



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.transportation.ky.gov/

Steven L. Beshear
Governor

Michael W. Hancock, P.E.
Secretary

March 17, 2014

CALL NO. 111
CONTRACT ID NO. 141211
ADDENDUM # 1

Subject: Christian County, NHPP 0411 (017)
Letting March 28, 2014

(1)Added - Traffic Management Plan - Pages 1-33 of 33

Proposal revisions are available at <http://transportation.ky.gov/Construction-Procurement/>.

If you have any questions, please contact us at 502-564-3500.

Sincerely,

A handwritten signature in blue ink that reads "Diana Castle Radcliffe".

Diana Castle Radcliffe
Director
Division of Construction Procurement

DR:ks
Enclosures



An Equal Opportunity Employer M/F/D



Kentucky Transportation Cabinet
Division of Highway Design
TRAFFIC MANAGEMENT PLAN

County: Christian Item No.: 2-100.20

Federal Project No.: NH 9004 (2) / FD52 024 9004 000-007

Project Description:

US 41A Improvements Between Clinic Drive and North Entrance to Mall

Roadway Classification: Urban Rural
 Local Collector Arterial Interstate

ADT (current) 19100 AM Peak Current N/A PM Peak Current N/A % Trucks 19

Project Designation: Significant Other: _____

Traffic Control Plan Design:

Taper and Diversion Design Speeds 45 MPH

Minimum Lane Width 12 FT Minimum Shoulder Width 4 FT

Minimum Bridge Width n/a

Minimum Radius 1820 FT Maximum Grade 3.0 %

Minimum Taper Length 55:1 Minimum Intersection Level of Service N/A

Existing Traffic Queue Lengths N/A Projected Traffic Queue Lengths N/A

Comments:



Kentucky Transportation Cabinet
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TRAFFIC MANAGEMENT PLAN

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Discussion:

1) Public Information Plan			
a) Prepare with assistance from <input checked="" type="checkbox"/> KYTC or <input type="checkbox"/> _____			
b) Identify Trip Generators	N/A	f) Railroad Involvement	N/A
c) Identify Types of Road Users	N/A	g) Address Pedestrians, Bikes Mass Transit	N/A
d) Public Information Message	N/A	h) Address Timing, Frequency, Updates, Effectiveness of Plan	N/A
e) Public Information Strategies to be used	N/A	i) Police & Other Emergency Services	N/A



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2) Temporary Traffic Control Plan (For Each Phase of Construction)	
Phase I	
Exposure Control Measures	Positive Protection Measures
a) Is Road Closure Allowed Type: MOT PLANS N/A	a) Address Drop Off Protection Criteria Referenced
b) Detour Conditions N/A	b) Temporary Barrier Requirements Referenced
c) Working Hour Restrictions Referenced	c) Evaluation of Existing Guardrail Conditions Referenced
d) Holiday or Special Event Work Restrictions Referenced	d) Address Temporary Drainage Referenced
e) Evaluation of Intersection LOS N/A	Uniformed Law Enforcement Officers N/A
f) Evaluation of Queue Lengths N/A	Payment for Traffic Control*
g) Evaluation of User Costs and Incentives/Disincentives N/A	a) Method of Project Bidding Referenced
h) Address Pedestrians, Bikes, Mass Transit N/A	b) Special Notes N/A
Work Vehicles and Equipment N/A	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
Comments:	
Referenced items are found in the MOT plans or the Kentucky 2008 - Standard Specification For Road and Bridge Construction. The construction engineer retains the right to change traffic control measures if needed during construction. KYTC Public Information Officer will provide local media with project information prior to project and when a change is phased construction may affect motorists.	



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TRAFFIC MANAGEMENT PLAN

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2) Temporary Traffic Control Plan (For Each Phase of Construction)	
Phase II	
Exposure Control Measures	Positive Protection Measures
a) Is Road Closure Allowed Type: MOT Plans Attached N/A	a) Address Drop Off Protection Criteria Referenced
b) Detour Conditions Referenced	b) Temporary Barrier Requirements Referenced
c) Working Hour Restrictions Referenced	c) Evaluation of Existing Guardrail Conditions Referenced
d) Holiday or Special Event Work Restrictions N/A	d) Address Temporary Drainage Referenced
e) Evaluation of Intersection LOS N/A	Uniformed Law Enforcement Officers N/A
f) Evaluation of Queue Lengths N/A	Payment for Traffic Control*
g) Evaluation of User Costs and Incentives/Disincentives N/A	a) Method of Project Bidding Referenced
h) Address Pedestrians, Bikes, Mass Transit N/A	b) Special Notes Referenced
Work Vehicles and Equipment N/A	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
Comments:	
Referenced items are found in the MOT plans or the Kentucky 2008 - Standard Specification For Road and Bridge Construction. The construction engineer retains the right to change traffic control measures if needed during construction.	



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2) Temporary Traffic Control Plan (For Each Phase of Construction)	
Phase III	
Exposure Control Measures	Positive Protection Measures
a) Is Road Closure Allowed Type: MOT Plans Attached	N/A
b) Detour Conditions	Referenced
c) Working Hour Restrictions	Referenced
d) Holiday or Special Event Work Restrictions	Referenced
e) Evaluation of Intersection LOS	N/A
f) Evaluation of Queue Lengths	N/A
g) Evaluation of User Costs and Incentives/Disincentives	N/A
h) Address Pedestrians, Bikes, Mass Transit	N/A
Work Vehicles and Equipment	N/A
	a) Address Drop Off Protection Criteria Referenced
	b) Temporary Barrier Requirements Referenced
	c) Evaluation of Existing Guardrail Conditions Referenced
	d) Address Temporary Drainage Referenced
	Uniformed Law Enforcement Officers N/A
	Payment for Traffic Control*
	a) Method of Project Bidding Referenced
	b) Special Notes Referenced
	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
Comments:	
Referenced items are found in the MOT plans or the Kentucky 2008 - Standard Specification For Road and Bridge Construction. The construction engineer retains the right to change traffic control measures if needed during construction	



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APPROVAL:

John Rudd 3/13/14
Project Manager Date

Brad Howell 3/13/2014
Project Delivery and Preservation Manager Date

James H. By 3/13/14
Engineering Support Manager Date

FHWA Representative Date

Revisions to the TMP require review/approval by the signatories.

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CHRISTIAN	2-100.20	R50

MAINTENANCE OF TRAFFIC NOTES

TRAFFIC CONTROL GENERAL NOTES

- Traffic shall be maintained in accordance with the Manual on Uniform Traffic Control Devices, the Standard Specifications for Road and Bridge Construction, and the Standard Drawings, current editions.
- Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid for 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 Contractor shall maintain a minimum of two 11-foot lanes in each direction unless otherwise noted. However, during working hours, one-lane traffic may be allowed at the discretion of the engineer, provided adequate traffic controls in place at the location.
- During times when traffic is limited to one lane (i.e., grinding/strating for phasing transitions, placing temporary concrete barrier, paving, etc.), work shall not be performed from 6:00 a.m. to 10:00 a.m. or from 3:00 p.m. to 6:00 p.m. unless approved by the Engineer.
- The legal posted speed limit shall be set at 35 mph throughout the project length during construction on US 41A. Installation and maintenance of speed limit signs is the responsibility of the Contractor.
- Lane closures shall be counted for payment if required by the Engineer to be in place for longer than three days. Lane closures in effect less than three days shall be incidental to the unit price bid for "Maintain and Control Traffic".
- All signs shall be paid for by the square foot. This quantity shall include sign mounting hardware and posts. All signs necessary for a marked detour will be provided by the Contractor as required by the Standard Drawings and Manual on Uniform Traffic Control Devices.
- Signs shown are for informational and estimation purposes only. Exact location of signs to be determined by resident engineer.
- Temporary Camera Detection at the intersection of US 41A and Clinic Drive.

SPECIAL NOTES

PAVEMENT EDGE DROP-OFFS

Difference in Elevation for the Travel Lanes

A pavement edge that traffic is expected to cross in a lane change situation shall not have an elevation difference greater than 1/2 inches. This may be increased to 2 inches for low speed situations. Warning signs shall be placed in advance and throughout the drop-off area when drop-offs are greater than 1/2 inches. Modifications will be as directed by the engineer.

Pavement Drop-Offs

Pavement edges that traffic is not expected to cross shall be treated as follows; or, as directed by the engineer:

Less than 1/2 Inch - No protection required.

1/2 to 2 inches - Warning signs shall be placed in advance and throughout the drop-off area.

2 to 4 inches - Plastic Drums, vertical panels, or barricades shall be placed every 50 feet for speeds less than 50 miles per hour and every 100 feet for speeds of 50 miles per hour and greater. Cones may be used in place of plastic drums, vertical panels, and barricades during daylight hours. Spacing for tapers shall be in accordance with the Manual on Uniform Traffic Control Devices.

4 inches and Greater - Positive separation needed or wedge with 3:1 or flatter slope. If there is 8 feet or more distance between the edge of pavement and drop-off, plastic drums, vertical panels or barricades may be used. If concrete barriers are used, special reflective devices or steady burn lights shall be used for overnight installations.

For temporary conditions, drop-offs 4 inches and greater 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.

Payment will be allowed for DCA material used for wedging.

REMOVAL OF PAVEMENT MARKINGS

Pavement markings shall be removed by either an abrasive or burning process to the satisfaction of the engineer. If the abrasive method is used, the area affected is to be coated with black for more precisely, a color similar to that of the adjacent pavement surface traffic paint. Painting of existing markings with bituminous or other materials to obliterate the markings shall not be allowed.

LANE TAPERS

Plastic drums, vertical panels, or barricades shall be placed every 50 feet for speed less than 50 miles per hour and every 100 feet for speeds of 50 miles per hour or greater. Cones may be used in place of plastic drums, vertical panels, and barricades during daylight hours. Spacing for tapers shall be in accordance with the Manual on Uniform Traffic Control Devices.

SIGNING

The Contractor shall exercise extreme caution to ensure that proper signing and traffic control devices are installed to prevent motorists from traveling any lanes that are closed to traffic.

The Contractor shall be responsible for the maintenance of all existing and temporary signing located on the project. The Contractor shall use reasonable care in the relocation and placement of the signs. Any sign located on this project, damaged by the Contractor's negligence, vandalism, theft, or accident shall be replaced by the Contractor at no additional cost to the Department. The signing shall be kept clean and in good repair for the life of the project.

FOR MAINTENANCE OF TRAFFIC ONLY

EDWARD T. BREATHITT PARKWAY
MAINTENANCE OF TRAFFIC NOTES

COUNTY OF	ITEM NO.	SHEET NO.
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CONSTRUCTION PHASING

MAINTENANCE OF TRAFFIC NOTES

PHASE 1A

Construct enough temporary pavement to the east side of US 41A to allow for up to 4 lanes of traffic in a later phase to be shifted to the northbound side of US 41A from Clinic Drive to the second Bradford Square Mall entrance.
 (Temporary pavement located in between Ramps G and H on both sides of US 41A may still be in place from Section 1 construction and maintenance of traffic plans.)

Construct temporary pavement in median of US 41A from Sta. 29+00 to Sta. 33+00 for a separate left-turn lane to Clinic Drive.

Relocate the traffic signal at the intersection of US 41A and Siveley Road/Clinic Drive.

Remove the traffic islands on US 41A at the Siveley Road/Clinic Drive Intersection.

Shift traffic on Clinic Drive from US 41A to Blyeu Drive from its existing lane assignments to a 3 lane temporary roadway located on the northern side of the proposed Clinic Drive centerline.

Shift traffic on Clinic Drive from Blyeu Drive to the Wal-Mart entrance from its existing lane assignments to a 2 lane temporary roadway on the western side of the proposed Clinic Drive centerline.

Maintain all remaining existing traffic as is.

Maintain access to all entrances along Clinic Drive.

Extend existing culverts where applicable.

Maintain existing ditch elevations for drainage.

Close the frontage road that allows access to the gas station from Clinic Drive.

Construct southern half of the new 5-lane section on Clinic Drive from US 41A to Blyeu Drive. Construct the overlay to both the car wash and Office Max entrances.

Construct the eastern half of the new 4-lane section on Clinic Drive from the intersection with Blyeu Drive to the Wal-Mart entrance.

PHASE 1B

Shift traffic on Clinic Drive from US 41A to the Wal-Mart entrance to the newly constructed lanes. Maintain access to all entrances along Clinic Drive.

Construct the remaining northern portion of Clinic Drive from US 41A to Blyeu Drive.

Construct the remaining western portion of Clinic Drive from Blyeu Drive to the Wal-Mart entrance.

Open all proposed lanes to traffic on Clinic Drive from US 41A to the Wal-Mart entrance prior to Phase 1C.

PHASE 1C

Direct traffic traveling on Parkway to Fort Campbell and accessing businesses on Siveley Road or Clinic Drive to the Hopkinsville Bypass Interchange. Sign Ramp J for traffic traveling to Hopkinsville only, northbound on US 41A. Use variable message signs on Breathitt Parkway to help direct traffic.

Continue to access the Bradford Square Mall via the entrances as they are currently in use. Direct the exiting traffic to and from the Mall using a variable message sign.

Close Siveley Road to thru traffic from US 41A. Direct traffic onto McCoy Drive and Griffin Bell Drive. Construct Siveley Road.

Construct lane shifts at McCoy Drive and at the second Bradford Square Mall entrance.

Close Ramp C to traffic. Direct traffic to use the Hopkinsville Bypass Interchange. Install variable message signs to divert traffic. Raise the pavement on Ramp C on both turning lanes from US 41A to Sta. 163+50 to match the new US 41A pavement elevations.

Construct temporary pavement in US 41A median to allow left turn traffic from Ramp H to access the opposite side of the US 41A roadway from the outer ramp lanes.

Construct temporary pavement in US 41A median to allow northbound US 41A traffic to make a left-turn to access Hammond Plaza and Old Clarksville Pike. Sign intersection as a right turn only onto southbound US 41A. Northbound US 41A access from Old Clarksville Pike or Hammond Plaza will be via detour to the KY 380 / Skyline Drive Intersection with US 41A.

Close southbound access to Hammond Plaza entrance and Old Clarksville Pike Intersection. Direct access to Old Clarksville Pike for southbound traffic will be via detour from the KY 380 / Skyline Drive Intersection

Perform lane shifts on US 41A to shift all lanes of traffic to the east side of the centerline using the existing lanes as well as the temporary pavement placed in previous phase. Maintain 4 lanes of traffic.

Allow southbound US 41A traffic to access businesses between Old Clarksville Pike and the traffic shift at the 2nd Bradford Square Mall entrance at all times. Sign as Local Access Only.

Shift all traffic on Ramp H to the two ramp lanes north of the Ramp H centerline. Raise the pavement on Ramp H from Sta. 112+00 to US 41A to proposed pavement elevations by using alternating lane closures.

Construct the proposed pavement and roadbase for southbound US 41A from Sta. 25+75 to Sta. 65+50. For the section located in front of the businesses from Old Clarksville Pike to the traffic shift at the 2nd Bradford Square Mall entrance, phase the overlay to one southbound lane at a time as to maintain access for US 41A southbound traffic to the local businesses.

Construct the entrance of the Hammond Plaza and the US 41A intersection with Old Clarksville Pike.

Construct the extended left-turn lane on US 41A from Sta. 63+00 to Sta. 65+50 located at the 2nd Bradford Square Mall entrance

PHASE 2

Adjust the traffic signal head location at US 41A and Siveley Road/Clinic Drive Intersection as required to accommodate the traffic shift for both north and southbound traffic on US 41A.

Shift southbound traffic on US 41A to the newly constructed lanes. Maintain the northbound traffic on US 41A as is.

Construct new pavement at the Siveley Road Intersection to allow through traffic on Siveley Road crossing from Clinic Drive. Open Siveley Road to traffic.

Construct new pavement at Ramps G and H to allow ramp traffic to access the opposite side of US 41A roadway. Open Ramp G to traffic. Remove barricades from southbound portion of Ramp H and open to traffic.

Construct the middle lanes for US 41A from Sta. 25+75 to Sta. 62+25.

Open the entrance to Hammond Plaza and Old Clarksville Pike. New entrances will be permanently signed as right-in/right-out only. Continue to sign Old Clarksville Pike and Hammond Plaza access to northbound US 41A via detour at KY 380 / Skyline Drive.

Continue to use the second Bradford Square Mall entrance as the access point to the Mall for southbound traffic on US 41A. Continue to use variable message signs to help direct traffic.

Close the Shoney's entrance and the first Bradford Square Mall entrance to southbound traffic on US 41A. Both entrances will be permanently signed as right-in and right-out only. Divert southbound exiting traffic to the second Bradford Square Mall entrance using a variable message sign.

Continue to sign Ramp J for traffic traveling to Hopkinsville only, northbound on US 41A. Continue to direct southbound Breathitt Parkway traffic traveling to Fort Campbell and accessing businesses on Siveley Road or Clinic Drive to Hopkinsville Bypass Interchange. Continue to use variable message signs to help direct traffic.

PHASE 3

Shift the northbound traffic on US 41A from the outer 2 lanes to the newly constructed middle lanes. Southbound traffic on US 41A remains as is.

Construct the new entrances to Fort Campbell Memorial Park, Shoney's, and the first and second entrances to the Bradford Square Mall. Alternate entrance construction and maintain access to entrances not being constructed. Left turns will be prohibited from the Shoney's entrance and the first Bradford Square Mall entrance.

Construct US 41A northbound outer lane from Sta. 25+75 to Sta. 65+50.

Maintain access to Siveley Road while constructing US 41A northbound outer lane.

Adjust the traffic signal at Ramp H and US 41A to its permanent location.

Adjust the traffic signal at Ramp J and US 41A to its permanent location.

Raise the pavement on Ramp J from Sta. 238+00 to US 41A to match the new US 41A pavement elevations. Reconstruct each lane to the proposed grade by using alternating lane closures. Maintain access from Ramp J to US 41A northbound and southbound while constructing US 41A northbound outer lane.

Maintain access to Ramp I while constructing US 41A northbound outer lane.

PHASE 3A

Close existing Ramp I ramp off of northbound U.S. 41A. Construct temporary right turn entrance pavement at Sta. 38+00 for northbound traffic on U.S. 41A entering onto northbound Breathitt Parkway. Use detour signs to direct northbound traffic.

Construct Ramp I to Sta. 30+00. Construct new lane and taper from the left turn exit on U.S. 41A to Ramp I Sta. 30+00.

PHASE 3B

Shift traffic turning left from U.S. 41A southbound (Sta. 39+00) onto the newly constructed pavement on Ramp I. Adjust the temporary Ramp I pavement constructed for U.S. 41A northbound traffic traveling to northbound Breathitt Parkway as necessary. Use detour signs to direct northbound traffic.

Construct outside Ramp I lane from Sta. 30+00 to Sta. 304+00.

PHASE 3C

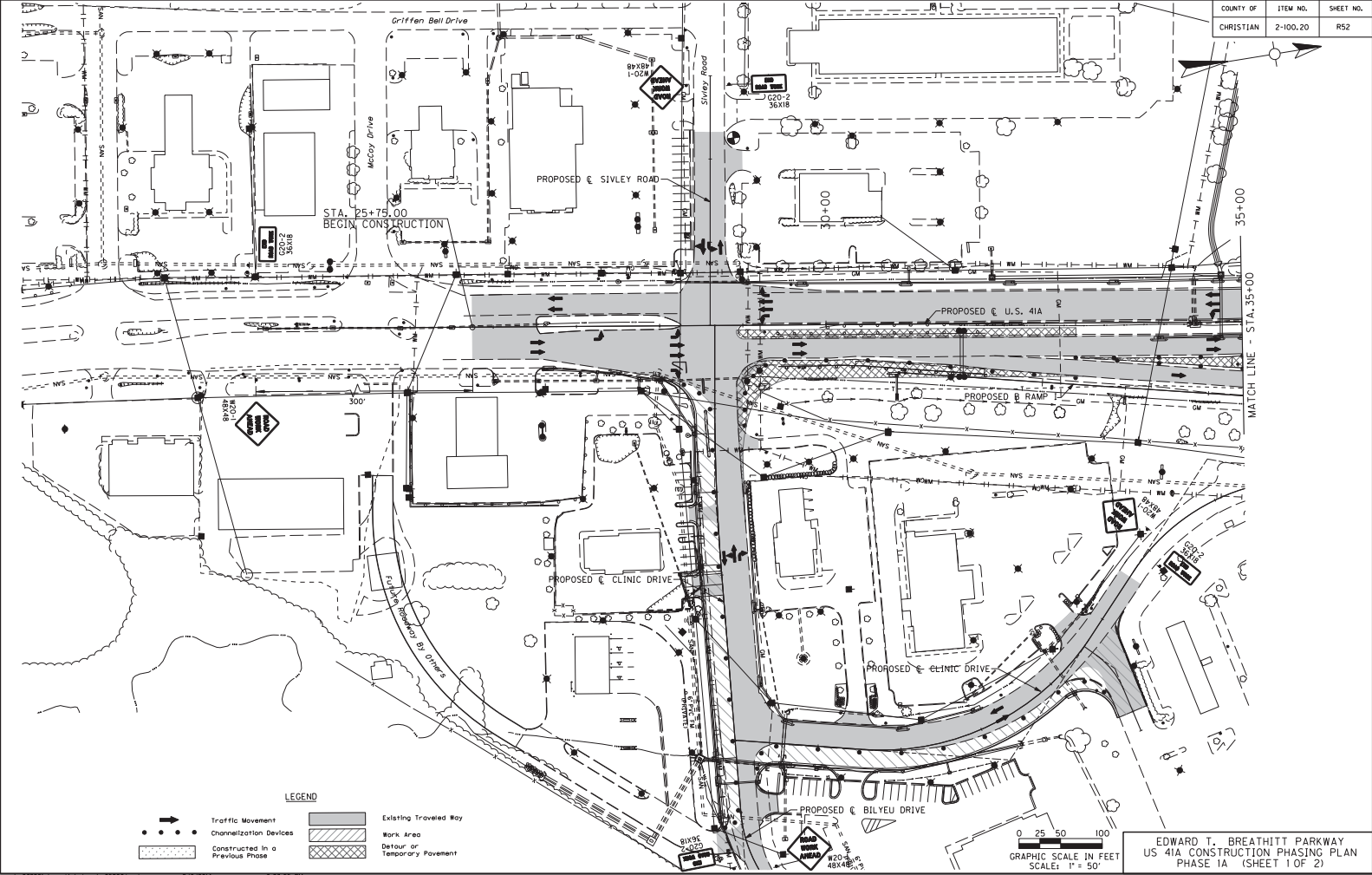
Open Ramp J on northbound U.S. 41A.

Construct and overlay existing pavement on Ramp I from Sta. 304+00 to Sta. 307+00. Ramp traffic will occasionally be required to use the ramp shoulders during paving of the Ramp I pavement.

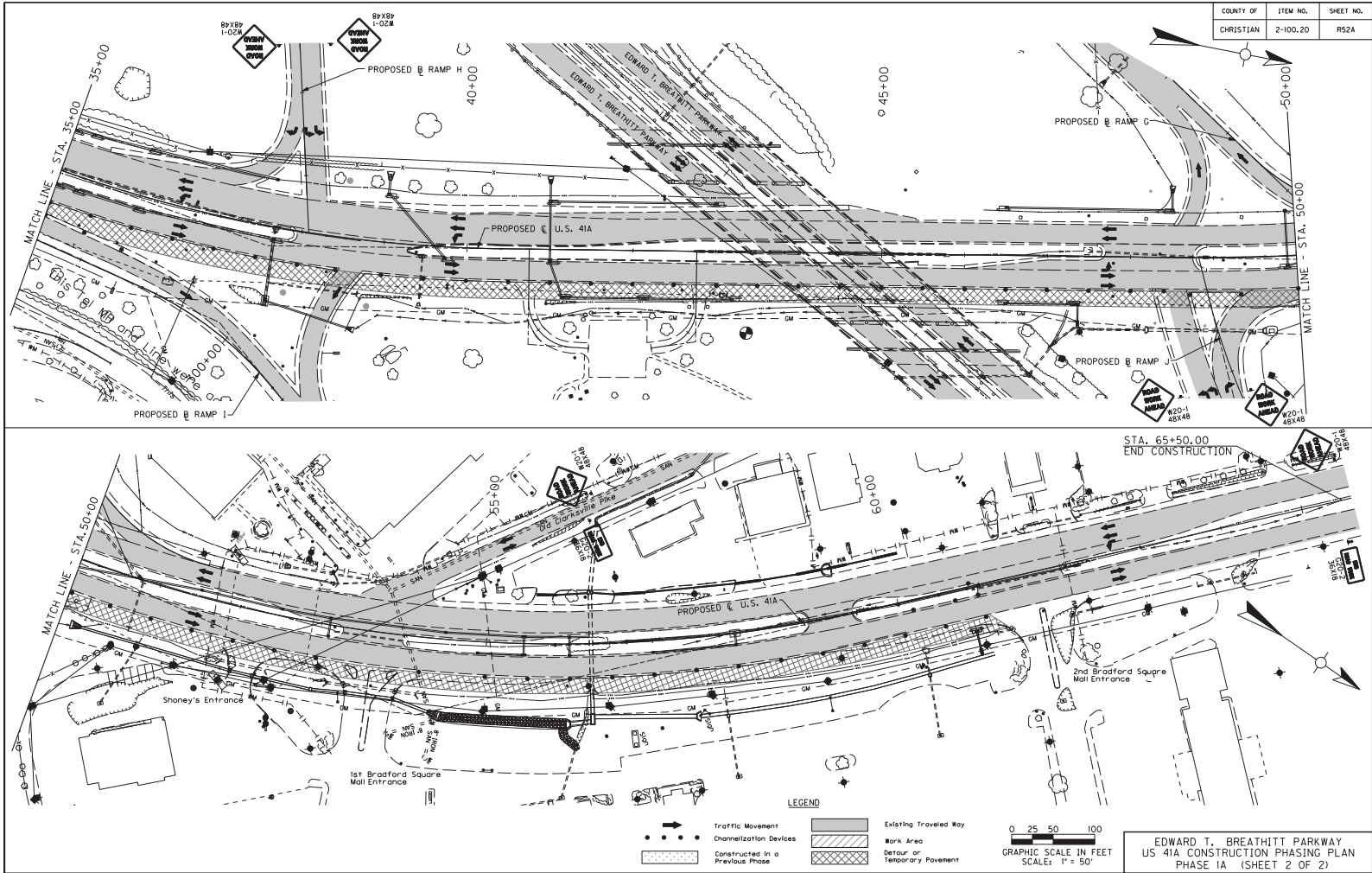
Construct outside lane for the left turn exit from southbound U.S. 41A to Ramp I Sta. 30+50.

FOR MAINTENANCE OF TRAFFIC ONLY

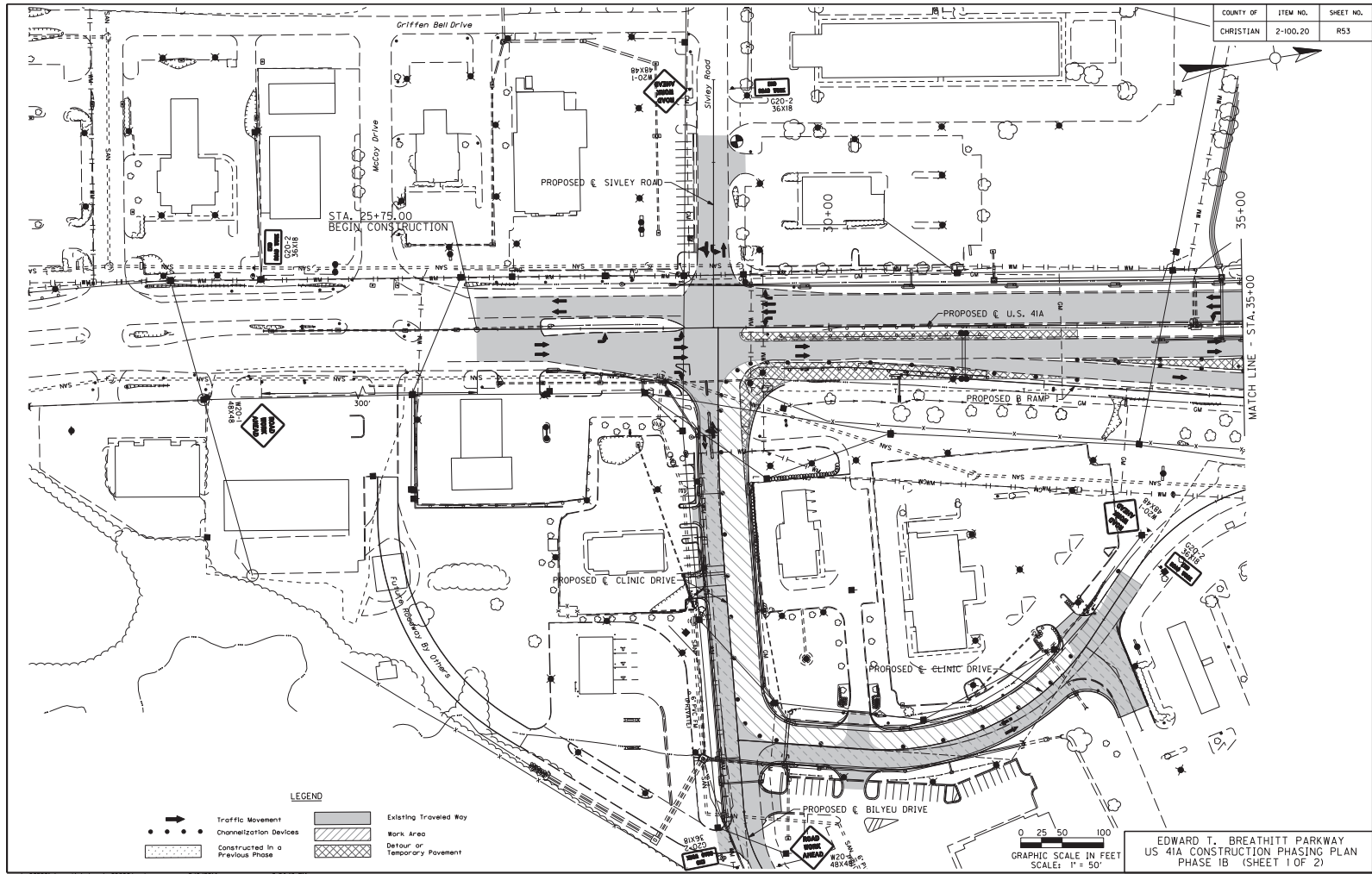
EDWARD T. BREATHITT PARKWAY
MAINTENANCE OF TRAFFIC NOTES



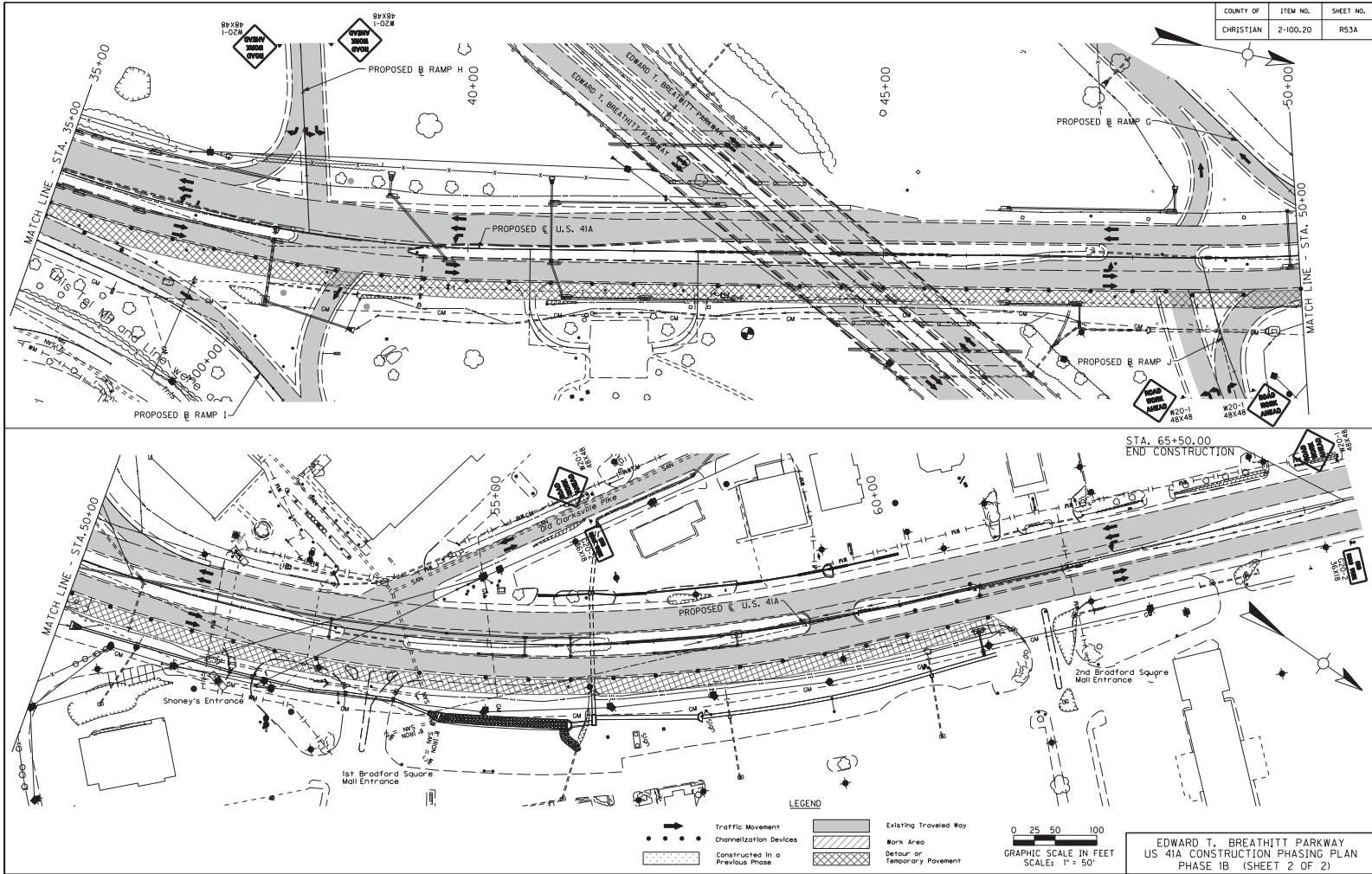
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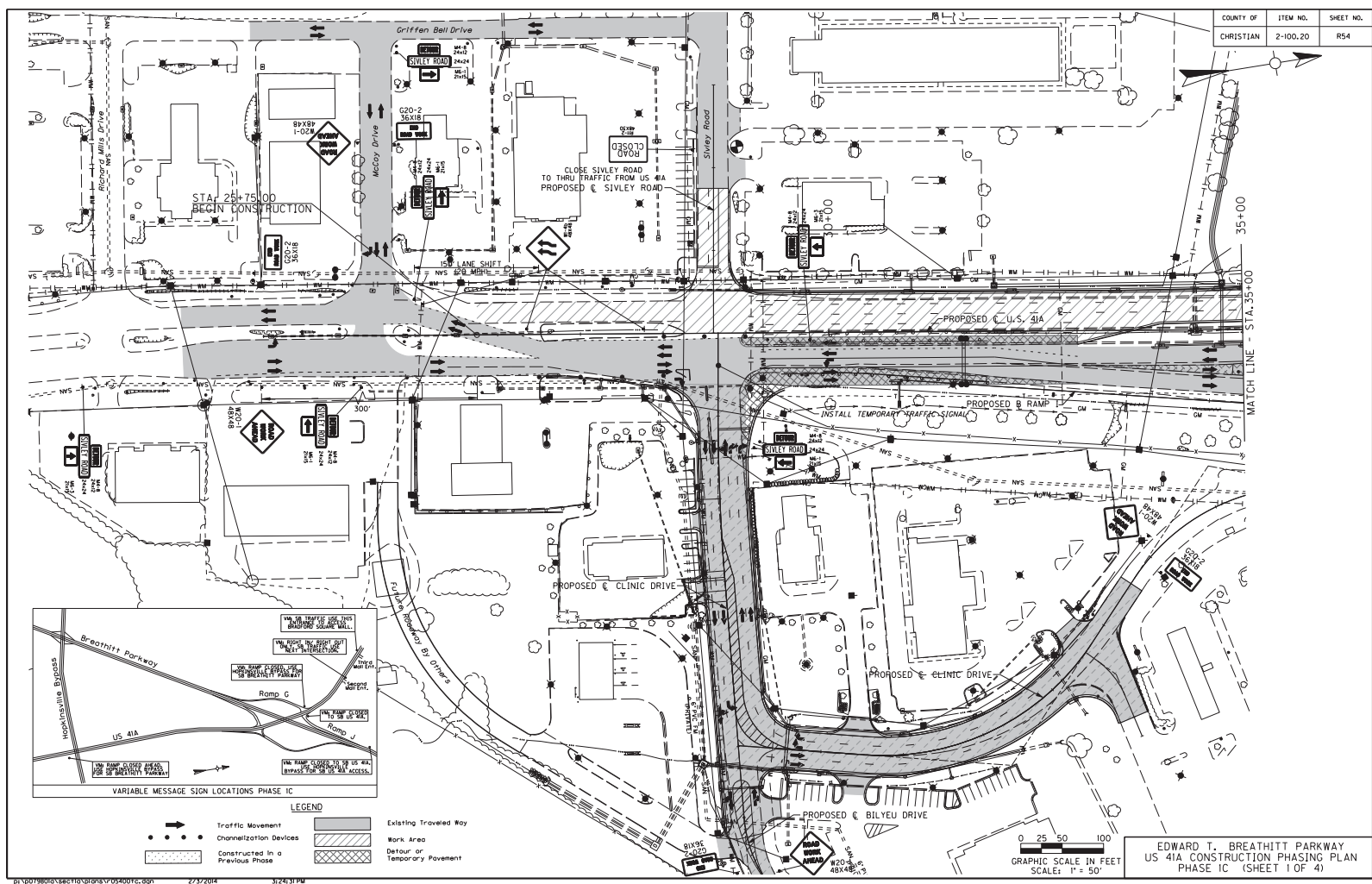


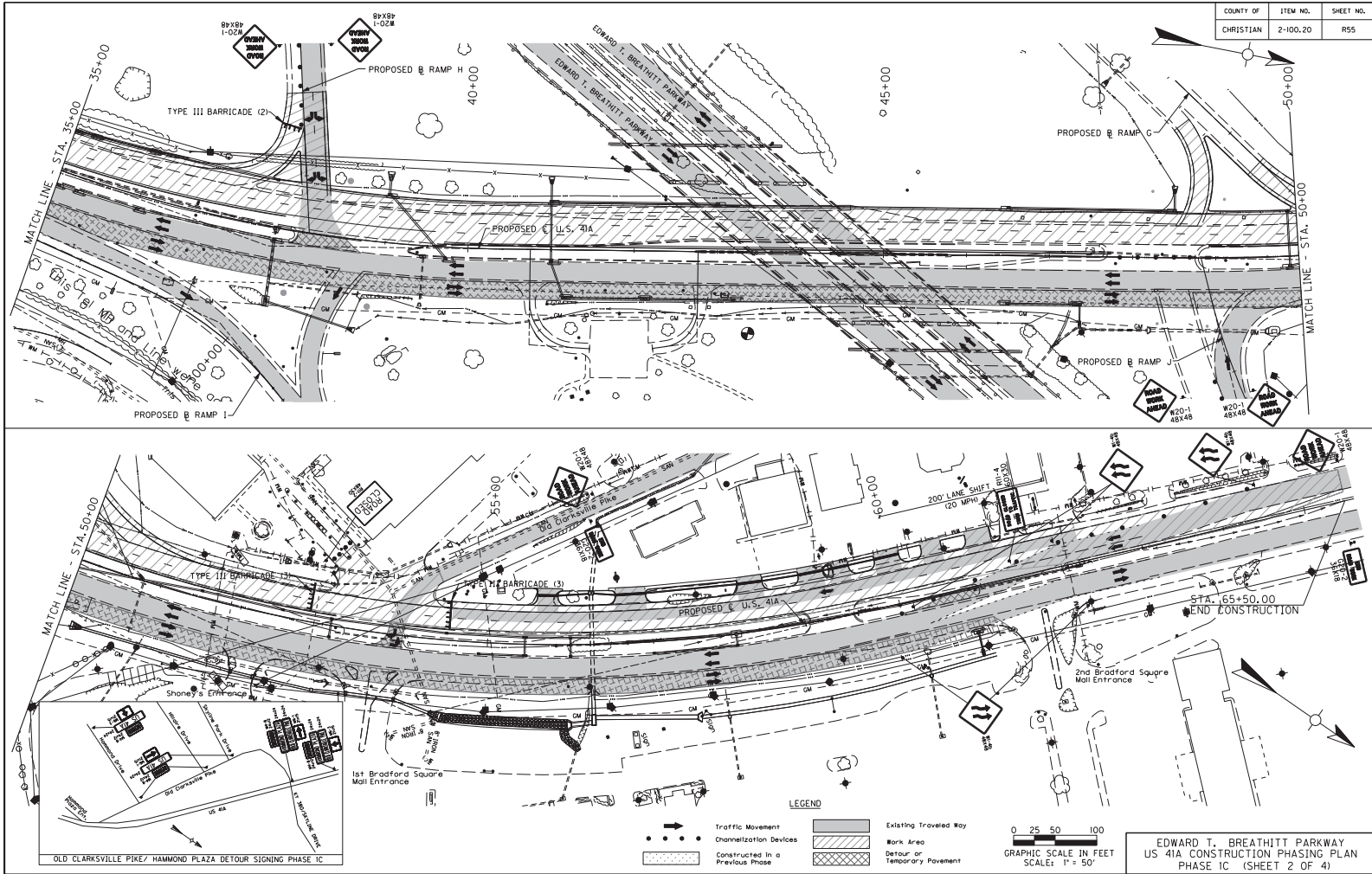
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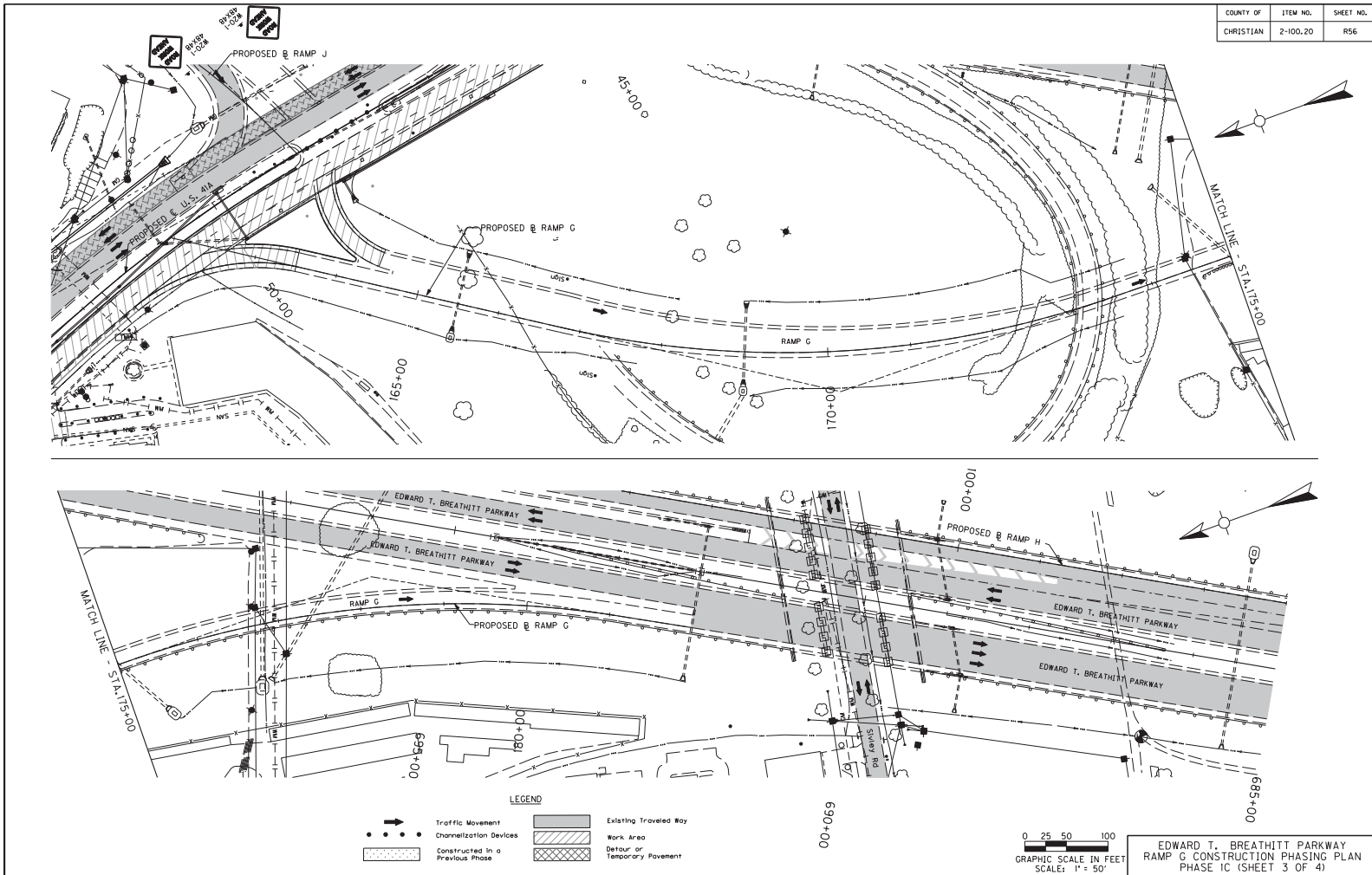






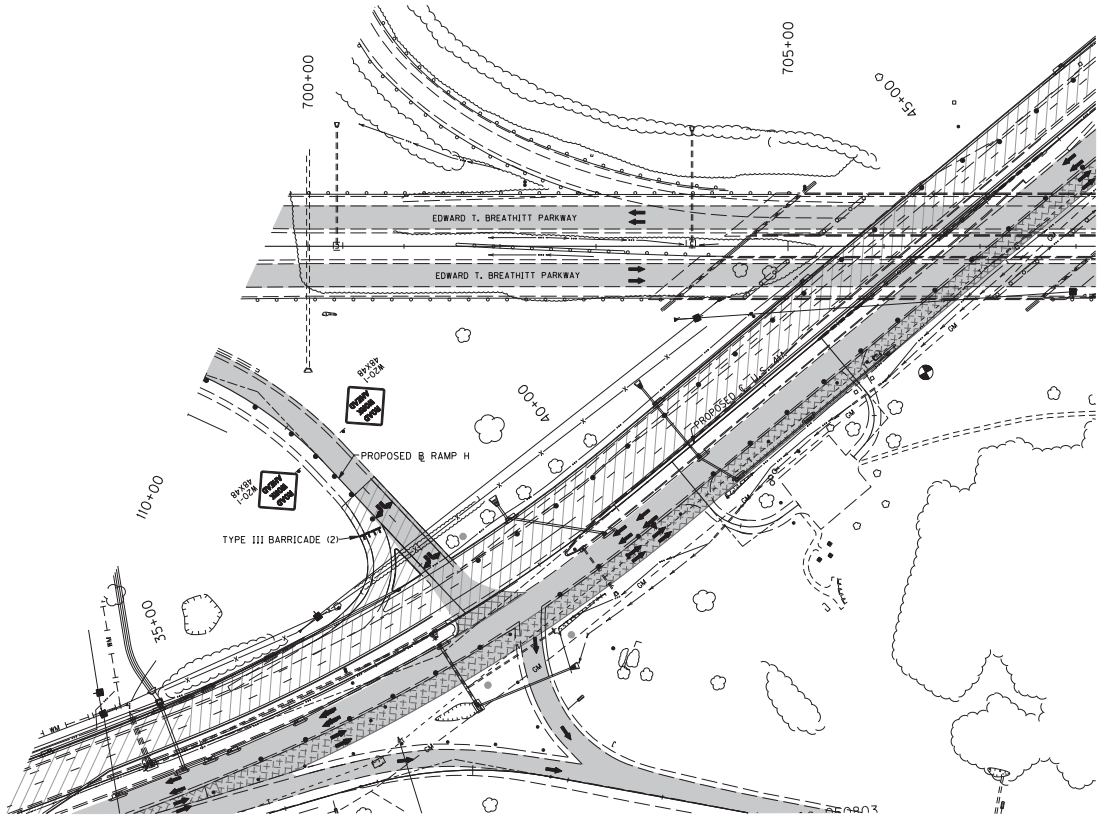
OLD CLARKSVILLE PIKE / HAMMOND PLAZA DETOUR SIGNING PHASE 1C

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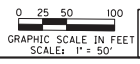
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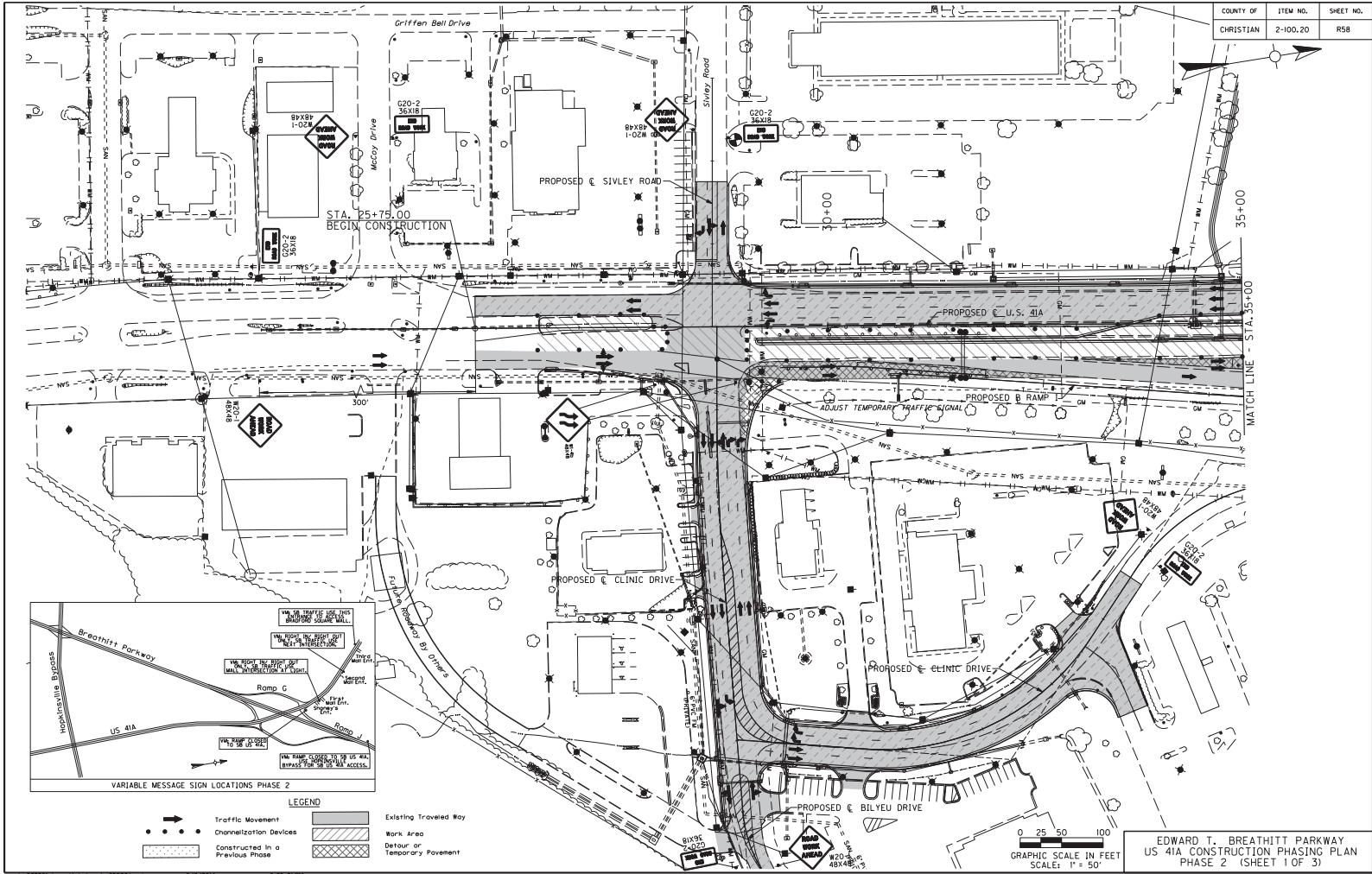


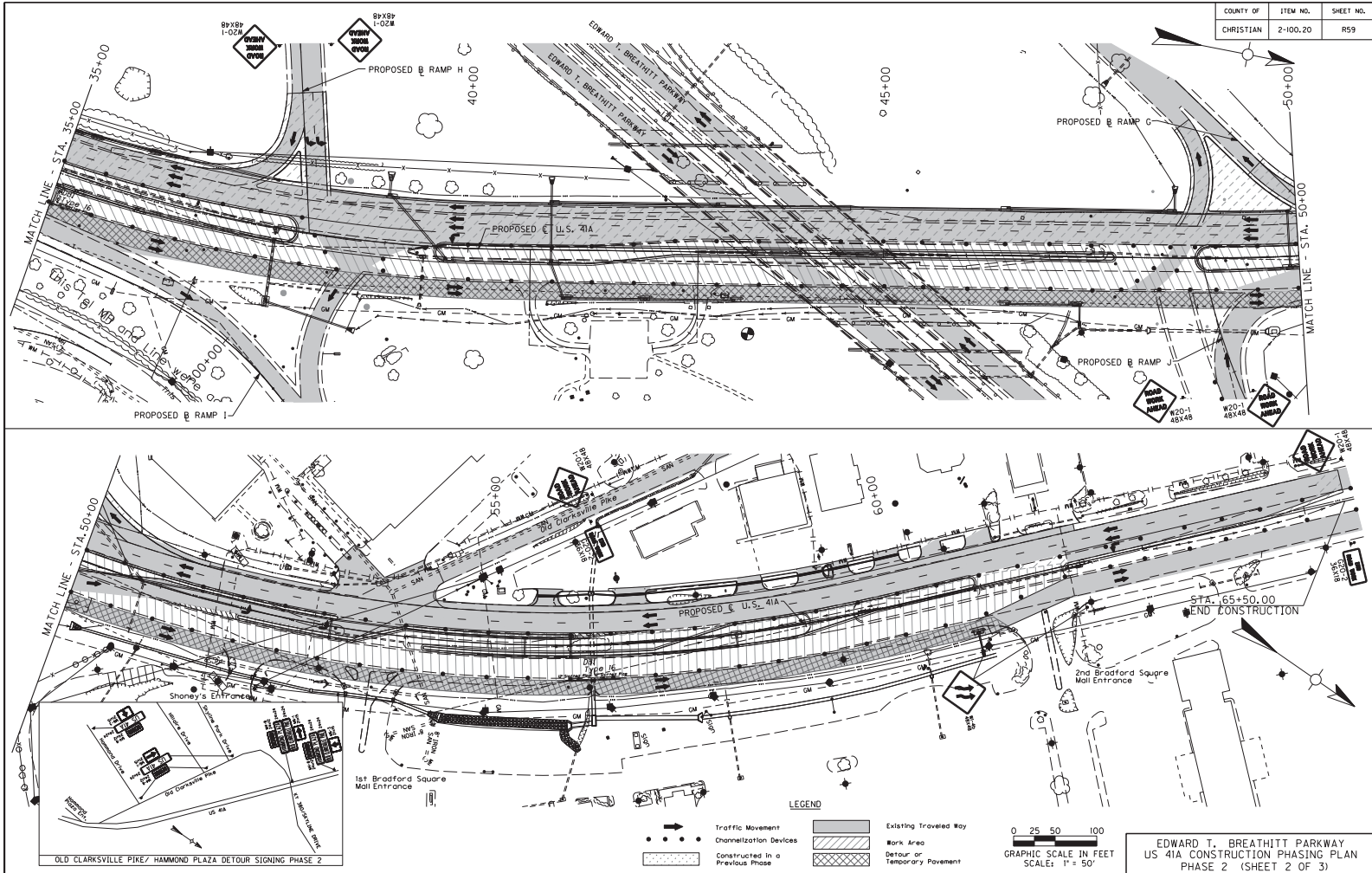
LEGEND

Traffic Movement	Channelization Devices	Existing Traveled Way
Constructed in a Previous Phase	Work Area	Detour or Temporary Pavement

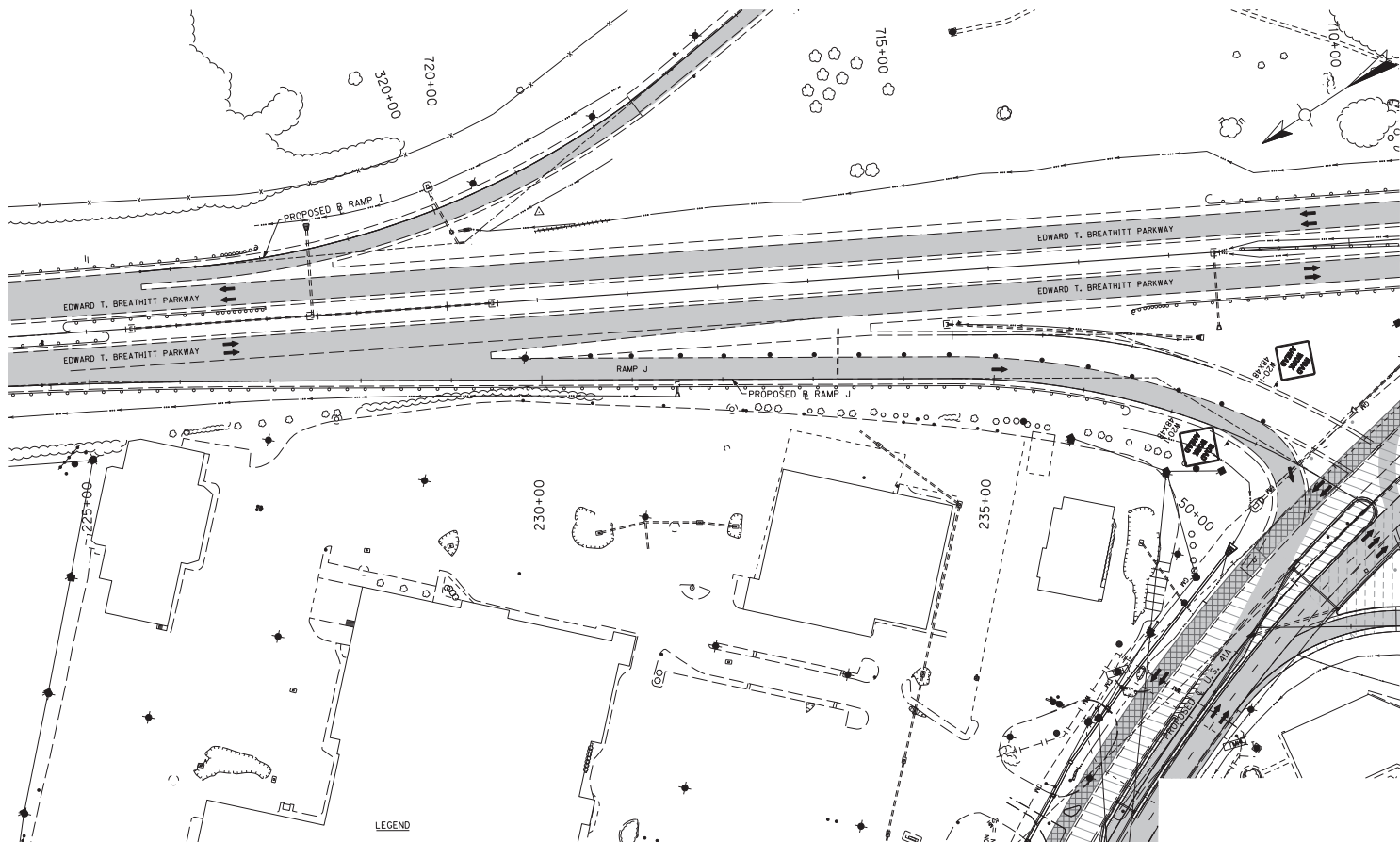


EDWARD T. BREATHITT PARKWAY
RAMP H CONSTRUCTION PHASING PLAN
PHASE 1C (SHEET 4 OF 4)





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CHRISTIAN	2-100.20	R60



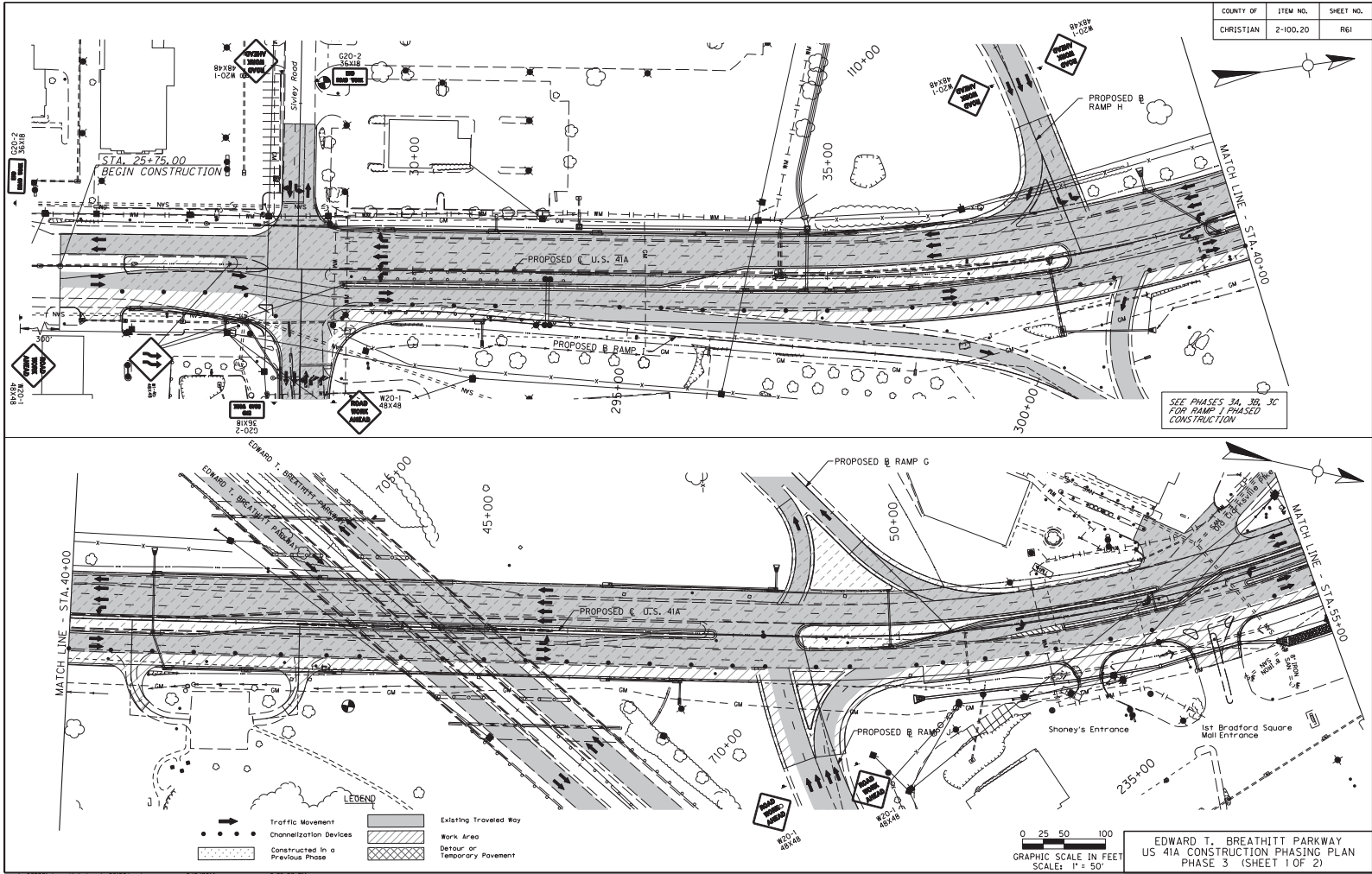
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	Traffic Movement		Existing Traveled Way
	Channelization Devices		Work Area
	Constructed in a Previous Phase		Detour or Temporary Pavement

0 25 50 100
GRAPHIC SCALE IN FEET
SCALE: 1" = 50'

EDWARD T. BREATHITT PARKWAY
RAMP J CONSTRUCTION PHASING PLAN
PHASE 2 (SHEET 3 OF 3)

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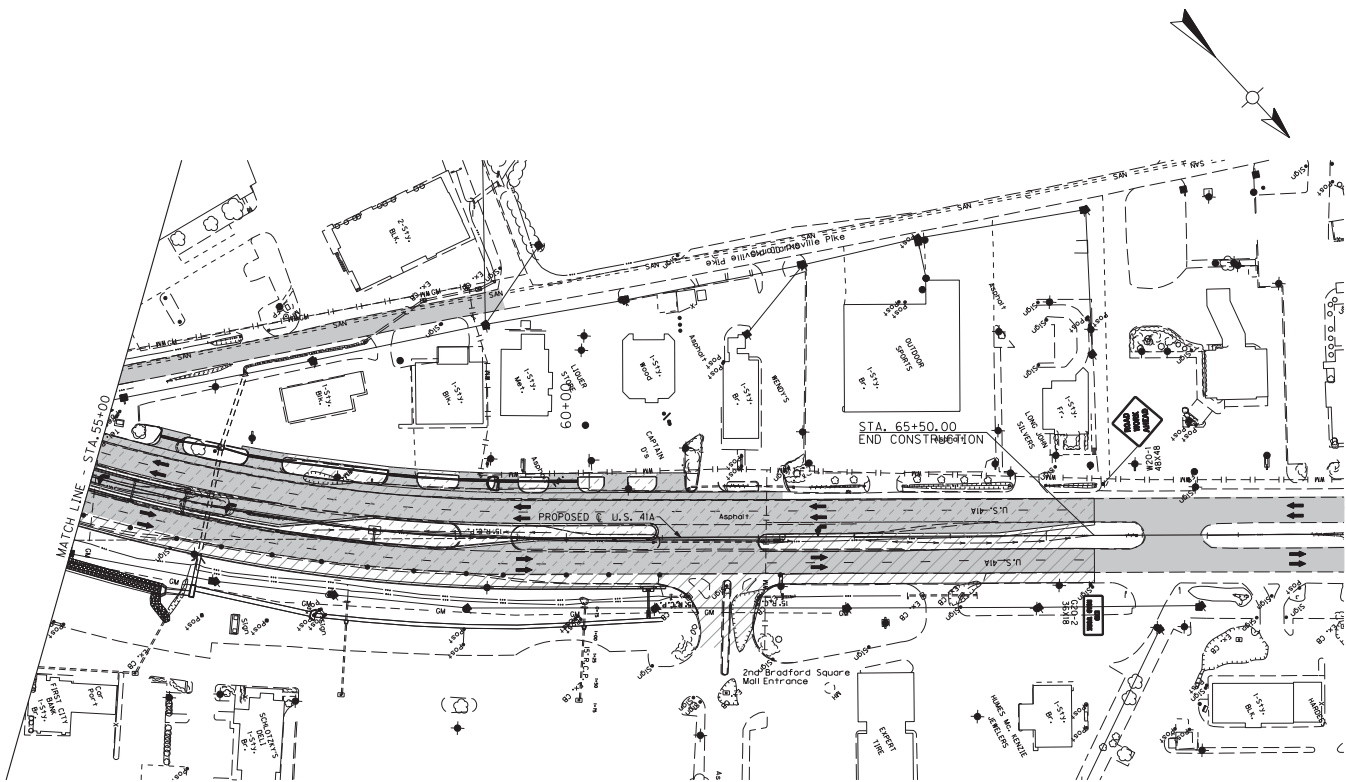


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CHRISTIAN	2-100.20	R61

SEE PHASES 3A, 3B, 3C FOR RAMP 1 PHASED CONSTRUCTION

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CHRISTIAN	2-100.20	R62



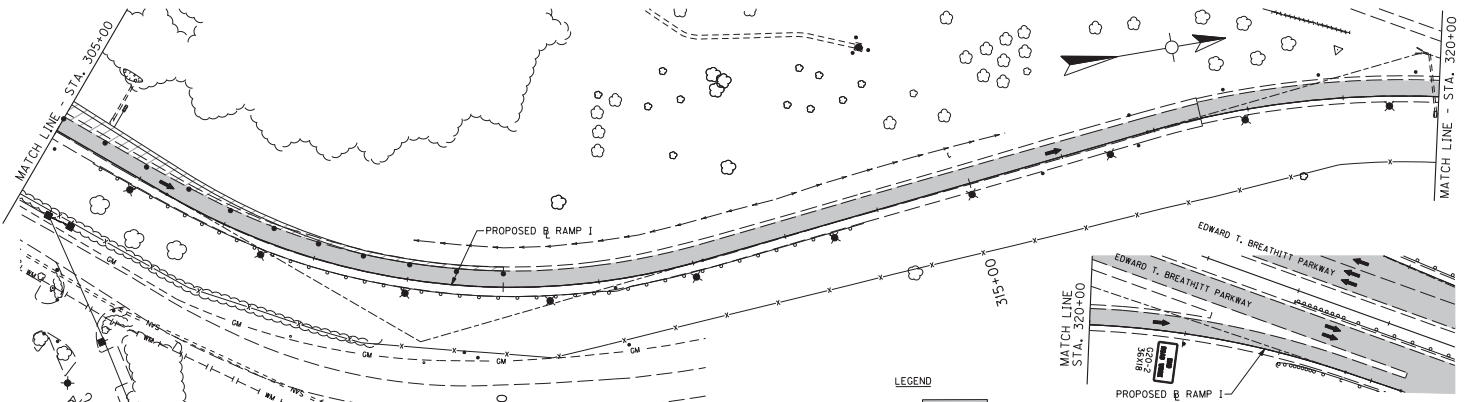
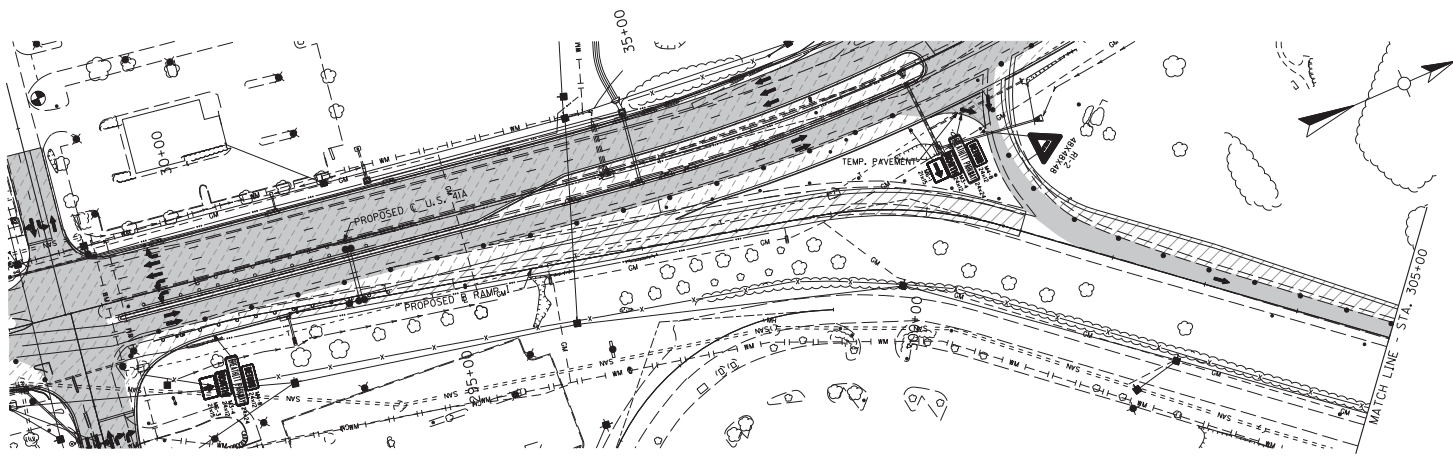
LEGEND

Traffic Movement	Existing Traveled Way
Channelization Devices	Work Area
Constructed in a Previous Phase	Detour or Temporary Pavement

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GRAPHIC SCALE IN FEET
SCALE: 1" = 50'

EDWARD T. BREATHITT PARKWAY
US 41A CONSTRUCTION PHASING PLAN
PHASE 3 (SHEET 2 OF 2)

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CHRISTIAN	2-100.20	R63



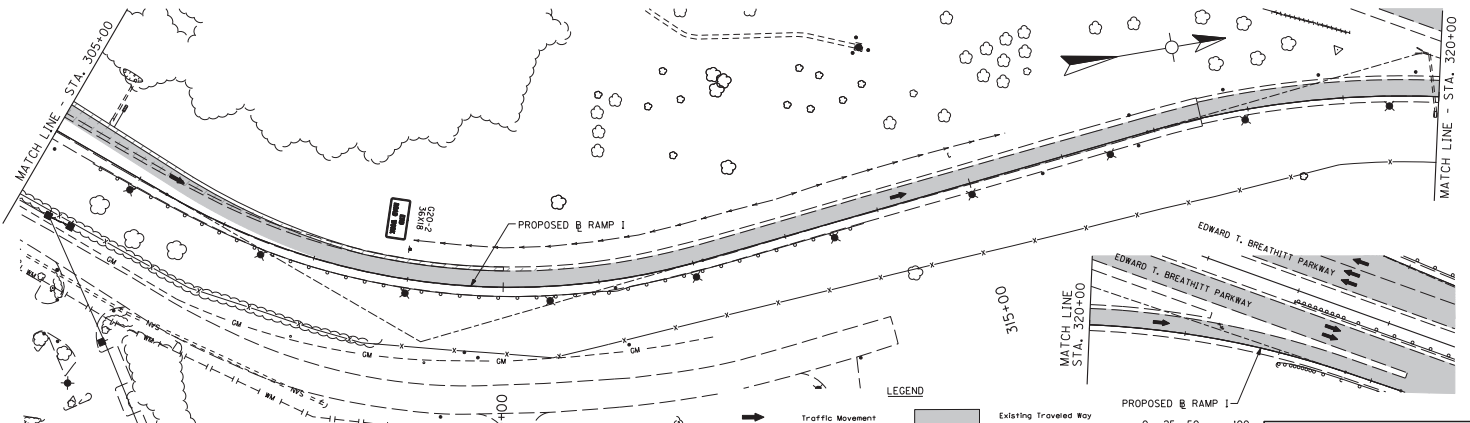
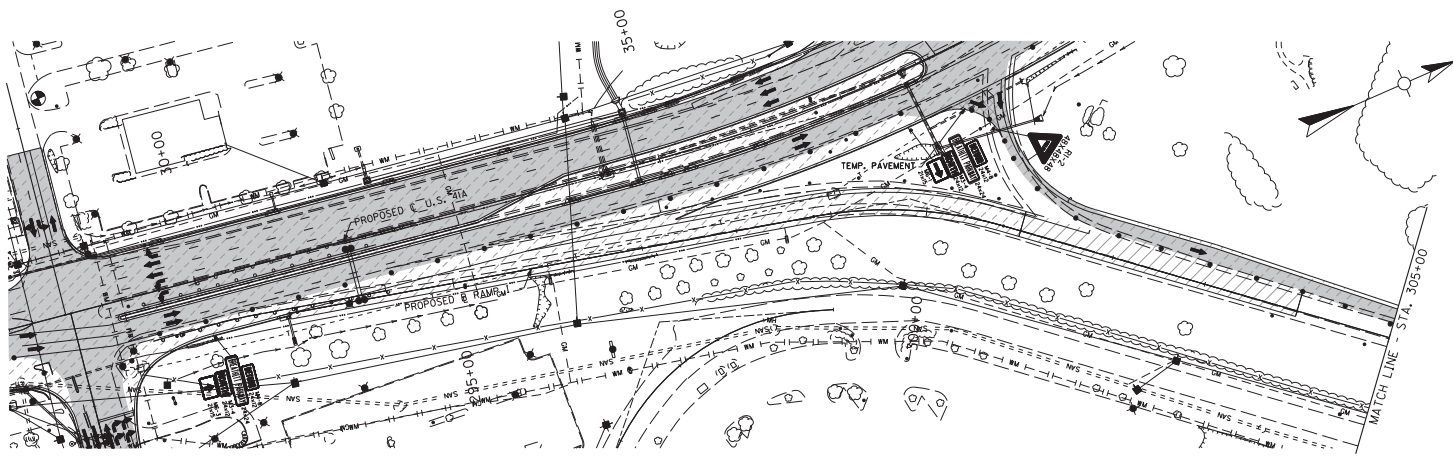
LEGEND

	Traffic Movement		Existing Traveled Way
	Channelization Devices		Work Area
	Constructed in a Previous Phase		Detour or Temporary Pavement

0 25 50 100
GRAPHIC SCALE IN FEET
SCALE: 1" = 50'

EDWARD T. BREATHITT PARKWAY
RAMP I CONSTRUCTION PHASING PLAN
PHASE 3A (SHEET 1 OF 1)

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CHRISTIAN	2-100.20	R64



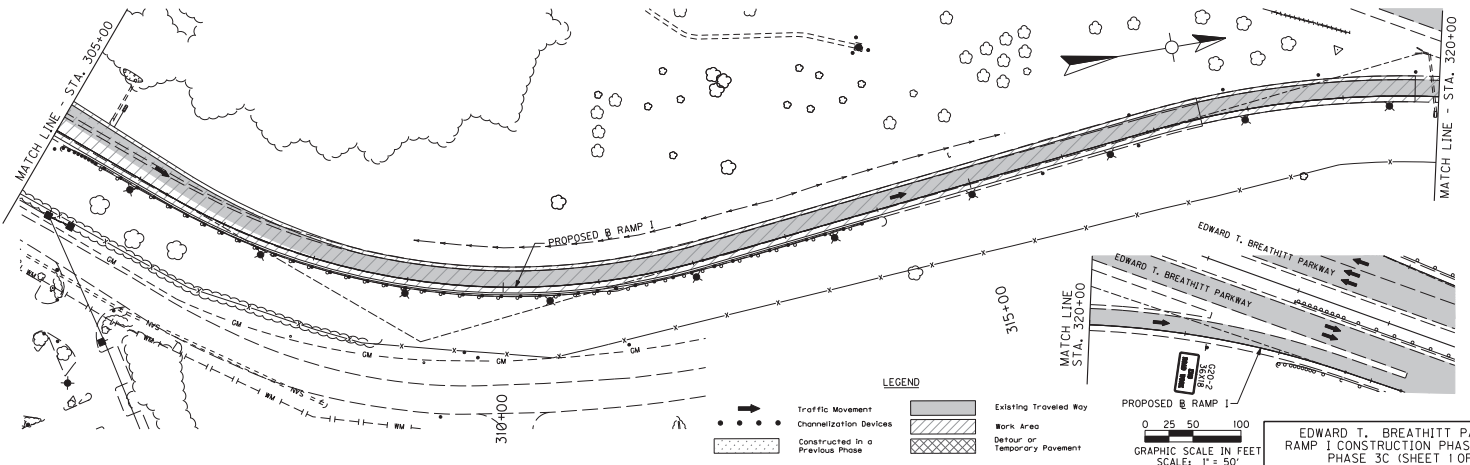
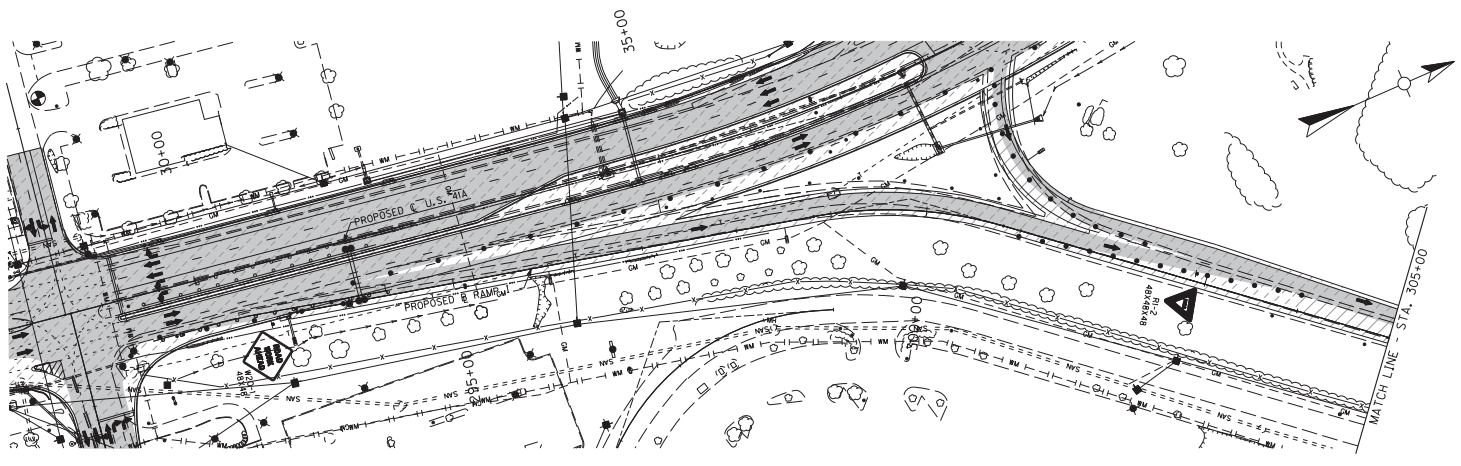
LEGEND

- Traffic Movement
- Channelization Devices
- Constructed in a Previous Phase
- Existing Traveled Way
- Work Area
- Detour or Temporary Pavement

EDWARD T. BREATHITT PARKWAY
RAMP 1 CONSTRUCTION PHASING PLAN
PHASE 3B (SHEET 1 OF 1)

0 25 50 100
GRAPHIC SCALE IN FEET
SCALE: 1" = 50'

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CHRISTIAN	2-100.20	R65



LEGEND

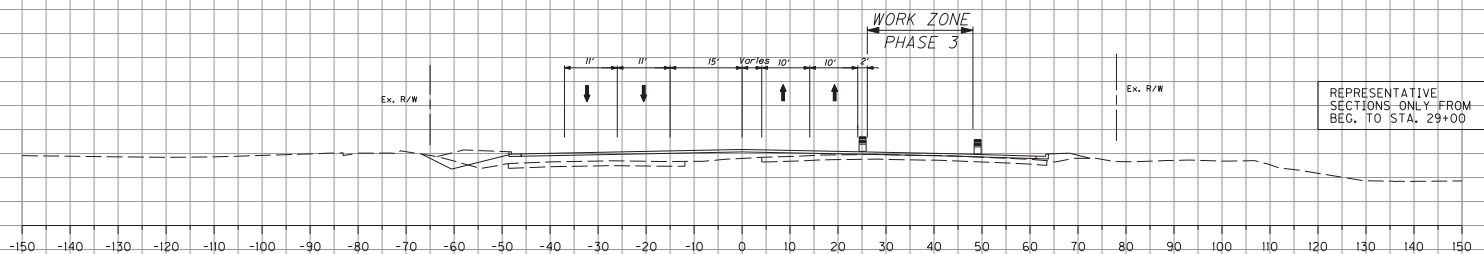
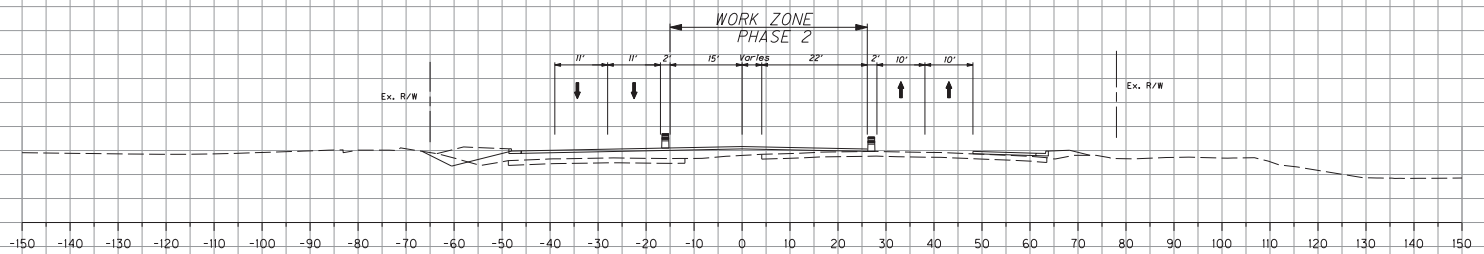
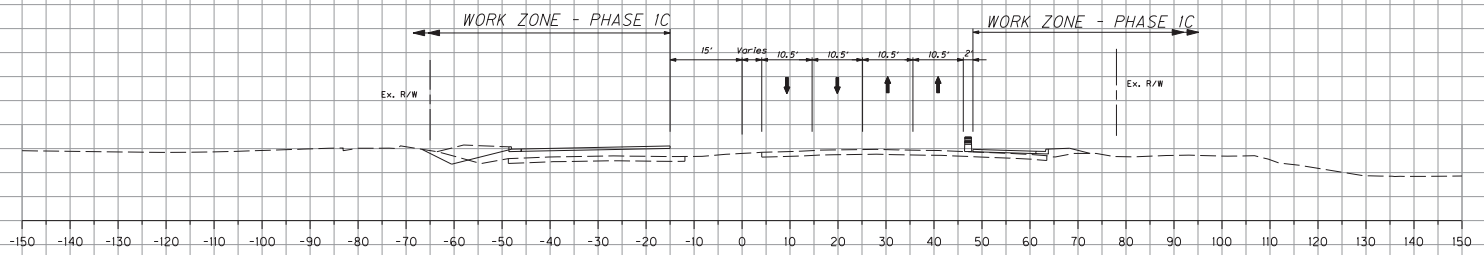
- Traffic Movement
- Channelization Devices
- Constructed in a Previous Phase
- Existing Traveled Way
- Work Area
- Detour or Temporary Pavement

0 25 50 100
GRAPHIC SCALE IN FEET
SCALE: 1" = 50'

EDWARD T. BREATHITT PARKWAY
RAMP 1 CONSTRUCTION PHASING PLAN
PHASE 3C (SHEET 1 OF 1)

MAINTENANCE OF TRAFFIC PHASING

COUNTY OF	ITEM NO.	SHEET NO.
CHRISTIAN	2-100.20	R66

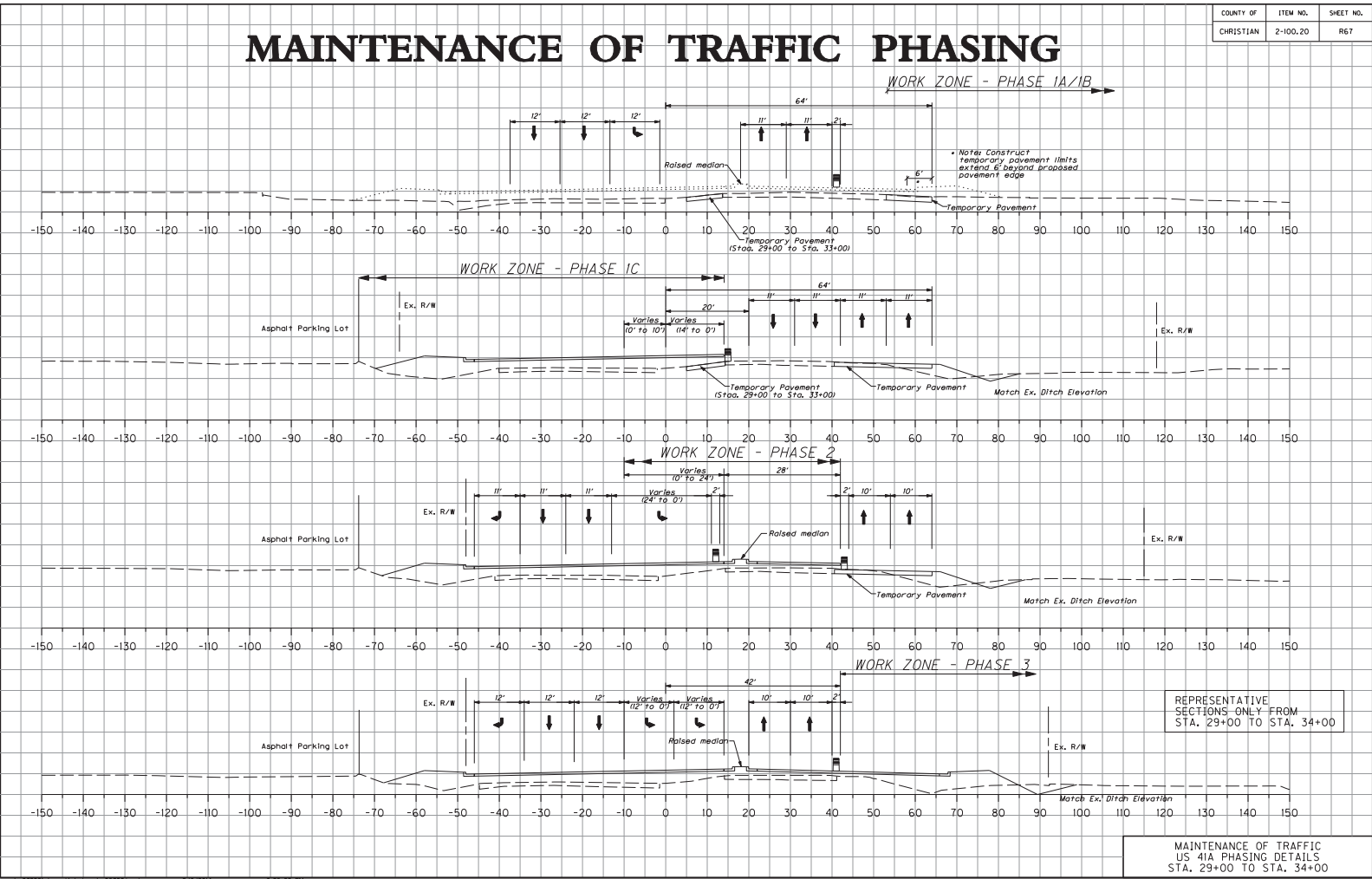


REPRESENTATIVE
SECTIONS ONLY FROM
BEG. TO STA. 29+00

MAINTENANCE OF TRAFFIC
US 41A PHASING DETAILS
BEG. TO STA. 29+00

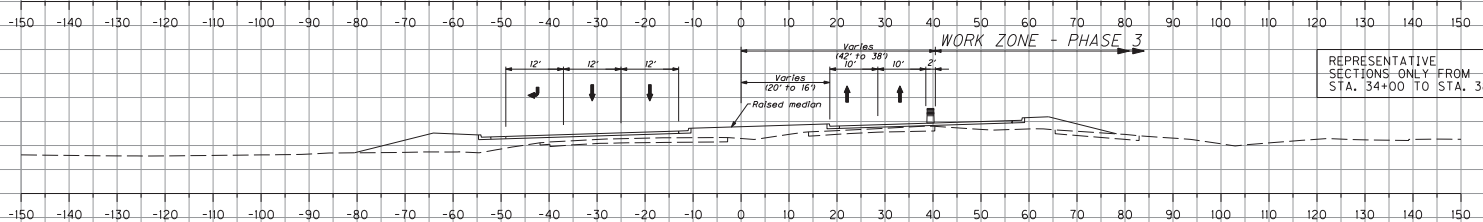
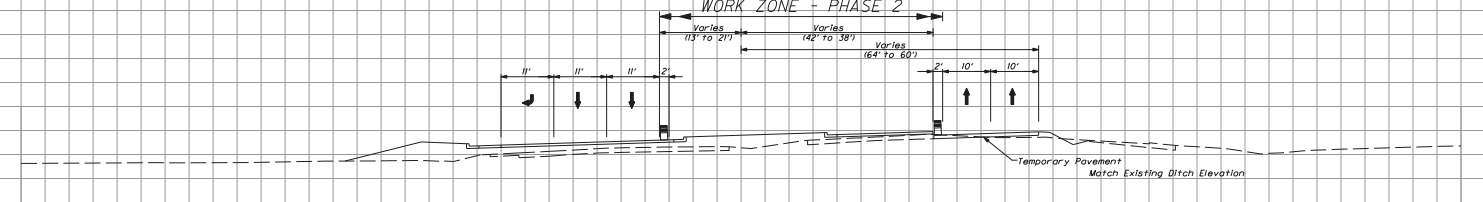
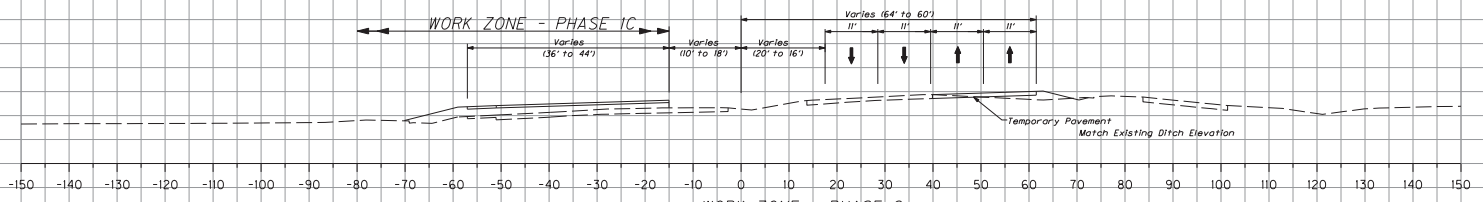
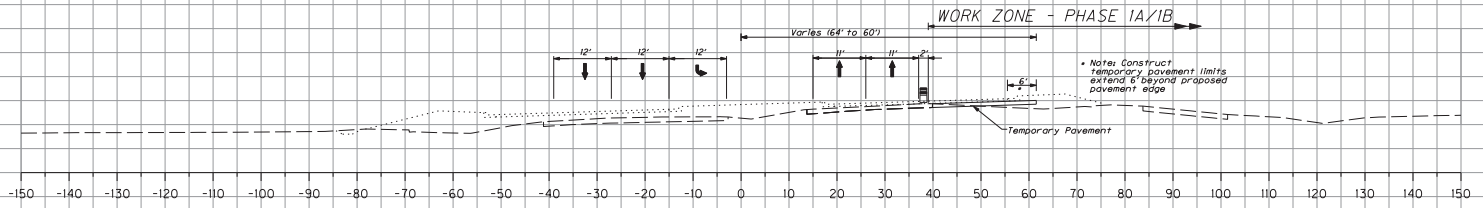
COUNTY OF	ITEM NO.	SHEET NO.
CHRISTIAN	2-100.20	R67

MAINTENANCE OF TRAFFIC PHASING



COUNTY OF	ITEM NO.	SHEET NO.
CHRISTIAN	2-100.20	R68

MAINTENANCE OF TRAFFIC PHASING

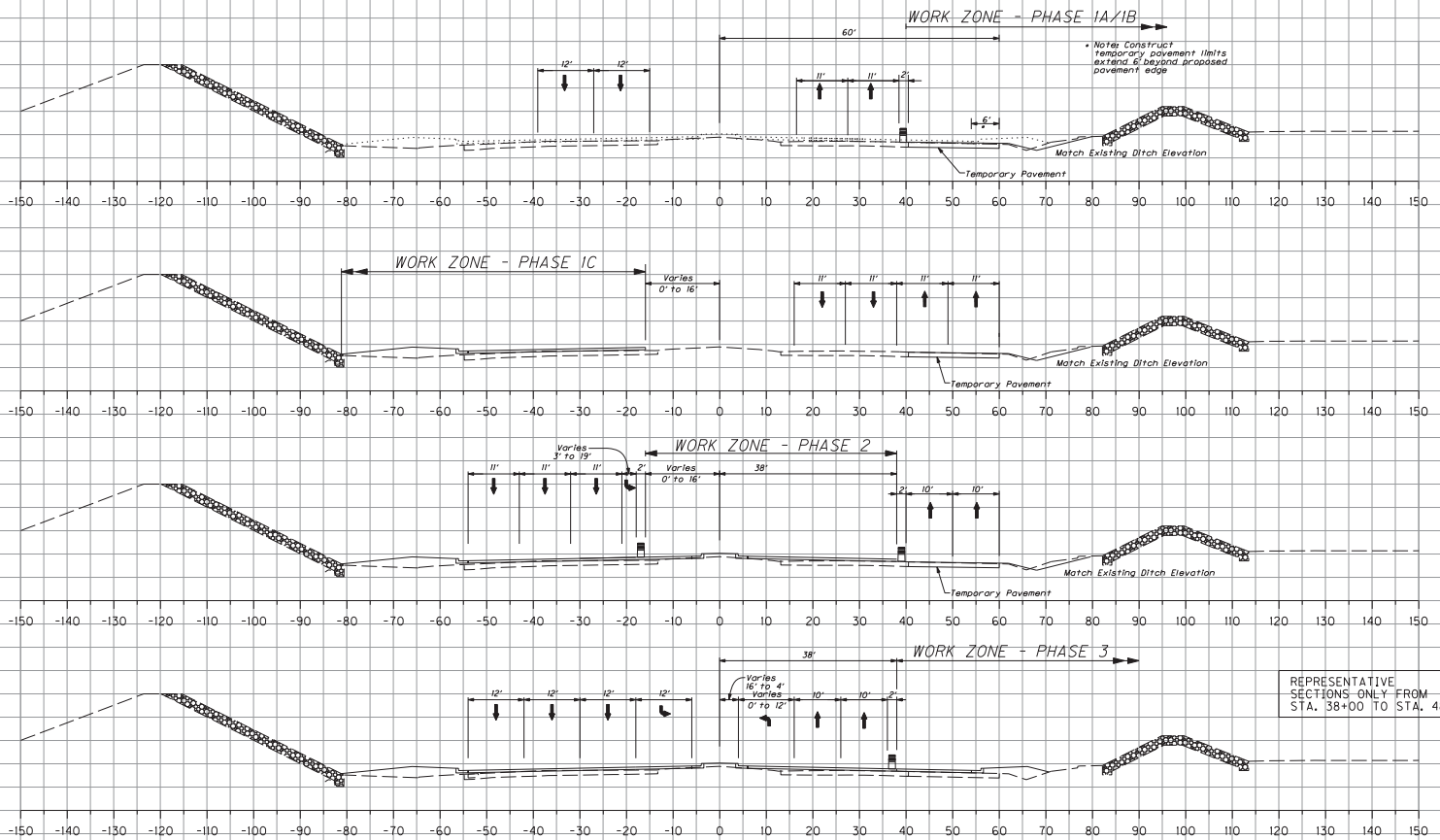


REPRESENTATIVE SECTIONS ONLY FROM STA. 34+00 TO STA. 38+00

MAINTENANCE OF TRAFFIC US 41A PHASING DETAILS STA. 34+00 TO STA. 38+00

MAINTENANCE OF TRAFFIC PHASING

COUNTY OF	ITEM NO.	SHEET NO.
CHRISTIAN	2-100.20	R69

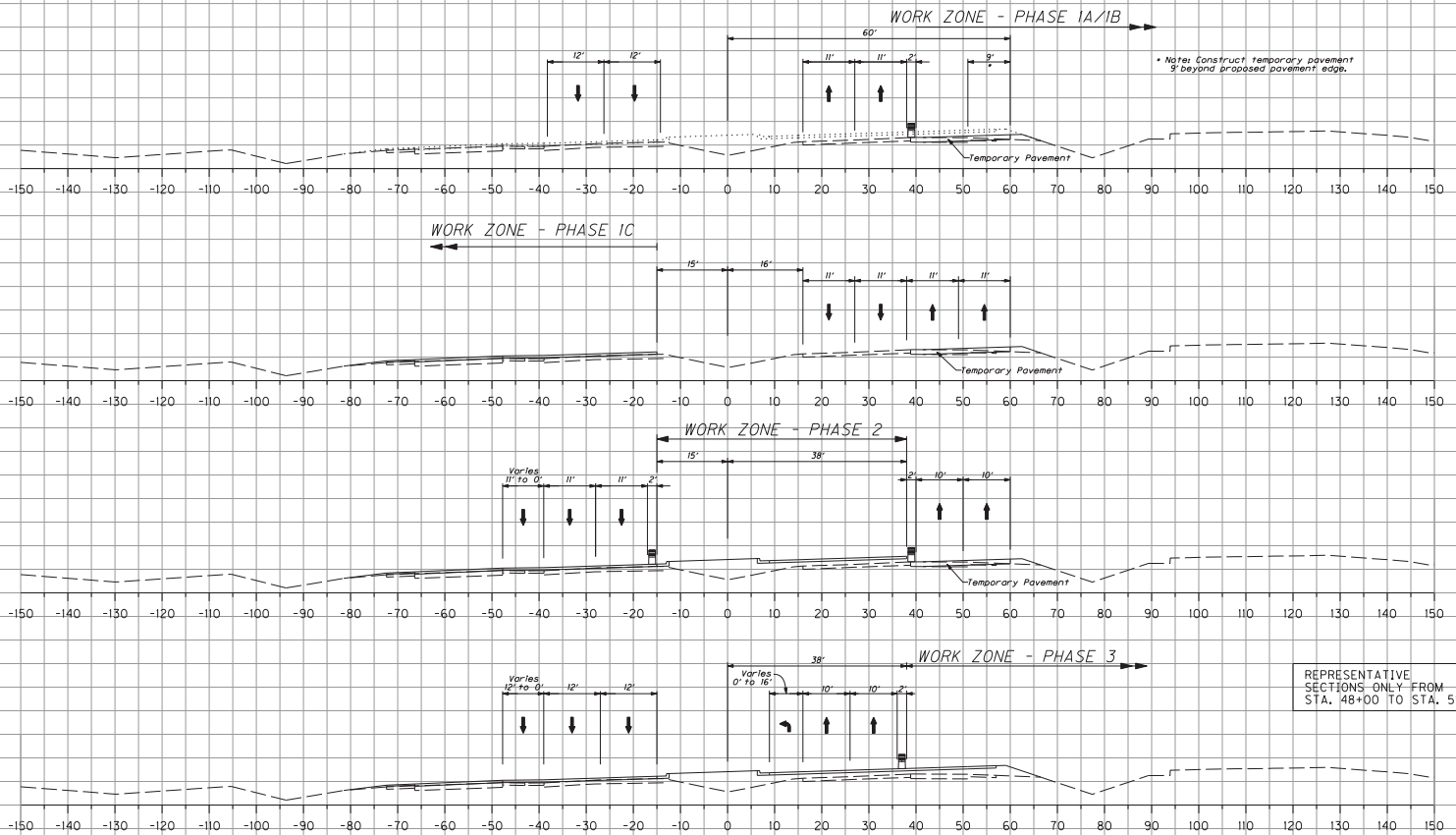


REPRESENTATIVE SECTIONS ONLY FROM STA. 38+00 TO STA. 48+00

MAINTENANCE OF TRAFFIC US 41A PHASING DETAILS STA. 38+00 TO STA. 48+00

COUNTY OF	ITEM NO.	SHEET NO.
CHRISTIAN	2-100.20	R70

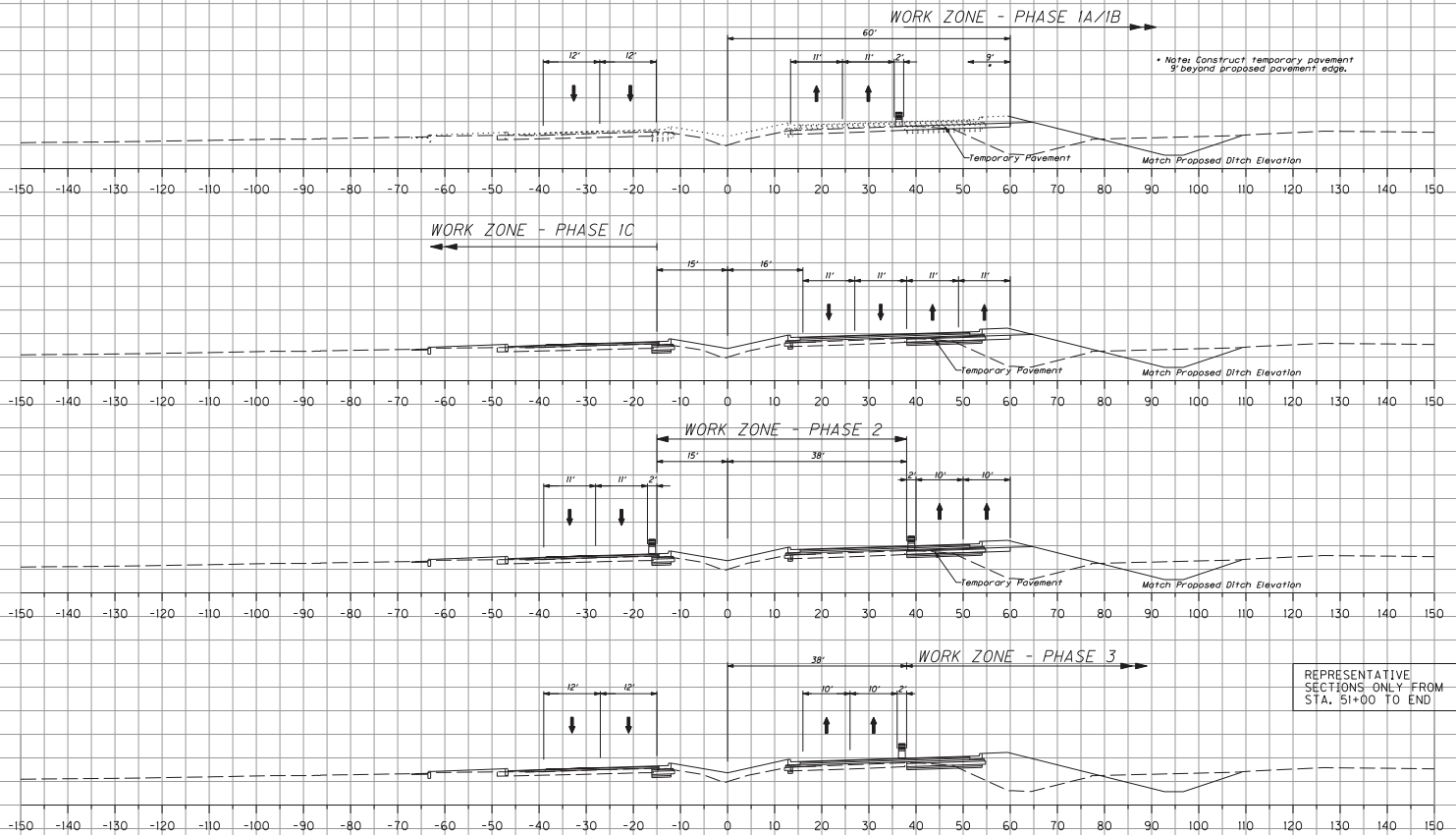
MAINTENANCE OF TRAFFIC PHASING



MAINTENANCE OF TRAFFIC
US 41A PHASING DETAILS
STA. 48+00 TO STA. 51+00

MAINTENANCE OF TRAFFIC PHASING

COUNTY OF	ITEM NO.	SHEET NO.
CHRISTIAN	2-100.20	RT0A



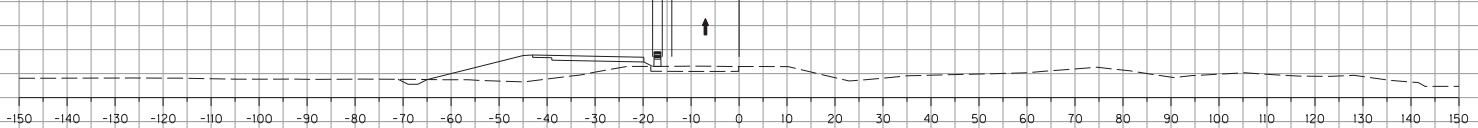
REPRESENTATIVE
SECTIONS ONLY FROM
STA. 51+00 TO END

MAINTENANCE OF TRAFFIC
US 41A PHASING DETAILS
STA. 51+00 TO END

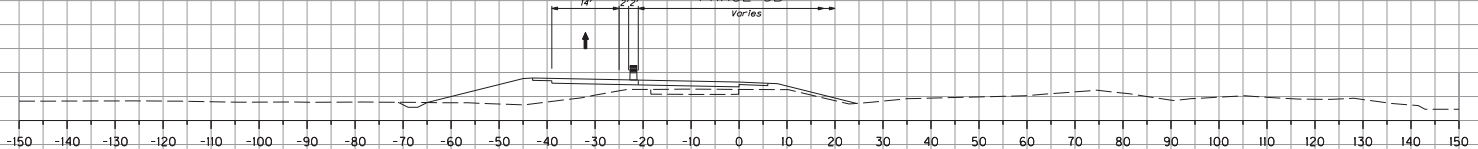
MAINTENANCE OF TRAFFIC PHASING

COUNTY OF	ITEM NO.	SHEET NO.
CHRISTIAN	2-100.20	R71

← WORK ZONE - PHASE 3A →

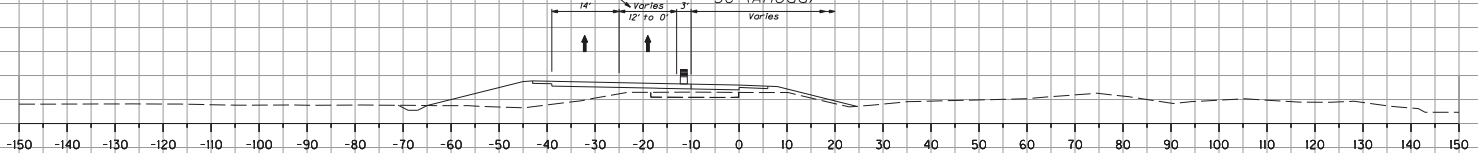


WORK ZONE
PHASE 3B



Merging Traffic from
US 41A NB (Yield Condition)

WORK ZONE PHASE
3C (Ahead)

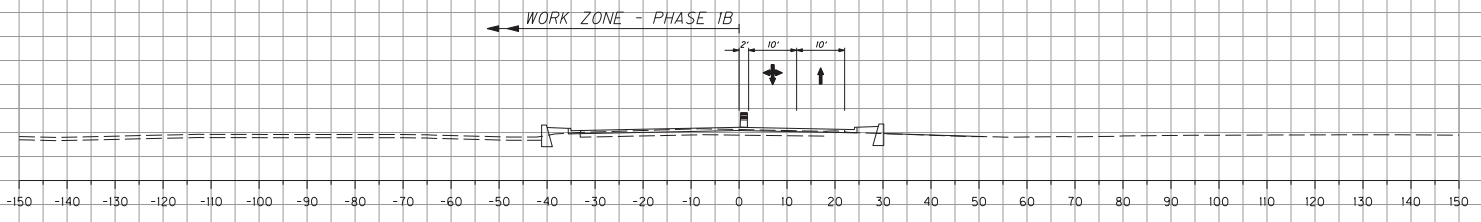
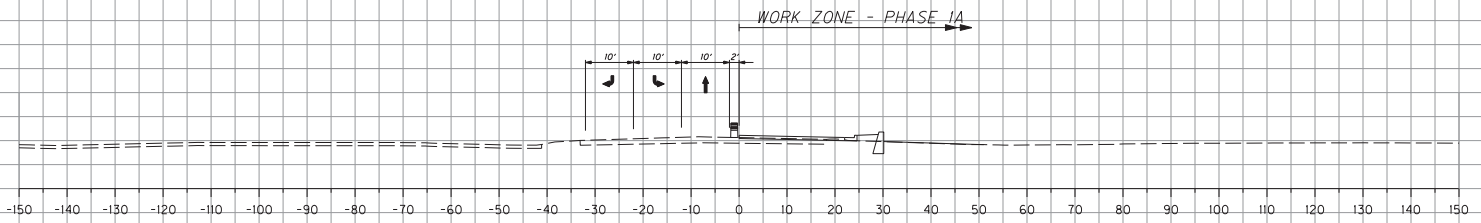


REPRESENTATIVE
SECTIONS ONLY FROM
STA. 301+00 TO STA. 304+00

MAINTENANCE OF TRAFFIC
RAMP 1 PHASING DETAIL
STA. 301+00 TO STA. 304+00

COUNTY OF	ITEM NO.	SHEET NO.
CHRISTIAN	2-100.20	RT2

MAINTENANCE OF TRAFFIC PHASING

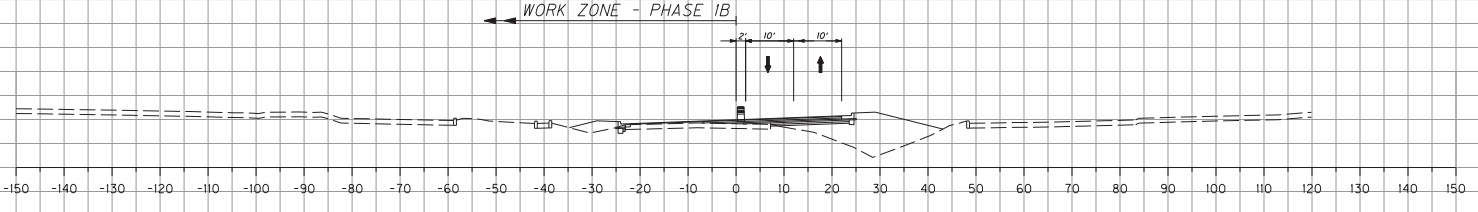
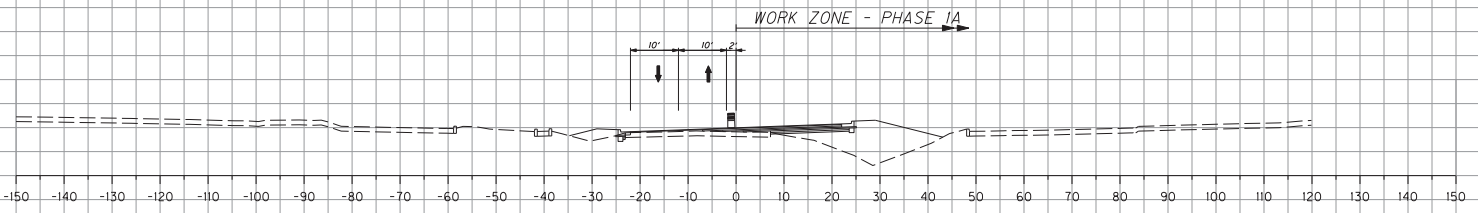


REPRESENTATIVE
SECTIONS ONLY FROM
BEG. TO END

MAINTENANCE OF TRAFFIC
CLINIC DRIVE PHASING PLANS
BEG. TO END

MAINTENANCE OF TRAFFIC PHASING

COUNTY OF	ITEM NO.	SHEET NO.
CHRISTIAN	2-100.20	R73



REPRESENTATIVE
SECTIONS - ONLY FROM
BEG. TO END

MAINTENANCE OF TRAFFIC
CLINIC DRIVE (WALMART) PHASING PLANS
BEG. TO END