COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		1	[illegible]

ITEM NO. 9-212.00

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

PLANS OF
PROPOSED PROJECT
INDUSTRIAL PARKWAY
FROM I-64 TO U.S. 23 SECTION 1
GRADE, DRAIN & SURFACE PLANS
FD04 121 SW98 INDPKWY

AS BUILT PLANS
Ralph Newman
Director - Division of Construction
Date 9/14/01

	DATE
NO. SETS	
RECORD PLANS	
CONSTRUCTION PLANS	

REVIEWED BY _____ DIVISION OF CONSTRUCTION

PREPARED BY _____ DATE
CHECKED BY _____ DATE
APPROVED BY _____ DATE

Cell Library: PBC-3D.CEL
Cell Name: FIKEPL

6-93
FORM NO. 2m

3DTHICKNESS.DGN

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1, 1A	LAYOUT SHEET
2, 2-3	TYPICAL SECTIONS-SUMMARY OF QUANTITIES
3-69	PLAN AND PROFILE SHEETS
TO	
71-74	RIGHT OF WAY SUMMARY SHEETS
75-119	RIGHT OF WAY STRIP MAP SHEETS
120-125	DETAIL SHEETS
126-127	SOIL PROFILE SHEETS
128-207	MAINTENANCE OF TRAFFIC
208-235	PIPE DRAINAGE SHEETS
236-~~250~~	CROSS-SECTION SHEETS

~~SHEET 463 OMITTED~~

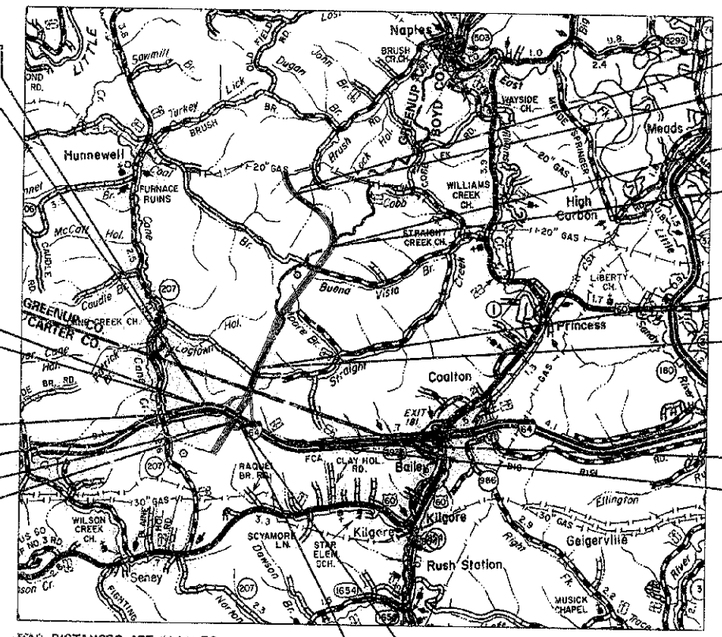
~~SHEETS NOT INCLUDED IN TOTAL SHEETS~~
~~1A, 2A, 2-3, 119, 463~~

TOTAL BRIDGE SHEETS ~~11~~ 8

STANDARD DRAWINGS

RBI-001-07	RDB-280-03	TSC-270-02
RBI-002-05	RDB-281-01	RDX-050-02
RBI-005-05	RDB-283-02	RDD-040-03
RBI-003-04	RDH-214-02	RDI-001-05
RBC-001-06	RDH-030-02	RDB-001-10
RBE-070-02	RDH-050-01	RDI-020-06
RBE-200-01	RDH-210-02	RDI-025-02
RBM-115-06	RDH-310-03	RDB-106-03
RBM-105-03	RDH-330-03	RDP-005-03
RBR-025-02	RDH-020-02	RDP-006-02
RBR-035-05	RDX-001-04	RDP-007-02
RCS-002-03	RDD-030-06	RDP-010-06
RGX-001-03	[illegible]	RDI-003
RGX-005-03	RGX-015-01	RDI-004
RDX-220-02	RGX-100-03	RDP-001-04
RBB-001-05	RGX-105-04	RFW-001-03
RDI-035	TSC-350-02	RFW-005-05
	RBR-010-04	TSC-207
RBI-007-07	RBR-015-03	TSC-221-05
RBI-009-02	RBR-016-03	TSC-245-10
RBR-001-10	RGS-001-05	TSC-265
RBR-005-09	TSC-246-08	TSC-360-02
RDB-105-04	TSC-260-10	TSC-400-02
RDB-095-07	TSC-261-07	TSC-316

TOTAL STANDARD DRAWINGS 71



MAP DISTANCES ARE IN MILES

BEGIN PROJECT
(INTERSTATE 64)
LT./RT. STA. 100+132.532

I-64 MILE
MARKER 178

BRIDGE SITE # 24380
STA. 5+534.000 TO 5+643.000
4 SPAN PCI BEAM TYPE IV MOD.
16 550 X 32 500 X 32 500 X 26 550
0°00'00" SKEW

BEGIN PROJECT
(INDUSTRIAL PARKWAY)
STA. 10+920.000

BRIDGE SITE # 24379
STA. 6+523.750 TO 6+658.100
4 SPAN PCI BEAM TYPE IV MOD.
31 050 X 39 000 X 42 100 X 21 150
0°00'00" SKEW

END PROJECT
(INDUSTRIAL PARKWAY)
LT./RT. STA. 14+920.000

BRIDGE SITE # 24382
STA. 13+720.000 TO 13+775.000
3 SPAN PCI BEAM TYPE III
14 050 X 21 000 X 18 900
0°00'00" SKEW

BRIDGE SITE # 24381
STA. 11+129.970 TO 11+186.030
3 SPAN PCI BEAM TYPE IV
15 550 X 24 000 X 15 550
20°00'00" SKEW

END PROJECT
(INTERSTATE 64)
LT./RT. STA. 101+670.740

THIS PROJECT IS A FULLY CONTROLED ACCESS HIGHWAY

N

METRIC

DESIGN CRITERIA

CLASS OF HIGHWAY ARTERIAL
TYPE OF TERRAIN MOUNTAINOUS
DESIGN SPEED 100 km/h
REQUIRED NPSD _____
REQUIRED PSD 640
LEVEL OF SERVICE B
ADT PRESENT (1998) 0
ADT FUTURE (2025) 22,700
DHV 3210
D % 50%
T % 13.7

GEOGRAPHIC COORDINATES

LATITUDE 38° DEGREES 22.15' MINUTES NORTH
LONGITUDE 82° DEGREES 49.21' MINUTES WEST

DESIGNED

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

1 0 1 2 3 4
GRAPHIC SCALE IN KILOMETERS
SCALE 1:50,000

LAYOUT MAP

MAINLINE
10+920 TO 14+920

GROSS LENGTH 4,000.000 METERS 4.000 km
ADDED (DEDUCTED) FOR EQUALITIES 0 METERS
NET LENGTH 4,000.000 METERS 4.000 km
NOT INCLUDED
RAILROAD CROSSINGS NO. 0 METERS
BRIDGES BRIDGE # 24381 55 100 METERS
BRIDGE # 24382 53 950

INTERCHANGE

GROSS LENGTH 1,539.208 METERS 1.539 km
ADDED (DEDUCTED) FOR EQUALITIES 0 METERS
NET LENGTH 1,539.208 METERS 1.539 km
NOT INCLUDED
RAILROAD CROSSINGS NO. 0 METERS
BRIDGES BRIDGE # 24379 133 300 METERS
BRIDGE # 24380 108 100

GROSS LENGTH _____ METERS _____ km
ADDED (DEDUCTED) FOR EQUALITIES _____ METERS
NET LENGTH _____ METERS _____ km
NOT INCLUDED
RAILROAD CROSSINGS NO. _____ METERS
BRIDGES _____ METERS

ITEM NO. 9-212.00

KENTUCKY DEPARTMENT OF HIGHWAYS

BOYD, CARTER AND GREENUP COUNTY

FROM I-64 TO U.S. 23 SECTION1

PROJECT NUMBER: INDUSTRIAL PARKWAY

LETTING DATE: 5-29-98

STATE OF KENTUCKY — JAMES G. GAULT — 15283 — REGISTERED PROFESSIONAL ENGINEER
JAMES G. GAULT KY P.E. 15283 — DATE 5-1-98
PLANS PREPARED BY: PALMER ENGINEERING

STATE OF KENTUCKY — Ralph J. Palmer — 1672 — REGISTERED LAND SURVEYOR
RALPH J. PALMER KY L.S. 1672 — DATE

RECOMMENDED BY: 5/6 19 98 BY David E. Smith ASSISTANT STATE HIGHWAY ENGINEER
19 BY
PLAN CHECKED 5/11 19 98 BY Simon K. Cornett by WM DIRECTOR OF TRAFFIC
19 BY CHIEF DRAFTSMAN
PLAN APPROVED 5/13 19 98 BY John B. Sadatsky DIRECTOR OF DESIGN
PLAN APPROVED 5-12 19 98 BY J. M. Yarmuth STATE HIGHWAY ENGINEER

1

LAYOUT SHEET

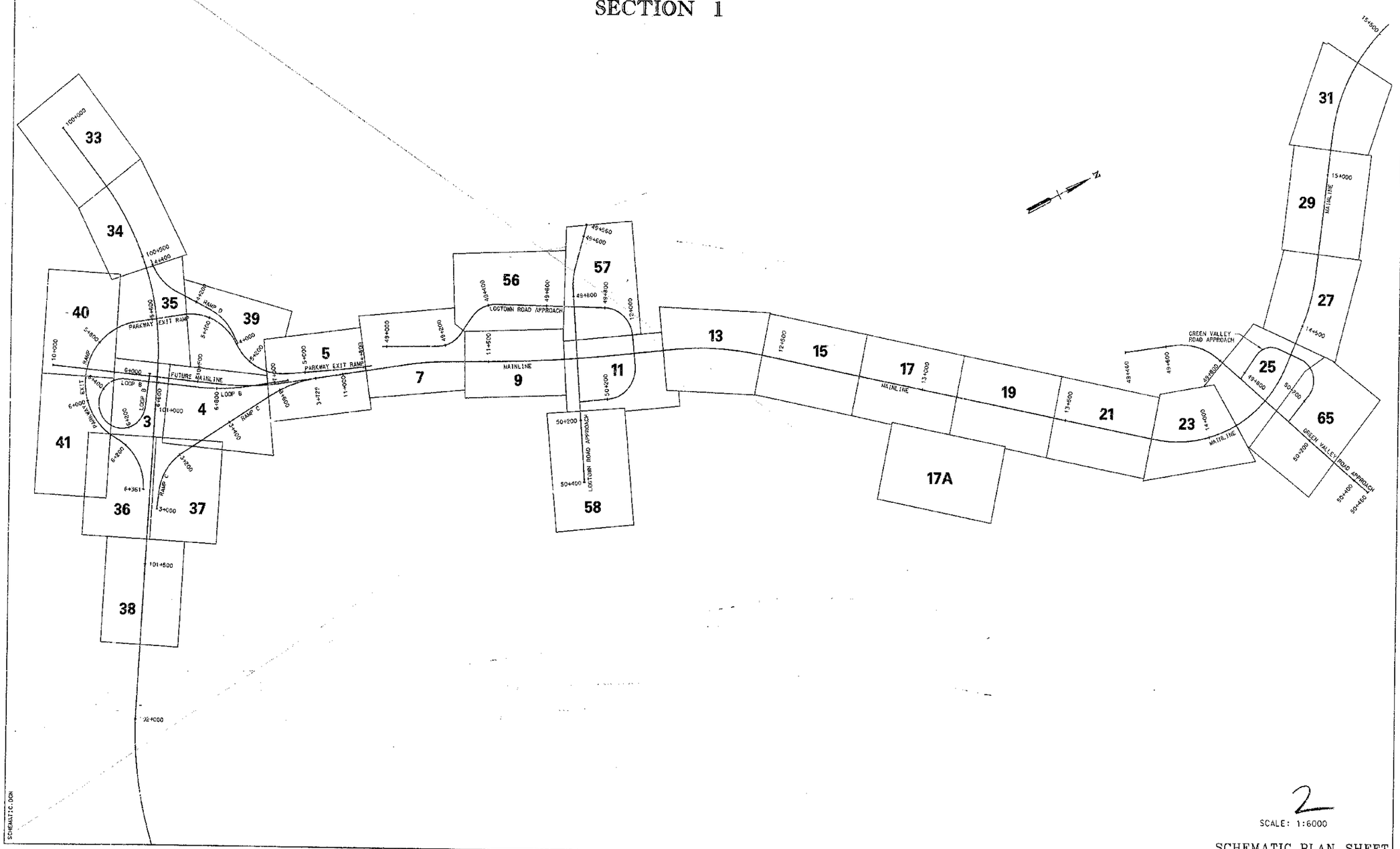
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		1A	9

9-212.00

VOID

SEE SHEET NO 3A

SCHEMATIC PLAN
SHEET LAYOUT
BOYD, CARTER & GREENUP COUNTY'S
INDUSTRIAL PARKWAY
SECTION 1



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

SCHEMATIC.DGN

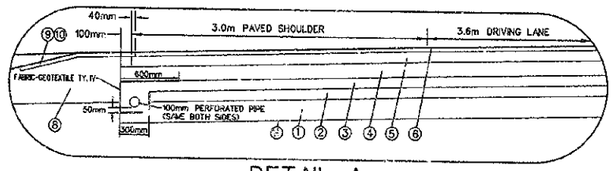
2

SCALE: 1:6000

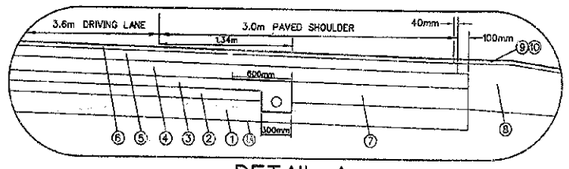
SCHEMATIC PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2	~~430~~ 327

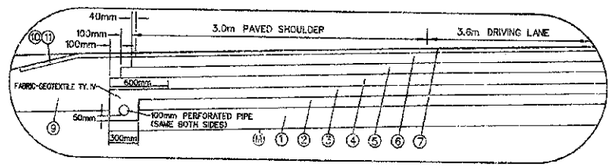
ITEM 9-212.00



DETAIL A
FOR PAVEMENT DESIGN "A"



DETAIL A
FOR PAVEMENT DESIGN "A"



DETAIL B
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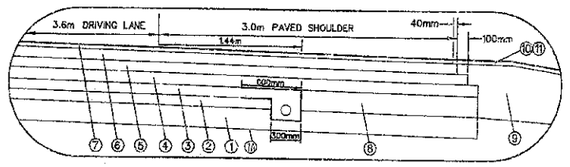
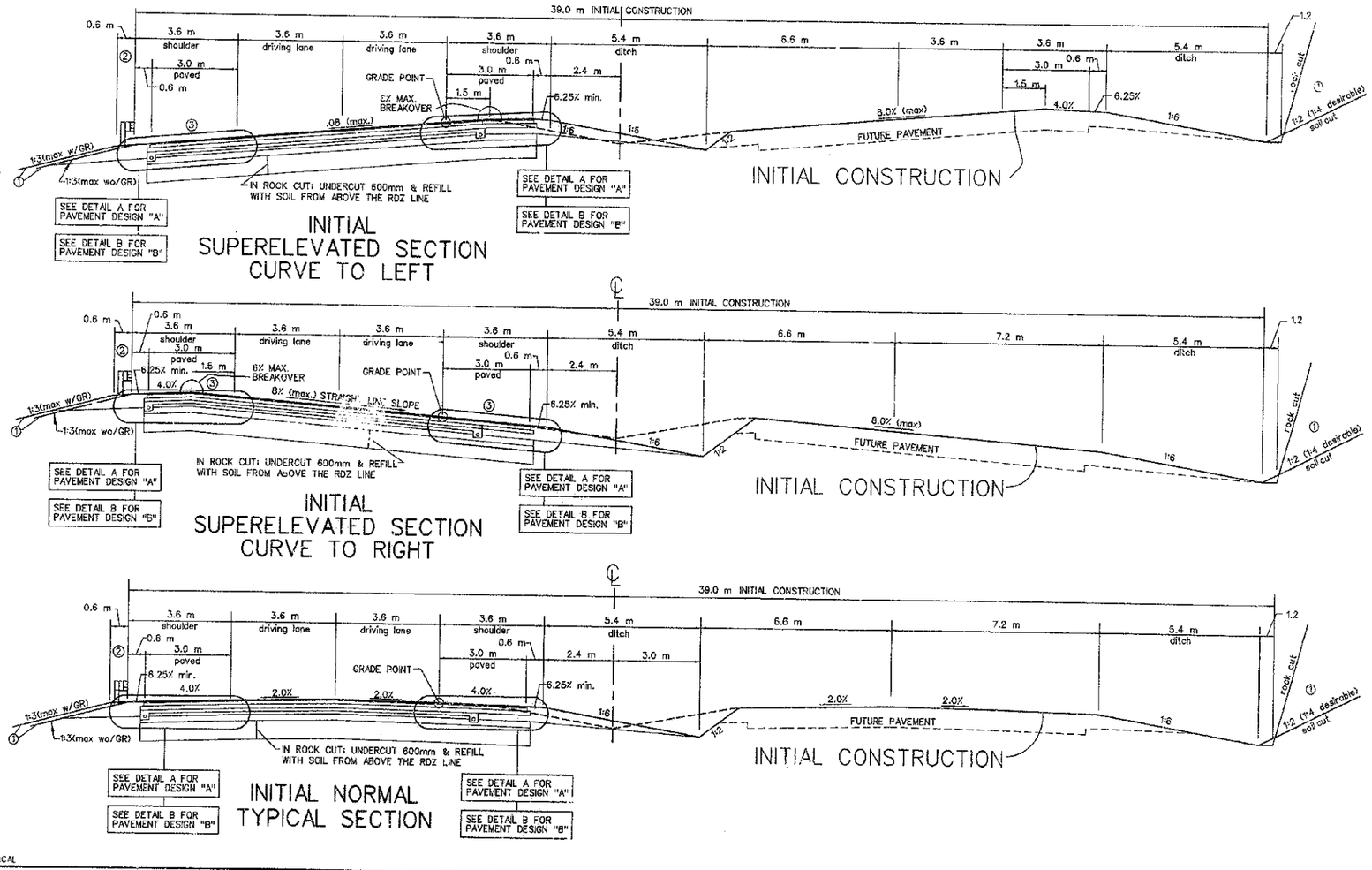


DETAIL B
FOR PAVEMENT DESIGN "B"



MAINLINE TYPICAL SECTION

PAVEMENT DESIGN "A"

1. ~~200mm CEMENT TREATED SUBGRADE~~
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
9. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

    9 & 10 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
    2 APPLICATIONS

1. 150mm CRUSHED AGGREGATE NO. 1
1A. FABRIC-GEOTEXTILE TY. IV

PAVEMENT DESIGN "B"

1. ~~200mm CEMENT TREATED SUBGRADE~~
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 112.5mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
7. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
8. 200mm DENSE GRADED AGGREGATE BASE
9. FULL DEPTH DENSE GRADED AGGREGATE BASE
10. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
11. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

    10 & 11 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
    2 APPLICATIONS

1. 150mm CRUSHED AGGREGATE NO. 1
1A. FABRIC-GEOTEXTILE TY. III

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PKEPL
TYPICAL.DWG

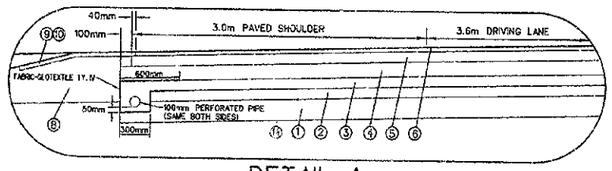
6-93
FORM NO. 2m

TYPICAL

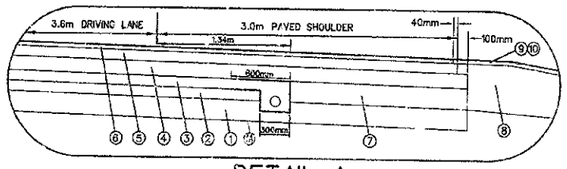
3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2A	~~6~~ 9

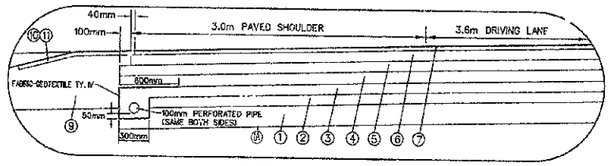
ITEM 9-212.00



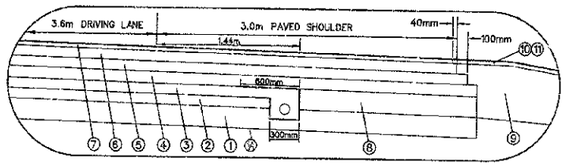
DETAIL A
FOR PAVEMENT DESIGN "A"



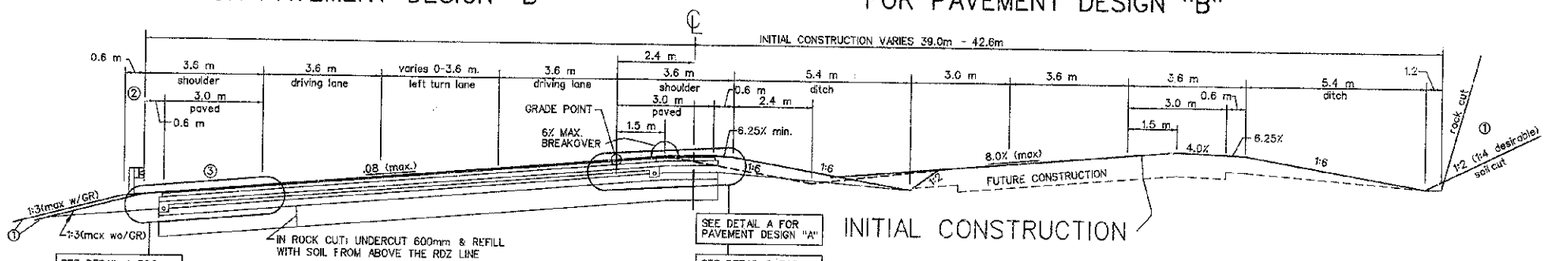
DETAIL A
FOR PAVEMENT DESIGN "A"



DETAIL B
FOR PAVEMENT DESIGN "B"

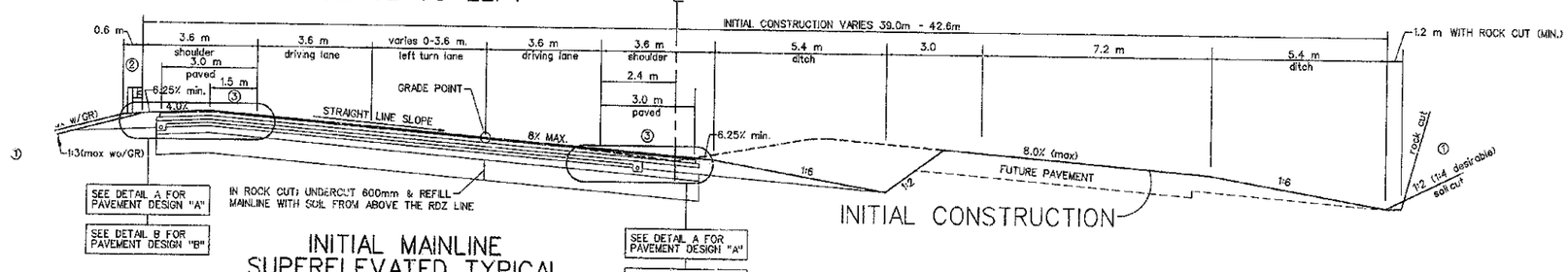


DETAIL B
FOR PAVEMENT DESIGN "B"



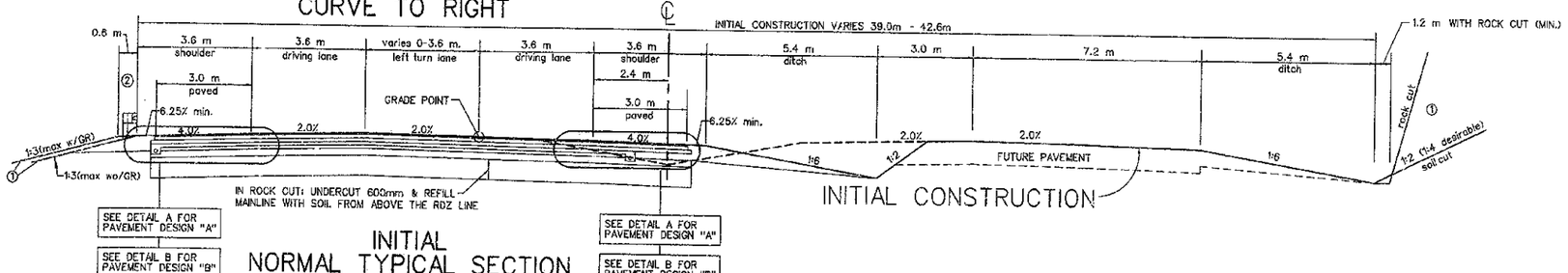
INITIAL CONSTRUCTION

INITIAL MAINLINE
SUPERELEVATED TYPICAL
SECTION WITH LEFT TURN LANE
CURVE TO LEFT



INITIAL CONSTRUCTION

INITIAL MAINLINE
SUPERELEVATED TYPICAL
SECTION WITH LEFT TURN LANE
CURVE TO RIGHT



INITIAL CONSTRUCTION

INITIAL
NORMAL TYPICAL SECTION
WITH LEFT TURN LANE

TYPICAL

PAVEMENT DESIGN "A"

1. ~~200mm CEMENT TREATED SUBGRADE~~
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
9. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)
    9 & 10 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
    2 APPLICATIONS
11. 150mm CRUSHED AGGREGATE NO 4
14. FABRIC - GEOTEXTILE TY III

PAVEMENT DESIGN "B"

1. ~~200mm CEMENT TREATED SUBGRADE~~
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 112.5mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
7. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
8. 200mm DENSE GRADED AGGREGATE BASE
9. FULL DEPTH DENSE GRADED AGGREGATE BASE
10. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
11. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)
    10 & 11 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
    2 APPLICATIONS
12. 150MM CRUSHED AGGREGATE NO 4
13. FABRIC - GEOTEXTILE TY III

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

4

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

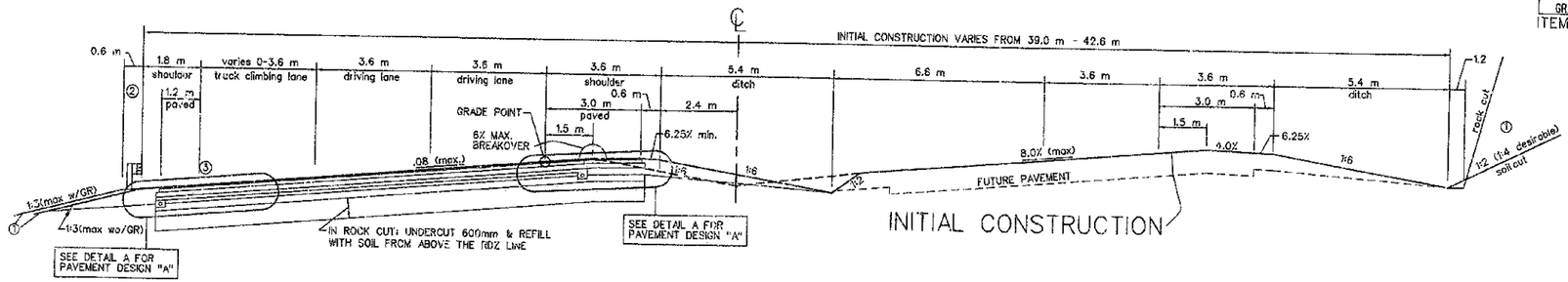
Cell Library: PEC-3D.CEL
Cell Name: FIKEPL
TYPICAL.DWG

6-93
FORM NO. 2m

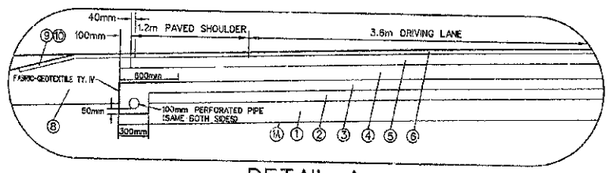
MAINLINE TYPICAL SECTION WITH L.T.L.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD - CARTER GREENUP		2B	~~630~~ 997

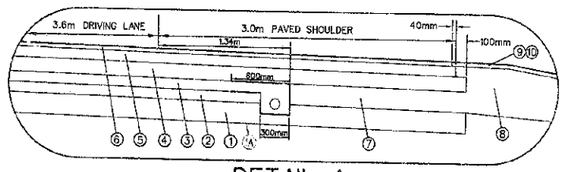
ITEM 9-212.00



INITIAL SUPERELEVATED MAINLINE TYPICAL SECTION INDUSTRIAL PARKWAY WITH TRUCK CLIMBING LANE CURVE TO LEFT



DETAIL A
FOR PAVEMENT DESIGN "A"



DETAIL A
FOR PAVEMENT DESIGN "A"

PAVEMENT DESIGN "A"

1. ~~200mm CEMENT TREATED SUBGRADE~~
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
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6. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
9. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

9 & 10 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.8 m DOWN THE DITCH OR FILL SLOPE 2 APPLICATIONS

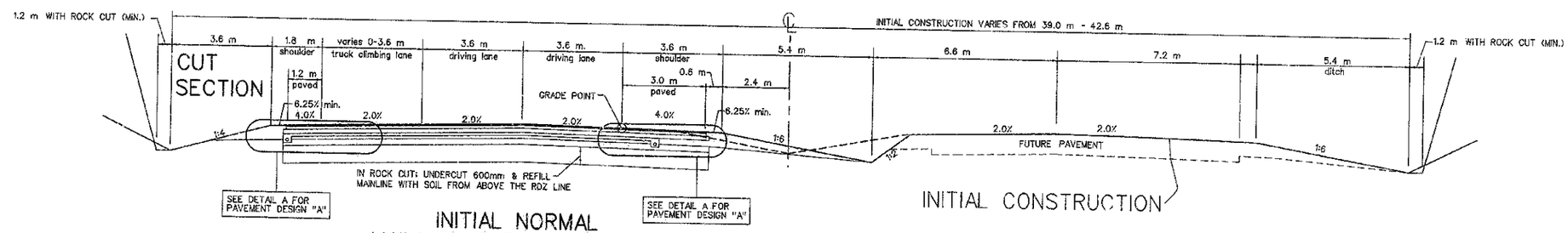
- (A) 150mm CRUSHED AGGREGATE NO.4
- (A) FABRIC-GEOTEXTILE TY. IV

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-30.CEL
Cell Name: PKEPL
TYPICAL.DWG

S-93
FORM NO. 2m

TYPICAL



INITIAL NORMAL MAINLINE TYPICAL SECTION WITH TRUCK CLIMBING LANE

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

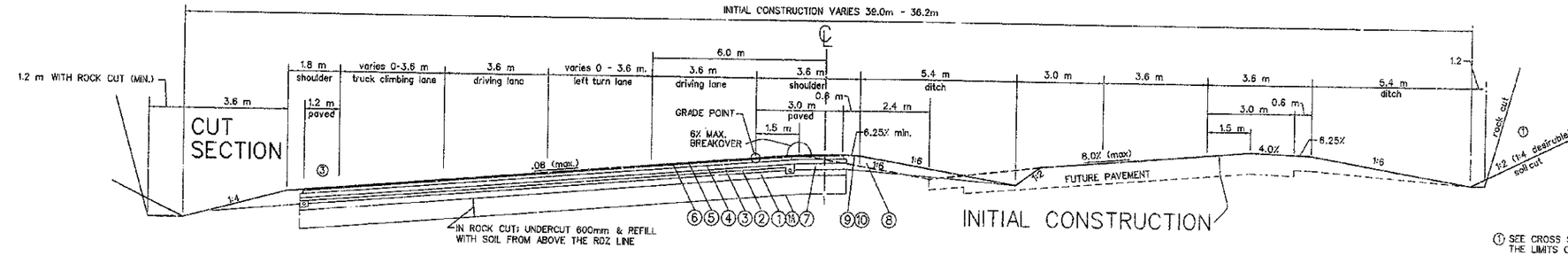
③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

5

MAINLINE TYPICAL SECTION WITH T.C.L.

COUNTY OF	FISCAL YEAR	SHEET NO	TOTAL SHEETS
BOYD-CARTER GREENUP		2C	698

ITEM 9-212.00

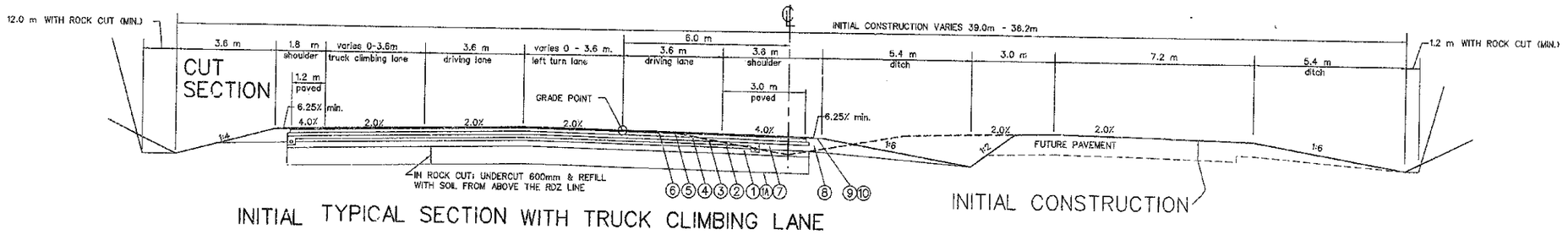


INITIAL SUPERELEVATED SECTION WITH TRUCK CLIMBING LANE AND LEFT TURN LANE CURVE TO LEFT

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

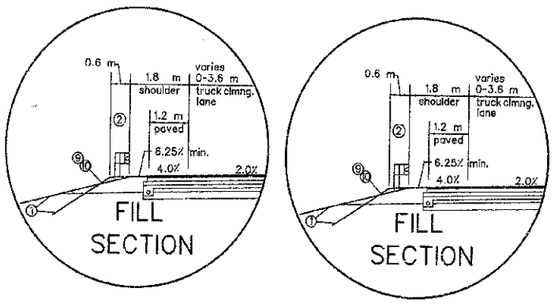
③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

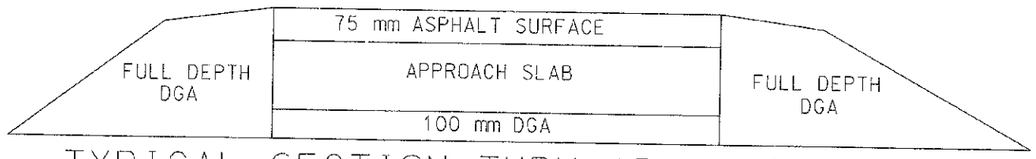


INITIAL TYPICAL SECTION WITH TRUCK CLIMBING LANE AND LEFT TURN LANE

T.C.L. STA. 13+120 - STA. 14+389

L.T.L. STA. 14+262.498 - STA.14+537.498

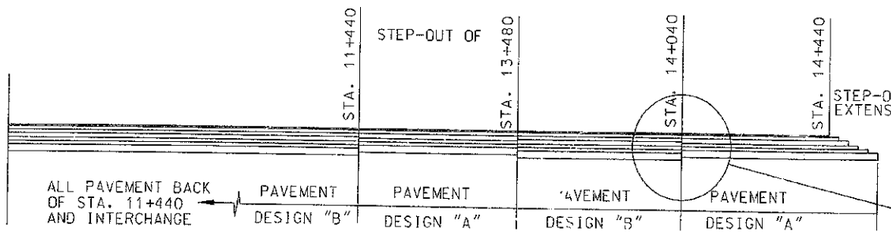




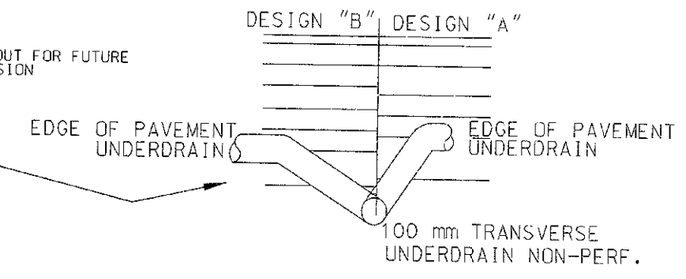
TYPICAL SECTION THRU APPROACH SLAB

SEE BRIDGE PLANS FOR DETAILS OF APPROACH SLABS

NTS



SCHEMATIC LOCATION OF PAVEMENT DESIGNS



PAVEMENT DESIGN "A"

① ~~200mm CEMENT TREATED SUBGRADE~~
② 100mm DENSE GRADED AGGREGATE BASE
③ 100mm ASPHALT TREATED DRAINAGE BLANKET
④ 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
⑤ 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
⑥ 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
⑦ 200mm DENSE GRADED AGGREGATE BASE
⑧ FULL DEPTH DENSE GRADED AGGREGATE BASE
⑨ EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
⑩ ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)
9 & 10 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS
① 150mm CRUSHED AGGREGATE NO 4
② FABRIC - GEOTEXTILE TY. IB

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PKEPL
TYPICAL.DWG

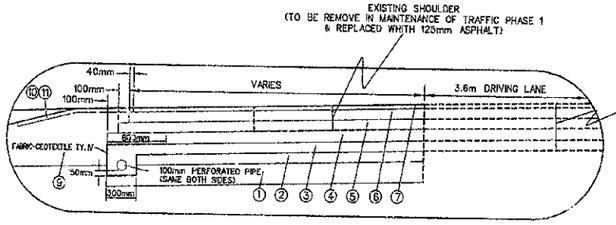
6-93
FORM NO. 2m

TYPICAL

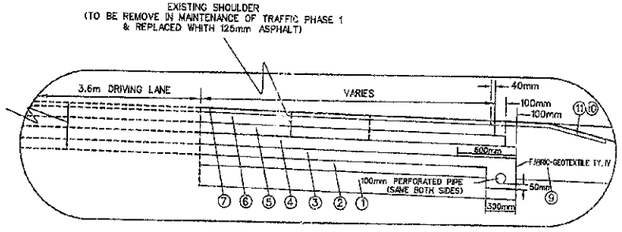
MAINLINE TYPICAL SECTION WITH T.C.L. & L.T.L.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2D	~~30~~ 217

ITEM 9-212.00



DETAIL B
FOR PAVEMENT DESIGN "B"



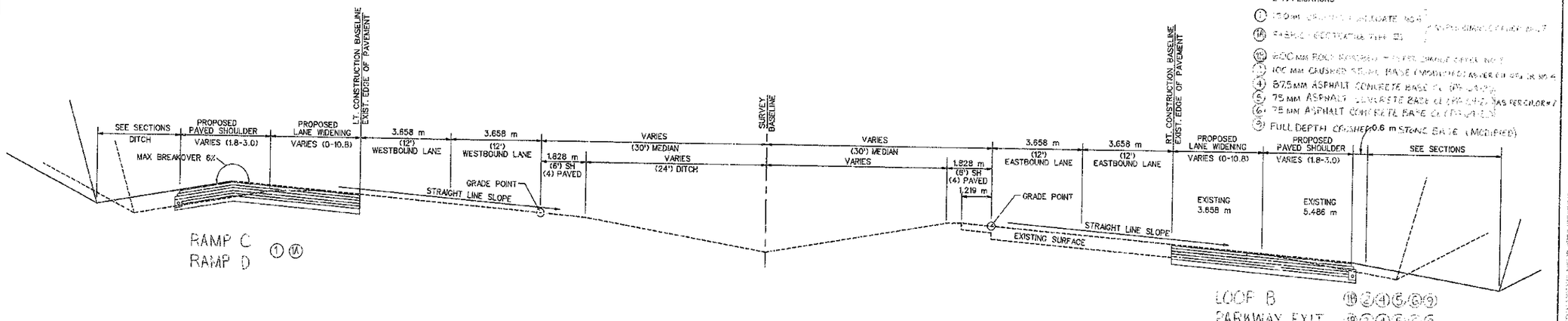
DETAIL B
FOR PAVEMENT DESIGN "B"

PAVEMENT DESIGN "B"

1. ~~200mm CEMENT TREATED SUBGRADE~~
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 112.5mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
7. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
8. 200mm DENSE GRADED AGGREGATE BASE
9. FULL DEPTH DENSE GRADED AGGREGATE BASE
10. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
11. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

10 & 11 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS

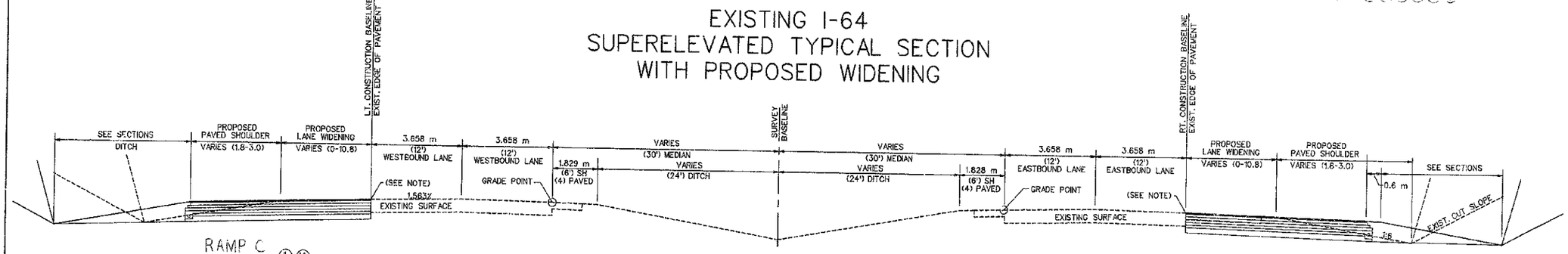
(C) 150mm CRUSHED AGGREGATE NO 4
(1A) FABRIC-GEOTEXTILE TYPE IV
(1C) 600MM POCKET BOREHOLE - FILLED WITH CLASS A CONCRETE
(2) 100 MM CRUSHED STONE BASE (MODIFIED) WATER TO BE USED AS PER ITEM NO 4
(4) 87.5MM ASPHALT CONCRETE BASE CL (PG 64-22)
(5) 75 MM ASPHALT CONCRETE BASE CL (PG 64-22) (AS PER COLOR #1)
(6) 75 MM ASPHALT CONCRETE BASE CL (PG 64-22)
(9) FULL DEPTH CRUSHED 0.6 m STONE BASE (MODIFIED)



RAMP C ① ⑯
RAMP D

LOOP B ⑯ ② ④ ⑤ ⑧ ⑨
PARKWAY EXIT ⑯ ⑧ ④ ⑤ ⑧ ⑨

EXISTING I-64
SUPERELEVATED TYPICAL SECTION
WITH PROPOSED WIDENING



RAMP C ① ⑯
RAMP D

NOTE : SEE CROSS SECTIONS FOR PROPOSED CROSS SLOPES OF LANES & SHOULDERS

LOOP B ⑯ ② ④ ⑤ ⑧ ⑨
PARKWAY EXIT ⑯ ② ④ ⑤ ⑧ ⑨

TAPER - STATION 10+260-10+340 ⑯ ② ④ ⑤ ⑧ ⑨

EXISTING I-64
NORMAL TYPICAL SECTION
WITH PROPOSED WIDENING

NOTE : REMOVE EXIST. BITUMINOUS SHOULDER USING A METHOD THAT WILL NOT DAMAGE THE EXISTING EDGE OF THE DRIVING LANE.
SEE PLAN SHEETS FOR LOCATIONS

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

7

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-30.CEL
Cell Name: PIKEPL
TYPICAL.DWG

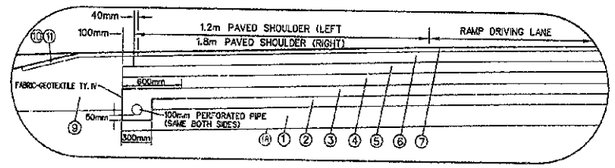
6-93
FORM NO. 2m

TYPICAL

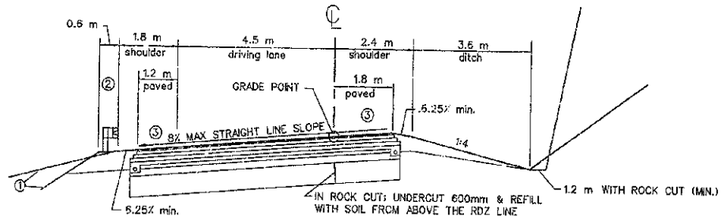
EXISTING I-64 TYPICAL SECTION

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
ODYO-CARTER GREENUP		2E	~~430~~ 977

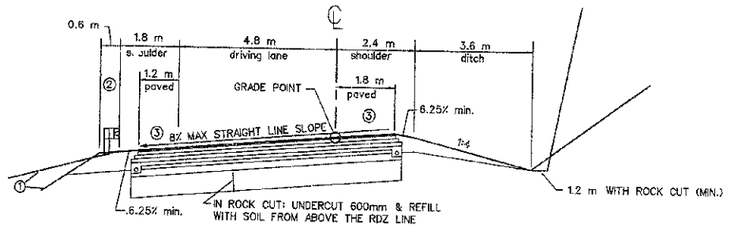
ITEM 9-212.00



DETAIL B
FOR PAVEMENT DESIGN "B"



SUPERELEVATED TYPICAL SECTION
PARKWAY EXIT RAMP
RAMP C
RAMP D
CURVE TO LEFT
(PARKWAY EXIT RAMP) STATION 5+643 TO 6+360.848 ⑱②④⑤⑥⑨



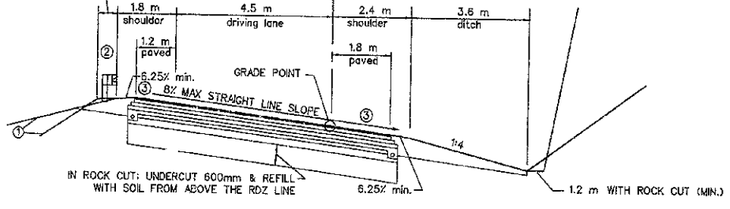
LOOP B
SUPERELEVATED TYPICAL SECTION
CURVED TO THE LEFT

PAVEMENT DESIGN "B"

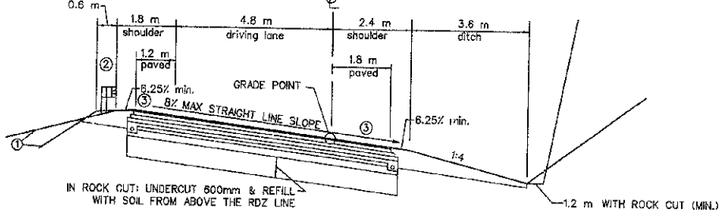
1. ~~200mm CEMENT TREATED SUBGRADE~~
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 112.5mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
7. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
8. 200mm DENSE GRADED AGGREGATE BASE
9. FULL DEPTH DENSE GRADED AGGREGATE BASE
10. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
11. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

10 & 11 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE 2 APPLICATIONS

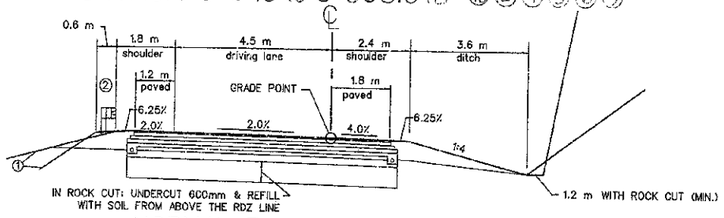
① 150mm CRUSHED AGGREGATE NO. 3 — ALTERNATE BASES GROUP NO. 2
④A FABRIC-GEOTEXTILE TY. III
⑱ 600mm BASE COURSE [illegible]
② 100mm CRUSHED STONE BASE (MODIFIED) [illegible]
④ 87.5mm ASPHALT CONCRETE BASE CL (PG 64-22) [illegible]
⑤ 75 mm ASPHALT CONCRETE BASE CL (PG 64-22) — ALTERNATE BASES GROUP NO. 2
⑥ 75 mm ASPHALT CONCRETE BASE CL (PG 64-22) [illegible]
⑨ FULL DEPTH DENSE GRADED AGGREGATE BASE [illegible]



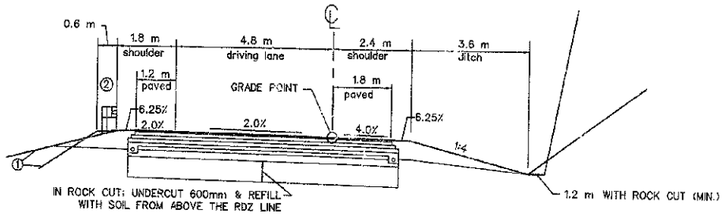
SUPERELEVATED TYPICAL SECTION
PARKWAY EXIT RAMP
RAMP C
RAMP D
CURVE TO RIGHT
(PARKWAY EXIT RAMP) STATION 5+643 TO 6+360.848 ⑱②④⑤⑥⑨



LOOP B
SUPERELEVATED TYPICAL SECTION
CURVED TO THE RIGHT
STATION 6+000 TO 6+520 ⑱②④⑤⑥⑨



NORMAL TYPICAL SECTION
PARKWAY EXIT RAMP
RAMP C
RAMP D



NORMAL LOOP B
TYPICAL SECTION

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

8

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Names: PIKEPL
TYPICAL.DWG

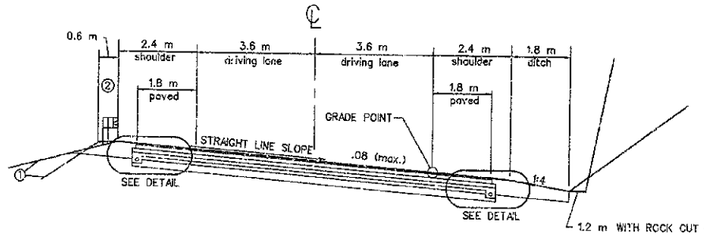
6-93
FORM NO. 2m

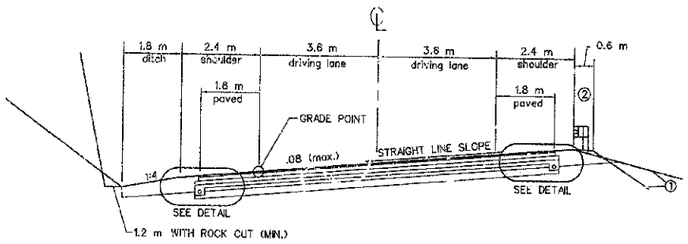
TYPICAL

I-64 RAMP TYPICAL SECTION

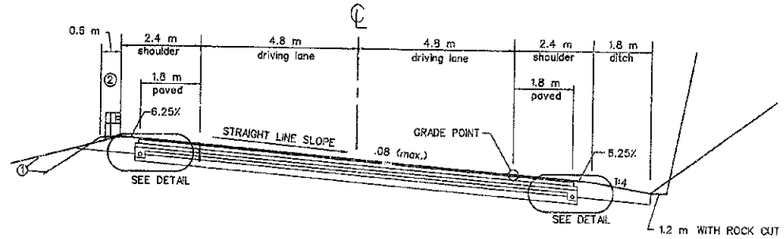
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2F	~~936~~ 997

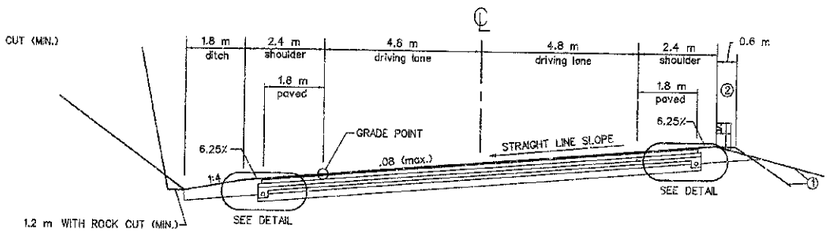
ITEM 9-212.00





SUPERELEVATED TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 11+803.819 FOR LOGTOWN ROAD
LEFT & RIGHT OF MAINLINE STA. 14+227
FOR GREEN VALLEY ROAD



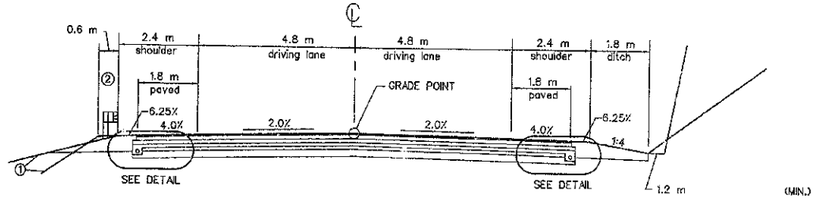


SUPERELEVATED TO THE LEFT

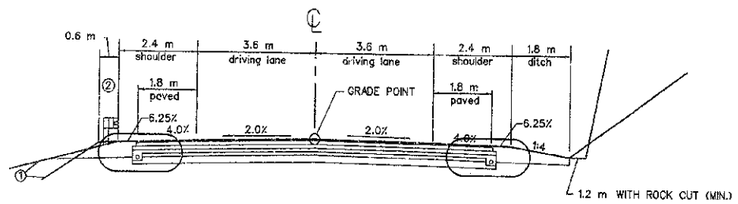
SUPERELEVATED TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT & RIGHT OF MAINLINE STA. 12+000 FOR LOGTOWN ROAD
LEFT & RIGHT OF MAINLINE STA. 14+400
FOR GREEN VALLEY ROAD

PAVEMENT DESIGN "A"

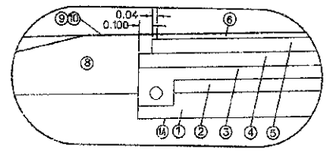
1. ~~200mm CEMENT TREATED SUBGRADE~~
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
9. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M) 10 &11 ARE IS REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE 2 APPLICATIONS
11. 150mm CRUSHED AGGREGATE NO 4
12. FABRIC - GEOTEXTILE TY III



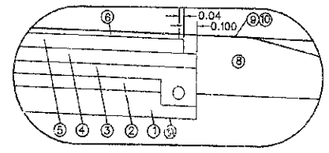
NORMAL TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT & RIGHT OF MAINLINE STA. 12+000 FOR LOGTOWN ROAD
LEFT & RIGHT OF MAINLINE STA. 14+400
FOR GREEN VALLEY ROAD



NORMAL TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 11+803.819 FOR
LOGTOWN ROAD & LEFT & RIGHT
OF MAINLINE STA. 14+227 FOR GREEN VALLEY ROAD



LEFT SIDE



RIGHT SIDE

PAVEMENT DETAIL FOR
PAVEMENT DESIGN "A"

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS
2. SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED
3. SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

9

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
TYPICAL.DWG

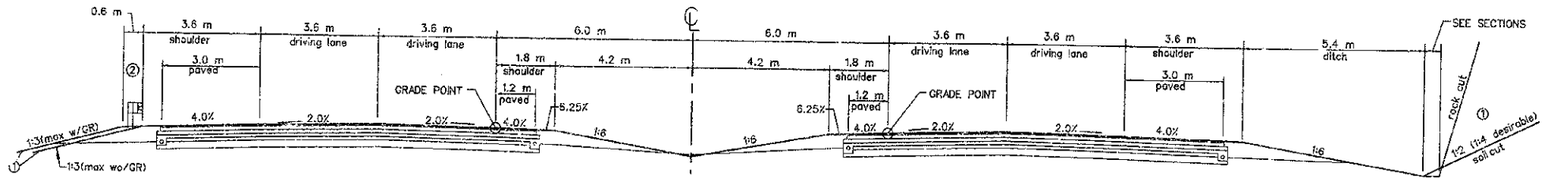
5-93
FORM NO. 2m

TYPICAL

APPROACH TYPICAL SECTION

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		2G	~~6~~ 9

ITEM 9-212.00 ~~6~~ 9



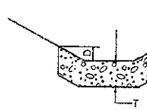
MAINLINE
ULTIMATE NORMAL TYPICAL SECTION
FOR FUTURE 4 LANE PARKWAY

PAVEMENT DESIGN "A"

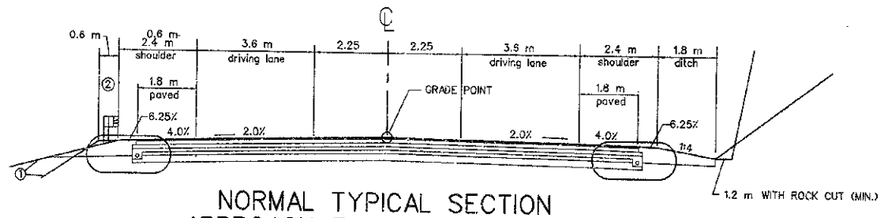
1. ~~200mm CEMENT TREATED SUBGRADE~~
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
9. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)
    10 & 11 ARE IS REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
    2 APPLICATIONS

(1) 150MM CRUSHED AGGREGATE NO.4

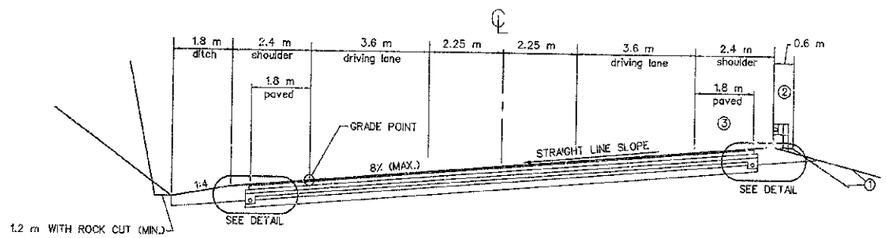
(1A) FABRIC - GEOTEXTILE TY III

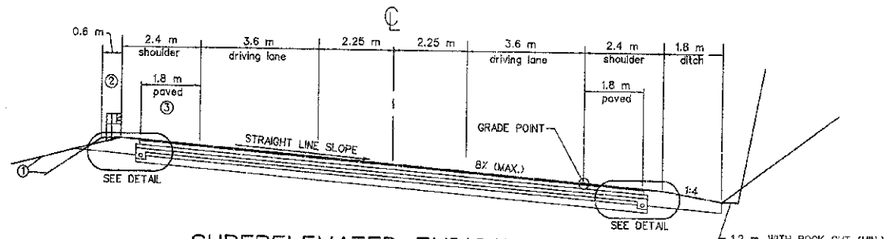


CHANNEL LINING DETAIL
N.T.S.

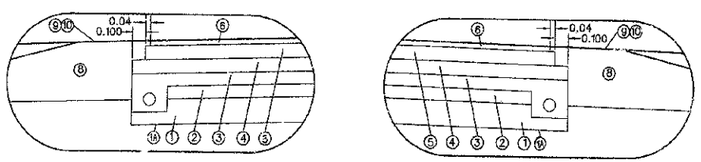


NORMAL TYPICAL SECTION
APPROACH TO LOGTOWN ROAD
& GREEN VALLEY ROAD
LEFT & RIGHT MAINLINE STA. 11+803.819 FOR LOGTOWN ROAD
LEFT & RIGHT MAINLINE STA. 14+227 FOR GREEN VALLEY ROAD
CURVE TO RIGHT





SUPERELEVATED TYPICAL SECTION
APPROACH TO LOGTOWN ROAD
& GREEN VALLEY ROAD
LEFT & RIGHT MAINLINE STA. 11+803.819 FOR LOGTOWN ROAD
LEFT & RIGHT MAINLINE STA. 14+227 FOR GREEN VALLEY ROAD
CURVE TO RIGHT



LEFT SIDE RIGHT SIDE

PAVEMENT DETAIL FOR
PAVEMENT DESIGN "A"

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

(2) SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

(3) SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

10

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
TYPICAL.DWG

6-9.2m
FORM NO. 2m

TYPICAL

MISC. & APPROACH TYPICAL SECTION

GENERAL SUMMARY sheet 1 of 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		24	~~630~~ 927

ITEM 9-212.00

ITEM CODE		ITEM	UNIT	MAINLINE	RAMPS & APPROACH ROADS	I-64	TOTAL PROJECT
1310	A030	REMOVING PIPE	METER	~~36~~			~~36~~
1584	A034	CAPPING DROP BOX INLET	EACH			2	2
1585	A038	REMOVING DROP BOX INLET	EACH			~~4~~	~~4~~
2165	A045	REMOVING PAVED DITCH	SQ M			~~171~~	~~171~~
2200	A051	ROADWAY EXCAVATION	CU M				~~3,539,283~~
2242	A062	WATER (2)	CU M				~~10,000~~
2255	A063	REMOVING RIGHT-OF-WAY FENCE	METER			~~806~~	~~806~~
2351	A005	GUARDRAIL STEEL "W" BEAM (SINGLE FACE)	METER	~~1456.9~~	~~61~~	~~437~~	~~1954.9~~
2360	A006	GUARDRAIL TERMINAL SECTION NO. 1	EACH	~~10~~	~~8~~	2	~~20~~
2391	A008	GUARDRAIL END TREATMENT TYPE 4A	EACH	~~20~~		4	~~24~~
2369	A007	GUARDRAIL END TREATMENT TYPE 2A	EACH	~~1~~		~~1~~	2
2363	A009	GUARDRAIL TO BRIDGE END CONNECTOR TY.A	EACH	~~10~~		2	~~12~~
2381	A010	REMOVE GUARDRAIL	METER			~~776~~	~~776~~
2435	A014	RIGHT OF WAY MARKER-RURAL TYPE 2	EACH	~~39~~			~~39~~
2482	A079	CHANNEL LINING CLASS IA	M TON	~~2887~~			~~2887~~
2483	A080	CHANNEL LINING CLASS II	M TON	~~26371~~			~~26371~~
2484	A081	CHANNEL LINING CLASS III	M TON	~~7908~~			~~7908~~
8100	A015	CLASS "A" CONCRETE *	CU M	~~162.07~~			~~162.07~~
8150	A004	STEEL REINFORCEMENT **	KG	~~2655~~			~~2655~~
2545	A097	CLEARING AND GRUBBING (1)	LS				1
2568	A001	MOBILIZATION	LS				1
2569	A002	DEMOBILIZATION	LS				1
2625	A029	REMOVING HEADWALL	EACH			~~6~~	~~6~~
2650	A099	MAINTAIN & CONTROL TRAFFIC	LS				1
2692	A092	SETTLEMENT PLATFORM	EACH	4			4
2701	A018	TEMPORARY SILT FENCE	METER	~~5390~~			~~5390~~
2704	A021	SILT TRAP TYPE B	EACH	~~5~~			~~5~~
2705	A074	SILT CHECK	EACH	~~130~~			~~130~~
2726	A098	STAKING	LS				1
2929	A011	CRASH CUSHION TY IX	EACH			4	4
2703	A071	SILT TRAP TYPE A	EACH	~~4~~			~~4~~
	A075	CLEAN SILT TRAP TY.A	EACH	~~16~~			~~16~~
	A078	CLEAN SILT TRAP TY. B	EACH	~~20~~			~~20~~
	A076	CLEAN SILT CHECK	EACH	~~520~~			~~520~~
	A077	CLEAN SILT FENCE	METER	~~21,560~~			~~21,560~~
	A025	LANE CLOSURE	EACH			~~4~~	~~4~~
	A027	MEDIAN CROSS-OVER CASE 2	LS			4	4
2775	A023	FLASHING ARROW	EACH			2	2
2652	A024	DETOUR SIGNING	SQ M			~~151~~	~~151~~
	A028	PICKUP,HAUL,SET,RESET,PICKUP,RETURN CONC.MEDIAN BAR TY.9M	M	~~2500~~			~~2500~~
5985	A065	SEED AND PROTECT.	SQ M	~~115100~~			~~115100~~
5989	A067	SPECIAL SEEDING CROWN VETCH	SQ M	~~38300~~			~~38300~~
	A100	CPM SCHEDULE	LS	1			1
2012	A026	BARRICADES - TYPE I	EACH	~~2~~			~~2~~
2091	A031	REMOVING PAVEMENT	SQ M			~~8938~~	~~8938~~
	A088	BIAXIAL GEOGRID MATERIAL	SQ M	~~10,940~~			~~10,940~~
	A089	UNIAXIAL GEOGRID MATERIAL	SQ M	~~17,965~~			~~17,965~~
	A036	FILL EXISTING DUG WELL	EACH	2			2
2262	A083	RIGHT OF WAY FENCE WOVEN WIRE TYPE 1	M	~~12,807~~			~~12807~~
	A090	DYNAMIC COMPACTION	SQ M	~~17,808~~			~~17,808~~
6585	A020	TEMP. PAVEMENT MARKER, TY.IVA - MW	EACH	~~274~~			~~274~~
6514	A013	PAVEMENT STRIPING-PERM. PAINT-102 mm	METER	~~30736~~			~~30736~~
6516	A014	PAVEMENT STRIPING-PERM. PAINT-204 mm	METER	~~1308~~			~~1308~~
6517	A015	PAVEMENT STRIPING-PERM. PAINT-304 mm	METER	~~660~~			660
6568	A016	PAVEMENT STRIPING-THERMO STOP BAR-608 mm	METER	~~83~~			83
6530	A017	PAVEMENT STRIPING REMOVAL - 102MM	METER	~~1238~~			~~1238~~

* INCLUDES ~~+44.5~~ FROM PIPE SUMMARY
** INCLUDES ~~2299~~ FROM PIPE SUMMARY

(1) APPROX. 112 HECTARES

(2) FOR CONTROLLING DUST CAUSED BY MAINTENANCE OF TRAFFIC ONLY.

ALL EARTHWORK QUANTITIES ARE IN CUBIC METERS

EXCAVATION NORTH OF I-64

1,751,076	EXCAVATION ABOVE RDZ
1,202,460	SOLID ROCK EXCAVATION
60,123	+5% SWELL ON SOLID ROCK
3,013,659	
- 430,953	-14.3% SHRINKAGE ON EXCAVATION
2,582,706	TOTAL AVAILABLE EXCAVATION

EMBANKMENT

1,714,747	EMBANKMENT
12,812	REFILL *
1,727,559	EMBANKMENT REQUIRED
-2,582,706	EXCAVATION AVAILABLE
855,147	WASTE

EXCAVATION SOUTH OF I-64

349,318	EXCAVATION ABOVE RDZ
204,560	SOLID ROCK EXCAVATION
10,228	+5% SWELL ON SOLID ROCK
564,106	
- 80,667	-14.3% SHRINKAGE ON EXCAVATION
483,438	TOTAL AVAILABLE EXCAVATION

EMBANKMENT

406,282	EMBANKMENT
2,240	REFILL *
408,522	EMBANKMENT REQUIRED
- 483,438	EXCAVATION AVAILABLE
74,916	WASTE

* DOES NOT INCLUDE REFILL THAT MAY BE REQUIRED AS A RESULT OF DYNAMIC COMPACTION

METRIC

EXCAVATION INCLUDES

801.494	m^3	FROM MAINLINE
94.977	m^3	FROM WESTBOUND I-64
48.414	m^3	FROM EASTBOUND I-64
676.728	m^3	FROM PARKWAY EXITRAMP
138.135	m^3	FROM LOOP B
140.380	m^3	FROM RAMP C
163.910	m^3	FROM RAMP D
35.314	m^3	FROM LOGTOWN ROAD
925	m^3	FROM GREEN VALLEY ROAD
117	m^3	FROM HOLLOW FILL
2.100.394	m^3	EXCAVATION (A)

ROADWAY EXCAVATION INCLUDES

2,100,394	EXCAVATION ABOVE RDZ
14,188	EMBANKMENT BENCHING
3,236	DITCH LEFT
7,383	DITCH RIGHT
1,407,020	SOLID ROCK
12	PIPE SHEET
7,050	TRANSVERSE BENCH
3,539,283	TOTAL

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GENERAL SUMMARY

GENERAL SUMMARY sheet 2 of 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HOYO-CARTER GREENUP		21	~~630~~ 947

ITEM 9-212.00

ITEM CODE	SS CODE	ITEM	UNIT	MAINLINE																TOTAL PROJECT
5950	A070	EROSION CONTROL BLANKET	SQ. M	~~8733~~																~~8733~~
5953	A066	TEMPORARY SEEDING AND PROTECTION	SQ. M	~~12500~~																~~12500~~
5966	A069	TOP DRESSING FERTILIZER	M TON	~~7.6~~																~~36.28 7.6~~
5990	A068	SODDING	SQ. M	~~872~~																~~972~~
	A106	PERFORATED PIPE - 600mm	METER																	
3349	A046	STEEL PIPE 300 mm	METER	~~112.4~~																~~112.4~~
	A047	STEEL PIPE 450 mm	METER	384																384
461	A037	CULVERT PIPE 375 mm	METER	~~905~~																~~2905~~
6550	A018	PAVEMENT STRIPING - TEMP REM TAPE - WHITE	METER	~~1630~~																~~1630~~
6551	A019	PAVEMENT STRIPING - TEMP REM TAPE - YELLOW	METER	~~1630~~																1630
6592	A022	PAVEMENT MARKER TYPE V - B W/R	EACH																	~~50~~
6593	A021	PAVEMENT MARKER TYPE V - B Y/R	EACH																	~~50~~
	A101	PARTNERING *	LP SUM																	1
	A136	R/W MARKER RURAL TYPE 1	EACH																	71
	A137	R/W MARKER RURAL TYPE 3	EACH																	32
	A136	LOGTOWN RD. SITE GRADING	LS																	1

* SEE PROPOSAL FOR SPECIAL NOTE FOR PARTNERING

	A130	PAVEMENT STRIPING - THERMO 150mm - W	METER	
	A131	PAVEMENT STRIPING - THERMO 150mm - Y	METER	
	A132	PAVEMENT STRIPING - THERMO 300mm - W	METER	
	A133	PAVEMENT STRIPING - DURABLE TY I - 150mm - W	METER	
	A134	PAVEMENT STRIPING - DURABLE TY I - 150 mm - Y	METER	
	A135	REPLACEMENT LENS - RED-WHITE PAVEMENT MARKER TY V	EACH	
	A102	SEDIMENTATION BASINS	CU. M	
	A103	CLEAN SEDIMENTATION BASINS	CU. M	
	A106	RDWY. FILL - GRANULAR EMBANKMENT	CU. M	
	A107	FABRIC - GEOTEXTILE TY III	SQ. M	
	A111	VAR MESSAGE SIGN PORTABLE 3-L	EACH	
	A112	PAVEMENT MARKER TYPE IV A-M-Y	EACH	
	A113	MODULAR GLARE SCREEN	METER	
	A114	GRANULAR BACKFILL SPECIAL	M TON	
	A115	ROCK ROADBED	CU. M	
	A116	CONDUIT - 50MM	METER	
	A118	OVERHAUL	C-M-STA	
	A120	PIPE UNDERCUT	CU. M	
	A121	CLEAR AND GRUBBING (SPECIAL)	LP SUM	
	A124	CERTIFY AND INSPECT EDGE DRAIN	L.S	
	A125	TRAFFIC BOUND BASE	M TON	
	A126	PAVEMENT MARKER TYPE V/A-W	EACH	
	A127	PAVEMENT MARKER TYPE V E-Y	EACH	

METRIC

PIPE DRAINAGE SUMMARY

SHEET 1 OF 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER CREEK/UP		25	634

ITEM NO. 9-212.00

	SKEW	COVER HEIGHT	DESIGN PH LEVEL	STORM SEWER PIPE 375 mm	450 mm	900 mm	1050 mm	1350 mm	CULVERT PIPE 450 mm	600 mm	750 mm	900 mm	1050 mm	1200 mm	1350 mm	1500 mm	450 mm S & F BOX INLET OUTLET	600 mmS & F BOX INLET OUTLET	750 mm S & F BOX INLET OUTLET	900 mm S & F BOX INLET OUTLET	CURB BOX INLET TY B	DROP BOX INLET TY 1	DROP BOX INLET TY 2	DROP BOX INLET TY 5B	DROP BOX INLET TY 5D	JUNCTION BOX	PERFORATED PIPE 100mm	NON-PERFORATED PIPE 100mm PERFORATED	PIPE HEADWALL SPECIAL DESIGN JUNCTION BOX	DITCH EXCAVATION	CLASS A CONCRETE	STEEL REINFORCEMENT	REMARKS
				A048	A049	A050		A051	A038	A039	A040	A041	A042	A043	A044	A045	A059	A060	A061	A062	A055	A056	A117	A057	A053	A063	A053	A054	A058	A064	A001	A003		
				521	522	528	529	531	462	464	466	468	469	470	471	472	1450	1451	1452	1453	1480	1490	1493	1505	1511	4810	1000	1010			2200	8100	8150	
UNIT TO BID ON		m		LINEAR METERS																	EACH						METER		EACH		m3	m3	kg	

MAINLINE

11+020	0°	2.2	M						23.23															1									
11+193.991	0°	2.1	M						39.1 / 24.39												1										1.15	5.4	1- 600mm S & P HDWL
11+760	0°	1.6	M								46.6								2												0.71	3.6	1- 600mm S & F HDWL
11+940	0°	4.0	M										61.9							2													
12+328	0°	2.8	M									50.5																			4.09	195	2-1050mm PC HDWL
~~12+540~~	~~0°~~	~~1.7~~	~~M~~	DELETED					~~28.9~~	DELETED							~~1~~	DELETED							~~1~~	DELETED							
~~13+100~~ 13+125	0°26°33' RT.	3.6	M										~~126.2~~ / 110.0																				
13+700	6° RT.	12.0	M							~~103.4~~ / 103.6								2 0												12	6.21	310	2-1050mm PC HDWL @30° RT.
13+700	0°	4.0	M						57.5																1								
13+783.230	0°	1.6	M						~~72.6~~ / 14.05																						~~1.15~~	~~5.4~~	~~1-450mm S & P HDWL~~
~~14+370~~	~~0°~~	~~3.0~~	~~M~~	DELETED								~~52.6~~									1				1							0.71	3.6	1-450mm S & F HDWL
14+652	8° LT.	30.0	M																	2													
14+820	0°	3.0	M						~~26.8~~ / 23.36						~~216.3~~ / 211.2																5.98	264	2-1350mm PC HDWL
14+900	0°	1.6	M							~~42.8~~ / 42.8								2 1							1						1.15	5.4	1-450mm S & P HDWL
M.L. TOTAL				0	0	0	0	0	~~248.13~~ / 175.4	~~146.2~~ / 145.8	46.6	~~103.1~~ / 103.2	~~188.1~~ / 171.3	0	~~216.3~~ / 211.2	0	~~1 0~~	~~4 1~~ 3	2	~~4 2~~ 1	2	~~0 2~~ 1	0	~~4 3~~ 1	1	~~1 0~~			0	0	12	~~21.15~~ / 21.15	~~792.4~~	
APPR. 11+803.819																																	
49+920	0°	9.0	M									~~77.3~~ / 77.3								1													
APPR. 12+000																															1.65	83	1-900mm PC HDWL
~~49+036~~	~~8° RT.~~	~~0.8~~	~~M~~	DELETED							~~29.6~~	DELETED							~~2~~ DELETED														
~~49+620~~	~~35° LT.~~	~~3.5~~	~~M~~							~~37.2~~ / 37.03								2															
~~49+880~~	~~0°~~	~~5.0~~	~~M~~											~~68.8~~																			
~~50+040~~	~~0°~~	~~2.0~~	~~M~~									~~26.9~~								2											4.99	225	2-1200mm PC HDWL
APPR 14+400																																	
50+040	0°	5.0	M									43.7								~~2~~ 1													
APPR TOTAL				0	0	0	0	0	~~37.2~~ / 37.03	~~29.6~~ / 0		~~149.9~~ / 136.7	0	~~68.8~~	0	0	0	~~2 4~~ 1	~~2 0~~ 1	~~5 3~~ 2	0	0	~~0 1~~ 0	~~0 1~~ 0	0	0			0	0	0	~~6.64~~ / 6.64	~~308~~	
I-64																																	
100+246.9	14°38' RT	2.0	M						~~2.28~~ / 2.05																								EXTEND EXIST
100+335	0°		M																			1											DO NOT DISTURB
100+452.2	0°	2.0	M							~~5.7~~ / 5.7																					1.03	3.6	1- 600mm S & F HDWL
100+638.121	10°30' RT		M																														INLET NOT FOUND (PLUG)
100+650	10°RT.	3.5	M										~~77.4~~ / 76.6																			4.09	195	2-1050mm PC HDWL
100+732	1°42' LT	10.0	M							~~55.9~~ / 55.9																					1.03	3.6	1- 600mm S & F HDWL
100+747	0°	2.0	M	14.28																					1								MEDIAN DRAIN
100+929.4	1°04' RT	8.4	M			34.7																		1									
100+933.85	45°01' RT	12.8	M			~~25.4~~		~~68.7~~																	1								
100+950	0°	2.2	M	19.5	19.9	20.9																			2				1		7.5	351	1-1350mm PC HDWL
100+965	0°	2.4	M			14.8																			1								1-1050mm PC HDWL 45°
101+040	0°		M																	1				2 1		1							
101+167.735	30°15' LT	4.0	M		~~103.5~~																												
101+456.9	46°02' LT	2.0	M						103.5																	1						1.15	5.4	1-450mm S & P HDWL
101+639.617	44°41' RT	4.0	M							~~4.7~~ / 4.7								1 0															
I-64 TOTAL				33.78	~~123.4~~ / 123.4	~~95.8~~ / 104.2	0	~~68.7~~	~~2.28~~ / 2.05	~~66.3~~ / 66.3	0	0	~~77.4~~ / 76.6	~~15.2~~ / 15.2	0	0	0	1 2	0	4 0	0	4 3	0	3	0 1	6 2			0	4 5	0	~~10.89~~ / 10.89	~~258.5~~	1-1200mm PC HDWL 45° SK
																														~~25.69~~ / 25.69	~~615.1~~	

SUBTOTALS

SUB TOTALS				33.78	~~123.4~~ / 123.4	~~95.8~~ / 104.2	0	~~68.7~~	~~250.4~~ / 180.2	~~240.7~~ / 240.9	~~76.2~~ / 46.6	~~253~~ / 253.2	~~265.5~~ / 247.9	~~84~~ / 84	~~216.3~~ / 211.2	0	1	7	~~4 2~~ 3	~~10~~ 7	2	~~4 5~~ 3	~~0 3~~ 1	7	~~4 2~~ 3	~~7 2~~ 6			0	1 5	12	~~53.48~~ / 53.48	~~1916~~	

METRIC

G:\JOBS\BOYD\PAVE\BOQUANT.XLS

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PIPE DRAINAGE SUMMARY

SHEET 2 OF 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		24	53

ITEM NO. 9-212.00

	SKEW	COVER HEIGHT	DESIGH PH LEVEL	STORM SEWER PIPE 375 mm	STORM SEWER PIPE 450 mm	STORM SEWER PIPE 900 mm	STORM SEWER PIPE	STORM SEWER PIPE 1350 mm	CULVERT PIPE 450 mm	CULVERT PIPE 600 mm	CULVERT PIPE 750 mm	CULVERT PIPE 900 mm	CULVERT PIPE 1050 mm	CULVERT PIPE 1200 mm	CULVERT PIPE 1350 mm	CULVERT PIPE 1500 mm	450 mm S & F BOX INLET OUTLET	600 mmS & F BOX INLET OUTLET	750 mm S & F BOX INLET OUTLET	900 mm S & F BOX INLET OUTLET	CURB BOX INLET TY B	DROP BOX INLET TY 1	DROP BOX INLET TY 2	DROP BOX INLET TY 5B	DROP BOX INLET TY 5D	JUNCTION BOX	PERFORATED PIPE 100mm	NON-PERFORATED PIPE 100mm	PERFORATED PIPE HEADWALL	SPECIAL DESIGN JUNCTION BOX	DITCH EXCAVATION	CLASS A CONCRETE	STEEL REINFORCEMENT	REMARKS
				521	522	528		531	462	464	466	468	469	470	471	472	1450	1451	1452	1453	1480	1490	1493	1505	1511	4810	1000	1010			2200	8100	8150	
UNIT TO BID ON		m		LINEAR METERS					EACH																		METER		EACH		m3	m3	kg	
INTERCHANGE																																		
LOOP "B"																																		
6+120	55° RT	1.4	M								31.4								2															
6+310	0°	2.3	M							61.1								1																
6+666.330	0°	1.0	M						10.2																							1.03	3.6	1-600mm PC HDWL
6+720	0°	2.4	M									24.1								2	1											0.071	3.6	1 - 450mm S&F HDWL
LOOP B TOTAL				0	0	0	0	0	10.2	61.1	31.4	24.1	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	1.101	7.2		
RAMP "C"																																		
3+280	5° LT.	1.8	M									30.5								1												1.65	82.5	1-900mm PC HDWL
3+540	35° LT.	1.9	M								39.9								1													1.29	63.5	1-750mm PC HDWL
RAMP C TOTAL				0	0	0	0	0	0	0	39.9	30.5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2.94	146		
RAMP "D"																																		
4+140	45° RT.	1.2	M								22.4																							
4+280	0°	2.0	M							18.4								2																
RAMP D TOTAL				0	0	0	0	0	0	18.4	22.4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EXIT RAMP																																		
5+130	40° RT.	1.3	M								31.4								2															
5+430	0°	1.6	M									17.4								2														
5+525.77	0°	0.8	M						8.75												1													
5+660	0°	22.0	M													135.7																0.71	3.6	1 - 450mm S&F HDWL
6+260	0°	1.6	M								18								2													6.24	227	2-1500mm PC HDWL
EXIT RAMP TOTAL				0	0	0	0	0	8.75	0	49.4	17.4	0	0	0	135.7	0	0	4	2	1	0	0	0	0	0	0	0	0	0	0	6.95	230.6	
PROJECT TOTALS																																		
PROJECT TOTALS				33.78	123.4	95.8	0	68.7	269.4	329.2	219.3	325	265.5	84	216.3	135.7	1	10	13	15	4	1	0	7	1	7	18481	1722	*136	1	12	*144.5	**2299		

** QUANTITY CARRIED FORWARAD TO GENERAL SUMMARY SHEET **

* 80.08 M^3 OF CLASS A CONCRETE IS INCIDENTAL TO THIS ITEM.

METRIC

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PAVING AREAS

ITEM CODE	ITEM	MAINLINE	PARKWAY EXIT RAMP	LOOP B	RAMP C	RAMP D	WESTBOUND I-64	EASTBOUND I-64	LOGTOWN ROAD	GREENVALLEY ROAD	DETOURS		TOTAL PROJECT
		SQUARE METERS											
	PAVEMENT DESIGN "A"												
244	40 mm ASP. CONC. SURFACE AK/A (PG 64-22)	29,070							15,251	7,325			51,646
120	100 mm ASP. CONC. BASE CL. (PG 64-22)	29,233							15,372	7,391			51,996
120	140 mm ASP. CONC. BASE CL. (PG 64-22)	29,641							15,576	7,458			52,675
	100 mm DRAINAGE BLANKET	26,255							13,818	6,838			46,911
1	100 mm DGA	25,643							13,483	6,708			45,834
	~~200 mm CEMENT TREATED SUBGRADE~~	~~29,641~~							~~15,576~~	~~7,458~~			~~52,675~~
1	FULL DEPTH DGA												
291	EMULSIFIED ASPHALT RS-2	~~4,974~~							~~3,415~~	~~1,745~~			~~10,134~~
100	ASPHALT SEAL AGGREGATE	4,974							~~3,415~~	~~1,745~~			~~10,134~~
	PAVEMENT DESIGN "B"												
244	40 mm ASP. CONC SURFACE AK/A (PG 64-22)	15,013	10,289	7,513	5,594	3,042	3,138	4,827					49,416
120	100 mm ASP. CONC. BASE CL. (PG 64-22)	15,088	10,394	7,594	5,654	3,075	3,306	4,892					50,003
120	100 mm ASP. CONC. BASE CL. (PG 64-22)	15,275	10,655	7,796	5,802	3,158	3,426	5,055					51,167
120	112.5 mm ASP. CONC. BASE CL. (PG 64-22)	15,463	10,916	7,998	5,951	3,240	3,426	5,218					52,212
1	200 mm DGA BASE	1,443	2,011	1,555	1,144	638	926	1,254					8,971
	100 mm DRAINAGE BLANKET	14,020	8,905	6,442	4,807	2,603	2,501	3,964					43,242
1	100 mm DGA	13,739	8,513	6,139	4,584	2,479	2,321	3,720					41,495
	~~200 mm CEMENT TREATED SUBGRADE~~	~~15,463~~	~~10,916~~	~~7,998~~	~~5,951~~	~~3,240~~	~~3,426~~	~~5,218~~					~~52,212~~
1	FULL DEPTH DGA												
291	EMULSIFIED ASPHALT RS-2	2,284	3,184	2,462	1,811	1,009	1,465	1,985					14,200
100	ASPHALT SEAL AGGREGATE	2,284	3,184	2,462	1,811	1,009	1,465	1,985					14,200

NOTES

ALL BITUMINOUS CONCRETE MIXTURES SHALL BE ESTIMATED AT 2.35 kg PER SQ. m PER mm OF DEPTH, UNLESS NOTED OTHERWISE.

(2) ESTIMATED AT 2.46 kg PER SQ. m PER mm OF DEPTH.(INCLUDES 36,970 M TON FOR FULL DEPTH DGA

(3) ESTIMATED AT 0.23 kg PER SQ. m.

(4) ESTIMATED AT 21.6 kg PER SQ. m.

(5) ESTIMATED AT 2.6 kg PER SQ. m.

(6) 5% BY WT. ESTIMATED AT 1.869 M TON PER CU. m.

(7) ESTIMATED AT 1.1 kg PER SQ. m.

PAVING SUMMARY

SSSC	ITEM CODE	ITEM	UNIT	MAINLINE	PARKWAY EXIT RAMP	LOOP B	RAMP C	RAMP D	WESTBOUND I-64	EASTBOUND I-64	LOGTOWN ROAD	GREENVALLEY ROAD	DETOURS		TOTAL PROJECT
A096	244	ASP. CONC SURFACE CL AK/A (PG 64-22)	M TON	4,144	967	706	526	286	295	454	1,434	689		11253.190	~~9,501~~
A094	120	ASP. CONC. BASE CL. (PG 64-22)	M TON	27,845	7,832	5,731	4,265	2,321	2,488	3,717	8,737	4,191		76,032.515	~~67,127~~
A034	1	DGA BASE (2)	M TON	10,398	3,084	2,275	1,691	924	1,027	1,532	3,317	1,650	1,598	74,667.278	~~64,466~~
A091		DRAINAGE BLANKET TYPE II ASPH	M TON	9,908	2,191	1,585	1,183	640	615	975	3,399	1,682		20,253.33	~~22,178~~
A122		CRUSHED AGGREGATE NO 4	M TON												22846.025
A094	100	ASPHALT SEAL AGGREGATE (4)	M TON	157	69	53	39	22	32	43	74	38		491.293	~~527~~
A086	291	EMULSIFIED ASPHALT RS-2 (5)	M TON	19	8	6	5	3	4	5	9	5		62.990	~~64~~
A119		CRUSHED STONE BASE (MODIFIED)	M TON												9581.12
A109		#57S CRUSHED STONE	CU M												1,131.670
A092		CEMENT TREATED SUBGRADE	SQ M	~~45,104~~	~~10,916~~	~~7,998~~	~~5,951~~	~~3,240~~	~~3,426~~	~~5,218~~	~~15,576~~	~~7,458~~			~~104,887~~
A093		CEMENT (6)	M TON	~~1,012~~	~~245~~	~~179~~	~~133~~	~~73~~	~~77~~	~~117~~	~~349~~	~~167~~			~~2,352~~
A095	~~358~~	~~BITUMINOUS CURING SEAL (7)~~	M TON	~~50~~	~~12~~	~~9~~	~~7~~	~~4~~	~~4~~	~~6~~	~~17~~	~~8~~			~~115~~
		~~ASPHALT CONC. SURFACE (AC-10)~~	M TON										~~536~~		~~536~~
		~~ASPHALT CONC. BASE (AC-10)~~	M TON										~~1,622~~		~~1,622~~
A110		ASPHALT CONC BASE C.K	M TON											11436.240	
A095		ASPHALT CONC BASE CL I-C (PG 64-22)	M TON											4244.11	

PAVING SUMMARY

5

G:\JOBS\BOYD\PAVE\PAV-SUM.XLS

METRIC

COUNTY OF CONCOURSE GROUP	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		21	22

ITEM NO. 9-212.00

BRIDGE AND CULVERT SUMMARY

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2M	~~334~~ 337

ITEM NO. 9-212.00

DIVISION OF BRIDGES ESTIMATE AND PROJECT SUMMARY

KENTUCKY DEPARTMENT OF HIGHWAYS

SHEET 1

COUNTY BOYD
ROAD INDUSTRIAL PARKWAY

STATE PROJECT NO. FD04 121 SW97 INDPKWY 002D
FEDERAL PROJECT NO.

COMPLETION DATE

REVISION DATE

STANDARD DRAWINGS BGX-006-07, BPS-003-07, BPS-009-06, BPS-011-02, BBP-001-09, RGX-100-03, RGX-105-04

TOTAL PLAN SHEETS 116

DRAWING NUMBER		24379	24380	24381	24382
STATION ON PROJECT ROUTE		~~6+549.25~~ 6+594.250	5+583.50	11+158.00	13+745.15
PLAN SHEETS		30	31	27	30
DESCRIPTION OF STRUCTURE					
	TOTAL LENGTH	**BRIDGE** 134.35 m	**BRIDGE** 109.0 m	**BRIDGE** 56.06 m	**BRIDGE** 55.0 m
	NO. OF SPANS	4	4	3	3
	SKEW	0°	0°	20° RT.	0°
	FABRICATION	PCIB	PCIB	PCIB	PCIB
	SPAN LENGTH	CONT. 31.05 m CONT. 39.0 m CONT. 42.1 m CONT. 21.15 m	CONT. 16.55 m CONT. 32.5 m CONT. 32.5 m CONT. 26.55 m	CONT. 15.55 m CONT. 24.0 m CONT. 15.55 m	CONT. 14.05 m CONT. 21.0 m CONT. 16.9 m

QUANTITIES

CODE	UNIT	DESCRIPTION								TOTALS FOR PROJECT
	L.S.	INTERMEDIATE DIAPHRAM (TY. CMUB #2)	1	EACH						
2231	m^3	STRUCTURE GRANULAR BACKFILL	171	BASE	155	BASE	132	BASE	236	~~694~~
2998	m^2	MASONRY COATING	1911	BASE	1570	BASE	1030	BASE	828	~~5339~~
7308	EA	SUBSURFACE EXPLORATION BORING	13	BASE	4	BASE			13	~~36~~
7350	m	DRILLED SHAFT - COMMON (760)	13.7	BASE					190.7	~~204.4~~
7351	m	DRILLED SHAFT - ROCK (760)	~~110.9~~ 115.6	BASE					37.6	~~148.5~~
7352	m	DRILLED SHAFT - COMMON (1830)	50.6	BASE						~~50.6~~
7353	m	DRILLED SHAFT - ROCK (1830)	~~10.9~~ 10.9	BASE						~~10.9~~
7354	m	TEST PILE - PREDRILL & DRIVE					52	BASE		~~52~~
7355	m	STEEL PILE (HP 310x79) PREDRILL & DRIVE					~~330~~ 330	BASE		~~330~~
7356	m	STEEL PILE (HP 360x108) - PREDRILL & DRIVE					~~265~~ 265	BASE		~~265~~
7367	m	DRILLED SHAFT - COMMON (1220)							35.9	~~35.9~~
7368	m	DRILLED SHAFT - ROCK (1220)							6.4	~~6.4~~
7369	m	DRILLED SHAFT - COMMON (1525)			5.4	BASE				~~5.4~~
7370	m	DRILLED SHAFT - ROCK (1525)			29.1	BASE				~~29.1~~
7371	m	DRILLED SHAFT - COMMON (1680)							5.7	~~5.7~~
7372	m	DRILLED SHAFT - ROCK (1680)							11.6	~~11.6~~
7373	EA.	TECHNIQUE SHAFT (760)	1	BASE					0.75 1	~~2~~
7374	EA.	TECHNIQUE SHAFT (1220)							1	~~1~~
7375	EA.	TECHNIQUE SHAFT (1525)			1	BASE				~~1~~
7376	EA.	TECHNIQUE SHAFT (1680)							1	~~1~~
7377	EA.	TECHNIQUE SHAFT (1830)	1	BASE						~~1~~
8001	m^3	STRUCT. EXCAV. COMMON	~~52~~ 338.3	BASE	35	BASE	~~297~~ 198.8	BASE	141	~~364~~
8002	m^3	STRUCT. EXCAV. S.R	121	BASE	~~250~~ 195.5	BASE			~~124~~ 0	~~495~~
8020	MTONS	CRUSHED AGG.SLOPE PROTEC	216	BASE	160	BASE	247	BASE	~~88~~ 88.6	~~711~~
8033	m	TEST PILE	27	BASE	24	BASE				~~51~~
8050	m	STEEL PILE (HP 360x108)	~~294~~ 206.5	BASE						~~294~~
8051	m	STEEL PILE (HP 360x132)			~~167~~ 144.1	BASE				~~167~~
8095	EA.	PILE POINTS (360)	12	BASE	8	BASE				~~20~~
8100	m^3	CONCRETE CLASS "A"	~~190.1~~ 120.8	BASE	~~225.9~~ 220.5	BASE	~~220.6~~ 220.6	BASE	~~191.4~~ 191.3	~~828~~
8104	m^3	CONCRETE CLASS "AA"	~~39.8~~ 22.8	BASE	~~27.6~~ 14.55	BASE	~~12.4~~ 0	BASE	~~24.5~~ 13.2	~~134.8~~
8105	m^3	CONCRETE CLASS "AAA"	~~479.9~~ 428.8	BASE	~~376.3~~ 387.95	BASE	~~367.8~~ 353.56	BASE	~~304~~ 298.15	~~1528~~
8150	kg	STEEL REINFORCEMENT	22 050	BASE	18 868	BASE	22 098	BASE	~~13 977~~ 15 [illegible]	~~77 001~~
8151	kg	STEEL REINF. (EPOXY)	~~77 974~~ 75 [illegible]	BASE	~~54 823~~ 54 922.28	BASE	~~52 760~~ 43 [illegible]	BASE	46 381 41 [illegible]	~~231 938~~
8160	kg	STRUCTURAL STEEL	(1)	BASE	1 (2)	BASE	1 (3)	BASE	1 (4)	~~(5)~~
8269	L.S.	ELECTRICAL CONDUIT	1	BASE	1	BASE				~~2~~
8500	m^2	APPROACH SLAB	137	BASE	133	BASE	267	BASE	234	~~771~~
8633	m	PCI BEAM TYPE 3							321.9	~~321.9~~
8634	m	PCI BEAM TYPE 4					383.6	BASE		~~383.6~~
8636	m	PCI BEAM TYPE 5								~~428.8~~
8637	m	PCI BEAM TYPE 7	530	BASE	428.8	BASE				~~630~~
		MISC. CONCRETE	142.5	BASE	(SEE CHANGE ORDER # 6)				56.0	BASE (SEE CHANGE ORDER #8)
									134.08	BASE (SEE CHANGE ORDER #8)

NOTES AND SPECIAL PROVISIONS

SPECIAL PROVISION 69G (94) EMBANKMENT AT BRIDGE END BENT STRUCTURES
SPECIAL NOTE FOR STRUCTURAL ADHESIVE WITH EXTENDED CONTACT TIME
SPECIAL NOTE FOR MINERAL ADMIXTURES IN PORTLAND CEMENT CONCRETE
SPECIAL NOTE FOR CLASS AAA PORTLAND CEMENT CONCRETE
SPECIAL NOTE FOR DRILLED SHAFTS

(1) APPROXIMATE MASS OF STRUCTURAL STEEL IS 504 KG FOR ARMORED EDGES AT ENDS OF BRIDGE AND 600 KG FOR DECK DRAINS.
(2) APPROXIMATE MASS OF STRUCTURAL STEEL IS 488 KG FOR ARMORED EDGES AT ENDS OF BRIDGE AND 671 KG FOR DECK DRAINS.
(3) APPROXIMATE MASS OF STRUCTURAL STEEL IS 1045 KG FOR ARMORED EDGES AT ENDS OF BRIDGE AND 510 KG FOR DECK DRAINS.
(4) APPROXIMATE MASS OF STRUCTURAL STEEL IS 874 KG FOR ARMORED EDGES AT ENDS OF BRIDGE AND 520 KG FOR DECK DRAINS.
(5) APPROXIMATE MASS OF STRUCTURAL STEEL IS 2911 KG FOR ARMORED EDGES AT ENDS OF BRIDGE AND 2301 KG FOR DECK DRAINS.

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SIGNING

ESTIMATE OF QUANTITIES

ITEM	CODE NUMBER	UNIT	QUANTITY	TOTALS
GROUND MOUNTED SIGN SUPPORTS				
(1) ALTERNATE I				
GALVANIZED STEEL				
TYPE A	6400	KG	F001	~~14629~~ 10,540 + 4090
TYPE B	6440	KG	F002	~~454~~ 2,672.49
(1) ALTERNATE II				
GALVANIZED STEEL				
TYPE A	6400	KG		-
TYPE B	6440	KG		-
ALUMINUM	6402	KG		-
FOOTINGS FOR SIGNS				
CONCRETE - CLASS "A"	6490	CU M	F003	~~14.0~~ 31.980
REINFORCEMENT STEEL	6491	KG		
SIGN BASE MATERIAL ALTERNATES				
ALTERNATE A - ALUMINUM				
(2) PANEL SIGNS	6405	SQ M	F004	~~177~~ 190.289
(3)(10) SHEETING SIGNS				
0.080 GAUGE	6406	SQ M	F005	
0.125 GAUGE	6407	SQ M	F006	
ALTERNATE B - GALVANIZED STEEL				
(2) PANEL SIGNS	6408	SQ M	F007	~~0~~
(3)(10) SHEETING SIGNS				
12 GAUGE	6409	SQ M	F008	~~0~~
STEEL POST				
TYPE 1	6410	METER		~~34~~ 36.052
TYPE 2	6411	METER		
(4) MILE MARKERS	6412	EACH	F009	~~198~~ 50.000
DELINEATORS				
WHITE	6413	EACH	F010	~~135~~ 183.000
AMBER	6414	EACH	F011	~~130~~ 139.000
REMOVAL ITEMS (9)				
(7) REMOVE OVERHEAD SIGN SUPPORT STRUCTURE	6449	EACH		
(7)(12) REMOVE OVERHEAD SIGN SUPPORT STRUCTURE CONCRETE BASE	6450	EACH		
(7)(8) REMOVE SIGN SUPPORT BEAMS	6451	EACH		

ITEM	CODE NUMBER	UNIT	QUANTITY	TOTALS
OVERHEAD SIGN SUPPORTS				
(5) ALUMINUM				
OSS ALUMINUM 18.3m TRUSS		EACH	F012	1
STEEL "W" BEAM GUARDRAIL				
~~SINGLE FACE~~	~~2351~~	~~METER~~		
DOUBLE FACE	2352	METER		0
END TREATMENT TYPE 1	2367	EACH		0
~~END TREATMENT TYPE 2A~~	~~2369~~	~~EACH~~		
MISCELLANEOUS				
(6) BEACON INSTALLATION	6441	EACH		0
SIGN BRIDGE ATTACHMENT BRACKETS	6448	EACH		0
~~FLASHING ARROW~~	~~2775~~	~~EACH~~		
(11) TRANSFORMER BASE INSERT	6762	EACH		
~~DEMOBILIZATION~~	~~2569~~	~~L.S.~~		
~~MAINTAIN & CONTROL TRAFFIC~~	~~2650~~	~~L.S.~~		

NOTES :

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		2 N	~~17~~ 30

9-212.00

(1) QUANTITY SHALL INCLUDE ALL NECESSARY HARDWARE TO FORM COMPLETE BREAK-AWAY BEAM. PAYMENT FOR GROUND MOUNTED SIGN SUPPORTS SHALL BE BASED ON THE NOMINAL WEIGHT OF THE BEAMS. THE NECESSARY GALVANIZING, HARDWARE, ETC. IS TO BE CONSIDERED INCIDENTAL. PAYMENT FOR THE REMOVAL OF A SIGN FROM THE EXISTING SIGN SUPPORT AND ITS RELOCATION AND ATTACHMENT TO A SIGN SUPPORT SHALL BE INCLUDED IN THE PAYMENT FOR THE SIGN SUPPORT.

(2) QUANTITY SHALL INCLUDE ALL COPY AND HARDWARE NECESSARY TO FORM COMPLETE SIGN.

(3) NO DEDUCTION IN AREA IS TO BE MADE FOR ROUNDING OF CORNERS.

(4) QUANTITY SHALL INCLUDE SIGN AND POST.

(5) QUANTITY SHALL INCLUDE W-BARS AND ALL HARDWARE NECESSARY FOR ATTACHING SIGNS TO SUPPORTS.

(6) QUANTITY SHALL INCLUDE ALL COMPONENT PARTS SHOWN ON BEACON INSTALLATION SHEET, INSTALLED AND PLACED IN SATISFACTORY OPERATING CONDITION.

(7) ALL MATERIALS REMOVED AND NOT REUSED, SUCH AS SIGNS, SIGN LIGHTS, SIGNS SUPPORTS, ETC. SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

(8) WHERE THE REMOVAL OF BEAM SIGN SUPPORTS IS CALLED FOR, THE BEAM AND ANY CONCRETE PROJECTING ABOVE THE GROUND LINE ARE TO BE CUT OFF A MINIMUM OF 300 mm BELOW EXISTING GROUND LINE OR THE ENTIRE BEAM AND CONCRETE BASE ARE TO BE REMOVED COMPLETELY AND BACKFILLED TO EXISTING GROUND LINE.

(9) THE REMOVAL OF ALL TYPE I OR II POSTS AND ALL SHEETING SIGNS SHALL BE INCIDENTAL TO THE PROJECT WITH NO ADDITIONAL PAYMENT BEING ALLOWED. ALL MATERIAL SHALL BE STORED IN ACCORDANCE WITH NOTE (7) ABOVE.

(10) WITH PERMISSION OF THE ENGINEER, SHEETING SIGNS ON THE RAMPS AND SIDE ROADS MAY BE MOVED TO BE COMPATIBLE WITH THE EXISTING SIGNS.

(11) TRANSFORMER BASE INSERT SHALL INCLUDE FURNISHING AND INSTALLING CAST ALUMINUM TRANSFORMER BASE WITH ASSOCIATE HARDWARE UNDER EXISTING LIGHT STANDARDS DESIGNATED AND INSTALLING FUSE HOLDERS, FUSES, AND ADDITIONAL WIRE (IF NECESSARY) IN ACCORDANCE WITH DETAILS CONTAINED WITH IN THESE PLANS. THIS SHALL ALSO INCLUDE THE COST OF ANY FILL MATERIAL AROUND THE EXISTING CONCRETE BASE AND SEEDING OF THE FILL.

(12) WHERE THE REMOVAL OF OVERHEAD STRUCTURE CONCRETE BASE IS CALLED FOR, THE BASE IS TO BE REMOVED TO A MINIMUM OF 300 mm BELOW THE GROUND LINE, BACKFILLED TO EXISTING GROUND LINE, AND RESEEDING OF DISTURBED AREAS.

METRIC

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
BOYD, CARTER & GREENUP

ROAD INDUSTRIAL PARKWAY 17

PROJECT NO.S

quantity.dgn signing

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD GRAYSON GREENUP		2.0	~~630~~ 997

ITEM NO. 9-212.00

GENERAL NOTES

PROPOSAL ATTACHMENTS

SPECIAL NOTES FOR FD04 121 SW98 INDPKWY

SPECIAL NOTE FOR FALL PROTECTION (8-23-88)

SPECIAL NOTE FOR FABRIC WRAPPED BACKFILL DRAIN MATERIALS (5-17-91)

SPECIAL NOTE FOR STEEL TUBING POSTS (4-26-94)

SPECIAL NOTE FOR MINERAL ADMIXTURES IN PORTLAND CEMENT CONCRETE (4-19-95)

SPECIAL PROVISIONS

13G (98) CRASH CUSHIONS
82 (98) GENERAL PROGRESS SCHEDULE
99 (98) PARTNERING

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY.

CONTROL OF WORK

THE RIGHT IS RESERVED BY THE DEPARTMENT TO HAVE OTHER WORK PERFORMED BY OTHER CONTRACTORS AND BY ITS OWN FORCES AND TO PERMIT PUBLIC UTILITY COMPANIES AND OTHERS TO DO WORK DURING THE CONSTRUCTION OF, AND WITHIN THE LIMITS OF OR ADJACENT TO, THE PROJECT. THE CONTRACTOR SHALL CONDUCT HIS OPERATIONS AND COOPERATE WITH SUCH OTHER PARTIES SO THAT INTERFERENCE WITH SUCH OTHER WORK WILL BE REDUCED TO A MINIMUM. THE CONTRACTOR SHALL AGREE, AND HEREBY DOES AGREE, TO MAKE NO CLAIMS AGAINST THE DEPARTMENT FOR ADDITIONAL COMPENSATION DUE TO DELAYS OR OTHER CONDITIONS CREATED BY THE OPERATIONS OF SUCH OTHER PARTIES. SHOULD A DIFFERENCE OF OPINION ARISE AS TO THE RIGHTS OF THE CONTRACTOR AND OTHERS WORKING WITHIN THE LIMITS OF OR ADJACENT TO THE PROJECT, THE ENGINEER WILL DECIDE AS TO THE RESPECTIVE RIGHTS OF THE VARIOUS PARTIES INVOLVED IN ORDER TO ASSURE THE COMPLETION OF THE DEPARTMENT'S WORK IN GENERAL HARMONY AND IN A SATISFACTORY MANNER AND HIS DECISION SHALL BE FINAL AND BINDING UPON THE CONTRACTOR.

DETAIL SHEETS

ANY STANDARD DRAWINGS REFERRED TO IN THE PLANS OR PROPOSAL THAT ARE NOT ATTACHED AS HALF-SIZE SHEETS HAVE BEEN INCLUDED ELSEWHERE IN THE PLANS AS FULL-SIZE DETAIL SHEETS.

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

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

BEFORE YOU DIG

THE CONTRACTOR IS ADVISED THAT HE CAN 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. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE EXCAVATION WITH ALL UTILITY OWNERS, INCLUDING THOSE WHO DO NOT SUBSCRIBE TO BUD. ALL UTILITIES AND A CONTACT PERSON FOR EACH COMPANY ARE SHOWN ON SHEET NO. 3 OF THE PLANS.

UTILITIES (HAZARDOUS OR FLAMMABLE MATERIALS)

THE CONTRACTOR IS ADVISED TO EXERCISE CAUTION IN HIS OPERATIONS IN AREAS WHERE PLANS INDICATE THE PRESENCE OF A GAS LINE OR OTHER LINES CARRYING HAZARDOUS MATERIAL.

TRAFFIC CONTROL ITEMS

UNLESS OTHERWISE DIRECTED, ALL SALVAGABLE TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS AND INCIDENTALS SHALL BECOME THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED FOR MAINTAINING AND CONTROLLING TRAFFIC DURING CONSTRUCTION.

DEPARTMENT OF THE ARMY PERMIT AND WATER QUALITY CERTIFICATION APPROVALS

THIS PROJECT AT ONE OR MORE LOCATIONS IS REGULATED BY A DEPARTMENT OF THE ARMY (DA) PERMIT WHICH CAN REQUIRE THE APPROVAL OF A STATE WATER QUALITY CERTIFICATION FROM THE KENTUCKY DIVISION OF WATER. THE CONTRACTOR SHALL PERFORM ALL APPLICABLE WORK IN COMPLIANCE WITH THE CONDITIONS STATED IN THE DA PERMIT AND THE APPROVED WATER QUALITY CERTIFICATION. THE CONTRACTOR SHALL 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, THE CONTRACTOR SHALL NOT WORK IN OR DISTURB THE DESIGNATED AREA(S) UNTIL THE APPROPRIATE APPROVAL(S) HAS BEEN OBTAINED. REFER TO NOTICE(S) CONTAINED IN THE CONTRACT BID PROPOSAL FOR DESIGNATED AREA(S) WHERE WORK IS PROHIBITED BY THE ABSENCE OF APPROVAL.

REMOVAL OF EXISTING MAINTENANCE CROSSOVERS

WHERE MEDIAN CROSSOVERS ARE REMOVED, THE MEDIAN SHALL BE RESHAPED TO CONFORM TO THE ADJOINING SECTIONS. ALL SURPLUS MATERIALS SHALL BE DISPOSED OF. NECESSARY ADJUSTMENTS SHALL BE MADE, IF REQUIRED, TO THE DRAINAGE SYSTEM. SEEDING AND/OR SODDING OF ALL DISTURBED AREAS DUE TO THIS OPERATION WILL BE REQUIRED. ALL WORK WILL BE DONE TO THE SATISFACTION OF THE ENGINEER ON CONSTRUCTION. PAYMENT FOR THIS WORK SHALL BE AT THE CONTRACT UNIT PRICE BID FOR THE RESPECTIVE BID ITEMS.

NOTICE - CAUTION - CLASSIFICATION

WITHOUT REGARD TO THE MATERIALS ENCOUNTERED, ALL ROADWAY AND DRAINAGE EXCAVATION SHALL BE UNCLASSIFIED AND SHALL BE DESIGNATED AS "ROADWAY EXCAVATION". IT SHALL BE DISTINCTLY UNDERSTOOD THAT ANY REFERENCE TO ROCK, EARTH, OR ANY OTHER MATERIAL ON THE PLANS OR CROSS-SECTIONS, WHETHER IN NUMBERS, WORDS, LETTERS OR LINES, IS SOLELY FOR THE DEPARTMENT'S INFORMATION AND IS NOT TO BE TAKEN AS AN INDICATION OF CLASSIFIED EXCAVATION OR THE QUANTITY OF EITHER ROCK, EARTH OR ANY OTHER MATERIAL INVOLVED. THE BIDDER MUST DRAW HIS OWN CONCLUSION AS TO THE CONDITIONS TO BE ENCOUNTERED. THE DEPARTMENT DOES NOT GIVE ANY GUARANTEE AS TO THE ACCURACY OF THE DATA AND NO CLAIM WILL BE CONSIDERED FOR ADDITIONAL COMPENSATION IF THE MATERIALS ENCOUNTERED ARE NOT IN ACCORD WITH THE CLASSIFICATION SHOWN.

CROSS-SECTIONS

CROSS-SECTIONS ON THIS PROJECT WERE DEVELOPED FROM AERIAL PHOTOGRAPHY.

EROSION CONTROL

SEED MIXTURE NO. 1 SHALL BE USED.

CEMENT STABILIZED ROADBED

THE TOP 200 MM OF THE FINISHED ROADBED SHALL BE STABILIZED WITH PORTLAND CEMENT IN ACCORDANCE WITH SECTION 214 OF THE STANDARD SPECIFICATIONS. SELECTED SOILS, HAVING A MINIMUM CBR VALUE OF 2, SHALL BE USED FOR THIS PURPOSE.

THE PORTLAND CEMENT CONTENT HAS BEEN ESTABLISHED AT 6 PERCENT BY WEIGHT, AND THE PLAN QUANTITY HAS BEEN ESTIMATED USING AN AVERAGE DRY DENSITY OF 1869 KG/CUBIC METER. HOWEVER, THE QUANTITY SHALL BE ADJUSTED AFTER THE ROADBED HAS BEEN CONSTRUCTED AND SAMPLES SUBMITTED AND TESTED BY THE DIVISION OF MATERIALS. APPROXIMATELY TWO WEEKS TIME IS NEEDED FOR THIS PURPOSE.

ASPHALT PAVEMENT RIDEABILITY

PAVEMENT RIDEABILITY REQUIREMENTS, IN ACCORDANCE WITH SECTION 412 OF THE STANDARD SPECIFICATIONS, SHALL APPLY ON THIS PROJECT.

PAVED SHOULDERS AT INTERSECTING ROADS

THE SHOULDERS ON THIS PROJECT WITHIN THE LIMITS SHOWN ON THE CURRENT EDITION OF STANDARD DRAWING RPM-110 SHALL BE PAVED ON THE MAIN LINE, ROAD APPROACHES OR INTERSECTING ROADS IN ACCORDANCE WITH THE PAVED SHOULDER DESIGN SHOWN ELSEWHERE IN THESE PLANS.

STANDARD DRAWINGS FOR HEADWALLS

STANDARD DRAWINGS FOR HEADWALLS (RDH SERIES) ARE NOT ATTACHED TO THESE PLANS BUT ARE AVAILABLE IN THE SUPPLEMENT TO THE STANDARD DRAWING BOOK, WHICH MAY BE OBTAINED FROM THE MANAGEMENT SERVICES DIVISION OF THE DEPARTMENT OF HIGHWAYS IN FRANKFORT, KENTUCKY AT A COST OF $5.00 PER COPY.

PIPE REMOVAL

CONTRARY TO THE STANDARD SPECIFICATIONS, THE REMOVAL OF PIPE, WHETHER SHOWN ON THE PLANS OR NOT, IS INCIDENTAL TO THE CONTRACT.

GUARDRAIL END TREATMENT TYPE 4 OR 4A

THE WIDENING OF THE EMBANKMENT TO ACCOMMODATE GUARDRAIL END TREATMENTS TYPE 4 OR 4A CONSTRUCTED IN ACCORDANCE WITH APPLICABLE PLANS AND STANDARD DRAWINGS SHALL BE COMPLETED WITH ROADWAY EXCAVATION AS SHOWN IN PLANS AND/OR PROPOSAL.

CRASH CUSHION REPLACEMENT ELEMENTS

THE CONTRACTOR SHALL HAVE A COMPLETE REPLACEMENT UNIT AVAILABLE ON THE PROJECT SITE FOR THE DURATION OF THE PROJECT, UNLESS THE SUPPLIER OF THE SPECIFIED IMPACT ATTENUATOR (CRASH CUSHION) CERTIFIES IN WRITING THAT REPLACEMENT UNITS AND/OR PARTS CAN BE DELIVERED TO THE PROJECT SITE WITHIN 24 HOURS AFTER THEY ARE ORDERED.

GUARDRAIL POSTS

ONLY W6 X 8.5 STEEL POSTS SHALL BE PERMITTED IN THE CONSTRUCTION OF GUARDRAIL. CONTRARY TO THE PLANS AND STANDARD DRAWINGS, OTHER STEEL POSTS, WOOD POSTS, OR CONCRETE POSTS SHALL NOT BE PERMITTED.

BILL GREENE
MAY-4-1998

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		3	434
9-212.00			997

CONVENTIONAL SIGNS

SURVEY LINE
GRADE LINE
GROUND LINE
COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
PROPOSED RIGHT OF WAY
RIGHT OF WAY MARKERS
BENCH MARK
RURAL RIGHT OF WAY MARKER
MUNICIPAL RIGHT OF WAY MARKER
EXISTING ROAD
RAILROAD
FENCE (CONTROLLED ACCESS)
FENCE (EXCEPT STONE AND HEDGE)
TREES
PIPE CULVERT
CULVERT
BRIDGE
BUILDINGS
GUARDRAIL
LIGHTING POLE
POWER POLE
JOINT POWER & TELEPHONE POLE
TELEPHONE & TELEGRAPH POLE
ANCHOR, POWER OR TELEPHONE
STUB POWER
STUB TELEPHONE
WATER MAIN
GAS MAIN
TELEPHONE DUCT
ELECTRIC DUCT
TELEPHONE MANHOLE
ELECTRIC MANHOLE
SANITARY SEWER
STORM SEWER
SEWER MANHOLE
DIRECT BURIAL ELECTRIC CABLE
DIRECT BURIAL TELEPHONE CABLE
TOWER
STONE FENCE
HEDGE FENCE
SWAMP OR MARSH
SPRINGS
SINKHOLE
QUARRY SITE
SILT CHECK
SILT TRAP
LARGE STREAM
SMALL STREAM
INTERMITTENT STREAM
LAKES OR PONDS
NORTH POINT

EXISTING / PROPOSED

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93 FORM NO. 2m

PL10140.DGN

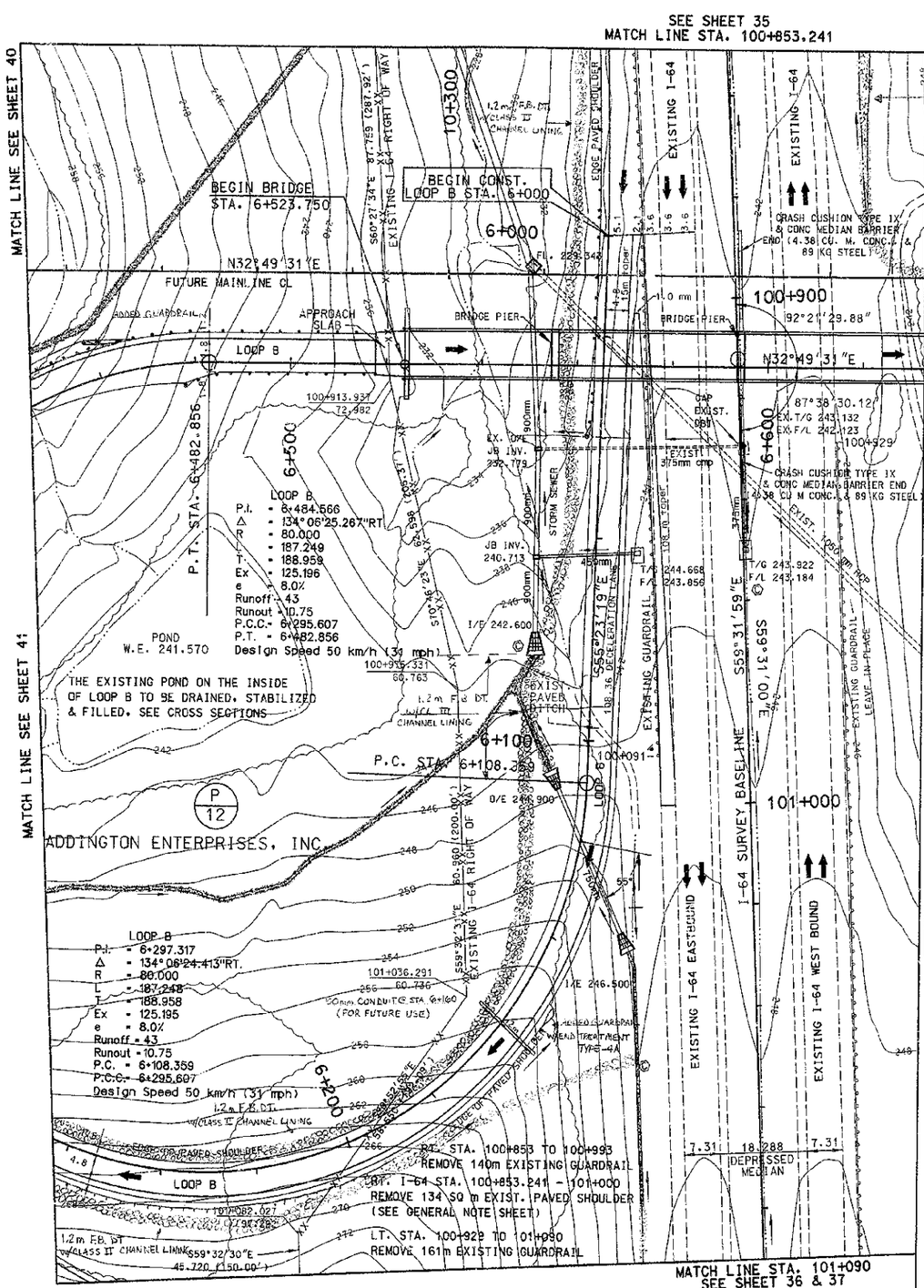
SOURCE OF ELEVATIONS

ELEVATIONS AND BENCHMARKS ON THIS PROJECT WERE ESTABLISHED BY TRAVERSING THROUGH EXISTING GROUND CONTROL (N.G.S. - N.A.V.D. 88) RECOVERED THIS SURVEY. BENCHMARKS RECOVERED AND THEIR ELEVATIONS ARE AS FOLLOWS: I-64 L 132 (188.761) AND D372 (171.777)

U T I L I T Y O W N E R S

AEP KENTUCKY POWER
1701 CENTRAL AVENUE
ASHLAND, KY 41101
606-327-1476

GTE SOUTH
101 ARMCO BLVD.
WESTPORT, KY 40077
606-329-6255



DITCH CONSTRUCTION CHART

LT OR RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X	101+070 - 101+210	CLASS III	64 M TON	0.30	0.60	0.6 F.B.
X	101+060 - 101+080	CLASS III	223 M TON	0.60	0.60	0.6 F.B.
X	101+000 - 101+100	CLASS III	97 M TON	0.45	0.60	0.6 F.B.
X	100+980 - 101+080	CLASS III	387 M TON	0.45	0.60	0.6 F.B.
LT	6+080 - 6+205	CLASS III	617 M TON	0.45	0.60	0.6 F.B.
RT	6+100	CLASS IA	35 M TON	0.45	0.45	PIPE OUTLET
RT	6+065 - 6+113	CLASS IA	35 M TON	0.30	0.45	0.6 F.B.
LT	6+140 - 6+200	CLASS III	1150 M TON	0.30	0.45	1.2 F.B.

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (cu m)	OUTLET
RT	100+853 TO 6+000	37							
RT	6+000 TO 6+053	53			5			0.57	1:4 HDWL
RT	6+053 TO 6+120	67			3				TIE TO X DRAIN
RT	6+120 TO 6+220	100			3				TIE TO X DRAIN
RT	6+220 TO 6+260	40			3			0.57	1:4 HDWL
LT	6+000 TO 6+053	53			8				OUTLET RT
LT	6+053 TO 6+130	77			3				TIE TO X DRAIN
LT	6+130 TO 6+220	90			3				TIE TO X DRAIN
LT	6+220 TO 6+260	40			3				OUTLET RT
RT	100+930 TO 100+950	60			3				TIE TO LOOP B
RT	100+930 TO 101+995	43			3				TIE TO DT.
RT	6+440 TO 6+515	75							
LT	6+440 TO 6+515	75							

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT OR RT	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	CONC SLOPE No. 1 (Ea)	END TREATMENT TY 2A (Ea)	END TREATMENT TY 3 (Ea)	END TREATMENT TY 4A (Ea)	CRASH CUSH TY IX-A (Ea)	BRIDGE END CONN. CONN TY A (Ea)	BRIDGE END CONN. CONN TY A-11 (Ea)	CRASH CUSH TY IX (Ea)	
RT	6+477.6 TO 6+527.13	41.91					1		1			
LT	6+456.55 TO 6+527.13	60.96					1		1			
RT	100+853 TO 100+925.82	73.82			1		1					
	100+886 TO 100+903										1	BRIDGE PIER
	100+919 TO 100+936										1	BRIDGE PIER

SEE SHEET # 47 - 50
FOR PROFILE

KENTUCKY DEPARTMENT OF HIGHWAYS

COUNTY OF

BOYD

PROJECT NUMBERS

19____ BY ____
T.E.B.M. FOR PRE-CONSTRUCTION

MAINLINE - STA. 10+240 TO STA. 10+400

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		4	~~4~~ 6
9-212.00			

MATCH LINE SEE SHEET #35

MATCH LINE SEE SHEET #39

SEE SHEET 3 MATCH LINE STA. 10+400

MATCH LINE STA. 10+740 SEE SHEET 5

ADDINGTON ENTERPRISES, INC.

W.B. (WILLIAM) BLANTON HEIRS ET. AL.

END BRIDGE STA. 6+658.100

DELETE SLT. HEAD AND DROP BOX INLET TYPE 2

EXISTING I-64 RIGHT OF WAY

DIRT ROAD

FUTURE MAINLINE ℄

P.C. STA. 6+734.478

T.S. STA. 10+556.953

S.C. STA. 10+612.953

P.T. STA. 6+907.701

P.I. STA. 6+821.534

P.I. STA. 10+684.465

N32°49'31"E

N18°38'49"E

LOOP B

EDGE PAVED SHOULDER

1.8 m F.B. DT.

0.6m F.B. DT.

CUT DAYLIGHTED OUT

APPROACH SLAB

END TREATMENT TYPE 2A

750mm

I/E 249.040

I/E 249.400

I/E 252.452

I/E 253.250

LOOP B
CURVE 3
P.I. = 6+821.534
Δ = 14°10'42.653"LT.
R = 700.000
L = 173.223
T = 87.056
Ex = 5.393
e = 6.3%
Runoff = 56
Runout = 17.78
P.C. = 6+734.478
P.T. = 6+907.701
Design Speed 100 km/h (60 mph)

6+700 6+800 6+900 10+500 10+600 10+700

P 12

P 11

ADDINGTON ENTERPRISES, INC.

W.B. (WILLIAM) BLANTON HEIRS ET. AL.

EXISTING I-64 R/W

1.2m F.B. DITCH

0.6 m F.B. DITCH

RAMP C

EDGE OF PAVED SHOULDER

1.2m F.B. DT. W/CLASS III CHANNEL LINING

50mm CONDUIT @ STA 3+300 (FOR FUTURE USE)

DUG WELL

EXISTING DUG WELL RT. OF RAMP C STA 3+320 TO BE FILLED.

CONTROL OF ACCESS R/W

DIRT ROAD

BRIDGE TREES

N4°51'37"W

N11°33'02"W 120.334 (396.76')

N24°29'51"E 98.788 (301.14')

N2°28'31"E 86.735 (284.56')

N16°02'46"W 53.151 (174.38')

S11°58'34"W 61.001 (200.13')

S13°45'39"E 45.612 (149.65')

S32°44'59"W 58.522 (192.00')

S41°38'00"E 208.216 (680.00')

S39°32'31"E 81.510 (267.36')

S54°49'46"E 107.509 (352.72')

S41°55'57"E 38.040 (124.80')

3+200.000 30.000

3+320.000 30.000

3+360.000 80.000

3+400 3+500

SEE SHEET # 47 - 50 FOR PROFILE

MATCH LINE STA. 3+287.074 SEE SHEET 37

DITCH CONSTRUCTION CHART

LT. OR RT.	SHEET NO.	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X		6+660 TO 6+780	CLASS III	295 M TONS	0.30	0.60	1.2 F.B.
X		6+780 TO 6+880	CLASS III	230 M TONS	0.30	0.60	1.2 F.B.
X		6+880 TO 6+940	CLASS II	124 M TONS	0.30	0.40	1.2 F.B.
X		6+940 TO 6+700	CLASS II	58 M TONS	0.30	0.40	0.6 F.B.
X		6+700 TO 6+720	CLASS II	28 M TONS	0.30	0.40	0.6 F.B.
X		6+720 TO 6+740	CLASS II	28 M TONS	0.30	0.40	0.6 F.B.
X		6+780 TO 6+840	CLASS II	253 M TONS	0.30	0.40	1.2 F.B.
X		6+840 TO 6+880	CLASS II	99 M TONS	0.30	0.40	1.2 F.B.
X		6+880 TO 6+940	CLASS II	124 M TONS	0.30	0.40	1.2 F.B.
X		6+720 TO 6+760	CLASS II	98 M TONS	0.30	0.40	0.6 F.B.
X		6+760 TO 6+780	CLASS II	49 M TONS	0.30	0.40	0.6 F.B.
X		6+280 TO 6+440	CLASS II	87 M TONS	0.30	0.40	0.6 F.B.
X		34+20 TO 34+80	CLASS II	170 M TONS	0.30	0.40	1.0 F.B.
X		34+80 TO 34+90	CLASS II	240 M TONS	0.30	0.40	1.0 F.B.
X		34+90 TO 35+00	CLASS II	242 M TONS	0.30	0.40	1.0 F.B.
X		34+00 TO 34+20	CLASS II	83 M TONS	0.30	0.40	0.6 F.B.
X		34+80	CLASS III	184 M TONS	0.45	0.60	PIPE OUTLET
X		35+00	CLASS III	92 M TONS	0.45	0.60	PIPE OUTLET
X		101+035	CLASS III	55 M TONS	0.30	0.60	PIPE OUTLET
X		6+820	CLASS III	171 M TONS	0.30	0.60	PIPE OUTLET
X		10+995	CLASS III	126 M TONS	0.45	0.60	PIPE OUTLET

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	125mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
	6+660 TO 6+720	60			3				TIE TO XDRAIN
	6+720 TO 6+780	60			3				TIE TO XDRAIN
	6+780 TO 6+880	100			4			0.57	114 HDWLL
	6+880 TO 6+980	100			4			0.45	115 HDWLL
	6+660 TO 6+720	60			3				TIE TO XDRAIN
	6+720 TO 6+780	60			3				TIE TO XDRAIN
	6+780 TO 6+880	100			4			0.57	114 HDWLL
	6+880 TO 6+980	100			4			0.57	114 HDWLL

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
	34+280 TO 34+340	60			8				OUTLET RT
	34+340 TO 34+440	100			8				
	34+440 TO 34+535	95			8				OUTLET RT
	34+535 TO 34+560	22			3				TIE TO XDRAIN
	34+280 TO 34+340	60			3			0.57	114 HDWLL
	34+340 TO 34+440	100			3				
	34+440 TO 34+540	100			3			0.57	114 HDWLL
	34+540 TO 34+560	20			3				TIE TO XDRAIN

MAINLINE
CURVE 14
P.I. = 10+684.465
Δ = 14°10'42.614"LT.
Rc = 800.000
Lc = 141.969
Ts = 127.512
Ls = 56.000
Θs = 2°00'/9.268'
LT = 37.336
ST = 18.689
X = 56.993
Y = 0.653
Es = 6.328
Se = 5.7%
T.S. = 10+556.953
S.C. = 10+612.953
C.S. = 10+754.922
S.T. = 10+810.922
Runout = 19.65
Design Speed 100 km/h (60 mph)

SCALE: 1:500

MAINLINE - STA. 10+400 TO STA. 10+740

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

PLT10400.DGN

8-93
FORM NO. 2m

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		5	997
9-212.00			

NOTE: FOR PLANS OF PROPOSED INTERSECTING ROADS SEE SHEET NO. 364

CARL BLEVINS ET. AL.

W.B. (WILLIAM) BLANTON HEIRS ET. AL.

ADDINGTON ENTERPRISES, INC.

SEE SHEET #39 MATCH LINE STA. 5+132.6

SEE SHEET #4 MATCH LINE STA. 10+740

MATCH LINE STA. 11+080 SEE SHEET #7

DELETED S+F MANH. ADDED DROP Box INLET - TYPE 2

DIRT ROAD

1.2 F.B. DT.

0.6 m F.B. DT.

0.6 m F.B. DITCH

EDGE OF PAVED SHOULDER

PARKWAY EXIT RAMP

LOOP B

MAINLINE C

RAMP C

1.2m F.B. DT. W/CL II CHANNEL LINING

0.6m F.B. DT. W/CL II CHANNEL LINING

0.6m F.B. RT. W/CL II CHANNEL LINING

CONTROL OF ACCESS R/W

M.L. S.T. STA. 10+810.922 = 6 m LT. END LOOP B STA. 7+045.392

END RAMP C P.T. STA. 3+728.852 - 0.6 RT. M.L. STA. 10+905.231

PARKWAY EXIT RAMP
P.I. = 5+182.902
Δ = 67°32'23.503"RT.
R = 175.000
L = 206.289
T = 117.019
Ex = 35.520
e = 8.0%
Runoff = .52
Runout = .13
P.C. = 5+065.883
P.R.C. = 5+272.171
Design Speed 70 km/h (43 mph)

PARKWAY EXIT RAMP
P.I. = 4+837.650
Δ = 3°48'47.653"RT.
R = 2000.000
L = 133.107
T = 66.578
Ex = 1.108
e = NC
Runoff = 0
Runout = 0
P.C. = 4+771.072
P.T. = 4+904.179
Design Speed 70 km/h (43 mph)

RAMP C
P.I. = 3+647.698
Δ = 23°30'25.233"RT.
R = 430.000
L = 164.110
T = 83.226
Ex = 8.566
e = 5.7%
Runoff = .39
Runout = 13.68
P.C. = 3+564.742
P.T. = 3+728.852
Design Speed 70 km/h (43 mph)

MAINLINE
P.I. = 10+684.465
Δ = 14°10'42.614"LT.
Rc = 800.000
Lc = 141.969
Ts = 127.512
Ls = 56.000
θs = 2°00'19.268"
LT = 37.336
ST = 18.669
X = 55.993
Y = 0.653
Es = 6.328
Se = 5.7%
T.S. = 10+556.953
S.C. = 10+612.953
C.S. = 10+754.922
S.T. = 10+810.922
Runout = 19.65
Design Speed 100 km/h (60 mph)

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			5+020 to 5+123	CLASS II	244 M TON	0.30	0.40	1.2 F.B.
	X		5+000 to 5+123	CLASS II	230 M TON	0.30	0.40	1.2 F.B.
X			10+880 to 10+940	CLASS II	130 M TON	0.30	0.40	0.6 F.B.
X			10+940 to 10+980	CLASS II	95 M TON	0.30	0.40	0.6 F.B.
X			10+980 to 11+080	CLASS III	194 M TON	0.30	0.60	0.6 F.B.
	X		10+920 to 10+980	CLASS II	156 M TON	0.30	0.40	0.6 F.B.
	X		10+980 to 11+020	CLASS II	52 M TON	0.30	0.40	0.6 F.B.
	X		11+020 to 11+080	CLASS II	78 M TON	0.30	0.40	0.6 F.B.
	X		3+540 to 3+600	CLASS III	156 M TON	0.45	0.60	0.6 F.B.
	X		3+600 to 3+729	CLASS II	223 M TON	0.30	0.40	0.6 F.B.
X			3+560 to 3+640	CLASS II	311 M TON	0.30	0.60	0.6 F.B.
X			5+000 TO 5+125	EXCEL MAT	460 SM.	0.30		V

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU. M.)	
LT	3+560 TO 3+640	80							
LT	3+640 TO 3+650	10			8				OUTLET RT
RT	3+560 TO 3+649	89							
RT	3+650 TO 3+729	69			3			0.57	1:4 HDWLL
LT	9+930 TO 10+020	75			8				OUTLET LT
LT	10+020 TO 10+505	85			8				OUTLET RT
LT	10+505 TO 10+570	65			8				OUTLET RT
RT	9+930 TO 10+020	75			6			0.47	1:6 HDWLL
RT	10+020 TO 10+650	50			3			0.57	1:4 HDWLL
RT	10+505 TO 11+029	115			6			0.47	1:6 HDWLL
RT	11+020 TO 11+080	60			6				TIE TO DBJ
RT	4+350 TO LT 11+080	91			6			0.47	1:6 HDWLL
RT	4+960 TO 5+040	80			7			0.57	1:4 HDWLL
RT	5+040 TO 5+128	88			3				TIE TO HDRAIN
LT	4+890 TO 4+960	70			8				OUTLET RT
LT	4+950 TO 5+040	90			8				OUTLET RT
LT	5+040 TO 5+138	98			8				T.E. TO HDRAIN
LT	11+000 TO 11+080	80			6			0.4	1:6 HDWLL

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT OR RT	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. No. 1 (EA)	END TREATMENT TY 2A (EA)	TY 3 (EA)	TY 4A (EA)	CRASH CUSH TY IX-A (EA)	BRIDGE END CONN. CONN TY II (EA)	CONN TY X-II (EA)	
RT	11+072 TO 11+080										

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

6-93 FORM N°. 2m

PL10740.DGN

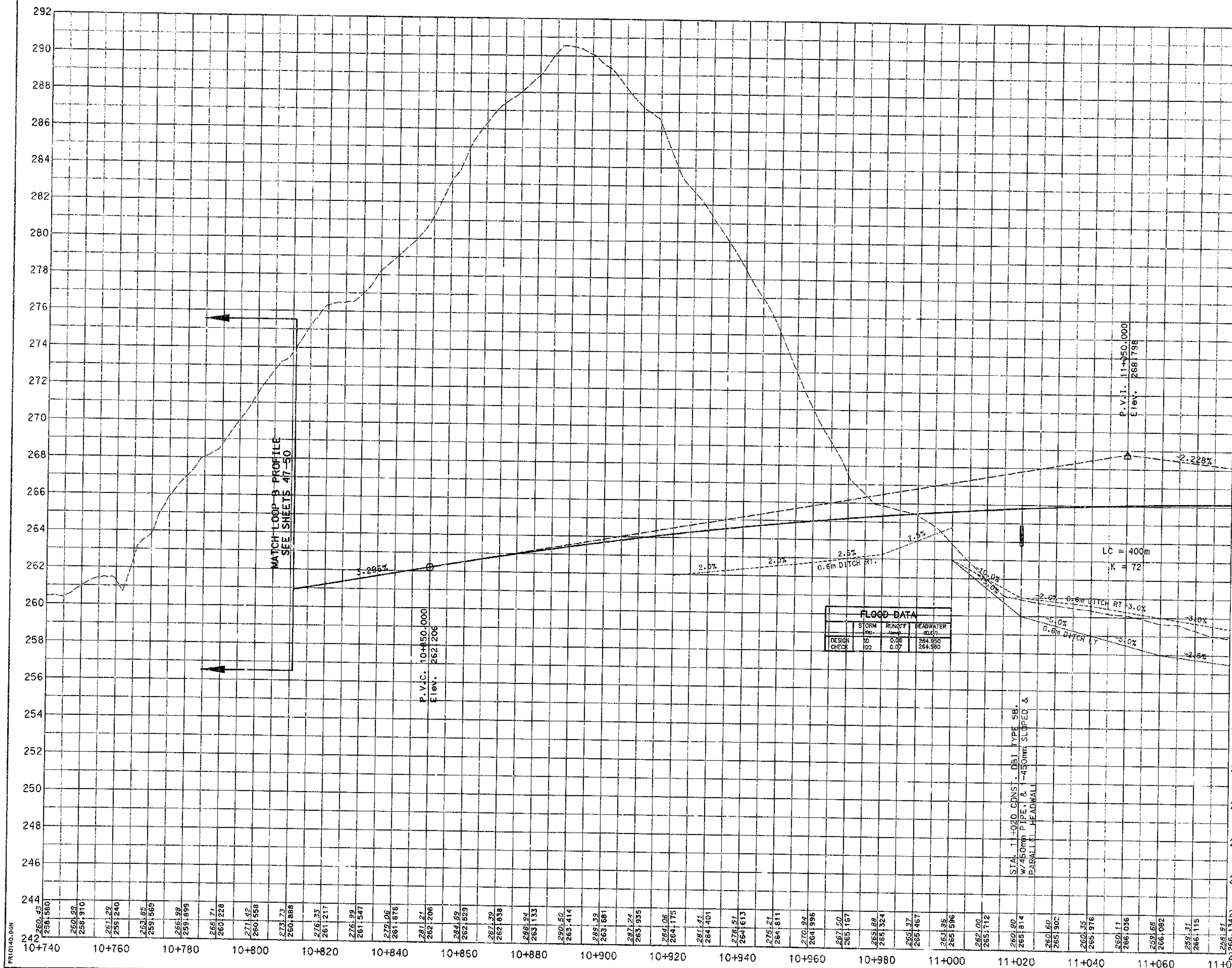
21

SCALE: 1:500

MAINLINE - STA. 10+740 TO STA. 11+080

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEET
BOYD-CARTER GREENUP		6	~~430~~ 497

9-212.00



22

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 10+740 TO 11+080

PREPARED BY ______ DATE ______
CHECKED BY ______ DATE ______
APPROVED BY ______ DATE ______

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PR10740.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		7	997

9-212.00

ADDINGTON ENTERPRISES, INC.

ADDINGTON ENTERPRISES, INC.

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF PIPE (m)	150mm PERF PIPE (m)	200mm PERF PIPE (m)	100mm NONPERF PIPE (m)	150mm NONPERF PIPE (m)	200mm NONPERF PIPE (m)	CLASS 'A' CONCRETE (CU M)	
LT	11+080 TO 11+125	45			30			0.43	113 HDWL
LT	11+200 TO 11+230	30			25			0.43	113 HDWL
LT	11+280 TO 11+380	100			5			0.43	113 HDWL
LT	11+380 TO 11+420	40							
RT	11+080 TO 11+120	40			18				OUTLET LT
RT	11+195 TO 11+280	85			5			0.47	116 HDWL
RT	11+280 TO 11+360	80			5			0.47	116 HDWL
RT	11+360 TO 11+420	40							
LT	49+036 TO 49+120	84			3				TIE TO XDRAIN
LT	49+210 TO 49+270	60			4			0.57	114 HDWL
LT	49+210 TO 49+280	70			4			0.39	114 HDWL
RT	49+036 TO 49+120	84			3				TIE TO XDRAIN
RT	49+120 TO 49+210	90			12				OUTLET LT
RT	49+259 TO 49+280	20			12				OUTLET LT

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY		DEPTH	THICKNESS	DITCH
	X		8+940 to 9+040	CLASS II	173	MTON	0.30	0.40	1.2 F.B.
X			8+940 to 9+025	CLASS II	184	MTON	0.45	0.40	1.2 F.B.
	X		11+080 to 11+140	CLASS II	104	MTON	0.30	0.40	0.6 F.B.
X			11+080 to 11+140	CLASS II	104	MTON	0.30	0.40	0.6 F.B.
X			11+200 to 11+260	CLASS II	104	MTON	0.30	0.40	0.6 F.B.
X			11+260 to 11+360	CLASS II	173	MTON	0.30	0.40	0.6 F.B.
X			11+360 to 11+380	CLASS II	26	MTON	0.30	0.40	0.6 F.B.
X			11+380 to 11+420	CLASS II	52	MTON	0.30	0.40	0.6 F.B.
	X		11+165 to 11+200	CLASS II	76	MTON	0.45	0.40	1.2 F.B.
	X		11+200 to 11+300	CLASS II	216	MTON	0.45	0.40	1.2 F.B.
	X		11+300 to 11+360	CLASS II	104	MTON	0.30	0.40	1.2 F.B.
	X		11+360 to 11+380	CLASS II	35	MTON	0.30	0.40	1.2 F.B.
	X		11+380 to 11+420	CLASS II	52	MTON	0.30	0.40	0.6 F.B.
		X	11+200 to 11+360	EXCEL. MAT	432	SQ M	0.30		V
		X	11+360 to 11+400	EXCEL. MAT	108	SQ M	0.30		V
		X	11+400 to 11+420	EXCEL. MAT	48	SQ M	0.30		V
X			49+050 to 49+280	CLASS II	397	M TON	0.30	0.40	0.6 F.B.
	X		49+200 to 49+260	CLASS II	78	M TON	0.30	0.40	0.6 F.B.
	X		49+260 to 49+280	CLASS II	26	M TON	0.30	0.40	0.6 F.B.

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT OR RT	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC	END TREATMENT		CRASH CUSH	BRIDGE END TERM.	
				MOD. 1 (EA)	TT 2A (EA)	TT 3 TTY 4A (EA)	T. TY-A (EA)	CONN TY A (EA)	TERM TY A-1 (EA)
RT	11+080 TO 11+133.34	53.34				1		1	
LT	11+078 TO 11+138.96	53.34				1		1	
LT	11+139.59 TO 11+402	224.79				1		1	
RT	11+182.64 TO 11+243.6	53.34				1		1	
RT	84960 TO 84969.00	83.85				2			
LT	84945 TO 84944.06	83.62				2			

STA. 49+022.969 BEGIN APPROACH RT. OF APPROACH LT. MAINLINE STA. 11+157.319

17 m LT. STA. 11+130 CONST. SETTLEMENT PLATFORM

17 m RT. STA. 11+190 CONST. SETTLEMENT PLATFORM

BEGIN BRIDGE STA. 11+129.970

END BRIDGE STA. 11+186.030

M.L. STA. 11+157.319 = EXIST. LOGTOWN RD. STA. 9+000

EXISTING HOLLOW FILL

MAINLINE
P.I. = 11+283.392
Δ = 7°48'57.411"RT.
Rc = 800.000
Lc = 33.131
Ts = 175.190
Ls = 56.000
Es = 2°00'19.268"
LT = 37.336
ST = 18.669
X = 55.893
Y = 0.653
Es = 2.028
Se = 5.7%
T.S. = 11+200.732
S.C. = 11+256.732
C.S. = 11+309.863
S.T. = 11+365.863
Runout = 19.65
Design Speed 100 km/h (60 mph)

APPROACH 12+000
P.I. = 49+224.270
Δ = 54°12'25.433"LT.
R = 100.000
L = 94.609
T = 51.180
Ex = 12.336
e = 6.5%
P.C. = 49+173.090
P.T. = 49+267.699
Design Speed = 40 km/h (25 mph)
Runoff = 33
Runout = 10.15

VOID SEE SHEET NO 2.44

SEE SHEET #5 MATCH LINE STA. 11+080

SEE SHEET #56 MATCH LINE STA. 49+280

MATCH LINE STA. 11+420 SEE SHEET #9

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93 FORM NO. 2m

PL11060.DGN

23

SCALE: 1:500

MAINLINE - STA. 11+080 TO STA. 11+420

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		8	24
9-212.00			

VOID
SEE SHEET NO 24A

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PR11080.DGN

288 286 284 282 280 278 276 274 272 270 268 266 264 262 260 258 256 254 252 250 248 246 244 242 240 238

11+080 11+100 11+120 11+140 11+160 11+180 11+200 11+220 11+240 11+260 11+280 11+300 11+320 11+340 11+360 11+380 11+400 11+420

-2.228%

-1.000%

P.V.C. 11+370.000
Elev. 261.668

LC = 60m
X = 49

P.V.I. 11+250.600
Elev. 264.342

P.V.I. 11+400.000
Elev. 261.000

-2.0%
0.6m F.B. DT. RT.
-3.0%
-1.0%
0.6m F.B. DT. LT
-2.8%

1.0%
1.2 m SURF. DT. RT.
1.0%
2.8%
3.0%
1.0%
1.0%
1.2 m SURF. DT. RT.

LOGTOWN ROAD

UNIAXIAL GEOGRID MATERIAL 2 LAYERS
0.61 m BETWEEN LAYERS 18.3 m INTO EMB.
FORM FACE OF EMB. SEE GEOTECHNICAL ENGINEERING REPORT

STA. 11+120 CONST. TRANSVERSE UNDERDRAIN w/ Non-Perf. PIPE
100m PERF. PIPE
25m - 100m NON-PERF. PIPE &
0.43 Cu.m CLASS 1A CONC. (1:3 HDWLL)

CONST. 3 SPAN PCI BEAM
TYPE IV BRIDGE
20°00'00" SKEW
BRIDGE SITE # 24381

STA. 11+193.991 CONST. CURB BOX INLET TYPE-8-16-1 1.259 m² - 150mm PIPE & 1 - 450mm SLOPED & FLARED HEADWALL

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER ELEV.
DESIGN	10	0.63	SEE PROFILE
CHECK	100	0.04	SPREAD COMPLY

258.97	258.77	258.63	258.30	257.94	257.58	257.23	257.74	257.45	256.72	256.58	256.63	256.80	256.92	257.03	257.23	257.31	257.47	257.53	257.60	257.51	257.49	257.22	257.32	257.66	257.73	258.08	258.34	258.74	259.00	259.28	259.49	259.71	259.95	260.26
266.134	266.139	266.130	266.108	266.071	266.021	265.957	265.879	265.788	265.682	265.563	265.430	265.283	265.133	264.948	264.760	264.556	264.342	264.119	263.885	263.896	263.674	263.451	263.228	263.005	262.782	262.560	262.337	262.114	261.891	261.668	261.456	261.264	261.092	260.941	260.810	260.699

PROFILE - STA. 11+080 TO 11+420

SCALE: 1:500 HORIZ.
1:100 VERT.

24

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREEMUP		9	9

9-212.00

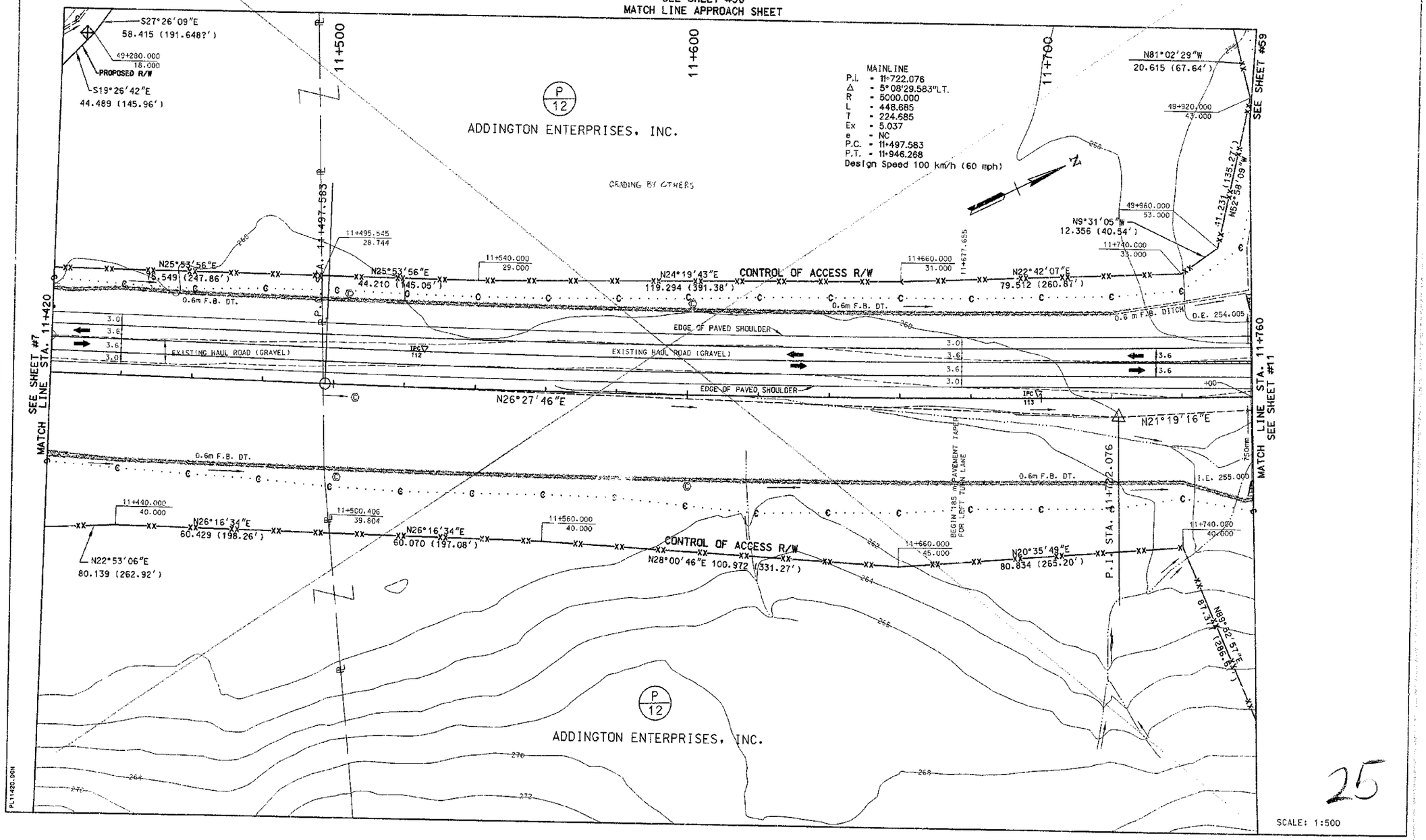
VOID

SEE SHEET NO 246

DITCH CONSTRUCTION CHART								
LT / RT	LIMITS STA. TO STA.	TYPE	QUANTITY		DEPTH	THICKNESS	DITCH
RT	11+420 TO 11+430	CLASS II	0.45	M/CUBE	0.30	0.40	0.6 F.B.
RT	11+430 TO 11+460	CLASS II	1.52	M/CUBE	0.30	0.40	0.6 F.B.
RT	11+460 TO 11+480	CLASS II	1.26	M/CUBE	0.30	0.40	0.6 F.B.
LT	11+420 TO 11+430	CLASS II	0.38	M/CUBE	0.30	0.40	0.6 F.B.
LT	11+430 TO 11+460	CLASS II	1.52	M/CUBE	0.30	0.40	0.6 F.B.
LT	11+460 TO 11+476	EXCEL. MAT	0.19	SQ M	0.30		V
LT	11+476 TO 11+480	EXCEL. MAT	1.87	SQ M	0.30		V
RT	11+420 TO 11+430	CLASS II	0.68	M TON	0.30	0.40	0.6 F.B.
RT	11+430 TO 11+460	CLASS II	2.28	M TON	0.30	0.40	0.6 F.B.

PAVEMENT EDGE DRAIN CONSTRUCTION									
LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
LT	11+420 TO 11+430	10			5			0.47	12in HDWL
LT	11+430 TO 11+460	30			6			0.41	11in HDWL
LT	11+460 TO 11+660	100			8			0.47	11in HDWL
LT	11+660 TO 11+760	100			3				TIE TO XDRAIN
RT	11+420 TO 11+470	50			5			0.41	11in HDWL
RT	11+470 TO 11+560	90			5			0.41	11in HDWL
RT	11+560 TO 11+630	100			5			0.41	11in HDWL
RT	11+630 TO 11+760	100			3				TIE TO XDRAIN

SEE SHEET #56
MATCH LINE APPROACH SHEET



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL11420.DGN

25

SCALE: 1:500

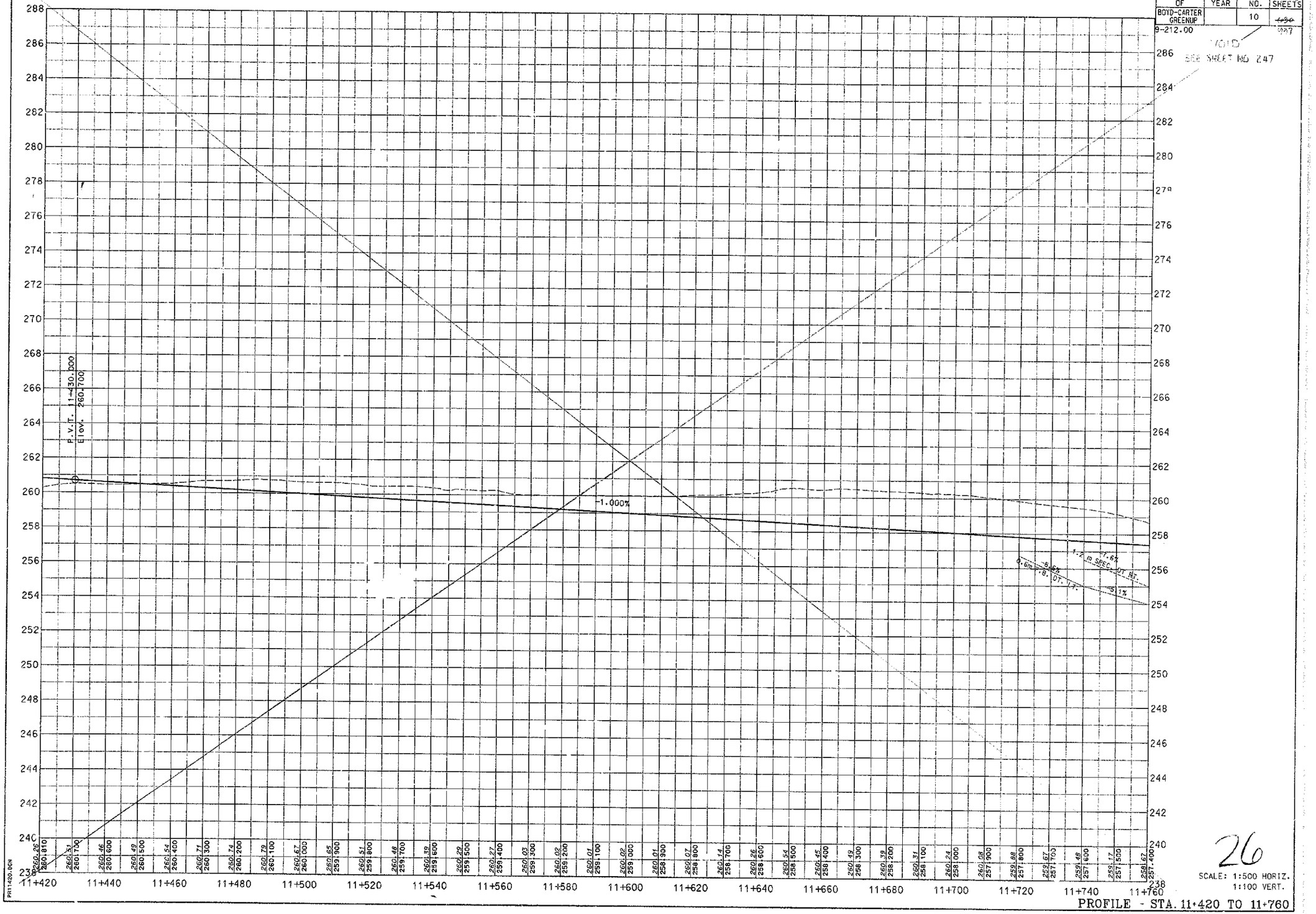
MAINLINE - STA. 11+420 TO STA. 11+760

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		10	~~250~~ 247

9-212.00

VOID

SEE SHEET NO 247



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PR11420.DGN

26

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 11+420 TO 11+760

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		11	696
9-212.00			397

Note for Parcel Right of Way Info
See Sheet No 376

STEEL "W" BEAM GUARDRAIL CONSTRUCTION									
LT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC.	END TREATMENT			CRASH CUSH	BRIDGE END CONN.
				No. 1 (Ea)	TY 2A (Ea)	TY 3 (Ea)	TY 4A (Ea)	TY TX-A (Ea)	CONN TY 2 (Ea)
	50+120	19.24		2					
	50+180	15.24		2					

SEE SHEET #57
MATCH LINE STA. 49+940

11+800

11+900

12+000

SEE SHEET #57
MATCH LINE STA. 49+940

ADDINGTON ENTERPRISES, INC.

M.L. STA. 11+803.819 =
STA. 50+000 APPROACH LT.
STA. 50+000 APPROACH RT.

P/12

P.T. STA. 49+943.585

P.T. STA. 11+946.268

0.6 m F.B. DT.

O.E. 254.005

O.E. 250.376

FUTURE BRIDGE

EDGE OF PAVED SHOULDER

EXISTING HAUL ROAD (GRAVEL)

185 m PAVEMENT TAPER

55 m TAPER

60 m LEFT TURN LANE

N21°19'16"E

EDGE OF PAVED SHOULDER

END 185m PAVEMENT TAPER FOR LEFT TURN LANE 11+962.155

0.6 m F.B. DITCH

I.E. 255.000

I.E. 251.800

1.2 m F.B. DITCH

M.L. STA. 12+000.155=
STA. 50+000 APPROACH LT.
STA. 50+000 APPROACH RT.

STA. 50+120 OF APPROACH RT. ML. STA. 11+803.819
CONST. BARRICADE WITH 15 m GUARDRAIL
& 2 TERMINAL END SECTIONS

P.C. STA. 50+038.390

PAVEMENT EDGE DRAIN CONSTRUCTION									
LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm & 200mm NONPERF (m)	CLASS A CONCRETE (CU. M)		
LT	11+760 TO 11+850	90			10		0.57	114 HDWLL	
LT	11+850 TO 11+940	90			3			TIE TO XDRAIN	
LT	11+940 TO RT 49+880	50			3			TIE TO XDRAIN	
RT	49+940 TO 49+980	40							
LT	49+940 TO 12+060	90			4		0.57	114 HDWLL	
LT	12+060 TO 12+100	40			5		0.47	116 HDWLL	
RT	11+760 TO 11+850	90			5		0.47	116 HDWLL	
RT	11+850 TO 11+940	90			3			TIE TO XDRAIN	
RT	11+940 TO RT 50+020	65			4			TIE TO XDRAIN	
RT	50+020 TO 50+040	20			3			TIE TO XDRAIN	
RT	50+040 TO 50+120	80			3			TIE TO XDRAIN	
RT	50+120 TO 50+200	80			15		0.57	114 HDWLL	
RT	50+200 TO 50+280	80			4		0.57	114 HDWLL	
LT	50+200 TO 50+280	80			14			OUTLET RT	
LT	50+120 TO 50+200	80			14			OUTLET RT	
LT	50+040 TO 50+120	80			3			TIE TO XDRAIN	
LT	50+040 TO RT 12+060	65			3			TIE TO XDRAIN	
RT	12+060 TO 12+100	40			5		0.47	116 HDWLL	

MAINLINE
P.I. - 11+722.076
Δ - 54°08'29.583"LT.
R - 5000.000
L - 448.685
T - 224.685
Ex - 5.037
e - NC
P.C. - 11+497.583
P.T. - 11+946.268
Design Speed 100 km/h (60 mph)

STA 50+140.479 OF APPROACH
M.L. STA. 11+803.819 =
END CONST. STA. 50+295.890
OF APPROACH RT. OF
M.L. STA. 12+000.155

STA. 50+180 OF APPROACH RT. ML. STA. 11+803.819
CONST. BARRICADE WITH 15 m GUARDRAIL
& 2 TERMINAL END SECTIONS

P.T. STA. 50+195.470

P.C. STA. 50+138.391

MATCH LINE STA. 50+170
SEE SHEET #58

SEE SHEET #9
MATCH LINE STA. 11+760

MATCH LINE STA. 12+100
SEE SHEET #13

CONTROL OF ACCESS R/W

END CONTROL OF ACCESS FENCE

BEGIN CONTROL OF ACCESS FENCE

FUTURE SURFACING

SURFACING LIMITS

TERMINAL END SECTION (TYP.)

APPROACH 12+000.155
P.I. - 50+138.391
Δ - 90°00'00.034"RT.
R - 100.000
L - 157.080
T - 100.000
Ex - 41.421
e - 6.5%
P.C. - 50+038.391
P.T. - 50+195.470
Design Speed = 40 km/h (25 mph)
Runoff = 33
Runout = 10.15

DITCH CONSTRUCTION CHART								
LT OR RT	MC	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH	
LT		11+760 TO 11+780	CLASS II	45	MEDIUM	0.30	0.40	0.6 F.B.
LT		11+780 TO 11+800	CLASS II	45	MEDIUM	0.30	0.40	0.6 F.B.
LT		11+800 TO 11+920	CLASS II	130	MEDIUM	0.30	0.40	0.6 F.B.
LT		11+920 TO 11+940	CLASS II	50	MEDIUM	0.30	0.40	0.6 F.B.
LT		11+940 TO 11+962	CLASS II	50	MEDIUM	0.30	0.40	0.6 F.B.
LT		11+962 TO 12+040	CLASS II	RT	MEDIUM	0.30	0.40	1.2 F.B.
LT		12+040 TO 12+060	CLASS II	50	MEDIUM	0.30	0.40	1.2 F.B.
RT		12+060 TO 12+100	CLASS II	104	MEDIUM	0.30	0.40	1.2 F.B.
	X	11+760 TO 11+962	EXCEL.	202	60 M	0.30		X
	X	11+962 TO 11+980	EXCEL.	233	60 M	0.30		X
	X	11+980 TO 12+060	EXCEL.	RT	60 M	0.30		X
	X	12+060 TO 12+100	CLASS IA	165	U TRN	0.30	0.30	0.6 F.B.
X		11+760 TO 11+850	CLASS II	71	M TRN	0.30	0.40	0.6 F.B.
X		11+850 TO 11+940	CLASS II	143	U TRN	0.30	0.40	0.6 F.B.
X		11+940 TO 12+060	CLASS II	104	U TRN	0.30	0.40	1.2 F.B.
X		12+060 TO 12+100	CLASS II	104	U TRN	0.30	0.40	1.2 F.B.
LAPPR		11+803.819 =						
LT		50+000 TO 50+040	CLASS IA	26	M TRN	0.30	0.45	0.6 F.B.
LT		50+040 TO 50+120	CLASS IA	156	M TRN	0.30	0.60	0.6 F.B.
LAPPR		12+000.1						
X		50+040 TO 50+060	CLASS IA	93	M TRN	0.30	0.45	0.6 F.B.
X		50+060 TO 50+160	CLASS IA	156	M TRN	0.30	0.45	0.6 F.B.
X		50+160 TO 50+200	CLASS II	52	M TRN	0.30	0.45	0.6 F.B.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL11760.DGN

27

SCALE: 1:500

MAINLINE - STA. 11+760 TO STA. 12+100

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		12	~~430~~ 441
9-212.00			

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: PIKRPL

6-93
FORM NO. 2m

PRI1760.DGN

STA. 11+760 CONST. 750mm PIPE @ 0° SKEW
W/ 2 SLOPED & FLARED BOX INLET-OUTLETS

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.03	258.740
CHECK	100	0.78	259.880

P.V.C. 11+930.000
Elev. 256.500

-1.000%
-1.0%
-2.0%
0.6m SURF. DT. RT.
-2.5%
0.6m SURF. DT. LT.
-5.0%
0.6m SURF. DT. RT.
-5.0%
-3.0%

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	1.51	252.870
CHECK	100	1.84	253.080

STA. 11+940 @ 0° SKEW CONST. 1050mm
PIPE W/ 2 PIPE CULVERT HEADWALLS

LC = 300m
K = 108

-0.1%
1.1%
1.2 m SURF. DT. RT.

P.V.I. 12+000.000
Elev. 255.000

1.782%
0.6%
2.5%
1.2 m SURF. DT. RT.

11+760	11+780	11+800	11+820	11+840	11+860	11+880	11+900	11+920	11+940	11+960	11+980	12+000	12+020	12+040	12+060	12+080	12+100
258.67	258.15	257.67	257.20	256.82	256.61	256.48	256.18	255.95	255.79	255.60	255.39	255.20	255.03	254.91	254.84	254.81	254.58	254.28	254.28	254.29	254.35	254.63	254.73	255.33	256.08	256.62	257.04	257.66	258.23	258.82	259.34	259.98	260.37	260.94
257.400	257.300	257.200	257.100	257.000	256.900	256.800	256.700	256.600	256.500	256.405	256.319	256.242	256.174	256.116	256.067	256.027	255.997	255.976	255.964	255.961	255.968	255.984	256.009	256.043	256.087	256.140	256.202	256.274	256.355	256.445	256.544	256.653	256.771	256.898

28

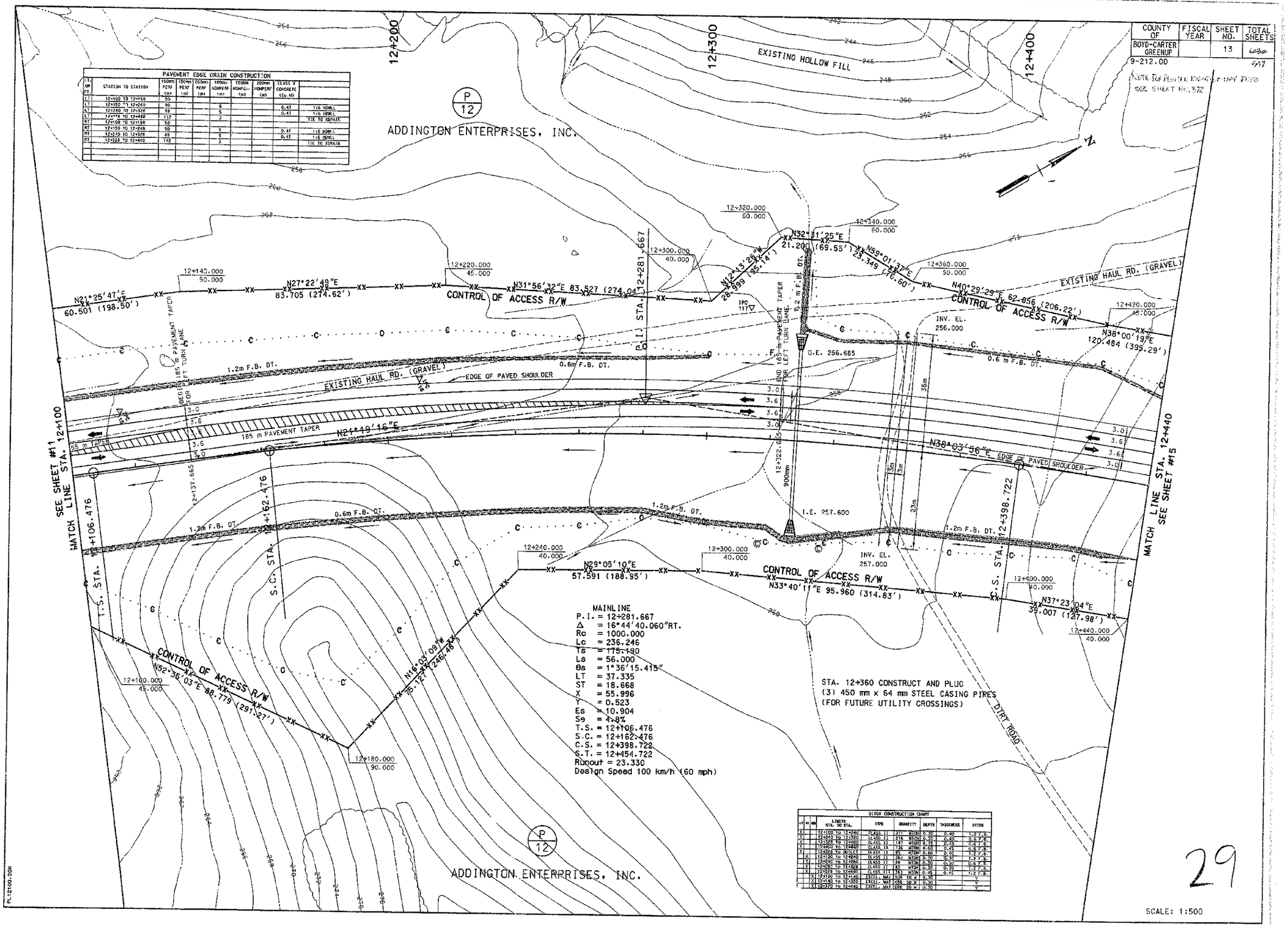
SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 11+760 TO 12+100

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		13	47
9-212.00			

NOTE: FOR REVISED ENGINEER'S NOTES SEE SHEET No. 37E

PAVEMENT EDGE DRAIN CONSTRUCTION									
L.L. OR R.L.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS 'A' CONCRETE (Cu M)	
L.T.	12+100 TO 12+150	50							
L.T.	12+150 TO 12+240	90			6			0.47	116 NOMIL
L.T.	12+240 TO 12+328	88			5			0.47	116 NOMIL
L.T.	12+328 TO 12+440	112			3				TIE TO ASPHALT
R.T.	12+100 TO 12+150	50							
R.T.	12+150 TO 12+240	90			5			0.47	116 NOMIL
R.T.	12+240 TO 12+328	88			5			0.47	116 NOMIL
R.T.	12+328 TO 12+440	112			3				TIE TO ASPHALT



DITCH CONSTRUCTION CHART								
LT	RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH	
X		12+100 TO 12+240	CLASS II	331	M/CM	0.60	0.40	1:3 F.S.
X		12+240 TO 12+320	CLASS II	216	M/CM	0.30	0.40	0:4 F.S.
X		12+328 TO 12+440	CLASS II	197	M/CM	0.18	0.40	0:4 F.S.
X		12+440 TO 12+460	CLASS II	13	M/CM	0.18	0.40	0:4 F.S.
X		12+460 TO 12+520	CLASS IA	126	M/CM	0.60	0.45	0:4 F.S.
X		12+520 TO 12+611	CLASS II	65	M/CM	0.60	0.40	1:3 F.S.
	LX	12+100 TO 12+240	CLASS II	383	M/CM	0.30	0.30	1:3 F.S.
	LX	12+240 TO 12+260	CLASS II	88	M/CM	0.30	0.30	0:4 F.S.
	LX	12+260 TO 12+328	CLASS V	83	M/CM	0.30	0.30	1:3 F.S.
	LX	12+328 TO 12+440	CLASS III	583	M/CM	0.45	0.15	1:3 F.S.
	S	12+100 TO 12+460	EXCEL. MAT.	50 M		0.30		V
	S	12+460 TO 12+520	EXCEL. MAT.	106 M		0.30		V
	S	12+520 TO 12+440	EXCEL. MAT.	106 M		0.30		V

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL12100.DGN

29

SCALE: 1:500

MAINLINE - STA. 12+100 TO STA. 12+440

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		14	~~30~~ 31

S-212.00

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PR12100.DGN

R.V.I. 12+150.000
Elev. 257.673

1.782%

STA. 12+328 @ 0° SKEW
CONST. 900mm PIPE W/ 2
SLOPED & FLARED BOX
INLET-OUTLETS

FLOOD DATA			
	STORM (yr)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.89	258.42
CHECK	100	1.10	258.56

12+100	12+120	12+140	12+160	12+180	12+200	12+220	12+240	12+260	12+280	12+300	12+320	12+340	12+360	12+380	12+400	12+420	12+440
260.94	261.63	261.92	262.26	262.69	262.69	262.44	262.36	262.32	262.13	261.81	261.43	261.21	261.14	260.92	260.55	260.19	259.96	259.80	259.80	259.71	259.27	259.50	258.78	258.67	258.75	258.69	259.39	259.77	259.99	259.96	259.80	260.78	262.11	263.57
256.898	257.034	257.180	257.335	257.499	257.673	257.851	258.029	258.208	258.386	258.564	258.742	258.920	259.099	259.277	259.456	259.633	259.811	259.990	260.168	260.346	260.524	260.702	260.881	261.059	261.237	261.415	261.593	261.772	261.950	262.128	262.306	262.484	262.663	262.841

PROFILE - STA. 12+100 TO 12+440

SCALE: 1:500 HORIZ.
1:100 VERT.

30

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		15	~~638~~ 327
9-212.00			

NOTE: FOR PARCEL RIGHT OF WAY LINES SEE SHEET NO. 371

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL12440.00N

SEE SHEET #13
MATCH LINE STA. 12+440

MATCH LINE STA. 12+780
SEE SHEET #17

GREEN VALLEY ENVIRONMENTAL CORPORATION

GREEN VALLEY LANDFILL PERMIT BOUNDARY LINE

EXISTING HAUL RD. (GRAVEL)

DIRT ROAD

ADDINGTON ENTERPRISES, INC.

P 12

EMOGENE HANNER

P 13

N38°00'19"E 120.484 (395.29')
CONTROL OF ACCESS R/W

12+580.000
45.000

N24°01'46"E
67.847 (202.91')

12+600.000
60.000

N34°29'22"E
80.156 (262.98')

12+680.000
65.000

N43°46'35"E
29.571 (97.04')

12+709.430
62.057

N12°11'50"E
24.028 (78.83')

12+731.050
72.540

N39°04'03"E
55.321 (181.50')

12+780.000
55.000

N43°46'35"E 70.922 (232.68')
CONTROL OF ACCESS R/W

N12°11'50"E
115.074 (377.54')

12+605.886
11.849

0.6 m F.B. DT.

1.2 m F.B. DT. CLASS II CHANNEL LINING

4.8 m F.B. DT. CLASS II CHANNEL LINING

EDGE OF PAVED SHOULDER

EDGE OF PAVED SHOULDER

SKEETER 450MM STORM SEWER

IRON-PIN 1001

IRON-PIN 1000

3.0
3.6
3.6
3.0

3.0
3.6
3.6
3.0

T.S. STA. 12+454.722

2+440.000
40.000

N42°49'36"E
60.130 (197.28')

12+500.000
45.000

CONTROL OF ACCESS R/W
N58°37'19"E 48.120 (149.16')

12+540.000
60.000

N17°31'41"E
46.025 (151.00')

N47°31'41"E
14.803 (48.57')

12+585.398
67.566

S44°07'25"E
37.014 (121.44')

12+600.000
70.000

N6°03'37"E
47.170 (154.76')

12+640.000
45.000

CONTROL OF ACCESS R/W
N34°29'21"E 80.156 (262.98')

12+720.000
40.000

N38°03'56"E
60.000 (196.85')

12+780.000
40.000

N32°03'11"W
12.600 (41.34')

12+601.601
0.000

S32°03'11"E
2.664 (10.70')

S44°07'25"E
78.879 (258.78')

12+590.428
30.895

N38°03'56"E

0.6 m F.B. DT.

1.2 m F.B. DT.

DITCH CONSTRUCTION CHART

LT	RT	LIN	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			12+440 to 12+540	CLASS II	302 MTON	0.45	0.60	0.6 F.B.
X			12+540 to 12+580	CLASS II	128 MTON	0.30	0.60	0.81F.B.
X			12+540 to 12+780	CLASS II	6208 MTON	0.45	0.60	0.6 F.B.
	X		12+440 to 12+540	CLASS II	363 MTON	0.45	0.60	0.6 F.B.
	X		12+580 to 12+700	CLASS II	502 MTON	0.30	0.60	1.2 F.B.
	X		12+670 to 12+720	CLASS II	104 MTON	0.30	0.60	1.2 F.B.
X			12+244.5 to 12+540	EXCEL MAT	240 SQ M	0.30		V1
X			12+540 to 12+780	SOD	972 SQ M	0.45		V1

* WIDENED ON ROCK CUT

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm EDPE (m)	150mm EDPE (m)	200mm EDPE (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (Cu M)	
LT	12+440 TO 12+540	100			60			0.67	114 NOMIL
LT	12+540 TO 12+630	90			5				TIE TO XDRAIN
LT	12+630 TO 12+720	90			5			0.47	116 NOMIL
LT	12+720 TO 12+780	60			5			0.47	116 NOMIL
RT	12+440 TO 12+540	100			60			0.67	114 NOMIL
RT	12+540 TO 12+630	90			5				TIE TO XDRAIN
RT	12+630 TO 12+720	90			5			0.47	116 NOMIL
RT	12+720 TO 12+780	60			5			0.47	116 NOMIL

DIRT ROAD

DIRT ROAD

31

SCALE: 1:500

MAINLINE - STA. 12+440 TO STA. 12+780

COUNTY OF	FISCAL YEAR	SHEET NO.	TOT SHE
BOYD-CARTER GREENUP		16	403
9-212.00			403

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRI2440.DGN

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.29	263.312
CHECK	100	0.42	263.762

*GRATE CONTROLS

DELETED
STA. 12+540 @ 0° SKEW
CONST. 450mm PIPE
W/ DRT. SCREEN, 5B AND
S&E BOX OUTLET

3.910% 1.000% 1.000% 1.000% 1.000% 1.782%

0.6m F.B. DT. T

32

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 12+440 TO 12+780

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		17	430
9-212.00			497

NOTE: FOR REVISED RIGHT-OF-WAY INFO SEE SHEET NO. 37A

GREEN VALLEY ENVIRONMENTAL CORPORATION

GREEN VALLEY LANDFILL PERMIT BOUNDARY LINE

12+800 | 12+900 | 13+000 | 13+100

N57°10'57"W 110.542 (363.00')

N40°24'59"W 114.892 (376.91')

12+923.770 102.647

N35°04'03"E 55.321 (181.50')

DIRT ROAD

N25°19'04"E 140.519 (462.00')

12+786.363 71.573

12+780.000 85.000

P 13X

EMOGENE HANNER

N58°37'19"E 42.720 (140.16')

12+820.000 40.000

N38°03'56"E 80.000 (262.47')

12+900.000 40.000

N11°30'02"E 67.082 (220.08') CONTROL OF ACCESS R/W

12+977.284 70.000

12+950.000 70.000

N38°03'57"E 117.284 (56.71')

N38°03'57"E 122.716 (74.53')

13+000.000 70.000

N17°56'08"E 50.000 (164.04')

13+040.000 40.000

N71°30'02"E 44.721 (146.72') CONTROL OF ACCESS R/W

13+080.000 68.000

13+120.000 65.000

N30°56'26"E 40.311 (132.26')

P 14X

MARGARET F. HANNER

0.6m F.B. DT.

1.2 m F.B DT.

EDGE OF PAVED SHOULDER

3.0 3.6 3.6 3.0

DI-NP BOX INLET-TY5B

600 mm CULVERT PIPE

18.8m

N38°03'56"E

12+963.020 0.000

N40°24'59"W 71.439 (234.38')

END TREATMENT TYPE 4A

EDGE OF PAVED SHOULDER

3.0 3.6 3.6 3.0

SEE SHEET #15 MATCH LINE STA. 12+780

MATCH LINE STA. 13+120 SEE SHEET #19

1.2m F.B DT.

12+780.000 40.000

N38°03'57"E 60.000 (196.85')

12+840.000 40.000

CONTROL OF ACCESS R/W N52°06'07"E 112.664 (369.63')

N52°06'07"E 11.029 (36.18') CONTROL OF ACCESS R/W

N24°01'47"E 82.462 (270.54')

13+040.000 50.000

N64°37'50"E 44.721 (146.72')

13+080.000 70.000

S19°39'27"E 19.996 (65.60')

13+088.322 86.906

DIRT ROAD

100 mm PREF. PIPE UNDERDRAIN

O.E. 258.660

12+949.300 67.325

S40°24'59"E 10.217 (33.52')

12+960.000 70.000

12+947.260 57.337

S40°24'59"E 66.709 (225.42')

S31°25'49"W 223.192 (732.26')

P 13

EMOGENE HANNER

P 14

MARGARET F. HANNER

S16°25'32"E 58.670 (192.49') CONTROL OF ACCESS R/W

100 mm PREF. PIPE UNDERDRAIN

MATCH LINE SHEET # 17A

DITCH CONSTRUCTION CHART

LT	RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X	12+660 to 13+060	CLASS "I"	918 MTON	0.30	0.30	1:2 F.B.
	X	12+780 to 13+120	ENGR. MAT.	918 SQ M	0.45		
X		12+780 to 12+900	CLASS "I"	487 M TON	0.45	0.40	1:6 F.B. *
X		12+900 to 13+060	CLASS "I"	423 M TON	0.30	0.40	1:6 F.B. *
X		13+060 to 13+120	CLASS "II"	224 M TON	0.30	0.60	0:6 F.B. *

* DESIGNED FOR ROCK CUT

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (Cu M)	
LT	12+780 TO 12+810	30							
LT	12+810 TO 12+900	90			5			0.47	116 HDPELL
LT	12+900 TO 12+930	30			5			0.47	116 HDPELL
LT	12+950 TO 13+060	90			5			0.47	116 HDPELL
LT	13+060 TO 13+120	60			30			0.43	116 HDPELL
RT	12+780 TO 12+810	30							116 HDPELL
RT	12+810 TO 12+900	90			5			0.47	116 HDPELL
RT	12+900 TO 12+930	30			5			0.47	116 HDPELL
RT	12+950 TO 13+060	90			5			0.47	116 HDPELL
RT	13+060 TO 13+120	40			5			0.47	116 HDPELL

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. Rev. T (Ea)	END TREATMENT TY 3S / TY 21 TY 4A (Ea)	(Ea)	CRASH CUSH. TY 13-A (Ea)	CATTLE END CONN. CONN TY A (Ea)	CONN TY A-1 (Ea)
LT	13+038 TO 13+120	74.38				1			

SCALE: 1:500

MAINLINE - STA. 12+780 TO STA. 13+120

33

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PED-SD.CEL
Cell Name: PIKEPL

6-93 FORM NO. 2m

PL12780.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		17A	~~690~~ 697
9-212.00			

MATCH LINE SHEET # 17

MATCH LINE SHEET # 19

S31°23'49"W
225.192 (738.26')

S16°25'32"E
58.670 (192.49')

13+035.245
134.669

CONTROL OF ACCESS R/W

S15°02'15"E 45.135 (148.08')

S2°06'40"W
21.649 (71.03')

13+008.147
170.760

12+980.623
183.471

DIRT ROAD

CONTROL OF ACCESS R/W

N64°50'35"E
183.257 (601.24')

CONST. BASELINE

100 mm PERF. PIPE UNDERDRAIN

1.8 m F.B. DT

1.2 m F.B. DT

PERMANENT SILT POND

50+300

P 14

MARGARET F. HANNER

13+154.228
266.033

CONTROL OF ACCESS R/W

N35°27'37"W
109.313 (358.64')

N26°41'39"W
52.839 (173.36')

13+185.227
161.207

DIRT ROAD

DIRT ROAD

DIRT ROAD

DIRT ROAD

POND
W.E. 234.42

POND
W.E. 237.87

DIRT ROAD

N

DITCH CONSTRUCTION CHART

LT/RT/MEDIAN	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	PITCH
X	50+085 TO 50+120	CLASS II	149 MTON	0.30	0.40	1:2 F.S.
X	50+140 TO 50+220	CLASS II	195 MTON	0.30	0.40	1:2 F.S.
X1	50+220 TO 50+340	CLASS IA	119 MTON	0.30	0.30	1:6 F.S.
X1	50+400 TO 50+210	CLASS IA	187 MTON	0.30	0.45	1:6 F.S.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PLKPPL

6-93
FORM NO. 2m

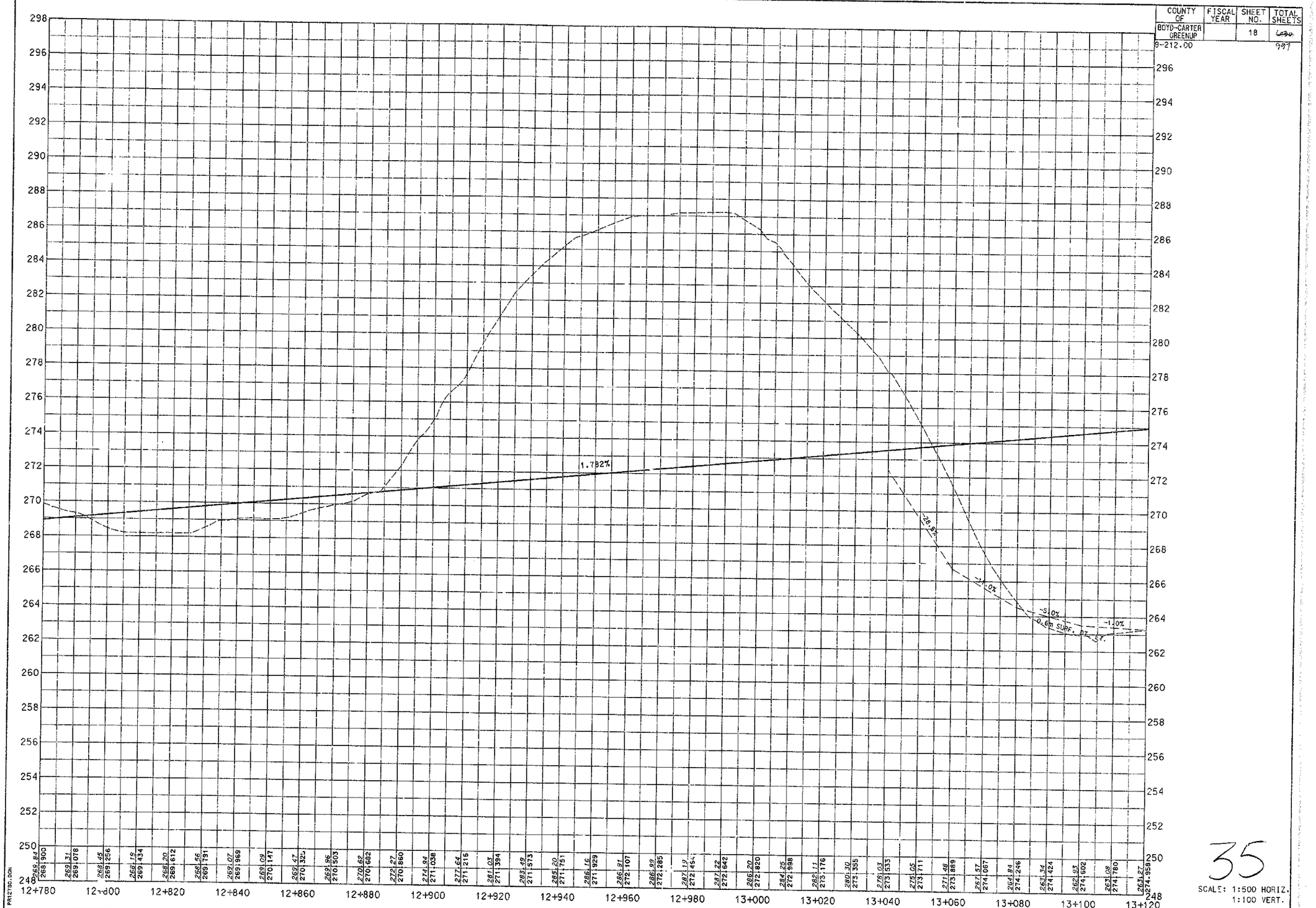
PL1280A.DGN

34

SCALE: 1:500

MAINLINE RIGHT STA. 12+920 TO STA. 13+320

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		18	40
9-212.00			997



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

8-93
FORM NO. 2m

PRI2780.DGN

35

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 12+780 TO 13+120

COUNTY OF	FISCAL YEAR	SHEET NO.	TO SHE
BOYD-CARTER GREENUP		19	
9-212.00			99

NOTE FOR REVISED RIGHT-OF-WAY EN
SEE SHEET No. 37A

LT. STA. 13+120 BEGIN 180 m
EDGE OF PAVEMENT TAPER
FOR TRUCK CLIMBING LANE.

LT. STA. 13+300 END
TRUCK CLIMBING LANE.

13+200 13+300 13+400

P
14X

MARGARET F. HANNER

STEEL "W" BEAM GUARDRAIL CONSTRUCTION												
LT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC.	END TREATMENT			CRASH CUSH	BRIDGE END CONC.			
					NO. 1	TY 2A	TY 2	TY 4A	TY 1X-A	CONN TY A	CONN TY A-1	
					(Ea)	(Ea)	(Ea)	(Ea)	(Ea)	(Ea)	(Ea)	
LT	13+120 TO 13+300.85	173.27										

13+120.000
65.000

13+160.000
70.000

N30°56'26"E
40.311 (132.26')

N36°01'13"E
140.089 (459.61')

CONTROL OF ACCESS R/W

13+300.000
75.000

N52°06'07"E
144.309 (473.45')

13+460.000
60.000

N56°05'05"W
28.284 (92.80')

13+460.000
40.000

0.6 m F.B. DT.

I.E. 262.383

28°33' SKEW

DIRT ROAD

13+210

2nd TREATMENT-TYPE 4A

3.0
3.6
3.6
3.0

180 m TAPER

3.6
3.6
3.6
3.0

TRUCK CLIMBING LANE

N38°03'56"E

62°30'02"

50+000

PAVEMENT EDGE DRAIN CONSTRUCTION								
LT. OR RT.	STATION TO STATION	150mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150MM NONPERF (m)	150mm NONPERF (m)	CLASS A CONCRETE (Cu. M)
LT	13+120 TO 13+170	50						
LT	13+170 TO 13+260	90			36		0.45	113 HDWLL
LT	13+260 TO 13+350	90			40		0.45	113 HDWLL
LT	13+350 TO 13+440	90			20		0.45	113 HDWLL
LT	13+440 TO 13+480	20			20		0.45	113 HDWLL
RT	13+120 TO 13+170	50						
RT	13+170 TO 13+260	90			5		0.47	116 HDWLL
RT	13+260 TO 13+350	90			5		0.47	116 HDWLL
RT	13+350 TO 13+440	90			5		0.47	116 HDWLL
RT	13+440 TO 13+480	20			5		0.47	116 HDWLL

DIRT ROAD

CONSTRUCTION BASELINE N 24°36'06" W

0.6m F.B. DT. w/CLASS II CHANNEL LINING

600 mm PREF. PIPE UNDERDRAIN

0.6 m F.B. DT.

13+204.371
80.000

N38°03'57"E
95.629 (313.74')

CONTROL OF ACCESS R/W

13+300.000
80.000

N47°31'41"E
60.828 (199.57')

N28°36'12"E
60.827 (199.56')

13+420.000
80.000

13+360.000
90.000

N11°11'44"E
50.000 (164.04')

13+460.000
50.000

EXISTING HOLLOW FILL

50+100

N58°23'32"W
33.826 (110.98')

13+208.175
113.611

CONTROL OF ACCESS R/W

N26°11'39"W
52.859 (173.36')

MARGARET F. HANNER

P
14

DITCH CONSTRUCTION CHART									
LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY		DEPTH	THICKNESS	DITCH
	X		13+220 to 13+400	CLASS II	233	MTON	0.30	0.40	0.6 F.B.
	X		13+400 to 13+440	CLASS IA	58	MTON	0.30	0.45	0.6 F.B.
	X		13+440 to 13+460	CLASS II	43	MTON	0.30	0.40	0.6 F.B.
X			13+120 to 13+154	CLASS II	44	MTON	0.30	0.40	0.6 F.B.
X			13+154 to 13+280	CLASS II	216	MTON	0.45	0.40	0.6 F.B.
X			13+280 to 13+340	CLASS IA	87	MTON	0.30	0.45	0.6 F.B.
X			13+340 to 13+460	CLASS II	371	MTON	0.45	0.60	0.6 F.B.
	X		13+120 to 13+460	EXCEL. MAT	816	SQ M	0.30		V

SEE SHEET #17
MATCH LINE STA. 13+120

MATCH LINE SHEET #19A

MATCH LINE STA. 13+460
SEE SHEET #21

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL13120.DGN

36

SCALE: 1:500

MAINLINE - STA. 13+120 TO STA. 13+460

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		20	7930 197

9-212.00

P.V.C. 13+280.000
Elev. 277.288

1.782%

-1.0%
-5.0%
1.95%
1.0%
0.6m SURF. DT. LT.
1.0%
3.0%
5.0%
1.0%
1.0%
-1.50%
0.6 SURF. DT. RT.
3.0%
1.00%
20.5%
0.6m SURF. DT. LT.
20.0%
5.0%
6.3%
1.8%
0.6m SURF. DT. LT.
1.5%
2.5%
6.75%
0.6m SURF. DT. LT.
10.5%
2.5%
5.0%
32.5%
0.6 SURF. DT. RT.

STA. 13+125 @ 28°33' SKEW RT.
CONSTRUCT 1050mm PIPE W/2
30° PIPE CULVERT HEADWALLS

FLOOD DATA			
	STORM	RUNOFF	HEADWATER
	Q100	cms	elev
DESIGN	25	1.56	263.473
CHECK	100	1.91	263.893

13+120	13+140	13+160	13+180	13+200	13+220	13+240	13+260	13+280	13+300	13+320	13+340	13+360	13+380	13+400	13+420	13+440	13+460
263.27	263.00	262.63	262.73	262.73	262.87	262.87	262.87	263.14	263.40	263.60	263.44	263.89	264.15	264.41	264.50	264.57	264.74
274.958	275.137	275.315	275.493	275.671	275.849	276.028	276.206	276.384	276.562	276.740	276.919	277.097	277.275	277.453	277.631	277.810	277.988
264.88	265.02	265.06	265.09	265.34	265.52	265.63	266.33	266.51	265.63	266.14	267.01	268.45	269.66	271.79	276.11		
278.162	278.488	278.784	278.920	279.049	279.170	279.284	279.390	279.498	279.579	279.662	279.738	279.806	279.866	279.919			

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

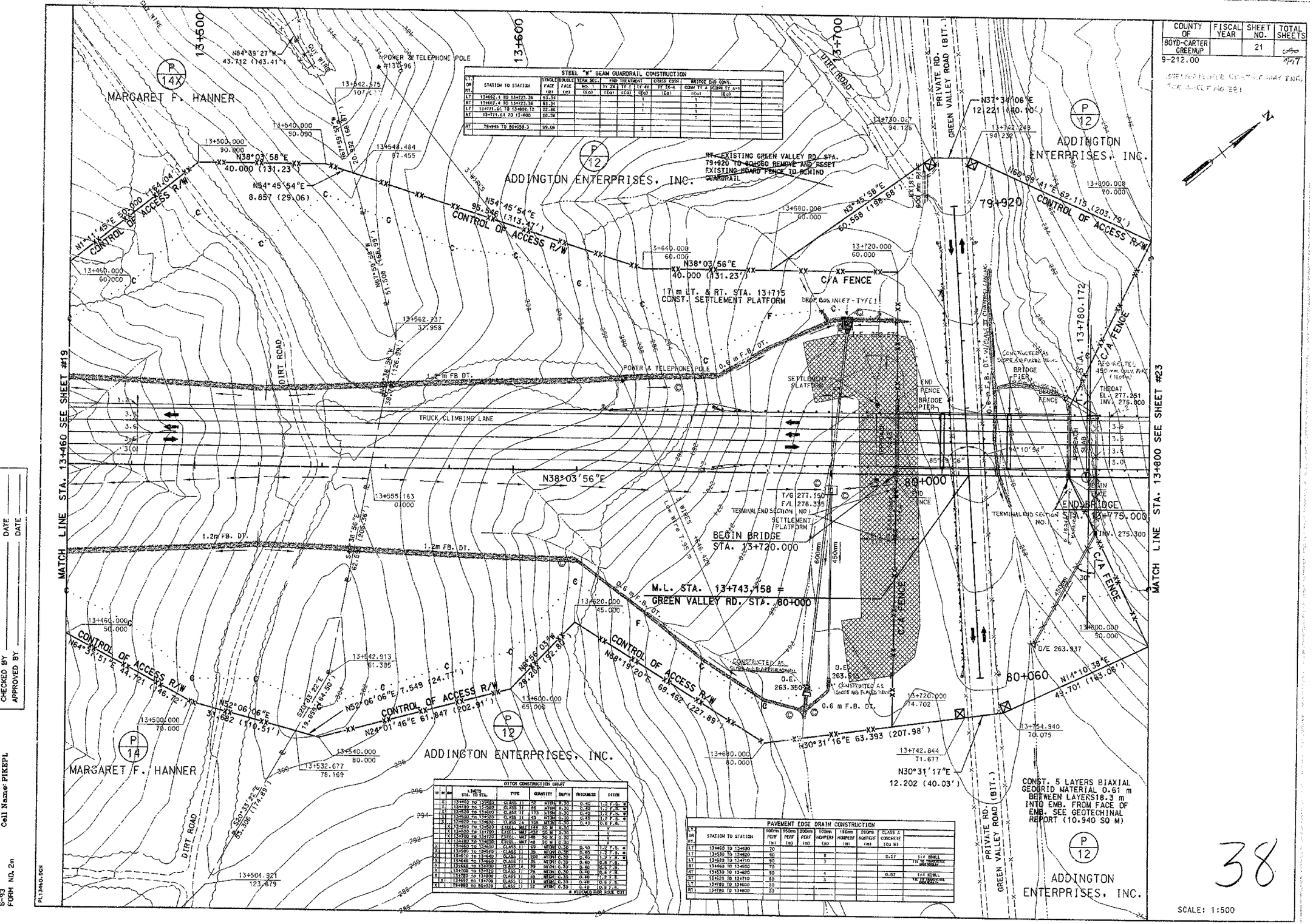
PL13120.DGN

37

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 13+120 TO 13+460

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		21	
9-212.00			

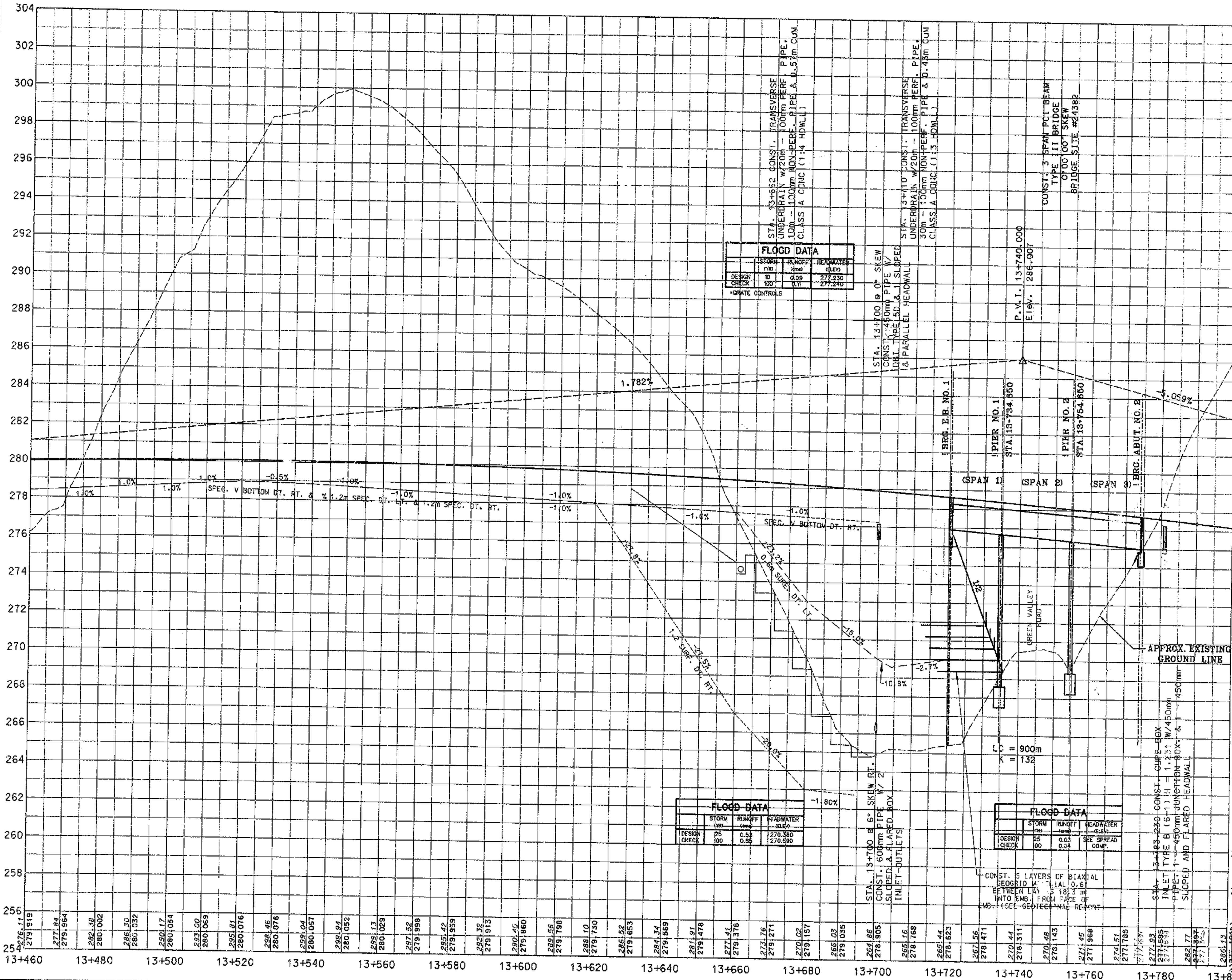


38

MAINLINE - STA. 13+460 TO STA. 13+800

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		22	~~650~~ 997

9-212.00



PREPARED BY ______ DATE ______
CHECKED BY ______ DATE ______
APPROVED BY ______ DATE ______

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PR13460.DGN

39

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 13+460 TO 13+800

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		23	~~680~~ 997

9-212.00

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	230mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	230mm NONPERF (m)	CLASS A CONCRETE (Cu M)	
LT.	13+800 TO 13+900	100			5			0.57	1:4 HDWL
LT.	13+900 TO 13+990	90			5			0.57	1:4 HDWL
LT.	13+990 TO 14+080	80			5			0.57	1:4 HDWL
LT.	14+080 TO 14+100	20							
RT.	13+800 TO 13+970	70			5			0.47	1:6 HDWL
RT.	13+970 TO 13+960	90			5			0.47	1:6 HDWL
RT.	13+960 TO 14+020	10			5			0.47	1:6 HDWL
RT.	14+035 TO 14+100	70							

MAINLINE
P.I. = 14+135.164
Δ = 77°46'54.511"LT
Rc = 400.000
Lc = 479.019
Ts = 354.992
Ls = 64.000
θs = 4°35'01.184"
LT = 42.681
ST = 21.346
X = 63.959
Y = 1.706
Es = 114.460
Se = 8%
T.S. = 13+780.172
S.C. = 13+844.172
C.S. = 14+323.192
S.T. = 14+387.192
Runout = 16
Design Speed 100 km/h (60 mph)

ADDINGTON ENTERPRISES, INC.

P 12

13+900

14+000

N3° 09' 00"E 60.952 (265.59')

13+800.000 70.000

13+880.000 120.000

N35°32'40"E 90.849 (298.06')

CONTROL OF ACCESS R/W

14+000.000 95.000

N13° 14' 58"E 30.941 (101.51')

14+030.000 78.000

N10° 14' 15"E 41.214 (135.22')

14+080.000 70.000

N3° 47' 36"E 79.108 (259.54')

0.6 m F.B. DT.

S.C. STA. 13+844.172

CLASS 'C' CHANNEL LINING

1.2 m F.B. DT.

EDGE OF PAVED SHOULDER

TRUCK CLIMBING LANE

EDGE OF PAVED SHOULDER

1.2 m F.B. DT.

N38°03'56"E

MATCH LINE STA. 13+800 SEE SHEET #21

MATCH LINE STA. 14+100 SEE SHEET #25

13+800.000 60.000

N55°04'33"E 46.146 (151.40')

13+840.000 65.000

CONTROL OF ACCESS R/W

N48°59'36"E 75.755 (248.54')

13+900.000 90.000

N42°45'25"E 81.377 (266.98')

13+960.000 120.000

N31°41'17"W 70.298 (230.64')

14+000.000 70.000

CONTROL OF ACCESS R/W

N3°49'49"W 47.542 (155.98')

14+040.000 60.000

N5°20'26"W 70.424 (230.72')

14+100.000 40.000

P.I. STA. 14+135.164

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. No. 1 (Ea)	END TREATMENT TY 2A (Ea)	TY 3 (Ea)	TY 4S (Ea)	CRASH CUSH TY IC-A (Ea)	BRIDGE RAIL CONN. CONN TY A (Ea)	CONN TY A-1 (Ea)	
RT.	13+800 TO 13+832.9		24.93				1				

DATE
PREPARED BY
DATE
CHECKED BY
DATE
APPROVED BY

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

E-93
FORM NO. 2m

PL13800.DGN

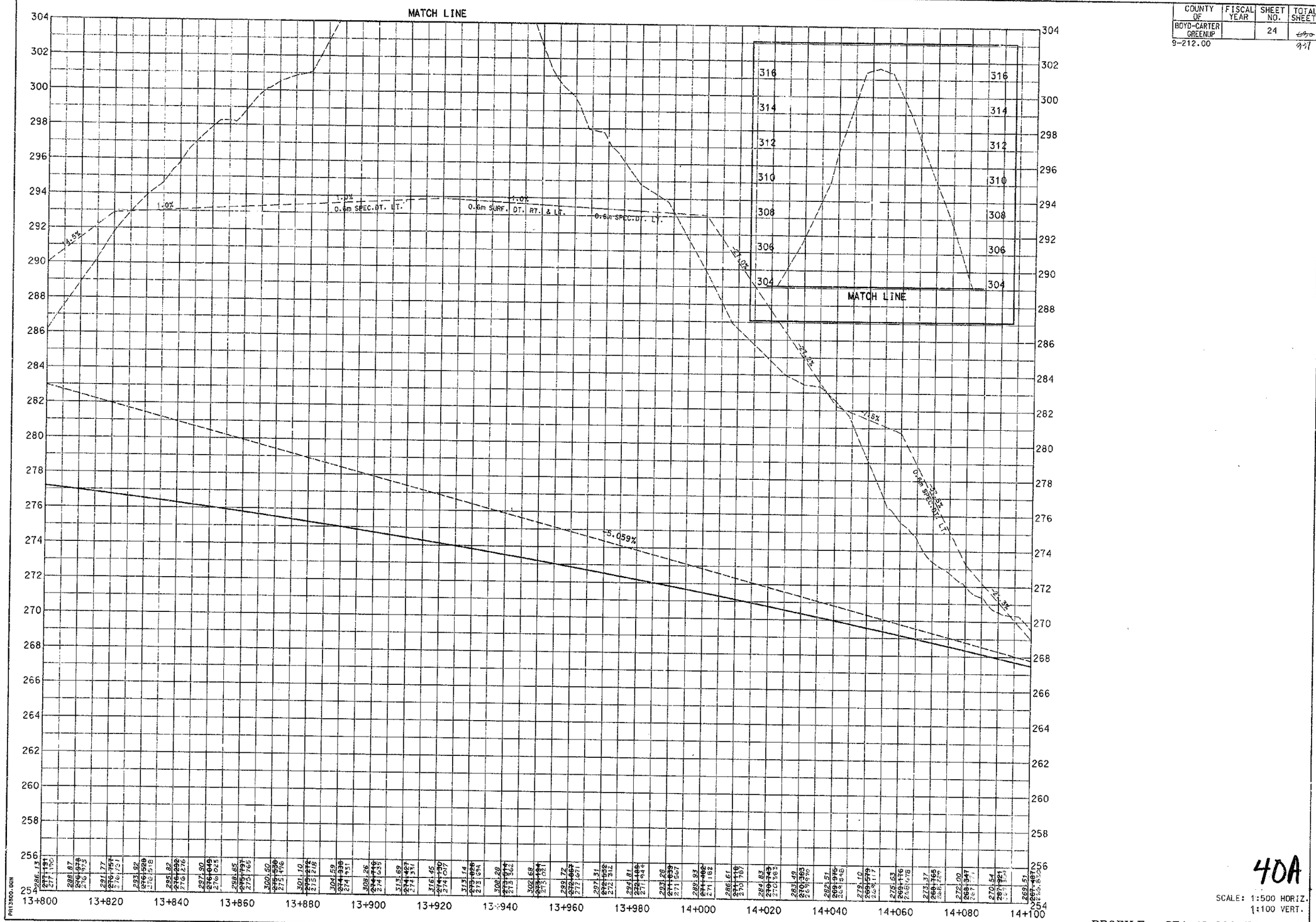
SCALE: 1:500

40

MAINLINE - STA. 13+800 TO STA. 14+100

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		24	40

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRJ-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PAT3500.DGN

40A

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 13+800 TO 14+100

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		25	~~430~~ 997
9-212.00			

PAVEMENT EDGE GRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PLITE (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (Cu M)	
LT	14+180 TO 14+170	10			5			0.47	116 HDWL
LT	14+170 TO 14+270	100			5			0.47	116 HDWL
LT	14+270 TO 14+310	100			3				TIE TO XDRAIN
LT	14+310 TO 49+940	60			3				TIE TO XDRAIN
LT	49+960 TO 49+940	100			8			0.43	143 NDWL
LT	49+940 TO 49+940	80			17			0.45	133 NDWL
LT	49+940 TO 49+960	60			17			0.43	133 NDWL
LT	49+780 TO 49+860	20			5			0.43	133 NDWL
RT	49+840 TO 49+880	80			5			0.47	116 HDWL
RT	14+190 TO 14+120	20			5			0.47	116 HDWL
RT	14+120 TO 14+210	90			5			0.47	116 HDWL
RT	14+210 TO 14+290	80			5			0.47	116 HDWL
RT	14+290 TO 14+370	80			3				TIE TO XDRAIN
RT	14+370 TO 50+040	55			3				TIE TO XDRAIN
RT	50+040 TO 50+080	40			3				TIE TO XDRAIN
LT	50+040 TO 50+080	40			3				TIE TO XDRAIN
LT	50+040 TO 14+430	55			5			0.47	116 HDWL

DITCH CONSTRUCTION CHART

LT. OR RT.	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X 14+100 TO 14+160	CLASS IA	114	MTCH	0.45	0.5 F.B.
	X 14+160 TO 14+260	CLASS III	200	MTCH	0.45	0.5 F.B.
	X 14+260 TO 14+370	CLASS III	196	MTCH	0.60	0.6 F.B.
	X 14+370 TO 14+378	CLASS IA	15	MTCH	0.45	0.5 F.B.
	X 14+378 TO 14+413	CLASS III	35	M TCH	0.45	0.5 F.B.
X	14+100 TO 14+140	CLASS III	104	M TCH	0.30	0.3 F.B. &
X	14+140 TO 14+200	CLASS III	156	M TCH	0.30	0.3 F.B.
X	14+200 TO 14+260	CLASS III	156	SD M	0.45	0.5 F.B.
X	14+260 TO 14+300	CLASS IA	76	MTCH	0.45	0.5 F.B.
X	14+180 TO 14+260	CLASS III	200	MTCH	0.45	0.5 F.B.
X	14+300 TO 14+360	CLASS III	156	MTCH	0.30	0.3 F.B.
X	14+310 TO 14+370	CLASS III	156	MTCH	0.30	0.3 F.B.
	14+360 TO 14+420	CLASS III	156	MTCH	0.30	0.3 F.B.
X	14+360 TO 49+977	CLASS III	1202	MTCH	0.30	0.3 F.B.
X	49+280 TO 49+977	CLASS III	1168	MTCH	0.45	0.5 F.B.
C	49+280 TO 49+977	CLASS III	1168	MTCH	0.45	0.5 F.B.
	X 14+100 TO 14+300	EXCEL. MAT	270	SD M	0.30	V
	X 14+300 TO 14+500	EXCEL. MAT	1156	SD M	0.30	V
	X 14+500 TO 14+518	CLASS IA	25	M TCH	0.30	0.3 F.B.
	X 14+428 TO 14+440	EXCEL. MAT	29	SD M	0.30	V

W-WIDTH, BW-BACK SLOPE

STATION 14+180 CONSTRUCT AND PLUG (3) 450 mm x 64 m STEEL CASING PIPES. (FOR FUTURE UTILITIES)

ADDINGTON ENTERPRISES, INC.

STA. 49+776.234
APPR. RT. 14+400.000=
STA. 49+890.3842
APPR. RT. 14+227.000

49+850.000 END CONTROL OF 25.000 ACCESS & FENCE
BEGIN SURFACING
49+850.000 BEGIN CONTROL OF 25.000 ACCESS & FENCE
N23°19'25"W 50.000 (164.04')
N19°19'47"W 56.299 (184.71')
49+860.000 30.000
N5°47'55"W 52.076 (170.85')
49+900.000 20.000
CONTROL OF ACCESS R/W
S79°12'17"W 92.196 (302.48')
CONTROL OF ACCESS R/W
N5°47'36"E 79.108 (259.54')
49+940.000 45.000
N66°46'33"E
EXISTING ROAD (GRAVEL)
GRAVEL RD.
0.6m F.B. SURF. DT.
END SURFACING
R=180
R=15
R=60
3.6
2.25
2.25
EDGE OF PAVED SHOULDER
1.8
4.8
85°30'43"
94°29'16"
N27°48'43"W
49+800
49+900
14+300
14+400
P.I. STA. 49+919.102
EXISTING ROAD (GRAVEL)
14+440.000 75.000
N4°41'21"W 59.141 (194.03')
0.6 m F.B. DT.

APPROACH 14+400
P.I. = 49+919.102
Δ = 78°05'44"RT.
R = 60.000
L = 81.782
T = 48.670
Ex = 17.258
e = 7.8%
P.C. = 49+870.432
P.T. = 49+952.213
Design Speed = 40 km/h (25 mph)
Runoff = 40
Runout = 10.26

P.C. STA. 49+870.432
P.T. STA. 49+952.213
1.2m F.B. SPL. DT.
0.6m F.B.
1.2m F.B. DT.
END SURFACING
R=180
R=60
R=15
50+040
14+370
14+317.498
14+262.498
14+323.192
STA. 14+323.192
ST.
90°00'00"
N50°17'02"E
MATCH LINE STA. 14+440 SEE SHEET #27

MAINLINE
P.I. = 14+135.164
Δ = 77°46'54.511"LT
Rc = 400.000
Lc = 479.019
Ts = 354.992
Ls = 64.000
θs = 4°35'01.184"
LT = 42.681
ST = 21.346
X = 63.959
Y = 1.706
Es = 114.460
Se = 8%
T.S. = 13+780.172
S.C. = 13+844.172
C.S. = 14+323.192
S.T. = 14+387.192
Runout = 16
Design Speed 100 km/h (60 mph)

MATCH LINE STA. 14+100 SEE SHEET #23
CONTROL OF ACCESS R/W
N64°47'40"E 45.589 (149.57')
14+100.000 40.000
N18°07'38"W 45.009 (147.67')
14+140.000 50.000
14+180.000 45.000
INV. EL. 259.000
N39°42'58"W
N64°03'09"E 53.946 (176.99')
INV. EL. 259.500
FUTURE BRIDGE
32m
3m
3m
1.2 F.B. DT. w/CLASS II CHANNEL LINING
1.2 EDGE OF PAVED SHOULDER
3.6 TRUCK CLIMBING LANE
185 m TAPER
55 m TAPER
3.6 LEFT TURN LANE
EDGE OF PAVED SHOULDER
STA. 14+227.000= APPR. STA. 50+000.000
88°02'30"
91°57'30"
STA. 14+400.000= APPR. STA. 50+000.000
O/E 250.341
O/E 246.133
1.8m FB DT
900mm
I/E 248.784
P.C. STA. 50+037.728
CONSTRUCTED AS PER DESIGN INLET PROFILE
MATCH LINE STA. 50+080 SEE SHEET #65
CONTROL OF ACCESS R/W
N89°42'07"W 71.801 (235.57')
SCALE: 1:500

MATCH LINE STA. 50+050 SEE SHEET #65

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. No. 1 (Ea)	END TREATMENT TY 2A (Ea)	TY 3 (Ea)	TY 4A (Ea)	CRASH CURB TY 12-A (Ea)	BRIDGE END CONN. CONN TY A (Ea)	CONN TY A-1 (Ea)
	~~49+825 (GUARDCABLE)~~	~~15.24~~		~~2~~						
	~~49+850 (GUARDRAIL)~~	~~15x24~~		~~2~~						
	~~50+050 (GUARDRAIL)~~	~~38.38~~		~~2~~						

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
PGRM: ND. 2m

PL14100.DGN

MAINLINE - STA. 14+100 TO STA. 14+440

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		26	~~xx~~ 197

9-212.00

26.25% INTERCEPTOR DT. LT.

0.6m SURF. DT. LT. -3.9%

P.V.I. 14+190.000
Elev. 263.244

P.V.C. 14+[illegible]3.000
Elev. 257.677

5.959%

STA. 14+370 W/ 0° SKEW
CONSTRUCT 900MM PIPE W/ 2
SLOPED & FLARED 80X INLET/OUTLET

1.26% E.S. DT. RT.

0.6m SURF. DT. RT.

FLOOD DATA			
	STORM (YR)	RUNOFF (CMS)	HEADWATER (ELEV)
DESIGN	25	0.94	252.477
CHECK	100	1.14	252.057

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

G-93
FORM NO. 2m

PR14100.DGN

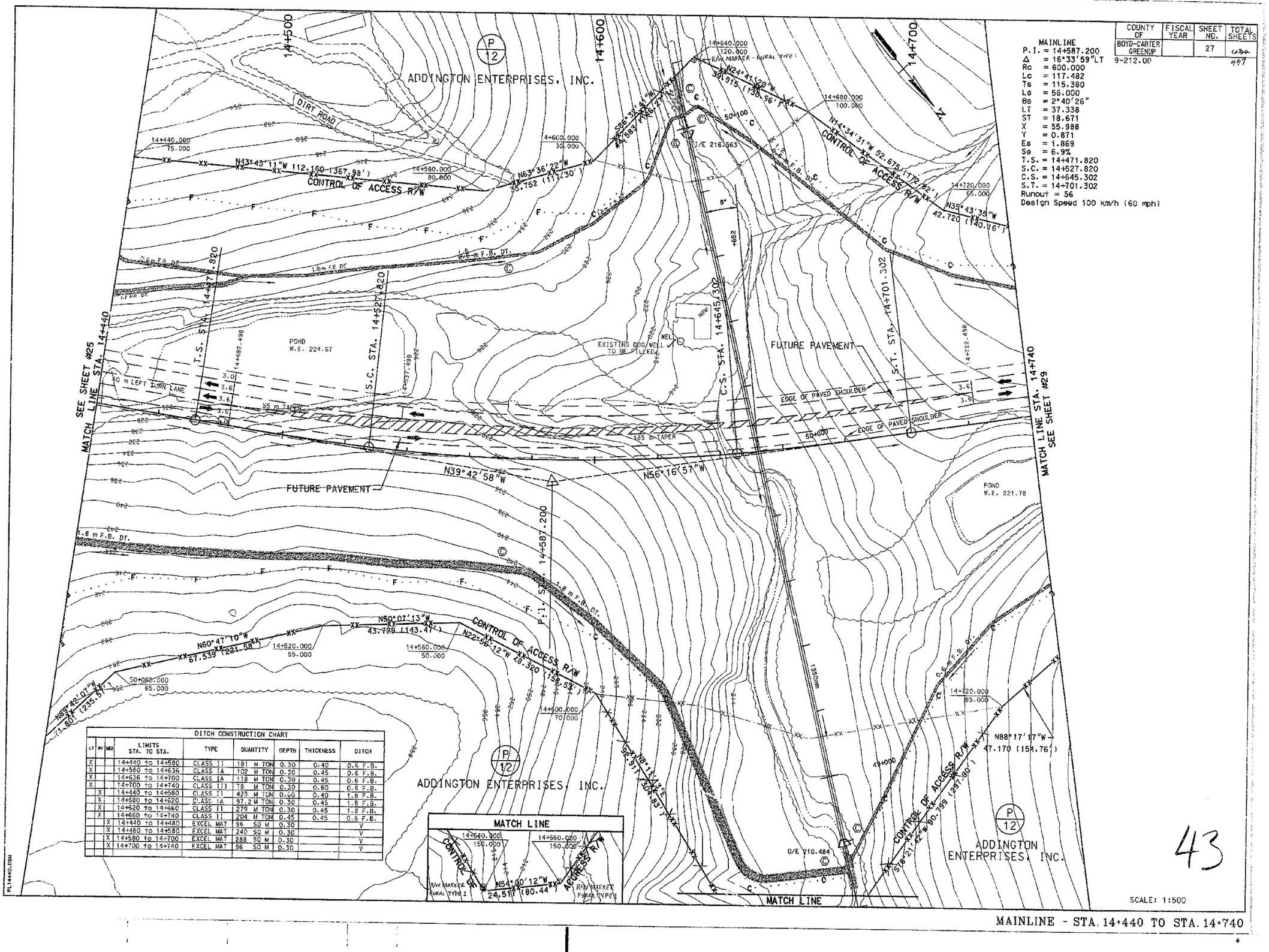
42

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 14+100 TO 14+440

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP	9-212.00	27	680 497

MAINLINE
P.I. = 14+587.200
Δ = 16°33'59"LT
Rc = 600.000
Lc = 117.482
Ts = 115.380
Ls = 56.000
θs = 2°40'26"
LT = 37.338
ST = 18.671
X = 55.988
Y = 0.871
Es = 1.869
Sθ = 6.9%
T.S. = 14+471.820
S.C. = 14+527.820
C.S. = 14+645.302
S.T. = 14+701.302
Runout = 56
Design Speed 100 km/h (60 mph)



DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			14+440 to 14+580	CLASS II	181 M TON	0.30	0.40	0.6 F.B.
X			14+580 to 14+636	CLASS IA	102 M TON	0.30	0.45	0.6 F.B.
X			14+636 to 14+700	CLASS IA	118 M TON	0.30	0.45	0.6 F.B.
X			14+700 to 14+740	CLASS I/II	78 M TON	0.30	0.60	0.6 F.B.
	X		14+440 to 14+580	CLASS II	423 M TON	0.30	0.40	1.8 F.B.
	X		14+580 to 14+620	CLASS IA	97.2 M TON	0.30	0.45	1.8 F.B.
	X		14+620 to 14+660	CLASS II	279 M TON	0.30	0.45	1.8 F.B.
	X		14+660 to 14+740	CLASS II	204 M TON	0.30	0.45	0.6 F.B.
		X	14+440 to 14+480	EXCEL MAT	96 SQ M	0.30		V
		X	14+480 to 14+580	EXCEL MAT	240 SQ M	0.30		V
		X	14+580 to 14+700	EXCEL MAT	288 SQ M	0.30		V
		X	14+700 to 14+740	EXCEL MAT	96 SQ M	0.30		V

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL14440.DGN

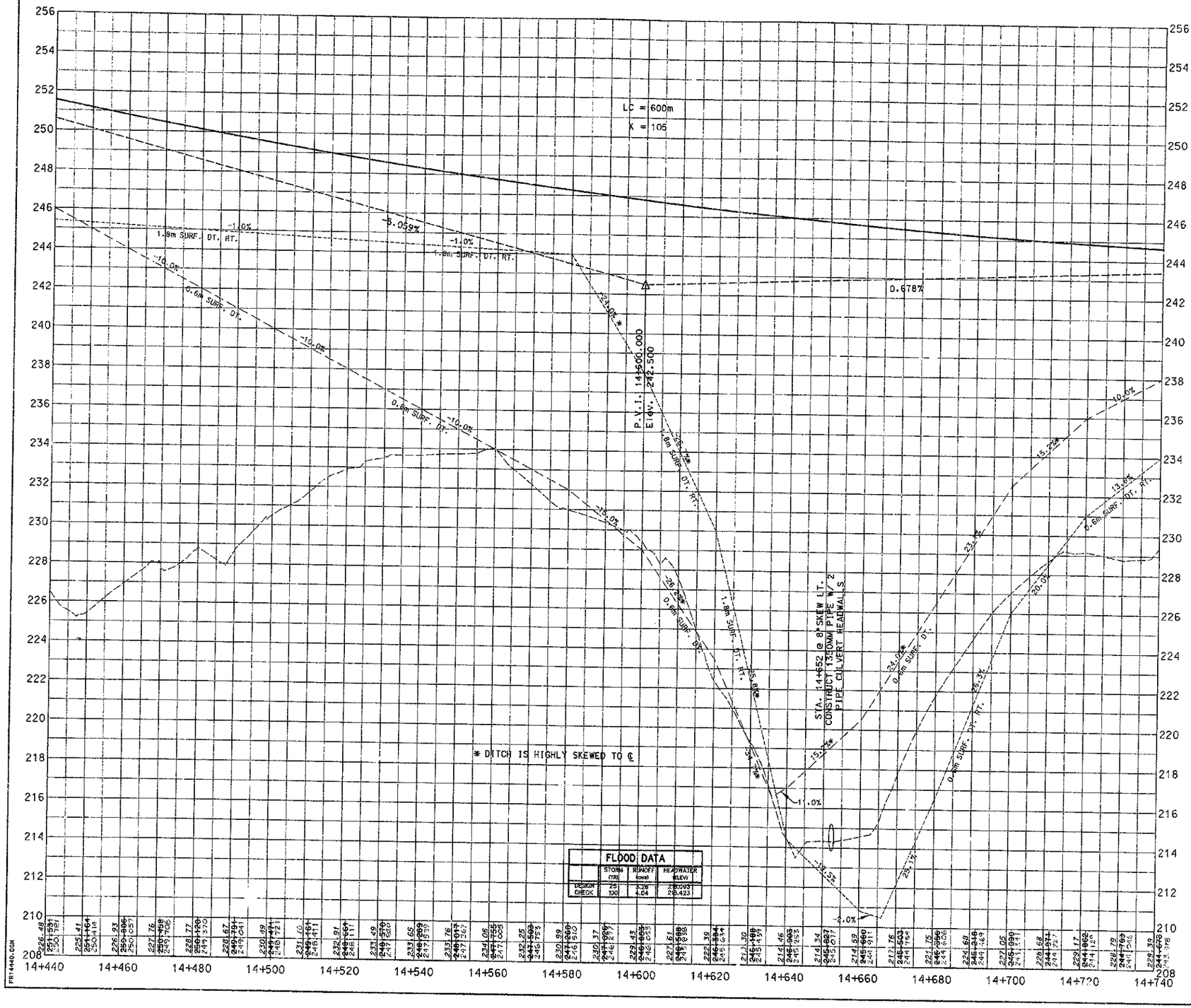
43

SCALE: 1:500

MAINLINE - STA. 14+440 TO STA. 14+740

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		28	~~33~~ 197

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

FR14440.DGN

44

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 14+440 TO 14+740

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		29	29
9-212.00			29

MATCH LINE STA. 14+740 SEE SHEET #27

MATCH LINE STA. 15+080 SEE SHEET #31

14+800

14+900

15+000

POND W.E 259.39

P 12

ADDINGTON ENTERPRISES, INC.

END CONST. SECTION 1
STA. 14+920 =
BEGIN CONST. SECTION 2

N86°43'36"W
42.720 (140.16')

14+760.000
50.000

N46°49'12"W
60.828 (199.57')

14+820.000
40.000

N61°02'46"W
60.208 (197.53')

14+880.000
45.000

N56°16'57"W
100.000 (328.08') CONTROL OF ACCESS R/W

14+980.000 END CONTROL OF
45.000 ACCESS & FENCE

FUTURE PAVEMENT

CONSTRUCTED AS DROP BOX INLET-TYPE I

1.2 Ft. DT. WITH GUIDE RAIL

0.6m F.B. DT.

T/E 242.570

EDGE OF PAVED SHOULDER

3.6

3.6

T/E 243.035

F.E. 242.220

SPC. 4" DT.

N56°16'57"W

450mm

600mm

O/E 241.946

O/E 238.870

1.2m 0.6m F.B. DT. W/CLASS II CHN LNK

N46°14'47"W
92.198 (302.48')

END R/W PROJECT
STA. 14+970 =
SECTION 1

14+760.000
60.000

N61°02'46"W
60.208 (197.53')

CONTROL OF ACCESS R/W

14+820.000
55.000

N56°16'57"W
100.000 (328.08')

N69°17'15"W
47.170 (154.76')

14+920.000
55.000

N70°19'07"W
47.237 (155.27')

14+960.000 END CONTROL OF
45.000 ACCESS & FENCE

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			14+740 to 14+780	CLASS III	78 MTON	0.30	0.60	0.6 F.B.
X			14+780 to 14+840	CLASS II	78 MTON	0.30	0.40	0.6 F.B.
X			14+840 to 14+860	CLASS II	69 MTON	0.30	0.40	0.6 F.B.
	X		14+740 to 14+760	CLASS IA	33 MTON	0.45	0.45	0.6 F.B.
	X		14+760 to 14+900	CLASS II	226.8 MTON	0.60	0.40	0.6 F.B.
		X	14+740 to 14+820	EXCEL MAT	192 SQ M	0.30		V
		X	14+820 to 14+900	EXCEL MAT	192 SQ M	0.30		V

P 12

ADDINGTON ENTERPRISES, INC.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL14740.DGN

45

SCALE: 1:500

MAINLINE - STA. 14+740 TO STA. 15+080

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		30	580
9-212.00			247

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.20	243.175
CHECK	100	0.28	243.215
*GRATE CONTROLS			

STA. 14+820 CONST. DROP BOX
INLET TYPE 5B = 0.6m³/s @ 450mm
PIPE & 1 - 450mm SLOPED & PARALLEL HEADWALL

P.V.I. 14+900.000
Elev. 244.533

0.678%

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.34	243.250
CHECK	100	0.47	243.330

STA. 14+900 @ 0° SKEW
SONS, 600mm PIPE W/
DBI TYPE 5B & SLOPED &
FLARED BOX INLET/OUTLET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRO-3D.CEL
Cell Name: PIKEPI.

6-93
FORM NO. 2m

PRI4740.DGN

46

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 14+740 TO 15+080

COUNTY OF	FISCAL YEAR	SHEET NO.	TO SH
BOYD-CARTER GREENUP		31	
9-212.00			

15+100

15+200

15+300

17A-M-WELL

17-M-WELL

PERMIT BOUNDRY LINE

DANIEL P. CHILDERS

P
12

ADDINGTON ENTERPRISES, INC.

P.I. STA. 15+356.565

N13° 15' 54"W

N56° 16' 57"W

MATCH LINE STA. 15+080 SEE SHEET #29

T.S. STA. 15+092.030

S.C. STA. 15+148.030

3.6

3.6

THIS SHEET FOR INFORMATION ONLY

P
12

ADDINGTON ENTERPRISES, INC.

PREPARED BY _____ DATE _____

CHECKED BY _____ DATE _____

APPROVED BY _____ DATE _____

Cell Library: PRO-SD.CEL
Cell Name: PIKERPL

6-93
FORM NO. 2m

PL19080.DGN

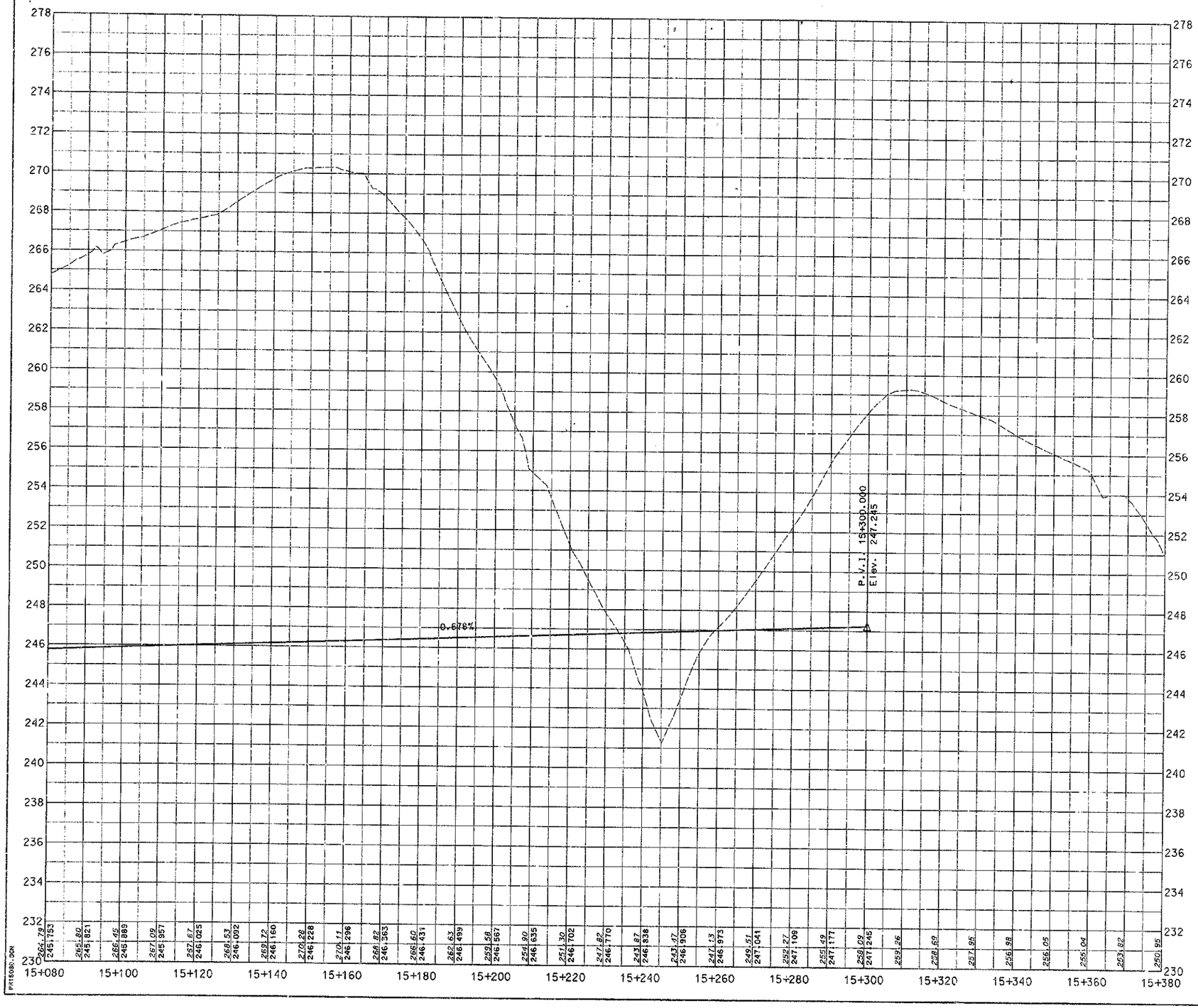
47

SCALE: 1:500

MAINLINE - STA. 15+080 TO END OF PROJEC

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		32	497

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: PKEPL

6-93
FORM NO. 2m

P415080.DGN

48

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 15+080 TO 15+380

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		33	49
9-212.00			197

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (cu m)	
LT	100+132 TO 100+200	60			4			0.57	114 MDWLL
LT	100+200 TO 100+240	40			4			0.57	114 MDWLL

N

EXISTING I-64 R/W

100+000.000
76.200

N78°08'14"E 132.532 (434.82')

EXISTING I-64 R/W

100+132.532
76.200

N78°08'14"E 43.814 (143.74')

100+176.345
76.200

N79°10'54"E 95.480 (313.25')

EXISTING R/W & CONTROL OF ACCESS R/W

SLOPE REVISION @ 100+60 ± NEW CONST.

BEGIN CONSTRUCTION
(INTERSTATE 64)
LT. / RT. STA. 100+132.532
(MILE POINT 178.0444)

LT. STA. 100+132 TO 100+240
REMOVE 324 SQ M EXISTING
SHOULDER PAVEMENT
(SEE GENERAL NOTE SHEET)

1.2m F.B. DT.
W/CL II CHANNEL LINING

CONC-MON

MILE MARKER
178

STA. 100+132.532

EDGE PAVED SHOULDER

90 m Taper

1.8
3.6

EXISTING I-64 WESTBOUND (BIT)

7.31

GRAYSON SURVEY BASELINE DEPRESSED MEDIAN N78°08'14"E

16.288

EXISTING I-64 EASTBOUND (BIT)

7.31

3.0

EXISTING I-64

EXIST. 450mm

EXISTING I-64

L.S. STA. 100+175.420

MATCHLINE STA. 100+240
SEE SHEET #34

93+900

100+000

100+100

100+200

EXISTING I-64 R/W

100+000.000
73.152

EXISTING I-64 R/W

N78°08'14"E 121.920 (400.00')

EXISTING I-64 R/W

N79°08'46"E 88.836 (291.46')

100+176.346
48.768

100+132.532
66

N54°00'12"E 48.010 (157.51')

EXISTING R/W & CONTROL OF ACCESS R/W

N54°00'12"E 11.628 (38.15')

100+121.920
73.152

P
12

ADDINGTON ENTERPRISES, INC.

DITCH CONSTRUCTION CHART

LT	RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X		100+140 TO 100+220	CLASS II	216 M TOT	0.30	0.80	1:3 F.S.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: FSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PI.164-1.DGN

49

SCALE: 1:500

I-64 PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		34	~~450~~ 447
9-212.00			

NOTE: FOR RIGHT-OF-WAY INFO SEE SHEET NO. 394

N

POND W.E.

LT. STA. 100+240 TO 100+540 REMOVE XXX SQ. M EXISTING SHOULDER PAVEMENT (SEE GENERAL NOTE SHEET)

LT. I-64 STA. 100+300 - 100+540 REMOVE 40m EXISTING R/W FENCE

P 10X

CARL BLEVINS ET. AL.

P 12

ADDINGTON ENTERPRISES, INC.

P 10

CARL BLEVINS ET. AL.

PAVEMENT EDGE DRAIN CONSTRUCTION

C.L. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
LT	100+240 TO 100+335	95							
LT	100+335 TO 100+430	95			3				TIE TO REPAIR
LT	100+335 TO 100+420	90			6			0.57	114 NOMIL
LT	100+420 TO 100+510	90			4			0.57	114 NOMIL
LT	100+510 TO RT +395	30			4			0.57	114 NOMIL

100+267.768
76.212

N79° 10'54"E
95.480 (313.25')

R 949.390 (3114.79') L 186.396 (611.54')
C 186.091' (610.55') N86° 48' 38"E

EXISTING R/W & CONTROL OF ACCESS R/W

LT. STA. 100+240 TO 100+540 REMOVE 900 SQ M EXISTING SHOULDER PAVEMENT (SEE GENERAL NOTE SHEET)

100+439.197
76.255

100+457.176
76.259

100+487.651
91.507

N70° 05' 30"E 36.716 (120.46')

R 964.630 (3164.79') L 337.704 (1088.26')
C 336.072 (1082.91') S74° 32' 11"E

N70° 04' 21"E 124.227 (407.57')

CONTROL OF ACCESS R/W

EXISTING I-64 R/W

R 949.390 (3114.79') L 19.549 (64.14')
C 19.548 (64.13') S86° 58' 38"E

P.T. STA 4+14.089

4+400

DELETED HEADWALL ADDED DROP BOX INLET TYPE "I"

1.5m F.B. DT w/o LT CHANNEL LINER

0.6m F.B. DT

1.5m F.B. DT w/LT CHANNEL LINER

DETAILS TO BE AS CONSTRUCTED SLOPE AND FLARED BOX TOILET SECTION

EDGE PAVED SHOULDER

RAMP D

RAMP C

240m taper

I-64

EXIST. EP= CONST. BASELINE

60 m TAPER

30 m taper

SURVEY BASELINE

100+400

100+500

100+300

EXIST. 60m R/W

EXIST. 450mm R/W

SEE SHEET #33 MATCH LINE STA. 100+240

MATCH LINE STA. 100+540 SEE SHEET #35

S.C. STA 100+266.848

N78° 08' 14"E

N79° 08' 46"E
68.835 (291.46')

100+267.799
48.756

EXISTING R/W & CONTROL OF ACCESS R/W

R 824.422 (2704.79') L 160.479 (526.50')
C 160.226 (525.67') N86° 45' 37"E

100+437.734
48.714

R 824.422 (2704.79') L 115.431 (378.71')
C 115.336 (378.40') S83° 39' 08"E

GRAVEL LICK

100+441.186
65.77

I-64 SURVEY BASELINE
P.I. = 100+559.501
Δ = 42°20'46.324" LT.
Rc = 873.190
Lc = 553.929
Ts = 384.081
Ls = 91.429
θs = 2°59'58.676"
LT = 60.961
ST = 30.484
X = 91.404
Y = 1.595
Es = 63.641
Se = 7.71%(EXIST.)
T.S. = 100+175.420
S.C. = 100+266.848
C.S. = 100+820.778
S.T. = 100+912.207
Runout = 23.74
Design Speed 100 km/h (60 mph)

22.239 (1.38 RT.)

S58° 00' 16"E

100+450.152
107.231

24.812 (181.40')

S83° 13' 18"E

100+454.917
131.700

P 12

ADDINGTON ENTERPRISES, INC.

P 10X

CARL BLEVINS ET. AL.

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			100+240 to 100+335	CLASS II	205 M(CU)	0.30	0.50	1.5 F.B.
X			100+335 to 100+452	CLASS II	195 M(CU)	0.45	0.45	1.5 F.B.
X			100+452 to 100+540	CLASS IA	170 M(CU)	0.30	0.30	1.5 F.B.
X			100+452 INLET	CLASS IA	32 M(CU)	0.30	0.45	0.6 F.B.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL164-2.DGN

50

SCALE: 1:500

I-64 PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEET
BOYD-CARTER GREENUP		35	~~450~~ 997

9-212.00

NOTE: FOR RIGHT OF WAY INFO SEE SHEET NO. 395

CONTROL OF ACCESS R/W
N70°04'21"E
124.227 (407.57')

CARL BLEVINS ET. AL. (P 10)

SEE SHEET #39
MATCH LINE STA. 5+480

P.T. STA. 5+490.676

ADDINGTON ENTERPRISES, INC. (P 12)
N59°45'00"E
61.846 (202.91')

EXISTING I-64 R/W

P.I. STA. 100+559.501

RAMP D
P.I. - 4+348.896
Δ - 45°11'10.117"RT.
R - 175.000
L - 138.013
T - 72.821
Ex - 14.546
e - 8.0%
Runoff - 52
Runout - 13
P.C. - 4+276.075
P.T. - 4+414.088
Design Speed 70 km/h (43 mph)

P.C. STA. 4+276.076

DELETED HDWL.
ADDED DROP 60x INLET-TY 1 (1.2m)

I/E 235.317
O/E 235.433
600mm
300 mm GAS CASING PIPE

4+300

R 964.630 (3164.79')
C 330.072 (1082.91')
S74°32'11"E
L 331.704 (1088.26')

5+500

S18°27'38"W

1.2 m F.B. DT.

LT. STA. 100+540 TO 100+550
REMOVE 30 SQ M EXISTING SHOULDER PAVEMENT PAVEMENT (SEE GENERAL NOTE SHEET)

R 964.630 (3164.79')
C 88.798 (125.32') S63°33'03"E
L 88.200 (125.33')

100+822.456
91.581
100+787.880
91.574
S47°55'57"E
88.010 (321.36')

BEGIN BRIDGE
STA. 5+534

PAVEMENT EDGE DRAIN CONSTRUCTION

LT/RT OR DIT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (Cu M)	
RT	4+380 TO 4+395	15							
RT	4+230 TO 4+380	90			5			0.57	1:1 HDWLL
RT	4+045 TO 4+230	45			5			0.57	1:1 HDWLL
LT	4+020 TO 4+350	90			-				OUTLET RT
LT	4+245 TO 4+230	45			5			0.57	1:1 HDWLL
LT	5+480 TO 5+527	47							
LT	5+650 TO 5+725	75			13			0.43	1:1 HDWLL
RT	5+650 TO 5+627	47							
RT	5+650 TO 5+725	75			8				OUTLET LT
RT	100+610 TO 100+650	90			4			0.43	1:1 HDWLL
RT	100+660 TO 100+740	80			8			0.47	1:1 HDWLL
RT	100+740 TO 100+820	80			8			0.47	1:1 HDWLL
RT	100+820 TO 100+853	33			42			0.57	1:1 HDWLL

LT. STA. 100+540 - 100+853.241
REMOVE 314m EXISTING R/W FENCE

BRIDGE PIER
0.6 m F.B. DT.
CONC-MON

S59°31'00"E

RAMP D STA. 4+282 CONST. 33.4m
300mm DIA GAS LINE CASING
PIPE MINIMUM COVER 1.5m

1.2 m F.B. DT.
RAMP D
NB1°24'37"W
P.I. STA. 4+348.896

EXISTING I-64
EXIST. 600mm
300 mm CASING PIPE
I-64 SURVEY BASELINE

100+700
100+800

CRASH CUSHION TYPE IX & CONC. MEDIAN BARRIER END (4.38 Cu M 89 kg STEEL)

91°35'59"
88°24'01"
BRIDGE PIER
375mm
EXIST. 600mm RCP

EXISTING I-64

SEE SHEET #34
MATCH LINE STA. 100+540

CRASH CUSHION TYPE IX & CONC. MEDIAN BARRIER END (4.38 Cu M 89 kg STEEL)

5+600

EXIST EP= CONST. BASELINE

EXISTING I-64

MATCH LINE STA. 100+853.241
SEE SHEET #3

EXISTING I-64
55 m taper
3.6
100m DECEL. LANE
EDGE PAVED SHOULDER
182 m taper
BRIDGE PIER

R 824.422 (2704.79') L 115.431 (378.71')
C 115.336 (378.40') S83°39'08"E

100+600

O/E 230.452
1.2m F.B. DT
W/CL III CHANNEL LINING

STA. 100+707.649 I-64 BASELINE
STA. 5+583.921 PARKWAY EXIT RAMP

100+691.315
48.654

1.8 m F.B. DT

100+731.496
48.646

SLOPE REVISION

100+560.012
48.684

EXISTING I-64 R/W

R 824.422 (2704.79')
C 123.684 (406.17')
S5°13'58"E

I-64 STA. 100+648 CONST. 79m
300mm DIA GAS LINE CASING
PIPE MINIMUM COVER 1.5m

1.2m F.B. DT.
W/CL III CHANNEL LINING

GRAVEL LICK

END BRIDGE
STA. 5+643

O/E 222.452

1.8 m F.B. DT

1500mm

P.C. STA. 5+657.982

I/E 226.660

O/E 227.644
100+822.488
73.011

EXISTING I-64 R/W

S31°54'13"E
CONTROL OF ACCESS R/W
128.262 (420.80')

CARL BLEVINS ET. AL. (P 10)

CARL BLEVINS ET. AL. (P 10X)

RAMP
EXIT
PARKWAY

ADDINGTON ENTERPRISES, INC. (P 12)

RT. STA. 100+570 TO 100+853
REMOVE 283 SQ M EXISTING SHOULDER PAVEMENT PAVEMENT (SEE GENERAL NOTE SHEET)

RT. STA. 100+570 TO 100+853 REMOVE 283m EXISTING GUARDRAIL

5+700

MATCH LINE STA. 5+723.755
SEE SHEET #40

EXISTING R/W & CONTROL OF ACCESS R/W

PARKWAY EXIT RAMP
P.I. - 6+272.910
Δ - 143°58'00.048"LT.
R - 200.000
L - 502.539
T - 614.928
Ex - 446.635
e - 7.9%
Runoff - 52
Runout - 13.16
P.C. - 5+657.982
P.T. - 6+160.521
Design Speed 70 km/h (43 mph)

I-64 SURVEY BASELINE
P.I. = 100+559.501
Δ = 42°20'46.324"LT.
Rc = 873.190
Lc = 553.929
Ts = 384.081
Ls = 91.429
θs = 2°59'58.676"
LT = 60.961
ST = 30.484
X = 91.404
Y = 1.595
Es = 63.641
Se = 7.7%(EXIST.)
T.S. = 100+175.420
S.C. = 100+266.849
C.S. = 100+820.778
S.T. = 100+912.207
Runout = 23.74
Design Speed 100 km/h (60 mph)

DITCH CONSTRUCTION CHART

LT OR RT	LINES STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
RT	100+600 - 100+650	CLASS III	50 M TON	0.30	0.60	0.6 F.B.
RT	100+712 - 100+653	CLASS III	137.4 M TON	0.30	0.60	0.6 F.B.
LT	100+637 - 100+635	CLASS IA	48 M TON	0.30	0.60	1.8 F.B.
LT	100+788 - 100+821	CLASS IA	124 M TON	0.75	0.40	1.2 F.B.
LT	100+782 - 101+1	CLASS IA	9 M TON	0.30	0.75	0.6 F.B.
RT	5+650 - 5+727.1	CLASS IA	78 M TON	0.30	0.40	1.2 F.B.
LT	5+630 - 556	CLASS IA	122 M TON	0.30	0.60	1.8 F.B.
LT	5+ - 6+100	CLASS IA	43 M TON	0.30	0.60	1.8 F.B.
LT	5+630 - 5+726	CLASS III	126 M TON	0.30	0.60	1.8 F.B.
RT	6+000 - 6+620	CLASS III	102 M TON	0.30	0.60	1.2 F.B.
RT	5+650 - 5+628	CLASS III	59 M TON	0.30	0.40	1.2 F.B.
LT	5+650 - 5+620	CLASS III	59 M TON	0.30	0.40	1.2 F.B.
LT	6+243 - 6+280	CLASS III	210 M TON	0.30	0.40	1.2 F.B.
LT	6+260 - 6+338	CLASS III	287 M TON	0.30	0.60	1.2 F.B.

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT OR RT	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. No. 1 (Ea)	END TREATMENT TY 2A (Ea)	TY 3 (Ea)	TY 4A (Ea)	CRASH CUSH TY IX-A (Ea)	BRIDGE END CONN. CONN TY A (Ea)	CONN TY A (CONN TY A-1) (Ea)	GRASS CUSH TY IX (Ea)	
RT	100+843 TO 100+883	2.38										
RT	100+570 TO 100+722.4	152.4			1			1				
LT	5+476.40 TO 5+531.38	53.34							1			
RT	5+476.40 TO 5+531.56	53.34							1			
	100+635 TO 100+722										1	(BRIDGE PIER)
	100+717 TO 100+734										1	(BRIDGE PIER)

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL164-3.DGN

SCALE: 1:500

51

I-64 PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		36	~~936~~ 937
9-212.00			

PAVEMENT EDGE DRAIN CONSTRUCTION									
LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm HEADERS (m)	150mm HEADERS (m)	200mm HEADERS (m)	CLASS A CONCRETE (cu m)	
RT	6+140 TO 6+320	80			5			0.57	T-H HEWEL
RT	6+220 TO 6+760	40							
RT	6+260 TO 6+340	80			3				TIE TO XDRAIN
RT	6+340 TO 101+340	100			4			0.57	T-H HEWEL
LT	6+140 TO 6+220	80			5			0.57	T-H HEWEL
LT	6+220 TO 6+260	40							
LT	6+260 TO 6+340	80			3				TIE TO XDRAIN
RT	101+340 TO 101+420	80							

MATCH LINE SEE SHEET #37

101+200 | 101+300 | 101+400

SEE SHEET #3 MATCH LINE STA. 101+090

MATCH LINE STA. 101+420 SEE SHEET #38

I-64 SURVEY BASELINE

S59°31'00"E

EXISTING EB I-64

EXIST. EP = CONSTRUCTION BASELINE

PARKWAY EXIT RAMP

EDGE OF PAVED SHOULDER

END PARKWAY EXIT RAMP STA. 6+360.848

P.T. STA. 6+360.848

EXISTING I-64 R/W

CONTROL OF ACCESS R/W

ADDINGTON ENTERPRISES, INC.

P 12

RT. STA. 101+220 TO 101+420
REMOVE 600 SQ M EXISTING SHOULDER PAVEMENT (SEE GENERAL NOTE SHEET)

LT. I-64 STA. 101+090 - 101+440
REMOVE 655m EXISTING R/W FENCE

PARKWAY EXIT RAMP
P.I. - 6+273.447
Δ - 65° 23'43.809"RT.
R - 175.000
L - 199.739
T - 112.338
Ex - 32.954
e - 8.0%
Runoff - 52
Runout - 13
P.C. - 6+161.109
P.T. - 6+360.848
Design Speed 70 km/h (43 mph)

DITCH CONSTRUCTION CHART								
LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X		101+100 - 101+160	CLASS II	259 M TON	0.60	0.40	V
	X		101+260 - 101+380	CLASS II	337 M TON	0.45	0.40	V
	X		101+380 - 101+420	CLASS II	181 M TON	0.60	0.40	0.6 F.B.
X			6+136 TO 6+220	CLASS II	181 M TON	0.45	0.40	1.2 F.B.
X			6+220 TO 6+260	CLASS II	86 M TON	0.45	0.40	1.2 F.B.
X			6+260 TO 6+280	CLASS II	43 M TON	0.30	0.40	1.2 F.B.
	X		6+136 TO 6+220	CLASS II	181 M TON	0.45	0.40	1.2 F.B.
	X		6+220 TO 6+260	CLASS II	86 M TON	0.45	0.40	1.2 F.B.
	X		6+260 TO 6+280	CLASS III	65 M TON	0.45	0.60	1.2 F.B.
	X		6+280 TO 6+320	CLASS II	125 M TON	0.45	0.40	1.2 F.B.
	X		6+320 TO 6+360	CLASS II	86 M TON	0.45	0.40	1.2 F.B.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEL-3D.CEL
Cell Name: PIKEPL

8-93 FORM NO. 2m

PL164-1.DGN

52

SCALE: 1:500

I-64 PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		37	630
9-212.00			497

RAMP C
P.I. = 3+140.218
Δ = 101°55'23.976"Rt.
R = 175.000
L = 155.536
T = 83.327
Ex = 18.826
e = 8.0%
Runoff = 52
Runout = 13
P.C. = 3+056.891
P.T. = 3+212.427
Design Speed 70 km/h (43 mph)

PAVEMENT EDGE DRAIN CONSTRUCTION

LT/RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
LT	3+000 TO 3+100	100			5			0.47	TIE HOMBL
LT	3+100 TO 3+190	90			6			0.42	TIE HOMBL
LT	3+190 TO 3+280	90			3				TIE TO SHEETN
LT	101+240 TO KT 3+260	100			4			0.57	TIE HOMBL
RT	3+180 TO 3+280	100			4			0.57	TIE HOMBL
RT	3+260 TO 3+360	100			5				TIE TO KORAIN
LT	101+340 TO 101+420	80							

DITCH CONSTRUCTION CHART

LT/RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
LT	3+000 – 3+100	CLASS III	104 M TON	0.30	0.40	1.2 F.B.
LT	3+080 – 3+140	CLASS III	179 M TON	0.45	0.40	1.2 F.B.
LT	3+140 – 3+220	CLASS III	281 M TON	0.45	0.40	1.2 F.B.
LT	3+200 – 3+280	CLASS III	1130 M TON	0.30	0.40	1.2 F.B.
RT	101+321 – 101+420	CLASS III	1267 M TON	0.45	0.40	0.6 F.B.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

8-93
FORM NO. 2m

PL164-4b.tpl

SEE SHEET #4
MATCH LINE STA. 101+090
SEE SHEET #3
MATCH LINE STA. 101+420
SEE SHEET #38
MATCH LINE SEE SHEET #36

I-64 SURVEY BASELINE

53

SCALE: 1:500

I-64 PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		38	~~39~~ 37
9-212.00			

STEEL "W" BEAM GUARDRAIL CONSTRUCTION												
LT OR RT	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. No. 1 (EA)	END TREATMENT TY 2A (EA)	TY 3 (EA)	TY 4A (EA)	CRASH CUSH TY IX-A (EA)	BRIDGE END CONN. CONN TY A (EA)	CONN TY A* (EA)	TIE TO EXIST.	
RT	101+480 TO 101+659.01	171.45		1								

PAVEMENT EDGE DRAIN CONSTRUCTION									
LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (Cu.M)	
LT	101+420 TO 101+430	10			4			0.57	114 NDWL
LT	101+430 TO 101+480	50			5			0.47	115 NDWL
RT	101+420 TO 101+430	10			4			0.57	114 NDWL
RT	101+430 TO 101+520	90			16			0.57	114 NDWL
RT	101+520 TO 101+530	60			32			0.43	113 NDWL
RT	101+530 TO 101+660	70			15			0.57	114 NDWL

DITCH CONSTRUCTION CHART							
LT OR RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	LINING	SLOPE
X	101+420 - 101+430	CLASS II	13 M TOW	0.30	0.45	0.6 F.B.	1:3
X	101+430 - 101+660	CLASS II	108 M TOW	0.30	0.60	0.6 F.B.	1:3
X	101+420 - 101+660	CLASS II	228 M TOW	0.45	0.60	0.6 F.B.	1:3
X	101+660 - 101+680	CLASS IA	121 M TOW	0.30	0.45	0.6 F.B.	1:3
X	101+680 - 101+840	CLASS II	124 M TOW	0.75	0.60	1:3 F.B.	1:3
X	101+420 - 101+660	CLASS III	33 M TOW	0.45	0.60	0.6 F.B.	1:3

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

E-93
FORM NO. 2m

PLIGHT-S.NGH

54

SCALE: 1:500

I-64 PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		39	~~490~~ 399

9-212.00

NOTE: FOR RIGHT-OF-WAY INFO SEE SHEET NO. 399

MATCH R/W LINE THIS SHEET

N67°26'04"E 103.078 (338.18')

CONTROL OF ACCESS R/W

N64°32'54"E 89.150 (292.48')

4+160.000 / 65.000

N73°16'05"E 193.285 (634.14')

CARL BLEVINS ET. AL.

P 10X

N56°31'17"E 18.731 (61.45')

4+080.000 / 80.000

4+092.464 / 74.715

MATCH SHEET #35 R/W ON

N70°04'21"E 124.227 (407.57')

4+260.000 / 90.000

N67°26'04"E 103.078 (338.18')

CONTROL OF ACCESS R/W

N75°00'43"E 125.076 (410.35')

MATCH R/W LINE THIS SHEET

P 12

ADDINGTON ENTERPRISES, INC.

N46°51'55"E 89.077 (292.28')

5+220.000 / 105.000

SEE SHEET #7

N

RAMP D
P.I. = 4+091.878'
Δ = 38°36'06.78"LT.
R = 175.000
L = 111.794
T = 57.879
Ex = 9.323
e = 8.0%
Runoff - 52
Runout - 13
P.C. = 4+033.999
P.T. = 4+145.793
Design Speed 70 km/h (43 mph)

P.I. STA. 4+145.793

P.I. STA. 4+091.878

RAMP D P.T. STA. 4+145.793

RAMP D P.C. STA. 4+033.999

S53°23'53"W RAMP D

S90°00'00"W 44.00

S18°23'53"W

1/E 242.063

1/E 240.650

O/E 240.476

O/E 240.609

DELETED INLET END WALL ADDED DROP BOX INLET TYPE 2

STA. 4+160 50mm CONDUIT (FOR FUTURE USE)

POND W.E. 246.43

1.2 m F.B. DT

EXIT RAMP

PARKWAY

106 m Taper

MATCH LINE STA. 5+480 SEE SHEET #35 PARKWAY EXIT RAMP

4+200

5+400

5+300

4+000

DIRT ROAD

PARKWAY EXIT RAMP
P.I. = 5+398.245
Δ = 71°32'22.284"LT.
R = 175.000
L = 218.505
T = 126.074
Ex = 40.684
e = 8.0%
Runoff - 52
Runout - 13
P.R.C. = 5+272.171
P.T. = 5+490.676
Design Speed 70 km/h (43 mph)

P.R.C. STA. 5+272.171

BEGIN RAMP D STA. 4+000.000

END TRANSITION TYP 2A

BEGIN TRANSITION TYP 2A

APPROX. LOCATION OF HIGHWALL FROM PREVIOUS MINING

N21°28'09"E 41.793 (136.80')

10+703.733 / 114.326

5+200

N17°33'18"E 136.414 (447.50')

ADDED CURB AND GUTTER 0.30m W x 0.15m H

PAVED SHOULDER

PARKWAY EXIT RAMP

S90°00'00"W

P.I. STA. 5+432.198

MATCH LINE STA. 5+432.198 PARKWAY EXIT RAMP SEE SHEET #5

O/E 255.120

730mm

CARL BLEVINS ET. AL.

P 10

W.B. (WILLIAM) BLANTON HEIRS ET. AL.

P 11

ADDINGTON ENTERPRISES, INC.

P 12

N69°48'06"E 61.846 (202.94')

10+429.739 / 91.523

N38°15'00"E 57.303 (188.00')

10+554.786 / 86.106

S41°30'00"E 204.216 (670.00')

SEE SHEET #4

SEE SHEET # 42 - 46 FOR PROFILE

PAVEMENT EDGE DRAIN CONSTRUCTION

L.T. OR RT.	STATION TO STATION	100mm PIPE (m)	150mm PERF (m)	200mm PERF (m)	100mm MANHOLE	150mm MANHOLE (m)	200mm MANHOLE (m)	CLASS A CONCRETE (Cu M)	
RT	5+426 TO 5+295	82			5			0.57	1:4 HDWLL
RT	5+310 TO 5+200	82			5			0.57	1:4 HDWLL
RT	4+020 TO 4+100	80			5			0.57	1:4 HDWLL
RT	4+100 TO 4+200	100			5			0.57	1:4 HDWLL
RT	4+040 TO 4+30	90			5			0.47	1:6 HDWLL
LT	4+130 TO 4+210	80			5			0.57	1:4 HDWLL
LT	4+210 TO 4+245	35							
LT	4+200 TO 4+245	45							
LT	5+135 TO 5+210	75			4			0.57	1:4 HDWLL
LT	5+210 TO 5+285	75			4			0.57	1:4 HDWLL
LT	5+285 TO 5+360	75			4			0.57	1:4 HDWLL
LT	5+360 TO 5+440	80			5				TIE TO XDRAIN
LT	5+440 TO 5+580	40			3				TIE TO XDRAIN
RT	5+310 TO 5+580	70			7			0.47	1:6 HDWLL
RT	5+280 TO 5+440	60			5				TIE TO XDRAIN
RT	5+440 TO 5+620	4			3				TIE TO XDRAIN

DITCH CONSTRUCTION CHART

LT/RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X	4+000 - 4+100	CLASS II	216 M TONS	0.30	0.40	1:2 F.B.
	X	4+100 - 4+200	CLASS II	216 M TONS	0.30	0.40	1:2 F.B.
	X	4+200 - 4+272	CLASS II	193 M TONS	0.30	0.40	1:2 F.B.
RT		5+138 - 5+170	CLASS II	164 M TONS	0.30	0.40	1:2 F.B.
RT		5+170 - 5+240	CLASS II	186 M TONS	0.30	0.40	1:2 F.B.
RT		5+240 - 5+272	CLASS II	119 M TONS	0.30	0.40	1:2 F.B.
RT		5+272 - 5+370	CLASS II	312 M TONS	0.30	0.40	1:2 F.B.
RT		5+370 - 5+420	CLASS II	208 M TONS	0.30	0.40	1:2 F.B.
	X	5+230 - 5+420	CLASS II	169 M TONS	0.30	0.40	1:2 F.B.
	X	5+420 - 5+572	CLASS II	172 M TONS	0.30	0.40	1:2 F.B.
RT		4+435 - 4+470	CLASS II	96 M TONS	0.30	0.40	" "
RT		4+470 - 4+543	CLASS II	182 M TONS	0.30	0.40	1:2 F.B.
RT		4+543 - 5+340	CLASS II	140 M TONS	0.30	0.40	1:2 F.B.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PLEXIT-1.DGN

55

SCALE: 1:500

PARKWAY EXIT RAMP PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		40	~~690~~ 197

9-212.00

SEE SHEET #35
MATCH LINE STA. 5+723.755

DITCH CONSTRUCTION CHART

No.	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
A1	5+124 to 5+460	CLASS II	164 M TONS	0.30	0.40	1.2 F.B.
A1	5+900 to 5+960	CLASS II	164 M TONS	0.45	0.40	1.8 F.B.
A1	5+640 to 5+670	CLASS II	246 M TONS	0.45	0.40	1.8 F.B.
A1	5+774 to 5+760	CLASS II	82 M TONS	0.30	0.40	1.2 F.B.
A1	5+760 to 5+720	CLASS II	328 M TONS	0.30	0.40	1.2 F.B.

◄ WIDEN FOR ROCK CUT

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	175mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU. M)	
L1	5+725 TO 5+820	95			15			0.43	113 HOWELL
L1	5+820 TO 5+900	80			6			0.57	114 HOWELL
L1	5+900 TO 5+920	20			6			0.57	113 HOWELL
R1	5+725 TO 5+820	95			10			0.43	113 HOWELL
R1	5+820 TO 5+900	80			6			0.57	114 HOWELL
R1	5+900 TO 5+920	20			6			0.57	113 HOWELL

S31°54'33"E
128.262 (420.80')

5+710.000
50.000

S32°21'53"W
50.561 (166.21')
CONTROL OF ACCESS R/W

5+722.950
19.539

P
10

ADDED GUARDRAIL - RT.
END TREATMENT - TY 2A
@ STA 5+745

CARL BLEVINS ET. AL.

P
10X

CARL BLEVINS ET. AL.

5+750.000
50.000

S13°20'15"W
83.83' (274.98')

S35°39'01"W
116.11'

N63°26'06"W
59.137 (194.02')

100+528.921
174.956

N55°36'24"W
132.017 (433.12')

5+775.908
65.803

N55°36'24"W
20.985 (68.85')

5+788.584
52.743

S54°23'29"W
35.780 (117.39')

5+800.000
80.000

S27°57'15"E
55.907 (183.42')

5+849.000
80.000

S58°07'27"E 109.076 (357.66')
CONTROL OF ACCESS R/W

5+920.000
55.000

10+200

10+100

10+000

5+800

5+900

PARKWAY EXIT RAMP
P.I. = 6+272.910
Δ = 143°58'00.048"LT.
R = 200.000
L = 502.539
T = 614.928
Ex = 446.635
e = 7.9%
Runoff = 52
Runout = 13.16
P.C. = 5+657.982
P.T. = 6+160.521
Design Speed 70 km/h (43 mph)

1.2m F.B. DT.
EDGE PAVED SHOULDER
PARKWAY
EDGE PAVED SHOULDER
1.8m F.B. DT.
EXIT
RAMP
1.2m F.B. DT.
1.8m F.B. DT.

N32°49'31"E
FUTURE MAIN LINE

P
12

ADDINGTON ENTERPRISES. INC.

S18°27'38"W

DIST 6000

MATCH LINE STA. 5+920
SEE SHEET #41

SEE SHEET # 42 - 46
FOR PROFILE

56

SCALE: 1:500

PARKWAY EXIT RAMP PLAN SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEFL

6-93
FORM NO. 2m

PLEXIT-2.dgn

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		41	636

9-212.00 997

SEE SHEET #3 & #36
MATCH LINE STA. 6+136.591 PARKWAY EXIT RAMP

SEE SHEET #42
MATCH LINE STA. 5+920

PARKWAY EXIT RAMP
EDGE OF PAVED SHOULDER
1.2m F.B. DT.
EDGE OF PAVED SHOULDER
1.8m F.B. DT.
0.6m F.B. DT.
1.2m F.B. DT. W/CLASS II CHANNEL LINING
1.6m F.B. DT. W/CLASS II CHANNEL LINING
GUARDRAIL ADDED
LOOP B
O/E 251.931
O/E 253.154
P.C. STA. 6+295.607
600mm
50mm CONDUIT @ STA. 6+000 (FOR FUTURE USE)
6+300
6+400
6+100
6+000
6+080.000
50.000
6+140.000
115.000
6+000.000
50.000
CONTROL OF ACCESS R/W
S73°45'17"E 106.111 (348.13')
N5°17'26"E 122.101 (400.59')
N69°01'13"E 99.435 (325.90')
S70°51'27"E 100.448 (329.55')

LOOP B
P.I. - 6+484.566
Δ - 134°06'25.267"RT.
R - 80.000
L - 187.249
T - 186.059
Ex - 125.196
e - 8.0%
Runoff - 43
Runout - 10.75
P.C.C. - 6+295.607
P.T. - 6+482.856
Design Speed 50 km/h (31 mph)

PARKWAY EXIT RAMP
P.I. - 6+272.910
Δ - 143°58'00.048"LT.
R - 200.000
L - 502.539
T - 614.928
Ex - 446.635
e - 7.9%
Runoff - 52
Runout - 13.16
P.C. - 5+657.982
P.T. - 6+160.521
Design Speed 70 km/h (43 mph)

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)		CLASS A CONCRETE (Cu. M)	OUTLET
RT	6+200 TO 6+310	50				(LOOP B)		
RT	6+310 TO 6+400	52			3	(LOOP B)		TIE TO ROMAIN
RT	6+400 TO 6+440	40			6	(LOOP B)	0.47	1:6 HOWL
LT	6+250 TO 6+310	50				(LOOP B)		
LT	6+310 TO 6+400	90			5	(LOOP B)		TIE TO ROMAIN
LT	6+400 TO 6+440	40			3	(LOOP B)		OUTLET RT
LT	5+920 TO 6+980	60						
LT	5+980 TO 6+050	70			4	(EXIT RAMP)	0.57	1:4 HOWL
LT	6+050 TO 6+130	80			4	(EXIT RAMP)	0.57	1:4 HOWL
LT	6+130 TO 6+140	10				(EXIT RAMP)		
RT	5+920 TO 5+980	60				(EXIT RAMP)		
RT	5+980 TO 6+050	70			4	(EXIT RAMP)	0.57	1:4 HOWL
RT	6+050 TO 6+130	80			4	(EXIT RAMP)	0.57	1:4 HOWL
RT	6+130 TO 6+140	10				(EXIT RAMP)		

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X		5+920 to 6+040	CLASS II	311 M TON	0.45	0.40	1.8 F.B.*
	X		6+040 to 6+063	CLASS II	50 M TON	0.30	0.40	1.2 F.B.
	X		6+063 to 6+100	CLASS II	80 M TON	0.30	0.40	1.2 F.B.
	X		6+100 to 6+136	CLASS II	82 M TON	0.30	0.40	1.2 F.B.
X			5+920 to 6+000	CLASS II	173 M TON	0.30	0.40	1.2 F.B.
X			6+063 to 6+136	CLASS II	173 M TON	0.30	0.40	0.6 F.B.
X			6+380 to 6+440	CLASS II	117 M TON	0.30	0.40	0.6 F.B.

* WIDEN FOR ROCK CUT

P/12

ADDINGTON ENTERPRISES, INC.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PLEXIT-3.DGN

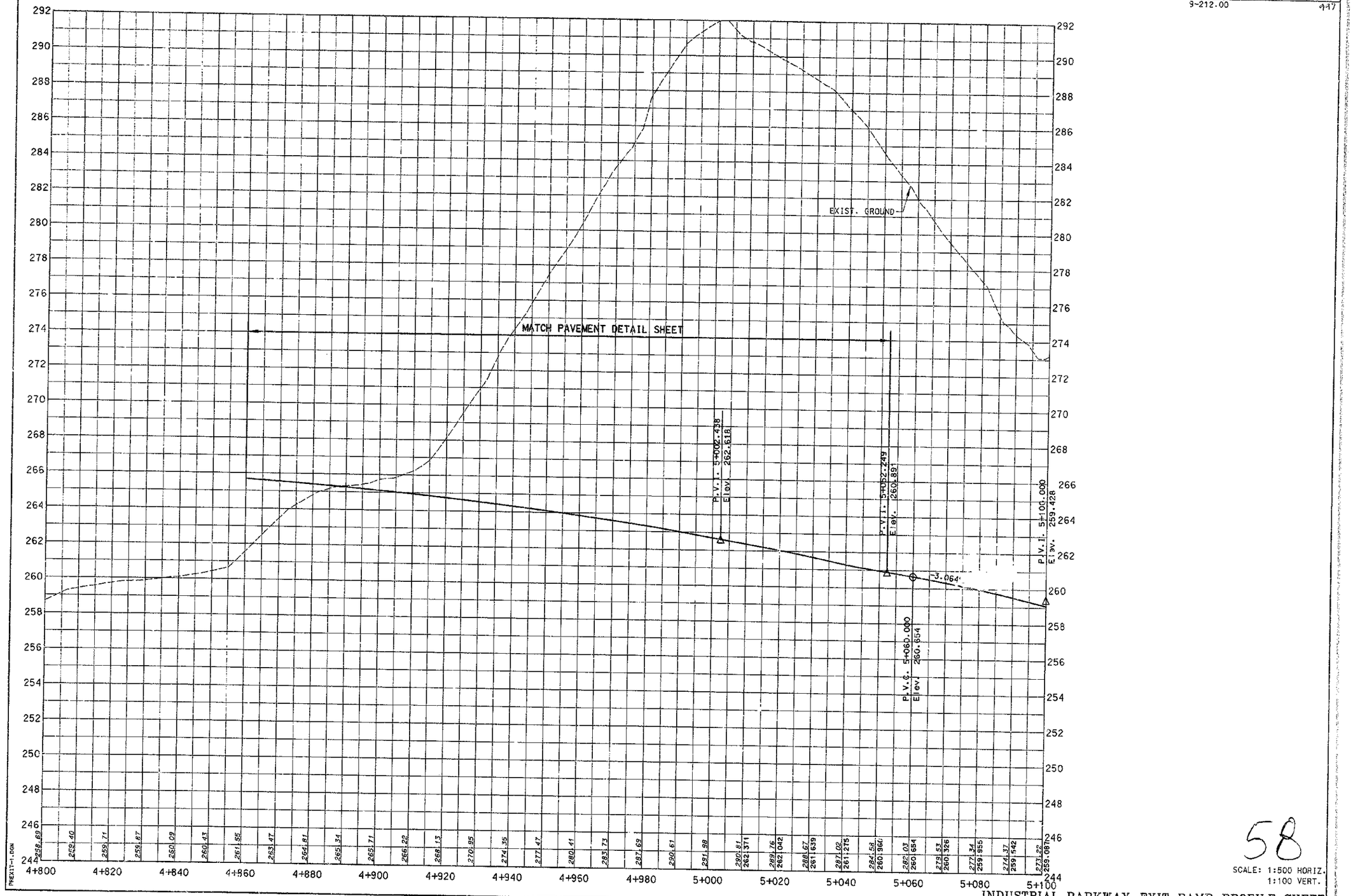
57

SCALE: 1:500

PARKWAY EXIT RAMP PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
ROYD-CARTER GREENUP		42	~~650~~ 997

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

8-93
FORM NO. 2m

PKEXIT-1.DGN

58

SCALE: 1:500 HORIZ.
1:100 VERT.

INDUSTRIAL PARKWAY EXIT RAMP PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		43	~~630~~ 717

9-212.00

MATCH LINE

MATCH LINE

EXIST. GROUND

EXIST. GROUND

EXIST. GROUND

P.V.I. 5+100.000
Elev. 259.426

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.63	256.314
CHECK	100	0.76	256.504

LC = 80m
K = 23

-5.41%

P.V.T. 5+140.000
Elev. 256.838

STA. 5+130 @ 40° SKEW RT.
CONSTRUCT 750MM PIPE W/
SLOPED & FLARED BOX INLET &
SLOPED & FLARED BOX OUTLET

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.85	241.550
CHECK	100	1.02	241.720

P.V.C. 5+280.000
Elev. 247.771

LC = 200m
K = 23

+2.35%

P.V.I. 5+380.000
Elev. 241.295

PREPARED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

8-93
FORM NO. 2m

PRFXIT-2.DGN

59

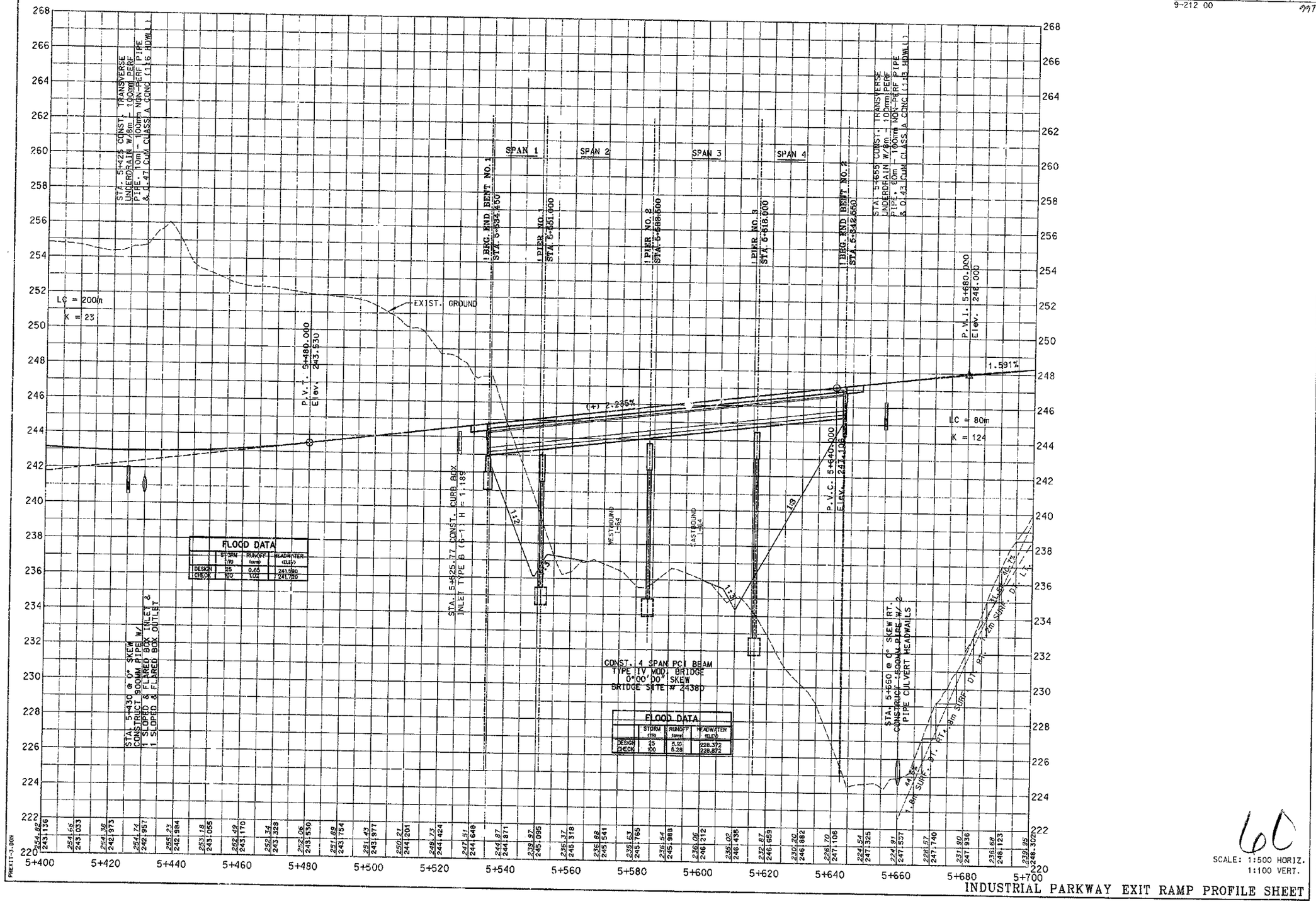
SCALE: 1:500 HORIZ.
1:100 VERT.

INDUSTRIAL PARKWAY EXIT RAMP PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		44	130

9-212 00

997



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPF

6-93
FORM NO. 2m

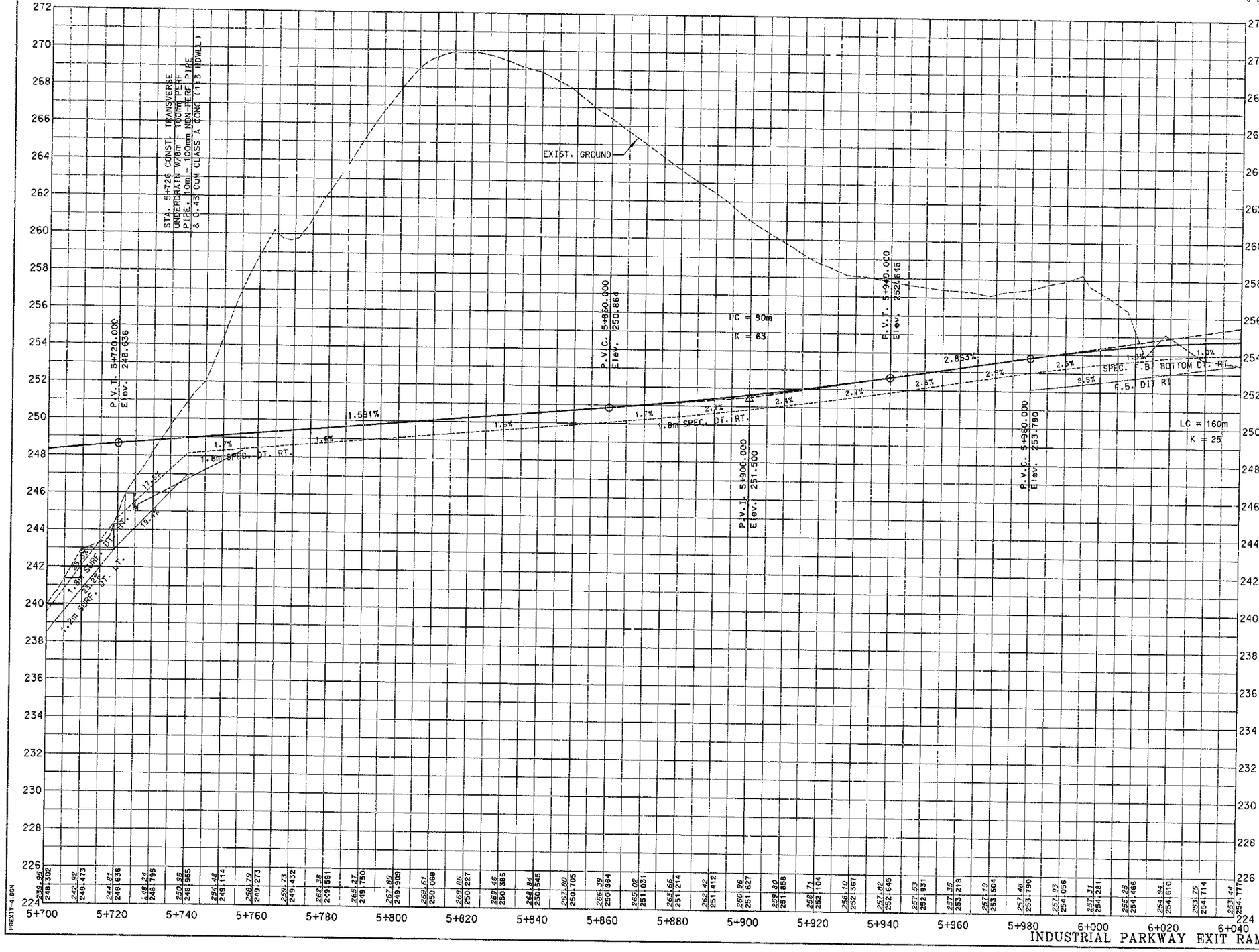
PIKEXIT-3.DGN

60

SCALE: 1:500 HORIZ.
1:100 VERT.

INDUSTRIAL PARKWAY EXIT RAMP PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		45	~~93~~ 97
9-212.00			



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEFL

6-93
FORM NO. 2m

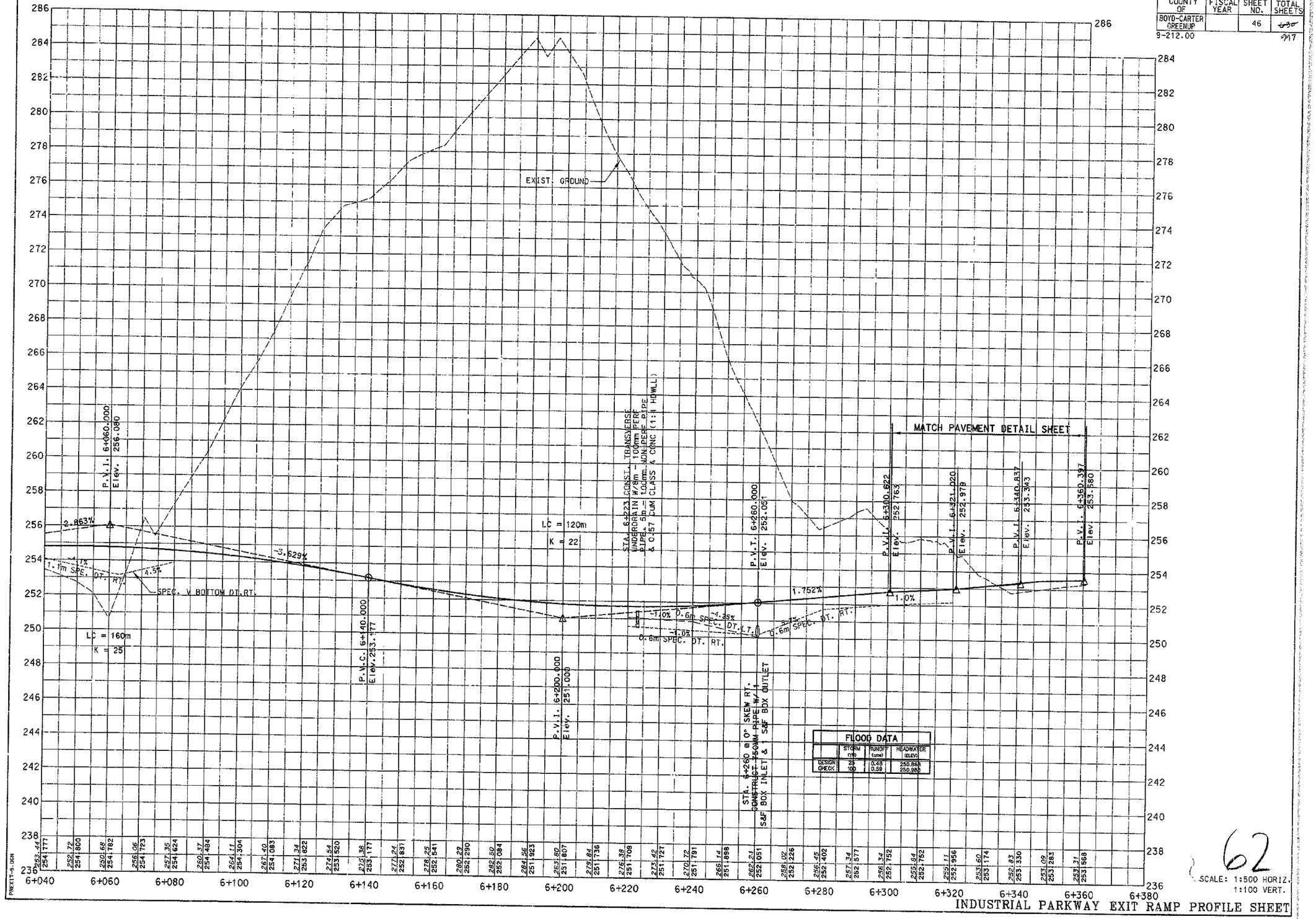
PREXIT-4.DGN

61

SCALE: 1:500 HORIZ.
1:100 VERT.

INDUSTRIAL PARKWAY EXIT RAMP PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		46	62
9-212.00			



FLOOD DATA			
	STORM (yr)	RUNOFF (cms)	HEADWATER ELEV.
DESIGN	25	0.45	250.858
CHECK	100	0.58	250.980

PREPARED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PKEXIT-S.DGN

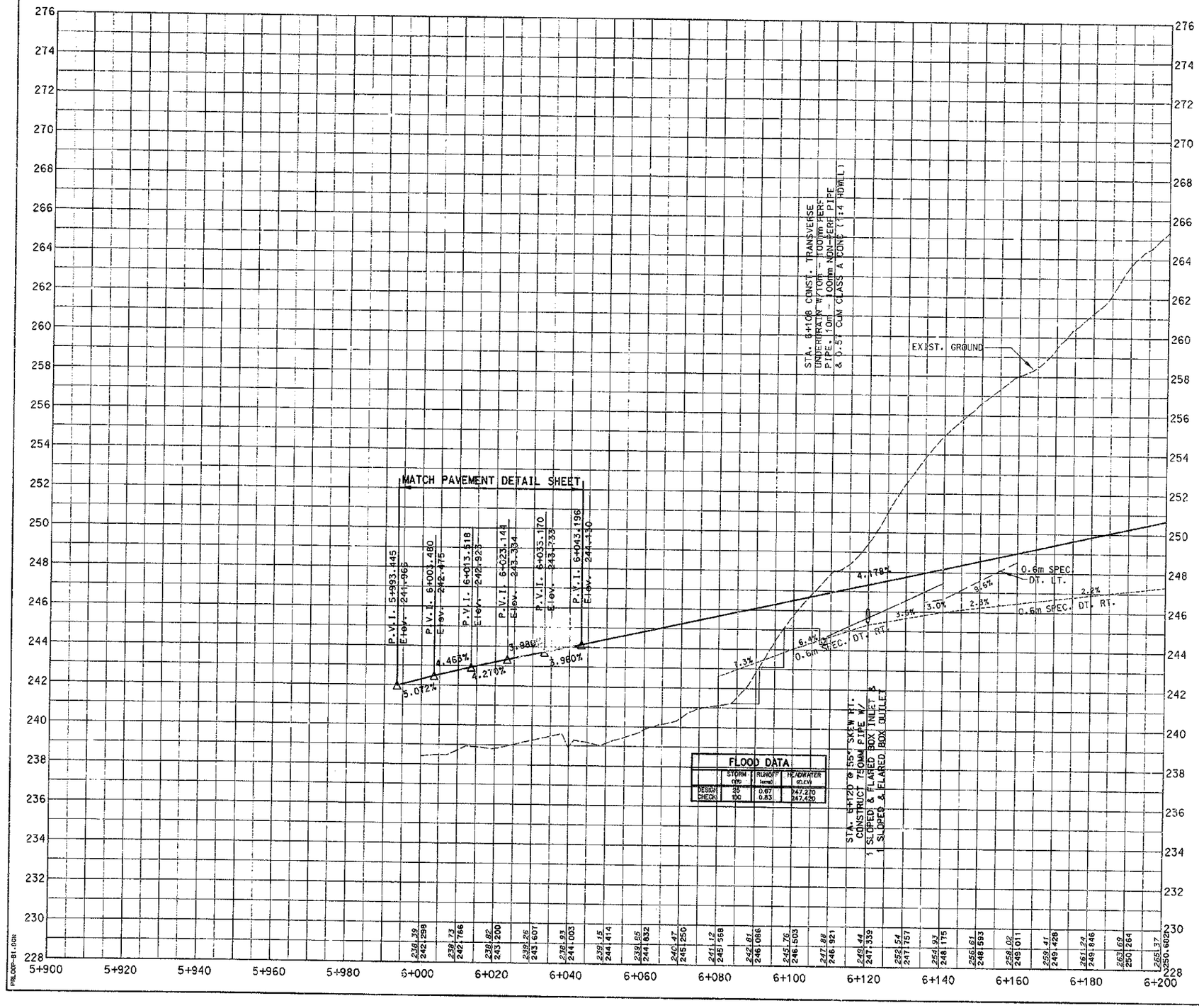
62

SCALE: 1:500 HORIZ.
1:100 VERT.

INDUSTRIAL PARKWAY EXIT RAMP PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		47	~~430~~ 427

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKSPL

6-93
FORM NO. 2m

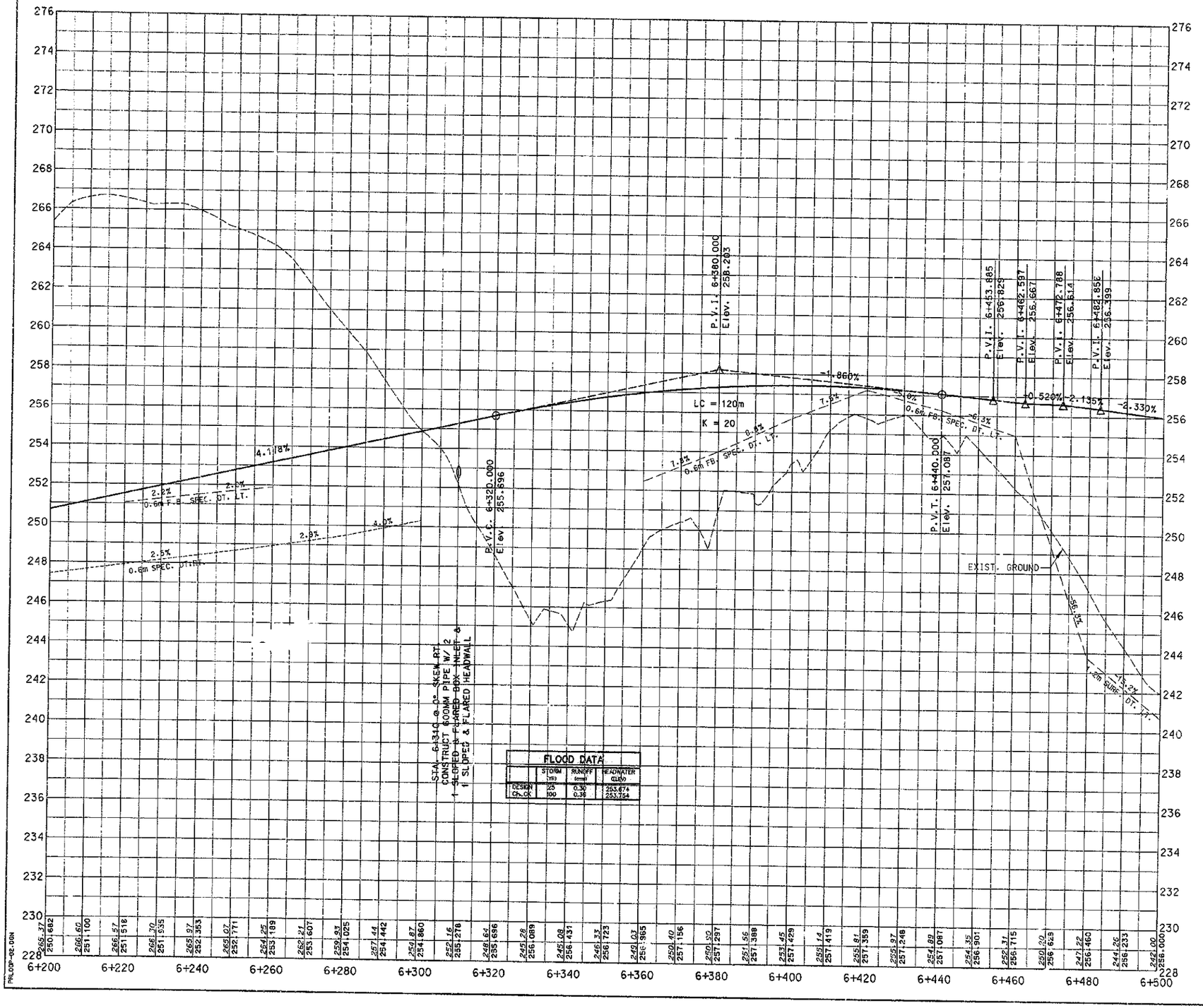
PRLOOP-B1.DGN

63

SCALE: 1:500 HORIZ.
1:100 VERT.

LOOP B PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		48	~~50~~ 27
9-212.00			



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PROFILE-BB.DGN

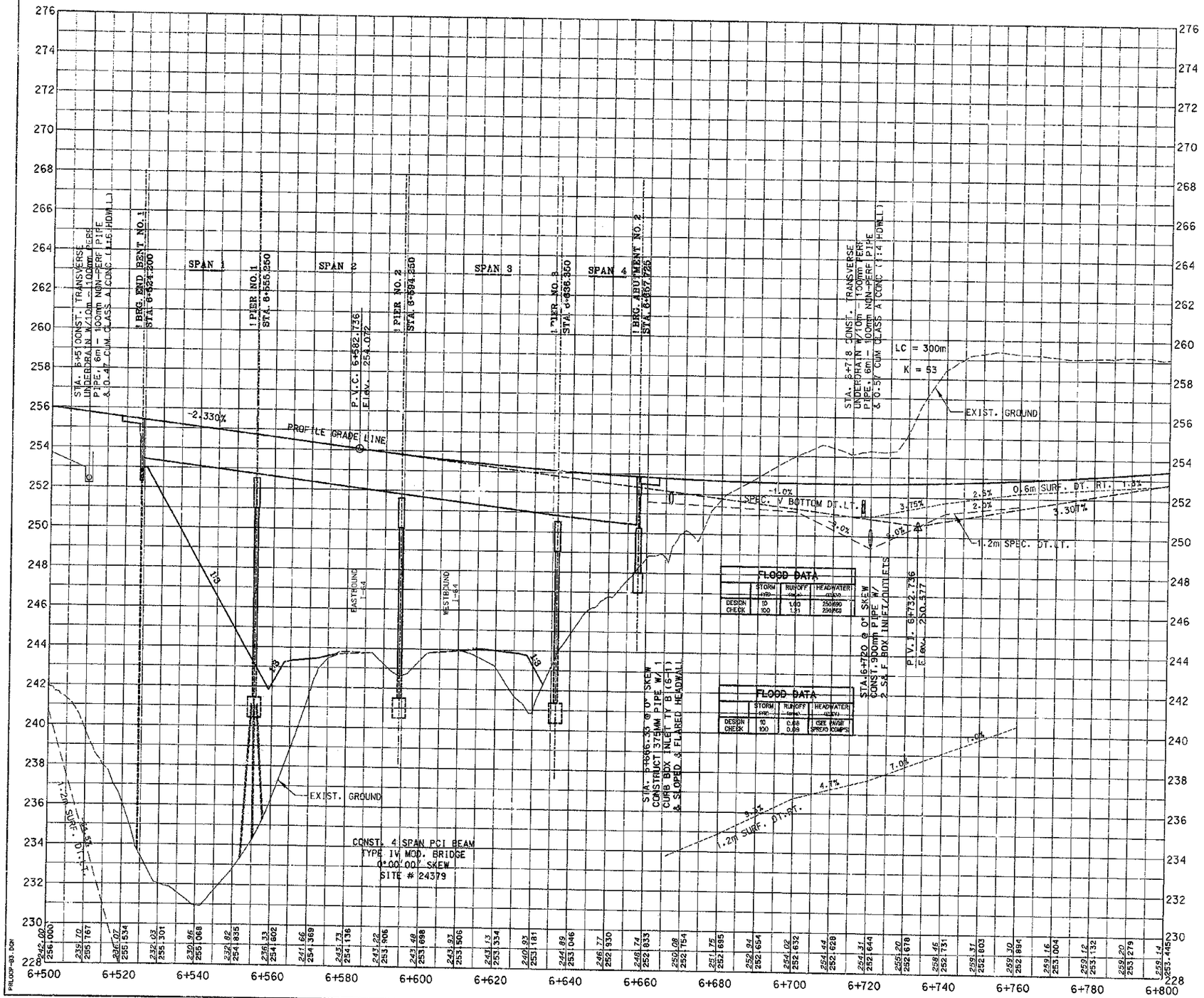
64

SCALE: 1:500 HORIZ.
1:100 VERT.

LOOP B PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		49	497

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

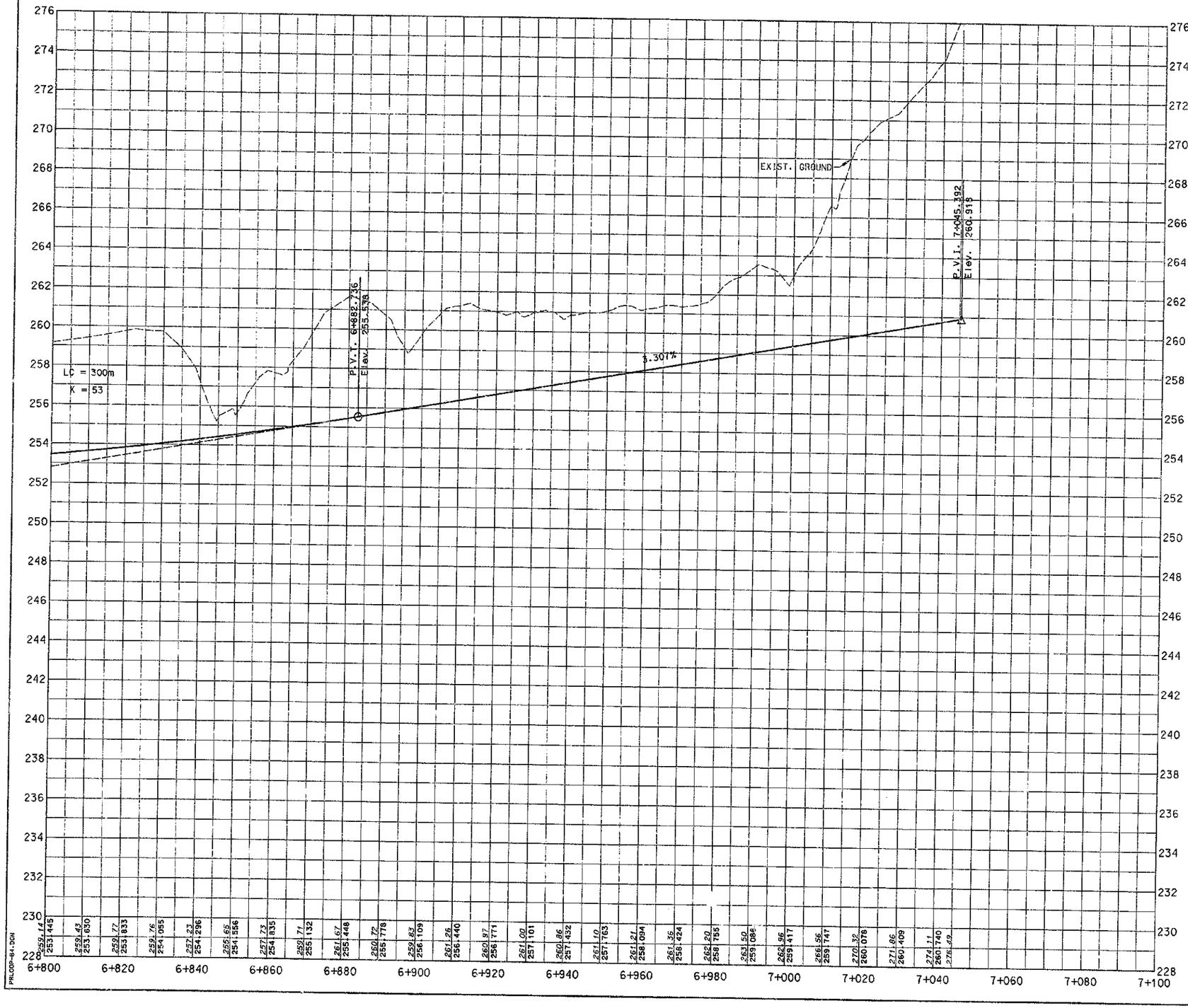
PRLOOP-B3.DGN

65

SCALE: 1:500 HORIZ.
1:100 VERT.

LOOP B PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		50	[illegible]
9-212.00			9/17



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

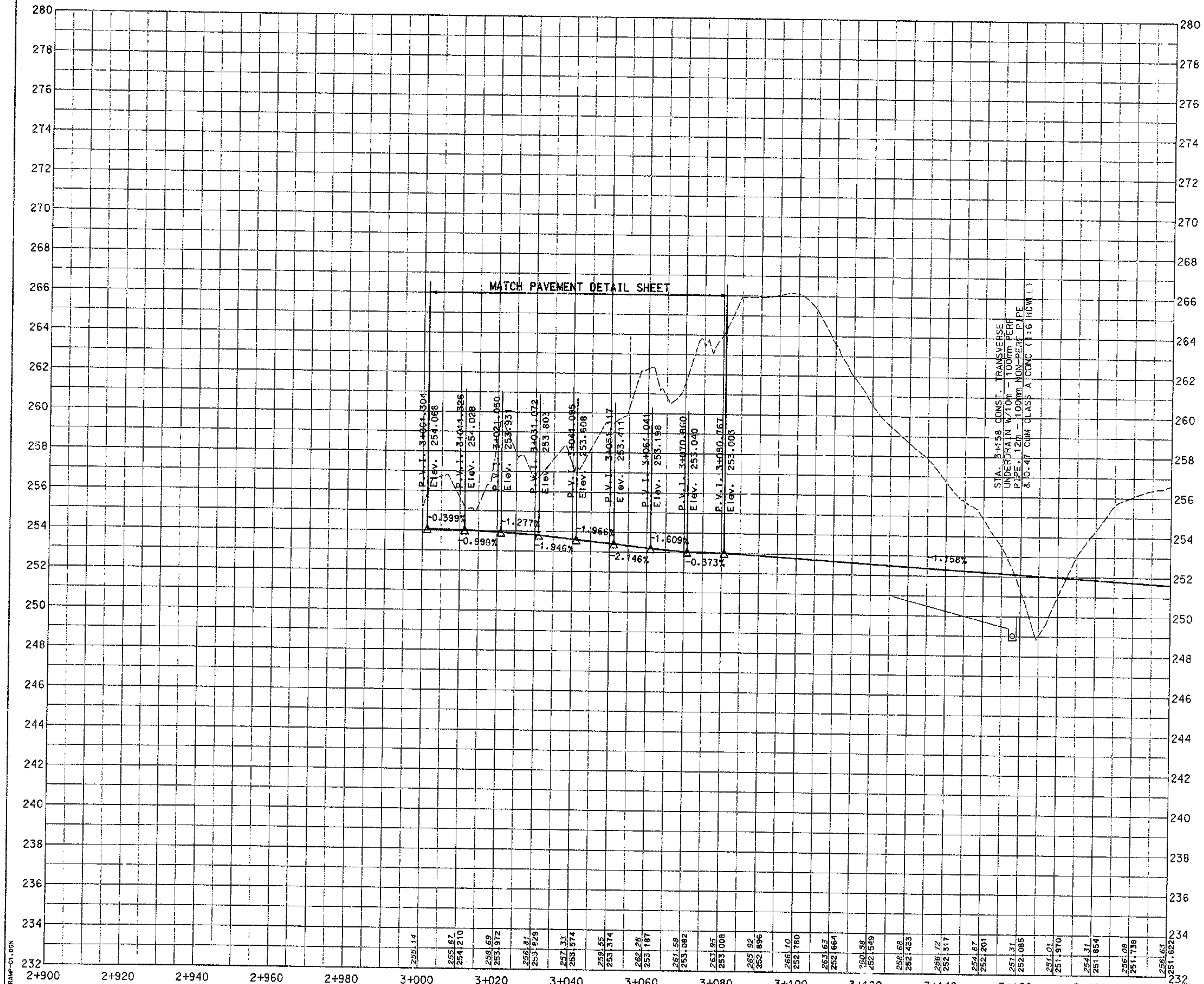
66

SCALE: 1:500 HORIZ.
1:100 VERT.

LOOP B PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		51	~~630~~ 997

9-212.00



SCALE: 1:500 HORIZ.
1:100 VERT.

RAMP C PROFILE SHEET

67

PREPARED BY ______ DATE ______
CHECKED BY ______ DATE ______
APPROVED BY ______ DATE ______

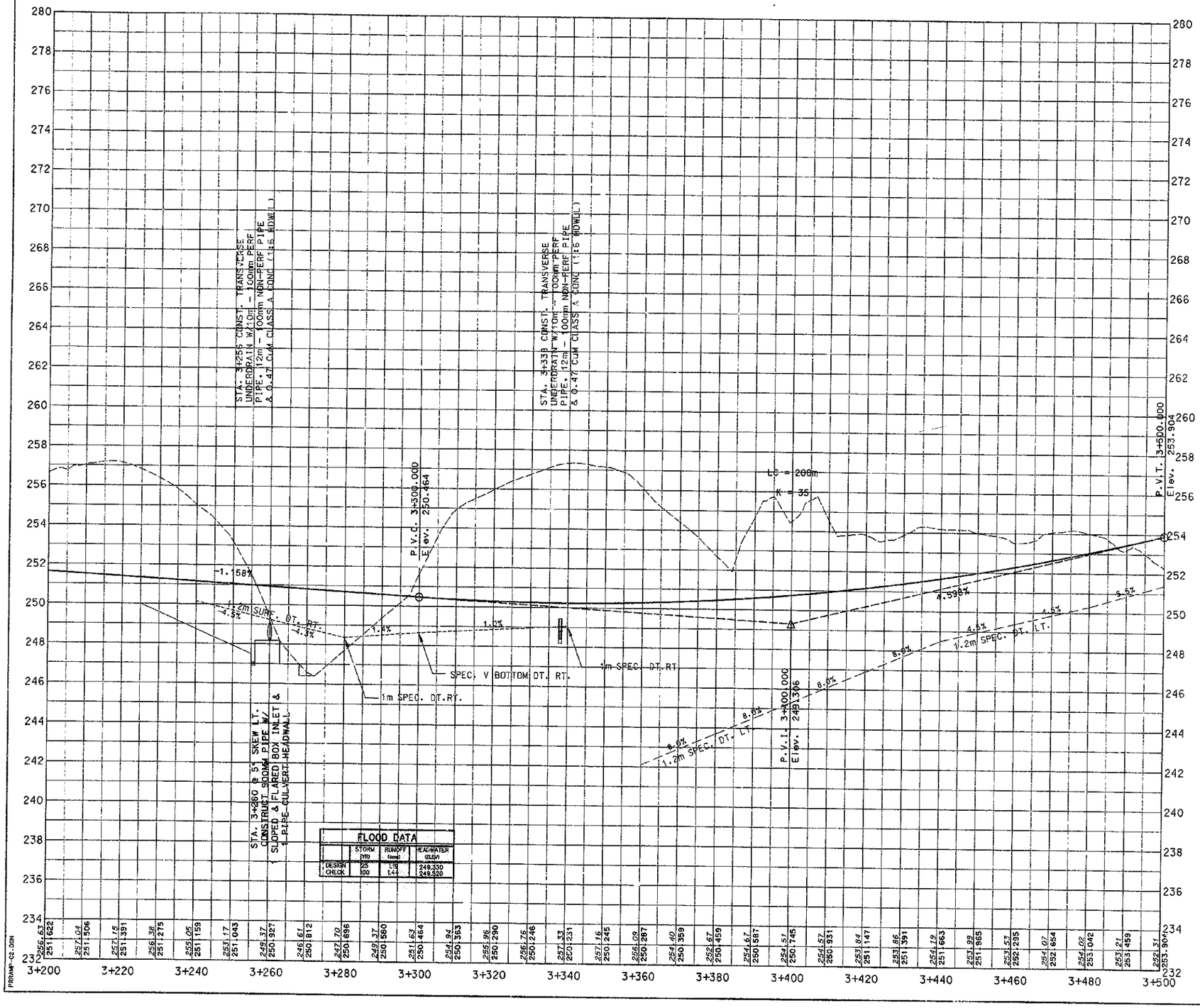
Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRRAMP-C1.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		52	997

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: P1K3P1

6-93
FORM NO. 2m

PRAMP-C2.DGN

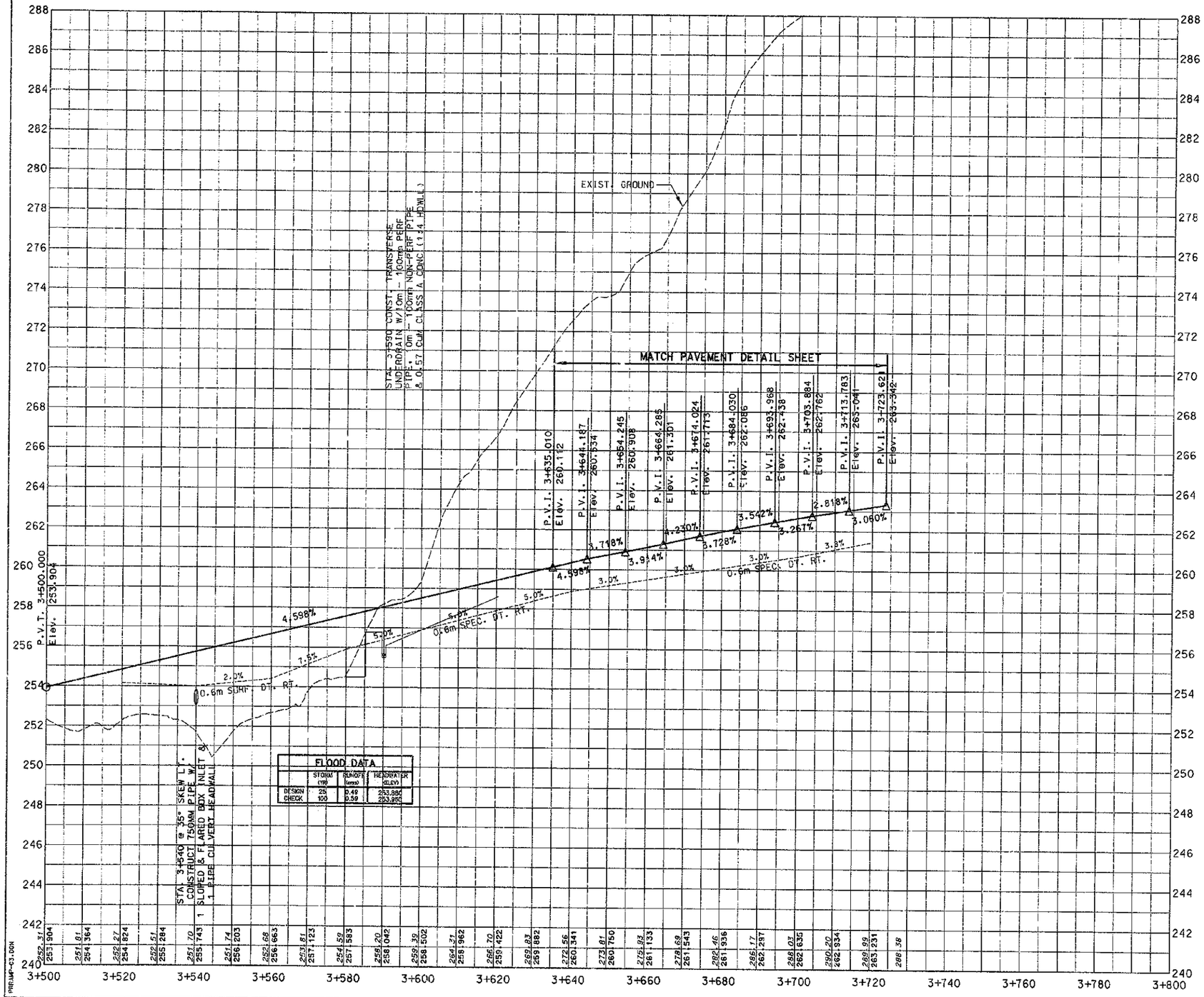
68

SCALE: 1:500 HORIZ.
1:100 VERT.

RAMP C PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		53	69

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

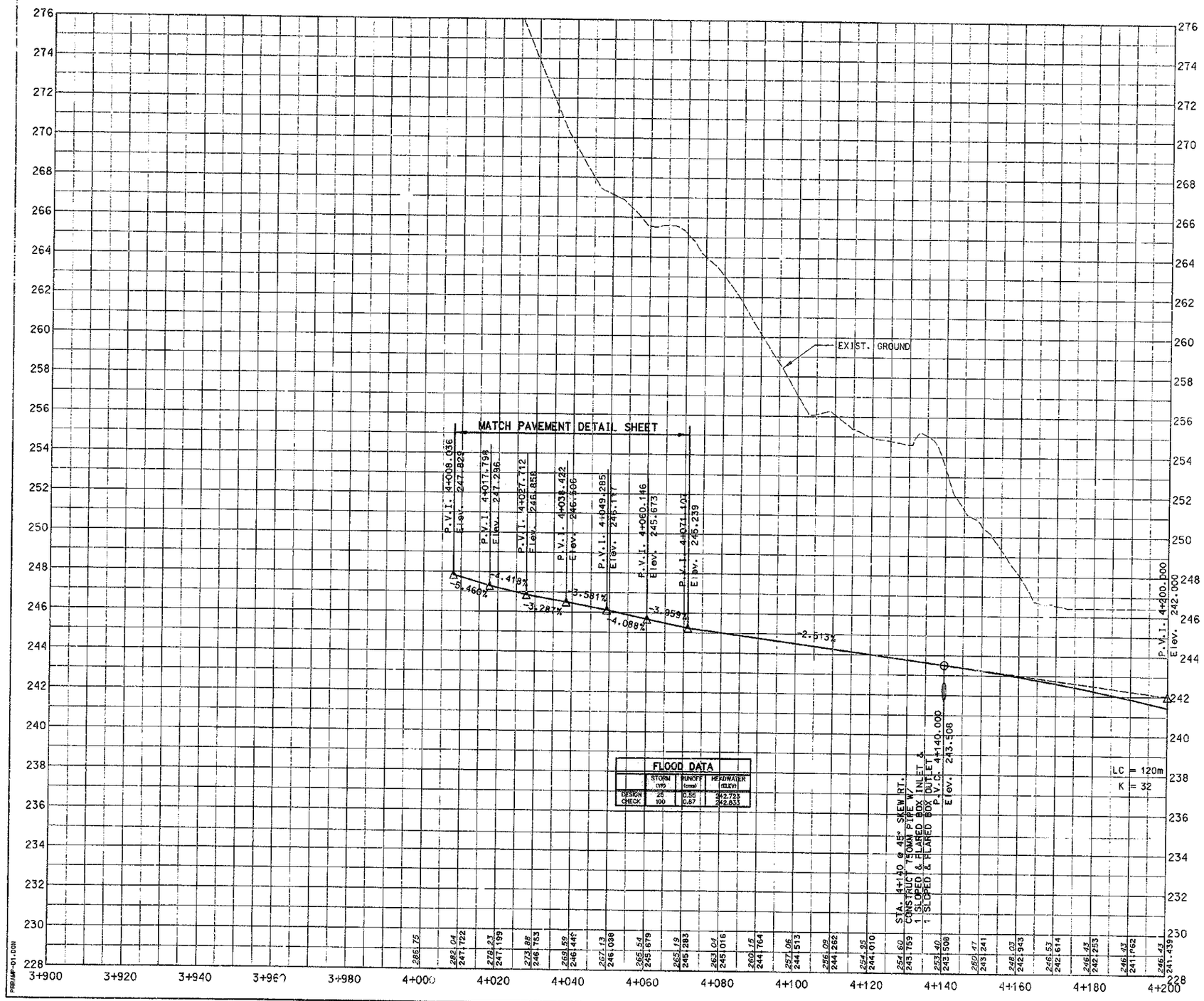
PRRAMP-C3.DGN

SCALE: 1:500 HORIZ.
1:100 VERT.

RAMP C PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		54	~~570~~ 917

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKERPL

6-93
FORM NO. 2m

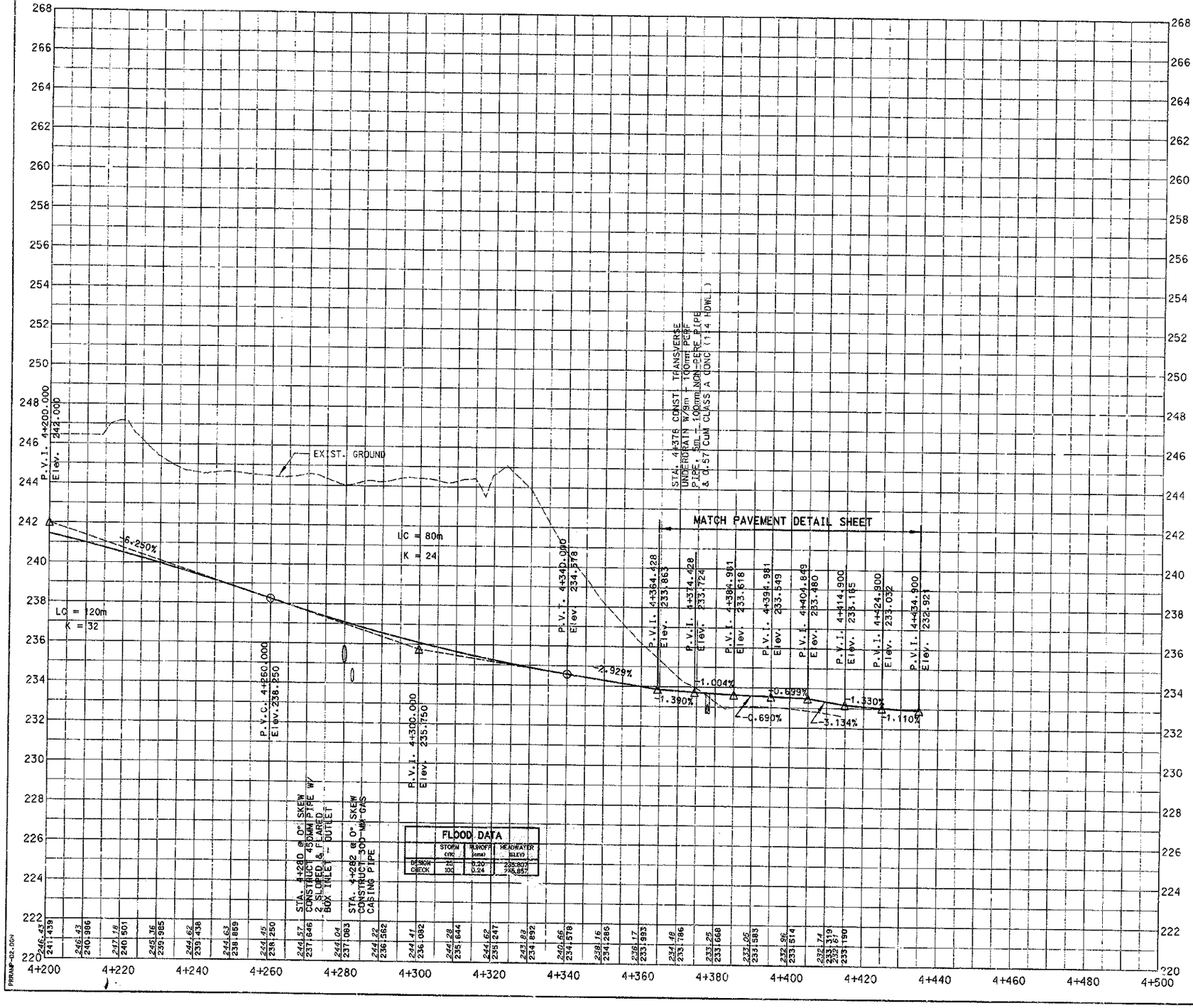
PRRAMP-01.DGN

70

SCALE: 1:500 HORIZ.
1:100 VERT.

RAMP D PROFILE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		55	630
9-212.00			997



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRRAMP-02.DGN

71

SCALE: 1:500 HORIZ.
1:100 VERT.

RAMP D PROFILE SHEET

VOID SEE SHEET NO. 753

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		56	~~496~~ 497

9-212.00

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			49+280 to 49+340	CLASS II	104 M TON	0.30	0.40	0.6 F.B.
X			49+340 to 49+420	CLASS II	104 M TON	0.30	0.40	0.6 F.B.
X			49+420 to 49+560	CLASS II	242 M TON	0.30	0.40	0.6 F.B.
X			49+560 to 49+580	CLASS III	52 M TON	0.30	0.60	0.6 F.B.
	X		49+280 to 49+380	CLASS II	130 M TON	0.30	0.40	0.6 F.B.
	X		49+380 to 49+520	CLASS II	333 M TON	0.45	0.40	0.6 F.B.
	X		49+520 to 49+600	CLASS II	190 M TON	0.45	0.40	0.6 F.B.
	X		49+600 to 49+629	CLASS IA	42 M TON	0.30	0.45	0.6 F.B.
	X		49+629 to 49+660	CLASS II	40 M TON	0.30	0.40	0.6 F.B.

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm HDPE (m)	150mm PERF (m)	200mm PERF (m)	100mm HOMPUF (m)	150mm HOMPERF (m)	200mm HOMPERF (m)	CLASS A CONCRETE (CU M)	
LT	49+280 TO 49+300	20							
LT	49+300 TO 49+390	90			5			0.57	1:4 HDWLL
LT	49+390 TO 49+400	10			5			0.57	1:4 HDWLL
LT	49+460 TO 49+520	60			9			0.57	1:4 HDWLL
LT	49+520 TO 49+615	95			5			0.57	1:4 HDWLL
LT	49+615 TO 49+660	45			3				TIE TO BERM
RT	49+280 TO 49+300	20							
RT	49+300 TO 49+390	90			5			0.57	1:4 HDWLL
RT	49+390 TO 49+460	80			5			0.57	1:4 HDWLL
RT	49+460 TO 49+660	80			5			0.57	1:4 HDWLL
RT	49+560 TO 49+625	65			5			0.57	1:4 HDWLL
RT	49+625 TO 49+660	35			5				TIE TO BERM

APPROACH 12+000
P.I. = 49+384.553
Δ = 56°07'42.652"RT.
R = 100.000
L = 97.963
T = 53.315
Ex = 13.325
e = 6.5%
P.C. = 49+331.238
P.T. = 49+429.201
Design Speed = 40 km/h (25 mph)
Runoff = 33
Runout = 10.15

ADDINGTON ENTERPRISES, INC.

P 12

PROPOSED R/W

P.I. STA. 49+384.553

P.C. STA. 49+331.238

P.T. STA. 49+429.201

49+400

49+500

49+600

49+300

49+280

49+420.000 19.000

49+431.682 18.606

49+480.000 19.000

49+540.000 21.000

49+370.000 17.000

49+350.000 17.000

49+320.000 18.000

49+380.000 18.000

49+411.040 19.142

49+420.000 18.000

49+340.000 18.000

49+400.000 20.000

49+559.000 BEGIN CONTROL OF 30.000 ACCESS & FENCE

49+590.000 END CONTROL OF 30.000 ACCESS & FENCE

49+655.000 21.000

49+660.000 25.000

N19°46'15"E 23.881 (78.35')

N27°55'01"E 48.319 (158.53')

N26°28'30"E 60.033 (196.96')

N18°10'49"E 50.804 (166.68')

N1°43'44"W 35.564 (116.60')

N11°15'54"W 23.361 (76.64')

N22°28'06"W 33.202 (108.93')

N27°30'25"W 58.606 (192.28')

N27°44'39"W

S11°39'12"W 25.199 (82.68')

S11°15'56"E 32.582 (106.90')

S27°26'09"E 58.415 (191.65')

S29°40'07"W 118.363 (388.33')

S27°14'18"W 50.010 (164.08')

S61°36'37"E 50.000 (164.04')

S32°28'12"W 70.18 (230.24')

N28°23'03"E

N9°02'23"W 16.685 (54.74')

N36°16'02"E 65.620 (215.29')

N33°58'52"W 23.854 (78.26')

0.6m F.B. DIT.

CONTROL OF ACCESS R/W

I.E. 251.610

I.E. 253.377

I.E. 3.6

I.E. 3.6

I.E. 1.8

600mm

MATCH LINE STA. 49+660 SEE SHEET #57

MATCH LINE STA. 49+280 SEE SHEET #7

MATCH LINE SHEET 11+420 SEE SHEET #9

SEE SHEET # 59 - 64 FOR PROFILE

SCALE: 1:500

LOGTOWN ROAD

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93 FORM NO. 2m

P-4001.DGN

72

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		57	~~65~~

9-212.00 PM7

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X		49+320 to 49+977	CLASS II	123 M TON	0.60	0.40	0.6 F.B.
	X		49+660 to 49+670	CLASS II	13 M TON	0.30	0.40	0.6 F.B.
X			49+720 to 49+780	CLASS II	104 M TON	0.45	0.40	0.6 F.B.
X			49+780 to 49+830	CLASS IA	73 M TON	0.30	0.45	0.6 F.B.
X			49+830 to 49+880	CLASS IA	121 M TON	0.45	0.45	1.2 F.B.
X			49+880 to 49+900	CLASS IA	29 M TON	0.30	0.30	1.2 F.B.
X			49+900 to 49+976	CLASS II	85 M TON	0.30	0.40	1.2 F.B.
	X		49+740 to 49+820	CLASS I	78 M TON	0.30	0.40	0.6 F.B.
	X		49+900 to 49+960	CLASS I	194 M TON	0.60	0.60	0.6 F.B.
	X		49+820 to 49+840	CLASS IA	49 M TON	0.45	0.45	1.2 F.B.
	X		49+850 to 49+920	CLASS II	91 M TON	0.30	0.40	0.6 F.B.

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SECT. No. 1 (Ea)	END TREATMENT TY 2A (Ea)	TY 3 (Ea)	TY 4A (Ea)	CRASH CUSH. TY 1 (Ea)	GUIDE END CONN. CONN TY A (Ea)	CONN TY A-HS (Ea)
	49+800 (BARRICADE)	15.24		2						
	49+680 (BARRICADE)	15.24		2						

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	150mm PERF (m)	150mm PERF (lin)	200mm PERF (m)	100mm HOMPERF (m)	150mm HOMPERF (m)	300mm HOMPERF (m)	CLASS A CONCRETE (CU M)	
LT	49+560 TO 49+600	45							
LT	49+600 TO 49+780	180			39			0.43	113 HOWLL
LT	49+780 TO 49+820	90			40			0.43	112 HOWLL
LT	49+870 TO 49+940	70			35			0.57	114 HOWLL
RT	49+680 TO 49+880	60							
LT	RT 48+760 TO 49+760	90			10			0.47	116 HOWLL
RT	49+760 TO 49+630	70			10			0.47	115 HOWLL
RT	49+830 TO 49+900	70			10			0.47	176 HOWLL
RT	49+900 TO 49+940	40			10			0.47	116 HOWLL

P/12

ADDINGTON ENTERPRISES, INC.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL-LOG2.DGN

CONTROL OF ACCESS R/W
S83°02'42"E 125.46' (38.24')
S66°01'29"E 57.691' (189.28')
S63°12'29"E 32.031' (105.09')
S78°37'08"E 47.116' (154.118')
S68°40'43"E
N11°12'09"E 46.97' (1160.87')
N28°23'03"E
N2°13'25"E 289.90' (951.12')
N11°41'07"E 20.880' (68.51')
N31°45'01"E 17.029' (55.87')
S68°40'18"E 37.655' (123.67')
S66°21'16"E 40.607' (133.23')
N37°07'08"E 41.000' (134.51')
S47°32'27"E
N58°11'31"W 50.191' (164.67')
N68°47'05"W 30.531' (100.17')
N9°02'23"W 16.685' (54.74')
N70°25'27"W 24.928' (81.79')
N33°58'52"W 23.854' (78.26')

49+560
49+600
49+700
49+800
49+900

49+840.000 106.000
49+860.000 81.000
49+880.000 39.000
49+900.000 20.010
49+940.000 17.000
49+820.000 75.000
49+780.000 55.000
49+760.000 34.000
49+740.000 29.000
49+723.000 29.000
49+770.000 23.000
49+800.000 23.000
49+725.000 BEGIN CONTROL OF ACCESS & FENCE 30.000
END CONTROL OF ACCESS & FENCE 49+725.000 23.000
49+770.000 24.000
49+680.000 35.000

P.C. STA. 49+706.360
P.T. STA. 49+774.303
P.I. STA. 49+740.662
P.C. STA. 49+798.832
P.T. STA. 49+943.585
O.E. 247.306
O.E. 251.137
I.E. 252.920

APPROACH 11+803.819
P.I. = 49+740.662
Δ = 19°27'52.102"LT.
R = 200.000
L = 67.944
T = 34.302
Ex = 2.920
e = 4.6%
P.C. = 49+706.359
P.T. = 49+774.303
Design Speed = 40 km/h (25 mph)
Runoff = 24
Runout = 10.43

APPROACH 12+000
P.I. = 49+887.207
Δ = 82°56'14.033"RT.
R = 100.000
L = 144.753
T = 88.375
Ex = 33.455
e = 6.5%
P.C. = 49+798.832
P.T. = 49+943.585
Design Speed = 40 km/h (25 mph)
Runoff = 33
Runout = 10.15

STA. 49+800
BEGIN APPROACH CONST.

STA. 48+985.965
APPR. LT. 12+000.000=
STA. 49+833.447
APPR. LT. 11+803.819

STA. 49+800 & 49+860 CONST.
BARRICADE WITH 15m GUARDRAIL
AND 2 TERMINAL END SECTIONS EACH

SURFACING LIMITS

3.6 2.25 2.25 3.6 | 3.6 3.61.00.19S

95°23'21" 84°36'38"

R=180m R=60m R=15m

1.8 4.8

EDGE PAVED SHOULDER

EXIST. HOLLOW FILL

100 mm PERF. PIPE UNDERDRAIN

900mm

SEE SHEET # 59 - 64
FOR PROFILE

MATCH LINE STA. 49+660
SEE SHEET #56

MATCH LINE STA. 49+940 SEE SHEET #11

NOTE:
FOR RIGHT OF WAY INFO SEE SHEET NO 422

73

SCALE: 1:500

LOG TOWN ROAD APPROACH STA. 49+591.650 TO STA. 49+940

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		58	497

9-212.00

NOTE:
FOR RIGHT OF WAY INFO
SEE SHEET NO. 423

N

P
12

ADDINGTON ENTERPRISES, INC.

50+200

50+300

50+400

N13°54'04"E
92.392 (303.12')

50+180.000
30.000

N67°00'18"W 65.000 (213.25')
CONTROL OF ACCESS R/W

50+245.000 BEGIN CONTROL OF
30.000 ACCESS & FENCE

SEE SHEET #1
MATCH LINE STA. 50+170

N22°59'42"E
60.000 (196.85')

S67°00'19"E

CONTROL OF ACCESS R/W
S73°42'53"E 85.586 (280.79')

50+245.000 END CONTROL OF
30.000 ACCESS & FENCE

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL-LOG3.DGN

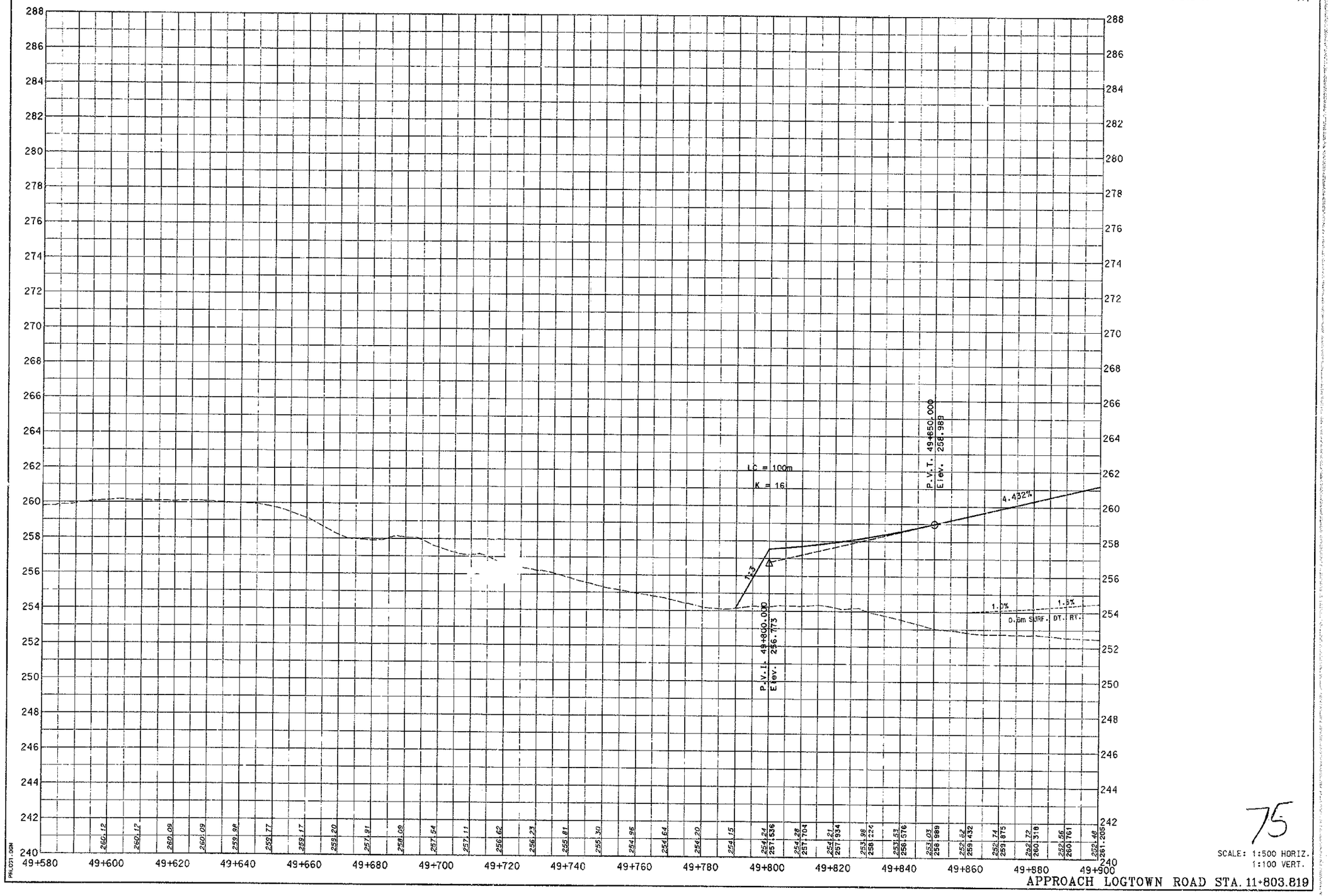
74

SCALE: 1:500

LOG TOWN ROAD APPROACH

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		59	~~650~~ 777

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-93.CEL
Cell Name: PIKEPL

S-93
FORM NO. 2m

PRLCS1.DGN

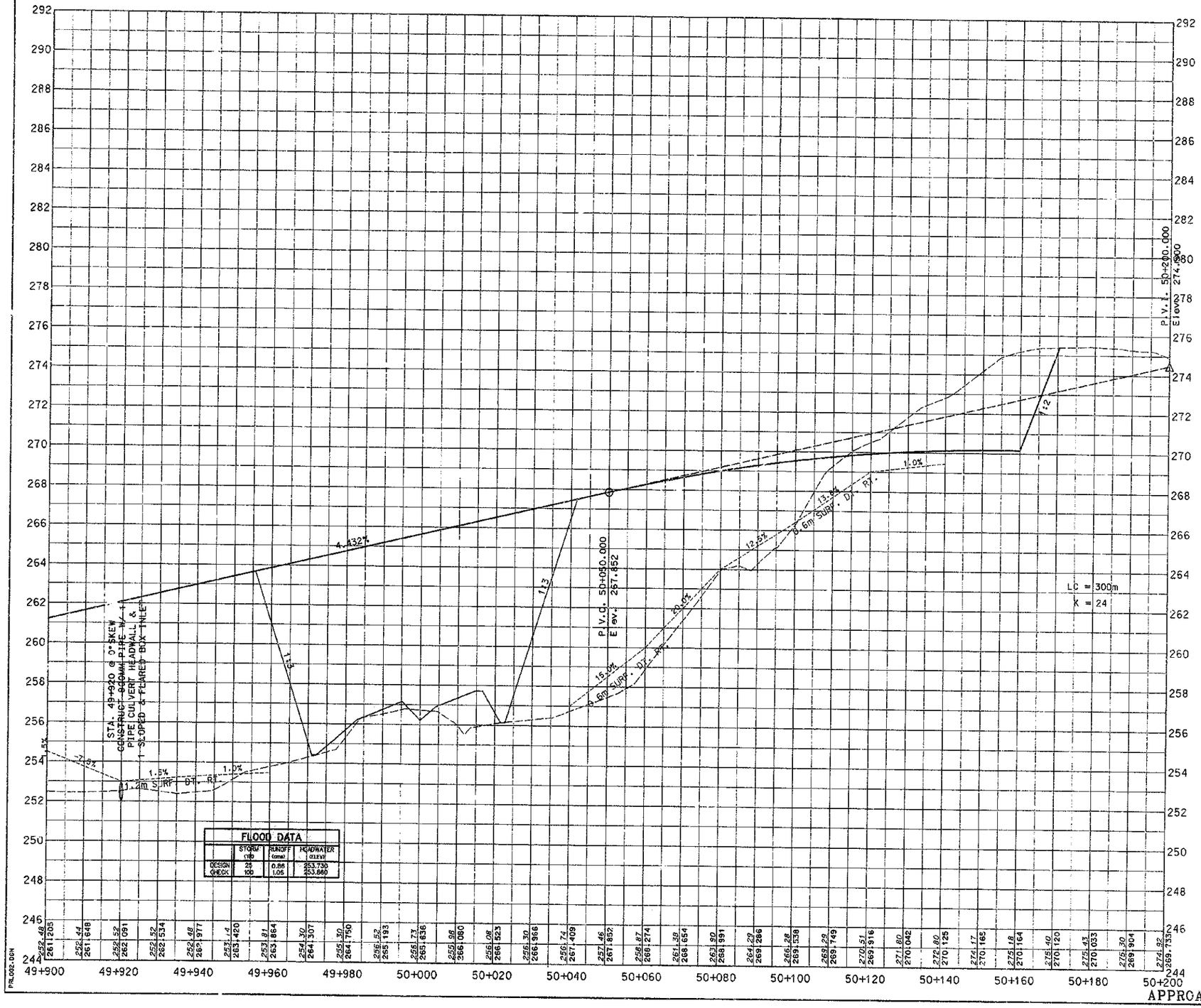
75

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH LOGTOWN ROAD STA. 11+803.819

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		60	~~498~~ 917

9-212.00



PREPARED B:/ ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: P&C-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRL002.DGN

76

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH LOGTOWN ROAD STA. 11+803.819

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER CREEKUP		61	~~480~~ 477

9-212.00

VOID

SEE SHEET NO 254

P.V.I. 49+300.000
Elev. 259.000

P.V.C. 49+270.000
Elev. 258.576

P.V.T. 49+330.000
Elev. 258.700

LC = 60m
K = 25

1.413%

1.000%

0.6m SPEC. DT. LT.

0.6m SPEC. DT. RT.

STA. 49+036 W/ 8° SKEW RT.
CONSTRUCT 750MM PIPE W/ 1
S&F BOX INLET & 1 S&F BOX OUTLET

FLOOD DATA

	STORM DES	RUNOFF CMS	HEADWATER ELEV.
DESIGN	25	0.175	254.754
CHECK	100	0.92	254.921

49+000	49+020	49+040	49+060	49+080	49+100	49+120	49+140	49+160	49+180	49+200	49+220	49+240	49+260	49+280	49+300	49+320	49+340
256.32	255.08	254.93	255.28 255.186	256.27 256.327	256.19 255.469	256.26 255.610	256.51 255.751	256.62 255.892	256.65 256.034	256.52 256.175	256.56 256.316	256.36 256.457	256.27 256.599	256.13 256.740	256.31 256.881	256.61 257.022	257.08 257.164	257.48 257.305	257.62 257.446	257.68 257.587	257.70 257.729	257.81 257.870	257.90 258.011	257.89 258.152	257.83 258.294	257.76 258.435	257.73 258.576	257.62 258.697	257.66 258.778	257.48 258.819	257.54 258.820	257.73 258.780	257.86 258.700	257.79 258.600

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIREPL

6-93
FORM NO. 2m

PRLOG4.DGN

77

SCALE: 1:500 HORIZ.
1:100 VERT.

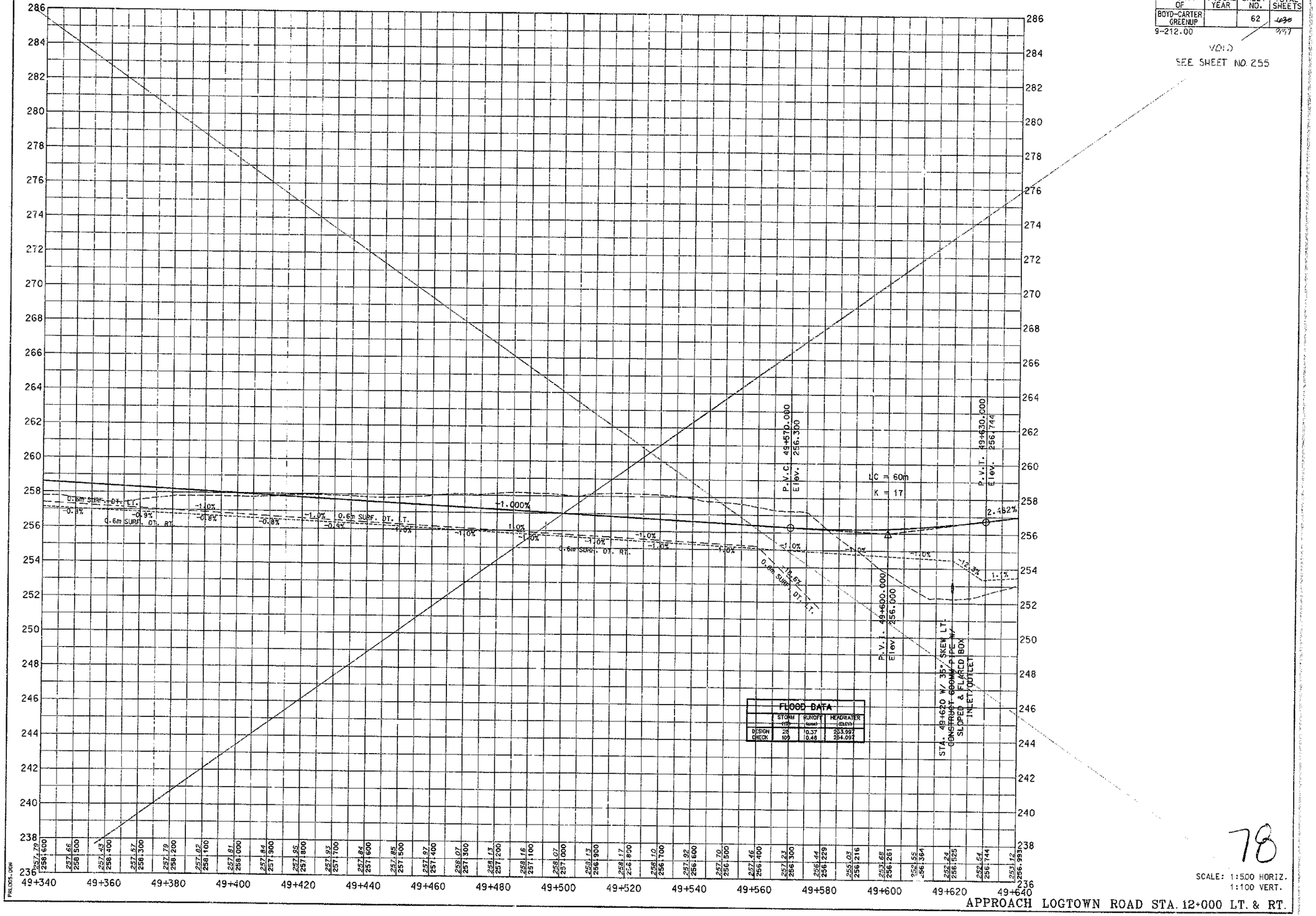
APPROACH LOGTOWN ROAD STA. 12+000 LT. & RT.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		62	~~630~~ 997

9-212.00

VOID

SEE SHEET NO. 255



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

S-93
FORM NO. 2m

PRL005.DGN

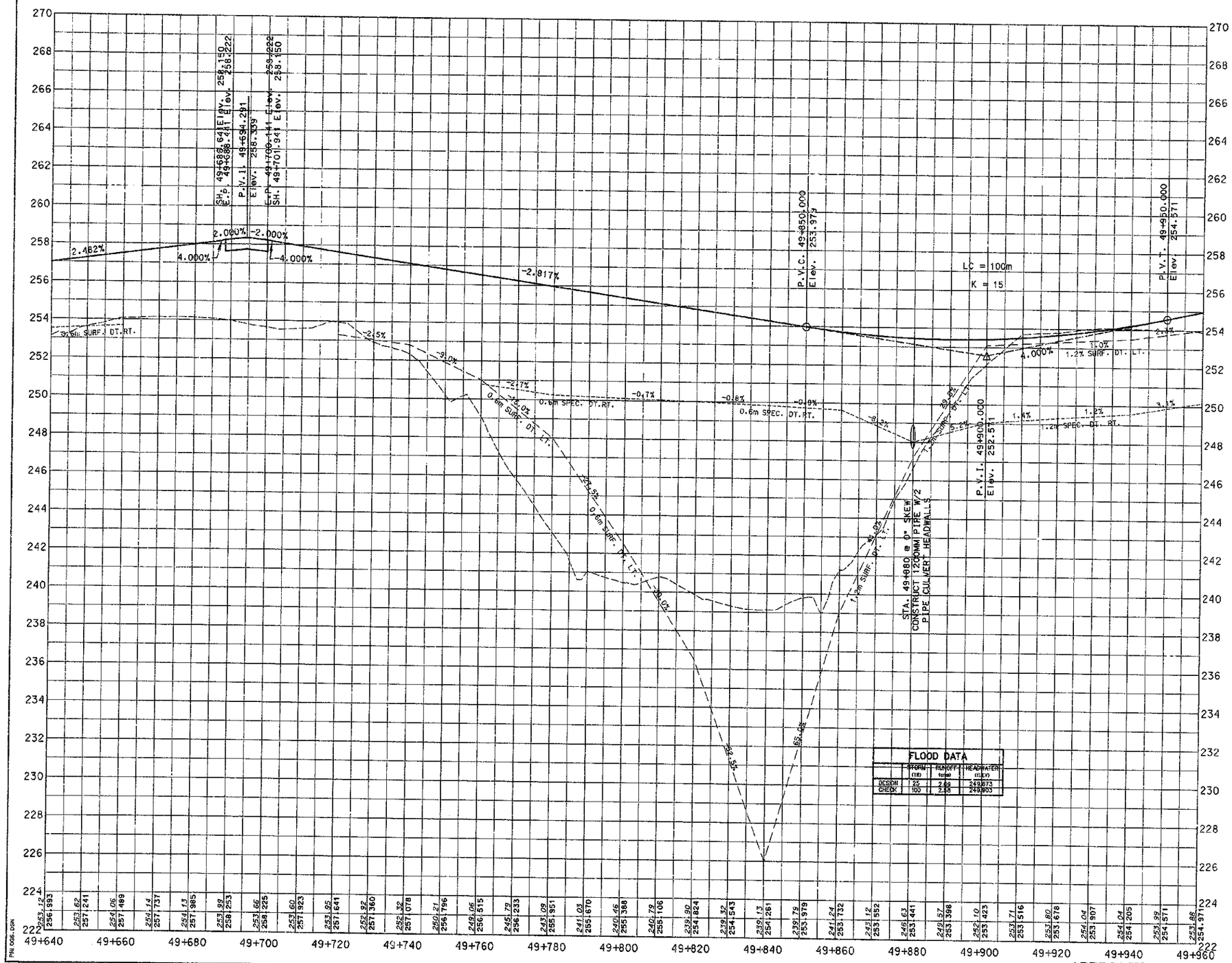
78

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH LOGTOWN ROAD STA. 12+000 LT. & RT.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		63	~~256~~ 257

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRN 006.DGN

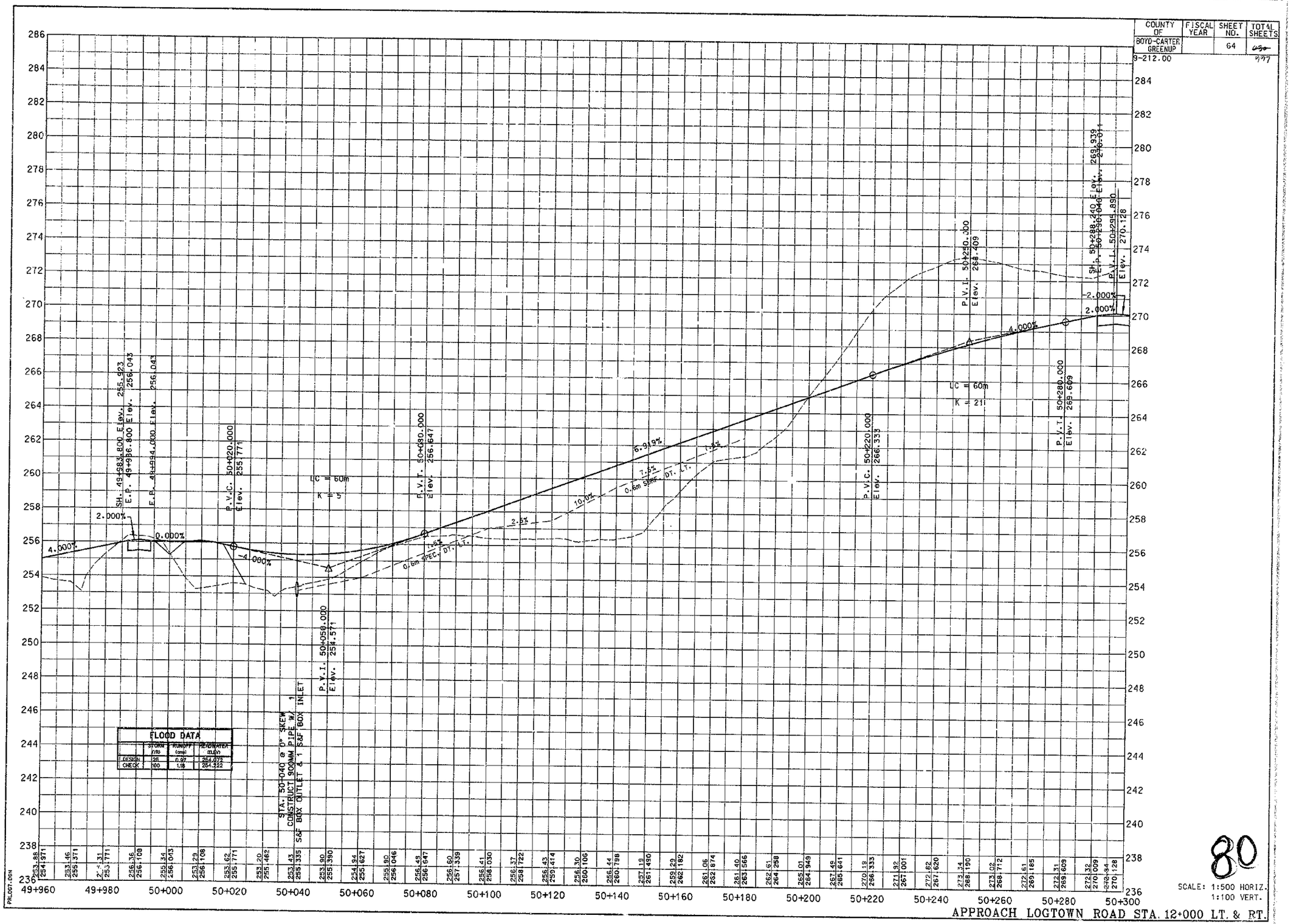
79

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH LOGTOWN ROAD STA. 12+000 LT. & RT.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		64	~~63~~ 77

9-212.00



80

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH LOGTOWN ROAD STA. 12+000 LT. & RT.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		65	680
9-212-00			117

VOID
SEE SHEET NO 311

MATCH LINE STA. 50+050 SEE SHEET #25

MATCH LINE STA. 50+080 SEE SHEET #25

STA. 50+060 & 50+140 CONST.
BARRICADE WITH 15m GUARDRAIL
AND 2 TERMINAL END SECTIONS EACH

END CONTROL OF 50+094.000
ACCESS & FENCE 57.191

N64°03'09"E
20.021 (65.68')

BEGIN CONTROL OF 50+114.000
ACCESS & FENCE 50.275

N64°03'09"E
6.006 (19.70')

50+120.000
50.000

CONTROL OF ACCESS R/W

N64°03'09"E
53.946 (176.99')

0.6 m F.B. DT.

P
12

ADDINGTON ENTERPRISES, INC.

CONTROL OF ACCESS R/W

N63°29'45"E
90.139 (295.73')

N66°40'34"E

50+200

50+100

R= 180

R= 15
R= 60

EDGE PAVED SHOULDER
1.8
4.8
4.8
4.8
1.3
EDGE PAVED SHOULDER

P.T. STA. 50+176.995

0.6 m F.B. DT.

STA. 50+285.342
APPR. RT. 14+400.000=
STA. 50+104.102
APPR. RT. 14+227.000

S23°19'27"E

N89°42'10"W
71.601 (235.57')

50+100.000
55.000

P.I. STA. 50+137.969

N50°59'10"W
86.433 (283.28')

CONTROL OF ACCESS R/W

N35°56'16"W 86.265 (283.02')

50+160.000
40.000

50+160.000
50.000

APPROACH 14+400
P.I. - 50+137.969
Δ - 108°23'31"RT.
R - 75.000
L - 139.267
T - 100.240
Ex - 50.192
e - 7.35%
P.C. - 50+037.728
P.T. - 50+176.995
Design Speed = 40 km/h (25 mph)
Runoff = 38
Runout = 10.34

N

P
12

ADDINGTON ENTERPRISES, INC.

50+210.000 BEGIN CONTROL OF
50.000 ACCESS & FENCE

END CONTROL OF 50+210.000
ACCESS & FENCE 45.000

N23°19'27"W
95.000 (311.68')

S66°40'34"W
50.000 (164.04')

S49°53'36"W
52.207 (171.26')

N53°52'18"E
112.805 (370.10')

PROPOSED R/W

50+260.000
65.000

S66°40'32"W
20.000 (65.62')

50+280.000
65.000

PROPOSED R/W

N64°57'27"W
60.208 (197.53')

MATCH LINE 5+300

MATCH LINE 50+300

N53°52'18"E
112.805 (370.10')

N23°19'27"W
40.000 (131.23')

N64°57'27"W
60.208 (197.53')

50+320.000
20.000

50+320.000
20.000

PROPOSED R/W

SCALE: 1:500

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	300mm FC (m)	100mm VANTEE (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU. M.)	
LT	50+080 TO 50+120	40							
RT	50+080 TO 50+120	40							

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. MS- 1 (EA)	END TREATMENT TT 2A (EA)	TT 3 (EA)	TT 4A (EA)	CRASH CUSH TT 1X-4 (EA)	BRIDGE END CONN. CONN TT A (EA)	CONN TT A-1 (EA)		
	50+070	15.24		2								
	50+143	15.24		2								

DITCH CONSTRUCTION CHART

LT or RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH	
LT	50+080 TO 50+000	CLASS II	52 M TON	0.30	0.60	G.S.F.B.	APPR. 14+400
RT	50+080 TO 50+140	CLASS II	78 M TON	0.30	0.60	G.S.F.B.	APPR. 14+400
LT	50+080 TO 50+060	CLASS III	78 M TON	0.30	0.60	G.S.F.B.	APPR. 14+400
LT	50+080 TO 50+120	CLASS II	200 M TON	0.30	0.60	G.S.F.B.	APPR. 14+400
LT	50+040 TO 50+060	CLASS II	65 M TON	0.45	0.60	G.S.F.B.	APPR. 14+027
LT	50+080 TO 50+165	CLASS II	181 M TON	0.45	0.60	G.S.F.B.	APPR. 14+227

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PLGREEN2.DGN

E1

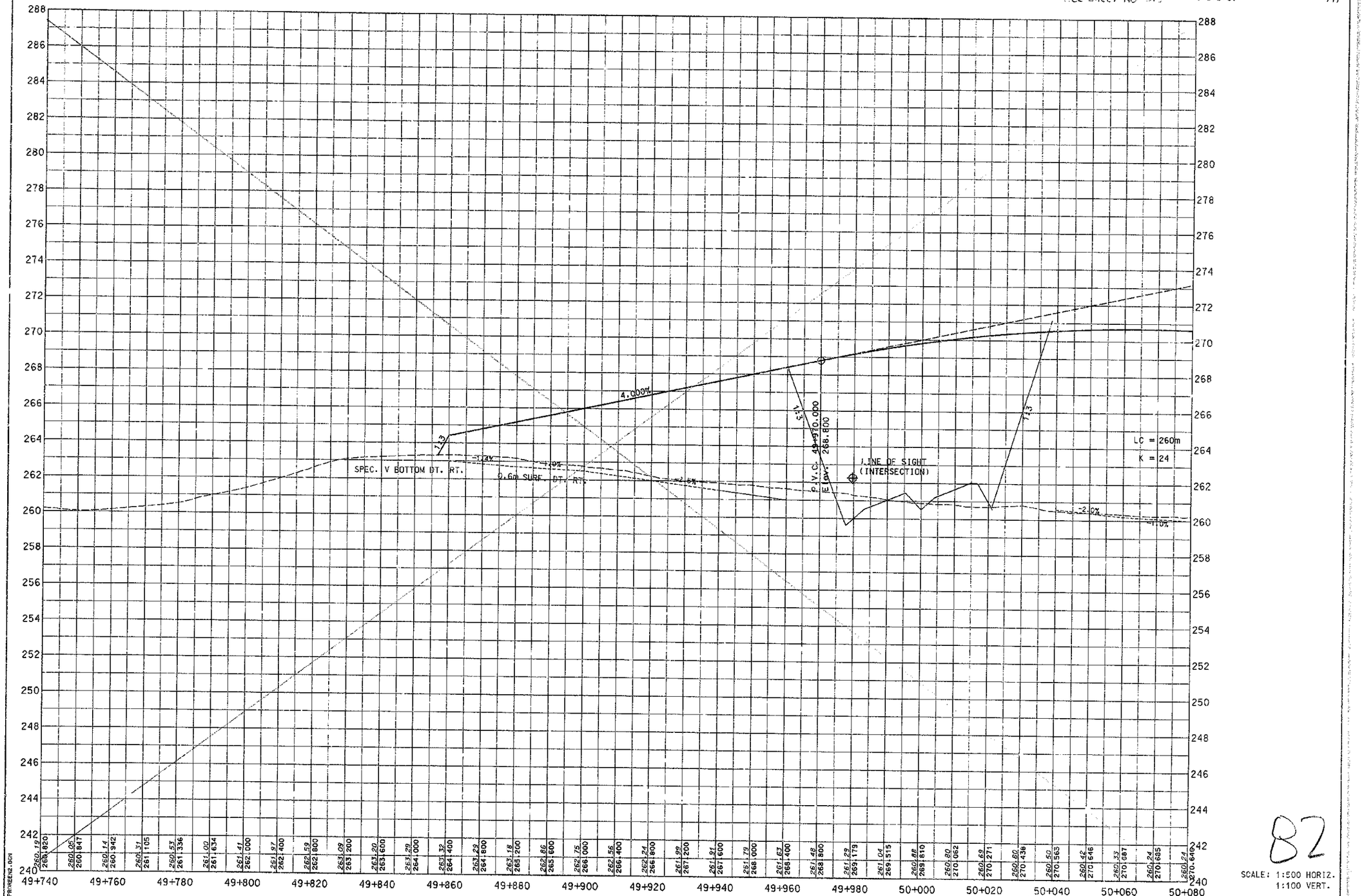
GREEN VALLEY ROAD

VOID

SEE SHEET NO 313

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		66	~~635~~ 917

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRO-GIN.CEL
Cell Name: PIKEPFL

6-93
FORM NO. 2m

PRIMEEN2.DGN

82

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH GREEN VALLEY ROAD STA. 14+227

VOID
SEE SHEET NO. 314

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		67	~~630~~ 617

9-212.00

P.V.I. 50+100.000
Elev. 274.000

4.000%

LC = 260m
K = 24

1:3

-1.0%
1.6%
-2.0%
0.6 m SPEC DIT.
-1.0%
3.0%
2.5%

260.24	260.45	260.29	260.17	260.05	260.05	260.27	260.28	259.98	259.48	259.18	258.57	257.69	257.59	258.13	258.84	258.98	258.48	258.72	258.64	258.68	258.66
270.640	270.364	270.425	270.254	270.040	269.785	269.467	269.146	268.764	268.339	267.871	267.362	266.810	266.215	265.573	264.900	264.200	263.500	262.800	262.100	261.400	260.700	260.000

50+080 50+100 50+120 50+140 50+160 50+180 50+200 50+220 50+240 50+260 50+280 50+300 50+320 50+340 50+360 50+380 50+400 50+420

290 288 286 284 282 280 278 276 274 272 270 268 266 264 262 260 258 256 254 252 250 248 246 244 242 240

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PROFILES.DGN

83

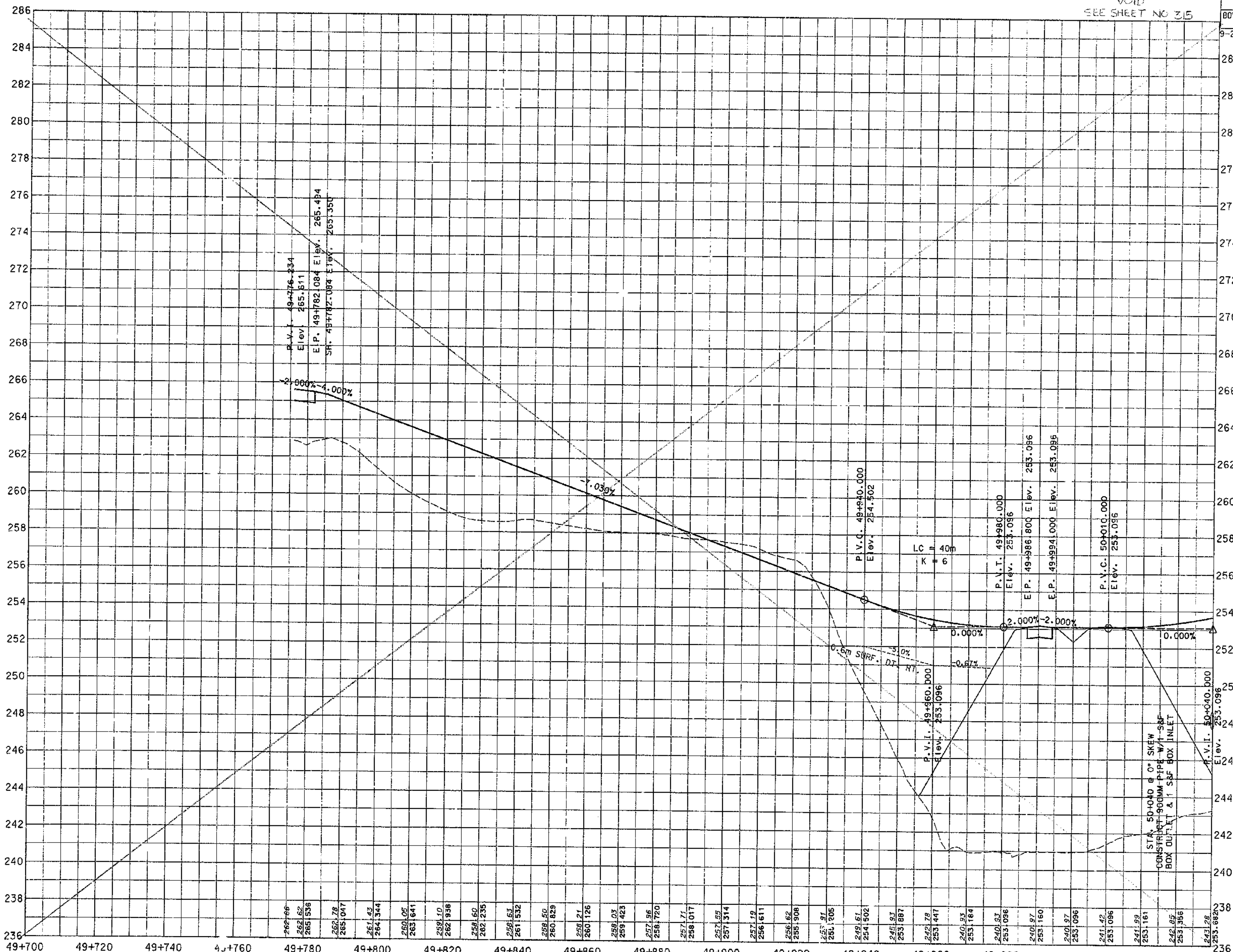
SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH GREEN VALLEY ROAD STA. 14+227

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		68	~~690~~ 997

9-212.00

VOID
SEE SHEET NO 315



SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH GREEN VALLEY ROAD STA. 14+400 LT. & RT.

84

PREPARED BY ______ DATE
CHECKED BY ______ DATE
APPROVED BY ______ DATE

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

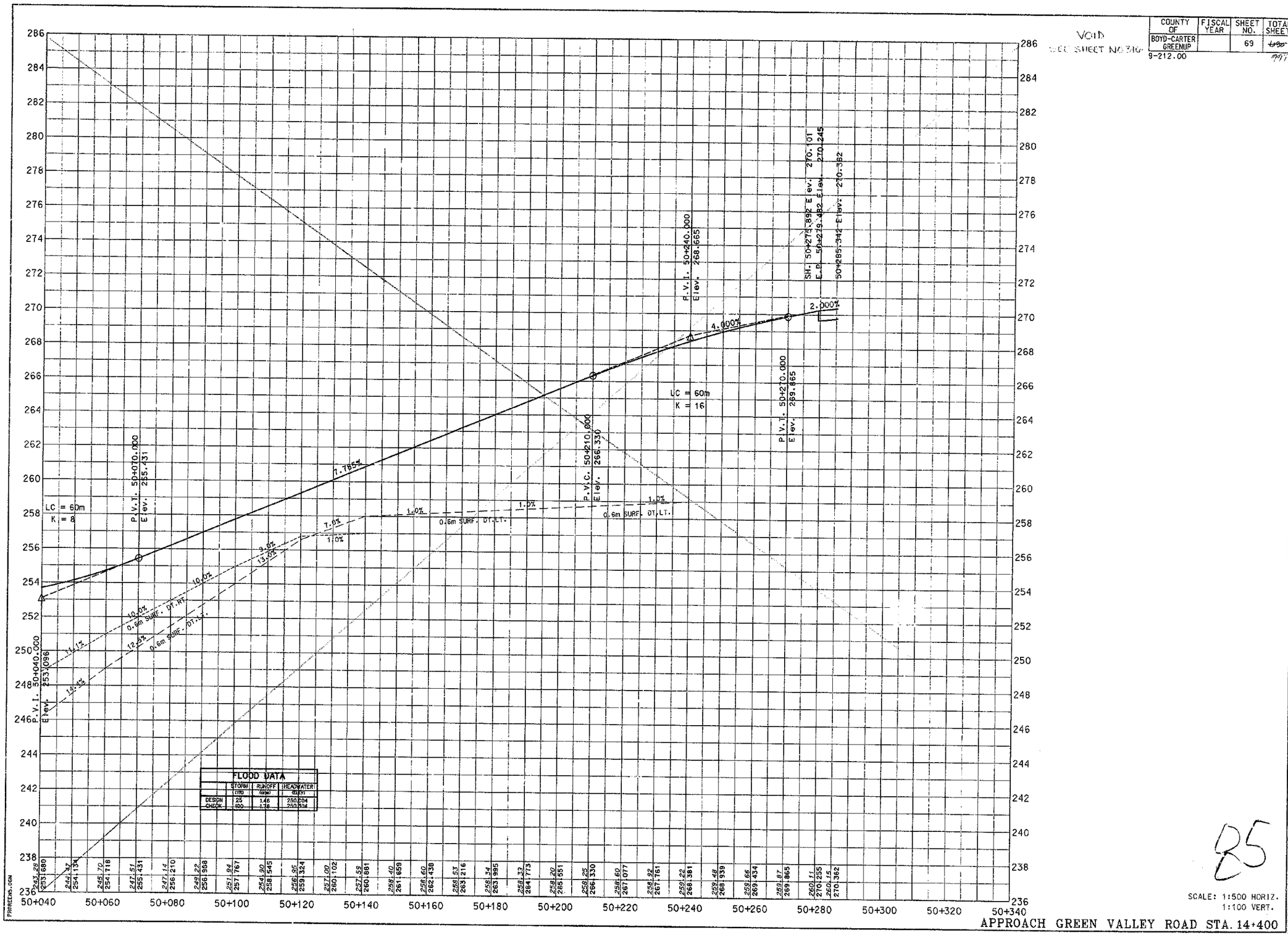
6-93
FORM NO. 2m

PRGREEN4.DGN

VOID
SEE SHEET NO. 21G

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		69	~~130~~ 99

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PKEPL

E-93
FORM NO. 2m

PRRREENS.DGN

85

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH GREEN VALLEY ROAD STA. 14+400

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		70	6980

ITEM NO. 9-212.00

VOID SEE SHEET NO. 43B

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY.

RIGHT OF WAY SUMMARY

PARCEL NO.	NAME	TOTAL AREA OF TRACT		PERMANENT R/W ACQUIRED		EASEMENTS PERMANENT	EASEMENTS TEMPORARY	AREA SEVERED LEFT		AREA SEVERED RIGHT		EXCESS PURCHASED		PORTION REMAINING		SEWER SYSTEM TYPE	SEWER SYSTEM AFFECTED BY PROJECT YES	SEWER SYSTEM AFFECTED BY PROJECT NO	BUILDING ACQUIRED NUMBER C	R	F	S	HAZARDOUS WASTE	DEED BOOK	PAGE NO.	REMARKS
		HECTARE / ACRE	SQ M / SQ FT	HECTARE / ACRE	SQ M / SQ FT	SQ M / SQ FT	SQ M / SQ FT	HECTARE / ACRE	SQ M / SQ FT	HECTARE / ACRE	SQ M / SQ FT	HECTARE / ACRE	SQ M / SQ FT	HECTARE / ACRE	SQ M / SQ FT											
10	CARL BLEVINS ET. AL.	10.162		6.369				3.793				3.793		0		5		X						150	405	TOTAL TAKE
		25.109		15.737				9.372				9.372		0										74	131	
																								151	21	
11	W.B. (WILLIAM) BLANTON HEIRS ET. AL.	17.604		10.865						6.739				6.739		5		X						150	223	
		43.499		26.847						16.652				16.652										199	670	
																								199	298	
																								199	667	
12	ADDINGTON ENTERPRISES, INC.	*		65.675				*		*				*		5		X						33	99	
		*		162.285				*		*				*										342	208	
																								372	653	
																								428	194	
13	EMOGENE HANNER	17.268		3.450				1.168		12.650		1.168		12.650		5		X						WB		
		42.67①		8.526				2.886		31.258		2.886		31.258										22	237	
																								349	186	
14	MARGARET F. HANNER	67.170		10.695				10.596		45.879		10.596		45.879		5		X						532	353	
		165.98①		26.428				26.183		113.369		26.183		113.369												

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

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

① AREA STATED OR DETERMINED FROM DEED DESCRIPTION.

* THIS PARCEL IS COMPRISED OF NUMEROUS TRACTS OF LAND MAKING THE TOTAL AREA OF THE TRACT UNABLE TO BE DETERMINED

TYPE SEWER SYSTEM
1. PRIVATE - INDIVIDUAL
2. PRIVATE - MULTI PARTY
3. PUBLIC
4. NONE
5. NOT APPLICABLE

BUILDINGS ACQUIRED CODE
C - COMMERICAL
R - RESIDENTIAL
F - FARM
S - STORAGE

HAZARDOUS WASTE
UST - UNDERGROUND STORAGE TANK

86

RIGHT OF WAY SUMMARY SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		71	97
9-212.00			

MATCH LINE STA. 10+800

NOTE:
FOR REVISED RIGHT OF WAY
SEE SHEET NO. 439

P 12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

P 10X CARL BLEVINS, ET. AL.
DB 151, PG 21
DB 150, PG 405
DB 74, PG 131

P 10 CARL BLEVINS, ET. AL.
DB 151, PG 21
DB 150, PG 405
DB 74, PG 131

EASTERN KY. LUMBER & DEVELOPEMENT CO.
DB 324, PG 23
DB 174, PG 119

P 11 W.B. (WILLIAM) BLANTON HEIRS, ET. AL.
DB 150, PG 223
DB 199, PG 670
DB 199, PG 298
DB 199, PG 667
DB 33, PG 9_

P 12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

P 12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

P 12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

P 10X CARL BLEVINS, ET. AL.
DB 151, PG 21
DB 150, PG 405
DB 74, PG 131

P 10 CARL BLEVINS, ET. AL.
DB 151, PG 21
DB 150, PG 405
DB 74, PG 131

P 12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

K7-9 | K7-13 | L7-16 | K7-16 | K7-25 | K7-28

C.S. STA. 10+754.920
S.C. STA. 10+612.953
T.S. STA. 10+556.953
P.I. STA. 10+634.468

CONTROL OF ACCESS R/W
EXISTING R/W & CONTROL OF ACCESS R/W
EXISTING CONTROL OF ACCESS R/W
EXIST. CONTROL OF ACCESS R/W
RAMP C
RAMP D
EXIT RAMP
LOOP B
MAINLINE

GRAYSON (EXIT 172)
WEST BOUND LANES
INTERSTATE 64
US 60 (EXIT 181)
EAST BOUND LANES

BEGIN PROJECT R/W
(INTERSTATE 64)
LT/RT STA. 100+132.532

BEGIN PROJECT R/W
(PARKWAY MAINLINE)
STATION 10+060.202

END PROJECT R/W
(INTERSTATE 64)
LT/RT STA. 101+670.740

N

SCALE: 1:2000

STRIP MAP

KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTY OF
BOYD
PROJECT NUMBERS INDUSTRIAL PARKWAY 87
19___ BY ___
T.E.B.M. FOR PRE-CONSTRUCTION

PREPARED BY ___ DATE ___
CHECKED BY ___ DATE ___
APPROVED BY ___ DATE ___

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

STRIP01.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		72	~~850~~ 777
9-212.00			

VOID
SEE SHEET NO. 440

GREEN VALLEY LANDFILL
PERMIT BOUNDARY LINE

K6-122

P
12

ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

K6-123

P.I. STA. 114283.392

EXISTING R/W TO KY 207

EXISTING R/W

P.T. STA. 49+284.353

PROPOSED R/W

PROPOSED R/W
END CONTROL OF 49+590.000
ACCESS & FENCE 207.005

STA. 48+935.965
APPR. LT. 12+000.000=
STA. 49+833.447
APPR. LT. 11+803.819

BEGIN CONTROL OF 11+180.072
ACCESS R/W 57.268

END CONTROL OF 11+166.289
ACCESS R/W 38.214

CONTROL OF ACCESS R/W

BEGIN FENCE

END FENCE

MATCH LINE STA. 10+800

S.T. STA. 10+810.422

END CONTROL OF 11+134.306
ACCESS R/W 39.422

BEGIN CONTROL OF 11+150.066
ACCESS R/W 33.198

T.S. STA. 11+200.732

S.C. STA. 11+256.732

C.S. STA. 11+309.863

S.T. STA. 11+365.863

P.I. STA. 11+457.583

P.C. STA. 11+494.210

P.I. STA. 11+515.

P.I. STA. 11+722.976

P.T. STA. 11+946.268

P.I. STA. 49+887.207

P.C. STA. 49+706.360

P.T. STA. 49+774.303

P.I. STA. 49+740.662

BEGIN CONTROL OF 49+590.000
ACCESS & FENCE 30.000

END CONTROL OF 49+725.000
ACCESS & FENCE 25.000

BEGIN CONTROL OF 49+725.000
ACCESS & FENCE 18.000

POB STA. 49+560.000

STA. 11+803.819=
APPR. STA. 50+000.000

STA. 12+000.000=
APPR. STA. 50+000.000

END CONTROL OF 50+130.000
ACCESS & FENCE 32.500

BEGIN CONTROL OF 50+150.000
ACCESS & FENCE 37.500

STA. 50+295.889
APPR. LT. 12+000.000=
STA. 50+140.480
APPR. LT. 11+803.819

T.S. STA. 12+106.476

S.C. STA. 12+162.476

P.I. STA. 50+138.390

END CONTROL OF 50+245.000
ACCESS & FENCE 30.000

BEGIN CONTROL OF 50+265.000
ACCESS & FENCE 30.000

POE STA. 50+400.000

MATCH LINE STA. 12+200

L6-142

P
11

W.B. (WILLIAM) BLANTON
HEIRS, ET. AL.
DB 150, PG 223
DB 199, PG 670
DB 199, PG 298
DB 199, PG 667
DB 33, PG 99

EASTERN KY. LUMBER &
DEVELOPEMENT CO.
DB 324, PG 23
DB 174, PG 119

LOGTOWN ROAD

EXISTING R/W

TO KY 5

P
12

ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

K6-126

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: PKEPL

6-93
FORM NO. 2m

STRIPMAP.DGN

SCALE: 1:2000
STRIP MAP

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP 9-212.00		73	~~650~~ 997

NOTE:
FOR REVISED RIGHT-OF-WAY INFO SEE SHEET NO 441

GREEN VALLEY LANDFILL
PERMIT BOUNDARY LINE

GREEN VALLEY
ENVIRONMENTAL COPRORATION
DB 411, PG 424
DB 437, PG 735

GREEN VALLEY LANDFILL
PERMIT BOUNDARY LINE

K6-123

P/12
ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

P/13X
EMOGENE HANNER
WB 22, PG 237
DB 349, PG 186

P/14X
MARGARET F. HANNER
DB 532, PG 353

L6-89

P/12
ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

MATCH LINE STA. 12+200

P.I. STA. 12+261.667

12+300
12+400
12+500
12+600
12+700
12+800
12+900
13+000
13+100
13+200
13+300
13+400
13+500

CONTROL OF ACCESS R/W

C.S. STA. 12+398.722
S.T. STA. 12+454.722

MATCH LINE STA. 13+600

50+000
50+100
50+200
50+255

STA. 13+200.000=
APPR. STA. 50+000.000

CONTROL OF ACCESS R/W

P/13
EMOGENE HANNER
WB 22, PG 237
DB 349, PG 186

P/14
MARGARET F. HANNER
DB 532, PG 353

L6-90

P/12
ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

ROBERT LARRY MOORE
SARAH MOORE
DB 439, PG 575

L6-142

MATCH LINE
MARGARET F. HANNER
DB 532, PG 353
P/14
SCALE: 1:5000

MATCH LINE

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-9D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

STRIPMAP.DGN

89

SCALE: 1:2000
STRIP MAP

VOID
SEE SHEET NO 447

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		74	~~895~~ 947
9-212.00			

PERMIT BOUNDARY LINE

P 12

ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

L6-85

L6-88A

L6-89

L6-90

L6-61

L6-83

MATCH LINE STA. 13+600

GREEN VALLEY ROAD
TO KY 5

FOB STA. 49+60.121

P.I. STA. 49+715.886

P.C. STA. 49+626.686

T.S. STA. 13+780.172

S.C. STA. 13+844.172

CONTROL OF ACCESS R/W

P.T. STA. 49+793.105

END CONTROL OF ACCESS & FENCE 49+650.000 25.000

BEGIN CONTROL OF ACCESS & FENCE 49+850.000 25.000

STA. 49+776.234
APPR. RT. 14+400.000=
STA. 49+890.3842
APPR. RT. 14+227.000

P.I. STA. 49+949.102

P.I. STA. 14+323.192

P.I. STA. 14+471.820

P.I. STA. 14+645.302

P.I. STA. 14+701.300

END CONTROL OF ACCESS & FENCE 14+980.000 45.000

S.C. STA. 15+148.030

T.S. STA. 15+098.030

END PROJECT R/W
(PARKWAY MAINLINE)
STATION 14+970.000

END CONTROL OF ACCESS & FENCE 14+960.000 45.000

STA. 14+400.000=
APPR. STA. 50+000.000

STA. 14+227.000=
APPR. STA. 50+000.000

P.I. STA. 14+135.164

END CONTROL OF ACCESS & FENCE 50+094.000 51.191

BEGIN CONTROL OF ACCESS & FENCE 50+114.000 50.275

END CONTROL OF ACCESS & FENCE 50+210.000 45.000

CONTROL OF ACCESS R/W

STA. 50+285.342
APPR. RT. 14+400.000=
STA. 50+104.102
APPR. RT. 14+227.000

P.I. STA. 50+137.969

P.I. STA. 14+587.200

BEGIN CONTROL OF ACCESS & FENCE 50+210.000 50.000

PROPOSED R/W

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

STRIPMAP.DGN

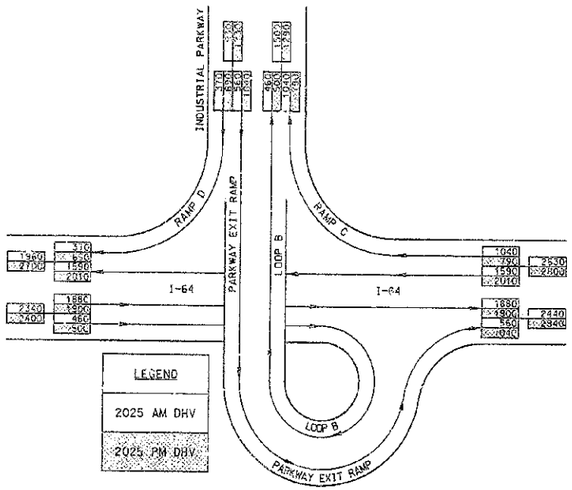
90

SCALE: 1:2000

STRIP MAP

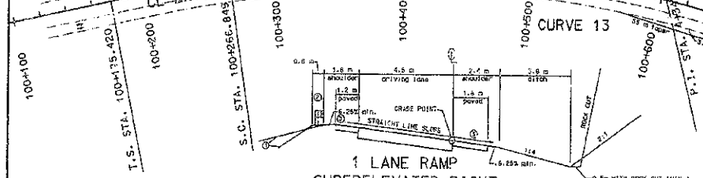
COUNTY	PROJECT	SHEET NO.	TOTAL SHEETS
SCOTT-CARTER ONE2MP		75	1490
9-212.00			997

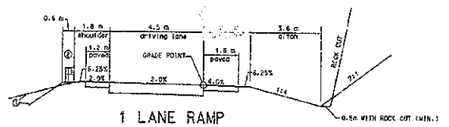
TRAFFIC SKETCH



MAINLINE
CURVE 14
P.I. = 10+684.468
Δ = 14°10'42.614"LT.
Rc = 800.000
Lc = 141.965
Tc = 127.512
Ls = 56.000
Θs = 2°00'19.268"
LT = 37.336
ST = 18.669
X = 55.993
Y = 0.693
Es = 6.328
Ss = 5.75
T.S. = 10+556.953
S.C. = 10+612.953
C.S. = 10+754.922
S.T. = 10+810.922
Runout = 19.65
Design Speed 100 km/h (60 mph)

MAINLINE
CURVE 15
P.I. = 11+263.392
Δ = 7°48'ST.411"RT.
Rc = 600.000
Lc = 53.131
Tc = 175.190
Ls = 56.000
Θs = 2°00'19.268"
LT = 37.336
ST = 18.669
X = 55.993
Y = 0.653
Es = 2.028
Ss = 5.75
T.S. = 11+200.732
S.C. = 11+256.732
C.S. = 11+309.863
S.T. = 11+365.863
Runout = 19.65
Design Speed 100 km/h (60 mph)





I-64
CURVE 13
P.I. = 100+559.501
Δ = 42°20'46.324"LT.
Rc = 873.199
Lc = 553.529
Ts = 384.081
Ls = 91.429
Θs = 2°59'58.676"
LT = 60.961
ST = 30.484
X = 91.404
Y = 1.585
Es = 63.841
Ss = 7.75%(EXIST.)
T.S. = 100+115.420
S.C. = 100+266.849
C.S. = 100+820.778
S.T. = 100+912.207
Runout = 23.74
Design Speed 100 km/h (60 mph)

RAMP C
CURVE 4
P.I. = 3+140.218
Δ = 50°55'23.976"RT.
R = 175.000
L = 155.539
T = 83.327
Ex = 18.826
e = 8.0%
Runoff = 52
Runout = 13
P.C. = 3+056.891
P.T. = 3+212.427
Design Speed 70 km/h (43 mph)

RAMP C
CURVE 5
P.I. = 3+847.598
Δ = 33°30'25.233"RT.
R = 400.000
L = 164.140
T = 83.226
Ex = 8.566
e = 5.7%
Runoff = 52
Runout = 13.68
P.C. = 3+864.742
P.T. = 3+728.852
Design Speed 70 km/h (43 mph)

RAMP D
CURVE 6
P.I. = 4+091.678
Δ = 38°30'06.78"LT.
R = 175.000
L = 111.784
T = 57.879
Ex = 9.323
e = 8.0%
Runoff = 52
Runout = 13
P.C. = 4+033.999
P.T. = 4+145.783
Design Speed 70 km/h (43 mph)

RAMP D
CURVE 7
P.I. = 4+348.096
Δ = 45°11'30.17"RT.
R = 175.000
L = 138.013
T = 72.821
Ex = 14.546
e = 8.0%
Runoff = 52
Runout = 13
P.C. = 4+275.075
P.T. = 4+413.088
Design Speed 70 km/h (43 mph)

LOOP B
CURVE 1
P.I. = 6+297.317
Δ = 134°08'24.443"RT.
R = 80.000
L = 187.248
T = 168.858
Ex = 125.195
e = 8.0%
Runoff = 43
Runout = 10.75
P.C. = 6+108.359
P.C.C.= 6+293.607
Design Speed 50 km/h (31 mph)

LOOP B
CURVE 2
P.I. = 6+484.566
Δ = 134°08'35.287"RT.
R = 80.000
L = 187.249
T = 168.859
Ex = 125.198
e = 8.0%
Runoff = 43
Runout = 10.75
P.C.C.= 6+295.807
P.T. = 6+482.856
Design Speed 50 km/h (31 mph)

LOOP B
CURVE 3
P.I. = 6+821.534
Δ = 14°10'42.663"LT.
R = 700.000
L = 173.223
T = 87.056
Ex = 5.343
e = 6.3%
Runoff = 56
Runout = 17.76
P.C. = 6+734.478
P.T. = 6+907.701
Design Speed 100 km/h (60 mph)

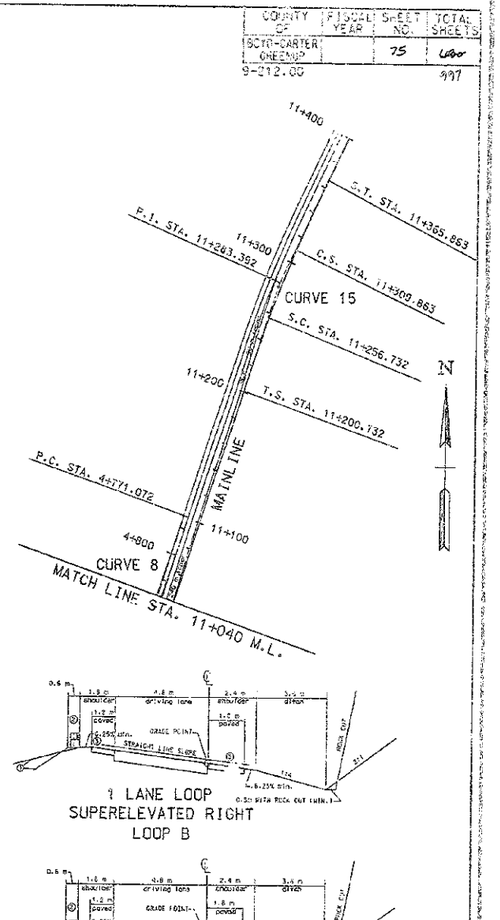
PARKWAY EXIT RAMP
CURVE 8
P.I. = 4+837.650
Δ = 3°48'47.653"RT.
R = 2000.000
L = 133.107
T = 66.578
Ex = 1.108
e = NC
Runoff = 0
Runout = 0
P.C. = 4+771.072
P.T. = 4+904.179
Design Speed 70 km/h (43 mph)

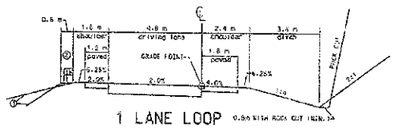
PARKWAY EXIT RAMP
CURVE 9
P.I. = 5+182.902
Δ = 67°32'23.503"RT.
R = 175.000
L = 206.288
T = 117.019
Ex = 35.520
e = 8.0%
Runoff = 52
Runout = 13
P.C. = 5+085.883
P.C.C.= 5+272.171
Design Speed 70 km/h (43 mph)

PARKWAY EXIT RAMP
CURVE 10
P.I. = 5+398.245
Δ = 71°32'28.264"LT.
R = 175.000
L = 218.526
T = 126.074
Ex = 40.664
e = 8.0%
Runoff = 52
Runout = 13
P.C.C.= 5+272.171
P.T. = 5+490.676
Design Speed 70 km/h (43 mph)

PARKWAY EXIT RAMP
CURVE 11
P.I. = 6+272.910
Δ = 14°10'42.048"LT.
R = 200.000
L = 302.939
T = 84.928
Ex = 446.635
e = 7.9%
Runoff = 52
Runout = 13.16
P.C. = 6+657.982
P.T. = 6+180.521
Design Speed 70 km/h (43 mph)

PARKWAY EXIT RAMP
CURVE 12
P.I. = 6+273.447
Δ = 66°23'45.609"RT.
R = 175.000
L = 169.739
T = 112.338
Ex = 32.654
e = 8.0%
Runoff = 52
Runout = 13
P.C. = 6+161.109
P.T. = 6+360.848
Design Speed 70 km/h (43 mph)





① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS
② SHOULDER WIDTH OF INSIDE IS 0.6 m WHERE GUARDRAIL IS REQUIRED
③ SUPERELEVATED ENDLOOPS CONVERGE TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

APPROVAL SIGNATURES

DIRECTOR-DIVISION OF DESIGN	DATE 2/19/98
DIRECTOR-DIVISION OF TRAFFIC	DATE 2/19/98
FHWA	DATE 3-2-98

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

INTER.DGN

91

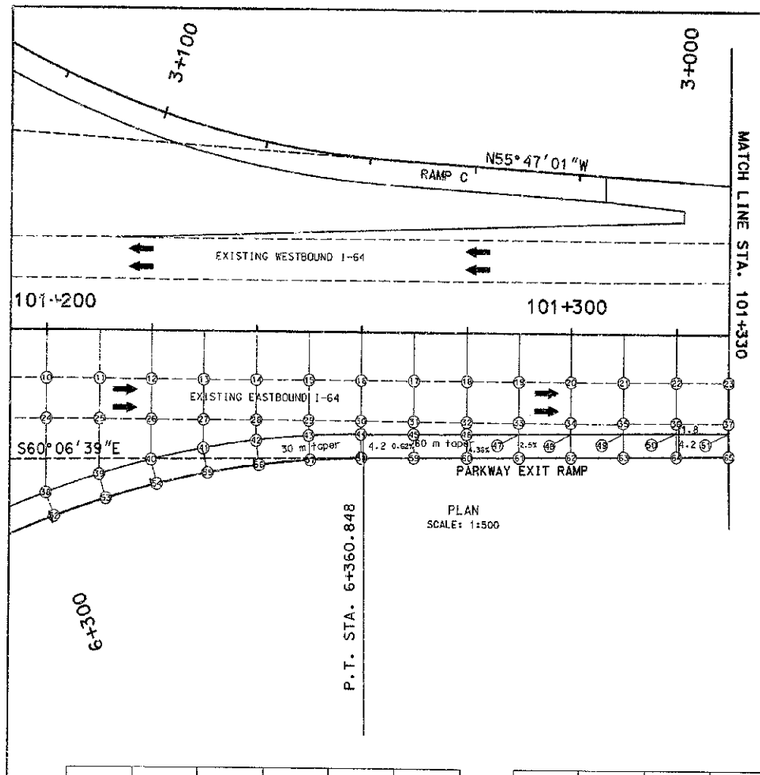
MILE MARKER 17g
I-64 STA. 101+682.109

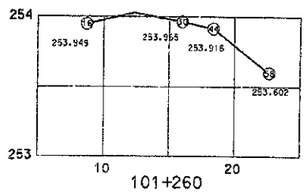
SCALE: 1:2000

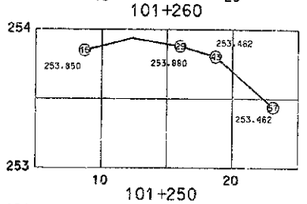
INDUSTRIAL PARKWAY INTERCHANGE APPROVAL SHEET

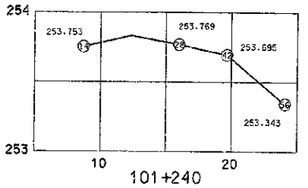
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		76	990

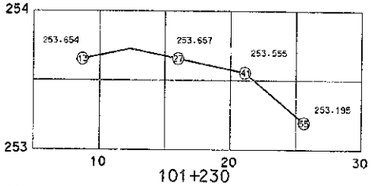
9-212.00 197

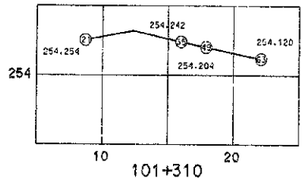


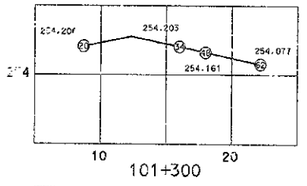


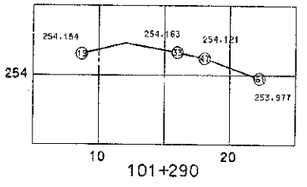


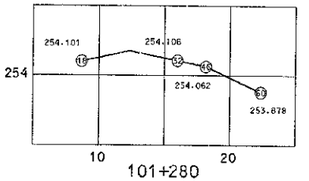


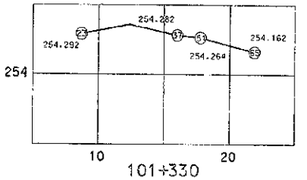


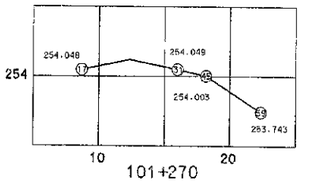


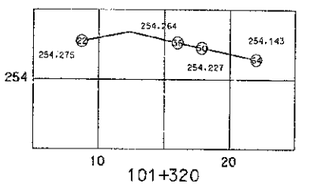


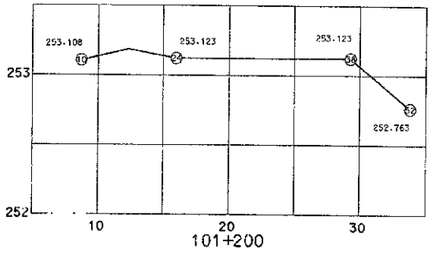


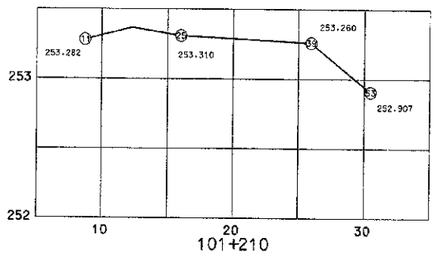


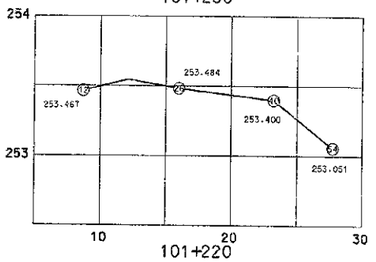


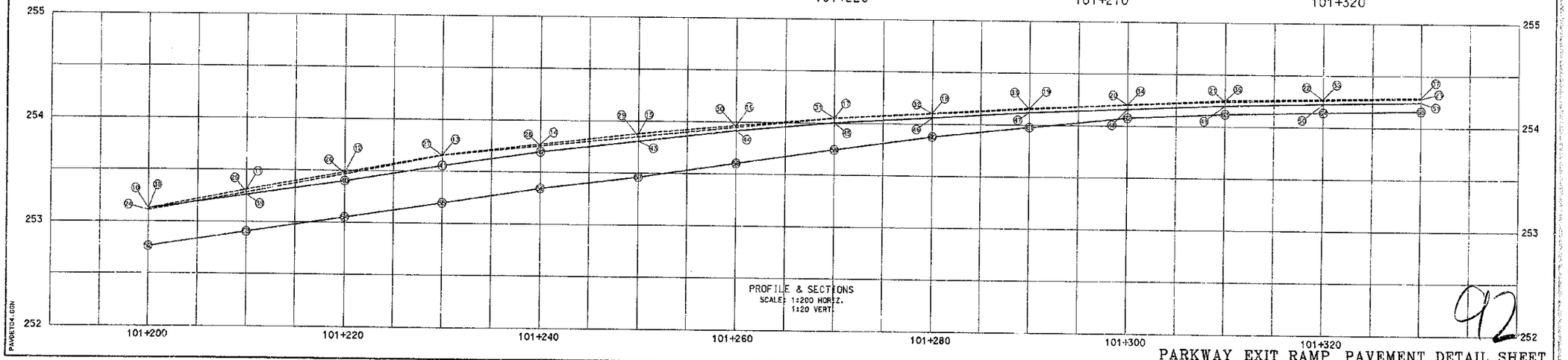












PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

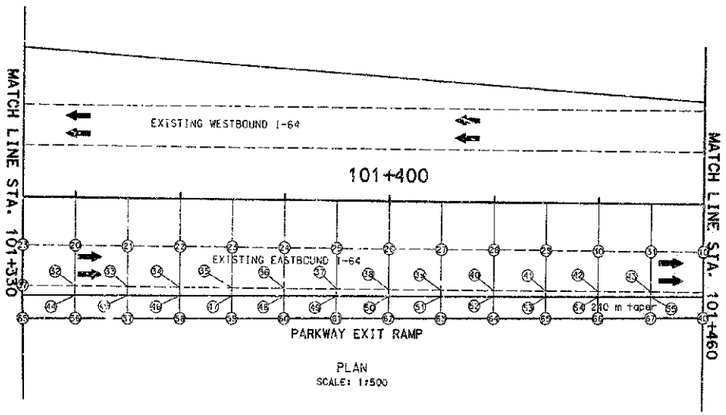
PAVSECTION.DGN

92

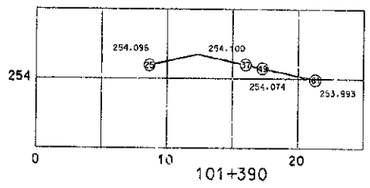
PARKWAY EXIT RAMP PAVEMENT DETAIL SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		77	~~69~~ 97

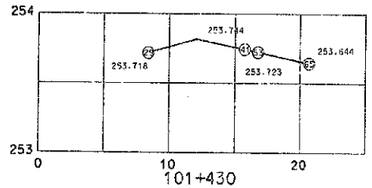
9-212.00



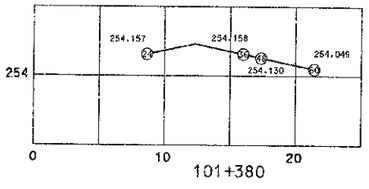
PLAN
SCALE: 1:500



101+390



101+430



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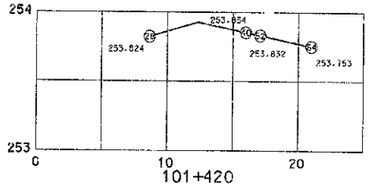
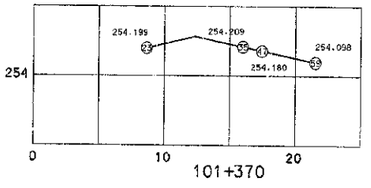
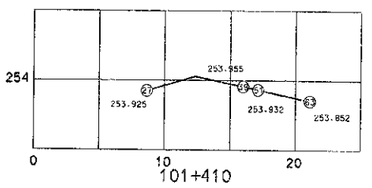


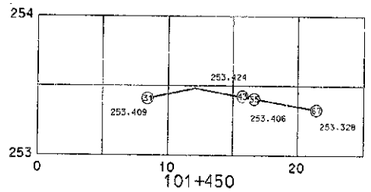
101+420



101+370



101+410



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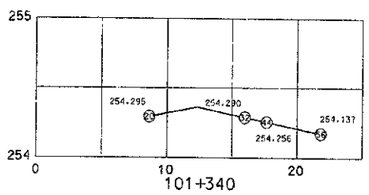
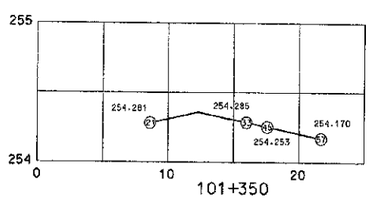


101+340



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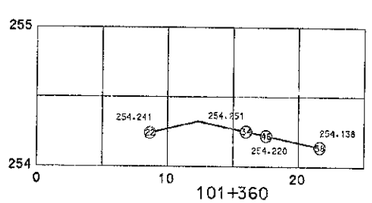

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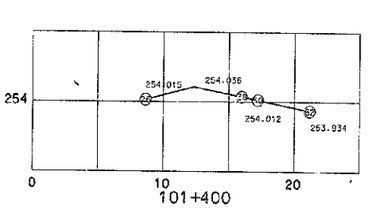

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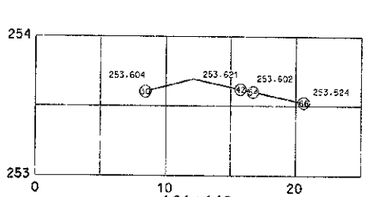

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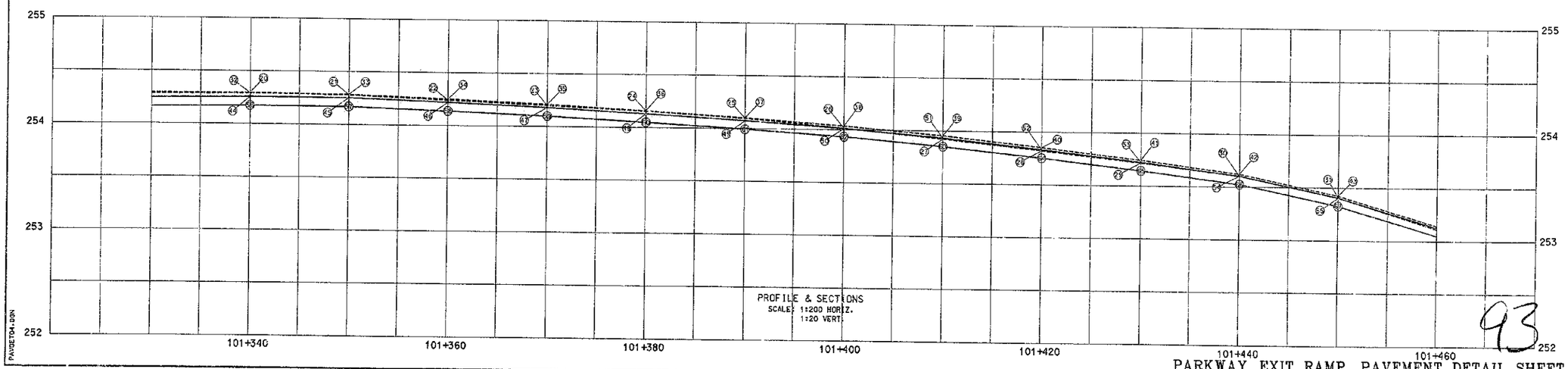


PROFILE & SECTIONS
SCALE: 1:200 HORIZ.
1:20 VERT.

93

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

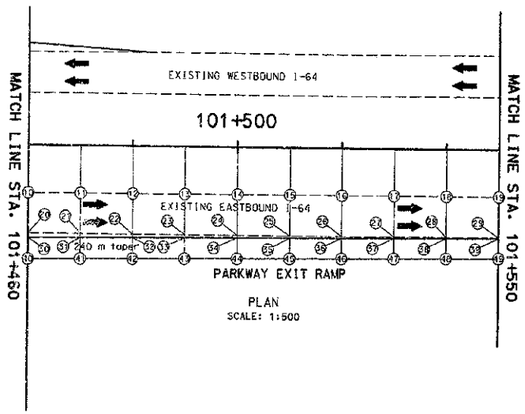
6-93
FORM NO. 2m

PAVDETOH.DGN

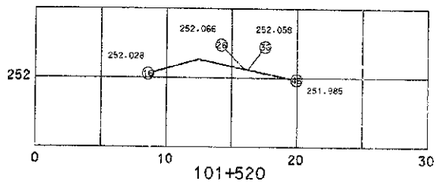
PARKWAY EXIT RAMP PAVEMENT DETAIL SHEET

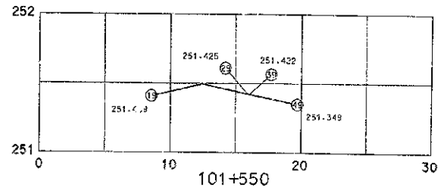
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		78	555

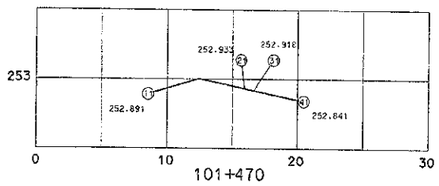
9-212.00 777

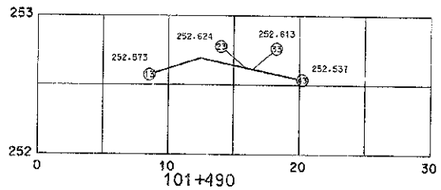


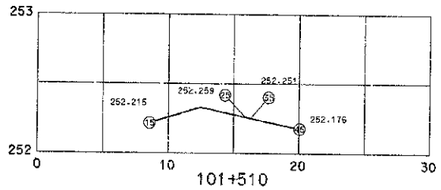
PLAN
SCALE: 1:500

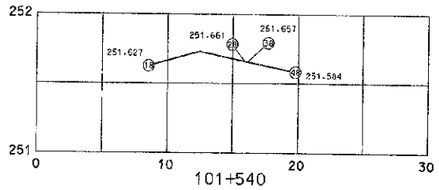


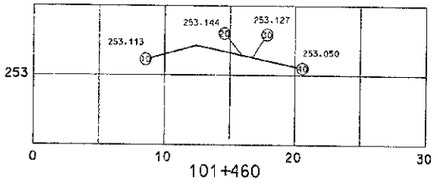


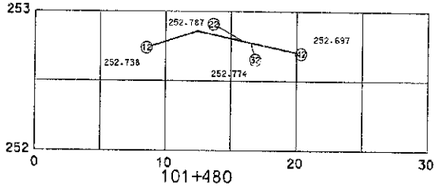


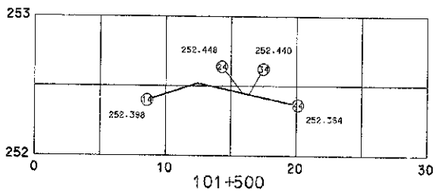


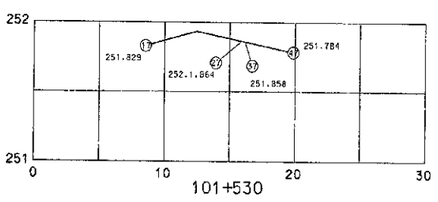


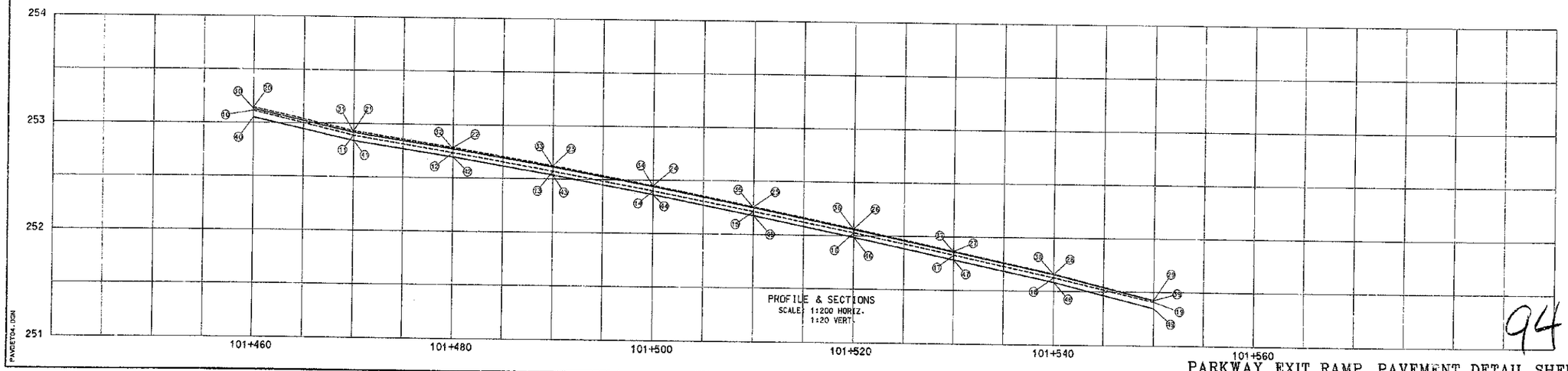












PROFILE & SECTIONS
SCALE: 1:200 HORIZ.
1:20 VERT.

94

PARKWAY EXIT RAMP PAVEMENT DETAIL SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

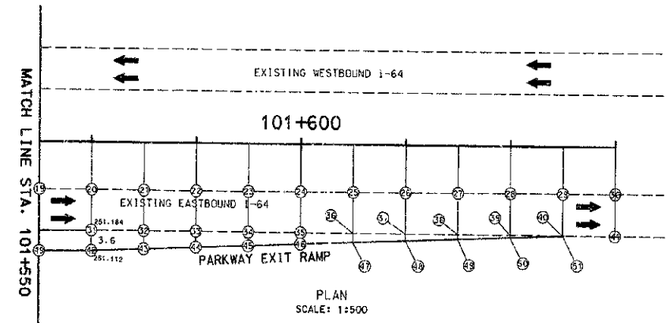
Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

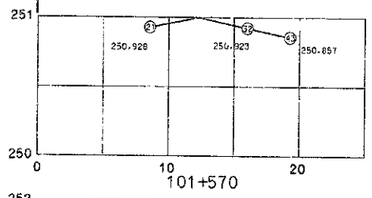
6-93
FORM NO. 2m

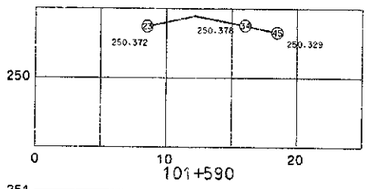
PAVDET04.DGN

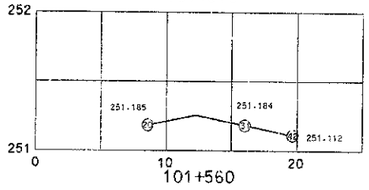
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		79	~~635~~ 647

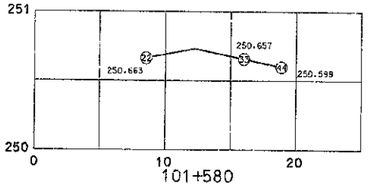
9-212.00

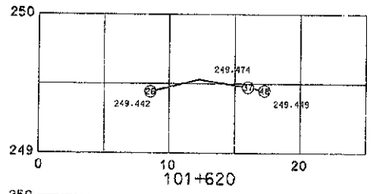


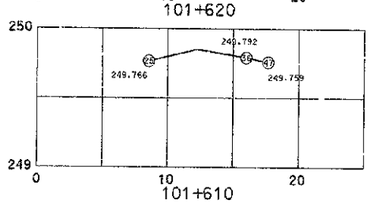


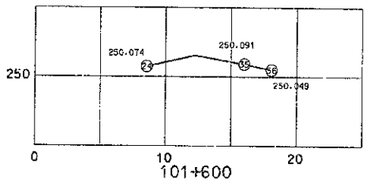


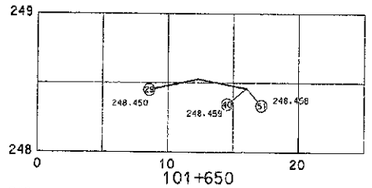


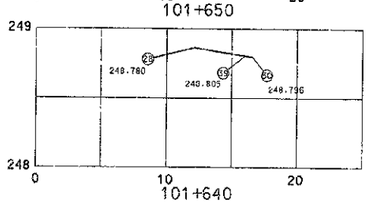


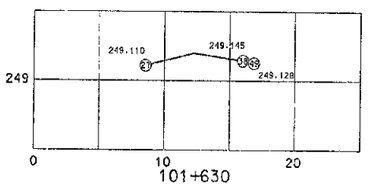


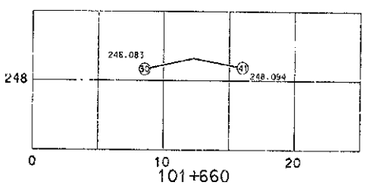


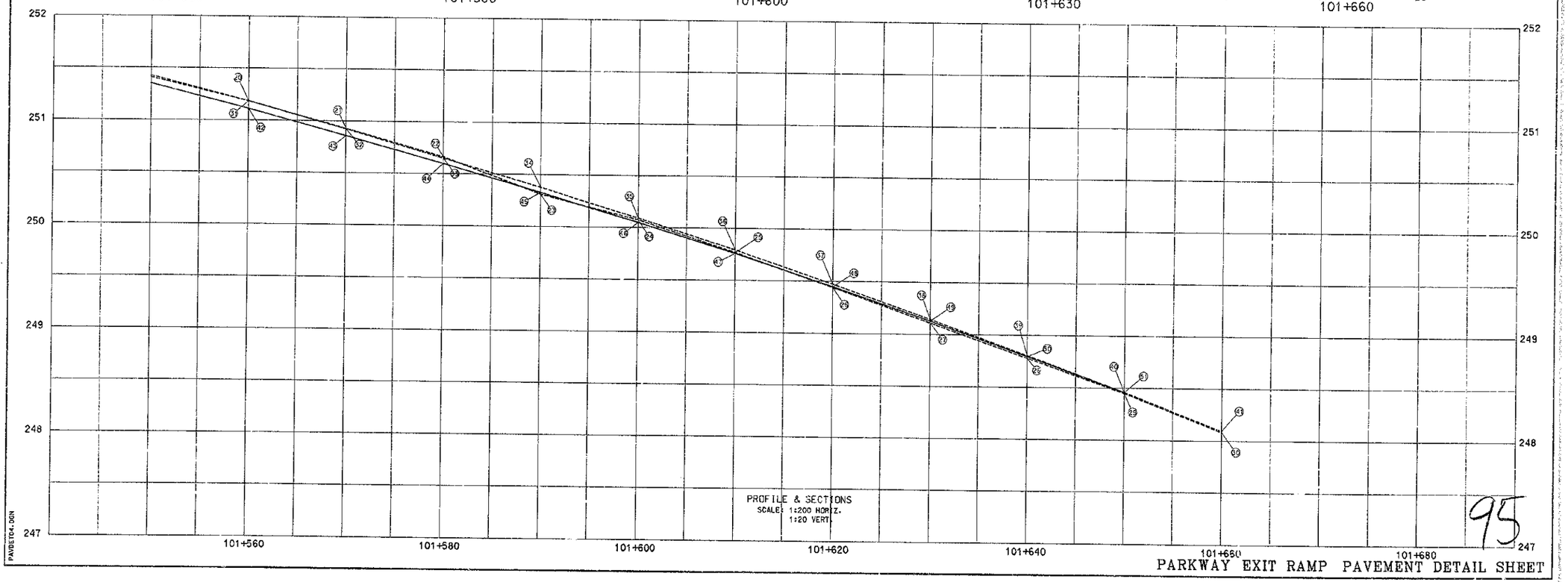












PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

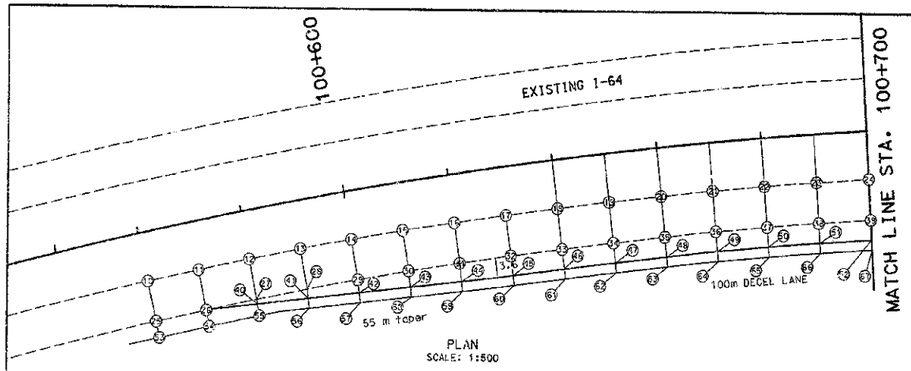
PAVESHT4.DGN

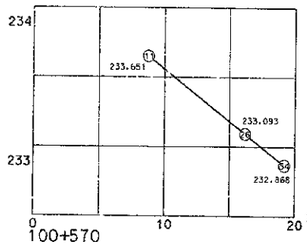
95

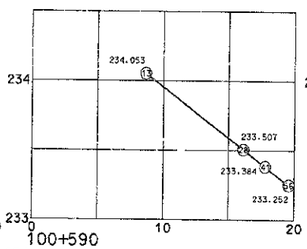
PARKWAY EXIT RAMP PAVEMENT DETAIL SHEET

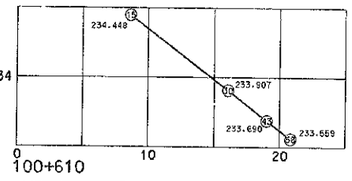
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		80	555

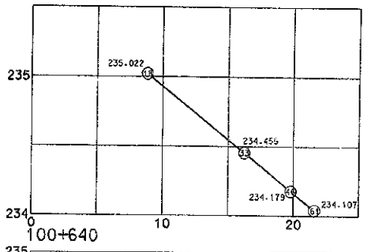
9-212.00

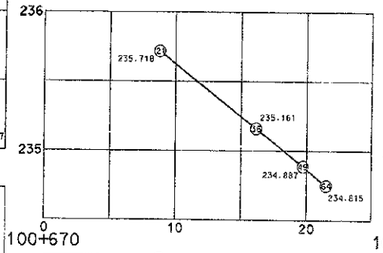


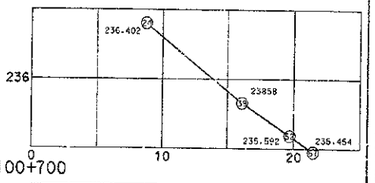


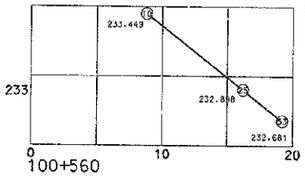


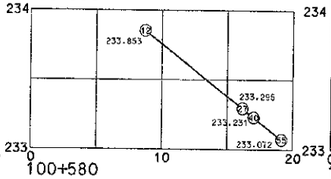


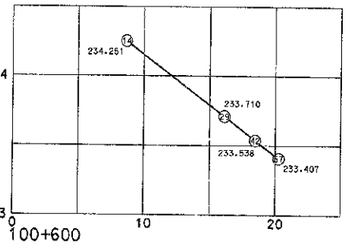


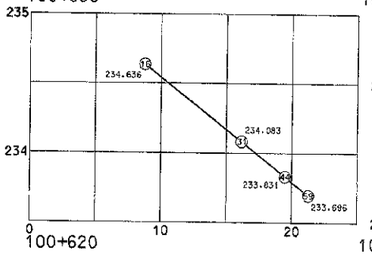


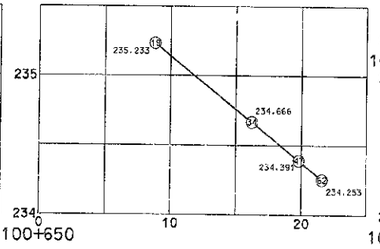


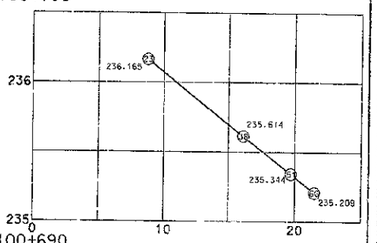


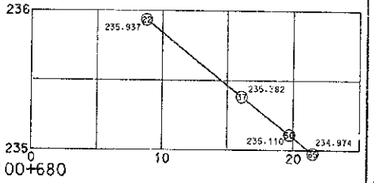


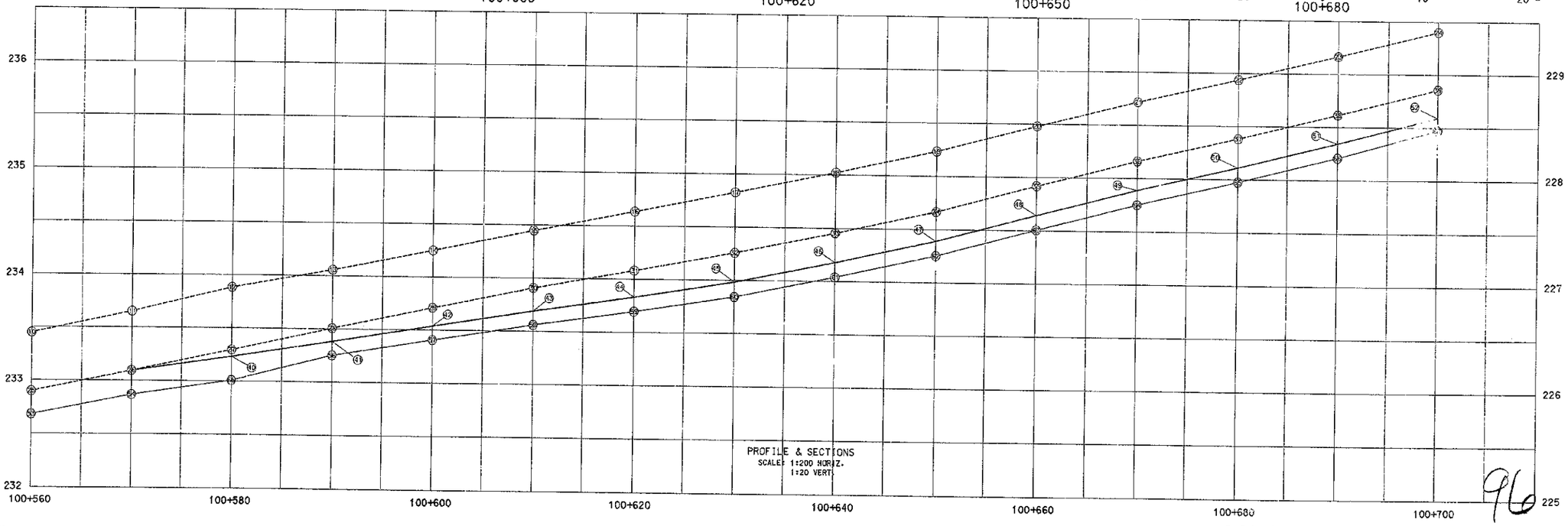












PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

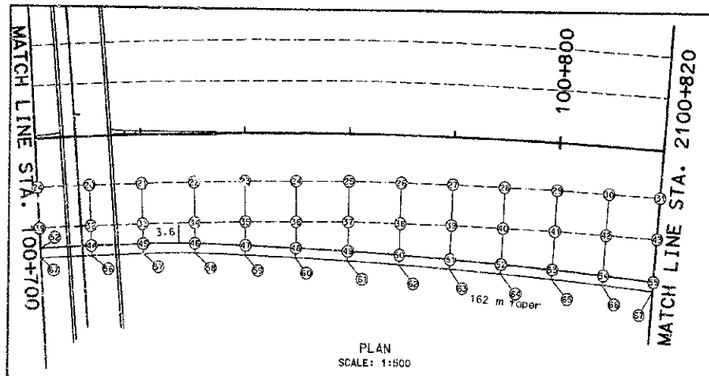
PAVDETO7.DGN

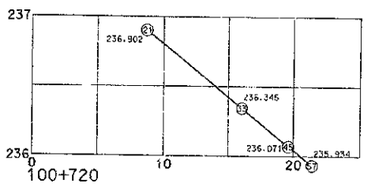
96

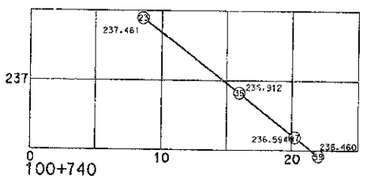
I-64 / LOOP B PAVEMENT DETAIL SHEET

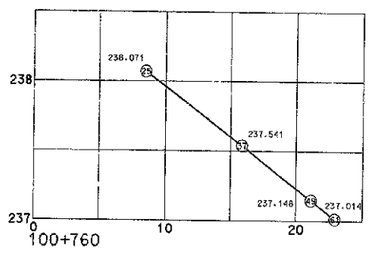
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		81	~~1950~~ 97

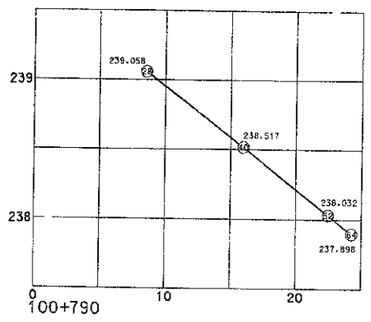
9-212.00

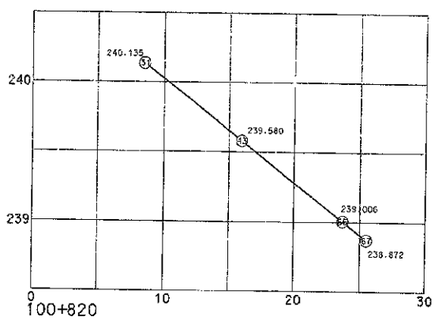


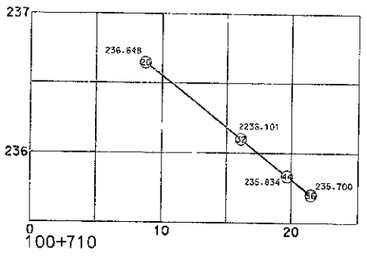


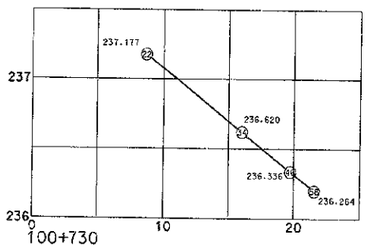


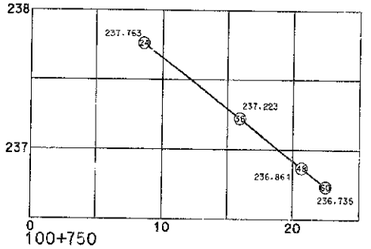


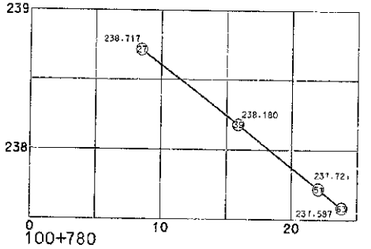


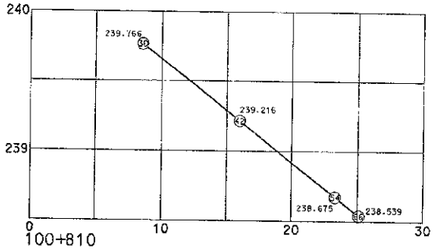


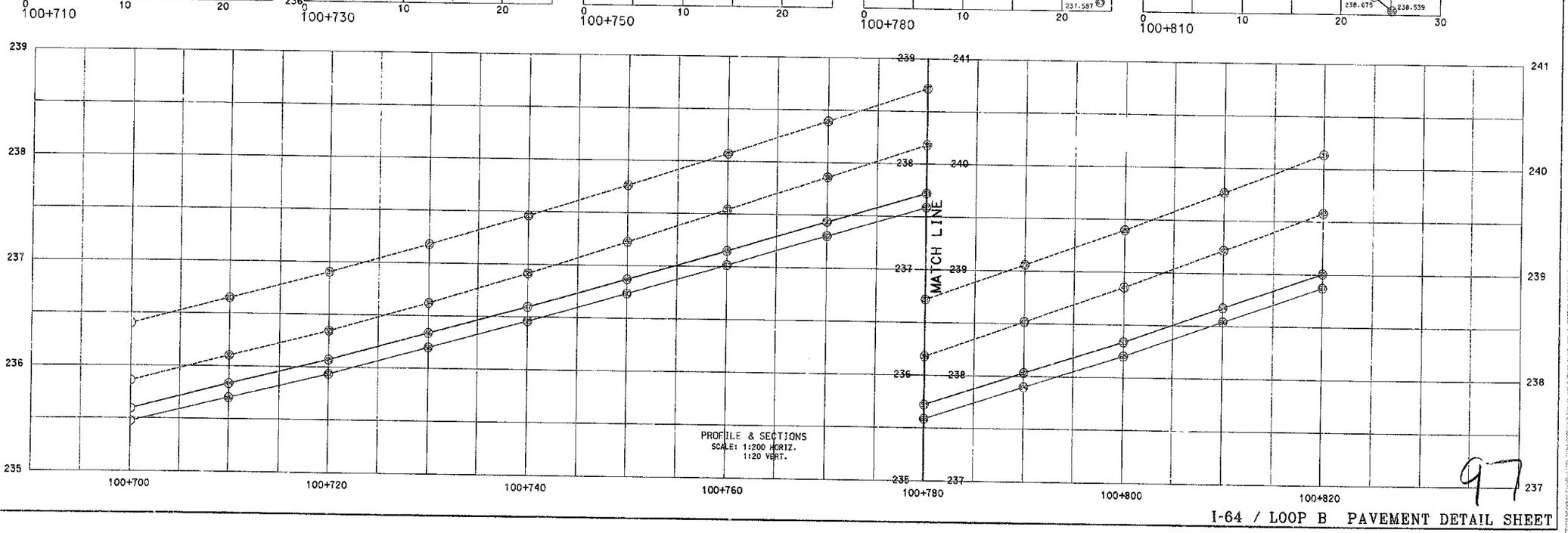












PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

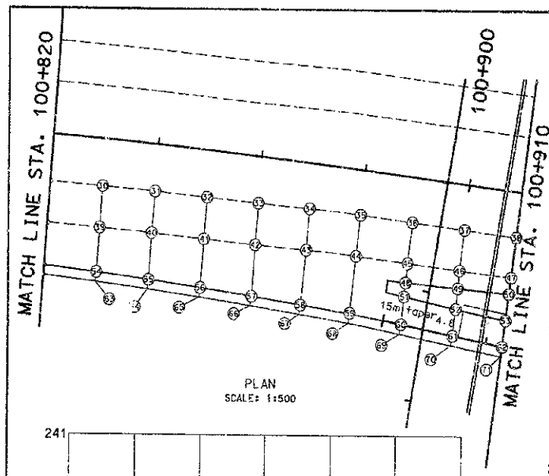
PAVDET07.DGN

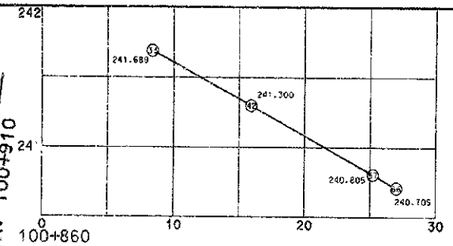
97

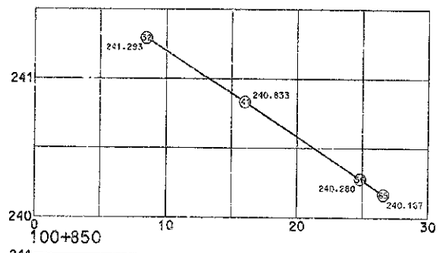
I-64 / LOOP B PAVEMENT DETAIL SHEET

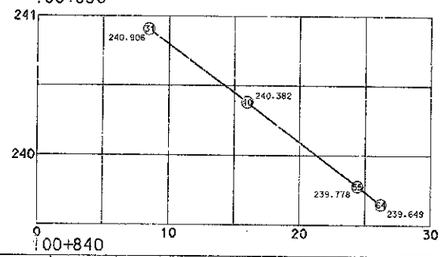
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		82	~~050~~ 097

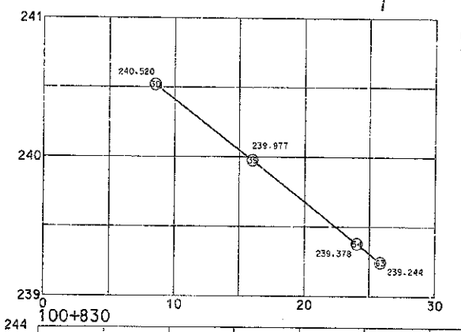
9-212.00

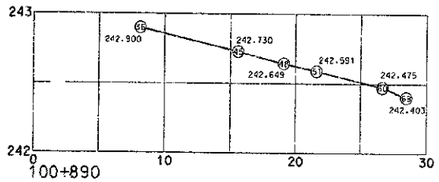


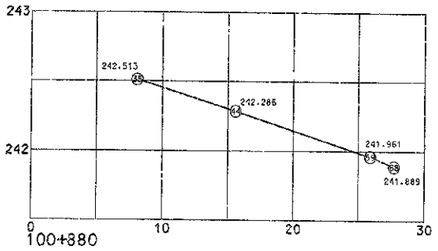


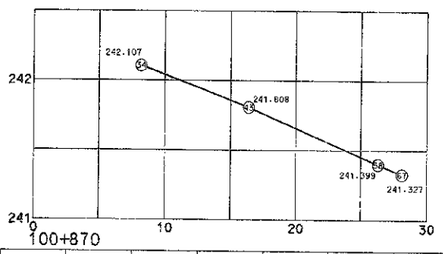


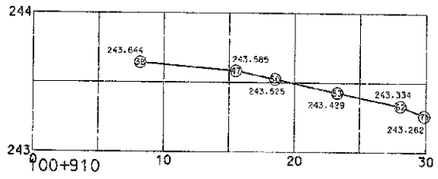


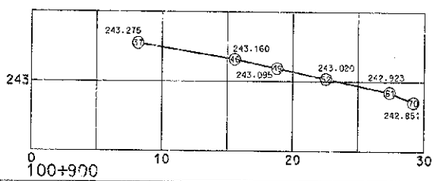


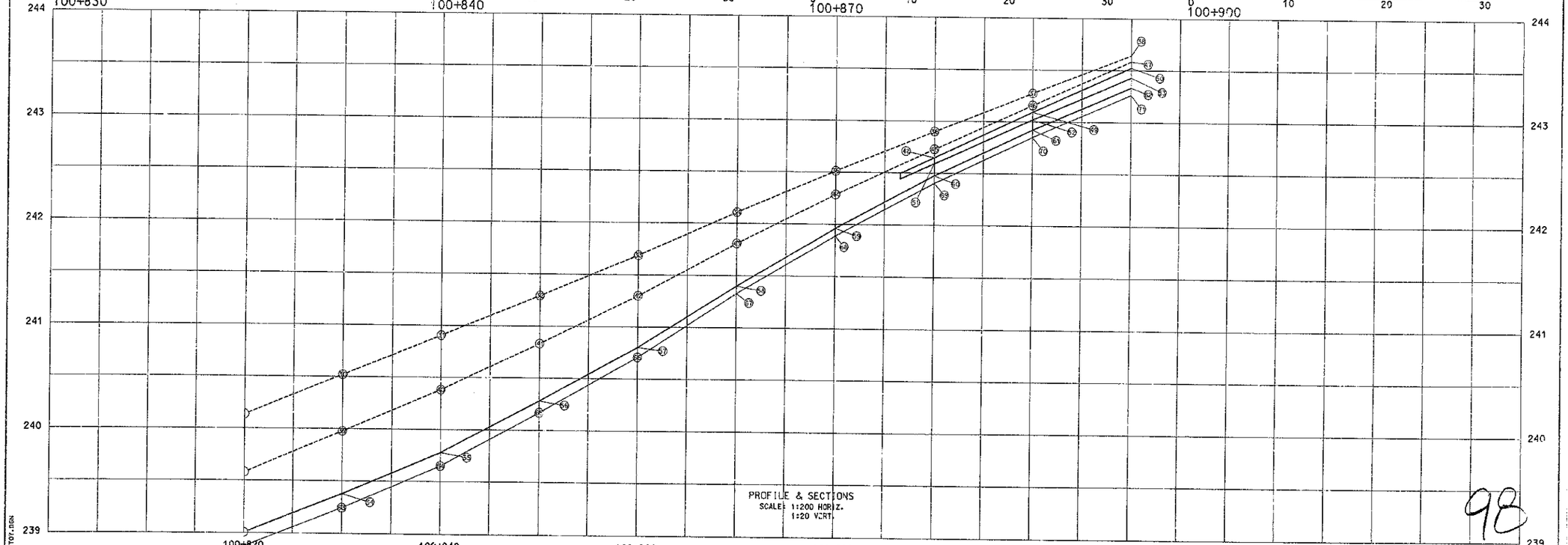












PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPI.

6-93
FORM NO. 2m

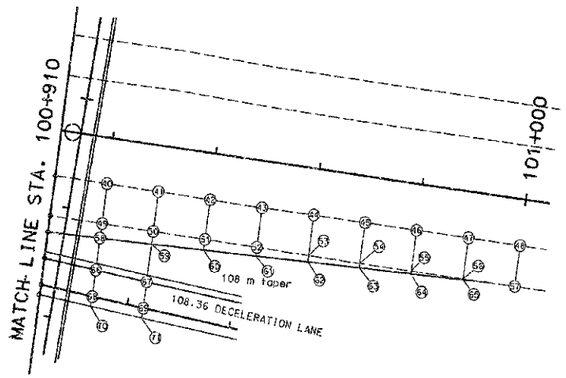
PAVDETO7.DGN

98

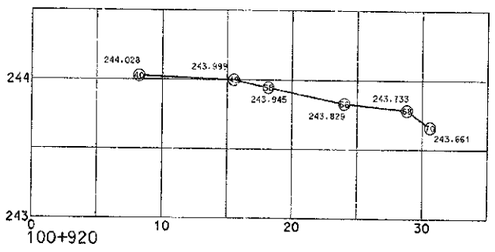
I-64 / LOOP B PAVEMENT DETAIL SHEET

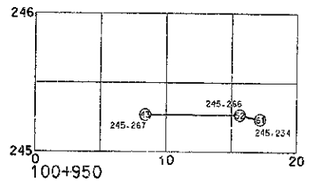
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		83	~~830~~ 997

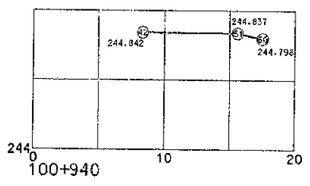
9-212.00

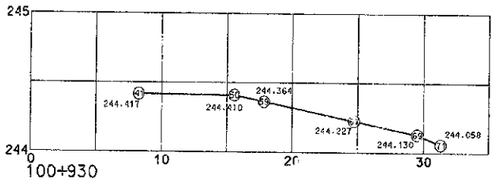


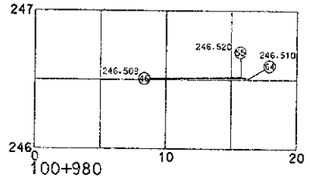
PLAN
SCALE: 1:500

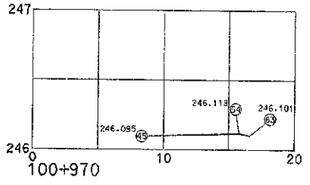


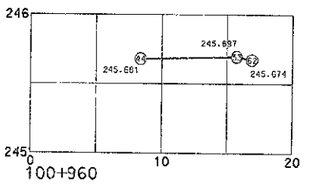


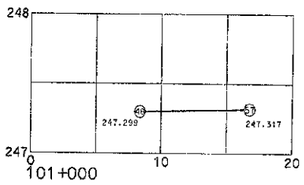


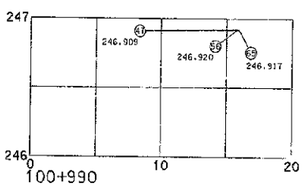


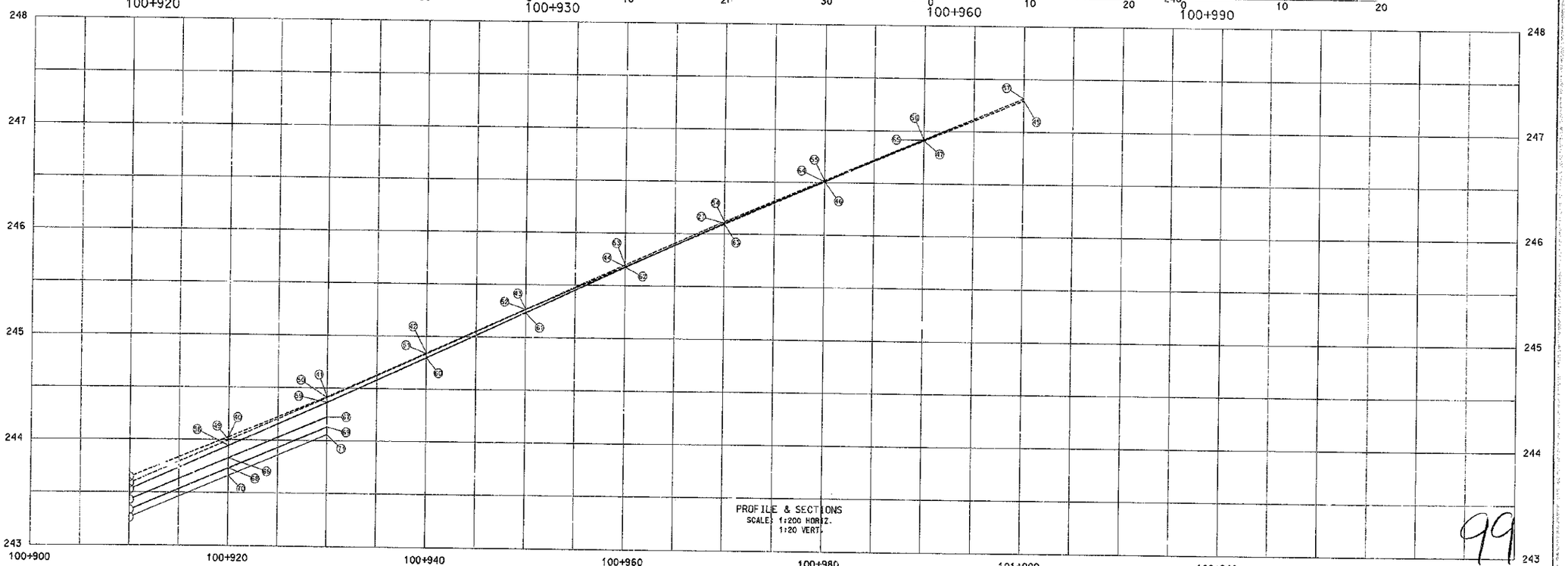












PROFILE & SECTIONS
SCALE: 1:200 HORIZ.
1:20 VERT.

99

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPI

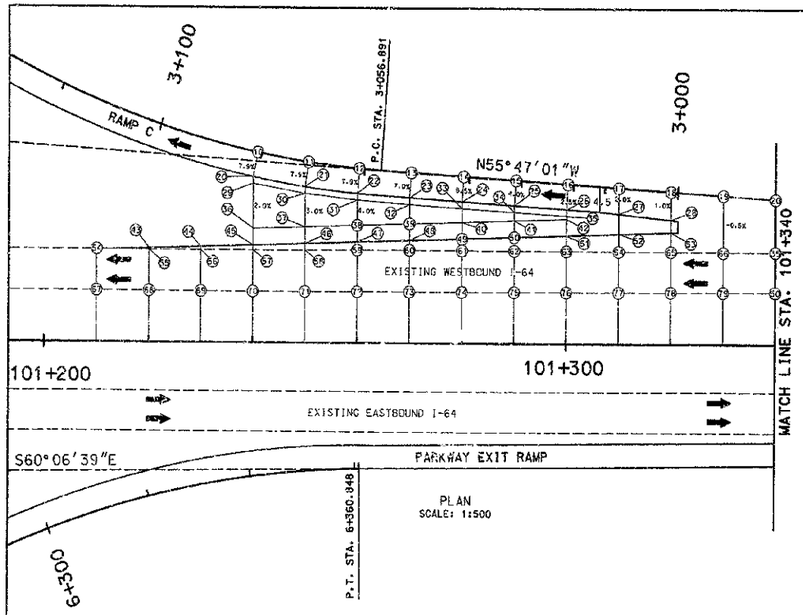
B-93
FORM NO. 2m

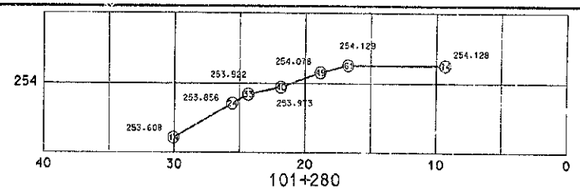
PAVDET07.DGN

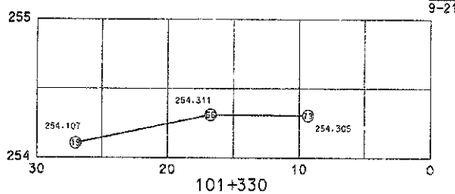
I-64 / LOOP B PAVEMENT DETAIL SHEET

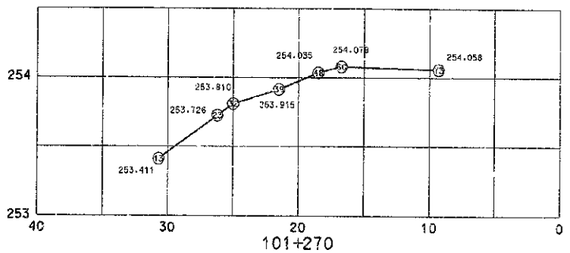
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		84	~~450~~ 447

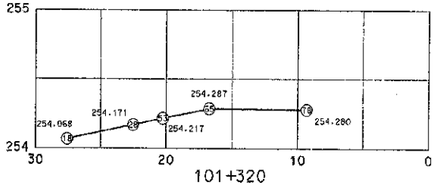
9-212.00

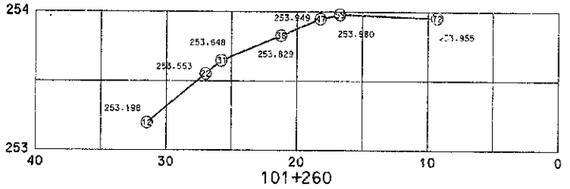


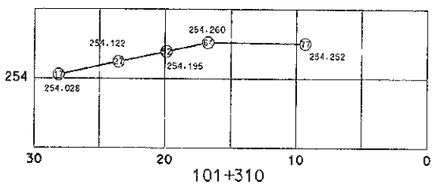


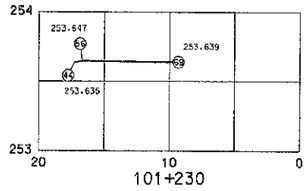


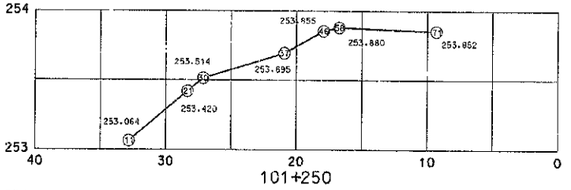


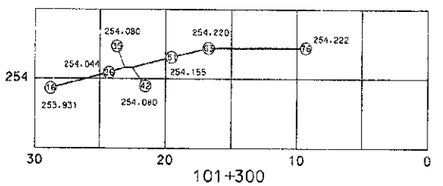


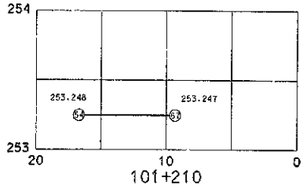


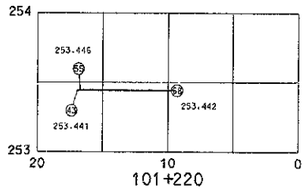


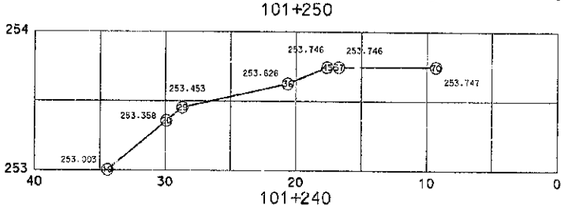


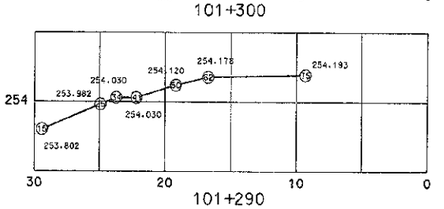


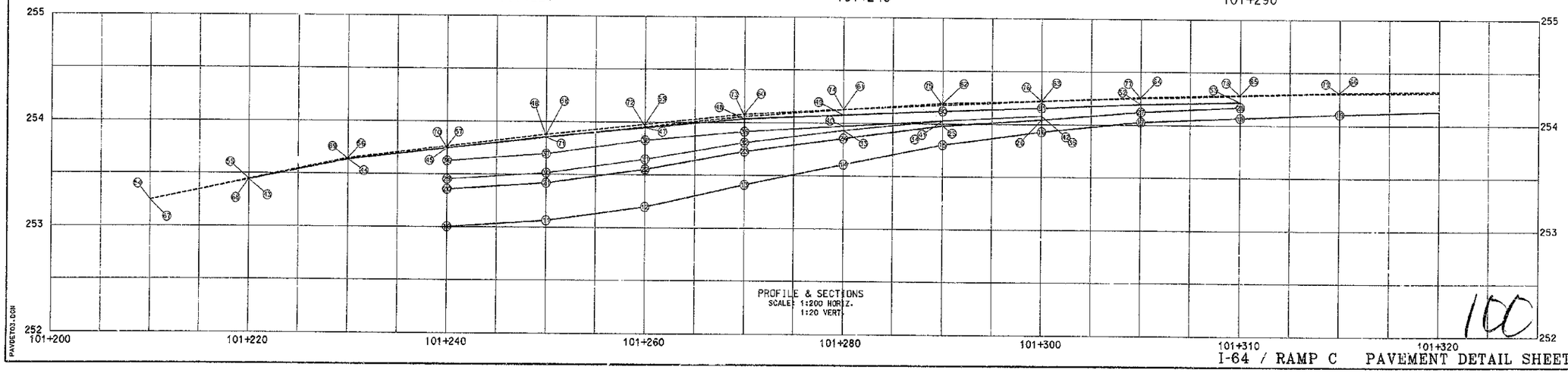












100

I-64 / RAMP C PAVEMENT DETAIL SHEET

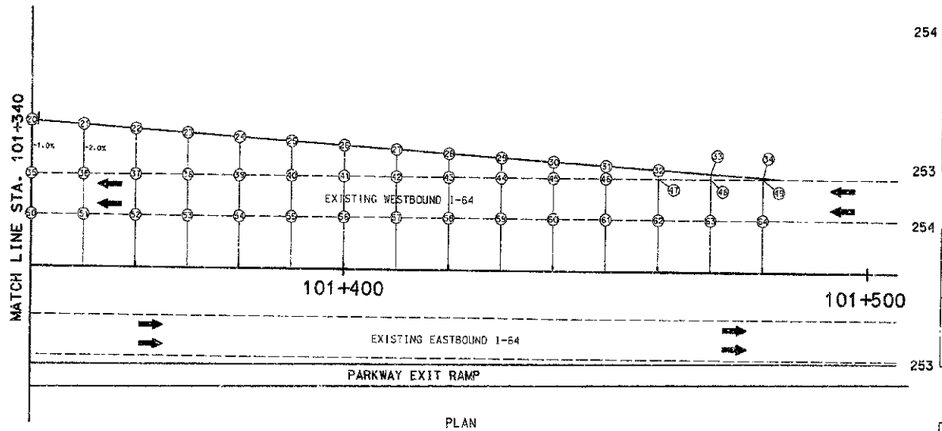
PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

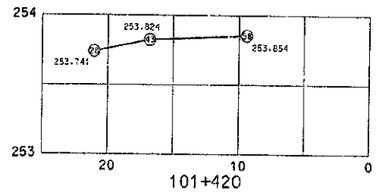
6-93
FORM NO. 2m

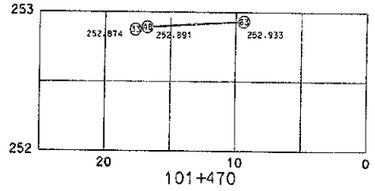
PAVDETO3.DGN

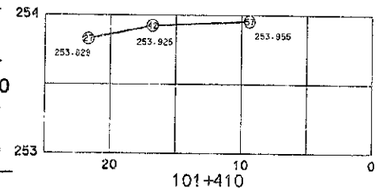
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		95	~~950~~ 949
9-212.00			

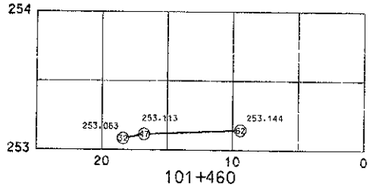


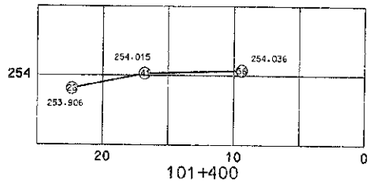
PLAN
SCALE: 1:500

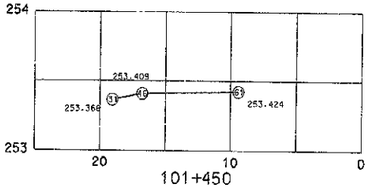


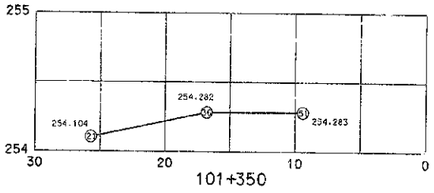


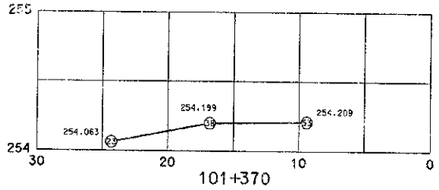


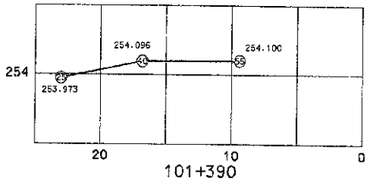


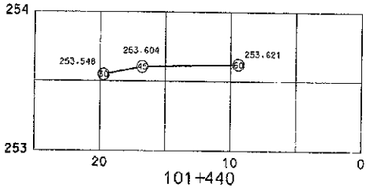


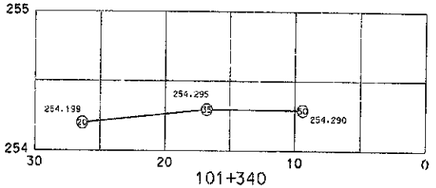


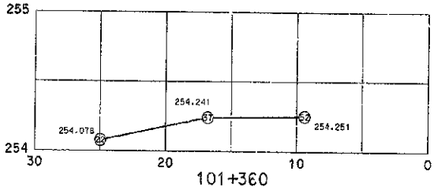


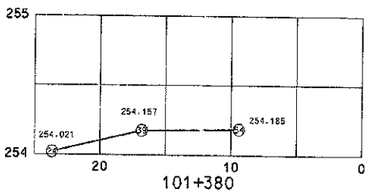


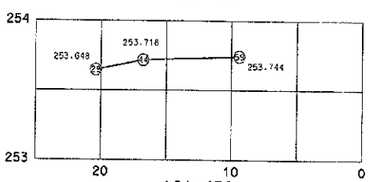


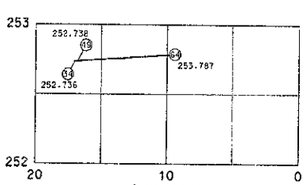


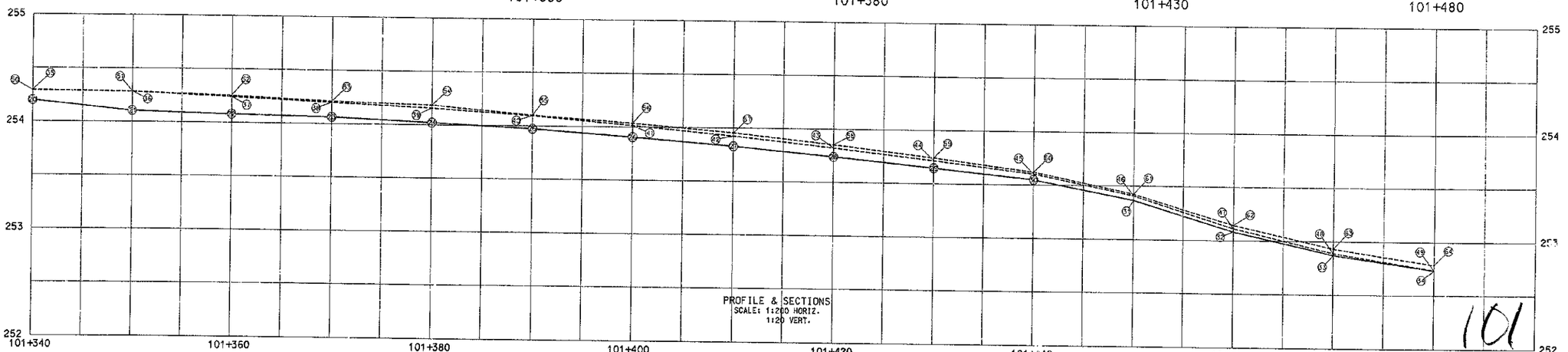












PROFILE & SECTIONS
SCALE: 1:200 HORIZ.
1:20 VERT.

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

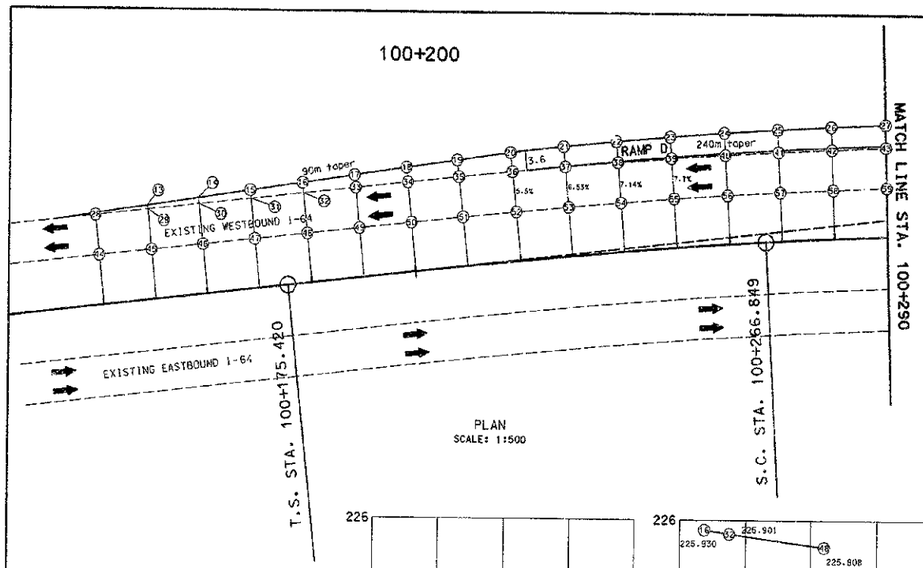
PAVDETO3.DGN

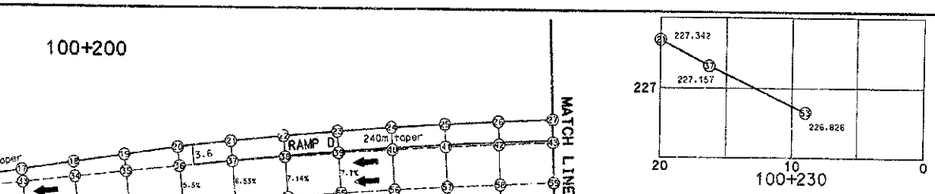
101

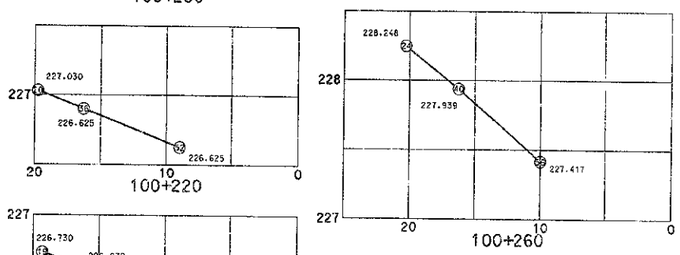
I-64 / RAMP C PAVEMENT DETAIL SHEET

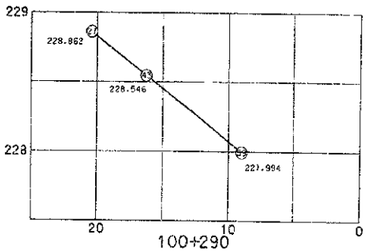
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		86	197

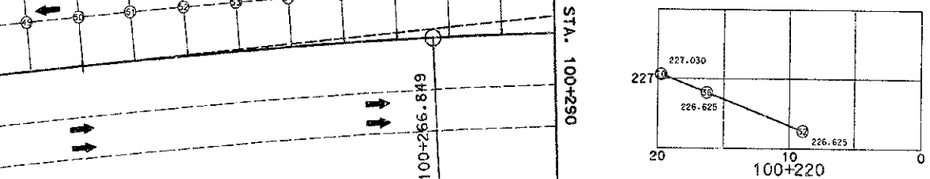
9-212.00

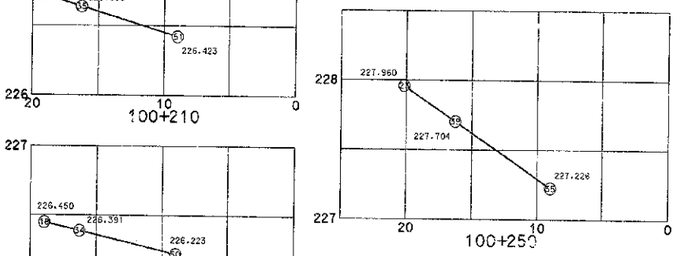


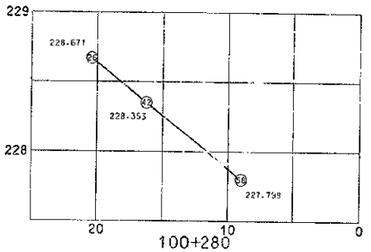


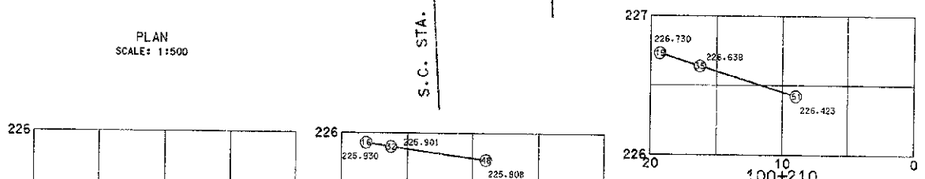


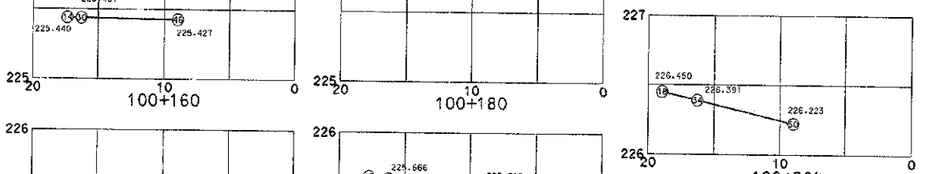


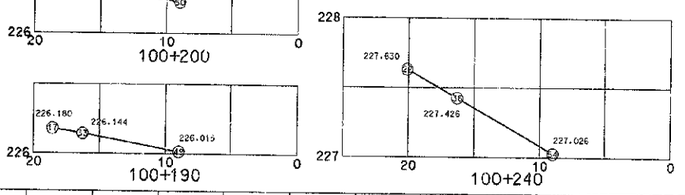


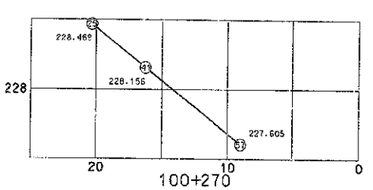


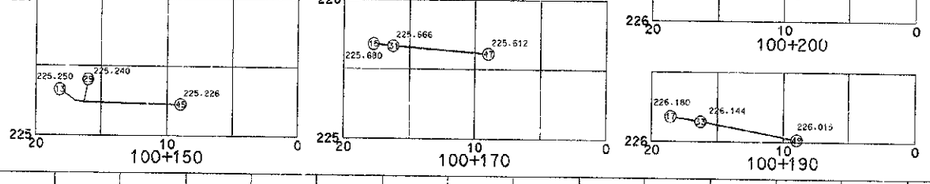


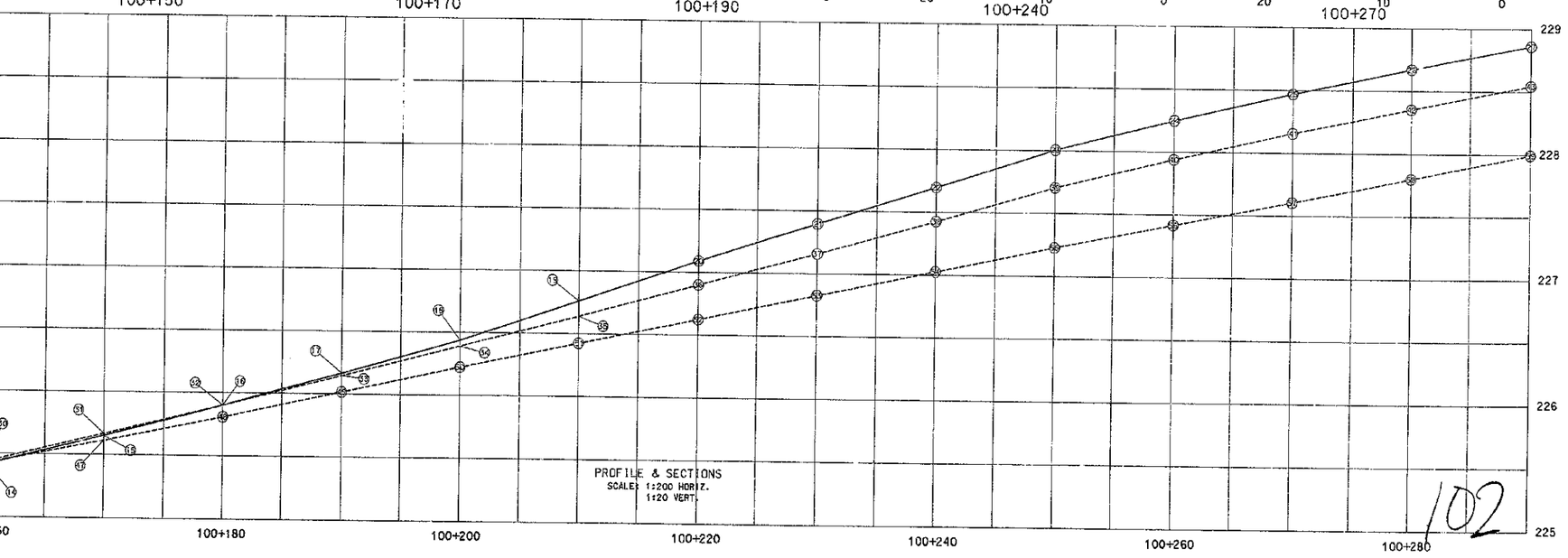












PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

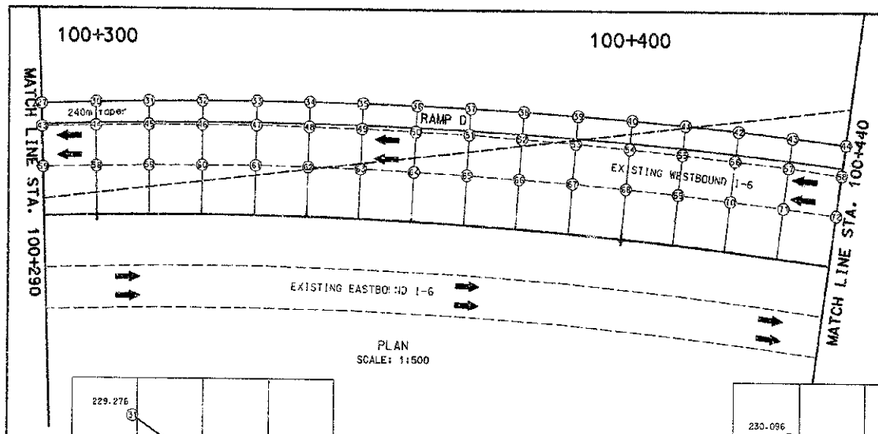
PAVDET01.DGN

102

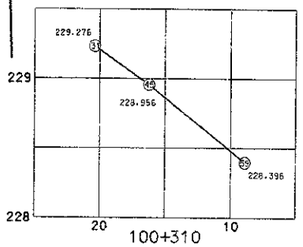
I-64 / RAMP D PAVEMENT DETAIL SHEET

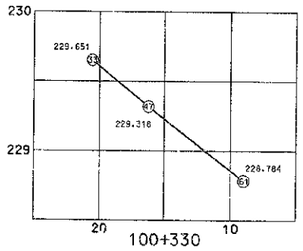
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		87	103

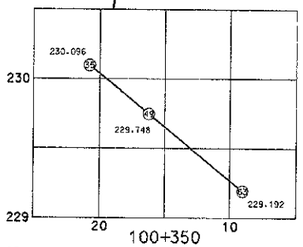
9-212.00

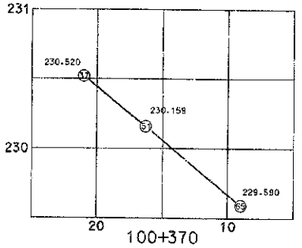


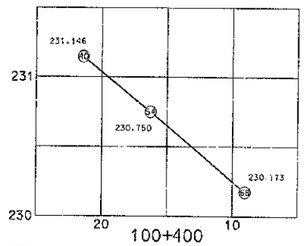
PLAN
SCALE: 1:500

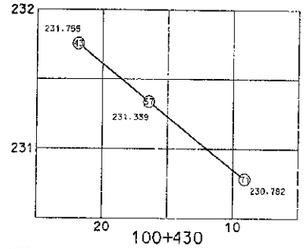


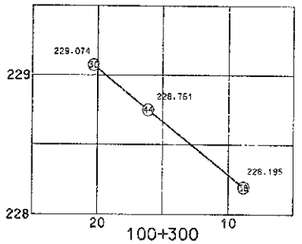


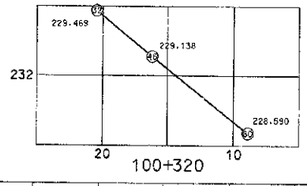


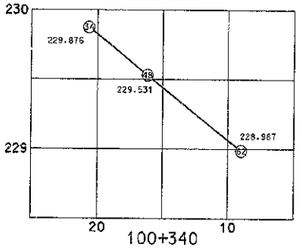


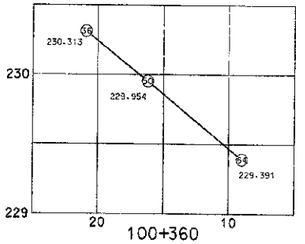


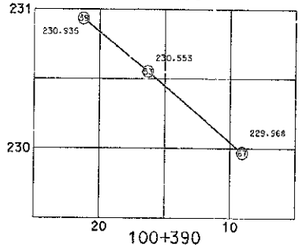


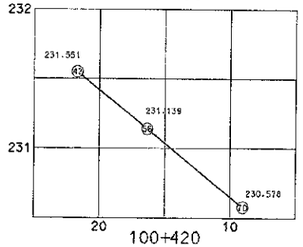


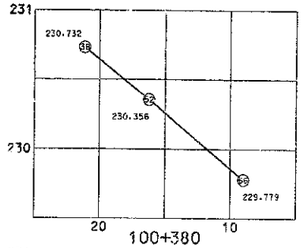


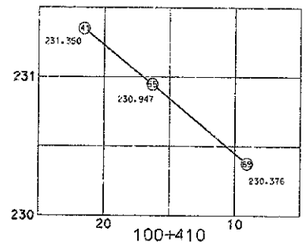


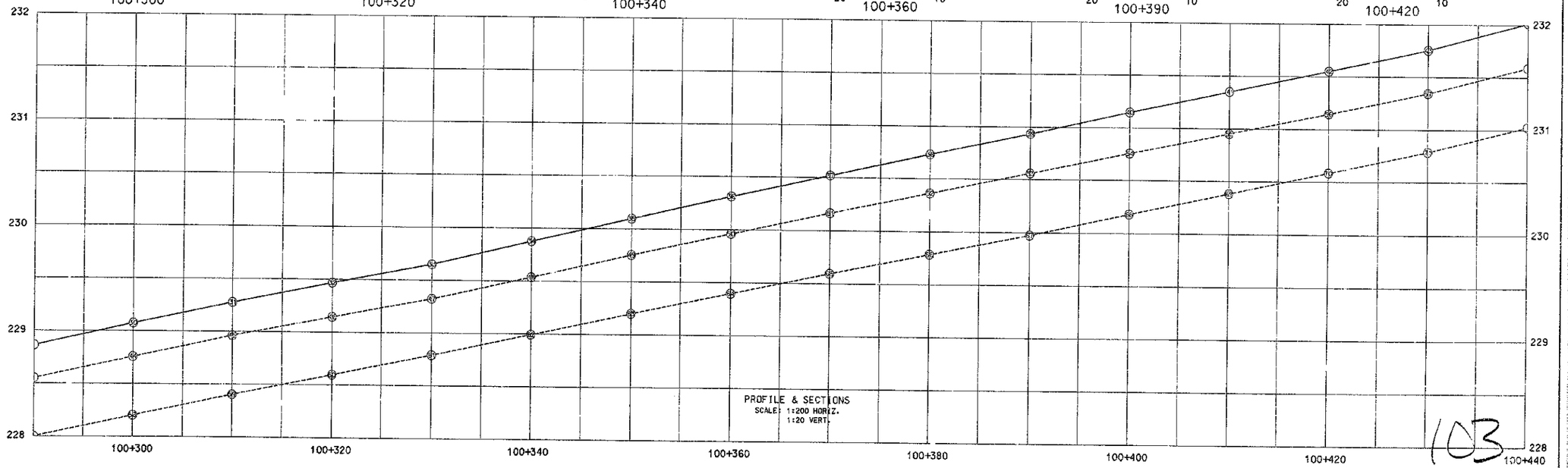












PREPARED BY ____ DATE ____
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APPROVED BY ____ DATE ____

Cell Library: PRO-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

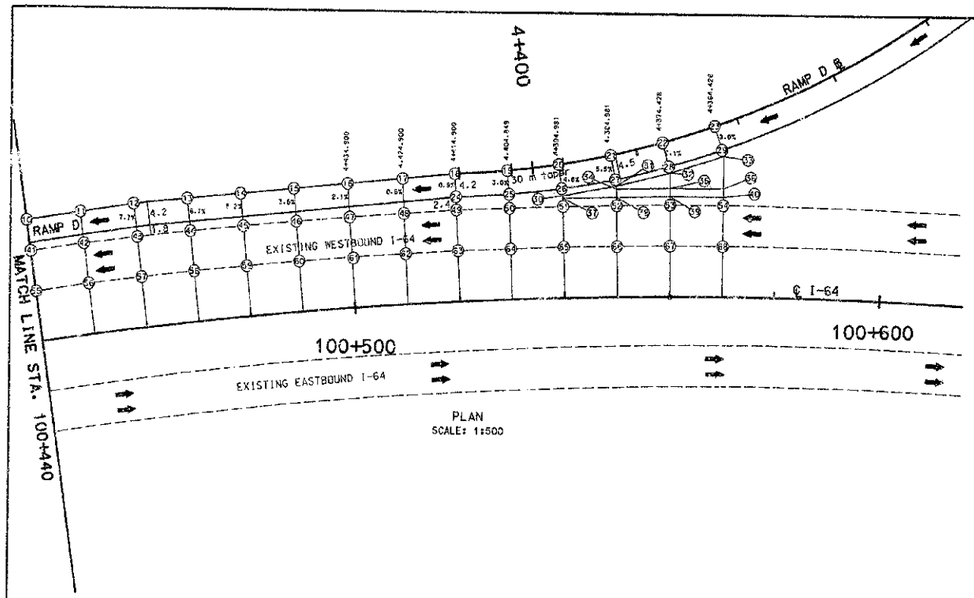
PAVDETO1.DGN

103

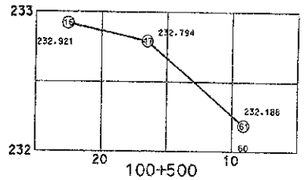
I-64 / RAMP D PAVEMENT DETAIL SHEET

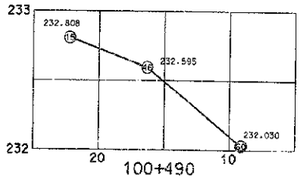
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		88	680

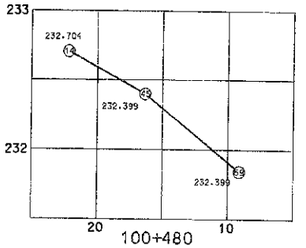
9-212.00

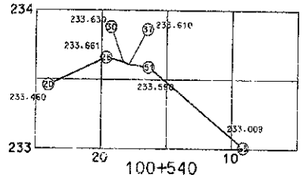


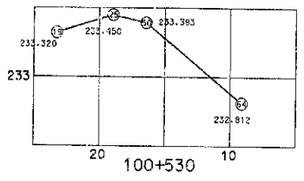
PLAN
SCALE: 1:500

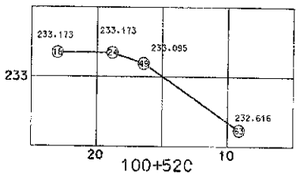


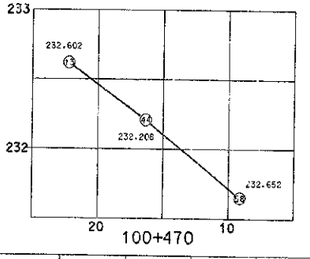


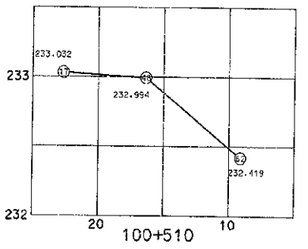


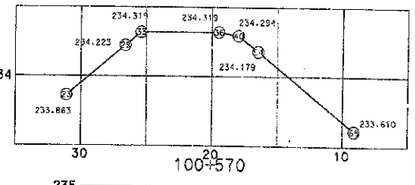


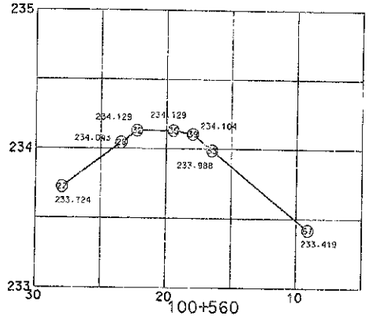


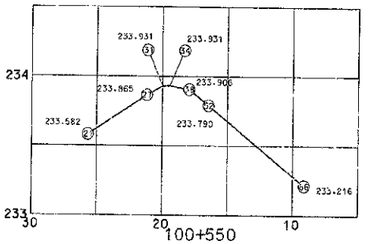


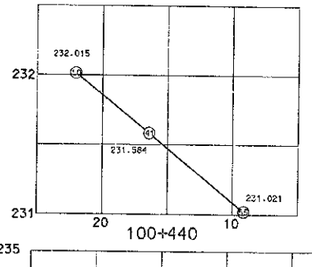


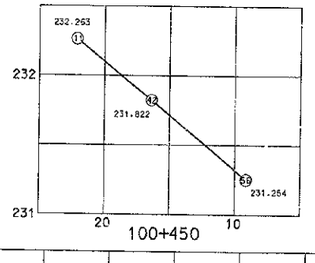


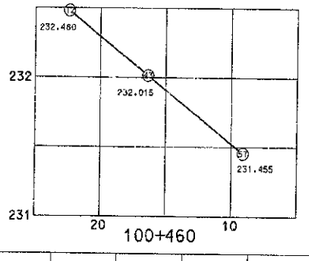


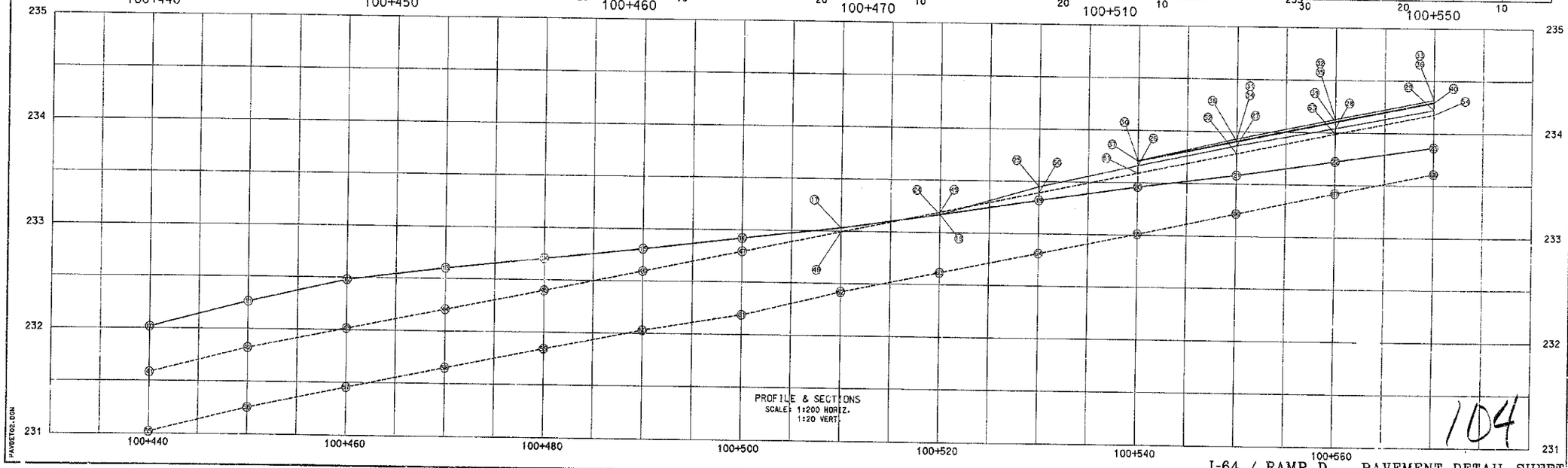












PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PAVDETO2.DGN

104

I-64 / RAMP D PAVEMENT DETAIL SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		89	~~93~~ 103

9-212.00 VOID

SEE SHEET NO 287

N

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-5G
FORM NO. 2m

- SILT TRAP
- SEDIMENT BASIN
- DISTURB LIMITS
- DRAINAGE AREA BOUNDARY (INDIVIDUAL PIPES, DROP BOX INLETS, ETC)

(SEE PLAN SHEETS FOR SILT CHECKS)

105

SCALE 1:4000

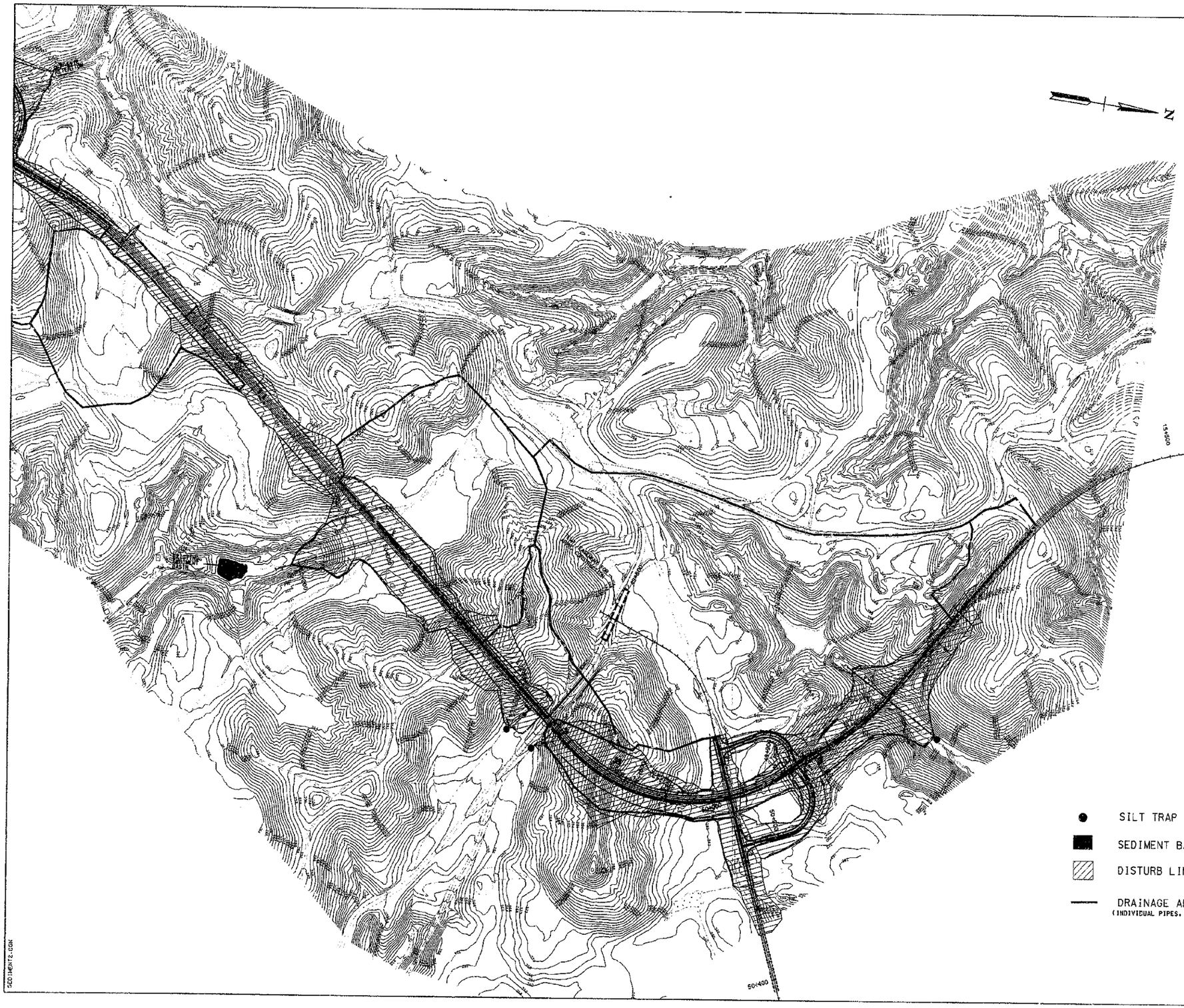
EROSION CONTROL SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		40	65

9-212.00

1997

N



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PICEPL

6-93
FORM NO. 2m

SEDIMENT2.DGN

- SILT TRAP
- SEDIMENT BASIN
- DISTURB LIMITS
- DRAINAGE AREA BOUNDARY (INDIVIDUAL PIPES, DROP BOX INLETS, ETC)

106

SCALE: 1:4000

EROSION CONTROL SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		91	490

9-212.00

CONTROL

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	97406.4390	622818.0260	231.996	KTC MONUMENT
2	97680.5860	623892.5580	222.444	CONCRETE MONUMENT
3	97661.6870	624612.0700	238.158	CONCRETE MONUMENT
4	97449.1400	624981.3420	252.920	CONCRETE MONUMENT
5	98463.7510	624793.9320	255.238	KTC MONUMENT
6	98222.3180	625132.2690	267.857	KTC MONUMENT
56	101531.0060	625860.0410	270.906	IRON PIN & CAP
102	97789.9320	624730.6130	0.000	IRON PIN & CAP
103	97919.4240	624674.3010	267.133	IRON PIN & CAP
104	98028.5750	624676.1530	266.429	IRON PIN & CAP
105	98175.5460	624755.3480	265.345	IRON PIN & CAP
106	98271.5670	624810.7800	260.558	IRON PIN & CAP
109	98321.2390	625012.9060	258.192	IRON PIN & CAP
111	98473.3430	625110.3140	257.768	IRON PIN & CAP
112	98638.3630	625183.5790	260.295	IRON PIN & CAP
113	98791.5970	625265.4840	260.395	IRON PIN & CAP
114	98963.5380	625327.5080	255.252	IRON PIN & CAP
115	99184.3130	625408.3690	262.343	IRON PIN & CAP
116	99271.8810	625445.2440	262.948	IRON PIN & CAP
117	99373.4080	625476.7110	260.059	IRON PIN & CAP
118	99543.7360	625543.0200	262.050	IRON PIN & CAP
119	99709.2800	625614.5400	271.784	IRON PIN & CAP
120	99799.4170	625617.8250	271.424	IRON PIN & CAP
121	99988.1080	625531.8790	261.509	IRON PIN & CAP
122	100218.8250	625545.8900	261.989	IRON PIN & CAP
123	100330.1370	625733.7580	268.800	IRON PIN & CAP
124	100511.3560	625793.7870	266.476	IRON PIN & CAP
125	100678.3320	625818.3810	265.183	IRON PIN & CAP
126	100881.3540	625856.0520	265.937	IRON PIN & CAP
127	101021.4980	625879.9410	265.966	IRON PIN & CAP
129	101367.9950	625804.7980	268.901	IRON PIN & CAP
130	101414.5700	625605.7640	270.705	IRON PIN & CAP
131	101505.2840	625560.2100	271.272	IRON PIN & CAP
132	101559.8410	625455.6180	267.613	IRON PIN & CAP
302	117560.8790	627014.4380	170.675	IRON PIN & CAP
1000	99653.80700	625711.7390	286.194	IRON-PIN
1001	99673.36800	625705.7450	285.856	IRON-PIN
1003	99731.88600	625705.1230	285.835	IRON PIN & CAP
29007	101028.76100	626417.0280	255.331	CONCRETE MONUMENT

MAINLINE ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	0+517.156	96867.4713	624260.4843
P.I.	10+684.465	97848.3925	624893.2585
T.S.	10+656.953	97741.2407	624824.1368
S.C.	10+612.953	97788.6474	624853.9406
C.S.	10.754.922	97916.3661	624915.5065
S.T.	10+810.922	97969.2111	624934.0284
P.I.	11+283.392	98416.8803	625085.0930
T.S.	11+200.732	98338.5589	625058.6637
S.C.	11+256.732	98391.4040	625077.1856
C.S.	11+309.863	98440.4623	625097.5612
S.T.	11+365.863	98490.8798	625121.9278
P.I.	11.722.076	98809.7703	625290.6620
P.C.	11+497.583	98608.7986	625180.6242
P.T.	11+946.268	99018.8983	625362.2868
P.I.	12+281.667	99331.3413	625484.2365
T.S.	12+108.476	99168.1414	625420.5379
S.C.	12+162.476	99220.1145	625441.3846
C.S.	12+398.722	99424.8617	625558.1393
S.T.	12+454.722	99469.2695	625532.2527
P.I.	14+135.164	100792.2693	626628.3533
T.S.	13+780.172	100512.8026	626409.4780
S.C.	13+844.172	100564.2097	626447.5698
C.S.	14+323.182	101015.0673	626441.0757
S.T.	14+387.182	101065.3559	626401.5191
P.I.	14.587.200	101219.2060	626273.7170
T.S.	14+471.820	101130.4535	626347.4430
S.C.	14+527.820	101172.9639	626310.9977
C.S.	14+645.302	101251.4501	626223.8321
S.T.	14+701.302	101283.2534	626177.7459
END	15+092.030	101500.1465	625852.7445

APPROACH 11+803.819 ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	49+800.000	98965.0845	625124.5016
END	50+160.000	98824.4505	625455.8957

APPROACH 12+000.000 ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	48+985.965	98309.8400	624975.9595
P.I.	49+224.270	98523.1768	625082.1523
P.C.	49+173.090	98477.3589	625059.3456
P.T.	49+267.699	98568.4731	625058.3264
P.I.	49+384.553	98671.8930	625003.9278
P.C.	49+331.238	98624.7075	625028.7472
P.T.	49+429.201	98718.7983	625029.2727
P.I.	49+887.207	99121.7428	625247.0005
P.C.	49+798.832	99043.9923	625204.9887
P.T.	49+943.585	99089.6096	625329.3266
P.I	50+138.390	99018.7790	625510.7988
P.C.	50+038.390	99055.1386	625417.6430
P.T.	50+195.470	98925.6233	625474.4391
END	50+295.889	98832.0770	625437.9270

APPROACH 14+227.000 ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	49+860.000	100875.1776	626357.8961
END	50+460.000	101112.7368	626908.6640

APPROACH 14+460.000 ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	49+776.234	100887.2075	626385.7973
P.I.	49+919.102	101013.5719	626319.1395
P.C.	49.870.432	100970.5239	626341.8475
P.T.	49+952.213	101044.6712	626356.5774
P.I.	50+137.969	101163.3660	626499.4640
P.C.	50+037.728	101099.3141	626422.3574
P.T.	50+176.995	101071.3176	626539.1522
END	50+285.342	100971.8253	626582.0500

I-64 ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	99+600.000	97565.1380	623461.5753
P.I.	100+559.501	97762.3828	624400.5843
T.S.	100+175.420	97683.4275	624024.7058
S.C.	100+266.849	97700.6562	624114.4856
C.S.	100+820.778	97612.5360	624651.9974
S.T.	100+912.207	97567.5426	624731.5764
P.I.	102+335.666	96845.4375	625958.2798
T.S.	101+933.065	97049.6727	625611.3275
S.C.	101+994.023	97019.2099	625664.1259
C.S.	102+653.339	96875.5244	626298.6004
S.T.	102+714.297	96860.2678	626359.3717
END	102+887.527	96895.2545	626531.9525

EXIT RAMP ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	4+771.071	98248.3320	625014.2860
P.I.	4+837.650	98185.2475	624992.9583
P.C.	4+771.072	98248.3307	625014.2856
P.T.	4+904.179	98123.7196	624967.5627
P.I.	5+182.902	97866.1395	624861.0795
P.C.	5+065.883	97974.2824	624905.7856
P.T.	5+272.171	97866.1395	624744.0602
P.I.	5+398.245	97866.1395	624617.9865
P.C.	5+272.171	97866.1395	624744.0601
P.T.	5+490.676	97746.5533	624578.0652
P.I.	6+272.910	97004.5713	624330.3705
P.C.	5+657.982	97587.8567	624525.0878
P.T.	6+160.521	97361.7161	624830.9545
P.I.	6+273.447	97427.3028	624922.8825
P.C.	6+161.109	97362.0577	624831.4333
END P.T.	6+360.848	97371.3218	625020.2786

LOOP B ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	6+000.000	97557.6038	624696.3785
P.C.	6+108.359	97496.0550	624785.5604
P.C.C.	6+295.607	97351.7590	624755.7704
P.T.	6+482.856	97473.5794	624672.8935
P.I.	6+821.534	97758.1800	624856.4843
P.C.	6+734.478	97685.0242	624809.2928
P.T.	6+907.701	97840.6665	624884.3191
END	7+045.592	97971.1295	624928.3435

RAMP C ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	3+000.000	97393.6718	625098.0510
P.I.	3+140.218	97462.5193	624982.1020
P.C.	3+056.891	97415.6627	625051.0067
P.T.	3+212.427	97545.5467	624975.0421
P.I.	3+687.968	97979.5210	624938.1408
P.C.	3+564.742	97850.5946	624945.1921
END P.T.	3+728.852	98058.3779	624964.7507

RAMP D ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	4+000.000	97870.6395	624744.0603
P.I.	4+091.878	97870.6395	624652.1825
P.C.	4+033.999	97870.6395	624710.0614
P.T.	4+145.793	97836.1291	624605.7174
P.I.	4+348.896	97715.0285	624442.6665
P.C.	4+276.076	97758.4479	624501.1268
END P.T.	4+414.089	97725.8980	624370.6618

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-DD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

CONTROL.DGN

107

SCALE: 1:6000

CONTROL SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		92	9999

9-212.00

VOID

SEE SHEET NO. 258

N

CONTOUR INTERVAL: 5 FT

CONTOUR INTERVAL: 2m

CONTOUR INTERVAL: 100 FT

FRASIER

MCCALL

ADDINGTON ENTERPRISES, INC.

CONTOUR INTERVAL: 2m

GREEN VALLEY LANDFILL PERMIT BOUNDARY LINE

PERMIT BOUNDARY LINE

CARL BLEVINS

ADDINGTON ENTERPRISES INC.

DANIEL P. CHILDERS

GREEN VALLEY ENVIRONMENTAL COPRORATION

ADDINGTON ENTERPRISES, INC.

ADDINGTON ENTERPRISES, INC.

PERMIT BOUNDARY LINE

EMOGENE HANNER

ROBERT LARRY MOORE SARAH MOORE

ADDINGTON ENTERPRISES, INC.

MARGARET F. HANNER

CONTOUR INTERVAL: 2 FT

CONTOUR INTERVAL: 100 FT

CONTOUR INTERVAL: 5 FT

CONTOUR INTERVAL: 2m

CONTOUR INTERVAL: 2m

ADDINGTON ENTERPRISES INC.

CONTOUR INTERVAL: 2 FT

LEGEND

WELL ⊙ GROUNDWATER MONITORING WELL

108

SCALE: 1:10.000

WASTE AREA DETAIL SHEET

PREPARED BY _____ DATE _____

CHECKED BY _____ DATE _____

APPROVED BY _____ DATE _____

Cell Library: PSC-SD.CEL
Cell Name: PIKEPL

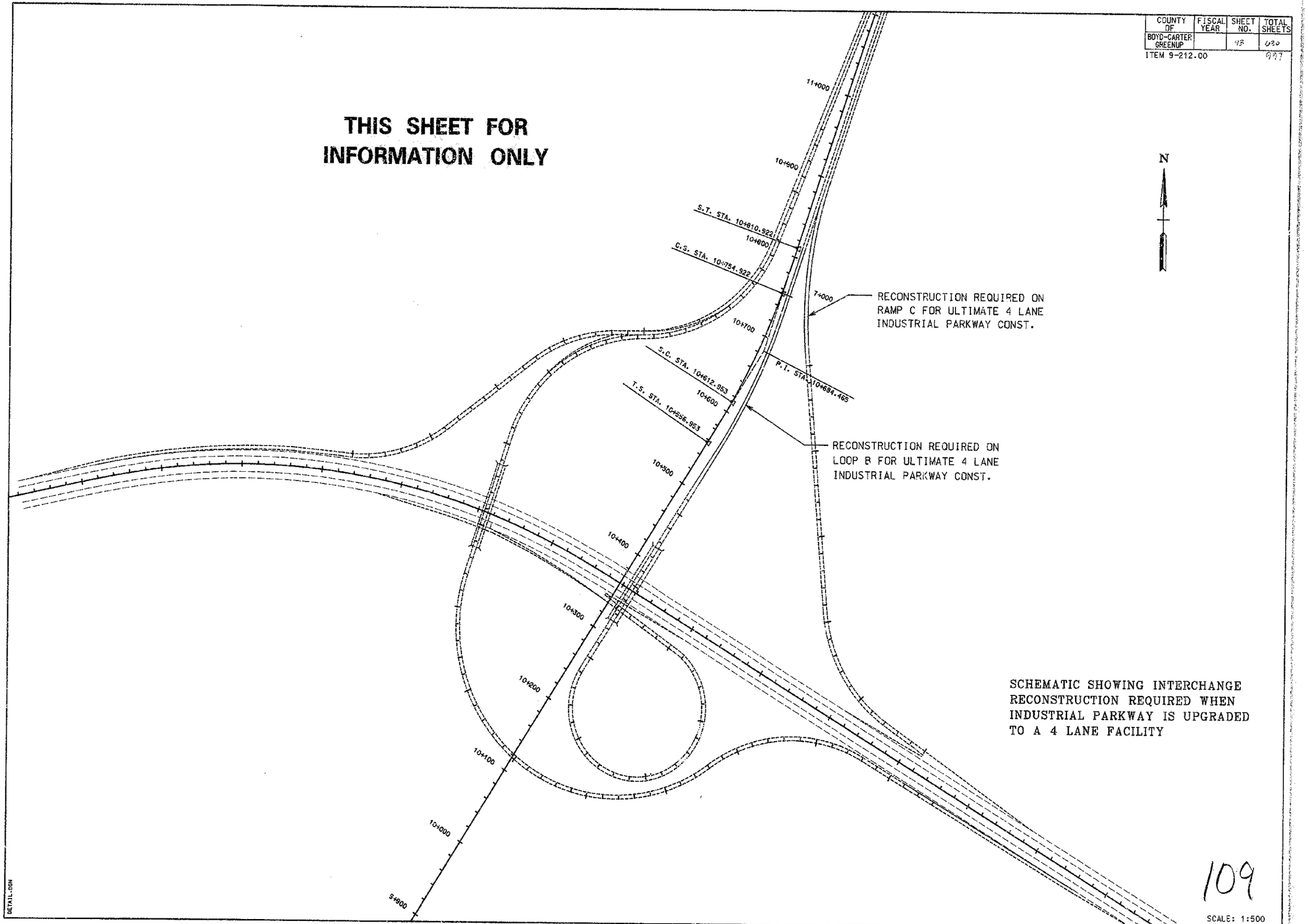
6-93
FORM NO. 2m

WASTE.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		93	620

ITEM 9-212.00 917

THIS SHEET FOR INFORMATION ONLY



SCHEMATIC SHOWING INTERCHANGE RECONSTRUCTION REQUIRED WHEN INDUSTRIAL PARKWAY IS UPGRADED TO A 4 LANE FACILITY

109

SCALE: 1:500

DETAIL SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: VEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

DETAIL.DGN

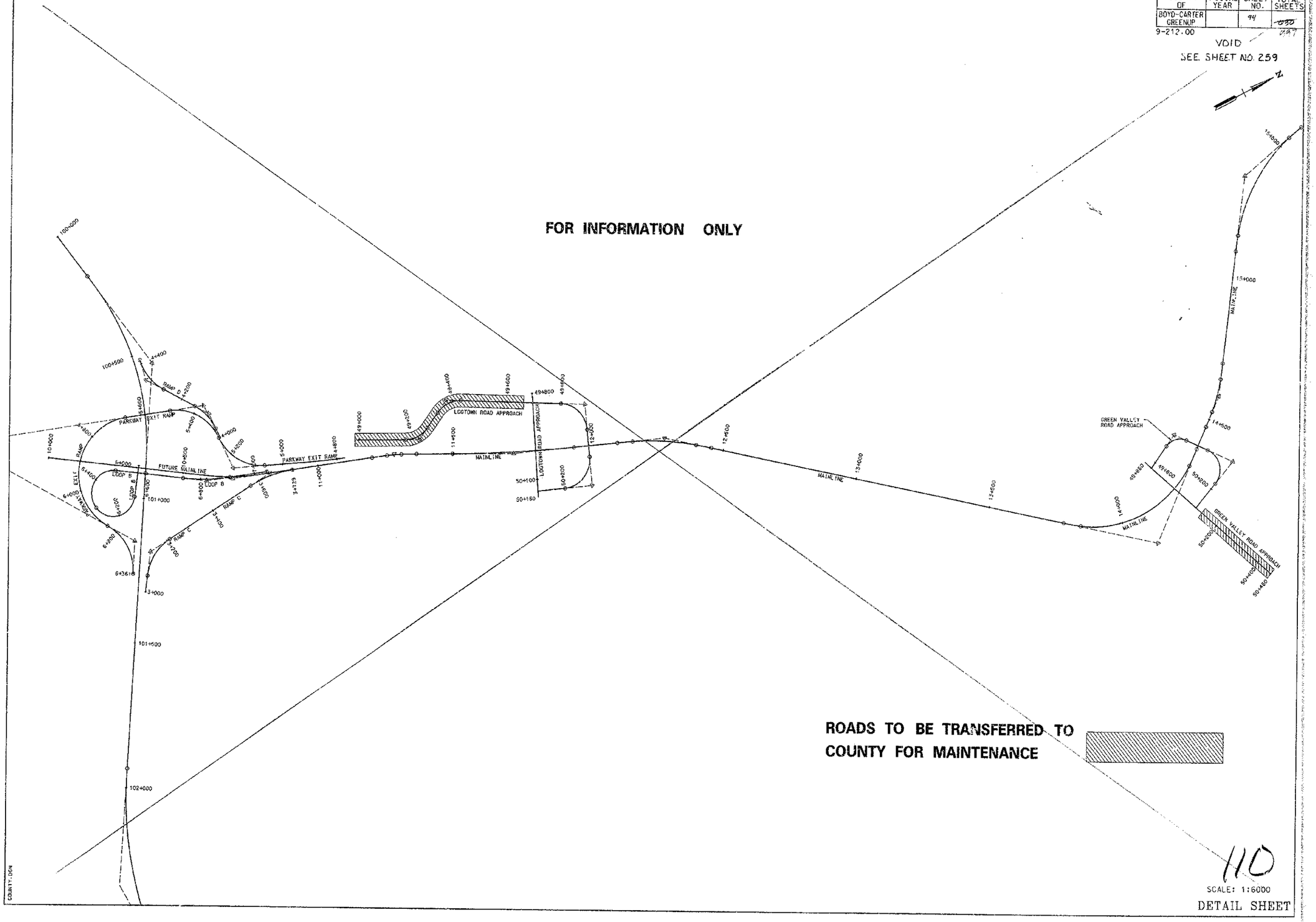
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		94	~~930~~ 259

9-212.00

VOID

SEE SHEET NO. 259

FOR INFORMATION ONLY



ROADS TO BE TRANSFERRED TO COUNTY FOR MAINTENANCE

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

COUNTY-004

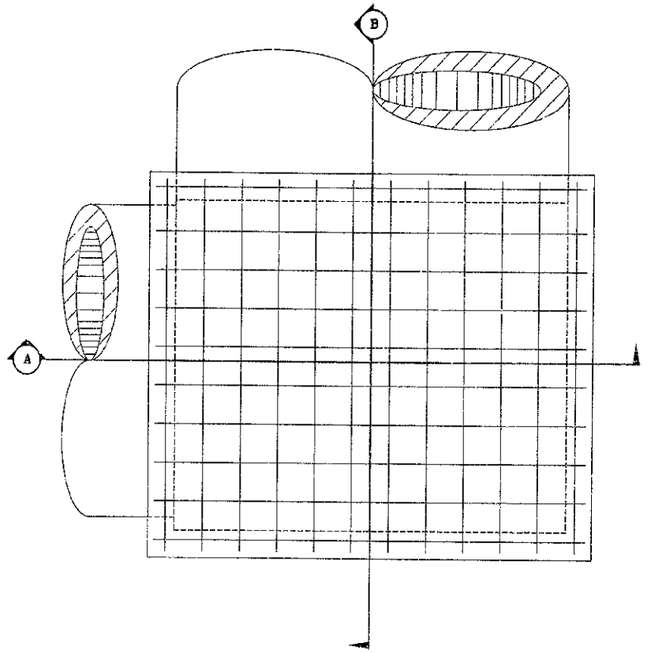
110

SCALE: 1:6000

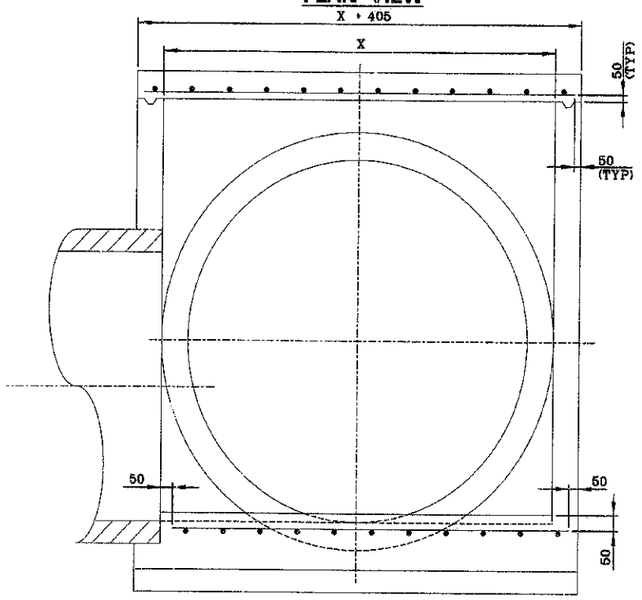
DETAIL SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		95	~~103~~ 97

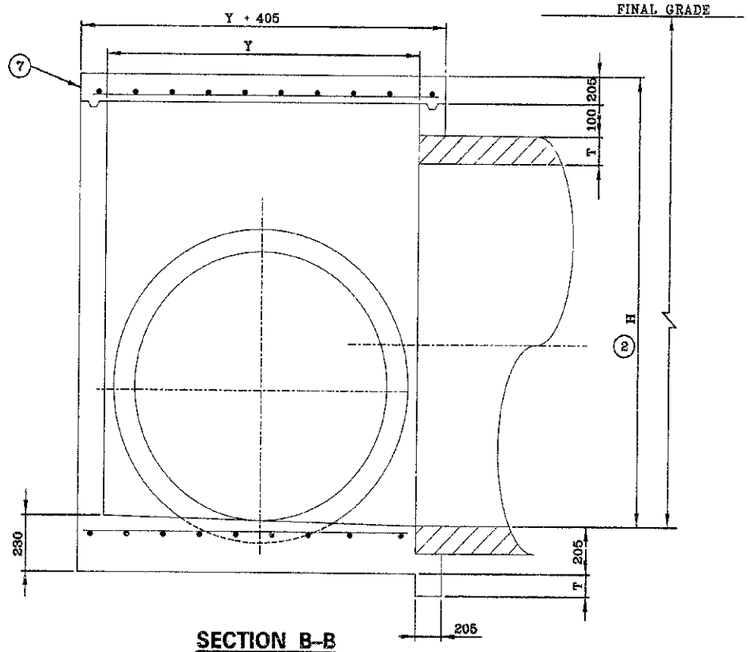
ITEM 9-212.00



PLAN VIEW



SECTION A-A



SECTION B-B

NOTES

1. THE CONTRACT UNIT PRICE EACH SHALL INCLUDE PAYMENT IN FULL FOR ALL MATERIALS, EXCAVATION, LABOR AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.
2. H-D + T + 305 MM FOR THE LARGEST PIPE INVOLVED.
3. STEEL REINFORCEMENT SHALL BE NO. 13 BARS PLACED 150 MM O.C. SPECIAL JUNCTION BOXES SHALL REQUIRE REINFORCEMENT IN TOP AND BOTTOM SLABS OF BOX. THE QUANTITY OF REINFORCEMENT REQUIRED FOR THESES BOXES SHALL BE TWICE THE QUANTITY SHOWN ON STD. DWG. RDX-002-02 FOR THE BOX REQUIRED.
4. SEE CURRENT STD. DWG. RDX-002-02 FOR DIMENSIONS AND QUANTITIES.
5. FOR THIS APPLICATION THE "X" DIMENSION IS ASSUMED TO BE EQUAL TO OR GREATER THAN THE "Y" DIMENSION.
6. THE BOX SIZE NUMBER TO BE SHOWN ON THE PLANS SHALL BE DETERMINED BY THE LARGEST PIPE IN THE "X" OR "Y" DIMENSION.
7. TO ELIMINATE FORM REMOVAL, THE TOP SHALL BE PRECAST.
8. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: PKEPL

6-93
FORM NO. 2m

J63X.004

SCALE: 1:500

SPECIAL JUNCTION BOX DETAIL SHEET

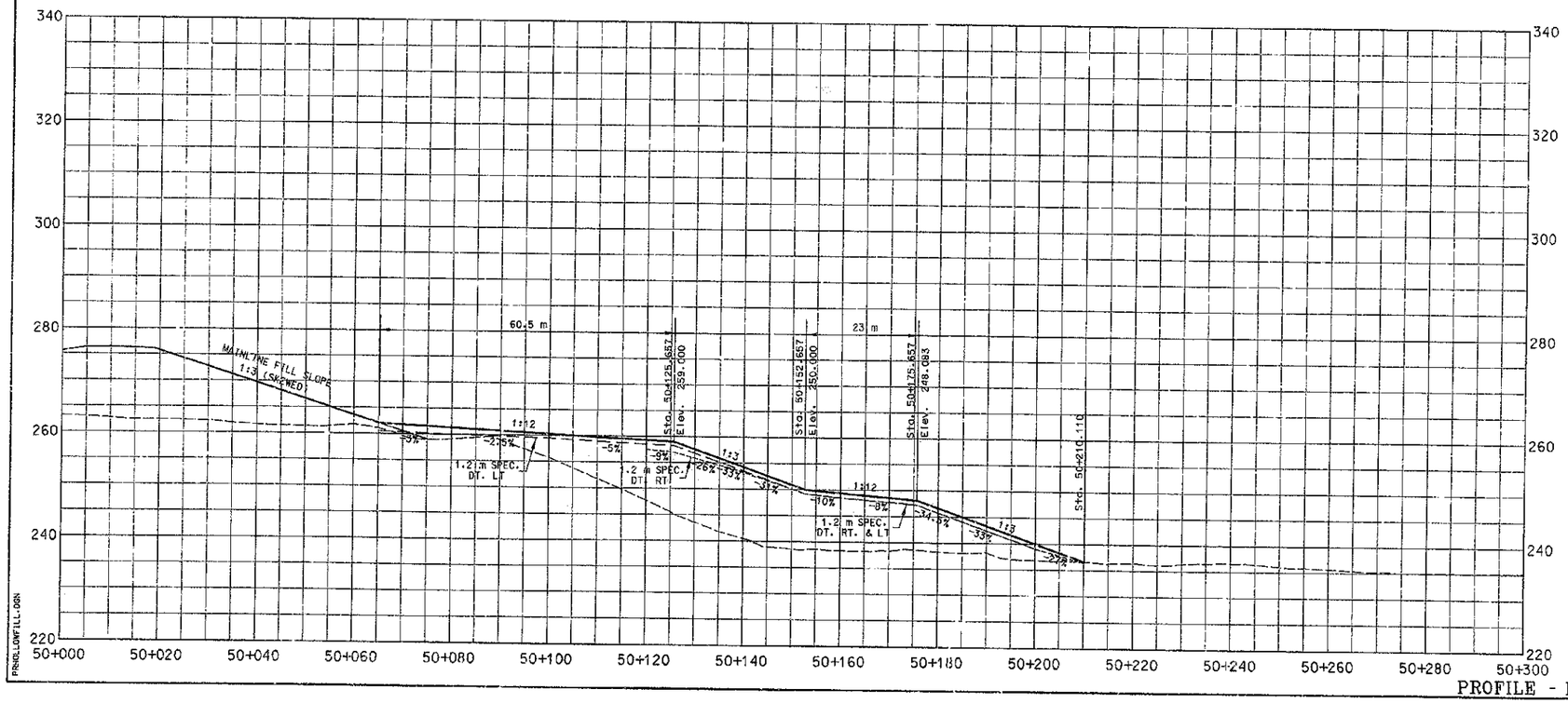
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		96	~~95~~ 297

9-212.00

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m



PROFILE - HOLLOW FILL AT M.L. STA. 13+200 RT.

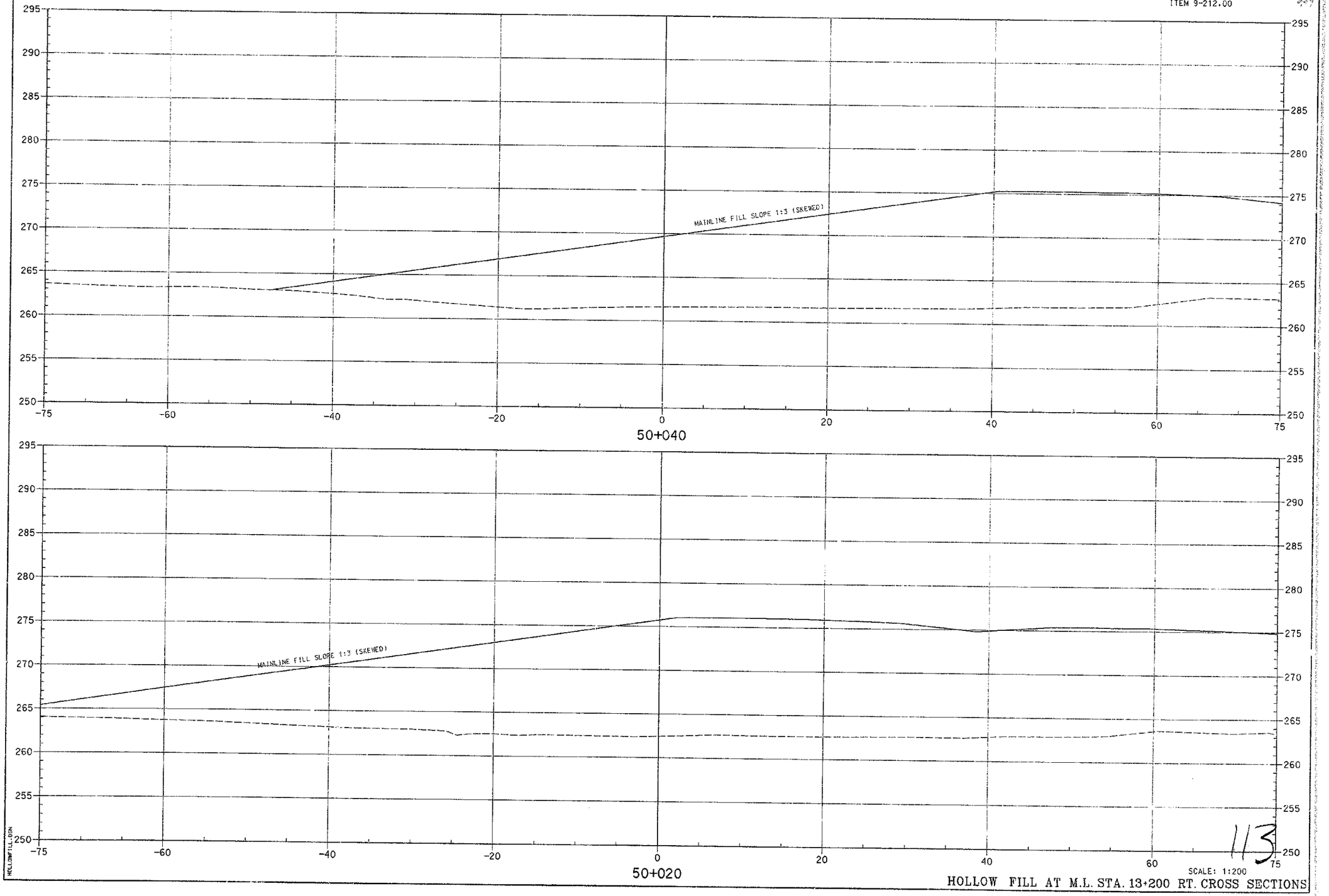
112

SCALE: 1:500 HORIZ.
1:500 VERT.

PROFILOWFILL.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		97	115

ITEM 9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-2L

6-93
FORM NO. 2m

HOLLOWFILL.DGN

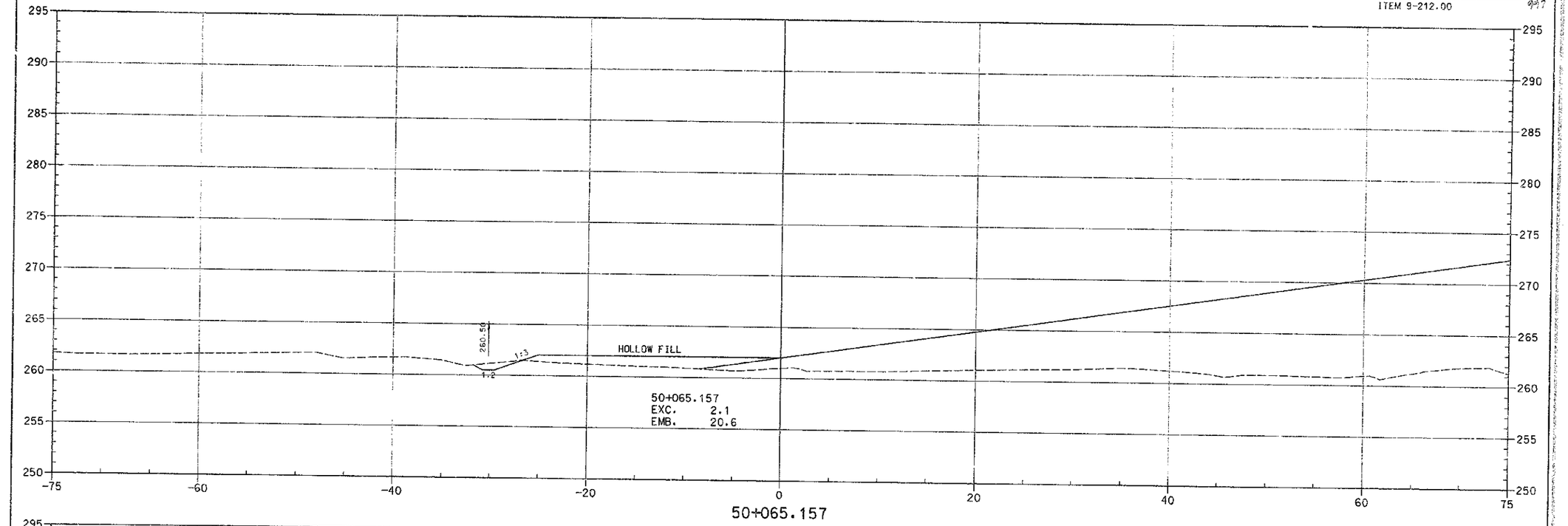
113

SCALE: 1:200

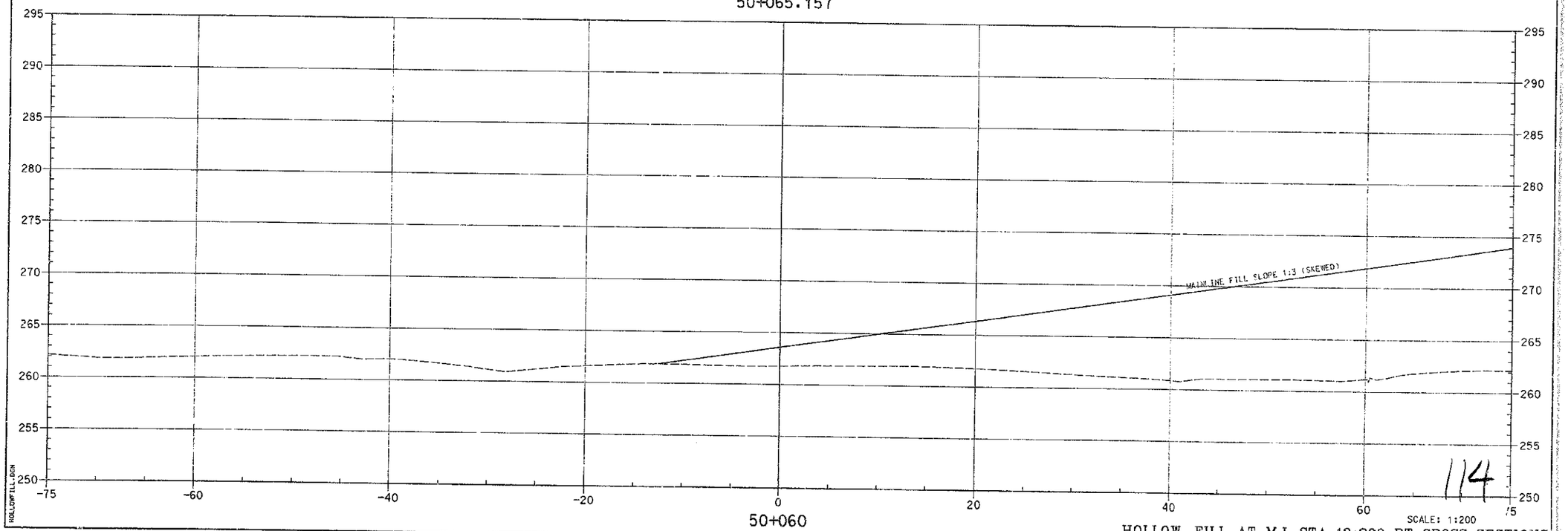
HOLLOW FILL AT M.L. STA. 13+200 RT. CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		98	~~95~~ 97

ITEM 9-212.00



50+065.157



50+060

SCALE: 1:200

HOLLOW FILL AT M.L. STA. 13+200 RT. CROSS SECTIONS

114

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

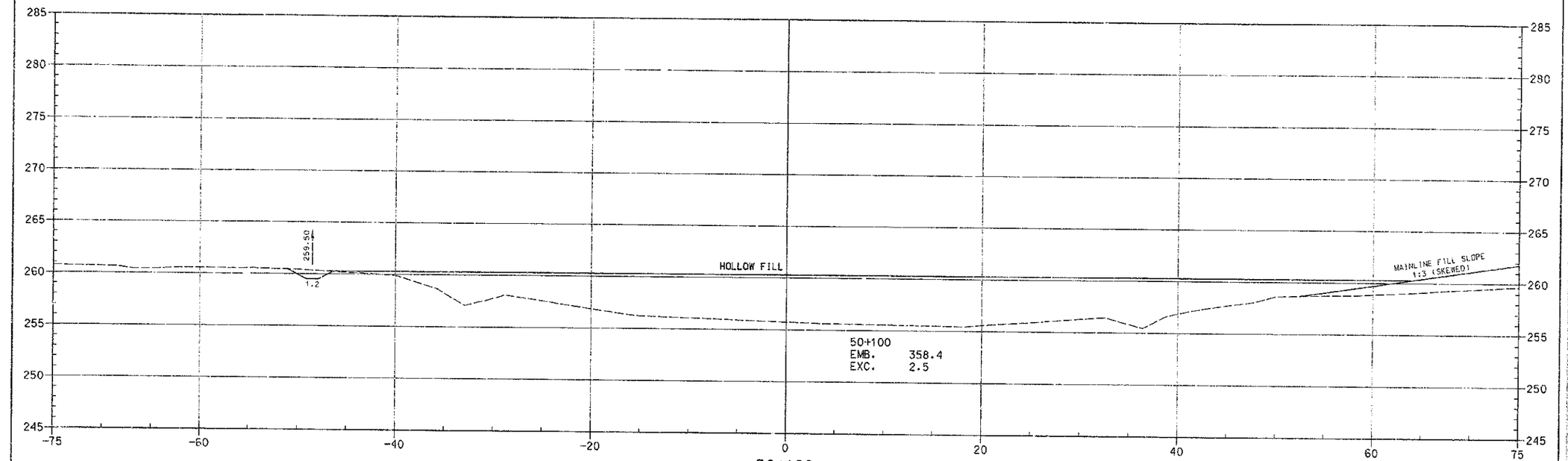
Cell Library: PEC-GD.CEL
Cell Name: KY-PL

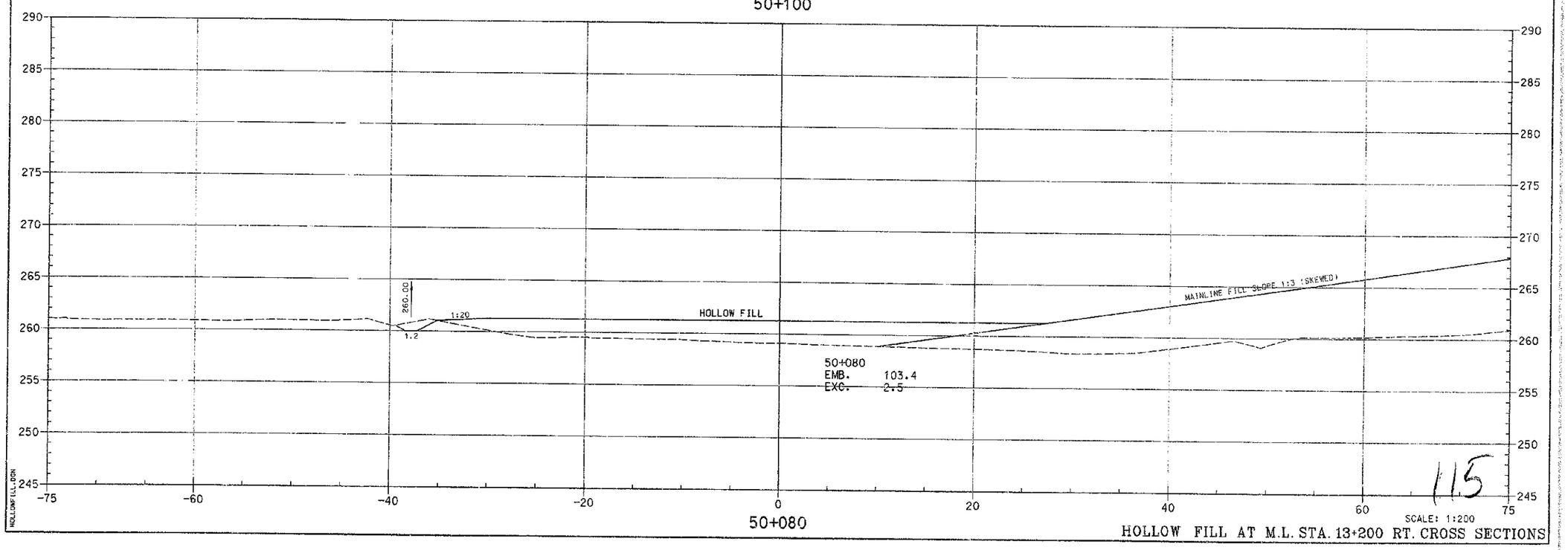
G-93
FORM NO. 2m

HOLLOWFILL.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		99	~~100~~ 97

ITEM 9-212.00





SCALE: 1:200

HOLLOW FILL AT M.L. STA. 13+200 RT. CROSS SECTIONS

115

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

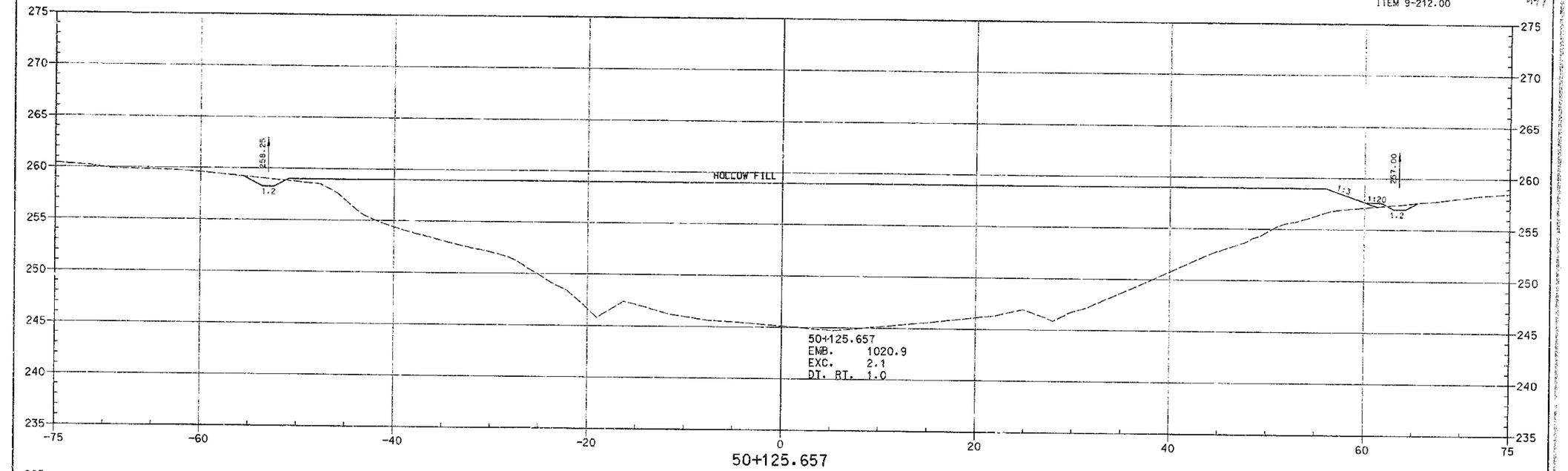
Cell Library: PRC-3D.CEL
Cell Name: KY-PL

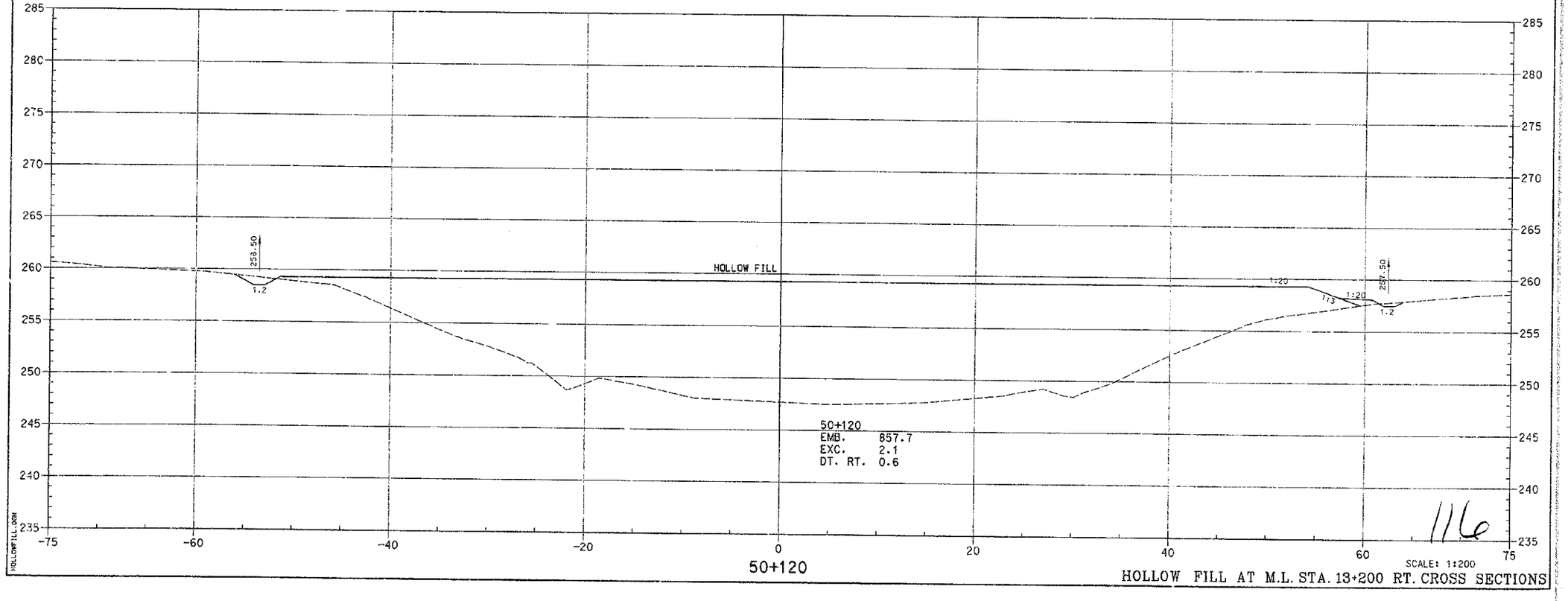
6-93
FORM NO. 2m

HOLLOWFILL.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		100	177

ITEM 9-212.00





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library PEC-SD.CEL
Cell Name KY-FL

6-93
FORM NO. 2m

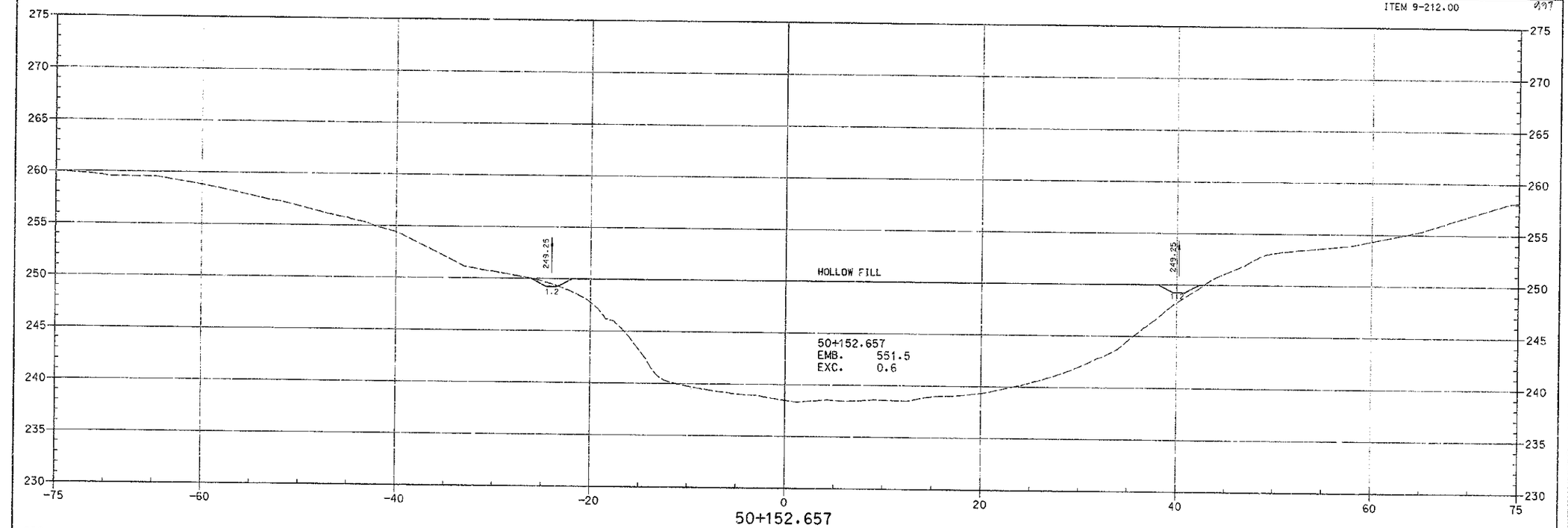
116

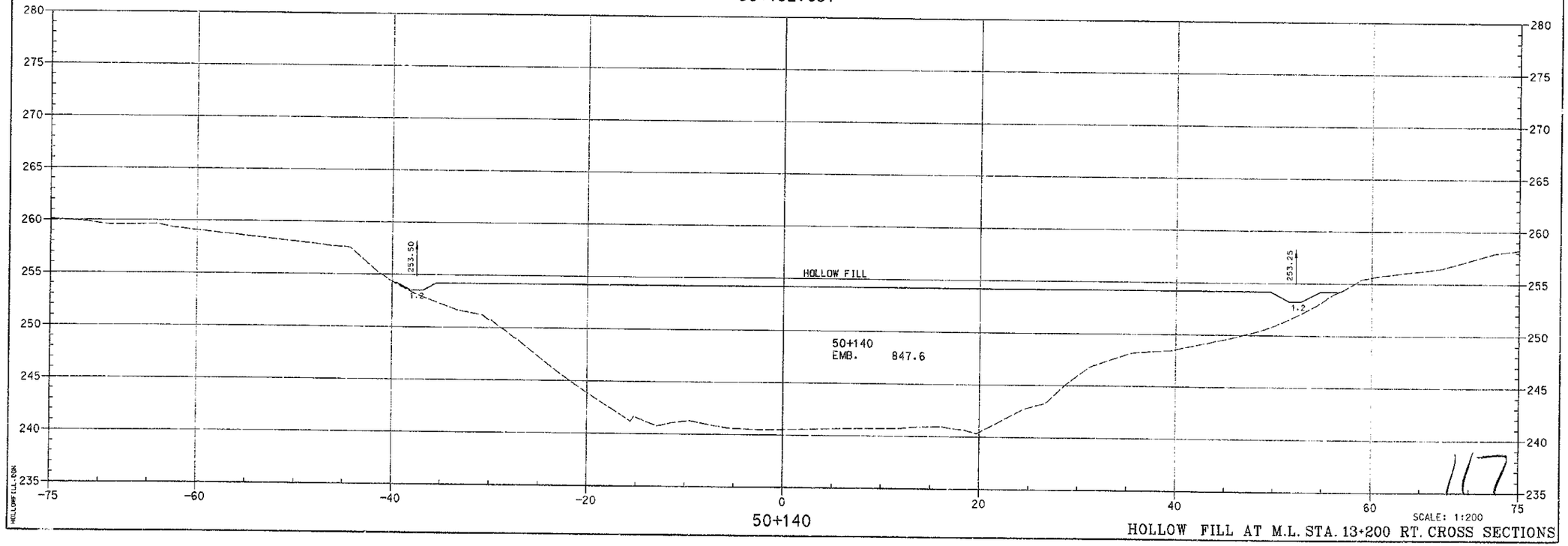
SCALE: 1:200

HOLLOW FILL AT M.L. STA. 13+200 RT. CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		101	697

ITEM 9-212.00





HOLLOW FILL AT M.L. STA. 13+200 RT. CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

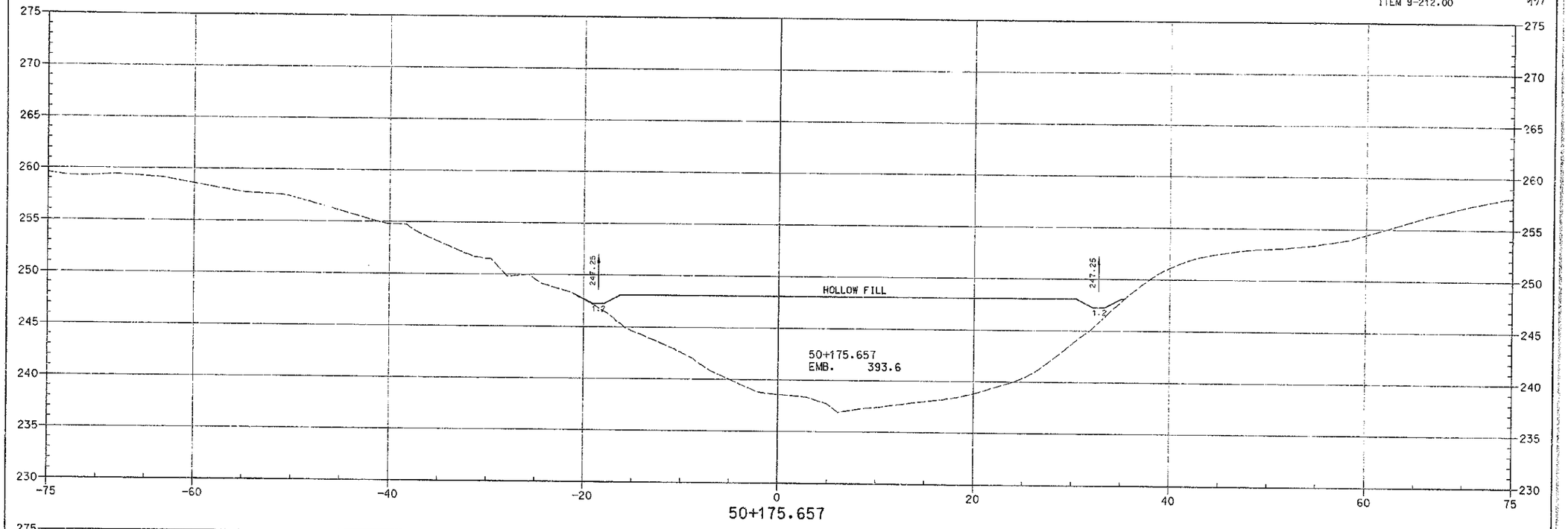
HOLLOWFILL.DGN

117

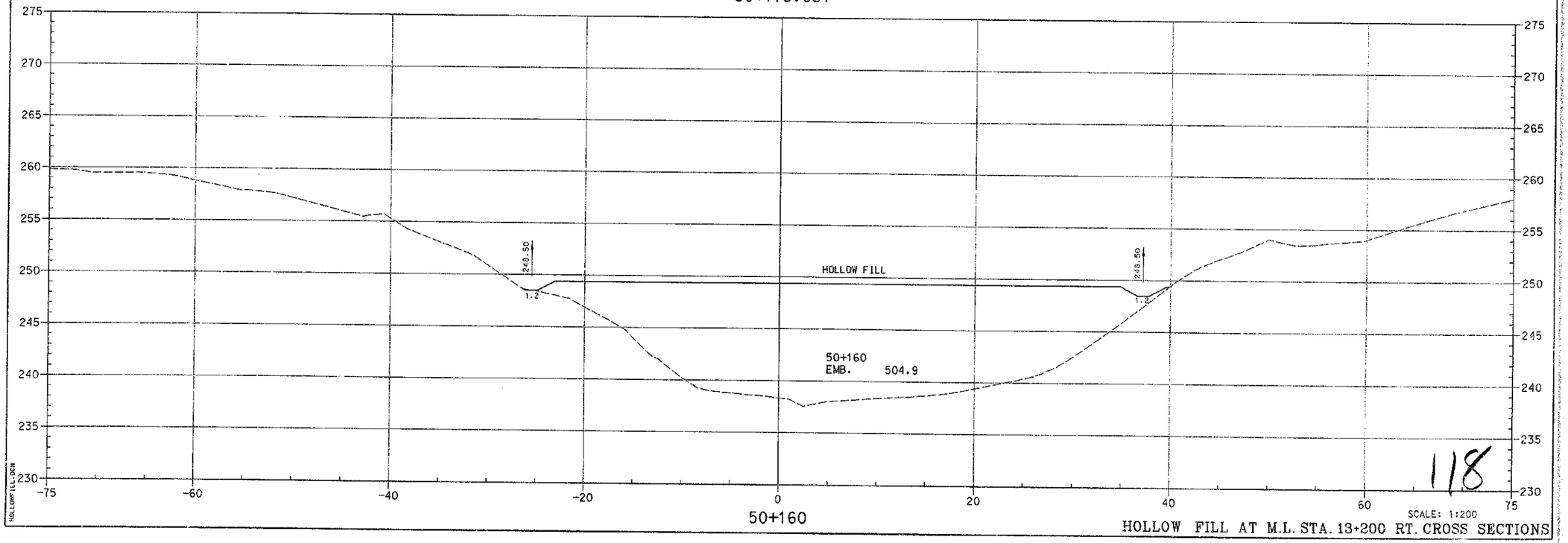
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		102	430

ITEM 9-212.00

497



50+175.657



50+160

SCALE: 1:200

HOLLOW FILL AT M.L. STA. 13+200 RT. CROSS SECTIONS

118

PREPARED BY _____ DATE _____

CHECKED BY _____ DATE _____

APPROVED BY _____ DATE _____

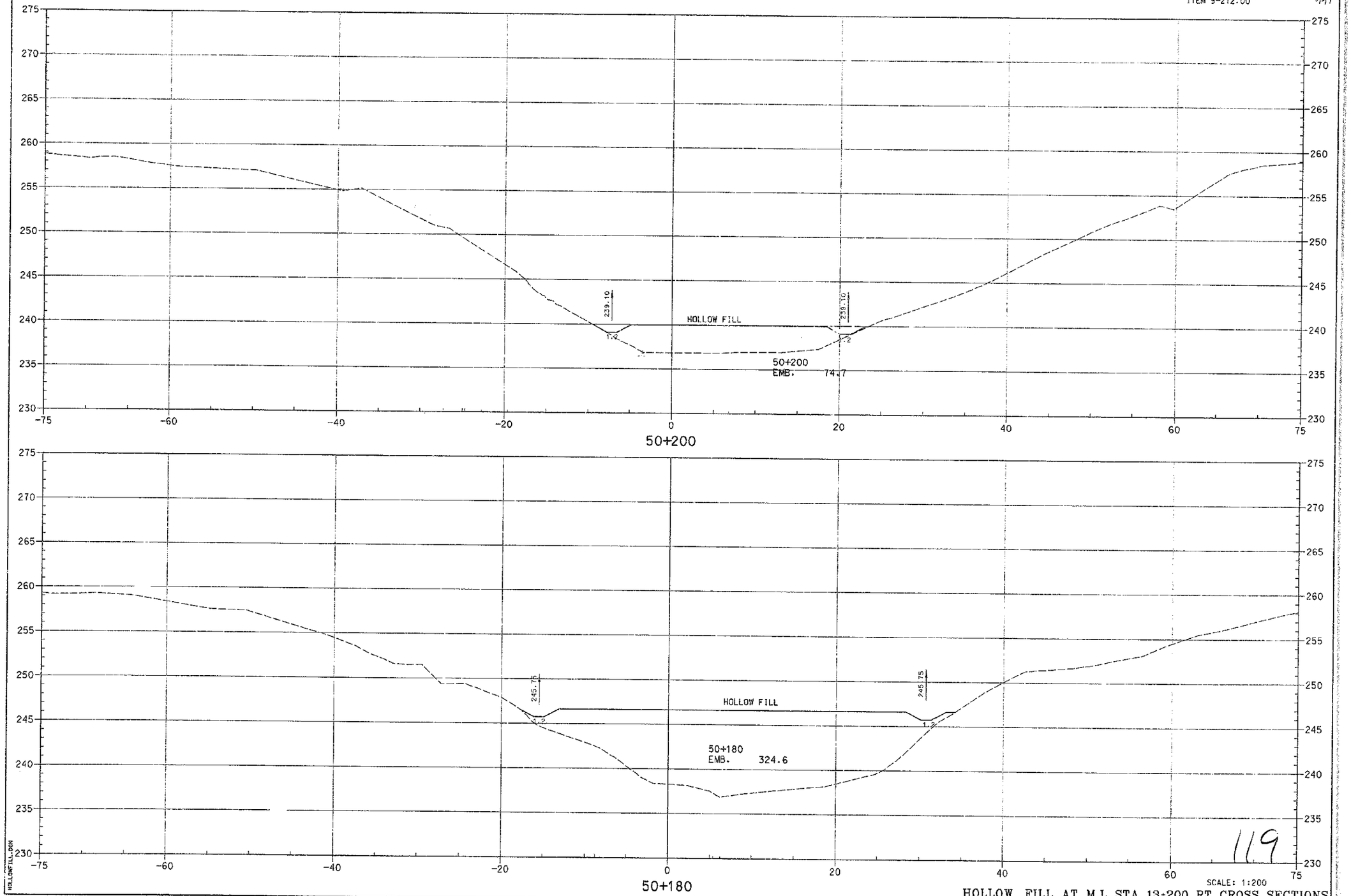
Cell Library: PSC-3D.CEL
Cell Name: KY-FL

6-93
FORM NO. 2m

HOLLOWFILL.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		103	685

ITEM 9-212.00 247



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: ICY-PL

6-93
FORM NO. 2m

HOLLOWFILL.DGN

119

SCALE: 1:200

HOLLOW FILL AT M.L. STA. 13+200 RT. CROSS SECTIONS

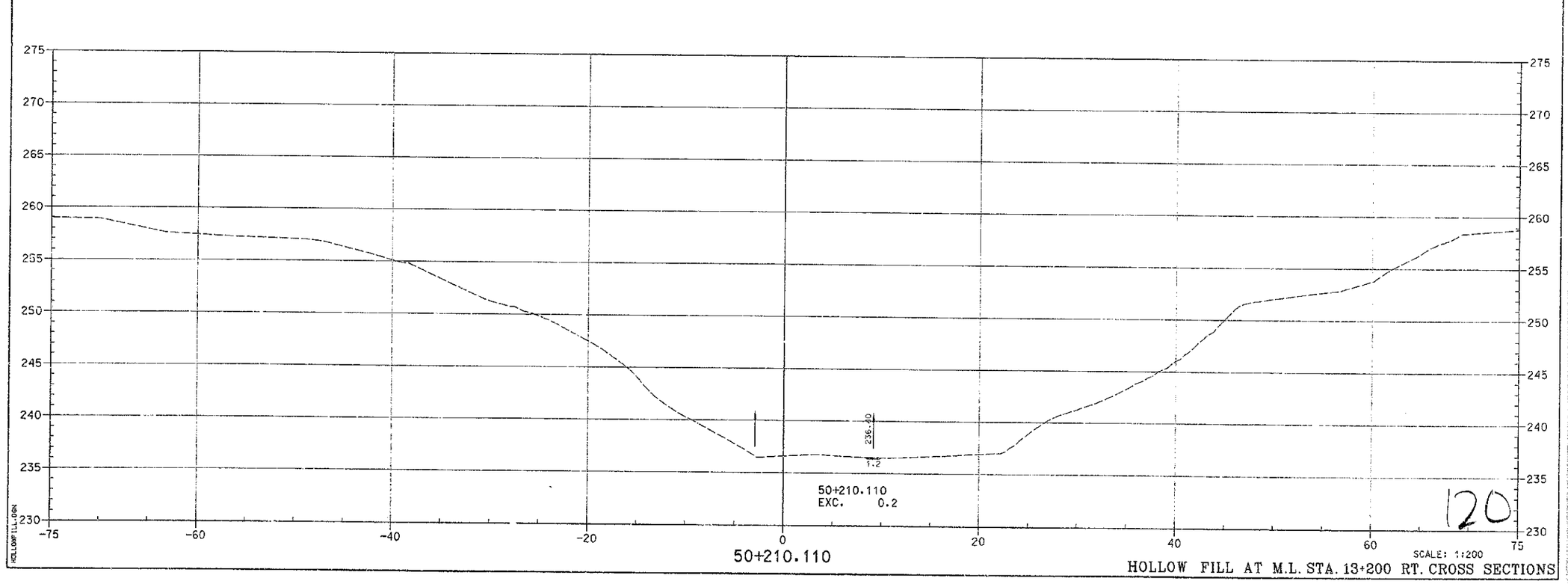
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		101	330

ITEM 9-212.00 2,71

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: XT-PL

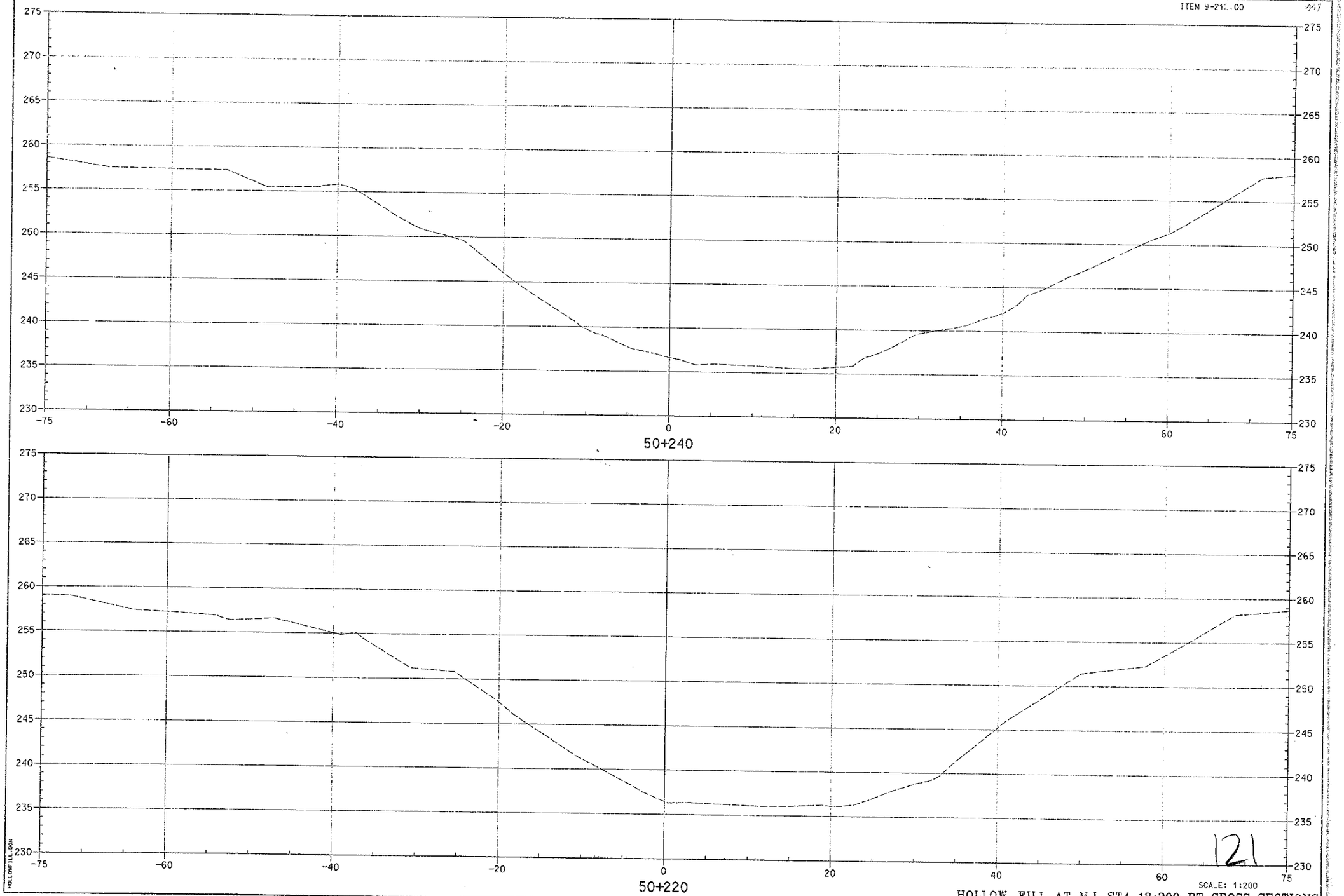
6-93
FORM NO. 2m



HOLLOW FILL AT M.L. STA. 13+200 RT. CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		105	488

ITEM 9-212.00



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HOLLOWFILL.DGN

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

HOLLOW FILL AT M.L. STA. 13+200 RT. CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		100	680

9-212.00

SIGNING SPECIFICATION NOTES

THE FOLLOWING PUBLICATIONS ARE APPLICABLE TO THE WORK DESCRIBED HEREIN:

KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. STANDARD HIGHWAY SIGNS -- FEDERAL HIGHWAY ADMINISTRATION. JOINT COMMITTEE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS -- FEDERAL HIGHWAY ADMINISTRATION. (CURRENT EDITION).

SCOPE OF WORK

TO FURNISH, FABRICATE AND ERECT IN PLACE ALL MATERIALS NECESSARY TO FORM COMPLETED SIGNS AS INDICATED AT LOCATIONS DESCRIBED ELSEWHERE IN THESE PLANS.

GENERAL NOTES

SIGN BASE MATERIAL

ALTERNATE A:

PANEL SIGNS ARE TO BE FABRICATED FROM 304.80 MM WIDE ALUMINUM EXTRUSIONS AND, WHERE NOTED, COMPATIBLE 152.40 MM WIDE ALUMINUM EXTRUSIONS. WHEN A 152.40 MM EXTRUSION IS SPECIFIED, IT SHALL BE USED AS THE BOTTOM PANEL OF THE SIGN. TYPICAL CROSS-SECTIONS AND MINIMUM WEIGHTS PER FOOT ARE SHOWN ON THE MISCELLANEOUS DETAIL SHEET. COMPATIBLE SIDE EXTRUSIONS SHALL BE USED ON ALL SIGN EDGES. ALUMINUM MATERIAL FOR ALL EXTRUSIONS SHALL BE ALLOY 6063-T6 ASTM B221. ALL PORTIONS OF EXTRUSIONS WHICH ARE TO COMPOSE THE SIGN FACE SHALL BE PREPARED TO RECEIVE RETROFLECTIVE BACKGROUND MATERIAL ACCORDING TO THE EXTRUSION AND RETROFLECTIVE MATERIAL MANUFACTURER'S RECOMMENDATIONS. ALL REMAINING PORTIONS OF EXTRUSIONS (FRONT AND BACK) AND SIDE EXTRUSIONS ARE TO HAVE A SOFT MATTE FINISH.

SHEET SIGNS ARE TO BE FABRICATED FROM SHEET ALUMINUM OF ALLOY 5052-H38 (ASTM B209), AND SHALL BE THE SIZE, SHAPE AND THICKNESS SPECIFIED. THE SIDE OF THE SHEET TO BE USED AS THE SIGN FACE SHALL BE PREPARED TO RECEIVE RETROFLECTIVE BACKGROUND MATERIAL ACCORDING TO THE ALUMINUM SHEET AND RETROFLECTIVE MATERIAL MANUFACTURER'S RECOMMENDATIONS.

ALTERNATE B:

PANEL SIGNS ARE TO BE FABRICATED FROM 152.40 MM WIDE, TWENTY (20) GAUGE STEEL PANELS. TYPICAL CROSS-SECTIONS ARE SHOWN ON THE MISCELLANEOUS DETAIL SHEET. PANELS ARE TO BE BOLTED TOGETHER EVERY 609.60 MM USING 114.30 MM DIAMETER BY 228.60 MM LONG FULLY THREADED HEX BOLTS, WITH CAREFUL ATTENTION TO ALIGNMENT OF PANEL FACES AND ENDS. THE FIRST SLOT IS TO BE 152.40 MM FROM THE END. COMPATIBLE STEEL SIDE MOLDINGS OF THE SAME GAUGE AS THE PANEL SHALL BE USED ON ALL SIGN EDGES. MOLDINGS ARE TO BE FASTENED AT TOP AND BOTTOM WITH NON-CORROSIVE SCREWS AND ADDITIONALLY EQUALLY SPACED AS REQUIRED TO PROVIDE A MAXIMUM SPACING OF 1.828 M BETWEEN SCREWS. STEEL FOR PANELS AND MOLDINGS SHALL CONFORM TO ASTM A-446, GRADE A.

SHEET SIGNS SHALL BE FABRICATED FROM TWELVE (12) GAUGE STEEL SHEETS AND SHALL CONFORM TO ASTM A446, GRADE A, AND BE OF THE SIZE AND SHAPE SPECIFIED.

PANEL, SIDE MOLDINGS AND SHEET SIGNS SHALL BE GALVANIZED AFTER COMPLETION OF ALL CUTTING, PUNCHING, AND DRILLING. THE GALVANIZING SHALL BE 616.30 GRAMS PER SQUARE METER, EXTRA SMOOTH, MINIMUM SPANGLE, IN ACCORDANCE WITH ASTM A123 OR ASTM A525. PORTIONS OF PANELS AND STEEL SHEETS WHICH ARE TO RECEIVE RETROFLECTIVE BACKGROUND MATERIAL SHALL BE COATED WITH A LIGHT, TIGHT, PHOSPHATE COATING OF 1.087 GRAMS PER SQUARE METER.

SIGN MATERIALS

~~BACK~~GROUND MATERIAL FOR SIGN FACES IS TO BE OF THE COLOR SPECIFIED AND VISUALLY IN ACCORDANCE WITH STANDARD INTERSTATE COLORS. THIS MATERIAL (EXCEPT BLACK PORTIONS) SHALL BE RETROFLECTORIZED AND MUST MEET TYPE III CLASS 'I' REQUIREMENTS OF SECTION 830 OF THE STANDARD SPECIFICATIONS.

ALL RETROFLECTIVE MATERIALS SHALL BE FABRICATED AND ASSEMBLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATION AND/OR RECOMMENDATIONS.

LETTERS, SYMBOLS, AND BORDERS FOR PANEL SIGNS SHALL MEET REQUIREMENTS OF SECTION 830 OF THE STANDARD SPECIFICATIONS FOR TYPE III , CLASS 'I' AND SHALL CONSIST OF:

RETROFLECTIVE SHEETING HAVING AN INTEGRAL AIR CAVITY BETWEEN THE FRONT SURFACE AND THE OPTICAL ELEMENTS, MOUNTED ON AND FULLY COVERING ALUMINUM BASE COPY STOCK NOT OTHERWISE EMBOSSED OR CRIMPED BUT HAVING SUFFICIENT THICKNESS AND RIGIDITY TO PREVENT WARPING WHEN MOUNTED OR FASTENED TO THE SIGN PANEL.

ALL ATTACHMENTS OF REMOVABLE COPY TO SIGN FACES SHALL BE MADE WITH 'POP' FASTENERS ('POP' RIVETS). 'POP' RIVETS SHALL BE OF THE PROTRUDING HEAD TYPE. BOTH THE RIVET AND MANDREL SHALL BE CORROSION RESISTANT TO THE MATERIAL IN WHICH INSERTED. COPY SHALL BE AFFIXED WITH A MINIMUM SIZE OF 3.23 MM DIAMETER 'POP' FASTENER, LENGTH AS NECESSARY TO PROPERLY APPLY COPY IN A WORKMANLIKE MANNER. PANEL OVERLAY SECTIONS SHALL BE AFFIXED WITH A 'POP' FASTENER WITH A MINIMUM DIAMETER 4.76 MM, LENGTH AS NECESSARY TO PROPERLY APPLY THE OVERLAY IN A WORKMANLIKE MANNER. ALL RIVETS SHALL BE APPROVED BY THE ENGINEER PRIOR TO COMMENCING WORK ON THE PROJECT.

ROUTE MARKERS, FOR PANEL SIGN MOUNTING ONLY, ARE TO BE A RETROFLECTORIZED WHITE CUT-OUT OF THE DISTINCTIVE U.S. SHIELD OR KY. ROUND SHAPE, OMITTING THE BLACK BACKGROUND OF THE STANDARD RECTANGULAR SHAPES. BORDERS ARE NOT TO BE USED ON THE CUT-OUT SHAPES AND THEIR DIMENSIONS ARE TO BE AS SHOWN IN THE INTERSTATE MANUAL. ROUTE MARKERS ARE TO BE SPACED EVENLY ACROSS THE PANEL SIGN FACE.

ROUTE MARKERS FOR PANEL SIGNS SHALL MEET THE REQUIREMENTS OF SECTION 830 OF THE STANDARD SPECIFICATIONS FOR TYPE III , CLASS 'I', AND SHALL CONSIST OF RETROFLECTIVE SHEETING HAVING AN INTEGRAL AIR CAVITY BETWEEN THE FRONT SURFACE AND THE OPTICAL ELEMENTS, MOUNTED ON AND FULLY COVERING ALUMINUM BASE COPY STOCK NOT OTHERWISE EMBOSSED OR CRIMPED, BUT HAVING A MINIMUM THICKNESS OF 2.03 MM.

DESTINATION-DIRECTION SIGNS ARE TO BE OF THE SIZES INDICATED. THEY SHALL HAVE SILVER/WHITE LETTERS, SYMBOLS, AND BORDERS WHICH MEET THE REQUIREMENTS OF SECTION 830 OF THE STANDARD SPECIFICATION FOR TYPE III , CLASS 'I' MATERIALS. LETTERS SHALL BE SERIES 'D' OF THE SIZE INDICATED. ARROWS ARE TO BE 152.40 MM WIDE BY 228.600 MM LONG UNLESS OTHERWISE NOTED. (SHEETING SIGNS ONLY.)

SIGN MESSAGES SHOWN ARE ULTIMATE MESSAGES. DUE TO PARTIAL CONSTRUCTION, IT MAY BE NECESSARY TO MAKE CHANGES IN SOME OF THESE MESSAGES. THESE CHANGES WILL BE DETERMINED BY STATE FORCES. SHOULD A SIGN CHANGE BE DETERMINED BEFORE THE SIGN IS INSTALLED, THE ULTIMATE MESSAGE COPY WILL BE STORED ON THE PROJECT BY THE CONTRACTOR. SHOULD A SIGN CHANGE BE DETERMINED AFTER INSTALLATION, STATE FORCES WILL REMOVE THE ULTIMATE MESSAGE. COPY WILL BE STORED BY THE STATE UNTIL APPLICABLE, AT WHICH TIME IT WILL BE INSTALLED BY STATE FORCES. ANY COPY NEEDED FOR A TEMPORARY MESSAGE WILL BE SUPPLIED AND INSTALLED BY THE STATE.

HARDWARE:

ALL HARDWARE FOR THE ASSEMBLY OF PANEL SIGNS AND THE ATTACHMENT OF THESE SIGNS TO THEIR SUPPORTS SHALL BE AS RECOMMENDED BY THE PANEL MANUFACTURER. PLACEMENT OF POST CLIPS SHALL BE AS SHOWN ON THE MISCELLANEOUS DETAIL SHEET.

ALL HARDWARE FOR THE ERECTION OF SHEETING SIGNS SHALL BE CADMIUM PLATED (ASTM A-165), STEEL (ASTM A-307).

GROUND-MOUNTED SIGN SUPPORTS

GENERAL:

ALL SIGNS SHALL BE POSITIONED AS SHOWN ON THE POSITIONING DETAIL SHEET. ALL BEAMS AND POSTS SHALL BE OF SUFFICIENT LENGTHS TO EXTEND FROM THE TOP OF THE SIGN TO THE REQUIRED BASE EMBEDMENT.

BEAMS:

ALL BEAMS SHALL BE EITHER TYPE 'A' (STANDARD BEAM INSTALLATION) OR TYPE 'B' (BREAK-A-WAY BEAM INSTALLATION). TYPE 'A' BEAMS ARE SHOWN ON THE MISCELLANEOUS DETAIL SHEET AND TYPE 'B' BEAMS ARE SHOWN ON THE BREAK-A-WAY BEAM DETAIL SHEET. THE TYPE AND SIZE OF BEAM TO BE USED SHALL BE INDICATED FOR EACH PANEL SIGN ON THE SIGN DETAIL SHEETS. BOTH TYPE 'A' AND TYPE 'B' BEAMS ARE TO BE EMBEDDED IN CONCRETE TO A DEPTH EQUAL TO THE DIMENSION 'A' SHOWN FOR EACH SIGN ON THE DETAIL SHEETS.

TYPE 'A' BEAM ALTERNATES:

ALTERNATE I: BEAMS SHALL BE A-36 STEEL GALVANIZED IN ACCORDANCE WITH ASTM A-123, CURRENT EDITION.

ALTERNATE II: BEAMS SHALL BE OF 6061-T6 ALUMINUM (ASTM B221). WHEN ALUMINUM BEAM SIZE IS NOT INDICATED, ALTERNATE I SHALL BE USED.

TYPE 'B' BEAMS:

SPECIFICATIONS FOR TYPE 'B' BEAMS ARE LISTED ON THE BREAK-A-WAY BEAM DETAIL SHEET.

STEEL POSTS:

ALL STEEL POSTS SHALL MEET THE REQUIREMENTS OF SECTION 832 OF THE STANDARD SPECIFICATIONS.

MILEPOST MARKERS

MILEPOST MARKERS SHALL CONFORM TO THE GENERAL REQUIREMENTS SET FORTH IN SECTION 2F-39 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. ADDITIONAL REQUIREMENTS ARE GIVEN ON THE POSITIONING DETAIL SHEET.

SIGN PANELS ARE TO BE FABRICATED FROM 0.080 GAUGE ALUMINUM ALLOY 5052-H38 SHEET ASTM B209, AND SHALL BE PROPERLY PREPARED TO RECEIVE THE RETROFLECTIVE BACKGROUND MATERIAL ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS. DIMENSIONS FOR ONE, TWO, AND THREE DIGIT SIGNS ARE SHOWN ON THE POSITIONING DETAIL SHEET.

BACKGROUND MATERIAL SHALL BE STANDARD INTERSTATE GREEN IN COLOR AND SHALL BE RETROFLECTORIZED. COPY IS TO BE SILVER/WHITE RETROFLECTORIZED, 254.00 SERIES 'C' NUMERALS OF THE CUT-OUT, NON-REMOVABLE TYPE. BOTH BACKGROUND AND COPY MATERIAL MUST MEET TYPE III , CLASS 'I' REQUIREMENTS OF SECTION 830 OF THE STANDARD SPECIFICATIONS.

POSTS USED FOR THE MOUNTING OF MILE MARKERS SHALL BE TYPE II POSTS CONFORMING TO SECTION 832 OF THE STANDARD SPECIFICATIONS.

MINIMUM LENGTHS OF POST SHALL BE 3048.00 MM WHEN USED WITH ONE DIGIT MARKER, 3352.80 MM WITH TWO DIGIT MARKER, AND 3657.60 MM WITH THREE DIGIT MARKER. POSTS SHALL BE DRIVEN AND SIGN PANELS MOUNTED TO MAINTAIN 1219.20 MM VERTICAL CLEARANCE FROM ELEVATION OF NEAREST EDGE OF ROADWAY PAVEMENT TO BOTTOM OF SIGN FACE.

METRIC

NOTES1.DGN

12R

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		107	630

9-212.00

SIGNING SPECIFICATION NOTES

FLEXIBLE DELINEATORS

THE FLEXIBLE DELINEATOR POST SHALL BE AS DESCRIBED IN SECTION 850 OF THE STANDARD SPECIFICATIONS AND INSTALLED AS DIRECTED BY THE MANUFACTURER INSTRUCTIONS. THE REFLECTIVE MATERIAL SHALL MEET THE REQUIREMENTS OF TYPE C, CLASS 1 AS DESCRIBED IN SECTION 830 OF THE STANDARD SPECIFICATIONS.

THEY SHALL BE ERECTED IN SUCH A MANNER THAT THE TOP OF THE REFLECTIVE UNIT SHALL BE 1200 MM ABOVE THE GRADE OF THE PAVEMENT EDGE. THE COLOR OF DELINEATORS SHALL IN ALL CASES CONFORM TO THE COLOR OF EDGELINES STIPULATED. DELINEATORS SHALL ONLY BE ERECTED ON THE HORIZONTAL CURVES ON THE RIGHT SIDE OF THE MAINLINE OF EXPRESSWAY AND FREEWAY ROADWAYS AND ON AT LEAST ONE SIDE OF INTERCHANGE RAMPS WHETHER OR NOT FIXED SOURCE LIGHTING IS INSTALLED. NO DELINEATORS SHALL BE ERECTED ON THE TANGENT SECTIONS ON THE MAINLINE OF EXPRESSWAYS AND FREEWAYS. DELINEATORS SHOULD BE ERECTED AT 30 M INTERVALS ALONG ACCELERATION AND DECELERATION LANES. THE SPACING OF THE DELINEATORS ON THE HORIZONTAL CURVES SHALL BE BASED ON THE TABLE AND FORMULA SHOWN ON THE POSITIONING DETAIL SHEET. DELINEATORS AT INTERCHANGE RAMPS SHALL BE SPACED AT A MAXIMUM OF 30 M.

INTERCHANGE RAMP DESIGN IS SUFFICIENTLY VARIED THAT NO SINGLE DELINEATOR SPACING CAN FIT EVERY SITUATION; THEREFORE, THE TYPICAL DELINEATION AND SPACING VALUE TABLE SHOWN ON THE POSITIONING DETAIL SHEET AND SECTIONS 3D-4 AND 3D-5 OF THE 1988 MUTCD SHOULD BE EMPLOYED AS A GUIDE TO DELINEATOR PLACEMENT ON INTERCHANGE ROADWAYS.

LATERAL AND VERTICAL CLEARANCE ARE SHOWN ON THE POSITIONING DETAIL SHEET. INSTALLATION OF DELINEATORS ON CROSSROADS SHALL BE LIMITED TO DECELERATION AND ACCELERATION LANES SERVING MAIN LINE RAMPS.

ALL MEDIAN CROSSOVERS SHALL ALSO BE DELINEATED AS SHOWN IN THE SKETCHES ON THE POSITIONING DETAIL SHEET. THE COST FOR THE TYPE A YELLOW REFLECTORS USED AT THE CROSSOVERS SHALL BE INCIDENTAL TO THE CONTRACT.

SAMPLES, TESTING, ETC.

BEFORE COMMENCING INSTALLATION, THE CONTRACTOR MUST FURNISH TO THE RESIDENT OR PROJECT ENGINEER FOR WRITTEN APPROVAL DRAWINGS, DESCRIPTION, MANUFACTURER'S CUTS, ETC. COVERING ALL MATERIALS TO BE USED. MILL TEST REPORTS FOR I-BEAMS, WIDE FLANGE BEAMS, ALUMINUM OR STEEL PANELS, AND EACH DIFFERENT GAGE OF ALUMINUM OR STEEL SHEETING USED MUST BE SUBMITTED TO THE DIVISION OF CONSTRUCTION AND APPROVED PRIOR TO ERECTION.

MEDIAN CROSSOVER SIGN

THE CONTRACTOR SHALL INSTALL 1200 MM X 1200 MM "NO U TURN" SIGNS (R3-4) AT EACH MEDIAN CROSSOVER. THIS IS TO BE DONE WHETHER ALL NEEDED INSTALLATIONS ARE MENTIONED IN THE FOLLOWING SHEETS OR NOT. ANY ADDITIONAL CHARGES TO THE STATE WILL BE BASED ON UNIT PRICES. AT CROSSOVERS ON MEDIANS 18288 MM WIDE AND UNDER, THE SIGNS SHALL BE MOUNTED PERPENDICULAR TO THE ROADWAY ON THE SAME POSTS IN THE CENTER OF THE MEDIAN, ONE FACING TRAFFIC IN EACH DIRECTION. AT CROSSOVERS ON MEDIANS OVER 18288 MM WIDE, THE SIGNS SHALL BE MOUNTED PERPENDICULAR TO THE ROADWAY ON SEPARATE POSTS AT THE MEDIAN SHOULDER ON THE FAR SIDE OF THE CROSSOVER, ONE FACING TRAFFIC IN EACH DIRECTION.

CONCRETE BASES

ALL CONCRETE BASES SHALL BE OF CLASS 'A' CONCRETE AND SHALL BE AS SHOWN ELSEWHERE IN THESE PLANS. (THIS INCLUDES CONCRETE FOOTINGS FOR OVERHEAD SIGN SUPPORTS.)

EXCAVATION NECESSARY TO CONSTRUCT CONCRETE BASES AND FOOTINGS IS INCIDENTAL TO THE CONSTRUCTION OF THE BASES AND FOOTINGS. THE COST OF SUCH EXCAVATION SHALL BE INCLUDED IN THE UNIT BID PRICE FOR CLASS 'A' CONCRETE FOR SIGNS.

ELECTRICAL CONDUIT, GROUND RODS, ETC. LOCATED IN OVERHEAD SIGN SUPPORT BASES ARE INCIDENTAL TO THE CONSTRUCTION OF THE BASES.

MISCELLANEOUS

RIGHT IS RESERVED TO INSPECT FABRICATION AND ERECTION WORK. AN INSPECTION (DAY AND NIGHT) WILL BE MADE AFTER COMPLETION OF INSTALLATION TO DETERMINE IF THE INTENT OF THE SPECIFICATIONS IS SATISFIED.

GUARDRAIL SHALL BE INSTALLED AT LOCATIONS OF OVERHEAD SIGN STRUCTURES BEFORE CONSTRUCTING CONCRETE BASES.

NEW CONCRETE BASES, SUPPORT BEAMS, ETC. ARE TO BE INSTALLED PRIOR TO DISMANTLING ANY EXISTING SIGN. IF ANY EXISTING SIGNS ARE TO BE OUT OF SERVICE FOR MORE THAN ONE WORK SHIFT, TEMPORARY SIGNING OF THE PROPER COLOR, SHAPE, AND WITH COPY OF SIMILAR CONFIGURATION TO EXISTING SIGNING SHALL BE INSTALLED AT THE SAME APPROXIMATE STATION AS THE OUT-OF-SERVICE SIGN. THE COST OF ANY TEMPORARY SIGNING SO USED SHALL BE INCIDENTAL TO THE COST OF REMOVAL OF EXISTING SIGN SUPPORT BEAMS.

THE REMOVAL OF BEAM SIGN SUPPORTS IS TO BE DONE CONCURRENTLY WITH THE RELOCATION OF AFFECTED SIGNS TO NEW SUPPORTS.

IF A MANUFACTURER'S WARRANTY IS FURNISHED TO THE CONTRACTOR ON ANY MATERIALS COVERED UNDER THESE SPECIFICATIONS, THE SAME WARRANTY SHALL BE FURNISHED TO THE STATE BY THE CONTRACTOR.

ALL SIGNS ARE TO BE LOCATED AT THE APPROXIMATE STATIONS LISTED AND THE EXACT LOCATION FOR EACH SIGN SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER; HOWEVER, IF ANY SIGN IS RELOCATED MORE THAN 7620 MM FROM THE STATION LISTED, THE NEW LOCATION MUST BE APPROVED BY THE DIVISION OF TRAFFIC.

ON SHEETING SIGNS WHERE THERE IS MORE THAN ONE SIGN ASSEMBLY MOUNTED BESIDE EACH OTHER, THE POSTS SHALL BE SPACED TO PROVIDE APPOXIMATELY 152.4 MM SPACING BETWEEN SIGNS.

CLEARING AND GRUBBING, WHEN REQUIRED FOR CONSTRUCTION OF THE SIGN PANELS, WILL BE INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE ALLOWED.

SIGN COVERING IS NOT RECOMMENDED: IF IT IS ABSOLUTELY NECESSARY TO COVER THE SIGN FACE TEMPORARILY FOLLOWING ERECTION, USE CAUTION SINCE SOME COVERINGS MAY CAUSE PERMANENT DAMAGE TO THE SIGN FACE FOLLOWING EXPOSURE TO MOISTURE, SUNLIGHT, ETC. POROUS CLOTH COVERS WHICH ARE FOLDED OVER THE SIGN EDGES AND SECURED AT THE BACK OF THE SIGN HAVE BEEN USED SUCCESSFULLY FOR LIMITED PERIODS. DO NOT USE TAPE, PAPER, PLASTIC, OR SHEET METAL COVERS. ANY SIGNS DAMAGED AS A RESULT OF SIGNS BEING COVERED SHALL BE THE RESPONSIBILTY OF THE CONTRACTOR TO REPLACE THE SIGNS AT NO COST TO THE DEPARTMENT.

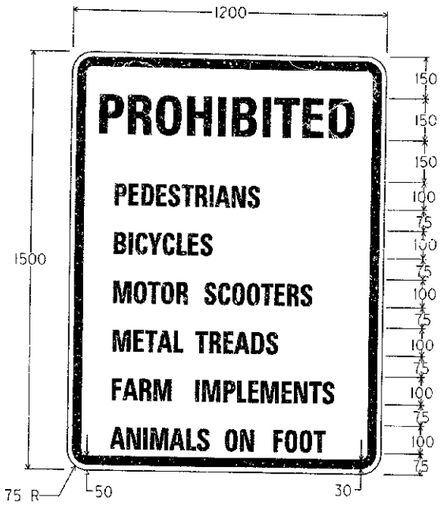
METRIC

NOTES2.DGN

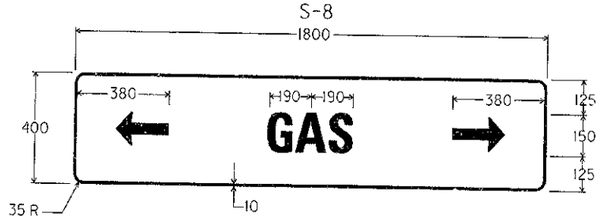
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		108	~~630~~ 407

9-212.00

S-1

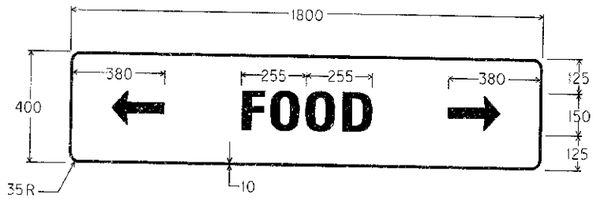


S-8



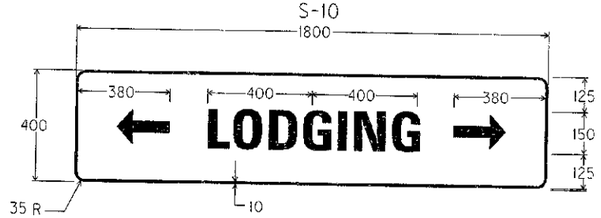
150 SERIES "C" LETTERS

S-9



150 SERIES "C" LETTERS

S-10



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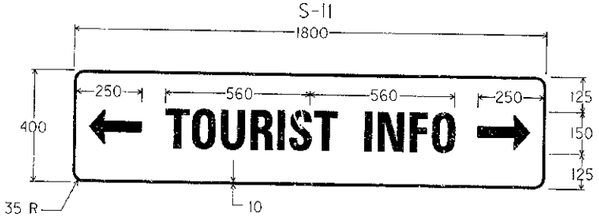
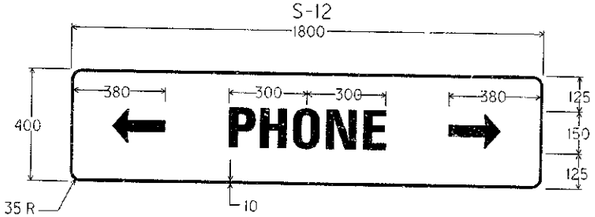
S-11



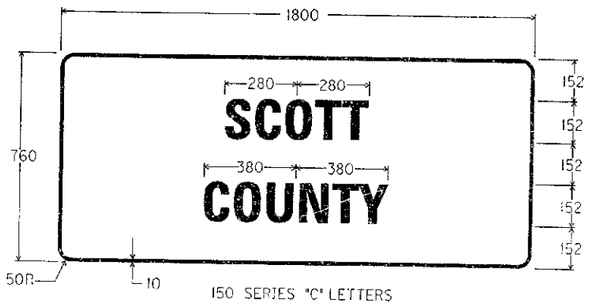
150 SERIES "C" LETTERS

S-12



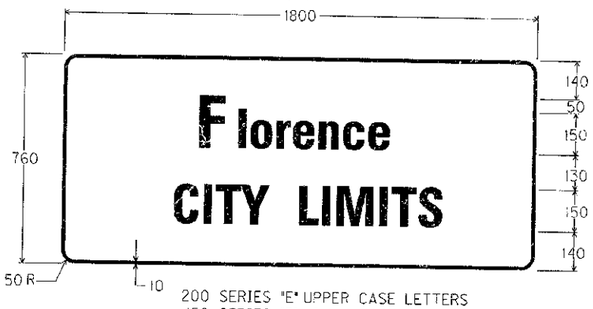
150 SERIES "C" LETTERS

T-1



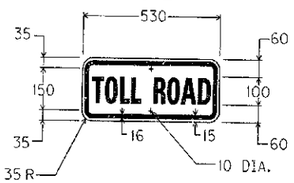
150 SERIES "C" LETTERS

T-2



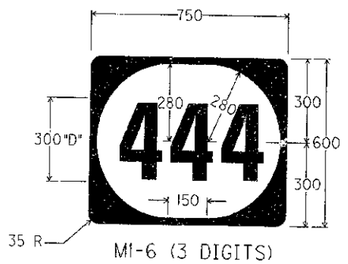
200 SERIES "E" UPPER CASE LETTERS
150 SERIES "E" LOWER CASE LETTERS
150 SERIES "E" CAPS

S-2



100 SERIES "B" LETTERS

M1-6 (3 DIGITS)



NOTE: FOR 4 DIGIT SIGN USE 300 SERIES "B"

METRIC

NOTE: ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

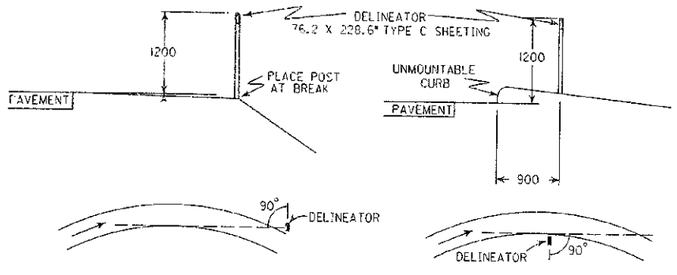
NOTE: ARROWS ARE OF REMOVABLE COPY (215 X 245)

DIVISION OF TRAFFIC
STANDARD & TYPICAL
SIGN SHEET 124

strdtyp.dgn

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		107	~~130~~ 117
9-212.00			

DELINEATORS



FLEXIBLE DELINEATOR POST POSITIONING & MOUNTING DETAILS

SPACING FOR HIGHWAY DELINEATORS ON HORIZIONTAL CURVES

(DISTANCE IN METERS ROUNDED)

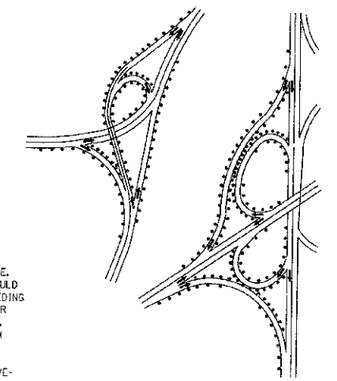
RADIUS OF CURVE (IN METERS)	SPACING ON CURVE (IN METERS)	SPACING IN ADVANCE AND BEYOND CURVE (IN METERS)		
		1ST	2ND	3RD
15	5	15	20	40
45	10	20	50	55
60	10	20	35	65
76	10	25	40	75
90	15	30	45	90
120	15	35	50	90
150	20	40	60	90
180	20	45	65	90
215	25	45	70	90
245	25	50	75	90
275	25	55	80	90
305	30	60	85	90

SPACING FOR SPECIFIC RADII NOT SHOWN MAY BE INTERPOLATED FROM TABLE. THE MINIMUM SPACING SHOULD BE 5 METERS. THE SPACING ON CURVES SHOULD NOT EXCEED 90 METERS. IN ADVANCE OF OR BEYOND A CURVE, AND PROCEEDING AWAY FROM THE END OF THE CURVE, THE SPACING OF THE FIRST DELINEATOR IS 2S, THE SECOND 3S, AND THE THIRD 6S BUT NOT TO EXCEED 90 METERS. S REFERS TO THE DELINEATOR SPACING FOR SPECIFIC RADII COMPUTED FROM THE FORMULA $S=3\sqrt{R-15.25}$.

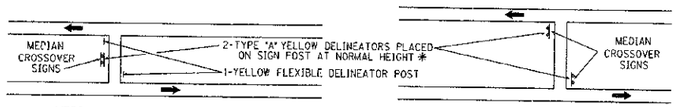
DELINEATION ON THE TANGENT SECTION OF THE MAINLINE WHERE RAISED PAVEMENT MARKERS ARE IN PLACE IS NOT REQUIRED. HOWEVER, DELINEATION IS REQUIRED ON ALL CURVES OF THE MAINLINE. THE SPACING SHALL BE COMPUTED FROM THE FORMULA $S=3\sqrt{R-15.25}$.

NOTE: CHANNELIZATION ON RAISED ISLANDS ON RAMPS AT RAMP TERMINI IS TO BE DELINEATED WITH A MINIMUM OF THREE DELINEATORS PER ISLAND. NO DELINEATION ON PAINTED ISLANDS.

FOR ADDITIONAL INFORMATION ON DELINEATION, SEE SECTION 3D OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.



TYPICAL INTERCHANGES RAMP DELINEATION



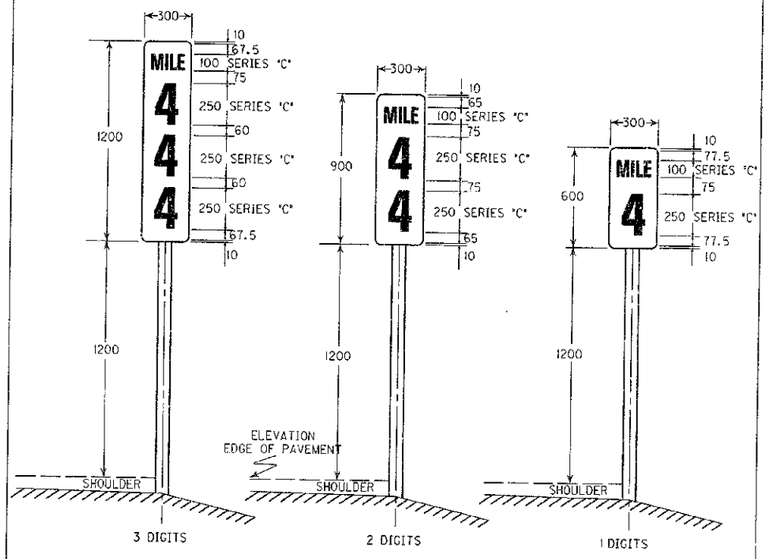
MEDIAN 18 METERS WIDE OR LESS

MEDIAN WIDER THAN 18 METERS

* THE COST FOR TYPE 'A' DELINEATORS SHALL BE INCLUDED IN THE COST FOR MEDIAN CROSSOVER SIGNS

DELINEATION OF MEDIAN CROSSOVER

MILEPOSTS



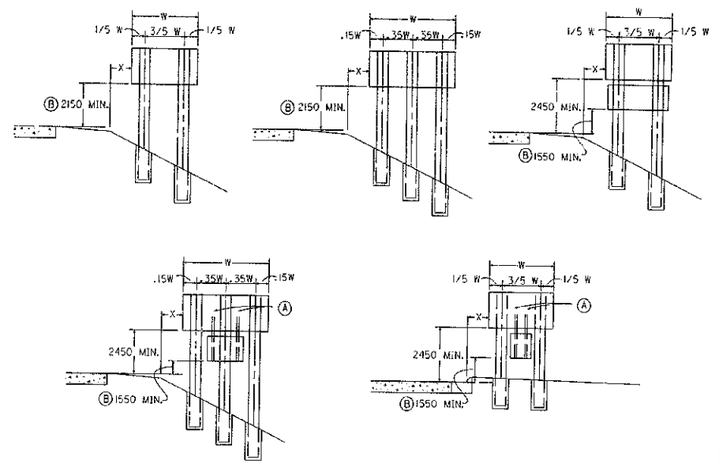
TYPICAL SIGN PANEL DIMENSIONS AND MILEPOST LOCATION

MILE POST NUMBER	STATION NUMBER * NORTH BOUND LANE (S)

MILE POST NUMBER	STATION NUMBER * SOUTH BOUND LANE (S)

* NOTE: STATION NUMBERS ARE GIVEN FOR NOTED DIRECTION OF TRAVEL ONLY. CORRESPONDING MILEPOSTS FOR OTHER DIRECTION SHOULD BE PLACED DIRECTLY OPPOSITE THOSE FOR WHICH STATION NUMBERS ARE GIVEN.

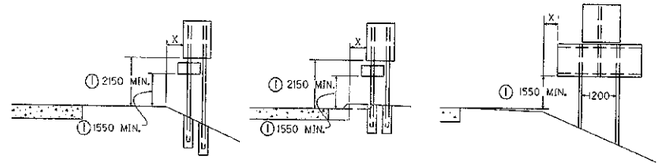
PANEL SIGNS



Ⓐ ATTACHMENT OF SECONDARY SIGN TO MAJOR SIGN IS TO BE MADE WITH TWO (2) 75 X 75 X 5 ANGLES OF SUFFICIENT LENGTH TO EXTEND FROM THE LOWER EDGE OF THE SECONDARY SIGN TO AT LEAST THREE FEET UP THE BACK OF THE MAJOR SIGN. A MINIMUM OF ONE POST CLIP PER FOOT SHALL BE USED IN ATTACHING EXTRUSIONS TO EACH ANGLE.

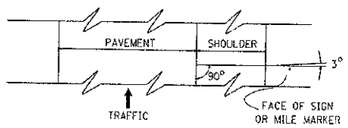
Ⓑ SHORTEST SUPPORTING MEMBER OF BREAK-A-WAY TYPE SIGNS SHALL BE NO LESS THAN 2150 FROM THE BOTTOM OF THE SIGN TO THE GROUND.

SHEETING SIGNS



NOTE: SHOULD A SIGN BE LOCATED ON A RAMP AT A POINT WHERE GUARDRAIL IS CALLED FOR OR EXISTING, ALL SIGN SUPPORTS SHALL BE PLACED BEHIND THE GUARDRAIL AND HORIZONTAL CLEARANCE SHALL BE MEASURED FROM THE GUARDRAIL.

① NOT TO EXCEED 150



METRIC

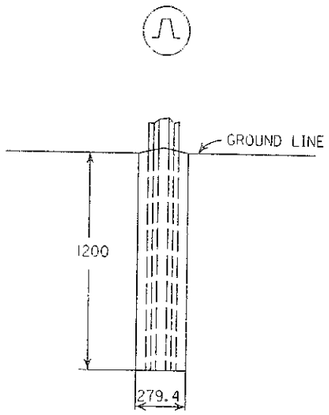
POSITIONING DETAIL SHEET 125

NOTE: ALL DIMENSIONS ARE MILLIMETERS UNLESS OTHERWISE NOTED.

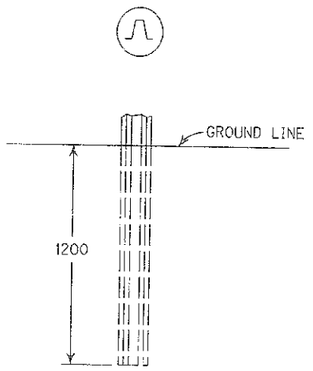
pas. sign signing

CHANNEL POST DETAILS

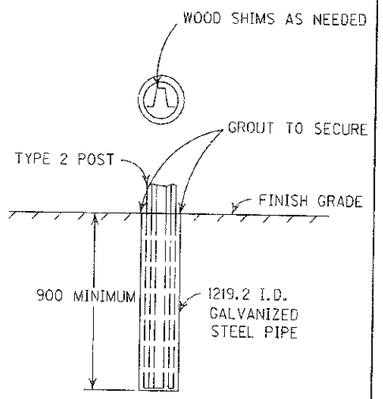
TYPE "B" CONCRETE BASE



TYPE "C" DRIVEN BASE



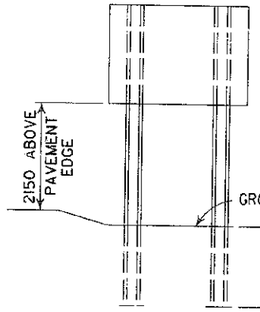
TYPE "D" PIPE BASE



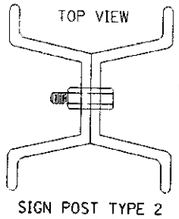
THE COST FOR 1219.2 I.D. GALVANIZED STEEL PIPE FOR TYPE "D" BASE AND THE WORK FOR THE INSTALLATION SHALL BE INCLUDED IN THE BID ITEM FOR STEEL POST TYPE 2.

BACK TO BACK CHANNEL POSTS

TO BE USED ONLY BEHIND GUARDRAIL



BOLTS ARE SPACED AT 406.4 CENTER TO CENTER ABOVE GROUND AND AT 101.6 CENTER TO CENTER BELOW GROUND. ALL BOLTS SHALL BE TIGHTENED AN EQUAL AMOUNT OF 437.817 n/m TORQUE.

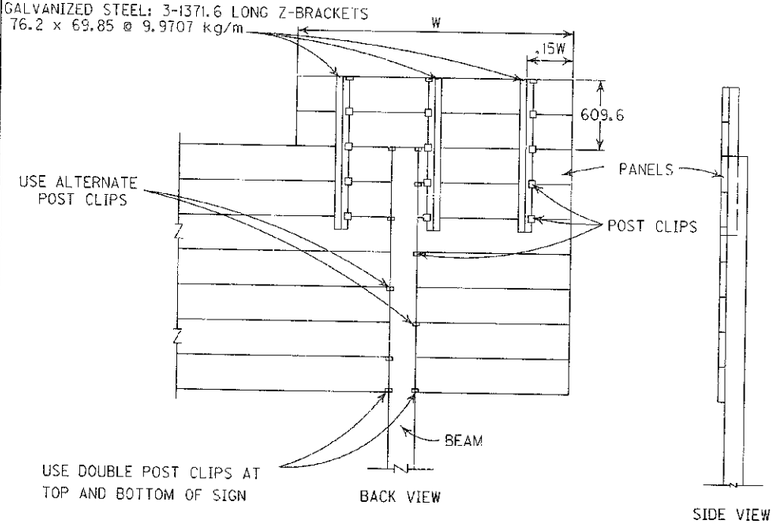


7.938 CADMIUM PLATED STEEL BOLTS (ASTM A-165 & ASTM A-307) COST INCIDENTAL TO TYPE 2 POSTS

SIGN POST TYPE 2 (BACK TO BACK)

DETAIL FOR EXIT NUMBER SIGN ATTACHMENT AND TYPICAL POST CLIP ARRANGEMENT

ALUMINUM: 3-1371.6 LONG Z-BRACKETS
76.2 X 68.263 @ 3.4674 kg/m
OR
GALVANIZED STEEL: 3-1371.6 LONG Z-BRACKETS
76.2 x 69.85 @ 9.9707 kg/m



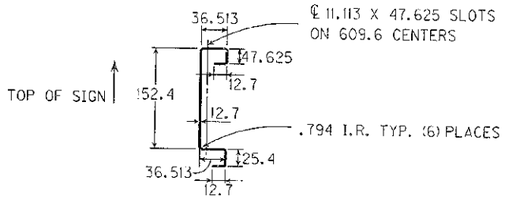
NOTE: THE COST FOR ATTACHING EXIT NUMBER SIGN SHALL BE INCLUDED IN THE BID ITEM FOR SIGN BASE MATERIAL FOR PANEL SIGNS AND SHALL INCLUDE ALL Z-BRACKETS AND HARDWARE. THE EXIT NUMBER SIGN SHALL BE CENTERED OVER THE LEFT OR RIGHT SIDE OF SIGN AS SHOWN ON THE PLANS.

misc00.dgn --signing

PANEL DETAILS

MINIMUM WEIGHT PER LINEAR FOOT
152.4 PANEL - .506 kg
304.8 PANEL - 1.127 kg

TYPICAL SECTIONS
ALUMINUM SIGN PANEL EXTRUSIONS



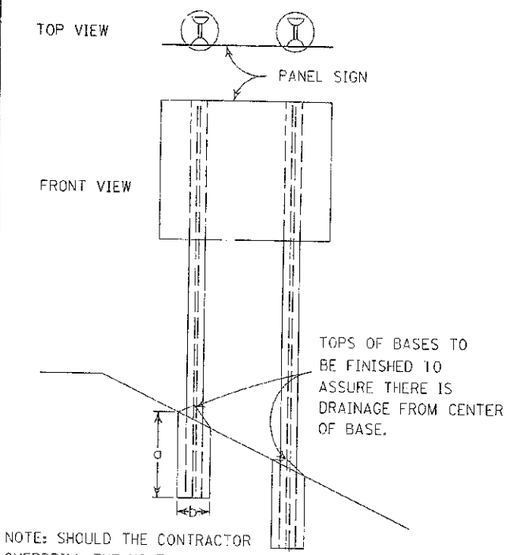
TYPICAL SECTIONS
STEEL SIGN PANEL EXTRUSIONS

NOTE: ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

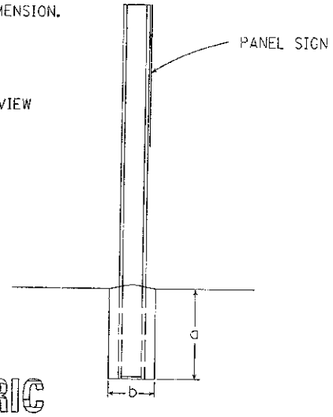
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		110	630 997

9-212.00

TYPICAL BEAM WITH TYPE "A" CONCRETE BASE DETAIL



NOTE: SHOULD THE CONTRACTOR OVERDRILL THE HOLE, EXTRA CONCRETE WILL BE AT THE CONTRACTOR'S EXPENSE. PAYMENT WILL BE DETERMINED BY THE 'a' DIMENSION.

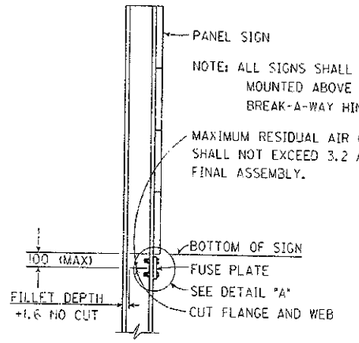


METRIC

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
MISCELLANEOUS DETAIL SHEET 126

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		111	~~630~~ 227
9-212.00			

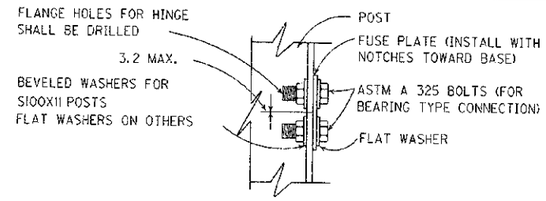
BREAK-A-WAY BEAM DETAILS



TYPICAL SIDE VIEW

NOTE: CUT SURFACE WILL NOT BE TREATED UNTIL PLATE IS INSTALLED AND ALL BOLTS FULLY TIGHTENED. POST SHALL BE SAW CUT AFTER GALVANIZING AND THE CUT SURFACE TREATED WITH AN APPROVED ZINC SOLDER.

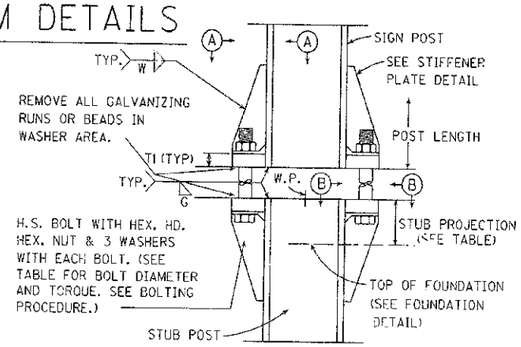
NO CUT DIMENSIONS	
BEAM	FILLET DEPTH +1.587
W200X27	20.638
W200X31	22.225
W250X33	20.638
W250X39	23.813
W310X39	23.813



DETAIL "A" HINGE

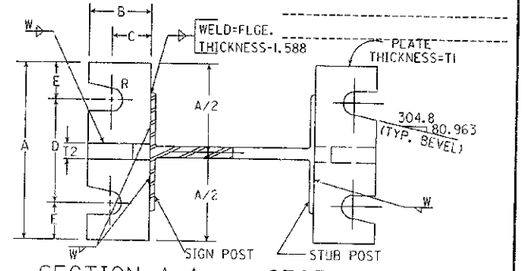
FABRICATOR NOTE: ALL FRICTION FUSE PLATE BOLTS SHALL BE TIGHTENED IN THE SHOP FOLLOWING A METHOD APPROVED BY THE ENGINEER. TIGHTENING SHALL BE TO SUCH A DEGREE AS TO OBTAIN THE FOLLOWING RESIDUAL TENSION IN EACH BOLT.

BOLT SIZE	MINIMUM RESIDUAL TENSION
M 12 DIA.	5465.8 kg
M 16 DIA.	8709.0 kg
M 20 DIA.	12882.0 kg
M 22 DIA.	16352.0 kg



SIGN POST AND STUB POST ELEVATION

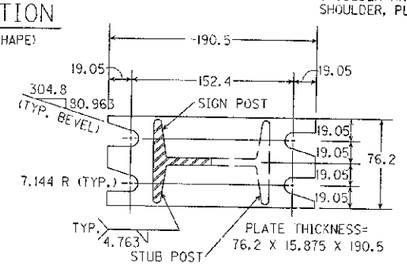
(FOR WF SHAPE)



SECTION A-A SECTION B-B

(SEE TABLE FOR DIMENSIONS)

SECTIONS SHOWN ARE FOR INSTALLATIONS ON RIGHT SHOULDER AND IN GORE. FOR INSTALLATIONS ON LEFT SHOULDER, PLATE AND SLOT BEVELS ARE OPPOSITE HAND.

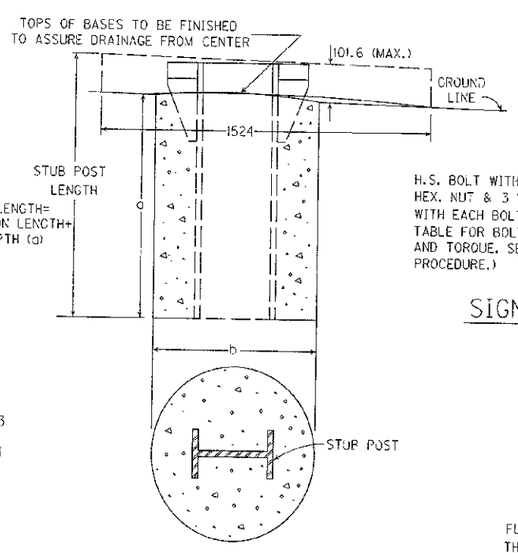


SECTION C-C SECTION D-D

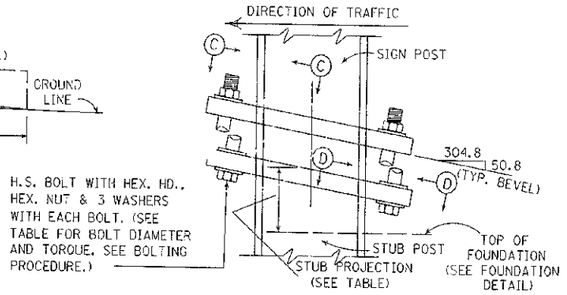
SECTIONS SHOWN ARE FOR INSTALLATIONS ON RIGHT SHOULDER AND IN GORE. FOR INSTALLATIONS ON LEFT SHOULDER, PLATE AND SLOT BEVELS ARE OPPOSITE HAND.

PROCEDURE FOR ASSEMBLY OF BASE CONNECTION

1. ASSEMBLE POST TO STUB WITH BOLTS AND WITH ONE FLAT WASHER ON EACH BOLT BETWEEN PLATES.
2. SHIM AS REQUIRED TO PLUM POST.
3. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 300 TO 400 mm WRENCH TO BED WASHERS AND SHIMS AND TO CLEAN BOLT THREADS. THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
4. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

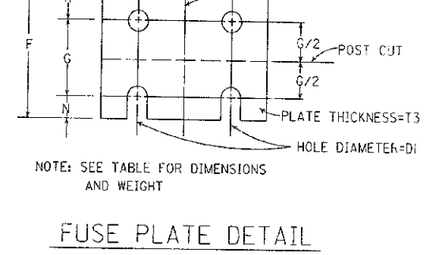


FOUNDATION DETAIL



SIGN POST AND STUB POST ELEVATION

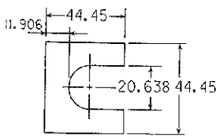
(FOR S100X11 SHAPES)



NOTE: SEE TABLE FOR DIMENSIONS AND WEIGHT

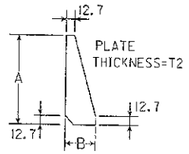
FUSE PLATE DETAIL

NOTE: USE H.S. BOLTS WITH HEX. HD & HEX. NUT, ONE FLAT WASHER UNDER EACH BOLT HEAD AND BEVELED OR FLAT WASHER (WHERE REQUIRED) UNDER NUT.



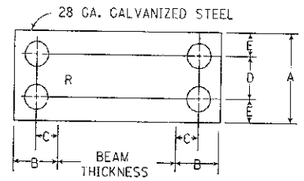
FURNISH 2-.305 ± THICK AND 2-.813 ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO ASTM-B36.

SHIM DETAIL



STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)



BOLT RETAINER FOR BASE CONNECTION

(SEE TABLE FOR DIMENSIONS)

NOTE: ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS OTHERWISE NOTED. TABLE ①

*DIMENSIONS POST SIZE	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T1	T2	W	R
W200X27	SEE TABLE ①	127	50.8	31.7	69.5	28.6	19.1	12.7	6.3	8.7
W200X31										
W250X33		152.4	63.5	34.9	88.9	31.8	25.4	19.1	7.9	10.3
W250X39										
W310X39										
S100X11		SEE DETAIL								

FUSE PLATE DATA TABLE	F	G	H	J	K	L	N	D1	T3	BOLT DIA.	WT. OF EACH FUSE PL.
W200X27	114.3	63.5	31.8	133.4	69.9	31.6	19.1	20.6	12.7	M 20	1.5 kg
W200X31	123.8	63.5	38.1	133.4	69.9	31.6	22.2	23.8	12.7	M 22	1.6 kg
W250X33	136.5	76.2	38.1	146.1	69.9	38.1	22.2	23.8	12.7	M 22	2.2 kg
W250X39	136.5	76.2	38.1	146.1	69.9	38.1	22.2	23.8	12.7	M 22	2.2 kg
W310X39	136.5	76.2	38.1	165.1	88.9	38.1	22.2	23.8	12.7	M 22	2.5 kg
S100X11	79.4	38.1	28.6	66.7	38.1	14.3	12.7	14.3	6.35	M 12	.3 kg

FOUNDATION DATA TABLE	a	b
STUB PROJ.	FOR a & b DIMENSIONS SEE SIGN DETAIL SHEET	
75		
65		
65		
65		
65		
90		

* ALL DIMENSIONS SHOWN ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

SLIP BASE BOLT SIZES AND TORQUE VALUES			
POST SIZE (Kg/m)	SLIP BASE BOLT DIA. X LENGTH (mm)	CLAMPING FORCE (N)	SLIP BASE TORQUE (N/m)
1.5-11.9	12.7x63.5	4090-6140	16405
13.4-29.8	15.9x69.9	7740-11830	94825
31.3-44.6	19.1x88.9	10675-16015	248615

NOTE: TIGHTEN THE HIGH STRENGTH BOLTS IN THE BASE PLATE CONNECTION ONLY TO THE TORQUE SHOWN IN THE TABLE. (DO NOT OVER TIGHTEN)

METRIC

GENERAL NOTES

BREAK-A-WAY SIGN POSTS SHALL BE FABRICATED FROM STRUCTURAL STEEL CONFORMING TO THE REQUIREMENTS OF ASTM A 441. ASTM A 572 GRADE 50 OR ASTM A 588 MAY BE SUBSTITUTED FOR A 441 AT THE OPTION OF THE CONTRACTOR. BASE PLATES FOR THE BREAK-A-WAY CONNECTIONS AND FRICTION FUSE PLATES AND BACKPLATES FOR THE POST HINGE ASSEMBLY SHALL BE FABRICATED FROM THE SAME TYPE STRUCTURAL STEEL SELECTED FOR THE SIGN POSTS. ALL HIGH STRENGTH BOLTS, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 325. BOLTS OTHER THAN HIGH STRENGTH BOLTS SHALL CONFORM TO REQUIREMENTS OF ASTM A 307 CLASS A.

POSTS AND PLATES SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH THE REQUIREMENTS OF ASTM A 123.

ALL STRUCTURAL STEEL BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AS ASTM A 153.

STRUCTURAL STEEL SHALL BE GALVANIZED AFTER FABRICATION EXCEPT AS NOTED.

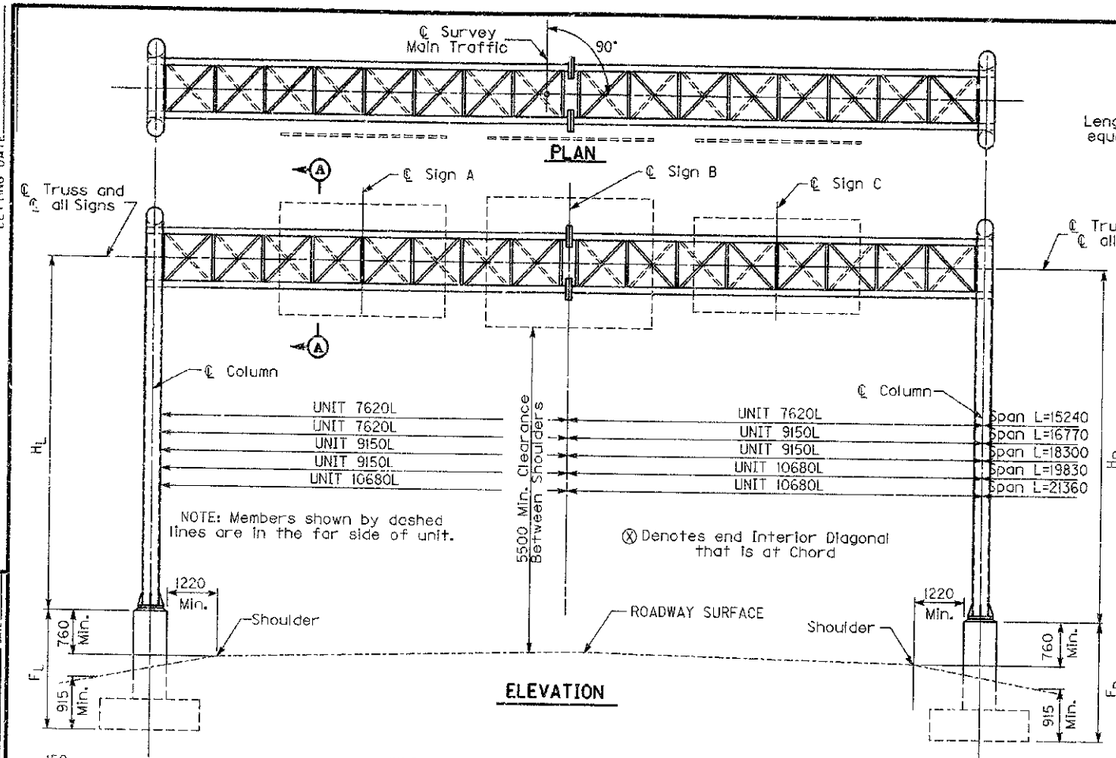
SHOULD CONTRACTOR OVER DRILL HOLE FOR THE BASE, EXTRA CONCRETE WILL BE AT THE EXPENSE OF THE CONTRACTOR. PAYMENT WILL BE DETERMINED BY THE "a" DIMENSION.

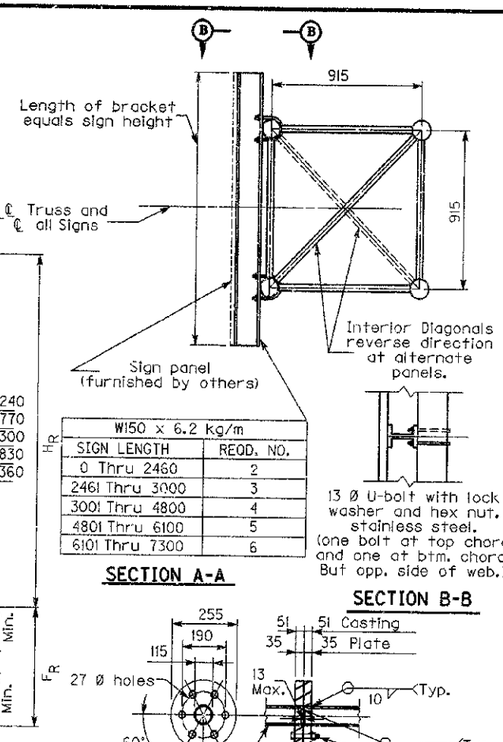
SHORTEST SUPPORTING MEMBER OF BREAK-A-WAY TYPE BEAMS SHALL MEASURE A MINIMUM OF 2133.6 FROM BOTTOM OF SIGN TO THE GROUND.

127

break.dgn
signing

UPDATE DATE
LETTING DATE

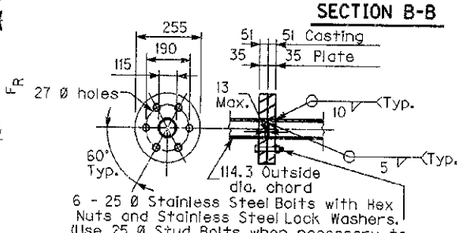




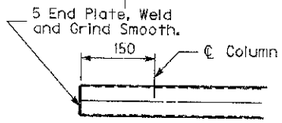
W150 x 6.2 kg/m	
SIGN LENGTH	REQD. NO.
0 Thru 2460	2
2461 Thru 3000	3
3001 Thru 4800	4
4801 Thru 6100	5
6101 Thru 7300	6

SECTION A-A

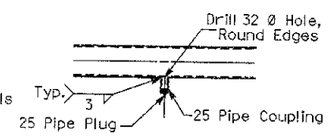
SECTION B-B



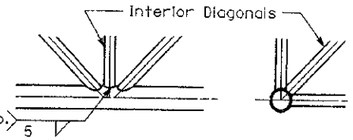
CHORD SPLICE



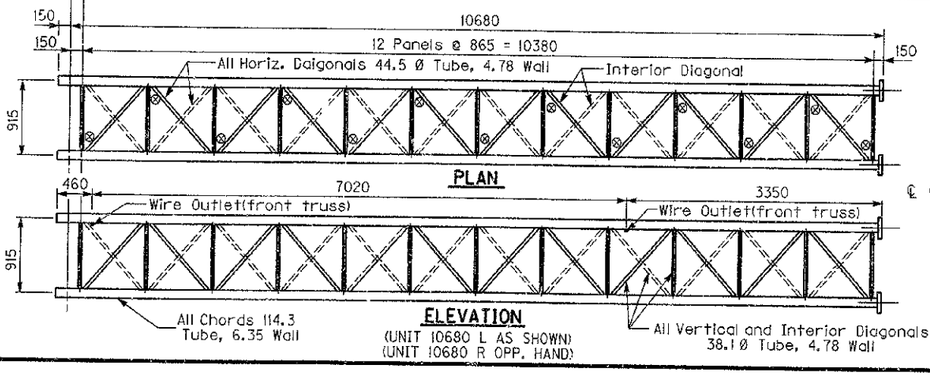
CHORD END DETAIL

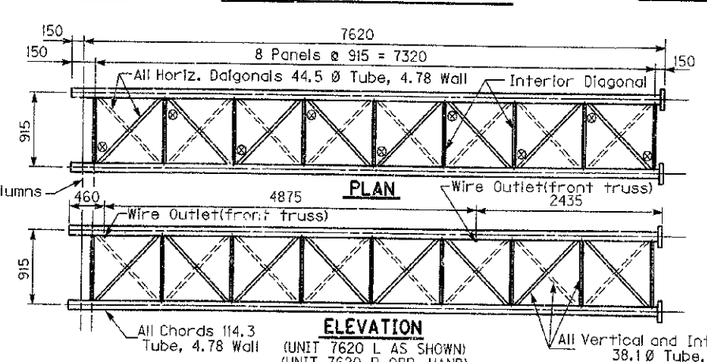


WIRE OUTLET DETAIL



TYPICAL PANEL POINT DETAIL





GENERAL NOTES

SPECIFICATIONS All References to the Standard Specifications are to the 1991 Edition of the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction. All References to the AASHTO Specifications are to the 1989 Editionof the AASHTO Standard Specifications for Highway Bridges with interims thru 1991.

DESIGN Designed for 46 m² in Accordance with Specifications for the Design and Construction of Structural Supports for Highway Signs published by AASHTO,1968 with the Wind Reduce to 125 kPM. in Accordance with LM 40-1-69 of The Federal Highway Administration.

SUPERELEVATION OF ROADWAY The Contractor shall allow for differences in elevations across the full shoulder width as shown on the Roadway Plans in maintaining the required 5.5 m minimum vertical clearance to the bottom of the lowest part of the sign or support. Sign to be centered over the lane or lanes to which it applies unless shown otherwise.

CONCRETE Class "A" Concrete is to be used throughout.

BEVELED EDGES All exposed concrete edges are to be Beveled 22 unless otherwise shown.

REINFORCEMENT Dimensions from face of concrete to bars are clear except as otherwise shown. Dimensions for bar spacings are distances center to center of bars.

SHOP DRAWINGS The Contractor shall submit detailed Shop Drawings to the Division of Costruction for review prior to fabrication in accordance with the specifications.

FABRICATION The aluminum sign support shall be fabricated in accordance with AASHO Specifications for the Design and Construction of Structural Supports for Highway Signs.

MILL TEST REPORTS Notarized test reports in triplicate shall be furnished to the Bureau of Highways stating that the materials used conform to the Specifications.

FOOTINGS All footings shall be poured against undisturbed earth and are to transfer no more than 143 kPa Bearing Pressure to the soil under any design loading conditions.

VERTICAL DIMENSIONS Vertical Dimensions H_R and H_L shall not exceed 8220 and the combined Dimensions ($H_R + F_R$) or ($H_L + F_L$) shall not exceed 10980.

MATERIAL SPECIFICATIONS

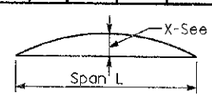
The following ASTM designations shall govern all materials used

ASTM	MATERIAL
B221-85a	EXTRUDED TUBE, ALUMINUM ALLOY 6061-T6511
B241-87	PIPE, ALUMINUM 6061-T6
B308-86	STRUCTURAL SHAPES, ALUMINUM ALLOY 6061-T6
B221-85a	EXTRUDED BAR, ROD, AND SHAPES, ALUMINMUM ALLOY 6061-6511
B209-86	SHEET AND PLATE, ALUMINUM ALLOY 6061-T651
A320-85a	STAINLESS STEEL HARDWARE, NUTS, BOLTS, WASHERS, AND SCREWS
A165-80	TYPE NS, CADMIUM COATING FOR ASTM A36 ANCHOR BOLTS, NUTS, AND WASHERS
B26-86	SAND MOLD CASTING, ALUMINUM ALLOY 356.0-T6
B108-87	PERMANENT MOLD CASTING, ALUMINUM ALLOY 356.0-T6

Support No.	STATION	SPAN L	SUPPORT HEIGHT H_L	SUPPORT HEIGHT H_L	FOOTING HEIGHT F_R	FOOTING HEIGHT F_R
1	5+260	18300	6560	6760	2730	2580

Support No.	SIGN A No.	SIGN A Horiz.	SIGN A Vert.	SIGN A Area	SIGN B No.	SIGN B Horiz.	SIGN B Vert.	SIGN B Area	SIGN C No.	SIGN C Horiz.	SIGN C Vert.	SIGN C Area
1		3050	3350	10.2m²		3650	3500	12.8m²				

L	X
15240	25
16770	30
18300	40
19830	45
21360	50



CAMBER DIAGRAM

Sheet 1 of 2

DESIGNED BY — CHECKED BY — DATE
DETAILED BY — CHECKED BY — DATE
PREPARED BY DRAWING SECTION — CHECKED BY — DATE
REVISED — DATE
REVISED — DATE
REVISED — DATE

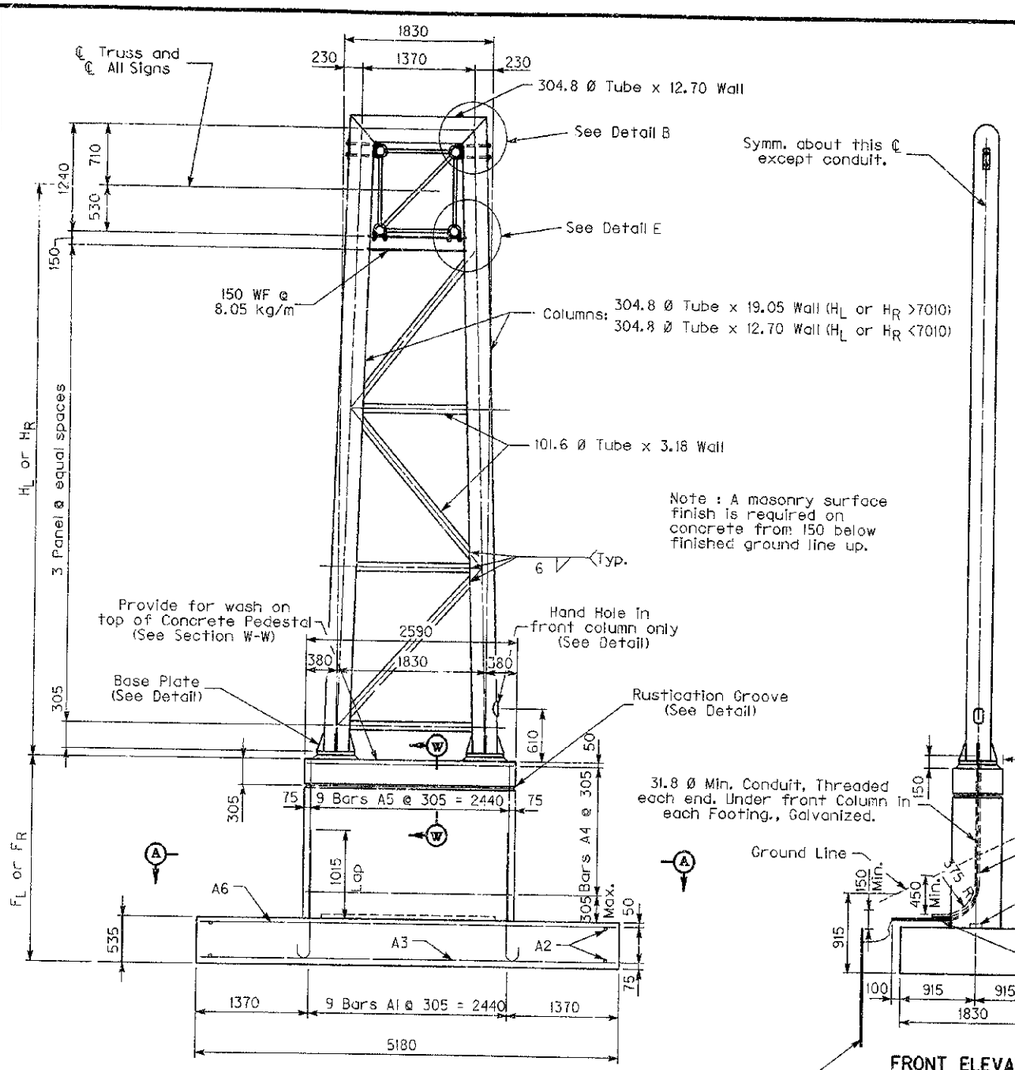
COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF

STANDARD OVERHEAD SIGN SUPPORT 15240 TO 21360 SPANS ALUMINUM

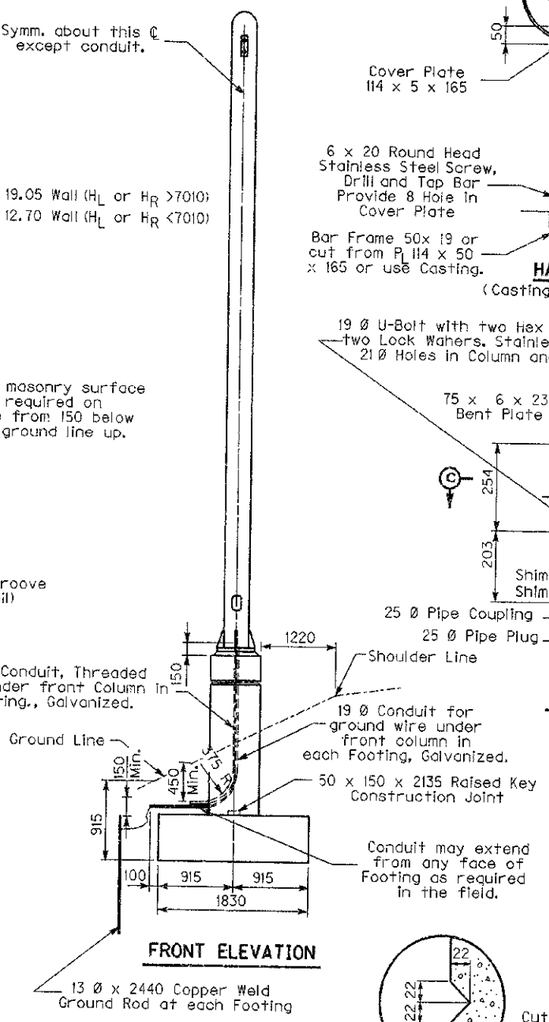
STATION

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		128

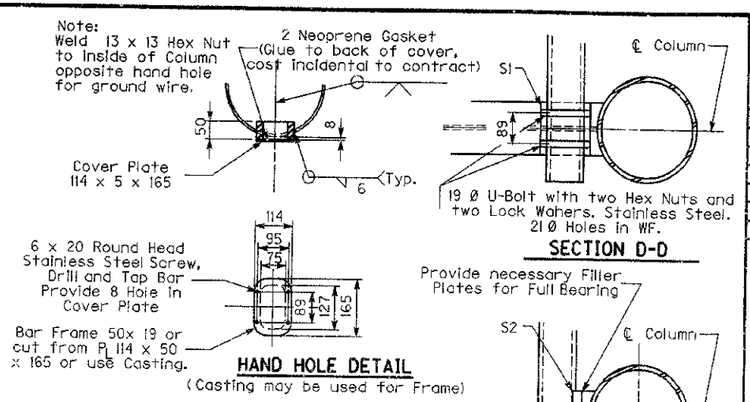
UPDATE DATE
LETTING DATE



SIDE ELEVATION

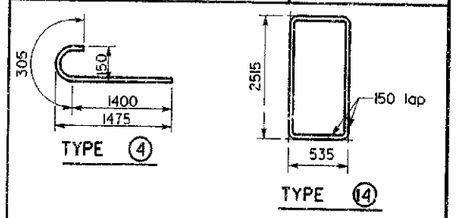


FRONT ELEVATION



BILL OF REINFORCEMENT FOR FOOTING 9-212.0

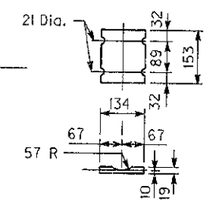
MARK	TYPE	NO.	SIZE	LENGTH	LOCATION
A1	4	20	19	1705	Footing & Wall
A2	Str.	34	16	1700	Footing & Wall
A3	Str.	6	29	5050	Footing & Wall
A4	14	Var.	13	6325	Wall
A5	Str.	20	16	F - 330	Wall
A6	Str.	6	16	5050	Footing



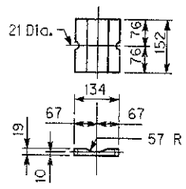
* ESTIMATE OF QUANTITIES FOR FOOTING

	Conc. Class "A"	Reinforcement
F=1830	7.1 m³	444.3 kg
305 of additional Pedestal Height	0.5 m³	15.8 kg

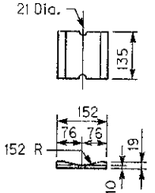
* Approx. estimate is for information only. FL and FR shall be determined by the Engineer in the field.



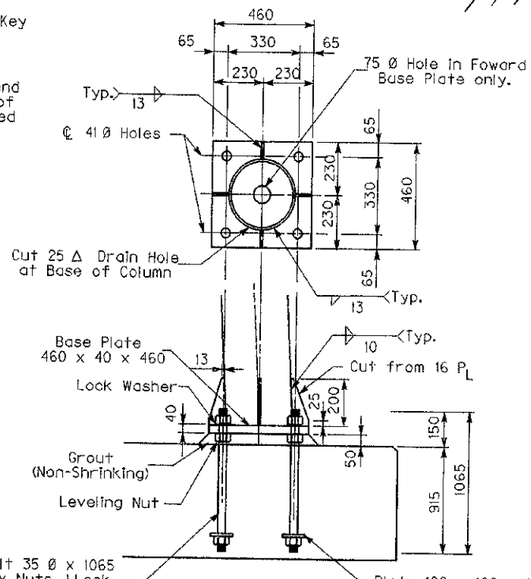
SHIM S1
(Plate or Casting)



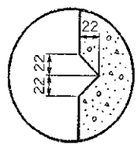
SHIM S2
(Plate or Casting)



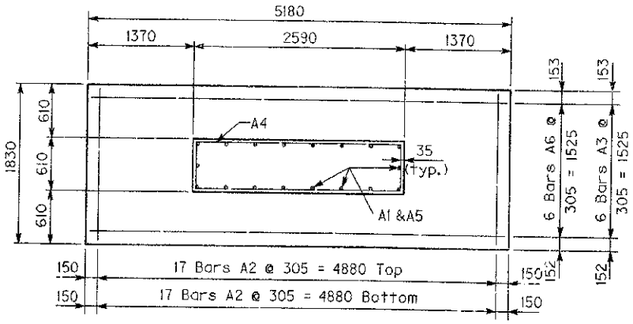
SHIM S3
(Plate or Casting)



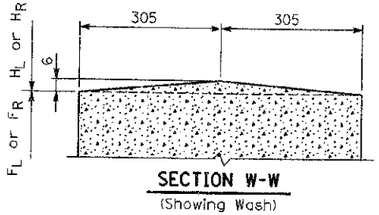
BASE PLATE DETAIL



RUSTICATION GROOVE



SECTION A-A



SECTION W-W
(Showing Wash)

Sheet 2 of 2

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
STANDARD OVERHEAD SIGN SUPPORT
15240 TO 21360 SPANS
ALUMINUM
STATION

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.
		129

DESIGNED BY ____ DATE ____ CHECKED BY ____ DATE ____
DETAILED BY ____ DATE ____ CHECKED BY ____ DATE ____
PREPARED BY GRAPHICS SECTION ____ DATE ____ CHECKED BY ____ DATE ____
REVISED
REVISED
REVISED

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		114	630
9-212.00			

MATCH LINE STA. 11+040 M.L.

PARKWAY EXIT RAMP

RAMP C

RAMP D

MAINLINE

LOOP B

PARKWAY EXIT RAMP

GRAYSON

CL EXIST. I-64

MATCH LINE STA. 100+140 M.L.

MATCH LINE STA. 101+620 M.L.

INDUSTRIAL PARKWAY ENDS 3/4 MILE

WEST Lexington

EAST Ashland

Ashland 2 MILES

Ashland Lexington 1 MILE

INDUSTRIAL PARKWAY

WRONG WAY

DO NOT ENTER

PROHIBITED

SPEED LIMIT 55

NORTH

EXIT 179

MILE MARKER 179 I-64 STA. 101+682.109

MILE MARKER 179 I-64 STA. 101+681.328

Break Line

APPROVAL SIGNATURES

DIRECTOR-DIVISION OF DESIGN	DATE
DIRECTOR-DIVISION OF TRAFFIC	DATE
FHWA	DATE

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2n

* ROUTE NUMBER NOT YET ASSIGNED TO THE INDUSTRIAL PARKWAY

HIGHWAY DELINEATOR

130

SCALE: 1:2000

SIGN/SIGN ASSEMBLY NUMBER	SIZE OR SIZES ALL DIMENSIONS MILLIMETERS HORIZONTAL	VERTICAL	UNITS	MESSAGES	COLORS ① (ALL BUT BLACK TO BE REFLECTORIZED)	SPECIFICATION	ALUMINUM/STEEL SIGN BASE MATERIAL	MOUNTING ⑥ ALUMINUM	GALVANIZED STEEL	LOCATION SIDE OF ROAD	FACING TRAFFIC GOING	ON ROAD	AT STATION (APPROXIMATE)	BORDER ⑦ FOR GUIDE SIGNS WIDTH	RADIUS	CONCRETE BASE DIMENSIONS TYPE	a m	b mm	HORIZONTAL CLEARANCE xL m	xR m
1	~~4270~~	~~3963~~		(XXX) 97 INDUSTRIAL PARKWAY 2 MILES	⑤ ⑩	1145mm x 915mm M1-6 ⑨ 405mm U.C. 405mm U.C. 380mm No. & 255mm CAPS	③	–	10x42 2-WF ~~12x72~~	RT.	EAST	I-64	97+670			A	2.44	610		1.22
2	~~4270~~	~~3963~~		(XXX) 97 INDUSTRIAL PARKWAY 1 MILE	⑤ ⑩	1145mm x 915mm M1-6 ⑨ 405mm U.C. 405mm U.C. 380mm No. & 255mm CAPS	③	–	12x42 2-WF ~~12x72~~	RT.	EAST	I-64	99+260			A	2.44	610		1.22
3	3963	1525		Grayson 6 Lexington 97	⑤	339 mm U.C. & No. & 254 mm L.C. 339 mm U.C. & No. & 254 mm L.C.	③	–	2-WF 6x25 TYPE A	RT.	WEST	I-64	100+020			A	1.37	610		1.22
4	1220	1525		SPEED LIMIT 65		R2-1 (65)	3.18mm/305mm	–	2-POSTS	RT.	WEST	I-64	100+060			C				1.22
5	ASSEMBLY	(2 SIGNS)																		
	610	305		WEST		M3-4	2.03mm/305mm	–	1-POST	RT.	WEST	I-64	100+100			C				1.22
	915	915		64 64		M1-1 (64)	3.18mm/305mm													
6	1220	1220				W4-1	3.18mm/305mm	–	2-POSTS	LT.	WEST	RAMP D	4+380			C				1.22
7	5182	3353		(XXX) 97 INDUSTRIAL PARKWAY	⑤ ⑩	1145mm x 915mm M1-6 ⑨ 405mm U.C. 405mm U.C. 565mm x 765mm ARROW	③		10x62 2-WF ~~10x49~~	RT.	EAST	I-64	100+570			A	2.44	610		1.22
8	1220	1525		EXIT 30 MPH		W13-2 (30)	3.18mm/305mm	–	2-POSTS	RT.	EAST	I-64	100+700			C				1.22
9	ASSEMBLY	(2 SIGNS)																		
	900	900				W1-2 (L)	3.18mm/305mm	–	1-POST	RT.	SOUTH	PARKWAY EXIT RAMP	5+520			C				1.22
	460	460		40 MPH		W13-1 (40)	2.03mm/305mm													
10	ASSEMBLY	(2 SIGNS)																		
	900	900				W1-2 (L)	3.18mm/305mm	–	1-POST	LT.	SOUTH	PARKWAY EXIT RAMP	5+520			C				1.22
	460	460		40 MPH		W13-1 (40)	2.03mm/305mm													
11	3050	~~3355~~		64 EAST Ashland	⑤	915mm x 915mm M1-1 305 mm CAPS 405mm U.C. & 305mm L.C. 813mm x 559mm ARROW	③	OVERHEAD #1		OVER LT. LANE	SOUTH	PARKWAY EXIT RAMP	5+260							
12	~~3660~~	~~3355~~		64 WEST Lexington	⑤	915mm x 915mm M1-1 305 mm CAPS 405mm U.C. & 305mm L.C. 813mm x 559mm ARROW	③	OVERHEAD #1		OVER RT. LANE	SOUTH	PARKWAY EXIT RAMP	5+260							
13	~~2990~~	~~1525~~		EXIT 179	⑤	255mm CAPS 305mm No. 464mm x 635mm ARROW	③	–	2- W8x18 TYPE B	RT. RT.(IN GORE)	EAST	I-64	100+890			A	1.22	460		1.83

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		15	~~30~~ 47

9-212.00

NOTES

① THE COLORS SHALL BE AS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" & "STANDARD HIGHWAY SIGNS".

② REMOVABLE COPY

③ PANEL TYPE SIGN

④ EXIT NUMBER SIGNS SHALL BE A A PANEL TYPE SIGN WITH THE WORD "EXIT" IN 250 CAPS AND THE OTHER LETTERS AND NUMBERS IN 375 CAPS, ALL IN RE-MOVABLE COPY. THE BACKGROUND COLOR SHALL BE GREEN AND THE COPY SHALL BE WHITE, TO BE ATTACHED AS SHOWN ON THE MISCELLANEOUS DETAIL SHEET.

⑤ THE BACKGROUND COLOR SHALL BE GREEN, THE BORDER AND COPY SHALL BE WHITE.

⑥ TYPE "A" BEAMS ARE EMBEDDED AND TYPE "B" BEAMS ARE "BREAK-A-WAY" DESIGN. (SEE SPECIFICATION NOTES)

⑦ BORDER WIDTHS AND RADII SHALL BE AS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES"

⑧ THE BACKGROUND COLOR SHALL BE BROWN, THE BORDER AND COPY SHALL BE WHITE

⑨ ROUTE NUMBER TO BE DETERMINED BY THE TRANSPORTATION CABINET

⑩ THESE SIGNS ARE TEMPORARY PANELS. THE SUPPORTS HAVE BEEN SIZED FOR THE FINAL SIGN PANEL. THE FINAL PANEL WILL BE INSTALLED UNDER A SEPARATE CONTRACT UPON COMPLETION OF THE PARKWAY.

* ALL DIMENSIONS BASED ON ACTUAL SHOP DRAWINGS

detail.dgn.
signing

METRIC

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
BOYD, CARTER & GREENUP
ROAD INDUSTRIAL PARKWAY
PROJECT NO

131

SIGN/SIGN ASSEMBLY NUMBER	SIZE OR SIZES ALL DIMENSIONS MILLIMETERS HORIZONTAL	VERTICAL	MESSAGES LINES		COLORS ① (ALL BUT BLACK TO BE REFLECTORIZED)	SPECIFICATION	ALUMINUM/STEEL SIGN BASE MATERIAL	MOUNTING ⑥ ALUMINUM	GALVANIZED STEEL	LOCATION SIDE OF ROAD	FACING TRAF- FIC GOING	ON ROAD	AT STATION (APPROXIMATE)	BORDER ⑦ CONCRETE BASE DIMENSIONS FOR GUIDE SIGNS WIDTH	RADIUS	TYPE	a m	b mm	HORIZONTAL CLEARANCE x^L m	x^R m
14	1220	1220	1.220			W4-1	3.18mm/305mm	—	2-POSTS	RT.	EAST	I-64	101+210			C					1.22
15	1220	1525	1.861	EXIT 40 MPH		W13-2 (40)	3.18mm/305mm	—	2-POSTS	RT.	WEST	I-64	101+400			C					1.22
16	~~2290~~ 2286	~~1525~~ 1524	3.434	EXIT 179	⑤	255mm CAPS 305mm No.'s 465mm x 635mm ARROW	③	—	2-W 8x18 TYPE B	RT.	WEST	I-64	101+315			B	1.22	460			1.22
17	~~5180~~ 5182	~~3050~~ 3352	17.375	XXXX 67 INDUSTRIAL PARKWAY	⑤⑩	1145mm x 915mm M1-6 ⑨ 405mm U.C. 405mm U.C. 550mm x 550mm ARROW	③	—	2-WF ~~10x60~~ 10x26 TYPE ~~A~~ B	RT.	WEST	I-64	101+480			B ~~A~~	~~2.29~~ 2.00	~~610~~ 762			1.22
18	ASSEMBLY 610	(2 SIGNS) 305	1.891	EAST		M3-2	2.03mm/305mm	—	1-POST	RT.	EAST	I-64	101+640			C					1.22
	915	915	1.857	ALTERNATE 64		M1-1 (6A)	3.18mm/305mm														
19	1220	1525	1.861	SPEED LIMIT 65		R2-1 (65)	3.18mm/305mm	—	2-POSTS	RT.	EAST	I-64	101+680			C					1.22
20	4265	1525	6.504	Ashland 12 Huntington 19	⑤	339mm U.C. & 254mm L.C. 339mm U.C. & 254mm L.C.	③	—	8x18 2-WF ~~8x31~~ TYPE ~~A~~ B	RT.	EAST	I-64	101+720			B ~~A~~	~~1.52~~ 1.42	460			1.22
21	~~4270~~ 4267	~~3810~~ 3658	15.609	XXXX 67 INDUSTRIAL PARKWAY 1/2 MILE	⑤⑩	1145mm x 915mm M1-6 ⑨ 405mm U.C. 405mm U.C. 255mm FRA. & CAPS	③	—	2-WF 10x68 TYPE A	RT.	WEST	I-64	102+125			A	2.44	610			1.22
22	~~4270~~ 4267	~~3810~~ 3658	15.609	XXXX 67 INDUSTRIAL PARKWAY 1 MILE	⑤⑩	1145mm x 915mm M1-6 ⑨ 405mm U.C. 405mm U.C. 380mm No. & 255mm CAPS	③	—	2-WF 10x68 TYPE A	RT.	WEST	I-64	102+930			A	2.44	610			1.22
23	900	900	810			W4-1	3.18mm/305mm	—	2-POSTS	RT.	NORTH	INDUSTRIAL PARKWAY	10+820			C					1.22
24	ASSEMBLY 610	(2 SIGNS) 305	1.296	NORTH		M3-1	2.03mm/305mm	—	1-POST	RT.	NORTH	INDUSTRIAL PARKWAY	11+300			C					1.22
	762	610	1.646	XXXX		M1-6 (XXXX) ⑨	3.18mm/305mm														
25	900	1200	1.080	SPEED LIMIT 55		R2-1 (55)	3.18mm/305mm	—	2-POSTS	RT.	NORTH	INDUSTRIAL PARKWAY	11+360			C					1.22
26	~~5030~~ 5029	~~2440~~ 2438	12.281	INDUSTRIAL PARKWAY ENDS 3/4 MILE	BLACK ON YELLOW	380mm U.C. 380mm U.C. 380mm U.C. & FRA.	③	—	10x22 2-WF ~~8x48~~ TYPE ~~A~~ B	RT.	SOUTH	INDUSTRIAL PARKWAY	11+750			A	1.98	~~610~~ 762			1.22
27	3352	3352	11.238	15 Ashland Lexington 1 MILE	⑤	610mm x 610mm M1-1 (64) 339mm U.C. & 254mm L.C. 339mm U.C. & 254mm L.C. 305mm No. & 230mm U.C.	③	—	10x22 2-WF ~~10x49~~ TYPE ~~A~~ B	RT.	SOUTH	INDUSTRIAL PARKWAY	12+220			A	1.98	610			1.22

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP	9-212.00	116	~~625~~ 497

NOTES

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② REMOVABLE COPY

③ PANEL TYPE SIGN

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⑨ ROUTE NUMBER TO BE DETERMINED BY THE TRANSPORTATION CABINET

⑩ THESE SIGNS ARE TEMPORARY PANELS. THE SUPPORTS HAVE BEEN SIZED FOR THE FINAL SIGN PANEL. THE FINAL PANEL WILL BE INSTALLED UNDER A SEPARATE CONTRACT UPON COMPLETION OF THE PARKWAY.

* ALL DIMENSIONS BASED ON ACTUAL SHOP DRAWINGS

detail.dgn
signing

METRIC

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
BOYD, CARTER & GREENUP
ROAD INDUSTRIAL PARKWAY
PROJECT NO. 132

SIGN/SIGN ASSEMBLY NUMBER	SIZE OR SIZES ALL DIMENSIONS MILLIMETERS HORIZONTAL	VERTICAL	MESSAGES LINES		COLORS ① (ALL BUT BLACK TO BE REFLECTORIZED)	SPECIFICATION	ALUMINUM/STEEL SIGN BASE MATERIAL	MOUNTING ⑥ ALUMINUM	GALVANIZED STEEL	LOCATION SIDE OF ROAD	FACING TRAFFIC	ON ROAD	AT STATION (APPROXIMATE)	BORDER ⑦ FOR GUIDE SIGNS WIDTH	RADIUS	CONCRETE BASE DIMENSIONS TYPE	a m	b mm	HORIZONTAL CLEARANCE X^L m	X^R m
28	~~3352~~	~~3352~~		Ashland Lexington 2 WAYS	⑤	610mm x 610mm M1-1 (64) 339mm U.C. & 254mm L.C. 338mm U.C. & 254mm L.C. 305mm No. & 230mm U.C.	③	—	2-WF 10x49 TYPE A	RT.	SOUTH	INDUSTRIAL PARKWAY	13+830			A	1.98	610		1.22
29	1200	1500		PROHIBITED	BLACK ON WHITE	SEE TYP. STD. SHEET DETAIL	3.18mm/305mm	—	2-POSTS	RT.	SOUTH	PARKWAY EXIT RAMP	5+060			C				1.22
30	900	1200		SPEED LIMIT 55		R2-1 (55)	3.18mm/305mm	—	2-POSTS	RT.	NORTH	LOOP B	6+720			C				1.22
31	900	1200		RAMP 40 MPH		W13-3 (40)	3.18mm/305mm	—	2-POSTS	RT.	WEST	PARKWAY EXIT RAMP	4+060			C				1.22
32	760	915				W1-8	3.18mm/305mm	—	1-POST	RT.	EAST	PARKWAY EXIT RAMP	5+750			C				1.22
33	760	915				W1-8	3.18mm/305mm	—	1-POST	RT.	EAST	PARKWAY EXIT RAMP	5+800			C				1.22
34	760	915				W1-8	3.18mm/305mm	—	1-POST	RT.	EAST	PARKWAY EXIT RAMP	5+850			C				1.22
35	760	915				W1-8	3.18mm/305mm	—	1-POST	RT.	EAST	PARKWAY EXIT RAMP	5+900			C				1.22
36	760	915				W1-8	3.18mm/305mm	—	1-POST	RT.	EAST	PARKWAY EXIT RAMP	5+950			C				1.22
37	760	915				W1-8	3.18mm/305mm	—	1-POST	LT.	WEST	LOOP B	6+420			C			1.22	
38	760	915				W1-8	3.18mm/305mm	—	1-POST	LT.	WEST	LOOP B	6+390			C			1.22	
39	760	915				W1-8	3.18mm/305mm	—	1-POST	LT.	WEST	LOOP B	6+360			C			1.22	
40	760	915				W1-8	3.18mm/305mm	—	1-POST	LT.	WEST	LOOP B	6+330			C			1.22	
41	760	915				W1-8	3.18mm/305mm	—	1-POST	LT.	SOUTH	LOOP B	6+300			C			1.22	
42	760	915				W1-8	3.18mm/305mm	—	1-POST	LT.	SOUTH	LOOP B	6+270			C			1.22	
43	760	915				W1-8	3.18mm/305mm	—	1-POST	LT.	SOUTH	LOOP B	6+240			C			1.22	
44	760	915				W1-8	3.18mm/305mm	—	1-POST	LT.	SOUTH	LOOP B	6+210			C			1.22	
45	760	915				W1-8	3.18mm/305mm	—	1-POST	LT.	EAST	LOOP B	6+180			C			1.22	
46	760	915				W1-8	3.18mm/305mm	—	1-POST	LT.	EAST	LOOP B	6+150			C			1.22	

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP	9-212.00	117	~~630~~ 697

NOTES

① THE COLORS SHALL BE AS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" & "STANDARD HIGHWAY SIGNS".

② REMOVABLE COPY

③ PANEL TYPE SIGN

④ EXIT NUMBER SIGNS SHALL BE A A PANEL TYPE SIGN WITH THE WORD "EXIT" IN 250 CAPS AND THE OTHER LETTERS AND NUMBERS IN 375 CAPS, ALL IN RE-MOVABLE COPY. THE BACKGROUND COLOR SHALL BE GREEN AND THE COPY SHALL BE WHITE, TO BE ATTACHED AS SHOWN ON THE MISCELLANEOUS DETAIL SHEET.

⑤ THE BACKGROUND COLOR SHALL BE GREEN, THE BORDER AND COPY SHALL BE WHITE.

⑥ TYPE "A" BEAMS ARE EMBEDDED AND TYPE "B" BEAMS ARE "BREAK-A-WAY" DESIGN. (SEE SPECIFICATION NOTES)

⑦ BORDER WIDTHS AND RADII SHALL BE AS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

⑧ THE BACKGROUND COLOR SHALL BE BROWN, THE BORDER AND COPY SHALL BE WHITE.

* ALL DIMENSIONS BASED ON ACTUAL SHOP DRAWINGS

detail.dgn
signing

METRIC

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
BOYD, CARTER & GREENUP
ROAD INDUSTRIAL PARKWAY
PROJECT NO. 153

SIGN/SIGN ASSEMBLY NUMBER	SIZE OR SIZES ALL DIMENSIONS MILLIMETERS HORIZONTAL	VERTICAL	MESSAGES LINES		COLORS ① (ALL BUT BLACK TO BE REFLECTORIZED)	SPECIFICATION	ALUMINUM/STEEL SIGN BASE MATERIAL	MOUNTING ⑥ ALUMINUM	GALVANIZED STEEL	LOCATION SIDE OF ROAD	FACING TRAFFIC GOING	ON ROAD	AT STATION (APPROXIMATE)	BORDER ⑦ CONCRETE BASE DIMENSIONS FOR GUIDE SIGNS WIDTH	RADIUS	TYPE	a m	b mm	HORIZONTAL CLEARANCE x L m	x R m
47	915	915	537	DO NOT ENTER		R5-1	3.18mm/305mm	---	1-POST	RT	SOUTH	RAMP C	3+630							1.22
48	915	915	537	DO NOT ENTER		R5-1	3.18mm/305mm	---	1-POST	LT	SOUTH	RAMP C	3+630						1.22	
49	915	610	558	WRONG WAY		R5-1a	3.18mm/305mm	---	1-POST	RT	SOUTH	RAMP C	3+580							1.22
50	915	610	558	WRONG WAY		R5-1a	3.18mm/305MM	---	1-POST	LT	SOUTH	RAMP C	3+580						1.22	
1IFAO	4270	610	2.605	INDUSTRIAL PARK ACCESS ONLY		③														
1FH	3048	610	1859	EXIT 179		③					EAST	I-64	97+670							
51	915	915	837	DO NOT ENTER		R5-1	3.18mm/305mm	---	1-POST	RT	SOUTH	LOOP B	7+050							1.22
52	915	915	837	DO NOT ENTER		R5-1	3.18mm/305mm	---	1-POST	LT	SOUTH	LOOP B	7+050						1.22	
53	915	610	558	WRONG WAY		R5-1a	3.18mm/305mm	---	1-POST	RT	SOUTH	LOOP B	7+000							1.22
54	915	610	558	WRONG WAY		R5-1a	3.18mm/305mm	---	1-POST	LT	SOUTH	LOOP B	7+000						1.22	
2EH	3048	610	1859	EXIT 179		③					EAST	I-64	98+780							
7EH	3048	610	1859	EXIT 179		③					EAST	I-64	100+570							
17EH	3048	610	1859	EXIT 179		③					WEST	I-64	101+490							
21EH	3048	610	1859	EXIT 179		③					WEST	I-64	102+125							
22EH	3048	610	1859	EXIT 179		③					WEST	I-64	102+930							
28IFAO	4270	610	2.605	INDUSTRIAL PARK ACCESS ONLY		③					WEST	I-64	102+930							

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP	-	118	637 499

9-212.00 NOTES

① THE COLORS SHALL BE AS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" & "STANDARD HIGHWAY SIGNS".

② REMOVABLE COPY

③ PANEL TYPE SIGN

④ EXIT NUMBER SIGNS SHALL BE A A PANEL TYPE SIGN WITH THE WORD "EXIT" IN 250 CAPS AND THE OTHER LETTERS AND NUMBERS IN 375 CAPS, ALL IN REMOVABLE COPY. THE BACKGROUND COLOR SHALL BE GREEN AND THE COPY SHALL BE WHITE, TO BE ATTACHED AS SHOWN ON THE MISCELLANEOUS DETAIL SHEET.

⑤ THE BACKGROUND COLOR SHALL BE GREEN, THE BORDER AND COPY SHALL BE WHITE.

⑥ TYPE "A" BEAMS ARE EMBEDDED AND TYPE "B" BEAMS ARE "BREAK-A-WAY" DESIGN. (SEE SPECIFICATION NOTES)

⑦ BORDER WIDTHS AND RADII SHALL BE AS SHOWN IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES"

⑧ THE BACKGROUND COLOR SHALL BE BROWN, THE BORDER AND COPY SHALL BE WHITE.

* ALL DIMENSIONS BASED ON ACTUAL SHOP DRAWINGS

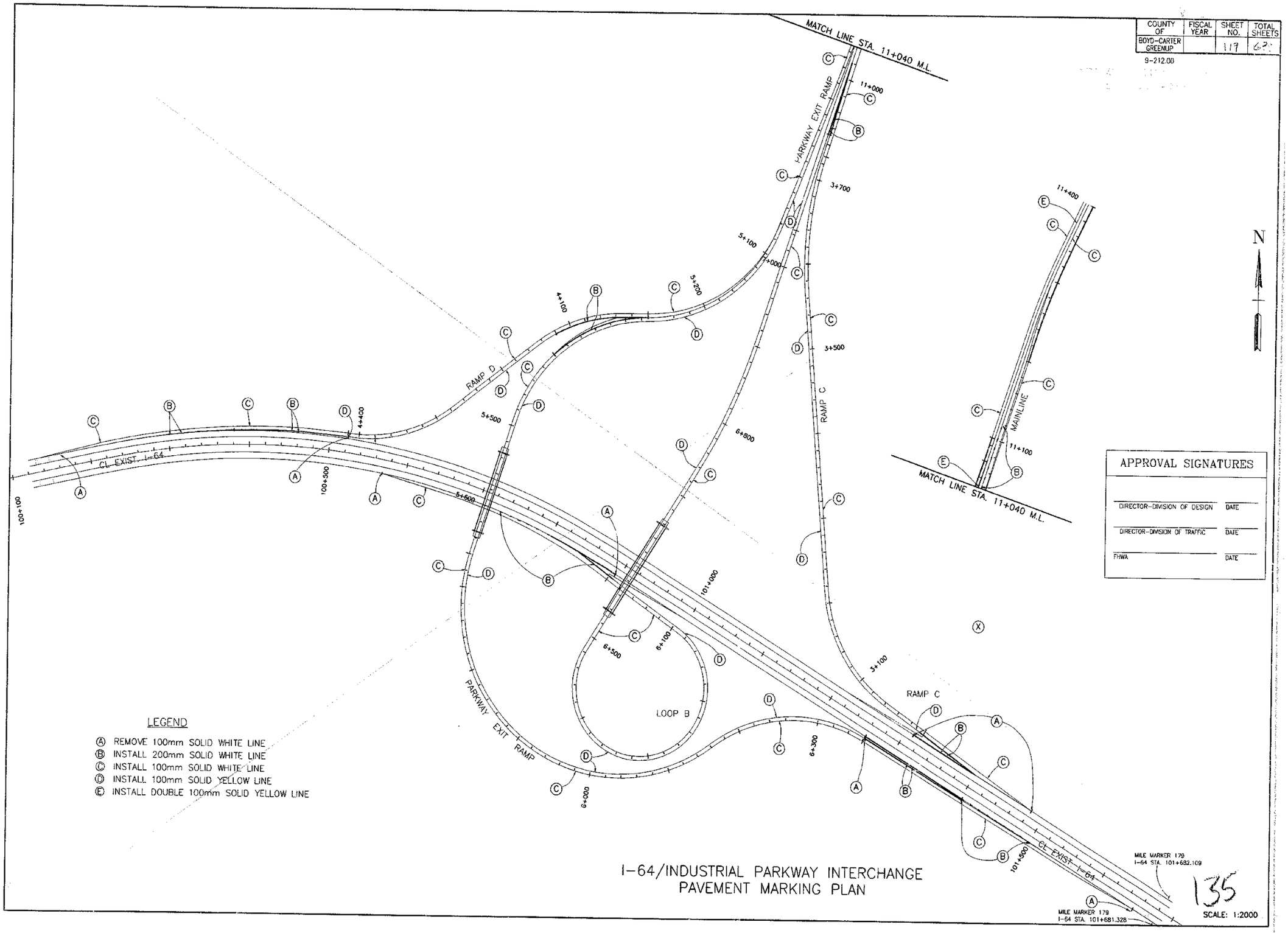
detail dgn signing

METRIC

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT
COUNTY OF
BOYD, CARTER & GREENUP
ROAD INDUSTRIAL PARKWAY 134
PROJECT NO.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		119	62

9-212.00



LEGEND

Ⓐ REMOVE 100mm SOLID WHITE LINE
Ⓑ INSTALL 200mm SOLID WHITE LINE
Ⓒ INSTALL 100mm SOLID WHITE LINE
Ⓓ INSTALL 100mm SOLID YELLOW LINE
Ⓔ INSTALL DOUBLE 100mm SOLID YELLOW LINE

APPROVAL SIGNATURES

DIRECTOR-DIVISION OF DESIGN	DATE
DIRECTOR-DIVISION OF TRAFFIC	DATE
FHWA	DATE

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKBPL

6-93
FORM NO. 2n

I-64/INDUSTRIAL PARKWAY INTERCHANGE
PAVEMENT MARKING PLAN

135

SCALE: 1:2000

MOISTURE DENSITY - FAMILY OF CURVES

OPTIMUM MOISTURE %

DRY DENSITY (Kg/m³)

FAMILY OF CURVES - ONE POINT METHOD

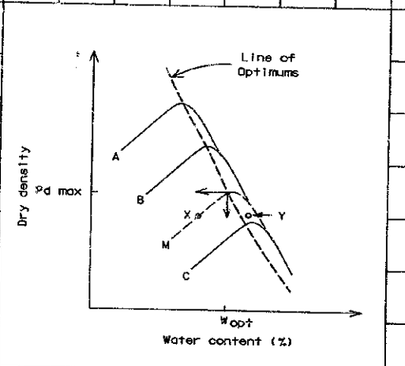
The one point method may be used to determine the maximum density and optimum moisture of soils when minimal soils information is available, soils are highly variable, or when time does not permit to perform a complete compaction test. When the one point method is applicable, an adequate amount of soil shall be obtained from the location where the the field density tests are to be performed. Two restrictions are necessary for the one point method:

1. During compaction, the mold shall be placed on a smooth solid surface such as a concrete headwall, counter weight of a crane, etc.. Asphalt pavement or compacted soil should not be used.

2. The moisture content of the soil shall be dry of optimum (preferably not less than 4 percent) and never more than optimum.

The reason for the second requirement is illustrated in the example below. By drawing a line parallel to the dry side of optimum of curves A, B, and C through the one point X a reasonable approximation of the dry density may be obtained. However, if a point such as Y was obtained it would be difficult to distinguish which laboratory curve the soil belonged to.

Reference: Holtz, Robert D. and Kovacs, William D.(1981) "An Introduction to Geotechnical Engineering"



PROCEDURE

1. Perform one point of a standard moisture-density test in accordance with KM 64-511. The moisture content of the sample should never exceed the optimum water content.

2. Plot the dry density and optimum moisture as a point on the family of curve graph.

3. If the one-point falls on one of the curves in the family of curves the maximum dry density and optimum moisture content defined by the curve shall be used (Note 1).

4. If the one-point falls within the family but not on a curve, a new curve shall be drawn through the plotted one-point parallel and in character with the nearest existing curve in the family of curves. The maximum dry density and optimum moisture content as defined by the new curve shall be used (Note 1).

NOTE 1: If the one point plotted within or the family of curves does not fall in the 80 to 100 percent range, compact another specimen, using the optimum material, at an adjusted moisture content that will place one-point within this range.

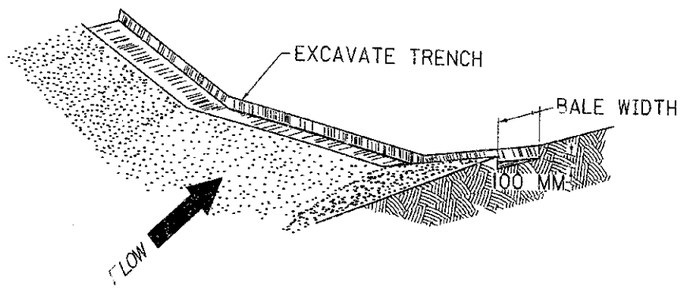
5. If the family of curves is such that the profile of a new curve to be drawn through a one-point is not well defined or in any way questionable, then a full moisture-density relationship shall be made for the soil in question to correctly define the new curve and verify the applicability of the family of curves (Note 2).

NOTE 2: New curves drawn through plotted one-point determinations shall not become a permanent part of the family of curves until verified by a full moisture-density relationship.

8-18-98
DATE

COUNTY OF CASEY & GREENUP	FISCAL YEAR	SHEET NO. 119A	TOTAL SHEETS 330

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
CARTER BOYD GREENUP		119 B	6 37



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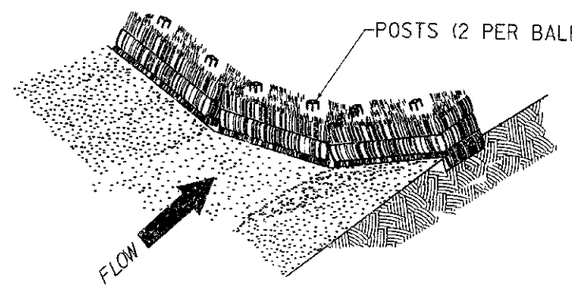

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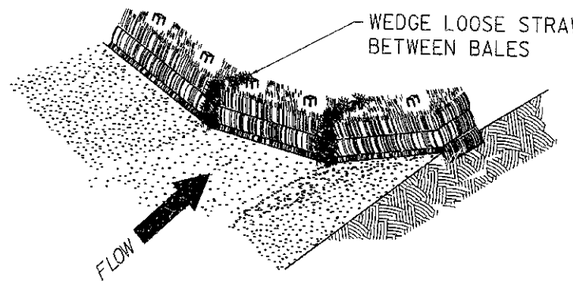

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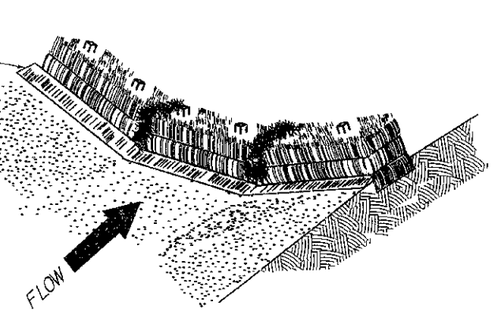

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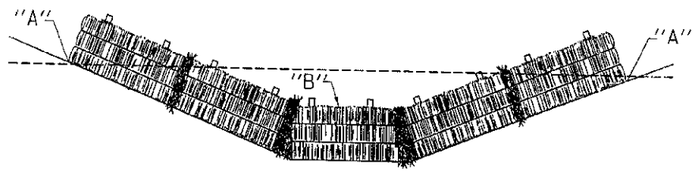


ELEVATION

PROPER PLACEMENT OF STRAW BALE BARRIER IN DRAINAGE WAY

NOTES

1. SEE STANDARD SPECIFICATIONS SECTION 827.08 FOR POST TYPE AND SIZE.
2. POINTS "A" SHALL BE 300 MM MIN. HIGHER THAN POINT "B".
3. IN SHALLOW DITCHES IT MAY BE NECESSARY TO LAY MIDDLE BALE DOWN TO CREATE SPILLWAY.
4. POSTS SHALL BE SET 400 MM DEEP.

KENTUCKY
DEPARTMENT OF HIGHWAYS

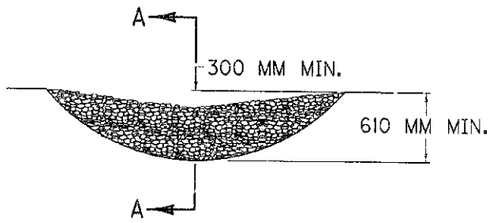
SILT CHECK TYPE I
STRAW BALES 137

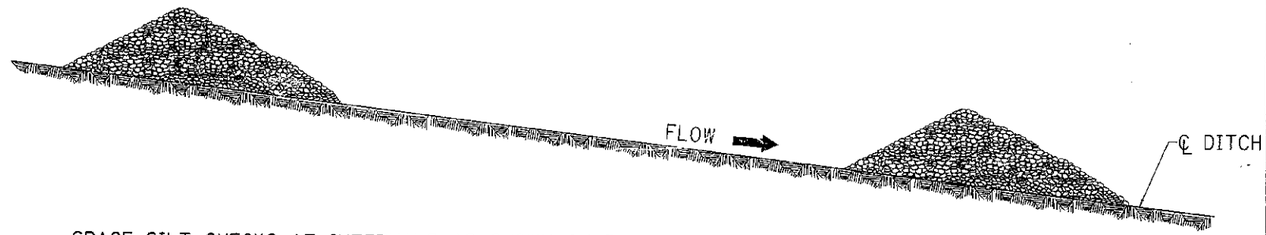
SUBMITTED William S Gulick ASST. DIRECTOR DIVISION OF DESIGN 2-17-98 DATE

APPROVED _____ STATE HIGHWAY ENGINEER _____ DATE

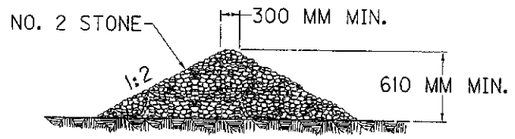
DRAWN T. S. GATEWOOD 12-96
CHECKED D. H. McALISTER 1-97
RECOMMENDED _____
APPROVED F.H.W.A. _____

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
CARTER BOYD GREENUP		119C	630





SPACE SILT CHECKS AT INTERVALS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.



SECTION "A"

DRAWN T. S. GATEWOOD DATE 12-96
CHECKED D.H. MCALISTER 1-97
RECOMMENDED
APPROVED F.H.W.A.

KENTUCKY
DEPARTMENT OF HIGHWAYS

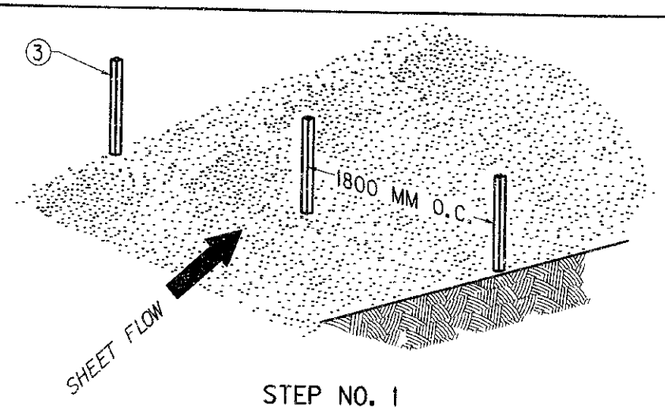
SILT CHECK TYPE II & III
CRUSHED STONE 138

SUBMITTED William S. Gatlin ASST. DIRECTOR DIVISION OF DESIGN 2-17-98 DATE

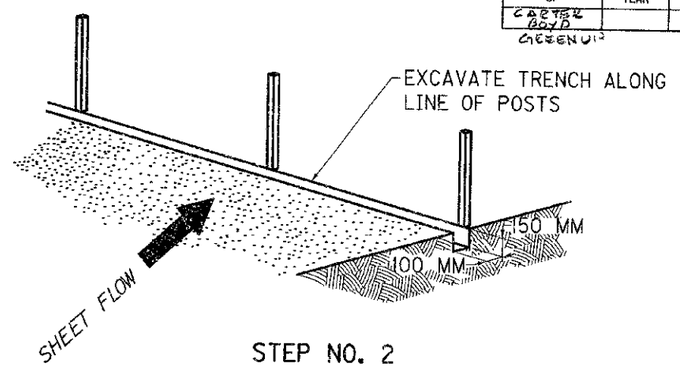
APPROVED STATE HIGHWAY ENGINEER DATE

6

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
CARTER BOYD GREENUP		119 D	630 997



STEP NO. 1



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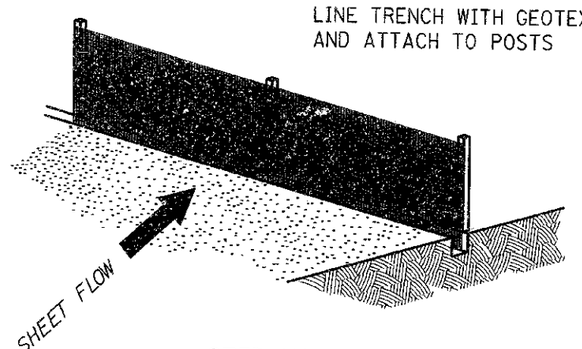

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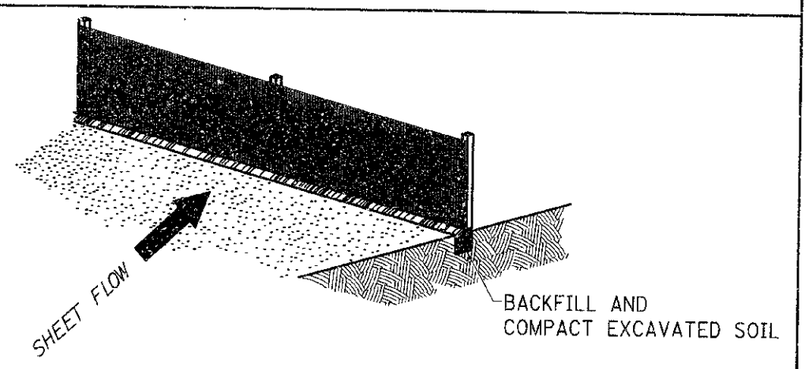

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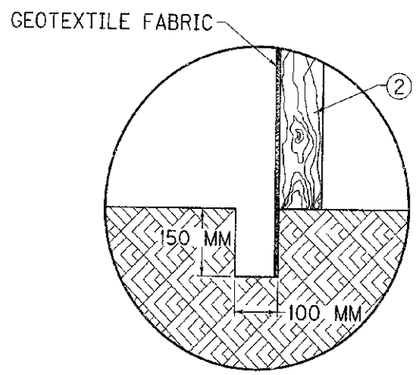


SECTIONAL DETAIL

NOTES

1. SEE STANDARD SPECIFICATIONS FOR POST SIZE, GEOTEXTILE FABRIC, WIRE STAPLES AND ALL OTHER PERTINENT INFORMATION.
2. POSTS MAY BE WOODEN OR METAL T-SECTION.
3. POSTS SHALL BE SET 400 MM DEEP.

DRAWN T. S. GATEWOOD DATE 12-96
CHECKED D.H. McALISTER 1-97
RECOMMENDED
APPROVED F.H.W.A.

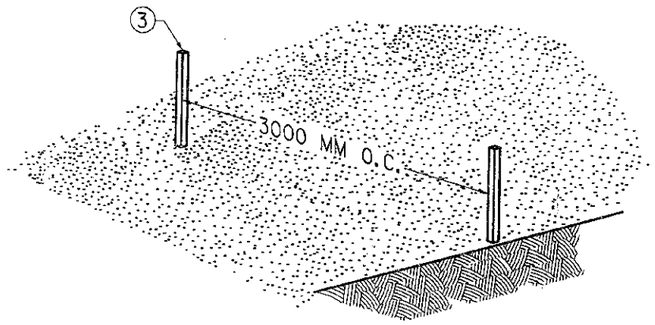
KENTUCKY
DEPARTMENT OF HIGHWAYS

TEMPORARY
SILT FENCE 139

SUBMITTED William S Gulick 2-17-98
ASST. DIRECTOR DIVISION OF DESIGN DATE

APPROVED
STATE HIGHWAY ENGINEER DATE

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
CARTER BOYD GREENUP		119E	630 997



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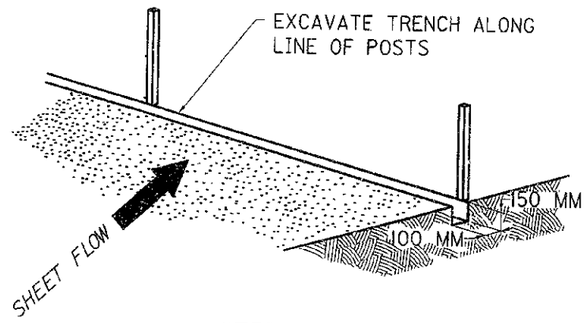

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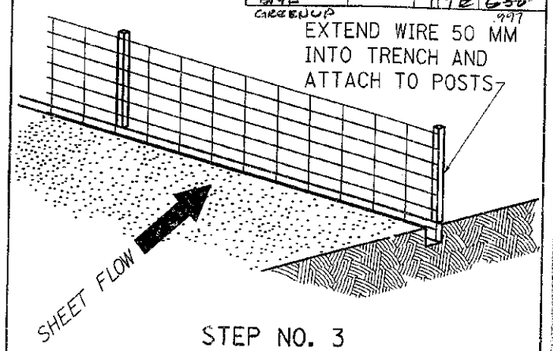

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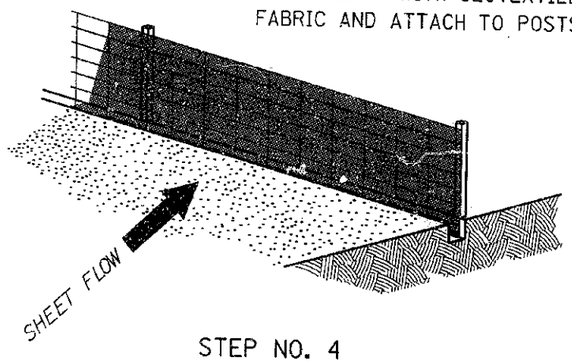

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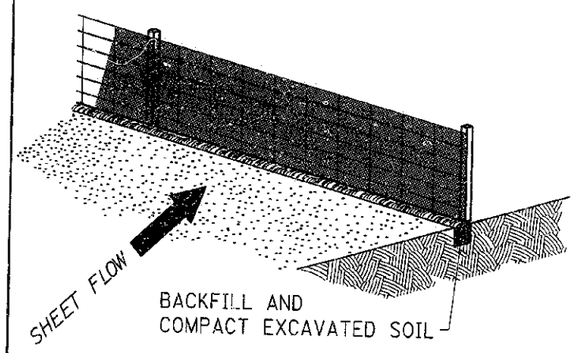

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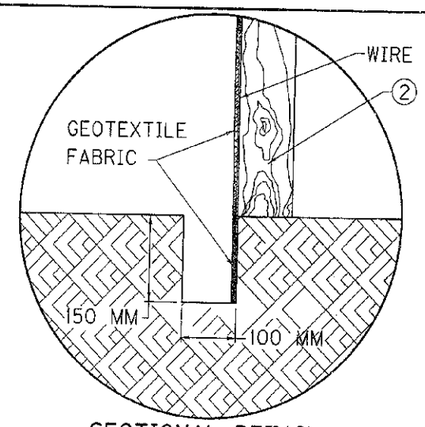

SECTIONAL DETAIL

NOTES

1. SEE STANDARD SPECIFICATIONS FOR POST SIZE, WOVEN WIRE FENCE FABRIC, GEOTEXTILE FABRIC, WIRE STAPLE AND ALL OTHER PERTINENT INFORMATION.
2. ② POSTS MAY BE WOODEN OR METAL T-SECTION.
3. ③ POSTS SHALL BE SET 400 MM DEEP.

DRAWN T. S. GATEWOOD DATE 12-96
CHECKED D.H. McALISTER 1-97
RECOMMENDED
APPROVED F.H.W.A.

KENTUCKY
DEPARTMENT OF HIGHWAYS

TEMPORARY SILT FENCE WITH WOVEN WIRE FENCE FABRIC 140

SUBMITTED William S. Gatlett ASST. DIRECTOR DIVISION OF DESIGN 2-17-98 DATE

APPROVED _____ STATE HIGHWAY ENGINEER _____ DATE

GEOTECHNICAL SYMBOL SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
CARTER BOYD GREENUP		120	~~450~~ 437

ITEM NO. 9-212.00

AASHTO Classification of Soils and Soil-Aggregate Mixtures

General Classification	Granular Materials (35% or less passing 0.075 mm)							Silt-Clay Materials (More than 35% passing 0.075 mm)			
Group Classification	A-1		A-3	A-2				A-4	A-5	A-6	A-7
	A-1-a	A-1-b		A-2-4	A-2-5	A-2-6	A-2-7				A-7-5 A-7-6
Sieve Analyses, 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

Unified Soil Classifications

MAJOR DIVISIONS		SYMBOL	NAME
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	GW	Well-graded gravels or gravel-sand mixtures, little or no fines.
		GP	Poorly graded gravels or gravel-sand mixtures, little or no fines.
		GM	Silty gravels, gravel-sand-silt mixtures.
		GC	Clayey gravels, gravel-sand-clay mixtures.
	SAND AND SANDY SOILS	SW	Well-graded sands or gravelly sands, little or no fines.
		SP	Poorly graded sands or gravelly sands, little or no fines.
		SM	Silty sands, sand-silt mixtures.
		SC	Clayey sands, sand-clay mixtures.
FINE GRAINED SOILS	SILTS AND CLAYS LL IS LESS THAN 50	ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
	SILTS AND CLAYS LL IS GREATER THAN 50	MH	Inorganic silts, micaceous of diatomaceous fine sandy or silty soils, elastic silts.
		CH	Inorganic clays of high plasticity, fat clays.
UNCLASSIFIED MATERIAL		NONE	Non-classified material (i.e. overburden, pavement, slag, etc.) Include visual description.

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
□	Open Face Log
⊖	Slope Inclinometer Installation typical applications: ⊖ ◒ ◎ ◉ ●
OW	Observation Well
→	Approximate Footing Elevation
▼ (Date)	Water Elevation
VS (kPa)	Field Vane Shear Strength
■	Thin-walled Tube Sample
<	Standard Penetration Test Sample
N	Penetration Resistance
Qu (kPa)	Unconfined Compressive Strength
UU (kPa)	Unconsolidated Undrained Triaxial Strength
w(%)	Moisture Content
RQD	Rock Quality Designation
SDI (JS)	Slake Durability Index (Jar Slake Test)
REC	Core Recovery
ϕ	Angle of Internal Friction (Total Stress)
$\bar{\phi}$	Angle of Internal Friction (Effective Stress)
c (kPa)	Cohesion (Total Stress)
$\bar{c}$ (kPa)	Cohesion (Effective Stress)
γ (kN/m^3)	Total Unit Weight
RDZ	Rock Disintegration Zone
OB	Overburden Bench
IB	Intermediate Bench
R	Refusal
NR	Refusal Not Encountered

Relation of RQD and in situ Rock Quality

RQD	Rock Quality
90-100	Excellent
75-90	Good
50-75	Fair
25-50	Poor
0-25	Very Poor

LIMESTONE

SANDSTONE

DURABLE SHALE (SDI ≥ 95)

NONDURABLE SHALE (SDI ≤ 95)

COAL

TALUS, MINE WASTE, FILL MATERIAL, BOULDERS, & ETC.

ROADWAY FILL- GRANULAR EMBANKMENT

STRUCTURE GRANULAR BACKFILL

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SLOPE PROTECTION

GEOTECHNICAL NOTES

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	12	142

ITEM NO. 9-212.00

1. CLEARING AND GRUBBING OF EMBANKMENT AREAS SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 202 OF THE CURRENT KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. AN EXCEPTION TO THESE PROCEDURES SHALL BE IN RECLAIMED SURFACE MINED AREAS WHERE GRASSES HAVE BEEN RE-ESTABLISHED. IN SUCH AREAS WHERE MORE THAN 0.33 METERS OF EMBANKMENT WILL BE PLACED, THE GRASS AND VEGETATION SHALL BE CUT/MOWED BUT SHALL NOT BE GRUBBED. LEAVING THE ROOT SYSTEM IN PLACE SHOULD HELP PROVIDE MORE STABLE SURFACE CONDITIONS UPON WHICH TO BEGIN FILL PLACEMENT. IN ALL OTHER AREAS, CLEARING AND GRUBBING SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS.

2. ALL CHANNEL CHANGES AND SPECIAL DITCHES SHALL BE CONSTRUCTED PRIOR TO PLACEMENT OF ANY EMBANKMENT MATERIAL ADJACENT TO THEM IN ACCORDANCE WITH SECTION 207 OF THE CURRENT KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. MATERIALS EXCAVATED FROM THESE AREAS MAY BE UTILIZED IN THE CONSTRUCTION OF THE EMBANKMENTS, BUT MAY REQUIRE MANIPULATION TO THE PROPER MOISTURE CONTENTS PRIOR TO COMPACTION OPERATIONS. NO EXTRA PAYMENT SHALL BE PERMITTED FOR REHANDLING, HAULING, STOCKPILING AND/OR MANIPULATING THESE MATERIALS. ONLY DURABLE SANDSTONES AND DURABLE SHALES SHALL BE UTILIZED FOR CLASS IV CHANNEL LINING. ALL NON-DURABLE SHALES AND NON-DURABLE SANDSTONES SHALL BE EXCLUDED FROM USE AS CHANNEL LINING.

3. THE MAJORITY OF ROCK WHICH WILL BE EXCAVATED AND AVAILABLE FOR ROADWAY CONSTRUCTION WILL CONSIST OF NON-DURABLE SHALES AND NON-DURABLE SANDSTONES. MUCH OF THE MATERIAL NOTED AS "COMMON EXCAVATION" ABOVE THE RDZ WILL ALSO CONSIST OF NON-DURABLE SHALES. ALL NON-DURABLE SHALES SHALL BE PLACED IN ACCORDANCE WITH SECTION 207.03.02(D) OF THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

4. IN ACCORDANCE WITH SECTION 207 OF THE CURRENT KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, THE MOISTURE CONTENT OF EMBANKMENT MATERIAL SHALL NOT VARY FROM THE OPTIMUM MOISTURE CONTENT, AS DETERMINED BY KM 64-511, BY MORE THAN PLUS OR MINUS TWO PERCENT. THIS MOISTURE CONTENT REQUIREMENT SHALL HAVE EQUAL WEIGHT WITH THE DENSITY REQUIREMENT WHEN DETERMINING THE ACCEPTABILITY OF EMBANKMENT AND SUBGRADE CONSTRUCTION. REFER TO THE FAMILY OF CURVES.

5. ALL SOILS AND NON-DURABLE SHALE MATERIALS, WHETHER FROM ROADWAY EXCAVATION OR BORROW, MAY REQUIRE MANIPULATION TO OBTAIN PROPER MOISTURE CONTENTS PRIOR TO COMPACTION. DIRECT PAYMENT SHALL NOT BE PERMITTED FOR REHANDLING, HAULING, STOCKPILING AND/OR MANIPULATING SUCH MATERIALS.

6. THE CONTRACTOR IS RESPONSIBLE FOR CONDUCTING ANY OPERATIONS NECESSARY (SUCH AS CONSTRUCTION OF TEMPORARY DRAINAGE DITCHES, ETC.) IN ORDER TO EXCAVATE CUT AREAS TO THE REQUIRED SECTIONS. THESE OPERATIONS SHALL BE INCIDENTAL TO THE ROADWAY EXCAVATION PRICE.

7. ALL WATER WELLS WITHIN THE LIMITS OF CONSTRUCTION, WHETHER SHOWN ON THE PLANS OR NOT, SHALL BE PLUGGED IN ACCORDANCE WITH REQUIREMENTS OF SECTION 711 OF THE CURRENT KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

8. ALL CATCH BASINS AND MANHOLES SHALL BE FILLED AND CAPPED, AND ALL SEPTIC TANKS SHALL BE CLEANED AND FILLED IN ACCORDANCE WITH SECTION 711 OF THE CURRENT KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

9. ANY SATURATED, SOFT, UNSTABLE AREAS ENCOUNTERED WITHIN EMBANKMENT FOUNDATION LIMITS AND/OR ANY OTHER AREAS AS DIRECTED BY THE ENGINEER SHALL BE DRAINED AND STABILIZED WITH BROKEN AND DURABLE SANDSTONE EXCAVATED BELOW THE RDZ, OR WITH "ROADWAY FILL-GRANULAR EMBANKMENT" OBTAINED FROM OFF-SITE. A MINIMUM 0.6 METERS WORKING PLATFORM SHALL BE CONSTRUCTED IN SUCH AREAS. ROADWAY FILL-GRANULAR EMBANKMENT MATERIAL SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF SPECIAL PROVISION NO. 69, EXCEPT THE USE OF THOSE MATERIALS CLASSIFIED AS "ERODIBLE" OR "UNSTABLE" SHALL BE PROHIBITED. THE ROADWAY FILL GRANULAR EMBANKMENT SHALL BE ENCASED COMPLETELY WITH TYPE III GEOTEXTILE FABRIC IN ACCORDANCE WITH SECTION 845 OF THE CURRENT STANDARD SPECIFICATIONS. FOR QUANTITY PURPOSES ONLY, THE FOLLOWING ARE AREAS WHERE STABILIZATION IS RECOMMENDED. ACTUAL LOCATIONS REQUIRING SUCH TREATMENT, AND THE DEPTHS OF STABILIZATION WHICH MAY BE NECESSARY, SHALL BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

LOOP B	RAMP C	RAMP D
6+000 - 6+100	3+150 - 3+170	4+160 - 4+220
6+300 - 6+400	3+250 - 3+290	
6+520 - 6+545	3+470 - 3+590	

PARKWAY EXIT RAMP	MAINLINE
5+630 - 5+665	11+170 - 11+200
5+735 - 5+760	14+630 - 14+665

10. THE CONTRACTOR SHALL CONDUCT GRADING OPERATIONS IN SUCH A MANNER THAT SANDSTONE AND DURABLE SHALE OBTAINED FROM ROADWAY EXCAVATION SHALL BE STOCKPILED SEPARATELY OR OTHERWISE MANIPULATED SO THAT QUANTITIES ARE AVAILABLE FOR THOSE AREAS REQUIRING SAID MATERIAL. NO DIRECT PAYMENT WILL BE ALLOWED FOR SUCH NECESSARY MANIPULATION AS STOCKPILING AND/OR DOUBLE HANDLING THE MATERIAL. SANDSTONE AND DURABLE SHALE SHALL NOT BE WASTED UNLESS PRIOR APPROVAL IS OBTAINED FROM THE ENGINEER.

11. ANY COAL ENCOUNTERED AT OR WITHIN 1.2 METERS OF PLANNED GRADE SHALL BE REMOVED TO A DEPTH OF 1.2 METERS BELOW PLANNED GRADE. THE CONTRACTOR SHALL NOT PERFORM ADDITIONAL UNDERCUTTING TO RECOVER COAL UNLESS PRIOR APPROVAL OF THE ENGINEER HAS BEEN OBTAINED. RECOVERY OF COAL SUCH INSTANCES SHALL BE PERFORMED BY OTHERS IN ... CE WITH PROJECT PLANS AND SPECIFICATIONS.

12. ANY SUCH UNDERCUTTING AT OR NEAR GRADE FOR RECOVERY OF COAL SHALL BE BACKFILLED UP TO THE BOTTOM OF THE PLANNED ROADBED WITH SANDSTONE, OR OTHER DURABLE ROCK, IN 0.6 METER LIFTS, AND POSITIVE DRAINAGE SHALL BE MAINTAINED THROUGH THE CUT USING 20 CENTIMETER PERFORATED PIPE UNDERDRAINS, AS APPLICABLE.

13. PROCEDURES SHALL BE PERFORMED AS REQUIRED TO CONTROL EROSION AND SILTATION IN ACCORDANCE WITH SECTIONS 212 AND 213 OF THE CURRENT KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AS SHOWN ON PROJECT PLANS, AND AS DIRECTED BY THE ENGINEER.

14. ALL SECTIONS OF ABANDONED CHANNELS AND/OR DRAINAGE SWALES TO BE COVERED BY ROADWAY EMBANKMENT SHALL BE FILLED FULL-WIDTH USING ROCK COMPOSED OF SANDSTONE AND/OR DURABLE SHALE FROM ROADWAY EXCAVATION; OR WITH "ROADWAY FILL-GRANULAR EMBANKMENT" MATERIAL OBTAINED FROM OFF-SITE. MATERIALS WHICH WOULD RESTRICT SEEPAGE FLOW FROM BENEATH EMBANKMENTS, OR WHICH ARE CLASSIFIED AS ERODIBLE OR UNSTABLE SHALL BE EXCLUDED FROM USE IN THESE AREAS. THE FOLLOWING ARE AREAS WHERE SUCH TREATMENT WILL BE NECESSARY.

LOOP B	RAMP C	PARKWAY EXIT RAMP	MAINLINE
6+000 - 6+100	3+150 - 3+170	5+630 - 5+665	14+410 - 14+960
6+300 - 6+400	3+250 - 3+290		
6+520 - 6+545	3+470 - 3+590		

15. EMBANKMENT FOUNDATION BENCHES AND PERFORATED PIPE UNDERDRAINS SHALL BE PLACED AT THE FOLLOWING APPROXIMATE LOCATIONS IN ACCORDANCE WITH STANDARD DRAWING RGX-010 AND RDP-006, PROJECT CROSS-SECTIONS, AND 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 SHALL BE FOLLOWED TO HELP MAINTAIN STABILITY OF THE EXISTING SLOPES IN THESE AREAS.

APPROXIMATE LOCATIONS

I-64	RAMP C
100+970 - 101+140	3+270 - 3+290 3+470 - 3+520
MAINLINE	**LOGTOWN ROAD @ STA. 11+803.8**
13+060 - 13+090	49+670 - 49+760
13+630 - 13+670	50+070 - 50+090
13+770 - 13+790	
LOGTOWN ROAD @ STA. 12+000	**GREEN VALLEY ROAD @ STA. 14+227**
49+570 - 49+590	49+790 - 49+810 50+270 - 50+310

16. THE PONDS LOCATED AT THE FOLLOWING STATIONS SHALL BE DRAINED. AS DIRECTED BY THE ENGINEER, SOFT/SATURATED MATERIAL SHALL BE REMOVED AND/OR STABILIZED PRIOR TO ROADWAY CONSTRUCTION. STABILIZATION SHALL BE IN ACCORDANCE WITH GEOTECHNICAL NOTE NO. 9.

APPROXIMATE LOCATIONS

LOOP B

INTERIOR OF LOOP (6+500, RIGHT)

RAMP D

4+175 TO 4+215, FULL WIDTH

MAINLINE

14+460 TO 14+540, LEFT SIDE
14+710 TO 14+755, RIGHT SIDE

KENTUCKY DEPARTMENT OF HIGHWAYS

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COUNTY OF

BOYD-CARTER-GREENUP

INDUSTRIAL PARKWAY - SECTION 1

PROJECT NUMBERS

FD04 121 SW97 IND PKWY

19 ___ BY ___

T.E.B.M. FOR PRE-CONSTRUCTION

GEOTECHNICAL NOTES

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	122	~~127~~ 143

ITEM NO. 9-212.00

17. CONVENTIONAL TRANSVERSE BENCHES SHALL BE CONSTRUCTED AND PERFORATED PIPE UNDERDRAINS INSTALLED AT THE FOLLOWING APPROXIMATE LOCATIONS IN ACCORDANCE WITH KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD DRAWINGS RDP-005 AND RDP-006, PROJECT CROSS-SECTIONS, AND AS DIRECTED BY THE ENGINEER.

APPROXIMATE LOCATIONS

MAINLINE	RAMP C	RAMP D
10+225	3+158	4+378
10+480	3+256	
13+650	3+338	
	3+590	

PARKWAY EXIT RAMP	LOOP B
5+425	6+108
5+726	6+718
6+223	

18. WITHIN THE FOLLOWING APPROXIMATE STATION INTERVALS ROADWAY CONSTRUCTION MAY ENCOUNTER EXISTING ROCK HIGHWALLS. THESE HIGHWALLS ARE RESULTS OF PREVIOUS COAL SURFACE-MINING OPERATIONS. TRANSVERSE BENCHES (LARGER THAN CONVENTIONAL) AND PERFORATED PIPE UNDERDRAINS SHALL BE INSTALLED IN THESE AREAS AS SHOWN ON PLANS, PROFILES, AND CROSS-SECTIONS AND/OR AS DIRECTED BY THE ENGINEER. THE LOCATIONS IDENTIFIED IN THIS NOTE ARE APPROXIMATE AND SHALL BE ADJUSTED DURING CONSTRUCTION. THE BENCHES SHALL BE REFILLED WITH PROPERLY PLACED AND COMPACTED SOIL OR NON-DURABLE-SHALE MATERIALS UP TO THE BOTTOM OF THE ROADBED.

ROADWAY PORTION	APPROXIMATE STATION LIMITS
RAMP C	3+720 TO END OF RAMP
RAMP D	4+000 TO 4+030
PARKWAY EXIT RAMP	4+970 TO 4+990 5+270 TO 5+290
MAINLINE	10+885 TO 10+935 12+540 TO 12+580 12+700 TO 12+740 12+880 TO 12+940 14+080 TO 14+140

19. IN AREAS WHERE ROADWAY CUTS ENCOUNTER ROCK HIGHWALLS FROM PREVIOUS MINING OPERATIONS, ROADWAY CUT GEOMETRIES SHALL EXTEND OR "WRAP" AROUND THE FACE OF THE HIGHWALL. THIS PROCEDURE SHALL BE IMPLEMENTED TO PREVENT EXPOSING A LARGE VERTICAL ROCK FACE. APPROXIMATE LOCATIONS WHERE SUCH CONSTRUCTION MAY BE REQUIRED ARE AS FOLLOWS. THE ENGINEER SHALL DETERMINE ACTUAL LIMITS OF THIS TREATMENT DURING CONSTRUCTION.

ROADWAY PORTION	APPROXIMATE STATION LIMITS
RAMP C	3+720 TO END OF RAMP
RAMP D	4+000 TO 4+030
PARKWAY EXIT RAMP	5+270 TO 5+290
MAINLINE	10+885 TO 10+935 12+120 TO 12+200 12+540 TO 12+580 12+700 TO 12+740 12+880 TO 12+940 14+080 TO 14+140

20. A STABILITY BERM SHALL BE CONSTRUCTED AT THE TOE OF THE EXISTING HOLLOW FILL RIGHT OF MAINLINE STATION 13+140. THE STABILITY BERM SHALL BE FULLY INSTALLED PRIOR TO BEGINNING ROADWAY EMBANKMENT CONSTRUCTION BETWEEN STATIONS 13+080 AND 13+220. SANDSTONE OBTAINED FROM ROADWAY EXCAVATION WITHIN APPROXIMATE STATION LIMITS 12+500 TO 12+790 BETWEEN APPROXIMATE ELEVATIONS 283.5 METERS TO 276.8 METERS, AND WITHIN APPROXIMATE STATION LIMITS 13+460 TO 13+670 BETWEEN ELEVATIONS 279.2 METERS TO 274.5 METERS, SHALL BE USED TO CONSTRUCT THE LOWER PORTIONS OF THE BERM. FOUNDATION DRAINS (20 CENTIMETER DIAMETER - MINIMUM) SHALL BE INSTALLED IN ACCORDANCE WITH PROJECT PLANS, PROFILES, AND CROSS-SECTIONS AND/OR AS DIRECTED BY THE ENGINEER, PRIOR TO BEGINNING CONSTRUCTION OF THE BERM. THE DRAINS SHALL DAYLIGHT BEYOND THE TOE OF THE STABILITY BERM. THE PERFORATED PIPES SHALL BE WRAPPED IN FILTER FABRIC AND BEDDED IN CLEAN SAND OR NO. 9-M STONE TO REDUCE INFILTRATION OF FINES INTO THE PIPES.

21. WITHIN THE FOLLOWING APPROXIMATE ROADWAY INTERVALS, MINE SPOIL MATERIALS WILL BE PRESENT. BASED UPON TEST BORINGS PERFORMED, GROUNDWATER MAY ALSO BE ENCOUNTERED NEAR SUBGRADE ELEVATIONS. THE CONTRACTOR SHALL STABILIZE ANY SOFT, SATURATED AND/OR UNCOMPACTED MATERIALS ENCOUNTERED AT THESE LOCATIONS. STABILIZATION SHALL BE IN ACCORDANCE WITH GEOTECHNICAL NOTE NO. 9.

ROADWAY PORTION	APPROXIMATE STATION
PARKWAY EXIT RAMP	5+960 TO 6+030 6+070 TO 6+090
MAINLINE	11+440 TO 11+800 12+010 TO 12+260 14+280 TO 14+300

22. NEW ROADWAY EMBANKMENT WILL BE PLACED OVER AN EXISTING HOLLOW FILL FROM APPROXIMATE STATION 49+720 TO APPROXIMATE STATION 49+960 OF THE LOGTOWN ROAD APPROACH LEFT AT MAINLINE STATION 12+000. NEW EMBANKMENT CONSTRUCTION SHALL BEGIN PAST THE TOE OF THE EXISTING HOLLOW-FILL AND PROCEED UPWARDLY UNTIL GRADE FOR THE APPROACH ROAD IS ACHIEVED. THIS FILL PLACEMENT SHALL BE COMPLETED PRIOR TO BEGINNING MAINLINE CONSTRUCTION BETWEEN ± STATION 11+800 AND ± STATION 12+000. FOUNDATION DRAINS (20 CM DIAMETER - MINIMUM) SHALL BE INSTALLED IN ACCORDANCE WITH PROJECT PLANS, PROFILES, AND CROSS-SECTIONS AND/OR AS DIRECTED BY THE ENGINEER, PRIOR TO BEGINNING CONSTRUCTION OF THE EMBANKMENT. THE DRAINS SHALL DAYLIGHT BEYOND THE TOE OF THE ROADWAY EMBANKMENT. THE PERFORATED PIPES SHALL BE WRAPPED IN FILTER FABRIC AND BEDDED IN CLEAN SAND OR NO. 9-M STONE TO REDUCE INFILTRATION OF FINES INTO THE PIPES.

23. EMBANKMENT CONSTRUCTION BETWEEN MAINLINE ± STATION 14+340 AND ± STATION 14+800 SHALL BE COMPLETED PRIOR TO ANY OTHER ROADWAY CONSTRUCTION ACTIVITY BETWEEN MAINLINE ± STATION 14+200 AND ± STATION 14+340. THE EMBANKMENT WITHIN THE FIRST INTERVAL NOTED MUST BE COMPLETED TO PROVIDE ADDITIONAL STABILITY FOR THE EXISTING HOLLOW-FILL IN THIS AREA.

24. DYNAMIC COMPACTION OF EXISTING MINE SPOIL MATERIALS SHALL BE PERFORMED BETWEEN THE FOLLOWING APPROXIMATE STATION LIMITS.

MAINLINE

12+460 - 12+540
12+730 - 12+890
13+700 - 13+725
14+100 - 14+365

DYNAMIC COMPACTION EFFORTS FOR THESE INTERVALS SHALL NOT BE PERFORMED UNTIL THE FOLLOWING CONSTRUCTION EFFORTS ARE COMPLETED.

DYNAMIC COMPACTION INTERVAL	INITIAL CONSTRUCTION EFFORT
12+460 TO 12+540	ESTABLISH ROADWAY SUBGRADE ELEVATION FROM STATION 12+250 TO STATION 12+600.
12+730 TO 12+890	ESTABLISH ROADWAY SUBGRADE ELEVATION FROM STATION 12+700 TO STATION 12+790; THEN PERFORM DYNAMIC COMPACTION EFFORTS PRIOR TO PLACING ADDITIONAL ROADWAY FILL IN THIS AREA.
14+100 TO 14+365	CONSTRUCT FILL AS PER GEOTECHNICAL NOTE NO. 23.

25. THE LARGE HOLLOW/DRAIN LOCATED NORTH OF I-64 AND BETWEEN LOOP B AND RAMP C SHALL BE FILLED PRIOR TO OR CONCURRENTLY WITH CONSTRUCTION OF THE LOOP AND RAMP. THE DRAIN SHALL BE FILLED UP TO APPROXIMATELY THE ELEVATIONS OF THE RIGHT DITCH/SHOULDER OF LOOP B AND UP TO THE LEFT DITCH/SHOULDER OF RAMP C. THIS EFFORT WILL BE NECESSARY TO IMPROVE STABILITY OF EXISTING SLOPES AND ROADWAY SLOPES IN THIS AREA. FILL PLACEMENT IN THIS AREA SHALL ALSO BE IN ACCORDANCE WITH GEOTECHNICAL NOTE NUMBERS 1-5, 7-9 AND 11-12. GRADING EFFORTS IN THIS AREA SHALL ALSO INCLUDE REMOVAL, REPLACEMENT AND STABILIZATION OF SLOUGHING I-64 EMBANKMENT MATERIALS BETWEEN APPROXIMATE STATIONS 100+960 TO 101+140 (LEFT SIDE AS REFERENCED TO I-64 CL). EMBANKMENT FOUNDATION BENCHING SHALL BE CONSTRUCTED DURING I-64 SLOPE REPAIR EFFORTS IN ACCORDANCE WITH GEOTECHNICAL NOTE NO. 15.

26. THE LARGE HOLLOW/DRAIN LOCATED SOUTH OF I-64 AND INTERIOR TO LOOP B SHALL BE FILLED TO IMPROVE THE STABILITY OF PROPOSED ROADWAY SLOPES IN THIS AREA. SANDSTONE AVAILABLE FROM ROADWAY EXCAVATION SHALL BE USED TO CONSTRUCT THE LOWER 3 METERS OF THIS FILL. FILL PLACEMENT SHOULD BEGIN WITH CONSTRUCTION OF THE LOOP B EMBANKMENTS ADJACENT TO I-64 AND THEN PROGRESS UP THE HOLLOW TOWARDS THE PREVIOUS LOCATION OF THE SILT POND IDENTIFIED IN NOTE 16. PRIOR TO BEGINNING EMBANKMENT CONSTRUCTION IN THIS AREA, THE SILT POND SHALL HAVE BEEN DRAINED AND THE RESULTING AREA STABILIZED AS DIRECTED IN NOTE 16.

KENTUCKY DEPARTMENT OF HIGHWAYS

COUNTY OF

BOYD-CARTER-GREENUP

INDUSTRIAL PARKWAY - SECTION 1

PROJECT NUMBERS

FD04 121 SW97 IND PKWY

19 ____ BY T.E.B.H. FOR PRE-CONSTRUCTION

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GEOTECHNICAL NOTES

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	133	147

ITEM NO. 9-212.00

27. AT THE FOLLOWING APPROXIMATE LOCATIONS, ROADWAY ALIGNMENTS WILL CROSS DRAINS/HOLLOWS WHICH HAVE SUBSTANTIAL THICKNESSES OF POTENTIALLY UNSTABLE SOIL AND/OR MINE SPOIL MATERIALS IN THEM. THESE MATERIALS SHALL BE REMOVED AND/OR REGRADED AS SHOWN ON PROJECT PLANS, PROFILES AND CROSS-SECTIONS AND AS DIRECTED BY THE ENGINEER. RIP-RAP LINED DRAINAGE DITCHES SHALL THEN BE INSTALLED ALONG THE AXIS OF THE DRAINS TO ACCOMMODATE AND DIRECT SURFACE DRAINAGE AND SEEPAGE FROM THE HOLLOWS TO ROADSIDE DITCHES, AS APPLICABLE.

ROADWAY PORTION	APPROXIMATE STATION LIMITS
I-64	101+340 – 101+430 (LEFT SIDE)
PARKWAY EXIT RAMP	6+270 -- 6+310 (RIGHT SIDE)

28. THE LOWER 2.4 METERS OF BOTH THE BACK- AND AHEAD-STATION APPROACH EMBANKMENTS TO THE BRIDGE OVER LOGTOWN ROAD, SHALL BE MECHANICALLY STABILIZED USING UNIAXIAL GEOGRID MATERIAL. THE LOWER 3.0 METERS OF THE BACK STATION APPROACH EMBANKMENT TO THE BRIDGE OVER GREEN VALLEY ROAD SHALL BE MECHANICALLY STABILIZED USING BIAXIAL GEOGRID MATERIAL. A MINIMUM OF FOUR LAYERS OF GEOGRID SHALL BE INSTALLED FOR THE LOGTOWN ROAD BRIDGE APPROACHES, AND FIVE LAYERS SHALL BE INSTALLED FOR THE GREEN VALLEY ROAD BRIDGE APPROACH EMBANKMENT. THE FIRST LAYER SHALL BE PLACED ON THE GROUND SURFACE AND THEN COVERED WITH 0.61 METERS OF COMPACTED EMBANKMENT MATERIALS. THE REMAINING LAYERS SHALL BE PLACED IN A SIMILAR MANNER ON APPROXIMATELY 0.61 METERS CENTER TO CENTER SPACINGS (VERTICALLY). GEOGRID MATERIALS SHALL EXTEND FROM THE TOES/FACES OF THE APPROACH SLOPES TO A MINIMUM DISTANCE OF 18.3 METERS INTO THE EMBANKMENTS. THE UNIAXIAL GEOGRID REINFORCEMENT SHALL HAVE A MINIMUM LONG-TERM ALLOWABLE TENSILE STRENGTH OF 41.7 KN/M (2857 LB/FT). THE BIAXIAL GEOCRID REINFORCEMENT SHALL HAVE A MINIMUM LONG-TERM ALLOWABLE TENSILE STRENGTH OF 5.6 KN/M (386 LB/FT.) ALL CONSTRUCTION USING GEOGRID MATERIALS SHALL BE AS SHOWN ON THE PROJECT PLANS, PROFILES AND CROSS-SECTIONS AND AS DIRECTED BY THE ENGINEER AND GEOGRID MANUFACTURER. THE UNIAXIAL GEOGRID SHALL BE INSTALLED WITH THE PRIMARY DIRECTION OF REINFORCEMENT PARALLEL TO MAINLINE CENTERLINE.

29. BECAUSE OF SHORT- AND LONG-TERM SETTLEMENT CONCERNS, THE APPROACH EMBANKMENTS TO THE BRIDGES OVER LOGTOWN AND GREEN VALLEY ROADS SHALL BE PLACED AS ONE OF THE FIRST EFFORTS OF ROADWAY CONSTRUCTION. THESE EMBANKMENTS SHALL BE BUILT TO FULL HEIGHT TO A MINIMUM DISTANCE OF 30 METERS BACK - AND AHEAD-STATION OF THE END BENTS. CONSTRUCTION SHALL BE SEQUENCED SUCH THAT THESE FULL-HEIGHT EMBANKMENTS ARE IN PLACE A MINIMUM OF EIGHT MONTHS PRIOR TO INSTALLATION OF THE FOUNDATION ELEMENTS FOR THE BRIDGES. ALL OTHER ROADWAY AND BRIDGE CONSTRUCTION SHALL BE SCHEDULED TO ACCOMMODATE THIS TIME REQUIREMENT.

SETTLEMENT PLATFORMS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 730 OF THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STANDARD DRAWING RGX-015. THE PLATFORMS SHALL BE OFFSET FROM THE LOCATED CENTERLINE SO AS TO BE IMMEDIATELY OUTSIDE OF THE GUARDRAIL OR AT THE EDGE OF THE SHOULDER AT THE FOLLOWING APPROXIMATE LOCATIONS:

MAINLINE

STATION	OFFSET
11+130	17, LEFT
11+190	17, RIGHT
13+715	17, LEFT
13+715	17, RIGHT

THE SETTLEMENT PLATFORMS SHALL BE LEFT IN PLACE FOR FUTURE READINGS AFTER THE PROJECT HAS BEEN COMPLETED. THE ENGINEER WILL BE RESPONSIBLE FOR READING THE INSTRUMENTATION. NECESSARY FORMS FOR RECORDING MEASUREMENTS WILL BE PROVIDED TO THE ENGINEER BY THE KYTC DIVISION OF MATERIALS. A PRE-QUALIFIED GEOTECHNICAL ENGINEER SHALL BE RESPONSIBLE FOR EVALUATION OF THE SETTLEMENT DATA.

30. THE FOLLOWING ITEMS SHALL BE IMPLEMENTED AS NECESSARY TO HELP NEUTRALIZE ACID RUNOFF AND REDUCE THE POTENTIAL OF SUCH RUNOFF REACHING EXISTING STREAMS.

A) IN AREAS WHERE CUT DITCHES WILL BE LINED WITH DURABLE ROCK FOR EROSION PROTECTION, LIMESTONE SHALL BE USED AS THE LINER MATERIAL.

B) IN AREAS WHERE IT MAY NOT BE NECESSARY TO LINE CUT DITCHES FOR EROSION PROTECTION, RUNOFF RETENTION BASINS SHALL BE INSTALLED AT THE ENDS OF DITCHES. THESE BASINS SHALL BE LINED WITH LIMESTONE TO HELP NEUTRALIZE ANY ACID RUNOFF WHICH MAY ENTER THEM. THE BASINS SHALL BE DESIGNED AND SIZED TO ACCOMMODATE CALCULATED FLOW QUANTITIES FROM ROADWAY DITCHES. AS AN ALTERNATIVE TO CONSTRUCTION OF SUCH BASINS, THE CUT DITCHES SHALL BE LINED WITH LIMESTONE AS NOTED IN ITEM A.

C) PORTIONS OF CHANNELS, STREAMS AND CREEKS INTO WHICH DRAINAGE PIPES, CULVERTS, ETC. WILL DISCHARGE SHALL BE LINED WITH LIMESTONE AS SHOWN ON PROJECT PLANS AND AS DIRECTED BY THE ENGINEER. AREAS AT THE TOES OF LARGE FILL SLOPES SHALL ALSO BE TREATED IN THIS MANNER.

D) TEMPORARY SILT PONDS SHALL BE INSTALLED DURING CONSTRUCTION AS NECESSARY TO COLLECT AND STORE RUNOFF FROM DISTURBED AREAS. WATER COLLECTED IN THESE PONDS SHALL BE PERIODICALLY TESTED FOR ACIDIC CONDITIONS BY THE CONTRACTOR AND TREATED ACCORDINGLY. TREATMENT MAY INCLUDE INTRODUCING AGRICULTURAL LIME OR SODA ASH TO HELP NEUTRALIZE ACIDIC WATER.

E) ANY OBVIOUS ACID DRAINAGE PRODUCING MATERIALS OR "HOT SPOTS" ENCOUNTERED DURING EXCAVATIONS IN EXISTING MINE SPOIL MATERIALS SHALL BE TREATED BY APPLYING AGRICULTURAL LIME, BY REMOVING AND ENCAPSULATING WITH 1.52 METERS OF NON-ACID DRAINAGE PRODUCING MATERIALS, OR BY OTHER APPLICABLE METHODS.

F) ACID DRAINAGE PRODUCING MATERIALS WHICH CAN BE IDENTIFIED AND SEPARATED FROM OTHER MATERIALS DURING CONSTRUCTION SHALL NOT BE PLACED WITHIN THE OUTER 1.52 METERS OF ANY EMBANKMENTS.

31. ANY MINE TUNNELS OR HORIZONTAL AUGER OPENINGS WHICH ARE EXPOSED IN CUT SLOPES, WHETHER SHOWN ON THE PLANS OR NOT, SHALL BE BACKFILLED A MINIMUM DISTANCE OF 6 METERS FROM THE FACE OF THE CUT. PNEUMATIC BACKSTOWING WITH BROKEN STONE (MAXIMUM SIZE 40 MILLIMETERS WITH NO MORE THAN 5% PASSING THE NO. 100 SIEVE) SHALL BE REQUIRED IN AN EFFORT TO COMPLETELY FILL ANY VOIDS. IF FEASIBLE, POSITIVE DRAINAGE OF THE TUNNELS OR OPENINGS SHALL BE PROVIDED THROUGH THE USE OF PIPE UNDERDRAINS, SURFACE DITCHES OR OTHER SUITABLE DRAINAGE FACILITIES. PIPES AND OTHER MATERIAL USED FOR DRAINAGE SHALL BE PAID FOR AT THE UNIT BID PRICE FOR THOSE ITEMS. PNEUMATIC BACKSTOWING OR OTHER SPECIAL EQUIPMENT SHALL BE PAID FOR IN ACCORDANCE WITH SECTIONS 104 OR 109 "EXTRA WORK" IN THE CURRENT KENTUCKY DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

32. EARTH CORES SHALL BE INCORPORATED WITHIN ALL BRIDGE APPROACH EMBANKMENTS TO FACILITATE FOUNDATION INSTALLATION. THE CORE MATERIAL SHALL BE FREE OF ROCK FRAGMENTS LARGER THAN 65 MILLIMETERS MAXIMUM DIMENSION, AND ANY OTHER OBSTRUCTIONS WHICH WOULD INTERFERE WITH FOUNDATION INSTALLATION. CONSTRUCTION OF THE EARTH CORES SHALL BE IN ACCORDANCE WITH KYTC SPECIAL PROVISION NO. 69G, STANDARD DRAWING NO. RGX-105-04, AND SECTION 207 OF THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

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KENTUCKY DEPARTMENT OF HIGHWAYS

COUNTY OF

BOYD-CARTER-GREENUP

INDUSTRIAL PARKWAY – SECTION 1

PROJECT NUMBERS

FD04 121 SW97 IND PKWY

19 ____ BY _____

T.E.&M. FOR PRE-CONSTRUCTION

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	124	~~400~~ 427

ITEM NO. 9-212.00

KEY MAP

APPROXIMATE LIMITS OF SURFACE MINED AREA

EXISTING HOLLOW FILL

POND

I-64

EXISTING HOLLOW FILL

APPROXIMATE LIMITS OF SURFACE MINED AREA

RAMP D

POND

PARKWAY EXIT RAMP

HOLLOW SOUTH OF I-64 TO BE FILLED

I-64 CL

APPROXIMATE LOCATION OF TOP OF HIGHWALL

HIGHWALL TRANSITION AREA

APPROXIMATE LIMITS OF BACK-STACKED MATERIAL

PARKWAY EXIT RAMP

LOOP B

APPROXIMATE LIMITS OF BACK-STACKED MATERIAL

POND

LOOP B

APPROXIMATE LIMITS OF I-64 SLIDE

HOLLOW NORTH OF I-64 TO BE FILLED

APPROXIMATE LIMITS OF I-64 SLIDE

HIGHWALL TRANSITION AREA

EXISTING HOLLOW FILL

RAMP C

APPROXIMATE LIMITS OF EXISTING UNSTABLE SOIL TO BE REMOVED FROM DRAIN

I-64 CL

APPROXIMATE LIMITS OF SURFACE MINED AREA

APPROXIMATE LIMITS OF POSSIBLE UNSTABLE SOILS

LEGEND

(A) PHOTOGRAPH DESIGNATION

DIRECTION PHOTOGRAPH WAS TAKEN

145

SCALE = 1:2000

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	125	~~130~~ 117

ITEM NO. 9-212.00

LEGEND

(A) PHOTOGRAPH DESIGNATION

DIRECTION PHOTOGRAPH WAS TAKEN

KEY MAP

LOGTOWN ROAD APPROACH LEFT @ ML STA. 124+000

APPROXIMATE LIMITS OF SURFACE MINED AREA

EXISTING HOLLOW FILL

APPROXIMATE LIMITS OF SURFACE MINED AREA

EXISTING HOLLOW FILL

LOGTOWN ROAD APPROACH LEFT @ ML STA. 111+803.5

EXISTING HOLLOW FILL

EXISTING HOLLOW FILL

APPROXIMATE LIMITS OF SURFACE MINED AREA

LOGTOWN ROAD APPROACH LEFT @ ML STA. 12+000

WETLAND

POSSIBLE HIGHWALL AREA

APPROXIMATE LIMITS OF BACK-STACKED MATERIALS

POSSIBLE HIGHWALL TRANSITION AREAS

EXISTING LOGTOWN ROAD

APPROXIMATE LIMITS OF BACK-STACKED MATERIALS

APPROXIMATE LIMITS OF BACK-STACKED MATERIALS

POND

APPROXIMATE LIMITS OF SURFACE MINED AREA

APPROXIMATE LIMITS OF SURFACE MINED AREA

APPROXIMATE LIMIT OF SURFACE MINED AREA

EXISTING HOLLOW FILL

SCALE - 1:2000

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	126	~~450~~ 447

ITEM NO. 9 404.00

APPROXIMATE LIMITS OF SURFACE MINED AREA

EXISTING GREEN VALLEY ROAD

POSSIBLE BACK-STACKED MATERIAL

POSSIBLE HIGHWALL TRANSITION AREAS

POSSIBLE BACK-STACKED MATERIAL

APPROXIMATE LIMITS OF SURFACE MINED AREA

POND

WETLAND F

POND

APPROXIMATE LIMITS OF SURFACE MINED AREA

WETLAND A

EXISTING HOLLOW FILL

POND

WETLAND C

EXISTING HOLLOW FILL

GREEN VALLEY APPROACH LEFT @ ML STA. 14+227

GREEN VALLEY ROAD APPROACH @ ML STA. 14+400

POND

POSSIBLE BACK-STACKED MATERIAL

POSSIBLE HIGHWALL TRANSITION AREAS

APPROXIMATE LIMITS OF SURFACE MINED AREA

APPROXIMATE LIMITS OF SURFACE MINED AREA

SHEET 1 SHEET 2 SHEET 3 SHEET 4

KEY MAP

LEGEND

Ⓐ PHOTOGRAPH DESIGNATION

DIRECTION PHOTOGRAPH WAS TAKEN

SCALE = 1:2000

447

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	127	~~650~~ 717

ITEM NO. 9-212.00

KEY MAP

148

SCALE = 1:2000

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	128	197

ITEM NO. 9-212.00

Refer to Geotechnical Note No. 17 for Construction at Approximate Station 6+108

Refer to Geotechnical Note No. 16 for Treatment of Pond Located at Approximate Station 6+500, Right Side

Refer to Geotechnical Note No. 26 for Filling Hollow/ Drain Located South of I-64 and Interior of Loop B

Refer to Embankment Stability Section for Station 6+532.8

Refer to Geotechnical Note No. 32 for Installation of Earth Cores within Approach Embankment to bridge over I-64

BEGIN LOOP B
STATION 5+993.5

4.178%

-1.860%

-2.336%

P.V.I. 6+380.000
Elev. 258.203

P.V.C. 6+320.000
Elev. 255.696

P.V.T. 6+440.000
Elev. 257.087

P.V.C. 6+632.120
Elev. 252.911

LC = 120m
K = 20

I-64

Refer to Cut Stability Section for Station 6+122.6

Refer to Geotechnical Note No. 9 for Approximate Station Interval 6+000 to 6+100

Refer to Geotechnical Note No. 14 for Treatment of Abandoned Channels at the Following Approximate Station Interval 6+000 to 6+100

Refer to Geotechnical Note No. 9 for Approximate Station Interval 6+300 to 6+400

Refer to Geotechnical Note No. 14 for Treatment of Abandoned Channels at the Following Approximate Station Interval 6+300 to 6+400

Refer to Embankment Stability Section for Station 6+505.5

Refer to Geotechnical Note No. 9 for Approximate Station Interval 6+520 to 6+545

Refer to Geotechnical Note No. 14 for Treatment of Abandoned Channels at the Following Approximate Station Interval 6+520 to 6+545

SCALE = 1:200 VERTICAL
1:1000 HORIZONTAL

	5+900	6+000	6+100	6+200	6+300	6+400	6+500	6+600	6+700
	238.39	238.82	239.83	239.85	241.12	245.75	249.45	254.91	258.02
	242.299	243.200	244.003	244.832	245.668	246.503	247.309	248.175	249.011
	261.24	266.57	266.67	265.97	264.26	259.23	254.87	246.64	246.08
	249.846	250.682	251.518	252.353	253.189	254.025	254.860	255.696	256.431
	246.03	250.90	253.45	255.61	254.89	252.31	247.22	242.00	236.07
	256.965	257.297	257.429	257.559	257.087	256.715	256.480	256.998	255.531
	230.96	236.33	243.82	243.46	243.13	244.89	248.74	251.75	254.02
	255.064	254.597	254.129	253.662	253.195	252.736	252.370	252.116	251.975

LOOP B SOIL PROFILE STATION 5+993.5 THRU STATION 6+700

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	129	~~130~~ 147

ITEM NO. 9-212.00

LC = 200m
K = 35

P.V.I. 6+832.120
Elev. 253.877

P.V.I. 7+045.392
Elev. 260.918

END LOOP B
STATION 7+045.4

3.302%

P.V.I. 6+732.120
Elev. 250.575

Refer to Cut Stability Section for Station 6+874.9

Refer to Cut Stability Section for Station 6+712.8

Refer to Geotechnical Note No. 17 for Construction at Approximate Station 6+718

6+700				6+800							6+900					7+000		7+050
254.02	254.31	258.06	258.30	259.12	258.14	255.77	257.23	252.73	251.67	253.83	260.97	260.86	261.21	262.20	262.96	270.32	274.11	
251.975	251.947	252.031	252.229	252.538	252.962	253.487	254.137	254.797	255.457	256.118	256.778	257.438	258.099	258.759	259.419	260.080	260.740	

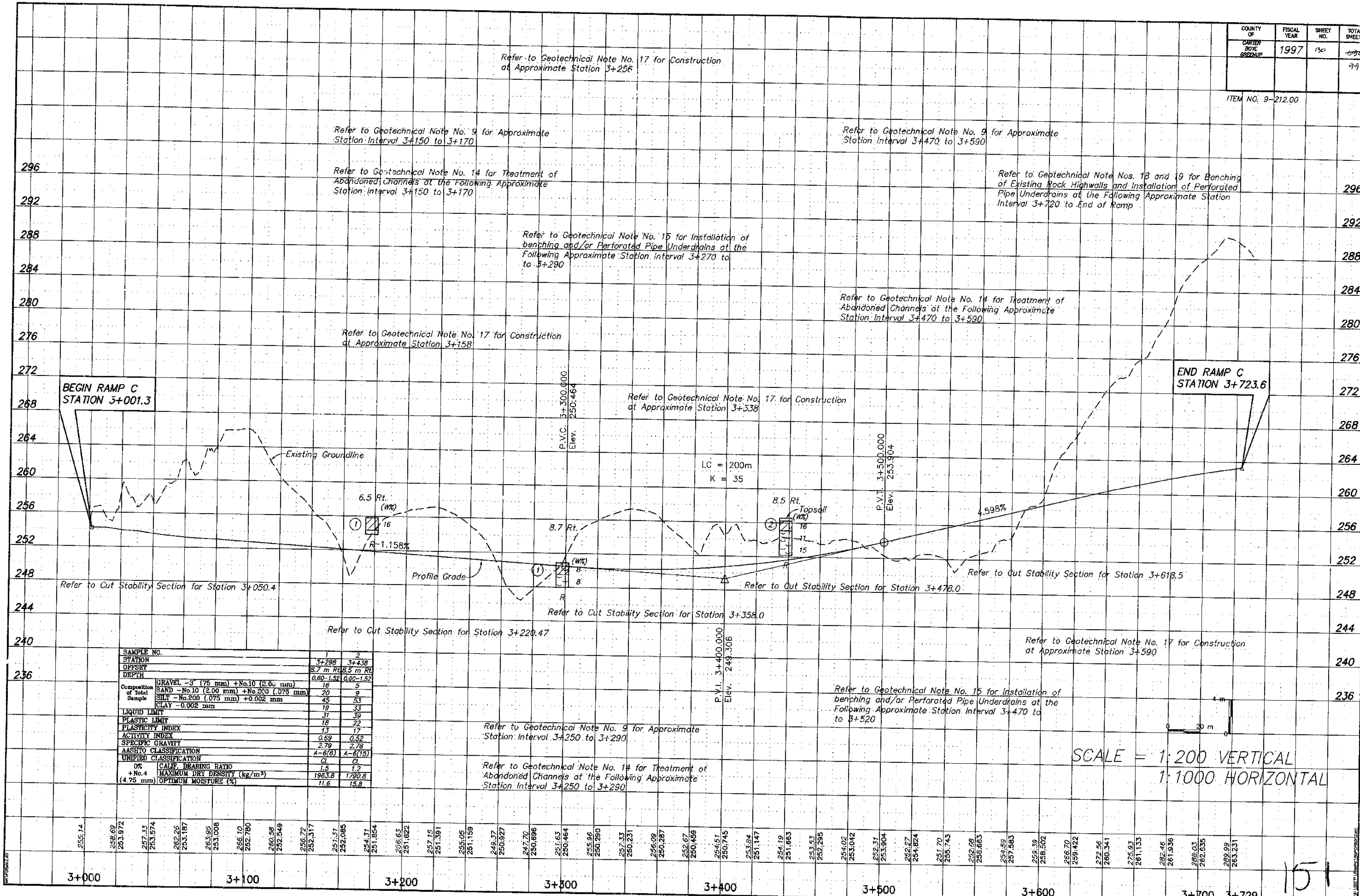
SCALE = 1:200 VERTICAL
1:1000 HORIZONTAL

150

LOOP B SOIL PROFILE STATION 6+700 THRU STATION 7+045.4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
CARTER BOYD GREENUP	1997	130	~~690~~ 997

ITEM NO. 9-212.00



			1	2
SAMPLE NO.			1	2
STATION			3+298	3+438
OFFSET			8.7 m Rt.	8.5 m Rt.
DEPTH			0.60-1.52	0.60-1.52
Composition of Total Sample	GRAVEL -3" (75 mm) +No.10 (2.00 mm)		16	5
	SAND -No.10 (2.00 mm) +No.200 (.075 mm)		20	9
	SILT -No.200 (.075 mm) +0.002 mm		45	53
	CLAY -0.002 mm		19	33
LIQUID LIMIT			31	39
PLASTIC LIMIT			18	22
PLASTICITY INDEX			13	17
ACTIVITY INDEX			0.69	0.52
SPECIFIC GRAVITY			2.79	2.78
AASHTO CLASSIFICATION			A-6(6)	A-6(15)
UNIFIED CLASSIFICATION			CL	CL
0% +No.4 (4.75 mm)	CALIF. BEARING RATIO		1.5	1.2
	MAXIMUM DRY DENSITY (kg/m³)		1963.8	1790.8
	OPTIMUM MOISTURE (%)		11.6	15.8

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RAMP C SOIL PROFILE STATION 3+001.3 THRU STATION 3+723.6

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	131	6930
			917

ITEM NO. 9-212.00

Refer to Geotechnical Note Nos. 18 and 19 for Benching of Existing Rock Highwalls and Installation of Perforated Pipe Underdrains at the Following Approximate Station Interval 4+000 to 4+030

Refer to Cut Stability Section for Station 4+048.9

Refer to Cut Stability Section for Station 4+268.6

Refer to Geotechnical Note No. 16 for Treatment of Pond Located at Approximate Station Interval 4+175 to 4+215 Full Width

BEGIN RAMP D
STATION 4+008.04

END RAMP D
STATION 4+434.9

-2.513%

-8.250%

-2.929%

LC = 80m
K = 24

LC = 120m
K = 32

P.V.I. 4+200.000
Elev. 242.000

P.V.C. 4+140.000
Elev. 243.508

P.V.C. 4+260.000
Elev. 238.250

P.V.I. 4+300.000
Elev. 235.760

P.V.T. 4+340.000
Elev. 234.578

10.0 Rt.

Topsoil

(Wt%) 17 17 16 17

R.O.P. 4+020.000 4+040.000

SAMPLE NO.		3
STATION		4+128
OFFSET		CL
DEPTH		0.60-4.57
Composition of Total Sample	GRAVEL -3" (75 mm) +No.10 (2.00 mm)	7
	SAND -No.10 (2.00 mm) +No.200 (.075 mm)	28
	SILT -No.200 (.075 mm) +0.002 mm	37
	CLAY -0.002 mm	28
LIQUID LIMIT		41
PLASTIC LIMIT		18
PLASTICITY INDEX		23
ACTIVITY INDEX		0.61
SPECIFIC GRAVITY		2.71
AASHTO CLASSIFICATION		A-7-6(13)
UNIFIED CLASSIFICATION		CL
0% +No.4 (4.75 mm)	CALIF BEARING RATIO	2.7
	MAXIMUM DRY DENSITY (kg/m³)	1822.8
	OPTIMUM MOISTURE (%)	15.5

Refer to Geotechnical Note No. 9 for Possible Subgrade Stabilization at the Following Approximate Station Interval 4+150 to 4+220.

Refer to Geotechnical Note No. 17 for Construction at Approximate Station 4+378

286.75		278.23	247.199	269.59	246.449	265.54	245.679	263.04	245.016	257.06	244.513	254.95	244.010	253.40	243.508	248.03	242.943	246.43	242.253	246.43	241.439	247.18	240.501	244.62	239.438	244.45	238.250	244.04	237.083	244.41	236.082	244.62	235.247	240.66	234.578	236.17	233.993	233.25	233.688	232.96	233.514	232.61	233.190
4+000										4+100								4+200												4+300						4+440							

SCALE = 1:200 VERTICAL
1:1000 HORIZONTAL

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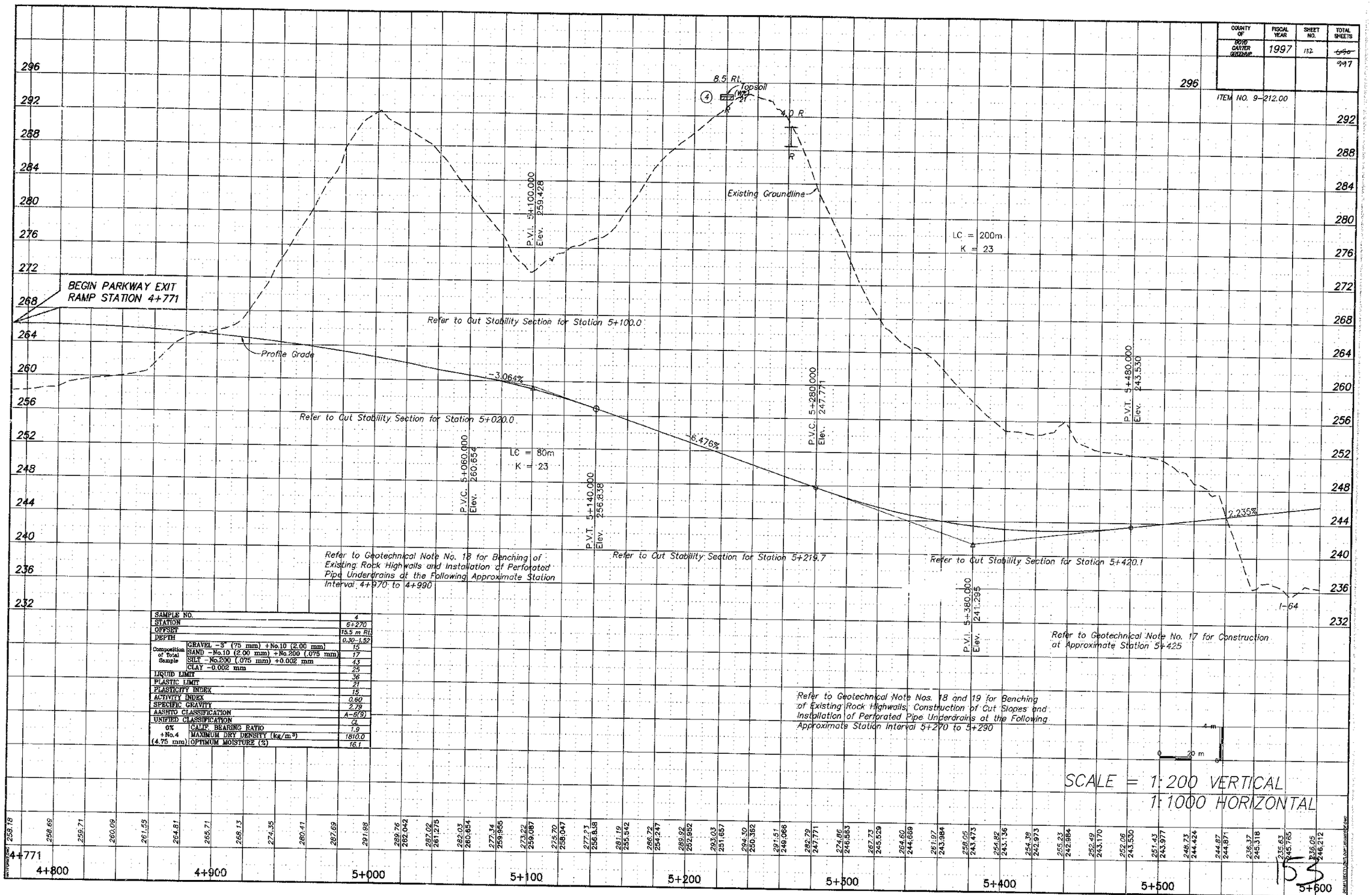
RAMP D SOIL PROFILE STATION 4+008.04 THRU STATION 4+434.9

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	132	~~130~~ 997

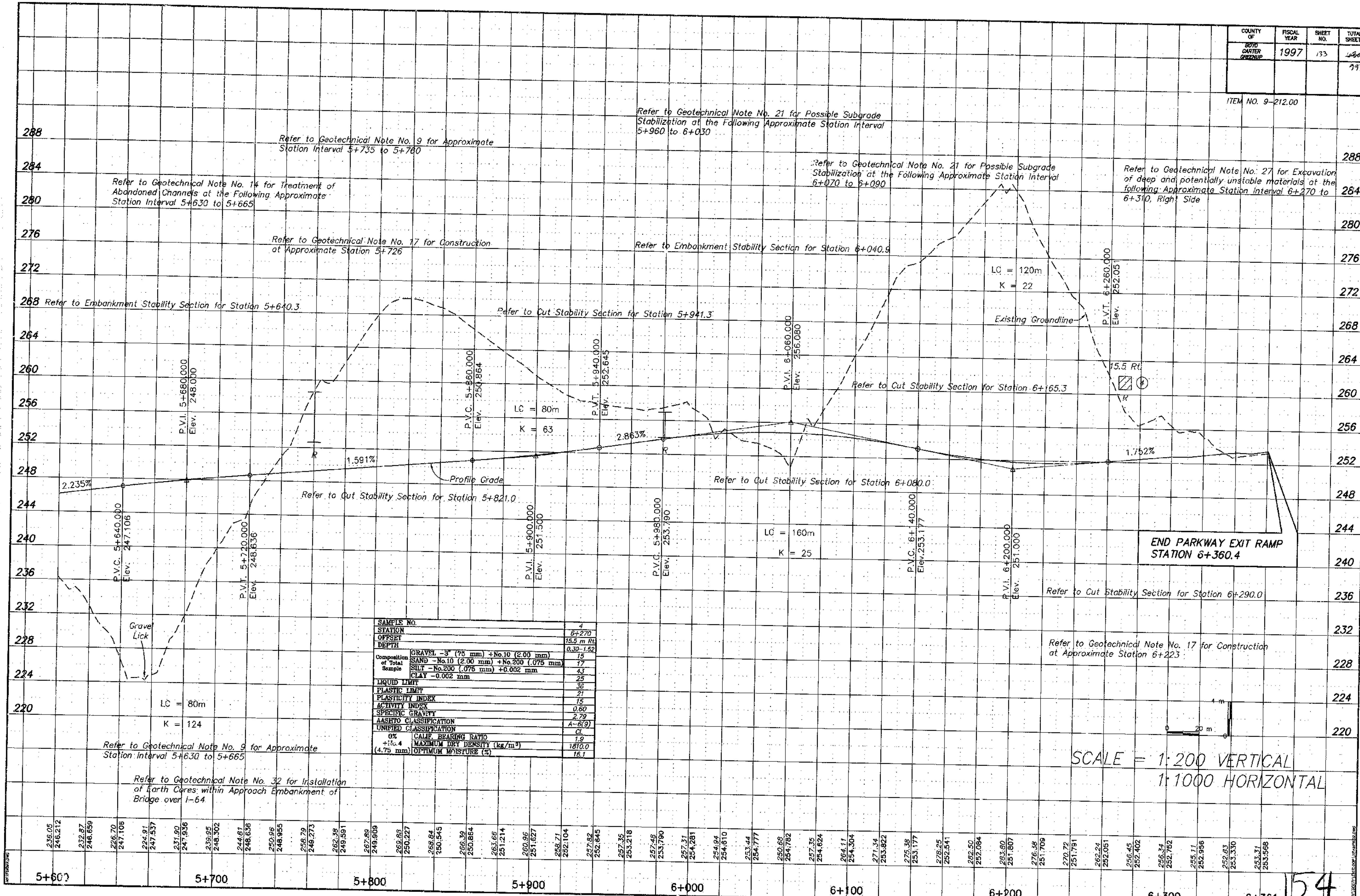
ITEM NO. 9-212.00



SAMPLE NO.		4
STATION		6+270
OFFSET		15.5 m Rt.
DEPTH		0.30-1.52
Composition of Total Sample	GRAVEL -3" (75 mm) +No.10 (2.00 mm)	15
	SAND -No.10 (2.00 mm) +No.200 (.075 mm)	17
	SILT -No.200 (.075 mm) +0.002 mm	43
	CLAY -0.002 mm	25
LIQUID LIMIT		36
PLASTIC LIMIT		21
PLASTICITY INDEX		15
ACTIVITY INDEX		0.60
SPECIFIC GRAVITY		2.79
AASHTO CLASSIFICATION		A-6(9)
UNIFIED CLASSIFICATION		CL
0% +No.4 (4.75 mm)	CALIF. BEARING RATIO	1.9
	MAXIMUM DRY DENSITY (kg/m³)	1810.0
	OPTIMUM MOISTURE (%)	16.1

SCALE = 1:200 VERTICAL
1:1000 HORIZONTAL

PARKWAY EXIT RAMP SOIL PROFILE STATION 4+771 THRU STATION 5+600



SAMPLE NO.		4
STATION		6+270
OFFSET		15.5 m Rt.
DEPTH		0.30-1.52
Composition of Total Sample	GRAVEL -3" (75 mm) +No.10 (2.00 mm)	15
	SAND -No.10 (2.00 mm) +No.200 (.075 mm)	17
	SILT -No.200 (.075 mm) +0.002 mm	43
	CLAY -0.002 mm	25
LIQUID LIMIT		36
PLASTIC LIMIT		21
PLASTICITY INDEX		15
ACTIVITY INDEX		0.60
SPECIFIC GRAVITY		2.79
AASHTO CLASSIFICATION		A-6(9)
UNIFIED CLASSIFICATION		CL
0% +No.4 (4.75 mm)	CALIF. BEARING RATIO	1.9
	MAXIMUM DRY DENSITY (kg/m³)	1810.0
	OPTIMUM MOISTURE (%)	16.1

PARKWAY EXIT RAMP SOIL PROFILE STATION 5+600 THRU STATION 6+360.4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	134	~~930~~ 947

ITEM NO. 9-212.00

292 288 284 280 276 272 268 264 260 256 252 248 244 240 236 232 228

P.V.I. 9+600.000 Elev. 260.000

0.990%

P.V.I. 9+960.000 Elev. 265.252

BEGIN INDUSTRIAL PARKWAY MAINLINE SECTION 1 ST.:TION 10+060.22

-2.330%

P.V.C. 9+910.000 Elev. 262.800

P.V.I. 10+010.000 Elev. 262.087

LC = 100m
K = 31

P.V.C. 10+350.000 Elev. 254.165

LC = 300m
K = 53

P.V.I. 10+650.000 Elev. 255.614

3.296%

Profile Grade

P.V.I. 10+500.000 Elev. 250.670

Existing Groundline

Gravel Lick

I-64

Refer to Cut Stability Section for Station 10+917.50.

Highwall Visible @ ~ 10+915

P.V.I. 11+050.000 Elev. 268.798

P.V.C. 10+850.000 Elev. 262.206

12/9/97

N=10 N=6 N=12 N=10 N=13 N=33 N=50/0.12 N=50/0.05

LC = 400m
K = 72

SAMPLE NO.		5
STATION		10+930
OFFSET		CL
DEPTH		0.60-15.24
Composition of Total Sample	GRAVEL -3" (75 mm) +No.10 (2.00 mm)	20
	SAND -No.10 (2.00 mm) +No.200 (.075 mm)	14
	SILT -No.200 (.075 mm) +0.002 mm	43
	CLAY -0.002 mm	23
LIQUID LIMIT		38
PLASTIC LIMIT		20
PLASTICITY INDEX		18
ACTIVITY INDEX		0.78
SPECIFIC GRAVITY		2.71
AASHTO CLASSIFICATION		A-6(10)
UNIFIED CLASSIFICATION		CL
ON +No.4 (4.75 mm)	CALIF. BEARING RATIO	1.9
	MAXIMUM DRY DENSITY (kg/m³)	1939.8
	OPTIMUM MOISTURE (%)	11

Refer to Geotechnical Note No. 17 for Construction at Approximate Station Interval 10+225

Refer to Geotechnical Note No. 17 for Construction at Approximate Station Interval 10+48?

4 m
0 40 m 0

SCALE = 1:200 VERTICAL
1:2000 HORIZONTAL

Refer to Geotechnical Notes No. 18 and 19 for Benching of Existing Rock Highwalls, Cut Slope Construction and Installation of Perforated Pipe Underdrains at the Following Approximate Station Interval 10+885 to 10+935

9+517 9+600 9+700 9+800 9+900 10+000 10+100 10+200 10+300 10+400 10+500 10+600 10+700 10+800 10+900 11+000 11+100

MAINLINE SOIL PROFILE STATION 9+517 THRU STATION 11+100

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COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	135	~~080~~ 997

ITEM NO. 9-212.00

Refer to Cut Stability Section for Station 12+620

Refer to Cut Stability Section for Station 12+180

Refer to Embankment Stability Section for Station 11+940

Refer to Embankment Stability Section for Station 12+360

Approximate Location of Rock Highwall

LC = 60m
K = 49

LC = 300m
K = 108

P.V.C. 11+370.000 Elev. 261.668
P.V.I. 11+400.000 Elev. 261.000
P.V.T. 11+430.000 Elev. 260.708
P.V.C. 11+350.000 Elev. 256.500
P.V.I. 12+000.000 Elev. 255.000
P.V.T. 12+150.000 Elev. 257.673
P.V.I. 11+250.000 Elev. 264.342

Logtown Road
2.226%
-1.000%
Existing Ground line
Profile Grade
1.782%
22 m Rt.

Refer to Geotechnical Note No. 9 for Approximate Station Interval 11+170 to 11+200

Refer to Geotechnical Note No. 21 for Possible Subgrade Stabilization at the Following Approximate Station Interval 11+440 to 11+800

Refer to Geotechnical Note No. 19 for Construction of Cut Slopes around the face of Existing Rock Highwalls at the Following Approximate Station Interval 12+120 to 12+200

Refer to Geotechnical Note No. 21 for Possible Subgrade Stabilization at the Following Approximate Station Interval 12+010 to 12+260

Refer to Geotechnical Note No. 22 for Embankment Construction Sequencing at the Following Approximate Station Interval 11+800 to 12+000

Refer to Geotechnical Notes No. 18 and 19 for Benching of Existing Rock Highwalls, Cut Slope Construction and Installation of Perforated Pipe Underdrains at the Following Approximate Station Interval 12+540 to 15+580

Refer to Geotechnical Note No. 24 for Dynamic Compaction of Existing Mine Spoil Materials at the Following Approximate Station Interval 12+460 to 12+540

SAMPLE NO.		6	7	8
STATION		11+550	12+240	12+460
OFFSET		CL	22 m Lt.	CL
DEPTH		0.61-6.10	0.61-6.00	0.61-5.00
Composition of Total Sample	GRAVEL -3" (75 mm) +No.10 (2.00 mm)	12	15	21
	SAND -No.10 (2.00 mm) +No.200 (.075 mm)	16	12	10
	SILT -No.200 (.075 mm) +0.002 mm	48	42	47
	CLAY -0.002 mm	24	31	22
LIQUID LIMIT		37	39	38
PLASTIC LIMIT		19	19	19
PLASTICITY INDEX		18	20	19
ACTIVITY INDEX		0.77	0.64	0.84
SPECIFIC GRAVITY		2.72	2.72	2.77
AASHTO CLASSIFICATION		A-6(11)	A-6(13)	A-6(11)
UNIFIED CLASSIFICATION		CL	CL	CL
0% +No.4 (4.75 mm)	CALIF. BEARING RATIO	2.6	2.0	2.3
	MAXIMUM DRY DENSITY (kg/m³)	1843.7	1899.8	1999.1
	OPTIMUM MOISTURE (%)	15.1	13.2	11.1

SCALE = 1:200 VERTICAL
1:2000 HORIZONTAL

MAINLINE SOIL PROFILE STATION 11+100 THRU STATION 12+700

156

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	136	~~695~~ 797

ITEM NO. 9-212.00

Refer to Geotechnical Notes No. 18 and 19 for Benching of Existing Rock Highwalls, Cut Slope Construction and Installation of Perforated Pipe Underdrains at the Following Approximate Station Intervals 12+700 to 12+740 and 12+880 to 12+940

Refer to Geotechnical Note No. 24 for Dynamic Compaction of Existing Mine Spoil Materials at the Following Approximate Station Interval 12+750 to 12+890

Refer to Cut Stability Section for Station 12+980

Refer to Embankment Stability Sections for Stations 13+100 and 13+120

Refer to Embankment Stability Section for Station 12+800

Refer to Embankment Stability Section for Station 13+240

Refer to Embankment Stability Section for Station 13+100

Refer to Cut Stability Section for Station 13+540

Refer to Cut Stability Section for Station 13+820

Refer to Cut Stability Section for Station 13+920

Refer to Cut Stability Section for Station 14+060

Refer to Geotechnical Notes No. 18 and 19 for Benching of Existing Rock Highwalls, Cut Slope Construction and Installation of Perforated Pipe Underdrains at the Following Approximate Station Interval 14+080 to 14+140

Refer to Geotechnical Note No. 21 for Possible Subgrade Stabilization at the Following Approximate Station Interval 14+280 to 14+300

Refer to Geotechnical Note No. 23 for Embankment Construction Sequencing at the Following Approximate Station Interval 14+200 to 14+340

Refer to Geotechnical Note No. 24 for Dynamic Compaction of Existing Mine Spoil Materials at the Following Approximate Station Interval 14+100 to 14+365

Profile Grade

Existing Groundline

1.782%

P.V.C. 13+290.000
Elev. 277.988

P.V.I. 13+740.000
Elev. 280.442

Green Valley Road

Refer to Embankment Stability Section for Station 13+720
LC = 900m
K = 132

-5.069%

P.V.C. 14+190.000
Elev. 263.242

P.V.C. 14+300.000
Elev. 257.677

10/17/97 ▼ N=13, S+C=39
N=7, A-6(3), CL, S+C=50(34+16)
N=21, S+C=53

10/17/97 ▼

10 m Rt.

W%		
13	N=15, S+C=47	
14	N=14, A-6(1), CL, S+C=41(27+14)	
14	N=6, S+C=44	
	N=50/0	
13	N=8, S+C=39	
	N=47	
15	N=27, S+C=57	
23	N=72, S+C=54	

10/9/97 ▼

Refer to Geotechnical Note No. 15 for Installation of Benching and/or Perforated Pipe Underdrains at the Following Approximate Station Interval 13+060 to 13+090

Refer to Geotechnical Note No. 20 for Construction of Stability Berm at the Toe of Existing Hollow Fill right of Approximate Station 13+140

Refer to Geotechnical Note No. 15 for Installation of Benching and/or Perforated Pipe Underdrains at the Following Approximate Station Intervals 13+630 to 13+670 and 13+770 to 13+790

Refer to Geotechnical Note No. 29 for Embankment Construction and Installation of Settlement Platforms at Approximate Station 13+715.

Refer to Geotechnical Note No. 17 for Construction at Approximate Station Interval 13+650

Refer to Geotechnical Note No. 24 for Dynamic Compaction of Existing Mine Spoil Materials at the Following Approximate Station Interval 13+700 to 13+725

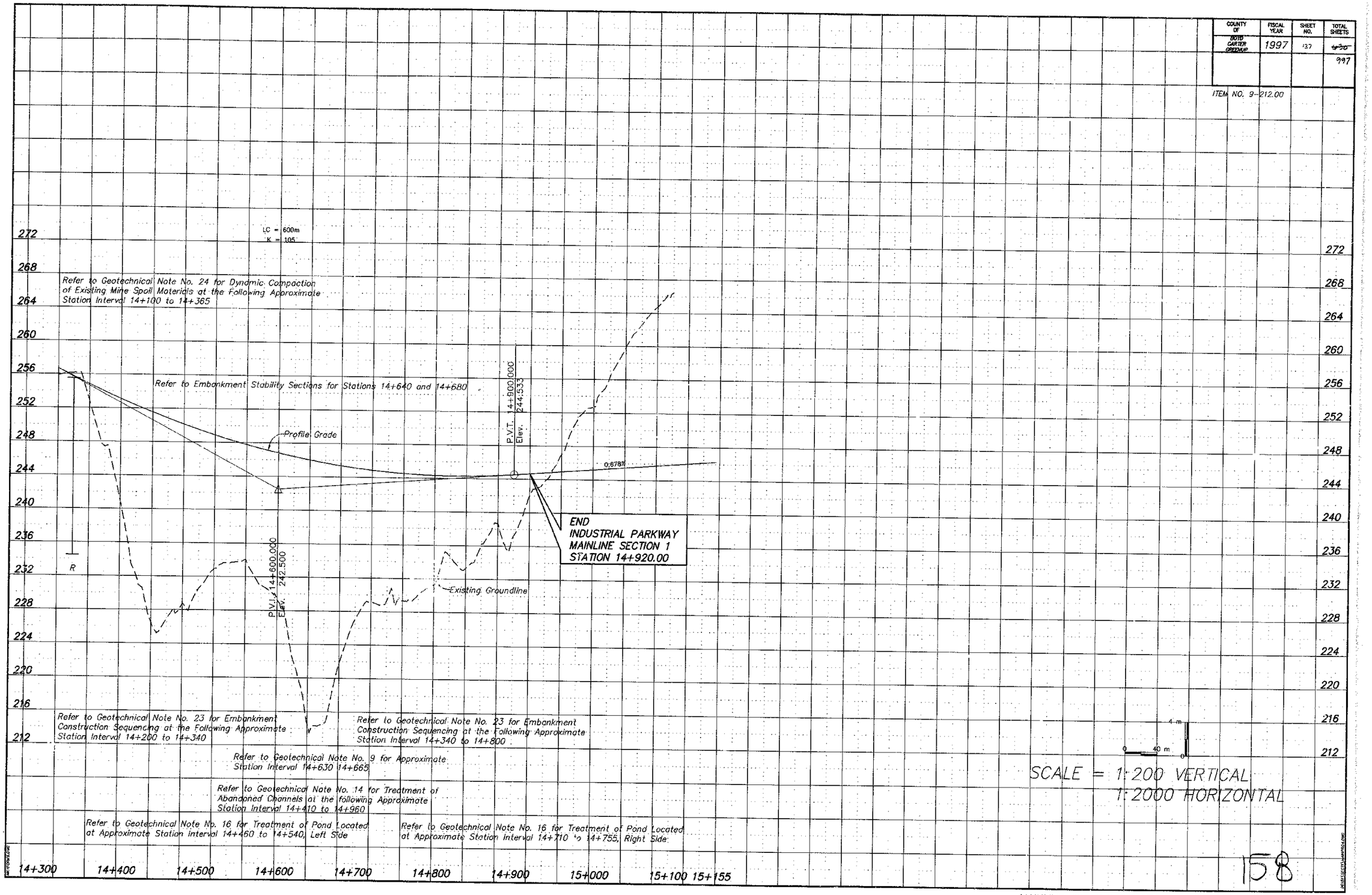
SCALE = 1:200 VERTICAL
1:2000 HORIZONTAL

157

MAINLINE SOIL PROFILE STATION 12+700 THRU STATION 14+300

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP	1997	137	~~630~~ 997

ITEM NO. 9-212.00



SCALE = 1:200 VERTICAL
1:2000 HORIZONTAL

158

MAINLINE SOIL PROFILE STATION 14+300 THRU STATION 15+155

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	138	~~150~~ 997

ITEM NO. 9-212.00

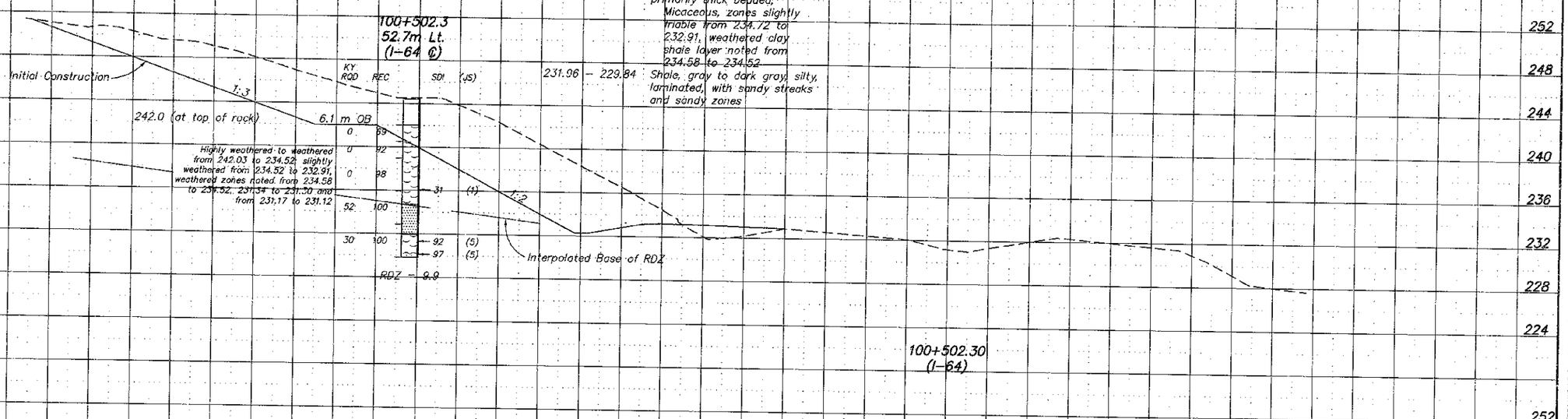
CORE LOG, I-64 CENTER LINE, Sta. 100+502.3, 52.7 Lt.

Elev. 244.41 – 242.03 Soil Overburden

242.03 – 234.72 Shale (Clay Shale), brown and gray, clayey to silty, sandy zones, earthy to clay-like, weathered throughout; Weathered carbonaceous shale/coal zone noted from 240.33 to 240.26

234.72 – 231.96 Sandstone, gray, medium grained, primarily thick bedded; Micaceous, zones slightly friable from 234.72 to 232.91, weathered clay shale layer noted from 234.58 to 234.52

231.96 – 229.84 Shale, gray to dark gray, silty, laminated, with sandy streaks and sandy zones



I-64 CUT LIMITS FROM ± STATION 100+470 TO ± STATION 100+520

CORE LOG, I-64 CENTER LINE, Sta. 100+405.4, 41.9 Lt.

Elev. 237.81 – 237.05 Soil Overburden

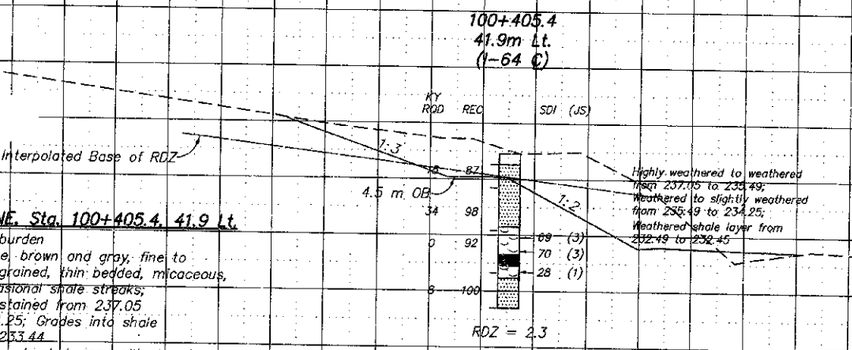
237.05 – 232.60 Sandstone, brown and gray, fine to medium grained, thin bedded, micaceous, with occasional shale streaks; Water stained from 237.05 to 234.25; Grades into shale below 233.44

232.60 – 230.61 Shale, gray to dark gray, silty to sandy, zones carbonaceous, zones partially clay-like, becomes less sandy, and more carbonaceous with depth

230.61 – 229.82 Coal interbedded with Shale Partings. Coal is black, zones bony. Shale is dark gray, ~~carbonaceous, partially clay-like~~

229.82 – 228.93 Shale (Underclay), dark gray to gray, clay-like, with carbonaceous layers

228.93 – 226.78 Sandstone, gray, fine to medium grained, thin bedded, micaceous, with shale and coal stringers and partings



I-64 CUT LIMITS FROM ± STATION 100+370 TO ± STATION 100+430

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Notes 11 and 12 for Removal of Coal near Roadway Grade.

4 m 0 4 m

SCALE = 1:200

159

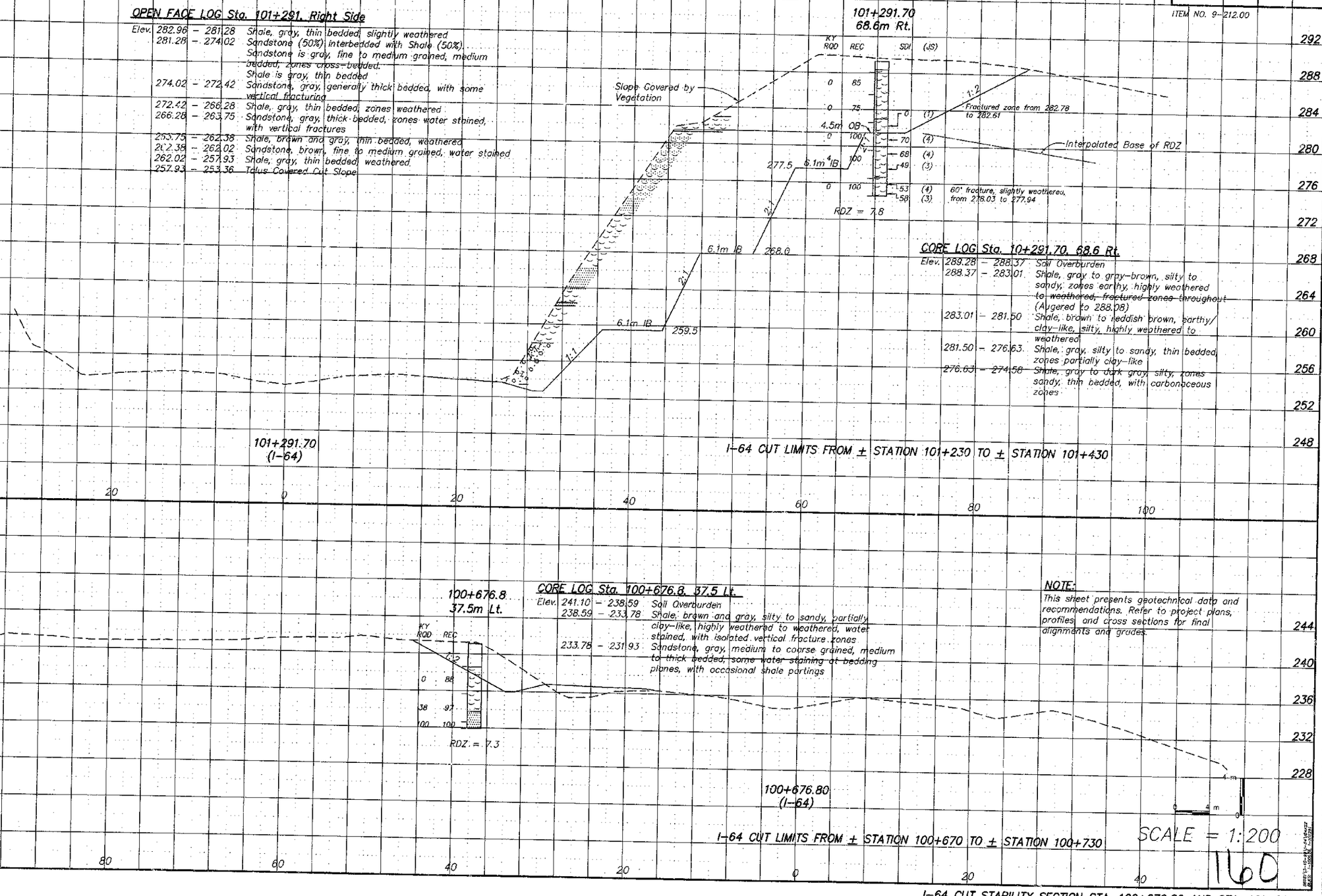
I-64 CUT STABILITY SECTION STA. 100+405.40 AND STA. 100+502.30

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	139	~~130~~ 997

ITEM NO. 9-212.00

OPEN FACE LOG Sta. 101+291, Right Side

Elev.		
282.96	– 281.28	Shale, gray, thin bedded, slightly weathered
281.28	– 274.02	Sandstone (50%) interbedded with Shale (50%). Sandstone is gray, fine to medium grained, medium bedded, zones cross-bedded. Shale is gray, thin bedded
274.02	– 272.42	Sandstone, gray, generally thick bedded, with some vertical fracturing
272.42	– 266.28	Shale, gray, thin bedded, zones weathered
266.28	– 263.75	Sandstone, gray, thick bedded, zones water stained, with vertical fractures
263.75	– 262.38	Shale, brown and gray, thin bedded, weathered
262.38	– 262.02	Sandstone, brown, fine to medium grained, water stained
262.02	– 257.93	Shale, gray, thin bedded, weathered
257.93	– 253.36	Talus Covered Cut Slope



CORE LOG Sta. 101+291.70, 68.6 Rt.

Elev.		
289.28	– 288.37	Soil Overburden
288.37	– 283.01	Shale, gray to gray-brown, silty to sandy, zones earthy, highly weathered ~~to weathered, fractured zones throughout~~ (Augered to 288.08)
283.01	– 281.50	Shale, brown to reddish brown, earthy/clay-like, silty, highly weathered to weathered
281.50	– 276.63	Shale, gray, silty to sandy, thin bedded, zones partially clay-like
276.63	– 274.58	Shale, gray to dark gray, silty, zones sandy, thin bedded, with carbonaceous zones

CORE LOG Sta. 100+676.8, 37.5 Lt.

Elev.		
241.10	– 238.59	Soil Overburden
238.59	– 233.78	Shale, brown and gray, silty to sandy, partially clay-like, highly weathered to weathered, water stained, with isolated vertical fracture zones
233.78	– 231.93	Sandstone, gray, medium to coarse grained, medium to thick bedded, some water staining at bedding planes, with occasional shale partings

NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles and cross sections for final alignments and grades.

SCALE = 1:200

160

I-64 CUT STABILITY SECTION STA. 100+676.80 AND STA. 101+291.70

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	140	~~0050~~ 997

ITEM NO. 9-212.00

CONSOLIDATED UNDRAINED TRIAXIAL TEST RESULTS

Location	Sta. 101+371.5, 52.8 m Lt. (I-64 Mainline)		
Depth	4.11 m – 4.26 m	5.96 m – 6.14 m	5.81 m – 5.96 m
$\bar{\phi}$	28.2°		
$\bar{c}$	10.05 kPa		

Short-Term Total Stress	Intermediate Effective Stress	Long-Term Effective Stress
c = 50.0 kPa ϕ = 0° γ = 19.60 kN/m³	$\bar{c}$ = 10.0 kPa $\bar{\phi}$ = 28° γ = 19.60 kN/m³	$\bar{c}$ = 0 kPa $\bar{\phi}$ = 28° γ = 19.60 kN/m³

FACTORS OF SAFETY

A	Short Term (Rotational)	4.2
B	Intermediate (Rotational)	2.3
C	Long Term (Rotational)	2.0

Drilling data and field observations indicate this section is positioned within an existing natural drainage feature. Deep soils are present in the drain and should be cleaned out as indicated on the plans and as directed by the Engineer.

101+371.5
84.7m Lt.

101+371.5
66.7m Lt.

101+371.5
52.8m Lt.

101+371.5
47.2m Lt.

Intermediate Term Condition

Long Term and Short Term Condition

± 1-6

Qu(kPa) W(%) LI

R*

442.6 14 0.1

197.3 18

2/14/98

A-6(2), SC, S+C=48(30+18)

Initial Construction

Assumed Rockline

101+371.5
(I-64)

I-64 CUT LIMITS FROM ± STATION 101+325 TO ± STATION 101+430

ADDITIONAL ROCKLINE SOUNDING*

Station	Alignment	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
101+412.0	I-64	42.2 Lt.	1.52	253.56
101+451.8	I-64	39.0 Lt.	5.82	251.08

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

OPEN FACE Sta. 101+352.50, Left Side

Elev. 281.80 – 277.69 Shale interbedded with Sandstone.
Shale is gray and brown, thin bedded, zones water stained and slightly weathered;
Sandstone is brown, thin to thick bedded, water stained, slightly weathered

277.69 – 274.66 Shale, gray, laminated to thin bedded, and weathered

274.66 – 270.62 Sandstone, gray, medium to massive bedded, with occasional vertical fractures

270.62 – 265.39 Shale, gray, thin bedded, weathered, with occasional vertical fractures

265.39 – 261.35 Shale (60%) interbedded with Sandstone (40%).
Shale is gray, thin bedded, zones weathered and water stained;
Sandstone, gray, fine to medium grained, thin to thick bedded (bedding thickens ~ 20 meters each side of section described) weathered, water stained, with siderite inclusions

261.35 – 254.65 Shale, gray, silty to sandy, laminated to thin bedded, with clay-like partings and layers; zones water stained

254.65 – 253.65 Talus covered slope; occasional near vertical fractures and joints noted throughout

1:2

4.5m OB

2:1

Estimated Base of RDZ

6.1m IB 268.0

2:1

6.1m IB 259.5

101+352.50
(I-64)

I-64 CUT LIMITS FROM ± STATION 101+230 TO ± STATION 101+430

SCALE = 1:200

16

I-64 CUT STABILITY SECTION STA. 101+352.50 AND STA. 101+371.50

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 27 for excavation of deep and potentially unstable materials at the following Approximate Station Interval 101+340 to 101+450, Left Side.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	141	~~430~~ 997

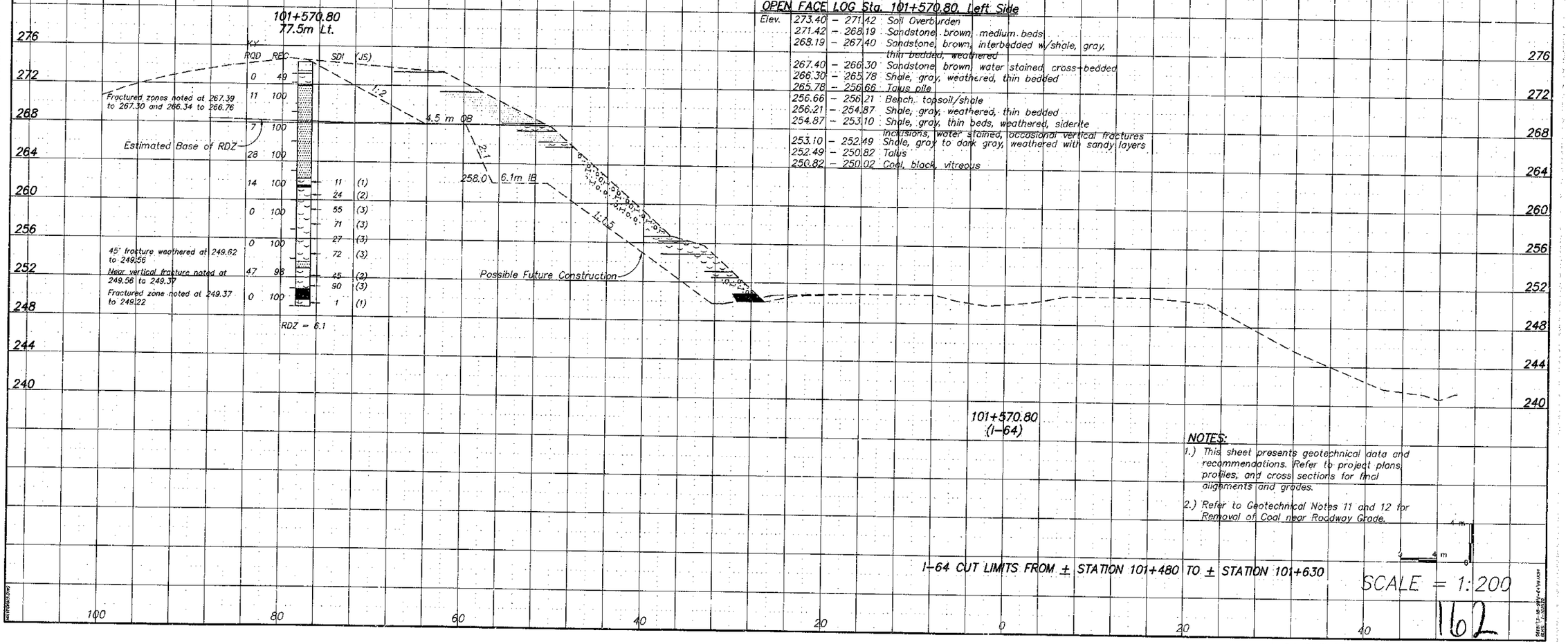
ITEM NO. 9-212.00

CORE LOG Sta. 101+570.80, 77.5 Rt.

Elev.			
274.32	–	273.41	Soil Overburden
273.41	–	271.87	Shale, dark gray to brown, silty to sandy, thin bedded, clay-like, carbonaceous
271.81	–	262.22	Sandstone, brown to gray brown, fine to medium grained, thin to medium bedded, zones slightly friable to friable, highly weathered to weathered, water stained, with occasional shale stringers and partings, occasional weathered bedding planes
262.22	–	261.50	Shale, gray, silty, thin bedded, partially clay-like
261.50	–	261.31	Coal, black, bony, with shale partings
261.31	–	253.61	Shale, gray to dark gray, clay-like to partially clay-like, thin to medium bedded
253.61	–	252.92	Sandstone, gray and brown, fine to medium grained, generally thin bedded, weathered, water stained
252.92	–	250.79	Shale, gray, silty, zones clay-like
250.79	–	249.67	Coal, black, vitreous, with shale partings, fractured
249.67	–	249.00	Shale, gray, silty, clay-like, rooted

OPEN FACE LOG Sta. 101+570.80, Left Side

Elev.			
273.40	–	271.42	Soil Overburden
271.42	–	268.19	Sandstone, brown, medium beds
268.19	–	267.40	Sandstone, brown, interbedded w/shale, gray, thin bedded, weathered
267.40	–	266.30	Sandstone, brown, water stained, cross-bedded
266.30	–	265.78	Shale, gray, weathered, thin bedded
265.78	–	256.66	Talus pile
256.66	–	256.21	Bench, topsoil/shale
256.21	–	254.87	Shale, gray, weathered, thin bedded
254.87	–	253.10	Shale, gray, thin beds, weathered, siderite inclusions, water stained, occasional vertical fractures
253.10	–	252.49	Shale, gray to dark gray, weathered with sandy layers
252.49	–	250.82	Talus
250.82	–	250.02	Coal, black, vitreous



101+570.80
(I-64)

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Notes 11 and 12 for Removal of Coal near Roadway Grade.

I-64 CUT LIMITS FROM ± STATION 101+480 TO ± STATION 101+630

SCALE = 1:200

162

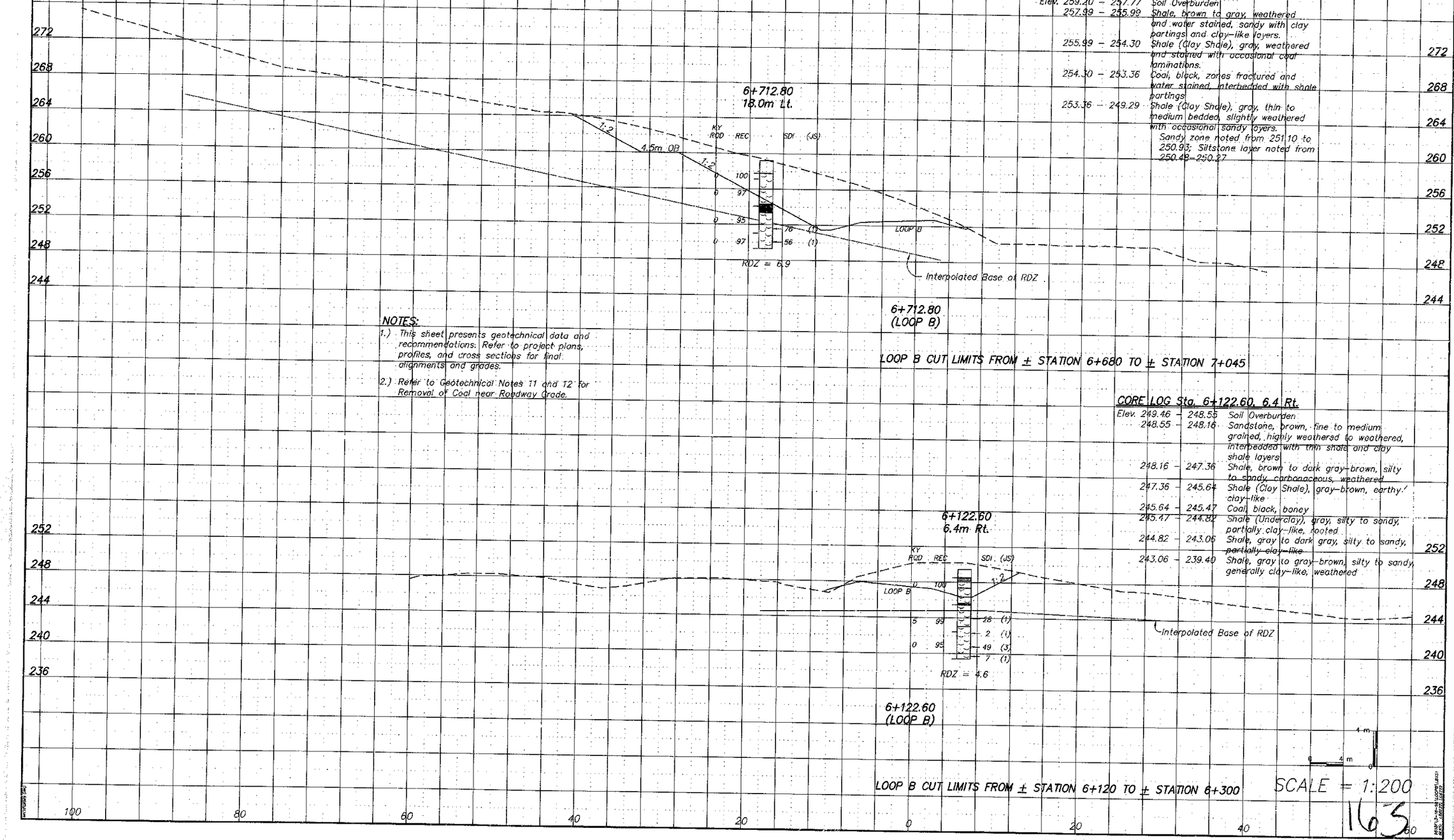
I-64 CUT STABILITY SECTION STA. 101+570.80

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	142	~~590~~ 997

ITEM NO. 9-212.00

CORE LOG Sta. 6+712.80, 18.0 Left

Elev. 259.20 – 257.77		Soil Overburden
257.99 – 255.99		Shale, brown to gray, weathered and water stained, sandy with clay partings and clay-like layers.
255.99 – 254.30		Shale (Clay Shale), gray, weathered and stained with occasional coal laminations.
254.30 – 253.36		Coal, black, zones fractured and water stained, interbedded with shale partings
253.36 – 249.29		Shale (Clay Shale), gray, thin to medium bedded, slightly weathered with occasional sandy layers. Sandy zone noted from 251.10 to 250.93; Siltstone layer noted from 250.48–250.27



CORE LOG Sta. 6+122.60, 6.4 Rt.

Elev. 249.46 – 248.55		Soil Overburden
248.55 – 248.16		Sandstone, brown, fine to medium grained, highly weathered to weathered, interbedded with thin shale and clay shale layers
248.16 – 247.36		Shale, brown to dark gray-brown, silty to sandy, carbonaceous, weathered
247.36 – 245.64		Shale (Clay Shale), gray-brown, earthy, clay-like
245.64 – 245.47		Coal, black, boney
245.47 – 244.82		Shale (Underclay), gray, silty to sandy, partially clay-like, rooted
244.82 – 243.06		Shale, gray to dark gray, silty to sandy, partially clay-like
243.06 – 239.40		Shale, gray to gray-brown, silty to sandy, generally clay-like, weathered

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Notes 11 and 12 for Removal of Coal near Roadway Grade.

SCALE = 1:200

LOOP B CUT STABILITY SECTION STA. 6+122.60 AND STA. 6+712.80

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	143	~~130~~ 997

ITEM NO. 9-212.00

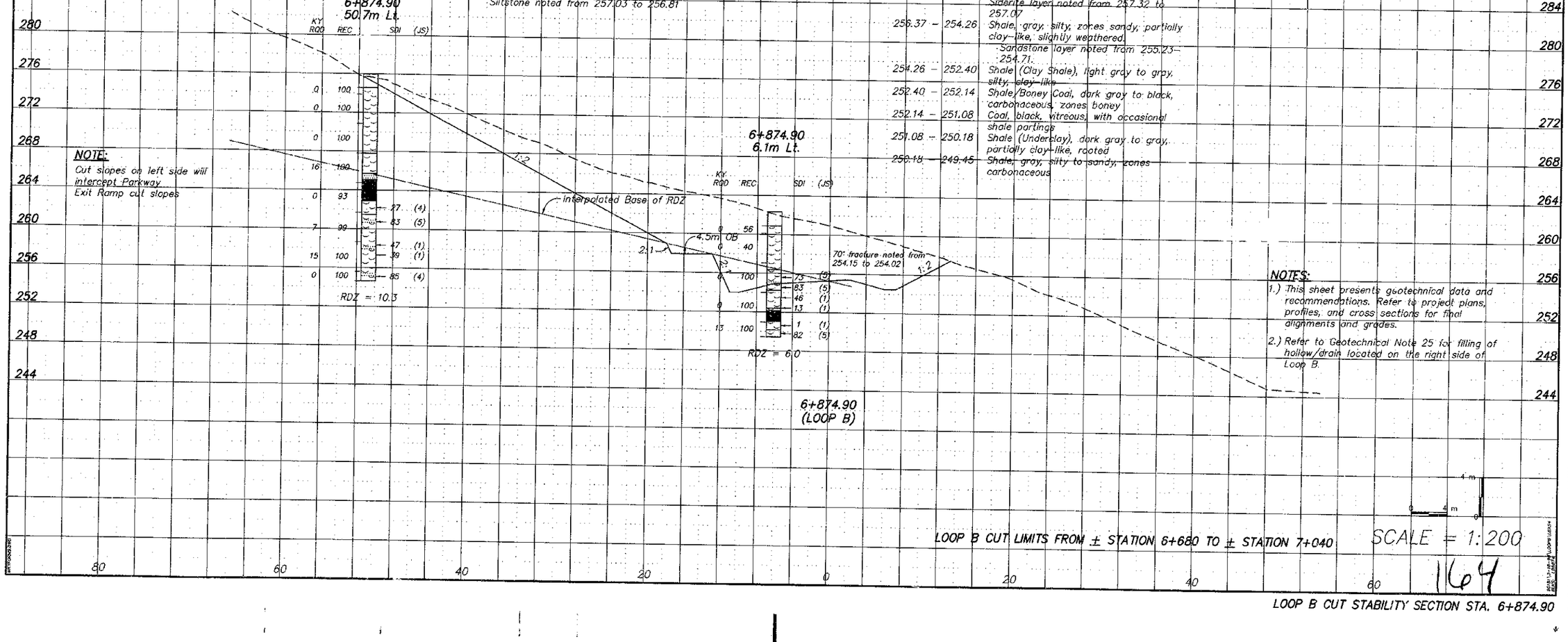
CORE LOG Sta. 6+874.90, 50.7 Lt.

Elev. 275.97 –	274.60	Soil Overburden
274.60 –	267.80	Shale (Clay Shale), light brown to gray with red staining from 274.27 to 272.98, thin bedded, highly weathered, zones soil-like, occasional shale layers with irregular fractures and water staining.
~~267.80 –~~	~~265.69~~	~~Shale, gray-brown to dark gray, thinly bedded, silty to sandy, with zone soil-like, zones fractured, water stained throughout, occasional coal laminations~~
265.69 –	265.06	Sandstone, gray to dark gray, medium grained, shaly, medium bedded, with coal stringers
265.06 –	262.91	Coal interbedded with Shale; Coal is black, vitreous, broken/fractured throughout, with pyrite. Shale is dark gray to black, carbonaceous, thinly bedded
262.91 –	261.49	Shale (Underclay); dark gray, silty, slightly carbonaceous, moderately weathered
261.49 –	254.63	Shale (75%) interbedded with Sandstone (25%) Shale is gray to dark gray, thin bedded, ~~silty, zones slightly weathered~~, Sandstone is gray, shaly, medium to coarse grained, medium to thin bedded with zones cross-bedded, occasional coal partings and stringers

Shaly Sandstone beds noted from 261.36 to 259.08 and 256.05 to 255.59. Sandy Siltstone noted from 257.03 to 256.81

CORE LOG Sta. 6+874.90, 6.1 Lt.

Elev. 262.34 –	260.88	Soil Overburden
260.88 –	256.37	Shale, gray-brown to brown, clayey to silty, earthy, thin bedded, highly weathered to weathered throughout. Siderite layer noted from 257.32 to 257.07
256.37 –	254.26	Shale, gray, silty, zones sandy, partially clay-like, slightly weathered. Sandstone layer noted from 255.23-254.71.
254.26 –	252.40	Shale (Clay Shale), light gray to gray, silty, clay-like
252.40 –	252.14	Shale/Boney Coal, dark gray to black, carbonaceous, zones boney
252.14 –	251.08	Coal, black, vitreous, with occasional shale partings
251.08 –	250.18	Shale (Underclay), dark gray to gray, partially clay-like, rooted
~~250.18~~ –	~~249.45~~	~~Shale, gray, silty to sandy, zones carbonaceous~~



LOOP B CUT LIMITS FROM ± STATION 6+680 TO ± STATION 7+040

SCALE = 1:200

1164

LOOP B CUT STABILITY SECTION STA. 6+874.90

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	144	~~390~~ 997

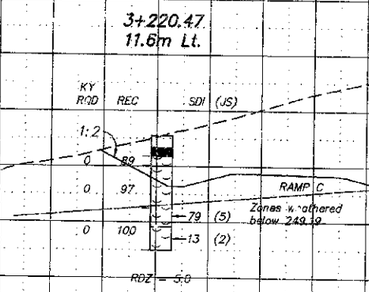
ITEM NO. 9-212.00

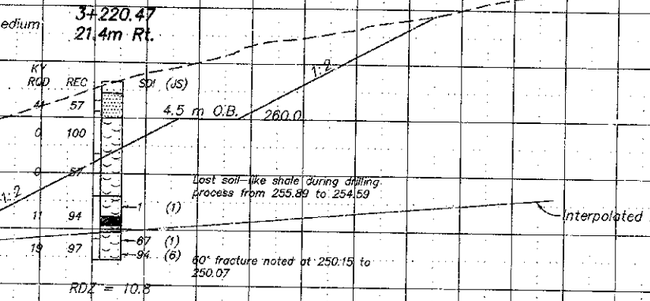
CORE LOG Sta. 3+220.47, 11.6 Lt.

Elev.			
	254.19 – 253.31	Overburden	
	253.31 – 252.73	Coal/Carbonaceous Shale, black, silty (augered)	
	252.73 – 251.99	Shale (Underclay), gray to gray-brown, thin to medium bedded, high, weathered to weathered, zones water stained	
	251.99 – 247.67	Shale, brown to gray-brown, weathered zones, thin bedded, siderite inclusions, occasional fractures	
	247.67 – 245.96	Shale, gray, slightly weathered, thin bedded, zones clay-like, with siderite inclusions	

CORE LOG Sta. 3+220.47, 21.4 Rt.

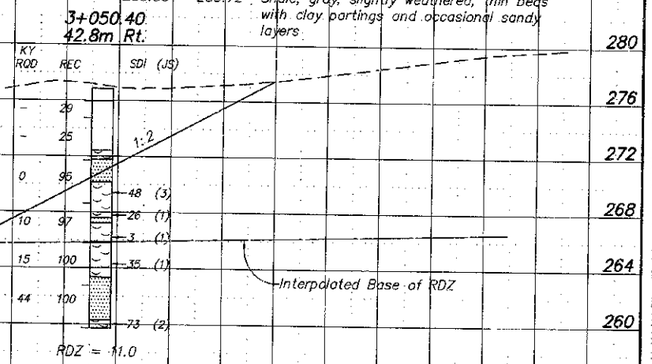
Elev.		
262.59 – 261.77	Overburden	
261.77 – 259.97	Sandstone, gray, fine grained, weathers brown, zones iron-stained, weathered, shaly, grades into sandy shale (Augered to 261.22)	
259.97 – 254.36	Shale, brown to gray, sandy, zones clay-like, thin bedded, weathered zones water stained, highly weathered	
254.36 – 252.90	Shale, light gray to gray, silty to clayey, weathered	
252.90 – 252.28	Coal, black, broken up, fractured throughout, zones boney/shaly	
252.28 – 251.77	Shale (Underclay), light brown, weathered	
251.77 – 249.79	Shale, gray, silty to sandy, micaceous, thin to medium bedded	





CORE LOG Sta. 3+050.40, 42.8 Rt.

Elev.		
276.85 – 275.94	Overburden	
275.94 – 272.42	Sandstone cobbles and boulders	
272.42 – 271.77	Shale(Clay-Shale), brown to gray, weathered, with clay partings and thin sandstone layers	
271.77 – 270.13	Sandstone, brown to gray, coarse grained, micaceous, friable, weathered/ water stained, coal partings common	
270.13 – 263.35	Shale, gray to dark gray, slightly to moderately weathered, thin bedded, silty to sandy	
267.62 – 267.22	Sandstone bed	
267.09 – 265.92	Shale, dark gray, carbonaceous	
265.92 – 265.79	Coal, black	
265.79 – 263.35	Shale(Underclay)	
263.35 – 260.30	Sandstone, gray, medium grained, medium to thin bedded, with shale partings common and occasional shaly weathered zones	
260.30 – 259.72	Shale, gray, slightly weathered, thin beds with clay partings and occasional sandy layers	



ADDITIONAL ROCKLINE SOUNDINGS*

Station	Alignment	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
101+451.6	I-64 C.L.	39.6 Lt.	1.52	253.57
101+411.9	I-64 C.L.	42.4 Lt.	5.82	251.08
101+372.1	I-64 C.L.	47.5 Rt.	7.10	250.61
3+135.6	RAMP C	9.5 Rt.	1.31	256.18
3+257.6	RAMP C	8.5 Rt.	2.77	248.61

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

OPEN FACE LOG Sta. 3+050.40, Right Side

Elev.	
264.84 – 260.97	Shale interbedded with Sandstone. Shale is gray to dark gray, thin bedded, zones weathered. Sandstone is gray, medium grained, generally medium bedded, zones cross-bedded, zones with occasional water stained vertical fractures
260.97 – 260.73	Sandstone, gray, medium grained
260.73 – 255.67	Shale interbedded with Sandstone. Shale is gray to brown, silty to sandy, zones partially clay-like, thin bedded. Sandstone is gray to brown, fine to medium grained, thin bedded
255.67 – 255.12	Shale, gray, silty to sandy, thin bedded, weathered
255.12 – 254.36	Coal, black, shaly, thinly bedded
254.36 – 253.26	Shale, gray, silty to sandy, thinly bedded, weathered

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Notes 11 and 12 for Removal of Coal near Roadway Grade.

3.) Refer to Geotechnical Note 25 for filling of hollow/drain located on the left side of Ramp C.

3+220.47 (RAMP C)

RAMP C CUT LIMITS FROM ±STATION 3+170 TO ±STATION 3+250

3+050.40 (RAMP C)

RAMP C CUT LIMITS FROM ±STATION 3+010 TO ±STATION 3+150

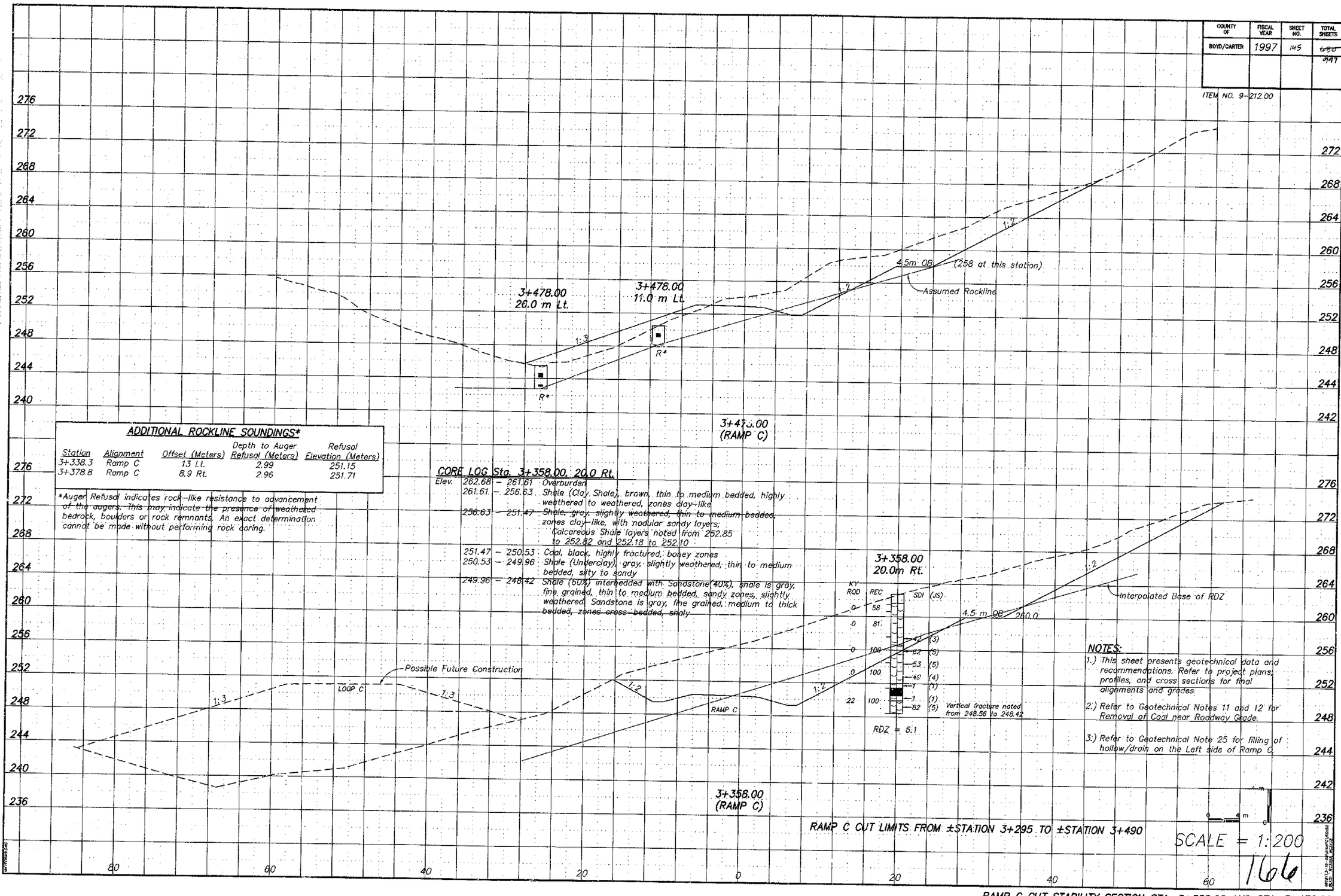
SCALE = 1:200

RAMP C CUT STABILITY SECTION STA. 3+050.40 AND STA. 3+220.47

165

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	145	~~680~~ 947

ITEM NO. 9-212.00



ADDITIONAL ROCKLINE SOUNDINGS*

Station	Alignment	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
3+338.3	Ramp C	13 Lt.	2.99	251.15
3+378.8	Ramp C	8.9 Rt.	2.96	251.71

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

CORE LOG Sta. 3+358.00, 20.0 Rt.

Elev.
- 262.68 – 261.61 : Overburden
- 261.61 – 256.63 : Shale (Clay Shale), brown, thin to medium bedded, highly weathered to weathered, zones clay-like
- 256.63 – 251.47 : Shale, gray, slightly weathered, thin to medium bedded, zones clay-like, with nodular sandy layers; Calcareous Shale layers noted from 252.85 to 252.82 and 252.18 to 252.10
- 251.47 – 250.53 : Coal, black, highly fractured, boney zones
- 250.53 – 249.96 : Shale (Underclay), gray, slightly weathered, thin to medium bedded, silty to sandy
- 249.96 – 248.42 : Shale (50%) interbedded with Sandstone (40%), shale is gray, fine grained, thin to medium bedded, sandy zones, slightly weathered. Sandstone is gray, fine grained, medium to thick bedded, zones cross-bedded, shaly

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Notes 11 and 12 for Removal of Coal near Roadway Grade.

3.) Refer to Geotechnical Note 25 for filling of hollow/drain on the Left side of Ramp C.

RAMP C CUT LIMITS FROM ±STATION 3+295 TO ±STATION 3+490

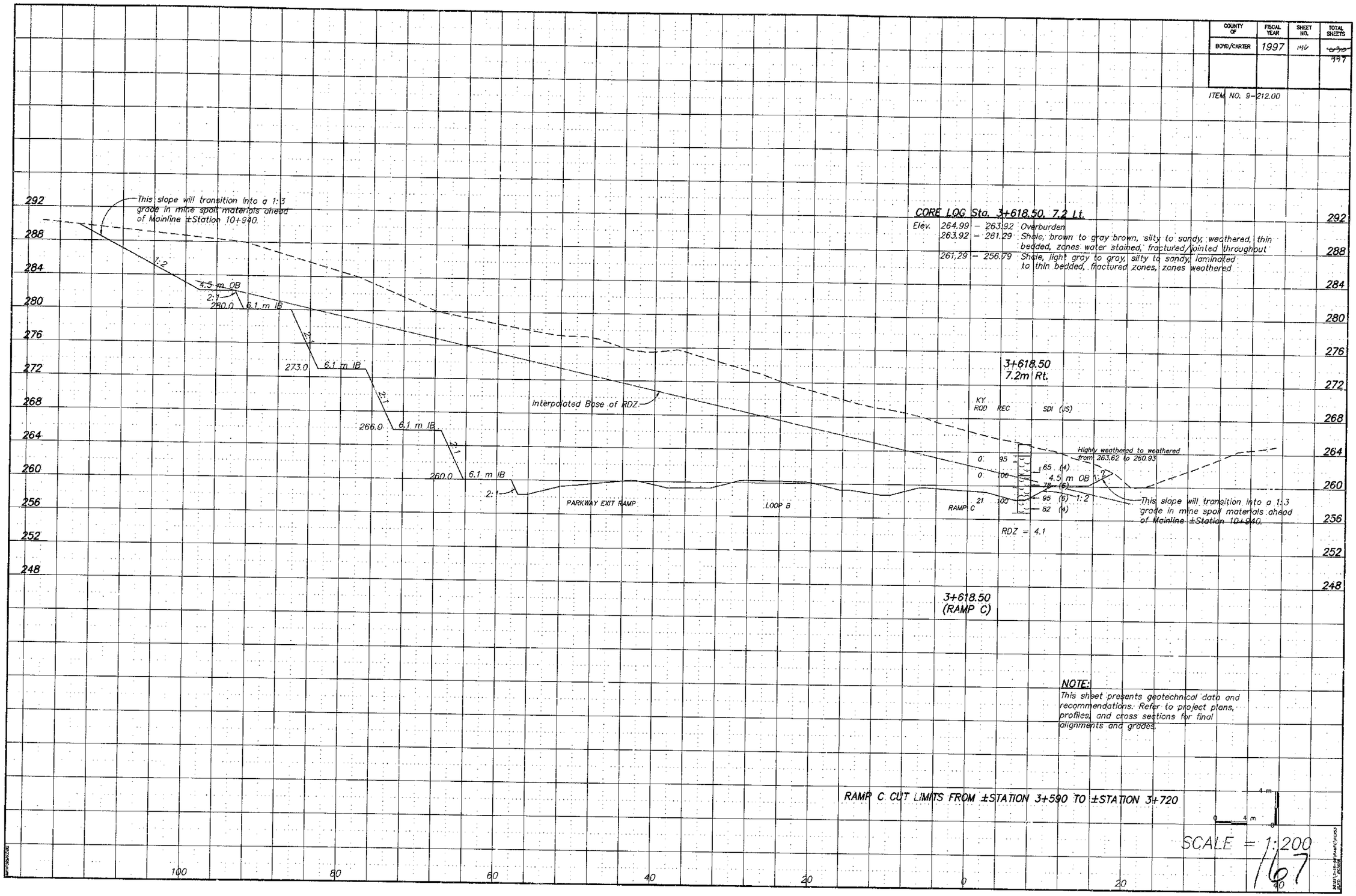
SCALE = 1:200

RAMP C CUT STABILITY SECTION STA. 3+358.00 AND STA. 3+478.00

166

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	14	~~37~~ 997

ITEM NO. 9-212.00



CORE LOG Sta. 3+618.50, 7.2 Lt.

Elev.		
264.99	– 263.92	Overburden
263.92	– 261.29	Shale, brown to gray brown, silty to sandy, weathered, thin bedded, zones water stained, fractured/jointed throughout
261.29	– 256.79	Shale, light gray to gray, silty to sandy, laminated to thin bedded, fractured zones, zones weathered

3+618.50
7.2m Rt.

KY RQD REC SDI (JS)

0 95
0 100
21 100

65 (4)
78 (6)
95 (6)
82 (4)

Highly weathered to weathered from 263.62 to 260.93

4.5 m OB 1:2

This slope will transition into a 1:3 grade in mine spoil materials ahead of Mainline ±Station 10+940.

RDZ = 4.1

3+618.50
(RAMP C)

NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

RAMP C CUT LIMITS FROM ±STATION 3+590 TO ±STATION 3+720

0 4 m 4 m

SCALE = 1:200

167

RAMP C CUT STABILITY SECTION STA. 3+618.50

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	147	~~190~~ 997

ITEM NO. 9-212.00

CORE LOG Sta. 4+048.90, 59.0 Lt.

Elev. 268.00	– 264.99	Soil Overburden
264.99	– 253.84	Shale, gray to dark gray, silty, occasional sandy inclusions and layers, thin bedded, zones clay-like, occasional, siderite inclusions; Becomes partially carbonaceous below 255.00, carbonaceous partings noted from 263.88 to 263.74
253.84	– 252.97	Coal, black, with shale partings, fractured
252.97	– 251.56	Shale, gray, silty, partially clay-like, zones carbonaceous, becomes sandy with depth, zones rooted
251.56	– 250.72	Shale, gray, silty to sandy, thin bedded, micaceous, zones rooted
250.72	– 248.00	Shale, gray, silty to sandy, laminated to thin bedded

CORE LOG Sta. 4+048.90, 23.0 Lt.

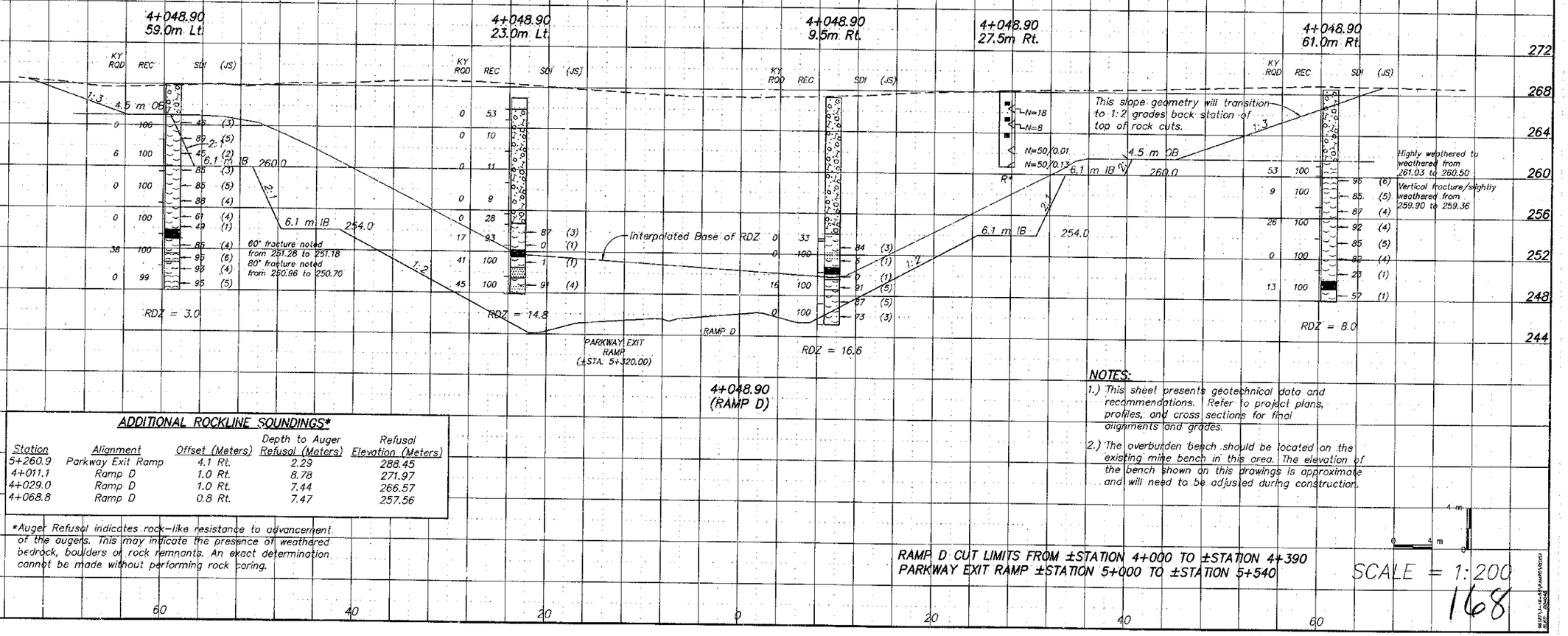
Elev. 266.9%	– 265.87	Soil Overburden
265.87	– 254.72	Mine Spoil Materials; sandstone, shale boulders occasional coal fragments
254.72	– 252.15	Shale, gray, silty, zones sandy, laminated to thin bedded
252.15	– 251.48	Coal, black, vitreous, zones boney, fractured
251.48	– 250.47	Shale, (Underclay), gray, clay-like, partially rooted
250.47	– 249.42	Sandstone, gray, fine grained, medium bedded, micaceous, with shale streaks
249.42	– 247.88	Shale (70%) interbedded with Sandstone (25%). Shale is gray, silty, zones sandy, laminated to thin bedded, with sandy streaks. Sandstone is gray, fine grained, thin bedded, micaceous

CORE LOG Sta. 4+048.90, 9.5 Rt.

Elev. 267.27	– 254.01	Soil Overburden
254.01	– 250.74	Shale, dark gray, thin bedded, silty to sandy, weathered (Augered to 253.55)
250.74	– 250.14	Coal, black, vitreous, with shaly zones, fractured throughout. Sandstone bed noted from 252.17 to 252.09. Carbonaceous shale noted from 252.09 to 250.74
250.14	– 245.20	Shale, gray to dark gray, thin bedded, zones laminated, silty to sandy

CORE LOG Sta. 4+048.90, 61.0 Rt.

Elev. 268.50	– 261.58	Soil Overburden
261.58	– 249.89	Shale, gray to dark gray, silty, occasional sandy inclusions and layers, thin bedded, zones clay-like, occasional siderite inclusions, (augered to 261.03)
249.89	– 249.10	Coal, black, zones boney, with shale partings, fractured
249.10	– 247.92	Shale, gray, silty to sandy, zones partially clay-like, becomes more sandy with depth



ADDITIONAL ROCKLINE SOUNDINGS*

Station	Alignment	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
5+260.9	Parkway Exit Ramp	4.1 Rt.	2.29	288.45
4+011.1	Ramp D	1.0 Rt.	8.78	271.97
4+029.0	Ramp D	1.0 Rt.	7.44	266.57
4+068.8	Ramp D	0.8 Rt.	7.47	257.56

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders of rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) The overburden bench should be located on the existing mine bench in this area. The elevation of the bench shown on this drawings is approximate and will need to be adjusted during construction.

RAMP D CUT LIMITS FROM ±STATION 4+000 TO ±STATION 4+390
PARKWAY EXIT RAMP ±STATION 5+000 TO ±STATION 5+540

SCALE = 1:200

4 m 0 4 m

168

RAMP D CUT STABILITY SECTION STA. 4+048.90

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	148	~~150~~ 997

ITEM NO. 9-212.50

CORE LOG Sta. 4+268.60, 19.6 Rt.

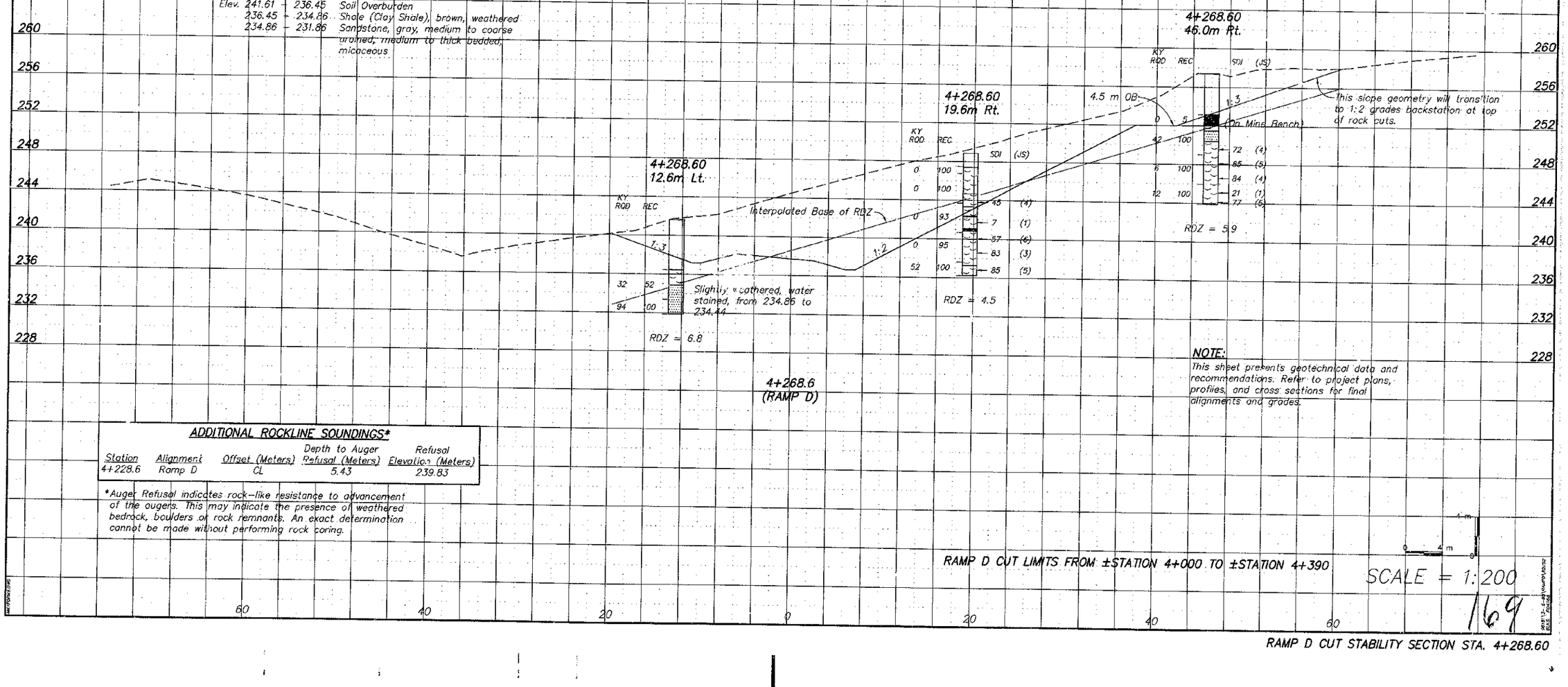
Elev.			
248.86	–	247.41	Soil Overburden
247.41	–	244.69	Shale (Clay Shale), brown to gray, highly weathered with water staining on bedding surfaces, grades into sandy shale
244.69	–	243.35	Shale, brown to gray, sandy, thinly bedded, zones weathered and water stained on bedding surfaces, zones clay-like
243.35	–	237.29	Shale, gray to dark gray, slightly to moderately weathered, occasional sandy shale layers, zones carbonaceous, with coal partings; water staining in partings Shaly coal layers noted at 241.07 to 240.78 and 242.40 to 242.29 Sandy zone noted at 242.19 to 242.08 and 240.05 to 239.93
237.29	–	236.22	Shale, light gray, zones weathered, black coarse grained, inclusions, thin to medium bedded, calcareous

CORE LOG Sta. 4+268.60, 46.0 Rt.

Elev.			
257.40	–	253.19	Soil Overburden
253.19	–	252.07	Coal, black, portions boney, weathered, fractured (Actual thickness of coal unknown due to poor recovery)
252.07	–	251.50	Shale, gray-brown to gray, partially clay-like, thin bedded, rooted
251.50	–	250.40	Sandstone, gray, zones water stained brown, fine to medium grained, with shale and coal inclusions and stringers
250.40	–	243.90	Shale, gray, silty, sandy zones, laminated to thin bedded, zones partially clay-like

CORE LOG Sta. 4+268.60, 12.6 Lt.

Elev.			
241.61	–	236.45	Soil Overburden
236.45	–	234.86	Shale (Clay Shale), brown, weathered
234.86	–	231.86	Sandstone, gray, medium to coarse grained, medium to thick bedded, micaceous



ADDITIONAL ROCKLINE SOUNDINGS*

Station	Alignment	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
4+228.6	Ramp D	CL	5.43	239.83

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

RAMP D CUT LIMITS FROM ±STATION 4+000 TO ±STATION 4+390

SCALE = 1:200

169

RAMP D CUT STABILITY SECTION STA. 4+268.60

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	119	~~170~~ 997

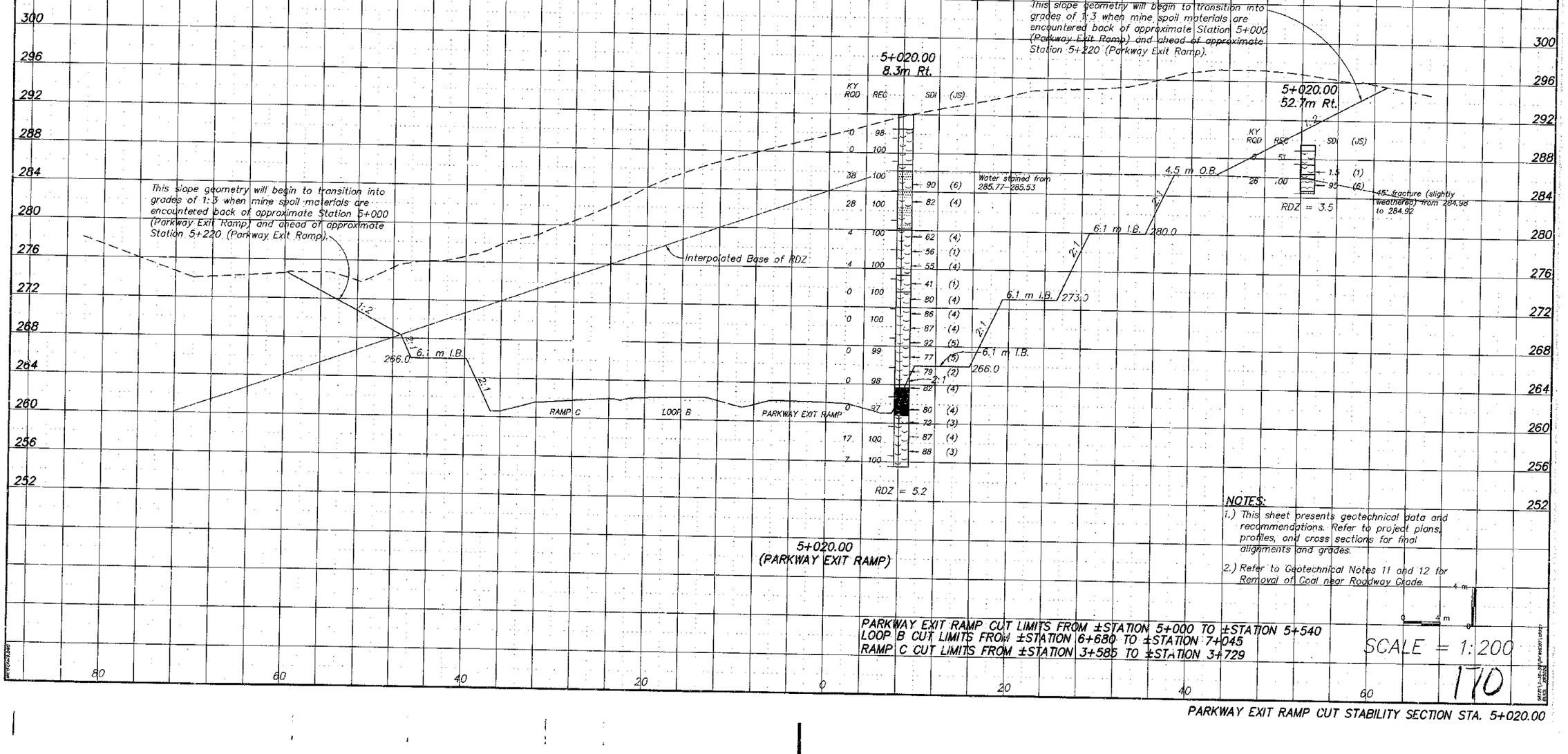
ITEM NO. 9-212.00

CORE LOG Sta. 5+020.00, 8.3 Rt.

Elev. 291.98	– 290.46	Overburden
290.46	– 286.81	Shale(Clay-Shale), gray-brown to reddish brown, slightly weathered to very weathered, with clay partings
286.81	– 280.04	Shale(50%) interbeddded with Sandstone(50%). Shale is gray, sandy, slightly weathered. Sandstone is gray, fine to medium grained, with shale partings, some water staining at partings
280.04	– 275.34	Shale, gray, slightly weathered to weathered, portions clay like, zones water stained, thin bedded
275.34	– 273.61	Shale, brown, weathered
273.61	– 263.67	Shale, gray, thin to medium bedded, occasional sandy zones, portions weathered, grades into a dark gray shale that is weathered, with coal partings
263.67	– 260.84	Coal, dark gray to black, blocky, with shale partings
260.84	– 255.52	Shale, gray, silty to sandy, weathered zones

CORE LOG Sta. 5+020.00, 52.7 Rt.

Elev. 289.48	– 288.37	Soil Overburden
288.87	– 287.45	Shale (Clay Shale), brown, clayey, earthy, highly weathered, with occasional sandy layers
287.45	– 286.45	Shale (Clay Shale), mottled light green and red, clay like
286.45	– 285.98	Shale (Clay Shale), gray to brown, clay like, weathered
285.98	– 284.69	Shale (Siltstone), gray, silty, zones sandy, cross-bedded
284.69	– 284.45	Sandstone, gray, fine grained, shaly zones, thin bedded, micaceous



5+020.00
(PARKWAY EXIT RAMP)

PARKWAY EXIT RAMP CUT LIMITS FROM ±STATION 5+000 TO ±STATION 5+540
LOOP B CUT LIMITS FROM ±STATION 6+680 TO ±STATION 7+045
RAMP C CUT LIMITS FROM ±STATION 3+585 TO ±STATION 3+729

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Notes 11 and 12 for Removal of Coal near Roadway Grade.

4 m 0 4 m

SCALE = 1:200

170

PARKWAY EXIT RAMP CUT STABILITY SECTION STA. 5+020.00

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	160	~~190~~ 997

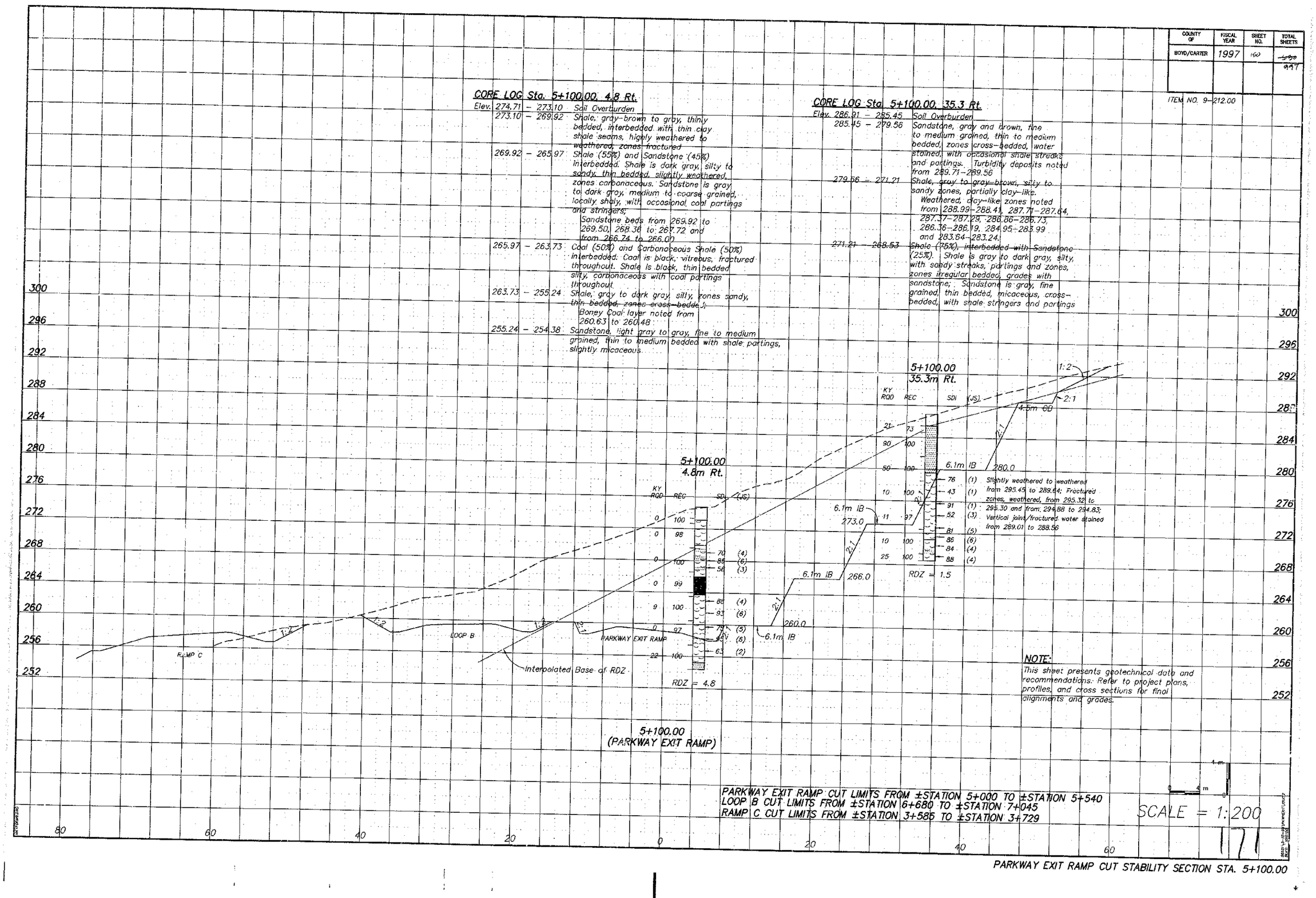
ITEM NO. 9-212.00

CORE LOG Sta. 5+100.00, 4.8 Rt.

Elev. 274.71	– 273.10	Soil Overburden
273.10	– 269.92	Shale, gray-brown to gray, thinly bedded, interbedded with thin clay shale seams, highly weathered to weathered, zones fractured
269.92	– 265.97	Shale (55%) and Sandstone (45%) interbedded. Shale is dark gray, silty to sandy, thin bedded, slightly weathered, zones carbonaceous. Sandstone is gray to dark gray, medium to coarse grained, locally shaly, with occasional coal partings and stringers; Sandstone beds from 269.92 to 269.50, 268.38 to 267.72 and from 266.74 to 266.00
265.97	– 263.73	Coal (50%) and Carbonaceous Shale (50%) interbedded. Coal is black, vitreous, fractured throughout. Shale is black, thin bedded silty, carbonaceous with coal partings throughout
263.73	– 255.24	Shale, gray to dark gray, silty, zones sandy, thin bedded, zones cross-bedded; Boney Coal layer noted from 260.63 to 260.48
255.24	– 254.38	Sandstone, light gray to gray, fine to medium grained, thin to medium bedded with shale partings, slightly micaceous.

CORE LOG Sta. 5+100.00, 35.3 Rt.

Elev. 286.91	– 285.45	Soil Overburden
285.45	– 279.56	Sandstone, gray and brown, fine to medium grained, thin to medium bedded, zones cross-bedded, water stained, with occasional shale streaks and partings. Turbidity deposits noted from 289.71-289.56
279.56	– 271.21	Shale, gray to gray-brown, silty to sandy zones, partially clay-like. Weathered, clay-like zones noted from 288.99-288.41, 287.71-287.64, 287.37-287.29, 286.86-286.73, 286.36-286.19, 284.95-283.99 and 283.64-283.24.
271.21	– 268.53	Shale (75%), interbedded with Sandstone (25%). Shale is gray to dark gray, silty, with sandy streaks, partings and zones, zones irregular bedded, grades with sandstone; Sandstone is gray, fine grained, thin bedded, micaceous, cross-bedded, with shale stringers and partings



NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

PARKWAY EXIT RAMP CUT LIMITS FROM ±STATION 5+000 TO ±STATION 5+540
LOOP B CUT LIMITS FROM ±STATION 6+680 TO ±STATION 7+045
RAMP C CUT LIMITS FROM ±STATION 3+585 TO ±STATION 3+729

SCALE = 1:200

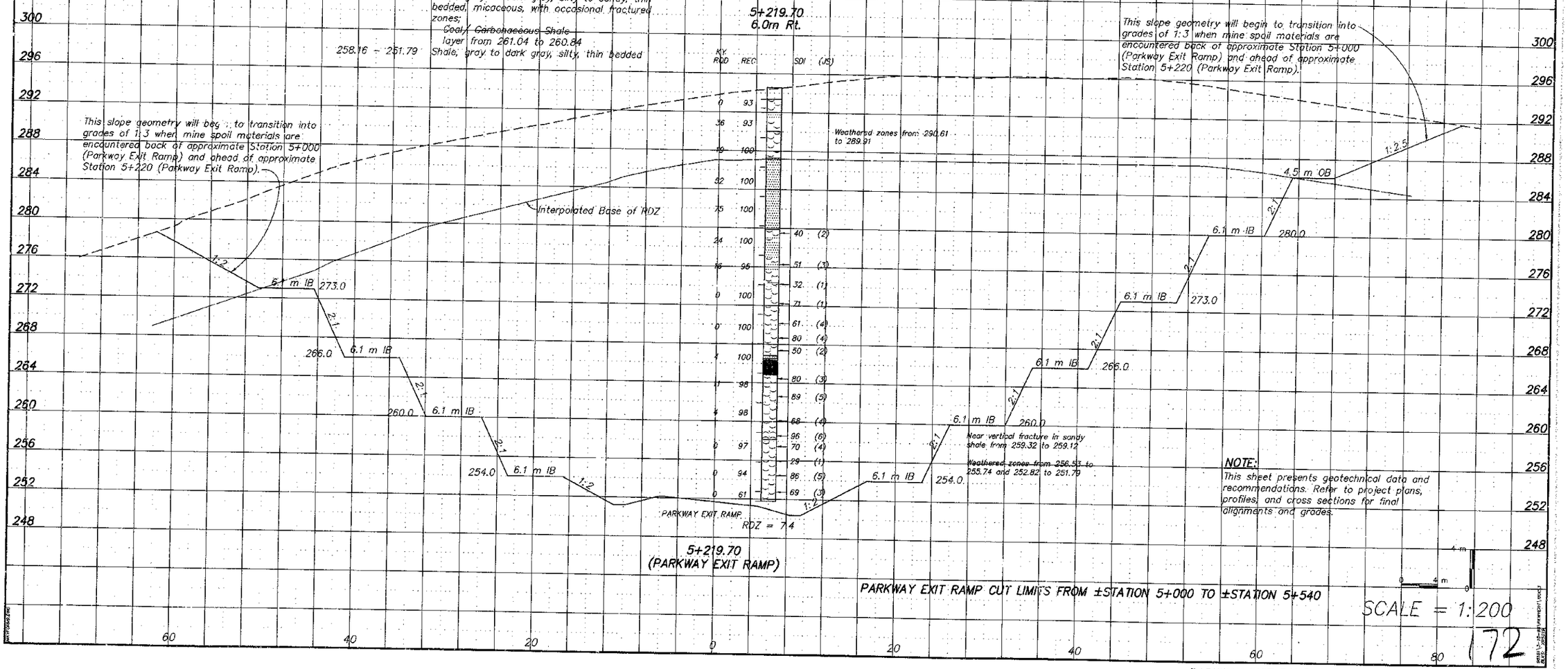
PARKWAY EXIT RAMP CUT STABILITY SECTION STA. 5+100.00

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	151	~~650~~ 997

ITEM NO. 9-212.00

CORE LOG Sta. 5+219.70, 6.0 Rt.

Elev. 294.56 – 293.34	Soil Overburden
293.34 – 290.02	Shale(Clay Shale), gray-brown to gray, thinly bedded, zones soil-like, becomes sandy with depth; Sandstone bed from 291.97 to 291.37, gray, water stained
290.02 – 287.28	Shale(Clay Shale), reddish brown, soil-like, weathered
~~287.28 – 279.89~~	~~Sandstone, gray to gray-brown, fine to medium grained, micaceous, medium bedded, zones cross-bedded, several shale partings and occasional coal stringers, slightly weathered, water stained throughout;~~ Shaly Sandstone, brown to gray, weathered from 287.28 to 286.85, 286.13 to 285.71, 285.48 to 285.08 and 280.23 to 279.89
~~279.89 – 274.36~~	~~Shale(60%) interbedded with Sandstone(40%);~~ Shale is gray, thin beds, weathered in zones; Sandstone is gray, fine grained, water stained with shaly laminations; Sandstone beds from 279.09 to 278.99, 278.62 to 276.96 and 276.46 to 275.60
274.36 – 266.81	Shale, gray to gray-brown, zones clay-like, slightly weathered, with sandy layers
266.81 – 266.51	Sandstone, dark gray, medium grained, coal partings throughout
266.51 – 266.33	Shale, dark gray, carbonaceous
266.33 – 264.86	Coal; black, vitreous, interbedded with dark gray shale
264.86 – 258.16	Shale, gray to dark gray, silty to sandy, thin bedded, micaceous, with occasional fractured zones; ~~Coal/ Carbonaceous Shale~~ layer from 261.04 to 260.84
258.16 – 251.79	Shale, gray to dark gray, silty, thin bedded



5+219.70
(PARKWAY EXIT RAMP)

PARKWAY EXIT RAMP CUT LIMITS FROM ±STATION 5+000 TO ±STATION 5+540

NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

SCALE = 1:200

PARKWAY EXIT RAMP CUT STABILITY SECTION STA. 5+219.70

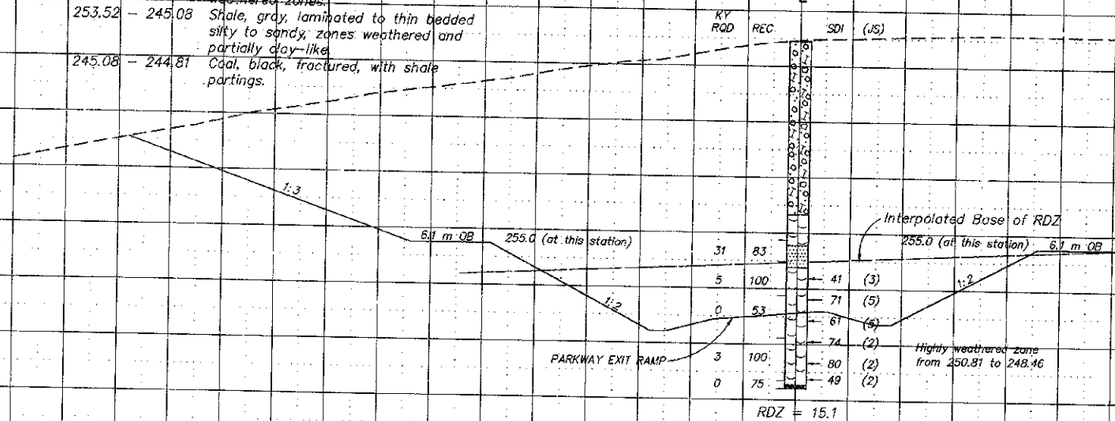
172

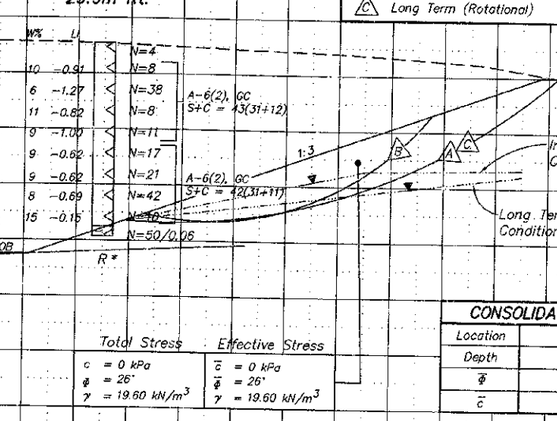
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	152	~~190~~ 197

ITEM NO. 9-212.00

CORE LOG Sta. 5+821.00, Centerline

Elev. 269.81 – 257.31		Overburden (Mine Spoil)
257.31 – 255.11		Shale, gray, thin bedded, silty to sandy, weathered throughout. (Augered to 255.51)
255.11 – 253.52		Sandstone, light gray, fine to medium grained, medium bedded, shaly zones, weathered zones.
253.52 – 245.08		Shale, gray, laminated to thin bedded silty to sandy, zones weathered and partially clay-like.
245.08 – 244.81		Coal, black, fractured, with shale partings.





FACTORS OF SAFETY		
A	Short Term (Rotational)	1.5
B	Intermediate (Rotational)	1.2
C	Long Term (Rotational)	1.5

Total Stress	Effective Stress
c = 0 kPa	$\bar{c}$ = 0 kPa
ϕ = 26°	$\bar{\phi}$ = 26°
γ = 19.60 kN/m^3	$\bar{\gamma}$ = 19.60 kN/m^3

CONSOLIDATED UNDRAINED TRIAXIAL TEST RESULTS

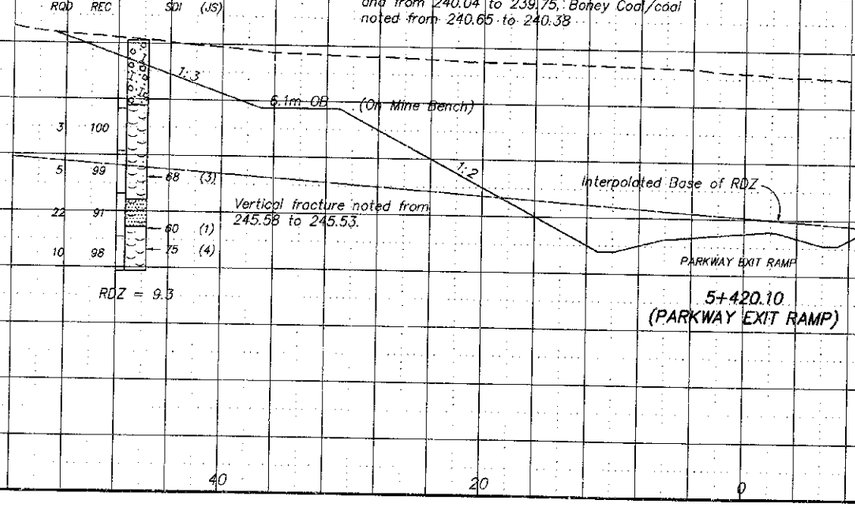
Location	PARKWAY EXIT RAMP Sta. 5+820.6
Depth	0.61 m – 6.60 m **
$\bar{\phi}$	26.3°
$\bar{c}$	0 kPa

**Remolded Triaxial Specimens at ±92% of Standard Proctor Maximum Dry Density.

PARKWAY EXIT RAMP CUT LIMITS FROM ±STATION 5+730 TO ±STATION 6+030

CORE LOG Sta. 5+420.10, 46.5 Lt.

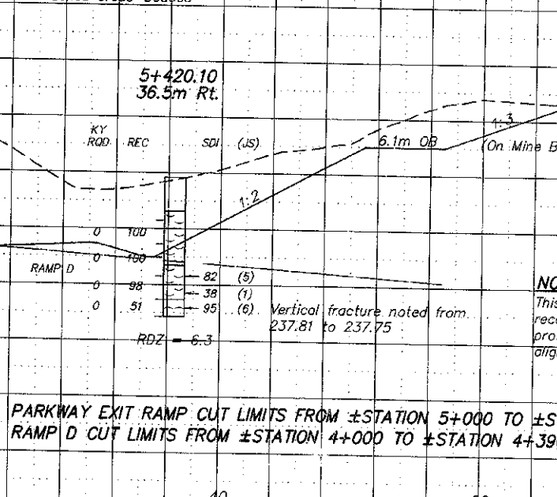
Elev. 256.21 – 251.58		Overburden (Mine Spoil).
251.58 – 244.83		Shale, gray to dark gray, thin bedded, silty to sandy, zones soil-like, weathered, with zones highly weathered, occasional sandy shale layers and siltstone bed. (Augered to 251.33)
		Siltstone beds from 245.99 to 245.82 and from 245.56 to 245.53
244.83 – 242.89		Sandstone (50%) interbedded with Shale (50%). Sandstone is light gray, medium to coarse grained, thin to medium bedded, with shale and coal partings throughout. Shale is dark gray, thin bedded, silty to sandy, zones slightly to moderately weathered
242.89 – 239.75		Shale, dark gray, thinly bedded, interbedded with calcareous shale and carbonaceous shale, zones weathered;
		Calcareous shale noted from 241.66 to 241.51 and from 240.04 to 239.75; Boney Coal/coal noted from 240.65 to 240.38

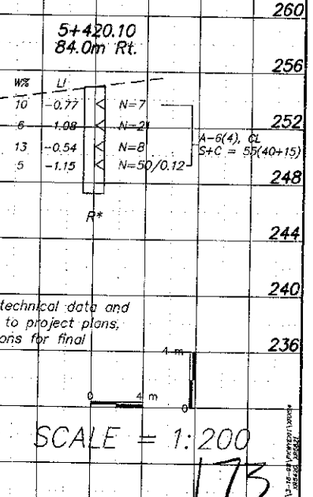


5+420.10
(PARKWAY EXIT RAMP)

CORE LOG Sta. 5+420.10, 36.5 Rt.

Elev. 247.66 – 245.25		Soil Overburden
245.25 – 241.39		Shale, brown to gray-brown, silty, zones sandy, weathered and water stained (Augered to 244.61)
241.39 – 238.94		Shale, gray, laminated to thin bedded, sandy layers, zones clay-like, slightly weathered, zones water stained
238.94 – 237.75		Shale, gray, silty, slightly weathered; with sandy streaks, partings, and zones, zones cross-bedded





*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

PARKWAY EXIT RAMP CUT LIMITS FROM ±STATION 5+000 TO ±STATION 5+540
RAMP D CUT LIMITS FROM ±STATION 4+000 TO ±STATION 4+390

SCALE = 1:200

175

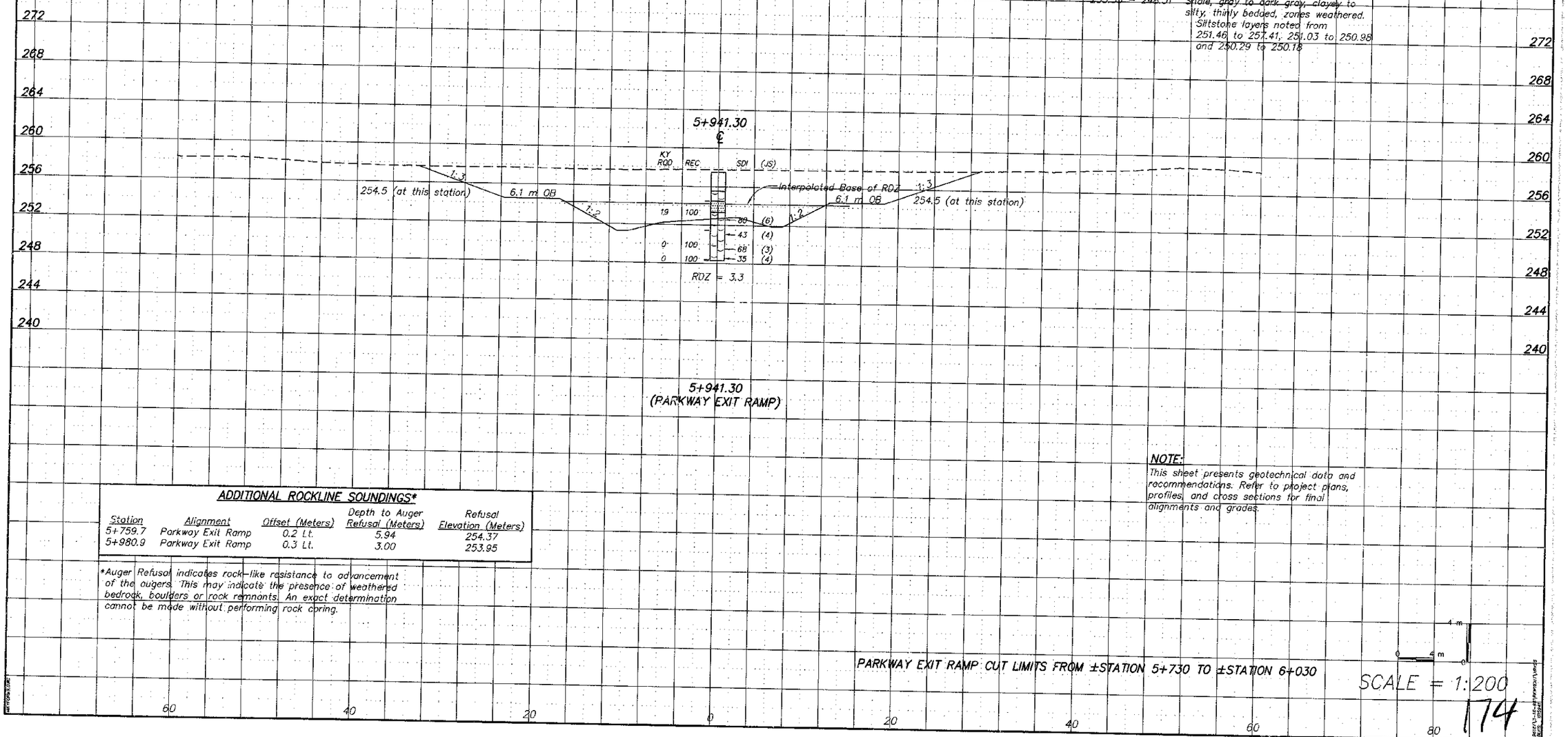
PARKWAY EXIT RAMP CUT STABILITY SECTION STA. 5+420.10 AND STA. 5+821.00

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	153	~~1030~~ 997

ITEM NO. 9-212.00

CORE LOG Sta. 5+941.30, Centerline

Elev. 257.51 – 255.53: Soil Overburden
255.53 – 254.51: Shale, gray, sandy (augered)
254.51 – 253.33: Sandstone, gray, fine to medium grained, zones shaly, micaceous, thin to medium bedded, zones slightly weathered to weathered
253.33 – 248.31: Shale, gray to dark gray, clayey to silty, thinly bedded, zones weathered. Siltstone layers noted from 251.46 to 251.41, 251.03 to 250.98 and 250.29 to 250.18



5+941.30
(PARKWAY EXIT RAMP)

ADDITIONAL ROCKLINE SOUNDINGS*

Station	Alignment	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
5+759.7	Parkway Exit Ramp	0.2 Lt.	5.94	254.37
5+980.9	Parkway Exit Ramp	0.3 Lt.	3.00	253.95

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

PARKWAY EXIT RAMP CUT LIMITS FROM ±STATION 5+730 TO ±STATION 6+030

0 4 m 4 m

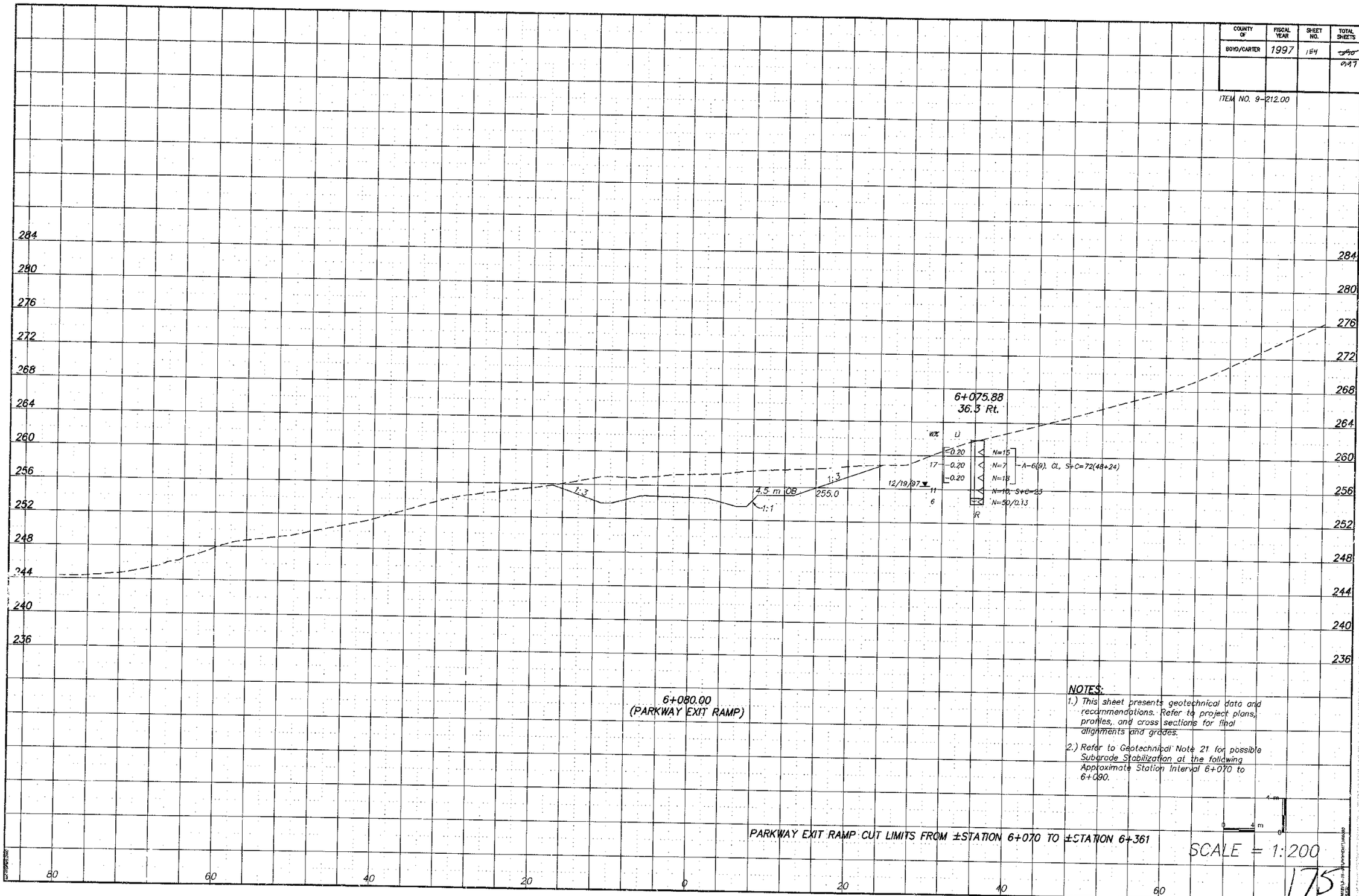
SCALE = 1:200

174

PARKWAY EXIT RAMP CUT STABILITY SECTION STA. 5+941.30

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	164	~~950~~ 947

ITEM NO. 9-212.00



NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 21 for possible Subgrade Stabilization at the following Approximate Station Interval 6+070 to 6+090.

PARKWAY EXIT RAMP CUT LIMITS FROM ±STATION 6+070 TO ±STATION 6+361

SCALE = 1:200

PARKWAY EXIT RAMP CUT STABILITY SECTION STA. 6+080.00

175

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOND/CARTER	1997	155	~~230~~ 2077

ITEM NO. 9-212.00

CORE LOG Sta. 6+165.30, 15.6 Rt.

Elev. 284.46 – 281.86	Soil Overburden
281.86 – 277.89	Sandstone, gray and brown, fine to medium grained, thin to medium bedded, with shale stringers and partings, zones slightly friable (Augered to 281.46); Slightly weathered and water stained from 281.46 to 280.24 and from 278.90 to 278.41
277.89 – 275.60	Shale (Clay Shale), gray, thin bedded, with clay partings, slightly weathered to weathered
275.60 – 274.23	Shale (70%) interbedded with Sandstone (30%). Shale is dark gray to black, laminated to thin bedded, carbonaceous. Sandstone is gray, fine grained, thin bedded, with shale partings
274.23 – 271.21	Sandstone, brown to gray-brown, fine to medium grained, thin to medium bedded, portions water stained with shale stringers and partings, zones weathered
271.21 – 269.11	Sandstone, gray, fine to medium grained, thin to medium bedded, water stained, with shale stringers and partings

CORE LOG Sta. 6+165.30, 15.6 Rt. (continued)

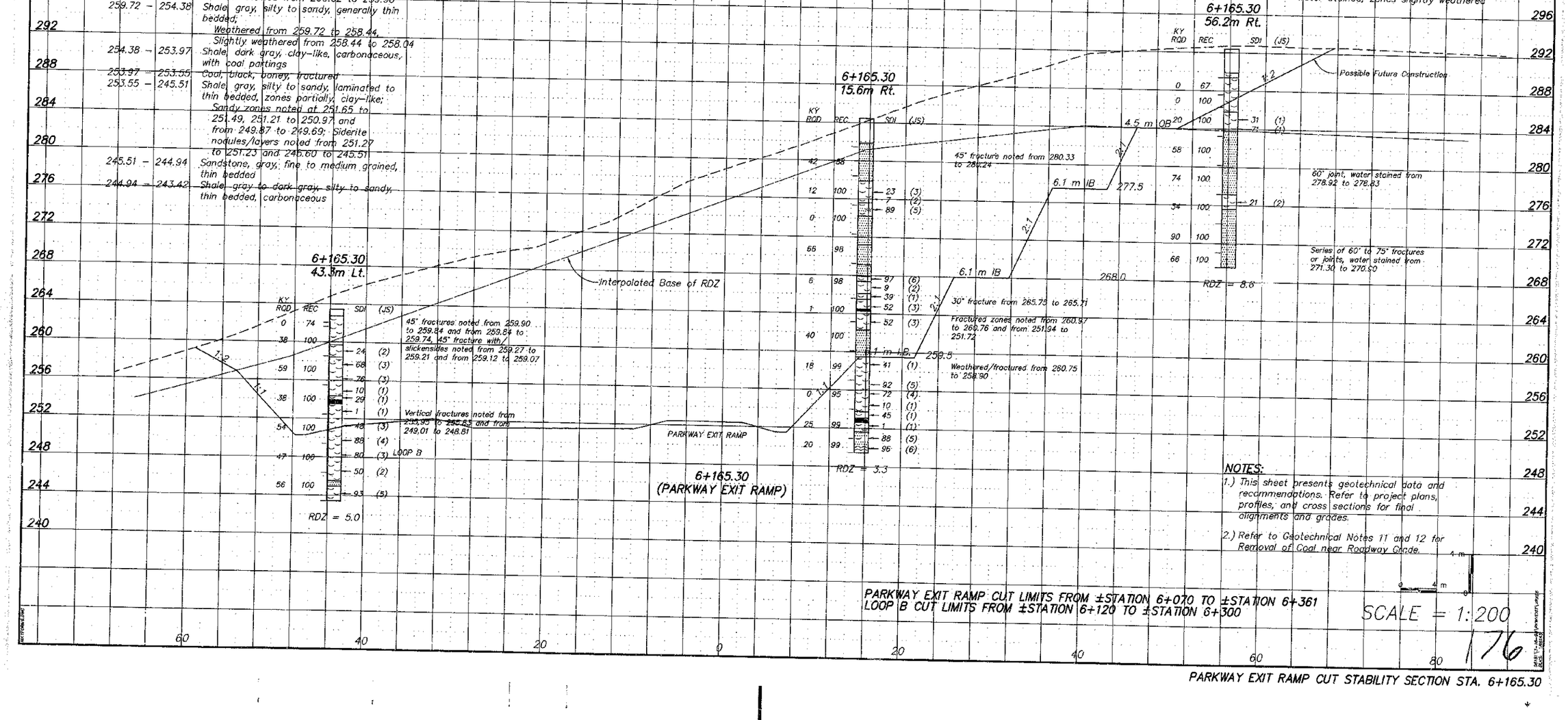
Elev. 269.11 – 267.91	Sandstone, gray, fine grained, with coal spars
267.91 – 267.39	Shale, gray, sandy, thin to medium bedded, crossbedded
267.39 – 266.12	Shale, gray, clay-like, thin bedded, weathered
266.12 – 265.51	Shale, gray, sandy
265.51 – 262.30	Shale, gray, thin to medium bedded, weathered Carbonaceous/boney coal layers noted from 264.50 to 264.26
262.30 – 259.47	Sandstone, gray, fine to medium grained, cross-bedded, with shale stringers, partings and shaly zones
259.47 – 253.76	Shale, gray, thin bedded; Slightly weathered from 259.05 to 258.35 and from 255.23 to 253.76
253.76 – 253.09	Shale (Clay Shale), gray to dark gray, silty, partially clay-like with carbonaceous partings and layers
253.09 – 252.64	Coal, dark gray to black, boney, with shale partings
252.64 – 251.64	Shale (Clay Shale), gray to dark gray, silty, clay-like, carbonaceous
251.64 – 249.46	Shale (50%) interbedded with Sandstone (50%). Shale is gray, silty to sandy, gradationally interbedded with sandstone. Sandstone is gray, fine grained, thin to medium bedded, micaceous

CORE LOG Sta. 6+165.30, 56.2 Rt.

Elev. 292.40 – 289.90	Soil Overburden
289.90 – 289.40	Shale(Clay Shale), brown, weathered (augered)
289.40 – 285.80	Shale, brown to gray brown, silty, soil-like, highly weathered to weathered, zones fractured
285.80 – 283.80	Shale, gray, silty to sandy, laminated to thin bedded, zones partially clay-like and weathered; Becomes earthy and highly weathered from 284.08 to 283.80
283.80 – 277.15	Sandstone, gray, zones water stained brown, fine to medium grained, thin to medium bedded, micaceous, with shale streaks and partings
277.15 – 275.60	Shale, gray to dark gray, silty to sandy, carbonaceous partings and layers, sandy layers, zones micaceous
275.60 – 269.50	Sandstone, brown to gray-brown, fine to medium grained, micaceous thin bedded, water stained, zones slightly weathered

CORE LOG Sta. 6+165.30, 43.3 Lt.

Elev. 293.44 – 292.74	Soil Overburden
292.74 – 289.72	Shale, brown, silty to sandy, thin bedded, highly weathered to weathered (Augered to 292.07); Water stained from 289.82 to 289.90
289.72 – 284.38	Shale, gray, silty to sandy, generally thin bedded; Weathered from 289.72 to 288.44, Slightly weathered from 288.44 to 288.04
284.38 – 283.97	Shale, dark gray, clay-like, carbonaceous, with coal partings
283.97 – 283.55	Coal, black, boney, fractured
283.55 – 275.51	Shale, gray, silty to sandy, laminated to thin bedded, zones partially clay-like; Sandy zones noted at 281.65 to 281.49, 281.21 to 280.97 and from 279.87 to 279.69; Siderite nodules/layers noted from 281.27 to 281.23 and 276.60 to 275.51
275.51 – 274.94	Sandstone, gray, fine to medium grained, thin bedded
274.94 – 273.42	Shale, gray to dark gray, silty to sandy, thin bedded, carbonaceous



NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Notes 11 and 12 for Removal of Coal near Roadway Grade.

PARKWAY EXIT RAMP CUT LIMITS FROM ±STATION 6+070 TO ±STATION 6+361
LOOP B CUT LIMITS FROM ±STATION 6+120 TO ±STATION 6+300

SCALE = 1:200

176

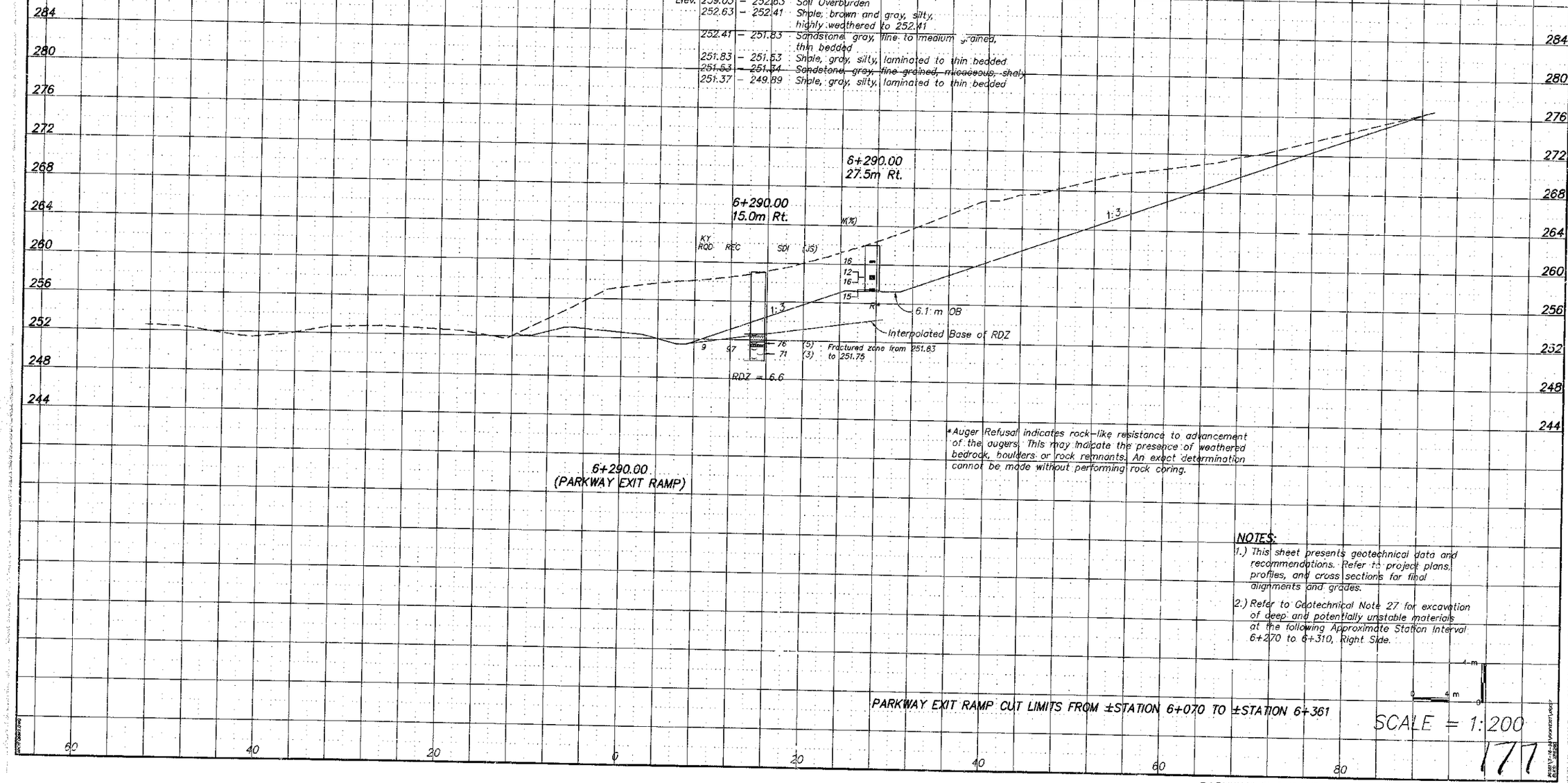
PARKWAY EXIT RAMP CUT STABILITY SECTION STA. 6+165.30

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	156	~~430~~ 277

ITEM NO. 9-212.00

CORE LOG Sta. 6+290.00, 15.0 Rt.

Elev. 259.03 – 252.63		Soil Overburden
252.63 – 252.41		Shale, brown and gray, silty, highly weathered to 252.41
252.41 – 251.83		Sandstone, gray, fine to medium grained, thin bedded
251.83 – 251.53		Shale, gray, silty, laminated to thin bedded
~~251.53 – 251.37~~		~~Sandstone, gray, fine grained, micaceous, shaly~~
251.37 – 249.89		Shale, gray, silty, laminated to thin bedded



*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 27 for excavation of deep and potentially unstable materials at the following Approximate Station Interval 6+270 to 6+310, Right Side.

PARKWAY EXIT RAMP CUT LIMITS FROM ±STATION 6+070 TO ±STATION 6+361

SCALE = 1:200

177

PARKWAY EXIT RAMP CUT STABILITY SECTION STA. 6+290.00

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	157	~~630~~ 997

ITEM NO. 9-212.00

CORE LOG Sta. 10+917.50, 20.4 Rt.

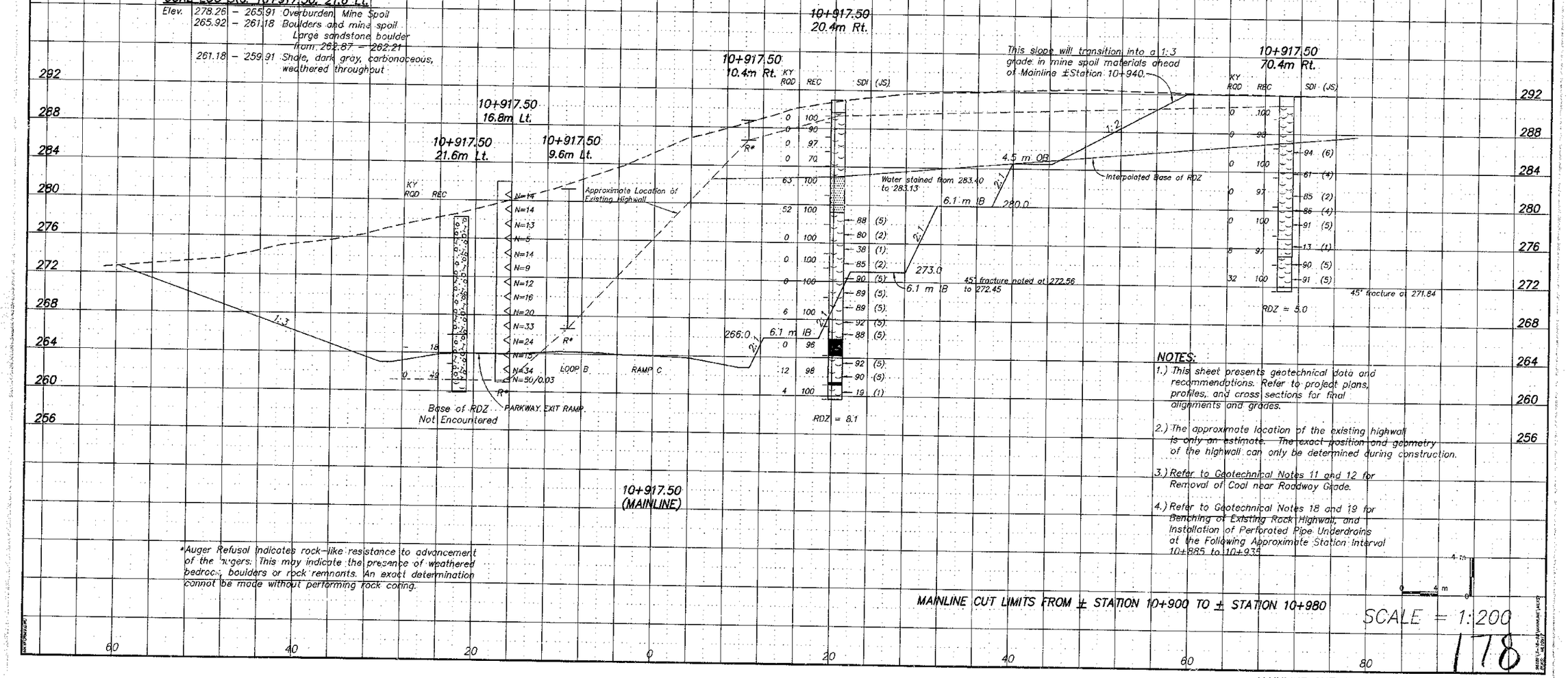
Elev.			
291.00	–	289.69	Soil Overburden
289.69	–	282.94	Shale, gray brown and reddish brown, clay-like, thin to medium bedded, highly weathered to weathered (Augered to 289.33)
282.94	–	279.20	Sandstone, gray, fine to medium grained, thin to medium bedded, micaceous, with occasional shale streaks and partings
279.20	–	265.93	Shale, gray, silty, zones sandy, laminated to thin bedded, zones with sandy streaks, partings and layers
265.93	–	264.23	Coal, black, vitreous, zones boney, with shale partings
264.23	–	261.43	Shale, gray to dark gray, silty to sandy, thin bedded
261.43	–	261.18	Coal, black
261.18	–	259.66	Shale, gray, silty, zones sandy, thin bedded, zones partially clay-like

CORE LOG Sta. 10+917.50, 70.4 Rt.

Elev.			
291.99	–	290.92	Overburden
290.92	–	287.04	Shale, brown to gray, silty to sandy, thin bedded, zones clay-like, highly weathered to weathered throughout, water stained
287.04	–	277.02	Shale, gray, silty, sandy zones, laminated to thin bedded, zones irregular bedded, slightly weathered to weathered, zones water stained to 284.73, occasional isolated near vertical fractures
277.02	–	275.19	Shale (Underclay), gray to dark gray, silty to clayey, weathered throughout
275.19	–	271.54	Shale, gray to dark gray, sandy thin bedded, locally micaceous

CORE LOG Sta. 10+917.50, 21.6 Lt.

Elev.			
278.26	–	265.92	Overburden, Mine Spoil
265.92	–	261.18	Boulders and mine spoil Large sandstone boulder from 262.87 – 262.21
261.18	–	259.91	Shale, dark gray, carbonaceous, weathered throughout



*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) The approximate location of the existing highwall is only an estimate. The exact position and geometry of the highwall can only be determined during construction.

3.) Refer to Geotechnical Notes 11 and 12 for Removal of Coal near Roadway Grade.

4.) Refer to Geotechnical Notes 18 and 19 for Benching of Existing Rock Highwall, and Installation of Perforated Pipe Underdrains at the Following Approximate Station Interval 10+885 to 10+935

MAINLINE CUT LIMITS FROM ± STATION 10+900 TO ± STATION 10+980

SCALE = 1:200

178

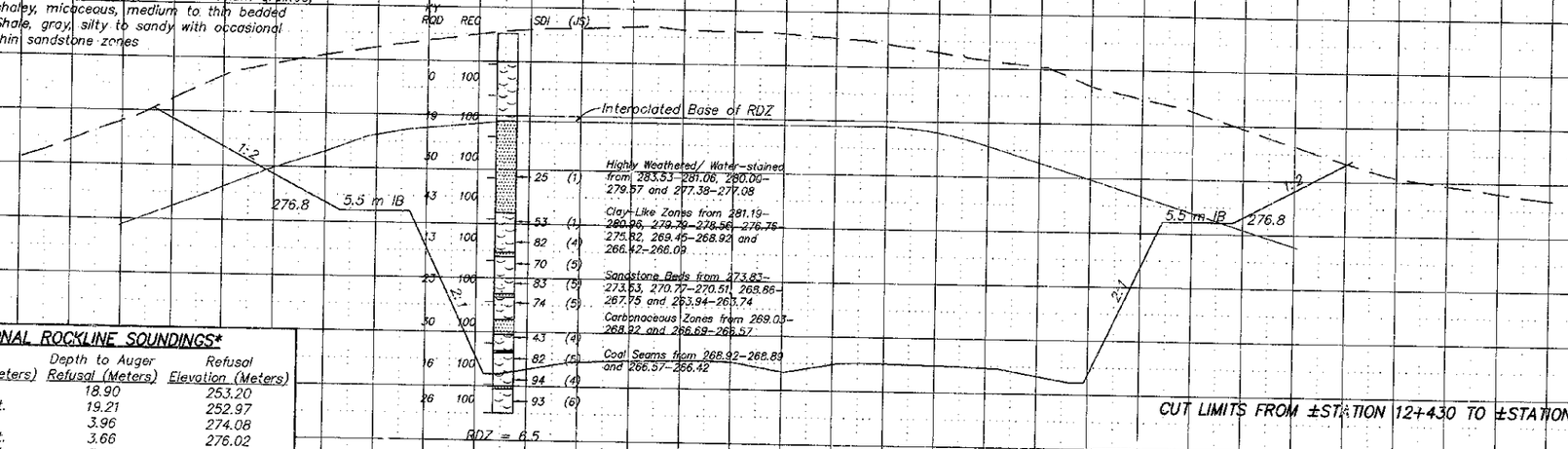
MAINLINE CUT STABILITY SECTION STA. 10+917.50

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	158	~~150~~ 179

ITEM NO. 9-212.00

CORE LOG Sta. 12+620, 22 Lt.

Elev. 290.00 –	289.91	Topsoil
289.91 –	287.74	Silty Clay, brown, with weathered shale fragments, dry, medium stiff (Augered to 287.96)
287.74 –	283.53	Shale, brown, sandy to silty, locally micaceous, highly weathered; zones clay-like
283.53 –	276.76	Sandstone, light gray, fine to medium grained, shaley, micaceous, medium to thin bedded
276.76 –	261.97	Shale, gray, silty to sandy with occasional thin sandstone zones



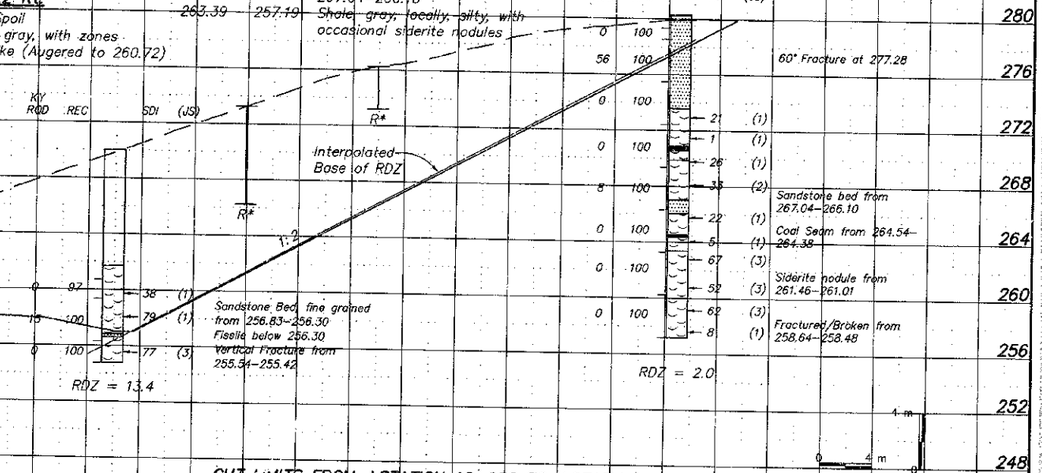
ADDITIONAL ROCKLINE SOUNDINGS*

Station	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
12+540	CL	18.90	253.20
12+540	22 Rt.	19.21	252.97
12+560	CL	3.96	274.08
12+560	22 Rt.	3.66	276.02
12+660	22 Rt.	3.20	273.29
12+700	22 Lt.	1.89	278.74
12+700	CL	2.95	271.44
12+720	CL	3.96	267.70
12+740	22 Lt.	1.83	272.84
12+740	18 Rt.	16.41	253.54
12+760	CL	15.31	255.35

CUT LIMITS FROM ±STATION 12+430 TO ±STATION 12+820

CORE LOG Sta. 12+170, 65 Rt.

Elev. 280.28 –	279.34	Soil Overburden
279.34 –	273.58	Sandstone, light to medium gray, fine to medium grained
273.58 –	270.89	Shale, light to dark gray, silty to sandy; carbonaceous from 272.44-272.27; zones clay-like; locally fractured
270.89 –	270.59	Coal
270.59 –	269.88	Underclay
269.86 –	263.39	Shale, gray, silty to sandy; clay-like from 268.41-267.04; sandstone bed, fine-grained from 267.04-266.10
263.39 –	257.19	Shale, gray, locally, silty, with occasional siderite nodules



CUT LIMITS FROM ±STATION 12+030 TO ±STATION 12+280

12+180

CORE LOG Sta. 12+180, 22 Rt.

Elev. 270.02 –	261.70	Mine Spoil
261.70 –	254.78	Shale, gray, with zones clay-like (Augered to 260.72)

ADDITIONAL ROCKLINE SOUNDINGS*

Station	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
12+060	22 Rt.	5.82	250.50
12+100	22 Rt.	8.99	251.52
12+140	CL	10.09	252.48
12+140	22 Rt.	13.87	253.34
12+220	22 Rt.	11.67	250.27
12+240	22 Rt.	10.21	252.50

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 19 for Construction of Cut Slopes around the face of Existing Rock Highwalls at the Following Approximate Station Interval 12+120 to 12+200.

SCALE = 1:200

179

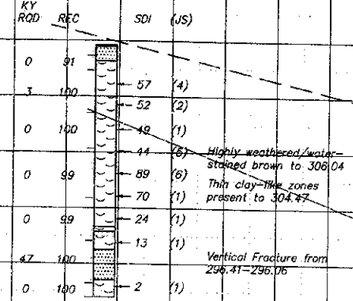
MAINLINE CUT STABILITY SECTION STATION 12+180 AND STATION 12+620

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	15	~~640~~ 947

ITEM NO. 9-212.00

ADDITIONAL ROCKLINE SOUNDINGS*

Station	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
13+660	CL	1.52	276.39
13+667	15 Lt.	3.20	273.09

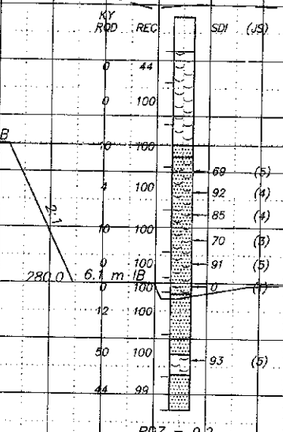


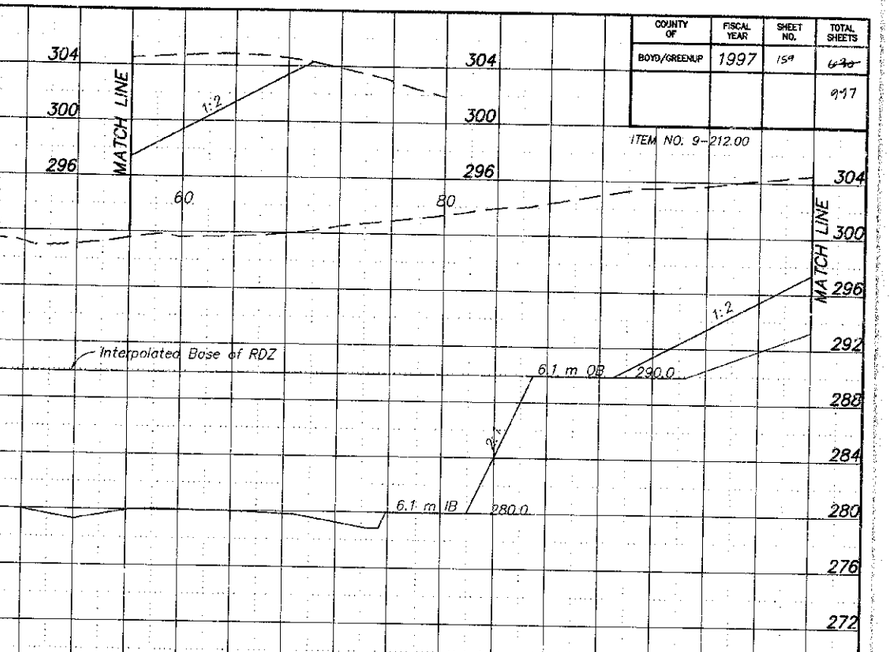
CORE LOG Sta. 13+540, 97 Lt.

Elev. 311.76	– 311.58	Soil Overburden
311.58	– 310.54	Sandstone, brown, fine grained, micaceous, highly weathered, thinly bedded (Augered to 310.94)
310.54	– 298.65	Shale, gray, silty, sandy zones
298.65	– 298.30	Shale, black, carbonaceous
298.30	– 297.01	Shale, light gray, silty, clay-like (underclay)
297.01	– 294.84	Sandstone, gray, fine to medium grained, micaceous
294.84	– 293.81	Shale, gray to light gray to red-brown, clay-like (fireclay)

CORE LOG Sta. 13+540, 22 Lt.

Elev. 299.13	– 296.66	Soil Overburden
296.66	– 289.92	Shale, brown to red-brown to gray, clay-like, highly weathered (fireclay)
289.92	– 289.07	Sandstone, gray, silty to shaley, very fine grained
289.07	– 280.40	Shale (60%), interbedded with Sandstone (40%), Shale, gray, sandy zones; Sandstone, light gray, fine grained; shaley zones
280.40	– 279.22	Shale, gray to brown-gray, clay-like, highly weathered (fireclay)
279.22	– 274.87	Sandstone, light gray, very fine grained, silty, shaley zones with thin shale seams
274.87	– 273.41	Shale, gray, sandy with sandstone streaks, silty
273.41	– 270.89	Sandstone, light gray, very fine grained, shaley to silty, medium to thick-bedded





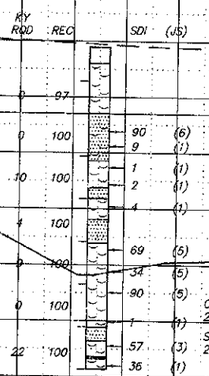
ADDITIONAL ROCKLINE SOUNDINGS*

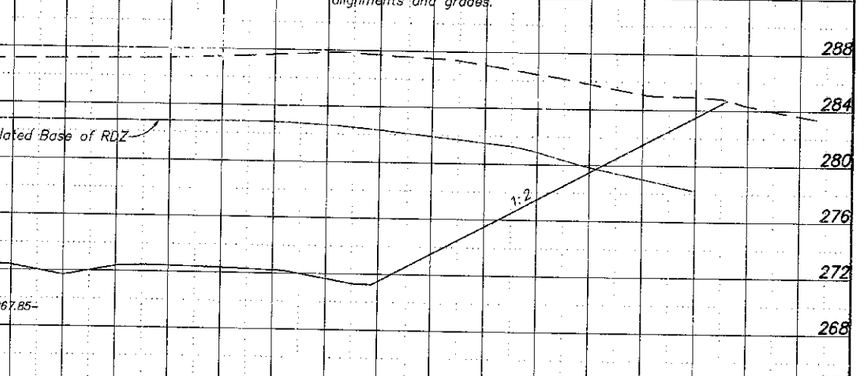
Station	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
12+860	CL	12.34	256.97
12+870	CL	5.64	263.91
12+880	22 Lt.	3.81	267.43
12+880	CL	2.99	267.35
12+900	22 Lt.	3.08	271.03
12+900	CL	2.99	271.99
13+063	CL	4.57	270.51
13+065	13 Lt.	4.57	261.58
13+074	16 Lt.	5.18	258.51
13+074	CL	8.84	256.74

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

CORE LOG Sta. 12+980, 22 Lt.

Elev. 287.57	– 286.41	Soil Overburden
286.41	– 282.82	Shale, brown, sandy to silty, highly weathered; zones clay-like (Augered to 285.13)
282.82	– 279.42	Sandstone (70%), brown to gray, fine to medium grained; interbedded with Shale (30%), brown to gray, silty, weathered
279.42	– 277.53	Shale, gray, silty to sandy, zones clay-like
277.53	– 276.72	Sandstone, light gray, silty, fine grained, micaceous, medium bedded
276.72	– 275.22	Shale, dark to light gray, clay-like (underclay)
275.22	– 273.53	Sandstone, gray, fine grained, with shale zones; fractured zones, water-stained zones
273.53	– 265.42	Shale, gray to dark gray, silty, with sandy zones and occasional thin sandstone beds; clay-like zones
265.42	– 265.27	Coal
265.27	– 264.52	Shale, gray, clay-like (underclay)





CUT LIMITS FROM ±STATION 13+460 TO ±STATION 13+660

CUT LIMITS FROM ±STATION 12+860 TO ±STATION 13+060

NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

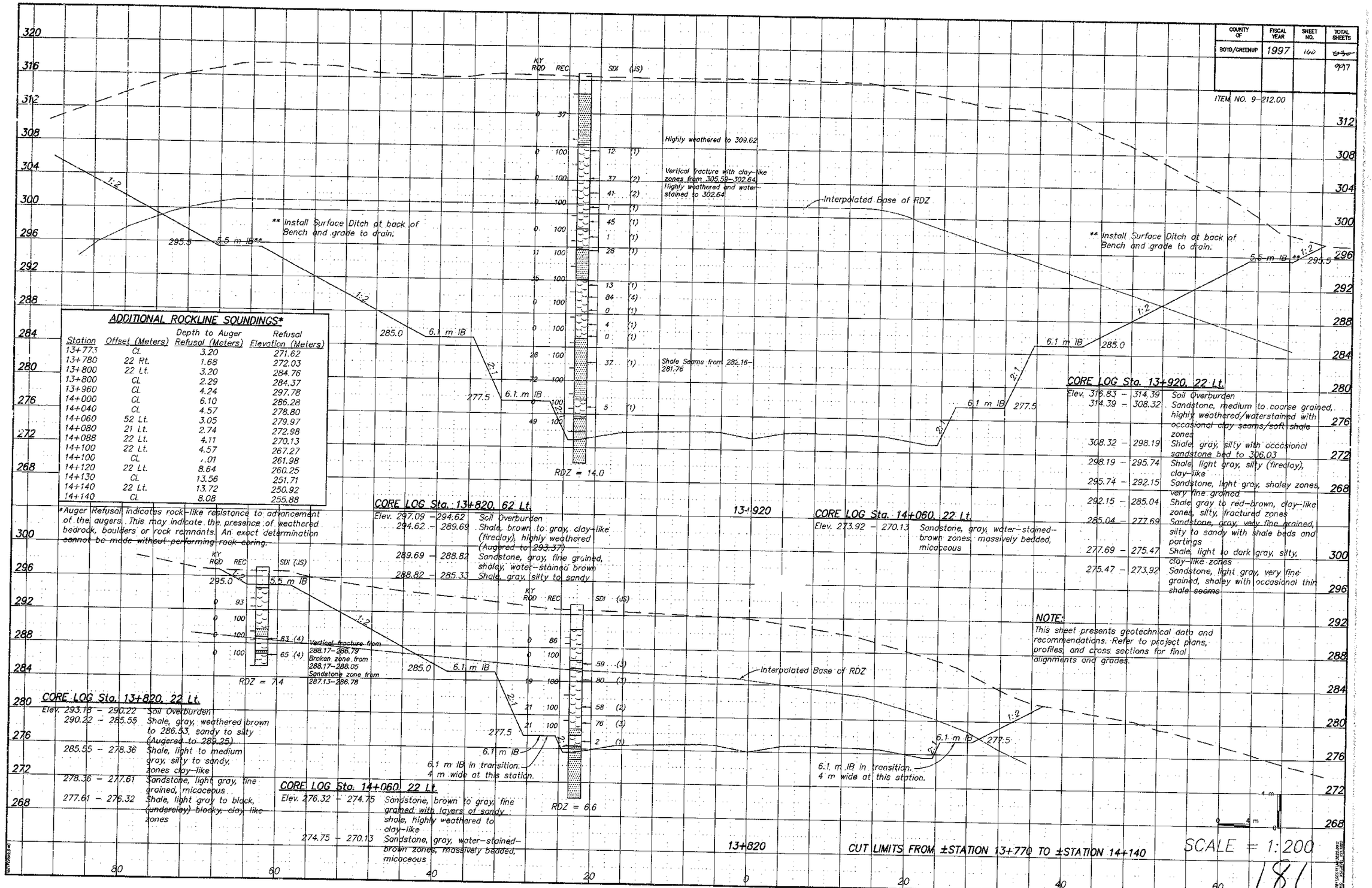
SCALE = 1:200

180

MAINLINE CUT STABILITY SECTION STATION 12+980 AND STATION 13+540

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	162	~~650~~ 997

ITEM NO. 9-212.00



ADDITIONAL ROCKLINE SOUNDINGS*

Station	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
13+773	CL	3.20	271.62
13+780	22 Rt.	1.68	272.03
13+800	22 Lt.	3.20	284.76
13+800	CL	2.29	284.37
13+960	CL	4.24	297.78
14+000	CL	6.10	286.28
14+040	CL	4.57	278.80
14+060	52 Lt.	3.05	279.97
14+080	21 Lt.	2.74	272.98
14+088	22 Lt.	4.11	270.13
14+100	22 Lt.	4.57	267.27
14+100	CL	.01	261.98
14+120	22 Lt.	8.64	260.25
14+130	CL	13.56	251.71
14+140	22 Lt.	13.72	250.92
14+140	CL	8.08	255.88

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

CORE LOG Sta. 13+820, 62 Lt.

Elev. 297.09 – 294.62		Soil Overburden
294.62 – 289.69		Shale, brown to gray, clay-like (fireclay), highly weathered (Augered to 293.37)
289.69 – 288.82		Sandstone, gray, fine grained, shaley, water-stained brown
288.82 – 285.33		Shale, gray, silty to sandy

CORE LOG Sta. 13+820, 22 Lt.

Elev. 293.18 – 290.22		Soil Overburden
290.22 – 285.55		Shale, gray, weathered brown to 286.53, sandy to silty (Augered to 289.25)
285.55 – 278.36		Shale, light to medium gray, silty to sandy, zones clay-like
278.36 – 277.61		Sandstone, light gray, fine grained, micaceous
277.61 – 276.32		Shale, light gray to black, (underclay) blocky, clay like zones

CORE LOG Sta. 14+060, 22 Lt.

Elev. 276.32 – 274.75		Sandstone, brown to gray, fine grained with layers of sandy shale, highly weathered to clay-like
274.75 – 270.13		Sandstone, gray, water-stained-brown zones, massively bedded, micaceous

CORE LOG Sta. 14+060, 22 Lt.

Elev. 273.92 – 270.13		Sandstone, gray, water-stained-brown zones, massively bedded, micaceous

CORE LOG Sta. 13+920, 22 Lt.

Elev. 316.83 – 314.39		Soil Overburden
314.39 – 308.32		Sandstone, medium to coarse grained, highly weathered/waterstained with occasional clay seams/soft shale zones
308.32 – 298.19		Shale, gray, silty with occasional sandstone bed to 306.03
298.19 – 295.74		Shale, light gray, silty (fireclay), clay-like
295.74 – 292.15		Sandstone, light gray, shaley zones, very fine grained
292.15 – 285.04		Shale gray to red-brown, clay-like zones, silty, fractured zones
285.04 – 277.69		Sandstone, gray, very fine grained, silty to sandy with shale beds and partings
277.69 – 275.47		Shale, light to dark gray, silty, clay-like zones
275.47 – 273.92		Sandstone, light gray, very fine grained, shaley with occasional thin shale seams

NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

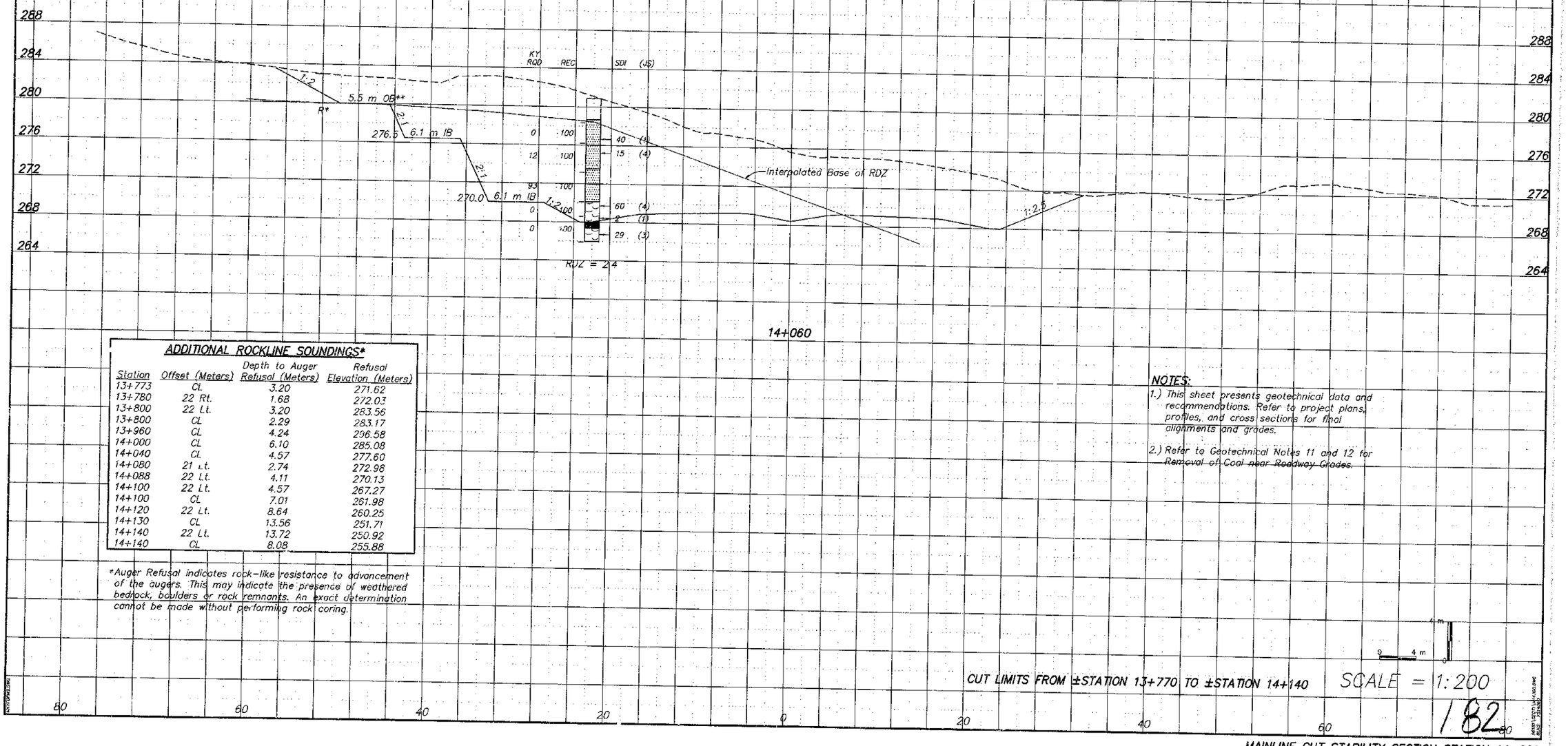
MAINLINE CUT STABILITY SECTION STATION 13+820 AND STATION 13+920

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	141	197

ITEM NO. 9-212.00

CORE LOG Sta. 14+060, 22 Lt.

Elev.		
280.89	– 278.66	Soil Overburden
278.66	– 273.55	Sandstone, brown to gray, fine grained with layers of sandy shale, highly weathered to clay-like (Augered to 278.45)
273.55	– 270.13	Sandstone, gray, water-stained brown zones, massively bedded, micaceous
270.13	– 268.01	Shale, light to dark gray, carbonaceous zones, clay-like zones
268.01	– 267.37	Coal
267.37	– 265.99	Shale, (underclay), light gray, silty, sandy from 267.37-266.84



ADDITIONAL ROCKLINE SOUNDINGS*

Station	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
13+773	CL	3.20	271.62
13+780	22 Rt.	1.68	272.03
13+800	22 Lt.	3.20	283.56
13+800	CL	2.29	283.17
13+960	CL	4.24	296.58
14+000	CL	6.10	285.08
14+040	CL	4.57	277.60
14+080	21 Lt.	2.74	272.98
14+088	22 Lt.	4.11	270.13
14+100	22 Lt.	4.57	267.27
14+100	CL	7.01	261.98
14+120	22 Lt.	8.64	260.25
14+130	CL	13.56	251.71
14+140	22 Lt.	13.72	250.92
14+140	CL	8.08	255.88

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Notes 11 and 12 for Removal of Coal near Roadway Grades.

CUT LIMITS FROM ±STATION 13+770 TO ±STATION 14+140

SCALE = 1:200

4 m 0 4 m

182

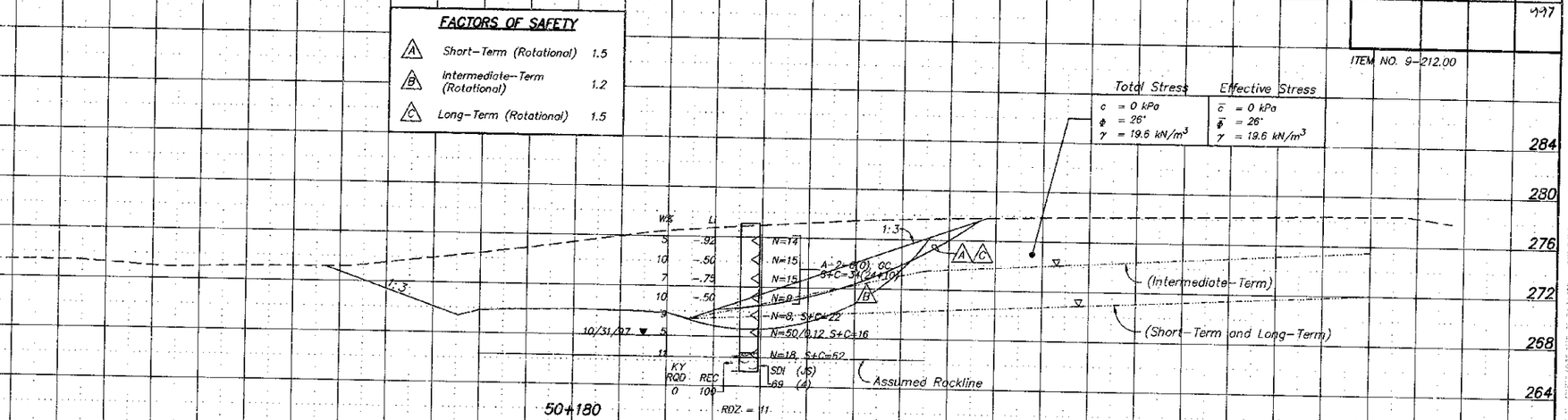
MAINLINE CUT STABILITY SECTION STATION 14+060

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	162	~~430~~ 447

ITEM NO. 9-212.00

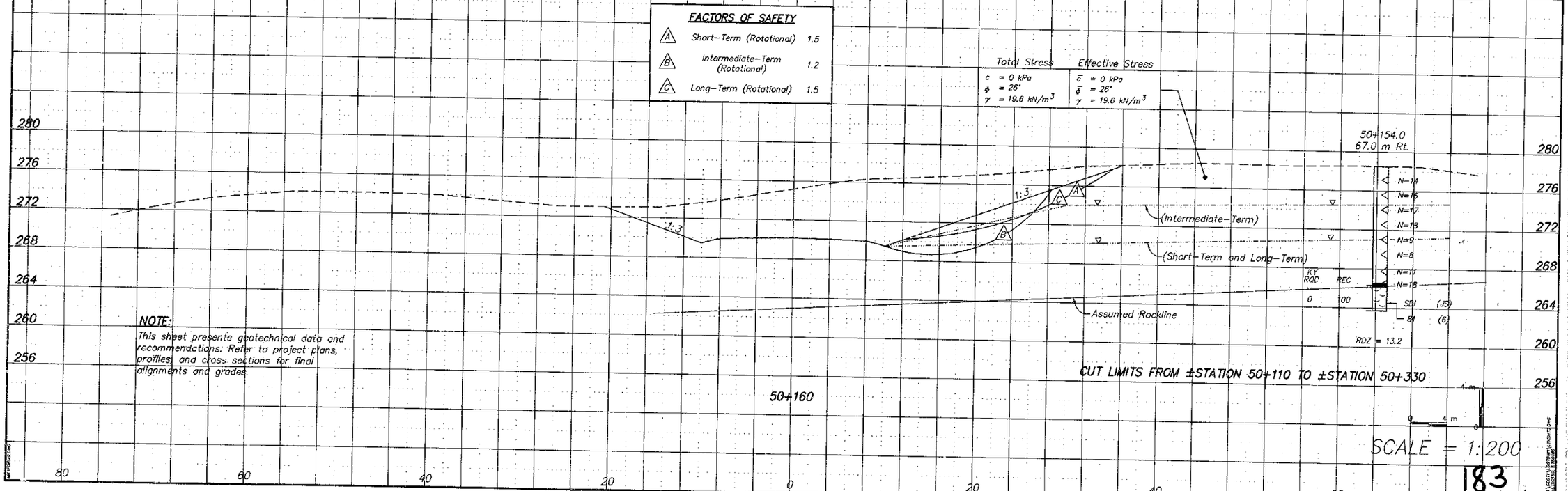
FACTORS OF SAFETY

A	Short-Term (Rotational)	1.5
B	Intermediate-Term (Rotational)	1.2
C	Long-Term (Rotational)	1.5



FACTORS OF SAFETY

A	Short-Term (Rotational)	1.5
B	Intermediate-Term (Rotational)	1.2
C	Long-Term (Rotational)	1.5



NOTE:

This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

CUT LIMITS FROM ±STATION 50+110 TO ±STATION 50+330

SCALE = 1:200

183

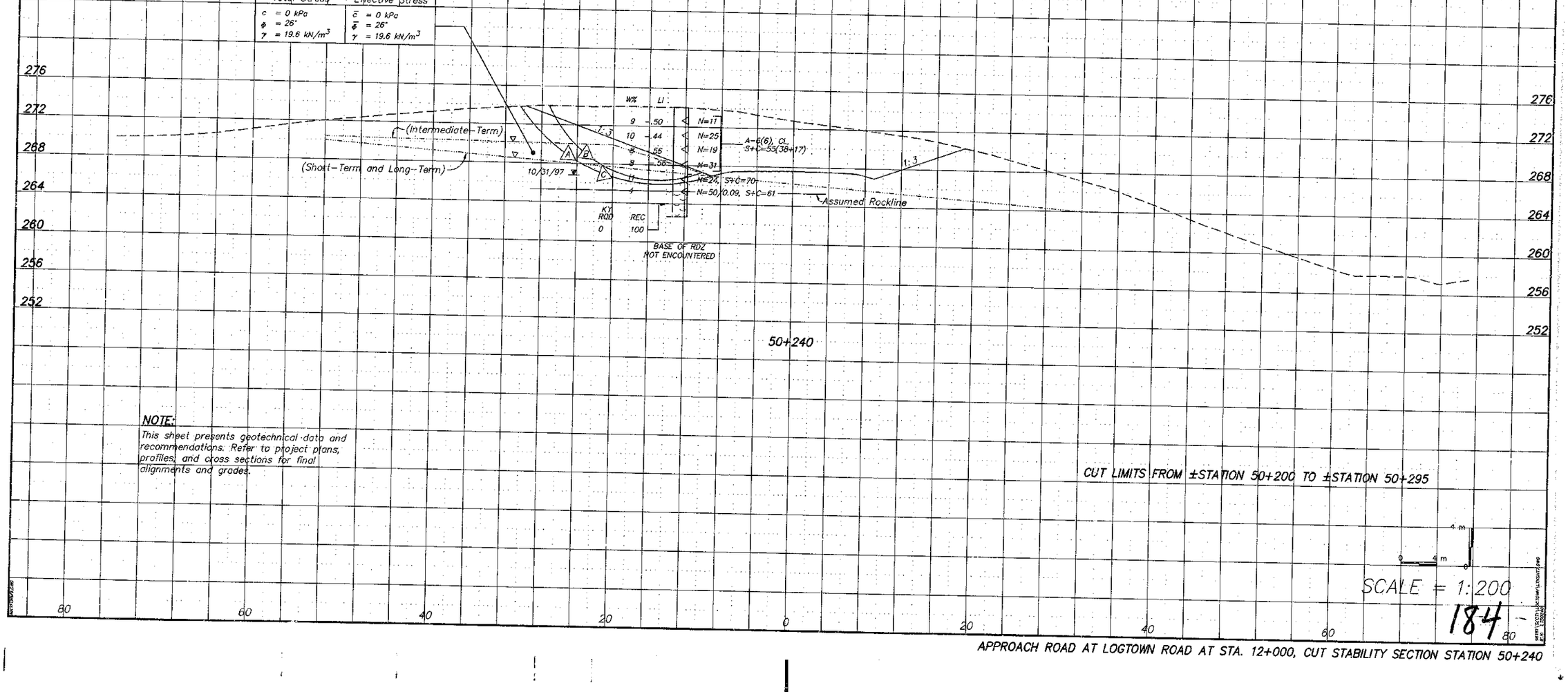
APPROACH ROAD AT LOGTOWN ROAD AT STA. 11+803.8, CUT STABILITY SECTION STATIONS 50+160 AND 50+180

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	163	~~190~~ 997

ITEM NO. 9-212.00

FACTORS OF SAFETY

A	Short-Term (Rotational)	1.5
B	Intermediate-Term (Rotational)	1.2
C	Long-Term (Rotational)	1.5



NOTE:

This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

CUT LIMITS FROM ±STATION 50+200 TO ±STATION 50+295

4 m 0 4 m 0

SCALE = 1:200

184

APPROACH ROAD AT LOGTOWN ROAD AT STA. 12+000, CUT STABILITY SECTION STATION 50+240

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	164	~~285~~ 997

ITEM NO. 9-212.00

ADDITIONAL ROCKLINE SOUNDINGS*

Station	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
49+560.1	10.3 Rt.	13.72	251.78
49+580.0	9.8 Rt.	14.33	251.80
49+799.8	CL	10.21	251.22
49+840.2	CL	10.67	250.76

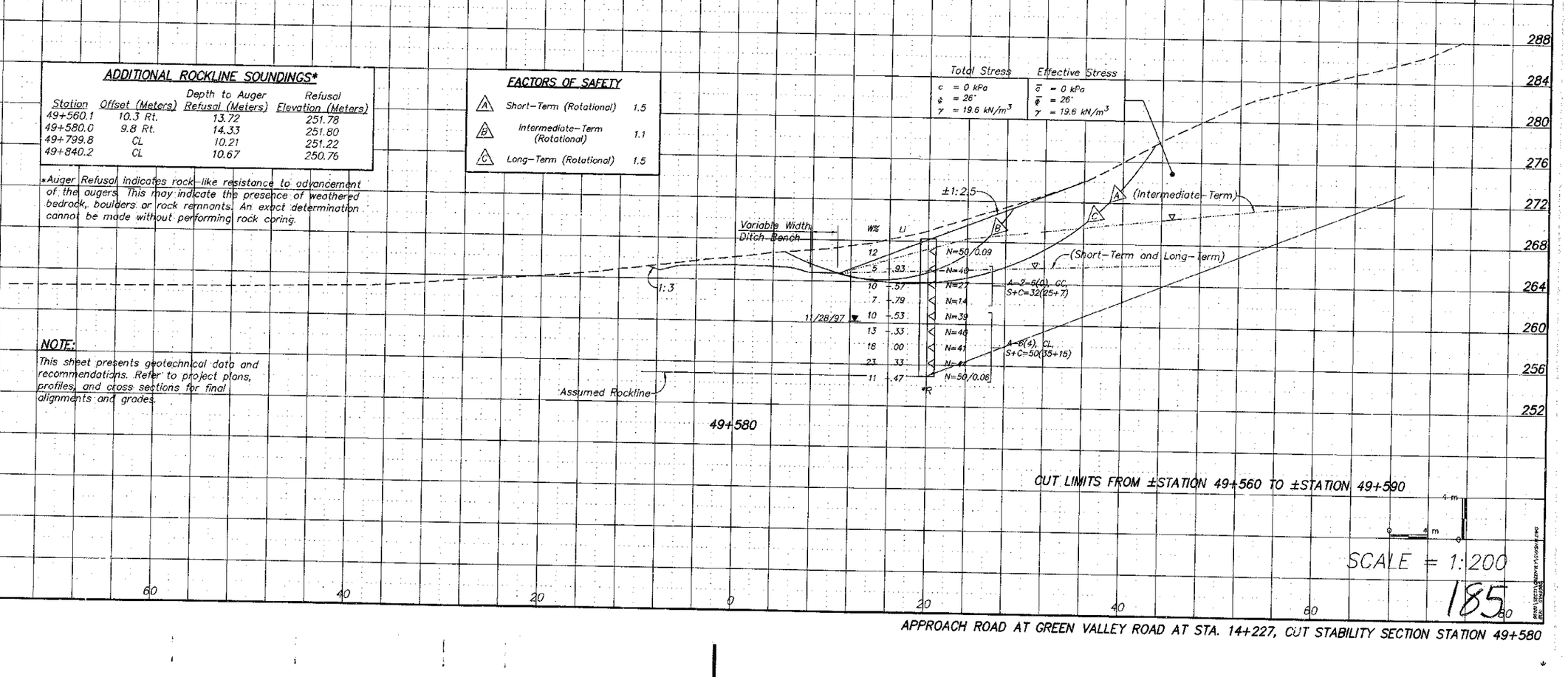
*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

FACTORS OF SAFETY

A	Short-Term (Rotational)	1.5
B	Intermediate-Term (Rotational)	1.1
C	Long-Term (Rotational)	1.5

NOTE:

This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.



CUT LIMITS FROM ±STATION 49+560 TO ±STATION 49+590

0 4 m

SCALE = 1:200

185

APPROACH ROAD AT GREEN VALLEY ROAD AT STA. 14+227, CUT STABILITY SECTION STATION 49+580

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	165	~~690~~ 997

ITEM NO. 9-212.00

CONSOLIDATED UNDRAINED TRIAXIAL TEST RESULTS

Location	LOOP B 6+505.50, 19.7 m Rt.	PARKWAY EXIT RAMP 5+640.9 50 m Lt.	PARKWAY EXIT RAMP 5+040.9, 20 m Rt.
Depth	1.37 m - 1.52 m	1.04 m - 1.19 m	0.91 m - 1.06 m
$\bar{\phi}$	31.1°		
$\bar{c}$	0 kPa		

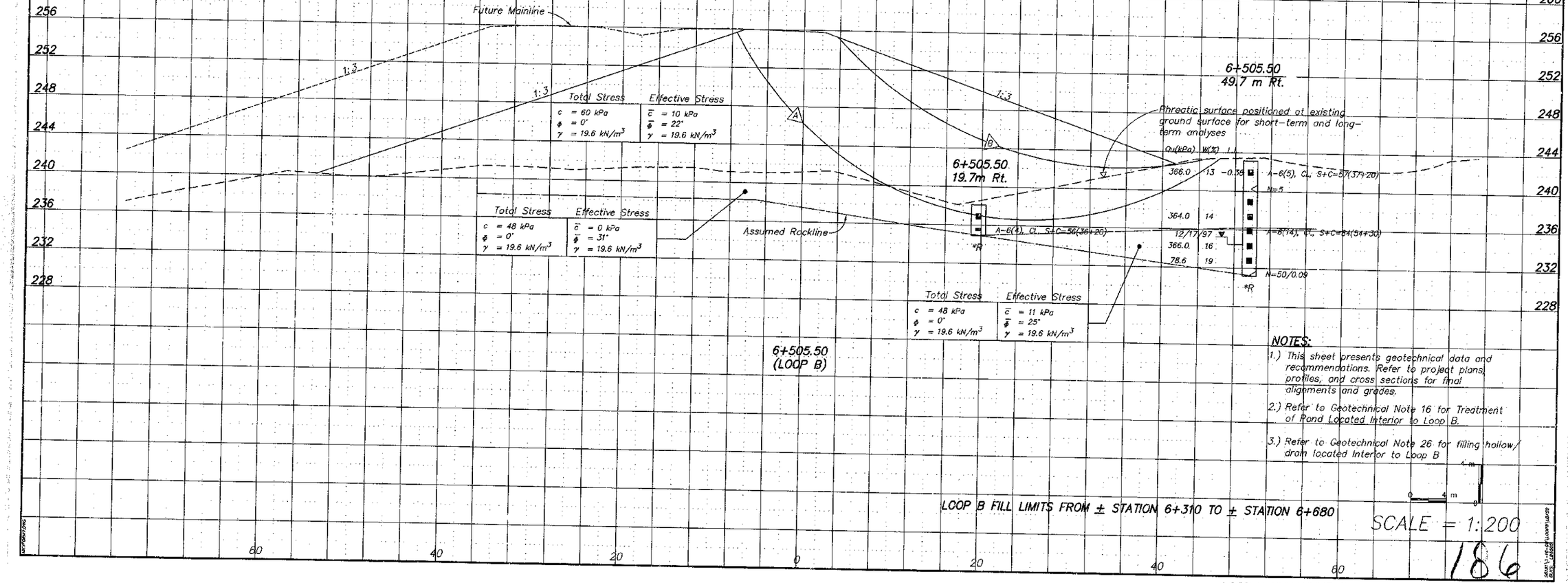
Location	LOOP B 6+505.50, 19.7 m Rt.	LOOP B 6+505.50, 19.7 m Rt.	PARKWAY EXIT RAMP 6+040.9, 60 m Lt.
Depth	2.59 m - 2.74 m	2.44 m - 2.59 m	2.60 m - 2.74 m
$\bar{\phi}$	25.3°		
$\bar{c}$	11.50 kPa		

Location	LOOP B 6+505.50, 49.7 m Rt.	LOOP B 6+505.50, 49.7 m Rt.	LOOP B 6+505.50, 49.7 m Rt.
Depth	0.91 m - 1.08 m	4.19 m - 4.34 m	7.01 m - 7.17 m
$\bar{\phi}$	31.7°		
$\bar{c}$	3.35 kPa		

Location	LOOP B 6+505.50, 49.7 m Rt.	LOOP B 6+505.50, 49.7 m Rt.	LOOP B 6+505.50, 49.7 m Rt.
Depth	7.17 m - 7.33 m	8.68 m - 8.83 m	10.06 m - 10.21 m
$\bar{\phi}$	27.3°		
$\bar{c}$	11.50 kPa		

FACTORS OF SAFETY

A	Short Term (Rotational)	1.4
B	Long Term (Rotational)	1.8



NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 16 for Treatment of Pond Located Interior to Loop B.

3.) Refer to Geotechnical Note 26 for filling hollow/drain located interior to Loop B

LOOP B FILL LIMITS FROM ± STATION 6+310 TO ± STATION 6+680

SCALE = 1:200

186

LOOP B EMBANKMENT STABILITY SECTION STA. 6+505.50

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	166	~~490~~ 497

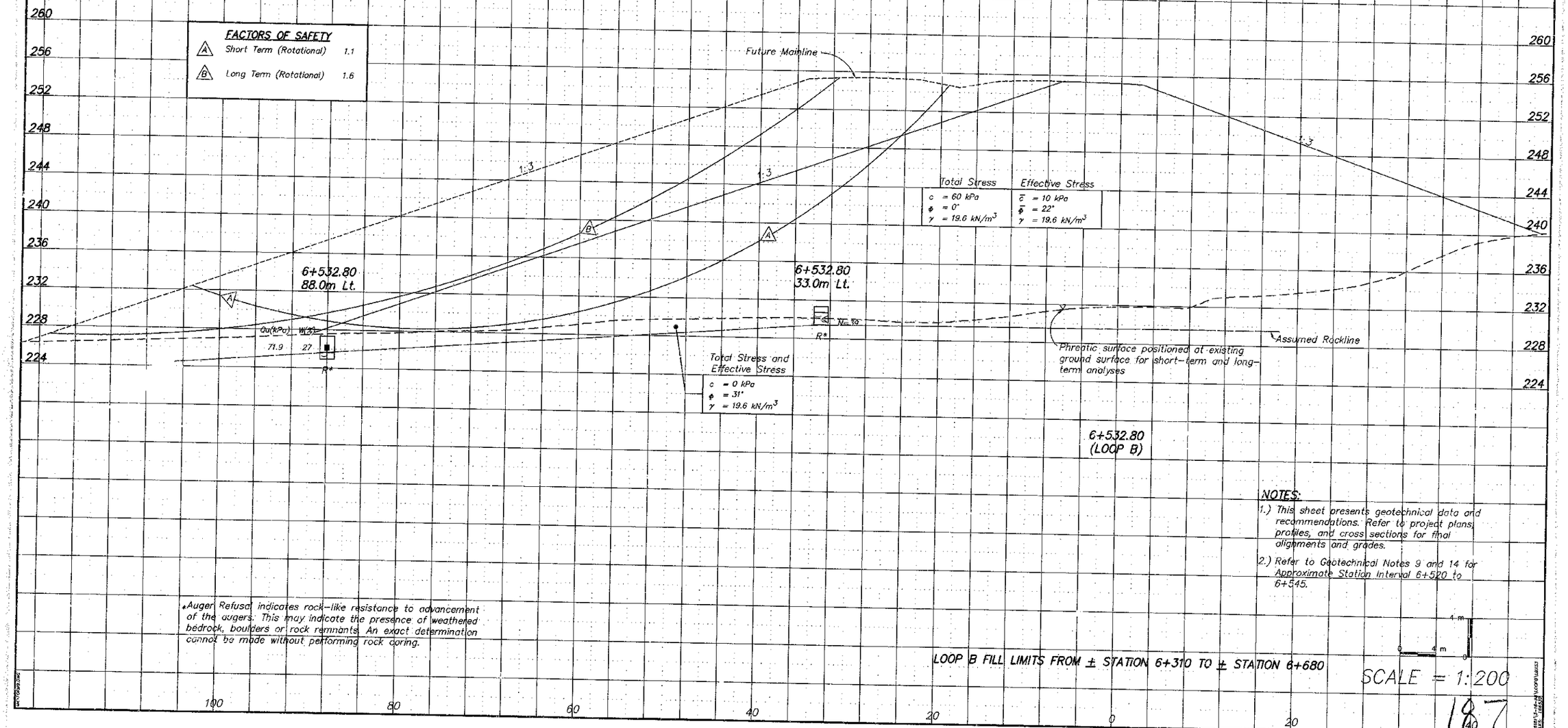
ITEM NO. 9-212.00

CONSOLIDATED UNDRAINED TRIAXIAL TEST RESULTS

Location	LOOP B 6+505.5, 20 m Rt.	PARKWAY EXIT RAMP 5+640.3, 50 m Lt.	PARKWAY EXIT RAMP 6+040.9, 20 m Rt.
Depth	1.37 m – 1.52 m	1.04 m – 1.19 m	0.91 m – 1.06 m
$\bar{\phi}$	31.1°		
$\bar{c}$	0 kPa		

FACTORS OF SAFETY

A	Short Term (Rotational)	1.1
B	Long Term (Rotational)	1.6



*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Notes 9 and 14 for Approximate Station Interval 6+520 to 6+545.

4 m 0 4 m

LOOP B FILL LIMITS FROM ± STATION 6+310 TO ± STATION 6+680

SCALE = 1:200

187

LOOP B EMBANKMENT STABILITY SECTION STA. 6+532.80

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	167	~~190~~ 197

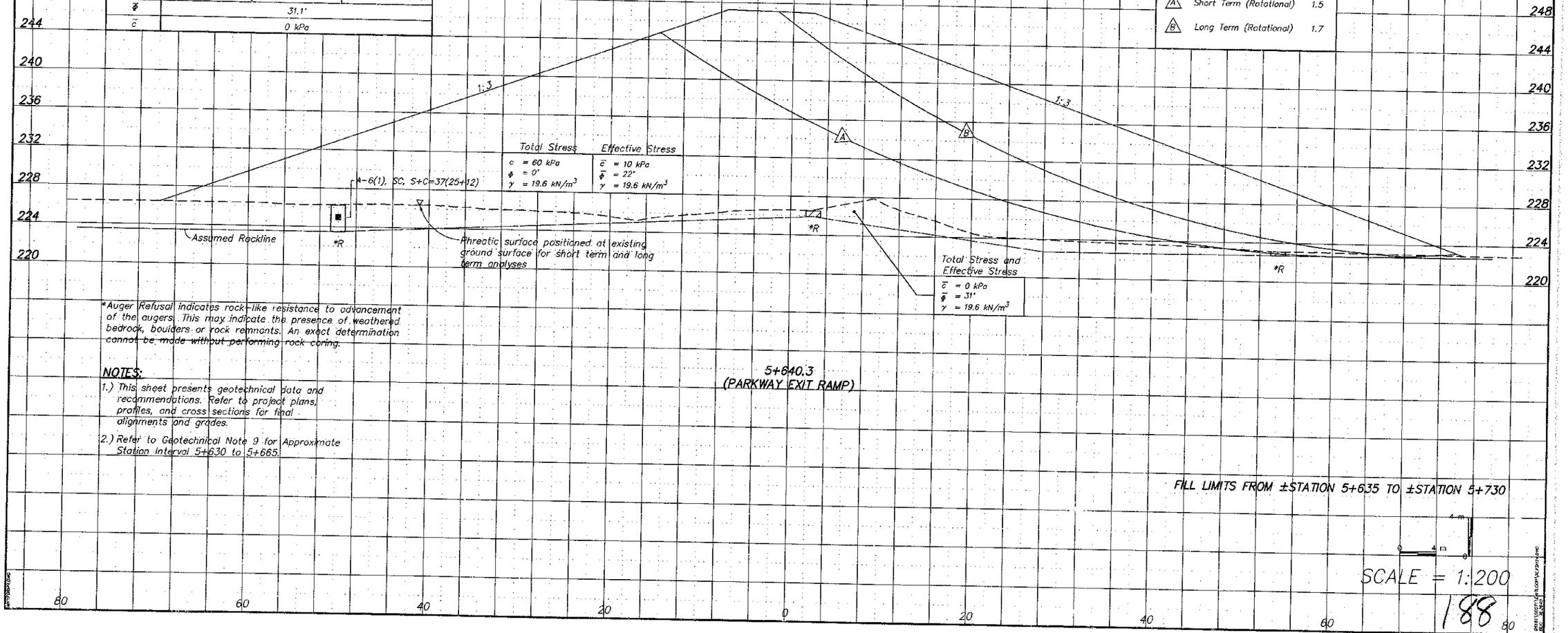
ITEM NO. 9-212.00

CONSOLIDATED UNDRAINED TRIAXIAL TEST RESULTS

Location	LOOP B 6+505.5, 20 m Rt.	PARKWAY EXIT RAMP 5+640.9, 30 m Lt.	PARKWAY EXIT RAMP 5+640.9, 20 m Rt.
Depth	1.37 m – 1.52 m	1.04 m – 1.19 m	0.91 m – 1.06 m
$\bar{\phi}$	31.1°		
$\bar{c}$	0 kPa		

FACTORS OF SAFETY

A	Short Term (Rotational)	1.5
B	Long Term (Rotational)	1.7



*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 9 for Approximate Station Interval 5+630 to 5+665.

5+640.3
(PARKWAY EXIT RAMP)

FILL LIMITS FROM ±STATION 5+635 TO ±STATION 5+730

4 m
0 4 m 8

SCALE = 1:200

188

PARKWAY EXIT RAMP EMBANKMENT STABILITY SECTION STATION 5+640.3

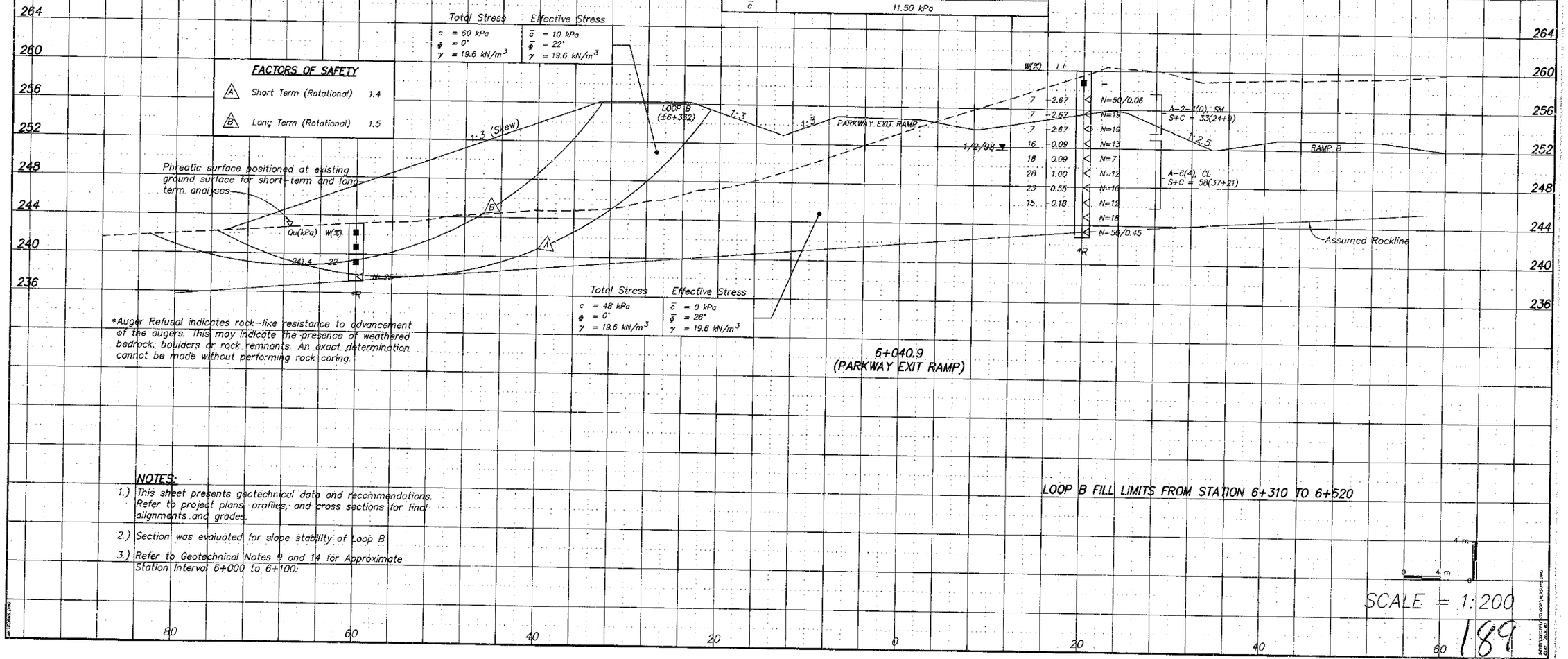
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/CARTER	1997	168	~~210~~ 197

ITEM NO. 9-212.00

CONSOLIDATED UNDRAINED TRIAXIAL TEST RESULTS

Location	PARKWAY EXIT RAMP 6+040.9, 20 m Rt.	PARKWAY EXIT RAMP 5+640.3, 50 m Lt.	LOOP B 6+505.5 20 m Rt.
Depth	0.91 m – 1.06 m	1.04 m – 1.19 m	1.37 m – 1.52 m
$\bar{\Phi}$	31.1°		
$\bar{c}$	0 kPa		

Location	LOOP B 6+505.5, 20 m Rt.	LOOP B 6+505.5, 20 m Rt.	PARKWAY EXIT RAMP 6+040.9, 50 m Lt.
Depth	2.59 m – 2.74 m	2.44 m – 2.59 m	2.60 m – 2.74 m
$\bar{\Phi}$	25.3°		
$\bar{c}$	11.50 kPa		



*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Section was evaluated for slope stability of Loop B.

3.) Refer to Geotechnical Notes 9 and 14 for Approximate Station Interval 6+000 to 6+100.

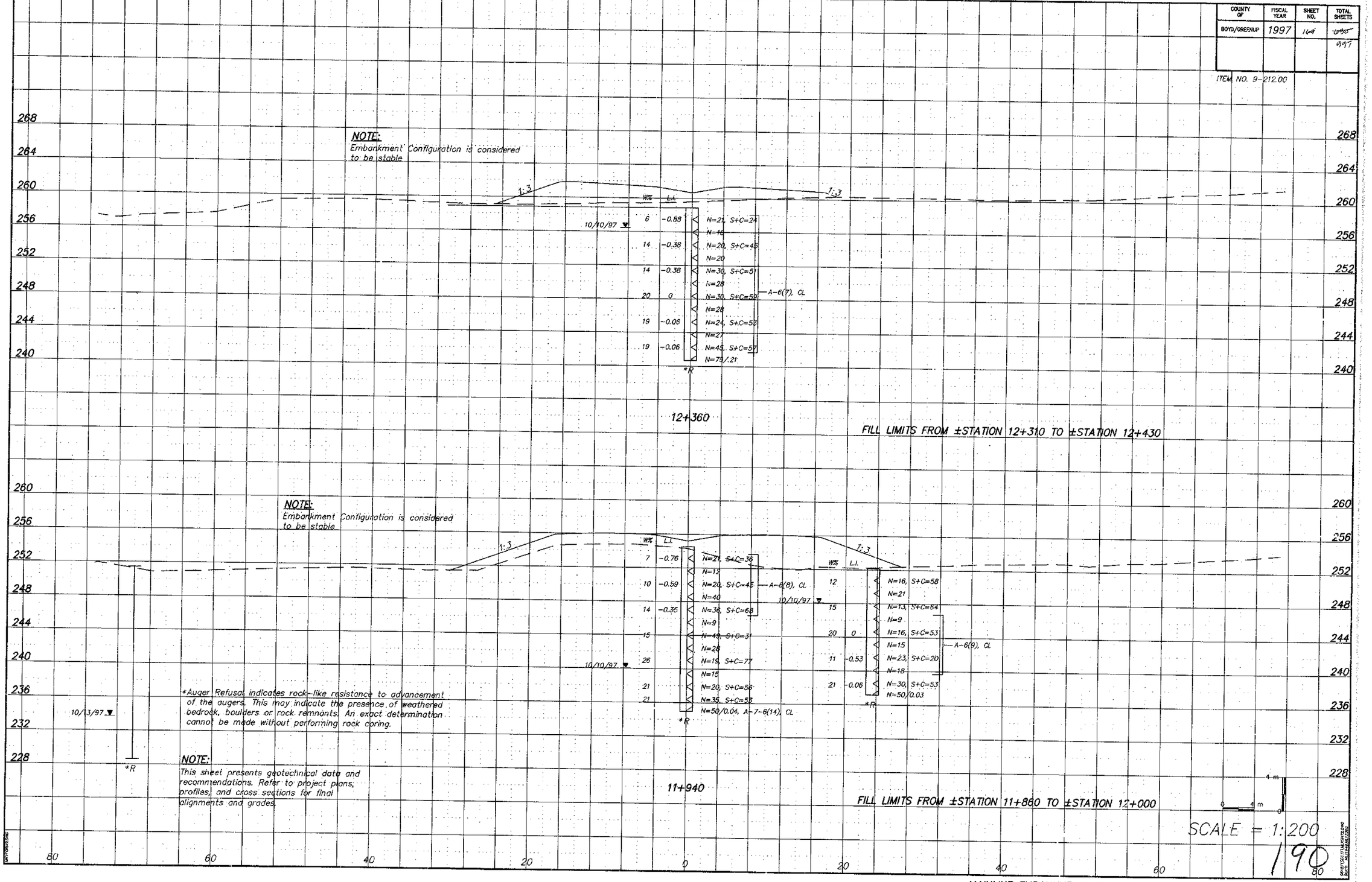
SCALE = 1:200

189

PARKWAY EXIT RAMP EMBANKMENT STABILITY SECTION STATION 6+040.9

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	189	190
			197

ITEM NO. 9-212.00

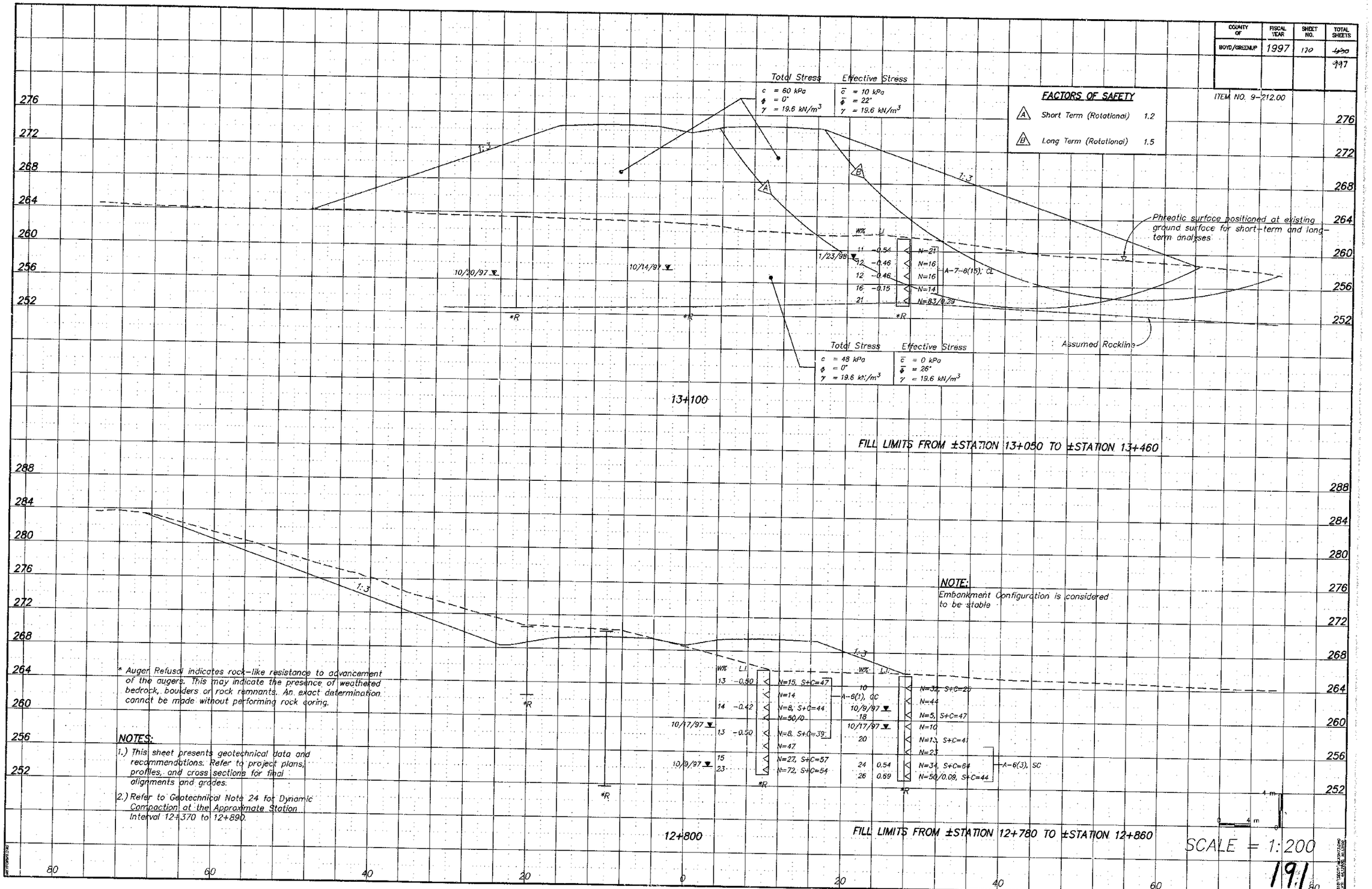


190

MAINLINE EMBANKMENT STABILITY SECTION STATIONS 11+940 AND 12+360

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	120	~~430~~ 997

ITEM NO. 9-212.00



* Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 24 for Dynamic Compaction at the Approximate Station Interval 12+370 to 12+890.

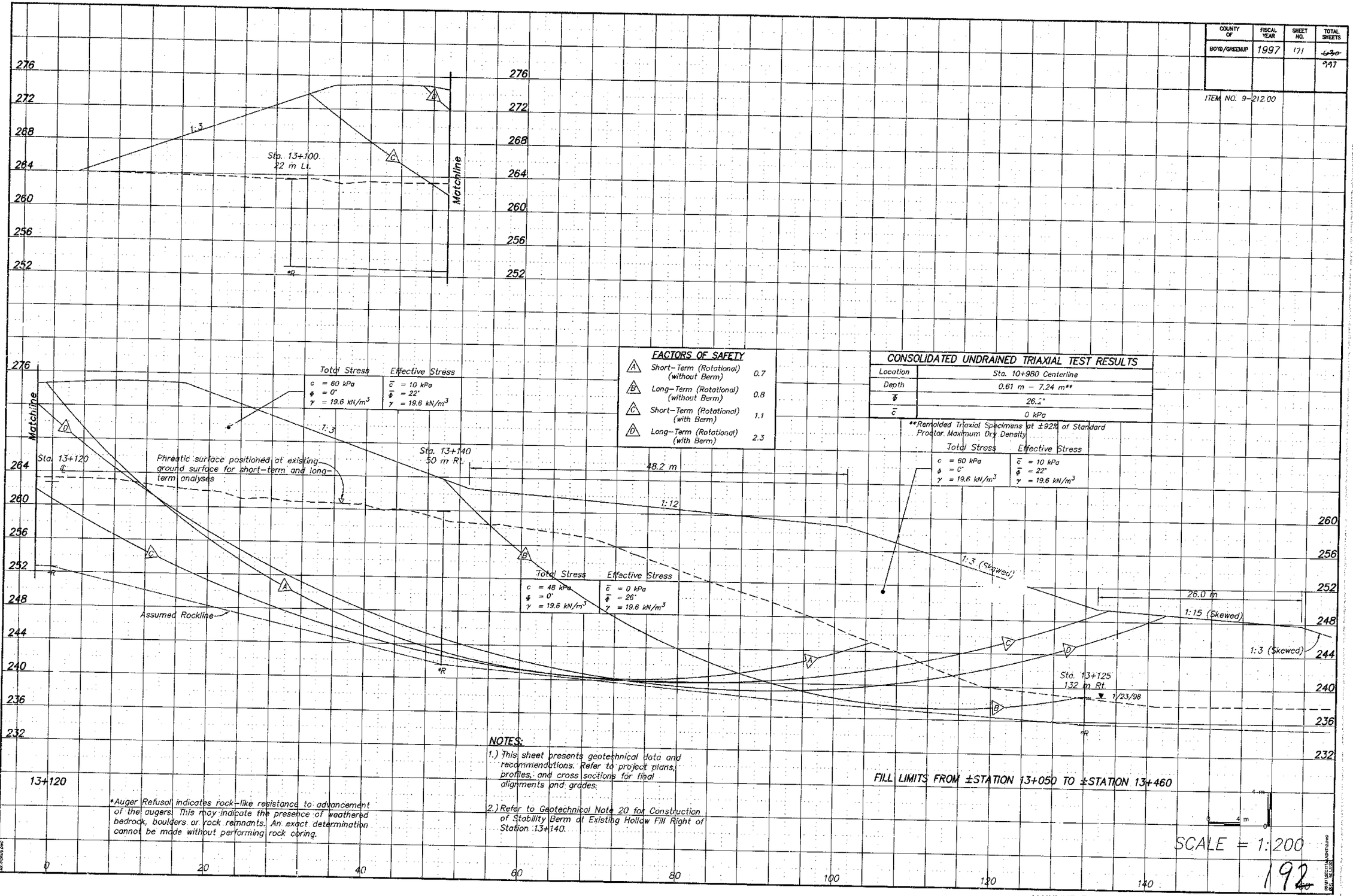
SCALE = 1:200

191

MAINLINE EMBANKMENT STABILITY SECTION STATIONS 12+800 AND 13+100

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	171	~~430~~ 247

ITEM NO. 9-212.00



FACTORS OF SAFETY		
A	Short-Term (Rotational) (without Berm)	0.7
B	Long-Term (Rotational) (without Berm)	0.8
C	Short-Term (Rotational) (with Berm)	1.1
D	Long-Term (Rotational) (with Berm)	2.3

CONSOLIDATED UNDRAINED TRIAXIAL TEST RESULTS

Location	Sta. 10+980 Centerline
Depth	0.61 m – 7.24 m**
$\bar{\phi}$	26.2°
$\bar{c}$	0 kPa

**Remolded Triaxial Specimens at ±92% of Standard Proctor Maximum Dry Density

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 20 for Construction of Stability Berm at Existing Hollow Fill Right of Station 13+140.

FILL LIMITS FROM ±STATION 13+050 TO ±STATION 13+460

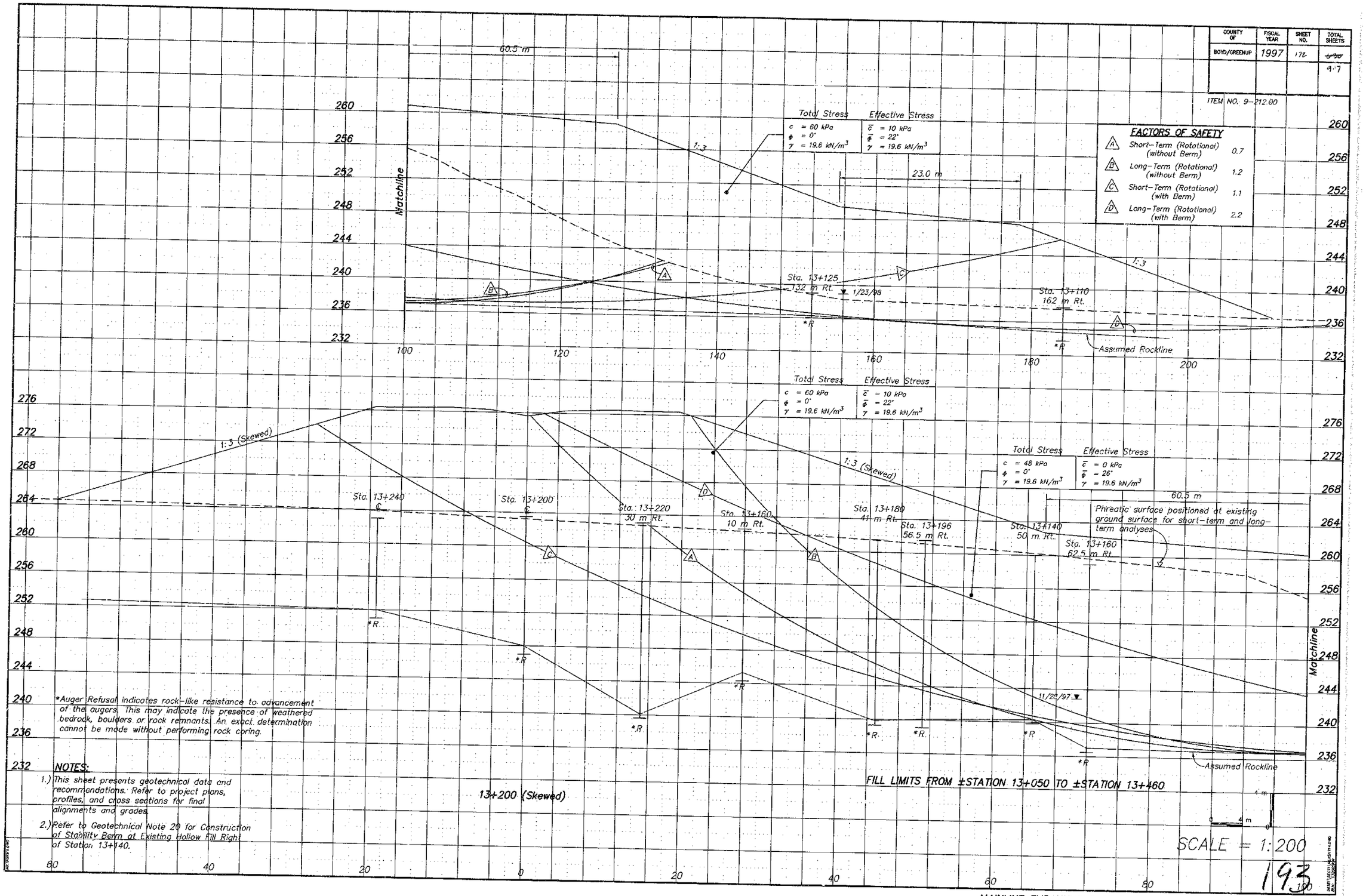
SCALE = 1:200

192 ~~430~~

MAINLINE EMBANKMENT STABILITY SECTION STATION 13+120

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	172	~~190~~ 417

ITEM NO. 9-212.00



*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

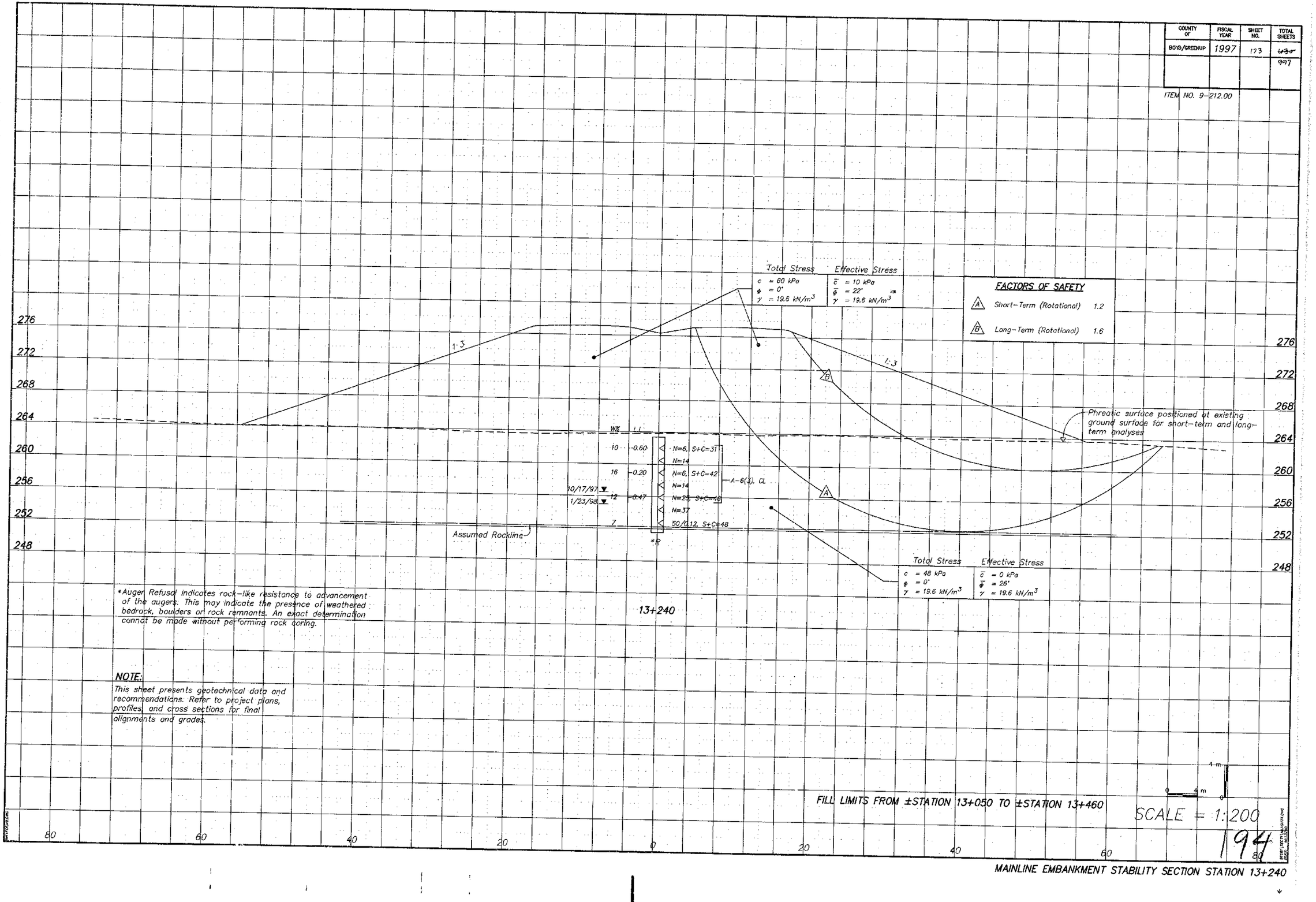
2.) Refer to Geotechnical Note 20 for Construction of Stability Berm at Existing Hollow Fill Right of Station 13+140.

MAINLINE EMBANKMENT STABILITY SECTION STATION 13+200 (SKEWED)

193

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	173	~~435~~ 997

ITEM NO. 9-212.00



FACTORS OF SAFETY

A	Short-Term (Rotational)	1.2
B	Long-Term (Rotational)	1.6

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination connot be made without performing rock coring.

13+240

NOTE:

This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

FILL LIMITS FROM ±STATION 13+050 TO ±STATION 13+460

4 m 0 4 m 0

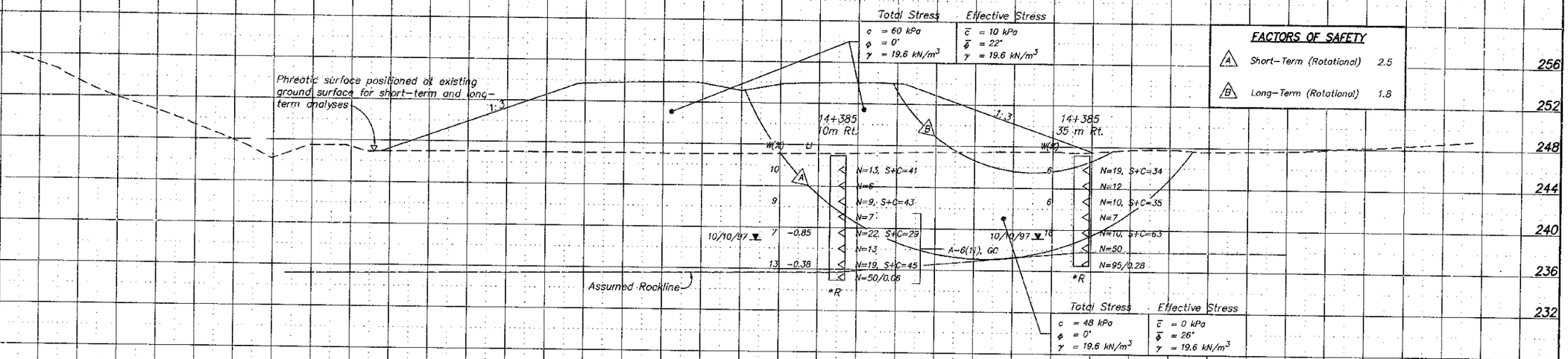
SCALE = 1:200

194

MAINLINE EMBANKMENT STABILITY SECTION STATION 13+240

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	174	~~230~~ 997

ITEM NO. 9-212.00



NOTES:

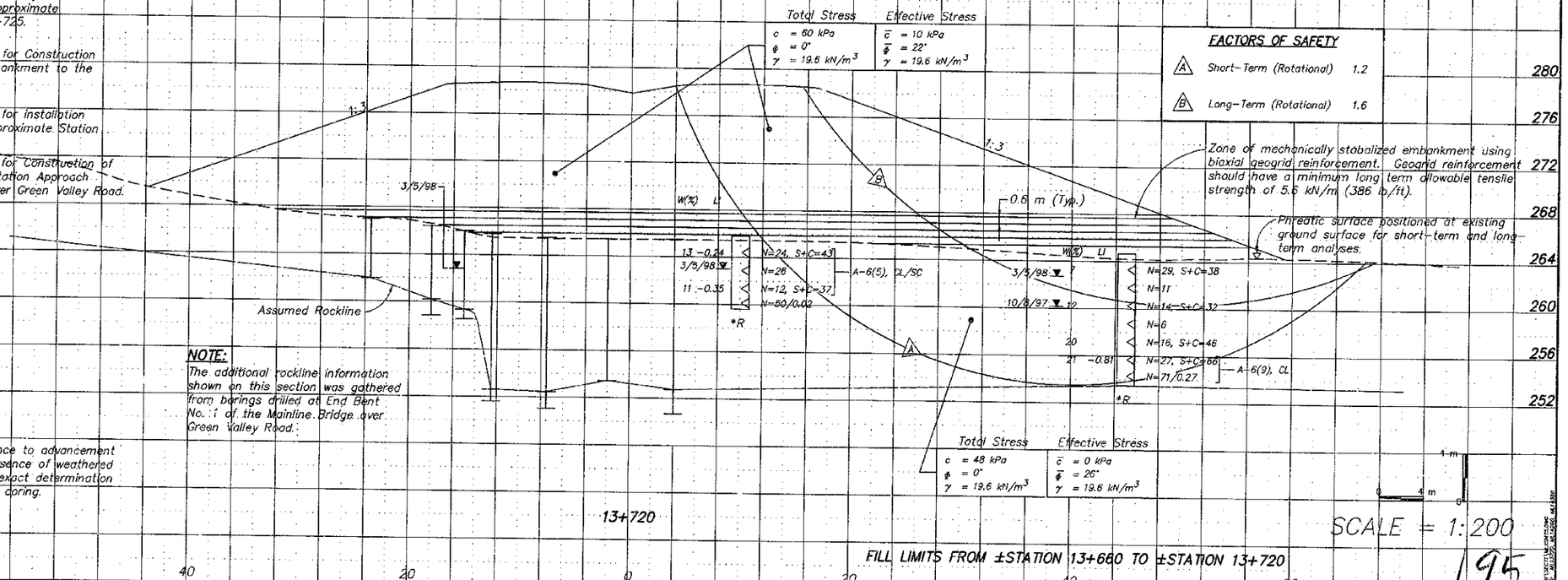
1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 24 for Dynamic Compaction at the following Approximate Station Interval 13+700 to 13+725.

3.) Refer to Geotechnical Note 28 for Construction of Back-Station Approach Embankment to the Bridge Over Green Valley Road.

4.) Refer to Geotechnical Note 29 for installation of Settlement Platforms at Approximate Station 13+715.

5.) Refer to Geotechnical Note 32 for Construction of Earth Cores within the Back-Station Approach Embankment to the Bridge Over Green Valley Road.



NOTE:

The additional rockline information shown on this section was gathered from borings drilled at End Bent No. 1 of the Mainline Bridge over Green Valley Road.

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

SCALE = 1:200

MAINLINE EMBANKMENT STABILITY SECTION STATIONS 13+720 AND 14+380

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	175	~~190~~ 197

ITEM NO. 9-212.00

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Notes 9 and 14 for Approximate Station Limits 14+630 to 14+665 and 14+410 to 14+960, respectively.

3.) Refer to Geotechnical Note 23 for Embankment Construction Sequencing at Approximate Station Limits 14+200 and 14+800.

FACTORS OF SAFETY

A	Short-Term (Rotational)	1.1
B	Long-Term (Rotational)	1.6

Total Stress	Effective Stress
c = 60 kPa	$\bar{c}$ = 10 kPa
ϕ = 0°	$\bar{\phi}$ = 22°
γ = 19.6 kN/m³	γ = 19.6 kN/m³

Sta. 14+645
74 m Lt.
W/S
8
*R

Sta. 14+635
24 m Lt.
W/S
12
*R

Total Stress and Effective Siress
c = 0 kPa
ϕ = 31°
γ = 19.6 kN/m³

Phreatic surface positioned at existing ground surface for short-term and long-term analyses

Assumed Rockline

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

Matchline

1:3

14+640

FILL LIMITS FROM ±STATION 14+340 TO ±STATION 14+940

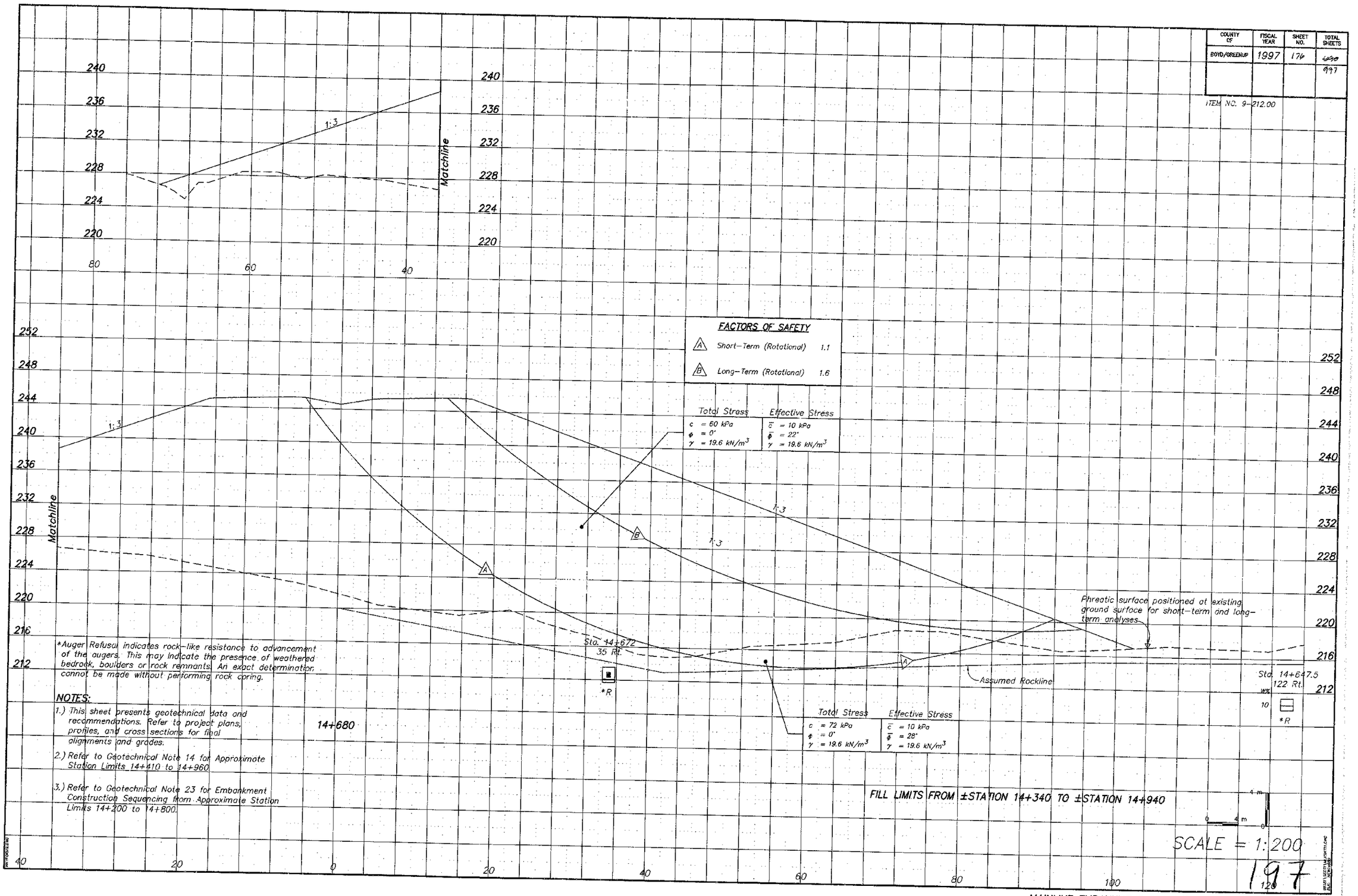
SCALE = 1:200

196

MAINLINE EMBANKMENT STABILITY SECTION STATION 14+640

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	176	~~439~~ 997

ITEM NO. 9-212.00



*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 14 for Approximate Station Limits 14+410 to 14+960.

3.) Refer to Geotechnical Note 23 for Embankment Construction Sequencing from Approximate Station Limits 14+200 to 14+800.

MAINLINE EMBANKMENT STABILITY SECTION STATION 14+680

997

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	177	6997
			0,197

ITEM NO. 9-212.00

FACTORS OF SAFETY

A	Short-Term (Rotational)	1.5
B	Long-Term (Rotational)	1.7

Total Stress: c = 60 kPa, ϕ = 0°, γ = 19.6 kN/m³

Effective Stress: $\bar{c}$ = 10 kPa, $\bar{\phi}$ = 22°, γ = 19.6 kN/m³

1:3

1:3

Phreatic surface positioned at existing ground surface for short-term and long-term analyses

W%	LI	
15	-.15	N=14
18	.08	N=7
15	-.15	N=5
19	.15	N=14
12	-.39	N=15
16	-.17	N=11
13	-.33	N=18
27	.44	N=17
0	NA	N=28, S+C=80
0	NA	N=50/0.09, S+C=47

A-6(5), CL, S+C=57(40+17)

A-6(11), CL, S+C=72(46+26)

#R

10/31/97

Assumed Rockline

Total Stress: c = 48 kPa, ϕ = 0°, γ = 19.6 kN/m³

Effective Stress: $\bar{c}$ = 0 kPa, $\bar{\phi}$ = 26°, γ = 19.6 kN/m³

49+960

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 15 for Construction of Embankment Foundation Benching and Installation of Perforated Pipe Underdrains at the following Approximate Station Limits 49+670 to 49+760.

FACTORS OF SAFETY

A	Short-Term (Rotational)	2.3
B	Long-Term (Rotational)	1.4

Total Stress: c = 48 kPa, ϕ = 0°, γ = 19.6 kN/m³

Effective Stress: $\bar{c}$ = 0 kPa, $\bar{\phi}$ = 26°, γ = 19.6 kN/m³

(Short-Term and Long-Term)

Sta. 49+698.8, 1.5 m Rt.

W%	LI	
11	-.44	N=7
11	.44	N=9
7	-.69	N=10
21		N=12, S+C=84
23		N=17, S+C=92

A-6(5), CL, S+C=51(37+14)

#R

10/31/97

Assumed Rockline

Total Stress: c = 60 kPa, ϕ = 0°, γ = 19.60 kN/m³

Effective Stress: $\bar{c}$ = 10 kPa, $\bar{\phi}$ = 22°, γ = 19.60 kN/m³

Sta. 49+688.5, 32.3 m Rt.

Sta. 49+714.8, 53.2 m Rt.

#R

#R

49+700

ADDITIONAL ROCKLINE SOUNDINGS*

Station	Offset (Meters)	Depth to Auger Refusal (Meters)	Refusal Elevation (Meters)
49+727.5	33.0 Rt.	8.38	244.16
49+734.9	77.4 Rt.	15.09	236.59
49+742.2	14.7 Rt.	7.47	247.07
49+747.4	56.2 Rt.	7.41	244.02
49+762.4	40.4 Rt.	8.63	243.84
49+780.0	24.0 Rt.	7.47	245.45

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

FILL LIMITS FROM ±STATION 49+670 TO ±STATION 50+110

4 m 0 4 m

SCALE = 1:200

198

APPROACH ROAD AT LOGTOWN ROAD AT STA. 11+803.8, EMBANKMENT STABILITY SECTION STATIONS 49+700 AND 49+960

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	178	199

ITEM NO. 9-212.00

FACTORS OF SAFETY

A	Short-Term (Rotational)	1.7
B	Long-Term (Rotational)	1.6

Total Stress	Effective Stress
c = 60 kPa ϕ = 0° γ = 19.6 kN/m^3	$\bar{c}$ = 10 kPa $\bar{\phi}$ = 22° γ = 19.6 kN/m^3

Phreatic surface positioned at existing ground surface for short-term and long-term analyses.

*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

Total Stress	Effective Stress
c = 48 kPa ϕ = 0° γ = 19.6 kN/m^3	$\bar{c}$ = 0 kPa $\bar{\phi}$ = 26° γ = 19.6 kN/m^3

1:3

1:3

	W%	LI
B	16	-.13
	19	.06
	14	
	11	

10/27/97

N=4
N=5
A-6(9), CL
S+C=67(46+21)
N=34, S+C=93
N=50/0.09, S+C=85
*R

Assumed Rockline

50+040

272
268
264
260
256
252
248

80 60 40 20 0 20 40 60 80

NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

FILL LIMITS FROM ±STATION 49+670 TO ±STATION 50+110

4 m 0 4 m

SCALE = 1:200

199

APPROACH ROAD AT LOGTOWN ROAD AT STA. 11+803.8, EMBANKMENT STABILITY SECTION STATION 50+040

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	179	~~690~~ 997

ITEM NO. 9-212.00

FACTORS OF SAFETY

A	Short-Term (Rotational)	1.1
B	Long-Term (Rotational)	1.5

Total Stress	Effective Stress
c = 60 kPa ϕ = 0° γ = 19.6 kN/m³	$\bar{c}$ = 10 kPa $\bar{\phi}$ = 22° γ = 19.6 kN/m³

Phreatic surface positioned at existing ground surface for short-term and long-term analyses

Sta. 49+817.5
17.4 m Rt.

W%	LI		
15	-.41	N=35	
9	-.76	N=10	A-6(7), CL, S+C=58(39+19)
23	-.06	N=7	
12	-.59	N=13	
13	-.41	N=12, S+C=57	A-6(9), CL, S+C=63(45+18)
14	-.35	N=12	
15		N=42, S+C=29	
5		N=50/.012, S+C=38	

10/31/97 ▼ *R

Sta. 49+831.1
33.3 m Lt.

W%	LI		
17	-.15	N=10	
17	-.13	N=7	
4	-1.16	N=50/0.13	A-6(3), SC, S+C=48(35+13)

10/31/97 ▼ *R

Sta. 49+836.1
89.4 m Lt.

N=10
N=18
N=50/0.09
A-6(15), CL, S+C=79(49+30)

Total Stress	Effective Stress
c = 60 kPa ϕ = 0° γ = 19.6 kN/m³	$\bar{c}$ = 0 kPa $\bar{\phi}$ = 30° γ = 19.6 kN/m³

Total Stress	Effective Stress
c = 60 kPa ϕ = 0° γ = 19.6 kN/m³	$\bar{c}$ = 0 kPa $\bar{\phi}$ = 26° γ = 19.6 kN/m³

Assumed Rockline

1:3

1:3

FILL LIMITS FROM ±STATION 49+580 TO ±STATION 49+910

49+840

Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTES:

1.) This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

2.) Refer to Geotechnical Note 22 for Embankment Construction at Approximate Station Limits 49+720 to 49+960.

256 252 248 244 240 236 232 228 224 220

100 80 60 40 20 0 20 40 60

4 m 0 4 m

SCALE = 1:200

260

APPROACH ROAD AT LOGTOWN ROAD AT STA. 12+000, EMBANKMENT STABILITY SECTION STATION STA. 49+840

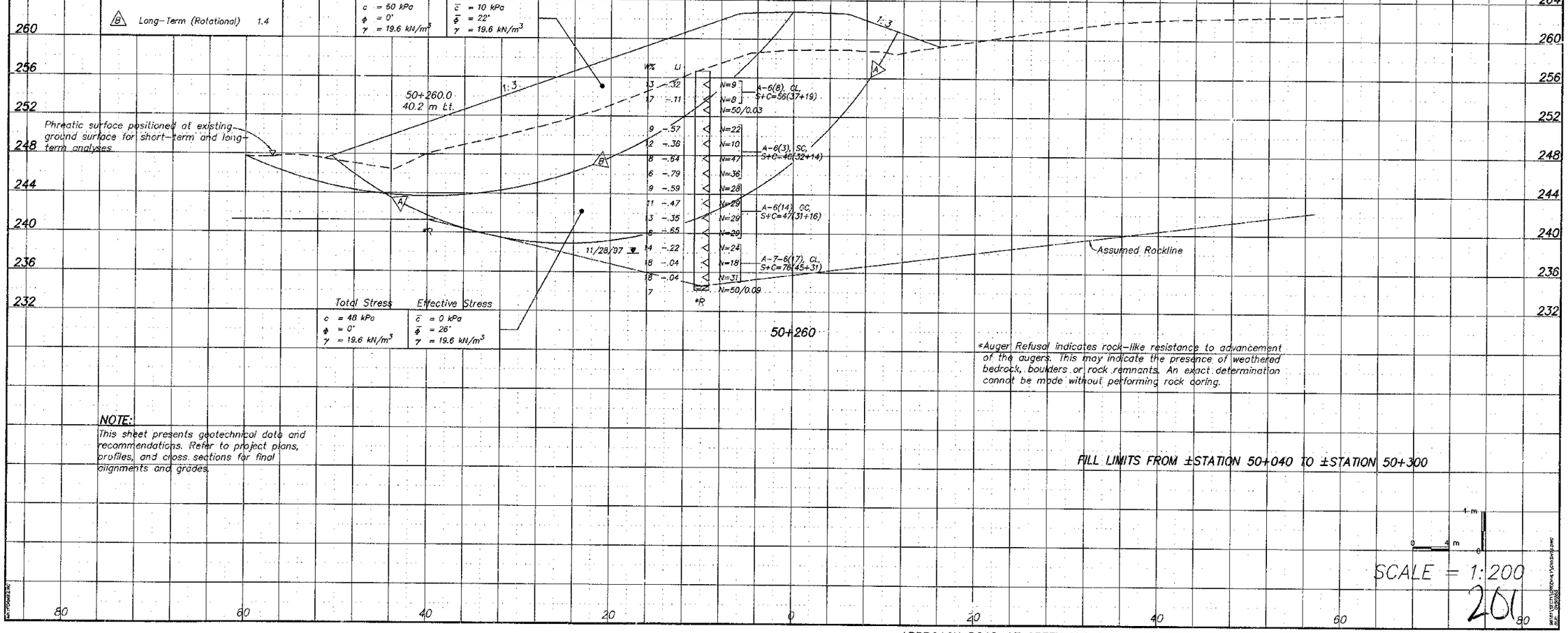
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	160	~~1220~~ 997

ITEM NO. 9-212.00

FACTORS OF SAFETY

A	Short-Term (Rotational)	1.1
B	Long-Term (Rotational)	1.4

Total Stress	Effective Stress
c = 60 kPa	$\bar{c}$ = 10 kPa
ϕ = 0°	$\bar{\phi}$ = 22°
γ = 19.6 kN/m³	γ = 19.6 kN/m³



*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTE:

This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

FILL LIMITS FROM ±STATION 50+040 TO ±STATION 50+300

1 m
0 1 m 0

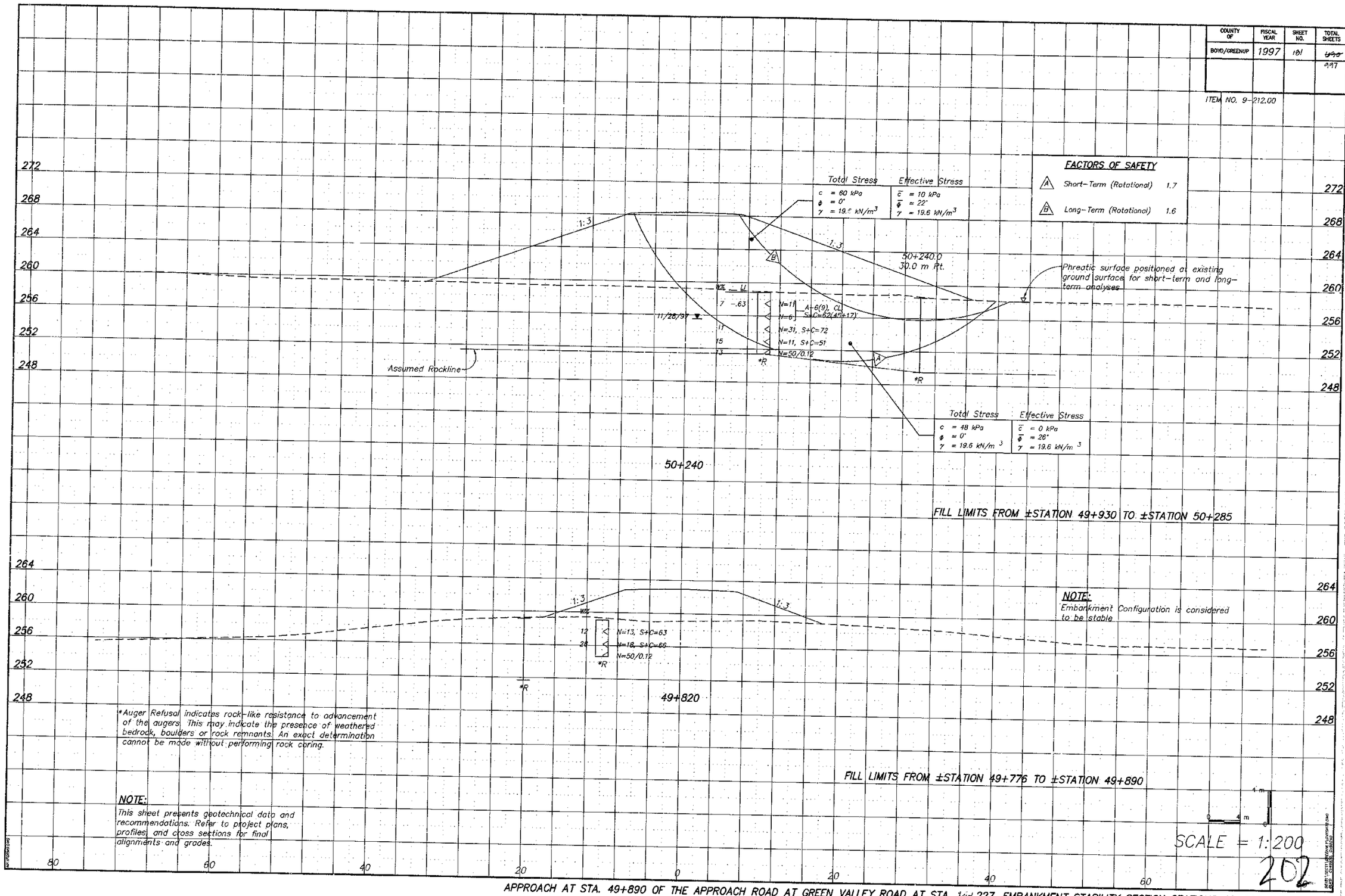
SCALE = 1:200

201

APPROACH ROAD AT GREEN VALLEY ROAD AT STA. 14+227, EMBANKMENT STABILITY SECTION STATION 50+260

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD/GREENUP	1997	101	~~190~~ 097

ITEM NO. 9-212.00



*Auger Refusal indicates rock-like resistance to advancement of the augers. This may indicate the presence of weathered bedrock, boulders or rock remnants. An exact determination cannot be made without performing rock coring.

NOTE:
This sheet presents geotechnical data and recommendations. Refer to project plans, profiles, and cross sections for final alignments and grades.

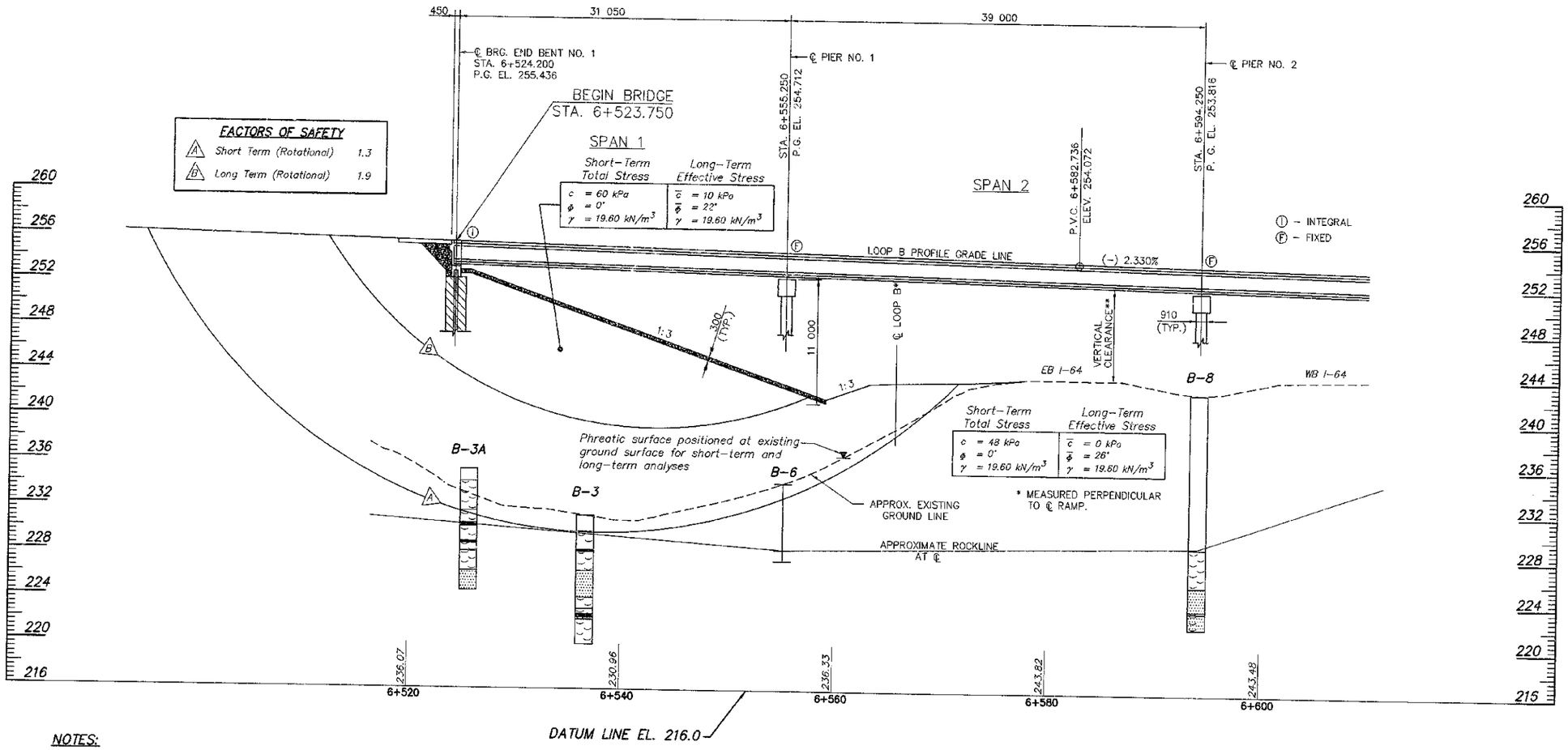
SCALE = 1:200

202

APPROACH AT STA. 49+890 OF THE APPROACH ROAD AT GREEN VALLEY ROAD AT STA. 144227, EMBANKMENT STABILITY SECTION STATIONS 49+820 AND 50+240

ITEM NO. 9-212.00

SUBSURFACE DATA



NOTES:

1.) Surface elevations are referenced to Mean Sea Level.

2.) All measurements are presented in SI Metric Units.

3.) Refer to Geotechnical Notes 9 and 14 for Stabilization of Embankment Areas at the Approximate Station Interval 6+520 to 6+545.

4.) Refer to Geotechnical Note 32 for Installation of Earth Cores within the Back-Station Approach Embankment.

5.) All structure details shown herein are for illustrative purposes only and may not be indicative of the final design conditions shown in the contract plans.

SCALE 1:200

END BENT NO. 1 SPILL-THROUGH SLOPE EMBANKMENT STABILITY ANALYSES

NORTH BOUND INDUSTRIAL PARKWAY OVER I-64

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

COUNTY OF
BOYD-CARTER

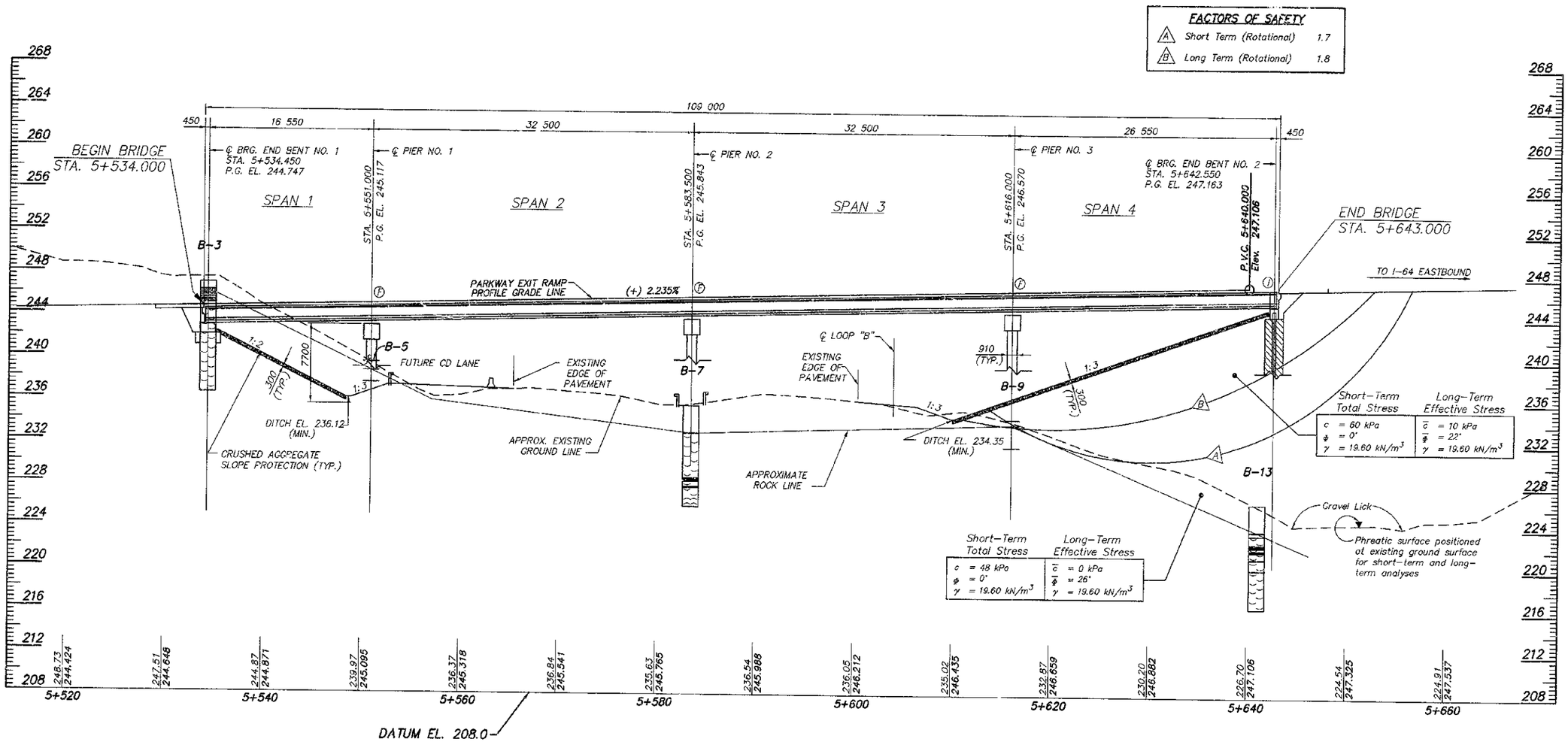
INDUSTRIAL PARKWAY - SECTION 1
ROAD

STATION 6+592.868 Loop B P. E. PROJECT NO. 203

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.

ITEM NO. 9-212.00

SUBSURFACE DATA



NOTES:

1.) Surface elevations are referenced to Mean Sea Level.
2.) All measurements are presented in SI Metric Units.
3.) Refer to Geotechnical Notes 9 and 14 for Stabilization of Embankment Areas at the Approximate Station Interval 5+630 to 5+665.
4.) Refer to Geotechnical Note 32 for Installation of Earth Cores within the Ahead-Station Approach Embankment.
5.) All structure details shown herein are for illustrative purposes only and may not be indicative of the final design conditions shown in the contract plans.

Ⓘ - INTEGRAL
Ⓕ - FIXED
Ⓢ - SEMI-INTEGRAL

SCALE = 1:200

END BENT NO. 2 SPILL-THROUGH SLOPE EMBANKMENT STABILITY ANALYSES

SOUTH BOUND INDUSTRIAL PARKWAY OVER I-64

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

COUNTY OF
BOYD AND CARTER

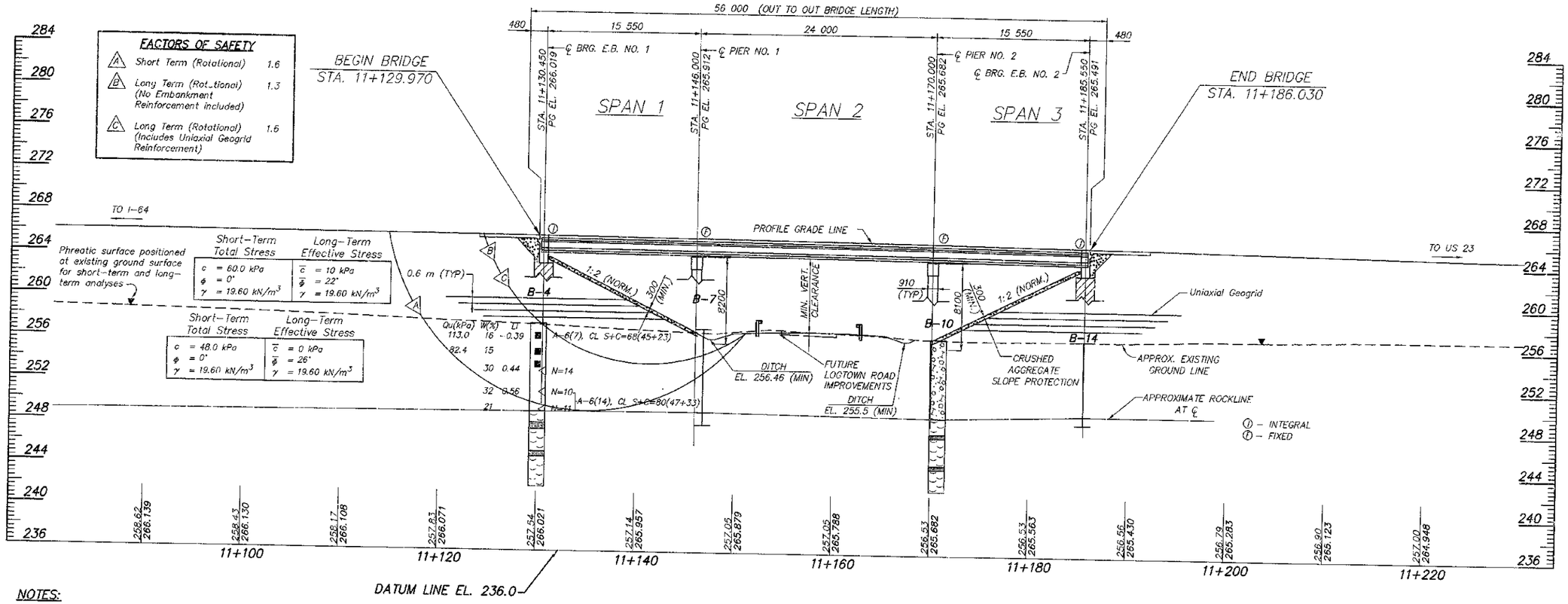
INDUSTRIAL PARKWAY - SECTION 1

Parkway Exit Ramp ROAD
STATION 5+583.921 P. E. PROJECT NO. 209

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.

ITEM NO. 9-212.00

SUBSURFACE DATA



NOTES:

1.) Slope Stability Analyses were performed for the backstation spill-through embankment only, the ahead station embankment exhibits an overall slightly lower height and similar configuration.

2.) Surface elevations are referenced to Mean Sea Level.

3.) All measurements are presented in SI Metric Units.

4.) Refer to Geotechnical Note 9 for Stabilization of Embankment Area at the following Approximate Station Interval 11+170 to 11+200.

5.) Refer to Geotechnical Note 28 for Installation of Geogrid Reinforcement within both Approach Embankments.

6.) Refer to Geotechnical Note 29 for Approach Embankment Construction and Installation of Settlement Platforms at Approximate Stations 11+130 and 11+190.

7.) Refer to Geotechnical Note 32 for Installation of Earth Cores within the Approach Embankments.

8.) All structure details shown herein are for illustrative purposes only and may not be indicative of the final design conditions shown in the contract plans.

SCALE = 1:200

END BENT NO. 1 APPROACH EMBANKMENT STABILITY ANALYSES

INDUSTRIAL PARKWAY OVER LOGTOWN ROAD

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

COUNTY OF
GREENUP

INDUSTRIAL PARKWAY - SECTION 1
ROAD

STATION 11+157.319 P. E. PROJECT NO. 205

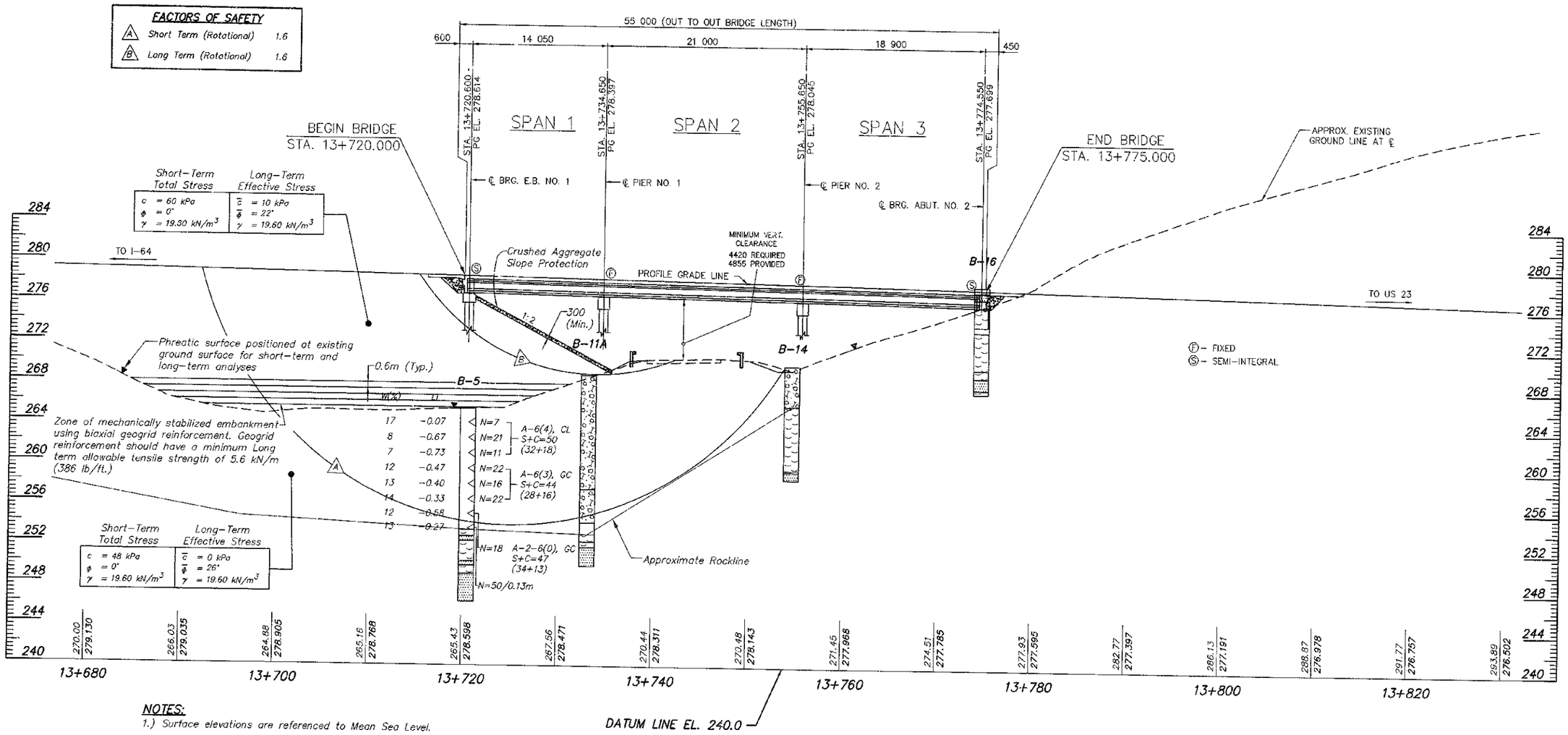
CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.

ITEM NO. 9-212.00

SUBSURFACE DATA

FACTORS OF SAFETY

A	Short Term (Rotational)	1.6
B	Long Term (Rotational)	1.6



NOTES:

1.) Surface elevations are referenced to Mean Sea Level.

2.) All measurements are presented in SI Metric Units.

3.) Refer to Geotechnical Note 24 for Dynamic Compaction of existing Mine Spoil Materials at the following Approximate Station Interval 13+700 to 13+725.

4.) Refer to Geotechnical Note 28 for Installation of Geogrid Materials at the Back-Station Approach Embankment.

5.) Refer to Geotechnical Note 29 for Embankment Construction and Installation of Settlement Platforms at Approximate Station 13+175.

6.) Refer to Geotechnical Note 32 for Installation of Earth Cores within the Back-Station Approach Embankment.

7.) All structure details shown herein are for illustrative purposes only and may not be indicative of the final design conditions shown in the contract plans.

SCALE 1:200

END BENT NO. 1 APPROACH SPILL-THROUGH EMBANKMENT STABILITY ANALYSES

INDUSTRIAL PARKWAY OVER GREEN VALLEY ROAD

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS
FRANKFORT

COUNTY OF
BOYD AND CARTER

INDUSTRIAL PARKWAY - SECTION 1
ROAD

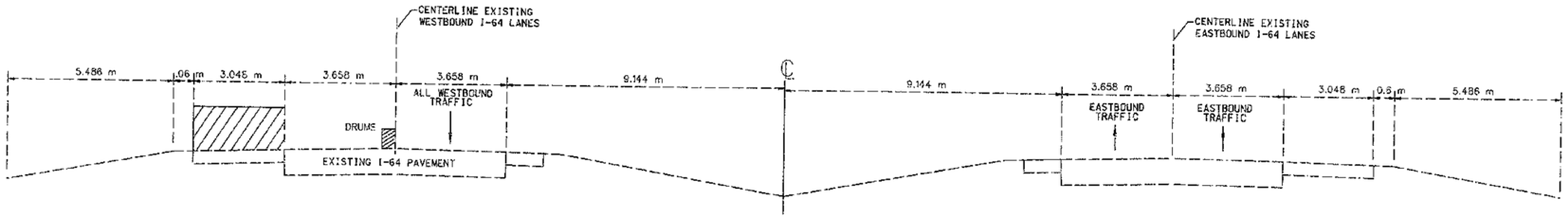
STATION 13+743.119
P. E. PROJECT NO. 206

CONSTRUCTION PROJECT NO.	MAINTENANCE PROJECT NO.	DRAWING NO.

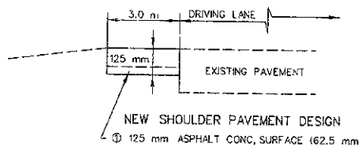
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		186	~~630~~ 997

ITEM 9-212.00

CONSTRUCTION ZONE FOR WESTBOUND SHOULDER REPLACEMENT



TYPICAL SECTION FOR PHASE 1 CONSTRUCTION LOOKING EAST



NEW SHOULDER PAVEMENT DESIGN
① 125 mm ASPHALT CONC, SURFACE (62.5 mm · 62.5 mm)

CONSTRUCTION PHASING NOTES FOR PHASE 1

1) CLOSE OUTSIDE LANE OF WESTBOUND I-64 WITH LANE CLOSURE CASE II-A AS PER KY DOT STD. DWG. # TSC-207

2) SHIFT ALL WESTBOUND TRAFFIC TO INSIDE WESTBOUND I-64 LANE & CONST. THE FOLLOWING:

3) REMOVE THE EXISTING OUTSIDE SHOULDER OF WESTBOUND I-64 BETWEEN STA. 100+120 - 102+040 (5760 SQ M)

4) CONST. NEW OUTSIDE SHOULDER OF WESTBOUND I-64 FROM STA. 100+120 - 102+040 (5760 SQ M) SEE NOTE.

NOTE:

REMOVE EXISTING SHOULDER BY MEANS SO AS NOT TO DAMAGE THE EXISTING OUTSIDE EDGE OF THE DRIVING LANE. MATCH THE NEW SHOULDER PAVEMENT EXACTLY TO THE EDGE OF THE EXISTING DRIVING LANE. THERE WILL BE NO ASPHALT OVERLAY TO COVER DAMAGED EDGE OF PAVEMENT. ANY PAVEMENT DAMAGE BEYOND THE EXISTING EDGE OF THE DRIVING LANE INTO THE DRIVING LANE SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER, AT THE EXPENSE OF THE CONTRACTOR.

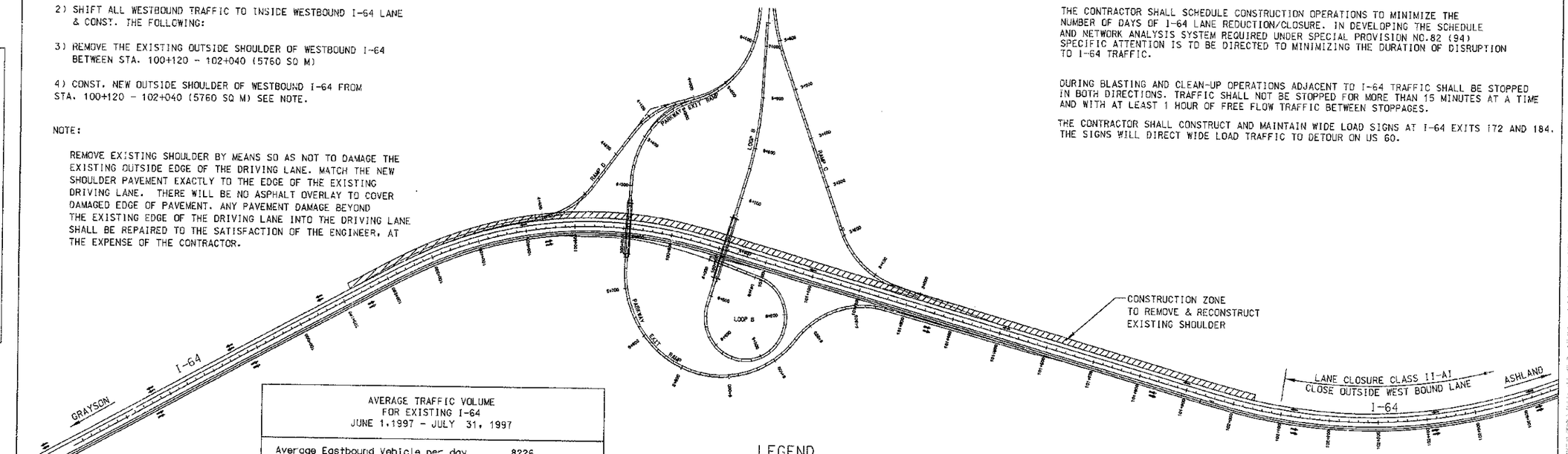
NOTES:

ALL REFERENCE TO CONCRETE MEDIAN BARRIERS FOR MAINTENANCE OF TRAFFIC IS FOR "CONCRETE MEDIAN BARRIER TYPE M (TEMP) WITH W = 9" (OLD STD. DWG #RBM-115-04 ENGLISH UNITS) THE MEDIAN BARRIER IS STOCKPILED AT THE KENTUCKY DEPARTMENT OF HIGHWAYS ROWAN CO. MAINTENANCE GARAGE. PAYMENT WILL BE FOR LOADING, HAULING, & SETTING ON CONST. SITE PER PLANS, RESETTING AS NECESSARY, RETURNING BARRIER TO ITS ORIGINAL LOCATION WHEN NO LONGER REQUIRED FOR MAINTENANCE OF TRAFFIC.

THE CONTRACTOR SHALL SCHEDULE CONSTRUCTION OPERATIONS TO MINIMIZE THE NUMBER OF DAYS OF I-64 LANE REDUCTION/CLOSURE. IN DEVELOPING THE SCHEDULE AND NETWORK ANALYSIS SYSTEM REQUIRED UNDER SPECIAL PROVISION NO.82 (94) SPECIFIC ATTENTION IS TO BE DIRECTED TO MINIMIZING THE DURATION OF DISRUPTION TO I-64 TRAFFIC.

DURING BLASTING AND CLEAN-UP OPERATIONS ADJACENT TO I-64 TRAFFIC SHALL BE STOPPED IN BOTH DIRECTIONS. TRAFFIC SHALL NOT BE STOPPED FOR MORE THAN 15 MINUTES AT A TIME AND WITH AT LEAST 1 HOUR OF FREE FLOW TRAFFIC BETWEEN STOPPAGES.

THE CONTRACTOR SHALL CONSTRUCT AND MAINTAIN WIDE LOAD SIGNS AT I-64 EXITS 172 AND 184. THE SIGNS WILL DIRECT WIDE LOAD TRAFFIC TO DETOUR ON US 60.



AVERAGE TRAFFIC VOLUME FOR EXISTING I-64 JUNE 1,1997 - JULY 31, 1997	
Average Eastbound Vehicle per day	8226
Average Peak Hour	744
High Peak Hour	868 (Sunday July 6)
Average Westbound Vehicle per day	8305
Average Peak Hour	767
High Peak Hour	1021 (Sunday July 6)

LEGEND
- EASTBOUND TRAFFIC
- WESTBOUND TRAFFIC
- ACTIVE CONSTRUCTION ZONE

MAINTENANCE OF TRAFFIC PHASE 1 CONSTRUCTION

207

SCALE: 1:4000

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

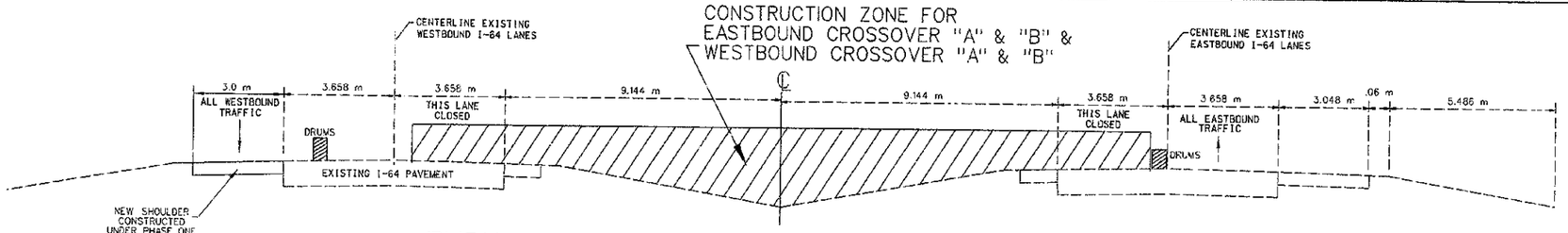
Cell Library: PEC-3D.CEL
Cell Name: PIKEP1

PHASE-1.DGN

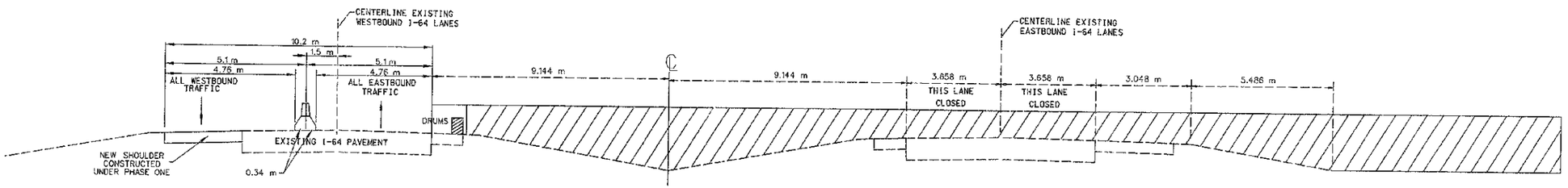
8-93
FORM NO. 2m

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		187	630 / 197

ITEM 9-212.00



TYPICAL SECTION FOR PHASE 1A CONSTRUCTION
LOOKING EAST



TYPICAL SECTION FOR PHASE 1B CONSTRUCTION
LOOKING EAST

CONSTRUCTION PHASING NOTES FOR PHASE 1A

1) CLOSE THE INSIDE LANE OF BOTH EASTBOUND AND WESTBOUND I-64 USING (LANE CLOSURE CASE II-A PER KY DOT STD. DWG.#TSC-207). SHIFT EASTBOUND I-64 TRAFFIC TO THE OUTSIDE EASTBOUND LANE AND SHIFT WESTBOUND I-64 TRAFFIC TO THE OUTSIDE WESTBOUND LANE AND THE RECONSTRUCTED SHOULDER.

2) WHILE MAINTAINING EASTBOUND TRAFFIC ON THE OUTSIDE EASTBOUND LANE & WESTBOUND TRAFFIC ON THE OUTSIDE WESTBOUND LANE CONSTRUCT THE FOLLOWING:

3) CONSTRUCT ALL DRAINAGE & EARTHWORK REQUIRED FOR EASTBOUND CROSSOVER "A" AND "B" AND WESTBOUND CROSSOVER "A" AND "B".

4) SURFACE EASTBOUND CROSSOVER "A"&"B". & WESTBOUND CROSSOVER "A"&"B".

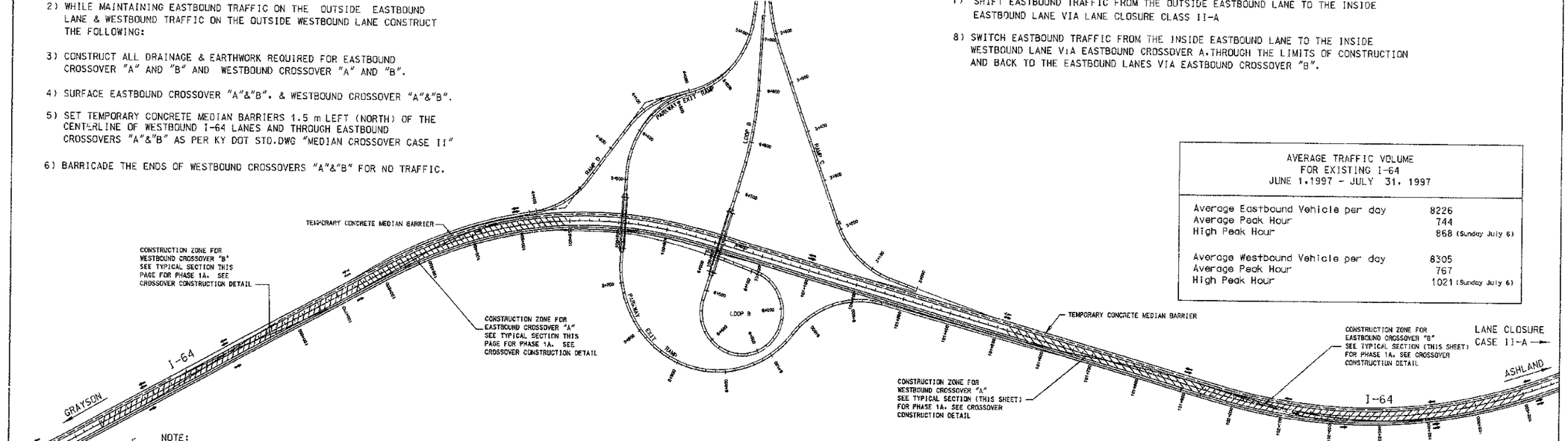
5) SET TEMPORARY CONCRETE MEDIAN BARRIERS 1.5 m LEFT (NORTH) OF THE CENTERLINE OF WESTBOUND I-64 LANES AND THROUGH EASTBOUND CROSSOVERS "A"&"B" AS PER KY DOT STD.DWG "MEDIAN CROSSOVER CASE II"

6) BARRICADE THE ENDS OF WESTBOUND CROSSOVERS "A"&"B" FOR NO TRAFFIC.

7) SHIFT EASTBOUND TRAFFIC FROM THE OUTSIDE EASTBOUND LANE TO THE INSIDE EASTBOUND LANE VIA LANE CLOSURE CLASS II-A

8) SWITCH EASTBOUND TRAFFIC FROM THE INSIDE EASTBOUND LANE TO THE INSIDE WESTBOUND LANE VIA EASTBOUND CROSSOVER A THROUGH THE LIMITS OF CONSTRUCTION AND BACK TO THE EASTBOUND LANES VIA EASTBOUND CROSSOVER "B".

AVERAGE TRAFFIC VOLUME FOR EXISTING I-64 JUNE 1, 1997 - JULY 31, 1997	
Average Eastbound Vehicle per day	8226
Average Peak Hour	744
High Peak Hour	868 (Sunday July 6)
Average Westbound Vehicle per day	8305
Average Peak Hour	767
High Peak Hour	1021 (Sunday July 6)



NOTE:
BECAUSE OF SHORT- AND LONG-TERM SETTLEMENT CONCERNS, THE APPROACH EMBANKMENTS TO THE BRIDGES OVER LOGTOWN AND GREEN VALLEY ROADS SHALL BE BUILT TO FULL HEIGHT TO A MINIMUM DISTANCE OF 30 m BACK - AND AHEAD - STATION OF THE END BENTS. CONSTRUCTION SHALL BE SEQUENCED SUCH THAT THESE FULL-HEIGHT EMBANKMENTS ARE IN PLACE A MINIMUM OF EIGHT MONTHS PRIOR TO INSTALLATION OF THE FOUNDATION ELEMENTS FOR THE BRIDGES. ALL OTHER ROADWAY AND BRIDGE CONSTRUCTION SHALL BE SCHEDULED TO ACCOMMODATE THIS TIME REQUIREMENT. (SEE PHASE 3)

NOTE: THE EMBANKMENT REQUIRED FOR CROSSOVER CONSTRUCTION SHALL BE HAULED IN FROM EITHER WESTBOUND OR EASTBOUND I-64. NO CROSSING OF ANY I-64 LANES WILL BE ALLOWED TO HAUL IN MATERIAL FROM THE ADJACENT CONSTRUCTION SITES NORTH OR SOUTH OF I-64.

LEGEND

- EASTBOUND TRAFFIC
- WESTBOUND TRAFFIC
- ACTIVE CONSTRUCTION ZONE

MAINTENANCE OF TRAFFIC PHASE 1A CONSTRUCTION

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

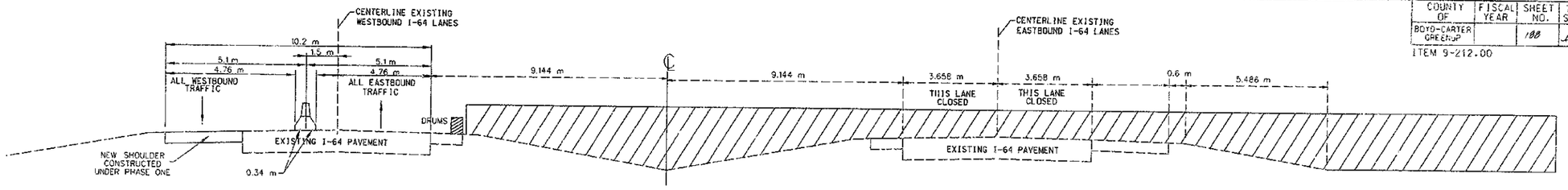
PHASE-1A.DGN

208

SCALE: 1:4000 MAINTENANCE OF TRAFFIC SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		188	197

ITEM 9-212.00



TYPICAL SECTION FOR PHASE 1B CONSTRUCTION LOOKING EAST

CONSTRUCTION PHASING NOTES FOR PHASE "1B"

1) WHILE MAINTAINING EASTBOUND TRAFFIC ON EASTBOUND CROSSOVER "A" , THE INSIDE LANE OF WESTBOUND I-64 AND EASTBOUND CROSSOVER "B" AND WESTBOUND TRAFFIC ON THE OUTSIDE LANE OF WESTBOUND I-64 CONSTRUCT THE FOLLOWING:

2) ALL MEDIAN DRAINAGE REQUIRED FOR I-64 BETWEEN I-64 STA. 100+400 AND STA. 101+600. INCLUDING THE OPEN CUT FROM EXISTING I-64 ℄ THRU EASTBOUND LANES AND CONSTRUCT NEW CROSSDRAIN AT I-64 ℄ STA. 100+650 AND BACKFILL AND RECONSTRUCT EASTBOUND SURFACING TO ORIGINAL ELEVATIONS AND PAVEMENT THICKNESS. WESTBOUND SIDE OF CROSSDRAIN TO BE CONSTRUCTED IN FUTURE PHASE. DO NOT PLUG EXISTING CROSS DRAIN UNTIL NEW CROSSDRAIN IS COMPLETED THRU WESTBOUND LANES

3) EASTBOUND EXIT TERMINAL PAVEMENT TAPER, AND THE DECELERATION LANE FOR LOOP B THROUGH THE TOP LAYER OF ASPHALT CONC. BASE

4) LOOP B FROM STA. 6+000 - 6+100 THROUGH THE TOP LAYER OF ASPHALT CONC. BASE, INCLUDING THE 108 m TAPER BACK TO THE I-64 EDGE OF PAVEMENT

5) LOOP B FROM STA. 6+100 - 6+200 THROUGH SUB GRADE.

6) LOOP B FROM STA. 6+460 - 6+520 THROUGH SUB GRADE.

7) PARKWAY EXIT RAMP STA. 5+640 - 5+700 THROUGH SUB GRADE.

8) PARKWAY EXIT RAMP STA. 6+200-6+300 THROUGH SUB GRADE.

9) PARKWAY EXIT RAMP ENTRANCE TERMINAL AND TAPERS THROUGH THE TOP LAYER OF ASPHALT CONC. BASE.

10) ABUTMENT 2 AND PIERS 2 & 3 OF THE PARKWAY EXIT RAMP (SOUTHBOUND) BRIDGE OVER I-64. (SHALL BE CONSTRUCTED CONCURRENTLY WITH ABOVE ITEMS)

11) ABUTMENT 1 AND PIERS 1 AND 2 OF THE LOOP B (NORTHBOUND)BRIDGE OVER I-64. (SHALL BE CONSTRUCTED CONCURRENTLYWITH ABOVE ITEMS.)

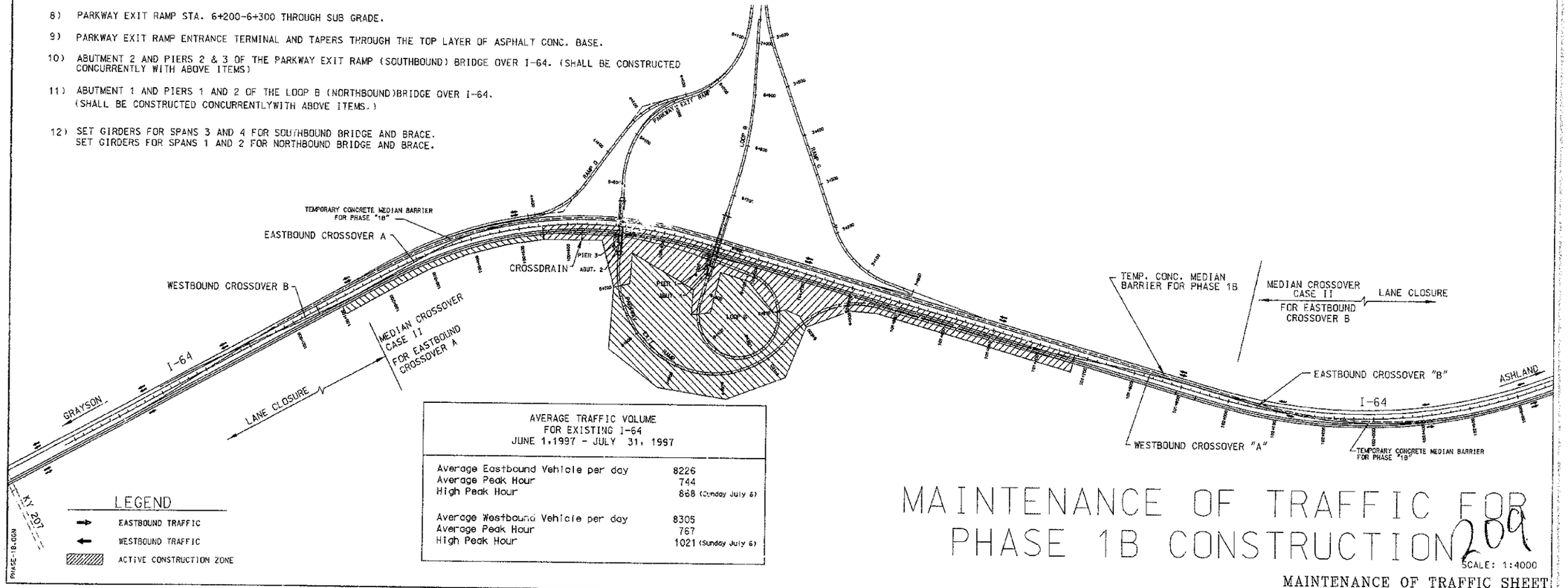
12) SET GIRDERS FOR SPANS 3 AND 4 FOR SOUTHBOUND BRIDGE AND BRACE.
SET GIRDERS FOR SPANS 1 AND 2 FOR NORTHBOUND BRIDGE AND BRACE.

13) REMOVE AND REBUILD THE EXISTING OUTSIDE SHOULDER OF THE EASTBOUND I-64 LANES BETWEEN I-64 STA. 100+100 AND 100+600 (1500 Sq. M) SEE PHASE 1 FOR SHOULDER DETAIL

14) REMOVE THE LANE CLOSURE AND SHIFT EASTBOUND TRAFFIC BACK TO THE EASTBBOUND LANES.

15) CONSTRUCT THE REMAINDER OF ALL ROADWAY WORK THROUGH THE TOP ASPHALT BASE COURSE REQUIRED FOR THE SOUTH SIDE OF I-64. THIS CAN BE CONSTRUCTED CONCURRENTLY WITH PHASE 1A, 1B, OR 2 WITHOUT INTERRUPTION TO TRAFFIC

N



LEGEND

- EASTBOUND TRAFFIC
- WESTBOUND TRAFFIC
- ACTIVE CONSTRUCTION ZONE

AVERAGE TRAFFIC VOLUME FOR EXISTING I-64 JUNE 1,1997 - JULY 31, 1997	
Average Eastbound Vehicle per day	8226
Average Peak Hour	744
High Peak Hour	868 (Sunday July 6)
Average Westbound Vehicle per day	8305
Average Peak Hour	767
High Peak Hour	1021 (Sunday July 6)

MAINTENANCE OF TRAFFIC FOR PHASE 1B CONSTRUCTION

289

SCALE: 1:4000

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

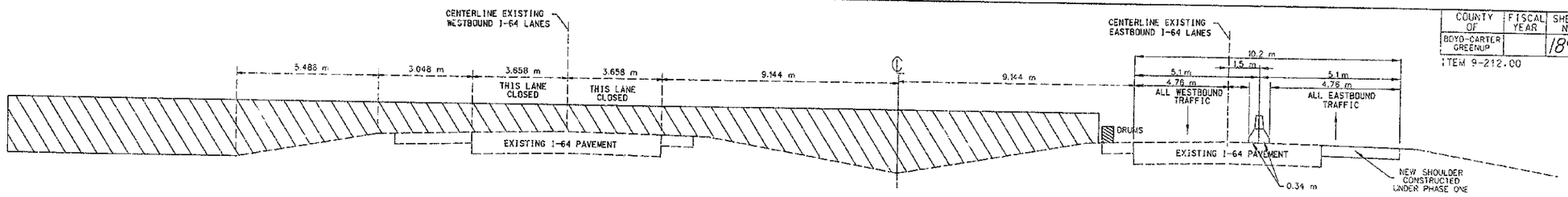
Cell Library: PKC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PHASE-1B.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		189	630

ITEM 9-212.00



TYPICAL SECTION FOR PHASE 2 CONSTRUCTION LOOKING EAST

CONSTRUCTION PHASING NOTES FOR PHASE "2"

1) REMOVE BARRICADE FROM ENDS OF WESTBOUND CROSSOVER A & B.

2) RESET TEMP. CONCRETE MEDIAN BARRIER FROM WESTBOUND LANES TO 1.5 m RIGHT (SOUTH) OF THE CENTERLINE OF THE I-64 EASTBOUND LANES & THROUGH THE WESTBOUND CROSSOVERS "A"&"B" AS PER KY DEPARTMENT OF TRANSPORTATION STD. DWG. "MEDIAN CROSSOVER CASE2".

3) SHIFT WESTBOUND TRAFFIC FROM INSIDE WESTBOUND LANE TO INSIDE EASTBOUND LANE VIA WESTBOUND CROSS OVER A, THE INSIDE LANE OF EASTBOUND I-64. & BACK TO WESTBOUND LANES VIA WESTBOUND CROSSOVER B & CONSTRUCT THE FOLLOWING:

4) ALL REQUIRED I-64 BACKSLOPES ON THE NORTH SIDE OF I-64.

5) RAMP D EXIT TAPER ADJACENT TO I-64 AND RAMP D BACK STA. TO STA. 4+300 THROUGH THE TOP LAYER OF ASPHALT BASE AND THROUGH SLBGRADE BACK TO STA. 4+200.

6) RAMP C ENTRANCE TAPER AND RAMP C TO STA. 3+140 THROUGH THE TOP LAYER OF ASPHALT CONCRETE BASE AND THROUGH SUBGRADE TO STA. 3+220

7) THE PARKWAY EXIT RAMP THROUGH SUBGRADE FROM STA. 5+520 BACK TO STA. 5+460.

8) BARRICADE TO TRAFFIC THE ENTRANCE RAMP C TERMINAL AND THE EXIT TERMINAL FOR RAMP D.

9) CONSTRUCT ABUTMENT 1 AND PIER 1 OF THE PARKWAY EXIT RAMP (SOUTHBOUND). BRIDGE

10) CONSTRUCT ABUTMENT 2 AND PIER 3 OF THE LOOP B (NORTHBOUND) BRIDGE

11) SET SPAN 1 AND 2 GIRDERS FOR THE EXIT RAMP (SOUTHBOUND) BRIDGE AND BRACE

12) SET SPAN 3 AND 4 GIRDERS FOR LOOP B (NORTHBOUND) BRIDGE AND BRACE

13) REMAINING BRIDGE CONSTRUCTION MAY BE CONSTRUCTED OVER TRAFFIC

14) ANY AND ALL OTHER WORK ITEMS THAT NEED TO BE ACCOMPLISHED WITH TRAFFIC MAINTAINED AS ABOVE.

15) SHIFT WESTBOUND TRAFFIC FROM INSIDE WESTBOUND LANE TO OUTSIDE WESTBOUND LANE AND SHOULDER USING LANE CLOSURE CASE II-A

16) REMOVE CONCRETE MEDIAN BARRIER

17) REMOVE ALL CROSSOVERS AND REWORK MEDIAN TO ORIGINAL SLOPES

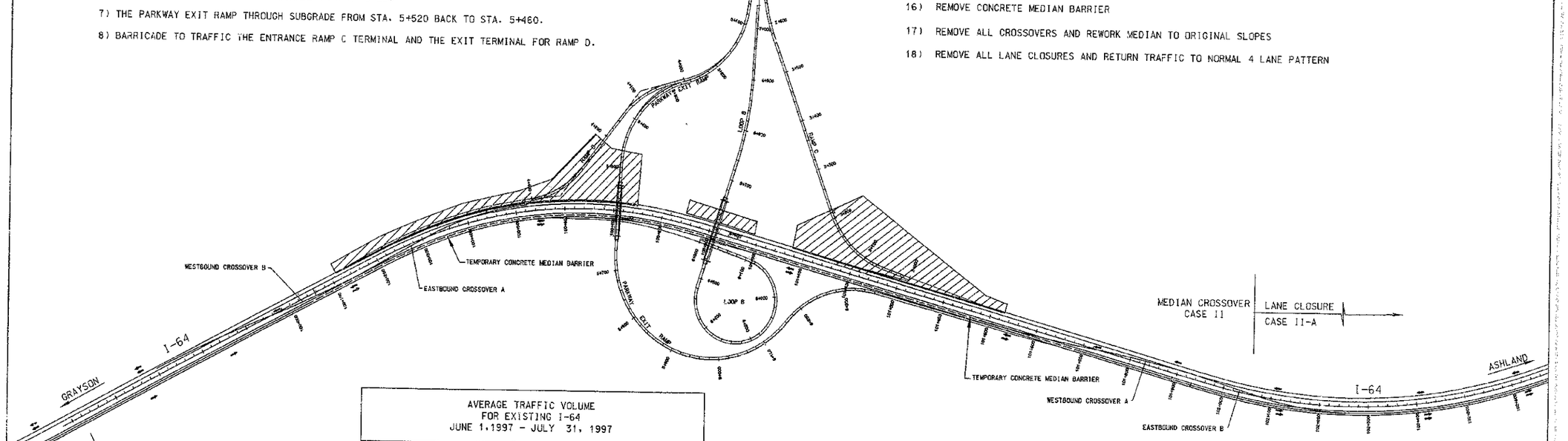
18) REMOVE ALL LANE CLOSURES AND RETURN TRAFFIC TO NORMAL 4 LANE PATTERN

N

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PROJ-3D.CEL
Cell Name: PIKEPL

8-93
FORM NO. 2m



LEGEND

- EASTBOUND TRAFFIC
- WESTBOUND TRAFFIC
- ACTIVE CONSTRUCTION ZONE

PHASE-2.DGN

AVERAGE TRAFFIC VOLUME FOR EXISTING I-64 JUNE 1,1997 - JULY 31, 1997	
Average Eastbound Vehicle per day	8226
Average Peak Hour	744
High Peak Hour	868 (Sunday July 6)
Average Westbound Vehicle per day	8305
Average Peak Hour	767
High Peak Hour	1021 (Sunday July 6)

MAINTENANCE OF TRAFFIC FOR PHASE 2 CONSTRUCTION 210

SCALE: 1:4000

MAINTENANCE OF TRAFFIC SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		190	630

ITEM 9-212.00

CONSTRUCTION PHASING NOTES FOR PHASE 3

1) PHASE 3 INCLUDES THE CONSTRUCTION OF THE REMAINDER OF THE INTERCHANGE NOT CONSTRUCTED UNDER PHASE 1 & 2 AND THE INDUSTRIAL PARKWAY FROM THE PHASE 1 LIMITS OF INTERCHANGE NORTH TO ITS TIE-IN WITH SECTION 2 AND THE SURFACING THEREOF.

2) PHASE 3 MAY BE CONSTRUCTED INDEPENDENT FROM PHASE 1 & 2 OR CONSTRUCTED CONCURRENTLY WITH ANY PART OF PHASE 1 & 2 AS LONG AS NO MAINTENANCE OF TRAFFIC IS REQUIRED ON I-64.

3) SINCE THE INDUSTRIAL PARKWAY IS A NEW FACILITY GOING CROSS COUNTRY THE MAINTENANCE OF TRAFFIC WILL HAVE LITTLE INFLUENCE ON CONSTRUCTION EXCEPT WHERE IT CROSSES EXISTING LOGTOWN ROAD AND EXISTING GREEN VALLEY ROAD.

4) LOGTOWN ROAD IS A VERY LIGHTLY TRAVELED GRAVEL ROAD USED FOR LOCAL ACCESS ONLY. TRAFFIC MAY BE STOPPED IN BOTH DIRECTIONS FOR SHORT PERIODS OF TIME AS NEEDED FOR THE CONSTRUCTION OF THE BRIDGE OVER LOGTOWN ROAD AND THE HAULING OF MATERIAL FROM ONE SIDE OF THE ROAD TO THE OTHER . NORMAL SIGNING AS PER KY DOT STANDARD DRAWINGS AND FLAGGERS WILL BE REQUIRED AT THIS LOCATION.

5) GREEN VALLEY ROAD IS A PRIVATE BITUMINOUS ROAD USED MAINLY FOR HAULING REFUSE TO A LANDFILL JUST WEST OF THE CONSTRUCTION AREA.

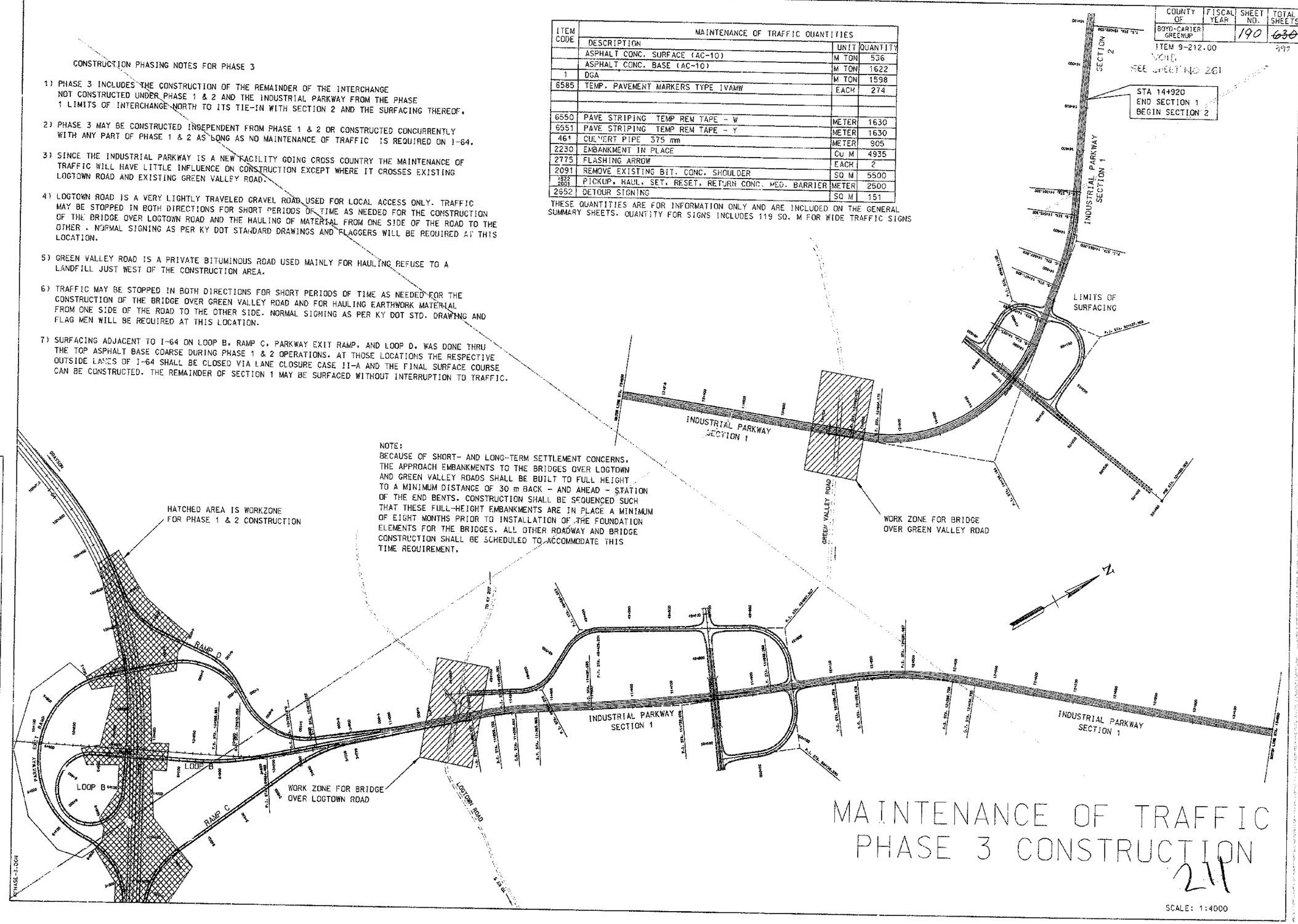
6) TRAFFIC MAY BE STOPPED IN BOTH DIRECTIONS FOR SHORT PERIODS OF TIME AS NEEDED FOR THE CONSTRUCTION OF THE BRIDGE OVER GREEN VALLEY ROAD AND FOR HAULING EARTHWORK MATERIAL FROM ONE SIDE OF THE ROAD TO THE OTHER SIDE. NORMAL SIGNING AS PER KY DOT STD. DRAWING AND FLAG MEN WILL BE REQUIRED AT THIS LOCATION.

7) SURFACING ADJACENT TO I-64 ON LOOP B, RAMP C, PARKWAY EXIT RAMP, AND LOOP D, WAS DONE THRU THE TOP ASPHALT BASE COARSE DURING PHASE 1 & 2 OPERATIONS. AT THOSE LOCATIONS THE RESPECTIVE OUTSIDE LANES OF I-64 SHALL BE CLOSED VIA LANE CLOSURE CASE II-A AND THE FINAL SURFACE COURSE CAN BE CONSTRUCTED. THE REMAINDER OF SECTION 1 MAY BE SURFACED WITHOUT INTERRUPTION TO TRAFFIC.

ITEM CODE	MAINTENANCE OF TRAFFIC QUANTITIES	UNIT	QUANTITY
	ASPHALT CONC. SURFACE (AC-10)	M TON	536
	ASPHALT CONC. BASE (AC-10)	M TON	1622
1	DGA	M TON	1598
6585	TEMP. PAVEMENT MARKERS TYPE IVAMW	EACH	274
6550	PAVE STRIPING TEMP REM TAPE - W	METER	1630
6551	PAVE STRIPING TEMP REM TAPE - Y	METER	1630
461	CULVERT PIPE 375 mm	METER	905
2230	EMBANKMENT IN PLACE	Cu M	4935
2775	FLASHING ARROW	EACH	2
2091	REMOVE EXISTING BIT. CONC. SHOULDER	SQ M	5500
1822 2001	PICKUP, HAUL, SET, RESET, RETURN CONC. MED. BARRIER	METER	2500
2652	DETOUR SIGNING	SQ M	151

THESE QUANTITIES ARE FOR INFORMATION ONLY AND ARE INCLUDED ON THE GENERAL SUMMARY SHEETS. QUANTITY FOR SIGNS INCLUDES 119 SQ. M FOR WIDE TRAFFIC SIGNS

NOTE:
BECAUSE OF SHORT- AND LONG-TERM SETTLEMENT CONCERNS, THE APPROACH EMBANKMENTS TO THE BRIDGES OVER LOGTOWN AND GREEN VALLEY ROADS SHALL BE BUILT TO FULL HEIGHT TO A MINIMUM DISTANCE OF 30 m BACK - AND AHEAD - STATION OF THE END BENTS. CONSTRUCTION SHALL BE SEQUENCED SUCH THAT THESE FULL-HEIGHT EMBANKMENTS ARE IN PLACE A MINIMUM OF EIGHT MONTHS PRIOR TO INSTALLATION OF THE FOUNDATION ELEMENTS FOR THE BRIDGES. ALL OTHER ROADWAY AND BRIDGE CONSTRUCTION SHALL BE SCHEDULED TO ACCOMMODATE THIS TIME REQUIREMENT.



PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

K:\PHASE-3.DGN

MAINTENANCE OF TRAFFIC PHASE 3 CONSTRUCTION

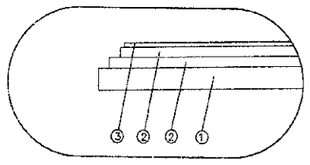
211

SCALE: 1:4000

MAINTENANCE OF TRAFFIC SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		171	~~195~~ 197

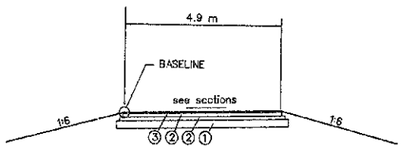
ITEM 9-212.00



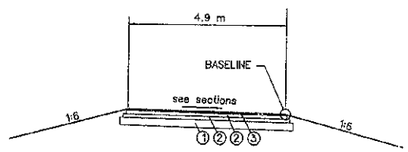
DETAIL FOR PAVEMENT DESIGN

PAVEMENT DESIGN

① 100mm DENSE GRADED AGGREGATE BASE
② 60mm ASPHALT CONCRETE BASE (AC-10)
③ 40mm COMPACTED ASPHALT CONCRETE SURFACE (AC-10)



TYPICAL SECTION
CROSS OVER EASTBOUND A
& WESTBOUND B



TYPICAL SECTION
CROSS OVER EASTBOUND B
& WESTBOUND A

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
TYPICAL.DWG

6-93
FORM NO. 2m

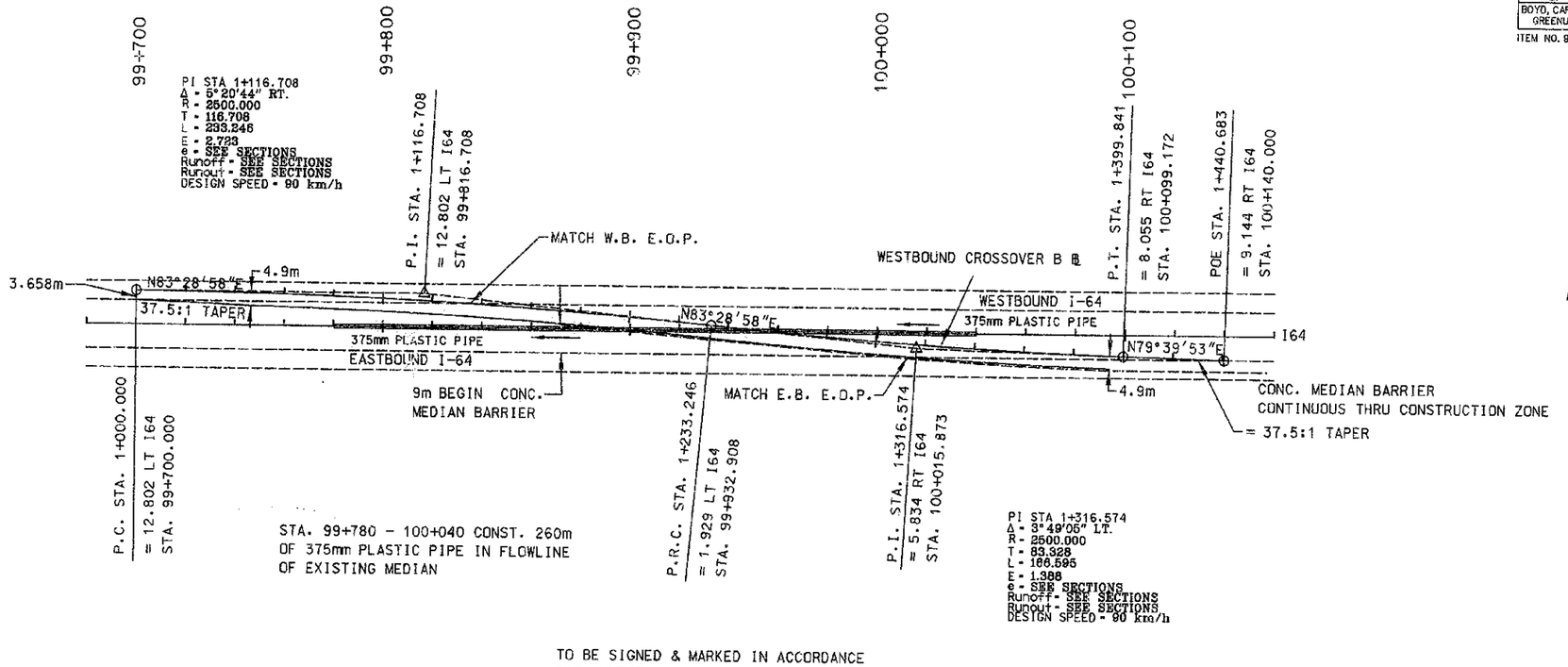
MOT-TYP.DGN

212

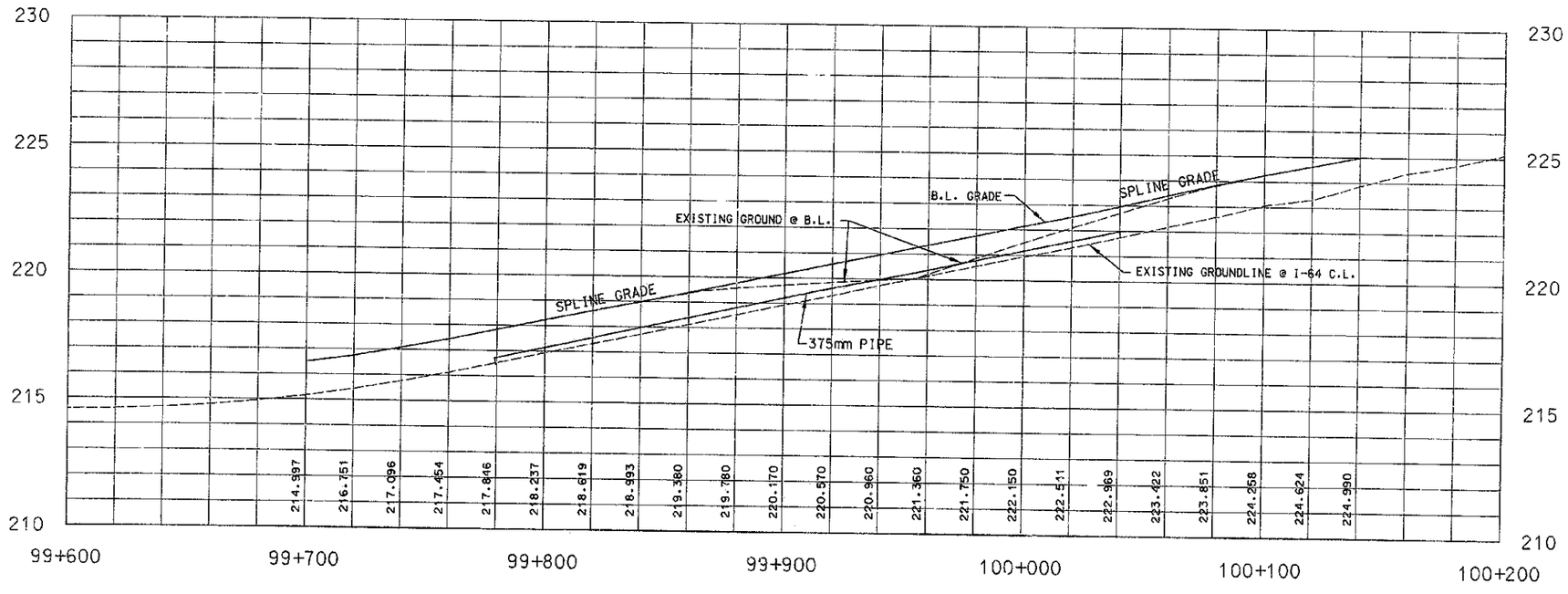
M.O.T. TYPICAL SECTION

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		192	497

ITEM NO. 9-212.00



TO BE SIGNED & MARKED IN ACCORDANCE
WITH KYDOT STD DWG "MEDIAN CROSSOVER CASE 2"



WESTBOUND CROSSOVER B

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

CD-1-06N

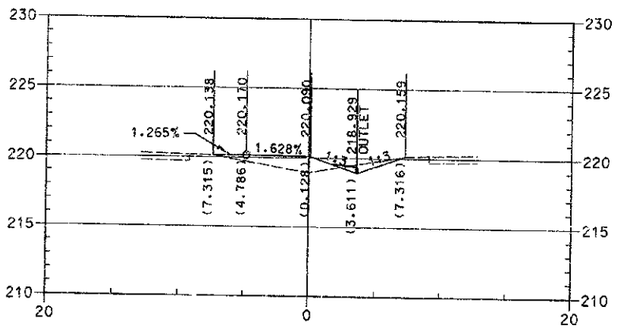
213

SCALE: 1:1000

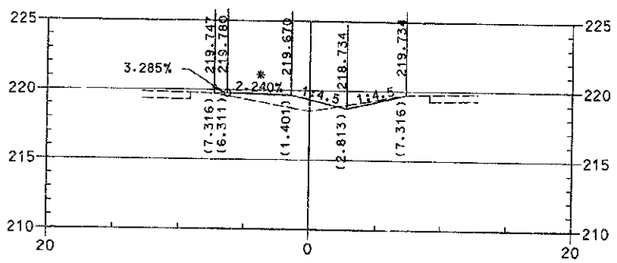
MAINTENANCE OF TRAFFIC

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		193	630

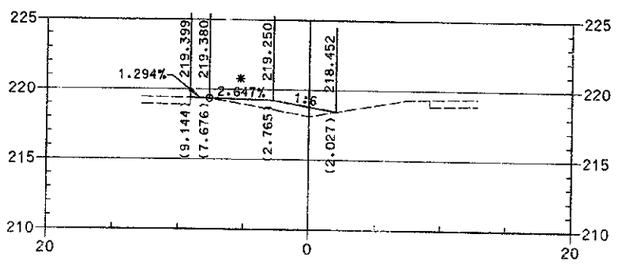
ITEM NO. 9-212.00 997



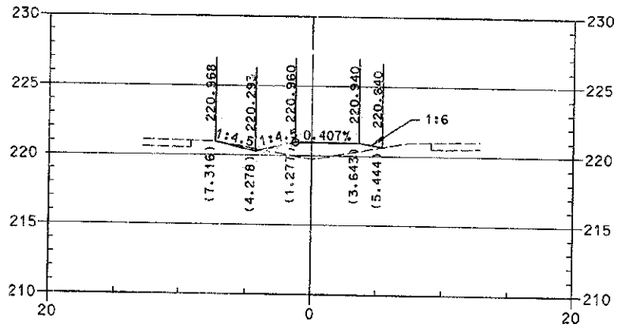
99+900



99+880



99+860



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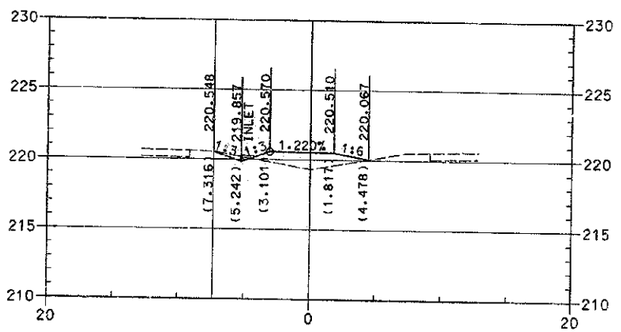

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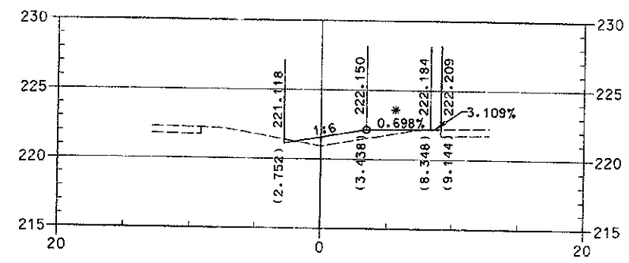
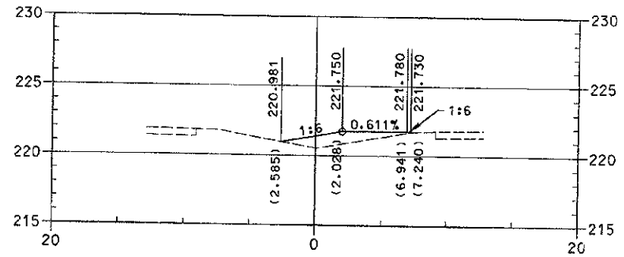


100+000



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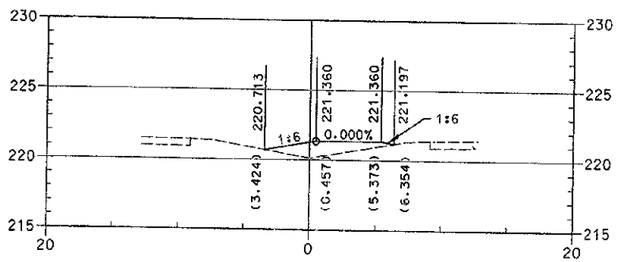


99+960

* MATCH EXISTING CROSS SLOPES

214

WESTBOUND CROSSOVER B

SCALE: 1:200

MAINTENANCE OF TRAFFIC

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

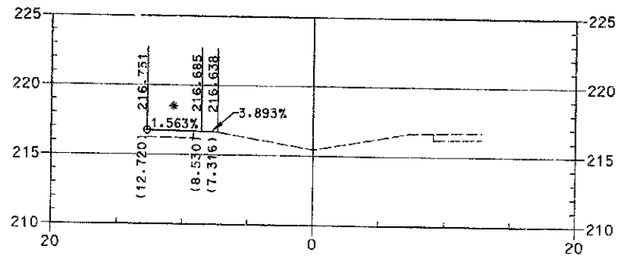
Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

8-93
FORM NO. 2m

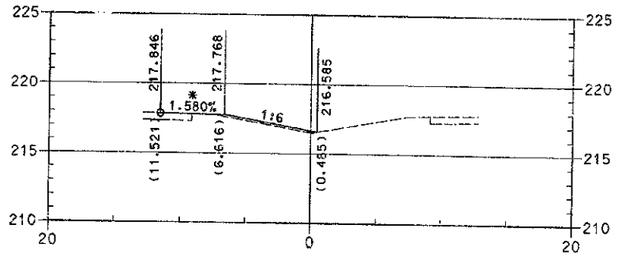
ANDT/MOTCS-1.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		194	1930

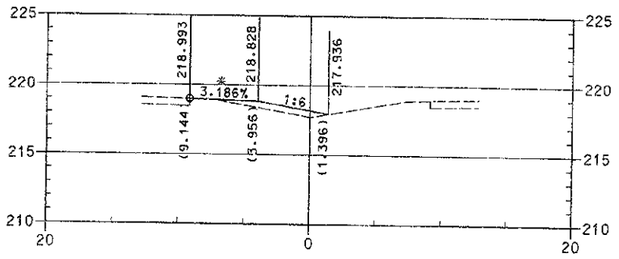
ITEM NO. 9-212.00 197



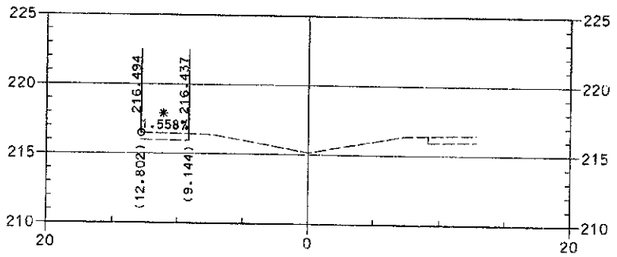
99+720



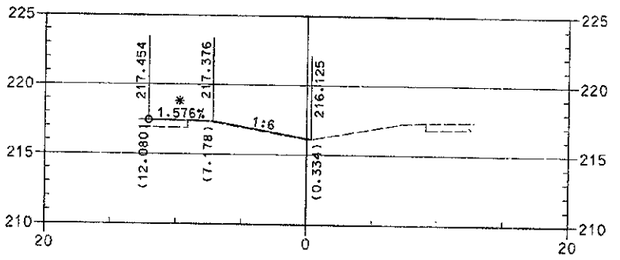
99+780



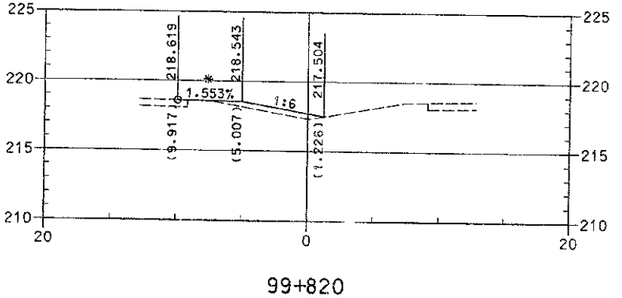
99+840



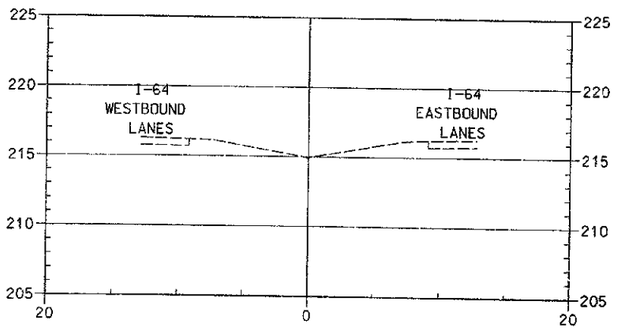
99+700



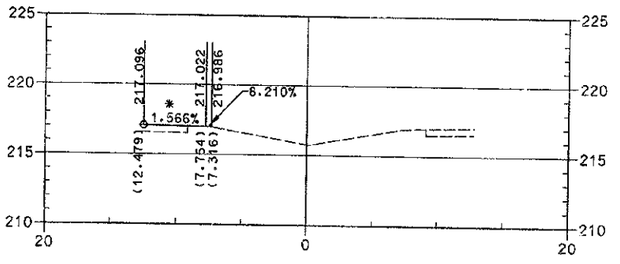
99+760



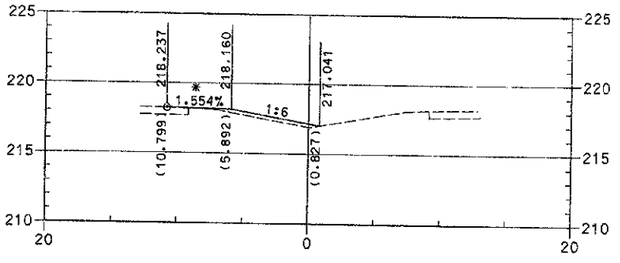
99+820



99+680



99+740



99+800

* MATCH EXISTING CROSS SLOPES

215

WESTBOUND CROSSOVER B

SCALE: 1:200

MAINTENANCE OF TRAFFIC

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

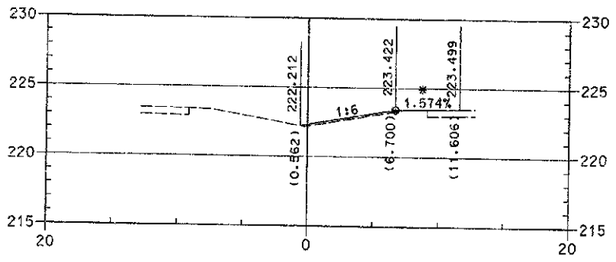
Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

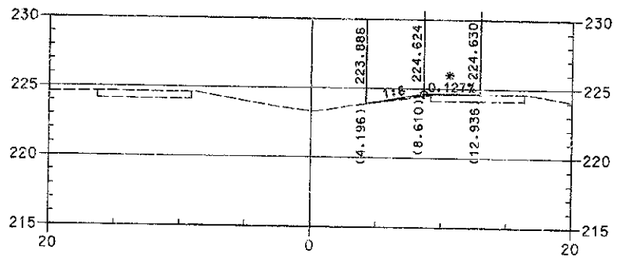
MOT/NOTES-1.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		195	197

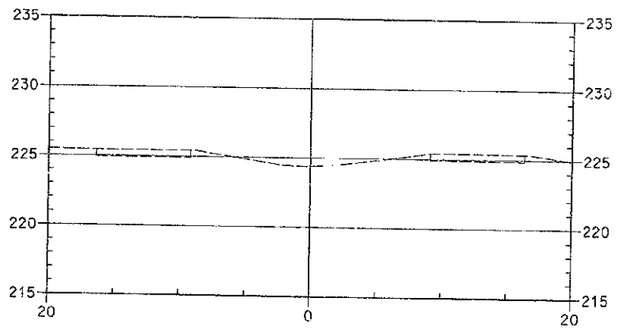
ITEM NO. 9-212.00



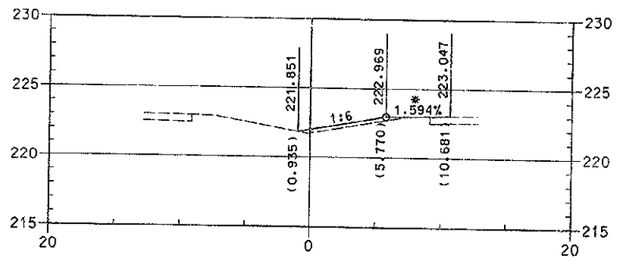
100+060



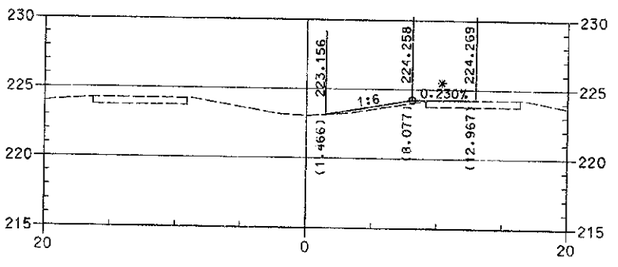
100+120



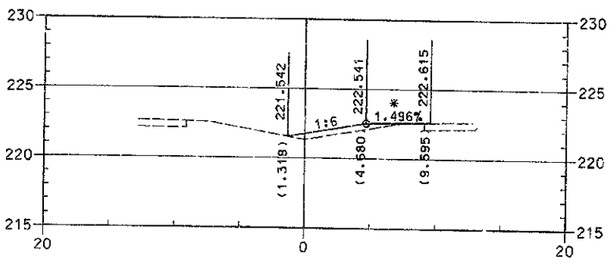
100+160



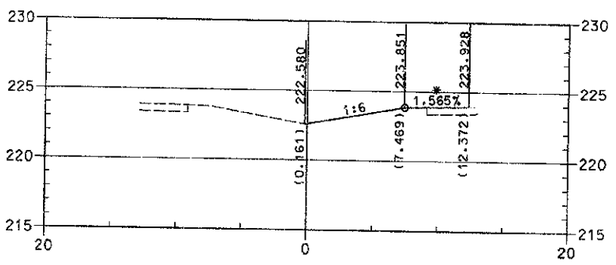
100+040



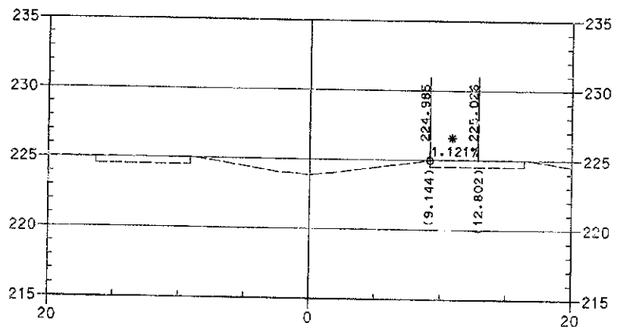
100+100



100+020



100+080



100+140

* MATCH EXISTING CROSS SLOPES

216

WESTBOUND CROSSOVER B

SCALE: 1:200

MAINTENANCE OF TRAFFIC

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

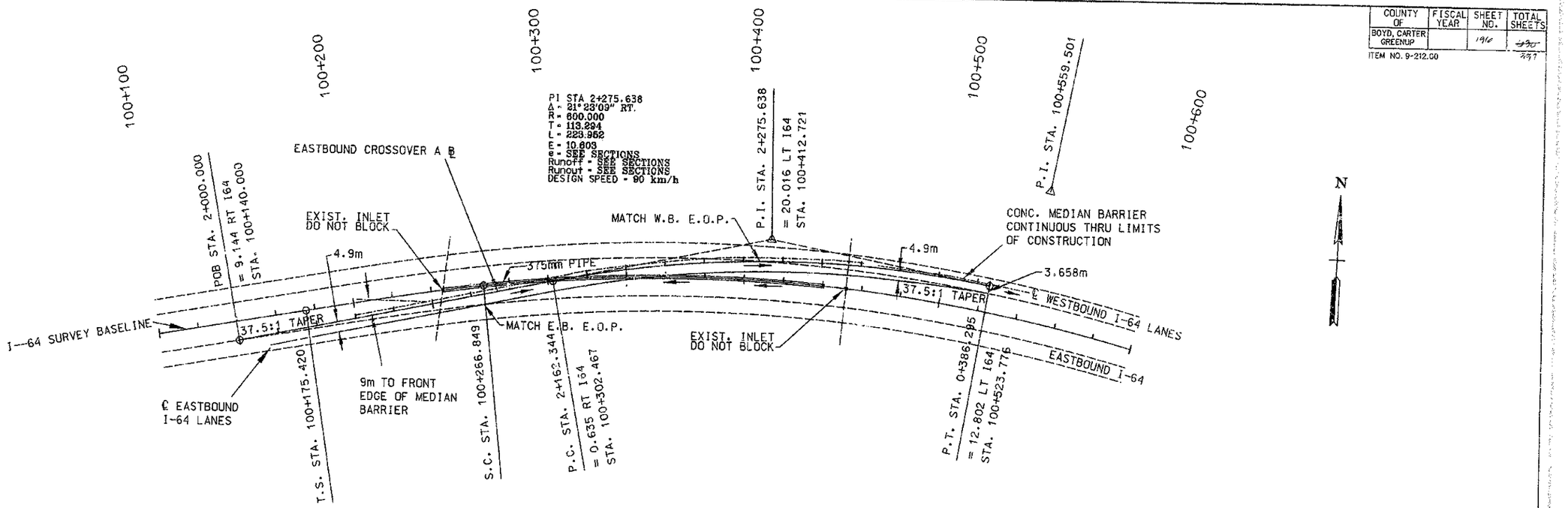
Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PROT/MOTCS-1.DGN

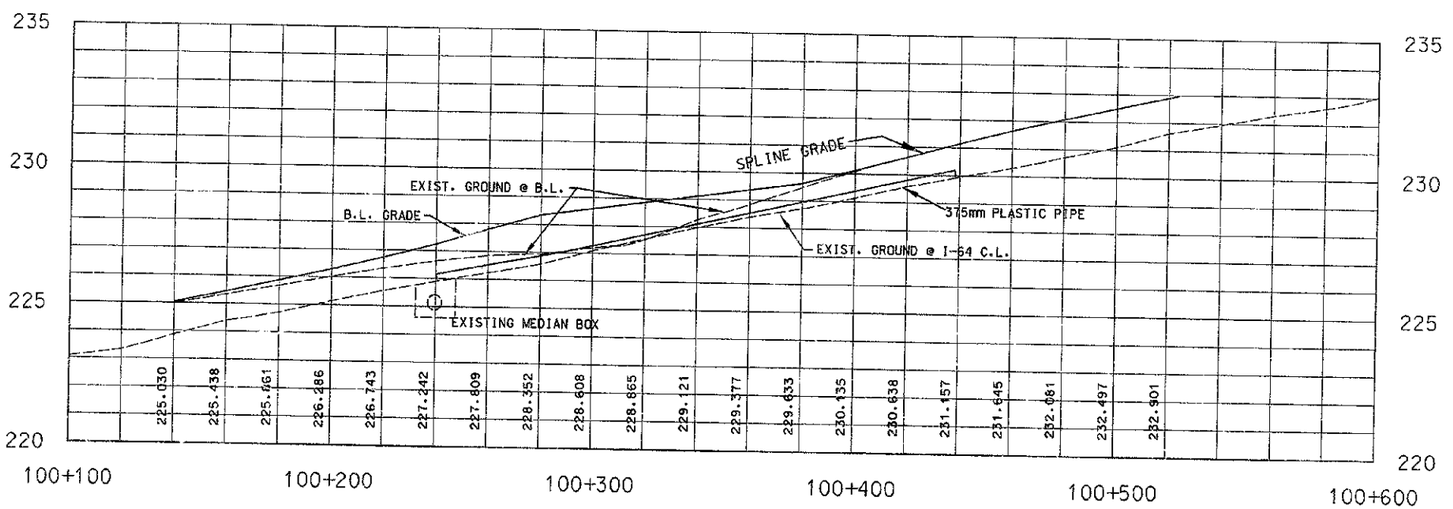
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER, GREENUP		1916	~~430~~ 437

ITEM NO. 9-212.00



STA 100+245 – 100+440 CONST. 195 m
375 m PLASTIC PIPE IN THE EXISTING
FLOW LINE OF THE MEDIAN

TO BE SIGNED AND MARKED IN ACCORDANCE
WITH KYDOT STD DWG "MEDIAN CROSSOVER CASE 2"



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

CD-2.06M

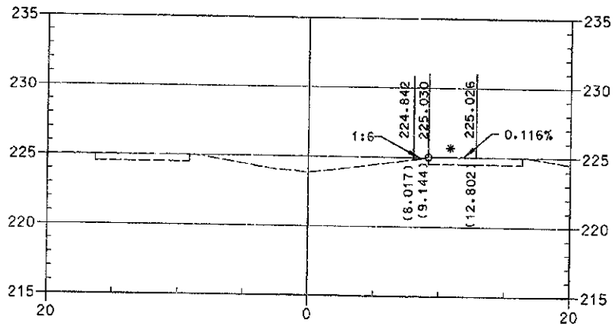
217

SCALE: 1:1000

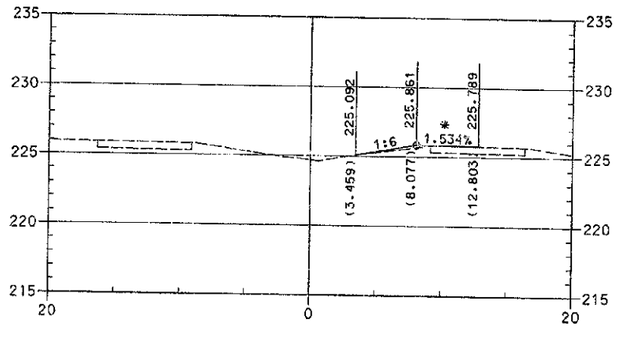
EASTBOUND CROSSOVER A MAINTENANCE OF TRAFFIC

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		187	495

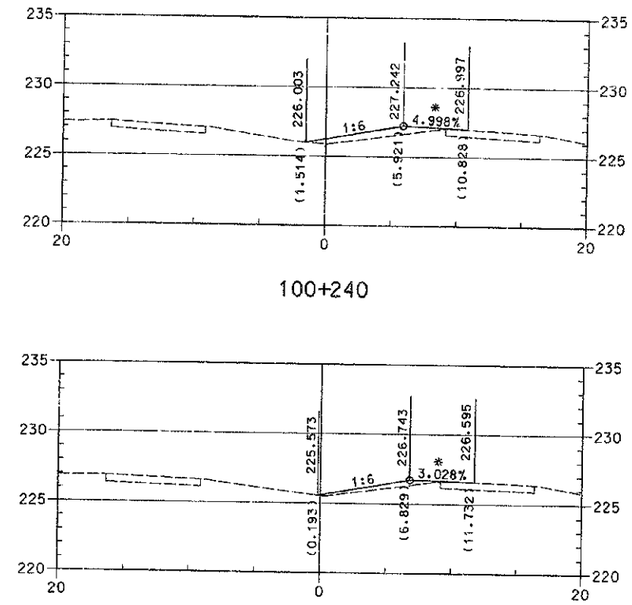
ITEM NO. 9-212.00



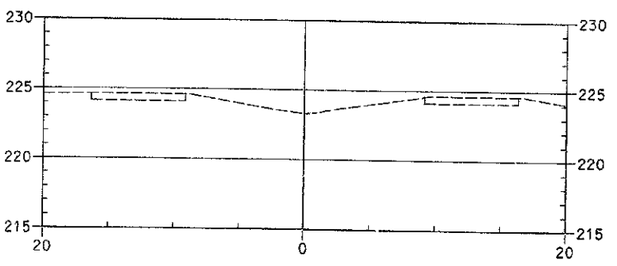
100+140



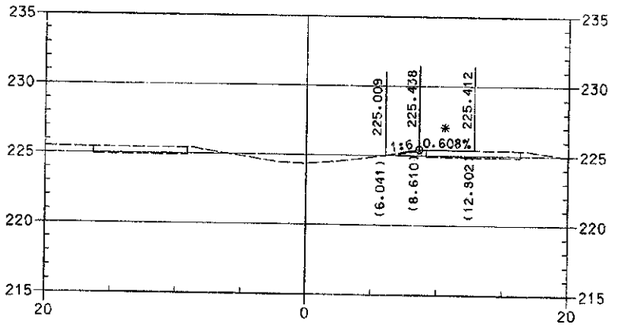
100+180



100+240

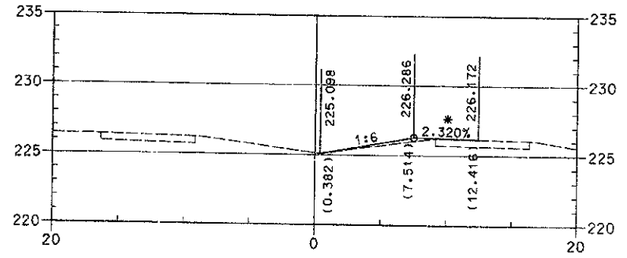


100+120



100+160

100+220



100+200

* MATCH EXISTING CROSS SLOPES

218

EASTBOUND CROSSOVER A

SCALE: 1:200

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

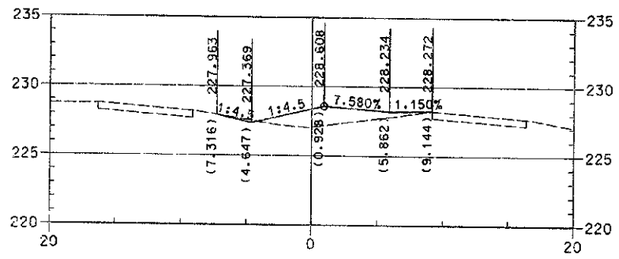
Cell Library: PEC-3D.CEL
Cell Name: PIKEP1

6-93
FORM NO. 2m

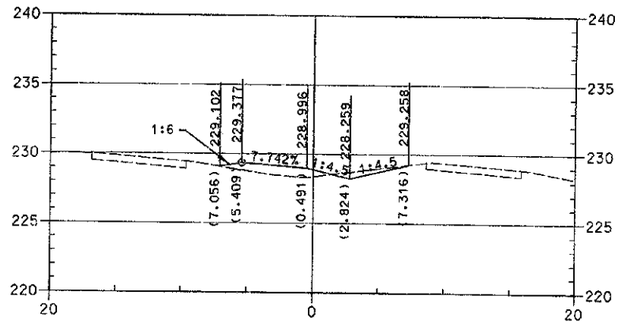
MOTOS-2.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		118	690

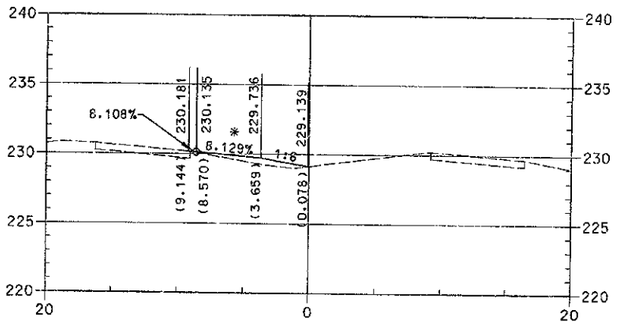
ITEM NO. 9-212.00



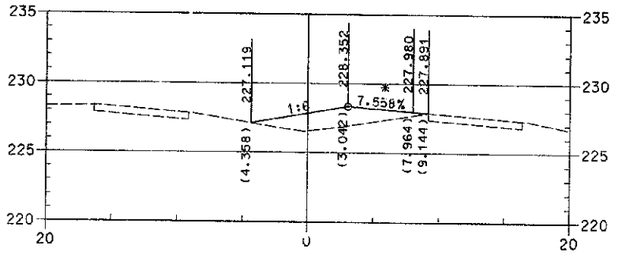
100+300



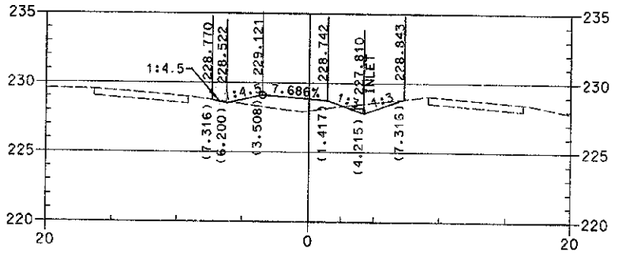
100+360



100+400



100+280



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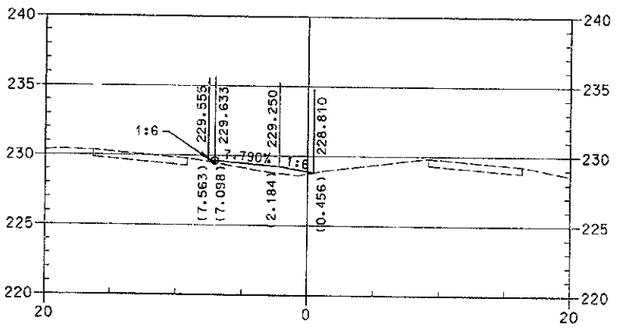
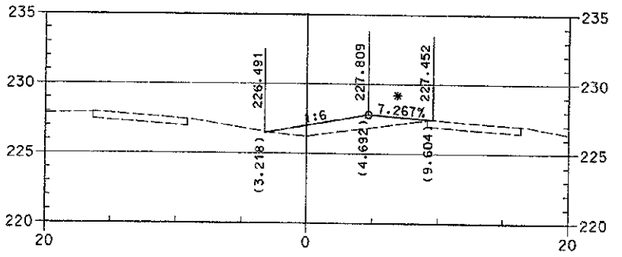
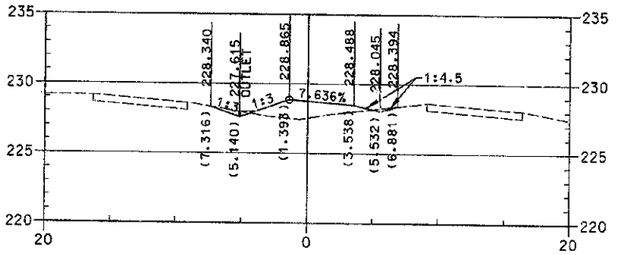


100+380



100+260



100+320

* MATCH EXISTING CROSS SLOPES

EASTBOUND CROSSOVER A

219

SCALE: 1:200

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

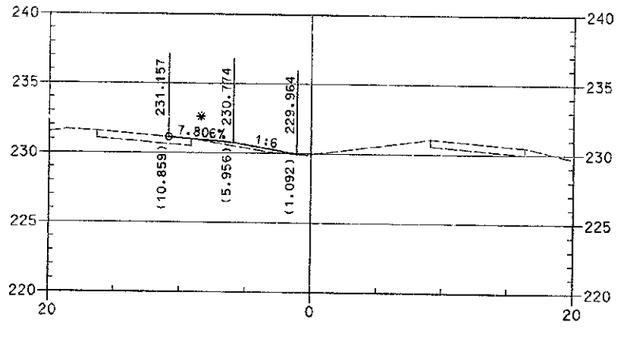
Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

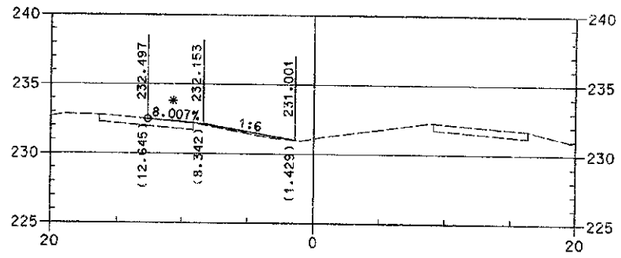
MOTCS-2.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		199	~~230~~ 227

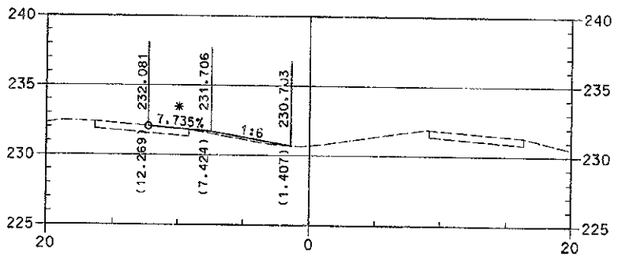
ITEM NO. 9-212.00



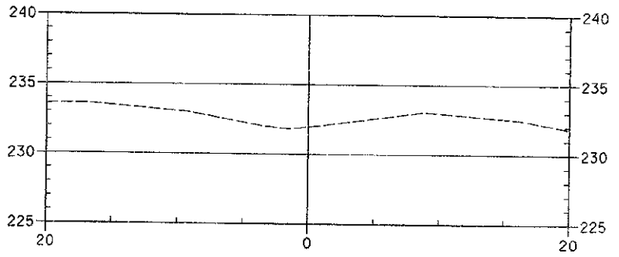
100+440



100+500



100+480



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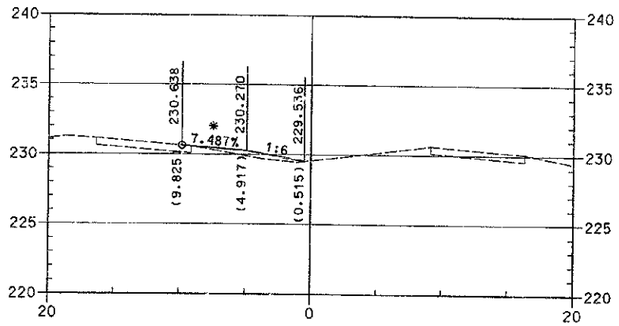

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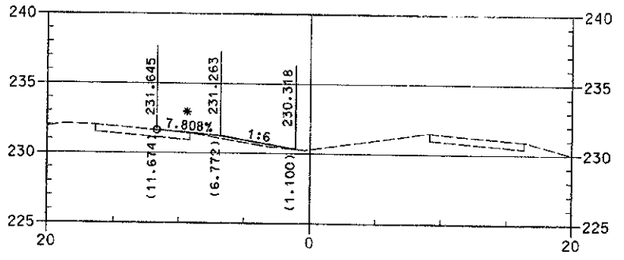
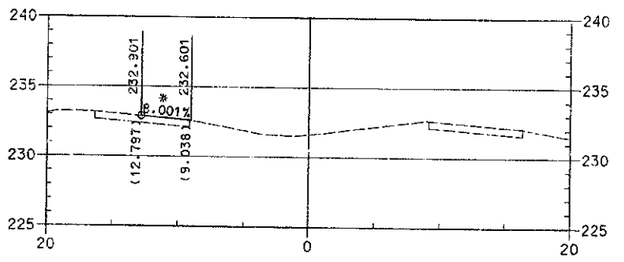


100+460



100+520

* MATCH EXISTING CROSS SLOPES

EASTBOUND CROSSOVER A

220

SCALE: 1:200

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

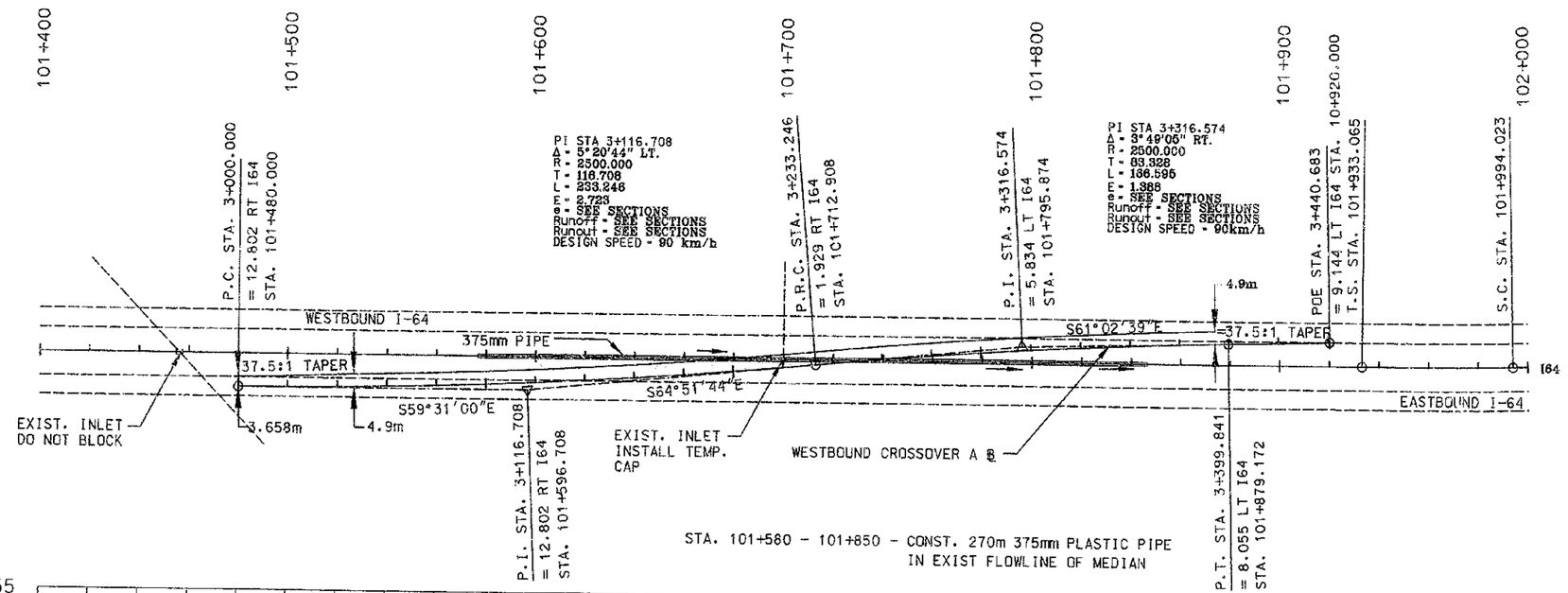
Cell Library: PEC-3D.CEL
Cell Name: PIKSPL

6-93
FORM NO. 2m

MOTGS-2.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		220	~~230~~ 227

ITEM NO. 9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cel. Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

CD-3.DGN

WESTBOUND CROSSOVER A

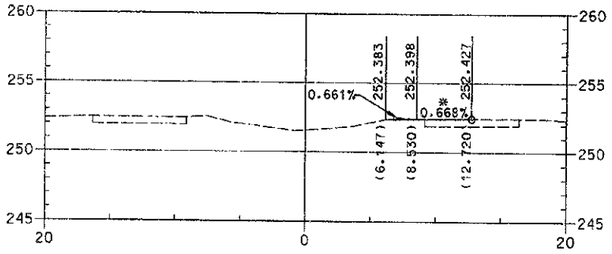
221

SCALE: 1:1000

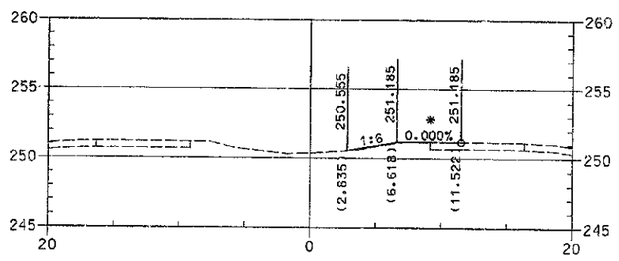
MAINTENANCE OF TRAFFIC

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		201	330

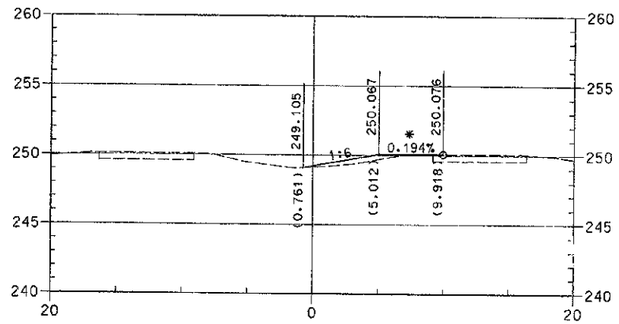
ITEM NO. 9-212.00



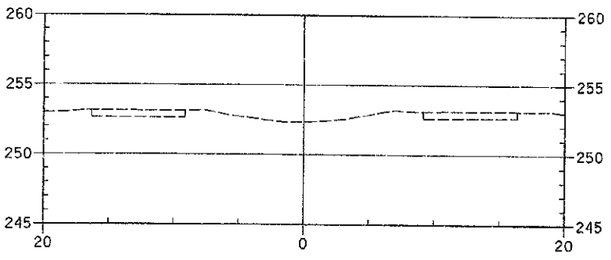
101+500



101+560

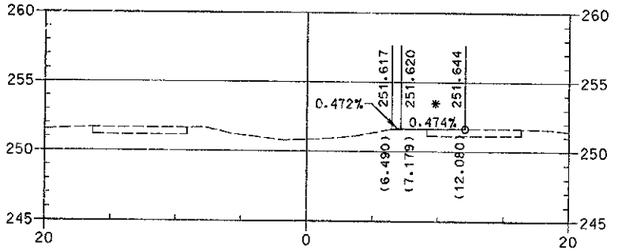


101+600

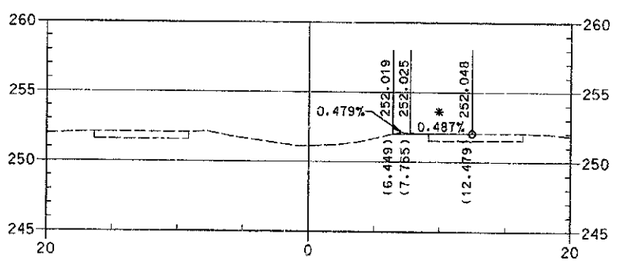


101+460

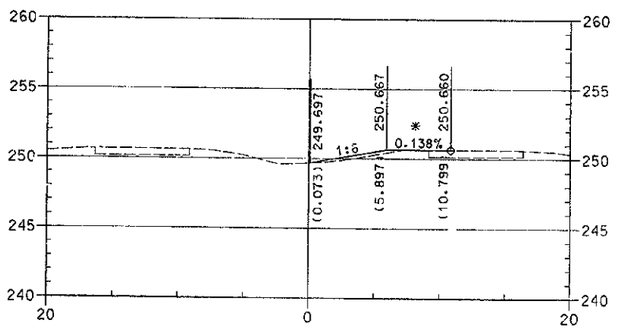
101+480



101+540



101+520



101+580

* MATCH EXISTING CROSS SLOPE

222

WESTBOUND CROSSOVER A

SCALE: 1:200

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

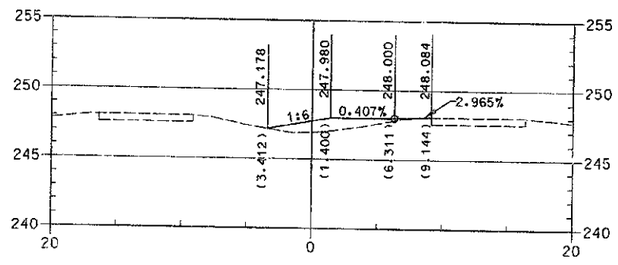
Cell Library: PEC-SD.CEL
Cell Name: PKEPL

6-93
FORM NO. 2m

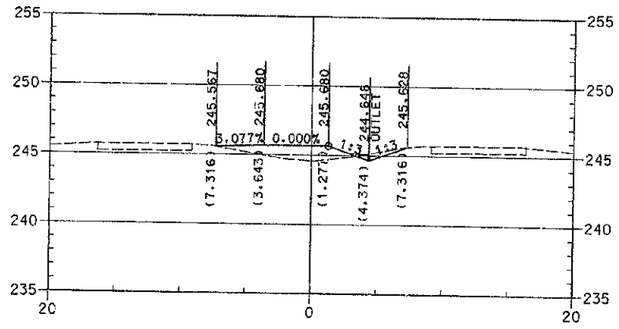
MOTCS-3.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		202	950 947

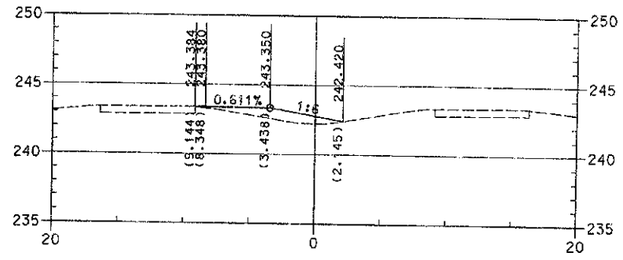
ITEM NO. 9-212.00



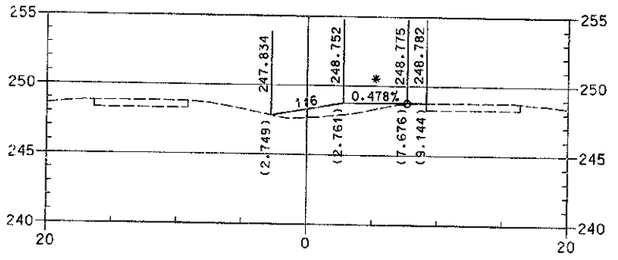
101+660



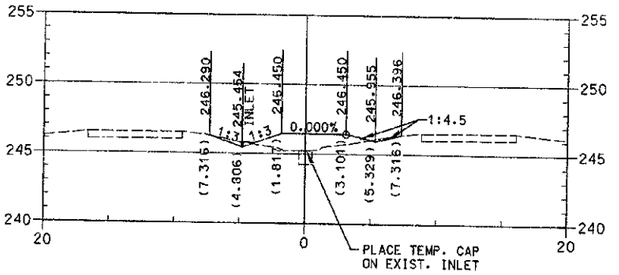
101+720



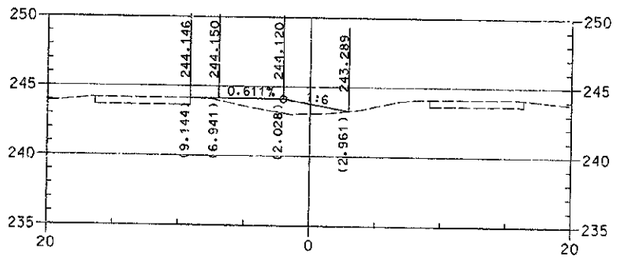
101+780



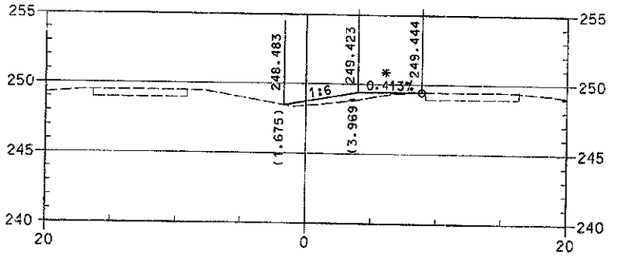
101+640



101+700



101+760



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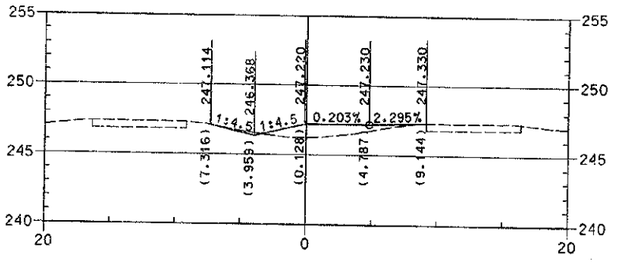
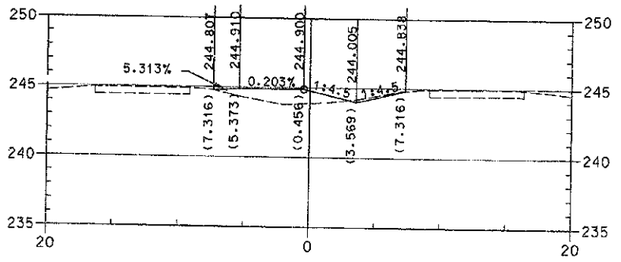


101+680



101+740

* MATCH EXISTING CROSS SLOPE

223

WESTBOUND CROSSOVER A

SCALE: 1:200

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

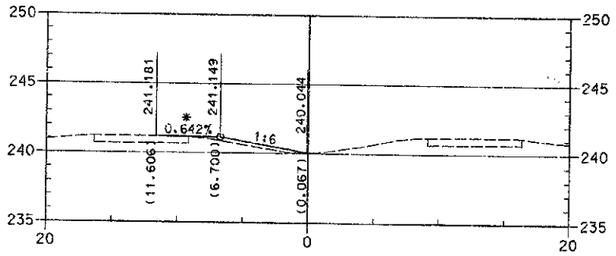
Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

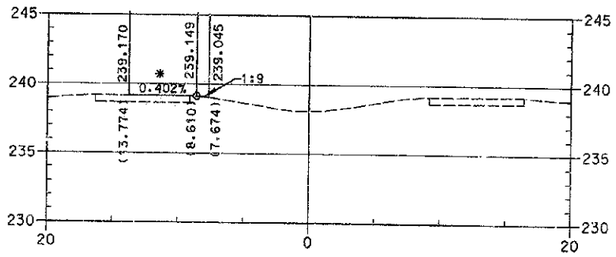
MOTCS-3.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		203	~~330~~ 297

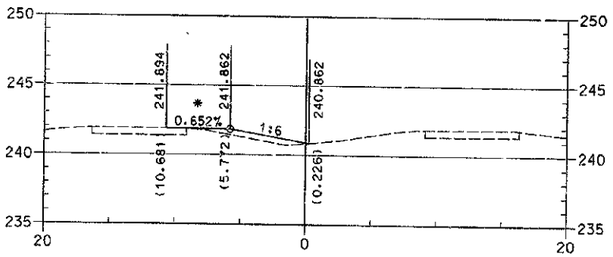
ITEM NO. 9-212.00



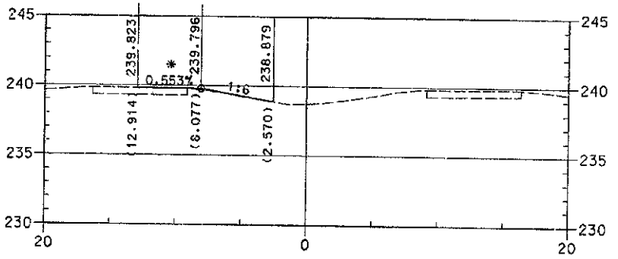
101+840



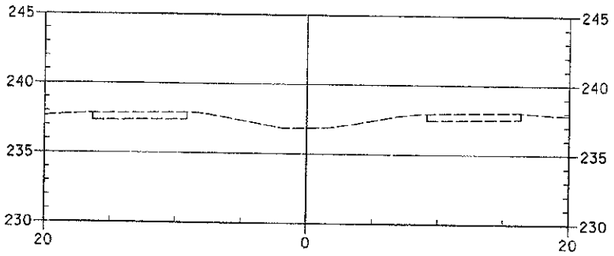
101+900



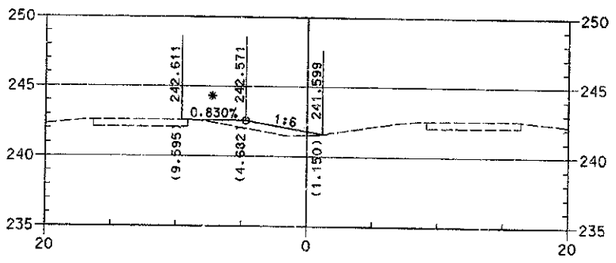
101+820



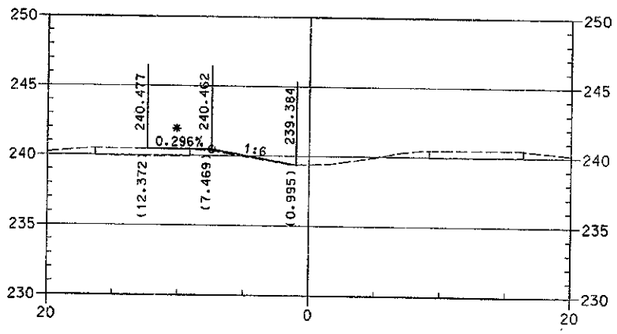
101+880



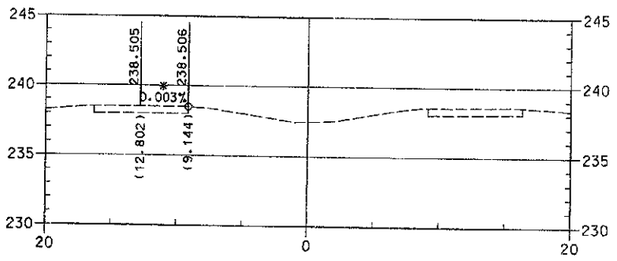
101+940



101+800



101+860



101+920

* MATCH EXISTING CROSS SLOPE

224

WESTBOUND CROSSOVER A

SCALE: 1:200

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

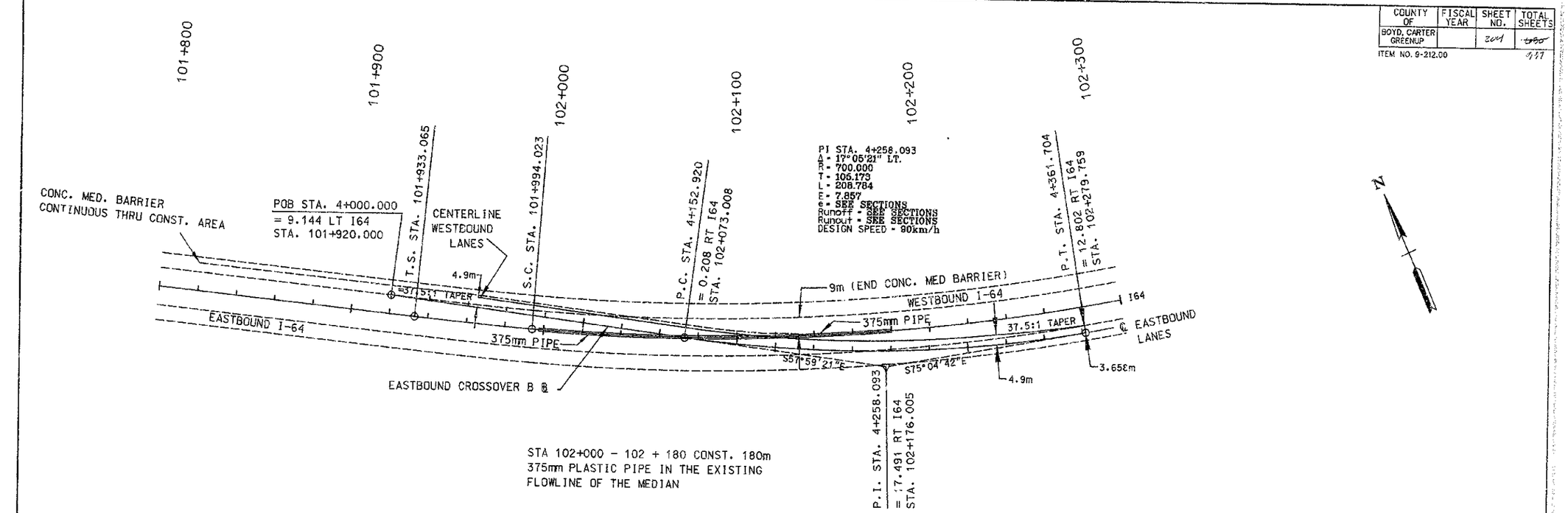
Cell Library: PRC-9D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

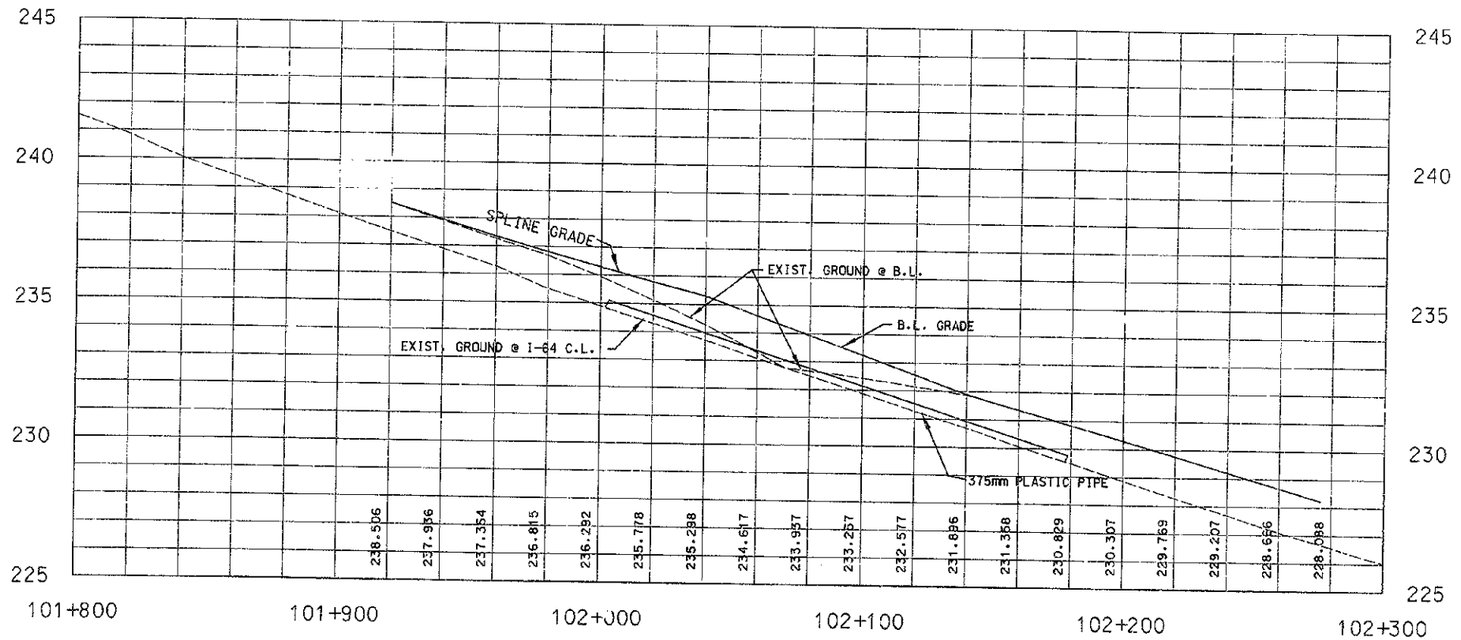
MBTC6-3.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		204	~~250~~ 227

ITEM NO. 9-212.00



TO BE SIGNED & MARKED IN ACCORDANCE
WITH KYDOT STD DWG "MEDIAN CROSSOVER CASE 2"



EASTBOUND CROSSOVER B

225

MAINTENANCE OF TRAFFIC

SCALE: 1:1000

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

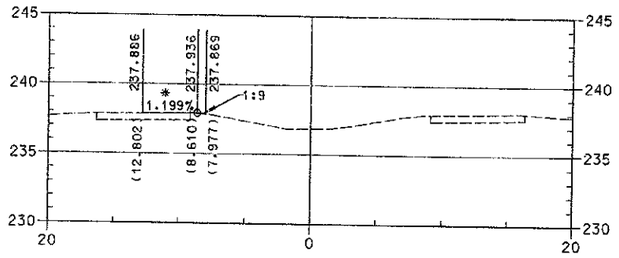
Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

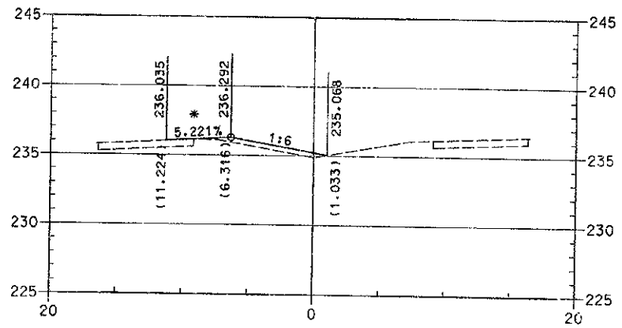
CD-4.06N

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		205	450

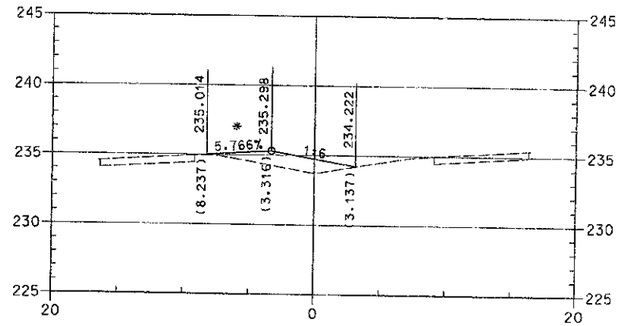
ITEM NO. 9-212.00



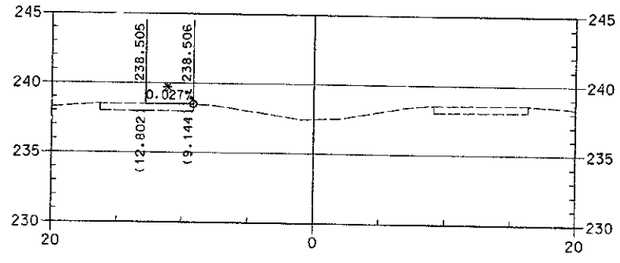
101+940



102+000



102+040



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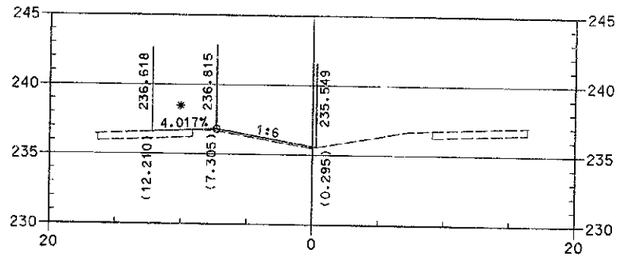
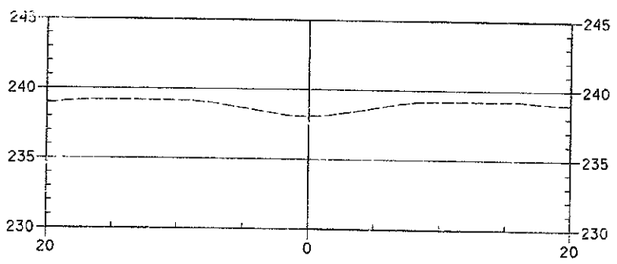
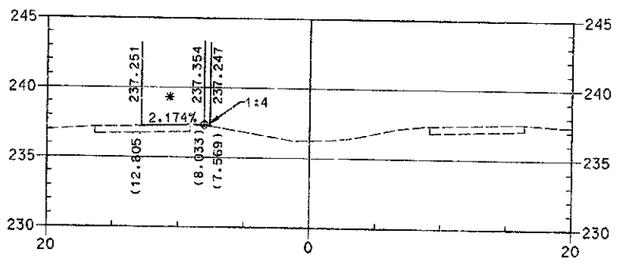


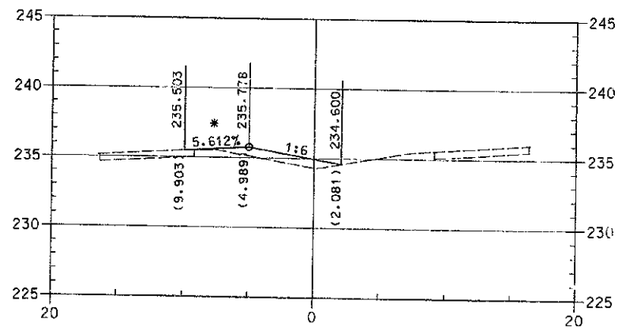
101+980



101+900



101+960



102+020

226

* MATCH EXISTING CROSS SLOPES

EASTBOUND CROSSOVER B

SCALE: 1:200

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

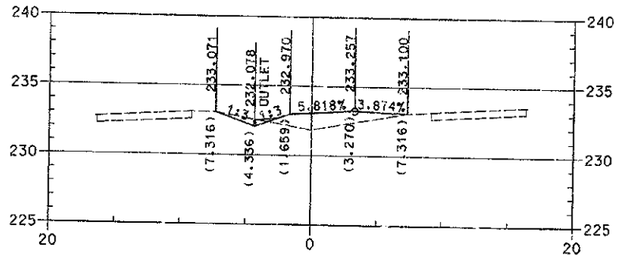
Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

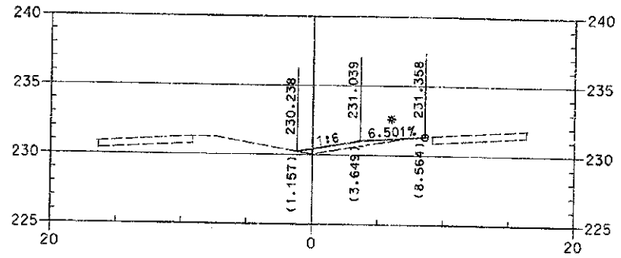
MOTCS-4.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		206	~~450~~ 447

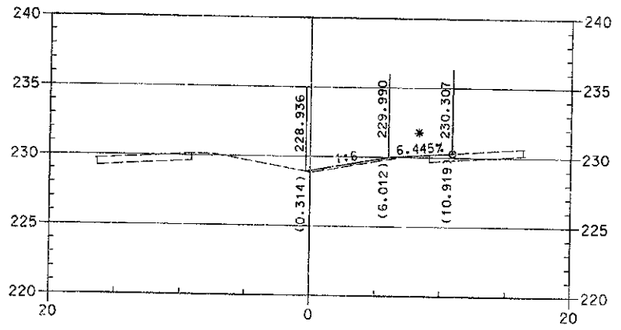
ITEM NO. 9-212.00



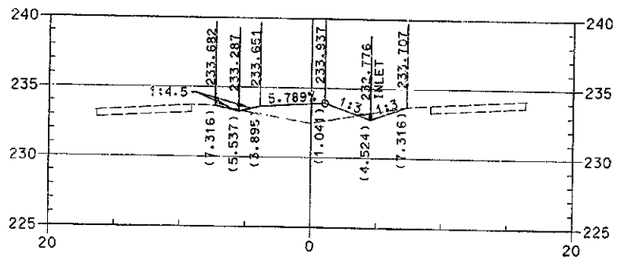
102+100



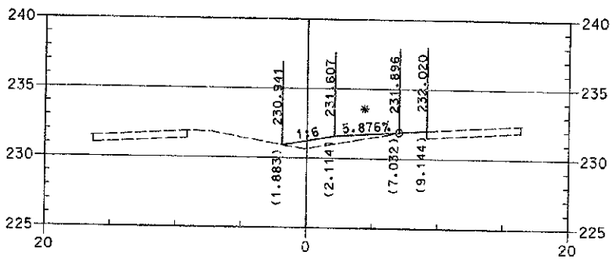
102+160



102+200



102+080



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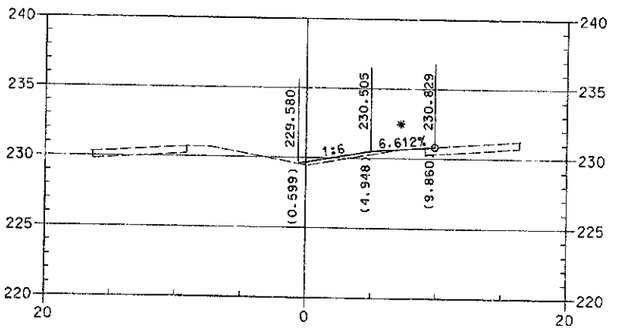
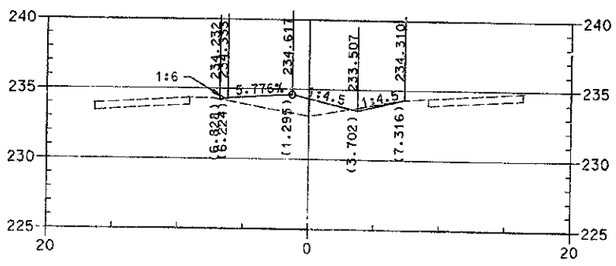
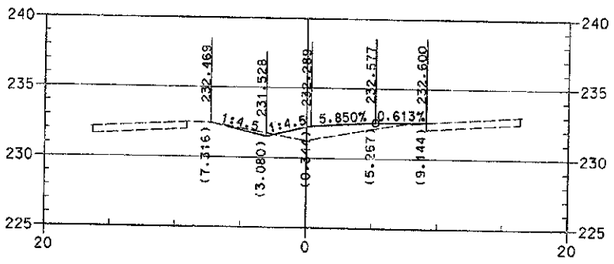


102+180



102+060



102+120

* MATCH EXISTING CROSS SLOPES

227

EASTBOUND CROSSOVER B

SCALE: 1:200

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

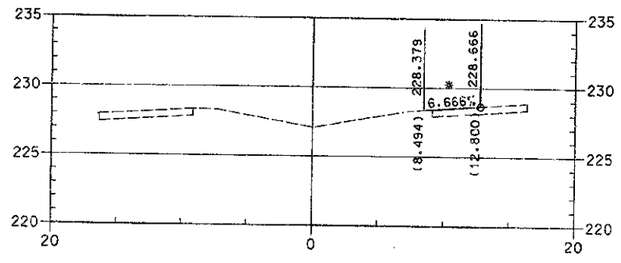
Cell Library: PRC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

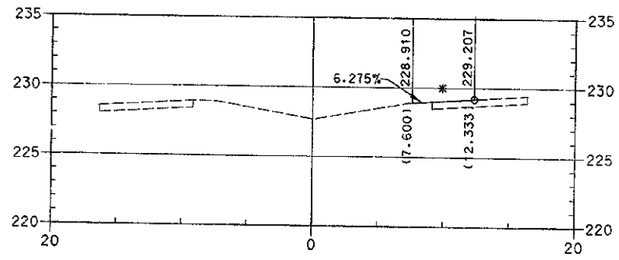
MOTCS-4.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		227	9??

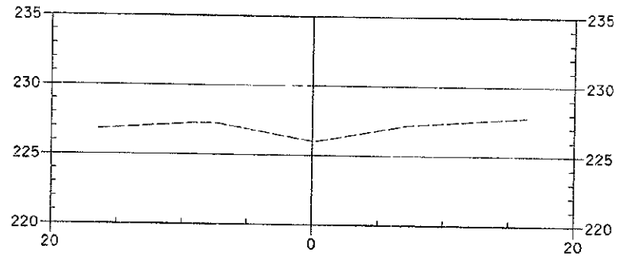
ITEM NO. 9-212.00



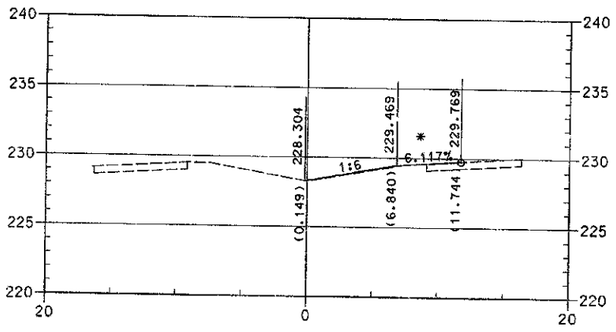
102+260



102+240



102+300



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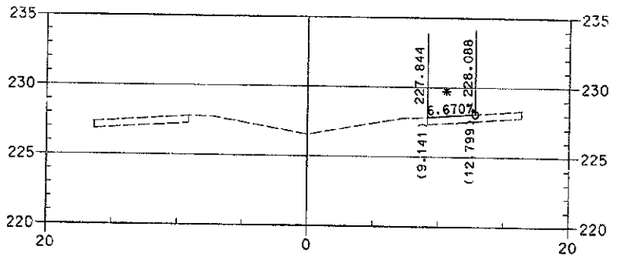


102+280

* MATCH EXISTING CROSS SLOPES

EASTBOUND CROSSOVER B

228

SCALE: 1:200

MAINTENANCE OF TRAFFIC SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: P&C-3D.CEL
Cell Name: PIKEPL

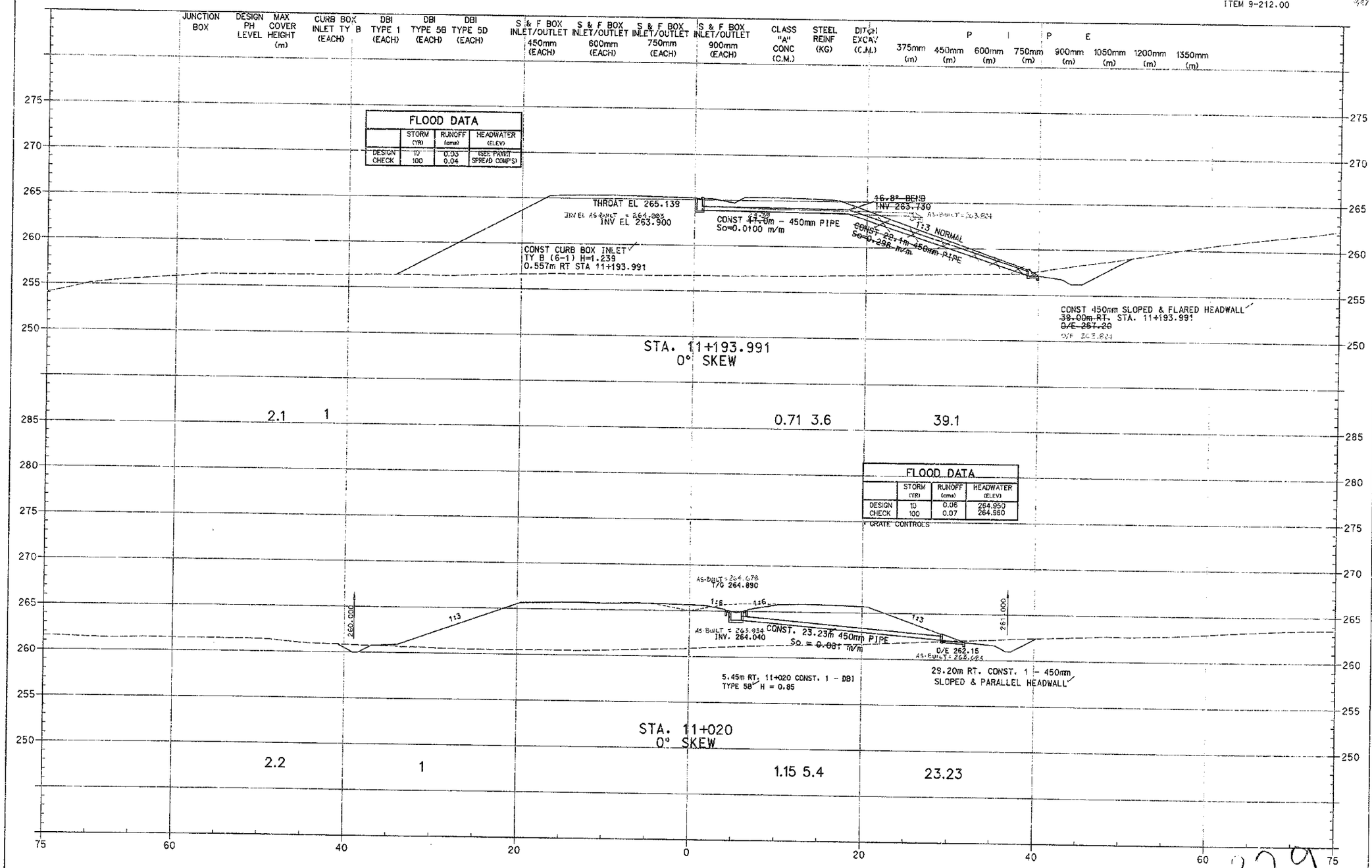
8-93
FORM NO. 2m

MOT05-4.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		208	~~1650~~ 487

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	P I P E 375mm (m)	450mm (m)	600mm (m)	750mm (m)	900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)
2.1	1										0.71	3.6	39.1								
2.2	1										1.15	5.4	23.23								



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

229

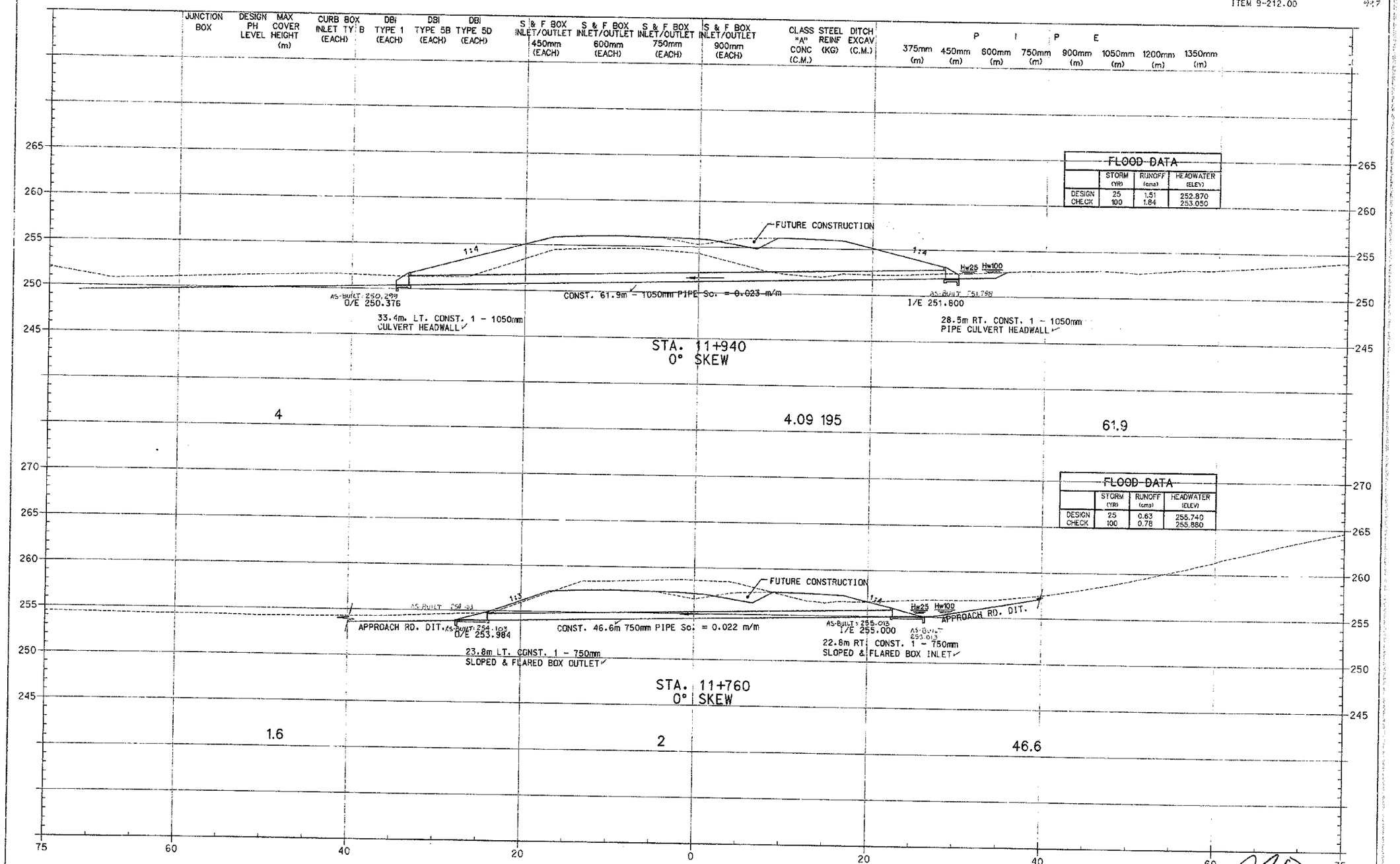
SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		209	695

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)



FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	1.51	252.870
CHECK	100	1.84	253.050

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.63	255.740
CHECK	100	0.78	255.880

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-GD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2n

PEPSHT.DGN

SCALE: 1:200

PIPE SHEET

230

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		20	450

ITEM 3-212.00

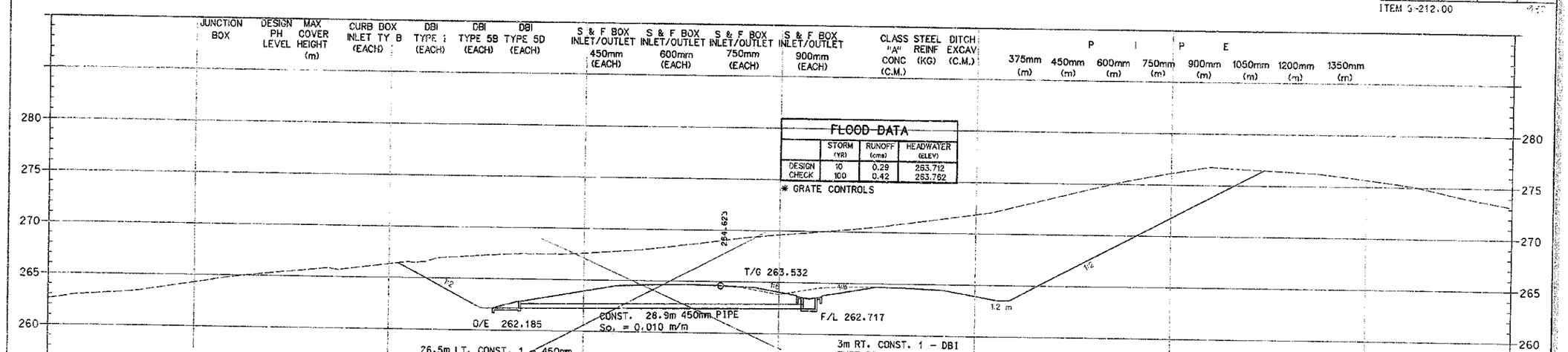
JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)
					1								

PIPE 375mm (m)	450mm (m)	600mm (m)	750mm (m)	900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)
			28.9				

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.29	263.712
CHECK	100	0.42	263.762

* GRATE CONTROLS



THIS PIPE DELETED AS DIRECTED BY ENGINEER

~~STA. 12+540~~

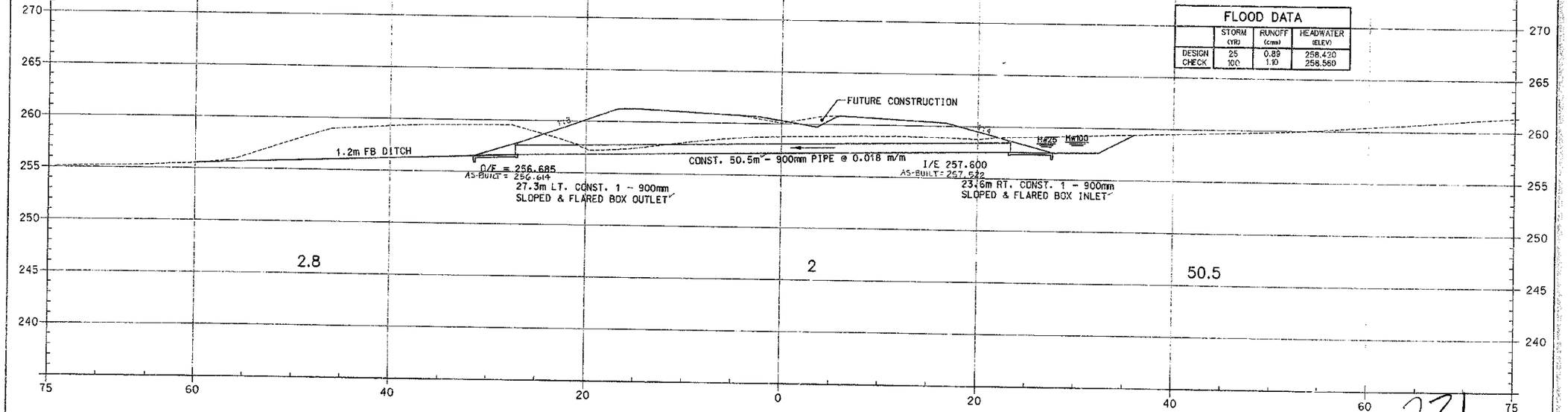
~~0° SKEW~~

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)
		1.7		1			1						

PIPE 375mm (m)	450mm (m)	600mm (m)	750mm (m)	900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.89	258.420
CHECK	100	1.10	258.560



STA. 12+328

0° SKEW

231

SCALE: 1:200

PIPE SHEET

PREPARED BY _____ DATE _____

CHECKED BY _____ DATE _____

APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEFL

5-93
FORM NO. 2m

PIPESHT.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		211	~~630~~ 497

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY 8 (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

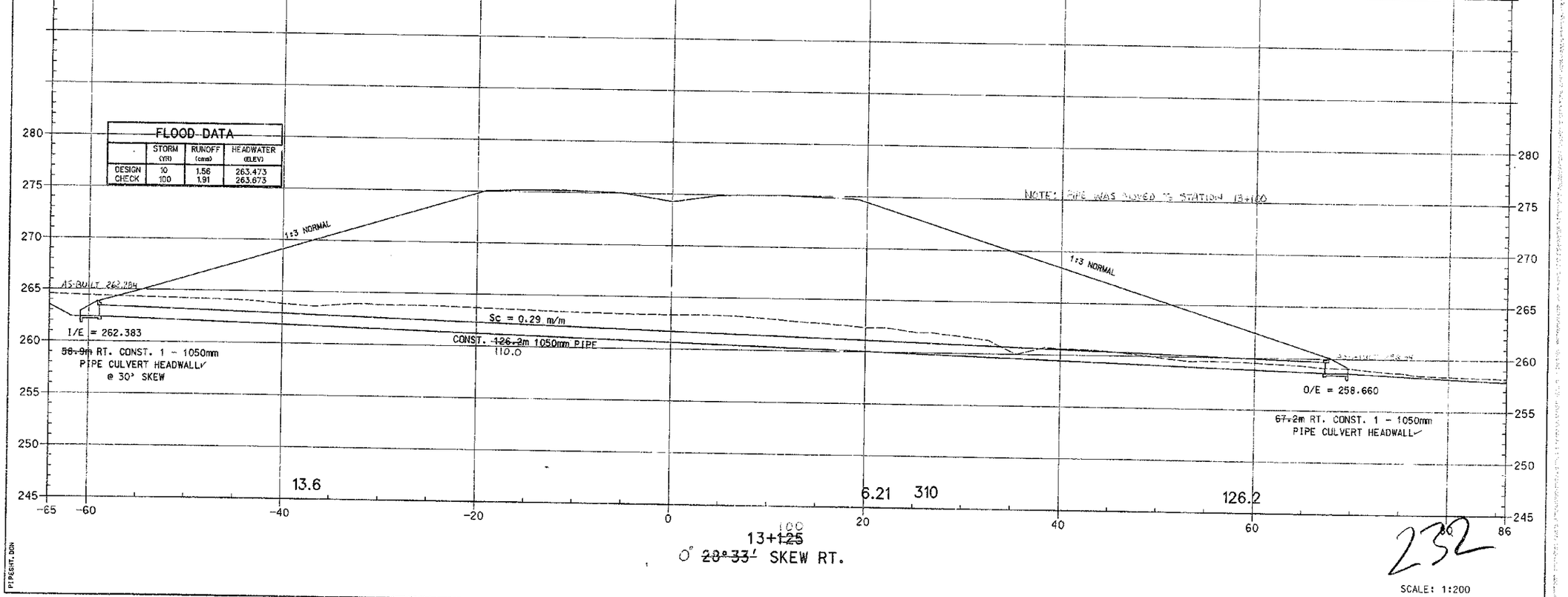
Cell Library: PSC-3D.CEL
Cell Name: FIXSPL

6-93
FORM NO. 2m

PIPESHT.DGN

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	1.56	263.473
CHECK	100	1.91	263.673



13+~~125~~

0° ~~28°33'~~ SKEW RT.

232

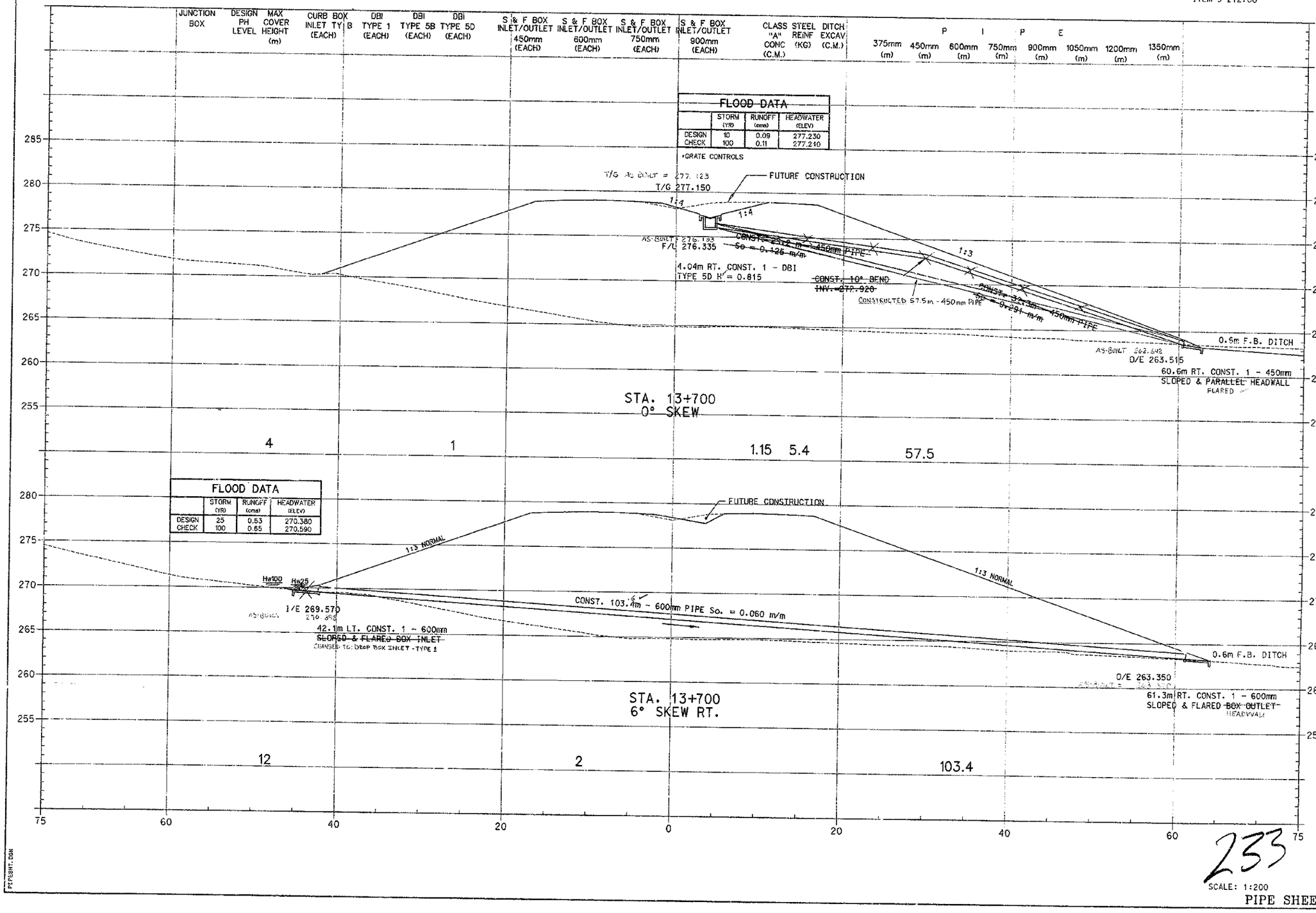
SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		212	450

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)
4				1						1.15	5.4		57.5								
12				2									103.4								



PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

8-93
FORM NO. 2m

PIPESHT.DGN

233

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2/3	~~630~~ 497

ITEM 9-212.00

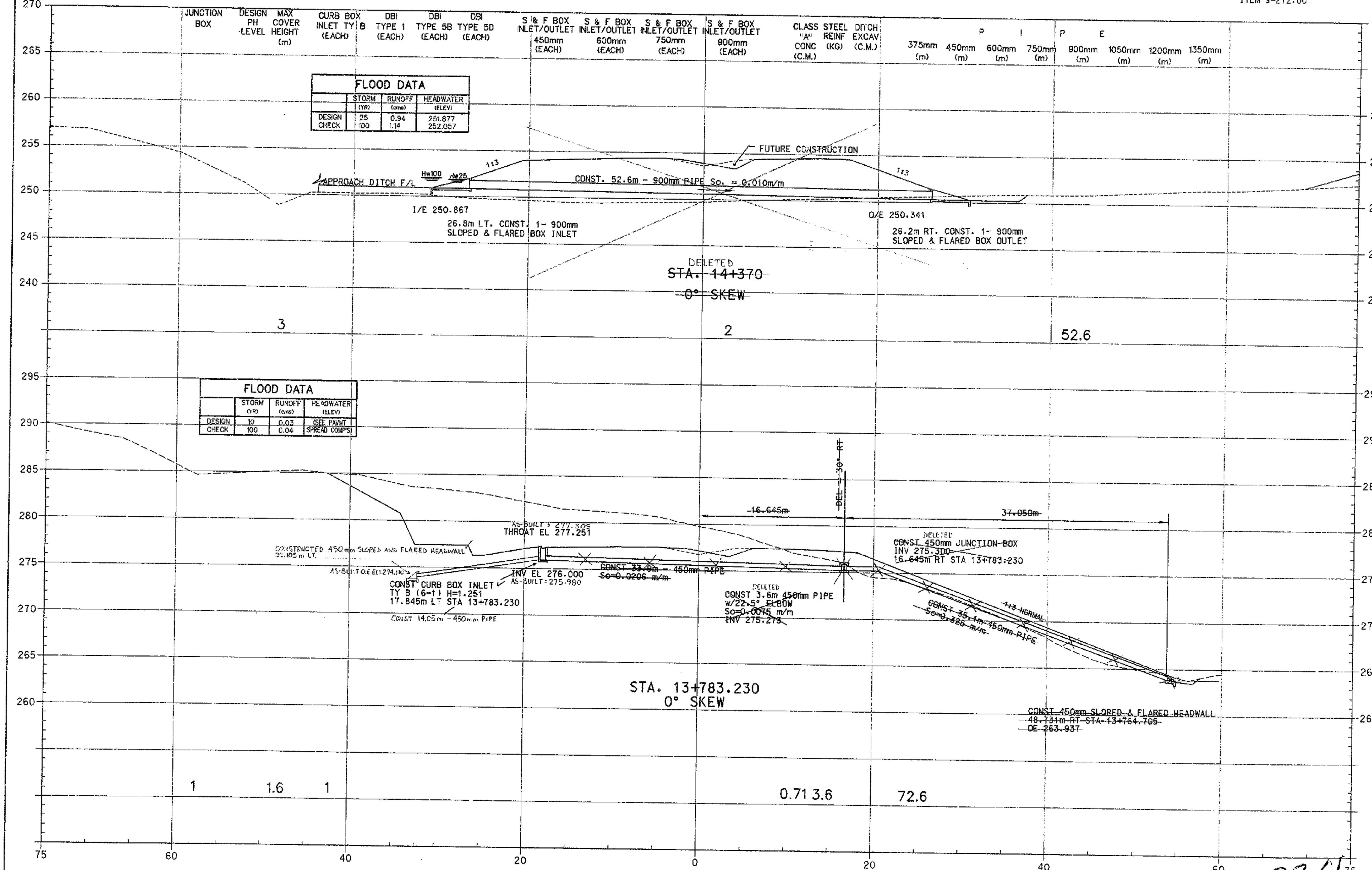
JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)
		3								2								52.6			
1		1.6	1								0.71	3.6			72.6						

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.94	251.877
CHECK	100	1.14	252.057

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.03	(SEE PAVMT
CHECK	100	0.04	SPREAD COMP'S)



PREPARED BY ——— DATE ———
CHECKED BY ——— DATE ———
APPROVED BY ——— DATE ———

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

234

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		214	~~630~~ 427

ITEM 9-212.00

TIE TO EXIST. DRAIN STA. 50+106

	50+120	50+100	50+080	50+060	50+040	50+020	50+000	49+980	49+960	49+940	49+920	49+900	49+880
		216.652	216.090	215.528	214.966	214.404							
							213.842	213.280	212.718	212.156	211.594	211.032	210.470

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	3.26	218.093
CHECK	100	4.04	218.423

FILL HGTHS 30m

	CLASS "A" CONC.	STEEL REINF	1350mm PIPE
	(CM)	KG	(m)
	5.98	264	216.3

1:3 NORMAL

FUTURE CONSTRUCTION

1:3 NORMAL

Hw25 Hw100

I/E 216.563

CONST. 211.40
CONST. ~~216.3~~m 1350mm PIPE So. = 0.028 m/m

STA. 50+096.7 CONST. 1-1350mm PIPE CULVERT HEADWALL

O/E 210.484

STA. 49+880.3 CONST. 1-1350mm PIPE CULVERT HEADWALL

50+150 50+140 50+120 50+100 50+080 50+060 50+040 50+020 50+000 49+980 49+960 49+940 49+920 49+900 49+880 49+860 49+850

STA. 14+652
8° SKEW LT.

235

SCALE: 1:400

PIPE SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-31.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		215	~~950~~ 957

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TYPE (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)
		1.6		1			2									42.8					
		3		1							1.15	5.4				26.8					

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.34	243.250
CHECK	100	0.41	243.330

STA. 14+900
0° SKEW

244.533
237.22
242.426
T/G 243.360
Hw100 Hw25
I/E 242.570
AS-BUILT 241.687
CONST. 23.3m - 600mm PIPE
So. = 0.014m/m
INV IN 242.244
INV OUT 242.219
AS-BUILT 241.310 241.332
CONST. 19.5m - 600mm PIPE
So. = 0.014m/m
D/E 241.946
20.9m LT. CONST. 1- 600mm
~~SLOPED & FLARED BOX INLET~~
DROP BOX INLET - TYPE 1
3m RT. CONST. 1 - DBI
TYPE 5B H= 1.141
23.1m LT. CONST. 1- 600mm
SLOPED & FLARED BOX OUTLET

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.20	243.175
CHECK	100	0.28	243.215

STA. 14+820
0° SKEW

241.700
234.79
PIPE CHANGED BY CT
PIPE INVERT 241.291
T/G 243.035
INV. 242.220
CONST. 28.6m - 450mm PIPE
So. = 0.154 m/m
238.000
D/E 238.100
3.528m RT. CONST. 1 - DBI
TYPE 5B H = 0.815
32.9m RT. CONST. 1 - 450mm
SLOPED & PARALLEL HEADWALL

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPI

6-93
FORM NO. 2m

P:\PERMIT.DGN

236

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		236	237

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)

P I P E	375mm (m)	450mm (m)	600mm (m)	750mm (m)	900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)

MATCHLINE

105 90 75

270 265 260 255 250 245

MATCHLINE

AS-BUILT F.G. 251.359

1:4 1:3

Hw25 Hw100

CONST. 77.5m 900mm PIPE So. = 0.023 m/m

O/E 251.137

45.6 LT. 1 - 900mm PIPE CULVERT HEADWALL

I/E 252.920

AS-BUILT F.G. 253.010

37.9m RT. CONST. 1 - 900mm SLOPED & FLARED BOX INLET PIPE CULVERT HEADWALL

9 1 1.65 83 77.3

75 60 40 20 0 20 40 60 75

STA. 49+920
APPROACH RD. STA. 11+803.819
0° SKEW

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV.)
DESIGN	25	0.87	253.730
CHECK	100	1.07	253.860

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIXEPL

6-93
FORM NO. 2m

PIPESHT.DGN

237

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		17	238

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)
		3.5						2									37.2				
		0.81						2									29.6				

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.37	253.977
CHECK	100	0.46	254.097

1:3 NORMAL

37.04m
~~37.2m~~ CONST. – 600mm PIPE So. = 0.048 m/m

1:3 NORMAL

Hw25 Hw100

O/E 251.610

21.1m LT. CONST. 1 – 600mm
SLOPED & FLARED BOX OUTLET

I/E 253.377

16.1m RT. CONST. 1 – 600mm
SLOPED & FLARED BOX INLET

STA. 49+620
APPROACH RD. STA. 12+000
35° SKEW LT.

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.75	254.751
CHECK	100	0.92	254.921

255.270

Hw25 Hw100

CONST. 29.6m – 750mm PIPE So = 0.03 m/m

O/E 253.013

20m LT. CONST. 1 – 750mm
SLOPED & FLARED BOX OUTLET

I/E 253.901

9.6m RT. CONST. 1 – 750mm
SLOPED & FLARED BOX INLET

THIS PIPE DELETED AS DIRECTED BY ENGINEER
~~STA. 49+036~~
~~APPROACH RD. STA. 12+000~~
~~8° SKEW RT.~~

255
250
245
265
260
255
250
245
75 60 40 20 0 20 40 60 75

238

SCALE: 1:200

PIPE SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2/3	6450 347

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)
		2								2								28.9			
		5																4.99	225		68.8

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV.)
DESIGN	25	1.01	254.102
CHECK	100	1.23	254.252

CHANGED TO DROP BOX INLET-TYPE 2

Hw100 Hw25

1:4

AS-BUILT = 253.333 F/L
I/E 253.202

CONST. 28.9m - 900mm PIPE So. = 0.033 m/m

11.3m LT. ~~CONST. 1 - 900mm S & F BOX INLET~~

AS-BUILT = 252.614
O/E 252.240

M.L. DITCH

17.6m RT. CONST. 1 - 900mm S & F BOX OUTLET

STA. 50+040
APPROACH RD. STA. 12+000
0° SKEW

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV.)
DESIGN	25	2.36	249.793
CHECK	100	2.90	250.063

1:4 1:10

CONST. 68.8m - 1200mm PIPE So. = 0.019 m/m

Hw25 Hw100

As Built = 242.913
O/E 247.150

I/E 248.463

28.7m LT. CONST. 1 - 1200mm PIPE CULVERT HEADWALL

40.5m RT. CONST. 1 - 1200mm PIPE CULVERT HEADWALL

STA. 49+880
APPROACH RD. STA. 12+000
0° SKEW

239

SCALE: 1:200

PIPE SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

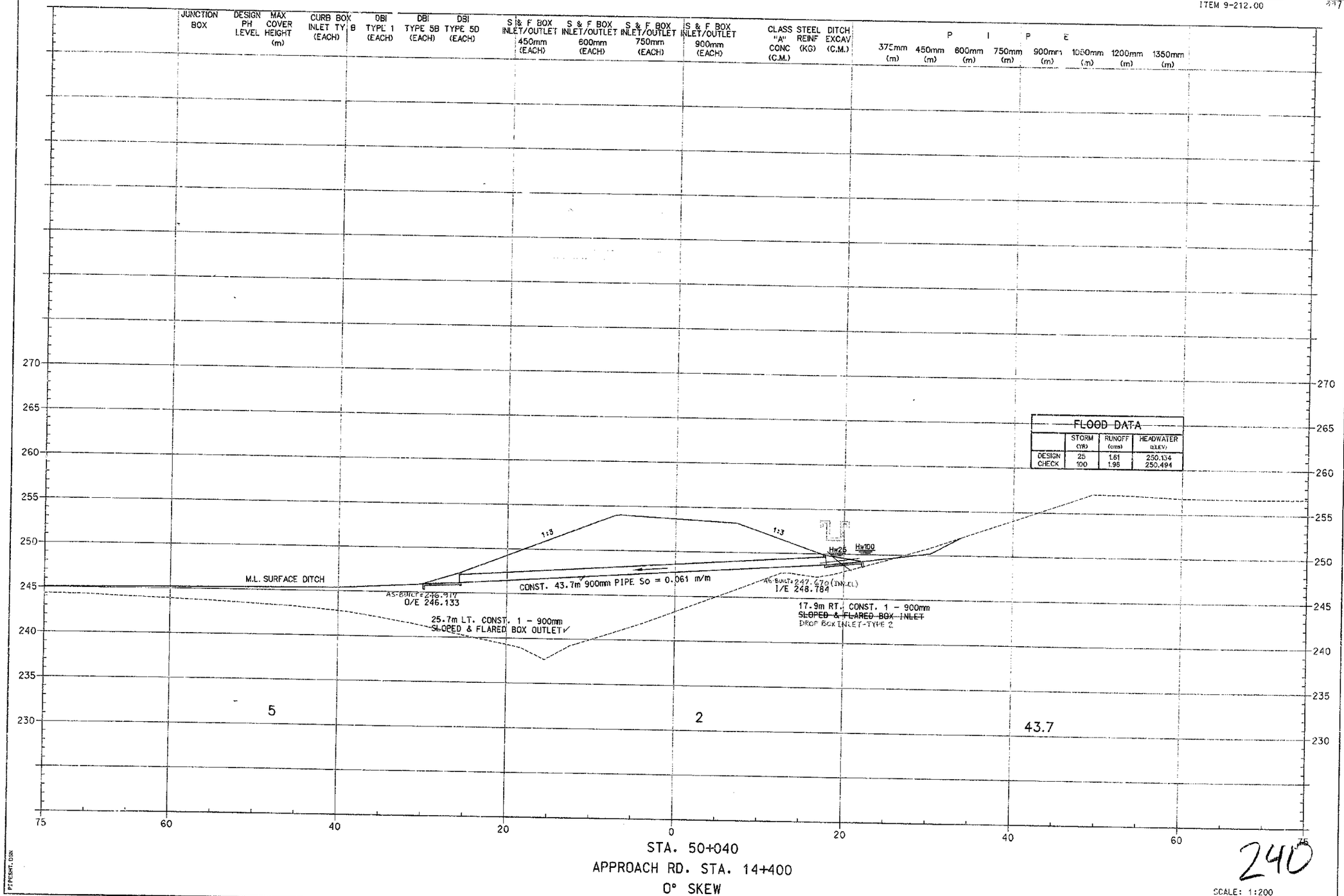
6-93
FORM NO. 2m

PIPESHT.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		219	~~238~~ 237

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)



FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV.)
DESIGN	25	1.61	250.134
CHECK	100	1.96	250.494

STA. 50+040
APPROACH RD. STA. 14+400
0° SKEW

240

SCALE: 1:200

PIPE SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		220	~~230~~ 237

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE I (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.16	226.374
CHECK	100	0.19	226.404

DO NOT DISTURB

EX. I/E = 226.044
AS-BUILT = 226.32

So = 0.107
69.816m EXISTING 600mm RCP

NOTE: EXTENDED EXISTING PIPE WITH 3.6m OF 600mm PIPE, REMOVED EXISTING HEADWALL AND CONSTRUCTED 600mm SLOPE AND FLARED BOX INLET AS DIRECTED BY ENGINEER.

DO NOT DISTURB

EX. O/E = 218.616

I-64 100+335
0° SKEW

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.13	227.140
CHECK	100	0.19	227.170

*GRATE CONTROLS

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.06	255.942
CHECK	100	0.08	255.962

*GRATE CONTROLS

AS-BUILTS
TG=227.0
INV=225.479
TG=227.020
INV=225.860

T/G 225.882

27.00 m LT. CONST. 1 - DBI TYPE I H = 1.16m

CONST. 2-28 m 450 mm
So = 0.050 m/m

REMOVE EXIST DROP BOX

So = 0.050 m/m
25.19 m EXISTING 450 mm RCP

INV. 224.706
EXISTING DBI

So = 0.155 m/m
32.58 m EXISTING 450 mm RCP PIPE

EX. O/E = 219.713

2.0 1 2.28

I-64 100+246.9
14°38'59" SKEW RT.

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-9D.CEL
Cell Name: PIKEP1

6-93
FORM NO. 2m

PIPESHT.DGN

241

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		221	~~230~~ 237

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	1.60	233.120
CHECK	100	1.96	233.330

FUTURE CONSTRUCTION

1:4 NORMAL

Hw100 Hw25

AS-BUILT 233.37 F.G.

I/E 232.000

50.2m LT. CONST. 1 - 1050mm PIPE CULVERT HEADWALL

3.5

CONST. ~~77.4m~~ - 1050mm PIPE So. = 0.020 m/m

69.8

GR

I-64 STA. 100+650
10° SKEW RT.

O/E 230.452

AS-BUILT 232.67

27.2m RT. CONST. 1 - 1050mm PIPE CULVERT HEADWALL

4.09 195

77.4

~~INLET NOT FOUND~~ (LOCATED)

CONSTRUCTED 1 SLOPE & FLARED BOX INLET -600mm

REMOVED EXIST. HEADWALL

ASSUMED EX I/E 234.4

AS-BUILT 232.67

56m - EXIST. 600 mm RCP

So = 0.13 m/m

APPROX 6.10 m OF 750 mm PIPE & 1 SLOPED & FLARED HEADWALL

I-64 100+638.121
10°30'00 ' RT.

AS-BUILT 230.12

EX. O/E = 226.928

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.58	226.700
CHECK	100	0.70	226.880

T/G = 230.083

AS BUILT T/G: 229.64 I/E = ~~227.918~~

Hw25

1:4

1:2

INV = 229.173

40.6m LT CONST. 1 - 600mm ~~SLOPED & FLARED HEADWALL~~ DROP BOX INLET -TYPE 1

CONST. ~~5.7m~~ -600mm PIPE So = 0.103

REMOVE EXIST. HEADWALL

So = 0.103

75.122m EXISTING 600mm RCP

2

1.03 3.6

5.7

EX. O/E = 219.550

I-64 100+452.200
0° SKEW RT.

242

SCALE: 1:200

PIPE SHEET

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPEHT.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		222	490 277

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)
				1									

PIPE 375mm (m)	450mm (m)	600mm (m)	750mm (m)	900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)
			14.28				

FLOOD DATA	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.11	238.490
CHECK	100	0.16	236.520

*GRATE CONTROLS

AS-BUILT 236.24

TG=236.4

F/L=235.669

AS-BUILT 235.51

0.53m LT. CONST. 1-DBI TYPE 5B H=0.731

CONST. 14.28m 375mm PIPE So = 0.044 m/m

TO EXISTING DBI STA. 100+732

I-64 STA. 100+747

0° SKEW.

FLOOD DATA	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.33	237.020
CHECK	100	0.46	237.060

*GRATE CONTROLS

MATCH LINE

1:3 NORMAL

RELOCATED & REALIGNED

O/E = 227.900

So = 0.036

226.869

87.48m RT. CONST. 1 - 600mm SLOPED & FLARED HEADWALL (64.36m RT. I-64 STA. 100 + 781.450)

Δ = 50° 53' 26" LT

375mm

CRASH CUSHION

CAP EXIST. DBI (USE AS JUNCTION BOX)

TG=236.790

TG = 235.905

INV = 235.030

1:2

1:20

INV = 235.693 EXISTING DBI

57.213m EXISTING 600mm RCP So = 0.104

SEE NOTE BELOW

RELOCATED & REALIGNED

42.66

CONST. 55.9m 600mm PIPE So = 0.032 m/m

REMOVE EXISTING HEADWALL

EXIST. & PROP. INV. = 229.773

31.58m RT CONST. 1 - 600mm JUNCTION BOX

I-64 STA. 100+732

1° 42'04" SKEW LT. 1.03 3.6

55.9

Note: [illegible] pipe removed to tie in to junction box [illegible] see plan sheet [illegible]

PREPARED BY _____ DATE _____

CHECKED BY _____ DATE _____

APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

243

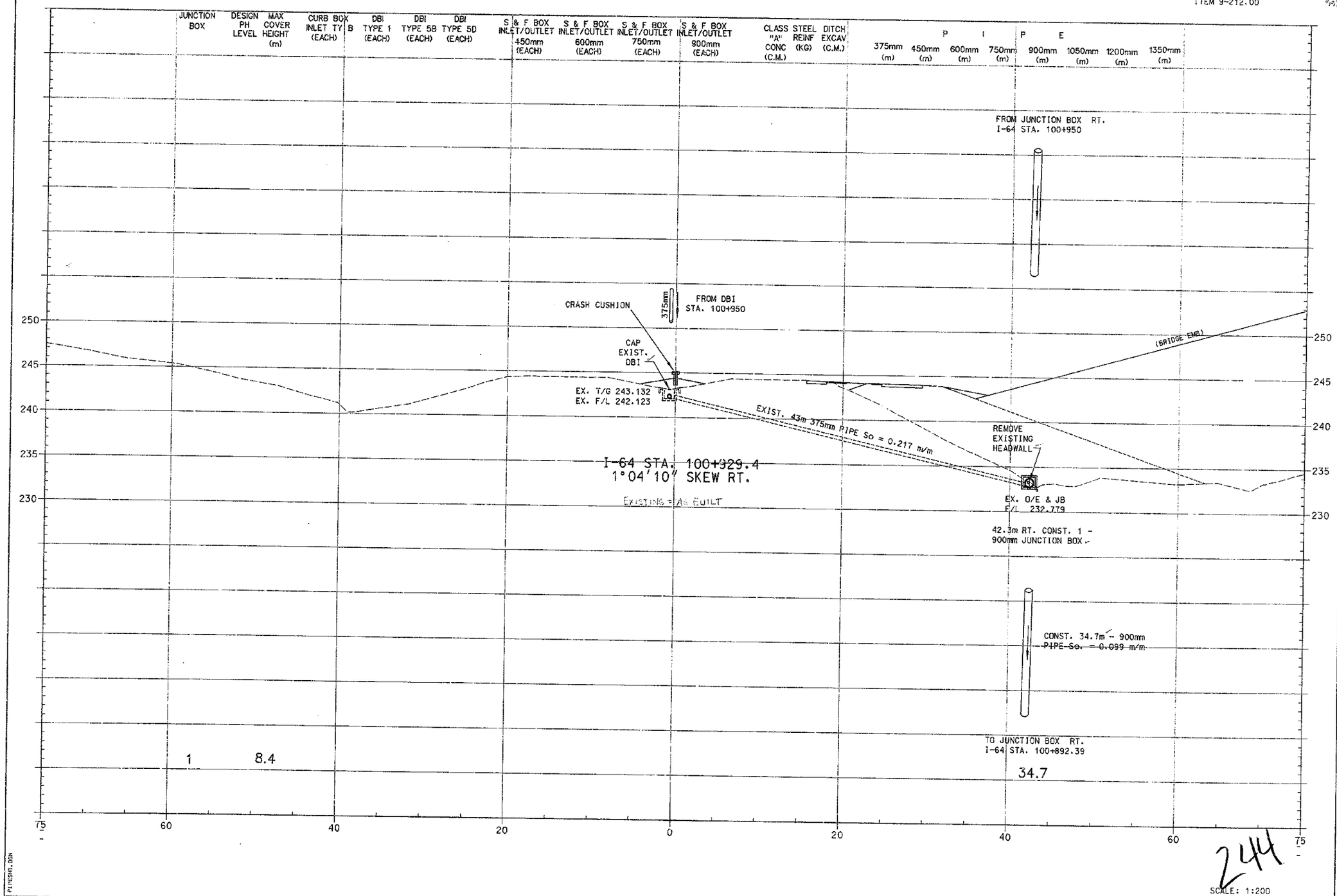
SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		223	~~235~~ 247

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)
1		8.4																34.7			



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEFL

6-93
FORM NO. 2m

PIPESHT.DGN

244

SCALE: 1:200

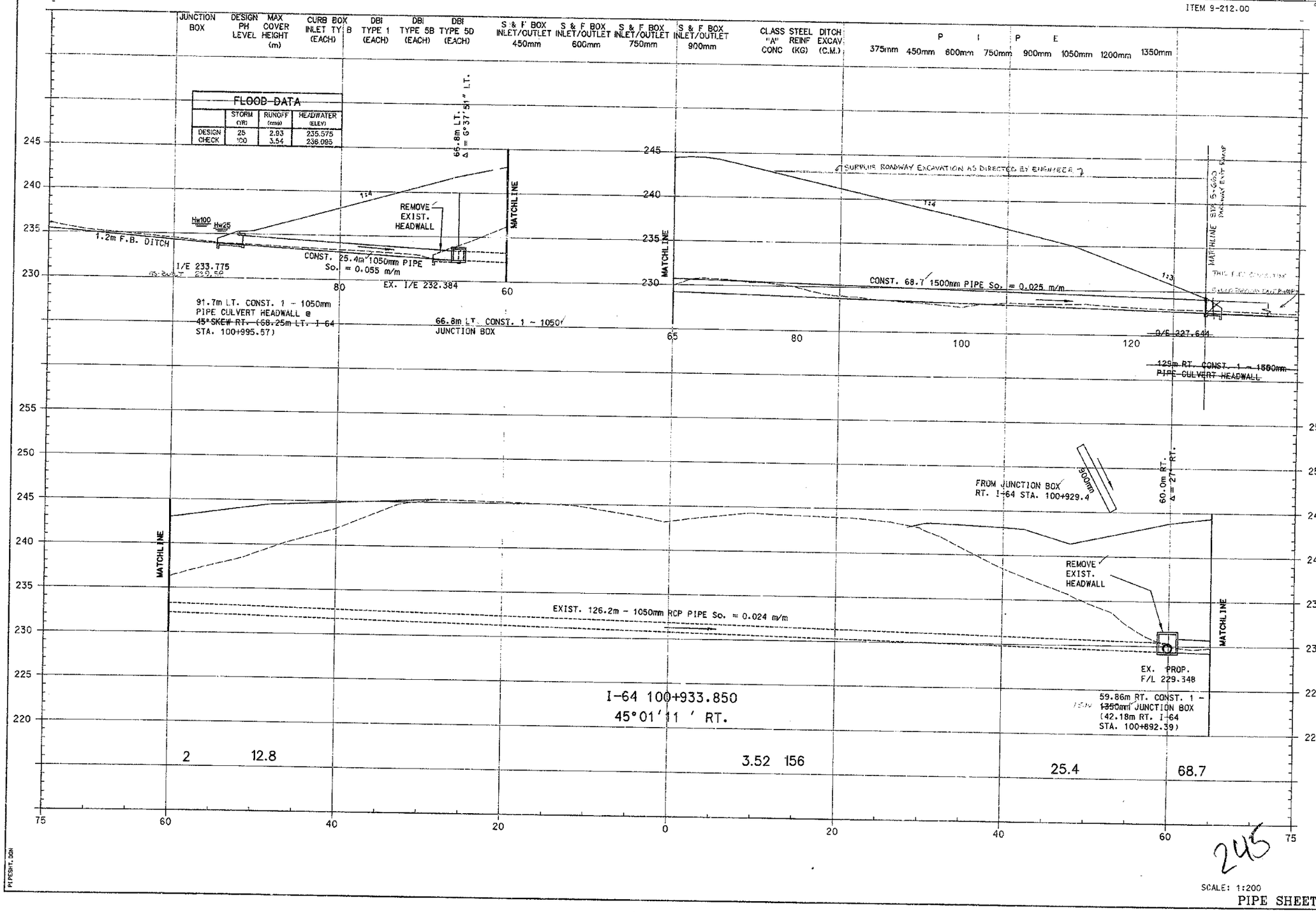
PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		224	439 947

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TYPE B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm	S & F BOX INLET/OUTLET 600mm	S & F BOX INLET/OUTLET 750mm	S & F BOX INLET/OUTLET 900mm	CLASS "A" CONC	STEEL REINF (KG)	DITCH EXCAV (C.M.)	P I P E 375mm	450mm	600mm	750mm	900mm	1050mm	1200mm	1350mm

FLOOD DATA	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	2.93	235.575
CHECK	100	3.54	238.095



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: FEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

245

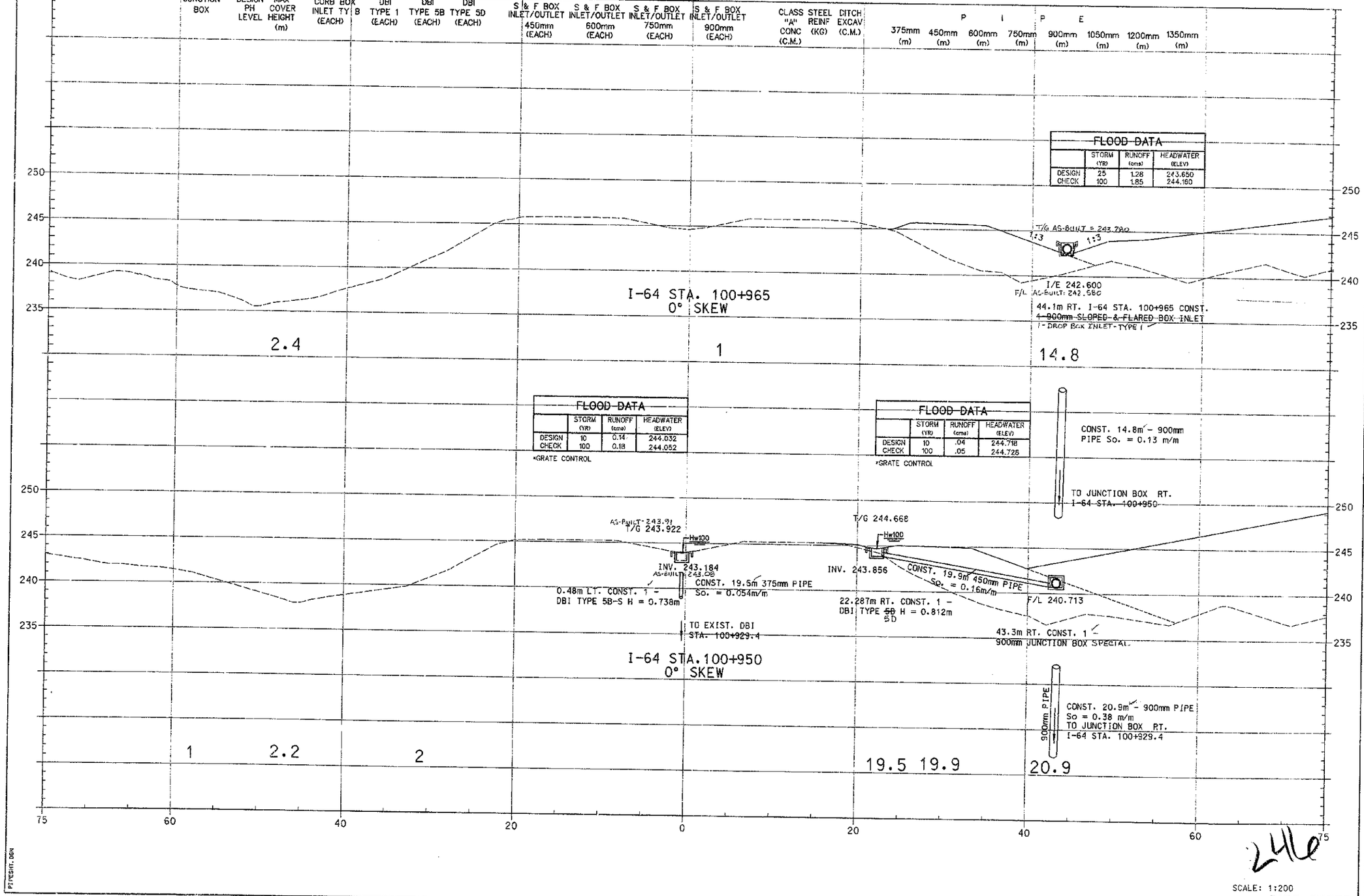
SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		225	~~436~~ 397

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	P I P E 375mm (m)	450mm (m)	600mm (m)	750mm (m)	900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)



246

SCALE: 1:200

PIPE SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		226	~~450~~ 247

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.11	251.372
CHECK	100	0.15	251.402

* GRATE CONTROLS

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.05	0.06
CHECK	100	0.05	0.06

* GRATE CONTROLS

441.303m RT. = STA. 6+289.130 EXIT RAMP
ELEV. 252.544

51.3m LT. CONST. 1 - 450 mm JUNCTION BOX ✓

EX. T/G 251.282

EX. T/G 251.578

EX. F/L 249.534

EX. F/L 250.499

EXIST. 450mm PIPE So. = 0.103 m/m

REMOVE EXIST. HEADWALL

EX. & PROP. INV 244.354

450mm

CONST. 103.5m 450mm ✓
PIPE So. = 0.039 m/m

TO OUTLET LT.
STA. 101+040

1 4.5

I-64 STA. 101+167.735
30° 15' 31" LT.

103.5

450mm

1:4

O/E 240.340
As-Built: 240.33

59.3m. LT. CONST. 1 - 450mm
SLOPED & PARALLEL HEADWALL ✓

1.15 5.4

I-64 STA. 101+040
0° SKEW

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

5-93
FORM NO. 2m

PIPESHT.DGN

247

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		227	693

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV. (C.M.)

PIPE 375mm (m)	450mm (m)	600mm (m)	750mm (m)	900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	1.98	241.113
CHECK	100	2.42	241.333

MATCH LINE

Hw25 Hw100

CONST. 15.2m – 1200mm PIPE
So. = 0.043 m/m

I/E 239.733 AS-BUILT 239.848

66.9m RT. CONST. 1 – 1200mm PIPE
CULVERT HEADWALL @ 45° SKEW RT.

1:3 NORMAL

REMOVE EXIST. HEADWALL

MATCH LINE

108.5m EXISTING 1200mm CMP PIPE So. = 0.0062 m/m

EX. O/E 238.411

EX. I/E 239.079

52.2m RT. CONST. 1 – 1200mm
INTERMEDIATE ANCHOR

5.55 256.5
5.67 FOR ANCHOR

15.2

I-64 STA. 101+639.617
44°41'29" SKEW RT.

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.37	252.580
CHECK	100	0.53	252.650

*GRATE CONTROLS

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.07	252.204
CHECK	100	0.10	252.224

*GRATE CONTROLS

EX. T/G 252.350

EX T/G 252.134

REMOVE EXISTING HEADWALL

45.6m RT. CONST. 1 – 600mm
SLOPED & FLARED BOX CUTLET

35.24m EXISTING 600mm RCP So = .0130 m/m

EX. F/L 251.372

40.56m EXISTING 600mm RCP So = .0182 m/m

EX. O/E 250.175

O/E 250.297

EX F/L 250.913

CONST. 4.72m 600mm PIPE
So = 0.0102

EXISTING AS BUILTS

NO CONSTRUCTION AT THIS STATION
I-64 STA. 101+456.9
46°02'00" SKEW LT.

4.72

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		238	~~250~~

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV. (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.85	241.590
CHECK	100	1.02	241.720

I/E = 240.650
AS-BUILT = 240.630
9.2m LT. CONST. 1 - 900mm SLOPED & FLARED BOX INLET

CONST. 17.4m - 900mm PIPE So = 0.010 m/m

O/E = 240.476
AS-BUILT = 240.570
8.2m RT. CONST. 1 - 900mm SLOPED & FLARED BOX OUTLET

STA. 5+430
EXIT RAMP
0° SKEW

1.6 | 2 | 17.4

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.63	256.314
CHECK	100	0.76	256.504

O/E 255.120
19.6m LT. CONST. 1 - 750mm SLOPED & FLARED BOX OUTLET

116 NORMAL
CONST. 31.4m - 750mm PIPE
So = 0.010 m/m
113 NORMAL

I/E 255.434
11.6m RT CONST. 1-750mm SLOPED & FLARED BOX INLET
DROP BOX INLET - TYPE 2

1.3 | 2 | 31.4

STA. 5+130
EXIT RAMP
40° SKEW RT.

SCALE: 1:200

PIPE SHEET

249

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESht.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		239	239

ITEM 9-212.00

	JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	P I P E 375mm (m)	450mm (m)	600mm (m)	750mm (m)	900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.05	(SEE PAVMT SPREAD COMPS)
CHECK	100	0.07	

* GRATE CONTROLS

260 255 250 245 240 235

THROAT EL 244.289

AS-BUILT TW 244.34

INV EL 243.200

10.6

CONST 8.15m 450mm PIPE
So=0.01 m/m

I/E = 243.315
AS-BUILT
FL 243.0

CONST CURB BOX INLET
TY B (6-1) H=1.189
6.145m LT STA 5+525.770

4.4m RT. CONST. 1 - 450mm
SLOPED & FLARED HEADWALL

.75 1

0.71 3.6 8.75

STA. 5+525.770
EXIT RAMP
0° SKEW

75 60 40 20 0 20 40 60 75

250

SCALE: 1:200

PIPE SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: PIKEPL

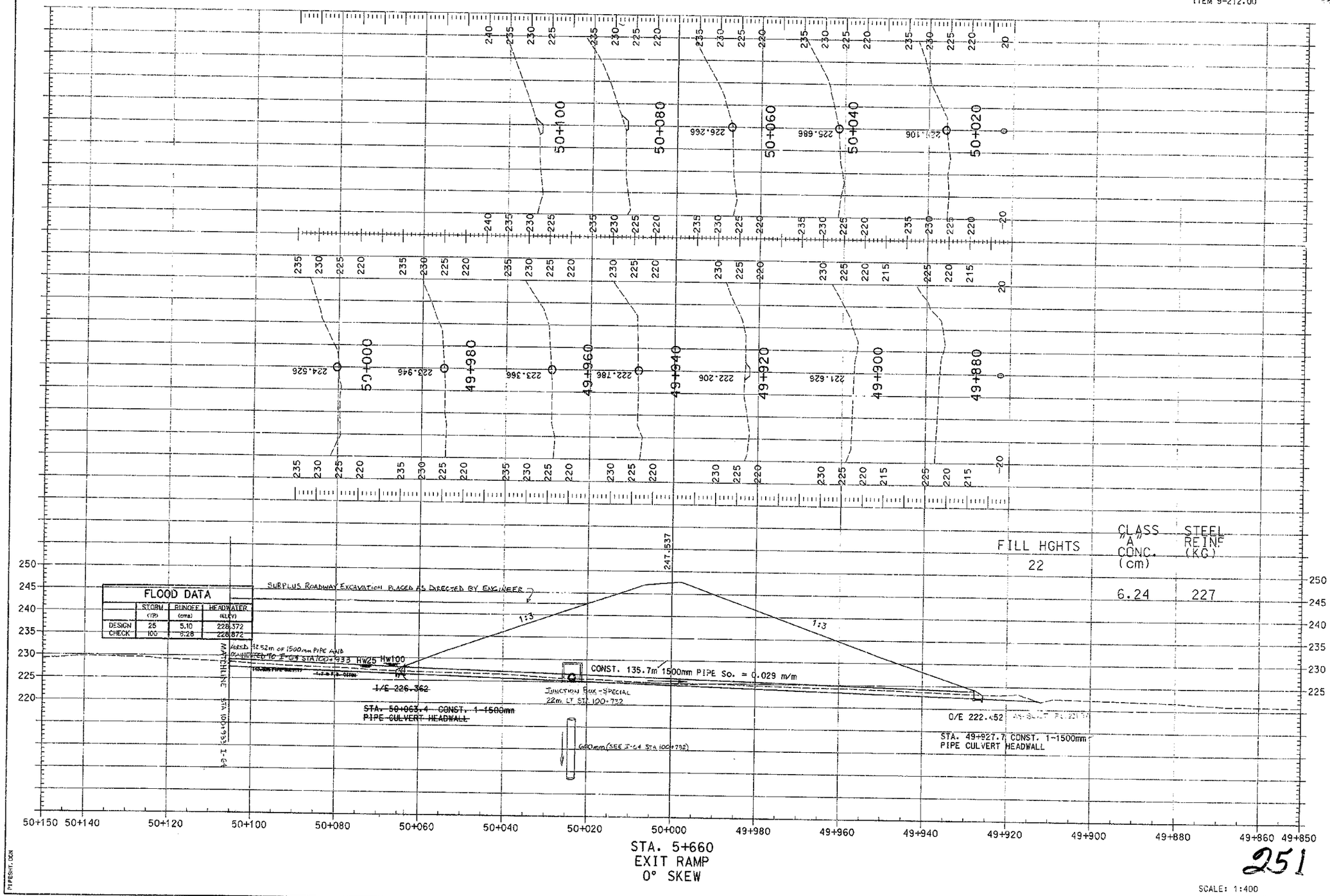
6-93
FORM NO. 3m

PIPESHT.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		230	630

ITEM 9-212.00

247



STA. 5+660
EXIT RAMP
0° SKEW

SCALE: 1:400

PIPE SHEET

251

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

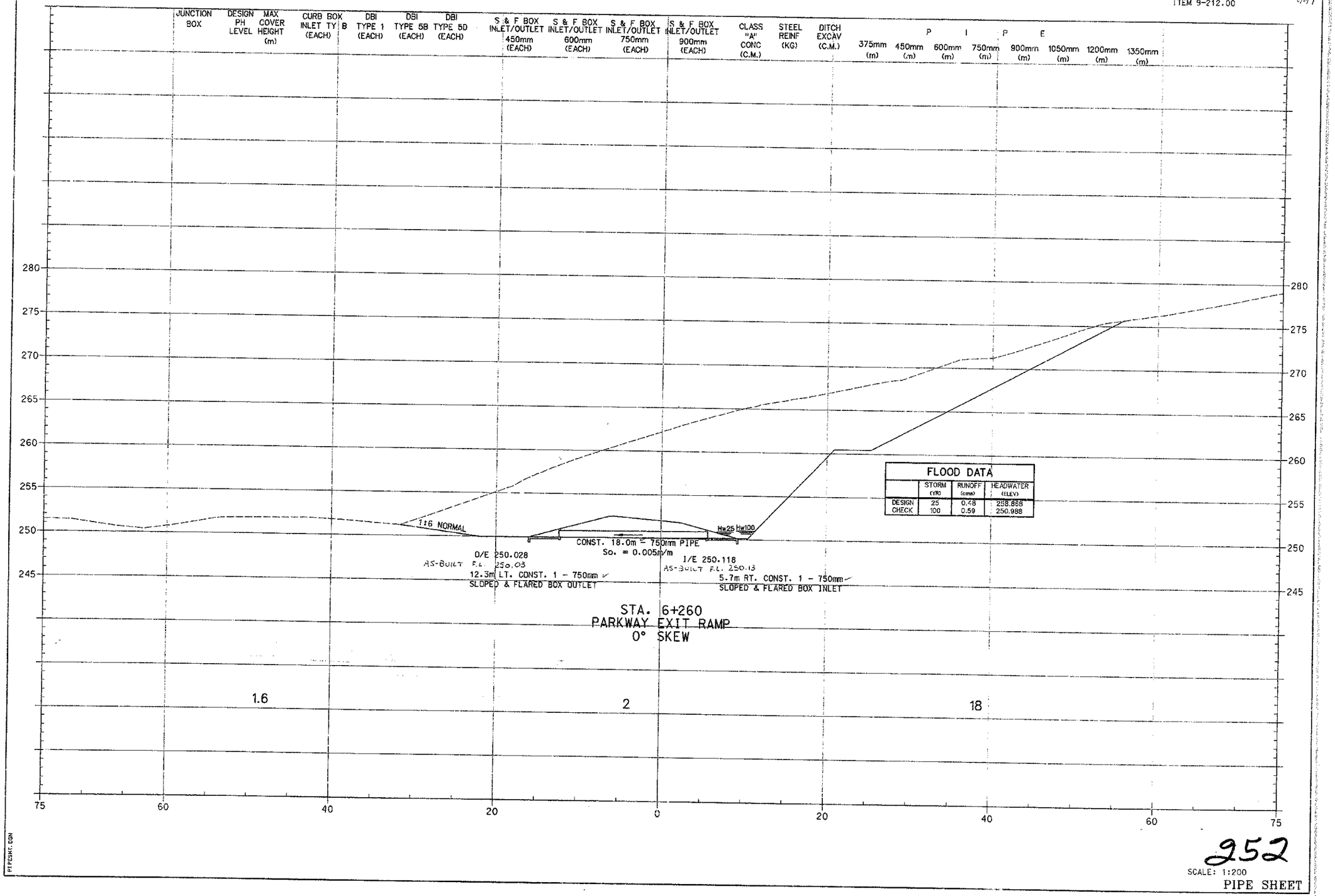
6-93
FORM NO. 2m

PIPESHT.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		251	~~260~~ 497

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)



FLOOD DATA	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.48	258.868
CHECK	100	0.59	250.988

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

5-93
FORM NO. 2m

PIPESHT.DGN

252

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		23Z	~~650~~ 253

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)
2.3	1										1.03	3.6	61.1								
1.4	2												31.4								

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.30	253.874
CHECK	100	0.36	253.754

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.67	247.270
CHECK	100	0.83	247.420

23.859m LT. = EXIT RAMP STA. 6+063.753

Hw106 Hw25

1:8 1:4 1:12

AS-BUILT F.L. 252.24
I/E 253.154

CONST. ~~61.1m~~ 65.26m 600mm PIPE So. = 0.020 m/m

29.9 m LT. CONST. 1 - 600mm SLOPED & FLARED BOX INLET

AS-BUILT F.L. 251.68
O/E 251.931

31.2 m RT. CONST. 1 600mm S & F HEADWALL

STA. 6+310
LOOP "B"
0° SKEW

Hw100 Hw25

AS-BUILT F.L. 246.57
I/E 246.500

CONST. 31.4m - 750mm PIPE So. = 0.051 m/m

20m LT. CONST. 1 - 750mm SLOPED & FLARED BOX INLET

O/E 244.900
AS-BUILT F.L. 245.6
11.4m LT. CONST. 1 - 750mm SLOPED & FLARED BOX OUTLET

STA. 6+120
LOOP "B"
55° SKEW RT.

270 265 260 255 250 245 240 235 230 225

75 60 40 20 0 20 40 60 75

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

253

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		253	~~690~~ 697

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	1.00	250.690
CHECK	100	1.21	250.860

254.310
252.644

1:2

TG. 250.47
FL 249.58

4.8%

1:4

AS-BUILT F.L. 249.28

I/E = 249.640

I/E = 249.400

INTERPOLATED ROZ

CONST. ~~24.1m~~ ~~900mm~~ PIPE 750
So = .01 m/m

SO =0.05

1.2m F.B. DITCH

12.9m LT. CONST. 1 - 900mm
~~SLOPED & FLARED BOX INLET~~
DROP BOX INLET-TYPE 2

11.2m RT. CONST. 1 - 900mm
SLOPED & FLARED BOX INLET

1.2m F.B. DITCH

237.695

1:20

1:4

1.2m

MATCH TO RAMP C SECTIONS

STA. 6+720
0° SKEW

2.4

2

24.1

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.06	(SEE PAVMT
CHECK	100	0.09	SPREAD COMPS)

251.370

AS-BUILT TG. 252.57

THROAT EL 252.655

O/E = 251.398

AS-BUILT EL. 251.35

INV EL 251.500

9.5m LT. CONST. 1 - 450mm
SLOPED & FLARED HEADWALL

CONST ~~10.2m~~ 12.0 - 450mm PIPE
So=0.010 m/m

CONST CURB BOX INLET
TY B (6-1) H=1.155
2.245m RT STA 6+686.330

LOOP "B"
STA. 6+666.330
0° SKEW

1

1

0.71 3.6 10.2

75 -50 -40 -20 0 20 40 60 80 100

254

SCALE: 1:200

PIPE SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPEBNY.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		254	340

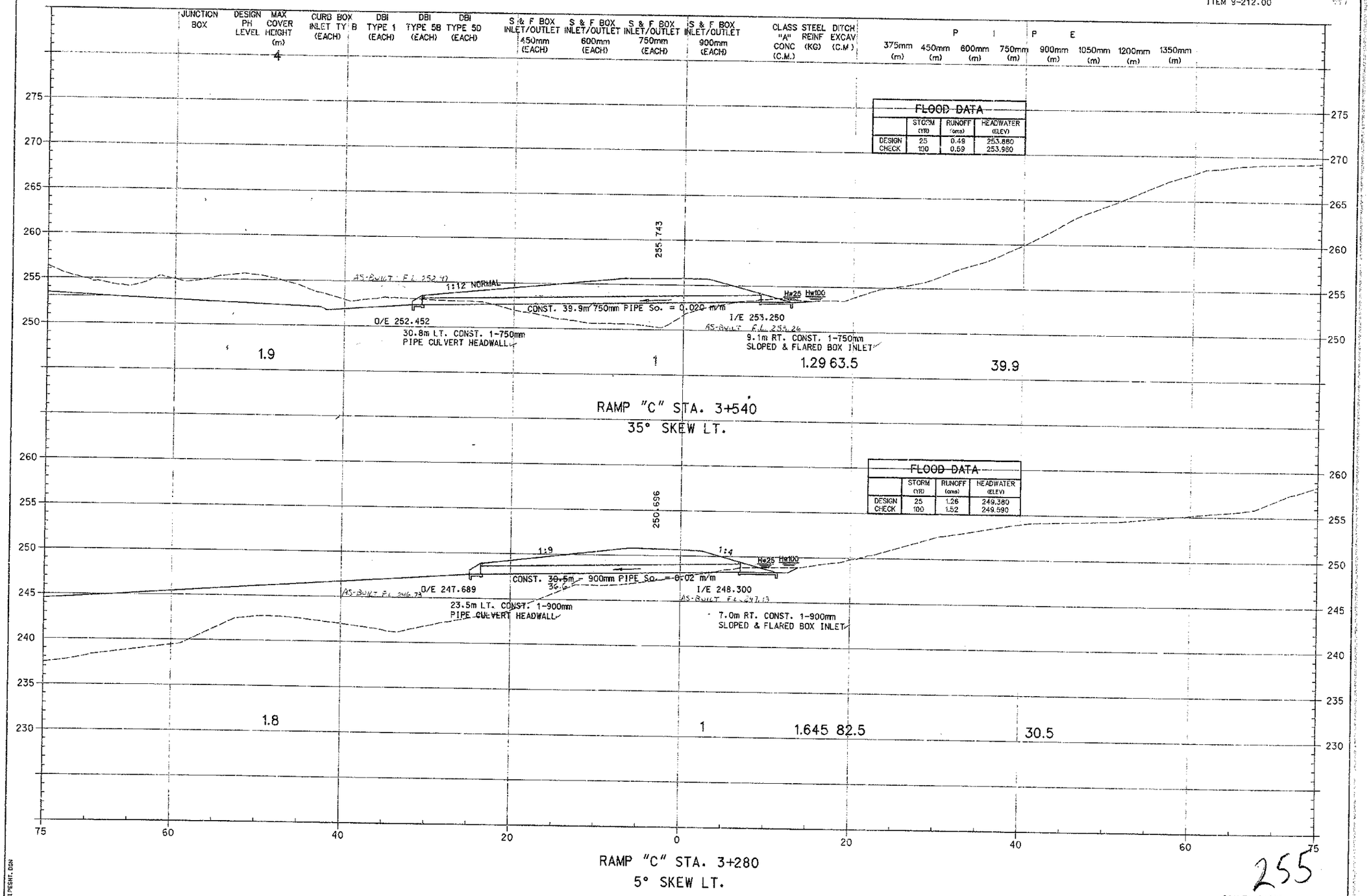
ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TYPE B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)
		4											

PIPE 375mm (m)	450mm (m)	600mm (m)	750mm (m)	900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.49	253.880
CHECK	100	0.69	253.960



RAMP "C" STA. 3+540
35° SKEW LT.

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	1.26	249.380
CHECK	100	1.52	249.590

RAMP "C" STA. 3+280
5° SKEW LT.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

255

SCALE: 1:200

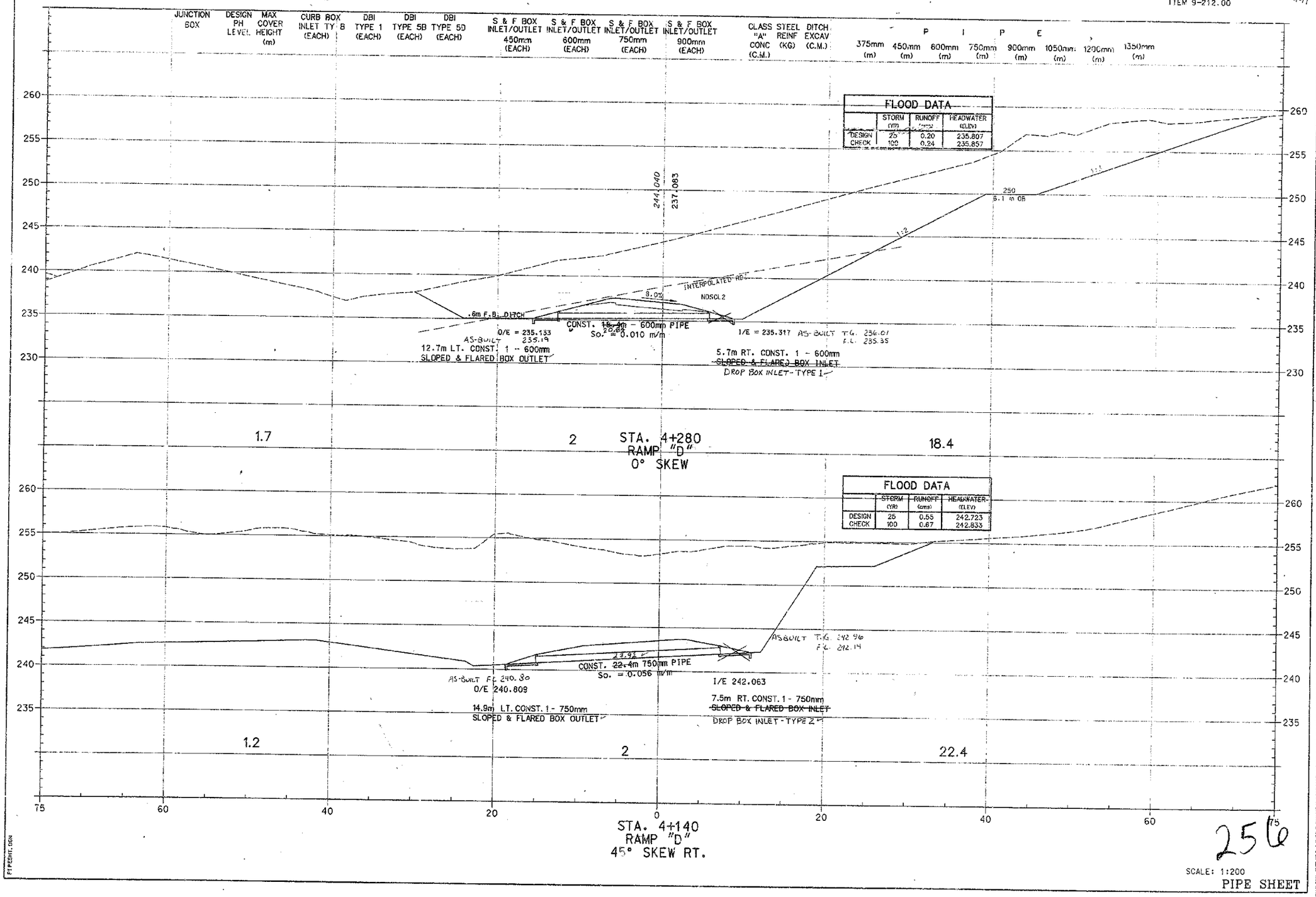
PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		235	~~230~~ 247

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)

PIPE 375mm (m)	450mm (m)	600mm (m)	750mm (m)	900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)



STA. 4+140
RAMP "D"
45° SKEW RT.

256

SCALE: 1:200

PIPE SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

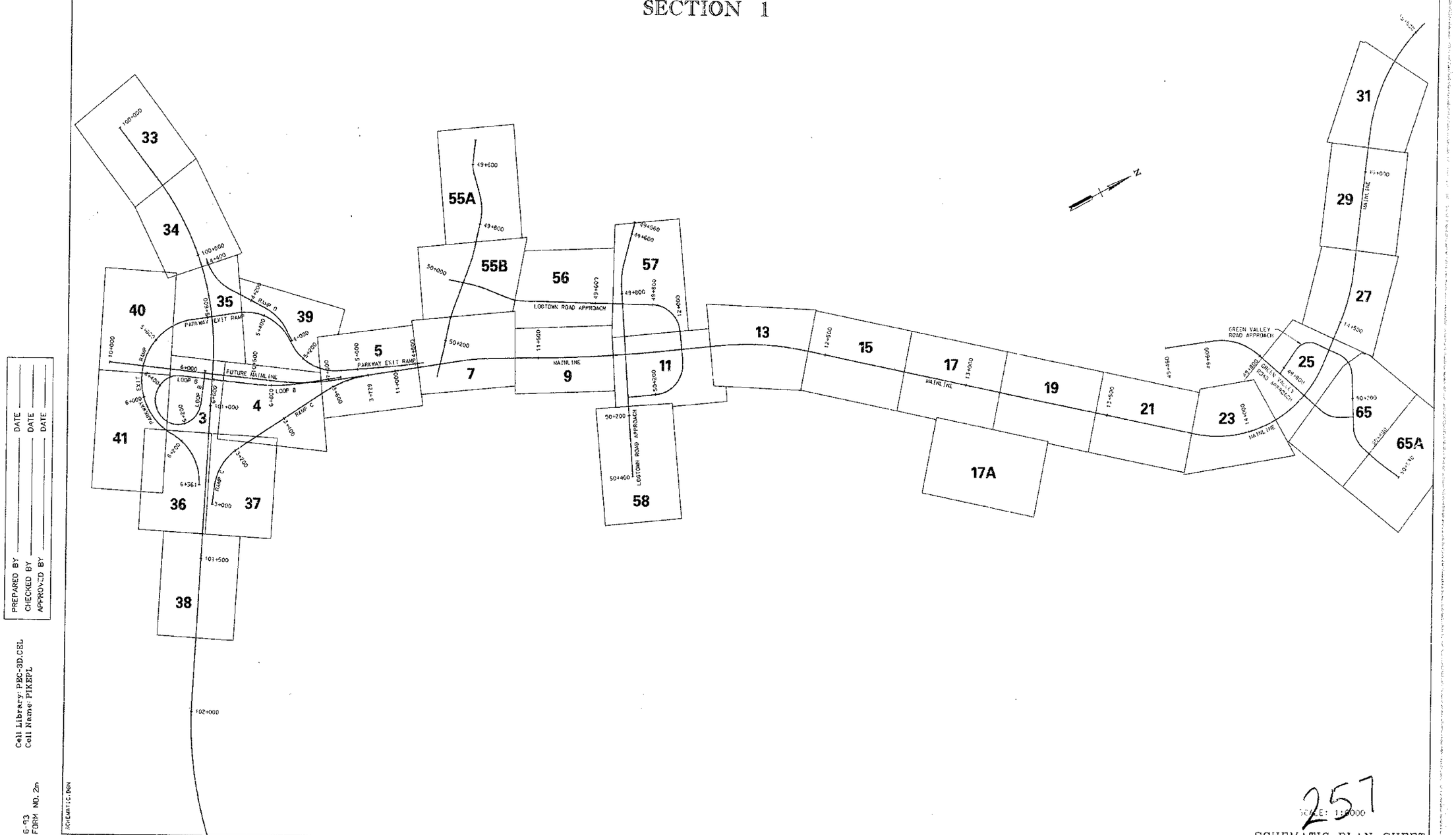
S-93
FORM NO. 2m

PIPESHT.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		1A	2

9-211.00

SCHEMATIC PLAN
SHEET LAYOUT
BOYD, CARTER & GREENUP COUNTY'S
INDUSTRIAL PARKWAY
SECTION 1



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

SCHEMATIC.DGN

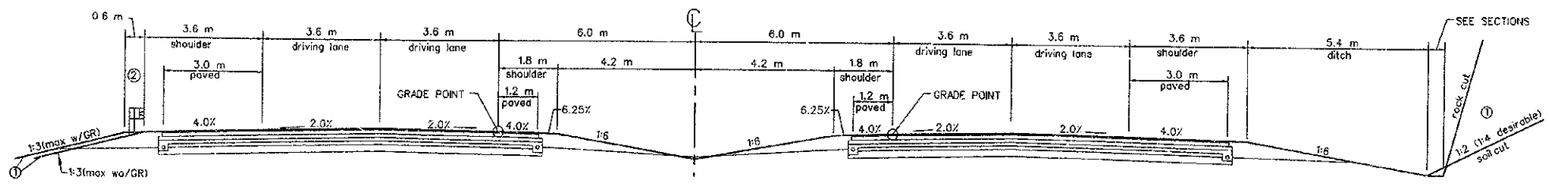
SCALE: 1:10000

257

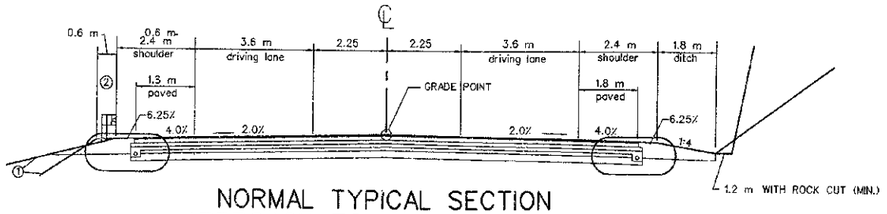
SCHEMATIC PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2G	4/1

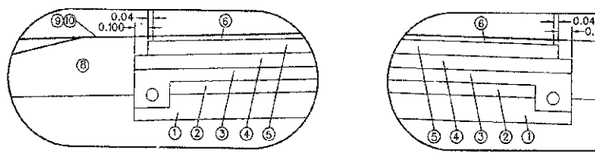
ITEM 9-212.00



MAINLINE
ULTIMATE NORMAL TYPICAL SECTION
FOR FUTURE 4 LANE PARKWAY



NORMAL TYPICAL SECTION
APPROACH TO LOGTOWN ROAD
& GREEN VALLEY ROAD
LEFT & RIGHT MAINLINE STA. 11+803.819 FOR LOGTOWN ROAD
LEFT & RIGHT MAINLINE STA. 14+227 FOR GREEN VALLEY ROAD
CURVE TO RIGHT



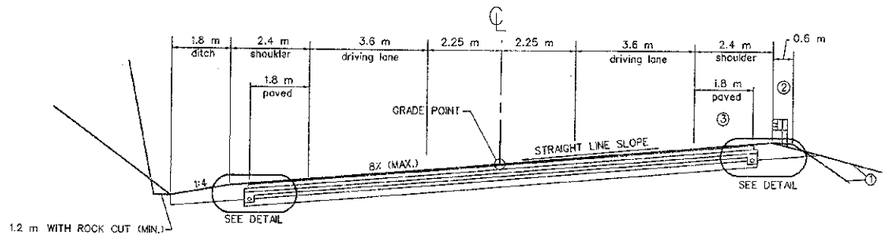
LEFT SIDE RIGHT SIDE

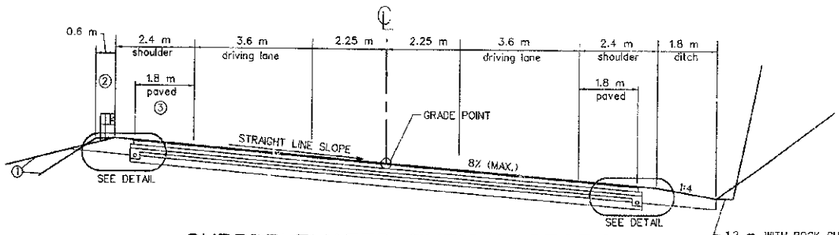
PAVEMENT DETAIL FOR
PAVEMENT DESIGN "A"

ALSO SEE SHEET NO. 2G

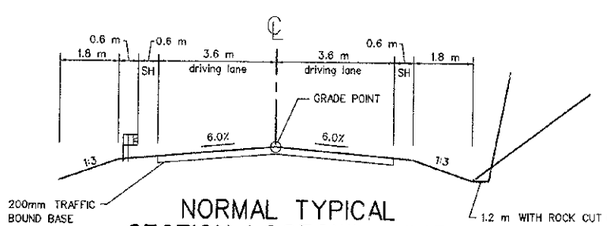
PAVEMENT DESIGN "A"

1. 200mm CEMENT TREATED SUBGRADE
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
9. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)
    10 & 11 ARE IS REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
    2 APPLICATIONS

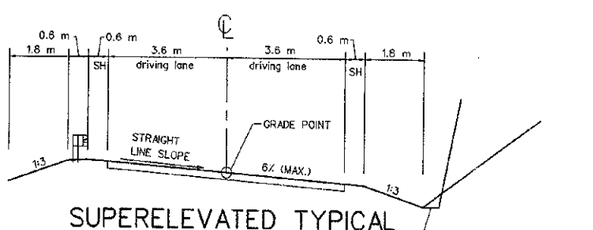




SUPERELEVATED TYPICAL SECTION
APPROACH TO LOGTOWN ROAD
& GREEN VALLEY ROAD
LEFT & RIGHT MAINLINE STA. 11+803.819 FOR LOGTOWN ROAD
LEFT & RIGHT MAINLINE STA. 14+227 FOR GREEN VALLEY ROAD
CURVE TO RIGHT



NORMAL TYPICAL
SECTION LOGTOWN ROAD
RELOCATION

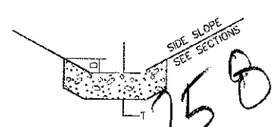


SUPERELEVATED TYPICAL
SECTION LOGTOWN ROAD
RELOCATION

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%



CHANNEL LINING DETAIL
N.T.S.

250

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
TYPICAL.DWG

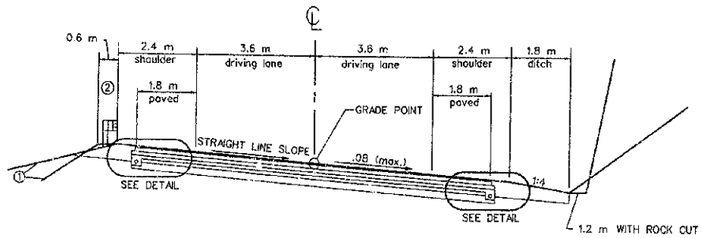
6-93
FORM NO. 2m

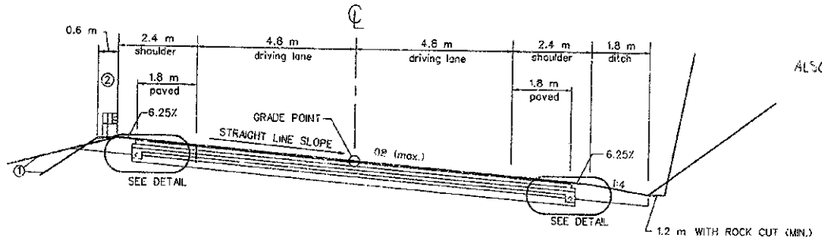
TYPICAL

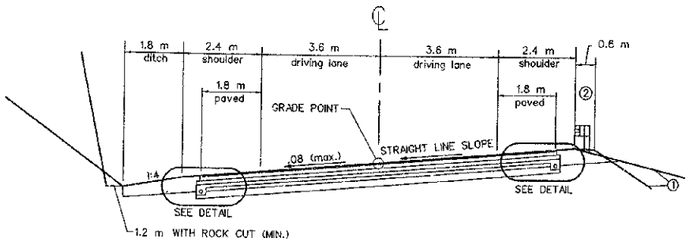
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2F	997

ITEM 9-212.00

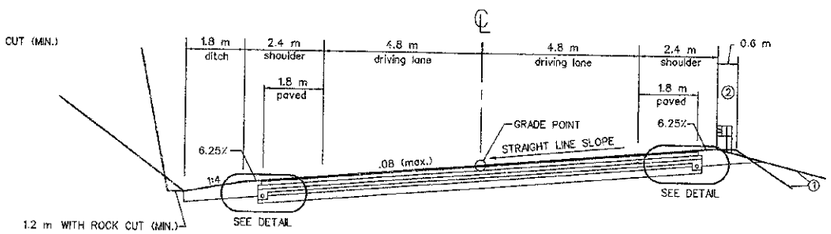
ALSO SEE SHEET NO 2F







SUPERELEVATED TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 11+803.819 FOR LOGTOWN ROAD
LEFT & RIGHT OF MAINLINE STA. 14+227
FOR GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 12+000 FOR LOGTOWN ROAD
STA. 49+080.782 TO STA. 49+883.448

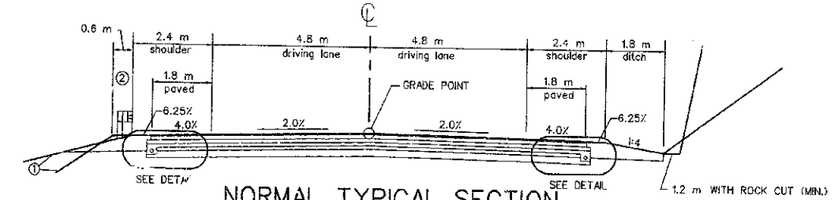


SUPERELEVATED TO THE LEFT
SUPERELEVATED TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT & RIGHT OF MAINLINE STA. 12+000 FOR LOGTOWN ROAD
STA. 49+883.448 TO 50+140.480
LEFT & RIGHT OF MAINLINE STA. 14+400
FOR GREEN VALLEY ROAD

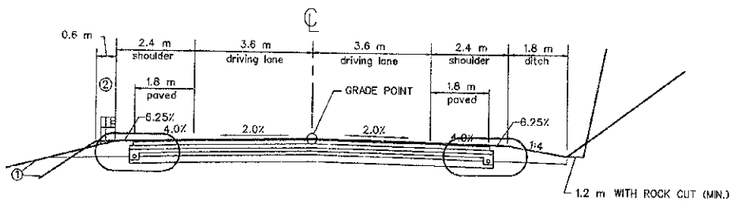
PAVEMENT DESIGN "A"

1. 200mm CEMENT TREATED SUBGRADE
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCREYE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
9. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

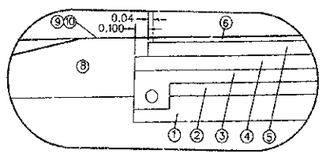
10 &11 ARE IS REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS



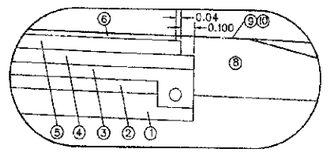
NORMAL TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 12+000 FOR LOGTOWN ROAD
STA. 49+833.448 TO 50+140.480
LEFT & RIGHT OF MAINLINE STA. 14+400
FOR GREEN VALLEY ROAD



NORMAL TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 11+803.819 FOR
LOGTOWN ROAD & LEFT & RIGHT
OF MAINLINE STA. 14+227 FOR GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 12+000 FOR LOGTOWN ROAD
STA. 49+080.782 TO STA. 49+883.448



LEFT SIDE



RIGHT SIDE

PAVEMENT DETAIL FOR
PAVEMENT DESIGN "A"

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS
2. SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED
3. SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

259

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
TYPICAL.DWG

6-93
FORM NO. 2m

TYPICAL

APPROACH TYPICAL SECTION

GENERAL SUMMARY sheet 1 of 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
ROYD-CARTER GREENUP		2H	247

ITEM 9-212.00

ITEM CODE		ITEM	UNIT	MAINLINE	RAMPS & APPROACH ROADS	I-64	TOTAL PROJECT
1310		REMOVING PIPE	METER	36			36
1584		CAPPING DROP BOX INLET	EACH			2	2
1585		REMOVING DROP BOX INLET	EACH			1	1
2165		REMOVING PAVED DITCH	SQ M			171	171
2200		ROADWAY EXCAVATION	CU M				3,545,268
2242		WATER	CU M			10,000	10,000
2255		REMOVING RIGHT-OF-WAY FENCE	METER			806	806
2351		GUARDRAIL STEEL "W" BEAM (SINGLE FACE)	METER	1456.9	1735	437	3629.3
2360		GUARDRAIL TERMINAL SECTION NO. 1	EACH	10	11	2	23
2391		GUARDRAIL END TREATMENT TYPE 4A	EACH	20	6	4	30
2369		GUARDRAIL END TREATMENT TYPE 2A	EACH	1		1	2
2363		GUARDRAIL TO BRIDGE END CONNECTOR TY.A	EACH	10		2	12
2381		REMOVE GUARDRAIL	METER			776	776
2435		RIGHT OF WAY MARKER-RURAL TYPE 2	EACH	39			39
2482		CHANNEL LINING CLASS IA	M TON	4166			4166
2483		CHANNEL LINING CLASS II	M TON	26961			26961
2484		CHANNEL LINING CLASS III	M TON	9275			9275
8100		CLASS "A" CONCRETE *	CU M	162.07			162.07
8150		STEEL REINFORCEMENT **	KG	2655.3			2655.3
2545		CLEARING AND GRUBBING (1)	LS				LS
2568		MOBILIZATION	LS				LS
2569		DEMOBILIZATION	LS				LS
2625		REMOVING HEADWALL	EACH			6	6
2650		MAINTAIN & CONTROL TRAFFIC	LS				LS
2692		SETTLEMENT PLATFORM	EACH	4			4
2701		TEMPORARY SILT FENCE	METER	6598			6598
2704		SILT TRAP TYPE B	EACH	5			5
2705		SILT CHECK	EACH	132			132
2726		STAKING	LS				LS
2929		CRASH CUSHION TY IX	EACH			4	4
2703		SILT TRAP TYPE A	EACH	4			4
		CLEAN SILT TRAP TY.A	EACH	4			4
		CLEAN SILT TRAP TY. B	EACH	5			5
		CLEAN SILT CHECK	EACH	132			132
		CLEAN SILT FENCE	METER	6598			6598
		LANE CLOSURE	EACH			4	4
		MEDIAN CROSS-OVER CASE 2	LS			4	4
2775		FLASHING ARROW	EACH			2	2
2652		DETOUR SIGNING	SQ M			151	151
		PICKUP,HAUL,SET,RESET,PICKUP,RETURN CONC.MEDIAN BAR TY.9M	M	2500			2500
5985		SEED AND PROTECT.	SQ M	218074			218074
5989		SPECIAL SEEDING CROWN VETCH	KG	92			92
		CPM SCHEDULE	LS	1			1
2012		BARRICADES	EACH	2			2
2091		REMOVING PAVEMENT	SQ M			8938	8938
		BIAXIAL GEOGRID MATERIAL	SQ M	10,940			10,940
		UNIAXIAL GEOGRID MATERIAL	SQ M	17,965			17,965
		FILL EXISTING DUG WELL	EACH	2			2
		RIGHT OF WAY FENCE WOVEN WIRE TYPE 1	M	12,807			12807
		DYNAMIC COMPACTION	SQ M	353004			353004
6585		TEMP. PAVEMENT MARKER, TY.IVA	EACH	274			274
6514		PAVEMENT STRIPING-PERM. PAINT-102 mm	METER	32932			32932
6516		PAVEMENT STRIPING-PERM. PAINT-204 mm	METER	1308			1308
6517		PAVEMENT STRIPING-PERM. PAINT-304 mm	METER	660			660
6568		PAVEMENT STRIPING-THERMO STOP BAR-608 mm	METER	83			83
6530		PAVEMENT STRIPING REMOVAL	METER	1238			1238

* INCLUDES 80.08 FROM PIPE SUMMARY
** INCLUDES 2299.3 FROM PIPE SUMMARY

VOID
SEE SHEET NO 2H

ALL EARTHWORK QUANTITIES ARE IN CUBIC METERS

EXCAVATION NORTH OF I-64

1,751,076	EXCAVATION ABOVE RDZ
1,202,460	SOLID ROCK EXCAVATION
50,123	+5% SWELL ON SOLID ROCK
3,013,659	
- 430,953	-14.3% SHRINKAGE ON EXCAVATION
2,582,706	TOTAL AVAILABLE EXCAVATION

EMBANKMENT

1,714,747	EMBANKMENT
12,812	REFILL *
1,727,559	EMBANKMENT REQUIRED
-2,582,706	EXCAVATION AVAILABLE
855,147	WASTE

EXCAVATION SOUTH OF I-64

349,318	EXCAVATION ABOVE RDZ
204,560	SOLID ROCK EXCAVATION
10,228	+5% SWELL ON SOLID ROCK
546,106	
- 80,667	-14.3% SHRINKAGE ON EXCAVATION
483,438	TOTAL AVAILABLE EXCAVATION

EMBANKMENT

406,282	EMBANKMENT
2,240	REFILL *
408,522	EMBANKMENT REQUIRED
- 483,438	EXCAVATION AVAILABLE
74,916	WASTE

* DOES NOT INCLUDE REFILL THAT MAY BE REQUIRED AS A RESULT OF DYNAMIC COMPACTION

METRIC

EXCAVATION INCLUDES

801,494	m^2	FROM MAINLINE
94,977	m^3	FROM WESTBOUND I-64
48,414	m^3	FROM EASTBOUND I-64
676,728	m^3	FROM PARKWAY EXITRAMP
135,135	m^3	FROM LOOP B
140,380	m^3	FROM RAMP C
163,910	m^3	FROM RAMP D
36,577	m^3	FROM LOGTOWN ROAD
925	m^3	FROM GREEN VALLEY ROAD
117	m^3	FROM HOLLOW FILL
2,101,657	m^3	EXCAVATION (A)

ROADWAY EXCAVATION INCLUDES

2,101,657	EXCAVATION ABOVE RDZ
17,222	EMBANKMENT BENCHING
4,020	DITCH LEFT
8,287	DITCH RIGHT
1,407,020	SOLID ROCK
12	PIPE SHEET
7,050	TRANSVERSE BENCH
3,545,268	TOTAL

260

GENERAL SUMMARY

GENERAL SUMMARY sheet 2 of 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		21	261

ITEM 9-212.00

ITEM CODE		ITEM	UNIT	MAINLINE	LOGTOWN RELOCATED	TOTAL PROJECT
5950		EROSION CONTROL BLANKET	SQ. M	8733		8733
5953		TEMPORARY SEEDING AND PROTECTION	SQ. M	12500		12500
5966		TOP DRESSING FERTILIZER	M TON	7.5		7.5
5990		SODDING	SQ. M	1227		1227
3349		STEEL PIPE 300 mm	METER	112.4		112.4
		STEEL PIPE 450 mm	METER	384		384
461		CULVERT PIPE 375 mm	METER	905		905
2230		EMBANKMENT IN PLACE	CU. M	4935		4935
6550		PAVEMENT STRIPING - TEMP REM TAPE - WHITE	METER	1630		1630
6551		PAVEMENT STRIPING - TEMP REM TAPE - YELLOW	METER	1630		1630
9493		GABIONS (STEP DOWN DITCH)	CU. M		124	124

VOID - SEE SHEET NO. 21

METRIC

261

GENERAL SUMMARY

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		20	997

ITEM NO. 9-212.00

PIPE DRAINAGE SUMMARY

VOID - SEE SHEET NO. 21

	SKEW	COVER HEIGHT	DESIGN PH LEVEL	STORM SEWER PIPE 375 mm	450 mm	900 mm	1050 mm	1500 mm	CULVERT PIPE 450 mm	600 mm	750 mm	900 mm	1050 mm	1200 mm	1350 mm	1500 mm	450 mm S & F BOX INLET/OUTLET	600 mm S & F BOX INLET/OUTLET	750 mm S & F BOX INLET/OUTLET	900 mm S & F BOX INLET/OUTLET	CURB BOX INLET TY B	DROP BOX INLET TY1	DROP BOX INLET TY2	DROP BOX INLET TY5B	DROP BOX INLET TY5D	JUNCTION BOX	PERFORATED PIPE 100 mm	NON-PERFORATED PIPE 100 mm	PERFORATED PIPE HEADWALL	SPECIAL DESIGN JUNCTION BOX	DITCH EXCAVATION	CLASS A CONCRETE	STEEL REINFORCMENT	REMARKS
				521	522	528	529	532	462	464	466	468	469	470	471	472	1450	1451	1452	1453	1480	1490	1493	1505	1511	4810	1000	1010			2200	8100	8150	
UNIT BID ON				LINEAR METERS																	EACH										m³	m³	kg	
11+020	0°	2.2	M						23.23															1							1.15	5.4	1-600mm S&P HDWL
11+193.991	0°	2.1	M						39.1												1										0.71	3.6	1-600mm S&F HDWL
11+760	0°	1.6	M								46.6								2														
11+940	0°	4.0	M										61.9																		4.09	195	2-1050mm PC HDWL
12+328	0°	2.8	M									50.5								2													
12+540	0°	1.7	M						28.9								1							1									
13+125	28°33' RT	13.6	M										126.2																		6.21	310	2-1050mm PC HDWL@30°RT
13+700	6°RT	12.0	M							103.4								2															
13+700	0°	4.0	M						57.5																1						1.15	5.4	1-450mm S&P HDWL
13+783.230	0°	1.6	M						72.6												1					1					0.71	3.6	1-450mm S&F HDWL
14+370	0°	3.0	M									52.6								2													
14+652	8°LT	30.0	M												216.3																5.98	264	2-1350mm PC HDWL
14+820	0°	3.0	M						26.8															1							1.15	5.4	1-450mm S&P HDWL
14+900	0°	1.6	M							42.8								2						1									
M.L. TOTAL				0	0	0	0	0	248.13	146.2	46.6	103.1	188.1	0	216.3	0	1	4	2	4	2	0	0	4	1	1			0	0	12	21.15	792.4	
APPR. 11+803.819																																	
49+920	0°	9.0	M									77.3								1											1.65	83	1-900mm PC HDWL
LOGTOWN RELOCATION																																	
49+620	0°	3.2	M											29.4																	4.99	225	2-1200mm PC HDWL
APPR. 12+000																																	
49+105	5°LT	6.0	M									63.4																			3.29	165	2-900mm PC HDWL@5°LT
49+195	0°	3.0	M										24.4																		4.09	195	2-1050mm PC HDWL
49+620	35°LT	3.5	M							37.2				29.4					2												4.99	225	2-1200mm PC HDWL
49+880	0°	5.0	M											68.8				2													4.99	225	2-1200mm PC HDWL
50+040	0°	2.0	M									28.9								2													
APPR 14+400																																	
50+040	0°	5.0	M									43.7								1											1.65	83	1-900mm PC HDWL
50+324	20°RT	9.2	M								88.8																				2.57	127	2-750mm PCHDWL@20°RT
50+480	0°	1.1	M						18.8																						0.71	3.6	1-450mm S&F HEADWALL
APPR TOTALS				0	0	0	0	0	18.8	37.2	88.8	213.3	100	98.2	0	0	1	2	2	4	0	0	0	0	0	0			0	0	0	21.58	1020	
I-64																																	
100+246.9	14°38'RT	2.0	M						2.28																								
100+335	0°		M																		1												EXTEND EXISTING
100+452.2	0°	2.0	M							5.7																							DO NOT DISTURB
100+638.121	10°30'RT		M																												1.03	3.6	1-600mm S&F HDWL
100+650	10°RT	3.5	M										77.4																				INLET NOT FOUND(PLUG)
100+732	1°42'LT	10.0	M							55.9																					4.09	195	2-1050mm PC HDWL
100+747	0°	2.0	M	14.28																					1						1.03	3.6	1-600 mm S&F HDWL
100+929.4	1°04'RT	8.4	M			34.7																		1									MEDIAN DRAIN
100+933.85	45°01'RT	12.8	M			25.4		68.7																	1								
100+950	0°	2.2	M	19.5	19.9	20.9																			2				1		7.5	351	1-1350mm PC HDWL
100+965	0°	2.4	M			14.8																		2	1								1-1050mm PC HDWL 45°
101+040	0°		M																	1													
101+167.735	30°15'LT	4.0	M		103.5																										1.15	5.4	1-450mm S&P HDWL
101+456.9	46°02'LT	2.0	M							4.7															1								
101+639.617	44°41'RT	4.0	M											15.2																			EXTEND EXIST
I-64 TOTAL				33.78	123.4	95.8	0	68.7	2.28	66.3	0	0	77.4	15.2	0	0	0	1	0	1	0	1	0	3	0	6			0	1	0	25.69	815.1	1-1200mm PC HDWL 45° SK
SUB TOTALS				33.78	123.4	95.8	0	68.7	269.2	249.7	135.4	316.4	289.9	113.4	216.3	0	2	7	4	9	2	1	0	7	1	7			0	1	12	70.78	2714.6	

242

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESUM.DGN

PIPE DRAINAGE SUMMARY SHEET 1 OF 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2K	997

ITEM NO. 9-212.00

PIPE DRAINAGE SUMMARY

VOID - SEE SHEET NO 2K

	SKEW	COVER HEIGHT	DESIGN PH LEVEL	STORM SEWER PIPE 375 mm	450 mm	900 mm	1050 mm	1500 mm	CULVERT PIPE 450 mm	600 mm	750 mm	900 mm	1050 mm	1200 mm	1350 mm	1500 mm	450 mm S & F BOX INLET/OUTLET	600 mm S & F BOX INLET/OUTLET	750 mm S & F BOX INLET/OUTLET	900 mm S & F BOX INLET/OUTLET	CURB BOX INLET TY B	DROP BOX INLET TY1	DROP BOX INLET TY2	DROP BOX INLET TY5B	DROP BOX INLET TY5D	JUNCTION BOX	PERFORATED PIPE 100 mm	NON-PERFORATED PIPE 100 mm	PERFORATED PIPE HEADWALL	SPECIAL DESIGN JUNCTION BOX	DITCH EXCAVATION	CLASS A CONCRETE	STEEL REINFORCMENT	REMARKS
				521	522	528	529	532	462	464	466	468	469	470	471	472	1450	1451	1452	1453	1480	1490	1493	1505	1511	4810	1000	1010			2200	8100	8150	
UNIT BID ON				LINEAR METERS																											m^3	m^3	kg	
LOOP "B"																																		
6+120	55°RT	1.4	M								31.4								2															
6+310	0°	2.3	M							61.1								1																
6+666.330	0°	1.0	M						10.2												1										1.03	3.6	1-600mm PC HDWL
6.720	0°	2.4	M									24.1																			0.071	3.6	1-450mm S&F HDWL
LOOP "B" TOTAL				0	0	0	0	0	10.2	61.1	31.4	24.1	0	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	0	1.101	7.2	
RAMP "C"																																		
3+280	5° LT	1.8	M									30.5																						
3+540	35° LT	1.9	M								39.9									1											1.65	82.5	1-900mm PC HDWL
RAMP C TOTAL				0	0	0	0	0	0	0	39.9	30.5	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1.29	63.5	1-750mm PC HDWL
																															2.94	146	
RAMP "D"																																		
4+140	45° RT	1.2	M								22.4								2															
4+280	0°	2.0	M							18.4								2																
RAMP D TOTAL				0	0	0	0	0	0	18.4	22.4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EXIT RAMP																																		
5+130	45° RT	1.3	M								31.4								2															
5+430	0°	1.6	M									17.4								2														
5+525.77	0°	0.8	M						8.75											1														
5+660	0°	22.0	M													135.7															0.71	3.6	
6+260	0°	1.6	M								18								2												6.24	227	
EXIT RAMP TOTAL				0	0	0	0	0	8.75	0	49.4	17.4	0	0	0	135.7	0	0	4	2	1	0	0	0	0	0	0	0	0	0	6.95	230.6	
PROJECT TOTALS																																		
PROJECT TOTALS				33.78	123.4	95.8	0	68.7	288.2	329.2	278.5	388.4	289.9	113.4	216.3	135.7	2	10	13	14	4	1	0	7	1	7	18481	1722	136	1	12	81.77	3098.4	

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESUM.DGN

2K3

PAVING AREAS

ITEM CODE	ITEM	MAINLINE	PARKWAY EXIT RAMP	LOOP B	RAMPC	RAMP D	WESTBOUND I-64	EASTBOUND I-64	LOGTOWN ROAD	GREENVALLEY ROAD	DETOURS		TOTAL PROJECT
		S Q U A R E M E T E R S											
	PAVEMENT DESIGN "A"												
244	40 mm ASP. CONC. SURFACE AK/A (PG 64-22)	29,070							17,304	10,569			56,943
120	100 mm ASP. CONC. BASE CL. (PG 64-22)	29,233							17,409	10,632			57,274
120	140 mm ASP. CONC. BASE CL. (PG 64-22)	29,641							17,663	10,790			58,094
	100 mm DRAINAGE BLANKET	26,255							15,677	9,866			51,798
1	100 mm DGA	25,643							15,297	9,679			50,619
	200 mm CEMENT TREATED SUBGRADE	29,641							17,650	10,761			58,052
1	FULL DEPTH DGA												
291	EMULSIFIED ASPHALT RS-2	4,974							3,875	2,518			11,367
100	ASPHALT SEAL AGGREGATE	4,974							3,875	2,518			11,367
20	TRAFFIC BOUND BASE								5,542				5,542
	PAVEMENT DESIGN "B"												
244	40 mm ASP. CONC SURFACE AK/A (PG 64-22)	15,013	10,289	7,513	5,594	3,042	3,138	4,827					49,416
120	100 mm ASP. CONC. BASE CL. (PG 64-22)	15,088	10,394	7,594	5,654	3,075	3,306	4,892					50.003
120	100 mm ASP. CONC. BASE CL. (PG 64-22)	15,275	10,655	7,796	5,802	3,158	3,426	5,055					51,167
120	112.5 mm ASP. CONC. BASE CL. (PG 64-22)	15,463	10,916	7,998	5,951	3,240	3,426	5,218					52,212
1	200 mm DGA BASE	1,443	2,011	1,555	1,144	638	926	1,254					8,971
	100 mm DRAINAGE BLANKET	14,020	8,905	6,442	4,807	2,603	2,501	3,964					43,242
1	100 mm DGA	13,739	8,513	6,139	4,584	2,479	2,321	3,720					41,495
	200 mm CEMENT TREATED SUBGRADE	15,463	10,916	7,998	5,951	3,240	3,426	5,218					52,212
1	FULL DEPTH DGA												
291	EMULSIFIED ASPHALT RS-2	2,284	3,184	2,462	1,811	1,009	1,465	1,985					14,200
100	ASPHALT SEAL AGGREGATE	2,284	3,184	2,462	1,811	1,009	1,465	1,985					14,200

NOTES

ALL BITUMINOUS CONCRETE MIXTURES SHALL BE ESTIMATED AT 2.35 kg PER SQ. m PER mm OF DEPTH, UNLESS NOTED OTHERWISE.

(2) ESTIMATED AT 2.46 kg PER SQ. m PER mm OF DEPTH.(INCLUDES 36,970 M TON FOR FULL DEPTH DGA

(3) ESTIMATED AT 0.23 kg PER SQ. m.

(4) ESTIMATED AT 21.6 kg PER SQ. m.

(5) ESTIMATED AT 2.6 kg PER SQ. m.

(6) 6% BY WT. ESTIMATED AT 1.869 M TON PER CU. m.

(7) ESTIMATED AT 1.1 kg PER SQ. m.

PAVING SUMMARY

ITEM CODE	ITEM	UNIT	MAINLINE	PARKWAY EXIT RAMP	LOOP B	RAMPC	RAMP D	WESTBOUND I-64	EASTBOUND I-64	LOGTOWN ROAD	GREENVALLEY ROAD	DETOURS	SHOULDERS	TOTAL PROJECT
244	ASP. CONC SURFACE CL AK/A (PG 64-22)	M TON	4,144	967	706	526	285	295	454	1,627	993			9,998
120	ASP. CONC. BASE CL. (PG 64-22)	M TON	27,845	7,232	5,731	4,265	2,321	2,488	3,717	9,902	6,048			70,149
1	DGA BASE (2)	M TON	10,398	3,084	2,275	1,691	924	1,027	1,532	3,763	2,381	1,598	36,970	65,643
	DRAINAGE BLANKET	M TON	9,908	2,191	1,585	1,183	640	615	975	3,857	2,427			23,381
20	TRAFFIC BOUND BASE	M TON								2,605				2,605
100	ASPHALT SEAL AGGREGATE (4)	M TON	157	69	53	39	22	32	43	84	54			553
291	EMULSIFIED ASPHALT RS-2 (5)	M TON	19	8	6	5	3	4	5	10	7			67
	CEMENT TREATED SUBGRADE	SQ M	45,104	10,916	7,998	5,951	3,240	3,426	5,218	17,650	10,761			110,264
	CEMENT (6)	M TON	1,012	245	179	133	73	77	117	396	241			2,473
358	BITUMINOUS CURING SEAL (7)	M TON	50	12	9	7	4	4	6	19	12			121
	ASPHALT CONC. SURFACE (AC-10)	M TON										536		536
	ASPHALT CONC. BASE (AC-10)	M TON										1,622		1,622

PAVING SUMMARY

G:\JOBS\BOYD\PAVE\PAV-SUM.XLS

METRIC

COUNTY OF BOYD-CARTER-GREENUP	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		21	

ITEM NO. 9-212.00

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		7	997

9-212.00

11+100 | 11+200 | 11+300 | 11+400

P 12

ADDINGTON ENTERPRISES, INC.

SEE SHEET #55A
MATCH LINE STA. 50+120

ADDINGTON ENTERPRISES, INC.

SEE SHEET #56

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm MANHOLE (no)	150mm MANHOLE (no)	200mm MANHOLE (no)	CLASS A CONCRETE (CU M)	
LT	11+020 TO 11+125	45			30			0.42	113 HOWELL
LT	11+090 TO 11+290	93			24			0.45	113 HOWELL
LT	11+210 TO 11+320	99			7			0.42	113 HOWELL
LT	11+380 TO 11+420	40							
RT	11+080 TO 11+120	30			18				OUTLET LT
RT	11+195 TO 11+350	95			5			0.47	116 HOWELL
RT	11+350 TO 11+380	30			5			0.47	116 HOWELL
RT	11+380 TO 11+420	40							
LT	49+010 TO 49+210	84			3				TIE TO DRAIN
LT	49+210 TO 49+230	30			4			0.57	114 HOWELL
LT	49+230 TO 49+280	70			4			0.57	114 HOWELL
RT	49+010 TO 49+120	84			3				TIE TO DRAIN
RT	49+120 TO 49+210	90			12				OUTLET LT
RT	49+210 TO 49+280	70			12				OUTLET LT

50+160.000
40.000

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY		DEPTH	THICKNESS	DITCH
	X		11+080 to 11+140	CLASS II	104	MTON	0.30	0.40	0.6 F.B.
X			11+080 to 11+140	CLASS II	104	MTON	0.30	0.40	0.6 F.B.
	X		11+200 to 11+260	CLASS II	104	MTON	0.30	0.40	0.6 F.B.
X			11+260 to 11+360	CLASS II	173	MTON	0.30	0.40	0.6 F.B.
	X		11+350 to 11+400	CLASS II	52	MTON	0.30	0.40	0.6 F.B.
X			11+400 to 11+420	CLASS II	26	MTON	0.30	0.40	0.6 F.B.
		X	11+165 to 11+200	CLASS II	16	MTON	0.45	0.40	1.2 F.B.
		X	11+200 to 11+300	CLASS II	216	MTON	0.45	0.40	1.2 F.B.
		X	11+300 to 11+360	CLASS II	104	MTON	0.30	0.40	1.2 F.B.
		X	11+360 to 11+380	CLASS II	35	MTON	0.30	0.40	1.2 F.B.
		X	11+380 to 11+420	CLASS II	52	MTON	0.30	0.40	0.6 F.B.
			11+200 to 11+360	EXCEL. MAT	432	SQ M	0.30		V
			11+360 to 11+400	EXCEL. MAT	108	SQ M	0.30		V
			11+400 to 11+420	EXCEL. MAT	48	SQ M	0.30		V
X			50+120 to 50+140	CLASS II	52	M TON	0.30	0.40	1.8 F.B.
A			50+140 to 50+160	CLASS II	43	M TON	0.30	0.40	1.2 F.B.
X			50+160 to 50+305	CLASS II	376	M TON	0.30	0.40	1.2 F.B.
	X		50+125 to 50+200	CLASS III	243	M TON	0.30	0.60	0.6 F.B.
	X		50+200 to 50+220	CLASS II	43	M TON	0.30	0.40	0.6 F.B.
	X		50+220 to 50+260	CLASS II	86	M TON	0.30	0.40	0.6 F.B.
	X		50+160 to 50+320	CLASS II	117	M TON	0.30	0.40	0.6 F.B.

EXISTING HOLLOW FILL

MAINLINE
P.I. = 11+283.392
Δ = 7°48'57.411"RT.
Rc = 800.000
Lc = 53.131
Ts = 175.190
Ls = 56.000
θs = 2°00'19.268"
LT = 37.336
ST = 18.669
X = 55.993
v = 0.653
Es = 2.028
Se = 5.7%
T.S. = 11+200.732
S.C. = 11+256.732
C.S. = 11+309.863
S.T. = 11+365.863
Runout = 19.65
Design Speed 100 km/h (60 mph)

EXISTING LOGTOWN RELOCATION
P.I. = 50+119.394
Δ = 9°07'34.182"LT.
R = 300.000
L = 47.784
T = 23.943
Ex = 0.854
e = 6.0%
P.C. = 50+095.451
P.T. = 50+143.235
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runout = see cross sections

EXISTING LOGTOWN RELOCATION
P.I. = 50+209.926
Δ = 1°46'52.497"RT.
R = 800.000
L = 24.871
T = 12.436
Ex = 0.097
e = N.C.
P.C. = 50+197.490
P.T. = 50+222.361
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runout = see cross sections

PROPOSED R/W
50+180.000
20.000
PROPOSED R/W
P.T. STA. 50+143.235
50+160.000
12.000
DIRT ROAD
FUTURE ENTRANCE (BY OTHERS)
P.C. STA. 50+197.490
17 m LT. STA. 11+130 CONST. SETTLEMENT PLATFORM
S49°49'06"E 42.119 (138.18')
N18°38'49"E 60.000 (196.85')
11+100.000
60.000
P.T. STA. 50+222.361
11+160.000
60.000
CONTROL OF ACCESS R/W
N18°38'48"E 60.000 (196.85')
N18°38'47"E 16.588 (54.42')
11+176.589 END
60.000 C/A R/W
TERMINAL END SECTION NO.1
0.6m F.B. DT.
P.C. STA. 4+771.072
End Fence
SETTLEMENT PLATFORM
S36°44'36"E 66.047 (216.69')
S38°28'28"E 82.92' (272.04')
S50°53'30"E 62.932' (206.47')
S45°42'00"E 62.932' (206.47')
EXISTING LOGTOWN ROAD
EXISTING R/W
P.I. STA. 11+283.392
S36°17'57"E 143.515 (470.85')
50+160.000
12.000
GRADING BY OTHERS
TEMP. EASEMENT FOR SLOPE CONSTRUCTION
50+200
11+185.188 BEGIN
50.001 C/A R/W
P.I. STA. 50+209.926
S18°39'19"W 24.860 (81.56')
11+210.000
50.000
S25°39'05"W 94.297 (309.37')
11+300.000
42.000
11+283.392
CONTROL OF ACCESS R/W
S31°33'59"W 122.457 (401.76')
11+420.000
30.000
0.6m F.B. DT.
1.2m F.B. DT.
0.6m F.B. DT.
END TREATMENT-TYPE 4A
3.0 EDGE OF PAVED SHOULDER
3.6
3.6
3.6
3.0
90 m taper
N18°38'49"E
N26°27'46"E
EXISTING HAUL ROAD (GRAVEL)
EDGE OF PAVED SHOULDER
240 taper
SETTLEMENT PLATFORM
TERMINAL END SECTION NO.1
450mm SLOPE AND FLARED 6m OUTLET
END BRIDGE
STA. 11+186.030
DELETED 14.71m OF 450mm PIPE AND ADDED 0.6m F.B. DT. w/CLASS II CHANNEL LINING
4 LAYERS OF UNIAXIAL GEOGRID MATERIAL SEE GEOTECHINAL REPORT (10.419 SQ M)
BEGIN BRIDGE
STA. 11+129.970
TERMINAL END SECTION NO.1
4 LAYERS OF UNIAXIAL GEOGRID MATERIAL SEE GEOTECHINAL REPORT (7.546 SQ M)
S.C. STA. 11+256.732
C.S. STA. 11+309.863
S.T. STA. 11+365.863
1+200.732
257.200
11+150.366
33.198
11+100.000
60.000
11+160.000
45.000
11+190.000
55.000
11+360.000
45.000
N37°04'54"E 31.623 (103.75')
N26°29'03"W 43.287 (142.02')
N25°46'19"E 80.623 (264.51')
N51°18'28"E 24.239 (79.53')
CONTROL OF ACCESS R/W
N18°39'27"E 153.374 (503.19')
N22°53'06"E 30.139 (262.92')
17 m RT. STA. 11+190 CONST. SETTLEMENT PLATFORM
END LOGTOWN ROAD RELOCATION
STA. 50+359.282
11+134.676 BEGIN
77.734 C/A R/W
EXISTING LOGTOWN ROAD
M.L. STA. 11+157.502 = EXIST. LOGTOWN RD. STA. 50+279.230

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT OR RT	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC.	END TREATMENT			CRASH CUSH	BRIDGE END CONN.		
					NO. 1 (EA)	TY 2A (EA)	TY 3 (EA)	TY 4A (EA)	TY 13-A (EA)	CONN TY A (EA)	CONN TY B-1 (EA)
RT	11+030 TO 11+133.74	53.34						1		1	
LT	11+078 TO 11+133.56	53.34						1		1	
LT	11+189.59 TO 11+422	224.79						1		1	
RT	11+132.64 TO 11+143.6	55.31						1		1	
RT	50+230 TO 50+311.82	81.82						2			
LT	50+224 TO 50+305.82	81.82						2			

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

6-93 FORM NO. 2m

PL11050.DGN

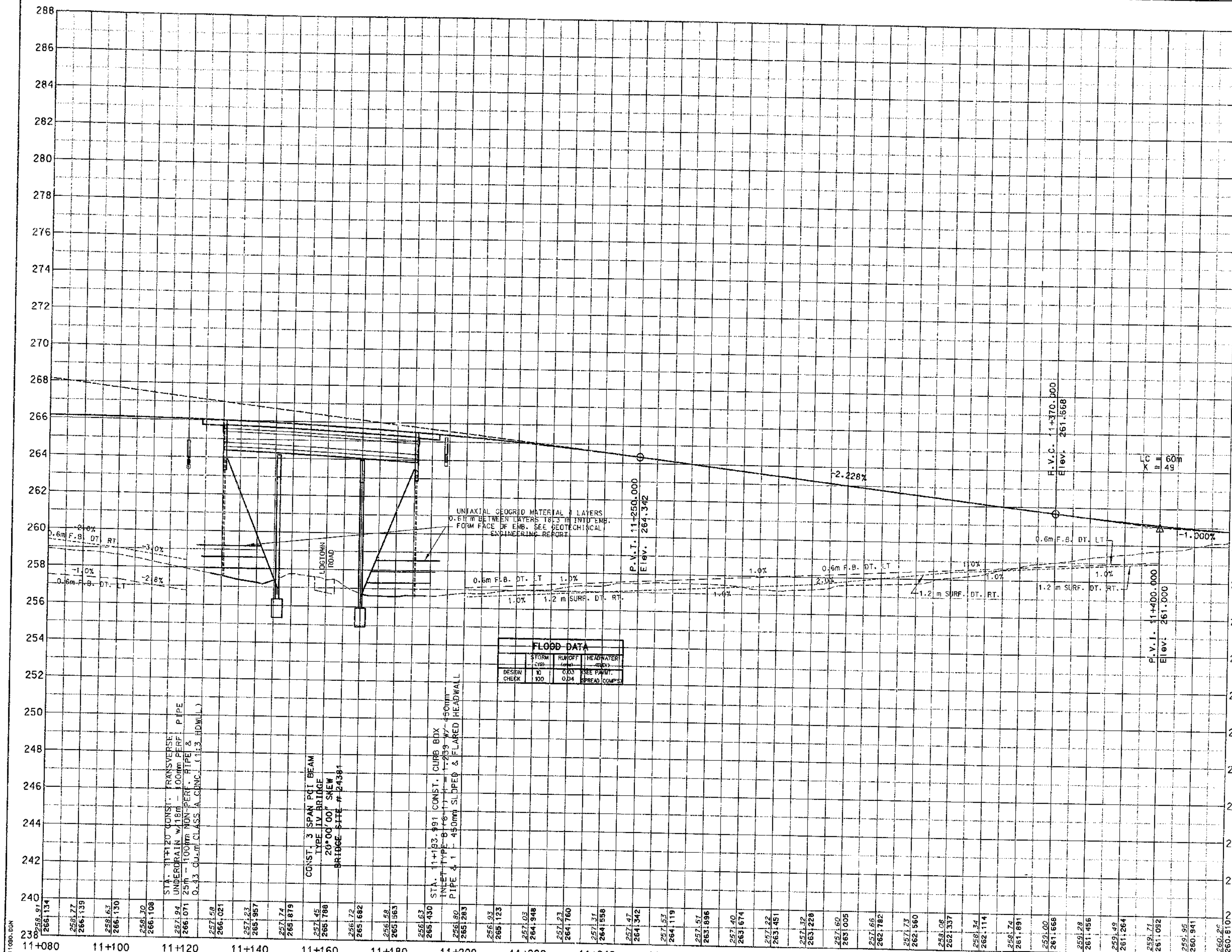
SCALE: 1:500

265

MAINLINE - STA. 11+030 TO STA. 11+420

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		-8-	497

9-212.00



266

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 11+080 TO 11+420

PREPARED BY ______ DATE ______
CHECKED BY ______ DATE ______
APPROVED BY ______ DATE ______

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		9	937

9-212.00

NOTE:
FOR REVISED RIGHT-OF-WAY LINE
SEE SHEET NO. 306

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm HANDHOLE (ea)	150mm HANDHOLE (ea)	200mm HANDHOLE (ea)	CLASS 'A' CONCRETE (CU. M.)	
LT	11+420 TO 11+470	50			5			0.47	TIE HOWE
LT	11+470 TO 11+560	90			5			0.47	TIE HOWE
LT	11+560 TO 11+660	100			5			0.47	TIE HOWE
LT	11+660 TO 11+750	100			3				TIE TO MORAIN
RT	11+420 TO 11+470	50			5			0.47	TIE HOWE
RT	11+470 TO 11+560	90			5			0.47	TIE HOWE
RT	11+560 TO 11+660	100			5			0.47	TIE HOWE
RT	11+660 TO 11+760	100			3				TIE TO MORAIN

DITCH CONSTRUCTION CHART

LT. or RT.	LIMITS STA. TO STA.	TYPE	GRADE(%)	DEPTH	THICKNESS	DITCH
A	11+420 TO 11+460	CLASS II	26 MIN	0.30	0.40	0.6 F.B.
A	11+460 TO 11+520	CLASS II	865 MIN	0.30	0.40	0.6 F.B.
A	11+520 TO 11+660	CLASS II	52 MIN	0.30	0.40	0.6 F.B.
A	11+660 TO 11+750	CLASS II	26 MIN	0.30	0.40	0.6 F.B.
LT	11+420 TO 11+760	CLASS II	865 MIN	0.45	0.40	0.6 F.B.
RT	11+420 TO 11+760	CLASS II	52 MIN	0.30	0.60	0.6 F.B.
	11+420 TO 11+616	EXCEL. MAT	619 SQ M	0.30		V
	11+616 TO 11+760	EXCEL. MAT	187 SQ M	0.30		
LT	11+420 TO 11+470	CLASS II	26 M TON	0.30	0.40	0.6 F.B.
A	11+470 TO 11+760	CLASS II	52 M TON	0.30	0.70	0.6 F.B.

SEE SHEET #56
MATCH LINE APPROACH SHEET

MAINLINE
P.I. = 11+722.076
Δ = 5°08'29.583"LT.
R = 5000.000
L = 448.685
T = 224.685
Ex = 5.037
e = NC
P.C. = 11+497.583
P.T. = 11+946.268
Design Speed 100 km/h (60 mph)

11+500 | 11+600 | 11+700

P 12
ADDINGTON ENTERPRISES, INC.

TEMP. EASEMENT FOR SLOPE CONSTRUCTION

GRADING BY OTHERS

P.C. STA. 11+497.583

11+495.545
28.744
N26°51'20"E
119.756 (392.90')

11+540.000
29.000
N24°19'43"E
119.294 (391.38')

CONTROL OF ACCESS R/W

11+660.000
31.000
11+677.635
N22°42'07"E
79.512 (260.87')

N81°02'29"W
20.615 (67.64')

49+920.000
43.000

49+960.000
53.000
N9°31'05"W
12.356 (40.54')

11+740.000
33.000
N22°58'09"W
41.231 (135.27')

SEE SHEET #59

0.6m F.B. DT.
0.6m F.B. DITCH
O.E. 254.005
EDGE OF PAVED SHOULDER
EXISTING HAUL ROAD (GRAVEL)
3.0
3.6
3.6
3.9
IPC 112
IPC 113
N26°27'46"E
N21°19'16"E
BEGIN 185 m PAVEMENT TAPER FOR LEFT TURN LANE
I.E. 255.900
P.I. STA. 11+722.076

11+440.000
40.000
N26°16'34"E
60.429 (198.26')

11+500.406
39.804
N26°16'34"E
60.070 (197.08')

11+560.000
40.000
N28°00'46"E 100.972 (331.27')

11+660.000
45.000
N20°35'49"E
80.834 (265.20')

11+740.000
40.000
N89°52'57"E
87.317 (286.48')

N22°53'06"E
80.139 (262.92')

SEE SHEET #7
MATCH LINE STA. 11+420

MATCH LINE STA. 11+760
SEE SHEET #11

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIXEPL

6-93
FORM NO. 2m

PL11420.DGN

267

SCALE: 1:500

MAINLINE - STA. 11+420 TO STA. 11+760

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		10	44

9-212.00

P.V.I. 11+430.000
Elev. 260.1700

-1.000%

0.6m SURF. DT. LT.

11+420	11+440	11+460	11+480	11+500	11+520	11+540	11+560	11+580	11+600	11+620	11+640	11+660	11+680	11+700	11+720	11+740	11+760
260.26	260.51	260.46	260.49	260.54	260.71	260.74	260.79	260.67	260.65	260.51	260.48	260.39	260.29	260.27	260.03	260.02	260.01
260.810	260.700	260.600	260.500	260.400	260.300	260.200	260.100	260.000	259.900	259.800	259.700	259.600	259.500	259.400	259.300	259.200	259.100

260.01	260.02	260.01	260.07	260.14	260.26	260.54	260.45	260.49	260.39	260.21	260.24	260.9	259.88	259.67	259.48	259.17	258.67
259.000	258.900	258.800	258.700	258.600	258.500	258.400	258.300	258.200	258.100	258.000	257.900	257.800	257.700	257.600	257.500	257.400	

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PR11420.DGN

260

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 11+420 TO 11+760

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		55A	497

9-212.00

SEE SHEET #55B
MATCH LINE STA. 49+860

PAVEMENT EDGE DRAIN CONSTRUCTION

LT/RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	150mm NONPERF (m)	190mm NONPERF (m)	250mm NONPERF (m)	CLASS A CONCRETE FOR MH
RT	49+140 TO 49+170	30			5			0.83
RT	49+170 TO 49+329	50						0.45
LT	49+140 TO 49+170	30			5			0.83
LT	49+170 TO 49+329	50						0.45

EXISTING
LOGTOWN RELOCATION
P.I. - 49+910.280
Δ - 8°31'03.186"RT.
R - 300.000
L - 44.598
T - 22.340
Ex - 0.831
e - 6.0%
P.C. - 49+887.940
P.T. - 49+932.538
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runout = see cross sections

RT. RELOCATED LOGTOWN RD. STA. 49+860
TO LT. APPROACH 12+000 STA. 49+079.6 CONST.
198.12m STEEL "W" BEAM GUARDRAIL (SINGLE FACE) W/ 1 TERMINAL SECTION NO. 1

LT. RELOCATED LOGTOWN RD. STA. 49+860
TO LT. APPROACH 12+000 STA. 49+320 CONST.
330.66m STEEL "W" BEAM GUARDRAIL (SINGLE FACE) W/ 1 END TREATMENT TYPE 4A

RT. APPROACH 12+000 STA. 49+154
TO RT. STA. 49+235 CONST. 80.01 m
STEEL "W" BEAM GUARDRAIL (SINGLE FACE)
W/ 2 END TREATMENT TYPE 4A

PERM. EASEMENT FOR APPROACH CONSTRUCTION

S51°41'42"E
20.000 (65.62')

BEGIN APPR. 12+000.155
STA. 49+080.782

S80°31'58"E
27.658 (90.74')

LOGTOWN ROAD RELOCATION
STA. 50+000 =
APPROACH 12+000.155
STA. 49+130.570

EXISTING
LOGTOWN RELOCATION
P.I. - 50+119.394
Δ - 9°07'34.182"LT.
R - 300.000
L - 47.784
T - 23.943
Ex - 0.954
e - 6.0%
P.C. - 50+095.451
P.T. - 50+143.235
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runout = see cross sections

P 12
ADDINGTON ENTERPRISES, INC.

S34°44'36"E
66.047 (216.69')

MATCH LINE STA. 50+120
SEE SHEET #7

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X		49+200 to 49+280	CLASS II	104	MTON	0.30	0.40	0.6 F.B.
	X		49+280 to 49+320	CLASS II	78	MTON	0.30	0.40	0.6 F.B.
		X	49+160 to 49+180	CLASS II	38	MTON	0.45	0.40	0.6 F.B.
		X	49+180 to 49+195	CLASS II	19	MTON	0.30	0.40	0.6 F.B.
		X	49+195 to 49+200	CLASS II	6	MTON	0.30	0.40	0.6 F.B.
		X	49+200 to 49+260	CLASS II	78	MTON	0.30	0.40	0.6 F.B.
		X	49+260 to 49+280	CLASS III	39	MTON	0.30	0.60	0.6 F.B.
		X	49+280 to 49+320	SOD	144	SQM	0.30	0.40	V
	X		49+850 to 49+939	CLASS III	307	MTON	0.30	0.60	1.8 F.B.
	X		50+020 to 50+160	CLASS II	181	M TON	0.30	0.40	1.8 F.B.
	X		50+136 to 50+120	CLASS II	52	M TON	0.75	0.40	1.8 F.B.
		X	49+850 to 49+978	CLASS IA	265	M TON	0.30	0.45	1.2 F.B.
		X	50+025 to 50+126	CLASS III	259	M TON	0.30	0.60	1.2 F.B.

NOTE: FOR RIGHT-OF-WAY INFO SEE SHEET NO. 416

P 12
ADDINGTON ENTERPRISES, INC.
GRADING BY OTHERS

APPROACH 12+000.155
P.I. - 49+320.725
Δ - 19°35'19.192"LT.
R - 200.000
L - 68.377
T - 34.526
Ex - 2.958
e - 4.6%
P.C. - 49+286.199
P.T. - 49+354.576
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS SECTIONS
Runout = SEE CROSS SECTIONS

APPROACH 12+000.155
P.I. - 49+184.087
Δ - 9°40'02.510"RT.
R - 400.000
L - 67.491
T - 33.826
Ex - 1.428
e - 2.7%
P.C. - 49+150.262
P.T. - 49+217.753
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS SECTIONS
Runout = SEE CROSS SECTIONS

TEMP. EASEMENT FOR SLOPE CONSTRUCTION

MATCH LINE STA. 49+320
SEE SHEET #56

SEE SHEET # 55C. 55D. 55E
FOR PROFILE

269

SCALE: 1:500

LOGTOWN ROAD

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL-LOGR.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		558	447

9-212.00

NOTE: FOR RIGHT-OF-WAY INFO SEE SHEET NO 447

P/12

ADDINGTON ENTERPRISES, INC.

EXISTING
LOGTOWN RELOCATION
P.I. = 49+612.255
Δ = 22°51'23.793"LT.
R = 100.000
L = 39.892
T = 20.215
Ex = 2.023
e = 6.0%
P.C. = 49+592.040
P.T. = 49+631.932
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runout = see cross sections

49+500 | 49+600 | 49+700 | 49+800

49+500.000 35.000 — PROPOSED R/W — S65°14'12"E 55.515 (182.14') — 49+560.000 45.000 — S48°14'49"E 50.534 (165.79') — 49+620.000 35.000 — S70°56'14"E 36.220 (118.83') — 49+660.000 30.000 — N89°02'52"E 66.785 (219.11') — 49+720.000 45.000 — S59°26'45"E 177.366 (581.91') — PROPOSED R/W

P.C. STA. 49+511.742 | P.T. STA. 49+518.838 | P.C. STA. 49+592.040 | P.T. STA. 49+631.932 | P.I. STA. 49+747.631

49+500.000 6.500 — N41°02'38"E 28.500 (93.50') — 1:10 Taper — 0.6 m F.B. DT. — EXIST. R/W — S56°45'16"E — 1:10 Taper — END TREATMENT - TYPE 4A STA. 49+550 — EXIST. R/W — 1.8m F.B. DT. — S79°36'39"E — END TREATMENT - TYPE 4A STA 49+640 — EXIST. R/W — 1.8 m F.B. DT. — S50°16'59"E 3.6 — GRAVEL — EXIST. R/W — LOGTOWN ROAD — EXIST. R/W

P.I. STA. 49+515.296 — S8°28'44"E 61.269 (201.02') — OUTLET TO EXISTING DT. — 1.8 m F.B. DT. — P.I. STA. 49+612.255 — 1200mm — P.C. STA. 49+695.297 — P.T. STA. 49+797.670 — 1.8 m F.B. DT. — 1.2m F.B. DT.

49+540.000 50.000 — S52°44'50"E 64.523 (211.69') — PROPOSED R/W — 49+600.000 55.000 — S66°51'40"E 58.160 (190.81') — 49+640.000 50.000 — N84°21'06"E 61.377 (201.37') — 49+700.000 43.000 — S54°56'20"E 46.664 (153.10') — 49+760.000 55.000 — S42°22'15"E 90.339 (296.39') — PROPOSED R/W — 49+860.000 70.000 — S53°13'01"E 130.492 (428.12')

MATCH LINE STA. 49+860
SEE SHEET #55A

EXISTING
LOGTOWN RELOCATION
P.I. = 49+747.631
Δ = 29°19'40.439"RT.
R = 200.000
L = 102.374
T = 52.335
Ex = 6.734
e = 6.0%
P.C. = 49+695.297
P.T. = 49+797.670
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runout = see cross sections

P/12

ADDINGTON ENTERPRISES, INC.

SEE SHEET # 55C, 55D, 55E FOR PROFILE

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

R.T. OR L.T.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. NO. 1 (Eα)	END TREATMENT TT 2A (Eα)	END TREATMENT TT 3 (Eα)	END TREATMENT TT 4A (Eα)	CRASH CUSH TT 2X-A (Eα)	BRIDGE END CONN. CONN TT A (Eα)	BRIDGE END CONN. CONN TT A-1 (Eα)
RT.	49+520 to 49+660	140					1			
LT.	49+600 to 49+860	260					1			

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X		49+520 to 49+560	CLASS III	207 M TON	0.75	0.60	1.8 F.B.
	X		49+560 to 49+620	CLASS IA	204 M TON	0.60	0.45	1.8 F.B.
	X		49+620 to 49+640	CLASS IA	58 M TON	0.45	0.45	1.8 F.B.
	X		49+640 to 49+700	CLASS IA	175 M TON	0.45	0.45	1.8 F.B.
	X		49+700 to 49+760	CLASS IA	57 M TON	0.30	0.30	1.8 F.B.
	X		49+760 to 49+840	CLASS II	194 M TON	0.30	0.45	1.8 F.B.
	X		49+840 to 49+860	CLASS IA	49 M TON	0.45	0.45	1.2 F.B.
X			49+520 to 49+620	CLASS II	130 M TON	0.30	0.40	0.6 F.B.
X			49+620 to 49+760	CLASS IA	340 M TON	0.30	0.45	1.8 F.B.
X			49+760 to 49+820	CLASS III	233 M TON	0.45	0.60	1.8 F.B.
X			49+820 to 49+840	CLASS II	60 M TON	0.60	0.40	1.8 F.B.
X			49+840 to 49+860	CLASS IA	32 M TON	0.30	0.30	1.8 F.B.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-SD.CSL
Cell Name: PLKEPI.

6-93
FORM NO. 2m

PL-LOGA.DGN

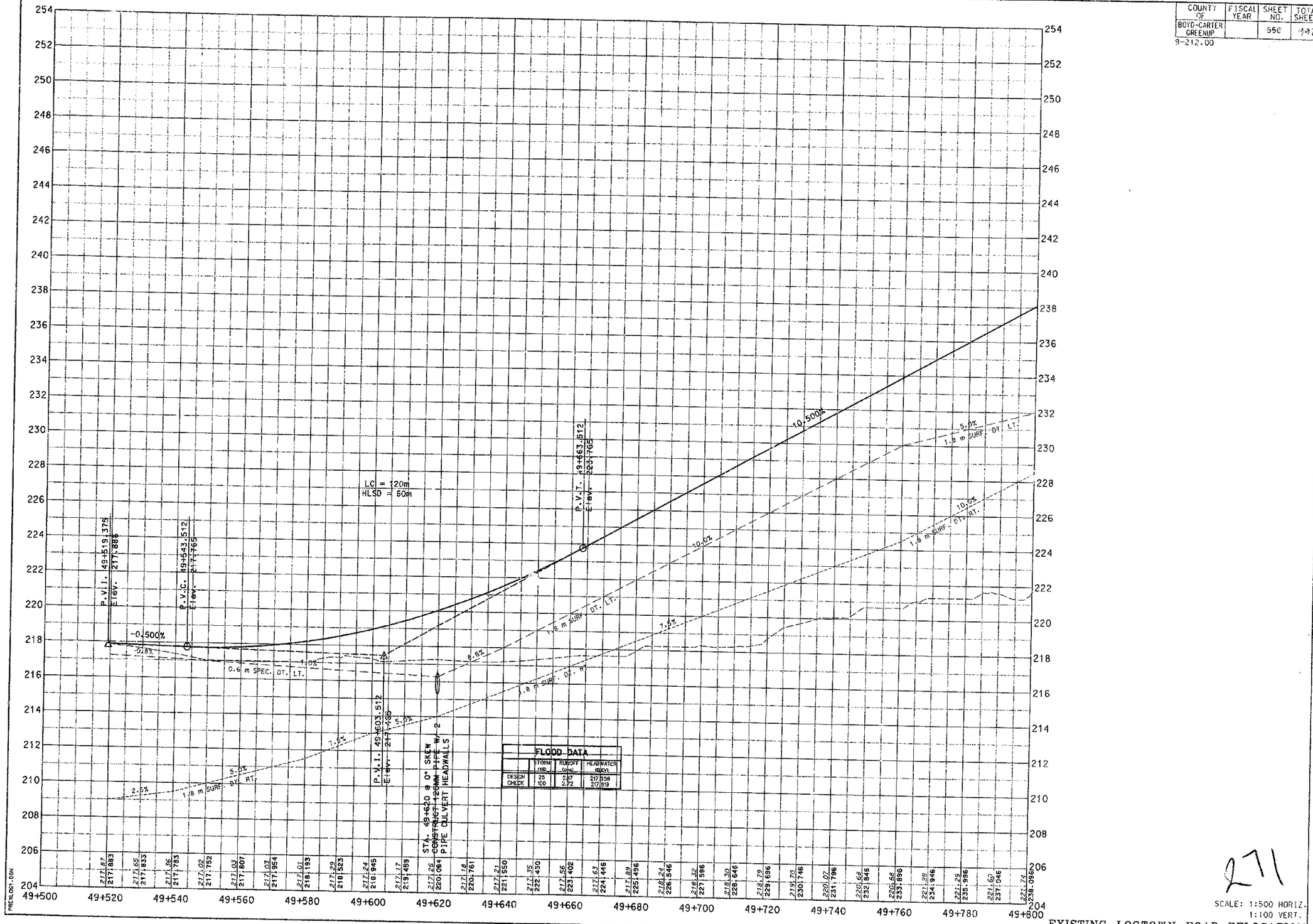
270

SCALE: 1:500

LOGTOWN ROAD

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		55C	197

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRELOG1.DGN

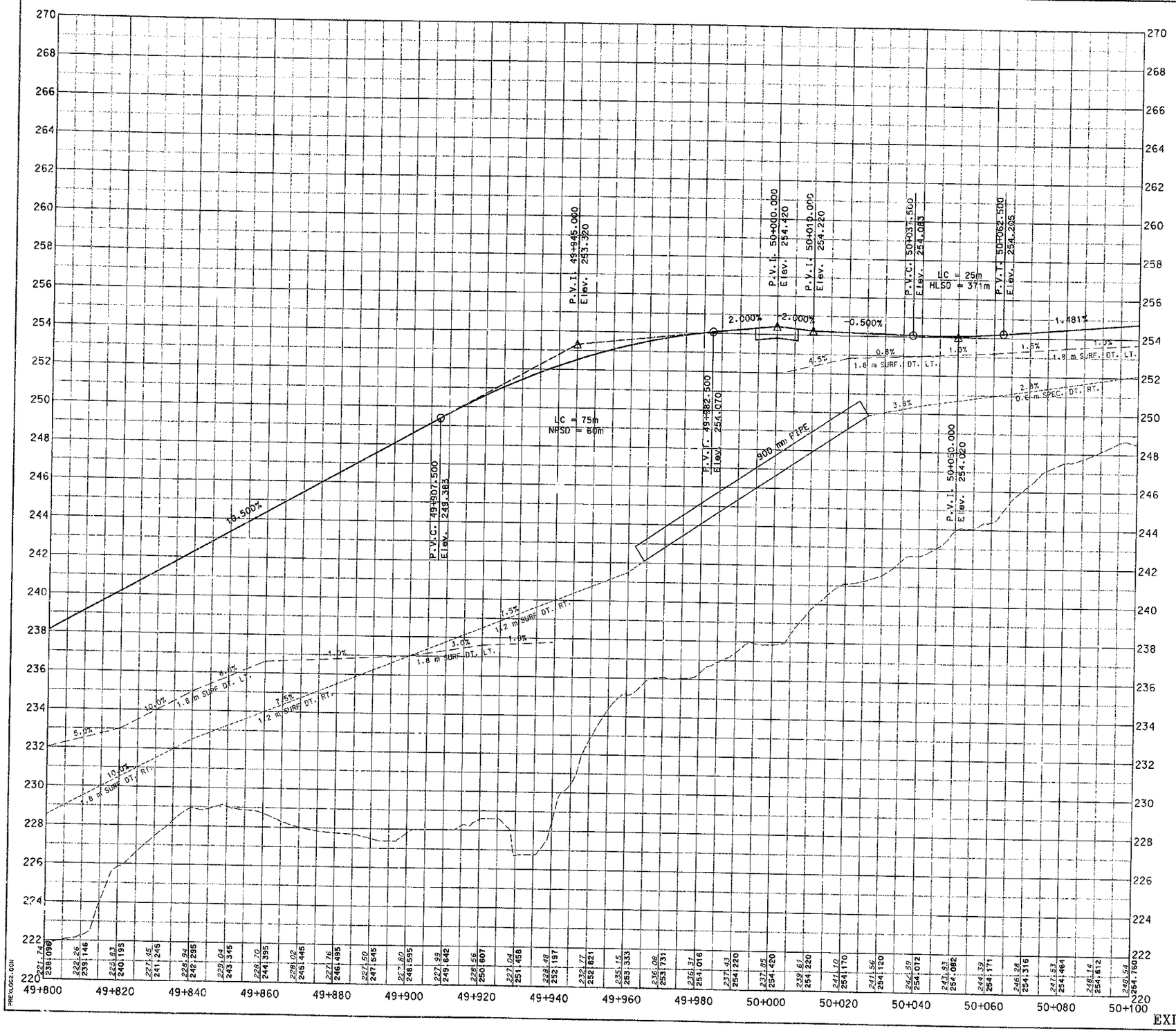
271

SCALE: 1:500 HORIZ.
1:100 VERT.

EXISTING LOGTOWN ROAD RELOCATION

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		550	747

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PREXL052.DGN

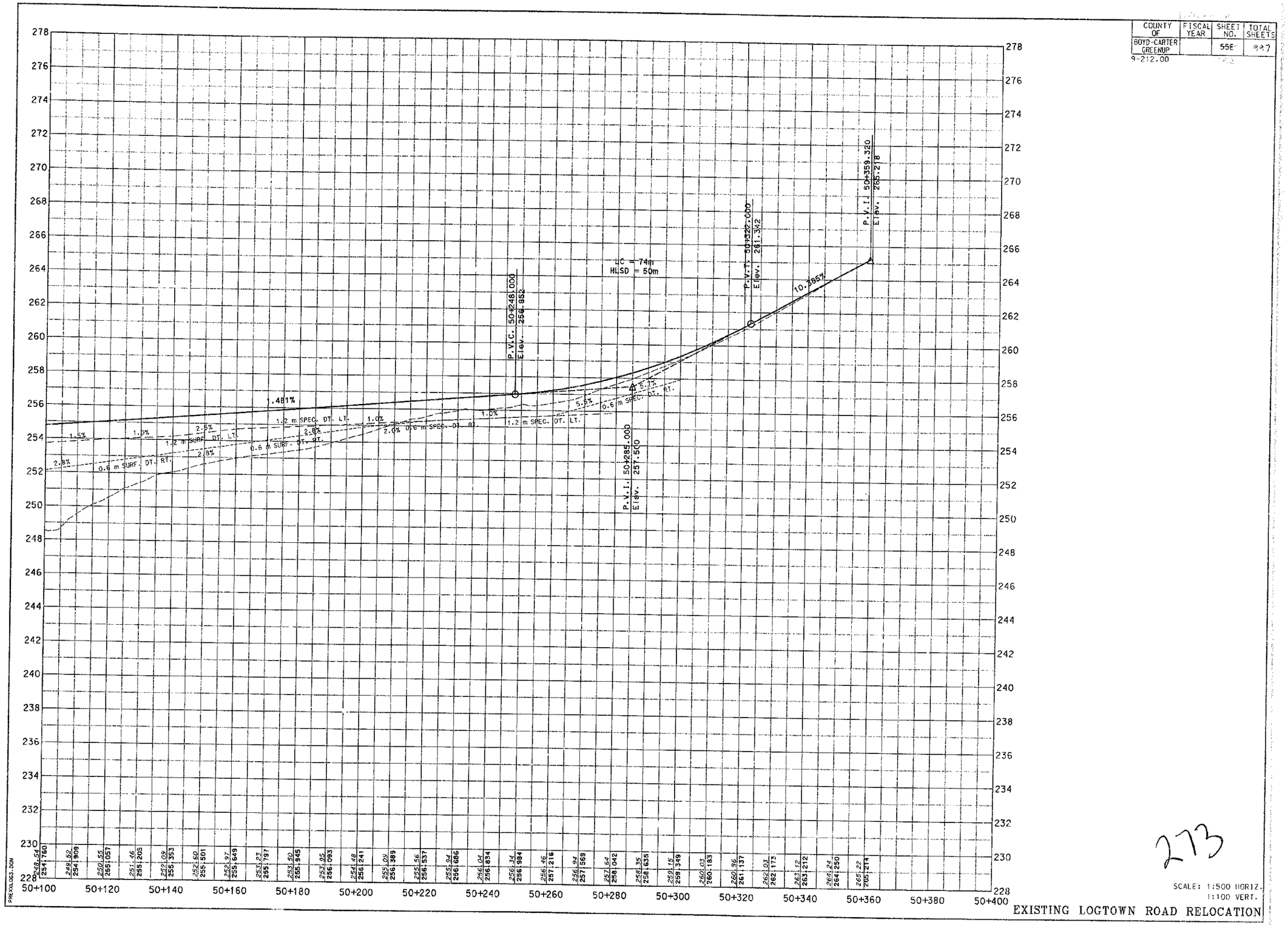
272

SCALE: 1:500 HORIZ.
1:100 VERT.

EXISTING LOGTOWN ROAD RELOCATION

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		55E	927

9-212.00



PREVLOG3.DGN

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

273

SCALE: 1:500 HORIZ.
1:100 VERT.

EXISTING LOGTOWN ROAD RELOCATION

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		56	497

9-212.00

APPROACH 12+000.155
P.I. = 49+320.725
Δ = 19°35'19.192"LT.
R = 200.000
L = 68.377
T = 34.526
Ex = 2.958
e = 4.6%
P.C. = 49+286.199
P.T. = 49+354.576
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS SECTIONS
Runout = SEE CROSS SECTIONS

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			49+320 to 49+420	CLASS II	130 M TON	0.30	0.40	V
X			49+420 to 49+560	CLASS II	242 M TON	0.30	0.40	0.6 F.B.
X			49+560 to 49+580	CLASS III	62 M TON	0.30	0.60	0.6 F.B.
	X		49+320 to 49+360	SOD	20 SQM	0.30	0.40	V
	X		49+360 to 49+400	SOD	13 SQM	0.45	0.40	V
	X		49+400 to 49+440	SOD	78 SQM	0.45	0.40	V
	X		49+440 to 49+520	CLASS II	190 M TON	0.30	0.40	0.6 F.B.
	X		49+520 to 49+600	CLASS II	190 M TON	0.30	0.40	0.6 F.B.
	X		49+600 to 49+629	CLASS IA	42 M TON	0.30	0.45	0.6 F.B.
	X		49+629 to 49+660	CLASS II	40 M TON	0.30	0.40	0.6 F.B.

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NON-PERF (m)	150mm NON-PERF (m)	300mm NON-PERF (m)	CLASS 3 AGGREGATE (CU.M)	
LT	49+320 TO 49+400	80							
LT	49+400 TO 49+500	100			5			0.43	1:2 HOWL
LT	49+500 TO 49+600	100			5			0.43	1:2 HOWL
LT	49+600 TO 49+660	60			5			0.43	1:2 HOWL
RT	49+320 TO 49+400	80							
RT	49+400 TO 49+500	100			5			0.43	1:2 HOWL
RT	49+500 TO 49+600	100			5			0.43	1:2 HOWL
RT	49+600 TO 49+660	60			5			0.43	1:2 HOWL

NOTE: FOR RIGHT-OF-WAY INFO SEE SHEET NO. 421

ADDINGTON ENTERPRISES, INC. P 12

ADDINGTON ENTERPRISES, INC. P 12

ADDINGTON ENTERPRISES, INC. P 12

ENTRANCE AND GRADING BY OTHERS

ENTRANCE AND GRADING BY OTHERS

ENTRANCE

WASTE AREA

TEMP. EASEMENT FOR SLOPE CONSTRUCTION

N88°53'43"E 60.535 (198.61')

P.I. STA. 49+320.725

P.T. STA. 49+354.576

49+330.000 18.000

49+360.000 15.000

49+400

49+431.682 18.606

49+480.000 19.000

49+500

49+540.000 21.000

49+590.000 BEGIN CONTROL OF 30.000 ACCESS & FENCE

49+590.000 END CONTROL OF 30.000 ACCESS & FENCE

49+600

49+655.000 21.000

49+660.000 25.000

PROPOSED R/W
N28°49'33"E 99.417 (326.17')

N27°55'01"E 48.319 (158.53')

N26°28'30"E 60.033 (196.96')

PROPOSED R/W
N18°10'49"E 50.804 (166.68')

N28°23'03"E

N37°25'11"E 105.169 (345.04')

PROPOSED R/W
N30°17'36"E 180.100 (590.88')

PROPOSED R/W
N27°14'18"E 50.010 (164.08')

N9°02'23"W 16.685 (54.74')

N36°16'02"E 65.620 (215.29')

CONTROL OF ACCESS R/W

N32°28'12"E 70.18 (230.24')

N33°58'52"W 23.854 (78.26')

S61°36'37"E 50.000 (164.04')

0.6m F.B. DT.

I.E. 251.610

I.E. 253.377

L.S. 3.6 3.6 L.S.

SEE SHEET #55A MATCH LINE STA. 49+320

SEE SHEET #57 MATCH LINE STA. 49+660

SEE SHEET #7

MATCH LINE SHEET 11+420
SEE SHEET #9

SEE SHEET # 59 ~ 64
FOR PROFILE

SCALE: 1:500

LOGTOWN ROAD

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL-1001.DGN

274

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		61	927

9-212.00

P.V.I. 49+062.000
Elev. 255.289

P.V.I. 49+095.000
Elev. 256.100

P.V.T. 49+106.000
Elev. 254.888

P.V.C. 49+126.000
Elev. 254.504

LOGTOWN RD. CONNECTOR
49+130.570=
LOGTOWN RD RELOCATOR
50+000

LC = 88m
K = 23

P.V.T. 49+214.000
Elev. 254.492

-1.531%

-1.924%

1.898%

P.V.C. 49+064.000
Elev. 255.268

LC = 22m
K = 56

0.6 m SURF. DT. RT.

-0.16%

-0.7%

3.0%

2.5%

2.0%

1.0%

1.8 m SURF. DT. RT.

0.6 m SURF. DT. RT.

P.V.I. 49+170.000
Elev. 253.667

STA. 49+195 W/ 15° SKEW LT.
CONSTRUCT 900MM PIPE W/
PIPE CULVERT HEADWALL
INLET/OUTLET

STA. 49+195 W/ 0° SKEW
CONSTRUCT 1050MM PIPE W/
PIPE CULVERT HEADWALL
INLET/OUTLET

4.0%

1.2 m SURF. DT. LT.

2.0%

5.0%

24.0%

1.2 m SURF. DT. LT.

FLOOD DATA	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	138	250.014
CHECK	100	172	253.164

FLOOD DATA	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.75	254.751
CHECK	100	0.92	254.921

	DATE
PREPARED BY	
CHECKED BY	DATE
APPROVED BY	DATE

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

HRL004.DGN

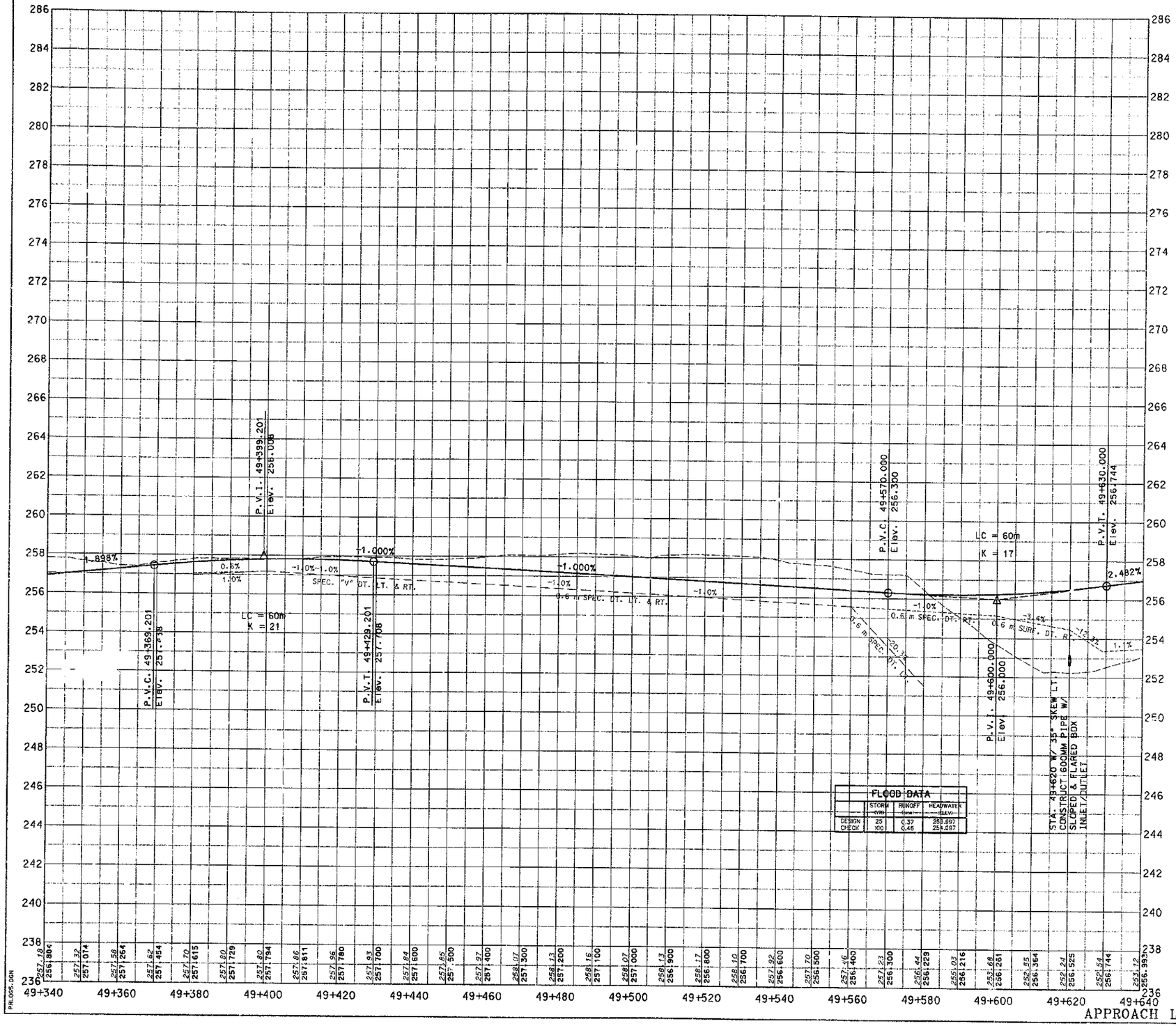
276

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH LOGTOWN ROAD STA. 12+000 LT. & RT.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		62	647

3-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRLOGS.DGN

276

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH LOGTOWN ROAD STA. 12+000 LT. & RT.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~72~~	~~77~~
9-212.00			

VOID

MATCH LINE STA. 49+600

P.I. STA. 49+612.255

P.I. STA. 49+515.296

MATCH LINE STA. 49+600

PROPOSED R/W

TO KY 207

P.I. STA. 49+747.631

EXISTING R/W

K6-122

GREEN VALLEY LANDFILL
PERMIT BOUNDARY LINE

VOID

P
12

ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

LOGTOWN ROAD RELOCATION
STA. 50+000 =
APPROACH LT. 12+000.155
STA. 49+130.570

PERM. EASEMENT FOR APPROACH CONSTRUCTION

P.I. STA. 49+910.280

P.I. STA. 49+784.087

POB STA. 49+660.000

END CONTROL OF ACCESS & FENCE 49+725.000 25.000

BEGIN CONTROL OF ACCESS & FENCE 49+725.000 18.000

P.I. STA. 49+740.662

P.C. STA. 49+706.360

K6-123

BEGIN CONTROL OF ACCESS & FENCE 49+590.000 30.000

P.T. STA. 49+774.303

CONTROL OF ACCESS R/W

P.I. STA. 49+887.207

P.I. STA. 50+119.394

PROPOSED R/W

PROPOSED R/W

PROPOSED R/W

END CONTROL OF ACCESS & FENCE 49+590.000 20.000

P.I. STA. 11+283.392

P.I. STA. 49+820.725

NOTE:
TEMP. EASEMENT FOR SLOPE CONSTRUCTION

P
12

ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

STA. 48+985.965
APPR. LT. 12+000.155=
STA. 49+833.447
APPR. LT. 11+803.819

P.C. STA. 11+497.583

P.I. STA. 11+446.698

STA. 12+000.155=
APPR. STA. 50+000.000

CONTROL OF ACCESS R/W

BEGIN CONTROL OF ACCESS R/W 11+176.589 60.000

END CONTROL OF ACCESS R/W 11+185.188 50.001

P.I. STA. 50+209.926

CONTROL OF ACCESS R/W

BEGIN FENCE

END FENCE

MATCH LINE STA. 10+800

S.T. STA. 10+810.922

BEGIN FENCE

END FENCE

CONTROL OF ACCESS R/W

T.S. STA. 11+200.732

S.C. STA. 11+256.732

C.S. STA. 11+308.863

S.T. STA. 11+358.863

CONTROL OF ACCESS R/W

P.I. STA. 11+722.076

STA. 11+803.819=
APPR. STA. 50+000.000

END CONTROL OF ACCESS & FENCE 50+130.000 32.500

BEGIN CONTROL OF ACCESS & FENCE 50+150.000 37.500

CONTROL OF ACCESS R/W

END CONTROL OF ACCESS R/W 11+120.407 73.081

BEGIN CONTROL OF ACCESS R/W 11+131.676 77.734

M.L. STA. 11+157.502 =
EXIST. LOGTOWN RD.
STA. 50+279.230

STA. 50+295.889
APPR. RT. 12+000.155=
STA. 50+140.480
APPR. RT. 11+803.819

P.I. STA. 12+176.476

T.S. STA. 12+162.476

S.C. STA. 12+162.476

P.I. STA. 50+132.390

CONTROL OF ACCESS R/W

EXISTING R/W

LOGTOWN ROAD

KY 5

P
11

W.B. (WILLIAM) BLANTON
HEIRS, ET. AL.
DB 150, PG 223
DB 195, PG 670
DB 199, PG 258
DB 199, PG 667
DB 33, PG 99

EASTERN KY. LUMBER & DEVELOPEMENT CO.
DB 324, PG 23
DB 174, PG 119

P
12

ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

K6-126

END CONTROL OF ACCESS & FENCE 50+245.000 30.000

BEGIN CONTROL OF ACCESS & FENCE 50+245.000 30.000

L6-142

POE STA. 50+400.000

MATCH LINE STA. 12+200

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

STRIPMAP.DGN

RIGHT OF WAY PLANS

277

SCALE: 1:2000
STRIP MAP

SHEET NO.	TOTAL SHEETS IN SET	DRAWING NO.
		27

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

5-93
FORM NO. 2m

SILT TRAP

SEDIMENT BASIN

DISTURB LIMITS

DRAINAGE AREA BOUNDARY
(INDIVIDUAL PIPES, DROP BOX INLETS, ETC)

(SEE PLAN SHEETS FOR SILT CHECKS)

27B

SCALE: 1"=200'

EROSION CONTROL SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
CHEROKEE		92	157

N

CONTOUR INTERVAL: 5 FT

CONTOUR INTERVAL: 2m

CONTOUR INTERVAL: 100 FT

FRASIER

MCCALL

ADDINGTON ENTERPRISES, INC.

WASTE SITE

GREEN VALLEY LANDFILL PERMIT BOUNDARY LINE

ADDINGTON ENTERPRISES, INC.

CONTOUR INTERVAL: 2m

PERMIT BOUNDARY LINE

DANIEL P. CHILDERS

ADDINGTON ENTERPRISES INC.

ADDINGTON ENTERPRISES, INC.

W.B. RAMTON

ADDINGTON ENTERPRISES, INC.

GREEN VALLEY ENVIRONMENTAL CORPORATION

ADDINGTON ENTERPRISES, INC.

PERMIT BOUNDARY LINE

EMOGENE HANNER

ROBERT LARRY MOORE
SARAH MOORE

ADDINGTON ENTERPRISES INC.

ADDINGTON ENTERPRISES, INC.

EASTERN LAND COMPANY

MARJORIE F. HANNER

CONTOUR INTERVAL: 5 FT

CONTOUR INTERVAL: 2m

CONTOUR INTERVAL: 2 FT

CONTOUR INTERVAL: 100 FT

ADDINGTON ENTERPRISES, INC.

CONTOUR INTERVAL: 2m

279

LEGEND

WELL ⊙ **GROUNDWATER MONITORING WELL**

SCALE: 1:10,000

WASTE AREA DETAIL SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

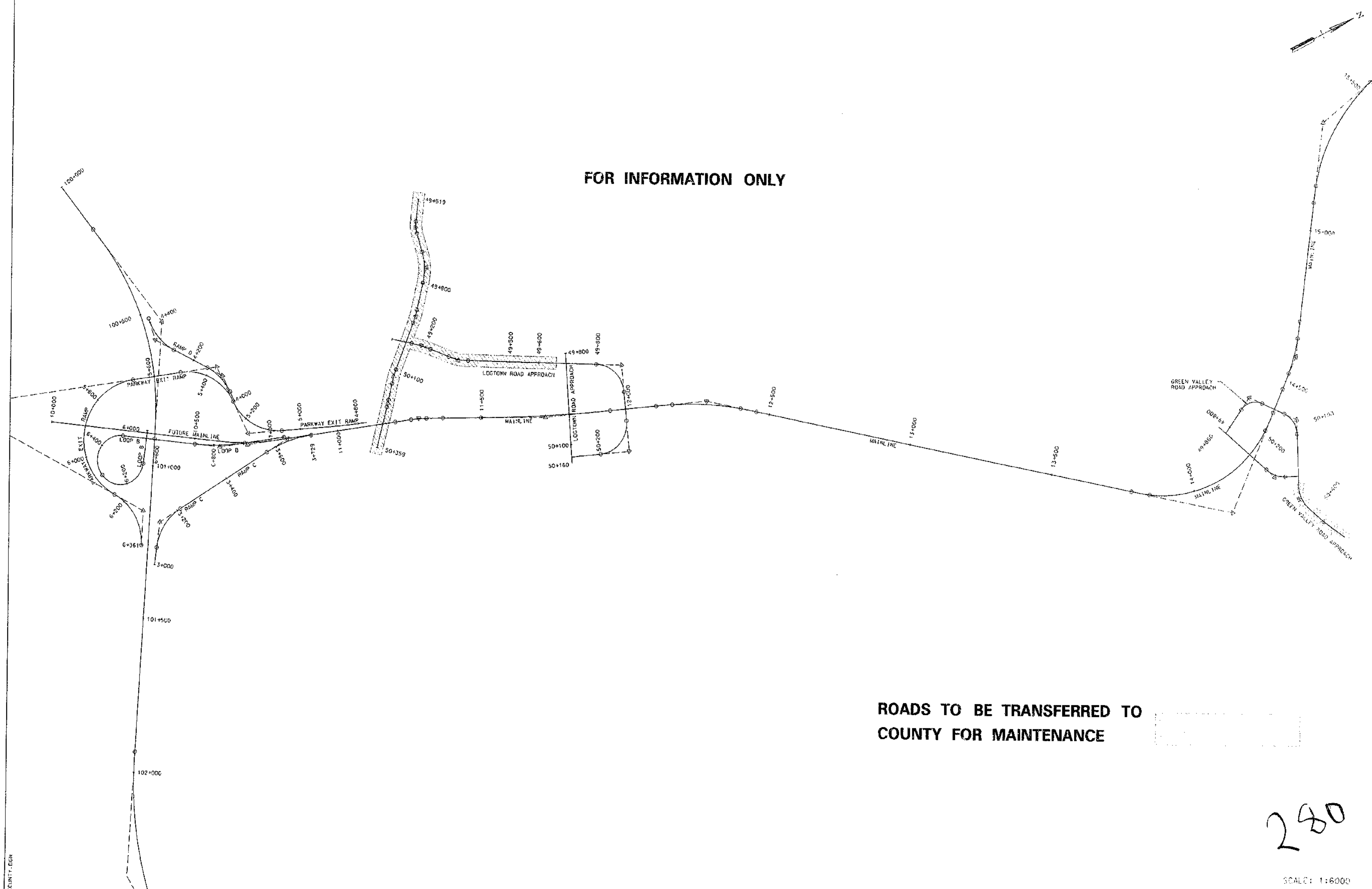
Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

8-93
FORM NO. 2m

WASTE.DWI

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP		94	997

FOR INFORMATION ONLY



ROADS TO BE TRANSFERRED TO COUNTY FOR MAINTENANCE

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

COUNTY.DGN

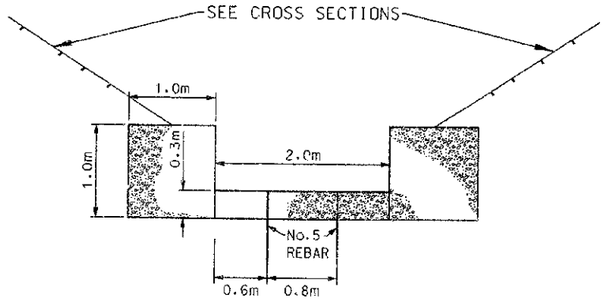
280

SCALE: 1:6000

DETAIL SHEET

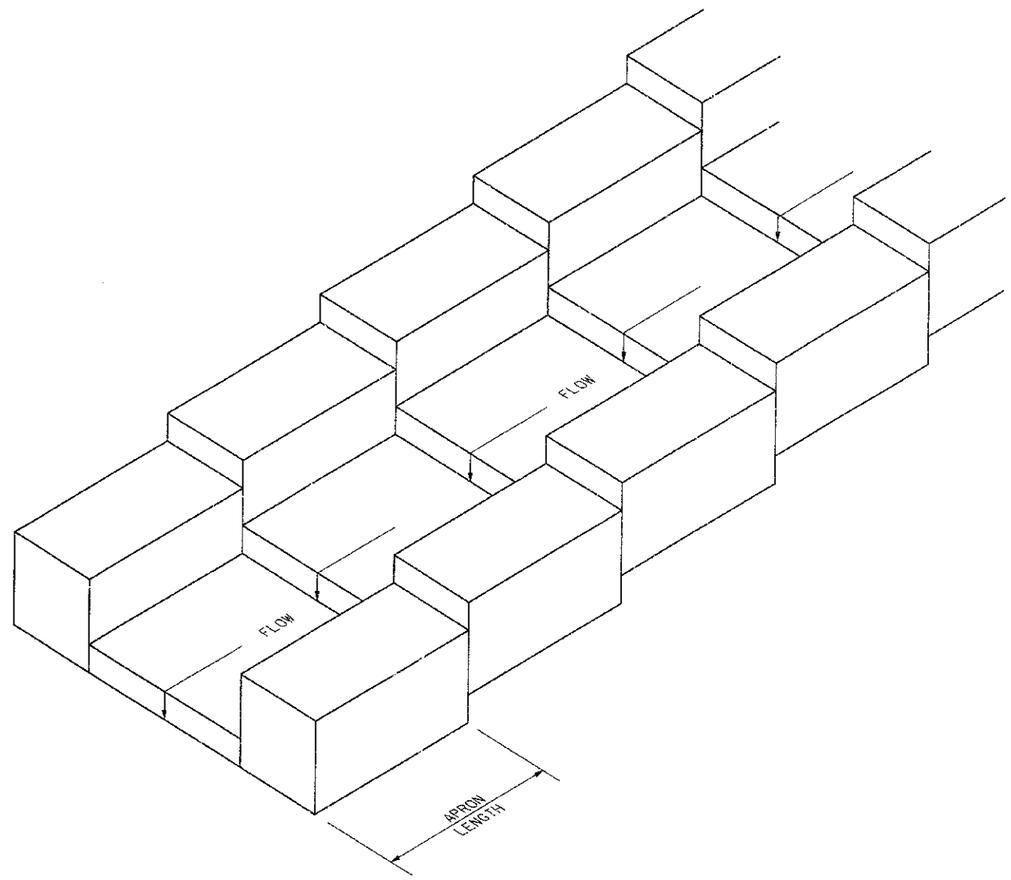
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		95A	097

9-212.00

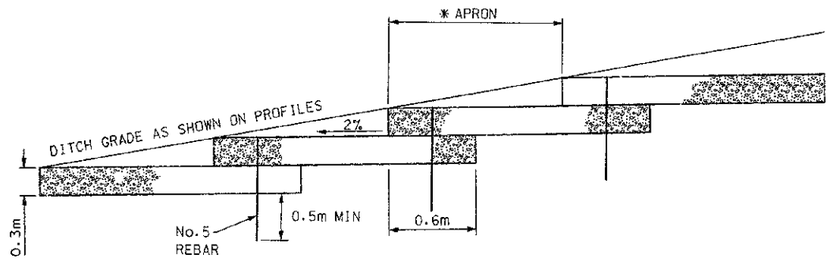


GABION CROSS SECTION
NOT TO SCALE

NOTE: PAY ITEM TO BE CUBIC METER GABION



GABION ISOMETRIC
NOT TO SCALE



GABION "STEP DOWN" TYPICAL
NOT TO SCALE

* APRON LENGTH DEPENDENT ON DITCH SLOPE
LENGTH = 0.3m / (SLOPE(m/m) - 0.0200)
(AS DITCH SLOPE APPROACHES 2%, DECREASE APRON SLOPE. MAXIMUM APRON LENGTH = 15m)

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

GABION.DGN

281

GABION DITCH DETAIL

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		190	497

ITEM 9-512.50

CONSTRUCTION PHASING NOTES FOR PHASE 3

1) PHASE 3 INCLUDES THE CONSTRUCTION OF THE REMAINDER OF THE INTERCHANGE NOT CONSTRUCTED UNDER PHASE 1 & 2 AND THE INDUSTRIAL PARKWAY FROM THE PHASE 1 LIMITS OF INTERCHANGE NORTH TO ITS TIE-IN WITH SECTION 2 AND THE SURFACING THEREOF.

2) PHASE 3 MAY BE CONSTRUCTED INDEPENDENT FROM PHASE 1 & 2 OR CONSTRUCTED CONCURRENTLY WITH ANY PART OF PHASE 1 & 2 AS LONG AS NO MAINTENANCE OF TRAFFIC IS REQUIRED ON I-64.

3) SINCE THE INDUSTRIAL PARKWAY IS A NEW FACILITY GOING CROSS COUNTRY THE MAINTENANCE OF TRAFFIC WILL HAVE LITTLE INFLUENCE ON CONSTRUCTION EXCEPT WHERE IT CROSSES EXISTING LOGTOWN ROAD AND EXISTING GREEN VALLEY ROAD.

4) LOGTOWN ROAD IS A VERY LIGHTLY TRAVELED GRAVEL ROAD USED FOR LOCAL ACCESS ONLY. TRAFFIC MAY BE STOPPED IN BOTH DIRECTIONS FOR SHORT PERIODS OF TIME AS NEEDED FOR THE CONSTRUCTION OF THE BRIDGE OVER LOGTOWN ROAD AND THE HAULING OF MATERIAL FROM ONE SIDE OF THE ROAD TO THE OTHER . NORMAL SIGNING AS PER KY DOT STANDARD DRAWINGS AND FLAGGERS WILL BE REQUIRED AT THIS LOCATION.

5) GREEN VALLEY ROAD IS A PRIVATE BITUMINOUS ROAD USED MAINLY FOR HAULING REFUSE TO A LANDFILL JUST WEST OF THE CONSTRUCTION AREA.

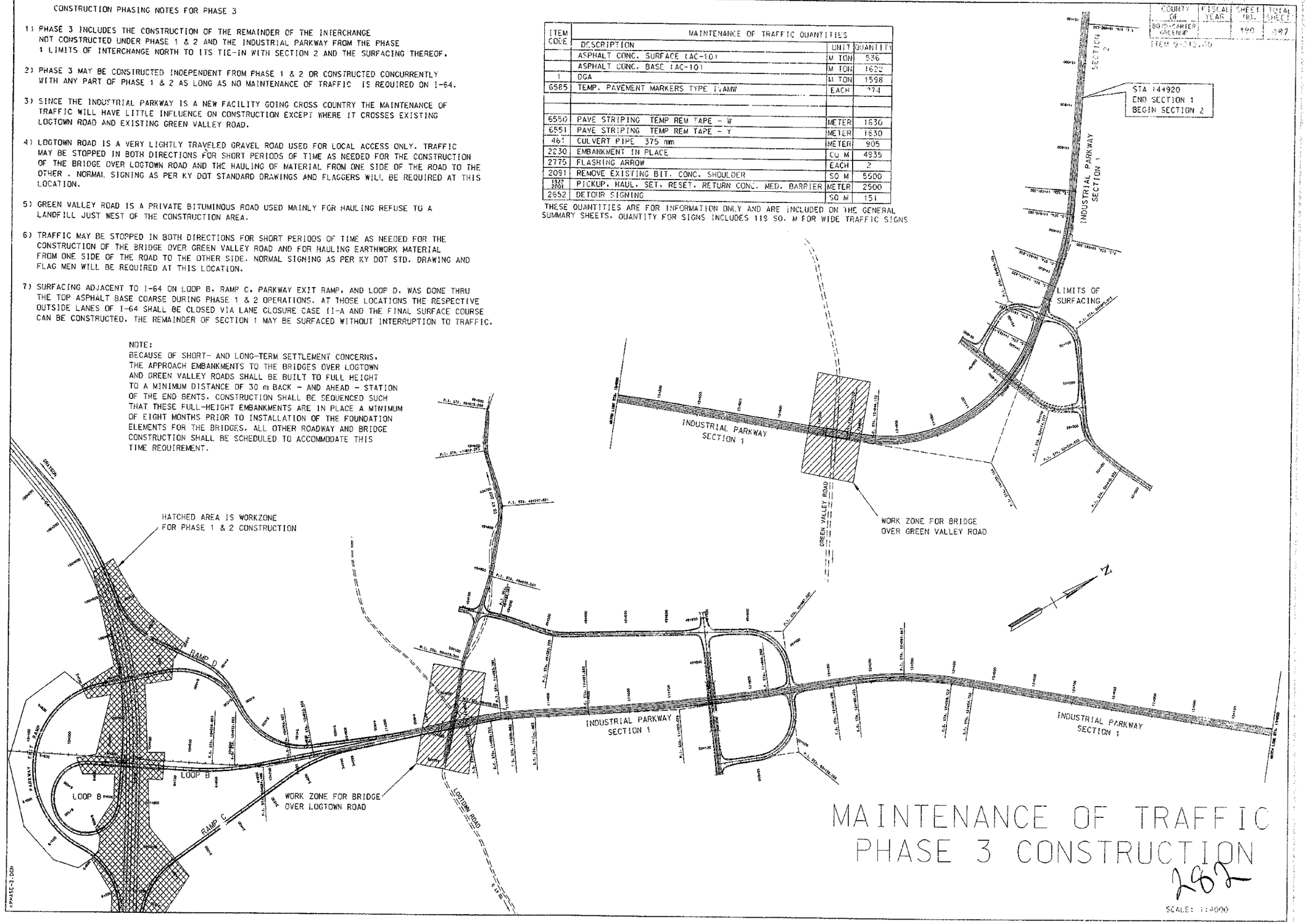
6) TRAFFIC MAY BE STOPPED IN BOTH DIRECTIONS FOR SHORT PERIODS OF TIME AS NEEDED FOR THE CONSTRUCTION OF THE BRIDGE OVER GREEN VALLEY ROAD AND FOR HAULING EARTHWORK MATERIAL FROM ONE SIDE OF THE ROAD TO THE OTHER SIDE. NORMAL SIGNING AS PER KY DOT STD. DRAWING AND FLAG MEN WILL BE REQUIRED AT THIS LOCATION.

7) SURFACING ADJACENT TO I-64 ON LOOP B, RAMP C, PARKWAY EXIT RAMP, AND LOOP D, WAS DONE THRU THE TOP ASPHALT BASE COARSE DURING PHASE 1 & 2 OPERATIONS. AT THOSE LOCATIONS THE RESPECTIVE OUTSIDE LANES OF I-64 SHALL BE CLOSED VIA LANE CLOSURE CASE II-A AND THE FINAL SURFACE COURSE CAN BE CONSTRUCTED. THE REMAINDER OF SECTION 1 MAY BE SURFACED WITHOUT INTERRUPTION TO TRAFFIC.

NOTE:
BECAUSE OF SHORT- AND LONG-TERM SETTLEMENT CONCERNS, THE APPROACH EMBANKMENTS TO THE BRIDGES OVER LOGTOWN AND GREEN VALLEY ROADS SHALL BE BUILT TO FULL HEIGHT TO A MINIMUM DISTANCE OF 30 m BACK - AND AHEAD - STATION OF THE END BENTS. CONSTRUCTION SHALL BE SEQUENCED SUCH THAT THESE FULL-HEIGHT EMBANKMENTS ARE IN PLACE A MINIMUM OF EIGHT MONTHS PRIOR TO INSTALLATION OF THE FOUNDATION ELEMENTS FOR THE BRIDGES. ALL OTHER ROADWAY AND BRIDGE CONSTRUCTION SHALL BE SCHEDULED TO ACCOMMODATE THIS TIME REQUIREMENT.

ITEM CODE	MAINTENANCE OF TRAFFIC QUANTITIES	UNIT	QUANTITY
	DESCRIPTION		
	ASPHALT CONC. SURFACE (AC-10)	M TON	536
	ASPHALT CONC. BASE (AC-10)	M TON	1632
1	DGA	M TON	1598
6585	TEMP. PAVEMENT MARKERS TYPE IV,AMW	EACH	274
6550	PAVE STRIPING TEMP REM TAPE - W	METER	1630
6551	PAVE STRIPING TEMP REM TAPE - Y	METER	1630
461	CULVERT PIPE 375 mm	METER	905
2230	EMBANKMENT IN PLACE	CU M	4935
2775	FLASHING ARROW	EACH	2
2091	REMOVE EXISTING BIT. CONC. SHOULDER	SQ M	5500
1922 2001	PICKUP, HAUL, SET, RESET, RETURN CONC. MED. BARRIER	METER	2500
2652	DETOUR SIGNING	SQ M	151

THESE QUANTITIES ARE FOR INFORMATION ONLY AND ARE INCLUDED ON THE GENERAL SUMMARY SHEETS. QUANTITY FOR SIGNS INCLUDES 119 SQ. M FOR WIDE TRAFFIC SIGNS



MAINTENANCE OF TRAFFIC PHASE 3 CONSTRUCTION

2682

SCALE: 1:4000

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKDPL

6-93
FORM NO. 2m

\PHASE-3.DGN

MAINTENANCE OF TRAFFIC SHEET

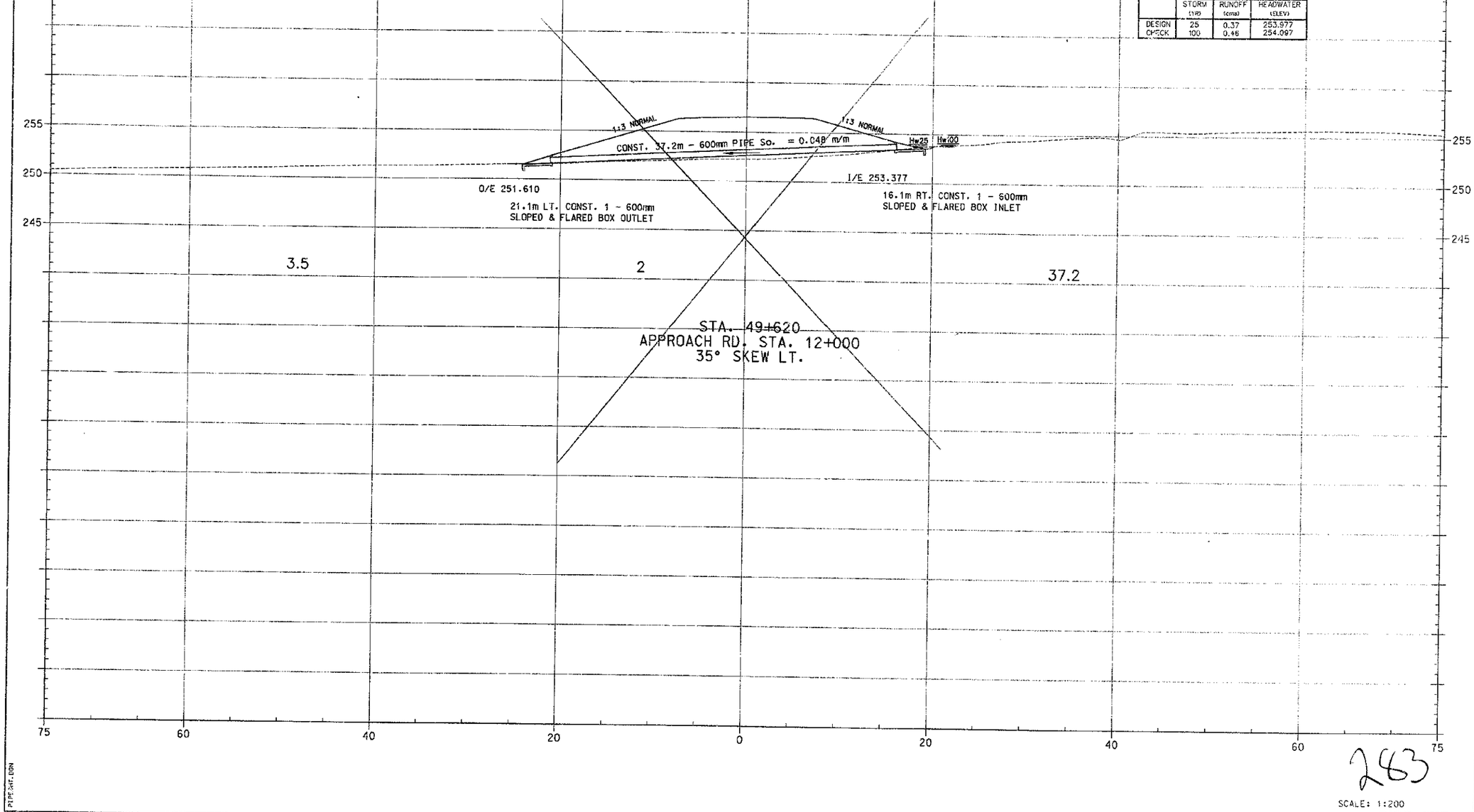
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		247	297

ITEM 9-212.00

VOID - SEE SHEET NO. 217

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)
		3.5						2									37.2				

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.37	253.977
CHECK	100	0.46	254.097



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

263

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		27A	497

ITEM 9-212.00

JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY. B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)

237.89
254.210

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	1.38	253.014
CHECK	100	1.72	253.184

FILL AREA

GR 2.7% GR 1:20 1:20 1:2

CONST. 24.4m - 1050mm PIPE
So = 0.044 m/m

O/E 251.000
AS-BUILT: 249.877

I/E 252.074
AS BUILT = 251.074

GRADING PERFORMED BY OTHERS (SEE PLAN SHEET # 55A)

12.7m LT. CONST. 1 1050mm PIPE CULVERT HEADWALL

11.7m RT. CONST. 1 1050mm PIPE CULVERT HEADWALL

1:2 1:3

STA. 49+195
APPROACH LOGTOWN ROAD 12+000
0° SKEW 4.09 195

M 3

24.4

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	1.44	251.051
CHECK	100	1.79	251.371

20.78m LT CONST 1-900mm PIPE CULVERT HEADWALL
C/E AS-BUILT = 249.060

1:3 1:4

12.68m - 900mm PIPE

CONST. 63.4m - 900mm PIPE So = 0.120 m/m

APPROACH RD. FILL SLOPE

I/E 249.871
AS BUILT = 249.901

21.9m RT. CONST. 1 - 900mm PIPE CULVERT HEADWALL

~~O/E 242.100~~

~~41.5m~~ LT. CONST. 1 - 900mm PIPE CULVERT HEADWALL

STA. 49+105
APPROACH LOGTOWN ROAD 12+000
5° SKEW LT.

M 6

3.29 165

63.4

260 255 250 245 240 235 230 265

75 60 40 20 0 20 40 60 75

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

284

SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		2178	997

ITEM 9-212.00

	JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	2.17	217.359
CHECK	100	2.72	217.619

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PIPESHT.DGN

285

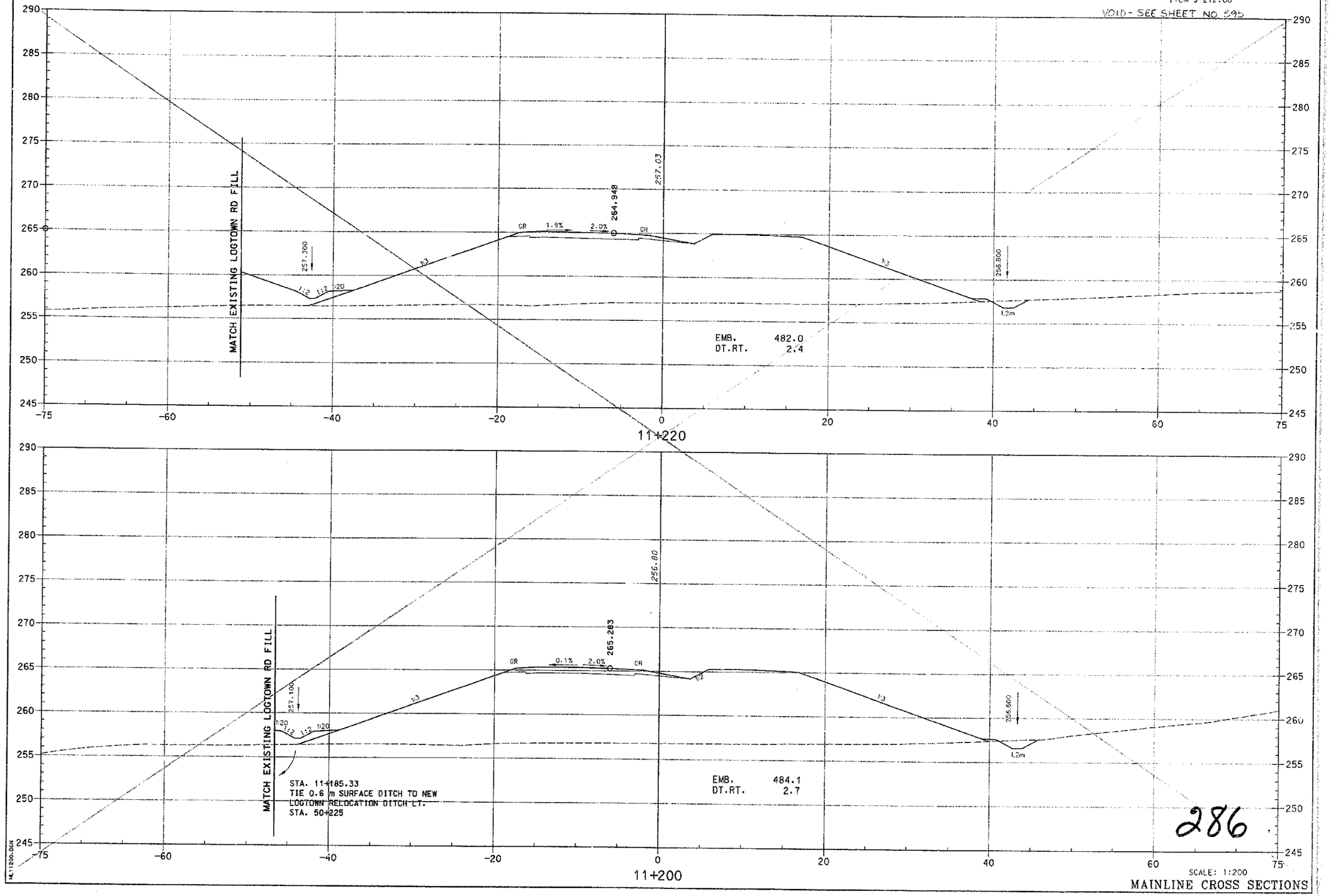
SCALE: 1:200

PIPE SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		249	997

ITEM 9-212.00

VOID - SEE SHEET NO. 595



286

SCALE: 1:200

MAINLINE CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: XY-PL

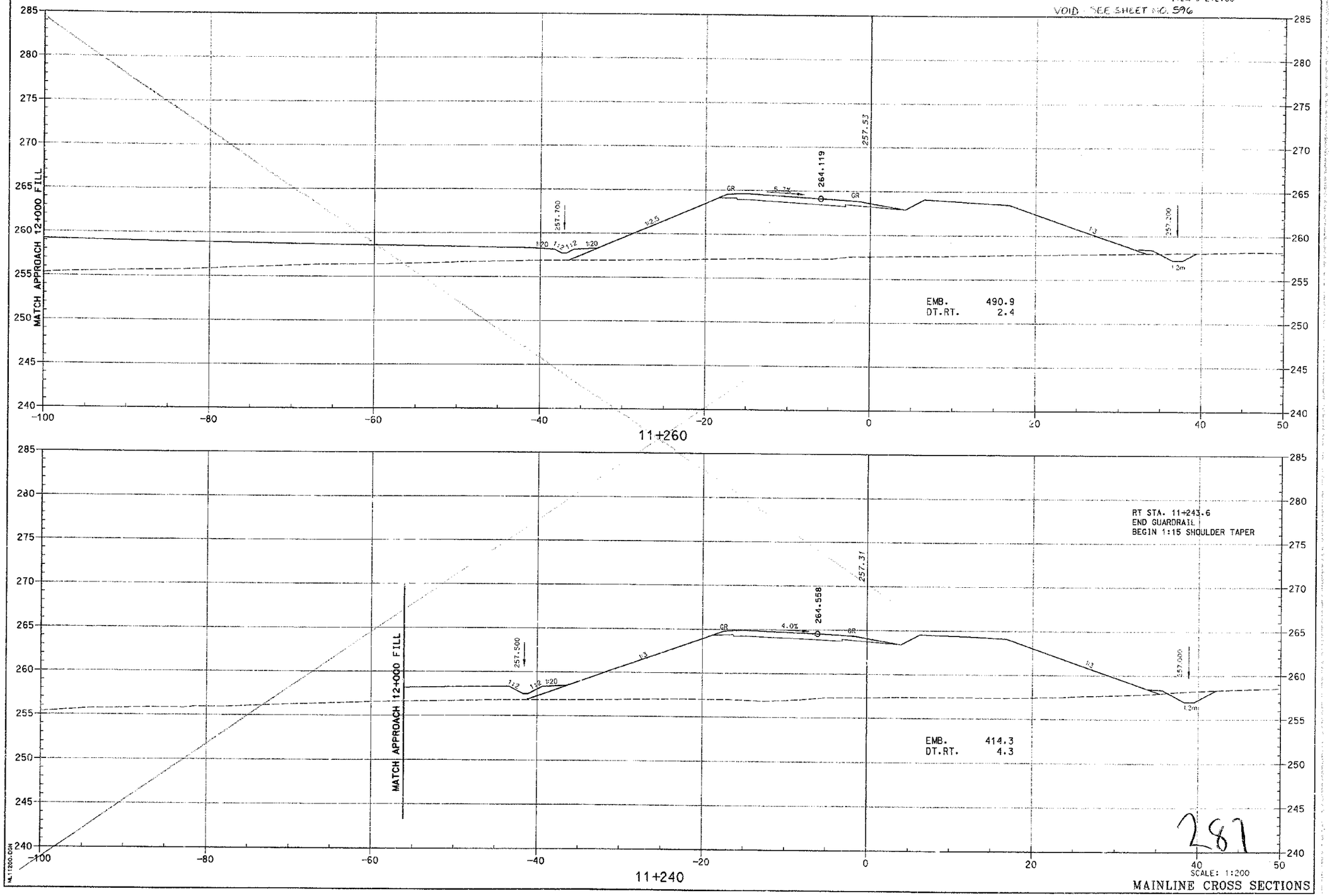
6-93
FORM NO. 2m

M_1200.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		250	947

ITEM 9-212.00

VOID - SEE SHEET NO. 596



SCALE: 1:200

MAINLINE CROSS SECTIONS

281

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

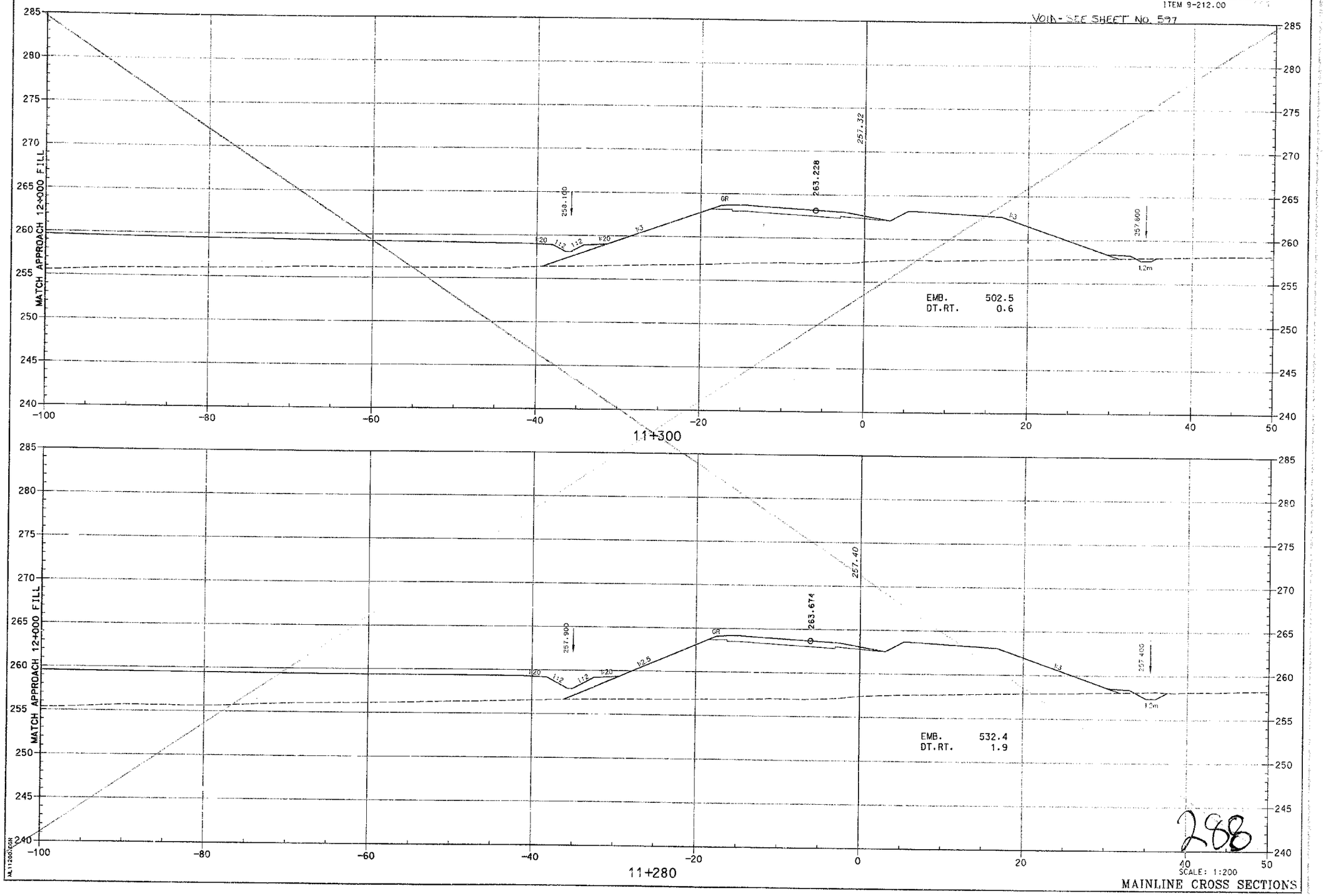
Cell Library: P2C-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

ML11200.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		251	997

ITEM 9-212.00



MAINLINE CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PXC-3D.CEL
Cell Name: KY-PL

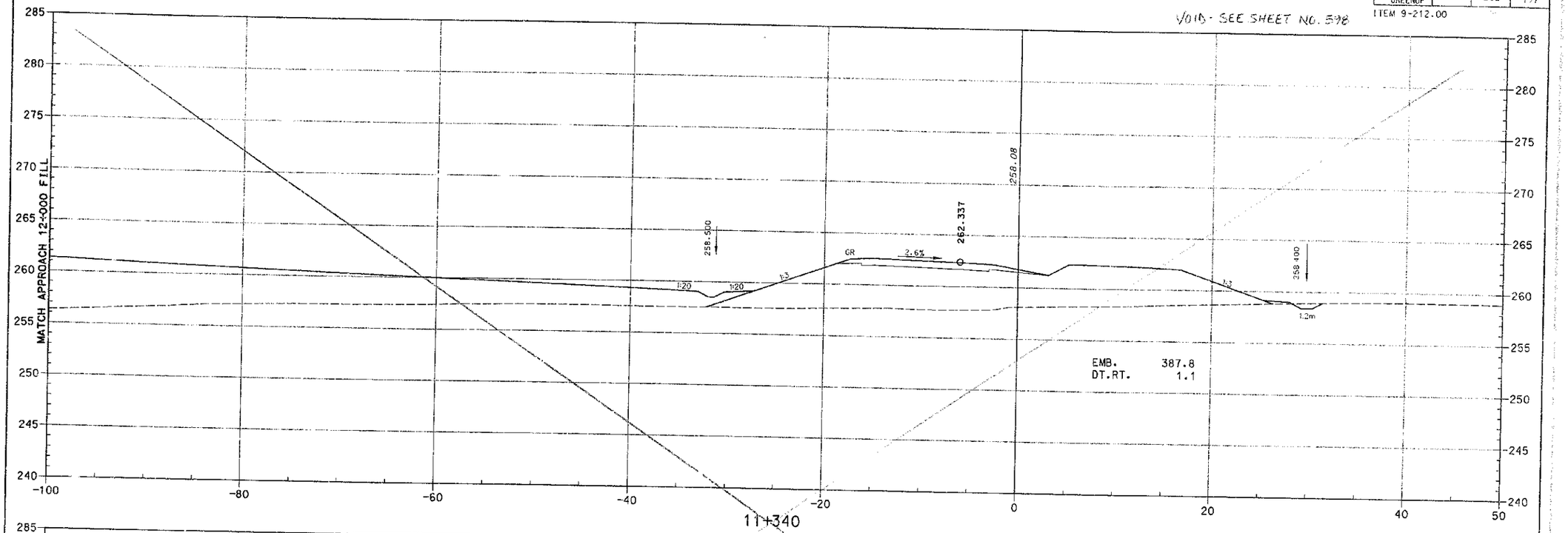
6-93
FORM NO. 2m

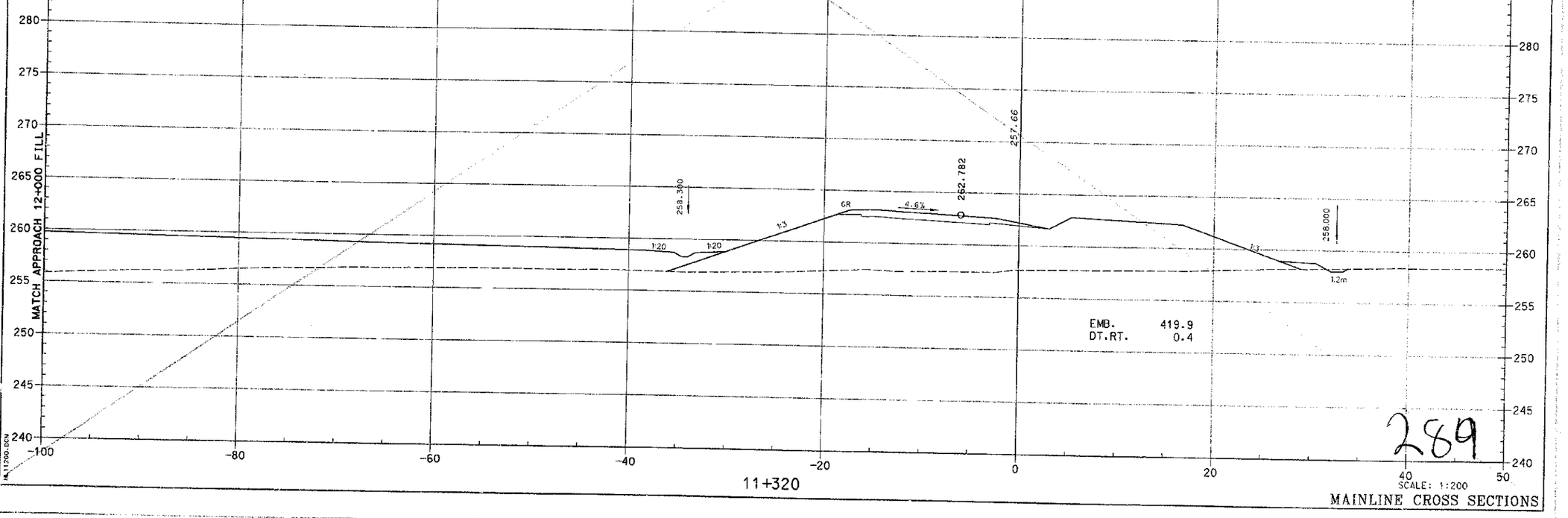
288

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		252	447

ITEM 9-212.00

VOID - SEE SHEET NO. 598





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: ΣY-PL

6-93
FORM NO. 2m

M11200.DGN

289

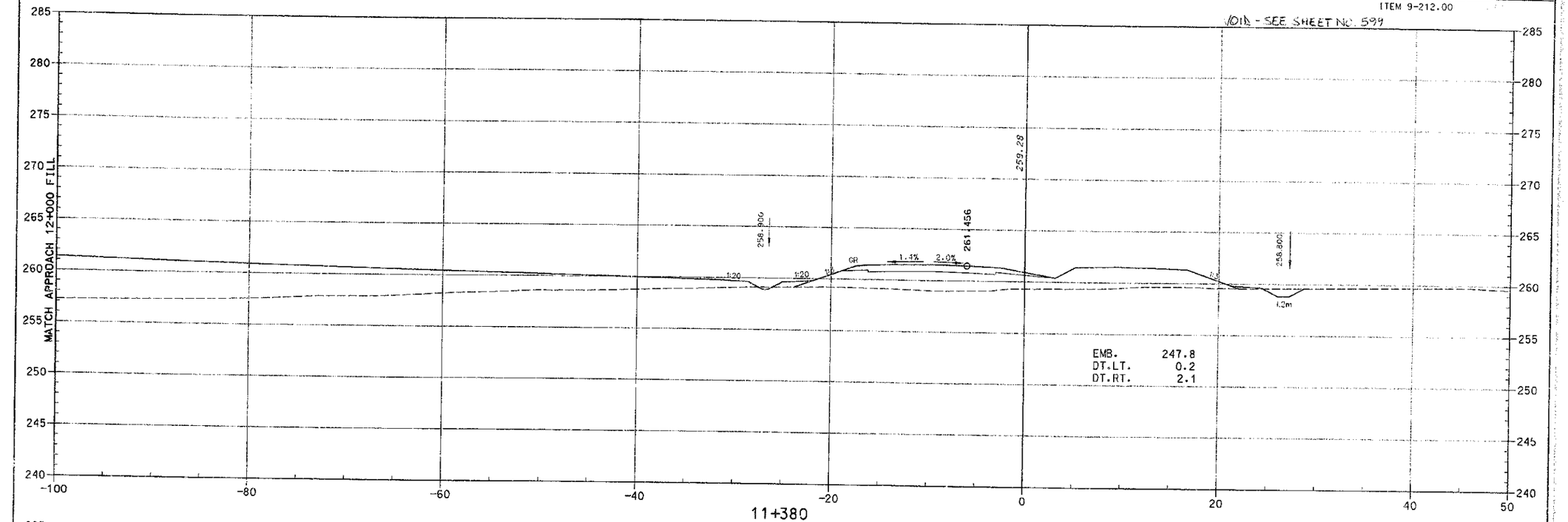
SCALE: 1:200

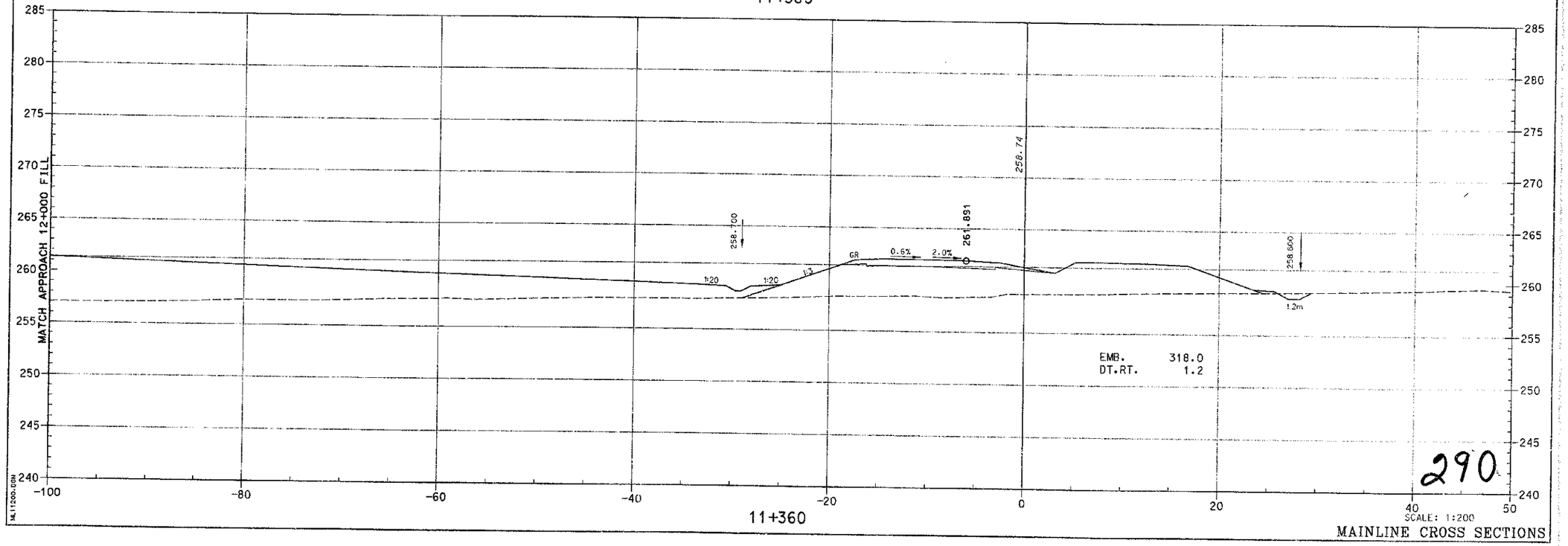
MAINLINE CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		253	297

ITEM 9-212.00

VOID - SEE SHEET NO. 599





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: KY-PU

6-93
FORM NO. 2m

ML11200.DGN

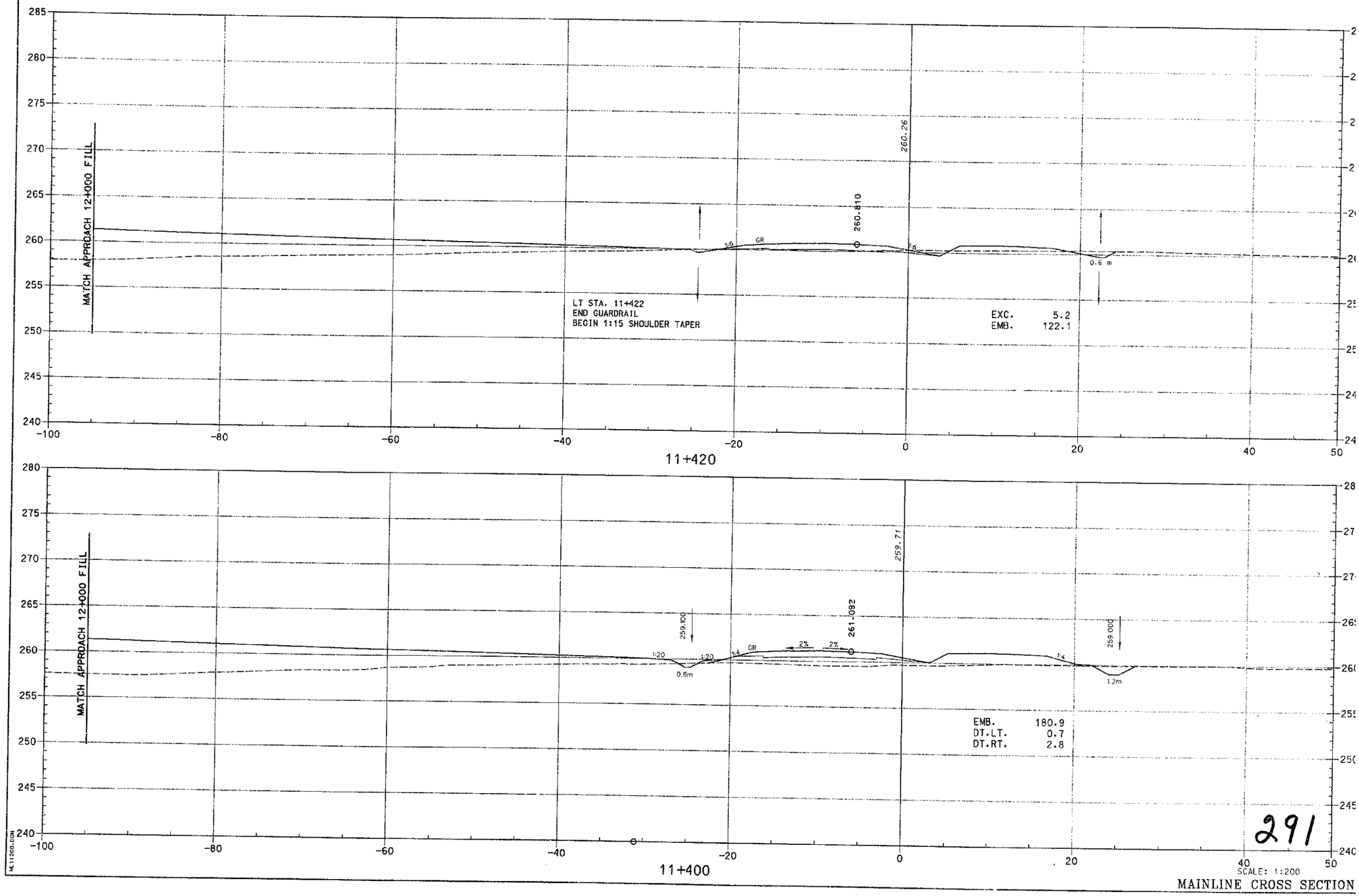
290

SCALE: 1:200

MAINLINE CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	T SI
BOYD-CARTER GREENUP		254	

ITEM 9-212.00



MAINLINE CROSS SECTION

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PGC-9D.CEL
Cell Name: KY-PL

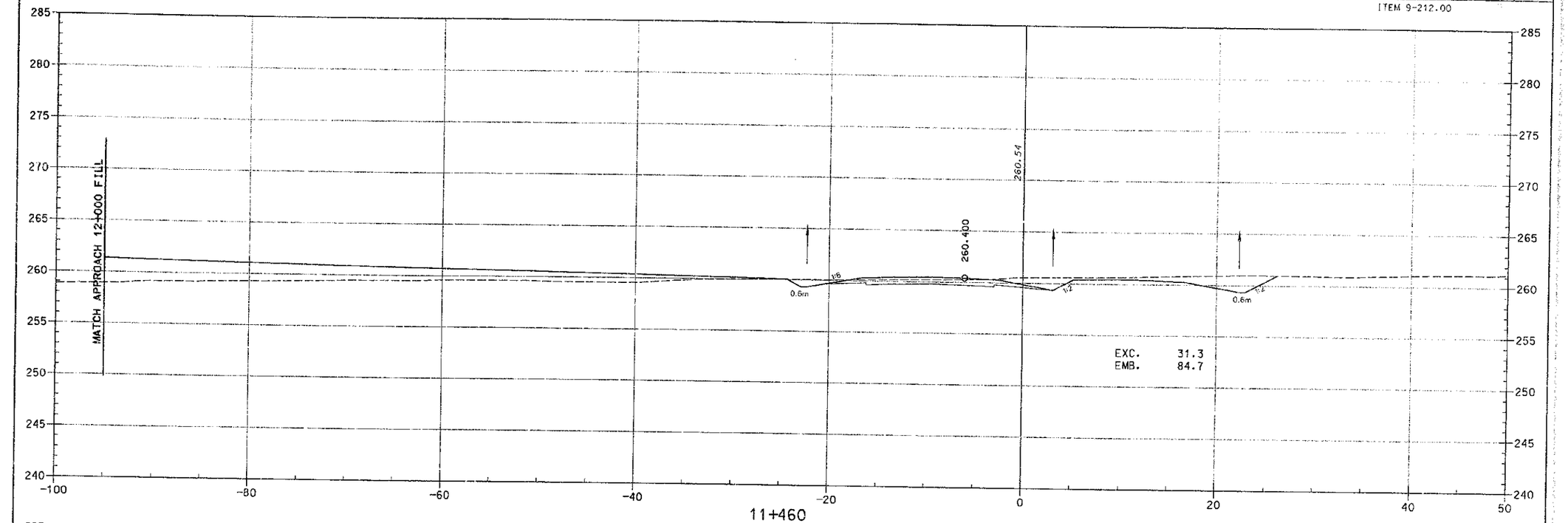
6-93
FORM NO. 2m

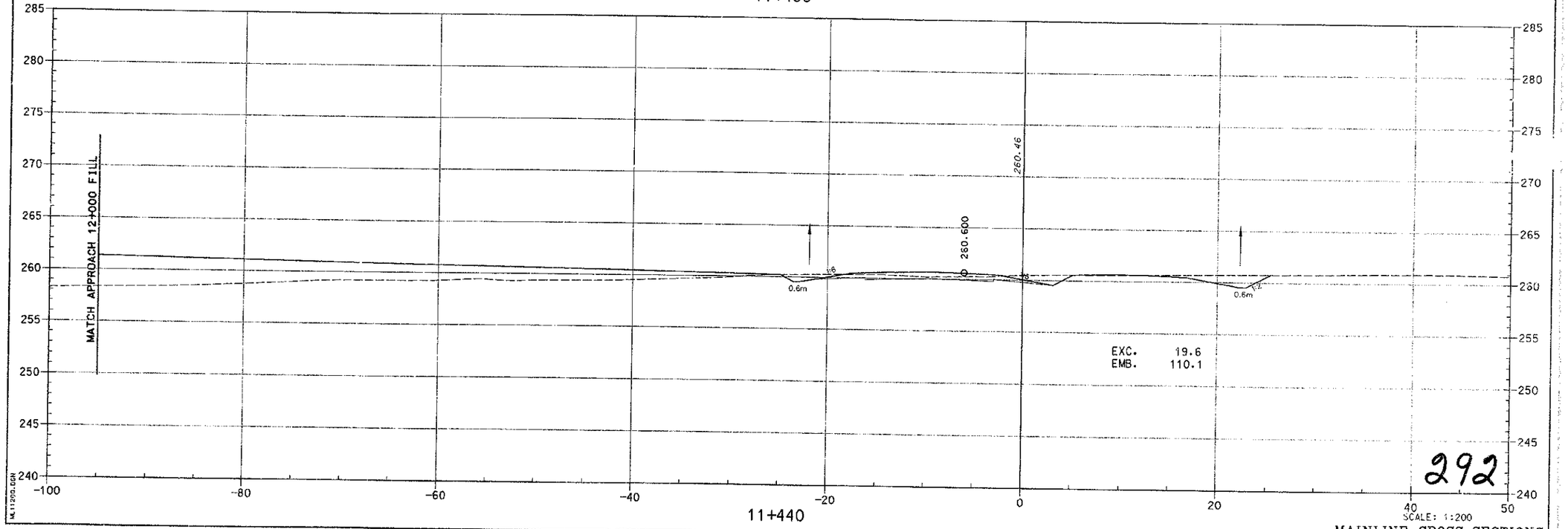
ML11205.DGN

291

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		255	291

ITEM 9-212.00





292

SCALE: 1:200

MAINLINE CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

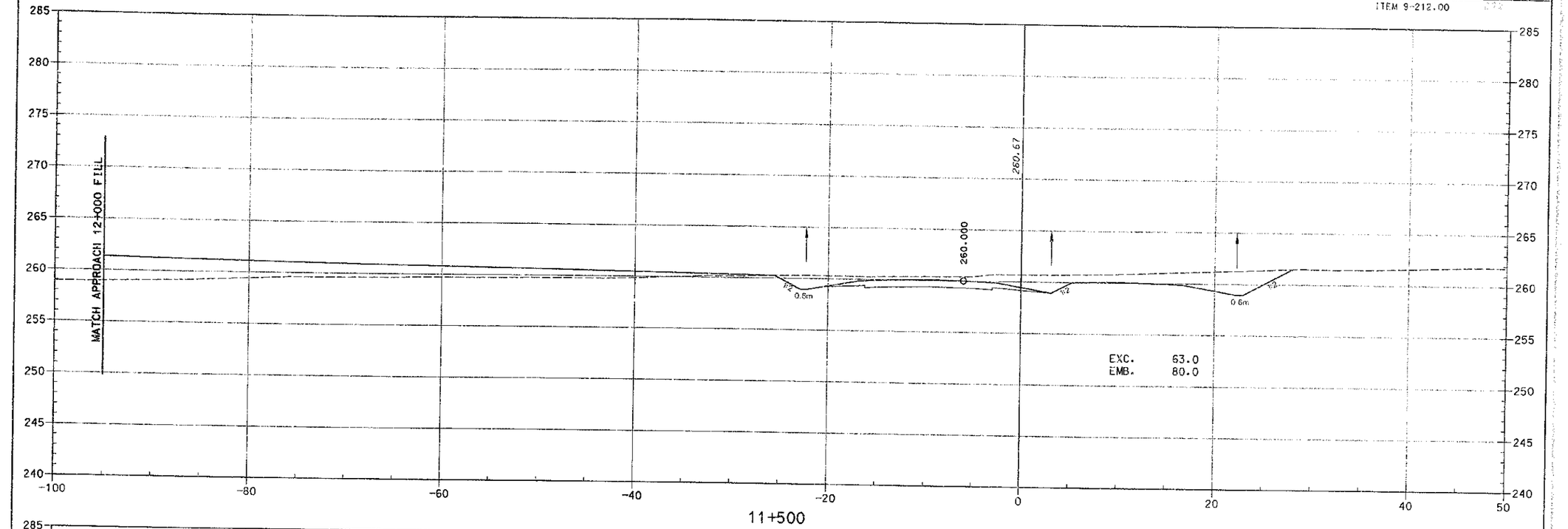
Cell Library: PRC-3D.CEL
Cell Name: KY-P1L

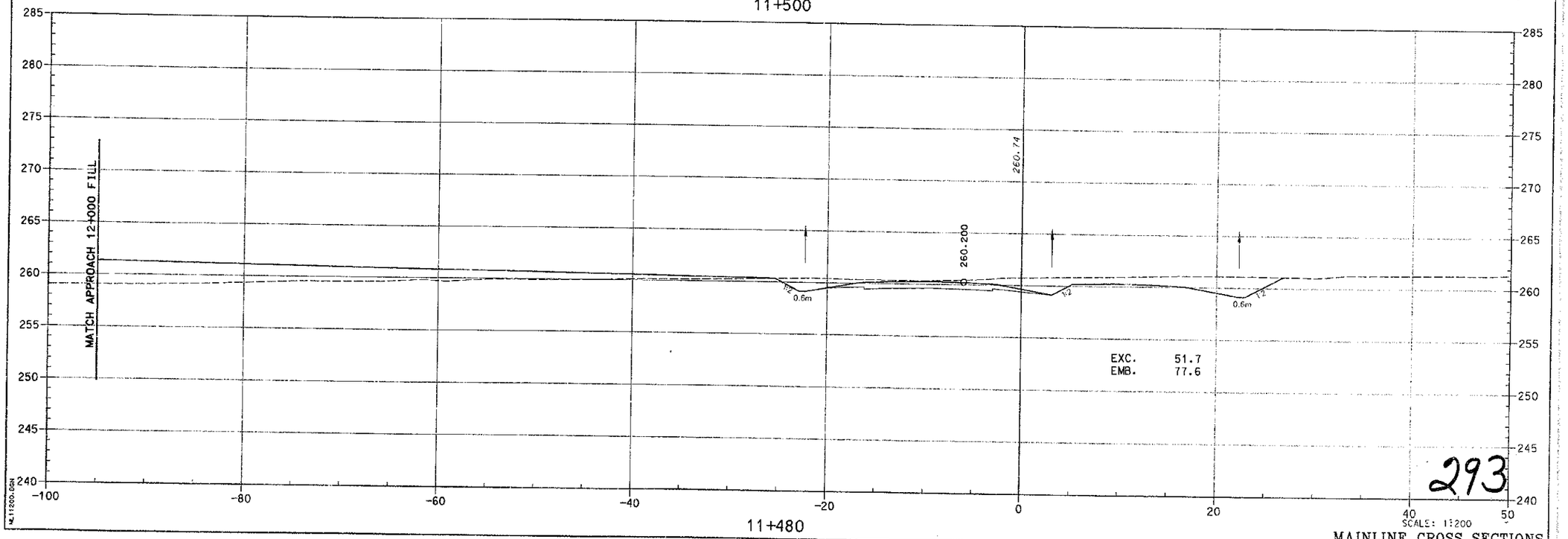
6-93
FORM NO. 2m

MAINLINE.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		256	297

ITEM 9-212.00





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

M:\11200.DGN

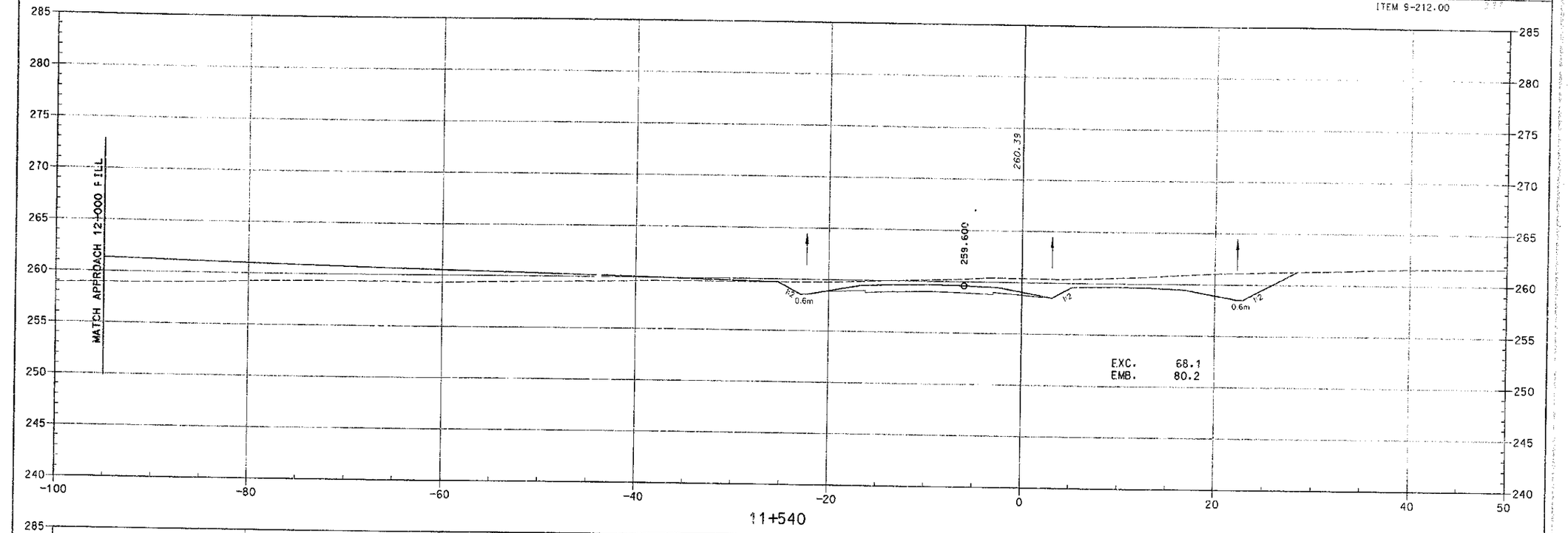
293

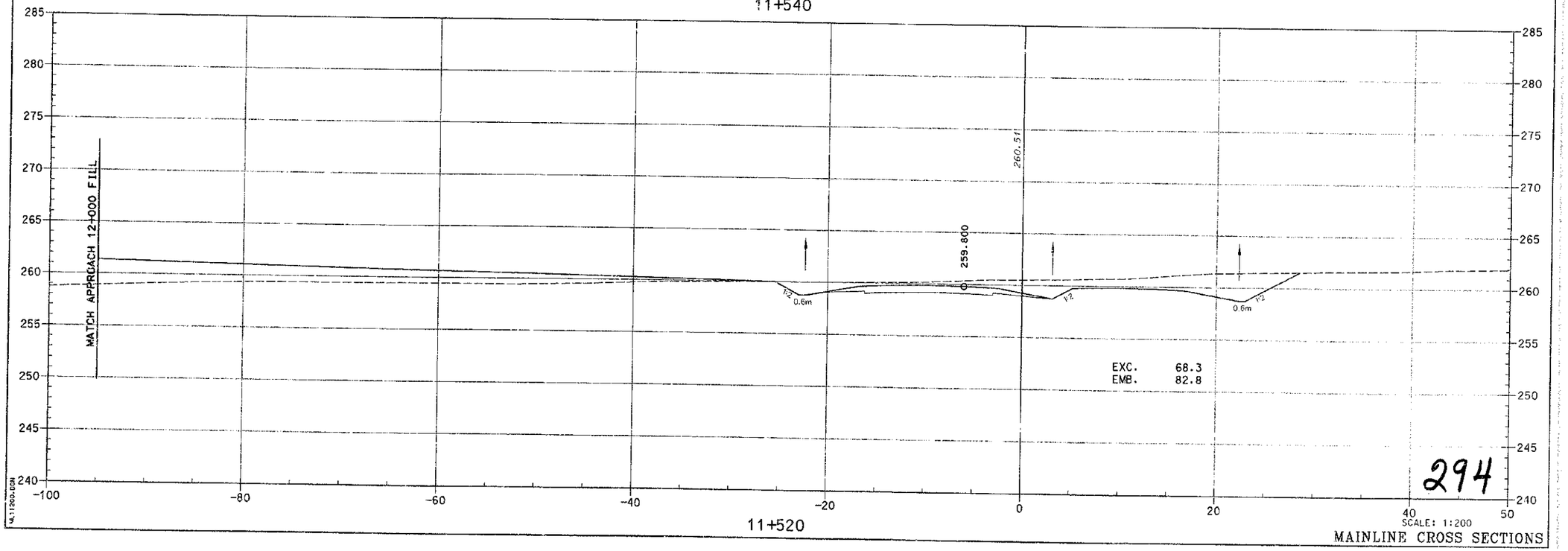
SCALE: 1:200

MAINLINE CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		257	427

ITEM 9-212.00





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

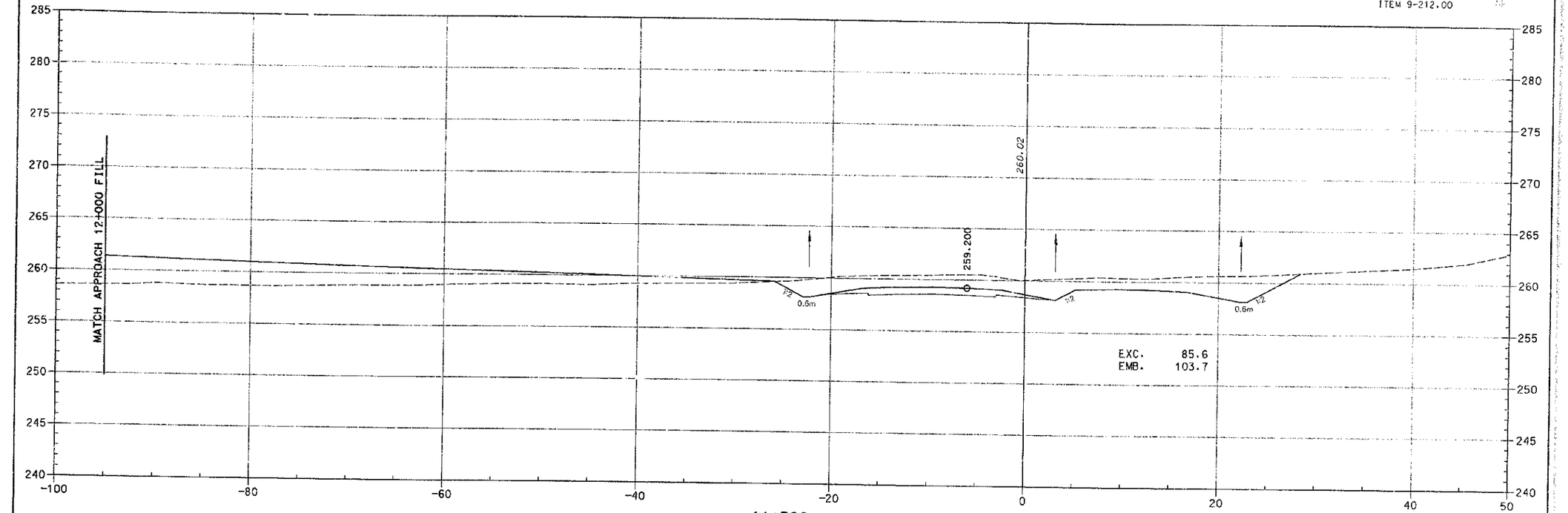
294

SCALE: 1:200

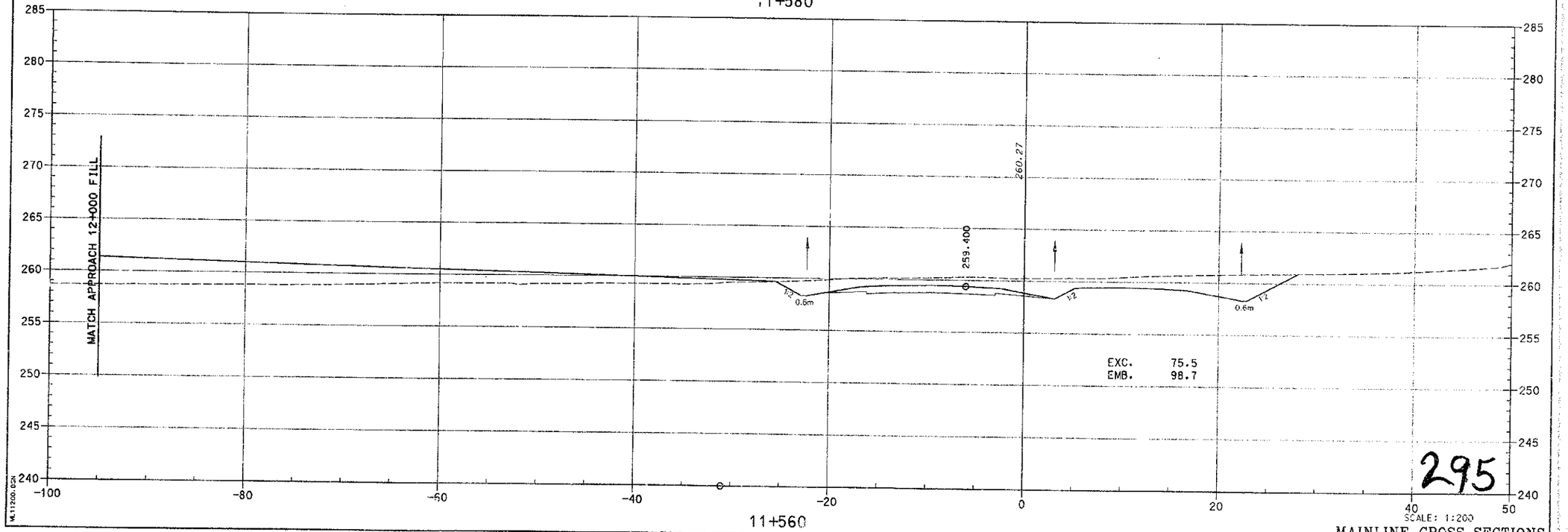
MAINLINE CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		258	997

ITEM 9-212.00



11+580



11+560

295

SCALE: 1:200

MAINLINE CROSS SECTIONS

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

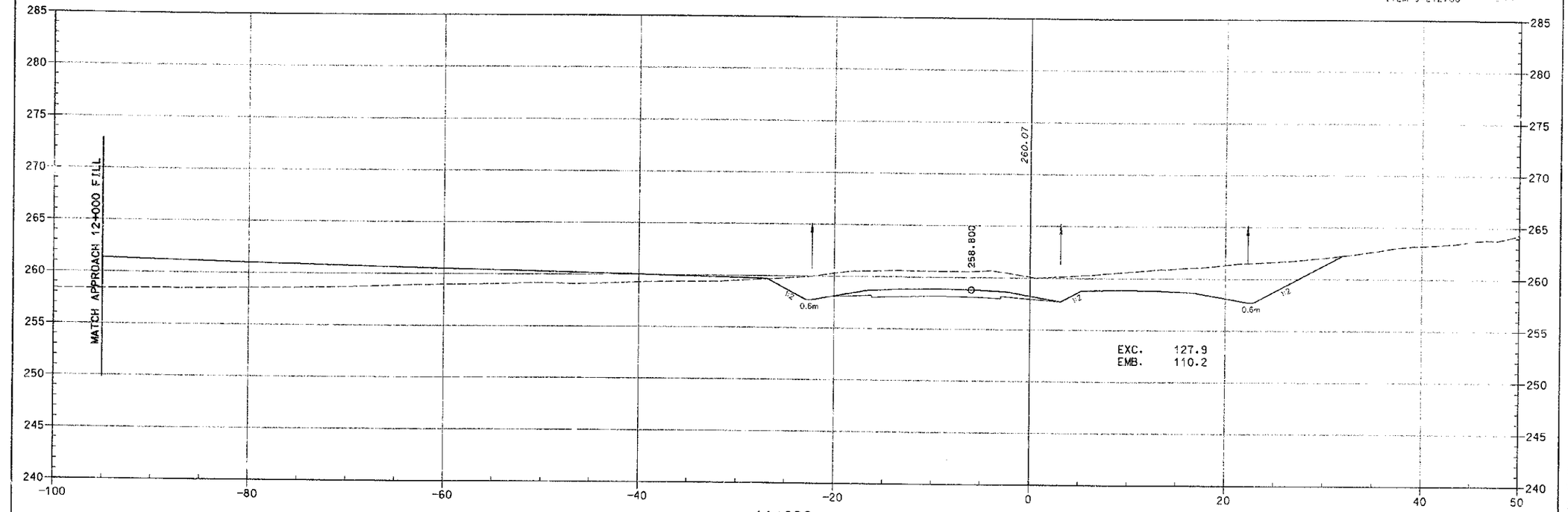
Cell Library: PBC-9D.CEL
Cell Name: KY-PL

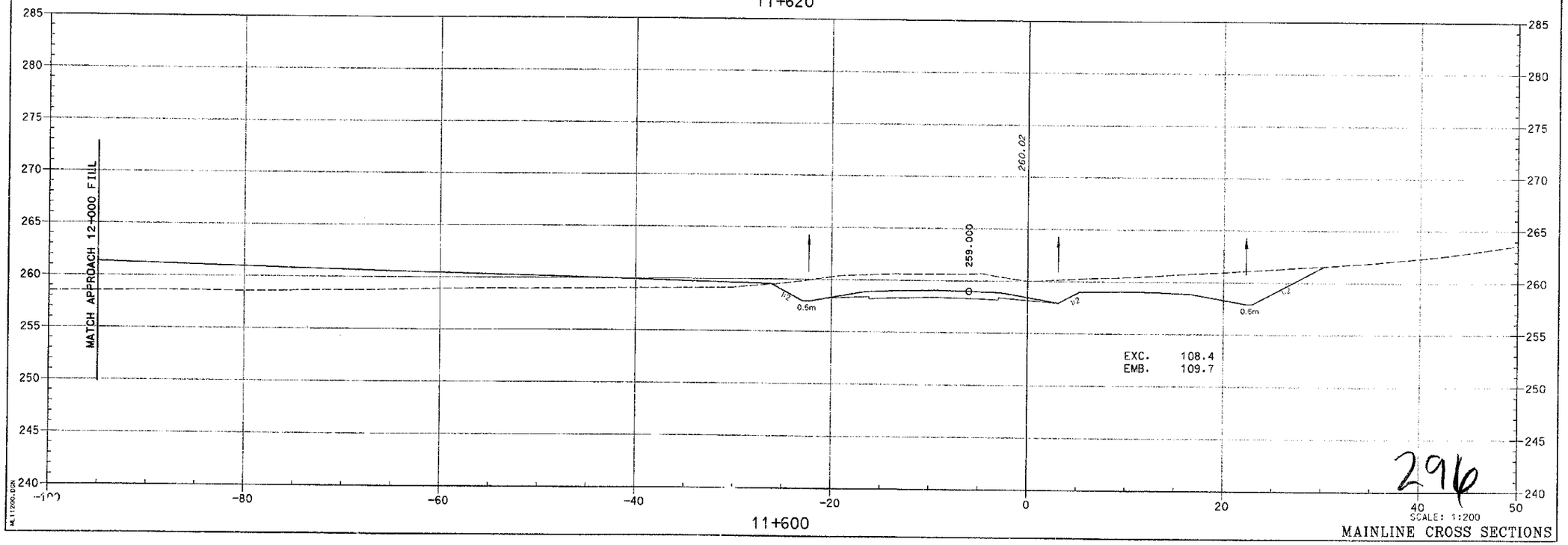
6-93
FORM NO. 2m

M11200.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		259	297

ITEM 9-212.00





296

SCALE: 1:200

MAINLINE CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

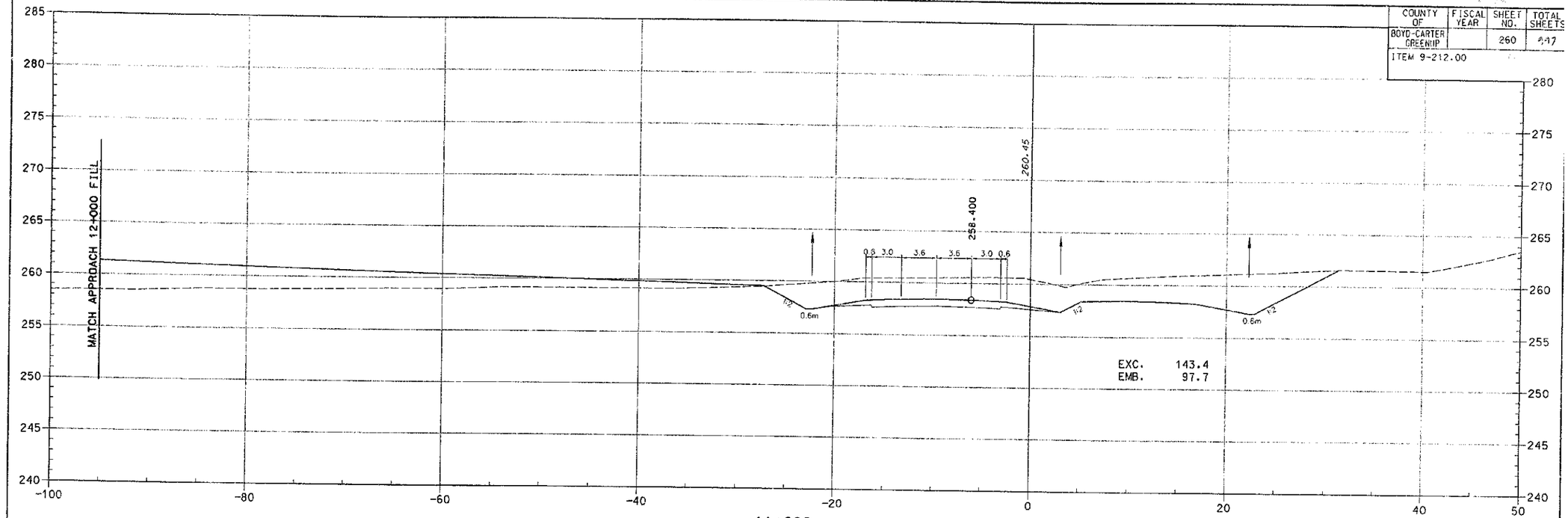
Cell Library: PSC-3D.CEL
Cell Name: RT-FIL

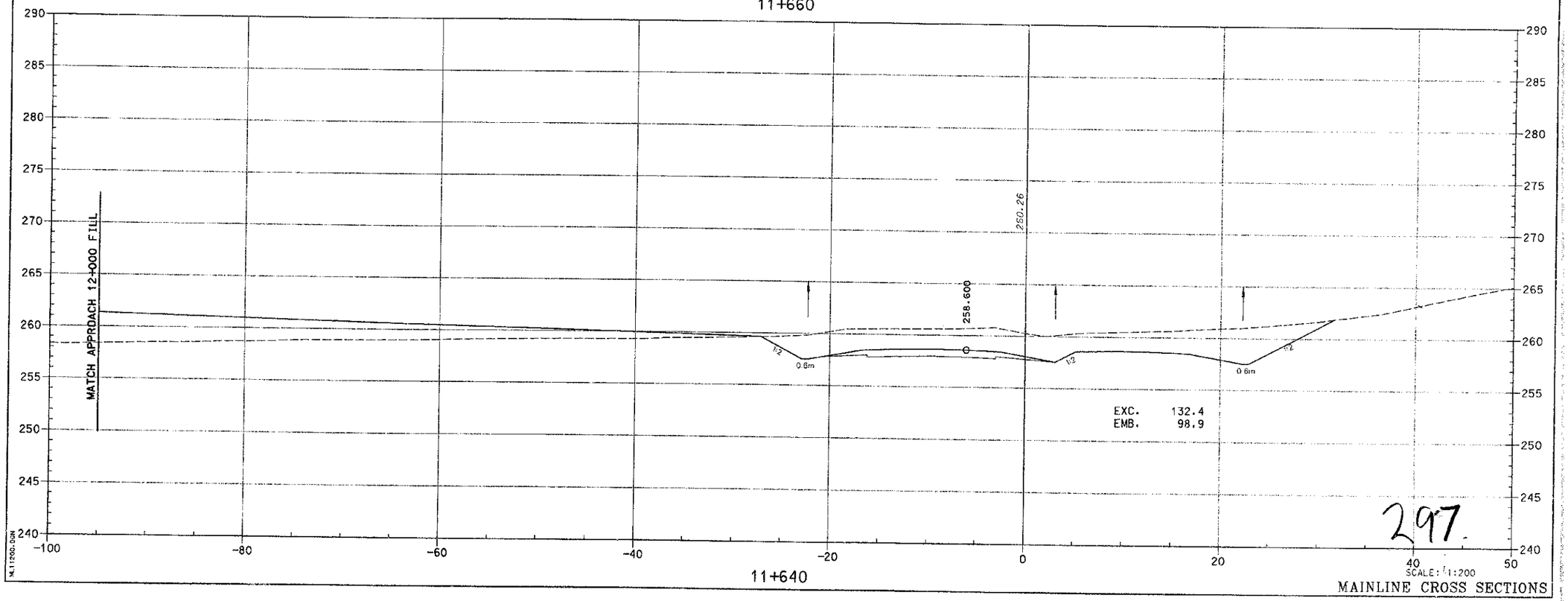
6-93
FORM NO. 2m

M-11200.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		260	297

ITEM 9-212.00





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-8D.CEL
Cell Name: KY-PL

5-93
FORM NO. 2m

M:\11200.DGN

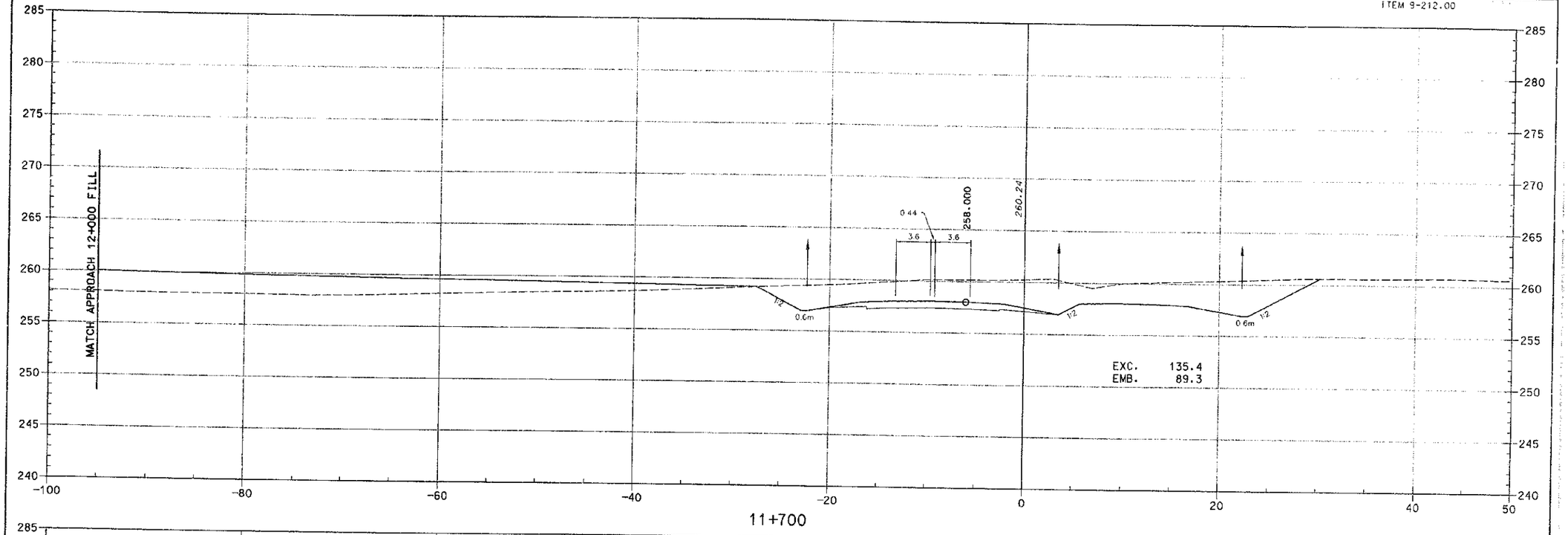
297

SCALE: 1:200

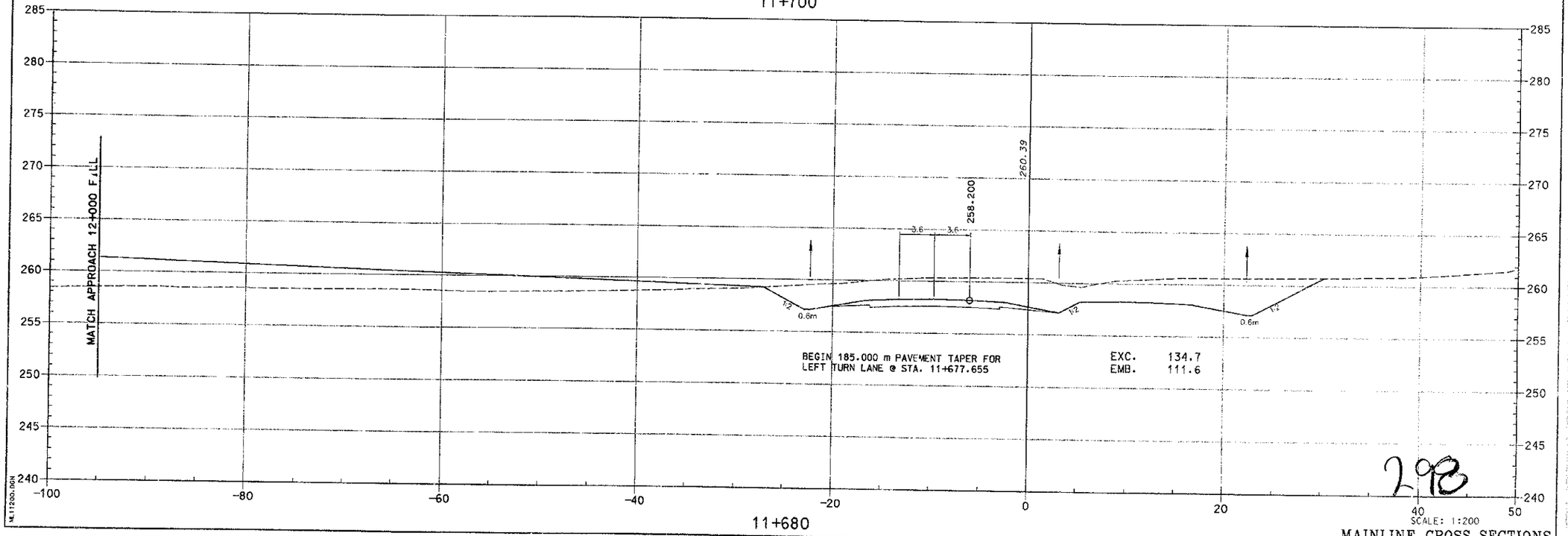
MAINLINE CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		261	347

ITEM 9-212.00



11+700



11+680

SCALE: 1:200

MAINLINE CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

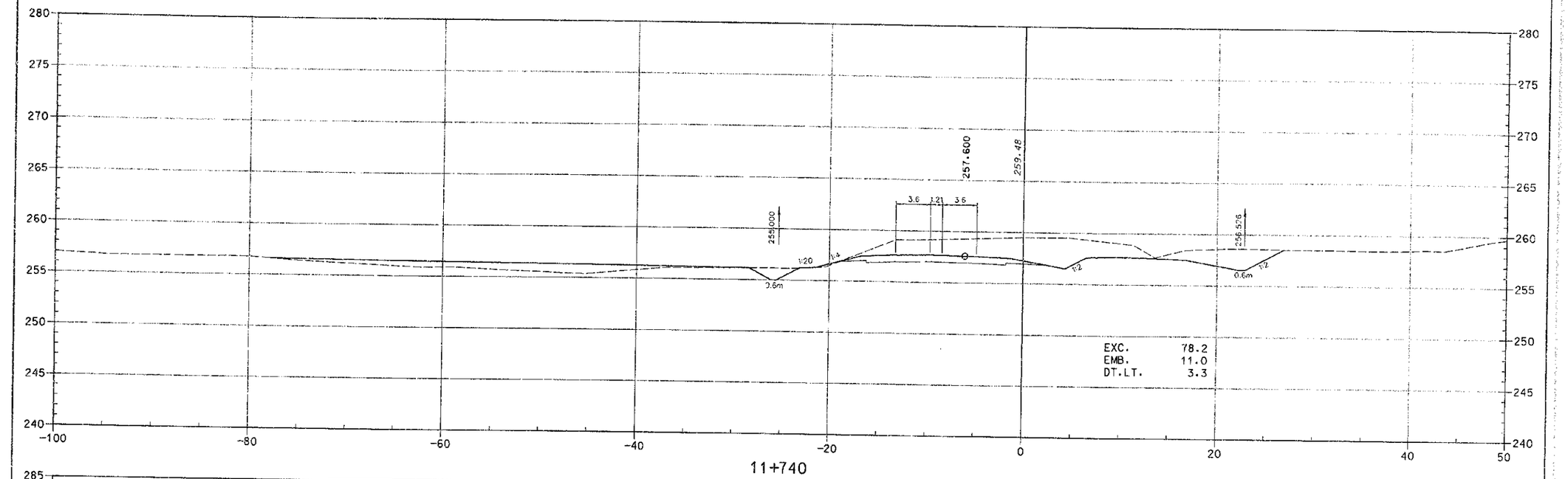
6-93
FORM NO. 2m

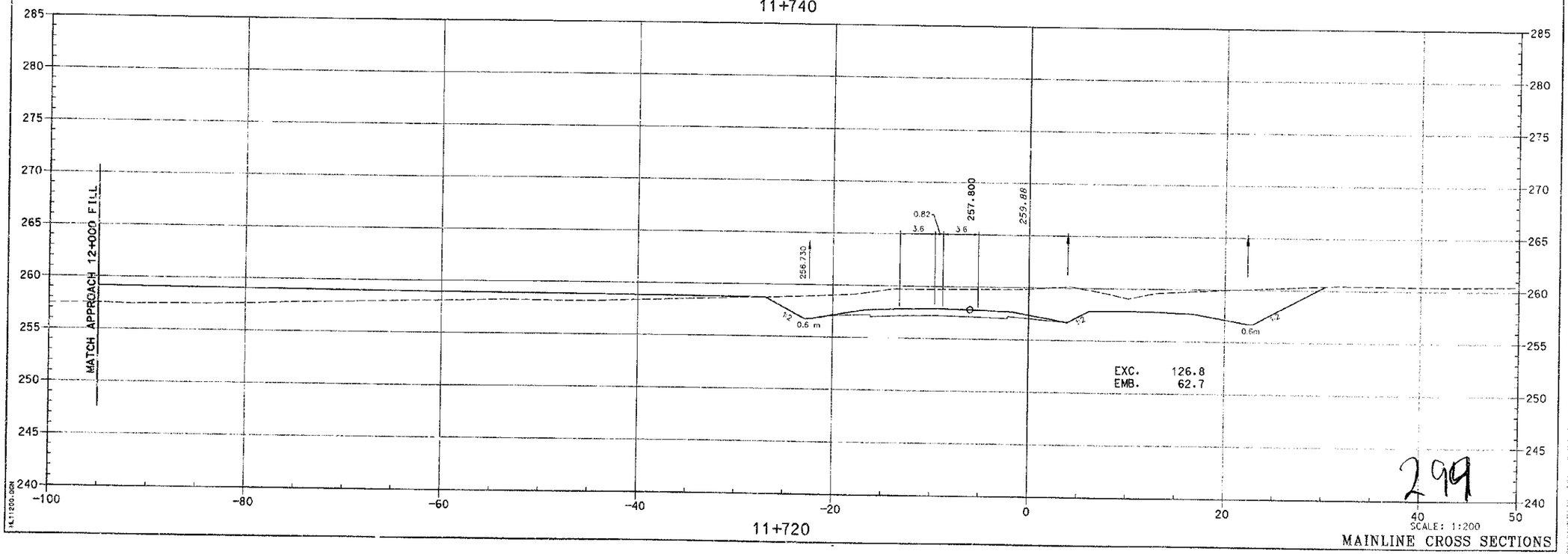
M-11200.DGN

298

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		262	317

ITEM 9-212.00





MAINLINE CROSS SECTIONS

299

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

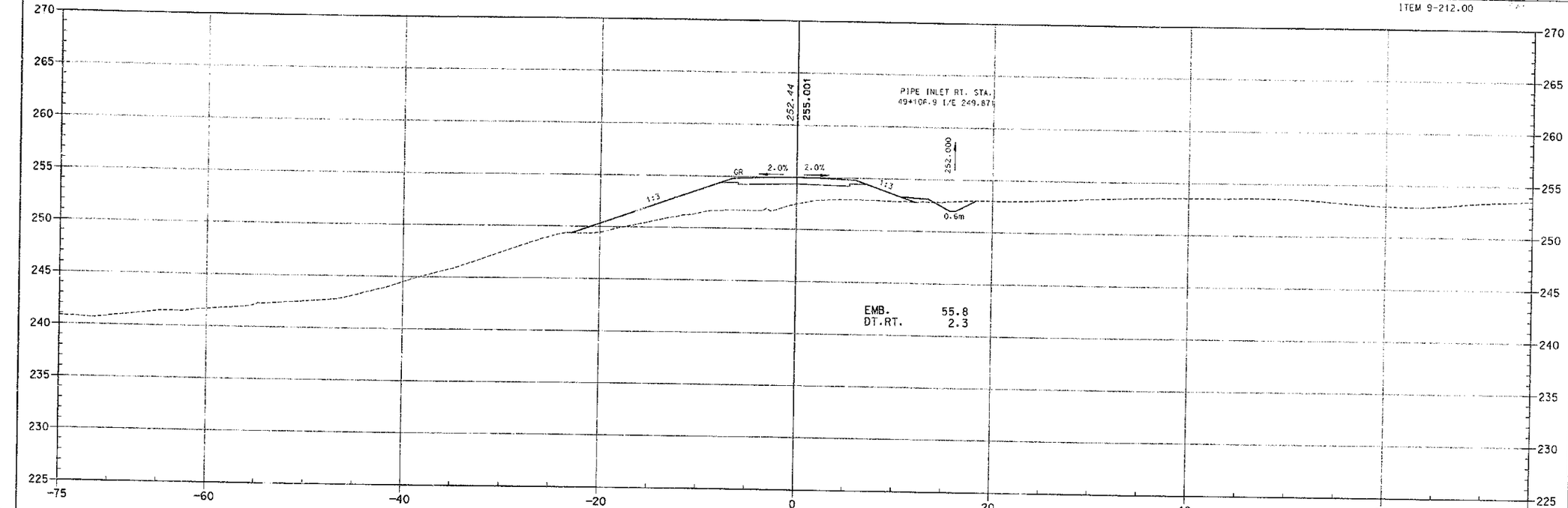
Cell Library: PEC-3D.CEL
Cell Name: KY-PL

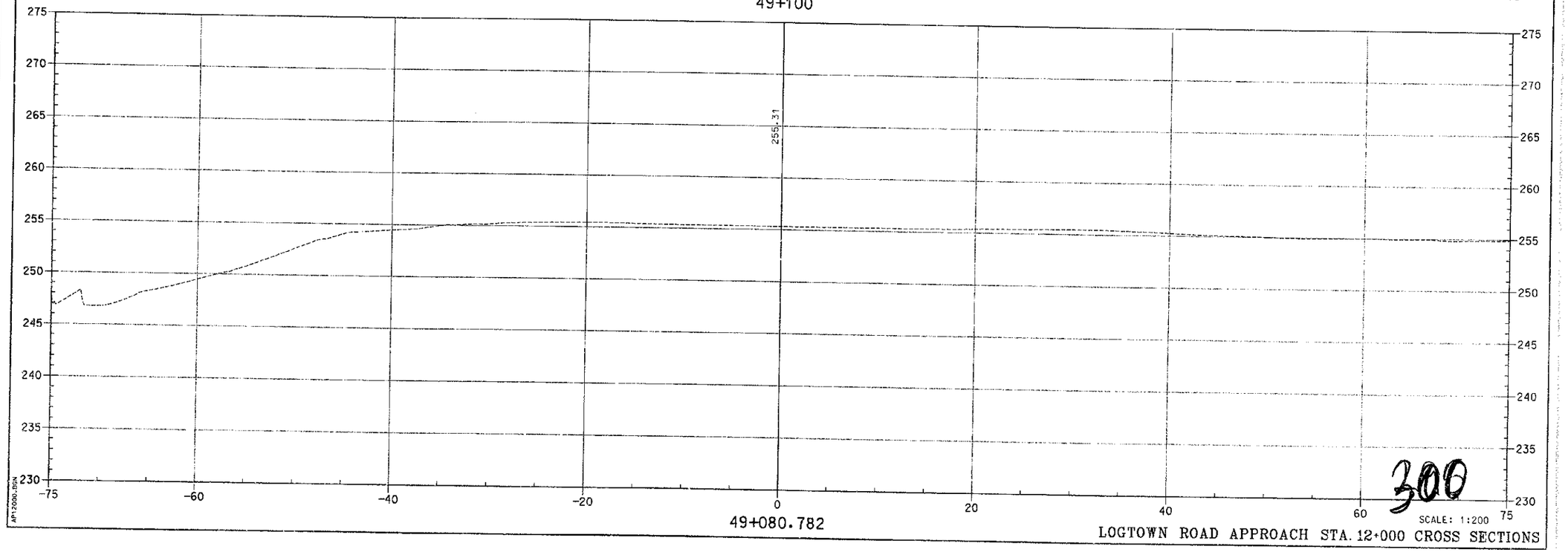
6-93
FORM NO. 2m

14:11 2000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		568	597

ITEM 9-212.00





300

SCALE: 1:200

LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

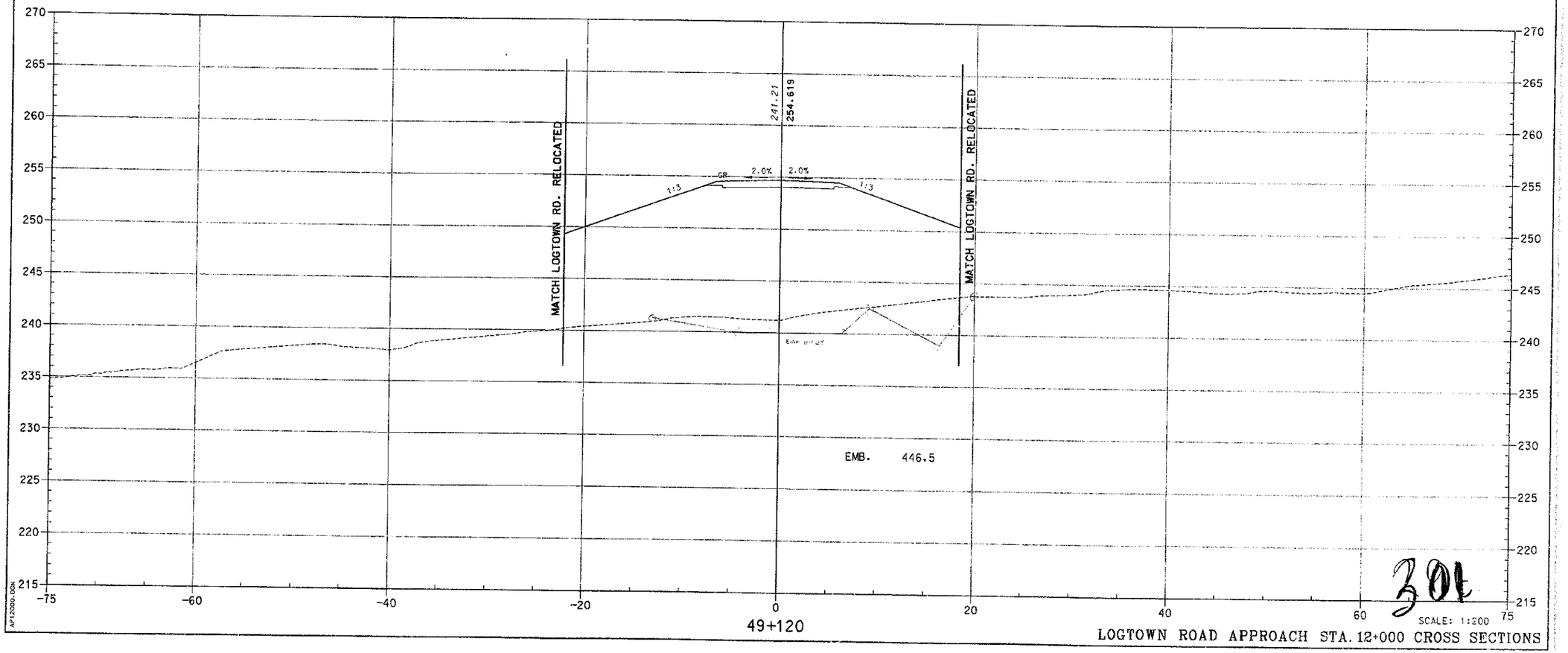
Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP12000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		569	917

ITEM 9-212.00



LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

301

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

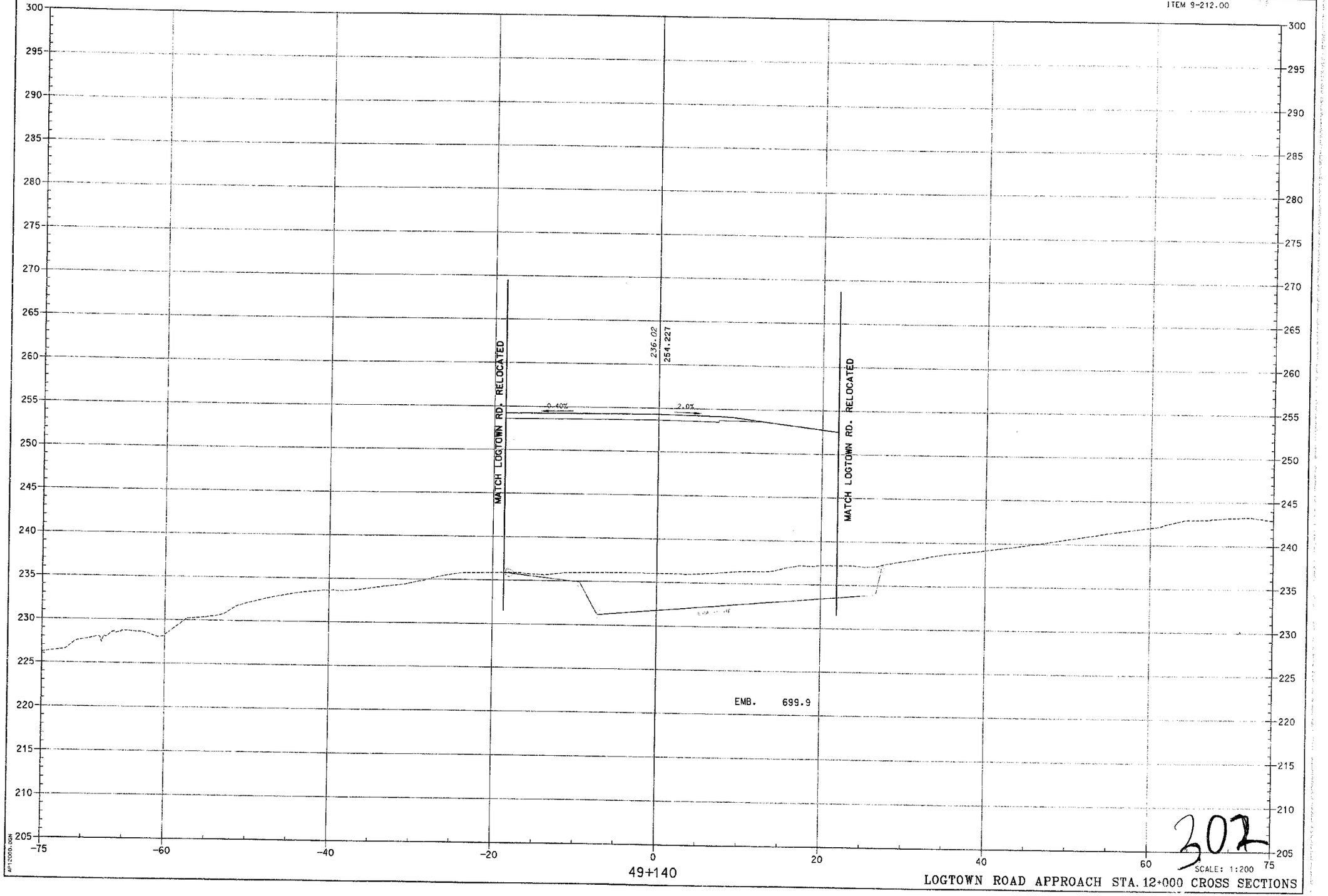
Cell Library: PEC-SD.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP12000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		570	997

ITEM 9-212.00



LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

302

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

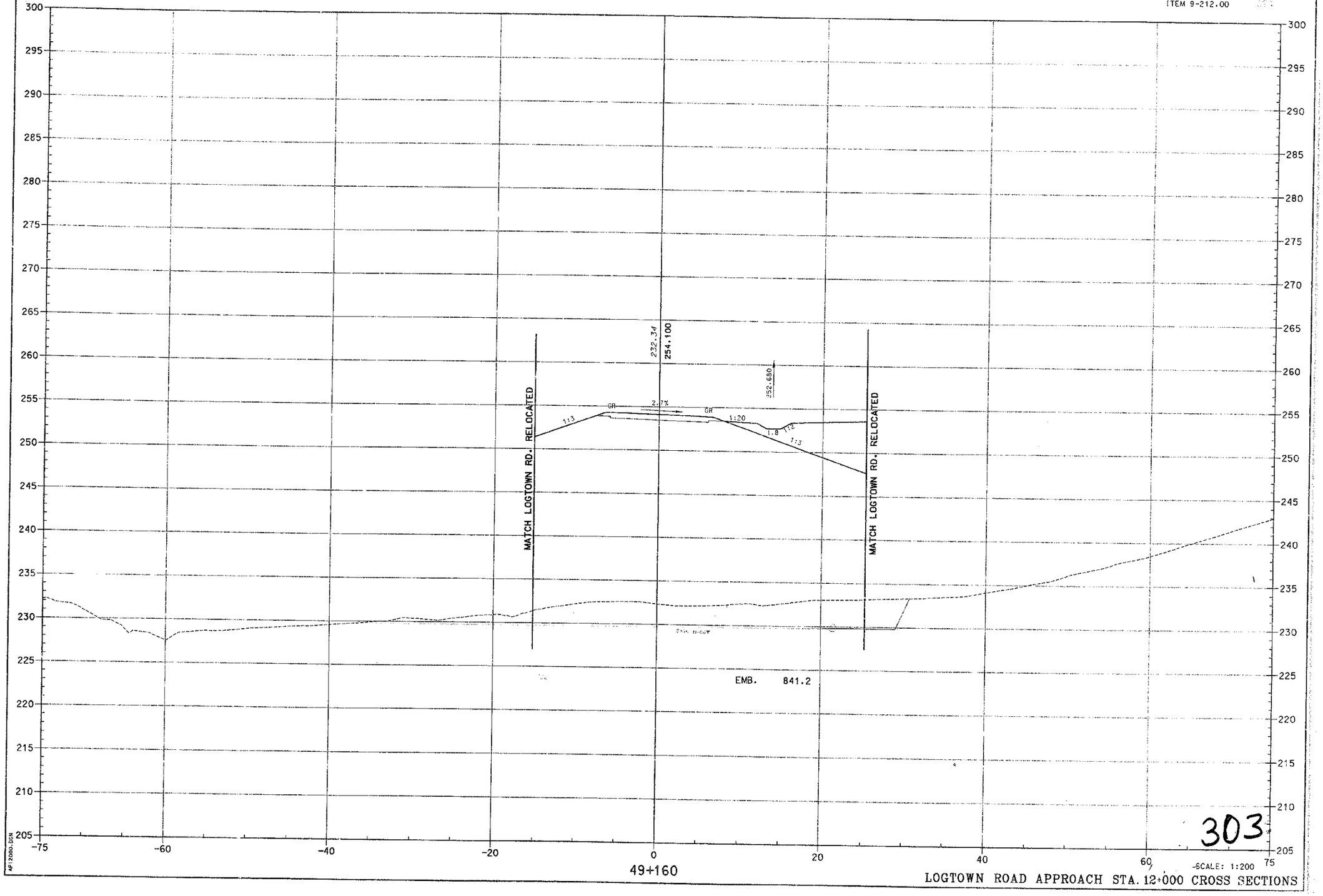
Cell Library: PEC-SD.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

API2000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		571	797

ITEM 9-212.00



LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

303

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

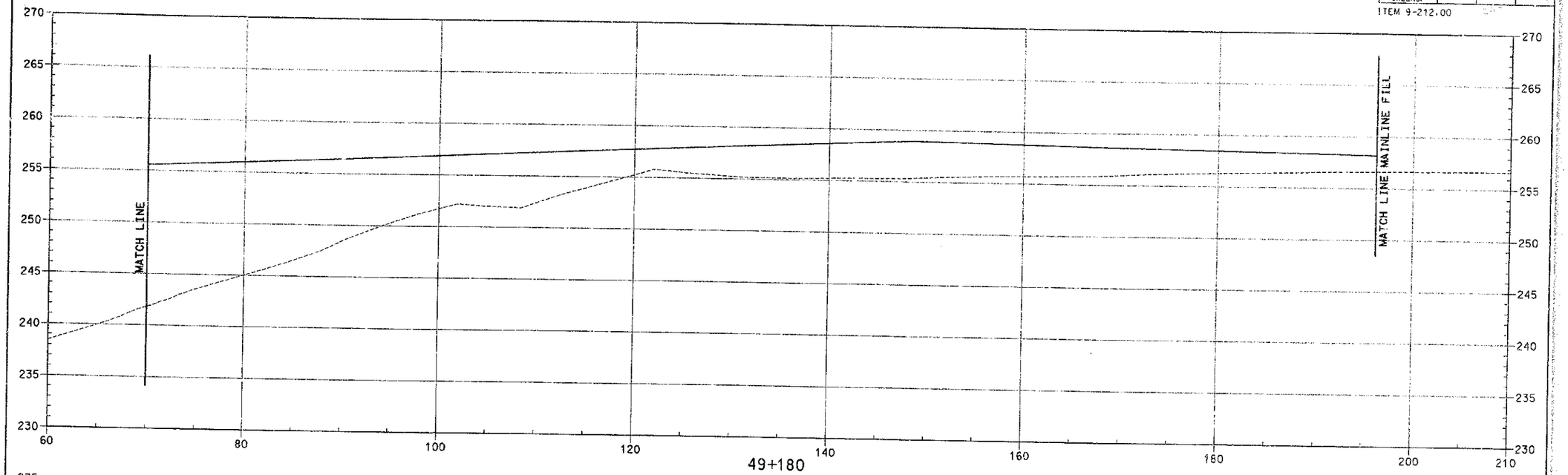
Cell Library: PEC-9D.CEL
Cell Name: KY-PL

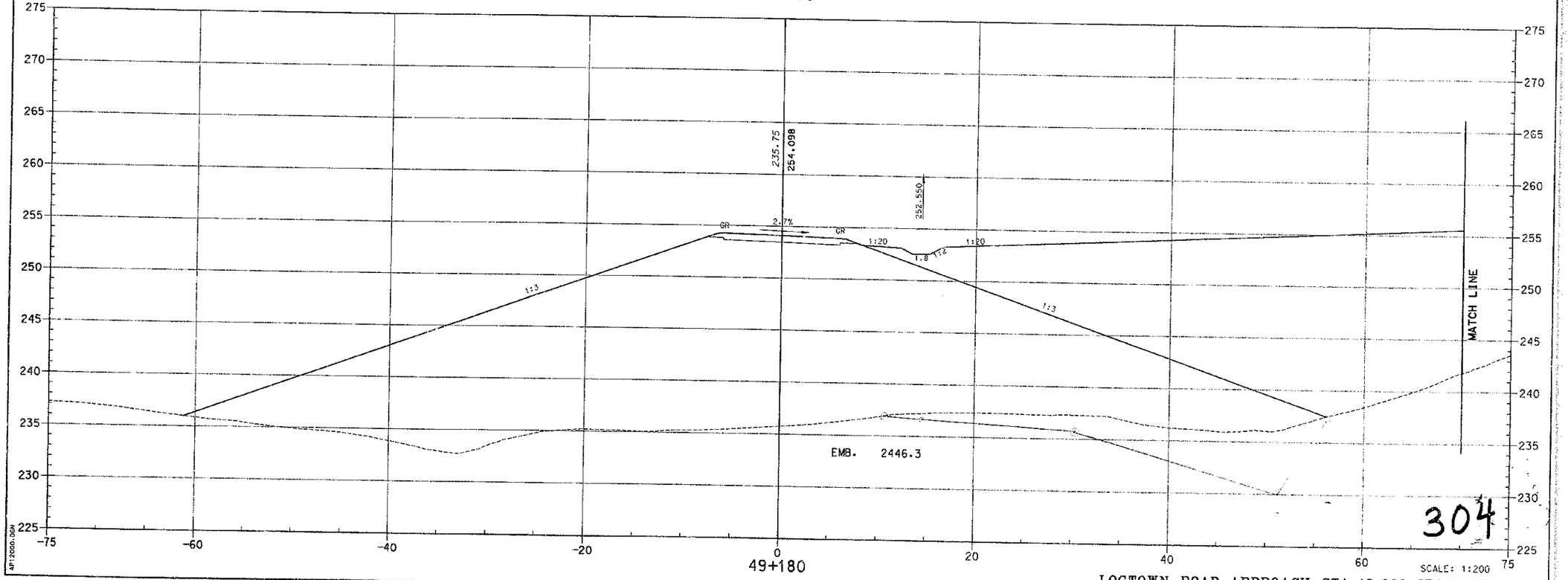
6-93
FORM NO. 2m

API2000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		572	#947

ITEM 9-212.00





LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

304

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

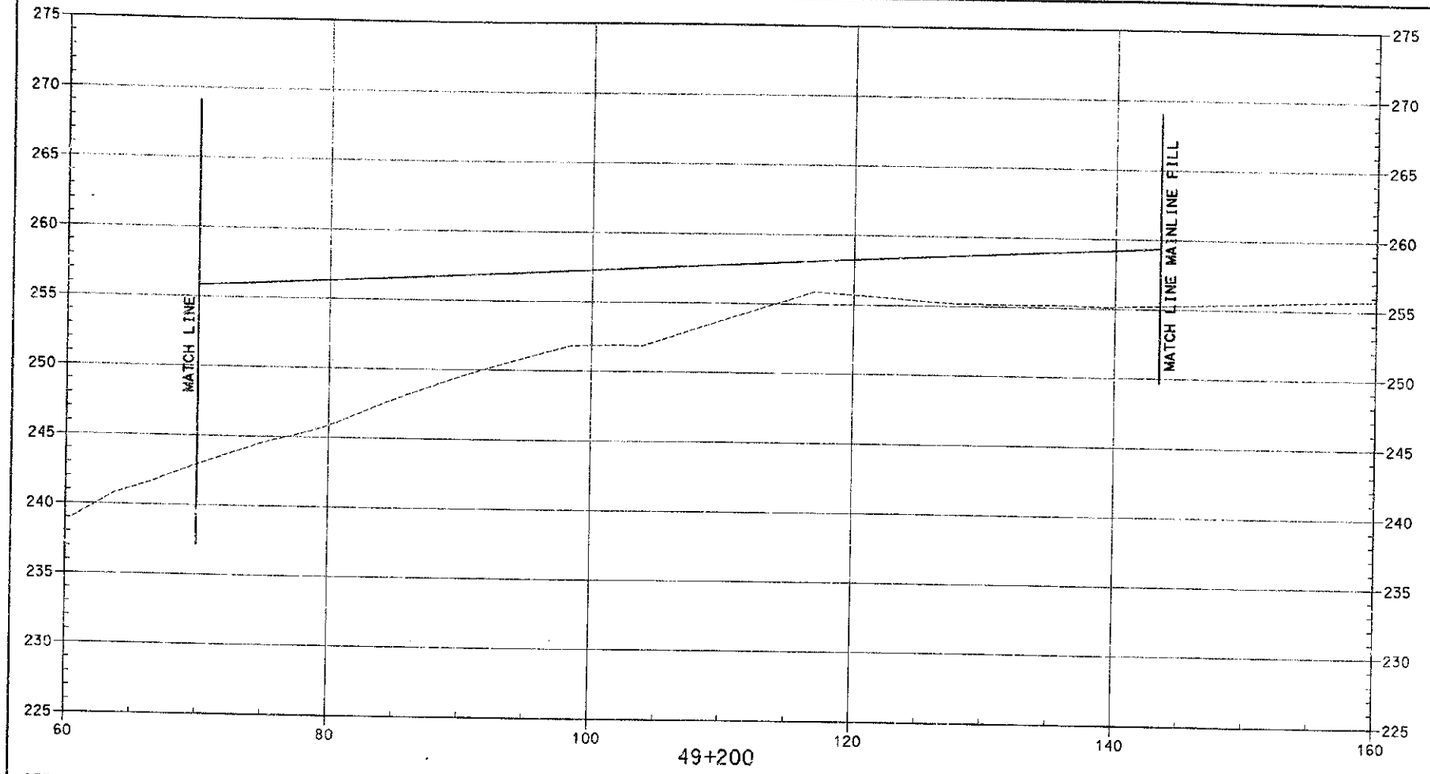
Cell Library: PSC-SD.CEL
Cell Name: KY-PL

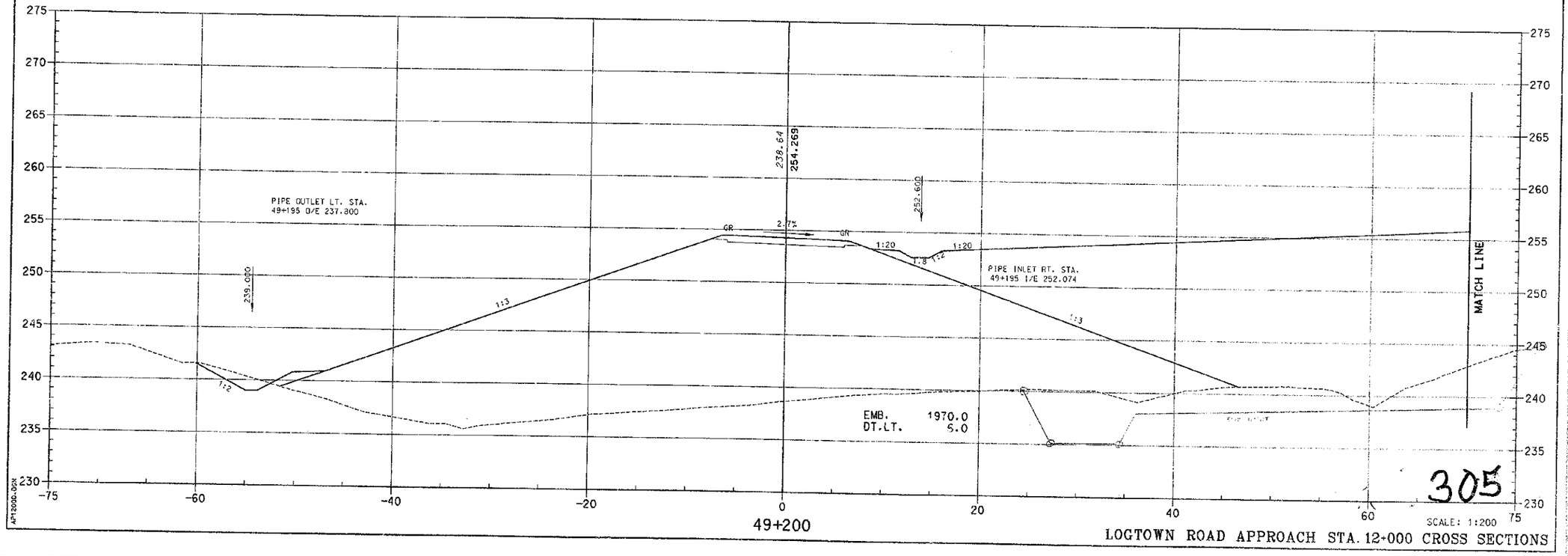
6-93
FORM NO. 2m

AP12000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		573	997

ITEM 9-212.00





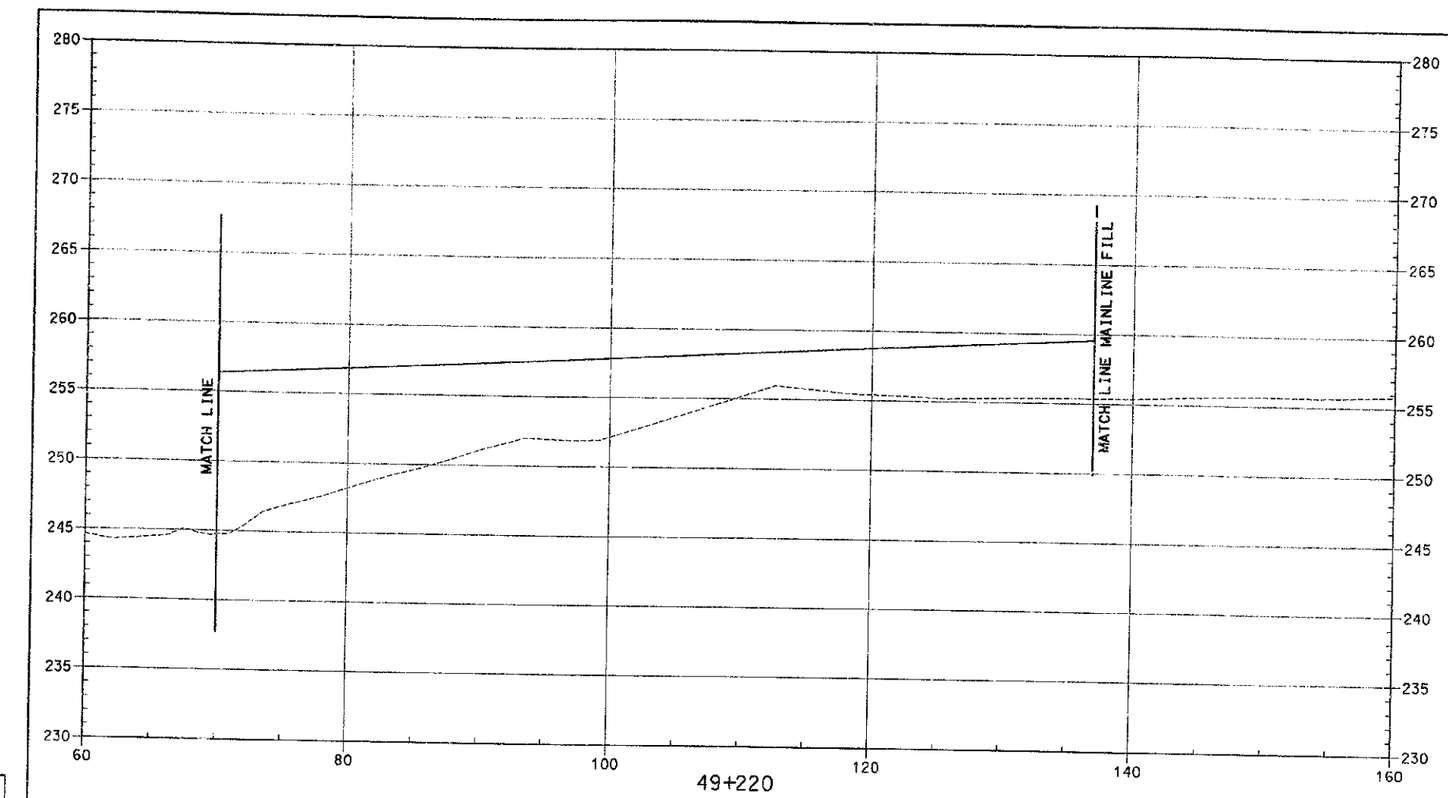
PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

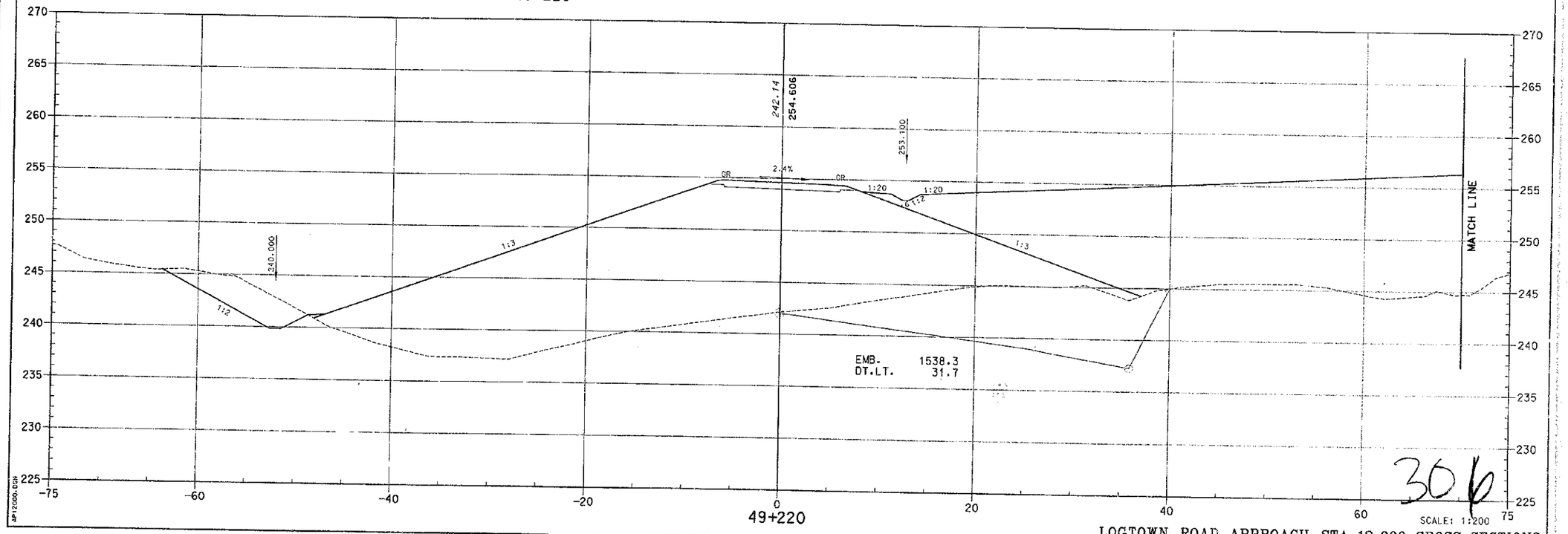
Cell Library: PEC-3D.CEL
Cell Name: KY-FL

6-93
FORM NO. 2m

305

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		571	997





LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

306

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

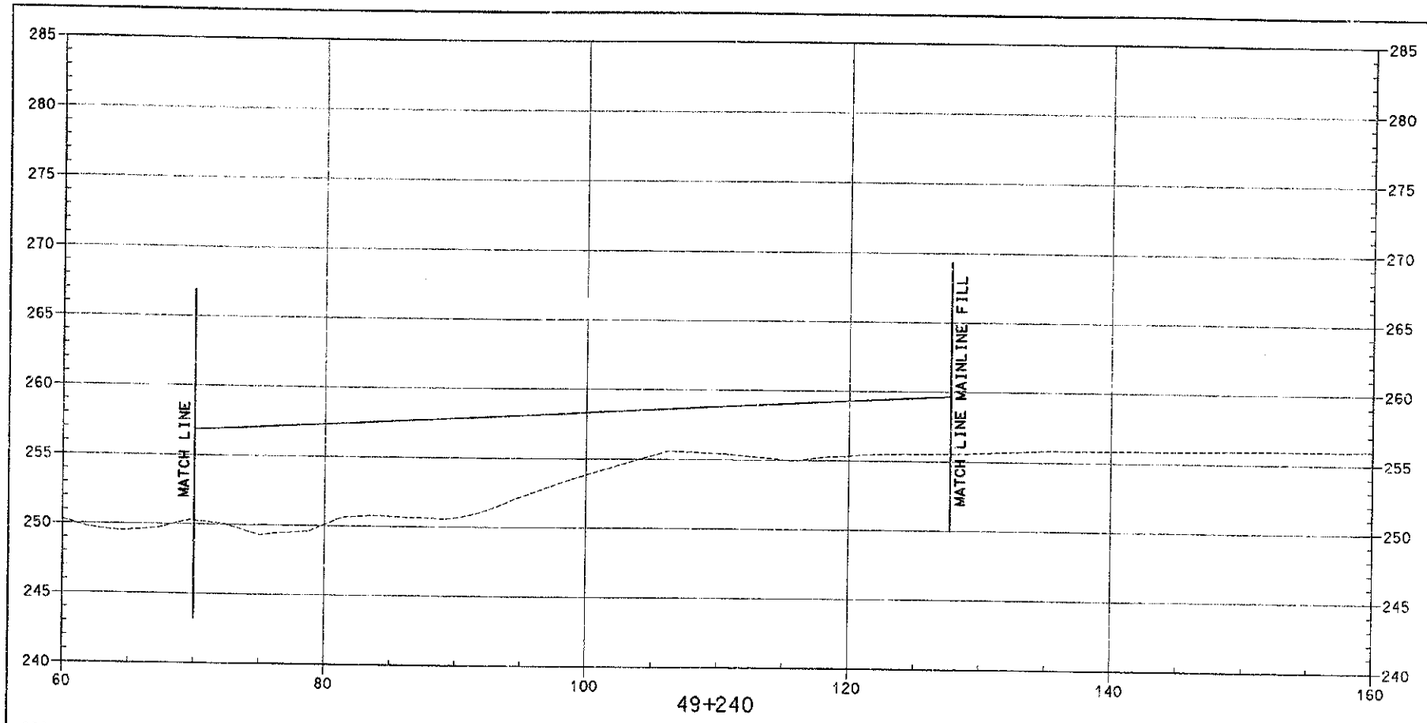
Cell Library: PSC-3D.CEL
Cell Name: KY-PL

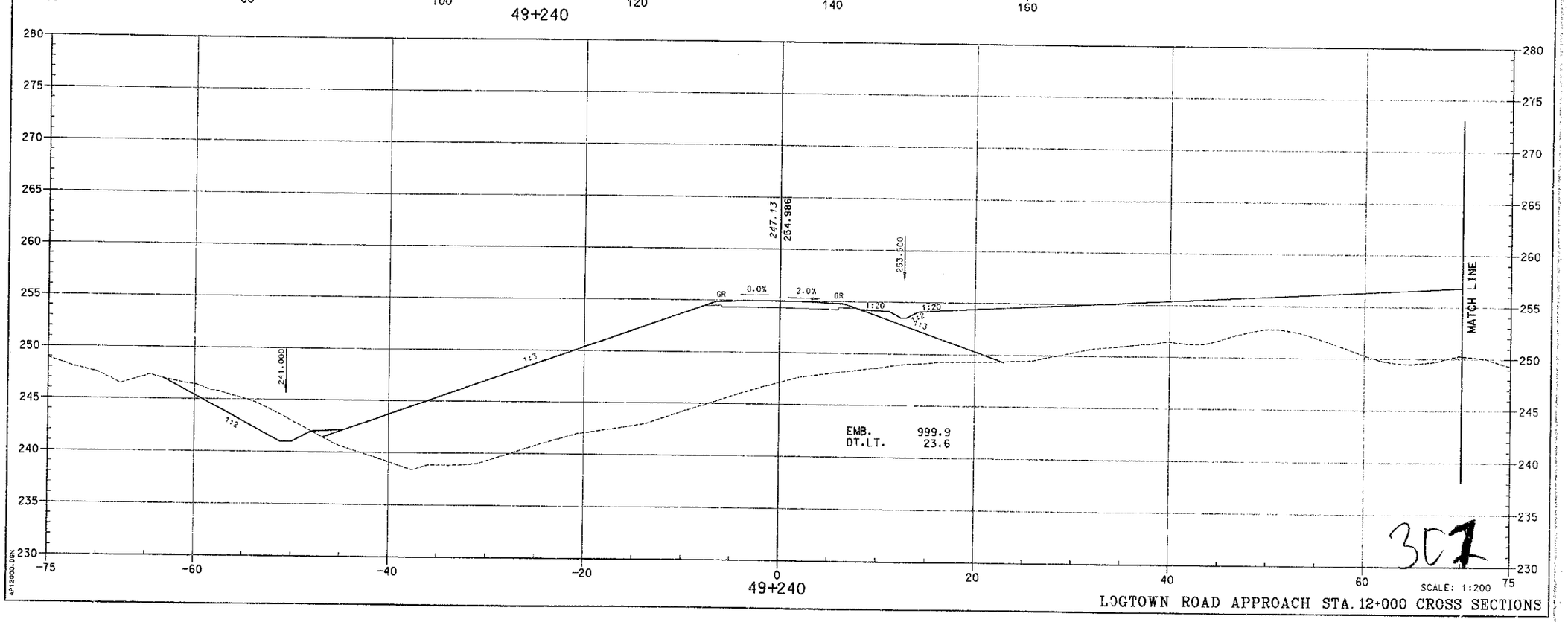
6-93
FORM NO. 2m

AP12000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		575	997

ITEM 9-212.00





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PI.

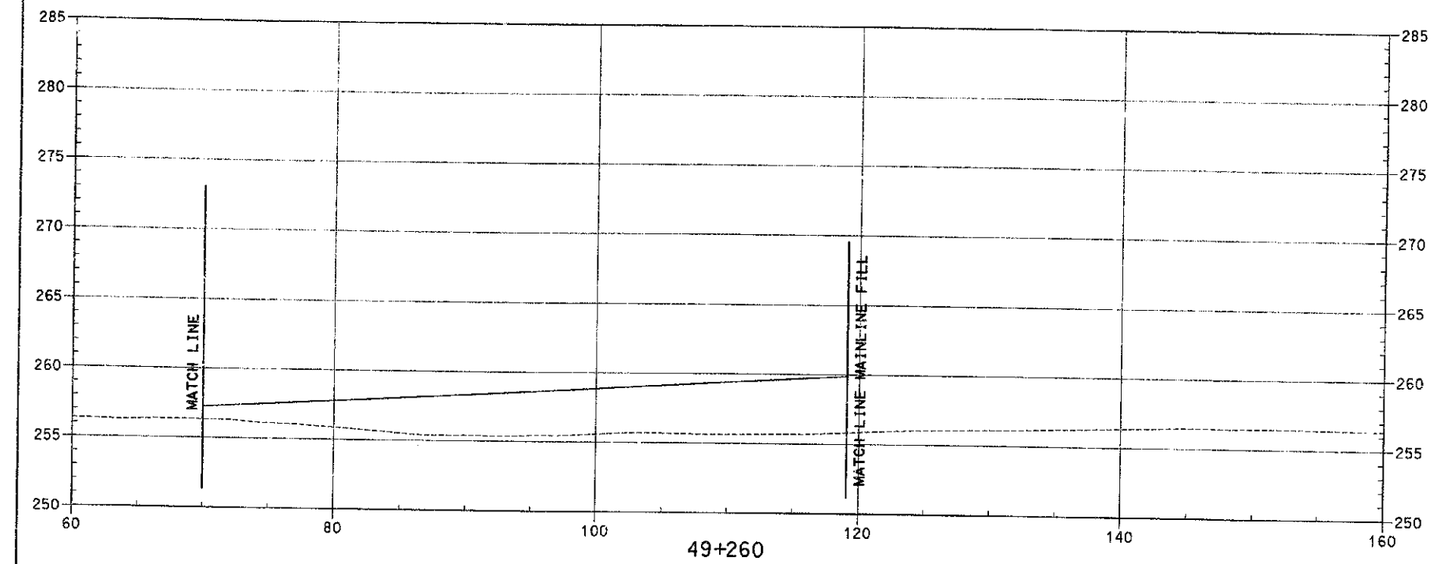
6-93
FORM NO. 2m

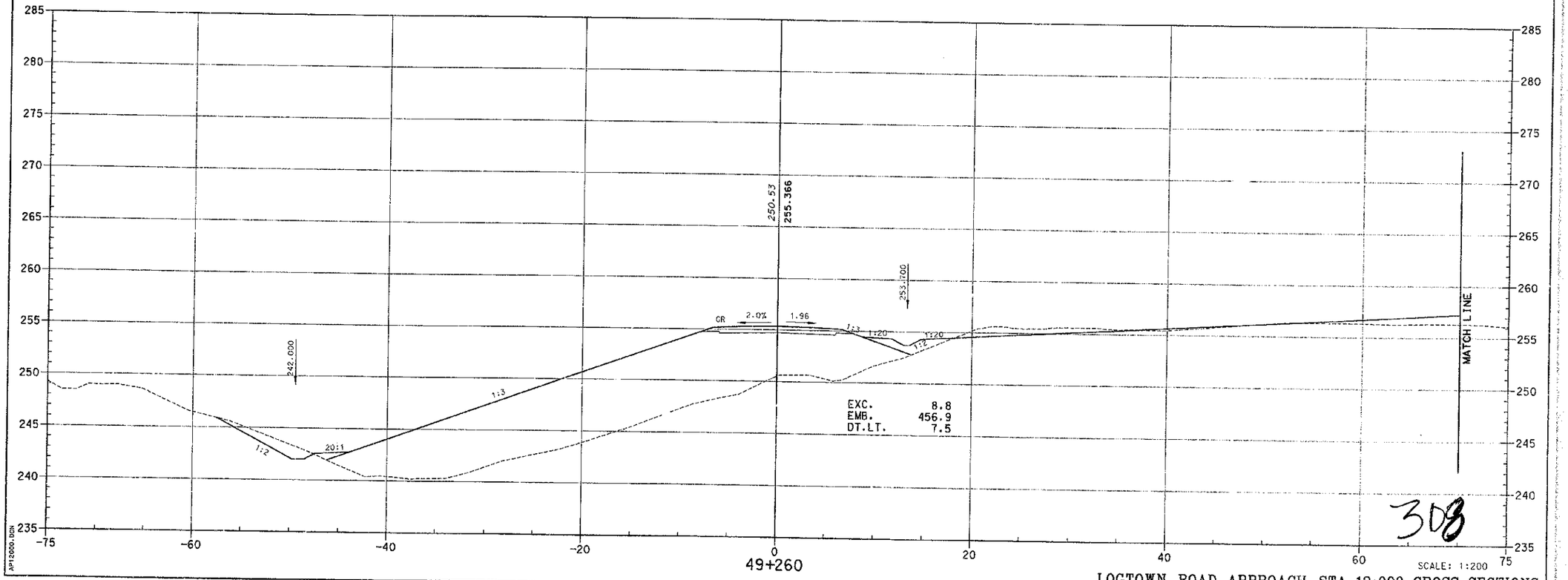
API2000.DGN

307

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		576	977

ITEM 9-212.00





LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

308

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

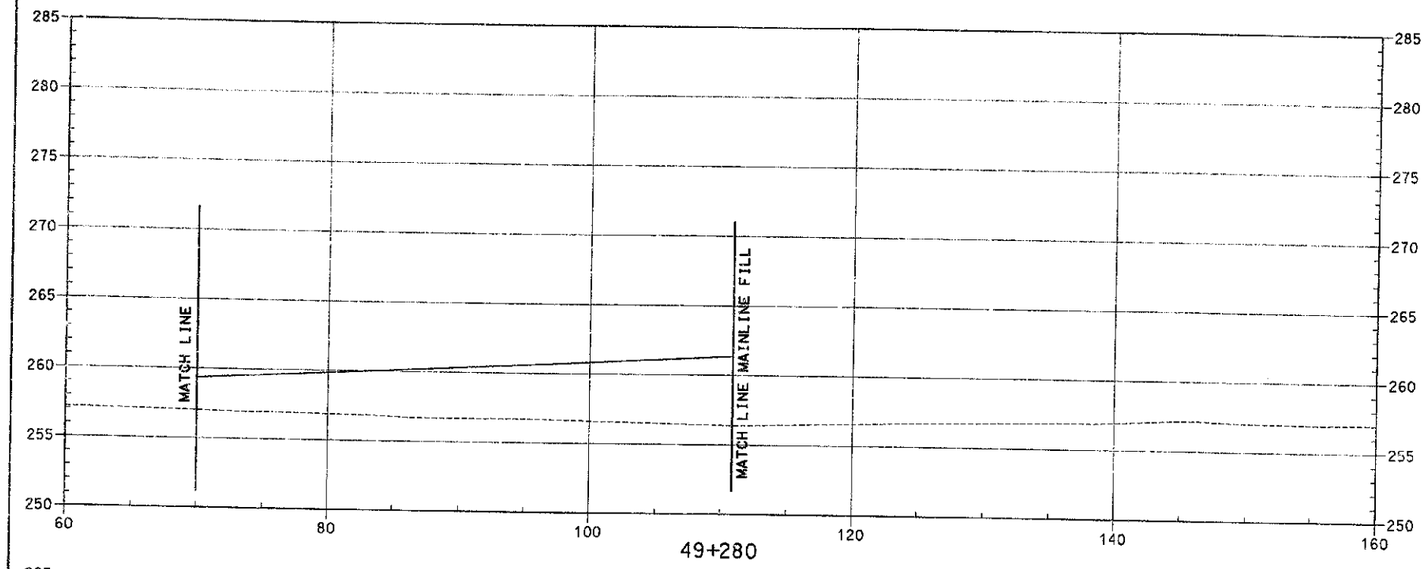
Cell Library: PSC-9D.CEL
Cell Name: KY-P1

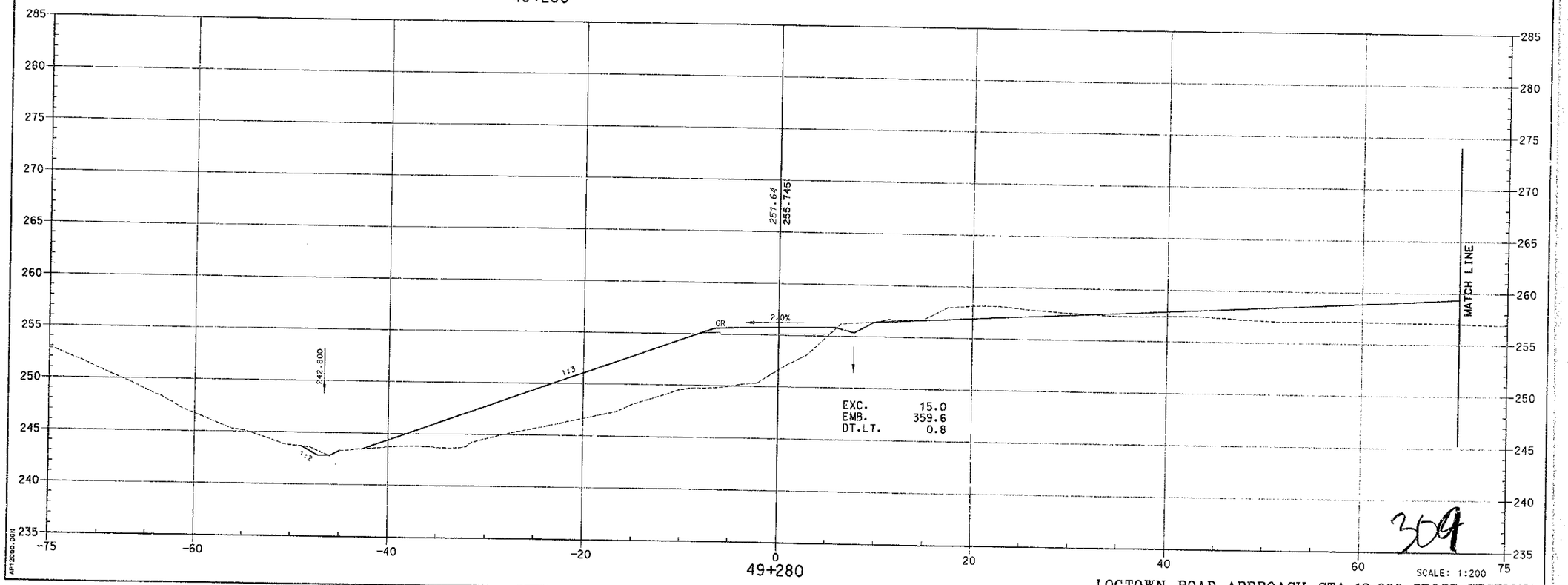
G-93
FORM NO. 2m

AP12000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		577	997

ITEM 9-212.00





LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

309

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

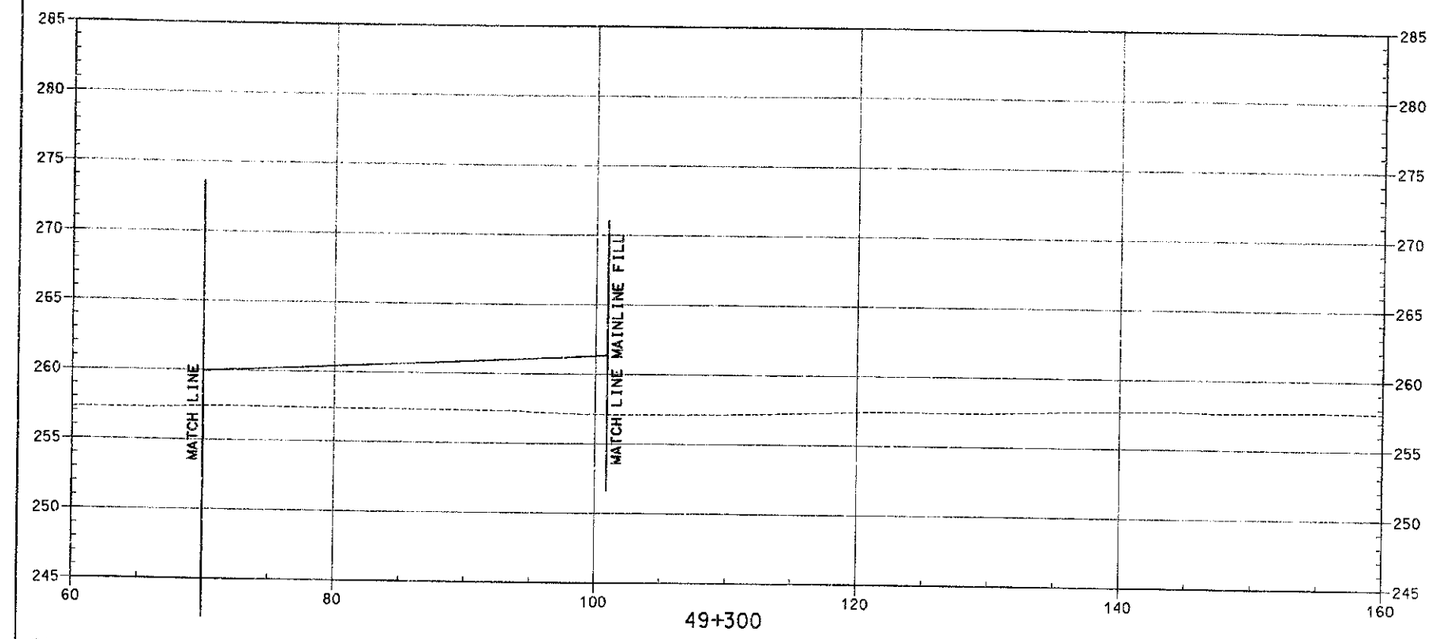
Cell Library: PSC-8D.CEL
Cell Name: KY-PI,

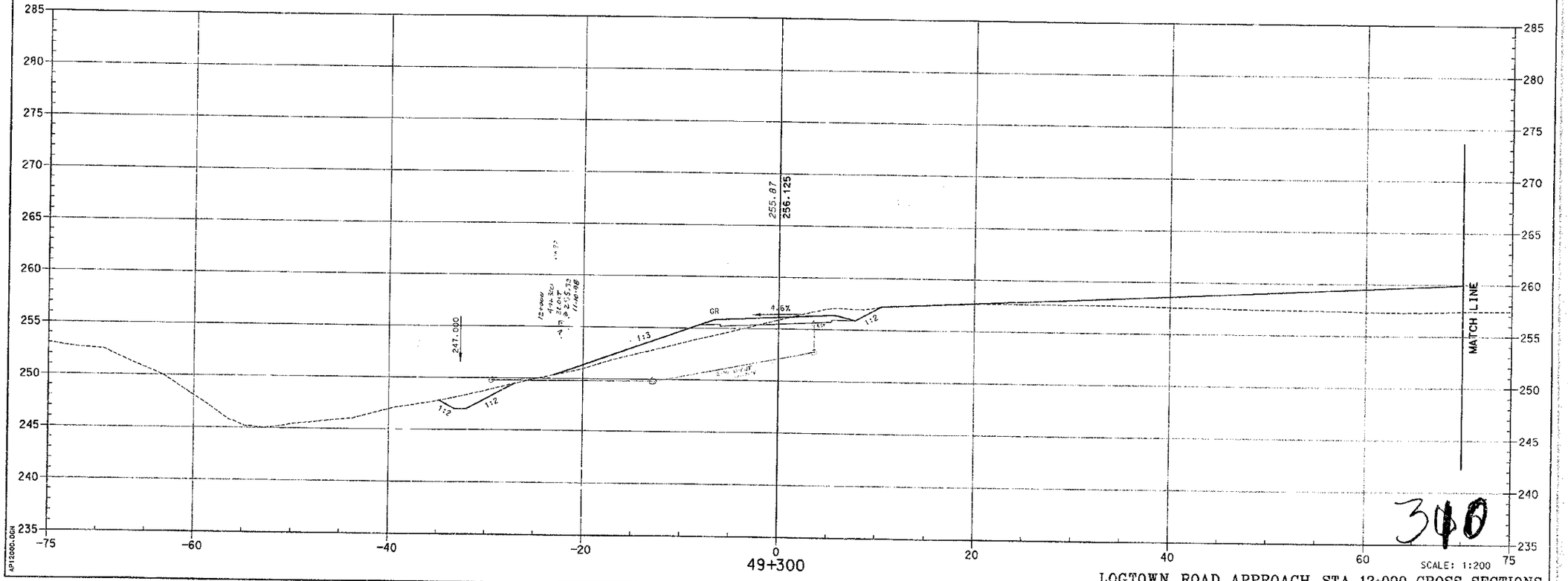
6-93
FORM NO. 2m

APT2000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		578	997

ITEM 9-212.00





LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-P1

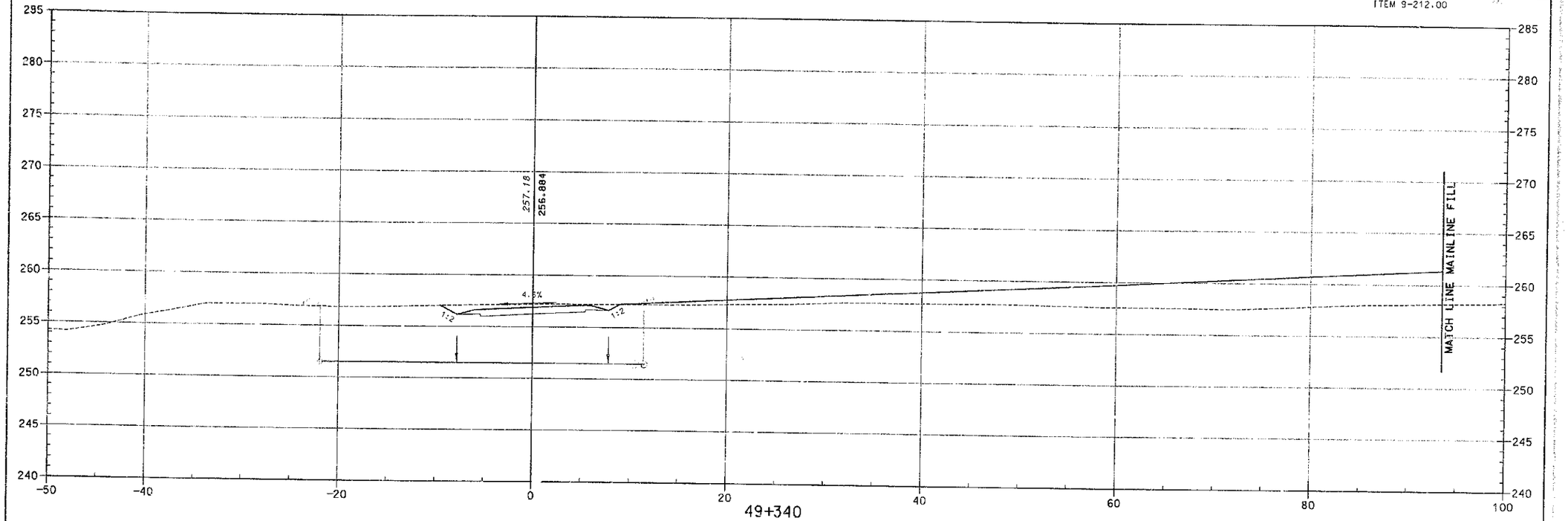
6-93
FORM NO. 2m

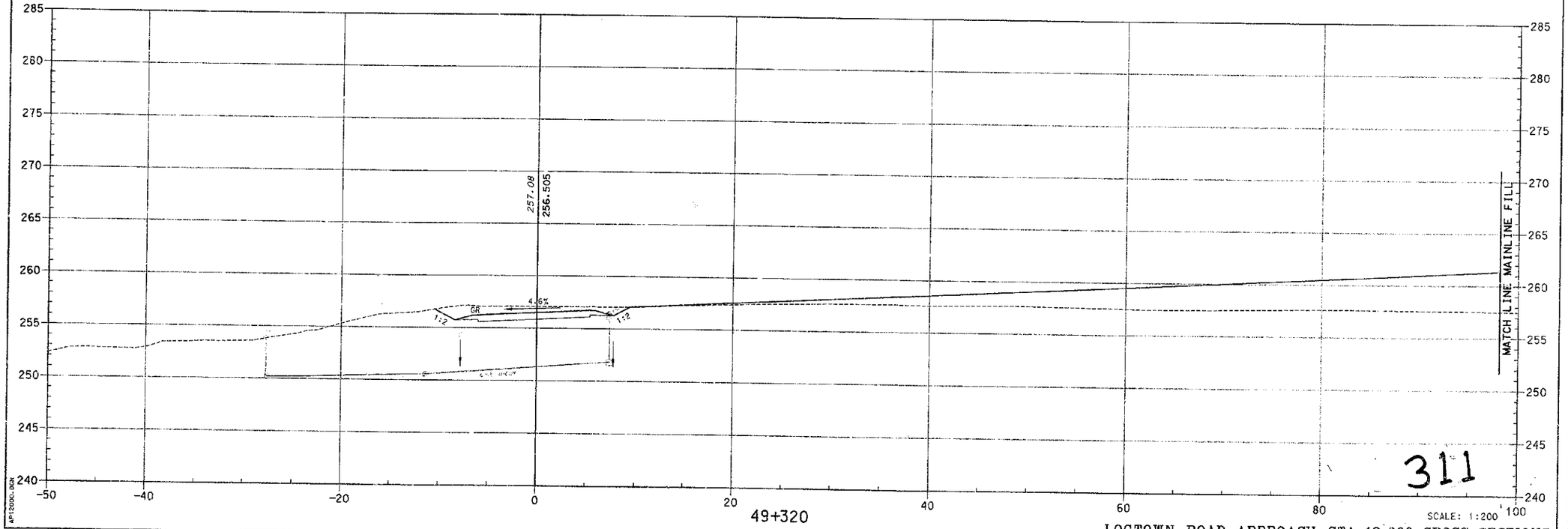
AP12000.DGN

340

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		579	597

ITEM 9-212.00





PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PSC-SD.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP12000.DGN

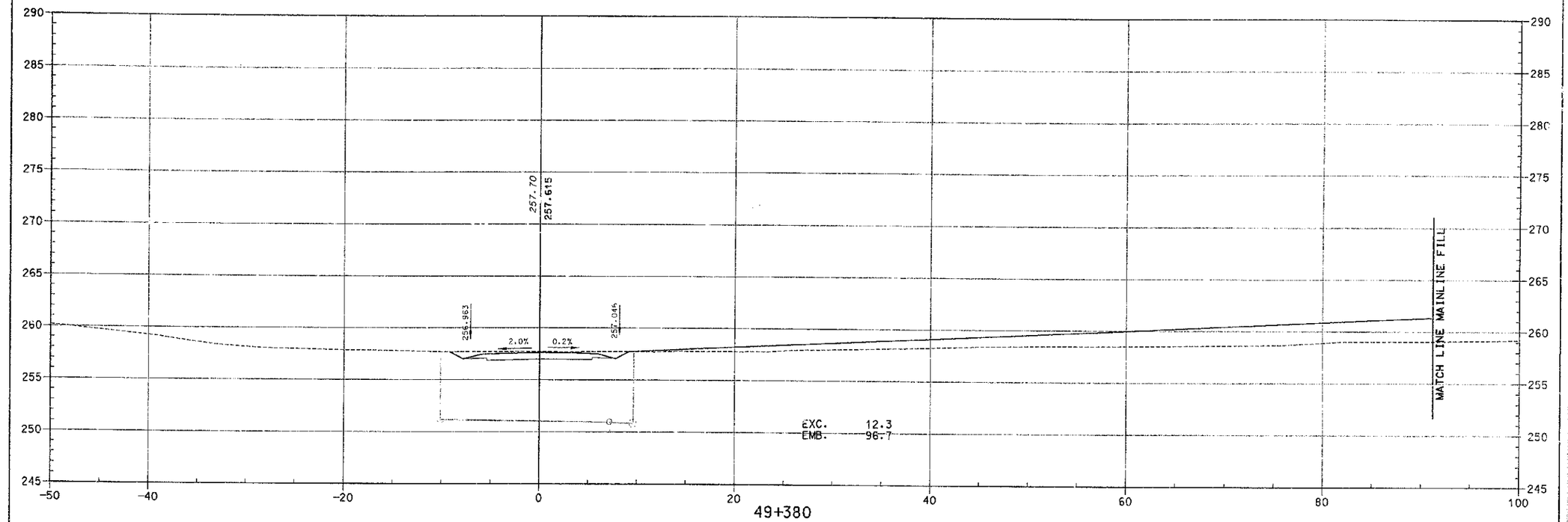
311

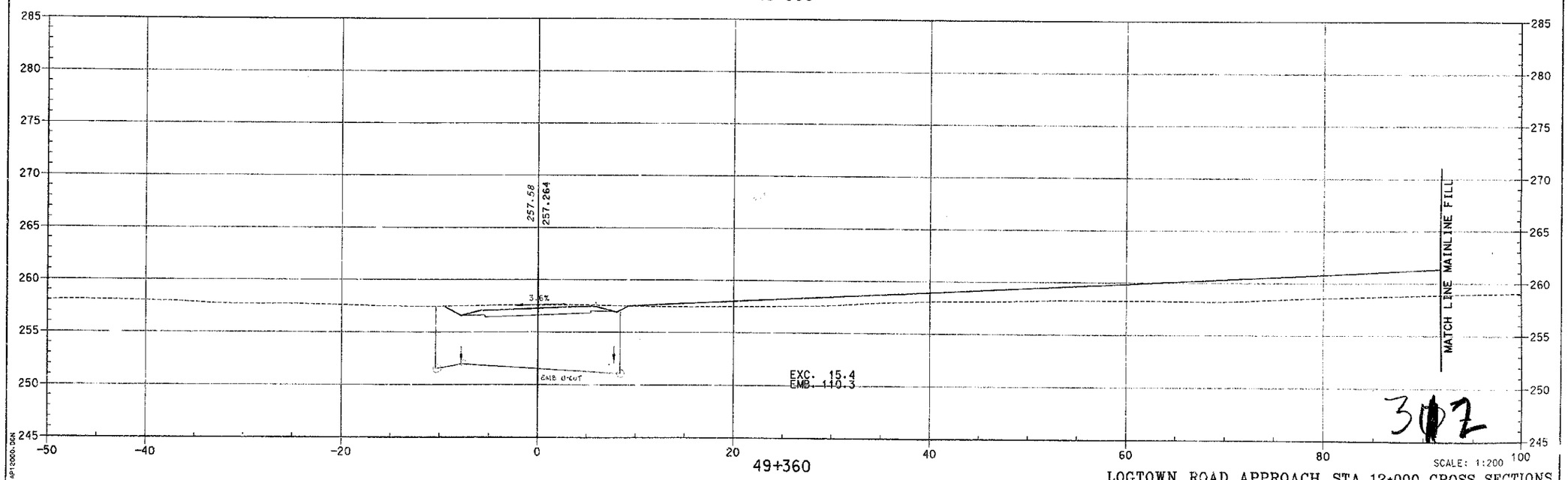
SCALE: 1:200

LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		580	997

ITEM 9-212.00





307

SCALE: 1:200

LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

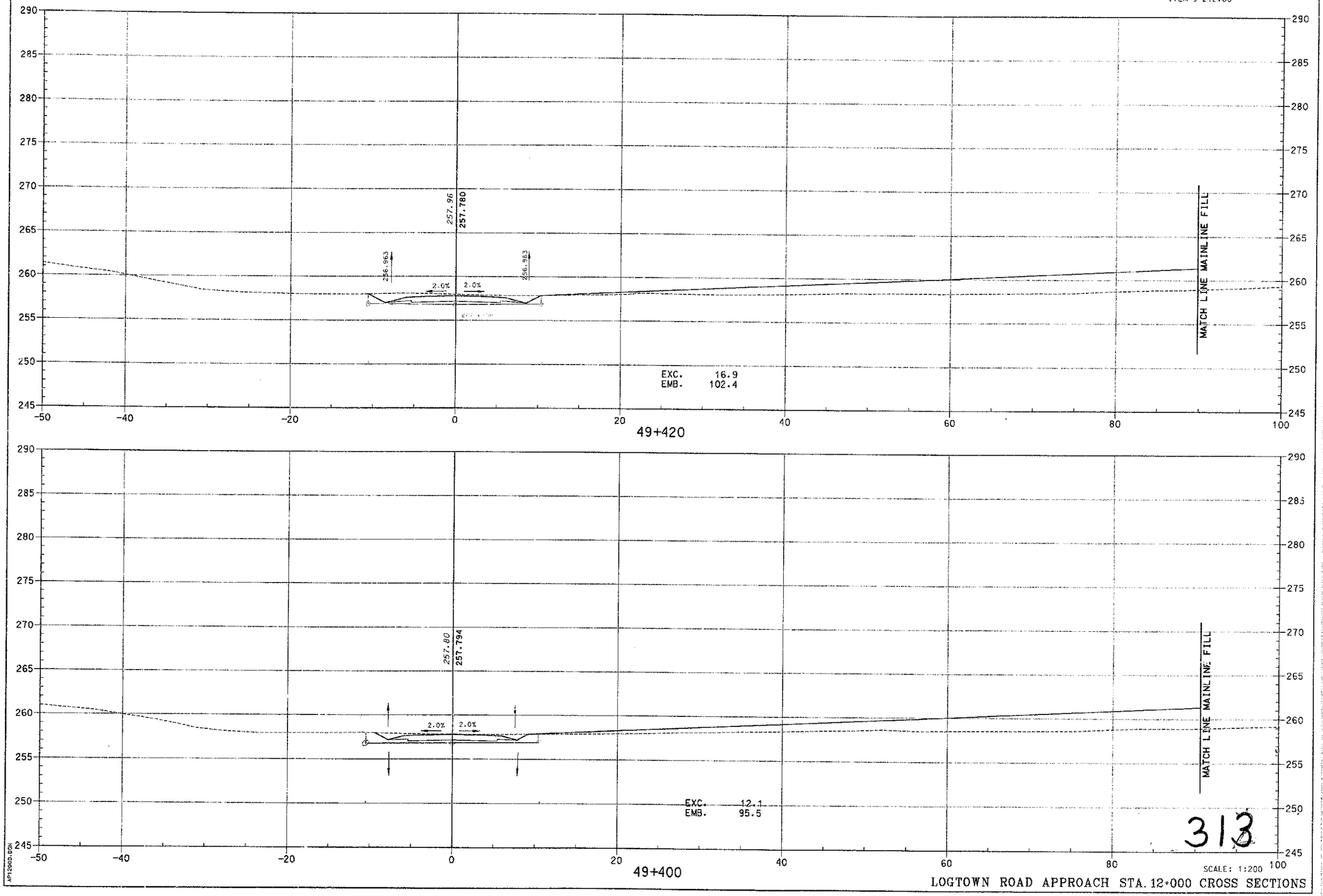
Cell Library: PSC-8D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

49+2000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		581	997

ITEM 9-212.00



313

SCALE: 1:200

LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

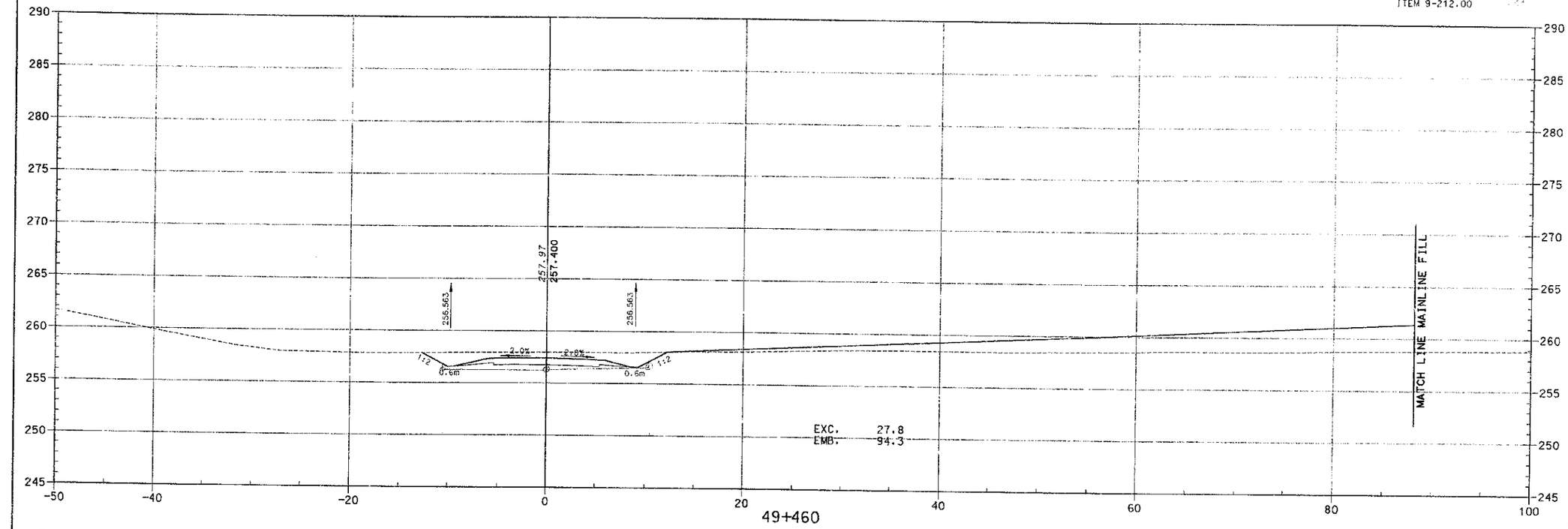
Cell Library: PBC-3D.CEL
Cell Name: KY-P1

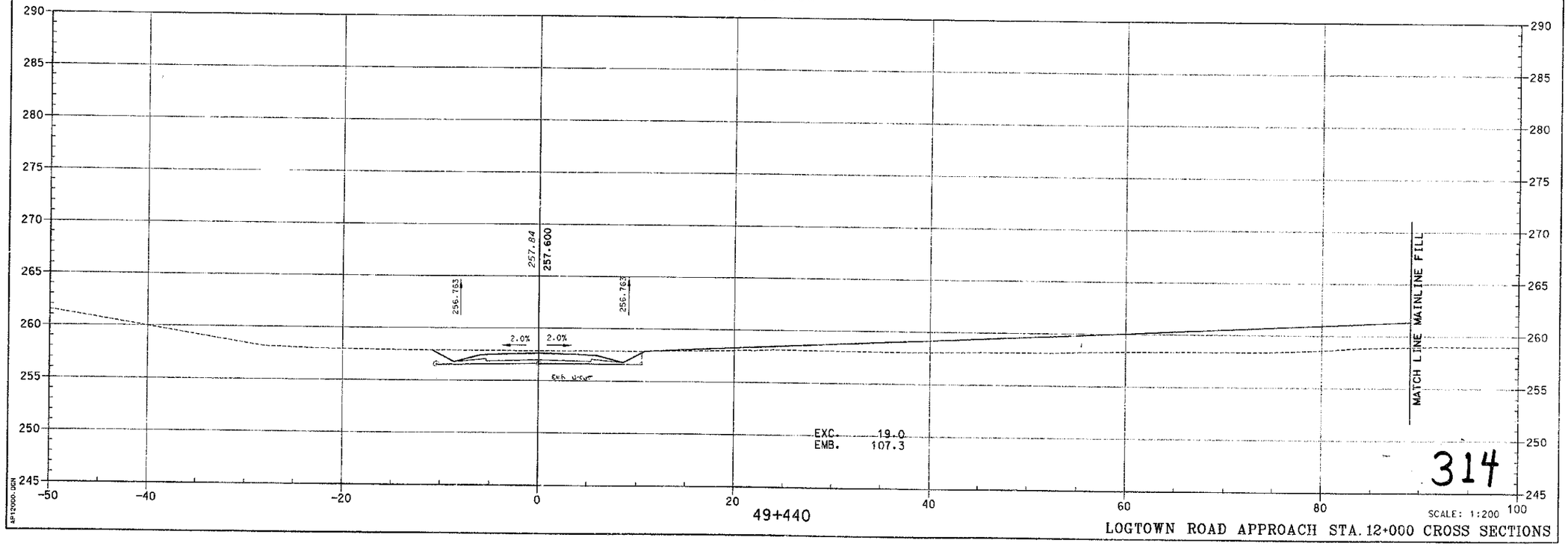
6-93
FORM NO. 2m

APP2000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEET
BOYD-CARTER GREENUP		582	947

ITEM 9-212.00





PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: P:\C-3D.CEL
Cell Name: KY-PL

E-93
FORM NO. 2m

API2000.DGN

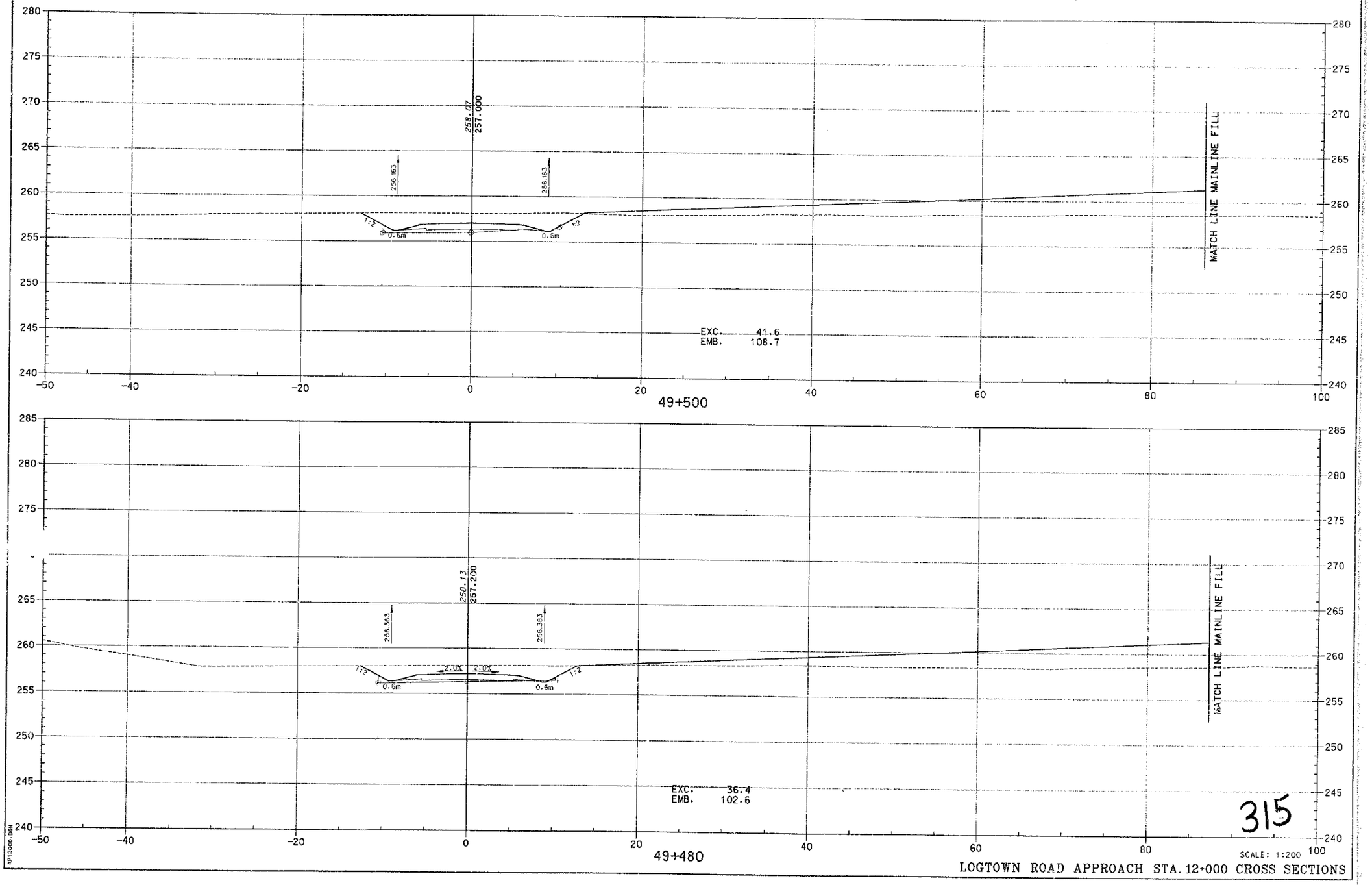
314

SCALE: 1:200

LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		503	947

ITEM 9-212.00



315

LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

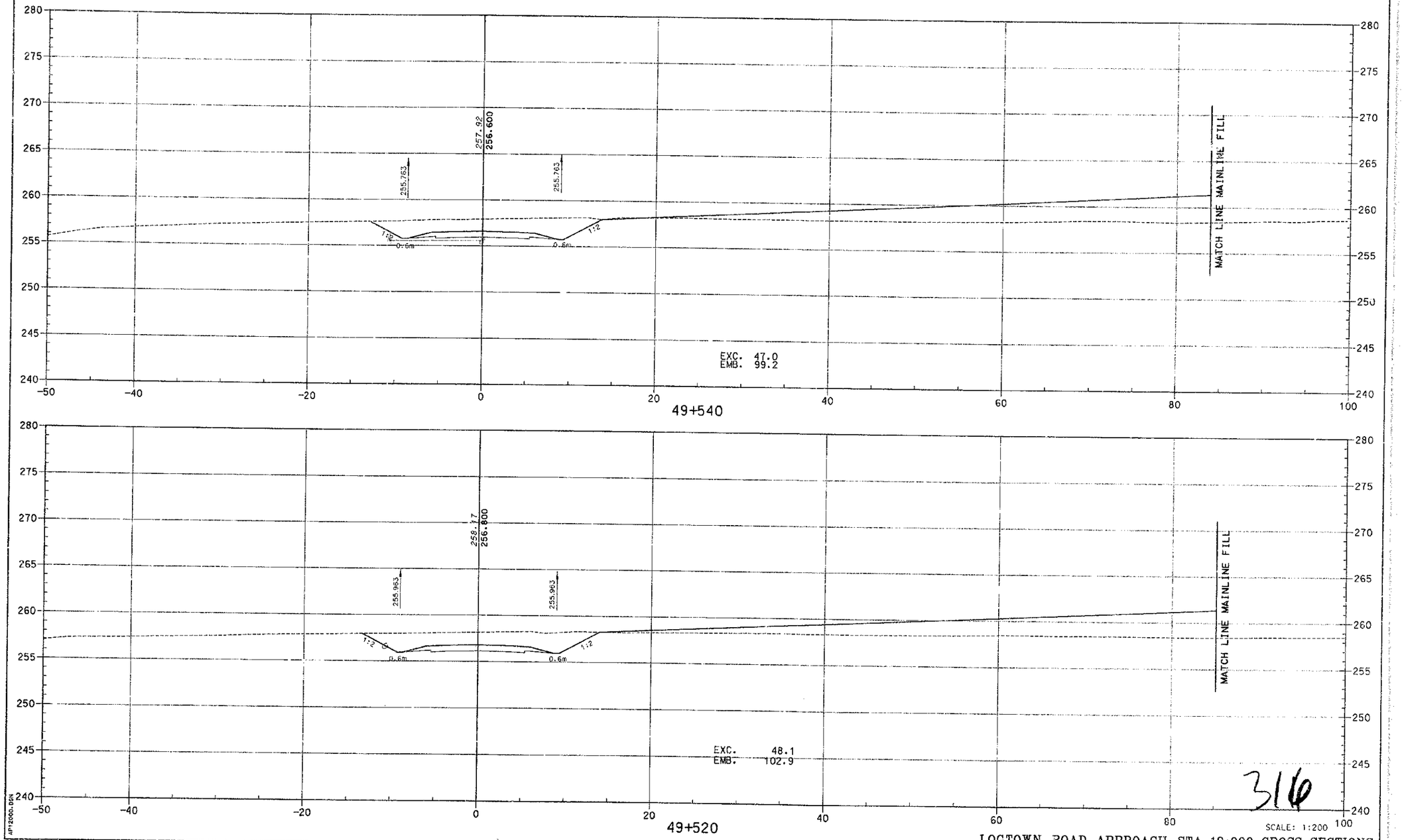
PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

K912000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		594	997



LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

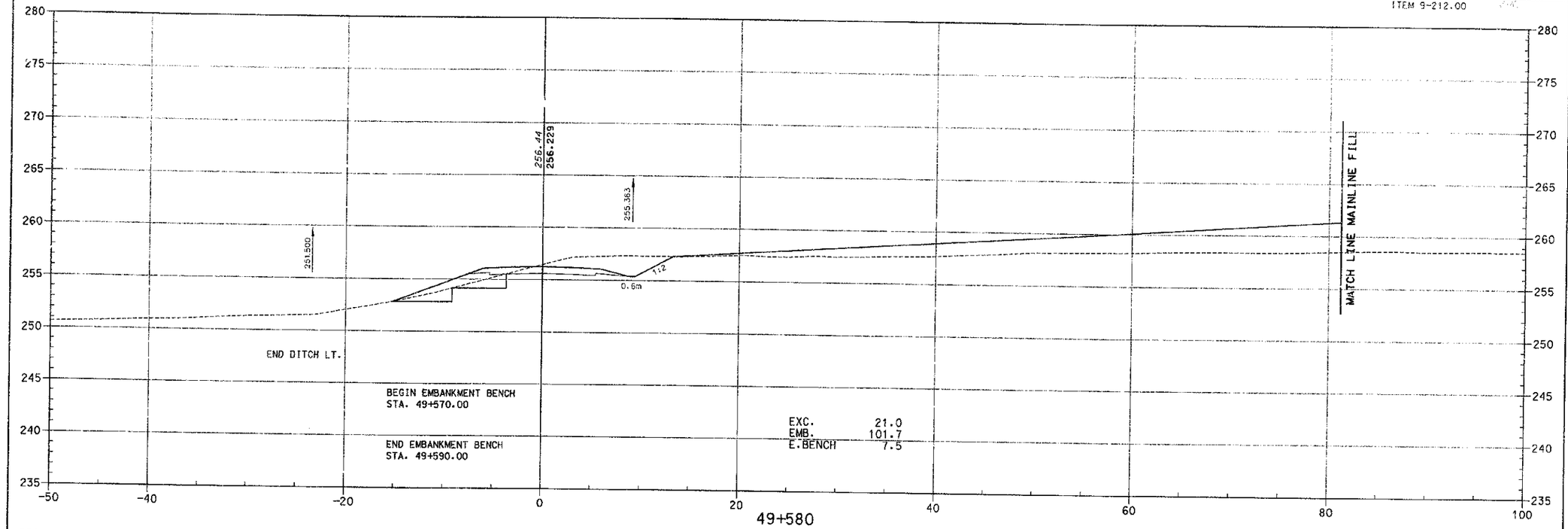
6-93
FORM NO. 2m

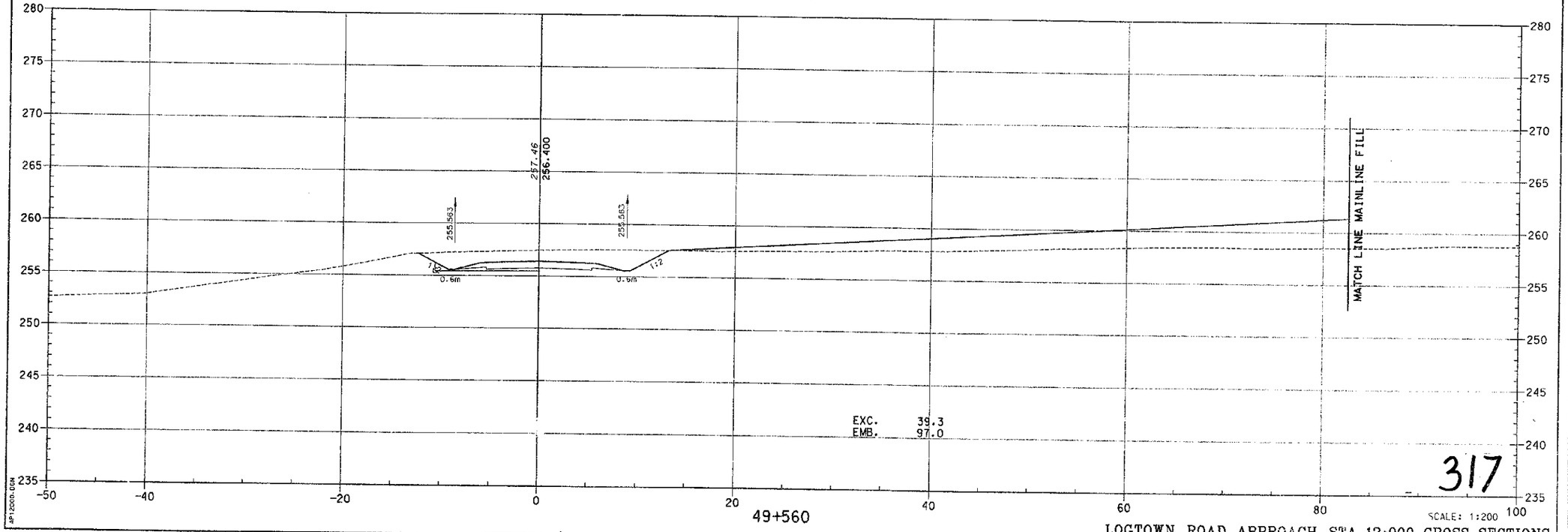
AP12000.DGN

316

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		584A	497

ITEM 9-212.00





317

SCALE: 1:200

LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

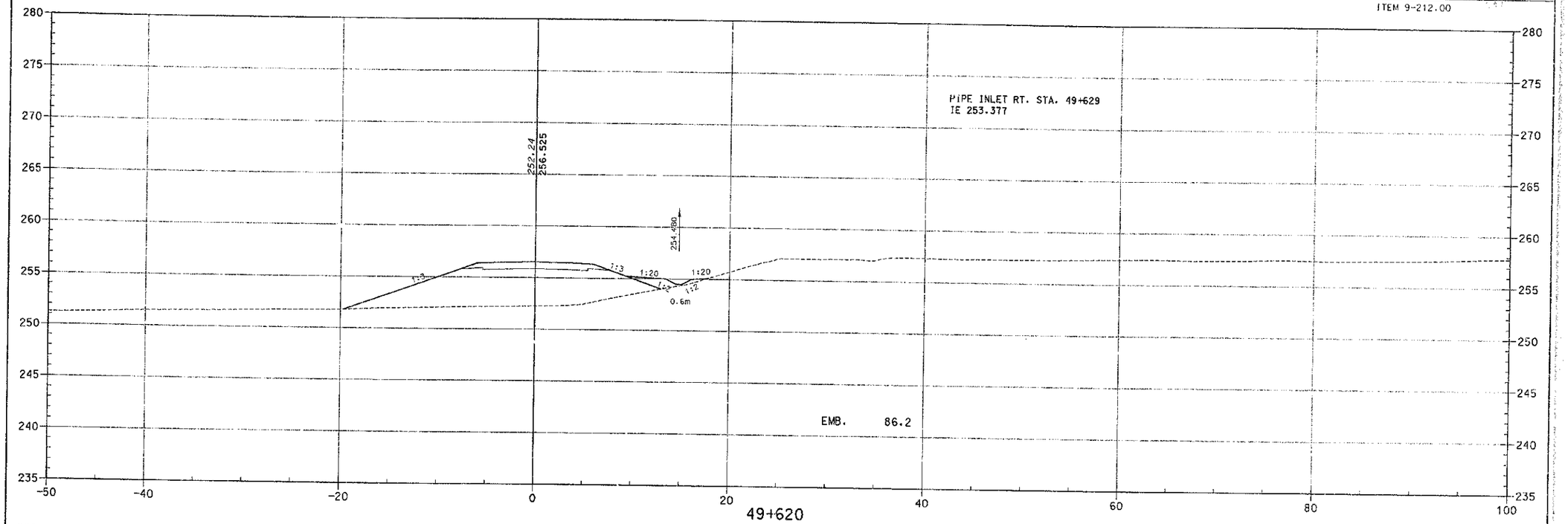
Cell Library: PEC-GD.CEL
Cell Name: KY-PL

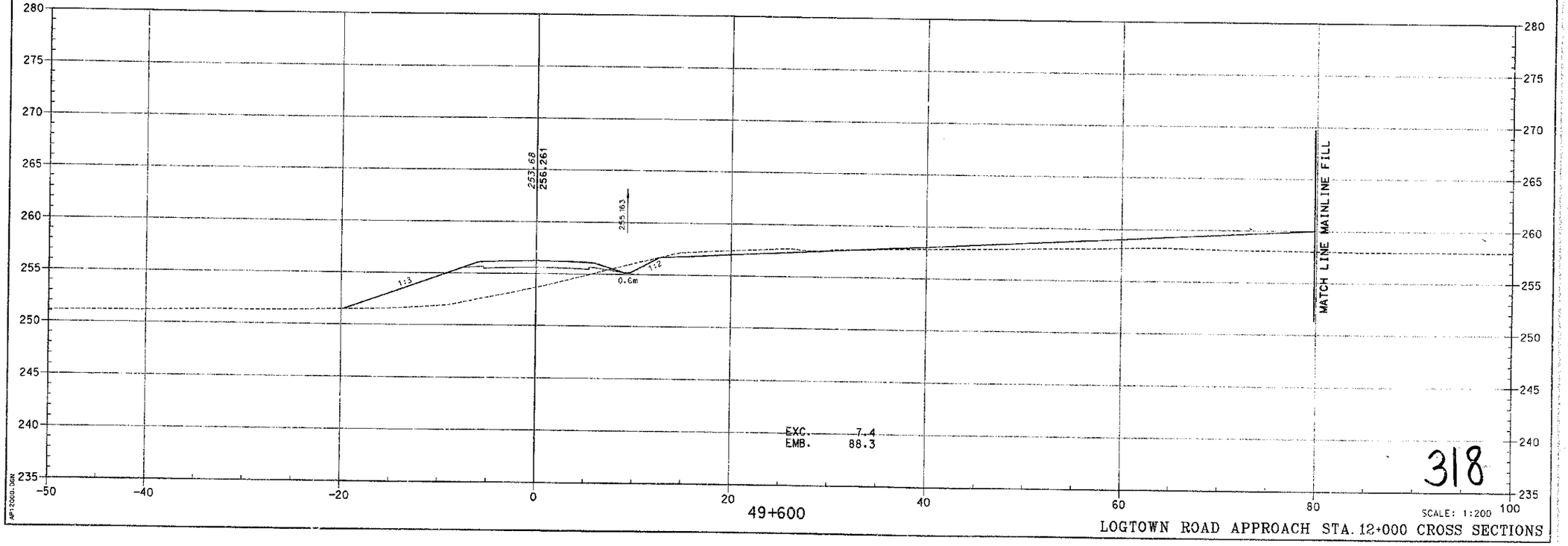
6-93
FORM NO. 2m

AP12000.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		5848	997

ITEM 9-212.00





318

LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

SCALE: 1:200

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP1200D.DGN

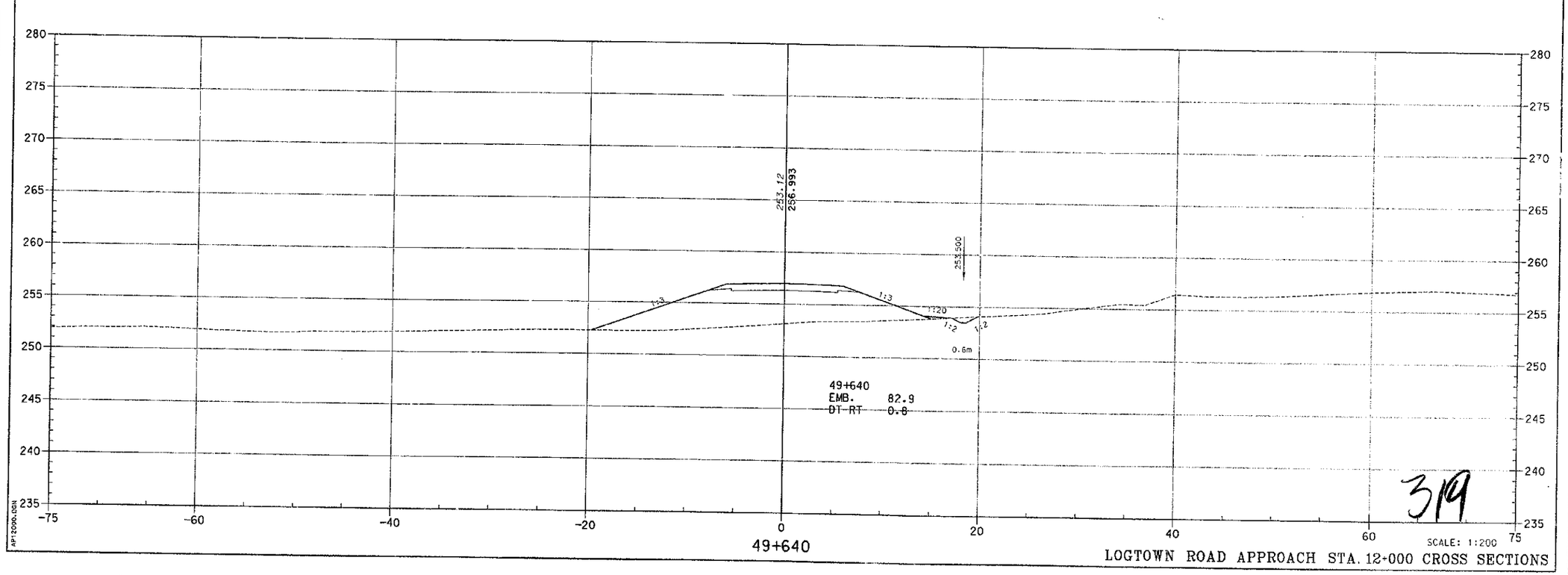
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		5840	497

ITEM 9-212.00

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

5-93
FORM NO. 2m



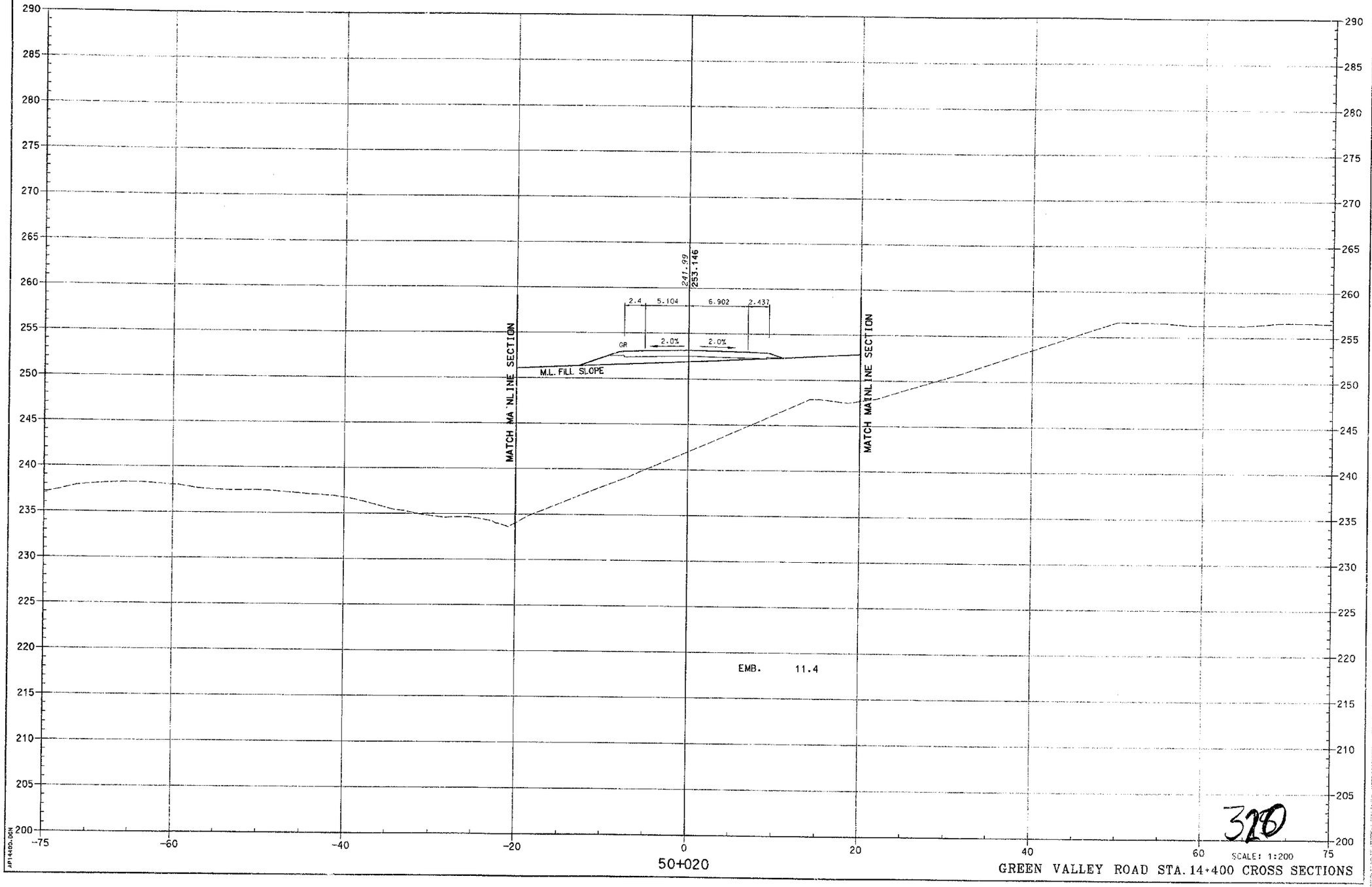
319

LOGTOWN ROAD APPROACH STA. 12+000 CROSS SECTIONS

AP12090.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		621	947

ITEM 9-212.00 2%



GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

320

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

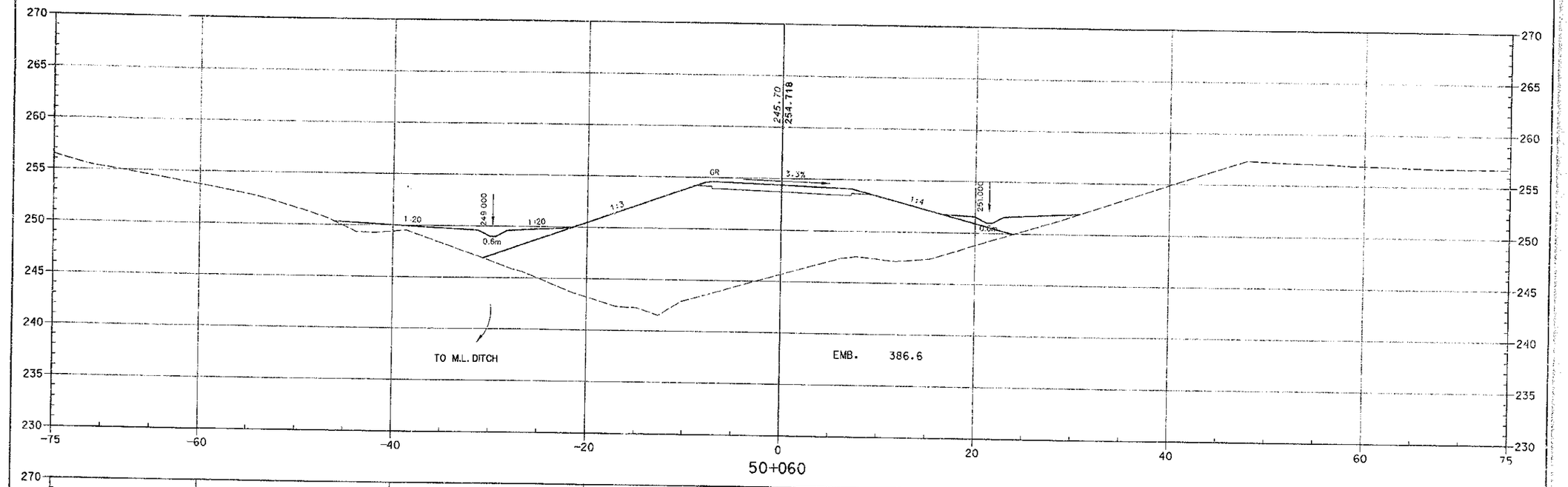
Cell Library: PEC-3D.CEL
Cell Name: KY-PL

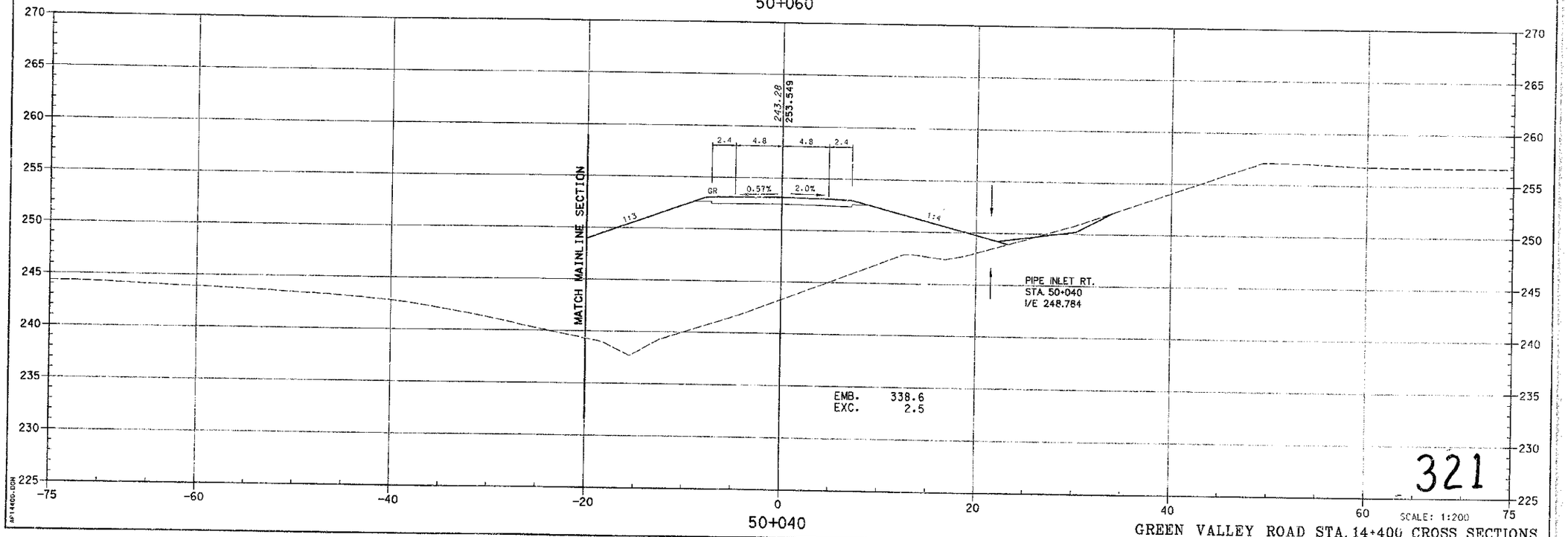
6-93
FORM NO. 2m

AP14400.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		622	907

ITEM 9-212.00





PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

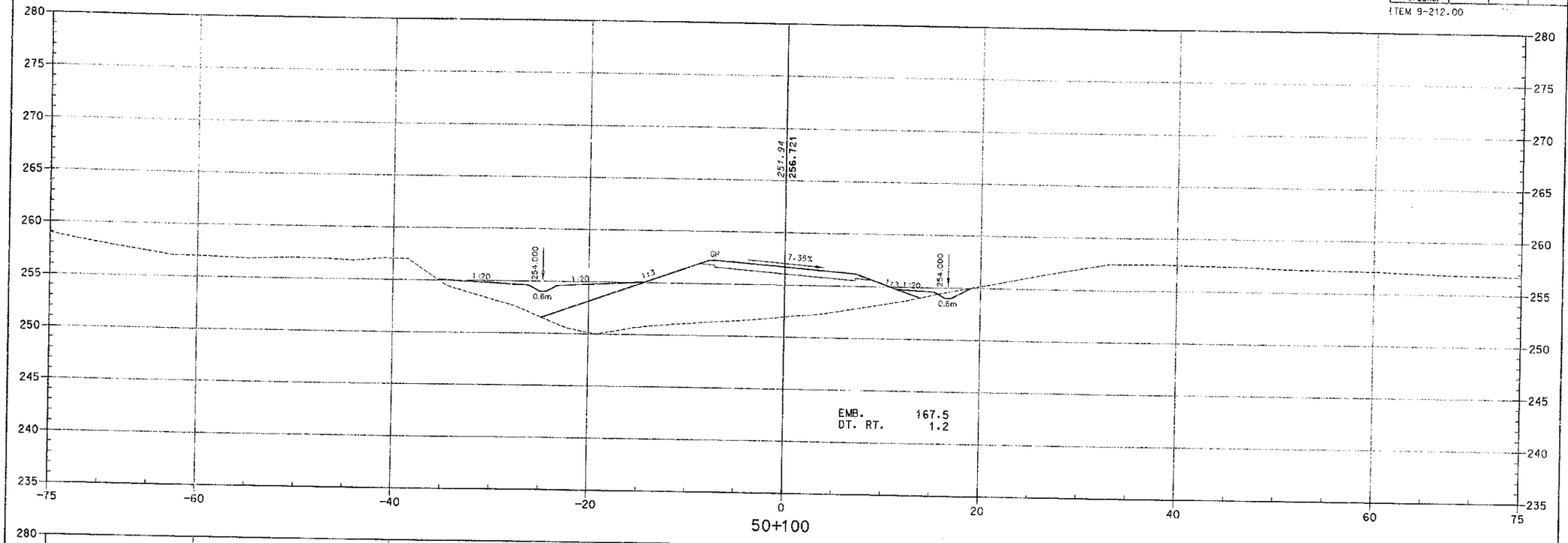
321

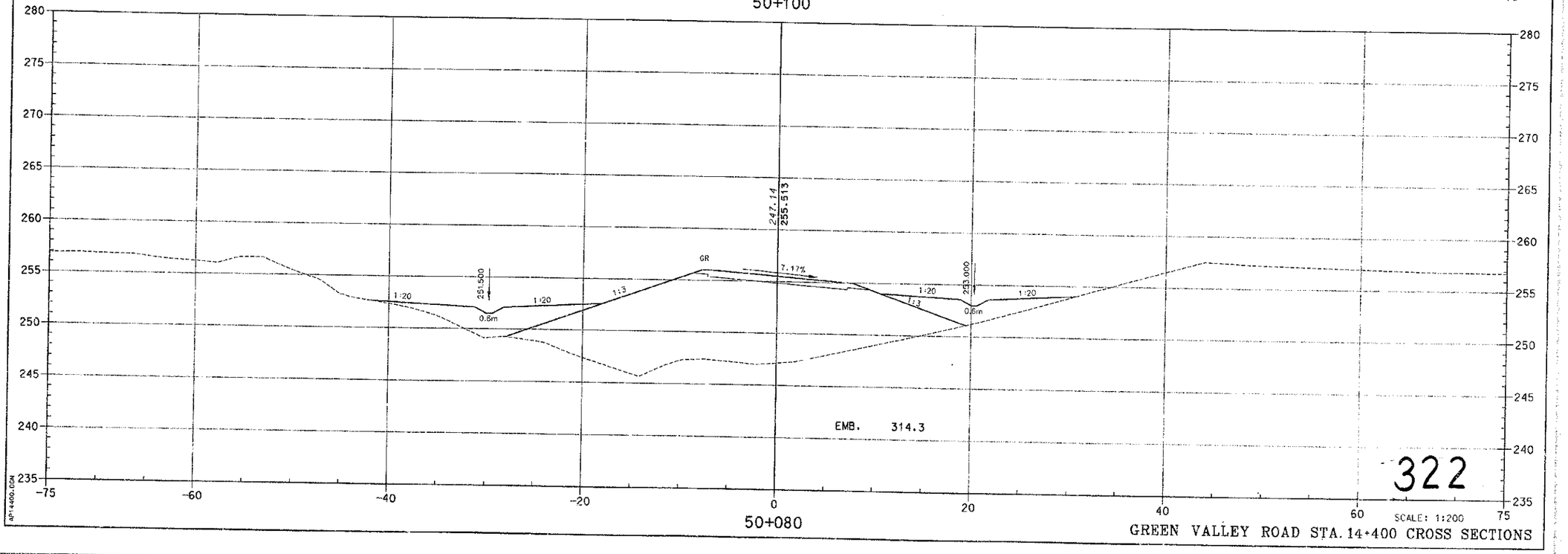
SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		623	997

ITEM 9-212.00





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP1400.DGN

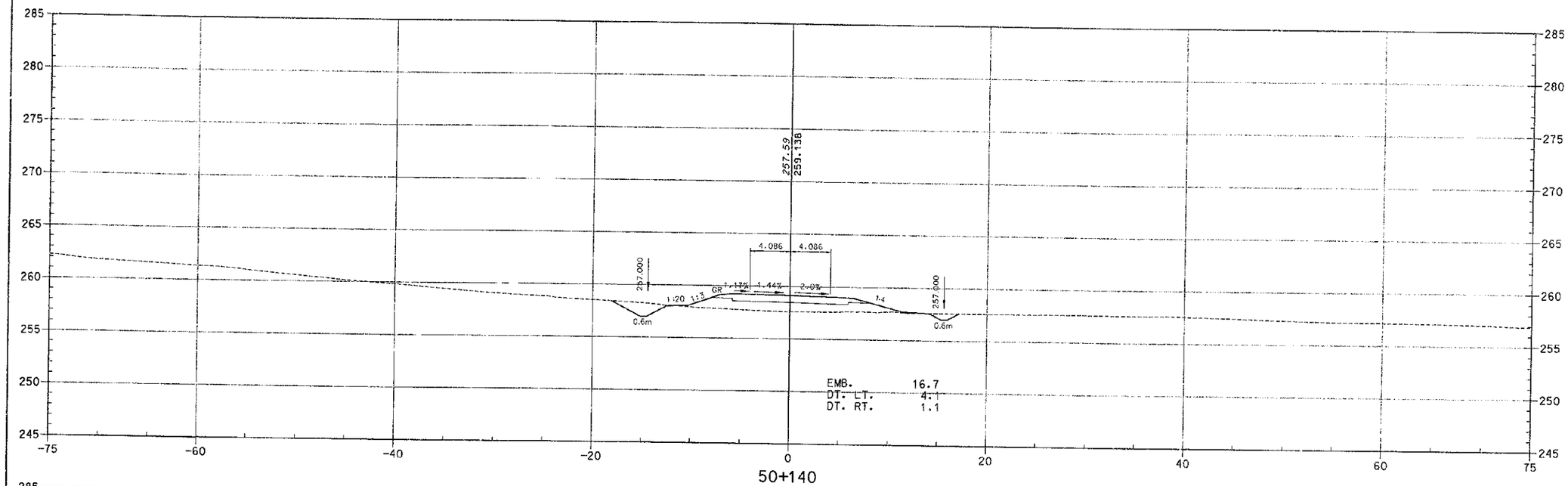
322

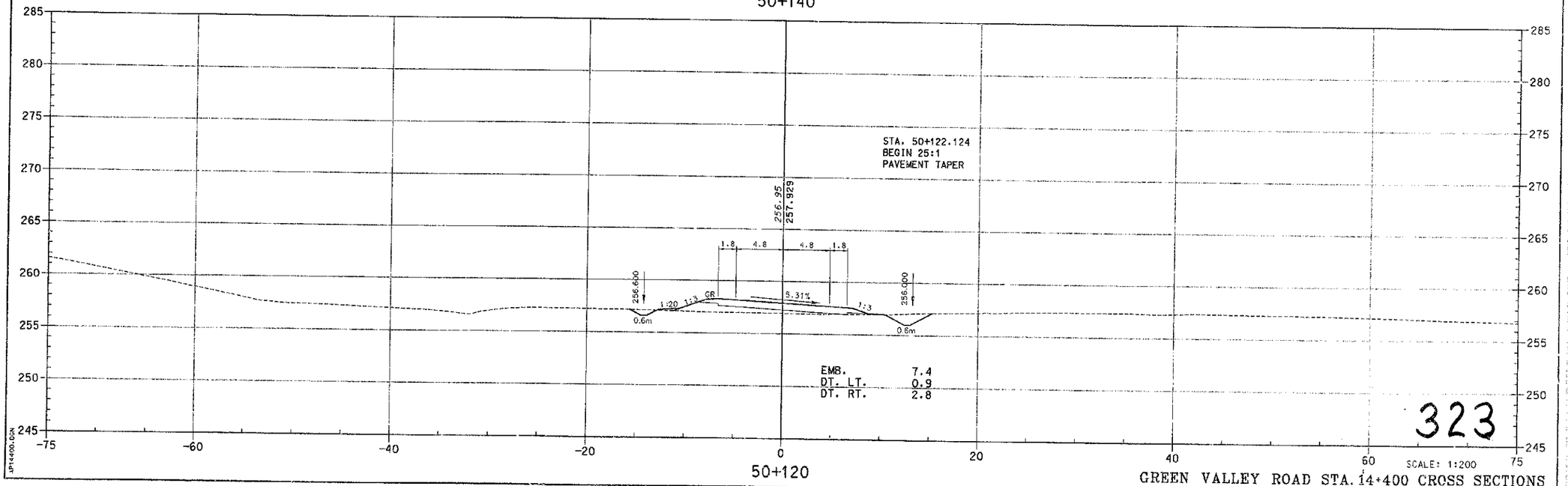
SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		624	997

ITEM 9-212.00





323

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

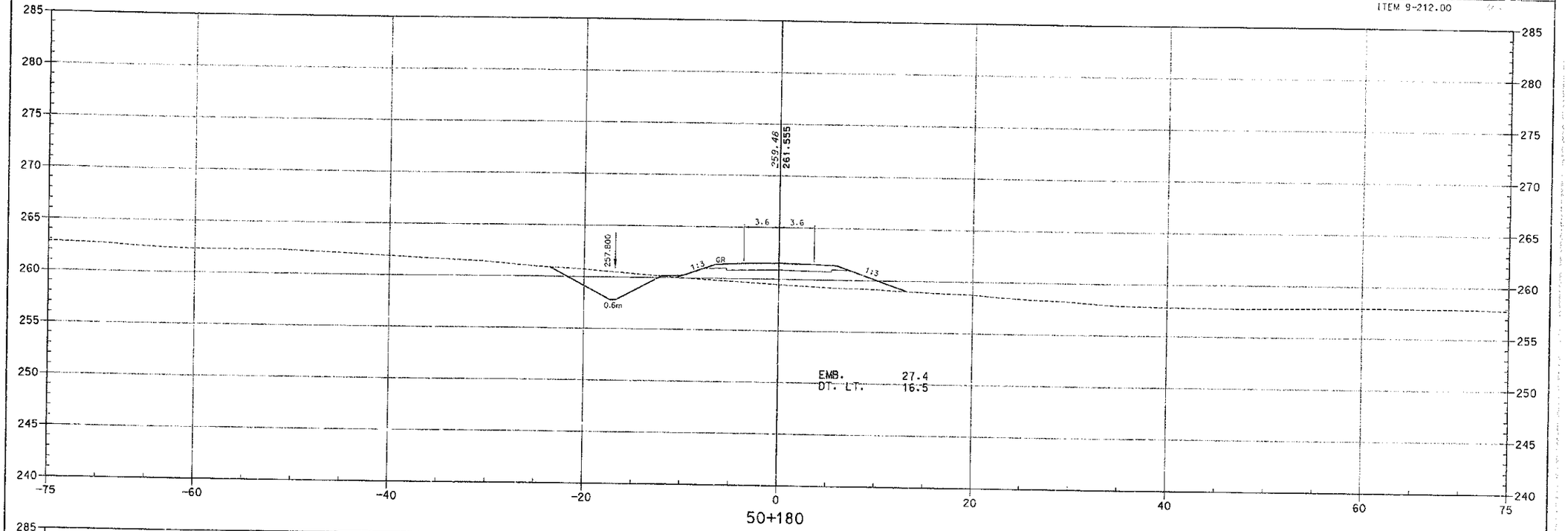
Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

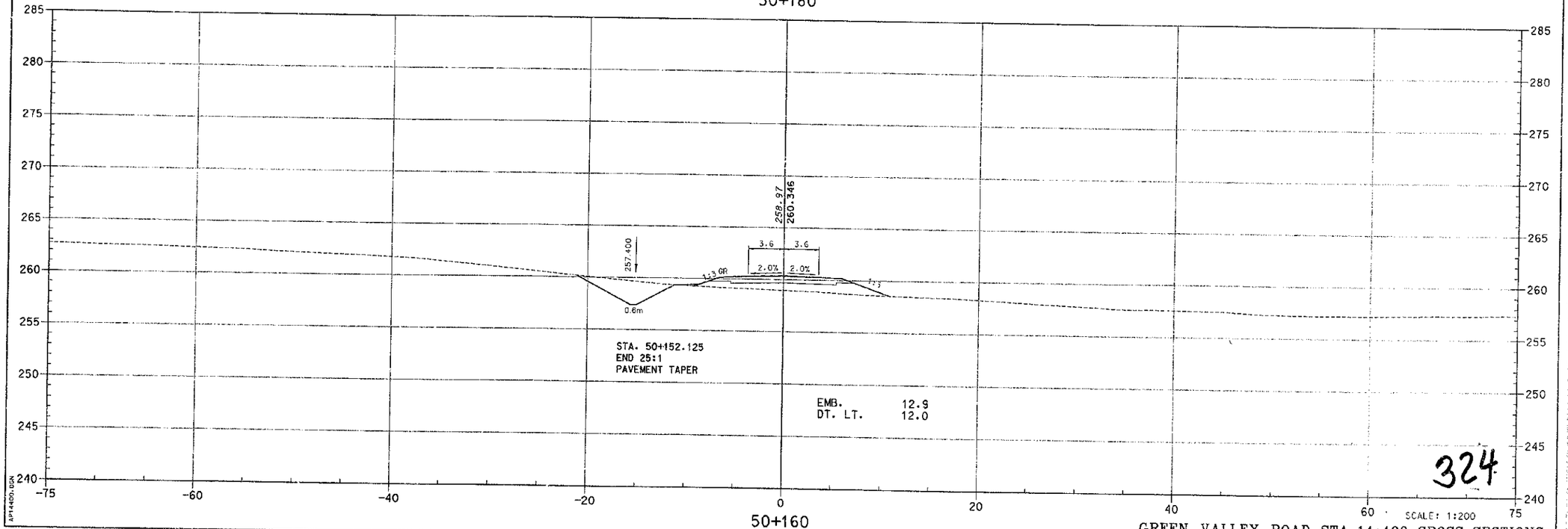
JP14400.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		625	937

ITEM 9-212.00



50+180



50+160

SCALE: 1:200

GREEN VALLEY ROAD STA.14+400 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

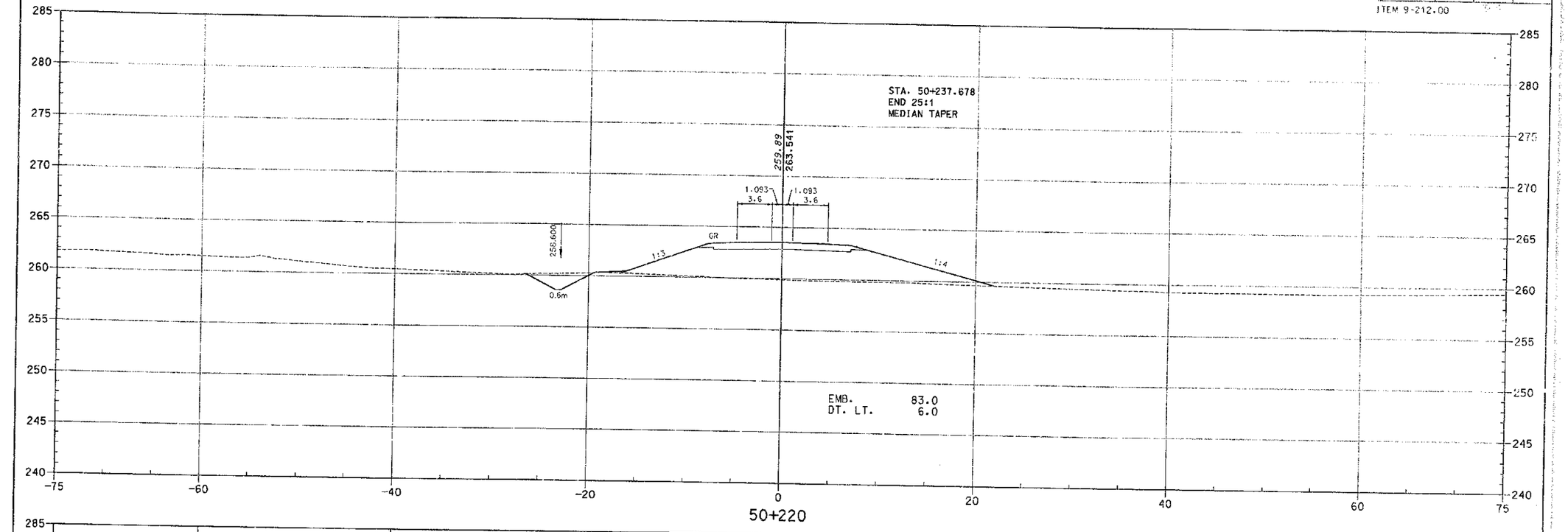
6-93
FORM NO. 2m

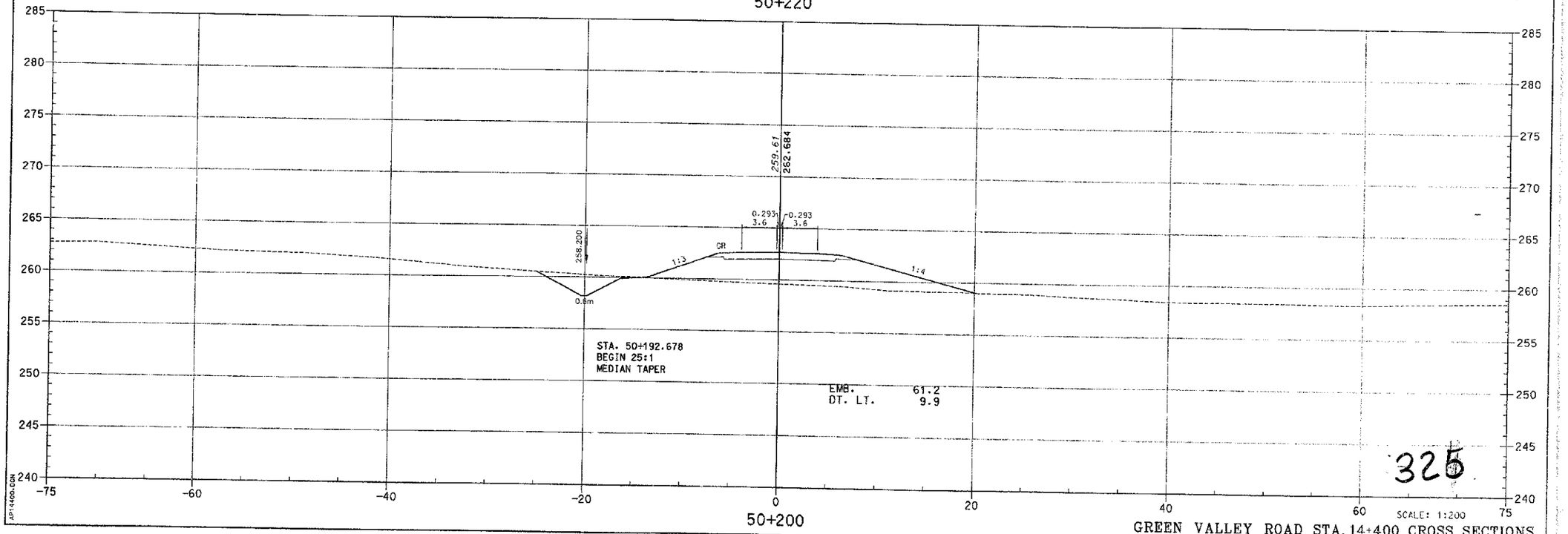
APT14400.DGN

324

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		626	997

ITEM 9-212.00





325

SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

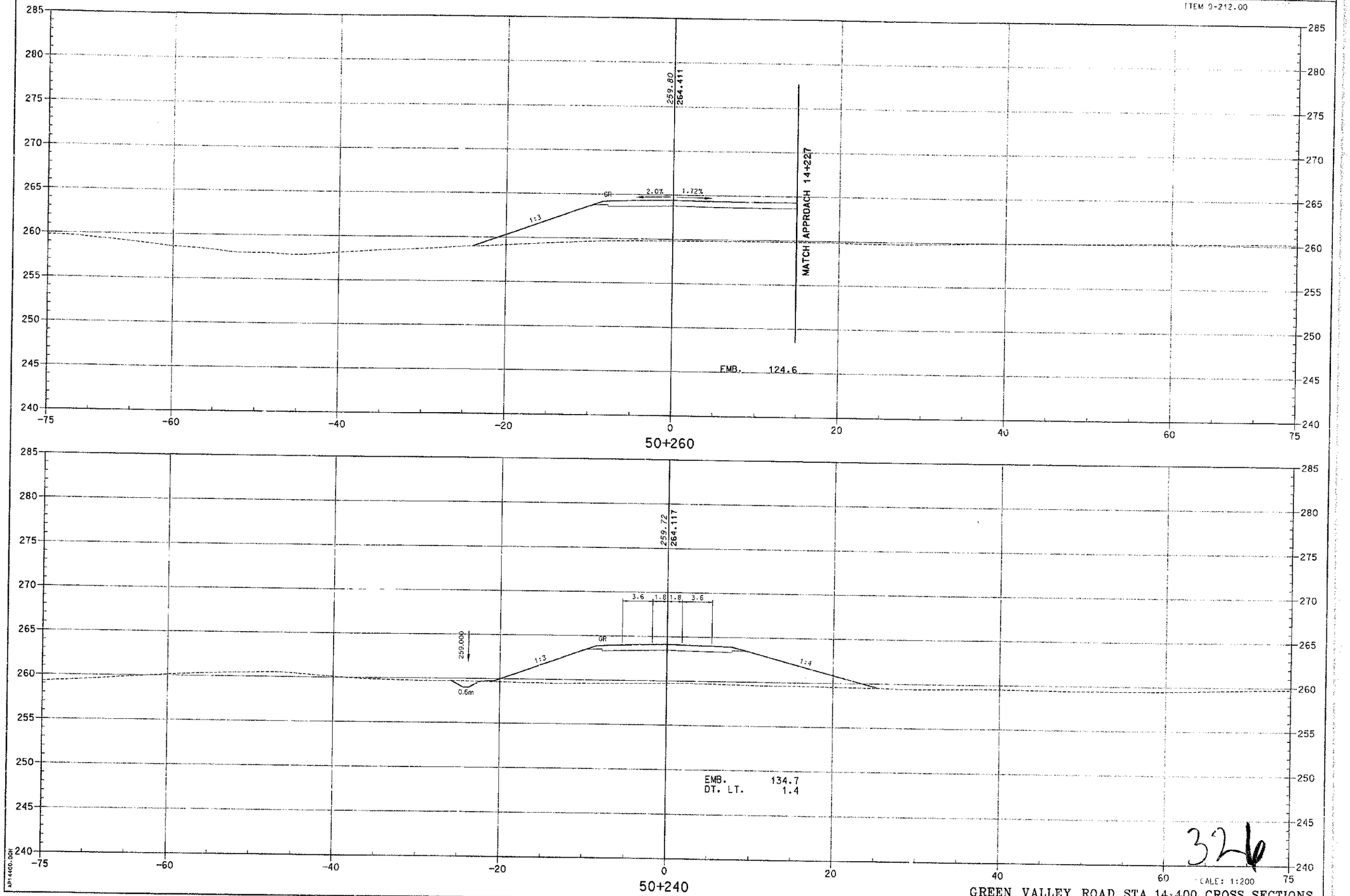
Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP1400.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		627	997

ITEM 9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: P2C-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

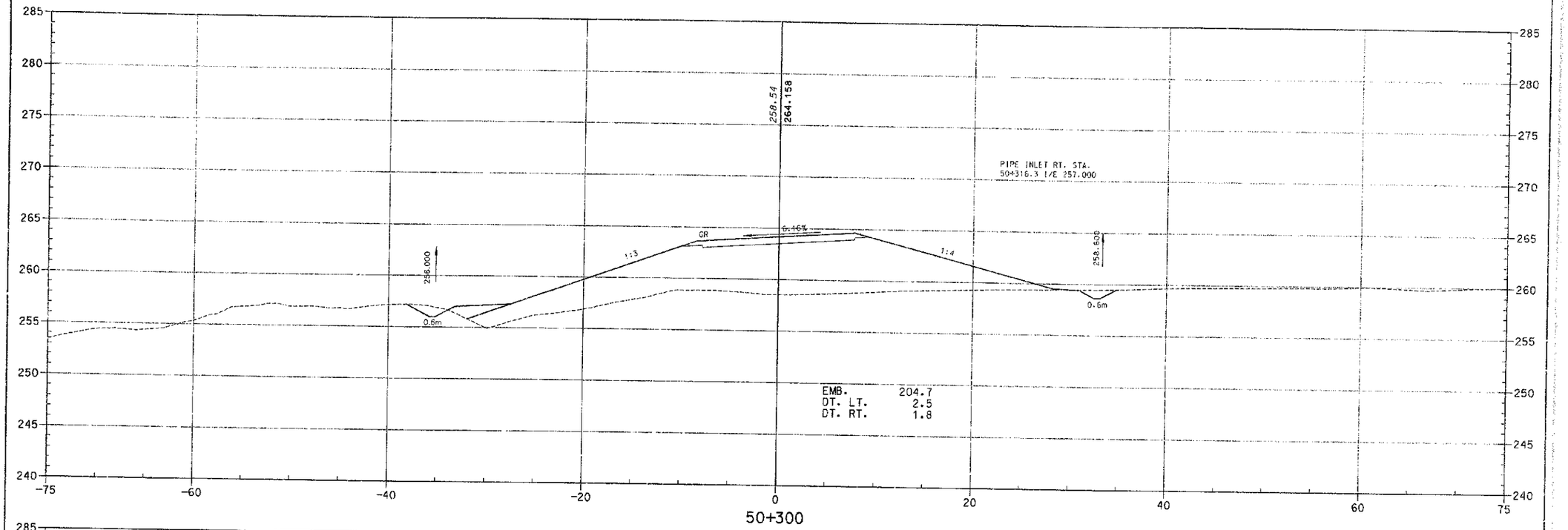
APP1400.DGN

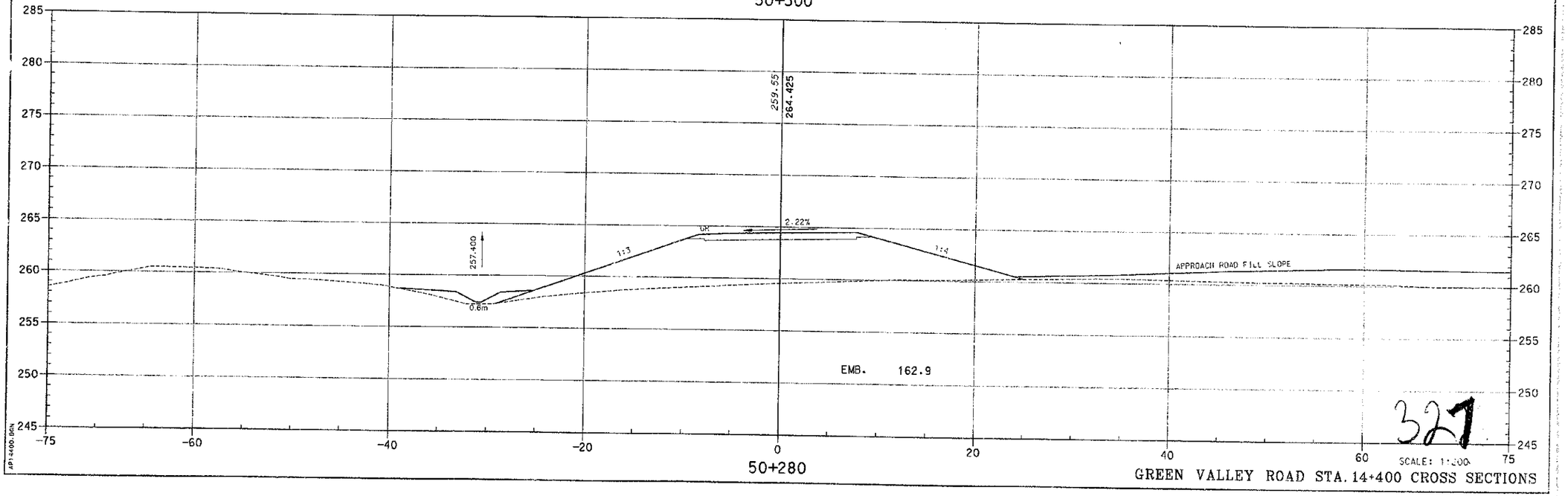
326

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		628	997

ITEM 9-212.00





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

API400.DGN

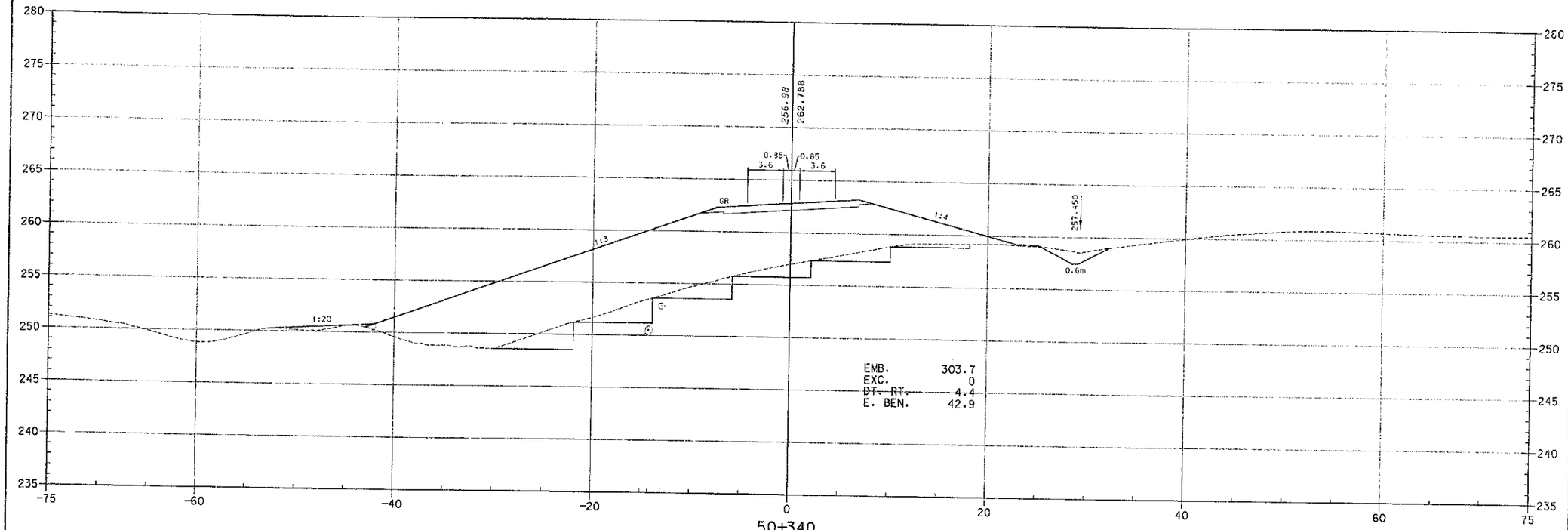
327

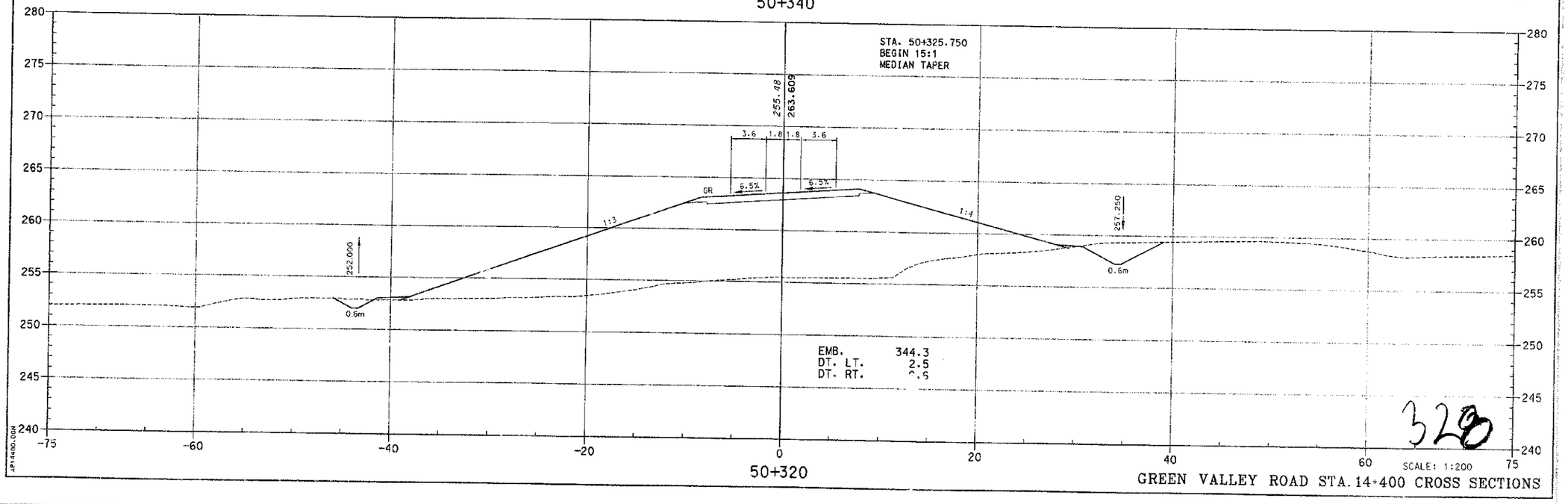
SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		629	947

ITEM 9-212.00





GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

328

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

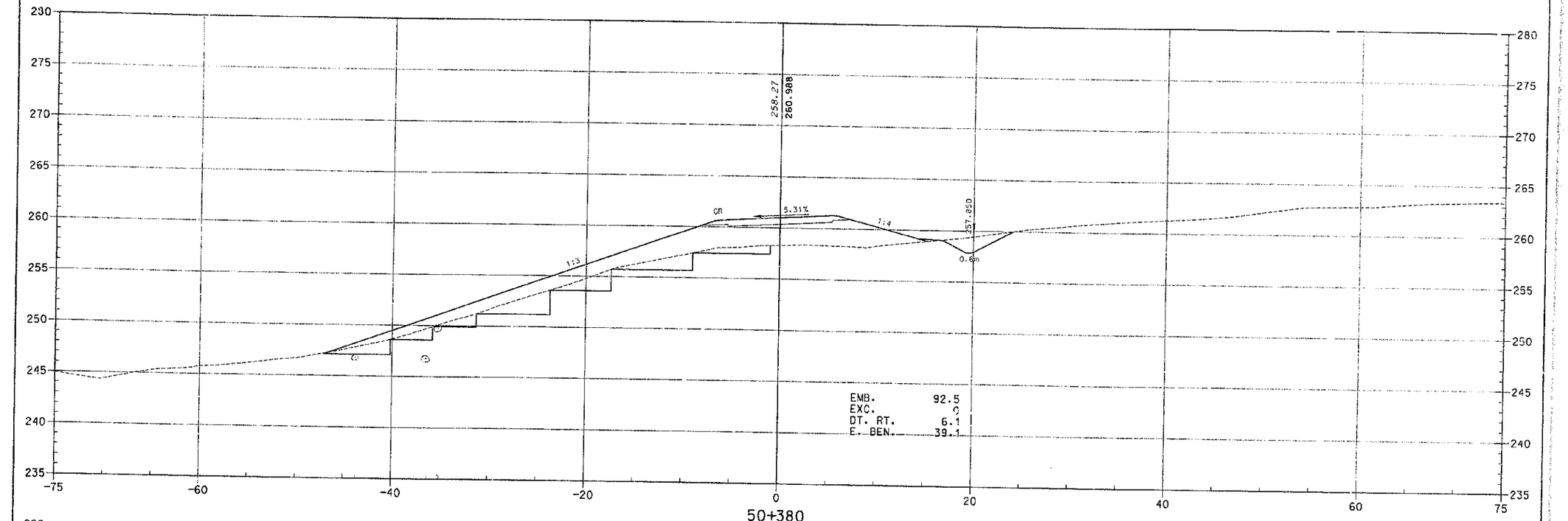
Cell Library: 2EC-3D.CEL
Cell Name: K7-PL

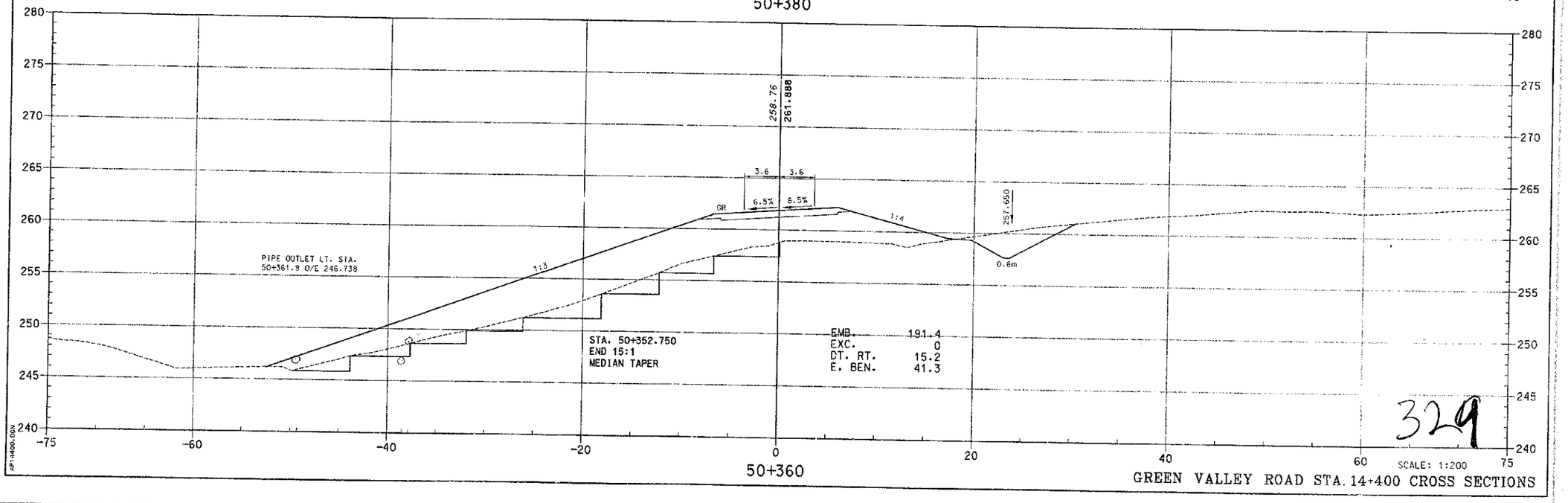
6-93
FORM NO. 2m

AP14400.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		630	997

ITEM 9-212.00





329

SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

E-93
FORM NO. 2m

AP14400.DGN

PLAN REV. #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP		44	997

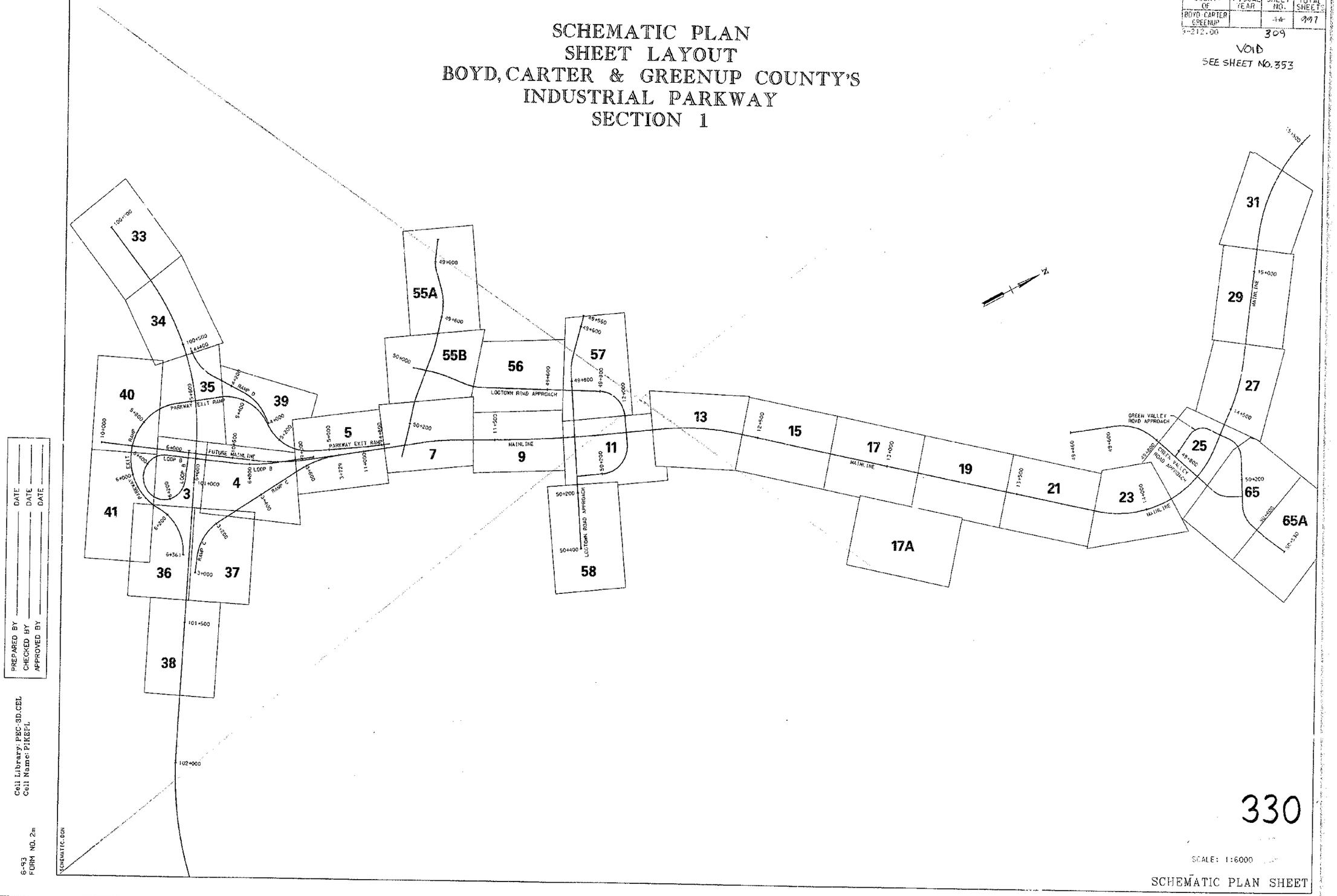
9-212.00

309

VOID

SEE SHEET NO. 353

SCHEMATIC PLAN
SHEET LAYOUT
BOYD, CARTER & GREENUP COUNTY'S
INDUSTRIAL PARKWAY
SECTION 1



PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

330

SCALE: 1:6000

SCHEMATIC PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		25	407

9-212.00

316

PAVEMENT EDGE DRAIN CONSTRUCTION

STATION TO STATION	150mm PERF (m)	150mm PERF (m)	200mm PERF (m)	150mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A GRANULAR (cu.m)	
14+740 TO 14+770	30			3			0.47	316 HOWLE
14+770 TO 14+870	100			3			0.47	316 HOWLE
14+870 TO 14+970	100			3				TIE TO KORAIN
14+930 TO 49+960	60			3				TIE TO KORAIN
49+960 TO 49+960	100			3				
49+850 TO 49+960	80			3			0.45	413 HOWLE
49+740 TO 14+850	90			3			0.47	313 HOWLE
49+720 TO 49+740	20			3			0.45	413 HOWLE
49+650 TO 49+680	30			3			0.23	323 HOWLE
14+100 TO 14+270	170			3			0.47	316 HOWLE
14+270 TO 14+470	200			3			0.47	316 HOWLE
14+270 TO 14+470	20			3			0.47	316 HOWLE
14+270 TO 14+470	80			3			0.47	316 HOWLE
14+290 TO 14+320	80			3			0.47	316 HOWLE
14+370 TO 50+040	85			3				TIE TO KORAIN
50+040 TO 50+090	50			3				TIE TO KORAIN
50+010 TO 50+080	70			3				TIE TO KORAIN
50+068 TO 14+473	55			3			0.47	316 HOWLE

DITCH CONSTRUCTION CHART

STA. TO STA.	TYPE	GRADE(%)	DEPTH	THICKNESS	DITCH
14+100 TO 14+150	CLASS IA	1.19	NTUR	0.15	0.6 F.B.
14+150 TO 14+260	CLASS III	1.93	MTUR	0.45	0.6 F.B.
14+260 TO 14+310	CLASS III	1.09	MTUR	0.60	0.6 F.B.
14+310 TO 14+330	CLASS IB	1.75	MTUR	0.45	1.2 F.B.
14+330 TO 14+440	CLASS III	1.09	MTUR	0.45	1.2 F.B.
14+100 TO 14+140	CLASS III	1.09	M TUR	0.45	0.6 F.B.
14+140 TO 14+200	CLASS III	1.09	M TUR	0.60	0.6 F.B.
14+200 TO 14+260	CLASS III	1.75	SG M	0.45	0.6 F.B.
14+260 TO 14+330	CLASS IA	1.75	SG M	0.45	0.6 F.B.
14+100 TO 14+260	CLASS III	1.39	MTUR	0.45	0.6 F.B.
14+260 TO 14+310	CLASS III	2.22	MTUR	0.60	1.2 F.B.
14+310 TO 14+372	CLASS III	1.11	MTUR	0.30	1.2 F.B.
14+100 TO 14+520	CLASS III	39	MTUR	0.30	0.6 F.B.
13+880 TO 13+972	CLASS III	148	MTUR	0.30	0.6 F.B.
13+832 TO 13+972	CLASS III	148	MTUR	0.45	0.6 F.B.
13+520 TO 13+832	CLASS III	148	MTUR	0.45	0.6 F.B.
14+100 TO 14+260	EXCEL. MAT	1270	SG M	0.30	Y
14+260 TO 14+360	EXCEL. MAT	417	SG M	0.45	Y
14+310 TO 14+378	CLASS IA	55	M TUR	0.30	0.6 F.B.
13+928 TO 14+100	EXCEL. MAT	29	SG M	0.30	Y

* WIDEN FOR ROCK CUT

APPROACH 14+400
P.I. = 50+085.015
Δ = 64° 29'59.015"RT.
R = 75.000
L = 84.430
T = 47.321
Ex = 13.681
e = 7.35%
P.C. = 50+037.694
P.T. = 50+122.124
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS SECTIONS
Runout = SEE CROSS SECTIONS

STATION 14+180 CONSTRUCT AND PLUG (3) 450 mm x 64 m STEEL CASING PIPES. (FOR FUTURE UTILITIES)

ADDINGTON ENTERPRISES, INC.

STA. 49+776.234
APPR. RT. 14+400.000=
STA. 49+890.3842
APPR. RT. 14+227.000

49+850.000 END CONTROL OF 25.000 ACCESS & FENCE
BEGIN SURFACING
49+850.000 BEGIN CONTROL OF 25.000 ACCESS & FENCE
N23°19'26"W 50.000 (164.04')
N19°19'47"W 56.299 (184.71')
N5°47'55"W 52.076 (170.85')
CONTROL OF ACCESS R/W
49+850.000 30.000
49+900.000 20.000
14+440.000 75.000
EXISTING ROAD (GRAVEL)
N4°41'21"W 59.141 (194.03')
P.I. STA. 49+919.102
EDGE OF PAVED SHOULDER
N27°48'43"W
94°29'16"
85°30'43"
END SURFACING
CONTROL OF ACCESS R/W
N3°47'36"E 19.108 (62.70')
S79°12'17"W 92.196 (302.48')
49+940.000 45.000
14+100.000 40.000
N6°37'40"E 45.089 (148.57')
14+140.000 50.000
N18°07'38"W 45.009 (147.67')
14+180.000 45.000
INV. EL. 259.000
N64°03'09"E 53.946 (176.99')
N66°40'32"E
GRAVEL RD.
EXISTING ROAD (GRAVEL)
FUTURE BRIDGE
P.C. STA. 49+870.432
P.T. STA. 49+952.213
P.T. STA. 14+323.192
S.T. STA. 14+387.192
S.C. STA. 14+338.192
N50°41'02"E
90°00'00"
I/E 250.867
O/E 250.341
O/E 246.133
1.8m FB DT
I/E 248.784
900 mm
14+370
14+517.498
14+262.198
14+427.198
25007 CONCRETE
3.6 EDGE OF PAVED SHOULDER
3.6 TRUCK CLIMBING LANE
3.6 LEFT TURN LANE
185 m TAPER
55 m TAPER
0.6m F.B. SPL. DT.
1.2m F.B. DT.
0.6 m F.B. DT.
1.2 m F.B. DT.
STA. 14+227.000= APPR. STA. 50+000.000
STA. 14+400.000= APPR. STA. 50+000.000
P.C. STA. 50+037.694
50+040
88°02'30"
91°57'30"
MAINLINE
P.I. = 14+135.164
Δ = 77°46'54.511"LT
Rc = 400.000
Lc = 479.019
Ts = 354.992
Ls = 64.000
Θs = 4°35'01.194"
LT = 42.681
ST = 21.346
X = 63.959
Y = 1.706
Es = 114.460
Se = 8%
T.S. = 13+780.172
S.C. = 13+844.172
C.S. = 14+323.192
S.T. = 14+387.192
Runout = 16
Design Speed 100 km/h (60 mph)

APPROACH 14+400
P.I. = 49+919.102
Δ = 78°05'44"RT.
R = 60.000
L = 81.782
T = 48.670
Ex = 17.258
e = 7.8%
P.C. = 49+870.432
P.T. = 49+952.213
Design Speed = 40 km/h (25 mph)
Runoff = 40
Runout = 10.26

MATCH LINE STA. 14+100 SEE SHEET #23
MATCH LINE STA. 14+440 SEE SHEET #27
MATCH LINE STA. 50+050 SEE SHEET #65
MATCH LINE STA. 50+080 SEE SHEET #65

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

ALT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. No. 1 (EA)	END TREATMENT TY 2A (EA)	END TREATMENT TY 3 (EA)	END TREATMENT TY 4A (EA)	CRASH CUSH TY 1X-A (EA)	BRIDGE END CONN. CONN TY A (EA)	BRIDGE END CONN. CONN TY A-1 (EA)
	49+920 (BARRICADE)	15.24		2						
	49+650 (BARRICADE)	15.24		2						
	14+410 (BARRICADE)	22.86		2						
	RT. APP. 50+100 to N.L. 14+430	97.3		1						

SCALE: 1:500

331

CONTROL OF ACCESS R/W

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PLT-100.DGN

MAINLINE - STA. 14+100 TO STA. 14+440

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~65~~ 321	397

9-212.00

NOTE: FOR RIGHT-OF-WAY INFO SEE SHEET NO. 430

MATCH LINE STA. 50+050 SEE SHEET #25

MATCH LINE STA. 50+080 SEE SHEET #25

APPROACH 14+227
P.I. = 50+114.777
Δ = 41°53'33.320"LT.
R = 100.000
L = 73.116
T = 38.279
Ex = 7.076
e = 6.5%
P.C. = 50+076.498
P.T. = 50+149.615
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS-SECTIONS
Runout = SEE CROSS-SECTIONS

APPROACH 14+400
P.I. = 50+085.015
Δ = 64°29'59.015"RT.
R = 75.000
L = 84.430
T = 47.321
Ex = 13.681
e = 7.3%
P.C. = 50+037.694
P.T. = 50+122.124
Design Speed = 40 km/h (25 mph)
Runoff = 38
Runout = 10.34

APPROACH 14+400
P.I. = 50+334.935
Δ = 47°41'12.417"LT.
R = 100.000
L = 83.229
T = 44.196
Ex = 9.331
e = 6.5%
P.C. = 50+290.739
P.T. = 50+373.968
Design Speed = 40 km/h (25 mph)
Runoff = 33
Runout = 10.15

STA. 50+260
APPR. 14+400=
STA. 50+194.875
APPR. 14+227

ADDINGTON ENTERPRISES, INC.

P/12

CONTROL OF ACCESS R/W

P.C. STA. 50+076.498

P.I. STA. 50+114.777

P.T. STA. 50+149.615

P.I. STA. 50+334.935

P.C. STA. 50+290.739

P.T. STA. 50+373.968

BEGIN SURFACING

DROP BOX INLET - TYPE 2

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

S.T. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. No. 1 (EA)	END TREATMENT TY 3A (EA)	TY 3 (EA)	TY 4M (EA)	CRASH CUSH TY 1E-A (EA)	EARTHE END CONN. CONN TY A (EA)	CONN TY A-T (EA)	
LT.	50+080 TO 50+400	320									
RT.	50+145	19.24		2							APPROACH

DITCH CONSTRUCTION CHART

LT OR RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH	APPROACH
LT	50+080 to 50+080	CLASS 1	32 M TON	0.30	40.00	0.6 F.B.	APPR. 14+400
LT	50+080 to 50+140	CLASS 1	78 M TON	0.30	0.60	0.6 F.B.	APPR. 14+400
LT	50+299 to 50+315	CLASS 1	38 M TON	0.30	0.45	0.6 F.B.	APPR. 14+100
LT	50+315 to 50+400	CLASS 1	161 M TON	0.60	0.60	0.6 F.B.	APPR. 14+100
LT	50+340 to 50+420	CLASS 1	156 M TON	0.30	0.60	0.6 F.B.	APPR. 14+100
LT	50+420 to 50+560	CLASS 1	156 M TON	0.30	0.60	0.6 F.B.	APPR. 14+100
RT	50+120 to 50+340	CLASS 1	113 M TON	0.30	0.60	0.6 F.B.	APPR. 14+400
RT	50+340 to 50+180	CLASS 1	302 M TON	0.60	0.60	0.6 F.B.	APPR. 14+227

PAVEMENT EDGE DRAIN CONSTRUCTION

S.T. OR RT.	STATION TO STATION	100mm PERF PIPE (m)	150mm PERF PIPE (m)	250mm PERF PIPE (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
LT.	50+080 TO 50+180	100			3			0.43	113 HEADWALL
LT.	50+180 TO 50+280	100			20			0.43	113 HEADWALL
LT.	50+280 TO 50+380	100			10			0.43	113 HEADWALL
LT.	50+380 TO 50+400	20							
RT.	50+080 TO 50+180	100			10			0.43	113 HEADWALL
RT.	50+180 TO 50+240	60			3			0.43	113 HEADWALL
RT.	50+240 TO 50+380	100			10			0.57	113 HEADWALL
RT.	50+380 TO 50+400	20							

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-9D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PLGREEN2.DGN

MATCH LINE STA. 50+400
SEE SHEET #65A

SCALE: 1:500

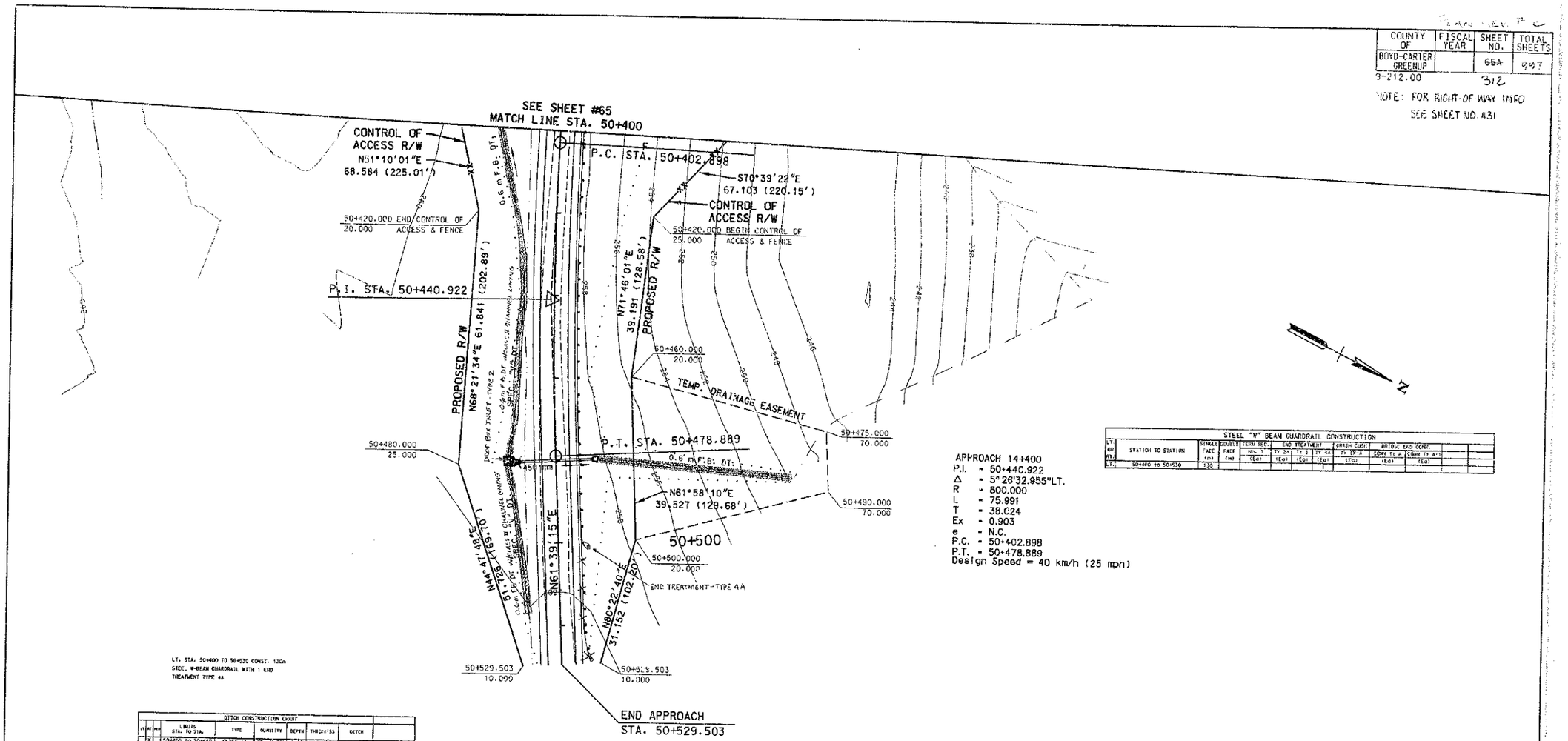
327

GREEN VALLEY ROAD

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		65A	997

9-212.00 312

NOTE: FOR RIGHT-OF-WAY INFO SEE SHEET NO. 431



APPROACH 14+400
P.I. = 50+440.922
Δ = 5°26'32.955"LT.
R = 800.000
L = 75.991
T = 38.024
Ex = 0.903
e = N.C.
P.C. = 50+402.898
P.T. = 50+478.889
Design Speed = 40 km/h (25 mph)

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. No. 1 (Ea)	END TREATMENT TY 2A (Ea)	END TREATMENT TY 3 (Ea)	END TREATMENT TY 4A (Ea)	END TREATMENT TY 1X-8 (Ea)	FINISH CURVE CONN TY A (Ea)	BRIDGE END CONN. CONN TY A-1 (Ea)		
LT.	50+400 TO 50+530	130					1					

LT. STA. 50+400 TO 50+530 CONST. 130m STEEL W-BEAM GUARDRAIL WITH 1 END TREATMENT TYPE 4A

DITCH CONSTRUCTION CHART

LT/RT/MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH	
RT	50+400 TO 50+480	CLASS 1A	80 M 100	0.60	0.45	0.6 F.B.	APPR. 14+400
RT	50+480 TO 50+520	CLASS 1A	40 M 100	0.60	0.45	V	APPR. 14+400
LT	50+480 TO 50+520	CLASS 1A	40 M 100	0.60	0.60	V	APPR. 14+400
LT	50+520 TO 50+530	CLASS 1A	97 M 100	0.60	0.60	0.6 F.B.	APPR. 14+400

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
LT.	50+400 TO 50+460	60			5			0.43	113 HEADWALL
LT.	50+480 TO 50+520	60			5			0.43	113 HEADWALL
RT.	50+400 TO 50+480	80			5			0.57	114 HEADWALL
RT.	50+480 TO 50+520	40			5			0.57	114 HEADWALL

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-8D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PLGREEN3.DGN

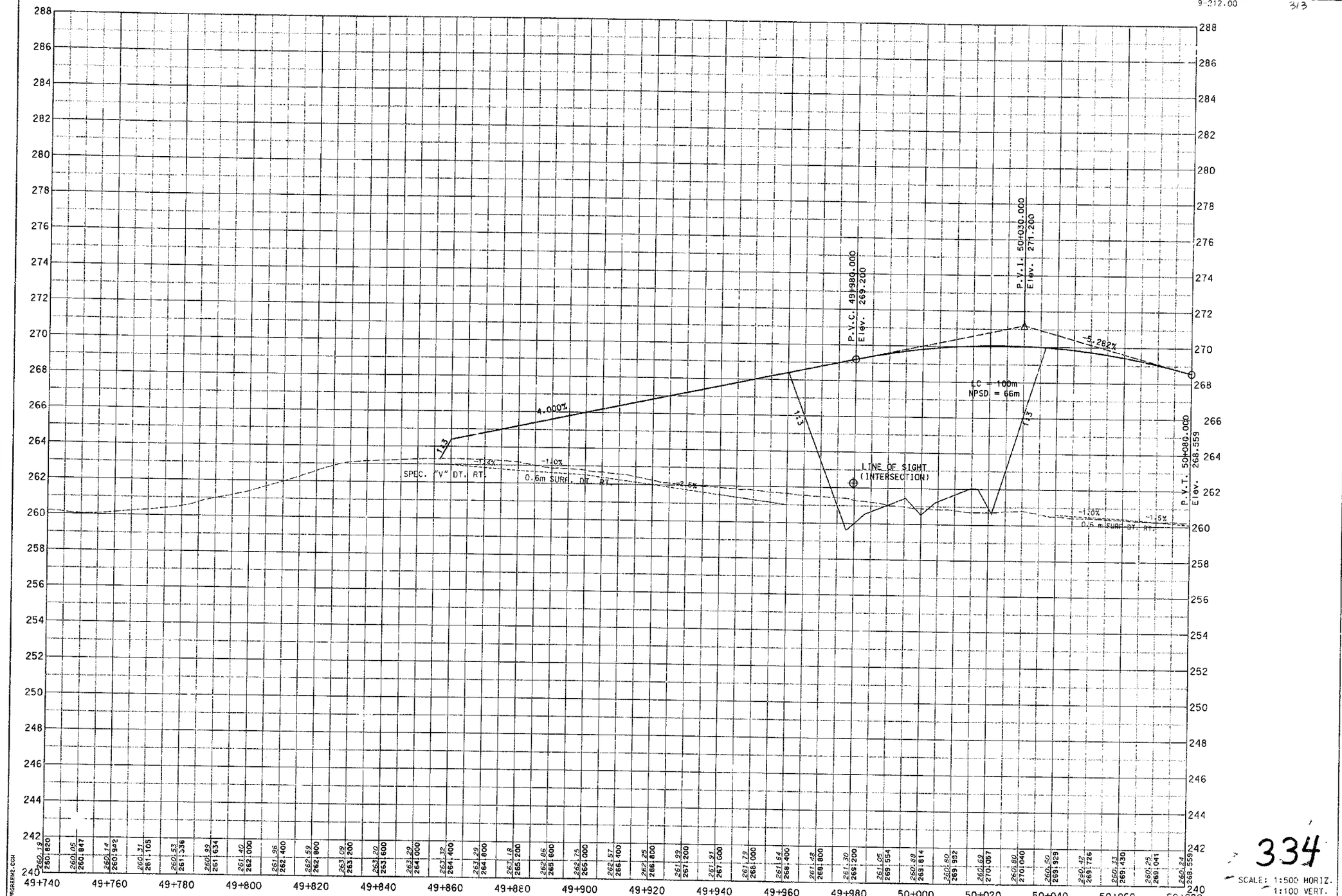
333

SCALE: 1:500

GREEN VALLEY ROAD

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		66	997

9-212.00 313



APPROACH GREEN VALLEY ROAD STA. 14+227

SCALE: 1:500 HORIZ.
1:100 VERT.

334

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

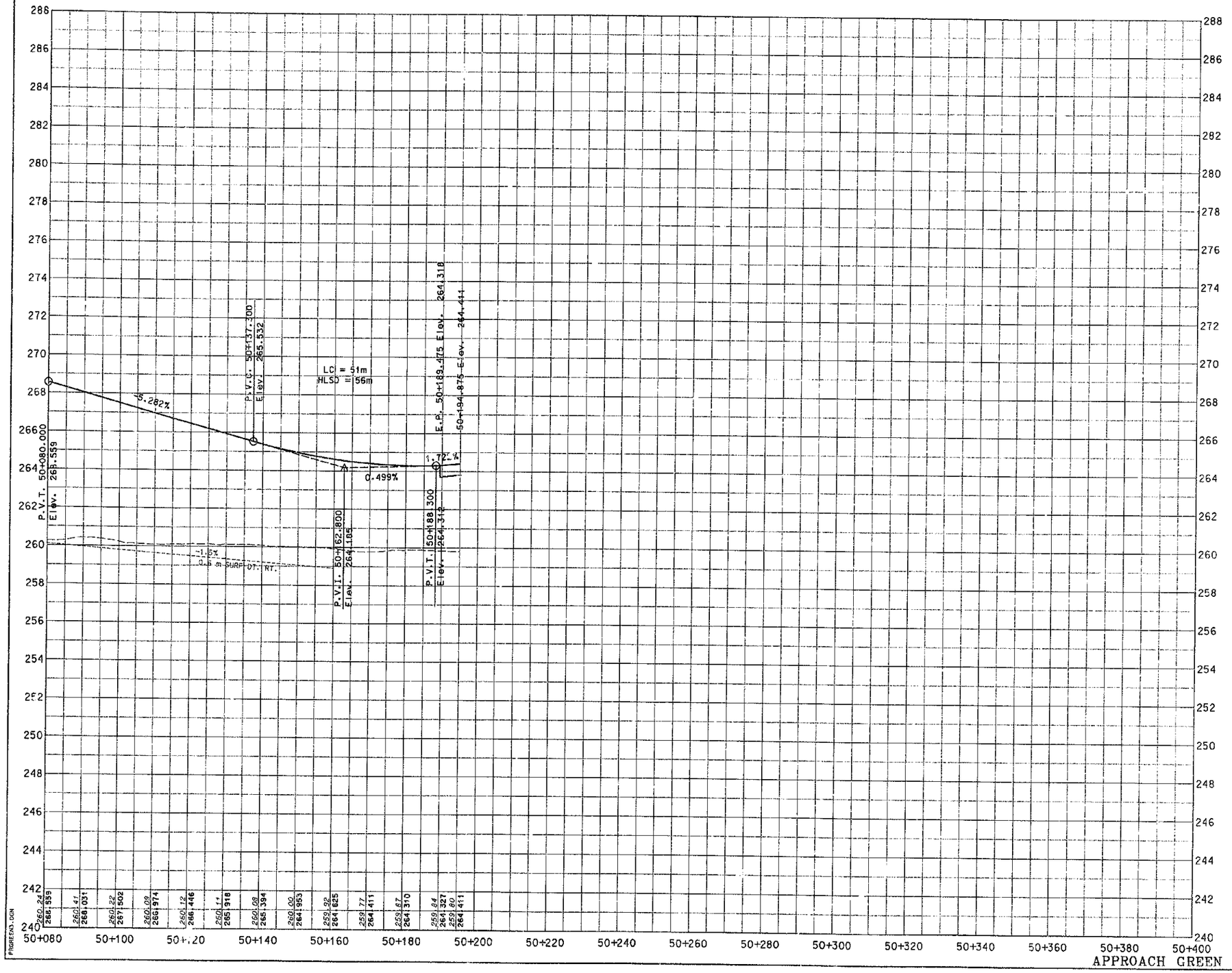
PROFGRN2.COM

PLAN REV. # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		62	197

9-212.00

314



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PLEPL

6-93
FORM NO. 2m

PROFILES.DGN

335

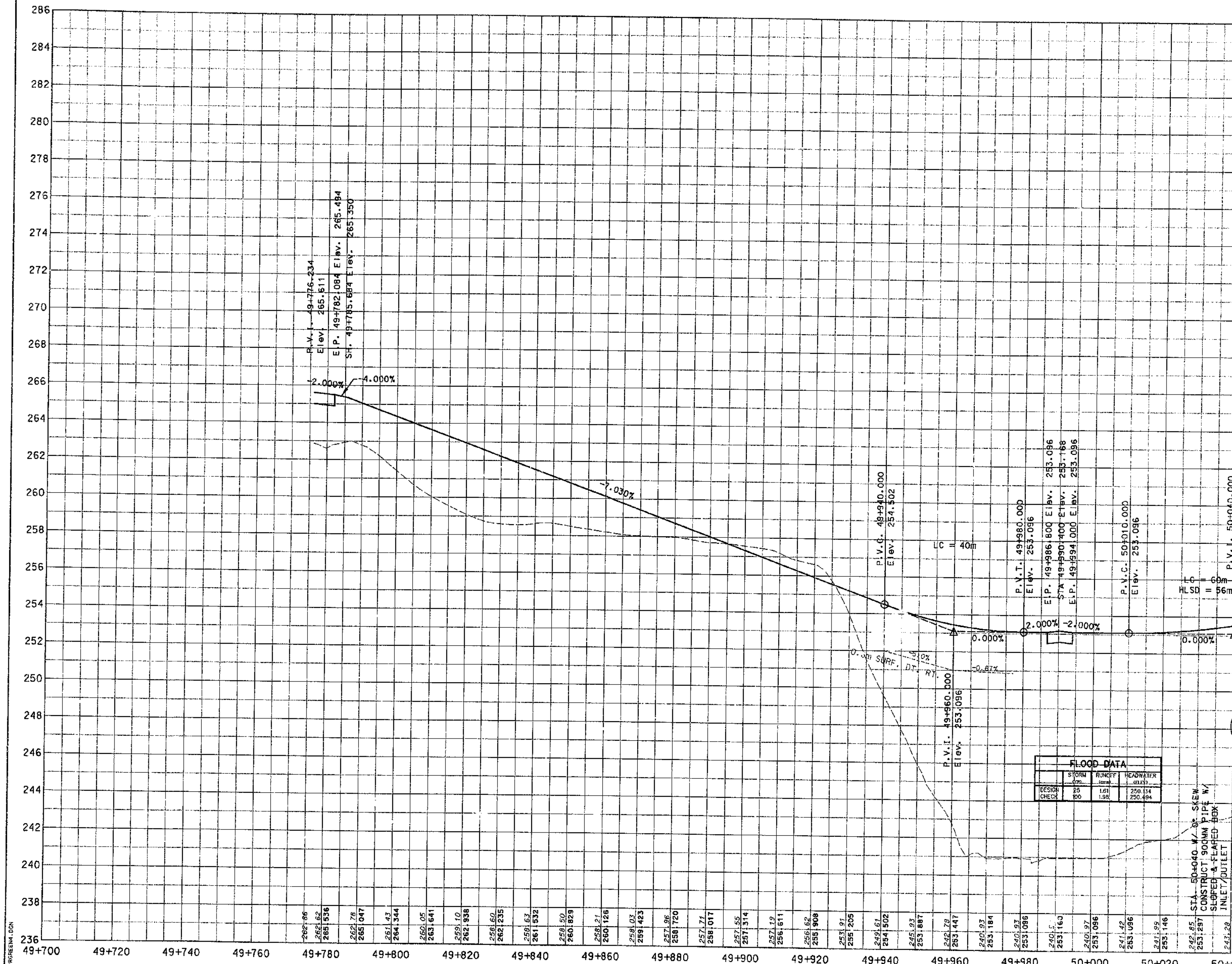
SCALE: 1:500 HORIZ.
1:100 VERT

APPROACH GREEN VALLEY ROAD STA. 14+227

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~68~~ 315	497

9-212.00

PLAN REV #2



APPROACH GREEN VALLEY ROAD STA. 14+400 LT. & RT.

SCALE: 1:500 HORIZ.
1:100 VERT.

336

PREPARED BY ______ DATE ______
CHECKED BY ______ DATE ______
APPROVED BY ______ DATE ______

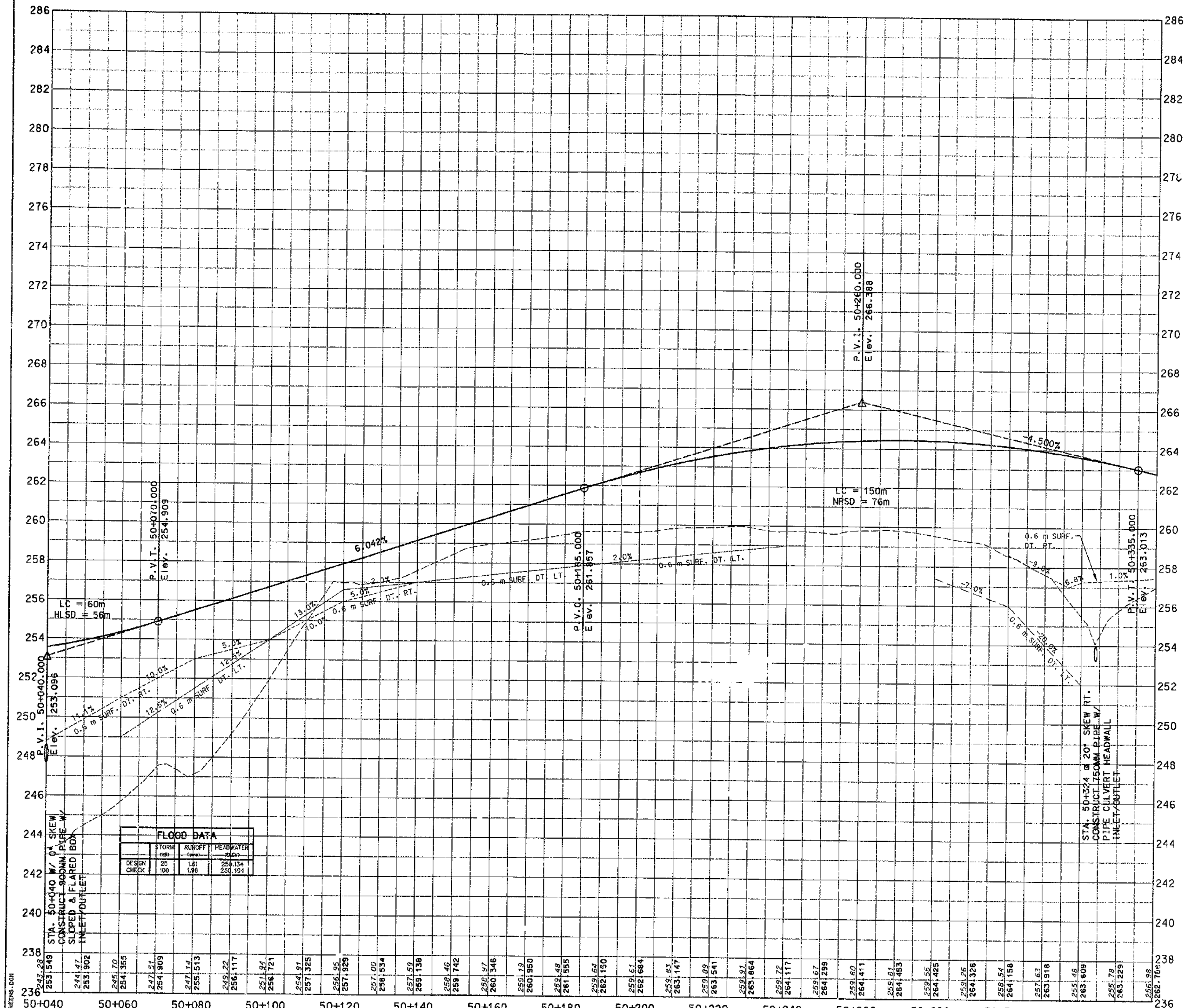
Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

Law Rev. # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~69~~ 316	497

9-212.00



FLOOD DATA

	STORM (YR)	RUNOFF (m^3/s)	HEADWATER (ELEV)
DESIGN	25	1.61	250.134
CHECK	100	1.96	250.194

PREPARED BY ______ DATE ______
CHECKED BY ______ DATE ______
APPROVED BY ______ DATE ______

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRGREENS.DGN

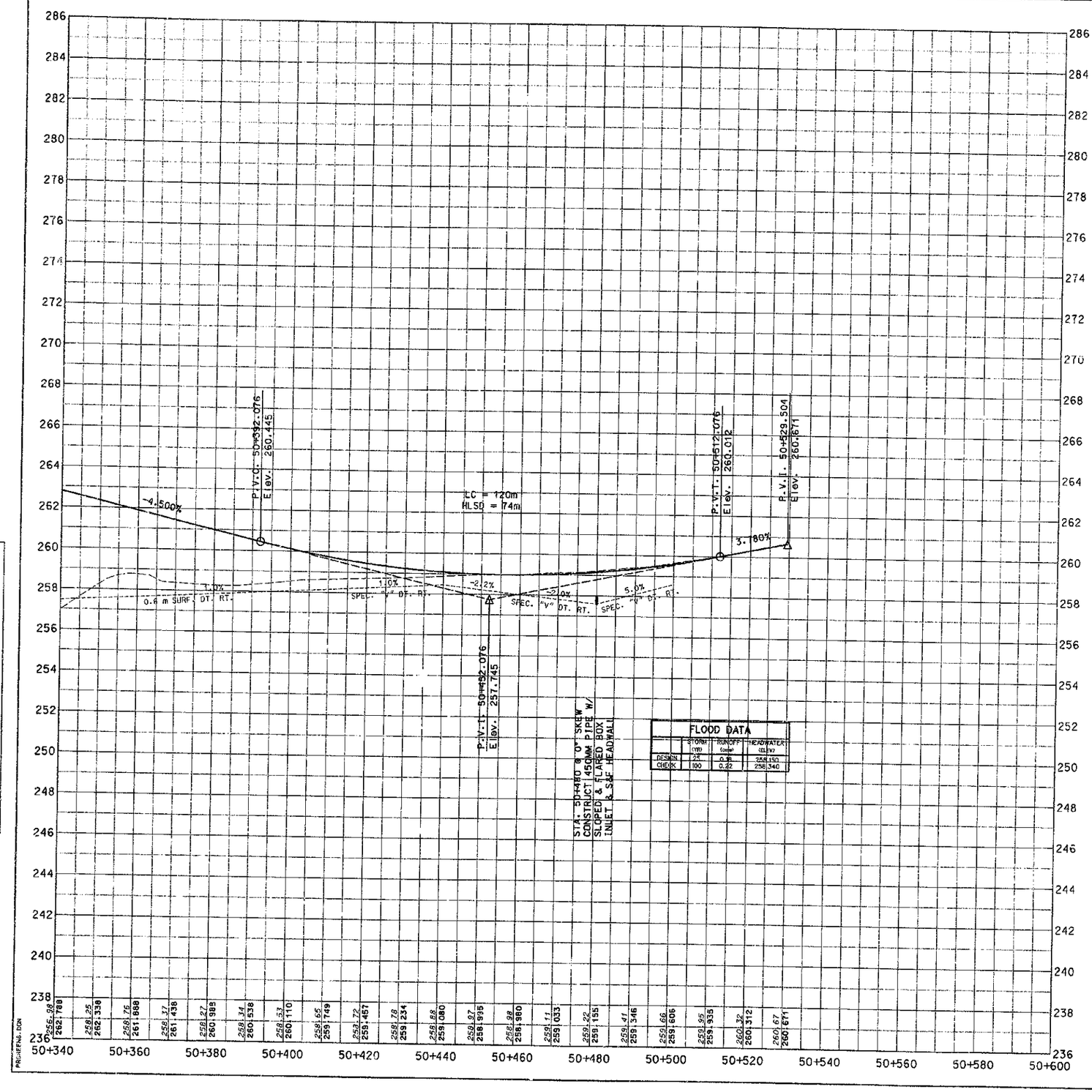
337

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH GREEN VALLEY ROAD STA. 14+400

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~69A~~ 317	397

9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEFL

6-93
FORM NO. 2m

PROFENG.DGN

338

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH GREEN VALLEY ROAD STA. 14+400 LT. & RT.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		—	397

9-212.00

318

PERMIT BOUNDARY LINE

MATCH LINE STA. 13+600

GREEN VALLEY ROAD
TO KY 5

P 12
ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

L6-85

L6-88A

L6-89

L6-90

L6-61

L6-83

POB STA. 49+60.121

P.C. STA. 49+626.909

P.I. STA. 49+715.096

P.T. STA. 49+793.225

S. STA. 13+790.172

C. STA. 13+844.172

STA. 49+776.234
APPR. RT. 14+400.000=
STA. 49+890.3842
APPR. RT. 14+227.000

END CONTROL OF ACCESS & FENCE 49+850.000 25.000

BEGIN CONTROL OF ACCESS & FENCE 49+850.000 25.000

CONTROL OF ACCESS R/W

STA. 14+227.000=
APPR. STA. 50+000.000

STA. 14+400.000=
APPR. STA. 50+000.000

P.I. STA. 14+135.164

P.I. STA. 50+14.777

P.I. STA. 50+34.935

P.I. STA. 50+085.015

STA. 50+260 APPR. 14+400=
STA. 50+194.875 APPR. 14+227

50+420.000 END CONTROL OF ACCESS & FENCE 20.000

50+420.000 BEGIN CONTROL OF ACCESS & FENCE 25.000

P.I. STA. 50+440.922

PROPOSED R/W

TEMP. DRAINAGE EASEMENT

MATCH LINE STA. 50+480

END PROJECT R/W
(PARKWAY MAINLINE)
STATION 14+970.000

END CONTROL OF ACCESS & FENCE 14+960.000 40.000

P 12
ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

STRIPMAP.DGN

RIGHT OF WAY PLANS

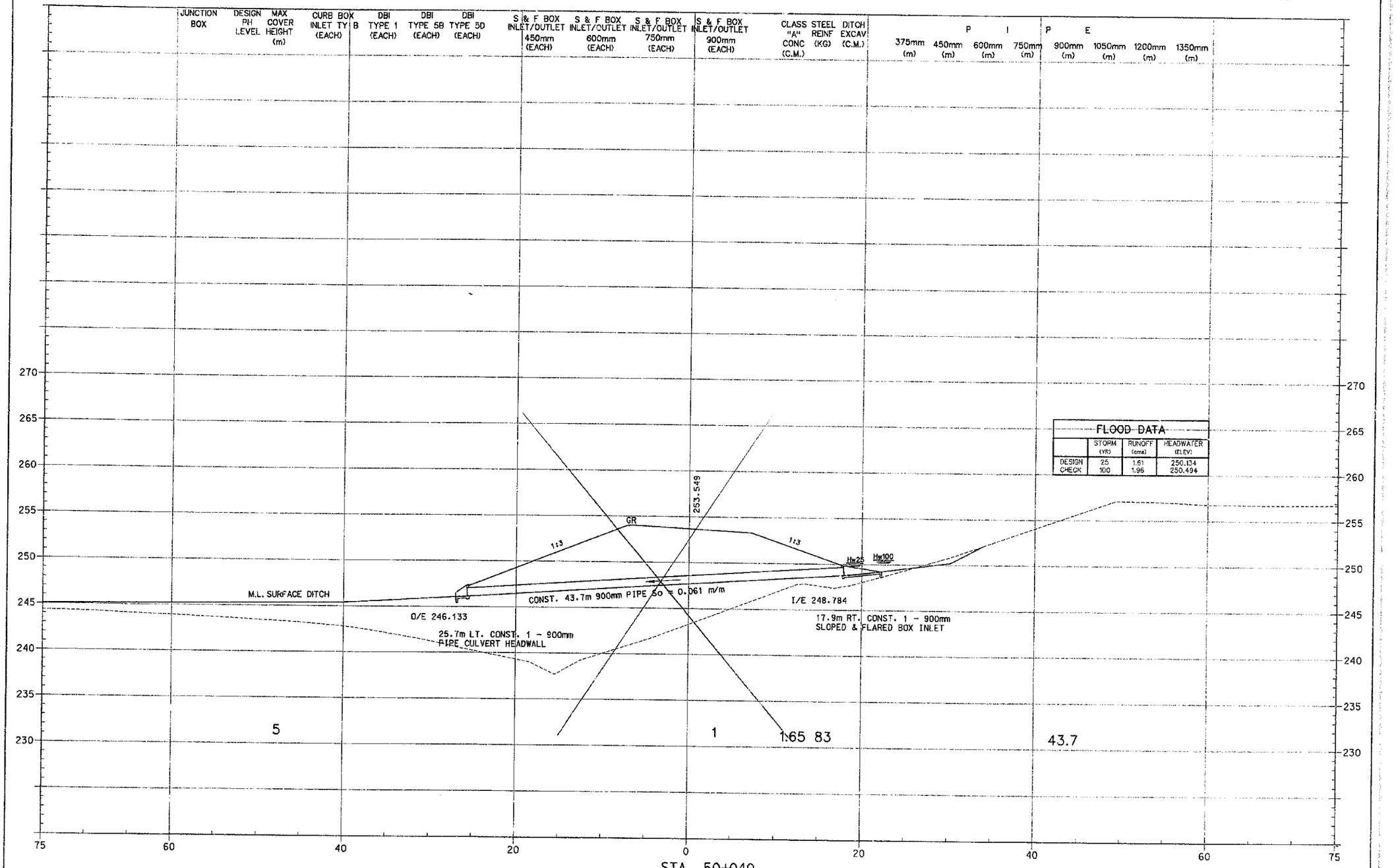
339 SCALE: 1:2000
STRIP MAP

PLAN REV # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		—	997

ITEM 9-212.00 315

	JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TY B (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	P I 375mm (m)	450mm (m)	600mm (m)	750mm (m)	P E 900mm (m)	1050mm (m)	1200mm (m)	1350mm (m)



FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	1.61	250.134
CHECK	100	1.96	250.494

STA. 50+040
APPROACH RD. STA. 14+400
0° SKEW

340

SCALE: 1:200

PIPE SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

G-93
FORM NO. 2m

PIPESHT.DGN

PLAN REV # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		—	997

ITEM 9-212.00 320

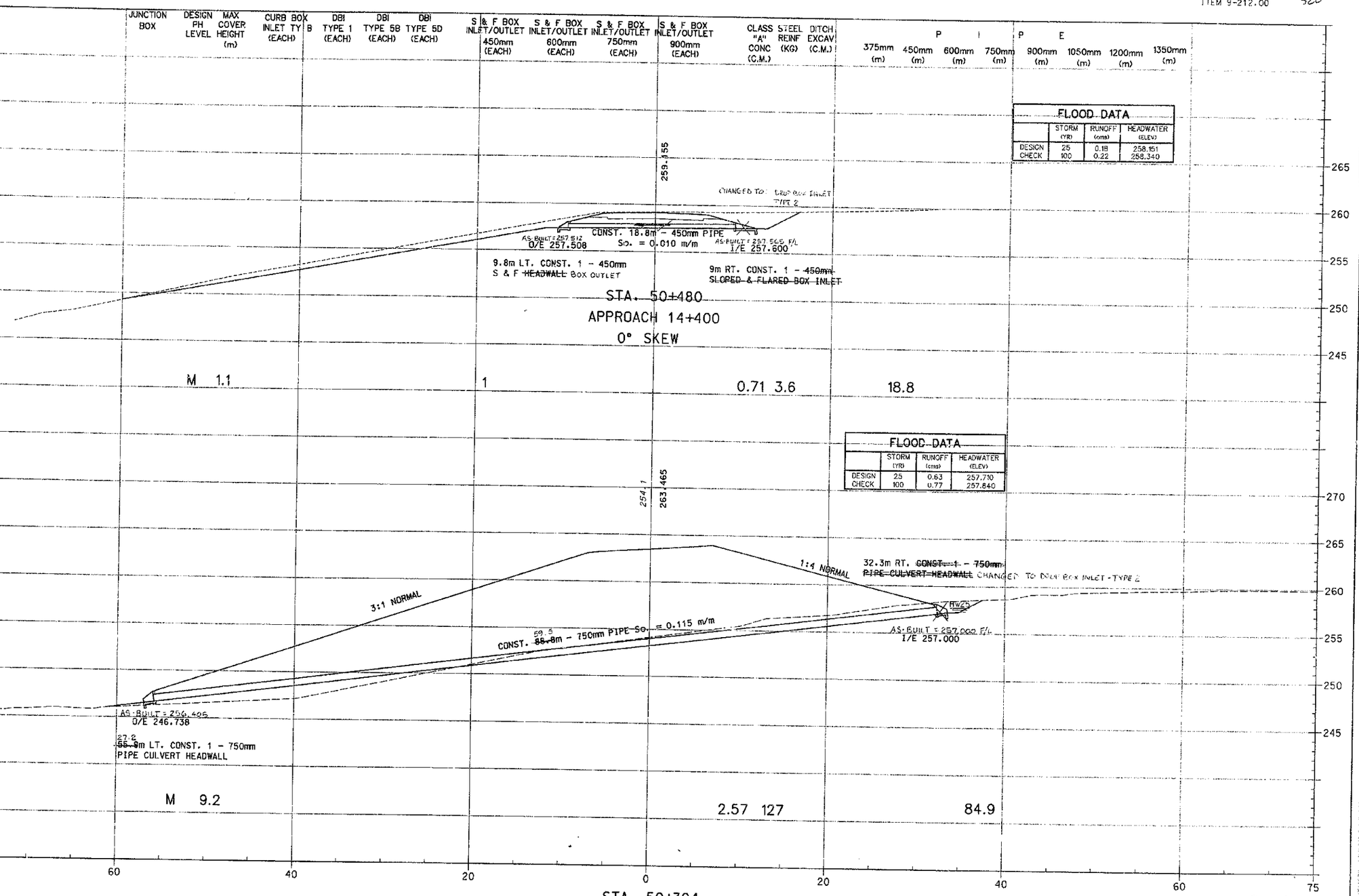
JUNCTION BOX	DESIGN PH LEVEL	MAX COVER HEIGHT (m)	CURB BOX INLET TYPE (EACH)	DBI TYPE 1 (EACH)	DBI TYPE 5B (EACH)	DBI TYPE 5D (EACH)	S & F BOX INLET/OUTLET 450mm (EACH)	S & F BOX INLET/OUTLET 600mm (EACH)	S & F BOX INLET/OUTLET 750mm (EACH)	S & F BOX INLET/OUTLET 900mm (EACH)	CLASS "A" CONC (C.M.)	STEEL REINF (KG)	DITCH EXCAV (C.M.)	PIPE 375mm (m)	PIPE 450mm (m)	PIPE 600mm (m)	PIPE 750mm (m)	PIPE 900mm (m)	PIPE 1050mm (m)	PIPE 1200mm (m)	PIPE 1350mm (m)
	M	1.1					1				0.71	3.6			18.8						
	M	9.2									2.57	127			84.9						

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.18	258.151
CHECK	100	0.22	258.340

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.63	257.710
CHECK	100	0.77	257.840



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-SD.CEL
Cell Name: PIKRPL

S-93
FORM NO. 2m

PIPESHT.DGN

341

SCALE: 1:200

PIPE SHEET

PLAN REV #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		—	997

9-212.00

321

CONTROL

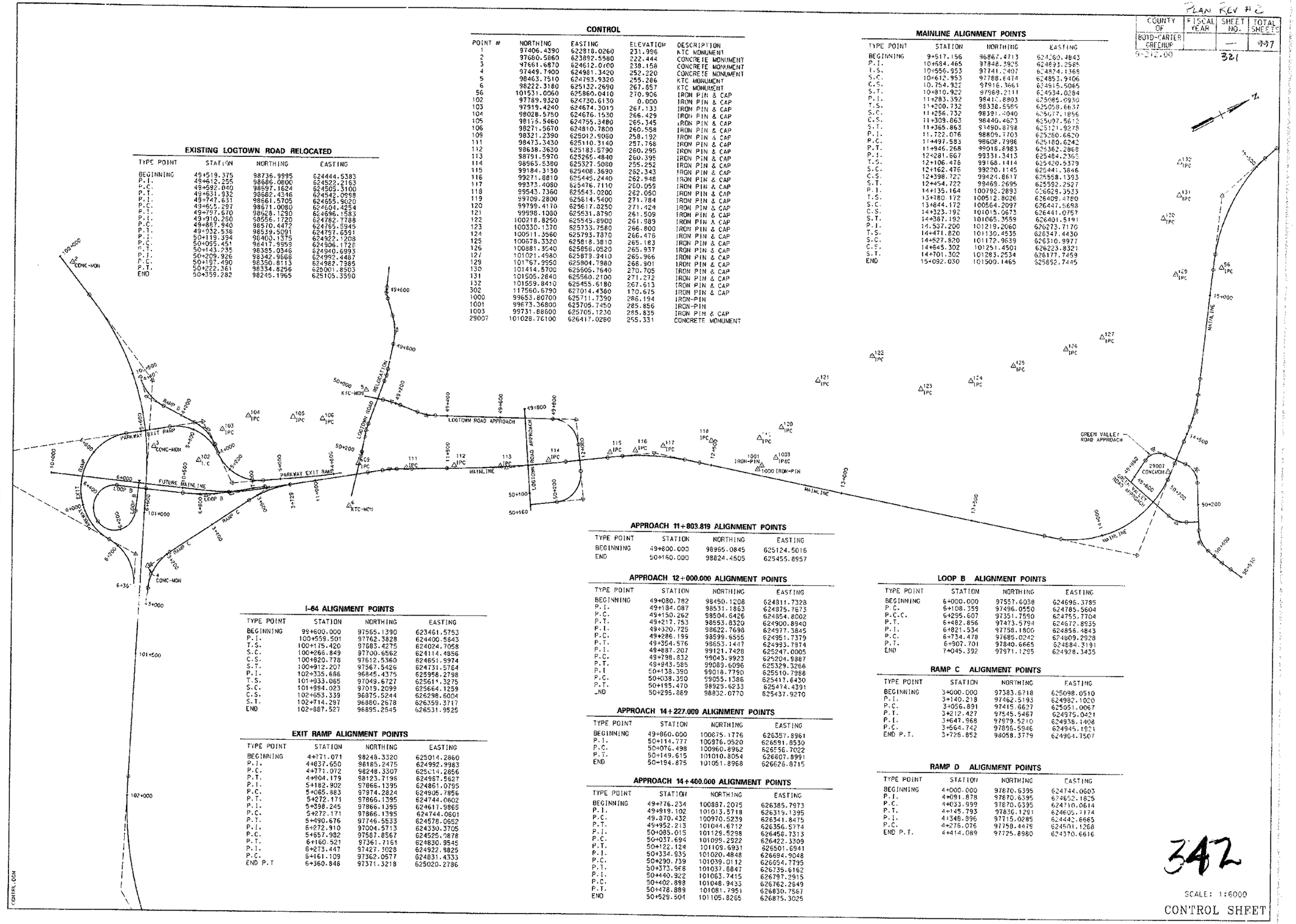
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	97406.4390	622818.0260	231.996	KTC MONUMENT
2	97680.5860	623892.5580	222.444	CONCRETE MONUMENT
3	97661.6870	624612.0700	238.158	CONCRETE MONUMENT
4	97449.7400	624981.3420	252.220	CONCRETE MONUMENT
5	98463.7510	624793.9320	255.286	KTC MONUMENT
6	98222.3180	625132.2690	267.857	KTC MONUMENT
56	101531.0060	625860.0410	270.906	IRON PIN & CAP
102	97789.9320	624730.6130	0.000	IRON PIN & CAP
103	97919.4240	624674.3010	267.133	IRON PIN & CAP
104	98028.5750	624676.1530	266.429	IRON PIN & CAP
105	98115.5460	624755.3480	265.345	IRON PIN & CAP
106	98271.5670	624810.7800	260.558	IRON PIN & CAP
109	98321.2390	625012.9060	258.192	IRON PIN & CAP
111	98473.3430	625110.3140	257.768	IRON PIN & CAP
112	98638.3630	625183.5790	260.295	IRON PIN & CAP
113	98791.5970	625265.4840	260.395	IRON PIN & CAP
114	98965.5380	625327.5080	255.252	IRON PIN & CAP
115	99184.3130	625408.3690	262.343	IRON PIN & CAP
116	99271.8810	625445.2440	262.948	IRON PIN & CAP
117	99373.4080	625476.7110	260.059	IRON PIN & CAP
118	99543.7360	625543.0200	262.050	IRON PIN & CAP
119	99709.2800	625614.5400	271.784	IRON PIN & CAP
120	99799.4170	625617.0250	271.424	IRON PIN & CAP
121	99998.1080	625531.8790	261.509	IRON PIN & CAP
122	100218.8250	625545.8900	261.989	IRON PIN & CAP
123	100330.1370	625733.7580	266.800	IRON PIN & CAP
124	100511.3560	625793.7870	266.476	IRON PIN & CAP
125	100678.3320	625818.3810	265.183	IRON PIN & CAP
126	100881.3540	625856.0520	265.957	IRON PIN & CAP
127	101021.4980	625879.3410	265.966	IRON PIN & CAP
129	101167.9950	625804.7980	268.901	IRON PIN & CAP
130	101414.5700	625605.7640	270.705	IRON PIN & CAP
131	101505.2840	625560.2100	271.272	IRON PIN & CAP
132	101559.8410	625455.5180	267.613	IRON PIN & CAP
302	117560.6790	627014.4380	170.675	IRON PIN & CAP
1000	99653.80700	625711.7390	286.194	IRON-PIN
1001	99673.36800	625705.7450	285.856	IRON-PIN
1003	99731.88600	625705.1230	285.835	IRON PIN & CAP
29007	101028.76100	626417.0280	255.331	CONCRETE MONUMENT

EXISTING LOGTOWN ROAD RELOCATED

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	49+519.375	98736.9995	624444.5383
P.I.	49+612.255	98686.0800	624522.2163
P.C.	49+692.040	98697.1624	624605.3100
P.T.	49+631.932	98662.4316	624542.0998
P.I.	49+747.631	98661.5705	624655.9020
P.C.	49+855.297	98671.0080	624604.4254
P.T.	49+797.670	98628.1290	624696.1583
P.I.	49+910.280	98556.1720	624782.7788
P.C.	49+887.940	98570.4472	624765.5945
P.T.	49+832.538	98539.5091	624757.6591
P.I.	50+119.394	98400.1375	624922.1208
P.C.	50+095.451	98417.9958	624906.1728
P.T.	50+143.735	98385.0346	624940.6893
P.I.	50+209.926	98342.9666	624982.4487
P.C.	50+197.490	98350.8113	624982.7385
P.T.	50+222.361	98334.8256	625001.8503
END	50+359.282	98245.1965	625105.3590

MAINLINE ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	9+517.196	96867.4713	624260.4843
P.I.	10+684.465	97848.3935	624893.2585
T.S.	10+556.953	97741.2407	624824.1365
S.C.	10+612.953	97788.8474	624853.9406
C.S.	10.754.922	97916.3661	624915.5065
S.T.	10+810.922	97969.2111	624934.0284
P.I.	11+283.392	98412.8803	625085.0930
T.S.	11+200.732	98338.5585	625058.6637
S.C.	11+256.732	98391.4040	625077.1856
C.S.	11+309.863	98440.4623	625097.5612
S.T.	11+365.863	98490.8798	625121.9278
P.I.	11.722.076	98809.7703	625260.6620
P.C.	11+497.583	98608.7986	625180.6242
P.T.	11+946.268	99018.6983	625362.2868
P.I.	12+281.667	99331.3413	625484.2365
T.S.	12+106.476	99168.1414	625420.5379
S.C.	12+162.476	99220.1145	625441.3846
C.S.	12+398.722	99424.8617	625558.1393
S.T.	12+454.722	99469.2695	625592.2527
P.I.	14+135.164	100782.2893	626629.3533
T.S.	13+780.172	100512.8026	626409.4780
S.C.	13+844.172	100564.2097	626447.5698
C.S.	14+323.192	101015.9673	626641.0767
S.T.	14+387.192	101065.3559	626401.5191
P.I.	14+537.200	101219.2060	626273.7176
T.S.	14+471.820	101130.4535	626347.4430
S.C.	14+527.820	101172.9639	626310.9977
C.S.	14+645.302	101251.4501	626223.8321
S.T.	14+701.302	101283.2534	626177.7459
END	15+092.030	101500.1465	625852.7445



I-64 ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	99+600.000	97565.1390	623461.5753
P.I.	100+559.501	97762.3828	624400.5843
T.S.	100+175.420	97683.4275	624024.7058
S.C.	100+266.849	97700.6562	624114.4856
C.S.	100+820.778	97612.5360	624651.9974
S.T.	100+912.207	97567.5426	624731.5764
P.I.	102+335.686	96845.4375	625958.2798
T.S.	101+933.065	97049.6727	625611.3275
S.C.	101+894.023	97019.2099	625664.1259
C.S.	102+653.339	96875.5244	626298.6004
S.T.	102+714.297	96880.2678	626359.3717
END	102+887.527	96895.2545	626531.9525

EXIT RAMP ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	4+771.071	98248.3320	625014.2860
P.I.	4+837.650	98185.2475	624982.9983
P.C.	4+771.072	98248.3307	625014.2856
P.T.	4+904.179	98123.7196	624957.5627
P.I.	5+182.902	97866.1395	624861.0795
P.C.	5+065.883	97974.2824	624905.7856
P.T.	5+272.171	97866.1395	624744.0602
P.I.	5+398.245	97866.1395	624617.9865
P.C.	5+272.171	97866.1395	624744.0601
P.T.	5+490.676	97746.5533	624578.0652
P.I.	6+272.910	97004.5713	624830.3705
P.C.	5+657.982	97587.8567	624525.0878
P.T.	6+160.521	97361.7161	624830.9545
P.I.	6+273.447	97427.3028	624922.9825
P.C.	6+161.109	97362.0577	624831.4333
END P.T	6+360.848	97371.3218	625020.2786

APPROACH 11+803.819 ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	49+800.000	98965.0845	625124.5016
END	50+160.000	98824.4505	625455.8957

APPROACH 12+000.000 ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	49+080.782	98460.1208	624811.7328
P.I.	49+184.087	98531.1863	624875.7673
P.C.	49+150.262	98504.6426	624854.8002
P.T.	49+217.753	98553.8320	624900.8940
P.I.	49+320.725	98622.7698	624977.3845
P.C.	49+286.199	98599.6555	624951.7379
P.T.	49+354.576	98653.1447	624993.7974
P.I.	49+887.207	99121.7428	625247.0005
P.C.	49+798.832	99043.9923	625204.9867
P.T.	49+943.585	99089.6096	625329.3266
P.I	50+138.390	99018.7790	625510.7988
P.C.	50+038.390	99055.1386	625417.6430
P.T.	50+195.470	98925.6233	625474.4391
END	50+295.869	98832.0770	625437.9270

APPROACH 14+227.000 ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	49+860.000	100875.1776	626357.8961
P.I.	50+114.777	100976.0520	626591.8530
P.C.	50+076.498	100960.8962	626556.7022
P.T.	50+149.615	101010.8054	626607.8991
END	50+194.875	101051.8968	626626.8715

APPROACH 14+400.000 ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	49+776.234	100887.2075	626385.7973
P.I.	49+919.102	101013.5718	626319.1395
P.C.	49.870.432	100970.5239	626341.8475
P.T.	49+952.213	101044.6712	626356.5774
P.I.	50+085.015	101129.5298	626458.7313
P.C.	50+037.694	101099.2922	626422.3309
P.T.	50+122.124	101109.6931	626501.6941
P.I.	50+334.935	101020.4848	626684.9048
P.C.	50+290.739	101039.0112	626654.7795
P.T.	50+373.968	101037.6847	626735.6162
P.I.	50+440.922	101063.7415	626797.2915
P.C.	50+402.898	101048.9433	626762.2649
P.T.	50+478.889	101081.7951	626830.7567
END	50+529.504	101105.8265	626875.3025

LOOP B ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	6+000.000	97557.6038	624696.3785
P.C.	6+108.359	97496.0550	624785.5604
P.C.C.	6+295.607	97351.7590	624755.7704
P.T.	6+482.856	97473.5794	624672.8535
P.I.	6+821.534	97758.1800	624856.4843
P.C.	6+734.478	97685.0242	624809.2928
P.T.	6+907.701	97840.6665	624884.3191
END	7+045.392	97971.1295	624928.3435

RAMP C ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	3+000.000	97383.6718	625098.0510
P.I.	3+140.218	97462.5193	624982.1000
P.C.	3+056.891	97415.6627	625051.0067
P.T.	3+212.427	97545.5467	624975.0421
P.I.	3+647.968	97979.5210	624938.1408
P.C.	3+564.742	97896.5946	624945.1921
END P.T.	3+726.852	98058.3779	624964.7507

RAMP D ALIGNMENT POINTS

TYPE POINT	STATION	NORTHING	EASTING
BEGINNING	4+000.000	97870.6395	624744.0603
P.I.	4+091.878	97870.6395	624652.1825
P.C.	4+033.999	97870.6395	624710.0614
P.T.	4+145.793	97836.1291	624605.7174
P.I.	4+348.896	97715.0285	624442.6665
P.C.	4+276.076	97758.4478	624501.1268
END P.T.	4+414.089	97725.8980	624370.6616

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

CONTROL.DGN

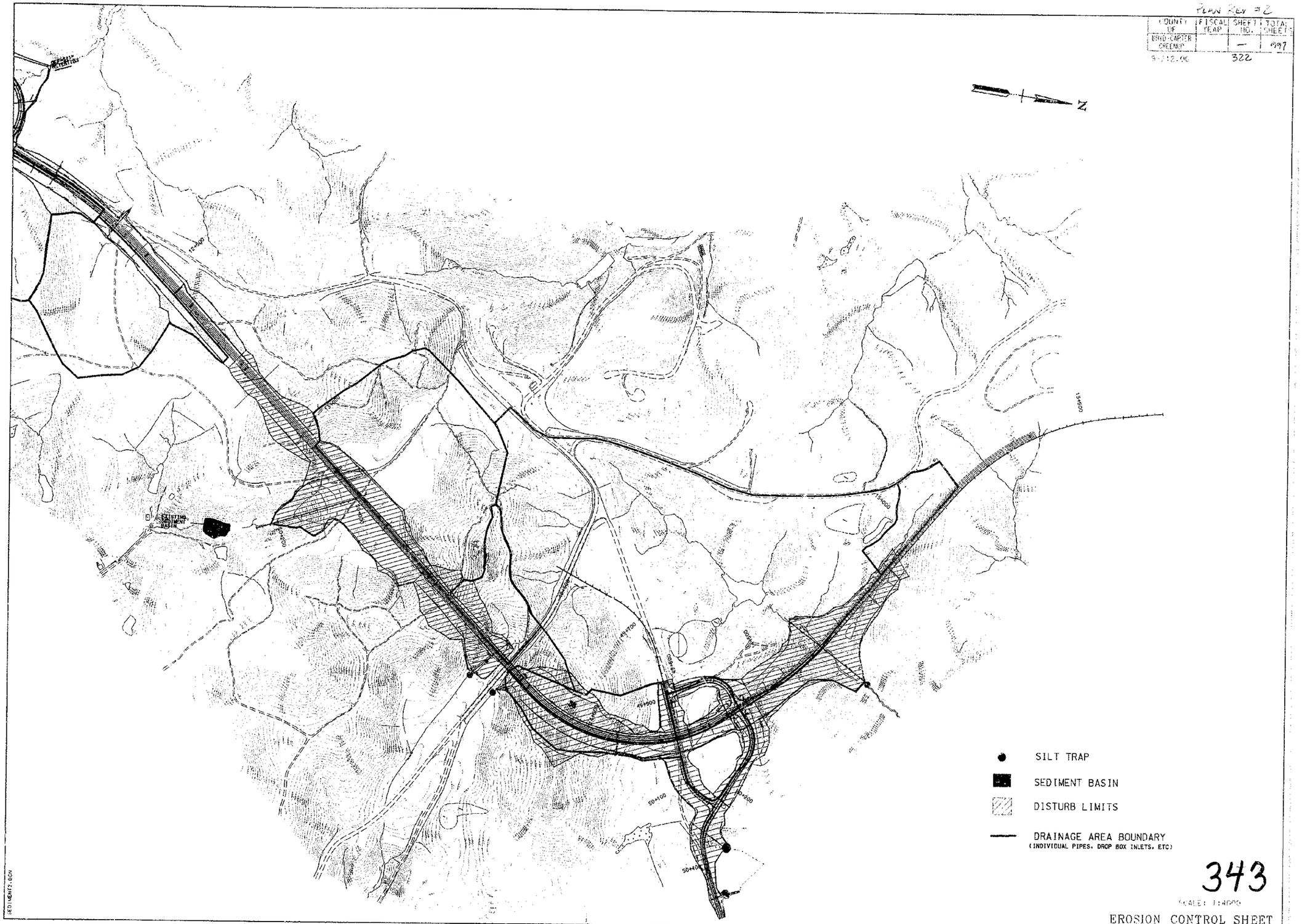
342

SCALE: 1:6000

CONTROL SHEET

PLAN REV #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BEND-CARTER CREEKNP		—	997
9-112.00		322	



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

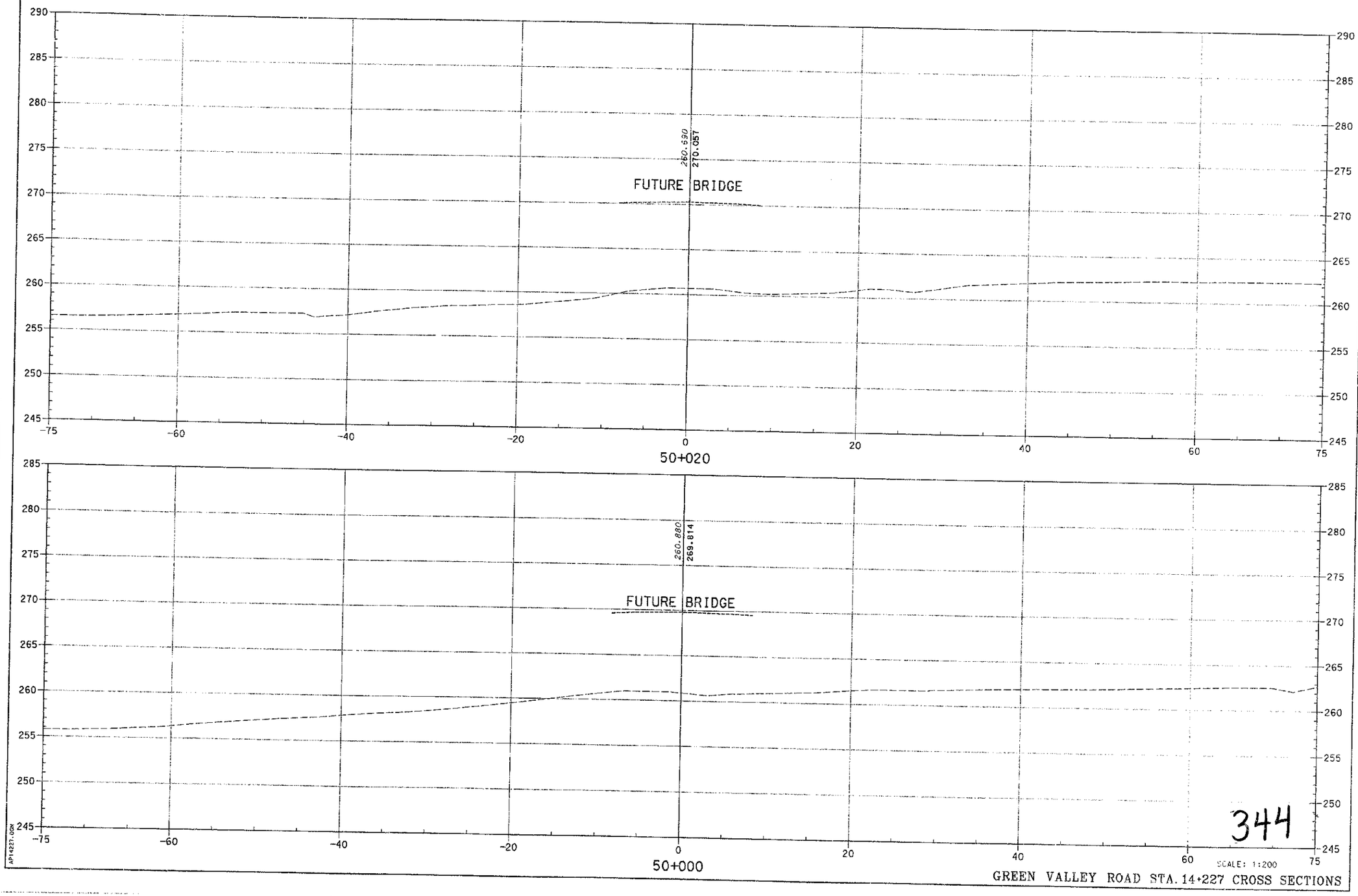
SEDIMENT2.DGN

343

EROSION CONTROL SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		607-	627

ITEM 9-212.00 323



SCALE: 1:200

GREEN VALLEY ROAD STA. 14+227 CROSS SECTIONS

344

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

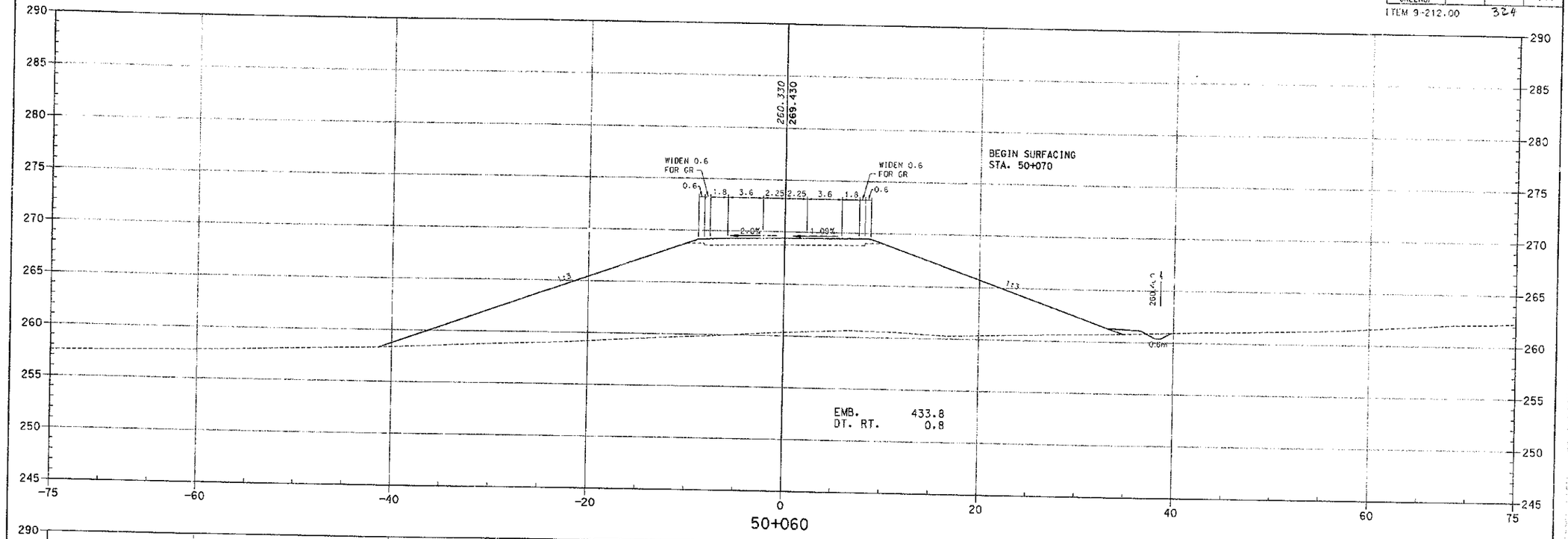
6-93
FORM NO. 2m

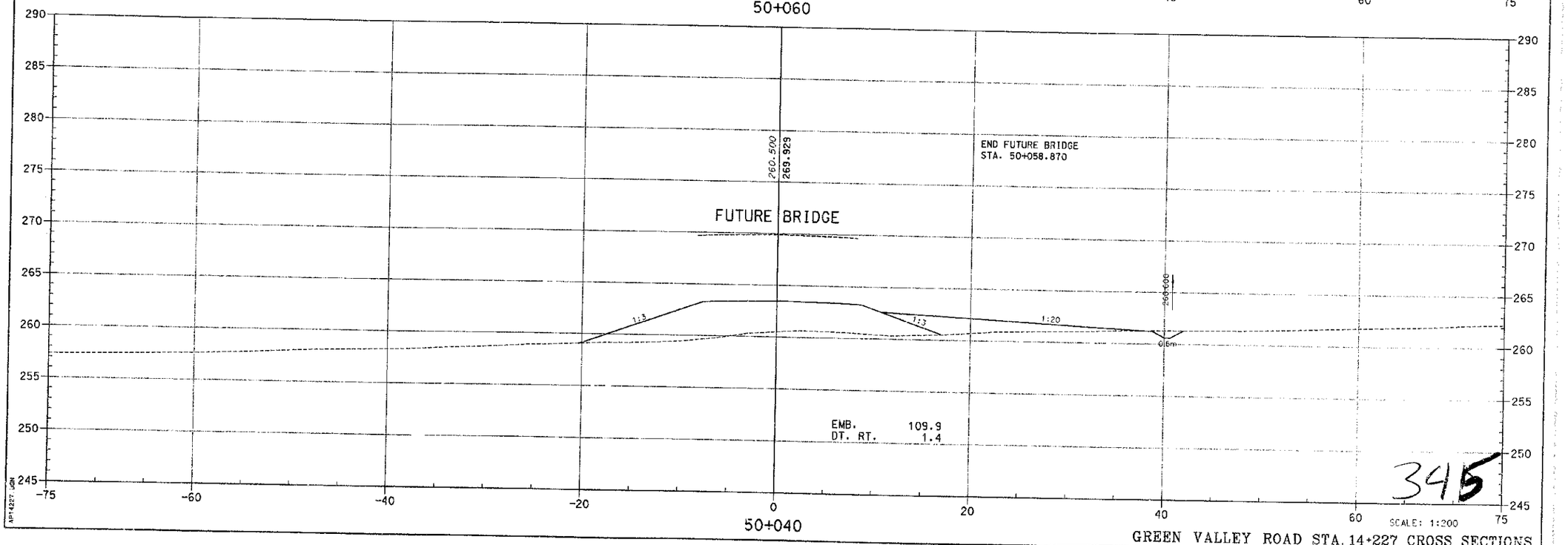
APY4227.DGN

PLAN REV # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~608~~ 324	997

ITEM 9-212.00





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP14227.dgn

345

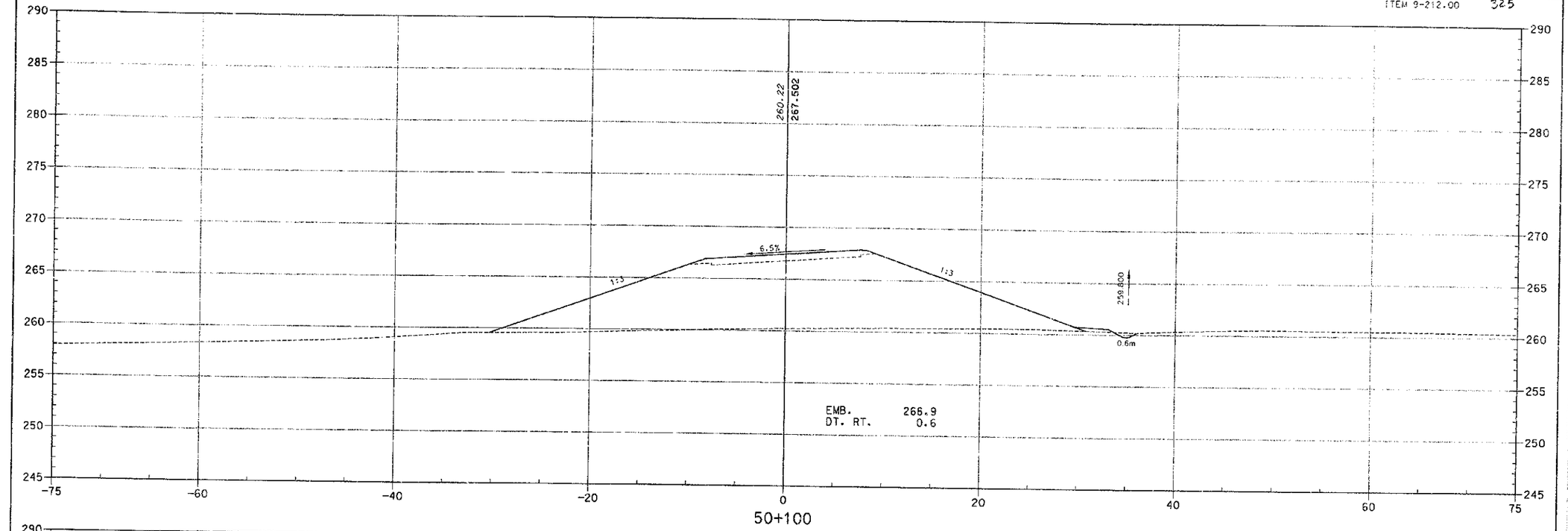
SCALE: 1:200

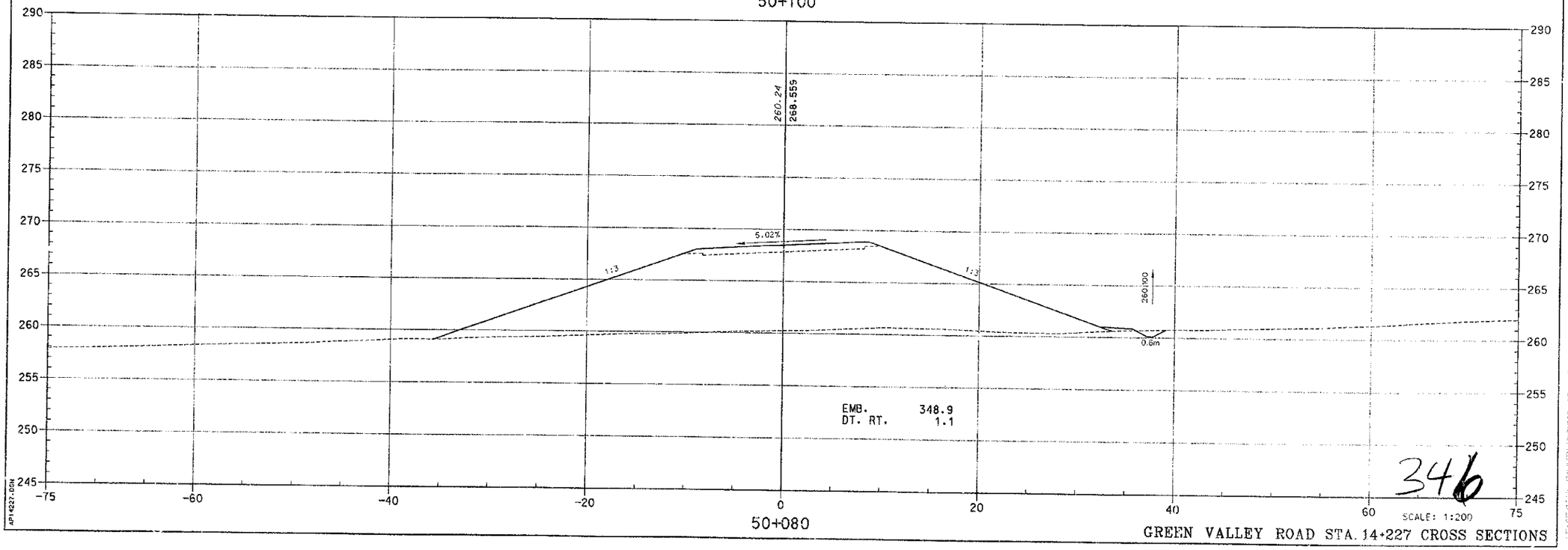
GREEN VALLEY ROAD STA. 14+227 CROSS SECTIONS

Plan Rev. #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~609~~	997

ITEM 9-212.00 325





PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP14221.DGN

346

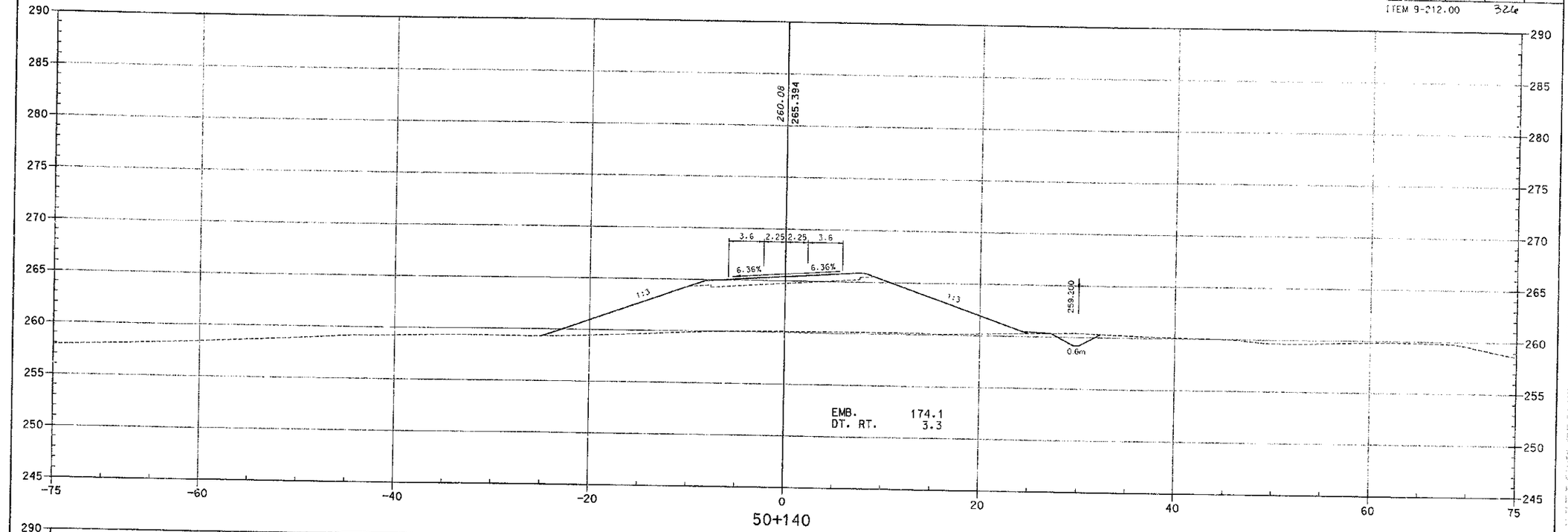
SCALE: 1:200

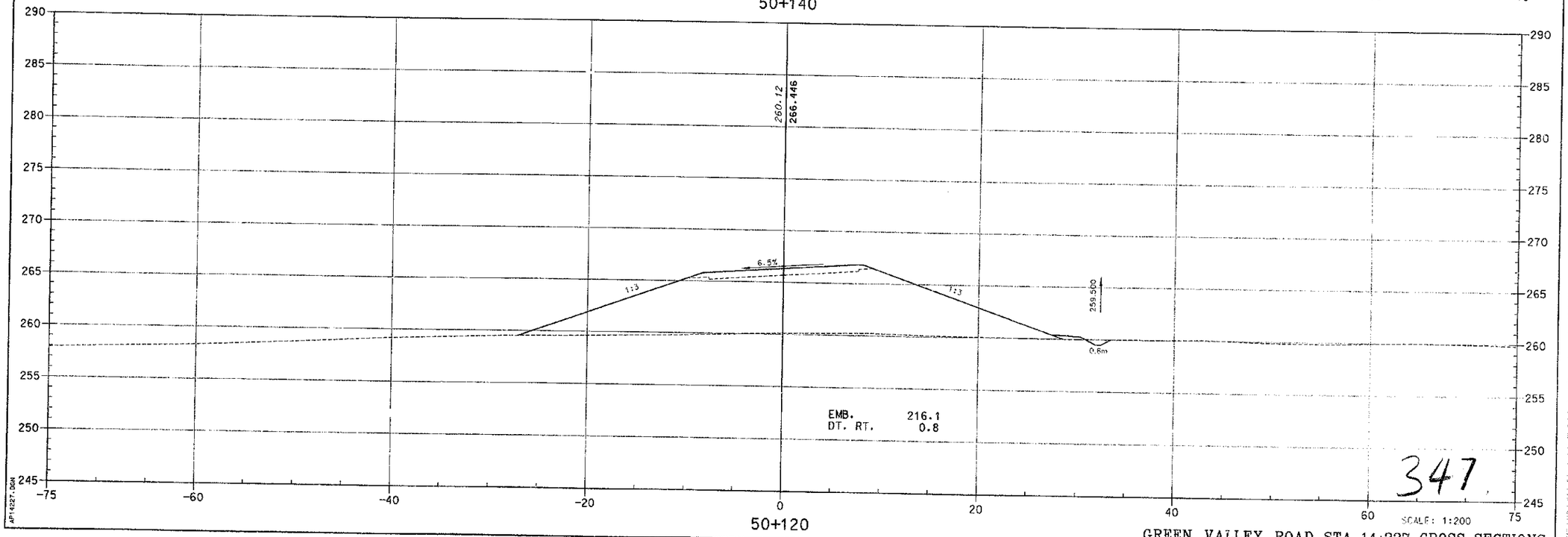
GREEN VALLEY ROAD STA. 14+227 CROSS SECTIONS

PLAN KEY 7C

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~610~~ 326	997

ITEM 9-212.00





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-9D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

APT4227.DGN

347

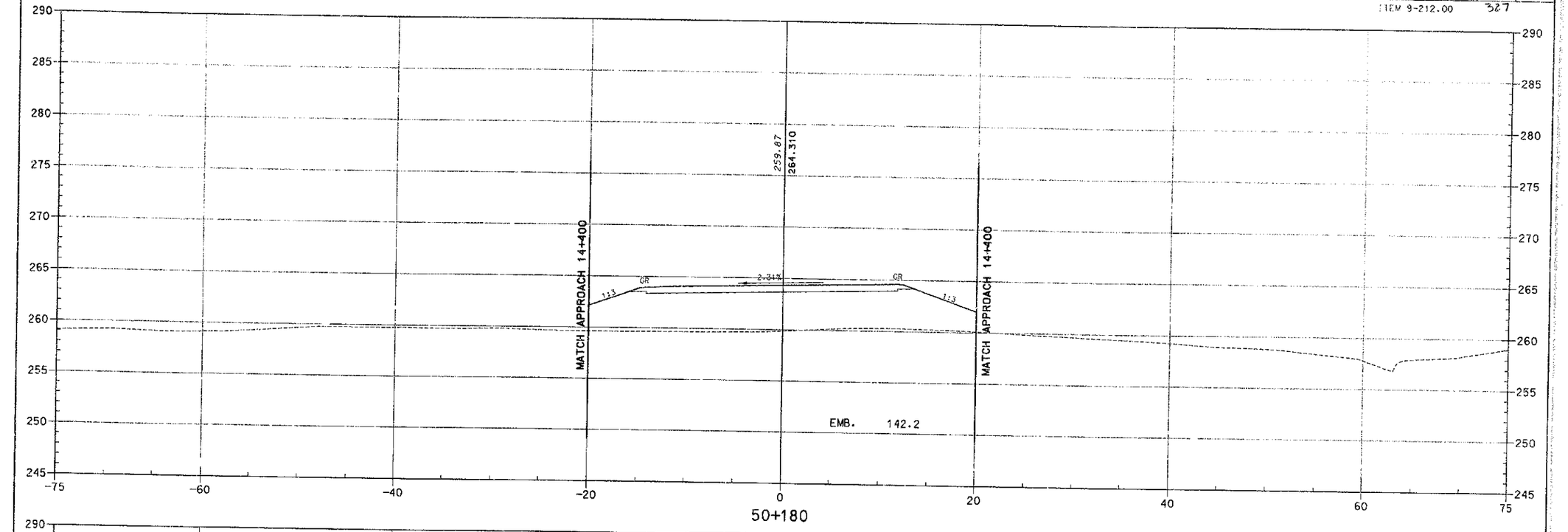
SCALE: 1:200

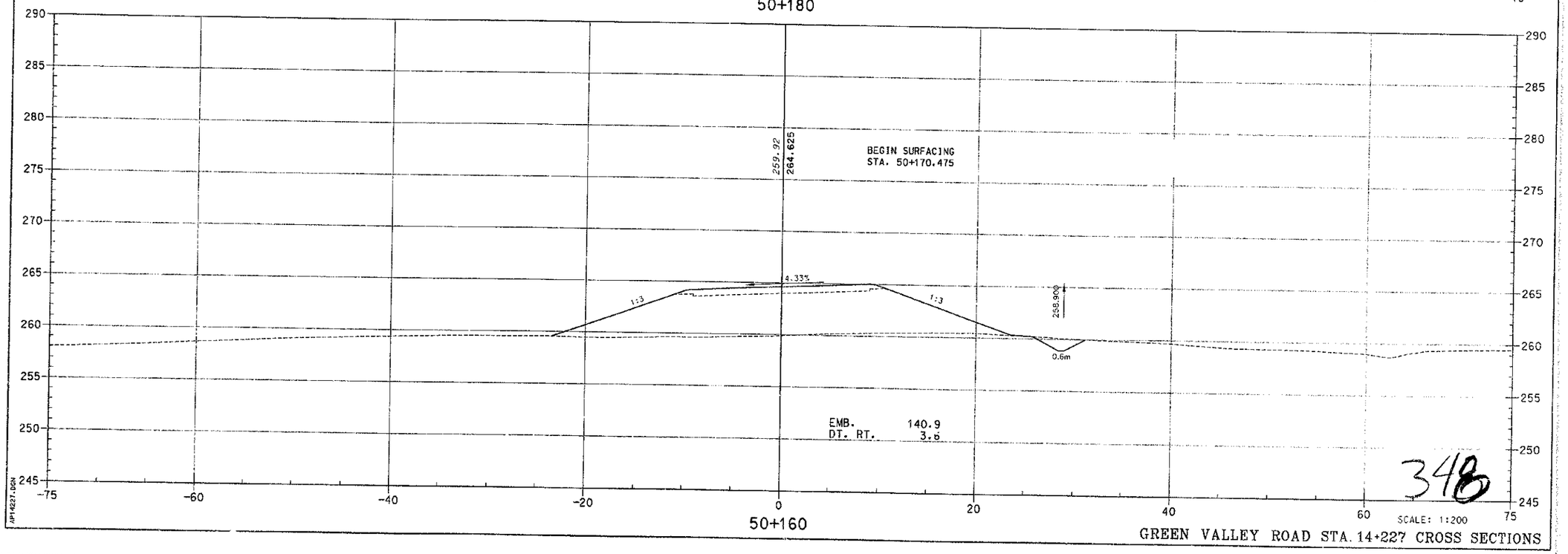
GREEN VALLEY ROAD STA. 14+227 CROSS SECTIONS

PLAN REV = 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~611~~ 327	497

ITEM 9-212.00





GREEN VALLEY ROAD STA. 14+227 CROSS SECTIONS

348

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

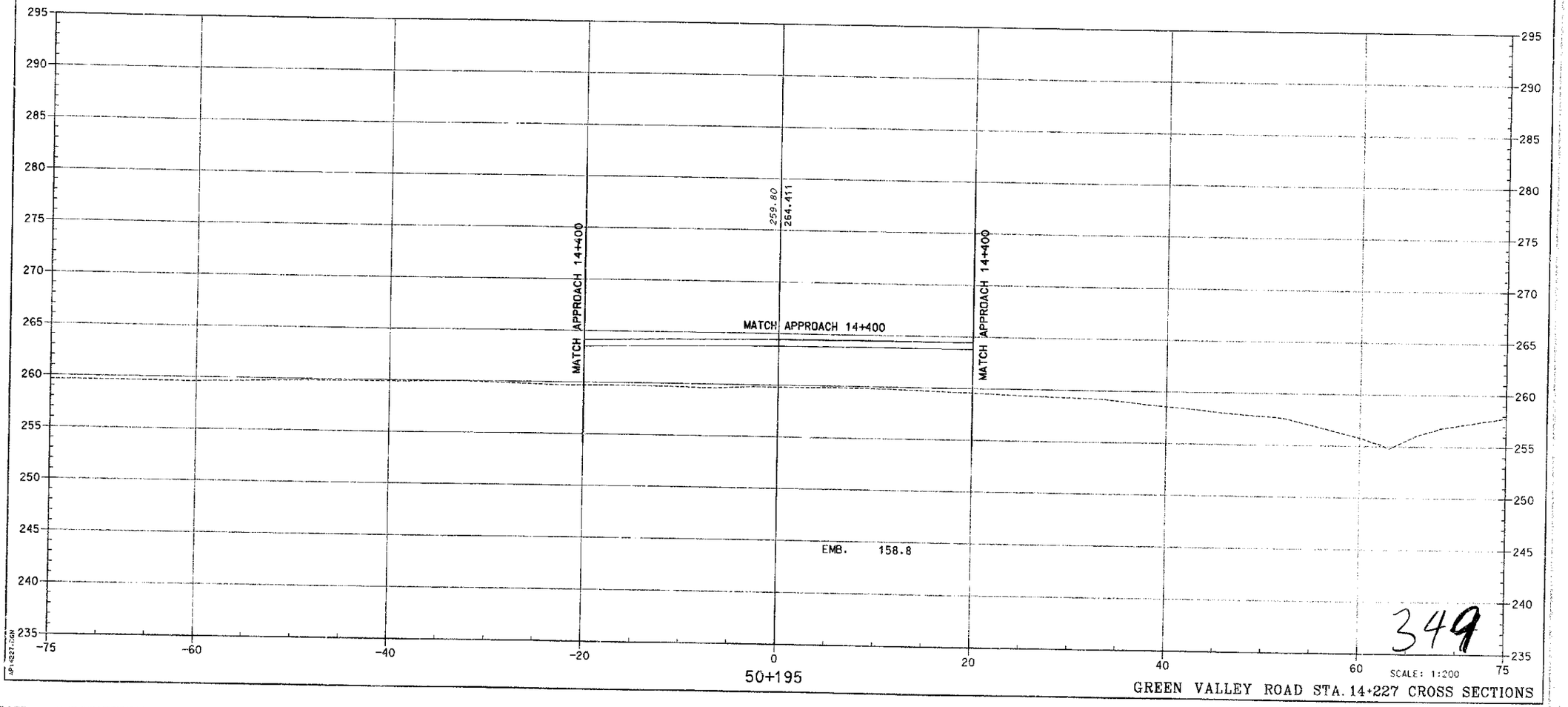
Cell Library: PEC-9D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

APH4221.DGN

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		612	941

ITEM 9-212.00



GREEN VALLEY ROAD STA. 14+227 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-SD.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

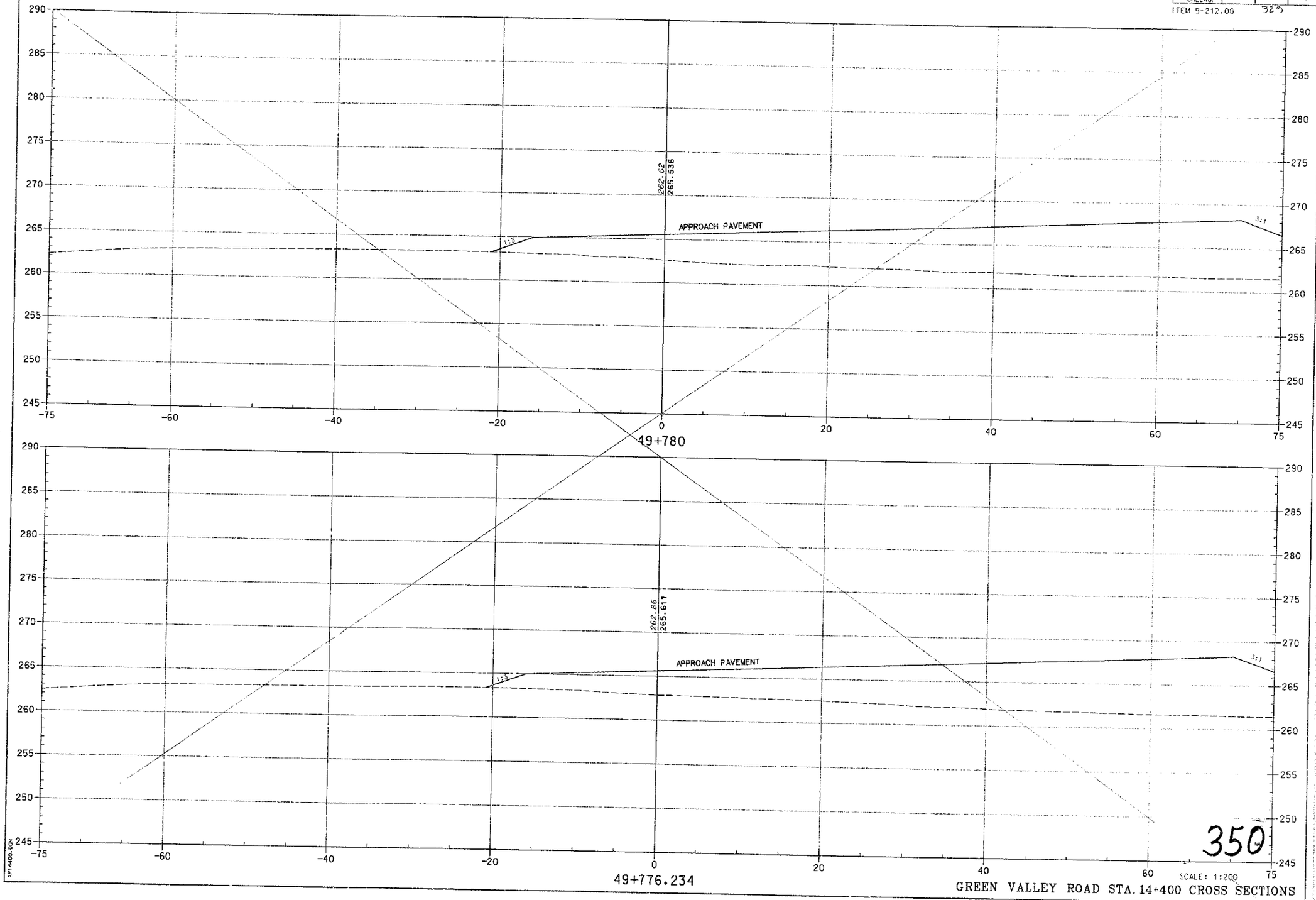
APL-0227.DGN

349

VOID- SEE SHEET NO. 282 PLAN REV # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~673~~ 329	~~847~~

ITEM 9-212.00



PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP14400.DGN

350

SCALE: 1:200

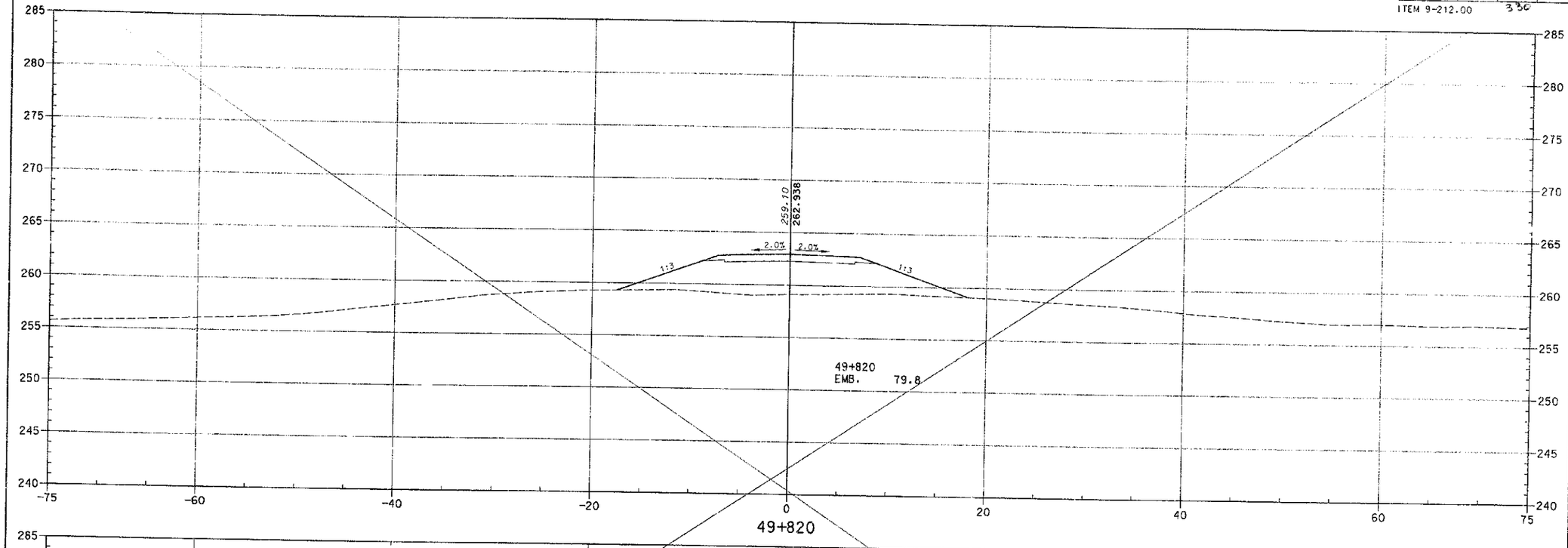
GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

VOID SEE SHEET NO. 783

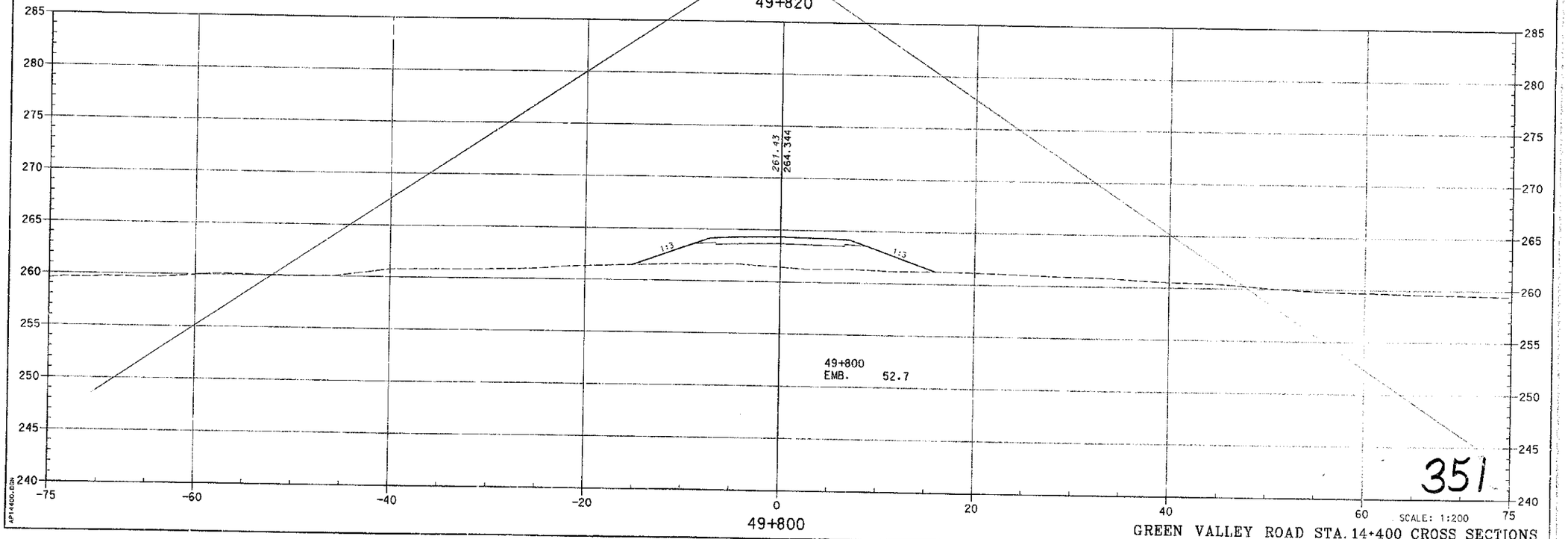
PLAN REV. #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		614	997

ITEM 9-212.00 350



49+820



49+800

SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

351

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PSC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

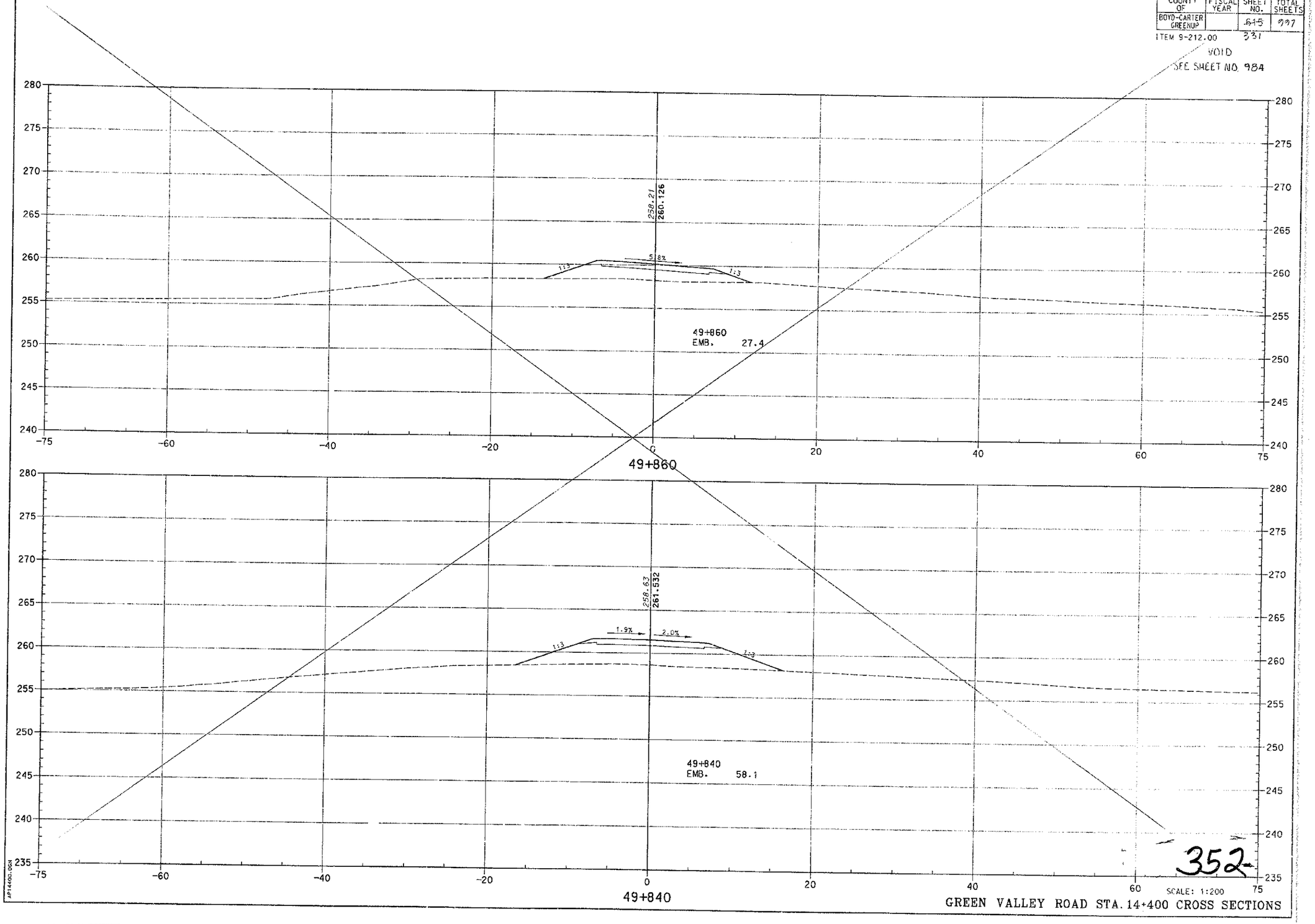
AP14400.DGN

Plan Rev # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		615	997

ITEM 9-212.00 331

VOID
SEE SHEET NO. 984



352

SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

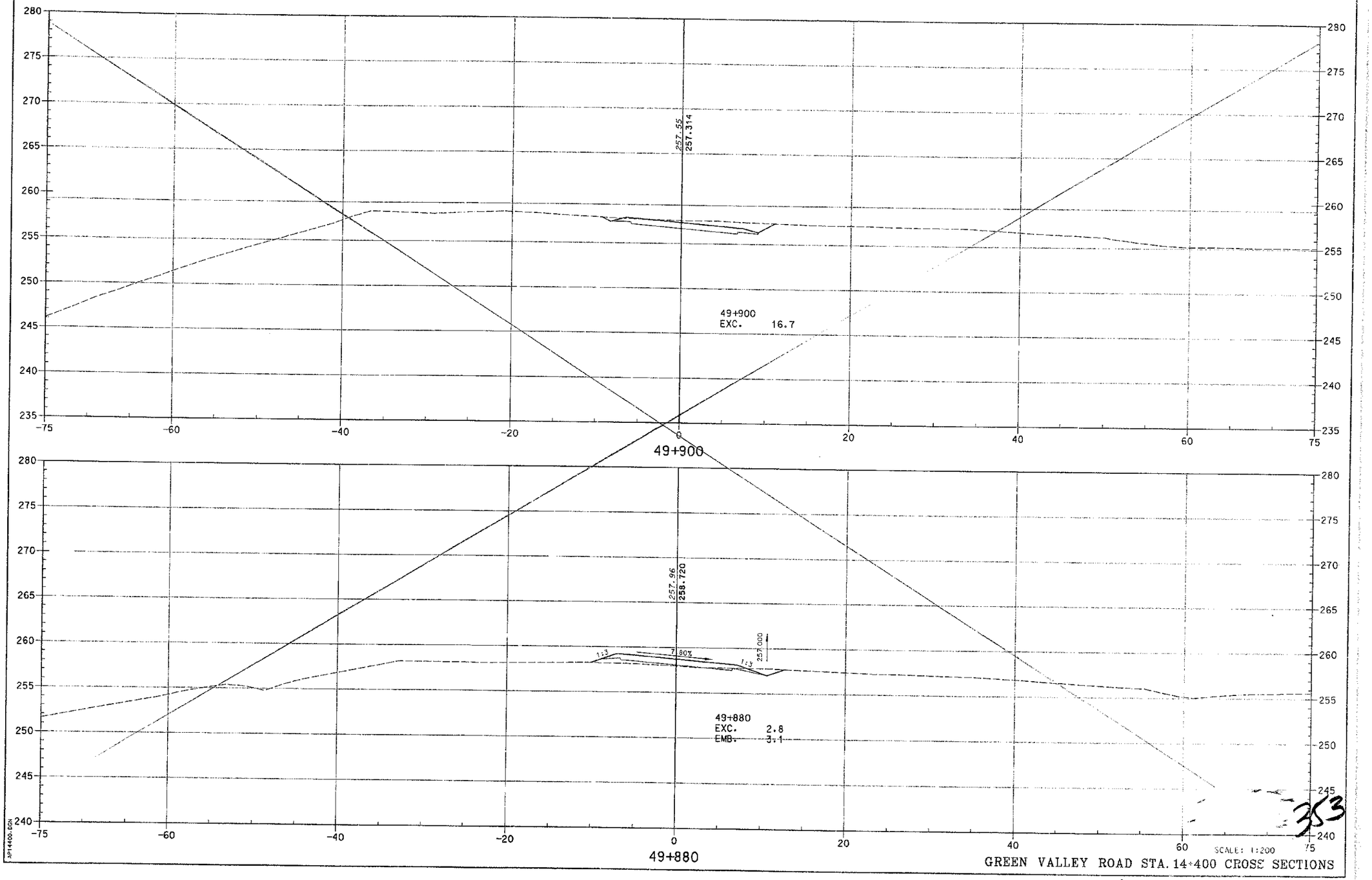
6-93
FORM NO. 2m

AP14400.DGN

ADD. ALT. SHEET NO. 985 — REV. # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~616~~ 332	~~997~~

ITEM 9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

XP1400.DGN

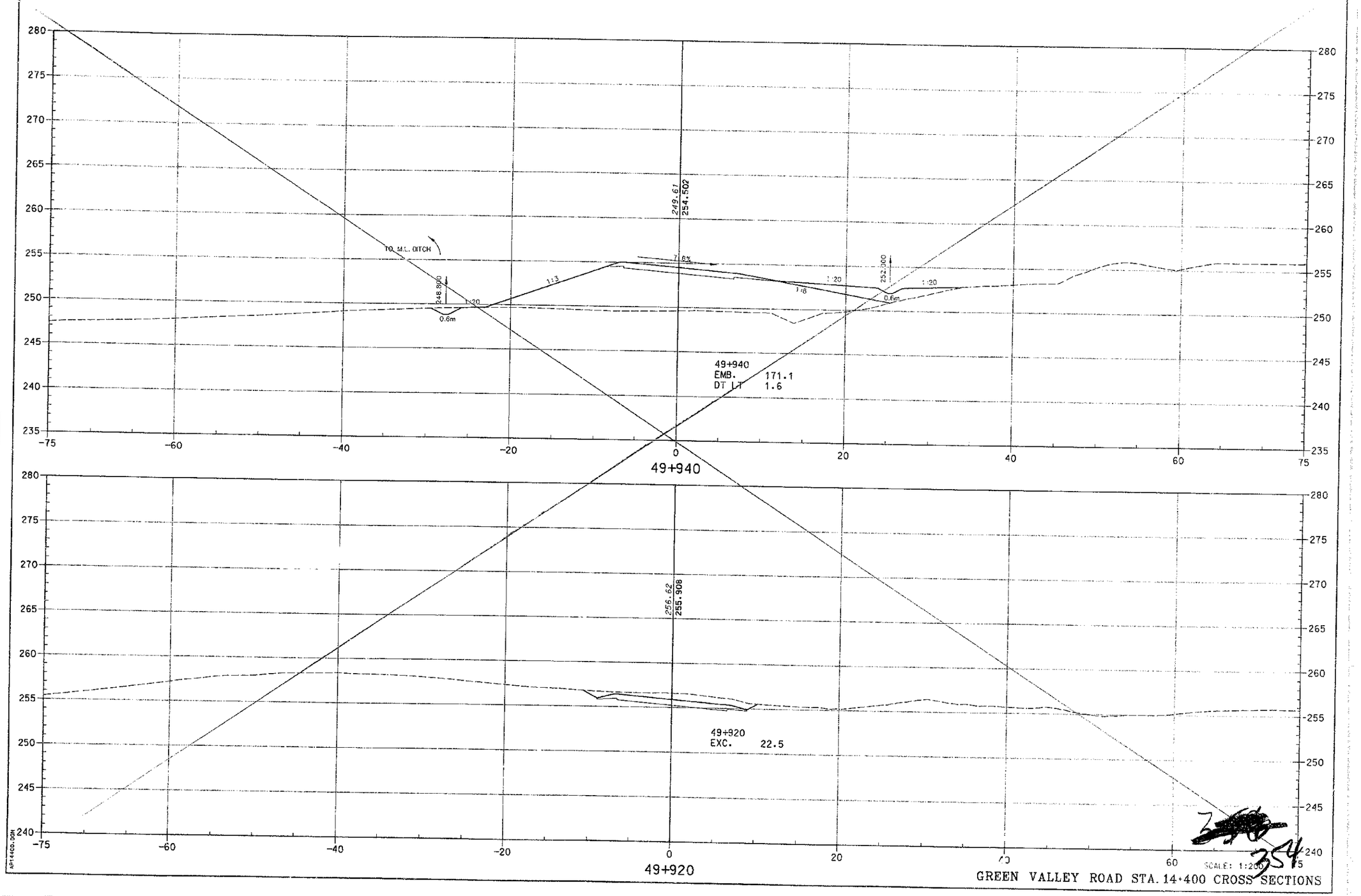
SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

353

VOID SEE SHEET NO 95a PLAN KEY # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		617	997
ITEM 9-212.00		333	



PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

APT1460.DGN

SCALE: 1:200

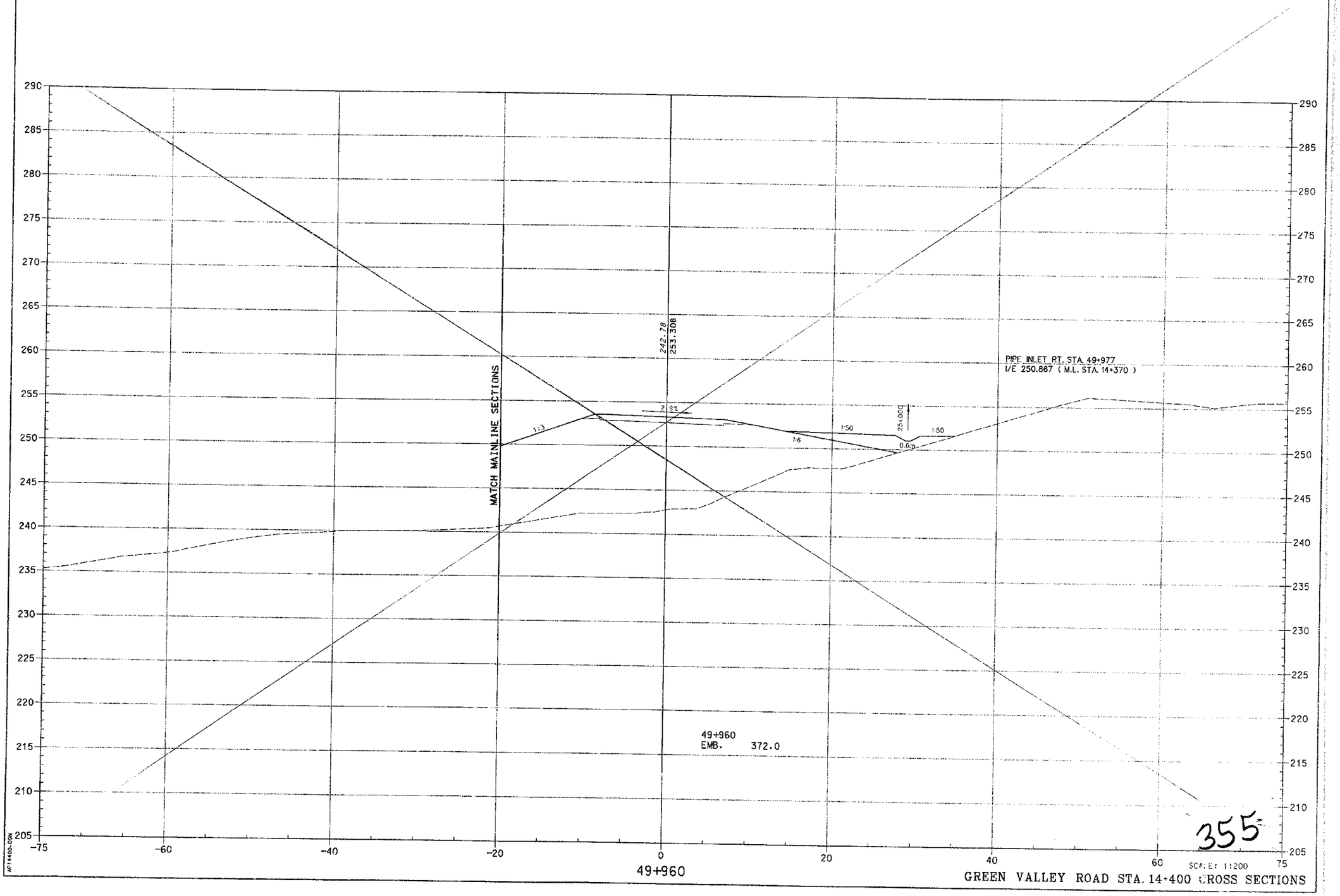
GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

354

ADD SLE SHEET NO 997 PLAN PL. # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		678	997

ITEM 9-212.00



GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

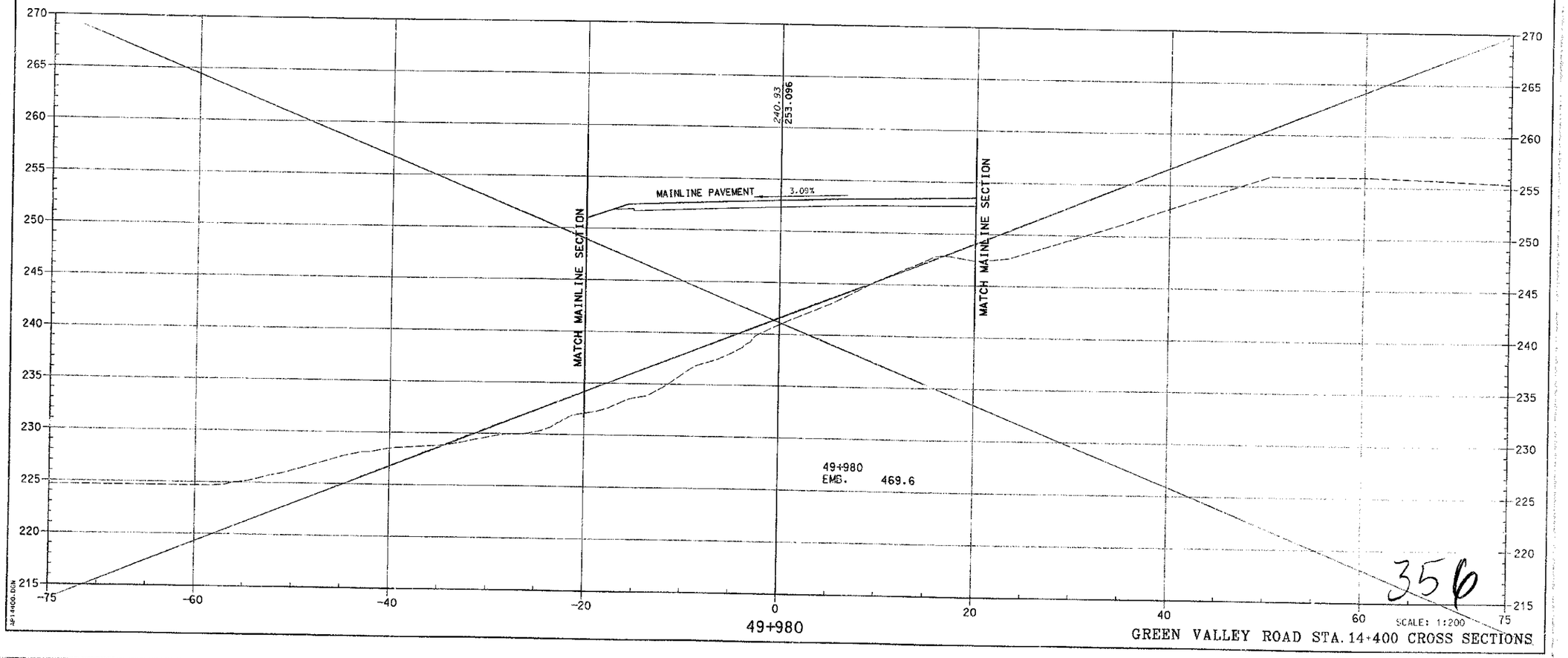
AP14400.DGN

355

VOID SEE SHEET NO. 905 ITEM 2F-2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~619~~ 335	~~917~~

ITEM 9-212.00



356

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: KY-PL

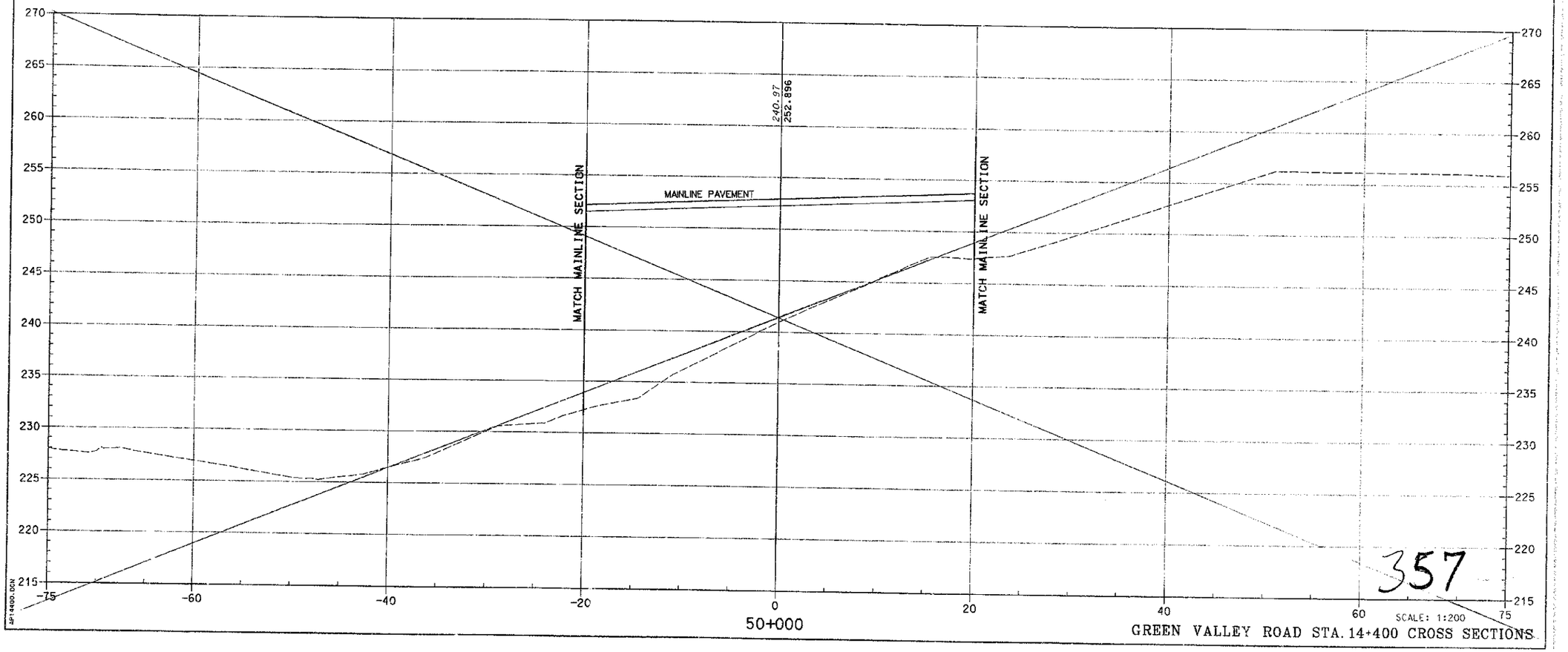
6-93
FORM NO. 2m

XP1400.DGN

NOTE: SEE SHEET NO. 989 PLAN REV #6

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~620~~ 336	997

ITEM 9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

API4400.DGN

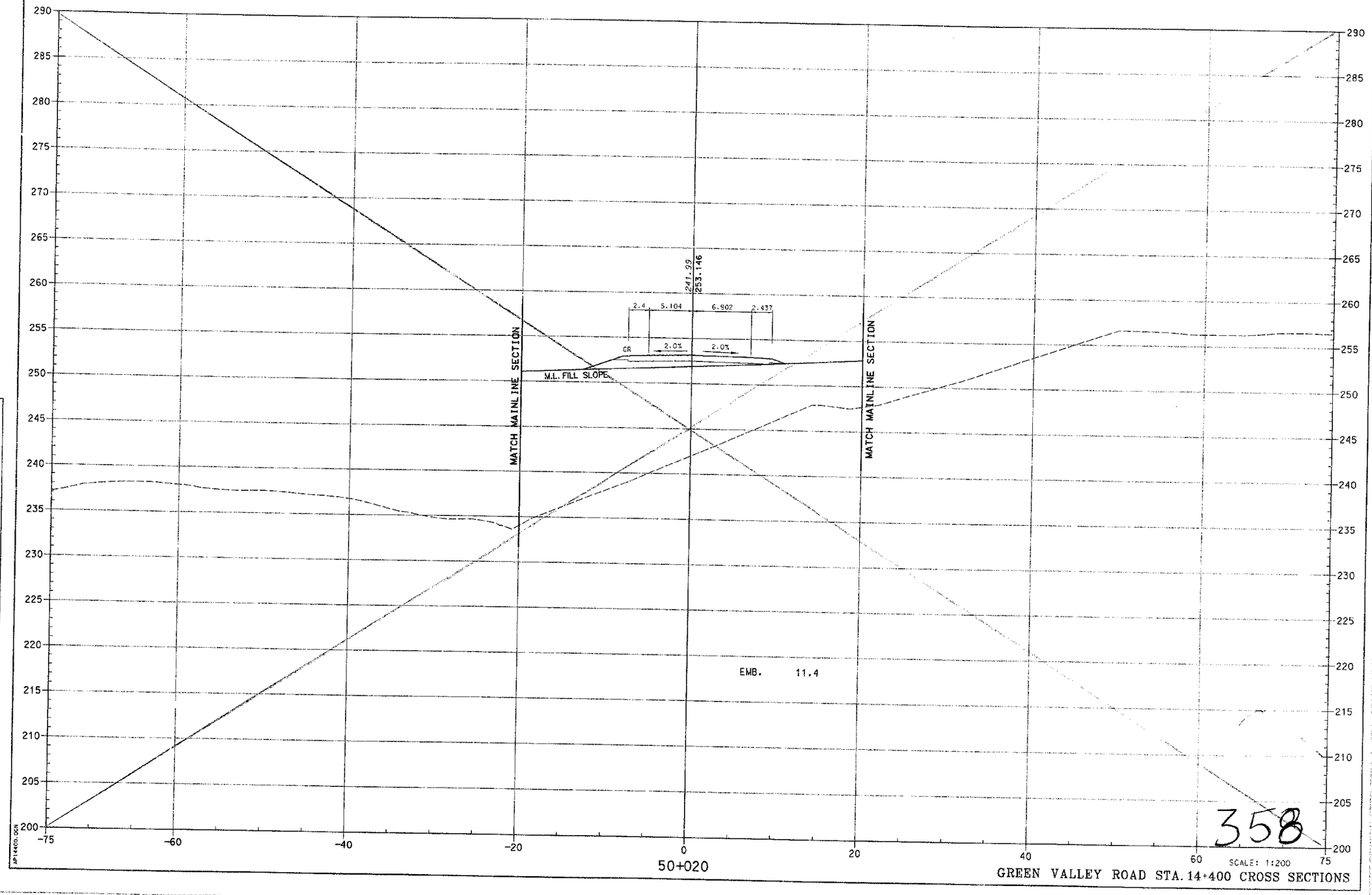
PLAN KEY # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~321~~ 337	397

ITEM 9-212.00

VOID

SEE SHEET NO. 299



GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

358

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: P&C-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

API4400.DGN

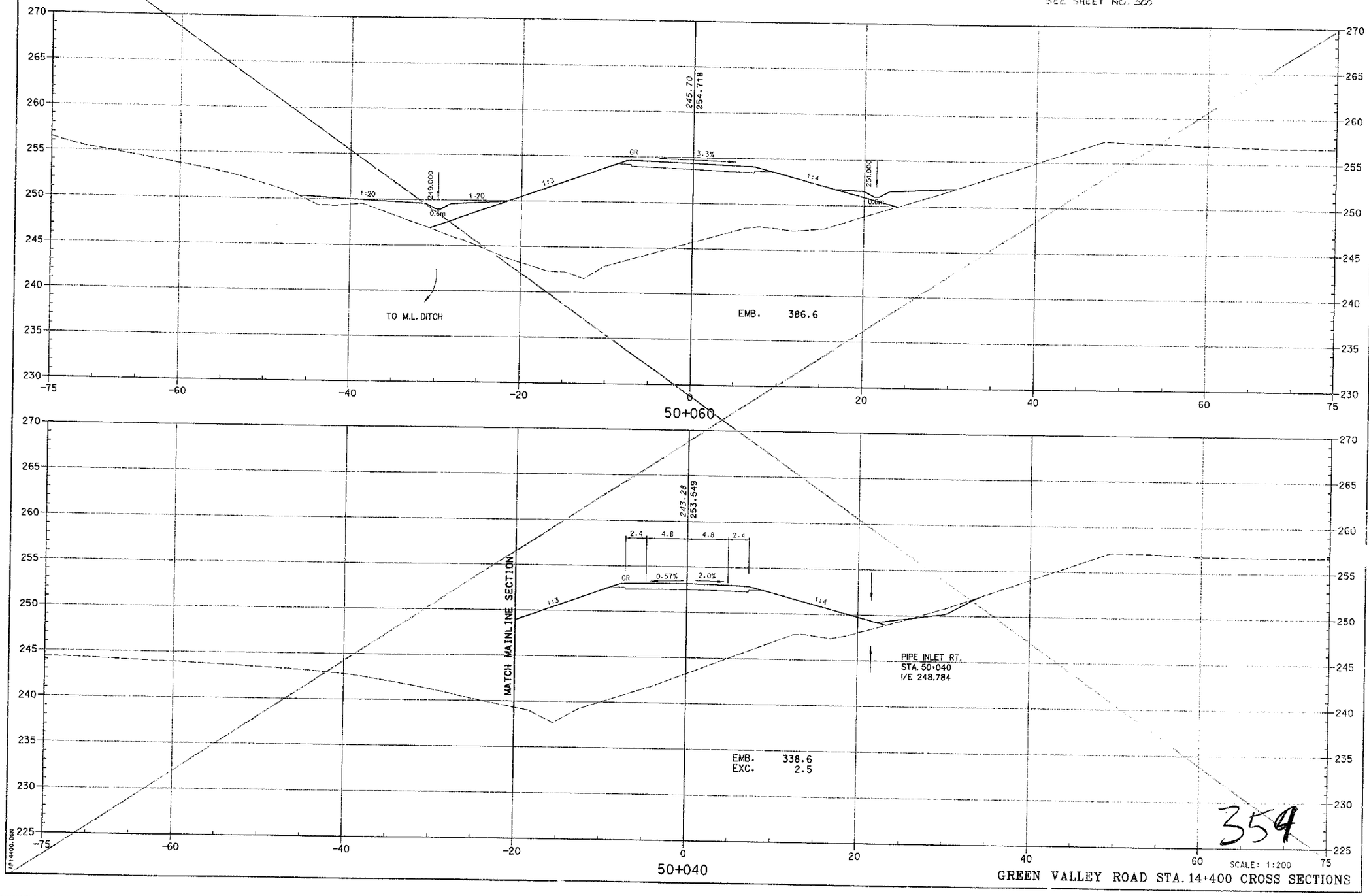
PLAN REV #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~622~~ 338	~~997~~

ITEM 9-212.00

VOID

SEE SHEET NO. 300



PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PSC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

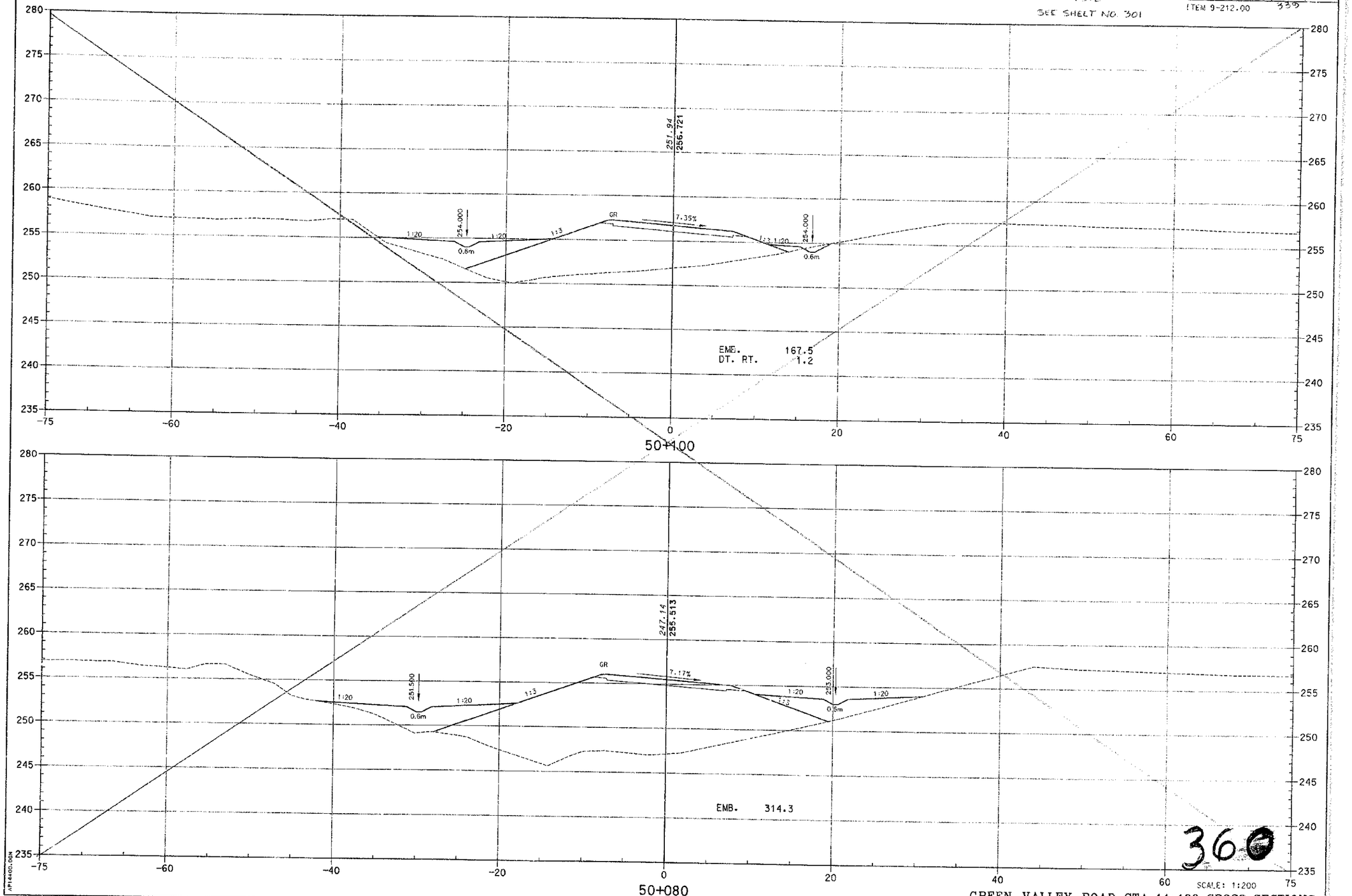
AP14400.DGN

359

PLAN REV #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		623	997
ITEM 9-212.00		359	

VOID
SEE SHEET NO. 301



360

SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: FEC-SD.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

aP14400.DGN

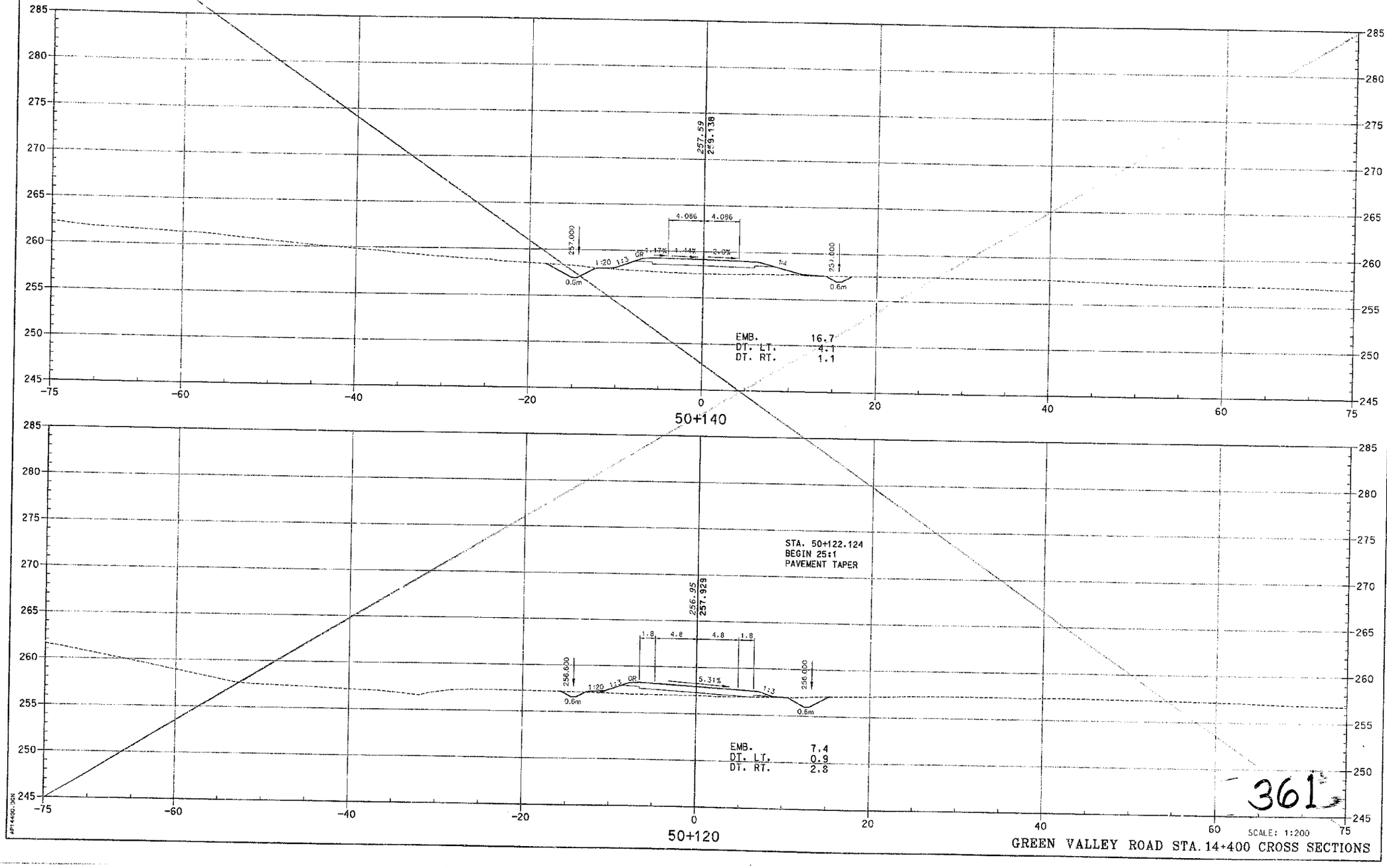
PLAN REV. # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		624	997

ITEM 9-212.00 340

VOID

SEE SHEET NO. 302



PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

361

SCALE: 1:200

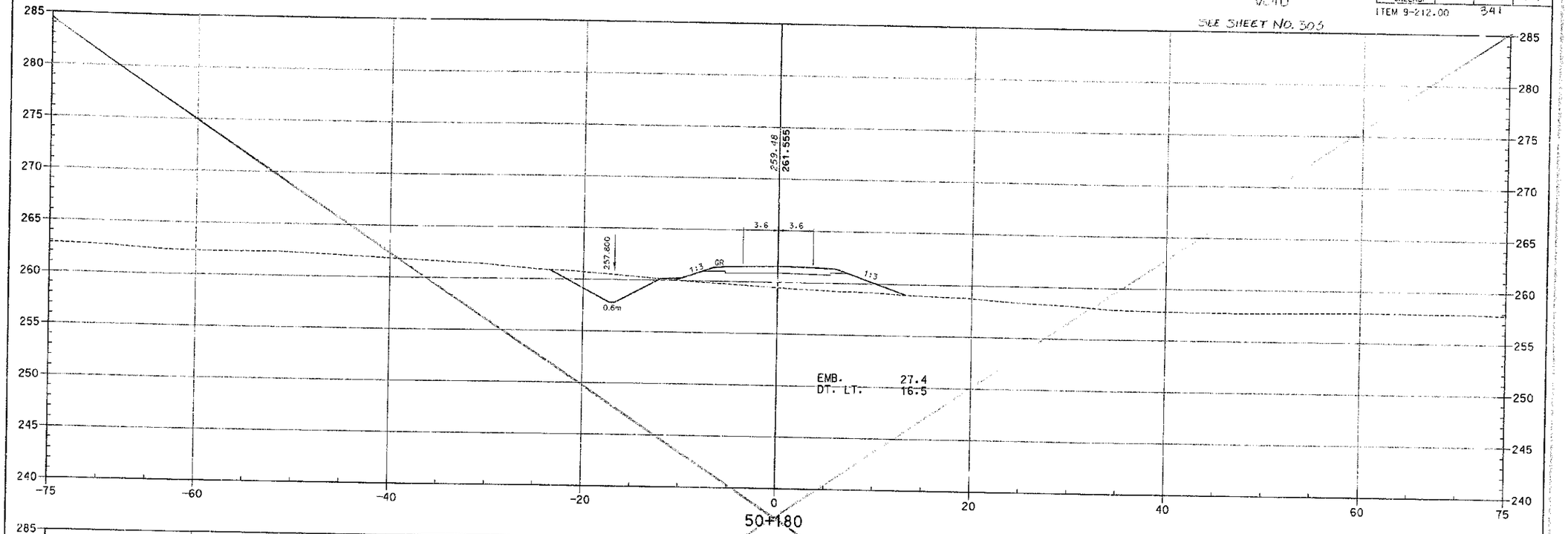
GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

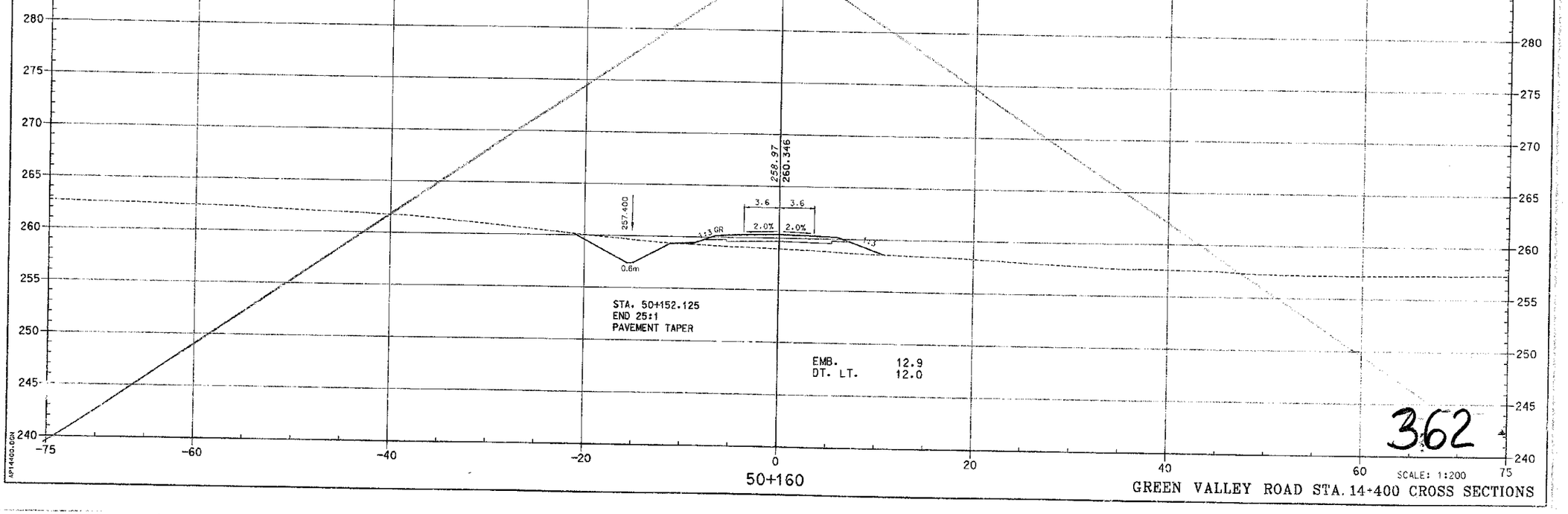
PLAN KEY #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~625~~ 341	997

ITEM 9-212.00

VOID
SEE SHEET NO. 305





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-SD.CEL
Cell Name: KY-P1L

6-93
FORM NO. 2m

AP14400.DGN

362

SCALE: 1:200

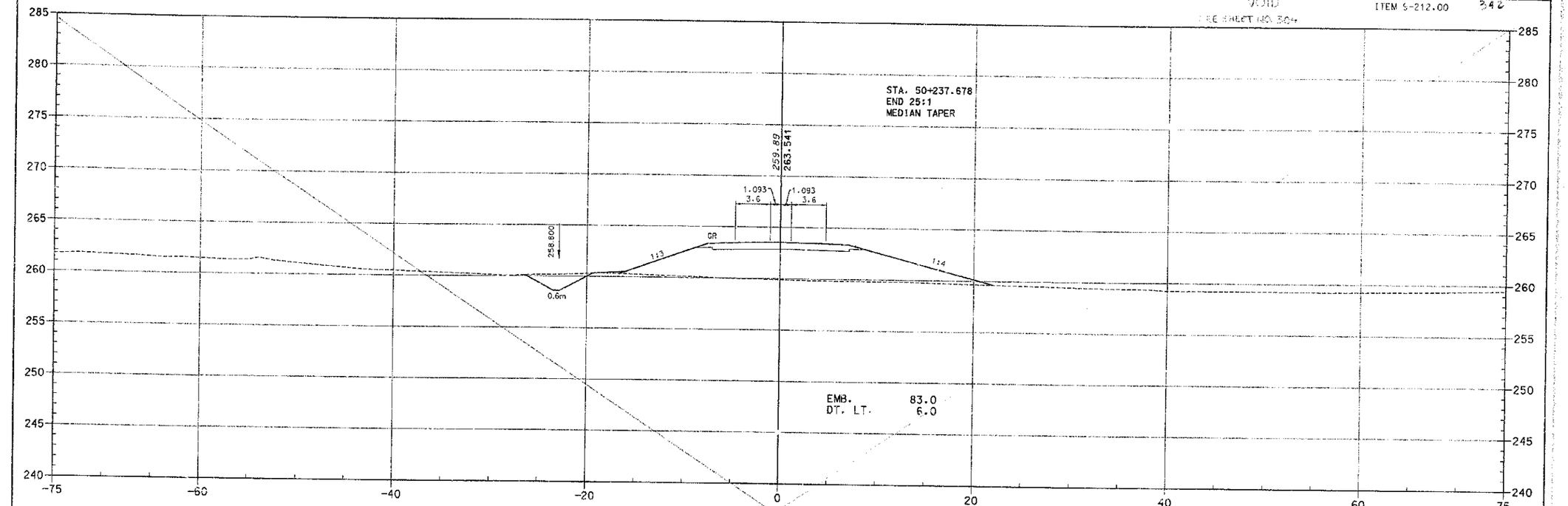
GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

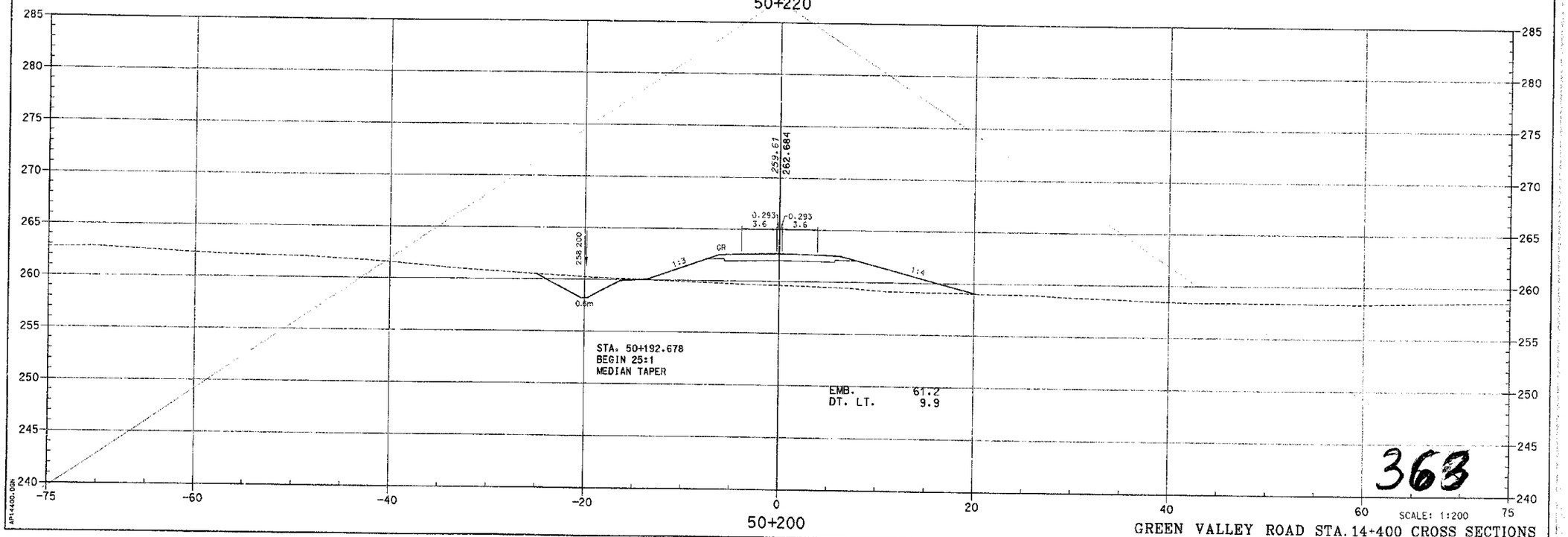
PLAN REV. #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~626~~ 342	497

ITEM 6-212.00

VOID
SEE SHEET NO. 304





363

SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-P1

6-93
FORM NO. 2m

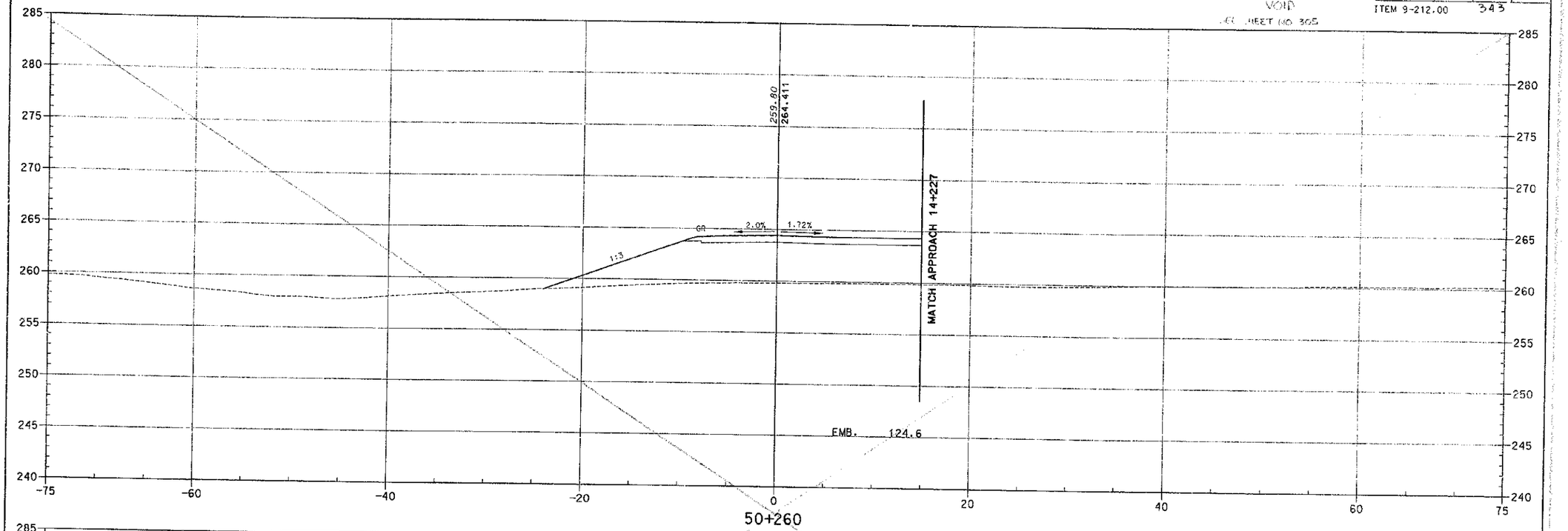
AP14400.DGN

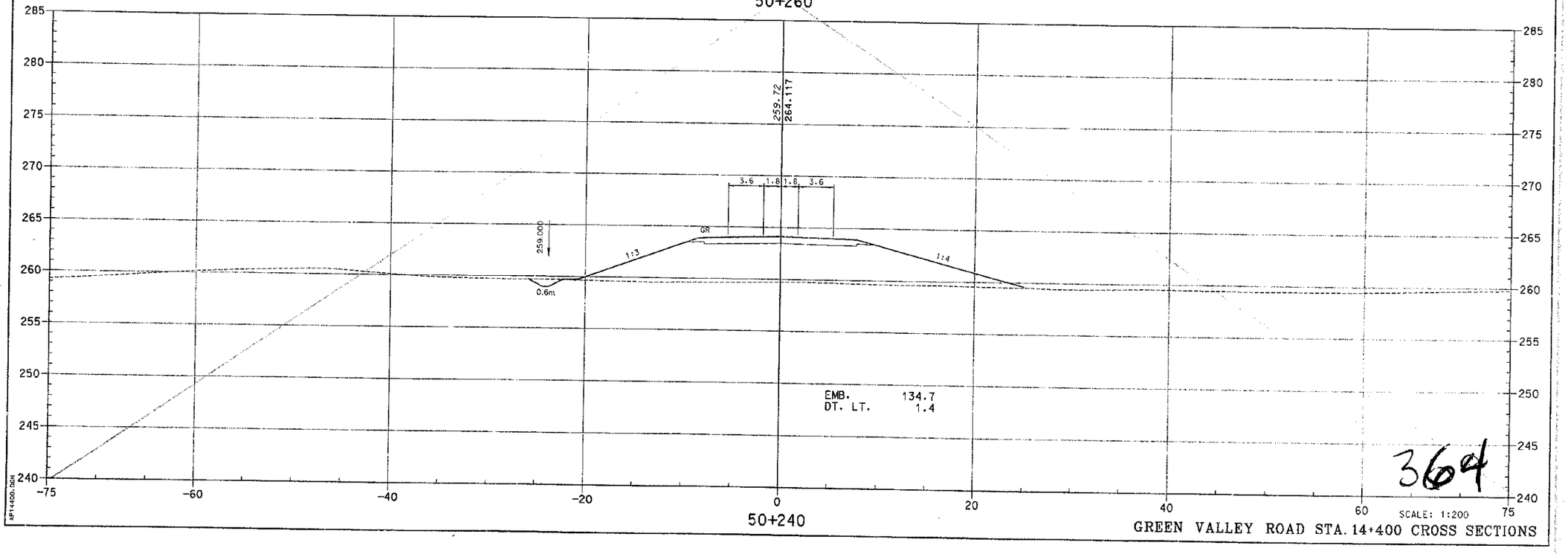
PLAN Rev #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~627~~ 343	997

ITEM 9-212.00

VOID
SEE SHEET NO 305





364

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP14400.DGN

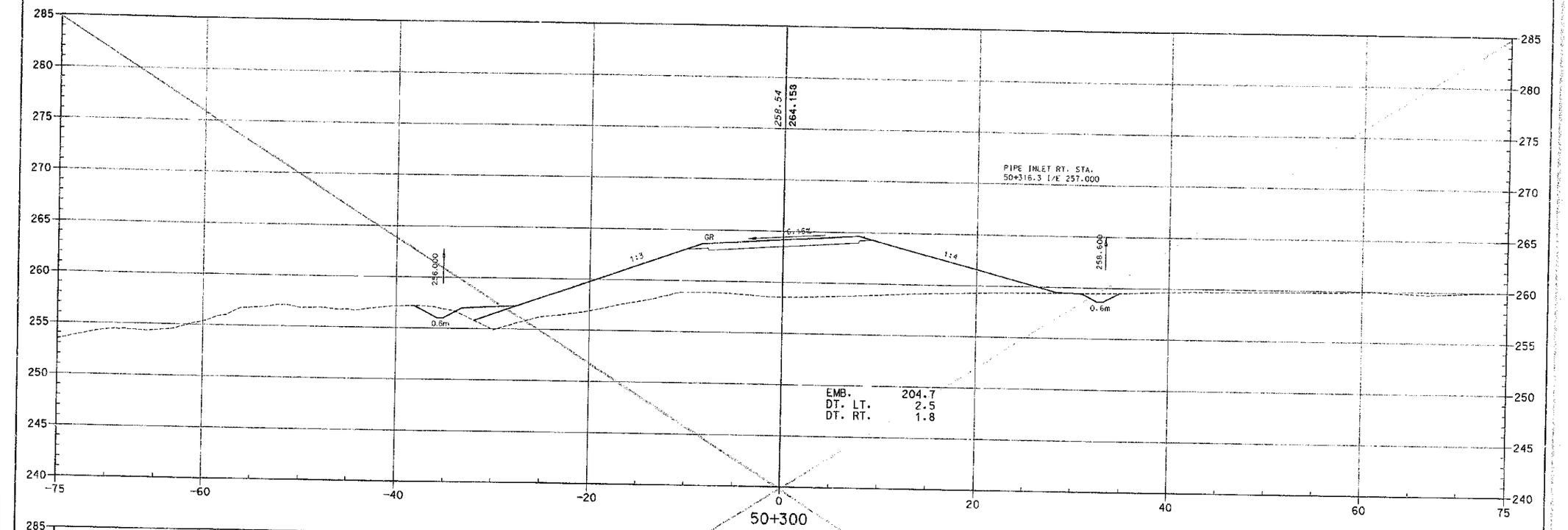
PLAN REV. # 2

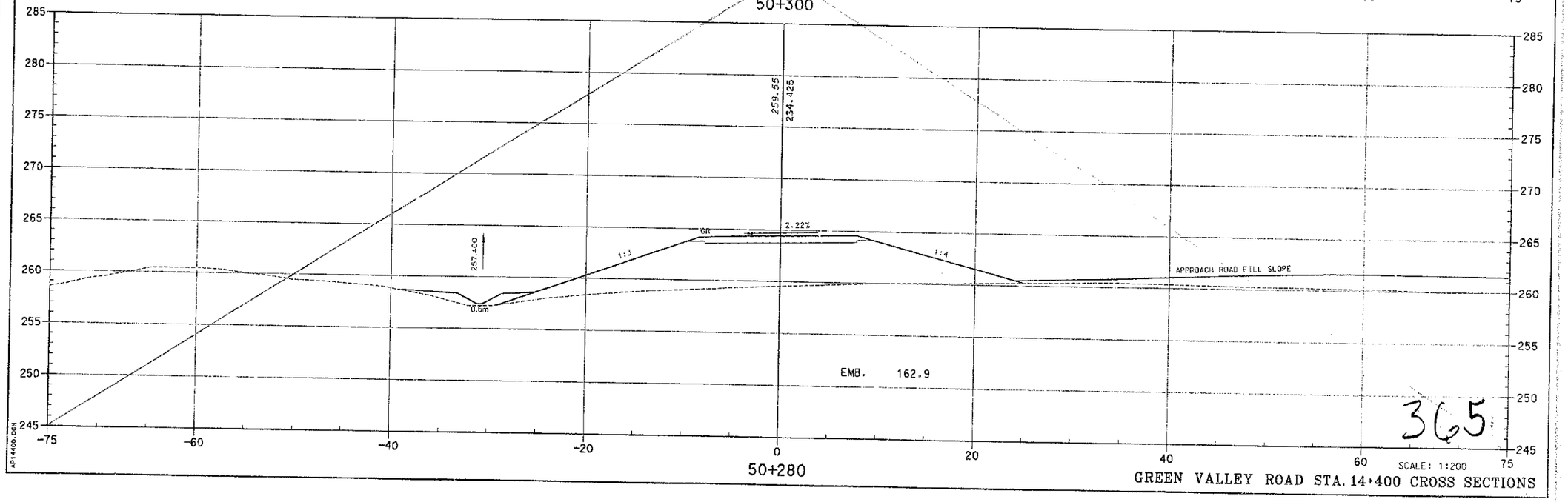
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~328~~ 344	997

ITEM 9-212.00

VOID

SEE SHEET NO. 306





PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-SD.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

API1400.DGN

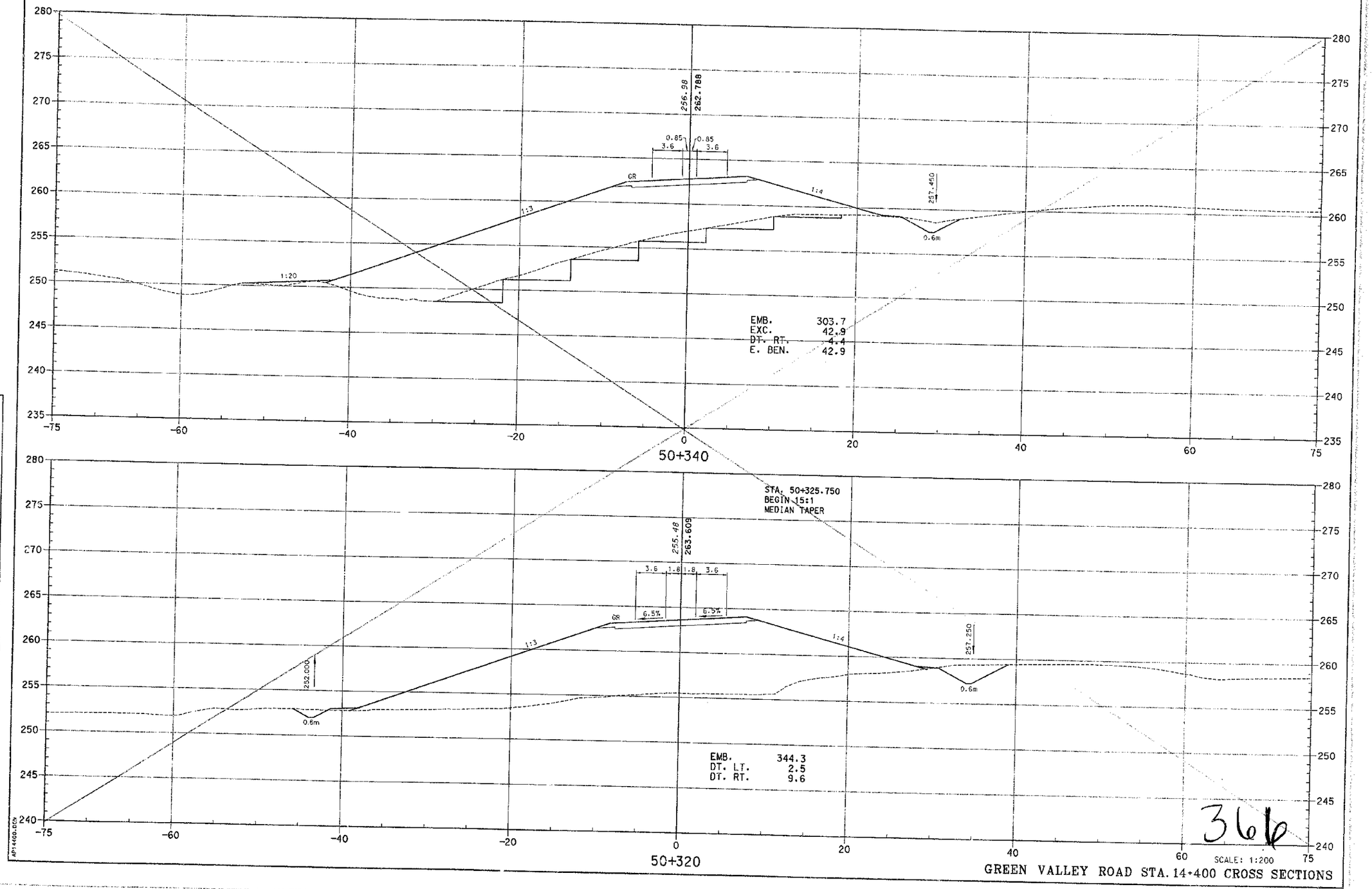
365

PLAN REV. #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~620~~ 345	~~997~~

ITEM 9-212.00

VOID
SEE SHEET NO 307



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP1400.DGN

SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

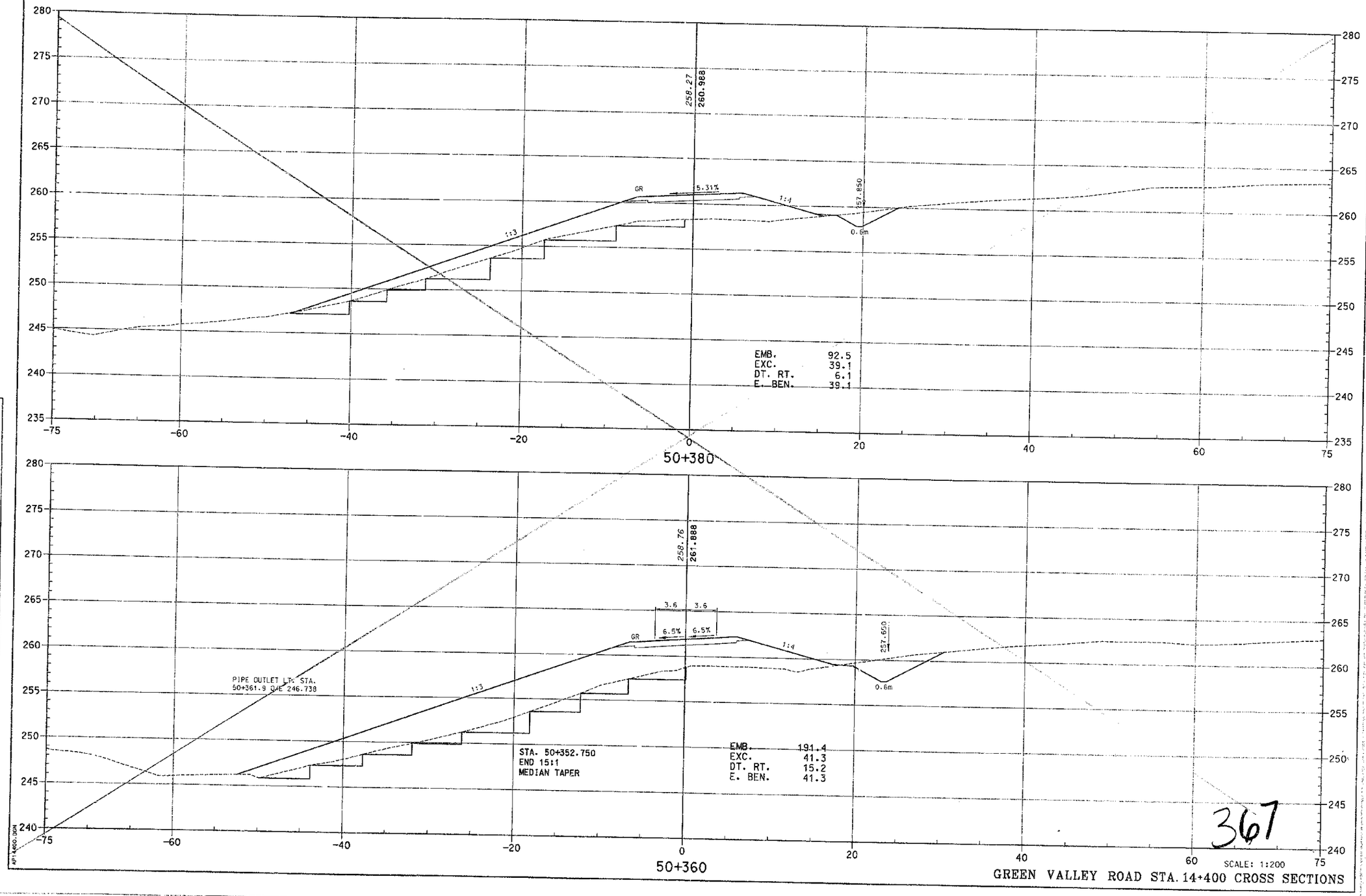
366

Plan Rev #2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~630~~ 346	~~997~~

ITEM 9-212.00

SEE SHEET NO 358



GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

367

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-SD.CEL
Cell Name: KY-PL

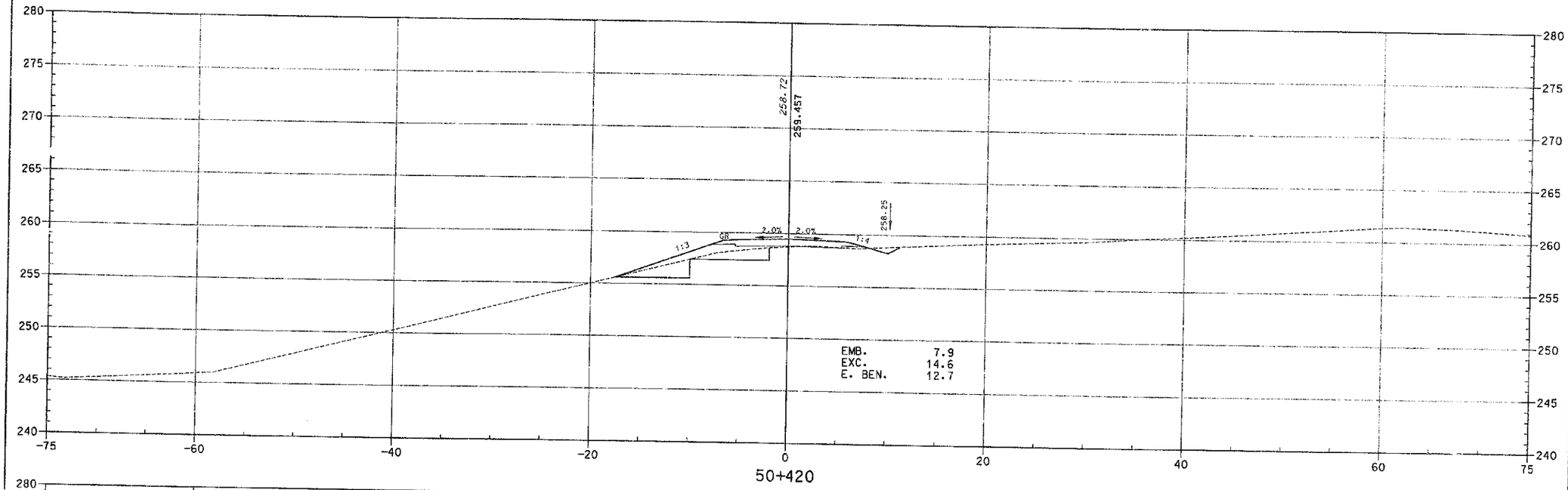
6-93
FORM NO. 2m

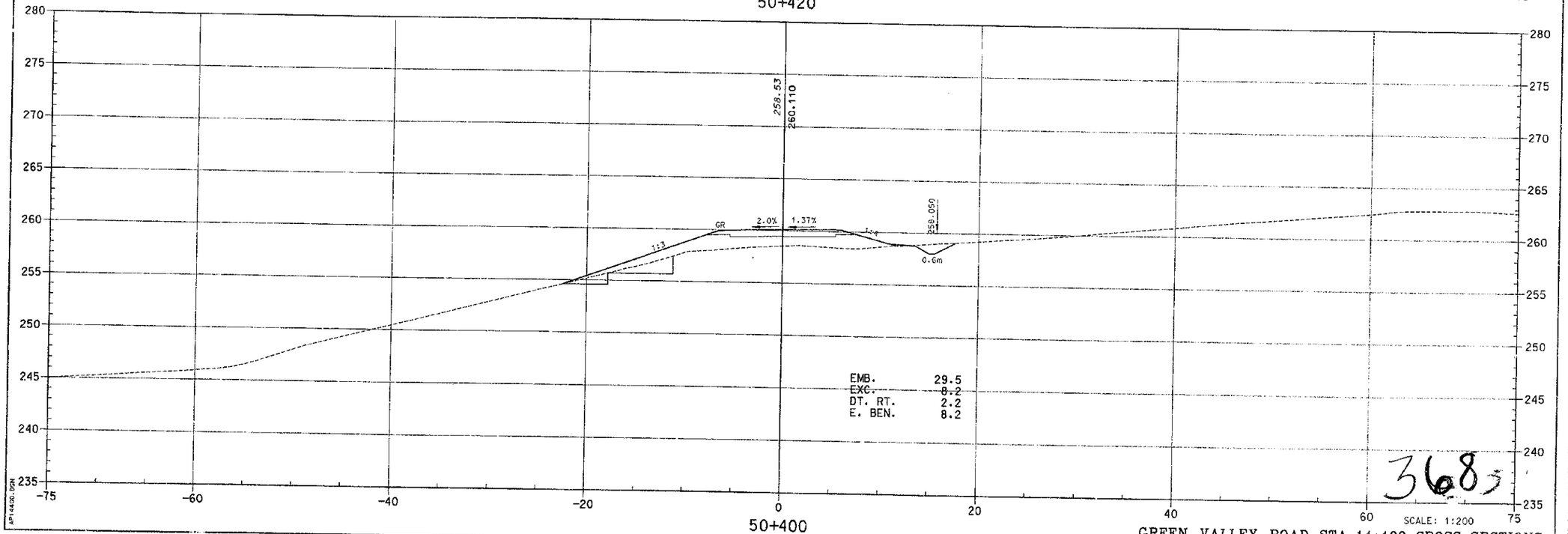
XS14400.DGN

PLAN REV # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~631~~ 367	~~971~~ 971

ITEM 9-212.00





GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

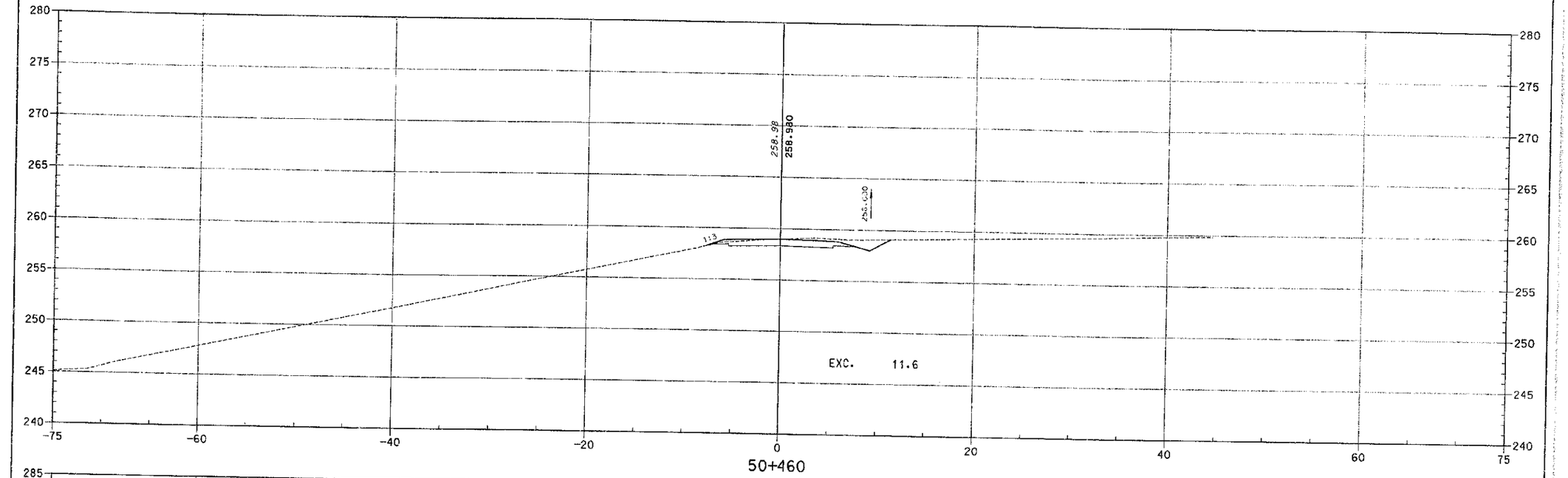
AP14400.DGN

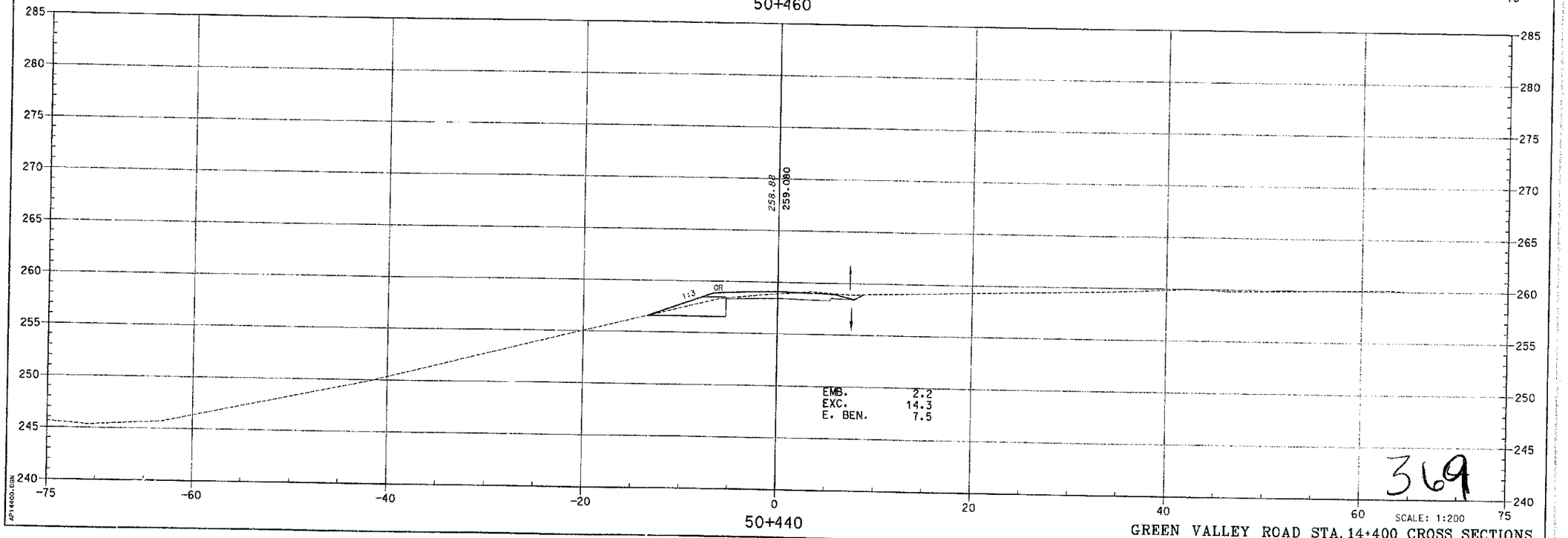
368

PLAN REV # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		632 348	997

ITEM 9-212.00





PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: XY-PL

6-33
FORM NO. 2m

API4400.DGN

369

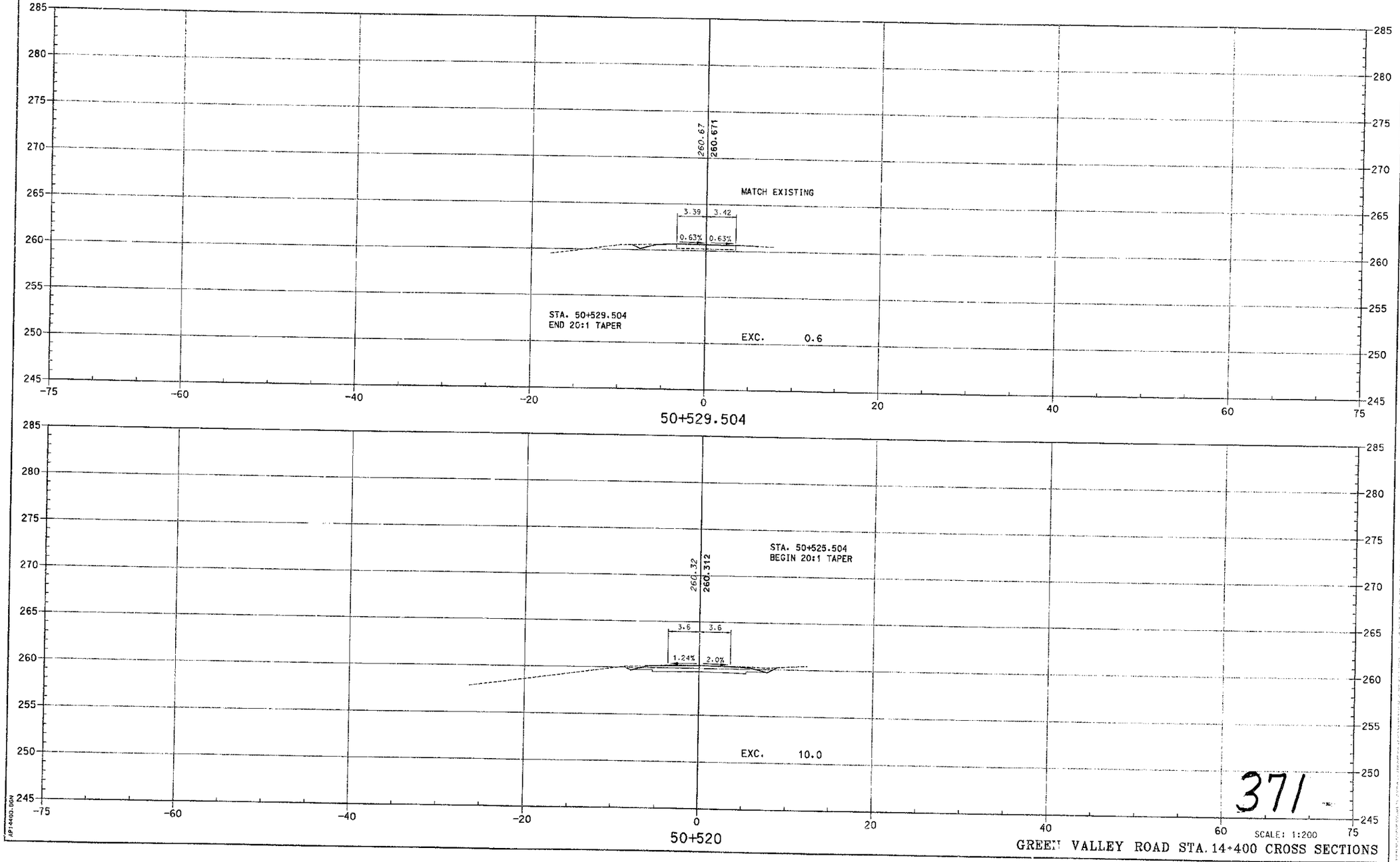
SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

PLAN REV # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~634~~ 350	~~997~~

ITEM 9-212.00



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

AP14402.DGN

371

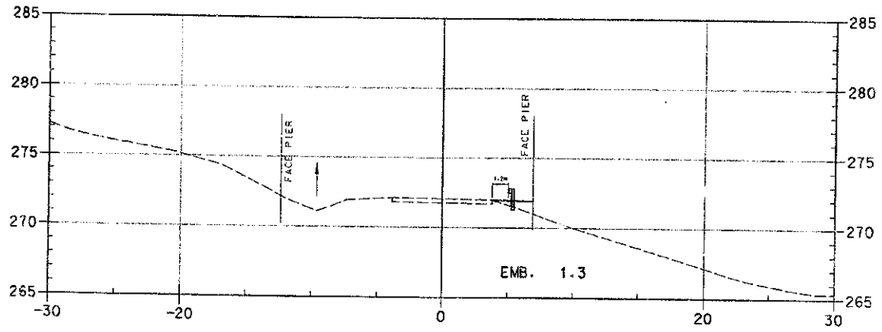
SCALE: 1:200

GREEN VALLEY ROAD STA. 14+400 CROSS SECTIONS

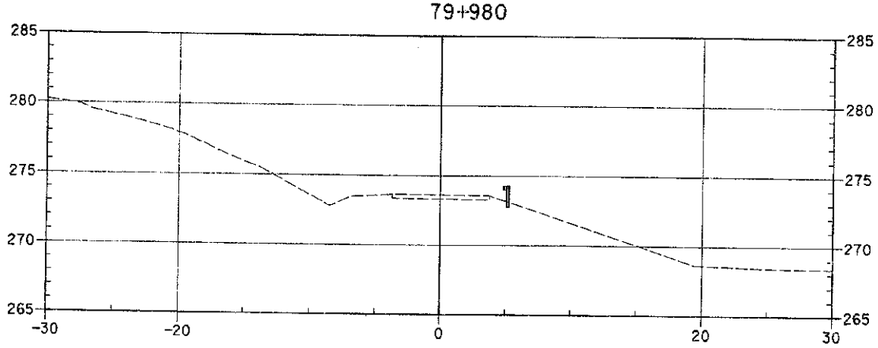
Plan Rev. # 2

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		—	947

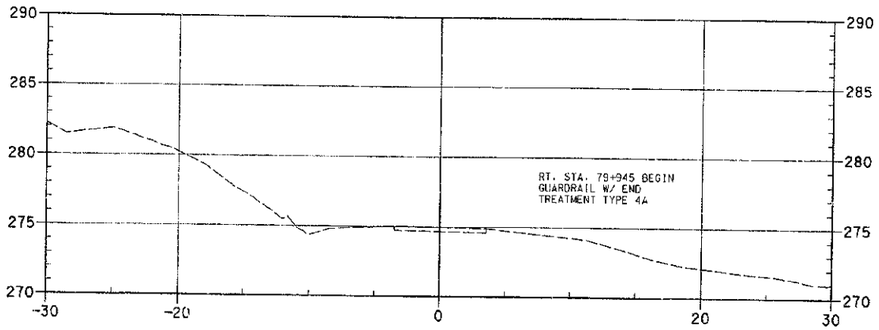
ITEM 9-212.00 351



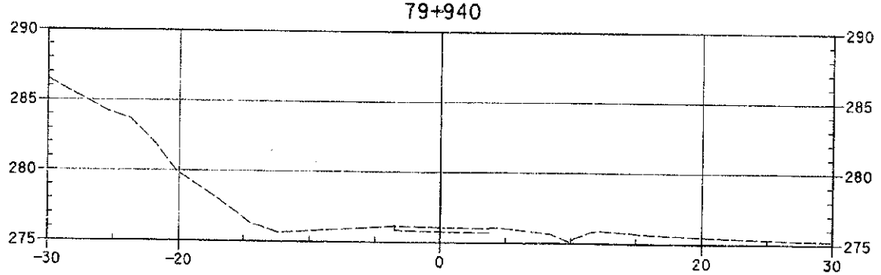
79+980



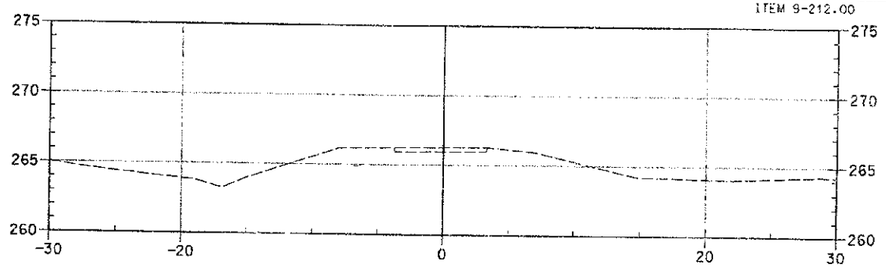
79+960



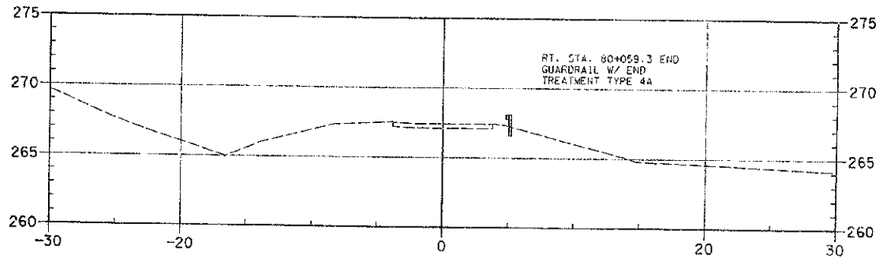
79+940



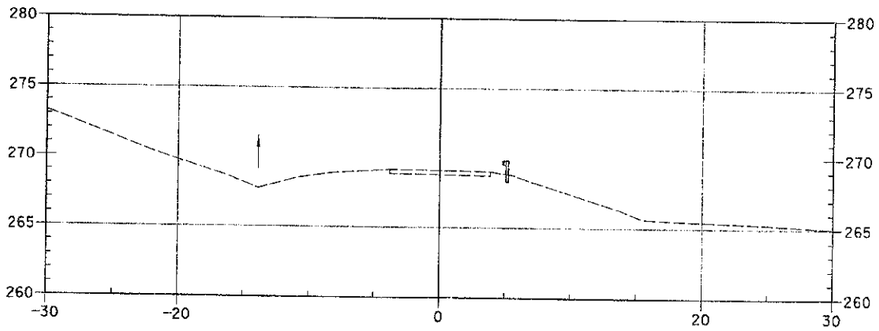
79+920



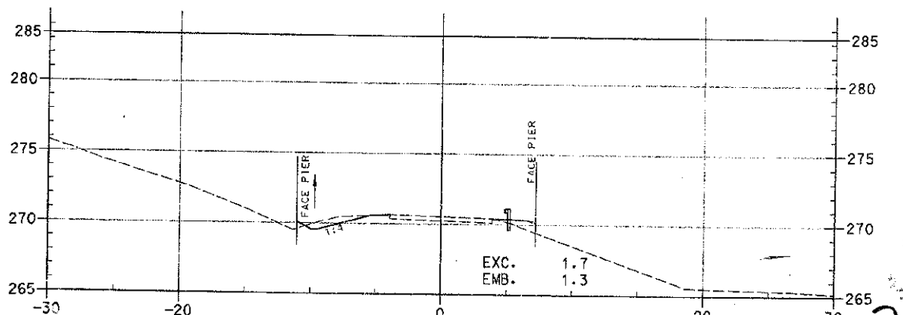
80+060



80+040



80+020



80+000

SCALE: 1:200

GREEN VALLEY CROSS SECTIONS

372

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: KY-PL

6-93
FORM NO. 2m

GVALLEY.DGN

DATE	NO. SETS
RECORD PLANS	
CONSTRUCTION PLANS	

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER GREENUP		1	74
ITEM NO. 9-212.00		352	997

Rev. Rev. # 3

NOW SEE SHEET NO. 1

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	LAYOUT SHEET
2	TYPICAL SECTIONS
3-69	PLAN AND PROFILE SHEETS
70	RIGHT OF WAY SUMMARY SHEETS
71-74	RIGHT OF WAY STRIP MAP SHEETS

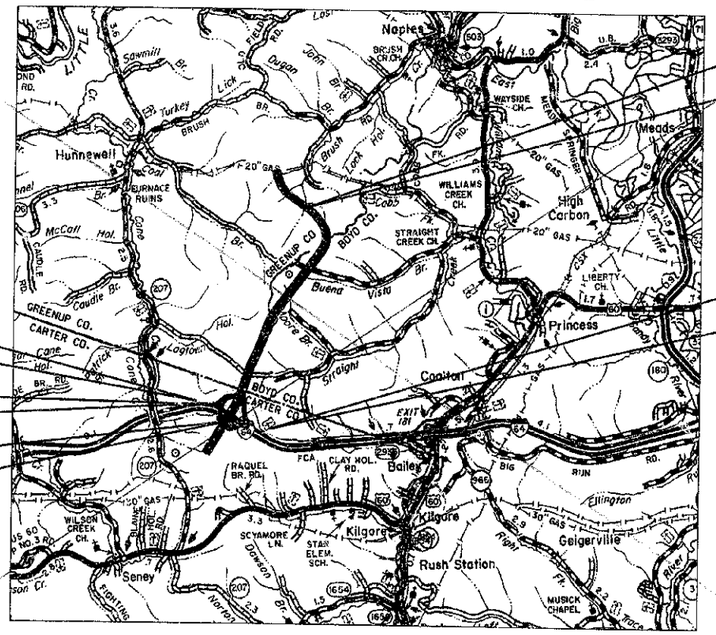
SHEETS NOT INCLUDED IN TOTAL SHEETS
1A,2A,2B,2C,2D,2E,2F,2G,17A,55A,55B,55C,55D,55E,65A,65B,69A

TOTAL BRIDGE SHEETS

STANDARD DRAWINGS

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF HIGHWAYS

PLANS OF
PROPOSED PROJECT
INDUSTRIAL PARKWAY
FROM I-64 TO U.S. 23 SECTION 1
RIGHT OF WAY PLANS
FD04 121 SW98 INDPKWY



BEGIN R/W PROJECT
(INTERSTATE 64)
LT./RT. STA. 100+132.532

I-64 MILE MARKER 178

BEGIN R/W PROJECT
(INDUSTRIAL PARKWAY)
STA. 10+060.202

END R/W PROJECT
(INDUSTRIAL PARKWAY)
LT. STA. 14+980
RT. STA. 14+960

END R/W PROJECT
(INTERSTATE 64)
LT./RT. STA. 101+670.740

N

METRIC

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

RIGHT OF WAY PLANS

REVIEWED BY _____ DIVISION OF CONSTRUCTION

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

DESIGN CRITERIA

CLASS OF HIGHWAY: RURAL COLLECTOR
TYPE OF TERRAIN: MOUNTAINOUS
DESIGN SPEED: 100 km/h
REQUIRED NPSD:
REQUIRED PSD: 640
LEVEL OF SERVICE: B
ADT PRESENT (1998): 0
ADT FUTURE (2025): 22,700
DHV: 3210
D %: 50%
T %: 13.7

GEOGRAPHIC COORDINATES

LATITUDE 38° DEGREES 22.15' MINUTES NORTH
LONGITUDE 82° DEGREES 49.21' MINUTES WEST

DESIGNED

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

1 0 1 2 3 4
GRAPHIC SCALE IN KILOMETERS
SCALE 1:50,000

LAYOUT MAP

MAINLINE
10+920 TO 14+920

GROSS LENGTH	4,000.000 METERS	4.000 Km
ADDED / DEDUCTED FOR EQUALITIES	0	METERS
NET LENGTH	4,000.000 METERS	4.000 Km
NOT INCLUDED		
RAILROAD CROSSINGS NO.	0	METERS
BRIDGES	BRIDGE # 24381 55 100	METERS
	BRIDGE # 24382 53 950	

INTERCHANGE

GROSS LENGTH	1,538.208 METERS	1.538 Km
ADDED / DEDUCTED FOR EQUALITIES	0	METERS
NET LENGTH	1,538.208 METERS	1.538 Km
NOT INCLUDED		
RAILROAD CROSSINGS NO.	0	METERS
BRIDGES	BRIDGE # 24379 133 300	METERS
	BRIDGE # 24380 108 100	

GROSS LENGTH	METERS	Km
ADDED / DEDUCTED FOR EQUALITIES		METERS
NET LENGTH	METERS	Km
NOT INCLUDED		
RAILROAD CROSSINGS NO.		METERS
BRIDGES		METERS

KENTUCKY DEPARTMENT OF HIGHWAYS

BOYD, CARTER AND GREENUP COUNTY

FROM I-64 TO U.S. 23 SECTION1

PROJECT NUMBER: INDUSTRIAL PARKWAY
LETTING DATE:

JAMES G. GAULT DATE
KY P.E. 15283
PLANS PREPARED BY: PALMER ENGINEERING

RALPH J. PALMER DATE
KY L.S. 1672

RECOMMENDED BY: _____ 19 ___ BY _____ ASSISTANT STATE HIGHWAY ENGINEER
_____ 19 ___ BY _____ DIRECTOR OF TRAFFIC
PLAN CHECKED _____ 19 ___ BY _____ CHIEF DRAFTSMAN
PLAN APPROVED _____ 19 ___ BY _____ DIRECTOR OF DESIGN
PLAN APPROVED _____ 19 ___ BY _____ STATE HIGHWAY ENGINEER

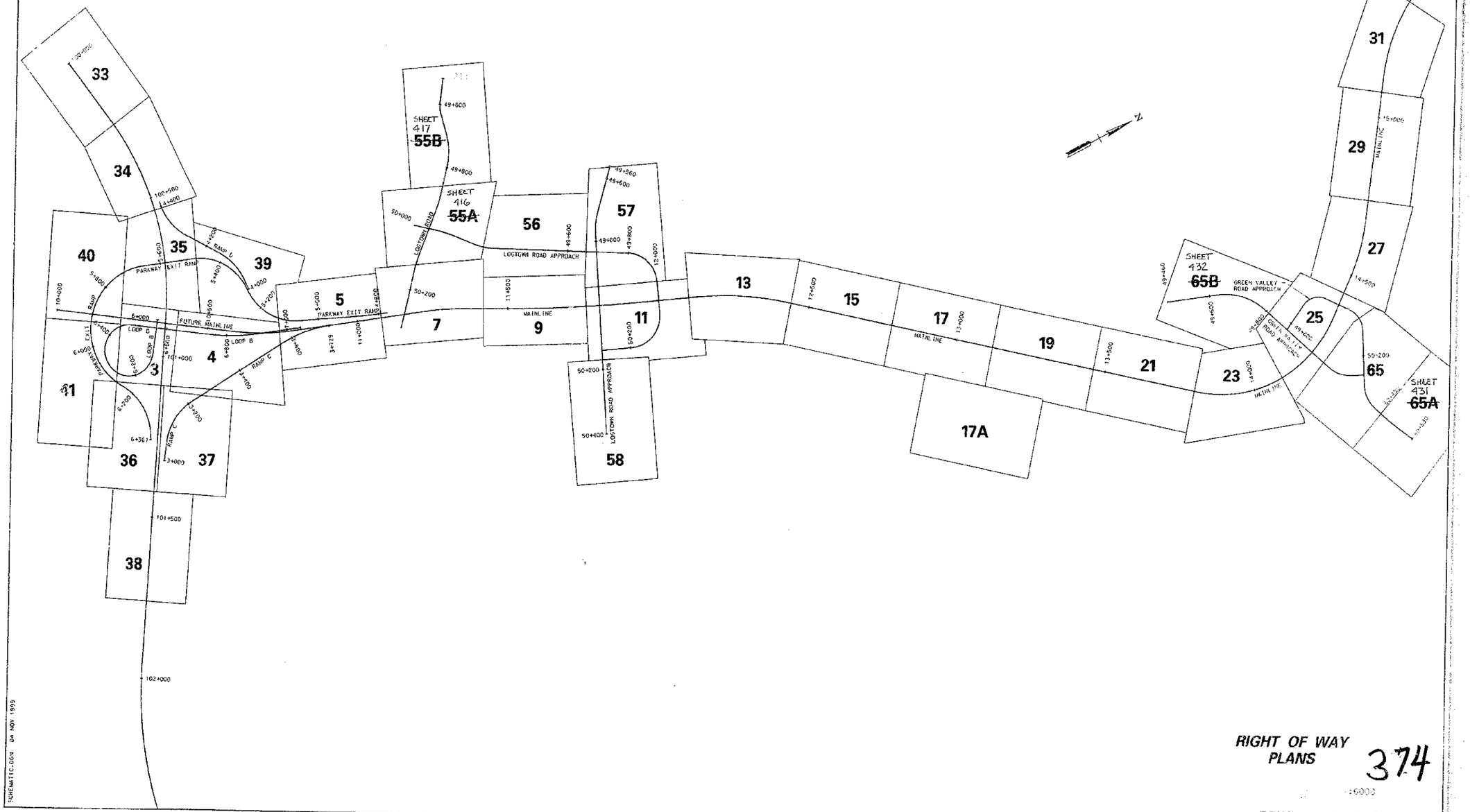
373

LAYOUT SHEET

COUNTY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD, CARTER & GREENUP		1	74

PLAN NO. 1-3

SCHEMATIC PLAN
SHEET LAYOUT
BOYD, CARTER & GREENUP COUNTY'S
INDUSTRIAL PARKWAY
SECTION 1



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

SCHEMATIC.DGN 04 NOV 1999

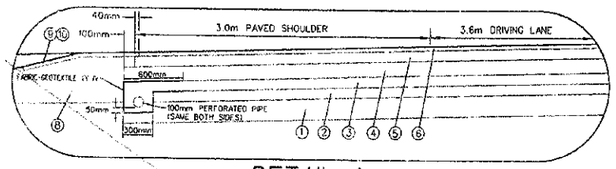
RIGHT OF WAY PLANS 374

SCHEMATIC PLAN SHEET

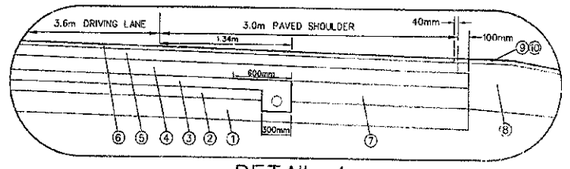
PLAN REV. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
GWIN-CARTER GREENUP		2	74
ITEM 9-212.00		364	997

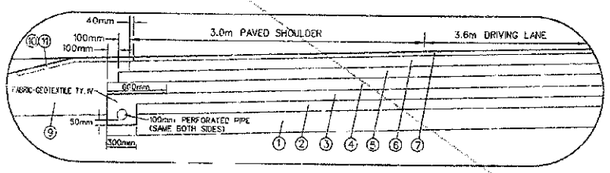
VOID
SEE SHEET NO. 2



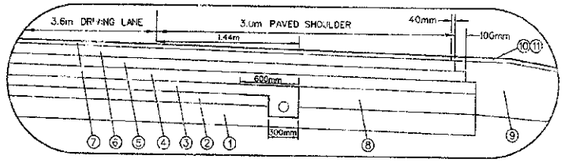
DETAIL A
FOR PAVEMENT DESIGN "A"



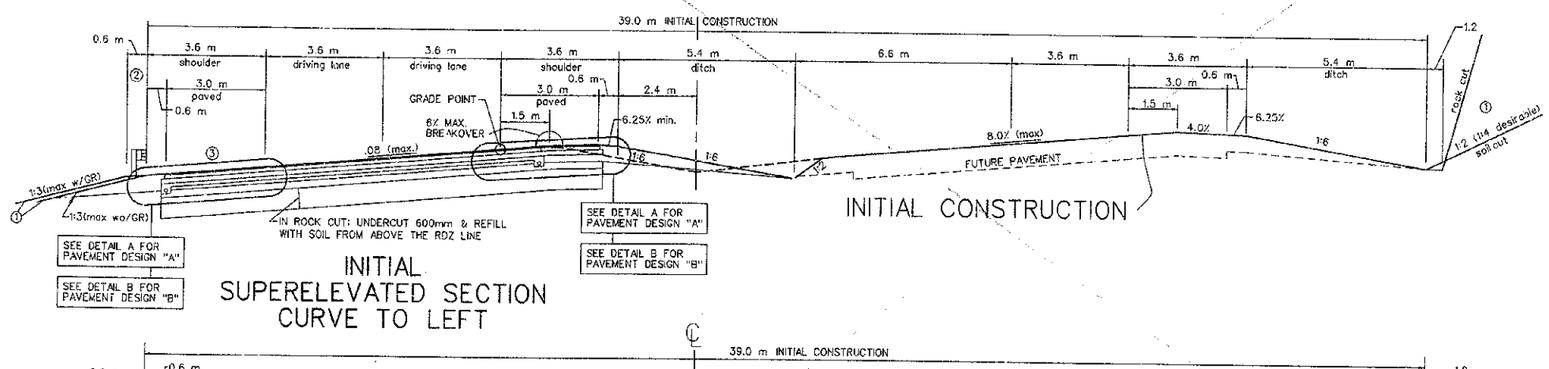
DETAIL A
FOR PAVEMENT DESIGN "A"



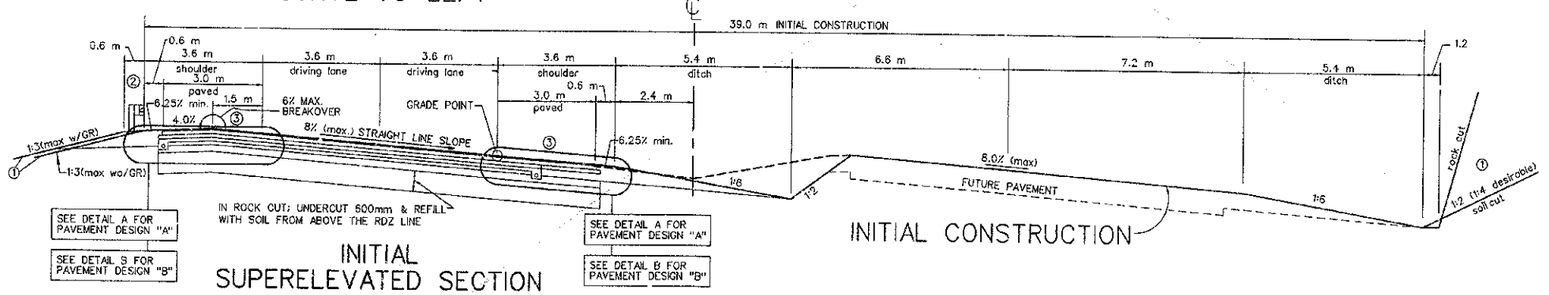
DETAIL B
FOR PAVEMENT DESIGN "B"



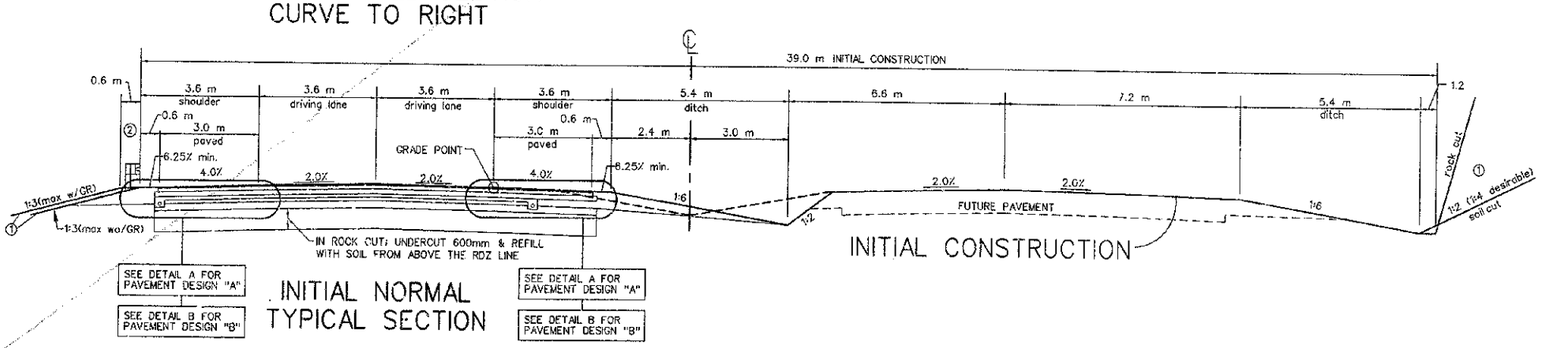
DETAIL B
FOR PAVEMENT DESIGN "B"



INITIAL
SUPERELEVATED SECTION
CURVE TO LEFT



INITIAL
SUPERELEVATED SECTION
CURVE TO RIGHT



INITIAL NORMAL
TYPICAL SECTION

TYPICAL

PAVEMENT DESIGN "A"

1. 200mm CEMENT TREATED SUBGRADE
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
9. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

9 & 10 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS

PAVEMENT DESIGN "B"

1. 200mm CEMENT TREATED SUBGRADE
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 112.5mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
7. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
8. 200mm DENSE GRADED AGGREGATE BASE
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2 APPLICATIONS

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION RATE, NOT FLATTER THAN 4.0%

375
RIGHT OF WAY
PLANS

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-30.CEL
Cell Name: PIKEPL
TYPICAL.DWG

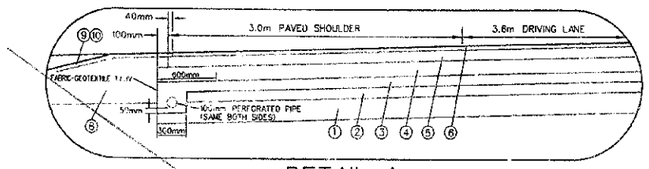
6-93
FORM NO. 2m

MAINLINE TYPICAL SECTION

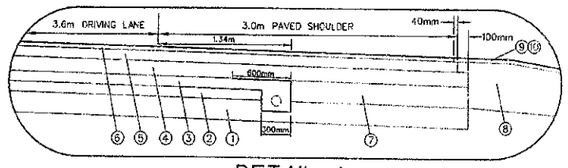
PLAN REV. # 3

COUNTY OF RDZ - CARLETON CPLENUP	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
ITEM 9.212 (A)		355	~~74~~ 697

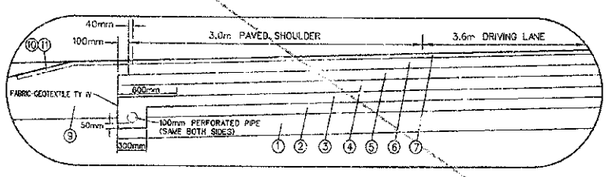
VOID
SEE SHEET NO. A



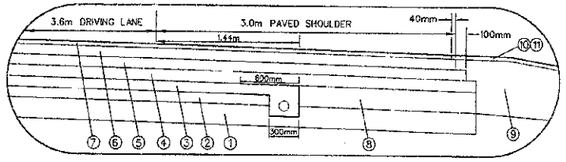
DETAIL A
FOR PAVEMENT DESIGN "A"



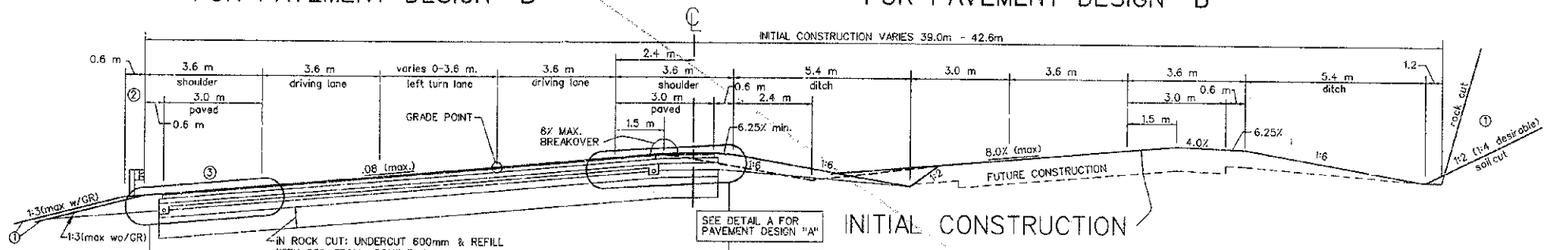
DETAIL A
FOR PAVEMENT DESIGN "A"



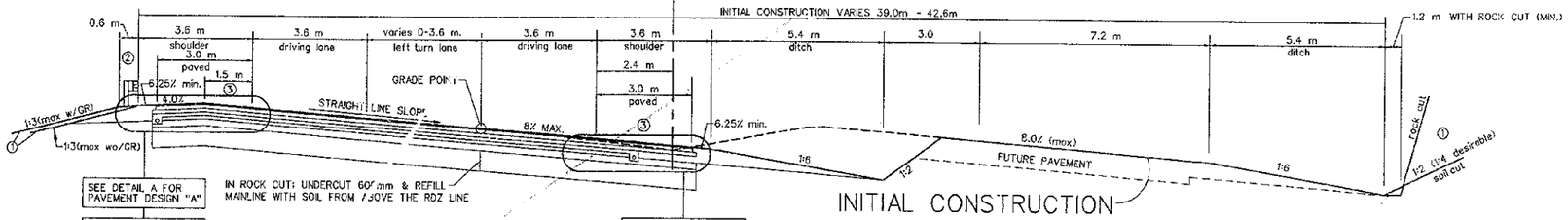
DETAIL B
FOR PAVEMENT DESIGN "B"



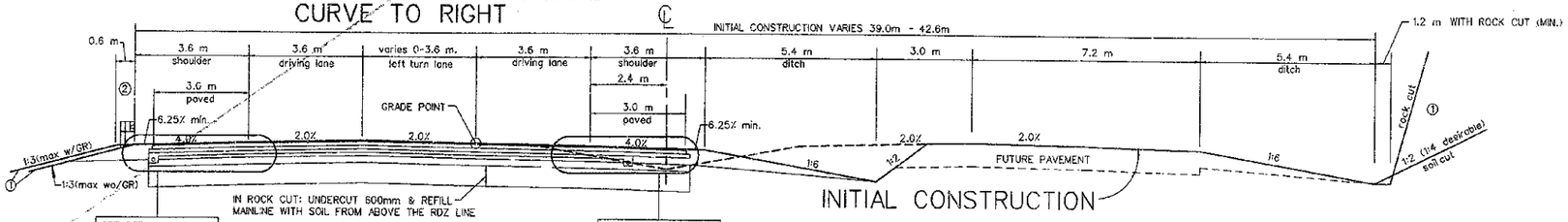
DETAIL B
FOR PAVEMENT DESIGN "B"



INITIAL MAINLINE
SUPERELEVATED TYPICAL
SECTION WITH LEFT TURN LANE
CURVE TO LEFT



INITIAL MAINLINE
SUPERELEVATED TYPICAL
SECTION WITH LEFT TURN LANE
CURVE TO RIGHT



INITIAL
NORMAL TYPICAL SECTION
WITH LEFT TURN LANE

TYPICAL

PAVEMENT DESIGN "A"

1. 200mm CEMENT TREATED SUBGRADE
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
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10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

9 & 10 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS

PAVEMENT DESIGN "B"

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2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 112.5mm ASPHALT CONCRETE BASE CL (PG 64-22)
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6. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
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8. 200mm DENSE GRADED AGGREGATE BASE
9. FULL DEPTH DENSE GRADED AGGREGATE BASE
10. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
11. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE [illegible] OR 9M)

10 & 11 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS

RIGHT OF WAY PLANS

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS
2. SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED
3. SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

PREPARED BY ——— DATE ———
CHECKED BY ——— DATE ———
APPROVED BY ——— DATE ———

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
TYPICAL.DWG

6-93
FORM NO. 2m

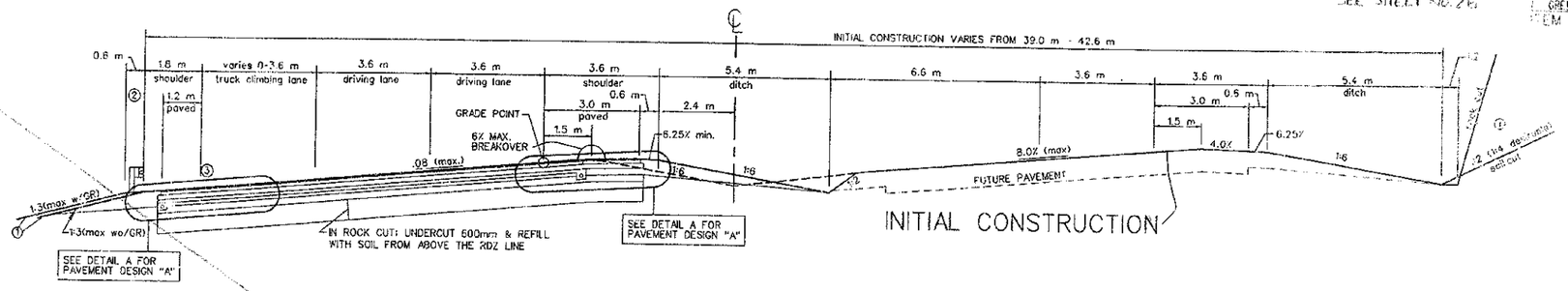
376

MAINLINE TYPICAL SECTION WITH L.T.L.

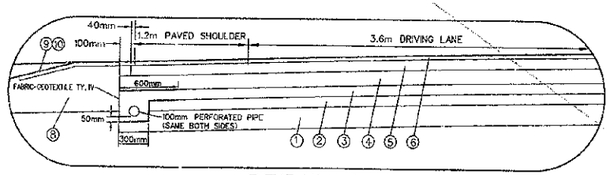
PLAN REV # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
FLOYD - CARTER GREENUP		~~28~~	~~74~~
FEM 9-212.00		356	997

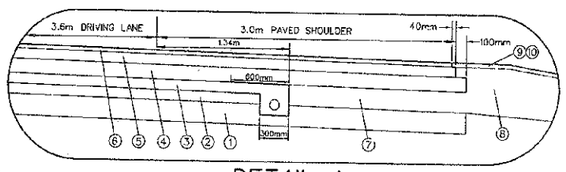
VOID
SEE SHEET NO. 26



INITIAL SUPERELEVATED
MAINLINE TYPICAL SECTION
INDUSTRIAL PARKWAY
WITH TRUCK CLIMBING LANE
CURVE TO LEFT



DETAIL A
FOR PAVEMENT DESIGN "A"

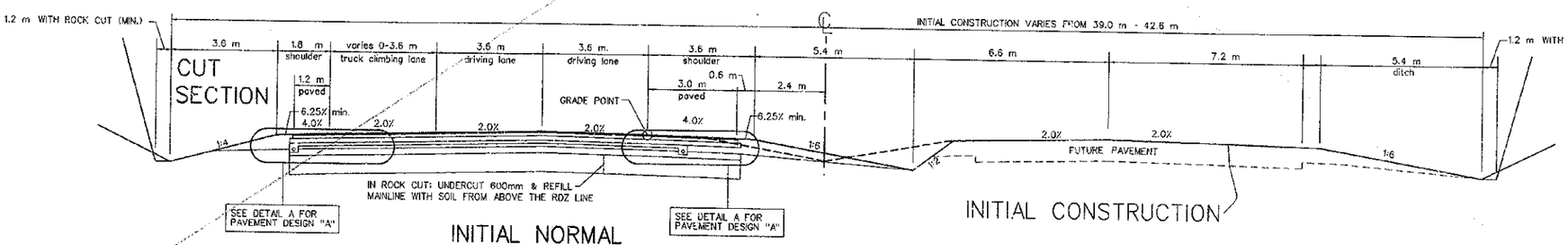


DETAIL A
FOR PAVEMENT DESIGN "A"

PAVEMENT DESIGN "A"

1. 200mm CEMENT TREATED SUBGRADE
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 40mm ASPHALT CONCRETE SURFACE AK'A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
9. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

9 & 10 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS



INITIAL NORMAL
MAINLINE TYPICAL SECTION
WITH TRUCK CLIMBING LANE

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS
2. SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED
3. SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

377

RIGHT OF WAY PLANS

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PKEPL
TYPICAL.DWG

6-93
FORM NO. 2m

TYPICAL

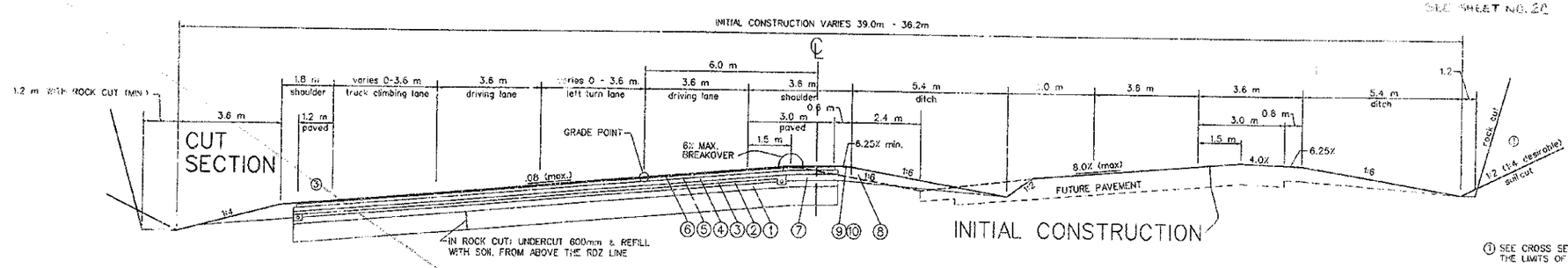
MAINLINE TYPICAL SECTION WITH T.C.L.

PLAN REV. # 3

VOID
SEE SHEET NO. 2C

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD - CARTER (OLIVE HILL)		~~26~~ 357	~~74~~ 377

ITEM 9-212.00

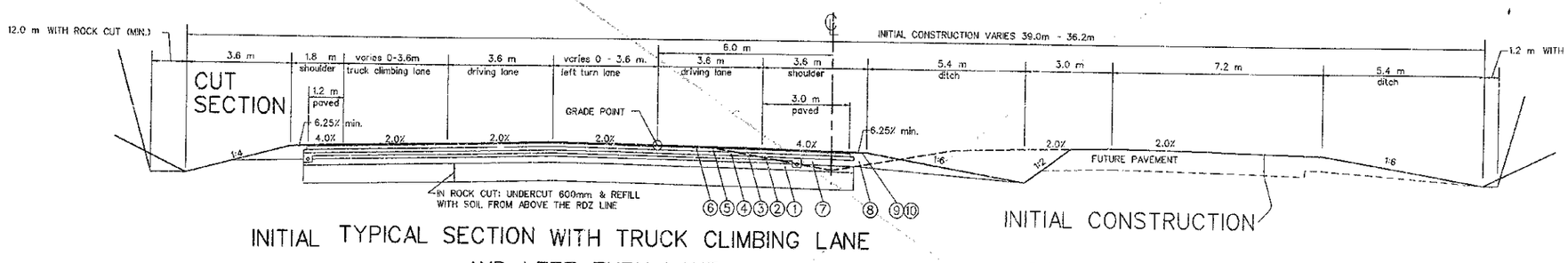


INITIAL SUPERELEVATED SECTION WITH TRUCK CLIMBING LANE AND LEFT TURN LANE CURVE TO LEFT

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

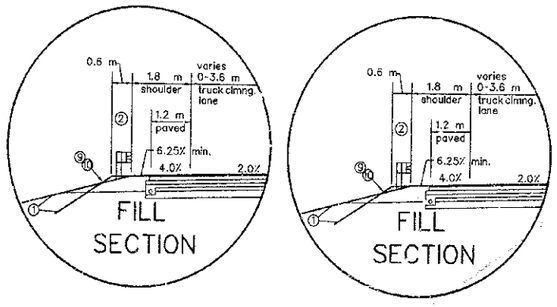
③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

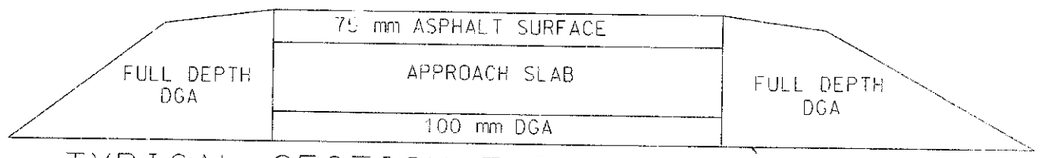


INITIAL TYPICAL SECTION WITH TRUCK CLIMBING LANE AND LEFT TURN LANE

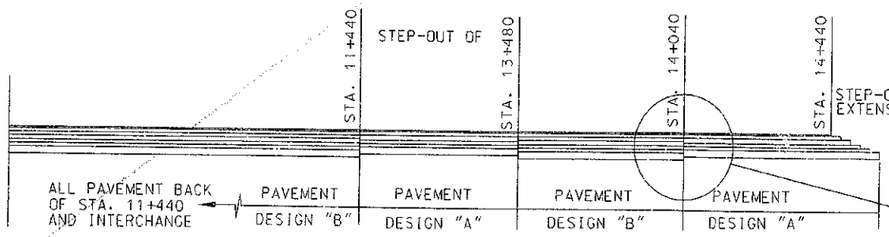
T.C.L. STA. 13+120 - STA. 14+389

L.T.L. STA. 14+262.498 - STA.14+537.498

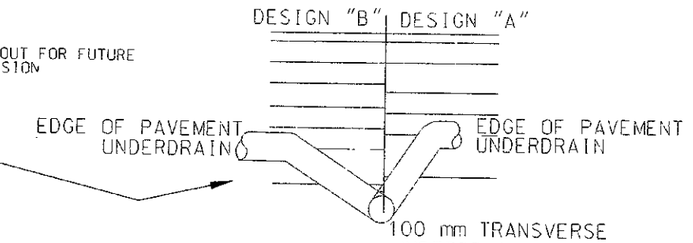




TYPICAL SECTION THRU APPROACH SLAB
SEE BRIDGE PLANS FOR DETAILS OF APPROACH SLABS
NTS



SCHEMATIC LOCATION OF PAVEMENT DESIGNS



PAVEMENT DESIGN "A"

① 200mm CEMENT TREATED SUBGRADE
② 100mm DENSE GRADED AGGREGATE 2A3E
③ 100mm ASPHALT TREATED DRAINAGE BLANKET
④ 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
⑤ 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
⑥ 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
⑦ 200mm DENSE GRADED AGGREGATE BASE
⑧ FULL DEPTH DENSE GRADED AGGREGATE BASE
⑨ EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq.m
⑩ ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq.m (SIZE No. 8 OR 9M)
9 & 10 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
TYPICAL.DWG

6-93
FORM NO. 2m

TYPICAL

378

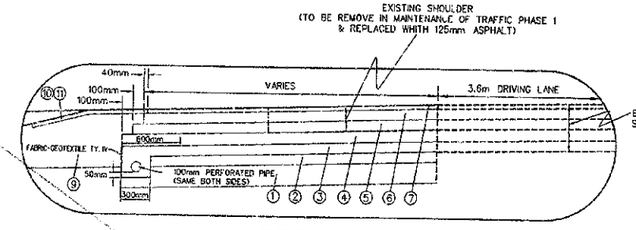
RIGHT OF WAY PLANS

MAINLINE TYPICAL SECTION WITH T.C.L. & L.T.L.

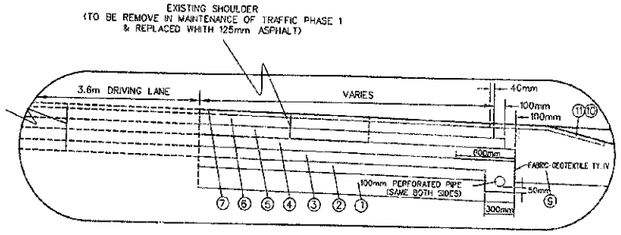
PLAN REV #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~20~~	~~74~~
ITEM 9-212.00		358	417

VOID
SEE SHEET NO 20



DETAIL B
FOR PAVEMENT DESIGN "B"

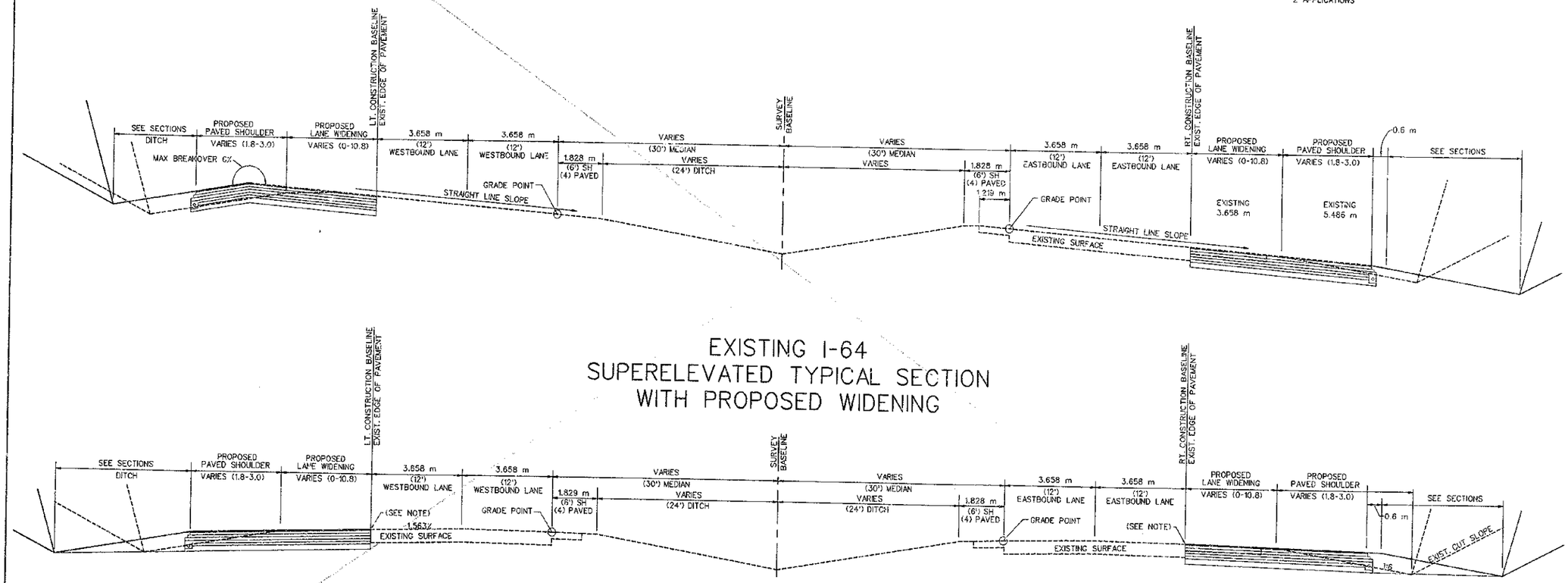


DETAIL B
FOR PAVEMENT DESIGN "B"

PAVEMENT DESIGN "B"

1. 200mm CEMENT TREATED SUBGRADE
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 112.5mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
7. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
8. 200mm DENSE GRADED AGGREGATE BASE
9. FULL DEPTH DENSE GRADED AGGREGATE BASE
10. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
11. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

10 & 11 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS



EXISTING I-64
SUPERELEVATED TYPICAL SECTION
WITH PROPOSED WIDENING

NOTE : SEE CROSS SECTIONS FOR PROPOSED CROSS SLOPES OF LANES & SHOULDERS

EXISTING I-64
NORMAL TYPICAL SECTION
WITH FROPOSED WIDENING

NOTE : REMOVE EXIST. BITUMINOUS SHOULDER USING A METHOD THAT WILL NOT DAMAGE THE EXISTING EDGE OF THE DRIVING LANE.
SEE PLAN SHEETS FOR LOCATIONS

RIGHT OF WAY PLANS

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS
2. SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED
3. SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

379

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
TYPICAL.DWG

6-93
FORM NO. 2m

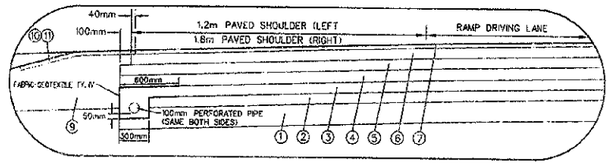
TYPICAL

EXISTING I-64 TYPICAL SECTION

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER SPEEDUP		~~25~~	~~74~~
ITEM 9-212.00		359	997

VOID
SEE SHEET NO. 25

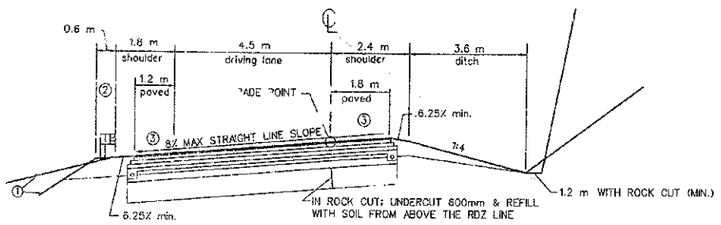


DETAIL B
FOR PAVEMENT DESIGN "B"

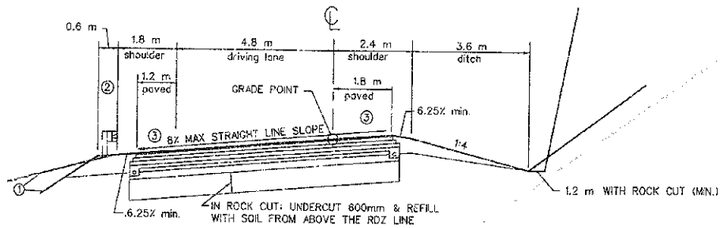
PAVEMENT DESIGN "B"

1. 200mm CEMENT TREATED SUBGRADE
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 112.5mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
7. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
8. 200mm DENSE GRADED AGGREGATE BASE
9. FULL DEPTH DENSE GRADED AGGREGATE BASE
10. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
11. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

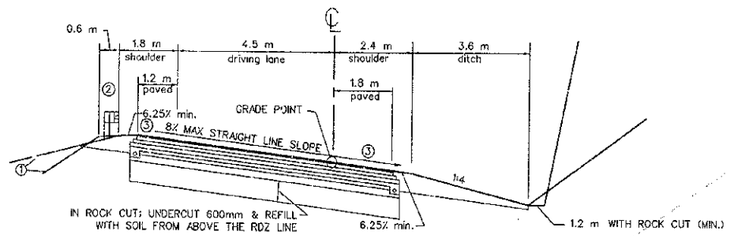
10 & 11 ARE REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS



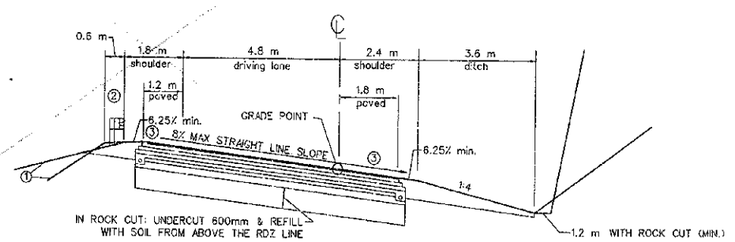
SUPERELEVATED TYPICAL SECTION
PARKWAY EXIT RAMP
RAMP C
RAMP D
CURVE TO LEFT



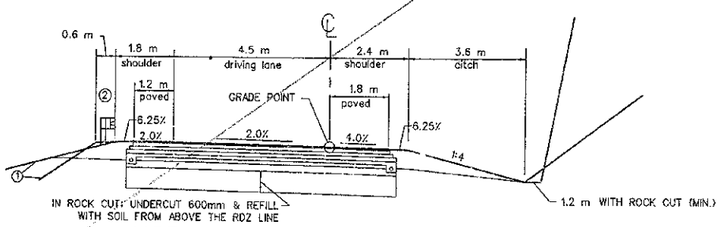
LOOP B
SUPERELEVATED TYPICAL SECTION
CURVED TO THE LEFT



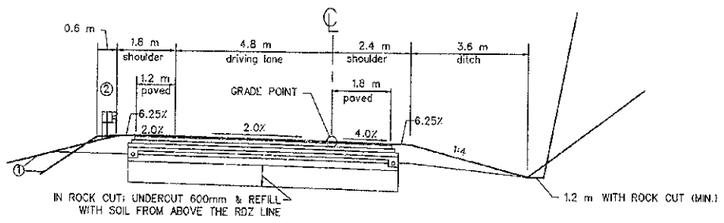
SUPERELEVATED TYPICAL SECTION
PARKWAY EXIT RAMP
RAMP C
RAMP D
CURVE TO RIGHT



LOOP B
SUPERELEVATED TYPICAL SECTION
CURVED TO THE RIGHT



NORMAL TYPICAL SECTION
PARKWAY EXIT RAMP
RAMP C
RAMP D



NORMAL LOOP B
TYPICAL SECTION

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
TYPICAL.DWG

6-93
FORM NO. 2m

RIGHT OF WAY PLANS

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS

② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED

③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

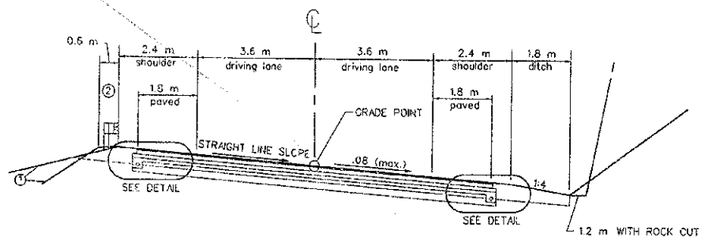
380

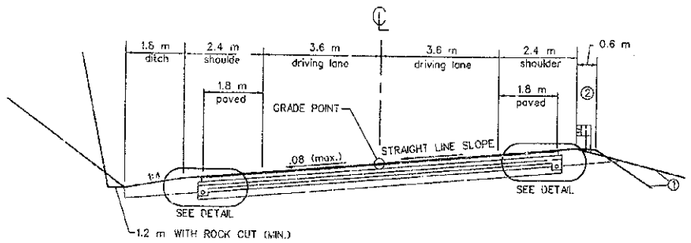
I-64 RAMP TYPICAL SECTION

PLAN REV. #3

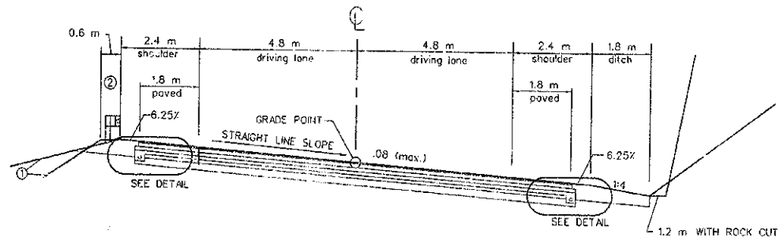
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BATH - CARTER ORDNANCE		~~2F~~	~~74~~
TEM 3-212.00		360	997

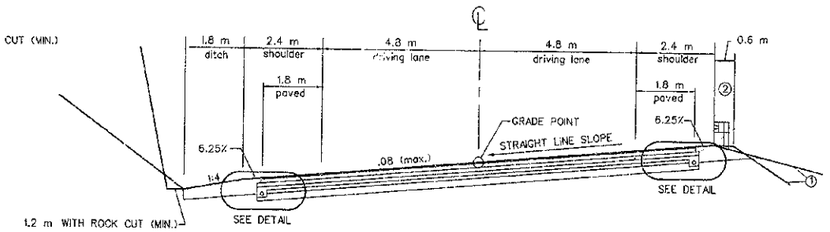
VOID
SEE SHEET NO. 2F





SUPERELEVATED TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 11+803.819 FOR LOGTOWN ROAD
LEFT & RIGHT OF MAINLINE STA. 14+227
FOR GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 12+000 FOR LOGTOWN ROAD
STA. 49+080.782 TO STA. 49+883.448

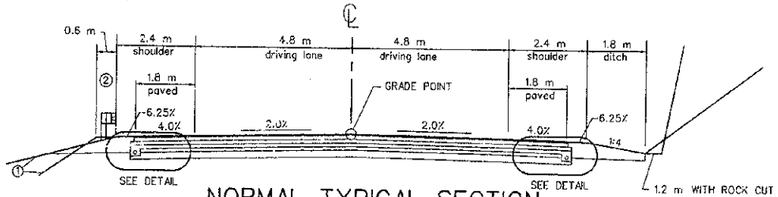




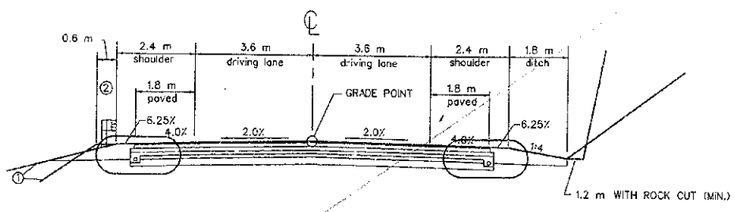
SUPERELEVATED TO THE LEFT
SUPERELEVATED TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT & RIGHT OF MAINLINE STA. 12+000 FOR LOGTOWN ROAD
STA. 49+883.448 TO 50+140.480
LEFT & RIGHT OF MAINLINE STA. 14+400
FOR GREEN VALLEY ROAD

PAVEMENT DESIGN "A"

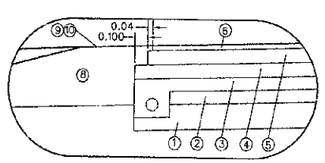
(1) 200mm CEMENT TREATED SUBGRADE
(2) 100mm DENSE GRADED AGGREGATE BASE
(3) 100mm ASPHALT TREATED DRAINAGE BLANKET
(4) 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
(5) 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
(6) 40mm ASPHALT CONCRETE SURFACE AKA (PG 64-22)
(7) 200mm DENSE GRADED AGGREGATE BASE
(8) FULL DEPTH DENSE GRADED AGGREGATE BASE
(9) EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
(10) ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)
10 &11 ARE IS REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS

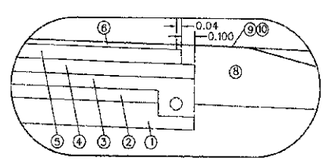


NORMAL TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT & RIGHT OF MAINLINE STA. 12+000 FOR LOGTOWN ROAD
STA. 49+833.448 TO 50+140.480
LEFT & RIGHT OF MAINLINE STA. 14+400
FOR GREEN VALLEY ROAD



NORMAL TYPICAL SECTION
APPROACH TO LOGTOWN ROAD & GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 11+803.819 FOR
LOGTOWN ROAD & LEFT & RIGHT
OF MAINLINE STA. 14+227 FOR GREEN VALLEY ROAD
LEFT OF MAINLINE STA. 12+000 FOR LOGTOWN ROAD
STA. 49+080.782 TO STA. 49+883.448





PAVEMENT DETAIL FOR
PAVEMENT DESIGN "A"

RIGHT OF WAY PLANS

① SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS
② SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED
③ SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%

381

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PKEPL
TYPICAL.DWG

6-93
FORM NO. 2m

TYPICAL

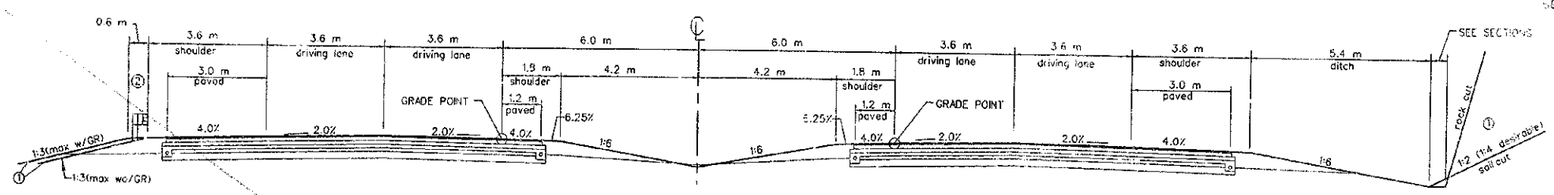
APPROACH TYPICAL SECTION

Plan Rev. = 3

VOID
SEE SHEET NO. 2A

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~25~~	~~74~~ 382

ITEM 9-312.00 Sect 997

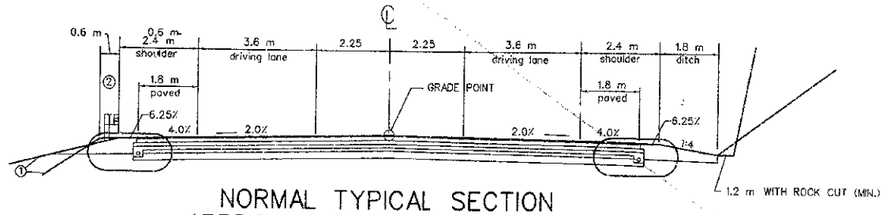


MAINLINE
ULTIMATE NORMAL TYPICAL SECTION
FOR FUTURE 4 LANE PARKWAY

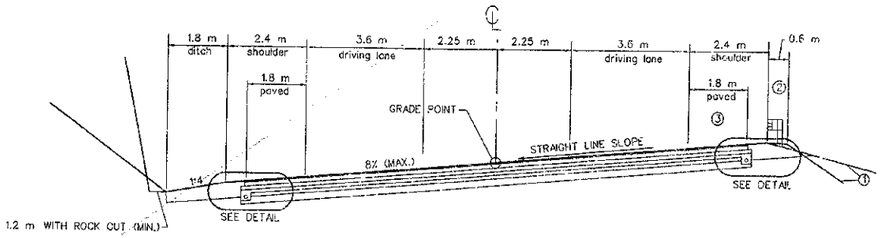
PAVEMENT DESIGN "A"

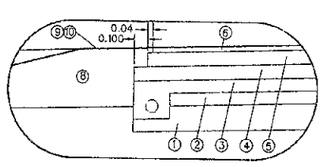
1. 200mm CEMENT TREATED SUBGRADE
2. 100mm DENSE GRADED AGGREGATE BASE
3. 100mm ASPHALT TREATED DRAINAGE BLANKET
4. 140mm ASPHALT CONCRETE BASE CL (PG 64-22)
5. 100mm ASPHALT CONCRETE BASE CL (PG 64-22)
6. 40mm ASPHALT CONCRETE SURFACE AK/A (PG 64-22)
7. 200mm DENSE GRADED AGGREGATE BASE
8. FULL DEPTH DENSE GRADED AGGREGATE BASE
9. EMULSIFIED ASPHALT RS-2 @ 1.1 Kg/Sq. m
10. ASPHALT SEAL AGGREGATE @ 9.1 Kg/Sq. m (SIZE No. 8 OR 9M)

10 & 11 ARE IS REQUIRED FROM OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 0.6 m DOWN THE DITCH OR FILL SLOPE
2 APPLICATIONS

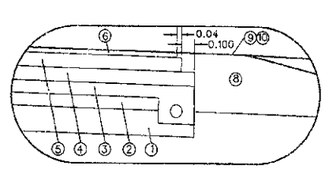


NORMAL TYPICAL SECTION
APPROACH TO LOGTOWN ROAD
& GREEN VALLEY ROAD
LEFT & RIGHT MAINLINE STA. 11+803.819 FOR LOGTOWN ROAD
LEFT & RIGHT MAINLINE STA. 14+227 FOR GREEN VALLEY ROAD
CURVE TO RIGHT



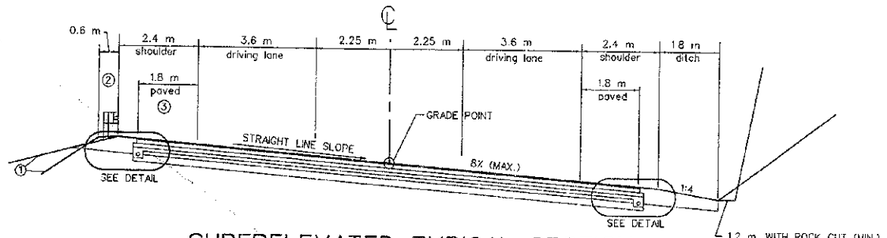


LEFT SIDE

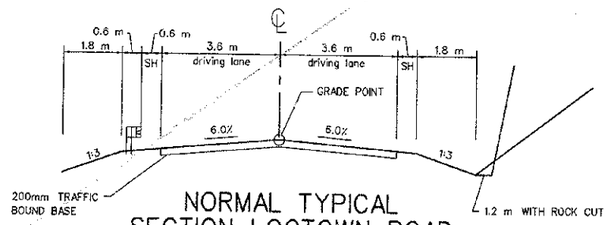


RIGHT SIDE

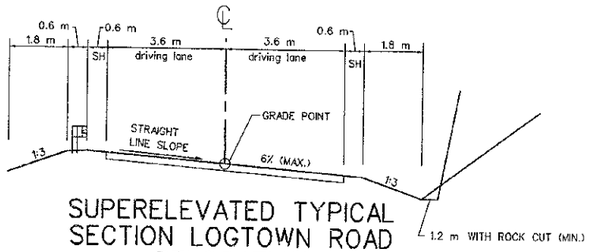
PAVEMENT DETAIL FOR
PAVEMENT DESIGN "A"



SUPERELEVATED TYPICAL SECTION
APPROACH TO LOGTOWN ROAD
& GREEN VALLEY ROAD
LEFT & RIGHT MAINLINE STA. 11+803.819 FOR LOGTOWN ROAD
LEFT & RIGHT MAINLINE STA. 14+227 FOR GREEN VALLEY ROAD
CURVE TO RIGHT

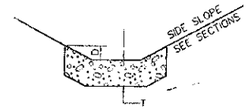


NORMAL TYPICAL
SECTION LOGTOWN ROAD
RELOCATION



SUPERELEVATED TYPICAL
SECTION LOGTOWN ROAD
RELOCATION

1. SEE CROSS SECTIONS FOR SLOPES OUTSIDE THE LIMITS OF THE SHOULDERS
2. SHOULDERS SHALL BE WIDENED 0.6 m WHERE GUARDRAIL IS REQUIRED
3. SUPERELEVATED SHOULDERS: CONSTRUCT TO STANDARD SUPERELEVATION EXCEPT NOT FLATTER THAN 4.0%



CHANNEL LINING DETAIL
N.T.S.

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
TYPICAL.DWG

6-93
FORM NO. 2m

TYPICAL

RIGHT OF WAY PLANS

382

MISC. & APPROACH TYPICAL SECTION

CONVENTIONAL SIGNS

SURVEY LINE
GRADE LINE
GROUND LINE
COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
PROPOSED RIGHT OF WAY
RIGHT OF WAY MARKERS
BENCH MARK
RURAL RIGHT OF WAY MARKER TYPE 3
RURAL RIGHT OF WAY MARKER TYPE 1
EXISTING ROAD
RAILROAD
FENCE (CONTROLLED ACCESS)
FENCE (EXCEPT STONE AND HEDGE)
TREES
PIPE CULVERT
CULVERT
BRIDGE
BUILDINGS
GUARDRAIL
LIGHTING POLE
POWER POLE
JOINT POWER & TELEPHONE POLE
TELEPHONE & TELEGRAPH POLE
ANCHOR, POWER OR TELEPHONE
STUB POWER
STUB TELEPHONE
WATER MAIN
GAS MAIN
TELEPHONE DUCT
ELECTRIC DUCT
TELEPHONE MANHOLE
ELECTRIC MANHOLE
SANITARY SEWER
STORM SEWER
SEWER MANHOLE
DIRECT BURIAL ELECTRIC CABLE
DIRECT BURIAL TELEPHONE CABLE
TOWER
STONE FENCE
HEDGE FENCE
SWAMP OR MARSH
SPRINGS
SINKHOLE
QUARRY SITE
SILT CHECK
SILT TRAP
LARGE STREAM
SMALL STREAM
INTERMITTENT STREAM
LAKES OR PONDS
NORTH POINT

EXISTING / PROPOSED

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PKRPL

6-93
FORM NO. 2m

04 NOV 1999

PL10140.DGN

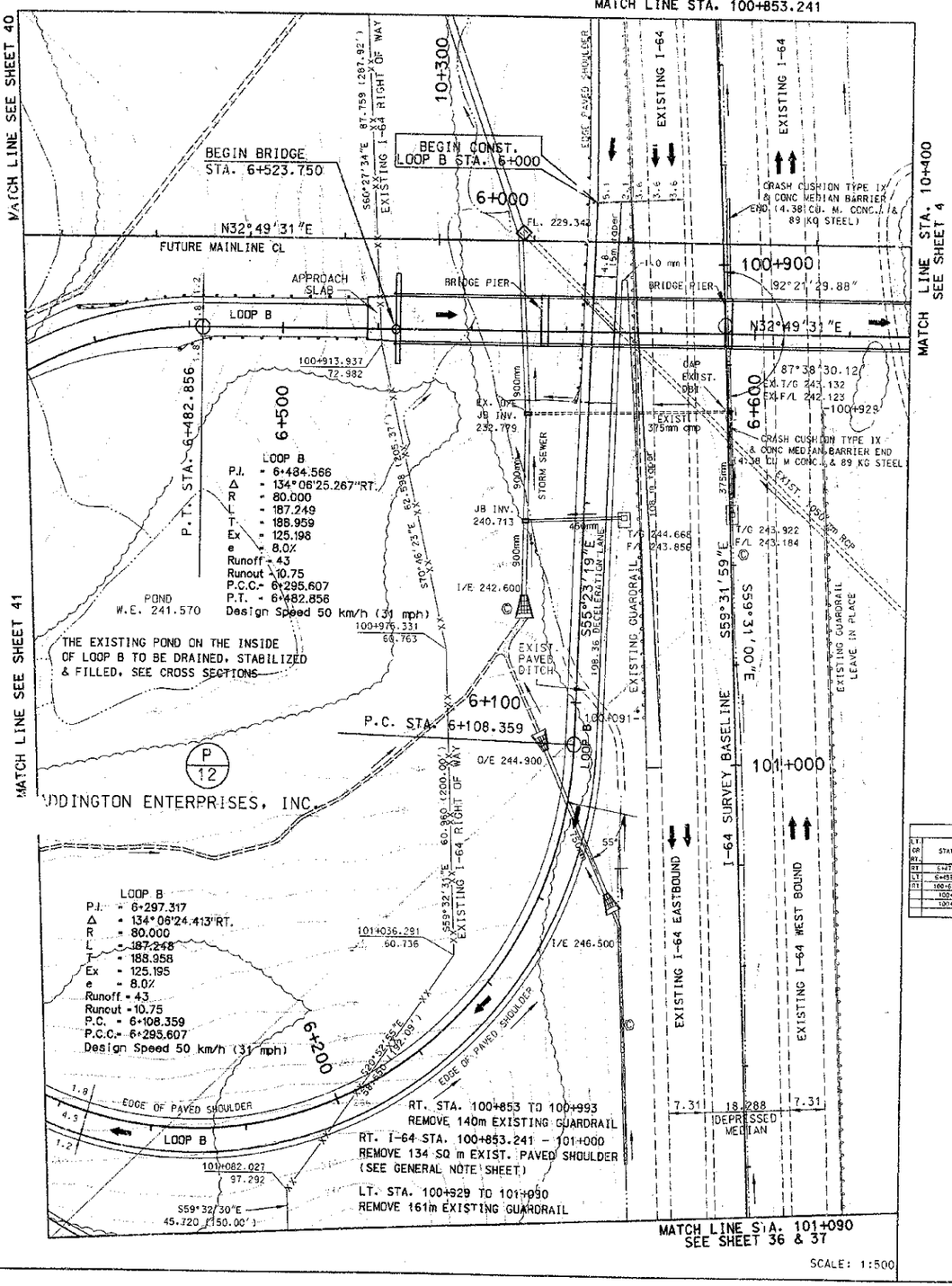
SOURCE OF ELEVATIONS

ELEVATIONS AND BENCHMARKS ON THIS PROJECT WERE ESTABLISHED BY TRAVERSING THROUGH EXISTING GROUND CONTROL (N.G.S. - N.A.V.D. 88) RECOVERED THIS SURVEY. BENCHMARKS RECOVERED AND THEIR ELEVATIONS ARE AS FOLLOWS: I-64 L 132 (188.761) AND D372 (171.777)

U T I L I T Y O W N E R S

AEP KENTUCKY POWER
1701 CENTRAL AVENUE
ASHLAND, KY 41101
606-327-1476

GTE SOUTH
101 ARMCO BLVD.
WESTPORT, KY 40077
606-329-6255



SCALE: 1:500

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

DITCH CONSTRUCTION CHART

LT. OR RT.	STATION TO STATION	TYPE	QUANTITY	DEPTH	THICKNESS	RIBBON
LT	100+400 TO 100+450	CL-III	48.4 M TON	0.30	0.15	0.6 F-B
LT	100+450 TO 100+600	CL-III	133.5 M TON	0.60	0.15	0.6 F-B
LT	100+600 TO 100+650	CL-III	31 M TON	0.75	0.15	0.6 F-B
LT	100+650 TO 100+750	CL-III	269 M TON	0.90	0.15	0.6 F-B
LT	6+000 TO 6+050	CL-III	67.7 M TON	0.45	0.15	0.6 F-B
LT	6+050 TO 6+100	CL-III	53 M TON	0.30	0.15	0.6 F-B
RT	100+400 TO 100+450	CL-III	48.4 M TON	0.30	0.15	0.6 F-B
RT	100+450 TO 100+600	CL-III	133.5 M TON	0.60	0.15	0.6 F-B
RT	100+600 TO 100+650	CL-III	31 M TON	0.75	0.15	0.6 F-B
RT	100+650 TO 100+750	CL-III	269 M TON	0.90	0.15	0.6 F-B
RT	6+000 TO 6+050	CL-III	67.7 M TON	0.45	0.15	0.6 F-B
RT	6+050 TO 6+100	CL-III	53 M TON	0.30	0.15	0.6 F-B

PAVEMENT EDGE DRAIN CONSTRUCTION

SIDE OF RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	300mm HDPE (m)	375mm HDPE (m)	200mm CONCRETE (Cu. M.)	OUTLET
RT	100+852 TO 6+000	57						
LT	6+000 TO 6+053	53					0.53	R-4 HDWLL
RT	6+053 TO 6+120	67						TIE TO X DRAIN
RT	6+120 TO 6+220	100						TIE TO X DRAIN
RT	6+220 TO 6+269	49					0.49	R-4 HDWLL
LT	6+000 TO 6+053	53						OUTLET RT
LT	6+052 TO 6+130	27						TIE TO X DRAIN
LT	6+130 TO 6+220	90						TIE TO X DRAIN
LT	6+220 TO 6+269	49						OUTLET RT
RT	100+899 TO 100+960	60						TIE TO LOOP B
RT	100+960 TO 100+992	45						TIE TO 087
RT	6+149 TO 6+175	25						
LT	6+149 TO 6+175	25						

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	STANDARD FACE (m)	DOUBLE FACE (m)	TERM. STR. (m)	END TREATMENT		LENGTH CURVE		89 KG/SE END TERM.		CRASH CUSH.	
					TYPE 1	TYPE 2	R 15-25	R 25-50	TYPE 1	TYPE 2	TY 1	TY 2
RT	6+477.6 TO 6+572.13	41.93										
LT	6+458.55 TO 6+572.13	60.96										
RT	100+653 TO 100+526.8	73.81										
	100+806 TO 100+903											
	100+913 TO 100+936											

SEE SHEET # 47 - 50
FOR PROFILE

RIGHT OF WAY PLANS

KENTUCKY
DEPARTMENT OF HIGHWAYS
COUNTIES OF
BOYD, CARTER & GREENUP
PROJECT INDUSTRIAL PARKWAY
NUMBERS 383
T.E.B.M. FOR PRE-CONSTRUCTION

WMP
SEE SHEET NO. 3

Plan Rev # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP	9-215.00	42	74 997

MAIN LINE STA. 10+240 TO STA. 10+400

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
QUARTER GREENUP		4	74
9-212.00		SCS	377

PLAN SEE # 3

VOID

MATCH LINE SEE SHEET #35

MATCH LINE SEE SHEET #39

SEE SHEET 3 MATCH LINE STA. 10+400

MATCH LINE STA. 10+740 SEE SHEET 5

ADDINGTON ENTERPRISES, INC.

P 12

END BRIDGE STA. 6+658.100

EXISTING I-64 RIGHT OF WAY

DIRT ROAD

P.C. STA. 6+734.478

T.S. STA. 10+556.953

S.C. STA. 10+612.953

P.T. STA. 6+907.701

FUTURE MAINLINE ℄

N32° 49' 31"E

N18° 38' 49"E

LOOP B

LOOP B
CURVE 3
P.I. = 6+821.534
Δ = 14°10'42.653"LT.
Rc = 700.000
L = 173.223
T = 87.056
Ex = 5.393
e = 8.3%
Runoff = 56
Runout = 17.78
P.C. = 6+734.478
P.T. = 6+907.701
Design Speed 100 km/h (60 mph)

P.I. STA. 6+821.534

P.I. STA. 10+684.455

APPROACH SLAB

I/E 249.610

I/E 249.400

1.2m F.B. DITCH

0.6m F.B. DITCH

EDGE OF PAVED SHOULDER

RAMP C

DUG WELL

EXISTING DUG WELL RT. OF RAMP C STA 3+320 TO BE FILLED.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

DITCH CONSTRUCTION CHART

LT OR RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X	6+660 TO 6+720	CLASS III	255 M TONS	0.30	0.60	1:2 F.B.
X	6+780 TO 6+940	CLASS III	207 M TONS	0.20	0.60	1:2 F.B.
X	6+980 TO 6+1040	CLASS III	104 M TONS	0.30	0.60	1:2 F.B.
X	6+660 TO 6+700	CLASS III	58 M TONS	0.30	0.60	0.6 F.B.
X	6+700 TO 6+720	CLASS III	25 M TONS	0.00	0.60	0.6 F.B.
X	6+720 TO 6+760	CLASS I	66 M TONS	0.45	0.60	1:8 F.B.
X	6+740 TO 6+840	CLASS III	259 M TONS	0.30	0.60	1:8 F.B.
RT	6+840 TO 6+880	CLASS III	06 M TONS	0.30	0.60	1:8 F.B.
X	6+880 TO 6+960	CLASS III	138 M TONS	0.45	0.60	1:8 F.B.
LT	6+720 TO 6+780	CLASS III	58 M TONS	0.00	0.60	0.6 F.B.
X	6+792 TO 6+780	CLASS III	19 M TONS	0.15	0.60	0.6 F.B.
X	6+780 TO 6+940	CLASS III	87 M TONS	0.00	0.60	0.6 F.B.
X	6+980 TO 7+250	CLASS IA	10 M TONS	0.30	0.20	1:0 F.B.
X	7+250 TO 7+360	CLASS III	246 M TONS	0.30	0.60	1:0 F.B.
X	1+380 TO 1+520	CLASS III	242 M TONS	0.30	0.60	1:0 F.B.
X	3+520 TO 3+540	CLASS III	43 M TONS	0.30	0.60	0.6 F.B.
X	3+580	CLASS IIIA	104 M TONS	0.45	0.60	PIPE OUTLET
X	3+620	CLASS IA	78 M TONS	0.30	0.45	PIPE OUTLET
X	100+900	CLASS III	35 M TONS	0.30	0.60	PIPE OUTLET
X	6+820	CLASS III	171 M TONS	0.30	0.60	PIPE OUTLET
X	100+918	CLASS IA	34 M TONS	0.45	0.45	PIPE OUTLET

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
	6+660 TO 6+720	60			3				TIE TO HORAIN
	6+720 TO 6+780	60			3				TIE TO HORAIN
	6+780 TO 6+880	100			6			0.57	114 HDWLL
	6+880 TO 6+980	100			4			0.57	116 HDWLL
	6+660 TO 6+720	60			3				TIE TO HORAIN
	6+720 TO 6+780	60			3				TIE TO HORAIN
	6+780 TO 6+880	100			6			0.57	114 HDWLL
	6+880 TO 6+980	100			4			0.57	114 HDWLL

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
	3+280 TO 3+340	60			6				OUTLET RT
	3+340 TO 3+440	100							
	3+440 TO 3+535	95			8				OUTLET RT
	3+535 TO 3+560	25			3				TIE TO HORAIN
	3+280 TO 3+340	60			3			0.57	114 HDWLL
	3+340 TO 3+440	100							
	3+440 TO 3+540	100			3			0.57	114 HDWLL
	3+540 TO 3+560	20			3				TIE TO HORAIN

MATCH LINE STA. 3+287.074 SEE SHEET 37

MAINLINE
CURVE 14
P.I. = 10+684.465
Δ = 14°10'42.614"LT.
Rc = 800.000
Lc = 141.969
Ts = 127.512
Ls = 56.000
Es = 2°00'19.268"
LT = 37.336
ST = 18.669
X = 55.993
Y = 0.653
Es = 6.328
Se = 5.7%
T.S. = 10+556.953
S.C. = 10+612.953
C.S. = 10+754.922
S.T. = 10+810.922
Runoff = 19.65
Design Speed 100 km/h (60 mph)

CONTROL OF ACCESS R/W

EDGE PAVED SHOULDER

SEE SHEET # 47 - 50 FOR PROFILE

ADDINGTON ENT... INC.

RIGHT OF WAY PLANS

384

SCALE: 1:500

...LINE STA. 10+400 TO STA. 10+740

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPI.

04 NOV 1999

PL-10400.DGN

6-93
FORM NO. 2m

PARKWAY EXIT RAMP
P.I. = 5+182.902
Δ = 67°32'23.503"RT.
R = 175.000
L = 206.289
T = 117.019
Ex = 35.520
e = 8.0%
Runoff = 52
Runout = 13
P.C. = 5+065.883
P.R.C.= 5+272.171
Design Speed 70 km/h (43 mph)

PARKWAY EXIT RAMP
P.I. = 4+837.650
Δ = 3°48'47.653"RT.
R = 2000.000
L = 133.107
T = 66.578
Ex = 1.108
e = NC
Runoff = 0
Runout = 0
P.C. = 4+771.072
P.T. = 4+904.179
Design Speed 70 km/h (43 mph)

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

SHEET NO. 264 TOTAL SHEETS 297

FOR RIGHT OF WAY INFO ONLY
TO BE USED WITH SHEET No. 5

P/12

ADDINGTON ENTERPRISES, INC.

COMMONWEALTH OF KENTUCKY (10X2)

SEE SHEET #35 MATCH LINE STA. 5+132.6

CONTROL OF ACCESS R/W

N48°40'52"E 42.212 (138.49')

N54°08'40"E 24.671 (80.94')

N34°33'38"E 27.434 (90.01')

N25°43'13"E 41.325 (135.58')

N25°43'13"E 2.624 (8.61')

N25°16'24"E 91.845 (301.33')

N68°50'39"E 12.477 (40.94')

N21°37'47"E 82.999 (272.31')

N20°11'37"E 74.254 (243.62')

M.L. S.T. STA. 10+810.922 = 6 m LT. END LOOP B STA. 7+045.392

BEGIN TAPER STA. 5+080

P.C. STA. 5+065.883

M.L. S.T. STA. 10+810.922

P.T. STA. 4+904.179

P.I. STA. 4+837.550

DIRT ROAD

EDGE OF PAVED SHOULDER

PARKWAY EXIT RAMP

S22°27'36"W

S18°38'49"W

LOOP B

N18°38'49"E

MAINLINE ℄

RAMP C

N18°38'49"E (ML)

SEE SHEET #4 MATCH LINE STA. 10+740

M.L. C.S. STA. 10+754.922

7+000 LOOP ℄

SEE SHEET #7 MATCH LINE STA. 11+080

5+100

5+000

4+900

4+800

3+700

3+600

END RAMP C PT. STA. 3+728.852 - 0.6 RT.
M.L. STA. 10+905.231

RAMP C P.T. STA. 3+728.852

RAMP C P.I. STA. 3+647.698

N80°57'10"E 114.002 (374.02')

N2°28'31"E 86.735 (284.56')

N47°04'37"E 115.170 (377.85')

N47°04'37"E 41.370 (70.11')

N26°33'14"W 113.485 (372.32')

N24°13'30"E 114.313 (375.04')

CONTROL OF ACCESS R/W

DIRT ROAD

EDGE OF PAVED SHOULDER

RAMP C

1.2m F.B. DT.

0.6m F.B. DT.

0.6 m F.B. DT.

1.2 F.B. DT.

RAMP C
P.I. = 3+647.698
Δ = 23°30'25.233"RT.
R = 400.000
L = 164.110
T = 83.226
Ex = 8.566
e = 5.7%
Runoff = 39
Runout = 13.68
P.C. = 3+564.742
P.T. = 3+728.852
Design Speed 70 km/h (43 mph)

MAINLINE
P.I. = 10+684.465
Δ = 14°10'47.614"
R = 800.000
Lc = 141.969
Ts = 127.512
Ls = 56.000
θs = 2°00'19.268"
LT = 79.336
ST = 8.669
X = 56.983
Y = 1.653
Es = 0.328
Sp = 7%

PAVEMENT EDGE DRAIN CONSTRUCTION

DITCH CONSTRUCTION SHEET

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

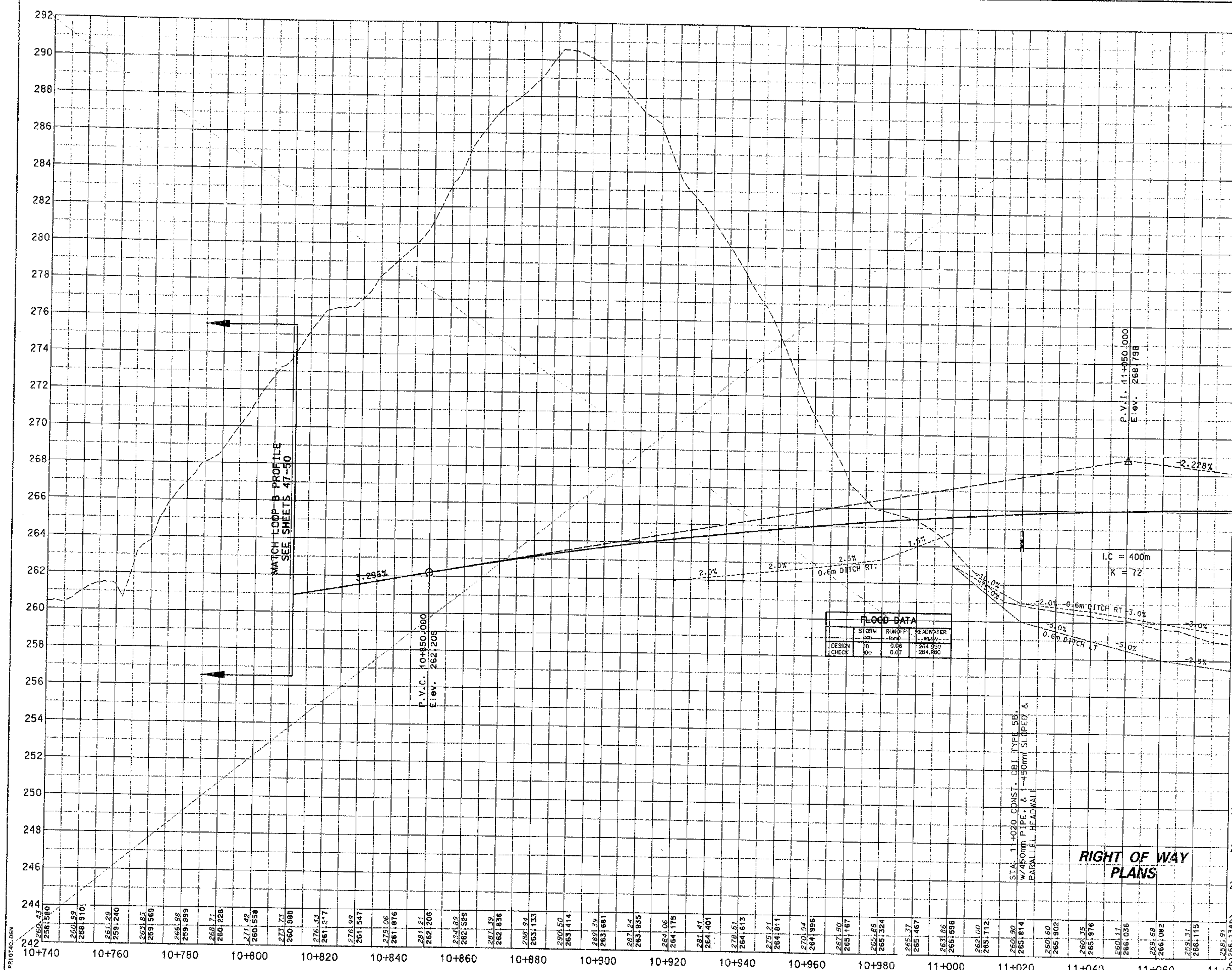
PREPARED BY _____ DATE _____
CHKD BY _____ DATE _____
APPROVED BY _____ DATE _____

RIGHT OF WAY PLANS

385

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~6~~	~~74~~
9-212.00		386	397

VOID
SEE SHEET NO. 6



386

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 10+740 TO 11+080

PREPARED BY ________ DATE ________
CHECKED BY ________ DATE ________
APPROVED BY ________ DATE ________

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PR10740.DGN

P 12

ADDINGTON ENTERPRISES, INC.

SEE SHEET #55A
MATCH LINE STA. 50+120

11+200

11+300

11+400

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY INFO ONLY

SEE SHEET #55

DITCH CONSTRUCTION CHART

LT	RT	MC	LIMITS STA. TO STA.	TYPE	GRADE %	DEPTH	MATERIAL	REMARKS
	X		11+080 TO 11+130	CLASS II	16%	1.0m	MTOM	
X			11+080 TO 11+130	CLASS II	16%	1.0m	MTOM	
	X		11+200 TO 11+260	CLASS II	10%	0.6m	MTOM	
X			11+260 TO 11+360	CLASS II	7%	0.6m	MTOM	
	X		11+360 TO 11+400	CLASS II	5%	0.6m	MTOM	
X			11+400 TO 11+420	CLASS II	5%	0.6m	MTOM	
	X		11+165 TO 11+200	CLASS II	7%	0.6m	MTOM	
	X		11+200 TO 11+300	CLASS II	5%	0.6m	MTOM	
	X		11+300 TO 11+360	CLASS II	5%	0.6m	MTOM	
	X		11+360 TO 11+380	CLASS II	5%	0.6m	MTOM	
	X		11+380 TO 11+420	CLASS II	5%	0.6m	MTOM	
		X	11+200 TO 11+360	EXCESS MAT	3%		C M	
		X	11+360 TO 11+400	EXCESS MAT	5%		C M	
		X	11+400 TO 11+420	EXCESS MAT	5%		C M	
X			50+120 TO 50+140	CLASS II	5%	0.6m	M TOM	
X			50+140 TO 50+160	CLASS II	4%	0.6m	M TOM	
X			50+160 TO 50+205	CLASS II	5%	0.6m	M TOM	
	X		50+125 TO 50+200	CLASS III	24%	0.6m	M TOM	
	X		50+200 TO 50+220	CLASS II	4%	0.6m	M TOM	
	X		50+220 TO 50+260	CLASS II	9%	0.6m	M TOM	
	X		50+160 TO 50+320	CLASS II	11%	0.6m	M TOM	

EXISTING HOLLOW FILL

MAINLINE
P.I. = 11+283.392
Δ = 7°48'57.411"RT.
Rc = 800.000
Lc = 53.131
Ts = 175.190
Ls = 56.000
θs = 2°00'19.268"
LT = 37.336
ST = 18.669
X = 55.993
Y = 0.653
Es = 2.028
Se = 5.7..
T.S. = 11+200.732
S.C. = 11+256.732
C.S. = 11+309.863
S.T. = 11+365.863
Runout = 19.65
Design Speed 100 km/h (60 mph)

EXISTING LOGTOWN RELOCATION
P.I. = 50+119.394
Δ = 9°07'56.182"LT
R = 300.000
L = 47.784
T = 23.945
Ex = 0.954
e = 6.0%
P.C. = 50+095.451
P.T. = 50+143.235
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runout = see cross sections

The stations and offsets for Logtown Road are based on the Logtown Road centerline as shown on the design plans and do not reflect as-built conditions. All deed description stations and offsets referring to the centerline of Logtown Road are referenced to the same design centerline as shown on the plans of record.

EXISTING LOGTOWN RELOCATION
P.I. = 50+209.928
Δ = 1°46'52.497"RT.
R = 800.000
L = 24.871
T = 12.436
Ex = 0.007
e = N.C.
P.C. = 50+197.490
P.T. = 50+222.361
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runout = see cross sections

TEMP. EASEMENT FOR SLOPE CONSTRUCTION

(A) S34°55'43"E 10.210 (33.50')
(B) S49°18'52"E 12.520 (41.08')
(C) S47°56'29"E 48.202 (158.14')
(D) S48°46'15"E 34.673 (113.76')
(E) S48°54'57"E 18.850 (61.84')
(F) S48°54'57"E 7.047 (23.12')
(G) S48°46'15"E 34.569 (113.42')
(H) S47°56'29"E 48.581 (158.74')
(I) S50°29'20"E 12.252 (40.20')
(J) S50°29'20"E 20.530 (67.36')
(K) S53°02'36"E 32.069 (105.21')
(L) S50°49'30"E 16.423 (53.88')
(M) S50°49'30"E 9.238 (30.31')
(N) S49°16'47"E 3.308 (10.85')
(O) S49°16'47"E 7.477 (24.53')
(P) S34°36'04"E 7.831 (25.69')
(Q) N39°30'40"E 4.740 (15.55')
(R) N39°30'40"E 11.389 (37.37')
(S) N39°30'40"E 16.129 (52.92')
(T) S50°29'20"E 8.159 (26.77')

C N48°18'30"W 34.204 (112.22')
S38°15'11"E 56.528 (185.46')
P.T. STA. 50+143.235
PROPOSED R/W N49°38'42"W 74.055 (242.96')
P.C. STA. 50+197.490
S50°53'30"E 78.527 (257.63')
DIRT ROAD
17 m LT. STA. 11+130 CONST. SETTLEMENT PLATFORM
PROPOSED R/W
P.T. STA. 50+222.361
P.I. STA. 50+209.926
50+200
CONTROL OF ACCESS R/W
N39°30'38"E 5.631 (18.47')
N20°11'37"E 74.254 (243.62')
N20°25'56"W 41.112 (134.88')
P.C. STA. 4+771.072
N7°07'16"E 18.722 (61.43')
0.6m F.B. DT.
N44°03'05"E 51.152 (167.85')
P.I. STA. 11+283.392
N20°10'13"E 78.564 (257.76')
CONTROL OF ACCESS R/W
N27°46'34"E 103.898 (340.97')
N24°52'41"E 77.328 (253.70')
0.6m F.B. DT.
Bridge Fence
Ind Fence
SETTLEMENT PLATFORM
BRIDGE PIER
APPROACH SLAB
EDGE OF PAVED SHOULDER
N18°38'49"E
N26°27'46"E
SEE SHEET #5 MATCH LINE STA. 11+080
BEGIN BRIDGE STA. 11+129.970
50+300
END BRIDGE STA. 11+186.030
S.C. STA. 11+256.732
C.S. STA. 11+309.863
S.T. STA. 11+365.863
MATCH LINE STA. 11+420 SEE SHEET #9
4 LAYERS OF UNIAXIAL GEOGRID MATERIAL SEE GEOTECHNICAL REPORT
1.2m F.B. DT.
N28°30'07"E 64.953 (213.10')
CONTROL OF ACCESS R/W
N18°30'26"E 65.907 (216.23')
N17°08'53"E 120.046 (393.85')
N23°21'05"E 98.133 (321.96')
N24°13'30"E 114.313 (375.04')
N4°07'04"E 18.463 (60.57')
S49°06'38"E
CONTROL OF ACCESS R/W
M.L. STA. 11+157.502 = EXIST. LOGTOWN RD. STA. 50+279.230
17 m RT. STA. 11+190 CONST. SETTLEMENT PLATFORM
END LOGTOWN ROAD RELOCATION STA. 50+359.282
EXISTING R/W
EXISTING CENTERLINE

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

STATION TO STATION	SIDE	POST TYPE	POST SPACING	POST HEIGHT	GRADE CORR.	REMARKS
11+080 TO 11+130	RT					
11+076 TO 11+126	RT					
11+182.59 TO	RT					
11+182.64 TO 11+242	RT					
11+242.00 TO 50+43.5	RT					
50+120 TO 50+143.5	RT					

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

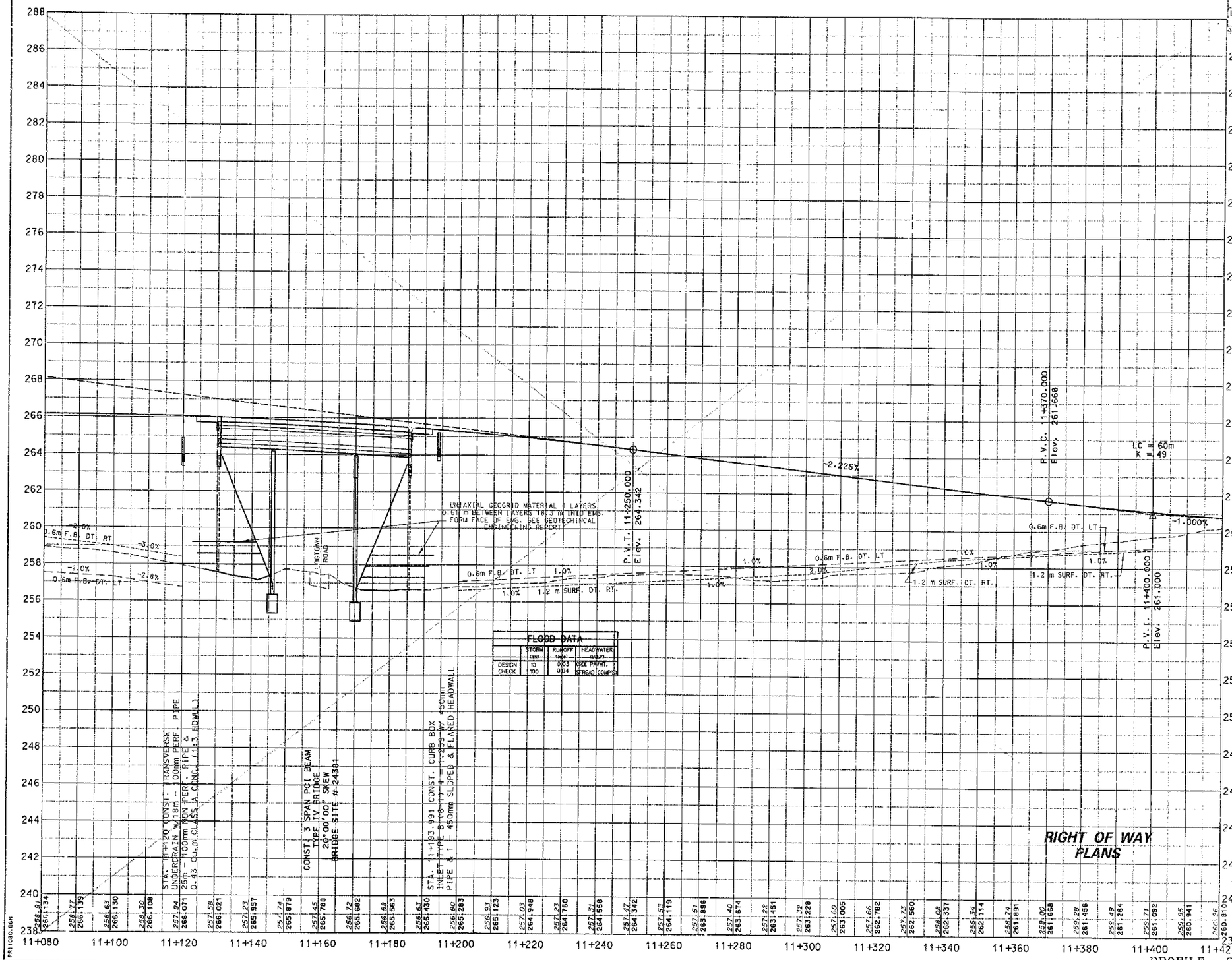
RIGHT OF WAY PLANS
387

PLAN REV #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER CALENDAR		~~8~~ 307	~~74~~ 377

9-21-00

VOID
SEE SHEET NO. 245



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PED-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

FR1130S.DGN

SCALE: 1:500 HORIZ.
1:100 VERT.

388

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
CARTER		4	44
21.50		388	397

POINT OF WAY IS TO EAST
TO BE USED WITH SHEET NO. 5A6

DITCH CONSTRUCTION CHART

STATION	SIDE	TYPE	QUANTITY	DEPTH	THICKNESS	SLOPE
11+420 TO 11+440	LT	CLASS II	20 METRIC TONNES	0.30	0.40	0.6 FOR 1.0
11+440 TO 11+480	LT	CLASS II	40 METRIC TONNES	0.60	0.40	0.6 FOR 1.0
11+480 TO 11+560	LT	CLASS II	80 METRIC TONNES	0.60	0.40	0.6 FOR 1.0
11+560 TO 11+600	LT	CLASS II	40 METRIC TONNES	0.60	0.40	0.6 FOR 1.0
11+600 TO 11+640	LT	CLASS II	40 METRIC TONNES	0.60	0.40	0.6 FOR 1.0
11+640 TO 11+760	LT	CLASS II	120 METRIC TONNES	0.60	0.40	0.6 FOR 1.0
11+420 TO 11+480	RT	CLASS AAA	60 M	0.30		
11+480 TO 11+520	RT	CLASS AAA	40 M	0.30		
11+520 TO 11+600	RT	CLASS AAA	80 M	0.30		
11+600 TO 11+640	RT	CLASS AAA	40 M	0.30		
11+640 TO 11+760	RT	CLASS II	120 METRIC TONNES	0.60	0.40	0.6 FOR 1.0

PAVEMENT EDGE DRAIN CONSTRUCTION

STATION TO STATION	150mm PERF PIPE	150mm PERF	200mm PERF	300mm PERF	375mm CORRUGATED	450mm CORRUGATED	CLASS A CONCRETE	
	LIN. M.	LIN. M.	LIN. M.	EACH	LIN. M.	LIN. M.	CU. M.	
LT 11+420 TO 11+470	50			3			0.41	1.0 MANHOLE
LT 11+470 TO 11+560	90			3			0.73	1.0 MANHOLE
LT 11+560 TO 11+660	100			3			0.81	1.0 MANHOLE
LT 11+660 TO 11+760	100			3			0.81	1.0 MANHOLE TO OUTFALL
RT 11+420 TO 11+470	50			3			0.41	1.0 MANHOLE
RT 11+470 TO 11+560	90			3			0.73	1.0 MANHOLE
RT 11+560 TO 11+660	100			3			0.81	1.0 MANHOLE
RT 11+660 TO 11+760	100			3			0.81	1.0 MANHOLE TO OUTFALL

SEE SHEET #56
MATCH LINE APPROACH SHEET

11+500 11+600 11+700

P/12
ADDINGTON ENTERPRISES, INC.

TEMP. EASEMENT FOR SLOPE CONSTRUCTION

MAINLINE
P.I. = 11+722.076
Δ = 5°08'29.583"LT.
R = 5000.000
L = 448.886
T = 224.685
Ex = 5.057
e = NC
P.C. = 11+497.583
P.T. = 11+946.268
Design Speed 100 km/h (60 mph)

SEE SHEET #59

CONTROL OF ACCESS R/W
N57°07'21"W 34.545 (310.19')
11+745.644 44.352
N29°49'32"W 8.107 (26.60')
N1°31'32"E 11.945 (39.19')
11+740.779 37.438
N10°48'56"E 18.162 (59.59')
11+711.840 29.208
11+729.641 33.331

11+503.996 30.208
N27°46'34"E 103.898 (340.87')
P.C. STA. 11+497.583
CONTROL OF ACCESS R/W
N25°42'16"E 132.636 (435.16')
11+637.440 30.024
11+677.855
N25°03'56"E 73.964 (242.66')
0.6m F.B. DT.
0.6 m F.B. DITCH
O.E. 254.005

SEE SHEET #7 MATCH LINE STA. 11+420

EDGE OF PAVED SHOULDER
EXISTING HAUL ROAD (GRAVEL)
IPC 112
IPC 113
N26°27'46"E
N21°19'16"E
P.I. STA. 11+722.076
I.E. 255.000
MATCH LINE STA. 11+760 SEE SHEET #11

0.6m F.B. DT.
N20°21'05"E 98.133 (321.96')
11+500.675 34.768
N26°38'44"E 111.664 (366.35')
CONTROL OF ACCESS R/W
11+611.539 36.452
BEGIN 135 m PAVEMENT TAPER FOR LEFT TURN LANE
N23°57'54"E 127.361 (417.85')
11+737.591 35.413
11+740.000 40.022
N89°52'58"E 5.014 (16.45')
CONTROL OF ACCESS R/W
N89°52'57"E 87.377 (286.67')

P/12
ADDINGTON ENTERPRISES, INC.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY PLANS

389

SCALE: 1:500

MAINLINE STA. 11+420 TO STA. 11+760

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93 FORM NO. 2m

04 NOV 1993

P:\11420.DGN

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		16	74
9-212.00		369	387

VOID
SEE SHEET NO. 247

R.V.I.T. 11+430.000
Elev. 260.700

~1.000%

0.6m SURF. DT. LT.

RIGHT OF WAY PLANS

390

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA 11+420 TO 11+760

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

G-93
FORM NO. 2m

PRO1420.DGN

COUNTY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
WAT	1999/00	14	74
LOG			
CON		370	

PLAN REF # 5

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT OR RT	STATION TO STATION	POSTS SPACING c/c	POSTS STEEL	TERM SEC. No.	END TREATMENT TYPE 2A (1) TEST	TYPE 3 (1) TEST	CRASH CUSH TYPE CT-2 TEST	BRIDGE END ELEM. DOWN TO A GROUND TEST	GROUND TO A TEST
LT	11+800 TO 11+900	3810	1.67	1	1				
RT	11+800 TO 11+900	3810	1.67	1	1				

SEE SHEET #57
MATCH LINE STA. 49+940

11+800

11+900

12+000

SEE SHEET #57
MATCH LINE STA. 49+340

ADDINGTON ENTERPRISES, INC.

P 12

M.L. STA. 11+803.819 =
STA. 50+000 APPROACH LT.
STA. 50+000 APPROACH RT.

P.T. STA. 11+946.268

P.T. STA. 49+943.585

0.6 m F.B. DT.

O.E. 254.005

FUTURE BRIDGE

EDGE OF PAVED SHOULDER

EXISTING HAUL ROAD (GRAVEL)

185 m PAVEMENT TAPER

55 m TAPER

3.6 60 m LEFT TURN LANE

N21°19'16"E

EDGE OF PAVED SHOULDER

END 185m PAVEMENT TAPER FOR LEFT TURN LANE 11+917.655

0.6 m F.B. DITCH

I.E. 255.000

I.E. 251.800

1.2 m F.B. DITCH

O.E. 250.376

1.2 m F.B. DT.

S68°40'43"E

31.616

S68°40'44"E 103.511

N11°20'18"E 46.567 (152.78')

N24°50'48"E 134.802 (442.26')

CONTROL OF ACCESS R/W

1.2m F.B. DT.

M.L. STA. 12+000.155=
STA. 50+000 APPROACH LT.
STA. 50+000 APPROACH RT.

0.6m F.B. DT.

1.2m F.B. DT.

STA. 50+120 OF APPROACH RT. ML. STA. 11+803.819
CONST. BARRICADE WITH 15 m GUARDRAIL
& 2 TERMINAL END SECTIONS

P.C. STA. 50+038.390

O.E. 252.240

I.E. 253.202

N17°18'24"W 42.074 (138.04')

N28°26'46"E 40.311 (132.25')

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm HOMPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS 'A' CONCRETE (CU. M)	
LT	11+780 TO 11+850	50			10			0.57	114 HDWLL
LT	11+850 TO 11+940	90			3				EIE TO XDRAIN
LT	11+940 TO RT 49+920	50			3				SEE TO XDRAIN
RT	49+940 TO 49+980	40							
LT	49+940 TO 12+060	98			4			0.57	114 HDWLL
LT	12+080 TO 12+100	40			1			0.57	116 HDWLL
RT	11+780 TO 11+850	90			5			0.57	116 HDWLL
RT	11+850 TO 11+940	90			3				EIE TO XDRAIN
RT	11+940 TO RT 50+120	85			3				EIE TO XDRAIN
RT	50+020 TO 50+040	20			3				EIE TO XDRAIN
RT	50+040 TO 50+120	80			3				EIE TO XDRAIN
RT	50+120 TO 50+200	80			15			0.57	114 HDWLL
RT	50+200 TO 50+280	80			4			0.57	114 HDWLL
LT	50+200 TO 50+280	80			14				OUTLET RT
LT	50+120 TO 50+200	80			14				OUTLET RT
LT	50+040 TO 50+120	80			3				EIE TO XDRAIN
LT	50+040 TO RT 124060	85			3				EIE TO XDRAIN
RT	12+060 TO 12+100	40			5			0.57	116 HDWLL

MAINLINE
P.I. = 11+722.076
Δ = 5°08'29.583"LT.
R = 5000.000
L = 448.685
T = 224.685
Ex = 5.037
e = NC
P.C. = 11+497.583
P.T. = 11+946.268
Design Speed 100 km/h (60 mph)

P.T. STA. 50+195.470

50+100

STA 50+140.479 OF APPROACH
M.L. STA. 11+803.819 =
END CONST. STA. 50+295.890
OF APPROACH RT. OF
M.L. STA. 12+000.155

SURFACING LIMITS

FUTURE SURFACING

S52°58'09"E 10.308 (33.82')

S52°58'09"E 20.615 (67.64')

S73°42'53"E 85.586 (280.79')

CONTROL OF ACCESS R/W

N89°50'18"W 87.377 (286.67')

END CONTROL OF ACCESS FENCE

50+130.000 END CONTROL OF ACCESS FENCE 32.500

50+150.000 BEGIN CONTROL OF ACCESS FENCE 17.500

SPL. "V" DITCH

0.6 m F.B. DITCH

S21°19'16"W

STA. 50+180 OF APPROACH RT. ML. STA. 11+803.819
CONST. BARRICADE WITH 15 m GUARDRAIL
& 2 TERMINAL END SECTIONS

N16°57'30"E 72.803 (238.85')

N11°21'09"E 54.529 (178.90')

P.I. STA. 50+138.390

50+200

50+180.000 30.000

50+140.000 40.000

MATCH LINE STA. 50+170
SEE SHEET #58

S68°40'44"E

CONTROL OF ACCESS R/W

N49°50'18"W 51.654 (169.47')

N32°16'27"W 54.529 (178.90')

50+100.000 30.000

50+060.000 30.000

ADDINGTON ENTERPRISES, INC.

APPROACH 12+000.155
P.I. = 50+138.391
Δ = 90°00'00.034"RT.
R = 100.000
L = 157.080
T = 100.000
Ex = 41.421
e = 6.5%
P.C. = 50+038.391
P.T. = 50+195.470
Design Speed = 40 km/h (25 mph)
Runoff = 33
Runout = 10.15

DITCH CONSTRUCTION CHART

LT OR RT	LIMITS STA. TO STA.	TYPE	DIMENSIONS	ASPHALT	THICKNESS	DITCH
LT	11+780 TO 11+850	CLASS 'A'	1.2	MTHOD	0.35	
LT	11+850 TO 11+940	CLASS 'A'	1.2	MTHOD	0.35	
LT	11+940 TO 11+980	CLASS 'A'	1.2	MTHOD	0.35	
LT	11+980 TO 11+940	CLASS 'A'	1.2	MTHOD	0.35	
LT	11+940 TO 11+981	CLASS 'A'	1.2	MTHOD	0.35	
LT	12+981 TO 12+040	CLASS 'A'	1.2	MTHOD	0.35	
LT	12+040 TO 12+060	CLASS 'A'	1.2	MTHOD	0.35	
LT	12+060 TO 12+100	CLASS 'A'	1.2	MTHOD	0.35	
RT	11+780 TO 11+861	CLASS 'A'	1.2	MTHOD	0.35	
RT	11+861 TO 11+980	CLASS 'A'	1.2	MTHOD	0.35	
RT	11+980 TO 11+982	CLASS 'A'	1.2	MTHOD	0.35	
RT	12+012 TO 12+060	CLASS 'A'	1.2	MTHOD	0.35	
RT	12+060 TO 12+100	CLASS 'A'	1.2	MTHOD	0.35	
LT	11+780 TO 11+880	CLASS 'A'	1.2	MTHOD	0.35	
LT	11+880 TO 11+940	CLASS 'A'	1.2	MTHOD	0.35	
LT	12+000 TO 12+060	CLASS 'A'	1.2	MTHOD	0.35	
LT	12+060 TO 12+100	CLASS 'A'	1.2	MTHOD	0.35	
APPR 11+803.819						
LT	50+040 TO 50+060	CLASS 'A'	1.2	MTHOD	0.35	
LT	50+060 TO 50+140	CLASS 'A'	1.2	MTHOD	0.35	
LT	50+140 TO 50+200	CLASS 'A'	1.2	MTHOD	0.35	
APPR 12+000						
RT	50+040 TO 50+060	CLASS 'A'	1.2	MTHOD	0.35	
RT	50+060 TO 50+140	CLASS 'A'	1.2	MTHOD	0.35	
RT	50+140 TO 50+200	CLASS 'A'	1.2	MTHOD	0.35	

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEIL

04 NOV 1999

PL-1760.DGN

S-93
FORM NO 2m

RIGHT OF WAY PLANS

391

SCALE: 1:500

MAINLINE - STA. 11+780 TO STA. 12+100

PLAN REV # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		12	74
9-212.00		371	397

VOID
SEE SHEET NO. 12

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-SD.CEL
Cell Name: PIKEPI

6-93
FORM NO. 2m

PR11760.DGN

STA. 11+760 CONST. 750mm PIPE @ 0° SKEW W/ 2-SLOPED & FLARED BOX INLET CUTOFFS

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.93	255.740
CHECK	100	0.78	255.880

STA. 11+940 @ 0° SKEW CONST. 1050mm PIPE W/ 2 PIPE CULVERT HEADWALLS

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	1.51	252.870
CHECK	100	1.04	253.060

P.V.C. 11+850.000
Elev. 256.500

P.V.I. 12+000.000
Elev. 255.000

LC = 300m
K = 10α

-1.000%
-1.0%
-2.0%
-2.5%
-5.0%
-3.0%
-0.1%
1.3%
1.782%
2.5%
6.0%
0.6m SURF. DT. RT.
0.6m SURF. DT. LT.
1.2 m SURF. DT. RT.

RIGHT OF WAY PLANS

397

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 11+760 TO 12+100

PLAN REV #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		11 372	74

N-2115.00

NOTE: FOR RIGHT-OF-WAY INFO ONLY. TO BE USED WITH SHEET NO. 12

PAVEMENT EDGE DRAIN CONSTRUCTION								
LT	STATION TO STATION	75mm NOM. DIA. (m)	150mm DIA. PERF. (m)	200mm DIA. PERF. (m)	100mm DIA. NON-PERF. (m)	150mm MONITOR (qty)	200mm MONITOR (qty)	CLASS A AGGREGATE (CU. M.)
L1	12+100 TO 12+162.5	62						
L2	12+350 TO 12+410	70			5			0.39
L3	12+240 TO 12+303	59			4			0.37
L3	12+328 TO 12+440	112			7			
R1	12+189 TO 12+250	62			4			
R2	12+130 TO 12+240	93			5			0.47
R2	12+240 TO 12+328	88			5			0.42
R3	12+328 TO 12+440	112			7			

EXISTING HOLLOW FILL

P/12

ADDINGTON ENTERPRISES, INC.

12+200 | 12+300 | 12+400

N24°50'48"E 134.802 (442.26')
CONTROL OF ACCESS R/W
12+200.710 / 40.036
N31°28'07"E 59.240 (194.36')
12+257.617 / 35.157
N23°24'00"E 107.721 (353.41')
P.I. STA. 12+281.667
12+360.000 / 50.000
N40°29'29"E 62.856 (206.22')
CONTROL OF ACCESS R/W
12+420.000 / 180.000
N38°00'19"E 120.484 (395.29')

EXISTING HAUL RD. (GRAVEL)
EDGE OF PAVED SHOULDER
BEGIN 185 m PAVEMENT TAPER FOR LEFT TURN LANE
END 185 m PAVEMENT TAPER FOR LEFT TURN LANE
55 m TAPER
185 m PAVEMENT TAPER
N21°49'16"E
N38°03'58"E
1.2m F.B. DT.
0.6m F.B. DT.
3.0
3.6
O.E. 256.685
I.E. 257.600
12+322.685
900mm
INV. EL. 256.000
INV. EL. 257.000
35m
23m
5m
3m
12+398.722
12+454.722

SEE SHEET #11 MATCH LINE STA. 12+100
T.S. STA. 12+106.476
S.C. STA. 12+162.476
C.S. STA. 12+398.722
S.T. STA. 12+440
MATCH LINE SEE SHEET #15

CONTROL OF ACCESS R/W
N52°35'03"E 88.779 (291.27')
12+100.000 / 45.000
12+180.000 / 90.000
N16°03'09"W 75.127 (246.48')
12+240.000 / 40.000
N29°05'10"E 57.591 (188.95')
12+300.000 / 40.000
CONTROL OF ACCESS R/W
N33°40'11"E 95.960 (314.82')
12+406.003 / 99.003
N37°23'04"E 39.007 (127.98')
12+440.000 / 40.000

MAINLINE
P.I. = 12+281.667
Δ = 16°44'40.060"RT.
Rc = 1000.000
Lc = 236.246
Ts = 175.190
Ls = 56.000
θs = 1°36'15.415"
LT = 37.335
ST = 18.668
X = 55.996
Y = 0.523
Es = 10.904
Se = 4.8%
T.S. = 12+106.476
S.C. = 12+162.476
C.S. = 12+398.722
S.T. = 12+454.722
Runout = 23.330
Design Speed 100 km/h (60 mph)

STA. 12+360 CONSTRUCT AND PLUG
(3) 450 mm x 64 mm STEEL CASING PIPES
(FOR FUTURE UTILITY CROSSINGS)

DIRT ROAD

P/12

ADDINGTON ENTERPRISES, INC.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

DITCH CONSTRUCTION CHART									
LT	RT	REF	LIMITS STA. TO STA.	TYPE	QUANTITY		DEPTH	THICKNESS	DITCH
X			12+100 TO 12+240	CLASS II	314	MTON	0.60	0.10	
X			12+240 TO 12+303	CLASS II	217	MTON	0.90	0.15	
X			12+328 TO 12+390	CLASS II	197	MTON	0.75	0.10	
X			12+390 TO 12+440	CLASS IA	136	MTON	0.60	0.10	
X			12+328 TO DUELT	CLASS II	55	MTON	0.60	0.10	
	X		12+100 TO 12+240	CLASS II	393	MTON	0.90	0.15	
	X		12+240 TO 12+280	CLASS II	86	MTON	3.30	0.10	
	X		12+280 TO 12+328	CLASS II	93	MTON	1.20	0.10	
	X		12+328 TO 12+440	CLASS II	393	MTON	0.45	0.10	
	X		12+100 TO 12+240	EXCEL. MAT	196	SQ M	0.30		
	X		12+240 TO 12+280	EXCEL. MAT	48	SQ M	0.30		
	X		12+280 TO 12+440	EXCEL. MAT	196	SQ M	0.30		

RIGHT OF WAY PLANS

398

SCALE: 1:500

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2n

PL12160.DGN 04 NOV 1999

STA. 12+100 TO STA. 12+440

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GROUP		14	~~74~~ 77

1-212.00 373

VOID
SEE SHEET NO. 14

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D CEL
Cell Name: PIN...

6-93
FORM NO. 2m

PIN12100.DGN

F.V.T. 12+150.000
Elev. 257.673

1.782%

1.2m SURF. DT. RT. 14.0%
1.2m SURF. DT. RT. 2.5%
0.6m SURF. DT. LT. 1.0%
0.6m SPEC. DT. LT. 11.8%

STA. 12+328 @ 0° SKEW
CONST. 900mm PIPE W/ 2
SLOPED & FLARED BOX
INLET-OUTLETS

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.89	258.420
CHECK	100	1.10	258.550

RIGHT OF WAY PLANS

1 - 394

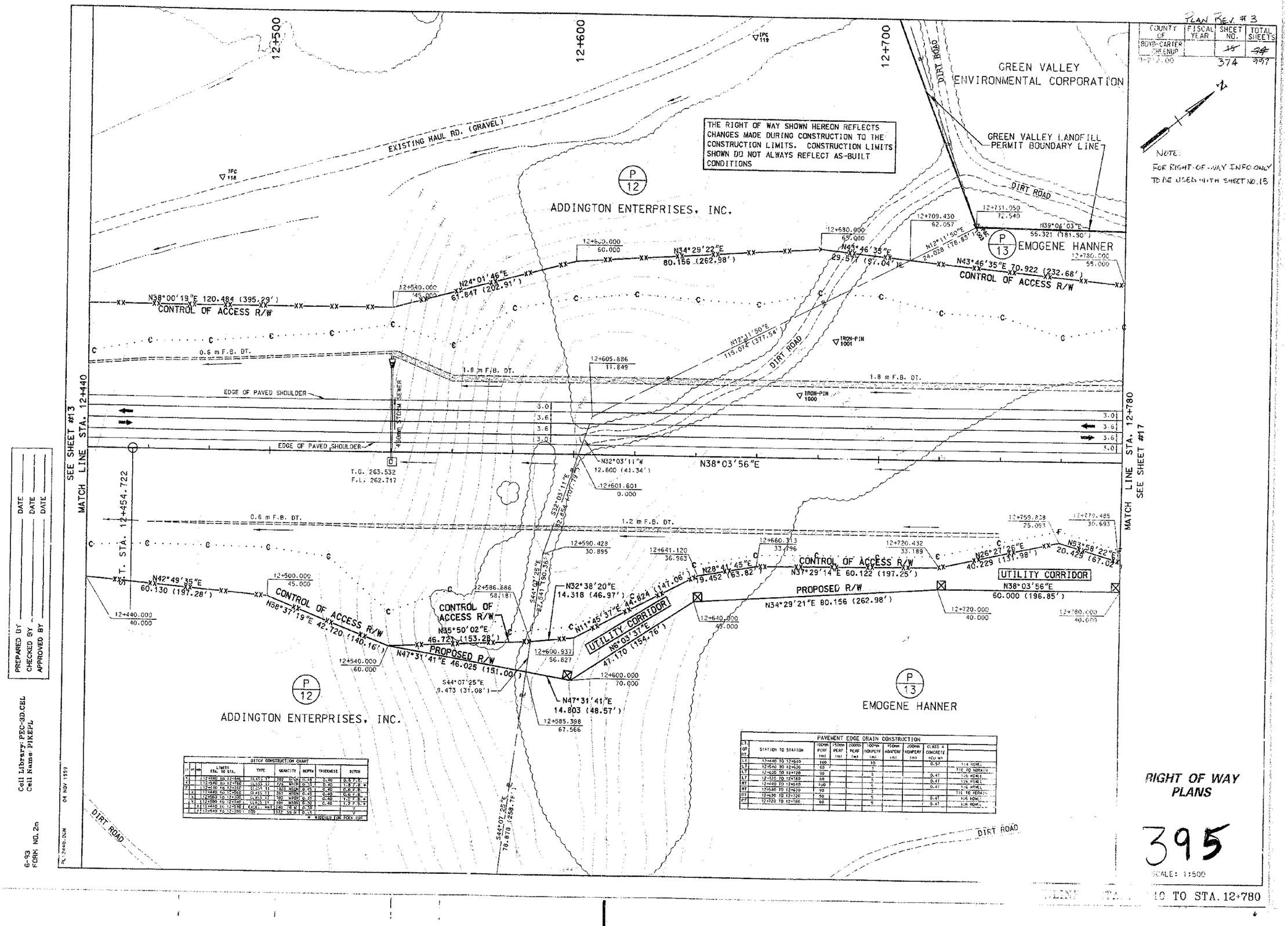
SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 12+100 TO 12+440

PLAN REV. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		~~15~~	~~94~~
9-212.00		374	997

NOTE:
FOR RIGHT-OF-WAY INFO ONLY
TO BE USED WITH SHEET NO. 15



DITCH CONSTRUCTION CHART

LT	RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X	12+440 TO 12+540	CLASS I	592	0.40	0.40	0.6 F.B.
X		12+540 TO 12+780	CLASS II	776	0.40	0.40	1.8 F.B. *
	X	12+440 TO 12+780	CLASS II	1002	0.60	0.60	0.6 F.B.
	X	12+440 TO 12+560	CLASS II	361	0.40	0.40	0.6 F.B.
X		12+560 TO 12+700	CLASS II	502	0.60	0.60	1.2 F.B. *
X		12+700 TO 12+780	CLASS II	190	0.60	0.60	1.2 F.B. *
	X	12+440 TO 12+580	EXCL. ROCK	240	0.30		
	X	12+540 TO 12+780	CBD	372	0.45		

* WIDENED FOR ROCK CUT

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
LT	12+440 TO 12+540	100			10			0.57	114 HDWL
LT	12+540 TO 12+636	50			5				TIE TO HDWALL
LT	12+636 TO 12+720	50			5			0.47	120 HDWL
LT	12+720 TO 12+780	60			5			0.47	126 HDWL
RT	12+440 TO 12+540	100			10			0.57	114 HDWL
RT	12+540 TO 12+630	90			5			0.47	126 HDWL
RT	12+630 TO 12+720	90			5				TIE TO HDWALL
RT	12+630 TO 12+720	90			5			0.47	126 HDWL
RT	12+720 TO 12+780	60			5			0.47	126 HDWL

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL
04 NOV 1999
PL12440.DGN
6-93
FORM: NO. 2m

RIGHT OF WAY PLANS

395

SCALE: 1:500

STA. 12+440 TO STA. 12+780

MAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP		~~16~~ 375	~~74~~ 397

0-22.00

VOID
SEE SHEET NO. 16

PREPARED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

Cell Library: PEC-3D CEL
Cell Name: PROFILE

6-93
FORM NO. 2m

9812440.DGN

STA. 12+540 @ 0° SKEW
CONST. 450mm PIPE
W/ DRI TYPE SB AND
S&F BOX OUTLET

FLOOD DATA			
	STORM YRS.	RUNOFF cms	HEADWATER ELEV.
DESIGN	10	0.29	263.712
CHECK	100	0.42	263.762
GRATE CONTROLS			

RIGHT OF WAY PLANS

396

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 12+440 TO 12+780

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~18~~ 578	~~74~~ 397

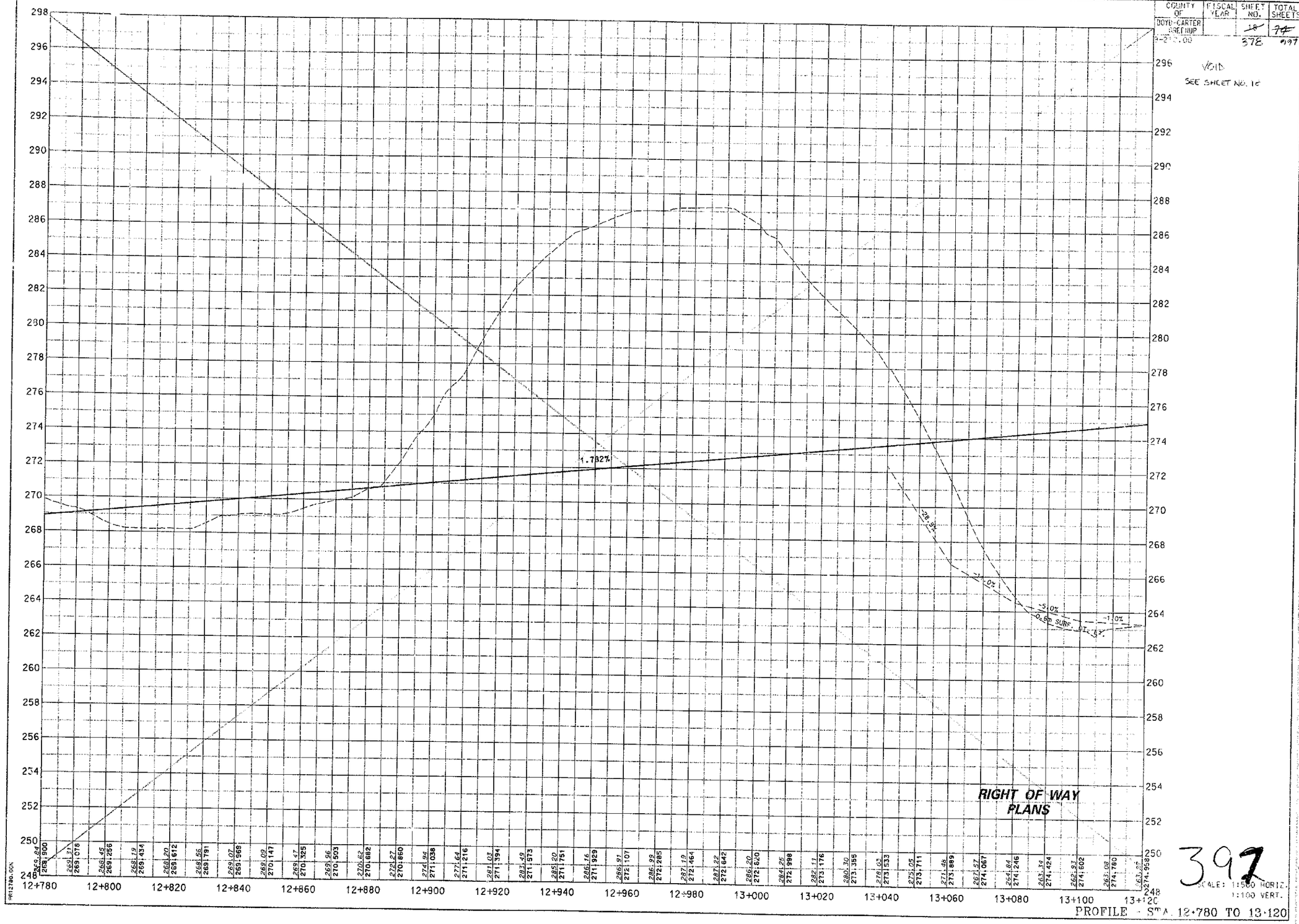
VOID

SEE SHEET NO. 16

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEP

6-93
FORM NO. 2m



397

SCALE: 1:500 HORIZ.
1:100 VERT.

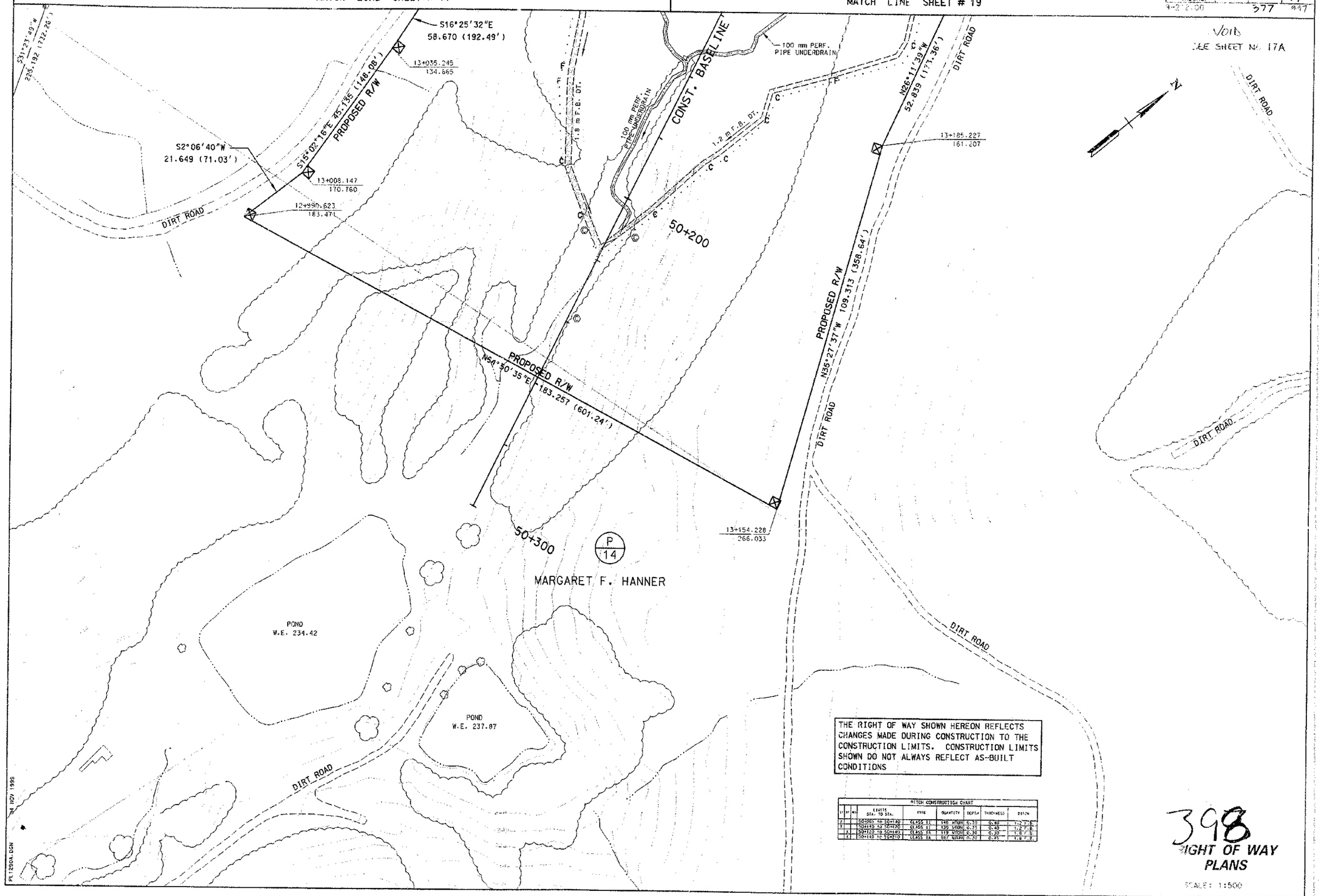
PROFILE - STA. 12+780 TO 13+120

PLAN REV = 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP	1-2-2000	17A	74
		377	397

MATCH LINE SHEET # 17

MATCH LINE SHEET # 19



PITCH CONSTRUCTION CHART						
LT	RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X		50+060 TO 50+140	CLASS 1A	148 MTONS 0.10	0.40	1-2 F.B.
X		50+140 TO 50+190	CLASS 1A	139 MTONS 0.10	0.40	1-2 F.B.
	X	50+120 TO 50+140	CLASS 1A	119 MTONS 0.36	0.20	1-8 F.B.
	X	50+140 TO 50+210	CLASS 1A	187 MTONS 0.30	0.35	1-8 F.B.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PLT290A.DGN 04 NOV 1998

398

RIGHT OF WAY PLANS

SCALE: 1:500

MAINLINE RIGHT STA. 12+320 TO STA. 13+320

PLAN REF. # 3

COUNTY OF BURT-CARTER GREENUP	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4-21-03		1	94
		376	399

NOTE:
USE RIGHT-OF-WAY INFO ONLY
TO BE USED WITH SHEET NO. 17

GREEN VALLEY ENVIRONMENTAL CORPORATION

GREEN VALLEY LANDFILL PERMIT BOUNDARY LINE

DIRT ROAD

EMOGENE HANNER (P 13X)

MARGARET F. HANNER (P 14X)

EMOGENE HANNER (P 13)

MARGARET F. HANNER (P 14)

12+800 | 12+900 | 13+000 | 13+100

N38°04'03"E 55.321 (181.50')

N25°19'04"E 140.818 (462.00')

N8°10'57"W 110.942 (363.00')

N40°24'59"W 114.882 (376.91')

N40°24'59"W 71.439 (234.38')

12+923.710 | 102.647

12+977.284 | 70.000

12+960.000 | 70.000

13+000.000 | 70.000

12+786.363 | 71.577

12+780.000 | 55.000

N58°37'18"E 42.720 (140.16')

12+820.000 | 40.000

N38°03'56"E 80.000 (262.47')

12+900.000 | 40.000

N11°30'02"E 67.082 (220.08') CONTROL OF ACCESS R/W

N38°03'57"E 17.284 (56.71')

N38°03'57"E 22.716 (74.53')

N74°36'08"E 50.008 (164.04')

13+040.000 | 40.000

N11°30'02"E 44.721 (146.72') CONTROL OF ACCESS R/W

13+080.000 | 60.000

13+120.000 | 65.000

N30°56'26"E 40.311 (132.26')

0.6m F.B. DT.

1.2 m F.B DT.

0.6 m F.B. DT.

EDGE OF PAVED SHOULDER

3.0 | 3.6 | 3.6 | 3.0

N38°03'56"E

EDGE OF PAVED SHOULDER

12+963.020 | 0.000

SEE SHEET #15 MATCH LINE STA. 12+780

MATCH LINE STA. 13+120 SEE SHEET #19

12+840.514 | 31.500

N38°49'25"E 61.034 (200.24')

N21°22'00"E 20.432 (67.03')

CONTROL OF ACCESS R/W

N58°04'25"E 84.082 (275.86') CONTROL OF ACCESS R/W

N38°03'57"E 60.000 (196.85')

12+780.000 | 40.000

12+840.000 | 40.00

N32°06'07"E 112.664 (369.63')

UTILITY CORRIDOR

PROPOSED R/W

12+860.084 | 25.629

N47°26'05"E 12.593 (41.32')

12+939.092 | 54.398

S40°24'59"E 57.608 (189.00')

N47°26'05"E 8.676 (28.46')

12+960.078 | 61.060

N25°55'15"E 92.662 (304.01') CONTROL OF ACCESS R/W

UTILITY CORRIDOR

PROPOSED R/W

N24°01'47"E 82.462 (270.54')

12+951.517 | 56.448

N52°06'07"E 11.029 (36.18')

12+949.300 | 67.325

S40°24'59"E 10.217 (33.52')

12+960.000 | 70.000

12+947.260 | 57.337

S31°23'49"E 223.192 (732.26')

13+050.665 | 38.366

13+040.000 | 50.000

N72°10'05"E 47.504 (155.85')

13+090.000 | 55.000

N64°37'50"E 44.721 (146.72')

13+080.000 | 70.000

S19°39'27"E 19.596 (65.60')

13+069.322 | 86.906

S16°25'32"E 58.670 (192.49') PROPOSED R/W

100 mm PREF. PIPE UNDERDRAIN

105.0mm

DIRT ROAD

CONTROL OF ACCESS R/W

O.E. 258.560

N38°09'42"E 130.690 (428.77')

100 mm PREF. PIPE UNDERDRAIN

MATCH LINE SHEET # 17A

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X		12+660 TO 13+060	CLASS II	518 M3/M	0.30	0.30	1.2 F.B.
	X		12+780 TO 13+170	EXCEL. MAT.	SEE SHEET 15	0.45		
X			12+780 TO 12+900	CLASS II	497 M TON	0.45	0.46	1.8 F.B. *
X			12+900 TO 13+060	CLASS II	1423 M TON	0.30	0.46	1.8 F.B. *
X			13+060 TO 13+170	CLASS III	1186 M TON	0.70	0.69	2.4 F.B. *

* WIDENED FOR ROCK CUT

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
LT	12+780 TO 12+810	30							
LT	12+810 TO 12+900	90			5			0.47	116 HDWLL
LT	12+900 TO 12+950	50			6			0.47	116 HDWLL
LT	12+950 TO 13+060	90			5			0.47	116 HDWLL
LT	13+060 TO 13+120	40			30			0.43	116 HDWLL
RT	12+780 TO 12+810	30							
RT	12+810 TO 12+900	90			5			0.47	116 HDWLL
RT	12+900 TO 12+930	50			5			0.47	116 HDWLL
RT	12+930 TO 13+080	90			5			0.47	116 HDWLL
RT	13+080 TO 13+120	40			5			0.42	116 HDWLL

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT OR RT	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	ITEM SEC. NO. 1 (Ea)	END TREATMENT Ft 2A	Ft 2B	Ft 4A (Ea)	CRASH CUSH (Ea)	BRIDGE END CONN. CONN TY A (Ea)	CONN TY A-1 (Ea)
LT	13+038 TO 13+120	14.38					1			

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PRC-3D.CEL
Cell Name: PLXEPL

5-93
FORM NO. 2m

PL12780.DGN 04 NOV 1998

399

RIGHT OF WAY PLANS

SCALE: 1:500

STA. 12+780 TO STA. 13+120

PLAN REV. # 3

FISCAL YEAR	SHEET NO.	TOTAL SHEETS
93	—	44
94	379	737

NOTE:
FOR RIGHT-OF-WAY PLANS ONLY
TO BE USED WITH SHEET NO. 9

LT. STA. 13+120 BEGIN 180 m
EDGE OF PAVEMENT TAPER
FOR TRUCK CLIMBING LANE.

LT. STA. 13+300 END
TRUCK CLIMBING LANE.

13+200 13+300 13+400

P
14X
MARGARET F. HANNER

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM. SEC. NO.	END TREATMENT TT 2A	TT 3	TT 4A	CRASH CUSH. TT 1X-A	BRIDGE END CONN. CONN TT A	CONN TT A-1
LT	13+120 TO 13+300.89	173.27			1					

13+120.000 65.000 — N3C°56'26"E 40.311 (132.25') — 13+160.000 70.000 — N36°01'13"E 140.089 (459.61') — CONTROL OF ACCESS R/W — 13+300.000 75.000 — N52°06'07"E 144.309 (473.45') — 13+440.000 80.000 — N8°56'05"W 28.284 (92.80') — 13+460.000 40.000

0.6 m F.B. DT. — I.E. 262.383 — DIRT ROAD — 28°33' SKEW

13+120 13+210 13+300

3.0 3.6 3.6 3.0 — 180 m TAPER — 3.6 3.6 3.6 3.0 — TRUCK CLIMBING LANE — 3.6 3.6 3.6 3.0

1.2

N38°03'56"E

62°30'02" — 50+000

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS 'A' CONCRETE (CU M)	
LT	13+120 TO 13+170	50							
LT	13+170 TO 13+260	90			36			0.42	113 HDWL
LT	13+260 TO 13+350	90			40			0.45	113 HDWL
LT	13+350 TO 13+440	90			20			0.43	113 HDWL
LT	13+440 TO 13+460	20			20			0.43	113 HDWL
RT	13+120 TO 13+170	50							
RT	13+170 TO 13+260	90			5			0.47	116 HDWL
RT	13+260 TO 13+350	90			5			0.47	116 HDWL
RT	13+350 TO 13+440	90			5			0.47	116 HDWL
RT	13+440 TO 13+60	20			5			0.47	116 HDWL

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

N 24°26'06" W CONSTRUCTION BASELINE — DIRT ROAD

N29°32'03"E 19.064 (62.55') — N36°38'03"E 18.632 (61.13') — 0.6 m F.B. DT.

13+361.104 67.874 — 13+399.957 65.045 — 13+421.803 68.869 — N47°59'34"E 22.178 (72.76') — N21°49'32"W 35.426 (116.35') — 13+441.576 34.760 — N60°40'48"E 39.599 (129.92') — 13+460.000 50.000

UTILITY CORRIDOR — PROPOSED R/W — N1°11'44"E 50.000 (164.04')

N39°09'42"E 130.690 (428.77') — N39°30'54"E 58.221 (191.31') — N50°44'47"E 21.030 (69.00') — N22°41'21"E 21.189 (69.52') — N66°52'33"E 23.761 (77.96') — N10°21'59"E 23.879 (78.34')

13+220.666 67.500 — 13+279.568 68.990 — 13+300.085 73.607 — 13+339.142 67.523 — 13+320.515 67.988 — 13+359.962 78.973

UTILITY CORRIDOR — PROPOSED R/W — N38°03'57"E 95.629 (313.74')

N47°31'41"E 60.828 (199.57') — N28°36'12"E 60.827 (199.56')

13+204.371 80.000 — 13+300.000 80.000 — 13+360.000 90.000 — 13+420.000 90.000

EXISTING HOLLOW FILL — 50+100 — 100 mm PREF. PIPE UNDERDRAIN — N58°23'32"W 33.826 (110.98') — PROPOSED R/W — 13+208.175 113.611 — N26°11'39"W 52.839 (173.36')

P
14
MARGARET F. HANNER

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY		DEPTH	THICKNESS	DITCH
	X		13+220 to 13+400	CLASS II	233	MTON	0.30	0.40	0.6 F.B.
	X		13+400 to 13+440	CLASS IA	58	MTON	0.30	0.45	0.6 F.B.
	X		13+440 to 13+460	CLASS II	43	MTON	0.30	0.40	0.6 F.B.
X			13+120 to 13+154	CLASS II	44	MTON	0.30	0.40	0.6 F.B.
X			13+154 to 13+280	CLASS II	218	MTON	0.45	0.40	0.6 F.B.
X			13+280 to 13+340	CLASS IA	87	MTON	0.30	0.45	0.6 F.B.
X			13+340 to 13+460	CLASS III	311	MTON	0.45	0.60	0.6 F.B.
	X		13+120 to 13+460	EXCEL. MAT	816	SQ M	0.30		

MATCH LINE SHEET #17 — SEE SHEET #17 FOR LINE STA. 13+120

MATCH LINE SHEET #17A

MATCH LINE STA. 13+460 — SEE SHEET #21 FOR LINE

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL1320.DGN 04 NOV 1995

400

RIGHT OF WAY PLANS

SCALE: 1:500

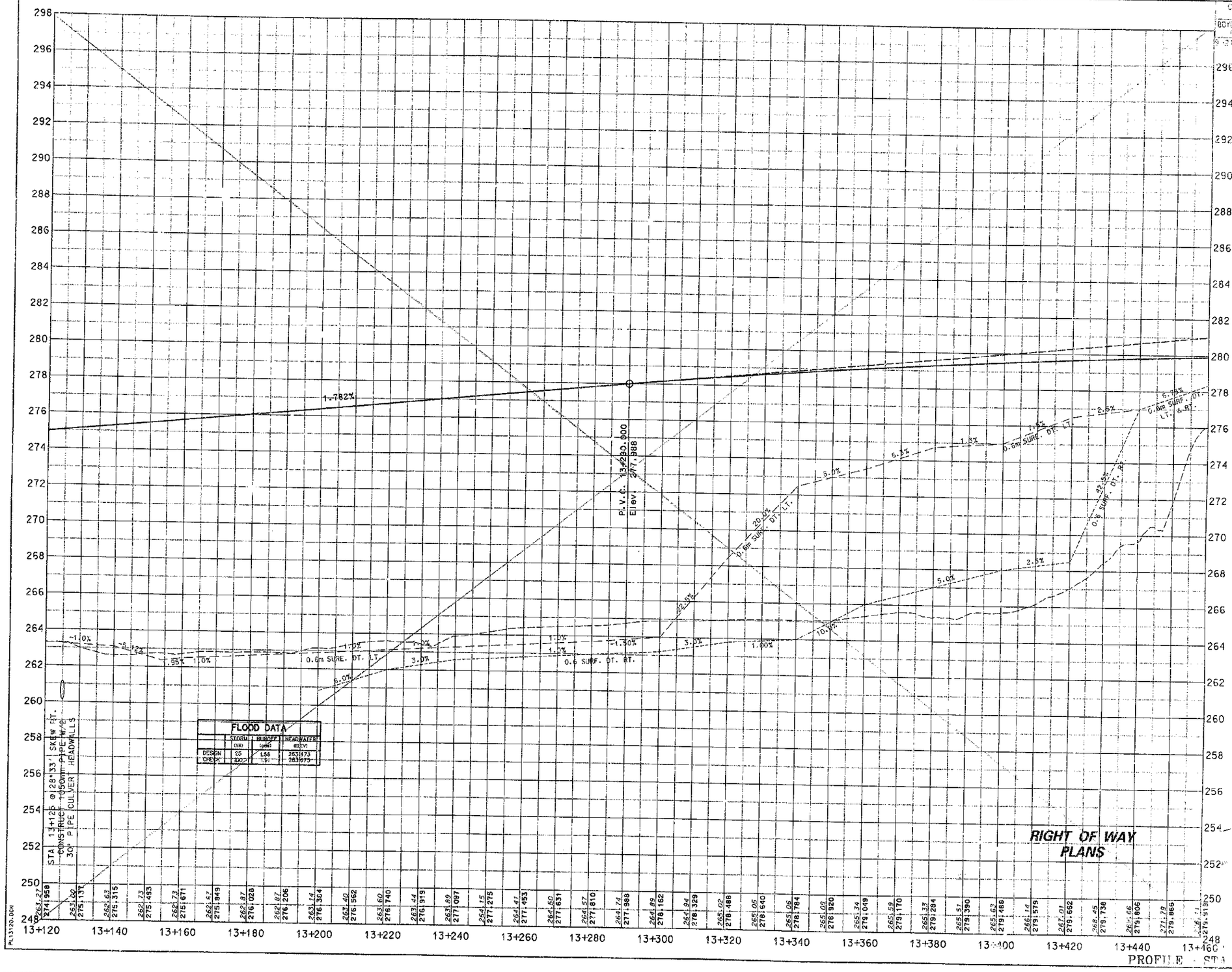
MAINLINE - STA. 13+120 TO STA. 13+460

PLAN FILE = 3

COUNTY OF BOYD-CARTER-GREENUP	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
9-212.00		20	74
		380	997

VOL.

SEE SHEET NO. 20



RIGHT OF WAY PLANS

401

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA 13+120 TO 13+460

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-9D.CEL
Cell Name: PIKEPL

PL13120.DGN

G-93
FORM NO. 2m

PLAN KEY # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		~~21~~ 381	~~24~~ 997
9-213.00			

NOTE:
FOR RIGHT-OF-WAY INFO ONLY.
TO BE USED WITH SHEET NO. 21

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

C.L. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. NO.	END TREATMENT TY. 22 TO 3 (EQ)	TY. 3 TO 43 (EQ)	ENGSH CUSH TY. TS-A (EQ)	BRIDGE END CONN. CONN'T. S (EQ)	CONN'T. S (EQ)
RT	13+652.4 TO 13+123.26	53.34							
RT	13+652.4 TO 13+123.26	80.34							
LT	13+71.64 TO 13+802.12	22.86							
RT	13+771.64 TO 13+800	28.36							
RT	79+945 TO 80+059.3	99.06							

RT. EXISTING GREEN VALLEY RD. STA. 79+920 TO 80+060 REMOVE AND RESET EXISTING BOARD FENCE TO BEHIND GUARDRAIL

DITCH CONSTRUCTION CHART

LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	STEEPNESS	DITCH
13+460 TO 13+530	CLASS II	70	MTONS 0.30	0.40	1:2 F.B.
13+480 TO 13+620	CLASS II	86	MTONS 0.30	0.40	1:2 F.B.
13+460 TO 13+620	CLASS II	133	MTONS 0.30	0.40	1:2 F.B.
13+460 TO 13+620	CLASS II	48	MTONS 0.30	0.40	1:2 F.B.
13+? TO 13+?	CLASS 1A	106	MTONS 0.30	0.40	0.6 F.B.
13+? TO 13+?	EXCEL. MAT.	144	50 M 0.30		V
13+? TO 13+?	EXCEL. MAT.	432	150 M 0.30		V
13+? TO 13+?	EXCEL. MAT.	48	50 M 0.30		V
13+? TO 13+?	EXCEL. MAT.	48	50 M 0.30		V
13+460 TO 13+530	CLASS II	69	MTONS 0.30	0.40	1:2 F.B.
13+530 TO 13+620	CLASS II	135	MTONS 0.30	0.40	1:2 F.B.
13+620 TO 13+710	CLASS II	207	MTONS 0.30	0.40	1:2 F.B.
13+460 TO 13+620	CLASS II	55	MTONS 0.30	0.40	0.6 F.B.
13+620 TO 13+710	CLASS 1A	30	MTONS 0.30	0.40	0.6 F.B.
13+530 TO 13+710	CLASS II	135	MTONS 0.30	0.40	0.6 F.B.
13+460 TO 13+800	CLASS II	35	MTONS 0.30	0.40	0.6 F.B.
13+620 TO 13+710	CLASS II	15	MTONS 0.30	0.40	0.6 F.B.
79+460 TO 80+060	CLASS II	135	MTONS 0.30	0.40	0.6 F.B.

* RIDGED FOR ROCK CUT

PAVEMENT EDGE DRAIN CONSTRUCTION

C.L. OR RT.	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
LT	13+460 TO 13+530	70							
LT	13+530 TO 13+620	90			8			0.07	114 NOMIL TYPE TS TRENCH EDGE UNDERDRAIN
LT	13+620 TO 13+710	90			3				
RT	13+460 TO 13+530	70							
RT	13+530 TO 13+620	80			4			0.07	114 NOMIL TYPE TS TRENCH EDGE UNDERDRAIN
RT	13+620 TO 13+710	80			3				
LT	13+780 TO 13+800	20							
RT	13+780 TO 13+800	20							

CONST. 5 LAYERS BIAXIAL GEOGRID MATERIAL 0.61 m BETWEEN LAYERS 18.3 m INTO EMB. FROM FACE OF EMB. SEE GEOTECHINAL REPORT (10,940 SQ M)

RIGHT OF WAY PLANS 402

SCALE: 1:500

MAINLINE - STA. 13+460 TO STA. 13+800

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PSD-GD.CEL
Cell Name: PIKSPL

PL13460.DGN 04 NOV 1999

6-93 FORM NO. 2m

PLAN REV #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		22	74
9-212.00		382	997

VOID
SEE SHEET NO. 22

STA. 13+682 CONST. TRANSVERSE UNDERDRAIN w/20m - 100mm PERF. PIPE, 10m - 100mm NON-PERF. PIPE & 0.57m CLAM CLASS A CONC (1:4 HDWLL)

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.09	277.230
CHECK	200	0.11	277.240

*GRATE CONTROLS

STA. 13+700 @ 0° SKEW CONST. 460mm PIPE W/ DBL. TYPE 5D LA JL SLOPED & PARALLEL HEADWALL

STA. 13+710 CONST. TRANSVERSE UNDERDRAIN w/20m - 100mm PERF. PIPE, 30m - 100mm NON-PERF. PIPE & 0.48m CLAM CLASS A CONC (1:3 HDWLL)

BRG. B.B. NO. 1

PIER NO. 1
STA. 13+734.950

P.V.I. 13+740.000
Elev. 286.007

PIER NO. 2
STA. 13+764.850

CONST. 3 SPAN PCI BEAM TYPE III BRIDGE 0°00'00" SKEW BRIDGE SITE #24382

BRG. ABUT. NO. 2

(SPAN 1) (SPAN 2) (SPAN 3)

1.782%

-5.059%

-1.0% SPEC. V BOTTOM DT. RT. & 1.2m SPEC. DT. LT. & 1.2m SPEC. DT. RT.

-1.0% SPEC. V BOTTOM DT. RT.

-0.5%

-1.0%

-20.0%

0.6m SURF. DT. LT.

-15.0%

1:2 SURF. DT. RT.

-20.0%

-10.8%

-2.7%

-1.80%

1:2

GREEN VALLEY ROAD

APPROX. EXISTING GROUND LINE

LC = 900m
K = 132

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.53	270.360
CHECK	100	0.65	270.350

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.03	SEE SPREAD COMP.
CHECK	100	0.04	

STA. 13+783.230 CONST. CURB BOX INLET TYPE B (611) H = 1.251 W/450mm PIPE, 1 - 450mm JUNCTION BOX & 1 - 450mm SLOPED AND FLARED HEADWALL

CONST. 5 LAYERS OF BIAXIAL GEOGRID MATERIAL (Q.G) BETWEEN LAYERS TRIM TO INTO EMB. FROM FACE OF EMB. (SEE GEOTECHNAL REPORT)

RIGHT OF WAY PLANS

SCALE 1:500 HORIZ.
1:50 VERT.

PROFILE - STA 13+460 TO 13+800

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PDC-3D.CEL
Cell Name: PIKEPI

6-93
FORM NO. 2m

PR13460.DGN

PLAN REV # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		~~23~~ 383	~~74~~ 407

9-212.00

VOID

SEE SHEET NO. 23

PAVEMENT EDGE DRAIN CONSTRUCTION								
C/L OR P/L	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm SUMP/CURB (m)	150mm SUMP/CURB (m)	200mm SUMP/CURB (m)	CLASS B CONCRETE (CU. M)
R1	13+900 TO 13+980	100			4			0.57
R1	13+980 TO 14+060	50			4			0.57
R1	14+060 TO 14+080	20			4			0.23
R1	14+080 TO 14+100	20						0.23
L1	13+900 TO 13+960	60			4			0.47
R1	13+960 TO 13+980	20						0.23
R1	13+980 TO 14+030	50			4			0.47
R1	14+030 TO 14+100	70						0.47

MAINLINE
P.I. = 14+135.164
Δ = 77°46'54.511"LT
Rc = 400.000
Lc = 479.019
Ts = 354.992
Ls = 64.000
Θs = 4°35'01.184"
LT = 42.681
ST = 21.346
X = 63.959
Y = 1.706
Es = 114.460
Se = 8%
T.S. = 13+780.172
S.C. = 13+844.172
C.S. = 14+323.192
S.T. = 14+387.192
Runout = 16
Design Speed 100 km/h (60 mph)

P/12

ADDINGTON ENTERPRISES, INC.

13+900

14+000

13+880.000
120.000

N4°09'00"W
80.952 (265.59')

13+800.000
50.000

N35°32'40"E 90.849 (298.06')
CONTROL OF ACCESS R/W

14+000.000
95.000

N49°14'58"E
30.941 (101.51')

14+030.000
75.000

14+080.000
70.000

N10°14'15"E
41.214 (135.22')

N3°47'36"E
79.108 (259.54')

0.6 m F.B. DT.

MATCH LINE STA. 13+800 SEE SHEET #21

S.C. STA. 13+844.172

1.2 m F.B. DT.

EDGE OF PAVED SHOULDER

TRUCK CLIMBING LANE

EDGE OF PAVED SHOULDER

MATCH LINE STA. 14+100 SEE SHEET #25

1.2 m F.B. DT.

13+800.000
50.000

N55°04'33"E
46.146 (151.40')

13+840.000
65.000

CONTROL OF ACCESS R/W
N48°59'38"E 75.755 (248.54')

13+900.000
90.000

N42°45'25"E
81.317 (266.98')

13+960.000
120.000

N38°03'56"E

0.6 m F.B. DT.

N31°14'17"W
70.299 (230.64')

CONTROL OF ACCESS R/W
N3°49'49"W 47.542 (155.98')

14+000.000
70.000

14+040.000
60.000

N15°20'25"W
70.324 (230.72')

14+100.000
40.000

P.I. STA. 14+135.164

P/12

ADDINGTON ENTERPRISES, INC.

STEEL "W" BEAM GUARDRAIL CONSTRUCTION											
C/L OR P/L	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC.	END TREATMENT			CRASH CUSH.	BRIDGE END CONN.		
				NO. 1 (EA)	TY. 2A (EA)	TY. 3 (EA)	TY. 4A (EA)	TY. 11-A (EA)	CONN TY. A (EA)	CONN TY. A-1 (EA)	
R1	13+000 TO 13+832.6		24.98					1			

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

04 NOV 1999

6-93
FORM NO. 2m

PL13800.DGN

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

~~379~~

RIGHT OF WAY PLANS

404

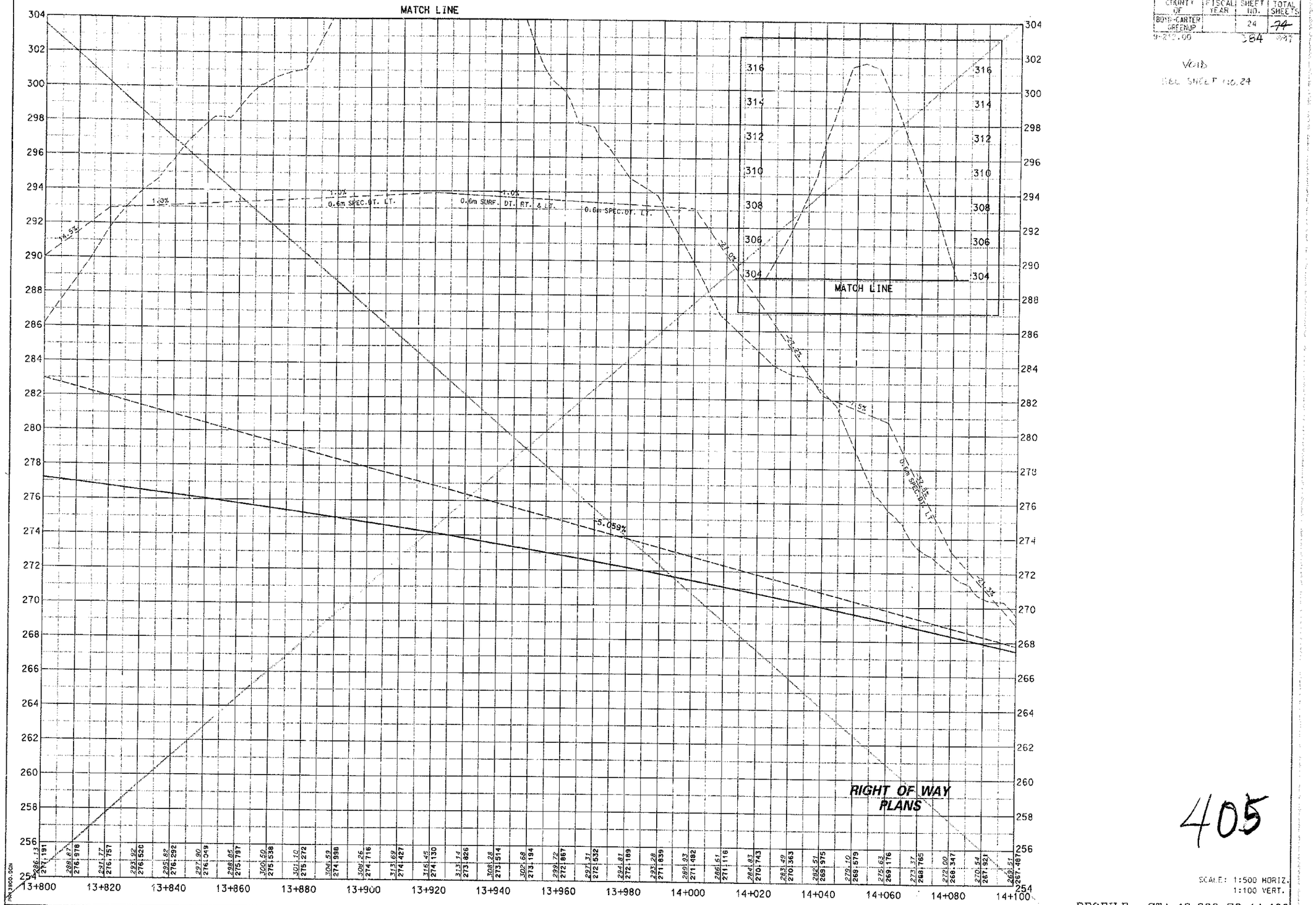
SCALE 1:500

MAINLINE ... TO STA. 14+100

Plan Key # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		24	74
9-212.00		384	947

VOID
SEE SHEET NO. 24



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: FEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PAR3800.DGN

405

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA 13+800 TO 14+100

PLAN REV # 3

COUNTY OF MUNICIPALITY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		25	74
P.I.D. 000		385	397

MATCH LINE STA. 49+810 SEE SHEET #65B

SEE SHEET NO. 25

PAVEMENT EDGE DRAIN CONSTRUCTION

STATION TO STATION	RIGHT PIPE	LEFT PIPE	OUTLET PIPE	CONNECTOR MANHOLE	STORM MANHOLE	CATCH BASIN MANHOLE	CATCH BASIN & CONNECTOR MANHOLE	
	(m)	(m)	(m)					
49+180 TO 49+200								TIE HOMES
49+200 TO 49+220								TIE HOMES
49+220 TO 49+240								TIE HOMES
49+240 TO 49+260								TIE HOMES
49+260 TO 49+280								TIE HOMES
49+280 TO 49+300								TIE HOMES
49+300 TO 49+320								TIE HOMES
49+320 TO 49+340								TIE HOMES
49+340 TO 49+360								TIE HOMES
49+360 TO 49+380								TIE HOMES
49+380 TO 49+400								TIE HOMES
49+400 TO 49+420								TIE HOMES
49+420 TO 49+440								TIE HOMES
49+440 TO 49+460								TIE HOMES
49+460 TO 49+480								TIE HOMES
49+480 TO 49+500								TIE HOMES
49+500 TO 49+520								TIE HOMES
49+520 TO 49+540								TIE HOMES
49+540 TO 49+560								TIE HOMES
49+560 TO 49+580								TIE HOMES
49+580 TO 49+600								TIE HOMES

DITCH CONSTRUCTION CHART

STATION TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DIT.
49+180 TO 49+200	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+200 TO 49+220	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+220 TO 49+240	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+240 TO 49+260	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+260 TO 49+280	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+280 TO 49+300	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+300 TO 49+320	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+320 TO 49+340	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+340 TO 49+360	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+360 TO 49+380	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+380 TO 49+400	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+400 TO 49+420	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+420 TO 49+440	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+440 TO 49+460	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+460 TO 49+480	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+480 TO 49+500	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+500 TO 49+520	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+520 TO 49+540	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+540 TO 49+560	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+560 TO 49+580	CLASS	20	MEDIUM	0.45	0.6 F.B.
49+580 TO 49+600	CLASS	20	MEDIUM	0.45	0.6 F.B.

* HIDDEN FOR SURF. OUT

APPROACH 14+400
P.I. - 50+085.015
Δ - 64°29'59.015"RT.
R - 75.000
L - 84.430
T - 47.321
Ex - 13.681
e - 7.3%
P.C. - 50+037.694
P.T. - 50+122.124
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS SECTIONS
Runout = SEE CROSS SECTIONS

STATION 14+180 CONSTRUCT AND PLUG (3) 450 mm x 84 m STEEL CASING PIPES. (FOR FUTURE UTILITIES)

ADDINGTON ENTERPRISES, INC.

STA. 49+776.234
APPR. RT. 14+400.000=
STA. 49+890.3842
APPR. RT. 14+227.000

BEGIN SURFACING

CONTROL OF ACCESS R/W

N66°30'39"E 66.026 (216.62')

N19°19'47"W 56.299 (184.71')

N5°47'55"W 52.076 (170.85')

CONTROL OF ACCESS R/W

N3°47'36"E 79.108 (259.54')

S79°12'17"W 92.196 (302.48')

CONTROL OF ACCESS R/W

S66°32'36"W 63.970 (209.87')

END SURFACING

EDGE OF PAVED SHOULDER

N27°48'43"W

N4°41'21"W 59.141 (194.03')

EXISTING ROAD (GRAVEL)

GRAVEL RD.

N66°46'33"E

0.6m F.B. SURF. DT.

0.6 m F.B. DT.

FUTURE BRIDGE

INV. EL. 259.500

APPROACH 14+400
P.I. - 49+919.102
Δ - 78°05'44"RT.
R - 60.000
L - 81.782
T - 48.670
Ex - 17.258
e - 7.8%
P.C. - 49+870.432
P.T. - 49+952.213
Design Speed = 40 km/h (25 mph)
Runoff = 40
Runout = 10.26

P.C. STA. 49+870.432

P.T. STA. 49+919.102

P.T. STA. 49+952.213

S.T. STA. 14+387.192

S.C. STA. 14+323.192

MAINLINE
P.I. = 14+135.164
Δ = 77°46'54.511"LT
Rc = 400.000
Lc = 479.019
Ts = 354.992
Ls = 64.000
θs = 4°35'01.184"
LT = 42.681
ST = 21.346
X = 63.959
Y = 1.706
Es = 114.460
Sθ = 8%
T.S. = 13+780.172
S.C. = 13+844.172
C.S. = 14+323.192
S.T. = 14+387.192
Runout = 16
Design Speed 100 km/h (60 mph)

SEE SHEET #23 MATCH LINE STA. 14+100

SEE SHEET #27 MATCH LINE STA. 14+440

185 m TAPER

55 m TAPER

TRUCK CLIMBING LANE

LEFT TURN LANE

2500T CONCRETE

EDGE OF PAVED SHOULDER

STA. 14+227.000=
APPR. STA. 50+000.000

STA. 14+400.000=
APPR. STA. 50+000.000

91°51'30"

88°02'30"

CONTROL OF ACCESS R/W
N6°37'40"E 45.589 (149.57')
14+100.000 40.000

14+140.000 50.000

N18°07'38"W 45.009 (147.67')

14+180.000 45.000 INV. EL. 259.000

N60°26'49"E 71.740 (235.37')

N39°42'58"W

ADDINGTON ENTERPRISES, INC.

ADDINGTON ENTERPRISES, INC.

ADDINGTON ENTERPRISES, INC.

P.C. STA. 50+037.694

MATCH LINE STA. 50+050
SEE SHEET #65

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

L.T. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM. SEC. No. 1	END TREATMENT TY 2A	END TREATMENT TY 3	END TREATMENT TY 4A	CRASH CUSH TY T-S	BRIDGE END CONN. CONN TY A	BRIDGE END CONN. CONN TY A-1
				(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)
	49+370 (BARRICADE)	15.24		2						
	49+655 (BARRICADE)	15.24		2						
	14+430 (BARRICADE)	22.86		2						
	AT APP. 50+100 to B.L. 14+45	97.5								

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

04 NOV 1998

E-93
FORM NO. 2m

21-4100.DGN

RIGHT OF WAY PLANS

406

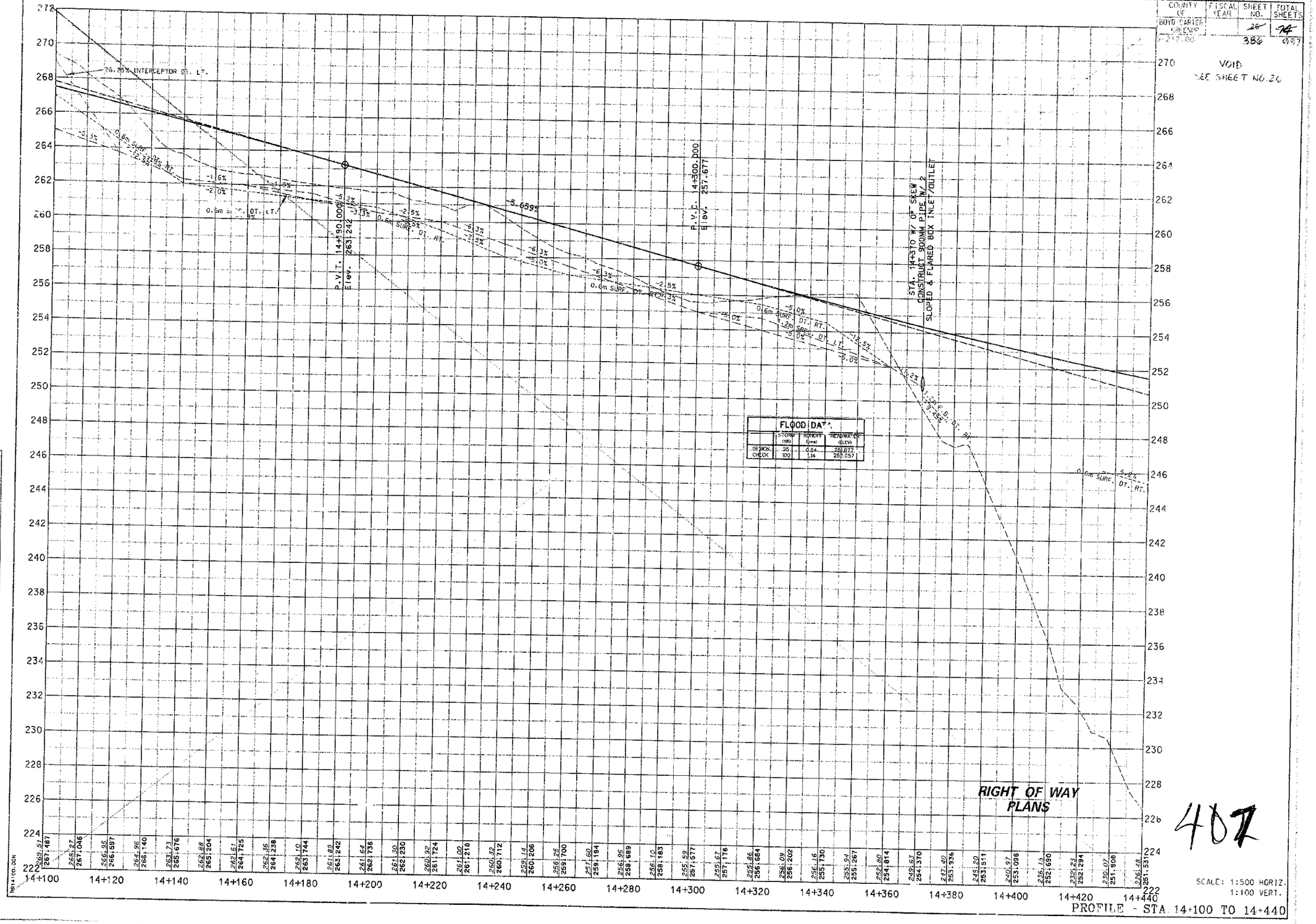
TO STA. 14+440

CONTROL OF ACCESS R/W

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOND CARTER CAMP		25	74
F-217.00		386	097

VOID
SEE SHEET NO. 26



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-GD.CEL
Cell Name: PIKEPL

G-93
FORM NO. 2m

407

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 14+100 TO 14+440

PLAN REV # 3

COUNTY OF RUTHERFORD	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
PROJECT NO.		387	497

SEE SHEET NO. 27

MAINLINE
P.I. = 14+587.200
Δ = 16°33'59"LT
Rc = 600.000
Lc = 117.482
Ts = 115.380
Ls = 56.000
θs = 2°40'26"
LT = 37.338
ST = 18.671
X = 55.988
Y = 0.871
Es = 1.869
Se = 6.9%
T.S. = 14+471.320
S.C. = 14+527.820
C.S. = 14+645.302
S.T. = 14+701.302
Runout = 56
Design Speed 100 km/h (60 mph)

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

ADDINGTON ENTERPRISES, INC.

DIRT ROAD

N43°43'11"W 112.160 (367.98')
CONTROL OF ACCESS R/W
N63°36'22"W 35.752 (117.30')
S86°32'41"W 44.583 (146.27')
N24°41'20"W 39.915 (130.96')
N14°34'31"W 52.675 (172.82')
CONTROL OF ACCESS R/W
N35°43'35"W 42.720 (140.16')

14+660.000 / 90.000
14+560.000 / 80.000
14+520.000 / 55.000
14+600.000 / 70.000
14+680.000 / 105.000
14+720.000 / 85.000
50+059.983 / 65.010
50+100

0.6 m F.B. DT.
1.8 m F.B. DT.

POND
W.E. 224.67

EXISTING DUG WELL TO BE FILLED

FUTURE PAVEMENT

MATCH LINE STA. 14+440
SEE SHEET #25

T.S. STA. 14+471.820
S.C. STA. 14+527.820
C.S. STA. 14+645.302
S.T. STA. 14+701.302

50 m LEFT TURN LANE
55 m TAPER
185 m TAPER
EDGE OF PAVED SHOULDER
3.0
3.6

N39°42'58"W
N56°16'57"W

P.I. STA. 14+587.200

O/E 216.563
O/E 210.484

N80°42'07"W 71.80' (235.57')
N60°47'10"W 67.539' (221.58')
N50°07'13"W 43.729' (143.47')
CONTROL OF ACCESS R/W
N22°56'12"W 48.320' (158.53')
N8°11'13"E 92.911' (304.83')

MATCH LINE
CONTROL OF ACCESS R/W
14+640.000 / 150.000
14+660.000 / 150.000
N54°00'12"W 24.51' (80.44')

S78°21'42"W 90.799 (297.90')
N88°17'17"W 47.170 (154.76')

MATCH LINE STA. 14+740
SEE SHEET #29

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			14+440 to 14+580	CLASS II	181 M TON	0.30	0.40	0.6 F.B.
X			14+580 to 14+636	CLASS IA	102 M TON	0.30	0.45	0.6 F.B.
X			14+636 to 14+700	CLASS IA	118 M TON	0.30	0.45	0.6 F.B.
X			14+700 to 14+740	CLASS III	78 M TON	0.30	0.60	0.6 F.B.
	X		14+440 to 14+580	CLASS II	423 M TON	0.60	0.40	1.8 F.B.
	X		14+580 to 14+636	CLASS IA	97.2 M TON	0.30	0.45	1.8 F.B.
	X		14+636 to 14+660	CLASS II	279 M TON	0.30	0.45	1.8 F.B.
	X		14+660 to 14+740	CLASS II	204 M TON	0.45	0.45	0.6 F.B.
		X	14+440 to 14+480	EXCEL MAT	96 SQ M	0.30		V
		X	14+480 to 14+580	EXCEL MAT	240 SQ M	0.30		V
		X	14+580 to 14+700	EXCEL MAT	288 SQ M	0.30		V
		X	14+700 to 14+740	EXCEL MAT	96 SQ M	0.30		V

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D CEL
Cell Name: PLT2PL

S-93
FORM NO. 2m

PL11440.DGN 04 NOV 1999

408

GHT OF WAY PLANS

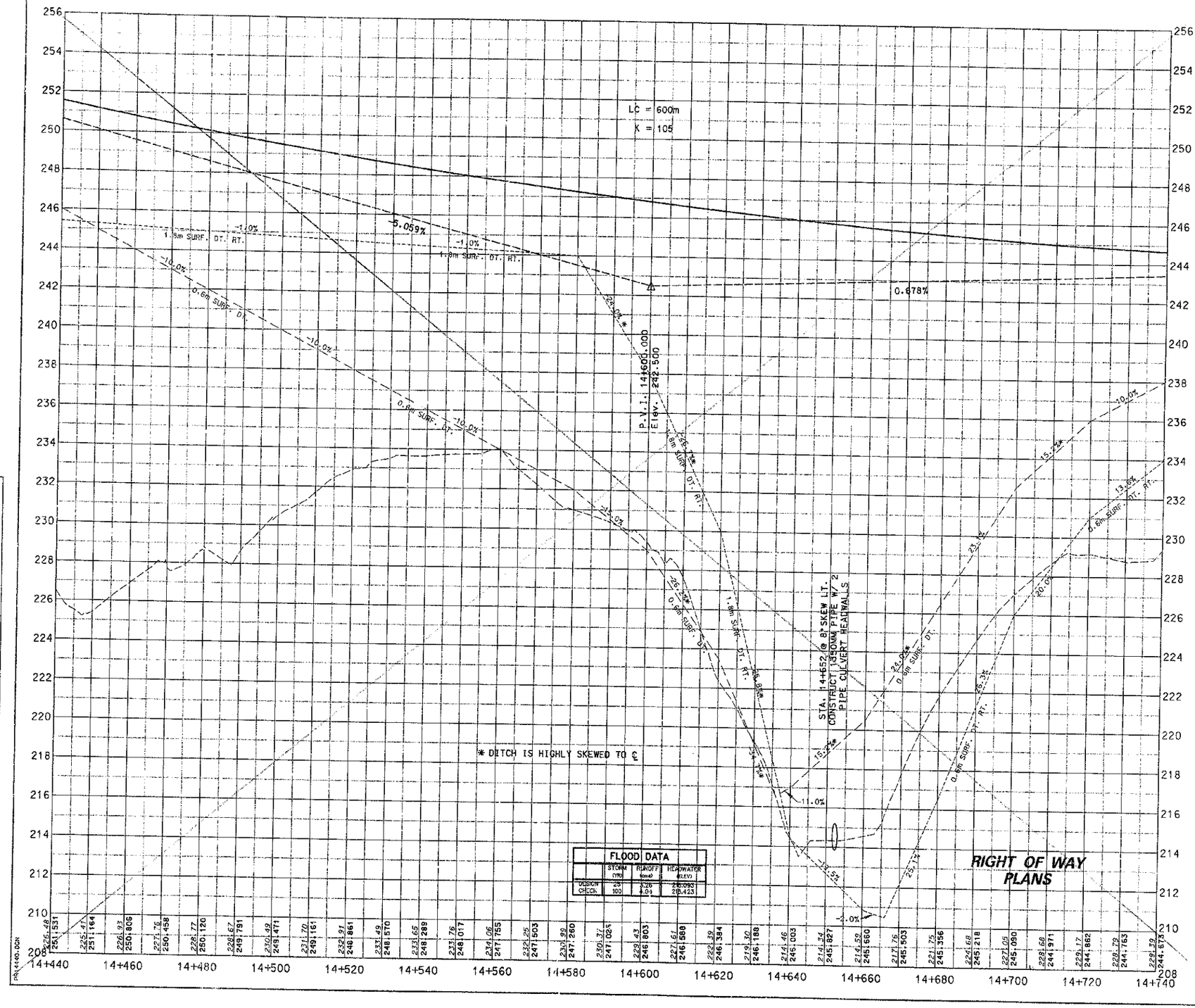
MAIN ... STA. ... 10 TO STA. 14+740

PLAN REV. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BUYS-CARTER SHEENUP		28	74
9-212.00		388	

VOID

SEE SHEET NO. 29



FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	5.26	246.093
CHECK	100	7.01	246.423

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

G-93
FORM NO. 2m

409

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 14+440 TO 14+740

Rev #3

COUNTY	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
CARTER		28	74
		389	447

ADD

SEE SHEET # 29

14+800 14+900 15+000

POND W.E 259.39

P 12

ADDINGTON ENTERPRISES, INC.

END CONST. SECTION 1
STA. 14+920 =
BEGIN CONST. SECTION 2

14+760.000 60.000

N35°43'36"W 42.720 (140.16')

N46°49'12"W 60.828 (199.57')

14+820.000 40.000

N61°02'46"W 60.208 (197.53')

14+880.000 45.000

N56°16'57"W 100.000 (328.08') CONTROL OF ACCESS R/W

14+980.000 45.000 END CONTROL OF ACCESS & FENCE

FUTURE PAVEMENT

0.6m F.B. DT.

I/E 242.570

EDGE OF PAVED SHOULDER

3.6

N56°16'57"W

T/C 243.035
F/L 242.220

SPC. "V" DT.

450mm

600mm

O/E 238.870

O/E 241.946

0.6m F.B. DT.

N46°14'47"W 92.195 (302.48')

END R/W PROJECT
STA. 14+970 =
SECTION 1

14+760.000 60.000

N61°02'46"W 60.208 (197.53')

CONTROL OF ACCESS R/W

14+820.000 55.000

N56°16'57"W 100.000 (328.08')

14+920.000 5.000

N70°19'07"W 41.231 (135.27')

14+960.000 45.000 END CONTROL OF ACCESS & FENCE

N88°17'13"W 47.170 (154.76')

MATCH LINE STA. 14+740 SEE SHEET #27

MATCH LINE STA. 15+080 SEE SHEET #31

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
X			14+740 to 14+780	CLASS III	78 MTON	0.30	0.60	0.6 F.B.
X			14+780 to 14+840	CLASS II	78 MTON	0.30	0.40	0.6 F.B.
X			14+840 to 14+88.5	CLASS II	69 MTON	0.30	0.40	0.6 F.B.
	X		14+740 to 14+760	CLASS IA	39 MTON	0.45	0.45	0.6 F.B.
	X		14+760 to 14+900	CLASS II	226.8 MTON	0.60	0.40	0.6 F.B.
		X	14+740 to 14+820	EXCEL MAT	192 SQ M	0.30		V
		X	14+820 to 14+900	EXCEL MAT	192 SQ M	0.30		V

P 12

ADDINGTON ENTERPRISES, INC.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

RL14740.DGN 04 NOV 1999

410

RIGHT OF WAY PLANS

SCALE: 1:500

MAINLINE STA. 14+740 TO STA. 15+080

MAN REV # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~30~~ 390	~~74~~ 404

9-212.00

VOID

SEE SHEET NO. 30

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.20	243.175
CHECK	100	0.28	243.215

*GRATE CONTROLS

STA. 14+820 CONST. DROP BOX INLET TYPE 5B W/ 450mm PIPE & 1 - 450mm SLOPED & PARALLEL HEADWALL

P.V.I. 14+900.000 Elev. 244.633

0.678%

1.3

STA. 14+900 @ 0°SKEW CONST. 600mm PIPE W/ DBI TYPE 5B & SLOPED & FLARED BOX INLET/OUTLET

FLOOD DATA			
	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.34	243.250
CHECK	100	0.43	243.330

RIGHT OF WAY PLANS

404

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

SCALE: 1:500 (HRIZ.
1:100 VERT.

PROFILE - STA 14+740 TO 15+080

Plan Rev # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
ROAD CENTER LINE MAP		~~31~~ 391	~~74~~ 997

15+100

15+200

15+300

PERMIT BOUNDRY LINE

DANIEL P. CHILDERS

VOID
SEE SHEET NO. 31

P.I. STA. 15+356.565

N13°15'54"W

N56°16'57"W

P
12

ADDINGTON ENTERPRISES, INC.

MATCH LINE STA. 15+080 SEE SHEET #29

T.S. STA. 15+092.030

S.C. STA. 15+148.030

3.6
3.6

THIS SHEET FOR
INFORMATION ONLY

P
12

ADDINGTON ENTERPRISES, INC.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY PLANS 412

SCALE: 1:500

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

04 NOV 1999

P_15080.DGN

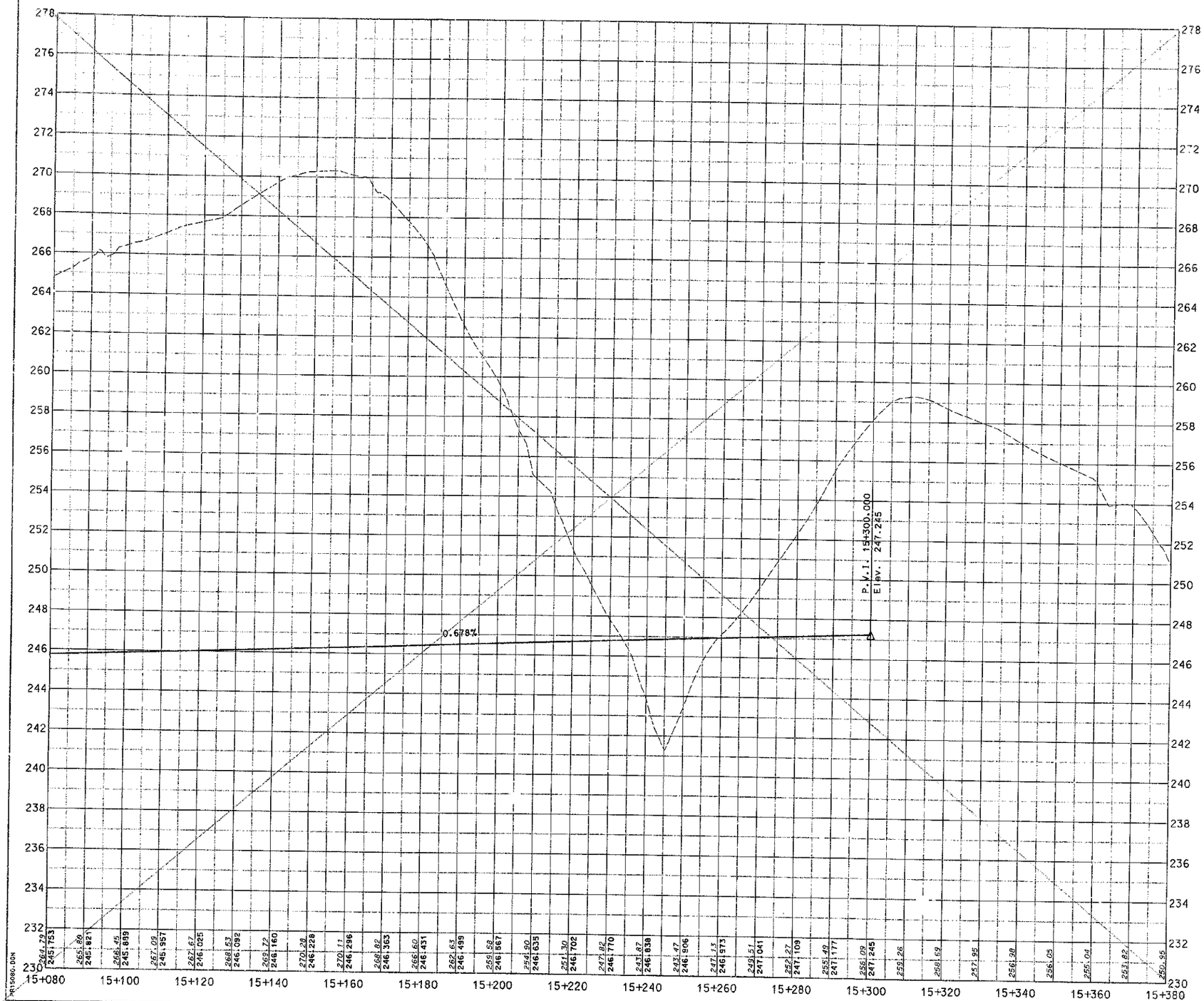
MAINLINE - STA. 15+080 TO END OF PROJECT

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		~~31~~ 332	~~74~~ 993

VOID

SEE SHEET NO 32



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKDPL

6-93
FORM NO. 2m

RIGHT OF WAY PLANS

~~4~~ 13

SCALE: 1:500 HORIZ.
1:100 VERT.

PROFILE - STA. 15+080 TO 15+380

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~33~~ 393	~~74~~ 414

9-212.00

VOID

SEE SHEET No. 33

PAVEMENT EDGE DRAIN CONSTRUCTION							
STATION TO STATION	150mm PLAIN PIPE (m)	150mm PERF PIPE (m)	200mm PERF PIPE (m)	TYPE 1 HEADWALL (no.)	150mm HEADERS (m)	200mm FAIRWATER (m)	CLASS A CONCRETE (CU.M)	
100+132 - 100+200	68			2			0.57	324 HOWE
100+200 TO 100+240	40			2			0.57	324 HOWE

N

EXISTING I-64 R/W

100+000.000
76.200

N78°08'14"E 132.532 (434.82')

EXISTING I-64 R/W

100+132.532
76.200

N78°08'14"E 43.814 (143.74')

100+176.345
76.200

N79°10'54"E 95.480 (313.25')

EXISTING & PROPOSED CONTROL OF ACCESS R/W

BEGIN CONSTRUCTION
(INTERSTATE 64)
LT. / RT. STA. 100+132.532
(MILE POINT 178.0444)

LT. STA. 100+132 TO 100+240
REMOVE 324 SQ M EXISTING
SHOULDER PAVEMENT
(SEE GENERAL NOTE SHEET)

CONC-MON

MILE MARKER
178

STA. 100+132.532

EDGE PAVED SHOULDER

90 m taper

1.8 m F.B. DT.

EXISTING I-64 WESTBOUND (BIT)

EXISTING I-64

GRAYSON

SURVEY BASELINE

DEPRESSED MEDIAN

N78°08'14"E

EXISTING I-64 EASTBOUND (BIT)

EXIST. 450mm

99+900

100+000

100+100

T.S. STA. 100+175.420

100+200

MATCH LINE STA. 100+240
SEE SHEET #34

EXIST. 450mm RCP

N79°08'46"E 88.836 (291.46')

100+176.345
48.768

100+132.532
68.398

N54°00'12"E 48.010 (157.51')

EXISTING & PROPOSED CONTROL OF ACCESS R/W

EXISTING I-64 R/W

EXISTING I-64 R/W

N78°08'14"E 121.920 (400.00')

N54°00'12"E 11.628 (38.15')

100+000.000
73.152

100+121.920
73.152

DITCH CONSTRUCTION CHART						
LT. or RT.	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
LT.	100+132 TO 100+240	CLASS 7A	216 SQ. YDS.	0.20	0.40	1.2 F.B.

P
12

ADDINGTON ENTERPRISES, INC.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY PLANS

~~409~~ 414

SCALE: 1:500

I-64 PLAN SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

04 NOV 1998

PL164-1.DGN

8-93
FORM NO. 2m

LT. STA. 100+240 TO 100+540 REMOVE XXX SQ. M EXISTING SHOULDER PAVEMENT (SEE GENERAL NOTE SHEET)

P 12

ADDINGTON ENTERPRISES, INC.

P 10X1

COMMONWEALTH OF KENTUCKY

N

EXIST. STA. 100+300 - 100+540 REMOVE 10m EXISTING R/W FENCE

Plan Rev #3

NOTE: FOR RIGHT-OF-WAY INFO ONLY. TO BE USED WITH SHEET NOS 334 - 337

P 10X1

COMMONWEALTH KENTUCKY

N79°10'54"E 95.480 (313.25')

N86°48'30"E 186.697 (610.55')

R 949.390 (3114.79') ARC 186.396 (611.54')

EXISTING & PROPOSED CONTROL OF ACCESS R/W

LT. STA. 100+240 TO 100+540 REMOVE 900 SQ M EXISTING SHOULDER PAVEMENT (SEE GENERAL NOTE SHEET)

N70°05'30"E 36.716 (120.46')

EXISTING & PROPOSED CONTROL OF ACCESS R/W

N84°03'02"E 103.236 (338.01')

CONTROL OF ACCESS R/W

S86°58'38"E 19.548 (64.13')

R 949.390 (3114.79') ARC 19.549 (64.14')

P.T. STA. 4+414.089

4+400

0.6m F.B. DT.

EDGE PAVED SHOULDER

RAMP D

EXIST. EP= CONST. BASELINE

100+400

100+500

100+540

SEE SHEET #33 MATCH LINE STA. 100+240

N78°08'14"E

SURVEY BASELINE

EXIST. 450mm RCP

EXIST. 600mm RCP

EXIST. 600mm RCP

I-64

100+300

S.C. STA. 100+266.849

EXISTING & PROPOSED CONTROL OF ACCESS R/W

N79°08'46"E 88.836 (291.46')

N86°45'37"E 160.226 (525.67')

R 824.422 (2704.79') ARC 160.479 (526.60')

S83°39'08"E 115.336 (378.40')

R 824.422 (2704.79') ARC 115.431 (378.71')

MATCH LINE STA. 100+540 SEE SHEET #35

GRAVEL LICK

I-64 SURVEY BASELINE
P.I. = 100+559.501
Δ = 42°20'46.324"LT.
Rc = 873.190
Lc = 553.929
Ts = 384.081
Ls = 91.429
θs = 2°59'58.676"
LT = 60.961
ST = 30.484
X = 91.404
Y = 1.595
Es = 63.641
Se = 7.7±%(EXIST.)
T.S. = 100+175.420
S.C. = 100+266.849
C.S. = 100+820.778
S.T. = 100+912.207
Runout = 23.74
Design Speed 100 km/h (60 mph)

P 12

ADDINGTON ENTERPRISES, INC.

P 10

COMMONWEALTH OF KENTUCKY

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

RIGHT OF WAY PLANS

6/15

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

I-64 PLAN SHEET

COMMONWEALTH OF KENTUCKY

COMMONWEALTH OF KENTUCKY

P 10

SEE SHEET #39
MATCH LINE STA. 5+480

P 10X1

P.C.

N80°03'09"E 103.330 (339.01')
EXIST. & PROP. CONTROL OF ACCESS R/W

P.T. STA. 4+414.086

EXISTING I-64 R/W

4+276.076

RAMP D

5+500

S74°32'11"E 330.072 (1083.01')
R 984.630 (3163.79')
ARC 331.704 (1088.26')

RAMP D
P.I. = 4+348.896
Δ = 45°11'10.117"RT.
R = 175.000
L = 138.013
T = 72.821
Ex = 14.546
e = 8.0%
Runoff = 52
Runout = 13
P.C. = 4+276.075
P.T. = 4+414.086
Design Speed 70 km/h (43 mph)

300 mm GAS CASING PIPE

O/E 235.133

1.2 m F.B. DT

I/E 232.000

0.6 m F.B. DT

RAMP D STA. 4+282 CONST. 33.4m
300mm DIA GAS LINE CASING
PIPE MINIMUM COVER 1.5m

N81°24'57"W

P.I. STA. 4+348.896

EXISTING I-64

SEE SHEET #34
MATCH LINE STA. 100+540

100+600

I-64 SURVEY BASELINE

CRASH CUSHION TYPE IX &
CONC. MEDIAN BARRIER END
(4.38 Cu M 89 Kg STEEL)

5+600

S69°42'21"E 37.939 (124.47')
R 824.422 (2704.79') ARC 37.942 (124.48')

O/E 230.452

1.8 m F.B. DT

100+631.316
48.654

S83°39'08"E 115.336 (378.40')
R 824.422 (2704.79') ARC 115.431 (378.71')

100+669.01
48.084

EXISTING I-64 R/W

S75°19'58"E 123.867 (406.39')
R 824.422 (2704.79') ARC 123.984 (406.77')

I-64 STA. 100+648 CONST. 79m
300mm DIA GAS LINE CASING
PIPE MINIMUM COVER 1.5m

EXIST. & PROP. CONTROL OF ACCESS R/W

(GRAVEL LICK)

END BRIDGE
STA. 5+643

O/E 223.452

1.8 m F.B. DT

1500mm

S31°54'33"E 128.262 (420.80')
CONTROL OF ACCESS R/W

P 10

COMMONWEALTH OF KENTUCKY

P 10

COMMONWEALTH OF KENTUCKY

1.8 m F.B. DT

5+700

MATCH LINE STA. 5+723.755
SEE SHEET #40

P.T. STA. 5+490.676

EXISTING I-64 R/W

P 12

ADDINGTON ENTERPRISES, INC.

S18°27'38"W

1.2 m F.B. DT

LT. STA. 100+540 TO 100+550
REMOVE 30 SQ M EXISTING
SHOULDER PAVEMENT PAVEMENT (SEE
GENERAL NOTE SHEET)

BEGIN BRIDGE
STA. 5+534

PAVEMENT EDGE DRAIN TABLE

BRIDGE PIER

0.6 m F.B. DT

CONC-MON

LT. I-64 STA. 100+540 – 100+853.241
REMOVE 314m EXISTING R/W FENCE

559°31'00"E

CRASH CUSHION TYPE IX &
CONC. MEDIAN BARRIER END
(4.38 Cu M 89 Kg STEEL)

100+700

100+800

EXISTING I-64

EXIST. 600mm CMP

EXIST. 600mm RCP

375mm

EXIST EP= CONST. BASELINE

EXISTING I-64

STA. 100+707.649 I-64 BASELINE =
STA. 5+583.921 PARKWAY EXIT RAMP

100+820.778
I-64 SURVEY BASELINE

600mm

S43°20'46"E
83.046 (272.46')

O/E 227.802

EXISTING I-64 R/W

P.C. STA. 5+657.982

I/E 226.362

C.S. STA. 100+820.778
I-64 SURVEY BASELINE

MATCH LINE STA. 100+853.241
SEE SHEET #3

EXIT RAMP

PARKWAY

1.3 m F.B. DITCH

S13°15'25"W
96.176 (315.54')

RT. STA. 100+570 TO 100+853
REMOVE 283 SQ M EXISTING
SHOULDER PAVEMENT PAVEMENT (SEE
GENERAL NOTE SHEET)

RT. STA. 100+570 TO 100+853 REMOVE
283m EXISTING GUARDRAIL

PARKWAY EXIT RAMP
P.I. = 6+272.910
Δ = 143°58'00.048"LT.
R = 200.000
L = 502.539
T = 614.928
Ex = 446.635
e = 7.9%
Runoff = 52
Runout = 13.16
P.C. = 5+857.982
P.T. = 6+160.521
Design Speed 70 km/h (43 mph)

I-64 SURVEY BASELINE
P.I. = 100+559.501
Δ = 42°20'46.324"LT.
Rc = 873.190
Lc = 553.929
Ts = 384.081
Ls = 91.429
θs = 2°59'58.676"
LT = 60.964
ST = 30.484
X = 91.404
Y = 1.555
Es = 63.641
Se = 7.7%(EXIST.)
T.S. = 100+175.420
S.C. = 100+266.849
C.S. = 100+820.778
S.T. = 100+912.207
Runout = 23.74
Design Speed 100 km/h (60 mph)

RIGHT OF WAY
PLANS
416

THE RIGHT OF WAY PLAN HEREIN REFLECTS
CHANGES MADE DURING CONSTRUCTION TO THE
CONSTRUCTION LIMITS
SHOWN DO NOT ALWAYS REFLECT AS-BUILT
CONDITIONS

DITCH CONSTRUCTION CHART

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

PREPARED BY
CHECKED BY
APPROVED BY
DATE

Cell Library: PRC-3D.CEL
Cell Name: [illegible]

07 JAN 2005

6-93
FORM NO. 2m

1:64-3.DGN

ADDINGTON ENTERPRISES, INC.

SHEET NO. 74 TOTAL SHEETS 74

NOTE FOR RIGHT-OF-WAY PLANS
SEE USER WITH SHEET NO. 25

N

[illegible] PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
LINCOLN		36	36
P.E.		3962	9917

VOID
SEE SHEET NO. 36

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

PAVEMENT EDGE DRAIN CONSTRUCTION

LOCATION BY STATION							

MATCH LINE SEE SHEET #37

101+200 | 101+300 | 101+400

SEE SHEET #3 MATCH LINE STA. 101+090

MATCH LINE STA. 101+420 SEE SHEET #38

101+100

EXISTING EB I-64

EX. T/G 251.282
EX. F/L 249.592

EXISTING 450 mm PIPE (DO NOT DISTURB)

I-64 SURVEY BASELINE

S59°31'00"E

EXIST. EP = CONSTRUCTION BASELINE

PARKWAY EXIT RAMP

EDGE OF PAVED SHOULDER

END PARKWAY EXIT RAMP STA. 6+360.848

P.T. STA. 6+360.848

S60°06'39"E

N54°29'38"E

EDGE OF PAVED SHOULDER PARKWAY EXIT RAMP EDGE OF PAVED SHOULDER

1.2 m F.B. DT.

0.6 m F.B. DT.

30 m taper

60 m taper

240 m taper

101+188.697
72.661

S59°32'31"E 106.680 (350.00')

101+295.377
72.813

S70°51'06"E 62.167 (203.96')

EXISTING I-64 R/W

101+356.332
60.594

S59°32'31"E
25.276 (82.93')

101+381.608
60.583

S59°29'38"E
58.392 (191.58')

S59°32'30"E
45.720 (150.00')

101+127.747
97.272

S61°20'36"E 65.695 (215.41')

EXISTING I-64 R/W

6+200

P.C. STA. 6+161.109

P.T. STA. 6+160.521

101+240.000
90.000

S55°56'25"E 160.312 (525.96')

CONTROL OF ACCESS R/W

101+400.000
100.000

N75°55'15"E
56.441 (184.19')

P/12

ADDINGTON ENTERPRISES, INC.

N53°17'26"E 122.101 (400.59')

CONTROL OF ACCESS R/W

64+140.000
115.000

S73°45'17"E 106.111 (348.13')

CONTROL OF ACCESS R/W

LT. I-64 STA. 101+090 - 101+440
REMOVE 655m EXISTING R/W FENCE

RT. STA. 101+220 TO 101+420
REMOVE 600 SQ M EXISTING SHOULDER PAVEMENT (SEE GENERAL NOTE SHEET)

PARKWAY EXIT RAMP
P.I. = 6+273.447
Δ = 65°23'43.609"RT.
R = 175.000
L = 199.739
T = 112.338
Ex = 32.954
e = 8.0%
Runoff - 52
Runout - 13
P.C. = 6+161.109
P.T. = 6+360.848
Design Speed 70 km/h (43 mph)

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X		101+100 - 101+160	CLASS II	259 M TON	0.60	0.40	V
	X		101+260 - 101+380	CLASS II	337 M TON	0.45	0.40	V
	X		101+380 - 101+420	CLASS II	181 M TON	0.60	0.40	0.6 F.B.
X			6+136 to 6+220	CLASS II	181 M TON	0.45	0.40	1.2 F.B.
X			6+220 to 6+260	CLASS II	86 M TON	0.45	0.40	1.2 F.B.
X			6+260 to 6+280	CLASS II	43 M TON	0.30	0.40	1.2 F.B.
	X		6+136 to 6+220	CLASS II	181 M TON	0.45	0.40	1.2 F.B.
	X		6+220 to 6+260	CLASS II	86 M TON	0.45	0.40	1.2 F.B.
	X		6+260 to 6+280	CLASS III	65 M TON	0.45	0.60	1.2 F.B.
	X		6+280 to 6+320	CLASS II	125 M TON	0.45	0.40	1.2 F.B.
	X		6+320 to 6+360	CLASS II	86 M TON	0.45	0.40	1.2 F.B.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL164-4.DGN 04 NOV 1999

417

RIGHT OF WAY PLANS

SCALE: 1:500

I-64 PLAN SHEET

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		37	74
212.00		397	2497

Lead Rev #3

VOID

SEE SHEET NO. 77

RAMP C
P.I. = 3+140.218
Δ = 50°55'23.976"RT.
R = 175.000
L = 155.536
T = 83.327
Ex = 18.826
e = 8.0%
Runoff = 52
Runout = 13
P.C. = 3+056.891
P.T. = 3+212.427
Design Speed 70 km/h (43 mph)

PAVEMENT EDGE DRAIN CONSTRUCTION

LT/RT	STATION TO STATION	100mm PERF PIPE (m)	150mm PERF PIPE (m)	200mm PERF PIPE (m)	100mm NONPERF PIPE (m)	150mm NONPERF PIPE (m)	200mm NONPERF PIPE (m)	CAP OR HEADWALL (no.)
LT	3+000 TO 3+100	100			6			1 EA.
LT	3+100 TO 3+120	20			3			2 EA.
LT	3+120 TO 3+200	80			6			1 EA.
LT	3+120 TO RT 3+000	160			6			1 EA.
RT	3+000 TO 3+180	180			6			1 HEAD
RT	3+180 TO 3+240	100			3			1 HEAD
RT	3+240 TO 3+280	80						1 HEAD

RT RAMP C STA. 3+035 CONST.
BARRICADE WITH 3.81m GUARDRAIL
& 2 TERMINAL END SECTIONS

P
12

ADDINGTON ENTERPRISES, INC.

LT. I-64 STA. 101+210 TO 101+420
REMOVE 447 SQ M SHOULDER PAVEMENT

LT. I-64 STA. 101+090 - 101+440
REMOVE 350m OF EXISTING R/W FENCE

LT STA 101+190 TO 101+210
REMOVE 120m EXISTING GUARDRAIL

BEGIN RAMP C
STA. 3+000.000 =
I-64 SURVEY BL STA.101+321.302

SEE SHEET #4
MATCH LINE STA. 101+090
SEE SHEET #3

MATCH LINE SEE SHEET #36

MATCH LINE STA. 101+420
SEE SHEET #38

I-64 SURVEY BASELINE

DITCH CONSTRUCTION CHART

LT/RT	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
LT	3+000 - 3+060	CLASS II	101 M TON	0.30	0.60	1.2 F.B.
LT	3+060 - 3+140	CLASS II	172 M TON	0.45	0.60	1.2 F.B.
LT	3+140 - 3+240	CLASS II	250 M TON	0.45	0.60	1.2 F.B.
RT	3+240 - 3+280	CLASS III	130 M TON	0.30	0.60	1.2 F.B.
RT	3+000 - 3+180	CLASS III	267 M TON	0.45	0.60	0.6 F.B.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY PLANS

SCALE: 1:500

I 64 PLAN SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKRPL

04 NOV 1998

6-93
FORM NO. 2m

P:\64-48.DGN

418

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~38~~ 398	~~74~~ 777
9-212.00			

VOID
SEE SHEET NO. 36

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	SINGLE FACE LEFT	SINGLE FACE RIGHT	DOUBLE FACE	TERM SEC. NO. 1 TY. 2A	END TREATMENT TY. 3 TY. 4A	FLARE CODE TY. 1A-A	BRIDGE END CONN. CONN TY. A	CONN TY. B-1	TIE TO EXIST.
		LIN. M	LIN. M	LIN. M	EACH	EACH	EACH	EACH	EACH	
RT.	101+458.000 TO 101+660.000	202.000			1	1				

P 12

ADDINGTON ENTERPRISES, INC.

LT. STA. 101+420 TO 101+480
REMOVE 180 SQ M EXISTING SHOULDER PAVEMENT (SEE GENERAL NOTE SHEET)

101+548.877
85.655
N59°29'38"W
45.720 (150.00')
101+594.597
85.637
N44°33'45"W
47.318 (155.24')
101+640.313
73.427
N58°40'32"W
30.430 (99.84')
101+670.740
72.980
EXISTING I-64 R/W

N41°14'01"W 191.363 (627.83')
CONTROL OF ACCESS R/W
101+487.901
46.055
S87°28'56"W 72.706 (238.54')
EXISTING & PROPOSED CONTROL OF ACCESS R/W
EXISTING & PROPOSED CONTROL OF ACCESS R/W
S59°29'38"E 106.340 (348.89')
EXISTING I-64 R/W

EX. O/E 238.411
DO NOT DISTURB
0.6 m F.B. DT.
162m TAPER 6.5%
EDGE PAVED SHOULDER
MILE MARKER 179
EXIST. 375mm
I-64
EXIST. EP = CONST. BL
EXISTING WESTBOUND I-64
101+500
101+600
101+700
I-64 SURVEY BASELINE S59°31'00"E
EXIST. 1200mm
EXISTING EASTBOUND I-64
EXIST. EP = CONST. BL
240 m TAPER
PARKWAY EXIT RAMP
3:6
1:25 TAPER
EDGE PAVED SHOULDER
SHOULDER TAPER
0.6 m F.B. DT.
1.5 m F.B. DT.
EX. I/E 239.079
I/E 239.671
END CONSTRUCTION (INTERSTATE 64) STA. 101+660.000

EXISTING I-64 R/W
S59°29'38"E
58.392 (191.58')
101+440.000
60.606
S59°29'38"E 80.000 (262.47')
EXISTING & PROPOSED CONTROL OF ACCESS R/W
N75°55'15"E
56.141 (184.19')
CONTROL OF ACCESS R/W
101+520.000
60.638
S41°37'54"E 63.047 (206.85')
CONTROL OF ACCESS R/W
101+580.000
80.000
S59°29'38"E 150.740 (494.55')
EXISTING I-64 R/W
101+670.740
60.698
S71°31'33"E 92.770 (304.36')
EXISTING I-64 R/W

MATCH LINE STA. 101+420 SEE SHEET 36 & 37

RT. I-64 STA. 101+458 - 101+660
REMOVE 202 m EXISTING GUARDRAIL

RT. I-64 STA. 101+520 - 101+670.740
REMOVE 150.74 m EXISTING R/W FENCE

RT. STA. 101+420 TO 101+660
REMOVE 720 SQ M EXISTING SHOULDER PAVEMENT (SEE GENERAL NOTE SHEET)

P 12

ADDINGTON ENTERPRISES, INC.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	150mm PERF (m)	150mm PERF (qty)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
LT	101+420 TO 101+430	10			6			0.57	1:6 MOWLL
LT	101+430 TO 101+460	50			5			0.97	1:6 MOWLL
RT	101+420 TO 101+430	10			4			0.57	1:6 MOWLL
RT	101+430 TO 101+620	90			14			4.57	1:6 MOWLL
RT	101+620 TO 101+680	60			32			0.45	1:3 MOWLL
RT	101+680 TO 101+650	70			15			0.57	1:6 MOWLL

DITCH CONSTRUCTION CHART

LT/RT/BK	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	ENTRANCES	DITCH
A	101+420 - 101+430	CLASS II	18 M TOP	0.30	0.45	0.45 F.B.
A	101+430 - 101+460	CLASS II	198 M TOP	0.30	0.30	0.30 F.B.
A	101+420 - 101+495	CLASS II	275 M TOP	0.45	0.60	0.30 F.B.
A	101+495 - 101+560	CLASS IA	221 M TOP	0.30	0.60	0.30 F.B.
A	101+560 - 101+592	CLASS III	124 M TOP	0.23	0.60	0.45 F.B.
A	101+592 - 101+620	CLASS III	73 M TOP	0.45	0.60	0.45 F.B.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC 3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

04 NOV 1999

PL184-5.DGN

SCALE: 1:500

419

RIGHT OF WAY PLANS

I-64 PLAN SHEET

PLAN REV. # 3

	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
		~~15~~ 399	~~74~~ 397

NOTE:
FOR RIGHT-OF-WAY INFO ONLY
TO BE USED WITH SHEET NO. 39

MATCH R/W LINE THIS SHEET

N66°29'34"E 92.519 (303.54')

CONTROL OF ACCESS R/W

MATCH R/W LINE THIS SHEET

MATCH R/W LINE THIS SHEET

N66°29' 92.519 (

N57°09'44"E 81.167 1266.29'

P 10X1 COMMONWEALTH OF KENTUCKY

N13°16'05"E 193.286 (634.14')

N80°55'07"W 15.705 (51.85')

N9°04'53"W 4.587 (15.05')

4+124.756 48.284

P.I. STA. 4+398.245

CONTROL OF ACCESS R/W

N50°21'48"E 63.585 (208.61')

4+200

RAMP D P.T. STA. 4+145.793

P.I. STA. 4+091.878

4+100

S90°00'00"W

N86°15'26"E 39.157 (128.47')

N80°58'03"E 63.920 (209.76')

S71°46'22"E 23.533 (77.21')

RAMP D

P.I. = 4+091.878
Δ = 36°36'06.781"LT.
R = 175.000
L = 111.794
T = 57.879
Ex = 9.323
e = 8.0%
Runoff = 52
Runout = 13
P.C. = 4+033.999
P.T. = 4+145.793
Design Speed 70 km/h (43 mph)

P 12 ADDINGTON ENTERPRISES, INC.

S86°35'13"E 31.041 (101.84')

P 10 COMMONWEALTH OF KENTUCKY

4+000

P 10X2 COMMONWEALTH OF KENTUCKY

SEE SHEET #7

S53°23'53"W RAMP D

1/E 240.650

D/E 240.809

D/E 240.476

S18°27'38"W

MATCH LINE STA. 5+480 SEE SHEET #35

PARKWAY EXIT RAMP

PARKWAY

EXIT RAMP

5+400

DIRT ROAD

N90°00'00"W

PARKWAY EXIT RAMP P.R.C. STA. 5+272.171 BEGIN RAMP D STA. 4+000.000

CONTROL OF ACCESS R/W

N85°36'45"E 56.095 (184.03')

N85°36'45"E 14.992 (49.19')

N49°40'52"E 42.212 (138.49')

APPROX. LOCATION OF HIGHWALL FROM PREVIOUS MINING

N21°48'05"E 15.065 (49.42')

PARKWAY EXIT RAMP

P.I. STA. 5+398.245

PARKWAY EXIT RAMP

P.R.C. STA. 5+272.171

BEGIN RAMP D STA. 4+000.000

RAMP D P.C. STA. 4+033.999

5+300

P 10 COMMONWEALTH OF KENTUCKY

5+200

P 12 ADDINGTON ENTERPRISES, INC.

RIGHT OF WAY PLANS

SEE SHEET # 42 - 46 FOR PROFILE

N11°53'28"E 136.414 (447.38')

PARKWAY EXIT RAMP

PAVED SHOULDER

N59°45'00"E 61.846 (202.91')

10+497.739 91.523

N38°45'00"E 57.303 (188.00')

10+554.786 86.106

DIRT ROAD

S90°00'00"W

P.T. STA. 5+182.902

D/E 255.120

5+132.798 PARKWAY EXIT RAMP

MATCH LINE STA. 5+132.798 SEE SHEET #35

204.216 (670.00')

N41°30'00"W

ADDINGTON ENTERPRISES, INC.

P 12

SEE SHEET #4

PARKWAY EXIT RAMP
P.I. = 5+398.245
Δ = 71°32'22.284"LT.
R = 175.000
L = 218.505
T = 126.074
Ex = 40.684
e = 8.0%
Runoff = 52
Runout = 13
P.R.C. = 5+272.171
P.T. = 5+490.676
Design Speed 70 km/h (43 mph)

PAVEMENT EDGE DRAIN CONSTRUCTION

STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (cu.m)	
5+172.70 TO 5+210	82						0.57	114 HOWL
5+215.19 TO 5+240	80						0.57	114 HOWL
5+010.70 TO 5+050	80						0.57	114 HOWL
4+961.70 TO 5+000	100						0.57	114 HOWL
4+905 TO 4+930	20						0.57	114 HOWL
4+838 TO 4+930	84						0.57	114 HOWL
5+240 TO 5+245	5						0.57	114 HOWL
4+750 TO 4+795	45						0.57	114 HOWL
5+135.35 TO 5+240	75						0.57	114 HOWL
5+210 TO 5+265	55						0.57	114 HOWL
5+265 TO 5+360	95						0.57	114 HOWL
5+268 TO 5+460	192						0.57	114 HOWL
5+240 TO 5+265	25						0.57	114 HOWL
4+750 TO 4+795	45						0.57	114 HOWL
5+360 TO 5+460	100						0.57	114 HOWL
4+820 TO 4+850	30						0.57	114 HOWL

DITCH CONSTRUCTION CHART

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

SCALE: 1" = 100'

PARKWAY EXIT RAMP PLAN SHEET

420

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

07 JAN 2000

ALEXIT-1.DGN

6-93
FORM NO. 2m

PLAN REV # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~40~~	~~746~~
2.00		400	997

VOID

SEE SHEET NO. 40

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

SEE SHEET #35
MATCH LINE STA. 5+723.755

DITCH CONSTRUCTION CHART

LOCATION	LIMITS (KM) FROM STA.	TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
LT.	5+725	5+850	SLOPE TO DITCH	124 M TONS	0.58	0.40	1:2, 1:1.5, B
RT.	5+725	5+840	SLOPE TO DITCH	104 M TONS	0.48	0.40	1:2, 1:1.5, B
LT.	5+850	5+920	DITCH	120 M TONS	0.55	0.40	0.6 FLAT B
RT.	5+725	5+780	SLOPE TO DITCH	70 M TONS	0.32	0.40	1:2, 1:1.5, B
LT.	5+780	5+920	DITCH	133 M TONS	0.70	0.40	1:2, 1:1.5, B

* WIDEN FOR ROCK CUT

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm PERF PIPE (m)	150mm PERF PIPE (m)	300mm SLOTTED PIPE (m)	100mm HEADWALL (no.)	150mm HEADWALL (no.)	200mm HEADWALL (no.)	CLASS A CONCRETE (cu. m)	
LT.	5+725 TO 5+870	95			15			0.35	112 HDWL
LT.	5+820 TO 5+900	40			4			0.57	114 HDWL
LT.	5+900 TO 5+970	20			2			0.57	114 HDWL
RT.	5+725 TO 5+870	95			10			0.43	113 HDWL
RT.	5+820 TO 5+900	80			2			0.57	114 HDWL
RT.	5+900 TO 5+920	20			4			0.57	114 HDWL

S31°54'33"E
128.262 (420.80')

5+710.000
50.000

5+722.950
19.539

S3°27'53"W
50.661 (166.21')
CONTROL OF ACCESS R/W

5+750.000
59.000

S6°07'25"W
35.590 (116.11')

S27°57'15"W
83.813 (274.98')

S63°26'06"E
59.137 (194.02')

100+528.021
174.956

S55°36'24"E
132.017 (433.12')

5+775.908
65.803

S55°36'24"E
20.985 (68.85')

5+788.584
52.743

S4°33'29"W
35.780 (117.39')

5+800.000
80.000

S27°57'15"E
55.907 (183.42')

5+840.000
80.000

S58°07'27"E 109.(illegible) (357.86')
CONTROL OF ACCESS R/W

5+920.000
80.000

N32°49'31"E
FUTURE MAIN LINE

S18°27'38"W

DIRT ROAD

P/10
COMMONWEALTH OF KENTUCKY

P/12
ADDINGTON ENTERPRISES, INC.

10+200
10+100
10+000
5+800
5+900

PARKWAY EXIT RAMP
P.I. = 6+272.910
Δ = 143°58'00.048"LT.
R = 200.000
L = 502.539
T = 614.928
Ex = 446.635
e = 7.9%
Runoff = 52
Runout = 13.16
P.C. = 5+657.982
P.T. = 6+160.521
Design Speed 70 km/h (43 mph)

1.2m F.B. DT.
EDGE PAVED SHOULDER
PARKWAY EXIT RAMP
1.8m F.B. DT.
1.2m F.B. DT.
1.8m F.B. DT.
EDGE PAVED SHOULDER

MATCH LINE STA. 5+920
SEE SHEET #41

N

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKRPL

6-93
FORM NO. 2m

RLEXIT-2.DGN 04 NOV 1999

RIGHT OF WAY PLANS

SEE SHEET # 42 - 46 FOR PROFILE

~~446~~ 421

SCALE: 1:500

PARKWAY EX. RAMP PLAN SHEET

PLAN REV #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOND-CARTER GREENUP		41	74
9-212.00		401	997

SEE SHEET #3 & #36
MATCH LINE STA. 6+136.591 PARKWAY EXIT RAMP

SEE SHEET #42
MATCH LINE STA. 5+920

VOID
SEE SHEET NO. 41

P.C. STA. 6+295.607

O/E 251.931

O/E 253.164

6+400

6+300

6+200

6+100

LOOP B

6.6m F.B. DT.

1.2m F.B. DT.

1.8m F.B. DT.

EDGE OF PAVED SHOULDER

PARKWAY EXIT RAMP

EDGE OF PAVED SHOULDER

CONTROL OF ACCESS R/W

N53°17'26"E 122.101' (400.59')

6+140.000
115.000

S73°45'17"E 106.111 (348.13')

6+080.000
50.000

N89°01'13"E 99.335 (325.90')

S70°51'27"E 100.448 (329.55')

6+000.000
50.000

LOOP B
P.I. = 6+484.566
Δ = 134°06'25.267"RT.
R = 80.000
L = 187.249
T = 188.959
Ex = 125.196
e = 8.0%
Runoff = 43
Runout = 10.75
P.C.C.= 6+295.607
P.T. = 6+482.856
Design Speed 50 km/h (31 mph)

PARKWAY EXIT RAMP
P.I. = 6+272.910
Δ = 143°58'00.048"LT.
R = 200.000
L = 502.539
T = 614.928
Ex = 446.635
e = 7.9%
Runoff = 52
Runout = 13.16
P.C. = 5+657.982
P.T. = 6+160.521
Design Speed 70 km/h (43 mph)

N

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	150mm NONPERF (m)		CLASS A CONCRETE (cu.m)	SHEET
RT	6+360 TO 6+310	50				LOOP RT		
RT	6+310 TO 6+400	50			2	LOOP RT		
RT	6+400 TO 6+440	40			4	LOOP RT	0.47	TIE TO TERRAIN 116 NORTH
LT	6+260 TO 6+310	50				LOOP RT		
LT	6+310 TO 6+400	90			3	LOOP RT		TIE TO TERRAIN OUTSIDE RT
LT	6+400 TO 6+440	40			8	LOOP RT		
LT	5+920 TO 5+980	60						
LT	5+980 TO 6+050	70			8	EXIT RAMP	0.93	114 NORTH
LT	6+050 TO 6+130	80			4	EXIT RAMP	0.57	117 NORTH
LT	6+130 TO 6+140	10				EXIT RAMP		
RT	5+920 TO 5+980	60				EXIT RAMP		
RT	5+980 TO 6+050	70			4	EXIT RAMP	0.47	117 NORTH
RT	6+050 TO 6+130	80			4	EXIT RAMP	0.47	114 NORTH
RT	6+130 TO 6+140	10				EXIT RAMP		

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
	X		5+920 TO 6+040	CLASS II	117 M TOP	0.45	0.40	1.8 F.B.*
	X		6+040 TO 6+063	CLASS II	50 M TOP	0.30	0.40	1.2 F.B.
	X		6+063 TO 6+100	CLASS II	80 M TOP	0.30	0.40	1.2 F.B.
	X		6+100 TO 6+136	CLASS II	62 M TOP	0.30	0.40	1.2 F.B.
X			5+920 TO 6+000	CLASS II	173 M TOP	0.30	0.40	1.2 F.B.
X			6+063 TO 6+136	CLASS II	173 M TOP	0.30	0.40	0.6 F.B.
X			6+360 TO 6+440	CLASS II	117 M TOP	0.30	0.40	0.6 F.B.

* WIDEN FOR ROCK CUT

P
12

ADDINGTON ENTERPRISES, INC.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PKEXPL

6-93
FORM NO. 2m

PLEXIT-3.DGN 04 NOV 1999

RIGHT OF WAY PLANS

422

1:500

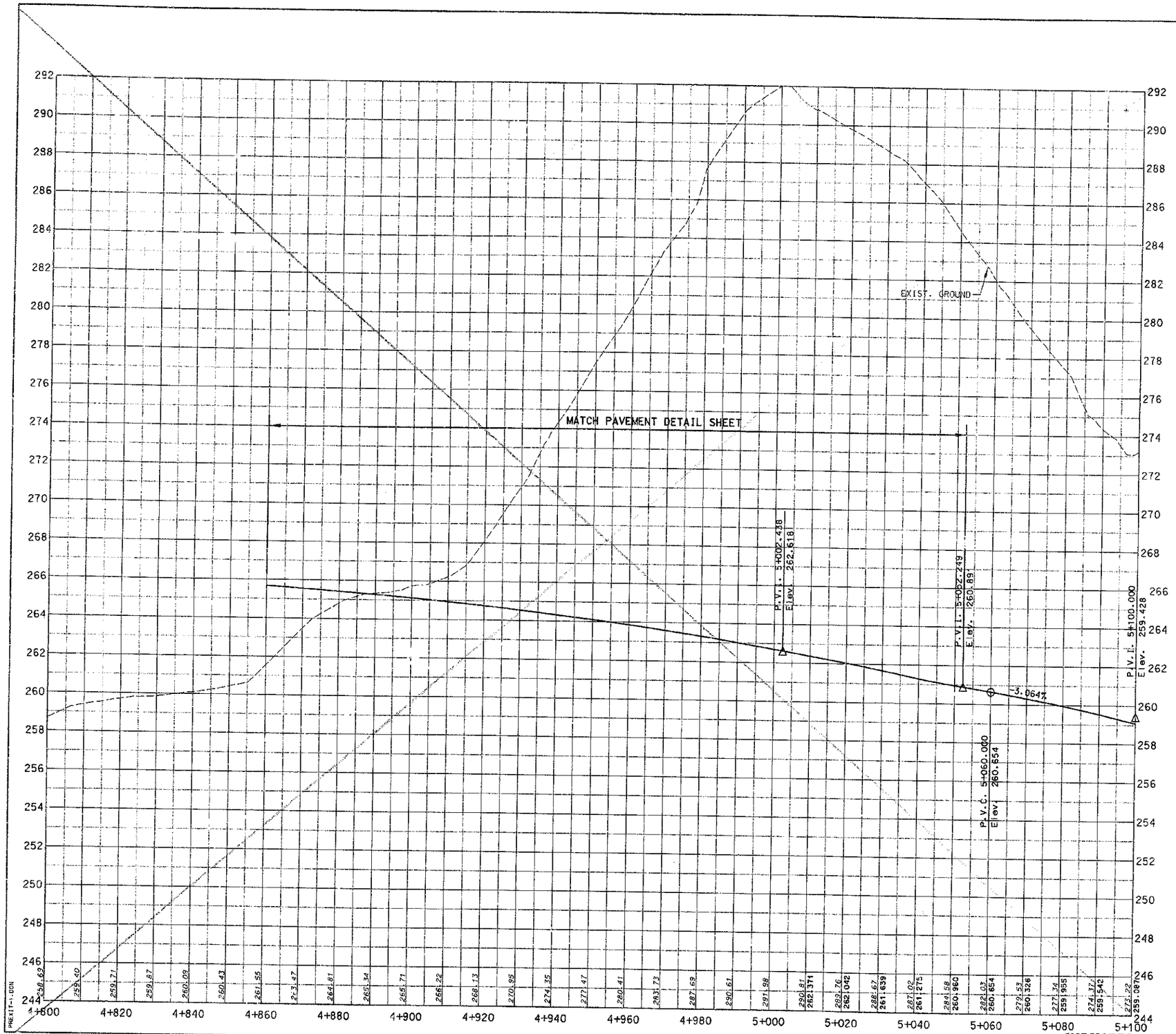
PLAN SHEET

PLAN REV. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD CARTER GREENUP		42	~~74~~
4-2.2.00		402	997

VOID

SEE SHEET NO. 42



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

G-93
FORM NO. 2m

PREXIT-1.DGN

RIGHT OF WAY PLANS

~~H6~~ H7

~~4/02~~ 403

SCALE: 1:500 HORIZ.
1:100 VERT.

INDUSTRIAL PARKWAY EXIT RAMP PROFILE SHEET

PLAN REV # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~43~~ 403	~~74~~ 597

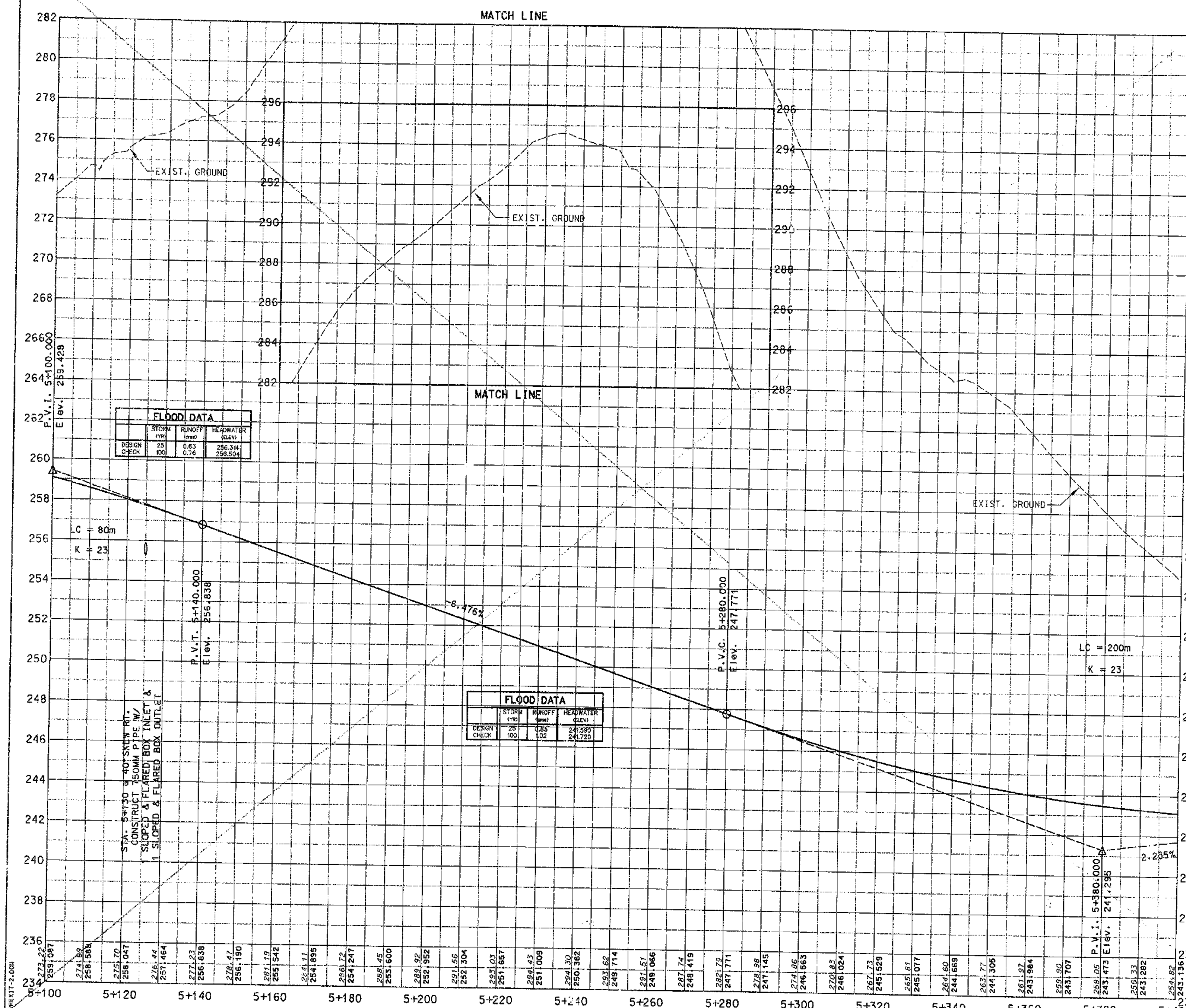
9-217.00

VOID
SEE SHEET NO. 43

PREPARED BY ______ DATE ______
CHECKED BY ______ DATE ______
APPROVED BY ______ DATE ______

Cell Library: PEC-3D.CEL
Cell Name: PIKEP1

6-93
FORM NO. 2m



RIGHT OF WAY PLANS

SCALE: 1:500 HORIZ.
1:100 VERT.

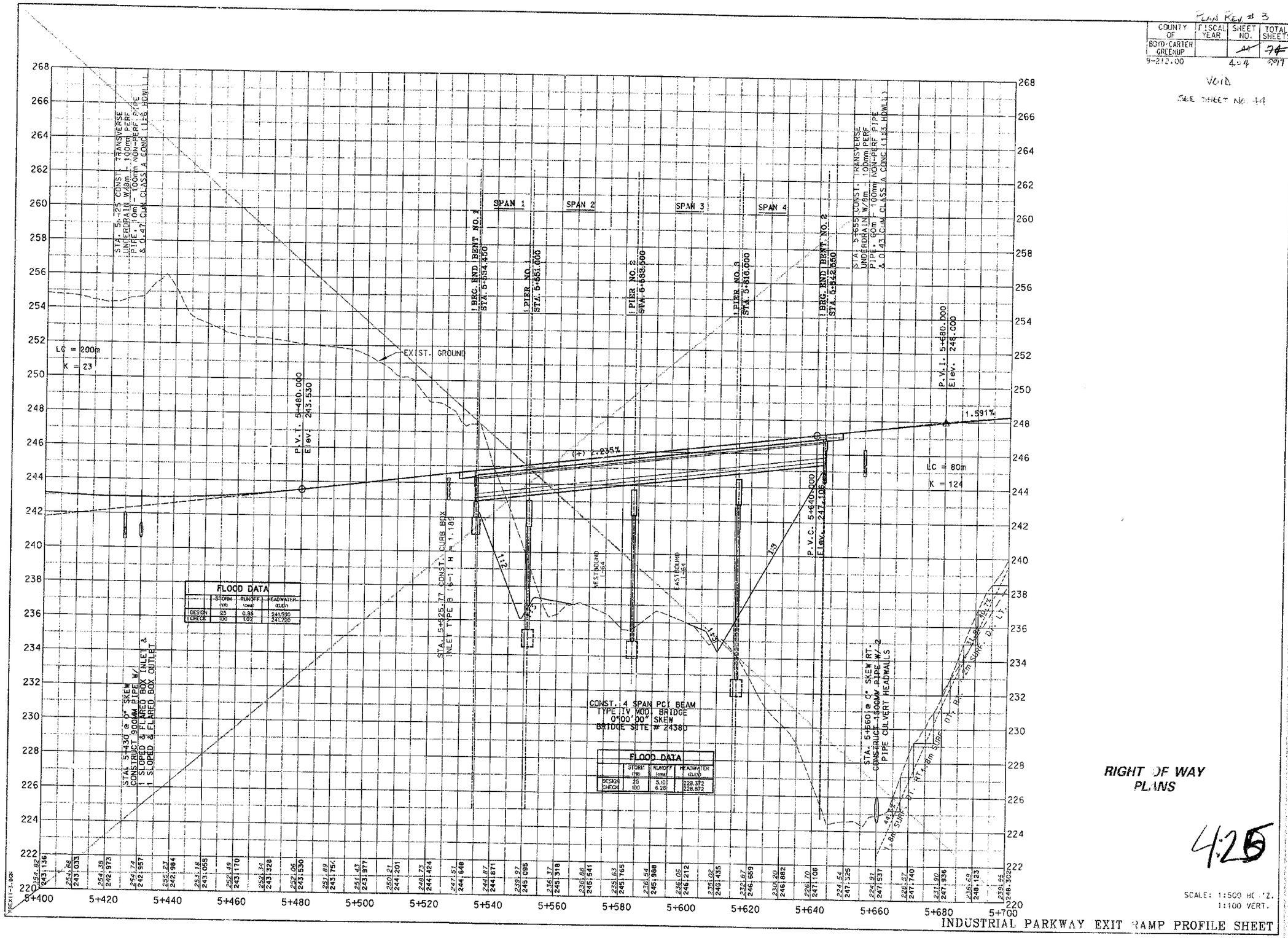
INDUSTRIAL PARKWAY EXIT RAMP PROFILE SHEET

TRANS KEN # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		44	74
9-212.00		404	397

VOID

SEE SHEET NO. 44



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKSPL

6-93
FORM NO. 2m

(EXIT-3.DGN)

RIGHT OF WAY PLANS

4.25

SCALE: 1:500 HORIZ.
1:100 VERT.

INDUSTRIAL PARKWAY EXIT RAMP PROFILE SHEET

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~48~~	~~74~~
9-212.00		405	997

VOID
SEE SHEET NO. 15

STA. 5+726 CONST. TRANSVERSE UNDERDRAIN W/6m TROUGH PERF PIPE. 10cm NON-PERF PIPE & Q.43 CMP CLASS A (2/3 HOWLI)

EXIST. GROUND

P.V.T. 5+720.000 Elev. 248.636

P.V.C. 5+850.000 Elev. 250.864

P.V.T. 5+940.000 Elev. 252.645

P.V.C. 5+900.000 Elev. 251.500

P.V.C. 5+980.000 Elev. 253.790

LC = 80m
K = 63

LC = 160m
K = 25

1.591%

2.863%

1.7%

1.8m SPEC. DT. RT.

2.4%

2.1%

2.5%

SPEC. R.B. BOTTOM DT. RT.

R.B. DIT RT

17.6%

1.8m SURF. DT. RT.

1.2m SURF. DT. RT.

19.4%

1.0%

PREXIT-4.DGN

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

RIGHT OF WAY PLANS

426

SCALE: 1:500 HORIZ.
1:100 VERT.

INDUSTRIAL PARKWAY EXIT RAMP PROFILE SHEET

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOT. SHEE
BOYD CARTER GREENUP		46	74
9-212.00		406	97

VOID

SEE SHEET No. 46

EXIST. GROUND

MATCH PAVEMENT DETAIL SHEET

P.V.I. 6+060.000 Elev. 256.080

2.863%

-3.629%

1.1m SPEC. DT. RT.

4.5%

SPEC. V BOTTOM DT. RT.

LC = 160m
K = 25

P.V.C. 6+140.000 Elev. 253.177

P.V.I. 6+200.000 Elev. 251.000

LC = 120m
K = 22

STA. 6+223 CONST. TRANSVERSE UNDERDRAIN W/ 8m - 100mm PERF. PIPE, 5m - 100mm NONPERF. PIPE & 0.57 CuM CLASS A CONC (1:4 HDWLL)

P.V.T. 6+260.000 Elev. 252.051

1.762%

1.0%

1.0% 0.6m SPEC. DT. LT.

4.25%

1.0% 0.6m SPEC. DT. RT.

STA. 6+260 @ 0° SKEW RT. CONSTRUCT 750MM PIPE W/ 1 S&F BOX INLET & S&F BOX OUTLET

P.V.I. 6+300.622 Elev. 252.763

P.V.I. 6+321.020 Elev. 254.979

P.V.I. 6+340.837 Elev. 253.343

P.V.I. 6+360.387 Elev. 253.680

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER ELEV.
DESIGN	25	0.48	250.888
CHECK	100	0.59	250.968

RIGHT OF WAY PLANS 427

SCALE: 1:500 HORIZ. 1:100 VERT.

INDUSTRIAL PARKWAY EXIT RAMP PROFILE SHEET

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

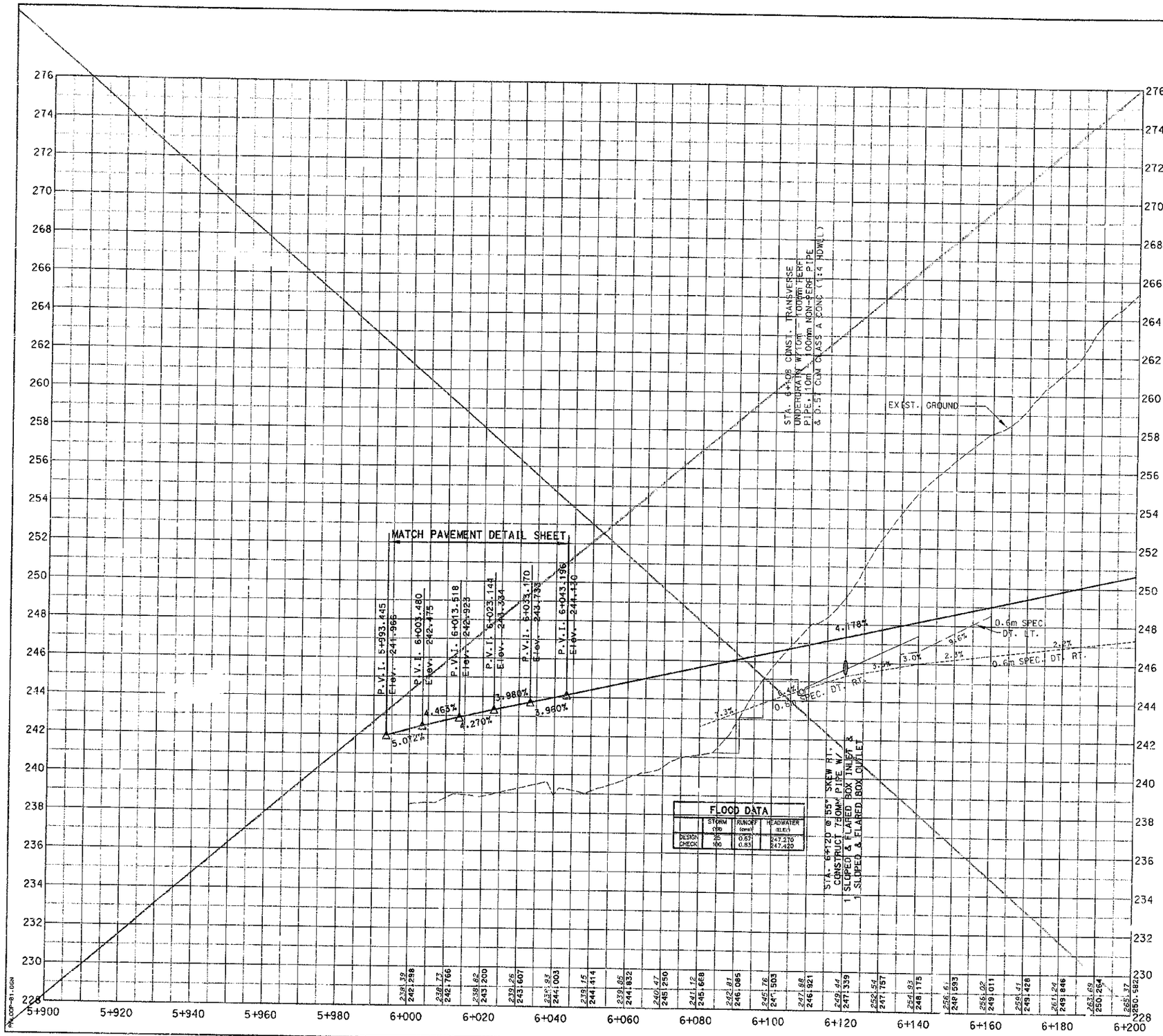
REXIT-S.DGN

TCAN REV # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER CREENUP		97	~~74~~
9-21 2.00		467	697

VOID

SEE SHEET NO 97



FLOOD DATA			
	STORM (yrs)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	0.67	247.270
CHECK	100	0.83	247.420

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PROFF-01.DGN

RIGHT OF WAY PLANS

428

SCALE: 1:500 HORIZ.
1:100 VERT.

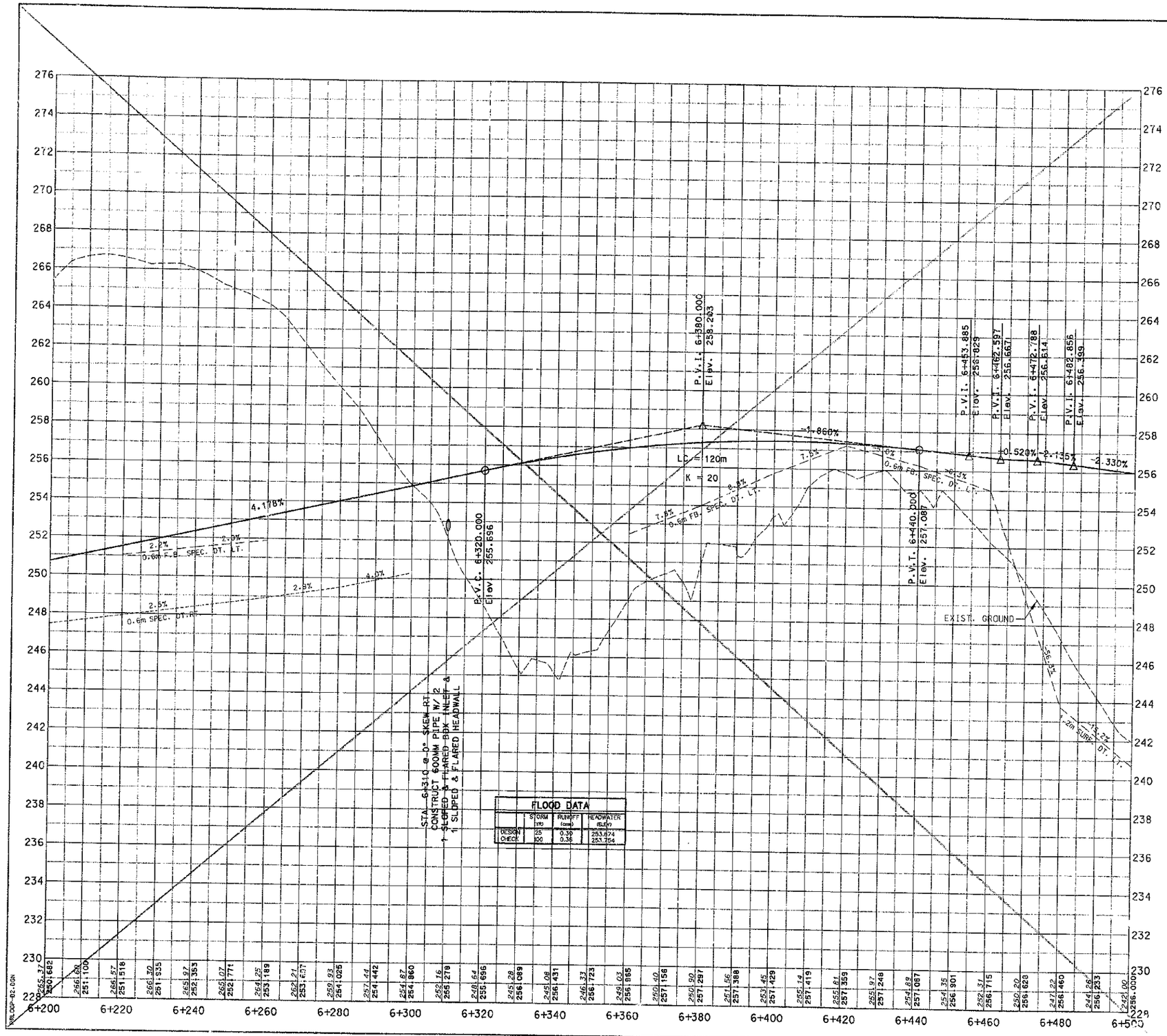
LOOP B PROFILE SHEET

PLAN REV # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		48	74
9-212.00		408	997

VOID

SEE SHEET NO. 98



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

NRLOOP-02.DGN

RIGHT OF WAY PLANS

429

SCALE: 1:500 HORIZ.
1:100 VERT.

LOOP B PROFILE SHEET

PLAN REV #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~48~~ 409	~~94~~ 997
9-212.00			

VOID

SEE SHEET NO. 45

STA. 5+500 CONST. TRANSVERSE UNDERDRAIN W/10m - 1100mm PCBF PIPE, 6m - 100mm NON-PERF PIPE & 10.47 CUM CLASS A CONC (1:6 HDWLL)

BRG. END BENT NO. 1 STA. 6+624.200

SPAN 1

PIER NO. 1 STA. 6+556.250

SPAN 2

P.V.C. 6+582.736 Elev. 254.072

PIER NO. 2 STA. 6+594.250

SPAN 3

PIER NO. 3 STA. 6+636.350

SPAN 4

BRG. ABUTMENT NO. 2 STA. 6+657.725

STA. 5+718 CONST. TRANSVERSE UNDERDRAIN W/10m 100mm PERF PIPE, 6m - 100mm NON-PERF PIPE & 10.57 CUM CLASS A CONC (1:4 HDWLL)

LC = 300m

K = 53

EXIST. GROUND

-2.330%

PROFILE GRADE LINE

-1.0%

SPEC. V BOTTOM DT. LT.

2.5%

0.6m SURF. DT. RT. 1.5%

3.79%

2.0%

3.301%

1.2m SPEC. DT. LT.

EASTBOUND I-64

WESTBOUND I-64

EXIST. GROUND

1.2m SURF. DT. LT.

-3.5%

CONST. 4 SPAN PCI BEAM TYPE IV MOD. BRIDGE 0°00'00" SKEW SITE # 24379

STA. 6+686.35 @ 0° SKEW CONSTRUCT 375MM PIPE W/ 1 CURB BOX INLET TY B1 (6-1) & SLOPED & FLARED HEADWALL

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	1.00	250.890
CHECK	100	1.21	250.860

FLOOD DATA

	STORM (YR)	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	10	0.06	(SEE PAVM SPREAD COMPS)
CHECK	100	0.09	

STA. 6+720 @ 0° SKEW CONST. 900mm PIPE W/ 2 S.S.F. BOX INLET/OUTLETS

P.V.I. 6+732.736 Elev. 250.577

7.0%

4.2%

3.5%

1.2m SURF. DT. RT.

7.0%

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKERPL

6-93
FORM NO. 2m

PRLOOP-03.DGN

RIGHT OF WAY PLANS

430

SCALE: 1:500 HORIZ.
1:100 VERT.

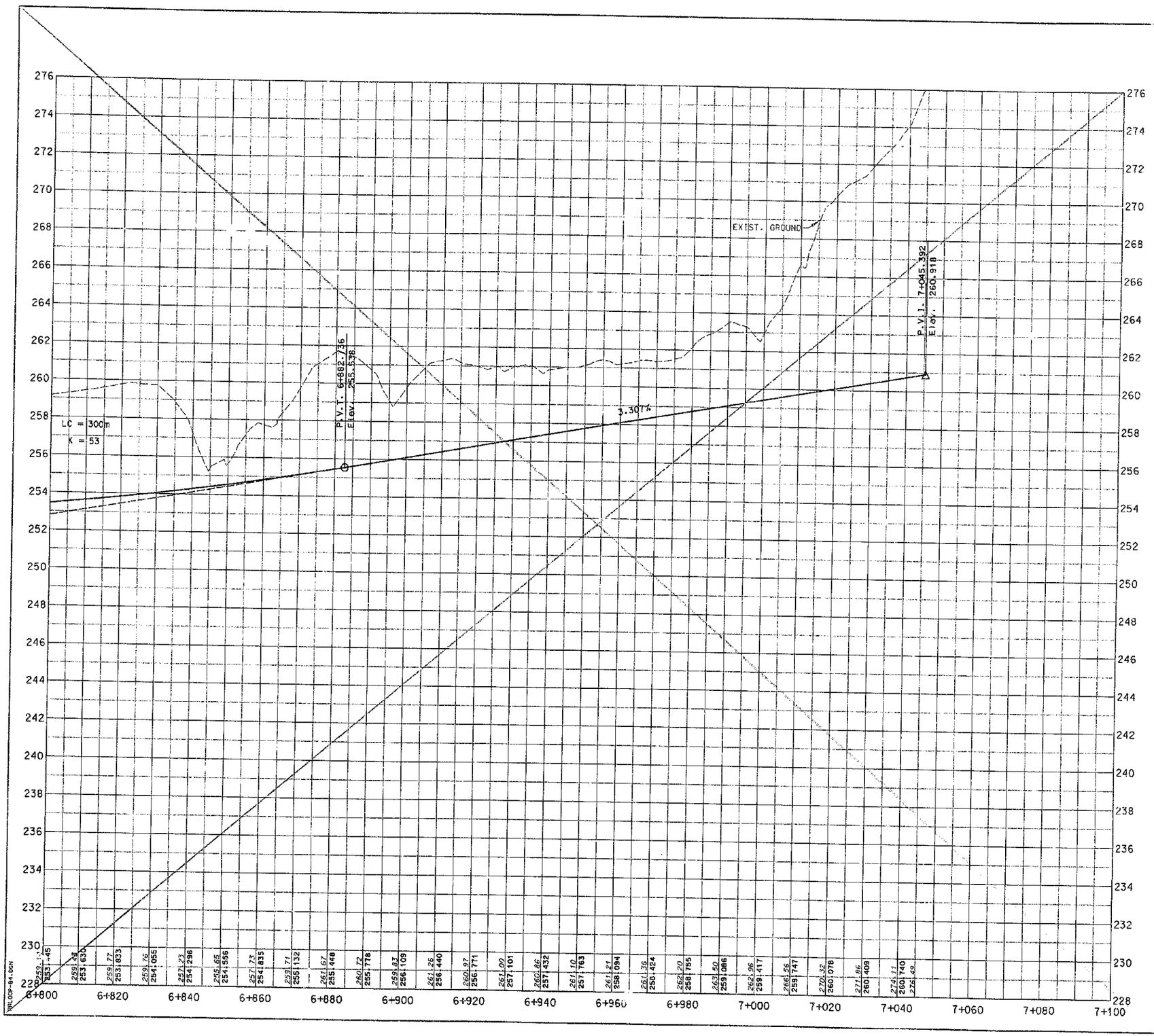
LOOP 'B PROFILE SHEET

PLAN REV # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		58	74
9-212.00		410	997

VOID

SEE SHEET NO. 50



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

XRLOOP-B1.DGN

RIGHT OF WAY PLANS

SCALE: 1:500 VERT.
1:100 HORIZ.

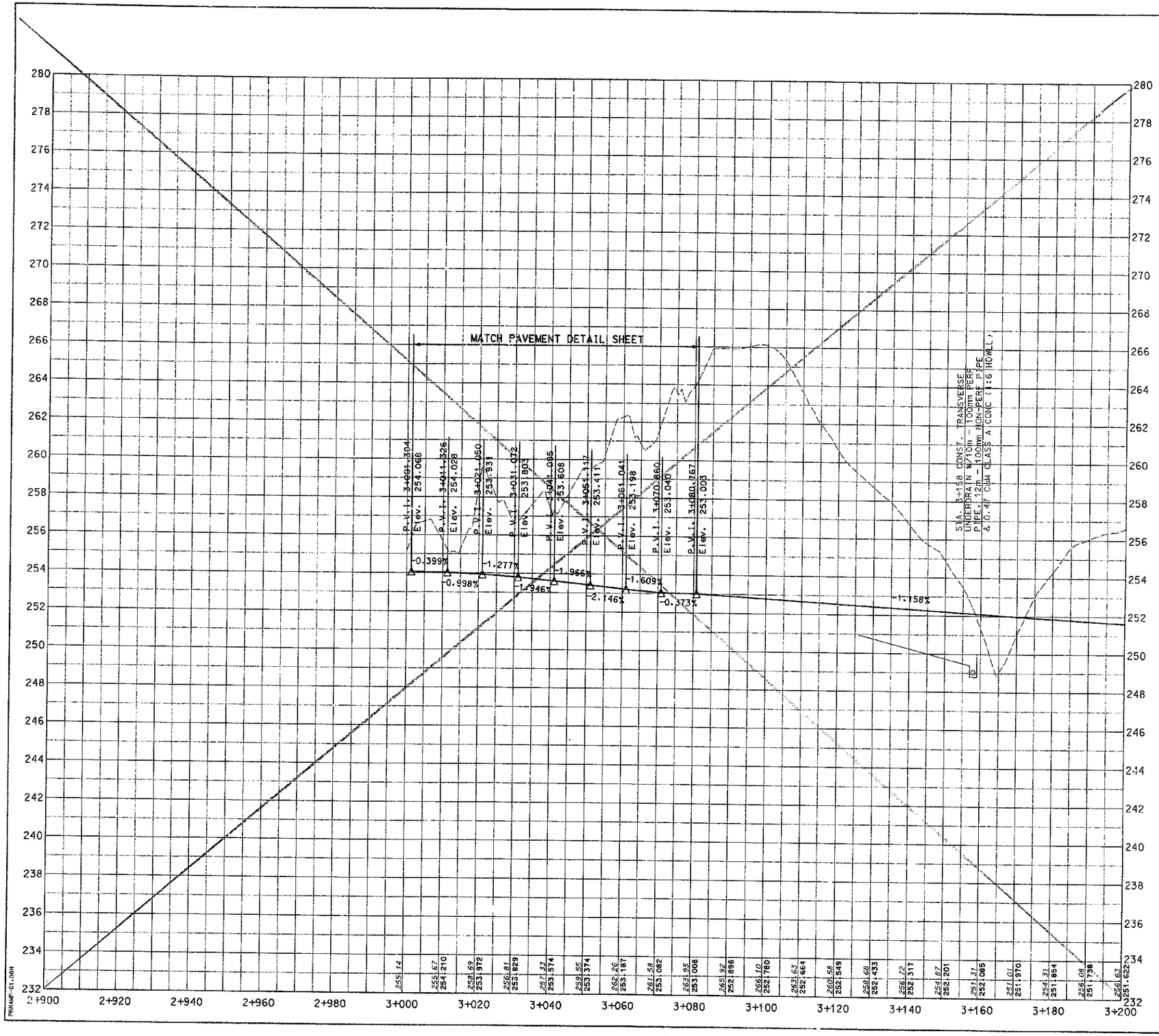
LOOP B PROFILE SHEET

PLAN Rev. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		51	397
9-212.00		411	397

VOID

SEE SHEET NO. 51



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: TEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRAMP-01.DGN

RIGHT OF WAY PLANS

432

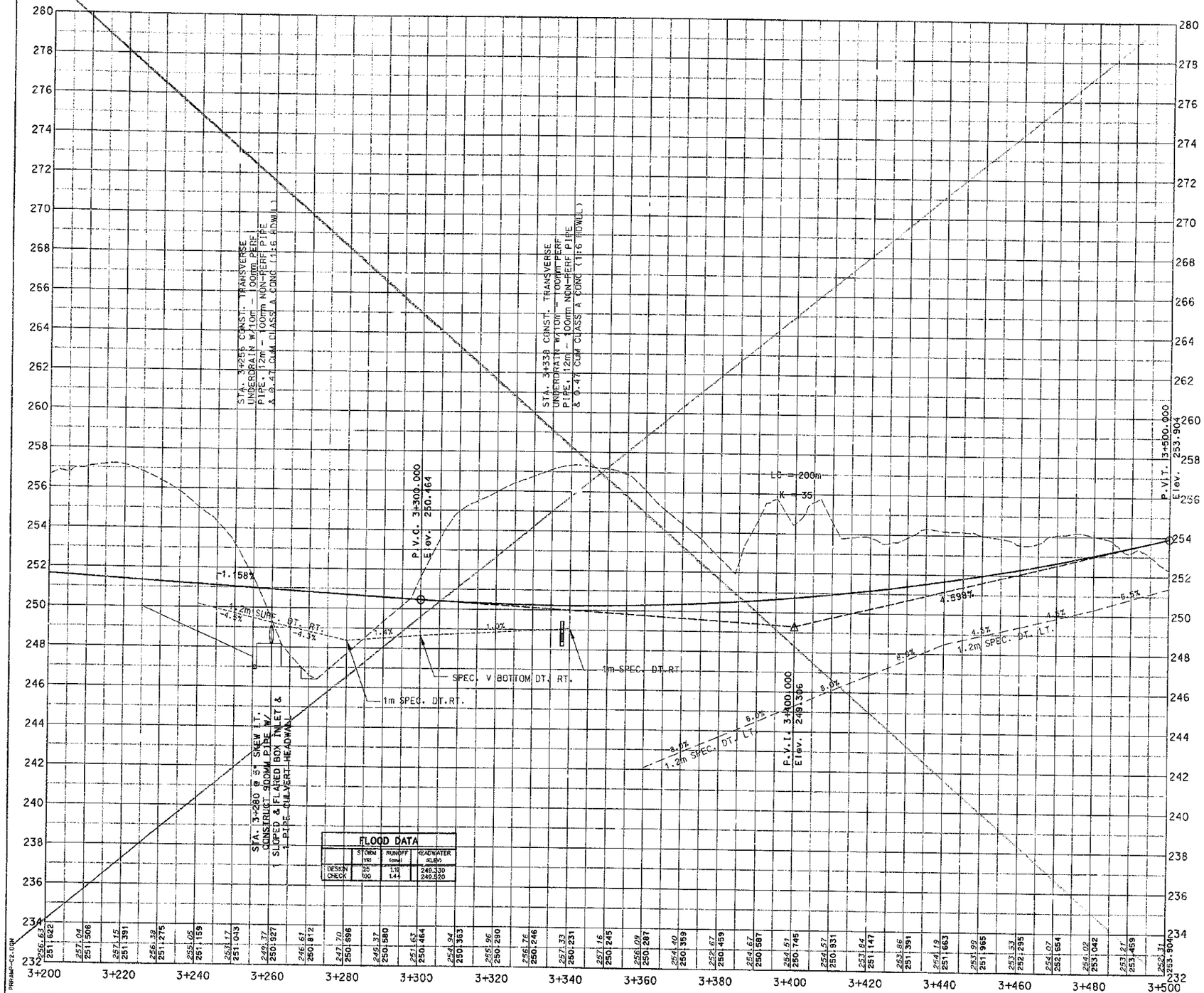
SCALE: 1:500 HORIZ.
1:100 VERT.

RAMP C PROFILE SHEET

PLAN REV. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		52	~~74~~
9-212.00		212	397

VOID
SEE SHEET NO 52



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CSL
Cell Name: PIKEPL

8-93
FORM NO. 2m

PRRAMP-C2.DGN

RIGHT OF WAY PLANS

433

SCALE: 1:500 HORIZ.
1:100 VERT.

RAMP C PROFILE SHEET

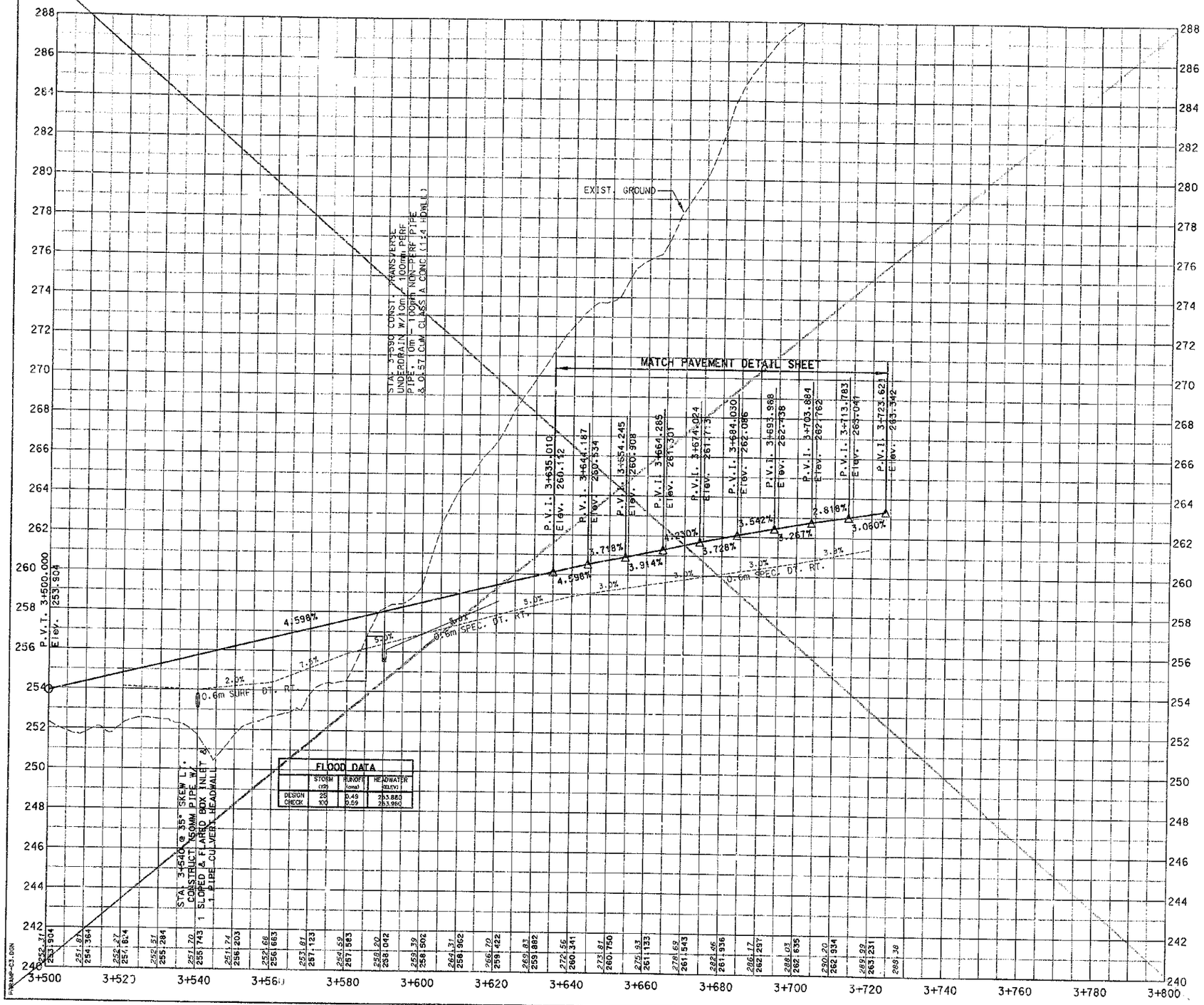
PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~53~~ 413	~~74~~ 417

9.12.00

VOID

SEE SHEET NO. 53



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

RAMP-C3.DGN

RIGHT OF WAY PLANS

434

SCALE: 1:500 HORIZ.
1:100 VERT.

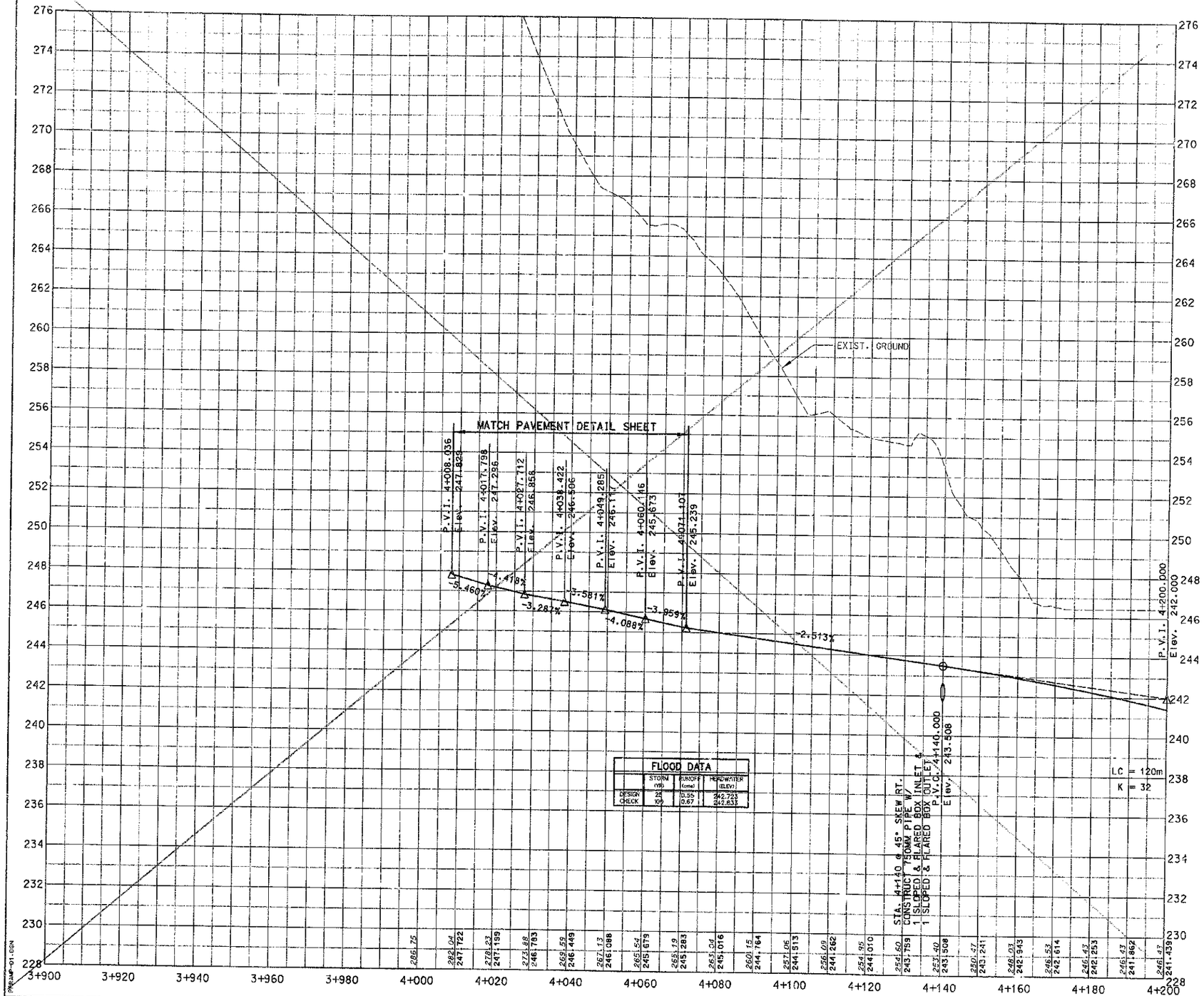
RAMP C PROFILE SHEET

Plan Rev. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		54	—
9-212.00		414	99

Void

SEE SHEET NO. 54



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-GD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PROJECT-01.DGN

RIGHT OF WAY PLANS

435

SCALE: 1:500 HORIZ.
1:100 VERT.

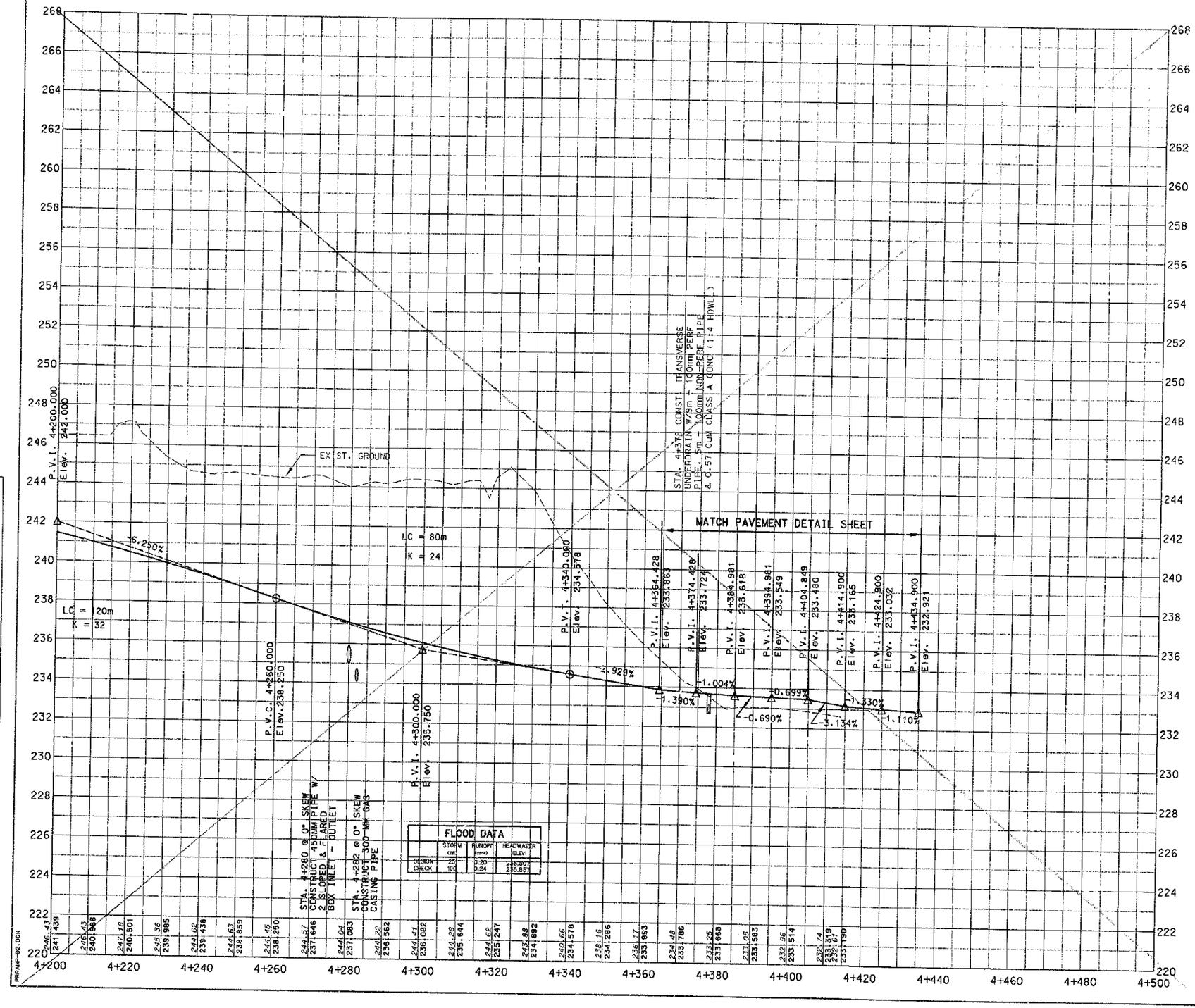
RAMP D PROFILE SHEET

PLAN REV. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		55	~~74~~
9-212.00		415	997

VOID

SEE SHEET NO. 55



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-8D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRRAMP-02.DGN

RIGHT OF WAY PLANS 436

SCALE: 1:500 HORIZ.
1:100 VERT.

RAMP D PROFILE SHEET

Plan Rev # 3

DESIGN	YEAR	SHEET	TOTAL SHEETS
HIGHWAY TRAFFIC VOLUME TREND	25	74	
217.00		436	497

SEE SHEET #55B
MATCH LINE STA. 49+860

EXISTING
LOGTOWN RELOCATION
P.I. - 49+910.280
Δ - 8°37'00.786"RT.
R - 300.000
L - 44.598
T - 22.340
Ex - 0.851
e - 6.0%
P.C. - 49+887.940
P.T. - 49+932.538
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runoff = see cross sections

PROPOSED R/W

TEMP. EASEMENT FOR APPROACH CONSTRUCTION

BEGIN APPR. 12+000.155
STA. 49+080.782

LOGTOWN ROAD RELOCATION
STA. 50+000 =
APPROACH 12+000.155
STA. 49+130.570

EXISTING
LOGTOWN RELOCATION
P.I. - 50+119.394
Δ - 9°07'34.182"LT.
R - 300.000
L - 47.784
T - 23.943
Ex - 0.954
e - 6.0%
P.C. - 50+095.451
P.T. - 50+143.235
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runoff = see cross sections

ADDINGTON ENTERPRISES, INC.

EXIST. LOGTOWN ROAD RELOCATED

EXIST. & PROP. R/W

PROPOSED R/W

P.C. STA. 49+887.940

P.T. STA. 49+932.538

P.I. STA. 49+910.280

P.C. STA. 49+150.262

P.I. STA. 49+119.394

P.T. STA. 50+095.451

P.T. STA. 49+217.753

P.I. STA. 49+184.087

P.C. STA. 49+286.199

P.I. STA. 49+354.576

MATCH LINE STA. 50+120
SEE SHEET #7

APPROACH 12+000.155
P.I. - 49+184.087
Δ - 9°40'02.510"RT.
R - 400.000
L - 67.491
T - 33.828
Ex - 1.428
e - 2.7%
P.C. - 49+150.262
P.T. - 49+217.753
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS SECTIONS
Runoff = SEE CROSS SECTIONS

APPROACH 12+000.155
P.I. - 49+320.725
Δ - 19°35'19.192"LT.
R - 200.000
L - 68.377
T - 34.526
Ex - 2.058
e - 4.6%
P.C. - 49+286.199
P.T. - 49+354.576
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS SECTIONS
Runoff = SEE CROSS SECTIONS

DITCH CONSTRUCTION CHART

STA.	TYPE	QUANTITY

NOTE

MATCH LINE STA. 49+320
SEE SHEET #56

The stations and offsets for Logtown Road are based on the Logtown Road centerline as shown on the design plans and do not reflect as-built conditions. All deed description stations and offsets referring to the center line of Logtown Road are referenced to the same design centerline as shown on the plans of record.

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

437

RIGHT OF WAY PLANS

SEE SHEET # 55C, 55D, 55E FOR PROFILE

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library PEC-SD.CEL
Cell Name PIKEPI

Plan R/W # 3

417 997

P
12

ADDINGTON ENTERPRISES - NC.

Note:
For right-of-way data refer to be used with Sheet No. 249

EXISTING
LOGTOWN RELOCATION
P.I. = 49+612.255
Δ = 22°51'23.793"LT.
R = 100.000
L = 39.892
T = 20.215
Ex = 2.023
e = 6.0%
P.C. = 49+592.040
P.T. = 49+631.932
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runout = see cross sections

The stations and offsets for Logtown Road are based on the Logtown Road centerline as shown on the design plans and do not reflect as-built conditions. All deed description stations and offsets referring to the centerline of Logtown Road are referenced to the same design centerline as shown on the plans of record.

N

49+500
49+600
49+700
49+800

EXIST. & PROPOSED R/W
S49°11'17"E 14.042 (46.07')
S60°22'20"E 20.908 (68.60')
S54°42'13"E 21.390 (70.18')
S56°06'23"E 36.592 (120.05')
S56°45'16"E
S44°12'56"E 26.788 (87.89') EXIST. R/W
N21°32'18"W 71.351 (234.09')
P.I. STA. 49+515.296
P.C. STA. 49+511.742
P.T. STA. 49+518.838
P.C. STA. 49+592.040
N52°05'22"E 9.275 (30.43')
P.I. STA. 49+612.255
P.T. STA. 49+631.932
S73°30'56"E 28.685 (94.11')
S69°25'16"E 25.644 (84.13')
S74°34'23"E 33.217 (108.98')
S76°52'40"E 24.728 (81.13')
S72°32'05"E 19.461 (63.85')
P.C. STA. 49+747.631
S48°07'00"E 15.477 (50.78')
S62°57'05"E 29.749 (97.60')
S26°00'49"E 26.176 (85.88')
S50°16'55"E
S74°29'44"E 53.315 (174.92')
S74°29'43"E 53.304 (174.88')
S79°36'39"E
S77°27'06"E 28.754 (94.34')
N68°25'49"W 28.575 (93.75')
P.I. STA. 49+695.297
P.C. STA. 49+797.671
PROPOSED R/W
N66°58'11"W 23.915 (78.46')
N70°16'50"W 29.086 (95.43')
S87°38'46"W 30.959 (101.57')
N64°15'49"W 44.977 (147.56')
N83°31'46"W 22.993 (75.44')
N47°41'51"W 25.481 (83.60')
N41°57'21"W 35.684 (117.07')
N48°03'51"W 28.667 (87.49')
1.8 m F.B. DT.
0.6 m F.B.
OUTLET TO EXISTING DITCH
MATCH LINE STA. 49+860
SEE SHEET #55A

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library PEN-SD.CEL
Cell Name PIKEPI

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

PIPE CONSTRUCTION CHART

			CLASS 1	201	M TON			1.8 F.B.
			CLASS 1A	204	M TON			1.8 F.B.
			CLASS 1A	58	M TON			1.8 F.B.
			CLASS 1A	175	M TON			1.8 F.B.
			CLASS 1A	92	M TON			1.8 F.B.
			CLASS 1A	194	M TON			1.8 F.B.
			CLASS 1A	70	M TON			1.8 F.B.
			CLASS 1A	130	M TON			0.6 F.B.
			CLASS 1A	340	M TON			1.8 F.B.
			CLASS 1A	255	M TON			1.8 F.B.
			CLASS 1A	90	M TON			1.8 F.B.
			CLASS 1A	37	M TON			1.8 F.B.

(A) S80°35'33"E 18.190 (59.68')
(B) S46°54'01"E 38.986 (127.91')
(C) S53°14'04"E 44.310 (145.37')
(D) S47°12'56"E 27.323 (89.64')
(E) S51°50'48"E 14.651 (48.07')
(F) S63°35'53"E 10.205 (33.48')
(G) S72°25'23"E 2.359 (7.74')
(H) S79°18'49"E 2.884 (9.46')
(I) S82°11'07"E 22.148 (72.66')
(J) S77°27'05"E 29.668 (97.34')
(K) S79°20'15"E 33.495 (109.89')
(L) S65°59'32"E 15.378 (50.45')
(M) S52°11'56"E 16.440 (53.94')
(N) S37°40'50"E 33.248 (109.08')
(O) S61°07'40"E 11.792 (38.69')
(P) S46°43'39"E 10.292 (33.77')
(Q) S51°30'07"E 17.163 (56.31')
(R) S58°27'26"E 18.402 (60.38')
(S) S58°27'25"E 19.440 (63.78')
(T) S46°43'41"E 11.379 (37.33')
(U) S52°11'57"E 13.460 (44.16')
(V) S83°13'06"E 21.952 (72.02')
(W) S79°18'56"E 4.016 (13.17')
(X) S72°25'14"E 4.008 (13.15')
(Y) S63°35'55"E 12.452 (40.86')
(Z) S51°00'48"E 16.372 (53.71')
(AA) S56°06'23"E 36.356 (119.41')

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12

ADDINGTON ENTERPRISES, INC.

EXISTING
LOGTOWN RELOCATION
P.I. = 49+747.631
Δ = 25°19'40.439"RT.
R = 300.000
L = 132.374
T = 67.334
Ex = 7.335
e = 6.0%
P.C. = 49+695.297
P.T. = 49+797.670
Design Speed = 40 km/h (25 mph)
Runoff = see cross sections
Runout = see cross sections

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY PLANS

SEE SHEET # 55C, 55D, & 55E FOR PROFILE

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Form Rev # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEET
BOYD-CARTER GREENUP		58C	24
9-215.00		418	997

VOID
SEE SHEET NO. 220

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKRPL

6-93
FORM NO. 2m

PREALG01.DGN

P.V.I. 49+519.375
Elev. 217.886

P.V.C. 49+543.512
Elev. 217.765

P.V.I. 49+603.512
Elev. 217.465

P.V.I. 49+663.512
Elev. 223.765

LC = 120m
HLSD = 60m

-0.500%
-0.9%
1.0%
0.6 m SPEC. DT. LT.
10.500%
5.0%
1.8 m SURF. DT. RT.
2.5%
1.8 m SURF. DT. RT.
7.0%
1.8 m SURF. DT. LT.
8.6%
1.8 m SURF. DT. LT.
10.0%
1.8 m SURF. DT. RT.
7.5%
5.0%
1.8 m SURF. DT. LT.

STA. 49+620 @ 0° SKEW
CONSTRUCT 120MM PIPE W/ 2
PIPE CULVERT HEADWALLS

FLOOD DATA	STORM (CFS)	RUNOFF (CFS)	HEADWATER (ELEV.)
DESIGN	25	217	217.356
CHECK	100	272	217.619

RIGHT OF WAY PLANS

439

SCALE: 1:500 HORIZ.
1:100 VERT.

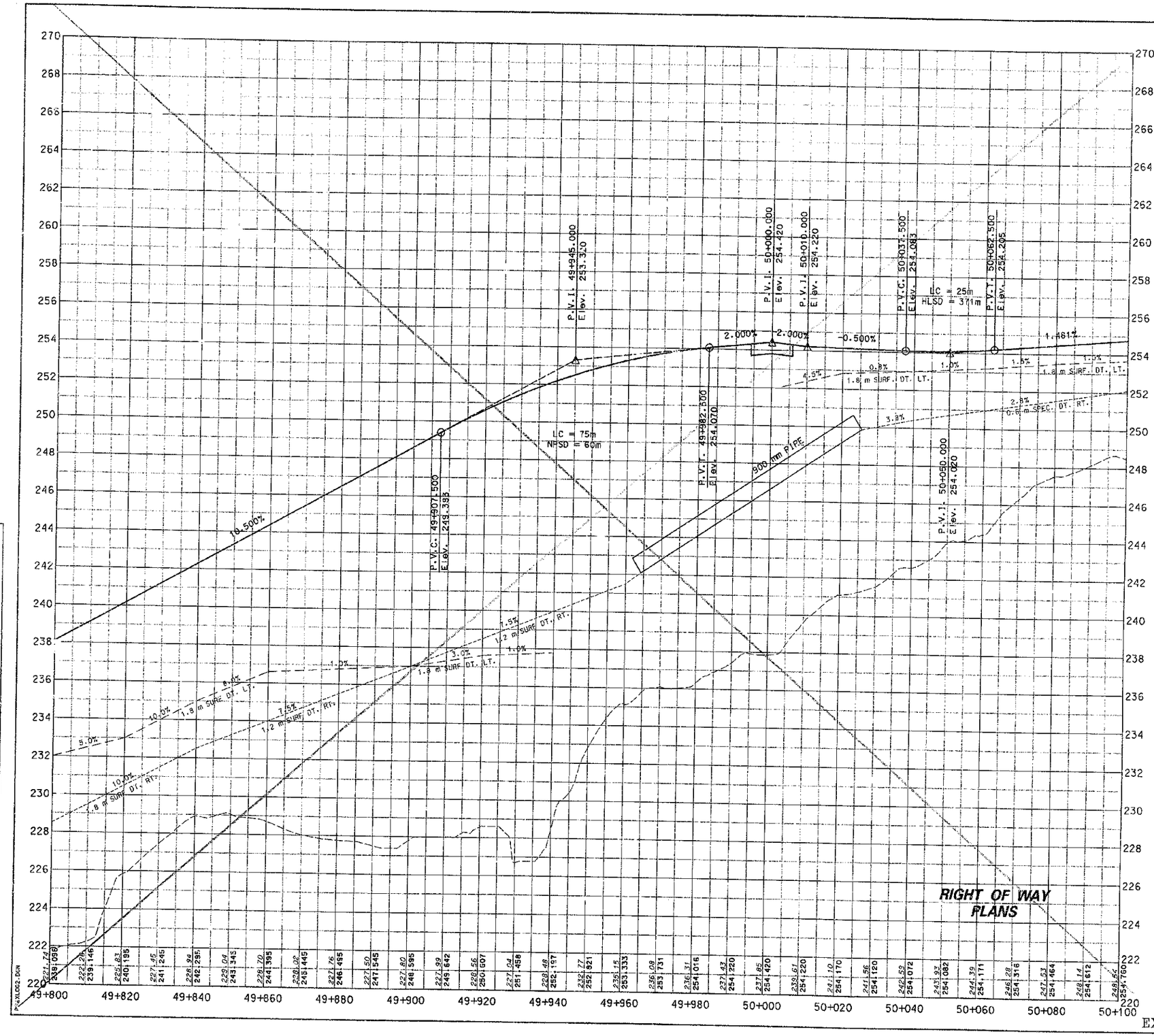
EXISTING LOGTOWN ROAD RELOCATION

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		438	74
9-212.00		419	197

1016

SEE SHEET NO. 251



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

P:\XLOG2.DGN

440

SCALE: 1:500 HORIZ.
1:100 VERT.

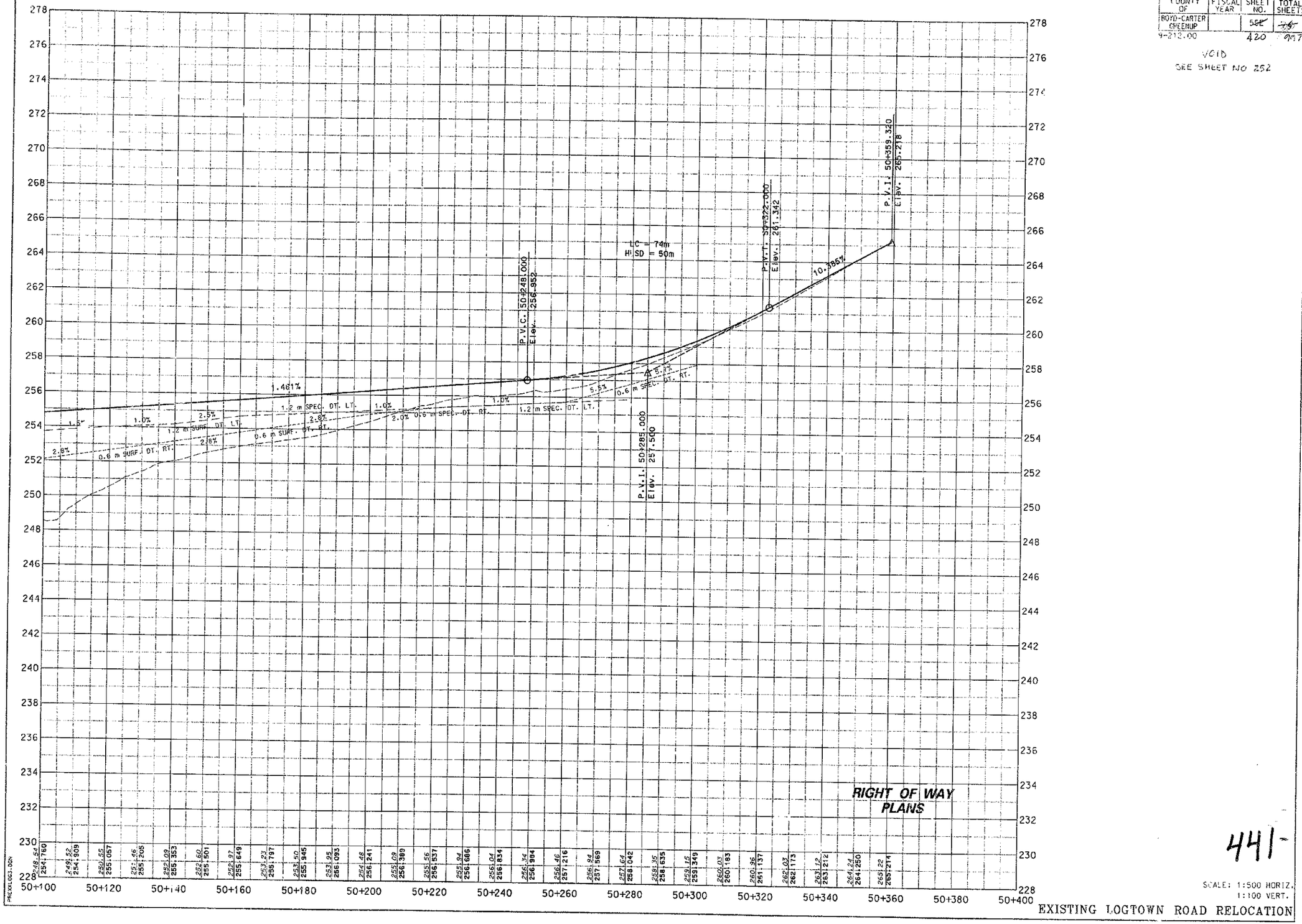
EXISTING LOGTOWN ROAD RELOCATION

Plan Rev. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER CREEKUP		58E	~~75~~
9-212.00		420	997

VOID

SEE SHEET NO 252



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PROXL063.DGN

441-

SCALE: 1:500 HORIZ.
1:100 VERT.

EXISTING LOGTOWN ROAD RELOCATION

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP	92-12.00	~~58~~ 421	~~776~~ 997

NOTE: FOR RIGHT-OF-WAY INFO ONLY TO BE USED WITH SHEET NO 252

APPROACH 124000.155
P.I. - 49+320.725
Δ - 19°35'19.192"LT.
R - 200.000
L - 68.377
T - 34.526
Ex - 2.958
e - 4.6%
P.C. - 49+286.199
P.T. - 49+354.576
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS SECTIONS
Runout = SEE CROSS SECTIONS

DITCH CONSTRUCTION CHART

LT	RT	MED	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH
			49+320 to 49+420	CLASS II	130 M TON	0.30	0.40	V
			49+420 to 49+560	CLASS II	242 M TON	0.30	0.40	0.6 F.B.
X			49+560 to 49+580	CLASS III	52 M TON	0.30	0.60	0.6 F.B.
	X		49+320 to 49+360	SOD	20 SQM	0.30	0.40	V
	X		49+360 to 49+400	SOD	13 SQM	0.45	0.40	V
	X		49+400 to 49+440	SOD	78 SQM	0.45	0.40	V
	X		49+440 to 49+520	CLASS II	190 M TON	0.30	0.40	0.6 F.B.
	X		49+520 to 49+600	CLASS II	190 M TON	0.30	0.40	0.6 F.B.
	X		49+600 to 49+629	CLASS IA	42 M TON	0.30	0.45	0.6 F.B.
	X		49+629 to 49+660	CLASS II	60 M TON	0.30	0.40	0.6 F.B.

PAVEMENT EDGE DRAIN CONSTRUCTION

LT OR RT	STATION TO STATION	150mm PERF (m)	225mm PERF (m)	150mm PERF (EA)	150mm HDPE (m)	150mm HDPE (EA)	CONC. S DOWNCHUTE (m)	
LT	49+320 TO 49+400	80						
LT	49+400 TO 49+500	100		6			0.45	152.40MM
LT	49+500 TO 49+600	100		5			0.45	152.40MM
LT	49+600 TO 49+660	60		5			0.45	152.40MM
RT	49+320 TO 49+400	80						
RT	49+400 TO 49+500	100		5			0.45	152.40MM
RT	49+500 TO 49+600	100		5			0.45	152.40MM
RT	49+600 TO 49+660	60		5			0.45	152.40MM

ADDINGTON ENTERPRISES, INC. (P 12)

ADDINGTON ENTERPRISES, INC. (P 12)

ADDINGTON ENTERPRISES, INC. (P 12)

49+400

49+500

49+600

N48°47'53"E 132.735 (435.48')

N40°24'10"E 25.371 (83.24')

49+332.093 17.905

P.I. STA. 49+320.725

P.T. STA. 49+354.576

49+358.963 13.771

PROPOSED R/W

N28°23'59"E 200.170 (656.72')

N28°23'03"E

SEE SHEET #5A MATCH LINE STA. 49+320

49+342.498 16.397

S35°20'27"W 26.436 (86.73')

S28°09'41"W 61.112 (200.50')

S25°02'58"W 22.290 (73.13')

S28°46'10"W 99.576 (326.69')

49+402.627 15.765

49+424.879 14.469

49+524.453 15.138

0.6m F.B. DT.

3.6

49+559.133 13.717

N4°13'37"W 36.724 (120.48')

49+590.067 BEGIN CONTROL OF ACCESS & FENCE 33.509

N61°41'27"W 55.501 (182.09')

O.E. 251.610

N9°02'23"W 16.685 (54.74')

CONTROL OF ACCESS R/W

N39°17'17"E 66.127 (216.95')

49+655.000 21.000

600mm

I.E. 253.377

MATCH LINE STA. 49+660 SEE SHEET #57

S27°42'22"W 55.663 (182.62')

49+580.112 14.479

S65°13'29"W 12.530 (41.11')

END CONTROL OF ACCESS & FENCE 49+590.140 21.992

49+611.258 5.229

S37°05'52"W 21.365 (70.10')

S50°50'34"W 20.817 (68.30')

S17°21'53"W 11.885 (38.99')

S35°12'44"W 13.647 (44.77')

N57°07'21"W 34.545 (113.30')

SEE SHEET #7

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY PLANS

MATCH LINE SHEET 11+420 SEE SHEET #9

SEE SHEET # 59 - 64 FOR PROFILE

SCALE: 1:500

LOGTOWN ROAD

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

04 NOV 1999

PL-L061.DGN

6-92 FORM NO. 2m

442

P.O.N REV. # 3

DITCH CONSTRUCTION CHART						
STATION	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH

STEEL "W" BEAM GUARDRAIL CONSTRUCTION									

P
12

ADDINGTON ENTERPRISES, INC.

PAVEMENT EDGE DRAIN CONSTRUCTION									

N

FENCE

PROPOSED R/W
S83°02'42"E
38.241 (125.46')

S66°01'29"E
57.691 (189.27')

S63°12'32"E
32.031

S78°37'08"E
47.176 (154.78')

49+900

N7°12'05"E
48.971 (160.67')

N28°23'03"E

CONTROL OF ACCESS R/W

49+620.000
75.000

PROPOSED R/W
N12°14'25"E 57.862 (189.90')

100 mm PERF. PIPE UNDERDRAIN

49+800

FENCE

49+780.000
55.000

APPROACH 12+000
P.I. = 49+887.207
Δ = 82°56'14.033"RT.
R = 100.000
L = 144.753
T = 88.375
Ex = 33.455
e = 6.5%
P.C. = 49+798.832
P.T. = 49+943.585
Design Speed = 40 km/h (25 mph)
Runoff = 33
Runout = 10.15

P.C. STA. 49+798.832

APPROACH 11+803.819
P.I. = 49+740.662
Δ = 19°27'52.102"LT.
R = 200.000
L = 67.944
T = 34.302
Ex = 2.920
e = 4.6%
P.C. = 49+706.359
P.T. = 49+774.303
Design Speed = 40 km/h (25 mph)
Runoff = 24
Runout = 10.43

N18°00'46"W
29.000 (95.14')

N31°41'07"E
20.880 (68.51')

CONTROL OF ACCESS R/W
N28°23'03"E 69.410 (227.72')

49+760.000
34.000

49+740.662
29.000

N31°45'01"E
17.029 (55.87')

49+735.000 BEGIN CONTROL OF ACCESS & FENCE
18.000

CONTROL OF ACCESS R/W
S66°21'16"E
40.607 (133.23')

S79°40'18"E
37.695 (123.67')

49+774.303
P.T. STA.

49+770.000
23.000

49+800.000
25.000

49+800

49+700

49+700
P.C. STA. 49+706.360

S47°32'27"E

STA. 49+800
BEGIN APPROACH CONST.

STA. 48+985.965
APPR. LT. 12+000.000=
STA. 49+933.447
APPR. LT. 11+803.819

49+900

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

N37°07'08"E
41.000 (134.51')

P.T. STA. 49+740.662

END CONTROL OF ACCESS & FENCE 49+725.000
25.000

49+770.000
24.000

N58°13'31"W
50.191 (164.67')

N68°47'05"W
30.531 (100.17')

N9°02'23"W
16.685 (54.74')

SURFACING LIMITS

3.61 CONCRETE

RIGHT OF WAY PLANS

STA. 49+800 & 49+880 CONST.
BARRICADE WITH 15m GUARDRAIL
AND 2 TERMINAL END SECTIONS EACH

SEE SHEET # 59 - 64
FOR PROFILE

MATCH LINE STA. 49+660
SEE SHEET #56

MATCH LINE STA. 49+940 SEE SHEET #11

NOTE: FOR RIGHT-
INFO ONLY.
TORE USED WITH SH
NO. 57

A	S79°40'19"E 20.720 (67.98')
B	N32°29'04"E 15.000 49.21')
C	N40°16'51"E 15.000 (49.21')
D	N48°17'49"E 15.000 (49.21')
E	N55°57'45"E 15.000 (49.21')
F	N63°54'55"E 15.000 (49.21')
G	N71°39'44"E 15.000 (49.21')
H	N79°49'45"E 20.410 66.96')
I	N88°37'15"E 45.598 (149.60')

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

LOG TOWN ROAD APPROACH STA. 49+[illegible] TO STA. 4[illegible]

443.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		58	74
9-212.00		423	437

NOTE:
FOR RIGHT-OF-WAY DATA REFER TO
THE RE-ESTABLISHING SHEET NO. 58

N

P
12

ADDINGTON ENTERPRISES, INC.

50+200

50+300

50+400

N16°57'30"E
72.803 (238.85')

50+218.031
35.986

CONTROL OF ACCESS R/W
N52°20'13"W 74.370 (244.00')

50+245.000 BEGIN CONTROL OF
30.000 ACCESS & FENCE

SEE SHEET #11
MATCH LINE STA. 50+170

N22°59'42"E
60.000 (196.85')

S67°00'19"E

CONTROL OF ACCESS R/W
S73°42'53"E 85.586 (280.79')

50+245.000 END CONTROL OF
30.000 ACCESS & FENCE

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: P2C-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL-L063.DGN 04 NOV 1999

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY PLANS

SCALE: 1:500

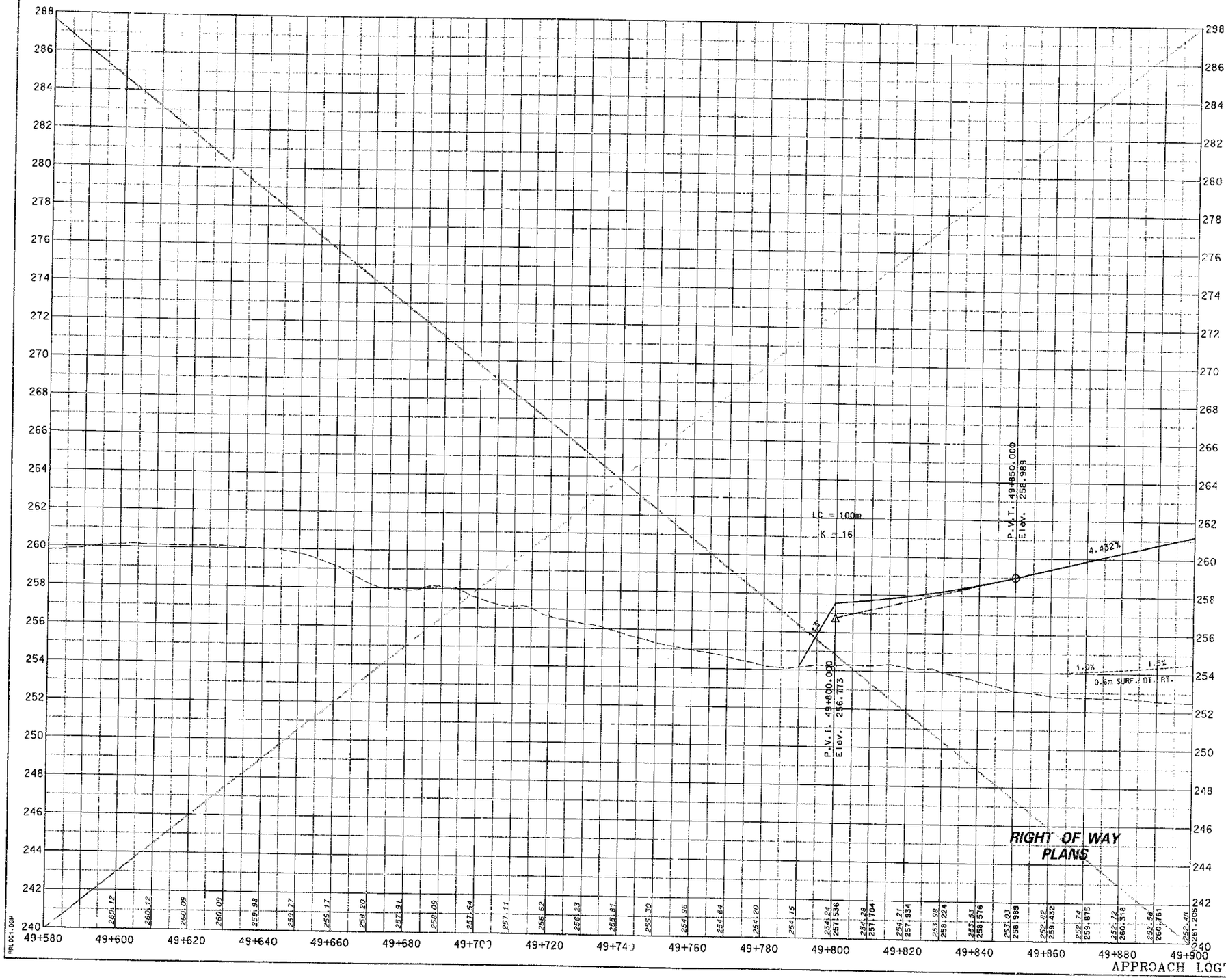
LOG TOWN ROAD APPROACH

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~59~~	~~74~~
9-212.00		424	437

REV # 3

VOID

SH. SHEET NO. 54



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRL001.DGN

SCALE: 1:500 HORIZ.
1:50 VERT.

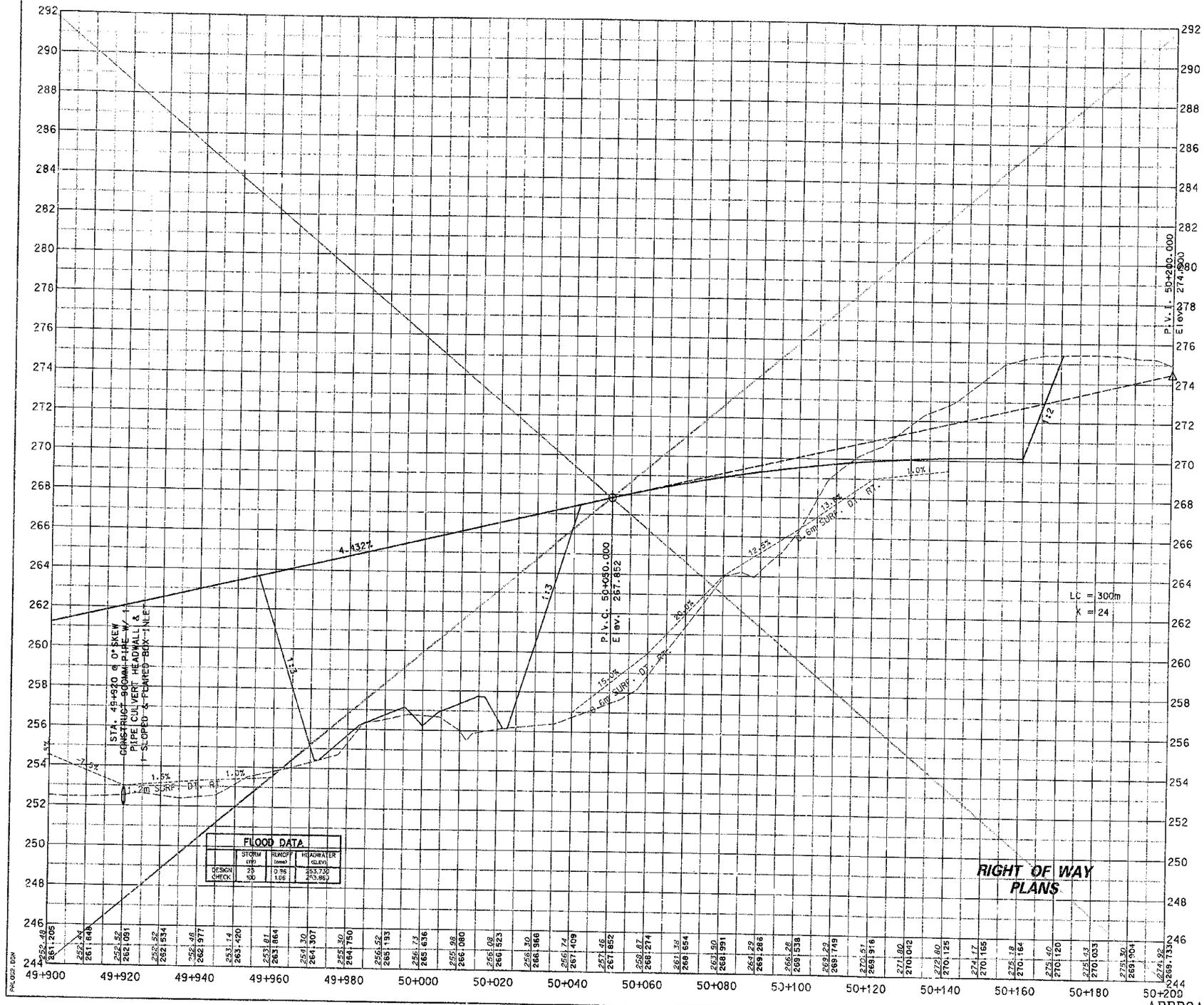
APPROACH LOGTOWN ROAD STA. 11+803.819

Rev. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~60~~ 425	~~74~~ 437

9-212.00

VOID
SEE SHEET NO 60



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CBL
Cell Name: PIKEPL

G-93
FORM NO. 2m

PRLOG01.DGN

SCALE: 1:500 HORIZ.
1:100 VERT.

4/16

PLAN REV # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		61	74
9-212.00		426	447

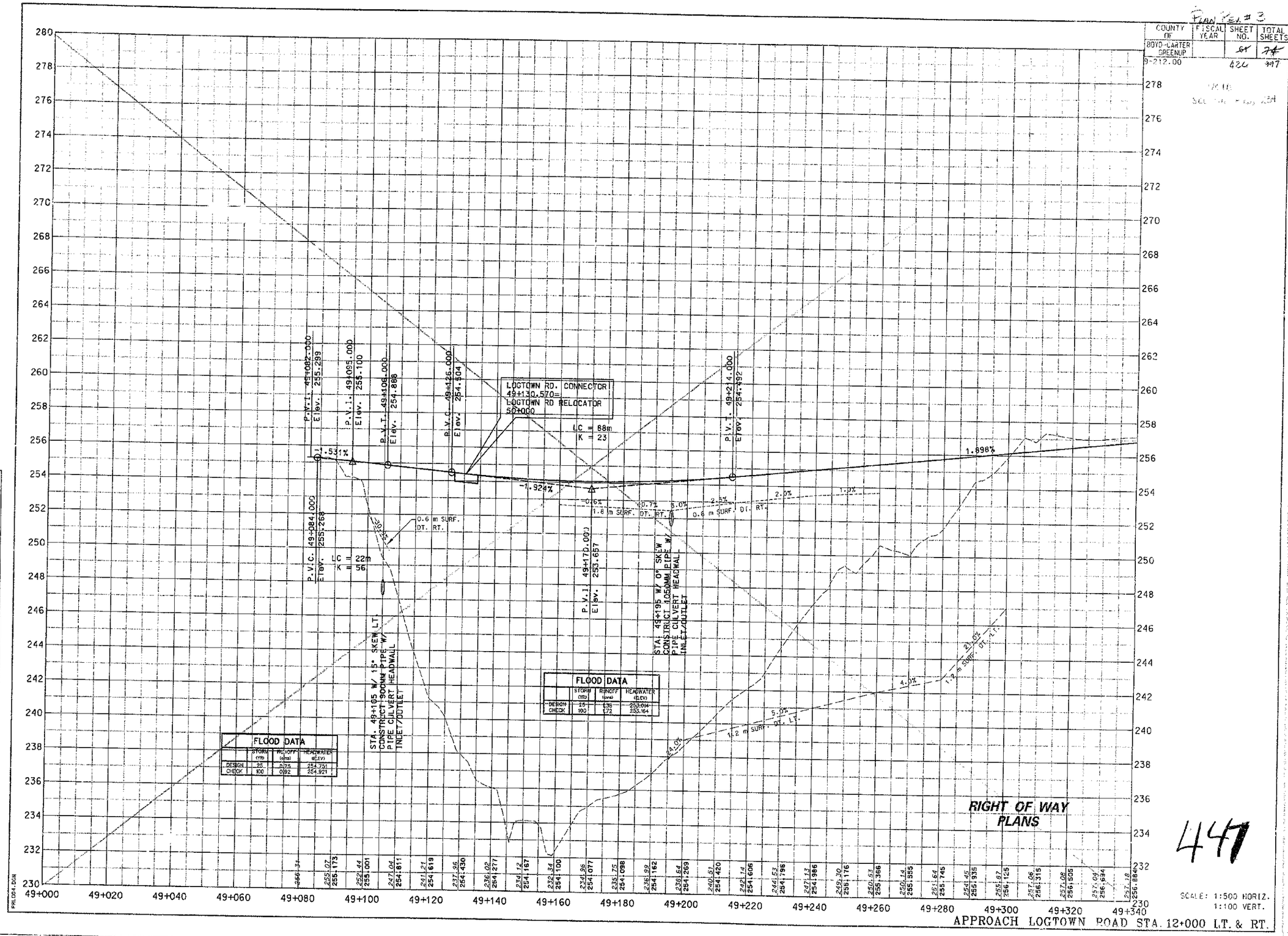
SEE [illegible] 434

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-9D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PBLD04.DGN

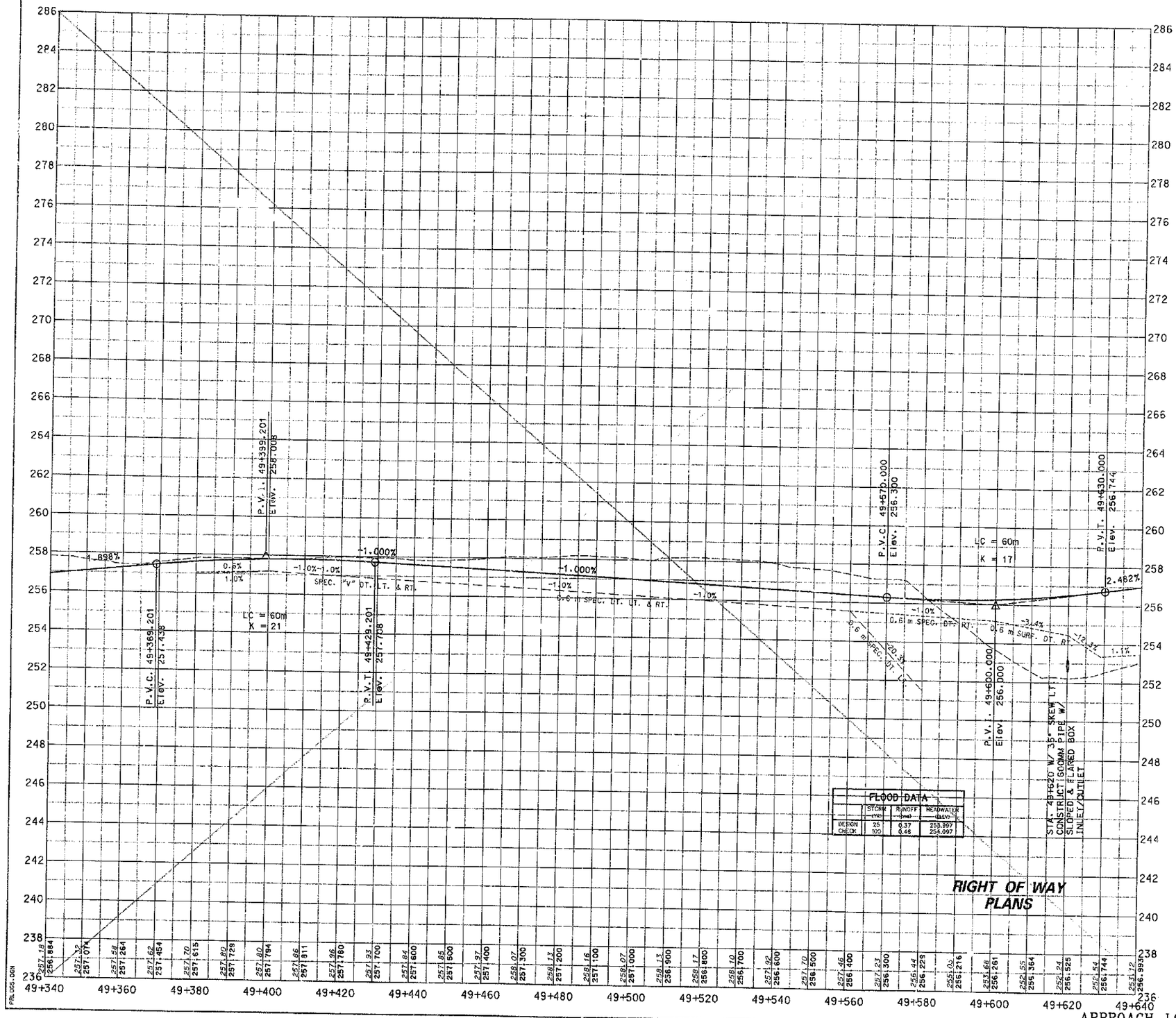


Sum Key # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		68	74
9-212.00		447	997

VOID

SEE SHEET NO 255



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PRLOGS.DGN

448

SCALE: 1:500 HORIZ.
1:100 VERT.

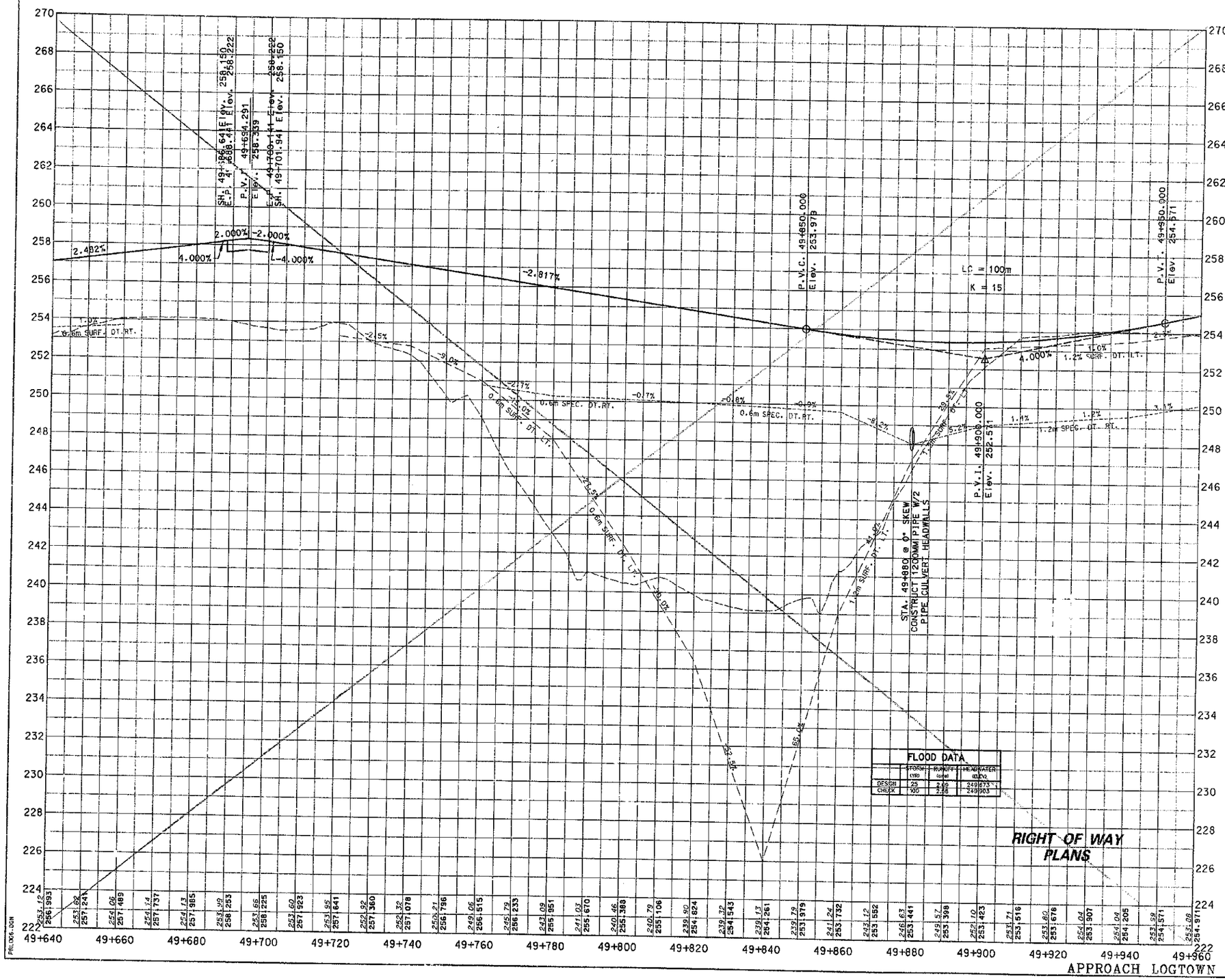
APPROACH LOGTOWN ROAD STA. 12+000 LT. & RT.

Plan Rev # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOT SHE
BOYD-CARTER GREENUP		68	9
9-212.00		428	99

VOID

SEE SHEET NO. 63



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

8-93
FORM NO. 2m

FPLOD6.DGN

449

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH LOGTOWN ROAD STA. 12+000 LT. & RT.

Plan Rev. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~64~~ 429	~~74~~ 997

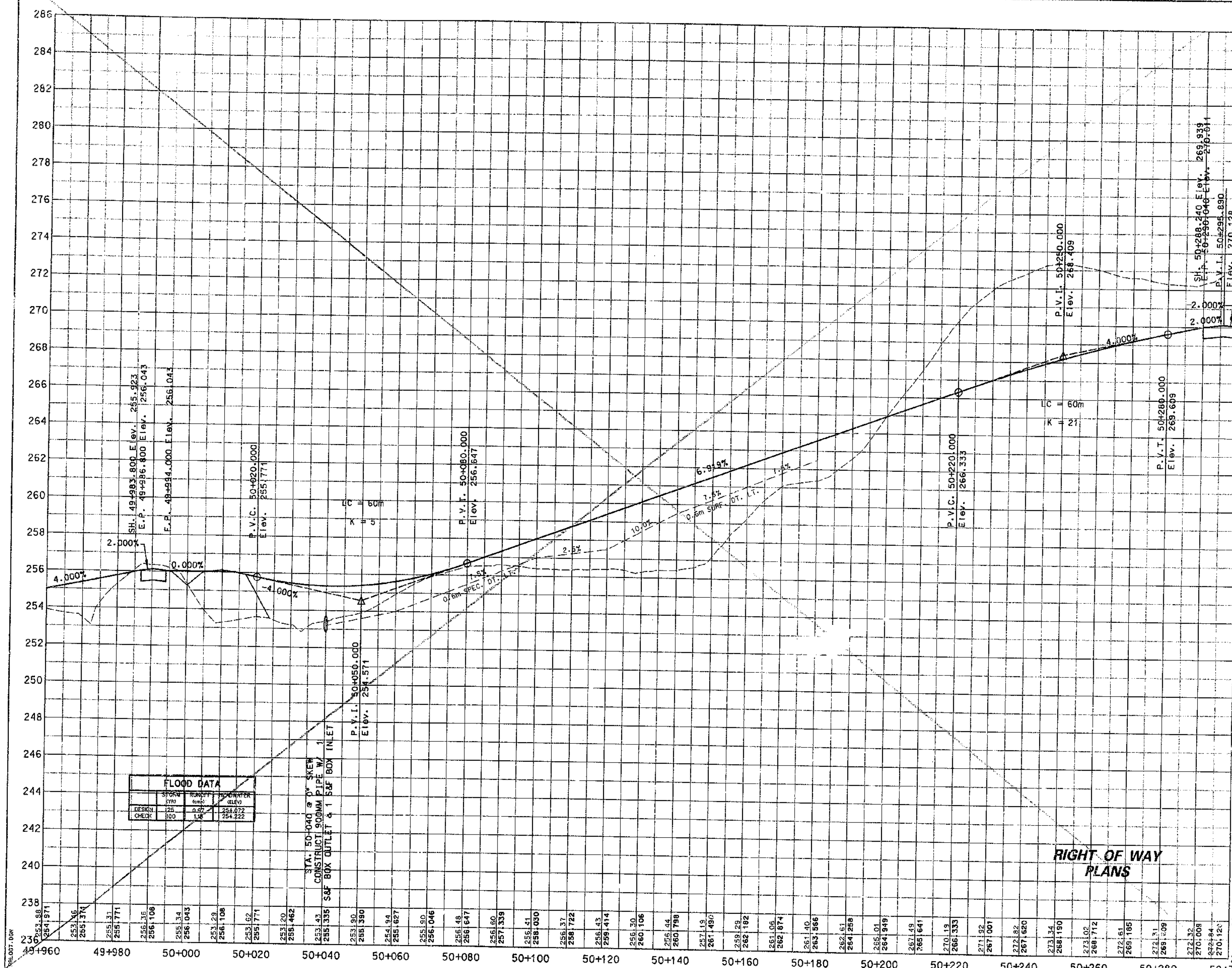
9-212.00

VOID
SEE SHEET NO. 64

PREPARED BY ______ DATE ______
CHECKED BY ______ DATE ______
APPROVED BY ______ DATE ______

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m



SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH LOGTOWN ROAD STA. 12+000 LT. & RT.

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		~~65~~ 65	~~74~~
FED. 3.90		430	997

NOTE: FOR RIGHT-OF-WAY INFO ONLY TO BE USED WITH SHEET NO. 30

MATCH LINE STA. 50+050 SEE SHEET #25

MATCH LINE STA. 50+080 SEE SHEET #25

CONTROL OF ACCESS R/W

N60°26'49"E 71.740 (235.37')

N63°47'20"E 140.170 (459.87')

N51°10'01"E 68.884 (225.01')

N70°39'22"W 67.103 (220.15')

N72°39'35"W 94.069 (308.63')

N72°47'22"W 12.448 (40.84')

N72°47'22"W 40.235 (131.97')

N46°42'07"W 71.861 (235.57')

N46°53'16"W 62.435 (204.84')

N64°44'45"W 33.919 (111.28')

N65°40'33"E

N65°12'59"E

S65°12'59"E

N24°47'00"E

N67°05'48"E

P.C. STA. 50+076.498

P.I. STA. 50+114.777

P.T. STA. 50+149.615

P.T. STA. 50+373.968

P.C. STA. 50+290.739

P.I. STA. 50+334.935

P.T. STA. 50+122.124

P.T. STA. 50+085.015

50+100

50+200

50+300

50+100.000
50.000

50+360.000
40.000

50+360.000
70.000

50+270.749
41.672

50+280.000
50.000

50+129.979
55.025

50+143.555
29.765

50+177.472
29.486

BEGIN SURFACING

R=15

0.6 m F.B. DT.

750 mm

10:1 TAPER

30 m TAPER

1:25 Taper

APPROACH 14+227
P.I. - 50+114.777
Δ - 41°53'33.320"LT.
R - 100.000
L - 73.116
T - 38.279
Ex - 7.076
e - 6.5%
P.C. - 50+076.498
P.T. - 50+149.615
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS-SECTIONS
Runout = SEE CROSS-SECTIONS

APPROACH 14+400
P.I. - 50+085.015
Δ - 64°29'59.015"RT.
R - 75.000
L - 84.430
T - 47.321
Ex - 13.681
e - 7.35%
P.C. - 50+037.694
P.T. - 50+122.124
Design Speed = 40 km/h (25 mph)
Runoff = 38
Runout = 10.34

APPROACH 14+400
P.I. - 50+334.935
Δ - 47°41'12.417"LT.
R - 100.000
L - 83.229
T - 44.196
Ex - 9.331
e - 6.5%
P.C. - 50+290.739
P.T. - 50+373.968
Design Speed = 40 km/h (25 mph)
Runoff = 33
Runout = 10.15

STA. 50+260
APPR. 14+400=
STA. 50+194.875
APPR. 14+227

ADDINGTON ENTERPRISES, INC.

P 12

ADDINGTON ENTERPRISES, INC.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-9D.CEL
Cell Name: PKEPL

04 NOV 1999

6-93
FORM NO. 2m

PLGREENG.DGN

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	SINGLE FACE LIN. FT.	DOUBLE FACE LIN. FT.	TERM. SECT. ASSY. 1 LIN. FT.	END TREATMENT TY. 2A LIN. FT.	TY. 5 LIN. FT.	TY. 9A LIN. FT.	LINEAR SLOPE TY. IV-A LIN. FT.	BRIDGE END CONST. FORM IV A LIN. FT.	FORM IV A-1 LIN. FT.		
LT.	50+080 to 50+400	320										
RT.	50+143	115.29		2								BARRIERS

DITCH CONSTRUCTION CHART

LT. OR RT.	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH	APPROACH
RT.	50+040 to 50+080	CLASS II	52 M TON	0.30	0.15	0.6 F.B.	APPR. 14+400
"	50+080 to 50+140	CLASS II	78 M TON	0.53	0.15	0.6 F.B.	APPR. 14+400
"	50+140 to 50+376	CLASS II	34 M TON	0.30	0.15	0.6 F.B.	APPR. 14+400
"	50+316 to 50+400	CLASS II	181 M TON	0.30	0.15	0.6 F.B.	APPR. 14+400
LT.	50+040 to 50+120	CLASS III	153 M TON	0.10	0.60	0.6 F.B.	APPR. 14+400
RT.	50+120 to 50+240	CLASS III	170 M TON	0.10	0.60	0.6 F.B.	APPR. 14+400
RT.	50+240 to 50+360	CLASS III	113 M TON	0.30	0.60	0.6 F.B.	APPR. 14+400
LT.	50+000 to 50+120	CLASS III	153 M TON	0.10	0.60	0.6 F.B.	APPR. 14+400

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION TO STATION	100mm DIAM. DEPT.	150mm DIAM. DEPT.	200mm DIAM. DEPT.	RIGHT ANGLE TURNOUT	TYPICAL TURNOUT	CURVE ADJACENT	CLASS A CONCRETE (SQ M)	
LT.	50+000 TO 50+120	120						0.45	113 HEADWALL
LT.	50+120 TO 50+240	120						0.45	113 HEADWALL
LT.	50+240 TO 50+400	40						0.45	113 HEADWALL
RT.	50+040 TO 50+120	120						0.45	113 HEADWALL
RT.	50+120 TO 50+240	120						0.45	113 HEADWALL
RT.	50+240 TO 50+360	120						0.57	114 HEADWALL
RT.	50+360 TO 50+400	40							

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY PLANS 451

SCALE: 1:500

MATCH LINE STA. 50+400 SEE SHEET #65A

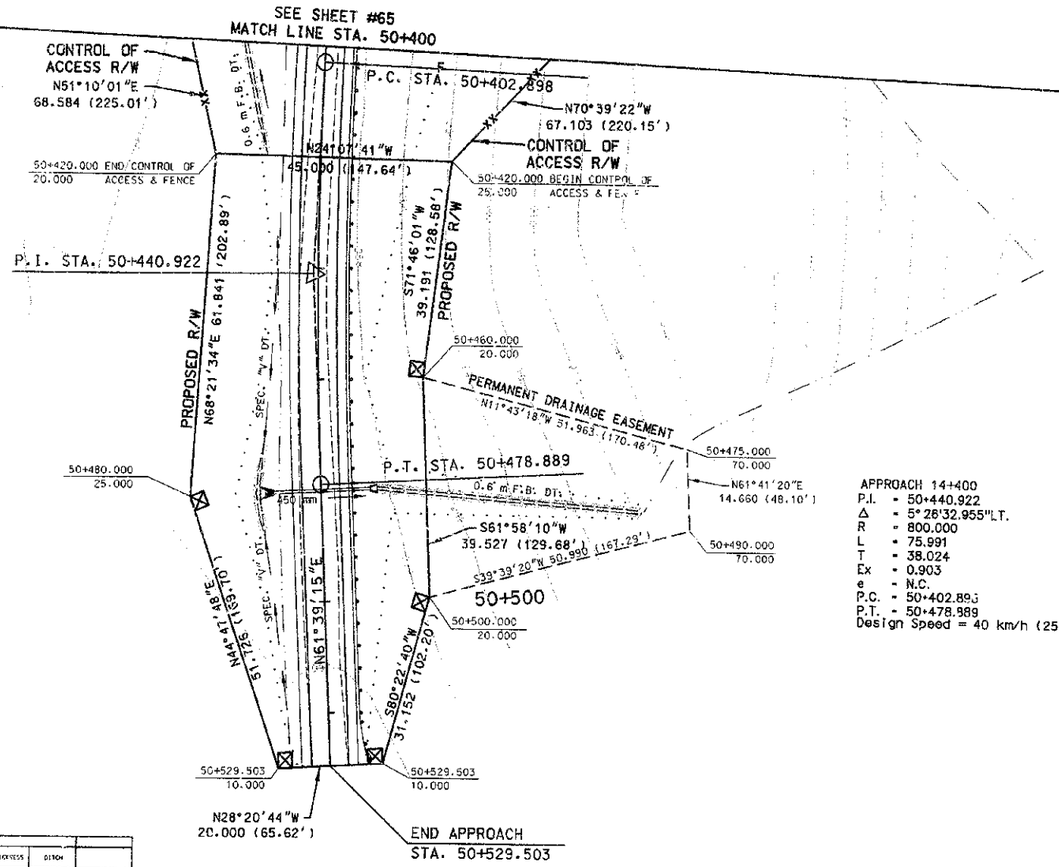
GREEN VALLEY ROAD

PLAN REV. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		65K	74
9.212.00		431	997

NOTE: FOR RIGHT OF WAY INFO ONLY

TREE USED WITH SHEET NO. 312



APPROACH 14+400
P.I. = 50+440.922
Δ = 5°26'32.955"LT.
R = 800.000
L = 75.991
T = 38.024
Ex = 0.903
e = N.C.
P.C. = 50+402.898
P.T. = 50+478.889
Design Speed = 40 km/h (25 mph)

STEEL "W" BEAM GUARDRAIL CONSTRUCTION

LT. OR RT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	TERM SEC. NO. 1	TERM SEC. TY 2-3	TERM SEC. TY 3-4A	TERM SEC. TY 2-A	CRASH CUSH.	BRIDGE END CONN. CONN TY A	BRIDGE END CONN. CONN TY A-R		
				(EA)	(EA)	(EA)	(EA)	(EA)	(EA)	(EA)		
RT.	50+400 TO 50+530	130				1						

LT. STA. 50+400 TO 50+530 CONST. 130m
STEEL W-BEAM GUARDRAIL WITH 1 END TREATMENT TYPE 4A

DITCH CONSTRUCTION CHART

LT. OR RT.	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	DITCH	
LT.	50+400 TO 50+440	CLASS (1)	36 M (10m)	0.60	0.40	0.6 F.B.	APPR. 14+400
LT.	50+440 TO 50+480	CLASS (1)	32 M (10m)	0.30	0.40	—	APPR. 14+400
RT.	50+480 TO 50+530	CLASS (1)	52 M (10m)	0.30	0.40	—	APPR. 14+400
RT.	50+480 TO 50+530	CLASS (1)	97 M (10m)	0.30	0.40	0.6 F.B.	APPR. 14+400

PAVEMENT EDGE DRAIN CONSTRUCTION

LT. OR RT.	STATION To STATION	100mm PERF (m)	150mm PERF (m)	200mm PERF (m)	100mm NONPERF (m)	150mm NONPERF (m)	200mm NONPERF (m)	CLASS A CONCRETE (CU M)	
LT.	50+400 TO 50+460	60			5			0.43	113 HEADWALL
LT.	50+460 TO 50+620	50			5			0.43	113 HEADWALL
RT.	50+400 TO 50+480	80			5			0.57	114 HEADWALL
RT.	50+480 TO 50+620	60			5			0.57	114 HEADWALL

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PXEPL

6-93
FORM NO. 2m

PLOREN3.DGN 04 NOV 1999

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY PLANS

SCALE: 1:500

452

GREEN VALLEY ROAD

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER CREEKUP		~~595~~ 432	~~74~~ 997

9-2-2-00

P 12

ADDINGTON ENTERPRISES, INC.

GREEN VALLEY ENVIRONMENTAL CORPORATION

P.I. STA. 49+715.176

49+700

N19°00'03"E

N66°40'33"E

49+600

49+626.809 P.C. STA.

N19°00'03"E

49+500

CONTROL OF ACCESS R/W

N66°30'39"E
66.026 (216.62')

49+785.000 BEGIN CONTROL OF ACCESS & FENCE

25.000

N25°40'51"W
50.000 (164.04')

49+800

PROPOSED R/W

49+793.226 P.T. STA.

49+785.000 END CONTROL OF ACCESS & FENCE

25.000

CONTROL OF ACCESS R/W

MATCH LINE STA. 49+810
SEE SHEET #25

APPROACH 14+227
P.I. = 49+715.055
Δ = 47°40'30"RT. S66°32'36"W
R = 200.000 63.970 (209.87')
L = 166.417
T = 88.367
Ex = 18.652
e = XX
P.C. = 49+626.688
P.T. = 49+793.105
Design Speed = 40 km/h (25 mph)
Runoff = X
Runout = X

P 12

ADDINGTON ENTERPRISES, INC.

MATCH LINE SHEET 13+800
SEE SHEET #23

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

04 NOV 1999
PLOTEXT.DGN

GREEN VALLEY ROAD

RIGHT OF WAY PLANS

SCALE: 1:500

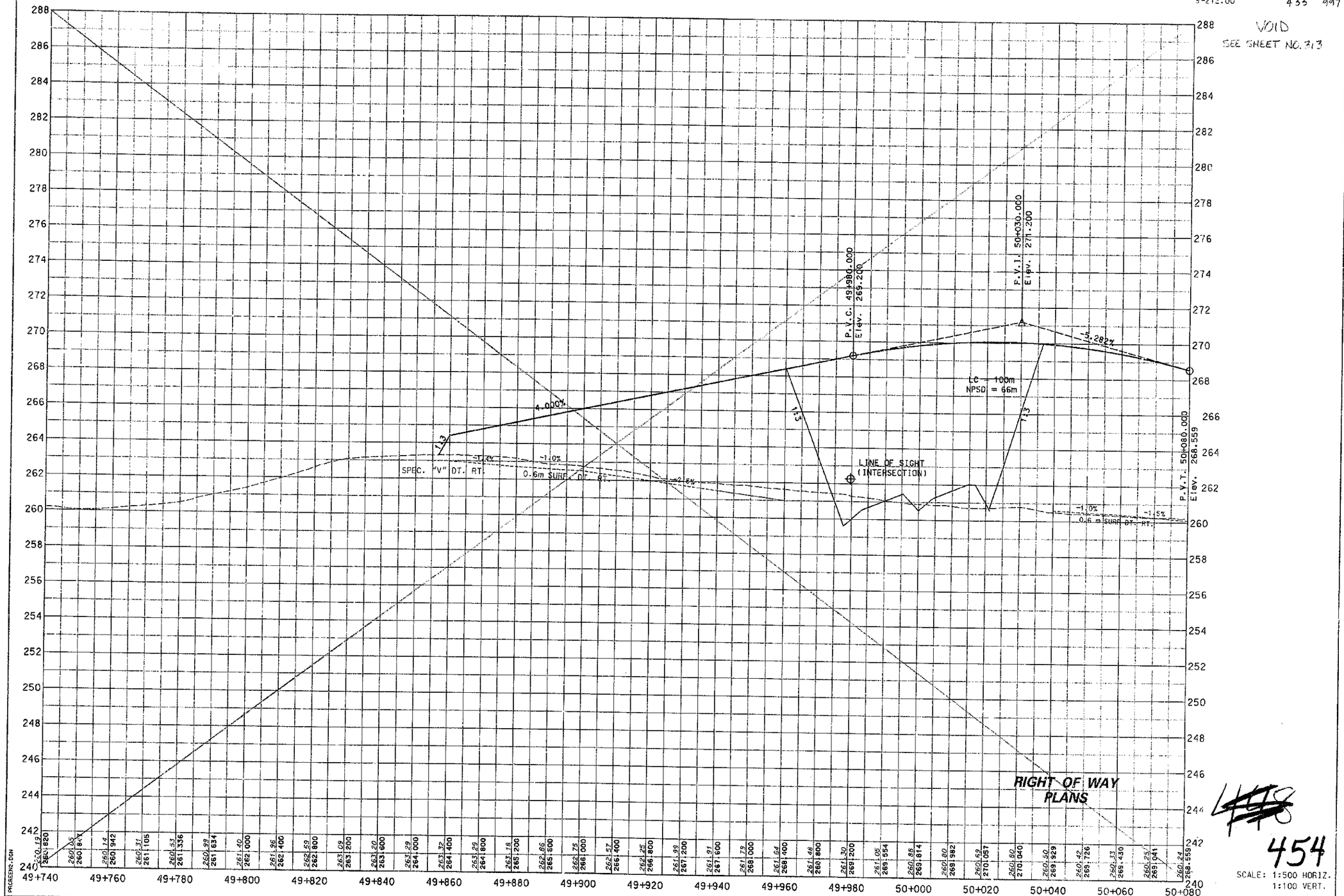
453

GREEN VALLEY ROAD

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		86	74
9-212.00		433	997

VOID
SEE SHEET NO. 313



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-9D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PROGRESS.DGN

454

SCALE: 1:500 HORIZ.
1:100 VERT.

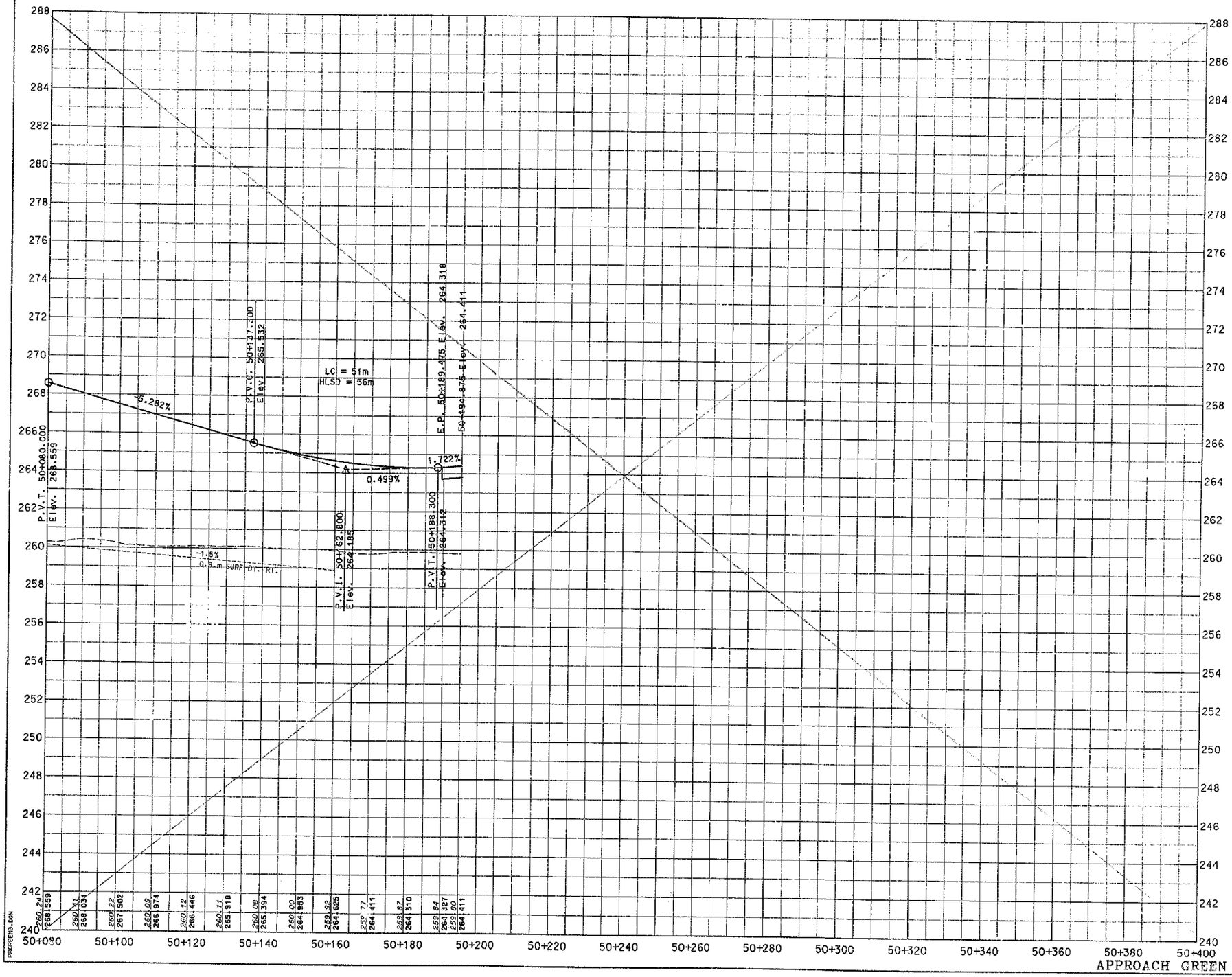
APPROACH GREEN VALLEY ROAD STA. 14+227

Plan Rev. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		57	74
9-212.00		434	997

VOID

SEE SHEET NO. 314



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

E-73
FORM NO. 2m

PROFRENS.DGN

RIGHT OF WAY PLANS

455

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH GREEN VALLEY ROAD STA. 14+227

PLAN REV. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		68	74
9-2.2.00		435	947

VOID

SEE SHEET NO. 315

P.V.I. 49+776.234
Elev. 265.611
E.P. 49+782.084 Elev. 265.494
SH. 49+785.684 Elev. 265.350

-2.000%
4.000%
-7.030%

P.V.C. 49+940.000
Elev. 254.502

LC = 40m

P.V.T. 49+980.000
Elev. 253.096
E.P. 49+986.800 Elev. 253.096
STA 49+990.400 Elev. 253.168
E.P. 49+994.000 Elev. 253.096

P.V.C. 50+010.000
Elev. 253.096

LC = 60m
HLSD = 56m

P.V.I. 50+040.000

2.000% -2.000%
0.000% 0.000%

0.10%
-0.67%

P.V.I. 49+860.000
Elev. 253.096

Storm SURF. DT. RT.

FLOOD DATA

	STORM DTN	RUNOFF (cms)	HEADWATER (ELEV)
DESIGN	25	1.611	250.134
CHECK	100	1.98	250.494

STA. 50+040 W/ 90° SKEW
CONSTRUCT 900MM Y.I.P.E. W/
SLOPED & FLARED BOX
INLET/OUTLET

RIGHT OF WAY PLANS

456

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH GREEN VALLEY ROAD STA. 14+400 LT. & RT.

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PROGREEN4.DGN

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		58	74
I-212.00		436	997

VOID

SEE SHEET NO. 316

P.V.I. 50+040.000
Elev. 253.096

P.V.T. 50+070.000
Elev. 254.809

P.V.I. 50+290.000
Elev. 266.388

P.V.C. 50+185.000
Elev. 261.857

P.V.T. 50+335.000
Elev. 263.013

LC = 60m
HLSD = 56m

LC = 150m
NPSD = 76m

6.042%

-4.500%

0.6 m SURF. DT. LT.

0.6 m SURF. DT. RT.

STA. 50+040 W/ 0° SKEW
CONSTRUCT 900MM R.C.P.E. W/
SLOPED & FLARED BOX
INLET/OUTLET

STA. 50+324 @ 20° SKEW RT.
CONSTRUCT 750MM R.C.P.E. W/
PIPE CULVERT HEADWALL
INLET/OUTLET

DESIGN DATA			
	STORM (YR)	RUNOFF (cfs)	HEADWATER (ELEV)
DESIGN	25	1.61	250.134
CHECK	100	1.96	250.494

247.28	244.47	245.70	247.51	247.14	248.22	251.94	254.91	256.95	257.00	257.59	258.46	258.97	259.19	259.48	259.64	259.61	259.83	259.89	259.91	259.72	259.67	259.80	259.61	259.55	259.26	258.54	257.63	255.48	255.78	256.94
253.548	253.902	254.355	254.809	255.513	256.117	256.721	257.325	257.929	258.534	259.138	259.742	260.346	260.950	261.555	262.159	262.684	263.147	263.541	263.864	264.117	264.299	264.411	264.453	264.425	264.326	264.158	263.918	263.609	263.229	262.788

50+040	50+060	50+080	50+100	50+120	50+140	50+160	50+180	50+200	50+220	50+240	50+260	50+280	50+300	50+320	50+340

RIGHT OF WAY PLANS

457

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH GREEN VALLEY ROAD STA. 14+400

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKRPL

6-93
FORM NO. 2m

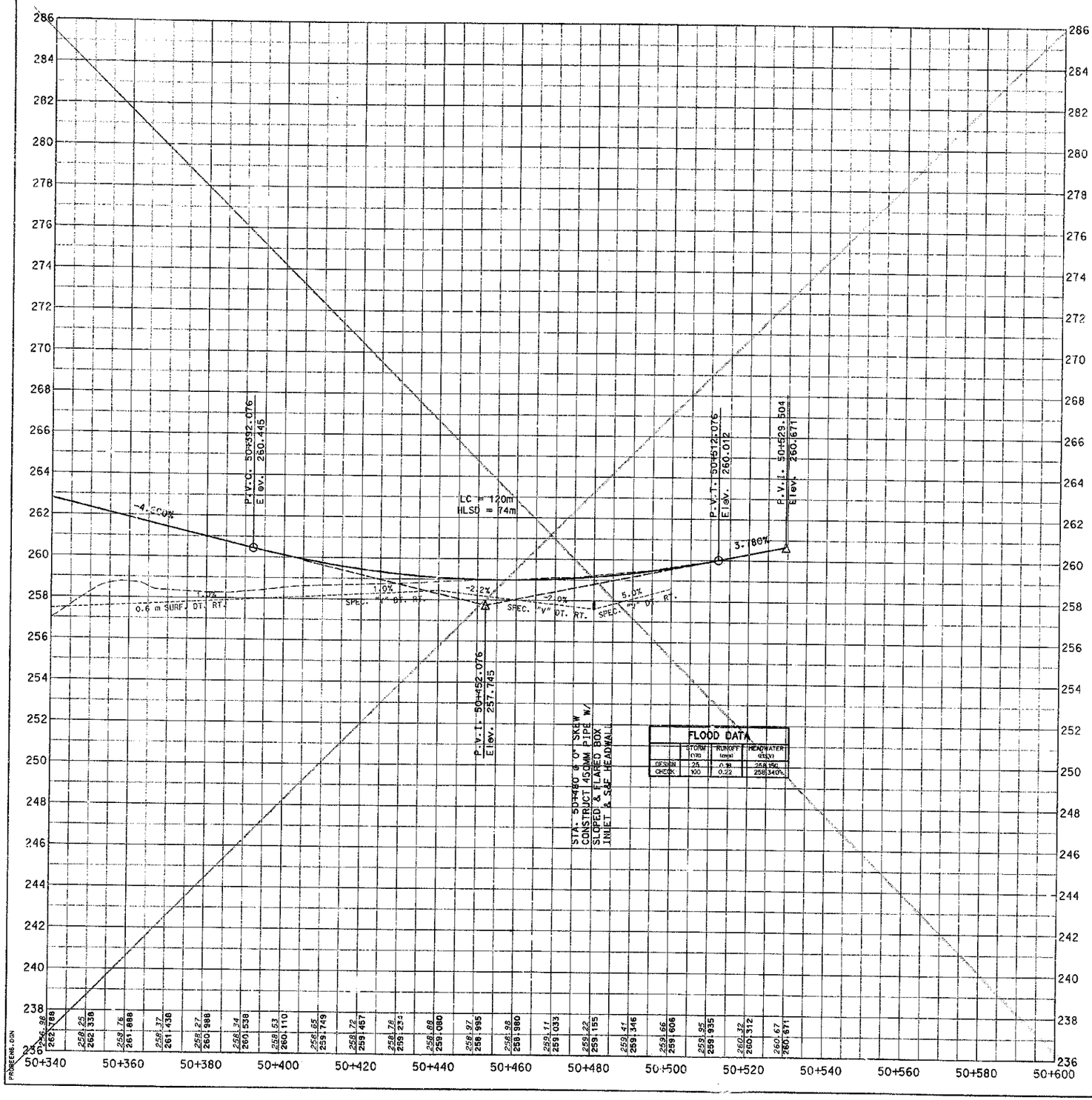
PROFILES.DGN

Plan Key # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~594~~ 437	~~74~~ 997
9-212.00			

VOID

SEE SHEET NO. 317



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PROGENE.DGN

458

SCALE: 1:500 HORIZ.
1:100 VERT.

APPROACH GREEN VALLEY ROAD STA. 14+400 LT. & RT.

PLAN REV. # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
[illegible]		~~20~~ 438	~~74~~ 997

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY.

RIGHT OF WAY SUMMARY

PARCEL NO.	NAME	TOTAL AREA OF TRACT HECTARE / ACRE	TOTAL AREA OF TRACT SQ M / SQ FT	PERMANENT R/W ACQUIRED HECTARE / ACRE	PERMANENT R/W ACQUIRED SQ M / SQ FT	EASEMENTS PERMANENT SQ M / SQ FT	EASEMENTS TEMPORARY SQ M / SQ FT	AREA SEVERED LEFT HECTARE / ACRE	AREA SEVERED LEFT SQ M / SQ FT	AREA SEVERED RIGHT HECTARE / ACRE	AREA SEVERED RIGHT SQ M / SQ FT	EXCESS PURCHASED HECTARE / ACRE	EXCESS PURCHASED SQ M / SQ FT	PORTION REMAINING HECTARE / ACRE	PORTION REMAINING SQ M / SQ FT	SEWER SYSTEM TYPE	SEWER SYSTEM AFFECTED BY PROJECT YES	SEWER SYSTEM AFFECTED BY PROJECT NO	BUILDING ACQUIRED NUMBER C	R	F	S	HAZARDOUS WASTE	DEED BOOK	PAGE NO.	REMARKS
10	COMMONWEALTH OF KENTUCKY	10.162 25.109		5.519 13.637				4.643 11.472				2.484 6.139		2.159 5.333		5		X						RB16	788	
11	NOT USED			NOT USED						NOT USED				NOT USED												
12	ADDINGTON ENTERPRISES, INC.	* *		76.651 189.405	1,352 14,554	1,052 11,325		* *		* *				* *		5		X						342 372 428 RB6	208 653 194 204	
13	EMOGENE HANNER	17.268 42.67 ①		3.450 8.526				1.168 2.886		12.650 31.258		1.168 2.886		12.650 31.258		5		X						WB22 349	237 186	
14	MARGARET F. HANNER	67.170 165.98 ①		10.695 26.428				10.596 26.183		45.879 113.369		10.596 26.183		45.879 113.369		5		X						532	353	

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

① AREA STATED OR DETERMINED FROM DEED DESCRIPTION.

* THIS PARCEL IS COMPRISED OF NUMEROUS TRACTS OF LAND MAKING THE TOTAL AREA OF THE TRACT UNABLE TO BE DETERMINED

TYPE SEWER SYSTEM
1. PRIVATE - INDIVIDUAL
2. PRIVATE - MULTI PARTY
3. PUBLIC
4. NONE
5. NOT APPLICABLE

BUILDINGS ACQUIRED CODE
C - COMMERICAL
R - RESIDENTIAL
F - FARM
S - STORAGE

HAZARDOUS WASTE
UST - UNDERGROUND STORAGE TANK

PREPARED BY ______ DATE ______
CHECKED BY ______ DATE ______
APPROVED BY ______ DATE ______

Cell Library: PEC-3D.CEL
Cell Name: [illegible]

6-93
FORM NO. 2m

RWSUM.DGN 07 JAN 2000

459

RIGHT OF WAY PLANS

RIGHT OF WAY SUMMARY SHEET

PLAN REV # 3

COUNTY	FED. AID NO.	SHEET NO.	TOTAL SHEETS
BOYD-CARTER-GREENUP		71	74
I-64-1(46)		439	997

MATCH LINE STA. 10+800

NOTE: FOR RIGHT-OF-WAY INFO ONLY
TO BE USED WITH SHEET No. 71

P 12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194

P 10X2 COMMONWEALTH OF KENTUCKY
RB 16, PG 788

P 10 COMMONWEALTH OF KENTUCKY
RB 16, PG 788

P 10X1 COMMONWEALTH OF KENTUCKY
RB 16, PG 788

EASTERN KY. LUMBER & DEVELOPEMENT CO.
DB 324, PG 23
DB 174, PG 119

P 12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6, PG 204

P 10 COMMONWEALTH OF KENTUCKY
RB 16, PG 788

P 12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6, PG 204

P 12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6, PG 204

C.S. STA. 10+754.922
P.I. STA. 10+684.465
S.C. STA. 10+612.953
T.S. STA. 10+556.953

RAMP C
RAMP D
EXIT RAMP
LOOP B
MAINLINE

CONTROL OF ACCESS R/W
EXISTING CONTROL OF ACCESS R/W
EXIST. CONTROL OF ACCESS R/W
EXISTING R/W & CONTROL OF ACCESS R/W

GRAYSON (EXIT 172)
WEST BOUND LANES
INTERSTATE 64
US 60 (EXIT 191)
EAST BOUND LANES

BEGIN PROJECT R/W
(INTERSTATE 64)
LT/RT STA. 100+132.532

BEGIN PROJECT R/W
(PARKWAY MAINLINE)
STATION 10+060.202

END PROJECT R/W
(INTERSTATE 64)
LT/RT STA. 101+670.740

K7-9 K7-16 K7-13 K7-25 K7-28 L7-16 L7-16

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PKWPL

6-93
FORM NO. 2m

STRIP01.DGN

RIGHT-OF-WAY PLANS

SCALE: 1:2000

STRIP MAP

KENTUCKY DEPARTMENT OF HIGHWAYS
COUNTIES OF
BOYD, CARTER AND GREENUP
460
PROJECT NUMBERS INDUSTRIAL PARKWAY
19. BY
T.E.B.M. FOR PRE-CONSTRUCTION

STRIP MAP

Plan Rev. # 3

74

440 997

NOTE: FOR RIGHT-OF-WAY USE ONLY

MATCH LINE STA. 49+600

EXISTING & PROPOSED R/W

PROPOSED R/W

MATCH LINE STA. 49+600

The stations and offsets for Logtown Road are based on the Logtown Road centerline as shown on the design plans and do not reflect as-built conditions. All deed description stations and offsets referring to the centerline of Logtown Road are referenced to the same design centerline as shown on the plans of record.

GREEN VALLEY LANDFILL PERMIT BOUNDARY LINE

CARTER CO.
GREENUP CO.

P.I. STA. 49+12.255

TO KY 207

P.I. STA. 49+747.631

K6-122

P
12

ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6, PG 204

LOGTOWN ROAD RELOCATION
STA. 50+000 =
APPROACH LT. 12+000.155
STA. 49+130.570

TEMP. EASEMENT FOR APPROACH CONSTRUCTION

EXISTING R/W

P.I. STA. 49+910.280

P.I. STA. 49+184.087

P.I. STA. 50+119.394

P.I. STA. 11+283.392

P.I. STA. 49+320.725

P.I. STA. 50+209.926

P.I. STA. 11+497.583

P.I. STA. 49+710.662

P.C. STA. 49+706.360

P.T. STA. 49+774.303

P.I. STA. 49+84.287

POB STA. 49+567.000

STA. 48+985.965
APPR. LT. 12+000.155=
STA. 49+833.447
APPR. LT. 11+803.819

STA. 12+000
APPR. STA.

STA. 803.819=
A. 50+000.000

MATCH LINE STA. 10+800

MATCH LINE STA. 12+200

CONTROL OF ACCESS R/W

PROPOSED R/W

T.S. STA. 11+200.732
S.C. STA. 11+256.732
C.S. STA. 11+309.863
S.T. STA. 11+365.863

P.I. STA. 11+722.076

P.I. STA. 50+38.392

POE STA. 50+400.000

M.L. STA. 11+157.502 =
EXIST. LOGTOWN RD.
STA. 50+279.230

STA. 50+295.889
APPR. RT. 12+000.155=
STA. 50+140.480
APPR. RT. 11+803.819

GREENUP CO.
BOYD CO.

CARTER CO.
BOYD CO.

EASTERN KY. LUMBER & DEVELOPEMENT CO.
DB 324, PG 23
DB 174, PG 119

ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6, PG 204

K6-126

461

RIGHT OF WAY PLANS

PREPARED BY: DATE
CHECKED BY: DATE
APPROVED BY: DATE

Plan Rev. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		77	74
S-5142.00		441	997

NOTE: FOR RIGHT-OF-WAY INFO ONLY
TO BE USED WITH SHEET NO. 73

GREEN VALLEY LANDFILL
PERMIT BOUNDARY LINE

K6-123

P 12
ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6, PG 204

GREEN VALLEY
ENVIRONMENTAL COPRORATION
DB 411, PG 424
DB 437, PG 735

GREEN VALLEY LANDFILL
PERMIT BOUNDARY LINE

GREENUP CO.
BOYD CO.

P 14X
MARGARET F. HANNER
DB 532, PG 353

L6-99

P 12
ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6 PG 204

P.I. STA. 12+28.667

MATCH LINE STA. 12+200

12+300 12+400 12+500 12+600 12+700 12+800 12+900 13+000 13+100 13+200 13+300 13+400 13+500

CONTROL OF ACCESS R/W

GREENUP CO.
BOYD CO.

P 13X
EMOGENE HANNER
WB 22, PG 237
DB 349, PG 186

C.S. STA. 12+398.722
S.T. STA. 12+454.722

PROPOSED R/W

50+000 50+100 50+200 50+255

STA. 13+200.000=
APPR. STA. 50+000.000

MATCH LINE STA. 13+600

L6-90

P 12
ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6, PG 204

GREENUP CO.
BOYD CO.

P 13
EMOGENE HANNER
WB 22, PG 237
DB 349, PG 186

P 14
MARGARET F. HANNER
DB 532, PG 353

ROBERT LARRY MOORE
SARAH MOORE
DB 439, PG 575

L6-142

MATCH LINE

MARGARET F. HANNER
DB 532, PG 353
P 14
SCALE: 1:5000

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

G-52
FORM NO. 2m

STRIPMAP-ROW

RIGHT OF WAY PLANS

SCALE 1"=200'
STRIP MAP

45
462

Plan Rev. #3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEET
CARTER		14	74
ENUP		442	997
3.00			

NOTE. FOR RIGHT-OF-WAY INFO ONLY

PERMIT BOUNDARY LINE

P/12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6, PG 204

L6-85

L6-88A

PERMIT BOUNDARY LINE

MATCH LINE STA. 13+600

GREENUP CO. BOYD CO.

POB STA. 49+460.121

49+460

49+500

13+700

13+800

13+900

14+000

14+100

14+200

14+300

49+600

49+700

49+800

49+900

50+000

50+100

50+200

50+300

50+400

P.C. STA. 49+626.509

P.I. STA. 49+715.656

P.T. STA. 49+793.226

L6-89

END CONTROL OF ACCESS & FENCE 49+705.000 25.000

BEGIN CONTROL OF ACCESS & FENCE 49+705.000 25.000

STA. 49+776.234
APPR. RT. 14+400.000=
STA. 49+890.3842
APPR. RT. 14+227.000

P.C. STA. 13+844.172

P.I. STA. 43+919.102

CONTROL OF ACCESS R/W

P.I. STA. 14+471.820

P.C. STA. 14+427.820

P.I. STA. 14+410.502

P.C. STA. 14+392.502

P.I. STA. 14+323.1

P.C. STA. 14+327.820

P.I. STA. 14+135.164

P.I. STA. 50+14.777

P.I. STA. 50+334.935

P.I. STA. 50+085.015

P.C. STA. 15+148.030

P.I. STA. 15+082.030

P.C. STA. 15+017.030

END CONTROL OF ACCESS & FENCE 14+986.000 45.000

END PROJECT R/W (PARKWAY MAINLINE) STATION 14+970.000

STA. 14+227.000=
APPR. STA. 50+000.000

STA. 14+400.000=
APPR. STA. 50+000.000

STA. 50+260 APPR. 14+400=
STA. 50+194.875 APPR. 14+227

L6-90

L6-61

L6-83

P/12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6, PG 204

P/12 ADDINGTON ENTERPRISES, INC.
DB 342, PG 208
DB 372, PG 653
DB 428, PG 194
RB 6, PG 204

50+420.000 END CONTROL OF ACCESS & FENCE 20.000

50+420.000 BEGIN CONTROL OF ACCESS & FENCE 25.000

P.I. STA. 50+440.922

MATCH LINE STA. 50+480

MATCH LINE STA. 50+480

50+500

PROPOSED R/W

PERMANENT DRAINAGE EASEMENT

PROPOSED R/W

PROPOSED R/W

PERMANENT DRAINAGE EASEMENT

PROPOSED R/W

PREPARED BY ____ DATE ____
CHECKED BY ____ DATE ____
APPROVED BY ____ DATE ____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

STRIPMAP.DGN

457

RIGHT OF WAY PLANS

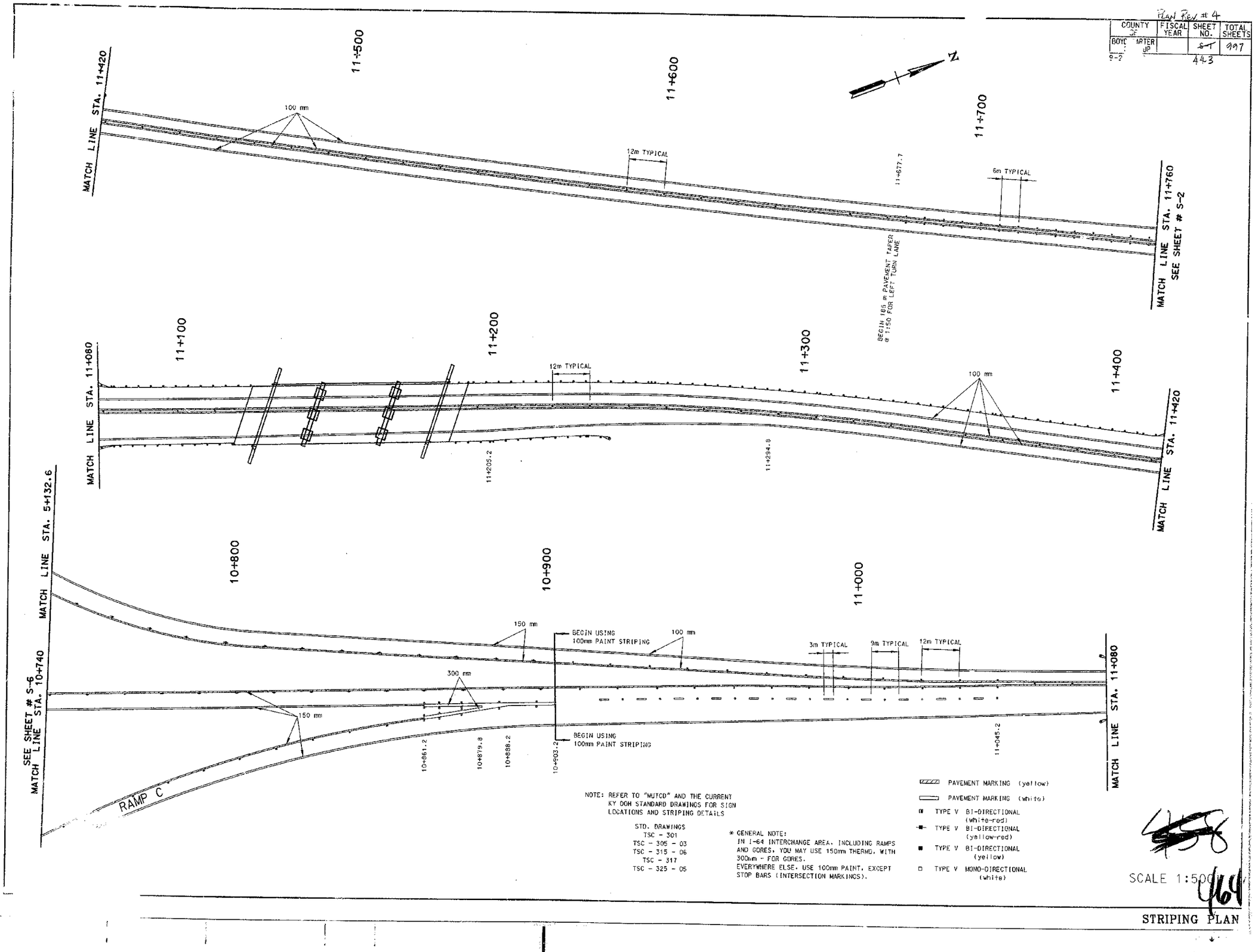
463

SCALE 1"=1000'

STRIP MAP

Flow Rev # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD AFTER UP		~~S-1~~ 443	997



NOTE: REFER TO "MUTCD" AND THE CURRENT KY DOH STANDARD DRAWINGS FOR SIGN LOCATIONS AND STRIPING DETAILS

STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

* GENERAL NOTE:
IN I-64 INTERCHANGE AREA, INCLUDING RAMPS AND GORES, YOU MAY USE 150mm THERMO, WITH 300mm - FOR GORES.
EVERYWHERE ELSE, USE 100mm PAINT, EXCEPT STOP BARS (INTERSECTION MARKINGS).

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEP1

F-93
DGN NO. 2m

SCALE 1:500

464

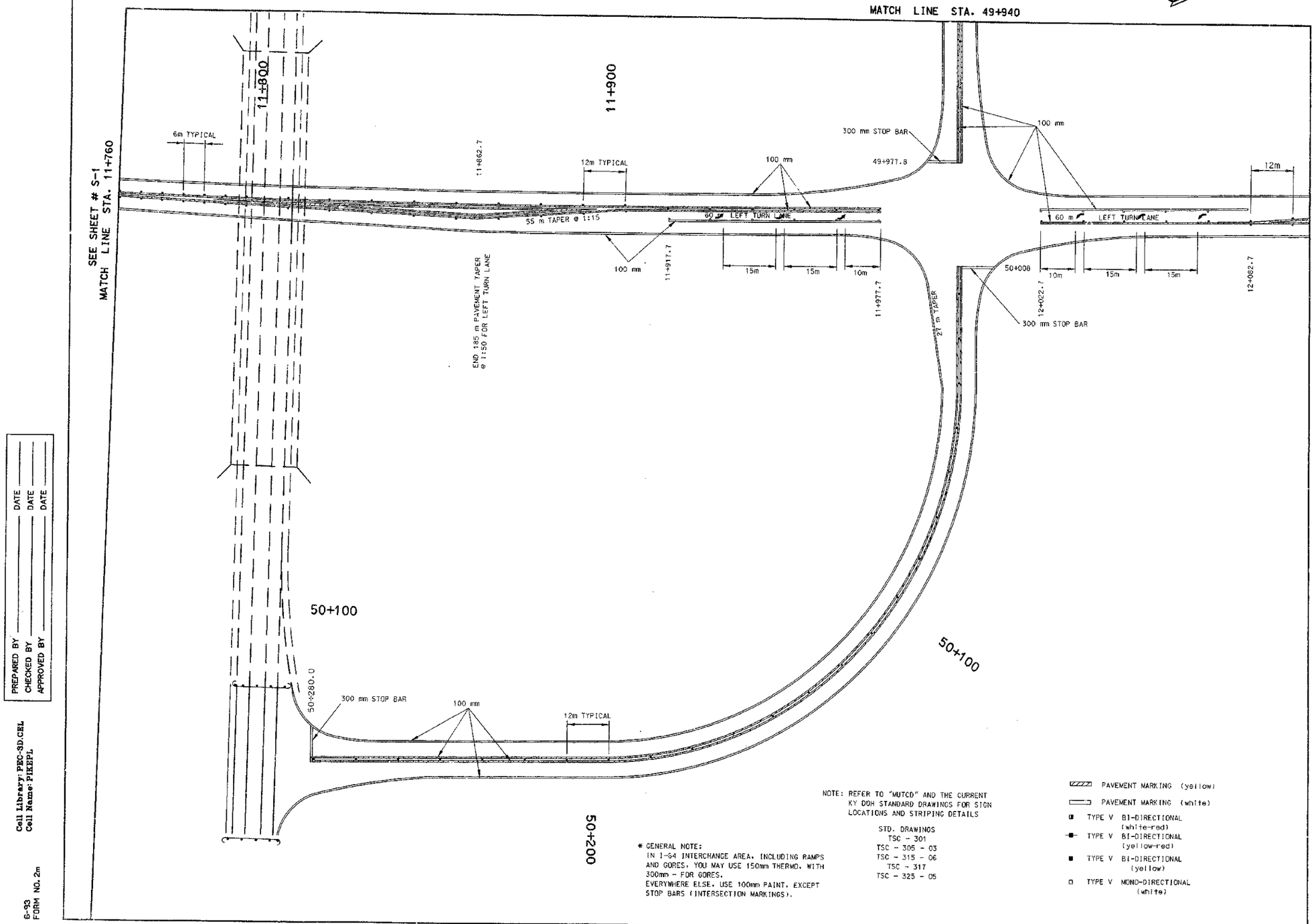
STRIPING PLAN

PLAN REV # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-2	997

9-212.00

444



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

NOTE: REFER TO "MUTCD" AND THE CURRENT KY DOH STANDARD DRAWINGS FOR SIGN LOCATIONS AND STRIPING DETAILS

STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

* GENERAL NOTE:
IN I-64 INTERCHANGE AREA, INCLUDING RAMPS AND GORES, YOU MAY USE 150mm THERMO. WITH 300mm - FOR GORES.
EVERYWHERE ELSE, USE 100mm PAINT, EXCEPT STOP BARS (INTERSECTION MARKINGS).

PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

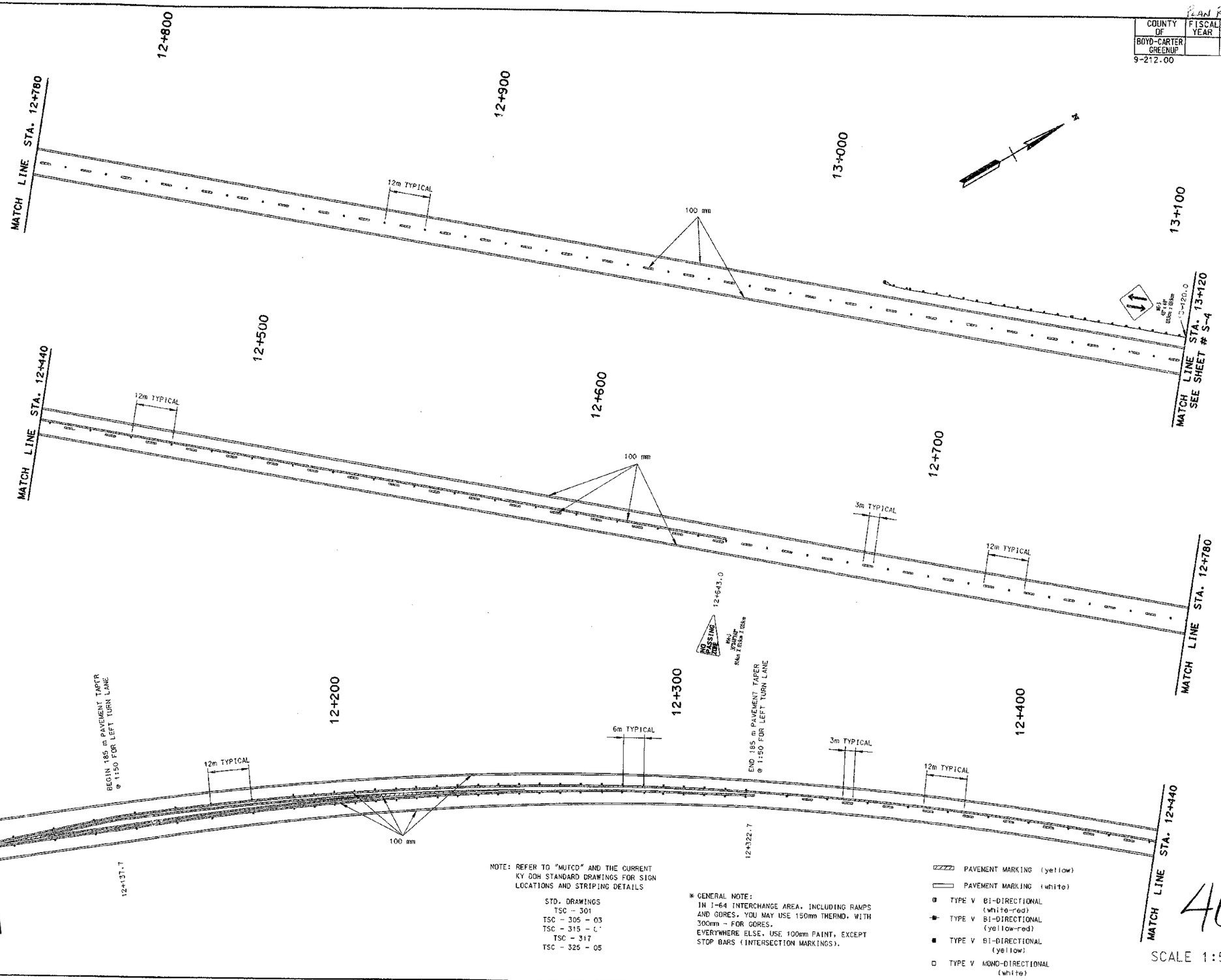
465

SCALE 1:500

STRIPING PLAN

PLAN REV. # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-3	497
9-212.00		445	



NOTE: REFER TO "MUTCD" AND THE CURRENT KY DOH STANDARD DRAWINGS FOR SIGN LOCATIONS AND STRIPING DETAILS

STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - C
TSC - 317
TSC - 325 - 05

* GENERAL NOTE:
IN I-64 INTERCHANGE AREA, INCLUDING RAMPS AND GORES, YOU MAY USE 150mm THERMO. WITH 300mm - FOR GORES.
EVERYWHERE ELSE, USE 100mm PAINT, EXCEPT STOP BARS (INTERSECTION MARKINGS).

- PAVEMENT MARKING (yellow)
- PAVEMENT MARKING (white)
- TYPE V BI-DIRECTIONAL (white-red)
- TYPE V BI-DIRECTIONAL (yellow-red)
- TYPE V BI-DIRECTIONAL (yellow)
- TYPE V MONO-DIRECTIONAL (white)

460

SCALE 1:500

STRIPING PLAN

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

8-93
FORM NO. 2m

Plan Key # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-3	997
9-212.00		446	

NOTE: REFER TO "MUTCD" AND THE CURRENT KY DOH STANDARD DRAWINGS FOR SIGN LOCATIONS AND STRIPING DETAILS

STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

* GENERAL NOTE:
IN I-64 INTERCHANGE AREA, INCLUDING RAMPS AND GORES, YOU MAY USE 150mm THERMO. WITH 300mm - FOR GORES.
EVERYWHERE ELSE, USE 100mm PAINT, EXCEPT STOP BARS (INTERSECTION MARKINGS).

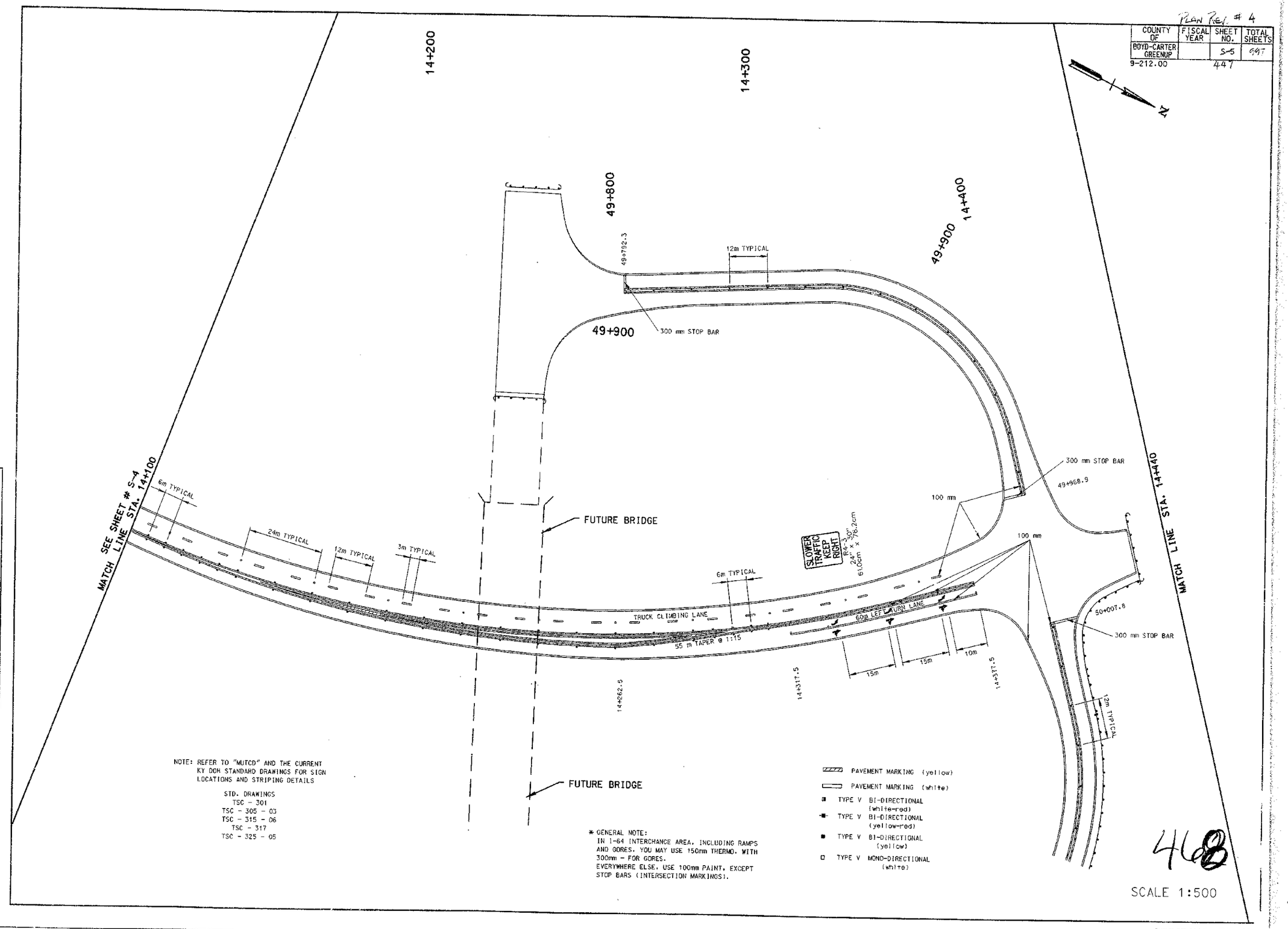
SCALE 1:500

469

STRIPING PLAN

PLAN REV. # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-5	597
9-212.00		447	



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

NOTE: REFER TO "MUTCD" AND THE CURRENT KY DOH STANDARD DRAWINGS FOR SIGN LOCATIONS AND STRIPING DETAILS

STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

* GENERAL NOTE:
IN I-64 INTERCHANGE AREA, INCLUDING RAMPS AND GORES, YOU MAY USE 150mm THERMO. WITH 300mm - FOR GORES.
EVERYWHERE ELSE, USE 100mm PAINT, EXCEPT STOP BARS (INTERSECTION MARKINGS).

PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

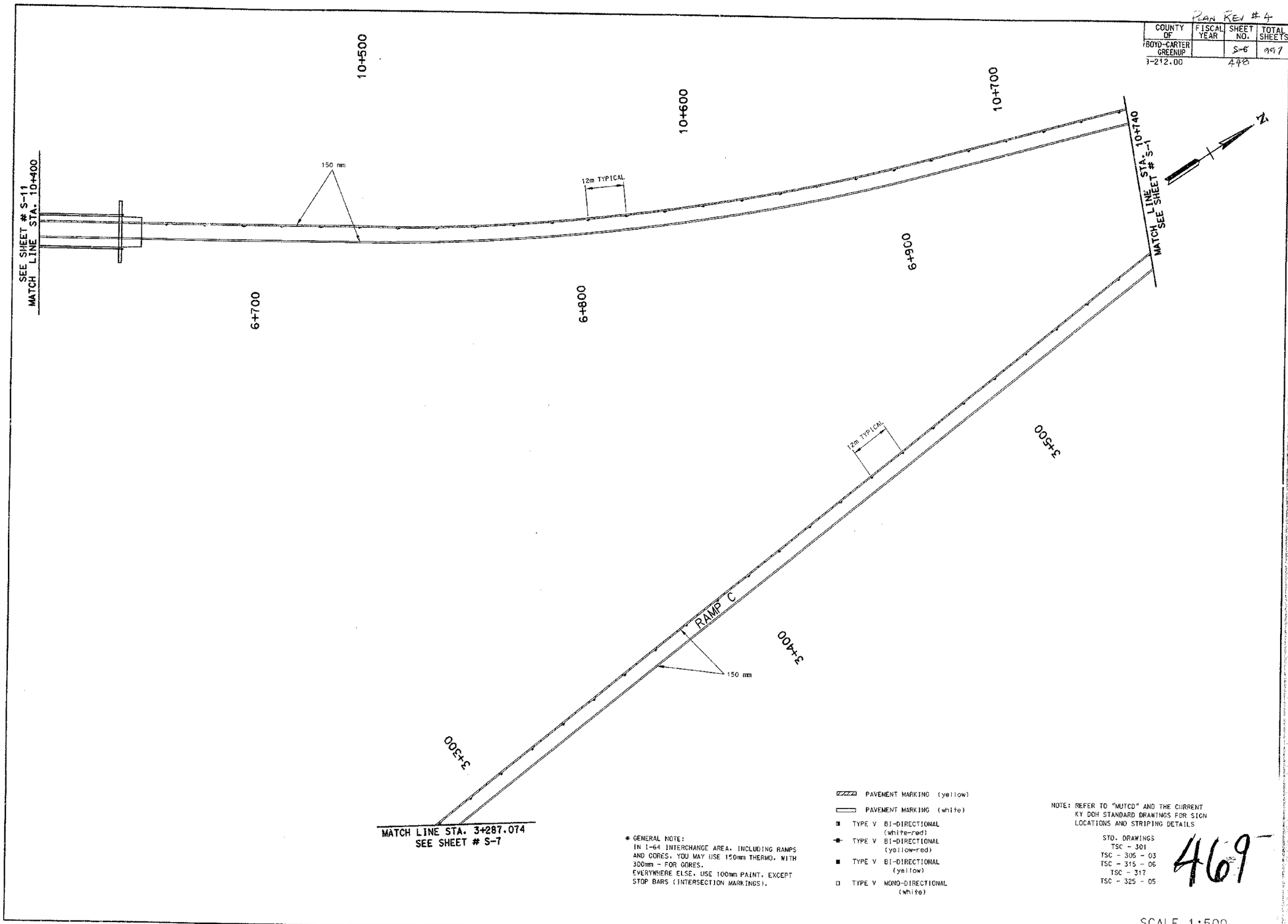
468

SCALE 1:500

STRIPING PLAN

PLAN REV # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-6	997
3-212.00		468	



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: FSC-SD.CEL
Cell Name: PIKEPL

S-53
FORM NO. 2m

* GENERAL NOTE:
IN I-64 INTERCHANGE AREA, INCLUDING RAMPS AND CORES, YOU MAY USE 150mm THERMO. WITH 300mm - FOR GORES.
EVERYWHERE ELSE, USE 100mm PAINT, EXCEPT STOP BARS (INTERSECTION MARKINGS).

- PAVEMENT MARKING (yellow)
- PAVEMENT MARKING (white)
- TYPE V BI-DIRECTIONAL (white-red)
- TYPE V BI-DIRECTIONAL (yellow-red)
- TYPE V BI-DIRECTIONAL (yellow)
- TYPE V MONO-DIRECTIONAL (white)

NOTE: REFER TO "MUTCD" AND THE CURRENT KY DOH STANDARD DRAWINGS FOR SIGN LOCATIONS AND STRIPING DETAILS

STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

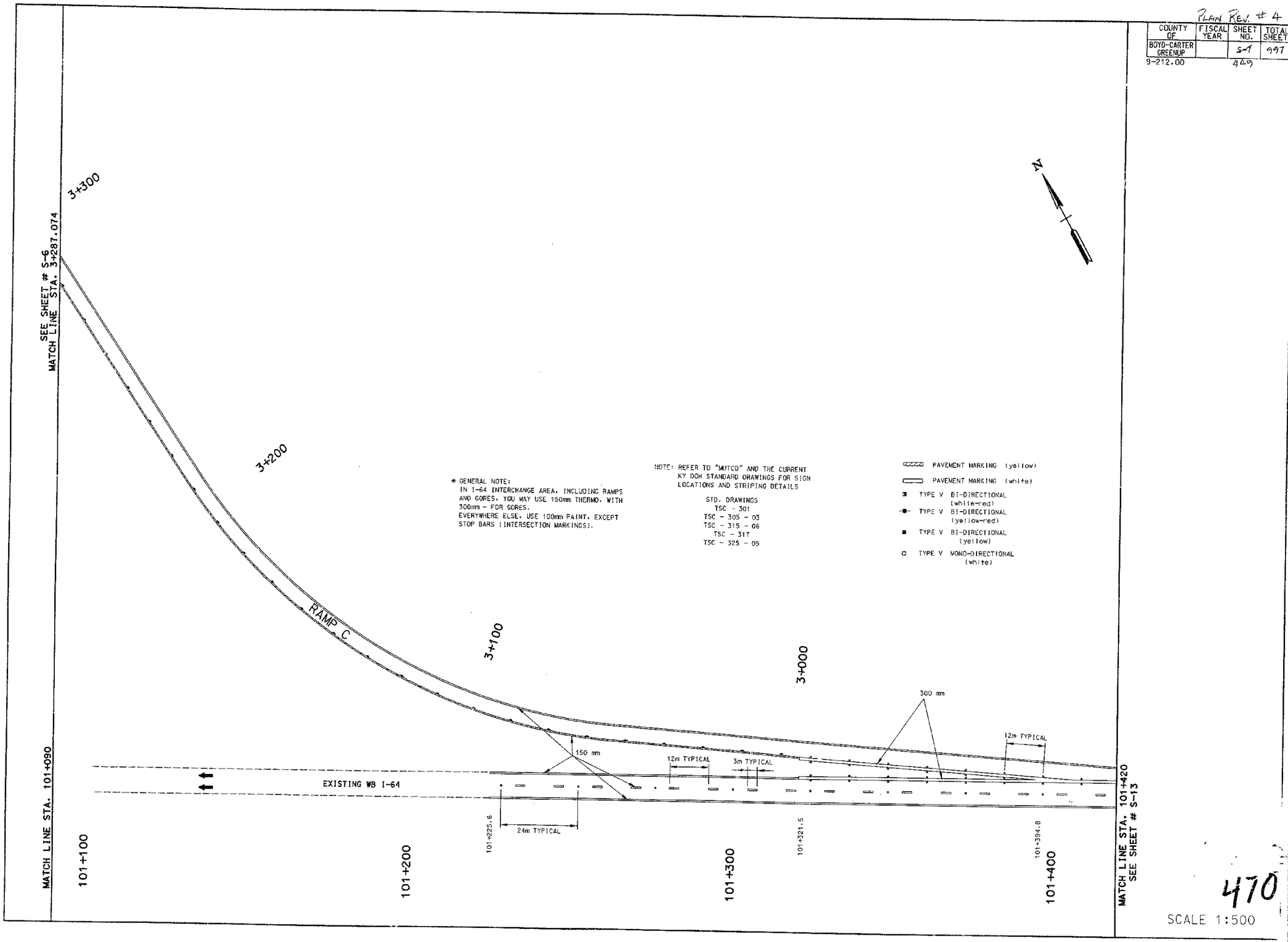
469

SCALE 1:500

STRIPING

PLAN REV. # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-7	997
9-212.00		469	



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STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PSC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

470

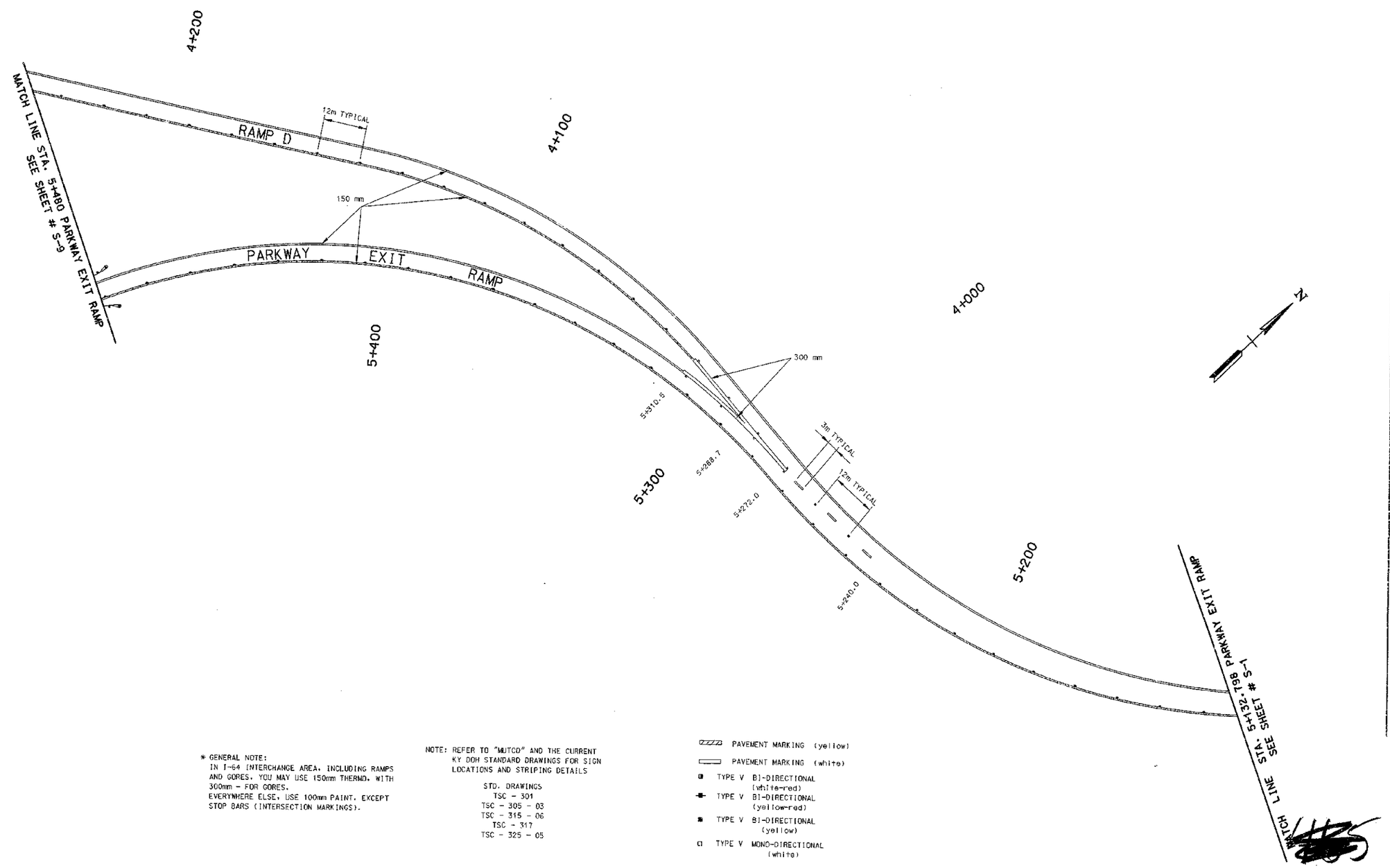
SCALE 1:500

STRIPING PLA

PLAN REV. # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-8	997

9-212.00 450



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

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NOTE: REFER TO "MUTCD" AND THE CURRENT KY DOH STANDARD DRAWINGS FOR SIGN LOCATIONS AND STRIPING DETAILS

STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

SCALE 1:500

4/11

STRIPING PLA

PLAN REV. # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP	9-212.00	~~S-9~~ 451	~~407~~

SEE SHEET # S-8
MATCH LINE STA. 5+480

5+500

4+300

12m TYPICAL

150 mm

RAMP D

150 mm

300 mm

100+955.3

EXISTING I-64

SEE SHEET # S-15
MATCH LINE STA. 100+540

100+700

EXISTING I-64

12m TYPICAL

5+600

100m DECEL LANE

55 m taper

EXISTING I-64

162 m taper

EXISTING I-64

MATCH LINE STA. 100+953.241
SEE SHEET # S-11

100+575.8

100+630.8

100+730.8

150 mm

100+766.9

100+783.1

300 mm

150 mm

150 mm PERMANENT TAPE
ON CONCRETE BRIDGE

EXIT RAMP

12m TYPICAL

PARKWAY

5+700

MATCH LINE STA. 5+723.755
SEE SHEET # S-10

N

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NOTE: REFER TO "MUTCD" AND THE CURRENT KY DOH STANDARD DRAWINGS FOR SIGN LOCATIONS AND STRIPING DETAILS

STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEG-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2n

~~450~~ 472

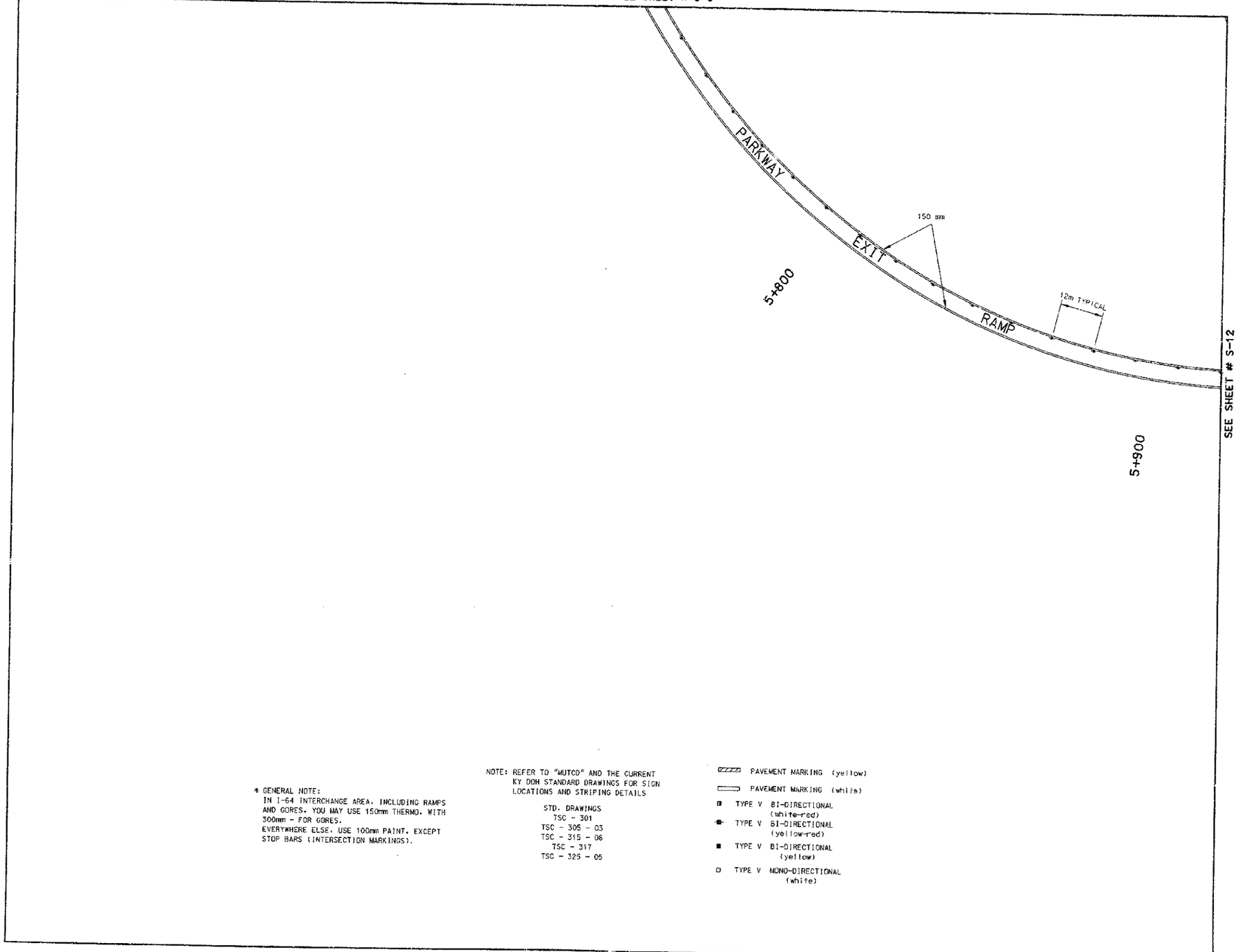
SCALE 1:500

STRIPING PLA

PLAN REV #4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-10	427
9-212.00		452	

SEE SHEET # S-9



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: FED-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

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STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

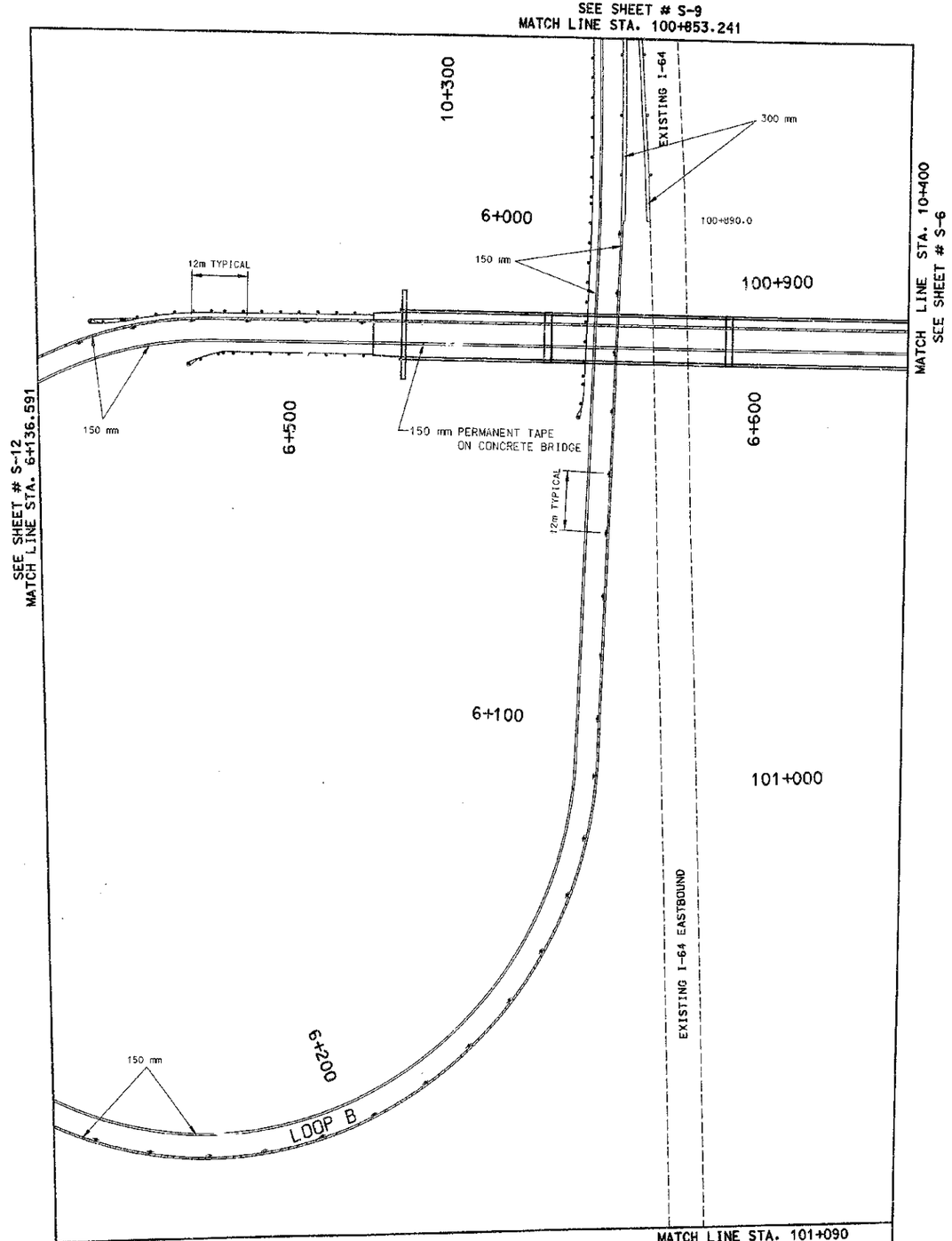
PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

SCALE 1:500

STRIPING PLAN

Plan Rev. #4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-11	997
9-212.00		453	



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPI

6-93
FORM NO. 2m

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STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

SCALE 1:500

474

STRIPING PLAN

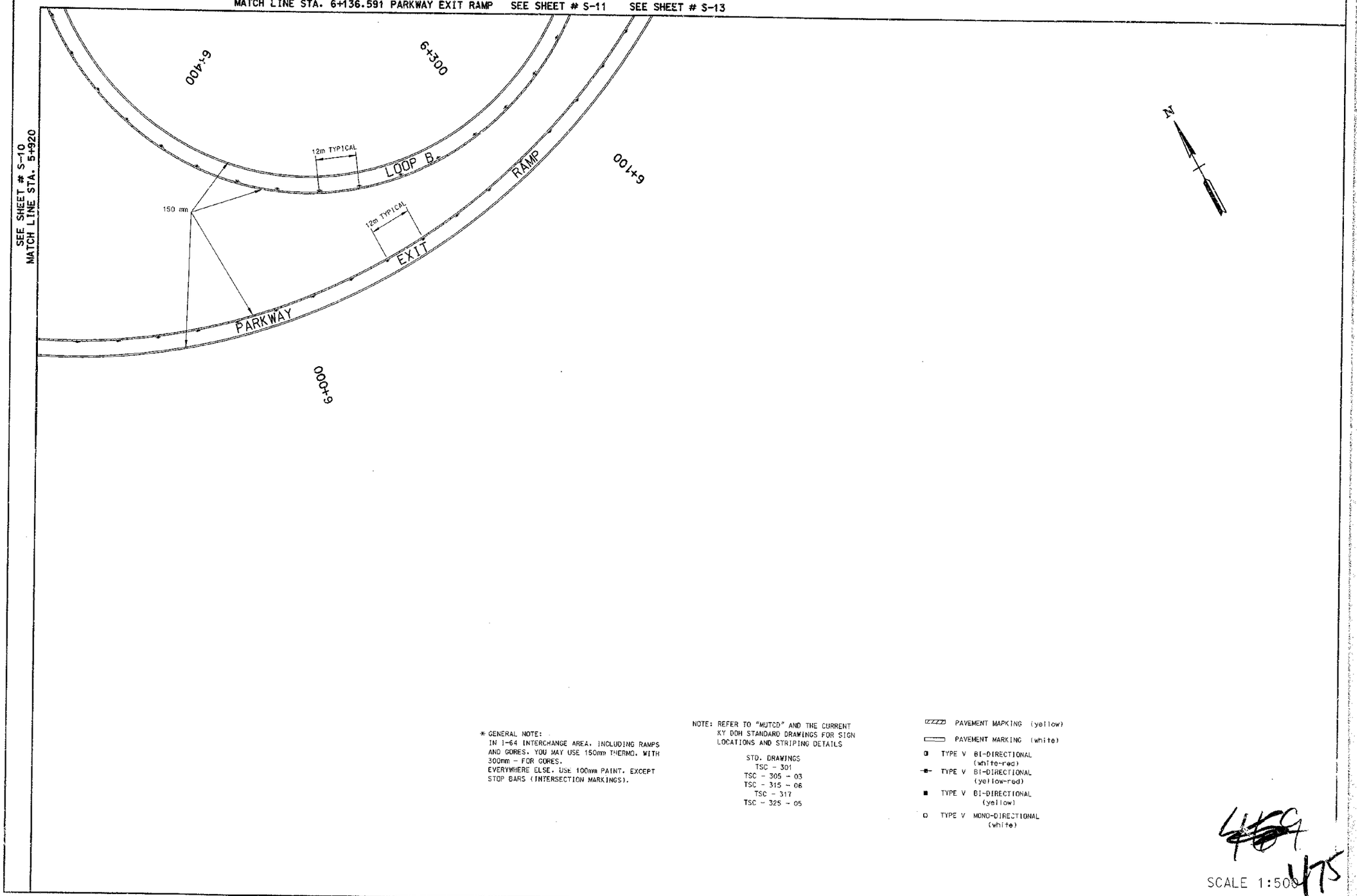
PLAN REV. #4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-12	997

9-212.00

454

MATCH LINE STA. 6+136.591 PARKWAY EXIT RAMP SEE SHEET # S-11 SEE SHEET # S-13



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

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STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

ZZZZ PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

459
475

SCALE 1:500

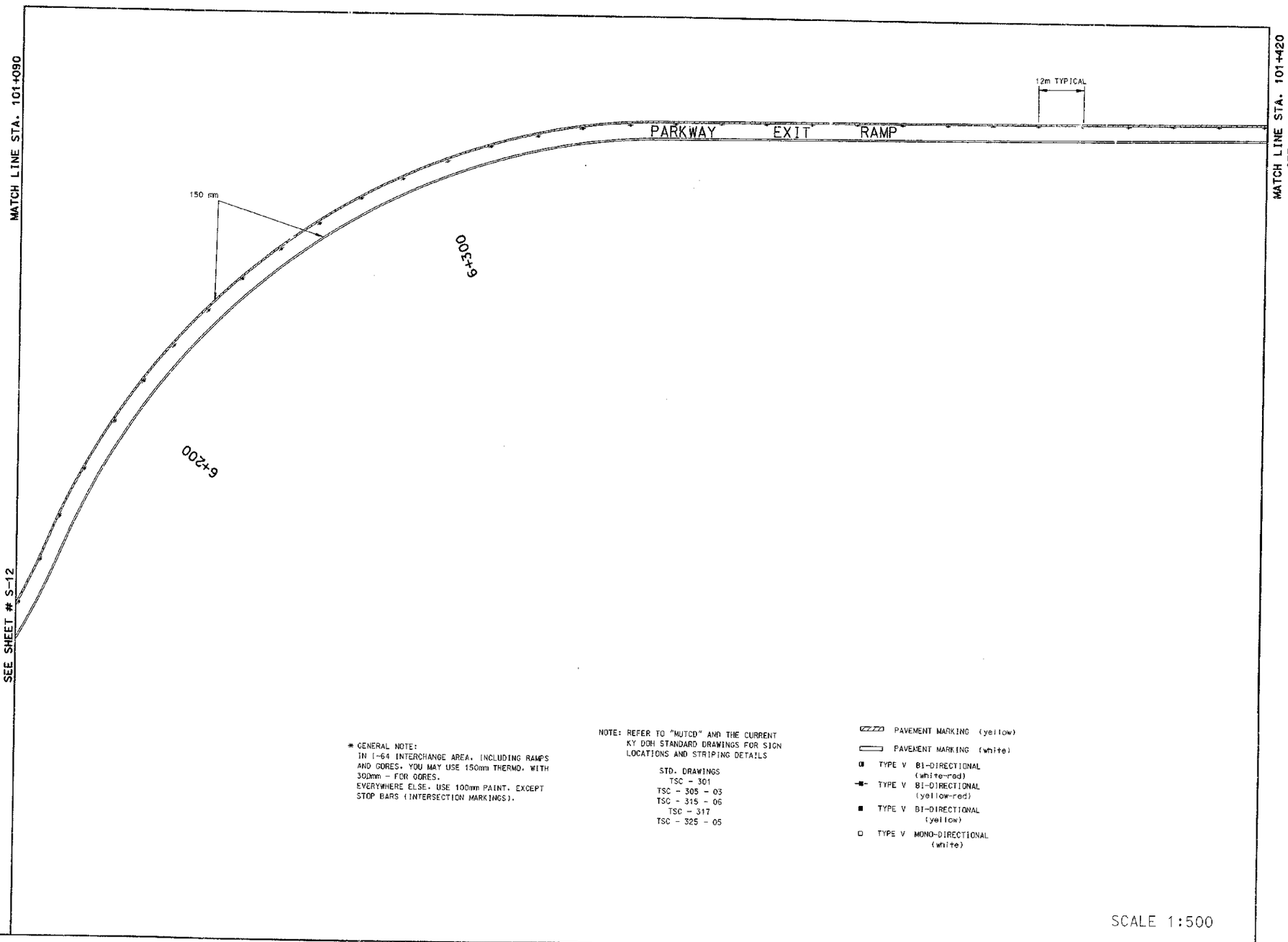
STRIPING PLAN

PLAN REV. # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-13	097

9-212.00

455



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

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STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

- PAVEMENT MARKING (yellow)
- PAVEMENT MARKING (white)
- TYPE V BI-DIRECTIONAL (white-red)
- TYPE V BI-DIRECTIONAL (yellow-red)
- TYPE V BI-DIRECTIONAL (yellow)
- TYPE V MONO-DIRECTIONAL (white)

SCALE 1:500

476

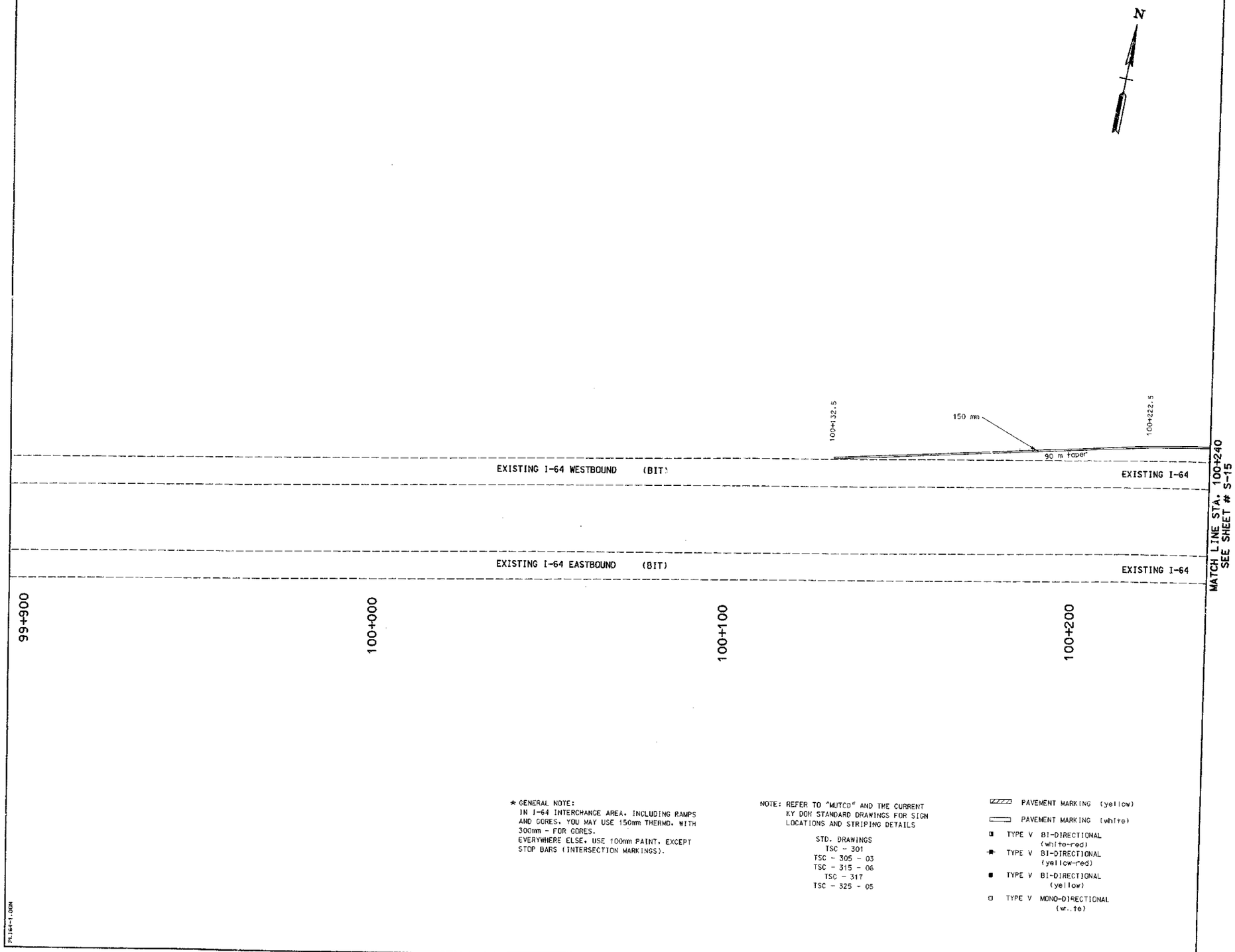
STRIPING PLA

PLAN REV. # 4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-14	99*

9-212.00

456



PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D.CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PL164-1.DGN

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STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

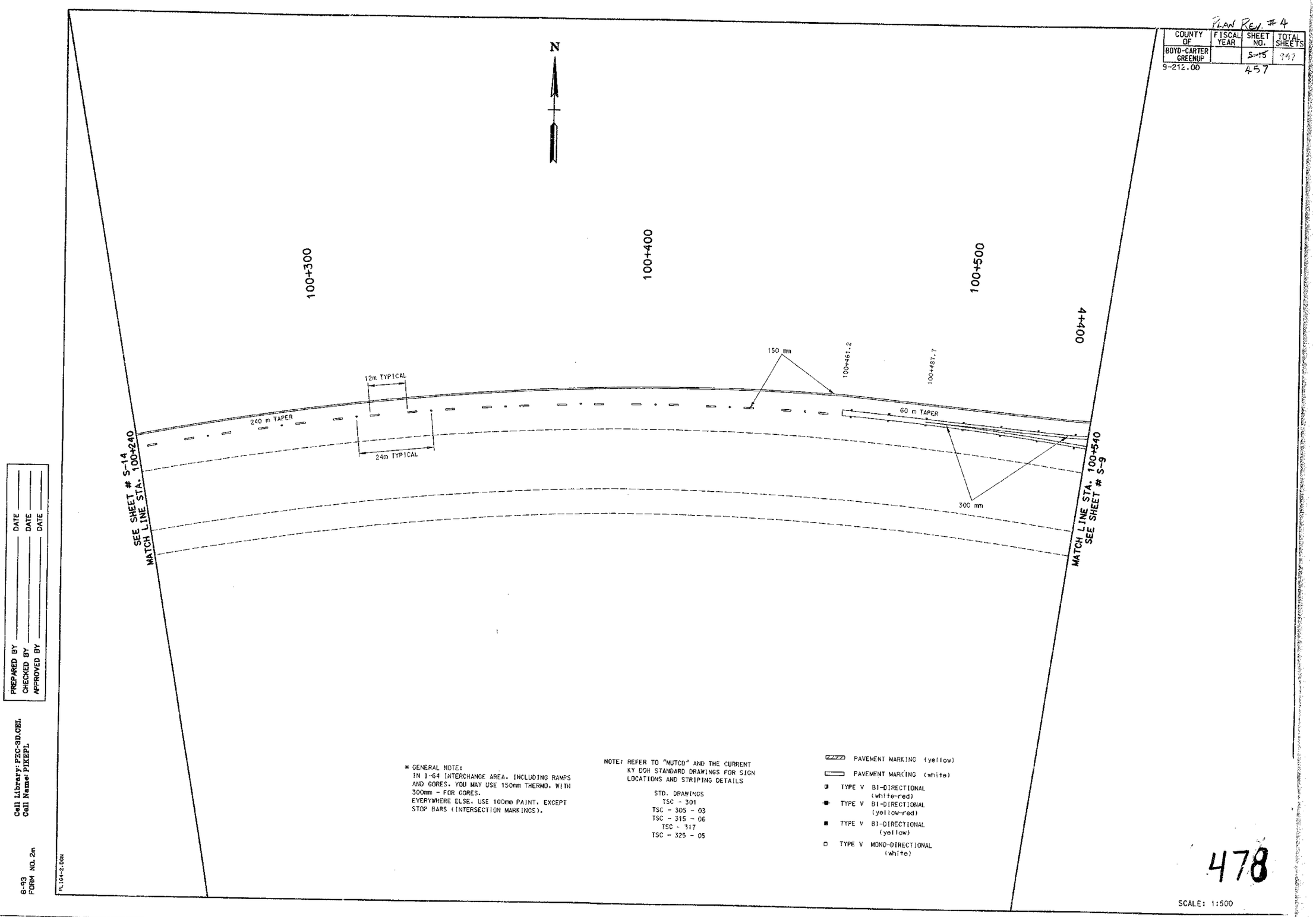
477

SCALE: 1:500

I-64 ~~PLAN~~ SHEET

PLAN REV. #4

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		S-15	997
9-212.00		457	



* GENERAL NOTE:
IN I-64 INTERCHANGE AREA, INCLUDING RAMPS AND GORES, YOU MAY USE 150mm THERMO. WITH 300mm - FOR GORES.
EVERYWHERE ELSE, USE 100mm PAINT, EXCEPT STOP BARS (INTERSECTION MARKINGS).

NOTE: REFER TO "MUTCD" AND THE CURRENT KY DOH STANDARD DRAWINGS FOR SIGN LOCATIONS AND STRIPING DETAILS

STD. DRAWINGS
TSC - 301
TSC - 305 - 03
TSC - 315 - 06
TSC - 317
TSC - 325 - 05

PAVEMENT MARKING (yellow)
PAVEMENT MARKING (white)
TYPE V BI-DIRECTIONAL (white-red)
TYPE V BI-DIRECTIONAL (yellow-red)
TYPE V BI-DIRECTIONAL (yellow)
TYPE V MONO-DIRECTIONAL (white)

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PBC-3D.CEL
Cell Name: PIKEPI

6-93
FORM NO. 2m

PL164-2.DGN

478

SCALE: 1:500

STRIPING PLAN

PLAN REVISION # 5

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		25	997
9-212.00		487A	

MATCH LINE STA. 49+810 SEE SHEET #65B

CONTROL OF ACCESS R/W

ADDINGTON ENTERPRISES, INC.

P 12

STA. 49+776.234
APPR. RT. 14+400.000=
STA. 49+890.3842
APPR. RT. 14+227.000

BEGIN SURFACING

49+850.000 25.000

S66°32'36"W 63.970 (209.87')

14+200

49+800

N66°30'39"E 66.026 (216.62')

14+300

49+850.000 25.000

N19°19'47"W 56.299 (184.71')

49+860.000 30.000

N5°47'55"W 52.076 (170.85')

49+900.000 20.000

49+900

14+400

P.I. STA. 49+919.102

EXISTING ROAD (GRAVEL)

14+440.000 75.000

N4°41'21"W 59.141 (194.03')

MAINLINE
P.I. = 14+135.164
Δ = 77°46'54.511"LT
Rc = 400.000
Lc = 479.019
Ts = 354.992
Ls = 64.000
θs = 4°35'01.184"
LT = 42.681
ST = 21.346
X = 63.959
Y = 1.706
Es = 114.460
Se = 8%
T.S. = 13+780.172
S.C. = 13+844.172
C.S. = 14+323.192
S.T. = 14+387.192
Runout = 16
Design Speed 100 km/h (60 mph)

CONTROL OF ACCESS R/W N3°47'36"E 79.108 (259.54')

S79°12'17"W 92.196 (302.48')

CONTROL OF ACCESS R/W

14+172.359 55.206

0.6m F.B. SURF. DT.

66+40 33"E

EXISTING ROAD (GRAVEL)

GRAVEL RD.

EDGE OF PAVED SHOULDER

N27°48'43"W

85°30'03"

94°29'16"

END SURFACING

R=180

R=15 R=60

3.6 2.25 3.6

4.8 1.8

APPROACH 14+400
P.I. = 49+919.102
Δ = 78°05'44"RT.
R = 60.000
L = 81.782
T = 48.670
Ex = 17.258
e = 7.8%
P.C. = 49+870.432
P.T. = 49+952.213
Design Speed = 40 km/h (25 mph)
Runoff = 40
Runout = 10.26

P.C. STA. 49+870.432

P.T. STA. 49+952.213

STA. 14+387.192

0.6 m F.B. DT.

N5°47'02"E

I/E 250.867

1.2m F.B. SPL. DT.

90°00'00"

R=15 R=60

R=180

END SURFACING

APPROACH 14+100
P.I. = 50+085.015
Δ = 64°28'59.015"RT.
R = 75.000
L = 84.430
T = 47.321
Ex = 13.681
e = 7.3%
P.C. = 50+037.694
P.T. = 50+122.124
Design Speed = 40 km/h (25 mph)
Runoff = SEE CROSS SECTIONS
Runout = SEE CROSS SECTIONS

STATION 14+180 CONSTRUCT AND PLUG (3) 450 mm x 64 m STEEL CASING PIPES. (FOR FUTURE UTILITIES)

MATCH LINE STA. 14+100 SEE SHEET #23

350m LINE OF SIGHT

INV. EL. 259.500

FUTURE BRIDGE

0.6m F.B. SPL. DT.

0.6m F.B

1.2m F.B. DT.

EDGE OF PAVED SHOULDER

TRUCK CLIMBING LANE

185 m TAPER

55 m TAPER

LEFT TURN LANE

29007 CONCMON

14+370

900 mm

I/E 250.341

1.2 m F.B. DT.

STA. 14+227.000=
APPR. STA. 50+000.000

91°57'30"

88°02'30"

STA. 14+400.000=
APPR. STA. 50+000.000

CONTROL OF ACCESS R/W N6°37'40"E 45.589 (149.57')

14+100.000 40.000

14+140.000 50.000

14+180.000 45.000

INV. EL. 259.000

N18°07'38"W 45.009 (147.67')

N39°42'58"W

N60°26'49"E 71.740 (235.37')

P 12

ADDINGTON ENTERPRISES, INC.

P.C. STA. 50+037.694

I/E 248.784

50+040

0.6 m F.B. DT.

1.8m FB DT

O/E 246.133

MATCH LINE STA. 14+440 SEE SHEET #27

MATCH LINE STA. 50+080 SEE SHEET #65

N5°47'02"E

N89°42'07"W 71.801 (235.57')

CONTROL OF ACCESS R/W

SCALE: 1:500

MATCH LINE STA. 50+050 SEE SHEET #65

THE RIGHT OF WAY SHOWN HEREON REFLECTS CHANGES MADE DURING CONSTRUCTION TO THE CONSTRUCTION LIMITS. CONSTRUCTION LIMITS SHOWN DO NOT ALWAYS REFLECT AS-BUILT CONDITIONS

RIGHT OF WAY PLANS

PAVEMENT EDGE DRAIN CONSTRUCTION

DR NO.	STATION TO STATION	100mm PERF PIPE (m)	150mm PERF PIPE (m)	200mm PERF PIPE (m)	100mm NONPERF PIPE (m)	150mm NONPERF PIPE (m)	200mm NONPERF PIPE (m)	47 KPa x CONCRETE (CU. M)	
	14+100 TO 14+172	72						0.41	TIE HOWL
	14+172 TO 14+272	100						0.41	TIE HOWL
	14+272 TO 14+340	68							TIE TO KRPATH
	14+340 TO RT 45+845	60							TIE TO KRPATH
	RT 45+760 TO 49+800	100							TIE TO KRPATH
	49+810 TO 49+860	50						0.43	TIE HOWL
	49+860 TO 49+960	100						0.43	TIE HOWL
	49+960 TO 50+060	100						0.43	TIE HOWL
	50+060 TO 50+140	80						0.43	TIE HOWL
	14+100 TO 14+200	100						0.43	TIE HOWL
	14+200 TO 14+260	60						0.43	TIE HOWL
	14+260 TO 14+340	80							TIE TO KRPATH
	14+110 TO 50+060	95							TIE TO KRPATH
	50+060 TO 50+100	40							TIE TO KRPATH
	50+100 TO 50+140	40							TIE TO KRPATH
	50+060 TO 14+440	95						0.43	TIE HOWL

DITCH CONSTRUCTION CHART

DITCH NO.	LIMITS STA. TO STA.	TYPE	QUANTITY	DEPTH	THICKNESS	BOTTOM
	14+100 TO 14+160	CLASS 2A	117	MTDH	0.45	0.45	0.6 F.B.
	14+160 TO 14+200	CLASS III	259	MTDH	0.45	0.45	0.6 F.B.
	14+200 TO 14+220	CLASS III	174	MTDH	0.60	0.60	0.6 F.B.
	14+220 TO 14+240	CLASS 1A	117	MTDH	0.45	0.45	0.6 F.B.
	14+240 TO 14+440	CLASS III	138	M.TDH	0.45	0.60	1.8 F.B.
	14+100 TO 14+140	CLASS III	109	M.TDH	0.45	0.60	1.8 F.B.
	14+140 TO 14+200	CLASS III	154	M.TDH	0.45	0.60	1.8 F.B.
	14+200 TO 14+260	CLASS III	138	50 M	0.45	0.60	0.6 F.B.
	14+260 TO 14+300	CLASS 2A	78	MTDH	0.45	0.45	0.6 F.B.
	14+160 TO 14+200	CLASS III	259	MTDH	0.45	0.45	0.6 F.B.
	14+300 TO 14+360	CLASS III	233	MTDH	0.30	0.60	1.2 F.B.
	14+320 TO 14+370	CLASS 2	33	MTDH	0.30	0.60	1.2 F.B.
	14+100 TO 14+200	CLASS III	39	MTDH	0.90	0.60	0.6 F.B.
	49+860 TO 49+975	CLASS III	149	MTDH	0.30	0.60	0.6 F.B.
	45+950 TO 45+975	CLASS III	149	MTDH	0.30	0.60	0.6 F.B.
	49+920 TO 49+975	CLASS III	149	MTDH	0.45	0.60	0.6 F.B.
X	14+100 TO 14+200	EXCEL. MAT	270	50 M	0.30	0.45	Y
X	14+100 TO 14+160	EXCEL. MAT	231	50 M	0.45	0.60	Y
X	14+200 TO 14+260	CLASS 1A	78	M TDH	0.30	0.45	0.6 F.B.
X	14+420 TO 14+460	EXCEL. MAT	78	50 M	0.30		

STEEL "E" BEAM GUARDRAIL CONSTRUCTION

ST. OR DT.	STATION TO STATION	SINGLE FACE (m)	DOUBLE FACE (m)	ERA SEC.	END TREATMENT NO. 1	TY 2A3	TY 3	TY 4A	CRASH CUSH TY 350	BRIDGE END CONN. CONN TY A	CONN TY 3-31	
					(Ea)	(Ea)	(Ea)	(Ea)	(Ea)	(Ea)	(Ea)	
	49+920 (BARRICADE)	10.24		2								
	49+850 (BARRICADE)	15.24		2								
	14+420 (BARRICADE)	22.86		2								
	RT. APP. 50+100 to W.L. 14+436	97.3										

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PEC-SD.CEL
Cell Name: PIKEPL

06/01/2001

PLOTCHECK.DGN

6-93
FORM NO. 2m

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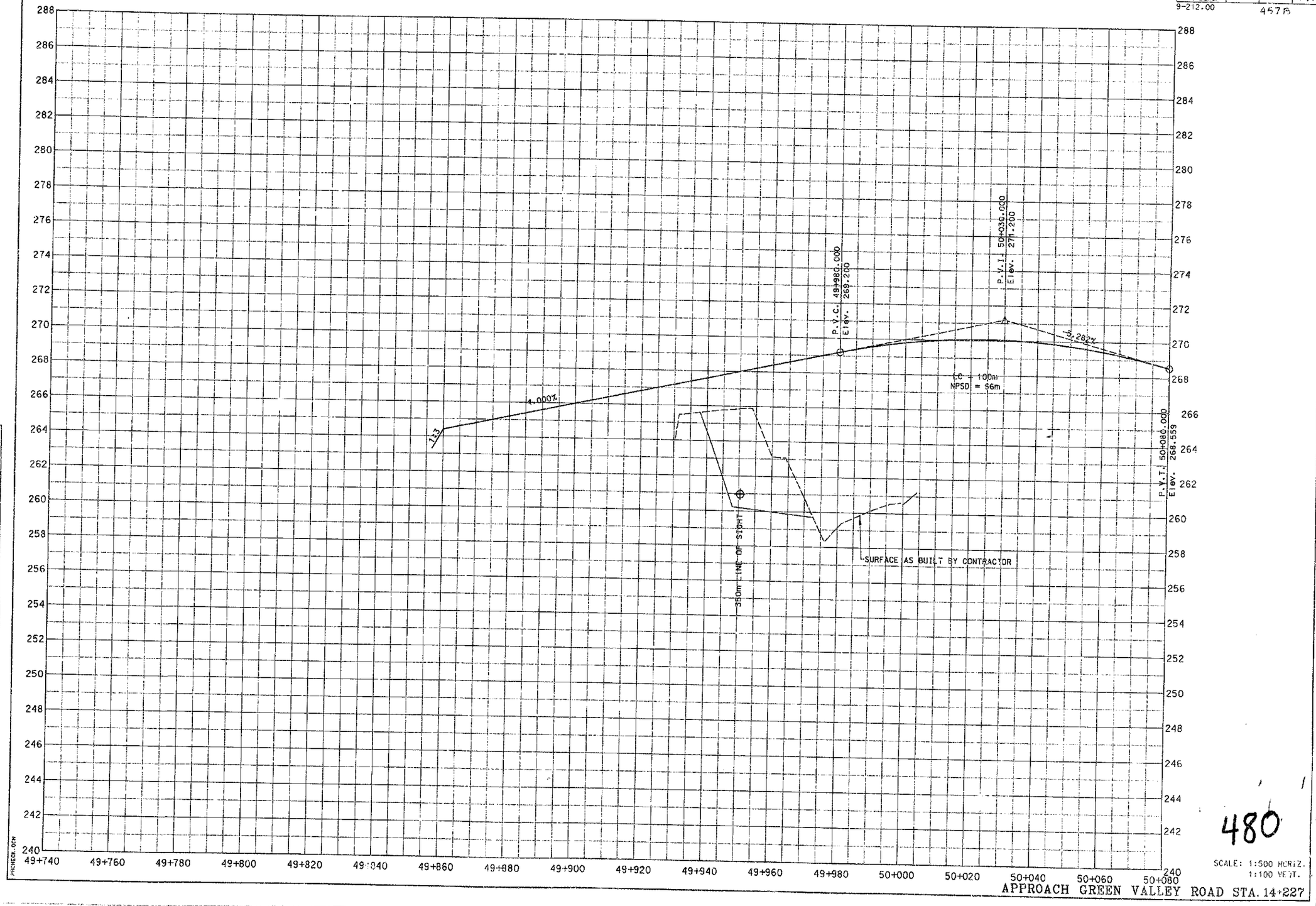
MAINLINE - STA. 14+100 TO STA. 14+440

PLANS REVISION # 3

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
BOYD-CARTER GREENUP		~~66~~ 457B	997

9-212.00



APPROACH GREEN VALLEY ROAD STA. 14+227

SCALE: 1:500 HORIZ.
1:100 VERT.

480

PREPARED BY _____ DATE _____
CHECKED BY _____ DATE _____
APPROVED BY _____ DATE _____

Cell Library: PRC-3D CEL
Cell Name: PIKEPL

6-93
FORM NO. 2m

PROFILE.DGN