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# Exhibit C – Amended Scope and Schedule

## 1. Project Coordination

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### 1.1 Kickoff Meeting

At project kickoff, The project team will meet with LFUCG to confirm the scope and finalize the Work Plan Document (WPD). The WPD will define communication protocols, project schedule with engagement dates, key milestones, delivery timelines, and goals for each deliverable.

### 1.2 Project Management Team Coordination

Key staff will join monthly coordination calls with the LFUCG project manager(s) (and others, as desired) to ensure efficient delivery. One or more of these meetings may include an in-person site visit to special-interest locations.

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## 2. EXISTING CONDITIONS REVIEW/REPORT

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### 2.1 Review of Existing Conditions

The project team will begin by reviewing all available existing conditions data, model(s), analyses, and any relevant documents for the LFUCG signal network. Any existing data needs can be supplemented through a desktop or field review. Existing review items include Synchro, StreetLight Data, signal timing databases, and the Mobility Platform from the operations standpoint. The project team will also review available data from the LFUCG and KYTC GIS databases for efficient geolocating of project evaluation.

Existing Road Safety Assessment (RSA) reports from the previously conducted safety study in Lexington will be used as supplemental data inventory.

### 2.2 Field Review + Observations

The consultant will conduct field reviews as needed and for the top-tier facilities after prioritization efforts have been concluded. If LFUCG cameras exist at locations, the consultant will work with LFUCG to sign an MOU and review locations via camera.

### 2.3 Existing Model(s) Review

Upon receipt of Synchro models from LFUCG, the consultant will conduct a review of each model to ensure the modeled network(s) accurately reflects the most up to date operations. These details include signal timing inputs by time of day, geometric configurations, pedestrian timing settings, and specific operations. The consultant will cross reference information from Section 2.2 Field Review + Observations to confirm the model inputs.

## **2.4 Data Screening**

The data screening task will confirm the accuracy and comprehensive coverage of data from the field and model Reviews, as well as any data from third-party sources, e.g., StreetLight Data or Strava. This will also include any crash data from the Kentucky State Police, information from recently conducted Lexington RSAs, or study/project review in the area. In the event that public input would be helpful, the consultant will review information outlined by the STREEET task force and results from local organizations like the Frontrunners Red Light Running study. The consultant will support LFUCG's Public Information & Engagement (PIE) Team as they take care of the public involvement (online surveys) on an as needed basis for this project.

## **2.5 Identify VRU Segments**

The project team will take the collective datasets and target deficiencies, inconsistencies, high-volume/speed locations, multimodal segments. If not already identified from previous Lexington RSAs, the consultant will conduct high-level assessments of multimodal level of service, bike traffic stress, and Vision Zero, along with gathering metrics for base measurements prior to evaluating potential alternatives.

## **2.6 Identify Accessibility Needs**

Concurrently to identifying VRU segments, The project team will use existing data to identify accessibility needs. These needs will include lack of ADA compliance, gaps in connectivity, lack of cohesion between modes of transportation, inefficient pedestrian operations, or needs for specialized accommodation, such as audible pedestrian signals and any potential environmental red flags associated.

## **2.7 Prioritize Facilities**

The final task of the Existing Conditions Review will entail a prioritization period in which the project team will use the now contextualized data and identified improvement locations to prioritize facilities to degree of need. Prioritization will also layer time-dependent improvements required to address the identified need. Prioritization will include all the facilities that meet the applicable screening criteria; however, the top 25 identified facilities that are determined as the highest priority will become Tier 1 facilities. Tier 1 facilities will undergo thorough evaluation, recommendations, implementation (when appropriate), and reporting.

## **2.8 Urban County Council Presentation**

The consultant will develop a presentation for the Urban County Council (UCC) to deliver at a committee meeting. The meeting is to cover a 15-minute period and will reveal all initial findings from existing conditions and prioritization. The presentation will be sent to LFUCG for a review at least one week prior to the UCC committee meeting.

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## **3. Traffic Operations**

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After prioritizing the Lexington network, the project team will begin a process to address concurrent signal/pedestrian operations. Vehicular travel is not to be detrimentally negatively impacted due to proposed recommendations. The project team will identify operational needs and requirements of signals and signal corridors that must be maintained to achieve this goal. This process will create windows of opportunity to prioritize all users.

### **3.1 Signal / Ped Timing Review**

The project team will review signal databases, available high-resolution data, and potential opportunities to adjust pedestrian timing, facilities and operations. Signal timing operation opportunities include recommendation of coordination, Cycle Length/Offset adjustments detection upgrades, Max 2 phase clamps, addition/removal of pedestrian recalls, time of day operation changes.

### **3.2 Pedestrian Operations Alternatives**

Additionally, pedestrian opportunities may include Leading Pedestrian Intervals, Negative Peds, Audible Pedestrian Signals, blank out sign use, Exclusive Ped Phases, Lagging Peds, or Pedestrian Red Extension Timing. The project team will evaluate the condition of pedestrian facilities as they encounter the roadway network to determine potential adjustments required in the crossing of vehicular traffic.

### **3.3 Traffic Modeling**

The consultant will model recommendations and implemented strategies via Synchro, when relevant, to measure improvement concepts against existing conditions. Modeling will be completed holistically, in that where concepts can be combined or carried through multiple locations, resulting measurements will reflect network-wide and intersection/approach/movement improvements.

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## **4. Accessibility**

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### **4.1 Pedestrian Facility Improvements**

The project team will review each location on a case-by-case basis. The project team will identify items for ADA accessibility and recommendations that are consistent and support safety and operations. As some locations may benefit from geometric improvements like curb bump outs, the project team will identify and discuss recommendations to determine if physical infrastructure improvements are feasible and/or identify the locations for future projects to include during project development.

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## **5. Documentation + Deliverables**

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### **5.1 VRU Reports**

WSP will create a summary report of each of the top 25 prioritized signalized crosswalks identified. Each report (1-2 pages) will include a summary of existing conditions, recommendations, work implemented, and projected outcomes. A spreadsheet will be created and include information such as existing crashes and severities, existing conditions from an RSA-style review like existing count data, and recommended improvement options.

### **5.2 Synchro Models**

Synchro (version 12.3.0.6) models with proposed improvements will be provided to LFUCG upon completion of the project.

### **5.3 Signal Timing Databases**

MaxTime (version 2.15.0) signal databases with proposed improvements will be provided to LFUCG upon completion of the project, and, when applicable, directly uploaded or changed in Mobility. High-resolution data that is used to identify and support recommendations will be provided to LFUCG upon completion of the project.

### **5.4 Map with Data Table**

WSP will create an interactive map showing operational conditions and limitations of individual and grouped traffic signals. Information will be in tabular form and displayed on the map with varying shapes, colors, etc.

### **5.5 County Council Findings and Recommendations**

Our team will complete a second 15-minute presentation to the Urban County Council (in Work Session) upon completion of the project to discuss the findings and recommendations, particularly of Tier 1 facilities, implementation (when applicable) and highlight deliverables.

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## **6. Project Management**

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Monthly project billing, invoicing, and review.

# Schedule

Task	Milestone	5/1/2026	5/8/2026	5/15/2026	5/22/2026	5/29/2026	6/5/2026	6/12/2026	6/19/2026	6/26/2026	7/3/2026	7/10/2026	7/17/2026	7/24/2026	7/31/2026	8/7/2026	8/14/2026	8/21/2026	8/28/2026	9/4/2026	9/11/2026	9/18/2026	9/25/2026	10/2/2026	10/9/2026	10/16/2026	10/23/2026	10/30/2026	11/6/2026	11/13/2026	11/20/2026	11/27/2026	12/4/2026	12/11/2026	12/18/2026	12/25/2026	1/1/2027	1/8/2027						
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Existing Conditions																																												
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<b>Task 1: Existing Conditions Review</b>	40%																																											
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Existing Model(s) Review																																												
Data Screening																																												
Identify VRU Segments																																												
Identify Accessibility Deficiencies																																												
Prioritize Facilities																																												
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Signal / Ped Timing Review																																												
Pedestrian Operation Alternatives																																												
Traffic Modeling																																												
<b>Task 3: Accessibility</b>	70%																																											
Pedestrian Facility Improvements																																												
<b>Task 4: Documentation</b>	100%																																											
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