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100	SECTION SHEETS

COMMONWEALTH OF KENTUCKY

DEPARTMENT OF TRANSPORTATION

BUREAU OF HIGHWAYS

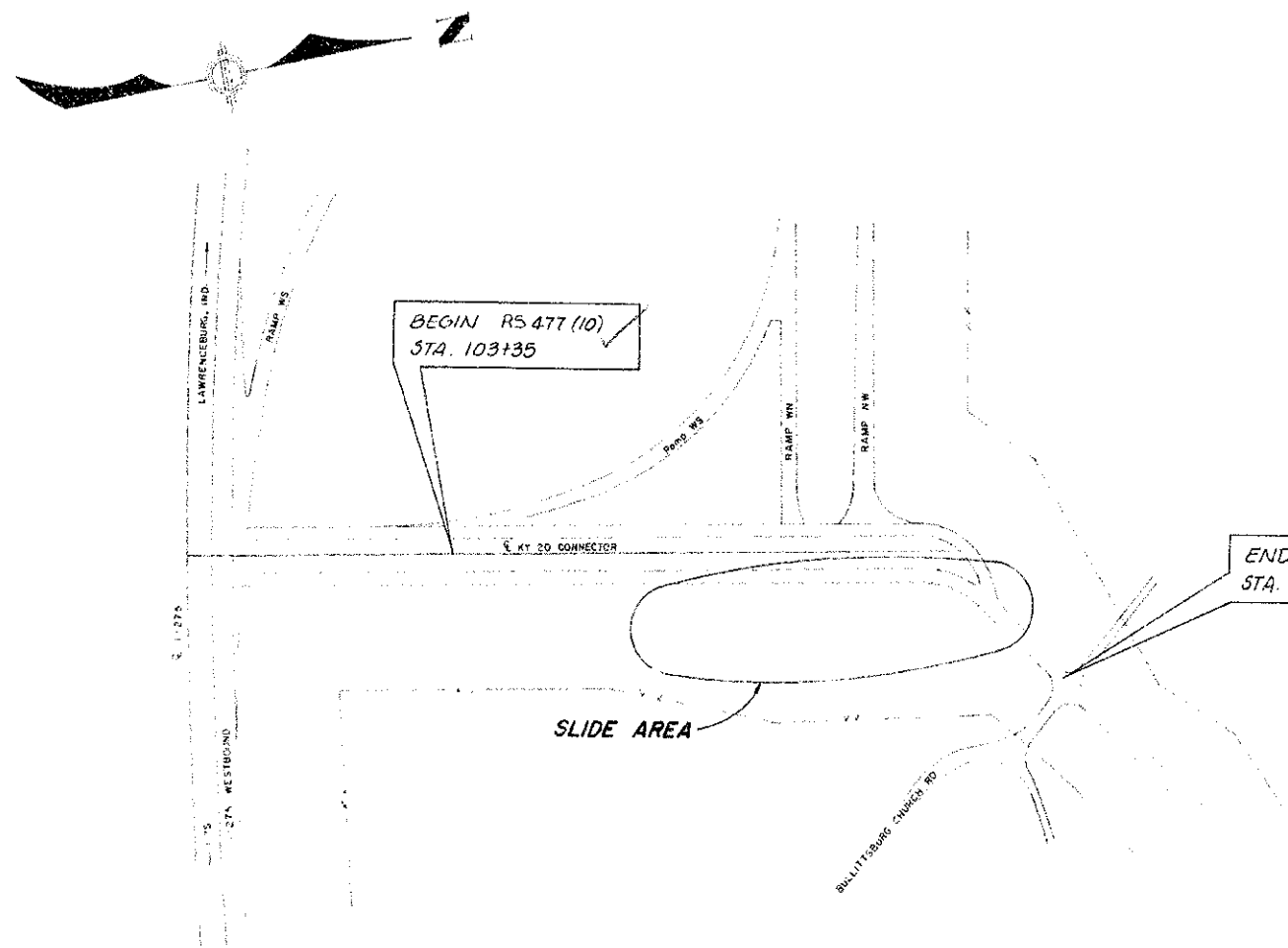
PLANS OF PROPOSED PROJECT

BOONE COUNTY
RS 477 (10)

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
Boone	1976	1	8-11

SP 8-100 RS 477 (10)
BOONE COUNTY RS 477 (10)
SP 8-190-6
BULLITTTSBURG ROAD
8-190-661 SLIDE CORRECTION, STA. 103+35
TO STA. 110+90

STANDARD DRAWINGS
RDX-001-01 RDH-020 RDH-110 RDH-210 RDH-310 RDI-001-01 RDI-020 RDI-010-01 RDM-011 RDM-012 RDM-013 RDM-100 RDP-001-01 RDP-006-01 RFW-001-01 RFW-005-01 RFW-006-01 RRE-002
Total Standard Drawings 18



THESE PLANS ARE FOR SLIDE CORRECTION

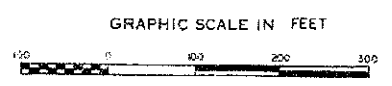
AS BUILT PLANS
DIRECTOR - Division of Construction
Date: 6/3/77

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY

MICROFILMED-77

DESIGN CRITERIA	
CLASS OF HIGHWAY	NA
TYPE OF TERRAIN	NA
DESIGN SPEED	NA
REQUIRED NPS	NA
REQUIRED P&S	NA
LEVEL OF SERVICE	NA
ADT PRESENT	NA
ADT FUTURE	NA
SR	NA
ET	NA
TS	NA

DESIGNED	
% RESTRICTED ED	NA
LEVEL OF SERVICE	NA
MAX. DISTANCE W/ID PASSING	NA



LAYOUT MAP

DESIGNED	AS BUILT	DESIGNED	AS BUILT	DESIGNED	AS BUILT	DESIGNED	AS BUILT
NET LENGTH	755	NET LENGTH	755	NET LENGTH	755	NET LENGTH	755
ADDED DEDUCTED	FOR EQUALITIES	ADDED DEDUCTED	FOR EQUALITIES	ADDED DEDUCTED	FOR EQUALITIES	ADDED DEDUCTED	FOR EQUALITIES
RAILROAD CROSSINGS NO.	NOT INCLUDED	RAILROAD CROSSINGS NO.	NOT INCLUDED	RAILROAD CROSSINGS NO.	NOT INCLUDED	RAILROAD CROSSINGS NO.	NOT INCLUDED
BRIDGES	NOT INCLUDED	BRIDGES	NOT INCLUDED	BRIDGES	NOT INCLUDED	BRIDGES	NOT INCLUDED

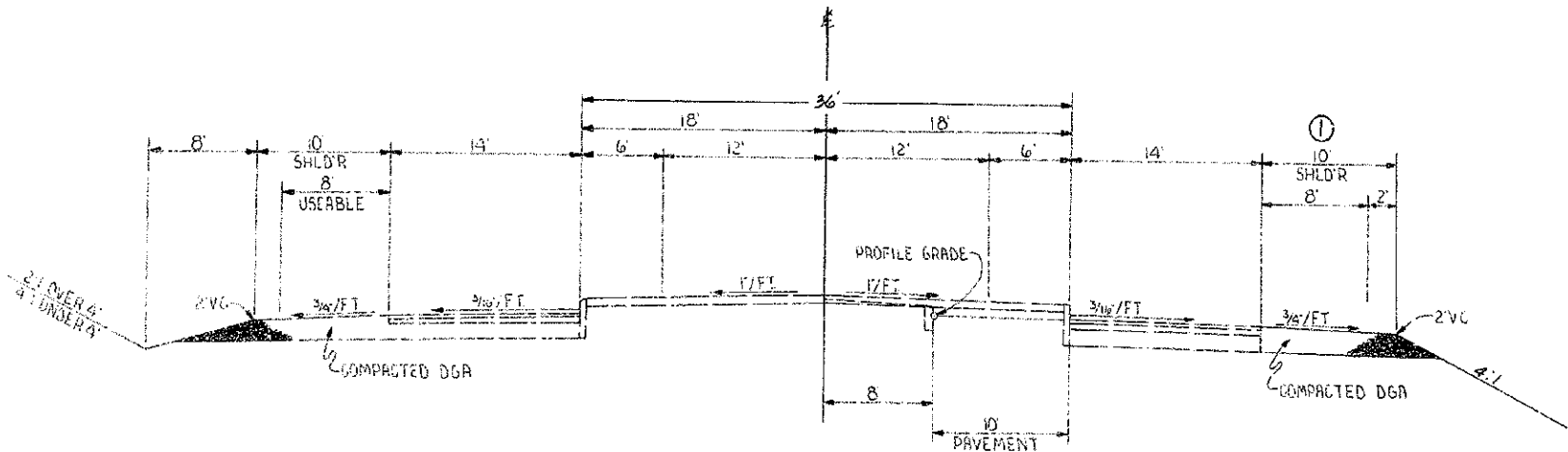
KENTUCKY BUREAU OF HIGHWAYS BOONE COUNTY	
Ky 20 Connector Slide Correction	
PROJECT	SP 8-100-8
NUMBER	RS 477 (10)
LETTING DATE	6-17-76
DESIGNED BY	March 25, 1976 by <i>George R. Hoffman</i>
APPROVED BY	5/3/76 by <i>G. R. Hoffman</i>
PLAN CHECKED	5/3/76 by <i>Ray L. Bingham</i>
PLAN APPROVED	5/3/76 by <i>G. R. Hoffman</i>
PLAN APPROVED	5/5/76 by <i>Ray L. Bingham</i>

RS 477 - 10

TYPICAL SECTION

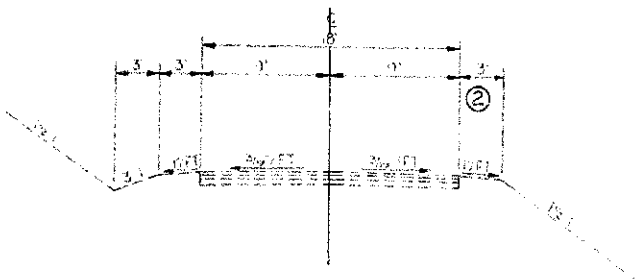
COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
Boone	1976	2	11
SPB-100 RS 477 (10)			

2



NORMAL SECTION
KY 20 CONNECTOR

① SHOULDERS
With
Full Depth Dense Graded Aggregate
2 lbs Per Sq. Yd. Calcium Chloride



NORMAL SECTION
BULLITTSBURG CHURCH ROAD
KY 20 CONNECTING ROAD

② Guardrail to be constructed where indicated
on plans.

See Cross Sections for Slope Outside the Limits
of the Shoulders.

COUNTY OF	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
Boone	1976	22	22

SP 8-100 RS-477 (10)

ITEM	UNIT	TOTAL PROJECT
Embankment in Place	Cu Yd.	7110
Clearing & Grubbing	Acre	96
Dense Graded Aggregate (Shoulders) ② ③	Ton	108
Calcium Chloride ③ ④	Ton	.36
Channel Lining Class II	Ton	180
Final Grading Class "A"	100 Sds	7.5
Water ①	1000 Gal.	4.3
Removing & Resetting Right-of-Way Fence	Lin Ft.	85
Agricultural Limestone	Ton	3.7
10-20-20 Fertilizer	Ton	0.6
Seeding AND PROTECTION Method 1 Mulch with Netting	Sq Yd.	57
Method 2 Bituminous Treated Mulch	Sq Yd.	4646
Sodding	Sq Yd.	600
Special Seeding Crown Vetch	Lb	10
CORRECTIVE SEEDING Seed	Lb	10
Straw	Ton	0.1
TEMPERARY EROSION CONTROL Straw	Ton	1
Steel Beam Guard Rail Type I ⑤	Lin Ft.	50
Guard Rail End Treatment Type A ⑤	Each	2
Demobilization	Lump Sum	Lump Sum

- ① For Dust Control.
- ② Use Limestone Aggregate.
- ③ To be used as needed to replace shoulder.
- ④ Estimated at 2 lbs. per sq. yd.
- ⑤ For details see sheet no's. 4a-4d.

RS 477 - 10

PIPE DRAINAGE SUMMARY

SPB-100
RS477(10)

COUNTY OF	FISCAL YEAR	SHEET NO	TOTAL SHEETS
Boone	1976	26	31

SHEET NO.	SKEW	CULVERT PIPE				SPECIAL PREFAB "Y" Connection BCC 8 Gage	Manhole Type "C"	Steel Reinforcement	Class "A" Concrete Structure Excavation (Unclassified)	Perforated Pipe		Non-Perforated Pipe		REMARKS
		15" BCCSP 16 Gage (No Alt)	36" RCP CLASS III OR BCCSP 12 Gage	42" BCCSP 12 Gage NO ALT	54" BCCSP 12 Gage NO ALT					6"	6"			
UNIT TO BID ON		Lin. Ft.	Each	Each	Lb.	Cu. Yd.	Lin. Ft.							
6	STA 106+50 RT.	24				7	075	1						1 SF Hdwl.
5	STA 108+60 RT.			43		292	391	21						1 Wing Hdwl
5	STA 109+44.60 RT.		80	1										Class A Tower
5	STA 110+26.5 RT.		48		1									
TOTALS		24	48	80	43	1	299	466	22	100	45			

GENERAL NOTES

COUNTY OF	FISCAL YEAR	SHEET NO.
BOONE	1976	2C

SP 8-190
RS 477 (10)

2C

THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY.

CONTRACTORS (DISTURBING EXISTING UTILITIES)

THE CONTRACTOR SHALL USE ALL POSSIBLE CARE WHEN WORKING ON THE PROJECT TO AVOID DAMAGING EXISTING UTILITIES, WHETHER THE UTILITIES ARE SHOWN OR ARE NOT SHOWN ON THE PLANS. ELEVATIONS AND LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE ONLY. RESPONSIBILITY FOR ANY INJURY OR DAMAGE TO UTILITIES THAT MAY OCCUR DURING CONSTRUCTION OF THE PROJECT WILL BE DETERMINED IN ACCORDANCE WITH ARTICLE 1.7.11 OF THE 1966 STANDARD SPECIFICATIONS.

NOTICE - CAUTION - CLASSIFICATION

WITHOUT REGARD TO THE MATERIALS ENCOUNTERED, ALL ROADWAY AND DRAINAGE EXCAVATION SHALL BE UNCLASSIFIED. 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 BUREAU'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 BUREAU 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.

WIND OR TAIL DITCH

THE CONTRACTOR SHALL CONSTRUCT THE NORMAL DITCH IN SUCH A WAY THAT THE WATER WILL TURN COMING OUT OF THE CUT AND BE DIRECTED AWAY FROM THE FILL. IN ORDER TO AVOID FUTURE FILL DAMAGE, IT IS NECESSARY TO CUT INTO ORIGINAL GROUND FOR A GIVEN DISTANCE BELOW AND BEYOND THE FILL SLOPE. THE LOCATION OF THIS DITCH SHALL BE DETERMINED BY THE ENGINEER; HOWEVER, IT SHALL BE AS FAR AWAY FROM THE FILL AS PRACTICABLE.

WASTE

WASTE MATERIAL IN EXCESS OF THAT WASTED WITHIN THE RIGHT-OF-WAY LIMITS SHALL BE DISPOSED OF OFF THE RIGHT-OF-WAY AT SITES ACQUIRED BY THE CONTRACTOR, AND APPROVED BY THE ENGINEER, AT NO ADDITIONAL COST TO THE BUREAU. THE CONTRACTOR SHALL FURNISH CROSS SECTIONS AND HYDRAULIC COMPUTATIONS FOR WASTE AREA SITES SITUATED IN THE FLOOD PLAIN OF ANY STREAM. THIS FLOOD PLAIN SHALL BE DEFINED AS THAT AREA REQUIRED TO PASS THE 100 YEAR FLOOD. THE COMPUTATIONS SHALL INDICATE THE EFFECT THAT THE WASTE SITE WILL HAVE ON BOTH THE DESIGN FLOOD AND THE 100 YEAR FLOOD.

REMOVAL ITEMS

CONTRARY TO THE 1966 STANDARD SPECIFICATIONS, ALL REMOVAL ITEMS OF ANY KIND, NATURE, SIZE, CHARACTER OR SUBSTANCE (WITHIN THE LIMITS OF THE RIGHT-OF-WAY AND EASEMENTS), WHETHER SHOWN ON THE PLANS OR NOT, ARE TO BE INCIDENTAL TO THE CONTRACT EXCEPT THE FOLLOWING:

REMOVE AND RESET RIGHT-OF-WAY FENCE, WHICH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LINEAR FOOT AS SHOWN ON PLANS.

GUARDRAIL REMOVAL

GUARDRAIL, END TREATMENTS AND ALL HARDWARE SHALL BE REMOVED WITH CARE AND STOCKPILED ON THE RIGHT-OF-WAY AT SITES APPROVED BY THE ENGINEER, TO BE PICKED UP BY THE DIVISION OF MAINTENANCE FOR USE ON OTHER FEDERAL AID PROJECTS.

NOTE

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

TRAFFIC NOTE

ALL TRAFFIC ON THIS PROJECT SHALL BE MAINTAINED AT ALL TIMES.

UTILITY NOTE

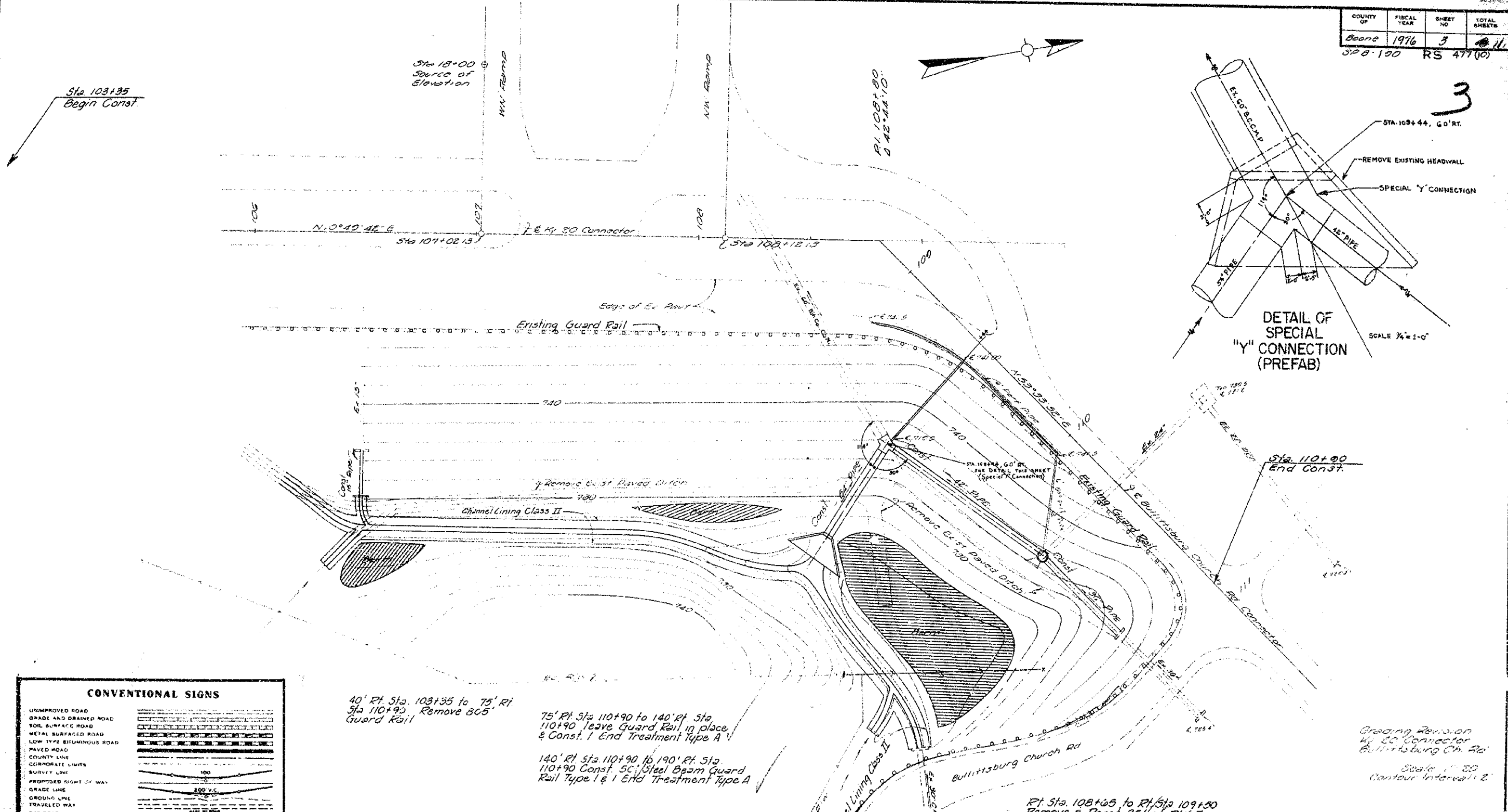
THERE ARE NO UTILITY RELOCATIONS REQUIRED ON THIS PROJECT.

PROPOSAL ATTACHMENTS

EROSION CONTROL NOTES
SPECIAL NOTES FOR 6" - "C" SHAPED STEEL GUARD RAIL POSTS
PR-1273 REQUIRED CONTRACT PROVISIONS

SPECIAL PROVISIONS

- 6B STAKING
- 20A PRE-SPLITTING
- 46D WATER POLLUTION CONTROL
- 67D EROSION CONTROL
- 61A SIGN AND DELINEATOR POSTS
- 75B OPERATION OF CONSTRUCTION VEHICLES OVER PAVEMENTS AND STRUCTURES
- 89B REFLEX-REFLECTIVE MATERIALS
- 90A CONTRACT TIME
- 96B EMBANKMENT-IN-PLACE
- 98B CULVERT PIPE INSTALLATION
- 99A CONCRETE SURFACE FINISH
- 102 COARSE AGGREGATES
- 107 PARTIAL PAYMENTS FOR MATERIALS ON HAND
- 111 TERMINATION OF CONTRACT IN THE PUBLIC INTEREST
- 114A MOBILIZATION AND DEMOBILIZATION
- 116 AGGREGATE CHANNEL LININGS



CONVENTIONAL SIGNS	
UNIMPROVED ROAD	[Symbol]
GRADE AND DRAINED ROAD	[Symbol]
TOIL SURFACED ROAD	[Symbol]
METAL SURFACED ROAD	[Symbol]
LOW TYPE BITUMINOUS ROAD	[Symbol]
PAVED ROAD	[Symbol]
COUNTY LINE	[Symbol]
CORPORATE LIMITS	[Symbol]
SURVEY LINE	[Symbol]
PROPOSED RIGHT OF WAY	[Symbol]
GRADE LINE	[Symbol]
GROUND LINE	[Symbol]
TRAVELED WAY	[Symbol]
RAILROAD	[Symbol]
FENCE - JERSEY STONE & HEDGE	[Symbol]
STONE FENCE	[Symbol]
HEDGE FENCE	[Symbol]
TREE & STUMPS	[Symbol]
PIPE LINE	[Symbol]
TELEPHONE POLES	[Symbol]
PIPE CULVERT	[Symbol]
CONCRETE CULVERT & BRIDGE	[Symbol]
LARGE STREAM	[Symbol]
SMALL STREAM	[Symbol]
BENCH MARK	[Symbol]
ROAD INTERSECTIONS	[Symbol]
CAUTION	[Symbol]
WATERWAY	[Symbol]

KENTUCKY BUREAU OF HIGHWAYS	
COUNTY OF BOONE	
PROJECT	SPB-100
NUMBERS	RS 477(10)
1976 BY <i>George R. Hillman</i> ASST. CHIEF ENGINEER TO THE COMST.	

Source of Elevation
18+00 Stamped on W.N. Ramp
Elev 747.82

Sta 106+00 to Sta 108+63.7
Prop. Grade 42' Rt of E

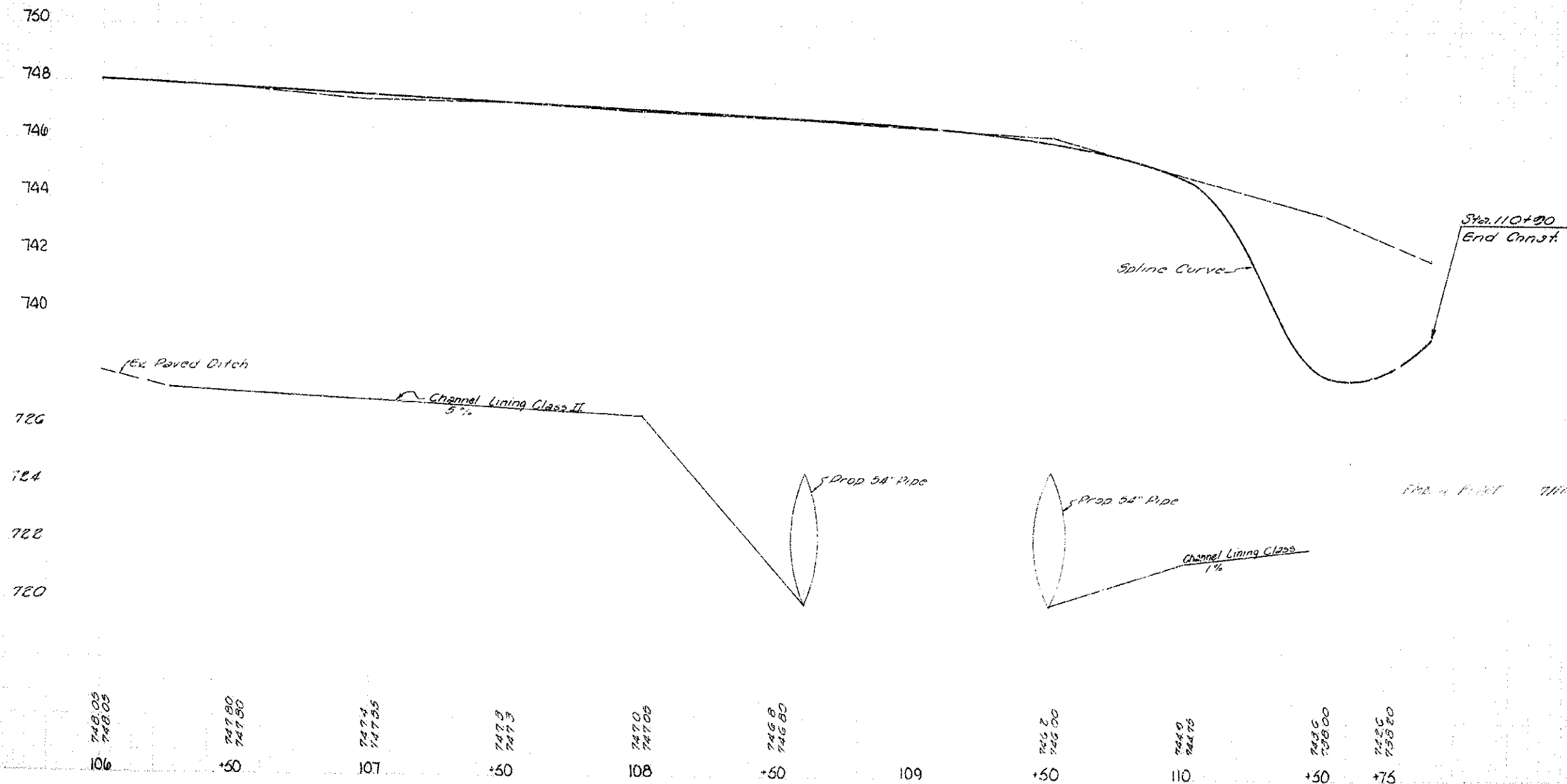
Sta 108+63.7 to Sta 109+70
Prop. Grade tapers from
42' Rt. to 12' Rt. of E

Sta 109+70 to Sta 110+00
Prop. Grade 12' Rt. of E

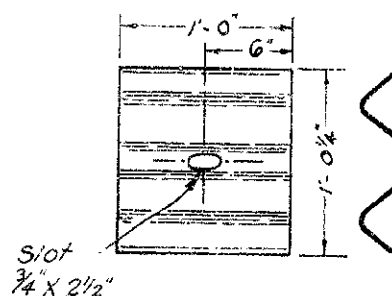
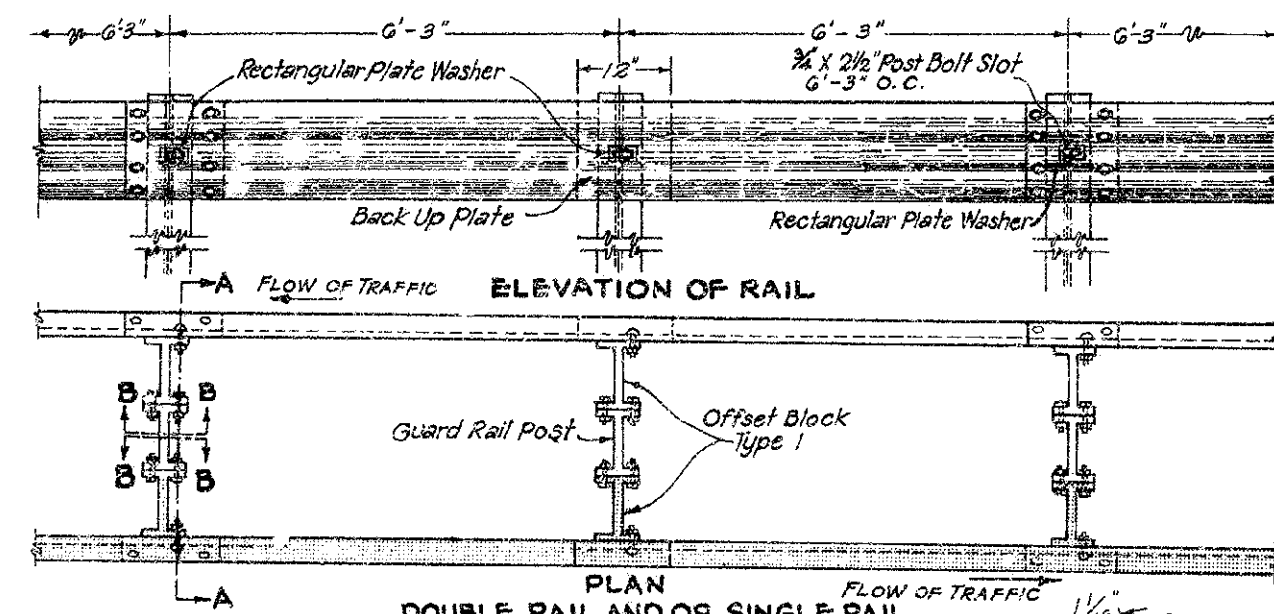
Prop. & Ex. Grade at Edge of
Shoulder from Sta. 106+00 to
Sta. 110+00

Boone 1916 4 8.11
SPB-100 RS 477 (10)

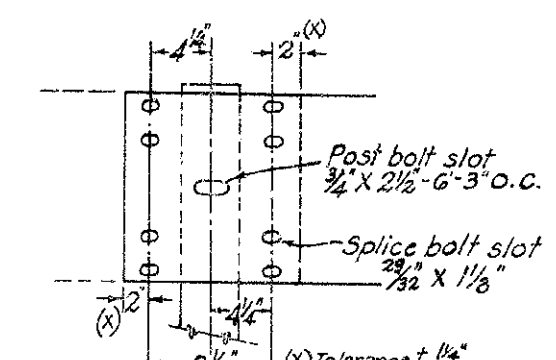
4



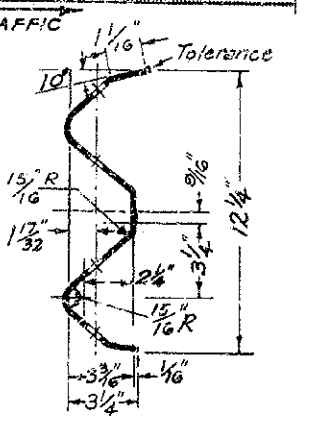
RS 477 - 10



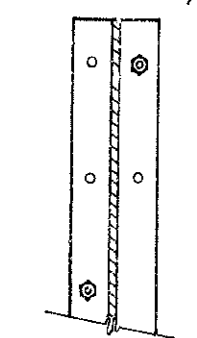
BACK UP PLATE



③ RAIL SPLICE
③ 3 - 5/8" x 1 1/4" Button Head Bolts
Nuts and Washers, Required



SECTION THRU RAIL
CORRUGATED SHEET
STEEL BEAM



SECTION B-B

STEEL BEAM GUARD RAIL
SINGLE RAIL

BID ITEMS
Steel Beam Guard Rail Type 1 shall be 12 ga. with 6'-3" post spacing.

DOUBLE RAIL

Steel Beam Guard Rail Type 2 shall be 12 ga. double rail with 6'-3" post spacing

See Detail Sheet "Guard Rail Components" for all necessary hardware, posts, Offset Blocks, and incidentals necessary to construct the Guard Rail.

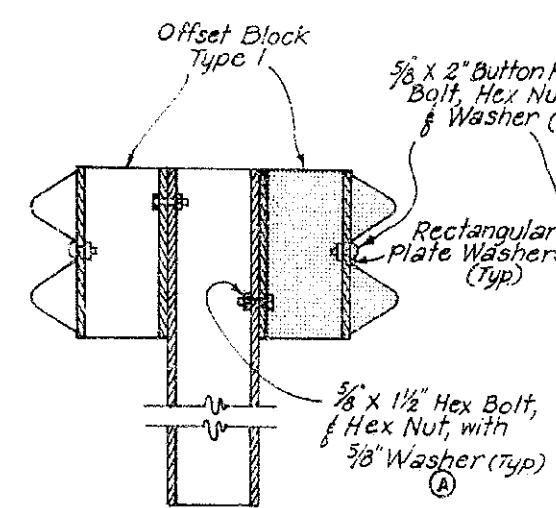
Dimensional tolerances not shown or implied are intended to be those consistent with the proper functioning of the part, including its appearance and accepted manufacturing practices.

① Connect Offset Block Type 1 to Steel and Concrete Guard Post with two diagonally located bolts.

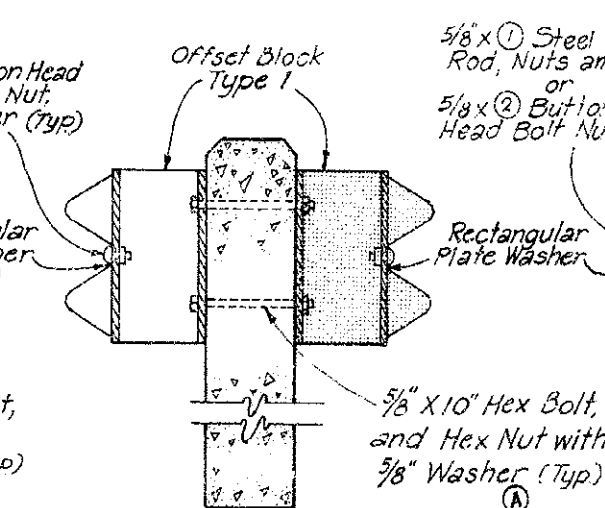
The same type of rail element, post, fastenings and accessories shall be used throughout the work.

All laps shall be in direction of traffic flow.

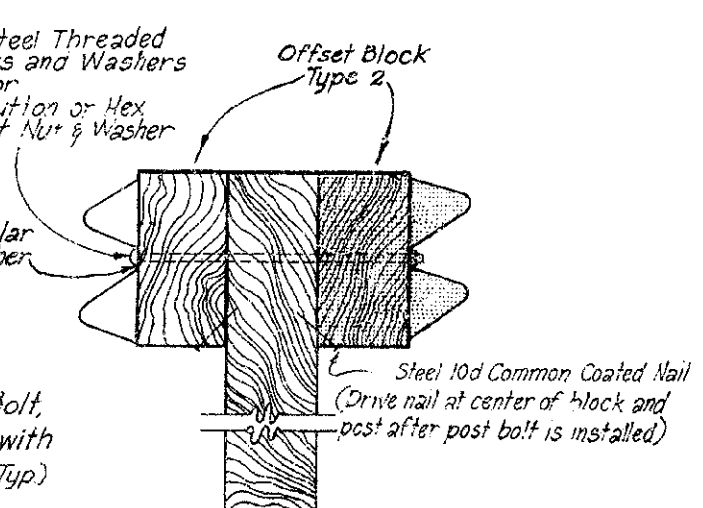
Required for Double Rail
Not required for Single Rail



SECTION A-A DOUBLE RAIL
WITH STEEL POST



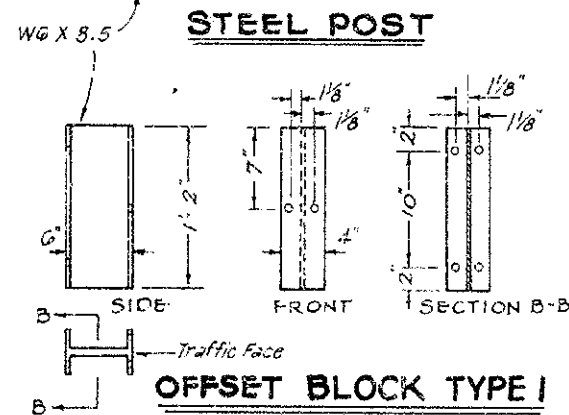
SECTION OF DOUBLE RAIL
WITH CONCRETE POST



SECTION OF DOUBLE RAIL
WITH TIMBER POST

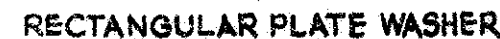
Post and Block width plus:
① 2 1/4"
② 2"

KENTUCKY BUREAU OF HIGHWAYS	
STEEL BEAM GUARD RAIL	
STANDARD DRAWING No.	
SUBMITTED <u>E. B. Drake</u> Asst. DIRECTOR DIVISION OF DESIGN	7/14/75 DATE
APPROVED _____ STATE HIGHWAY ENGINEER	DATE

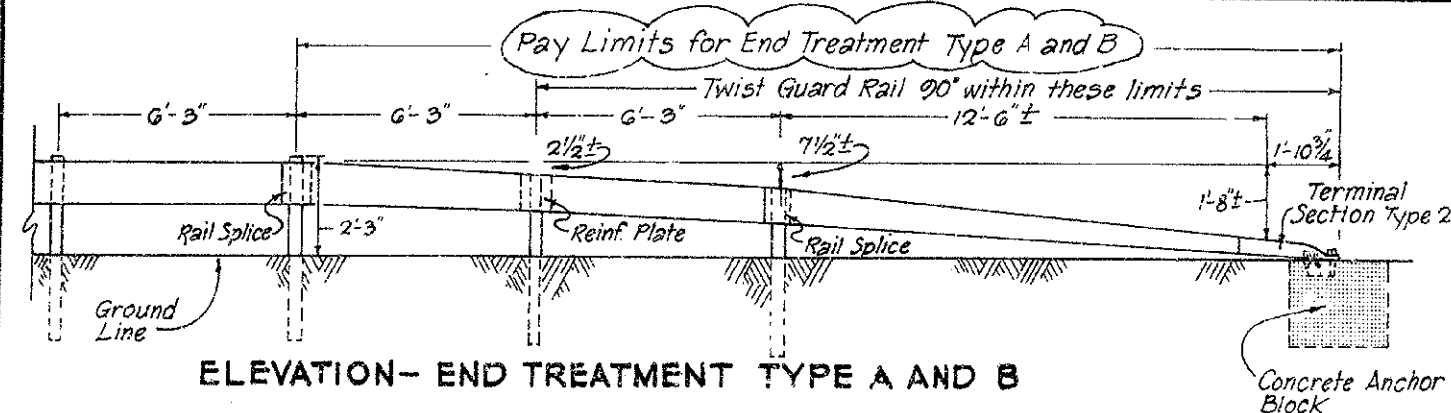


Construction: The rail element shall be shop curved when the placement of guard rail is on a curve having a radius of 150 feet or less. No additional payment shall be allowed for this work.

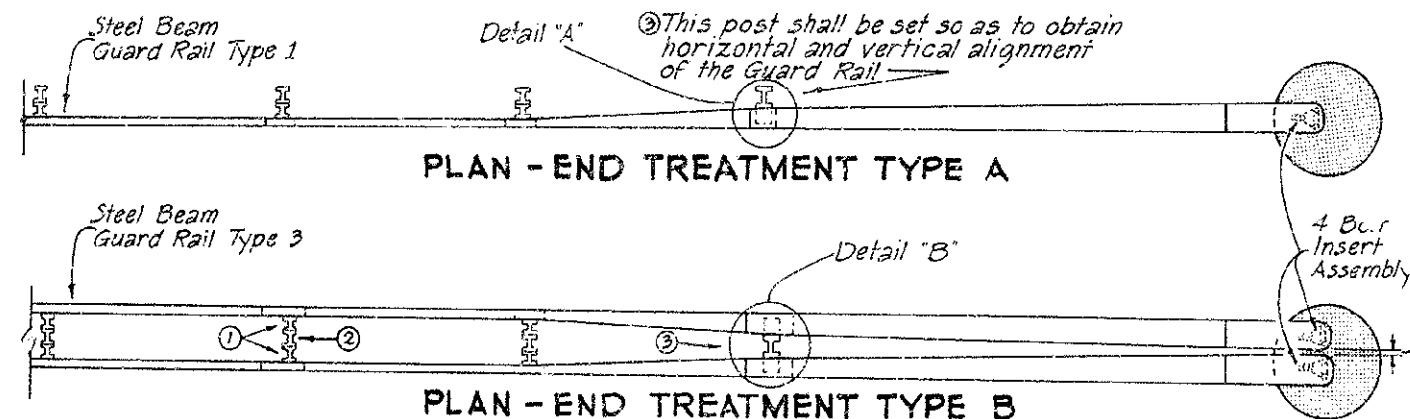
OFFSET BLOCK TYPE 2



APPROVED _____
STATE HIGHWAY ENGINEER



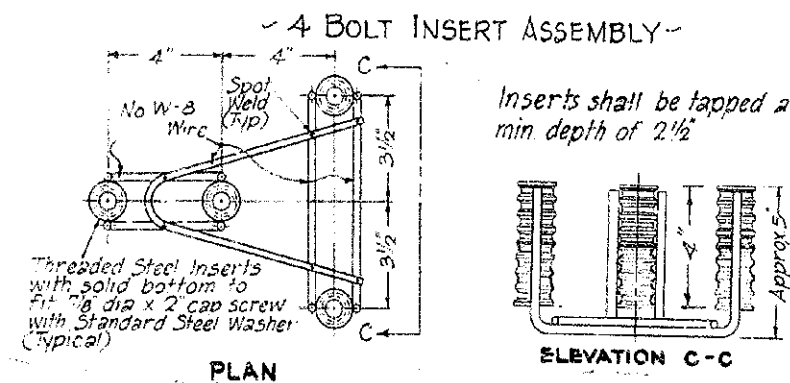
ELEVATION- END TREATMENT TYPE A AND B



PLAN - END TREATMENT TYPE A

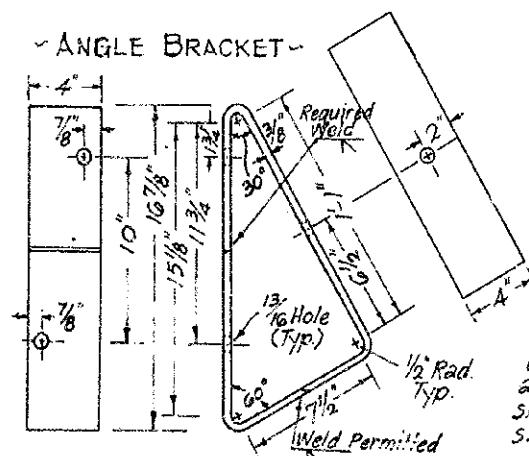
PLAN - END TREATMENT TYPE B

- ① Offset Bracket Type I
- ② Guard Post

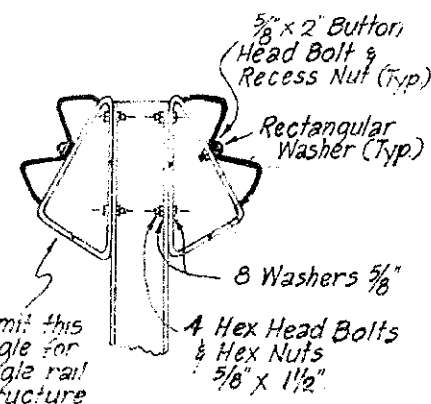


~ 4 BOLT INSERT ASSEMBLY~

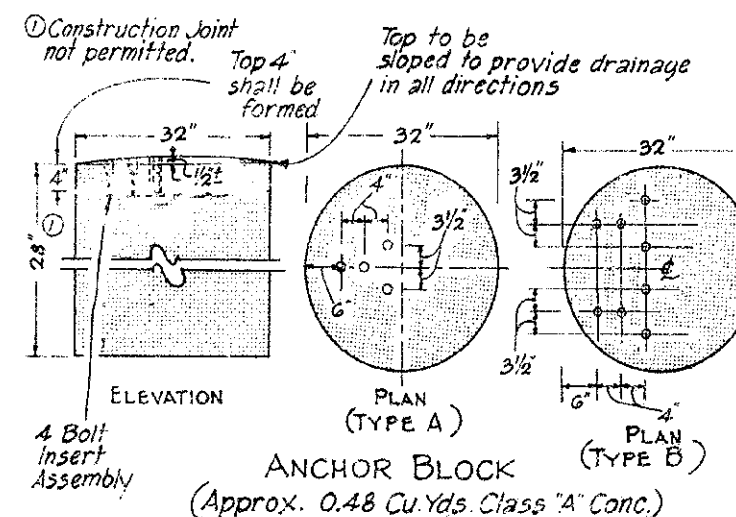
Inserts shall be tapped a
min. depth of 2 1/2"



~ ANGLE BRACKET ~



omit this
angle for
single rail
structure



① Construction Joint
not permitted.

Top 4

Top to be
sloped to provide drainage
in all directions

ELEVATION

ANCHOR BLOCK

(Approx. 0.48 Cu.Yds. Class "A" Conc.)

- NOTES -

METHOD OF MEASUREMENT AND BASIS OF PAYMENT

End Treatment Type A or End Treatment Type B shall be to the pay limits as detailed and the contract unit price each shall include Terminal Section Type 2, Steel Beam Guard Rail, Guard Posts, Offset Brackets, Concrete Anchor Block, Excavation, Labor, Hardware, and Incidentals necessary for the installation.

CONSTRUCTION REQUIREMENTS

Splice bolts at Terminal Section Type 2 shall be loosely tightened and centered to allow maximum movement due to expansion. One (1) 1/4" washer required for each Splice Bolt.

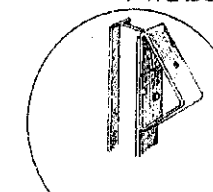
The Anchor Block shall be formed, and if a Sonatube cylinder or similar material is used, the form may remain in place.

MATERIAL REQUIREMENTS

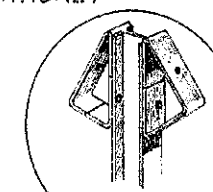
All metal components except Terminal Section Type 2 shall meet the same requirements as the adjacent installation.

Use with "Guardrail Components"
"Guardrail Terminal Sections" and
"Guardrail Posts" drawings.

ISOMETRIC VIEW OF POST WITH
ANGLE BRACKET



DETAIL "A"



DETAIL "B"

KENTUCKY
BUREAU OF HIGHWAYS

GUARD RAIL
END TREATMENT
TYPE A & TYPE B

STANDARD DRAWING No.

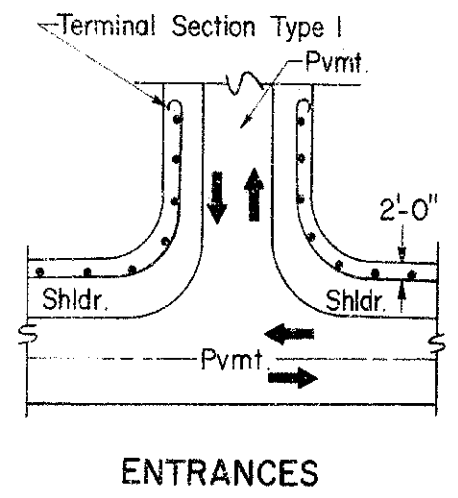
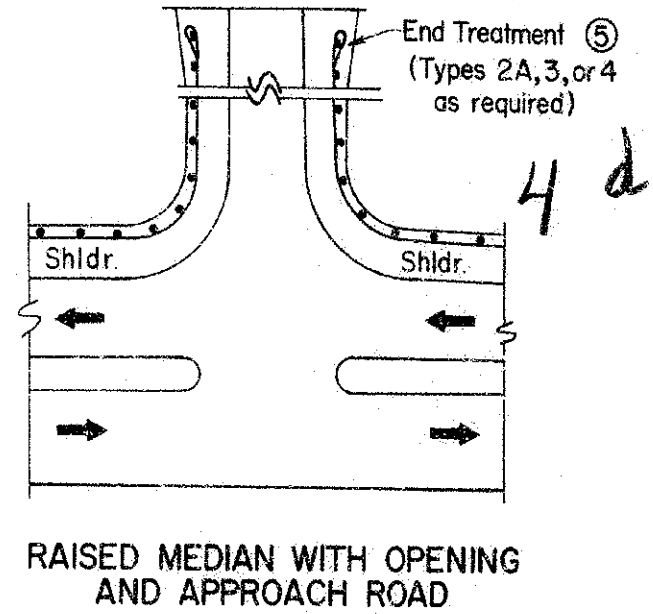
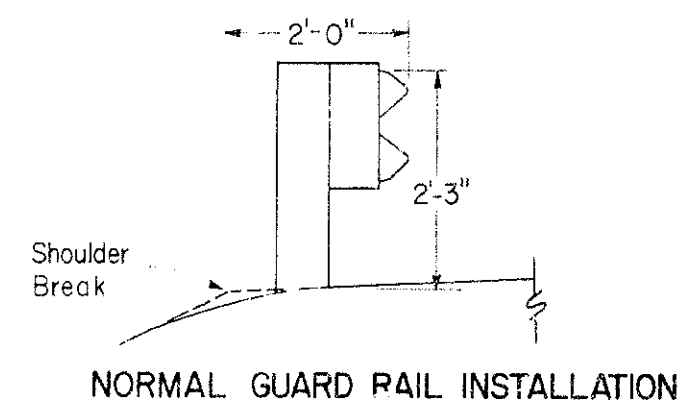
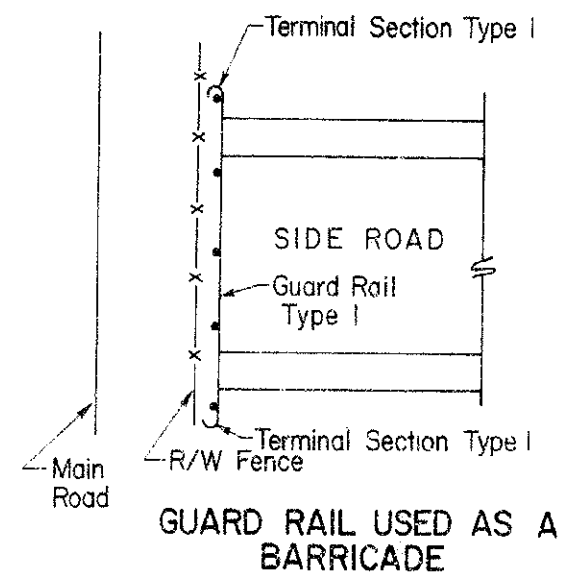
SUBMITTED E. D. Gaudin
DIRECTOR DIVISION OF DESIGN

APPROVED _____
STATE HIGHWAY ENGINEER

GUARD RAIL FLARE DIMENSIONS ①

W ②③④	Z ⑥ (Min.)	Guardrail Flare Length	Distance Along Tan. ("L")	Offset To Face of Guardrail
—	—	0.0	0.00	0.00
—	—	12.5	12.50	0.06
—	—	25.0	25.00	0.25
—	—	37.5	37.50	0.55
—	—	50.0	49.98	0.98
—	—	62.5	62.48	1.53
2	125.0	75.0	74.96	2.21
3	112.5	87.5	87.43	3.01
4	100.0	100.0	99.90	3.93
5	87.5	112.5	112.35	4.97
6	75.0	125.0	124.80	6.13
7	62.5	137.5	137.23	7.42
9	50.0	150.0	149.65	8.83
10	37.5	162.5	162.06	10.36
12	25.0	175.0	174.45	12.01
14	12.5	187.5	186.82	13.78
16	0.0	200.0	199.18	15.68
18	0.0	212.5	211.52	17.69
20	0.0	225.0	223.83	19.83
22	0.0	237.5	236.13	22.09
24	0.0	250.0	248.40	24.47
27	0.0	262.5	260.64	26.96
30	0.0	275.0	272.87	29.58
32	0.0	287.5	285.06	32.32
35	0.0	300.0	297.23	35.18
38	0.0	312.5	309.37	38.16
41	0.0	325.0	321.48	41.25
44	0.0	337.5	333.56	44.47
48	0.0	350.0	345.61	47.80

- Note: All figures shown are in feet.
- ① The above chart is for use with Type 2A, 3, and 4 End Treatment. See Plans for location and type.
 - ② W = Offset distance from normal guardrail alignment to face of rail at End Treatment location.
 - ③ For End Treatment Type 2A, use a "W" of greater than 6'-0".
 - ④ For End Treatment Type 4:
 - a. Roadway Classes 4, 5, and 6, W = 4'-0" in fill.
 - b. Roadway Classes 1, 2, 3, and Special Design, W = 6'-0" in fills.
 - ⑤ For other related details, see the following drawings: "Typical Guardrail Installations" (Sheet 2 of 2), and "Typical Installation For End Treatments Type 2A, 3, and 4".
 - ⑥ Z = Normal Guardrail Installation.



Sheet 1 of 2

KENTUCKY
DIVISION OF HIGHWAYS

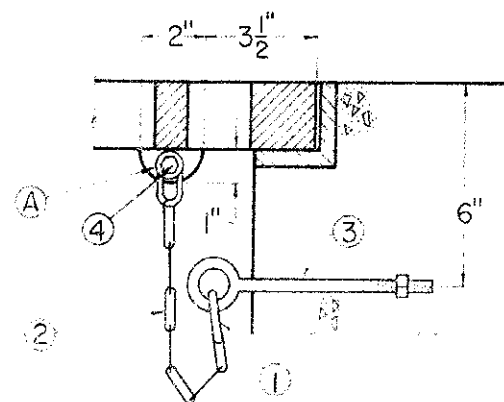
**TYPICAL
GUARDRAIL
INSTALLATIONS**

STANDARD DRAWING No. _____

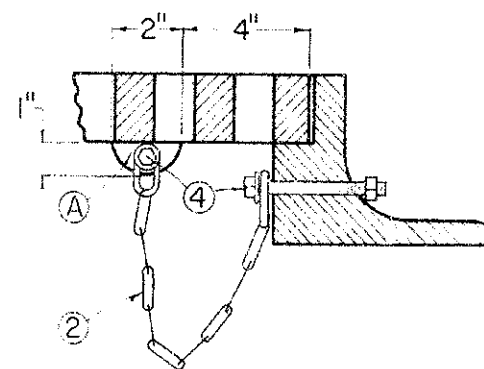
SUBMITTED *E.P. Bruch* 6-30-77
DIRECTOR DIVISION OF DESIGN DATE

APPROVED _____
STATE HIGHWAY ENGINEER DATE

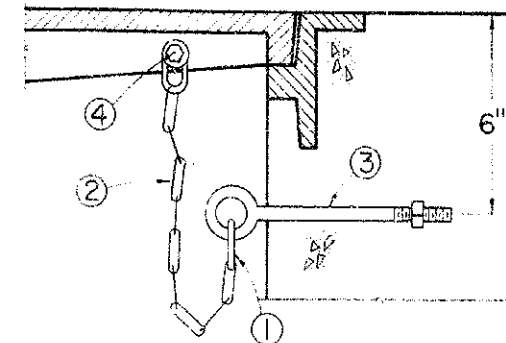
· GRATE CONNECTED TO WALL ·



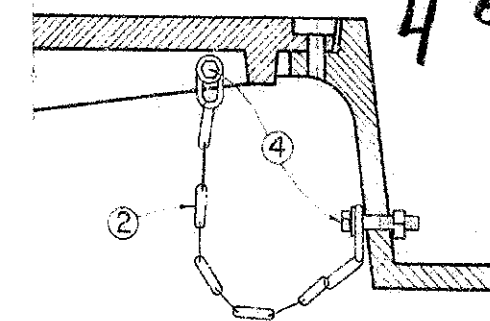
· GRATE CONNECTED TO FRAME ·



· LID CONNECTED TO WALL ·



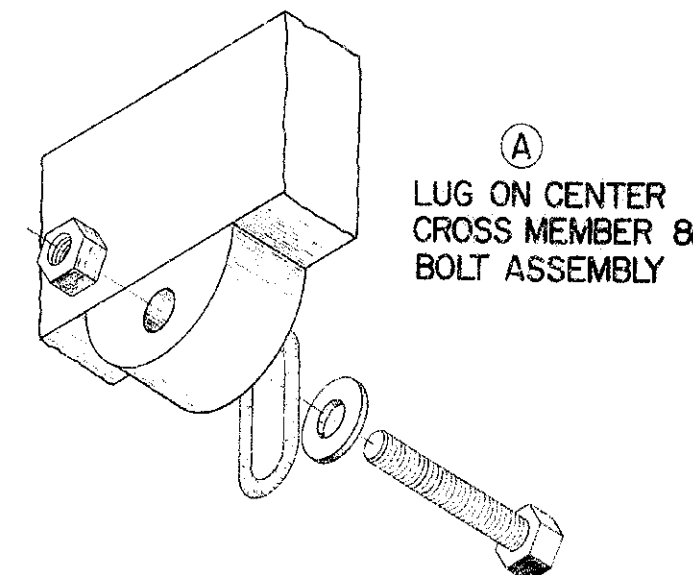
· LID CONNECTED TO FRAME ·



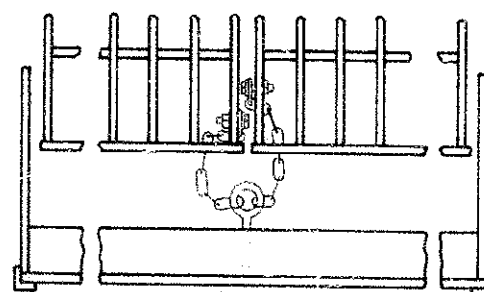
· TYPICAL ILLUSTRATIONS FOR CASTINGS ·

· NOTES ·

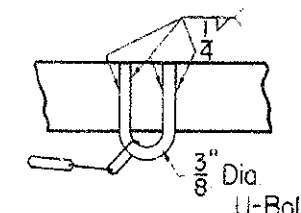
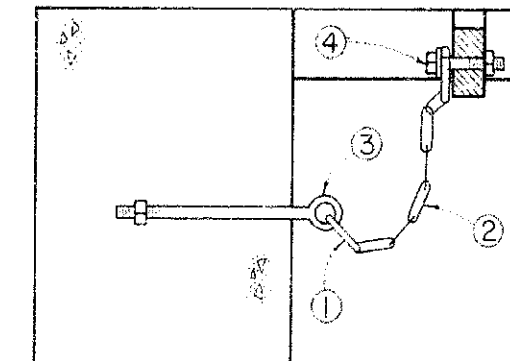
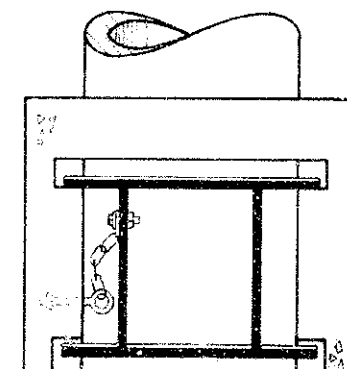
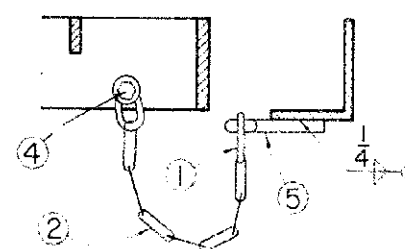
- ① Chain shackle, or cold shut of an approved type.
 - ② $\frac{3}{16}$ " Proof Coil Chain of sufficient length to allow removal and displacement of grate or lid.
 - ③ $\frac{3}{8}$ " X 6" Eye Bolt and Nut.
 - ④ $\frac{3}{8}$ " Hex Head Cap Screw (Grade 2), Nut and Washer (Length determined by thickness of Frame or Grate) ($\frac{7}{16}$ " Dia. Hole for Screw) (Batter threads on cap screw to prevent removal of nut.)
 - ⑤ $\frac{3}{8}$ " Eye Bolt (Length determined by the frame dimension)
- All hardware shall be galvanized and of commercial quality and shall be approved by the Engineer.
The cost of the complete security device, installed, shall be incidental to the cost of the structure.
The designs shown are acceptable; however are subject to change if approved in writing by the Engineer.



· GRATE CONNECTED TO FRAME ·



· GRATE CONNECTED TO WALL ·



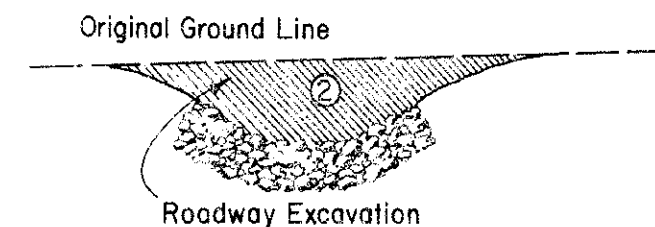
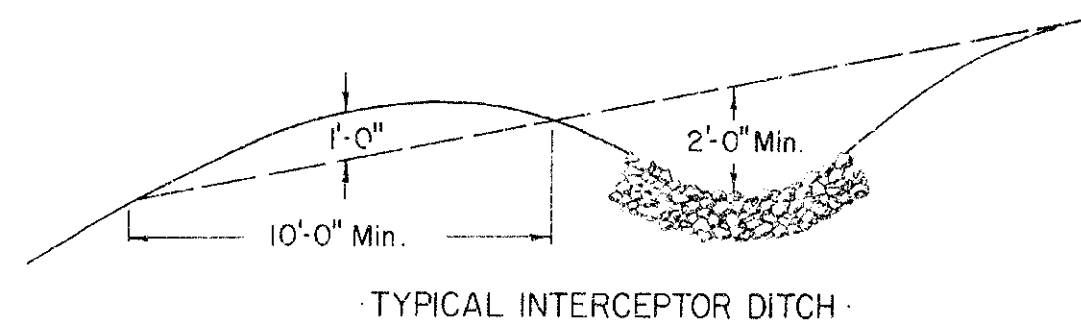
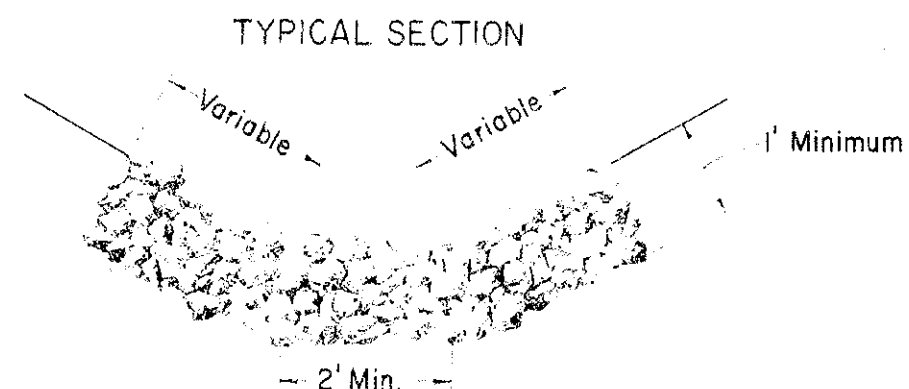
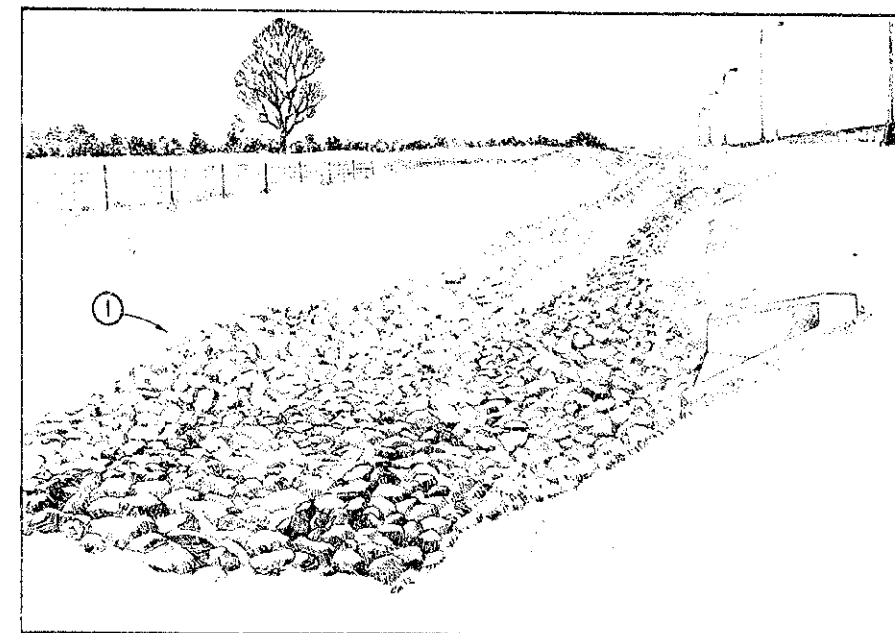
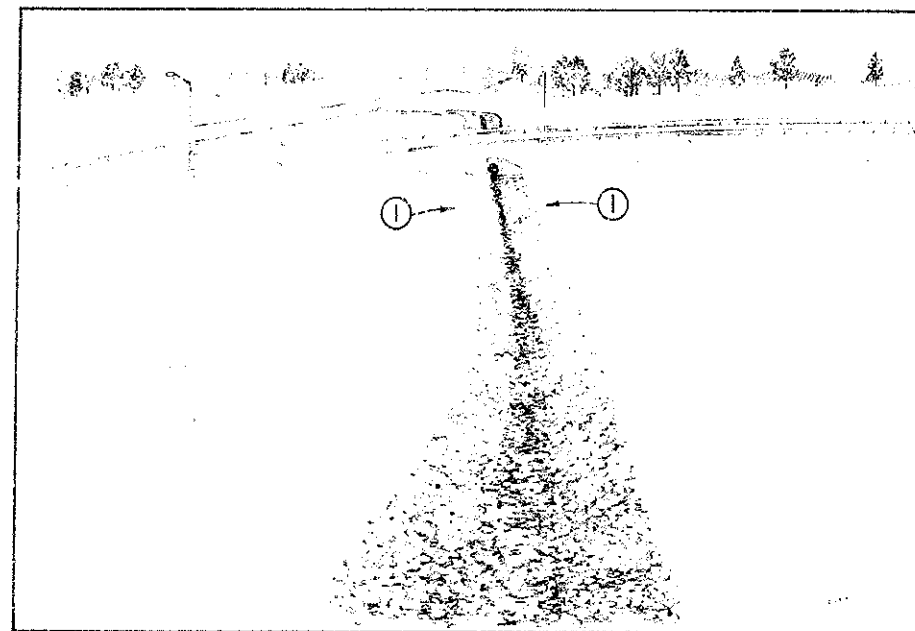
ALTERNATE FOR HEAVY
ONE INCH STRUCTURAL
STEEL MEMBER

KENTUCKY
BUREAU OF HIGHWAYS
SECURITY DEVICES FOR
FRAMES, GRATES
AND LIDS

· TYPICAL ILLUSTRATIONS FOR STRUCTURAL STEEL UNITS ·

STANDARD DRAWING No.
SUBMITTED *E. B. Drake* *11/75*
APPROVED _____
DATE _____

4 F



NOTES:

Aggregate Channel Lining will be paid for at the contract unit price per ton for each class.

Aggregate Channel Lining will not be required in the bottom of the ditch where solid rock is encountered.

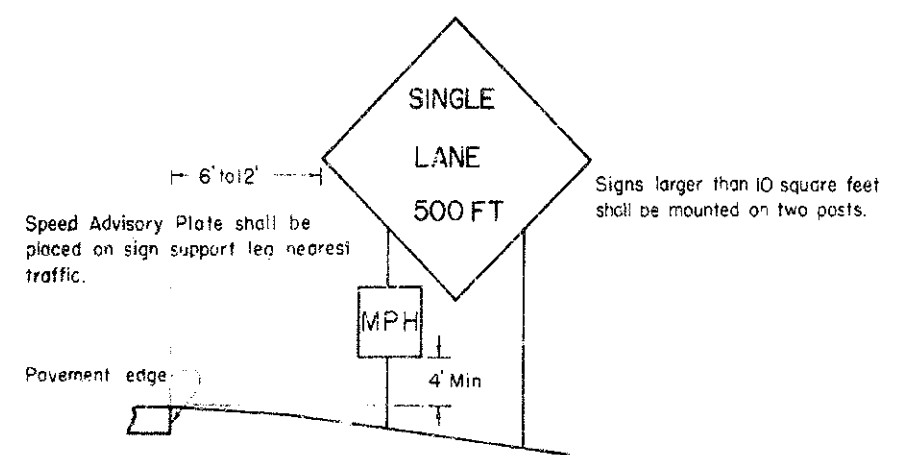
Aggregate Estimated on the basis of 0.50 ton/sq. yd. per foot of depth.

See Special Provision 116 (Current Edition) for other applicable requirements.

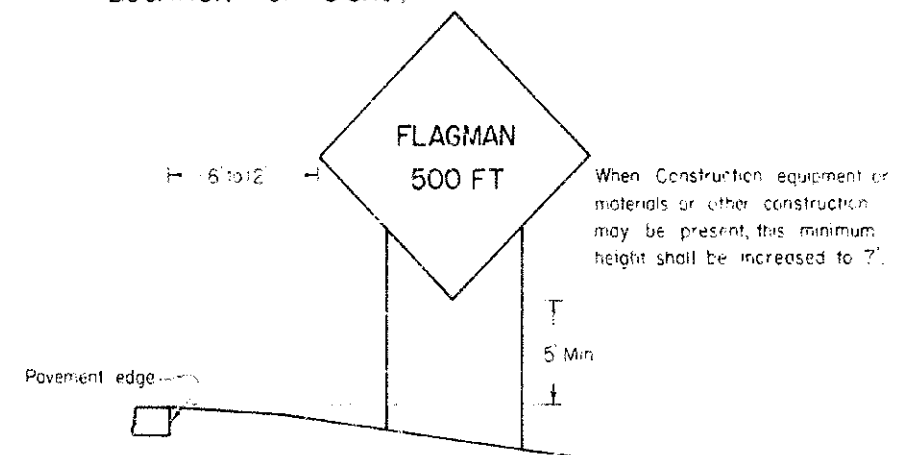
- ①Widen Channel Lining near outlet end of structure as directed by the Engineer.
- ②Roadway excavation will be paid from the top of the lining to the original ground line.

KENTUCKY BUREAU OF HIGHWAYS	
AGGREGATE CHANNEL LINING CLASS I, II, & III	
STANDARD DRAWING No.	
SUBMITTED Act. <i>R. L. Gault</i>	DATE 10/7/75
APPROVED STATE HIGHWAY ENGINEER	

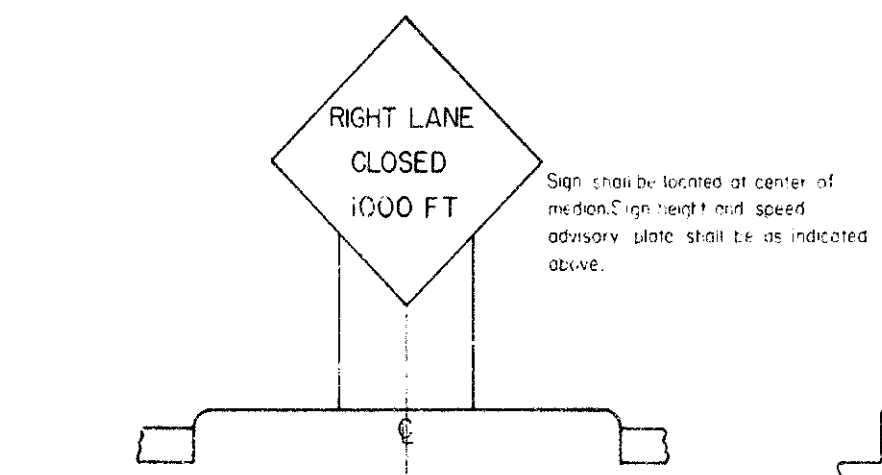
4 G



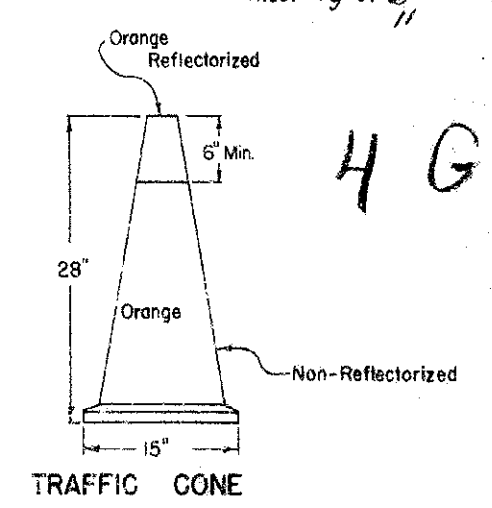
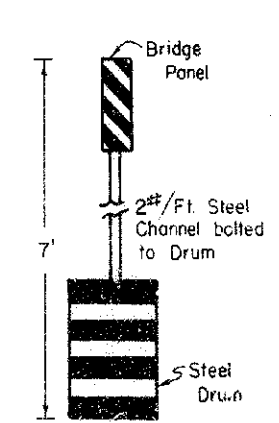
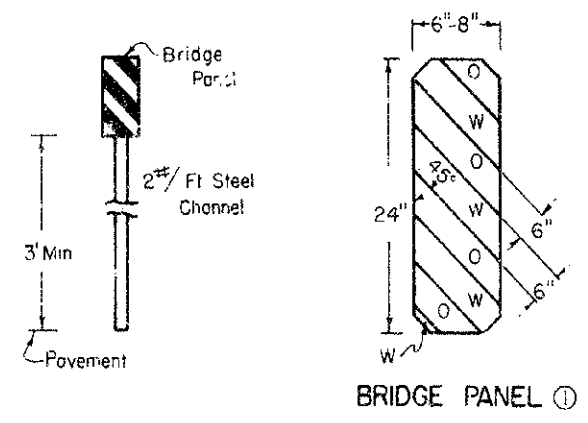
FOR RIGHT SHOULDER AND OR MEDIANS OF 20' AND GREATER (HEIGHT AND LATERAL LOCATION OF SIGNS)



FOR RIGHT SHOULDER AND OR MEDIANS OF 20' AND GREATER (HEIGHT AND LATERAL LOCATION OF SIGNS)



FOR MEDIANS LESS THAN 20' (HEIGHT AND LATERAL LOCATION OF SIGNS)

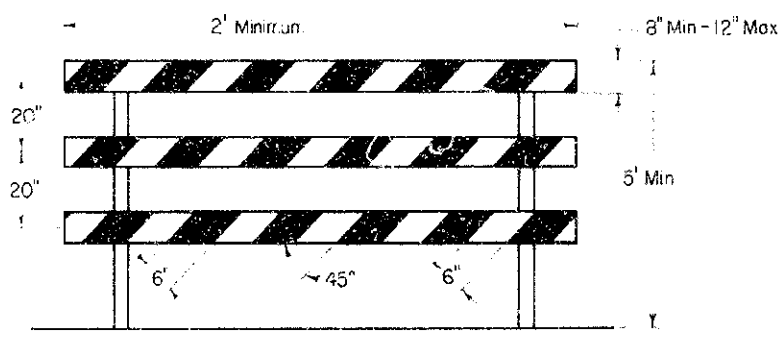


NOTES

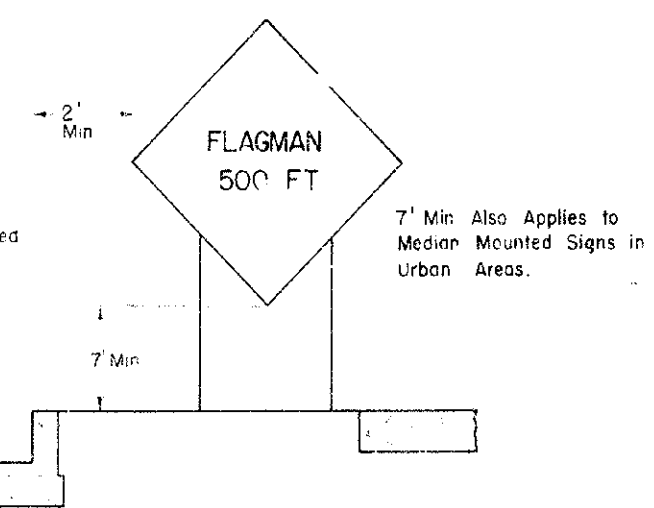
Construction signs, barricades, steel drums, and bridge panels, as shown on this drawing and in the Bureau's Manual on Uniform Traffic Control Devices, shall be fabricated with reflective materials conforming to Type I, Class B.

The various items shown on this drawing shall only be required when indicated elsewhere in the plans, std. dwgs and/or proposal.
① Stripes shall be sloped in the direction of traffic flow.

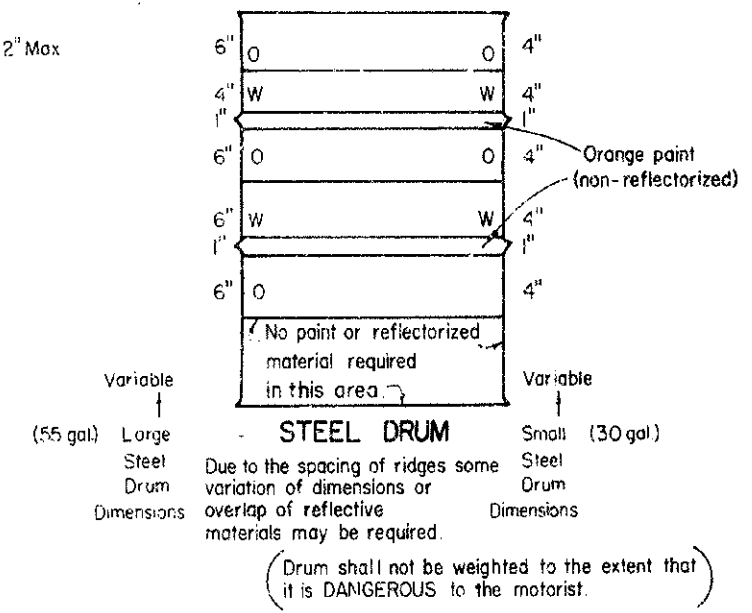
All areas to be reflectORIZED, except the black portion of sign messages unless otherwise shown.
O- Orange
W- White



TYPE III BARRICADE ①
(Orange and White)



ROADSIDE SIGN IN URBAN AREA (HEIGHT AND LATERAL LOCATION OF SIGNS)



Due to the spacing of ridges some variation of dimensions or overlap of reflective materials may be required.
(Drum shall not be weighted to the extent that it is DANGEROUS to the motorist.)

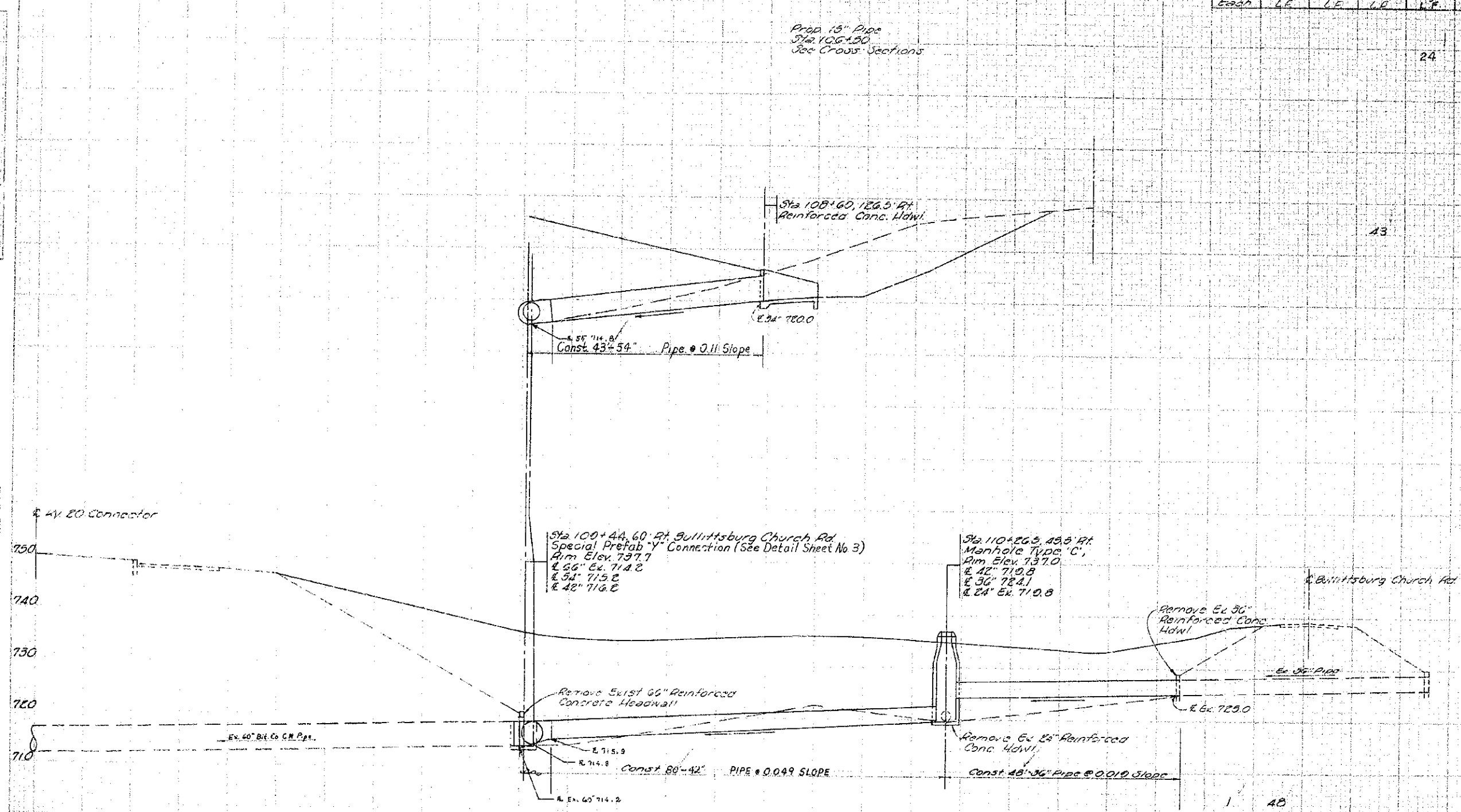
Drawing not to scale

KENTUCKY BUREAU OF HIGHWAYS	
MISCELLANEOUS TRAFFIC CONTROL DEVICES	
STANDARD DRAWING No.	
SUBMITTED	DATE
APPROVED	
STATE HIGHWAY ENGINEER	

PROJECT NO.	SHEET NO.	NO.	TOTAL SHEETS
Boone		5	21
SP 8-100		RS-477 (10)	
5			
SPECIAL PREFAB CONNECTION 60" x 42" 8' x 8'	Steel Reinf.	Class A Conc.	Struct. Excav.
60	64	64	64

24	7	0.75	1
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43	1	292	39.1	21
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Grading Revision
4x20 Connector
Bullittsburg Church Rd
Scale 1"=10'