

# Appendix D

# Playbook

This document is intended to identify specific field deployments to enact should the I-75 Clays Ferry Bridge be closed for an extended period. The document is organized into three sections:

1. GPS Routing
2. Critical Detour Signing
3. Signal Adjustments

The Item No. 7-264 Report contains additional information about anticipated traffic patterns and supplemental infrastructure improvements to address capacity bottlenecks associated with a closure.

It should be noted that the scale of a potential Clays Ferry Bridge closure is likely to be declared a **state of emergency**, initiating Kentucky Emergency Management response protocols. KYTC's Division of Maintenance, State Highway Engineer, Office of Highway Safety, Office of Public Affairs, and the State Traffic Operations Center would also be key players to help disseminate information and mobilize a response.

# 1. GPS Routing

As most drivers have access to real-time GPS routing through a selection of handheld smart devices and in-auto services, pushing the latest detour information out to third-party data systems to communicate routing choices is a critical first step.

Most of the coordination with these map services is handled by the KYTC Division of Maintenance, supported by GIS services and IT staff in the State Highway Engineer's Office. Some maps can be updated almost instantly, with established communications channels in place. Other services (e.g., Google) may take hours or days to push updates live.

KYTC also maintains a real-time interactive map identifying work zones, heavy traffic, crashes, hazardous conditions, and emergency closures. The site is managed by KYTC Maintenance, with data feeds from the State Traffic Operations Center and TRIMARC.

Each service should be aware of key three closures that impact routing: I-75 Clays Ferry Bridge, KY 2328 old Clays Ferry Bridge (accessible for emergency responders only), and KY 418 south of I-75 (local trips only).

Three key contacts to notify to begin process:

The first call should go to the

State Traffic Operations Center: (502) 564-3020

If you do not receive an immediate response, reach out to

Director of Division of Maintenance: (502) 564-4556

Systems Consultant in State Highway Engineer's Office: (502) 229-7399

These entities will be responsible to coordinate GPS routing updates once they are aware of the situation, with current wayfinding services listed on the following pages. The lead office may vary depending on the type and duration of closure; however, these individuals have channels set up to communicate internally to manage the unfolding situation.

Three key closures that impact routing:

I-75 Clays Ferry Bridge

KY 2328 old Clays Ferry Bridge  
(accessible for emergency responders only)

KY 418 south of I-75 (local trips only)

GoKY  
<https://goky.ky.gov/>

Will be updated by State Traffic Operations Center and/or Division of Maintenance

WZDx  
<https://ops.fhwa.dot.gov/wz/wzdx/index.htm>

Will be updated by Division of Maintenance

- Note: federal database intended to coordinate closure information between jurisdictions with wide range of mapping services

Waze  
<https://www.waze.com>

KYTC Division of Maintenance maintains contact via Discord channel for real-time updates

- Become a Waze Map Editor by requesting access in the Partner Hub:  
<https://www.waze.com/partnerhub/>
- Log in to Waze Map Editor to add a closure (scheduled in advance or realtime)  
<https://www.waze.com/en-US/editor>
- Partner Hub also allows users to add alerts to notify nearby motorists

## Google Maps

<https://www.google.com/maps>

KYTC Division of Maintenance updates, supported by GIS Services

- In Google Maps, click the menu button and select “Edit the Map” then “Add or Fix a Road”
- Note: Reported closures do not automatically push to live posting; it may take some time for updates to appear

## Apple Maps

<https://www.apple.com/maps/>

KYTC Division of Maintenance updates, supported by GIS Services

- Within Maps app, select “Maps” then “Report an Incident”
- Note: Apple Maps only accessible via Mac devices. Routing coordinated via TomTom.

# 2. Critical Detour Signing

Roadside signage is also critical to provide advance notice for motorists about the Clays Ferry Bridge closure, working in tandem with GPS signage, media coverage, and other approaches to manage traffic flows. Three signage types are relevant:

- Permanent Variable Message Signs (VMS) mounted on overhead trusses, with messaging managed by the State Traffic Operations Center and TRIMARC.
- Temporary roadside message boards, which will need to be hauled from the Maintenance Barns to sites shown on the following pages. In total, roadside VMS are recommended at two sites in District 5, 15 in District 7, and one in District 8.
- Standard aluminum detour signs paired with interstate shields at key intersections with 44 mountings distributed along the three detour corridors. Specific counts by sign count are summarized below.

Locations and messaging are presented on the following pages.



D5 = 0  
D7 = 6  
D8 = 0

# Overhead VMS

Permanent variable message boards mounted on overhead trusses approaching the Clays Ferry Bridge should communicate information to regional trips about the bridge closures as early as possible, to encourage long-distance motorists to consider alternate routes.

Most critical are:

- I-75 northbound near MP 23 (Whitley County), just south of Corbin
- I-75 northbound near MP 93 (Madison County), just north of Richmond
- I-64 westbound near MP 97 (Clark County), just east of Winchester
- I-75 southbound near MP 127 (Scott County), just north of Georgetown
- I-64 eastbound near MP 63 (Woodford County), just west of Midway
- I-71/I-75 southbound near MP 178 (Boone County), just south of Florence

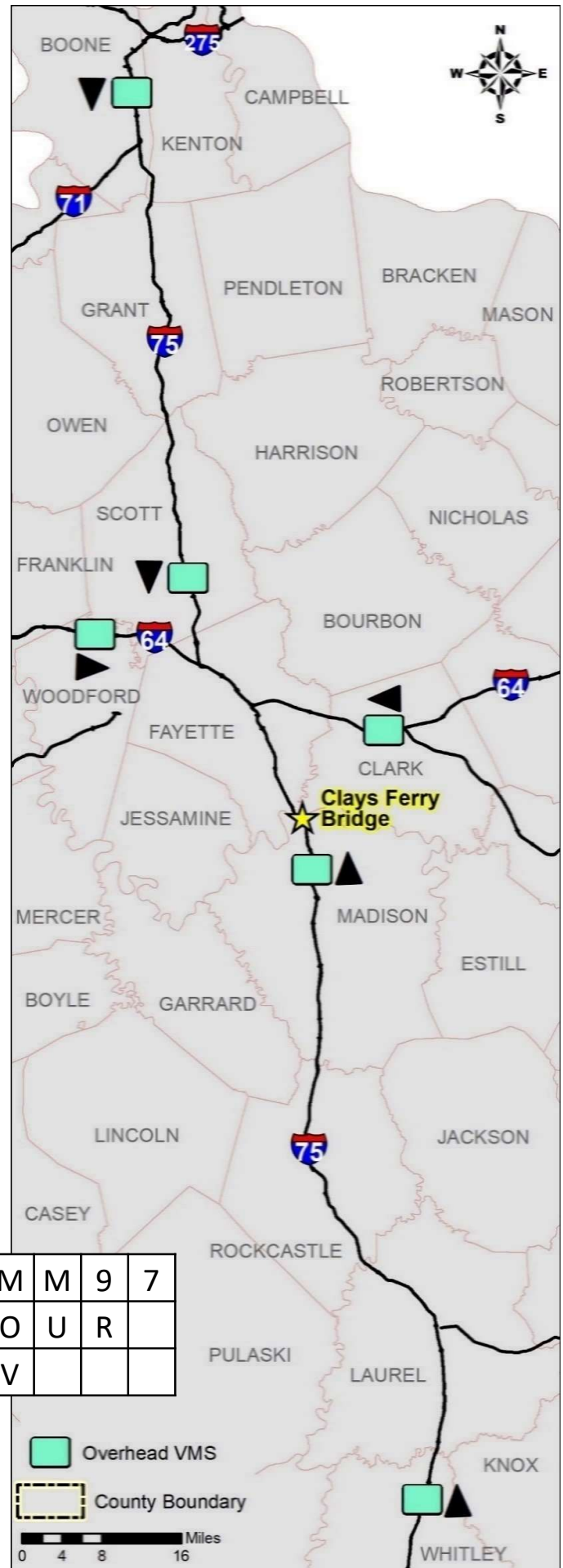
Coordinate messaging through TRIMARC (northern KY area) and the State Traffic Operations Center.

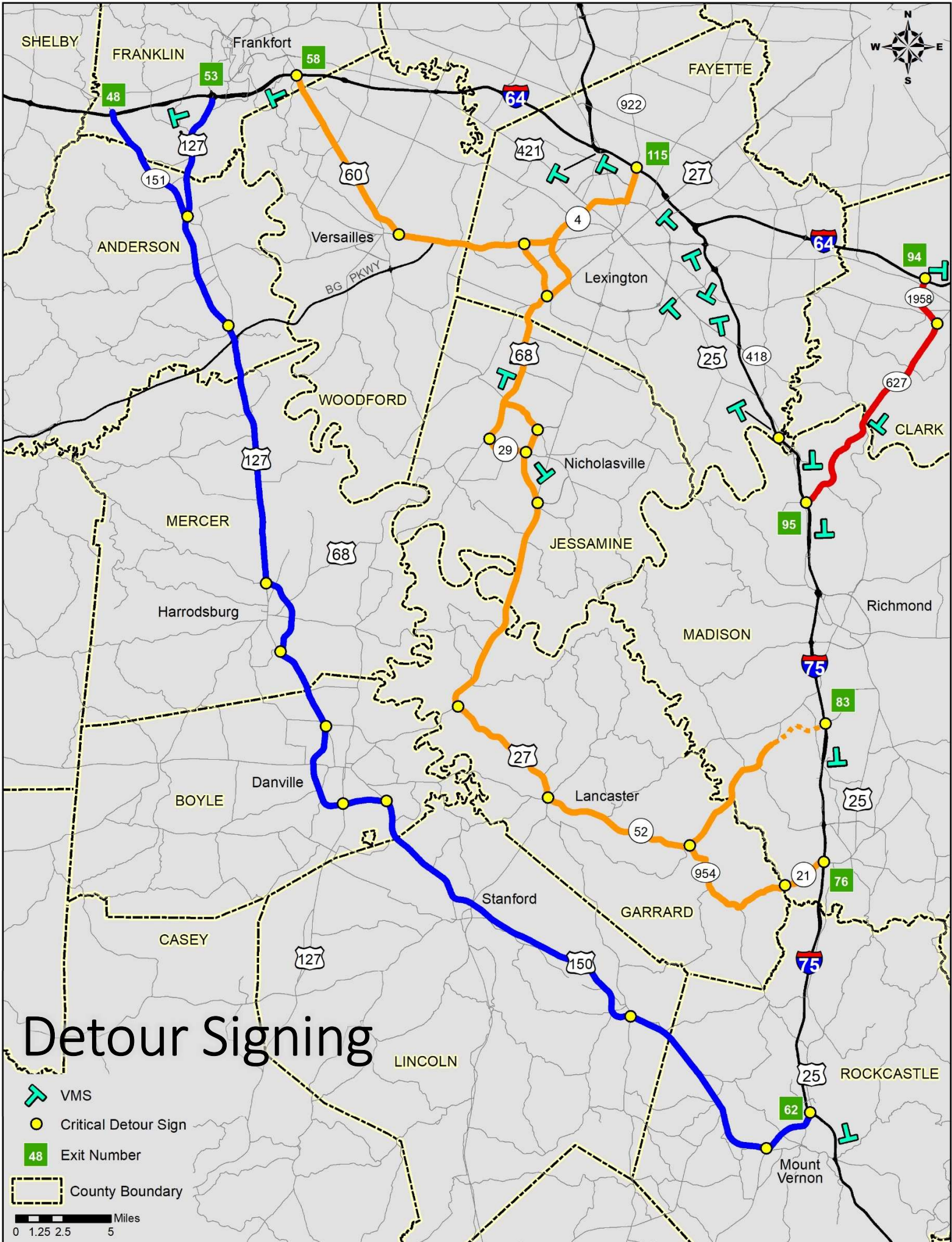
**TRIMARC:** (502) 587-6624  
[Vince.Robison@peraton.com](mailto:Vince.Robison@peraton.com)

**STOC:** (502) 564-3020  
[Jerame.Brown@ky.gov](mailto:Jerame.Brown@ky.gov)

Messaging:

	I	-	7	5		C	L	O	S	E	D		M	M	9	7
		G	P	S		F	O	R		D	E	T	O	U	R	
			G	O	K	Y	.	K	Y	.	G	O	V			





SHELBY

FRANKLIN

Frankfort

FAYETTE

ANDERSON

Versailles

Lexington

WOODFORD

Nicholasville

MERCER

JESSAMINE

Harrodsburg

Richmond

MADISON

BOYLE

Danville

Lancaster

CASEY

Stanford

GARRARD

LINCOLN

ROCKCASTLE

Mount Vernon



# Detour Signing

- VMS
- Critical Detour Sign
- Exit Number
- County Boundary

0 1.25 2.5 5 Miles



Location:

Messaging (2 seconds per screen):

I	-	7	5				
	C	L	O	S	E	D	
A	T		M	M		9	7

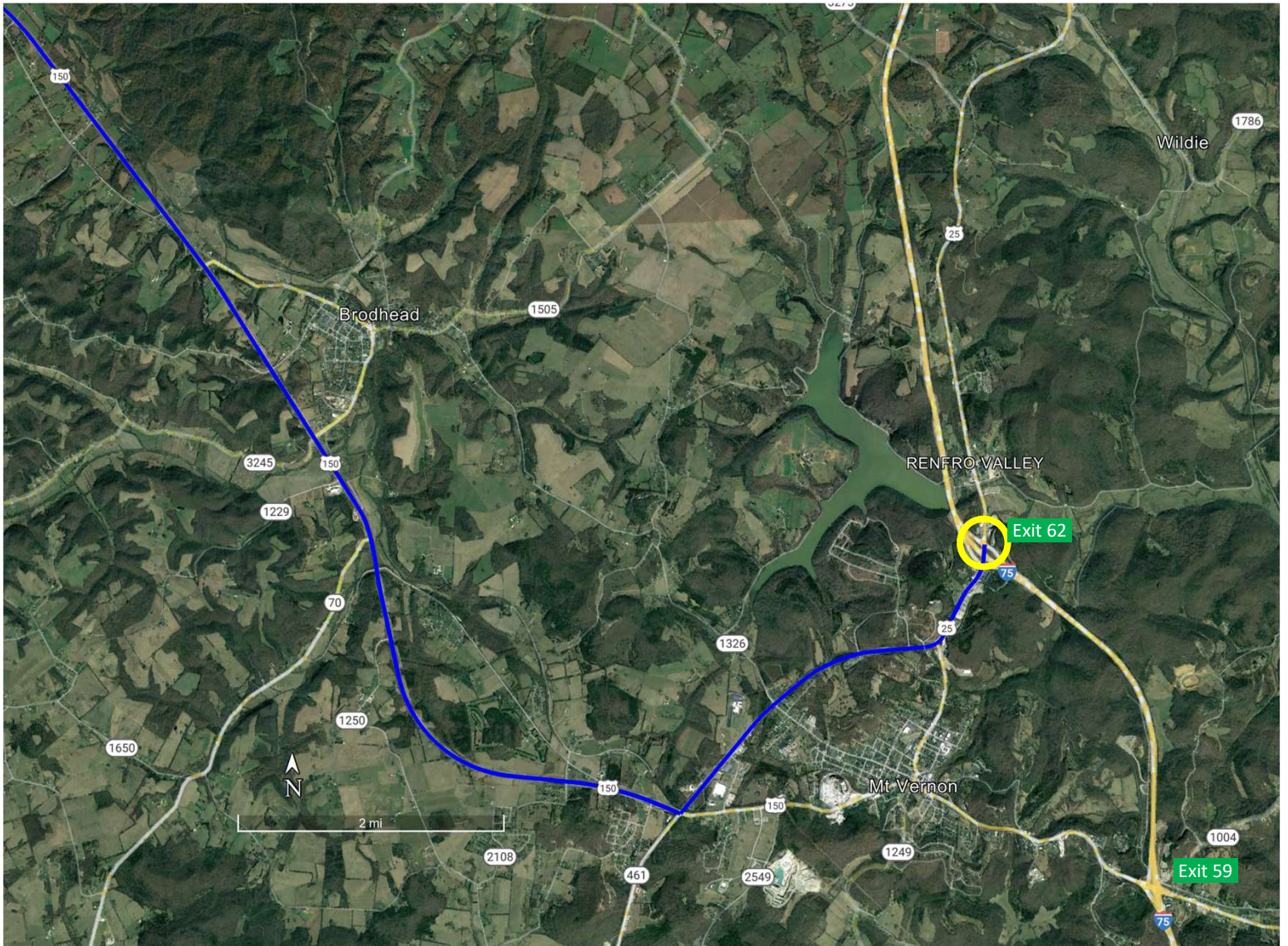
I	7	5		N	B		+
	I	6	4		W	B	
	E	X	I	T		6	2



Concept:



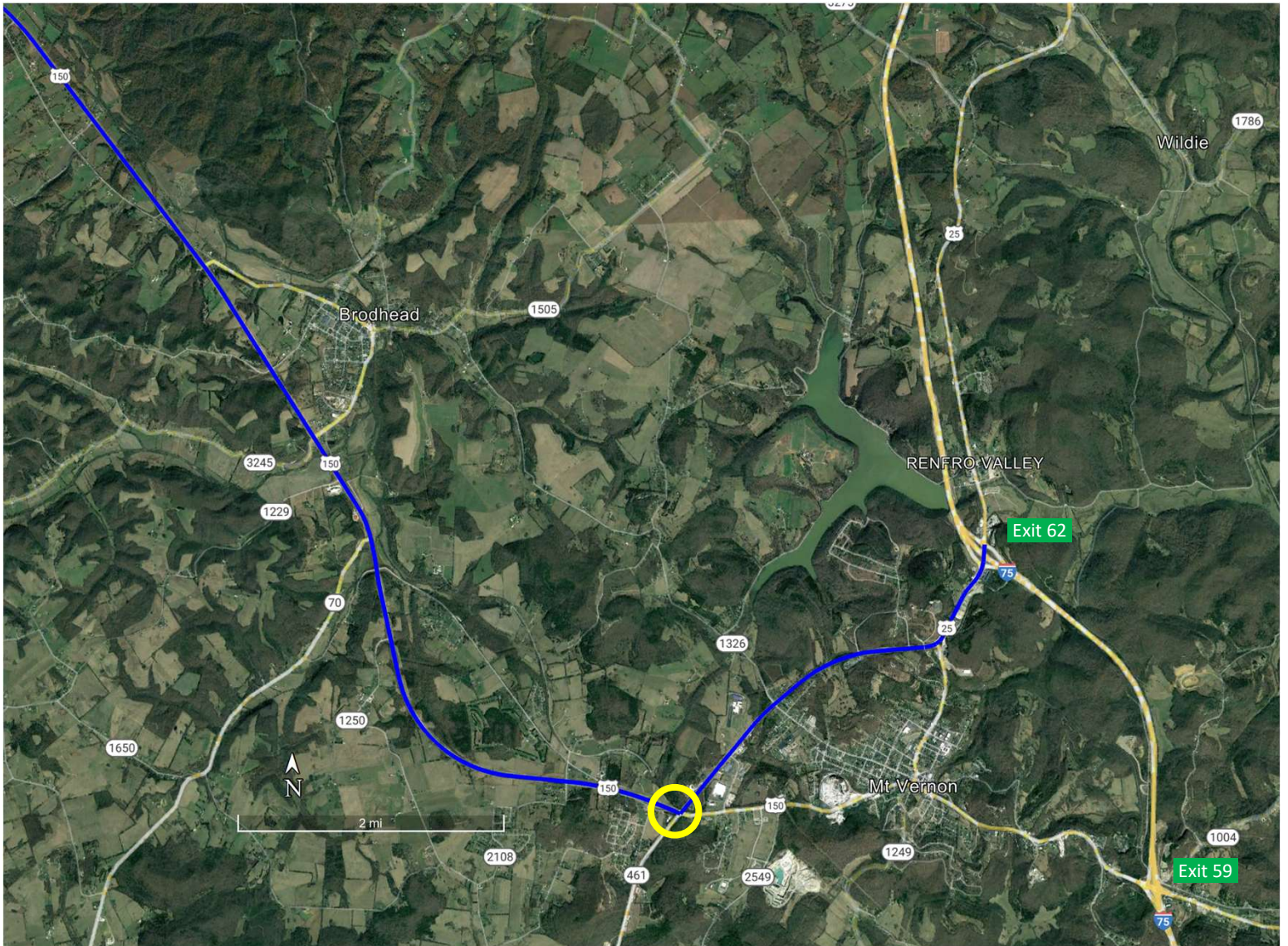
Detour Signage for Northbound Off-Ramp



Detour Signage for Southbound KY 461



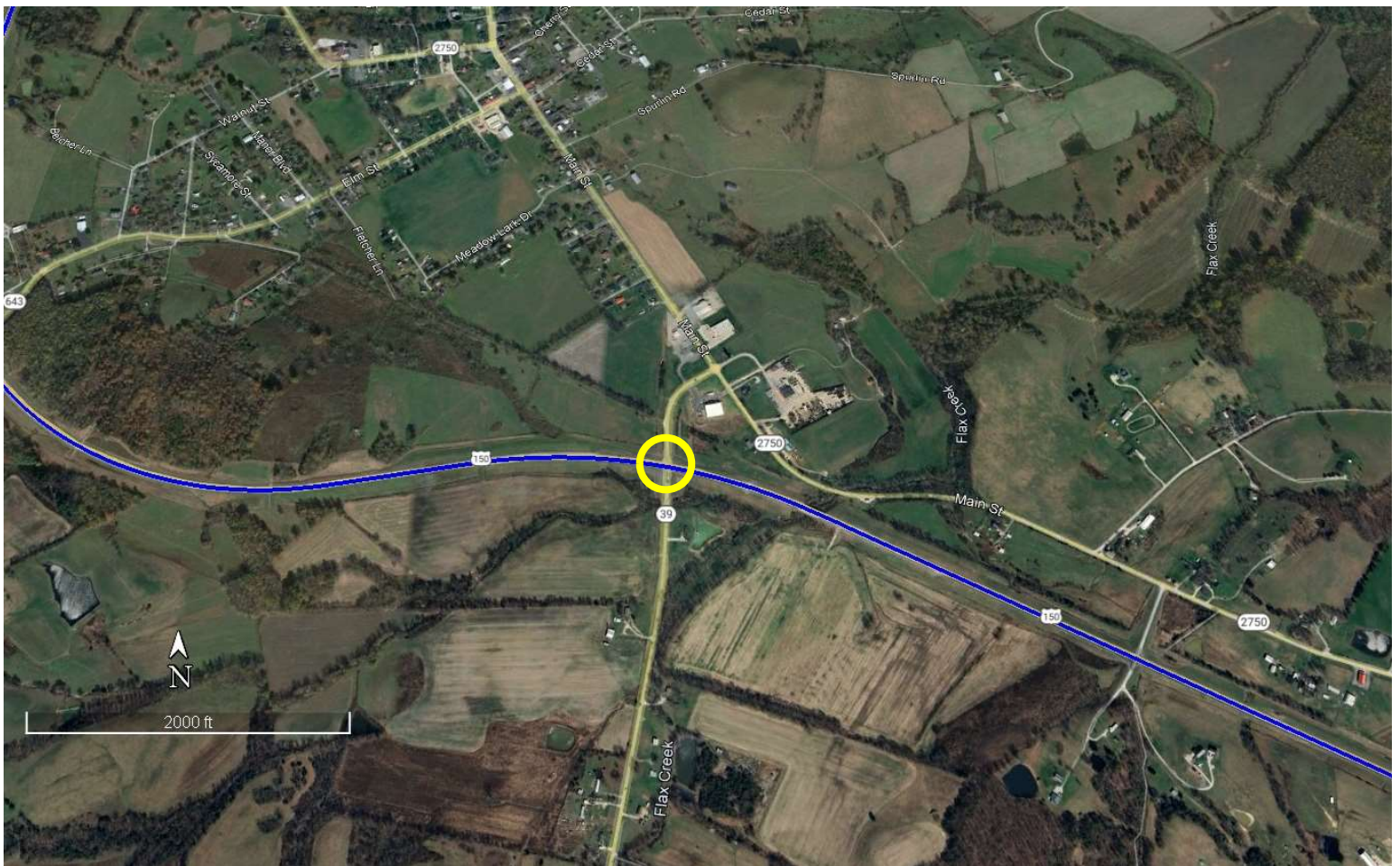
Detour Signage for Eastbound US 150



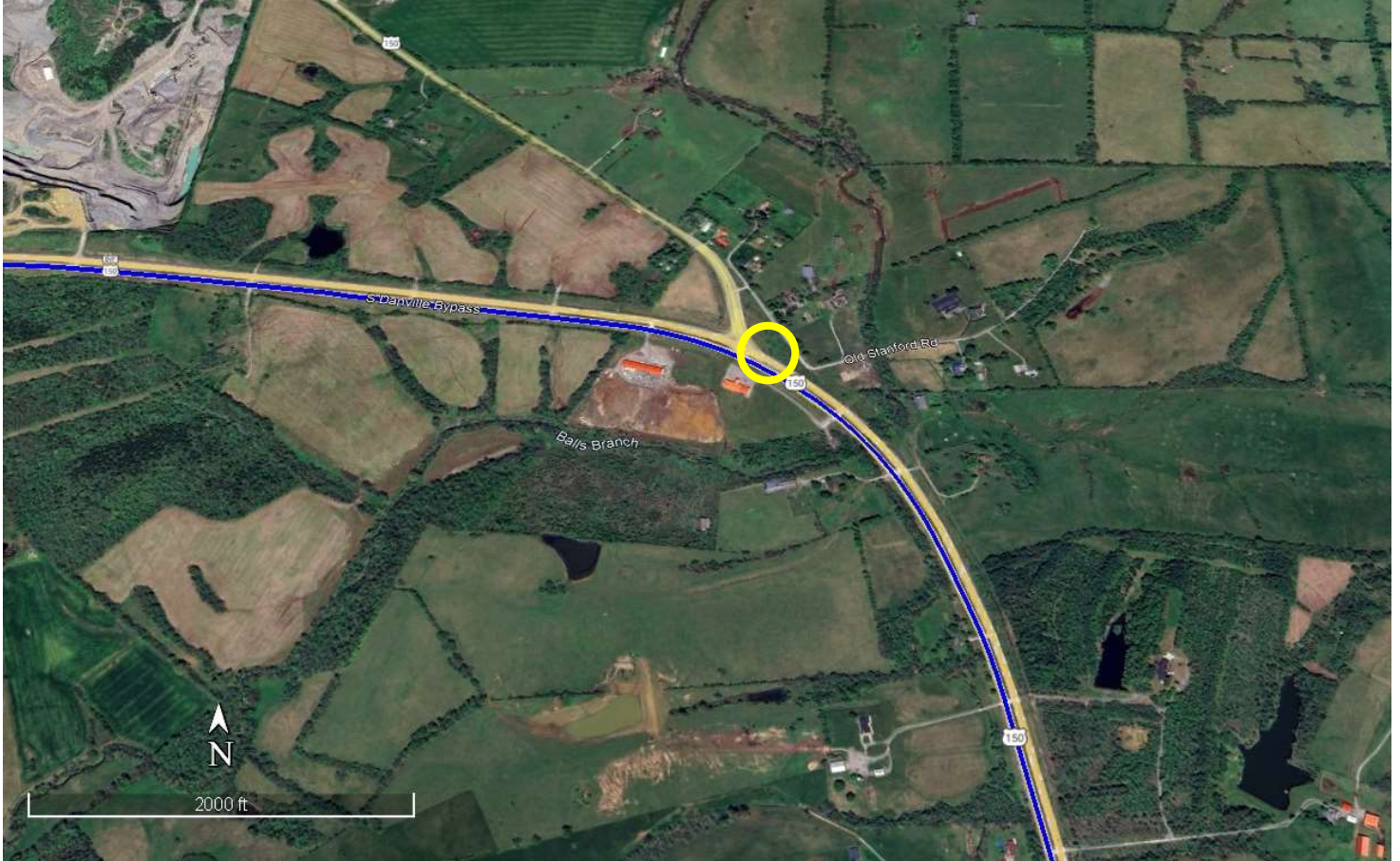
Detour Signage for Westbound US 150



Detour Signage for Eastbound US 150



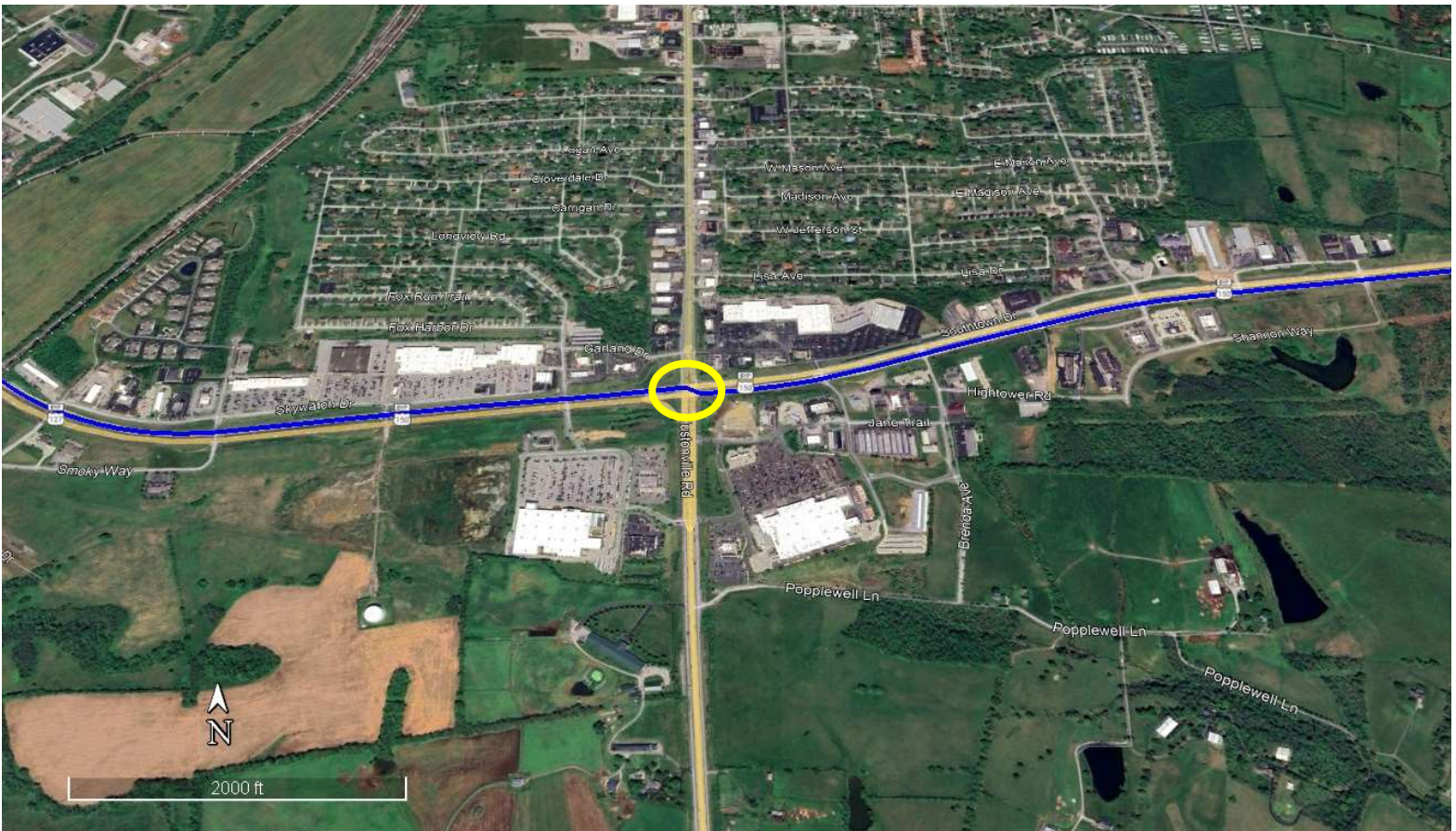
Detour Signage for Westbound US 150



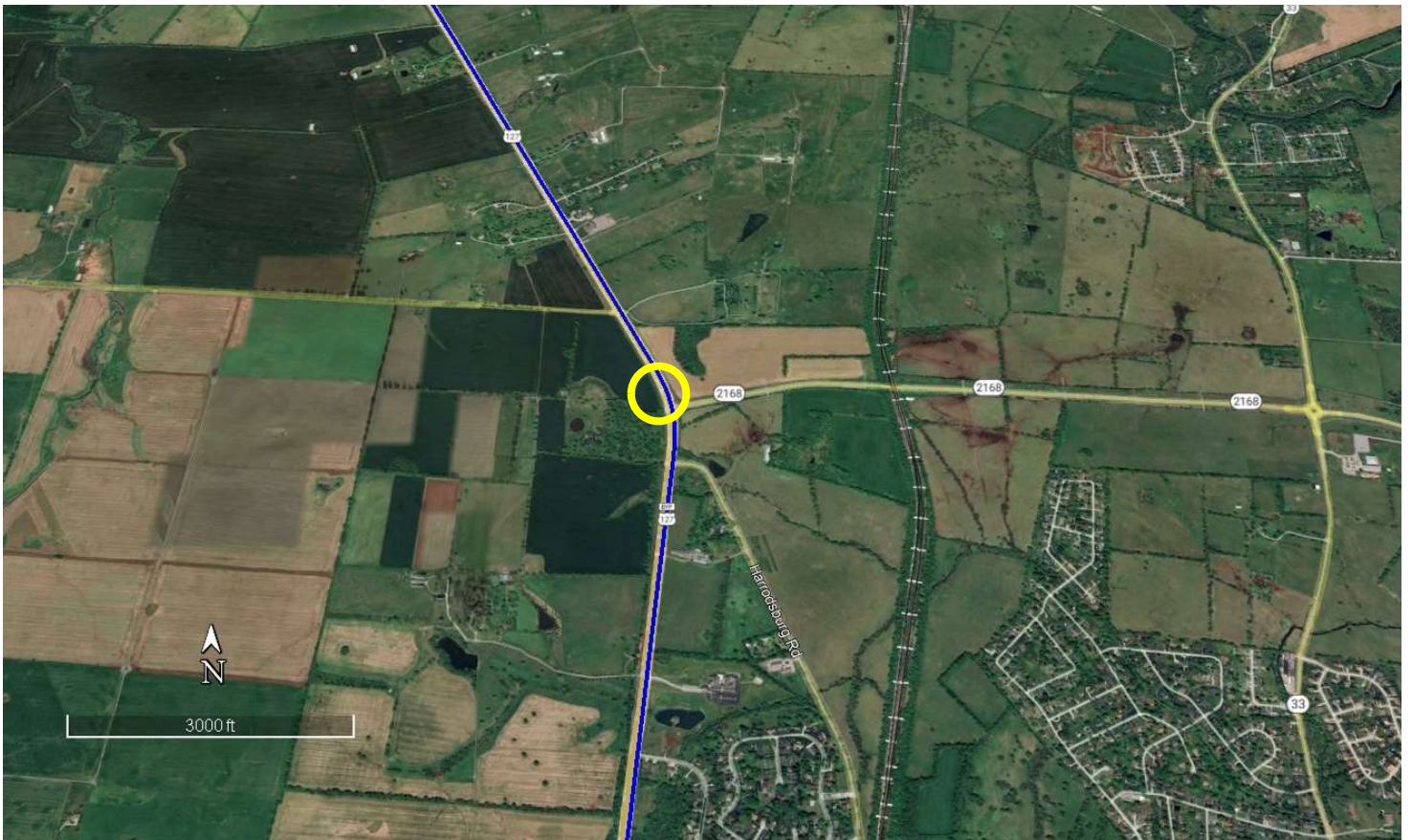
Detour Signage for Westbound US 150 Bypass



Detour Signage for Southbound US 127 Bypass



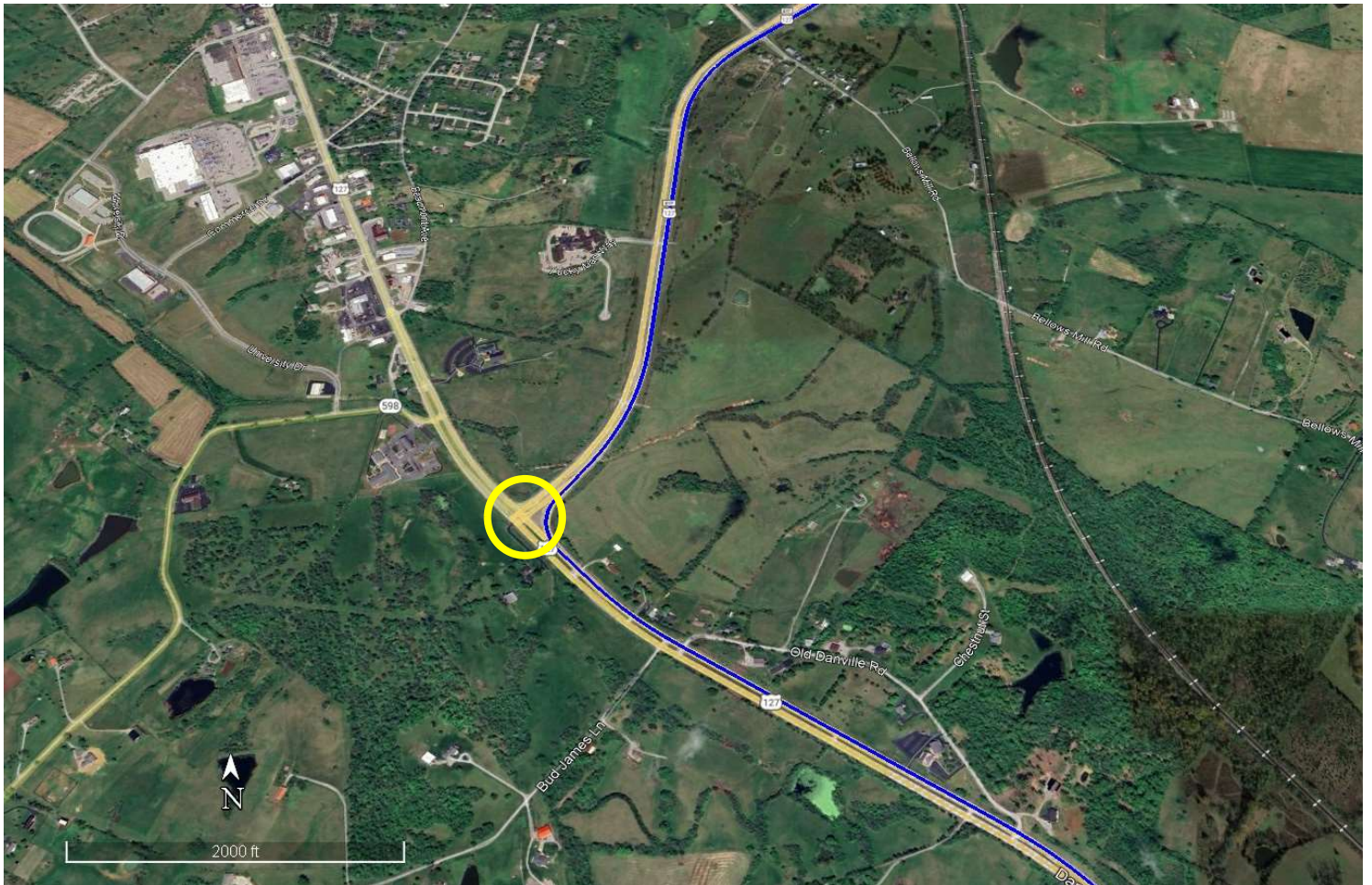
Detour Signage for Southbound US 127



Detour Signage for Northbound US 127



Detour Signage for Southbound US 127 Bypass

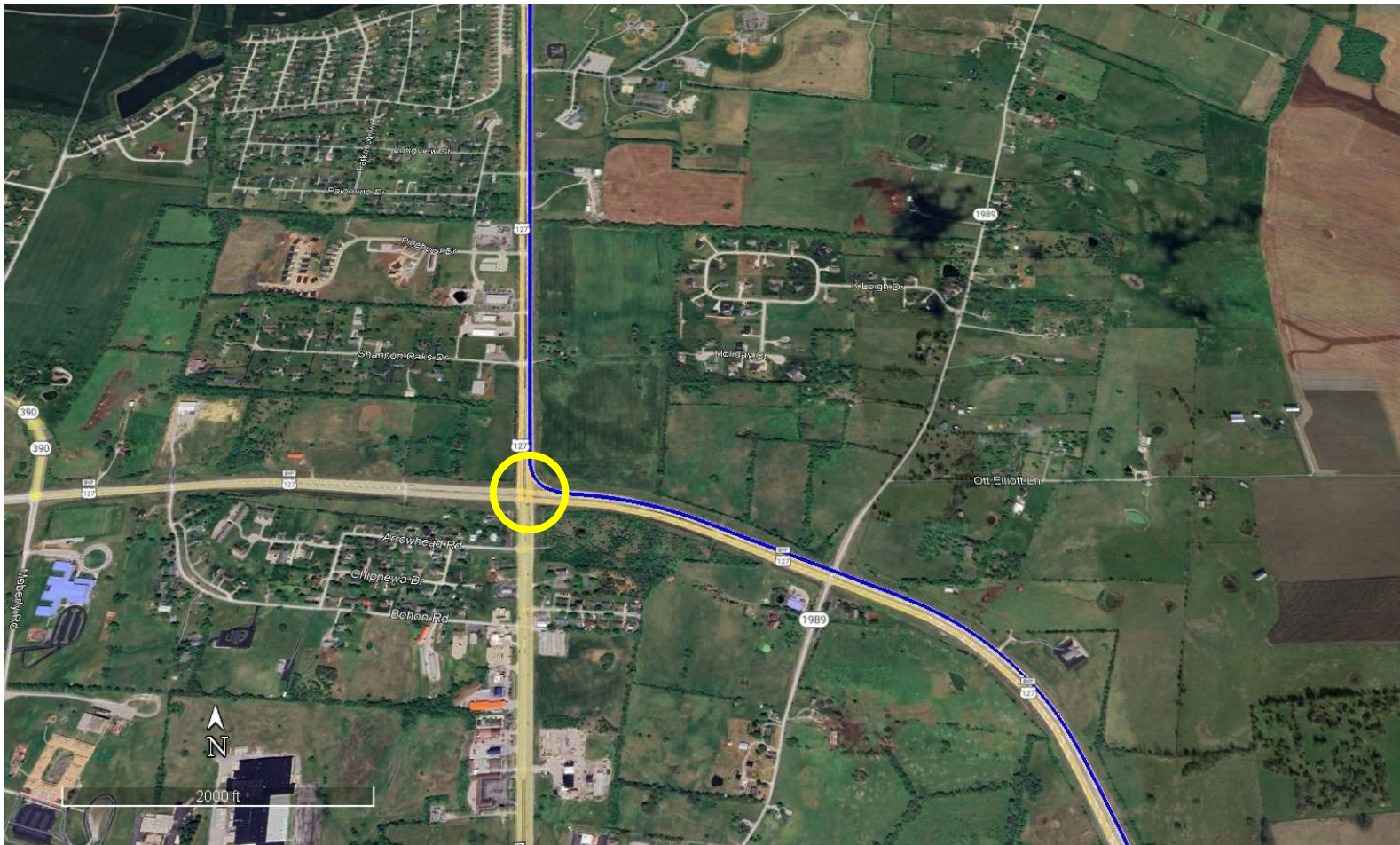




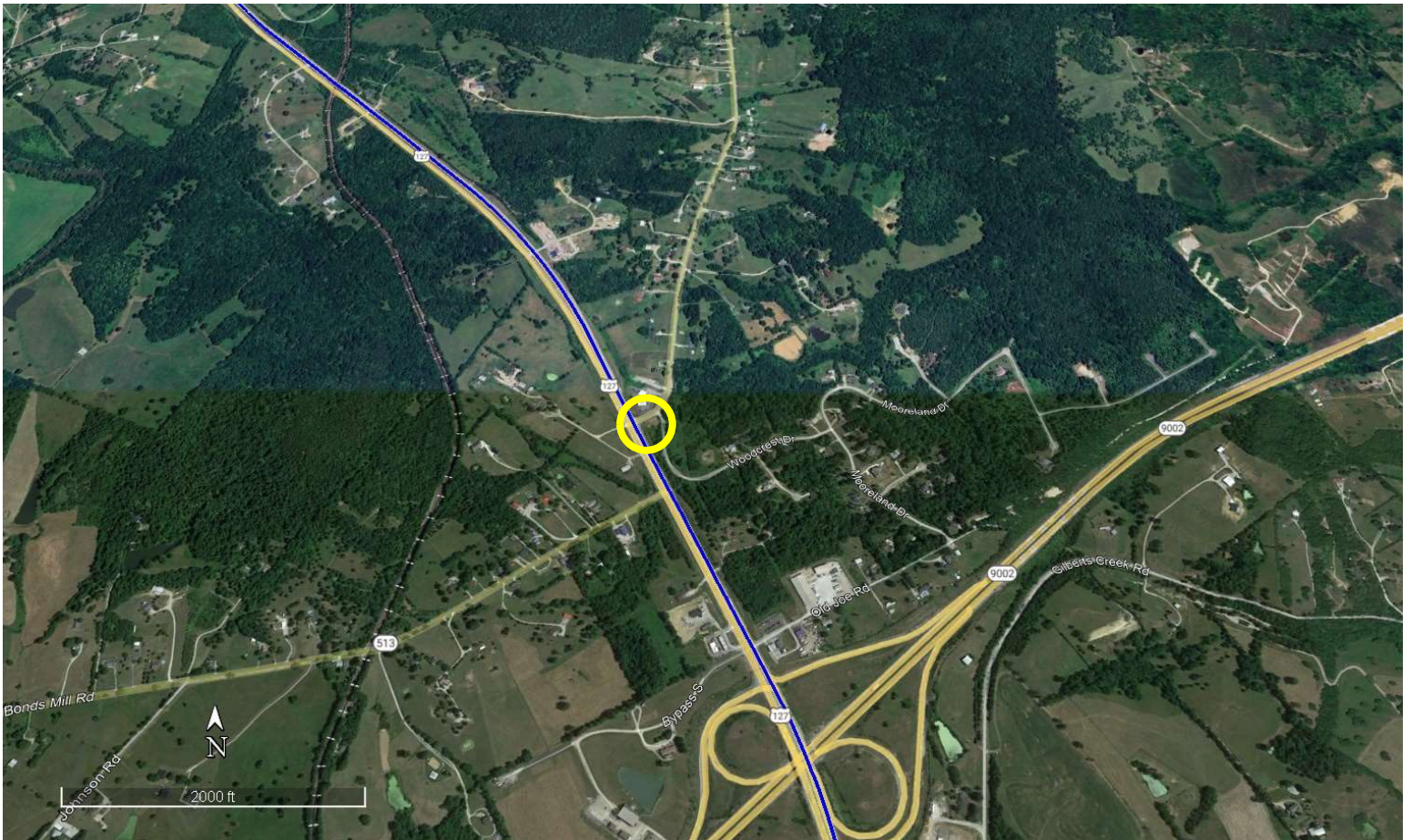
Detour Signage for Northbound US 127 Bypass



Detour Signage for Southbound US 127



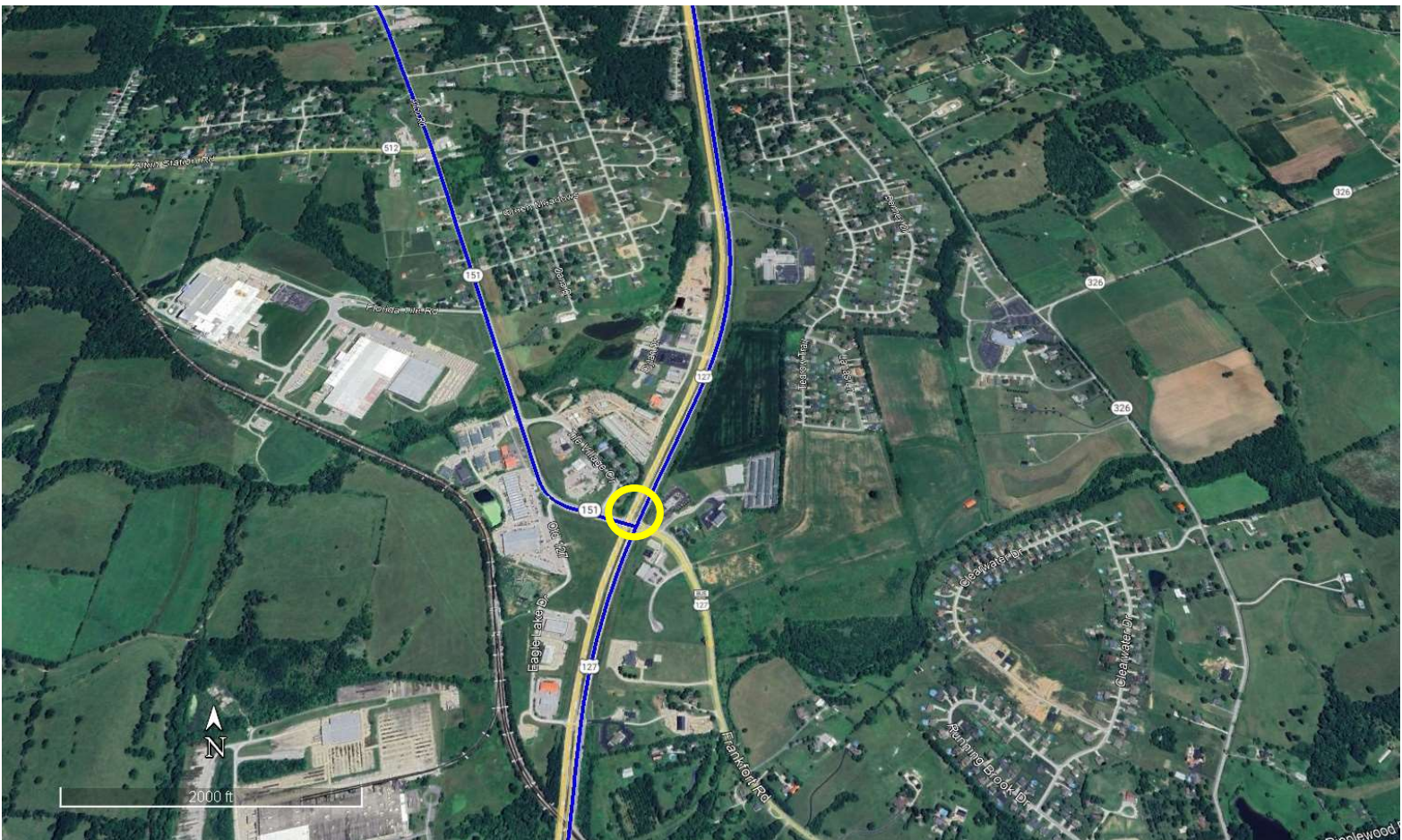
Detour Signage for Northbound US 127



Detour Signage for Southbound US 127



Detour Signage for Northbound US 127



Location:



Messaging (2 seconds per screen):

I	-	7	5				
	C	L	O	S	E	D	
A	T		M	M		9	9

D	E	T	O	U	R		
E	X	I	T		5	3	A
	U	S		1	2	7	

Concept:



Location:



Messaging (2 seconds per screen):

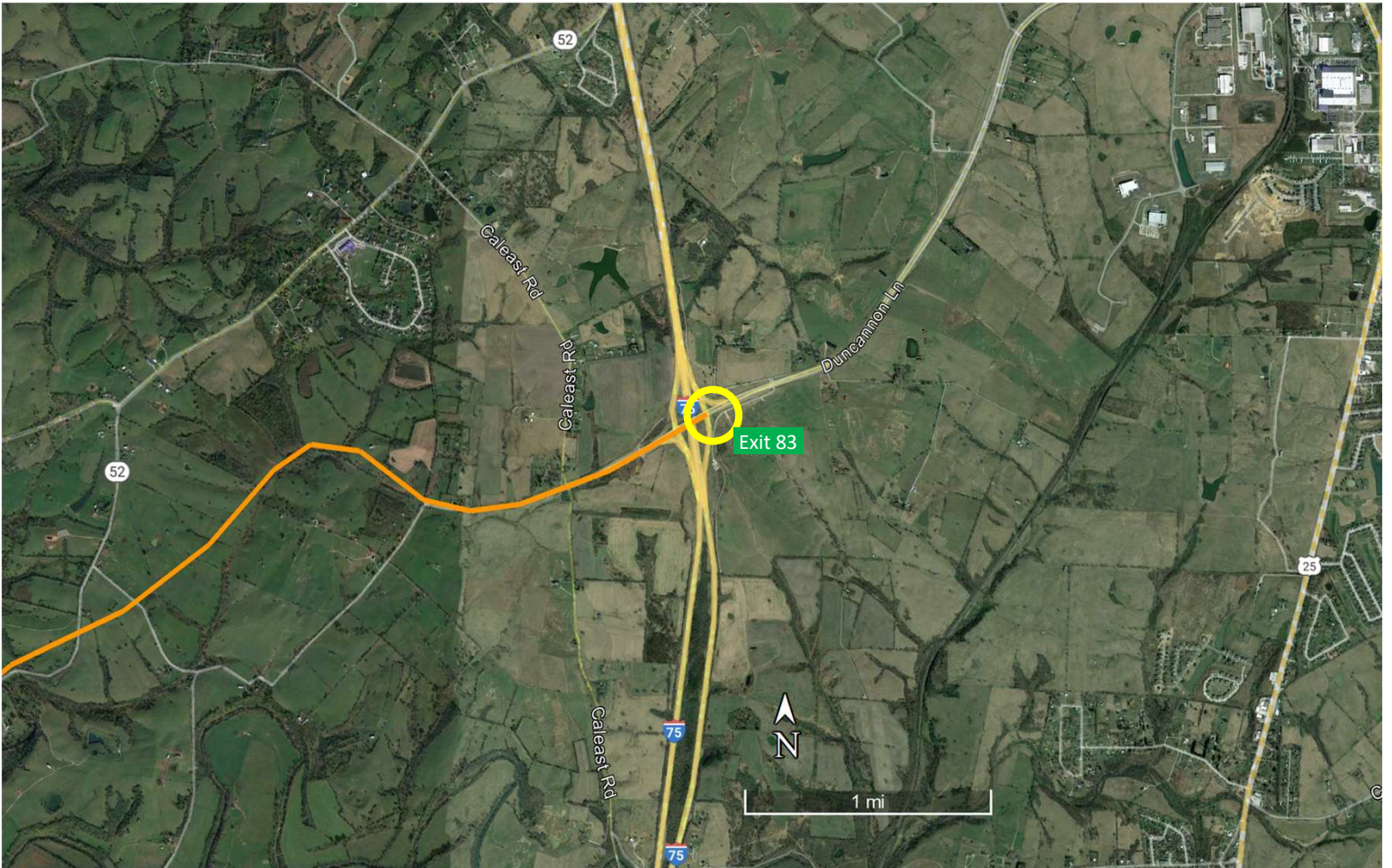
I	-	7	5				
	C	L	O	S	E	D	
A	T		M	M		9	7

I	7	5		N	B		+
	I	6	4		W	B	
	E	X	I	T		8	3

Concept:



Detour Signage for Northbound Off-Ramp



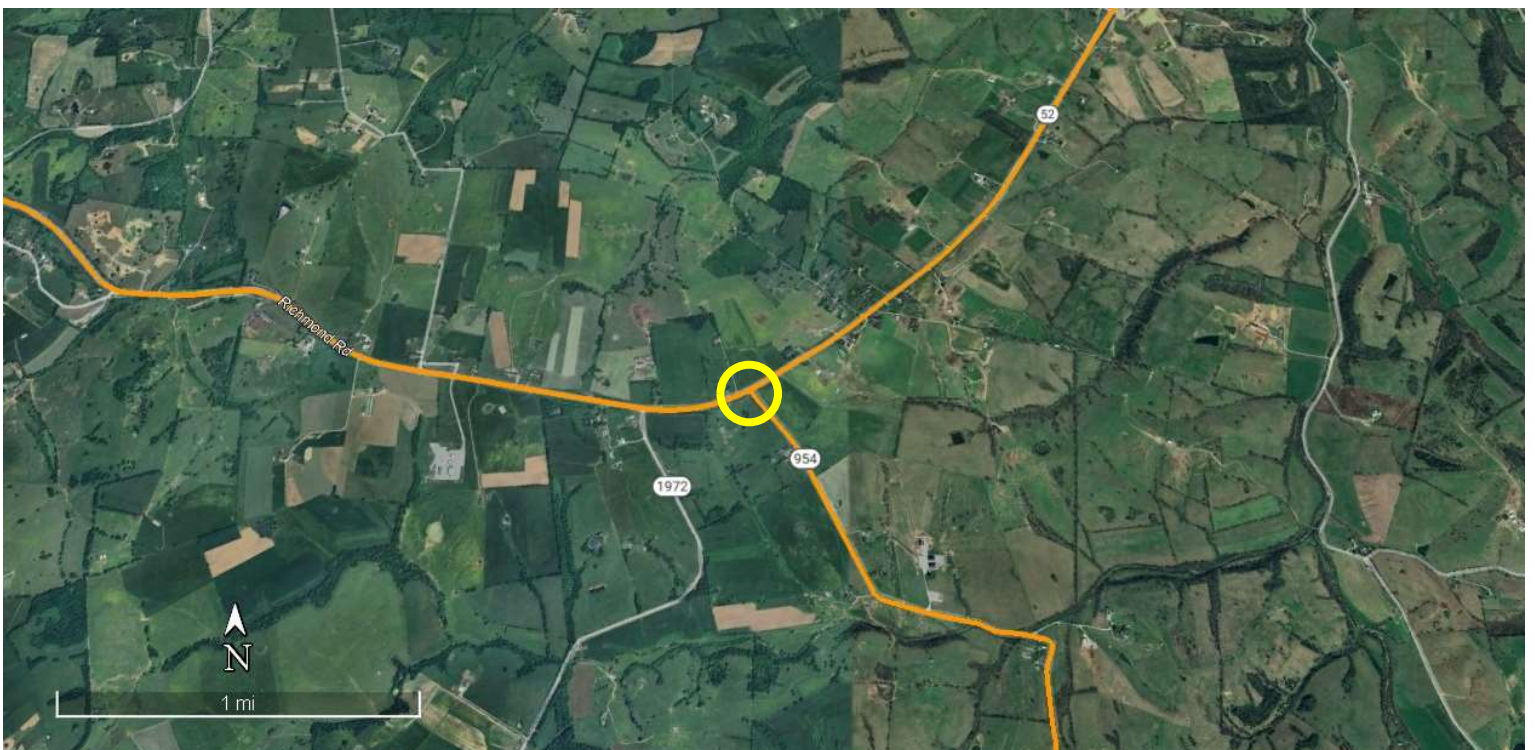
Detour Signage for Westbound KY 954



Detour Signage for Westbound KY 52



Detour Signage for Eastbound KY 52

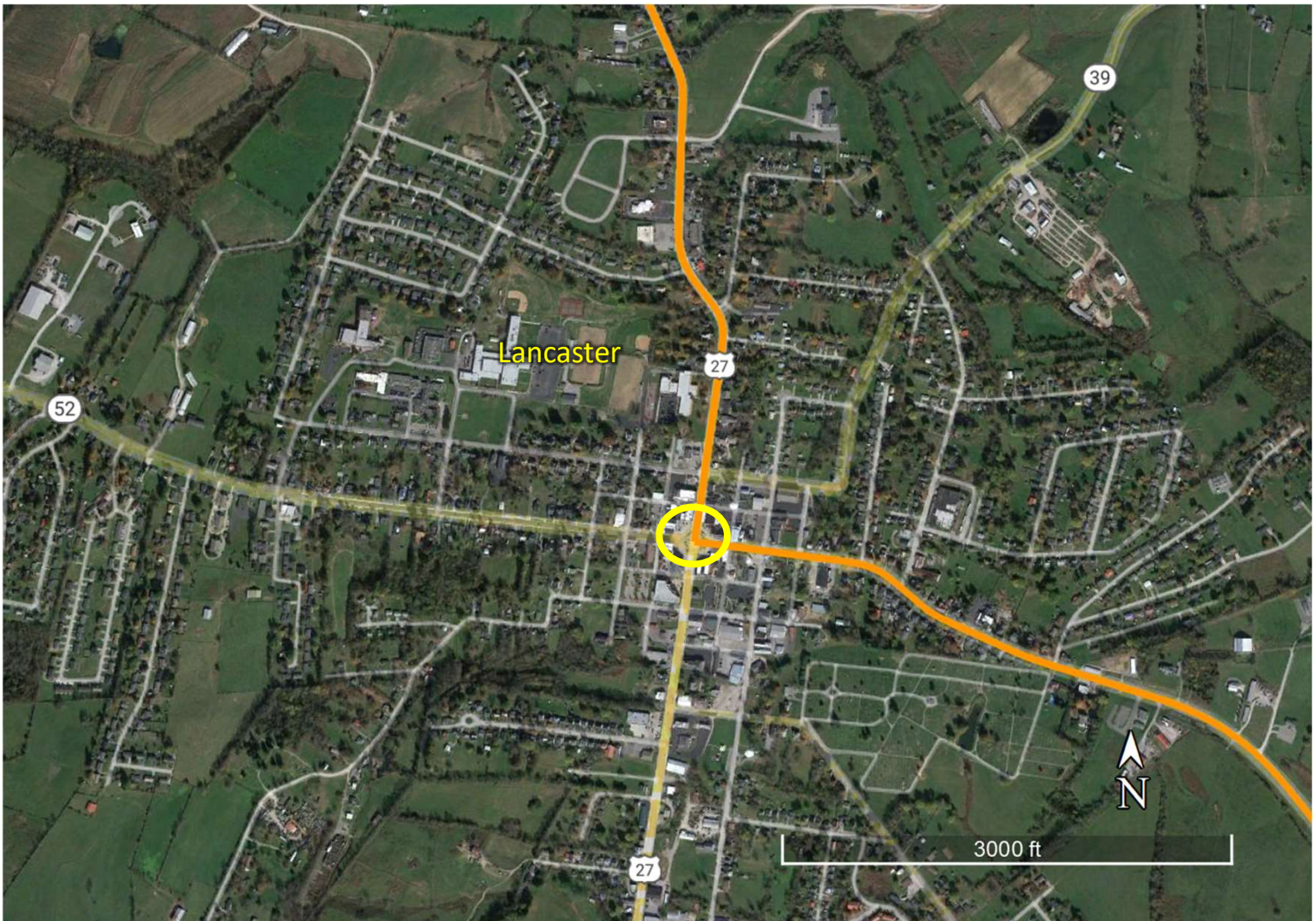


**Other Study Recommendations May Affect Intersection Layout/Routing  
If US 27 reconstruction open to traffic, detour signage should shift to new KY 52/US 27 instead**

Detour Signage Westbound KY 52



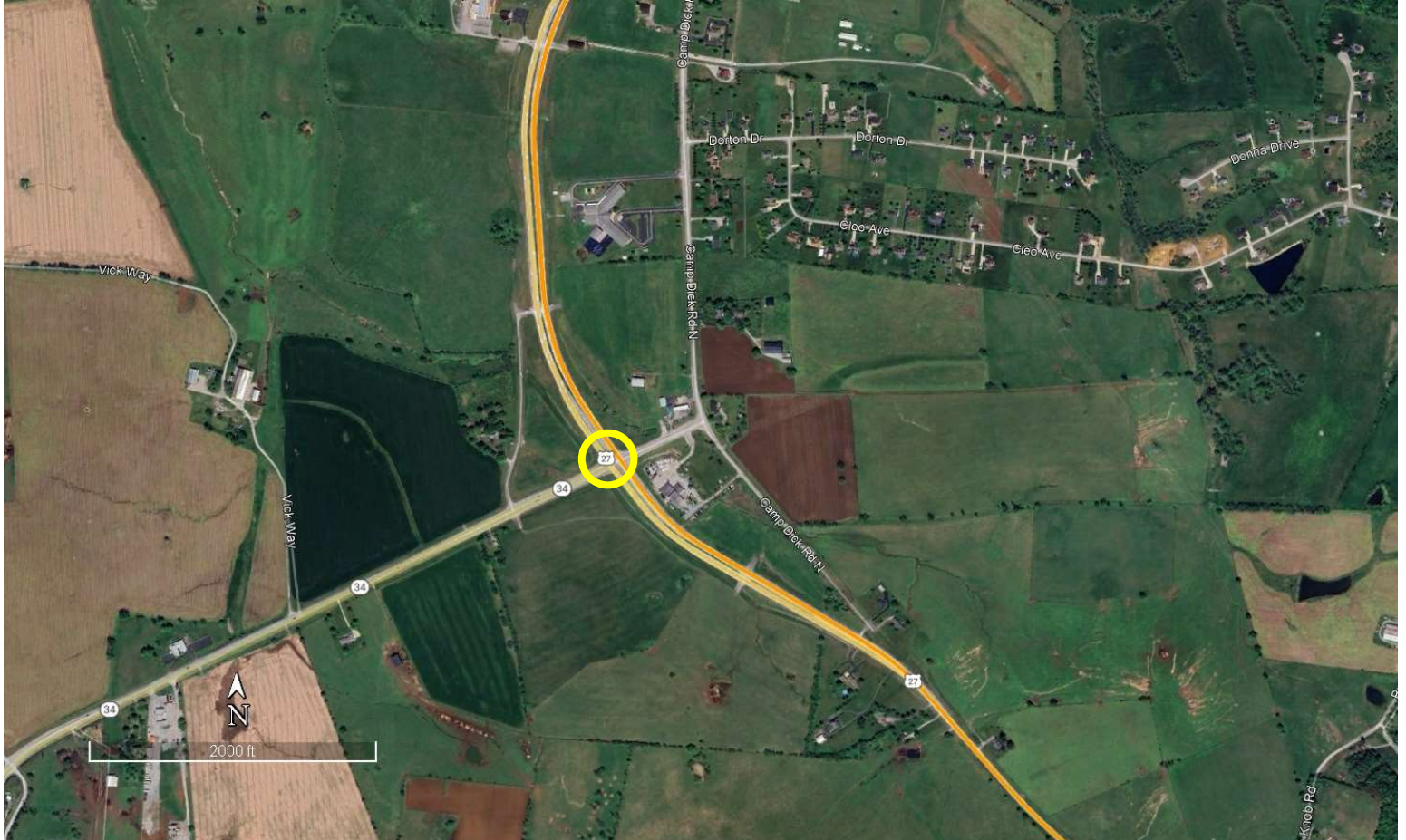
Detour Signage Southbound US 27





Detour Signage for Northbound US 27

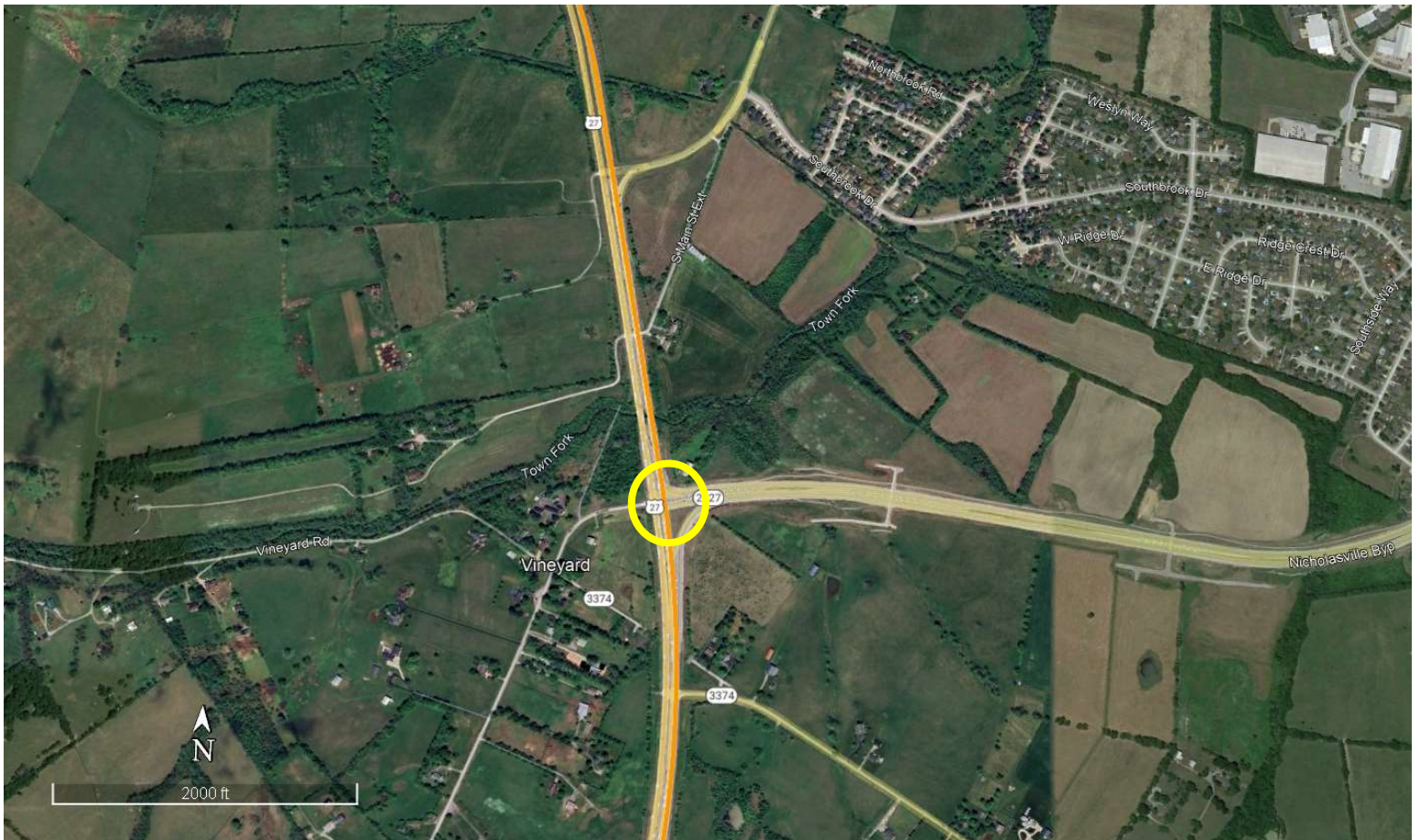
Detour Signage for Southbound US 27



Detour Signage for Northbound US 27



Detour Signage for Southbound US 27

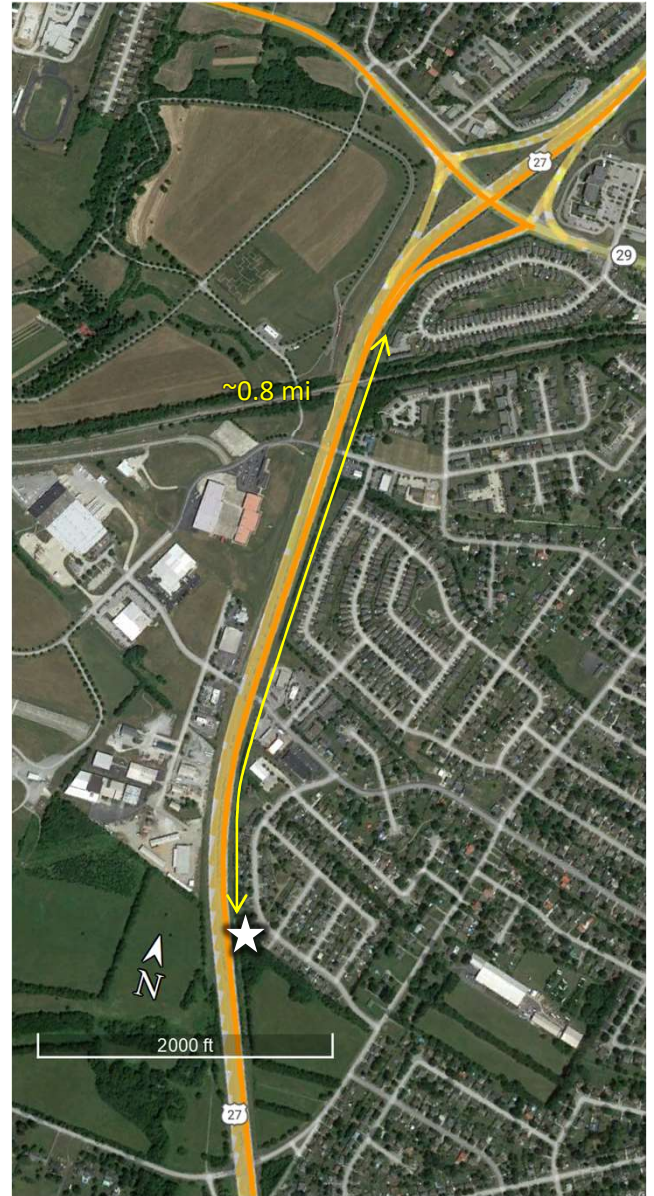


Location:

Messaging (2 seconds per screen):

I	-	6	4	/	7	5	
	D	E	T	O	U	R	

E	X	I	T		T	O	
	K	Y	2	9			
T	O		U	S	6	8	



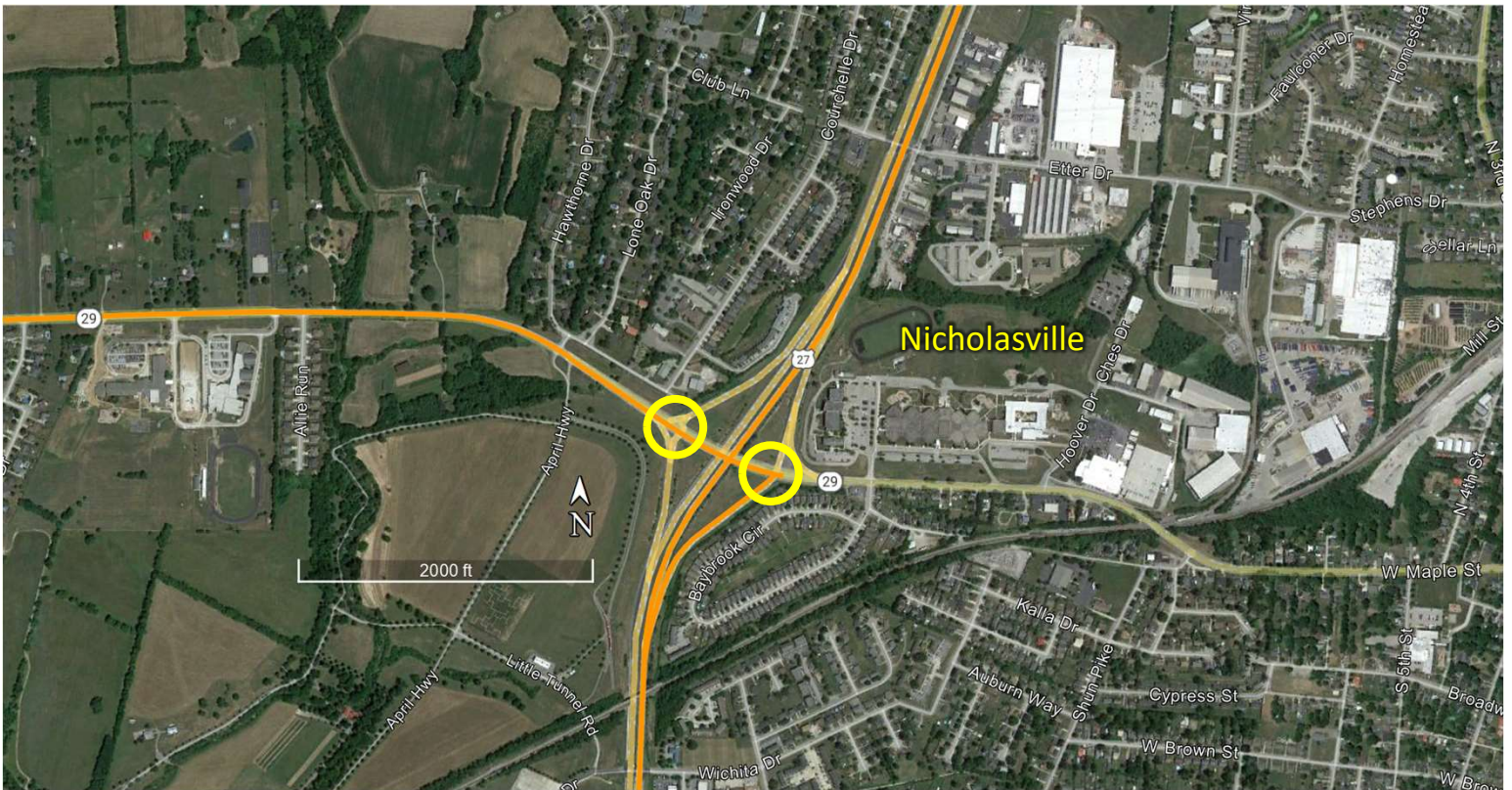
Concept:



Detour Signage Eastbound KY 29



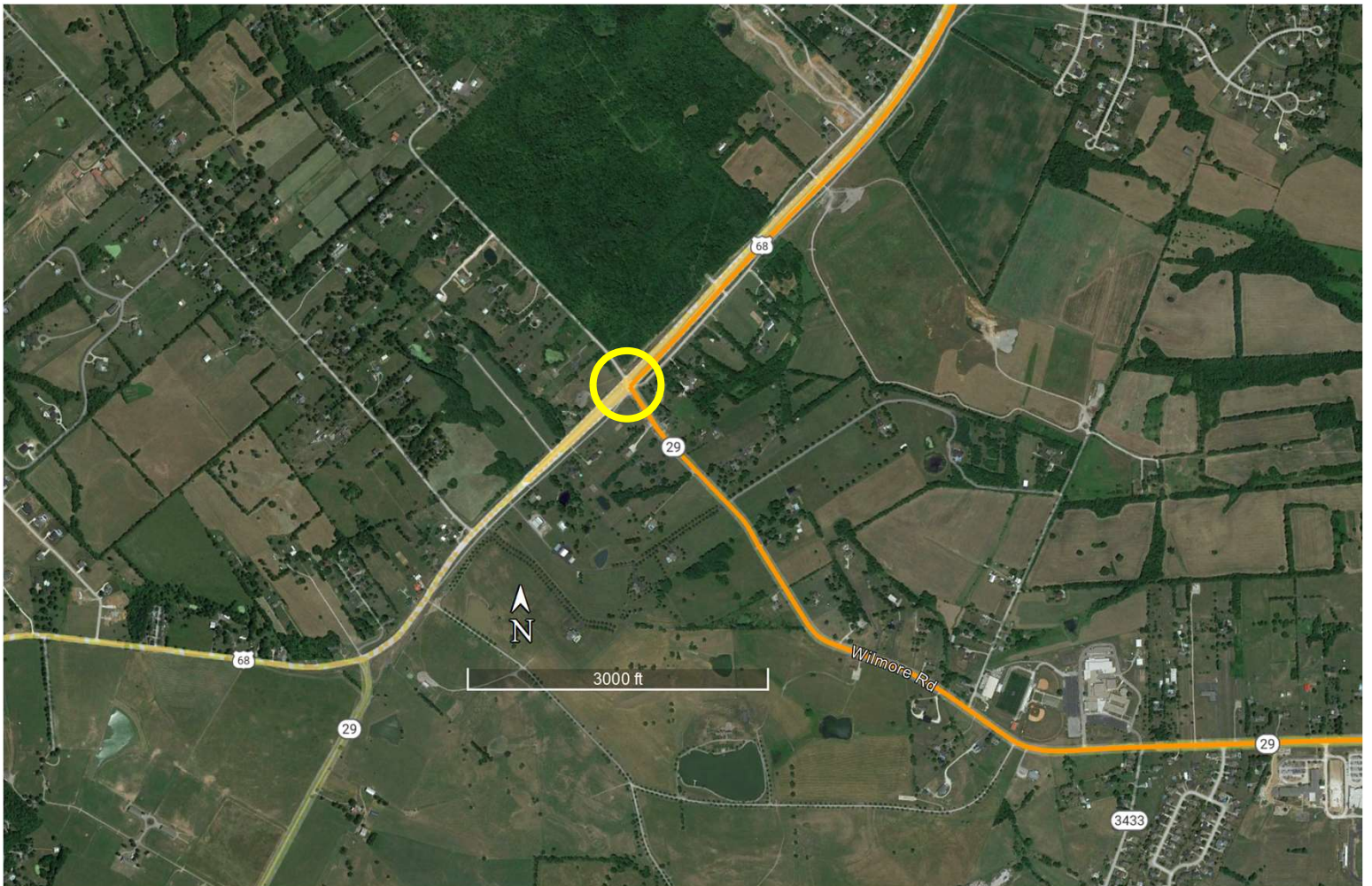
Detour Signage US 27 NB Off-Ramp



Detour Signage Northbound KY 29



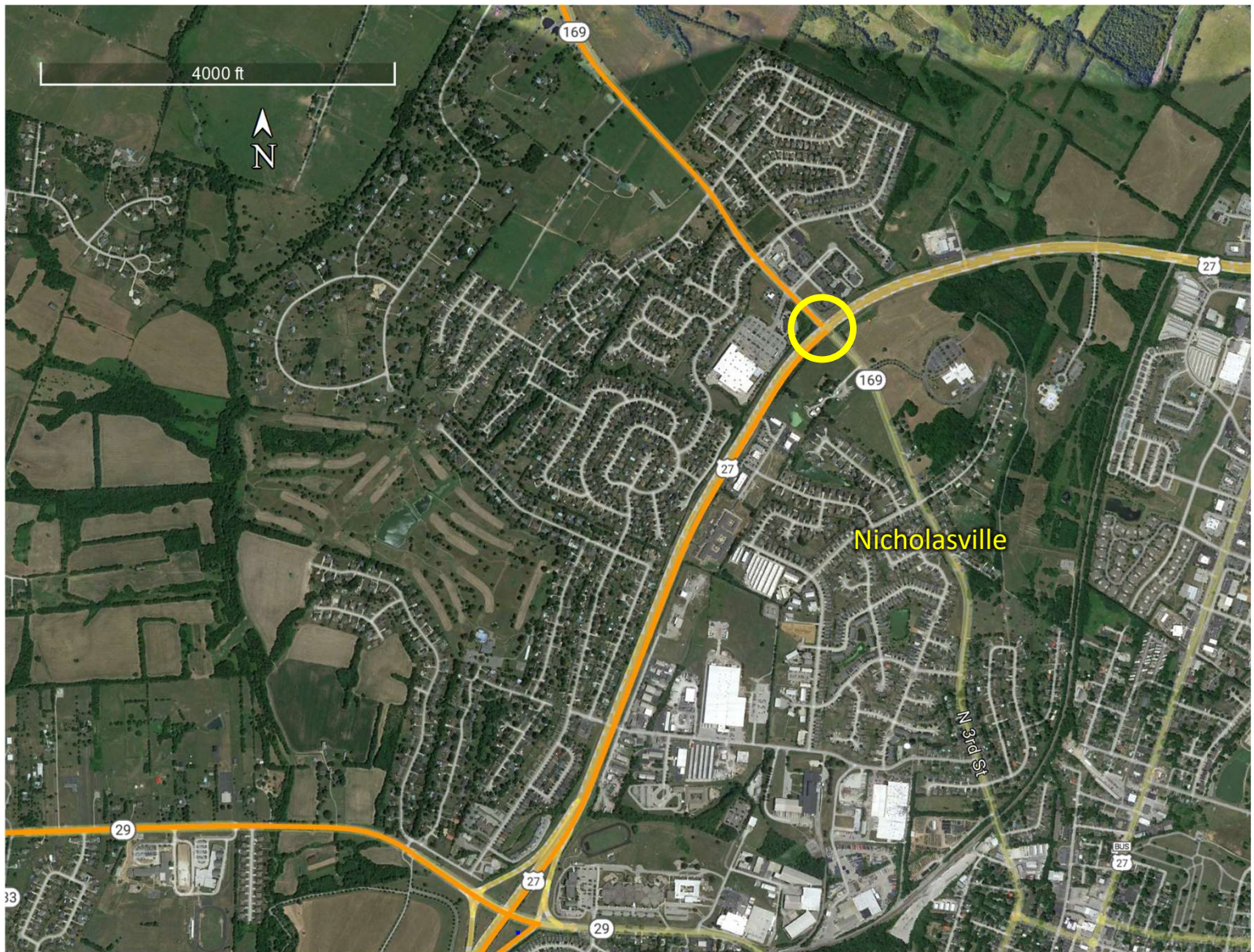
Detour Signage Westbound US 68



Detour Signage Northbound US 27



Detour Signage Eastbound KY 169



Location:

Messaging (2 seconds per screen):

I	-	7	5				
	D	E	T	O	U	R	

		L	E	F	T		
A	T		K	Y	1	6	9
	S	I	G	N	A	L	



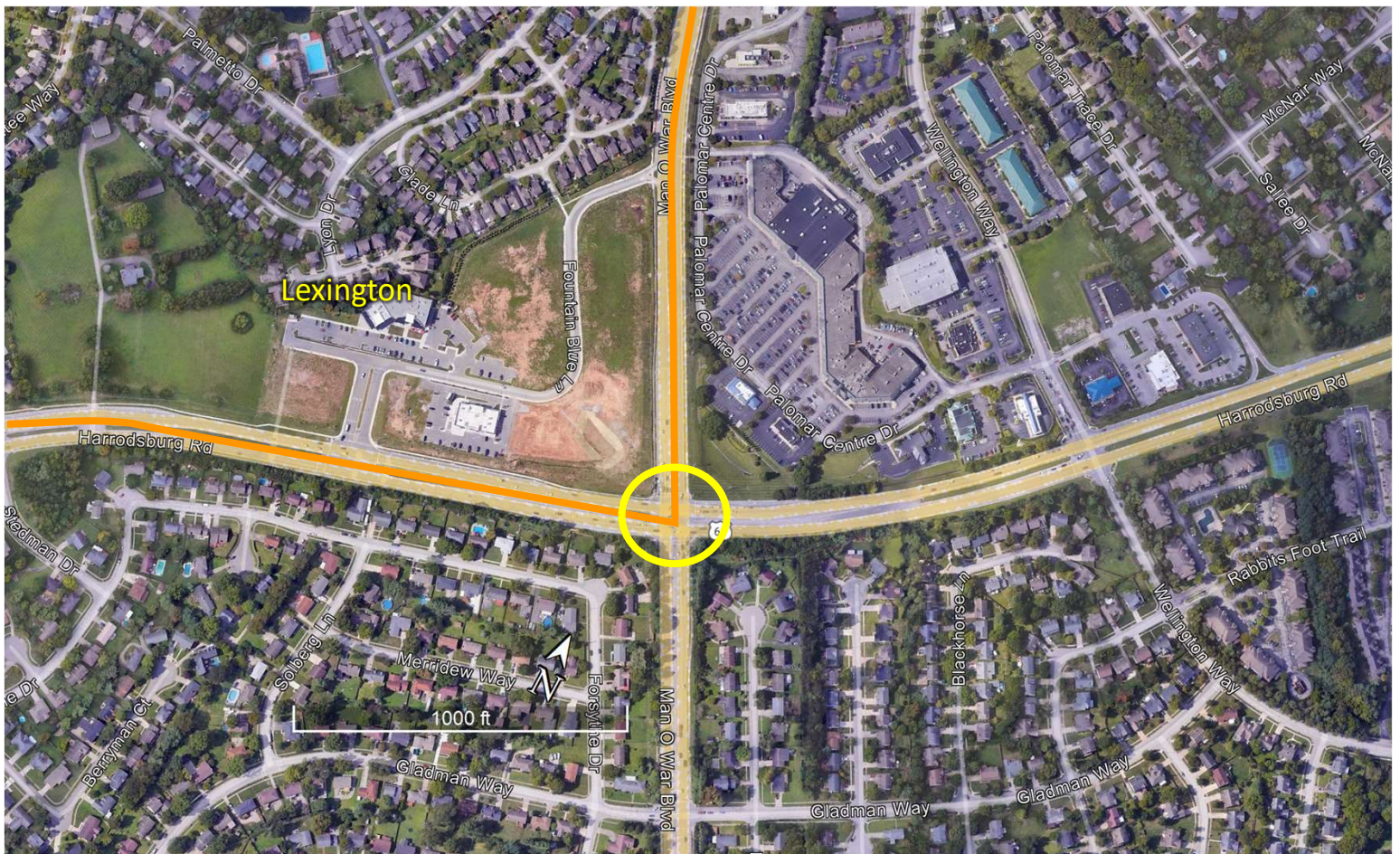
Concept:



Detour Signage Eastbound US 68



Detour Signage Southbound Man o War Blvd





Detour Signage for Eastbound US 60

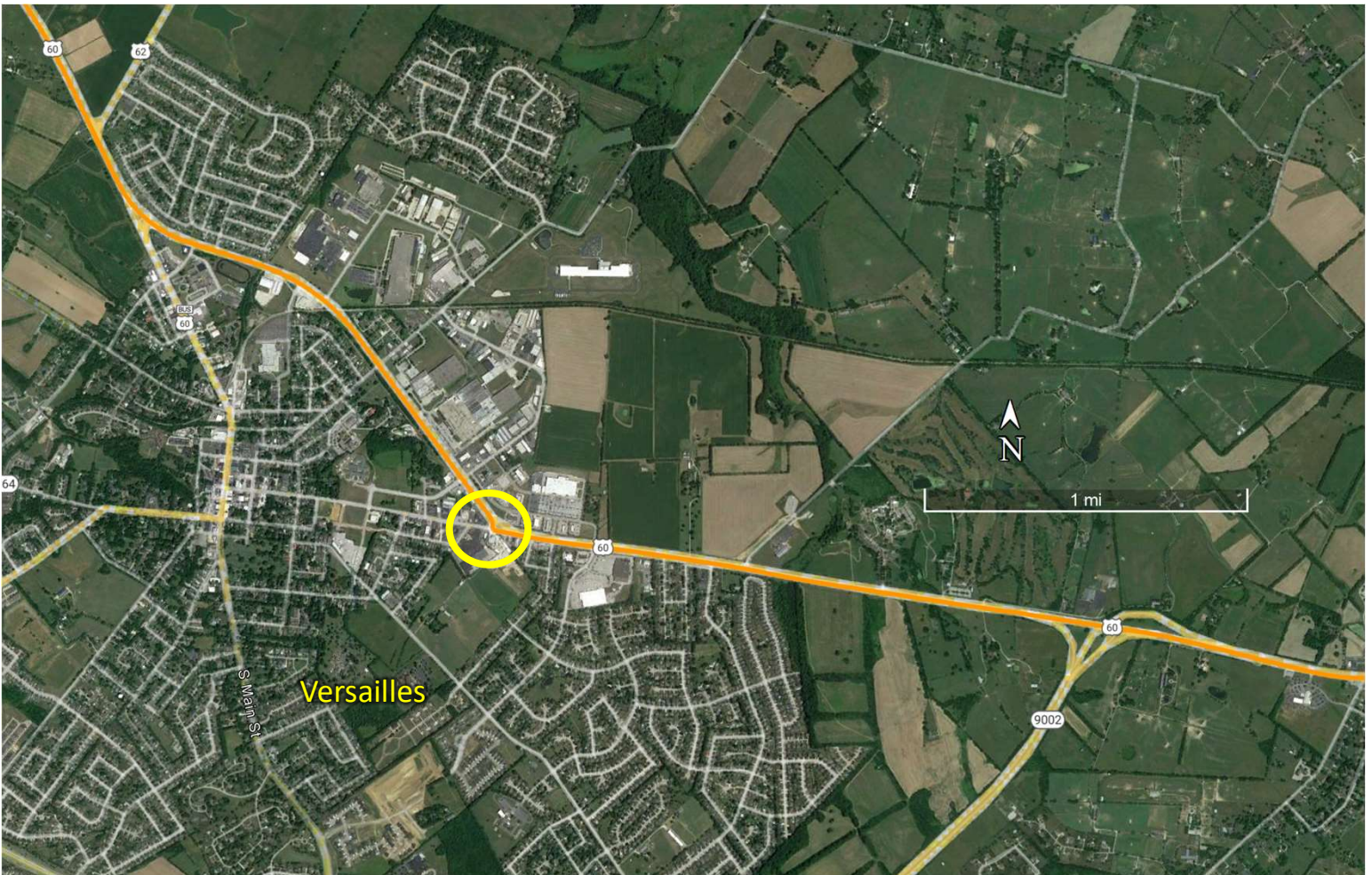


Detour Signage for Northbound Man o War Blvd

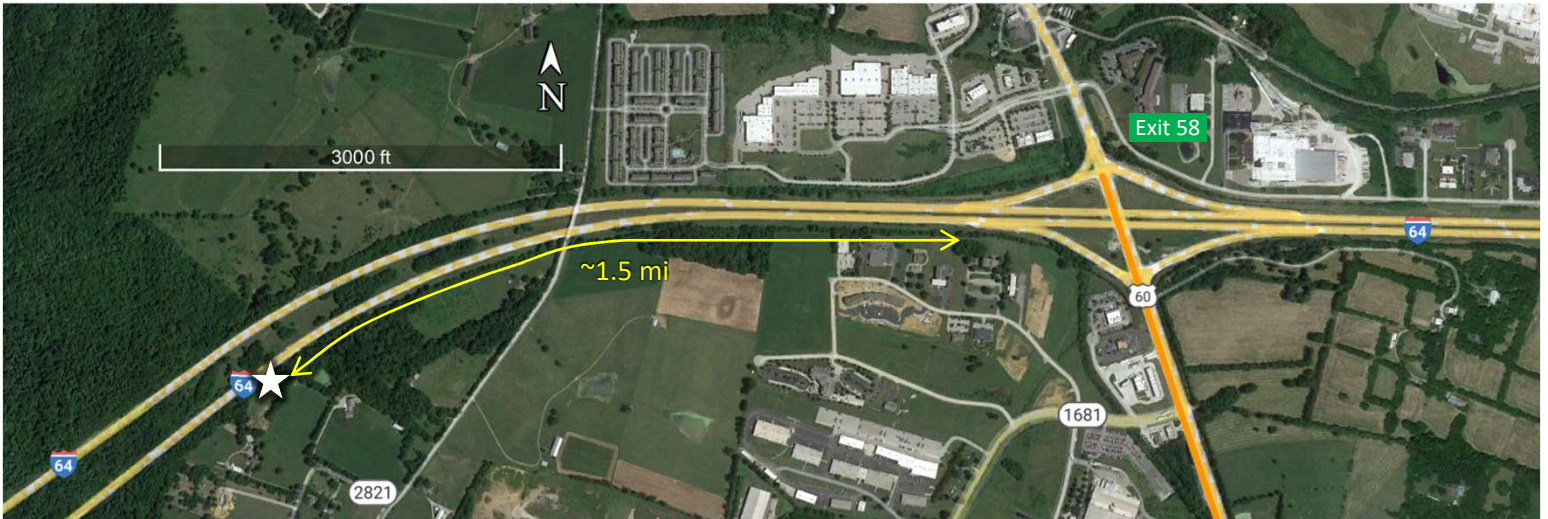


Detour Signage for Eastbound US 60

Westbound US 60 already signed to I-64



Location:



Messaging (2 seconds per screen):

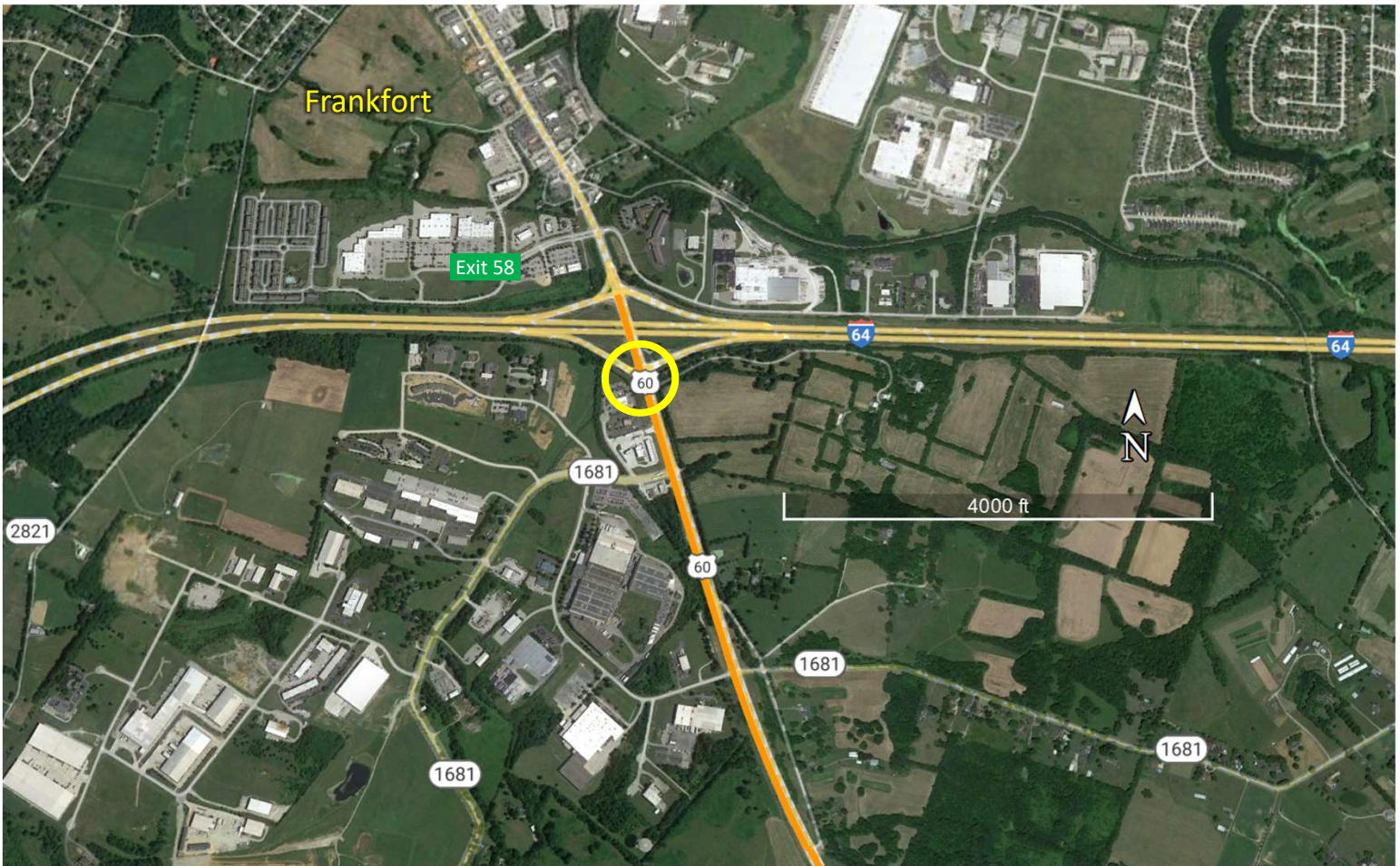
I	-	7	5		S	B	
	C	L	O	S	E	D	
A	T		M	M		9	9

D	E	T	O	U	R		
E	X	I	T		5	8	
	U	S		6	0		

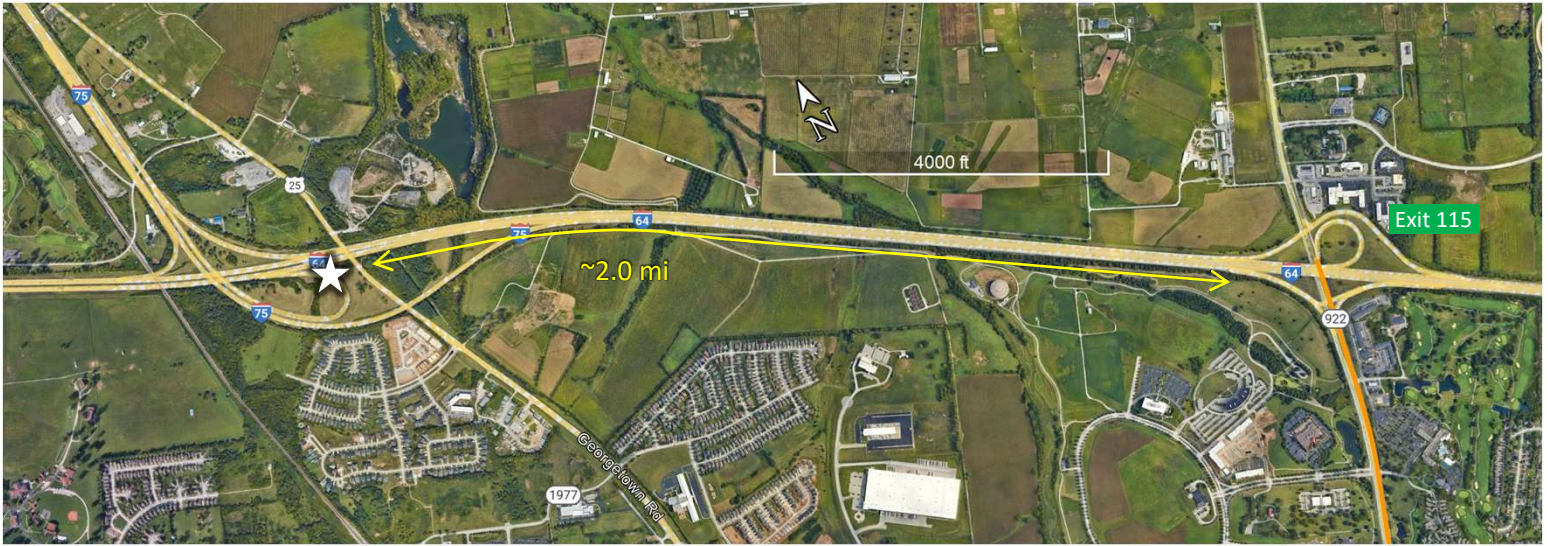
Concept:



Detour Signage for Eastbound Off-Ramp



Location:



Messaging (2 seconds per screen):

I	-	7	5	S	B		
	C	L	O	S	E	D	
A	T		M	M		9	9

D	E	T	O	U	R		
E	X	I	T		1	1	5
	K	Y		9	2	2	

Concept:



Location:



Messaging (2 seconds per screen):

I	-	7	5		S	B	
	C	L	O	S	E	D	
A	T		M	M		9	9

D	E	T	O	U	R		
E	X	I	T		1	1	5
	K	Y		9	2	2	

Concept:



Detour Signage for Southbound/Eastbound Off-Ramp



Location:



Messaging (2 seconds per screen):

I	-	7	5				
	C	L	O	S	E	D	
A	T		M	M		9	9

U	S	E		I	-	6	4
E	A	S	T	B	N	D	
	E	X	I	T		9	4

Concept:





Location:



Messaging (2 seconds per screen):

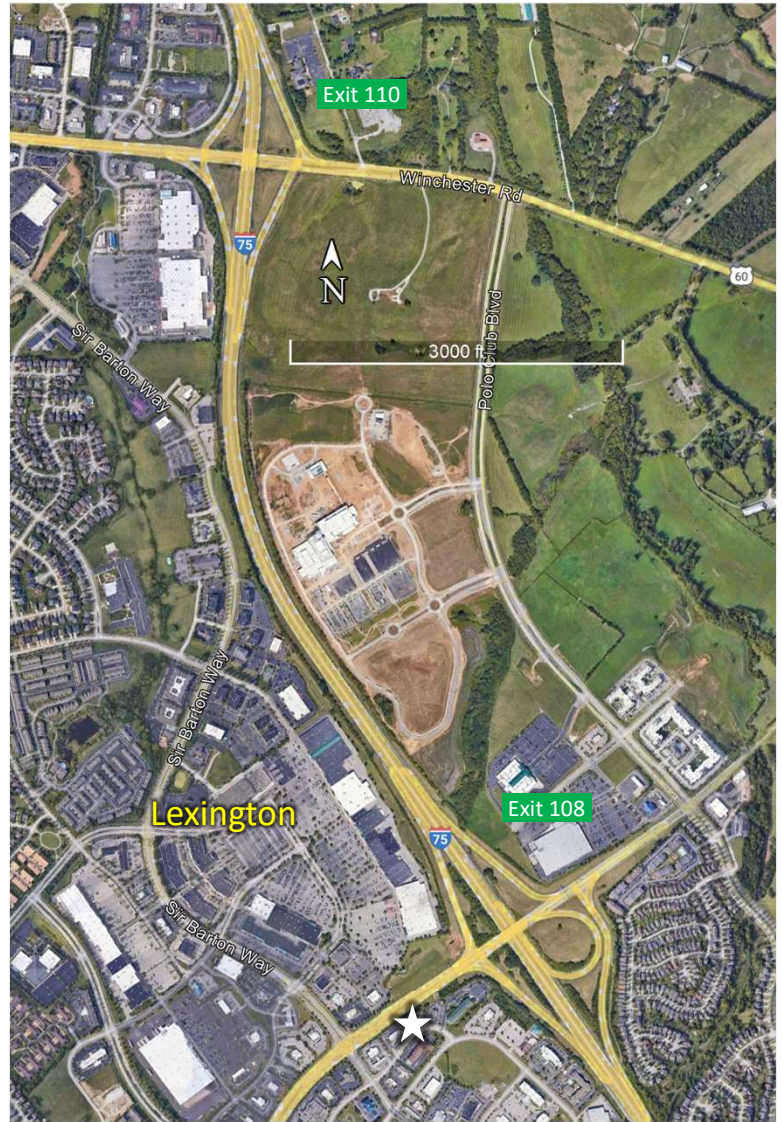
I	-	7	5				
	C	L	O	S	E	D	
A	T		M	M		9	9

U	S	E		A	L	T	
R	O	U	T	E			
			S	O	U	T	H

Concept:



Location:



Messaging (2 seconds per screen):

I	-	7	5				
	C	L	O	S	E	D	
A	T		M	M		9	9

U	S	E		A	L	T	
R	O	U	T	E			
			S	O	U	T	H

Concept:

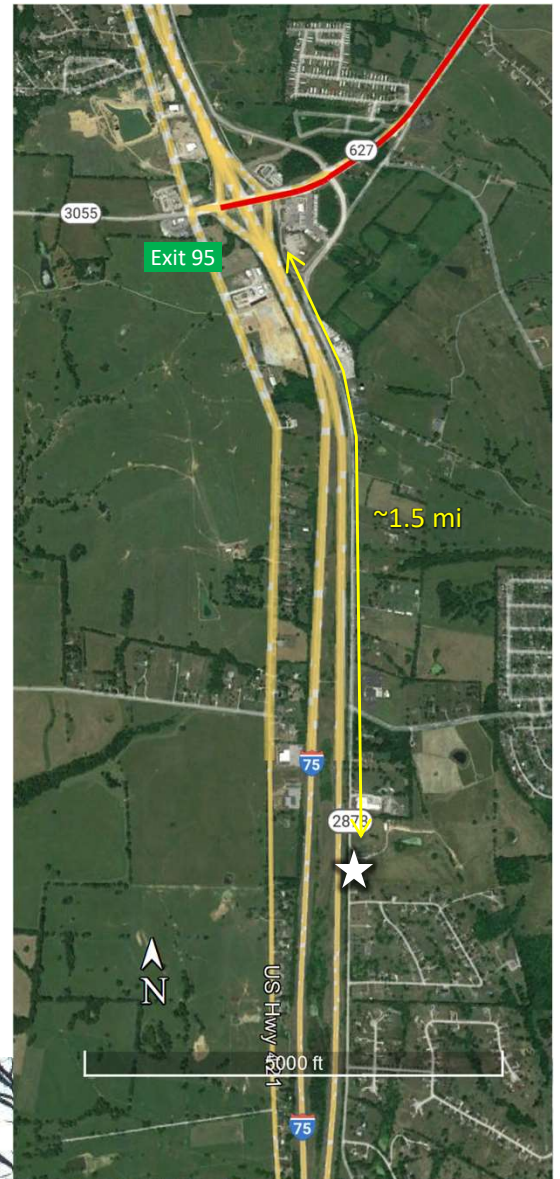


Location:

Messaging (2 seconds per screen):

I	-	7	5				
	C	L	O	S	E	D	
A	T		M	M		9	7

D	E	T	O	U	R		
	E	X	I	T		9	5
		K	Y		6	2	7



Concept:



Detour Signage for Northbound Off-Ramp



Location:

Messaging (2 seconds per screen):

K	Y		4	1	8		
	N	O		T	H	R	U
T	R	A	F	F	I	C	

	D	E	T	O	U	R	
K	Y	6	2	7		T	O
	B	Y	P	A	S	S	



VMS to notify detour traffic

Barricade KY 418 with "Road Closed" Signage

Police presence recommended to help enforce

Concept:

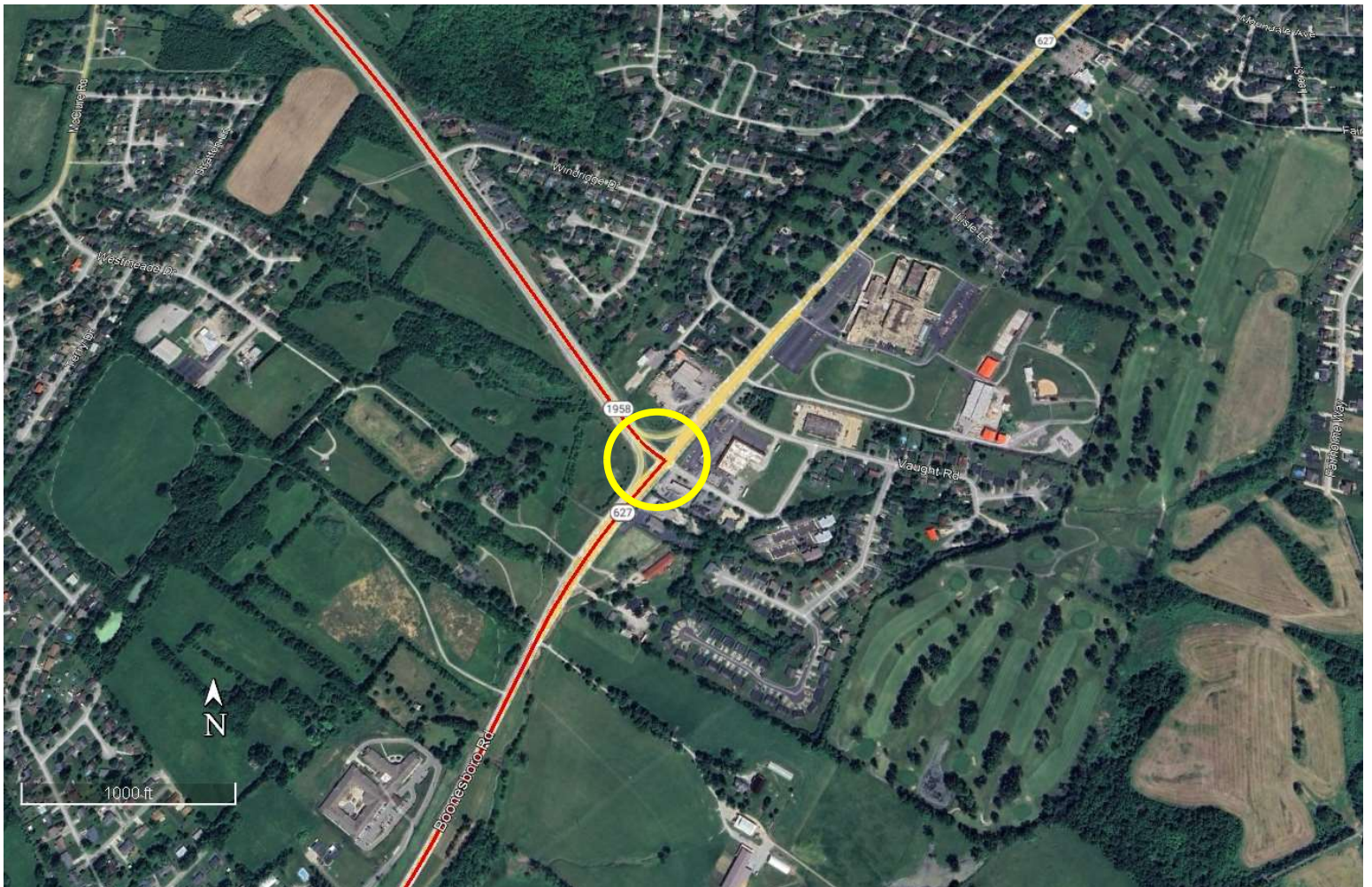


**Future Construction of Item No. 7-8401 Will Affect Intersection Layout/Routing**

Detour Signage for Northbound KY 627



Detour Signage for Westbound Bypass Rd.



Location:



Messaging (2 seconds per screen):

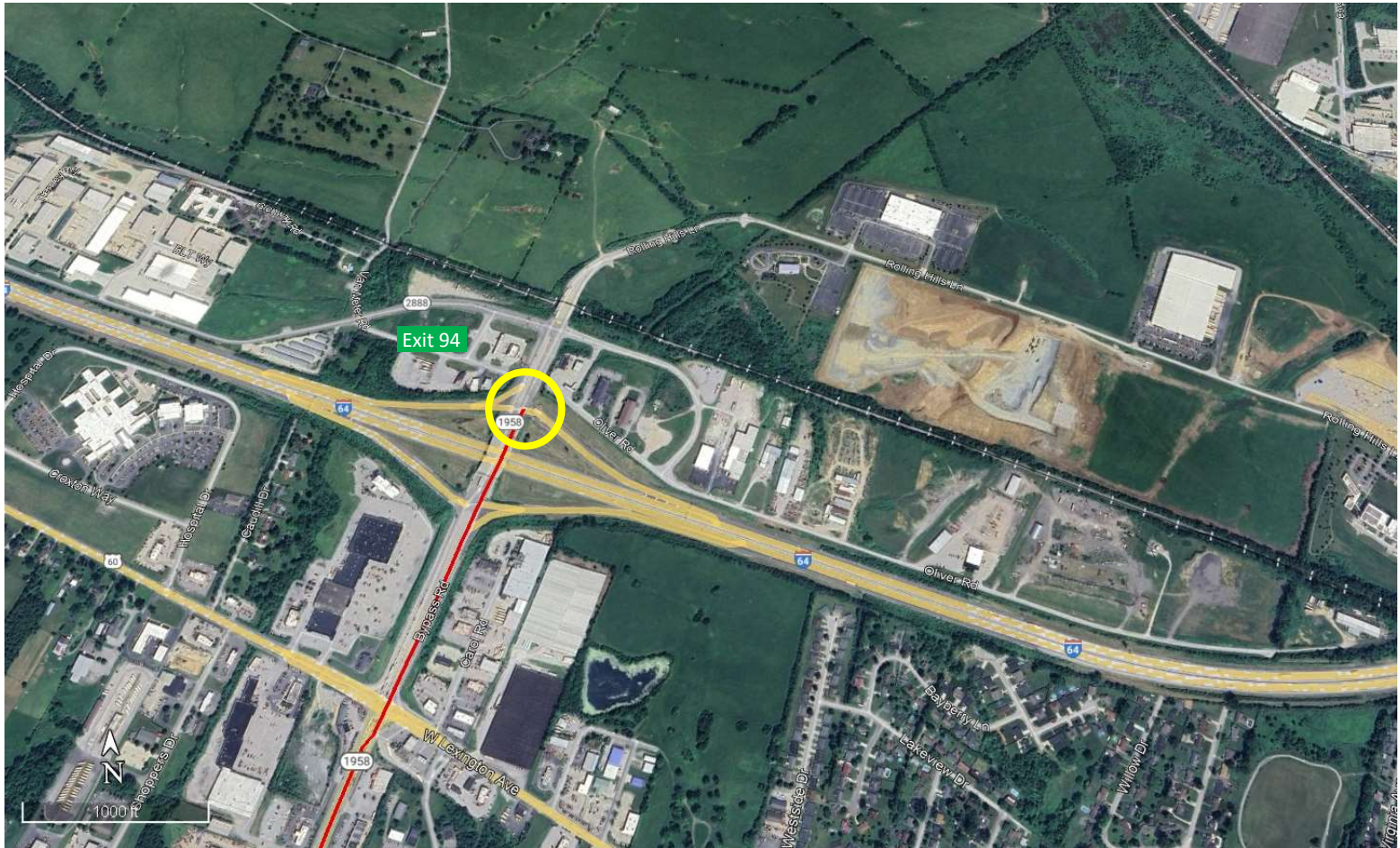
I	-	7	5		S	B	
	C	L	O	S	E	D	
A	T		M	M		9	9

D	E	T	O	U	R		
	E	X	I	T		9	4
	K	Y		1	9	5	8

Concept:



Detour Signage for Westbound Off-Ramp



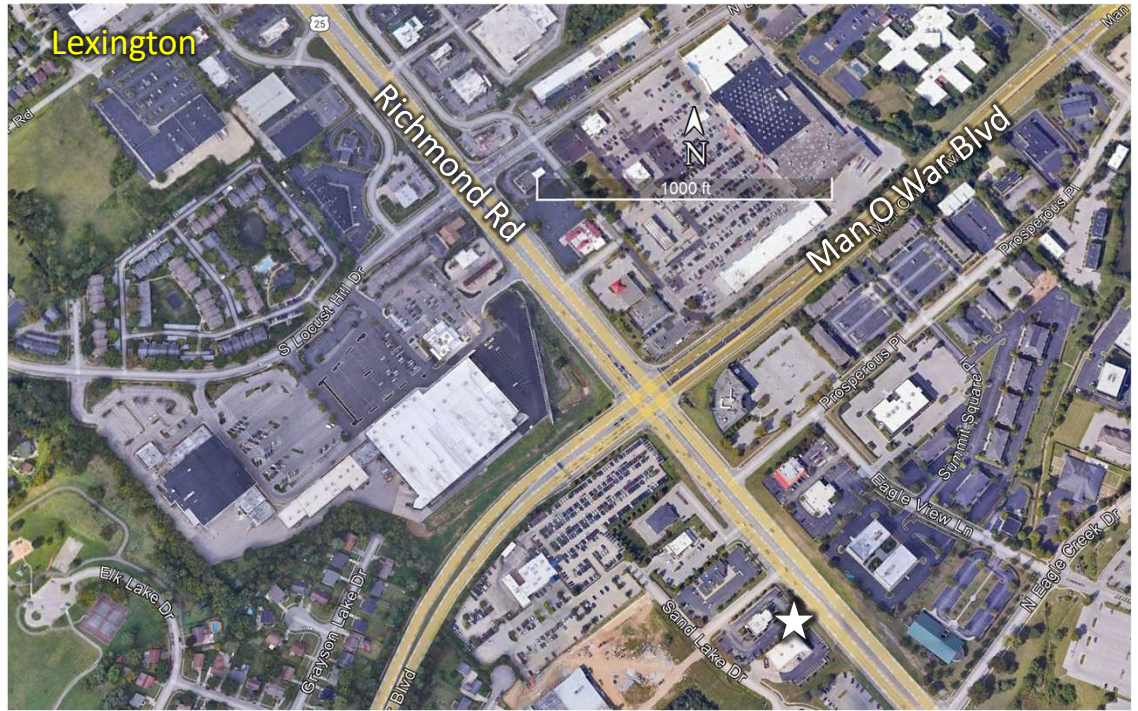


Messaging (2 seconds per screen):

I	-	7	5				
	C	L	O	S	E	D	
A	T		M	M		9	9

K	Y		4	1	8		
C	L	O	S	E	D		
	5		M	I	L	E	S

Location:



Concept:



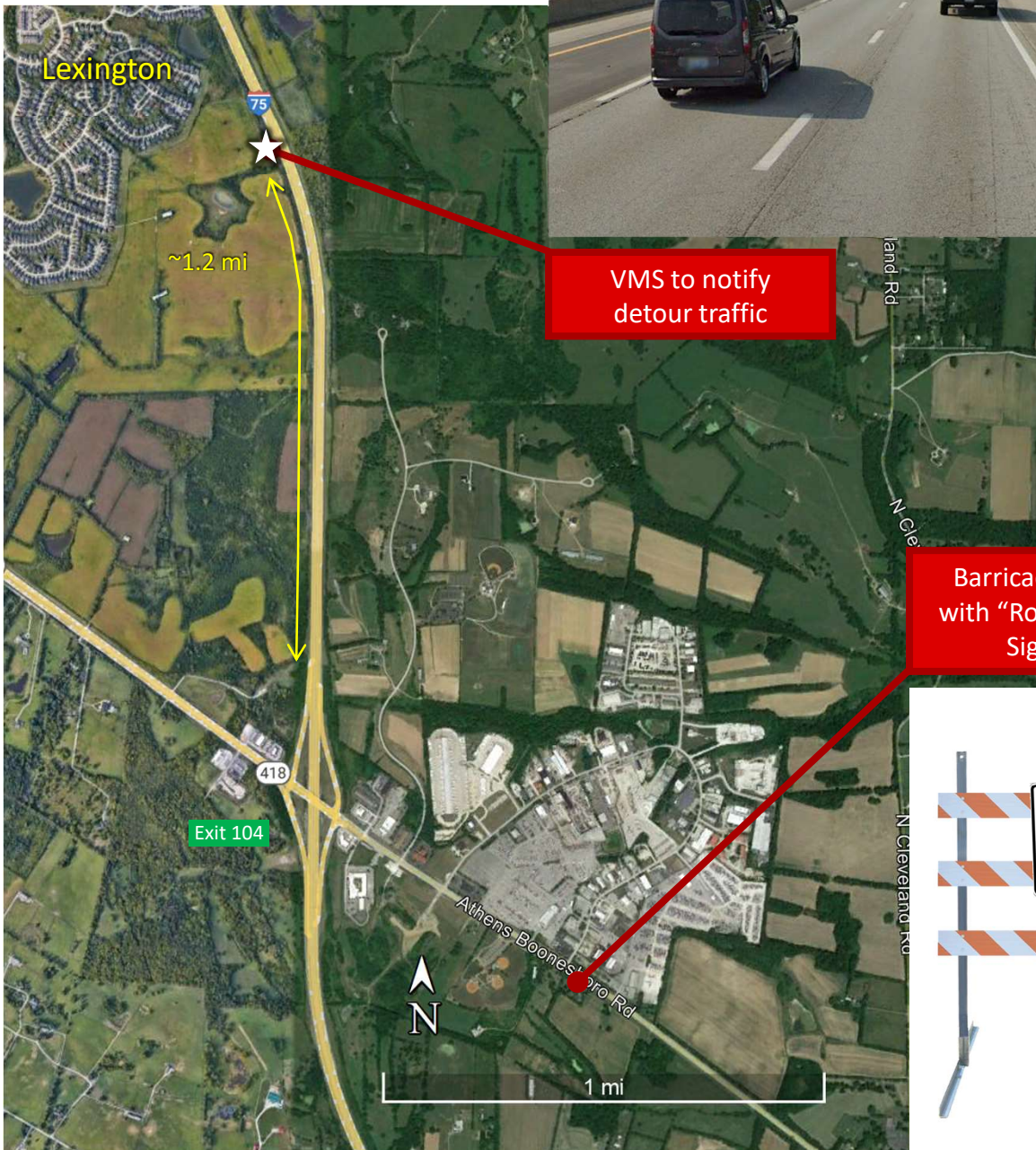
Messaging (2 seconds per screen):

I	-	7	5				
	C	L	O	S	E	D	
A	T		M	M		9	9

K	Y		4	1	8		S
	N	O		T	H	R	U
T	R	A	F	F	I	C	

U	S	E		I	-	6	4
	E	X	I	T		9	4
	D	E	T	O	U	R	

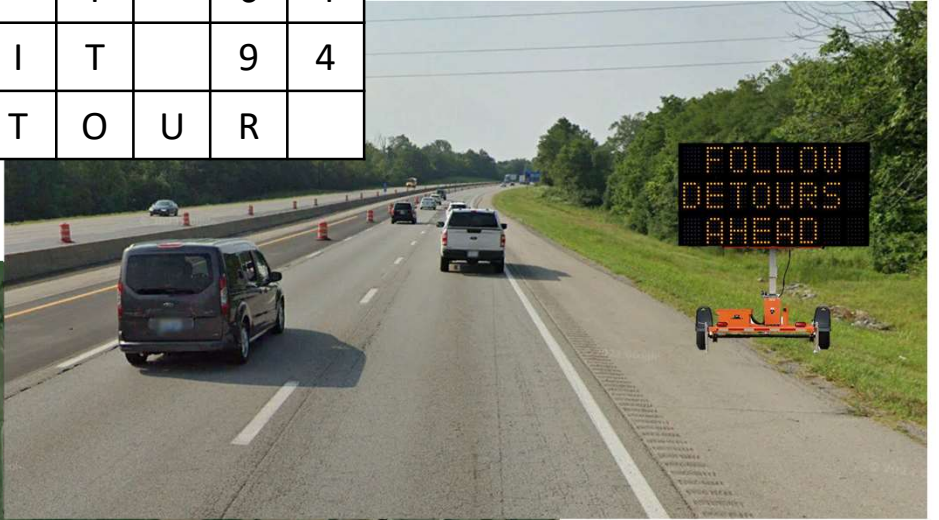
Location:



VMS to notify  
detour traffic

Police presence  
recommended to  
help enforce

Barricade KY 418  
with "Road Closed"  
Signage

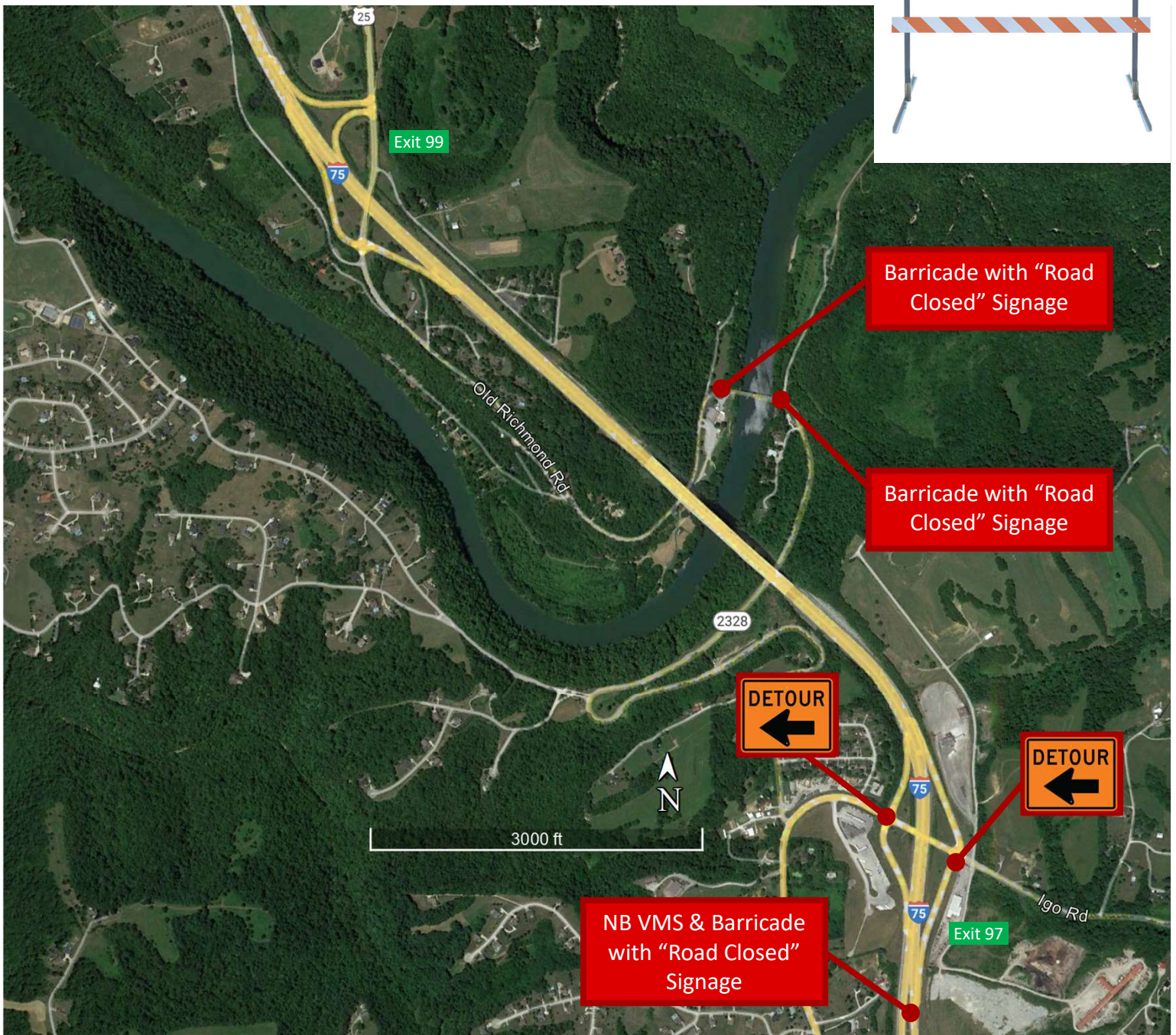


Messaging (2 seconds per screen):

B	R	I	D	G	E	S	
	C	L	O	S	E	D	
A	T		R	I	V	E	R

E	X	I	T		9	7	
B	A	C	K		T	O	
	E	X	I	T		9	5

Location:



Messaging (2 seconds per screen):

B	R	I	D	G	E	S	
	C	L	O	S	E	D	
A	T		R	I	V	E	R

U	S	E		I	-	6	4
	E	X	I	T		9	4
	D	E	T	O	U	R	

Location:



# 3. Signal Adjustments

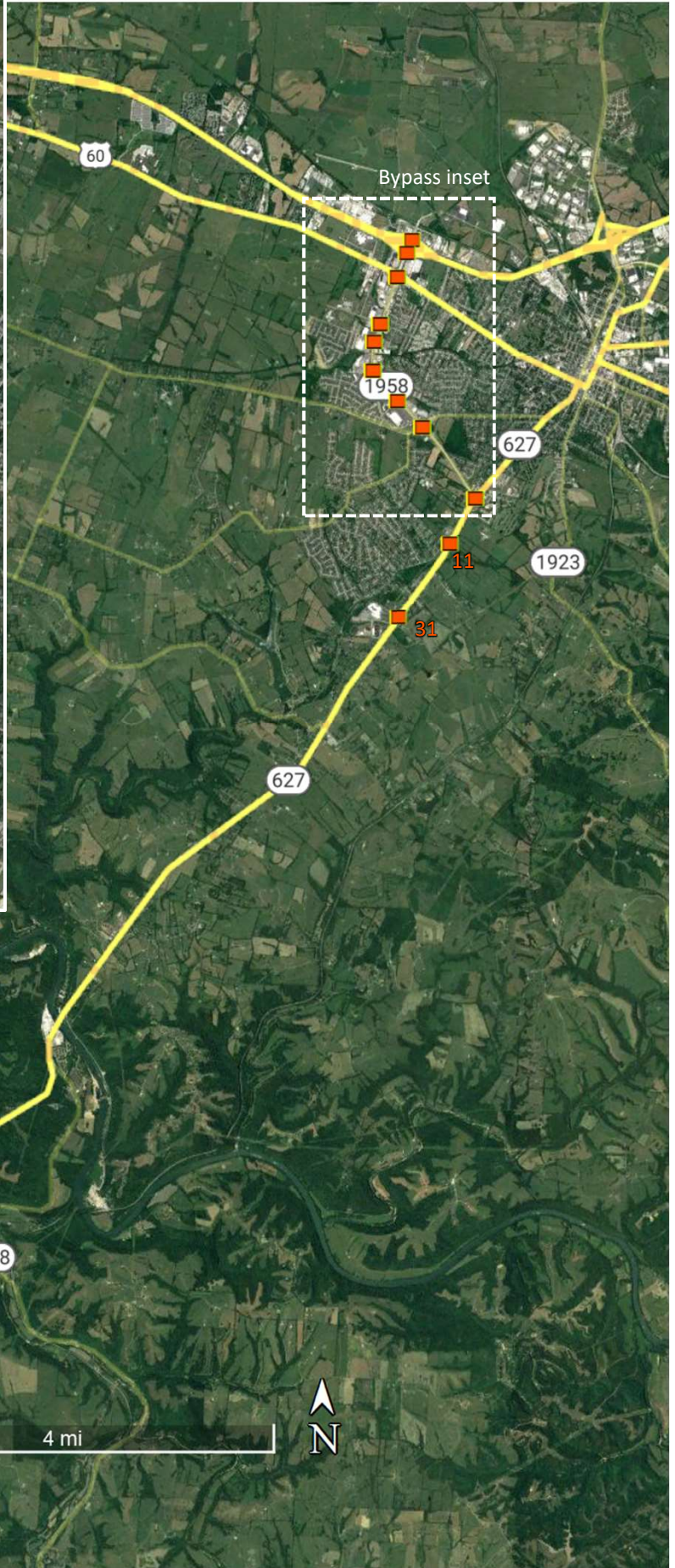
## Red Corridor: KY 627

### Signal Timing/Phasing Adjustments for Detour Traffic

NOTE: Signal Timing Recommendations based on third-party StreetLight traffic volumes and anticipated detour routing derived from statewide travel demand model. Traffic flows are highly speculative and will require adjustments as travel patterns change based on realtime driver decision-making.

ID	Route	MP	County	Cross Street	Coordinated	Controller	Communication
4144	KY 1958	5.2	Clark	I-64 WB Ramps	Yes	2070 ATC	Yes
Adjust phasing to run NB left as both leading and lagging phase.							
4146	KY 1958	5.1	Clark	I-64 EB Ramps	Yes	2070 ATC	Yes
Adjust phasing to run EB right overlapping with SB left—requires changes to signal heads. Add 30% green time for detour thru move.							
4148	KY 1958	4.845	Clark	US 60	Yes	2070 ATC	Yes
Intersection reconfiguration recommended. Short-term, add 30% green time for detour thru moves.							
4150	KY 1958	4.370	Clark	Fulton Dr	Yes	2070 ATC	Yes
Add 30% green time for detour thru moves.							
4152	KY 1958	4.194	Clark	Frontier Way	Yes	2070 ATC	Yes
Add 30% green time for detour thru moves.							
4154	KY 1958	3.919	Clark	Redwing	Yes	2070 ATC	Yes
Add 30% green time for detour thru moves.							
4156	KY 1958	3.546	Clark	Pedro Way	Yes	2070 ATC	Yes
Add 30% green time for detour thru moves.							
4158	KY 1958	3.204	Clark	KY 1927	Yes	2070 ATC	Yes
Add 30% green time for detour thru moves.							
4164	KY 1958	2.372	Clark	KY 627	With School	2070 ATC	Yes
Intersection reconfiguration recommended. Short-term, add 30% green time for detour thru moves.							
11	KY 627	5.890	Clark	Old Boonesboro	No	170 Wapiti	Yes
Upgraded controller recommended. Add 30% green time for detour thru moves.							
31	KY 627	5.051	Clark	GRC High School	No	170 Wapiti	Yes
Upgraded controller recommended. Add 30% green time for detour thru moves.							
66	KY 627	0.367	Madison	Colonel Rd	No	170 Wapiti	Yes
Upgraded controller recommended. Add 30% green time for detour thru moves.							
4404	KY 627	0.2	Madison	I-75 NB Ramps	No	2070 ATC	Yes
Add 30% green time for detour thru moves.							

# Signalized Intersections, Red Corridor

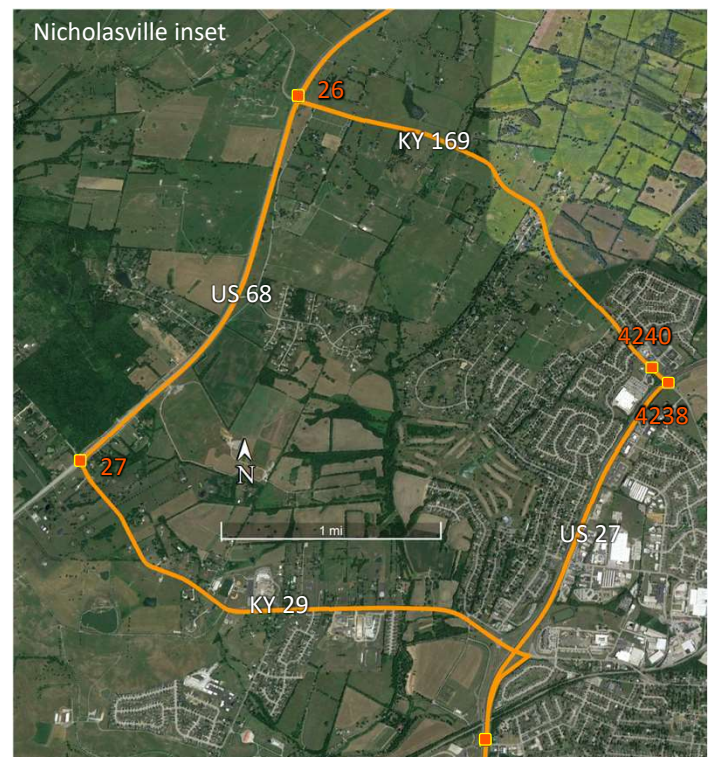


## Orange Corridor – Ultimate Routing: KY 52, US 27, US 68 to/through Lexington

### Signal Timing/Phasing Adjustments for Detour Traffic

NOTE: Signal Timing Recommendations based on third-party StreetLight traffic volumes and anticipated detour routing derived from statewide travel demand model. Traffic flows are highly speculative and will require adjustments as travel patterns change based on realtime driver decision-making.

ID	Route	MP	County	Cross Street	Coordinated	Controller	Communication
4210	KY 52	5.173	Garrard	Campbell St	Yes	2070 ATC	Yes
Adjust timing to coordinate with US 27/KY 52 changes below.							
4208	US 27	3.034	Garrard	KY 52	Yes	2070 ATC	Yes
Intersection reconfiguration recommended, including adjusting phasing to run NB and SB approaches as split phase.							
4204	US 27	3.130	Garrard	KY 39	Yes	2070 ATC	Yes
Adjust timing to coordinate with US 27/KY 52 changes above.							
27	US 68	5.086	Jessamine	KY 29	No	170 Wapiti	No
Adjust phasing to run WB right overlapping with SB left.							
4238	US 27	9.760	Jessamine	KY 169	Yes	2070 ATC	Yes
Combined with Items 7-458/459, adjust phasing to run EB right overlapping with NB left as both leading and lagging phase.							
4240	KY 169	12.09	Jessamine	Bellaire Dr	Yes	2070 ATC	Yes
Adjust timing to coordinate with US 27/KY 169 changes above.							
26	US 68	7.211	Jessamine	KY 169	No	170 Wapiti	No
Adjust phasing to run WB right overlapping with SB left.							





## Blue Corridor – Ultimate Routing: KY 52, US 27, US 68 to/through Lexington

### Signal Timing/Phasing Adjustments for Detour Traffic

NOTE: Signal Timing Recommendations based on third-party StreetLight traffic volumes and anticipated detour routing derived from statewide travel demand model. Traffic flows are highly speculative and will require adjustments as travel patterns change based on realtime driver decision-making.

ID	Route	MP	County	Cross Street	Coordinated	Controller	Communication
4835	US 25	15.86	Rockcastle	I-75 NB Ramps	No	2070 ATC	Yes
Short-term, intersection reconfiguration recommended which will impact timing. Long-term, reconstruction as roundabout will eliminate signal.							
4824	US 150	8.403	Rockcastle	KY 461	No	2070 ATC	Yes
Intersection reconfiguration recommended. Phasing should run EB left as both leading and lagging phase.							

