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TRANSPORTATION CABINET

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Jim Gray
SECRETARY

February 13, 2026

CALL NO. 405
CONTRACT ID NO. 262095
ADDENDUM # 1

Subject: Martin County, 080GR26P004-FE01
Letting February 19, 2026

(1) Revised - Notes - Pages 10-17 & 24-31 of 63

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

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

Sincerely,

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

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

RM:mr
Enclosures

SPECIAL NOTES - GENERAL

Assembly of Box Culvert and its placement shall be incidental to Aluminum Structural Plate Box Culvert, and no additional payment will be considered.

Assembly Site for Box Culvert shall be incidental to Site Prep, and no additional payment will be considered.

Access for all Box Culvert construction and placement that may temporarily affect an adjacent property shall be obtained using a consent and release, and any disturbed areas within the limits of this Consent and Release shall be returned to original conditions or better where affecting Grading of Earth Work and any Landscaping and Ground Cover that are disturbed.

The bid item for Mobilization for Milling and Texturing is setup as a one-time only payment for mobilization to the entire project location (including both individual sites) and this one payment is all inclusive for individual site delivery for each Box Culvert Replacement within this project's limits, no additional compensation shall be made for any reason.

Concrete has been included for each site to facilitate toe-wall embedment.

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SPECIAL NOTES FOR CULVERT REPLACEMENT

I. DESCRIPTION

Except as specified herein, perform all work in accordance with the Department's 2012 Standard and Supplemental Specifications and Standard and Sepia Drawings, current editions. Section references are to the Standard Specifications. This work shall consist of furnishing all labor, equipment, materials, and incidentals for the following:

- (1) Site preparation;
- (2) Removal of existing culvert;
- (3) Designing, furnishing, and constructing ALBC
- (4) Excavation, backfill, and construction of embankments;
- (5) Restoring roadway and shoulders;
- (6) Removing and Replacing guardrail;
- (8) Maintaining and controlling traffic; and
- (9) any other work as specified by this contract.

II. MATERIALS

Except as provided herein, provide materials conforming to Sections 603, 610, 611, 612, 701, and 809, as applicable. All materials shall be sampled and tested in accordance with the Department's Sampling Manual. Unless specified otherwise in these notes, make the materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for.

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

B. Erosion Control. See Special Notes for Erosion Control Plan.

C. Culvert.

The drawings in the proposal are conceptual and preliminary only.

E. Initial Backfill. **Contrary to the standard specifications, flowable fill will not be required. Instead use granular backfill in accordance with section 701.02.05 of the standard specifications.**

F. Channel Lining. Use Class III Channel Lining

G. DGA – Use DGA

H. Guardrail. See Special Notes for Guardrail.

I. Foundation Preparation. Use Crushed Limestone size no. 2 wrapped in Class 2 Geotextile Fabric.

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I. JPC Pavement – 8 IN – Use JPC Pavement

III. CONSTRUCTION METHODS

Except as provided herein construct the ALBCs according to Sections 603, 610, 611, 612, and 701 as applicable

A. Maintain and Control Traffic. The Department will allow the contractor to close KY 40. The road closure shall not exceed:

- (10) calendar days for the KY-40 MP 9.695 replacement
- (15) calendar days for the KY-40 MP 11.535 replacement

The contractor shall provide the Section Engineer with written notice of his intent to close KY 40 a minimum of (14) calendar days before the planned closure. Variable message boards shall be installed a minimum of (3) calendar days prior to the closure.

The Department will not allow the closure of both locations concurrently. Traffic control must be set for one site, work performed and completed, before removing the traffic control and placing the new for the next location and beginning work there.

B. Erosion Control. See Special Notes for Erosion Control.

C. Site Preparation. Be responsible for all site preparation, including, but not limited to: clearing and grubbing and tree and stump removal; structure, common, solid rock, and special excavation; structural granular backfill, embankment, borrow, and embankment in place; removal of existing culverts, obstructions or any other items; disposal of materials, waste, and debris; cleaning inlet and outlet ditches; restoration, clean up, and final dressing. Limit clearing and grubbing to the absolute minimum required to construct the culvert, roadway approaches, and guardrail. Obtain the Engineer's prior approval before removing any trees. Perform all site preparation only as approved or directed by the Engineer.

Prior to excavation and culvert removal, saw cut pavement to a neat edge. Obtain the Engineer's approval of the trench width prior to saw cutting pavement. Close the road during the approved period allowed by the Traffic Control Plan, excavate trench, and remove the existing culvert. Provide positive drainage of slopes and ditches at all times during and upon completion of construction. Stockpile excavation within the right of way for reuse in constructing embankments. Obtain the Engineer's approval of the suitability of excavated materials before reusing in the embankments. Use excess suitable excavation to flatten slopes as shown on the pipe section. Waste unsuitable and remaining excess excavation and other removed materials at sites off the right of way obtained by the Contractor at no additional

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cost to the Department (See Special Note for Waste and Borrow). Perform all excavation and removal of existing structure only as approved or directed by the Engineer.

Without regard to the materials encountered, consider all roadway, drainage, solid rock, and special excavation to be unclassified. It shall be distinctly understood that any reference to rock, earth, or any other material on the plans or cross sections, whether in numbers, words, letters, or lines, is solely for the Department's information and is not to be taken as an indication of classified excavation or the quantity of either rock, earth, or any other material involved. The bidder must draw his own conclusions as to the conditions to be encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation if the materials encountered are not in accord with the classification shown.

D. Excavation and Removal of Existing Structure. Completely remove the existing culverts, including masonry (stone and/or concrete) retaining walls as directed by the plans. Be responsible for all excavation (structure, common, rock, and unclassified) required for foundation preparation, toe walls, and all other excavation required by the work. Excavate rock in channel as required to allow for construction of foundation and installation of culvert with the designed minimum fill cover height. Provide positive drainage of slopes and ditches at all times during and upon completion of construction. Perform all excavation only as approved or directed by the Engineer.

E. Foundation Preparation. Except as provided herein, prepare foundation according to Section 603. Sound and prepare foundation according to Section 701.03.01; however provide a minimum depth of 2' of No. 2 stone wrapped in Geotextile Fabric Class 2 and a minimum width of 18" beyond the outside limits of the structure.

F. Culvert. Be responsible for field layout and survey of the approved culvert or pipe. Construct headwalls, wing walls, end walls, collars and toe walls according to the standard drawings or approved designs furnished by the Contractor, as applicable. Provide for a manufacturer's representative to be present during construction and backfilling of the structure. Obtain the Engineer's approval of the final centerline, flow line, length, skew, and wing wall alignment prior to constructing reinforced concrete headwalls or collars and backfilling. Provide positive drainage upon completion of the project.

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G. Initial Backfill. Use granular backfill in accordance with section 701.02.05 of the standard specifications. The limits of the granular backfill shall extend up to the bottom of DGA (12 inches from finish grade).

H. Channel Lining. Place Class III Channel Lining to protect culvert ends, wing walls, and slopes as directed by the Engineer. In addition to the requirements of section 703, the Engineer may require additional hand placement.

I. JPC Pavement 8 IN. After the initial backfill is complete. Place 4 inches of DGA. Then place JPC pavement at a minimum depth of 8 inches.

J. Guardrail. See Special Notes for Guardrail.

K. Final Dressing and Clean Up. After all work is completed, completely remove all waste and debris from the construction worksite. Backfill all excavated areas and compact as directed by the Engineer. Perform Class A Final Dressing on all disturbed areas, both on and off the right of way. Sow all disturbed earthen areas according to the Special Notes for Erosion Control.

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

M. Right-of-Way Limits. The Department has not determined exact Right-of-Way limits. Limit work activities and operations to obvious Right-of-Way, Permanent or Temporary Easements, and work areas secured by the Department through consent and release of the adjacent property owners. Be responsible for encroachments onto private lands.

N. Utilities. See Special Note for Utility Clearance & Utility Specifications.

O. Restoration. Be responsible for all damage to public and/or private property resulting from the work. Restore field entrance adjacent to structure. Remove and replace all damaged or disturbed roadway features in like kind materials and design.

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P. Disposal of Waste. Dispose of all removed pipe, stone masonry, concrete and reinforcing steel, pavement, debris, unsuitable and excess excavation, and other waste off the right-of-way at sites obtained by the Contractor at no additional cost to the Department (see Special Note for Waste and Borrow).

Q. Caution. Consider the information shown on the plans and the type of work listed herein as approximate only and do not take the information as an accurate evaluation of the materials and conditions to be encountered during construction; the bidder must draw his own conclusions. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for if the conditions encountered are not in accordance with the information shown.

R. Control. Perform all work under the absolute control of the Department of Highways. Obtain the Engineer's approval of all designs required to be furnished by the Contractor and or the manufacturer and design modifications proposed by the Contractor or Manufacturer prior to incorporation into the work. The Department reserves the right to have other work performed by other contractors and its own forces and to permit public utility companies and others to do work during the construction of and within the limits of, or adjacent to, the project. Conduct work activities and operations in cooperation with such other parties so that interference with such other work will be reduced to a minimum. The Department will consider submission of a bid as Contractor's agreement to not make any claims for additional compensation due to delays or other conditions created by the operations of such other parties. Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to, the project, the Engineer will decide as to the respective rights of the various parties involved in order to assure the completion of the Department's work in general harmony and in a satisfactory manner, and his decision shall be final and binding upon the Contractor.

S. Staking. See Special Note for Staking.

IV. METHOD OF MEASUREMENT

The Department will measure for payment only the bid items listed. All other items required to complete the construction shall be incidental to the bid items listed.

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

B. Erosion Control. See Special Notes for Erosion Control.

C. Site Preparation. The Department will measure Site Preparation as one lump sum.

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D. Aluminum Structural Plate Box Culvert. The Department will measure the Culvert in linear feet along the culvert centerline less joint allowances. The Department will not measure culvert design or furnishing the manufacturer's technical representative for separate payment, but shall be incidental to the Culvert.

E. Excavation, Granular Backfill, and Embankment. The Department will not measure excavation, granular backfill, embankment, borrow, or embankment in place for separate payment, but shall be incidental to the Culvert or Pipe Arch, Site Preparation, and Foundation Preparation as applicable.

F. Channel Lining Class III. The Department will measure Channel Lining Class III in tons; however, the Department will not measure solid rock excavation and rubblized concrete and rubblized stone masonry used as channel lining, but shall be incidental to Site Preparation and Foundation Preparation as applicable.

G. Guardrail. See Special Notes for Guardrail.

V. BASIS OF PAYMENT

The Department will make payment only for the bid items listed. All other items required to complete the construction shall be incidental to the bid items listed.

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

B. Erosion Control. See special Note for Erosion Control.

C. Culvert. Accept payment at the contract unit price per linear foot as full compensation for all materials, equipment, labor and incidentals necessary to complete the work as specified in these notes and the Standard Specifications for culvert design, furnishing and installing the culvert, and furnishing the manufacturer's technical representative.

D. Site Preparation. Accept payment at the contract lump sum unit price as full compensation for all materials, equipment, labor, and incidentals, necessary to complete site preparation as specified in these notes and the Standard Specifications, including, but not limited to: clearing and grubbing and tree and stump removal; structure, common, solid rock, and special excavation; structural granular backfill, embankment, borrow, and embankment in place; removal of existing culverts, obstructions or any other items; disposal of materials, waste, and debris; cleaning inlet and outlet ditches; restoration, clean up, and final dressing.

E. Guardrail. See special notes for guardrail.

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SPECIAL NOTE FOR STAKING

It is intended to replace the existing surface at the same line and grade with new JPC Pavement. Therefore, a field survey of the existing pavement is required in order to establish the existing cross slopes, transitions and profile. Irregularities in the existing pavement are to be eliminated with the construction of a smooth line and grade of the new JPC pavement to ensure the best rideability possible.

The Department will measure "Staking" as a Lump Sum item. Payment at the contract unit price shall be full compensation for all labor, materials, equipment and incidentals necessary to complete the survey and establish grade during construction of both intersections.

TRAFFIC CONTROL PLAN

TRAFFIC CONTROL GENERAL

Except as provided herein, traffic shall be maintained in accordance with the current editions of the Manual on Uniform Traffic Control Devices (MUTCD), Standard Specifications, Supplemental Specifications, and the Standard and Sepia Drawings. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic shall be paid at the lump sum bid price to “Maintain and Control Traffic”.

Contrary to Section 106.01, traffic control devices used on this project may be new, or used in like new condition, at the beginning of the work and maintained in like new condition until completion of the work. Any temporary traffic control items, devices, materials, and incidentals shall remain the property of the contractor unless otherwise addressed, when no longer needed.

PROJECT PHASING & CONSTRUCTION PROCEDURES

Construction Phasing for Aluminum Box Culvert Replacements at KY-40 MP 9.07 & 11.535

No preference is taken by the department for which culvert is completed first, however only one closure will be permitted at any time. Phase MOT as follows.

1. Give KYTC PM 14 days of notice prior to closure
2. Establish Detour signs as shown in the supplemental MOT drawing for one on the project MP locations and place Portable Changeable Message Boards.
3. Place Barricades and commence road closure
4. Perform ALL work that will impact traffic for the project location while under closure.
5. Reopen traffic once complete and remove traffic control devices
6. Repeat Steps 1-5 for second project location.
7. Only one road closure shall be in place at a time.
8. KY 40 closures shall not exceed the following for each site:
 - (10) Calendar days for the KY 40 – MP 9.695 replacement.
 - (15) Calendar days for the KY 40 – MP 11.535 replacement.

At the discretion of the Engineer, days and hours may be specified when lane and/or road closures will not be allowed.

The Department will provide public notification regarding lane and/or road closures. The Contractor shall submit proposed lane and/or road closure days and times to the Engineer at least 14 calendar days in advance for approval. Liquidated Damages will be assessed for each hour or fraction of an hour that a lane and/or road closure is in place outside of an approved time period. See the Special Notes for Completion Dates & Liquidated Damages for details on the Liquidated Damages amount.

TEMPORARY SIGNS

Temporary signposts and splices shall be compliant with NCHRP 350 or MASH. Manufacturer’s documentation validating this compliance shall be provided to the Engineer prior to installation. Temporary

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signs, including any splices, shall be installed according to manufacturer's specifications and installation recommendations. Contrary to section 112.04.02, only long-term temporary signs (temporary signs intended to be continuously in place for more than 3 days) will be measured for payment. Short-term temporary signs (temporary signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic.

CHANGEABLE MESSAGE SIGNS

Provide changeable message signs in advance of and within the project at locations determined by the Engineer. If work is in progress concurrently in both directions or if more than one lane closure is in place in the same direction of travel, provide additional changeable message signs as directed by the Engineer. Place changeable message signs approximately one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens, relocate or provide additional changeable message signs so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The Engineer may vary the designated locations as the work progresses. The Engineer will determine the messages to be displayed. In the event of damage or mechanical/electrical failure, repair or replace the Changeable Message Sign. If the damage or mechanical/electrical failure is identified during active work operations, repair or replace the Changeable Message Sign within 6 hours. If the damage or mechanical/electrical failure is identified when there are no active work operations on the project, repair or replace the Changeable Message Sign within 12 hours. The Department will measure for payment the maximum number of Changeable Message Signs in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Changeable Message Signs only once for payment, regardless of how many times they are set, reset, removed, and/or relocated during the duration of the project. The Department will not measure for payment any replacements for damaged Changeable Message Signs or any changeable message signs the Engineer directs to be replaced due to poor condition or readability. Retain possession of the Changeable Message Signs upon completion of the work.

BARRICADES

The Department will measure barricades used for road closures and to protect pavement removal areas in individual units Each. The Department will measure for payment the maximum number of barricades in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual barricades only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure for payment any replacements for damaged barricades, or any barricades the Engineer directs to be replaced due to poor condition or reflectivity. Retain possession of the Barricades upon completion of construction.

UNEVEN LANES AND PAVEMENT EDGE DROP-OFFS

Do not allow a pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation with an elevation difference greater than 1½". In areas with an elevation difference in adjacent travel lanes, UNEVEN LANES (W8-11) signs should be placed in advance of and at 1500 foot intervals throughout the area with uneven lanes. Post signs on the right-hand side of the roadway for relevant directions of travel. For multi-lane divided highways, dual mount signs when the median width is sufficient to maintain the recommended lateral offsets. For all transverse transitions between resurfaced and un-resurfaced areas which

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traffic may cross, wedge these areas with asphalt mixture for leveling and wedging. Remove the wedges prior to placement of the final surface course.

Protect pavement edge drop-offs, as follows:

Less than 2" - No protection required.

2" to 3" - Place plastic drums, vertical panels, or barricades every 50 feet. During daylight working hours only, the Engineer will allow the Contractor to use cones in lieu of plastic drums, vertical panels, or barricades. Wedge the drop-off with DGA, CSB, or asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

Greater than 3" - Place Type III Barricades directly in front of the drop-off facing oncoming traffic in both directions of travel. Maintain an 8-foot minimum offset between the pavement edge drop-off and the adjacent traffic lane. Place plastic drums, vertical panels, or barricades every 25 feet between the adjacent traffic lane and pavement edge drop-off. The Engineer will not allow the use of cones in lieu of drums, vertical panels, or barricades. Install Shoulder Drop Off (W8-17) signs in advance of and at 1,500-foot intervals throughout the drop-off area or as directed by the Engineer. Wedge the drop-off with DGA, CSB, or asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

Pedestrians & Bicycles - Protect pedestrian and bicycle traffic as directed by the Engineer.

USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS

The following policy is based upon current Changeable Message Signs (CMS) standards and practice from many sources, including the Federal Highway Administration (FHWA), other State Departments of Transportation, and Traffic Safety Associations. It is understood that each CMS installation or use requires individual consideration due to the specific location or purpose. However, there will be elements that are constant in nearly all applications. Accordingly, these recommended guidelines bring a level of uniformity, while still being open to regional experience and engineering judgment.

Application

The primary purpose of CMS is to advise the driver of unexpected traffic and routing situations. Examples of applications where CMS can be effective include:

- Closures (road, lane, bridge, ramp, shoulder, interstate)
- Changes in alignment or surface conditions
- Significant delays, congestion
- Construction/maintenance activities (delays, future activities)
- Detours/alternative routes
- Special events with traffic and safety implications
- Crash/incidents
- Vehicle restrictions (width, height, weight, flammable)
- Advance notice of new traffic control devices
- Real-time traffic conditions (must be kept up to date)
- Weather /driving conditions, environmental conditions, Roadway Weather Information Systems
- Emergency Situations
- Referral to Highway Advisory Radio (if available)
- Messages as approved by the County Engineer's Office

CMS should not be used for:

- Replacement of static signs (e.g. ROAD WORK AHEAD), regulatory signage (e.g. speed limits), pavement markings, standard traffic control devices, conventional warning or guide signs.
- Replacement of lighted arrow board
- Advertising (Don't advertise the event unless clarifying "action" to be taken by driver – e.g. Speedway traffic next exit)
- Generic messages
- Test messages (portable signs only)
- Describe recurrent congestion (e.g. rush hour)
- Public service announcements (not traffic related)

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Messages

Basic principles that are important to providing proper messages and ensuring the proper operation of a CMS are:

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed
- No more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

Placement

Placement of the CMS is important to ensure that the sign is visible to the driver and provides ample time to take any necessary action. Some of the following principles may only be applicable to controlled access roadways. The basic principles of placement for a CMS are:

- When 2 signs are needed, place on same side of roadway and at least 1,000 feet apart
- Place behind semi-rigid/rigid protection (guardrail, barrier) or outside of the clear zone
- Place 1,000 feet in advance of work zone; at least one mile ahead of decision point
- Normally place on right side of roadway; but should be placed closest to the affected lane so that either side is acceptable
- Signs should not be dual mounted (one on each side of roadway facing same direction)
- Point trailer hitch downstream
- Secure to immovable object to prevent theft (if necessary)
- Do not place in sags or just beyond crest
- Check for reflection of sun to prevent the blinding of motorist
- Should be turned ~3 degrees outward from perpendicular to the edge of pavement
- Bottom of sign should be 7 feet above the elevation of edge of roadway
- Should be removed when not in use

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Standard Abbreviations

The following is a list of standard abbreviations to be used on CMS:

<u>Word</u>	<u>Abbrev</u>	<u>Example</u>
Access	ACCS	CRASH AHEAD/ USE ACCS RD NEXT RIGHT
Alternate	ALT	CRASH AHEAD/ USE ALT RTE NEXT RIGHT
Avenue	AVE	FIFTH AVE CLOSED/ DETOUR NEXT LEFT
Blocked	BLKD	FIFTH AVE BLKD/ MERGE LEFT
Boulevard	BLVD	MAIN BLVD CLOSED/ USE ALT RTE
Bridge	BRDG	SMITH BRDG CLOSED/ USE ALT RTE
Cardinal Directions	N, S, E, W	N I75 CLOSED/ DETOUR EXIT 30
Center	CNTR	CNTR LANE CLOSED/ MERGE LEFT
Commercial	COMM	OVRSZ COMM VEH/ USE I275
Condition	COND	ICY COND POSSIBLE
Congested	CONG	HVY CONG NEXT 3 MI
Construction	CONST	CONST WORK AHEAD/ EXPECT DELAYS
Downtown	DWNTN	DWNTN TRAF USE EX 40
Eastbound	E-BND	E-BND I64 CLOSED/ DETOUR EXIT 20
Emergency	EMER	EMER VEH AHEAD/ PREPARE TO STOP
Entrance, Enter	EX, EXT	DWNTN TRAF USE EX 40
Expressway	EXPWY	WTRSN EXPWY CLOSED/ DETOUR EXIT 10
Freeway	FRWY, FWY	GN SYNDR FWY CLOSED/ DETOUR EXIT 15
Hazardous Materials	HAZMAT	HAZMAT IN ROADWAY/ ALL TRAF EXIT 25
Highway	HWY	CRASH ON AA HWY/ EXPECT DELAYS
Hour	HR	CRASH ON AA HWY/ 2 HR DELAY
Information	INFO	TRAF INFO TUNE TO 1240 AM
Interstate	I	E-BND I64 CLOSED/ DETOUR EXIT 20
Lane	LN	LN CLOSED MERGE LEFT
Left	LFT	LANE CLOSED MERGE LFT
Local	LOC	LOC TRAF USE ALT RTE
Maintenance	MAINT	MAINT WRK ON BRDG/ SLOW
Major	MAJ	MAJ DELAYS I75/ USE ALT RTE
Mile	MI	CRASH 3 MI AHEAD/ USE ALT RTE
Minor	MNR	CRASH 3 MI MNR DELAY
Minutes	MIN	CRASH 3 MI/ 30 MIN DELAY
Northbound	N-BND	N-BND I75 CLOSED/ DETOUR EXIT 50
Oversized	OVRSZ	OVRSZ COMM VEH/ USE I275 NEXT RIGHT
Parking	PKING	EVENT PKING NEXT RGT
Parkway	PKWY	CUM PKWAY TRAF/ DETOUR EXIT 60
Prepare	PREP	CRASH 3 MI/ PREP TO STOP
Right	RGT	EVENT PKING NEXT RGT
Road	RD	HAZMAT IN RD/ ALL TRAF EXIT 25
Roadwork	RDWK	RDWK NEXT 4 MI/ POSSIBLE DELAYS
Route	RTE	MAJ DELAYS I75/ USE ALT RTE
Shoulder	SHLDR	SHLDR CLOSED NEXT 5 MI
Slippery	SLIP	SLIP COND POSSIBLE/ SLOW SPD
Southbound	S-BND	S-BND I75 CLOSED/ DETOUR EXIT 50
Speed	SPD	SLIP COND POSSIBLE/ SLOW SPD

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Standard Abbreviations (cont.)

<u>Word</u>	<u>Abbrev</u>	<u>Example</u>
Street	ST	MAIN ST CLOSED/ USE ALT RTE
Traffic	TRAF	CUM PKWAY TRAF/ DETOUR EXIT 60
Vehicle	VEH	OVRSZ COMM VEH/ USE I275 NEXT RIGHT
Westbound	W-BND	W-BND I64 CLOSED/ DETOUR EXIT 50
Work	WRK	CONST WRK 2MI/ POSSIBLE DELAYS

Certain abbreviations are prone to inviting confusion because another word is abbreviated or could be abbreviated in the same way. DO NOT USE THESE ABBREVIATIONS:

<u>Abbrev</u>	<u>Intended Word</u>	<u>Word Erroneously Given</u>
ACC	Accident	Access (Road)
CLRS	Clears	Colors
DLY	Delay	Daily
FDR	Feeder	Federal
L	Left	Lane (merge)
LOC	Local	Location
LT	Light (traffic)	Left
PARK	Parking	Park
POLL	Pollution (index)	Poll
RED	Reduce	Red
STAD	Stadium	Standard
TEMP	Temporary	Temperature
WRNG	Warning	Wrong

Typical Messages

The following is a list of typical messages used on CMS. The list consists of the reason or problem that you want the driver to be aware of and the action that you want the driver to take.

<u>Reason/Problem</u>	<u>Action</u>
CRASH AHEAD	ALL TRAFFIC EXIT RT
CRASH/XX MILES	AVOID DELAY USE XX
XX ROAD CLOSED	CONSIDER ALT ROUTE
XX EXIT CLOSED	DETOUR
BRIDGE CLOSED	DETOUR XX MILES
BRIDGE/(SLIPPERY, ICE, ETC.)	DO NOT PASS
CENTER/LANE/CLOSED	EXPECT DELAYS
DELAY(S), MAJOR/DELAYS	FOLLOW ALT ROUTE
DEBRIS AHEAD	KEEP LEFT
DENSE FOG	KEEP RIGHT
DISABLED/VEHICLE	MERGE XX MILES
EMER/VEHICLES/ONLY	MERGE LEFT
EVENT PARKING	MERGE RIGHT
EXIT XX CLOSED	ONE-WAY TRAFFIC
FLAGGER XX MILES	PASS TO LEFT

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Typical Messages (cont.)

Reason/Problem

FOG XX MILES
FREEWAY CLOSED
FRESH OIL
HAZMAT SPILL
ICE
INCIDENT AHEAD
LANES (NARROW, SHIFT, MERGE, ETC.)
LEFT LANE CLOSED
LEFT LANE NARROWS
LEFT 2 LANES CLOSED
LEFT SHOULDER CLOSED
LOOSE GRAVEL
MEDIAN WORK XX MILES
MOVING WORK ZONE, WORKERS IN ROADWAY
NEXT EXIT CLOSED
NO OVERSIZED LOADS
NO PASSING
NO SHOULDER
ONE LANE BRIDGE
PEOPLE CROSSING
RAMP CLOSED
RAMP (SLIPPERY, ICE, ETC.)
RIGHT LANE CLOSED
RIGHT LANE NARROWS
RIGHT SHOULDER CLOSED
ROAD CLOSED
ROAD CLOSED XX MILES
ROAD (SLIPPERY, ICE, ETC.)
ROAD WORK
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)
ROAD WORK XX MILES
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)
NEW SIGNAL XX MILES
SLOW 1 (OR 2) - WAY TRAFFIC
SOFT SHOULDER
STALLED VEHICLES AHEAD
TRAFFIC BACKUP
TRAFFIC SLOWS
TRUCK CROSSING
TRUCKS ENTERING
TOW TRUCK AHEAD
UNEVEN LANES
WATER ON ROAD
WET PAINT
WORK ZONE XX MILES
WORKERS AHEAD

Action

PASS TO RIGHT
PREPARE TO STOP
REDUCE SPEED
SLOW
SLOW DOWN
STAY IN LANE
STOP AHEAD
STOP XX MILES
TUNE RADIO 1610 AM
USE NN ROAD
USE CENTER LANE
USE DETOUR ROUTE
USE LEFT TURN LANE
USE NEXT EXIT
USE RIGHT LANE
WATCH FOR FLAGGER