



CALL NO. 101

CONTRACT ID. 191013

WOLFE COUNTY

FED/STATE PROJECT NUMBER NHPP 0061(079)

DESCRIPTION MOUNTAIN PARKWAY(PW-9009)

WORK TYPE ASPHALT PAVEMENT & ROADWAY REHAB

PRIMARY COMPLETION DATE 10/31/2019

LETTING DATE: March 22,2019

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME March 22,2019. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

NO PLANS ASSOCIATED WITH THIS PROJECT.

DBE CERTIFICATION REQUIRED - 11.50%

REQUIRED BID PROPOSAL GUARANTY: Not less than 5% of the total bid.

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PART I
SCOPE OF WORK

ADMINISTRATIVE DISTRICT - 10

CONTRACT ID - 191013

NHPP 0061(079)

COUNTY - WOLFE

PCN - DE11990091913

NHPP 0061(079)

MOUNTAIN PARKWAY(PW-9009) ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY
BOTH DIRECTIONS FROM MP 46.8 TO MP 56.8, A DISTANCE OF 011.00 MILES.ASPHALT PAVEMENT &
ROADWAY REHAB SYP NO. 10-20012.00.

GEOGRAPHIC COORDINATES LATITUDE 37:43:00.00 LONGITUDE 83:30:00.00

COMPLETION DATE(S):

COMPLETED BY 10/31/2019

APPLIES TO ENTIRE CONTRACT

CONTRACT NOTES

PROPOSAL ADDENDA

All addenda to this proposal must be applied when calculating bid and certified in the bid packet submitted to the Kentucky Department of Highways. Failure to use the correct and most recent addenda may result in the bid being rejected.

BID SUBMITTAL

Bidder must use the Department's electronic bidding software. The Bidder must download the bid file located on the Bid Express website (www.bidx.com) to prepare a bid packet for submission to the Department. The bidder must submit electronically using Bid Express.

JOINT VENTURE BIDDING

Joint venture bidding is permissible. All companies in the joint venture must be prequalified in one of the work types in the Qualifications for Bidders for the project. The bidders must get a vendor ID for the joint venture from the Division of Construction Procurement and register the joint venture as a bidder on the project. Also, the joint venture must obtain a digital ID from Bid Express to submit a bid. A joint bid bond of 5% may be submitted for both companies or each company may submit a separate bond of 5%.

UNDERGROUND FACILITY DAMAGE PROTECTION

The contractor shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor's responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. When prescribed in said directives, the contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom shall be contacted through their individual Protection Notification Center. Non-compliance with these directives can result in the enforcement of penalties.

REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY

Pursuant to KRS 176.085(1)(b), an agency, department, office, or political subdivision of the Commonwealth of Kentucky shall not award a state contract to a person that is a foreign entity required by [KRS 14A.9-010](#) to obtain a certificate of authority to transact business in the Commonwealth ("certificate") from the Secretary of State under [KRS 14A.9-030](#) unless the person produces the certificate within fourteen (14) days of the bid or proposal opening. If the foreign entity is not required to obtain a certificate as provided in [KRS 14A.9-010](#), the foreign entity should identify the applicable exception. Foreign entity is defined within [KRS 14A.1-070](#).

For all foreign entities required to obtain a certificate of authority to transact business in the Commonwealth, if a copy of the certificate is not received by the contracting agency within the time frame identified above, the foreign entity's solicitation response shall be deemed non-responsive or the awarded contract shall be cancelled.

Businesses can register with the Secretary of State at <https://secure.kentucky.gov/sos/ftbr/welcome.aspx>.

SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT

Questions about projects during the advertisement should be submitted in writing to the Division of Construction Procurement. This may be done by fax (502) 564-7299 or email to kytc.projectquestions@ky.gov. The Department will attempt to answer all submitted questions. The Department reserves the right not to answer if the question is not pertinent or does not aid in clarifying the project intent.

The deadline for posting answers will be 3:00 pm Eastern Daylight Time, the day preceding the Letting. Questions may be submitted until this deadline with the understanding that the later a question is submitted, the less likely an answer will be able to be provided.

The questions and answers will be posted for each Letting under the heading "Questions & Answers" on the Construction Procurement website (www.transportation.ky.gov/contract). The answers provided shall be considered part of this Special Note and, in case of a discrepancy, will govern over all other bidding documents.

HARDWOOD REMOVAL RESTRICTIONS

The US Department of Agriculture has imposed a quarantine in Kentucky and several surrounding states, to prevent the spread of an invasive insect, the emerald ash borer. Hardwood cut in conjunction with the project may not be removed from the state. Chipping or burning on site is the preferred method of disposal.

INSTRUCTIONS FOR EXCESS MATERIAL SITES AND BORROW SITES

Identification of excess material sites and borrow sites shall be the responsibility of the Contractor. The Contractor shall be responsible for compliance with all applicable state and federal laws and may wish to consult with the US Fish and Wildlife Service to seek protection under Section 10 of the Endangered Species Act for these activities.

ACCESS TO RECORDS

The contractor, as defined in KRS 45A.030 (9) agrees that the contracting agency, the Finance and Administration Cabinet, the Auditor of Public Accounts, and the Legislative Research Commission, or their duly authorized representatives, shall have access to any books, documents, papers, records, or other evidence, which are directly pertinent to this contract for the purpose of financial audit or program review. Records and other prequalification information confidentially

disclosed as part of the bid process shall not be deemed as directly pertinent to the contract and shall be exempt from disclosure as provided in KRS 61.878(1)(c). The contractor also recognizes that any books, documents, papers, records, or other evidence, received during a financial audit or program review shall be subject to the Kentucky Open Records Act, KRS 61.870 to 61.884.

In the event of a dispute between the contractor and the contracting agency, Attorney General, or the Auditor of Public Accounts over documents that are eligible for production and review, the Finance and Administration Cabinet shall review the dispute and issue a determination, in accordance with Secretary's Order 11-004.

April 30, 2018

FEDERAL CONTRACT NOTES

The Kentucky Department of Highways, in accordance with the Regulations of the United States Department of Transportation 23 CFR 635.112 (h), hereby notifies all bidders that failure by a bidder to comply with all applicable sections of the current Kentucky Standard Specifications, including, but not limited to the following, may result in a bid not being considered responsive and thus not eligible to be considered for award:

102.02 Current Capacity Rating 102.10 Delivery of Proposals
102.8 Irregular Proposals 102.14 Disqualification of Bidders
102.9 Proposal Guaranty

CIVIL RIGHTS ACT OF 1964

The Kentucky Department of Highways, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252) and the Regulations of the Federal Department of Transportation (49 C.F.R., Part 21), issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that the contract entered into pursuant to this advertisement will be awarded to the lowest responsible bidder without discrimination on the ground of race, color, or national origin.

NOTICE TO ALL BIDDERS

To report bid rigging activities call: 1-800-424-9071.

The U.S. Department of Transportation (DOT) operates the above toll-free "hotline" Monday through Friday, 8:00 a.m. to 5:00 p.m. eastern time. Anyone with knowledge of possible bid rigging, bidder collusion, or other fraudulent activities should use the "hotline" to report such activities.

The "hotline" is part of the DOT's continuing effort to identify and investigate highway construction contract fraud and abuse and is operated under the direction of the DOT Inspector General. All information will be treated confidentially and caller anonymity will be respected.

SECOND TIER SUBCONTRACTS

Second Tier subcontracts on federally assisted projects shall be permitted. However, in the case of DBE's, second tier subcontracts will only be permitted where the other subcontractor is also a DBE. All second tier subcontracts shall have the consent of both the Contractor and the Engineer.

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

It is the policy of the Kentucky Transportation Cabinet (“the Cabinet”) that Disadvantaged Business Enterprises (“DBE”) shall have the opportunity to participate in the performance of highway construction projects financed in whole or in part by Federal Funds in order to create a level playing field for all businesses who wish to contract with the Cabinet. To that end, the Cabinet will comply with the regulations found in 49 CFR Part 26, and the definitions and requirements contained therein shall be adopted as if set out verbatim herein.

The Cabinet, contractors, subcontractors, and sub-recipients shall not discriminate on the basis of race, color, national origin, or sex in the performance of work performed pursuant to Cabinet contracts. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of federally assisted highway construction projects. The contractor will include this provision in all its subcontracts and supply agreements pertaining to contracts with the Cabinet.

Failure by the contractor to carry out these requirements is a material breach of its contract with the Cabinet, which may result in the termination of the contract or such other remedy as the Cabinet deems necessary.

DBE GOAL

The Disadvantaged Business Enterprise (DBE) goal established for this contract, as listed on the front page of the proposal, is the percentage of the total value of the contract.

The contractor shall exercise all necessary and reasonable steps to ensure that Disadvantaged Business Enterprises participate in a least the percent of the contract as set forth above as goals for this contract.

OBLIGATION OF CONTRACTORS

Each contractor prequalified to perform work on Cabinet projects shall designate and make known to the Cabinet a liaison officer who is assigned the responsibility of effectively administering and promoting an active program for utilization of DBEs.

If a formal goal has not been designated for the contract, all contractors are encouraged to consider DBEs for subcontract work as well as for the supply of material and services needed to perform this work.

Contractors are encouraged to use the services of banks owned and controlled by minorities and women.

CERTIFICATION OF CONTRACT GOAL

Contractors shall include the following certification in bids for projects for which a DBE goal has been established. BIDS SUBMITTED WHICH DO NOT INCLUDE CERTIFICATION OF DBE PARTICIPATION WILL NOT BE ACCEPTED. These bids will not be considered for award by the Cabinet and they will be returned to the bidder.

“The bidder certifies that it has secured participation by Disadvantaged Business Enterprises (“DBE”) in the amount of ____ percent of the total value of this contract and that the DBE participation is in compliance with the requirements of 49 CFR 26 and the policies of the Kentucky Transportation Cabinet pertaining to the DBE Program.”

The certification statement is located in the electronic bid file. All contractors must certify their DBE participation on that page. DBEs utilized in achieving the DBE goal must be certified and prequalified for the work items at the time the bid is submitted.

DBE PARTICIPATION PLAN

Lowest responsive bidders must submit the *DBE Plan/ Subcontractor Request*, form TC 14-35 DBE, within **5** days of the letting. This is necessary before the Awards Committee will review and make a recommendation. **The project will not be considered for award prior to submission and approval of the apparent low bidder’s DBE Plan/Subcontractor Request.**

The DBE Participation Plan shall include the following:

- 1 Name and address of DBE Subcontractor(s) and/or supplier(s) intended to be used in the proposed project;
- 2 Description of the work each is to perform including the work item , unit, quantity, unit price and total amount of the work to be performed by the individual DBE. The Project Code Number (PCN), Category Number, and the Project Line Number can be found in the “material listing” on the Construction Procurement website under the specific letting;
- 3 The dollar value of each proposed DBE subcontract and the percentage of total project contract value this represents. DBE participation may be counted as follows; a) If DBE suppliers and manufactures assume actual and contractual responsibility, the dollar value of materials to be furnished will be counted toward the goal as follows:
 - The entire expenditure paid to a DBE manufacturer;
 - 60 percent of expenditures to DBE suppliers that are not manufacturers provided the supplier is a regular dealer in the product involved. A regular dealer must be engaged in, as its principal business and in its own name, the sale of products to the public, maintain an inventory and own and operate distribution equipment; and
 - The amount of fees or commissions charged by the DBE firms for a bona fide service, such as professional, technical, consultant, or managerial services and assistance in the procurement of essential personnel, facilities, equipment, materials, supplies, delivery of materials and supplies or for furnishing bonds, or insurance, providing such fees or commissions are determined to be reasonable and customary.

- b) The dollar value of services provided by DBEs such as quality control testing, equipment repair and maintenance, engineering, staking, etc.;
 - c) The dollar value of joint ventures. DBE credit for joint ventures will be limited to the dollar amount of the work actually performed by the DBE in the joint venture;
- 4 Written and signed documentation of the bidder's commitment to use a DBE contractor whose participation is being utilized to meet the DBE goal; and
- 5 Written and signed confirmation from the DBE that it is participating in the contract as provided in the prime contractor's commitment.

UPON AWARD AND BEFORE A WORK ORDER WILL BE ISSUED

Contractors must submit the signed subcontract between the contractor and the DBE contractor, the DBE's certificate of insurance, and an affidavit for bidders, offerors, and contractors from the DBE to the Division of Construction Procurement. The affidavit can be found on the Construction Procurement website. If the DBE is a supplier of materials for the project, a signed purchase order and an affidavit for bidders, offerors, and contractors must be submitted to the Division of Construction Procurement.

Changes to DBE Participation Plans must be approved by the Cabinet. The Cabinet may consider extenuating circumstances including, but not limited to, changes in the nature or scope of the project, the inability or unwillingness of a DBE to perform the work in accordance with the bid, and/or other circumstances beyond the control of the prime contractor.

CONSIDERATION OF GOOD FAITH EFFORTS REQUESTS

If the DBE participation submitted in the bid by the apparent lowest responsive bidder does not meet or exceed the DBE contract goal, the apparent lowest responsive bidder must submit a Good Faith Effort Package to satisfy the Cabinet that sufficient good faith efforts were made to meet the contract goals prior to submission of the bid. Efforts to increase the goal after bid submission will not be considered in justifying the good faith effort, unless the contractor can show that the proposed DBE was solicited prior to the letting date. DBEs utilized in achieving the DBE goal must be certified and prequalified for the work items at the time the bid is submitted. One complete set and nine (9) copies of this information must be received in the office of the Division of Contract Procurement no later than 12:00 noon of the tenth calendar day after receipt of notification that they are the apparent low bidder.

Where the information submitted includes repetitious solicitation letters it will be acceptable to submit a sample representative letter along with a distribution list of the firms solicited. Documentation of DBE quotations shall be a part of the good faith effort submittal as necessary to demonstrate compliance with the factors listed below which the Cabinet considers in judging good faith efforts. This documentation may include written subcontractors' quotations, telephone log notations of verbal quotations, or other types of quotation documentation.

The Good Faith Effort Package shall include, but may not be limited to information showing evidence of the following:

- 1 Whether the bidder attended any pre-bid meetings that were scheduled by the Cabinet to inform DBEs of subcontracting opportunities;
- 2 Whether the bidder provided solicitations through all reasonable and available means;
- 3 Whether the bidder provided written notice to all DBEs listed in the DBE directory at the time of the letting who are prequalified in the areas of work that the bidder will be subcontracting;
- 4 Whether the bidder followed up initial solicitations of interest by contacting DBEs to determine with certainty whether they were interested. If a reasonable amount of DBEs within the targeted districts do not provide an intent to quote or no DBEs are prequalified in the subcontracted areas, the bidder must notify the DBE Liaison in the Office of Minority Affairs to give notification of the bidder's inability to get DBE quotes;
- 5 Whether the bidder selected portions of the work to be performed by DBEs in order to increase the likelihood of meeting the contract goals. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime contractor might otherwise perform these work items with its own forces;
- 6 Whether the bidder provided interested DBEs with adequate and timely information about the plans, specifications, and requirements of the contract;
- 7 Whether the bidder negotiated in good faith with interested DBEs not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities. Any rejection should be so noted in writing with a description as to why an agreement could not be reached;
- 8 Whether quotations were received from interested DBE firms but were rejected as unacceptable without sound reasons why the quotations were considered unacceptable. The fact that the DBE firm's quotation for the work is not the lowest quotation received will not in itself be considered as a sound reason for rejecting the quotation as unacceptable. The fact that the bidder has the ability and/or desire to perform the contract work with its own forces will not be considered a sound reason for rejecting a DBE quote. Nothing in this provision shall be construed to require the bidder to accept unreasonable quotes in order to satisfy DBE goals;
- 9 Whether the bidder specifically negotiated with subcontractors to assume part of the responsibility to meet the contract DBE goal when the work to be subcontracted includes potential DBE participation;
- 10 Whether the bidder made any efforts and/or offered assistance to interested DBEs in obtaining the necessary equipment, supplies, materials, insurance and/or bonding to satisfy the work requirements of the bid proposal; and
- 11 Any other evidence that the bidder submits which may show that the bidder has made reasonable good faith efforts to include DBE participation.

FAILURE TO MEET GOOD FAITH REQUIREMENT

Where the apparent lowest responsive bidder fails to submit sufficient participation by DBE firms to meet the contract goal and upon a determination by the Good Faith Committee based upon the information submitted that the apparent lowest responsive bidder failed to make sufficient reasonable efforts to meet the contract goal, the bidder will be offered the opportunity to meet in person for administrative reconsideration. The bidder will be notified of the Committee's decision within 24 hours of its decision. The bidder will have 24 hours to request reconsideration of the Committee's decision. The reconsideration meeting will be held within two days of the receipt of a request by the bidder for reconsideration.

The request for reconsideration will be heard by the Office of the Secretary. The bidder will have the opportunity to present written documentation or argument concerning the issue of whether it met the goal or made an adequate good faith effort. The bidder will receive a written decision on the reconsideration explaining the basis for the finding that the bidder did or did not meet the goal or made adequate Good Faith efforts to do so.

The result of the reconsideration process is not administratively appealable to the Cabinet or to the United States Department of Transportation.

The Cabinet reserves the right to award the contract to the next lowest responsive bidder or to rebid the contract in the event that the contract is not awarded to the low bidder as the result of a failure to meet the good faith requirement.

SANCTIONS FOR FAILURE TO MEET DBE REQUIREMENTS OF THE PROJECT

Failure by the prime contractor to fulfill the DBE requirements of a project under contract or to demonstrate good faith efforts to meet the goal constitutes a breach of contract. When this occurs, the Cabinet will hold the prime contractor accountable, as would be the case with all other contract provisions. Therefore, the contractor's failure to carry out the DBE contract requirements shall constitute a breach of contract and as such the Cabinet reserves the right to exercise all administrative remedies at its disposal including, but not limited to the following:

- Disallow credit toward the DBE goal;
- Withholding progress payments;
- Withholding payment to the prime in an amount equal to the unmet portion of the contract goal; and/or
- Termination of the contract.

PROMPT PAYMENT

The prime contractor will be required to pay the DBE within seven (7) working days after he or she has received payment from the Kentucky Transportation Cabinet for work performed or materials furnished.

CONTRACTOR REPORTING

All contractors must keep detailed records and provide reports to the Cabinet on their progress in meeting the DBE requirement on any highway contract. These records may include, but shall not be limited to payroll, lease agreements, cancelled payroll checks, executed subcontracting agreements, etc. Prime contractors will be required to complete and submit a signed and notarized affidavit (TC 18-7) and copies of checks for any monies paid to each DBE subcontractor or supplier utilized to meet a DBE goal. **These documents must be submitted within 10 days of being paid by the Cabinet.**

Payment information that needs to be reported includes date the payment is sent to the DBE, check number, Contract ID, amount of payment and the check date. Before Final Payment is made on this contract, the Prime Contractor will certify that all payments were made to the DBE subcontractor and/or DBE suppliers.

The Prime Contractor should supply the payment information at the time the DBE is compensated for their work. Form to use is located at:

<http://transportation.ky.gov/Construction/Pages/Subcontracts.aspx>

The prime contractor should notify the KYTC Office of Civil Rights and Small Business Development seven (7) days prior to DBE contractors commencing work on the project. The contact is Melvin Bynes and the telephone number is (502) 564-3601.

Photocopied payments and completed, signed and notarized affidavit must be submitted by the Prime Contractor to: Office of Civil Rights and Small Business Development
6th Floor West 200 Mero Street
Frankfort, KY 40622

DEFAULT OR DECERTIFICATION OF THE DBE

If the DBE subcontractor or supplier is decertified or defaults in the performance of its work, and the overall goal cannot be credited for the uncompleted work, the prime contractor may utilize a substitute DBE or elect to fulfill the DBE goal with another DBE on a different work item. If after exerting good faith effort in accordance with the Cabinet's Good Faith Effort policies and procedures, the prime contractor is unable to replace the DBE, then the unmet portion of the goal may be waived at the discretion of the Cabinet.

1/27/2017

LEGAL REQUIREMENTS AND RESPONSIBILITY TO THE PUBLIC – CARGO PREFERENCE ACT (CPA).

(REV 12-17-15) (1-16)

SECTION 7 is expanded by the following new Article:

102.10 **Cargo Preference Act – Use of United States-flag vessels.**

Pursuant to Title 46CFR Part 381, the Contractor agrees

- To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

- To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph 1 of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

- To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.

NATIONAL HIGHWAY

Be advised this project is on the NATIONAL HIGHWAY SYSTEM.

ASPHALT MIXTURE

Unless otherwise noted, the Department estimates the rate of application for all asphalt mixtures to be 110 lbs/sy per inch of depth.

DGA BASE

Unless otherwise noted, the Department estimates the rate of application for DGA Base to be 115 lbs/sy per inch of depth.

DGA BASE FOR SHOULDERS

Unless otherwise noted, the Department estimates the rate of application for DGA Base for Shoulders to be 115 lbs/sy per inch of depth. The Department will not measure necessary grading and/or shaping of existing shoulders prior to placing of DGA Base, but shall be incidental to the Contract unit price per ton for DGA Base.

Accept payment at the Contract unit price per ton as full compensation for all labor, materials, equipment, and incidentals for grading and/or shaping of existing shoulders and furnishing, placing, and compacting the DGA Base.

INCIDENTAL SURFACING

The Department has included in the quantities of asphalt mixtures established in the proposal estimated quantities required for resurfacing or surfacing mailbox turnouts, farm field entrances, residential and commercial entrances, curve widening, ramp gores and tapers, and road and street approaches, as applicable. Pave these areas to the limits as shown on Standard Drawing RPM-110-06 or as directed by the Engineer. In the event signal detectors are present in the intersecting streets or roads, pave the crossroads to the right of way limit or back of the signal detector, whichever is the farthest back of the mainline. Surface or resurface these areas as directed by the Engineer. The Department will not measure placing and compacting for separate payment but shall be incidental to the Contract unit price for the asphalt mixtures.

FUEL AND ASPHALT PAY ADJUSTMENT

The Department has included the Contract items Asphalt Adjustment and Fuel Adjustment for possible future payments at an established Contract unit price of \$1.00. The Department will calculate actual adjustment quantities after work is completed. If existing Contract amount is insufficient to pay all items on the contract with the adjustments, the Department will establish additional monies with a change order.

ASPHALT PAVEMENT RIDE QUALITY CATEGORY A

The Department will apply Pavement Rideability Requirements on this project in accordance with Section 410, Category A.

OPTION A

Be advised that the Department will accept compaction of asphalt mixtures furnished for driving lanes and ramps, at 1 inch (25mm) or greater, on this project according to OPTION A in accordance with Section 402 and Section 403 of the current Standard Specifications. The Department will require joint cores as described in Section 402.03.02 for surface mixtures only. The Department will accept compaction of all other asphalt mixtures according to OPTION B.

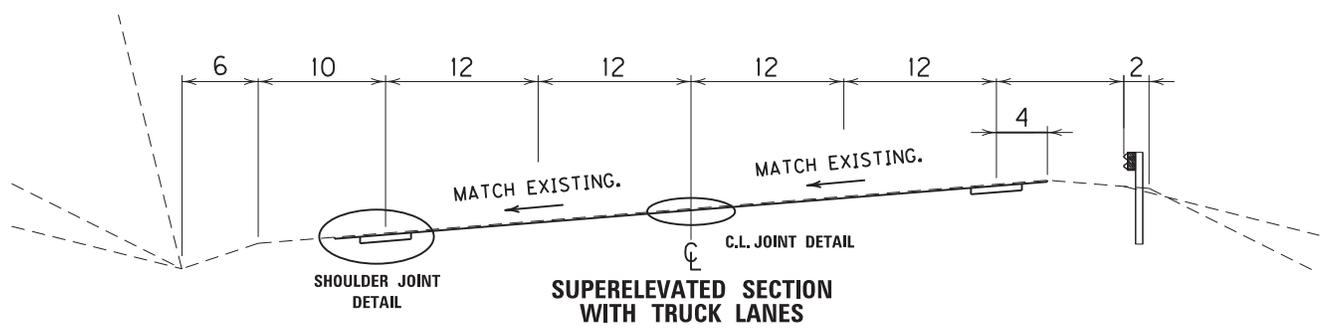
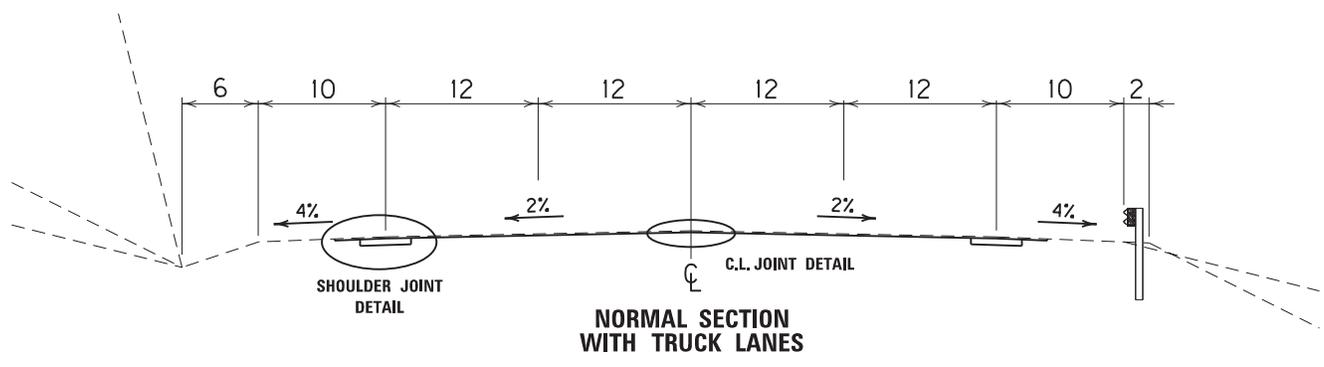
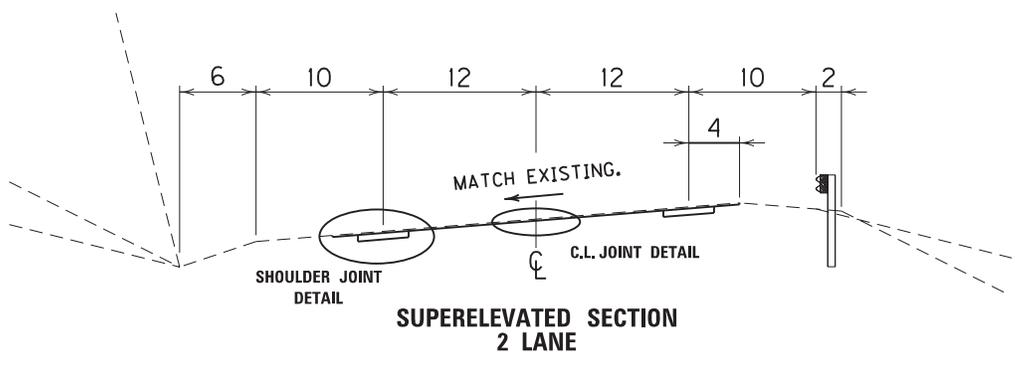
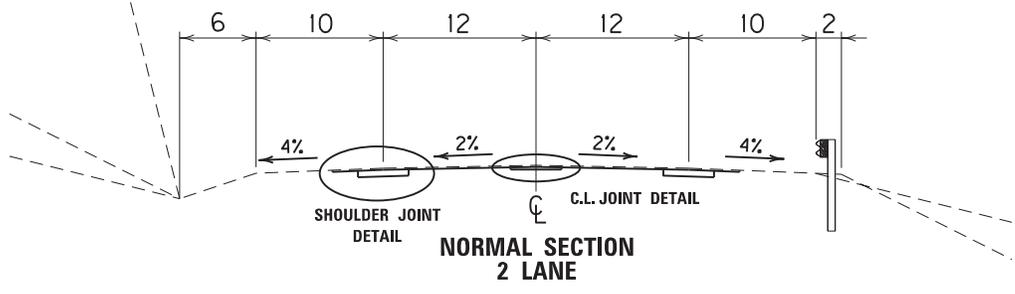
MATERIAL TRANSFER VEHICLE (MTV)

Provide and use a MTV in accordance with Sections 403.02.10 and 403.03.05.

WOLFE COUNTY
MOUNTAIN PARKWAY
CAMPTON TO SALYERSVILLE
(M.P. 45.8 – M.P. 56.8)
ASPHALT PAVEMENT REHABILITATION
ITEM #: 10-20012.00
STATE #: FD52 119 9009 046-057
FEDERAL #: NHPP 0061(079)

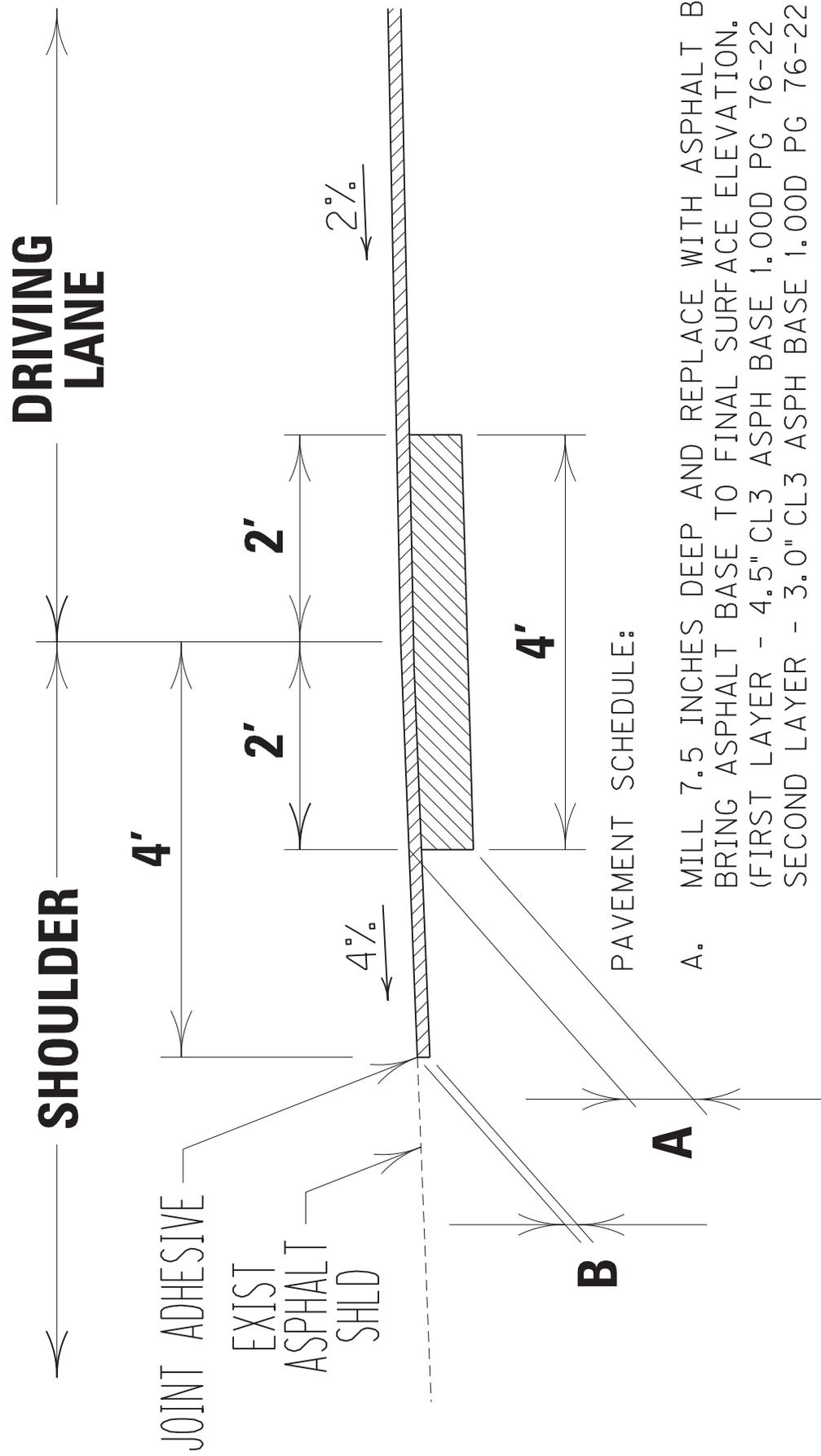
WOLFE COUNTY TYPICAL SECTIONS ITEM 10-20012.00

TYPICAL SECTIONS BERT T. COMBS MOUNTAIN PARKWAY KY 9009



WOLFE COUNTY PAVEMENT DETAIL SHOULDER JOINT ITEM 10-20012.00

THE CONTRACTOR SHALL USE 4-FOOT MILLING HEAD AND ROLLER ON JOINT REPAIRS. FINAL ASPHALT SURFACE SHALL MATCH EXISTING PAVEMENT CROSS-SLOPE. FOG SEAL TO BE APPLIED OVER EXISTING SHOULDERS (OUTER 6 FEET) AS DIRECTED BY THE ENGINEER.



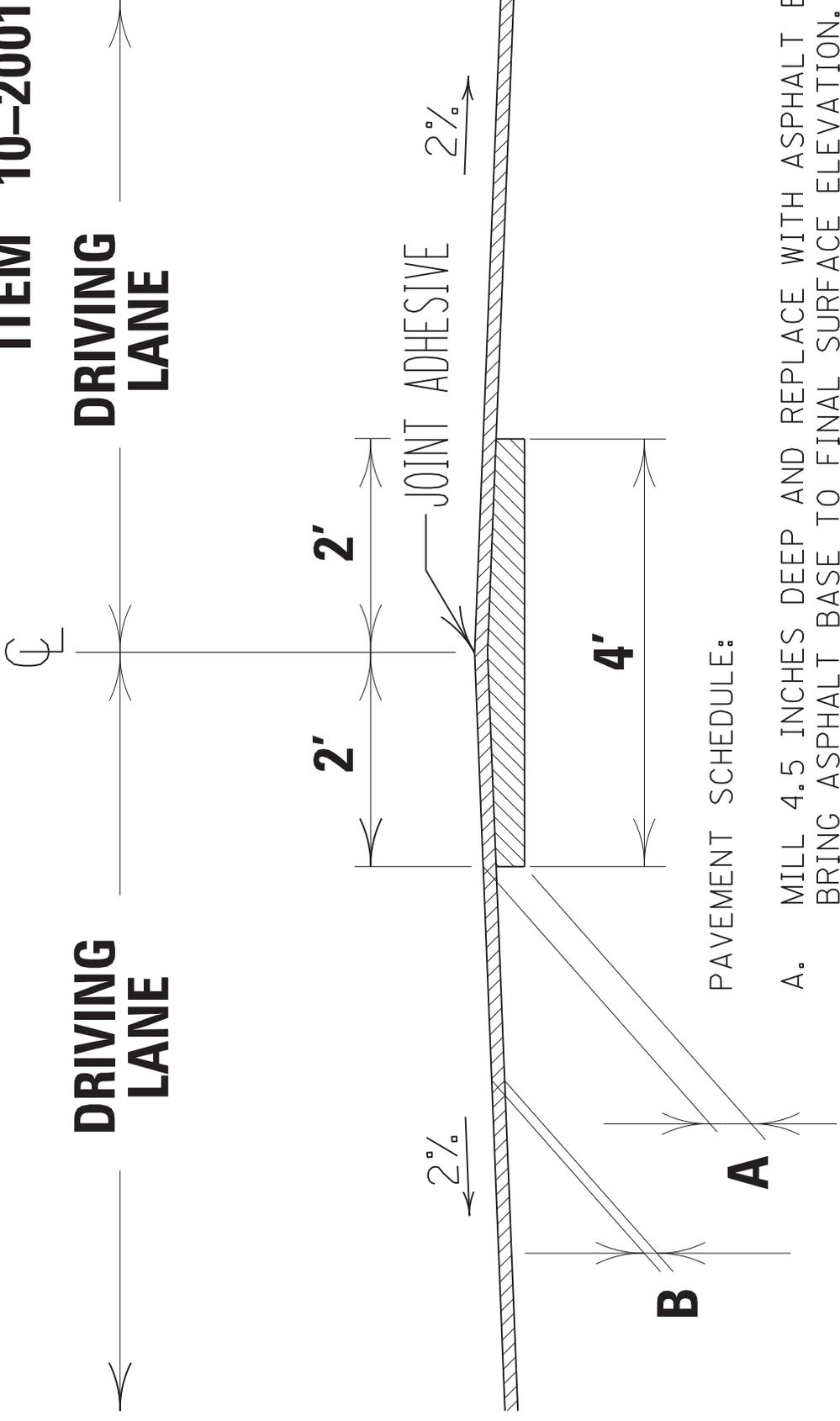
PAVEMENT SCHEDULE:

- A. MILL 7.5 INCHES DEEP AND REPLACE WITH ASPHALT BASE. BRING ASPHALT BASE TO FINAL SURFACE ELEVATION.
(FIRST LAYER - 4.5" CL3 ASPH BASE 1.00D PG 76-22
SECOND LAYER - 3.0" CL3 ASPH BASE 1.00D PG 76-22)
- B. MILL 1.5 INCHES DEEP AND REPLACE WITH ASPHALT SURFACE (1.5" CL3 ASPH SURF. 0.38B PG 76-22)

JOINT REPAIRS SHALL BE COMPLETED 14 DAYS PRIOR TO OTHER APSPHALT MILLING OPERATION.

**WOLFE COUNTY
PAVEMENT DETAIL
CENTERLINE JOINT
ITEM 10-20012.00**

THE CONTRACTOR SHALL USE 4-FOOT MILLING HEAD AND ROLLER ON JOINT REPAIRS. FINAL ASPHALT SURFACE SHALL MATCH EXISTING PAVEMENT CROSS-SLOPE AND CROWN.



PAVEMENT SCHEDULE:

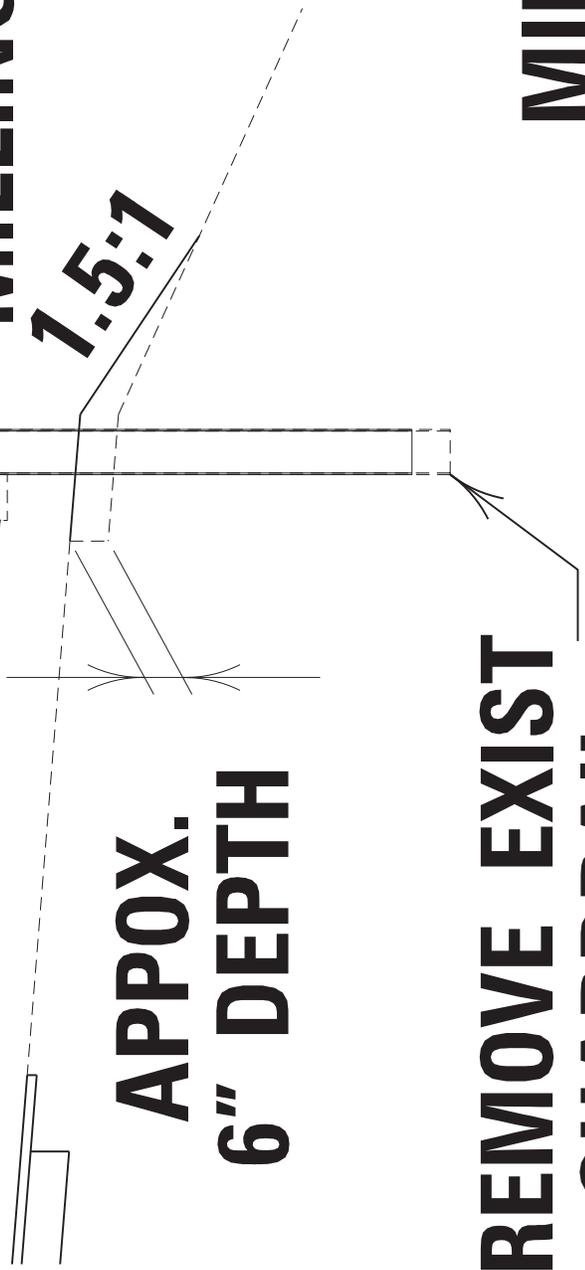
- A. MILL 4.5 INCHES DEEP AND REPLACE WITH ASPHALT BASE. BRING ASPHALT BASE TO FINAL SURFACE ELEVATION. (4.5" CL3 ASPH BASE 1.00D PG 76-22)
- B. MILL 1.5 INCHES DEEP AND REPLACE WITH ASPHALT SURFACE (1.5" CL3 ASPH SURF. 0.38B PG 76-22)

JOINT REPAIRS SHALL BE COMPLETED 14 DAYS PRIOR TO OTHER APSSHALT MILLING OPERATION.

**WOLFE COUNTY
MILLING FILL CONDITION
NUMBER 1
ITEM NO. 10-20212.00**

ASPHALT SEAL AGGREGATE & ASPHALT SEAL COAT SHALL BE PLACED AT OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 3' DOWN THE DITCH OR FILL SLOPE, TWO APPLICATIONS.

**CONSTRUCT
GUARDRAIL
1.42 SO FT
MILLING FILL**



**APPOX.
6" DEPTH**

**REMOVE EXIST
GUARDRAIL**

**MILLING FILL
CONDITION
NUMBER 1**

**WOLFE COUNTY
MILLING FILL CONDITION
NUMBER 2
ITEM NO. 10-20212.00**

ASPHALT SEAL AGGREGATE & ASPHALT SEAL COAT
SHALL BE PLACED AT OUTSIDE EDGE OF PAVED
SHOULDER TO A POINT 3' DOWN THE DITCH OR
FILL SLOPE, TWO APPLICATIONS.

**CONSTRUCT
GUARDRAIL**

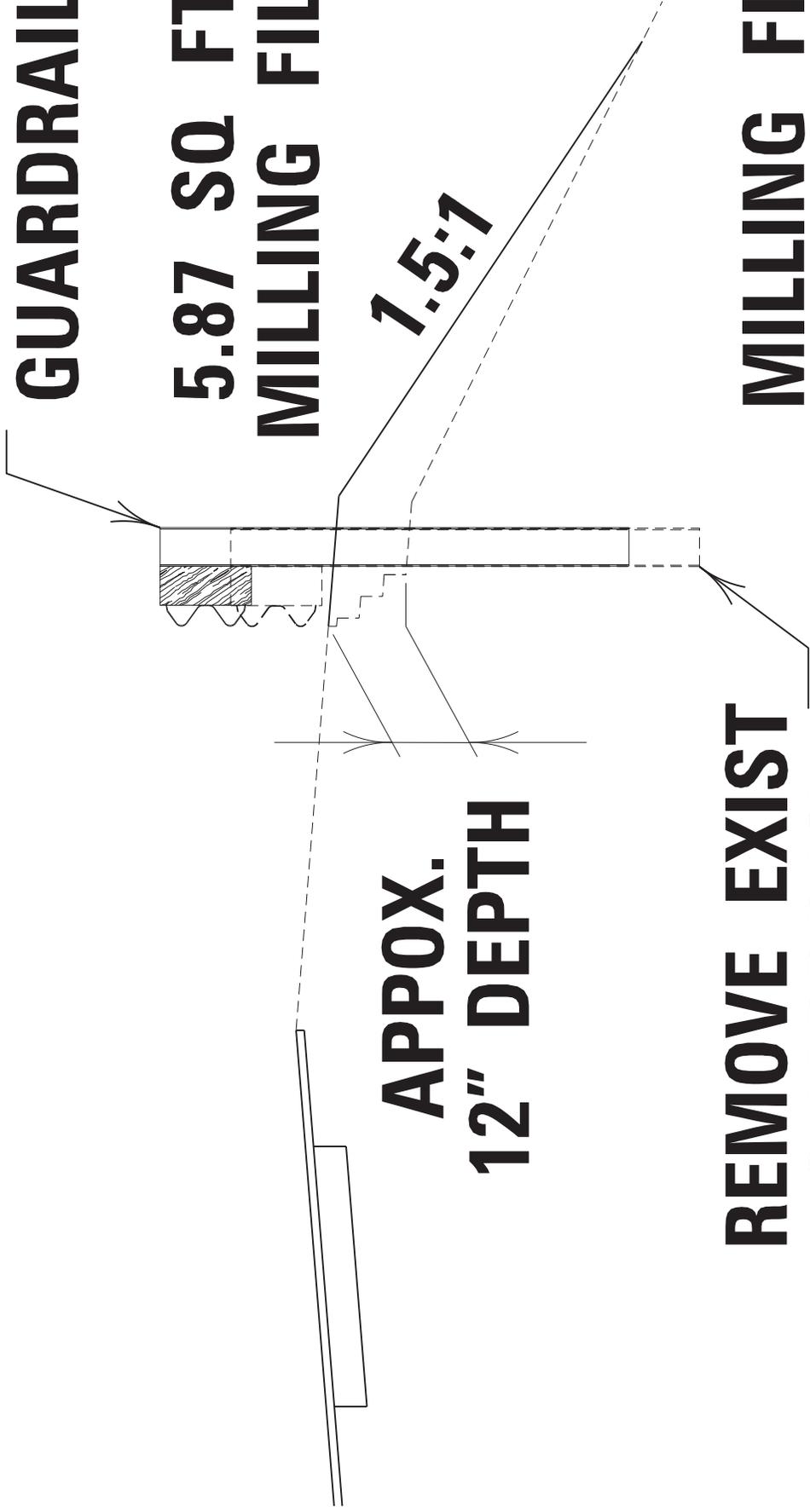
**5.87 SQ FT
MILLING FILL**

1.5:1

**APPOX.
12" DEPTH**

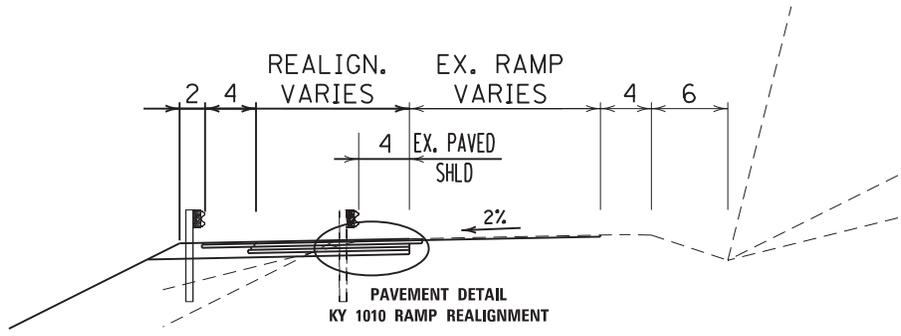
**REMOVE EXIST
GUARDRAIL**

**MILLING FILL
CONDITION
NUMBER 2**



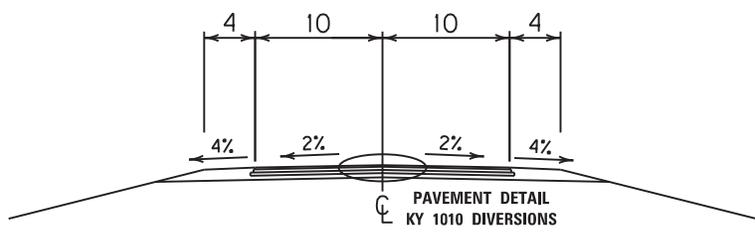
WOLFE COUNTY KY 1010 RAMPS & DIVERSION TYPICAL SECTIONS ITEM 10-20012.00

TYPICAL SECTIONS KY 1010 RAMPS



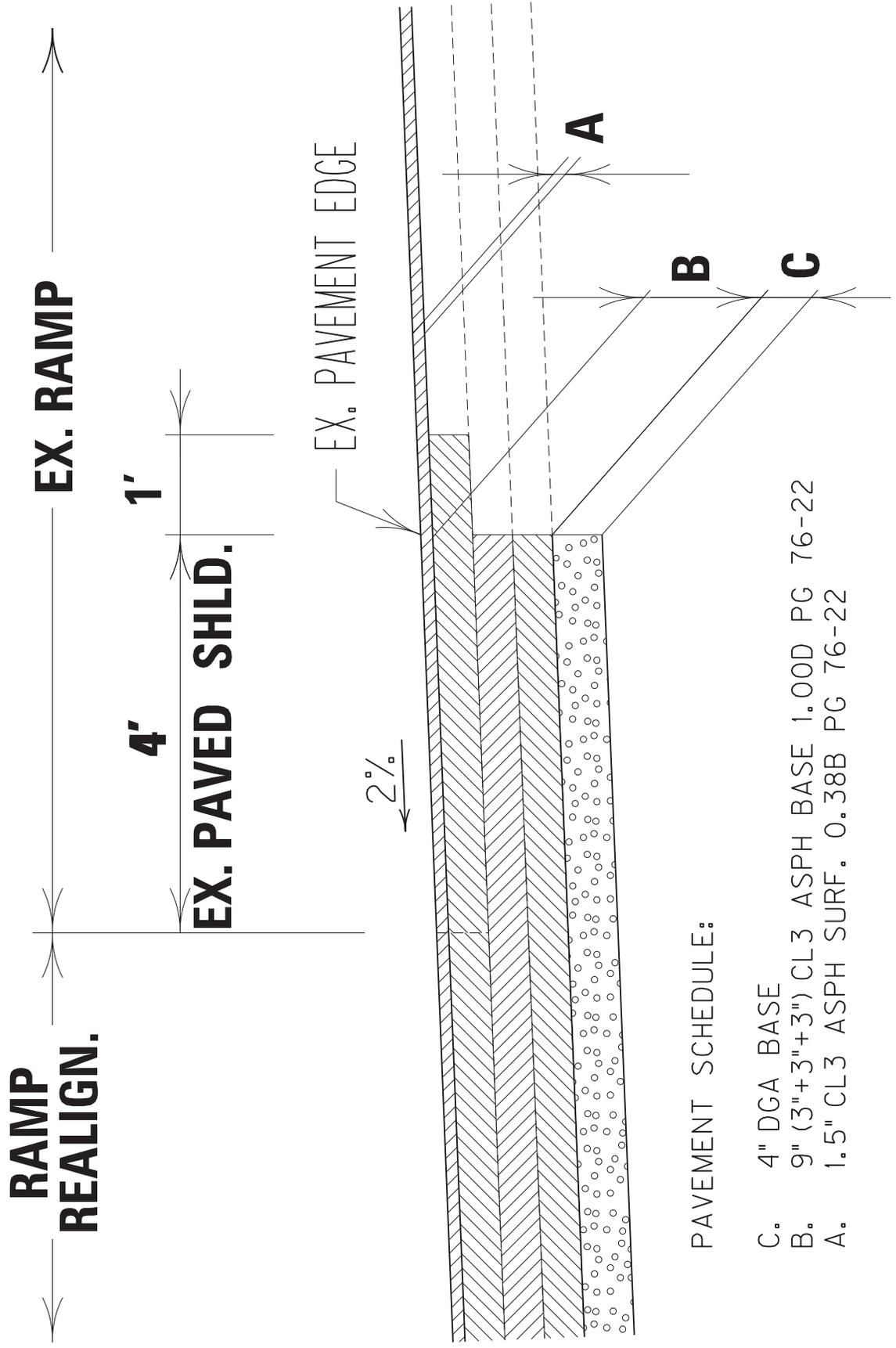
**NORMAL SECTION
RAMP**

TYPICAL SECTIONS KY 1010 DIVERSIONS



**NORMAL SECTION
DIVERSION**

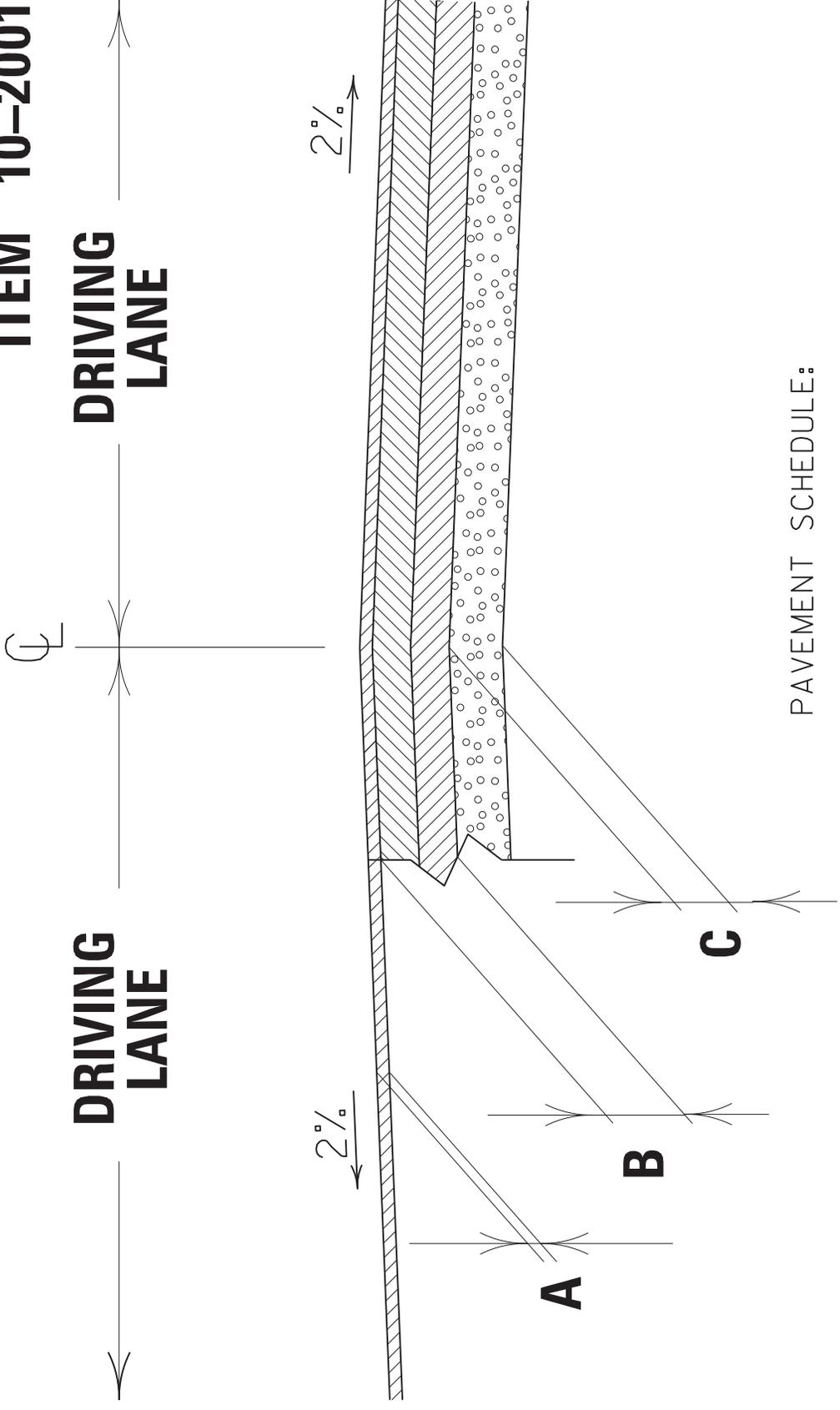
**WOLFE COUNTY
PAVEMENT DETAIL
KY 1010
RAMP REALIGNMENT
ITEM 10-20012.00**



PAVEMENT SCHEDULE:

- C. 4" DGA BASE
- B. 9" (3"+3"+3") CL3 ASPH BASE 1.00D PG 76-22
- A. 1.5" CL3 ASPH SURF. 0.38B PG 76-22

**WOLFE COUNTY
PAVEMENT DETAIL
KY 1010 DIVERSION
ITEM 10-20012.00**



PAVEMENT SCHEDULE:

- C. 4" DGA BASE
- B. 6" (3"+3") CL3 ASPH BASE 1.00D PG 76-22
- A. 1.5" CL3 ASPH SURF. 0.38B PG 76-22

**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00
Sheet A
MP 45.700 - MP 46.400**

**BEGIN PROJECT
M.P. 45.8**

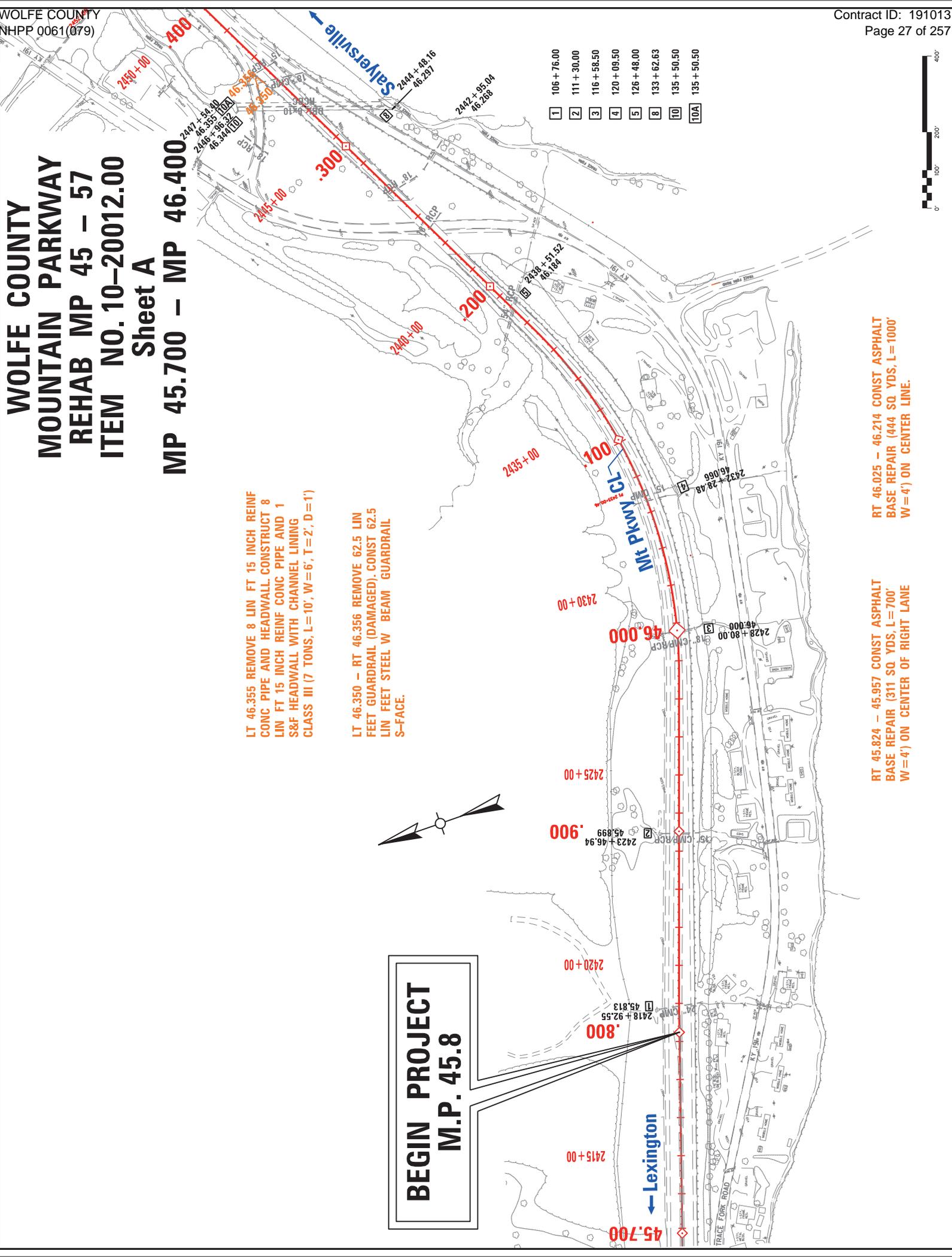
LT 46.355 REMOVE 8 LIN FT 15 INCH REINF CONC PIPE AND HEADWALL. CONSTRUCT 8 LIN FT 15 INCH REINF CONC PIPE AND 1 S&F HEADWALL WITH CHANNEL LINING CLASS III (7 TONS, L=10', W=6', T=2', D=1')

LT 46.350 - RT 46.356 REMOVE 62.5 LIN FEET GUARDRAIL (DAMAGED). CONST 62.5 LIN FEET STEEL W BEAM GUARDRAIL S-FACE.

RT 45.824 - 45.957 CONST ASPHALT BASE REPAIR (311 SQ YDS, L=700' W=4') ON CENTER OF RIGHT LANE

RT 46.025 - 46.214 CONST ASPHALT BASE REPAIR (444 SQ YDS, L=1000' W=4') ON CENTER LINE.

- 1 106 + 76.00
- 2 111 + 30.00
- 3 116 + 58.50
- 4 120 + 09.50
- 5 126 + 48.00
- 8 133 + 62.63
- 10 135 + 50.50
- 10A 135 + 50.50



| GENERAL SUMMARY | | | | | |
|-----------------|-------------------------------------|---------|--|--|---------------|
| ITEM CODE | ITEM | UNIT | | | PROJECT TOTAL |
| 461 | CULVERT PIPE - 15 IN (10) | L.F. | | | 32.00 |
| 462 | CULVERT PIPE - 18 IN (10) | L.F. | | | 160.00 |
| 464 | CULVERT PIPE - 24 IN (10) | L.F. | | | 32.00 |
| 1202 | PIPE CULVERT HEADWALL 15 IN (11) | EACH | | | 4.00 |
| 1204 | PIPE CULVERT HEADWALL 18 IN (11) | EACH | | | 7.00 |
| 1208 | PIPE CULVERT HEADWALL 24 IN (11) | EACH | | | 5.00 |
| 1310 | REMOVE PIPE (10) | L.F. | | | 124 |
| 1691 | FLUME TYPE 2 | EACH | | | 8 |
| 1897 | ASPHALT WEDGE CURB | L.F. | | | 1,844 |
| 1984 | DELINEATOR FOR BARRIER - WHITE (8) | EACH | | | 8 |
| 1985 | DELINEATOR FOR BARRIER - YELLOW (8) | EACH | | | 8 |
| 1987 | DELINEATOR FOR G/R-BI DIR. WHITE | EACH | | | 298 |
| 2014 | BARRICADE-TYPE III | EACH | | | 12 |
| 2200 | ROADWAY EXCAVATION | CU. YD. | | | 738.8 |
| 2351 | GUARDRAIL-STEEL W BEAM-S FACE | L.F. | | | 14,913 |
| 2360 | GUARDRAIL TERMINAL SECTION NO 1. | | | | 2 |
| 2367 | GUARDRAIL END TREATMENT TYPE 1 | EACH | | | 15 |
| 2372 | REMOVE GUARDRAIL CON TO BR END. | EACH | | | 2 |
| 2377 | GUARDRAIL CON TO BR END TYPE C | EACH | | | 2 |
| 2381 | REMOVE GUARDRAIL | L.F. | | | 12,413 |
| 2396 | REMOVE GUARDRAIL END TREATMENT | EACH | | | 39 |
| 2483 | CHANNEL LINING CLASS II | TON | | | 816 |
| 2484 | CHANNEL LINING CLASS III (2) | TON | | | 533 |
| 2562 | TEMPORARY SIGNS | SQ. FT. | | | 1,569 |
| 2565 | OBJECT MARKER TYPE 2 (6) | EACH | | | 17 |
| 2568 | MOBILIZATION | L.S. | | | 1 |
| 2569 | DEMOBILIZATION | L.S. | | | 1 |
| 2575 | DITCHING & SHOULDERING (9) | L.F. | | | 116,160 |
| 2625 | REMOVE HEADWALL | EACH | | | 16 |
| 2650 | MAINTAIN & CONTROL TRAFFIC | L.S. | | | 1 |
| 2671 | PORTABLE CHANGEABLE MESSAGE SIGN | EACH | | | 6 |
| 2676 | MOBILIZATION FOR MILL & TEXT. | L.S. | | | 1 |
| 2696 | SHOULDER RUMBLE STRIPS-SAWED | L.F. | | | 116,160 |
| 2726 | STAKING | L.S. | | | 1 |
| 2775 | ARROW PANEL | EACH | | | 2 |
| 3262 | CLEAN PIPE STRUCTURE (1) (12) | EACH | | | 5 |
| 5950 | EROSION CONTROL BLANKET (1) | SQ. YD. | | | 2,000 |
| 5990 | SODDING (14) | SQ. YD. | | | 445 |
| 6511 | PAVE STRIPING-TEMP PAINT-6 IN | L.F. | | | 100,000 |
| 6515 | PAVE STRIPING-PERM PAINT-6 IN | L.F. | | | 204,495 |
| 6546 | PAVE STRIPING-THERMO-12 IN W (4)(5) | L.F. | | | 1,830 |
| 6547 | PAVE STRIPING-THERMO-12 IN Y (5) | L.F. | | | 500 |
| 20458ES403 | CENTERLINE RUMBLE STRIPS | L.F. | | | 58,080 |
| 24489EC | INLAID PAVEMENT MARKER (7)(15) | EACH | | | 1,804 |

| | | | | | |
|---|---|---------|--|--|---------|
| 10020NS | FUEL ADJUSTMENT | DOLLAR | | | 38,601 |
| 10030NS | ASPHALT ADJUSTMENT | DOLLAR | | | 96,954 |
| 21415ND | EROSION CONTROL (3) | L.S. | | | 1 |
| 20071EC | JOINT ADHESIVE (13) | L.F. | | | 84,300 |
| 24984EC | TRANSVERSE IN-LANE RUMBLE STRIPS (16) | EACH | | | 6 |
| | | | | | |
| BRIDGE REHAB (SEE BRIDGE REHAB DRAWINGS, 119B00042N) | | | | | |
| 2653 | LANE CLOSURE | EACH | | | 2 |
| 2898 | RELOCATE CRASH CUSHION | EACH | | | 2 |
| 3171 | CONCRETE BARRIER WALL TYPE 9T | L.F. | | | 360 |
| 3295 | EXPANSION JOINT REPLACE 2 IN | L.F. | | | 85 |
| 3299 | ARMORED EDGE FOR CONCRETE | L.F. | | | 85 |
| 3300 | ELIMINATE TRANSVERSE JOINT | L.F. | | | 91 |
| 4933 | TEMP SIGNAL 2 PHASE | EACH | | | 1 |
| 6549 | PAVE STRIPING-TEMP REM TAPE B | L.F. | | | 500 |
| 6550 | PAVE STRIPING-TEMP REM TAPE W | L.F. | | | 1000 |
| 6551 | PAVE STRIPING -TEMP REM TAPE Y | L.F. | | | 2000 |
| 8150 | STEEL REINFORCEMENT | LBS | | | 868.4 |
| 8504 | EPOXY SAND SLURRY | SQ. YD. | | | 117.8 |
| 8526 | CONC CLASS M FULL DEPTH PATCH | CU. YD. | | | 6.0 |
| 8534 | CONCRETE OVERLAY-LATEX | CU. YD. | | | 22.1 |
| 8549 | BLASTING CLEANING | SQ. YD. | | | 648 |
| 8551 | MACHINE PREP OF SLAB (17) | SQ. YD. | | | 530 |
| 8903 | CRASH CUSHION TY VI CLASS BT TL3 | EACH | | | 2 |
| 22146EN | CONCRETE PATCHING REPAIR (1) | SQ. FT. | | | 100 |
| 24094EC | PARTIAL DEPTH PATCHING | CU. YD. | | | 14.7 |
| | | | | | |
| BRIDGE REHAB (SEE BRIDGE PLANS AT KY 1010 INTERCHANGE, DRAWING NO. 27852) | | | | | |
| SEE BRIDGE PLANS FOR BID ITEMS. | | | | | |
| | | | | | |
| | | | | | |
| SIGNS (SEE SHEET SIGN SUMMARY, PANEL SIGN SUMMARY, AND PANEL SIGN DRAWINGS.) | | | | | |
| 6400 | GROUND MOUNT, SIGN SUPP. TYPE A (T1) | LBS. | | | 9450.00 |
| 6441 | GROUND MOUNT, SIGN SUPP. TYPE C (T1) | LBS. | | | 928.80 |
| 6490 | CONCRETE - CLASS "A" FOR SIGNS | CU. YD. | | | 31.72 |
| 6491 | REINFORCEMENT STEEL FOR SIGN (T11) | LBS | | | 1658.25 |
| 6405 | ALUMINUM PANEL SIGNS (T2) | SQ. FT. | | | 2427 |
| 6406 | ALUMINUM SHEET. SIGNS 0.080 GAUGE (T3) | SQ. FT. | | | 102 |
| 6407 | ALUMINUM SHEET. SIGNS 0.125 GAUGE (T3) | SQ. FT. | | | 1376 |
| 6410 | STEEL POST TYPE 1 (T4, T5) | L.F. | | | 2195 |
| 21596ND | STEEL POST TYPE D (T4, T5, T6) | EACH | | | 6 |
| 6412 | STEEL POST MILE MARKERS (T4, T5, T7) | EACH | | | 21 |
| 6451 | REMOVE SIGN SUPPORT BEAMS (T8, T9, T10) | EACH | | | 4 |
| 21373ND | REMOVE SIGN (T12) | EACH | | | 11 |
| 8150 | REINFORCEMENT STEEL (T13) | LBS. | | | 948.00 |
| 24631EC | BARCODE LABEL | EACH | | | 129 |
| | | | | | |

| | | | | | |
|---|--|--|--|--|--|
| | | | | | |
| (1) AT LOCATIONS AS DIRECTED BY THE ENGINEER | | | | | |
| (2) ADDITIONAL 200 TONS TO BE PLACED AT LOCATIONS AS DIRECTED BY THE ENGINEER | | | | | |
| (3) SEE EROSION CONTROL SPECIAL NOTE | | | | | |
| (4) 1330 L.F. TO BE USED AT GORE AREAS. | | | | | |
| (5) ADDITIONAL 500 L.F. TO BE USED AT LOCATIONS AS DIRECTED BY THE ENGINEER. | | | | | |
| (6) SEE STD. DRAWING RBR-060 | | | | | |
| (7) EXISTING PAVE. MARKER REMOVAL SHALL BE INCIDENTAL TO ASPHALT PAVEMENT MILLING & TEX. | | | | | |
| (8) FOR TEMP. BARRIER WALL. ESTIMATED AT 50' SPACING. | | | | | |
| (9) INCLUDES BOTH DIRECTIONS OF ROADWAY AND CLEANING OUT ALL PERFORATED PIPE HEADWALLS. | | | | | |
| (10) ADDITIONAL 24 L.F. OF PIPE TO BE USED AT LOCATIONS AS DIRECTED BY THE ENGINEER. | | | | | |
| (11) ADDITIONAL 3 HEADWALLS TO BE USED AT LOCATIONS AS DIRECTED BY THE ENGINEER. | | | | | |
| (12) THIS BID ITEM IS INTENDED FOR PIPES WITH DIAMETER EQUAL TO OR GREATER THAN 36". CLEANING PIPE STRUCTURES WITH DIAMETER SMALLER THAN 36" ARE INCIDENTAL TO BID ITEM "DITCHING & SHOULDERING". | | | | | |
| (13) SEE SHOULDER JOINT AND CENTERLINE JOINT DRAWINGS. | | | | | |
| (14) SODDING TO BE USED AFTER REMOVAL OF DIVERSIONS AT KY 1010. | | | | | |
| (15) 1452 BI-DIRECTION. (YELLOW), 333 BI-DIRECTION. (WHITE-RED), AND 19 BI-DIRECTION. (YELLOW-RED) | | | | | |
| (16) TO BE USED ON KY 1010 ON-RAMPS. | | | | | |
| (17) DEPTH TO BE DETERMINED BY THE ENGINEER. | | | | | |
| | | | | | |
| (T1) PAYMENT FOR GROUND MOUNTED SIGN SUPPORTS TYPE A AND C SHALL BE BASED ON THE NOMINAL WEIGHT OF THE BEAMS. THE NECESSARY GALVANIZING, HARDWARE, ETC. IS TO BE CONSIDERED INCIDENTAL. QUANTITIES FOR TYPE C SUPPORTS SHALL INCLUDE ALL NECESSARY HARDWARE TO FORM COMPLETE BREAK-AWAY BEAMS. SEE PANEL SIGN DETAIL SHEET. | | | | | |
| (T2) QUANTITY SHALL INCLUDE ALL COPY AND HARDWARE NECESSARY TO FROM COMPLETE SIGN. NO DEDUCTION IN AREA IS TO BE MADE FOR ROUNDING OF CORNERS. | | | | | |
| (T3) WITH PERMISSION OF THE ENGINEER, SHEETING SIGNS ON THE RAMPS AND SIDE ROADS MAY BE MOVED TO BE COMPATIBLE WITH THE EXISTING SIGNS. | | | | | |
| (T4) QUANTITY IS ESTIMATED. THE EXACT LENGTH SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. | | | | | |
| (T5) WHERE REQUIRED, BRACING FOR SHEETING SIGNS SHAL BE INCIDENTAL TO STEEL POST. SEE SHEETING SIGN DETAIL SHEET. | | | | | |
| (T6) QUANTITY SHALL INCLUDE ALL MATERIAL NECESSARY TO FORM A COMPLETE BREAK-AWAY ASSEMBLY. TYPE I POSTS AND CONCRETE SHALL BE PAID SEPARATELY. SEE SHEETING SIGN DETAIL SHEETS. | | | | | |
| (T7) QUANTITY SHALL INCLUDE SIGN AND POSTS. | | | | | |
| (T8) ALL MATERIALS REMOVED AND NOT REUSED, SUCH AS SIGNS, SIGN LIGHTS, SIGN SUPPORTS, ETC. SHALL BECOME THE PROPERTY OF THE CONTRACTOR. | | | | | |
| (T9) THE REMOVAL OF ALL TYPE I OR II POSTS AND ALL SHEETING SIGNS SHALL BE INCIDENTAL TO THE PROJECT WITH NO ADDITONAL PAYMENT BEING ALLOWED. ALL MATERIAL SHALL BE STORED IN ACCORDANCE WITH NOTE (T8) ABOVE. | | | | | |
| (T10) 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 ONE FOOT (1') BELOW EXISTING GROUND LINE OR THE ENTIRE BEAM AND CONCRETE BASE ARE TO BE REMOVED COMPLETELY AND BACKFILLED TO EXISTING GROUND LINE. | | | | | |
| (T11) GALVANIZED STEEL TO BE USED FOR Z-BRACKETS. | | | | | |
| (T12) REMOVE PANEL SIGNS ONLY. DO NOT DAMAGE EXISTING STEEL BEAMS. | | | | | |

| | | | | |
|---|--|--|--|--|
| (T13) FOR CONCRETE FOOTINGS. | | | | |
| (T14) THE EXACT SIGN LOCATIONS SHALL BE FIELD VERIFIED AND DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. MILE POINTS PROVIDED ON THE SIGNING PLANS ARE FOR | | | | |
| REFERENCE ONLY. | | | | |
| (T15) THE CONTRACTOR SHALL COORDINATE WITH THE ADJACENT PROJECT MANAGER/ENGINEER TO DETERMINE IF TEMPORARY CONSTRUCTION SIGNS AT THE EASTERN END OF THE PROJECT SHOULD BE | | | | |
| REMOVED OR RELOCATED. | | | | |
| (T16) CLEARING AND GRUBBING, AND TREE TRIMMING, WHEN REQUIRED FOR CONSTRUCTION OR | | | | |
| VISIBILITY OF SIGNS, SHALL BE INCIDENTAL TO THE CONTRACT. LOCATIONS TO BE DETERMINED BY THE | | | | |
| ENGINEER. | | | | |
| | | | | |

| PAVING AREA | | | | | | | | | | | | | |
|--------------|--------------|--------------|---------------|-------------|-------------|-------------|-------------|----------------|----------------|----------------|--------------------|--------------------|--------------------|
| Sheet | Lt Shld | Rt Shld | Traffic Lanes | Ramp A | Ramp B | Ramp C | Ramp D | Base Repair EB | Base Repair WB | CL Base Repair | Mill #1 CU. YD. | Mill #2 CU. YD. | Mill #2 CU. YD. |
| SQUARE YARDS | | | | | | | | | | | | | |
| A | 972 | 965 | 9684 | | | | | 44 | 0 | 755 | 0 | 0 | 0 |
| A-B | 1718 | 1709 | 11184 | 2391 | 1091 | | | 0 | 178 | 0 | 0 | 0 | 0 |
| C | 1611 | 1582 | 11787 | | | | | 89 | 178 | 0 | 72 | 245 | |
| D | 1389 | 1389 | 8169 | | | | | 0 | 88 | 0 | 11 | 0 | |
| E | 1152 | 1160 | 6694 | | | | | 0 | 0 | 0 | 51 | 0 | |
| F | 1406 | 1410 | 8235 | | | | | 222 | 400 | 0 | 182 | 0 | |
| G | 1155 | 1165 | 6745 | | | | | 89 | 445 | 67 | 93 | 0 | |
| H | 1549 | 1549 | 9243 | | | | | 88 | 356 | 978 | 14 | 0 | |
| I | 1658 | 1673 | 9785 | | | | | 88 | 801 | 0 | 0 | 0 | |
| J | 1414 | 1398 | 12187 | | | | | 222 | 178 | 0 | 9 | 304 | |
| K | 1366 | 1356 | 13679 | | | | | 0 | 178 | 0 | 0 | 0 | |
| L | 1452 | 1458 | 9094 | | | | | 111 | 712 | 0 | 16 | 0 | |
| M | 1397 | 1380 | 9912 | 2113 | 1821 | 2263 | 1878 | 243 | 44 | 0 | 7 | 0 | |
| N | 1158 | 1186 | 12084 | | | | | 22 | 88 | 0 | 39 | 0 | |
| O | 1020 | 1021 | 8759 | | | | | 0 | 44 | 0 | 8 | 0 | |
| P | 1444 | 1443 | 8274 | | | | | 67 | 0 | 0 | 7 | 0 | |
| Q | 1338 | 2376 | 10443 | | | | | 22 | 0 | 133 | 114 | 0 | |
| R | 1294 | 1287 | 13778 | | | | | 0 | 133 | 0 | 22 | 0 | |
| Total | 24493 | 25507 | 179736 | 4504 | 2912 | 2263 | 1878 | 1307 | 3823 | 1933 | 645 | 549 | |

| PAVING AREA (DIVERSIONS AT KY 1010 INTERCHANGE) | | | | | | |
|---|------------------------------------|--|--------------------------------------|---|---|-----------|
| Sheet | 1.5" CL3 ASPH SURF 0.3B PG76-22 | 9" (3"+3"+3") ASPH BASE 1.0D PG76-22 | CL3 CL3 ASPH BASE 1.0D PG76-22 | 6" (3"+3") CL3 ASPH BASE 1.0D PG76-22 | SHLD 3.0" ASPH BASE 1.0D PG76- 22 | DGA BASE* |
| SQUARE YARDS | | | | | | |
| T | | | | | | |
| Eastbound | 293.9 | 293.9 | | 284.09 | 125.4 | |
| U | | | | | | |
| Westbound | 167.43 | 167.34 | | 164.78 | 136.3 | |
| V | | | | | | |
| KY 1010 NorthB | 228.98 | | 228.98 | | 79.34 | |
| W | | | | | | |
| KY 1010 SouthB | 200.94 | | 200.94 | | 76.59 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| * IN CUBIC YARD | | | | | | |
| Total | 891.25 | 461.24 | 429.92 | 448.87 | 417.63 | |

| PAVING SUMMARY | | | | | | | | | | | |
|---|--------------------------------------|------|---------|---------|--------------|--------|--------|--------|--------|-------------|---------------|
| ITEM CODE | | UNIT | LT SHLD | RT SHLD | TRAFFIC LANE | RAMP A | RAMP B | RAMP C | RAMP D | KY 1010 DIV | PROJECT TOTAL |
| 1 | DGA BASE (3) (11) (13) | TON | | | | | | | | | 1,064 |
| 78 | CRUSHED AGGREGATE SIZE NO. 2 (2) | TON | | | | | | | | | 200 |
| 100 | ASPHALT SEAL AGGREGATE (4)(7)(8)(13) | TON | | | | | | | | | 200 |
| 103 | ASPHALT SEAL COAT (5)(7)(8)(13) | TON | | | | | | | | | 24 |
| 194 | LEVELING AND WEDGING PG 76-22 (2) | TON | | | | | | | | | 1,000 |
| 216 | CL3 ASPH BASE 1.0D PG76-22 (13) | TON | | | | | | | | | 3,039 |
| 356 | ASPHALT MATERIAL FOR TACK (9) | TON | | | | | | | | | 102 |
| 387 | CL3 ASPH SURF 0.38B PG76-22 (13) | TON | 2,021 | 2,104 | 14,828 | 372 | 240 | 187 | 155 | 74 | 19,980 |
| 2677 | ASPH. PAVE MILL. & TEXTURING (6) | TON | | | | | | | | | 22,501 |
| 24781EC | INTELLIGENT COMP. FOR ASPH. (10) | TON | | | | | | | | | 19,907 |
| 24891EC | PAVE MOUNT INFR. TEMP EQUIP. (10) | S.F. | | | | | | | | | 2,171,637 |
| 24878EC | ASPHALT EMUL. FOR FOG SEAL (12) | TON | | | | | | | | | 52 |
| (1) ALL ASPHALT MIXTURES ARE ESTIMATED AT 110 LBS. PER SQ. YD. PER INCH OF DEPTH | | | | | | | | | | | |
| (2) TO BE PLACED AT LOCATIONS DIRECTED BY THE ENGINEER | | | | | | | | | | | |
| (3) ESTIMATED AT 115 LBS. PER SQ. YD. PER INCH OF DEPTH | | | | | | | | | | | |
| (4) ESTIMATED AT 20 LBS/SQ YD. | | | | | | | | | | | |
| (5) ESTIMATED AT 2.4 LBS/SQ. YD. | | | | | | | | | | | |
| (6) SEE PROJECT NOTES FOR MILLINGS. | | | | | | | | | | | |
| (7) TO BE PLACED AT OUTSIDE EDGE OF PAVED SHOULDER TO A POINT 3' DOWN THE DITCH OR FILL SLOPE, TWO APPLICATIONS. | | | | | | | | | | | |
| (8) ASPHALT SEAL AGGREGATE AND SEAL COAT TO BE APPLIED AT LOCATIONS WITH NEW GUARDRAIL. | | | | | | | | | | | |
| (9) ESTIMATED AT 0.84 LBS (0.1 GAL) PER SQUARE YARD. | | | | | | | | | | | |
| (10) SEE THE SPECIAL NOTE FOR INTELLIGENT COMPACTION OF ASPHALT MIXTURES AND SPECIAL NOTE FOR PAVER MOUNTED TEMPERATURE PROFILES. | | | | | | | | | | | |
| (11) 200 TONS ADDED FOR REPAIR OF SHOULDERS WHEREVER NEEDED. USE AS DIRECTED BY THE ENG. | | | | | | | | | | | |
| (12) TO BE USED ON EXISTING SHOULDERS (OUTER 6 FEET) AS DIRECTED BY THE ENGINEER. SEE SPECIAL NOTE FOR FOG SEAL. FOR CALCULATION PURPOSE, ASSUMED 8.4 LBS/GAL | | | | | | | | | | | |
| (13) INCLUDED 865 TONS OF DGA, 7 TONS OF ASPHALT SEAL AGGREGATE, 1 TON OF ASPHALT SEAL COAT, 445 TONS OF CL3 ASPH BASE, 0.37 TON OF ASPH MAT. FOR TACK, AND 74 TONS OF ASPH SURF FOR THE PURPOSE OF CONSTRUCTING DIVERSIONS AT THE KY 1010 INTERCHANGE. | | | | | | | | | | | |

| GUARDRAIL & DRAINAGE SUMMARY | | | | | | | | | | | | | | | | | | | |
|---|-----------------------|---------------------|--------------------------|------------------|-----------|----------------------------|--------------------------|--------------------|--------------|--------------------------|-------------------------|-----------------|-------------|----------------------|-------------------------|----------------------|---------------------------|---------------------------|-------------------------------|
| SHEET | REMOVE GR. END TREAT. | TERMINAL SECTION #1 | GR. END TREATMENT TYPE 1 | REMOVE GUARDRAIL | GUARDRAIL | REMOVE GR. CON. TO BR. END | GR. CON. TO BR. END TY C | ASPHALT WEDGE CURB | FLUME TYPE 2 | CHANNEL LINING CLASS III | CHANNEL LINING CLASS II | REMOVE HEADWALL | REMOVE PIPE | CULVERT PIPE 15 INCH | CULVERT PIPE 18 INCH*** | CULVERT PIPE 24 INCH | PIPE CULVERT HDWL 15 INCH | PIPE CULVERT HDWL 18 INCH | PIPE CULVERT HEADWALL 24 INCH |
| | EACH | EACH | EACH | L.F. | L.F. | EACH | EACH | L.F. | EACH | TON | TON | EACH | L.F. | L.F. | L.F. | L.F. | EACH | EACH | EACH |
| A | | | | 62.5 | 62.5 | | | | | 7 | | 1 | 8 | 8 | | | 1 | | |
| B | | | | | | | | | | 32 | | 1 | 8 | | 8 | | | 1 | |
| C | 6 | | 6 | 2200 | 2200 | | | 1175 | 5 | 39 | 816 | 1 | 20 | | 20 | | | 1 | |
| D | 4 | | | 362.5 | 362.5 | | | | | 51 | | 3 | 12 | | 8 | 4 | | 2 | 1 |
| E | 3 | | 1 | 637.5 | 912.5 | | | | | 12 | | | | | | | | | |
| F | 4 | | 4 | 3262.5 | 3262.5 | | | 669 | 3 | 55 | | | | | | | | | |
| G | 5 | | 1 | 1250 | 1737.5 | 1 | 1 | | | | | | | | | | | | |
| H | 2 | | | 262.5 | 262.5 | | | | | | | | | | | | | | |
| I | | | | | | | | | | | | | | | | | | | |
| J | 2 | | | 1400 | 1575 | | | | | 9 | | | | | | | | | |
| K | | | | | | | | | | 10 | | | | | | | | | |
| L | 2 | | | | 300 | | | | | 20 | | | | | | | | | |
| M | 2 | | | | 137.5 | | | | | 5 | | | | | | | | | |
| N | 3 | | 1 | 700 | 887.5 | | | | | 38 | | | | | | | | | |
| O | 2 | | | 150 | 150 | | | | | 10 | | 1 | 4 | | 4 | | | | 1 |
| P | 2 | | | | 137.5 | | | | | 10 | | | | | | | | | |
| Q | | | | 2162.5 | 2162.5 | 1 | 1 | | | 35 | | | | | | | | | |
| R | 2 | | 2 | 325 | 325 | | | | | | | | | | | | | | |
| S.T.U.V.W. | | 2 | | 412.5 | 437.5 | | | | | | | | | | 100 | | | | |
| *** 100 FEET OF 18" CULVERT PIPE TO BE USED AT KY 1010 TEMPORARY DIVERSIONS. TO BE PROPERTY OF CONTRACTOR AFTER CONSTRUCTION. | | | | | | | | | | | | | | | | | | | |
| TOTAL | 39 | 2 | 15 | 12412.5 | 14913 | 2 | 2 | 1844 | 8 | 333 | 816 | 7 | 52 | 8 | 136 | 8 | 1 | 4 | 2 |
| *QUANTITIES ON THIS SHEET HAVE BEEN CARRIED OVER AND INCLUDED IN THE GENERAL SUMMARY SHEET | | | | | | | | | | | | | | | | | | | |

**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00
Sheet A
MP 45.700 - MP 46.400**

**BEGIN PROJECT
M.P. 45.8**

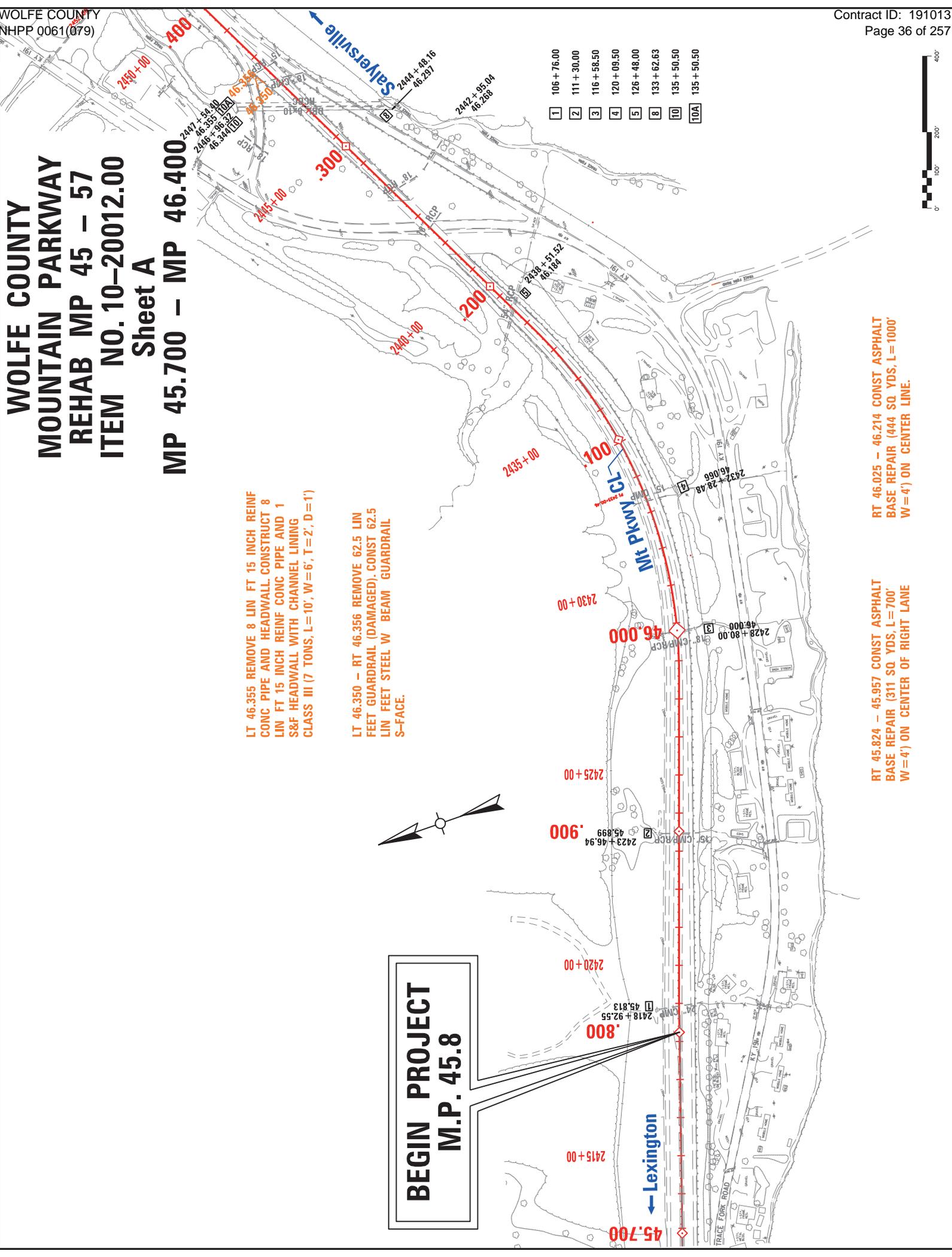
LT 46.355 REMOVE 8 LIN FT 15 INCH REINF CONC PIPE AND HEADWALL. CONSTRUCT 8 LIN FT 15 INCH REINF CONC PIPE AND 1 S&F HEADWALL WITH CHANNEL LINING CLASS III (7 TONS, L=10', W=6', T=2', D=1')

LT 46.350 - RT 46.356 REMOVE 62.5 LIN FEET GUARDRAIL (DAMAGED). CONST 62.5 LIN FEET STEEL W BEAM GUARDRAIL S-FACE.

- 1 106 + 76.00
- 2 111 + 30.00
- 3 116 + 58.50
- 4 120 + 09.50
- 5 126 + 48.00
- 8 133 + 62.63
- 10 135 + 50.50
- 10A 135 + 50.50

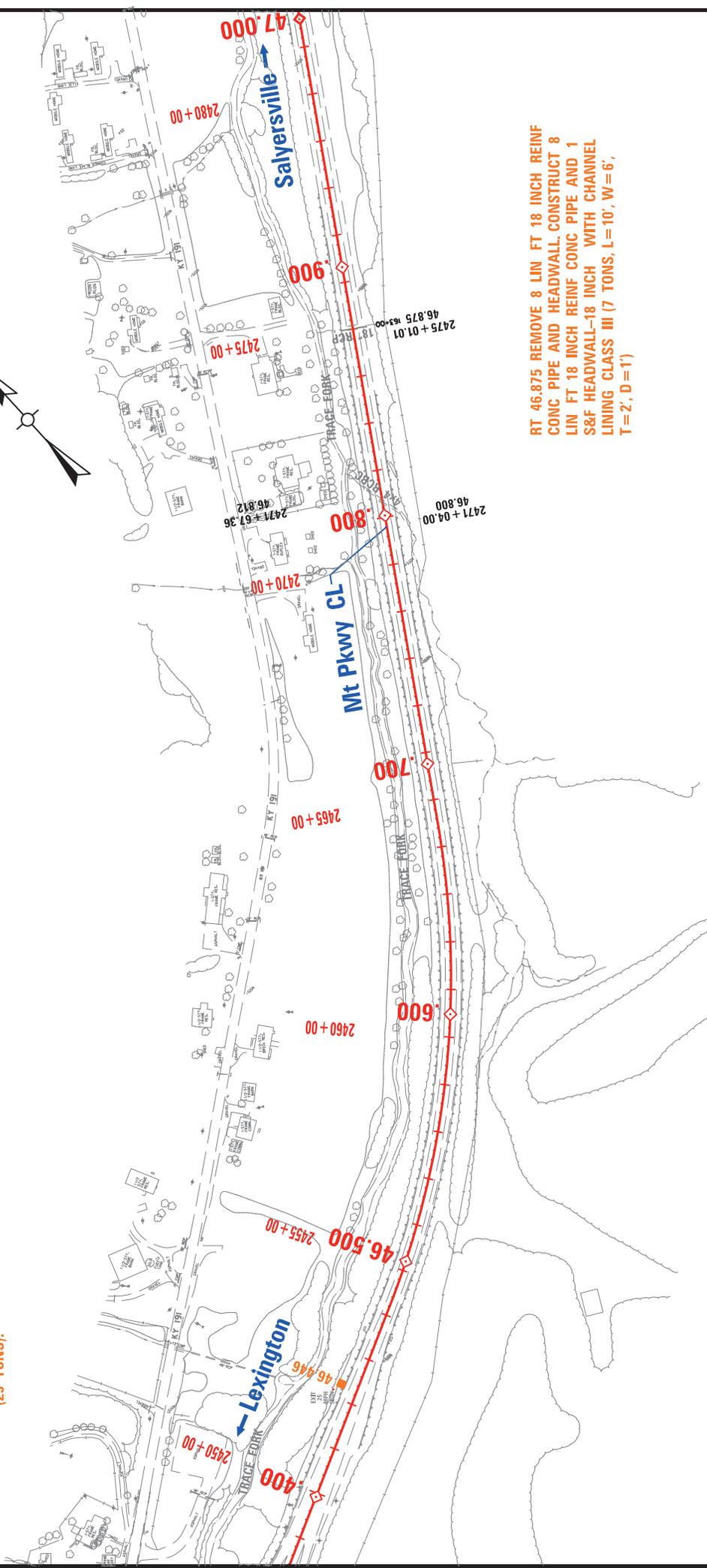
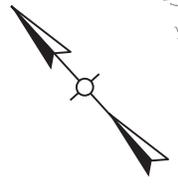
RT 45.824 - 45.957 CONST ASPHALT BASE REPAIR (311 SQ YDS, L=700' W=4') ON CENTER OF RIGHT LANE

RT 46.025 - 46.214 CONST ASPHALT BASE REPAIR (444 SQ YDS, L=1000' W=4') ON CENTER LINE.

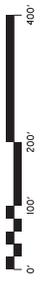


**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00
Sheet B
MP 46.400 - MP 47.000**

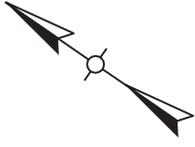
LT 46.446 CONST CHANNEL LINING
CLASS III IN WASHED-OUT AREA
(25 TONS).



RT 46.875 REMOVE 8 LIN FT 18 INCH REINF
CONC PIPE AND HEADWALL, CONSTRUCT 8
LIN FT 18 INCH REINF CONC PIPE AND 1
S&F HEADWALL-18 INCH WITH CHANNEL
LINING CLASS III (7 TONS, L=10', W=6',
T=2', D=1')



WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet C MP 47.000 - MP 47.700



LT 47.199 REMOVE 20 LIN FT 18 IN CORRUGATED METAL PIPE. CONST 20 LIN FT 18 IN CORRUGATED METAL PIPE AND 1 S&F HEADWALL-18 INCH WITH CHANNEL LINING CLASS III (7 TONS, L=10', W=6', T=2', D=1') AT OUTLET.

LT 47.053 CONSTRUCT CHANNEL LINING CLASS III (22 TONS, L=20', W=10', T=2', D=1') AT OUTLET OF 30 INCH PIPE.

LT 47.260 - LT 47.469 REMOVE 2 GR END TREATMENTS TYPE 1 AND 1025 LIN FEET GUARDRAIL. CONSTRUCT 1025 LIN FEET STEEL W BEAM GUARDRAIL S-FACE AND 2 GR END TREATMENTS TYPE 1.
LT 47.260 - LT 47.469 REFILL BEHIND GUARDRAIL (CONDITION NO. 2) WITH ASPHALT MILLING (245 CU YDS, L=1125', END AREA 5.87 SQ. FT).

RT 47.263 - RT 47.435 CONSTRUCT CHANNEL LINING CLASS II (533 TONS L=800', W=6', T=2')

RT 47.263 - RT 47.435 REMOVE 2 GR END TREATMENTS TYPE 1 AND 800 LIN FEET GUARDRAIL AND CONST 800 LIN FT STEEL W BEAM GUARDRAIL S-FACE AND 2 GR END TREAT TYPE 1.

RT 47.263 - RT 47.435 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (47 CU YDS, L=900', END AREA 1.42 SQ. FT).

RT 47.263 - RT 47.435 CONST 822 LIN FT BITUMINOUS WEDGE CURB WITH FLUME INLETS TYPE 2 (3 EACH) AT 47.311, 47.358, AND 47.415

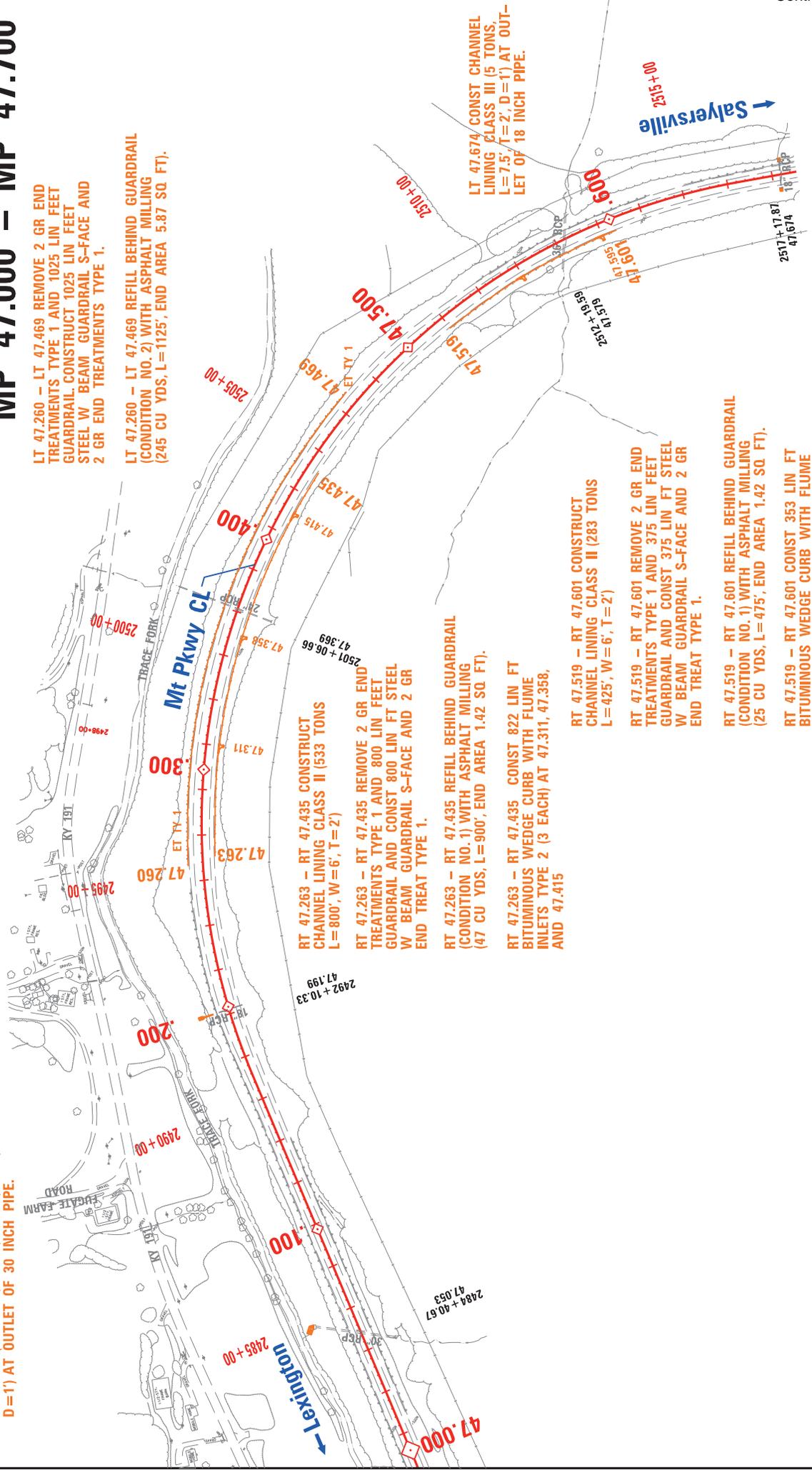
RT 47.519 - RT 47.601 CONSTRUCT CHANNEL LINING CLASS II (283 TONS L=425', W=6', T=2')

RT 47.519 - RT 47.601 REMOVE 2 GR END TREATMENTS TYPE 1 AND 375 LIN FEET GUARDRAIL AND CONST 375 LIN FT STEEL W BEAM GUARDRAIL S-FACE AND 2 GR END TREAT TYPE 1.

RT 47.519 - RT 47.601 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (25 CU YDS, L=475', END AREA 1.42 SQ. FT).

RT 47.519 - RT 47.601 CONST 353 LIN FT BITUMINOUS WEDGE CURB WITH FLUME INLETS TYPE 2 (2 EACH) AT 47.557, AND 47.595.

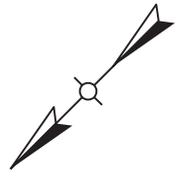
RT 47.674 CONST CHANNEL LINING CLASS III (5 TONS, L=7.5', T=2', D=1') AT INLET OF 18 INCH PIPE.



LT 47.674 CONST CHANNEL LINING CLASS III (5 TONS, L=7.5', T=2', D=1') AT OUTLET OF 18 INCH PIPE.

WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet D

MP 47.700 - MP 48.250



LT 47.835 REMOVE 4 LIN FT 24 INCH REINF CONC PIPE AND HEADWALL. CONSTRUCT 4 LIN FT 24 INCH REINF CONC PIPE AND 1 S&F HEADWALL-24 INCH WITH CHANNEL LINING CLASS III (9 TONS, L=10', W=8', T=2', D=1') AT OUTLET.

LT 47.910 REMOVE 4 LIN FT 18 INCH REINF CONC PIPE AND HEADWALL. CONSTRUCT 4 LIN FT 18 INCH REINF CONC PIPE AND 1 S&F HEADWALL-18 INCH WITH CHANNEL LINING CLASS III (7 TONS, L=10', W=6', T=2', D=1') AT OUTLET.

LT 47.778 CONST CHANNEL LINING CLASS III (5 TONS, L=7.5', W=6', T=2', D=1') AT OUTLET OF 18 INCH PIPE.

RT 47.778 CONST CHANNEL LINING CLASS III (5 TONS, L=7.5', W=6', T=2', D=1') AT INLET OF 18 INCH PIPE.

LT 48.030 REMOVE 4 LIN FT 18 INCH REINF CONC PIPE AND HEADWALL. CONSTRUCT 4 LIN FT 18 INCH REINF CONC PIPE AND 1 S&F HEADWALL-18 INCH WITH CHANNEL LINING CLASS III (7 TONS, L=10', W=6', T=2', D=1') AT OUTLET.

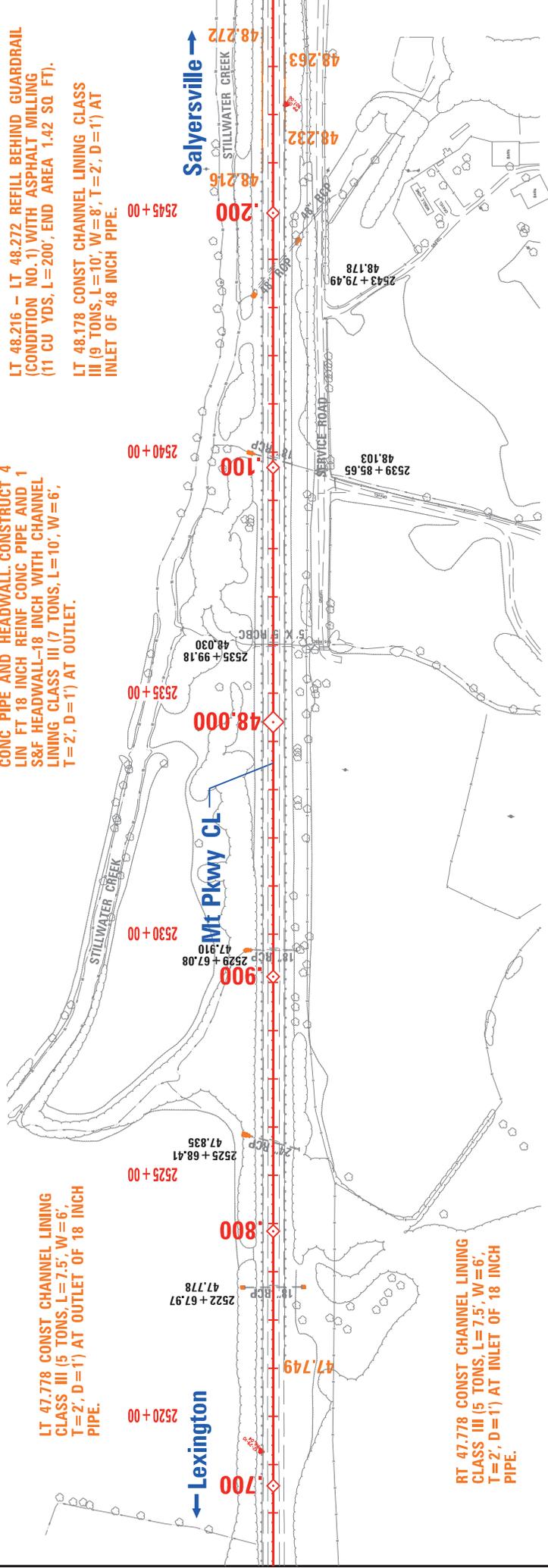
LT 48.216 - RT 48.272 REMOVE 2 GR END TREATMENTS TYPE 1. CONSTRUCT 200 LIN FT STEEL W BEAM GUARDRAIL S-FACE.

LT 48.216 - LT 48.272 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (11 CU YDS, L=200', END AREA 1.42 SQ. FT.).

LT 48.178 CONST CHANNEL LINING CLASS III (9 TONS, L=10', W=8', T=2', D=1') AT INLET OF 48 INCH PIPE.

RT 48.178 CONST CHANNEL LINING CLASS III (9 TONS, L=10', W=8', T=2', D=1') AT INLET OF 48 INCH PIPE.

RT 48.232 - RT 48.263 REMOVE 2 END TREATMENTS TYPE 1 AND CONSTRUCT 162.5 LIN FT STEEL W BEAM GUARDRAIL S-FACE.



Salyersville →
48.272
48.263
48.232
48.216
2545+00

48.000
2535+00
48.030
2535+99.18
48.030

48.900
2529+67.08
47.910
2525+68.41
47.835

48.800
2522+67.97
47.778

47.700
2520+00
47.749

2543+79.49
48.178

2539+85.65
48.103

WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet E MP 48.250 - MP 48.800

LT 48.703 - RT 48.823 REMOVE 2 GR END TREATMENTS TYPE 1 AND 362.5 LIN FEET GUARDRAIL. CONSTRUCT 637.5 LIN FT STEEL W BEAM GUARDRAIL S-FACE.

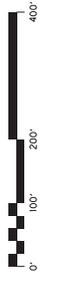
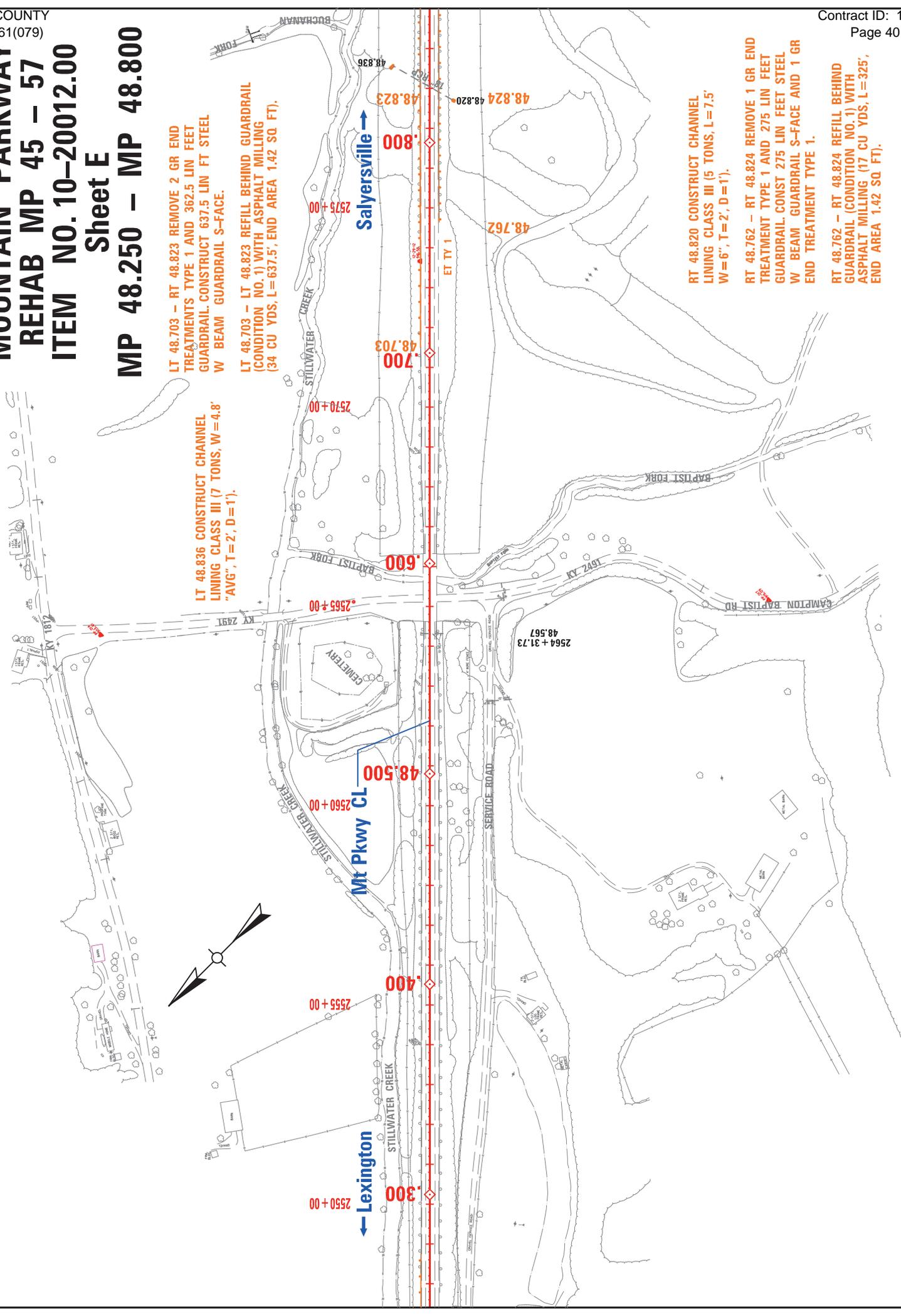
LT 48.703 - LT 48.823 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (34 CU YDS, L=637.5', END AREA 1.42 SQ FT).

LT 48.836 CONSTRUCT CHANNEL LINING CLASS III (7 TONS, W=4.8' "AVG", T=2', D=1').

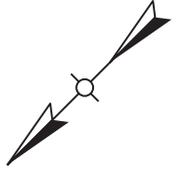
RT 48.820 CONSTRUCT CHANNEL LINING CLASS III (5 TONS, L=7.5' W=6", T=2', D=1').

RT 48.762 - RT 48.824 REMOVE 1 GR END TREATMENT TYPE 1 AND 275 LIN FEET GUARDRAIL. CONSTRUCT 275 LIN FEET STEEL W BEAM GUARDRAIL S-FACE AND 1 GR END TREATMENT TYPE 1.

RT 48.762 - RT 48.824 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (17 CU YDS, L=325', END AREA 1.42 SQ FT).



WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet F MP 48.800 - MP 49.400



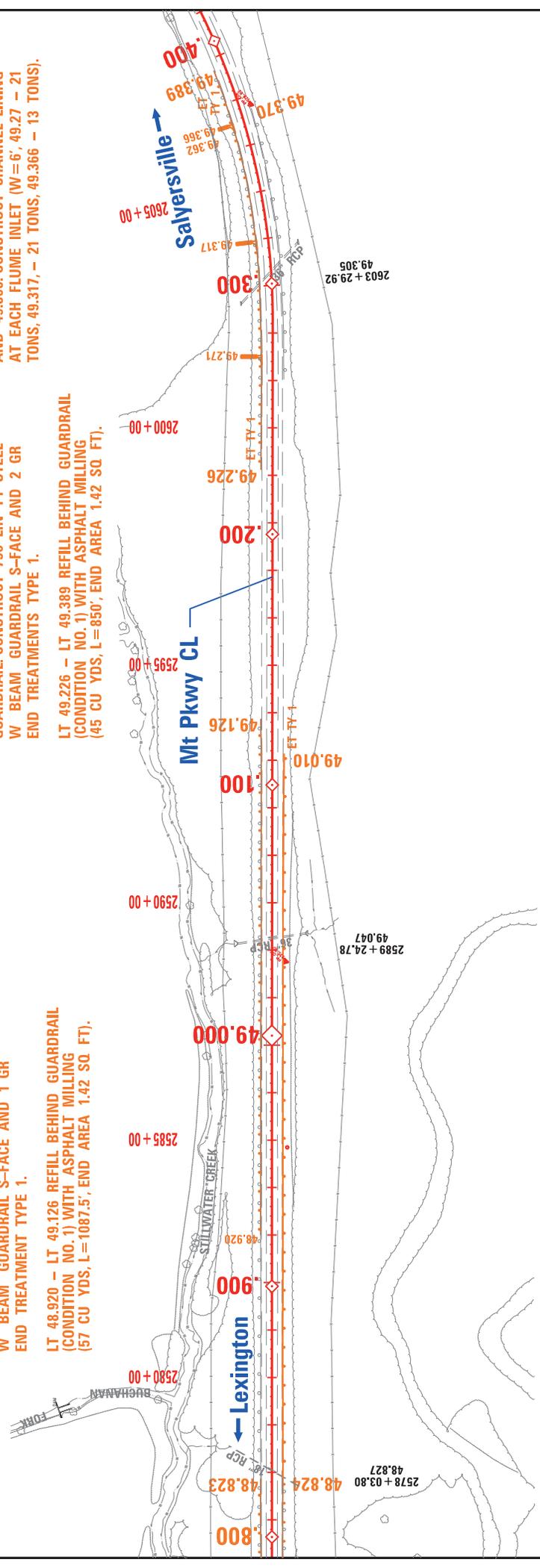
LT 49.226 - LT 49.362 CONST 669 LIN FT BITUMINOUS WEDGE CURB WITH FLUME INLETS TYPE 2 (3 EACH) AT 49.271, 49.317, AND 49.366. CONSTRUCT CHANNEL LINING AT EACH FLUME INLET (W=6', 49.271 - 21 TONS, 49.317, - 21 TONS, 49.366 - 13 TONS).

LT 49.226 - RT 49.389 REMOVE 2 GR END TREATMENTS TYPE 1 AND 750 LIN FT GUARDRAIL. CONSTRUCT 750 LIN FT STEEL W BEAM GUARDRAIL S-FACE AND 2 GR END TREATMENTS TYPE 1.

LT 49.226 - LT 49.389 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (45 CU YDS, L=850', END AREA 1.42 SQ FT).

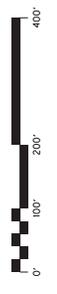
LT 48.920 - RT 49.126 REMOVE 1 GR END TREATMENT TYPE 1 AND 1037.5 LIN FT GUARDRAIL. CONSTRUCT 1037.5 LIN FT STEEL W BEAM GUARDRAIL S-FACE AND 1 GR END TREATMENT TYPE 1.

LT 48.920 - LT 49.126 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (57 CU YDS, L=1087.5', END AREA 1.42 SQ FT).

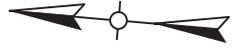


RT 48.824 - RT 49.010 REMOVE 1 GR END TREATMENT TYPE 1 AND 1475 LIN FEET GUARDRAIL. CONST 1475 LIN FT STEEL W BEAM GUARDRAIL S-FACE AND 1 GR END TREATMENT TYPE 1.

RT 48.824 - RT 49.010 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (80 CU YDS, L=1525', END AREA 1.42 SQ FT).



WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 58 ITEM NO. 10-20012.00 Sheet G MP 49.900 - MP 49.930



LT 49.415 - LT 49.664 REMOVE 1 GR END TREATMENTS TYPE 1 AND 1250 LIN FT GUARDRAIL. CONSTRUCT 1250 LIN FT STEEL W BEAM GUARDRAIL S-FACE AND 1 GR END TREATMENT TYPE 1.

LT 49.664 REMOVE 1 GUARDRAIL CONNECTOR TO BRIDGE END. CONSTRUCT 1 GR. CONNECTOR TO BRIDGE END TY C.

LT 49.415 - LT 49.664 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (68 CU YDS, L=1300', END AREA 1.42 SQ. FT).

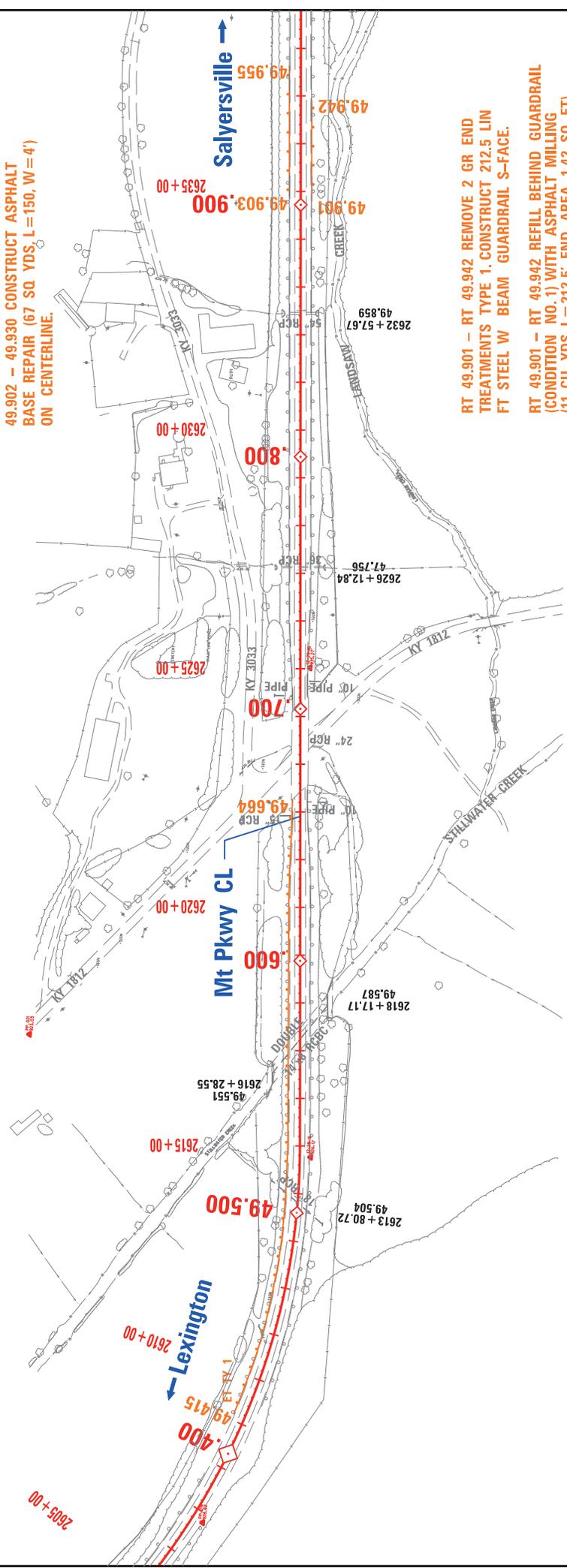
LT 49.903 - LT 49.995 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (14 CU YDS, L=275', END AREA 1.42 SQ. FT).

LT 49.903 - LT 49.995 REMOVE 2 GR END TREATMENTS TYPE 1. CONSTRUCT 275 LIN FT STEEL W BEAM GUARDRAIL S-FACE.

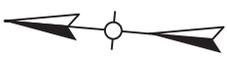
49.902 - 49.930 CONSTRUCT ASPHALT BASE REPAIR (67 SQ. YDS, L=150, W=4') ON CENTERLINE.

RT 49.901 - RT 49.942 REMOVE 2 GR END TREATMENTS TYPE 1. CONSTRUCT 212.5 LIN FT STEEL W BEAM GUARDRAIL S-FACE.

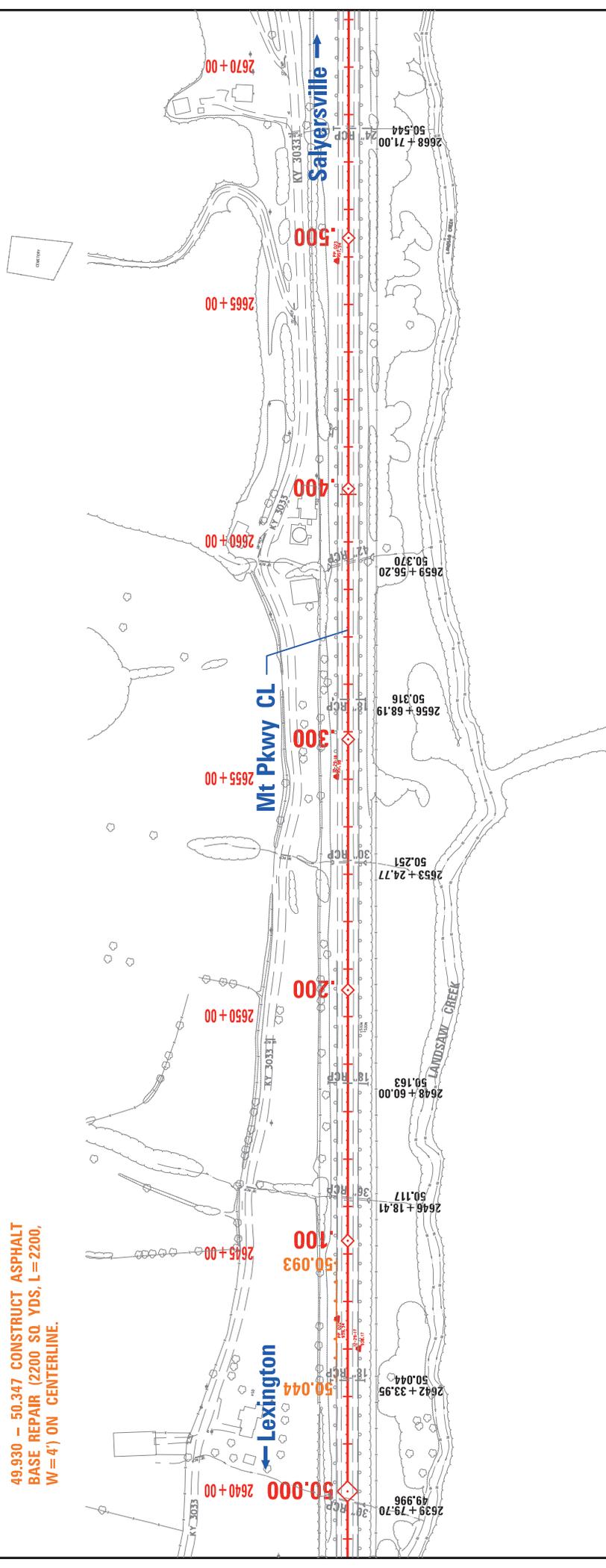
RT 49.901 - RT 49.942 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (11 CU YDS, L=212.5', END AREA 1.42 SQ. FT).



WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet H MP 49.930 - MP 50.590



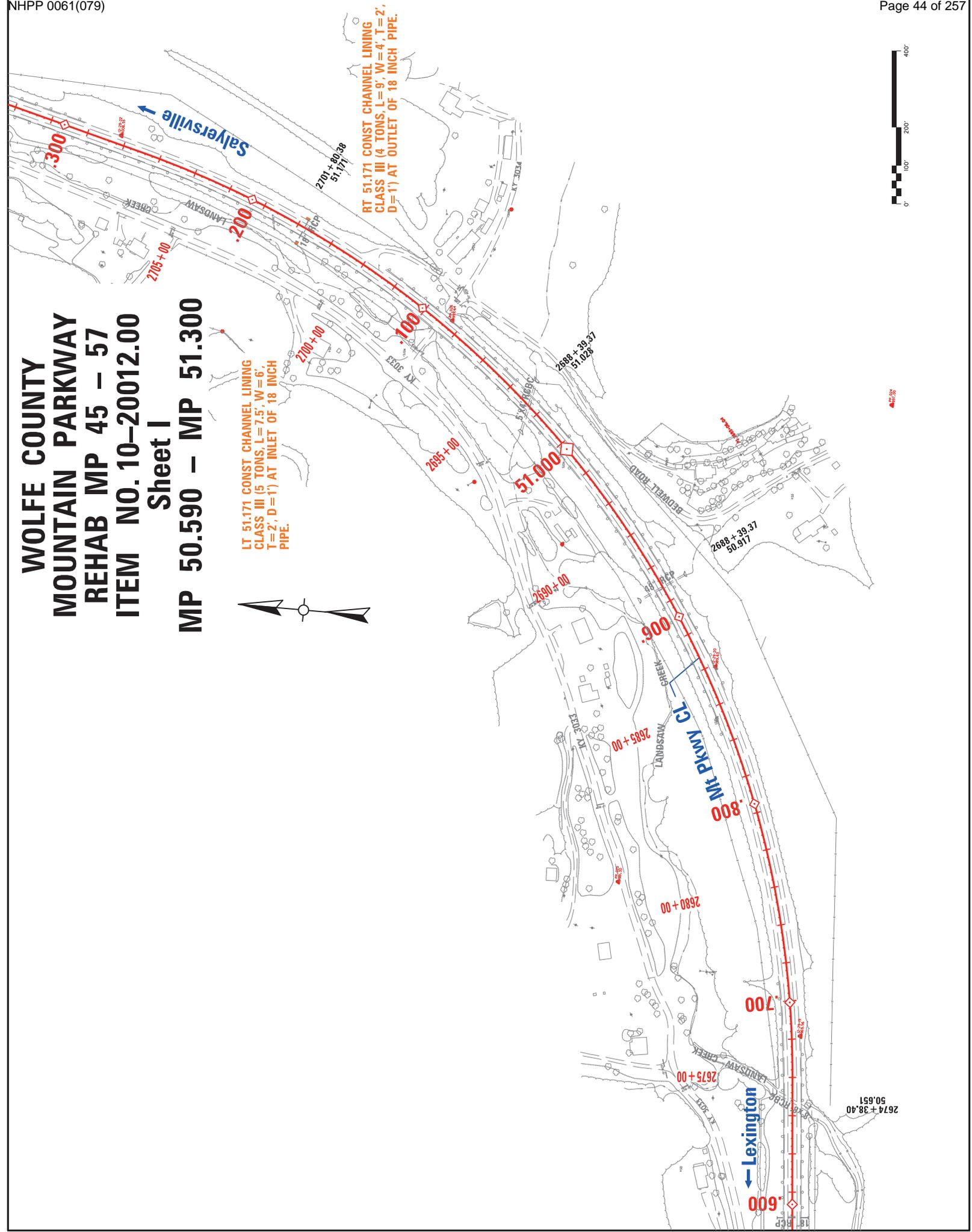
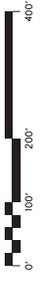
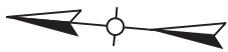
- LT 50.044 - LT 50.093 REMOVE 2 GR END TREATMENTS TYPE 1. CONSTRUCT 262.5 LIN FT STEEL W BEAM S-FACE.
- LT 50.044 - LT 50.093 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (14 CU YDS; L = 262.5', END AREA 1.42 SQ. FT).
- 49.930 - 50.347 CONSTRUCT ASPHALT BASE REPAIR (2200 SQ YDS, L = 2200, W = 4') ON CENTERLINE.



**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00
Sheet I
MP 50.590 - MP 51.300**

LT 51.171 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT INLET OF 18 INCH
PIPE.

RT 51.171 CONST CHANNEL LINING
CLASS III (4 TONS, L=9', W=4', T=2',
D=1') AT OUTLET OF 18 INCH PIPE.



WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet J MP 51.300 - MP 51.900

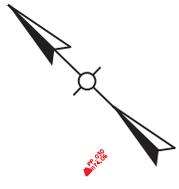
LT 51.412 - LT 51.673 REMOVE 1400 LIN
FT GUARDRAIL AND CONST 1400 LIN FT
STEEL W BEAM GUARDRAIL S-FACE.
LT 51.412 - LT 51.673 REFILL BEHIND GUARDRAIL
(CONDITION NO. 2) WITH ASPHALT MILLING
(304 CU YDS, L=1400', END AREA 5.87 SQ. FT).

LT 51.873 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT OUTLET OF 24 INCH
PIPE.

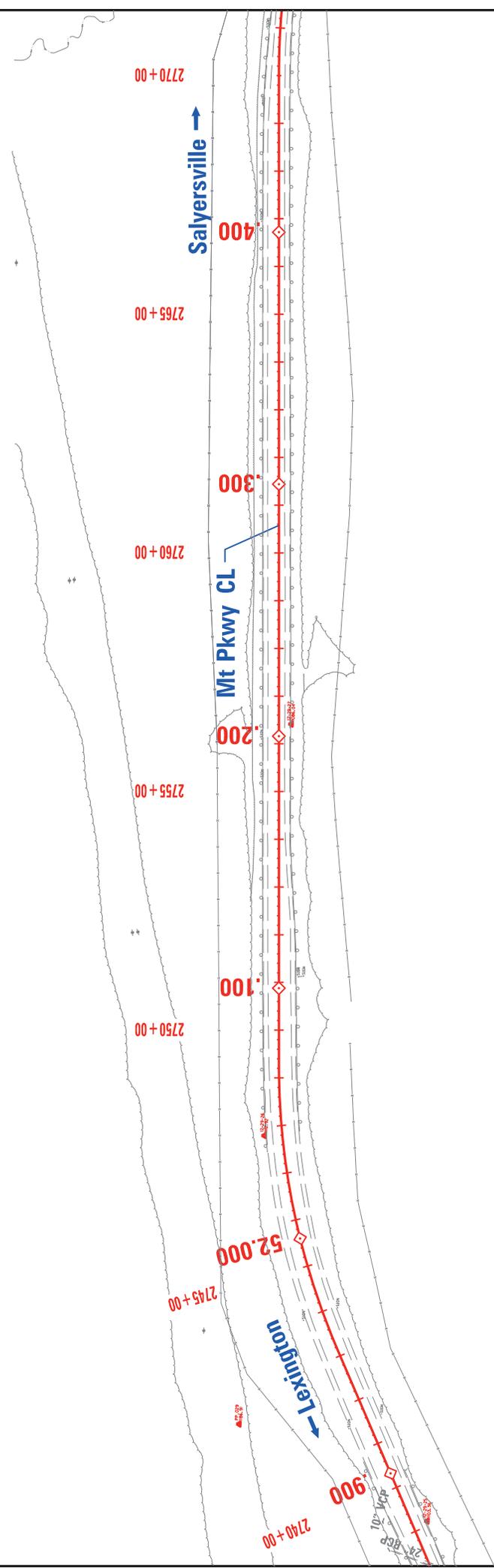
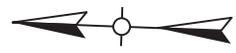
LT 51.809 - LT 51.842 REMOVE 2 GR
END TREATMENTS TY PE 1 AND
CONSTRUCT 175 LIN FT STEEL W
BEAM GUARDRAIL S-FACE.

LT 51.809 - LT 51.842 REFILL BEHIND
GUARDRAIL (CONDITION NO. 1) WITH
ASPHALT MILLING (9 CU YDS, L=175',
END AREA 1.42 SQ. FT).

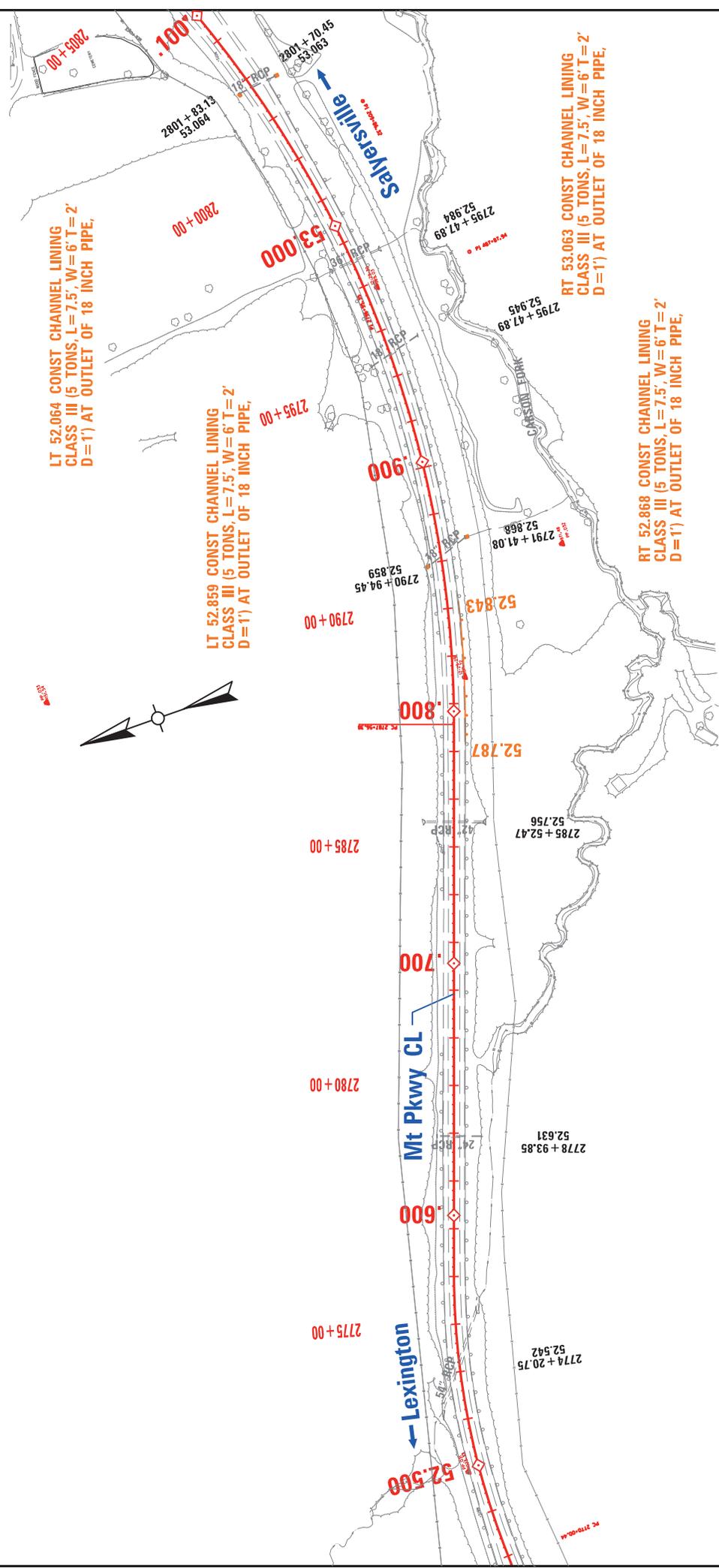
RT 51.845 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT OUTLET OF 24 INCH
PIPE.



**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00
Sheet K
MP 51.900 - MP 52.480**



WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet L MP 52.480 - MP 53.700

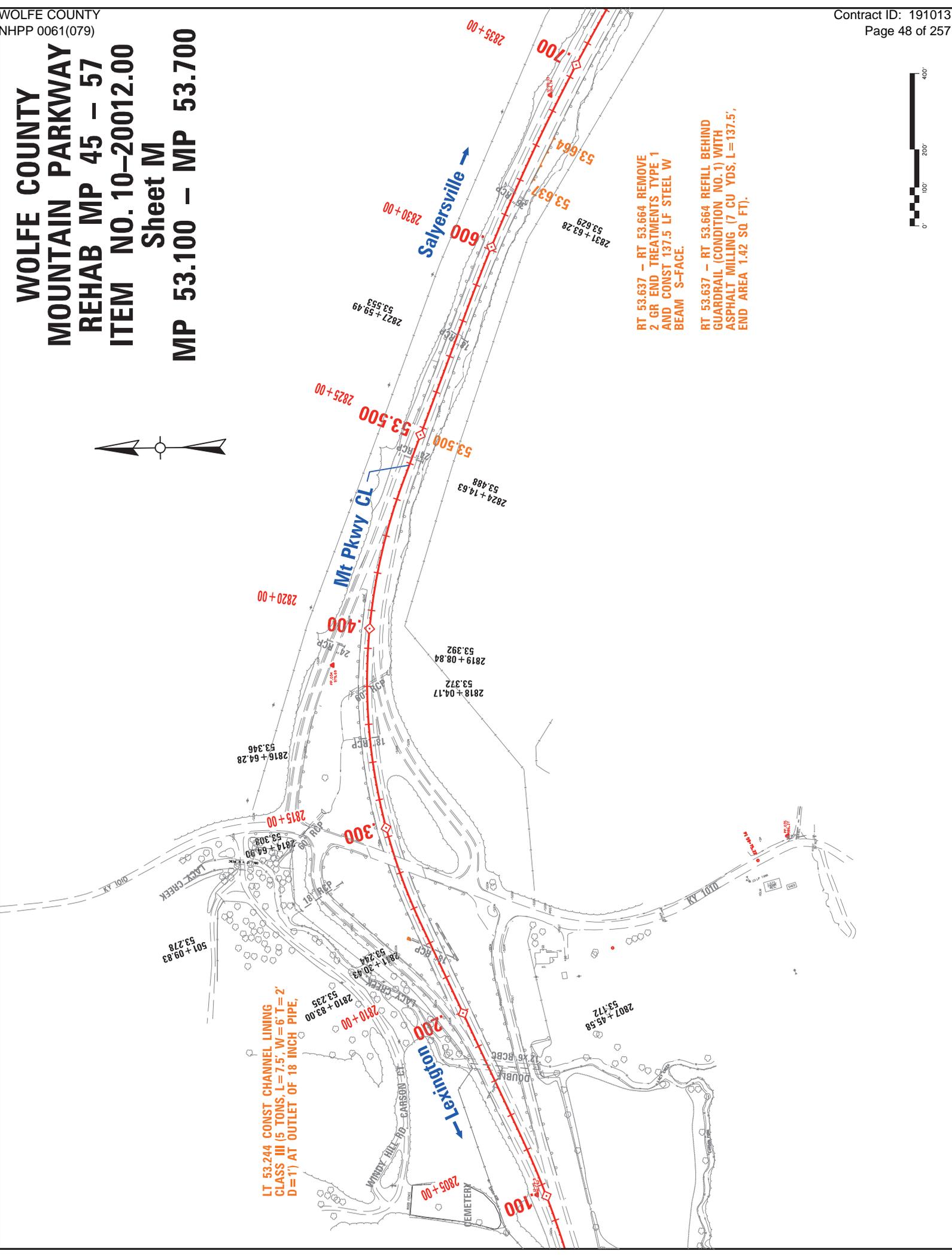
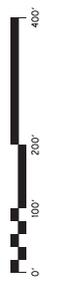
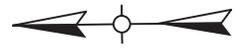


RT 52.787 - RT 52.843 REMOVE 2 GR END TREATMENTS TYPE 1 AND CONSTRUCT 300 LIN FT STEEL W BEAM GUARDRAIL S-FACE.

RT 52.787 - RT 52.843 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (16 CU YDS, L=300', END AREA 1.42 SQ. FT).



**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00
Sheet M
MP 53.100 - MP 53.700**



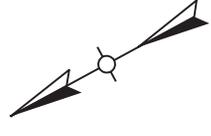
LT 53.244 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6'T=2',
D=1') AT OUTLET OF 18 INCH PIPE,

RT 53.637 - RT 53.664 REMOVE
2 GR END TREATMENTS TYPE 1
AND CONST 137.5 LF STEEL W
BEAM S-FACE.

RT 53.637 - RT 53.664 REFILL BEHIND
GUARDRAIL (CONDITION NO.1) WITH
ASPHALT MILLING (7 CU YDS, L=137.5',
END AREA 1.42 SQ. FT).

WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet N

MP 53.700 - MP 54.200



LT 54.197 CONST CHANNEL LINING CLASS III
(21 TONS, L=8', W=24', T=2', D=1') AT INTLET
OF 36 INCH PIPE.

2861 + 58.52
34.197
2860 + 63.15
54.179
2859 + 12.59
54.150
2860 + 00

LT 53.953 CONST CHANNEL LINING CLASS III
(5 TONS, L=7', W=6', T=2', D=1') AT OUTLET
OF 24 INCH PIPE.

2848 + 71.59
53.953

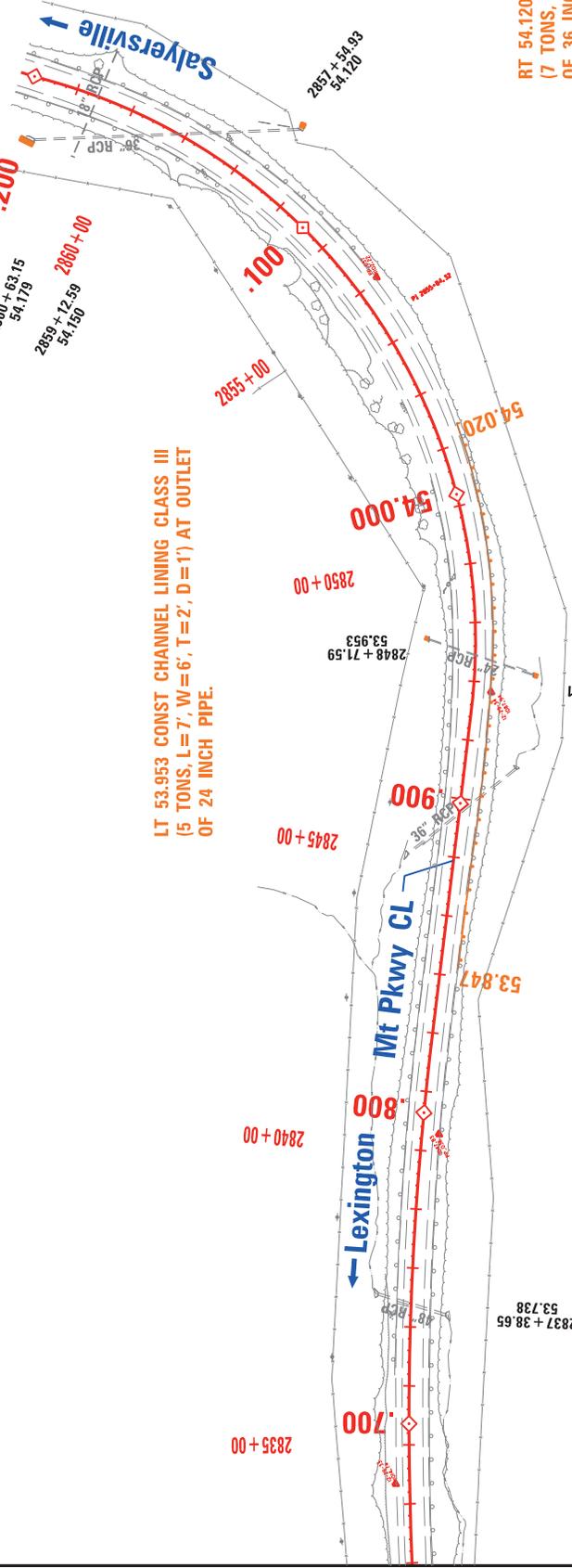
RT 53.948 CONST CHANNEL LINING CLASS III
(5 TONS, L=7', W=6', T=2', D=1') AT OUTLET
OF 24 INCH PIPE.

2848 + 16.01
53.948

RT 53.847 - RT 54.020 REMOVE 3 GR END TREATMENTS
TYPE 1 AND 700 LF GUARDRAIL AND CONST 887.5 LIN FT
STEEL W BEAM GUARDRAIL S-FACE AND 1 GR END
TREATMENT TYPE 1.

RT 53.847 - RT 54.020 REFILL BEHIND GUARDRAIL
(CONDITION NO. 1) WITH ASPHALT MILLING
(39 CU YDS, L=750', END AREA 1.42 SQ. FT).

2837 + 38.65
53.738

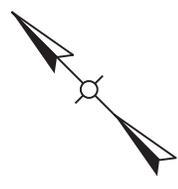


RT 54.120 CONST CHANNEL LINING CLASS III
(7 TONS, L=8', W=8', T=2', D=1') AT OUTLET
OF 36 INCH PIPE.

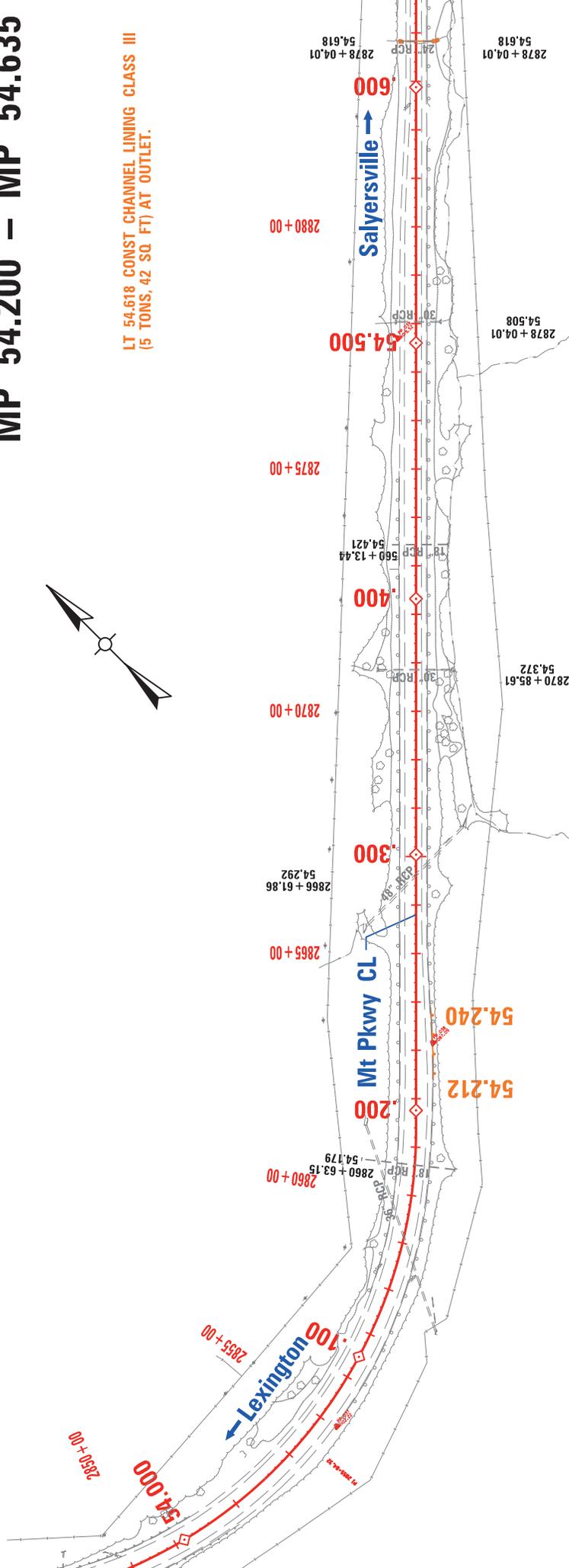
2857 + 54.93
54.120



WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet 0 MP 54.200 - MP 54.635



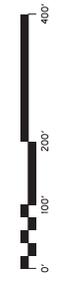
LT 54.618 CONST CHANNEL LINING CLASS III
(5 TONS, 42 SQ. FT) AT OUTLET.



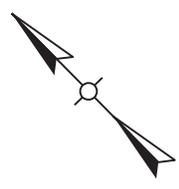
RT 54.212 - RT 54.240 REMOVE
2 GR END TREATMENTS TYPE 1
AND CONST 150 LF STEEL W
BEAM GUARDRAIL S-FACE.

RT 54.212 - RT 54.240 REFILL BEHIND
GUARDRAIL (CONDITION NO. 1) WITH
ASPHALT MILLING (8 CU YDS, L=150',
END AREA 1.42 SQ. FT).

RT 54.618 REMOVE 4 LIN FT 24 INCH REINF.
CONC PIPE AND HEADWALL. CONST 4 LIN FT
24 INCH REINF CONC PIPE AND 1 S&F HDWL-
24 INCH. CONST CHANNEL LINING CLASS III
(5 TONS, L=8', W=6', T=2', D=1') AT OUTLET.



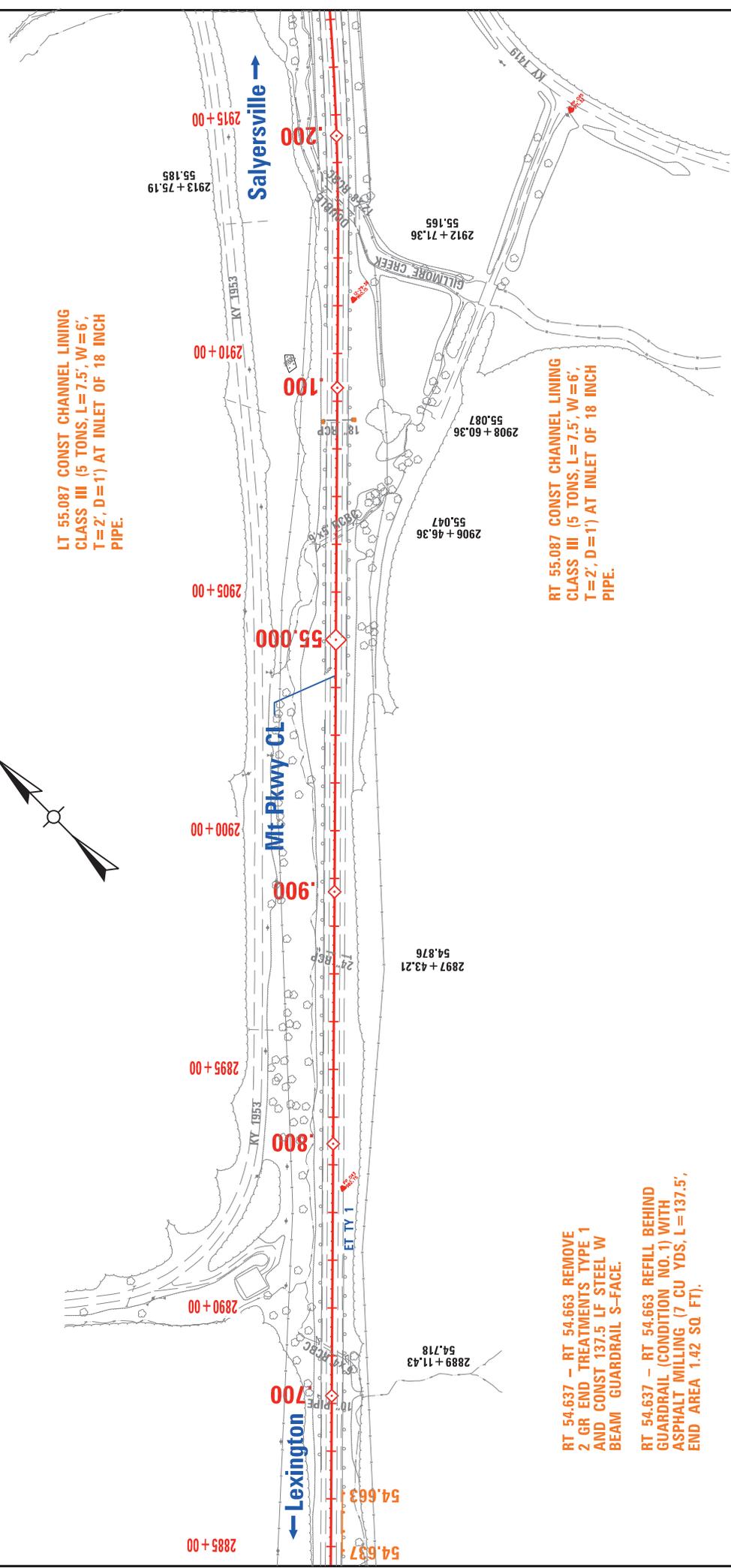
**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00
Sheet P
MP 54.635 - MP 55.250**



LT 55.087 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT INLET OF 18 INCH
PIPE.

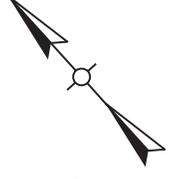
RT 55.087 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT INLET OF 18 INCH
PIPE.

RT 54.637 - RT 54.693 REMOVE
2 GR END TREATMENTS TYPE 1
AND CONST 137.5 LF STEEL W
BEAM GUARDRAIL S-FACE.
RT 54.637 - RT 54.693 REFILL BEHIND
GUARDRAIL (CONDITION NO. 1) WITH
ASPHALT MILLING (7 CU YDS, L=137.5',
END AREA 1.42 SQ. FT).



WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet Q

MP 55.250 - MP 55.850



LT 55.420 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT OUTLET OF PIPE.

55.450 - 55.459 CONST ASPHALT
BASE REPAIR (133 SQ YDS, L=50',
W=24') AT BRIDGE END.

LT 55.776 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT INLET OF 24 INCH
PIPE.

LT 55.832 - LT 55.841 REFILL BEHIND
GUARDRAIL (CONDITION NO.1) WITH
ASPHALT MILLING (3 CU YDS, L=50',
END AREA 1.42 SQ. FT).

LT 55.832 - LT 55.841 REMOVE 50 LIN FT
GUARDRAIL. CONST 50 LIN FT STEEL W
BEAM GUARDRAIL S-FACE.

2935+00

2930+00

2925+00

2920+00

55.500

55.400

55.300

Mt Pkwy CL

600

700

800

Salyserville

Lexington

2944+99.02

55.776

2945+00

2941+99.94

55.720

2944+04.32

55.758

2947+27.07

55.820

55.852

55.832

55.841

2925+17.60

55.420

2921+59.50

55.333

2925+85.92

55.414

2933+56.80

55.560

2941+24.26

55.705

2940+00

2938+95.36

55.662

RT 55.414 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT OUTLET OF PIPE.

RT 55.450 - RT 55.852 REFILL BEHIND
GUARDRAIL (CONDITION NO.1) WITH
ASPHALT MILLING (111 CU YDS, L=2112.5',
END AREA 1.42 SQ. FT).

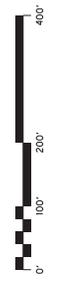
RT 55.450 - RT 55.852 REMOVE 2112.5
LIN FT GUARDRAIL. CONST 2112.5 STEEL
W BEAM GUARDRAIL S-FACE.

RT 55.450 REMOVE 1 GR. CONNECTOR
TO BRIDGE END. CONSTRUCT 1 GR.
CONNECTOR TO BRIDGE END TY. C.

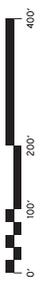
RT 55.705 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT OUTLET OF 24 INCH
PIPE.

RT 55.758 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT OUTLET OF 24 INCH
PIPE.

RT 55.820 CONST CHANNEL LINING
CLASS III (5 TONS, L=7.5', W=6',
T=2', D=1') AT OUTLET OF 24 INCH
PIPE.

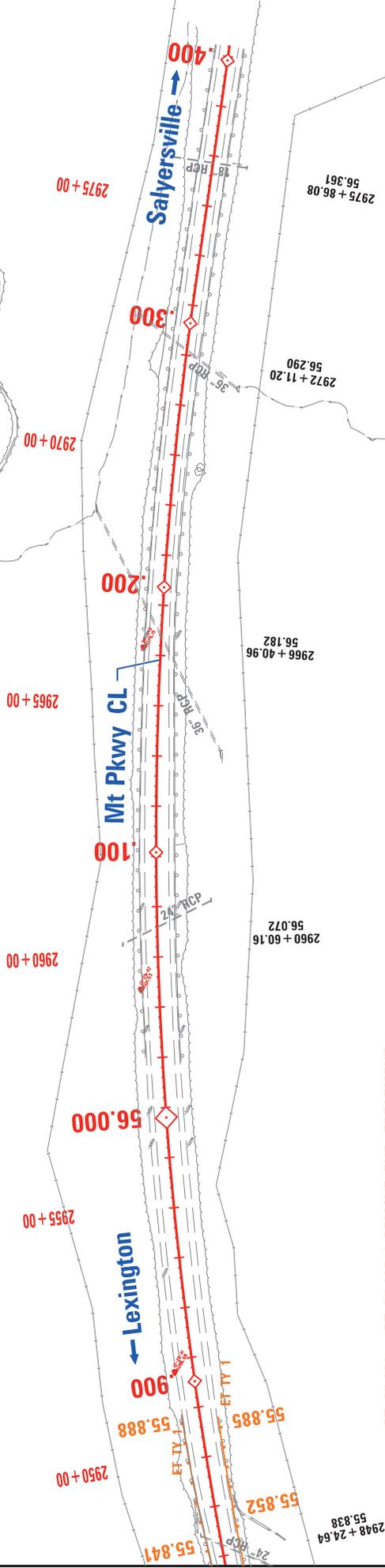


WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet R MP 55.850 - MP 56.400

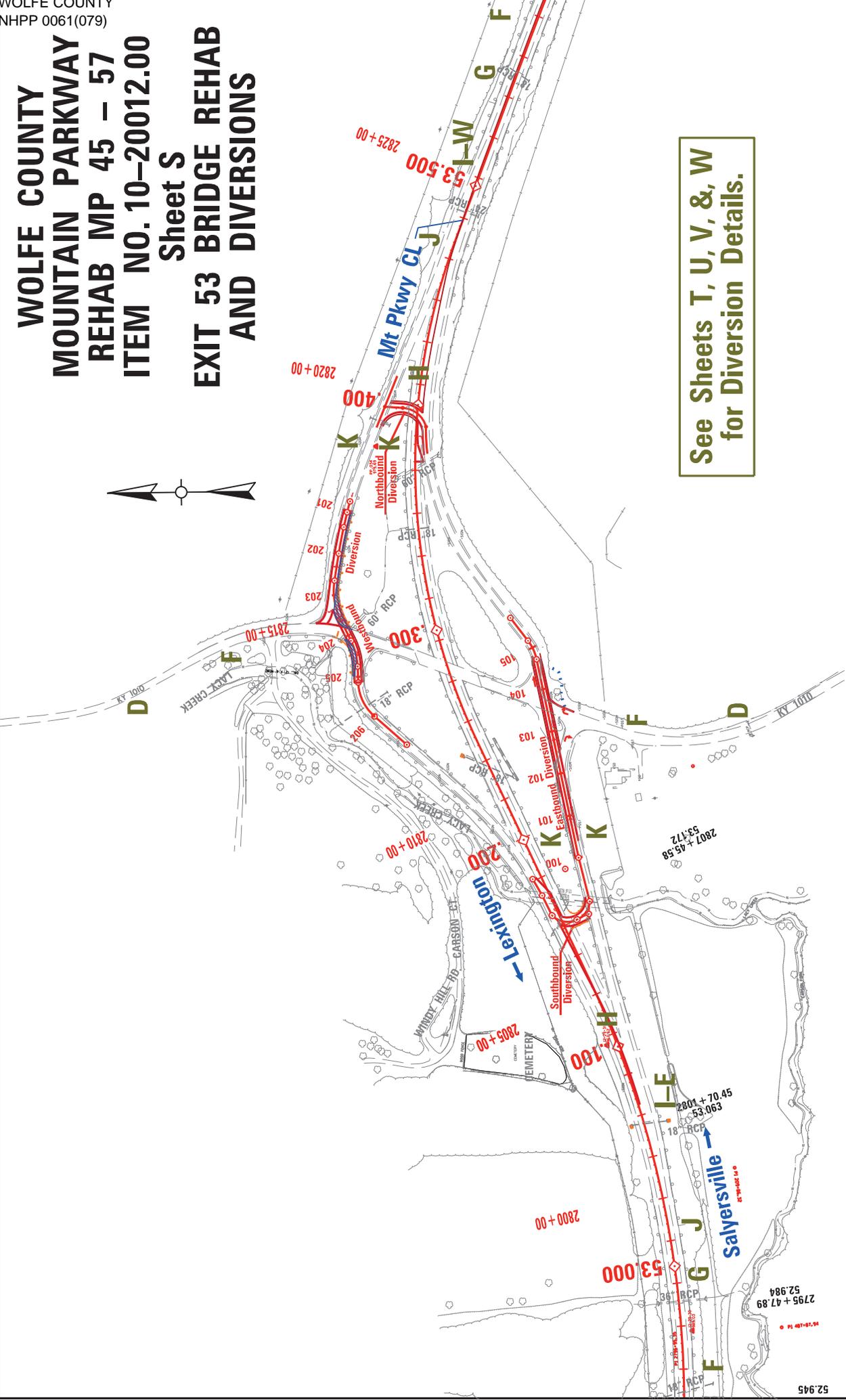
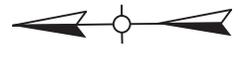


LT 55.841 - LT 55.888 1 REMOVE END TREATMENT TYPE 1 AND 200 LIN FT GUARDRAIL. CONST 200 LIN FT STEEL W BEAM GUARDRAIL S-FACE AND 1 GR END TREATMENT TYPE 1.
LT 55.841 - LT 55.888 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (13 CU YDS, L=250', END AREA 1.42 SQ. FT).

RT 55.852 - RT 55.885 1 REMOVE END TREATMENT TYPE 1 AND 125 LIN FT GUARDRAIL. CONST 125 LIN FT STEEL W BEAM GUARDRAIL S-FACE AND 1 GR END TREATMENT TYPE 1.
RT 55.852 - RT 55.885 REFILL BEHIND GUARDRAIL (CONDITION NO. 1) WITH ASPHALT MILLING (9 CU YDS, L=175', END AREA 1.42 SQ. FT).

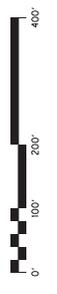


WOLFE COUNTY MOUNTAIN PARKWAY REHAB MP 45 - 57 ITEM NO. 10-20012.00 Sheet S EXIT 53 BRIDGE REHAB AND DIVERSIONS



See Sheets T, U, V, &, W
for Diversion Details.

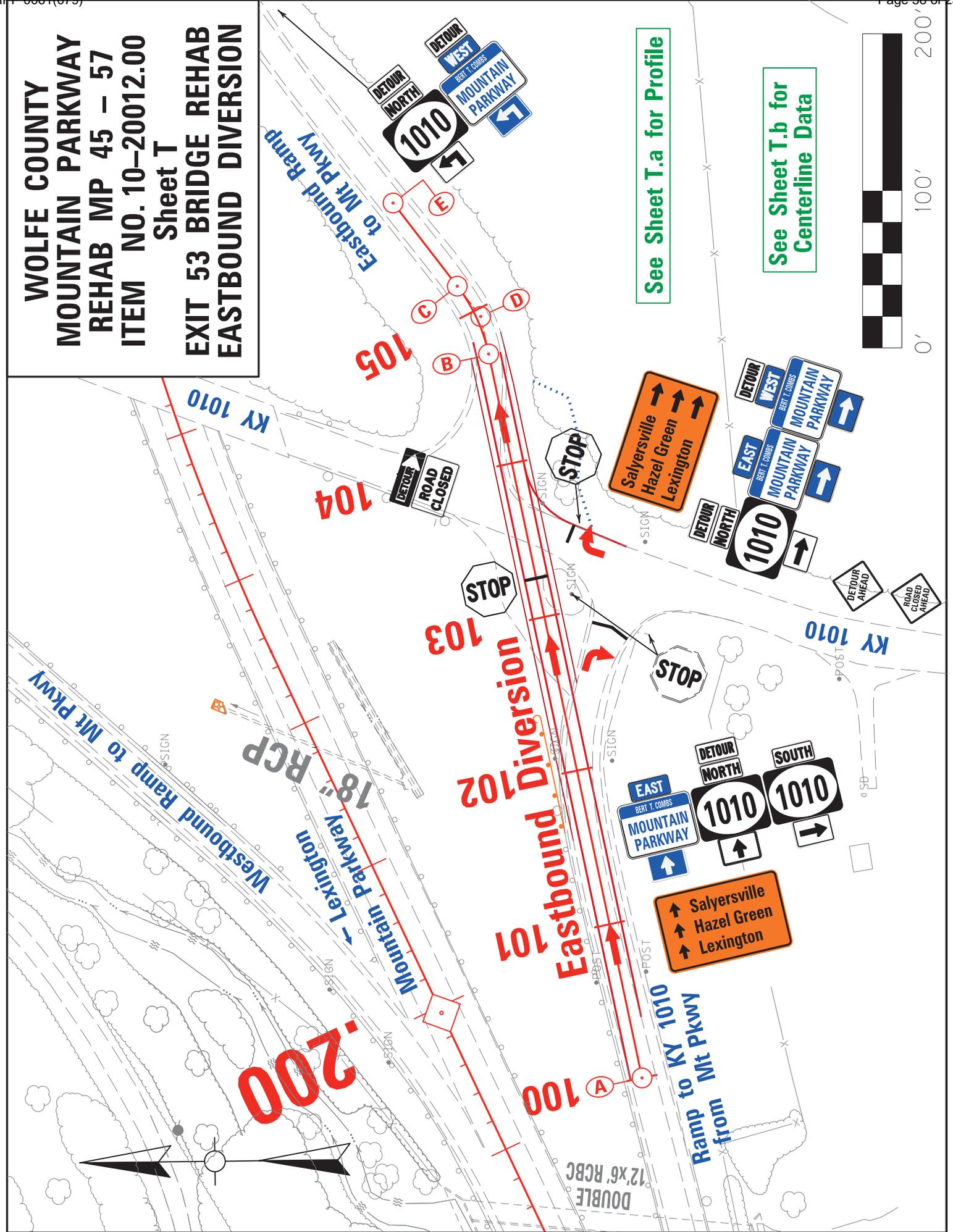
- A** ROAD CLOSED 1500 FT
- B** ROAD CLOSED 1000 FT
- C** ROAD CLOSED 500 FT
- D** ROAD CLOSED AHEAD
- F** DETOUR AHEAD
- G** [Upward Arrow] 35 MPH
- H** [Detour Arrow] ROAD CLOSED
- I-E** EAST BERT T. COMBS MOUNTAIN PARKWAY
- I-W** WEST BERT T. COMBS MOUNTAIN PARKWAY
- J** EXIT 25 M.P.H.
- K** [Yield Sign]



**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 – 57
ITEM NO. 10–20012.00
Sheet S.a
EXIT 53 BRIDGE REHAB
COORDINATE CONTROL**

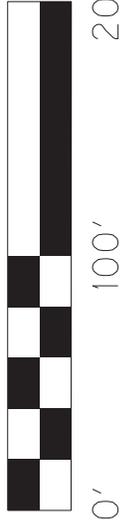
| COORDINATE CONTROL POINTS | | | | | |
|----------------------------------|-----------------------|-------------------------|------------|-----------|-------------------------|
| POINT | DESCRIPTION | State Plane Coordinates | | | STATION and OFFSET |
| | | NORTH (Y) | EAST (X) | ELEV. (Z) | |
| PP 36 | Painted "L" w/Magnail | 3803223.41 | 5602833.18 | 1047.83 | 2480 + 29.84, 25.53' Rt |
| 12-29-30 | Plastic "L" w/IPC | 3803452.64 | 5598793.93 | 989.03 | 2596 + 87.79, 25.15' Rt |
| 12-29-31 | Plastic "L" w/IPC | 3803642.35 | 5599459.14 | 967.62 | 2803 + 80.11, 22.64' Lt |
| 12-29-32 | Concrete Monument | 3804161.80 | 5600856.83 | 979.69 | 2818 + 53.05, 91.60' Lt |
| 12-29-33 | Plastic "L" w/IPC | 3803571.22 | 5602347.65 | 1014.74 | 2834 + 34.34, 24.07' Lt |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00**
Sheet T
**EXIT 53 BRIDGE REHAB
EASTBOUND DIVERSION**

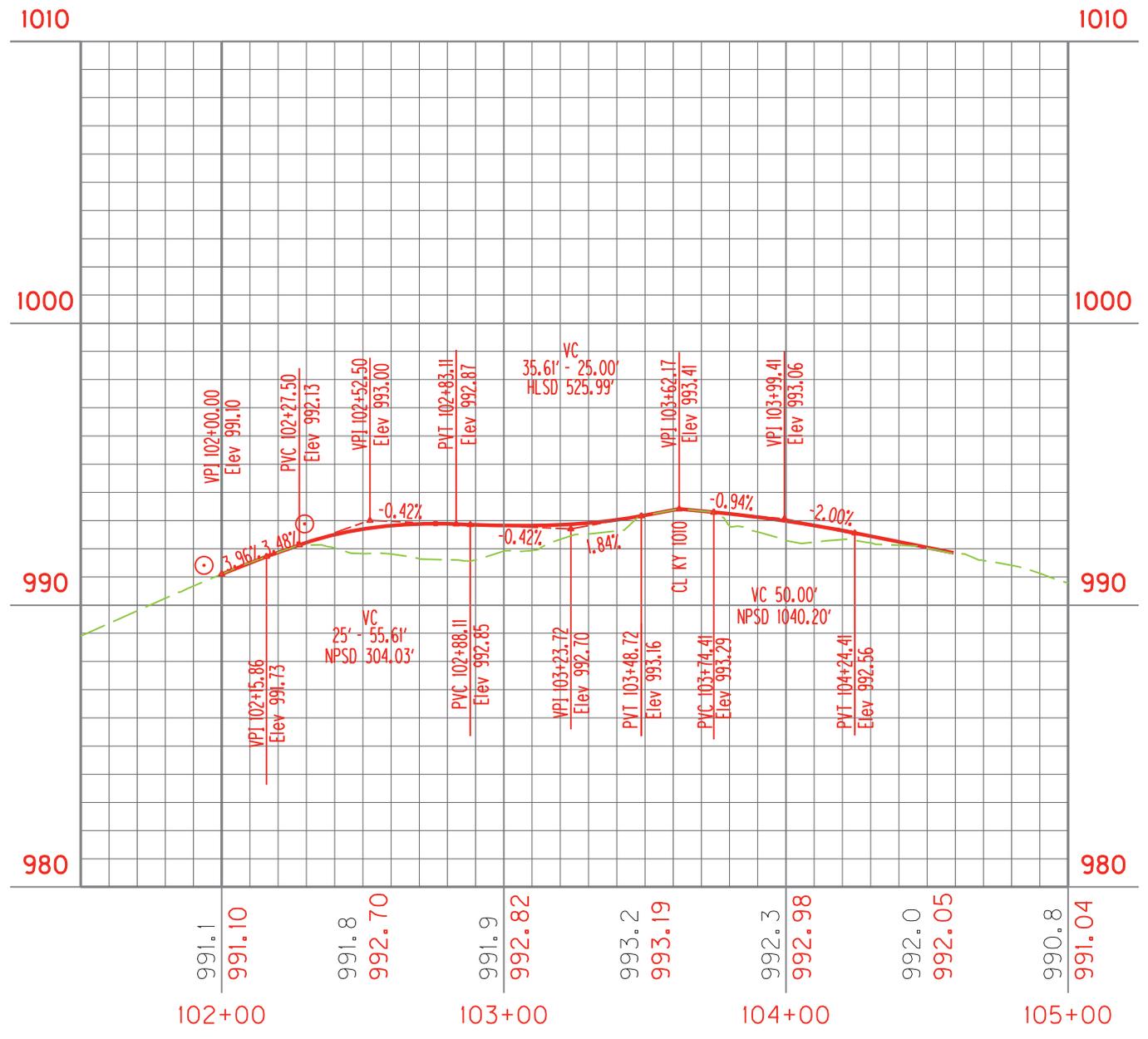


See Sheet T.a for Profile

See Sheet T.b for
Centerline Data



WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
SHEET T.a



MOUNTAIN PARKWAY
EASTBOUND DIVERSION
PROFILE SHEET
STA. 101+50 TO STA. 105+00

Project Name: Wolfe County Item 10-20012.00
Description: Centerline Data
Alignment: Exit 53 Eastbound Diversion

Sheet T.b

Element: Linear

| | | | | |
|-----------------------|-----|---------------|------------|------------|
| POB | (A) | 100+00.00 | 3803703.22 | 5599895.66 |
| PC | (B) | 104+71.14 | 3803795.08 | 5600357.75 |
| Tangential Direction: | | N 78°45'24" E | | |
| Tangential Length: | | 471.14 | | |

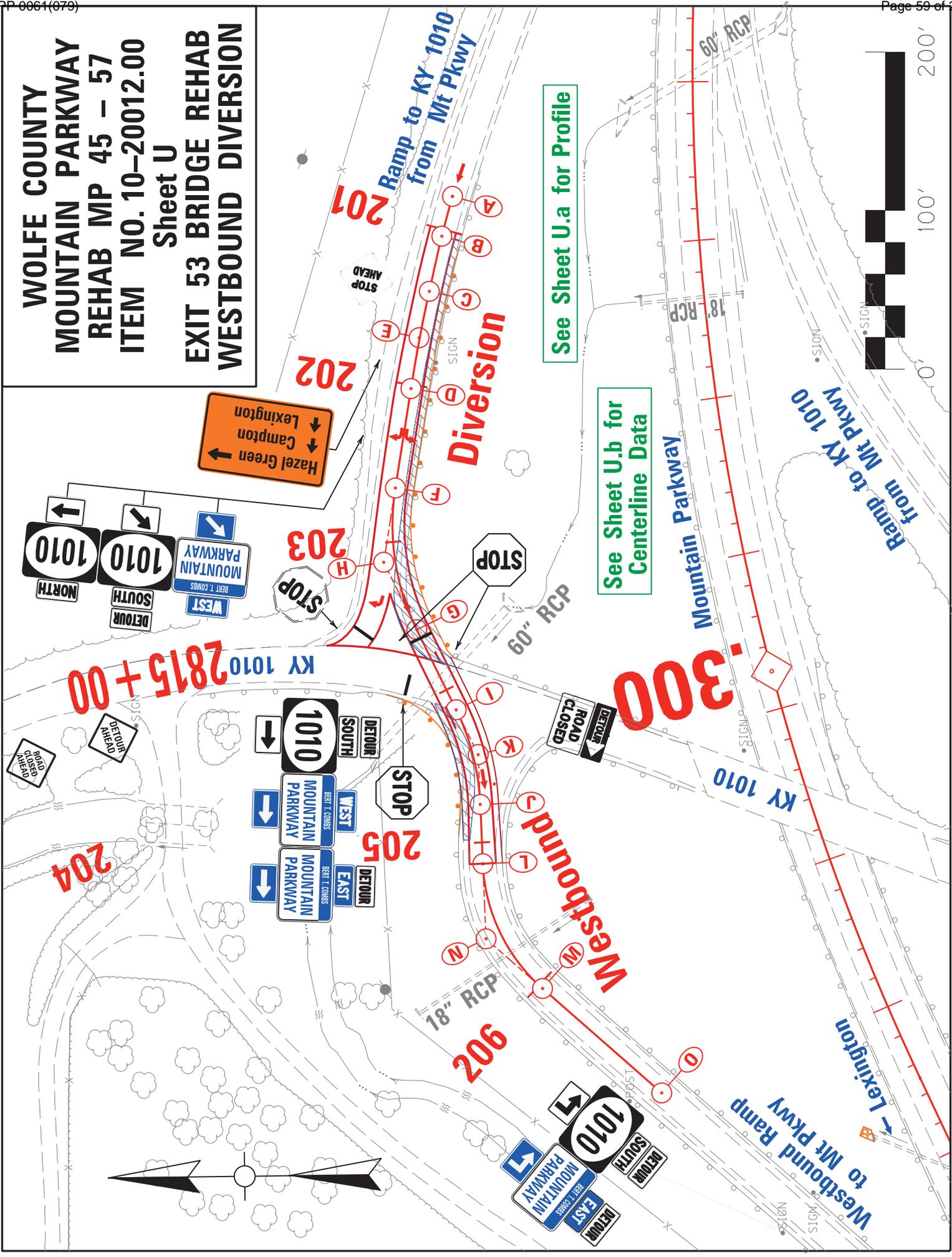
Element: Circular

| | | | | |
|----------------------------|-----|----------------|------------|------------|
| PC | (B) | 104+71.14 | 3803795.08 | 5600357.75 |
| PI | (D) | 104+95.53 | 3803799.84 | 5600381.67 |
| CC | () | | 3803900.03 | 5600336.89 |
| PT | (C) | 105+19.09 | 3803814.49 | 5600401.17 |
| Radius: | | 107.00 | | |
| Delta: | | 25°40'39" Left | | |
| Degree of Curvature (Arc): | | 53°32'51" | | |
| Length: | | 47.95 | | |
| Tangent: | | 24.39 | | |
| Chord: | | 47.55 | | |
| Middle Ordinate: | | 2.68 | | |
| External: | | 2.74 | | |
| Tangent Direction: | | N 78°45'24" E | | |
| Radial Direction: | | S 11°14'36" E | | |
| Chord Direction: | | N 65°55'04" E | | |
| Radial Direction: | | S 36°55'15" E | | |
| Tangent Direction: | | N 53°04'45" E | | |

Element: Linear

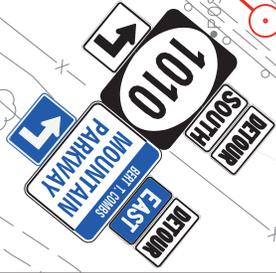
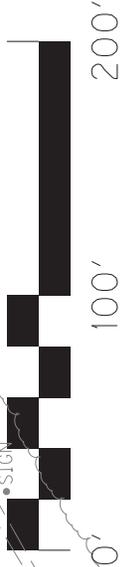
| | | | | |
|-----------------------|-----|---------------|------------|------------|
| PT | (C) | 105+19.09 | 3803814.49 | 5600401.17 |
| POE | (E) | 105+85.96 | 3803854.65 | 5600454.62 |
| Tangential Direction: | | N 53°04'45" E | | |
| Tangential Length: | | 66.87 | | |

**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00
Sheet U
EXIT 53 BRIDGE REHAB
WESTBOUND DIVERSION**

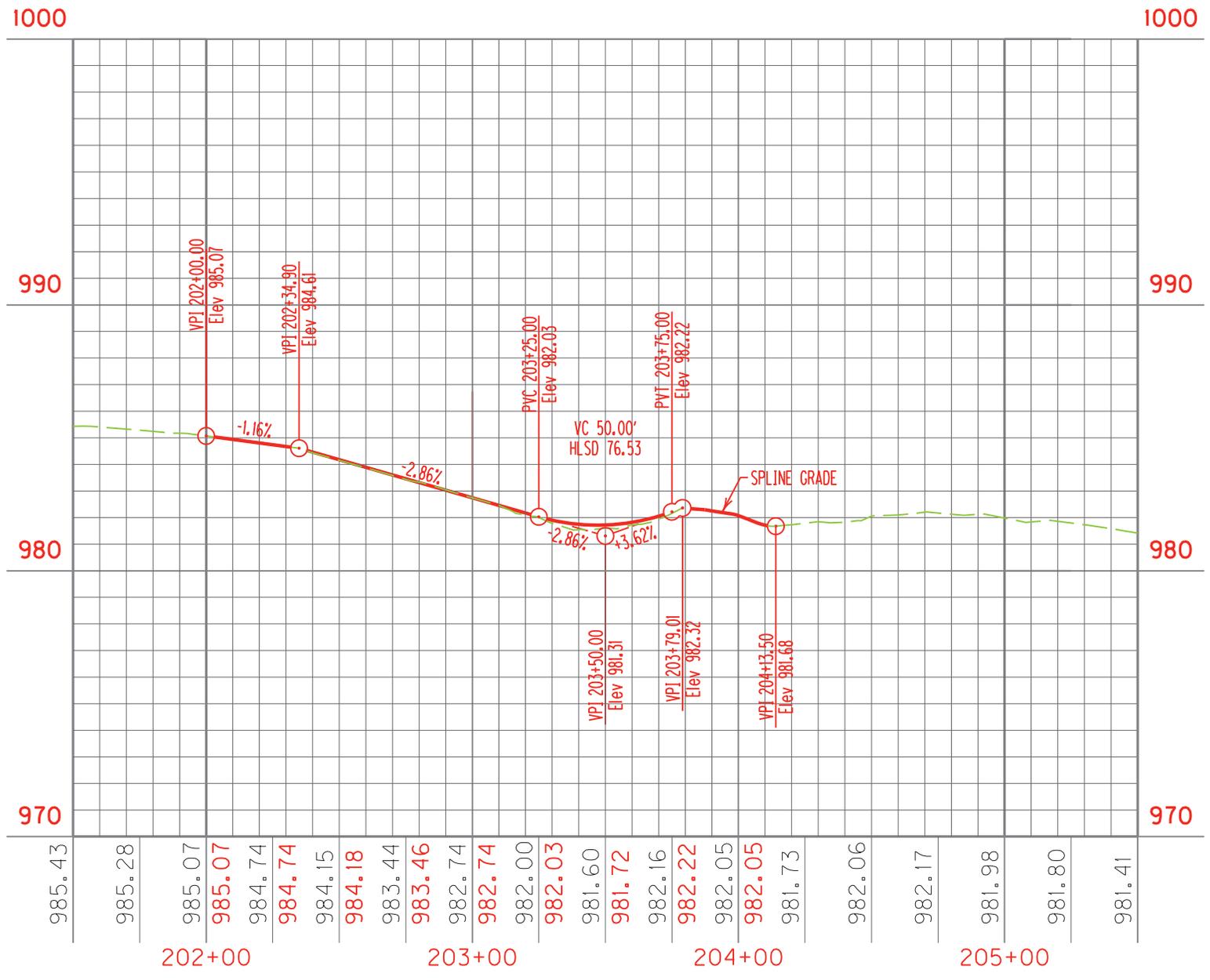


See Sheet U.a for Profile

See Sheet U.b for Centerline Data



WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
SHEET U.a



MOUNTAIN PARKWAY
WESTBOUND DIVERSION
PROFILE SHEET
STA. 201+50 TO STA. 205+50

20012 Sheet U_b

Project Name: wolfe County Item 10-20012.00
SHEET U.b
Description: Centerline Data
Horizontal Alignment Name: Exit 53 westbound Diversion
Description:
Style: Centerline/MOT

| NOTE | STATION | NORTHING | EASTING |
|---------------------------|----------------|------------|------------|
| Element: Linear | | | |
| POB (A) | 200+78.39 | 3804223.60 | 5600729.79 |
| PI (B) | 201+03.75 | 3804230.65 | 5600705.43 |
| Tangent Direction: | N 73^50'42" W | | |
| Tangent Length: | 25.36 | | |
| Element: Linear | | | |
| PI (B) | 201+03.75 | 3804230.65 | 5600705.43 |
| PC (C) | 201+40.02 | 3804238.94 | 5600670.11 |
| Tangent Direction: | N 76^48'11" W | | |
| Tangent Length: | 36.27 | | |
| Element: Circular | | | |
| PC (C) | 201+40.02 | 3804238.94 | 5600670.11 |
| PI (E) | 201+71.24 | 3804246.06 | 5600639.72 |
| CC () | | 3803265.34 | 5600441.82 |
| PT (D) | 202+02.44 | 3804251.28 | 5600608.94 |
| Radius: | 1000.00 | | |
| Delta: | 3^34'34" Left | | |
| Degree of Curvature(Arc): | 5^43'46" | | |
| Length: | 62.42 | | |
| Tangent: | 31.22 | | |
| Chord: | 62.41 | | |
| Middle Ordinate: | 0.49 | | |
| External: | 0.49 | | |
| Tangent Direction: | N 76^48'11" W | | |
| Radial Direction: | N 13^11'49" E | | |
| Chord Direction: | N 78^35'28" W | | |
| Radial Direction: | N 9^37'15" E | | |
| Tangent Direction: | N 80^22'45" W | | |
| Element: Linear | | | |
| PT (D) | 202+02.44 | 3804251.28 | 5600608.94 |
| PC (F) | 202+65.92 | 3804261.89 | 5600546.35 |
| Tangent Direction: | N 80^22'45" W | | |
| Tangent Length: | 63.48 | | |
| Element: Circular | | | |
| PC (F) | 202+65.92 | 3804261.89 | 5600546.35 |
| PI (H) | 203+13.28 | 3804269.80 | 5600499.66 |
| CC () | | 3804114.00 | 5600521.29 |
| PT (G) | 203+57.67 | 3804249.47 | 5600456.88 |
| Radius: | 150.00 | | |
| Delta: | 35^02'50" Left | | |
| Degree of Curvature(Arc): | 38^11'50" | | |
| Length: | 91.75 | | |
| Tangent: | 47.36 | | |
| Chord: | 90.33 | | |
| Middle Ordinate: | 6.96 | | |
| External: | 7.30 | | |
| Tangent Direction: | N 80^22'45" W | | |
| Radial Direction: | N 9^37'15" E | | |
| Chord Direction: | S 82^05'50" W | | |
| Radial Direction: | N 25^25'35" W | | |

| | | | |
|---------------------------|-----------|-----------------|------------|
| | | 20012 Sheet U_b | |
| Tangent Direction: | | S 64^34'25" W | |
| Element: Linear | | | |
| PT (G) | 203+57.67 | 3804249.47 | 5600456.88 |
| PC (I) | 204+13.98 | 3804225.29 | 5600406.02 |
| Tangent Direction: | | S 64^34'25" W | |
| Tangent Length: | 56.31 | | |
| Element: Circular | | | |
| PC (I) | 204+13.98 | 3804225.29 | 5600406.02 |
| PI (K) | 204+45.43 | 3804211.79 | 5600377.63 |
| CC () | | 3804360.76 | 5600341.62 |
| PT (J) | 204+75.97 | 3804210.83 | 5600346.20 |
| Radius: | 150.00 | | |
| Delta: | 23^40'44" | Right | |
| Degree of Curvature(Arc): | 38^11'50" | | |
| Length: | 61.99 | | |
| Tangent: | 31.44 | | |
| Chord: | 61.55 | | |
| Middle Ordinate: | 3.19 | | |
| External: | 3.26 | | |
| Tangent Direction: | | S 64^34'25" W | |
| Radial Direction: | | N 25^25'35" W | |
| Chord Direction: | | S 76^24'47" W | |
| Radial Direction: | | N 1^44'51" W | |
| Tangent Direction: | | S 88^15'09" W | |
| Element: Linear | | | |
| PT (J) | 204+75.97 | 3804210.83 | 5600346.20 |
| PC (L) | 205+13.40 | 3804209.69 | 5600308.79 |
| Tangent Direction: | | S 88^15'09" W | |
| Tangent Length: | 37.43 | | |
| Element: Circular | | | |
| PC (L) | 205+13.40 | 3804209.69 | 5600308.79 |
| PI (N) | 205+60.83 | 3804208.24 | 5600261.38 |
| CC () | | 3804098.74 | 5600312.17 |
| PT (M) | 206+03.05 | 3804172.99 | 5600229.66 |
| Radius: | 111.00 | | |
| Delta: | 46^16'22" | Left | |
| Degree of Curvature(Arc): | 51^37'04" | | |
| Length: | 89.65 | | |
| Tangent: | 47.43 | | |
| Chord: | 87.23 | | |
| Middle Ordinate: | 8.93 | | |
| External: | 9.71 | | |
| Tangent Direction: | | S 88^15'09" W | |
| Radial Direction: | | N 1^44'51" W | |
| Chord Direction: | | S 65^06'58" W | |
| Radial Direction: | | N 48^01'13" W | |
| Tangent Direction: | | S 41^58'47" W | |
| Element: Linear | | | |
| PT (M) | 206+03.05 | 3804172.99 | 5600229.66 |
| POE (O) | 207+02.89 | 3804098.77 | 5600162.88 |
| Tangent Direction: | | S 41^58'47" W | |
| Tangent Length: | 99.84 | | |

**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00
Sheet V
EXIT 53 BRIDGE REHAB
KY 1010 NORTHBOUND
DIVERSION**

400
2820 + 00

202
201

**Westbound
Diversion**

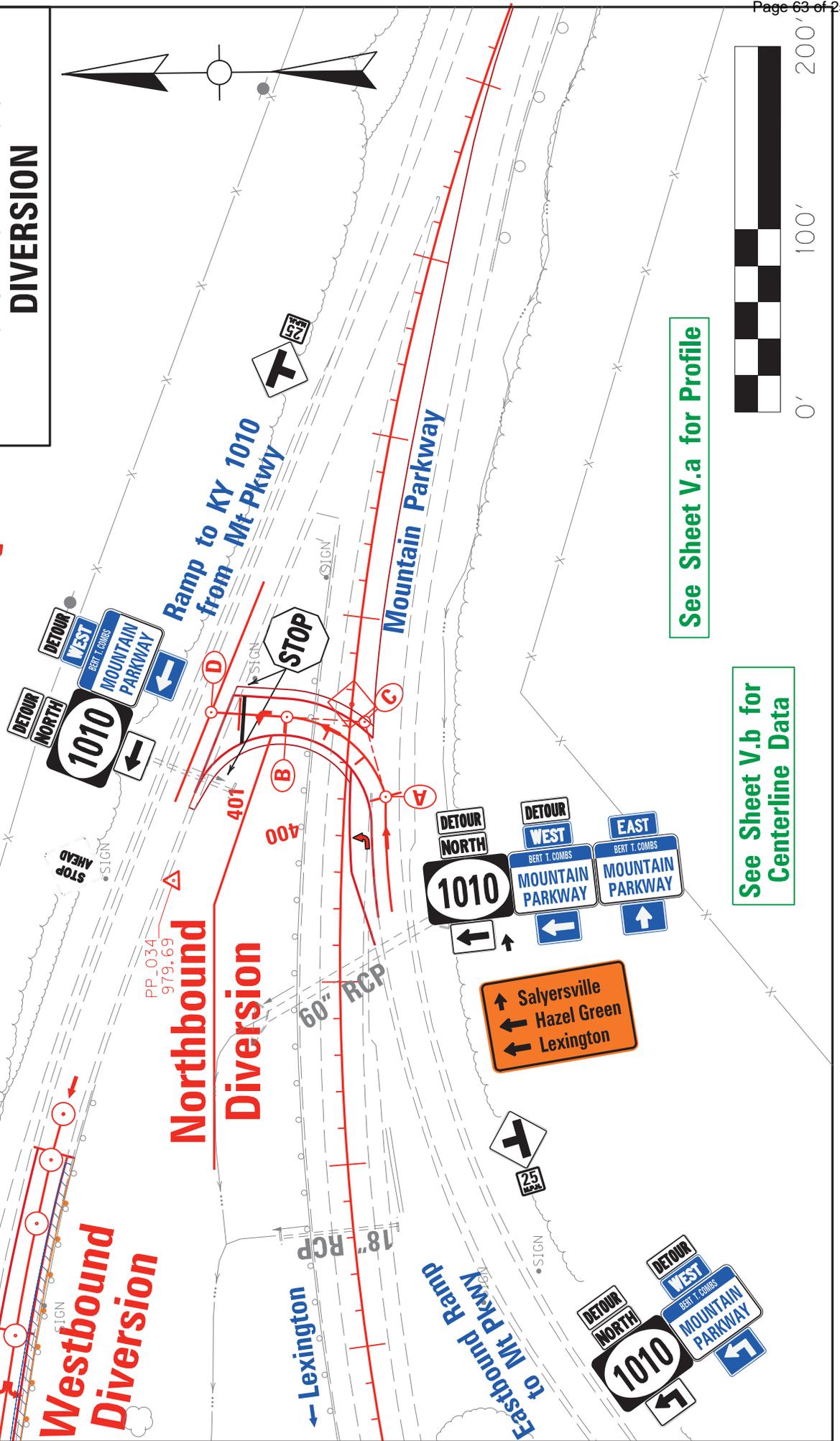
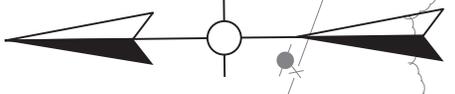
**Northbound
Diversion**

PP_034
979.69

401
400

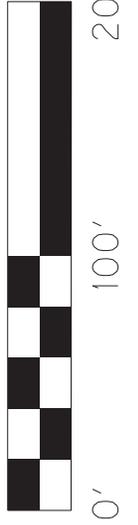
18" RCP

60" RCP

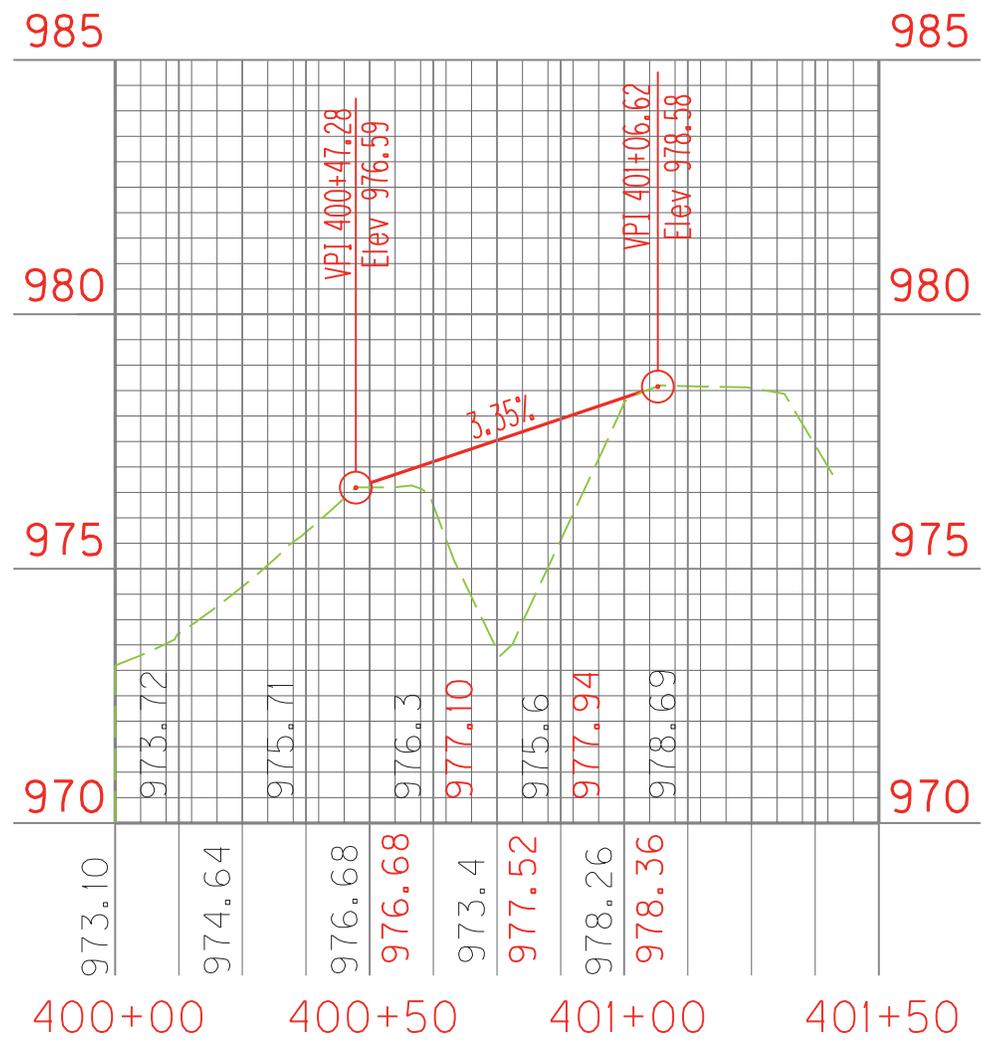


See Sheet V.a for Profile

See Sheet V.b for
Centerline Data



WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
SHEET V.a



KY 1010
NORTHBOUND DIVERSION
PROFILE SHEET
STA. 400+00 TO STA. 401+50

20012 Sheet v_b

Project Name: wolfe County Item 10-20012.00

Sheet v.b

Description: Exit 53 Bridge Rehab
Horizontal Alignment Name: KY 1010 Southbound Diversion

Description:
Style: Centerline/MOT

| | STATION | NORTHING | EASTING |
|---------------------------|----------------|------------|------------|
| Element: Linear | | | |
| POB (A) | 299+98.78 | 3803810.36 | 5599847.14 |
| PI (B) | 300+42.88 | 3803788.83 | 5599808.66 |
| Tangent Direction: | S 60^46'15" W | | |
| Tangent Length: | 44.10 | | |
| Element: Linear | | | |
| PI (B) | 300+42.88 | 3803788.83 | 5599808.66 |
| PI (C) | 300+93.90 | 3803766.87 | 5599762.61 |
| Tangent Direction: | S 64^30'23" W | | |
| Tangent Length: | 51.02 | | |
| Element: Linear | | | |
| PI (C) | 300+93.90 | 3803766.87 | 5599762.61 |
| PC (C1) | 300+95.86 | 3803765.46 | 5599761.24 |
| Tangent Direction: | S 44^18'48" W | | |
| Tangent Length: | 1.96 | | |
| Element: Circular | | | |
| PC (C1) | 300+95.86 | 3803765.46 | 5599761.24 |
| PI (E) | 301+30.12 | 3803740.95 | 5599737.30 |
| CC () | | 3803730.54 | 5599797.01 |
| PT (D) | 301+55.93 | 3803709.78 | 5599751.52 |
| Radius: | 50.00 | | |
| Delta: | 68^50'20" Left | | |
| Degree of Curvature(Arc): | 114^35'30" | | |
| Length: | 60.07 | | |
| Tangent: | 34.26 | | |
| Chord: | 56.52 | | |
| Middle Ordinate: | 8.75 | | |
| External: | 10.61 | | |
| Tangent Direction: | S 44^18'48" W | | |
| Radial Direction: | N 45^41'12" W | | |
| Chord Direction: | S 9^53'38" W | | |
| Radial Direction: | S 65^28'28" W | | |
| Tangent Direction: | S 24^31'32" E | | |
| Element: Linear | | | |
| PT (D) | 301+55.93 | 3803709.78 | 5599751.52 |
| PC (F) | 301+58.30 | 3803707.63 | 5599752.51 |
| Tangent Direction: | S 24^31'32" E | | |
| Tangent Length: | 2.37 | | |
| Element: Circular | | | |
| PC (F) | 301+58.30 | 3803707.63 | 5599752.51 |
| PI (H) | 301+87.72 | 3803680.86 | 5599764.72 |
| CC () | | 3803728.38 | 5599798.00 |
| PT (G) | 302+11.48 | 3803678.54 | 5599794.04 |
| Radius: | 50.00 | | |
| Delta: | 60^56'12" Left | | |
| Degree of Curvature(Arc): | 114^35'30" | | |
| Length: | 53.18 | | |
| Tangent: | 29.42 | | |
| Chord: | 50.71 | | |
| Middle Ordinate: | 6.90 | | |

20012 Sheet v_b

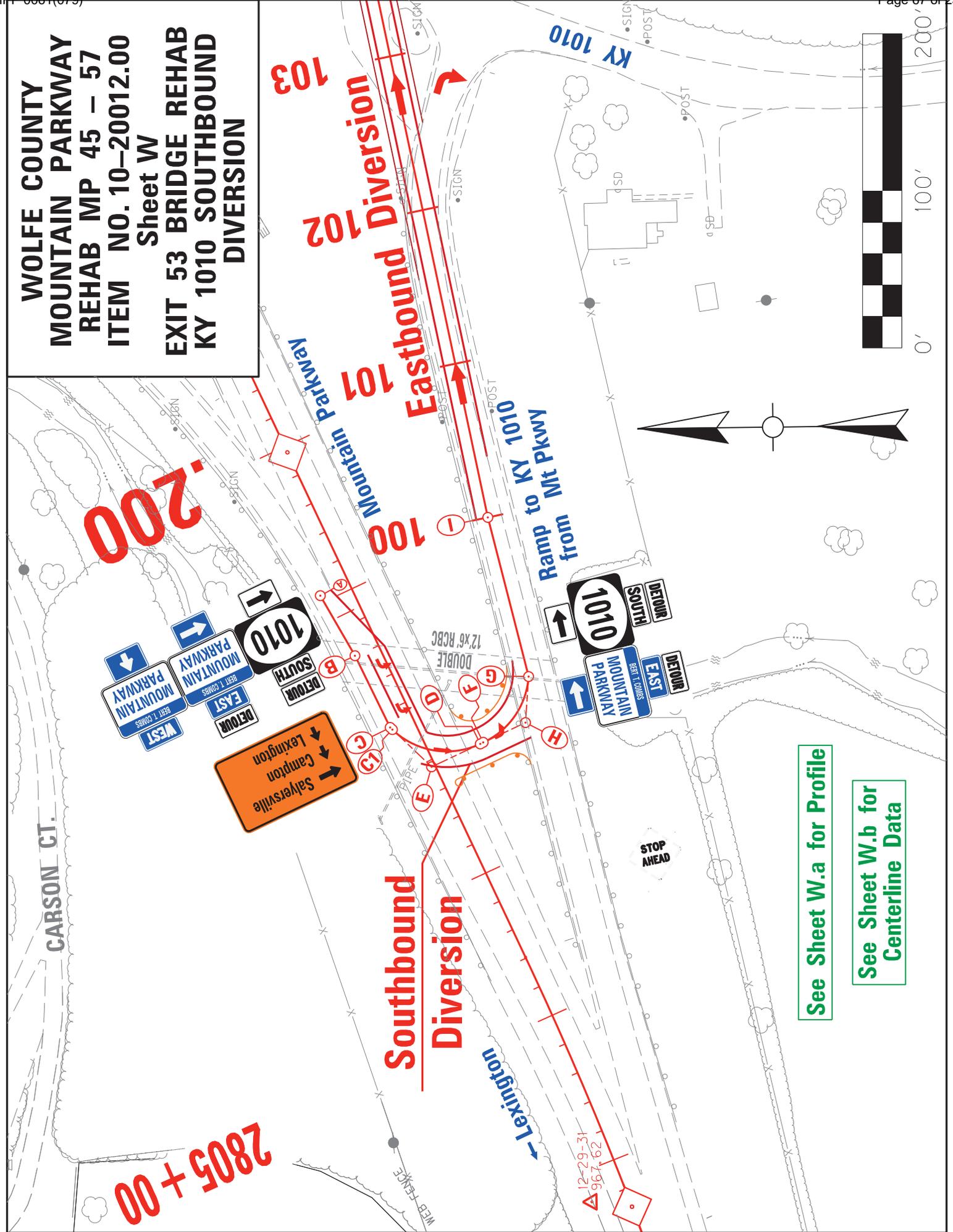
External: 8.01
Tangent Direction: S 24^31'32" E
Radial Direction: S 65^28'28" W
Chord Direction: S 54^59'38" E
Radial Direction: S 4^32'16" W
Tangent Direction: S 85^27'44" E

Non-collinear

Element: Linear
PT (G) 302+11.48 3803678.54 5599794.04
POE (I) 303+16.05 3803703.22 5599895.66
Tangent Direction: N 76^20'47" E
Tangent Length: 104.57

**WOLFE COUNTY
MOUNTAIN PARKWAY
REHAB MP 45 - 57
ITEM NO. 10-20012.00
Sheet W**

**EXIT 53 BRIDGE REHAB
KY 1010 SOUTHBOUND
DIVERSION**

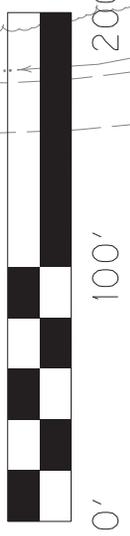
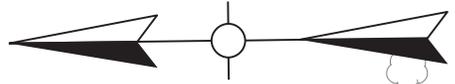


2007

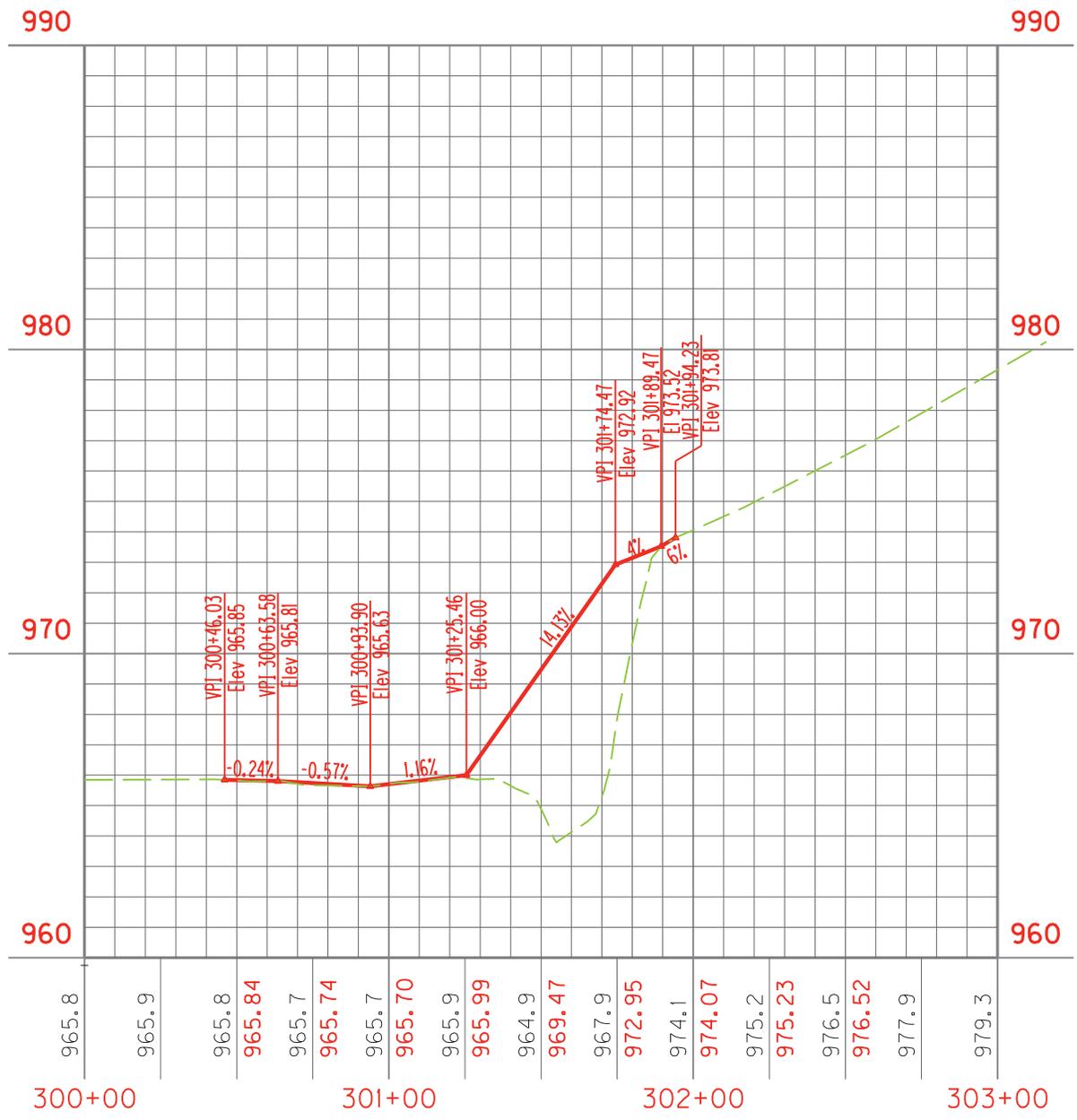
2805+00

See Sheet W.a for Profile

See Sheet W.b for Centerline Data



WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
SHEET W.a



20012 Sheet w_b

Project Name: wolfe County Item 10-20012.00

Sheet v.b

Description: Exit 53 Bridge Rehab
Horizontal Alignment Name: KY 1010 Southbound Diversion

Description:
Style: Centerline/MOT

| | STATION | NORTHING | EASTING |
|---------------------------|----------------|------------|------------|
| Element: Linear | | | |
| POB (A) | 299+98.78 | 3803810.36 | 5599847.14 |
| PI (B) | 300+42.88 | 3803788.83 | 5599808.66 |
| Tangent Direction: | S 60^46'15" W | | |
| Tangent Length: | 44.10 | | |
| Element: Linear | | | |
| PI (B) | 300+42.88 | 3803788.83 | 5599808.66 |
| PI (C) | 300+93.90 | 3803766.87 | 5599762.61 |
| Tangent Direction: | S 64^30'23" W | | |
| Tangent Length: | 51.02 | | |
| Element: Linear | | | |
| PI (C) | 300+93.90 | 3803766.87 | 5599762.61 |
| PC (C1) | 300+95.86 | 3803765.46 | 5599761.24 |
| Tangent Direction: | S 44^18'48" W | | |
| Tangent Length: | 1.96 | | |
| Element: Circular | | | |
| PC (C1) | 300+95.86 | 3803765.46 | 5599761.24 |
| PI (E) | 301+30.12 | 3803740.95 | 5599737.30 |
| CC () | | 3803730.54 | 5599797.01 |
| PT (D) | 301+55.93 | 3803709.78 | 5599751.52 |
| Radius: | 50.00 | | |
| Delta: | 68^50'20" Left | | |
| Degree of Curvature(Arc): | 114^35'30" | | |
| Length: | 60.07 | | |
| Tangent: | 34.26 | | |
| Chord: | 56.52 | | |
| Middle Ordinate: | 8.75 | | |
| External: | 10.61 | | |
| Tangent Direction: | S 44^18'48" W | | |
| Radial Direction: | N 45^41'12" W | | |
| Chord Direction: | S 9^53'38" W | | |
| Radial Direction: | S 65^28'28" W | | |
| Tangent Direction: | S 24^31'32" E | | |
| Element: Linear | | | |
| PT (D) | 301+55.93 | 3803709.78 | 5599751.52 |
| PC (F) | 301+58.30 | 3803707.63 | 5599752.51 |
| Tangent Direction: | S 24^31'32" E | | |
| Tangent Length: | 2.37 | | |
| Element: Circular | | | |
| PC (F) | 301+58.30 | 3803707.63 | 5599752.51 |
| PI (H) | 301+87.72 | 3803680.86 | 5599764.72 |
| CC () | | 3803728.38 | 5599798.00 |
| PT (G) | 302+11.48 | 3803678.54 | 5599794.04 |
| Radius: | 50.00 | | |
| Delta: | 60^56'12" Left | | |
| Degree of Curvature(Arc): | 114^35'30" | | |
| Length: | 53.18 | | |
| Tangent: | 29.42 | | |
| Chord: | 50.71 | | |
| Middle Ordinate: | 6.90 | | |

20012 Sheet w_b

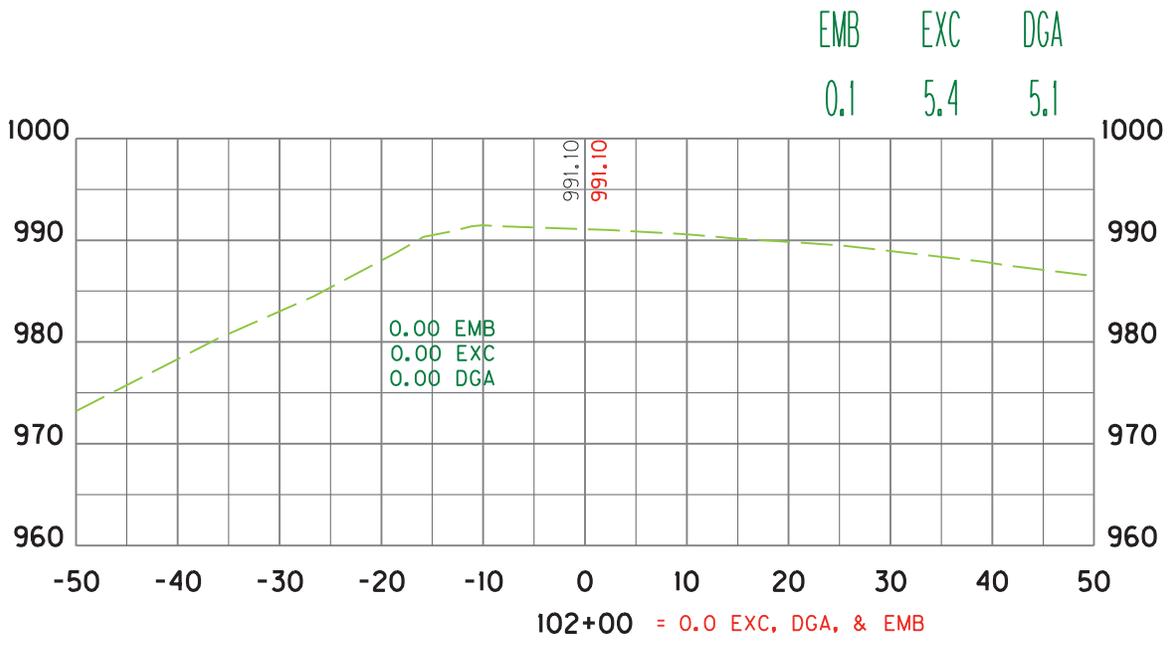
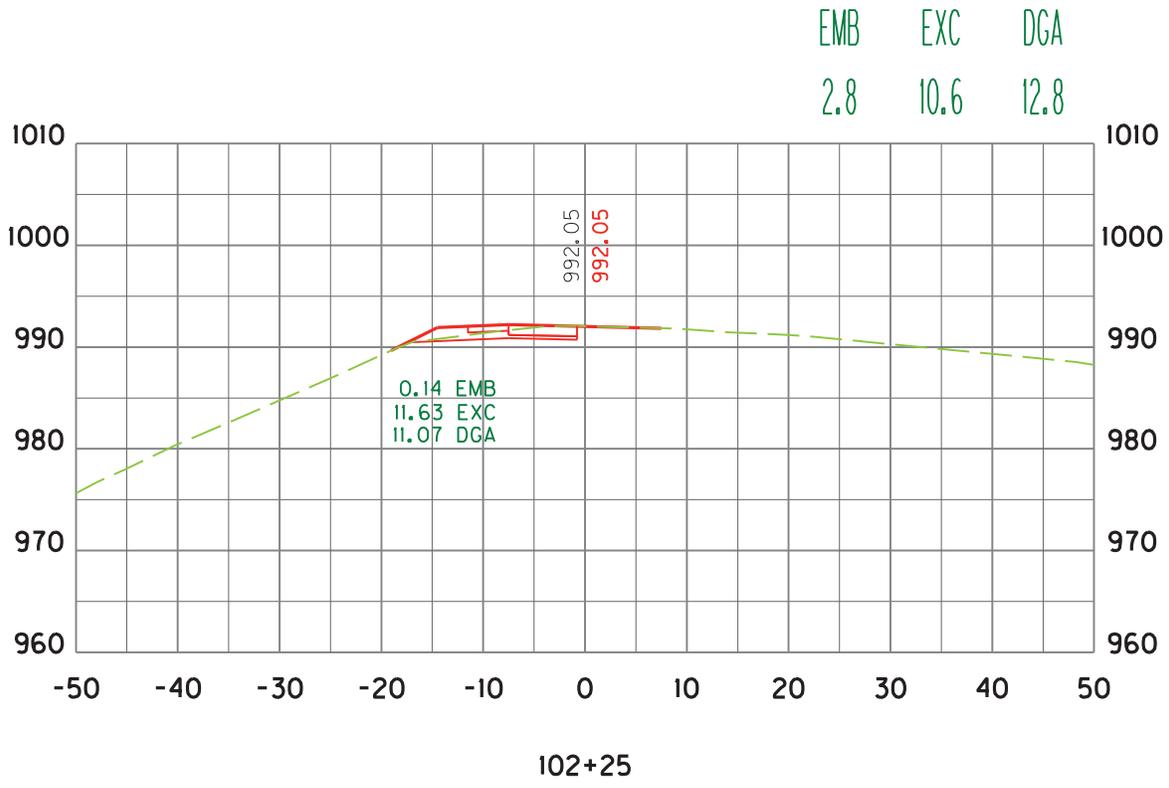
External: 8.01
Tangent Direction: S 24^31'32" E
Radial Direction: S 65^28'28" W
Chord Direction: S 54^59'38" E
Radial Direction: S 4^32'16" W
Tangent Direction: S 85^27'44" E

Non-collinear

Element: Linear

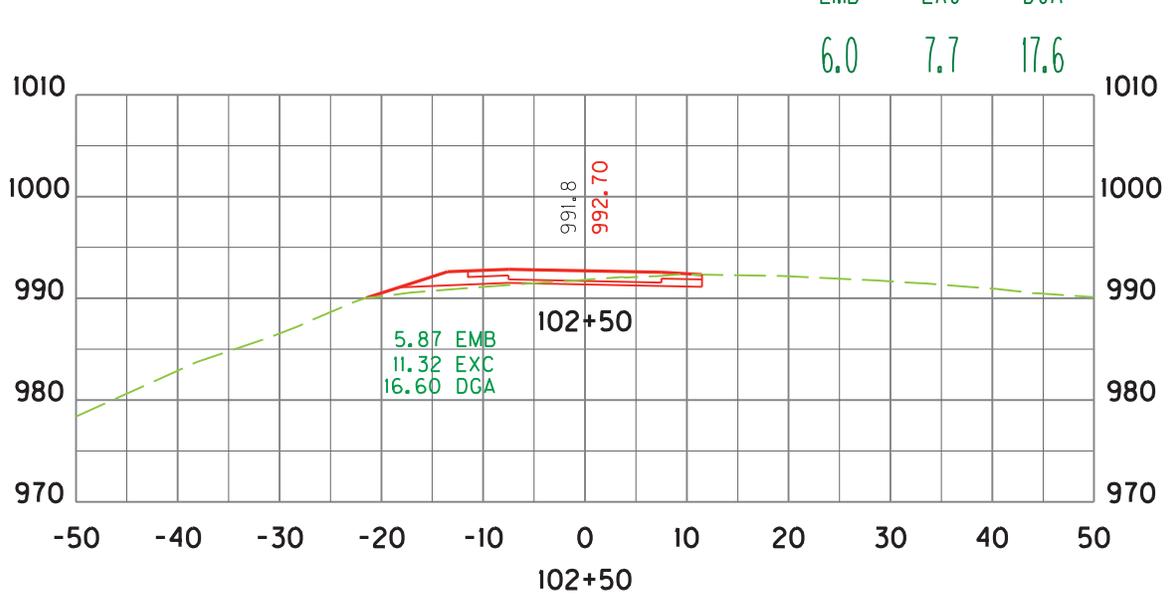
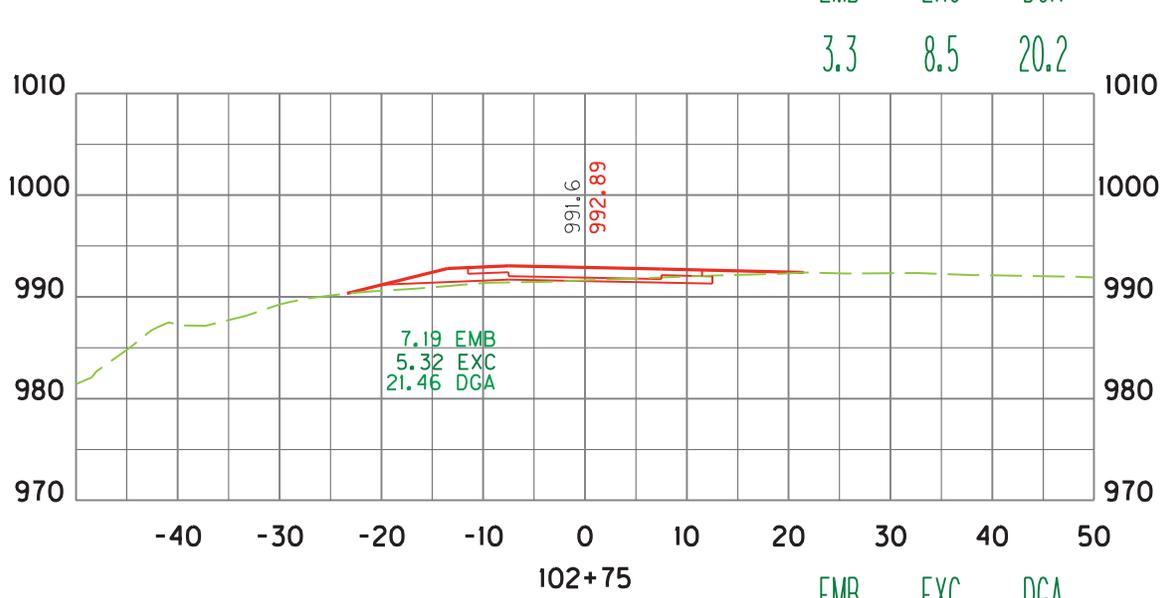
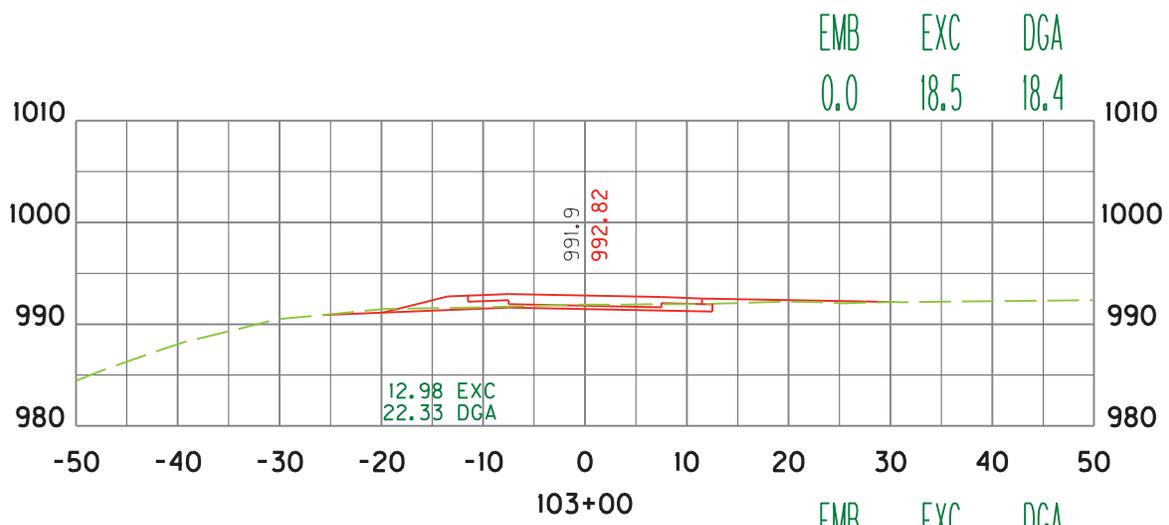
| | | | |
|--------------------|---------------|------------|------------|
| PT (G) | 302+11.48 | 3803678.54 | 5599794.04 |
| POE (I) | 303+16.05 | 3803703.22 | 5599895.66 |
| Tangent Direction: | N 76^20'47" E | | |
| Tangent Length: | 104.57 | | |

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 1



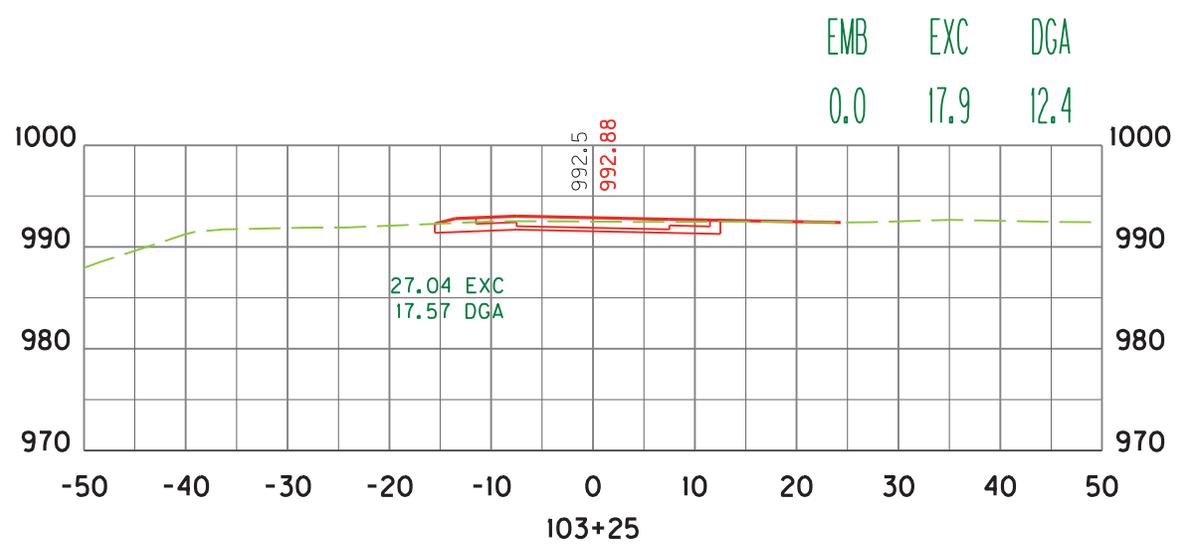
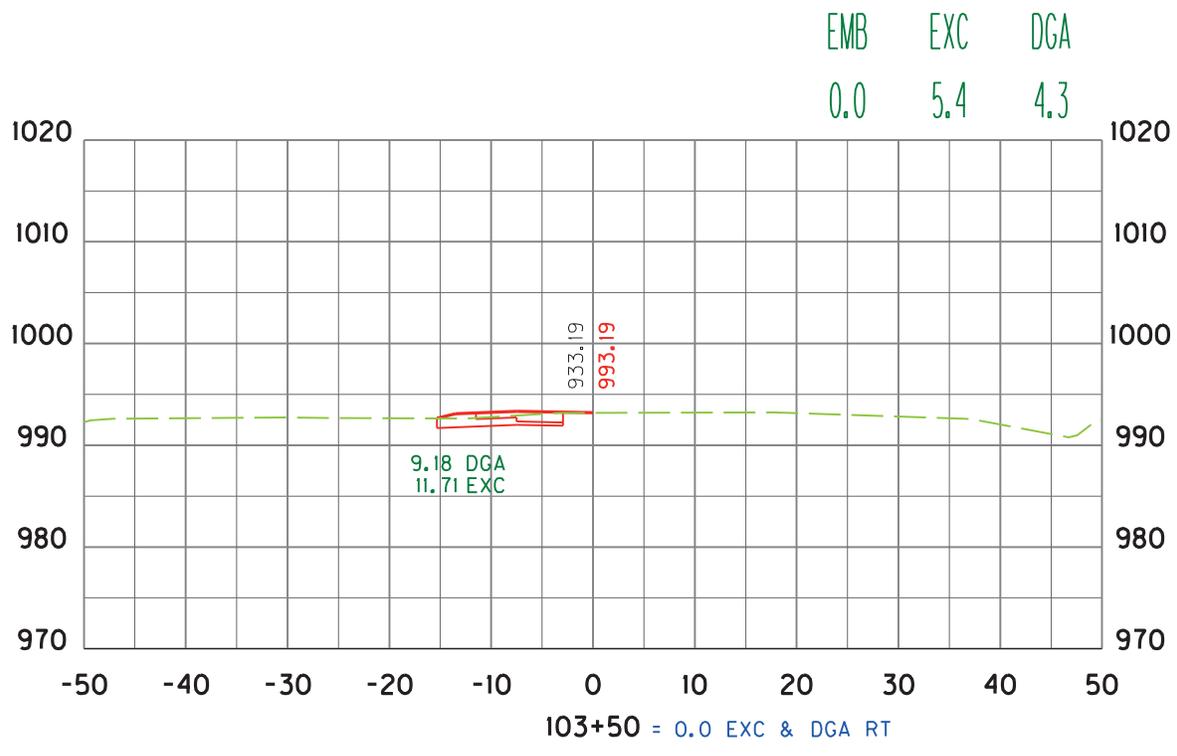
EXIT 53 EASTBOUND DIVERSION
STA.102+00 TO STA.102+25

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 2



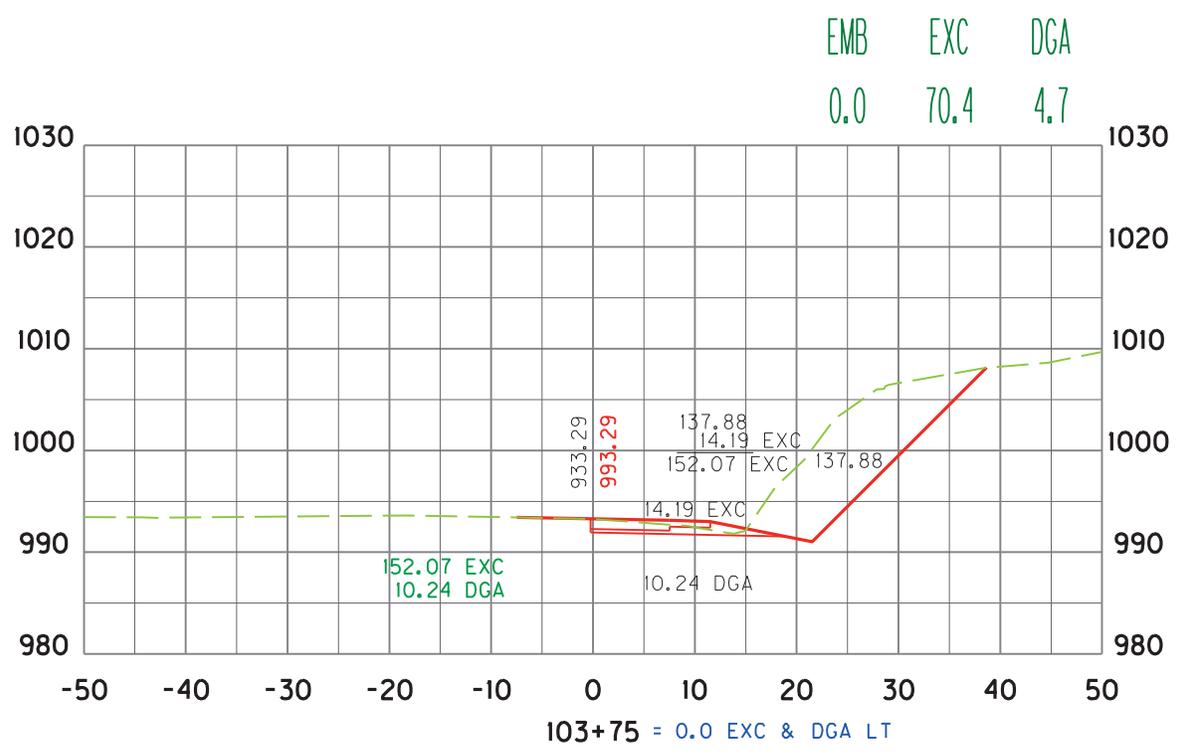
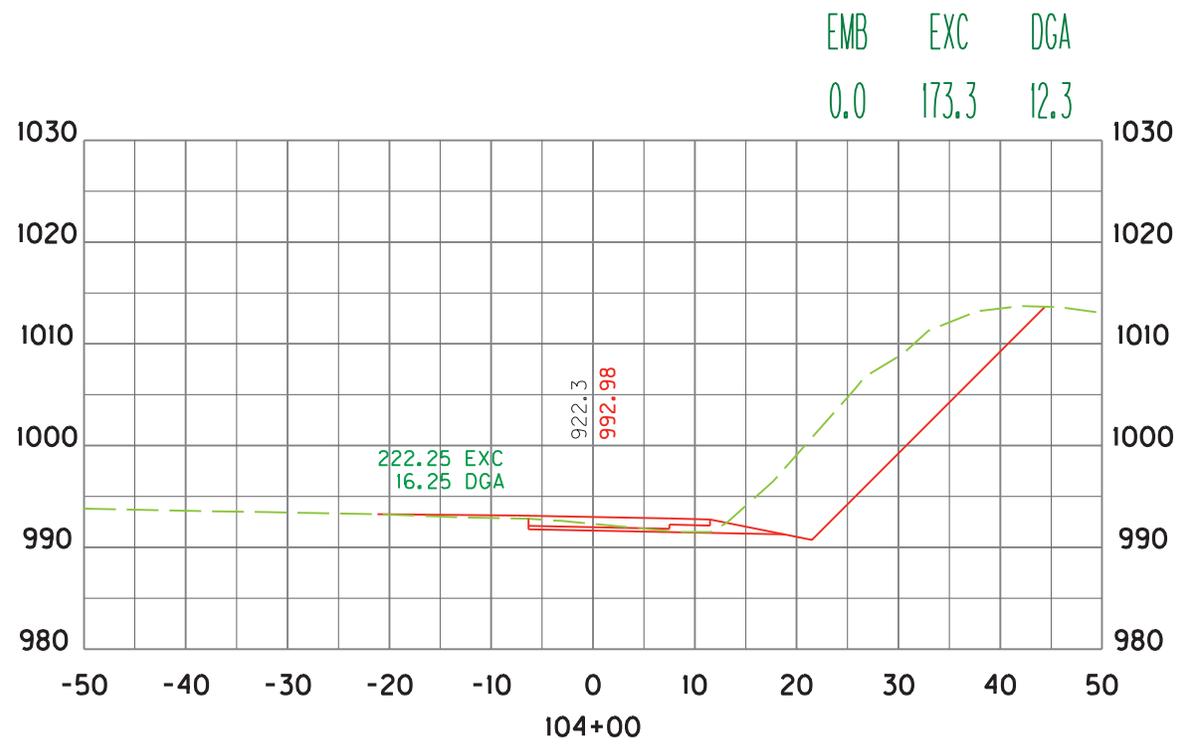
EXIT 53 EASTBOUND DIVERSION
STA.102+50 TO STA.103+00

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 3



EXIT 53 EASTBOUND DIVERSION
STA.103+25 TO STA.103+50

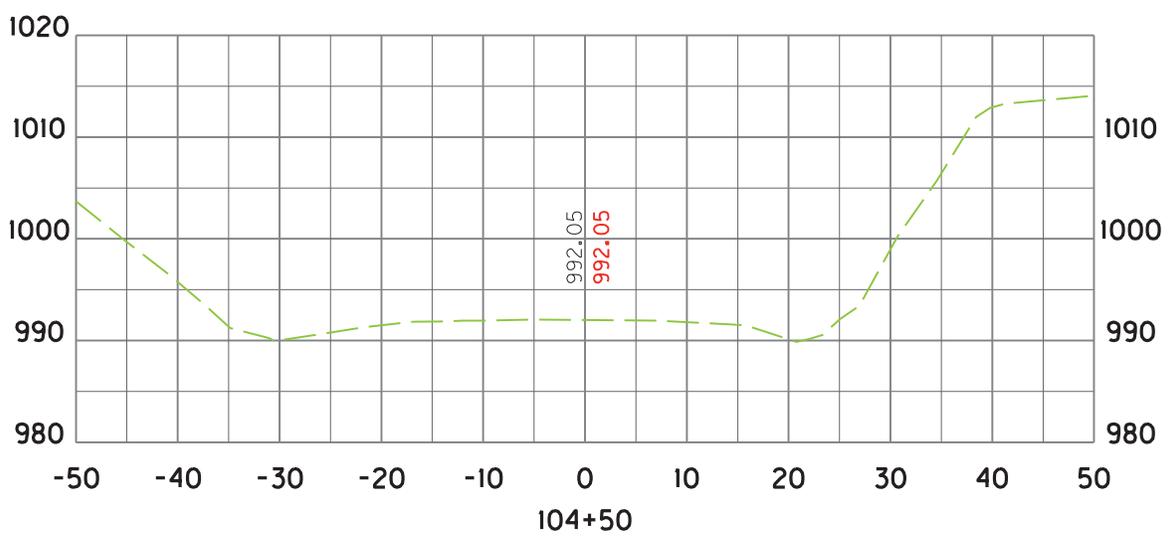
WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 4



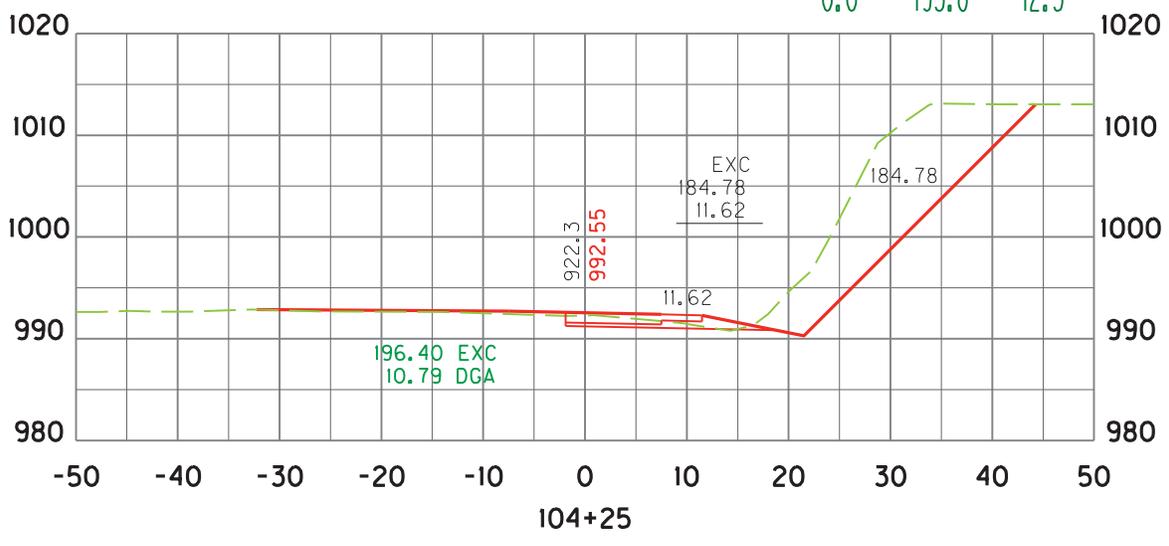
EXIT 53 EASTBOUND DIVERSION
STA.103+75 TO STA.104+00

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 5

EMB EXC DGA
EASTBOUND MT PKWY DIVERSION TOTALS 12.2 602.5 125.4

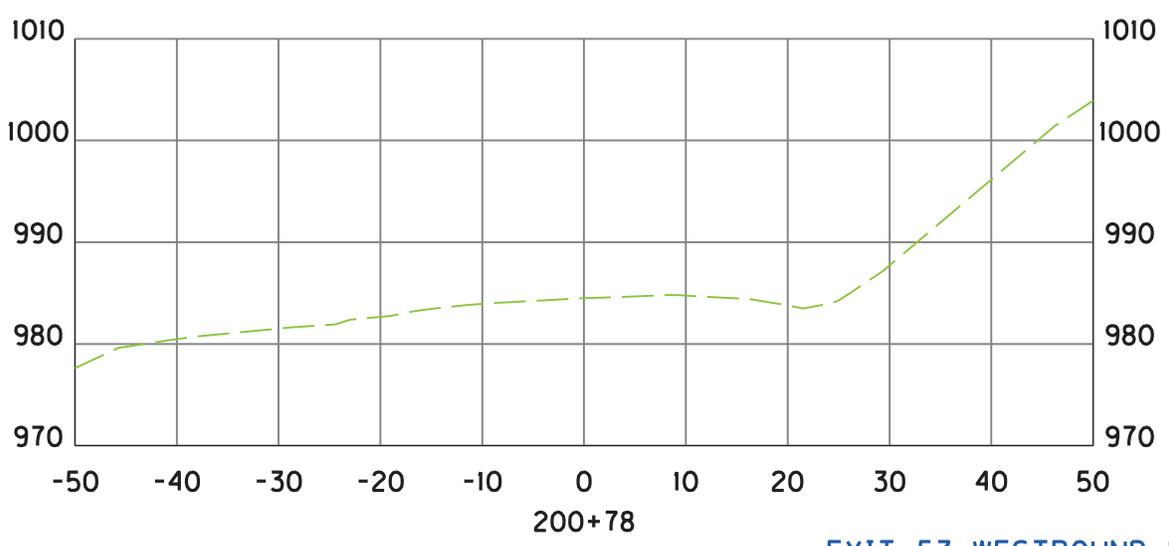
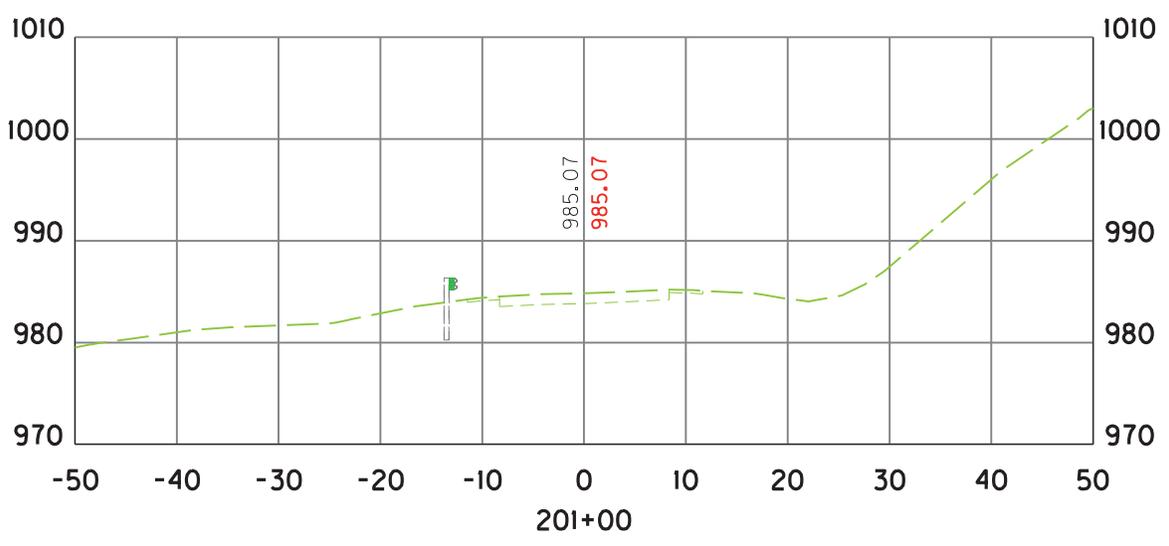
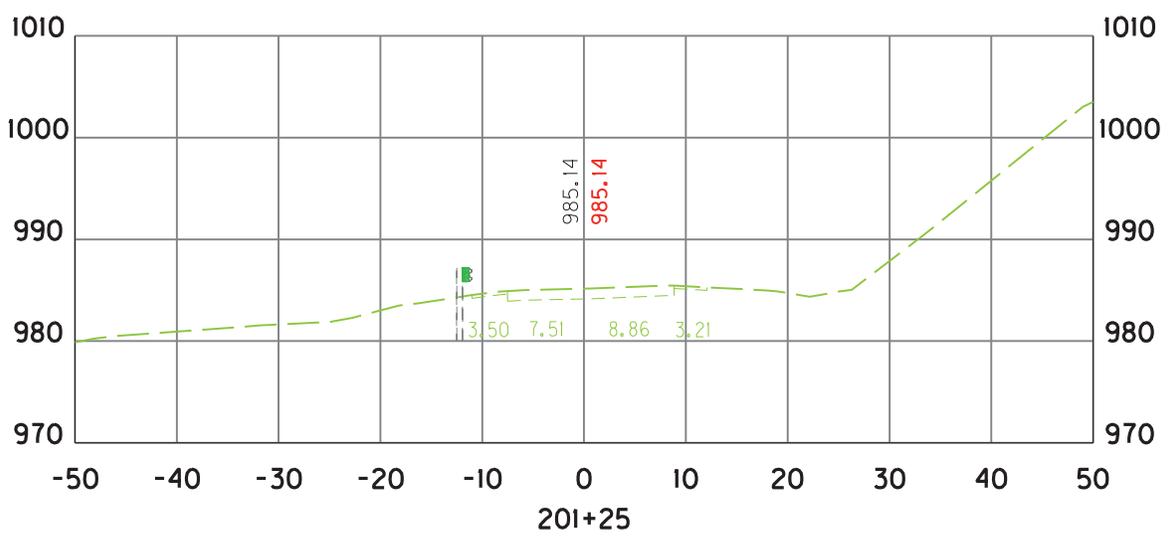


EMB EXC DGA
0.0 193.8 12.5



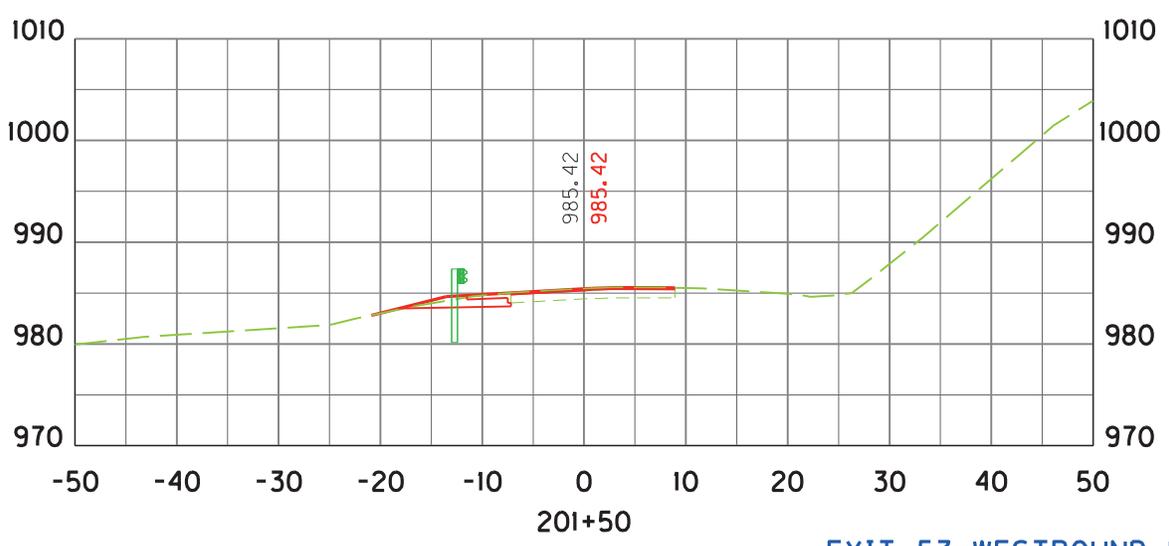
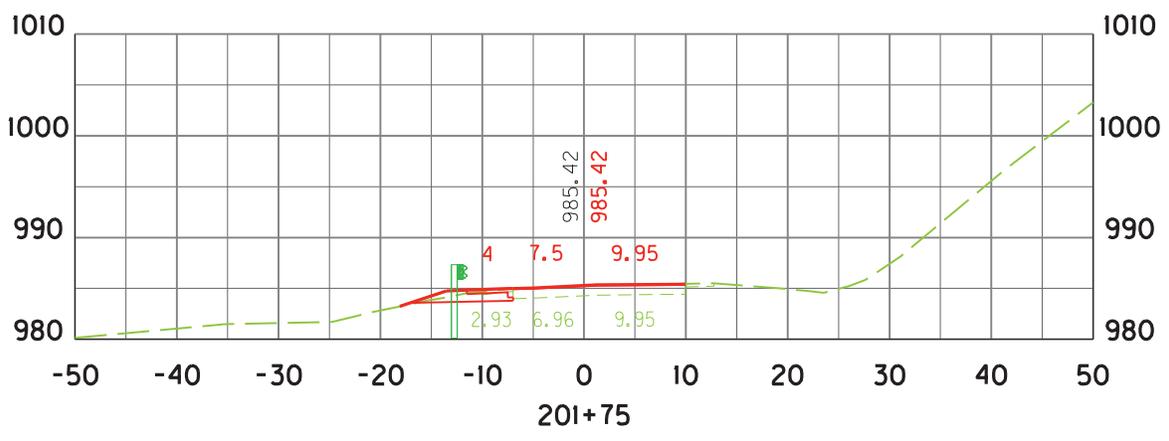
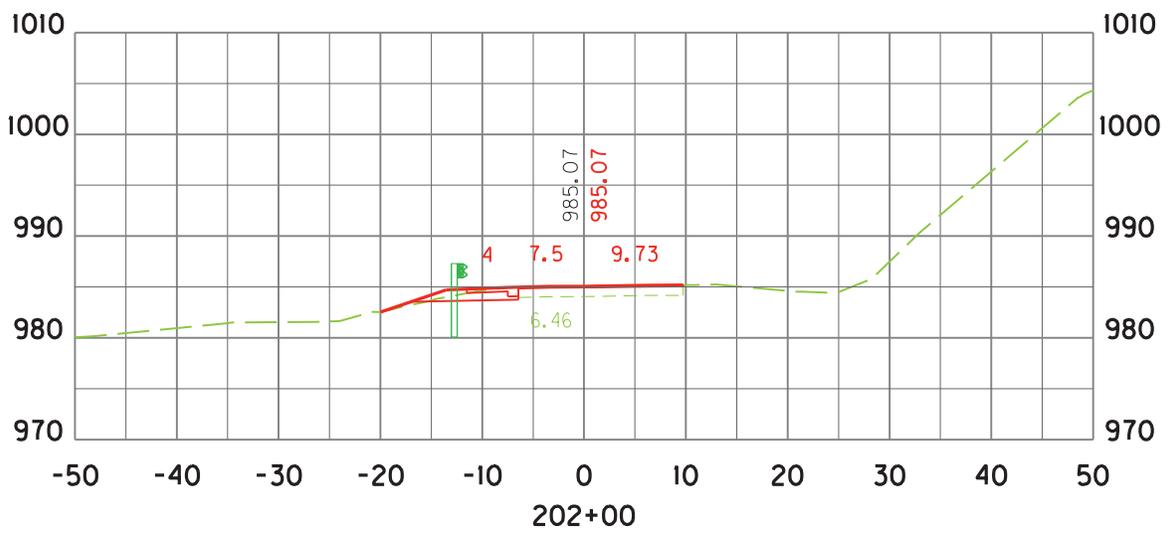
EXIT 53 EASTBOUND DIVERSION
STA.104+25 TO STA.104+50

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 6



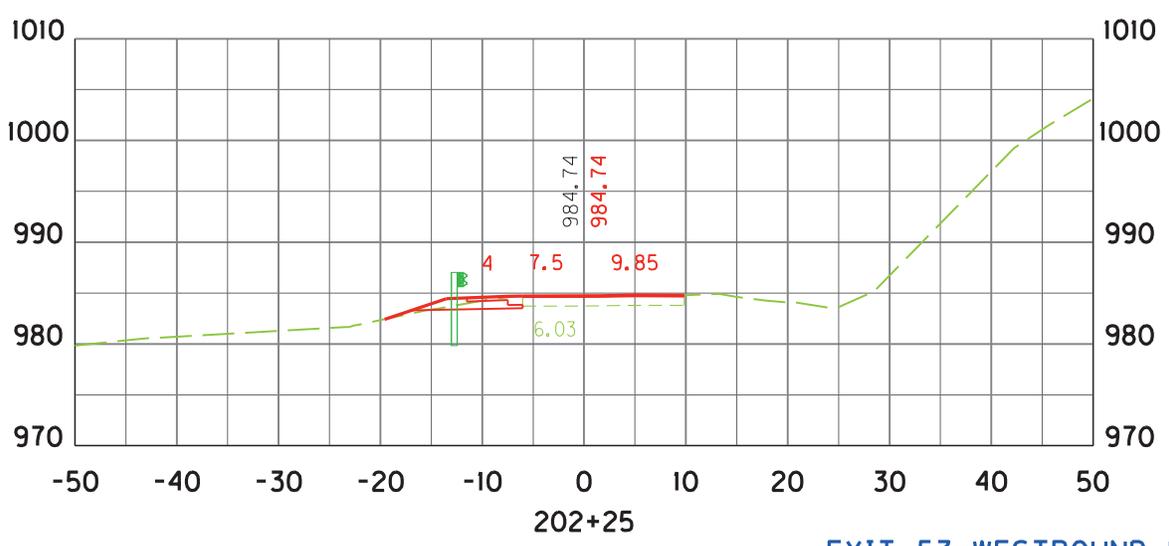
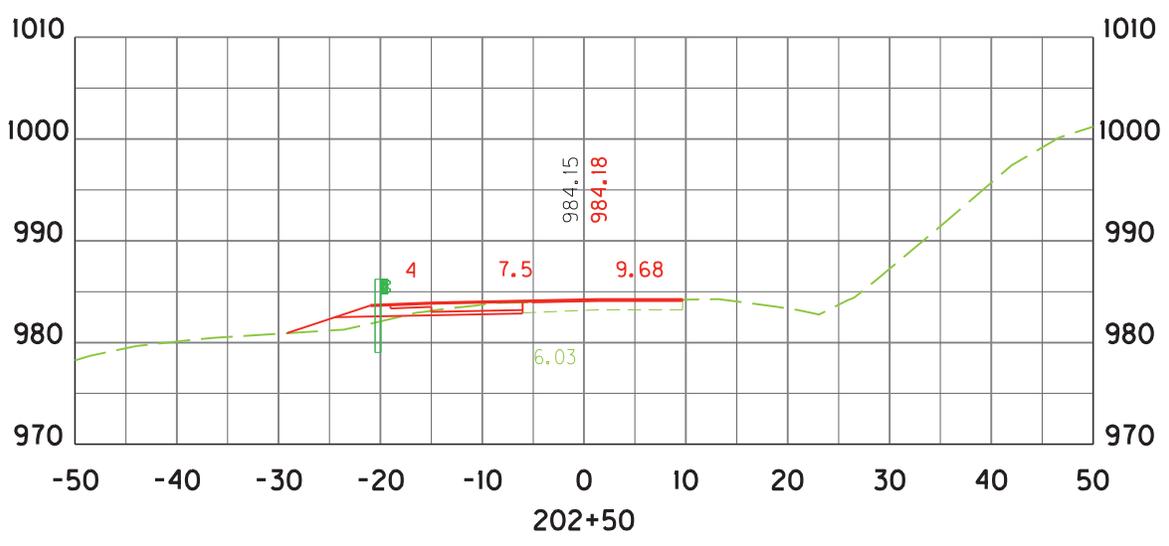
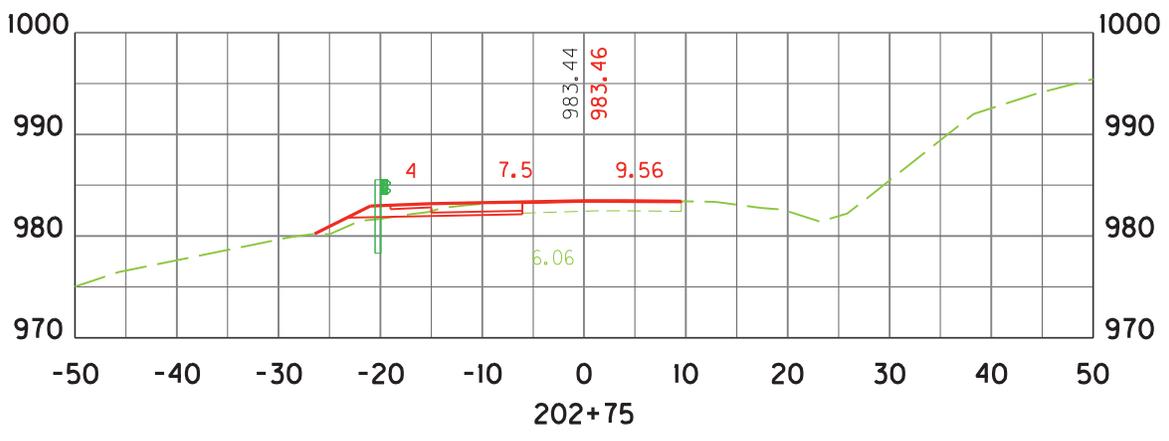
EXIT 53 WESTBOUND DIVERSION
STA. 200+78 TO STA. 201+25

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 7



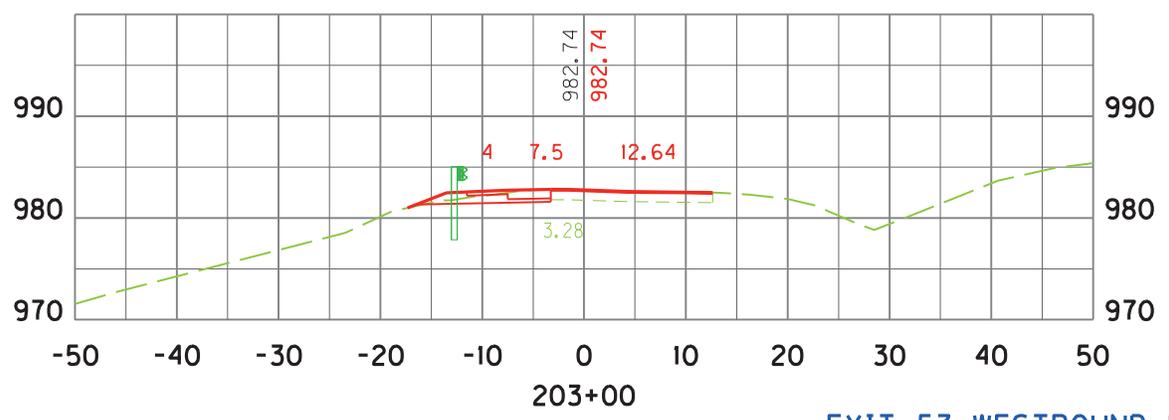
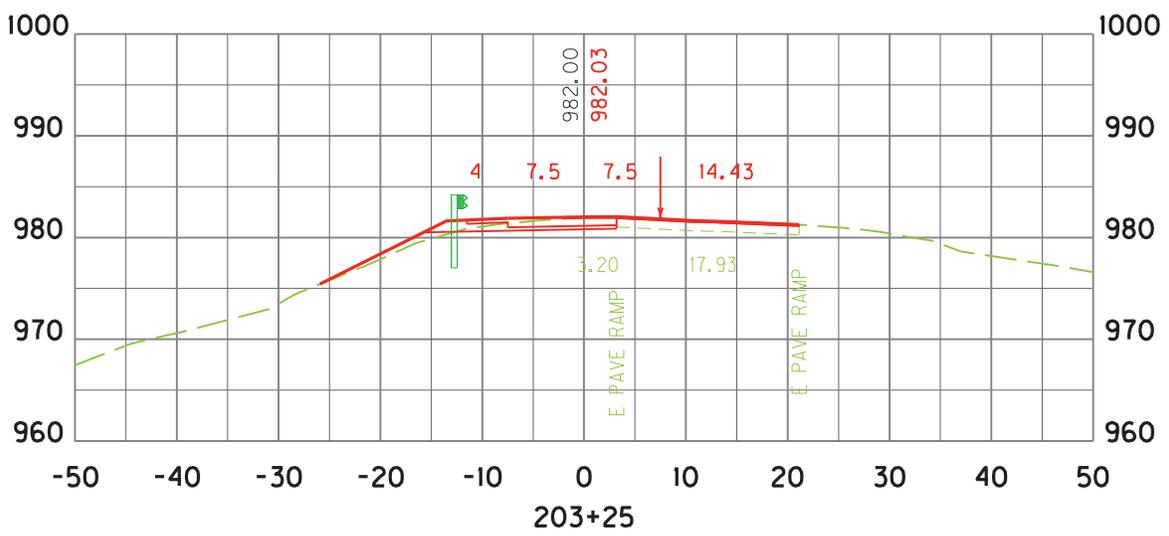
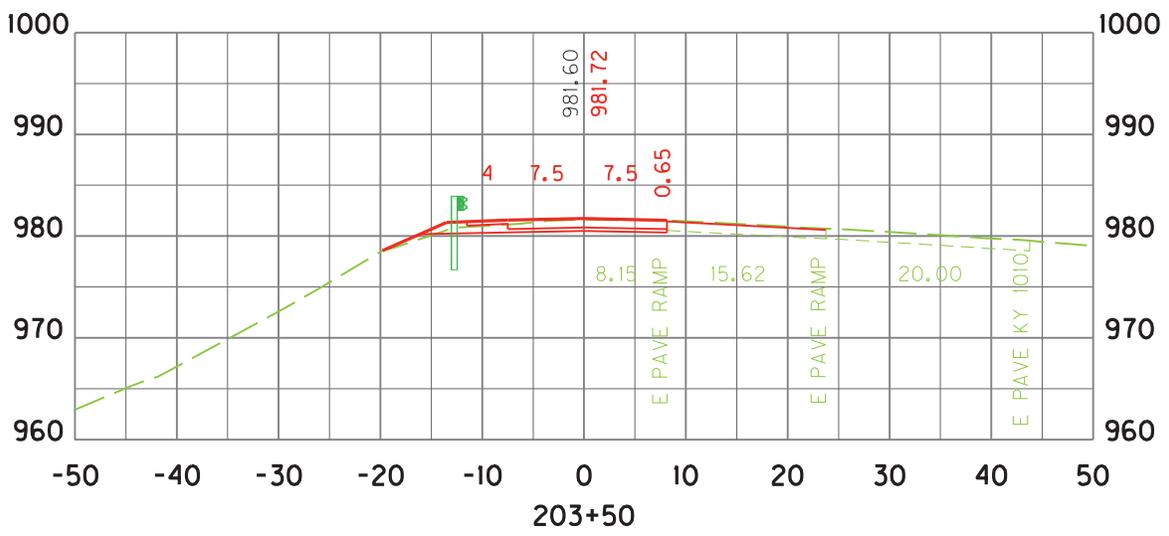
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STA. 201+50 TO STA. 200+00

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 8



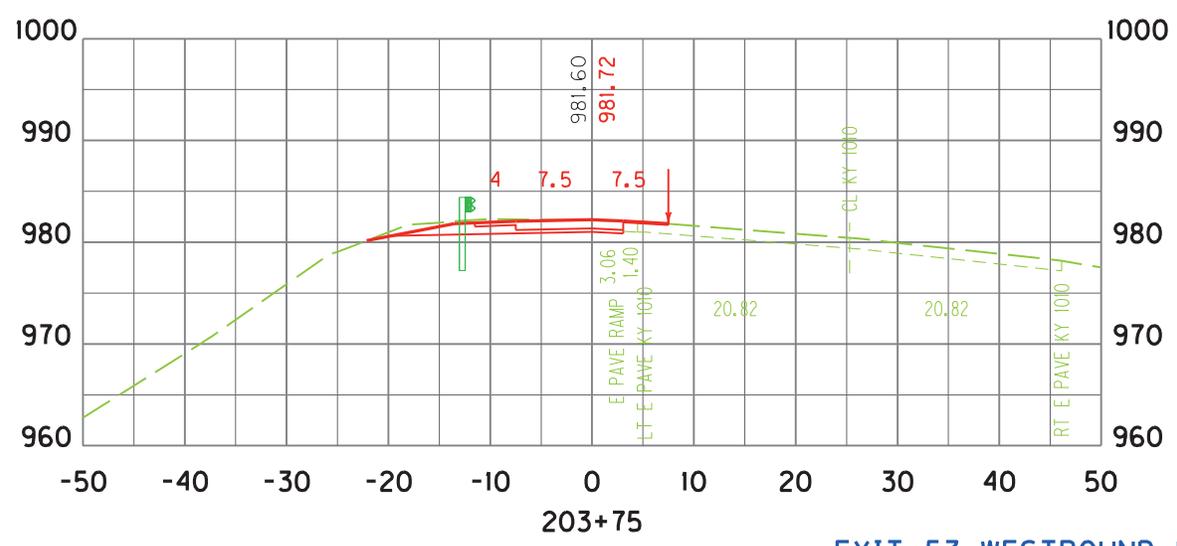
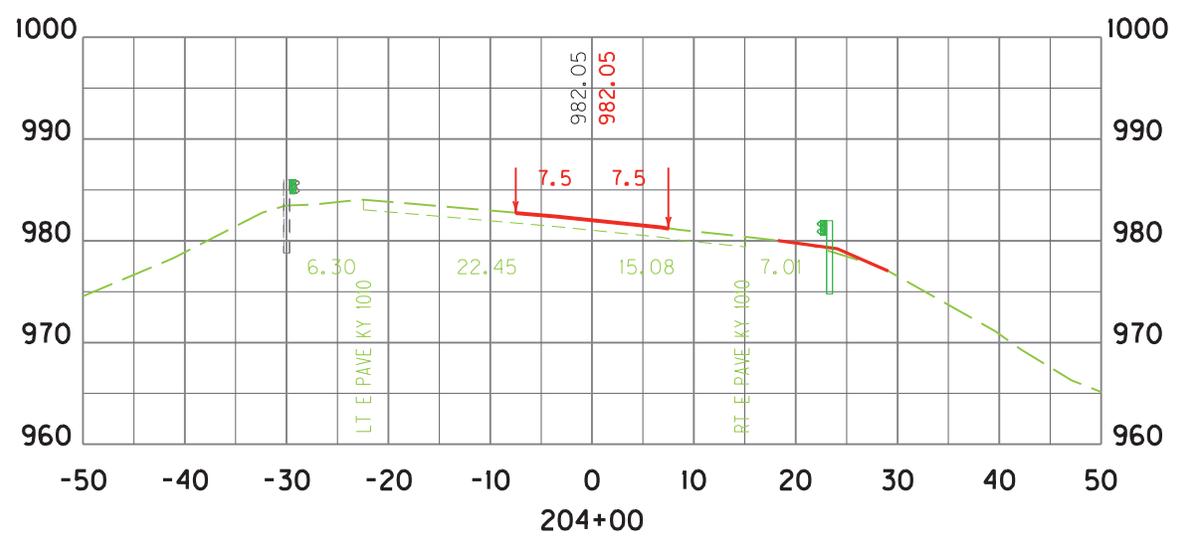
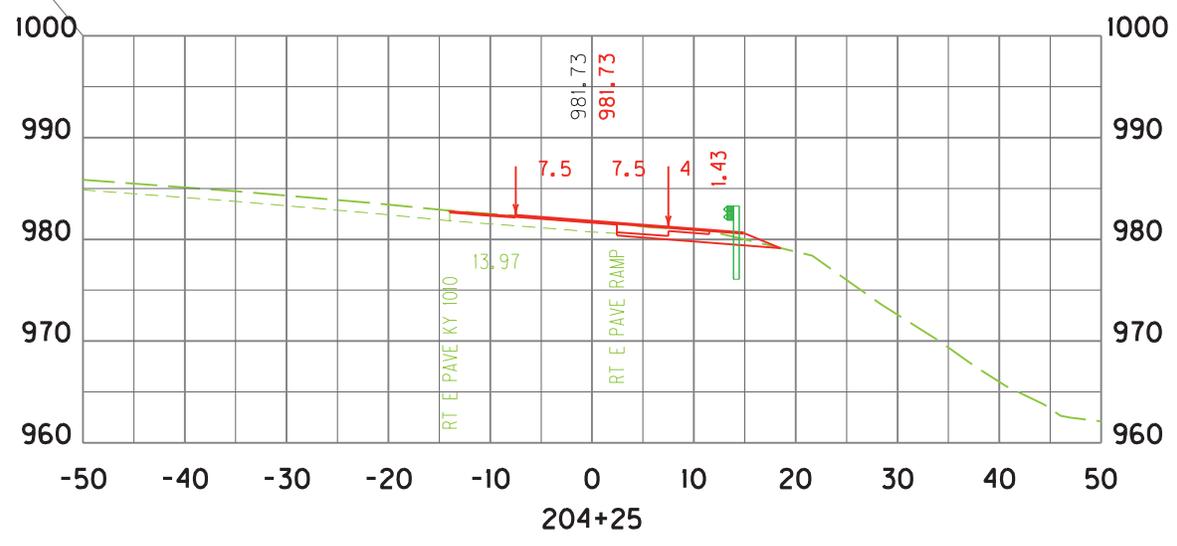
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STA.202+25 TO STA.202+75

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 9



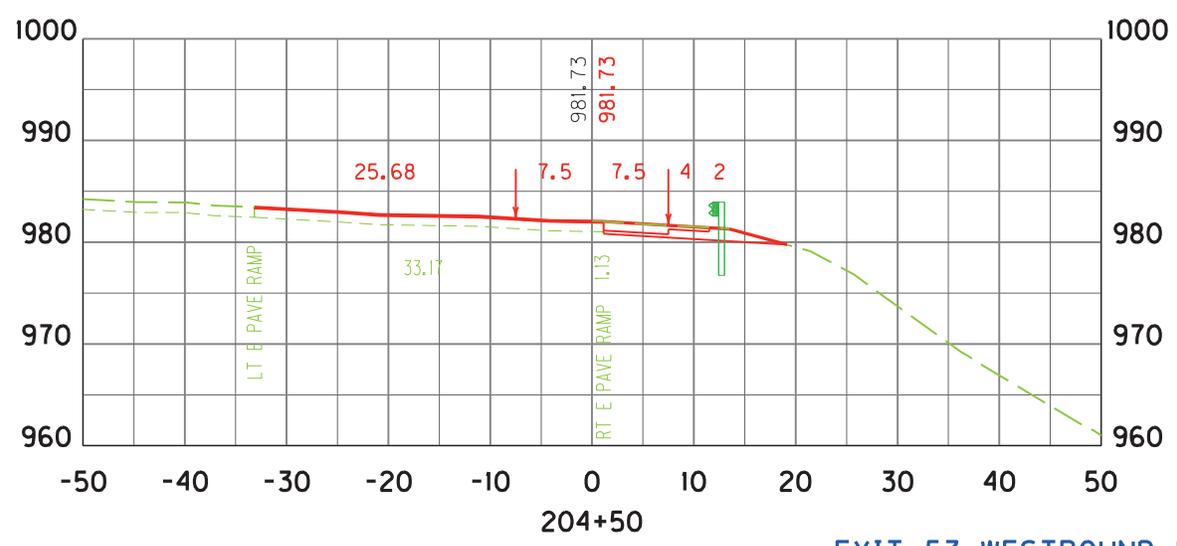
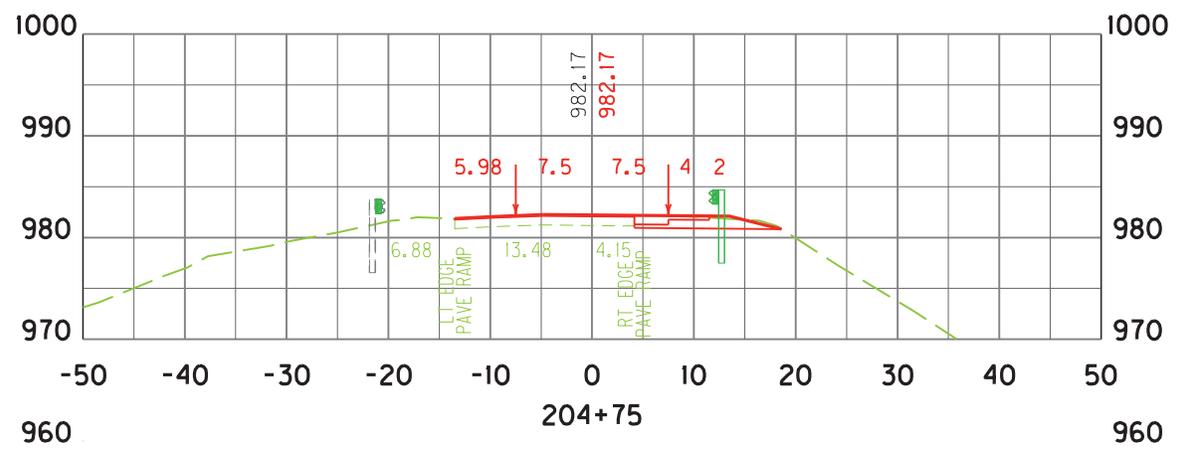
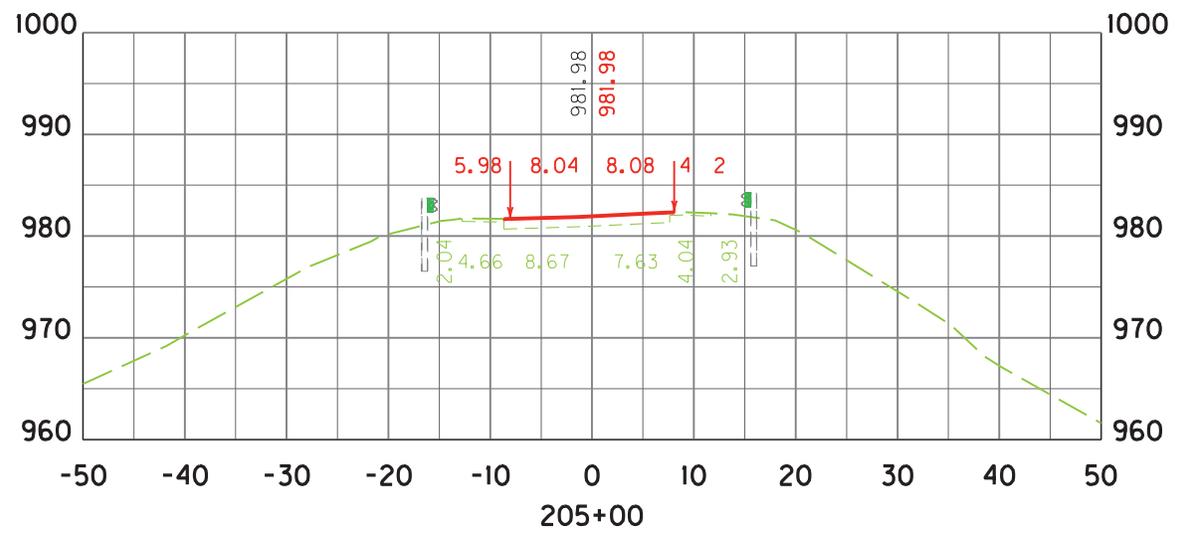
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STA.203+00 TO STA.203+50

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 10



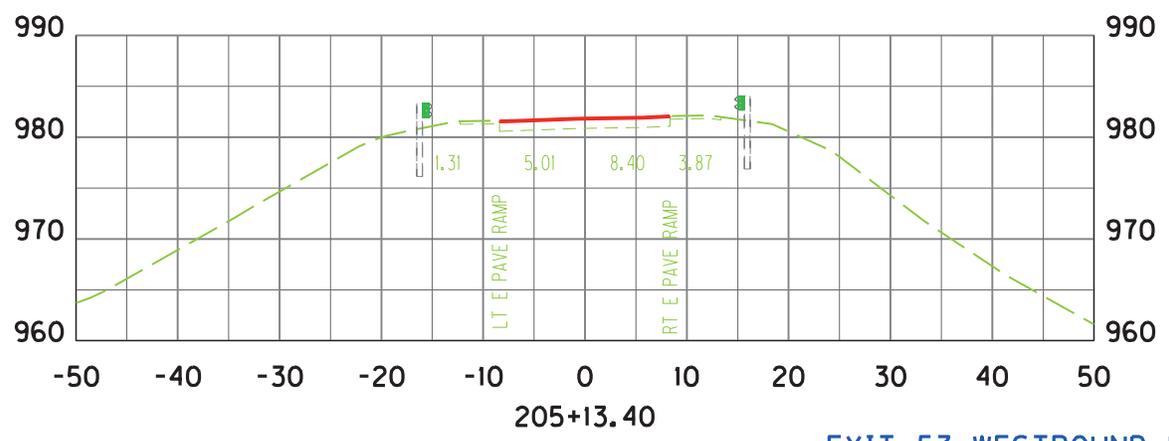
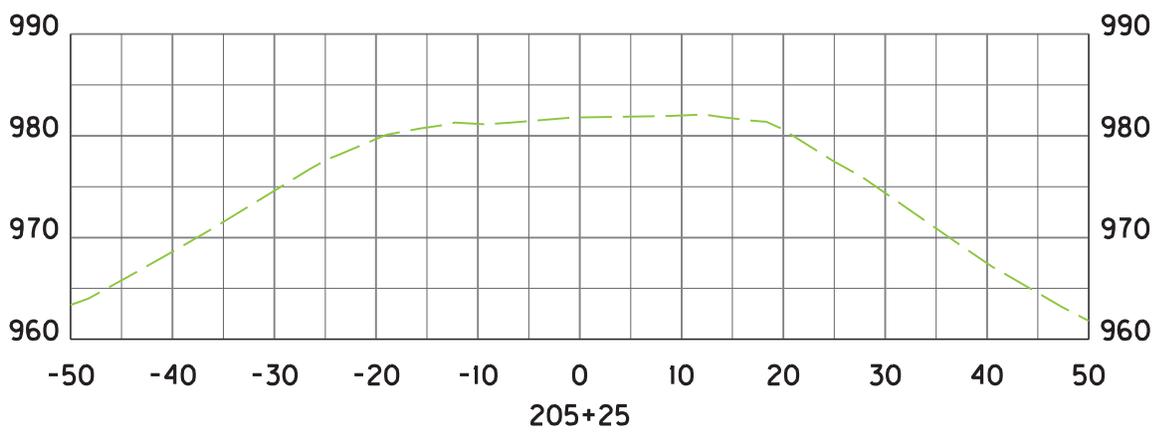
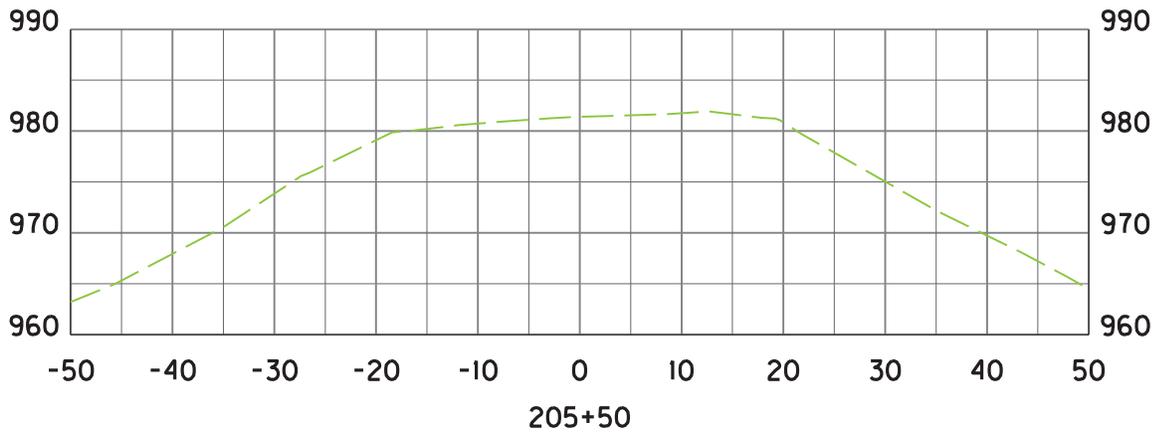
EXIT 53 WESTBOUND DIVERSION
STA.203+75 TO STA.204+25

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 11



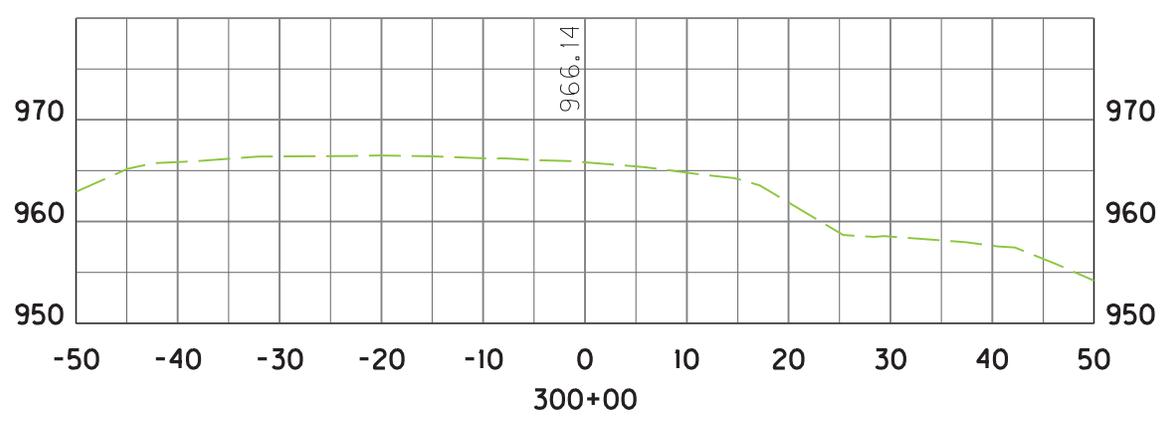
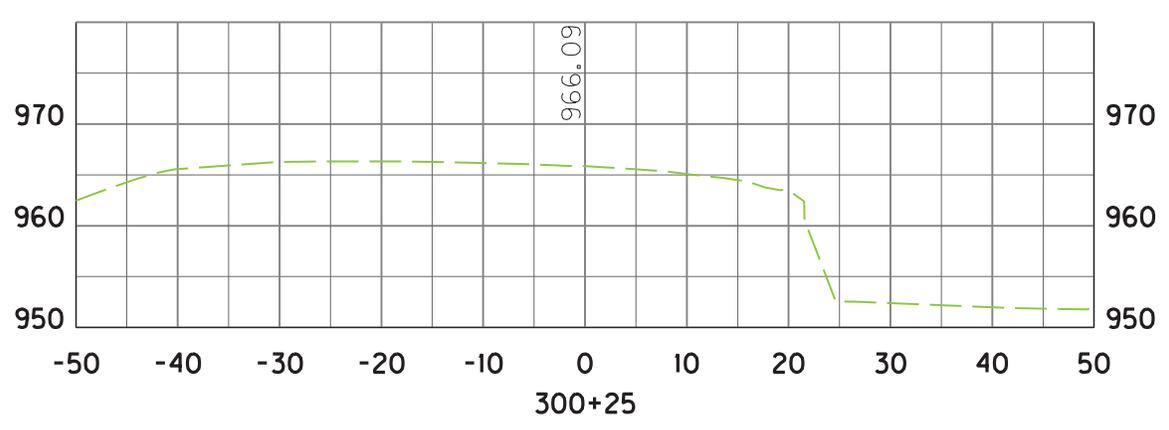
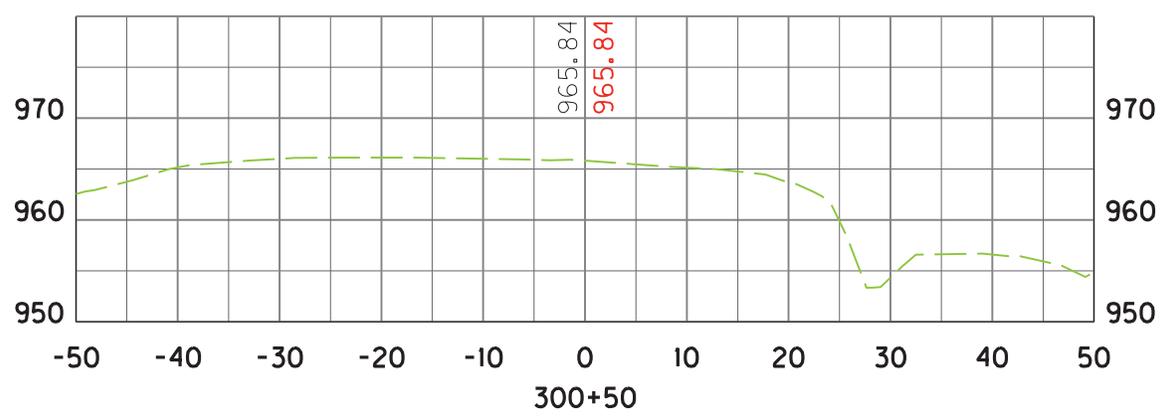
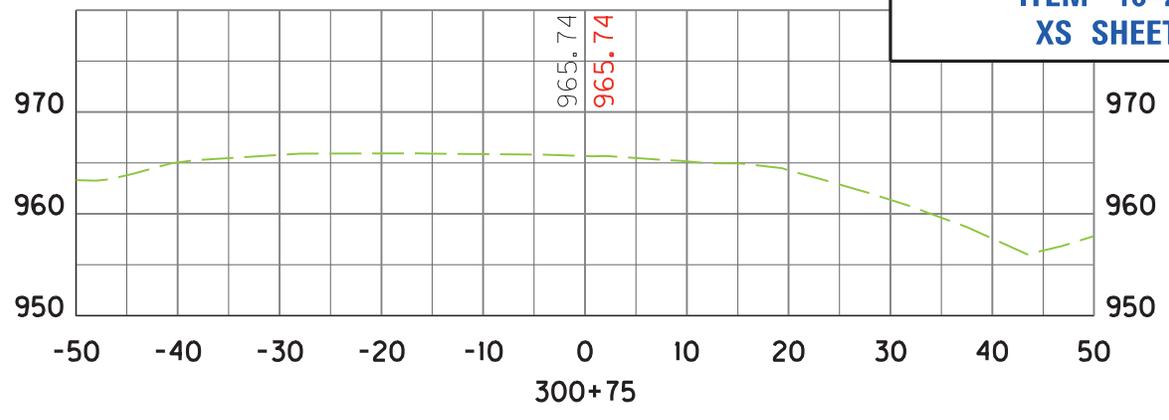
EXIT 53 WESTBOUND DIVERSION
STA.204+50 TO STA.205+00

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 12

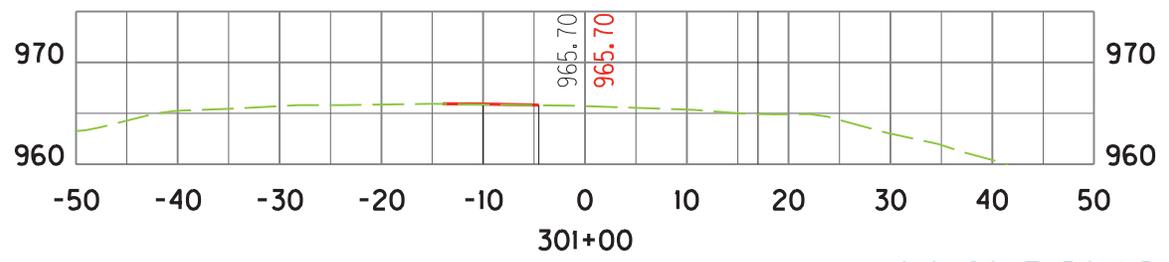
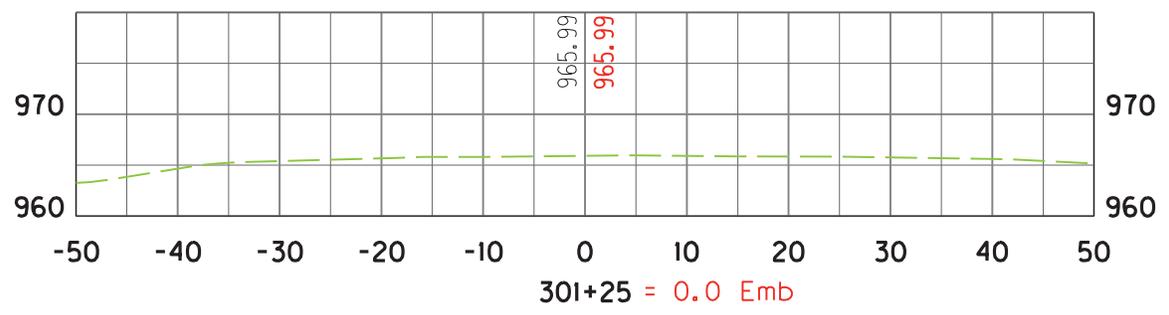
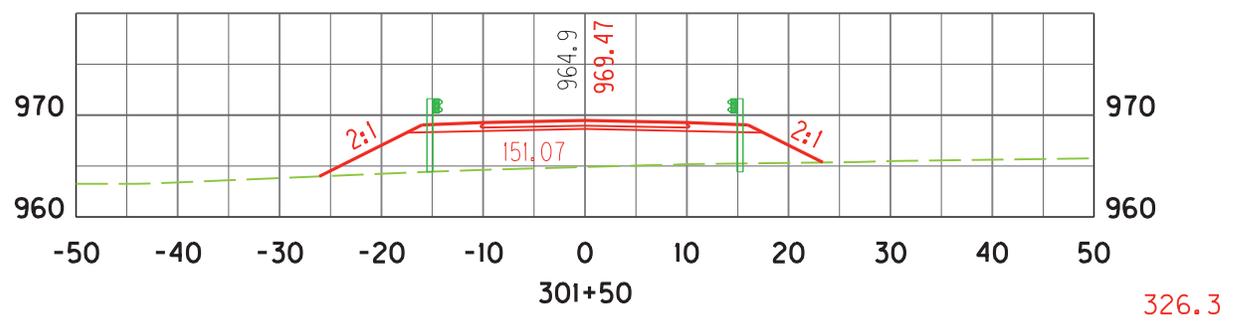
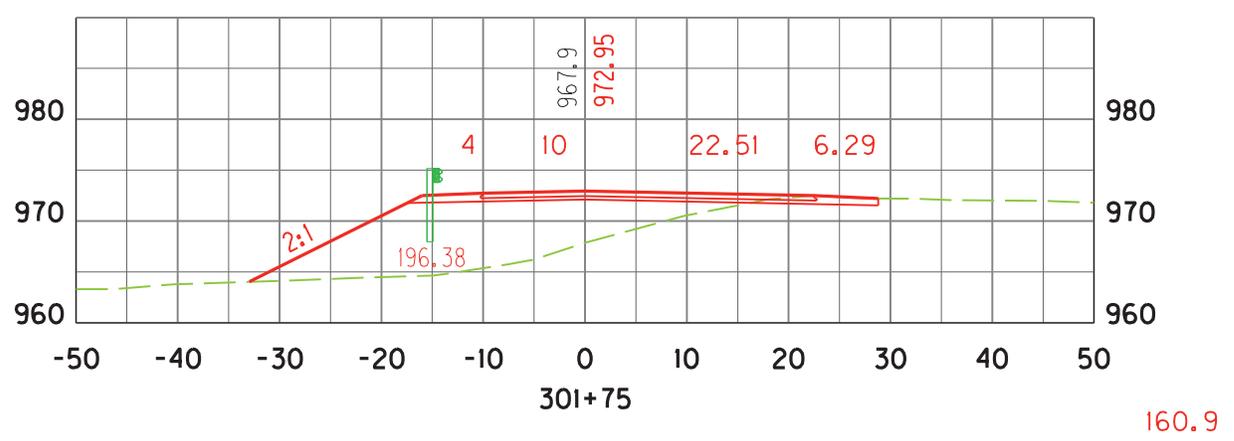
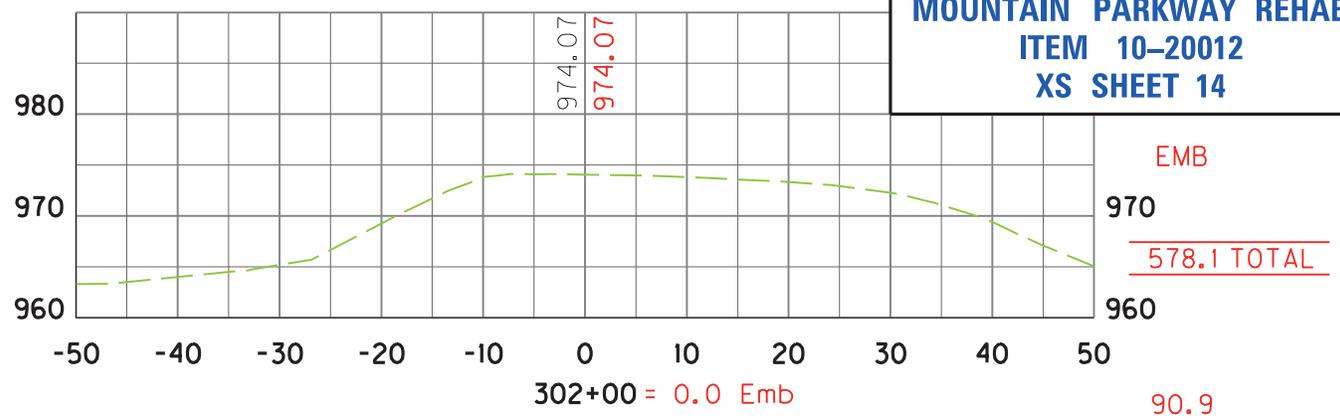


EXIT 53 WESTBOUND DIVERSION
STA. 205+13.40 TO STA. 205+50

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 13

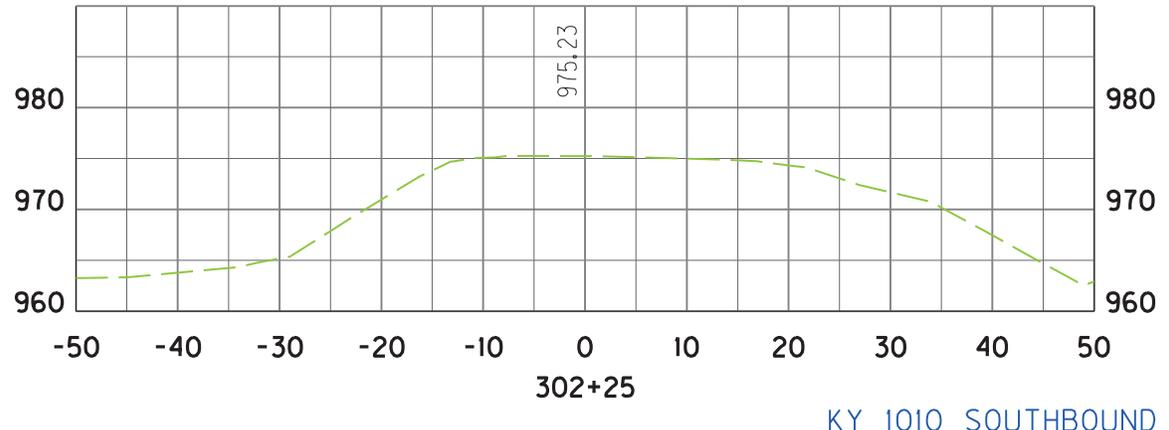
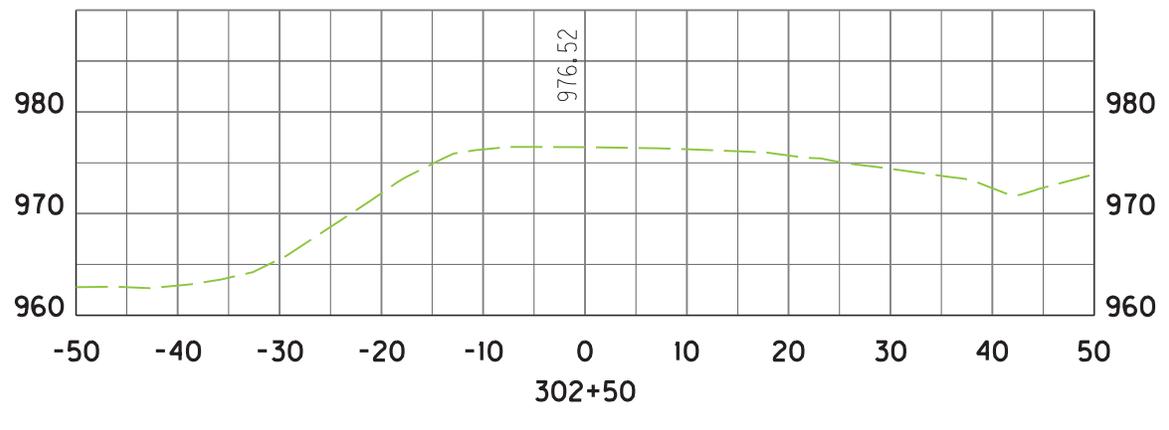
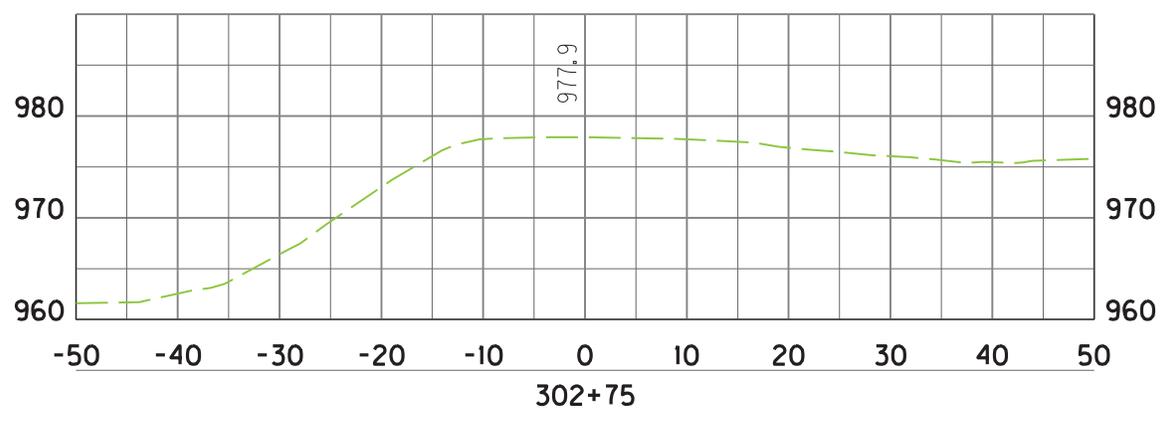
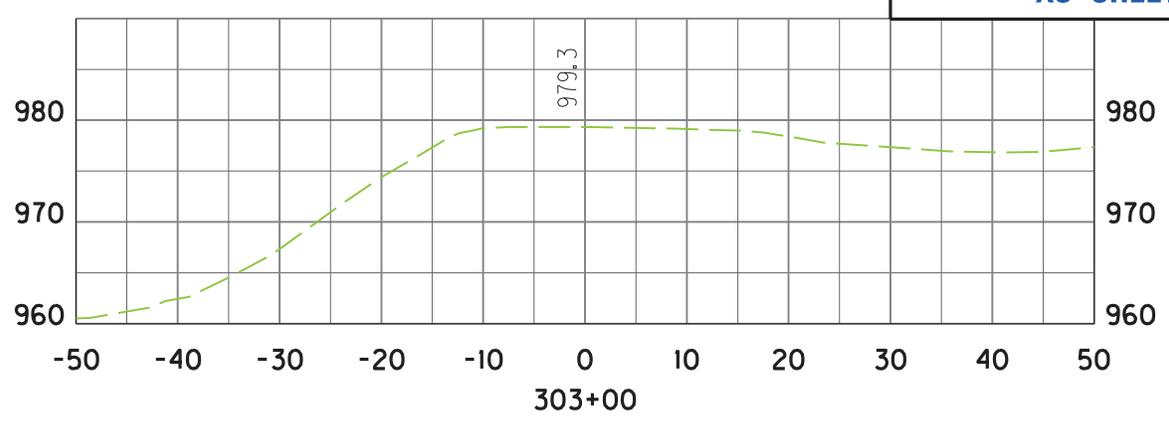


WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 14



KY 1010 SOUTHBOUND DIVERSION
STA. 301+00 TO STA. 302+00

WOLFE COUNTY
KY 1010 BRIDGE RECONST
MOUNTAIN PARKWAY REHAB
ITEM 10-20012
XS SHEET 15



KY 1010 SOUTHBOUND DIVERSION
STA. 302+25 TO STA. 303+00

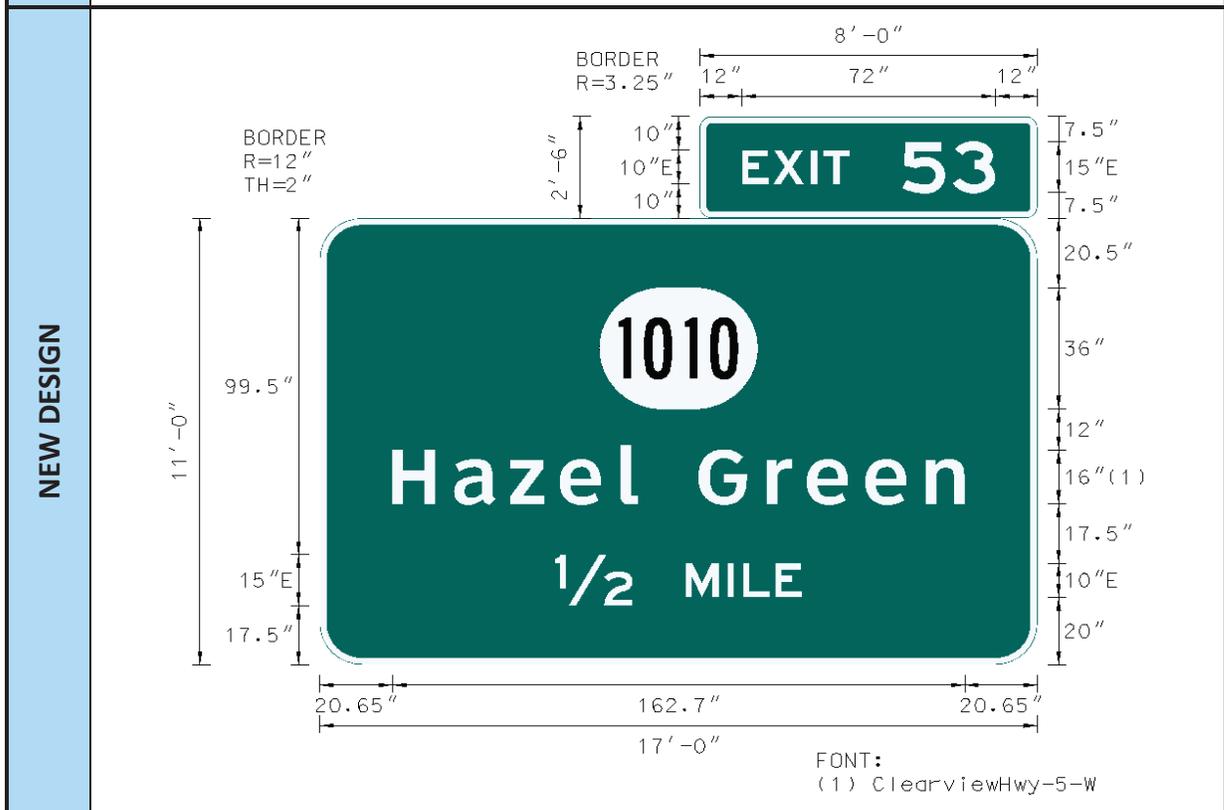
Westbound - Panel Signs

| # | DIRECTION | SIDE OF ROAD | MILE POST | PANEL SIGNS SQ FT | STEEL BEAMS | | | CONCRETE | | | REINFORCING REINFORCING LBS. | REMOVE BEAMS EACH | REMOVE SIGN EACH | SHEETING SIGNS 0.125 GAUGE SQ. FT. | STEEL POST TYPE 1 L.F. | TYPE D BREAK-AWAY EACH | | | |
|---|---------------------------|--------------|-----------|----------------------|----------------|----------------|-----------------------|----------------------|--------------------|---------------|------------------------------------|----------------------|---------------------|--|------------------------------|------------------------------|-------------|--------------|---------------|
| | | | | | WEIGHT LBS. | LENGTH L.F. | TYPE "A" FIX. LBS. | TYPE "C" BRK LBS. | Z-Brack. * LBS. | DIA. FT. | | | | | | | DEP. FT. | BASE EACH | VOL CU. YD |
| #1 | WEST | RIGHT | 56.42 | | | | | | | | | | | | | | | | |
| #2 | SEE SHEETING SIGN SUMMARY | | | | | | | | | | | | | | | | | | |
| #3 | WEST | RIGHT | 54.45 | 207 | | | | | | | | | | | | | | | |
| #4 | WEST | RIGHT | 53.96 | 207 | W10X26 | 26 | 57 | 1482 | | 110.55 | 3 | 8 | 2 | 4.19 | 110.00 | 1 | | | |
| #5 | WEST | RIGHT | 53.58 | 232.5 | | | | | | 110.55 | | | | | | 1 | | | |
| #6 | WEST | GORE | 53.46 | | | | | | | | 1.5 | 3.5 | 2 | 0.46 | 50.00 | 30 | 41 | 2 | |
| #7 | WEST | RIGHT | 52.6 | | | | | | | | | | | | | 1 | | | |
| #8 | SEE SHEETING SIGN SUMMARY | | | | | | | | | | | | | | | | | | |
| #9 | WEST | RIGHT | 48.7 | 36.75 | | | | | | 110.55 | | | | | | 1 | | | |
| #10 | WEST | RIGHT | 48.4 | 163 | | | | | | 110.55 | | | | | | 1 | | | |
| #11 | WEST | RIGHT | 47.25 | 163 | W8X18 | 18 | 51.6 | | 928.8 | 110.55 | 3 | 8 | 2 | 4.19 | 110.00 | | | | |
| #12 | WEST | RIGHT | 46.83 | 163 | W10X26 | 26 | 59.3 | 1541.8 | | 110.55 | 3 | 8 | 2 | 4.19 | 110.00 | | | | |
| #13 | WEST | RIGHT | 46.43 | 163 | W8X18 | 18 | 58.8 | 1058.4 | | 110.55 | 3 | 8 | 2 | 4.19 | 110.00 | | | | |
| #14 | WEST | GORE | 46.36 | | | | | | | | 1.5 | 3.5 | 2 | 0.46 | 50.00 | | 30 | 41 | 2 |
| TOTAL | | | | 1335.25 | | | | 4082.2 | 928.8 | 994.95 | | | 2 | 17.66 | 540.00 | 6 | 60 | 82 | 4 |
| * GALVANIZED STEEL: 5'-6" LONG Z-BRACKETS 3' X 2.3/4" @ 6.7 LBS PER FT. | | | | | | | | | | | | | | | | | | | |
| LOCATION OF SIGN MAY BE FIELD ADJUSTED AT THE ENGINEER'S DISCRETION. | | | | | | | | | | | | | | | | | | | |
| QUANTITIES ON THIS SHEET HAVE BEEN CARRIED OVER AND INCLUDED IN THE GENERAL SUMMARY SHEET | | | | | | | | | | | | | | | | | | | |

| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 1 | | | | | | | | | | |
|--|---|--|--|----------------------|--|---|---|---|---|--|--|--|--|
| District | 10 | | <table border="1"> <thead> <tr> <th colspan="2">SPECIAL INSTRUCTIONS</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Remove existing sign and supports completely.</td> </tr> <tr> <td>2</td> <td>Remove concrete bases to a point 1' below the ground level.</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </tbody> </table> | SPECIAL INSTRUCTIONS | | 1 | Remove existing sign and supports completely. | 2 | Remove concrete bases to a point 1' below the ground level. | | | | |
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| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| County | Wolfe | | | | | | | | | | | | |
| Route | 9009 | | | | | | | | | | | | |
| Road Name | Mountain Parkway | | | | | | | | | | | | |
| Traveling Direction | East | | | | | | | | | | | | |
| Mile Point | 50.2 | | | | | | | | | | | | |
| Side of Roadway | Right - Behind Guard Rail | | | | | | | | | | | | |
| Type of Supports | N/A | | | | | | | | | | | | |
| # of Supports & Size | N/A | | | | | | | | | | | | |
| Concrete Dimensions | N/A | | | | | | | | | | | | |

| | |
|----------------------------|---|
| EXISTING CONDITIONS |  |
| NEW DESIGN | <p>See Special Instructions Above.</p> |

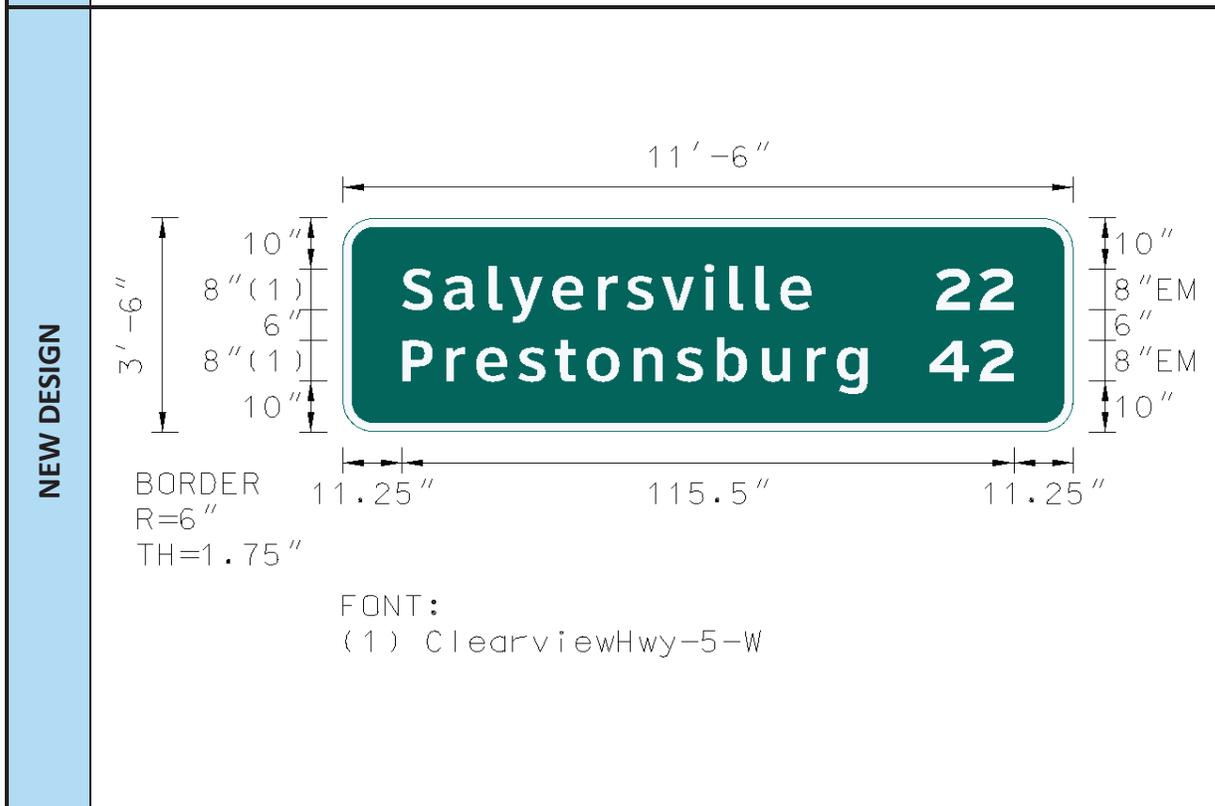
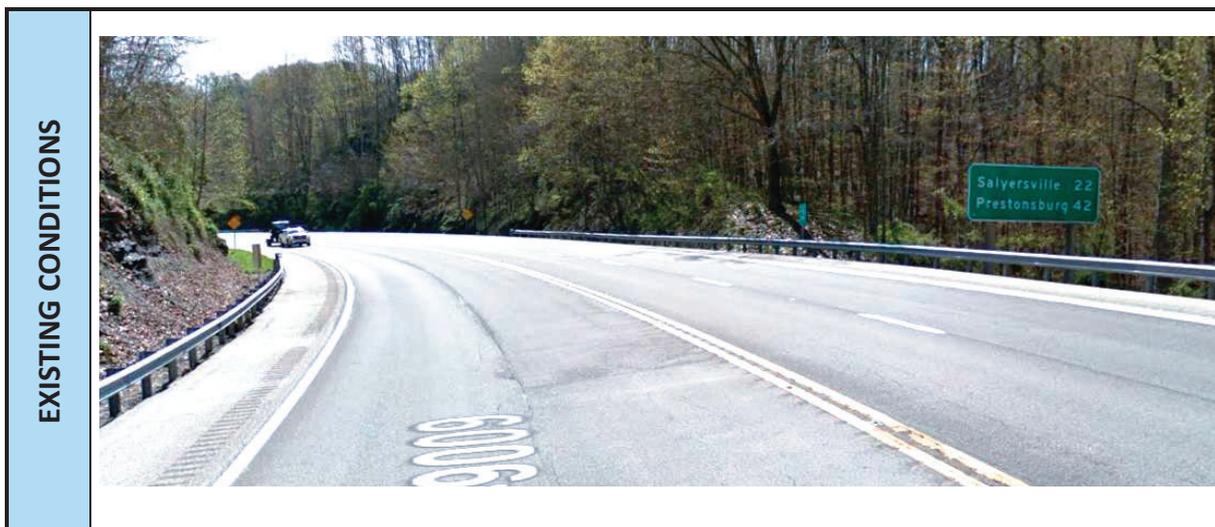
| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 3 | | | | | | | | | |
|--|---|---|----------------------|--|---|--|---|---|--|--|--|--|
| District | 10 | <table border="1"> <thead> <tr> <th colspan="2">SPECIAL INSTRUCTIONS</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Install new sign and supports near <u>MP 52.75</u></td> </tr> <tr> <td>2</td> <td>Clearing and grubbing incidental to installation of the panel sign.</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> | SPECIAL INSTRUCTIONS | | 1 | Install new sign and supports near <u>MP 52.75</u> | 2 | Clearing and grubbing incidental to installation of the panel sign. | | | | |
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| 1 | Install new sign and supports near <u>MP 52.75</u> | | | | | | | | | | | |
| 2 | Clearing and grubbing incidental to installation of the panel sign. | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| County | Wolfe | | | | | | | | | | | |
| Route | 9009 | | | | | | | | | | | |
| Road Name | Mountain Parkway | | | | | | | | | | | |
| Traveling Direction | East | | | | | | | | | | | |
| Mile Point | 52.75 | | | | | | | | | | | |
| Side of Roadway | Right - Behind Guard Rail | | | | | | | | | | | |
| Type of Supports | Type "A" Fixed | | | | | | | | | | | |
| # of Supports & Size | 2 - 10 x 26 lbs per ft. | | | | | | | | | | | |
| Concrete Dimensions | 3' dia x 8 ft deep | | | | | | | | | | | |



| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 5 |
|--|----------------------|----------|--|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | East | | |
| Mile Point | 53.17 | | |
| Side of Roadway | Gore Area | | |
| Type of Supports | Type "D" Break-a-way | | |
| # of Supports & Size | See Details Sheets | | |
| Concrete Dimensions | See Details Sheets | | |
| | | 1 | Remove existing sign and old Type I Posts and install the new gore sign onto a new Type "D" break-a-way sign support system. |
| | | | |
| | | | |



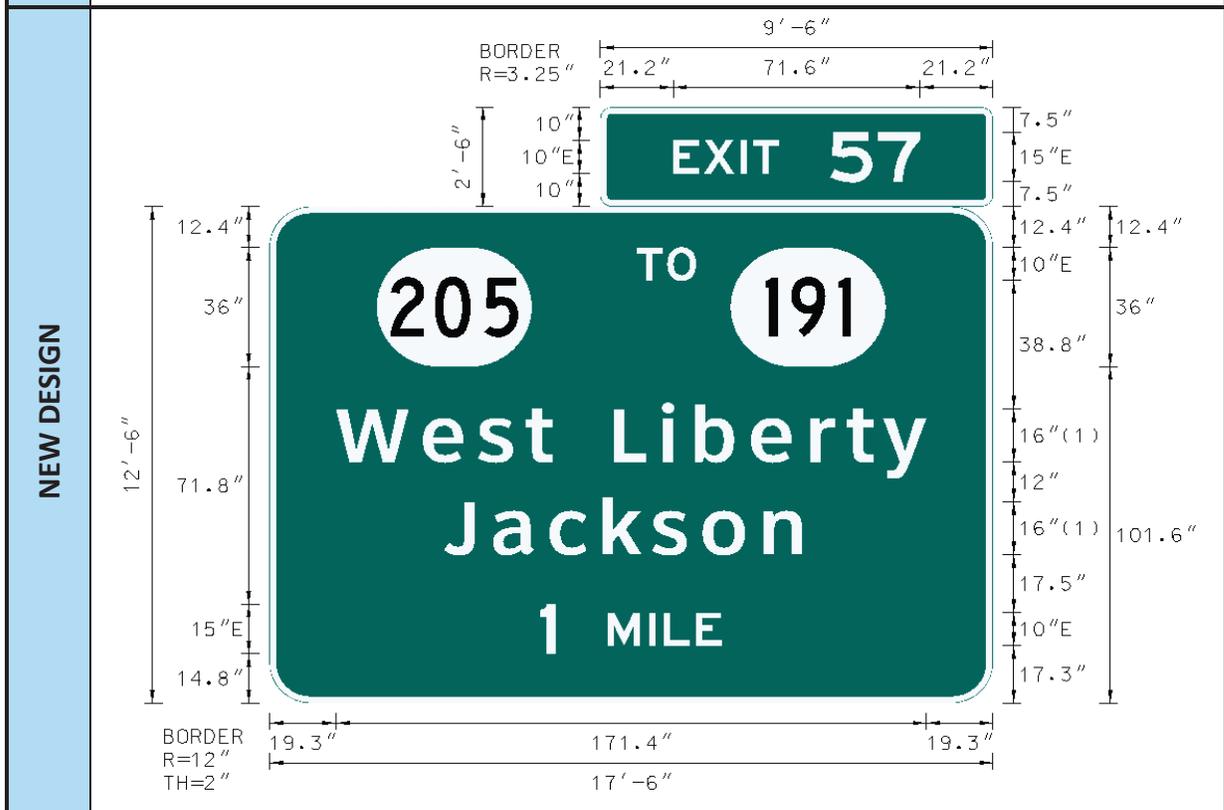
| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 6 |
|--|---------------------------|----------|--|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | East | | |
| Mile Point | 54.03 | | |
| Side of Roadway | Right - Behind Guard Rail | | |
| Type of Supports | N/A | | |
| # of Supports & Size | N/A | | |
| Concrete Dimensions | N/A | | |
| | | 1 | Remove existing sign and install new sign onto existing sign supports. |



| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 7 |
|--|---------------------------|----------|---|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | East | | |
| Mile Point | 56.16 | | |
| Side of Roadway | Right - Behind Guard Rail | | |
| Type of Supports | N/A | | |
| # of Supports & Size | N/A | | |
| Concrete Dimensions | N/A | | |
| | | 1 | Remove existing sign and supports completely. |
| | | | |
| | | | |
| | | | |

| | |
|----------------------------|---|
| EXISTING CONDITIONS |  |
| NEW DESIGN | <p>See Special Instructions Above.</p> |

| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 8 | | | | | | | | | |
|--|--|---|----------------------|--|---|--|--|--|--|--|--|--|
| District | 10 | <table border="1"> <thead> <tr> <th colspan="2">SPECIAL INSTRUCTIONS</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Install new signs and supports near <u>MP 55.4</u></td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> | SPECIAL INSTRUCTIONS | | 1 | Install new signs and supports near <u>MP 55.4</u> | | | | | | |
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| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| County | Wolfe | | | | | | | | | | | |
| Route | 9009 | | | | | | | | | | | |
| Road Name | Mountain Parkway | | | | | | | | | | | |
| Traveling Direction | East | | | | | | | | | | | |
| Mile Point | 55.4 | | | | | | | | | | | |
| Side of Roadway | Right - Behind Guard Rail | | | | | | | | | | | |
| Type of Supports | Type "A" Fixed | | | | | | | | | | | |
| # of Supports & Size | 2 - W12x26 beams | | | | | | | | | | | |
| Concrete Dimensions | a = 9' deep, b = 3' dia | | | | | | | | | | | |



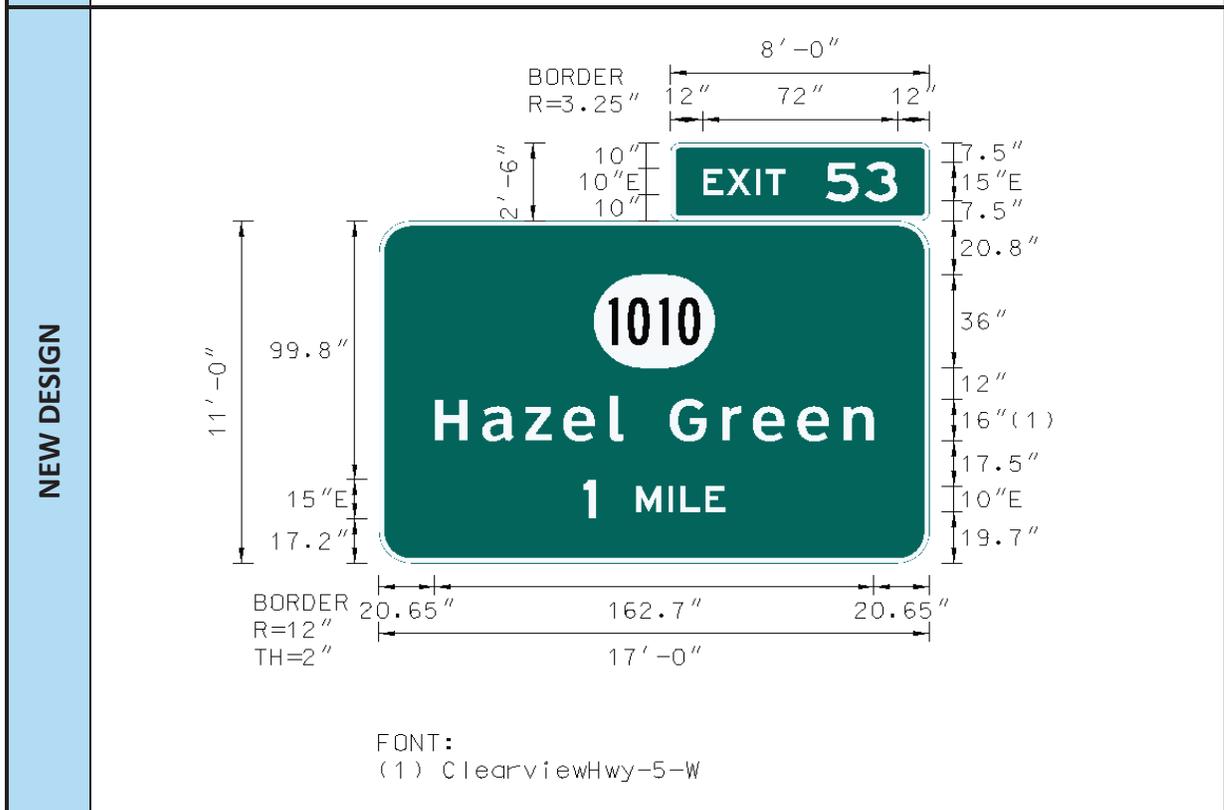
| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 1 |
|--|---------------------------|---|---|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | West | | |
| Mile Point | 56.42 | | |
| Side of Roadway | Right - Behind Guard Rail | | |
| Type of Supports | N/A | | |
| # of Supports & Size | N/A | | |
| Concrete Dimensions | N/A | | |
| | | 1 | Remove existing sign and supports completely. |
| | | 2 | Remove concrete bases to a point 1' below the ground level. |
| | | | |
| | | | |

| | |
|----------------------------|---|
| EXISTING CONDITIONS |  |
| NEW DESIGN | <p>See Special Instructions Above.</p> |

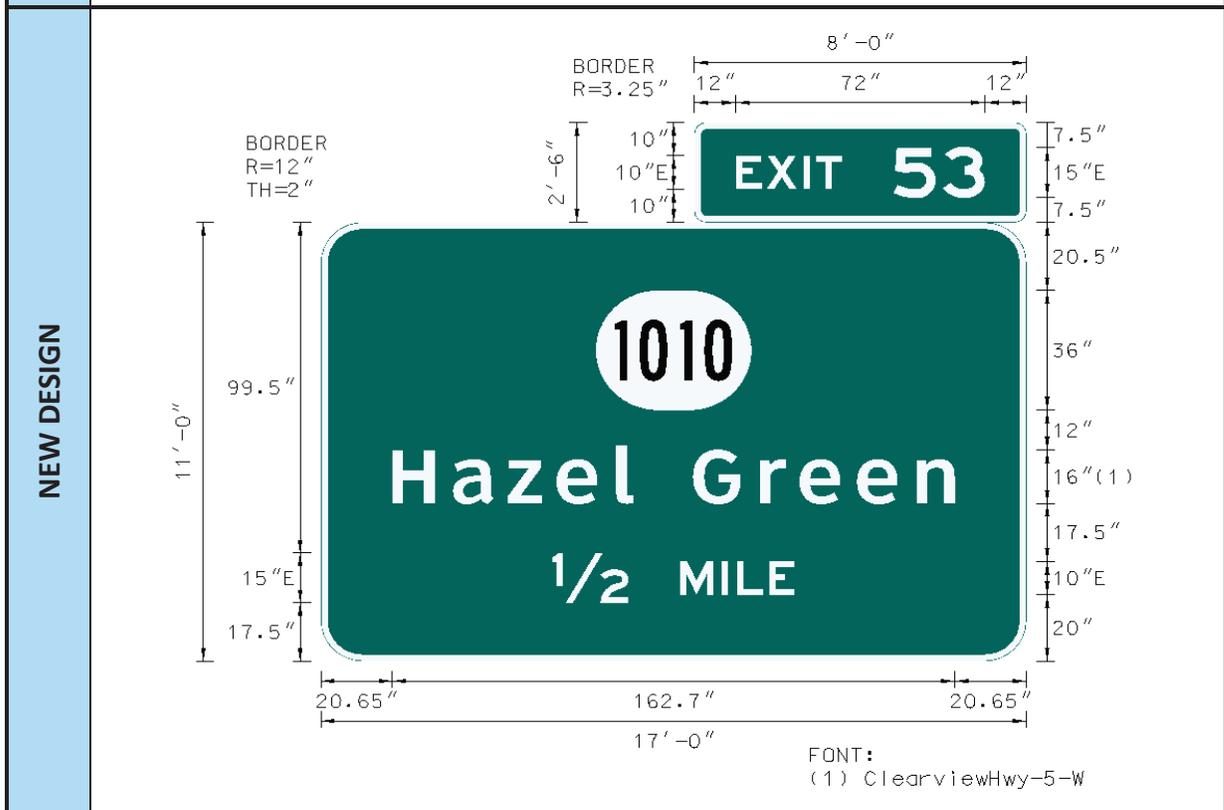
| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 2 | | | | | | | | | | |
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| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| County | Wolfe | | | | | | | | | | | | |
| Route | 9009 | | | | | | | | | | | | |
| Road Name | Mountain Parkway | | | | | | | | | | | | |
| Traveling Direction | West | | | | | | | | | | | | |
| Mile Point | 55.81 | | | | | | | | | | | | |
| Side of Roadway | Right - Behind Guard Rail | | | | | | | | | | | | |
| Type of Supports | N/A | | | | | | | | | | | | |
| # of Supports & Size | N/A | | | | | | | | | | | | |
| Concrete Dimensions | N/A | | | | | | | | | | | | |

| | |
|----------------------------|---|
| EXISTING CONDITIONS |  |
| NEW DESIGN | <p>See Special Instructions Above.</p> |

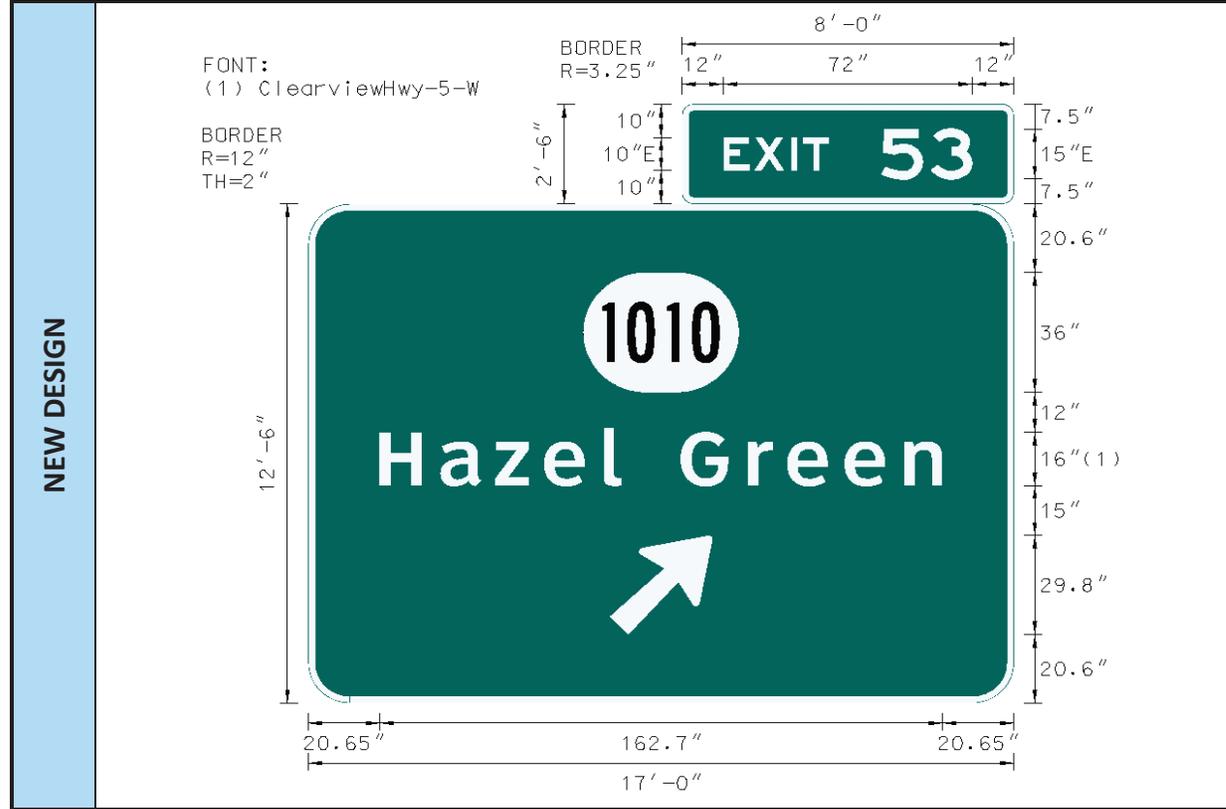
| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 3 |
|--|---------------------------|---|--|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | West | | |
| Mile Point | 54.45 | | |
| Side of Roadway | Right - Behind Guard Rail | | |
| Type of Supports | N/A | | |
| # of Supports & Size | N/A | | |
| Concrete Dimensions | N/A | 1 | Remove existing sign and install new sign onto existing sign supports. |
| | | 2 | Remove the bottom panels showing the message for "NEXT EXIT 5 MILES" from the sign assembly completely.. |



| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 4 | | | | | | | | | | |
|--|--|---|----------------------|--|---|--|--|--|--|--|--|--|--|
| District | 10 | <table border="1"> <thead> <tr> <th colspan="2">SPECIAL INSTRUCTIONS</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Install new sign near MP 53.96 onto new sign supports.</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> | SPECIAL INSTRUCTIONS | | 1 | Install new sign near MP 53.96 onto new sign supports. | | | | | | | |
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| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| County | Wolfe | | | | | | | | | | | | |
| Route | 9009 | | | | | | | | | | | | |
| Road Name | Mountain Parkway | | | | | | | | | | | | |
| Traveling Direction | West | | | | | | | | | | | | |
| Mile Point | 53.96 | | | | | | | | | | | | |
| Side of Roadway | Right - Behind Guard Rail | | | | | | | | | | | | |
| Type of Supports | Type "A" Fixed | | | | | | | | | | | | |
| # of Supports & Size | 2 - 10 x 26 lbs per ft. | | | | | | | | | | | | |
| Concrete Dimensions | 3' dia x 8 ft deep | | | | | | | | | | | | |



| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 5 | | | | | | | |
|--|--|--|----------------------|--|---|--|--|--|--|--|
| District | 10 | <table border="1"> <thead> <tr> <th colspan="2">SPECIAL INSTRUCTIONS</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Remove existing sign and install new sign onto existing sign supports.</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> | SPECIAL INSTRUCTIONS | | 1 | Remove existing sign and install new sign onto existing sign supports. | | | | |
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| | | | | | | | | | | |
| | | | | | | | | | | |
| County | Wolfe | | | | | | | | | |
| Route | 9009 | | | | | | | | | |
| Road Name | Mountain Parkway | | | | | | | | | |
| Traveling Direction | West | | | | | | | | | |
| Mile Point | 53.58 | | | | | | | | | |
| Side of Roadway | Right - Behind Guard Rail | | | | | | | | | |
| Type of Supports | N/A | | | | | | | | | |
| # of Supports & Size | N/A | | | | | | | | | |
| Concrete Dimensions | N/A | | | | | | | | | |



| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 6 |
|--|----------------------|----------|--|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | West | | |
| Mile Point | 53.46 | | |
| Side of Roadway | Gore Area | | |
| Type of Supports | Type "D" Break-a-way | | |
| # of Supports & Size | See Details Sheets | | |
| Concrete Dimensions | See Details Sheets | | |
| | | 1 | Remove existing sign and old Type I Posts and install the new gore sign onto a new Type "D" break-a-way sign support system. |
| | | | |
| | | | |



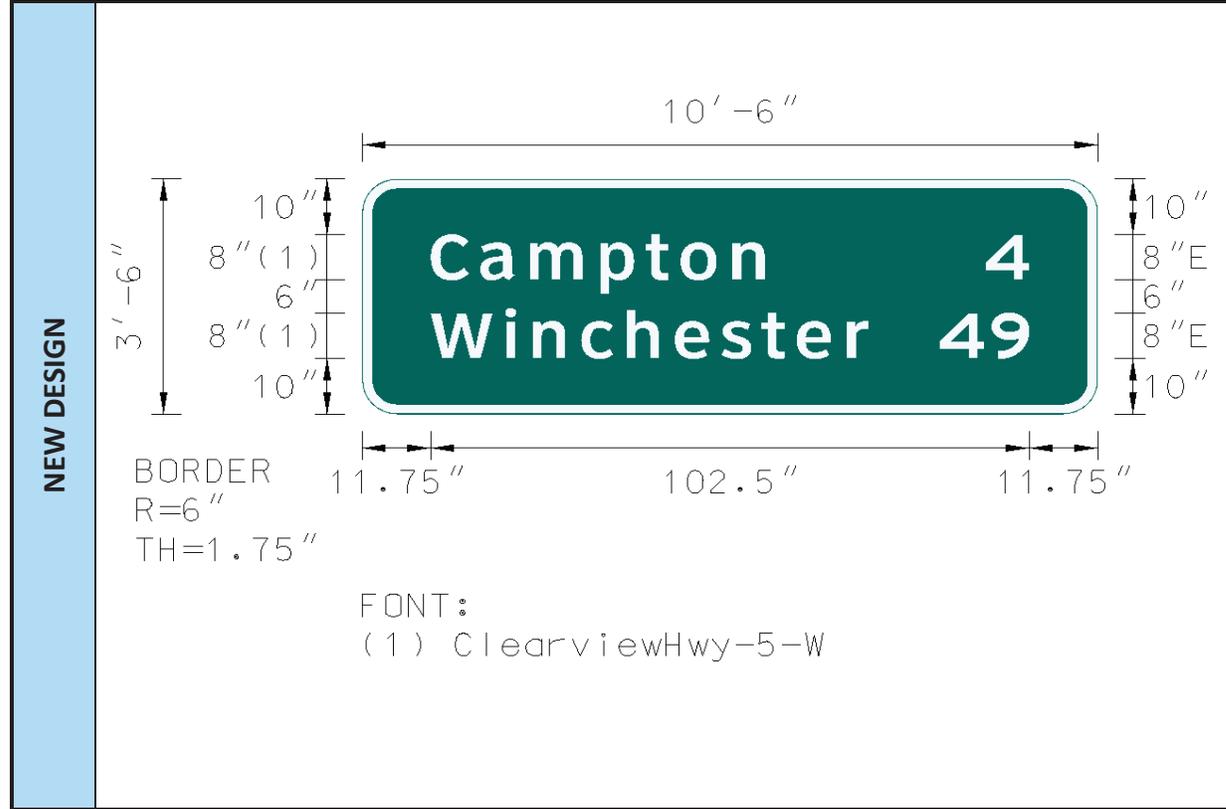
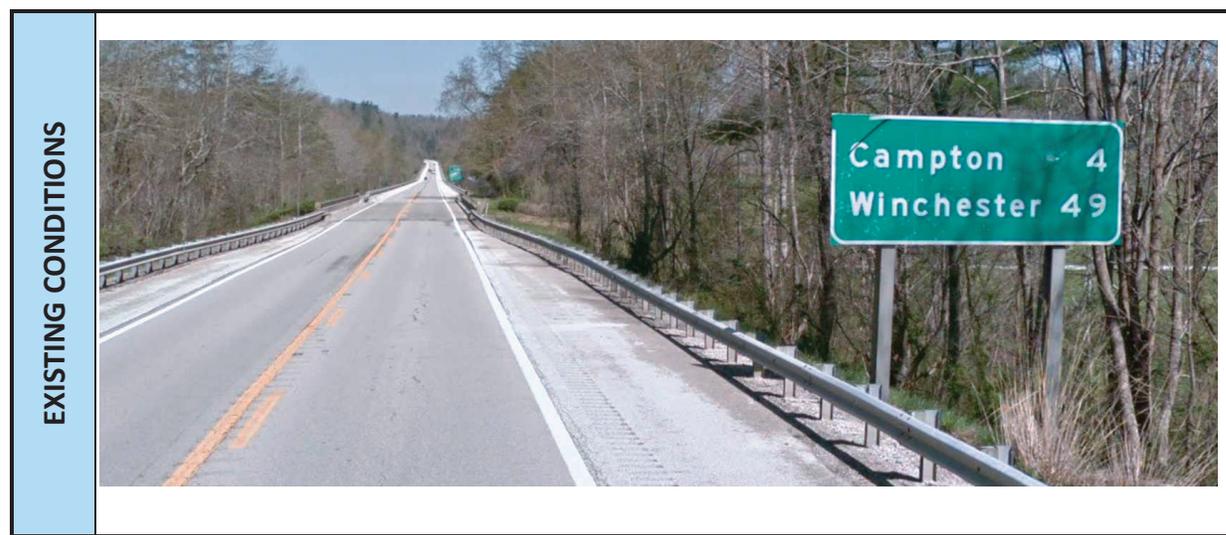
| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 7 | | | | | | | | | | |
|--|---|--|--|----------------------|--|---|---|---|---|--|--|--|--|
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| 2 | Remove concrete bases to a point 1' below the ground level. | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| County | Wolfe | | | | | | | | | | | | |
| Route | 9009 | | | | | | | | | | | | |
| Road Name | Mountain Parkway | | | | | | | | | | | | |
| Traveling Direction | West | | | | | | | | | | | | |
| Mile Point | 52.6 | | | | | | | | | | | | |
| Side of Roadway | Right - Behind Guard Rail | | | | | | | | | | | | |
| Type of Supports | N/A | | | | | | | | | | | | |
| # of Supports & Size | N/A | | | | | | | | | | | | |
| Concrete Dimensions | N/A | | | | | | | | | | | | |

| | |
|----------------------------|---|
| EXISTING CONDITIONS |  |
| NEW DESIGN | <p>See Special Instructions Above.</p> |

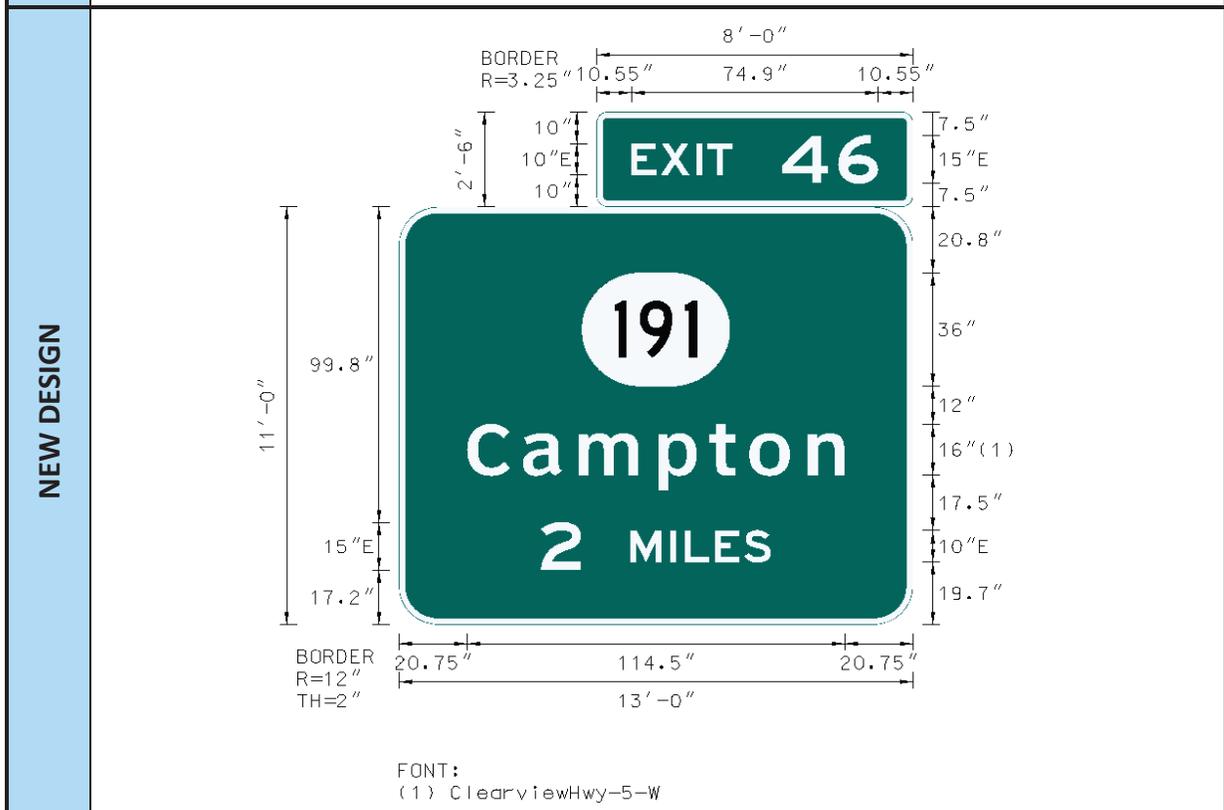
| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 8 | |
|--|---------------------------|--|-----------------------------|--------------------|
| District | 10 | | SPECIAL INSTRUCTIONS | |
| County | Wolfe | | | |
| Route | 9009 | | 1 | See Sheeting Signs |
| Road Name | Mountain Parkway | | | |
| Traveling Direction | West | | | |
| Mile Point | 50.87 | | | |
| Side of Roadway | Right - Behind Guard Rail | | | |
| Type of Supports | N/A | | | |
| # of Supports & Size | N/A | | | |
| Concrete Dimensions | N/A | | | |

| | |
|----------------------------|---|
| EXISTING CONDITIONS |  |
| NEW DESIGN | <p>See Special Instructions Above.</p> |

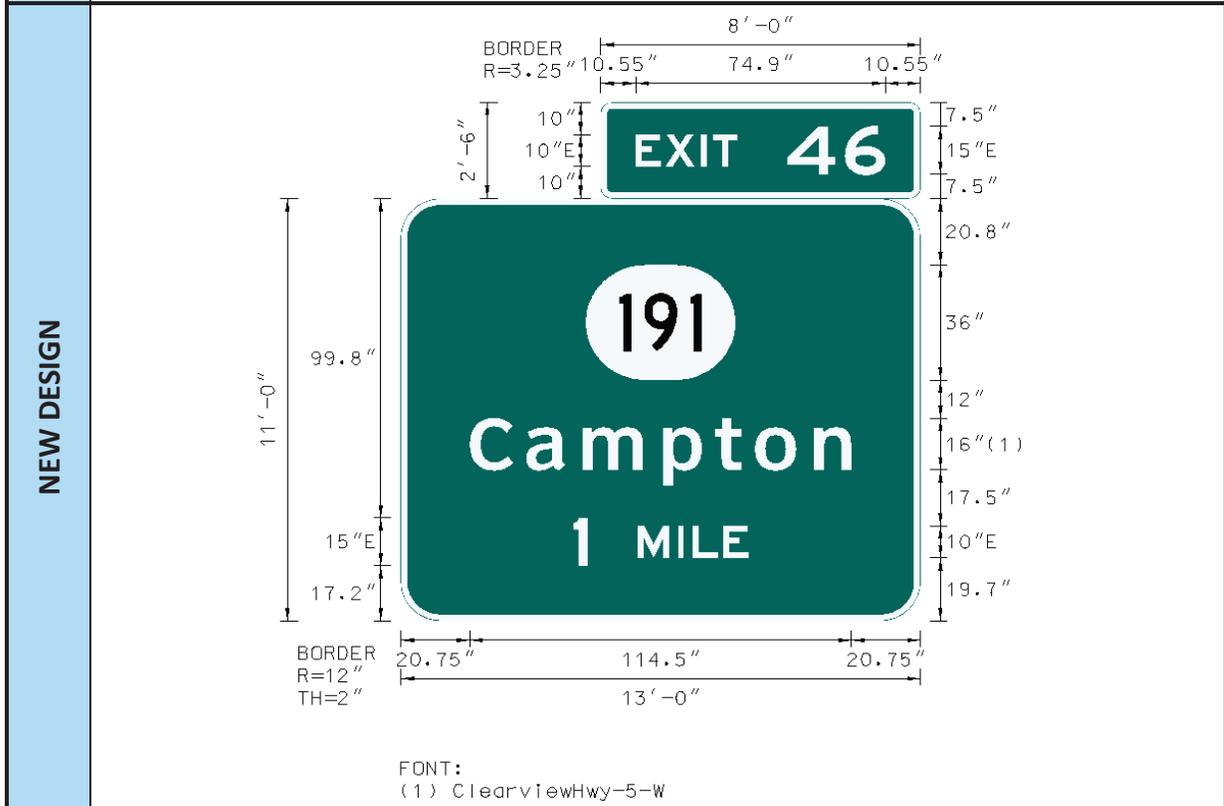
| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 9 |
|--|---------------------------|----------|--|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | West | | |
| Mile Point | 48.7 | | |
| Side of Roadway | Right - Behind Guard Rail | | |
| Type of Supports | N/A | | |
| # of Supports & Size | N/A | | |
| Concrete Dimensions | N/A | | |
| | | 1 | Remove existing sign and install new sign onto existing sign supports. |



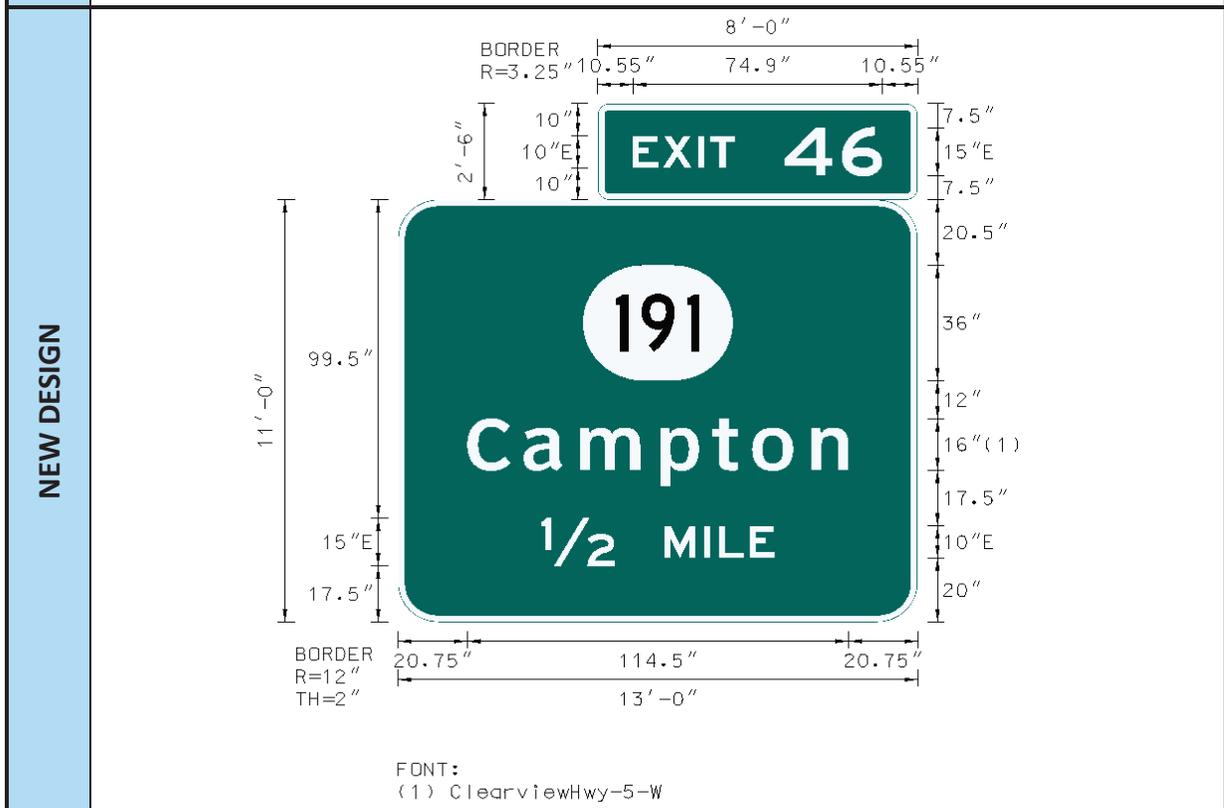
| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 10 |
|--|---------------------------|---|--|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | West | | |
| Mile Point | 48.4 | | |
| Side of Roadway | Right - Behind Guard Rail | | |
| Type of Supports | N/A | | |
| # of Supports & Size | N/A | | |
| Concrete Dimensions | N/A | 1 | Remove existing sign and install new sign onto existing sign supports. |
| | | 2 | Remove the bottom panels showing the message for "NEXT EXIT 8 MILES" from the sign assembly completely.. |
| | | 3 | Tree Trimming may be necessary. |



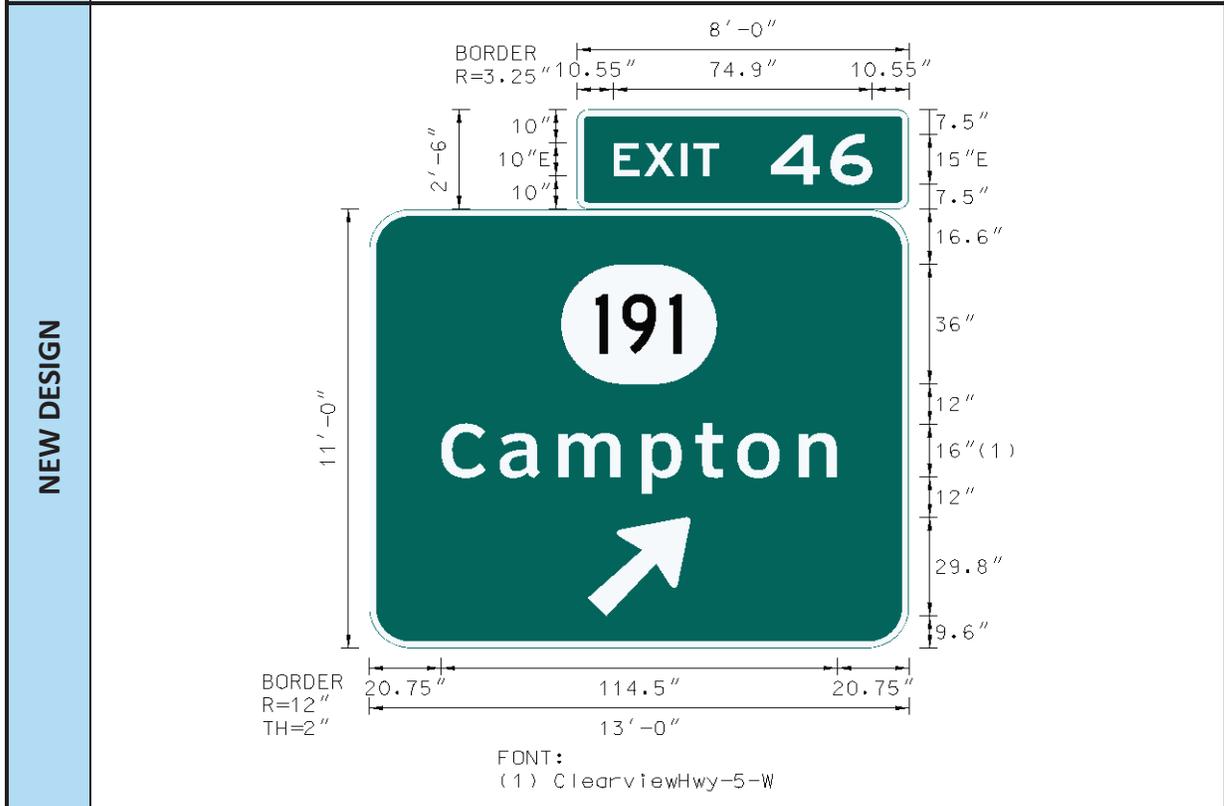
| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 11 |
|--|---------------------------|----------|--|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | West | | |
| Mile Point | 47.25 | | |
| Side of Roadway | Right - Behind Guard Rail | | |
| Type of Supports | Type "C" Break-a-way | | |
| # of Supports & Size | 2 - 8 x 18 lbs per ft. | | |
| Concrete Dimensions | 3' dia x 8 ft deep | | |
| | | 1 | Install new sign near MP 47.25 onto new sign supports. |
| | | | |
| | | | |
| | | | |



| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 12 |
|--|---------------------------|----------|--|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | West | | |
| Mile Point | 46.83 | | |
| Side of Roadway | Right - Behind Guard Rail | | |
| Type of Supports | Type "A" Fixed | | |
| # of Supports & Size | 2 - 10 x 26 lbs per ft. | | |
| Concrete Dimensions | 3' dia x 8 ft deep | | |
| | | 1 | Install new sign near MP 46.83 onto new sign supports. |



| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 13 | | | | | | | | | | |
|--|--|---|----------------------|--|---|--|--|--|--|--|--|--|--|
| District | 10 | <table border="1"> <thead> <tr> <th colspan="2">SPECIAL INSTRUCTIONS</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Install new sign near MP 46.43 onto new sign supports.</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </tbody> </table> | SPECIAL INSTRUCTIONS | | 1 | Install new sign near MP 46.43 onto new sign supports. | | | | | | | |
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| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| County | Wolfe | | | | | | | | | | | | |
| Route | 9009 | | | | | | | | | | | | |
| Road Name | Mountain Parkway | | | | | | | | | | | | |
| Traveling Direction | West | | | | | | | | | | | | |
| Mile Point | 46.43 | | | | | | | | | | | | |
| Side of Roadway | Right - Behind Guard Rail | | | | | | | | | | | | |
| Type of Supports | Type "A" Fixed | | | | | | | | | | | | |
| # of Supports & Size | 2 - 8 x 18 lbs per ft. | | | | | | | | | | | | |
| Concrete Dimensions | 3' dia x 8 ft deep | | | | | | | | | | | | |



| SPECIFIC SIGN INFO - LOCATION - DETAILS - DESIGN | | | 14 |
|--|----------------------|---|--|
| District | 10 | | SPECIAL INSTRUCTIONS |
| County | Wolfe | | |
| Route | 9009 | | |
| Road Name | Mountain Parkway | | |
| Traveling Direction | West | | |
| Mile Point | 46.36 | | |
| Side of Roadway | Gore Area | | |
| Type of Supports | Type "D" Break-a-way | | |
| # of Supports & Size | See Details Sheets | | |
| Concrete Dimensions | See Details Sheets | | |
| | | 1 | Remove existing sign and supports completely. |
| | | 2 | Install the new gore sign onto a new Type "D" break-a-way sign support system behind the guard rail near the old signs location. |



SIGNING SPECIFICATION NOTES

THE FOLLOWING PUBLICATIONS ARE APPLICABLE TO THE WORK DESCRIBED HEREIN:

- EDUCATION DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (CURRENT EDITION)
- STANDARD HIGHWAY SIGNS AND MARKINGS (CURRENT EDITION) -- FEDERAL HIGHWAY ADMINISTRATION
- MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CURRENT EDITION) -- FEDERAL HIGHWAY ADMINISTRATION

SCOPE OF WORK

TO FINISH, FABRICATE AND ERECT IN PLACE ALL MATERIALS NECESSARY TO FORM COMPLETE SIGNS AS INDICATED AT LOCATIONS DESCRIBED ELSEWHERE IN THESE PLANS, NEW SIGNS ARE TO BE INSTALLED AT EXISTING LOCATIONS UNLESS OTHERWISE NOTED ON THE PLANS.

SIGN SUBSTRATES

SIGN SUBSTRATES SHALL CONFORM TO SECTION 031 OF ENGINEER'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (CURRENT EDITION) AND THESE PLANS. PANEL SIGNS SHALL BE LABELED AS 3'-0", SHEETING SIGNS SHALL BE LABELED AS 3'-0".

SIGN MATERIALS

SIGN SHEETING:
SIGN SHEETING SHALL CONFORM TO SECTION 130 OF ENGINEER'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (CURRENT EDITION) AND THESE PLANS. ONLY SHEETING ON THE DEPARTMENT'S LIST OF APPROVED MATERIALS SHALL BE USED.

ALL RETROREFLECTIVE MATERIALS SHALL BE FABRICATED AND ASSEMBLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND/OR RECOMMENDATIONS.

THE FOLLOWING SIGNS AND SIGN COMPONENTS SHALL BE FABRICATED USING TYPE II SHEETING:

- SIGN SUBSTRATES INCLUDING ROUTE BARRIERS ON PANEL SIGNS
- ALL 6'x12' SIGN SIGNS
- ALL 6'x12' SIGN SIGNS
- DO NOT ENTER 6'x12' SIGN SIGNS
- WINDING 6'x12' SIGN SIGNS

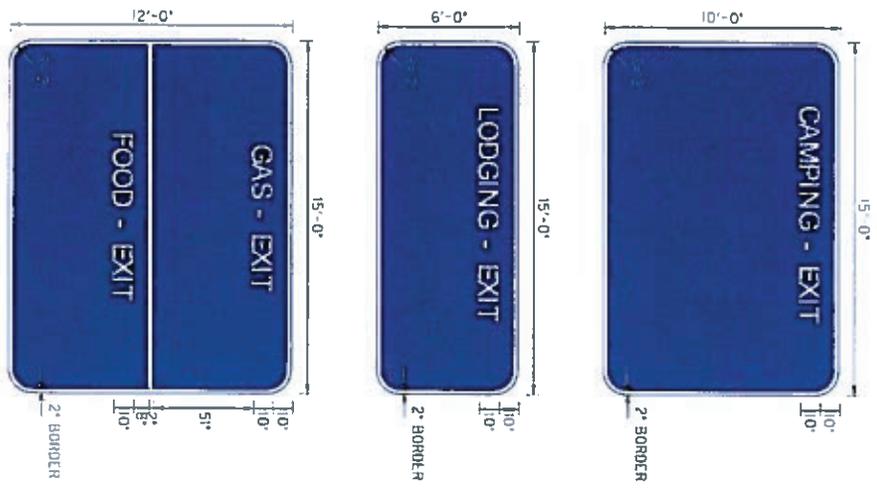
THE FOLLOWING SIGNS SHALL BE FABRICATED USING TYPE II FLUORESCENT SHEETING:

- FUTURE 3'-0" OF THE WIDTH
- ALL ADVISORY SPEED 10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-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SAMPLES OF TYPICAL SPECIFIC SERVICE (LOGO) SIGNS

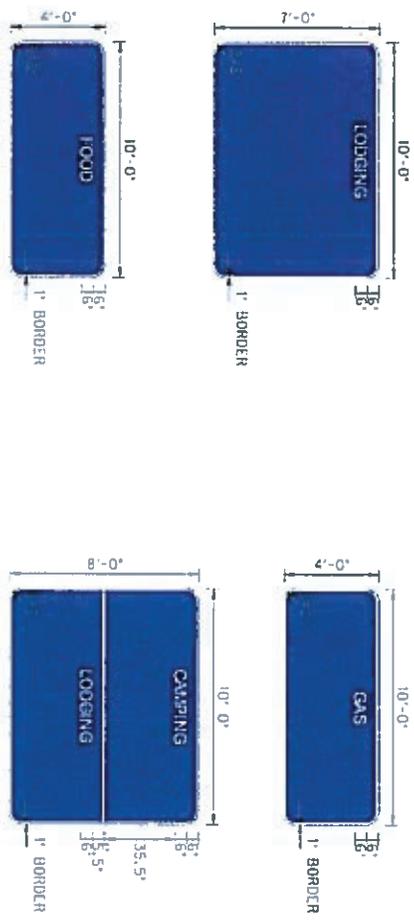
MAINLINE SIGNS



SPECIAL NOTES

ALL SIGNS SHALL BE PANEL TYPE SIGNS AND THE BACKGROUND COLOR SHALL BE WHITE. THE SIGNS SHALL BE FABRICATED AND CONSTRUCTED IN A NEAT, SUBSTANTIAL MANNER. SIGNS SHALL BE FREE OF CRACKS, TEARS, SCRATCHES, BUBBLES, HAZARDOUS DISCOLORATION, ABRADES, AND BAMPY AND SHALL PRESENT A SMOOTH LIGHT SLEAKET OR MATTE FINISH. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.

RAMP SIGNS

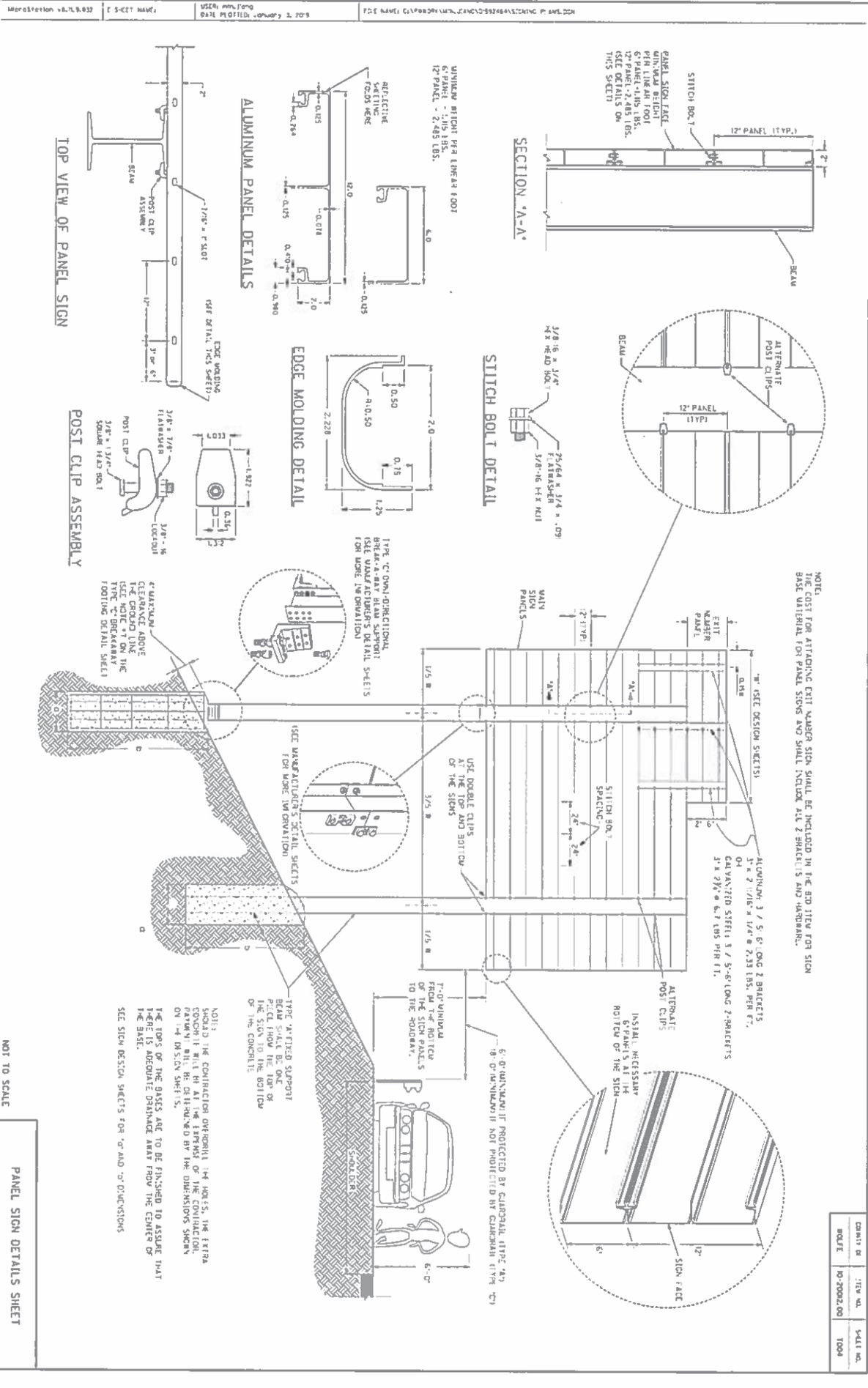


ALL SIGNS SHALL BE POSITIONED AS SHOWN ON THE SIGNING POSITIONING DETAIL SHEET. ALL SIGNS SHALL BE OF SUFFICIENT LENGTH TO EXTEND FROM THE TOP OF THE SIGN TO THE REQUIRED BASE CLEARANCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES.

NOT TO SCALE

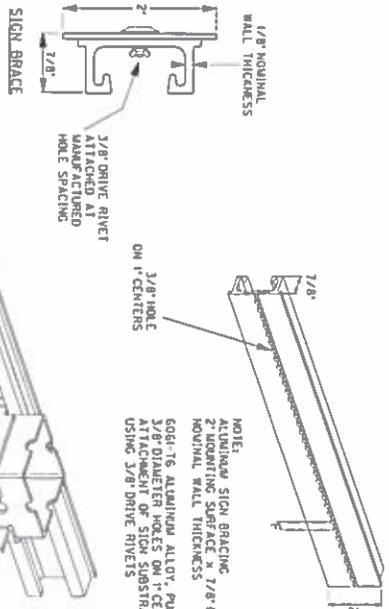
SPECIFIC SERVICE (LOGO) SIGNS

| QTY | UNIT | PRICE | TOTAL |
|-----|------|-----------|-------|
| 1 | EA | 10,000.00 | 10000 |



| DATE | REV. | BY | CHKD. |
|------------|------|----|-------|
| 10-2002-00 | 1004 | | |

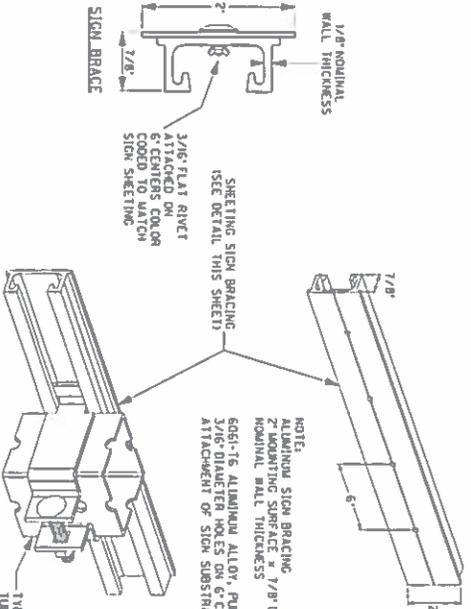
Revision: 0.1.9.8.13 SHEET NAME: 050004 DATE PUBLISHED: January 3, 2019 FILE NAME: G:\PROJECTS\NHPP\050004\DRAWING P. AYS.DWG



FOR ATTACHMENT OF SIGNS
TO SQUARE POSTS
USING MANUFACTURED 3/8" HOLES
ACCORDING TO 2004 STANDARD
HIGHWAY SIGNS BLANK
STANDARDS
POS 7-11 AND 7-6

SQUARE POST CLAMP & BRACE

TYPE I SQUARE POST

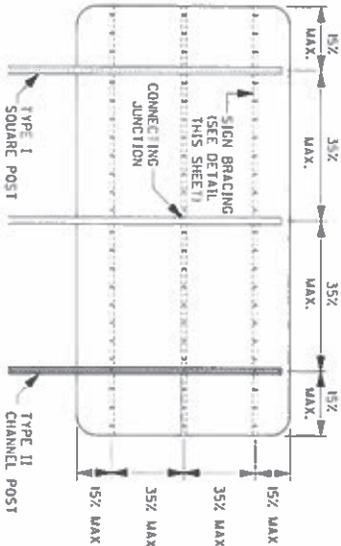


FOR ATTACHMENT OF SIGNS
GREATER THAN, OR EQUAL TO,
72" IN WIDTH.

NOTE:
ALUMINUM SIGN BRACING
MOUNTING SURFACE
NOMINAL WALL THICKNESS
6061-T6 ALUMINUM ALLOY, PUNCHED WITH
3/16" DIAMETER HOLES ON 6" CENTERS FOR
ATTACHMENT OF SIGN SUBSTRATE USING RIVETS

SQUARE POST CLAMP & BRACE

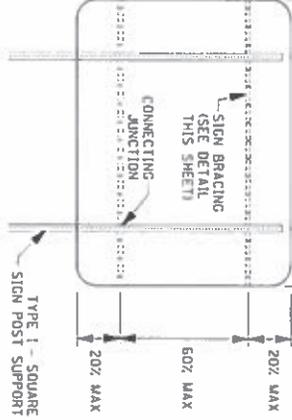
TYPE I SQUARE
TUBING SIGN
SUPPORT



3 POST - BRACING DIAGRAM

NOTE:
1. MAXIMUM AREA
PER CONNECTING
JUNCTION = 16 SQ. FT.
2. BRACING SHOULD NOT BE
SPACED WITHIN 6" OF A BRACE
TO POST JUNCTION.

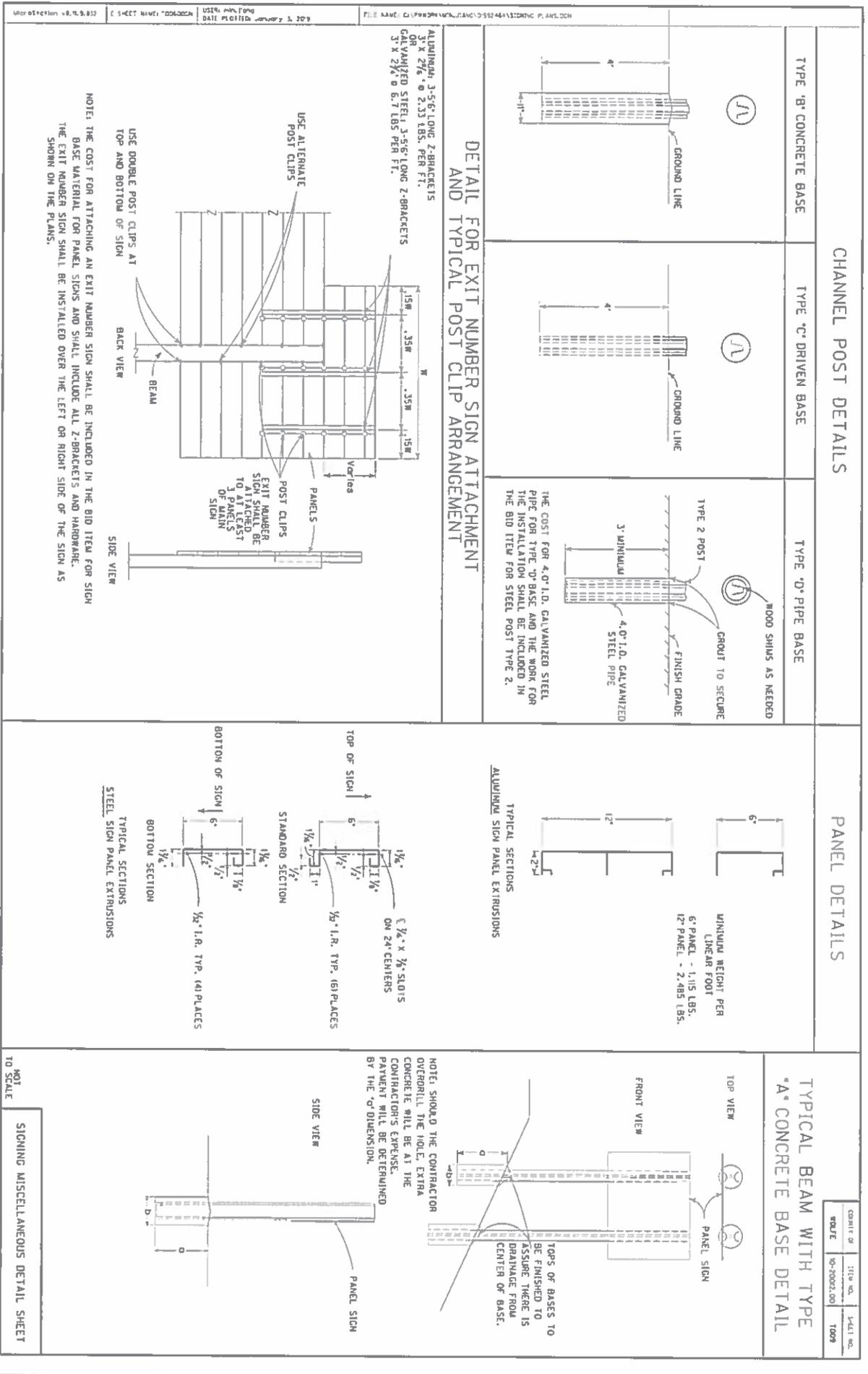
2 POST - BRACING DIAGRAM



NOTE:
SIGN BRACING NOT SHOWN ON THIS SHEET MAY BE PERMITTED
BY PROJECT ENGINEER AND/OR DISTRICT TRAFFIC ENGINEER.

NOT TO SCALE
SHEETING SIGN DETAIL
SHEET 2 OF 2

| | | | |
|-------|----------|-----------|------|
| DATE | 1/3/2019 | SHEET NO. | 1008 |
| SCALE | AS SHOWN | | |



| | | |
|----------|------|-------|
| QUANTITY | UNIT | SCALE |
| 100 | 100 | 100 |

| SIGN/SIGN ASSEMBLY NUMBER | | SIZES IN INCHES HEIGHT, WIDTH | | MESSAGES | | SPECIFICATION | | SIGN LOCATION | | COUNT | |
|---------------------------|-----|-------------------------------|-----|----------|-----|---------------|-----|---------------|-----|-------|-----|
| NO. | NO. | NO. | NO. | NO. | NO. | NO. | NO. | NO. | NO. | NO. | NO. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 2701 | | | | | | | | | | | |
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| 2800 | | | | | | | | | | | |

SHEETING SIGNS DETAIL SHEET

SHEET SIGN DETAIL SHEET
MOUNTAIN PARKWAY WESTBOUND

| SIGN/SIGN ASSEMBLY NUMBER | | SIZES IN INCHES (HGT. x WGT.) | | MESSAGE(S) (D) | SPECIFICATION | SIDE OF ROAD | TRAFFIC TRAVELING | ON ROAD | AT STATION | UNOBTAINED |
|---------------------------|--|-------------------------------|----|------------------------|----------------|--------------|-------------------|------------|--------------|------------|
| SIGN/SIGN ASSEMBLY NUMBER | | SIZES IN INCHES (HGT. x WGT.) | | MESSAGE(S) (D) | SPECIFICATION | SIDE OF ROAD | TRAFFIC TRAVELING | ON ROAD | AT STATION | UNOBTAINED |
| 2731 | | 48 | 36 | EMERGENCY PARKING ONLY | RD-4 | RIGHT | WESTBOUND | WTL. PREV. | 46 P. 52.00 | |
| 2732 | | 48 | 48 | | RD-21 | RIGHT | WESTBOUND | WTL. PREV. | 46 P. 54.083 | |
| 2733 | | 48 | 48 | NO PASSING LEFT | | | | | | |
| 2734 | | 48 | 48 | NO PASSING LEFT | RD-21 | LEFT | WESTBOUND | WTL. PREV. | 46 P. 54.083 | |
| 2735 | | 48 | 48 | | RD-2 | RIGHT | WESTBOUND | WTL. PREV. | 46 P. 56.031 | |
| 2736 | | 48 | 48 | | RD-2 | LEFT | WESTBOUND | WTL. PREV. | 46 P. 56.031 | |
| 2737 | | | | | | | | | | |
| 2738 | | | | | | | | | | |
| 2739 | | | | | | | | | | |
| 2740 | | 42 | 36 | | WILE NUMBER 50 | RIGHT | WESTBOUND | WTL. PREV. | 46 P. 52.00 | |
| 2741 | | 42 | 36 | | | | | | | |
| 2742 | | 42 | 36 | | | | | | | |
| 2743 | | 42 | 36 | MILE 5 0 | | | | | | |
| 2744 | | 42 | 36 | | | | | | | |
| 2745 | | 36 | 24 | | | | | | | |
| 2746 | | 48 | 48 | | | | | | | |
| 2747 | | 48 | 48 | | | | | | | |
| 2748 | | 42 | 36 | | | | | | | |
| 2749 | | 42 | 36 | | | | | | | |
| 2750 | | 42 | 36 | | | | | | | |
| 2751 | | 42 | 36 | | | | | | | |
| 2752 | | 42 | 36 | | | | | | | |
| 2753 | | 42 | 36 | | | | | | | |
| 2754 | | 42 | 36 | | | | | | | |
| 2755 | | 42 | 36 | | | | | | | |
| 2756 | | 42 | 36 | | | | | | | |
| 2757 | | 42 | 36 | | | | | | | |
| 2758 | | 42 | 36 | | | | | | | |
| 2759 | | 42 | 36 | | | | | | | |
| 2760 | | 42 | 36 | | | | | | | |
| 2761 | | 42 | 36 | | | | | | | |
| 2762 | | 42 | 36 | | | | | | | |
| 2763 | | 42 | 36 | | | | | | | |
| 2764 | | 42 | 36 | | | | | | | |
| 2765 | | 42 | 36 | | | | | | | |
| 2766 | | 42 | 36 | | | | | | | |
| 2767 | | 42 | 36 | | | | | | | |
| 2768 | | 42 | 36 | | | | | | | |
| 2769 | | 42 | 36 | | | | | | | |
| 2770 | | 42 | 36 | | | | | | | |
| 2771 | | 42 | 36 | | | | | | | |
| 2772 | | 42 | 36 | | | | | | | |
| 2773 | | 42 | 36 | | | | | | | |
| 2774 | | 42 | 36 | | | | | | | |
| 2775 | | 42 | 36 | | | | | | | |
| 2776 | | 42 | 36 | | | | | | | |
| 2777 | | 42 | 36 | | | | | | | |
| 2778 | | 42 | 36 | | | | | | | |
| 2779 | | 42 | 36 | | | | | | | |
| 2780 | | 42 | 36 | | | | | | | |
| 2781 | | 42 | 36 | | | | | | | |
| 2782 | | 42 | 36 | | | | | | | |
| 2783 | | 42 | 36 | | | | | | | |
| 2784 | | 42 | 36 | | | | | | | |
| 2785 | | 42 | 36 | | | | | | | |
| 2786 | | 42 | 36 | | | | | | | |
| 2787 | | 42 | 36 | | | | | | | |
| 2788 | | 42 | 36 | | | | | | | |
| 2789 | | 42 | 36 | | | | | | | |
| 2790 | | 42 | 36 | | | | | | | |
| 2791 | | 42 | 36 | | | | | | | |
| 2792 | | 42 | 36 | | | | | | | |
| 2793 | | 42 | 36 | | | | | | | |
| 2794 | | 42 | 36 | | | | | | | |
| 2795 | | 42 | 36 | | | | | | | |
| 2796 | | 42 | 36 | | | | | | | |
| 2797 | | 42 | 36 | | | | | | | |
| 2798 | | 42 | 36 | | | | | | | |
| 2799 | | 42 | 36 | | | | | | | |
| 2800 | | 42 | 36 | | | | | | | |
| 2801 | | 42 | 36 | | | | | | | |
| 2802 | | 42 | 36 | | | | | | | |
| 2803 | | 42 | 36 | | | | | | | |
| 2804 | | 42 | 36 | | | | | | | |
| 2805 | | 42 | 36 | | | | | | | |
| 2806 | | 42 | 36 | | | | | | | |
| 2807 | | 42 | 36 | | | | | | | |
| 2808 | | 42 | 36 | | | | | | | |
| 2809 | | 42 | 36 | | | | | | | |
| 2810 | | 42 | 36 | | | | | | | |
| 2811 | | 42 | 36 | | | | | | | |
| 2812 | | 42 | 36 | | | | | | | |
| 2813 | | 42 | 36 | | | | | | | |
| 2814 | | 42 | 36 | | | | | | | |
| 2815 | | 42 | 36 | | | | | | | |
| 2816 | | 42 | 36 | | | | | | | |
| 2817 | | 42 | 36 | | | | | | | |
| 2818 | | 42 | 36 | | | | | | | |
| 2819 | | 42 | 36 | | | | | | | |
| 2820 | | 42 | 36 | | | | | | | |
| 2821 | | 42 | 36 | | | | | | | |
| 2822 | | 42 | 36 | | | | | | | |
| 2823 | | 42 | 36 | | | | | | | |
| 2824 | | 42 | 36 | | | | | | | |
| 2825 | | 42 | 36 | | | | | | | |
| 2826 | | 42 | 36 | | | | | | | |
| 2827 | | 42 | 36 | | | | | | | |
| 2828 | | 42 | 36 | | | | | | | |
| 2829 | | 42 | 36 | | | | | | | |
| 2830 | | 42 | 36 | | | | | | | |
| 2831 | | 42 | 36 | | | | | | | |
| 2832 | | 42 | 36 | | | | | | | |
| 2833 | | 42 | 36 | | | | | | | |
| 2834 | | 42 | 36 | | | | | | | |
| 2835 | | 42 | 36 | | | | | | | |
| 2836 | | 42 | 36 | | | | | | | |
| 2837 | | 42 | 36 | | | | | | | |
| 2838 | | 42 | 36 | | | | | | | |
| 2839 | | 42 | 36 | | | | | | | |
| 2840 | | 42 | 36 | | | | | | | |
| 2841 | | 42 | 36 | | | | | | | |
| 2842 | | 42 | 36 | | | | | | | |
| 2843 | | 42 | 36 | | | | | | | |
| 2844 | | 42 | 36 | | | | | | | |
| 2845 | | 42 | 36 | | | | | | | |
| 2846 | | 42 | 36 | | | | | | | |
| 2847 | | 42 | 36 | | | | | | | |
| 2848 | | 42 | 36 | | | | | | | |
| 2849 | | 42 | 36 | | | | | | | |
| 2850 | | 42 | 36 | | | | | | | |
| 2851 | | 42 | 36 | | | | | | | |
| 2852 | | 42 | 36 | | | | | | | |
| 2853 | | 42 | 36 | | | | | | | |
| 2854 | | 42 | 36 | | | | | | | |
| 2855 | | 42 | 36 | | | | | | | |
| 2856 | | 42 | 36 | | | | | | | |
| 2857 | | 42 | 36 | | | | | | | |
| 2858 | | 42 | 36 | | | | | | | |
| 2859 | | 42 | 36 | | | | | | | |
| 2860 | | 42 | 36 | | | | | | | |
| 2861 | | 42 | 36 | | | | | | | |
| 2862 | | 42 | 36 | | | | | | | |
| 2863 | | 42 | 36 | | | | | | | |
| 2864 | | 42 | 36 | | | | | | | |
| 2865 | | 42 | 36 | | | | | | | |
| 2866 | | 42 | 36 | | | | | | | |
| 2867 | | 42 | 36 | | | | | | | |
| 2868 | | 42 | 36 | | | | | | | |
| 2869 | | 42 | 36 | | | | | | | |
| 2870 | | 42 | 36 | | | | | | | |
| 2871 | | 42 | 36 | | | | | | | |
| 2872 | | 42 | 36 | | | | | | | |
| 2873 | | 42 | 36 | | | | | | | |
| 2874 | | 42 | 36 | | | | | | | |
| 2875 | | 42 | 36 | | | | | | | |
| 2876 | | 42 | 36 | | | | | | | |
| 2877 | | 42 | 36 | | | | | | | |
| 2878 | | 42 | 36 | | | | | | | |
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| 2880 | | 42 | 36 | | | | | | | |
| 2881 | | 42 | 36 | | | | | | | |
| 2882 | | 42 | 36 | | | | | | | |
| 2883 | | 42 | 36 | | | | | | | |
| 2884 | | 42 | 36 | | | | | | | |
| 2885 | | 42 | 36 | | | | | | | |
| 2886 | | 42 | 36 | | | | | | | |
| 2887 | | 42 | 36 | | | | | | | |
| 2888 | | 42 | 36 | | | | | | | |
| 2889 | | 42 | 36 | | | | | | | |
| 2890 | | 42 | 36 | | | | | | | |
| 2891 | | 42 | 36 | | | | | | | |
| 2892 | | 42 | 36 | | | | | | | |

| SIGN/SECTION NUMBER | | SIZES | | MESSAGES | SPECIFICATION | SIGN LOCATION | | | | |
|---------------------|-------------|--------------|-----------|---|------------------------|---------------|-----------|------------|----------------|--------------|
| IN MOVERS | POST, VERT. | SIZE OF ROAD | TRAVELING | | | SIDE OF ROAD | TRAVELING | WTH. PAVT. | M.P. ST. POST. | M.P. ST. END |
| 2101 | 48 | 48 | |  | W-3 | LEFT | WESTBOUND | WTH. PAVT. | M.P. 41.42 | |
| | | | | | | | | | | |
| 2102 | 48 | 48 | |  | W-3 | RIGHT | WESTBOUND | WTH. PAVT. | M.P. 41.33 | |
| | | | | | | | | | | |
| 2103 | 48 | 48 | |  | W-3 | LEFT | WESTBOUND | WTH. PAVT. | M.P. 41.33 | |
| | | | | | | | | | | |
| 2104 | 48 | 48 | |  | W-3 | RIGHT | WESTBOUND | WTH. PAVT. | M.P. 41.00 | |
| | | | | | | | | | | |
| 2105 | 56 | 48 | |  | W-3-2 | RIGHT | WESTBOUND | WTH. PAVT. | M.P. 45.44 | |
| | | | | | | | | | | |
| 2106 | 56 | 48 | |  | W-3-2 | RIGHT | WESTBOUND | WTH. PAVT. | M.P. 45.50 | |
| | | | | | | | | | | |
| 2107 | 49 | 48 | |  | W-5 (SEE DETAIL SHEET) | RIGHT | WESTBOUND | WTH. PAVT. | M.P. 45.50 | |
| | | | | | | | | | | |
| 2108 | 48 | 48 | |  | W-3 | LEFT | WESTBOUND | WTH. PAVT. | M.P. 45.37 | |
| | | | | | | | | | | |
| 2109 | 48 | 48 | |  | W-3 | RIGHT | WESTBOUND | WTH. PAVT. | M.P. 45.37 | |
| | | | | | | | | | | |

SHEETING SIGNS DETAIL SHEET

SHEET SIGN DETAIL SHEET
MOUNTAIN PARKWAY WESTBOUND

DATE: 01-09-2019
TOS

| SHEET SIGN DETAIL SHEET | | DATE | REV. | BY | CHKD. | DATE | |
|-------------------------|----------------|------|----------------------------------|-------|-----------|------------|--------------------------|
| 2188 | 48 48 48 48 | | WILE WARDEN 48 | RIGHT | EASTBOUND | WTL. PREV. | M.P. 46.00 |
| 2189 | 48 48 48 48 | | WILE WARDEN 48 | RIGHT | EASTBOUND | WTL. PREV. | M.P. 46.50 |
| 2190 | 48 48 48 24 | | CUSTOM | RIGHT | EASTBOUND | WTL. PREV. | M.P. 46.40 |
| 2191 | 48 48 48 48 | | CUSTOM - STATE LAW W/ SEAT BELT | RIGHT | EASTBOUND | WTL. PREV. | M.P. 46.40 |
| 2192 | 48 48 48 48 | | WILE WARDEN 48 | RIGHT | EASTBOUND | WTL. PREV. | M.P. 46.75 |
| 2193 | 48 48 48 48 | | WILE WARDEN 48 | RIGHT | EASTBOUND | WTL. PREV. | M.P. 46.75 |
| 2194 | 36 18 48 36 | | WILE WARDEN 48 WILE WARDEN 48 | RIGHT | EASTBOUND | WTL. PREV. | M.P. 46.75 M.P. 46.75 |
| 2195 | 36 36 36 36 | | WILE WARDEN 48 | RIGHT | EASTBOUND | WTL. PREV. | M.P. 46.54 |
| 2196 | 48 36 48 36 | | WILE WARDEN 48 | LEFT | EASTBOUND | WTL. PREV. | M.P. 46.54 |
| 2197 | 48 36 48 36 | | WILE WARDEN 48 | RIGHT | EASTBOUND | WTL. PREV. | M.P. 46.00 |

SHEET SIGN DETAIL SHEET
MOUNTAIN PARKWAY EASTBOUND

| SHEET SIGN DETAIL SHEET | | COUNT OF SHEETS | REV. NO. | S-4-L1 NO. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | ROUTE | 00-2002.00 | 129 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>WordStation v8.14.0.832 C SHEET NAME: TSM007P USER: mh.Peng DATE PLOTTED: January 3, 2019 FILE NAME: C:\PROGRAMS\WFL\JAN010827464\CDMNC_P\AHS.DGN</p> | <table border="1"> <thead> <tr> <th>SIGN/STATION ASSIGNED NUMBER</th> <th>SIZES IN INCHES HORIZ. VERT.</th> <th>MESSAGE(S)</th> <th>SPECIFICATION</th> <th>SIDE OF ROAD</th> <th>TRAVELING</th> <th>ADJACENT TRAFFIC ON ROAD</th> <th>WTL. PWT.</th> <th>M.P. S.L. 500</th> <th>AT STATION</th> <th>ADJACENT TRAFFIC ON ROAD</th> <th>WTL. PWT.</th> <th>M.P. S.L. 500</th> </tr> </thead> <tbody> <tr> <td>2793</td> <td>48 48</td> <td></td> <td>W-11</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2794</td> <td>48 48</td> <td></td> <td>W-12</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2795</td> <td>48 48</td> <td></td> <td>W-13</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2796</td> <td>48 48</td> <td></td> <td>W-14</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2797</td> <td>48 48</td> <td></td> <td>W-15</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2798</td> <td>48 48</td> <td></td> <td>W-16</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2799</td> <td>48 48</td> <td></td> <td>W-17</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2800</td> <td>48 48</td> <td></td> <td>W-18</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2801</td> <td>48 48</td> <td></td> <td>W-19</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2802</td> <td>48 48</td> <td></td> <td>W-20</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2803</td> <td>48 48</td> <td></td> <td>W-21</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2804</td> <td>48 48</td> <td></td> <td>W-22</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2805</td> <td>48 48</td> <td></td> <td>W-23</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2806</td> <td>48 48</td> <td></td> <td>W-24</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2807</td> <td>48 48</td> <td></td> <td>W-25</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2808</td> <td>48 48</td> <td></td> <td>W-26</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2809</td> <td>48 48</td> <td></td> <td>W-27</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2810</td> <td>48 48</td> <td></td> <td>W-28</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2811</td> <td>48 48</td> <td></td> <td>W-29</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2812</td> <td>48 48</td> <td></td> <td>W-30</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2813</td> <td>48 48</td> <td></td> <td>W-31</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2814</td> <td>48 48</td> <td></td> <td>W-32</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2815</td> <td>48 48</td> <td></td> <td>W-33</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2816</td> <td>48 48</td> <td></td> <td>W-34</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2817</td> <td>48 48</td> <td></td> <td>W-35</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2818</td> <td>48 48</td> <td></td> <td>W-36</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2819</td> <td>48 48</td> <td></td> <td>W-37</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. 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S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2835</td> <td>48 48</td> <td></td> <td>W-53</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2836</td> <td>48 48</td> <td></td> <td>W-54</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2837</td> <td>48 48</td> <td></td> <td>W-55</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2838</td> <td>48 48</td> <td></td> <td>W-56</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2839</td> <td>48 48</td> <td></td> <td>W-57</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2840</td> <td>48 48</td> <td></td> <td>W-58</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2841</td> <td>48 48</td> <td></td> <td>W-59</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2842</td> <td>48 48</td> <td></td> <td>W-60</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2843</td> <td>48 48</td> <td></td> <td>W-61</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2844</td> <td>48 48</td> <td></td> <td>W-62</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. 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S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2850</td> <td>48 48</td> <td></td> <td>W-68</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2851</td> <td>48 48</td> <td></td> <td>W-69</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2852</td> <td>48 48</td> <td></td> <td>W-70</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2853</td> <td>48 48</td> <td></td> <td>W-71</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2854</td> <td>48 48</td> <td></td> <td>W-72</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2855</td> <td>48 48</td> <td></td> <td>W-73</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2856</td> <td>48 48</td> <td></td> <td>W-74</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2857</td> <td>48 48</td> <td></td> <td>W-75</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2858</td> <td>48 48</td> <td></td> <td>W-76</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2859</td> <td>48 48</td> <td></td> <td>W-77</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2860</td> <td>48 48</td> <td></td> <td>W-78</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2861</td> <td>48 48</td> <td></td> <td>W-79</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2862</td> <td>48 48</td> <td></td> <td>W-80</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2863</td> <td>48 48</td> <td></td> <td>W-81</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2864</td> <td>48 48</td> <td></td> <td>W-82</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2865</td> <td>48 48</td> <td></td> <td>W-83</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2866</td> <td>48 48</td> <td></td> <td>W-84</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2867</td> <td>48 48</td> <td></td> <td>W-85</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2868</td> <td>48 48</td> <td></td> <td>W-86</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2869</td> <td>48 48</td> <td></td> <td>W-87</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2870</td> <td>48 48</td> <td></td> <td>W-88</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2871</td> <td>48 48</td> <td></td> <td>W-89</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2872</td> <td>48 48</td> <td></td> <td>W-90</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2873</td> <td>48 48</td> <td></td> <td>W-91</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2874</td> <td>48 48</td> <td></td> <td>W-92</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2875</td> <td>48 48</td> <td></td> <td>W-93</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2876</td> <td>48 48</td> <td></td> <td>W-94</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2877</td> <td>48 48</td> <td></td> <td>W-95</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2878</td> <td>48 48</td> <td></td> <td>W-96</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2879</td> <td>48 48</td> <td></td> <td>W-97</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2880</td> <td>48 48</td> <td></td> <td>W-98</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2881</td> <td>48 48</td> <td></td> <td>W-99</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>2882</td> <td>48 48</td> <td></td> <td>W-100</td> <td>RIGHT</td> <td>EASTBOUND</td> <td>WTL. PWT.</td> <td>M.P. S.L. 500</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> | SIGN/STATION ASSIGNED NUMBER | SIZES IN INCHES HORIZ. VERT. | MESSAGE(S) | SPECIFICATION | SIDE OF ROAD | TRAVELING | ADJACENT TRAFFIC ON ROAD | WTL. PWT. | M.P. S.L. 500 | AT STATION | ADJACENT TRAFFIC ON ROAD | WTL. PWT. | M.P. S.L. 500 | 2793 | 48 48 | | W-11 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2794 | 48 48 | | W-12 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2795 | 48 48 | | W-13 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2796 | 48 48 | | W-14 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2797 | 48 48 | | W-15 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2798 | 48 48 | | W-16 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2799 | 48 48 | | W-17 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2800 | 48 48 | | W-18 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2801 | 48 48 | | W-19 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2802 | 48 48 | | W-20 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2803 | 48 48 | | W-21 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2804 | 48 48 | | W-22 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2805 | 48 48 | | W-23 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2806 | 48 48 | | W-24 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2807 | 48 48 | | W-25 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2808 | 48 48 | | W-26 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2809 | 48 48 | | W-27 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2810 | 48 48 | | W-28 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2811 | 48 48 | | W-29 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2812 | 48 48 | | W-30 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2813 | 48 48 | | W-31 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2814 | 48 48 | | W-32 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2815 | 48 48 | | W-33 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2816 | 48 48 | | W-34 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2817 | 48 48 | | W-35 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2818 | 48 48 | | W-36 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2819 | 48 48 | | W-37 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2820 | 48 48 | | W-38 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2821 | 48 48 | | W-39 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2822 | 48 48 | | W-40 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2823 | 48 48 | | W-41 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2824 | 48 48 | | W-42 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2825 | 48 48 | | W-43 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2826 | 48 48 | | W-44 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2827 | 48 48 | | W-45 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2828 | 48 48 | | W-46 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2829 | 48 48 | | W-47 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2830 | 48 48 | | W-48 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2831 | 48 48 | | W-49 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2832 | 48 48 | | W-50 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2833 | 48 48 | | W-51 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2834 | 48 48 | | W-52 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2835 | 48 48 | | W-53 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2836 | 48 48 | | W-54 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2837 | 48 48 | | W-55 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2838 | 48 48 | | W-56 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2839 | 48 48 | | W-57 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2840 | 48 48 | | W-58 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2841 | 48 48 | | W-59 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2842 | 48 48 | | W-60 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2843 | 48 48 | | W-61 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2844 | 48 48 | | W-62 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2845 | 48 48 | | W-63 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2846 | 48 48 | | W-64 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2847 | 48 48 | | W-65 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2848 | 48 48 | | W-66 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2849 | 48 48 | | W-67 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2850 | 48 48 | | W-68 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2851 | 48 48 | | W-69 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2852 | 48 48 | | W-70 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2853 | 48 48 | | W-71 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2854 | 48 48 | | W-72 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2855 | 48 48 | | W-73 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2856 | 48 48 | | W-74 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2857 | 48 48 | | W-75 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2858 | 48 48 | | W-76 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2859 | 48 48 | | W-77 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2860 | 48 48 | | W-78 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2861 | 48 48 | | W-79 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2862 | 48 48 | | W-80 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2863 | 48 48 | | W-81 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2864 | 48 48 | | W-82 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2865 | 48 48 | | W-83 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2866 | 48 48 | | W-84 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2867 | 48 48 | | W-85 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2868 | 48 48 | | W-86 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2869 | 48 48 | | W-87 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2870 | 48 48 | | W-88 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2871 | 48 48 | | W-89 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2872 | 48 48 | | W-90 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2873 | 48 48 | | W-91 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2874 | 48 48 | | W-92 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2875 | 48 48 | | W-93 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2876 | 48 48 | | W-94 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2877 | 48 48 | | W-95 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2878 | 48 48 | | W-96 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2879 | 48 48 | | W-97 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2880 | 48 48 | | W-98 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2881 | 48 48 | | W-99 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | 2882 | 48 48 | | W-100 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | <p>SHEET SIGN DETAIL SHEET MOUNTAIN PARKWAY EASTBOUND</p> |
| SIGN/STATION ASSIGNED NUMBER | SIZES IN INCHES HORIZ. VERT. | MESSAGE(S) | SPECIFICATION | SIDE OF ROAD | TRAVELING | ADJACENT TRAFFIC ON ROAD | WTL. PWT. | M.P. S.L. 500 | AT STATION | ADJACENT TRAFFIC ON ROAD | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2793 | 48 48 | | W-11 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2794 | 48 48 | | W-12 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2795 | 48 48 | | W-13 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2796 | 48 48 | | W-14 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2797 | 48 48 | | W-15 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2798 | 48 48 | | W-16 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2799 | 48 48 | | W-17 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2800 | 48 48 | | W-18 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2801 | 48 48 | | W-19 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2802 | 48 48 | | W-20 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2803 | 48 48 | | W-21 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2804 | 48 48 | | W-22 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2805 | 48 48 | | W-23 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2806 | 48 48 | | W-24 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2807 | 48 48 | | W-25 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2808 | 48 48 | | W-26 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2809 | 48 48 | | W-27 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2810 | 48 48 | | W-28 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2811 | 48 48 | | W-29 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2812 | 48 48 | | W-30 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2813 | 48 48 | | W-31 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2814 | 48 48 | | W-32 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2815 | 48 48 | | W-33 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2816 | 48 48 | | W-34 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2817 | 48 48 | | W-35 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2818 | 48 48 | | W-36 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2819 | 48 48 | | W-37 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2820 | 48 48 | | W-38 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2821 | 48 48 | | W-39 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2822 | 48 48 | | W-40 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2823 | 48 48 | | W-41 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2824 | 48 48 | | W-42 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2825 | 48 48 | | W-43 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2826 | 48 48 | | W-44 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2827 | 48 48 | | W-45 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2828 | 48 48 | | W-46 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2829 | 48 48 | | W-47 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2830 | 48 48 | | W-48 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2831 | 48 48 | | W-49 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2832 | 48 48 | | W-50 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2833 | 48 48 | | W-51 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2834 | 48 48 | | W-52 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2835 | 48 48 | | W-53 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2836 | 48 48 | | W-54 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2837 | 48 48 | | W-55 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2838 | 48 48 | | W-56 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2839 | 48 48 | | W-57 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2840 | 48 48 | | W-58 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2841 | 48 48 | | W-59 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2842 | 48 48 | | W-60 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2843 | 48 48 | | W-61 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2844 | 48 48 | | W-62 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2845 | 48 48 | | W-63 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2846 | 48 48 | | W-64 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2847 | 48 48 | | W-65 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2848 | 48 48 | | W-66 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2849 | 48 48 | | W-67 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2850 | 48 48 | | W-68 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2851 | 48 48 | | W-69 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2852 | 48 48 | | W-70 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2853 | 48 48 | | W-71 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2854 | 48 48 | | W-72 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2855 | 48 48 | | W-73 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2856 | 48 48 | | W-74 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2857 | 48 48 | | W-75 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2858 | 48 48 | | W-76 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2859 | 48 48 | | W-77 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2860 | 48 48 | | W-78 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2861 | 48 48 | | W-79 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2862 | 48 48 | | W-80 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2863 | 48 48 | | W-81 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2864 | 48 48 | | W-82 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2865 | 48 48 | | W-83 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2866 | 48 48 | | W-84 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2867 | 48 48 | | W-85 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2868 | 48 48 | | W-86 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2869 | 48 48 | | W-87 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2870 | 48 48 | | W-88 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2871 | 48 48 | | W-89 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2872 | 48 48 | | W-90 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2873 | 48 48 | | W-91 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2874 | 48 48 | | W-92 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2875 | 48 48 | | W-93 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2876 | 48 48 | | W-94 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2877 | 48 48 | | W-95 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2878 | 48 48 | | W-96 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2879 | 48 48 | | W-97 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2880 | 48 48 | | W-98 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2881 | 48 48 | | W-99 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2882 | 48 48 | | W-100 | RIGHT | EASTBOUND | WTL. PWT. | M.P. S.L. 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| SIGN/SIGN ASSUMER'S NUMBER | | SIZES IN INCHES HEIGHT WIDTH | | MESSAGE ID | SPECIFICATION | TYP OF ROAD | TYP OF TRAFFIC | TRAVELING | ON ROAD | AT STATION | UNCOMPART |
|----------------------------|--|------------------------------|----|------------|---------------|-------------|----------------|-------------|-------------|------------|-----------|
| 2804 | | 48 | 48 | KY 1010 | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.364 | | |
| 2805 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.443 | | |
| 2806 | | 48 | 24 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.443 | | |
| 2807 | | 42 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.449 | | |
| 2808 | | 36 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.551 | | |
| 2809 | | 36 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.605 | | |
| 2810 | | 36 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.605 | | |
| 2811 | | 36 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.605 | | |
| 2812 | | 36 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.659 | | |
| 2813 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2814 | | 30 | 30 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2815 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2816 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2817 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2818 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2819 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2820 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2821 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2822 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2823 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2824 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2825 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2826 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2827 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2828 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2829 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2830 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2831 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2832 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2833 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2834 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2835 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2836 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2837 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2838 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2839 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2840 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2841 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2842 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2843 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2844 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2845 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2846 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2847 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2848 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2849 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |
| 2850 | | 48 | 48 | | | RIGHT | EASTBOUND | W/LK. PREV. | M.P. 51.90 | | |

SHEETING SIGNS DETAIL SHEET

SHEET SIGN DETAIL SHEET
MOUNTAIN PARKWAY EASTBOUND

COUNT 0
DATE 02-09-2022 00
TIME 00
SCALE 1:000

MicroStation v8.11.6.632 C:\SHEET NAME\TOMCSP USER: msh_jmg DATE PLOTTED: January 4, 2019 FILE NAME: C:\PROMPT\WPL\JANCL755246415\SIGNING P. AXL.DGN

| SHEET SIGN DETAIL SHEET | | SHEET SIGN DETAIL SHEET | | | | | | |
|-------------------------|------------------------------|-------------------------|------------------|-----------------|-----------|-------------|-------------|----------|
| SIGN/SECTION NUMBER | SIZES IN INCHES HORIZ. VERT. | MESSAGE(S) (D) | SPECIFICATION | SIDE OF TRAFFIC | LOCATION | DATE | BY | REVISION |
| 2006 | 48 48 | | MS-2 | LEFT | EASTBOUND | W/PL. P/RT. | M.P. 54.076 | |
| 2007 | 48 48 | | MS-2 | RIGHT | EASTBOUND | W/PL. P/RT. | M.P. 54.076 | |
| 2008 | 48 48 | | MS-2 | LEFT | EASTBOUND | W/PL. P/RT. | M.P. 54.076 | |
| 2009 | 48 48 | | MS-2 | RIGHT | EASTBOUND | W/PL. P/RT. | M.P. 54.076 | |
| 2010 | 48 48 | | MS-2 | LEFT | EASTBOUND | W/PL. P/RT. | M.P. 54.076 | |
| 2011 | 48 48 | | MS-2 | RIGHT | EASTBOUND | W/PL. P/RT. | M.P. 54.076 | |
| 2012 | 36 48 | | CUSTOM | LEFT | EASTBOUND | W/PL. P/RT. | M.P. 54.253 | |
| 2013 | 36 48 | | CUSTOM | RIGHT | EASTBOUND | W/PL. P/RT. | M.P. 54.253 | |
| 2014 | 42 36 | | W/PL. MESSAGE 55 | RIGHT | EASTBOUND | W/PL. P/RT. | M.P. 55.000 | |
| 2015 | 36 48 | | MS-4 | RIGHT | EASTBOUND | W/PL. P/RT. | M.P. 55.376 | |
| 2016 | 36 48 | | MS-3 | RIGHT | EASTBOUND | W/PL. P/RT. | M.P. 55.471 | |
| 2017 | 36 48 | | MS-4 | RIGHT | EASTBOUND | W/PL. P/RT. | M.P. 54.136 | |

SHEET SIGN DETAIL SHEET
MOUNTAIN PARKWAY EASTBOUND

| SHEET SIGN DETAIL SHEET | | QUANTITY | ITEM NO. | S-411 NO. |
|-------------------------|--------------------------------|----------|-------------|-----------|
| | | 82478 | 00-200R2.00 | 1022 |
| 2818 | NO PASSING ZONE | 48 | 48 | |
| 2819 | NOT USED | | | |
| 2820 | NOT USED | | | |
| 2821 | LANE AHEAD MERGE LEFT | 48 | 48 | |
| 2822 | LANE AHEAD MERGE LEFT | 48 | 48 | |
| 2823 | PASS WHEN CENTER LANE IS CLEAR | 12 | 36 | |
| 2824 | PASS WHEN CENTER LANE IS CLEAR | 36 | 48 | |
| 2825 | NOT USED | | | |
| 2826 | NOT USED | | | |
| 2827 | NOT USED | | | |
| 2828 | NOT USED | | | |
| 2829 | NOT USED | | | |
| 2830 | NOT USED | | | |
| 2831 | NOT USED | | | |
| 2832 | NOT USED | | | |

SHEET SIGN DETAIL SHEET
MOUNTAIN PARKWAY EASTBOUND

MicroStation v8.7.0.413 E SHEET NAME: DMOOSP USER: mh_jong DATE PLOTTED: January 3, 2019 FILE NAME: C:\PWORK\NHPP\JANU03\0061\SS411\SIGNING.PLA5.DGN



NOTES:

- ① WHITE TEXT ON INTERSTATE BLUE BACKGROUND
3.75" HIGHWAY "B" FONT FOR THE 36" x 45" SHIELD
2.5" HIGHWAY "B" FONT FOR THE 24" x 30" SHIELD
- ② INTERSTATE BLUE TEXT ON WHITE BACKGROUND
6" HIGHWAY "D" FONT FOR THE 36" x 45" SHIELD
4" HIGHWAY "D" FONT FOR THE 24" x 30" SHIELD
- ③ BACKGROUND OF THE LOGO IS INTERSTATE BLUE
WITH THE LETTERS AND HORSE HEAD IMAGE IN
WHITE. CONTACT THE DIVISION OF HIGHWAY
DESIGN AT (502) 564-3280 TO ACQUIRE THE OFFICIAL
KENTUCKY LOGO IMAGE PRIOR TO SHOP DRAWINGS
AND SIGN FABRICATION.

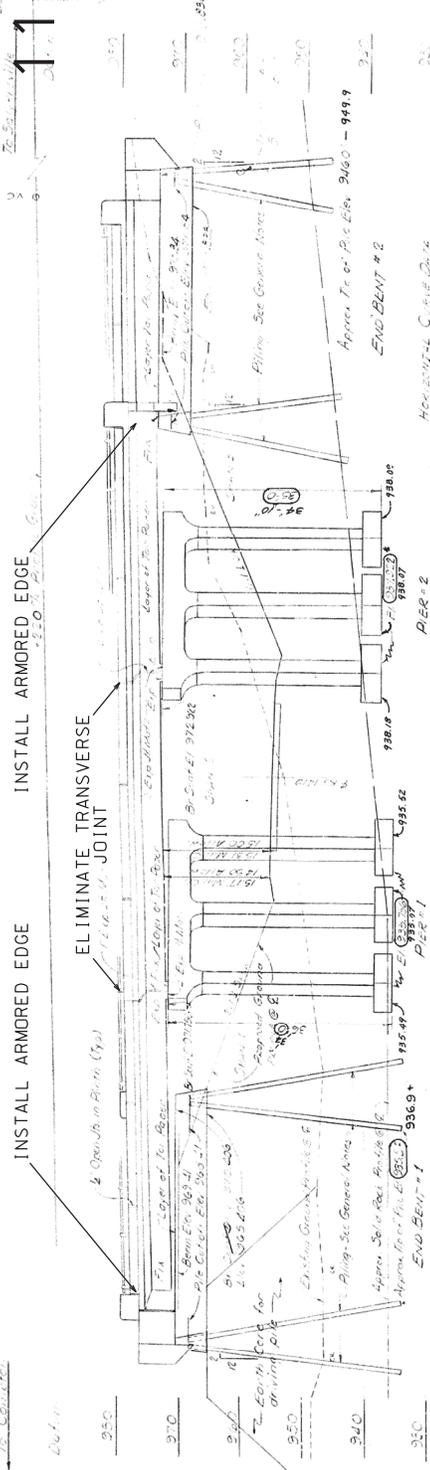
M

| | | |
|------|----|----------|
| DATE | BY | REVISION |
| | | |
| | | |

119B00042N

GENERAL NOTES

1. All concrete shall be placed in accordance with the specifications and shall be cured for a minimum of 14 days.
2. All steel reinforcement shall be placed in accordance with the specifications and shall be protected with a minimum of 1 inch of concrete cover.
3. All concrete shall be placed in accordance with the specifications and shall be cured for a minimum of 14 days.
4. All steel reinforcement shall be placed in accordance with the specifications and shall be protected with a minimum of 1 inch of concrete cover.
5. All concrete shall be placed in accordance with the specifications and shall be cured for a minimum of 14 days.
6. All steel reinforcement shall be placed in accordance with the specifications and shall be protected with a minimum of 1 inch of concrete cover.
7. All concrete shall be placed in accordance with the specifications and shall be cured for a minimum of 14 days.
8. All steel reinforcement shall be placed in accordance with the specifications and shall be protected with a minimum of 1 inch of concrete cover.
9. All concrete shall be placed in accordance with the specifications and shall be cured for a minimum of 14 days.
10. All steel reinforcement shall be placed in accordance with the specifications and shall be protected with a minimum of 1 inch of concrete cover.



AS BUILT PLAN CHANGES

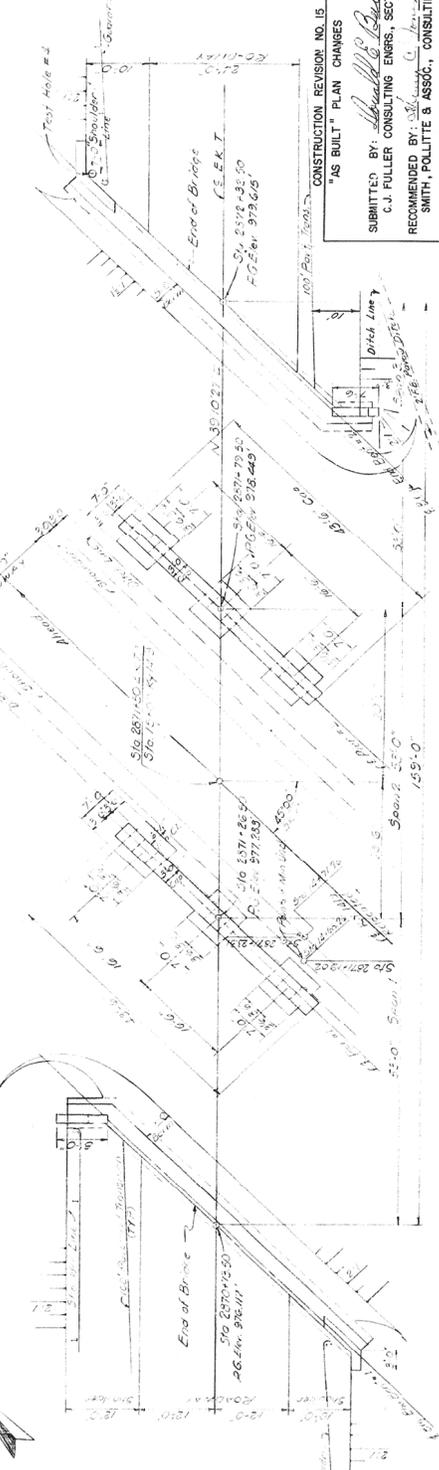
CONSTRUCTION REVISION NO. 15

SUBMITTED BY: *[Signature]*

RECOMMENDED BY: *[Signature]*

APPROVED BY: *[Signature]*

STATE HIGHWAY ENGINEER



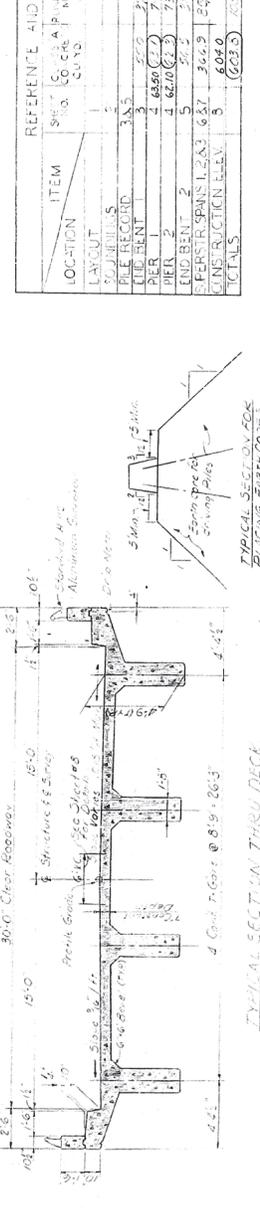
INSTALL ARMORED EDGE

ELIMINATE TRANSVERSE JOINT

INSTALL ARMORED EDGE

REFERENCE AND ESTIMATE OF QUANTITIES

| ITEM | DESCRIPTION | QUANTITY | UNIT | PRICE | TOTAL |
|------|---------------|----------|-------|--------|----------|
| 1 | CONCRETE | 100 | CU YD | 100.00 | 10000.00 |
| 2 | STEEL | 100 | LB | 1.00 | 10000.00 |
| 3 | FORMWORK | 100 | SQ YD | 10.00 | 10000.00 |
| 4 | REINFORCEMENT | 100 | LB | 1.00 | 10000.00 |
| 5 | PAINT | 100 | SQ YD | 10.00 | 10000.00 |
| 6 | GRANULAR FILL | 100 | CY | 10.00 | 10000.00 |
| 7 | ASPHALT | 100 | SQ YD | 10.00 | 10000.00 |
| 8 | CONCRETE | 100 | CU YD | 100.00 | 10000.00 |
| 9 | STEEL | 100 | LB | 1.00 | 10000.00 |
| 10 | FORMWORK | 100 | SQ YD | 10.00 | 10000.00 |
| 11 | REINFORCEMENT | 100 | LB | 1.00 | 10000.00 |
| 12 | PAINT | 100 | SQ YD | 10.00 | 10000.00 |
| 13 | GRANULAR FILL | 100 | CY | 10.00 | 10000.00 |
| 14 | ASPHALT | 100 | SQ YD | 10.00 | 10000.00 |



CONSTRUCTION REVISION CAUSES

Change in pier column concrete due to adjustments in footing elevations to clear in firm solid rock.

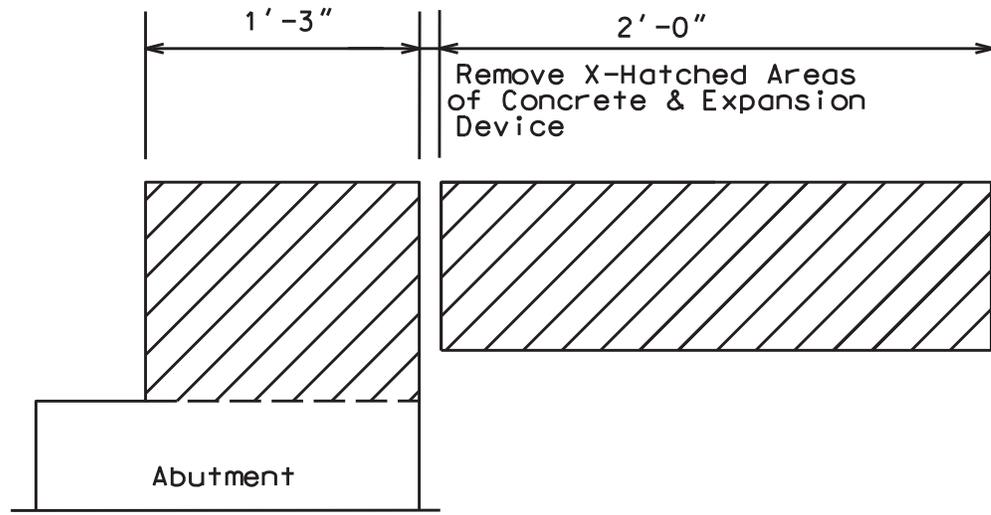
BILL OF INCIDENTAL MATERIAL

| ITEM | NO. | DESCRIPTION | LOCATION |
|------|-----|---------------|---------------|
| 1 | 1 | Between Spans | Between Spans |
| 2 | 2 | Between Spans | Between Spans |
| 3 | 3 | Between Spans | Between Spans |
| 4 | 4 | Between Spans | Between Spans |
| 5 | 5 | Between Spans | Between Spans |
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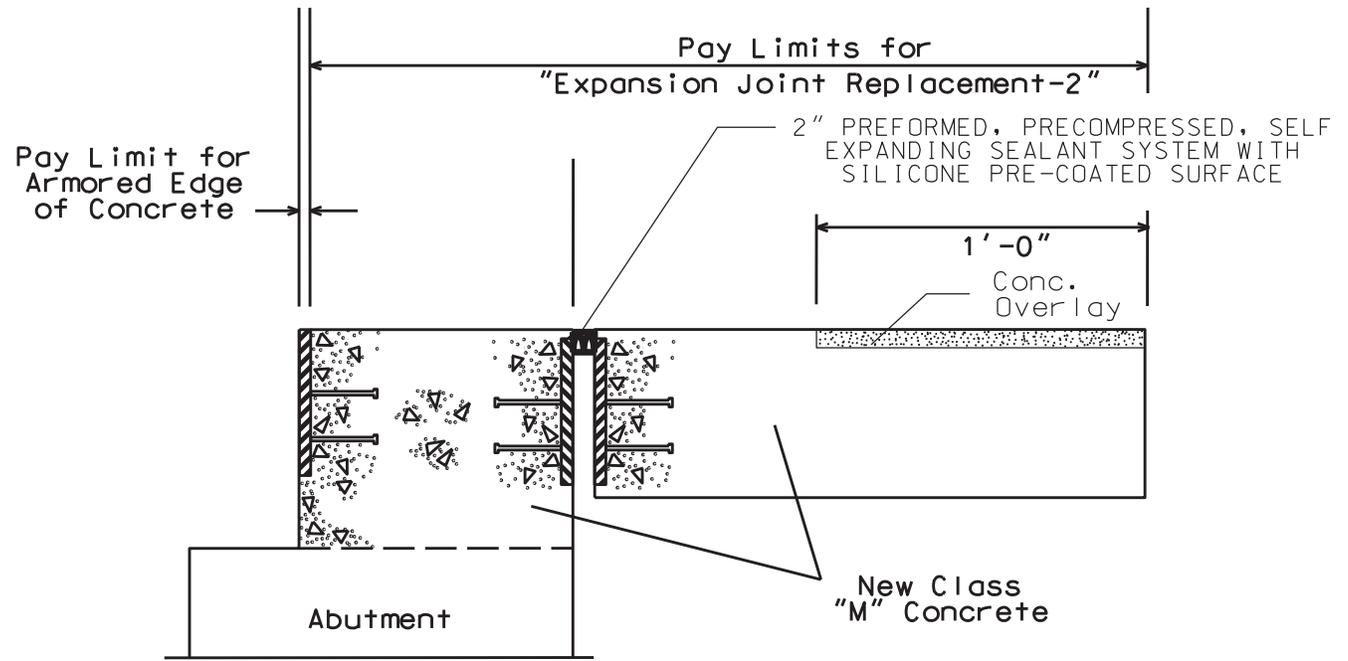
STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS

EXPANSION DAM DETAIL

Abutments #1 and #2



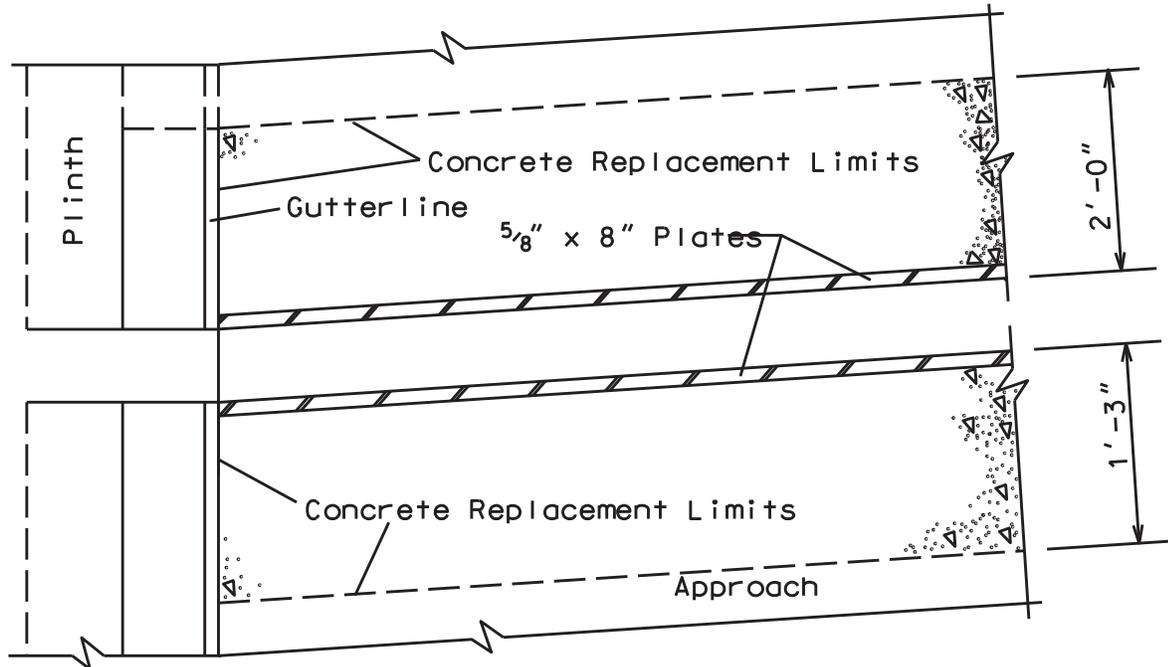
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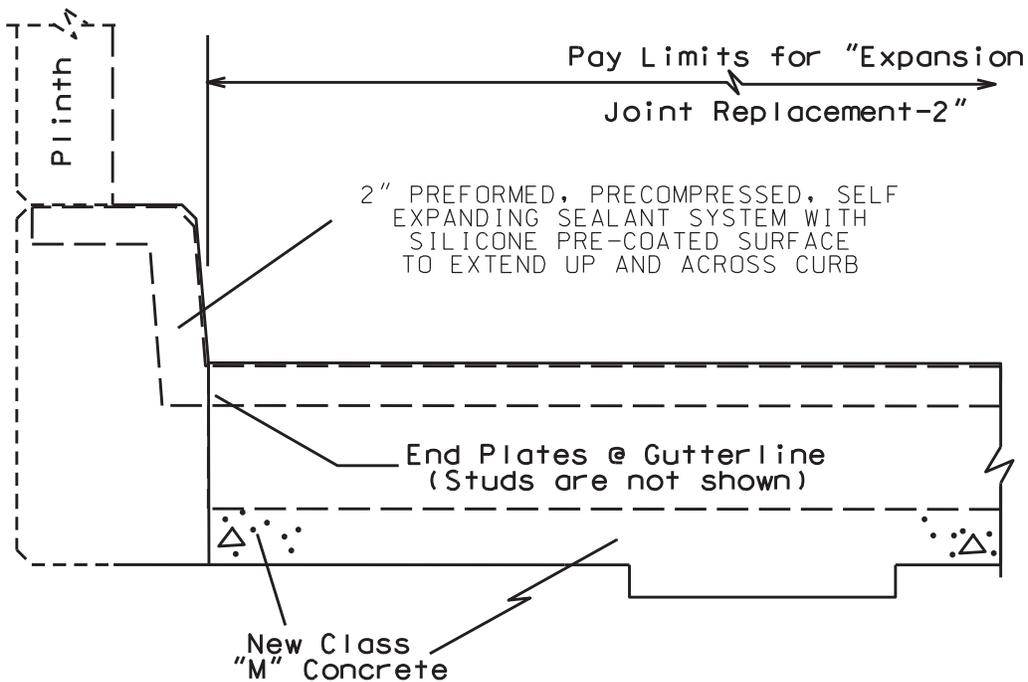
PROPOSED SECTION

CURB SECTION

Abutments #1 and #2

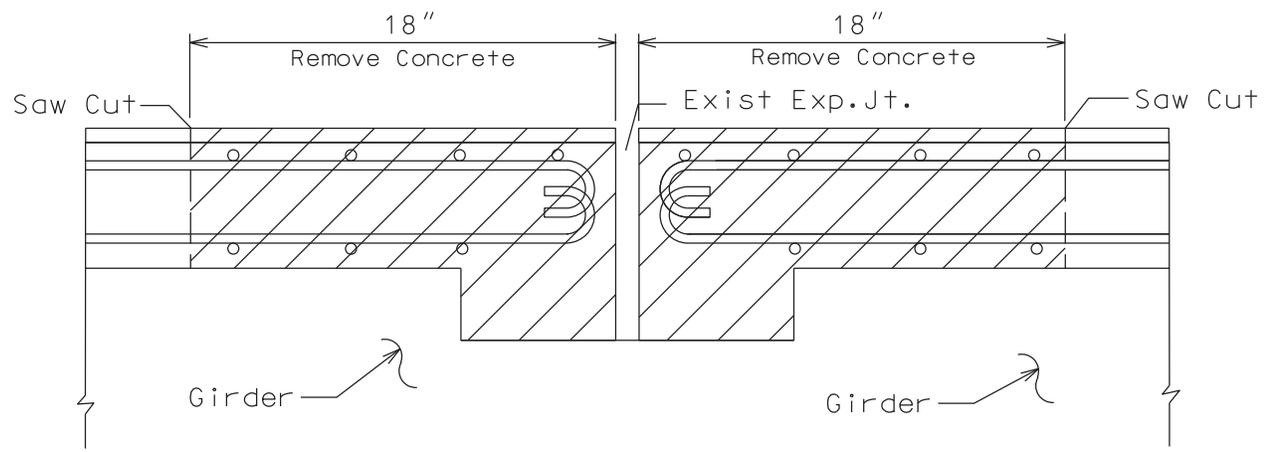


PLAN VIEW @ CURB



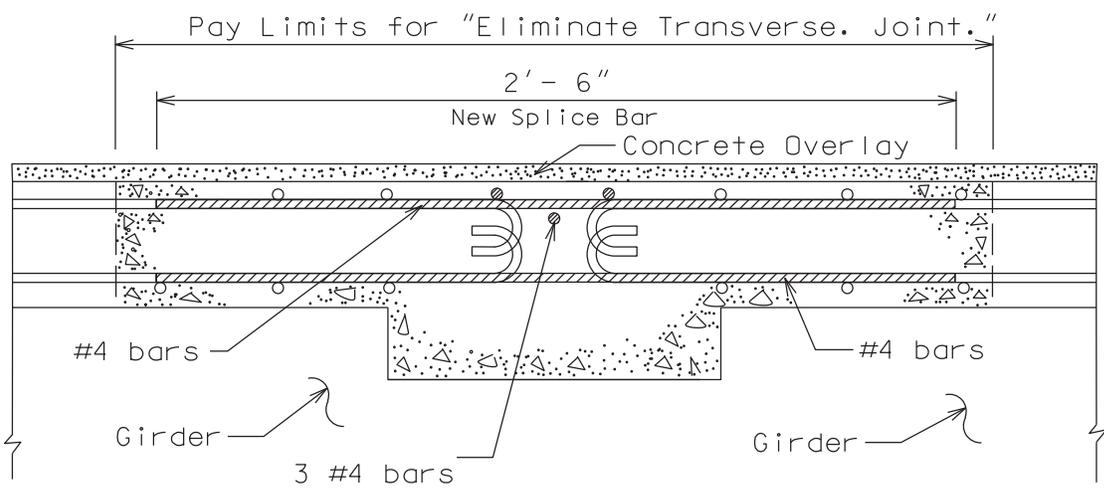
PROPOSED SECTION @ CURB

ELIMINATE TRANSVERSE JOINT DETAIL



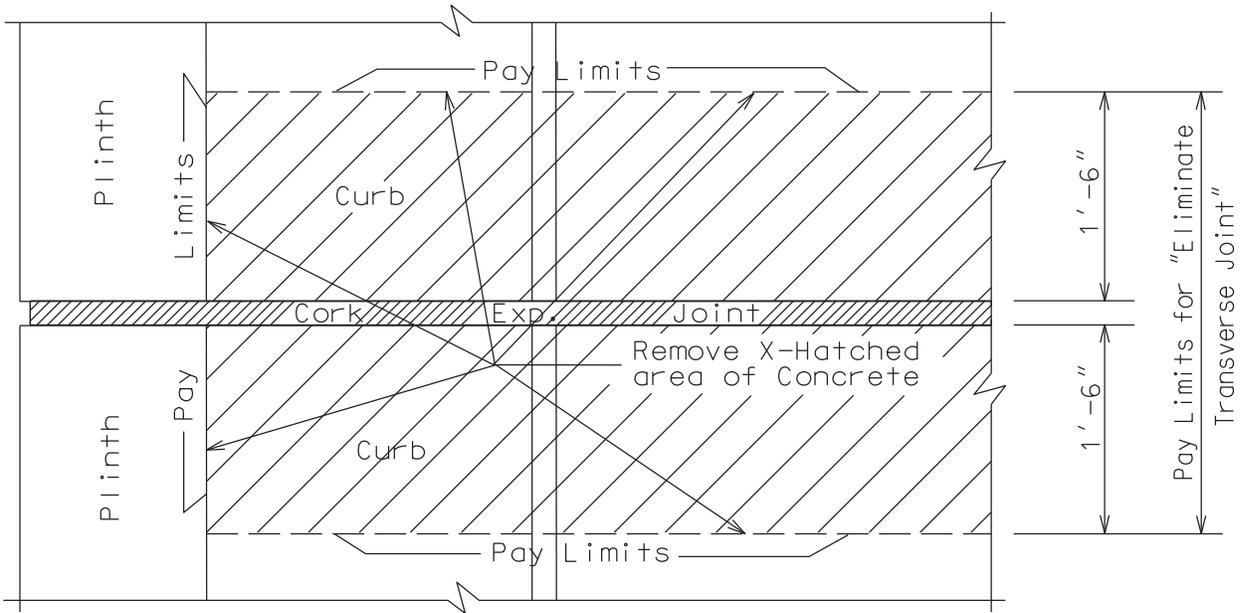
NOTE: Do not disturb existing Steel Reinforcement

EXISTING SECTION @ Transverse Joint

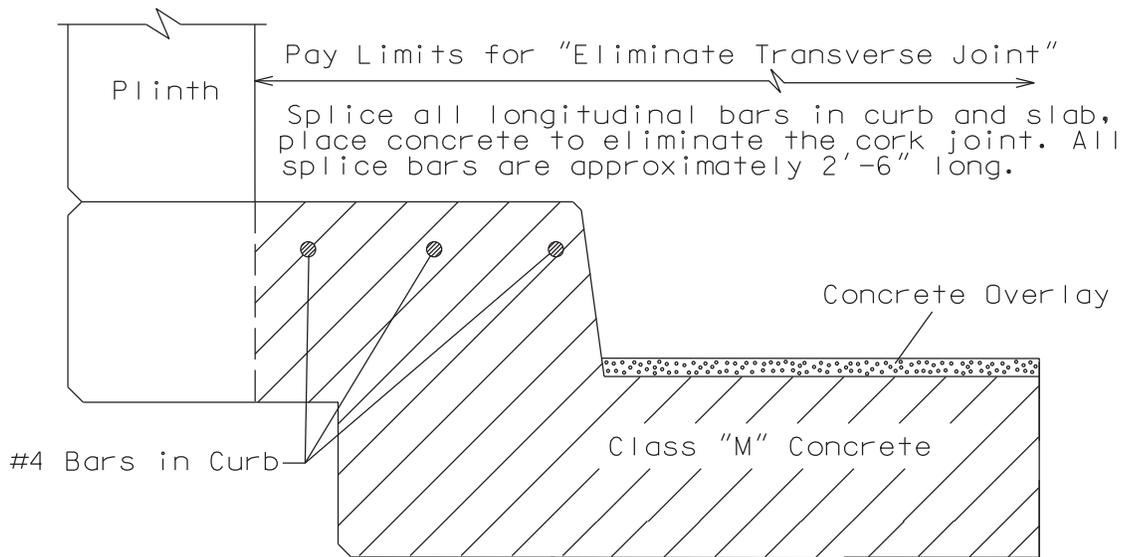


PROPOSED SECTION @ Transverse Joint

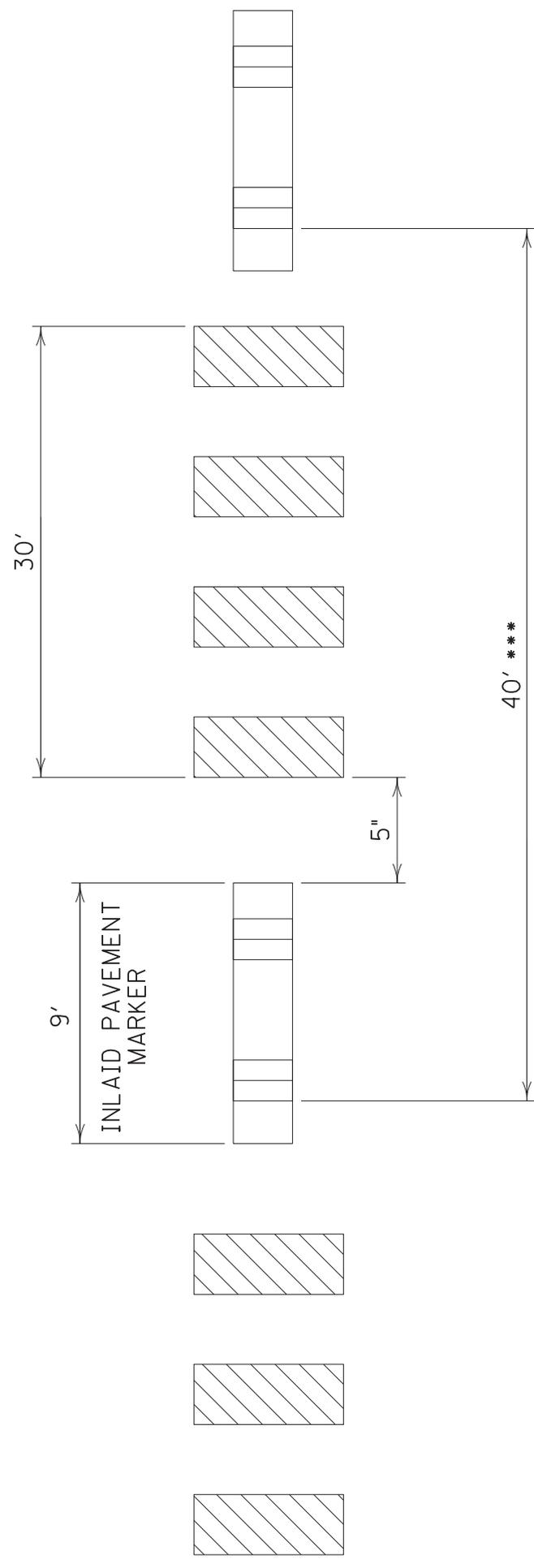
ELIMINATE TRANSVERSE JOINT DETAIL



EXISTING PLAN VIEW @ CURB



PROPOSED SECTION @ CURB



*****CONTRARY TO THE STANDARD DRAWINGS
THE CENTERLINE INLAID PAVEMENT
MARKERS ARE TO MATCH EXISTING
SPACING OF 40'.**

NOT TO SCALE

**INFORMATION ONLY
INLAID PAVEMENT MARKER**

PROJECT NOTES

1. SECTIONS WHERE EXISTING GUARDRAIL WILL REMAIN IN PLACE, CONTRACTOR IS RESPONSIBLE TO REMOVE MINIMAL PIECES OF GUARDRAIL TO ALLOW EQUIPMENT ACCESS BEHIND THE GUARDRAIL FOR SHOULDERING AND DITCHING OPERATIONS.
2. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING AND DISPOSING OF ALL UNWANTED MATERIALS FROM SHOULDER AND DITCH, SUCH AS TREES, DEBRIS, LARGE BOULDERS AND OTHER MATERIALS, AND ARE CONSIDERED PART OF THE 'DITCHING AND SHOULDERING" BID ITEM.
3. GUARDRAIL REMOVED FROM THE PROJECT IN LOCATIONS INDICATED IN THE PROPOSAL SHALL BE DELIVERED TO THE CENTRAL SIGN SHOP AND RECYCLE CENTER AT 1224 WILKINSON BLVD. IN FRANKFORT, KY. (502)-564-8187
4. ALL MATERIALS REMOVED, EXCEPT ASPHALT MILLINGS, SHALL BE WASTED OFF THE PROJECT AT SITES SELECTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER, AND SHALL BE INCIDENTAL TO OTHER ITEMS OF WORK. THE CABINET IS NOT RESPONSIBLE FOR FINDING A WASTE SITE FOR EXCESS MATERIALS.
5. MILLINGS, IN LIEU OF DGA WILL BE USED TO CONSTRUCT/RESHAPE THE OUTSIDE SHOULDER WEDGES THROUGHOUT THE PROJECT AS DIRECTED BY THE ENGINEER. COMPACT AND SHAPE THE ASPHALT MILLINGS AS DIRECTED BY THE ENGINEER. ALL SHOULDERS ARE TO RECEIVE TWO APPLICATIONS OF ASPHALT SEAL COAT. THE WIDTH OF THE ASPHALT SEAL MAY VARY THROUGHOUT THE PROJECT. THE ACTUAL WIDTH SHALL BE AS DIRECTED BY THE ENGINEER. QUANTITIES OF ASPHALT SEAL COAT AND ASPHALT SEAL AGGREGATE ARE INCLUDED IN THE GENERAL SUMMARY FOR THE PROJECT WIDE SHOULDER WEDGING/RESHAPING. THE DEPARTMENT WILL RETAIN 10,000 TON OF ASPHALT MILLINGS. ASPHALT MILLINGS ARE TO BE DELIVERED TO THE WOLFE COUNTY MAINTENANCE LOT.
6. EXISTING PAVEMENT MARKERS ON THE PROJECT SHALL BE REMOVED PRIOR TO THE PAVING OPERATION. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF THE PAVEMENT MARKERS AND THE REMOVED CONCRETE/ASPHALT MATERIALS. REMOVAL OF PAVEMENT MARKERS SHALL BE INCIDENTAL TO MILLING.
7. INLAID PAVEMENT MARKERS SHALL NOT BE INSTALLED ON TOP OF THE PAVEMENT JOINT. OFFSET MARKERS A MINIMUM OF 2" FROM THE PAVEMENT JOINT. ENSURE THAT THE FINISHED LINE OF MARKERS IS STRAIGHT WITH MINIMAL LATERAL DEVIATION. MARKERS MAY BE ELIMINATED OR PLACEMENT ADJUSTED AT THE DISCRETION OF THE ENGINEER.

8. A SUMMARY OF PAVEMENT REPAIR LOCATIONS IS PROVIDED IN THE PROPOSAL. THE ENGINEER WILL DETERMINE THE ULTIMATE LOCATIONS THAT WILL BE REPAIRED BASED UPON THE CONDITION OF THE PAVEMENT AT THE TIME THE REPAIRS ARE ACCOMPLISHED. THE REPAIR LOCATIONS LISTED MAY BE LENGTHENED, SHORTENED, OR ELIMINATED COMPLETELY IF THE CONDITIONS ARE SUCH THAT MODIFICATION OF THE LOCATIONS WOULD BE DEEMED DESIRABLE BY THE CABINET.
9. INLAID PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH THE "SPECIAL NOTE FOR INLAID PAVEMENT MARKERS."
10. THE EXISTING EDGE DRAIN SYSTEM IS TO BE PRESERVED. CARE SHOULD BE TAKEN WHEN ASPHALT IS REMOVED AND REPLACED, ANY EDGE DRAINS DAMAGED DURING THESE ACTIVITIES WILL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
11. A PILOT VEHICLE IS REQUIRED DURING PAVING OPERATION AND SHALL BE INCIDENTAL TO BID ITEM "MAINTAIN & CONTROL TRAFFIC."
12. THE CONTRACTOR SHALL NOT SIMULTANEOUSLY PERFORM PAVING & MILLING OPERATIONS AND OTHER PAVEMENT WORK ON BOTH THE EASTBOUND AND WESTBOUND LANES. MILLING & PAVING AND OTHER PAVEMENT WORK SHALL BE COMPLETED ON WESTBOUND LANES BEFORE WORK CAN BE PERFORMED ON EASTBOUND LANES, OR VICE VERSA. THE CONTRACTOR SHALL REPAVE ALL MILLED SURFACES ON THE SAME DAY THE PAVEMENT SURFACE WAS MILLED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
13. POSITIVE DRAINAGE OF ROADWAY SHALL BE MAINTAINED AT ALL TIME.
14. WHEN INSTALLING CENTERLINE RUMBLE STRIPS, A 10 FEET GAP SHALL BE PLACED EVERY 40 FEET TO ACCOMMODATE FOR THE INLAID PAVEMENT MARKERS. THE CENTERLINE RUMBLE STRIPS SHALL BE SPACED AT LEAST 5 INCHES FROM THE INLAID PAVEMENT MARKER.

STANDARD DRAWINGS APPLICABLE TO PROJECT

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| RBI-002-07 | TYPICAL GUARDRAIL INSTALLATIONS |
| RBM-020-09 | DELINEATORS FOR CONCRETE BARRIERS |
| RBM-115-10 | CONCRETE BARRIER WALL TYPE 9T (TEMPORARY) |
| RBR-005-10 | GUARDRAIL RAIL COMPONENTS |
| RBR-010-05 | GUARDRAIL TERMINAL SECTIONS |
| RDX-225 | SILT TRAP TYPE B |
| RDX-101-04 | SILT TRAP TYPE C |
| RDD-020-06 | FLUME INLET TYPE 1 |
| RDD-021-07 | FLUME INLET TYPE 2 |
| RDD-040-04 | CHANNEL LINING CLASS II AND III |
| RDI-001-10 | CULVERT, ENT, AND S.S. PIPE TYPE AND COVER HEIGHT. |
| RDI-020-09 | PIPE BEDDING FOR CULVERTS, ENTRANCE & S.S. PIPE |
| RDI-021-01 | PIPE BEDDING FOR CULV, ENT & S.S. REINFOR. CONC. PIPE. |
| RDI-040-01 | PIPE BEDDING TRENCH CONDITION |
| RDI-41-01 | PIPE BEDDING TRENCH CONDITION REINFOR. CONC. PIPE. |
| RDI-035-02 | COATINGS, LININGS AND PAVINGS NON-STRUCT. PLAT PIPE. |
| RGX-060-01 | BREAKAWAY SIGN SUPPORT SYSTEM FOR TYPE C BEAM |
| RGX-061-01 | FOOTING DETAILS FOR TYPE C BEAM |
| RGX-065-02 | TYPE D BREAKAWAY SIGN SUPPORT |
| RMP-100-09 | CURB AND GUTTER, CURB AND VALLEY GUTTER |
| TPM-115-03 | PAVE MARKER ARRANGE. TWO-LANE, TWO-WAY RDWY. |
| TMP-125-03 | PAVE MARKER ARRANGE EXIT GORE AND OFF-RAMP |
| TMP-130-03 | PAVE MARKER ARRANGE ON-RAMP WITH TAPERED ACCELERATION LANE |
| TTC-100-04 | LANE CLOSURE TWO -LANE HIGHWAY |
| TTC-110-03 | LANE CLOSURE USING TRAFFIC SIGNALS |

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| TTC-135-02 | SHOULDER CLOSURE |
| TTC-155-02 | TEMPORARY PAVE MARKER ARRANGE. FOR CONST. ZONE. |
| TTC-160-02 | TEMPORARY PAVE MARKER ARRANGE FOR LANE CLOSURES. |
| TTD-120-01 | WORK ZONE SPEED LIMIT AND DOUBLE FINE SIGNS |
| TTD-125-02 | PAVEMENT CONDITION WARNING SIGNS |
| TTS-100-02 | MOBILE OPERATION FOR PAINT STRIPING CASE I |
| TTS-105-02 | MOBILE OPERATION FOR PAINT STRIPING CASE II |
| RGS-002-05 | SUPERELEVATION FOR MULTI-LANE PAVEMENT |
| RGS-001-06 | CURVE WIDENING AND SUPERELEVATION TRANSITIONS |

SEPIA LIST

1. SEPIA 002 CENTERLINE RUMBLE STRIPS
2. SEPIA 004 CENTERLINE RUMBLE STRIPS 6 INCH STRIPING
3. SEPIA 005 SHOULDER AND EDGELINE RUMBLE STRIP DETAILS
4. SEPIA 007 SHOULDER RUMBLE STRIP DETAILS TWO LANE ROADWAYS.
5. SEPIA 008 RUMBLE STRIP DETAILS MULTI-LANE RDWYS AND RAMPS
6. SEPIA 024 TYPICAL GUARDRAIL INSTALLATIONS
7. SEPIA 025 INSTALLATION OF GUARDRAIL END TREATMENT TYPE 1
8. SEPIA 027 STEEL BEAM GUARDRAIL "W" BEAM
9. SEPIA 028 STEEL GUARDRAIL POSTS
10. SEPIA 029 GUARDRAIL END TREATMENT TYPE 1
11. SEPIA 032 DELINEATOR FOR GUARDRAIL
12. SEPIA 033 GUARDRAIL SYSTEM TRANSITION
13. SEPIA 039 TYPICAL ENTRANCE RAMP MARKINGS
14. SEPIA 040 TYPICAL EXIT RAMP MARKINGS
15. SEPIA 041 TYPICAL EXIT RAMP MARKINGS
16. SEPIA 045 TYPICAL MARKINGS FOR GORE AREAS

GENERAL NOTE:

165 BEFORE YOU DIG

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

444 ASPHALT PAVEMENT RIDE QUALITY

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

650 STANDARD DRAWINGS

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

SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS

THE DIMENSIONS SHOWN ON THE TYPICAL SECTIONS FOR PAVEMENT AND SHOULDER WIDTHS AND THICKNESS' ARE NOMINAL OR TYPICAL DIMENSIONS. THE ACTUAL DIMENSIONS TO BE CONSTRUCTED MAY BE VARIED TO FIT EXISTING CONDITIONS AS DIRECTED OR APPROVED BY THE ENGINEER. IT IS NOT INTENDED THAT EXISTING PAVEMENT OR SHOULDERS BE WIDENED UNLESS SPECIFIED ELSEWHERE IN THE PROPOSAL.

SPECIAL NOTES INCLUDED IN THE PROPOSAL

1. EROSION CONTROL
2. INLAID PAVEMENT MARKERS
3. LONGITUDINAL PAVEMENT JOINT ADHESIVE
4. COMPACTION OF ASPHALT MIXTURE
5. BARCODE LABEL

6. FIXED COMPLETION DATE
7. FOG SEAL
8. INTELLIGENT COMPACTION
9. INFRARED TEMP. EQUIPMENT
10. CHANGEABLE MESSAGE BOARD
11. ELIMINATE TRANSVERSE JOINTS
12. EXPANSION DAM
13. LMC OVERLAY
14. WASTE AND BORROW SITE

TRAFFIC CONTROL PLAN

1. TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, STANDARD DRAWINGS, SPECIAL NOTES AND PROPOSAL.
2. THE ENGINEER AND THE CONTRACTOR, OR THEIR AUTHORIZED REPRESENTATIVES, SHALL REVIEW THE SIGNING BEFORE TRAFFIC IS ALLOWED TO USE ANY LANE CLOSURES, CROSSOVERS OR DETOURS. ALL SIGNING SHALL BE APPROVED BY THE ENGINEER BEFORE WORK CAN BE STARTED BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL SCHEDULE A REVIEW OF FINAL STRIPING PLANS PRIOR TO PLACEMENT WITH PROJECT TRAFFIC ENGINEER.
4. EXCEPT FOR THE ROADWAY AND TRAFFIC CONTROL BID ITEMS LISTED, ALL ITEMS OF WORK NECESSARY TO MAINTAIN AND CONTROL TRAFFIC WILL BE PAID AT THE LUMP SUM BID PRICE TO "MAINTAIN AND CONTROL TRAFFIC" AS SET FORTH IN THE CURRENT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION UNLESS OTHERWISE PROVIDED FOR IN THESE NOTES. THE LUMP SUM BID TO "MAINTAIN AND CONTROL TRAFFIC" SHALL ALSO INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS AND OPERATIONS:
 - A. ALL LABOR AND MATERIALS NECESSARY FOR CONSTRUCTION AND MAINTENANCE OF TRAFFIC CONTROL DEVICES AND MARKINGS.
 - B. ALL FLAG PERSONS AND TRAFFIC CONTROL DEVICES SUCH AS, BUT NOT LIMITED TO VERTICAL PANELS, PLASTIC DRUMS (STEEL DRUMS WILL NOT BE PERMITTED) AND CONES NECESSARY FOR THE CONTROL AND PROTECTION OF VEHICULAR AND PEDESTRIAN TRAFFIC AS SPECIFIED IN THESE NOTES, THE PLANS, THE MUTCD OR THE ENGINEER.
 - C. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, ALL GRADING AND NECESSARY DRAINAGE FOR THE TEMPORARY ROADWAY AND REMOVAL THEREOF WHEN IT IS NO LONGER NEEDED.
 - D. LANE CLOSURES, AT LOCATIONS OTHER THAN BRIDGE REHAB, AND ALL NECESSARY ITEMS AND WORK NECESSARY TO PERFORM THIS WORK.

5. ANY TEMPORARY TRAFFIC CONTROL ITEMS, DEVICES, MATERIALS AND INCIDENTALS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR WHEN NO LONGER NEEDED.
6. THE CONTRACTOR SHALL MAINTAIN A TWO-LANE TRAVELED WAY WITH A MINIMUM LANE WIDTH OF 11 FEET. HOWEVER, DURING WORKING HOURS, ONE-WAY TRAFFIC MAY BE ALLOWED AT THE DISCRETION OF THE ENGINEER, PROVIDED ADEQUATE SIGNING AND A FLAG PERSON ARE AT THE LOCATION. THE CONTRACTOR SHALL USE TEMPORARY SIGNALS AND MAINTAIN ONE-LANE TRAVELED WAY WITH A MINIMUM LANE WIDTH OF 11 FEET AT THE BRIDGE REHAB.
7. THE CONTRACTOR SHALL COMPLETELY COVER ANY SIGNS, EITHER EXISTING, PERMANENT OR TEMPORARY, WHICH DO NOT PROPERLY APPLY TO THE CURRENT TRAFFIC PHASING, AND SHALL MAINTAIN THE COVERING UNTIL THE SIGNS ARE APPLICABLE OR ARE REMOVED.
8. IN GENERAL, ALL TRAFFIC CONTROL DEVICES SHALL BE PLACED STARTING AND PROCEEDING IN THE DIRECTION OF THE FLOW OF TRAFFIC AND REMOVED STARTING AND PROCEEDING IN THE DIRECTION OPPOSITE THE FLOW OF TRAFFIC.
9. ALL KENTUCKY DEPARTMENT OF HIGHWAYS SIGNS SHALL BE REMOVED BY THE CONTRACTOR AT THE DIRECTION OF THE ENGINEER. THE CONTRACTOR IS ADVISED TO SCHEDULE SIGN REMOVAL WITH THE ENGINEER. SIGNS AND POSTS SHALL BE SEPARATED, BONDED ON PALLETS AND DELIVERED TO THE BREATHITT TRAFFIC BARN.
10. IF TRAFFIC SHOULD BE STOPPED DUE TO CONSTRUCTION OPERATIONS AND AN EMERGENCY VEHICLE ON AN OFFICIAL EMERGENCY RUN ARRIVES AT THE SCENE, THE CONTRACTOR SHALL MAKE THE PROVISIONS FOR THE PASSAGE OF THAT VEHICLE AS QUICKLY AS POSSIBLE.
11. THE CONTRACTOR'S VEHICLES SHALL ALWAYS MOVE WITH AND NOT AGAINST THE FLOW OF TRAFFIC. VEHICLES SHALL ENTER AND LEAVE WORK AREAS IN A MANNER WHICH NOT BE HAZARDOUS TO OR INTERFERE WITH NORMAL TRAFFIC. VEHICLES SHALL NOT PARK OR STOP EXCEPT WITHIN WORK AREAS DESIGNATED BY THE ENGINEER.
12. REMOVE ALL PAVEMENTS MARKING BY WATER BLASTING PROCESS TO THE SATISFACTION OF THE ENGINEER. THIS WORK IS INCIDENTAL TO BID ITEM "ASPHALT PAVEMENT MILLING & TEXTURING."

13. PAVEMENT DROP-OFF

A PAVEMENT EDGE THAT TRAFFIC IS NOT EXPECTED TO CROSS, EXCEPT ACCIDENTALLY, SHOULD BE TREATED AS FOLLOWS:

- LESS THAN TWO INCHES - NO PROTECTION REQUIRED. WARNING SIGNS SHOULD BE PLACED IN ADVANCE AND THROUGHOUT THE DROP-OFF AREA.
- TWO TO FOUR INCHES - PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES EVERY 100 FEET ON TANGENT SECTIONS FOR SPEEDS OF 50 MPH OR GREATER. CONES MAY BE USED IN PLACE OF PLASTIC DRUMS, PANELS AND BARRICADES DURING DAYLIGHT HOURS. FOR TANGENT SECTIONS WITH SPEEDS LESS THAN 50 MPH AND FOR CURVES, DEVICES SHOULD BE PLACED EVERY 50 FEET. SPACING OF DEVICES ON TAPERED SECTIONS SHOULD BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
- GREATER THAN FOUR INCHES - POSITIVE SEPARATION OR WEDGE WITH 3:1 OR FLATTER SLOPE NEEDED. IF THERE IS FIVE FEET OR MORE DISTANCE BETWEEN THE EDGE OF THE PAVEMENT AND THE DROP-OFF, THEN DRUMS, PANEL, OR POSITIVE SEPARATION IS STRONGLY ENCOURAGED. IF CONCRETE BARRIERS ARE USED, SPECIAL REFLECTIVE DEVICES OR STEADY BURN LIGHTS SHOULD BE USED FOR OVERNIGHT INSTALLATIONS. BARRICADES MAY BE USED IF THE DROP-OFF IS GREATER THAN 12 INCHES.

FOR TEMPORARY CONDITIONS, DROP-OFFS GREATER THAN FOUR INCHES MAY BE PROTECTED WITH PLASTIC DRUMS, VERTICAL PANELS OR BARRICADES FOR SHORT DISTANCES DURING DAYLIGHT HOURS WHILE WORK IS BEING DONE IN THE DROP-OFF AREA.

14. PAYMENT WILL BE ALLOWED FOR DGA, CSB AND OTHER SUITABLE MATERIALS USED FOR WEDGING.

15. THE CONTRACTOR SHALL PROVIDE PORTABLE FLASHING ARROW PANEL AT THE LOCATIONS INDICATED ON THE STANDARD DRAWING "LANE CLOSURE TWO-LANE HIGHWAY" AND SHALL MEET THE REQUIREMENTS SPECIFIED IN THE CURRENT STANDARD DRAWINGS. THE PORTABLE FLASHING ARROWS SHALL BE MOUNTED ON TRAFFIC-WORTHY CARRIAGES THAT MEET ALL APPLICABLE SAFETY STANDARDS.

16. THE CONTRACTOR SHALL HAVE AVAILABLE ONE RESERVE FLASHING ARROW TO BE PLACED IN OPERATION IN THE EVENT OF DAMAGE OR MECHANIC/ELECTRICAL FAILURE. NO DIRECT PAYMENT WILL BE ALLOWED FOR THE RESERVE UNIT. ALL FLASHING ARROWS SHALL BECOME THE PROPERTY OF THE CONTRACTOR AT THE COMPLETION OF THE PROJECT.

17. THE CONTRACTOR SHALL PROVIDE TWO WEEKS NOTIFICATION PRIOR TO ANY BRIDGE REHABILITATION WORK OR LANE CLOSURE. MESSAGE BOARDS SHALL BE PLACED AT CAMPTON AND HELECHEWA INTERCHANGES TO NOTIFY OVER-DIMENSION VEHICLES OF NARROW LANE AHEAD.

18. IF THE CONTRACTOR DESIRES TO DEVIATE FROM THE TRAFFIC CONTROL SCHEME AND CONSTRUCTION SCHEDULE AS OUTLINED IN THE PROJECT MAINTAIN OF TRAFFIC PLAN, HE/SHE SHALL PREPARE AN ALTERNATE PLAN AND PRESENT IT IN WRITING TO THE ENGINEER. THIS ALTERNATE PLAN CAN BE USED ONLY AFTER REVIEWED AND APPROVED BY THE DIVISION OF TRAFFIC, DESIGN AND CONSTRUCTION AND OTHER AGENCIES WHERE APPLICABLE.

EROSION CONTROL NOTES

1. ALL SILT CONTROL DEVICES SHALL BE SIZED TO RETAIN A VOLUME OF 3,600 CUBIC FEET PER DISTURBED CONTRIBUTING ACRE.
2. THE CONTRACTOR SHALL CONDUCT HIS OPERATION TO MINIMIZE THE AMOUNT OF DISTURBED GROUND DURING EACH PHASE OF CONSTRUCTION. THE CONTRACTOR SHALL COMPUTE THE VOLUME NECESSARY TO CONTROL SEDIMENT DURING EACH PHASE OF CONSTRUCTION. AS WORK PROCEEDS, SILT TRAPS/FENCES MAY BE ADDED OR REMOVED IN ORDER TO ACHIEVE THE BEST MANAGEMENT PLAN.
3. THE REQUIRED VOLUME AT EACH SILT TRAP SHALL BE COMPUTED AS UP GRADIENT CONTRIBUTING AREAS ARE DISTURBED OR ARE STABILIZED TO THE SATISFACTION OF THE ENGINEER. THE REQUIRED VOLUME CALCULATION FOR EACH SILT TRAP SHALL BE DETERMINED BY THE CONTRACTOR AND VERIFIED BY THE ENGINEER. THE REQUIRED VOLUME AT EACH SILT TRAP MAY BE REDUCED BY THE FOLLOWING AMOUNTS:
 - UP GRADIENT AREAS NOT DISTURBED (ACRES).
 - UP GRADIENT AREAS THAT HAVE BEEN RECLAIMED AND PROTECTED BY EROSION CONTROL BLANKET OR OTHER GROUND PROTECTION MATERIAL SUCH AS TEMPORARY MULCH (ACRES).
 - UP GRADIENT AREAS THAT HAVE BEEN PROTECTED BY SILT FENCE (ACRES). AREAS PROTECTED BY SILT FENCE SHALL BE COMPUTED AT A MAXIMUM RATE OF 100 SQUARE FOOT PER LINEAR FOOT OF SILT FENCE.
 - UP GRADIENT AREAS THAT HAVE BEEN PROTECTED BY SILT TRAPS (ACRES).
 - THE USE OF TEMPORARY MULCH IS ENCOURAGED.
4. SILT TRAP TYPE B SHALL ALWAYS BE PLACED AT THE COLLECTION POINT PRIOR TO DISCHARGING INTO A BLUE LINE STREAM OR ONTO AN ADJACENT PROPERTY OWNER. WHERE OVERLAND FLOWS EXIST, A SILT FENCE OR OTHER FILTER DEVICES MAY BE USED. EROSION CONTROL MEASURES SHALL BE IN PLACE AND FUNCTIONING PRIOR TO ANY EXCAVATION OR DISTURBANCE WITHIN A DRAINAGE AREA.
5. THE CONTRACTOR SHALL BE REQUIRED TO CLEAN OUT (REMOVE SEDIMENT FROM) SILT TRAPS AND SILT FENCES WHENEVER BECOME ONE
 - HALF FULL AND PROPERLY DISPOSE OF MATERIAL AT SITES APPROVED BY THE RESIDENT ENGINEER.

SPECIAL NOTE FOR EROSION CONTROL

I. DESCRIPTION

Perform all erosion and water pollution control work in accordance with the Department's Standard and Interim Supplemental Specifications, Special Provisions and Special Notes, and Standard and Sepia Drawings, current editions, and as directed by the Engineer. Section references are to the Standard Specifications. This work shall consist of:

(1) Developing and preparing a Best Management Practices Plan (BMP) tailored to suit the specific construction phasing for each site within the project; (2) Preparing the project site for construction, including locating, furnishing, installing, and maintaining temporary and/or permanent erosion and water pollution control measures as required by the BMP prior to beginning any earth disturbing activity on the project site; (3) Clearing and grubbing and removal of all obstructions as required for construction; (4) Removing all erosion control devices when no longer needed; (5) Restoring all disturbed areas as nearly as possible to their original condition; (6) Preparing seedbeds and permanently seeding all disturbed areas; (7) Providing a Kentucky Erosion Prevention and Sediment Control Program (KEPSC) qualified inspector; and (8) Performing any other work to prevent erosion and/or water pollution as specified by this contract, required by the BMP, or as directed by the Engineer.

II. MATERIALS

Furnish materials in accordance with these notes, the Standard Specifications and Interim Supplemental Specifications, and applicable Special Provisions and Special Notes, and Standard and Sepia Drawings, current editions. Provide for all materials to be sampled and tested in accordance with the Department's Sampling Manual. Unless directed otherwise by the Engineer, make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing.

III. CONSTRUCTION

Be advised, these Erosion Control Plan Notes do not constitute a BMP plan for the project. Jointly with the Engineer, prepare a site specific BMP plan for each drainage area within the project in accordance with Section 213. Provide a unique BMP at each project site using good engineering practices taking into account existing site conditions, the type of work to be performed, and the construction phasing, methods and techniques to be utilized to complete the work. Be responsible for all erosion prevention, sediment control, and water pollution prevention measures required by the BMP for each site. Represent and warrant compliance with the Clean Water Act (33 USC Section 1251 et seq.), the 404 Permit, the 401 Water Quality Certification, and applicable state and

Erosion Control
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local government agency laws, regulations, rules, specifications, and permits. Contrary to Section 105.05, in case of discrepancy between these notes, the Standard Specifications, Interim Supplemental Specifications, Special and Special Notes, Standard and Sepia Drawings, and such state and local government agency requirements, adhere to the most restrictive requirement.

Conduct operations in such a manner as to minimize the amount of disturbed ground during each phase of the construction and limit the haul roads to the minimum required to perform the work. Preserve existing vegetation not required to be removed by the work or the contract. Seed and/or mulch disturbed areas at the earliest opportunity. Use silt fence, silt traps, temporary ditches, brush barriers, erosion control blankets, sodding, channel lining, and other erosion control measures in a timely manner as required by the BMP and as directed or approved by the Engineer. Prevent sediment laden water from leaving the project, entering an existing drainage structure, or entering a stream.

Provide for erosion control measures to be in place and functioning prior to any earth disturbance within a drainage area. Compute the volume and size of silt control devices necessary to control sediment during each phase of construction. Remove sediment from silt traps before they become a maximum of ½ full. Maintain silt fence by removing accumulated trappings and/or replacing the geotextile fabric when it becomes clogged, damaged, or deteriorated, or when directed by the Engineer. Properly dispose of all materials trapped by erosion control devices at approved sites off the right of way obtained by the Contractor at no additional cost to the Department (See Special Note for Waste and Borrow).

As work progresses, add or remove erosion control measures as required by the BMP applicable to the Contractor's project phasing and construction methods and techniques. Update the volume calculations and modify the BMP as necessary throughout the duration of the project. Ensure that an updated BMP is kept on site and available for public inspection throughout the life of the project.

After all construction is complete, restore all disturbed areas in accordance with Section 212. Completely remove all temporary erosion control devices not required as part of the permanent erosion control from the construction site. Prior to removal, obtain the Engineer's concurrence of items to be removed. Grade the remaining exposed earth (both on and off the Right of-Way) as nearly as possible to its original condition, or as directed by the Engineer. Prepare the seed bed areas and sow all exposed earthen areas with the applicable seed mixture(s) according to Section 212.03.03.

IV. MEASUREMENT

Erosion Control Blanket. If required by the BMP, the Department will measure Erosion Control Blanket according to Section 212.04.07.

Sodding. If required by the BMP, the Department will measure Sodding according to Section 212.04.08.

Channel Lining. If required by the BMP, the Department will measure Channel Lining according to Sections 703.04.04-703.04.07.

Erosion Control. Contrary to Sections 212.04, 213.04, and 703.04 other than Erosion Control Blankets, Sodding, and Channel Lining, the Department will measure Erosion Control as one lump sum. The Department will not measure developing, updating, and maintaining a BMP plan for each site; providing a KEPSC qualified inspector; locating, furnishing, installing, inspecting, maintaining, and removing erosion and water pollution control items; Roadway Excavation, Borrow Excavation, Embankment In Place, Topsoil Furnished and Placed, and Spreading Stockpiled Topsoil; Topdressing Fertilizer, Temporary and Permanent Seeding and Protection, Special Seeding Crown Vetch, and Temporary Mulch; Sedimentation Basin and Clean Sedimentation Basin, Silt Trap Type "A" and Clean Silt Trap Type "A"; Silt Trap Type "B" and Clean Silt Trap Type "B"; Silt Trap Type "C" and Clean Silt Trap Type "C"; Temporary Silt Fence and Clean Temporary Silt Fence; Plants, Vines, Shrubs, and Trees; Gabion and Dumped Stone Deflectors and Riffle Structures; Boulders; Temporary Ditches and clean Temporary Ditches; Geotextile Fabric, and all other erosion and water pollution control items required by the BMP or the Engineer, but shall be incidental to Erosion Control.

V. Basis of Payment

Erosion Control Blanket. If not listed as a bid item, but required by the BMP, the Department will pay for Erosion Control Blankets as Extra Work according to Sections 104.03 and 109.04.

Sodding. If not listed as a bid item, but required by the BMP, the Department will pay for Sodding as Extra Work according to Sections 104.03 and 109.04.

Channel Lining. If not listed as a bid item, but required by the BMP, the Department will pay for Channel Lining as Extra Work according to Sections 104.03 and 109.04.

Erosion Control
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Erosion Control. Contrary to Sections 212.05 and 213.05, other than Erosion Control Blanket, Sodding, and Channel Lining, payment at the Contract lump sum price for Erosion Control, shall be full compensation for all materials, equipment, labor and incidentals necessary to complete the erosion and water pollution control work as specified in these notes, Sections 212 and 213, the Supplemental Specifications, applicable Special Provisions and Special Notes, and Standard and Sepia Drawings, including but not limited to developing, updating, and maintaining a BMP plan for each site; providing a KEPSC qualified inspector; locating, furnishing, installing, inspecting, maintaining, and removing erosion and water pollution control items; Roadway Excavation, Borrow Excavation, Embankment In Place, Topsoil Furnished and Placed, and Spreading Stockpiled Topsoil; Topdressing Fertilizer, Temporary and Permanent Seeding and Protection, Special Seeding Crown Vetch, and Temporary Mulch; Sedimentation Basin and Clean Sedimentation Basin, Silt Trap Type "A" and Clean Silt Trap Type "A"; Silt Trap Type "B" and Clean Silt Trap Type "B"; Silt Trap Type "C" and Clean Silt Trap Type "C"; Temporary Silt Fence and Clean Temporary Silt Fence; Plants, Vines, Shrubs, and Trees; Gabion and Dumped Stone Deflectors and Riffle Structures; Boulders; Temporary Ditches and clean Temporary Ditches; Geotextile Fabric and all other erosion and water pollution control items required by the BMP or the Engineer.

06/08/2012

SPECIAL NOTE FOR BRIDGE RESTORATION AND WATERPROOFING WITH CONCRETE OVERLAYS

- I. DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the attached detail drawings. Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Machine prep the existing slab; (3) Complete full-depth and partial depth repairs as directed by the Engineer; (4) Repair/replace damaged and corroded reinforcing bars; (5) Place new concrete overlay and epoxy-sand slurry in accordance with Section 606; (6) Complete asphalt approach pavement; (7) Maintain and control traffic; and (8) Any other work specified as part of this contract.

All construction will be in accordance with Section 606 unless otherwise specified.

II. MATERIALS.

A. Latex Concrete. See Section 606.03.17.

B. Class "M" Concrete. Use either "M1" or "M2". See Section 601.

C. Bituminous Asphalt. N/A. SEE PAVING SUMMARY

D. Epoxy-Sand Slurry. See Section 606.03.10.

III. CONSTRUCTION.

A. Machine prep of existing slab. Remove concrete from existing slab to a depth of at least ¼" below the existing surface, and remove all patches completely, in accordance with the requirements of Section 606.03.03.

B. Partial Depth Slab Repair and Latex Overlay. Remove areas determined to be unsound by the Engineer via hydrodemolition or via hand held jackhammers weighing less than 45lbs in accordance with Section 606.02.10 D. Repair/Replace all damaged or severely corroded reinforcing bars prior to partial depth repair operation. The Department will not measure material removal and will consider this work incidental to the bid item "PARTIAL DEPTH PATCHING". Mix and place Latex Modified Concrete Overlay in accordance with Sections 606.03.08 and 606.03.17.

C. Asphalt Approach Pavement. Mill each existing asphalt approach for a distance of 100' from the bridge end. Remove the bituminous material uniformly by making an edge key, so as to provide a smooth transition to the finished bridge when a new bituminous overlay of compacted depth of approximately 1½" is added to the approaches. The grinding depth may vary depending of the condition of the existing approach and final elevation of bridge end. Dispose of all removed material away from the site.

D. Surface Texturing. Texture the concrete surface of the overlay in accordance with Section 609.03.10.

IV. MEASUREMENT. See Section 606 and the following:

- A. Latex Modified Concrete for Overlay.** The Department will measure the quantity in cubic yards using the theoretical volume as follows for each bridge:
119B00042N (159'x 30'x 1.50") = 22.1 cuyd
- B. Latex Modified Concrete for Partial Depth Patching and variable thickness of Overlay.** The Department will measure the quantity in cubic yards by deducting the theoretical volume of bridge deck overlay (LMC) from the total volume (as indicated by the batch quantity tickets) of Concrete required to obtain the finished grade shown on the Plans or established by the Engineer.
- C. Machine Prep of Slab.** The Department will measure the machine preparation of the existing bridge deck in square yards, which shall include all labor, equipment, and material needed to complete this work.
- D. Steel Reinforcement.** The Department will measure any reinforcing steel necessary for the partial or full depth patch in pounds, which shall include all labor, equipment, and material needed to complete this work.
- E. Asphalt Approach Pavement.** The Department will measure the quantity in square yards, which shall include all labor, equipment, and material needed to complete this work. SEE PAVING SUMMARY.
- V. PAYMENT.** See Section 606 and the following:
- A. Latex Modified Concrete for Overlay.** The Department will make payment for the Latex Modified Concrete under bid item #08534 "CONCRETE OVERLAY – LATEX" for the quantity in cubic yards complete in place.
- B. Latex Modified Concrete for Partial Depth Patching and variable thickness of Overlay.** The Department will make payment for the Partial Depth Patching under bid item #24094EC "PARTIAL DEPTH PATCHING". Payment will be for the quantity per cubic yard complete in place.
- C. Machine Prep of Slab.** The Department will make payment for the removal of the existing overlay under bid item #08551 "MACHINE PREP OF SLAB". Payment will be for the square yard complete.
- D. Steel Reinforcement.** The Department will make payment for steel reinforcement, if necessary, under bid item #08150 "STEEL REINFORCEMENT". Payment will be at the unit price per pound.
- E. Asphalt Approach Pavement.** N/A. PAVEMENT QUANTITIES FOR APPROACH PAVEMENT ARE INCLUDED IN THE PAVING SUMMARY SHEET.

SPECIAL NOTE FOR ELIMINATING TRANSVERSE JOINTS ON BRIDGES

- I. DESCRIPTION.** Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 Standard Specifications for Road and Bridge Construction.
- Remove existing concrete and existing joint material to eliminate the transverse joint. Install additional reinforcing steel and place concrete.
- II. MATERIALS.**
- A. Class "M" Concrete.** Use either "M1" or "M2". See Section 601.
 - B. Steel Reinforcement.** Use Grade 60. See Section 602.
 - C. Epoxy Bond Coat.** See Section 511.
- III. EQUIPMENT.**
- A. Hammers.** See Section 606.02.10 B.
 - B. Sawing Equipment.** See Section 606.02.10 C.
 - C. Hydraulic Impact Equipment.** See Section 606.02.10 D.
- IV. CONSTRUCTION.**
- A. Remove Existing Materials.** Remove the existing transverse joints, joint filler, and specified areas of concrete as shown on the plans, in accordance with Section 606.02.10 and 606.03.03, and as directed by the Engineer. Clean and leave all existing steel reinforcement encountered in place. Damaged steel reinforcement will be repaired/replaced as directed by the Engineer at no additional cost to the Department. Dispose of all removed material entirely away from the job site. This work is incidental to the contract unit price for "Eliminate Transverse Joint".
 - B. Additional Steel Reinforcement.** Furnish for this work steel reinforcing bars as shown on the plans. Splice these bars to the existing longitudinal reinforcement in the deck and curb/sidewalk in the areas of removed concrete to tie the slabs together as shown on the plans. Ensure that all exposed steel reinforcement is tied in accordance with Section 602.03.04 prior to pouring the new Class "M" concrete.
 - C. Place New Concrete.** Blast clean all areas of existing concrete and structural steel to come in contact with new concrete until free of all laitance and deleterious substances immediately prior to the placement of the Class "M" Concrete. The surface areas of existing concrete to come in contact with the new Class "M" Concrete are to be coated with an epoxy bond coat immediately prior to placing new concrete in accordance with Section 511. The interfaces of the new and old concrete shall be as nearly vertical and horizontal as possible.
Place new Class "M" Concrete to the specified grade and finish to receive the new overlay or as shown on the plans. On the sidewalk and curb, place the new concrete to original grade and finish to match the existing curb/sidewalk.
- V. MEASUREMENT.**
- A. Eliminate Transverse Joint.** The Department will measure the quantity in linear feet from plinth to plinth perpendicular to the centerline of the bridge.

B. Steel Reinforcement. See Section 602.

VI. PAYMENT.

A. Eliminate Transverse Joint. Payment at the contract unit price per linear foot is full compensation for furnishing equipment, labor, tools and materials needed to complete removal and disposal of the specified existing materials, cleaning and straightening of existing steel reinforcement, furnishing and installing the concrete, and all incidental items necessary to complete the work (except the overlay material if specified elsewhere in the contract) within the specified pay limits as indicated on the drawings.

B. Steel Reinforcement. See Section 602.

SPECIAL NOTE FOR REPLACING EXPANSION DAMS AND/OR INSTALLING ARMORED EDGES FOR CONCRETE ON BRIDGES

I. DESCRIPTION. Perform all work in accordance with the Kentucky Transportation Cabinet, Department of Highway's 2012 Standard Specifications for Road and Bridge Construction and applicable Supplemental Specifications, the Standard Drawings, this Note, and the attached detail drawings. Section references are to the Standard Specifications.

This work consists of the following: (1) Furnish all labor, materials, tools, and equipment; (2) Remove existing concrete and expansion device(s) and/or bridge ends; (3) Install armored edges and new concrete as specified and in accordance with the attached detail drawings; (4) Install new joint seals (where required); (5) Maintain and control traffic; and (6) Any other work specified as part of this contract.

II. MATERIALS.

A. Class "M" Concrete. Use either "M1" or "M2". See Section 601.

B. Structural Steel. Use new, commercial grade steel suitable for welding. The Engineer will base acceptance on visual inspection. For armored edges that make up the 4" neoperene joint, use Steelflex Strip Seal expansion joint by DS Brown, or approved equal. To be approved, armored edge extrusions must be embedded.

C. Stud Anchors. The armored edge stud anchors are 3/4" x 6" embedded stud shear connectors conforming to ASTM A108, Grade 1015 (Nelson Studs or equal).

D. Steel Reinforcement. Use Grade 60. See Section 602.

E. Epoxy Bond Coat. See Section 511.

F. Pre-Compressed Horizontal Expansion Joint System. It shall have a cellular, or micro-cell, polyurethane foam impregnated with a hydrophobic acrylic emulsion, or a hydrophobic polymer. The polyurethane foam external facing shall be factory coated and cured with highway-grade, fuel resistant silicone or a highway-grade elastomeric coating at a width greater than the maximum joint expansion.

III. EQUIPMENT.

A. Hammers. See Section 606.02.10 B.

B. Sawing Equipment. See Section 606.02.10 C.

C. Hydraulic Impact Equipment. See Section 606.02.10 D.

IV. CONSTRUCTION.

A. Remove Existing Materials. Remove existing Expansion Dam, Bridge End, Armored Edges and specified areas of concrete as shown on the attached sketches. Remove debris and/or expansion joint filler as directed by the Engineer. . Clean and leave all existing steel reinforcement encountered in place. Damaged steel reinforcement will be repaired/replaced as directed by the Engineer at no additional cost to the Department.

Dispose of all removed material entirely away from the job site. This work is incidental to the contract unit price for "Expansion Joint Replacement" or "Armored Edge for Concrete".

B. Place New Concrete and Armored Edges. After all specified existing materials have been removed; place new armored edges to match the grade of the proposed overlay or to match the original grade (See attached detail drawings). Place the new Class "M" concrete to the scarified grade and finish to receive the new overlay or place the new Class "M" concrete to the original grade and finish with broom strokes drawn transversely from curb to curb.

All new structural steel shall be cleaned and painted in accordance with requirements of Section 607.03.23, except that surfaces to come in contact with concrete are not to be painted.

Blast clean all areas of existing concrete and structural steel to come in contact with new concrete until free of all laitance and deleterious substances immediately prior to the placement of the Class "M" Concrete. The surface areas of existing concrete to come in contact with the new Class "M" Concrete are to be coated with an epoxy bond coat immediately prior to placing new concrete in accordance with Section 511. The interfaces of the new and old concrete shall be as nearly vertical and horizontal as possible.

C. Additional Steel Reinforcement. Furnish for replacement, as directed by the Engineer, 1300 linear feet of #4 steel reinforcing bars in 20' lengths. Place these bars in areas deemed by the Engineer to require additional reinforcement. Field cutting and bending is permitted. Do not place any additional steel reinforcement above the height of the top row of Nelson Studs on the armored edges. Ensure that all exposed steel reinforcement is tied in accordance with Section 602.03.04 prior to pouring the new Class "M" concrete. Deliver unused bars to the Local County Maintenance Barn. Payment will be made in accordance with Section 602.

D. Stage Construction. Installation of concrete and armored edges in two (or more if specified) stages is necessary. Join the armored edges at or near the centerline of the roadway or lane line, field weld and grind smooth.

E. Pre-Compressed Horizontal Expansion Joint System. System shall be supplied in pre-compressed sticks for easy installation. System shall be installed in accordance with manufacturer's recommendations concerning approved adhesives, welds between sticks and appurtenances, and adhesion to concrete deck or armored edges. Joint seal is to be installed 1/2" recessed from the surface.

F. Shop Plans. Shop plans will not be required. The Contractor is responsible for obtaining field measurements and supplying properly sized materials to complete the work.

V. MEASUREMENT.

A. Expansion Joint Replacement – 2". The Department will measure the quantity in linear feet from gutterline to gutterline along the centerline of the joint.

B. Armored Edge for Concrete. The Department will measure the quantity in linear feet from gutterline to gutterline along the face of the bridge end.

C. Steel Reinforcement. See Section 602.

VI. PAYMENT.

A. Expansion Joint Replacement – 2". Payment at the contract unit price per linear foot is full compensation for removing specified existing materials, furnishing and

installing the new armored edges, concrete, neoprene strip seal or pre-compressed horizontal expansion joint system, and all incidental items necessary to complete the work (except the overlay material) within the specified pay limits as specified by this note and as shown on the attached detail drawings.

- B. Armored Edge for Concrete.** Payment at the contract unit price per linear foot is full compensation for removing specified existing materials, furnishing and installing the new armored edges, concrete and all incidental items necessary to complete the work (except the overlay material) within the specified pay limits as specified by this note and as shown on the attached detail drawings.
- C. Steel Reinforcement.** See Section 602.

SPECIAL NOTE FOR INLAID PAVEMENT MARKERS

I. DESCRIPTION

Except as provided herein, perform all work in accordance with the Department's Standard and Supplemental Specifications and applicable Standard and Sepia Drawings, current editions. Article references are to the Standard Specifications. This work shall consist of:

- (1) Maintain and Control Traffic; and (2) Furnish and install Inlaid Pavement Markers (IPMs) in recessed grooves; and (3) Any other work as specified by these notes and the Contract.

II. MATERIALS

The Department will sample all materials in accordance with the Department's Sampling Manual. Make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing unless otherwise specified in these Notes.

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Markers. Provide reflective lenses with depth control breakaway positioning tabs. Before furnishing the markers, provide to the Engineer the manufacturer's current recommendations for adhesives and installation procedures. Use one brand and design throughout the project. Use markers meeting the specifications in the table below.

| SPECIFICATIONS FOR HOUSING AND REFLECTOR | |
|--|----------------------------|
| Material: | Polycarbonate Plastic |
| Weight: | Housing 2.00 oz. |
| | Reflector 2.00oz. |
| Housing Size: | 5.00" x 3.00" x 0.70" high |
| Specific Intensity of Reflectivity at 0.2° Observation Angle | |
| White: | 3.0 at 0°entrance angle |
| | 1.2 at 20°entrance angle |
| Yellow: | 60% of white values |
| Red: | 25% of white values |

C. Adhesives. Use adhesives that conform to the manufacturer's recommendations.

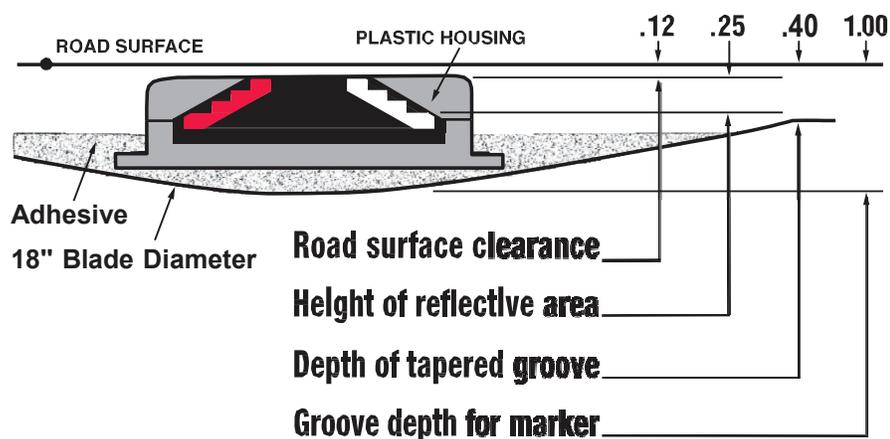
III. CONSTRUCTION

A. Experimental Evaluation. The University of Kentucky Transportation Center will be evaluating this installation of IPMs. Notify the Engineer a minimum of 14 calendar days prior to beginning work. The Engineer will coordinate the University's activities with the Contractor's work.

B. Maintain and Control Traffic. See Traffic Control Plan.

C. Installation. Install IPMs in recessed grooves cut into the final course of asphalt pavement according to the manufacturer's recommendations. Do not cut the grooves until the pavement has cured sufficiently to prevent tearing or raveling. Cut installation grooves using diamond blades on saws that accurately control groove dimensions. Remove all dirt, grease, oil, loose or unsound layers, and any other material from the marker area which would reduce the bond of the adhesive. Maintain pavement surfaces in a clean condition until placing markers.

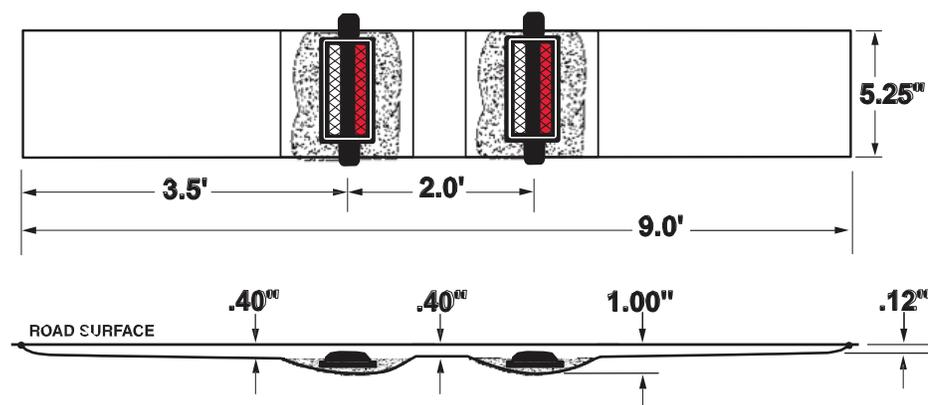
Prepare the pavement surfaces, and install the markers in the recessed groove according to the drawing below. Use an approved snowplowable epoxy adhesive. Ensure that the adhesive bed area is equal to the bottom area of the marker, and apply adhesive in sufficient quantity to force excess out around the entire perimeter of the marker. Use materials, equipment, and construction procedures that ensure proper adhesion of the markers to the pavement surface according to the manufacturer's recommendations. Remove all excess adhesive from in front of the reflective faces. If any adhesive or foreign matter cannot be removed from the reflective faces, or if any marker fails to properly adhere to the pavement surface, remove and replace the marker at no additional cost to the Department.



D. Location and Spacing. Install the markers in the pattern for high reflectivity with two (2) IPMs per groove. Locate and space markers as shown in the current standard drawings or sepias (note: use Inlaid Pavement Markers wherever Type V Pavement Markers are called for). Do not install markers on bridge decks. Do not install a marker

Inlaid Pavement Markers
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on top of a pavement joint or crack. Offset the recessed groove a minimum of 2 inches from any longitudinal pavement joint or crack and at least one inch from the painted stripe, ensuring that the finished line of markers is straight with minimal lateral deviation. Give preference to maintaining the 2-inch offset between recessed groove and joint as opposed to keeping the line of markers straight.



Place inlaid markers as much in line with existing pavement striping as possible. Place markers installed along an edge line or channelizing line so that the near edge of the plastic housing is no more than one inch from the near edge of the line. Place markers installed along a lane line between and in line with the dashes. Do not place markers over the lines except where the lines deviate visibly from their correct alignment, and then only after obtaining the Engineer's prior approval of the location.

If conflicts between recessed groove placement in relation to pavement joint and striping cannot be resolved, obtain the Engineer's approval to eliminate the marker or revise the alignment.

E. Disposal of Waste. Dispose of all removed asphalt pavement, debris, and other waste at sites off the right of way obtained by the Contractor at no additional cost to the Department. See Special Note for waste and Borrow.

F. Restoration. Be responsible for all damage to public and/or private property resulting from the work. Restore all damaged features in like kind materials and design at no additional cost to the Department.

G. On-Site Inspection. Make a thorough inspection of the site prior to submitting a bid and be thoroughly familiar with existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid as evidence of this inspection having been made and will not honor any claims for money or grant Contract time extensions resulting from site conditions.

H. Caution. Do not take information shown on the drawings and in this proposal and the types and quantities of work listed as an accurate or complete evaluation of the

Inlaid Pavement Markers
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material and conditions to be encountered during construction, but consider the types and quantities of work listed as approximate only. The bidder must draw his own conclusion as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation or extension of Contract time if the conditions encountered are not in accordance with the information shown.

IV. MEASUREMENT

A. Maintain and Control Traffic. See Traffic Control Plan.

B. "INLAID PAYMENT MARKER" shall be measured as each. One (1) installation of "INLAID PAVEMENT MARKER" will consist of grooving the pavement, removing asphalt cuttings and debris, preheating pavement to remove moisture, adhesives, and installation of two (2) markers with all lenses in accordance with this note.

Note: Each pay item of Inlaid Pavement Marker will require two markers.

V. PAYMENT

A. Maintain and Control Traffic. See Traffic Control Plan.

B. Inlaid Pavement Markers. The Department will make payment for the completed and accepted quantity of completely installed "INLAID PAVEMENT MARKERS" at the Contract unit price, each. Accept payment as full compensation for all labor, equipment, materials, and incidentals to accomplish this work to the satisfaction of the Engineer. A system of one (1) groove and two (2) markers shall be paid as one "INLAID PAVEMENT MARKER". The bid item "INLAID PAVEMENT MARKER" shall be used regardless of the color and type of lenses required.

October, 2018

SPECIAL NOTE FOR FOG SEAL

Except as provided herein, conform to all requirements of the current Standard Specifications for Road and Bridge Construction. Section references are to the Standard Specifications. For chip seal applications, use an approved fog seal material applied in two passes in opposite directions at a rate of 0.05 – 0.08 gallons per square yard with a total rate of 0.10-0.16 gallons per square yard. The emulsion used for fog sealing chip application shall be diluted between 28-32%.

For all other applications, use undiluted approved fog seal material at a rate of 0.12-0.16 gallons per square yard. The recommended emulsions are to be in accordance with AASHTO M208 or M140.

Before applying the fog seal, sweep the chip seal or roadway to remove any loose aggregate, mud, dirt, dust, and other caked material or loose foreign material that may have accumulate on the roadway. Uniformly apply the asphalt emulsion with an asphalt distributor or approved equipment in accordance with Section 406.03.03b except apply at the rates specified herein. Contrary to section 406 of the Standard Specification, material shall maintain a temperature range of 120° to 180° F during application. The fog seal shall be applied when air temperature is at least 50 degrees F and rising and a minimum surface temperature of 70 degrees F.

Any water added to the emulsion must meet the requirements of Section 803 of the Standard Specifications. If placed over a chip/scrub seal treatment, the application shall be a minimum of 5 to a maximum of 10 calendar days after the treatment application.

Adjust operations as necessary and as directed by the engineer to achieve complete, uniform coverage of the application. Correct areas of incomplete coverage by hand spraying or by a second application of material as approved by the engineer. Any fog seal material applied in excess of the requirements shall be covered or removed with a blotter course dry sand as directed by the Engineer.

Payment will be based on the accepted, weighed tons of diluted emulsion applied as specified. Payment per ton of “Asphalt Emulsion for Fog Seal” will be full compensation for all labor, materials, and equipment necessary to prepare the surface for treatment, application of the emulsion, corrective work, and protection of the emulsion until cured. Dry sand used as a blotter course due to excessive use of fog seal will not be considered for payment. Liquid asphalt and fuel adjustments will not be considered for payment for all fog seal applications.

Application Rates of Material.

| Properties | Minumum | Maximum |
|--|----------------|----------------|
| Application rate of emulsion for chip seal Fog seal application required in both directions | 0.05 | 0.08 |
| Application rate of emulsion for non chip seal | 0.12 | 0.16 |
| Emulsion temperature, F | 120 | 180 |

SPECIAL NOTE FOR INTELLIGENT COMPACTION OF ASPHALT MIXTURES

This Special Note will apply when indicated on the plans or in the proposal. Section references herein are to the Department's Standard Specifications for Road and Bridge Construction current edition.

1.0 DESCRIPTION. Provide and use Intelligent Compaction (IC) Rollers for compaction of all asphalt mixtures.

2.0 MATERIALS AND EQUIPMENT. In addition to the equipment specified in Subsection 403.02, a minimum of one (1) IC roller is to be used on the project at all times, two (2) IC rollers will be required when the paving train consists of three (3) or more rollers. The Contractor is to only the IC roller(s) for compaction as the breakdown and/or intermediate roller(s). All IC rollers will meet the following minimum characteristics:

- 1) Are self propelled double-drum vibratory rollers equipped with accelerometers mounted in or about the drum to measure the interactions between the rollers and compacted materials in order to evaluate the applied compactive effort. The IC rollers must have the approval of the Engineer prior to use. Examples of rollers equipped with IC technology can be found at www.IntelligentCompaction.com.
- 2) Are equipped with non-contact temperature sensors for measuring pavement surface temperatures.
- 3) The output from the roller is designated as the IC-MV which represents the stiffness of the materials based on the vibration of the roller drums and the resulting response from the underlying materials.
- 4) Are equipped with integrated on-board documentation systems that are capable of displaying real-time color-coded maps of IC measurement values including the stiffness response values, location of the roller, number of roller passes, machine settings, together with the material temperature, speed and the frequency and amplitude of roller drums. Ensure the display unit is capable of transferring the data by means of a USB port.
- 5) Are equipped with a mounted Global Positioning System GPS radio and receiver either a Real Time Kinematic (RTK-GPS) or Global Navigational Satellite System (GNSS) units that monitor the location and track the number of passes of the rollers. Accuracy of the positioning system is to be a minimum of 12 inches.

3.0 WORK PLAN. Submit to the Engineer an IC Work Plan at the Preconstruction Conference and at least 2 weeks prior to the beginning construction. Describe in the work plan the following:

1. Compaction equipment to be used including:

- Vendor(s)
- Roller model(s),
- Roller dimensions and weights,
- Description of IC measurement system,
- GPS capabilities,
- Documentation system,
- Temperature measurement system, and
- Software.

2. Roller data collection methods including sampling rates and intervals and data file types.

3. Transfer of data to the Engineer including method, timing, and personnel responsible. Data transfer shall be provided by a real time cloud data collecting and distribution system (ex. Visionlink). The Contractor will provide the Cabinet with any vendor specific software, user id, passwords, etc. needed to access the data through this service, cost of this access is incidental to the IC bid item.

4. Training plan and schedule for roller operators, project foreman, project surveyors, and Cabinet personnel; including both classroom and field training. Training should be conducted at least 1 week before beginning IC

construction. The training is to be performed by a qualified representative(s) from the IC Roller manufacture(s) to be used on the project. This training shall include how to access and use the data from the cloud data source.

4.0 CONSTRUCTION. Do not begin work until the Engineer has approved the IC submittals and the IC equipment.

Follow requirements established in Section 400 for production and placement, materials, equipment, acceptance plans and adjustments except as noted or modified in this Specification. Provide the Engineer at least one day's notice prior to beginning construction or prior to resuming production if operations have been temporarily suspended. Ensure paving equipment complies with all requirements specified in Section 400. The IC roller temperatures will be evaluated by the Department with the data from a Paver Mounted Infrared Temperature Gauge.

A. Pre-Construction Test Section(s) Requirements

1. Prior to the start of production, ensure the proper setup of the GPS, IC roller(s) and the rover(s) by conducting joint GPS correlation and verification testing between the Contractor, GPS representative and IC roller manufacturer using the same datum.

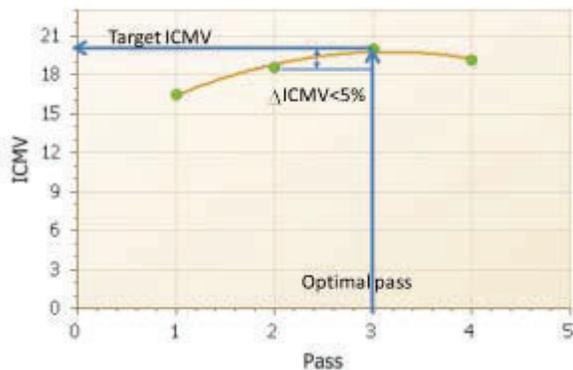
1. Ensure GPS correlation and verification testing includes the following minimum processes:
 - a. Establish the GPS system to be used either one with a base station or one with mobile receivers only. Ensure all components in the system are set to the correct coordinate system; then,
 - b. Verify that the roller and rover are working properly and that there is a connection with the base station; then,
 - c. Record the coordinates of the two edges where the front drum of the roller is in contact with the ground from the on-board, color-coded display; then,
 - d. Mark the locations of the roller drum edges and move the roller, and place the mobile receiver at each mark and record the readings; then,
2. Compare coordinates between the roller and rover receivers. If the coordinates are within 12.0 in. of each other, the comparison is acceptable. If the coordinates are not within 12.0 in., diagnose and perform necessary corrections and repeat the above steps until verification is acceptable.
3. Do not begin work until acceptable GPS correlation and verification has been obtained.
4. The Contractor and the Department should conduct random GPS verification testing during production to ensure data locations are accurate. The recommended rate is once per day with a requirement of at least once per week.
5. All acceptance testing shall be as outlined in Standard Specifications section 400.

B. Construction Test Section(s) Requirements

Construct test section(s) at location(s) agreed on by the Contractor and the Engineer within the project limits. The test section is required to determine a compaction curve of the asphalt mixtures in relationship to number of roller passes and to the stiffness of mixture while meeting the Department in-place compaction requirements. All rollers and the respective number of passes for each is to be determined via control strip each time a material change, equipment change or when the Engineer deems necessary.

Conduct test section(s) on every lift and every asphalt mixture. Ensure test section quantities of 500 to 1,000 tons of mainline mixtures. Operate IC rollers in the low to medium amplitude range and at the same settings (speed, frequency) throughout the section while minimizing overlapping of the roller, **the settings are to be used throughout the project with no changes.** After each roller pass, the qualified technician from the contractor observed by the Department will use a nondestructive nuclear gauge that has been calibrated to the mixture to estimate the density of the asphalt at 10 locations uniformly spaced throughout the test section within the width of a single roller pass. The density readings and the number

of roller passes needed to achieve the specified compaction will be recorded. The estimated target density will be the peak of the average of the nondestructive readings within the desired compaction temperature range for the mixture. The IC roller data in conjunction with the Veda software will create an IC compaction curve for the mixture. The target IC-MV is the point when the increase in the IC-MV of the material between passes is less than 5 percent on the compaction curve. The IC compaction curve is defined as the relationship between the IC-MV and the roller passes. A compaction curve example is as follows:



Subsequent to the determination of the target IC-MV, compact an adjoining > 250 < 500 tons section using same roller settings and the number of estimated roller passes and allow the Department to verify the compaction with the same calibrated nondestructive nuclear gauge following the final roller pass. **The Department will obtain density readings at 10 locations (No cores for calibration are to be taken in the surface layer, use non-destructive density results only!!)** uniformly spaced throughout the test section within the width of the single roller. Obtain GPS measurement of the core locations with a GPS rover. Use the Veda software to perform least square linear regression between the core data and IC-MV in order to correlate the production IC-MV values to the Department specified in-place air voids. A sample linear regression curve example is as follows.



C. Construction Requirements

Use the IC roller on all lifts and types of asphalt within the limits of the project, with the exception of asphalt drainage blanket.

Ensure the optimal number of roller passes determined from the test sections has been applied to a minimum coverage of 80% of the individual IC Construction area. Ensure a minimum of 75% of the individual IC Construction area meets the target IC-MV values determined from the test sections.

Do not continue paving operations if IC Construction areas not meeting the IC criteria are produced until they have been investigated by the Department. Obtain the Engineer's approval to resume paving operations. Non-IC rollers are allowed to be used as the third roller on the project; one of the breakdown or the finish rollers is to be equipped with IC technology.

IC Construction areas are defined as subsections of the project being worked continuously by the Contractor. The magnitude of the IC Construction areas may vary with production but must be at least 750 tons per mixture for evaluation. Partial IC Construction areas of < 750 tons will be included in the previous area evaluation. IC Construction areas may extend over multiple days depending on the operations.

The IC Construction Operations Criteria does not affect the Department's acceptance processes for the materials or construction operations

5.0 MEASUREMENT. The Department will measure the total tons of asphalt mixtures compacted using the IC roller(s). Compaction is to be performed by a minimum of one (1) IC roller for a two (2) roller operation and a minimum of two (2) IC rollers when three (3) or more rollers are used for compaction. Material compacted by rollers not equipped with properly functioning IC equipment will not be accepted for payment of the bid item asphalt mixtures IC rolled. Use of non-IC rollers can be accepted on small areas due to equipment malfunctions at the written approval of the Engineer. Paving operations should be suspended for equipment malfunctions that will extend over three days of operation.

6.0 PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

1. Payment is full compensation for all work associated with providing IC equipped rollers, transmission of electronic data files, two copies of IC roller manufacturer software, and training.
2. Delays due to GPS satellite reception of signals to operate the IC equipment or IC roller breakdowns will not be considered justification for contract modifications or contract extensions.

| <u>Code</u> | <u>Pay Item</u> | <u>Pay Unit</u> |
|-------------|------------------------------------|-----------------|
| 24781EC | Intelligent Compaction for Asphalt | TON |

SPECIAL NOTE FOR PAVER MOUNTED TEMPERATURE PROFILES

This Special Note will apply when indicated on the plans or in the proposal. Section references herein are to the Department's Standard Specifications for Road and Bridge Construction current edition.

1.0 DESCRIPTION. Provide a paver mounted infrared temperature equipment to continually monitor the temperature of the asphalt mat immediately behind all paver(s) during the placement operations for all mainline pavements (including ramps for Interstates and Parkways) within the project limits. Provide thermal profiles that include material temperature and measurement locations.

2.0 MATERIALS AND EQUIPMENT. In addition to the equipment specified in Subsection 403.02 Utilize a thermal equipment supplier that can provide a qualified representative for on-site technical assistance during the initial setup, pre-construction verification, and data management and processing as needed during the Project to maintain equipment within specifications and requirements.

Provide operator settings, user manuals, required viewing/export software for analysis. Ensure the temperature equipment will meet the following:

(A) A device with one or more infrared sensors that is capable of measuring in at least 1 foot intervals across the paving width, with a minimum width of 12 feet, or extending to the recording limits of the equipment, whichever is greater. A **Maximum of two (2)** brackets are allowed in the influence area under the sensors. A temperature profile must be made on at least 1 foot intervals longitudinally down the road:

(B) Infrared sensor(s):

(1) Measuring from 32°F to 400°F with an accuracy of $\pm 2.0\%$ of the sensor reading.

(C) Ability to measure the following:

(1) The placement distance using a Global Positioning System (GPS) or a Distance Measuring Instrument (DMI) and a Global Positioning System (GPS).

(2) Stationing

(D) GPS: Accuracy ± 4 feet in the X and Y Direction

(E) Latest version of software to collect, display, retain and analyze the mat temperature readings during placement. The software must have the ability to create and analyze:

(1) Full collected width of the thermal profiles,

(2) Paver speed and

(3) Paver stops and duration for the entire Project.

(F) Ability to export data automatically to a remote data server ("the cloud").

At the preconstruction meeting, provide the Department with rights to allow for web access to the data file location.

This web-based software must also provide the Department with the ability to download the raw files and software and to convert them into the correct format.

(G) The thermal profile data files must provide the following data in a neat easy to read table format.

(1) Project information including Road Name and Number, PCN, Beginning and Ending MPs.

(2) IR Bar Manufacturer and Model number

(3) Number of Temperature Sensors (N)

(4) Spacing between sensors and height of sensors above the asphalt mat

(5) Total number of individual records taken each day (DATA BLOCK)

(a) Date and Time reading taken

(b) Latitude and Longitude

(c) Distance paver has moved from last test location

(d) Direction and speed of the paver

(e) Surface temperature of each of the sensors

3.0 CONSTRUCTION. Provide the Engineer with all required documentation at the pre-construction conference.

(A) Install and operate equipment in accordance with the manufacturer's specifications.

(B) Verify that the temperature sensors are within $\pm 2.0\%$ using an independent temperature device on a material of known temperature. Collect and compare the GPS coordinates from the equipment with an independent measuring device.

(1) Ensure the independent survey grade GPS measurement device is calibrated to the correct coordinate system (using a control point), prior to using these coordinates to validate the equipment GPS.

(2) The comparison is considered acceptable if the coordinates are within 4 feet of each other in the X and Y direction.

(C) Collect thermal profiles on all Driving Lanes during the paving operation and transfer the data to the "cloud" network or if automatic data transmission is not available, transfer the data to the Engineer at the end of daily paving.

(D) Contact the Department immediately when System Failure occurs. Daily Percent Coverage will be considered zero when the repairs are not completed within two (2) working days of System Failure. The start of this two (2) working day period begins the next working day after System Failure.

(E) Evaluate thermal profile segments, every 150 feet, and summarize the segregation of temperature results. Results are to be labeled as Minimal 0°-25°F, Moderate 25.1°-50°F and Severe >50°. Severe readings over 3 consecutive segments or over 4 or more segments in a day warrant investigation on the cause of the differential temperature distribution.

4.0 MEASUREMENT. The Department will measure the total area of the pavement lanes mapped by the infrared scanners. Full payment will be provided for all lanes with greater than 85% coverage. Partial payment will be made for all areas covered from 50% coverage to 85% coverage at the following rate Coverage area percentage X Total bid amount. And area with less than 50% coverage will not be measured for payment.

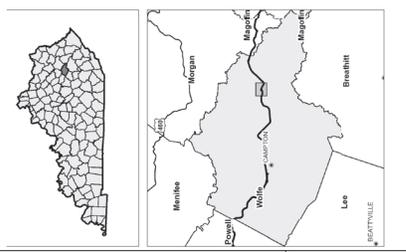
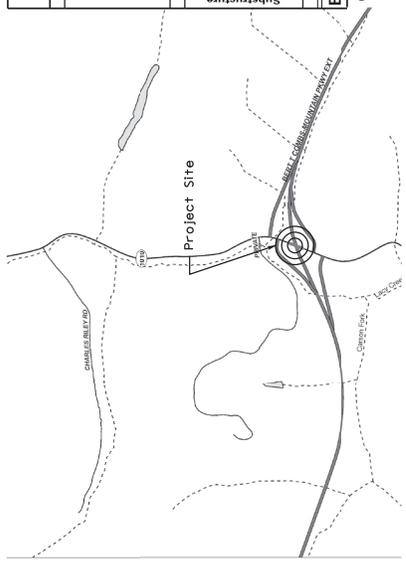
5.0 PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

1. Payment is full compensation for all work associated with providing all required equipment, training, and documentation.
2. Delays due to GPS satellite reception of signals or equipment breakdowns will not be considered justification for contract modifications or contract extensions.

| <u>Code</u> | <u>Pay Item</u> | <u>Pay Unit</u> |
|-------------|------------------------------------|-----------------|
| 24891EC | PAVE MOUNT INFRARED TEMP EQUIPMENT | SQFT |

TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS

WOLFE COUNTY KY 1010 OVER MOUNTAIN PARKWAY STA. 1+75.50



| Sheet No. | Title | Description |
|-----------|---------------------------|-------------|
| S1 | TITLE SHEET | |
| S2 | GENERAL NOTES | |
| S3 | REMOVAL DETAILS | |
| S4 | REMOVAL DETAILS | |
| S5-S6 | END BENT 1 | |
| S7 | PIER 1 | |
| S8 | PIER 2 | |
| S9-S10 | ABUTMENT 2 | |
| S11 | FRAMING PLAN | |
| S12 | PPC BOX BEAM SB21 DETAILS | |
| S13-S15 | SUPERSTRUCTURE | |
| S16-S17 | CONSTRUCTION ELEVATIONS | |
| S18-S25 | STANDARD DRAWING SECTIONS | |

| ESTIMATE OF QUANTITIES | | STANDARD DRAWINGS | |
|------------------------|---|-------------------|------|
| BID ITEM CODE | Description | Quantity | Unit |
| 02381 | Guardrail Steel | 100 | LF |
| 02372 | Remove Guardrail | 100 | LF |
| 01825 | Remove Bridge End Connector to Island Curb & Gutter | 4 | EACH |
| 02803 | Bridge End Connector Type A | 4 | EACH |
| 03304 | Bridge Overlay Pavement | 288.9 | S.Y. |
| 08669 | Box Beam SB21 | 1 | LF |
| 08501 | Remove PPC Superstructure | 1 | LS |
| 02299 | Remove Armored Edge For Concrete | 66.3 | LF |
| 08151 | Reinforcement, Epoxy Coated | 828 | LB |
| 08150 | Steel Reinforcement | 3433 | LB |
| 08104 | Concrete Class "A" | 21.4 | C.Y. |
| 08100 | Concrete Class "A" | 72 | C.Y. |
| 02998 | Masonry Coating | 46 | S.Y. |
| 2132ED | Hall System Type 3 | 367 | LF |
| 02998 | Masonry Coating | 46 | S.Y. |
| 08100 | Concrete Class "A" | 72 | C.Y. |
| 08104 | Concrete Class "A" | 21.4 | C.Y. |
| 08150 | Steel Reinforcement | 3433 | LB |
| 08151 | Reinforcement, Epoxy Coated | 828 | LB |
| 02299 | Remove Armored Edge For Concrete | 66.3 | LF |
| 08501 | Remove PPC Superstructure | 1 | LS |
| 08669 | Box Beam SB21 | 1 | LF |
| 03304 | Bridge Overlay Pavement | 288.9 | S.Y. |
| 02803 | Bridge End Connector Type A | 4 | EACH |
| 01825 | Remove Bridge End Connector to Island Curb & Gutter | 4 | EACH |
| 02372 | Remove Guardrail | 100 | LF |
| 02381 | Guardrail Steel | 100 | LF |

BRIDGE TOTALS 367 739 61.8 148 6175 39283 66.3 1 601.3 288.9 4 100 1 100 100

① Remove Superstructure, includes removal of all items relating to the superstructure as shown on the drawings and quantities listed for: existing slab, beams, pier caps, partitions of the end substructures, and existing barrier.

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY OF
WOLFE
KENTON BRIDGE
SUPERSTRUCTURE REPLACEMENT OVER
MOUNTAIN PARKWAY

ITEM NO. _____
PROJECT NUMBER: FE02 119 1010 B00025N
LETTING DATE: January 25, 2019

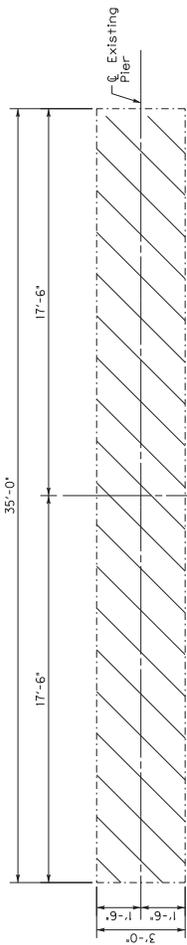
RECOMMENDED BY: _____ DATE: _____
PROJECT MANAGER: _____ DATE: _____
PLAN APPROVED BY: _____ STATE HIGHWAY ENGINEER: _____

| INDEX OF SHEETS | |
|-----------------|---------------------------|
| Sheet No. | Description |
| S1 | TITLE SHEET |
| S2 | GENERAL NOTES |
| S3 | REMOVAL DETAILS |
| S4 | REMOVAL DETAILS |
| S5-S6 | END BENT 1 |
| S7 | PIER 1 |
| S8 | PIER 2 |
| S9-S10 | ABUTMENT 2 |
| S11 | FRAMING PLAN |
| S12 | PPC BOX BEAM SB21 DETAILS |
| S13-S15 | SUPERSTRUCTURE |
| S16-S17 | CONSTRUCTION ELEVATIONS |
| S18-S25 | STANDARD DRAWING SECTIONS |

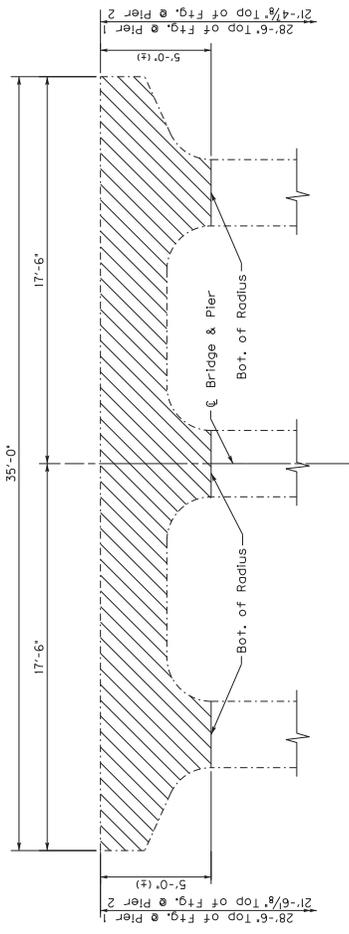
| SPECIAL PROVISIONS | |
|---|--|
| 2012 Standard Specifications for Road and Bridge Construction | |
| 2017 ASHTO LRFD Bridge Design Specifications | |

| SPECIAL NOTES | |
|---|--|
| 2012 Standard Specifications for Road and Bridge Construction | |
| 2017 ASHTO LRFD Bridge Design Specifications | |

| SPECIAL PROVISIONS | |
|---|--|
| 2012 Standard Specifications for Road and Bridge Construction | |
| 2017 ASHTO LRFD Bridge Design Specifications | |

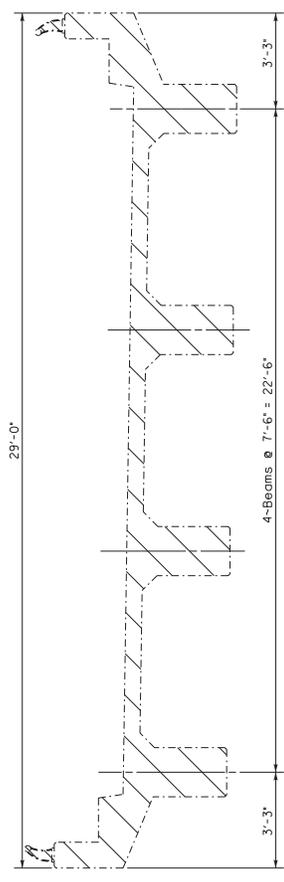


PIER PLAN
(Showing Typ. removal
at Pier caps 1 & 2)

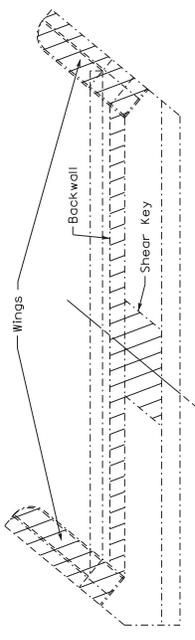


PIER ELEVATION
(Showing Typ. removal
at Pier caps 1 & 2)

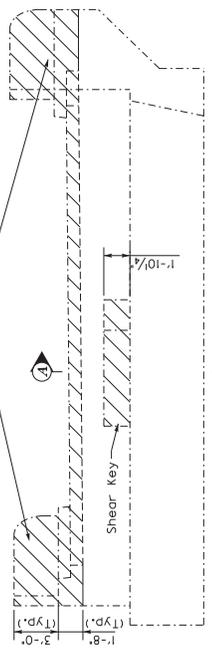
Note: Remove crosshatched portion of existing concrete as detailed for existing wings and abutment. This concrete is to be removed and replaced with new concrete. Existing vertical reinforcement in the pier columns and the wings on the End Bent & Abutment. This reinforcement must be cleaned, straightened, and embedded in the new concrete as detailed in these plans.



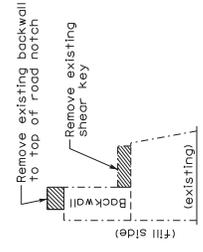
SUPERSTRUCTURE ELEVATION
(Remove Existing Superstructure)



END BENT & ABUTMENT PLAN
(Showing Typ. removal at
End Bent 1 & Abutment 2)



END BENT & ABUTMENT ELEVATION
(Showing Typ. removal at
End Bent 1 & Abutment 2)



**SECTION A-A THROUGH
END BENT & ABUTMENT**

| REVISION | DATE | CHECKED BY |
|----------|---------------|-------------|
| | December 2018 | L. Likins |
| | | E. Montooth |

DESIGNED BY: E. Montooth
DETAILED BY: E. Montooth

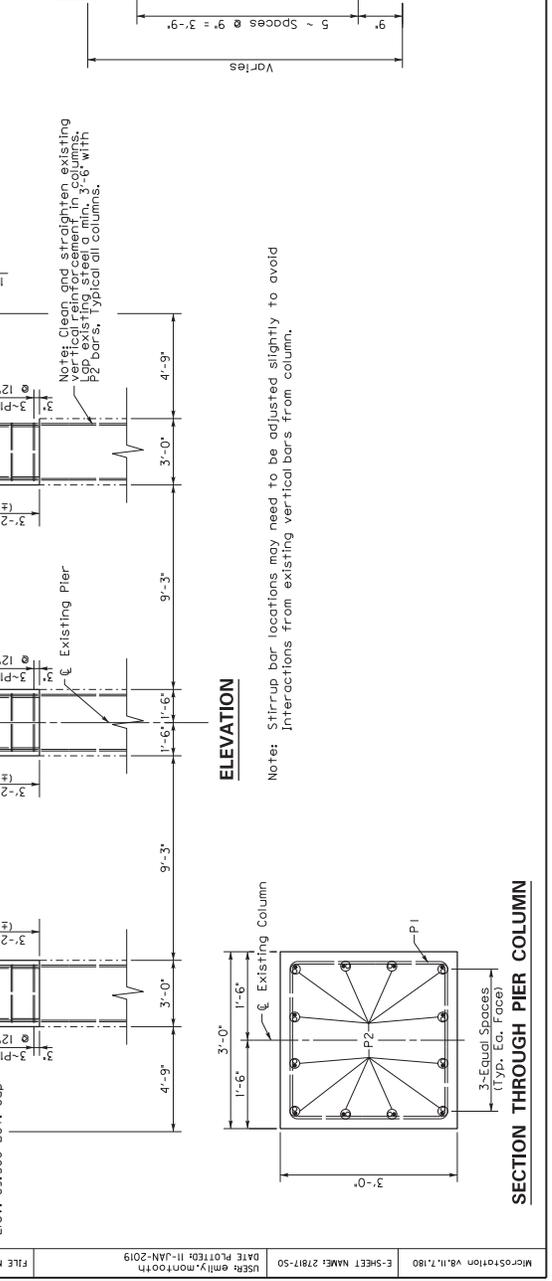
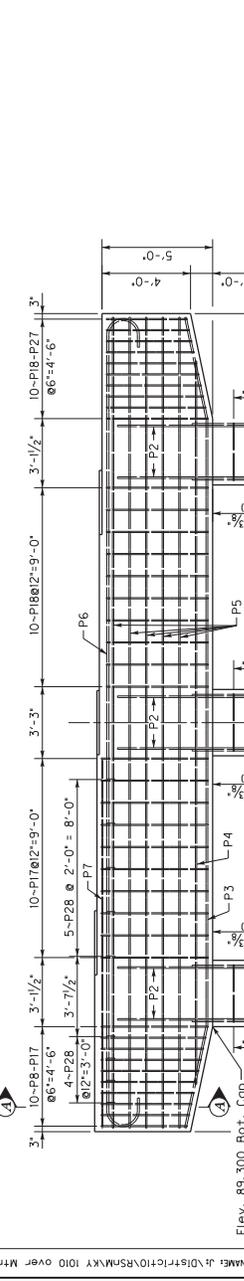
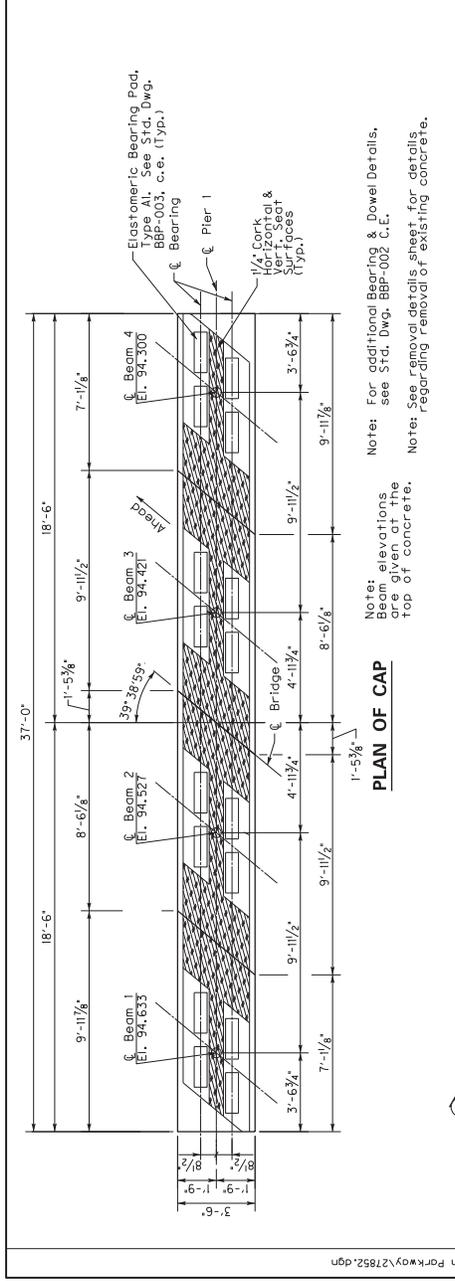
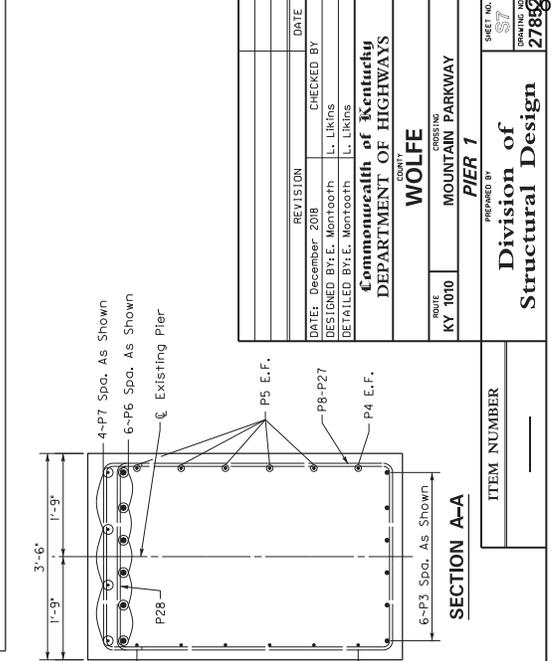
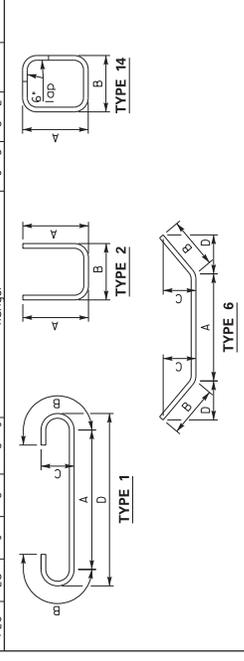
Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY: **WOLFE**
ROUTE: **KY 1010**
PROJECT: **MOUNTAIN PARKWAY**

REMOVAL DETAILS
PREPARED BY: **Division of Structural Design**
SHEET NO.: **27852**

| ITEM NUMBER |
|-------------|
| |

BILL OF REINFORCEMENT

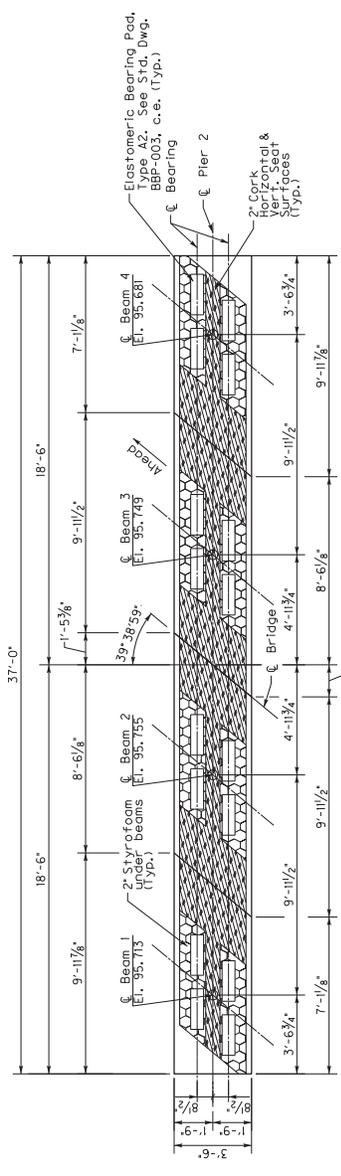
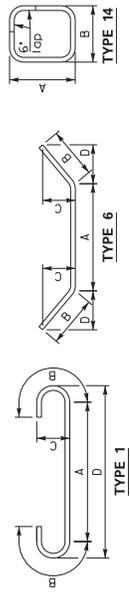
| MARK | TYPE | NO. | SIZE | LENGTH | LOCATION | A | B | C | D |
|------|------|-----|------|--------|-------------|----------|---------|----------|----------|
| B1 | I4S | 8 | 4 | 11-3 | Column | 2-8 | 2-8 | | |
| B2 | S1 | 36 | 7 | 7-6 | Column Cap | | | | |
| B3 | S1 | 36 | 7 | 7-6 | Bottom Cap | | | | |
| P4 | Str. | 6 | 8 | 36-10 | Cap Side | 27-5 1/2 | 4-8 1/2 | 0-11 3/8 | 4-7 1/4 |
| P5 | Str. | 10 | 6 | 36-8 | Cap Side | | | | |
| P6 | Str. | 4 | 9 | 39-5 | Cap Top | 35-6 1/4 | | 1-11 | 0-11 3/8 |
| P7 | Str. | 4 | 5 | 16-7 | Cap Seat | | | | |
| P8 | I4S | 1 | 5 | 14-8 | Cap Stirrup | 3-11 3/4 | 3-2 | | |
| P9 | I4S | 1 | 5 | 14-11 | Cap Stirrup | 4-0 3/4 | 3-2 | | |
| P10 | I4S | 1 | 5 | 15-4 | Cap Stirrup | 4-3 1/4 | 3-2 | | |
| P11 | I4S | 1 | 5 | 15-6 | Cap Stirrup | 4-4 1/4 | 3-2 | | |
| P12 | I4S | 1 | 5 | 15-9 | Cap Stirrup | 4-5 1/4 | 3-2 | | |
| P13 | I4S | 1 | 5 | 15-9 | Cap Stirrup | 4-5 3/4 | 3-2 | | |
| P14 | I4S | 1 | 5 | 16-0 | Cap Stirrup | 4-7 | 3-2 | | |
| P15 | I4S | 1 | 5 | 16-2 | Cap Stirrup | 4-8 1/4 | 3-2 | | |
| P16 | I4S | 1 | 5 | 16-5 | Cap Stirrup | 4-9 1/4 | 3-2 | | |
| P17 | I4S | 1 | 5 | 16-7 | Cap Stirrup | 4-10 3/4 | 3-2 | | |
| P18 | I4S | 1 | 5 | 16-2 | Cap Stirrup | 4-8 | 3-2 | | |
| P19 | I4S | 1 | 5 | 15-11 | Cap Stirrup | 4-5 1/4 | 3-2 | | |
| P20 | I4S | 1 | 5 | 15-11 | Cap Stirrup | 4-5 3/4 | 3-2 | | |
| P21 | I4S | 1 | 5 | 15-6 | Cap Stirrup | 4-4 1/4 | 3-2 | | |
| P22 | I4S | 1 | 5 | 15-3 | Cap Stirrup | 4-2 1/4 | 3-2 | | |
| P23 | I4S | 1 | 5 | 15-1 | Cap Stirrup | 4-1 3/4 | 3-2 | | |
| P24 | I4S | 1 | 5 | 14-10 | Cap Stirrup | 4-0 3/4 | 3-2 | | |
| P25 | I4S | 1 | 5 | 14-8 | Cap Stirrup | 3-11 3/4 | 3-2 | | |
| P26 | I4S | 1 | 5 | 14-5 | Cap Stirrup | 3-9 1/4 | 3-2 | | |
| P27 | I4S | 1 | 5 | 14-3 | Cap Stirrup | 3-8 3/4 | 3-2 | | |
| P28 | ZS | 9 | 5 | 3-3 | Hanger | 0-5 | 3-2 | | |



| | | | | |
|--------------------------------------|------------------------|-----------------------|---------------------------|---|
| MicroStation v8i.1.180 | E-SHEET NAME: 27817-50 | USERS: emly, montooth | DATE PLOTTED: 11-JAN-2019 | FILE NAME: J:\D:\SFR\110-R5M\MKRY 1010 OVER Mtn Parkway\27852.dgn |
| SECTION A-A | | | | |
| ITEM NUMBER | | PIER 1 | | |
| COUNT | | MOUNTAIN PARKWAY | | |
| ROUTE | | WOLFE COUNTY | | |
| STATE | | Kentucky | | |
| DESIGNED BY | | L. Likins | | |
| CHECKED BY | | L. Likins | | |
| DATE | | December 2018 | | |
| REVISION | | PIER 1 | | |
| Division of Structural Design | | | | |
| Department of Highways | | | | |
| SHEET NO. 27852 | | | | |
| DRAWING NO. 27852 | | | | |

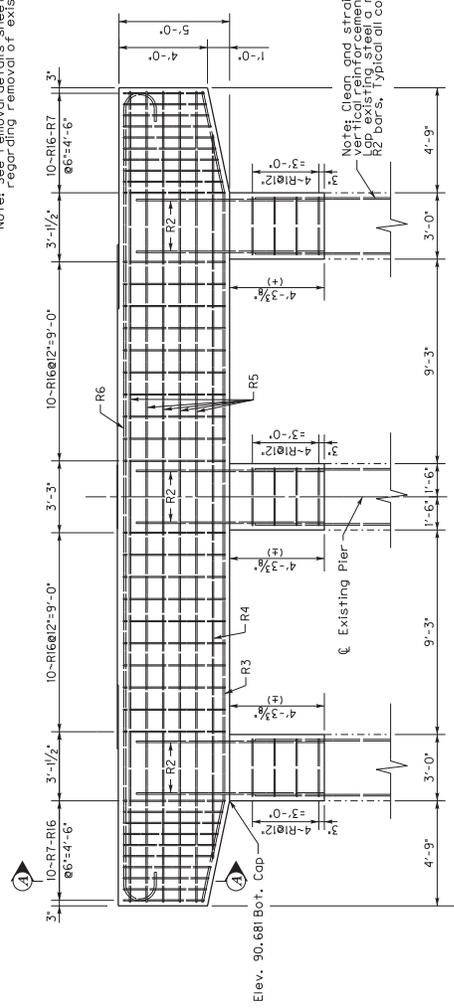
BILL OF REINFORCEMENT

| MARK | TYPE | NO. | SIZE | LENGTH | LOCATION | A | B | C | D |
|------|------|-----|------|--------|-------------|----------|---------|----------|----------|
| R1 | 14s | 12 | 4 | 11-3 | Column | 2-8 | 2-8 | | |
| R2 | 5s | 36 | 7 | 7-6 | Column Cap | 27-5 1/2 | 4-8 1/2 | 0-11 1/2 | 4-1 1/2 |
| R3 | 6 | 8 | 8 | 36-10 | Bottom Cap | | | | |
| R4 | 5s | 2 | 6 | 32-8 | Cap Side | | | | |
| R5 | 5s | 10 | 6 | 36-8 | Cap Side | | | | |
| R6 | 1 | 6 | 9 | 39-5 | Cap Top | 35-6 1/2 | 1-11 | 0-11 1/2 | 36-6 1/2 |
| R7 | 14s | 2 | 5 | 14-3 | Cap Stirrup | 3-8 | 3-2 | | |
| R8 | 14s | 2 | 5 | 14-5 | Cap Stirrup | 3-9 | 3-2 | | |
| R9 | 14s | 2 | 5 | 14-8 | Cap Stirrup | 3-11 1/2 | 3-2 | | |
| R10 | 14s | 2 | 5 | 15-10 | Cap Stirrup | 4-0 | 3-2 | | |
| R11 | 14s | 2 | 5 | 15-3 | Cap Stirrup | 4-2 1/2 | 3-2 | | |
| R12 | 14s | 2 | 5 | 15-6 | Cap Stirrup | 4-4 1/2 | 3-2 | | |
| R13 | 14s | 2 | 5 | 15-8 | Cap Stirrup | 4-5 1/2 | 3-2 | | |
| R14 | 14s | 2 | 5 | 15-11 | Cap Stirrup | 4-6 1/2 | 3-2 | | |
| R15 | 14s | 22 | 5 | 16-2 | Cap Stirrup | 4-8 | 3-2 | | |



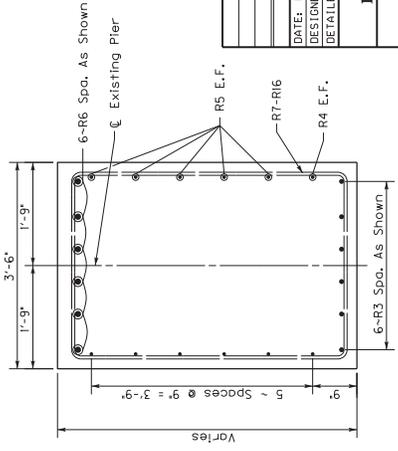
Note: Beam elevations are given at the top of concrete.
Note: For additional Bearing & Dowel Details, see Std. Dwg. BBP-002 c.e.
Note: See removal details sheet for details regarding removal of existing concrete.

PLAN OF CAP

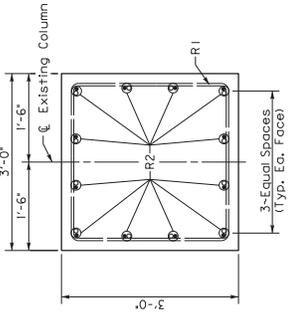


ELEVATION

Note: Stirrup bar locations may need to be adjusted slightly to avoid interactions from existing vertical bars from column.



SECTION A-A



SECTION THROUGH PIER COLUMN

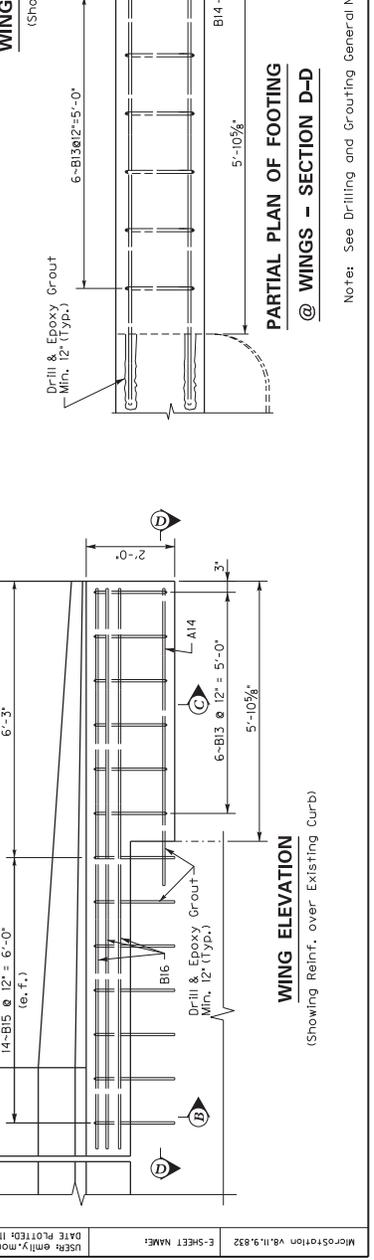
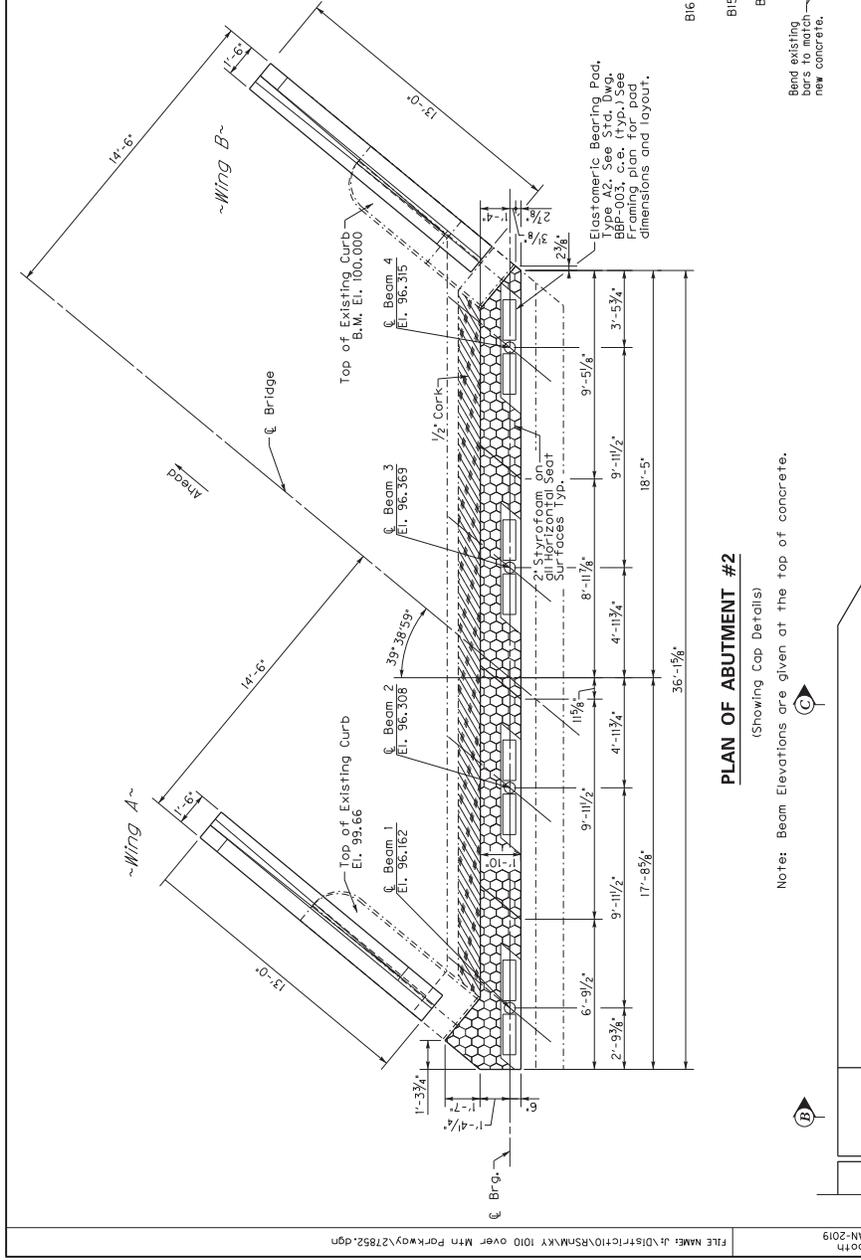
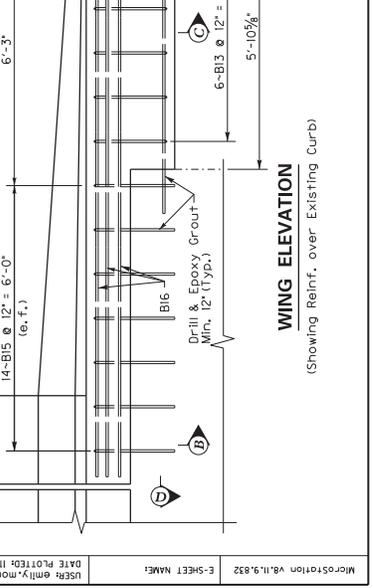
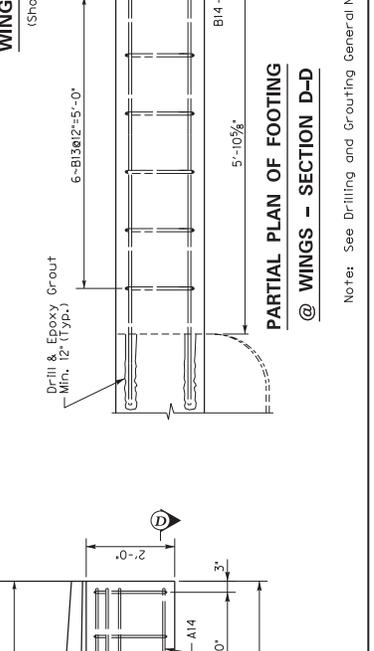
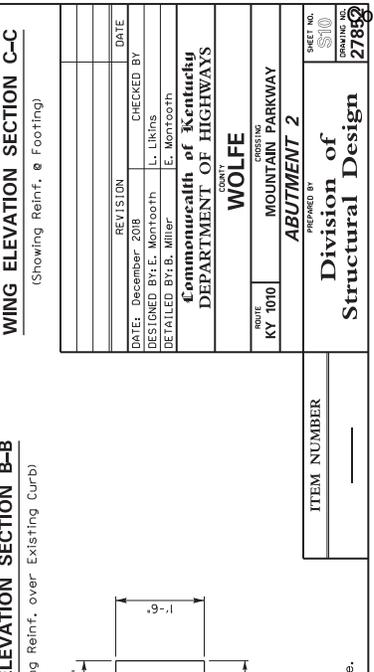
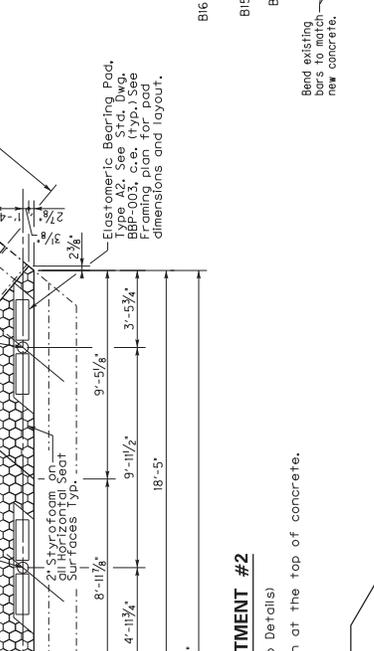
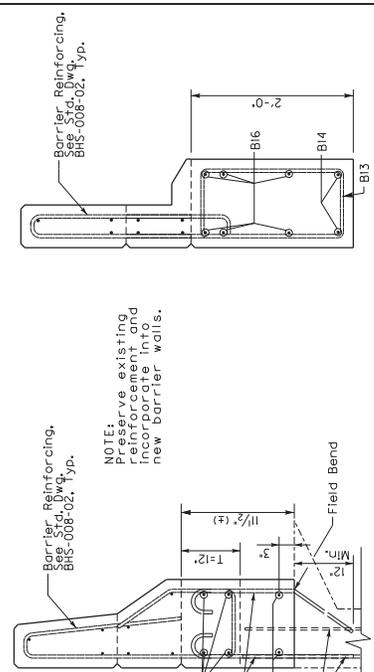
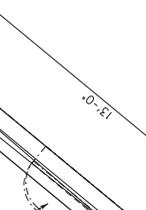
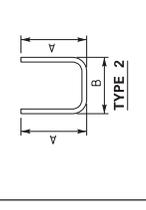
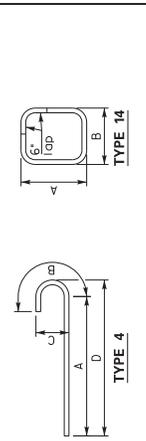
| DATE | REVISION | CHECKED BY |
|--------------------------|----------|----------------|
| December 2018 | | L. Likins |
| DESIGNED BY: E. Montooth | | Emily Montooth |
| DETAILED BY: E. Montooth | | Emily Montooth |

Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
COUNTY: WOLFE
ROUTE: KY 1010
PROJECT: MOUNTAIN PARKWAY
PIER 2
PREPARED BY: Structural Design
SHEET NO.: 27852
DRAWING NO.: 27852

ITEM NUMBER

BILL OF REINFORCEMENT

| MARK | TYPE | NO. | SIZE | LENGTH | LOCATION | A | B | C | D |
|------|------|-----|------|---------|-------------|-------|-------|---|---|
| B1a | 2S | 1 | 5 | 9'-5" | Cap Stirrup | 3'-3" | 3'-2" | | |
| B1b | 2S | 1 | 5 | 8'-2" | Cap Stirrup | 3'-3" | 2'-1" | | |
| B1c | 2S | 15 | 5 | 8'-2" | Cap Stirrup | 3'-3" | 1'-1" | | |
| B1d | 2S | 16 | 5 | 8'-2" | Cap Stirrup | 3'-3" | 1'-1" | | |
| B1e | 2S | 1 | 5 | 7'-10" | Cap Stirrup | 3'-3" | 1'-7" | | |
| B1f | 2S | 1 | 5 | 7'-9" | Cap Stirrup | 3'-3" | 1'-6" | | |
| B1g | Str. | 3 | 5 | 35'-10" | Cap | | | | |
| B1h | Str. | 3 | 5 | 33'-8" | Cap | | | | |
| B1i | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1j | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1k | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1l | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1m | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1n | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1o | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1p | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1q | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1r | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1s | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1t | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1u | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1v | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1w | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1x | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1y | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B1z | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2a | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2b | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2c | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2d | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2e | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2f | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2g | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2h | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2i | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2j | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2k | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2l | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2m | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2n | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2o | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2p | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2q | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2r | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2s | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2t | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2u | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2v | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2w | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2x | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B2y | Str. | 1 | 5 | 35'-0" | Cap | | | | |
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| B3d | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3e | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3f | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3g | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3h | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3i | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3j | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3k | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3l | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3m | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3n | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3o | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3p | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3q | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3r | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3s | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3t | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3u | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3v | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3w | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3x | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3y | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B3z | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4a | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4b | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4c | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4d | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4e | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4f | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4g | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4h | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4i | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4j | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4k | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4l | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4m | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4n | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4o | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4p | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4q | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4r | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4s | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4t | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4u | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4v | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4w | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4x | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4y | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B4z | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5a | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5b | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5c | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5d | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5e | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5f | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5g | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5h | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5i | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5j | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5k | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5l | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5m | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5n | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5o | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5p | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5q | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5r | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5s | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5t | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5u | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5v | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5w | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5x | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5y | Str. | 1 | 5 | 35'-0" | Cap | | | | |
| B5z | Str. | 1 | 5 | 35'-0" | Cap | | | | |



| REVISION | DATE | CHECKED BY |
|--------------------------|---------------|-------------|
| DESIGNED BY: E. Montooth | December 2018 | L. Links |
| DETAILED BY: B. Miller | | E. Montooth |

MicroStation v8.11.9.832
USFS: emly, montooth
DATE PLOTTED: 11-JAN-2019
FILE NAME: J:\DIS\FR1101-R5N\MKRY 1010 OVER Mtn Parkway\27852.dgn

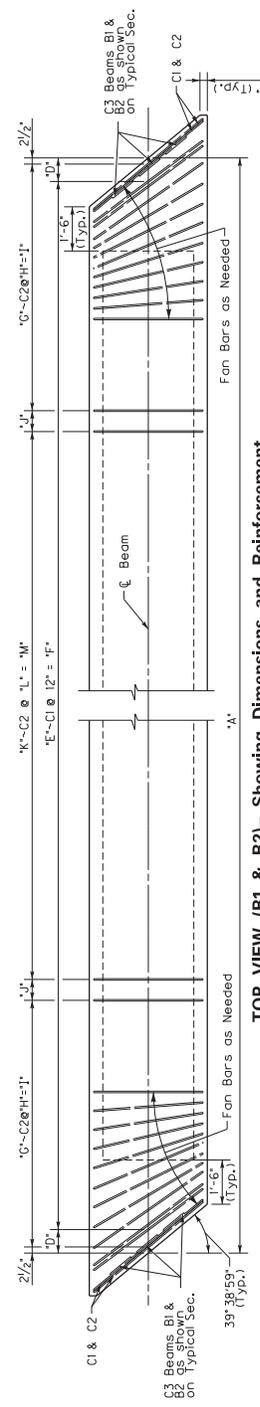
DATE: December 2018
DESIGNED BY: E. Montooth
DETAILED BY: B. Miller
CHECKED BY: L. Links
E. Montooth
COMMUNICATED BY: E. Montooth
DEPARTMENT OF HIGHWAYS
COUNTY: WOLFE
ROUTE: KY 1010
PROJECT: MOUNTAIN PARKWAY
ABUTMENT 2
PREPARED BY: Structural Design
SHEET NO. S10
DRAWING NO. 27852

General Notes

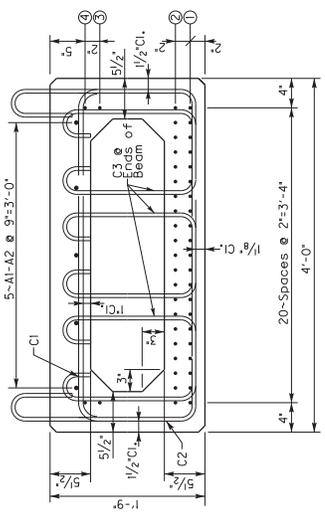
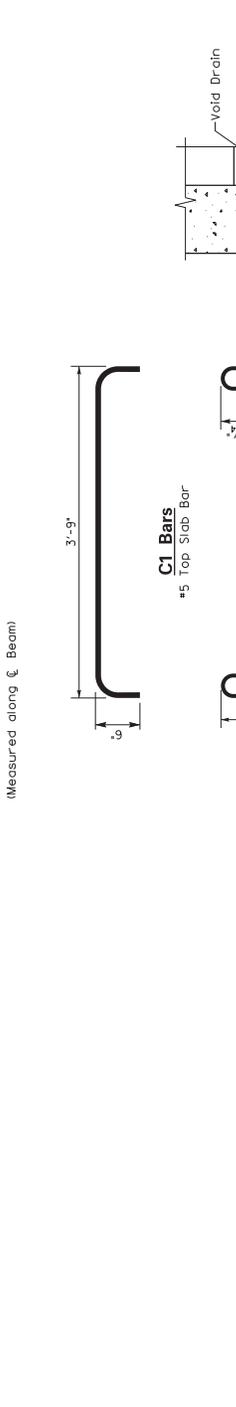
CONCRETE: Ensure prestressed girder concrete is in accordance with these plans and the specifications.
 MATERIALS DESIGN SPECIFICATIONS: For prestressed beams:
 FY = 60,000 psi F'c = 270,000 psi
 PRESTRESSING REINFORCEMENT: Ensure that strands are 0.5" oversized diameter, 0.167 sq. in., uncoated seven-wire stress relieved, low-relaxation conforming to AASHTO M 203, Grade 270. Billing of the cost for redesign of beam and subsequent plan modifications will be made for any request of alternate strand type or arrangement. The designer of the original plans is responsible for the billing and work.
 CONSTRUCTION METHOD: Pre-tension all beams. Ensure concrete has attained 75% strength in the upper standard test cylinders prior to the end of the prestressing operation. The contractor shall be responsible for the concrete or releasing the end anchors. Obtain f'c (shown in the table) at or prior to 28 days. Apply an initial force of 33,817 lbs. per low-relaxation strand to develop a stress of 202,500 psi. No beam will be accepted that is non-combined to the extent that strength of the beam or resistance to deterioration has been affected. An allowance of 0.0005L is made for shortening of beams due to shrinkage and elastic change and is included in the beam dimensions on this sheet. Payment will be made for plan quantities, which is the anticipated delivered length of the beams (length before 0.0005L allowance). Show a detensioning plan by sequential numbering of the strand pattern on the shop plans.
 LIFTING DEVICES: Detail lifting devices on the shop plans. Loads are to be distributed equally to each device.
 BEARING DEVICES: Include the price for bearing pads, cork, and styrofoam and any necessary galvanized metal shims in the bid for precast beams.
 FABRICATION: The "Maximum Allowable Camber" shown on the beam sheet is the maximum camber to be allowed. The contractor shall ensure that the beam will begin to encroach into the slab if the measured camber is greater than the "Maximum Allowable Camber" the contractor will be responsible for any necessary adjustments to assure a minimum slab thickness as shown in the plans. This work will be considered incidental to the completion of the structure and have the approval of the Engineer.
 REINFORCEMENT: Dimensions shown from the face of concrete to reinforcement are clear dimensions. Location of reinforcement shall be in accordance with Section 811.10 of the Specifications. All bars marked "C" shall be considered a stirrup for purposes of bend diameters.

| Strand Data with number indicated in rows | | Box Beam Data | | | | | | | | | | Straight Reinforcement | | Maximum Allowable Camber | | | | | | | |
|---|------------------------|--------------------|--------------------|-----------------------|-----------------|------------------|----------------------|------------|-----------|------------|-------|------------------------|-----------|--------------------------|-------|--------|----|------|--------|--------|--------|
| Mark | Midspan Fully Stressed | End Fully Stressed | Total # of Strands | Concrete Stress (psi) | Hold Down (lbs) | Total # of Beams | Approx. Weight (lbs) | Dimensions | | | | | | | | | | Mark | Size | Length | Camber |
| | | | | | | | | A | D | E | F | G | H | I | J | K | L | | | | |
| B1 | 12 21 2 | 12 21 2 | 37 | 7000 8000 | 37 | 8 | 29664 | 44'-1" | 0'-6 1/2" | 44'-4 3/4" | 0'-5" | 6'-8" | 0'-8" | 30 | 1'-0" | 29'-0" | A1 | #5 | 43'-9" | 2 1/4" | |
| B2 | 12 21 2 | 12 21 2 | 37 | 7000 8000 | 4 | 4 | 41833 | 62'-2" | 0'-7" | 62'-6 1/2" | 0'-4" | 7'-8" | 0'-8 1/2" | 46 | 1'-0" | 45'-0" | A2 | #5 | 32'-0" | 4" | |

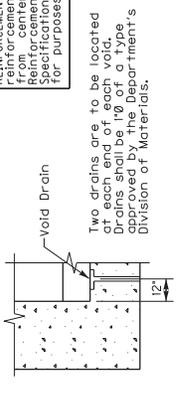
Note: A2 bars ~ 2 lengths, 2'-2" Min. Lap



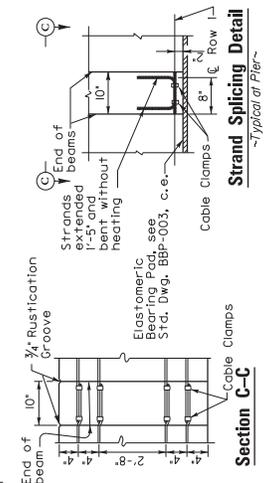
TOP VIEW (B1 & B2) - Showing Dimensions and Reinforcement
(Measured along ℓ Beam)



TYPICAL SECTION THROUGH BOX BEAM



VOID DRAIN DETAIL



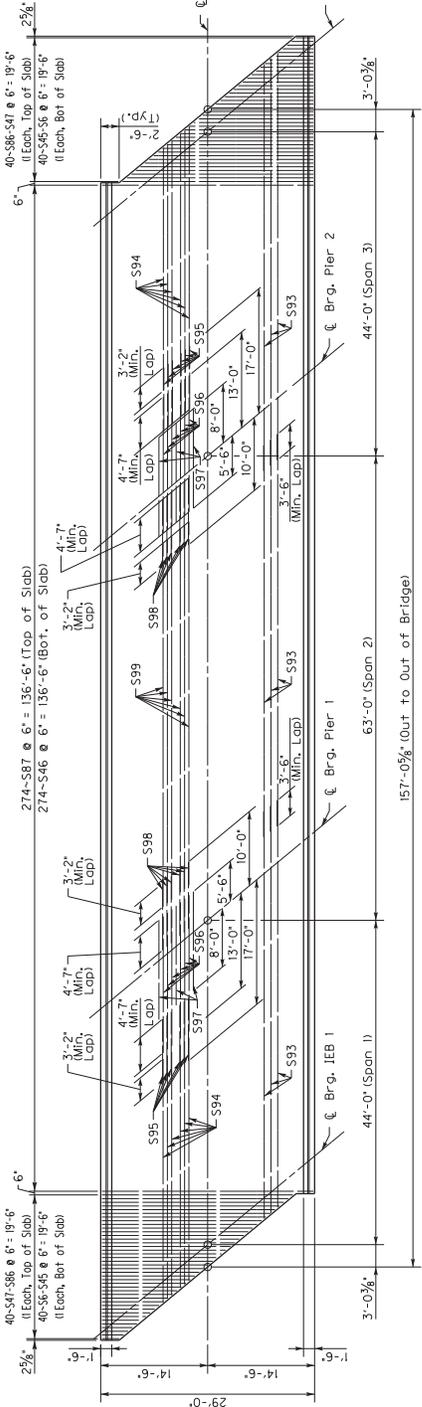
Strand Splicing Detail
-Typical at Pier-

| DATE | REVISION | CHECKED BY |
|---------------|----------|------------|
| December 2018 | | L. Likins |
| DESIGNED BY | | L. Likins |
| DETAILED BY | | L. Likins |

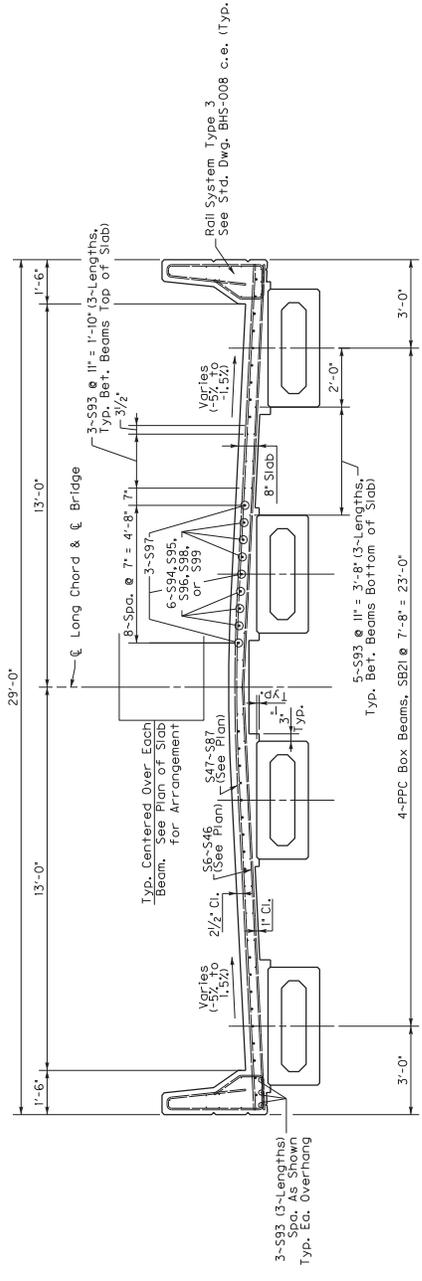
Commonwealth of Kentucky
DEPARTMENT OF HIGHWAYS
 COUNTY: **WOLFE**
 ROUTE: **KY 1010** **MOUNTAIN PARKWAY**
PPC BOX BEAM SB21 DETAILS
 SHEET NO. **S12**
 DRAWING NO. **27852**

| ITEM NUMBER |
|-------------|
| |

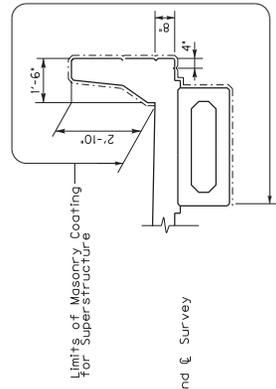
PREPARED BY: **Division of Structural Design**



PLAN OF SLAB



TYPICAL SECTION



MASONRY COATING DETAIL
(Typical Each Overhang)

- Notes:
- 3-Lengths S93, Min. Lap 3'-6"
 - Lap S94 & S95, Min. Lap 3'-2"
 - Lap S96 & S97, Min. Lap 3'-2"
 - Lap S98 & S99, Min. Lap 4'-7"
 - Lap S98 & S99, Min. Lap 3'-2"

| DATE | REVISION | CHECKED BY |
|---|----------|------------------|
| JUNE 2008 | | EMILY MONTGOMERY |
| DESIGNED BY: Carl Van Zee | | |
| DETAILED BY: Carl Van Zee | | |
| Commonwealth of Kentucky | | |
| DEPARTMENT OF HIGHWAYS | | |
| COUNTY: WOLFE | | |
| ROUTE: KY 524 | | |
| DISTRICT: EIGHTEEN MILE CREEK | | |
| SUPERSTRUCTURE | | |
| PREPARED BY: Division of Structural Design | | |
| SHEET NO. S13 | | |
| DRAWING NO. 27852 | | |

| ITEM NUMBER |
|-------------|
| |

CONSTRUCTION ELEVATIONS

| LOCATION | CL BEAM 1 | | CL BEAM 2 | | CENTER LINE BRIDGE | | CL BEAM 3 | | CL BEAM 4 | | RIGHT GUTTER |
|--------------|---------------|-------------|-----------|---------------|--------------------|----------|---------------|-------------|-----------|---------------|--------------|
| | CONSTR. ELEV. | TOP OF BEAM | DIM. "X" | CONSTR. ELEV. | TOP OF BEAM | DIM. "X" | CONSTR. ELEV. | TOP OF BEAM | DIM. "X" | CONSTR. ELEV. | |
| Skew Line AA | 96.052 | 96.020 | 95.856 | 95.771 | 95.685 | 95.525 | 95.496 | | | | |
| Skew Line BB | 96.158 | 96.125 | 95.958 | 95.872 | 95.787 | 95.629 | 95.601 | | | | |
| Skew Line CC | 97.349 | 97.324 | 97.218 | 97.178 | 97.112 | 96.991 | 96.969 | | | | |
| Skew Line DD | 98.466 | 98.470 | 98.512 | 98.547 | 98.507 | 98.438 | 98.427 | | | | |
| Skew Line EE | 98.896 | 98.920 | 99.066 | 99.152 | 99.127 | 99.072 | 99.061 | | | | |
| Skew Line FF | 98.915 | 98.940 | 99.093 | 99.183 | 99.156 | 99.099 | 99.087 | | | | |
| Grid Line 1 | 96.527 | 96.449 | 96.053 | 96.131 | 95.940 | 95.845 | 95.772 | | | | |
| Grid Line 2 | 96.754 | 96.683 | 96.316 | 96.393 | 96.212 | 96.120 | 96.052 | | | | |
| Grid Line 3 | 96.959 | 96.894 | 96.562 | 96.637 | 96.466 | 96.377 | 96.313 | | | | |
| Grid Line 4 | 97.145 | 97.087 | 96.789 | 96.861 | 96.702 | 96.615 | 96.555 | | | | |
| Grid Line 5 | 97.314 | 97.262 | 96.996 | 97.068 | 96.918 | 96.835 | 96.779 | | | | |
| Grid Line 6 | 97.530 | 97.472 | 97.188 | 97.294 | 97.123 | 97.059 | 96.995 | | | | |
| Grid Line 7 | 97.744 | 97.693 | 97.429 | 97.548 | 97.386 | 97.326 | 97.265 | | | | |
| Grid Line 8 | 97.935 | 97.892 | 97.665 | 97.779 | 97.630 | 97.572 | 97.516 | | | | |
| Grid Line 9 | 98.097 | 98.062 | 97.876 | 97.983 | 97.849 | 97.791 | 97.741 | | | | |
| Grid Line 10 | 98.228 | 98.202 | 98.059 | 98.157 | 98.038 | 97.981 | 97.937 | | | | |
| Grid Line 11 | 98.330 | 98.311 | 98.211 | 98.300 | 98.197 | 98.140 | 98.102 | | | | |
| Grid Line 12 | 98.405 | 98.395 | 98.334 | 98.416 | 98.327 | 98.271 | 98.239 | | | | |
| Grid Line 13 | 98.462 | 98.457 | 98.431 | 98.510 | 98.432 | 98.379 | 98.351 | | | | |
| Grid Line 14 | 98.573 | 98.562 | 98.510 | 98.511 | 98.432 | 98.379 | 98.351 | | | | |
| Grid Line 15 | 98.676 | 98.672 | 98.646 | 98.632 | 98.533 | 98.498 | 98.462 | | | | |
| Grid Line 16 | 98.761 | 98.763 | 98.771 | 98.773 | 98.682 | 98.652 | 98.619 | | | | |
| Grid Line 17 | 98.826 | 98.835 | 98.877 | 98.896 | 98.816 | 98.789 | 98.760 | | | | |
| Grid Line 18 | 98.874 | 98.889 | 98.964 | 99.000 | 98.931 | 98.906 | 98.882 | | | | |
| Grid Line 19 | ----- | ----- | 99.034 | 99.086 | 99.027 | 99.004 | 98.983 | | | | |
| Grid Line 20 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | | | | |

NOTES FOR ELEVATIONS TAKEN ON PRESTRESSED CONCRETE BEAMS

Take elevations on top of beam at points indicated by the grid layout. The beam elevations are to be read to three decimals, and entered in tables under "Top of Beam Elevations."
 Compute dimension "X" as follows: "Construction Elevation" minus "Top of Beam" elevation equals dimension "X". Construction Elevations include camber due to weight of the concrete slab and barrier. Measuring of dimension "X" gives the final check on beam tolerances for camber, beam damage, and errors in erection that produce reverse cambers, sags, and unsightly fascia beams.
 For setting templates, measure dimension "X" above top of beams for top of template. Do not set template by elevations. Temporary supports or shoring will not be permitted under the griders when turning the concrete floor slab or when taking "Top of Beam" elevations.

Construct barrier to roadway grade. Do not add camber to the barrier.

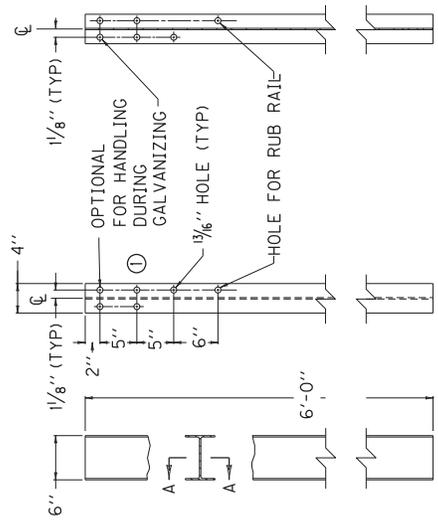
Note to Engineer: The "Maximum Allowable Camber" shown on the beam sheet is the amount of camber, measured prior to casting the deck, above which the beam will begin to encroach into the slab. If the measured camber is greater than the "Maximum Allowable Camber," the contractor will be responsible for any necessary adjustments to assure a minimum slab thickness of 8 inches as shown in the plans. This work will be considered incidental to the completion of the structure and must have the approval of the Engineer.

The minimum allowable X-dimension on a beam is that which results in the design deck thickness (8") at the edge of the beam flange. This is calculated as the deck thickness + 1/2" of the top flange width. For ex. 8" + 24" x 0.049 = 9.16" ± 0.765". Any necessary modifications to some or all of the X-dimensions must meet the approval of the Engineer.

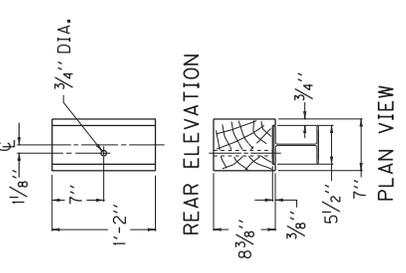
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|---|----------------------------------|------------|
| DATE: December 2018 | REVISION | CHECKED BY |
| DESIGNED BY: E. Montooth | L. Likins | |
| DETAILED BY: E. Montooth | L. Likins | |
| Commonwealth of Kentucky | | |
| DEPARTMENT OF HIGHWAYS | | |
| COUNTY: WOLFE | | |
| ROUTE: KY 1010 | PROJECT: MOUNTAIN PARKWAY | |
| CONSTRUCTION ELEVATIONS | | |
| PREPARED BY: Division of Structural Design | | |
| SHEET NO. 27852 | DRAWING NO. 27852 | |

| | |
|-------------|--|
| ITEM NUMBER | |
|-------------|--|

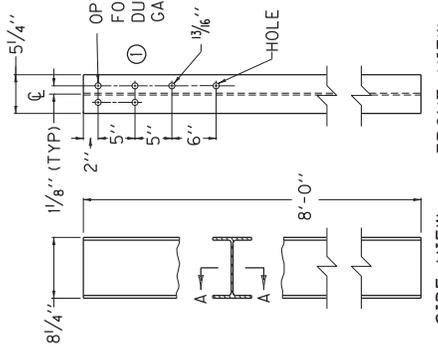
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|-----------|----------|-----------|
| COUNTY OF | ITEM NO. | SHEET NO. |
| WOLFE | | S18 |



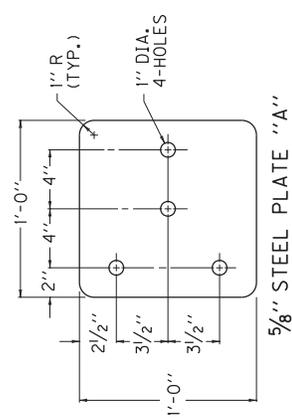
~ W6 X 9.0 STEEL GUARDRAIL POST ~
(USED WITH C6 X 8.2 RUB RAIL)



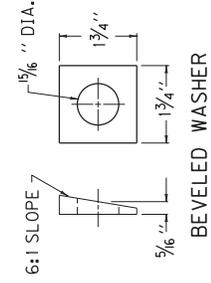
OFFSET BLOCK TYPE 6
(TIMBER OR APPROVED COMPOSITE)
(FOR USE WITH W8 X 21 STEEL POST ONLY)



~ W8 X 21 STEEL GUARDRAIL POST ~



5/8" STEEL PLATE "A"

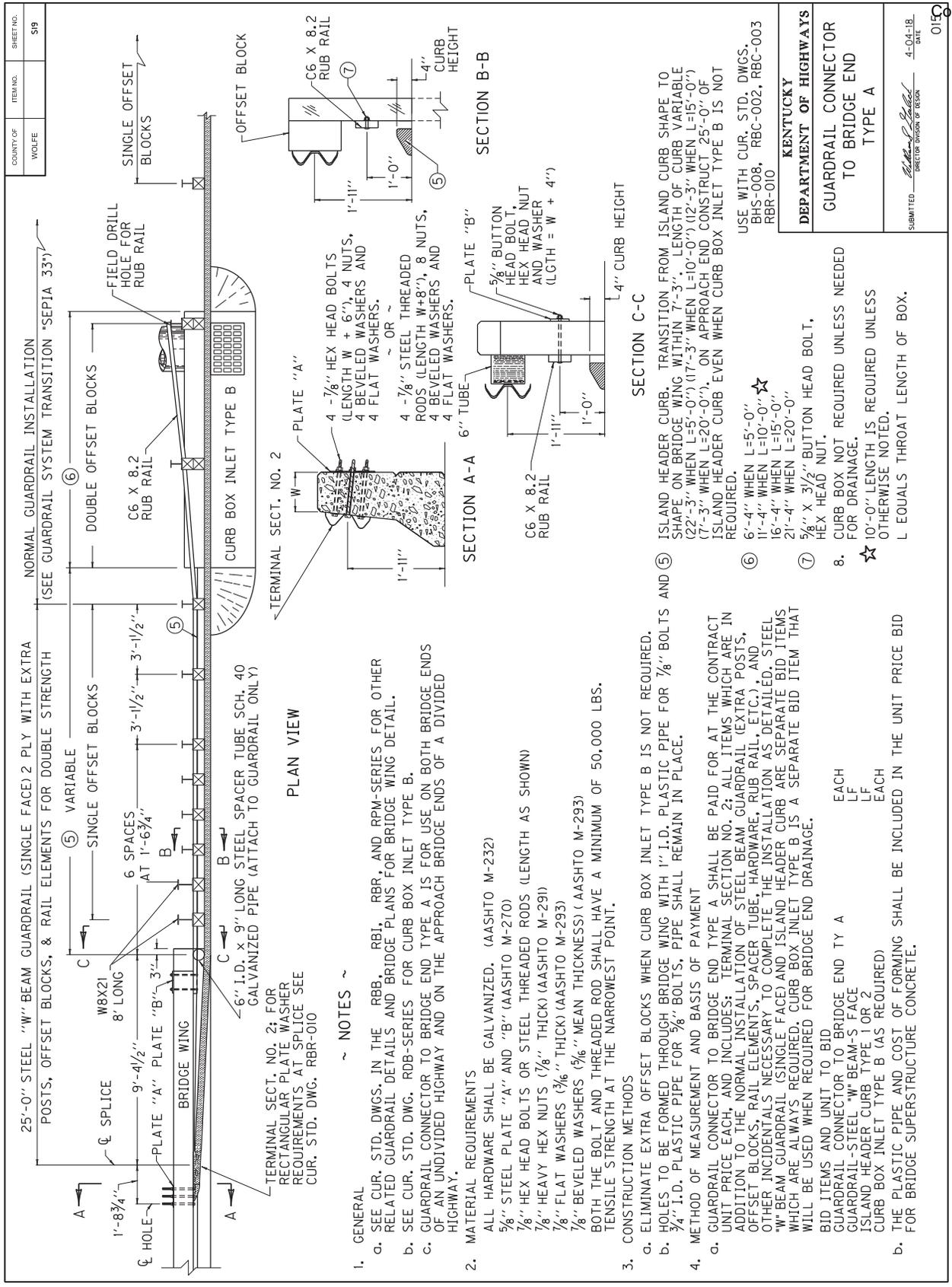


BEVELED WASHER

~ NOTES ~
① THESE HOLES ARE REQUIRED FOR ATTACHING RAIL.

USE WITH CUR. STD. DWGS.
RBC-002, RBC-005, RBC-006
KENTUCKY
DEPARTMENT OF HIGHWAYS
GUARDRAIL CONNECTOR
TO BRIDGE END
TYPE A AND A-1
COMPONENTS

SUBMITTED: *[Signature]* 11-17-17
DATE: 11-17-17
DIRECTOR DIVISION OF DESIGN



| | |
|-----------|-------|
| COUNTY OF | WOLFE |
| ITEM NO. | |
| SHEET NO. | 519 |

25'-0" STEEL "W" BEAM GUARDRAIL (SINGLE FACE) 2 PLY WITH EXTRA POSTS, OFFSET BLOCKS, & RAIL ELEMENTS FOR DOUBLE STRENGTH (SEE GUARDRAIL SYSTEM TRANSITION "SEPIA 33")

DOUBLE OFFSET BLOCKS

C6 X 8.2 RUB RAIL

FIELD DRILL HOLE FOR RUB RAIL

SINGLE OFFSET BLOCKS

CURB BOX INLET TYPE B

TERMINAL SECT. NO. 2

SECTION A-A

SECTION B-B

SECTION C-C

- PLAN VIEW
- 5 VARIABLE
- 6 DOUBLE OFFSET BLOCKS
- 7 C6 X 8.2 RUB RAIL
- 8 4 - 7/8" HEX HEAD BOLTS (LENGTH W + 6"), 4 NUTS, 4 BEVELLED WASHERS AND 4 FLAT WASHERS.
- 9 4 - 7/8" STEEL THREADED RODS (LENGTH W+8"), 8 NUTS, 4 BEVELLED WASHERS AND 4 FLAT WASHERS.
- 10 5/8" BUTTON HEAD BOLT, HEX HEAD NUT AND WASHER (LGTH = W + 4")
- 11 6" I.D. x 9" LONG STEEL SPACER TUBE SCH. 40 GALVANIZED PIPE (ATTACH TO GUARDRAIL ONLY)
- 12 1'-8 3/4" HOLE
- 13 9'-4 1/2" PLATE "A" PLATE "B", 3"
- 14 6 SPACES AT 1'-6 3/4"
- 15 3'-1 1/2"
- 16 3'-1 1/2"
- 17 1'-11"
- 18 1'-11"
- 19 1'-11"
- 20 1'-11"
- 21 1'-11"
- 22 1'-11"
- 23 1'-11"
- 24 1'-11"
- 25 1'-11"
- 26 1'-11"
- 27 1'-11"
- 28 1'-11"
- 29 1'-11"
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- 94 1'-11"
- 95 1'-11"
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- 97 1'-11"
- 98 1'-11"
- 99 1'-11"
- 100 1'-11"

1. GENERAL
- a. SEE CUR. STD. DWGS. IN THE RBB, RBI, RBR, AND RPM-SERIES FOR OTHER RELATED GUARDRAIL DETAILS AND BRIDGE PLANS FOR BRIDGE WING DETAIL.
- b. SEE CUR. STD. DWG. RDB-SERIES FOR CURB BOX INLET TYPE B.
- c. GUARDRAIL CONNECTOR TO BRIDGE END TYPE A IS FOR USE ON BOTH BRIDGE ENDS OF AN UNDIVIDED HIGHWAY AND ON THE APPROACH BRIDGE ENDS OF A DIVIDED HIGHWAY.
2. MATERIAL REQUIREMENTS
- a. ALL HARDWARE SHALL BE GALVANIZED. (AASHTO M-232)
- 5/8" STEEL PLATE "A" AND "B" (AASHTO M-270)
- 7/8" HEX HEAD BOLTS OR STEEL THREADED RODS (LENGTH AS SHOWN)
- 7/8" HEAVY HEX NUTS (1/8" THICK) (AASHTO M-291)
- 7/8" FLAT WASHERS (3/16" THICK) (AASHTO M-293)
- 7/8" BEVELLED WASHERS (5/16" MEAN THICKNESS) (AASHTO M-293)
- BOTH THE BOLT AND THREADED ROD SHALL HAVE A MINIMUM OF 50,000 LBS. TENSILE STRENGTH AT THE NARROWEST POINT.
3. CONSTRUCTION METHODS
- a. ELIMINATE EXTRA OFFSET BLOCKS WHEN CURB BOX INLET TYPE B IS NOT REQUIRED.
- b. HOLES TO BE FORMED THROUGH BRIDGE WING WITH 1" I.D. PLASTIC PIPE FOR 7/8" BOLTS AND 3/4" I.D. PLASTIC PIPE FOR 5/8" BOLTS. PIPE SHALL REMAIN IN PLACE.
4. METHOD OF MEASUREMENT AND BASIS OF PAYMENT
- a. GUARDRAIL CONNECTOR TO BRIDGE END TYPE A SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, AND INCLUDES: TERMINAL SECTION NO. 2; ALL ITEMS WHICH ARE IN ADDITION TO THE NORMAL INSTALLATION OF STEEL BEAM GUARDRAIL (EXTRA POSTS, OFFSET BLOCKS, RAIL ELEMENTS, SPACER TUBE, HARDWARE, RUB RAIL, ETC.) AND OTHER INCIDENTALS NECESSARY TO COMPLETE THE INSTALLATION AS DETAILED. STEEL "W" BEAM GUARDRAIL (SINGLE FACE) AND ISLAND HEADER CURB ARE SEPARATE BID ITEMS WHICH ARE ALWAYS REQUIRED. CURB BOX INLET TYPE B IS A SEPARATE BID ITEM THAT WILL BE USED WHEN REQUIRED FOR BRIDGE END DRAINAGE.
- b. ITEMS AND UNIT TO BID
- GUARDRAIL CONNECTOR TO BRIDGE END TYPE A EACH
- GUARDRAIL-STEEL "W" BEAM-S FACE LF
- ISLAND HEADER CURB TYPE 1 OR 2 LF
- CURB BOX INLET TYPE B (AS REQUIRED) EACH
- b. FOR BRIDGE SUPERSTRUCTURE CONCRETE.

ISLAND HEADER CURB. TRANSITION FROM ISLAND CURB SHAPE TO SHAPE ON BRIDGE WING WITHIN 7'-3". LENGTH OF CURB VARIABLE (22'-3" WHEN L=5'-0") (17'-3" WHEN L=10'-0") (12'-3" WHEN L=15'-0") (7'-3" WHEN L=20'-0"). ON APPROACH END CONSTRUCT 25'-0" OF ISLAND HEADER CURB EVEN WHEN CURB BOX INLET TYPE B IS NOT REQUIRED.

6 6'-4" WHEN L=5'-0"

11'-4" WHEN L=10'-0"

16'-4" WHEN L=15'-0"

21'-4" WHEN L=20'-0"

7 5/8" X 3 1/2" BUTTON HEAD BOLT, HEX HEAD NUT.

8. CURB BOX NOT REQUIRED UNLESS NEEDED FOR DRAINAGE.

★ 10'-0" LENGTH IS REQUIRED UNLESS OTHERWISE NOTED.

L EQUALS THROAT LENGTH OF BOX.

USE WITH CUR. STD. DWGS. BHS-008, RBC-002, RBC-003 RBR-010

KENTUCKY

DEPARTMENT OF HIGHWAYS

GUARDRAIL CONNECTOR TO BRIDGE END TYPE A

SUBMITTED

DATE 4-04-18

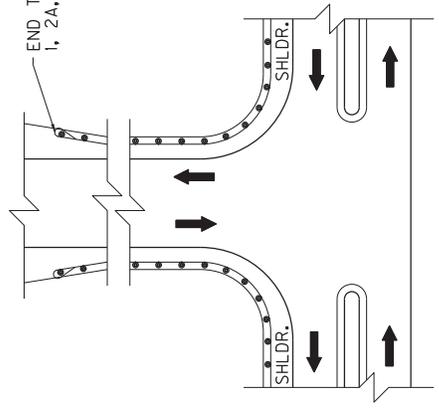
DIRECTOR DIVISION OF DESIGN

015

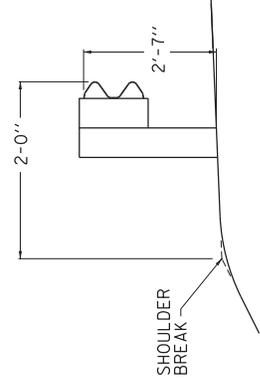
| | | |
|-----------|----------|-----------|
| COUNTY OF | ITEM NO. | SHEET NO. |
| WOLFE | | S20 |

~ NOTES ~

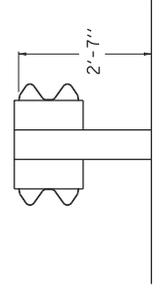
1. FOR END TREATMENT TYPE 4A USE CUR. STD. DWG. RBR-035 FOR OFFSETS.
2. THE MINIMUM LENGTH OF GUARDRAIL, INCLUDING THE END TREATMENT, PRECEDING A FIXED OBJECT IS 200 FEET: (LENGTH MAY BE REDUCED SHOULD FIELD CONDITIONS WARRANT).



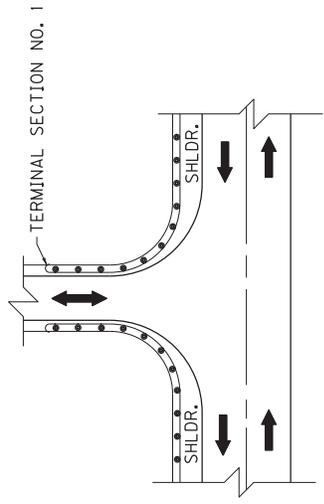
APPROACH ROADS



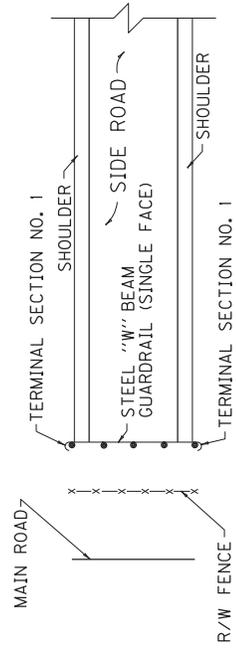
NORMAL GUARDRAIL INSTALLATION



TYPICAL DOUBLE FACE GUARDRAIL INSTALLATION



ENTRANCES



GUARDRAIL USED AS A BARRICADE

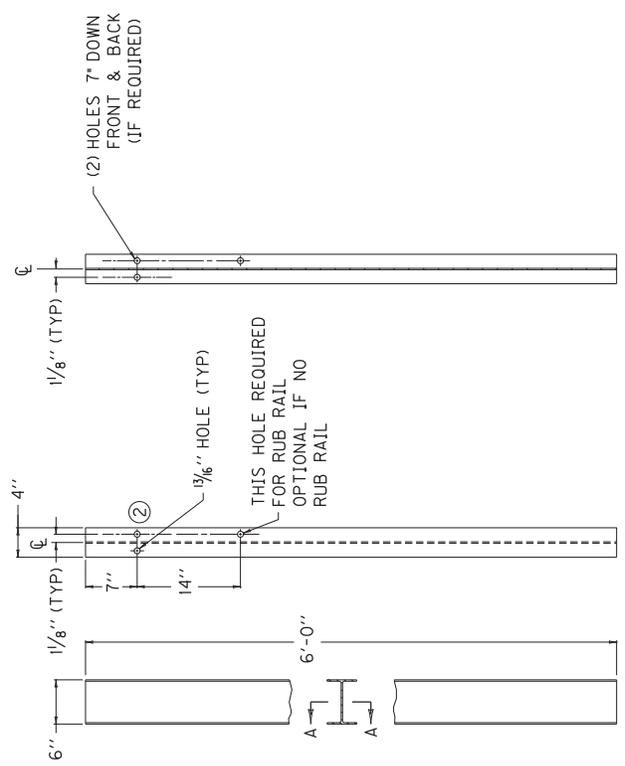
USE WITH CUR. STD. DWG.
RBI-002, RBR-035

KENTUCKY
DEPARTMENT OF HIGHWAYS
TYPICAL GUARDRAIL
INSTALLATIONS

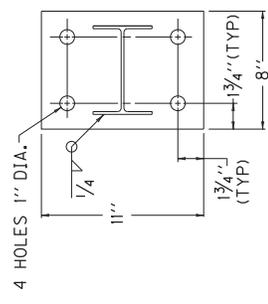
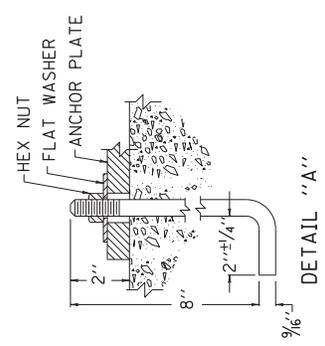
SUBMITTED: *[Signature]* DIRECTOR DIVISION OF DESIGN
11-17-17 DATE

| | |
|--------------------|-----------|
| ITEM NO. | SHEET NO. |
| COUNTY OF WOLFE | SZ1 |

- ~ NOTES ~
- ① W6 X 8.5 IS AN ACCEPTABLE ALTERNATE.
 - ② THESE HOLES ARE REQUIRED FOR ATTACHING RAIL.
 - ③ TIMBER OR COMPOSITE BLOCKOUTS MAY BE USED WITH STEEL POST.

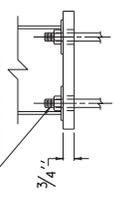


~ W6 X 9.0 STEEL POST ① ~

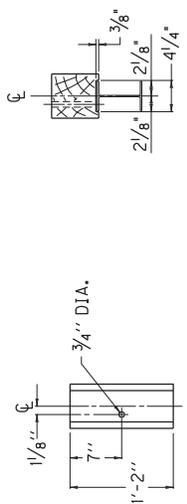


PLAN VIEW

SEE DETAIL "A"



SIDE VIEW
ANCHOR PLATE



REAR ELEVATION

PLAN VIEW

OFFSET BLOCK TYPE 4
6" X 8" (Nominal Size)
(TIMBER OR APPROVED COMPOSITE)
(FOR USE WITH STEEL POST ONLY)

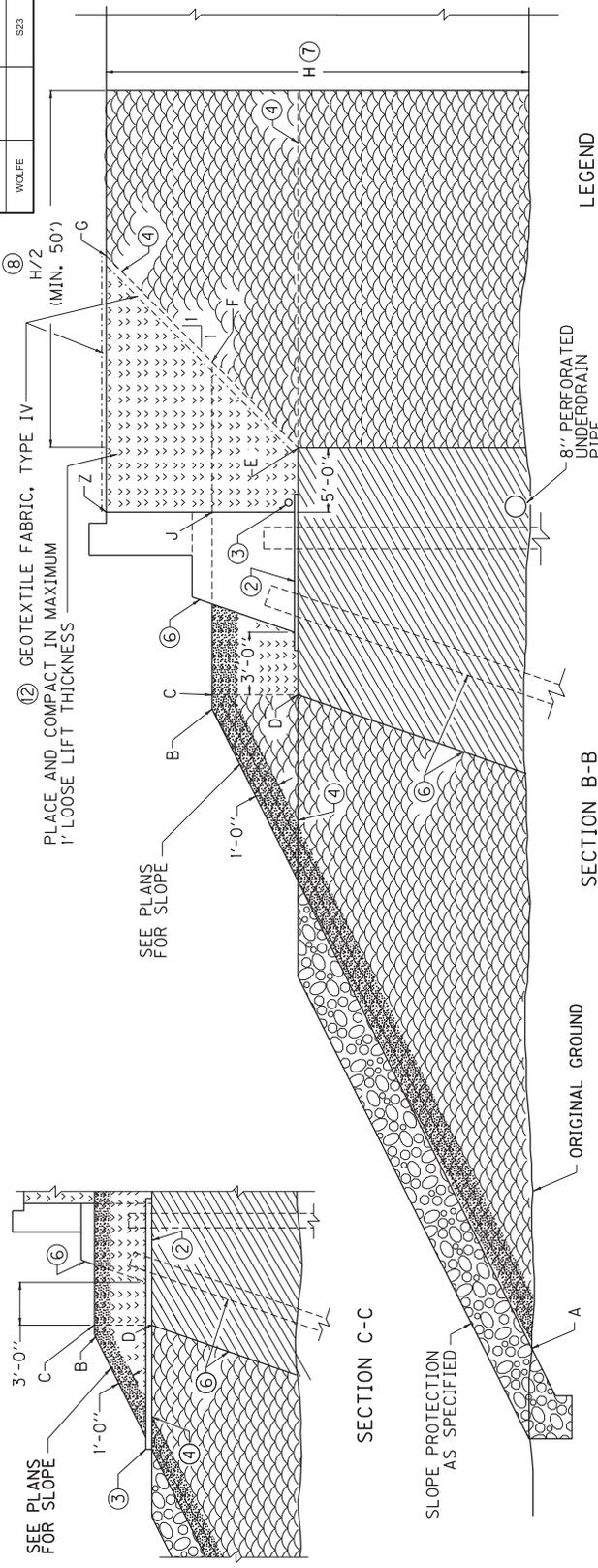
KENTUCKY
DEPARTMENT OF HIGHWAYS

STEEL
GUARDRAIL POSTS

SUBMITTED: *William S. Stetson*
DATE: 3-06-18
DIRECTOR DIVISION OF DESIGN

028

| | |
|-----------|-------|
| COUNTY OF | WOLFE |
| ITEM NO. | |
| SHEET NO. | SZ3 |

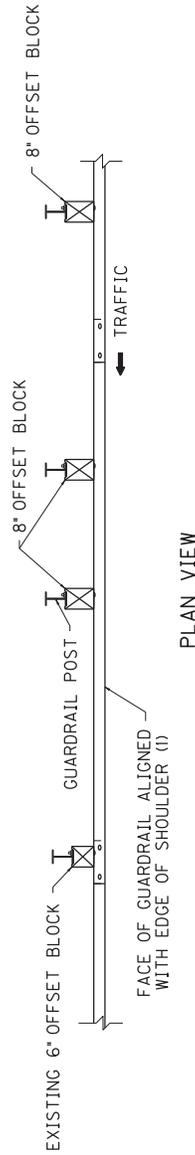


| | |
|--|---|
| LEGEND | <ul style="list-style-type: none"> SLOPE PROTECTION (SEE BRIDGE PLANS) PILE CORE STRUCTURE GRANULAR BACKFILL EMBANKMENT |
| USE WITH | SEPIA 009 |
| KENTUCKY | |
| DEPARTMENT OF HIGHWAYS | |
| TREATMENT OF EMBANKMENTS AT END-BENTS - DETAILS | |
| SUBMITTED | DATE |
| 1-30-17 | |

- NOTES**
- CONSTRUCTION SEQUENCE "B" IS A PERMITTED ALTERNATE ONLY WHEN GRANULAR OR ROCK EMBANKMENT IS UTILIZED.
 - 2" MORTAR BED OR ANY CLASS CONCRETE.
 - 4" PERFORATED UNDERDRAIN PIPE WRAPPED WITH GEOTEXTILE FABRIC FOR DRAINING THE EXCAVATED TRENCH AND STRUCTURE GRANULAR BACKFILL.
 - ACCEPTABLE ALTERNATES FOR TEMPORARY SLOPE (CONSTRUCTION SEQUENCE "B").
 - SHADED PORTIONS AND REPRESENT LIMITS OF NON-ERODIBLE GRANULAR EMBANKMENT IN ACCORDANCE WITH SPECIAL PROVISION NO. 69.
 - SLOPES ARE EQUAL.
 - "H" = EMBANKMENT HEIGHT MEASURED FROM SUBGRADE ELEVATION AT POINT ② TO THE LOWEST ELEVATION AT THE TOE OF THE SLOPE.
 - LIMITS OF EMBANKMENT CONSTRUCTION (H/2 OR 50' MIN.) REQUIRING 2' MAXIMUM LIFT THICKNESS FOR GRANULAR OR ROCK EMBANKMENTS.
 - SEE CURRENT SPECIAL PROVISION NO. 69 FOR CONSTRUCTION AND MATERIAL REQUIREMENTS, METHOD OF MEASUREMENT AND BASIS OF PAYMENT.
 - STRUCTURE GRANULAR BACKFILL PLACED AS A COMPLETE SEPARATE OPERATION AFTER CONSTRUCTION OF ALL OTHER EMBANKMENT.
 - NO INDIVIDUAL FRAGMENTS LARGER THAN 4 INCHES IN ANY DIMENSION PERMITTED WITHIN 3'-0" OF THE STRUCTURE.*
 - PLACE GEOTEXTILE FABRIC, TYPE IV PRIOR TO PLACING STRUCTURE GRANULAR BACKFILL AND AGGREGATE BASE COURSE.

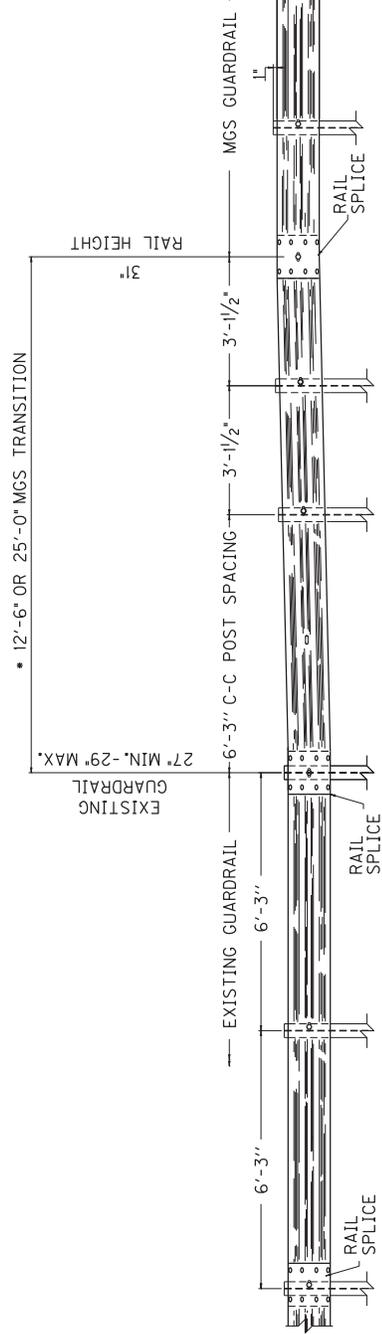
- BID ITEMS AND UNIT TO BID**
- GRANULAR EMBANKMENT CUYD
STRUCTURE GRANULAR BACKFILL CUYD
- CONSTRUCTION SEQUENCE "A"**
- CONSTRUCT EMBANKMENT TO SLOPES A, B, F, AND G SUCH THAT NO UNCOMPACTED OR LOOSE MATERIAL SHALL REMAIN.
 - EXCAVATE FOR END-BENT TO C, D, E, AND F.
 - INSTALL PILES (OR OTHER FOUNDATION).
 - PLACE 2" MORTAR BED OR ANY CLASS CONCRETE.
 - CONSTRUCT CONCRETE END-BENT.
 - INSTALL 4" PERFORATED UNDERDRAIN PIPE AND BACKFILL TO C, D, E, F, G, Z, AND J WITH COMPACTED STRUCTURE GRANULAR BACKFILL.
- CONSTRUCTION SEQUENCE "B"**
- CONSTRUCT EMBANKMENT TO TEMPORARY SLOPE ④.
 - INSTALL PILES (OR OTHER FOUNDATION).
 - PLACE 2" MORTAR BED OR ANY CLASS CONCRETE.
 - CONSTRUCT CONCRETE END-BENT.
 - INSTALL 4" PERFORATED UNDERDRAIN PIPE AND BACKFILL TO C, D, E, F, G, Z, AND J WITH COMPACTED STRUCTURE GRANULAR BACKFILL.

| | | |
|-----------|----------|-----------|
| COUNTY OF | ITEM NO. | SHEET NO. |
| WOLFE | | S24 |



PLAN VIEW

• 12'-6" TRANSITION FROM 29" TO 31" SHOWN,
25'-0" REQUIRED FOR 27" TO 31" TRANSITION.



ELEVATION VIEW

~ NOTES ~

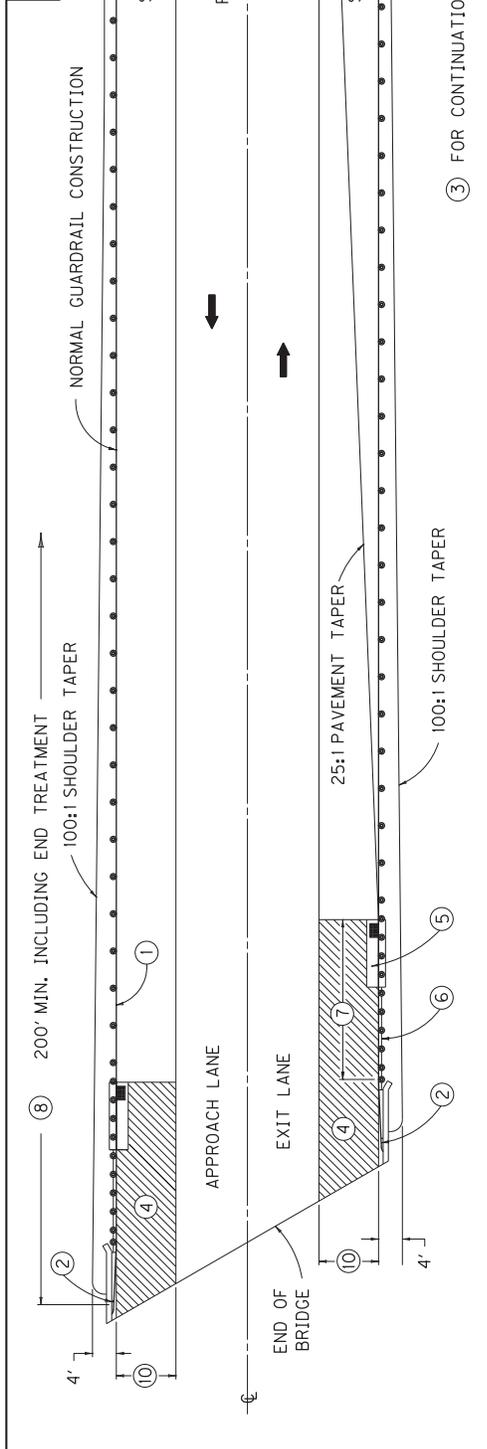
- 1) WHERE POST OFFSET IS CONSTRAINED, AND WHEN THE EXISTING SHOULDER IS WIDER THAN 4 FEET, THE EXISTING SHOULDER MAY BE REDUCED UP TO 2 INCHES TO ACCOMMODATE THE 8 INCH BLOCKS OF THE MGS GUARDRAIL. WHERE SITE CONSTRAINTS PROHIBIT THE POST FROM BEING PLACED AT LEAST 6 INCHES IN FRONT OF THE SLOPE BREAK POINT, USE 7 FOOT POSTS.
- 2) MGS TRANSITION FROM EXISTING GUARDRAIL SHALL BE COMPLETED OUTSIDE THE 50 FEET MGS END TERMINAL LIMITS.

KENTUCKY
DEPARTMENT OF HIGHWAYS

GUARDRAIL SYSTEM
TRANSITION

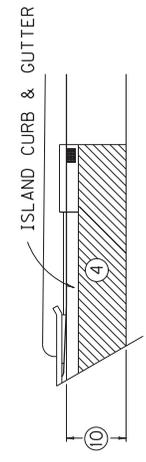
SUBMITTED: *William J. Bales*
DIRECTOR DIVISION OF DESIGN 4-04-18
DATE

| | | |
|-----------|----------|-----------|
| COUNTY OF | ITEM NO. | SHEET NO. |
| WOLFE | | SZ5 |



| ITEM | STD. DWG. NO. (CURRENT EDITION) |
|--|---------------------------------|
| ① STEEL W BEAM GUARDRAIL - S FACE | RBR-001 |
| ② BRIDGE END CONNECTORS | RBC-SERIES |
| ③ END TREATMENT TYPE 1, 2A, 3 OR 4A (NOTE 9) | RBR-SERIES |
| DRAINAGE ITEMS (WHEN REQUIRED) | |
| ④ BRIDGE END DRAINAGE AREA (NOTE 10) | RDB-SERIES |
| ⑤ CURB BOX INLET TYPE B | RPM-SERIES |
| ⑥ ISL. HEADER CURB OR ISL. CURB AND GUTTER | RPM-SERIES |

- ~ NOTES ~
- ⑦ VARIABLE LENGTH, SEE APPLICABLE "BRIDGE END CONNECTOR" DRAWINGS.
 - ⑧ SHOWN FOR FILL CONDITION. LENGTH MAY BE REDUCED SHOULD FIELD CONDITIONS WARRANT.
 - 9. TO TERMINATE GUARDRAIL INSTALLATION:
 - A. ALL FILLS; ALSO SOLID ROCK CUTS WITH ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL, USE END TREATMENT TYPE 1 OR 4A.
 - B. SOLID ROCK CUTS WITHOUT ADEQUATE VEHICLE RECOVERY ZONE BEHIND GUARDRAIL, USE END TREATMENT TYPE 2A.
 - C. EARTH CUTS AND SOFT ROCK CUTS, USE END TREATMENT TYPE 3.
 - ⑩ USE ISLAND CURB AND GUTTER AND SAME PAVEMENT AS SHOWN ON MAINLINE DESIGN, (SEE DETAIL A).
 - 11. NO ANGLES PERMITTED IN NORMAL GUARDRAIL ALIGNMENT.
 - 12. THIS ILLUSTRATION IS FOR TWO-WAY TRAFFIC FLOW. FOR ONE-WAY TRAFFIC FLOW, MAKE THE FOLLOWING ALTERATIONS:
 - A. APPROACH END OF STRUCTURE-
 - B. ALIGN FACE OF GUARDRAIL WITH STRUCTURE GUTTERLINE
 - EXIT END OF STRUCTURE-
 - A. PAVEMENT TAPER REQUIRED FOR BOTH OUTSIDE LANES
 - B. FOR GUARDRAIL ALIGNMENT SEE BRIDGE END CONNECTOR DRAWINGS



USE WITH CUR. STD. DWGS.
RBC-005, RBC-006, RBR-001

KENTUCKY
DEPARTMENT OF HIGHWAYS
GUARDRAIL AND
BRIDGE END DRAINAGE
FOR SINGLE STRUCTURES

SUBMITTED *William S. Scales* 02-5-18
DIRECTOR DIVISION OF DESIGN DATE

037

**Special Note for Fixed Completion Date and
Liquidated Damages
Mountain Parkway
Wolfe County
Item No. 10-20012.00**

Contrary to Section 108.09, Liquidated Damages of \$5,000 per calendar day will be assessed for each day work remains uncompleted beyond the Specified Completion Date. This project has an Ultimate Fixed Completion Date of October 31, 2019.

In addition to the Liquidated Damages specified in Section 108.09, Liquidated Damages in the following amounts will be charged when a lane closure remains in place during the prohibited period outlined in the Traffic Control Plan:

\$3,000 for the first hour or fraction thereof
\$5,000 any additional hour or fraction thereof

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

The Mountain Parkway may be closed at the KY 1010 interchange for 90 consecutive days to replace the overpass structure on KY 1010. See Structural Plans and MOT Plans at this location.

All liquidated damages will be applied cumulatively.

All other applicable portions of Section 108 apply.

SPECIAL PROVISION FOR WASTE AND BORROW SITES

Obtain U.S. Army Corps of Engineer's approval before utilizing a waste or borrow site that involves "Waters of the United States". The Corps of Engineers defines "Waters of the United States" as perennial or intermittent streams, ponds or wetlands. The Corps of Engineers also considers ephemeral streams, typically dry except during rainfall but having a defined drainage channel, to be jurisdictional waters. Direct questions concerning any potential impacts to "Waters of the United States" to the attention of the appropriate District Office for the Corps of Engineers for a determination prior to disturbance. Be responsible for any fees associated with obtaining approval for waste and borrow sites from the U.S. Army Corps of Engineer or other appropriate regulatory agencies.

1-296 Waste & Borrow Sites
01/02/2012

Special Note for Bridge Demolition, Renovation and Asbestos Abatement

If the project includes any bridge demolition or renovation, the successful bidder is required to notify Kentucky Division for Air Quality (KDAQ) via filing of form (DEP 7036) a minimum of 10 days prior to commencement of any bridge demolition or renovation work.

Any available information regarding possible asbestos containing materials (ACM) on or within bridges to be affected by the project has been included in the bid documents. These are to be included with the Contractor's notification filed with the KDAQ. If not included in the bid documents, the Department will provide that information to the successful bidder for inclusion in the KDAQ notice as soon as possible. If there are no documents stating otherwise, the bidders should assume there are no asbestos containing materials that will in any way affect the work.



Matthew G. Bevin
Governor

COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Greg Thomas
Secretary

Asbestos Inspection Report

To: Brandon Baker

District: 10

Date: December 14, 2018

Conducted By: O'Dail Lawson

Report Prepared By: O'Dail Lawson

Project and Structure Identification

Project Number: Wolfe 10-20012.00

Structure ID: 119B00042N

Structure Location: MTN Parkway (KY-9009) over Gilmore Road

Sample Description: The samples collected were negative for asbestos.

Inspection Date: December 3, 2018

Results and Recommendations

The results of the samples collected were negative for the presence of asbestos above 1%.
No abatement is required at this time.

It is recommended that this report accompany the 10-Day Notice of Intent for Demolition (DEP7036 Form) which is to be submitted to the Kentucky Division of Air Quality prior to abatement, demolition, or renovation of any building or structure in the Commonwealth.





Chain of Custody Record

Kentucky Transportation Cabinet
200 Metro Street, 5th Floor West
Frankfort, Kentucky 40622
(502) 564-7250 fax (502) 564-5655

149-9009 (min pks) over Baltimore Road

O'Dail Lawson odail.lawson@ky.gov
 KYTC
 Address: 200 Metro Street Frankfort KY
 Phone: 502-564-7250 Fax: 502-564-5655
 PG#:
 Client Information: KY TRANS CABINET
 Results Code: N/A = None Detected
 FTD = Filler Tampering or Damaged
 N/A = Not Applicable

Project or Subject Reference: White 10-20012.00
 Date/Time: 11/19/00 11:00:42 AM
 Analyser: [Signature]

| Sample ID | Sample Description | Collected | | Analysis Requested | Grab/Comp. | No. of Cont. | Type | Preservative |
|-----------|------------------------|-----------|-------|--------------------|------------|--------------|---------|--------------|
| | | Date | Time | | | | | |
| 42-1 | Guano Rail Mastz | 10/3/00 | 12:48 | Adhesive bulk | grey | 1 | sealant | N/A |
| 42-2 | Travel on Sealant | | | | Black | 1 | sealant | |
| 42-3 | Joint Compound (older) | | | | | | | |
| 42-4 | Joint Compound (newer) | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

Relinquished By: _____ Date/Time: _____
 Received By: *William's Ross* Date/Time: *12/5/18*
 Relinquished By: _____ Date/Time: _____
 Received at Lab By: _____ Date/Time: _____

ENVIRONMENTAL TRAINING CONCEPTS, INC
P. O. Box 99603 Louisville, KY 40269
(502)640-2951

Certification Number: ETC-AIR-060518-00303

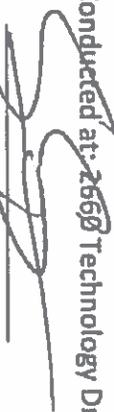
O'Dail Lawson

has on 06-05-2018, attended and successfully completed the requirements and passed the examination with a score of 70% of better on the entitled course.

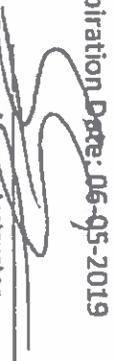
ASBESTOS INSPECTOR REFRESHER

Training was in accordance with 40 CFR Part 763 (AHERA) approved by the Commonwealth of Kentucky, the Indiana Department of Environmental Management, Tennessee Department of Environment & Conservation and the Arkansas Department of Environmental Quality. The above student received requisite training for Asbestos Accreditation under Title II of the Toxic Substance Act (TSCA).

Conducted at: ~~2660~~ Technology Drive, Louisville, KY


Name - Training Manager

Expiration Date: 06-05-2019


Name - Instructor



KENTUCKY TRANSPORTATION CABINET
Department of Highways
DIVISION OF RIGHT OF WAY & UTILITIES

TC 62-226
Rev. 01/2016
Page 1 of 1

RIGHT OF WAY CERTIFICATION

| | | | | |
|-------------------------------------|-----------------|--------------------------|-------------------------|-----------------------------------|
| <input checked="" type="checkbox"/> | Original | <input type="checkbox"/> | Re-Certification | RIGHT OF WAY CERTIFICATION |
|-------------------------------------|-----------------|--------------------------|-------------------------|-----------------------------------|

| ITEM # | COUNTY | PROJECT # (STATE) | PROJECT # (FEDERAL) |
|-------------|--------|------------------------|---------------------|
| 10-20012.00 | Wolfe | 1100 FD04 119 9479701R | |

PROJECT DESCRIPTION
ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 46.208 TO MILEPOINT 56.8. (COMBINED ITEM NO. 10-20011)

No Additional Right of Way Required
Construction will be within the limits of the existing right of way. The right of way was acquired in accordance to FHWA regulations under the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970, as amended. No additional right of way or relocation assistance were required for this project.

Condition # 1 (Additional Right of Way Required and Cleared)
All necessary right of way, including control of access rights when applicable, have been acquired including legal and physical possession. Trial or appeal of cases may be pending in court but legal possession has been obtained. There may be some improvements remaining on the right-of-way, but all occupants have vacated the lands and improvements, and KYTC has physical possession and the rights to remove, salvage, or demolish all improvements and enter on all land. Just Compensation has been paid or deposited with the court. All relocations have been relocated to decent, safe, and sanitary housing or that KYTC has made available to displaced persons adequate replacement housing in accordance with the provisions of the current FHWA directive.

Condition # 2 (Additional Right of Way Required with Exception)
The right of way has not been fully acquired, the right to occupy and to use all rights-of-way required for the proper execution of the project has been acquired. Some parcels may be pending in court and on other parcels full legal possession has not been obtained, but right of entry has been obtained, the occupants of all lands and improvements have vacated, and KYTC has physical possession and right to remove, salvage, or demolish all improvements. Just Compensation has been paid or deposited with the court for most parcels. Just Compensation for all pending parcels will be paid or deposited with the court prior to AWARD of construction contract

Condition # 3 (Additional Right of Way Required with Exception)
The acquisition or right of occupancy and use of a few remaining parcels are not complete and/or some parcels still have occupants. All remaining occupants have had replacement housing made available to them in accordance with 49 CFR 24.204. KYTC is hereby requesting authorization to advertise this project for bids and to proceed with bid letting even though the necessary right of way will not be fully acquired, and/or some occupants will not be relocated, and/or the just compensation will not be paid or deposited with the court for some parcels until after bid letting. KYTC will fully meet all the requirements outlined in 23 CFR 635.309(c)(3) and 49 CFR 24.102(j) and will expedite completion of all acquisitions, relocations, and full payments after bid letting and prior to AWARD of the construction contract or force account construction.

| | | | |
|---|---|------------------------|---|
| Total Number of Parcels on Project | 0 | EXCEPTION (S) Parcel # | ANTICIPATED DATE OF POSSESSION WITH EXPLANATION |
| Number of Parcels That Have Been Acquired | | | |
| Signed Deed | | | |
| Condemnation | | | |
| Signed ROE | | | |

Notes/ Comments (Use Additional Sheet if necessary)
All RW acquired by signed deed.

| LPA RW Project Manager | | Right of Way Supervisor | |
|------------------------|--|-------------------------|-----------------|
| Printed Name | | Printed Name | Aric Skaggs |
| Signature | | Signature | |
| Date | | Date | October 9, 2018 |
| Right of Way Director | | FHWA | |
| Printed Name | | Printed Name | |
| Signature | | Signature | |
| Date | | Date | |

UTILITIES AND RAIL CERTIFICATION NOTE

| |
|---|
| <p style="text-align: center;">Wolfe County No federal number available FD04 119 9009 046-057 Mile point: 46.208 TO 56.800 ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S) FROM MILEPOINT 46.8 TO MILEPOINT 56.8. (COMBINED ITEM NO. 10-20011) ITEM NUMBER: 10-20012.00</p> |
|---|

PROJECT NOTES ON UTILITIES

Please Note: The information presented in this Utility Note is informational in nature and the information contained herein is not guaranteed.

The contractor will be responsible for contacting all utility facility owners on the subject project to coordinate his activities. The contractor will coordinate his activities to minimize and, where possible, avoid conflicts with utility facilities. Due to the nature of the work proposed, it is unlikely to conflict with the existing utilities beyond minor facility adjustments. Where conflicts with utility facilities are unavoidable, the contractor will coordinate any necessary relocation work with the facility owner and Resident Engineer. The Kentucky Transportation Cabinet maintains the right to remove or alter portions of this contract if a utility conflict occurs. The utility facilities as noted in the previous section(s) have been determined using data garnered by varied means and with varying degrees of accuracy: from the facility owners, a result of S.U.E., field inspections, and/or reviews of record drawings. The facilities defined may not be inclusive of all utilities in the project scope and are not Level A quality, unless specified as such. It is the contractor's responsibility to verify all utilities and their respective locations before excavating.

The contractor shall make every effort to protect underground facilities from damage as prescribed in the Underground Facility Damage Protection Act of 1994, Kentucky Revised Statute KRS 367.4901 to 367.4917. It is the contractor's responsibility to determine and take steps necessary to be in compliance with federal and state damage prevention directives. The contractor is instructed to contact KY 811 for the location of existing underground utilities. Contact shall be made a minimum of two (2) and no more than ten (10) business days prior to excavation. The contractor shall submit Excavation Locate Requests to the Kentucky Contact Center (KY 811) via web ticket entry. The submission of this request does not relieve the contractor from the responsibility of contacting non-member facility owners, whom are to be contacted through their individual Protection Notification Center. It may be necessary for the contractor to contact the County Court Clerk to determine what utility companies have facilities in the area. Non-compliance with these directives can result in the enforcement of penalties.

Utility coordination efforts determined that no significant utility relocation work is required to complete the project. Any work pertaining to these utility facilities is defined in the bid package and is to be carried out as instructed by the Kentucky Transportation Cabinet. The contractor will be responsible for any coordination or adjustments that are discussed or quantified in the proposal.

UTILITIES AND RAIL CERTIFICATION NOTE

Wolfe County
No federal number available
FD04 119 9009 046-057
Mile point: 46.208 TO 56.800
ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S)
FROM MILEPOINT 46.208 TO MILEPOINT 56.8. (COMBINED ITEM NO. 10-20011)
ITEM NUMBER: 10-20012.00

NOTE: DO NOT DISTURB THE FOLLOWING FACILITIES LOCATED WITHIN THE PROJECT DISTURB LIMITS

Licking Valley RECC – Electric
East Kentucky Power Corporation – Electric
American Electric Power - Electric
Mountain Telephone Cooperative – Telecommunication
AT&T - Telecommunication
City of Campton - Water

The Contractor is fully responsible for protection of all utilities listed above

THE FOLLOWING FACILITY OWNERS ARE RELOCATING/ADJUSTING THEIR FACILITIES WITHIN THE PROJECT LIMITS AND WILL BE COMPLETE PRIOR TO CONSTRUCTION

Not Applicable

THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE OWNER OR THEIR SUBCONTRACTOR AND IS TO BE COORDINATED WITH THE ROAD CONTRACT

Not Applicable

THE FOLLOWING FACILITY OWNERS HAVE FACILITIES TO BE RELOCATED/ADJUSTED BY THE ROAD CONTRACTOR AS INCLUDED IN THIS CONTRACT

Not Applicable

UTILITIES AND RAIL CERTIFICATION NOTE

Wolfe County
No federal number available
FD04 119 9009 046-057
Mile point: 46.208 TO 56.800
ADDRESS PAVEMENT CONDITION OF BERT T. COMBS MOUNTAIN PARKWAY BOTH DIRECTION(S)
FROM MILEPOINT 46.208 TO MILEPOINT 56.8. (COMBINED ITEM NO. 10-20011)
ITEM NUMBER: 10-20012.00

RAIL COMPANIES HAVE FACILITIES IN CONJUNCTION WITH THIS PROJECT AS NOTED

No Rail Involvement
 Rail Involved
 Rail Adjacent

AREA FACILITY OWNER CONTACT LIST

| Facility Owner | Address | Contact Name | Phone | Email |
|--|--|---------------|------------|--------------------------------|
| City of Campton - Water | PO Box 35 Campton KY 41301 | Raymond Banks | 6066683574 | denarice870@yahoo.com |
| East Kentucky Power Cooperative – Electric | P.O. Box 707 Winchester, KY 40391 | Garry Harvey | 8597444812 | Garry.harvey@ekpc.coop |
| American Electric Power – Electric | 23000 Highway 23 Louisa, KY 41230 | Bill Johnson | 6064373823 | wmjohnson@aep.com |
| AT&T – Communication | 250 Williams St. NW Suite 5000 Atlanta, GA 30303 | Jack Salyer | 6064249328 | Js2299@att.com |
| Licking Valley RECC - Electric | 271 Main Street West Liberty KY 41472 | Wes McKinney | 6067433179 | wesm@lvrecc.com |
| Mountain Telephone Cooperative - Telephone | P.O. Box 399 West Liberty KY 41472 | Steve Gullett | 6067433121 | sgullett@mountaintelephone.com |

GUARDRAIL DELIVERY VERIFICATION SHEET

Contract Id: _____

Contractor: _____

Section Engineer: _____

District & County: _____

| <u>DESCRIPTION</u> | <u>UNIT</u> | <u>QTY LEAVING PROJECT</u> | <u>QTY RECEIVED@BB YARD</u> |
|---|-------------|----------------------------|-----------------------------|
| GUARDRAIL (Includes End treatments & crash cushions) | LF | _____ | _____ |
| STEEL POSTS | EACH | _____ | _____ |
| STEEL BLOCKS | EACH | _____ | _____ |
| WOOD OFFSET BLOCKS | EACH | _____ | _____ |
| BACK UP PLATES | EACH | _____ | _____ |
| CRASH CUSHION | EACH | _____ | _____ |
| NUTS, BOLTS, WASHERS | BAG/BCKT | _____ | _____ |
| DAMAGED RAIL TO MAINT. FACILITY | LF | _____ | _____ |
| DAMAGED POSTS TO MAINT. FACILITY | EACH | _____ | _____ |

***Required Signatures before Leaving Project Site**

Printed Section Engineer's Representative _____ & Date _____

Signature Section Engineer's Representative _____ & Date _____

Printed Contractor's Representative _____ & Date _____

Signature Contractor's Representative _____ & Date _____

***Required Signatures after Arrival at Bailey Bridge Yard (All material on truck must be counted & the quantity received column completed before signatures)**

Printed Bailey Bridge Yard Representative _____ & Date _____

Signature Bailey Bridge Yard Representative _____ & Date _____

Printed Contractor's Representative _____ & Date _____

Signature Contractor's Representative _____ & Date _____

**Payment for the bid item remove guardrail will be based upon the quantities shown in the Bailey Bridge Yard received column. Payment will not be made for guardrail removal until the guardrail verification sheets are electronically submitted to the Section Engineer by the Bailey Bridge Yard Representative.

Completed Form Submitted to Section Engineer Date: _____ By: _____

PART II
SPECIFICATIONS AND STANDARD DRAWINGS

SPECIFICATIONS REFERENCE

Any reference in the plans or proposal to previous editions of the *Standard Specifications for Road and Bridge Construction* and *Standard Drawings* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2012* and *Standard Drawings, Edition of 2016*.

SUPPLEMENTAL SPECIFICATIONS

The contractor shall use the Supplemental Specifications that are effective at the time of letting.
The Supplemental Specifications can be found at the following link:

<http://transportation.ky.gov/Construction/Pages/Kentucky-Standard-Specifications.aspx>

SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS

This Special Note will apply when indicated on the plans or in the proposal.

1.0 DESCRIPTION. Furnish, install, operate, and maintain variable message signs at the locations shown on the plans or designated by the Engineer. Remove and retain possession of variable message signs when they are no longer needed on the project.

2.0 MATERIALS.

2.1 General. Use LED Variable Message Signs Class I, II, or III, as appropriate, from the Department's List of Approved Materials.

Unclassified signs may be submitted for approval by the Engineer. The Engineer may require a daytime and nighttime demonstration. The Engineer will make a final decision within 30 days after all required information is received.

2.2 Sign and Controls. All signs must:

- 1) Provide 3-line messages with each line being 8 characters long and at least 18 inches tall. Each character comprises 35 pixels.
- 2) Provide at least 40 preprogrammed messages available for use at any time. Provide for quick and easy change of the displayed message; editing of the message; and additions of new messages.
- 3) Provide a controller consisting of:
 - a) Keyboard or keypad.
 - b) Readout that mimics the actual sign display. (When LCD or LCD type readout is used, include backlighting and heating or otherwise arrange for viewing in cold temperatures.)
 - c) Non-volatile memory or suitable memory with battery backup for storing pre-programmed messages.
 - d) Logic circuitry to control the sequence of messages and flash rate.
- 4) Provide a serial interface that is capable of supporting complete remote control ability through land line and cellular telephone operation. Include communication software capable of immediately updating the message, providing complete sign status, and allowing message library queries and updates.
- 5) Allow a single person easily to raise the sign to a satisfactory height above the pavement during use, and lower the sign during travel.
- 6) Be Highway Orange on all exterior surfaces of the trailer, supports, and controller cabinet.
- 7) Provide operation in ambient temperatures from -30 to + 120 degrees Fahrenheit during snow, rain and other inclement weather.
- 8) Provide the driver board as part of a module. All modules are interchangeable, and have plug and socket arrangements for disconnection and reconnection. Printed circuit boards associated with driver boards have a conformable coating to protect against moisture.
- 9) Provide a sign case sealed against rain, snow, dust, insects, etc. The lens is UV stabilized clear plastic (polycarbonate, acrylic, or other approved material) angled to prevent glare.
- 10) Provide a flat black UV protected coating on the sign hardware, character PCB, and appropriate lens areas.
- 11) Provide a photocell control to provide automatic dimming.

- 12) Allow an on-off flashing sequence at an adjustable rate.
- 13) Provide a sight to aim the message.
- 14) Provide a LED display color of approximately 590 nm amber.
- 15) Provide a controller that is password protected.
- 16) Provide a security device that prevents unauthorized individuals from accessing the controller.
- 17) Provide the following 3-line messages preprogrammed and available for use when the sign unit begins operation:

| | |
|-------------------------|-------------------------|
| /KEEP/RIGHT/=>=>=>/ | /MIN/SPEED/**MPH/ |
| /KEEP/LEFT/<=<=</ | /ICY/BRIDGE/AHEAD/ /ONE |
| /LOOSE/GRAVEL/AHEAD/ | LANE/BRIDGE/AHEAD/ |
| /RD WORK/NEXT/**MILES/ | /ROUGH/ROAD/AHEAD/ |
| /TWO WAY/TRAFFIC/AHEAD/ | /MERGING/TRAFFIC/AHEAD/ |
| /PAINT/CREW/AHEAD/ | /NEXT/**/MILES/ |
| /REDUCE/SPEED/**MPH/ | /HEAVY/TRAFFIC/AHEAD/ |
| /BRIDGE/WORK/**0 FT/ | /SPEED/LIMIT/**MPH/ |
| /MAX/SPEED/**MPH/ | /BUMP/AHEAD/ |
| /SURVEY/PARTY/AHEAD/ | /TWO/WAY/TRAFFIC/ |

*Insert numerals as directed by the Engineer.
Add other messages during the project when required by the Engineer.

2.3 Power.

- 1) Design solar panels to yield 10 percent or greater additional charge than sign consumption. Provide direct wiring for operation of the sign or arrow board from an external power source to provide energy backup for 21 days without sunlight and an on-board system charger with the ability to recharge completely discharged batteries in 24 hours.

3.0 CONSTRUCTION. Furnish and operate the variable message signs as designated on the plans or by the Engineer. Ensure the bottom of the message panel is a minimum of 7 feet above the roadway in urban areas and 5 feet above in rural areas when operating. Use Class I, II, or III signs on roads with a speed limit less than 55 mph. Use Class I or II signs on roads with speed limits 55 mph or greater.

Maintain the sign in proper working order, including repair of any damage done by others, until completion of the project. When the sign becomes inoperative, immediately repair or replace the sign. Repetitive problems with the same unit will be cause for rejection and replacement.

Use only project related messages and messages directed by the Engineer, unnecessary messages lessen the impact of the sign. Ensure the message is displayed in either one or 2 phases with each phase having no more than 3 lines of text. When no message is needed, but it is necessary to know if the sign is operable, flash only a pixel.

When the sign is not needed, move it outside the clear zone or where the Engineer directs. Variable Message Signs are the property of the Contractor and shall be removed from the project when no longer needed. The Department will not assume ownership of these signs.

4.0 MEASUREMENT. The final quantity of Variable Message Sign will be

11

the actual number of individual signs acceptably furnished and operated during the project. The Department will not measure signs replaced due to damage or rejection.

5.0 PAYMENT. The Department will pay for the Variable Message Signs at the unit price each. The Department will not pay for signs replaced due to damage or rejection. Payment is full compensation for furnishing all materials, labor, equipment, and service necessary to, operate, move, repair, and maintain or replace the variable message signs. The Department will make payment for the completed and accepted quantities under the following:

| <u>Code</u> | <u>Pay Item</u> | <u>Pay Unit</u> |
|-------------|----------------------------------|-----------------|
| 02671 | Portable Changeable Message Sign | Each |

Effective June 15, 2012

SPECIAL NOTE FOR BARCODE LABEL ON PERMANENT SIGNS

1.0 DESCRIPTION. Install barcode label on sheeting signs. Section references herein are to the Department’s 2012 Standard Specifications for Road and Bridge Construction.

2.0 MATERIALS. The Department will provide the Contractor with a 2 inch x 1 inch foil barcode label for each permanent sheeting sign. A unique number will be assigned to each barcode label.

The Contractor shall contact the Operations and Pavement Management Branch in the Division of Maintenance at (502) 564-4556 to obtain the barcode labels.

3.0 CONSTRUCTION. Apply foil barcode label in the lower right quadrant of the sign back. Signs where the bottom edge is not parallel to the ground, the lowest corner of the sign shall serve as the location to place the barcode label. The barcode label shall be placed no less than one-inch and no more than three inches from any edge of the sign. The barcode must be placed so that the sign post does not cover the barcode label.

Barcodes shall be applied in an indoor setting with a minimum air temperature of 50°F or higher. Prior to application of the barcode label, the back of the sign must be clean and free of dust, oil, etc. If the sign is not clean, an alcohol swab shall be used to clean the area. The area must be allowed to dry prior to placement of the barcode label.

Data for each sign shall include the barcode number, MUTCD reference number, sheeting manufacturer, sheeting type, manufacture date, color of primary reflective surface, installation date, latitude and longitude using the North American Datum of 1983 (NAD83) or the State Plane Coordinates using an x and y ordinate of the installed location.

Data should be provided electronically on the TC 71-229 Sign Details Information and TC 71-230 Sign Assembly Information forms. The Contractor may choose to present the data in a different format provided that the information submitted to the Department is equivalent to the information required on the Department TC forms. The forms must be submitted in electronic format regardless of which type of form is used. The Department will not accept PDF or handwritten forms. These completed forms must be submitted to the Department prior to final inspection of the signs. The Department will not issue formal acceptance for the project until the TC 71-229 and TC-230 electronic forms are completed for all signs and sign assemblies on the project.

4.0 MEASUREMENT. The Department will measure all work required for the installation of the barcode label and all work associated with completion and submission of the sign inventory data (TC 71-229 and TC 71-230).

The installation of the permanent sign will be measured in accordance to Section 715.

5.0 PAYMENT. The Department will make payment for the completed and accepted quantities under the following:

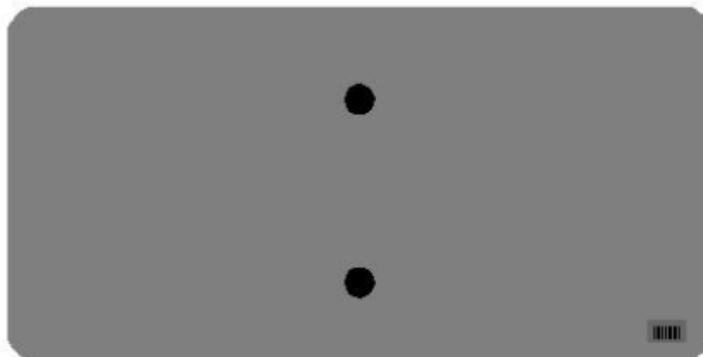
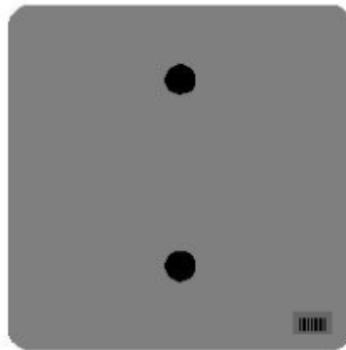
| <u>Code</u> | <u>Pay Item</u> | <u>Pay Unit</u> |
|-------------|------------------------|-----------------|
| 24631EC | Barcode Sign Inventory | Each |

The Department will not make payment for this item until all barcodes are installed and sign inventory is complete on every permanent sign installed on the project. The Department will make payment for installation of the permanent sign in accordance to Section 715. The Department will consider payment as full compensation for all work required under this special note.

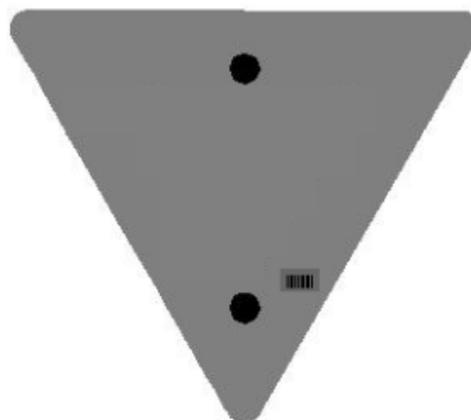
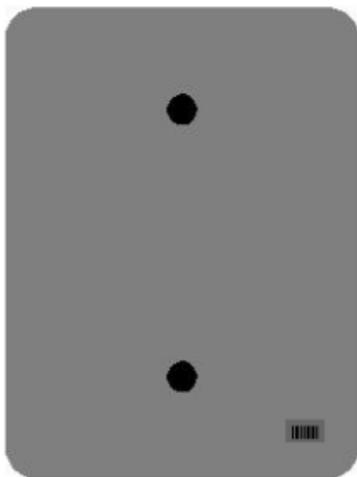
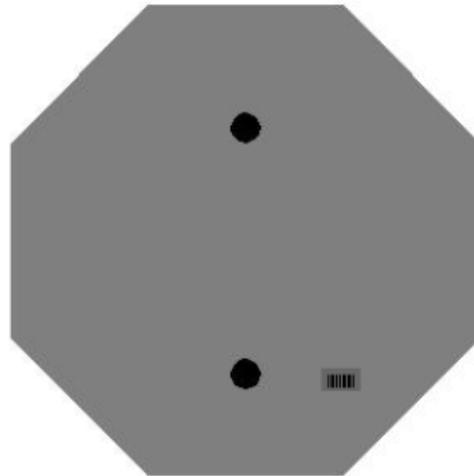
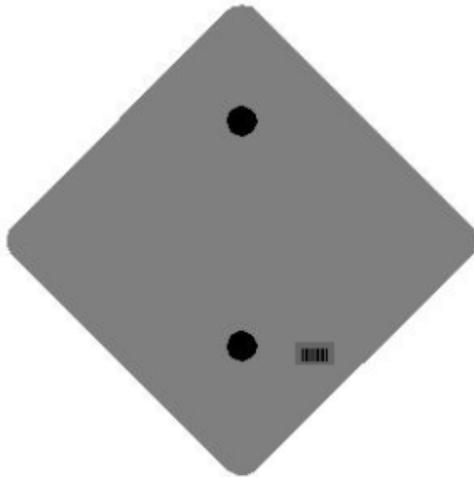
One Sign Post



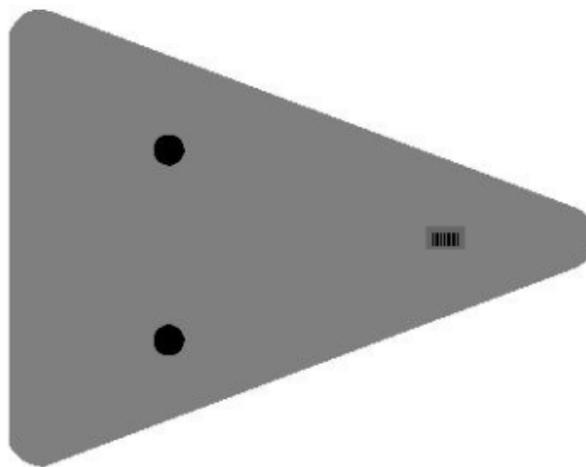
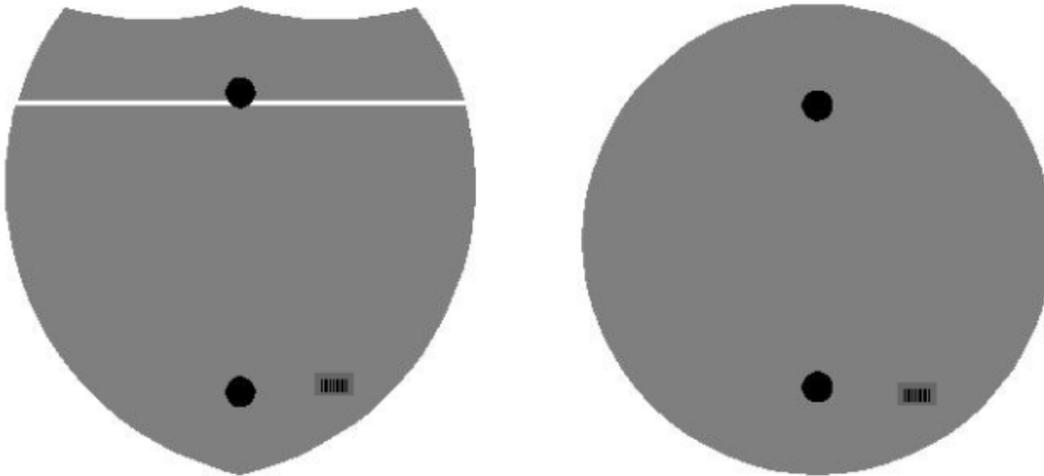
↑
2" Wide Post



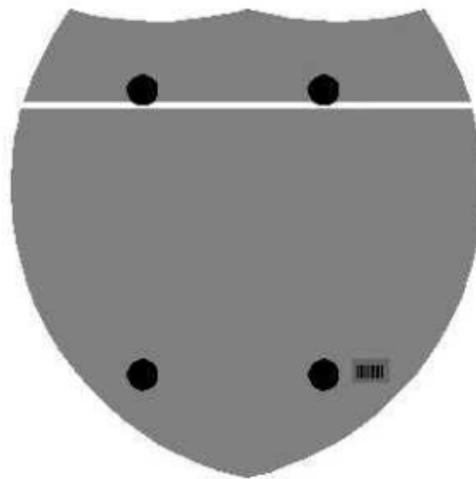
One Sign Post



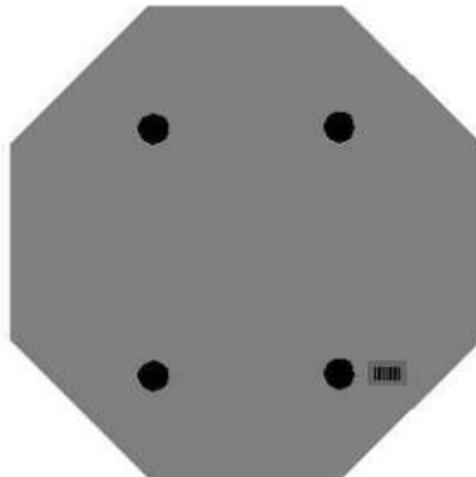
One Sign Post



Double Sign Post



Interstate
Shield

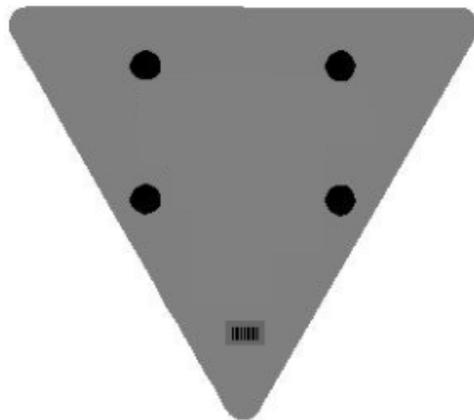


48" Stop

2 Post Signs



↑
2" Wide Post



SPECIAL NOTE FOR LONGITUDINAL PAVEMENT JOINT ADHESIVE

1. DESCRIPTION. This specification covers the requirements and practices for applying an asphalt adhesive material to the longitudinal joint of the surface course of an asphalt pavement. Apply the adhesive to the face of longitudinal joint between driving lanes for the first lane paved. Then, place and compact the adjacent lane against the treated face to produce a strong, durable, waterproof longitudinal joint.
2. MATERIALS, EQUIPMENT, AND PERSONNEL.

2.1 Joint Adhesive. Provide material conforming to Subsection 2.1.1.

2.1.1 Provide an adhesive conforming to the following requirements:

| Property | Specification | Test Procedure |
|------------------------------|---------------|----------------------|
| Viscosity, 400 ° F (Pa·s) | 4.0 – 10.0 | ASTM D 4402 |
| Cone Penetration, 77 ° F | 60 – 100 | ASTM D 5329 |
| Flow, 140 ° F (mm) | 5.0 max. | ASTM D 5329 |
| Resilience, 77 ° F (%) | 30 min. | ASTM D 5329 |
| Ductility, 77 ° F (cm) | 30.0 min. | ASTM D 113 |
| Ductility, 39 ° F (cm) | 30.0 min. | ASTM D 113 |
| Tensile Adhesion, 77 ° F (%) | 500 min. | ASTM D 5329, Type II |
| Softening Point, ° F | 171 min. | AASHTO T 53 |
| Asphalt Compatibility | Pass | ASTM D 5329 |

Ensure the temperature of the pavement joint adhesive is between 380 and 410 °F when the material is extruded in a 0.125-inch-thick band over the entire face of the longitudinal joint.

2.2. Equipment.

2.2.1 Melter Kettle. Provide an oil-jacketed, double-boiler, melter kettle equipped with any needed agitation and recirculating systems.

2.2.2 Applicator System. Provide a pressure-feed-wand applicator system with an applicator shoe attached.

2.3 Personnel. Ensure a technical representative from the manufacturer of the pavement joint adhesive is present during the initial construction activities and available upon the request of the Engineer.

3. CONSTRUCTION.

3.1 Surface Preparation. Prior to the application of the pavement joint adhesive, ensure the face of the longitudinal joint is thoroughly dry and free from dust or any other debris that would inhibit adhesion. Clean the joint face by the use of compressed air.

Ensure this preparation process occurs shortly before application to prevent the return of debris on the joint face.

3.2 Pavement Joint Adhesive Application. Ensure the ambient temperature is a minimum of 40 ° F during the application of the pavement joint adhesive. Prior to applying the adhesive, demonstrate competence in applying the adhesive according to this note to the satisfaction of the Engineer. Heat the adhesive in the melter kettle to the specified temperature range. Pump the adhesive from the melter kettle through the wand onto the vertical face of the cold joint. Apply the adhesive in a continuous band over the entire face of the longitudinal joint. Do not use excessive material in either thickness or location. Ensure the edge of the extruded adhesive material is flush with the surface of the pavement. Then, place and compact the adjacent lane against the joint face. Remove any excessive material extruded from the joint after compaction (a small line of material may remain).

3.3 Pavement Joint Adhesive Certification. Furnish the joint adhesive's certification to the Engineer stating the material conforms to all requirements herein prior to use.

3.4 Sampling and Testing. The Department will require a random sample of pavement joint adhesive from each manufacturer's lot of material. Extrude two 5 lb. samples of the heated material and forward the sample to the Division of Materials for testing. Reynolds oven bags, turkey size, placed inside small cardboard boxes or cement cylinder molds have been found suitable. Ensure the product temperature is 400°F or below at the time of sampling.

4. MEASUREMENT. The Department will measure the quantity of Pavement Joint Adhesive in linear feet. The Department will not measure for payment any extra materials, labor, methods, equipment, or construction techniques used to satisfy the requirements of this note. The Department will not measure for payment any trial applications of Pavement Joint Adhesive, the cleaning of the joint face, or furnishing and placing the adhesive. The Department will consider all such items incidental to the Pavement Joint Adhesive.
5. PAYMENT. The Department will pay for the Pavement Joint Adhesive at the Contract unit bid price and apply an adjustment for each manufacturer's lot of material based on the degree of compliance as defined in the following schedule. When a sample fails on two or more tests, the Department may add the deductions, but the total deduction will not exceed 100 percent.

11N

| Pavement Joint Adhesive Price Adjustment Schedule | | | | | | |
|---|---------------|----------|----------------------|----------------------|----------------------|----------------|
| Test | Specification | 100% Pay | 90% Pay | 80% Pay | 50% Pay | 0% Pay |
| Joint Adhesive Referenced in Subsection 2.1.1 | | | | | | |
| Viscosity, 400 ° F (Pa•s) ASTM D 3236 | 4.0-10.0 | 3.5-10.5 | 3.0-3.4 10.6-11.0 | 2.5-2.9 11.1-11.5 | 2.0-2.4 11.6-12.0 | ≤1.9 ≥ 12.1 |
| Cone Penetration, 77 ° F ASTM D 5329 | 60-100 | 57-103 | 54-56 104-106 | 51-53 107-109 | 48-50 110-112 | ≤ 47 ≥ 113 |
| Flow, 140 ° F (mm) ASTM D 5329 | ≤ 5.0 | ≤ 5.5 | 5.6-6.0 | 6.1-6.5 | 6.6-7.0 | ≥ 7.1 |
| Resilience, 77 ° F (%) ASTM D 5329 | ≥ 30 | ≥ 28 | 26-27 | 24-25 | 22-23 | ≤ 21 |
| Tensile Adhesion, 77 ° F (%) ASTM D 5329 | ≥ 500 | ≥ 490 | 480-489 | 470-479 | 460-469 | ≤ 459 |
| Softening Point, ° F AASHTO T 53 | ≥ 171 | ≥ 169 | 166-168 | 163-165 | 160-162 | ≤ 159 |
| Ductility, 77 ° F (cm) ASTM D 113 | ≥ 30.0 | ≥ 29.0 | 28.0-28.9 | 27.0-27.9 | 26.0-26.9 | ≤ 25.9 |
| Ductility, 39 ° F (cm) ASTM D 113 | ≥ 30.0 | ≥ 29.0 | 28.0-28.9 | 27.0-27.9 | 26.0-26.9 | ≤ 25.9 |

Code
20071EC

Pay Item
Joint Adhesive

Pay Unit
Linear Foot

May 7, 2014

PART III

EMPLOYMENT, WAGE AND RECORD REQUIREMENTS

FHWA-1273 -- Revised May 1, 2012

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions

of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

- (i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and
- (ii) The classification is utilized in the area by the construction industry; and
- (iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program. Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;
- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

- 1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.
- 2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

- a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.
- b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and
- (4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

**KENTUCKY TRANSPORTATION CABINET
DEPARTMENT OF HIGHWAYS**

**EMPLOYMENT REQUIREMENTS
RELATING TO
NONDISCRIMINATION OF EMPLOYEES
(APPLICABLE TO FEDERAL-AID SYSTEM CONTRACTS)**

**AN ACT OF THE KENTUCKY GENERAL ASSEMBLY
TO PREVENT DISCRIMINATION IN EMPLOYMENT**

**KRS CHAPTER 344
EFFECTIVE JUNE 16, 1972**

The contract on this project, in accordance with KRS Chapter 344, provides that during the performance of this contract, the contractor agrees as follows:

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (forty and above); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age forty (40) and over. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

2. The contractor shall not print or publish or cause to be printed or published a notice or advertisement relating to employment by such an employer or membership in or any classification or referral for employment by the employment agency, indicating any preference, limitation, specification, or discrimination, based on race, color, religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, except that such a notice or advertisement may indicate a preference, limitation, or specification based on religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, when religion, national origin, sex, or age forty (40) and over, or because the person is a qualified individual with a disability, is a bona fide occupational qualification for employment.

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual because of his race, color, religion, national origin, sex, disability or age forty (40) and over, in admission to, or employment in any program established to provide apprenticeship or other training.

4. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for non-compliance.

Revised: January 25, 2017

Standard Title VI/Non-Discrimination Assurances

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, **Federal Highway Administration**, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the **Federal Highway Administration** to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the **Federal Highway Administration**, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the **Federal Highway Administration** may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the **Federal Highway Administration** may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

Standard Title VI/Non-Discrimination Statutes and Authorities

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21;
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*)

EXECUTIVE BRANCH CODE OF ETHICS

In the 1992 regular legislative session, the General Assembly passed and Governor Brereton Jones signed Senate Bill 63 (codified as KRS 11A), the Executive Branch Code of Ethics, which states, in part:

KRS 11A.040 (7) provides:

No present or former public servant shall, within six (6) months following termination of his office or employment, accept employment, compensation, or other economic benefit from any person or business that contracts or does business with, or is regulated by, the state in matters in which he was directly involved during the last thirty-six (36) months of his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, or for which he received, prior to his state employment, a professional degree or license, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved during the last thirty-six (36) months of his tenure in state government. This subsection shall not prohibit the performance of ministerial functions, including but not limited to filing tax returns, filing applications for permits or licenses, or filing incorporation papers, nor shall it prohibit the former officer or public servant from receiving public funds disbursed through entitlement programs.

KRS 11A.040 (9) states:

A former public servant shall not represent a person or business before a state agency in a matter in which the former public servant was directly involved during the last thirty-six (36) months of his tenure, for a period of one (1) year after the latter of:

- a) The date of leaving office or termination of employment; or
- b) The date the term of office expires to which the public servant was elected.

This law is intended to promote public confidence in the integrity of state government and to declare as public policy the idea that state employees should view their work as a public trust and not as a way to obtain private benefits.

If you have worked for the executive branch of state government within the past six months, you may be subject to the law's prohibitions. The law's applicability may be different if you hold elected office or are contemplating representation of another before a state agency.

Also, if you are affiliated with a firm which does business with the state and which employs former state executive-branch employees, you should be aware that the law may apply to them.

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, 3 Fountain Place, Frankfort, Kentucky 40601; telephone (502) 564-7954.

Revised: January 27, 2017

| | | |
|------------------|----------|-------|
| Stone Mason..... | \$ 21.50 | 8.50 |
| CARPENTER | | |
| Carpenter..... | \$ 24.90 | 14.50 |
| Piledriver..... | \$ 24.55 | 14.50 |

| | | |
|-------------------|----------|------|
| CEMENT MASON..... | \$ 21.25 | 8.50 |
|-------------------|----------|------|

| | | |
|-------------------------|----------|-------|
| ELECTRICIAN | | |
| Electrician..... | \$ 29.36 | 10.55 |
| Equipment Operator..... | \$ 26.90 | 10.31 |
| Groundsman..... | \$ 17.79 | 8.51 |
| Lineman..... | \$ 30.09 | 10.94 |

When workmen are required to work from bosum chairs, trusses, stacks, tanks, scaffolds, catwalks, radio and T.V. towers, structural steel (open, unprotected, unfloored raw steel), and bridges or similar hazardous locations where workmen are subject to fall, except where using JLG's and bucket trucks up to 75 feet: Add 25% to workman's base rate for 50 to 75 feet, and add 50% to workman's base rate for over 75 feet.

| | | |
|-----------------|----------|-------|
| IRONWORKER..... | \$ 27.56 | 20.57 |
|-----------------|----------|-------|

| | | |
|--------------|----------|-------|
| LABORER | | |
| Group 1..... | \$ 21.80 | 12.36 |
| Group 2..... | \$ 22.05 | 12.36 |
| Group 3..... | \$ 22.10 | 12.36 |
| Group 4..... | \$ 22.70 | 12.36 |

GROUP 1: Aging and Curing of Concrete (Any Mode or Method), Asbestos Abatement Worker, Asphalt Plant Laborers, Asphalt Laborers, Batch Truck Dumpers, Carpenter Tenders, Cement Mason Tenders, Cleaning of Machines, Concrete Laborers, Demolition Laborers, Dredging Laborers, Drill Tender, Environmental Laborer - Nuclear, Radiation, Toxic and Hazardous Waste - Level D, Flagmen, Grade Checkers, All Hand Digging and Hand Back Filling, Highway Marker Placers, Landscaping Laborers, Mesh Handlers and Placers, Puddler, Railroad Laborers, Rip-rap and Grouters, Right of Way Laborers, Sign, Guard Rail and Fence Installers (All Types), Signalmen, Sound Barrier Installer, Storm and Sanitary Sewer Laborers, Swampers, Truck Spotters and Dumpers, Wrecking of Concrete Forms, General Cleanup

GROUP 2: Batter Board Men (Sanitary and Storm Sewer), Brickmason Tenders, Mortar Mixer Operator, Scaffold Builders, Burner and Welder, Bushammers, Chain Saw Operator, Concrete Saw Operators, Deckhand Scow Man, Dry Cement Handlers, Environmental Laborers - Nuclear, Radiation, Toxic and Hazardous Waste - Level C, Forklift Operators for Masonry, Form Setters, Green Concrete Cutting, Hand Operated Grouter and Grinder Machine Operator, Jack Hammers, Lead Paint Abatement, Pavement Breakers, Paving Joint Machine, Pipe Layers - Laser Operators (Non-metallic), Plastic Pipe Fusion, Power Driven Georgia Buggy and Wheel Barrow, Power Post Hole Diggers, Precast Manhole Setters, Walk-behind Tampers, Walk-behind Trenchers, Sand Blasters, Concrete Chippers, Surface Grinders, Vibrator Operators, Wagon Drillers

GROUP 3: Air Track Driller (All Types), Asphalt Luteman and Rakers, Gunnite Nozzleman, Gunnite Operators and Mixers, Grout

Pump Operator, Powderman and Blaster, Side Rail Setters, Rail Paved Ditches, Screw Operators, Tunnel Laborers (Free Air), Water Blasters

GROUP 4: Caisson Workers (Free Air), Cement Finishers, Environmental Laborer - Nuclear, Radiation, Toxic and Hazardous Waste - Level A and B, miners and Drillers (Free Air), Tunnel Blasters, and Tunnel Mockers (Free Air), Directional and Horizontal Boring, Air Track Drillers (All Types), Powder Man and Blasters, Troxler and Concrete Tester if Laborer is Utilized

PAINTER

| | | |
|----------------------------|----------|-------|
| All Excluding Bridges..... | \$ 19.92 | 9.57 |
| Bridges..... | \$ 23.92 | 10.07 |

PLUMBER.....\$ 22.52 7.80

POWER EQUIPMENT OPERATOR:

| | | |
|--------------|----------|-------|
| Group 1..... | \$ 29.95 | 14.40 |
| Group 2..... | \$ 29.95 | 14.40 |
| Group 3..... | \$ 27.26 | 14.40 |
| Group 4..... | \$ 26.96 | 14.40 |

GROUP 1: Auto Patrol, Batch Plant, Bituminous Paver, Cable-Way, Clamshell, Concrete Mixer (21 cu ft or over), Concrete Pump, Crane, Crusher Plant, Derrick, Derrick Boat, Ditching and Trenching Machine, Dragline, Dredge Engineer, Elevator (regardless of ownership when used for hoisting any building material), Elevating Grader and all types of Loaders, Hoe-type Machine, Hoisting Engine, Locomotive, LeTourneau or Carry-all Scoop, Bulldozer, Mechanic, Orangepeel Bucket, Piledriver, Power Blade, Roller (Bituminous), Roller (Earth), Roller (Rock), Scarifier, Shovel, Tractor Shovel, Truck Crane, Well Point, Winch Truck, Push Dozer, Grout Pump, High Lift, Fork Lift (regardless of lift height), all types of Boom Cats, Multiple Operator, Core Drill, Tow or Push Boat, A-Frame Winch Truck, Concrete Paver, Grade-All, Hoist, Hyster, Material Pump, Pumpcrete, Ross Carrier, Sheepfoot, Sideboom, Throttle-Valve Man, Rotary Drill, Power Generator, Mucking Machine, Rock Spreader attached to Equipment, Scoopmobile, KeCal Loader, Tower Cranes, (French, German and other types), Hydrocrane, Tugger, Backfiller Gurries, Self-propelled Compactor, Self-Contained Hydraulic Percussion Drill

GROUP 2: All Air Compressors (200 cu ft/min or greater), Bituminous Mixer, Concrete Mixer (21 cu. ft. or over), Welding Machine, Form Grader, Tractor (50 hp and over), Bull Float, Finish Machine, Outboard Motor Boat, Brakeman, Mechanic Tender, Whirly Oiler, Tract-air, Road Widening Trencher, Articulating Trucks

GROUP 3: Greaser on Grease Facilities servicing Heavy Equipment

GROUP 4: Bituminous Distributor, Cement Gun, Conveyor, Mud Jack, Paving Joint Machine, Pump, Tamping Machine, Tractor (under 50 hp), Vibrator, Oiler, Air Compressor (under 200 cu ft per minute), Concrete Saw, Burlap and Curing Machine, Hydro Seeder, Power Form Handling Equipment, Deckhand Oiler, Hydraulic Post Driver

| | | |
|--|----------|-------|
| SHEET METAL WORKER..... | \$ 20.40 | 7.80 |
| TRUCK DRIVER | | |
| Driver (3 Tons and Over), Driver (Truck Mounted Rotary Drill)..... | \$ 23.74 | 14.50 |
| Driver (3 Tons and Under), Tire Changer and Truck Mechanic Tender..... | \$ 23.53 | 14.50 |
| Driver (Semi-Trailer or Pole Trailer), Driver (Dump Truck, Tandem Axle), Driver of Distributor..... | \$ 23.40 | 14.50 |
| Driver on Mixer Trucks (All Types)..... | \$ 23.45 | 14.50 |
| Driver on Pavement Breakers. | \$ 23.55 | 14.50 |
| Driver, Euclid and Other Heavy Earth Moving Equipment and Low Boy..... | \$ 24.31 | 14.50 |
| Driver, Winch Truck and A- Frame when used in Transporting Materials..... | \$ 23.30 | 14.50 |
| Greaser on Greasing Facilities..... | \$ 24.40 | 14.50 |
| Truck Mechanic..... | \$ 23.50 | 14.50 |
| Truck Tender and Warehouseman..... | \$ 23.20 | 14.50 |

WELDERS - Receive rate prescribed for craft performing
operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave
for Federal Contractors applies to all contracts subject to the
Davis-Bacon Act for which the contract is awarded (and any
solicitation was issued) on or after January 1, 2017. If this
contract is covered by the EO, the contractor must provide
employees with 1 hour of paid sick leave for every 30 hours
they work, up to 56 hours of paid sick leave each year.
Employees must be permitted to use paid sick leave for their
own illness, injury or other health-related needs, including
preventive care; to assist a family member (or person who is
like family to the employee) who is ill, injured, or has other
health-related needs, including preventive care; or for reasons
resulting from, or to assist a family member (or person who is
like family to the employee) who is a victim of, domestic
violence, sexual assault, or stalking. Additional information
on contractor requirements and worker protections under the EO
is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within
the scope of the classifications listed may be added after
award only as provided in the labor standards contract clauses
(29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage

determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

Fringe benefit amounts are applicable for all hours worked except when otherwise noted.

No laborer, workman or mechanic shall be paid at a rate less than that of a Journeyman except those classified as bona fide apprentices.

Apprentices or trainees shall be permitted to work as such subject to Administrative Regulations adopted by the Commissioner of Workplace Standards. Copies of these regulations will be furnished upon request from any interested person.

Before using apprentices on the job the contractor shall present to the Contracting Officer written evidence of registration of such employees in a program of a State apprenticeship and training agency approved and recognized by the U. S. Bureau of Apprenticeship and Training. In the absence of such a State agency, the contractor shall submit evidence of approval and registration by the U. S. Bureau of Apprenticeship and Training.

The contractor shall submit to the Contracting Officer, written evidence of the established apprenticeship-journeyman ratios and wage rates in the project area, which will be the basis for establishing such ratios and rates for the project under the applicable contract provisions.

TO: EMPLOYERS/EMPLOYEES

PREVAILING WAGE SCHEDULE:

The wages indicated on this wage schedule are the least permitted to be paid for the occupations indicated. When an employee works in more than one classification, the employer must record the number of hours worked in each classification at the prescribed hourly base rate.

OVERTIME:

Overtime is to be paid after an employee works eight (8) hours a day or forty (40) hours a week, whichever gives the employee the greater wages. At least time and one-half the base rate is required for all overtime. A laborer, workman or mechanic and an employer may enter into a written agreement or a collective bargaining agreement to work more than eight (8) hours a calendar day but not more than ten (10) hours a calendar day for the straight time hourly rate. Wage violations or questions should be directed to the designated Engineer or the undersigned.

Director
Division of Construction Procurement
Frankfort, Kentucky 40622
502-564-3500

**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION
TO ENSURE EQUAL EMPLOYMENT OPPORTUNITY
(Executive Order 11246)**

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Specifications" set forth herein.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate work force in each trade on all construction work in the covered area, are as follows:

| GOALS FOR MINORITY PARTICIPATION IN EACH TRADE | GOALS FOR FEMALE PARTICIPATION IN EACH TRADE |
|---|---|
| 7.0% | 6.9% |

These goals are applicable to all the Contractor's construction work (whether or not it is Federal or federally-assisted) performed in the covered area. If the contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the contractor also is subject to the goals for both its federally involved and non-federally involved construction.

The Contractor's compliance with the Executive Order and the regulations in CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action obligations required by the specifications set forth in 41 CFR 60-4, 3(a), and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs within ten (10) working days of award of any construction subcontract in excess of \$10,000.00 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed. The notification shall be mailed to:

**Evelyn Teague, Regional Director
Office of Federal Contract Compliance Programs
61 Forsyth Street, SW, Suite 7B75
Atlanta, Georgia 30303-8609**

4. As used in this Notice, and in the contract resulting from this solicitation, the "**covered area**" is Wolfe County.

PART IV
INSURANCE

INSURANCE

The Contractor shall procure and maintain the following insurance in addition to the insurance required by law:

- 1) Commercial General Liability-Occurrence form – not less than \$2,000,000 General aggregate, \$2,000,000 Products & Completed Aggregate, \$1,000,000 Personal & Advertising, \$1,000,000 each occurrence.
- 2) Automobile Liability- \$1,000,000 per accident
- 3) Employers Liability:
 - a) \$100,000 Each Accident Bodily Injury
 - b) \$500,000 Policy limit Bodily Injury by Disease
 - c) \$100,000 Each Employee Bodily Injury by Disease
- 4) The insurance required above must be evidenced by a Certificate of Insurance and this Certificate of Insurance must contain one of the following statements:
 - a) "policy contains no deductible clauses."
 - b) "policy contains _____ (amount) deductible property damage clause but company will pay claim and collect the deductible from the insured."
- 5) **KENTUCKY WORKMEN'S COMPENSATION INSURANCE.** The contractor shall furnish evidence of coverage of all his employees or give evidence of self-insurance by submitting a copy of a certificate issued by the Workmen's Compensation Board.

The cost of insurance is incidental to all contract items. All subcontractors must meet the same minimum insurance requirements.

PART V
BID ITEMS

PROPOSAL BID ITEMS

191013

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Report Date 2/26/19

Section: 0001 - PAVING

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|------------------------------------|--------------|------|-----------|----|--------|
| 0010 | 00001 | | DGA BASE | 1,064.00 | TON | | \$ | |
| 0020 | 00078 | | CRUSHED AGGREGATE SIZE NO 2 | 200.00 | TON | | \$ | |
| 0030 | 00100 | | ASPHALT SEAL AGGREGATE | 200.00 | TON | | \$ | |
| 0040 | 00103 | | ASPHALT SEAL COAT | 24.00 | TON | | \$ | |
| 0050 | 00194 | | LEVELING & WEDGING PG76-22 | 1,000.00 | TON | | \$ | |
| 0060 | 00216 | | CL3 ASPH BASE 1.00D PG76-22 | 3,039.00 | TON | | \$ | |
| 0070 | 00356 | | ASPHALT MATERIAL FOR TACK | 102.00 | TON | | \$ | |
| 0080 | 00387 | | CL3 ASPH SURF 0.38B PG76-22 | 19,980.00 | TON | | \$ | |
| 0090 | 02677 | | ASPHALT PAVE MILLING & TEXTURING | 22,501.00 | TON | | \$ | |
| 0100 | 24781EC | | INTELLIGENT COMPACTION FOR ASPHALT | 19,907.00 | TON | | \$ | |
| 0110 | 24878EC | | ASPHALT EMULSION FOR FOG SEAL | 52.00 | TON | | \$ | |
| 0120 | 24891EC | | PAVE MOUNT INFRARED TEMP EQUIPMENT | 2,171,637.00 | SF | | \$ | |

Section: 0002 - ROADWAY

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|---|------------|------|-----------|----|--------|
| 0130 | 00461 | | CULVERT PIPE-15 IN | 32.00 | LF | | \$ | |
| 0140 | 00462 | | CULVERT PIPE-18 IN | 160.00 | LF | | \$ | |
| 0150 | 00464 | | CULVERT PIPE-24 IN | 32.00 | LF | | \$ | |
| 0160 | 01202 | | PIPE CULVERT HEADWALL-15 IN | 4.00 | EACH | | \$ | |
| 0170 | 01204 | | PIPE CULVERT HEADWALL-18 IN | 7.00 | EACH | | \$ | |
| 0180 | 01208 | | PIPE CULVERT HEADWALL-24 IN | 5.00 | EACH | | \$ | |
| 0190 | 01310 | | REMOVE PIPE | 124.00 | LF | | \$ | |
| 0200 | 01691 | | FLUME INLET TYPE 2 | 8.00 | EACH | | \$ | |
| 0210 | 01897 | | ASPHALT WEDGE CURB | 1,844.00 | LF | | \$ | |
| 0220 | 01984 | | DELINEATOR FOR BARRIER - WHITE | 8.00 | EACH | | \$ | |
| 0230 | 01985 | | DELINEATOR FOR BARRIER - YELLOW | 8.00 | EACH | | \$ | |
| 0240 | 01987 | | DELINEATOR FOR GUARDRAIL BI DIRECTIONAL WHITE | 298.00 | EACH | | \$ | |
| 0250 | 02014 | | BARRICADE-TYPE III | 12.00 | EACH | | \$ | |
| 0260 | 02200 | | ROADWAY EXCAVATION | 738.80 | CUYD | | \$ | |
| 0270 | 02351 | | GUARDRAIL-STEEL W BEAM-S FACE | 14,913.00 | LF | | \$ | |
| 0280 | 02360 | | GUARDRAIL TERMINAL SECTION NO 1 | 2.00 | EACH | | \$ | |
| 0290 | 02367 | | GUARDRAIL END TREATMENT TYPE 1 | 15.00 | EACH | | \$ | |
| 0300 | 02372 | | REMOVE GUARDRAIL CON TO BR END | 2.00 | EACH | | \$ | |
| 0310 | 02377 | | GUARDRAIL CONNECTOR TO BRIDGE END TY C | 2.00 | EACH | | \$ | |
| 0320 | 02381 | | REMOVE GUARDRAIL | 12,413.00 | LF | | \$ | |
| 0330 | 02396 | | REMOVE GUARDRAIL END TREATMENT | 39.00 | EACH | | \$ | |
| 0340 | 02483 | | CHANNEL LINING CLASS II | 816.00 | TON | | \$ | |
| 0350 | 02484 | | CHANNEL LINING CLASS III | 533.00 | TON | | \$ | |
| 0360 | 02562 | | TEMPORARY SIGNS | 1,569.00 | SQFT | | \$ | |
| 0370 | 02565 | | OBJECT MARKER TYPE 2 | 17.00 | EACH | | \$ | |
| 0380 | 02575 | | DITCHING AND SHOULDERING | 116,160.00 | LF | | \$ | |
| 0390 | 02625 | | REMOVE HEADWALL | 16.00 | EACH | | \$ | |
| 0400 | 02650 | | MAINTAIN & CONTROL TRAFFIC | 1.00 | LS | | \$ | |

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| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|------------|-----|----------------------------------|------------|------|-----------|----|-------------|
| 0410 | 02671 | | PORTABLE CHANGEABLE MESSAGE SIGN | 6.00 | EACH | | \$ | |
| 0420 | 02676 | | MOBILIZATION FOR MILL & TEXT | 1.00 | LS | | \$ | |
| 0430 | 02696 | | SHOULDER RUMBLE STRIPS | 116,160.00 | LF | | \$ | |
| 0440 | 02726 | | STAKING | 1.00 | LS | | \$ | |
| 0450 | 02775 | | ARROW PANEL | 2.00 | EACH | | \$ | |
| 0460 | 03262 | | CLEAN PIPE STRUCTURE | 5.00 | EACH | | \$ | |
| 0470 | 05950 | | EROSION CONTROL BLANKET | 2,000.00 | SQYD | | \$ | |
| 0480 | 05990 | | SODDING | 445.00 | SQYD | | \$ | |
| 0490 | 06511 | | PAVE STRIPING-TEMP PAINT-6 IN | 100,000.00 | LF | | \$ | |
| 0500 | 06515 | | PAVE STRIPING-PERM PAINT-6 IN | 204,495.00 | LF | | \$ | |
| 0510 | 06546 | | PAVE STRIPING-THERMO-12 IN W | 1,830.00 | LF | | \$ | |
| 0520 | 06547 | | PAVE STRIPING-THERMO-12 IN Y | 500.00 | LF | | \$ | |
| 0530 | 10020NS | | FUEL ADJUSTMENT | 38,601.00 | DOLL | \$1.00 | \$ | \$38,601.00 |
| 0540 | 10030NS | | ASPHALT ADJUSTMENT | 96,954.00 | DOLL | \$1.00 | \$ | \$96,954.00 |
| 0550 | 20071EC | | JOINT ADHESIVE | 84,300.00 | LF | | \$ | |
| 0560 | 20458ES403 | | CENTERLINE RUMBLE STRIPS | 58,080.00 | LF | | \$ | |
| 0570 | 21415ND | | EROSION CONTROL | 1.00 | LS | | \$ | |
| 0580 | 24489EC | | INLAID PAVEMENT MARKER | 1,804.00 | EACH | | \$ | |
| 0590 | 24984EC | | TRANSVERSE IN-LANE RUMBLE STRIPS | 6.00 | EACH | | \$ | |

Section: 0003 - BRIDGE- KY-1493

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|----------------------------------|----------|------|-----------|----|--------|
| 0600 | 02653 | | LANE CLOSURE | 2.00 | EACH | | \$ | |
| 0610 | 02898 | | RELOCATE CRASH CUSHION | 2.00 | EACH | | \$ | |
| 0620 | 03171 | | CONCRETE BARRIER WALL TYPE 9T | 360.00 | LF | | \$ | |
| 0630 | 03295 | | EXPAN JOINT REPLACE 2 IN | 85.00 | LF | | \$ | |
| 0640 | 03299 | | ARMORED EDGE FOR CONCRETE | 85.00 | LF | | \$ | |
| 0650 | 03300 | | ELIMINATE TRANSVERSE JOINT | 91.00 | LF | | \$ | |
| 0660 | 04933 | | TEMP SIGNAL 2 PHASE | 1.00 | EACH | | \$ | |
| 0670 | 06549 | | PAVE STRIPING-TEMP REM TAPE-B | 500.00 | LF | | \$ | |
| 0680 | 06550 | | PAVE STRIPING-TEMP REM TAPE-W | 1,000.00 | LF | | \$ | |
| 0690 | 06551 | | PAVE STRIPING-TEMP REM TAPE-Y | 2,000.00 | LF | | \$ | |
| 0700 | 08150 | | STEEL REINFORCEMENT | 868.40 | LB | | \$ | |
| 0710 | 08504 | | EPOXY SAND SLURRY | 117.08 | SQYD | | \$ | |
| 0720 | 08526 | | CONC CLASS M FULL DEPTH PATCH | 6.00 | CUYD | | \$ | |
| 0730 | 08534 | | CONCRETE OVERLAY-LATEX | 22.10 | CUYD | | \$ | |
| 0740 | 08549 | | BLAST CLEANING | 648.00 | SQYD | | \$ | |
| 0750 | 08551 | | MACHINE PREP OF SLAB | 530.00 | SQYD | | \$ | |
| 0760 | 08903 | | CRASH CUSHION TY VI CLASS BT TL3 | 2.00 | EACH | | \$ | |
| 0770 | 22146EN | | CONCRETE PATCHING REPAIR | 100.00 | SQFT | | \$ | |
| 0780 | 24094EC | | PARTIAL DEPTH PATCHING | 14.70 | CUYD | | \$ | |

Section: 0004 - BRIDGE-KY-1010

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|------------------------|----------|------|-----------|----|--------|
| 0790 | 01825 | | ISLAND CURB AND GUTTER | 100.00 | LF | | \$ | |

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|------|----------|-----|---|-----------|------|-----------|----|--------|
| 0800 | 02351 | | GUARDRAIL-STEEL W BEAM-S FACE | 100.00 | LF | | \$ | |
| 0810 | 02363 | | GUARDRAIL CONNECTOR TO BRIDGE END TY A | 4.00 | EACH | | \$ | |
| 0820 | 02372 | | REMOVE GUARDRAIL CON TO BR END | 1.00 | EACH | | \$ | |
| 0830 | 02381 | | REMOVE GUARDRAIL | 100.00 | LF | | \$ | |
| 0840 | 02998 | | MASONRY COATING | 739.00 | SQYD | | \$ | |
| 0850 | 03299 | | ARMORED EDGE FOR CONCRETE | 66.30 | LF | | \$ | |
| 0860 | 03304 | | BRIDGE OVERLAY APPROACH PAVEMENT | 288.90 | SQYD | | \$ | |
| 0870 | 08100 | | CONCRETE-CLASS A | 67.80 | CUYD | | \$ | |
| 0880 | 08104 | | CONCRETE-CLASS AA | 148.00 | CUYD | | \$ | |
| 0890 | 08150 | | STEEL REINFORCEMENT | 6,775.00 | LB | | \$ | |
| 0900 | 08151 | | STEEL REINFORCEMENT-EPOXY COATED | 39,283.00 | LB | | \$ | |
| 0910 | 08301 | | REMOVE SUPERSTRUCTURE | 1.00 | LS | | \$ | |
| 0920 | 08667 | | PRECAST PC BOX BEAM SB12 | 601.30 | LF | | \$ | |
| 0930 | 21532ED | | RAIL SYSTEM TYPE III | 367.00 | LF | | \$ | |

Section: 0005 - SIGNING

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|-------------------------------|----------|------|-----------|----|--------|
| 0940 | 06400 | | GMSS GALV STEEL TYPE A | 9,450.00 | LB | | \$ | |
| 0950 | 06405 | | SBM ALUMINUM PANEL SIGNS | 2,427.00 | SQFT | | \$ | |
| 0960 | 06406 | | SBM ALUM SHEET SIGNS .080 IN | 102.00 | SQFT | | \$ | |
| 0970 | 06407 | | SBM ALUM SHEET SIGNS .125 IN | 1,376.00 | SQFT | | \$ | |
| 0980 | 06410 | | STEEL POST TYPE 1 | 2,195.00 | LF | | \$ | |
| 0990 | 06412 | | STEEL POST MILE MARKERS | 21.00 | EACH | | \$ | |
| 1000 | 06441 | | GMSS GALV STEEL TYPE C | 928.80 | LB | | \$ | |
| 1010 | 06451 | | REMOVE SIGN SUPPORT BEAM | 4.00 | EACH | | \$ | |
| 1020 | 06490 | | CLASS A CONCRETE FOR SIGNS | 31.72 | CUYD | | \$ | |
| 1030 | 06491 | | STEEL REINFORCEMENT FOR SIGNS | 1,658.25 | LB | | \$ | |
| 1040 | 08150 | | STEEL REINFORCEMENT | 948.00 | LB | | \$ | |
| 1050 | 21373ND | | REMOVE SIGN | 11.00 | EACH | | \$ | |
| 1060 | 21596ND | | GMSS TYPE D | 6.00 | EACH | | \$ | |
| 1070 | 24631EC | | BARCODE SIGN INVENTORY | 129.00 | EACH | | \$ | |

Section: 0006 - DEMOBILIZATION &/OR MOBILIZATION

| LINE | BID CODE | ALT | DESCRIPTION | QUANTITY | UNIT | UNIT PRIC | FP | AMOUNT |
|------|----------|-----|----------------|----------|------|-----------|----|--------|
| 1080 | 02568 | | MOBILIZATION | 1.00 | LS | | \$ | |
| 1090 | 02569 | | DEMOBILIZATION | 1.00 | LS | | \$ | |