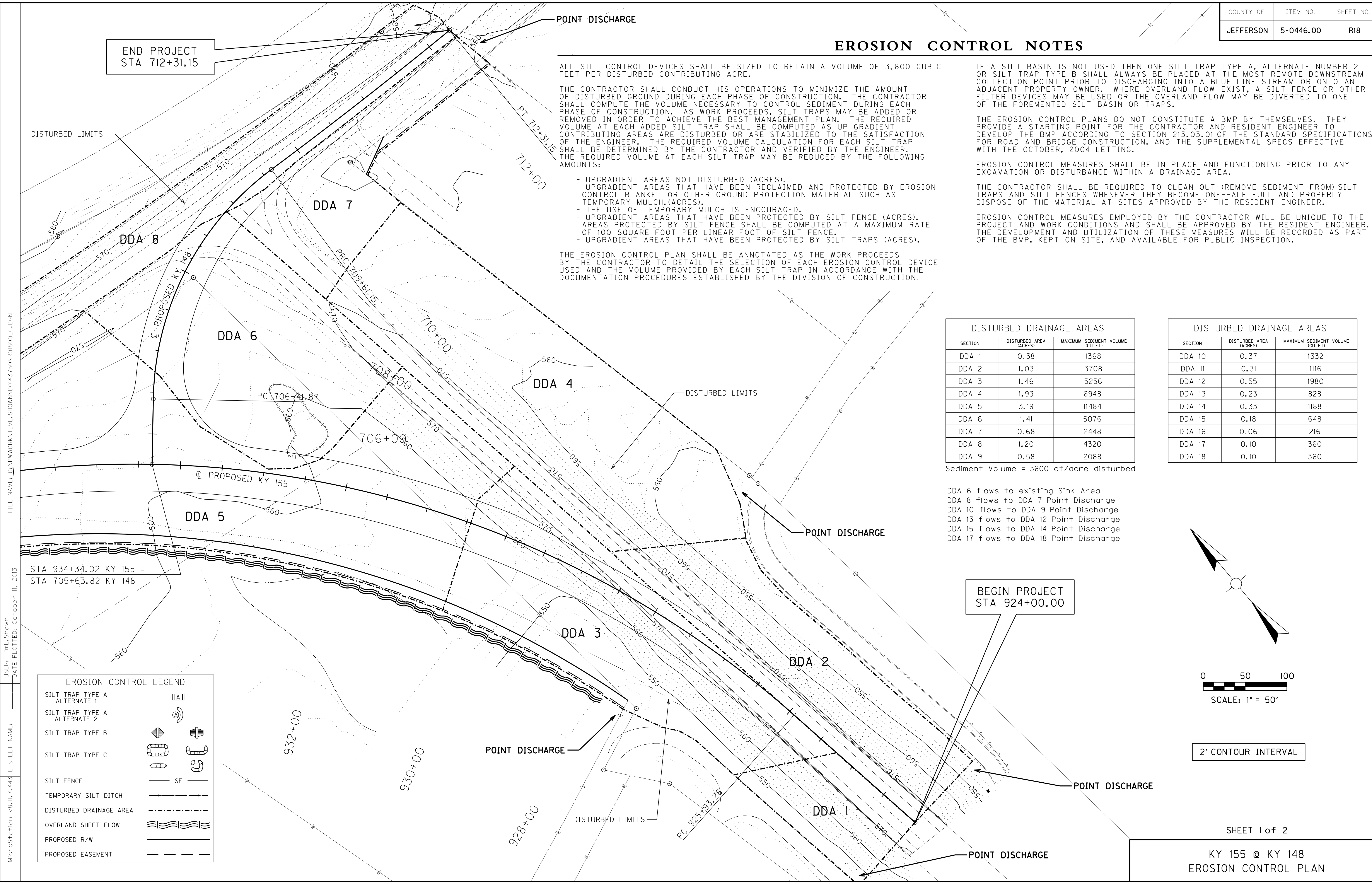
EROSION CONTROL MEASURES EMPLOYED BY THE CONTRACTOR WILL BE UNIQUE TO THE PROJECT AND WORK CONDITIONS AND SHALL BE APPROVED BY THE RESIDENT ENGINEER. THE DEVELOPMENT AND UTILIZATION OF THESE MEASURES WILL BE RECORDED AS PART OF THE BMP, KEPT ON SITE, AND AVAILABLE FOR PUBLIC INSPECTION.

DISTURBED DRAINAGE AREAS		
SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU FT)
DDA 1	0.38	1368
DDA 2	1.03	3708
DDA 3	1.46	5256
DDA 4	1.93	6948
DDA 5	3.19	11484
DDA 6	1.41	5076
DDA 7	0.68	2448
DDA 8	1.20	4320
DDA 9	0.58	2088

DISTURBED DRAINAGE AREAS		
SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU FT)
DDA 10	0.37	1332
DDA 11	0.31	1116
DDA 12	0.55	1980
DDA 13	0.23	828
DDA 14	0.33	1188
DDA 15	0.18	648
DDA 16	0.06	216
DDA 17	0.10	360
DDA 18	0.10	360

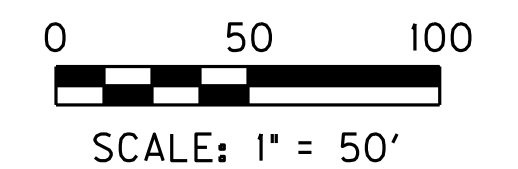
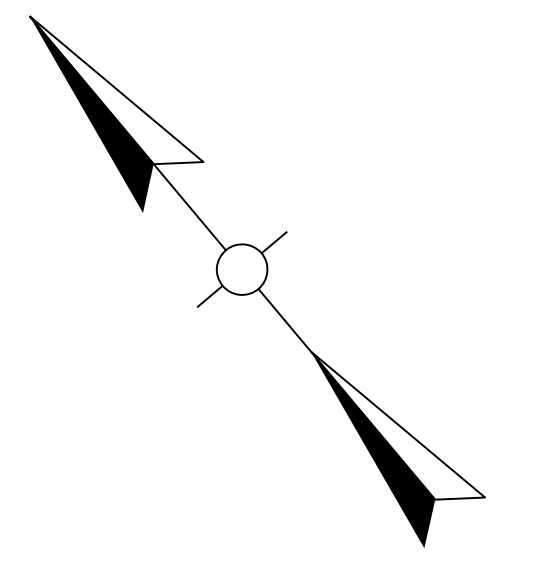
Sediment Volume = 3600 cf/acre disturbed

- DDA 6 flows to existing Sink Area
- DDA 8 flows to DDA 7 Point Discharge
- DDA 10 flows to DDA 9 Point Discharge
- DDA 13 flows to DDA 12 Point Discharge
- DDA 15 flows to DDA 14 Point Discharge
- DDA 17 flows to DDA 18 Point Discharge



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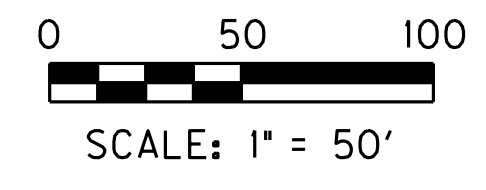
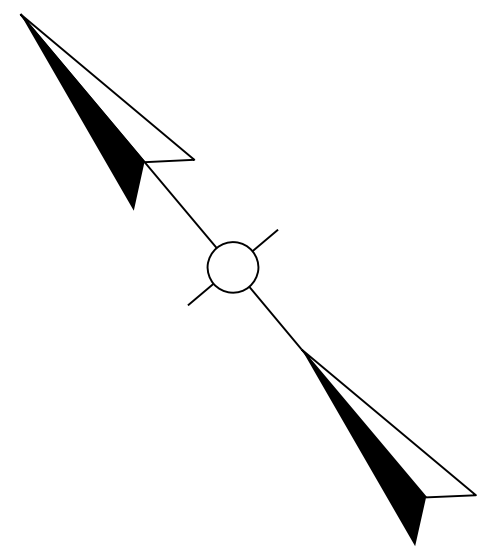
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SILT TRAP TYPE A ALTERNATE 2	[Symbol]
SILT TRAP TYPE B	[Symbol]
SILT TRAP TYPE C	[Symbol]
SILT FENCE	SF
TEMPORARY SILT DITCH	[Symbol]
DISTURBED DRAINAGE AREA	[Symbol]
OVERLAND SHEET FLOW	[Symbol]
PROPOSED R/W	[Symbol]
PROPOSED EASEMENT	[Symbol]



2' CONTOUR INTERVAL

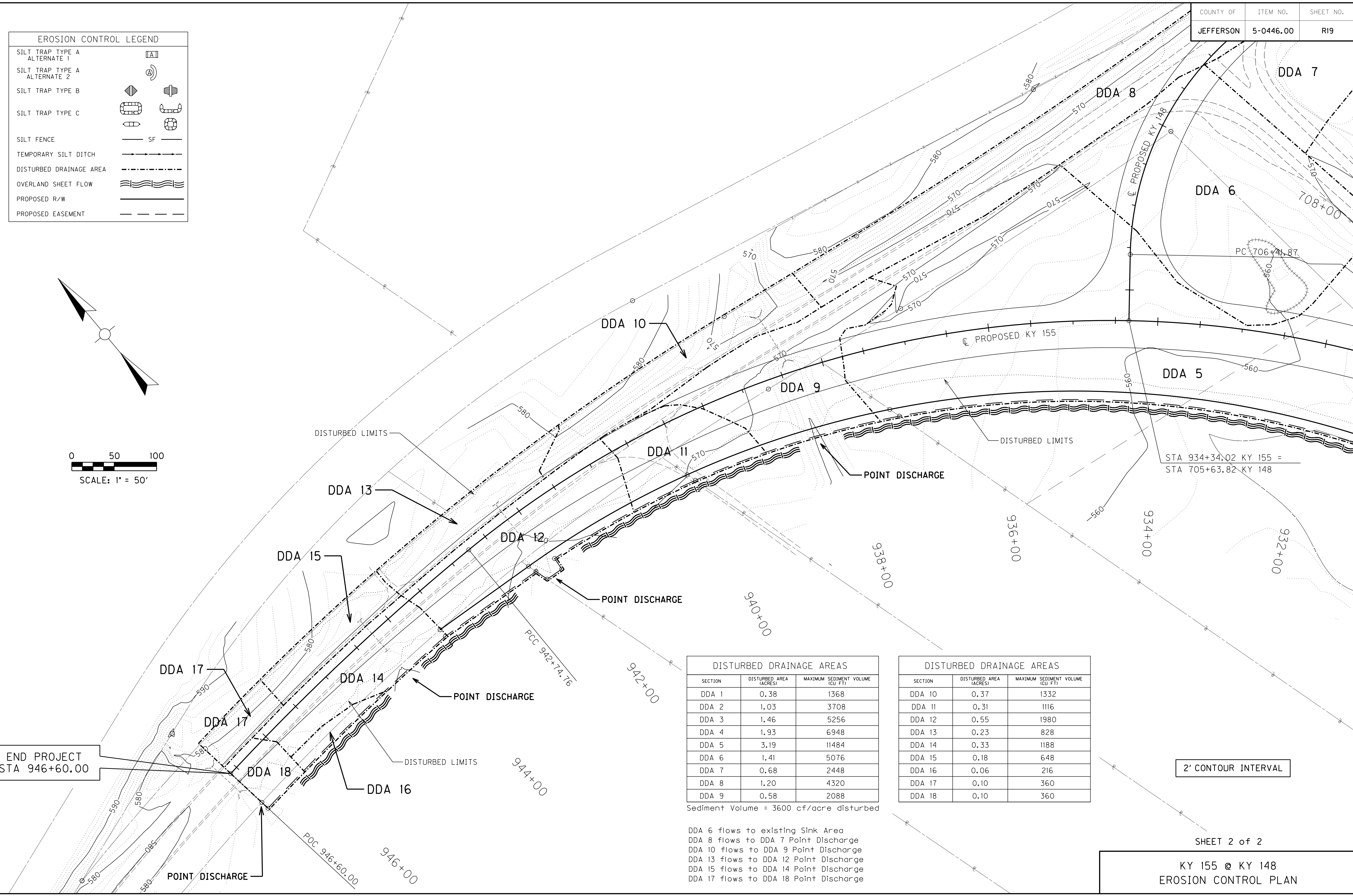
**EROSION CONTROL LEGEND**

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	



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 DATE PLOTTED: October 11, 2013  
 E-SHEET NAME:  
 MicroStation v8.11.7.443

END PROJECT  
STA 946+60.00



DISTURBED DRAINAGE AREAS		
SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU FT)
DDA 1	0.38	1368
DDA 2	1.03	3708
DDA 3	1.46	5256
DDA 4	1.93	6948
DDA 5	3.19	11484
DDA 6	1.41	5076
DDA 7	0.68	2448
DDA 8	1.20	4320
DDA 9	0.58	2088

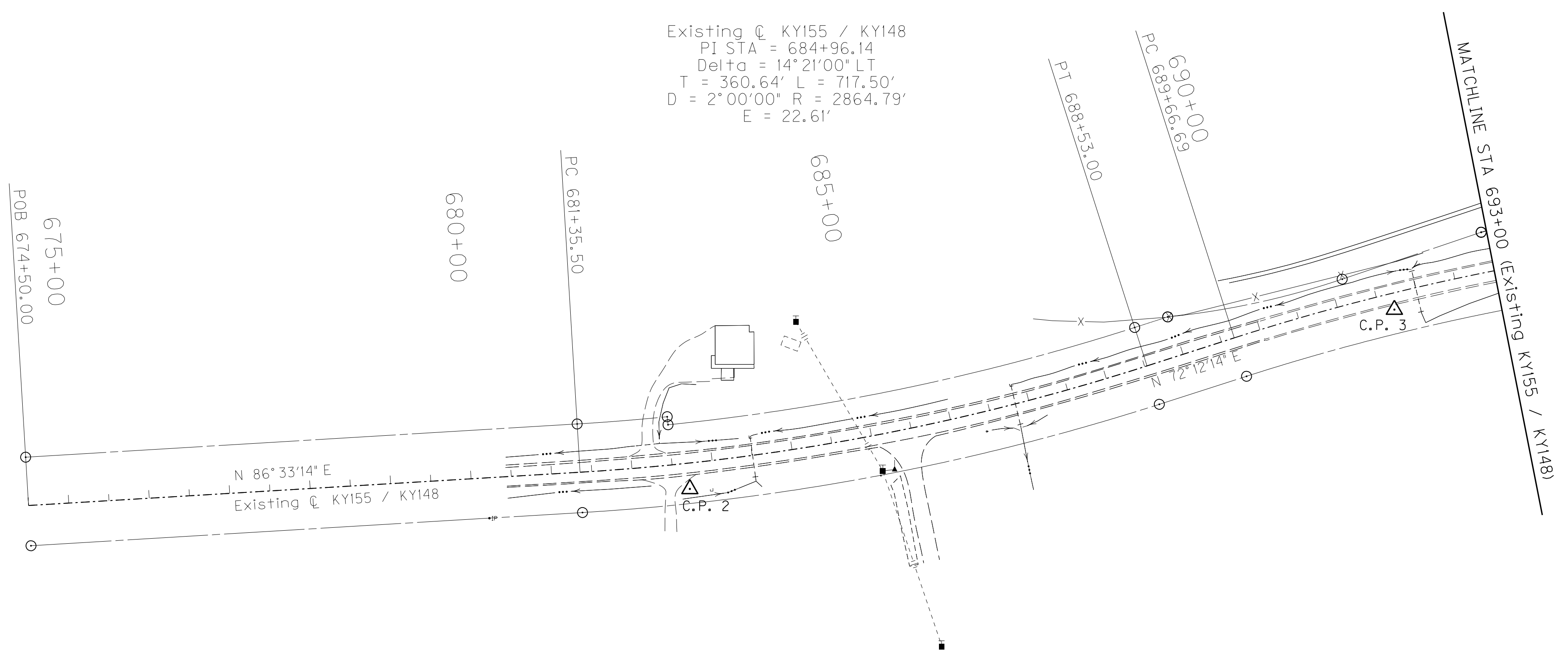
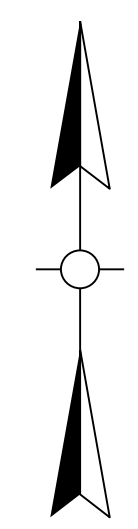
DISTURBED DRAINAGE AREAS		
SECTION	DISTURBED AREA (ACRES)	MAXIMUM SEDIMENT VOLUME (CU FT)
DDA 10	0.37	1332
DDA 11	0.31	1116
DDA 12	0.55	1980
DDA 13	0.23	828
DDA 14	0.33	1188
DDA 15	0.18	648
DDA 16	0.06	216
DDA 17	0.10	360
DDA 18	0.10	360

Sediment Volume = 3600 cf/acre disturbed

DDA 6 flows to existing Sink Area  
 DDA 8 flows to DDA 7 Point Discharge  
 DDA 10 flows to DDA 9 Point Discharge  
 DDA 13 flows to DDA 12 Point Discharge  
 DDA 15 flows to DDA 14 Point Discharge  
 DDA 17 flows to DDA 18 Point Discharge

2' CONTOUR INTERVAL





**COORDINATE SYSTEM**

Coordinates for horizontal control were obtained from GPS/RTK methods and adjusted to the National NAD83/FBN System.

Coordinates are based on State Plane Coordinate System, Kentucky Single Zone and in U.S. Survey Feet.

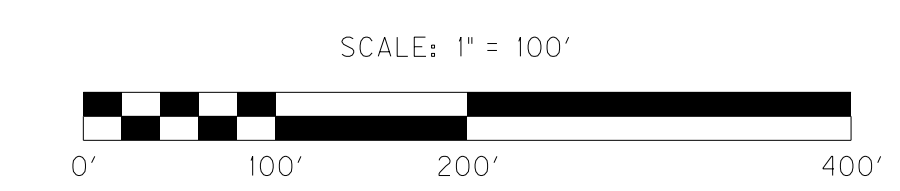
**BASIS OF ELEVATIONS**

Elevations were derived from GPS/RTK methods and are adjusted to the NAVD88 Vertical Datum. Geoid model used was Geoid03.

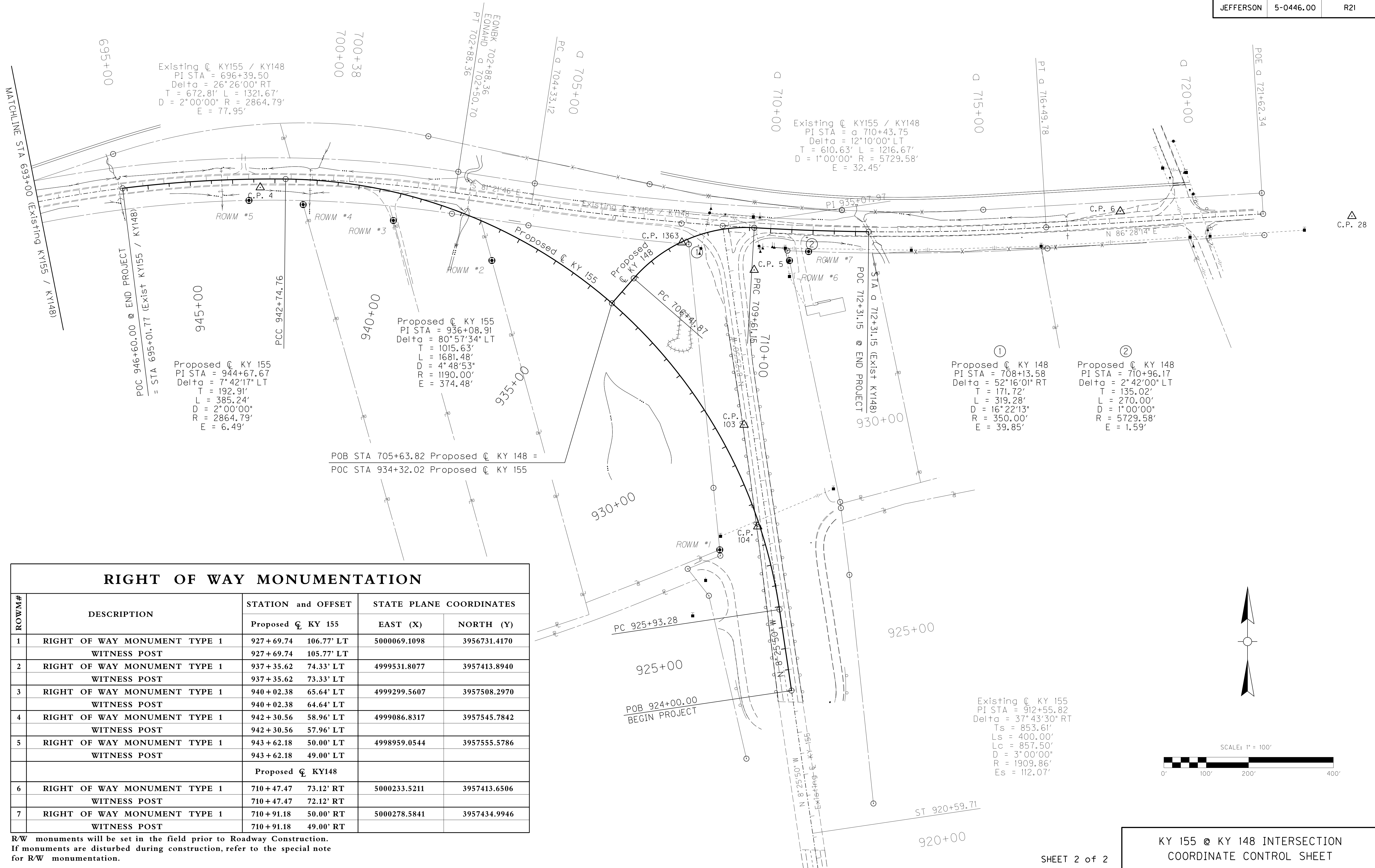
COORDINATE CONTROL POINTS					
POINT	DESCRIPTION	ELEV. (Z)	STATION and OFFSET	STATE PLANE COORDINATES	
				EAST (X)	NORTH (Y)
C.P. 1	RR Spike in asphalt pavement	550.31	686+12.30 * 745.89' RT	4997966.71	3956643.62
C.P. 2	KYTC Concrete Monument	564.12	682+68.77 * 31.97' RT	4997463.98	3957281.72
C.P. 3	Iron Pin w/Cap	578.96	691+68.20 * 20.33' RT	4998338.11	3957504.10
C.P. 4	Iron Pin w/Cap	575.15	698+26.95 * 19.84' RT	4998985.62	3957586.14
C.P. 5	Iron Pin w/Cap	569.07	933+94.42 ** 58.38' RT	5000150.24	3957391.55
C.P. 6	Iron Pin w/Cap	572.01	a 718+26.64 * 26.69' LT	5001013.60	3957529.67
C.P. 28	LOJIC GIS Monument STA028-2001 Reset	574.57	a 723+70.99 * 20.33' RT	5001559.67	3957518.55
C.P. 103	Mag Nail in asphalt pavement	571.93	930+36.37 ** 18.71' LT	5000126.48	3957026.06
C.P. 104	Mag Nail in asphalt pavement	571.40	927+94.52 ** 21.94' LT	5000158.74	3956786.35
C.P. 1363	LOJIC GIS Monument Set 2001 AZI028	568.70	a 707+94.30 * 47.24' RT	4999979.96	3957456.24

\* Station and offset based on Existing KY155 /KY148 (Taylorsville Road /Fisherville Road) centerline alignment.  
 \*\* Station and offset based on Existing KY55-155 (Taylorsville Lake Road) centerline alignment.

GEOMETRIC CONTROL POINTS		
LOCATION	STATE PLANE COORDINATES	
	EAST (X)	NORTH (Y)
Existing KY155 /KY148 (Taylorsville Road /Fisherville Road)		
POB 674 + 50.00	4996643.5212	3957261.1990
PC 681 + 35.50	4997327.7816	3957302.4052
PT 688 + 53.00	4998031.1472	3957434.3057
PC 689 + 66.69	4998139.3971	3957469.0530
PT 702 + 88.36 EQNBK =	4999445.1949	3957573.6446
PT a 702 + 50.70 EQNAHD		
PC a 704 + 33.12	4999625.5438	3957546.2498
PT a 716 + 49.78	5000838.7197	3957492.1397
POE a 721 + 62.34	5001350.3026	3957523.6941
Existing KY55-155 (Taylorsville Lake Road)		
POB 900 + 00.00	5001319.0437	3954348.3942
TS 904 + 02.21	5001028.9641	3954627.0036
SC 908 + 02.21	5000750.4558	3954913.8437
CS 916 + 59.71	5000360.5513	3955669.4974
ST 920 + 59.71	5000288.1712	3956062.6961
POE 935 + 07.97	5000075.8435	3957495.3070
Proposed KY148 (Fisherville Road)		
POB 705 + 63.82	4999814.9209	3957312.9179
PC 706 + 41.87	4999866.2145	3957371.7379
PRC 709 + 61.15	5000150.4966	3957491.1028
POC 712 + 31.15	5000420.3060	3957481.6485
Proposed KY55-155 (Taylorsville Lake Road)		
POB 924 + 00.00	5000238.2812	3956399.3119
PC 925 + 93.28	5000209.9447	3956590.5034
PCC 942 + 74.76	4999045.4756	3957605.9715
POC 946 + 60.00	4998661.1420	3957584.1997



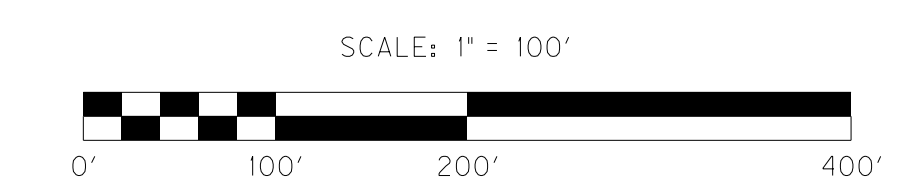
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 DATE PLOTTED: October 11, 2013  
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 MicroStation v8.11.7.443



### RIGHT OF WAY MONUMENTATION

ROWM#	DESCRIPTION	STATION and OFFSET		STATE PLANE COORDINATES	
		Proposed $\text{C}\ell$ KY 155		EAST (X)	NORTH (Y)
1	RIGHT OF WAY MONUMENT TYPE 1	927+69.74	106.77' LT	5000069.1098	3956731.4170
	WITNESS POST	927+69.74	105.77' LT		
2	RIGHT OF WAY MONUMENT TYPE 1	937+35.62	74.33' LT	4999531.8077	3957413.8940
	WITNESS POST	937+35.62	73.33' LT		
3	RIGHT OF WAY MONUMENT TYPE 1	940+02.38	65.64' LT	4999299.5607	3957508.2970
	WITNESS POST	940+02.38	64.64' LT		
4	RIGHT OF WAY MONUMENT TYPE 1	942+30.56	58.96' LT	4999086.8317	3957545.7842
	WITNESS POST	942+30.56	57.96' LT		
5	RIGHT OF WAY MONUMENT TYPE 1	943+62.18	50.00' LT	4998959.0544	3957555.5786
	WITNESS POST	943+62.18	49.00' LT		
6	RIGHT OF WAY MONUMENT TYPE 1	Proposed $\text{C}\ell$ KY148			
	WITNESS POST	710+47.47	73.12' RT	5000233.5211	3957413.6506
7	RIGHT OF WAY MONUMENT TYPE 1	710+91.18	50.00' RT	5000278.5841	3957434.9946
	WITNESS POST	710+91.18	49.00' RT		

R/W monuments will be set in the field prior to Roadway Construction.  
 If monuments are disturbed during construction, refer to the special note for R/W monumentation.



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