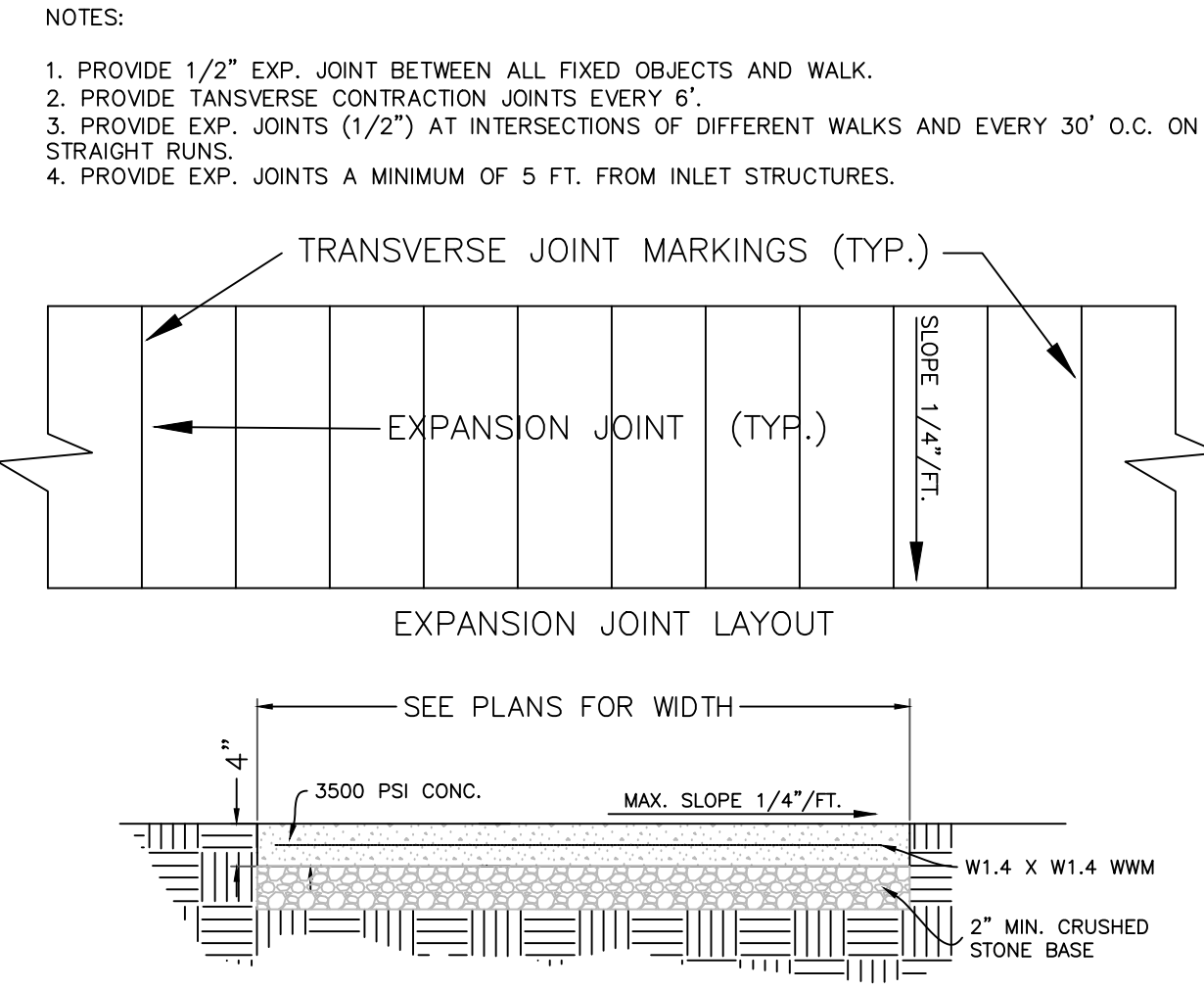
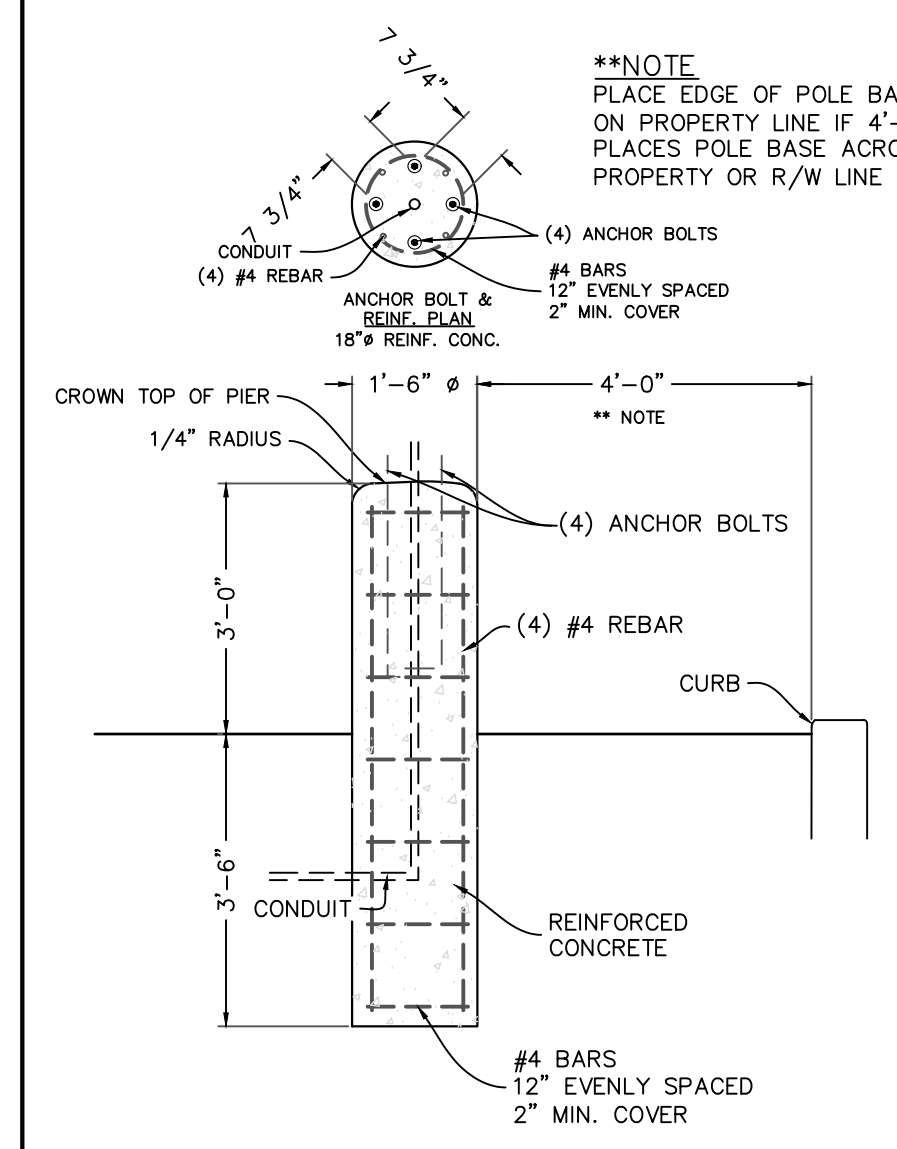


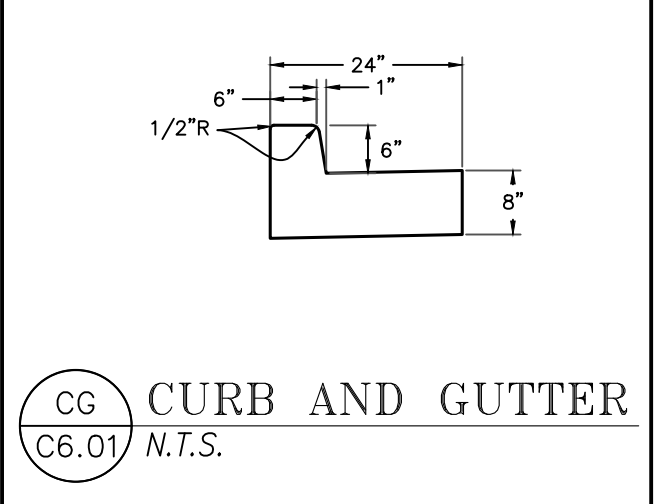
DOWNSTREAM OUTLET PROTECTION - LINE A-A



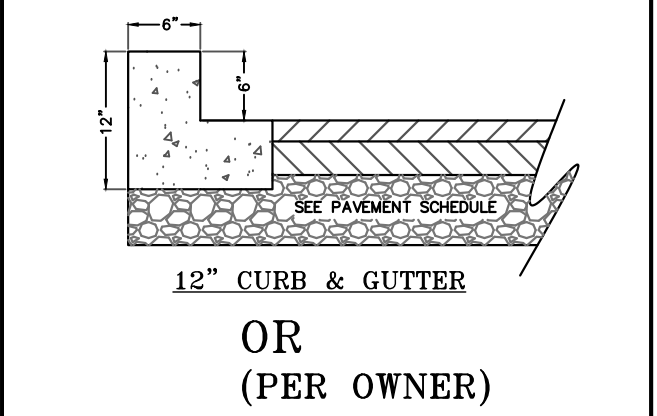
CONCRETE SIDEWALK



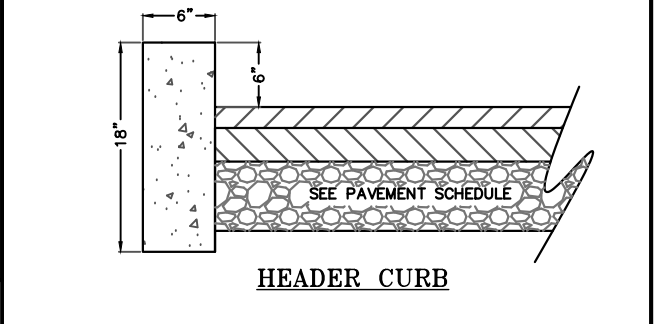
LIGHT POLE BASE DETAIL



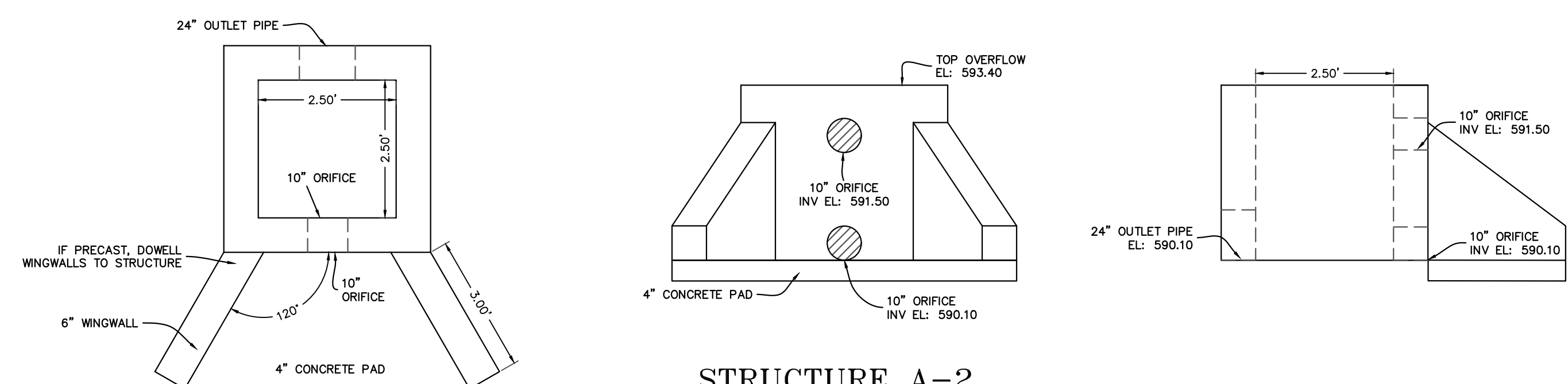
CURB AND GUTTER



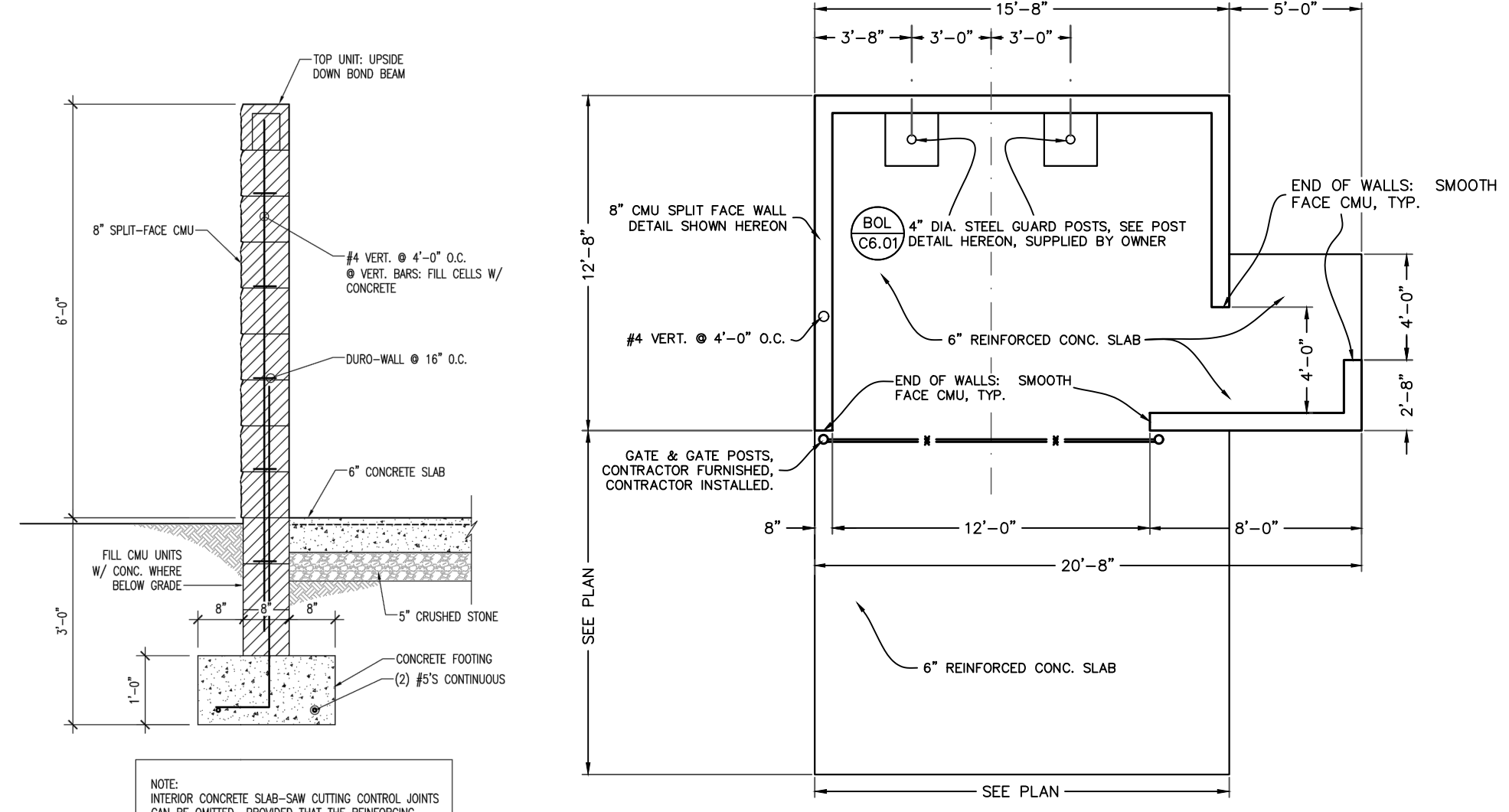
12" CURB & GUTTER OR (PER OWNER)



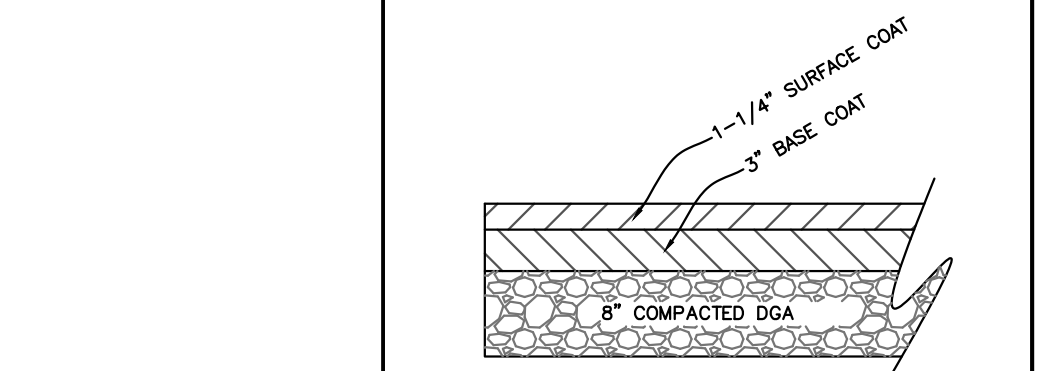
CURB DETAIL



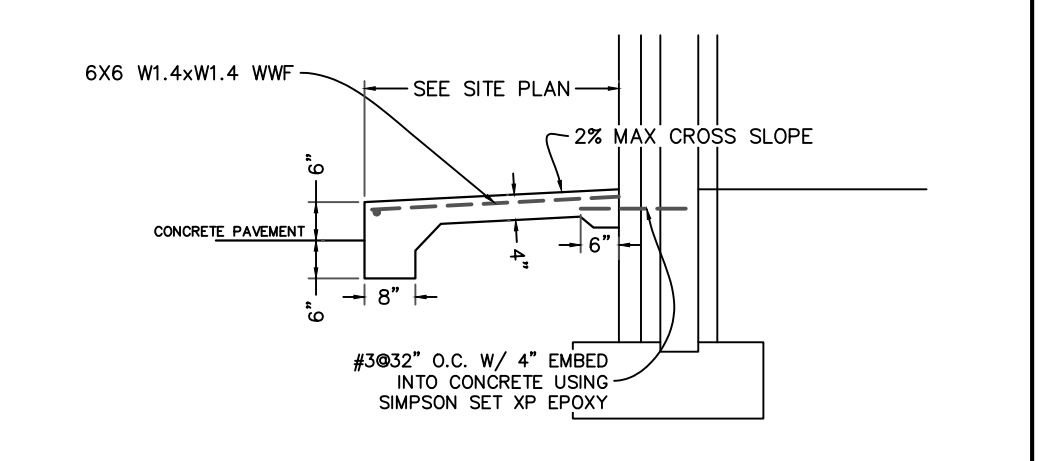
STRUCTURE A-2 DETENTION BASIN OUTLET



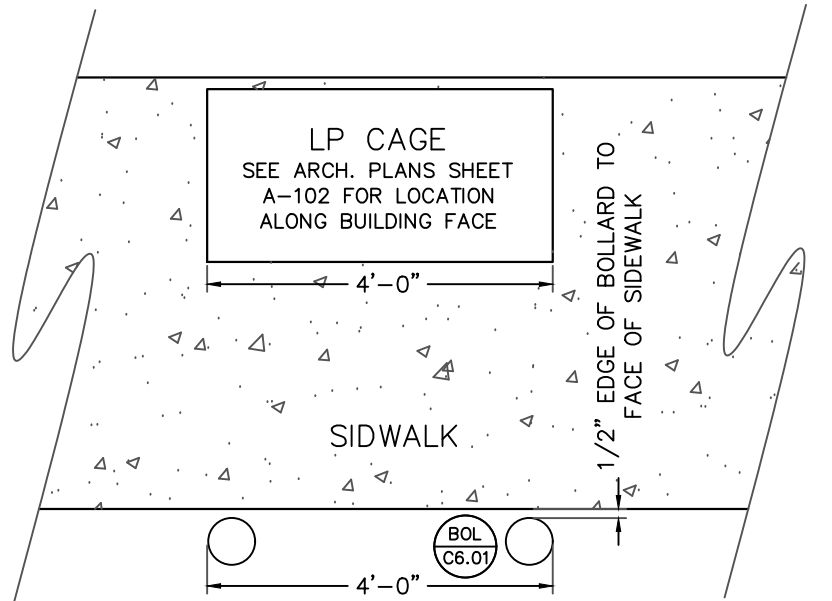
DUMPSTER DETAIL



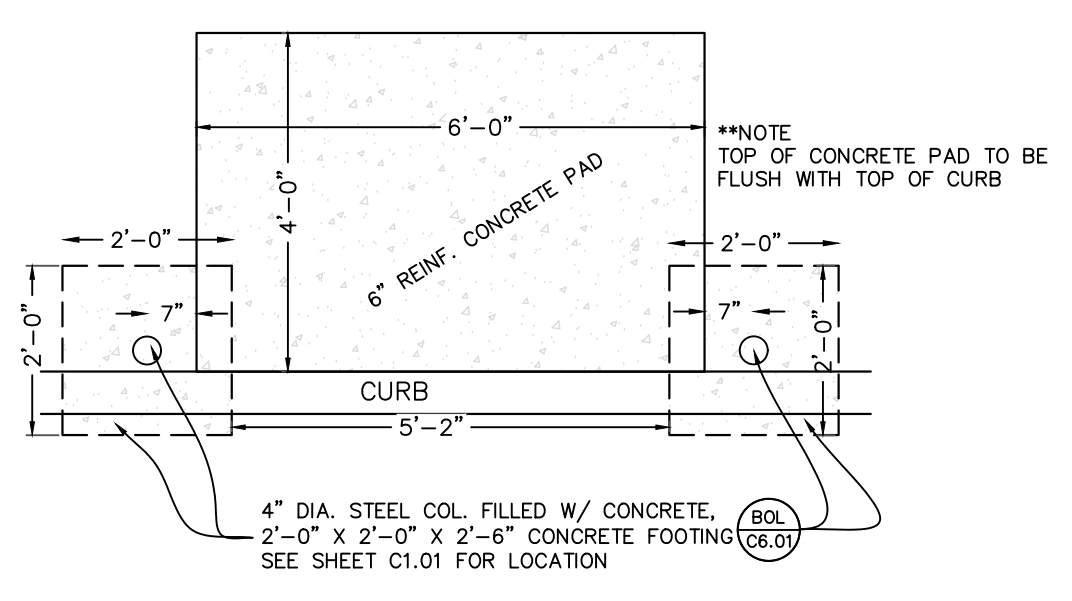
PAVEMENT SCHEDULE FOR PRIVATE PAVED AREAS



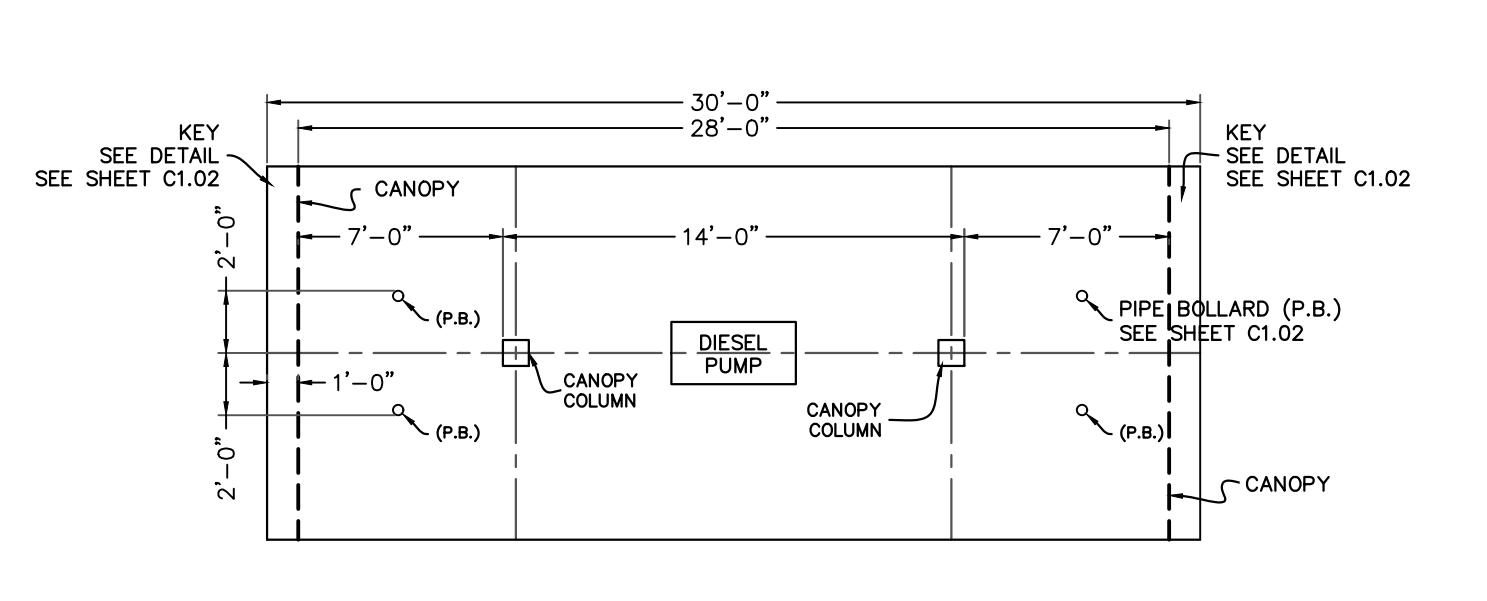
TURNDOWN SIDEWALK DETAIL



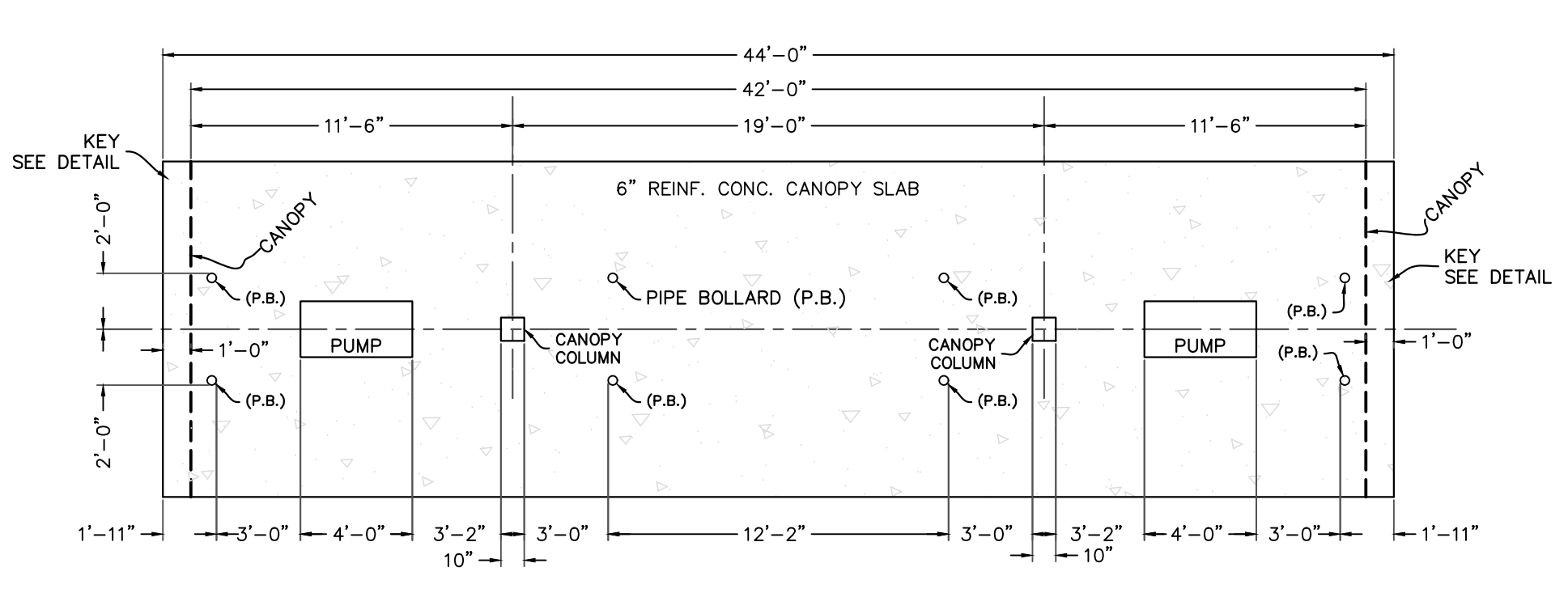
LP CAGE DETAIL



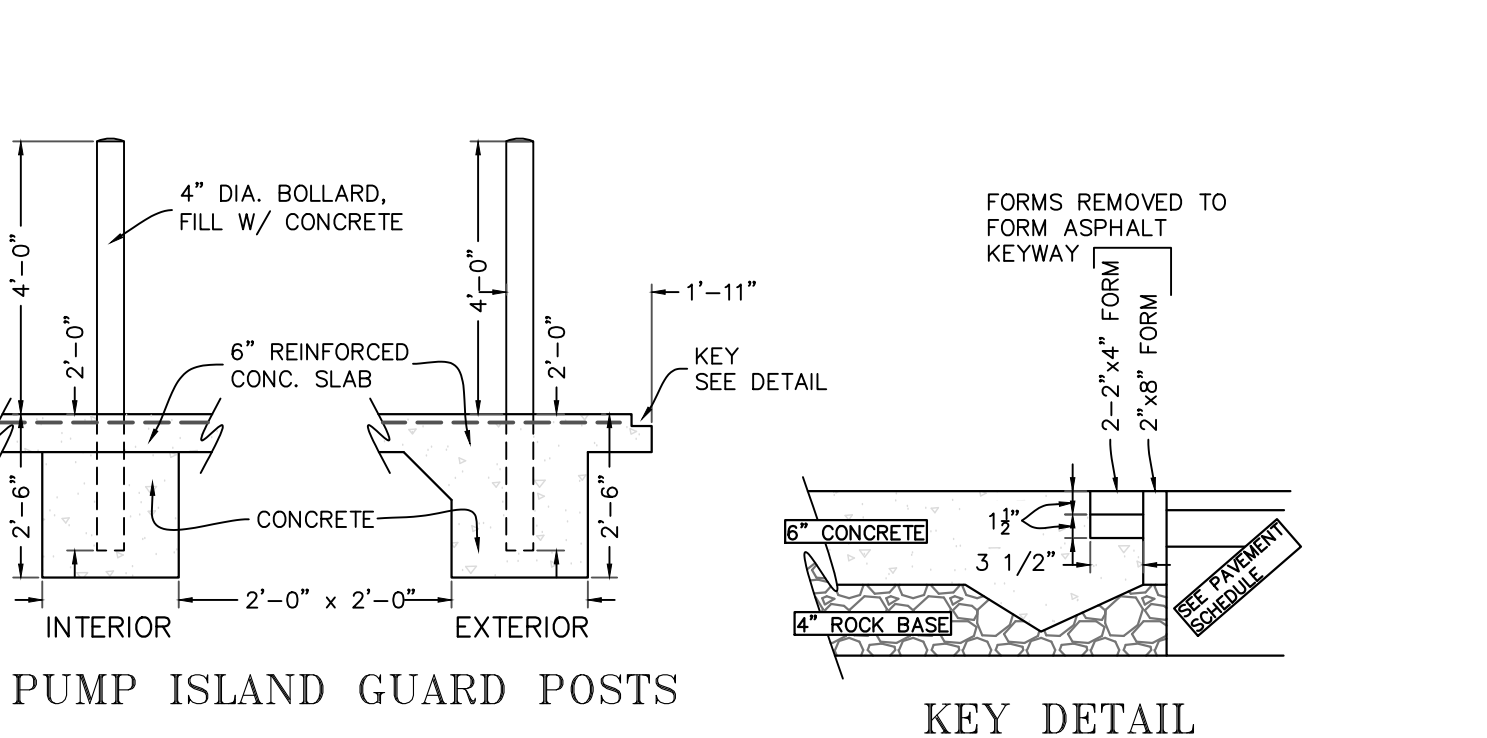
AIR & WATER CONC. PAD



DIESEL PUMP ISLAND PLAN SECTION

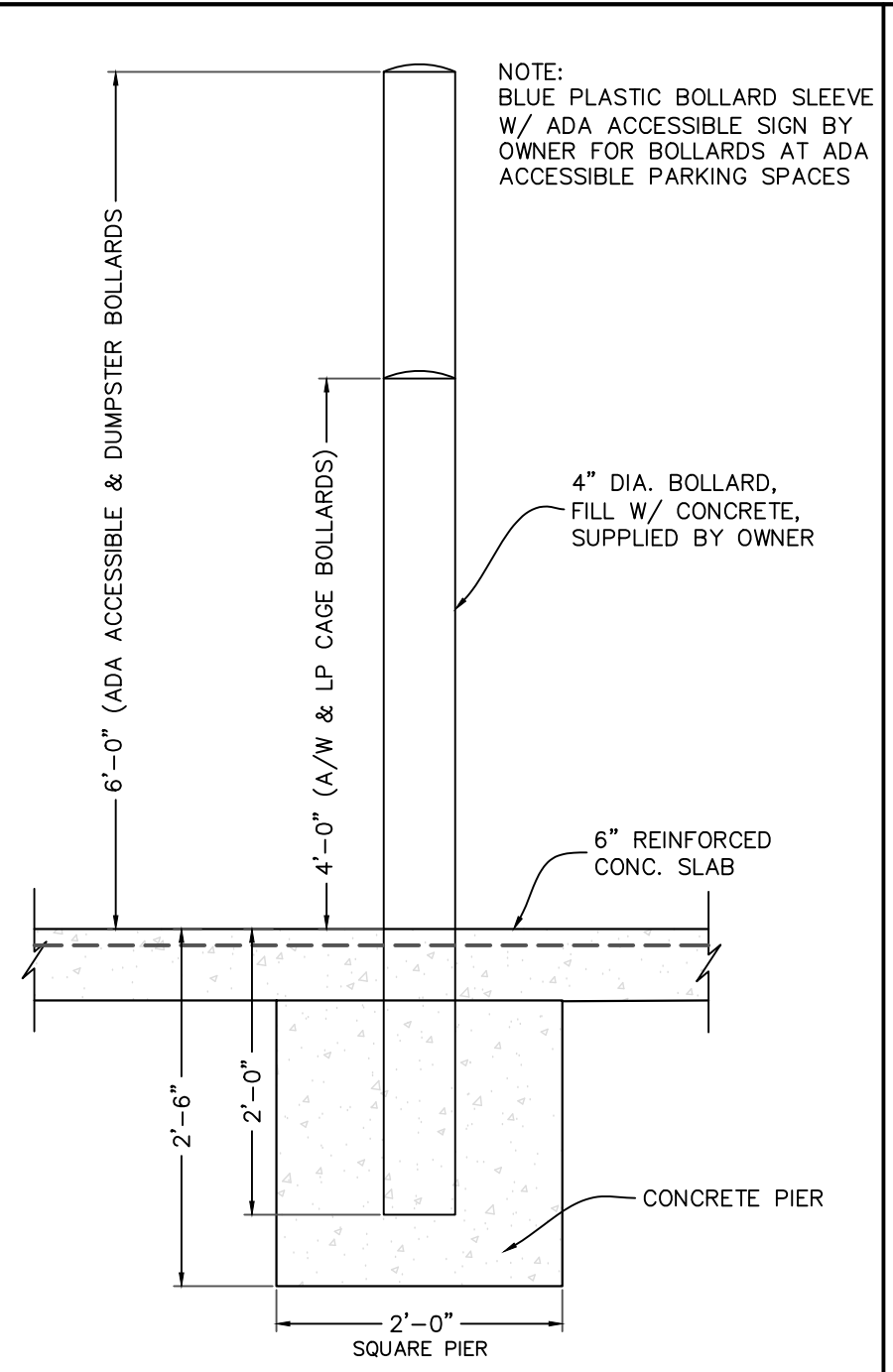


PUMP ISLAND PLAN SECTION

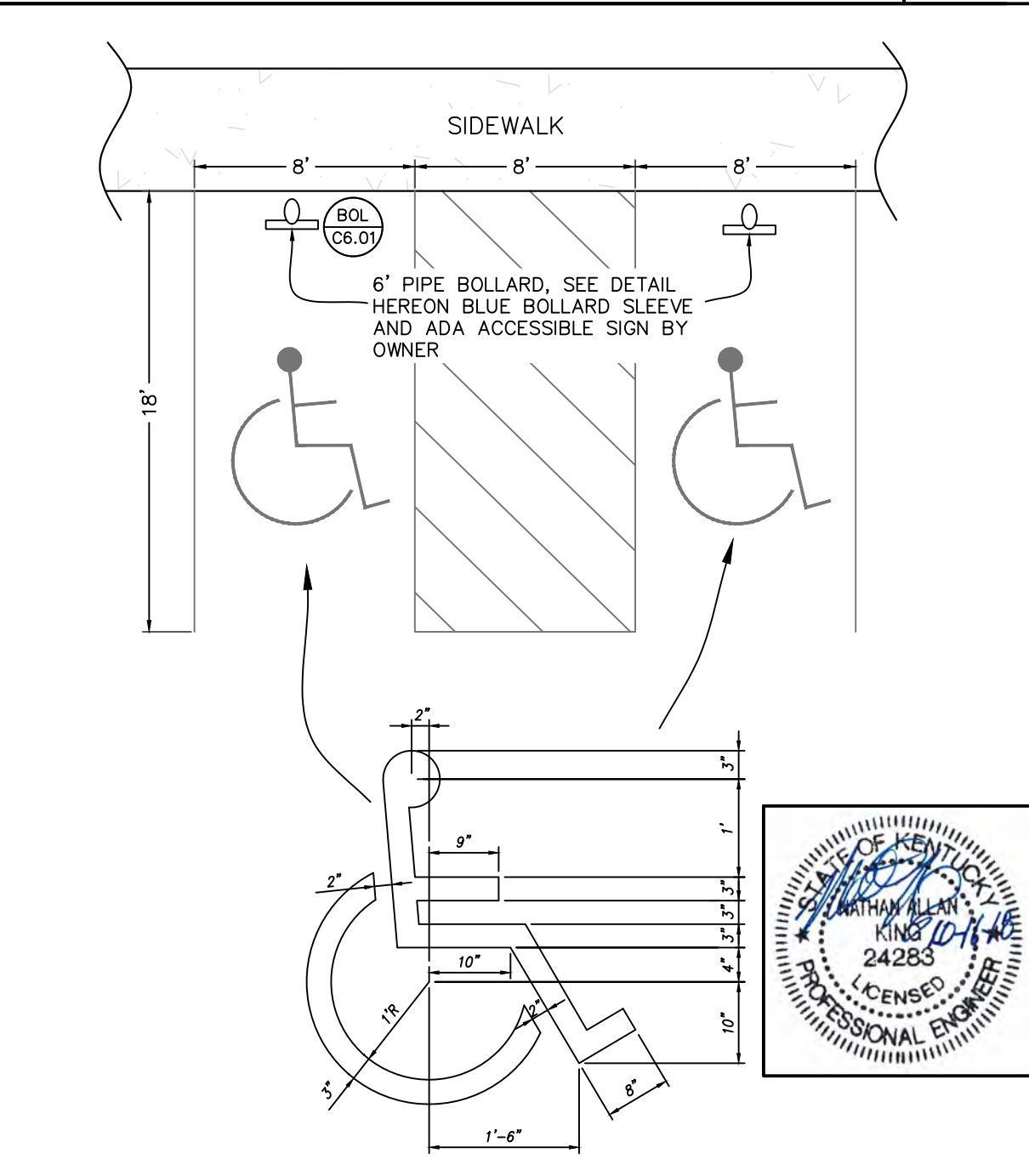


PUMP ISLAND GUARD POSTS

KEY DETAIL



PIPE BOLLARD DETAIL



ADA ACCESSIBLE SPACE DETAIL

Kentucky 811

FIVE STAR

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BARDSTOWN, KY 40004

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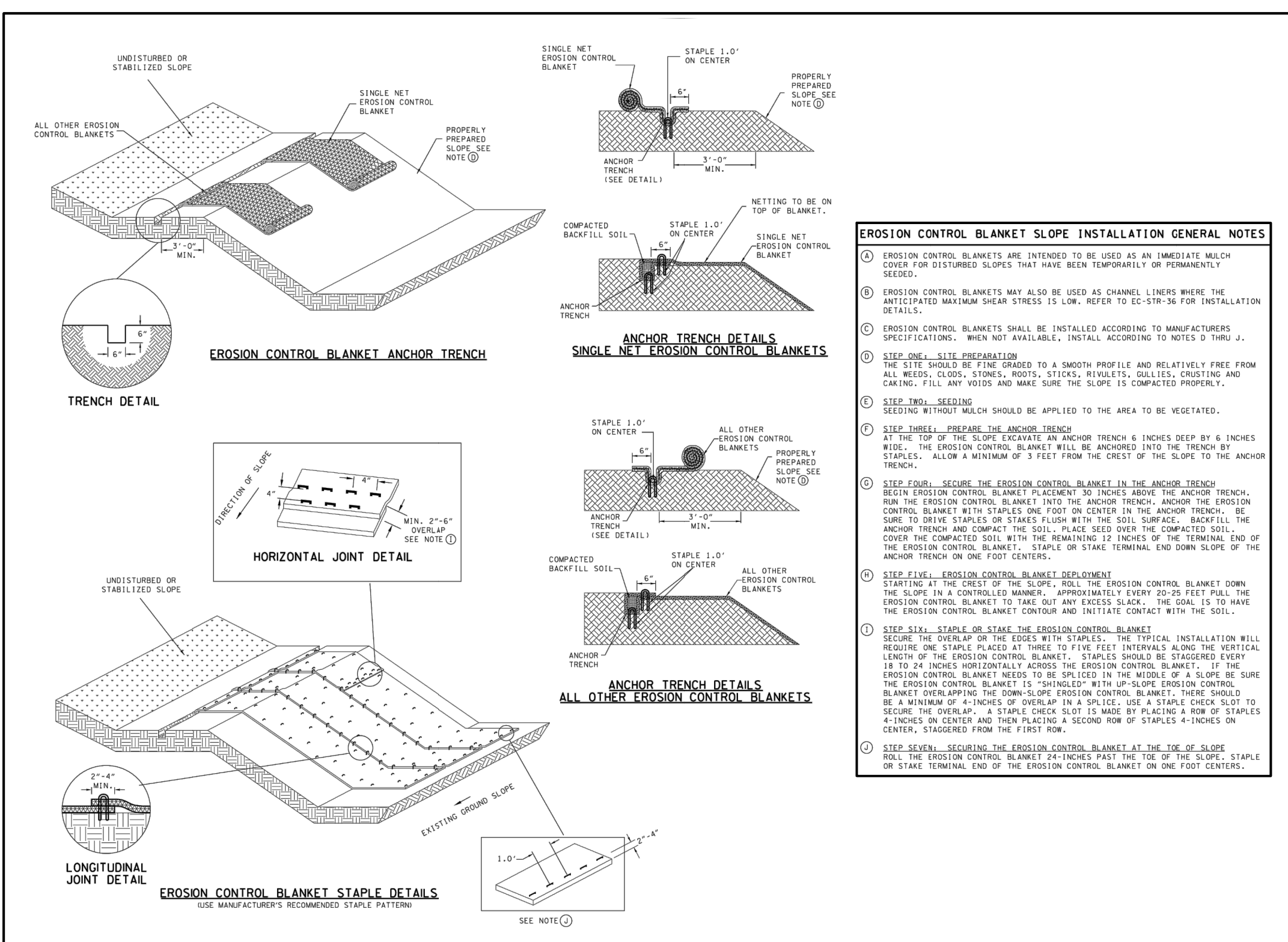
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NOT TO SCALE DATE: 9-27-2018

SHEET: LAYOUT DETAILS **C6.01**

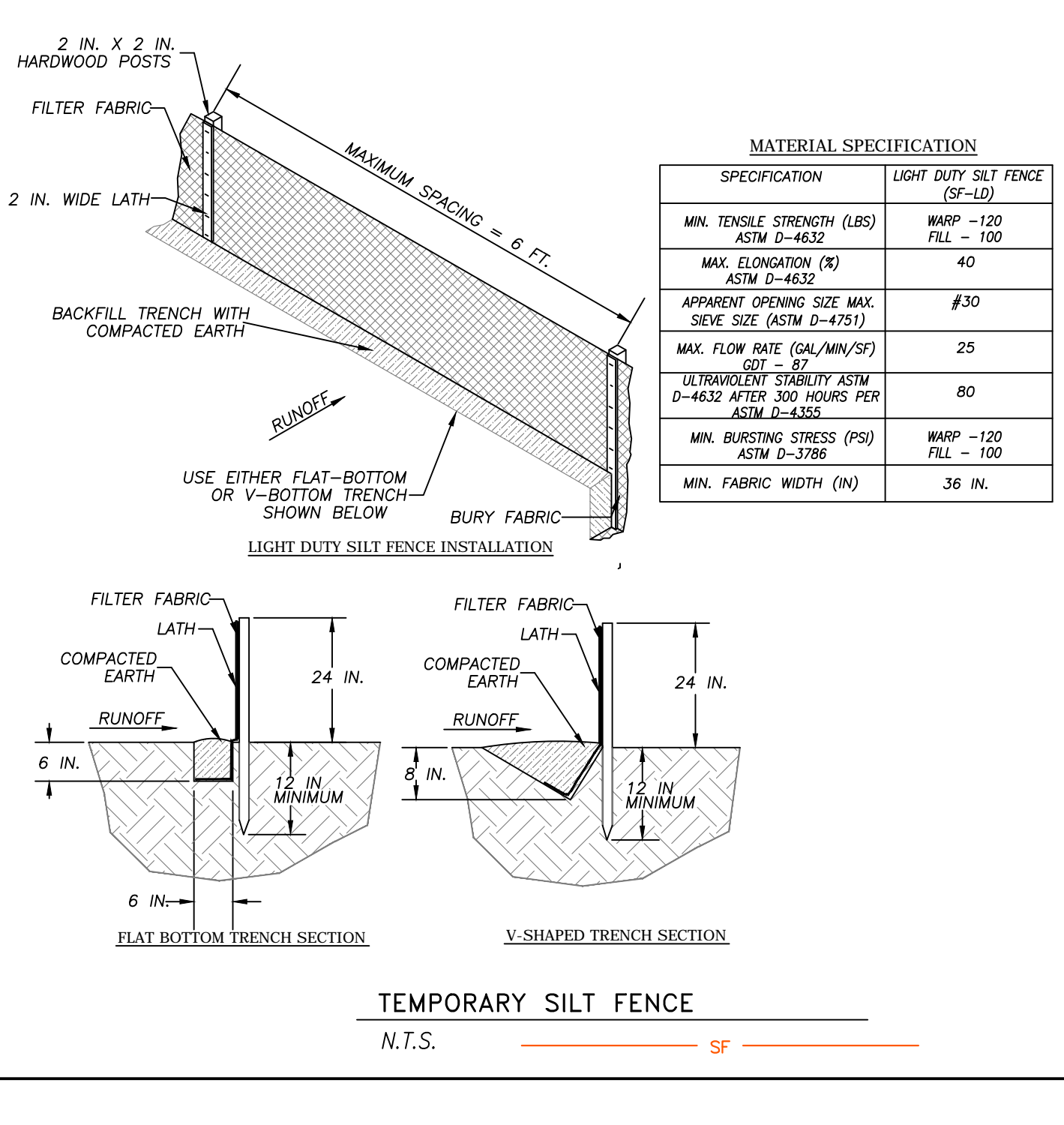
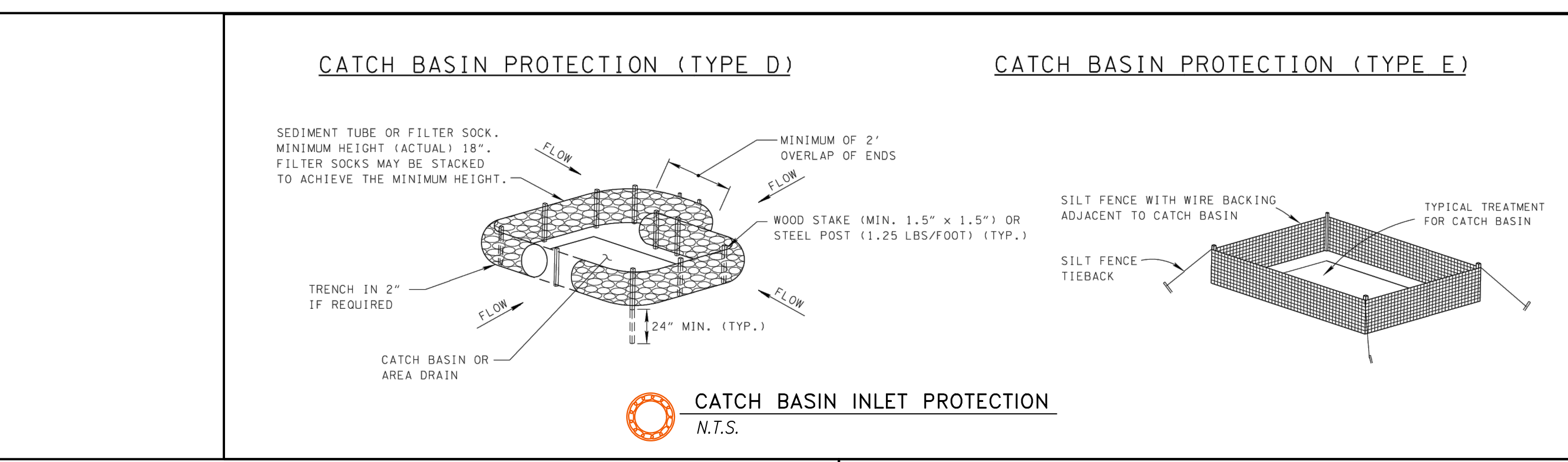
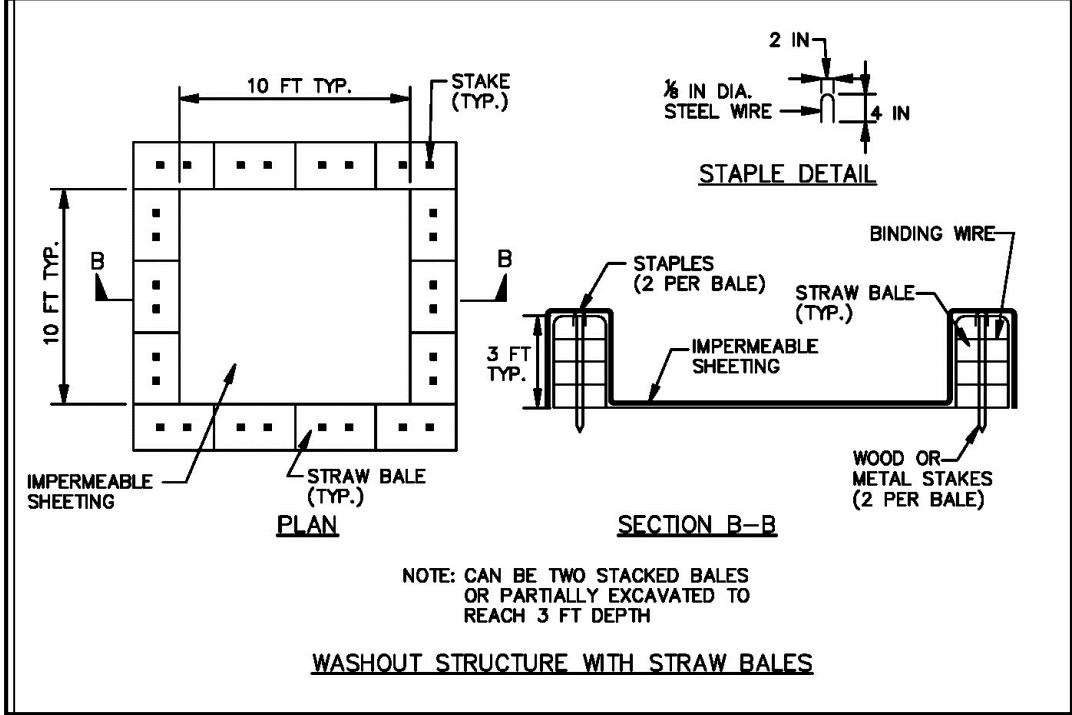
BARDSTOWN - KY 245

BARDSTOWN - KY 245



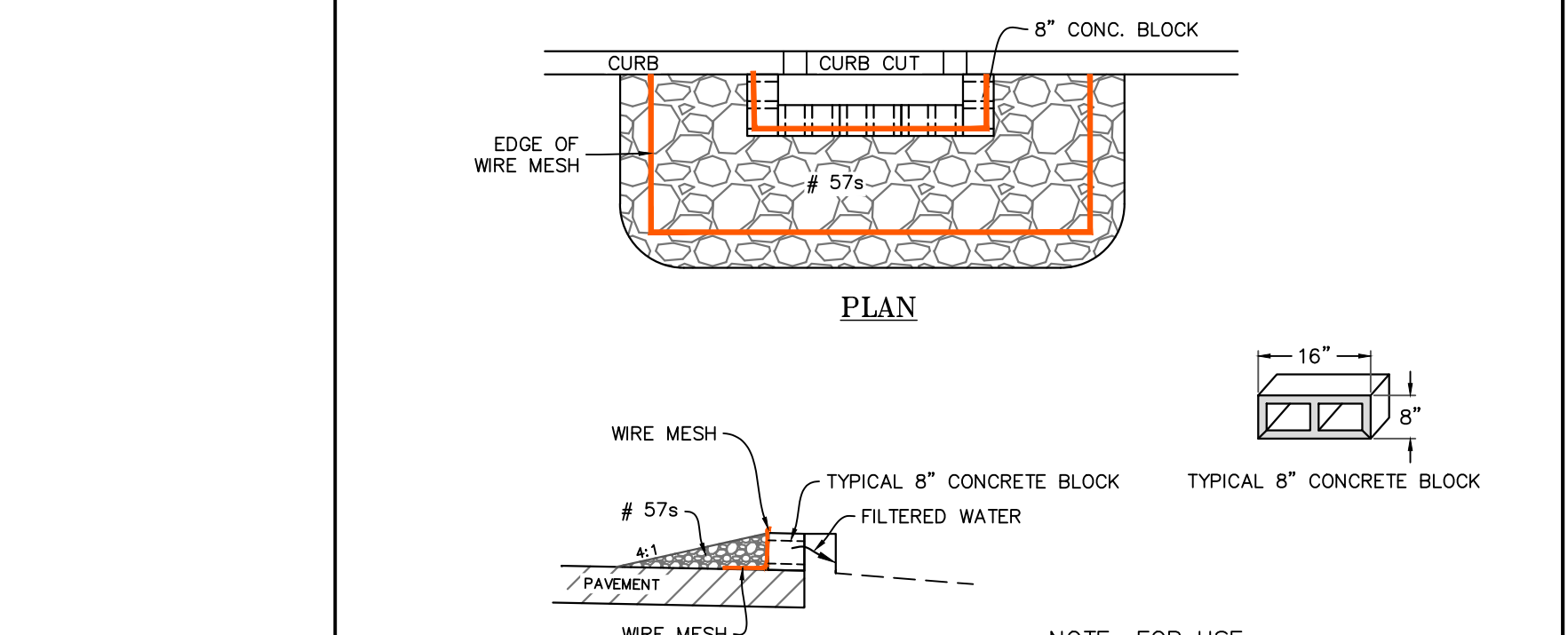
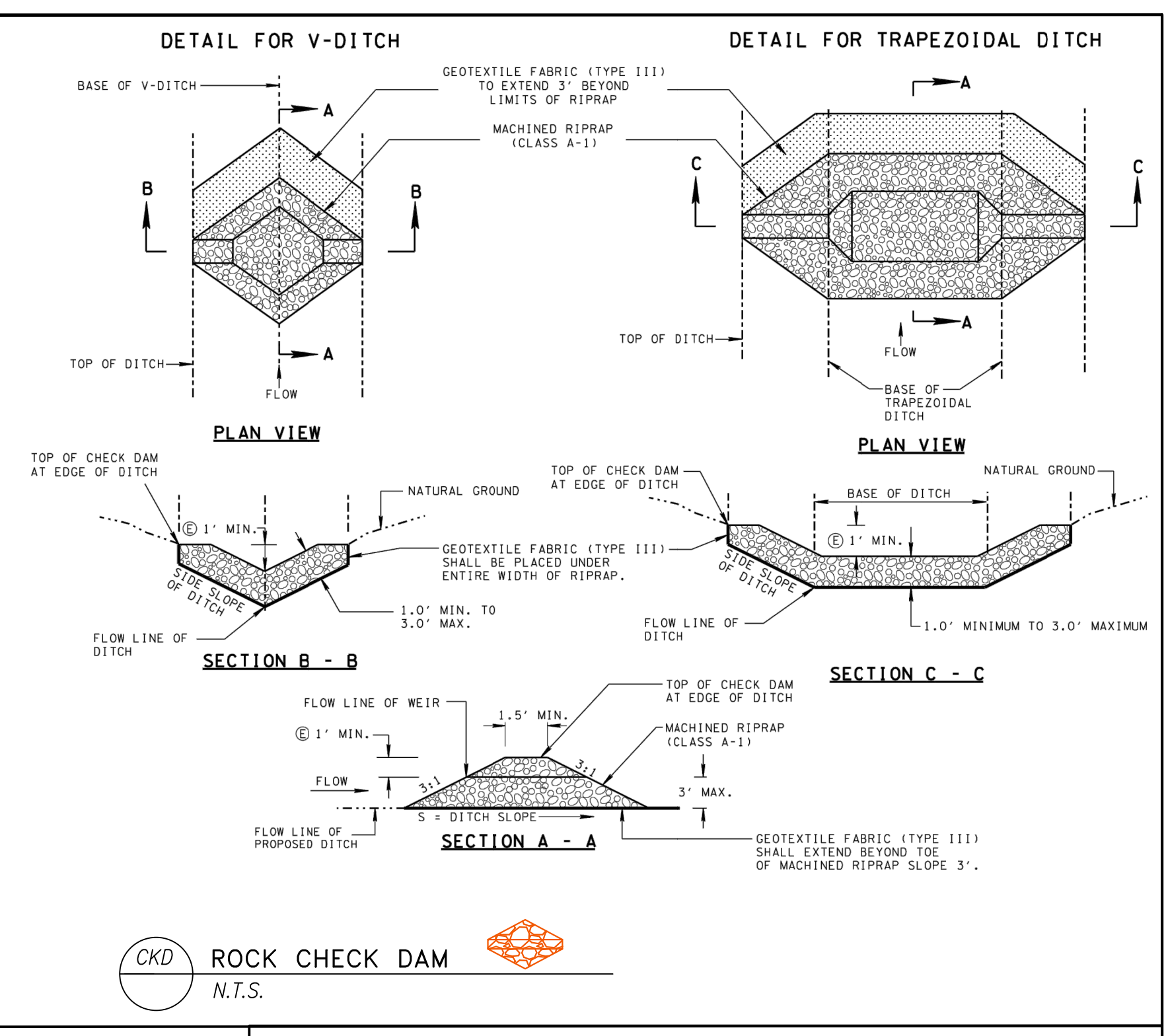
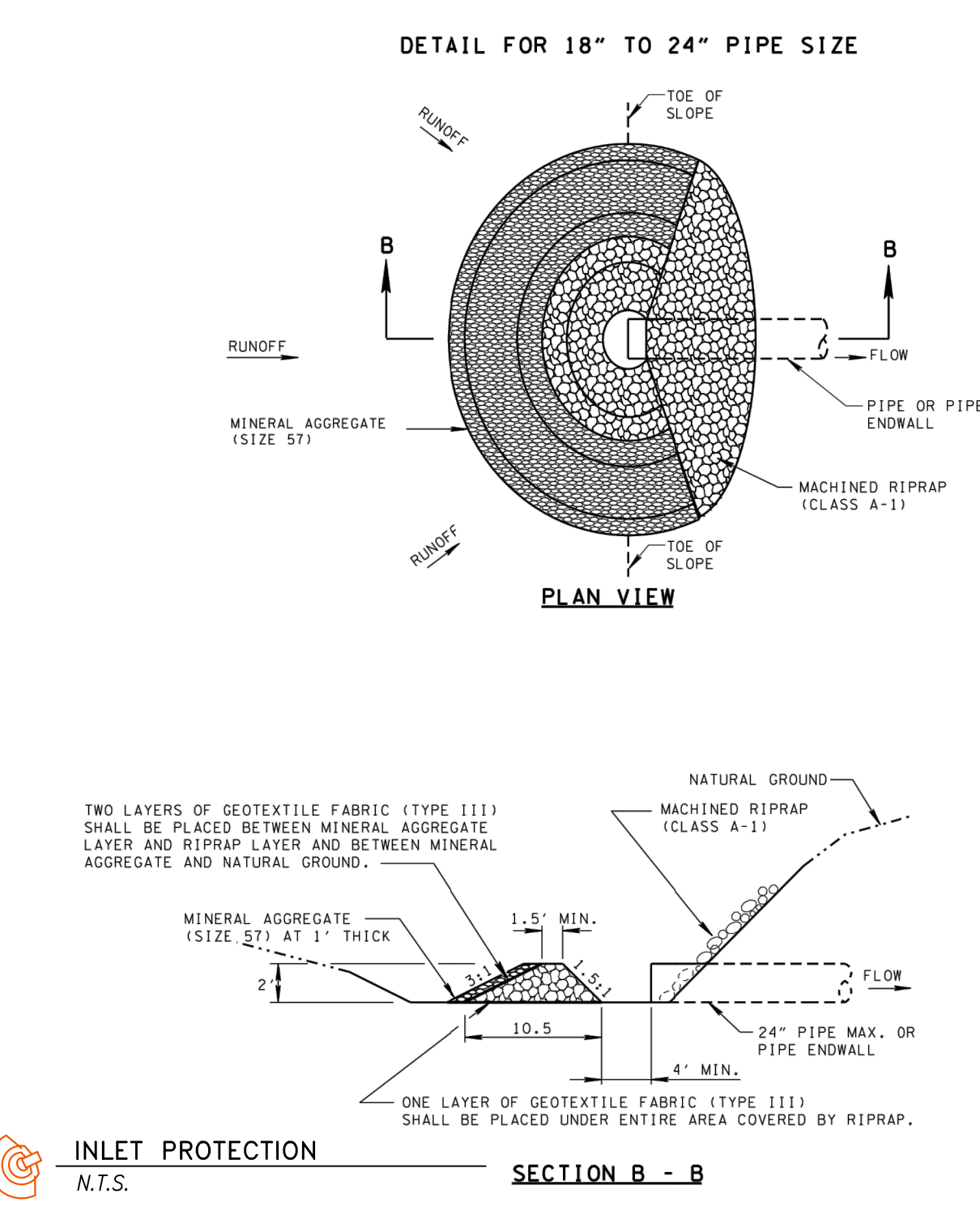
EROSION CONTROL BLANKET SLOPE INSTALLATION GENERAL NOTES

- EROSION CONTROL BLANKETS ARE INTENDED TO BE USED AS AN IMMEDIATE MEASURE FOR DISTURBED SLOPES THAT HAVE BEEN TEMPORARILY OR PERMANENTLY SEDED.
- EROSION CONTROL BLANKETS MAY ALSO BE USED AS CHANNEL LINERS WHERE THE ANTICIPATED MAXIMUM SHEAR STRESS IS LOW. REFER TO EROSION CONTROL BLANKET SPECIFICATIONS. WHEN NOT AVAILABLE, INSTALL ACCORDING TO NOTES 3 THRU 6.
- EROSION CONTROL BLANKETS SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S SPECIFICATIONS. WHEN NOT AVAILABLE, INSTALL ACCORDING TO NOTES 3 THRU 6.
- SIZE ONE - SITE PREPARATION**
THE SITE SHOULD BE FREE FROM ANY OBSTACLES TO A SMOOTH PROFILE AND RELATIVELY FREE FROM ALL WEEDS, CLUMPS, STONES, ROOTS, STICKS, RIVULETS, GULLIES, CRUSTING AND CAIRNS. FILL ANY HOLES AND MAKE SURE THE SLOPE IS COMPACTED PROPERLY.
- SIZE TWO - SEEDING**
SEEDING WITHOUT MULCH SHOULD BE APPLIED TO THE AREA TO BE VEGETATED.
- SIZE THREE - PREPARE ANCHOR TRENCH**
AT THE TOP OF THE SLOPE, EXCAVATE AN ANCHOR TRENCH 6 INCHES DEEP BY 6 INCHES WIDE. THE EROSION CONTROL BLANKET WILL BE ANCHORED INTO THE TRENCH BY STAPLES. ALLOW A MINIMUM OF 3 FEET FROM THE CREST OF THE SLOPE TO THE ANCHOR TRENCH.
- SIZE FOUR - SECURE THE EROSION CONTROL BLANKET IN THE ANCHOR TRENCH**
BEGIN EROSION CONTROL BLANKET PLACEMENT BY TIGHTLY ROLLING THE ANCHOR TRENCH. RUN THE EROSION CONTROL BLANKET INTO THE ANCHOR TRENCH. ANCHOR THE EROSION CONTROL BLANKET WITH STAPLES FROM ABOVE ON THE ANCHOR TRENCH. BE SURE TO DRIVE STAPLES OR STAPLES FROM WITHIN THE SOIL SURFACE. BACKFILL THE ANCHOR TRENCH AND COMPACT THE SOIL. PLACE GRID OVER THE COMPACTED SOIL TO USE THE COMPACTED SOIL WITH THE REMAINING 12 INCHES OF THE TRENCH TOP OF THE EROSION CONTROL BLANKET. STAPLES OR STAKE TERMINAL END DOWN SLOPE OF THE ANCHOR TRENCH ON THE FOOT CENTER.
- SIZE FIVE - EROSION CONTROL BLANKET REPLACEMENT**
STARTING AT THE CREST OF THE SLOPE, ROLL THE EROSION CONTROL BLANKET DOWN THE SLOPE IN A CONTROLLED MANNER. APPROXIMATELY EVERY 20 TO 25 FEET PULL THE EROSION CONTROL BLANKET TO TAKE OUT ANY EXCESS BLANKET. THE GOAL IS TO HAVE THE EROSION CONTROL BLANKET TIGHTLY CONTACT WITH THE SOIL.
- SIZE SIX - STAPLE OR STAKE THE EROSION CONTROL BLANKET**
SECURE THE TRENCH OR THE SLOPE WITH STAPLES. THE STAPLES INSTALLATION WILL REQUIRE ONE STAPLE PER 3 FEET TO FIVE FEET INTERVALS ALONG THE HORIZONTAL LENGTH OF THE EROSION CONTROL BLANKET. STAPLES SHOULD BE STAGGERED EVERY 18 TO 24 INCHES HORIZONTALLY ACROSS THE EROSION CONTROL BLANKET. LET THE EROSION CONTROL BLANKET NEEDS TO BE SPACED IN THE MIDDLE OF A SLOPE BE SURE THE EROSION CONTROL BLANKET IS "DOWN-SLOPE" ON SLOPE EROSION CONTROL. BLANKET OVERLAPPING THE DOWN-SLOPE EROSION CONTROL BLANKET. THERE SHOULD BE A MINIMUM OF 4 INCHES OF OVERLAP IN A SLOPE. USE A STAPLE OR STAKE TO SECURE THE OVERLAPPING STAPLE TRENCH SOIL IS MADE BY PLACING A ROW OF STAPLES 4 INCHES ON CENTER AND THEN PLACING A SECOND ROW OF STAPLES 4 INCHES ON CENTER, STAGGERED FROM THE FIRST ROW.
- SIZE SEVEN - SECURING THE EROSION CONTROL BLANKET AT THE TOP OF SLOPE**
ROLL THE EROSION CONTROL BLANKET UP TO THE TOP OF THE SLOPE. USABLE OR STAKE TERMINAL END OF THE EROSION CONTROL BLANKET ON ONE FOOT CENTER.



MATERIAL SPECIFICATION

SPECIFICATION	LIGHT DUTY SET FENCE (SF-LD)
MIN. TENSILE STRENGTH (LBS) ASTM D-4632	WARP -120 FILL -100
MAX. ELONGATION (%) ASTM D-4632	40
APPARENT OPENING SIZE MAX. SIEVE SIZE (ASTM D-4751)	#30
MAX. FLOW RATE (GAL/MIN/SF) (DOT #)	25
ULTRAVIOLENT STABILITY ASTM D-4632 AFTER 300 HOURS PER ASTM D-4302	80
MIN. BURSTING STRESS (PSI) ASTM D-3786	WARP -120 FILL -100
MIN. FABRIC WIDTH (IN)	36 IN.



Oldcastle Precast

File: 266-TYP-A-DIC

30" x 30" Type "A" Inlet
Model: 3030-TYPE-A

Grate:
V4880 Series or Equal
Weight: 200 Lbs.
V4880-1: Open Area 489 Sq. Inches
V4880-3: Open Area 444 Sq. Inches

Frame:
V4880 Series or Equal
Weight: 229 Lbs.

Variable Riser
Weight: See chart.

Riser	Weight (Lbs.)
6"	420
12"	850
24"	1,700
36"	2,550
48"	3,400

Bottom:
Weight: See Chart

Bottom	Weight (Lbs.)
4-Way	2,350

Thinwall Knockout for 24" RCP and Smaller (Typical All Four Walls)

GENERAL NOTES:

- Bedding Shall be in Accordance With Job and Plan Specifications.

Oldcastle Precast

Water

2'x2' Catch Basin
Model: 2x2-CB

2'x3' Basin

2'x3' Catch Basin Bases and Risers

Oldcastle Precast

2X2 C.B. STD. Risers

Height	Weight	Lift Gear
0'-6"	233 lbs.	2 Ton Swift Lift
1'-0"	487 lbs.	2 Ton Swift Lift
1'-6"	700 lbs.	2 Ton Swift Lift
2'-0"	933 lbs.	2 Ton Swift Lift
2'-6"	1,167 lbs.	2 Ton Swift Lift
3'-0"	1,400 lbs.	2 Ton Swift Lift
4'-0"	1,867 lbs.	2 Ton Swift Lift

2X2 C.B. STD. Bases

Height	Weight	Lift Gear
2'-0"	1,064 lbs.	2 Ton Swift Lift
2'-6"	1,298 lbs.	2 Ton Swift Lift
3'-0"	1,531 lbs.	2 Ton Swift Lift
4'-0"	1,997 lbs.	2 Ton Swift Lift

GENERAL NOTES:

- All Inlets are Designed and Manufactured according to ASTM C913
- Inlets are Suitable for HS-20 Loading.
- Bases are Available with Flat Top or Joint Keyway.
- Custom Hole Size & Location Available.

Oldcastle Precast

TEMPORARY CONSTRUCTION ENTRANCE

N.T.S.

NOTES:

- The PURPOSE OF THE STABILIZED CONSTRUCTION ENTRANCE IS TO ADD THE CONTRACTOR IN ELIMINATING TRACKING OF SILT ONTO PUBLIC STREETS. THIS DETAIL DOES NOT LIMIT THIS RESPONSIBILITY. OTHER METHODS OF SEDIMENT REMOVAL SHALL BE IMPLEMENTED IF THIS DOES NOT ADEQUATELY REMOVE THE SILT.
- CONSTRUCT THE PAD WITH A 6" (MIN.) THICKNESS OF 2" TO 3" CRUSHED STONE.
- ADD CRUSHED STONE TO THE PAD AS NECESSARY TO MAINTAIN THE PROPER FUNCTIONING OF THE PAD.
- LOCATION TO BE COORDINATED WITH THE OWNER.
- WIDTH SHALL BE 14-FT. FOR ONE-WAY TRAFFIC AND 20-FT. FOR TWO-WAY.

WEIGHTS

HEIGHT	BASE	RISER
6"	449 #	899 #
1'	1,799 #	2,700 #
2'	2,977 #	3,600 #
3'	3,291 #	3,600 #
4'	3,018 #	

NOTES:

- Wall design complies with ASTM C-857 and C-858 with less than 2" of earth cover and an ASHTO HS-20 loading.
- Lifting insert type and location may change without notice.

Kentucky 811

FIVESTAR

Newcomb OIL CO.

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MOBILE: (270) 590-4603
kwn.km@windstream.net

REVISIONS:

NO.	DATE	DESCRIPTION

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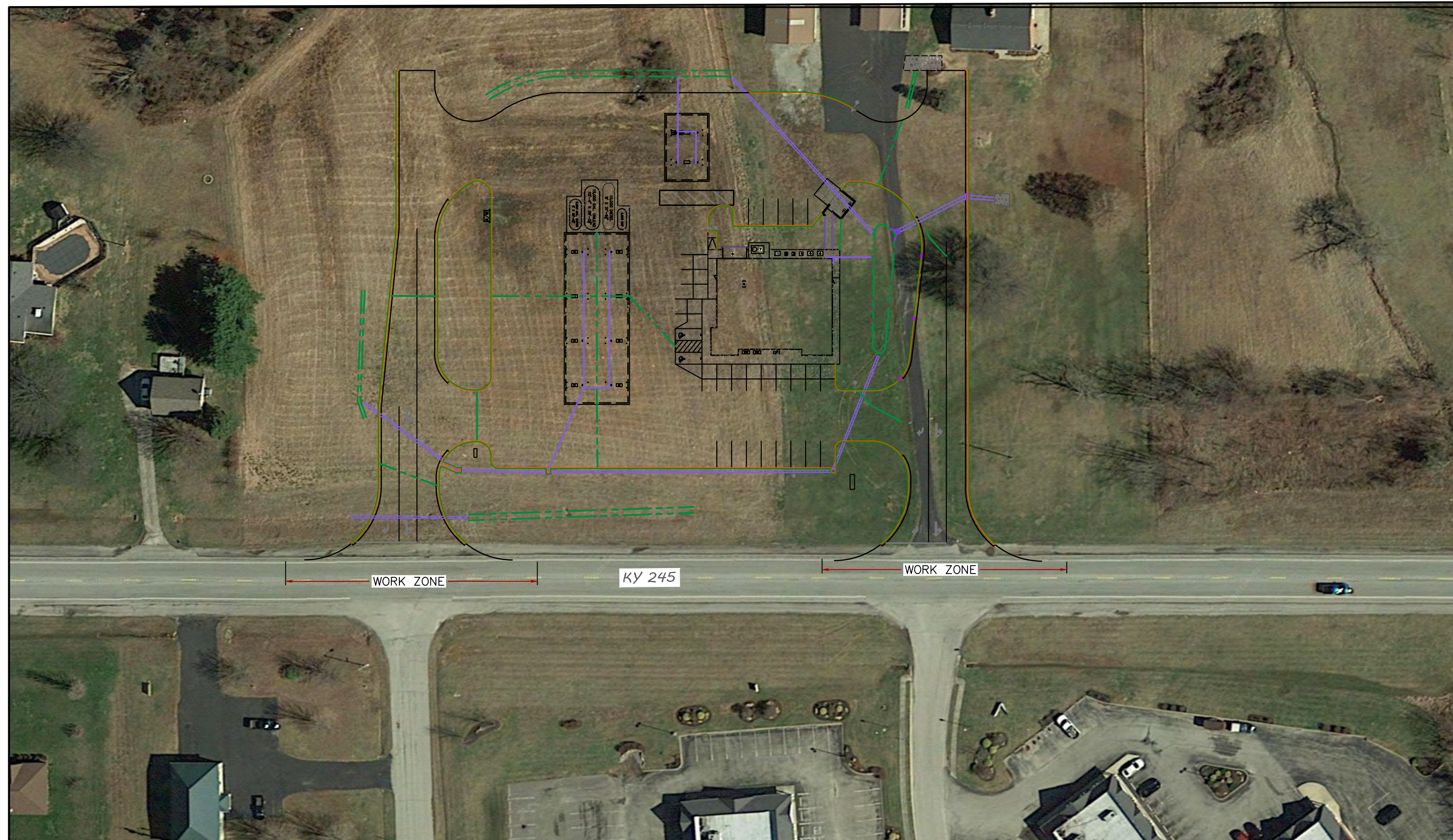
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EROSION CONTROL DETAILS

C6.02

WIN - KY 245

BARDSTOWN - KY 245



I. SPECIAL NOTES

- i. The portion of this project on KYTC right-of-way will be inspected by representatives of the Transportation Cabinet. The KYTC resident construction engineer, district permits engineer or their representative will decide all questions regarding the quality and acceptability of materials furnished, work performed and interpretation of the plans and specifications.
- ii. The permittee agrees that all work within the existing right-of-way shall be done in accordance with the plans as approved and permitted by an encroachment permit. Any changes or variances made at the time of construction without written approval from the Department of Highways shall be removed by the permittee at no expense to the Department of Highways and shall be redone by the permittee to conform with the approved plans.
- iii. The contractor must contact the KYTC district office to review permit details prior to beginning work on the right-of-way.

II. SAFETY

- i. All signs and control of traffic shall be in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways, latest edition, Part VI, and safety requirements shall comply with the Permits Manual.
- ii. All work necessary shoulder or ditch line areas of a state highway shall be scheduled to be promptly completed so that hazards adjacent to the traveled way are kept to an absolute minimum.
- iii. No more than one (1) traveled-lane shall be blocked or obstructed during normal working hours. All signs and flaggers during lane closure shall conform to the Manual on Uniform Traffic Control Devices.
- iv. When necessary to block one (1) traveled-lane of a state highway, the normal working hours shall be as directed by the Department. No lanes shall be blocked or obstructed during adverse weather conditions (rains, snow, fog, etc.) without specific permission from the Department.
- v. The traveled-way and shoulders shall be kept clear of mud and other construction debris at all times during construction of the permitted facility.
- vi. The right-of-way shall be left free and clear of equipment, material, and vehicles during non-working hours.
- vii. No explosive devices or explosive material shall be used within state right-of-way without proper license and approval of the Kentucky Department of Mines and Minerals, Explosive Division.
- viii. The 30-foot clear zone requirement shall be met to the extent possible in accordance with the Permits Manual.

ix. OSHA - Kentucky Occupational Safety and Health Standards for the construction industry, which has the effect of law, states in part: (Page 52, 1926.651, Specific Excavation Requirements) "Prior to opening an excavation, effort shall be made to determine whether underground installations, (sewer, telephone, water, fuel, electric lines, etc.) will be encountered, and if so, where such underground installations are located. When the excavation approaches the estimated location of such an installation, the exact location shall be determined, and when it is uncovered, proper supports shall be provided for the existing installation. Utility companies shall be contacted and advised of proposed work prior to the start of actual excavation."

III. GENERAL

- i. Archaeological: Whenever materials of an archaeological nature are discovered during the course of construction work or maintenance operations, contact shall be made immediately with the Division of Environmental Analysis, which maintains an archaeologist on staff, or with the Office of the State Archaeologist located at the University of Kentucky. Following this consultation, further action shall be decided on a case-by-case basis by the State Highway Engineer or the Transportation Planning Engineer or their designated representative.
- ii. Environmental: If the activity to which this permit relates disturbs one acre or more of land, you must obtain a KPDES KYR10 permit.
 Websites:
<http://www.water.ky.gov/permitting/wastewaterpermitting/KPDES/storm/>
 Inspectors for KPDES KYR10 at www.KEPSC.org
- iii. Contractor shall comply with all federal, state and local regulations.
- iv. All construction materials shall fully comply with the KYTC Regulations, Standard Drawings and the Standard Specifications for Road and Bridge Construction (latest edition).
- v. The general contractor working on the highway must be pre-qualified by KYTC. The contractor must attend a preconstruction meeting at the KYTC district office prior to beginning work on the right-of-way.

IV. R/W RESTORATION

- i. In areas where turf is present, restoration will consist of mechanical tamping, dressing, reseeding, and mulching all affected areas of the right-of-way. All slopes and other portions of the non-surfaced highway buffer area, except rock cuts, must be restored by sodding, seeding, or mulching. The sod method is preferred; however, if the applicant can show that sod is not reasonably available, then seeding and mulching will be allowed. Generally speaking, the procedures outlined in the Department's Standard Specifications will apply. In all cases, a good turf must be guaranteed by the permittee. Permits and bonds will not be released until this condition is met.
- ii. All disturbed portions of the right of way shall be restored to grass as per Kentucky Department of Highways Standard Specifications for Road and Bridge Construction (latest edition). A satisfactory turf, as determined by the Department, shall be established by the permittee prior to release of indemnity. Sodding or seeding shall be as follows:
 - Lawn or High Maintenance Situation 70% Lawn Fescue (e.g., variety - Falcon)
 30 % Bluegrass or
 70% Lawn Rye (e.g., variety - Derby)
 30% Bluegrass
 - Right of Way Lawn Maintenance Situation 70% KY 31 Fescue
 30% Perennial Rye Grass or
 100% KY Fescue
- iii. Two tons of clean straw mulch per acre of seeding
- iv. Prior to seeding, the ground shall be prepared in accordance with Kentucky Department of Highways Standard Specifications for Road and Bridge Construction (latest edition). Substitutes for sod such as artificial turf, rocked mulch, or paved areas may be acceptable if they are aesthetically pleasing. Requires written approval by KYTC.

V. PAVING

- i. No bituminous pavement shall be installed within the right-of-way between November 15 and April 1, nor when the temperature is below 40 degrees Fahrenheit, without the express consent of the Department. No bituminous pavement shall be intended when the underlying course is wet.
- ii. See approved plan sheet for pavement detail.
- iii. Existing pavement and shoulder material shall be removed to accommodate the paving specifications in approved plan.
- iv. The finished surface of all new pavement within the right-of-way shall be true to the required slope and grade, uniform in density and texture, free of irregularities, and equivalent in riding qualities to the adjacent highway pavement or as determined by the Department of Highways.
- v. All materials and methods of construction, including base and subgrade preparation, shall be in accordance with Kentucky Department of Highways Standard Specifications for Road and Bridge Construction (latest edition).
- vi. 24 Hours notice to the Department is required prior to beginning paving operations.
 Phone: 1-766-5066 Name: Kevin Blain
- vii. To ensure proper surface drainage, the new pavement shall be flush with the edge of existing highway pavement and shall slope away from the existing edge of the pavement as specified in drawings. See plan sheet and profile.
- viii. All asphalt connections shall be saw cut with a mechanical saw in a straight and neat manner for smooth transition to roadway pavement. Clean and apply an approved tack coat to all exposed existing asphalt before paving adjoining improvement to form a bond/seal between existing pavement and new pavement.

TRAFFIC CONTROL GENERAL:
 Traffic control shall be maintained in accordance with the Manual of Uniform Traffic Control Devices (MUTCD) latest edition. Traffic control devices used on this project should be new, or used in like new condition until completion of the work. Traffic control devices and technical assistance may be obtained from Saf-Ti-Co (502) 772-2511, highway safety systems (502) 366-5602, or any qualified traffic safety contractor.

PROJECT PHASING & CONSTRUCTION PROCEDURES:
 At the discretion of the KYTC D4 Chief District Engineer, days and hours may be specified when lane closures will not be allowed. Lane closures will only be allowed between 9:00am and 3:00pm and must be pre-approved. Contact Kevin Blain, Permits Engineer, at 270-766-5066 a minimum of 48 hours prior to proposed lane closure approval.

The clear lane width shall be a minimum of 10 feet.

Temporary striping for centerline (solid double yellow) must be in place each day prior to removing traffic control. Do not leave lane closures in place during non-working hours. Shoulder closures may be left in place overnight, providing they are properly signed and in accordance with the MUTCD.

PAVEMENT EDGE DROP-OFFS
 Warning signs (MUTCD W8-9A) shall be placed in advance of the drop-off area. Pavement edge shall be treated as follows:

- Less than 2" - No protection required.
- 2" to 4" - Place plastic drums, vertical panels, or barricades every 50 feet. Cones may be used in place of plastic drums, panels, and barricades during daylight working hours.
- Greater than 4" - Wedge with 3:1 or flatter slope. If there is 8' or more distance between the edge of pavement and drop-off, drums, panels or barricades may be used.
- For temporary conditions, drop-offs greater than 4" may be protected with plastic drums, vertical panels or barricades for short distances during daylight hours while work is being done in the drop-off area.

Figure 6H-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)

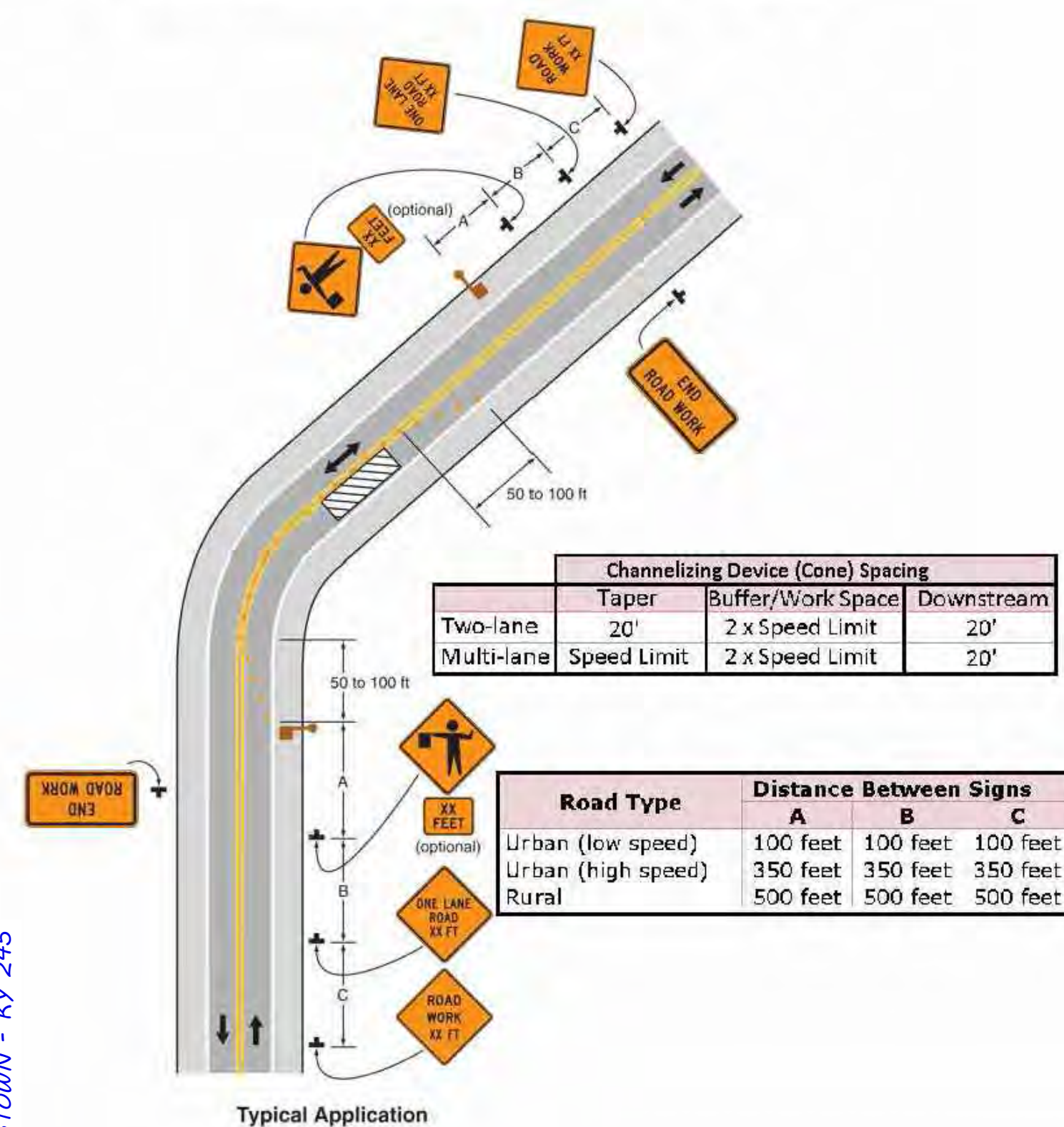
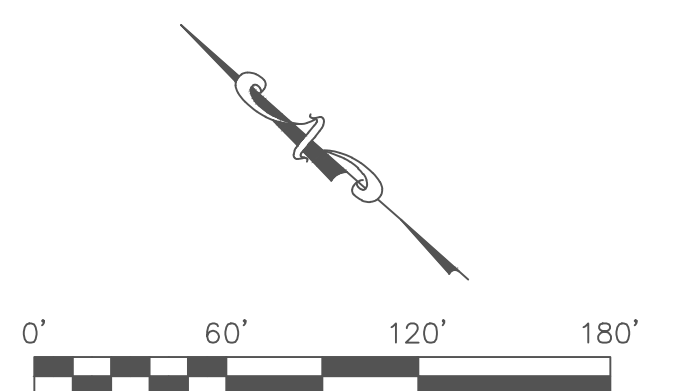
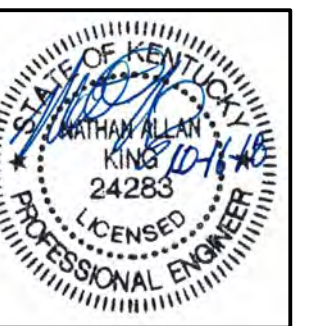
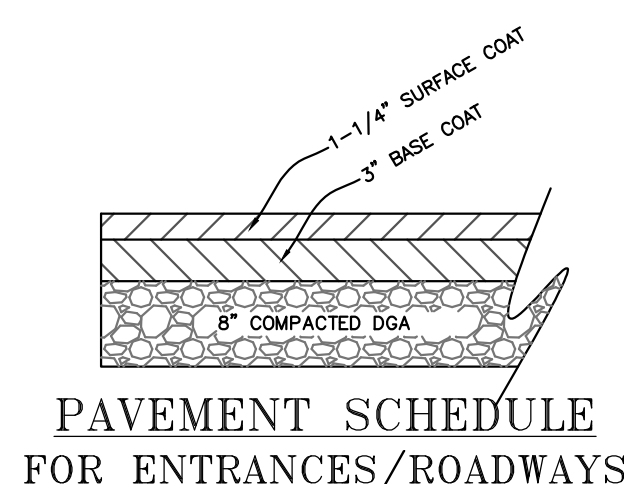
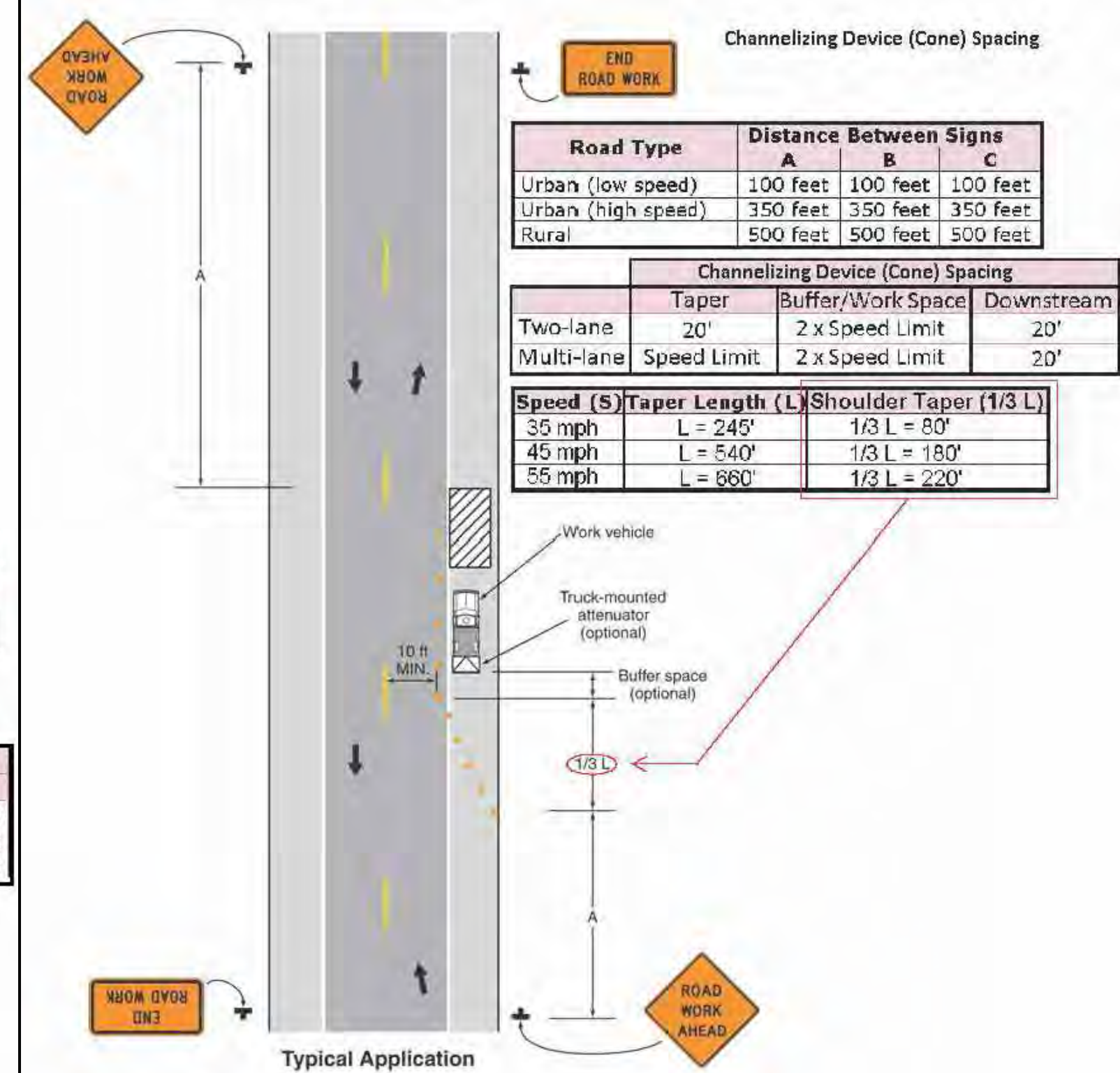
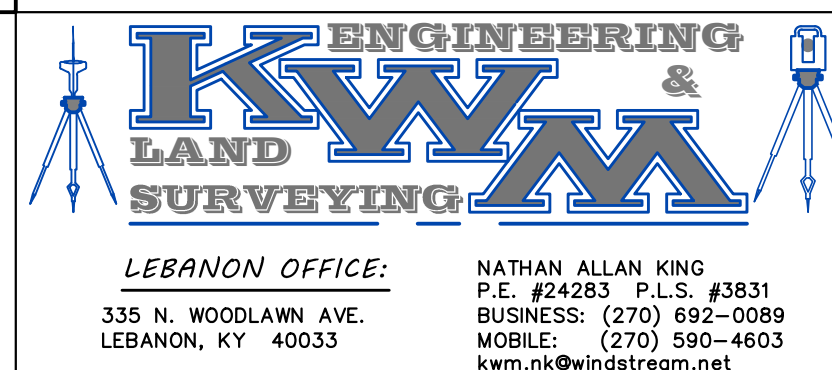


Figure 6H-6. Shoulder Work with Minor Encroachment (TA-6)



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www.nkwindstream.net

REVISIONS:	DATE:

SCALE: 1" = 60' DATE: 9-27-2018

SHEET: **TRAFFIC CONTROL PLAN** C7.01

BARDSTOWN - KY 245

BARDSTOWN - KY 245