



**Matthew G. Bevin**  
Governor

**COMMONWEALTH OF KENTUCKY  
TRANSPORTATION CABINET**  
Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Greg Thomas**  
Secretary

April 16, 2018

CALL NO. 200  
CONTRACT ID NO. 181011  
ADDENDUM # 1

Subject: JEFFERSON COUNTY, 056GR18D011-NHPP IM  
Letting April 27, 2018

- (1) Revised - Material Summary - Pages 132-137 of 198
- (2) Revised - Proposal Bid Items - Pages 193-198 of 198
- (3) Added - Special Notes - Pages 1-55 of 55
- (4) Added - Plan Sheets T11 and T44
- (5) Revised - Plan Sheets - T1, T8, and T9

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

Plan revisions are available at <http://www.lynnimaging.com/kytransportation/>.

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

Sincerely,

A handwritten signature in black ink that reads "Rachel Mills".

Rachel Mills, P.E.  
Director  
Division of Construction Procurement

RM:mr  
Enclosures



An Equal Opportunity Employer M/F/D

# MATERIAL SUMMARY

**CONTRACT ID: 181011**

**056GR18D011-NHPP IM**

**DE05600641811**

I-64 WIDEN I-64 WB RAMP TO I-264 WB FROM ONE TO TWO LANES FOR ENTIRE LENGTH AND OTHER NEEDED IMPROVEMENTS TO ADDRESS WEAVE ISSUES AT MERGE ON I-264 GRADE & DRAIN WITH BRIDGE, A DISTANCE OF 2.35 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0005	00001	DGA BASE	16,897.00	TON
0010	00003	CRUSHED STONE BASE	462.00	TON
0015	00008	CEMENT STABILIZED ROADBED	32,748.00	SQYD
0020	00022	JPC PAVEMENT DRAINAGE BLANKET	6,549.00	TON
0025	00100	ASPHALT SEAL AGGREGATE	86.00	TON
0030	00103	ASPHALT SEAL COAT	10.30	TON
0035	00212	CL2 ASPH BASE 1.00D PG64-22	946.00	TON
0040	00339	CL3 ASPH SURF 0.38D PG64-22	102.00	TON
0045	00356	ASPHALT MATERIAL FOR TACK	2.40	TON
0050	00358	ASPHALT CURING SEAL	83.40	TON
0055	02071	JPC PAVEMENT-11 IN	22,086.00	SQYD
0060	02072	JPC PAVEMENT-11 IN SHLD	10,660.00	SQYD
0065	02542	CEMENT	831.00	TON
0070	02702	SAND FOR BLOTTER	232.00	TON
0075	00021	DRAINAGE BLANKET-EMBANKMENT	5,050.00	CUYD
0080	01310	REMOVE PIPE	924.00	LF
0085	01584	CAP DROP BOX INLET	5.00	EACH
0090	01585	REMOVE DROP BOX INLET	8.00	EACH
0095	01953	CONC MEDIAN BARRIER TYPE 12B2	1,886.00	LF
0100	01982	DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	69.00	EACH
0105	01984	DELINEATOR FOR BARRIER - WHITE	35.00	EACH
0110	01992	INSTALL TEMP CONC MED BARR	11,500.00	LF
0115	02003	RELOCATE TEMP CONC BARRIER	3,300.00	LF
0120	02184	BACKFILLING	400.00	CUYD
0125	02200	ROADWAY EXCAVATION	27,833.00	CUYD
0130	02242	WATER	500.00	MGAL
0135	02265	REMOVE FENCE	1,429.00	LF
0140	02267	REMOVE & RESET FENCE	289.00	LF
0145	02268	REMOVE & REPLACE FENCE	25.00	LF
0150	02273	FENCE-4 FT CHAIN LINK	672.00	LF
0155	02274	FENCE-6 FT CHAIN LINK	815.00	LF
0160	02287	DOUBLE VEHICULAR CHAIN LINK GATE	1.00	EACH
0165	02351	GUARDRAIL-STEEL W BEAM-S FACE	4,437.00	LF
0170	02363	GUARDRAIL CONNECTOR TO BRIDGE END TY A	3.00	EACH
0175	02369	GUARDRAIL END TREATMENT TYPE 2A	4.00	EACH
0180	02381	REMOVE GUARDRAIL	4,832.00	LF
0185	02387	GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	3.00	EACH
0190	02391	GUARDRAIL END TREATMENT TYPE 4A	3.00	EACH
0195	02429	RIGHT-OF-WAY MONUMENT TYPE 1	16.00	EACH
0200	02432	WITNESS POST	8.00	EACH
0205	02545	CLEARING AND GRUBBING - 19.3 ACRES	1.00	LS
0210	02599	FABRIC-GEOTEXTILE TYPE IV	15,140.00	SQYD

## MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0215	02625	REMOVE HEADWALL	10.00	EACH
0220	02650	MAINTAIN & CONTROL TRAFFIC	1.00	LS
0225	02653	LANE CLOSURE	2.00	EACH
0230	02671	PORTABLE CHANGEABLE MESSAGE SIGN	2.00	EACH
0235	02695	RUMBLE STRIPS TYPE 3	280.00	LF
0240	02726	STAKING	1.00	LS
0245	02775	ARROW PANEL	2.00	EACH
0250	02898	RELOCATE CRASH CUSHION	6.00	EACH
0255	03171	CONCRETE BARRIER WALL TYPE 9T	11,500.00	LF
0260	06511	PAVE STRIPING-TEMP PAINT-6 IN	65,000.00	LF
0265	06556	PAVE STRIPING-DUR TY 1-6 IN W	14,031.00	LF
0270	06557	PAVE STRIPING-DUR TY 1-6 IN Y	4,192.00	LF
0275	06560	PAVE STRIPING-DUR TY 1-12 IN W	5,393.00	LF
0280	06589	PAVEMENT MARKER TYPE V-MW	109.00	EACH
0285	06592	PAVEMENT MARKER TYPE V-B W/R	419.00	EACH
0290	06593	PAVEMENT MARKER TYPE V-B Y/R	47.00	EACH
0295	08903	CRASH CUSHION TY VI CLASS BT TL3	6.00	EACH
0300	10020NS	FUEL ADJUSTMENT	37,164.00	DOLL
0305	20411ED	LAW ENFORCEMENT OFFICER	200.00	HOURL
0310	20550ND	SAWCUT PAVEMENT	9,710.00	LF
0315	20591EC	REMOVE BARRIER	1,069.00	LF
0320	21597EN	REMOVE PERF PIPE HEADWALL	15.00	EACH
0325	23335EC	CONCRETE MEDIAN BARRIER TY 9B2	709.00	LF
0330	00078	CRUSHED AGGREGATE SIZE NO 2	12.00	TON
0335	00466	CULVERT PIPE-30 IN	24.00	LF
0340	00468	CULVERT PIPE-36 IN	12.00	LF
0345	00471	CULVERT PIPE-54 IN	8.00	LF
0350	00496	CULVERT PIPE-36 IN EQUIV	16.00	LF
0355	00521	STORM SEWER PIPE-15 IN	16.70	LF
0360	00522	STORM SEWER PIPE-18 IN	692.90	LF
0365	00524	STORM SEWER PIPE-24 IN	16.00	LF
0370	00529	STORM SEWER PIPE-42 IN	28.70	LF
0375	00530	STORM SEWER PIPE-48 IN	170.90	LF
0380	01005	PERFORATED PIPE EDGE DRAIN-4 IN	9,495.00	LF
0385	01010	NON-PERFORATED PIPE-4 IN	221.00	LF
0390	01015	INSPECT & CERTIFY EDGE DRAIN SYSTEM	1.00	LS
0395	01020	PERF PIPE HEADWALL TY 1-4 IN	3.00	EACH
0400	01024	PERF PIPE HEADWALL TY 2-4 IN	3.00	EACH
0405	01028	PERF PIPE HEADWALL TY 3-4 IN	2.00	EACH
0410	01032	PERF PIPE HEADWALL TY 4-4 IN	4.00	EACH
0415	01204	PIPE CULVERT HEADWALL-18 IN	2.00	EACH
0420	01208	PIPE CULVERT HEADWALL-24 IN	1.00	EACH
0425	01210	PIPE CULVERT HEADWALL-30 IN	2.00	EACH
0430	01212	PIPE CULVERT HEADWALL-36 IN	1.00	EACH
0435	01214	PIPE CULVERT HEADWALL-42 IN	1.00	EACH
0440	01450	S & F BOX INLET-OUTLET-18 IN	1.00	EACH
0445	01453	S & F BOX INLET-OUTLET-36 IN	1.00	EACH
0450	01490	DROP BOX INLET TYPE 1	1.00	EACH
0455	01559	DROP BOX INLET TYPE 13G	11.00	EACH
0460	01580	DROP BOX INLET TYPE 15	3.00	EACH

## MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0465	01619	CONC MED BARR BOX INLET TY 9A1	1.00	EACH
0470	01642	JUNCTION BOX-18 IN	1.00	EACH
0475	01646	JUNCTION BOX-42 IN	2.00	EACH
0480	01647	JUNCTION BOX-48 IN	13.00	EACH
0485	01740	CORED HOLE DRAINAGE BOX CON-4 IN	16.00	EACH
0490	02159	TEMP DITCH	6,220.00	LF
0495	02160	CLEAN TEMP DITCH	3,110.00	LF
0500	02483	CHANNEL LINING CLASS II	1,437.00	TON
0505	02484	CHANNEL LINING CLASS III	10.00	TON
0510	02600	FABRIC GEOTEXTILE TY IV FOR PIPE	720.00	SQYD
0515	02701	TEMP SILT FENCE	6,220.00	LF
0520	02703	SILT TRAP TYPE A	20.00	EACH
0525	02704	SILT TRAP TYPE B	20.00	EACH
0530	02705	SILT TRAP TYPE C	20.00	EACH
0535	02706	CLEAN SILT TRAP TYPE A	20.00	EACH
0540	02707	CLEAN SILT TRAP TYPE B	20.00	EACH
0545	02708	CLEAN SILT TRAP TYPE C	20.00	EACH
0550	05950	EROSION CONTROL BLANKET	3,739.00	SQYD
0555	05952	TEMP MULCH	62,200.00	SQYD
0560	05953	TEMP SEEDING AND PROTECTION	46,600.00	SQYD
0565	05963	INITIAL FERTILIZER	1.80	TON
0570	05964	20-10-10 FERTILIZER	3.00	TON
0575	05985	SEEDING AND PROTECTION	53,000.00	SQYD
0580	05989	SPECIAL SEEDING CROWN VETCH	12,200.00	SQYD
0585	05992	AGRICULTURAL LIMESTONE	33.00	TON
0590	22620NN	CONC MED BARR BOX INLET TY 12A1-50	1.00	EACH
0595	23611NN	CONC MED BAR BOX INLET TY 12B1-50	4.00	EACH
0600	24026EC	PIPE CULVERT HEADWALL-54 IN	1.00	EACH
0605	24814EC	PIPELINE INSPECTION	970.00	LF
0610	02231	STRUCTURE GRANULAR BACKFILL	119.00	CUYD
0615	02403	REMOVE CONCRETE MASONRY	86.20	CUYD
0620	02599	FABRIC-GEOTEXTILE TYPE IV	119.00	SQYD
0625	02998	MASONRY COATING	766.70	SQYD
0630	03299	ARMORED EDGE FOR CONCRETE	25.00	LF
0635	08001	STRUCTURE EXCAVATION-COMMON	265.10	CUYD
0640	08020	CRUSHED AGGREGATE SLOPE PROT	55.00	TON
0645	08033	TEST PILES	156.00	LF
0650	08046	PILES-STEEL HP12X53	465.00	LF
0655	08094	PILE POINTS-12 IN	33.00	EACH
0660	08100	CONCRETE-CLASS A	93.20	CUYD
0665	08104	CONCRETE-CLASS AA	129.50	CUYD
0670	08150	STEEL REINFORCEMENT	15,842.00	LB
0675	08151	STEEL REINFORCEMENT-EPOXY COATED	41,245.00	LB
0680	08500	APPROACH SLAB	62.20	SQYD
0685	08634	PRECAST PC I BEAM TYPE 4	609.00	LF
0690	21532ED	RAIL SYSTEM TYPE III	308.00	LF
0695	23331EC	EPOXY-URETHANE WATERPROOFING - 3/8 IN	3,339.00	SQFT
0700	08100	CONCRETE-CLASS A	16.30	CUYD
0705	08150	STEEL REINFORCEMENT	2,156.00	LB
0710	08003	FOUNDATION PREPARATION	1.00	LS



# MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0715	21532ED	RAIL SYSTEM TYPE III	20.00	LF
0720	08100	CONCRETE-CLASS A	61.60	CUYD
0725	08150	STEEL REINFORCEMENT	6,881.00	LB
0730	08003	FOUNDATION PREPARATION	1.00	LS
0735	08002	STRUCTURE EXCAV-SOLID ROCK	3.90	CUYD
0740	21532ED	RAIL SYSTEM TYPE III	39.00	LF
0745	02223	GRANULAR EMBANKMENT	2,207.00	CUYD
0750	02998	MASONRY COATING	801.00	SQYD
0755	08018	RETAINING WALL	6,201.00	SQFT
0760	08003	FOUNDATION PREPARATION	1.00	LS
0765	02223	GRANULAR EMBANKMENT	380.00	CUYD
0770	02998	MASONRY COATING	177.00	SQYD
0775	08002	STRUCTURE EXCAV-SOLID ROCK	2.00	CUYD
0780	08003	FOUNDATION PREPARATION	1.00	LS
0785	08018	RETAINING WALL	1,050.00	SQFT
0790	02403	REMOVE CONCRETE MASONRY	127.00	CUYD
0795	21532ED	RAIL SYSTEM TYPE III	106.00	LF
0800	02562	TEMPORARY SIGNS	800.00	SQFT
0805	06400	GMSS GALV STEEL TYPE A	342.00	LB
0810	06401	FLEXIBLE DELINEATOR POST-M/W	64.00	EACH
0815	06404	FLEXIBLE DELINEATOR POST-M/Y	30.00	EACH
0820	06405	SBM ALUMINUM PANEL SIGNS	2,044.80	SQFT
0825	06406	SBM ALUM SHEET SIGNS .080 IN	45.00	SQFT
0830	06407	SBM ALUM SHEET SIGNS .125 IN	200.30	SQFT
0835	06410	STEEL POST TYPE 1	458.00	LF
0840	06415	OSS GALV STEEL CANTILEVER	1.00	EACH
0845	06441	GMSS GALV STEEL TYPE C	1,408.00	LB
0850	06449	REM OVERHEAD SIGN SUPPORT STR	1.00	EACH
0855	06450	REM OVERHEAD STRUC CONC BASE	1.00	EACH
0860	06451	REMOVE SIGN SUPPORT BEAM	4.00	EACH
0865	06455	OSS ALUMINUM 100 FT TRUSS	1.00	EACH
0870	06490	CLASS A CONCRETE FOR SIGNS	8.18	CUYD
0875	06491	STEEL REINFORCEMENT FOR SIGNS	248.00	LB
0880	20418ED	REMOVE & RELOCATE SIGNS	2.00	EACH
0885	20419ND	ROADWAY CROSS SECTION	4.00	EACH
0890	21373ND	REMOVE SIGN	9.00	EACH
0895	21596ND	GMSS TYPE D	10.00	EACH
0900	24631EC	BARCODE SIGN INVENTORY	16.00	EACH
0905	04740	POLE BASE - (REVISED: 4-16-18)	3.00	EACH
0910	04780	FUSED CONNECTOR KIT	14.00	EACH
0915	04797	CONDUIT-3 IN	180.00	LF
0920	04800	MARKER	17.00	EACH
0925	04810	ELECTRICAL JUNCTION BOX - 24"	3.00	EACH
0930	04820	TRENCHING AND BACKFILLING	8,700.00	LF
0935	04833	WIRE-NO. 8	2,703.00	LF
0940	04834	WIRE-NO. 6	5,721.00	LF
0945	04835	WIRE-NO. 4	5,504.00	LF
0950	04940	REMOVE LIGHTING	1.00	LS
0955	04942	REMOVE STORE & REINSTALL POLE	5.00	EACH
0960	20391NS835	ELECTRICAL JUNCTION BOX TYPE A	3.00	EACH

## MATERIAL SUMMARY

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
0965	20392NS835	ELECTRICAL JUNCTION BOX TYPE C	13.00	EACH
0970	21543EN	BORE AND JACK CONDUIT	180.00	LF
0975	24589ED	LED LUMINAIRE	104.00	EACH
0980	24901EC	PVC CONDUIT-2 IN-SCHEDULE 80	650.00	LF
0985	20257NC	SITE PREPARATION	1.00	LS
0990	04795	CONDUIT-2 IN	150.00	LF
0995	24901EC	PVC CONDUIT-2 IN-SCHEDULE 80	1,020.00	LF
1000	20391NS835	ELECTRICAL JUNCTION BOX TYPE A	4.00	EACH
1005	04820	TRENCHING AND BACKFILLING	540.00	LF
1010	04835	WIRE-NO. 4	1,800.00	LF
1015	23157EN	TRAFFIC SIGNAL POLE BASE	4.32	CUYD
1020	23941EC	VIDEO SURVEILLANCE CONTROLLER	1.00	EACH
1025	21058ND	WINCH LOWERING TOOL	1.00	EACH
1030	22403NN	WEB CAMERA ASSEMBLY	1.00	EACH
1035	21066ND	MODEL 336 ENCLOSURE	1.00	EACH
1040	23151NN	POLE WITH LOWERING DEVICE	1.00	EACH
1045	21069ND	SURGE DEVICE 120 VOLT	1.00	EACH
1050	21071ND	DATA SURGE DEVICE	1.00	EACH
1055	23150NN	COMMUNICATION CABLE	40.00	LF
1060	04899	ELECTRICAL SERVICE	1.00	EACH
1065	21489ND	RACK MOUNTED UPS	1.00	EACH
1070	23944EC	ADVANCED GROUNDING SYSTEM	2.00	EACH
1075	21543EN	BORE AND JACK CONDUIT	150.00	LF
1080	02568	MOBILIZATION	1.00	LS
1085	02569	DEMOBILIZATION	1.00	LS
1090	04741	POLE BASE IN MEDIAN WALL - (ADDED: 4-16-18)	2.00	EACH
1095	22939ND	INSTALL LUMINAIRE POLE - (ADDED: 4-16-18)	5.00	EACH

# MATERIAL SUMMARY

**CONTRACT ID: 181011**

**056GR18D011-NHPP IM**

**DE05600641812**

I-64 JPC REPAIR AND DIAMOND GRIND ON I-64 FROM 0.129 MILE EAST OF KY-1932(BRECKENRIDGE LANE) (MP 11.574) TO 0.412 MILE WEST OF OXMOOR AVE(MP 13.160) IN JEFFERSON COUNTY JPC PAVEMENT REPAIRS - DIAMOND GRINDING, A DISTANCE OF 1.6 MILES.

Project Line No	Bid Code	DESCRIPTION	Quantity	Unit
1100	02058	REMOVE PCC PAVEMENT	3,365.00	SQYD
1105	02071	JPC PAVEMENT-11 IN	3,365.00	SQYD
1110	02110	PARTIAL DEPTH PATCHING	200.00	CUFT
1115	02115	SAW-CLEAN-RESEAL TVERSE JOINT	59,144.00	LF
1120	02116	SAW-CLEAN-RESEAL LONGIT JOINT	47,315.00	LF
1125	21173EC	SAW-CLEAN-RESEAL RANDOM CRACKS	5,421.00	LF
1130	02562	TEMPORARY SIGNS	750.00	SQFT
1135	02650	MAINTAIN & CONTROL TRAFFIC	1.00	LS
1140	02671	PORTABLE CHANGEABLE MESSAGE SIGN	4.00	EACH
1145	02775	ARROW PANEL	4.00	EACH
1150	06511	PAVE STRIPING-TEMP PAINT-6 IN	45,000.00	LF
1155	06549	PAVE STRIPING-TEMP REM TAPE-B	1,000.00	LF
1160	06550	PAVE STRIPING-TEMP REM TAPE-W	1,000.00	LF
1165	06551	PAVE STRIPING-TEMP REM TAPE-Y	1,000.00	LF
1170	06592	PAVEMENT MARKER TYPE V-B W/R	20.00	EACH
1175	24189ER	DURABLE WATERBORNE MARKING-6 IN W	24,000.00	LF
1180	24190ER	DURABLE WATERBORNE MARKING-6 IN Y	16,000.00	LF
1185	24191ER	DURABLE WATERBORNE MARKING-12 IN W	5,000.00	LF
1190	02569	DEMOBILIZATION	1.00	LS

**PROPOSAL BID ITEMS**

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**Section: 0001 - PAVING**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0010	00001		DGA BASE	16,897.00	TON		\$	
0020	00003		CRUSHED STONE BASE	462.00	TON		\$	
0030	00008		CEMENT STABILIZED ROADBED	32,748.00	SQYD		\$	
0040	00022		JPC PAVEMENT DRAINAGE BLANKET	6,549.00	TON		\$	
0050	00100		ASPHALT SEAL AGGREGATE	86.00	TON		\$	
0060	00103		ASPHALT SEAL COAT	10.30	TON		\$	
0070	00212		CL2 ASPH BASE 1.00D PG64-22	946.00	TON		\$	
0080	00339		CL3 ASPH SURF 0.38D PG64-22	102.00	TON		\$	
0090	00356		ASPHALT MATERIAL FOR TACK	2.40	TON		\$	
0100	00358		ASPHALT CURING SEAL	83.40	TON		\$	
0110	02058		REMOVE PCC PAVEMENT	3,365.00	SQYD		\$	
0120	02071		JPC PAVEMENT-11 IN	25,451.00	SQYD		\$	
0130	02072		JPC PAVEMENT-11 IN SHLD	10,660.00	SQYD		\$	
0140	02110		PARTIAL DEPTH PATCHING	200.00	CUFT		\$	
0150	02115		SAW-CLEAN-RESEAL TVERSE JOINT	59,144.00	LF		\$	
0160	02116		SAW-CLEAN-RESEAL LONGIT JOINT	47,315.00	LF		\$	
0170	02542		CEMENT	831.00	TON		\$	
0180	02702		SAND FOR BLOTTER	232.00	TON		\$	
0190	21173EC		SAW-CLEAN-RESEAL RANDOM CRACKS	5,421.00	LF		\$	

**Section: 0002 - ROADWAY**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0200	00021		DRAINAGE BLANKET-EMBANKMENT	5,050.00	CUYD		\$	
0210	01310		REMOVE PIPE	924.00	LF		\$	
0220	01584		CAP DROP BOX INLET	5.00	EACH		\$	
0230	01585		REMOVE DROP BOX INLET	8.00	EACH		\$	
0240	01953		CONC MEDIAN BARRIER TYPE 12B2	1,886.00	LF		\$	
0250	01982		DELINEATOR FOR GUARDRAIL MONO DIRECTIONAL WHITE	69.00	EACH		\$	
0260	01984		DELINEATOR FOR BARRIER - WHITE	35.00	EACH		\$	
0270	01992		INSTALL TEMP CONC MED BARR	11,500.00	LF		\$	
0280	02003		RELOCATE TEMP CONC BARRIER	3,300.00	LF		\$	
0290	02184		BACKFILLING	400.00	CUYD		\$	
0300	02200		ROADWAY EXCAVATION	27,833.00	CUYD		\$	
0310	02242		WATER	500.00	MGAL		\$	
0320	02265		REMOVE FENCE	1,429.00	LF		\$	
0330	02267		REMOVE & RESET FENCE	289.00	LF		\$	
0340	02268		REMOVE & REPLACE FENCE	25.00	LF		\$	
0350	02273		FENCE-4 FT CHAIN LINK	672.00	LF		\$	
0360	02274		FENCE-6 FT CHAIN LINK	815.00	LF		\$	
0370	02287		DOUBLE VEHICULAR CHAIN LINK GATE	1.00	EACH		\$	
0380	02351		GUARDRAIL-STEEL W BEAM-S FACE	4,437.00	LF		\$	
0390	02363		GUARDRAIL CONNECTOR TO BRIDGE END TY A	3.00	EACH		\$	
0400	02369		GUARDRAIL END TREATMENT TYPE 2A	4.00	EACH		\$	

**PROPOSAL BID ITEMS**

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0410	02381		REMOVE GUARDRAIL	4,832.00	LF		\$	
0420	02387		GUARDRAIL CONNECTOR TO BRIDGE END TY A-1	3.00	EACH		\$	
0430	02391		GUARDRAIL END TREATMENT TYPE 4A	3.00	EACH		\$	
0440	02429		RIGHT-OF-WAY MONUMENT TYPE 1	16.00	EACH		\$	
0450	02432		WITNESS POST	8.00	EACH		\$	
0460	02545		CLEARING AND GRUBBING 19.3 ACRES	1.00	LS		\$	
0470	02562		TEMPORARY SIGNS	750.00	SQFT		\$	
0480	02599		FABRIC-GEOTEXTILE TYPE IV	15,140.00	SQYD		\$	
0490	02625		REMOVE HEADWALL	10.00	EACH		\$	
0500	02650		MAINTAIN & CONTROL TRAFFIC	1.00	LS		\$	
0510	02653		LANE CLOSURE	2.00	EACH		\$	
0520	02671		PORTABLE CHANGEABLE MESSAGE SIGN	6.00	EACH		\$	
0530	02695		RUMBLE STRIPS TYPE 3	280.00	LF		\$	
0540	02726		STAKING	1.00	LS		\$	
0550	02775		ARROW PANEL	6.00	EACH		\$	
0560	02898		RELOCATE CRASH CUSHION	6.00	EACH		\$	
0570	03171		CONCRETE BARRIER WALL TYPE 9T	11,500.00	LF		\$	
0580	06511		PAVE STRIPING-TEMP PAINT-6 IN	110,000.00	LF		\$	
0590	06549		PAVE STRIPING-TEMP REM TAPE-B	1,000.00	LF		\$	
0600	06550		PAVE STRIPING-TEMP REM TAPE-W	1,000.00	LF		\$	
0610	06551		PAVE STRIPING-TEMP REM TAPE-Y	1,000.00	LF		\$	
0620	06556		PAVE STRIPING-DUR TY 1-6 IN W	14,031.00	LF		\$	
0630	06557		PAVE STRIPING-DUR TY 1-6 IN Y	4,192.00	LF		\$	
0640	06560		PAVE STRIPING-DUR TY 1-12 IN W	5,393.00	LF		\$	
0650	06589		PAVEMENT MARKER TYPE V-MW	109.00	EACH		\$	
0660	06592		PAVEMENT MARKER TYPE V-B W/R	439.00	EACH		\$	
0670	06593		PAVEMENT MARKER TYPE V-B Y/R	47.00	EACH		\$	
0680	08903		CRASH CUSHION TY VI CLASS BT TL3	6.00	EACH		\$	
0690	10020NS		FUEL ADJUSTMENT	37,164.00	DOLL	\$1.00	\$	\$37,164.00
0700	20411ED		LAW ENFORCEMENT OFFICER	200.00	HOUR		\$	
0710	20550ND		SAWCUT PAVEMENT	9,710.00	LF		\$	
0720	20591EC		REMOVE BARRIER	1,069.00	LF		\$	
0730	21597EN		REMOVE PERF PIPE HEADWALL	15.00	EACH		\$	
0740	23335EC		CONCRETE MEDIAN BARRIER TY 9B2	709.00	LF		\$	
0750	24189ER		DURABLE WATERBORNE MARKING-6 IN W	24,000.00	LF		\$	
0760	24190ER		DURABLE WATERBORNE MARKING-6 IN Y	16,000.00	LF		\$	
0770	24191ER		DURABLE WATERBORNE MARKING-12 IN W	5,000.00	LF		\$	

**Section: 0003 - DRAINAGE**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0780	00078		CRUSHED AGGREGATE SIZE NO 2	12.00	TON		\$	
0790	00466		CULVERT PIPE-30 IN	24.00	LF		\$	
0800	00468		CULVERT PIPE-36 IN	12.00	LF		\$	
0810	00471		CULVERT PIPE-54 IN	8.00	LF		\$	
0820	00496		CULVERT PIPE-36 IN EQUIV	16.00	LF		\$	
0830	00521		STORM SEWER PIPE-15 IN	16.70	LF		\$	

**PROPOSAL BID ITEMS**

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
0840	00522		STORM SEWER PIPE-18 IN	692.90	LF		\$	
0850	00524		STORM SEWER PIPE-24 IN	16.00	LF		\$	
0860	00529		STORM SEWER PIPE-42 IN	28.70	LF		\$	
0870	00530		STORM SEWER PIPE-48 IN	170.90	LF		\$	
0880	01005		PERFORATED PIPE EDGE DRAIN-4 IN	9,495.00	LF		\$	
0890	01010		NON-PERFORATED PIPE-4 IN	221.00	LF		\$	
0900	01015		INSPECT & CERTIFY EDGE DRAIN SYSTEM	1.00	LS		\$	
0910	01020		PERF PIPE HEADWALL TY 1-4 IN	3.00	EACH		\$	
0920	01024		PERF PIPE HEADWALL TY 2-4 IN	3.00	EACH		\$	
0930	01028		PERF PIPE HEADWALL TY 3-4 IN	2.00	EACH		\$	
0940	01032		PERF PIPE HEADWALL TY 4-4 IN	4.00	EACH		\$	
0950	01204		PIPE CULVERT HEADWALL-18 IN	2.00	EACH		\$	
0960	01208		PIPE CULVERT HEADWALL-24 IN	1.00	EACH		\$	
0970	01210		PIPE CULVERT HEADWALL-30 IN	2.00	EACH		\$	
0980	01212		PIPE CULVERT HEADWALL-36 IN	1.00	EACH		\$	
0990	01214		PIPE CULVERT HEADWALL-42 IN	1.00	EACH		\$	
1000	01450		S & F BOX INLET-OUTLET-18 IN	1.00	EACH		\$	
1010	01453		S & F BOX INLET-OUTLET-36 IN	1.00	EACH		\$	
1020	01490		DROP BOX INLET TYPE 1	1.00	EACH		\$	
1030	01559		DROP BOX INLET TYPE 13G	11.00	EACH		\$	
1040	01580		DROP BOX INLET TYPE 15	3.00	EACH		\$	
1050	01619		CONC MED BARR BOX INLET TY 9A1	1.00	EACH		\$	
1060	01642		JUNCTION BOX-18 IN	1.00	EACH		\$	
1070	01646		JUNCTION BOX-42 IN	2.00	EACH		\$	
1080	01647		JUNCTION BOX-48 IN	13.00	EACH		\$	
1090	01740		CORED HOLE DRAINAGE BOX CON-4 IN	16.00	EACH		\$	
1100	02159		TEMP DITCH	6,220.00	LF		\$	
1110	02160		CLEAN TEMP DITCH	3,110.00	LF		\$	
1120	02483		CHANNEL LINING CLASS II	1,437.00	TON		\$	
1130	02484		CHANNEL LINING CLASS III	10.00	TON		\$	
1140	02600		FABRIC GEOTEXTILE TY IV FOR PIPE	720.00	SQYD	\$2.00	\$	\$1,440.00
1150	02701		TEMP SILT FENCE	6,220.00	LF		\$	
1160	02703		SILT TRAP TYPE A	20.00	EACH		\$	
1170	02704		SILT TRAP TYPE B	20.00	EACH		\$	
1180	02705		SILT TRAP TYPE C	20.00	EACH		\$	
1190	02706		CLEAN SILT TRAP TYPE A	20.00	EACH		\$	
1200	02707		CLEAN SILT TRAP TYPE B	20.00	EACH		\$	
1210	02708		CLEAN SILT TRAP TYPE C	20.00	EACH		\$	
1220	05950		EROSION CONTROL BLANKET	3,739.00	SQYD		\$	
1230	05952		TEMP MULCH	62,200.00	SQYD		\$	
1240	05953		TEMP SEEDING AND PROTECTION	46,600.00	SQYD		\$	
1250	05963		INITIAL FERTILIZER	1.80	TON		\$	
1260	05964		20-10-10 FERTILIZER	3.00	TON		\$	
1270	05985		SEEDING AND PROTECTION	53,000.00	SQYD		\$	
1280	05989		SPECIAL SEEDING CROWN VETCH	12,200.00	SQYD		\$	
1290	05992		AGRICULTURAL LIMESTONE	33.00	TON		\$	
1300	22620NN		CONC MED BARR BOX INLET TY 12A1-50	1.00	EACH		\$	
1310	23611NN		CONC MED BAR BOX INLET TY 12B1-50	4.00	EACH		\$	
1320	24026EC		PIPE CULVERT HEADWALL-54 IN	1.00	EACH		\$	
1330	24814EC		PIPELINE INSPECTION	970.00	LF		\$	

**PROPOSAL BID ITEMS**

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**Section: 0004 - BRIDGE-25979**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1340	02231		STRUCTURE GRANULAR BACKFILL	119.00	CUYD		\$	
1350	02403		REMOVE CONCRETE MASONRY	86.20	CUYD		\$	
1360	02599		FABRIC-GEOTEXTILE TYPE IV	119.00	SQYD		\$	
1370	02998		MASONRY COATING	766.70	SQYD		\$	
1380	03299		ARMORED EDGE FOR CONCRETE	25.00	LF		\$	
1390	08001		STRUCTURE EXCAVATION-COMMON	265.10	CUYD		\$	
1400	08020		CRUSHED AGGREGATE SLOPE PROT	55.00	TON		\$	
1410	08033		TEST PILES	156.00	LF		\$	
1420	08046		PILES-STEEL HP12X53	465.00	LF		\$	
1430	08094		PILE POINTS-12 IN	33.00	EACH		\$	
1440	08100		CONCRETE-CLASS A	93.20	CUYD		\$	
1450	08104		CONCRETE-CLASS AA	129.50	CUYD		\$	
1460	08150		STEEL REINFORCEMENT	15,842.00	LB		\$	
1470	08151		STEEL REINFORCEMENT-EPOXY COATED	41,245.00	LB		\$	
1480	08500		APPROACH SLAB	62.20	SQYD		\$	
1490	08634		PRECAST PC I BEAM TYPE 4	609.00	LF		\$	
1500	21532ED		RAIL SYSTEM TYPE III	308.00	LF		\$	
1510	23331EC		EPOXY-URETHANE WATERPROOFING 3/8 IN	3,339.00	SQFT		\$	

**Section: 0005 - BRIDGE-CULVERT 26543**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1520	08003		FOUNDATION PREPARATION	1.00	LS		\$	
1530	08100		CONCRETE-CLASS A	16.30	CUYD		\$	
1540	08150		STEEL REINFORCEMENT	2,156.00	LB		\$	
1550	21532ED		RAIL SYSTEM TYPE III	20.00	LF		\$	

**Section: 0006 - BRIDGE-CULVERT 26544**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1560	08002		STRUCTURE EXCAV-SOLID ROCK	3.90	CUYD		\$	
1570	08003		FOUNDATION PREPARATION	1.00	LS		\$	
1580	08100		CONCRETE-CLASS A	61.60	CUYD		\$	
1590	08150		STEEL REINFORCEMENT	6,881.00	LB		\$	
1600	21532ED		RAIL SYSTEM TYPE III	39.00	LF		\$	

**Section: 0007 - BRIDGE-RETAINING WALL 27655**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1610	02223		GRANULAR EMBANKMENT	2,207.00	CUYD		\$	
1620	02998		MASONRY COATING	801.00	SQYD		\$	



### PROPOSAL BID ITEMS

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1630	08003		FOUNDATION PREPARATION	1.00	LS		\$	
1640	08018		RETAINING WALL	6,201.00	SQFT		\$	

#### Section: 0008 - BRIDGE-RETAINING WALL 27656

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1650	02223		GRANULAR EMBANKMENT	380.00	CUYD		\$	
1660	02403		REMOVE CONCRETE MASONRY	127.00	CUYD		\$	
1670	02998		MASONRY COATING	177.00	SQYD		\$	
1680	08002		STRUCTURE EXCAV-SOLID ROCK	2.00	CUYD		\$	
1690	08003		FOUNDATION PREPARATION	1.00	LS		\$	
1700	08018		RETAINING WALL	1,050.00	SQFT		\$	
1710	21532ED		RAIL SYSTEM TYPE III	106.00	LF		\$	

#### Section: 0009 - SIGNING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1720	02562		TEMPORARY SIGNS	800.00	SQFT		\$	
1730	06400		GMSS GALV STEEL TYPE A	342.00	LB		\$	
1740	06401		FLEXIBLE DELINEATOR POST-M/W	64.00	EACH		\$	
1750	06404		FLEXIBLE DELINEATOR POST-M/Y	30.00	EACH		\$	
1760	06405		SBM ALUMINUM PANEL SIGNS	2,044.80	SQFT		\$	
1770	06406		SBM ALUM SHEET SIGNS .080 IN	45.00	SQFT		\$	
1780	06407		SBM ALUM SHEET SIGNS .125 IN	200.30	SQFT		\$	
1790	06410		STEEL POST TYPE 1	458.00	LF		\$	
1800	06415		OSS GALV STEEL CANTILEVER	1.00	EACH		\$	
1810	06441		GMSS GALV STEEL TYPE C	1,408.00	LB		\$	
1820	06449		REM OVERHEAD SIGN SUPPORT STR	1.00	EACH		\$	
1830	06450		REM OVERHEAD STRUC CONC BASE	1.00	EACH		\$	
1840	06451		REMOVE SIGN SUPPORT BEAM	4.00	EACH		\$	
1850	06455		OSS ALUMINUM 100 FT TRUSS	1.00	EACH		\$	
1860	06490		CLASS A CONCRETE FOR SIGNS	8.18	CUYD		\$	
1870	06491		STEEL REINFORCEMENT FOR SIGNS	248.00	LB		\$	
1880	20418ED		REMOVE & RELOCATE SIGNS	2.00	EACH		\$	
1890	20419ND		ROADWAY CROSS SECTION	4.00	EACH		\$	
1900	21373ND		REMOVE SIGN	9.00	EACH		\$	
1910	21596ND		GMSS TYPE D	10.00	EACH		\$	
1920	24631EC		BARCODE SIGN INVENTORY	16.00	EACH		\$	

#### Section: 0010 - LIGHTING

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1930	04740		POLE BASE (REVISED: 4-16-18)	3.00	EACH		\$	
1931	04741		POLE BASE IN MEDIAN WALL (ADDED: 4-16-18)	2.00	EACH		\$	

**PROPOSAL BID ITEMS**

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LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
1940	04780		FUSED CONNECTOR KIT	14.00	EACH		\$	
1950	04797		CONDUIT-3 IN	180.00	LF		\$	
1960	04800		MARKER	17.00	EACH		\$	
1970	04810		ELECTRICAL JUNCTION BOX 24"	3.00	EACH		\$	
1980	04820		TRENCHING AND BACKFILLING	8,700.00	LF		\$	
1990	04833		WIRE-NO. 8	2,703.00	LF		\$	
2000	04834		WIRE-NO. 6	5,721.00	LF		\$	
2010	04835		WIRE-NO. 4	5,504.00	LF		\$	
2020	04940		REMOVE LIGHTING	1.00	LS		\$	
2030	04942		REMOVE STORE & REINSTALL POLE	5.00	EACH		\$	
2040	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	3.00	EACH		\$	
2050	20392NS835		ELECTRICAL JUNCTION BOX TYPE C	13.00	EACH		\$	
2060	21543EN		BORE AND JACK CONDUIT	180.00	LF		\$	
2065	22939ND		INSTALL LUMINAIRE POLE (ADDED: 4-16-18)	5.00	EACH		\$	
2070	24589ED		LED LUMINAIRE	104.00	EACH		\$	
2080	24901EC		PVC CONDUIT-2 IN-SCHEDULE 80	650.00	LF		\$	

**Section: 0011 - INTELLIGENT TRANSPORTATION SYSTEMS**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2090	04795		CONDUIT-2 IN	150.00	LF		\$	
2100	04820		TRENCHING AND BACKFILLING	540.00	LF		\$	
2110	04835		WIRE-NO. 4	1,800.00	LF		\$	
2120	04899		ELECTRICAL SERVICE	1.00	EACH		\$	
2130	20257NC		SITE PREPARATION	1.00	LS		\$	
2140	20391NS835		ELECTRICAL JUNCTION BOX TYPE A	4.00	EACH		\$	
2150	21058ND		WINCH LOWERING TOOL	1.00	EACH		\$	
2160	21066ND		MODEL 336 ENCLOSURE	1.00	EACH		\$	
2170	21069ND		SURGE DEVICE 120 VOLT	1.00	EACH		\$	
2180	21071ND		DATA SURGE DEVICE	1.00	EACH		\$	
2190	21489ND		RACK MOUNTED UPS	1.00	EACH		\$	
2200	21543EN		BORE AND JACK CONDUIT	150.00	LF		\$	
2210	22403NN		WEB CAMERA ASSEMBLY	1.00	EACH		\$	
2220	23150NN		COMMUNICATION CABLE	40.00	LF		\$	
2230	23151NN		POLE WITH LOWERING DEVICE	1.00	EACH		\$	
2240	23157EN		TRAFFIC SIGNAL POLE BASE	4.32	CUYD		\$	
2250	23941EC		VIDEO SURVEILLANCE CONTROLLER	1.00	EACH		\$	
2260	23944EC		ADVANCED GROUNDING SYSTEM	2.00	EACH		\$	
2270	24901EC		PVC CONDUIT-2 IN-SCHEDULE 80	1,020.00	LF		\$	

**Section: 0012 - DEMOBILIZATION &/OR MOBILIZATION**

LINE	BID CODE	ALT	DESCRIPTION	QUANTITY	UNIT	UNIT PRIC	FP	AMOUNT
2280	02568		MOBILIZATION	1.00	LS		\$	
2290	02569		DEMOBILIZATION	1.00	LS		\$	



Kentucky Transportation Cabinet  
Division of Highway Design  
**TRAFFIC MANAGEMENT PLAN**

County: Jefferson Item No.: 5-159.00

Federal Project No.: FD52 056 0064 012-013 NHPPIM 0642 (197)

**Project Description:**

Improve ramp capacity of the I-64 westbound ramp to I-264 westbound from one to two lanes for entire length and other needed improvements to address weave issues at merge on I-264.

Roadway Classification:  Urban  Rural  
 Local  Collector  Arterial  Interstate

ADT (current) \* AM Peak Current \* PM Peak Current \* % Trucks \* \* See comments below.

Project Designation:  Significant  Other: \_\_\_\_\_

**Traffic Control Plan Design:**

Taper and Diversion Design Speeds I-264 = 45 MPH, Ramps = 35 MPH

Minimum Lane Width I-264 = 12', Ramps = 11' Minimum Shoulder Width 2'

Minimum Bridge Width 17' Usable

Minimum Radius I-264 = 3274', Ramps = 173.52' (loop) Maximum Grade 4.13%

Minimum Taper Length 35\*Width Minimum Intersection Level of Service N/A

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

**Comments:**

I-64 – 2014 ADT = 68,000, 2014 AM Peak = 7,550, 2014 PM Peak = 7,680, 2014 %T = 7.0%  
I-264 – 2014 ADT = 84,000, 2014 AM Peak = 8,230, 2014 PM Peak = 8,650, 2014 %T = 7.0%  
Ramp 1 – 2014 ADT = 11,200, 2014 AM Peak = 880, 2014 PM Peak = 580, 2014 %T = 1.2%  
Ramp 5 – 2014 ADT = 20,400, 2014 AM Peak = 1,420, 2014 PM Peak = 1,600, 2014 %T = 7.5%  
Ramp 6 – 2014 ADT = 3,300, 2014 AM Peak = 200, 2014 PM Peak = 300, 2014 %T = 3.0%  
Ramp 7 – 2014 ADT = 20,800, 2014 AM Peak = 1,140, 2014 PM Peak = 1,560, 2014 %T = 2.2%  
Ramp 8 – 2014 ADT = 7,100, 2014 AM Peak = 520, 2014 PM Peak = 800, 2014 %T = 3.6%



Kentucky Transportation Cabinet  
**Division of Highway Design**  
**TRAFFIC MANAGEMENT PLAN**

Item No. 5-159.00

**Discussion:**

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



Kentucky Transportation Cabinet  
Division of Highway Design  
**TRAFFIC MANAGEMENT PLAN**

Item No. 5-159.00

<b>2) Temporary Traffic Control Plan – Phase 1</b>	
<b>Exposure Control Measures</b>	<b>Positive Protection Measures</b>
a) Is Road Closure Allowed Type: No	a) Address Drop Off Protection Criteria Yes - Referenced
b) Detour Conditions N/A	b) Temporary Barrier Requirements Yes – Referenced
c) Working Hour Restrictions No	c) Evaluation of Existing Guardrail Conditions N/A
d) Holiday or Special Event Work Restrictions Yes - Referenced	d) Address Temporary Drainage Yes – Referenced
e) Evaluation of Intersection LOS N/A	<b>Uniformed Law Enforcement Officers</b> Yes - Referenced
f) Evaluation of Queue Lengths N/A	<b>Payment for Traffic Control*</b>
g) Evaluation of User Costs and Incentives/Disincentives Yes - Referenced	a) Method of Project Bidding Yes – Referenced
h) Address Pedestrians, Bikes, Mass Transit N/A	b) Special Notes Yes - Referenced
<b>Work Vehicles and Equipment</b> Yes - Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
Comments:	
See attached maintenance of traffic general notes, construction phasing plan notes, and maintenance of traffic and construction phasing plans.	



Kentucky Transportation Cabinet  
Division of Highway Design  
**TRAFFIC MANAGEMENT PLAN**

Item No. 5-159.00

<b>2) Temporary Traffic Control Plan – Phase 2</b>	
<b>Exposure Control Measures</b>	<b>Positive Protection Measures</b>
a) Is Road Closure Allowed      Yes - Referenced Type: Full Ramp Closure, Night time rolling roadblocks on I-64, I-264	a) Address Drop Off Protection Criteria      Yes - Referenced
b) Detour Conditions      Yes - Referenced	b) Temporary Barrier Requirements      Yes – Referenced
c) Working Hour Restrictions      No	c) Evaluation of Existing Guardrail Conditions      N/A
d) Holiday or Special Event Work Restrictions      Yes - Referenced	d) Address Temporary Drainage      Yes – Referenced
e) Evaluation of Intersection LOS      N/A	<b>Uniformed Law Enforcement Officers</b> Yes - Referenced
f) Evaluation of Queue Lengths      N/A	<b>Payment for Traffic Control*</b>
g) Evaluation of User Costs and Incentives/Disincentives      Yes - Referenced	a) Method of Project Bidding      Yes - Referenced
h) Address Pedestrians, Bikes, Mass Transit      N/A	b) Special Notes      Yes - Referenced
<b>Work Vehicles and Equipment</b> Yes - Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
Comments:	
See attached maintenance of traffic general notes, construction phasing plan notes, and maintenance of traffic and construction phasing plans.	



Kentucky Transportation Cabinet  
Division of Highway Design  
**TRAFFIC MANAGEMENT PLAN**

Item No. 5-159.00

<b>2) Temporary Traffic Control Plan – Phase 3</b>	
<b>Exposure Control Measures</b>	<b>Positive Protection Measures</b>
a) Is Road Closure Allowed      Yes - Referenced Type: Night time ramp closures	a) Address Drop Off Protection Criteria      Yes - Referenced
b) Detour Conditions      Yes - Referenced	b) Temporary Barrier Requirements      Yes – Referenced
c) Working Hour Restrictions      No	c) Evaluation of Existing Guardrail Conditions      N/A
d) Holiday or Special Event Work Restrictions      Yes - Referenced	d) Address Temporary Drainage      Yes – Referenced
e) Evaluation of Intersection LOS      N/A	<b>Uniformed Law Enforcement Officers</b> Yes - Referenced
f) Evaluation of Queue Lengths      N/A	<b>Payment for Traffic Control*</b>
g) Evaluation of User Costs and Incentives/Disincentives      Yes – Referenced	a) Method of Project Bidding      Yes – Referenced
h) Address Pedestrians, Bikes, Mass Transit      N/A	b) Special Notes      Yes - Referenced
<b>Work Vehicles and Equipment</b> Yes - Referenced	*Payment for traffic control items shall be in accordance with the Kentucky Department of Highways Standard Specifications for Road and Bridge Construction
<b>Comments:</b>	
See attached maintenance of traffic general notes, construction phasing plan notes, and maintenance of traffic and construction phasing plans.	





Kentucky Transportation Cabinet  
Division of Highway Design  
**TRAFFIC MANAGEMENT PLAN**

Item No. 5-159.00

**APPROVAL:**

Bett Numan 3-8-18  
Project Manager Date

Thomas Wright 3-14-18  
Project Delivery and Preservation Manager Date

Mahamad Abdul 3-8-18  
Engineering Support Manager Date

\_\_\_\_\_  
FHWA Representative Date

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

## **I-64 WB TO I-264 WB RAMP IMPROVEMENTS**

### **JEFFERSON COUNTY**

#### **ITEM NO. 5-159.00**

### **TRAFFIC MANAGEMENT PLAN**

#### **MAINTENANCE OF TRAFFIC – GENERAL NOTES**

##### **FIXED COMPLETION DATE**

Project to have a fixed completion date of November 15, 2019.

The Contractor shall be assessed liquidated damages in the amount of \$3,250 per calendar day after November 15, 2019, until the project is considered complete to the satisfaction of the Engineer. Liquidated damages shall be assessed in accordance with Section 108.09 of the current edition of the Kentucky Transportation Cabinet Standard Specifications for Road and Bridge Construction.

##### **HOLIDAY / SPECIAL EVENT WORK RESTRICTIONS**

No lane closures or ramp closures will be allowed during the following days and hours unless otherwise directed and / or approved by the Engineer:

Thunder over Louisville – 6 a.m. on April 21, 2018, to 6 a.m. on April 22, 2018; 6 a.m. on April 20, 2019, to 6 a.m. on April 21, 2019

Kentucky Derby – 6 a.m. on May 5, 2018, to 6 a.m. on May 6, 2018; 6 a.m. on May 4, 2019, to 6 a.m. on May 5, 2019

Memorial Day – 6 a.m. on May 28, 2018, to 6 a.m. on May 29, 2018; 6 a.m. on May 27, 2019, to 6 a.m. on May 28, 2019

Labor Day – 6 a.m. on September 3, 2018, to 6 a.m. on September 4, 2018; 6 a.m. September 2, 2019, to 6 a.m. on September 3, 2019

Veterans Day (observed) – 6 a.m. on November 12, 2018, to 6 a.m. on November 13, 2018; 6 a.m. on November 11, 2019, to 6 a.m. on November 12, 2019

Thanksgiving – 6 a.m. on November 22, 2018, to 6 a.m. on November 23, 2018

Christmas Day – 6 a.m. on December 25, 2018, to 6 a.m. on December 26, 2018

New Year's Day – 6 a.m. on January 1, 2019, to 6 a.m. on January 2, 2019

Martin Luther King Jr. Day – 6 a.m. on January 21, 2019, to 6 a.m. on January 22, 2019

President's Day – 6 a.m. on February 18, 2019, to 6 a.m. on February 19, 2019

##### **MAINTENANCE OF TRAFFIC AND PHASING PLAN**

The maintenance of traffic and construction phasing shall be maintained as shown and specified in these plans unless otherwise approved by the Engineer.

Traffic shall be maintained in accordance with the most current editions of the Manual of Uniform Traffic Control Devices (MUTCD), the Kentucky Transportation Cabinet Standard Specifications for Road and Bridge Construction, and the Kentucky Transportation Cabinet Standard Drawings. All traffic control devices and all materials shall conform to the most current editions of the Manual of Uniform Traffic Control Devices (MUTCD), the Kentucky Transportation Cabinet Standard Specifications for Road and Bridge Construction, and the Kentucky Transportation Cabinet Standard Drawings.

Except for 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 for "Maintain and Control Traffic" as set forth in the KYTC Standard Specifications for Road and Bridge Construction, current edition, unless otherwise provided for in the maintenance of traffic plans. The lump sum bid to "Maintain and Control Traffic" shall also include, but is not limited to the following items and operations:

1. All grading and necessary drainage for any temporary pavement and removal thereof when it is no longer needed.
2. All temporary ditches and temporary pipes. Also includes any channel lining that may be needed for the temporary ditches and temporary pipe outlets.
3. All flag persons and traffic control devices such as, but not limited to, flashers, signs, barricades, 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 by the Engineer.
4. If the Contractor desires to deviate from the traffic control scheme and construction phases outlined in these plans and this proposal, he shall prepare an alternate plan and present it in writing to the Engineer. This alternate plan can be used only after review and approval of the Divisions of Traffic, Design, and Construction.
5. 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 of the flow of traffic.
6. 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.

#### **WORK ZONE SPEED LIMIT**

The temporary posted speed limit in the construction areas shall be 45 MPH for I-264 and 35 MPH for all interchange ramps during construction unless otherwise noted.

#### **CLOSURES**

The Contractor shall provide KYTC with two weeks advance notice for any closure.

The closures of Ramp 6 and Ramp 8 shall be non-concurrent with a minimum of 5 days between closures. The Ramp 8 closure shall occur first and the closures shall occur between May 15<sup>th</sup> and August 15<sup>th</sup>.

#### **LANE WIDTHS**

Minimum lane widths shall be maintained – 12 feet for I-264 WB and Diversions, and 11 feet for all interchange ramps.

#### **LANE CLOSURES**

Lane closures will only be allowed on the existing roadways as indicated on the following sheets. Lane closures shall be in accordance with Standard Drawing TTC-120. See Maintenance of Traffic and Construction Phasing Plan notes and plans for details and allowable locations of lane closures for each Phase.

#### **SHOULDER CLOSURES**

The Contractor will be allowed to close the shoulders of I-264 WB and all interchange ramps to allow for construction. A minimum of four (4) feet of inside useable shoulder width shall be maintained adjacent to the permanent barrier wall along I-264 and a minimum of two (2) feet of outside shoulder shall be maintained adjacent to the temporary barrier wall. Shoulder closures shall be in accordance with Standard Drawing No. TTC-135.

#### **TRAFFIC STOPPAGE**

Traffic on I-264 WB and the interchange ramps, and any other facility adjacent to the project may not be halted without prior approval of the Engineer. This is applicable to all construction activities.

#### **DRUMS**

Drums shall be used for typical lane and shoulder closures except when temporary concrete barrier wall is specified. Drums shall meet all specifications of and be installed in accordance with the most current edition of the MUTCD.

### **CONTRACTOR'S VEHICLES**

The Contractor's vehicles shall always move with and not against the flow of traffic. Vehicles shall enter and leave the work areas in a manner which will not be hazardous to or interfere with normal traffic. Vehicles shall not park or stop except within work areas designated by the Engineer.

### **PAVEMENT EDGE DROP OFF**

A pavement edge that traffic is not expected to cross, except accidentally, should be treated as follows:

Less than 2 inches – No protection required. Warning signs should be placed in advance and throughout the drop-off area.

2 to 4 inches – Place plastic drums, vertical panels, or barricades every 50 feet on tangent sections and curves. Spacing for tapers should be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), current edition.

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

For temporary conditions, drop-offs greater than 4 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.

Payment will be allowed for DGA material used for wedging.

### **SIGNING**

The signing for the construction and traffic control shall be in accordance with the most current editions of the referenced Standard Drawings, the Manual of Uniform Traffic Control Devices, and the Kentucky Transportation Cabinet Standard Specifications for Road and Bridge Construction. Payment will be made for furnishing, erecting, maintaining, and removing these signs, and is paid for on a square foot basis under the bid item "Signs". The signs and posts shall remain the property of the Contractor.

### **TEMPORARY AND PERMANENT SIGNING MODIFICATIONS**

Existing ground mounted and overhead panel signs are not to be covered unless absolutely necessary. The Engineer will determine if covering is required and the duration that the covering shall remain in place. Since most materials used in covering signs may cause permanent damage to the sign face, porous cloth covers which are folded over the sign edges and secured on the back of the sign are to be used. The use of tape, paper, plastic, or sheet material for cover signs is strictly prohibited. If any sign is damaged as a result of being covered, the sign shall be replaced by the Contractor at no cost to the Department.

Rather than covering existing ground mounted and overhead signs that do not apply to the traffic patterns in use during a particular phase, the sign may remain in place except that the copy that does not apply shall be removed at the direction of the Engineer. Extreme care should be taken when removing the copy to prevent damage to the sign face. When the roadway is reopened to traffic, the original sign message shall be restored by installing a new copy. The copy that was removed shall not be reused. The cost for this procedure shall be incidental to the contract. Any sign damaged as a result of this process shall be replaced by the Contractor at no cost to the Department.

If it is determined by the Engineer that an existing ground mounted or overhead panel sign must be removed, extreme caution should be used so as not to damage the sign. Once a sign is removed, it shall be stored in an upright position with nothing coming in contact with the sign face. Under no circumstances is the sign to be laid flat on the ground. Any sign damaged shall be replaced by the Contractor at no cost to the Department. The cost for all hardware necessary to re-install the sign shall be incidental to the contract.

Existing sheeting signs that must be removed or relocated during construction shall be reinstalled at their original location. The cost for removing and reinstalling sheeting signs shall be incidental to the contract.

#### **TEMPORARY CONCRETE BARRIER WALLS**

The temporary concrete barrier walls shall be placed at the locations specified in the Maintenance of Traffic and Construction Phasing Plans and as specified in the Standard Drawings. The locations of all concrete barrier walls in the plans are subject to change as directed and approved by the Engineer. Concrete barrier walls will be in place and approved by the Engineer before work is started by the Contractor. Concrete barrier wall shall conform to the current applicable Standard Drawing(s).

#### **BOX BEAM STIFFENING OF TEMPORARY CONCRETE BARRIER**

Box beam stiffening shall be used on all temporary concrete barriers used during construction.

#### **TEMPORARY CONCRETE BARRIER WALL DELINEATORS**

The Contractor shall provide and install delineators for temporary concrete barrier wall as shown on Standard Drawing No. RBM-020. Payment will be made at the contract unit price for each and shall include compensation for providing, placing, relocating, and maintaining the delineators. Delineators shall be placed with a spacing requirement of 40 feet.

The Contractor shall provide at all times a reserve stockpile of concrete barrier wall delineators for the replacement of damaged or missing delineators. No direct payment for the reserve stockpile will be permitted and the reserve units shall become the property of the Contractor at the completion of the project.

#### **TEMPORARY CRASH CUSHION**

The Contractor shall provide Type VI Class BT TL2 and Type VI Class BT TL3 temporary crash cushions as indicated in the phasing plans and as described in Special Provisions for Crash Cushions in the current edition of the Kentucky Transportation Cabinet Standard Specifications for Road and Bridge Construction. Contrary to the Special Provisions for Crash Cushions, Concrete, Class AA (For Pad) shall be considered incidental to "Crash Cushion TY VI Class BT TL2" and "Crash Cushion TY VI Class BT TL3".

#### **PORTABLE FLASHING ARROW**

The Contractor shall provide Portable Flashing Arrows as specified in the Maintenance of Traffic and Construction Phasing Plans and as required by the Standard Drawings. The Portable Flashing Arrows shall be mounted in traffic-worthy carriages. The arrows shall meet the requirements specified in the current Standard Drawings. Payment for the Portable Flashing Arrows will be based on a unit price for each.

Payment shall be full compensation for providing, placing, operating, relocating, and maintaining the Portable Flashing Arrows. The Contractor shall have available one reserve Portable Flashing Arrow to be placed in operation in the event of damage or electrical/mechanical failure. No direct payment will be allowed for the reserve unit. All Portable Flashing Arrows shall remain the property of the Contractor at the completion of the project.

#### **PORTABLE CHANGEABLE MESSAGE SIGNS**

The Contractor shall provide Portable Changeable Message Signs as indicated in the Maintenance of Traffic and Construction Phasing Plans. Exact locations and messages of the Portable Changeable Message Signs shall be determined by the Engineer for each phase of construction. Payment for a Portable Changeable Message Sign will be based on a unit price for each. Payment shall be full compensation for providing, placing, operating, relocating, and maintaining the Portable Changeable Message Signs.

The Contractor shall have available one reserve Portable Changeable Message Sign to be placed in operation in the event of damage or mechanical/electrical failure. No direct payment will be allowed for

the reserve unit. All Portable Changeable Message Signs shall remain the property of the Contractor at the completion of the project.

#### **REMOVAL OF PAVEMENT MARKINGS**

The Contractor shall remove all pavement markings that do not conform to the traffic operation in use. In areas where the marking will conform to the final marking scheme or for other reasons will not be removed, markings shall be of a permanent type pavement marking material. All temporary markings which must be subsequently removed from the ultimate pavement shall be an approved temporary striping paint. Temporary striping paint shall be measured in linear feet for payment. Markings on existing or temporary pavement shall be removed by water blasting to the satisfaction of the Engineer and shall be considered incidental to the bid item "Maintain and Control Traffic". Painting of existing markings with bituminous or other materials to obliterate the markings shall not be allowed.

#### **LAW ENFORCEMENT OFFICERS**

The Contractor shall provide Law Enforcement Officer Units, consisting of an off-duty police officer and a police vehicle equipped with flashing blue lights, at locations and for durations directed and approved by the Engineer. For locations in Jefferson County, the Law Enforcement Officer shall be an off-duty police officer from any police agency in Jefferson County, Kentucky. Payment at the contract unit price per hour shall be full compensation for all labor, equipment, materials, and incidentals for the police unit consisting of one police officer and one vehicle. Locations requiring Law Enforcement Officers shall be coordinated with and as directed by the Engineer.

#### **EMERGENCY VEHICLES**

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 passage of the vehicle as quickly as possible.

#### **RUMBLE STRIPS**

Rumble strips shall be measured for payment per Kentucky Standard Specifications for Road and Bridge Construction 501.04.04. Rumble strips in areas where the proposed shoulder is being used to maintain traffic shall be constructed in a separate operation after the roadway is open to traffic.

## **MAINTENANCE OF TRAFFIC – PHASING NOTES**

### **PHASE 1 TRAFFIC CONTROL**

During this phase, traffic will be maintained along existing roadways and interchange ramps as detailed below. See the Maintenance of Traffic and Construction Phasing Plans for details.

All signing and traffic control procedures for work in these locations shall be in accordance with Standard Drawing No. TTC-135.

#### **I-64**

The Contractor shall maintain all existing lanes of traffic with a minimum lane width of twelve (12) feet at all times unless otherwise noted below.

#### **I-264 WESTBOUND**

The Contractor shall maintain all existing lanes of traffic at their existing widths at all times unless otherwise noted.

The Contractor will be allowed to install shoulder closures on I-264 and all approach roads during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

The Contractor will be allowed to install temporary single-lane closures at the discretion of the Engineer during night-time hours only for completion of the tie-ins for Diversion No. 1 and Diversion No. 2. These shall be installed according to Standard Drawing No. TTC-115. These shall take place during night-time periods between the hours of 9 p.m. and 5 a.m. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. The following damages will be assessed if lane closures are in place outside of the time prescribed above:

- \$1,000 for the first hour or any portion thereof
- \$30,000 for the second hour or any portion thereof
- \$75,000 for any additional hour or any portion thereof

All liquidated damages will be applied cumulatively.

Temporary lane closures are not to be left in place during hours when no work is being completed in these locations or during non-working hours.

A lane closure shall be defined as any traffic control device or Contractor worker or vehicle in the traveled way that could potentially impact the flow of traffic. This includes but is not limited to signs, barricades, barrels, cones, arrow boards, flaggers, Contractor work vehicles, and striping operations.

#### **RAMP 7**

The Contractor shall maintain all existing lanes of traffic at their existing lane widths during this phase at all times.

The Contractor will be allowed to install shoulder closures on Ramp 7 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

#### **RAMP 8**

The Contractor shall maintain all existing lanes of traffic at their existing lane widths during this phase at all times.

#### **RAMP 1**

The Contractor shall maintain all existing lanes of traffic with a minimum lane width of eleven (11) feet during this phase at all times.



The Contractor will be allowed to install shoulder closures on Ramp 1 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

#### **RAMP 5**

The Contractor shall maintain all existing lanes of traffic at their existing lane widths during this phase at all times.

#### **RAMP 6**

The Contractor shall maintain all existing lanes of traffic at their existing lane widths during this phase at all times.

#### **PHASE 1 CONSTRUCTION**

1. Construct Diversion No. 1.
2. Construct Diversion No. 2.

#### **PHASE 2 TRAFFIC CONTROL**

During this phase, traffic will be maintained along existing roadways, interchange ramps, and diversions built in the previous phase. See the Maintenance of Traffic and Construction Phasing Plans for details.

#### **I-64**

The Contractor shall maintain all existing lanes of traffic with a minimum lane width of twelve (12) feet at all times unless otherwise noted below. I-64 traffic will need to be shifted onto the existing paved shoulders as shown in the Maintenance of Traffic and Construction Phasing Plans to allow adequate space for pier construction for the Ramp 5 bridge over I-64.

The Contractor will be allowed to install temporary lane closures at the discretion of the Engineer during night-time hours only for completion of bridge construction for the Ramp 5 bridge over I-64. These shall be installed according to Standard Drawing No. TTC-115. These shall take place during night-time periods between the hours of 9 p.m. and 5 a.m. at the discretion of the Engineer. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. The following damages will be assessed if lane closures are in place outside of the time prescribed above:

- \$1,000 for the first hour or any portion thereof
- \$30,000 for the second hour or any portion thereof
- \$75,000 for any additional hour or any portion thereof

All liquidated damages will be applied cumulatively.

Temporary lane closures are not to be left in place during hours when no work is being completed in these locations or during non-working hours.

A lane closure shall be defined as any traffic control device or Contractor worker or vehicle in the traveled way that could potentially impact the flow of traffic. This includes but is not limited to signs, barricades, barrels, cones, arrow boards, flaggers, Contractor work vehicles, and striping operations.

"Rolling roadblocks" are required for the erection of Ramp 5 bridge beams over traffic lanes on I-64. Erection of bridge beams are limited to night-time periods between the hours of 9 p.m. and 5:00am on a Friday night / Saturday morning or Saturday night / Sunday morning. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. It is the intent that road closures be held to a maximum of ten (10) minutes, once per hour unless prior approval is granted by the Engineer. The following damages will be assessed if road closures are kept for longer than ten (10) minutes:

- Total closure exceeds ten (10) minutes up to thirty (30) minutes: \$15,000

- Each additional fifteen (15) minutes are an extra \$10,000

Bridge beams must be secured in place at the discretion of the Engineer prior to the Contractor deeming the operation complete and I-64 being fully reopened to traffic. If the Contractor leaves bridge beams that are not secured at the discretion of the Engineer, the above damages will be applied until such time the Engineer agrees that the bridge beams are secured and I-64 can be fully reopened to traffic.

All liquidated damages will be applied cumulatively.

#### **I-264**

The Contractor shall maintain four (4) lanes of traffic with a minimum lane width of twelve (12) feet at all times. I-264 WB traffic will be maintained by shifting traffic on the median shoulder.

For erection of the sign truss and the removal/installation of overhead signs on the existing and proposed sign trusses over traffic lanes, the Contractor will be allowed to utilize a "rolling roadblock" for each proposed sign location. These shall take place during night-time periods between the hours of 9 p.m. and 5:00am on a Friday night / Saturday morning or Saturday night / Sunday morning. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. It is the intent that road closures be held to a maximum of ten (10) minutes, once per hour unless prior approval is granted by the Engineer. The following damages will be assessed if road closures are in place for longer than ten (10) minutes:

- Total closure exceeds ten (10) minutes up to thirty (30) minutes: \$15,000
- Each additional fifteen (15) minutes are an extra \$10,000

All liquidated damages will be applied cumulatively.

#### **RAMP 7**

The Contractor shall maintain one (1) lane of traffic along Diversion No. 1 with a minimum lane width of twelve (12) feet at all times.

The Contractor will be allowed to install shoulder closures on Ramp 7 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

#### **RAMP 8**

The Contractor will be allowed to close Ramp 8 for a duration of no more than nine (9) calendar days to complete its construction. The closure shall begin on a Friday at 8 p.m., with work being permitted for nine (9) consecutive full days. Ramp 8 shall be re-opened no later than 5:00am on the second Monday following the closure. The following disincentives will be assessed for any time after 5:00am Monday that Ramp 8 is not open to traffic:

- Up to one (1) hour: \$1,500
- One (1) hour to two (2) hours: \$2,500
- Each additional hour: \$7,500

The full amount per hour will be charged the Contractor for each full hour and portion of an hour after 5:00am.

All liquidated damages will be applied cumulatively.

The Contractor shall maintain one (1) lane of traffic with a minimum lane width of twelve (12) feet during this phase at all times that Ramp 8 is open to traffic.

After completion of Ramp 8 construction within Phase 2, traffic shall be maintained as shown in Phase 3 of the Maintenance of Traffic and Construction Phasing Plans on Ramp 8.

### **RAMP 1**

The Contractor shall maintain one (1) lane of traffic along Diversion No. 2 with a minimum lane width of twelve (12) feet at all times.

The Contractor will be allowed to install shoulder closures on Ramp 1 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

### **RAMP 5**

The Contractor shall maintain one (1) lane of traffic with a minimum lane width of eleven (11) feet during this phase at all times.

The Contractor will be allowed to install shoulder closures on Ramp 5 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. Shoulder closures will only be allowed in areas indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

To provide maximum space for the Contractor to work, it is the intent that the substructures of Piers 1 and 2 or Piers 2 and 3 may not be constructed concurrently. I-64 lanes shall be shifted as shown in the Maintenance of Traffic and Construction Phasing Plans to maximize space for the Contractor to work on Piers 1 and 3. When sufficient work is completed on Piers 1 and 3 that the Contractor and the Engineer agree that lane shifts are no longer needed for Piers 1 and 3, work may begin on Pier 2 and I-64 traffic shall be shifted as shown in the Maintenance of Traffic and Construction Phasing Plans to maximize space for the Contractor to work on Pier 2.

"Rolling roadblocks" are required for the erection of Ramp 5 bridge beams over traffic lanes on I-64. Erection of bridge beams are limited to night-time periods between the hours of 9 p.m. and 5:00am on a Friday night / Saturday morning or Saturday night / Sunday morning. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. It is the intent that road closures be held to a maximum of ten (10) minutes, once per hour unless prior approval is granted by the Engineer. The following damages will be assessed if road closures are kept for longer than ten (10) minutes:

- Total closure exceeds ten (10) minutes up to thirty (30) minutes: \$15,000
- Each additional fifteen (15) minutes are an extra \$10,000

Bridge beams must be secured in place at the discretion of the Engineer prior to the Contractor deeming the operation complete and I-64 being fully reopened to traffic. If the Contractor leaves bridge beams that are not secured at the discretion of the Engineer, the above damages will be applied until such time the Engineer agrees that the bridge beams are secured and I-64 can be fully reopened to traffic.

All liquidated damages will be applied cumulatively.

### **RAMP 6**

The Contractor will be allowed to close Ramp 6 for a duration of no more than thirty (30) calendar days to complete its construction. A disincentive in the amount of \$5,000 per day shall be assessed the Contractor for any time after thirty (30) calendar days that Ramp 6 construction is not complete and is not open to traffic. The full amount per day will be charged the Contractor for each full day and portion of a day after thirty (30) Calendar days has passed.

The Contractor shall maintain one (1) lane of traffic with a minimum lane width of eleven (11) feet during this phase at all times that Ramp 6 is open to traffic.

After completion of Ramp 6 construction within Phase 2, traffic shall be maintained as shown in Phase 3 of the Maintenance of Traffic and Construction Phasing Plans for Ramp 6.

## **PHASE 2 CONSTRUCTION**

1. Construct widening along I-264 WB in the following areas:
  - Ex. I-264 Sta. 578+56.65 to Ex. I-264 Sta. 606+00.00.
  - Ex. I-264 Sta. 610+25.00 to Ex. I-264 Sta. 624+50.00.
  - Ex. I-264 Sta. 629+13.47 to Ex. I-264 Sta. 648+26.31.
2. Construct Ramp 5 Bridge Widening.
3. Construct Ramp 7.
4. Construct Ramp 8.
5. Construct the right lane of Ramp 1.
6. Construct Ramp 5.
7. Construct Ramp 6.
8. Construct Overhead Sign Truss.
9. Construct Cantilever Sign Truss.

## **PHASE 3 TRAFFIC CONTROL**

During this phase, traffic will be maintained along existing roadways, interchange ramps, and previous construction. See the Maintenance of Traffic and Construction Phasing Plans for details.

### **I-64**

The Contractor shall maintain all existing lanes of traffic with a minimum lane width of twelve (12) feet at all times unless otherwise noted below.

### **I-264**

The Contractor shall maintain four (4) lanes of traffic with a minimum lane width of twelve (12) feet at all times. I-264 WB traffic will be maintained by shifting traffic on the median shoulder.

For the removal/installation of overhead signs on the existing and proposed sign trusses over traffic lanes, the Contractor will be allowed to utilize a "rolling roadblock" for each proposed sign location. These shall take place during night-time periods between the hours of 9 p.m. and 5:00am on a Friday night / Saturday morning or Saturday night / Sunday morning. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. It is the intent that road closures be held to a maximum of ten (10) minutes, once per hour unless prior approval is granted by the Engineer. The following damages will be assessed if road closures are kept for longer than ten (10) minutes:

- Total closure exceeds ten (10) minutes up to thirty (30) minutes: \$15,000
- Each additional fifteen (15) minutes are an extra \$10,000

All liquidated damages will be applied cumulatively.

### **RAMP 7**

The Contractor shall maintain one (1) lane of traffic along previous construction on the right station side of Ramp 7 with a minimum lane width of twelve (12) feet at all times.

The Contractor will be allowed to install shoulder closures on Ramp 7 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

### **RAMP 8**

The Contractor shall maintain one (1) lane of traffic along previous construction of Ramp 8 with a minimum lane width of twelve (12) feet at all times.

### **RAMP 1**

The Contractor shall maintain one (1) lane of traffic along previous construction on the right lane of Ramp 1 with a minimum lane width of twelve (12) feet at all times.

The Contractor will be allowed to install shoulder closures on Ramp 1 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

### **RAMP 5**

The Contractor shall maintain one (1) lane of traffic with a minimum lane width of eleven (11) feet during this phase at all times.

For erection of the cantilever sign truss over traffic lanes, the Contractor will be allowed to utilize a "rolling roadblock" for each proposed sign location. These shall take place during night-time periods between the hours of 9 p.m. and 5:00am on a Friday night / Saturday morning or Saturday night / Sunday morning. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. It is the intent that road closures be held to a maximum of ten (10) minutes, once per hour unless prior approval is granted by the Engineer. The following damages will be assessed if road closures are kept for longer than ten (10) minutes:

- Total closure exceeds ten (10) minutes up to 30 minutes: \$15,000
- Each additional fifteen (15) minutes are an extra \$10,000

All liquidated damages will be applied cumulatively.

The Contractor will be allowed to install shoulder closures on Ramp 5 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

### **RAMP 6**

The Contractor shall maintain one (1) lane of traffic with a minimum lane width of twelve (12) feet along Ramp 6 during this phase at all times.

The Contractor will be allowed to install shoulder closures on Ramp 6 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

### **BRECKENRIDGE LANE RAMP TO I-264 EB**

After all proposed lighting construction is complete, the Contractor will be allowed to close the ramp from Breckenridge Lane to I-264 EB for the duration of one (1) night to complete the removal of existing light poles on the south side of I-264 EB as indicated on the lighting plans. The closure shall begin at 9 p.m. and shall end the next morning by 5:00am. The following disincentives will be assessed for any time after 5:00am that this ramp is not open to traffic:

- Up to one (1) hour: \$1,500
- One (1) hour to two (2) hours: \$2,500
- Each additional hour: \$7,500

The full amount per hour will be charged the Contractor for each full hour and portion of an hour after 5 a.m.

All liquidated damages will be applied cumulatively.

### **I-264 EB RAMP TO BRECKENRIDGE LANE**

After all proposed lighting construction is complete, the contractor will be allowed to close the outside lane of the ramp from I-264 EB to Breckenridge Lane for the duration of one (1) night to complete the removal of existing light poles on the south side of I-264 EB as indicated on the lighting plans. The closure shall begin at 9 p.m. and shall end the next morning by 5 a.m. The following disincentives will be assessed for any time after 5 a.m. that this ramp is not open to traffic:

- Up to one (1) hour: \$1,500
- One (1) hour to two (2) hours: \$2,500
- Each additional hour: \$7,500

The full amount per hour will be charged the Contractor for each full hour and portion of an hour after 5 a.m.

All liquidated damages will be applied cumulatively.

### **PHASE 3 CONSTRUCTION**

1. Construct widening along I-264 WB in the following areas:
  - Ex. I-264 Sta. 606+00.00 to Ex. I-264 Sta. 610+25.00.
  - Ex. I-264 Sta. 624+50.00 to Ex. I-264 Sta. 630+86.50.
2. Construct the left lane of Ramp 1.
3. Remove existing light poles along Breckenridge Lane Ramp to I-264 EB as noted in the Lighting Plans.
4. Remove existing light poles along ramp from I-264 EB to Breckenridge Lane as noted in the Lighting Plans.

COUNTY OF	ITEM NO.	DATE
JEFFERSON	5-159.00	3/23/18

# MAINTENANCE OF TRAFFIC - GENERAL NOTES

### FIXED COMPLETION DATE

Project to have a fixed completion date of November 15, 2019.

The Contractor shall be assessed liquidated damages in the amount of \$3,250 per calendar day after November 15, 2019, until the project is considered complete to the satisfaction of the Engineer. Liquidated damages shall be assessed in accordance with Section 108.09 of the current edition of the Kentucky Transportation Cabinet Standard Specifications for Road and Bridge Construction.

### HOLIDAY / SPECIAL EVENT WORK RESTRICTIONS

No lane closures or ramp closures will be allowed during the following days and hours unless otherwise directed and / or approved by the Engineer:

Thunder over Louisville - 6 a.m. on April 21, 2018, to 6 a.m. on April 22, 2018; 6 a.m. on April 20, 2019, to 6 a.m. on April 21, 2019

Kentucky Derby - 6 a.m. on May 5, 2018, to 6 a.m. on May 6, 2018; 6 a.m. on May 4, 2019, to 6 a.m. on May 5, 2019

Memorial Day - 6 a.m. on May 28, 2018, to 6 a.m. on May 29, 2018; 6 a.m. on May 27, 2019, to 6 a.m. on May 28, 2019

Labor Day - 6 a.m. on September 3, 2018, to 6 a.m. on September 4, 2018; 6 a.m. on September 2, 2019, to 6 a.m. on September 3, 2019

Veterans Day (observed) - 6 a.m. on November 12, 2018, to 6 a.m. on November 13, 2018; 6 a.m. on November 11, 2019, to 6 a.m. on November 12, 2019

Thanksgiving - 6 a.m. on November 22, 2018, to 6 a.m. on November 23, 2018

Christmas Day - 6 a.m. on December 25, 2018, to 6 a.m. on December 26, 2018

New Year's Day - 6 a.m. on January 1, 2019, to 6 a.m. on January 2, 2019

Martin Luther King Jr. Day - 6 a.m. on January 21, 2019, to 6 a.m. on January 22, 2019

President's Day - 6 a.m. on February 18, 2019, to 6 a.m. on February 19, 2019

### MAINTENANCE OF TRAFFIC AND PHASING PLAN

The maintenance of traffic and construction phasing shall be maintained as shown and specified in these plans unless otherwise approved by the Engineer.

Traffic shall be maintained in accordance with the most current editions of the Manual of Uniform Traffic Control Devices (MUTCD), the Kentucky Transportation Cabinet Standard Specifications for Road and Bridge Construction, and the Kentucky Transportation Cabinet Standard Drawings. All traffic control devices and all materials shall conform to the most current editions of the Manual of Uniform Traffic Control Devices (MUTCD), the Kentucky Transportation Cabinet Standard Specifications for Road and Bridge Construction, and the Kentucky Transportation Cabinet Standard Drawings.

Except for 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 for 'Maintain and Control Traffic' as set forth in the KYTC Standard Specifications for Road and Bridge Construction, current edition, unless otherwise provided for in the maintenance of traffic plans. The lump sum bid to 'Maintain and Control Traffic' shall also include, but is not limited to the following items and operations:

- All grading and necessary drainage for any temporary pavement and removal thereof when it is no longer needed.
- All temporary ditches and temporary pipes. Also includes any channel lining that may be needed for the temporary ditches and temporary pipe outlets.
- All flag persons and traffic control devices such as, but not limited to, flashers, signs, barricades, 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 by the Engineer.
- If the Contractor desires to deviate from the traffic control scheme and construction phases outlined in these plans and this proposal, he shall prepare an alternate plan and present it in writing to the Engineer. This alternate plan can be used only after review and approval of the Divisions of Traffic, Design, and Construction.
- 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 of the flow of traffic.
- 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.

### WORK ZONE SPEED LIMIT

The temporary posted speed limit in the construction areas shall be 45 MPH for I-264 and 35 MPH for all interchange ramps during construction unless otherwise noted.

### CLOSURES

The Contractor shall provide KYTC with two weeks advance notice for any closure.

The closures of Ramp 6 and Ramp 8 shall be non-concurrent with a minimum of 5 days between closures. The Ramp 8 closure shall occur first and the closures shall occur between May 15th and August 15th.

**LANE WIDTHS**  
Minimum lane widths shall be maintained - 12 feet for I-264 WB and Divisions, and 11 feet for all interchange ramps.

**LANE CLOSURES**  
Lane closures will only be allowed on the existing roadways as indicated on the following sheets. Lane closures shall be in accordance with Standard Drawing TTC-120. See Maintenance of Traffic and Construction Phasing Plan notes and plans for details and allowable locations of lane closures for each Phase.

**SHOULDER CLOSURES**  
The Contractor will be allowed to close the shoulders of I-264 WB and all interchange ramps to allow for construction. A minimum of four (4) feet of inside useable shoulder width shall be maintained adjacent to the permanent barrier wall along I-264 and a minimum of two (2) feet of outside shoulder shall be maintained adjacent to the temporary barrier wall. Shoulder closures shall be in accordance with Standard Drawing No. TTC-135.

**TRAFFIC STOPPAGE**  
Traffic on I-264 WB and the interchange ramps, and any other facility adjacent to the project may not be halted without prior approval of the Engineer. This is applicable to all construction activities.

**DRUMS**  
Drums shall be used for typical lane and shoulder closures except when temporary concrete barrier wall is specified. Drums shall meet all specifications of and be installed in accordance with the most current edition of the MUTCD.

**CONTRACTOR'S VEHICLES**  
The Contractor's vehicles shall always move with and not against the flow of traffic. Vehicles shall enter and leave the work areas in a manner which will not be hazardous to or interfere with normal traffic. Vehicles shall not park or stop except within work areas designated by the Engineer.

**PAVEMENT EDGE DROP OFF**  
A pavement edge that traffic is not expected to cross, except accidentally, should be treated as follows:

- Less than 2 inches - No protection required. Warning signs should be placed in advance and throughout the drop-off area.
- 2 to 4 inches - Place plastic drums, vertical panels, or barricades every 50 feet on tangent sections and curves. Spacing for tapers should be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), current edition.

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

For temporary conditions, drop-offs greater than 4 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.

Payment will be allowed for DGA material used for wedding.

MAINTENANCE OF TRAFFIC  
GENERAL NOTES





COUNTY OF	ITEM NO.	DATE
JEFFERSON	5-159.00	4/20/11

# MAINTENANCE OF TRAFFIC - PHASING NOTES

**I-264**  
The Contractor shall maintain four (4) lanes of traffic with a minimum lane width of twelve (12) feet at all times. I-264 NB Traffic will be maintained by shifting traffic on the median shoulder.

For erection of the sign trusses and the removal/installation of overhead signs on the existing and proposed sign trusses over traffic lanes, the Contractor will be allowed to utilize a "rolling clobber" for each proposed sign location. These shall take place during night-time periods between the hours of 9 p.m. and 5 a.m. on a Friday night / Saturday morning or Saturday night / Sunday morning. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. It is the intent that road closures be held to a maximum of ten (10) minutes, once per hour unless prior approval is granted by the Engineer. The following damages will be assessed if road closures are in place for longer than ten (10) minutes:  
 - Total closure exceeds ten (10) minutes up to thirty (30) minutes: \$15,000  
 - Each additional fifteen (15) minutes are an extra \$10,000

All liquidated damages will be applied cumulatively.

**RAMP 7**  
The Contractor shall maintain one (1) lane of traffic along Diverston No. 1 with a minimum lane width of twelve (12) feet at all times.

The Contractor will be allowed to install shoulder closures on Ramp 7 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

**RAMP 8**  
The Contractor will be allowed to close Ramp 8 for a duration of no more than nine (9) calendar days to complete its construction. The closure shall begin on a Friday at 9 p.m. until work being permitted for nine (9) consecutive full days. Reopening shall be permitted for no more than 5 a.m. on the second Monday following the closure. The following disincentives will be assessed for any time after 5 a.m. Monday that Ramp 8 is not open to traffic:  
 - Up to one (1) hour: \$1,500  
 - One (1) hour to two (2) hours: \$2,500  
 - Each additional hour: \$7,500

The full amount per hour will be charged the Contractor for each full hour and portion of an hour after 5 a.m.

All liquidated damages will be applied cumulatively.  
 The Contractor shall maintain one (1) lane of traffic with a minimum lane width of twelve (12) feet during this phase at all times that Ramp 8 is open to traffic.

After completion of Ramp 8 construction within Phase 2, traffic shall be maintained as shown in Phase 3 of the Maintenance of Traffic and Construction Phasing Plans on Ramp 8.

**RAMP 1**  
The Contractor shall maintain one (1) lane of traffic along Diverston No. 2 with a minimum lane width of twelve (12) feet at all times.

The Contractor will be allowed to install shoulder closures on Ramp 1 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

**RAMP 5**  
The Contractor shall maintain all existing lanes of traffic at their existing lane widths during this phase at all times.

**RAMP 6**  
The Contractor shall maintain all existing lanes of traffic at their existing lane widths during this phase at all times.

**PHASE 1 CONSTRUCTION**  
1. Construct Diverston No. 1.  
2. Construct Diverston No. 2.

**PHASE 2 TRAFFIC CONTROL**  
During this phase, traffic will be maintained along existing roadways, interchange ramps, and diversions built in the previous phase. See the Maintenance of Traffic and Construction Phasing Plans for details.

**I-64**  
The Contractor shall maintain all existing lanes of traffic with a minimum lane width of twelve (12) feet at all times unless otherwise noted below. I-64 traffic will need to be shifted onto the existing paved shoulders as shown in the Maintenance of Traffic and Construction Phasing Plans to allow adequate space for pier construction for the Ramp 5 bridge over I-64.

The Contractor will be allowed to install temporary lane closures at the discretion of the Engineer during night-time hours only for completion of bridge construction for the Ramp 5 bridge over I-64. These shall be installed according to Standard Drawing No. TTC-115. These shall take place during night-time periods between the hours of 9 p.m. and 5 a.m. at the discretion of the Engineer. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. The following damages will be assessed if lane closures are in place outside of the time prescribed above:  
 - \$10,000 for the first hour or any portion thereof  
 - \$15,000 for the second hour or any portion thereof  
 - \$25,000 for any additional hour or any portion thereof  
 - \$15,000 for any additional hour or any portion thereof

All liquidated damages will be applied cumulatively.

Temporary lane closures are not to be left in place during hours when no work is being completed in these locations or during non-working hours.

A lane closure shall be defined as any traffic control device or Contractor worker or vehicle in the traveled way that could potentially impact the flow of traffic. This includes but is not limited to signs, barricades, barrels, cones, arrow boards, flaggers, Contractor work vehicles, and striping operations.

"Rolling roadblocks" are required for the erection of Ramp 5 bridge beams over traffic lanes on I-64. Erection of bridge beams are limited to night-time periods between the hours of 9 p.m. and 5 a.m. on a Friday night / Saturday morning or Saturday night / Sunday morning. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. It is the intent that road closures be held to a maximum of ten (10) minutes, once per hour unless prior approval is granted by the Engineer. The following damages will be assessed if road closures are kept for longer than ten (10) minutes:  
 - Total closure exceeds ten (10) minutes up to thirty (30) minutes: \$15,000  
 - Each additional fifteen (15) minutes are an extra \$10,000

Bridge beams must be secured in place at the discretion of the Engineer prior to the Contractor deeming the operation complete and I-64 being fully reopened to traffic. If the Contractor leaves bridge beams that are not secured at the discretion of the Engineer, the above damages will be applied until such time the Engineer agrees that the bridge beams are secured and I-64 can be fully reopened to traffic.  
 All liquidated damages will be applied cumulatively.

**PHASE 1 TRAFFIC CONTROL**  
During this phase, traffic will be maintained along existing roadways and interchange ramps as detailed below. See the Maintenance of Traffic and Construction Phasing Plans for details.

All signing and traffic control procedures for work in these locations shall be in accordance with Standard Drawing No. TTC-135.

**I-64**  
The Contractor shall maintain all existing lanes of traffic with a minimum lane width of twelve (12) feet at all times unless otherwise noted below.

**I-264 WESTBOUND**  
The Contractor shall maintain all existing lanes of traffic at their existing widths at all times unless otherwise noted.

The Contractor will be allowed to install shoulder closures on I-264 and all approach roads during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

The Contractor will be allowed to install temporary single-lane closures at the discretion of the Engineer during night-time hours only for completion of the tie-ins for Diverston No. 1 and Diverston No. 2. These shall be installed according to Standard Drawing No. TTC-115. These shall take place during night-time periods between the hours of 9 p.m. and 5 a.m. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. The following damages will be assessed if lane closures are in place outside of the time prescribed above:  
 - \$10,000 for the first hour or any portion thereof  
 - \$15,000 for the second hour or any portion thereof  
 - \$25,000 for any additional hour or any portion thereof

All liquidated damages will be applied cumulatively.

Temporary lane closures are not to be left in place during hours when no work is being completed in these locations or during non-working hours.

A lane closure shall be defined as any traffic control device or Contractor worker or vehicle in the traveled way that could potentially impact the flow of traffic. This includes but is not limited to signs, barricades, barrels, cones, arrow boards, flaggers, Contractor work vehicles, and striping operations.

**RAMP 7**  
The Contractor shall maintain all existing lanes of traffic at their existing lane widths during this phase at all times.

The Contractor will be allowed to install shoulder closures on Ramp 7 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

**RAMP 8**  
The Contractor shall maintain all existing lanes of traffic at their existing lane widths during this phase at all times.

**RAMP 1**  
The Contractor shall maintain all existing lanes of traffic with a minimum lane width of eleven (11) feet during this phase at all times.

The Contractor will be allowed to install shoulder closures on Ramp 1 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

COUNTY OF	ITEM NO.
JEFFERSON	5-159.00

# MAINTENANCE OF TRAFFIC - PHASING NOTES

**RAMP 5**  
The Contractor shall maintain one (1) lane of traffic with a minimum lane width of eleven (11) feet during this phase at all times.

The Contractor will be allowed to install shoulder closures on Ramp 5 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. Shoulder closures will only be allowed in areas indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

**PHASE 3 TRAFFIC CONTROL**  
During this phase, traffic will be maintained along existing roadways, inter-change ramps, and previous construction. See the Maintenance of Traffic and Construction Phasing Plans for details.

**I-64**  
The Contractor shall maintain all existing lanes of traffic with a minimum lane width of twelve (12) feet at all times unless otherwise noted below.

**RAMP 5 (CONTINUED)**  
than ten (10) minutes:  
- For a closure exceeds ten (10) minutes up to thirty (30) minutes: \$15,000  
- Each additional fifteen (15) minutes are an extra \$10,000

All liquidated damages will be applied cumulatively.

The Contractor will be allowed to install shoulder closures on Ramp 5 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

To provide maximum space for the Contractor to work, it is the intent that the substructures of Piers 1 and 2 or Piers 2 and 3 may not be constructed concurrently. I-64 lanes shall be shifted as shown in the Maintenance of Traffic and Construction Phasing Plans to maximize space for the Contractor to work on Piers 1 and 3. When sufficient work is completed on Piers 1 and 3 that the Contractor and the Engineer agree that lane shifts are no longer needed for Piers 1 and 3, work may begin on Pier 2 and I-64 traffic shall be shifted as shown in the Maintenance of Traffic and Construction Phasing Plans to maximize space for the Contractor to work on Pier 2.

'Rolling roadblocks' are required for the erection of Ramp 5 bridge beams over traffic lanes on I-64. Erection of bridge beams are limited to night-time periods between the hours of 9 p.m. and 5 a.m. on a Friday night / Saturday morning or Saturday night / Sunday morning. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. It is the intent that road closures be held to a maximum of ten (10) minutes, once per hour unless prior approval is granted by the Engineer. The following damages will be assessed if road closures are kept for longer than ten (10) minutes:  
- Total closure exceeds ten (10) minutes up to thirty (30) minutes: \$15,000  
- Each additional fifteen (15) minutes are an extra \$10,000

**I-264**  
The Contractor shall maintain four (4) lanes of traffic with a minimum lane width of twelve (12) feet at all times. I-264 WB traffic will be maintained by shifting traffic on the median shoulder.

For the removal/installation of overhead signs on the existing and proposed sign trusses over traffic lanes, the Contractor will be allowed to utilize a "rolling roadblock" for each proposed sign location. These shall take place during night-time periods between the hours of 9 p.m. and 5 a.m. on a Friday night / Saturday morning or Saturday night / Sunday morning. The Engineer shall be notified by the Contractor at least three (3) days in advance of the date the Contractor expects to begin this construction. It is the intent that road closures be held to a maximum of ten (10) minutes, once per hour unless prior approval is granted by the Engineer. The following damages will be assessed if road closures are kept for longer than ten (10) minutes:  
- Total closure exceeds ten (10) minutes up to thirty (30) minutes: \$15,000  
- Each additional fifteen (15) minutes are an extra \$10,000

**RAMP 6**  
The Contractor shall maintain one (1) lane of traffic with a minimum lane width of twelve (12) feet along Ramp 6 during this phase at all times.

The Contractor will be allowed to install shoulder closures on Ramp 6 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

**BRECKENRIDGE LANE RAMP TO I-264 EB**  
After all proposed lighting construction is complete, the Contractor will be allowed to close the ramp from Breckenridge Lane to I-264 EB for the duration of one (1) night to complete the removal of existing light poles on the south side of I-264 EB as indicated on the lighting plans. The closure shall begin at 9 p.m. and shall end the next morning by 5 a.m. The following disincentives will be assessed for any time after 5 a.m. that this ramp is not open to traffic:  
- Up to one (1) hour: \$1,500  
- One (1) hour to two (2) hours: \$2,500  
- Each additional hour: \$1,500

Bridge beams must be secured in place at the discretion of the Engineer prior to the Contractor ceasing the operation complete and I-64 being fully reopened to traffic. If the Contractor ceases bridge beams that are not secured at the discretion of the Engineer, the Contractor will be assessed damages until such time the Engineer orders that the bridge beams are secured and I-64 can be fully reopened to traffic.

All liquidated damages will be applied cumulatively.

**RAMP 7**  
The Contractor shall maintain one (1) lane of traffic along previous construction on the right station side of Ramp 7 with a minimum lane width of twelve (12) feet at all times.

The Contractor will be allowed to install shoulder closures on Ramp 7 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

The full amount per hour will be charged the Contractor for each full hour and portion of an hour after 5 a.m.

All liquidated damages will be applied cumulatively.

**RAMP 6**  
The Contractor will be allowed to close Ramp 6 for a duration of no more than thirty (30) calendar days to complete its construction. A disincentive in the amount of \$5,000 per day shall be assessed the Contractor for any time after thirty (30) calendar days that Ramp 6 construction is not complete and is not open to traffic. The full amount per day will be charged the Contractor for each full day and portion of a day after thirty (30) calendar days has passed.

The Contractor shall maintain one (1) lane of traffic with a minimum lane width of eleven (11) feet during this phase at all times that Ramp 6 is open to traffic.

After completion of Ramp 6 construction within Phase 2, traffic shall be maintained as shown in Phase 3 of the Maintenance of Traffic and Construction Phasing Plans for Ramp 6.

**RAMP 8**  
The Contractor shall maintain one (1) lane of traffic along previous construction of Ramp 8 with a minimum lane width of twelve (12) feet at all times.

**RAMP 1**  
The Contractor shall maintain one (1) lane of traffic along previous construction on the right lane of Ramp 1 with a minimum lane width of twelve (12) feet at all times.

The Contractor will be allowed to install shoulder closures on Ramp 1 during this phase. Shoulder closures shall be installed according to Standard Drawing No. TTC-135. The shoulder closures will only be allowed in those areas as indicated on the Maintenance of Traffic and Construction Phasing Plans where construction occurs adjacent to the travel way.

**I-264 EB RAMP TO BRECKENRIDGE LANE**  
After all proposed lighting construction is complete, the contractor will be allowed to close the outside lane of the ramp from I-264 EB to Breckenridge Lane for the duration of one (1) night to complete the removal of existing light poles on the south side of I-264 EB as indicated on the lighting plans. The closure shall begin at 9 p.m. and shall end the next morning by 5 a.m. The following disincentives will be assessed for any time after 5 a.m. that this ramp is not open to traffic:  
- Up to one (1) hour: \$1,500  
- One (1) hour to two (2) hours: \$2,500  
- Each additional hour: \$1,500

The full amount per hour will be charged the Contractor for each full hour and portion of an hour after 5 a.m.

All liquidated damages will be applied cumulatively.

**PHASE 2 CONSTRUCTION**  
1. Construct widening along I-264 WB in the following areas:  
- Ex. I-264 Sta. 578+56.65 to Ex. I-264 Sta. 606+00.00.  
- Ex. I-264 Sta. 606+25.00 to Ex. I-264 Sta. 624+50.00.  
- Ex. I-264 Sta. 623+13.47 to Ex. I-264 Sta. 648+26.31.  
2. Construct Ramp 5 Bridge Widening.  
3. Construct Ramp 6.  
4. Construct Ramp 7.  
5. Construct the right lane of Ramp 1.  
6. Construct Ramp 8.  
7. Construct Overhead Sign Truss.  
8. Construct Overhead Sign Truss.  
9. Construct Cantilever Sign Truss.

**PHASE 3 CONSTRUCTION**  
1. Construct widening along I-264 WB in the following areas:  
- Ex. I-264 Sta. 606+00.00 to Ex. I-264 Sta. 610+25.00.  
- Ex. I-264 Sta. 624+50.00 to Ex. I-264 Sta. 630+86.50.  
2. Construct the left lane of Ramp 1.  
3. Construct existing light poles along Breckenridge Lane Ramp to I-264 EB as noted in the Lighting Plans.  
4. Remove existing light poles along ramp from I-264 EB to Breckenridge Lane as noted in the Lighting Plans.

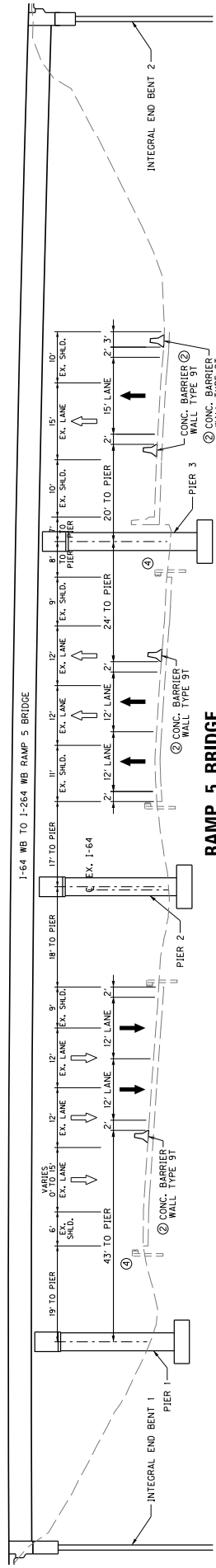
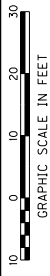
All liquidated damages will be applied cumulatively.

**PHASE 3 CONSTRUCTION**  
1. Construct widening along I-264 WB in the following areas:  
- Ex. I-264 Sta. 606+00.00 to Ex. I-264 Sta. 610+25.00.  
- Ex. I-264 Sta. 624+50.00 to Ex. I-264 Sta. 630+86.50.  
2. Construct the left lane of Ramp 1.  
3. Construct existing light poles along Breckenridge Lane Ramp to I-264 EB as noted in the Lighting Plans.  
4. Remove existing light poles along ramp from I-264 EB to Breckenridge Lane as noted in the Lighting Plans.

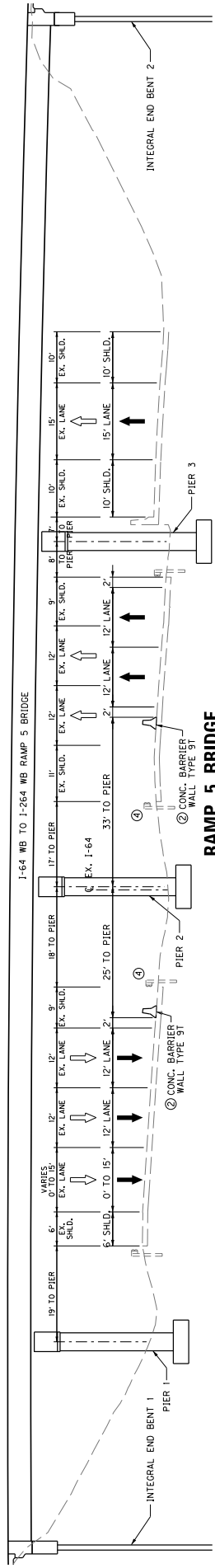
MAINTENANCE OF TRAFFIC PHASING NOTES

# MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

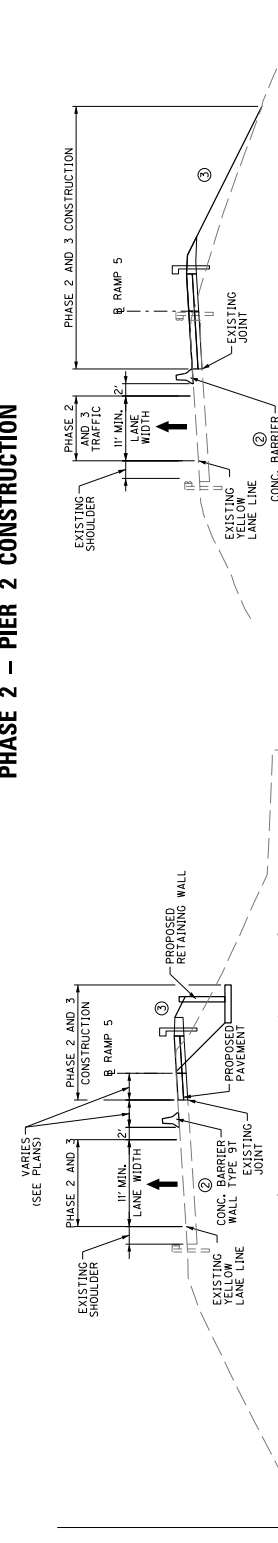
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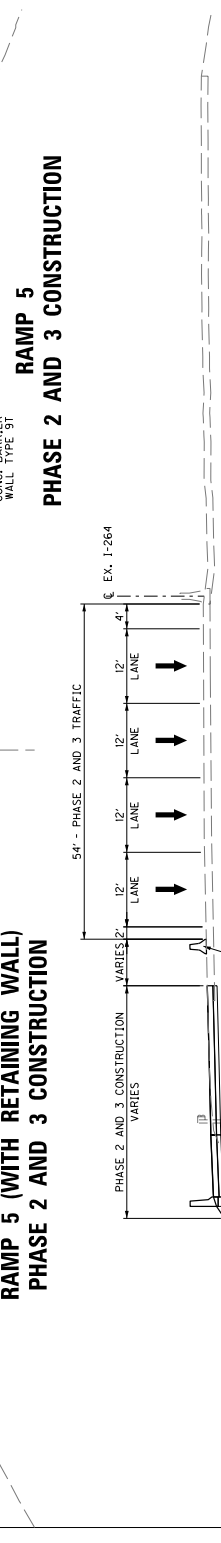
**RAMP 5 BRIDGE  
PHASE 2 - PIER 1 & PIER 3 CONSTRUCTION**



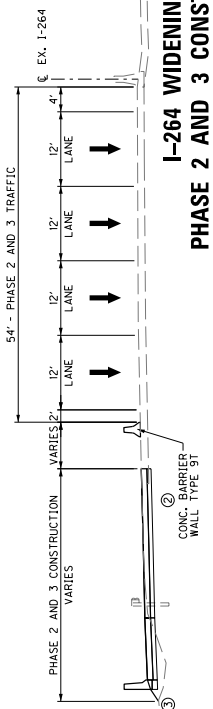
**RAMP 5 BRIDGE  
PHASE 2 - PIER 2 CONSTRUCTION**



**RAMP 5 (WITH RETAINING WALL)  
PHASE 2 AND 3 CONSTRUCTION**



**RAMP 5  
PHASE 2 AND 3 CONSTRUCTION**



**I-264 WIDENING  
PHASE 2 AND 3 CONSTRUCTION**

- NOTES:
- SEE MAINTENANCE OF TRAFFIC PLAN SHEETS FOR THE LIMITS OF DIVERSIONS AND THE LIMITS OF CONSTRUCTION OF CONCRETE BARRIER WALL TYPE 9T.
  - SEE STANDARD DRAWING NO. RBM-105-10 AND RBM-120-01 FOR CONCRETE BARRIER WALL TYPE 9T TEMPORARY AND BOX BEAM STIFFENING OF TEMPORARY CONCRETE BARRIER DETAILS.
  - SEE CROSS SECTIONS FOR SLOPES.
  - AFTER CONCRETE BARRIER WALL TYPE 9T IS IN PLACE, THE EXISTING GUARDRAIL BEHIND THE BARRIER SHALL BE REMOVED TO FACILITATE PIER CONSTRUCTION. IF EXISTING GUARDRAIL IS REMOVED, IT MUST BE REPLACED WITH CONCRETE BARRIER WALL TYPE 9T. THE CONCRETE BARRIER REPLACEMENT OF GUARDRAIL SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "MAINTAIN AND CONTROL TRAFFIC".

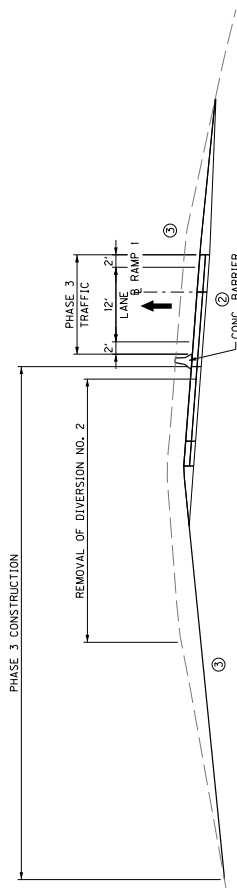
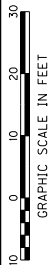
MAINTENANCE OF TRAFFIC  
TYPICAL SECTIONS

# MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS

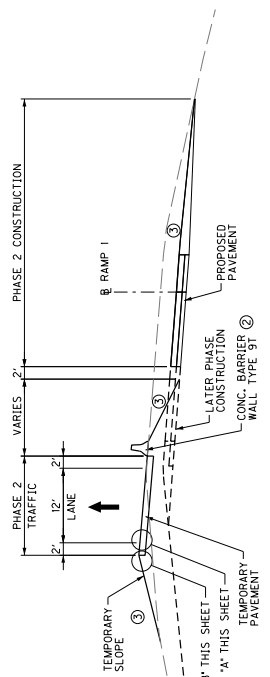
COUNTY OF	ITEM NO.
JEFFERSON	5-159.00

NOTES:

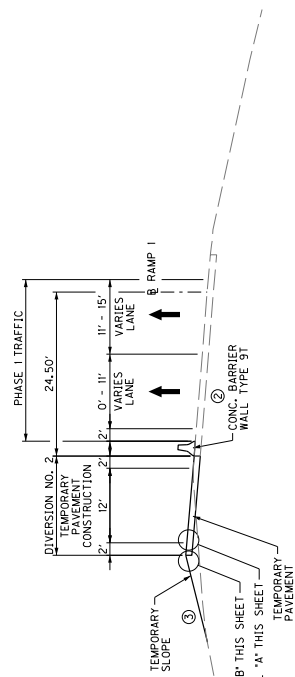
- ① SEE MAINTENANCE OF TRAFFIC PLAN SHEETS FOR VERTICAL ALIGNMENT, DIVERSIONS AND THE LIMITS OF CONCRETE BARRIER WALL TYPE 9T.
- ② SEE STANDARD DRAWING NO. RBM-115-10 AND RBM-120-01 FOR CONCRETE BARRIER WALL TYPE 9T AND THE FINISHING OF TEMPORARY CONCRETE BARRIER DETAILS.
- ③ SEE CROSS SECTIONS FOR SLOPES.



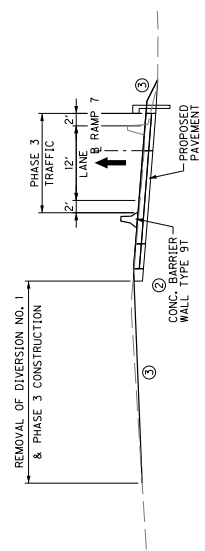
**RAMP 1  
PHASE 3**



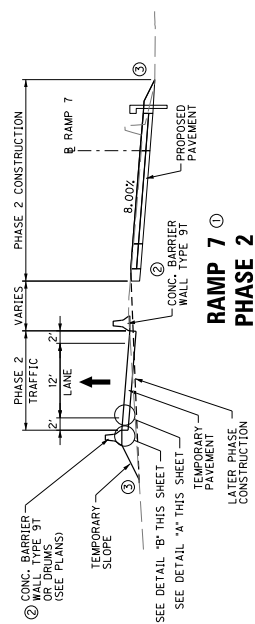
**RAMP 1  
PHASE 2**



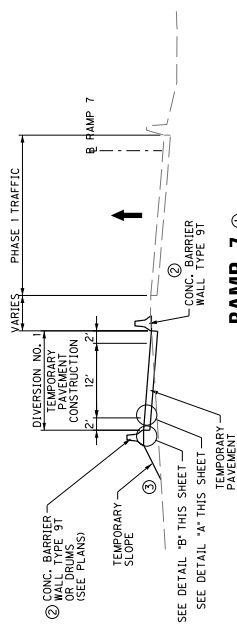
**RAMP 1  
PHASE 1**



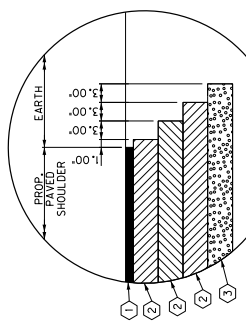
**RAMP 7  
PHASE 3**



**RAMP 7  
PHASE 2**

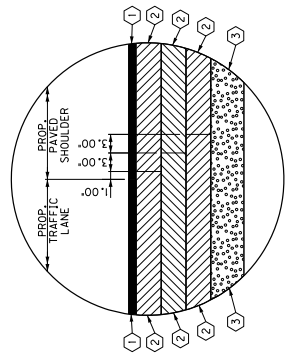


**RAMP 7  
PHASE 1**



- ① 1.00' CL3 ASPH SURF 0.38A PG64-22
- ② 3.00' CL2 ASPH BASE 1.00D PG64-22
- ③ 4.00' CRUSHED STONE BASE

**DETAIL "B"  
TEMPOARY PAVEMENT**  
NOT TO SCALE



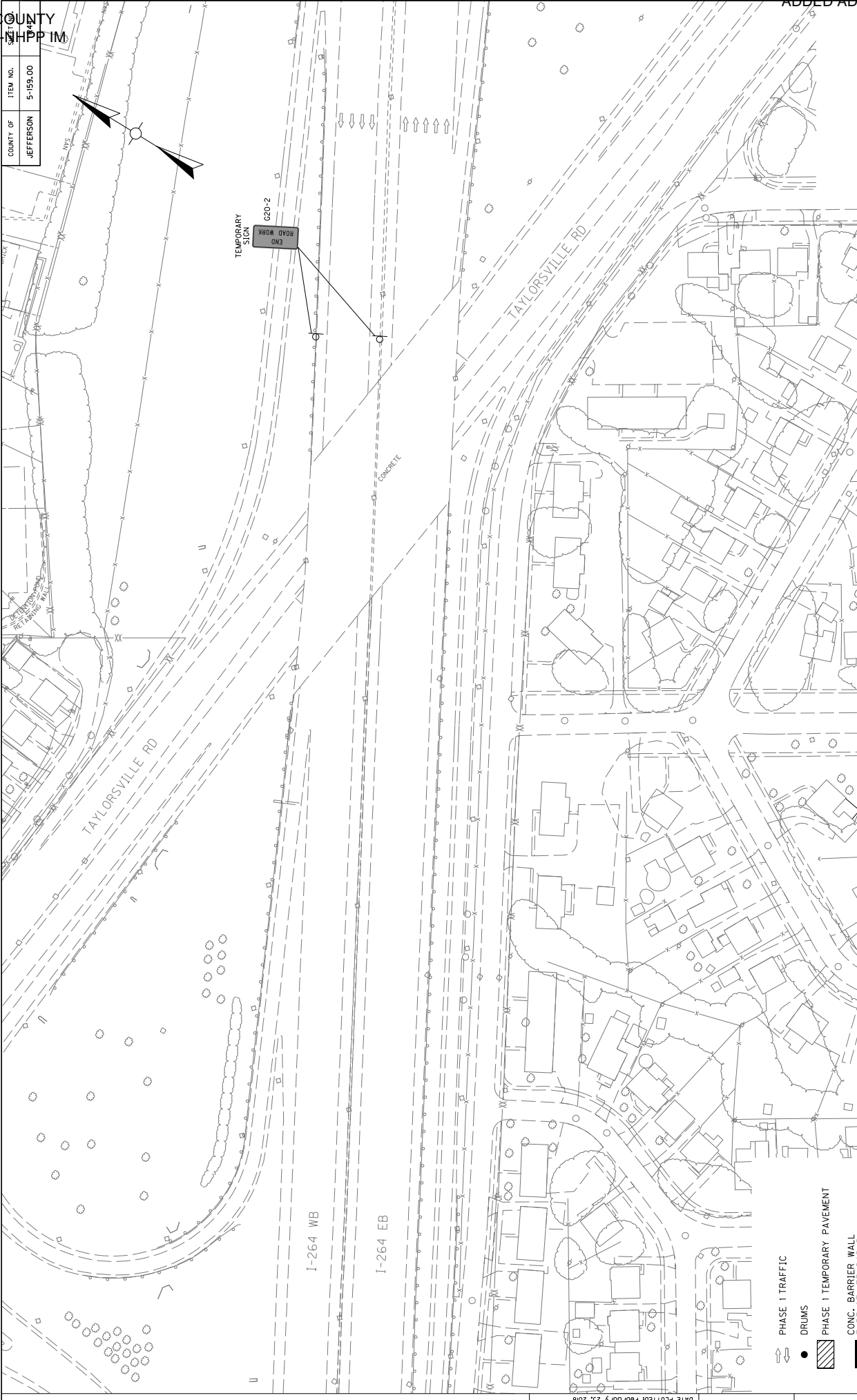
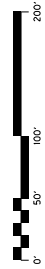
- ① 1.00' CL3 ASPH SURF 0.38A PG64-22
- ② 3.00' CL2 ASPH BASE 1.00D PG64-22
- ③ 4.00' CRUSHED STONE BASE

**DETAIL "A"  
TEMPOARY PAVEMENT**  
NOT TO SCALE

MAINTENANCE OF TRAFFIC  
TYPICAL SECTIONS

MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 1

SCALE: 1"=50'

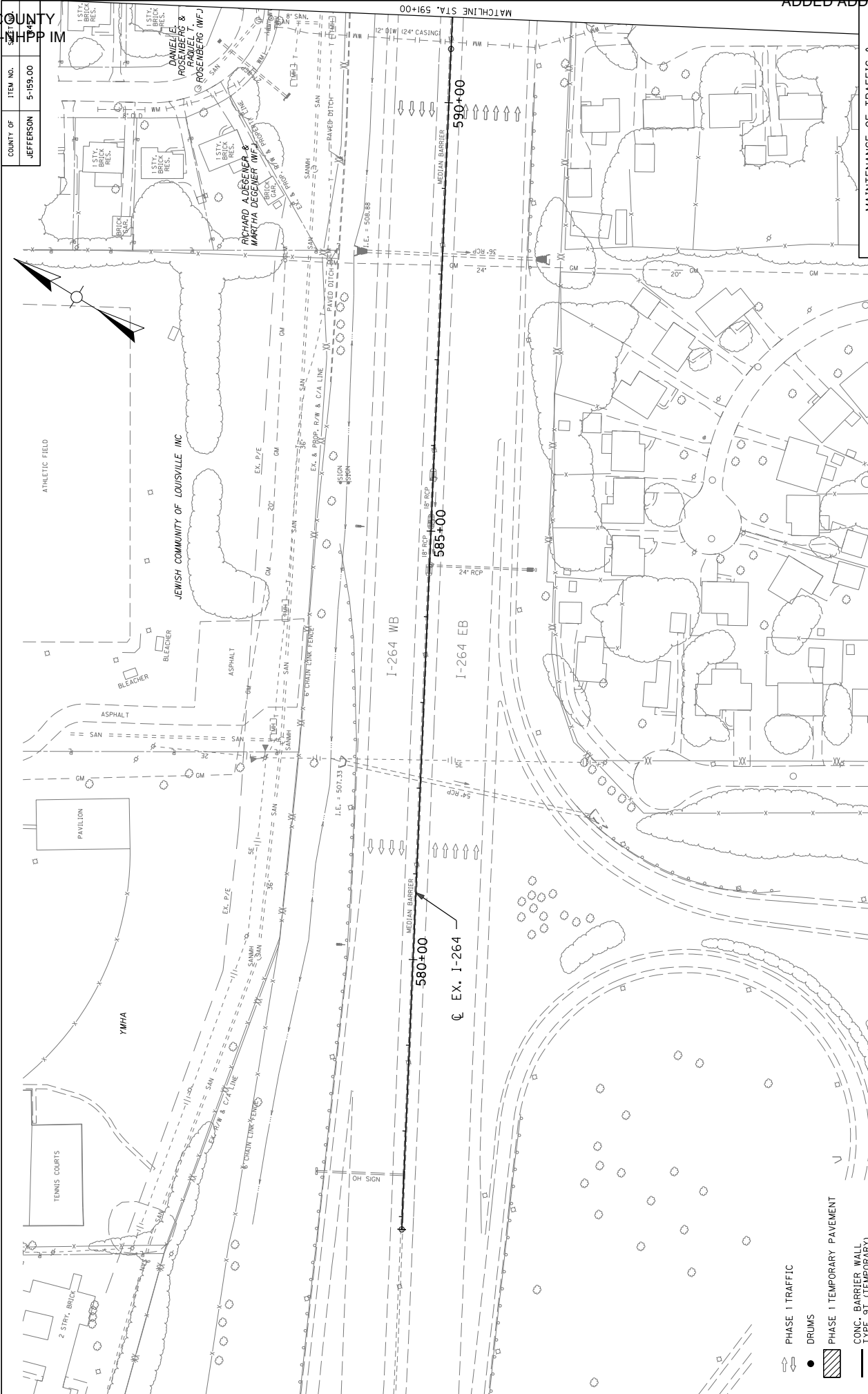


COUNTY OF	ITEM NO.	DATE
JEFFERSON	5-159.00	4/18

JEFFERSON COUNTY  
056GR18D011-NHPP IM

MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 1

SCALE: 1"=50'



- PHASE 1 TRAFFIC
- DRUMS
- PHASE 1 TEMPORARY PAVEMENT
- CONC. BARRIER WALL TYPE 9T (TEMPORARY)
- TYPE 3 BARRICADE

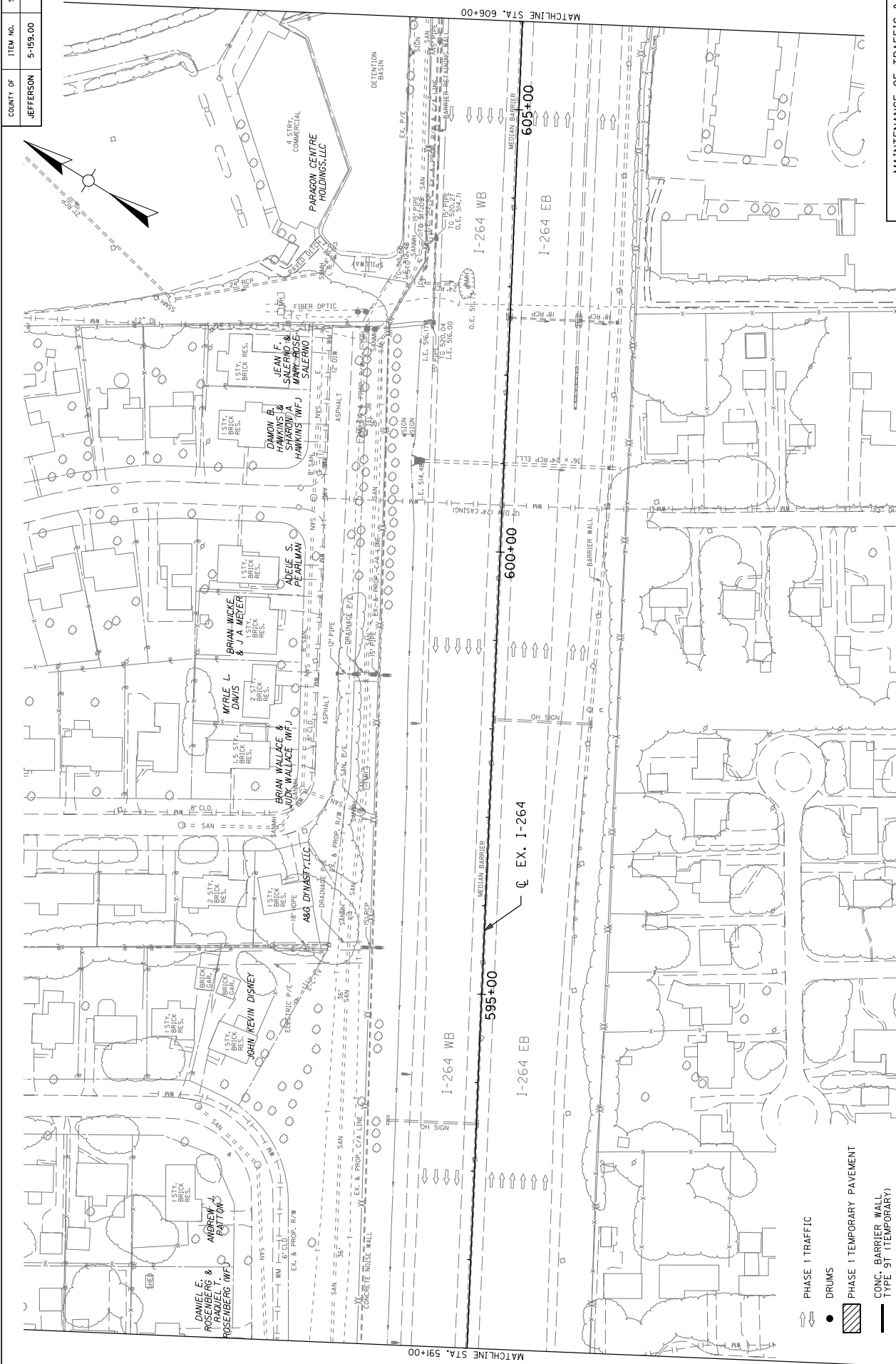
COUNTY OF	ITEM NO.
JEFFERSON	5-159.00

MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 1

SCALE: 1"=50'

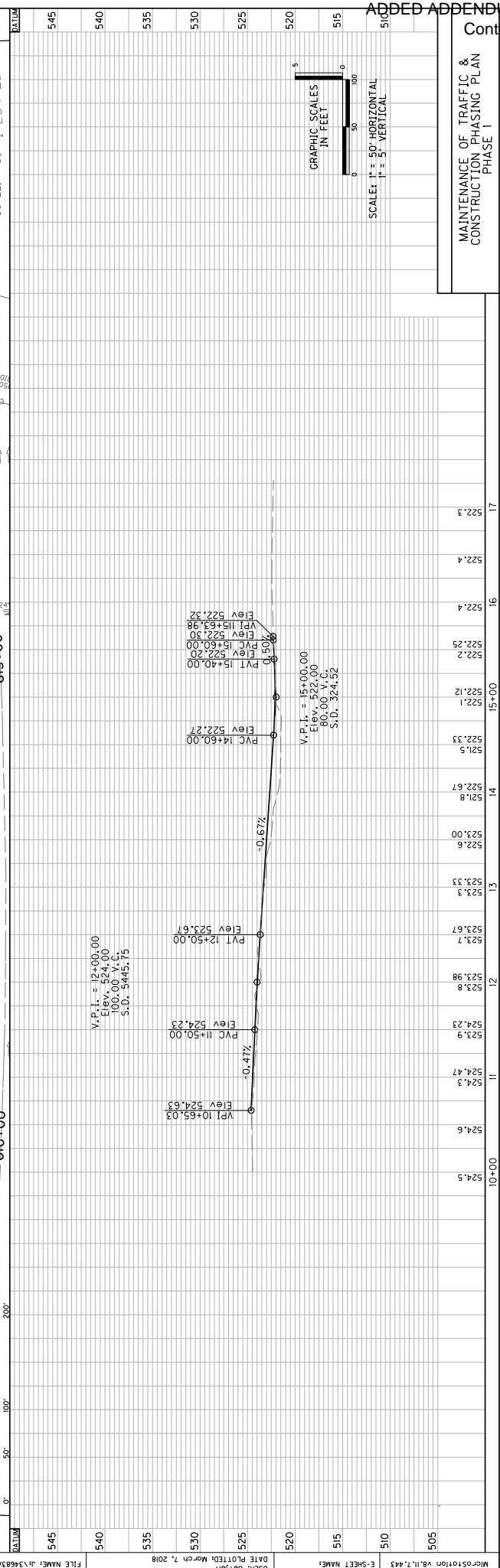
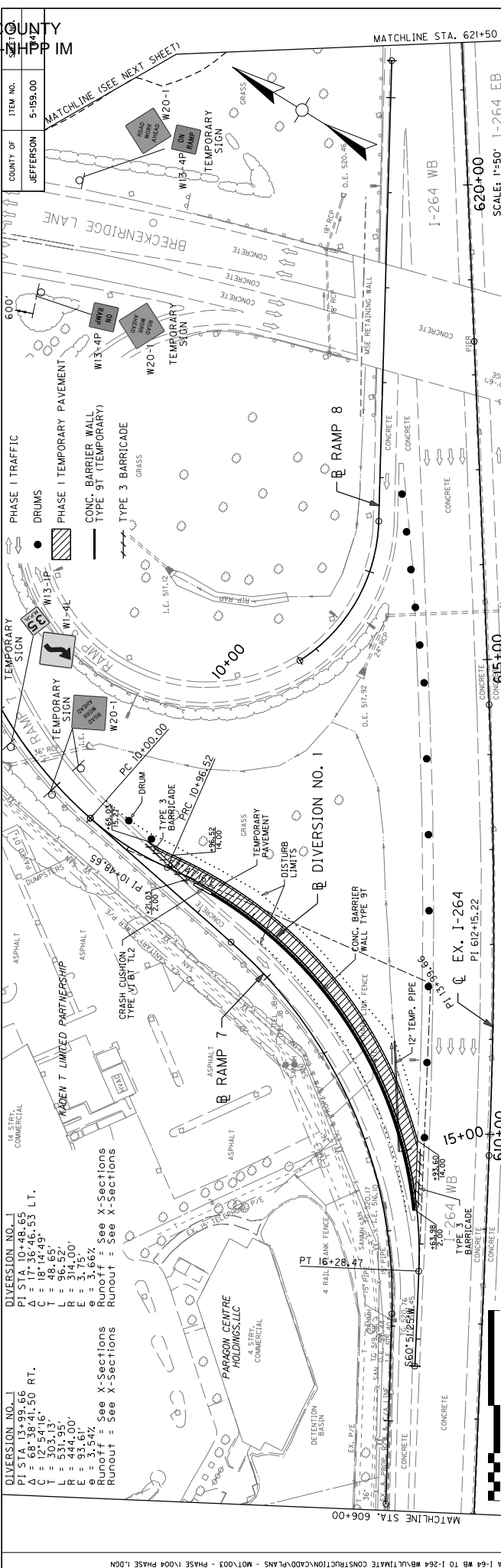
COUNT OF	ITEM NO.	PRICE
JEFFERSON	5-159.00	448.00

JEFFERSON COUNTY  
056GR18D011-NHPP IM



- PHASE 1 TRAFFIC
- DRUMS
- PHASE 1 TEMPORARY PAVEMENT
- CONC. BARRIER WALL
- TYPE 3T (TEMPORARY)
- TYPE 3 BARRICADE



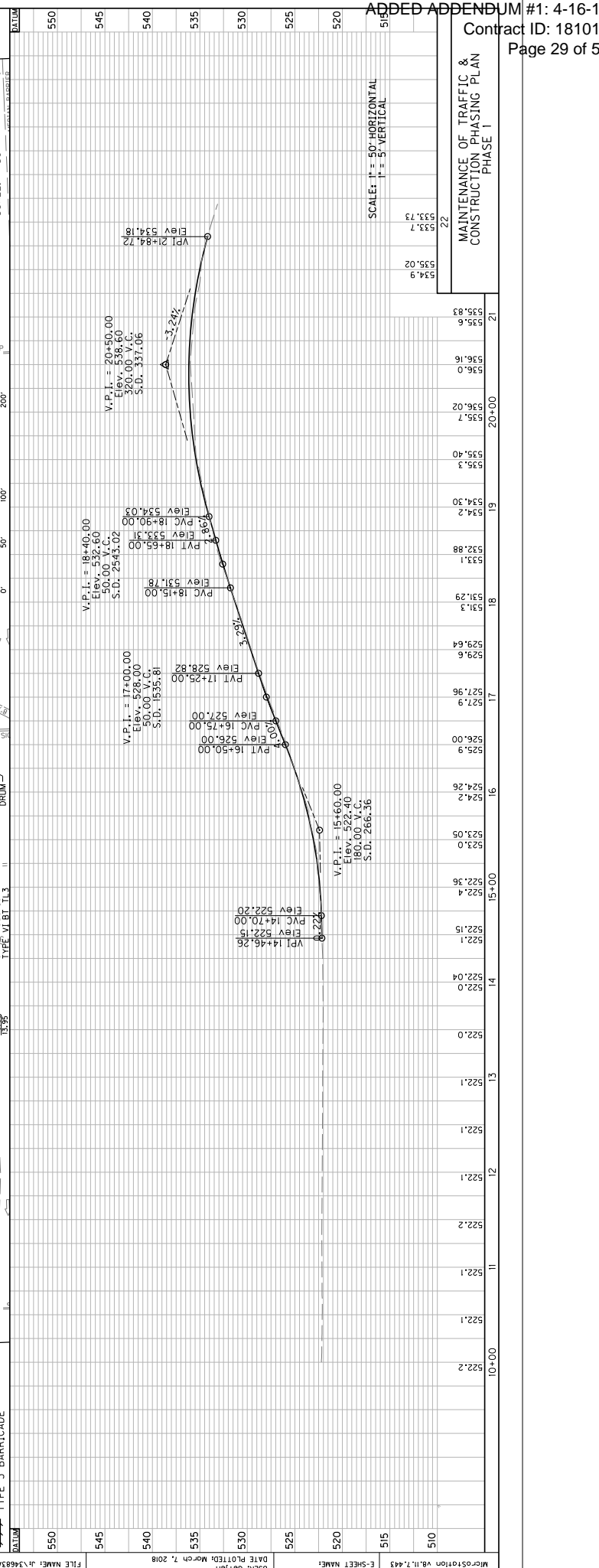
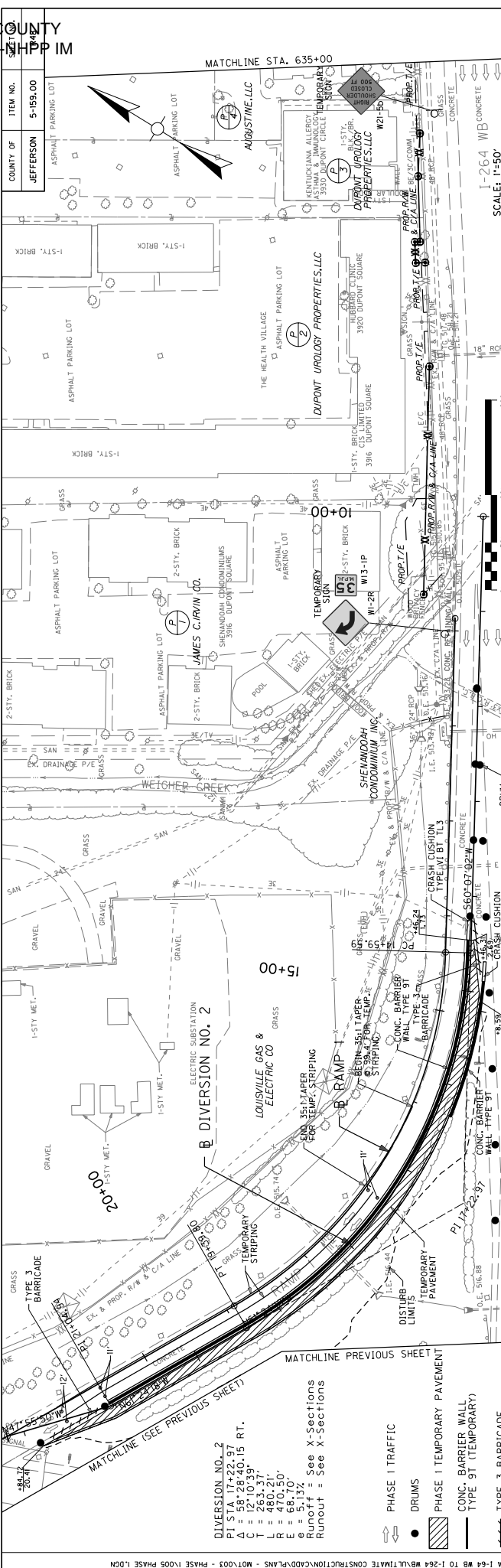


USFR: defjen  
DATE PLOTTED: March 7, 2018  
FILE NAME: J:\6383A-1-64 WB TO I-264 WB\ULTIMATE CONSTRUCTION\CADD\PLANS - MOT\03 - PHASE 1\04 PHASE 1.DWG  
MICROSTATION V8.11.7.443  
E-SHEET NAME:

MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN  
PHASE 1

GRAPHIC SCALES  
IN FEET

SCALE: 1" = 50' HORIZONTAL  
SCALE: 1" = 5' VERTICAL



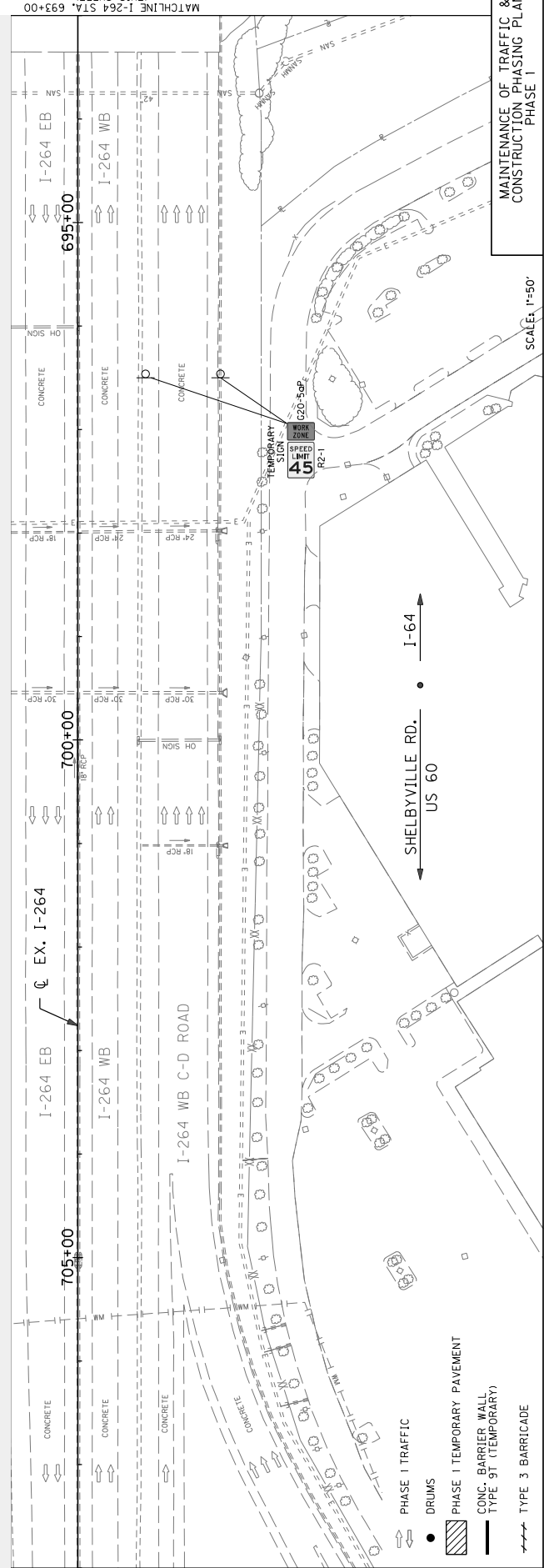
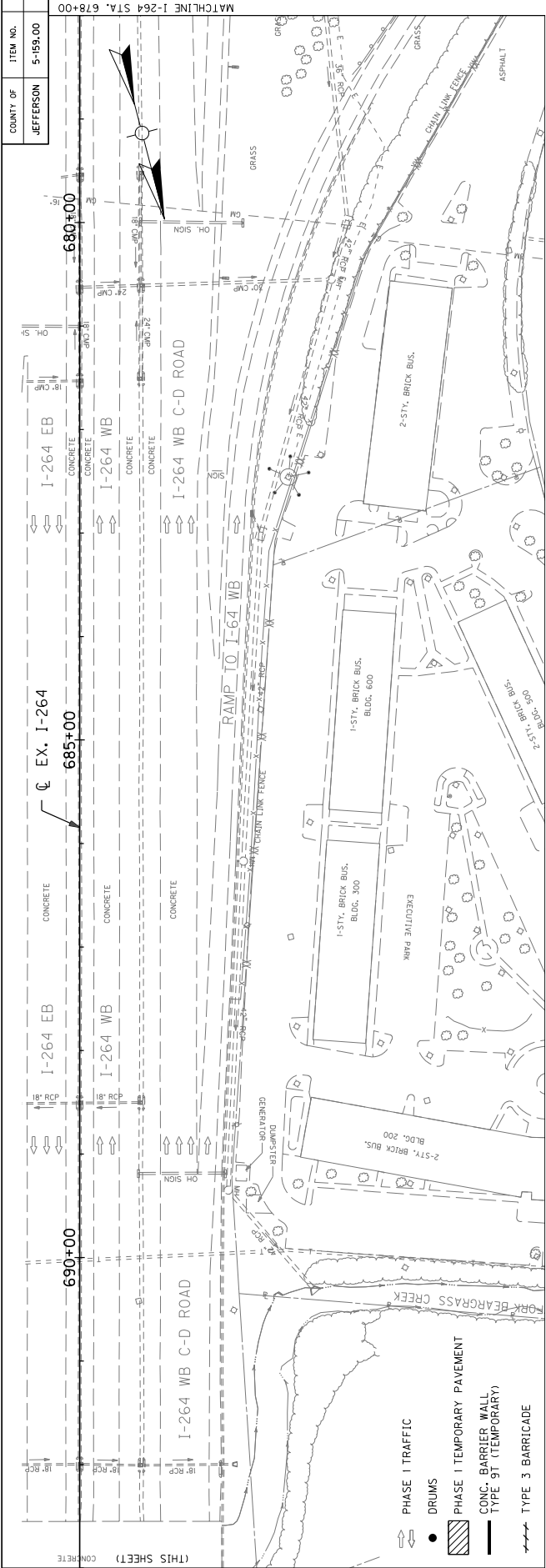


MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 1

SCALE: 1"=50'

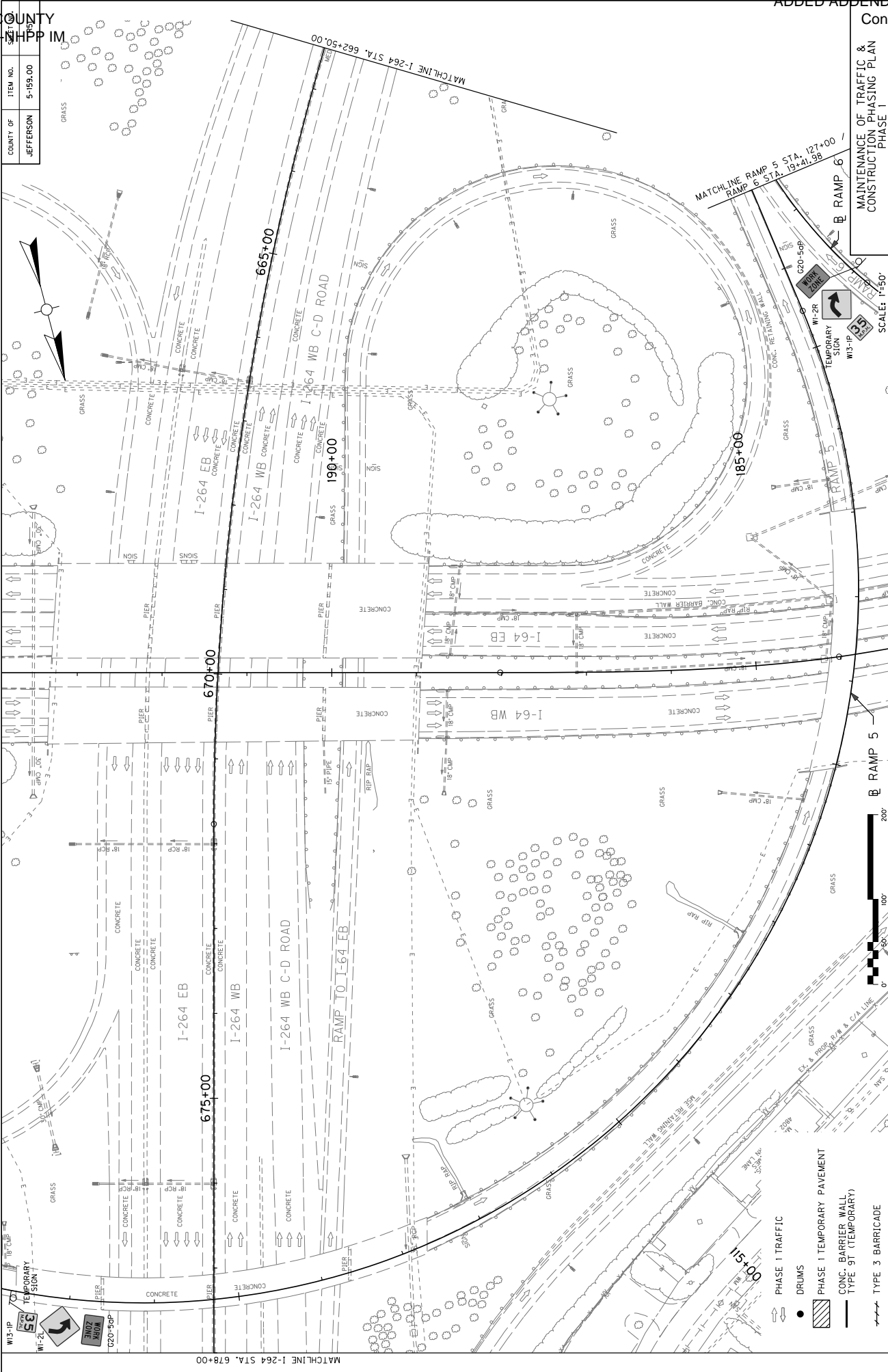
JEFFERSON COUNTY  
056GR18D011-NHPP IM

ITEM NO.	5-159.00
COUNTY OF	JEFFERSON



MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 1

SCALE: 1"=50'



ITEM NO.	QUANTITY	UNIT
5-159.00		

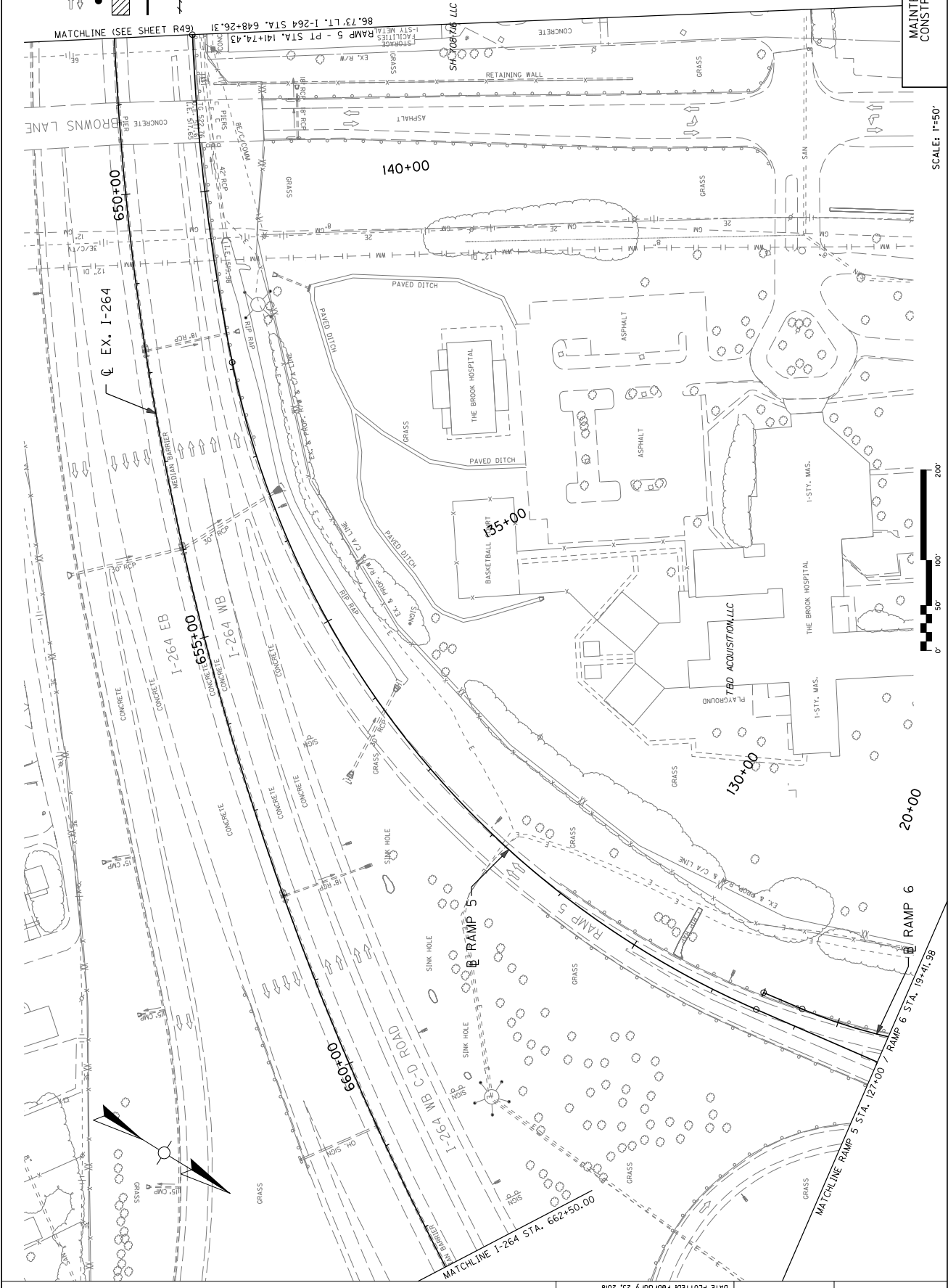
MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 1

SCALE: 1"=50'

JEFFERSON COUNTY  
056GR18D011-NHPP IM

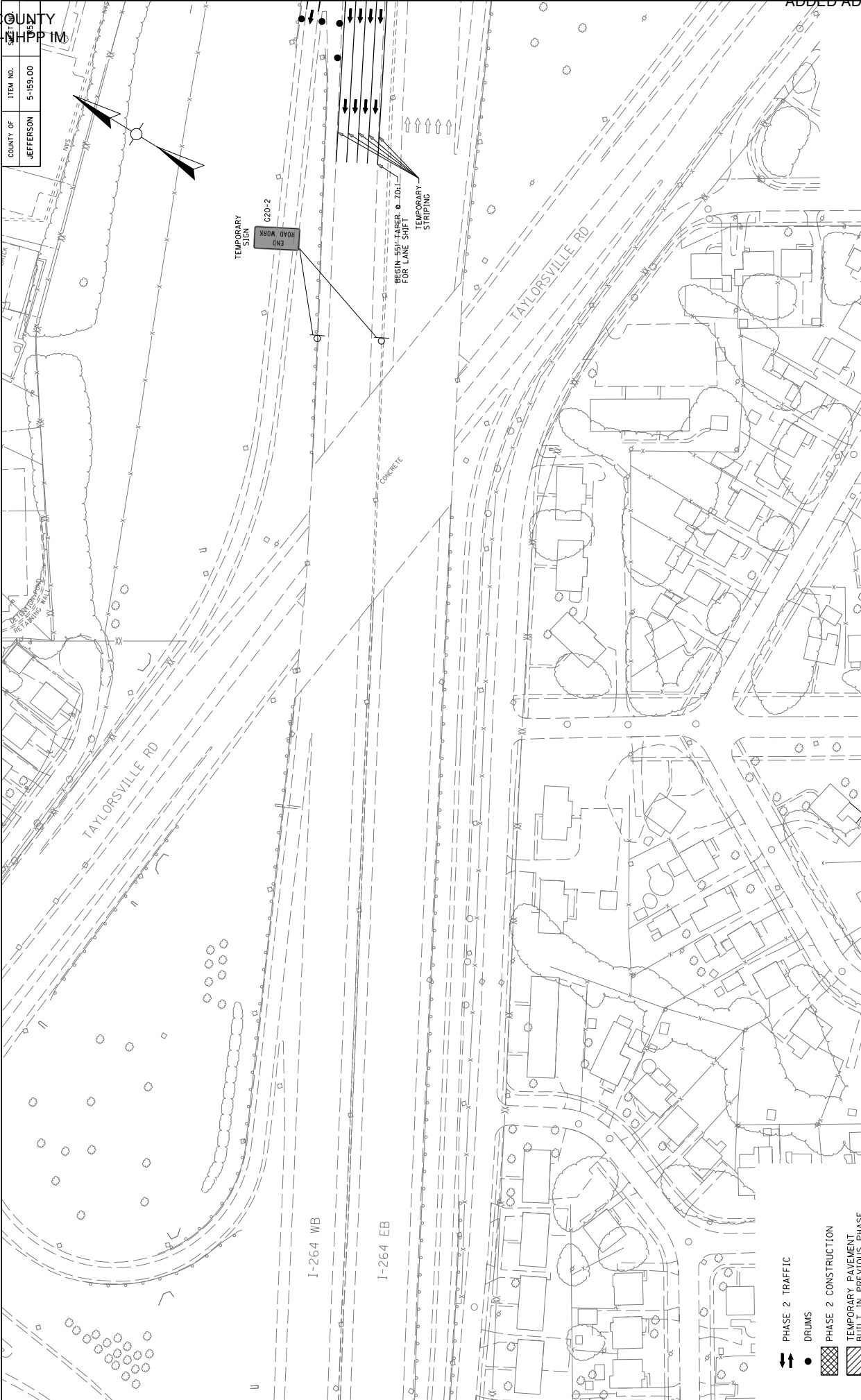
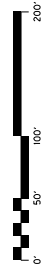
COUNTY OF	ITEM NO.	QUANTITY
JEFFERSON	5-159.00	1

- PHASE 1 TRAFFIC
- DRUMS
- PHASE 1 TEMPORARY PAVEMENT
- CONC. BARRIER WALL
- TYPE 9T (TEMPORARY)
- TYPE 3 BARRIADADE



MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 2

SCALE: 1"=50'

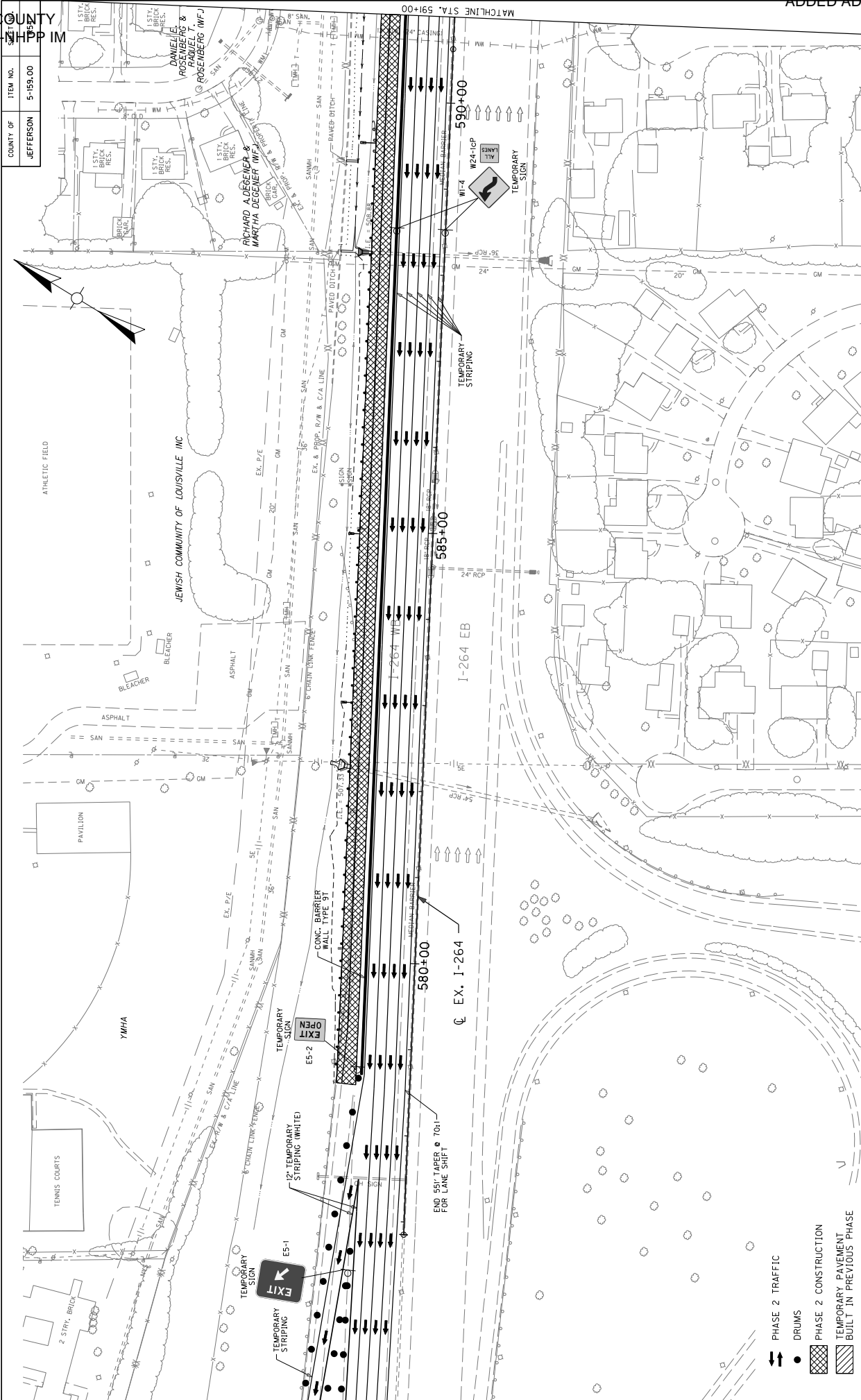


- PHASE 2 TRAFFIC
- DRUMS
- PHASE 2 CONSTRUCTION
- TEMPORARY PAVEMENT BUILT IN PREVIOUS PHASE
- CONC. BARRIER WALL TYPE 9T (TEMPORARY)

COUNTY OF	ITEM NO.
JEFFERSON	5-159.00

DATE PLOTTED: February 25, 2018  
 USR: r1cem  
 E-SHEET NAME: M101004 - PHASE 2\001 PHASE 2.DGN  
 FILE NAME: J:\34683A\I-64 WB TO I-264 WB\ULTIMATE CONSTRUCTION\CADD\PLANS - M01\004 - PHASE 2\001 PHASE 2.DGN

COUNTY OF	ITEM NO.
JEFFERSON	5-159.00



MAINTENANCE OF TRAFFIC &  
CONSTRUCTION PHASING PLAN  
PHASE 2

SCALE: 1"=50'



- PHASE 2 TRAFFIC
- DRUMS
- PHASE 2 CONSTRUCTION
- TEMPORARY PAVEMENT BUILT IN PREVIOUS PHASE
- CONC. BARRIER WALL TYPE 9T (TEMPORARY)

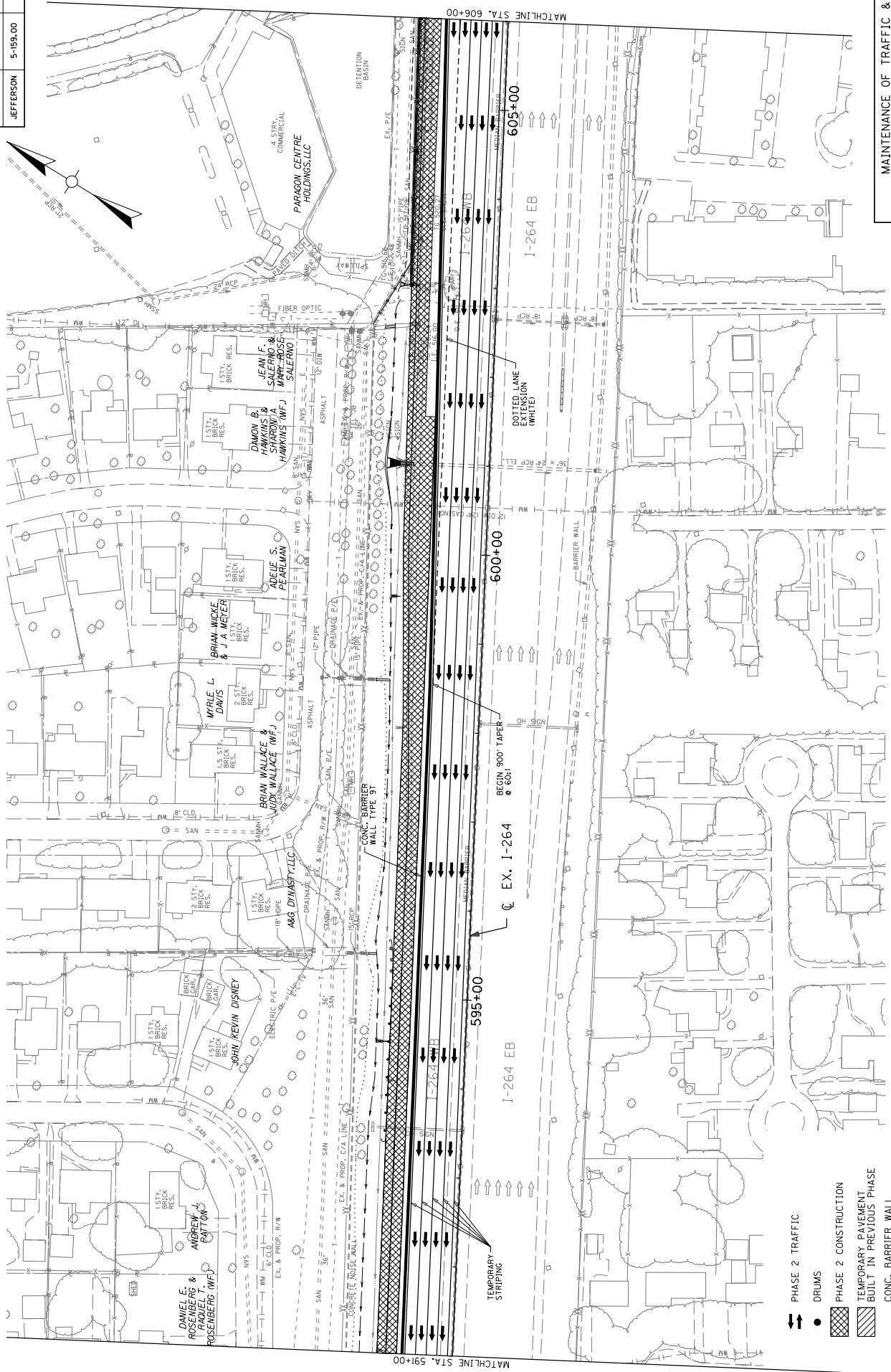


MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 2

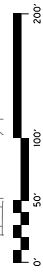
SCALE: 1"=50'

JEFFERSON COUNTY  
056GR18D011-NHPP IM

COUNTY OF	ITEM NO.
JEFFERSON	5-159.00



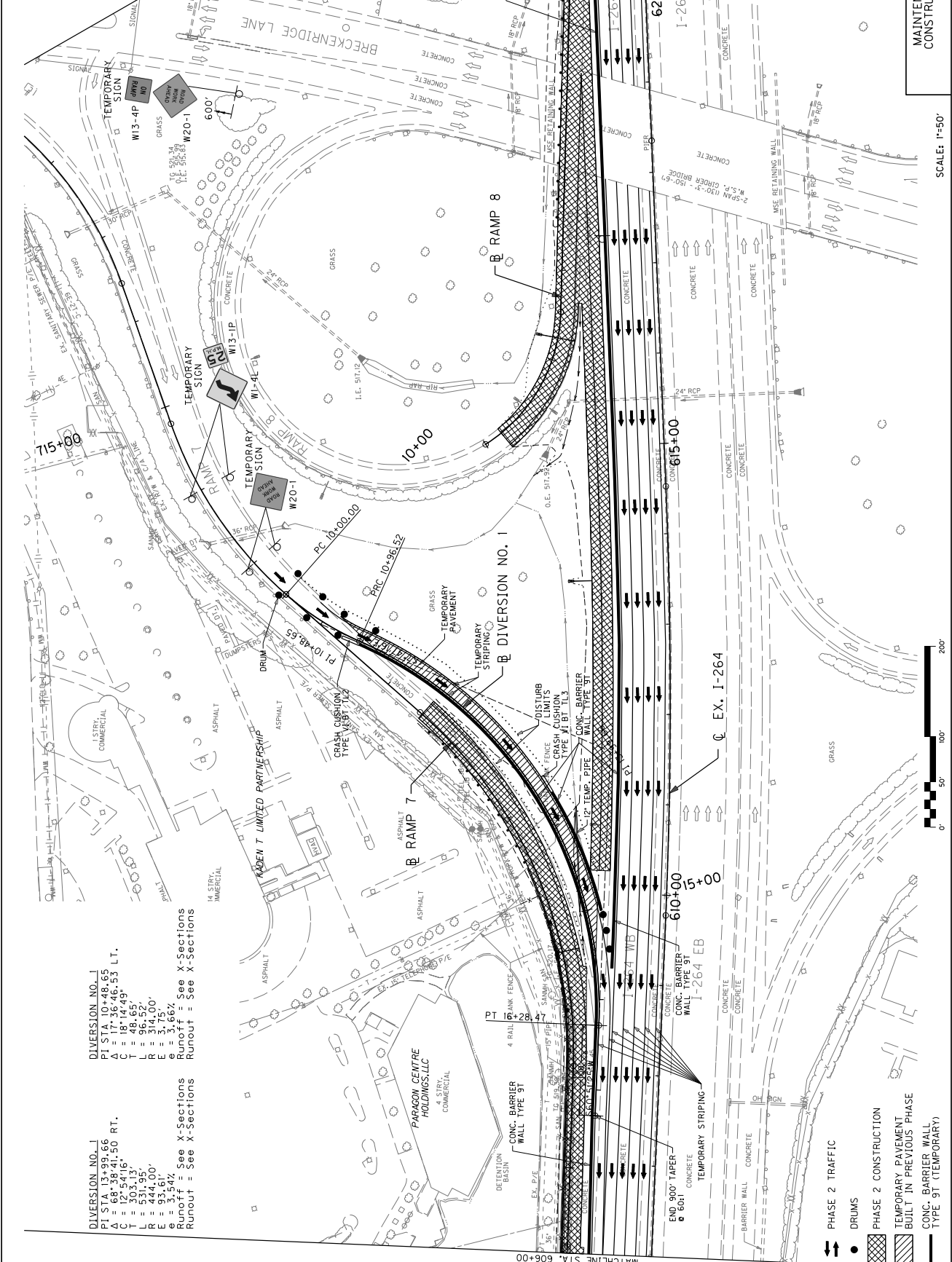
- PHASE 2 TRAFFIC
- DRUMS
- PHASE 2 CONSTRUCTION
- TEMPORARY PAVEMENT BUILT IN PREVIOUS PHASE
- CONC. BARRIER WALL TYPE 9T (TEMPORARY)



MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 2

SCALE: 1"=50'

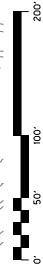
COUNT OF	ITEM NO.	PRICE
JEFFERSON	5-159.00	5-159.00



**DIVERSION NO. J**  
 P = 68.39+4.30 RT.  
 L = 12.54+16.30 RT.  
 C = 303.13'  
 T = 531.95'  
 E = 446.00'  
 e = 3.54%  
 Runoff = See X-Sections  
 Runout = See X-Sections

**DIVERSION NO. I**  
 P = 17.30+46.55  
 C = 181.44+97.55 LT.  
 L = 48.65'  
 T = 96.52'  
 E = 314.00'  
 e = 3.66%  
 Runoff = See X-Sections  
 Runout = See X-Sections

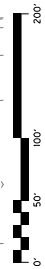
- PHASE 2 TRAFFIC
- DRUMS
- PHASE 2 CONSTRUCTION
- TEMPORARY PAVEMENT BUILT IN PREVIOUS PHASE
- CONC. BARRIER WALL TYPE 9T (TEMPORARY)



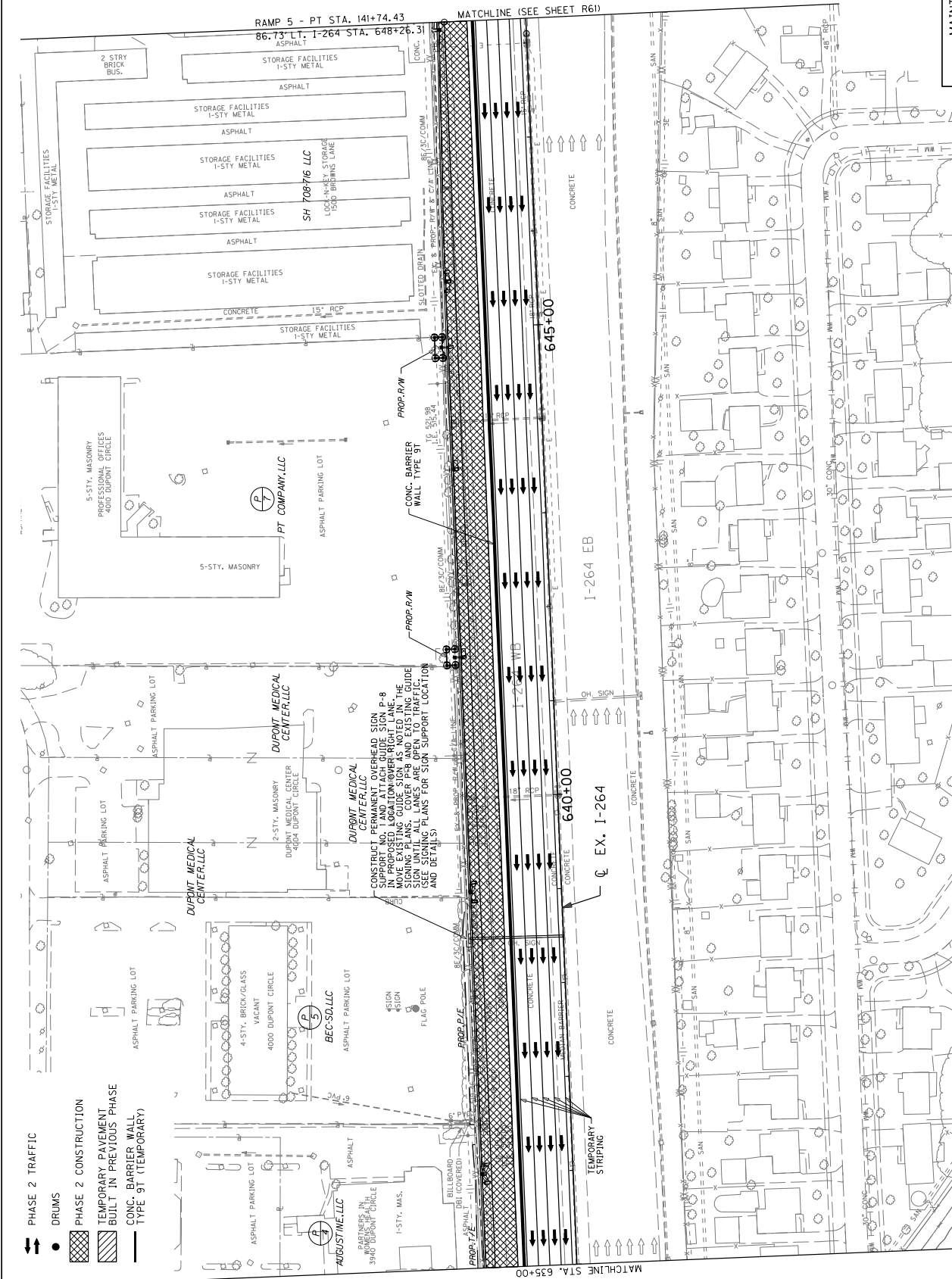
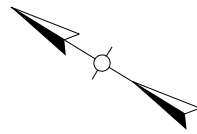


MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 2

SCALE: 1"=50'



COUNTY OF	JEFFERSON
ITEM NO.	5-159.00

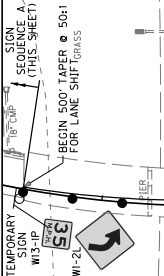
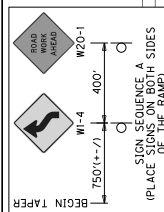
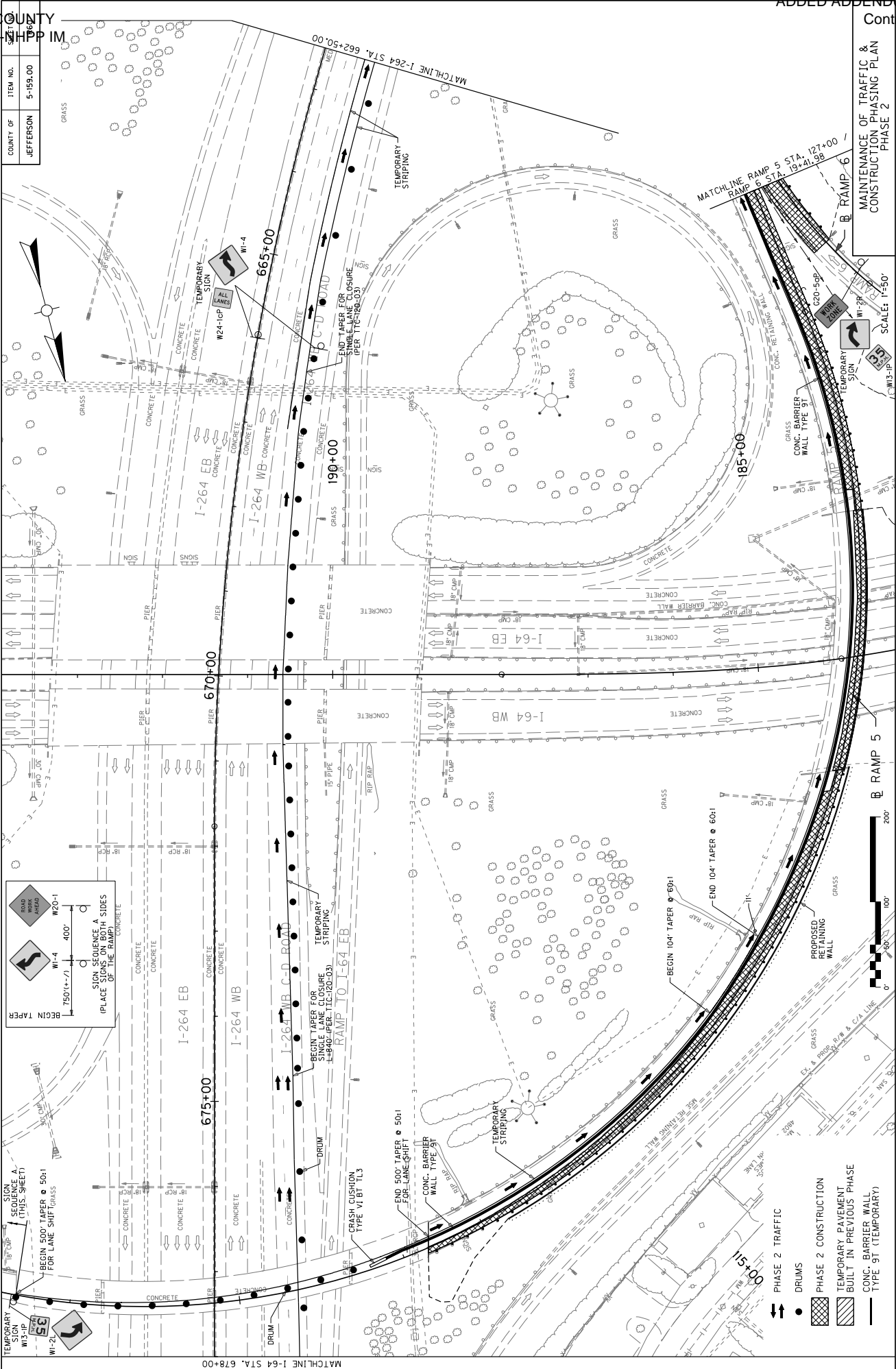


- PHASE 2 TRAFFIC DRUMS
- PHASE 2 CONSTRUCTION
- TEMPORARY PAVEMENT BUILT IN PREVIOUS PHASE
- CONC. BARRIER WALL TYPE 9T (TEMPORARY)

CONSTRUCT OVERHEAD SIGN SUPPORT NO. 1 AND ATTACH GUIDE SIGN IN PROPOSED LOCATION OVER RIGHT LANE. THE SIGNING PLANS COVER PER AND EXISTING GUIDE SIGN UNTIL ALL LANES ARE OPEN TO TRAFFIC. (SEE LENDING PLANS FOR SIGN SUPPORT LOCATION AND DETAILS)



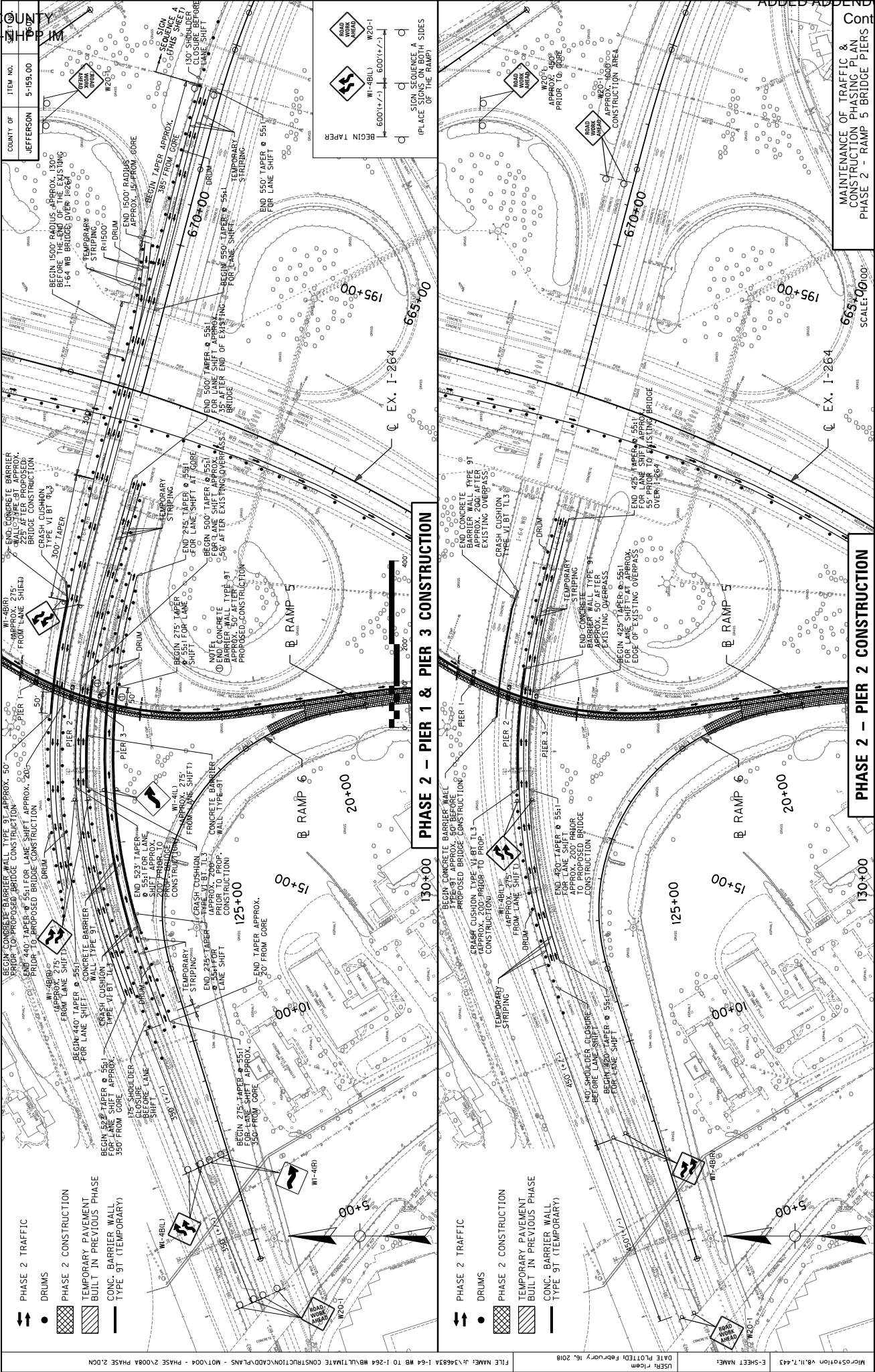
MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 2



USFR: Jefferson	DATE PLOTTED: March 7, 2018	FILE NAME: J:\4683A\I-264 WB\I-264 WB\TRAFFIC CONSTRUCTION\CADD\PLANS - MOT\04 - PHASE 2\08 PHASE 2.DGN
MicroStation v8.11.7.443	E-SHEET NAME:	

PHASE 2 TRAFFIC: DRUMS (indicated by a vertical line with a dot), PHASE 2 CONSTRUCTION (indicated by a cross-hatched pattern), TEMPORARY PAVEMENT BUILT IN PREVIOUS PHASE (indicated by a diagonal hatched pattern), CONC. BARRIER WALL TYPE 9T (indicated by a solid line with a dot), CONC. BARRIER WALL TYPE 9T (TEMPORARY) (indicated by a dashed line with a dot).



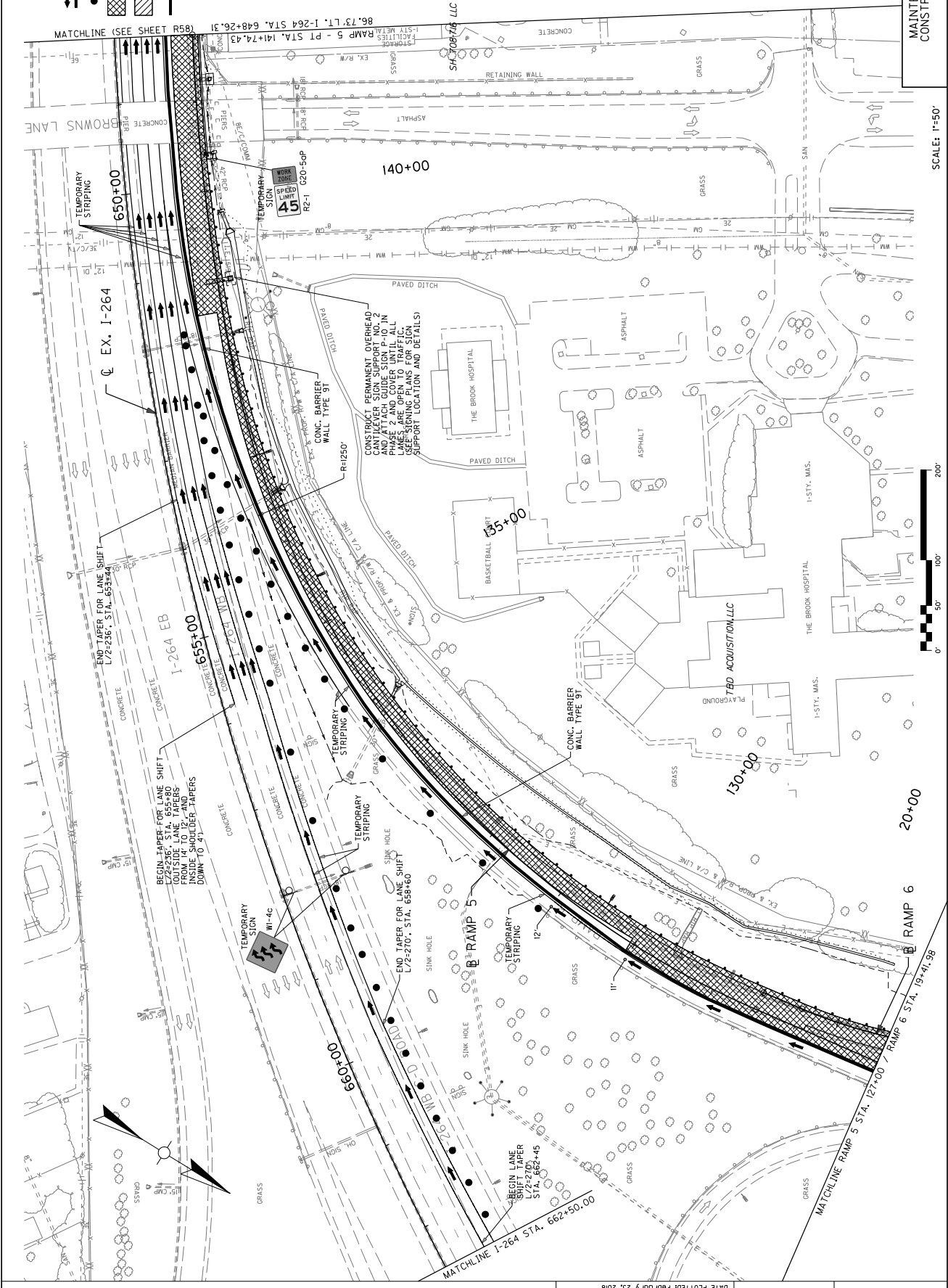


MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 2

SCALE: 1"=50'

COUNTY OF	ITEM NO.
JEFFERSON	5-159.00

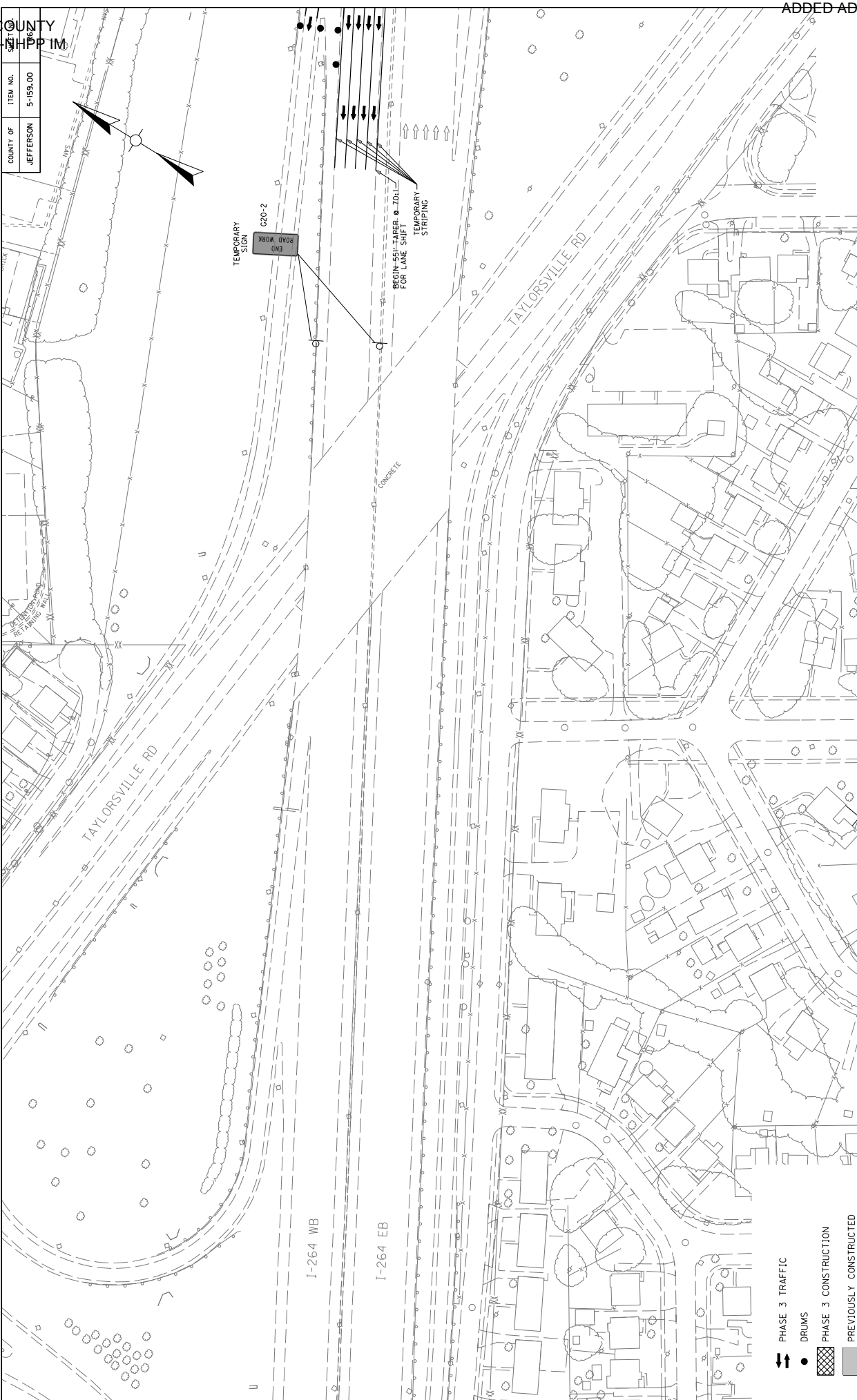
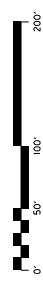
- PHASE 2 TRAFFIC DRUMS
- TEMPORARY - PAVEMENT BUILT IN PREVIOUS PHASE
  - CONC. BARRIER WALL TYPE 9T (TEMPORARY)





MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 3

SCALE: 1"=50'



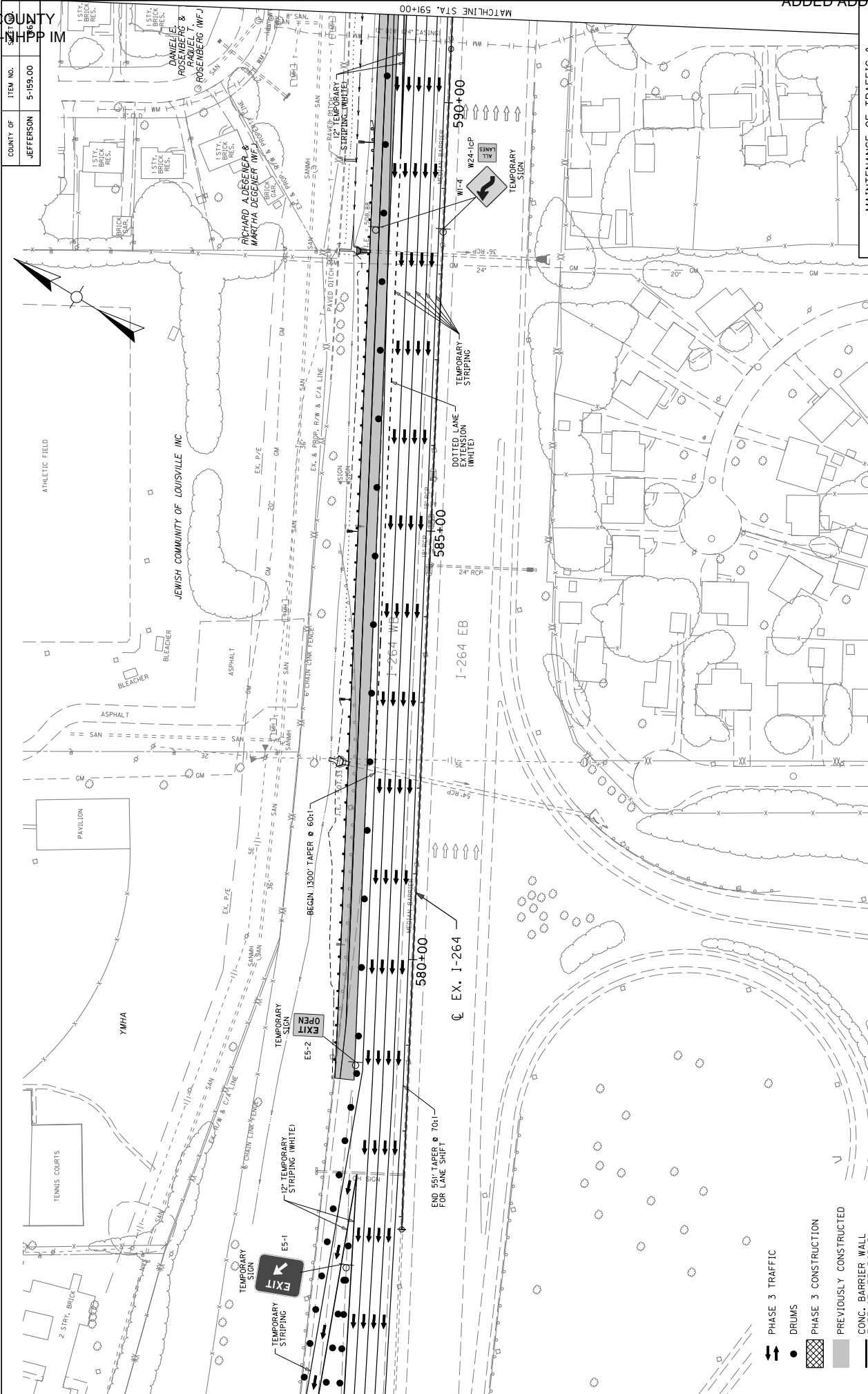
- PHASE 3 TRAFFIC
- DRUMS
- PHASE 3 CONSTRUCTION
- PREVIOUSLY CONSTRUCTED
- CONC. BARRIER WALL TYPE 9T (TEMPORARY)

COUNTY OF	ITEM NO.
JEFFERSON	5-159.00

DATE PLOTTED: February 25, 2018  
 USR2 Plcsm  
 E-SHEET NAME: MicroStation V8.11.7.443  
 FILE NAME: J:\3683A I-64 WB TO I-264 WB\ULTIMATE CONSTRUCTION\CADD\PLANS - MOT\005 - PHASE 3\001 PHASE 3.DGN

MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 3

SCALE: 1"=50'



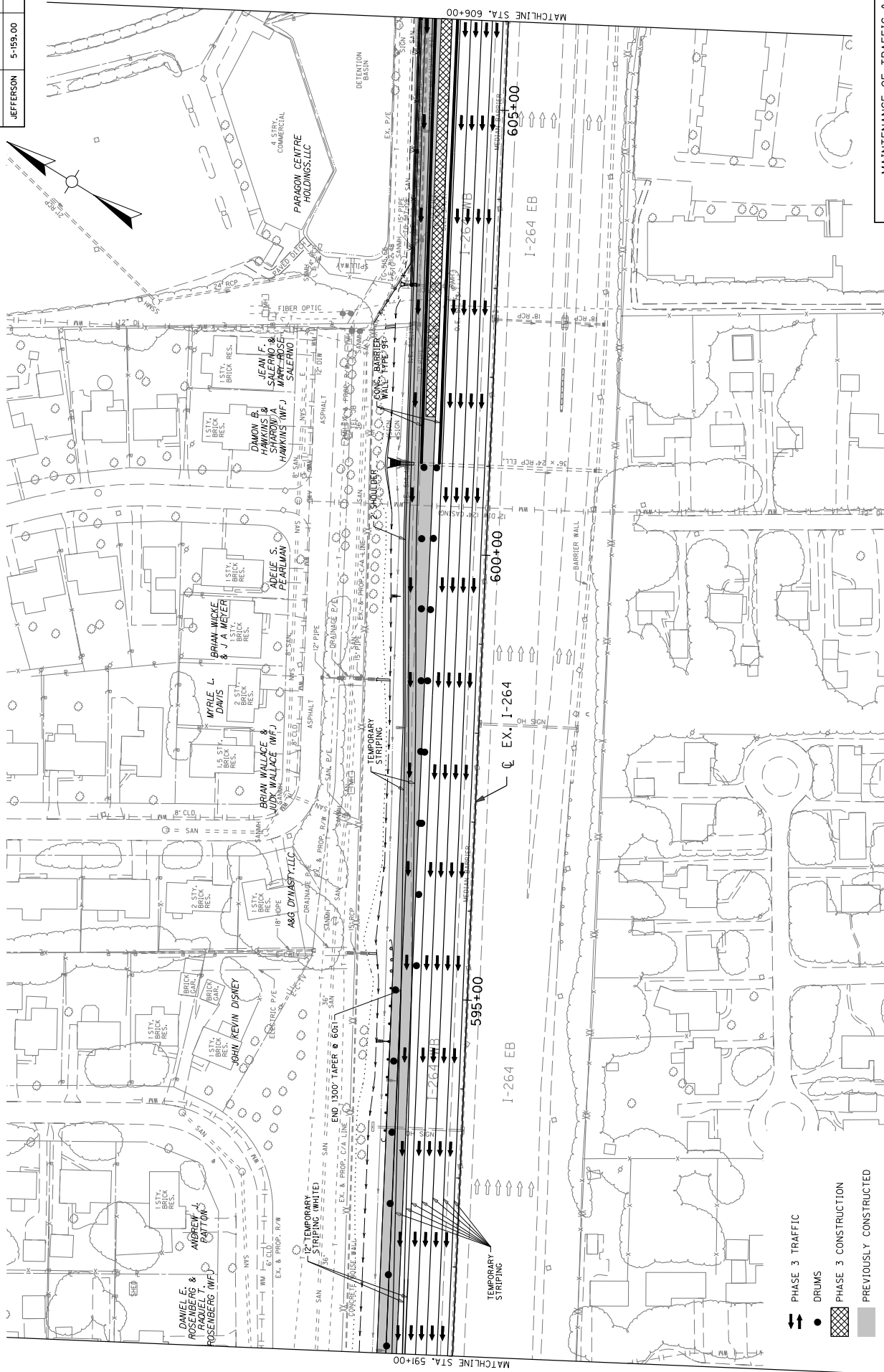
COUNTY OF	ITEM NO.
JEFFERSON	5-159.00

MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 3

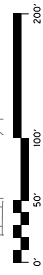
SCALE: 1"=50'

JEFFERSON COUNTY  
056GR18D011-NHPP IM

COUNTY OF	ITEM NO.
JEFFERSON	5-159.00



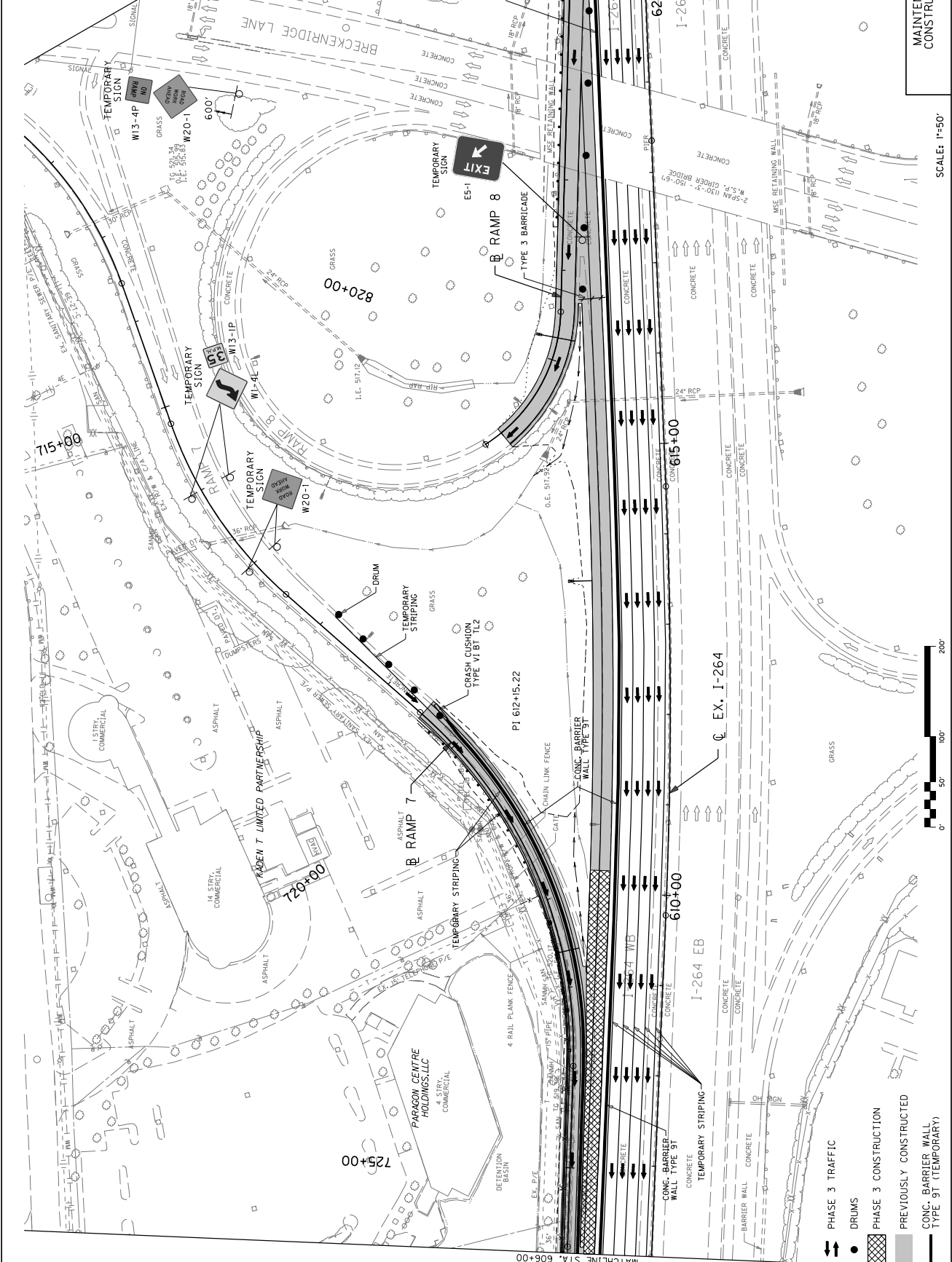
- PHASE 3 TRAFFIC
- DRUMS
- PHASE 3 CONSTRUCTION
- PREVIOUSLY CONSTRUCTED
- CONC. BARRIER WALL TYPE 9T (TEMPORARY)



MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 3

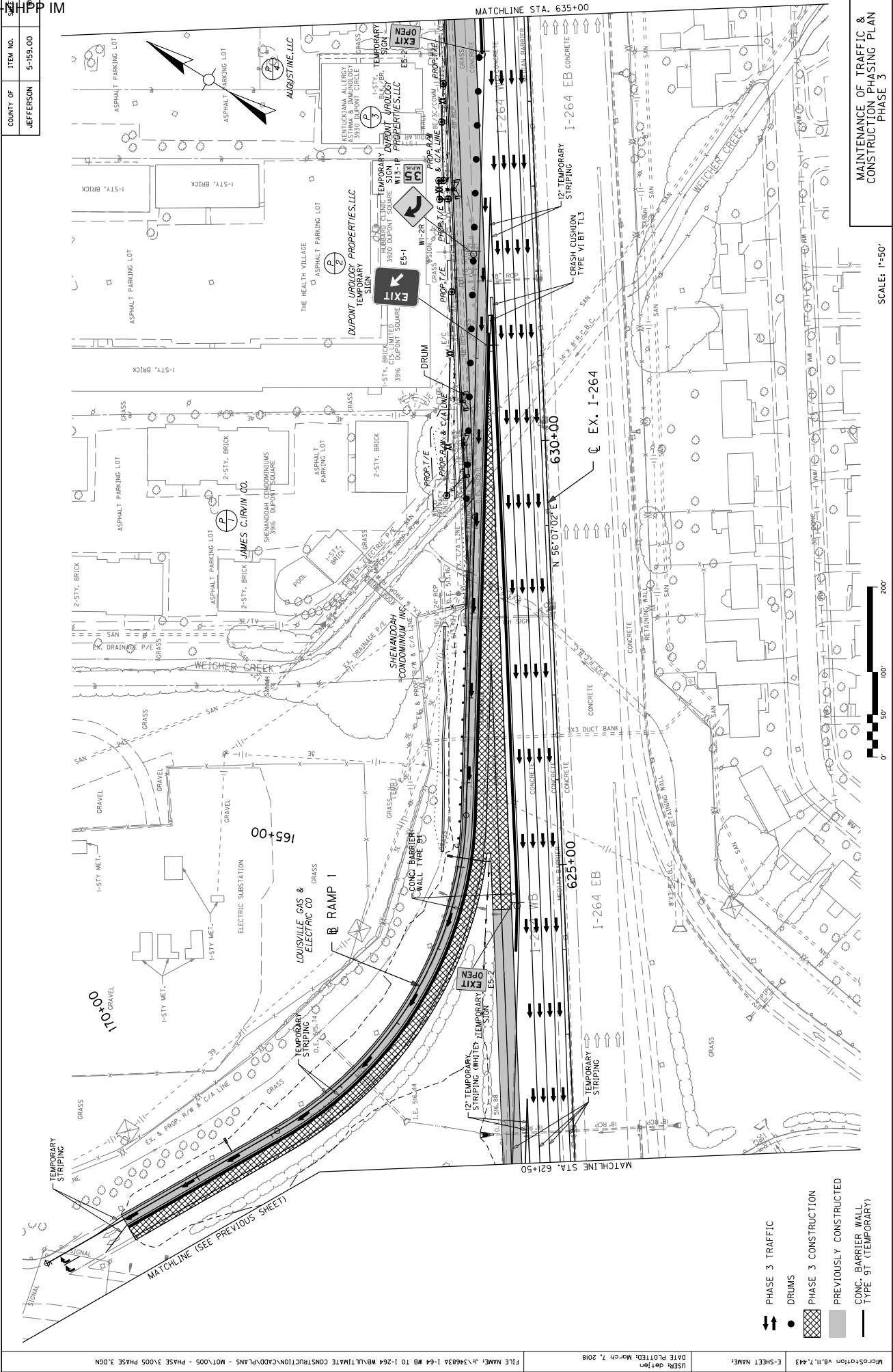
SCALE: 1"=50'

COUNTY OF	ITEM NO.
JEFFERSON	5-159.00



- PHASE 3 TRAFFIC
- DRUMS
- PHASE 3 CONSTRUCTION
- PREVIOUSLY CONSTRUCTED
- CONC. BARRIER WALL TYPE 9T (TEMPORARY)

COUNTY OF	ITEM NO.	DATE
JEFFERSON	5-159.00	6/26/18



MAINTENANCE OF TRAFFIC &  
CONSTRUCTION PHASING PLAN  
PHASE 3

SCALE: 1"=50'



- PHASE 3 TRAFFIC
- DRUMS
- PHASE 3 CONSTRUCTION
- PREVIOUSLY CONSTRUCTED
- CONC. BARRIER WALL TYPE VI BT (TEMPORARY)

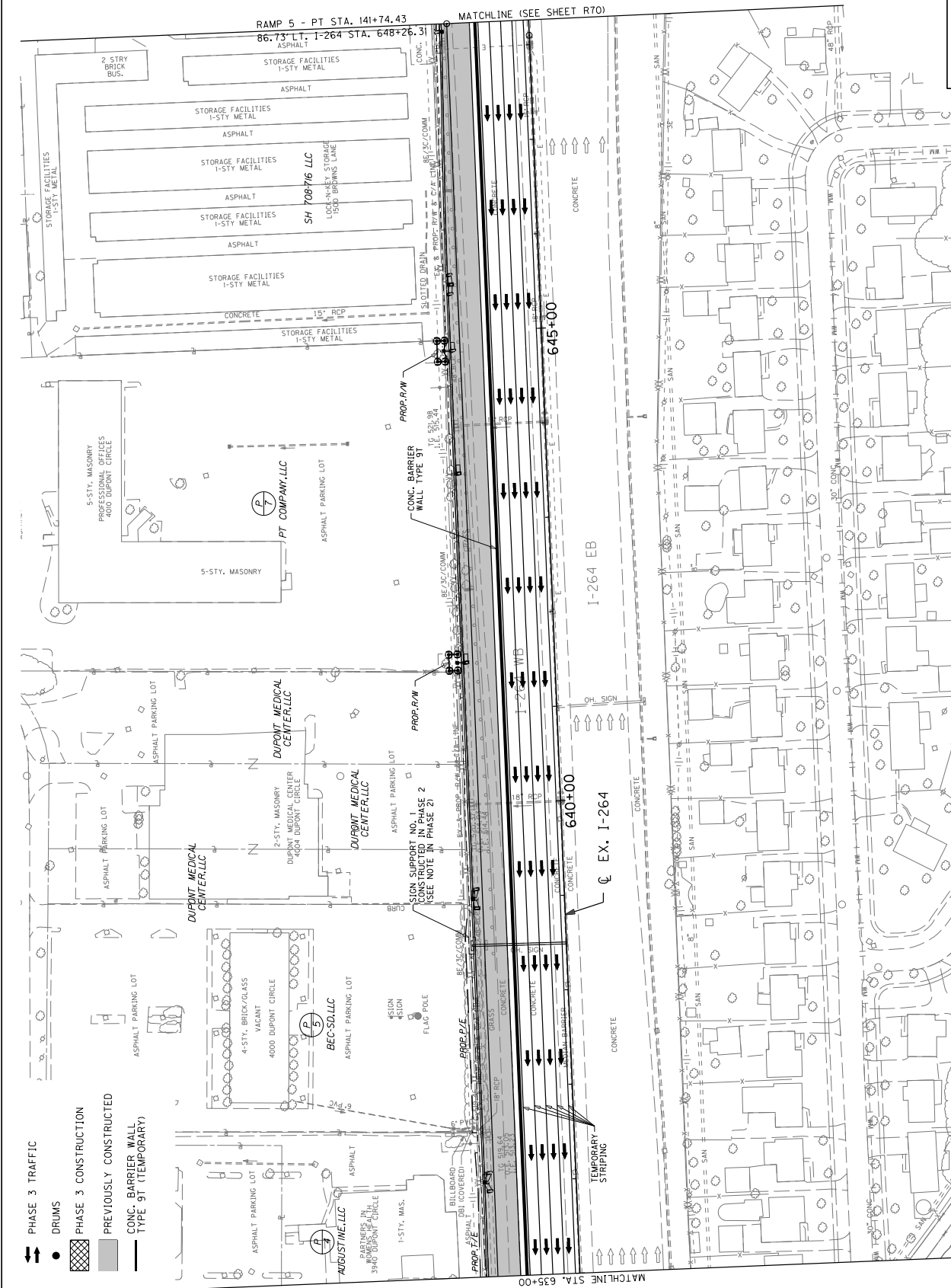
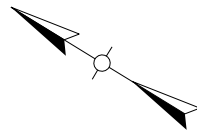
MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 3

SCALE: 1"=50'



JEFFERSON COUNTY  
056GR18D011-NHPP IM

COUNTY OF	JEFFERSON
ITEM NO.	5-159.00



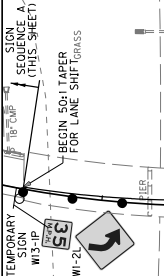
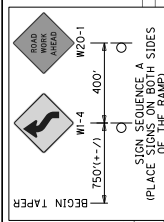
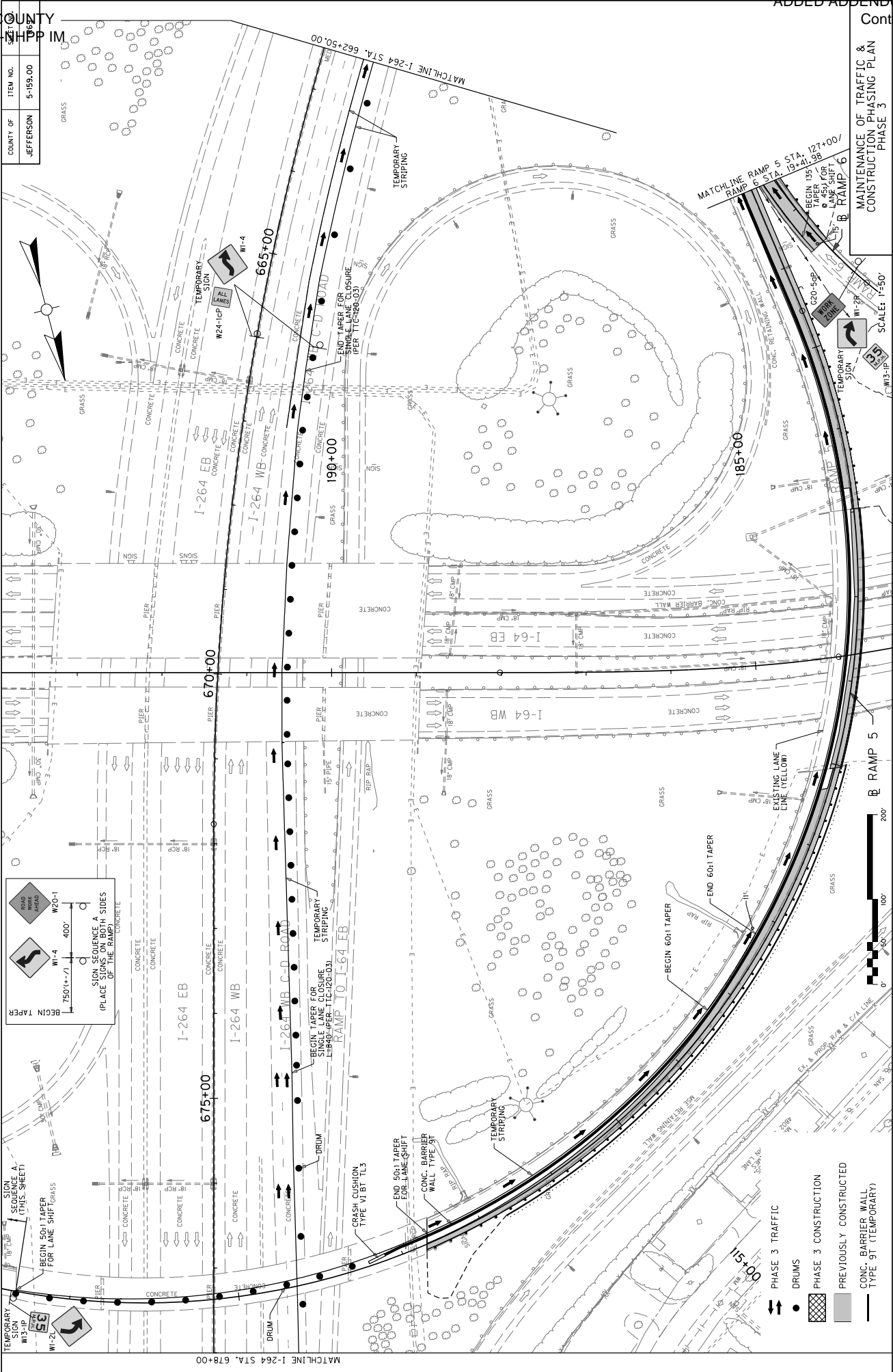
- PHASE 3 TRAFFIC
- DRUMS
- PHASE 3 CONSTRUCTION
- PREVIOUSLY CONSTRUCTED
- CONC. BARRIER WALL TYPE 9T (TEMPORARY)



MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 3

SCALE: 1"=50'

JEFFERSON COUNTY  
056GR18D011-NHPP IM

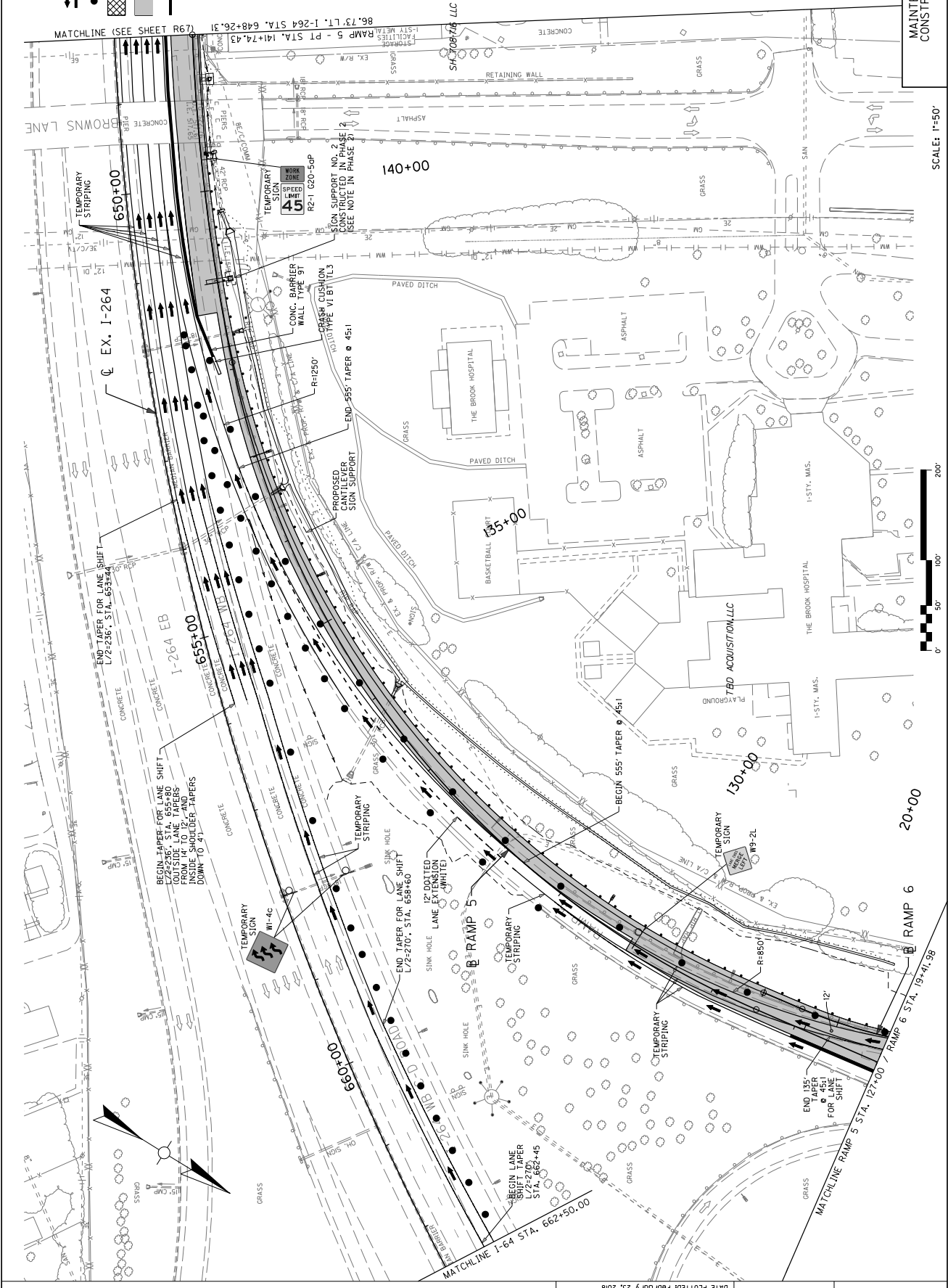
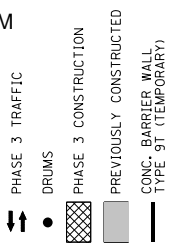




MAINTENANCE OF TRAFFIC & CONSTRUCTION PHASING PLAN PHASE 3

SCALE: 1"=50'

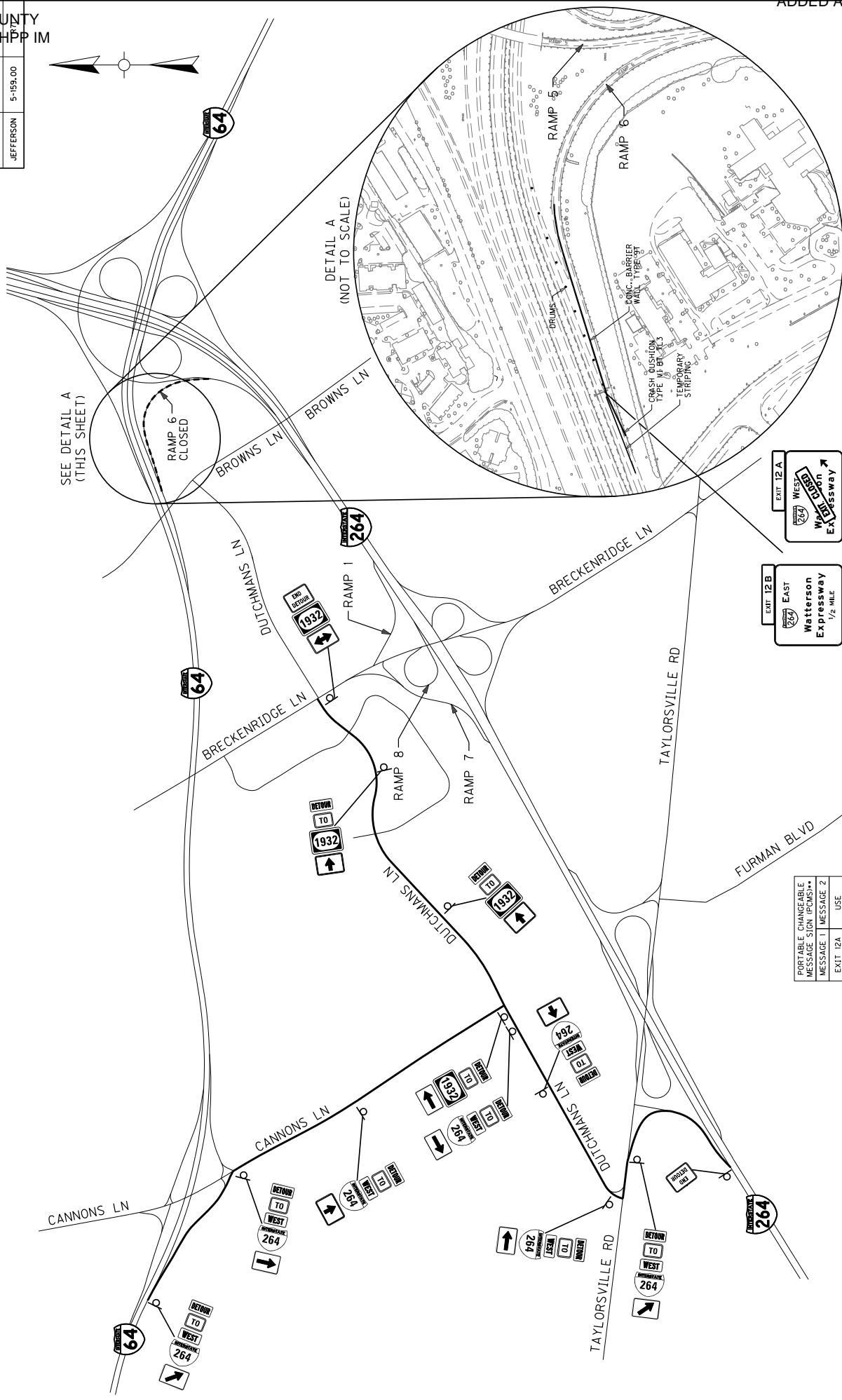
COUNT OF	ITEM NO.	DESCRIPTION
1	JEFFERSON	5-159.00



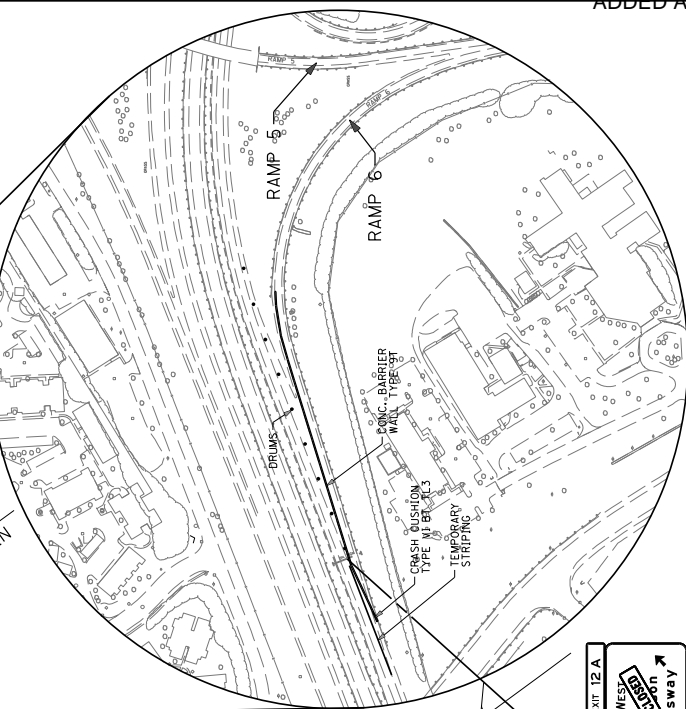
MAINTENANCE OF TRAFFIC  
DETOUR PLAN FOR  
RAMP 6 CLOSURE

NOT TO SCALE

COUNTY OF	ITEM NO.	DATE
JEFFERSON	5-159-00	1/17/18

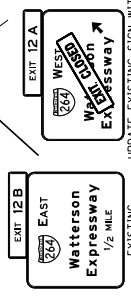


DETAIL A  
(NOT TO SCALE)



SEE DETAIL A  
(THIS SHEET)

RAMP 6  
CLOSED



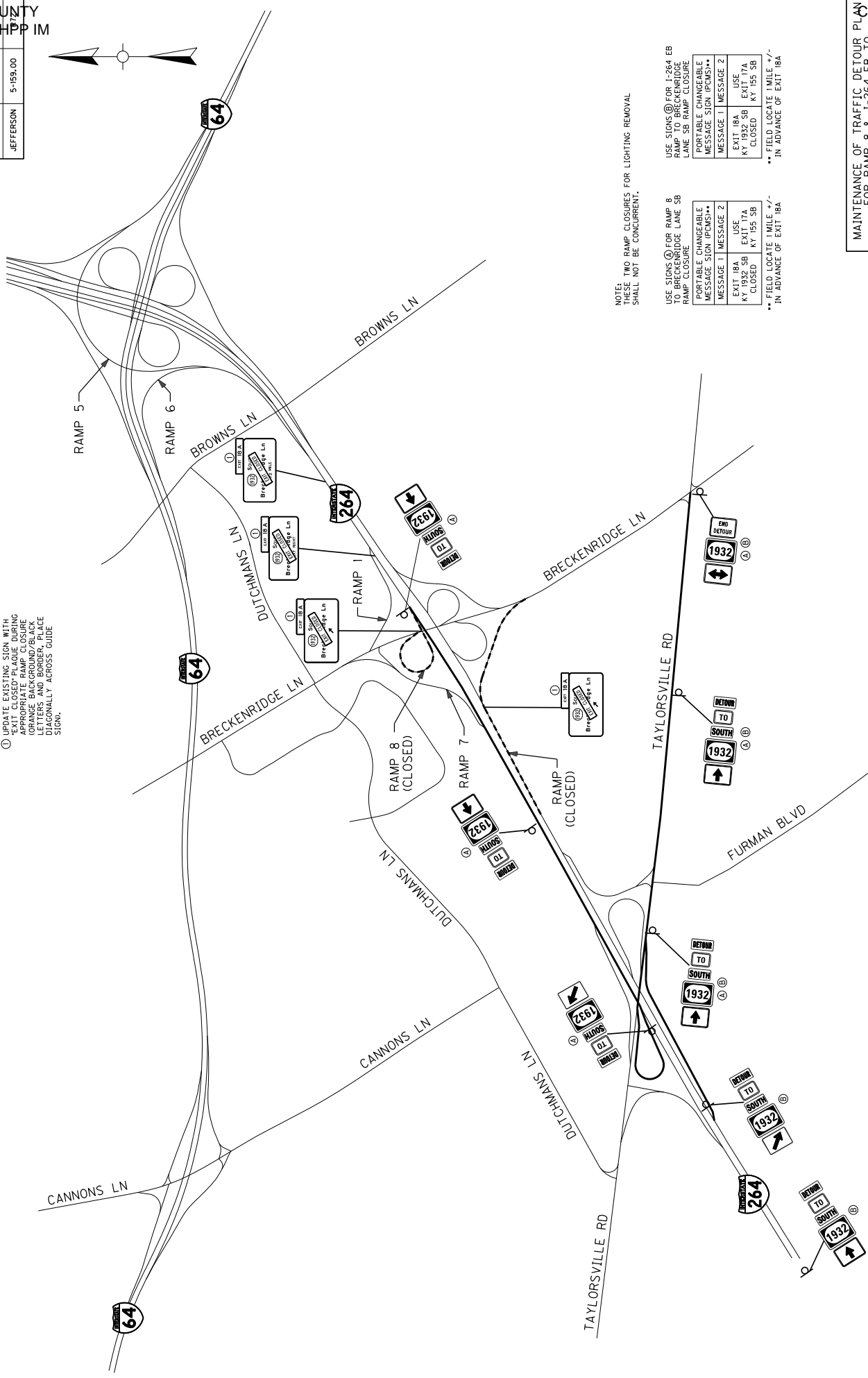
UPDATE EXISTING SIGN WITH  
(ORANGE BACKGROUND/BLACK  
LETTERS AND BORDER)  
(PLACE DIAGONALLY  
ACROSS GUIDE SIGN)

PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)**	MESSAGE 1	MESSAGE 2
EXIT 12A	TO WEST	TO WEST
RAMP 6	CLOSED	CLOSED
** FIELD LOCATE TRIPLE /- IN RANGE OF EXIT 10 (CANNONS LANE)		

COUNTY OF	ITEM NO.	SECTION
JEFFERSON	5-159.00	1-1772



① UPDATE EXISTING SIGN WITH "EXIT CLOSED" OR "RAMP CLOSED" DURING APPROPRIATE RAMP CLOSURE (ORANGE BACKGROUND/BLACK LETTERS AND BORDER, PLACE PROVISIONALLY ACROSS GUIDE SIGN).



NOTE: USE TWO RAMP CLOSURES FOR LIGHTING REMOVAL SHALL NOT BE CONCURRENT.

USE SIGNS (A) FOR RAMP 8 TO BRECKENRIDGE LANE SB RAMP CLOSURE

PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)**	MESSAGE 1	MESSAGE 2
EXIT 18A	USE KY 1932 SB	EXIT 17A
CLOSED	KY 155 SB	CLOSED

\*\* FIELD LOCATE 1 MILE +/- IN ADVANCE OF EXIT 18A

USE SIGNS (B) FOR I-264 EB RAMP TO BRECKENRIDGE LANE SB RAMP CLOSURE

PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)**	MESSAGE 1	MESSAGE 2
EXIT 18A	USE KY 1932 SB	EXIT 17A
CLOSED	KY 155 SB	CLOSED

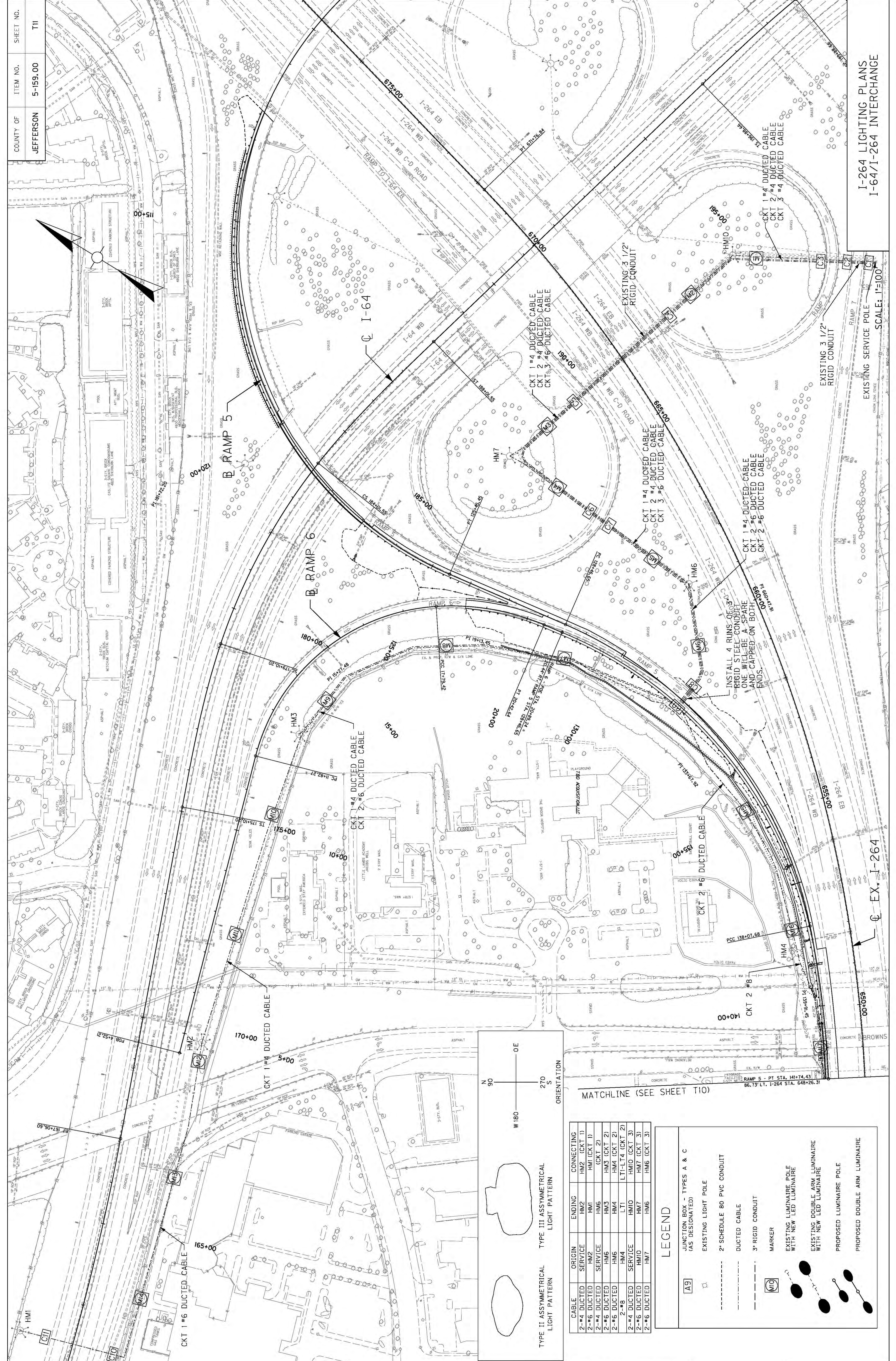
\*\* FIELD LOCATE 1 MILE +/- IN ADVANCE OF EXIT 18A

NOT TO SCALE

MAINTENANCE OF TRAFFIC DETOUR PLAN FOR RAMP 8 & I-264 EB TO BRECKENRIDGE LN SB RAMP CLOSURE



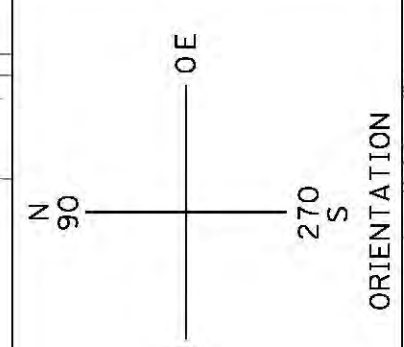




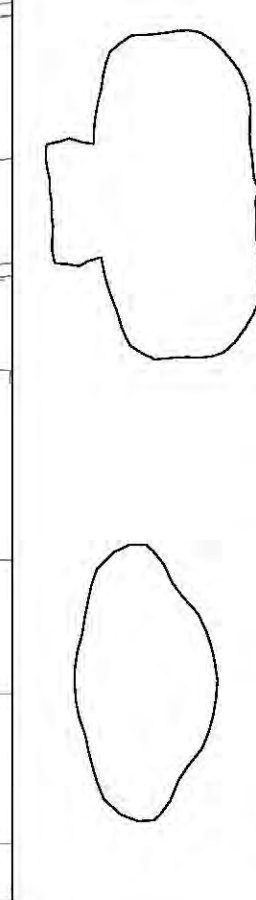
I-264 LIGHTING PLANS  
 I-64/I-264 INTERCHANGE

SCALE: 1"=100'

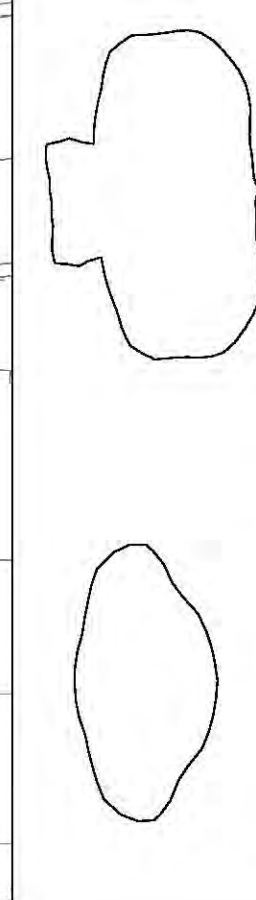
EX. I-264



TYPE II ASYMMETRICAL LIGHT PATTERN



TYPE III ASYMMETRICAL LIGHT PATTERN



CABLE	ORIGIN	ENDING	CONNECTING
2-#4 DUCTED	HM2	HM2	CKT 1
2-#6 DUCTED	HM2	HM1	CKT 1
2-#4 DUCTED	HM6	HM1	CKT 2
2-#4 DUCTED	HM6	HM3	CKT 2
2-#6 DUCTED	HM4	HM4	CKT 2
2-#6	HM4	LT1	CKT 2
2-#4 DUCTED	HM10	HM10	CKT 3
2-#6 DUCTED	HM7	HM7	CKT 3
2-#6 DUCTED	HM6	HM6	CKT 3

LEGEND	
[A9]	JUNCTION BOX - TYPES A & C (AS DESIGNATED)
[Symbol]	EXISTING LIGHT POLE
[Symbol]	2" SCHEDULE 80 PVC CONDUIT
[Symbol]	DUCTED CABLE
[Symbol]	3" RIGID CONDUIT
[Symbol]	MARKER
[Symbol]	EXISTING LUMINAIRE POLE WITH NEW LED LUMINAIRE
[Symbol]	EXISTING DOUBLE ARM LUMINAIRE WITH NEW LED LUMINAIRE
[Symbol]	PROPOSED LUMINAIRE POLE
[Symbol]	PROPOSED DOUBLE ARM LUMINAIRE

MATCHLINE (SEE SHEET T10)

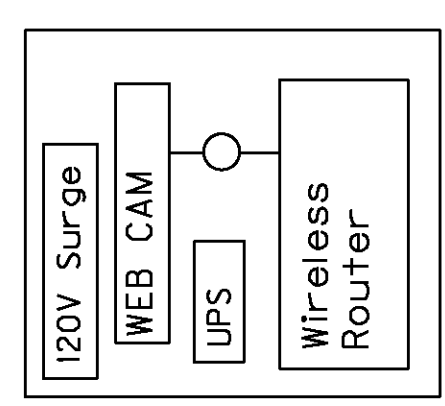


Main Service Per Detail A and notes

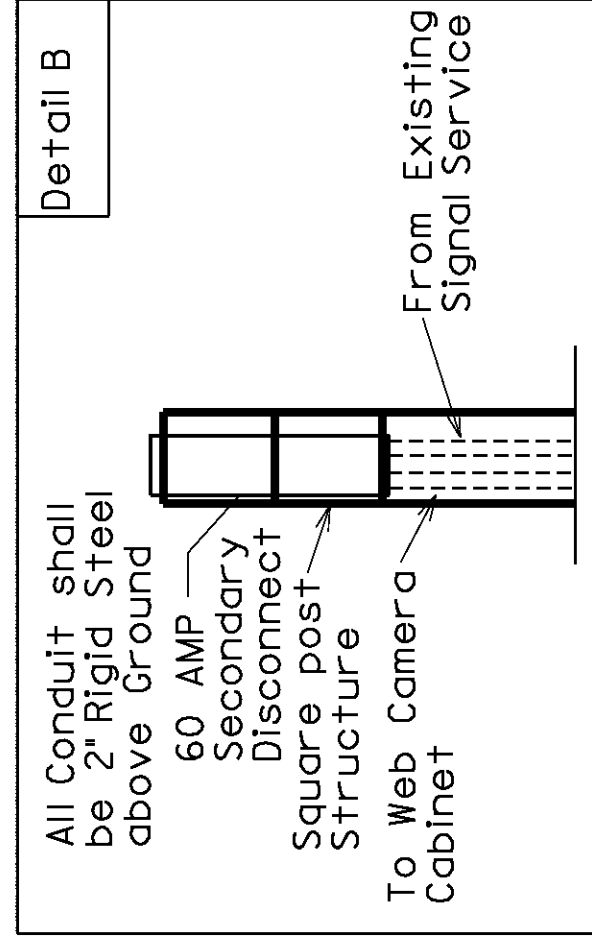
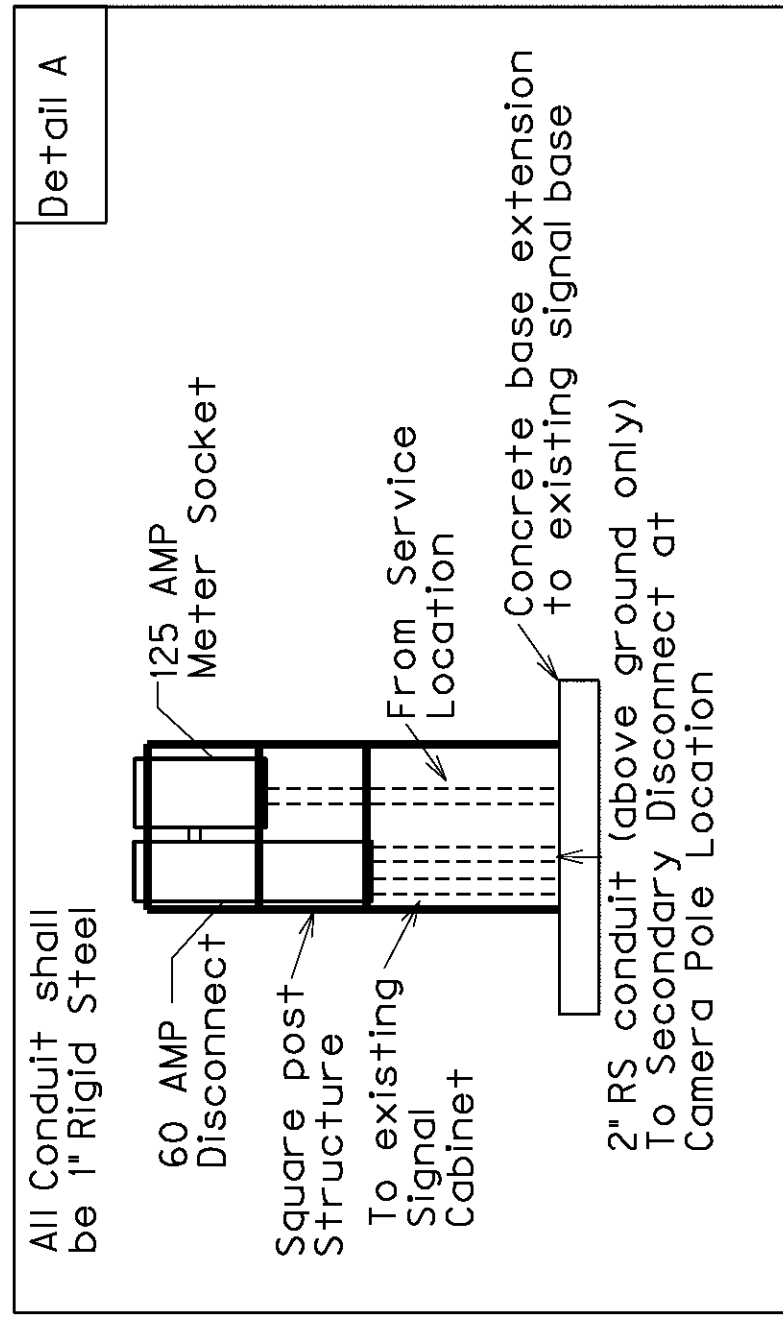
From	To	Conduit Required	Wire Required
Main Service Location (RD 101)	Secondary disconnect at camera pole (thru A1, A2, A3, & A4)**	2" Schedule 80 PVC conduit	3-#4 AWG wires
Secondary disconnect at camera pole (per Detail B)	Camera Cabinet	2" Schedule 80 PVC conduit *	3-#4 AWG wires
Existing Signal Cabinet	Camera Pole (thru A1, A2, A3, & A4)**	2" Schedule 80 PVC conduit	NONE
Web Camera Pole	Web Camera Pole	Spare 2" Schedule 80 PVC conduit	None

\* If routed, the outside of pole, it needs to be RS conduit.  
\*\* Rigid steel conduit between JB A1 & A2, A3 & A4

Warren County I-264 @ Breckenridge Lane Web Camera



Web Camera Cabinet  
Data Surge  
Interface Drawing

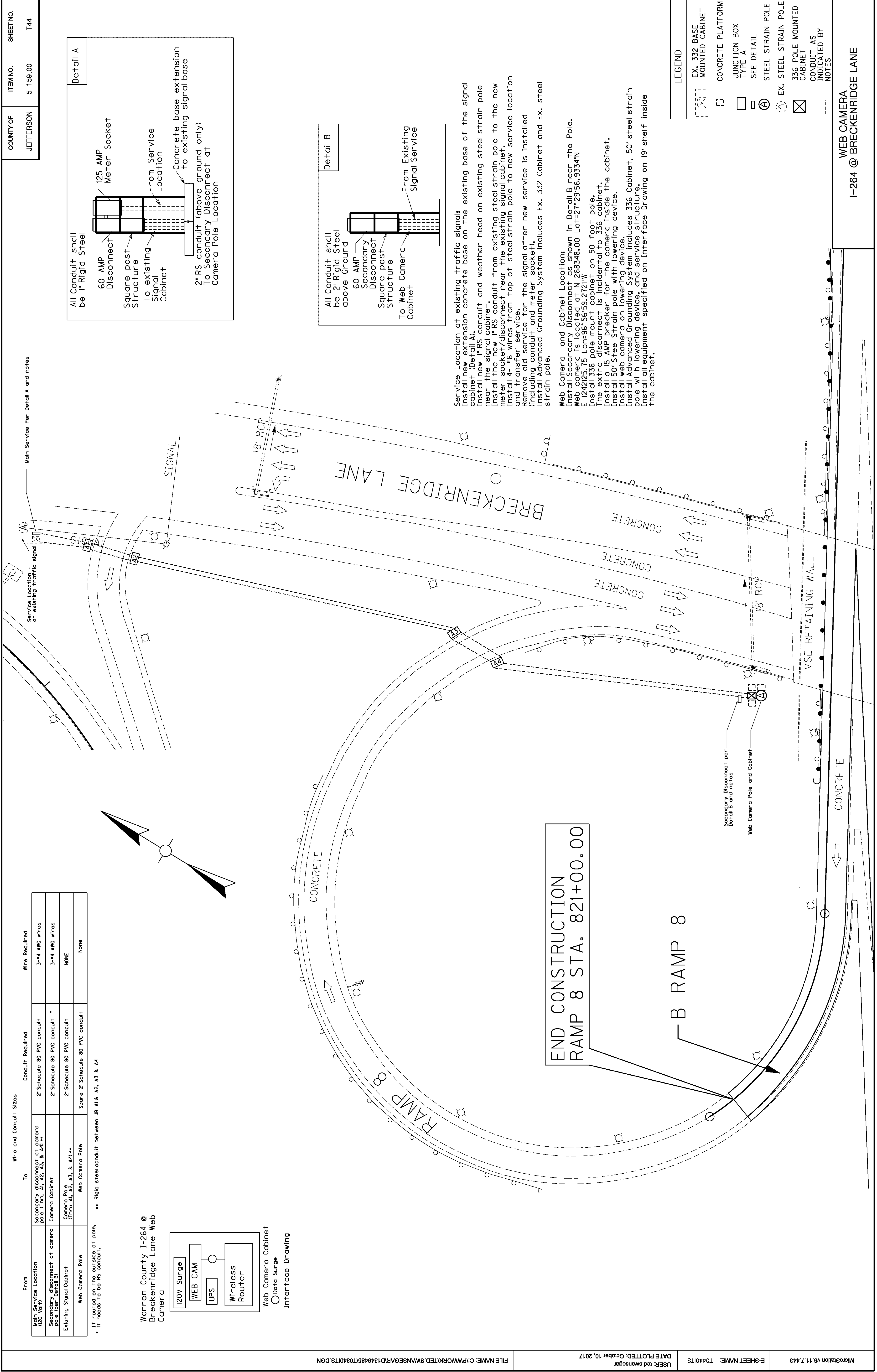


Service Location at existing traffic signal:  
Install new extension concrete base on the existing base of the signal cabinet (Detail A).  
Install new 1" RS conduit and weather head on existing steel strain pole near the signal cabinet.  
Install the new 1" RS conduit from existing steel strain pole to the new meter socket/disconnect near the existing signal cabinet.  
Install 4- #6 wires from top of steel strain pole to new service location and transfer service.  
Remove old service for the signal after new service is installed (including conduit and meter socket).  
Install Advanced Grounding System Includes Ex. 332 Cabinet and Ex. steel strain pole.

Web Camera and Cabinet Location:  
Install Secondary Disconnect as shown in Detail B near the Pole.  
Web camera is located at N 268348.00 Lat=27°29'56.9334"N E 1242125.75 Lon=96°56'59.2721"W  
Install 336 pole mount cabinet on 50 foot pole.  
The extra disconnect is incidental to 336 cabinet.  
Install a 15 AMP breaker for the camera inside the cabinet.  
Install 50' Steel Strain pole with lowering device.  
Install web camera on lowering device.  
Install Advanced Grounding System includes 336 Cabinet, 50' steel strain pole with lowering device, and service structure.  
Install all equipment specified on Interface Drawing on 19' shelf inside the cabinet.

LEGEND

	EX. 332 BASE MOUNTED CABINET
	CONCRETE PLATFORM
	JUNCTION BOX TYPE A
	SEE DETAIL
	STEEL STRAIN POLE
	EX. STEEL STRAIN POLE
	336 POLE MOUNTED CABINET
	CONDUIT AS INDICATED BY NOTES



END CONSTRUCTION  
RAMP 8 STA. 821+00.00

B RAMP 8

WEB CAMERA  
I-264 @ BRECKENRIDGE LANE

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-159.00	T1

SEE MOT PLANS FOR RAMP AND LANE CLOSURES FOR REMOVAL OF EXISTING LIGHTING.

THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, CURRENT EDITION, AND OTHER SPECIAL NOTES AND SPECIFICATIONS WILL APPLY ON THIS PROJECT. SEE SECTION 716 FOR MEASUREMENT AND OTHER DETAILS. SEE SECTION 602 FOR SPIRAL REINFORCEMENT SPLICING

THE CONTRACTOR SHALL MAKE AN INSPECTION OF THE PROJECT SITE PRIOR TO SUBMITTING A BID AND SHALL BE THOROUGHLY FAMILIARIZED WITH EXISTING CONDITIONS. SUBMISSIONS OF A BID WILL BE CONSIDERED AN AFFIRMATION OF THIS INSPECTION HAVING BEEN COMPLETED.

ADD SENTENCE TO SECTION 834.06: ALL WIRE SHALL HAVE WORDING ADDED TO THE OUTER JACKET THAT STATES : "PROPERTY OF KENTUCKY TRANSPORTATION CABINET 502 564 0501".

ADD SENTENCE TO SECTION 834.09: ALL WIRE SHALL HAVE WORDING ADDED TO THE OUTER JACKET THAT STATES: "PROPERTY OF KENTUCKY TRANSPORTATION CABINET 502 564 0501".

MEASUREMENT NOTE THAT ARE IN ADDITION TO SECTION 716:

REMOVE, STORE AND REINSTALL POLE- DEPARTMENT WILL MEASURE THE QUANTITY AS EACH INDIVIDUAL UNIT REMOVED, STORE AND REINSTALLED. THE DEPARTMENT WILL NOT MEASURE WORK AND MATERIAL NECESSARY TO RELOCATE AN EXISTING LIGHTING STANDARD AND WILL CONSIDERED THIS INCIDENTAL TO THIS ITEM OF WORK.

WOOD POLE- DEPARTMENT WILL MEASURE THE QUANTITY AS EACH INDIVIDUAL UNIT FURNISHED AND INSTALLED. THE DEPARTMENT WILL NOT MEASURE EXCAVATION, BACKFILLING, AND RESTORING DISTURBED AREAS.

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WIRE OR CABLE SHALL INCLUDE INSTALLING SPECIFIED WIRE OR CABLE WITHIN CONDUIT AS INDICATED ON THE PLAN SHEETS. INCIDENTAL TO THIS ITEM SHALL BE THE FURNISHING AND INSTALLING OF SPLICE BOOTS OR ANY OTHER HARDWARE REQUIRED FOR INSTALLING CABLE. THE CONTRACTOR SHALL INSTALL ALL CABLE OR WIRE RUNS SPLICE-FREE FROM THE CONTROLLER TO EACH POLE THE CABLE OR WIRE IS FEEDING. EXCEPTIONS TO THIS MUST BE APPROVED BY THE ENGINEER OR AS SPECIFIED ON THE PLANS. THE CONTRACTOR WILL RECEIVE WIRE IN 1000 FOOT ROLLS FROM OUR WAREHOUSE. THE CONTRACTOR SHALL RETURN ALL EXCESS WIRE TO THE TRAFFIC BARN IN DISTRICT 5. IF THE WIRE SUPPLIED DOES NOT EQUAL ENOUGH SUITABLE TO INSTALL ALL RUNS SPLICE FREE. THE CONTRACTOR CAN ASK FOR MORE WIRE TO BE SUPPLIED BY THE DIVISION OF TRAFFIC OPERATIONS. THIS REQUEST SHALL GO THROUGH THE RESIDENT ENGINEER TO CENTRAL OFFICE DIVISION OF TRAFFIC OPERATIONS. EACH RUN OF WIRE FROM POLE TO POLE (UP EACH POLE) SHALL BE THE FOLLOWING COLOR CODED: 2-BLACK (HOT) AND GREEN (GROUND). THIS NOTE ONLY APPLIES TO BID CODES 23675EC AND 24474ED.

ELECTRICAL JUNCTION BOX TYPE A - THE CONDUIT EXITING EACH TYPE A JUNCTION BOX THAT CONNECTS TO THE EXISTING POLE SHALL BE INCIDENTAL TO THE COST OF THE JUNCTION BOX.

LED LUMINAIRE - CONTRACTOR SHALL DEMONSTRATE THAT EACH LIGHT TURNS ON AFTER REPLACING HPS LUMINAIRE WITH LED LUMINAIRE. IF THE LIGHT DOES NOT TURN ON, THE COST OF A NEW 6A FUSE SHALL BE INCIDENTAL TO THE COST OF THE LED LUMINAIRE.

LED LUMINAIRE - CONTRACTOR SHALL REPLACE ANY MISSING COVERS FROM JUNCTION BOXES IN MEDIAN BARRIER WALLS WITH 1/8" A36 GALVANIZED STEEL COVER PLATE, AS WELL AS PROVIDING ALL NEW STAINLESS STEEL HEX BOLTS FOR EACH JUNCTION BOX IN MEDIAN BARRIER WALL INCIDENTAL TO THIS ITEM OF WORK.

REMOVE, STORE, AND REINSTALL POLE - TRANSFORMER BASE COVERS AND HAND HOLE COVERS THAT ARE MISSING FROM EXISTING POLES SHALL BE REPLACED INCIDENTAL TO THIS ITEM OF WORK.

MATERIALS, LABOR, AND OTHER COSTS ASSOCIATED WITH CONSTRUCTING BARRIER WALL BUMPOUTS FOR ROADWAY LIGHTING SHALL BE INCIDENTAL TO CONTRACT.

REMOVE LIGHTING QUANTITIES SHALL INCLUDE THE REMOVAL OF IDENTIFIED EXISTING LIGHT POLES IN THE PLAN SHEETS ON 264EB FROM THE TAYLORSVILLE ROAD EB ON-RAMP TO EAST OF BRECKENRIDGE LANE. REMOVAL OF LUMINAIRE ON TRANSFORMER BASE SHALL TO THE DETAILS IDENTIFIED IN THE STANDARD SPECIFICATIONS. REMOVAL OF LUMINAIRE ON BARRIER WALL SHALL INCLUDE A CAP IN CONDUIT EXITING THE BARRIER WITH THE ANCHOR BOLTS CUT SO THAT THE TOP OF THE BARRIER IS FLUSH.

ALL LIGHTS SHALL REMAIN ENERGIZED AT ALL TIMES DURING CONSTRUCTION.

**ROADWAY LIGHTING ESTIMATE OF QUANTITIES**

TOTAL	UNITS	CODE	ITEM DESCRIPTION
3	EACH	4740	POLE BASE
2	EACH	4741	POLE BASE IN MEDIAN WALL
5	EACH	22939ND	INSTALL LUMINAIRE POLE
14	EACH	4780	FUSED CONNECTOR KIT
180	LIN FT	4797	CONDUIT-3 IN
17	EACH	4800	MARKER
180	EACH	21543EN	BORE AND JACK CONDUIT
104	EACH	24589ED	LED LUMINAIRE
650	LIN FT	2490IEC	PVC CONDUIT-2 IN-SCHEDULE 80
2703	LIN FT	4833	WIRE-NO. 8
5721	LIN FT	4834	WIRE-NO. 6
5504	LIN FT	4835	WIRE-NO. 4
5	EACH	4942	REMOVE, STORE, AND REINSTALL POLE
8700	LIN FT	4820	TRENCHING AND BACKFILLING
1	LP SUM	4940	REMOVE LIGHTING
3	EACH	2039INS835	ELECTRICAL JUNCTION BOX TYPE A
13	EACH	20392NS835	ELECTRICAL JUNCTION BOX TYPE C
3	EACH	4810	ELECTRICAL JUNCTION BOX - 24"

USFR: detjen DATE PLOTTED: Apr-11 13, 2018

FILE NAME: J:\34683A 1-64 WB TO 1-264 WB\ULTIMATE CONSTRUCTION\CADD\PLANS - LIGHTING\LIGHTING PLANS\LIGHTING SHEETS\02-QUANTITY SHEET

E-SHEET NAME:

MicroStation V8.11.7.443

4-14-2016

DESIGNED BY: WSP USA  
DATE SUBMITTED: 2/2/2018

**Commonwealth of Kentucky**  
**DEPARTMENT OF HIGHWAYS**  
**COUNTY OF**

**JEFFERSON**

PROJECT: I-64 WB TO I-264 WB RAMP IMPROVEMENTS  
NUMBERS: FD52 056 0064 012-013, NHPPIM 0642 (197)

ROADWAY LIGHTING ESTIMATES  
OF QUANTITIES

COUNTY OF	ITEM NO.	SHEET NO.
JEFFERSON	5-159.00	T1

REVISED 04-13-2018

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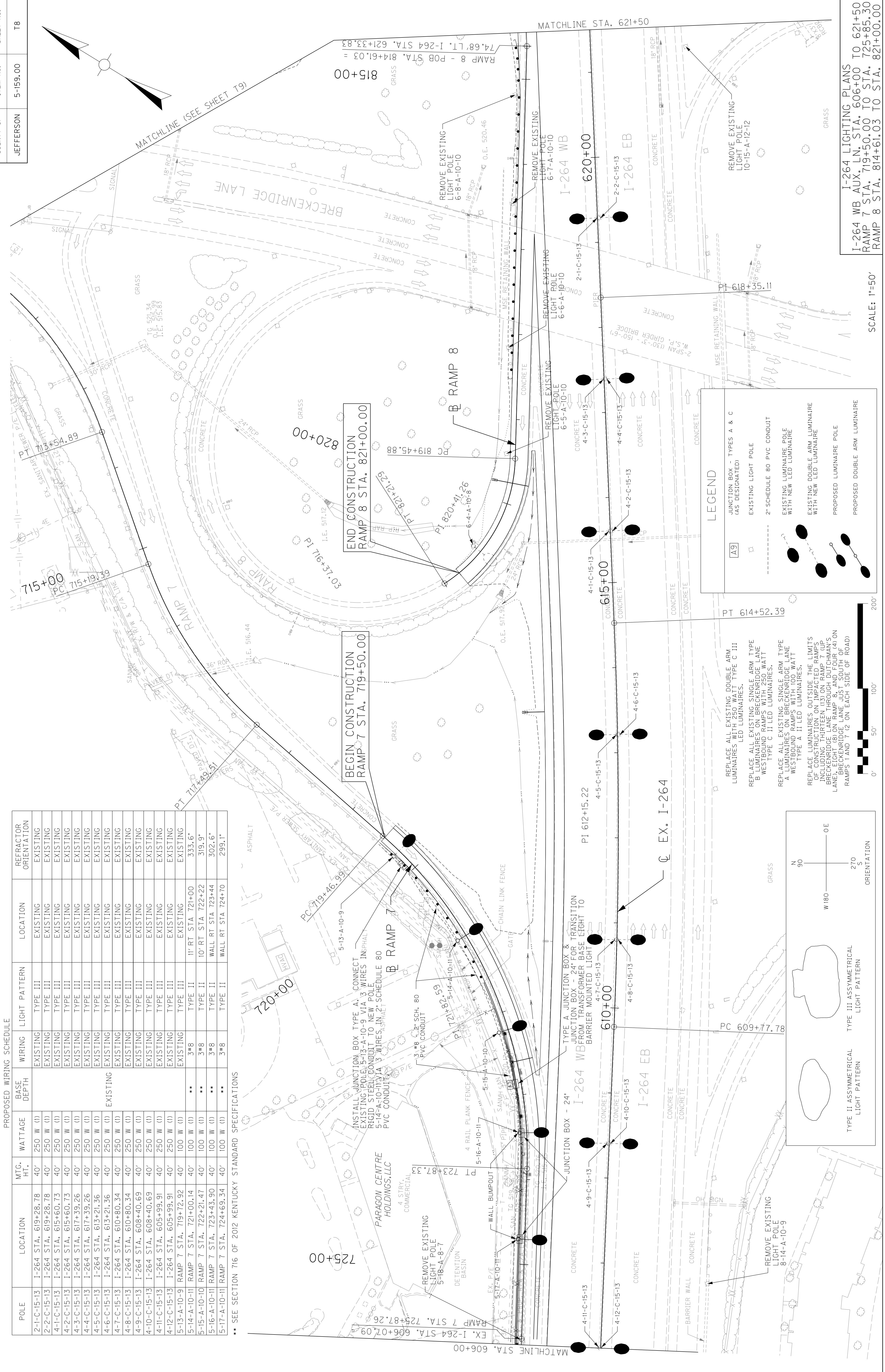
DESIGNED BY: WSP USA  
 DATE SUBMITTED: 2/2/2018

**Commonwealth of Kentucky**  
**DEPARTMENT OF HIGHWAYS**  
 COUNTY OF  
**JEFFERSON**

I-64 WB TO I-264 WB RAMP IMPROVEMENTS  
 PROJECT FD52 056 0064 012-013, NHPPIM 0642 (197)  
 NUMBERS:

ROADWAY LIGHTING ESTIMATES  
 OF QUANTITIES





PROPOSED WIRING SCHEDULE

POLE	LOCATION	MTG. HT.	WATTAGE	BASE DEPTH	WIRING	LIGHT PATTERN	LOCATION	REFRACTOR ORIENTATION
2-1-C-15-13	I-264 STA. 619+28.78	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
2-2-C-15-13	I-264 STA. 619+28.78	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-1-C-15-13	I-264 STA. 615+60.73	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-2-C-15-13	I-264 STA. 615+60.73	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-3-C-15-13	I-264 STA. 617+39.26	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-4-C-15-13	I-264 STA. 617+39.26	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-5-C-15-13	I-264 STA. 613+21.36	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-6-C-15-13	I-264 STA. 613+21.36	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-7-C-15-13	I-264 STA. 610+80.34	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-8-C-15-13	I-264 STA. 610+80.34	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-9-C-15-13	I-264 STA. 608+40.69	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-10-C-15-13	I-264 STA. 608+40.69	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-11-C-15-13	I-264 STA. 605+99.91	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-12-C-15-13	I-264 STA. 605+99.91	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
5-13-A-10-11	RAMP 7 STA. 719+72.92	40'	100 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
5-14-A-10-11	RAMP 7 STA. 721+00.14	40'	100 W (I)	**	3*8	TYPE II	11' RT STA 721+00	333.6*
5-15-A-10-11	RAMP 7 STA. 722+21.47	40'	100 W (I)	**	3*8	TYPE II	10' RT STA 722+22	319.9*
5-16-A-10-11	RAMP 7 STA. 723+43.90	40'	100 W (I)	**	3*8	TYPE II	WALL RT STA 723+44	302.6*
5-17-A-10-11	RAMP 7 STA. 724+69.34	40'	100 W (I)	**	3*8	TYPE II	WALL RT STA 724+70	299.1*

\*\* SEE SECTION 716 OF 2012 KENTUCKY STANDARD SPECIFICATIONS

**LEGEND**

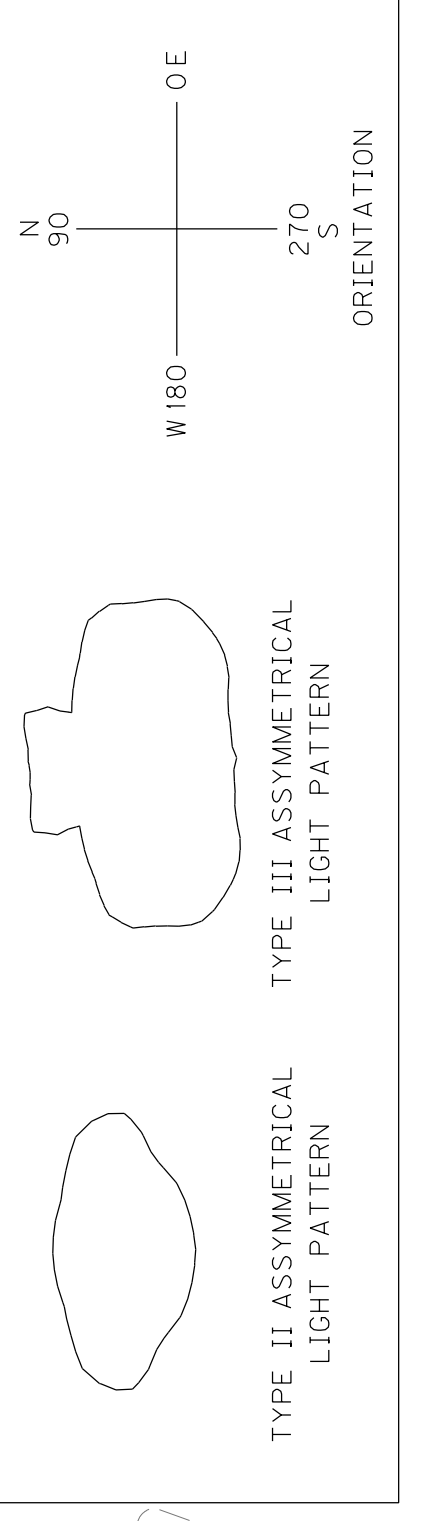
- JUNCTION BOX - TYPES A & C (AS DESIGNATED)
- EXISTING LIGHT POLE
- 2" SCHEDULE 80 PVC CONDUIT
- EXISTING LUMINAIRE POLE WITH NEW LED LUMINAIRE
- EXISTING DOUBLE ARM LUMINAIRE WITH NEW LED LUMINAIRE
- PROPOSED LUMINAIRE POLE
- PROPOSED DOUBLE ARM LUMINAIRE

REPLACE ALL EXISTING DOUBLE ARM LUMINAIRES WITH 250 WATT TYPE C III LED LUMINAIRES.

REPLACE ALL EXISTING SINGLE ARM TYPE B LUMINAIRES ON BRECKENRIDGE LANE WESTBOUND RAMP WITH 250 WATT TYPE C II LED LUMINAIRES.

REPLACE ALL EXISTING SINGLE ARM TYPE A LUMINAIRES ON BRECKENRIDGE LANE WESTBOUND RAMP WITH 100 WATT TYPE A II LED LUMINAIRES.

REPLACE LUMINAIRES OUTSIDE THE LIMITS OF CONSTRUCTION ON IMPACTED RAMP 7 INCLUDING THIRTEEN (13) ON RAMP 7 (UP BRECKENRIDGE LANE THROUGH AND THROUGH BRECKENRIDGE LANE JUST SOUTH OF RAMP 7) AND 7 (2) ON EACH SIDE OF ROAD.

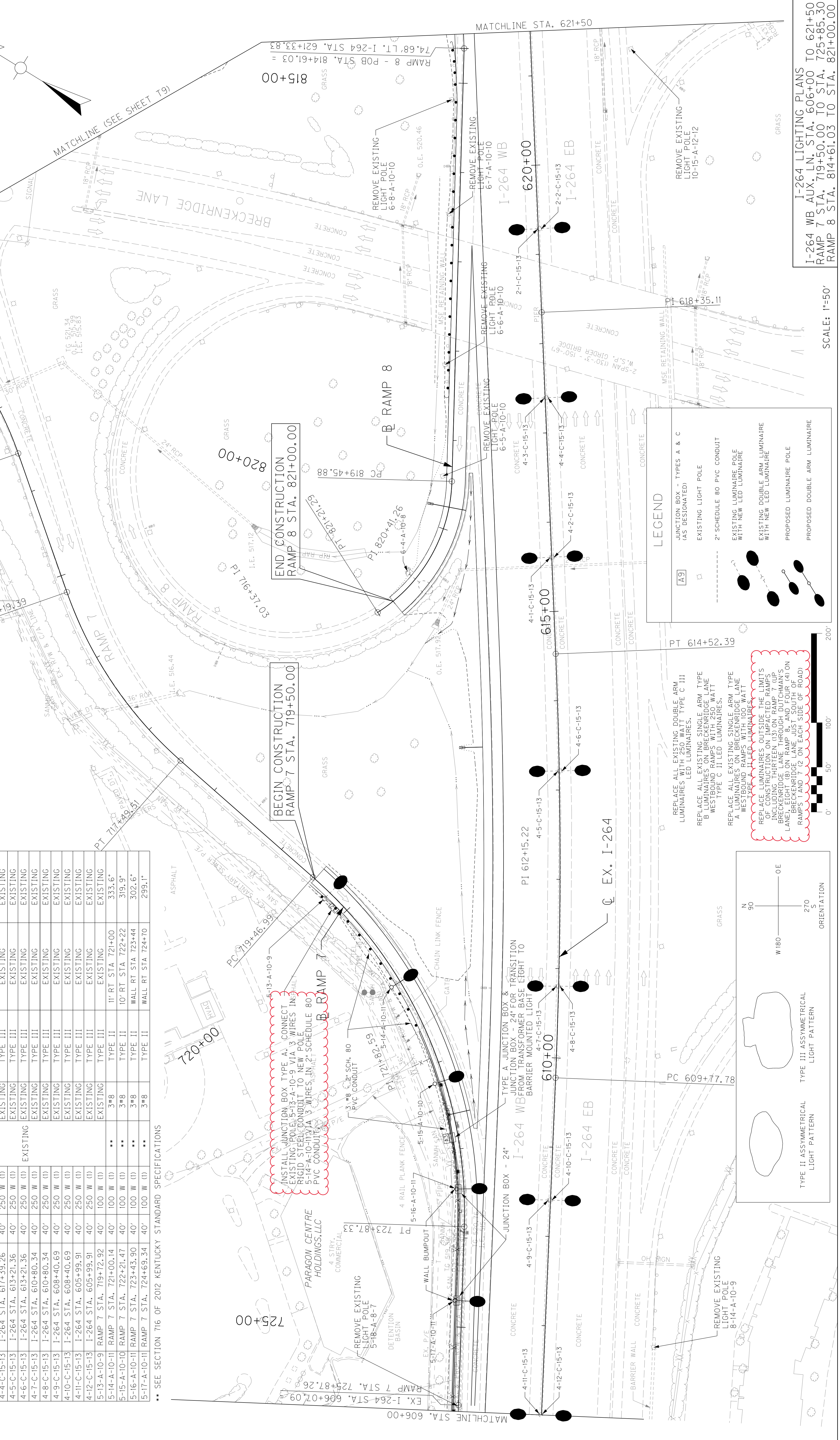


I-264 LIGHTING PLANS  
 I-264 WB AUX. LN. STA. 606+00 TO 621+50  
 RAMP 7 STA. 719+50.00 TO STA. 725+85.30  
 RAMP 8 STA. 814+61.03 TO STA. 821+00.00

SCALE: 1"=50'



REVISED 04-13-2018



PROPOSED WIRING SCHEDULE

POLE	LOCATION	MTG. HT.	WATTAGE	BASE DEPTH	WIRING	LIGHT PATTERN	LOCATION	REFRACTOR ORIENTATION
2-1-C-15-13	I-264 STA. 619+28.78	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
2-2-C-15-13	I-264 STA. 619+28.78	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-1-C-15-13	I-264 STA. 615+60.73	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-2-C-15-13	I-264 STA. 615+60.73	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-3-C-15-13	I-264 STA. 617+39.26	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-4-C-15-13	I-264 STA. 617+39.26	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-5-C-15-13	I-264 STA. 613+21.36	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-6-C-15-13	I-264 STA. 613+21.36	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-7-C-15-13	I-264 STA. 610+80.34	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-8-C-15-13	I-264 STA. 610+80.34	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-9-C-15-13	I-264 STA. 608+40.69	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-10-C-15-13	I-264 STA. 608+40.69	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-11-C-15-13	I-264 STA. 605+99.91	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
4-12-C-15-13	I-264 STA. 605+99.91	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
5-13-A-10-11	RAMP 7 STA. 721+00.14	40'	100 W (I)	**	3*8	TYPE II	11' RT STA 721+00	333.6*
5-14-A-10-11	RAMP 7 STA. 722+21.47	40'	100 W (I)	**	3*8	TYPE II	10' RT STA 722+22	319.9*
5-15-A-10-11	RAMP 7 STA. 723+43.90	40'	100 W (I)	**	3*8	TYPE II	WALL RT STA 723+44	302.6*
5-16-A-10-11	RAMP 7 STA. 724+69.34	40'	100 W (I)	**	3*8	TYPE II	WALL RT STA 724+70	299.1*
5-17-A-10-11	RAMP 7 STA. 724+69.34	40'	100 W (I)	**	3*8	TYPE II	WALL RT STA 724+70	299.1*

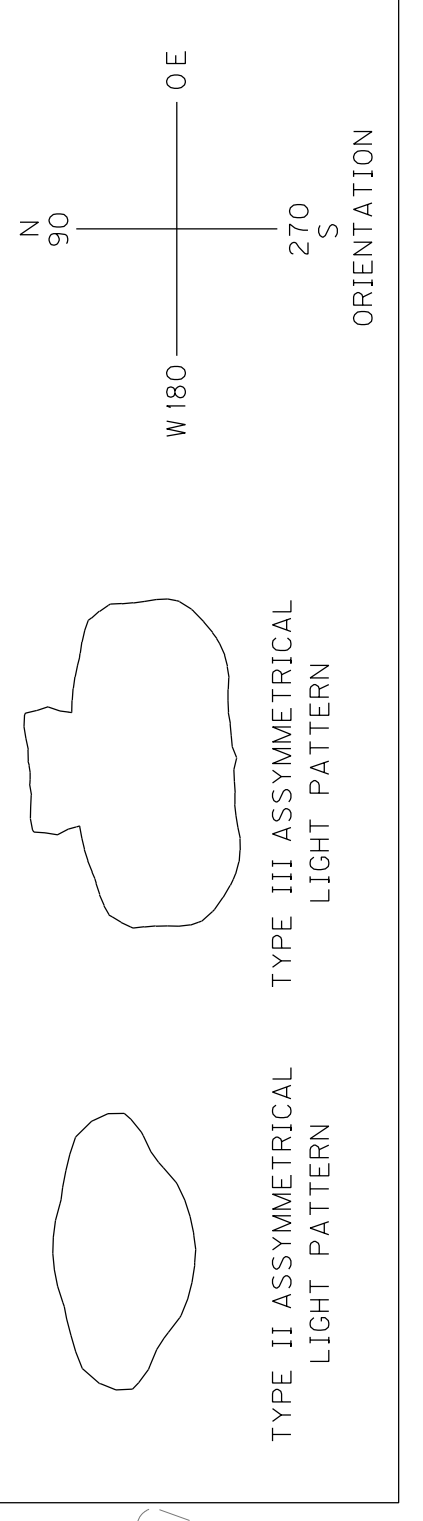
\*\* SEE SECTION 716 OF 2012 KENTUCKY STANDARD SPECIFICATIONS

INSTALL JUNCTION BOX TYPE A, CONNECT EXISTING POLES 5-13-A-10-9 VIA 3 WIRES IN RIGID STEEL CONDUIT TO NEW POLE 5-14-A-10-11 VIA 3 WIRES IN 2" SCHEDULE 80 PVC CONDUIT.

**LEGEND**

- JUNCTION BOX - TYPES A & C (AS DESIGNATED)
- EXISTING LIGHT POLE
- 2" SCHEDULE 80 PVC CONDUIT
- EXISTING LUMINAIRE POLE WITH NEW LED LUMINAIRE
- EXISTING DOUBLE ARM LUMINAIRE WITH NEW LED LUMINAIRE
- PROPOSED LUMINAIRE POLE
- PROPOSED DOUBLE ARM LUMINAIRE

REPLACE ALL EXISTING DOUBLE ARM LUMINAIRES WITH 250 WATT TYPE C III LED LUMINAIRES.  
 REPLACE ALL EXISTING SINGLE ARM TYPE B LUMINAIRES ON BRECKENRIDGE LANE WESTBOUND RAMP WITH 250 WATT TYPE C II LED LUMINAIRES.  
 REPLACE ALL EXISTING SINGLE ARM TYPE A LUMINAIRES ON BRECKENRIDGE LANE WESTBOUND RAMP WITH 100 WATT TYPE A LED LUMINAIRES.  
 REPLACE LUMINAIRES OUTSIDE THE LIMITS OF CONSTRUCTION ON IMPACTED RAMP 7 INCLUDING THIRTEEN (13) ON RAMP 7 (UP BRECKENRIDGE LANE THROUGH JOHNSON'S LANE BRECKENRIDGE LANE JUST SOUTH OF RAMP 1 AND 7 (2 ON EACH SIDE OF ROAD)

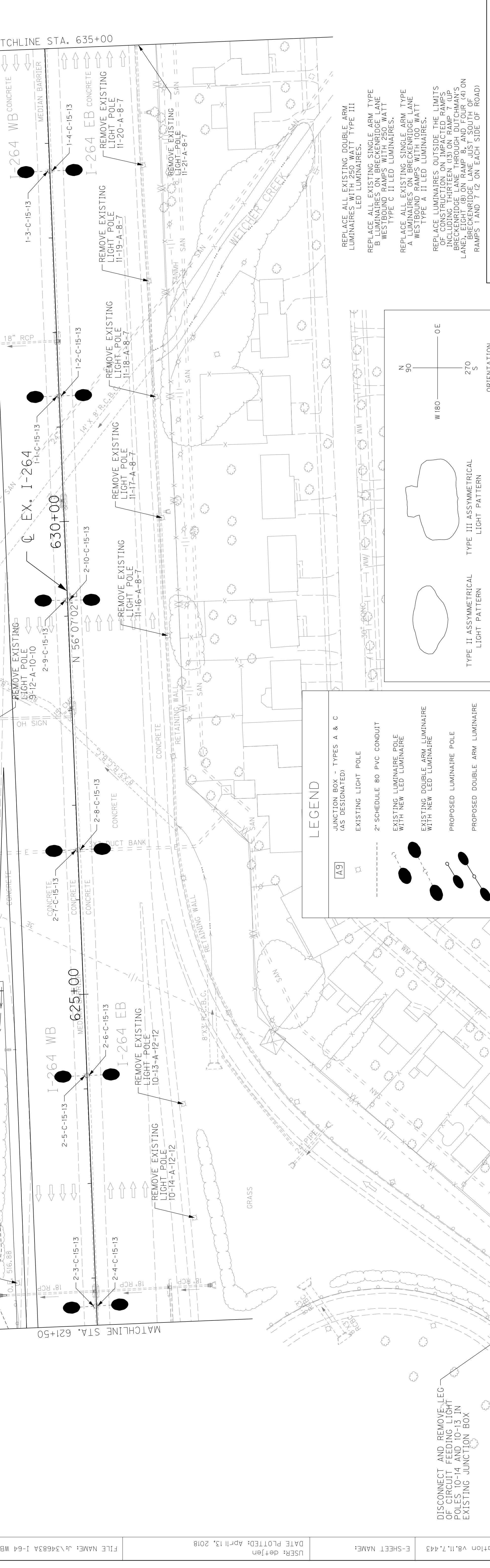
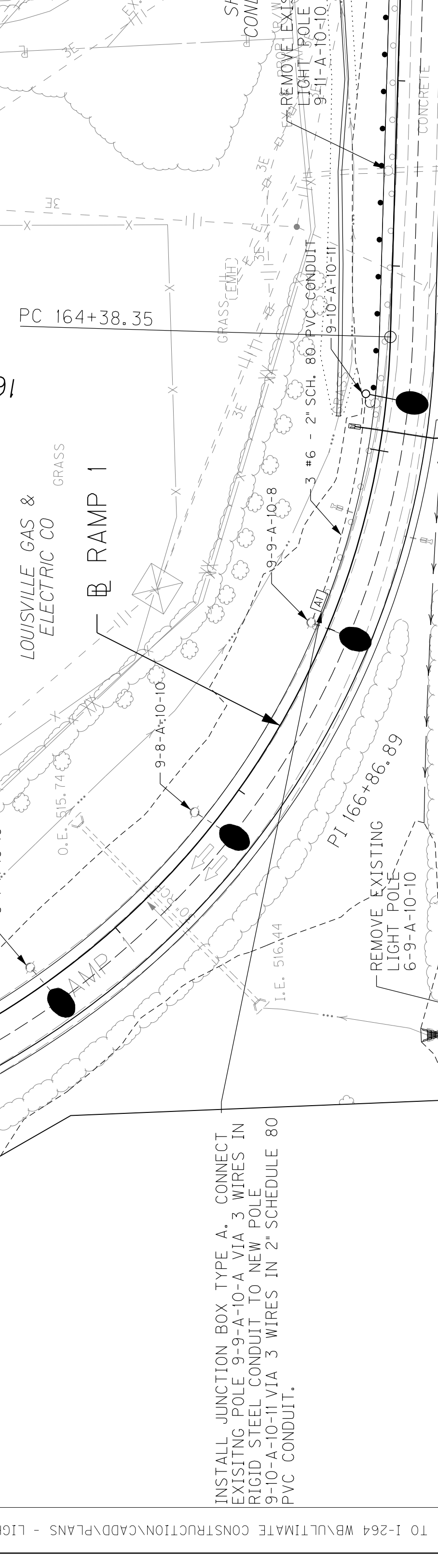
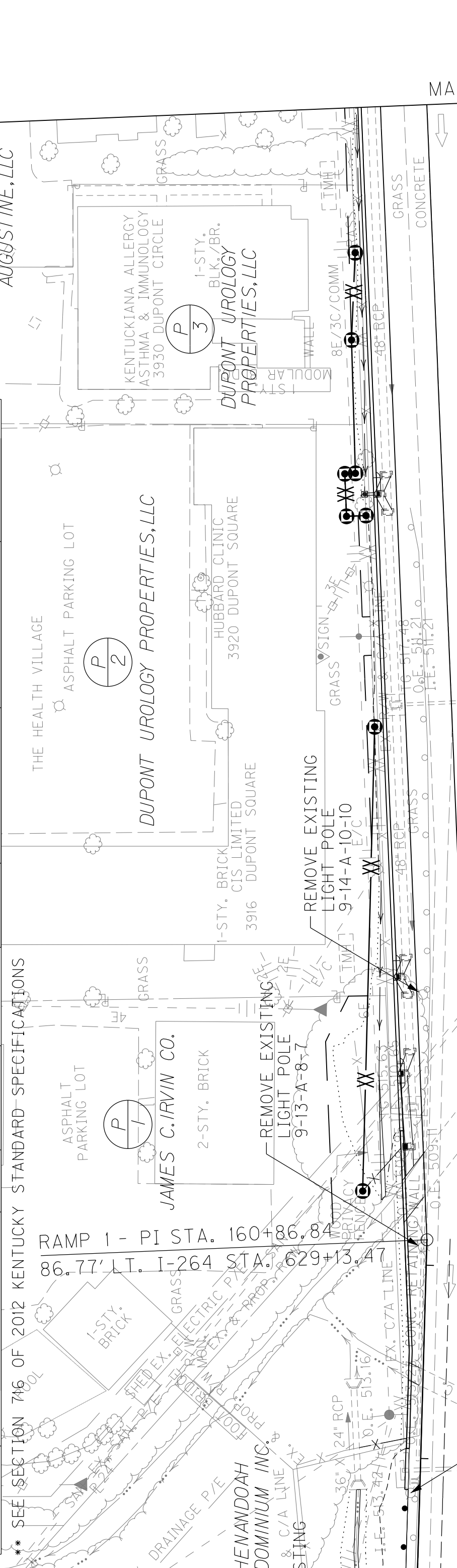
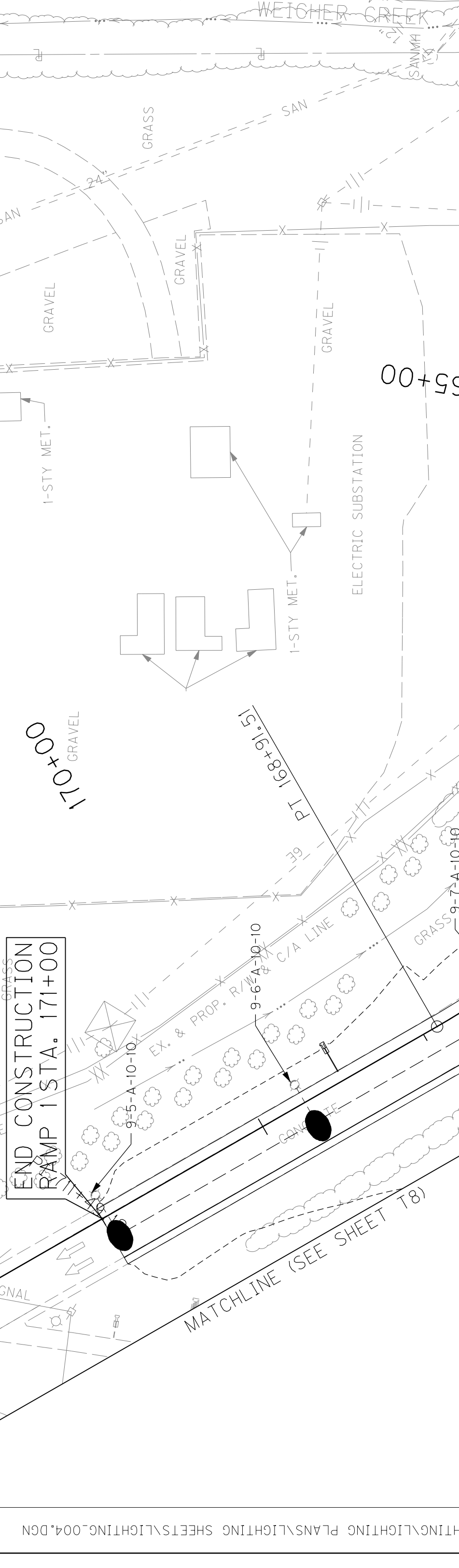


I-264 LIGHTING PLANS  
 I-264 WB AUX. LN. STA. 606+00 TO 621+50  
 RAMP 7 STA. 719+50.00 TO STA. 725+85.30  
 RAMP 8 STA. 814+61.03 TO STA. 821+00.00

SCALE: 1"=50'



POLE	LOCATION	MTC. HT.	WATTAGE	BASE DEPTH	WIRING	LIGHT PATTERN	LOCATION	REFRACTOR ORIENTATION
I-4-C-15-13	I-264 STA. 633+70.69	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-3-C-15-13	I-264 STA. 633+70.69	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-2-C-15-13	I-264 STA. 631+32.75	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-1-C-15-13	I-264 STA. 631+32.75	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-10-C-15-13	I-264 STA. 629+16.80	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-9-C-15-13	I-264 STA. 629+16.80	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-8-C-15-13	I-264 STA. 626+52.69	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-7-C-15-13	I-264 STA. 624+14.07	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-6-C-15-13	I-264 STA. 624+14.07	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-5-C-15-13	I-264 STA. 621+70.24	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-4-C-15-13	I-264 STA. 621+70.24	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-3-C-15-13	I-264 STA. 621+70.24	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-2-C-15-13	I-264 STA. 621+70.24	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-10-A-10-11	RAMP 1 STA. 164+70.23	30'	100 W (I)	**	3*6	TYPE II	11' RT STA 164+70	290.3'
I-9-A-10-10	RAMP 1 STA. 166+00.67	30'	100 W (I)	EXISTING	EXISTING	TYPE II	EXISTING	EXISTING
I-8-A-10-10	RAMP 1 STA. 167+24.22	30'	100 W (I)	EXISTING	EXISTING	TYPE II	EXISTING	EXISTING
I-7-A-10-10	RAMP 1 STA. 168+50.08	30'	100 W (I)	EXISTING	EXISTING	TYPE II	EXISTING	EXISTING
I-6-A-10-10	RAMP 1 STA. 169+73.88	30'	100 W (I)	EXISTING	EXISTING	TYPE II	EXISTING	EXISTING
I-5-A-10-10	RAMP 1 STA. 170+96.75	30'	100 W (I)	EXISTING	EXISTING	TYPE II	EXISTING	EXISTING



REPLACE ALL EXISTING DOUBLE ARM LUMINAIRES WITH 250 WATT TYPE III LED LUMINAIRES.  
 REPLACE ALL EXISTING SINGLE ARM TYPE B LUMINAIRES ON BRECKENRIDGE LANE WESTBOUND RAMP WITH 250 WATT TYPE C II LED LUMINAIRES.  
 REPLACE ALL EXISTING SINGLE ARM TYPE A LUMINAIRES ON BRECKENRIDGE LANE WESTBOUND RAMP WITH 100 WATT TYPE A II LED LUMINAIRES.  
 REPLACE LUMINAIRES OUTSIDE THE LIMITS OF CONSTRUCTION ON IMPACTED RAMP INCLUDING THIRTEEN (13) ON RAMP 7 (UP BRECKENRIDGE LANE THROUGHOUT RAMP) ON BRECKENRIDGE LANE JUST SOUTH OF RAMP 1 AND 7 (2 ON EACH SIDE OF ROAD)

**LEGEND**

- JUNCTION BOX - TYPES A & C (AS DESIGNATED)
- EXISTING LIGHT POLE
- 2" SCHEDULE 80 PVC CONDUIT
- EXISTING LUMINAIRE POLE WITH NEW LED LUMINAIRE
- EXISTING DOUBLE ARM LUMINAIRE WITH NEW LED LUMINAIRE
- PROPOSED LUMINAIRE POLE
- PROPOSED DOUBLE ARM LUMINAIRE

**ORIENTATION**

N 90  
 W 180  
 S 270  
 E 0

**SCALE: 1"=50'**

0' 50' 100' 200'

INSTALL JUNCTION BOX TYPE A. CONNECT EXISTING POLE 9-9-A-10-A VIA 3 WIRES IN RIGID STEEL CONDUIT TO NEW POLE 9-10-A-10-11 VIA 3 WIRES IN 2" SCHEDULE 80 PVC CONDUIT.

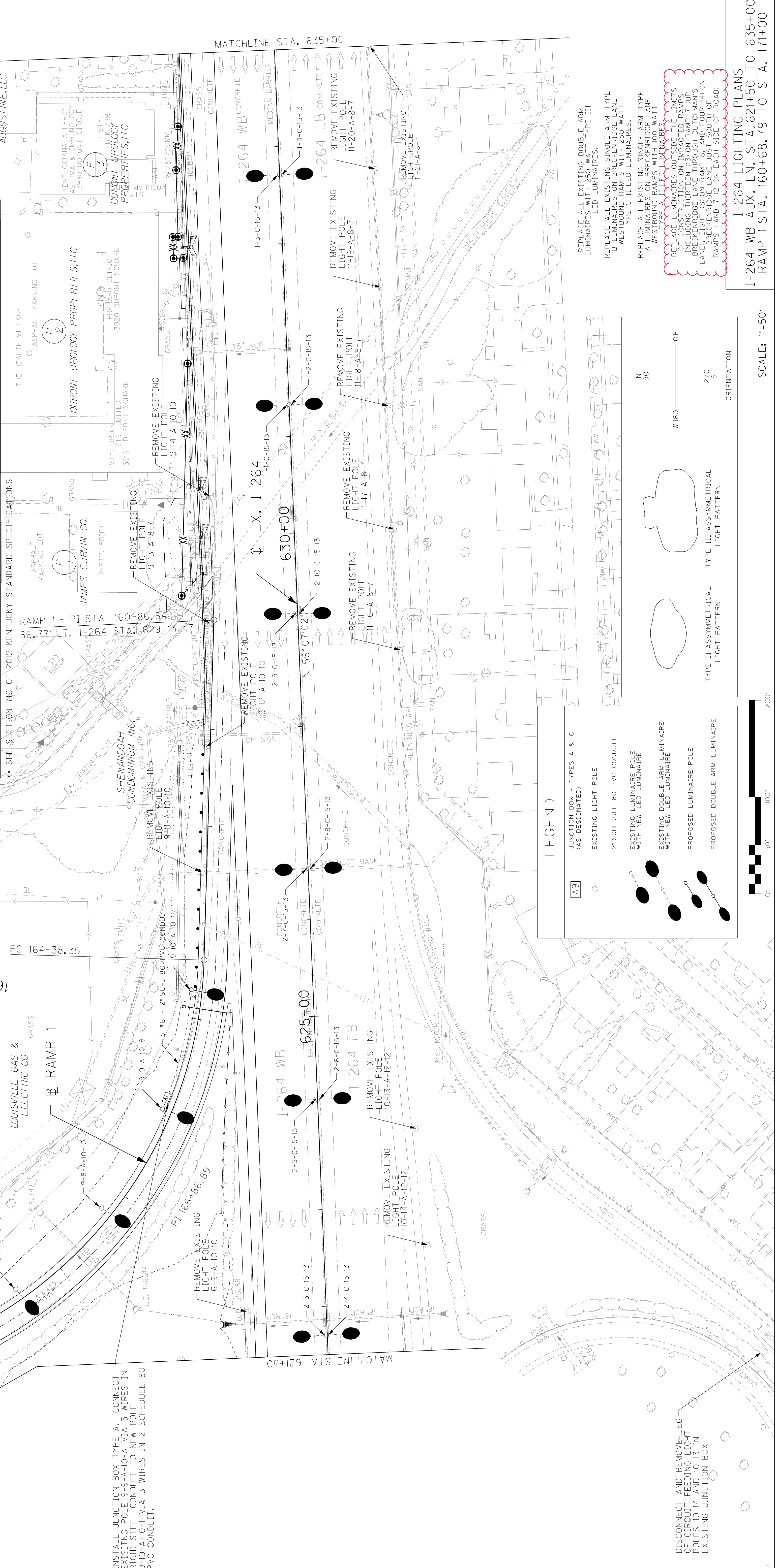
DISCONNECT AND REMOVE LEG OF CIRCUIT FEEDING LIGHT POLES 10-14 AND 10-13 IN EXISTING JUNCTION BOX

FILE NAME: J:\34683A I-64 WB TO I-264 WB\ULTIMATE CONSTRUCTION\CADD\PLANS - LIGHTING\LIGHTING SHEETS\LIGHTING.004.DGN  
 USER: deifen  
 DATE PLOTTED: April 13, 2018  
 MicroStation v8.11.7.443  
 E-SHEET NAME:



**REVISED 04-13-2018**

POLE	LOCATION	MTC. HT.	WATTAGE	BASE DEPTH	WIRING	LIGHT PATTERN	LOCATION	REFRACTOR ORIENTATION
I-4-C-15-13	I-264 STA. 633+70.69	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-3-C-15-13	I-264 STA. 633+70.69	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-2-C-15-13	I-264 STA. 631+32.75	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-1-C-15-13	I-264 STA. 631+32.75	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-10-C-15-13	I-264 STA. 629+16.80	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-9-C-15-13	I-264 STA. 629+16.80	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-8-C-15-13	I-264 STA. 626+52.69	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-7-C-15-13	I-264 STA. 624+14.07	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-6-C-15-13	I-264 STA. 624+14.07	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-5-C-15-13	I-264 STA. 621+70.24	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-4-C-15-13	I-264 STA. 621+70.24	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-3-C-15-13	I-264 STA. 621+70.24	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-2-C-15-13	I-264 STA. 621+70.24	40'	250 W (I)	EXISTING	EXISTING	TYPE III	EXISTING	EXISTING
I-10-A-10-11	RAMP 1 STA. 164+70.23	30'	100 W (I)	**	EXISTING	TYPE II	EXISTING	EXISTING
I-9-A-10-10	RAMP 1 STA. 166+00.67	30'	100 W (I)	EXISTING	EXISTING	TYPE II	EXISTING	EXISTING
I-8-A-10-10	RAMP 1 STA. 167+24.22	30'	100 W (I)	EXISTING	EXISTING	TYPE II	EXISTING	EXISTING
I-7-A-10-10	RAMP 1 STA. 168+50.08	30'	100 W (I)	EXISTING	EXISTING	TYPE II	EXISTING	EXISTING
I-6-A-10-10	RAMP 1 STA. 169+73.88	30'	100 W (I)	EXISTING	EXISTING	TYPE II	EXISTING	EXISTING
I-5-A-10-10	RAMP 1 STA. 170+96.75	30'	100 W (I)	EXISTING	EXISTING	TYPE II	EXISTING	EXISTING



INSTALL JUNCTION BOX TYPE A. CONNECT EXISTING POLE 9-9-A-10-A VIA 3 WIRES IN RIGID STEEL CONDUIT TO NEW POLE 9-10-A-10-11 VIA 3 WIRES IN 2" SCHEDULE 80 PVC CONDUIT.

DISCONNECT AND REMOVE LEG OF CIRCUIT FEEDING LIGHT POLES 10-14 AND 10-13 IN EXISTING JUNCTION BOX

REPLACE ALL EXISTING DOUBLE ARM LUMINAIRES WITH 250 WATT TYPE III LED LUMINAIRES.

REPLACE ALL EXISTING SINGLE ARM TYPE B LUMINAIRES ON BRECKENRIDGE LANE WESTBOUND RAMP WITH 250 WATT TYPE C II LED LUMINAIRES.

REPLACE ALL EXISTING SINGLE ARM TYPE A LUMINAIRES ON BRECKENRIDGE LANE WESTBOUND RAMP WITH 100 WATT WESTBOUND RAMP WITH 100 WATT TYPE A LUMINAIRES ON BRECKENRIDGE LANE WESTBOUND RAMP WITH 100 WATT TYPE A LUMINAIRES.

REPLACE LUMINAIRE OUTSIDE THE LIMITS OF CONSTRUCTION ON IMPACTED RAMP 1 INCLUDING THIRTEEN (13) ON RAMP 7 (UP BRECKENRIDGE LANE THROUGHOUT RAMP 7) ON RAMP 10 (UP BRECKENRIDGE LANE) ON RAMP 1 AND 7 (2 ON EACH SIDE OF ROAD)

**LEGEND**

- JUNCTION BOX - TYPES A & C (AS DESIGNATED)
- EXISTING LIGHT POLE
- 2" SCHEDULE 80 PVC CONDUIT WITH NEW LED LUMINAIRE
- EXISTING DOUBLE ARM LUMINAIRE WITH NEW LED LUMINAIRE
- PROPOSED LUMINAIRE POLE
- PROPOSED DOUBLE ARM LUMINAIRE

TYPE II ASYMMETRICAL LIGHT PATTERN

TYPE III ASYMMETRICAL LIGHT PATTERN

ORIENTATION