



Andy Beshear  
GOVERNOR

## TRANSPORTATION CABINET

200 Mero Street  
Frankfort, Kentucky 40601

Jim Gray  
SECRETARY

April 26, 2023

CALL NO. 411  
CONTRACT ID NO. 232307  
ADDENDUM # 2

Subject: Carroll-Gallatin Counties, 121GR23P040 - FD04  
Letting April 27, 2023

- (1) Revised - Completion Date - Cover Page and Page 4 of 70
- (2) Added - Special Note - Page 27A of 70
- (3) Revised - Traffic Control Plan - Pages 28-39 of 70

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

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

Sincerely,

Rachel Mills,

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

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

RM:mr  
Enclosures



**CALL NO. 411**

**CONTRACT ID. 232307**

**CARROLL - GALLATIN COUNTIES**

**FED/STATE PROJECT NUMBER 121GR23P040 - FD04**

**DESCRIPTION I-71 (CARROLL AND GALLATIN COUNTIES)**

**WORK TYPE ASPHALT RESURFACING**

**PRIMARY COMPLETION DATE 10/15/2023**

**LETTING DATE: April 27,2023**

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME April 27,2023. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

**NO PLANS ASSOCIATED WITH THIS PROJECT.**

**REQUIRED BID PROPOSAL GUARANTY:** Not less than 5% of the total bid.

**ADMINISTRATIVE DISTRICT - 06**

**CONTRACT ID - 232307**

**121GR23P040 - FD04**

**COUNTY - CARROLL**

**PCN - MP02100712301**

**FD04 021 0071 038-054**

I-71 (MP 38.808) BEGIN AT THE TRIMBLE/CARROLL COUNTY LINE EXTENDING NORTH TO THE CARROLL/  
GALLATIN COUNTY LINE (MP 53.433), A DISTANCE OF 014.62 MILES.ASPHALT RESURFACING  
GEOGRAPHIC COORDINATES LATITUDE 38:39:11.09 LONGITUDE 85:05:03.01  
ADT 41,573

**COUNTY - GALLATIN**

**PCN - MP03900712301**

**FD04 039 0071 053-060**

I-71 (MP 53.433) BEGIN A THE CARROLL/GALLATIN COUNTY LINE EXTENDING NORTH TO 0.423 MILES SOUTH  
OF KY 455 (MP 59.940), A DISTANCE OF 06.50 MILES.ASPHALT RESURFACING  
GEOGRAPHIC COORDINATES LATITUDE 38:42:40.02 LONGITUDE 84:53:28.09  
ADT 41,573

**COMPLETION DATE(S):**

COMPLETED BY 10/15/2023

APPLIES TO ENTIRE CONTRACT

COMPLETED BY 08/31/2023

APPLIES TO BASE FAILURE REPAIRS - SEE SPECIAL NOTE

## **Special Note for Base Failure Repair Completion Date**

It is the intent of the Cabinet to have all the Base Failure Repairs outlined in this proposal completed by 8/31/2023. This deadline does NOT include the 21 day "settlement period," where the contractor is to monitor and fix any settlement issues that arise on the Base Failure Repairs. The final completion date for the entire contract is 10/15/2023.

**TRAFFIC CONTROL PLAN**  
**I-71 CARROLL COUNTY**  
**MILEPOST 38.808 - 53.433**  
**I-71 GALLATIN COUNTY**  
**MILEPOST 53.433 - 59.940**

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<p><b>THIS PROJECT IS A FULLY CONTROLLED ACCESS HIGHWAY</b></p>
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**TRAFFIC CONTROL GENERAL**

Except as provided herein, maintain and control traffic in accordance with the Standard Specifications, Current Edition and the Standard Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic". All lane closures used on the Project will follow the appropriate Standard Drawings. Do NOT use Cones for lane closures or shoulder closures.

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. Traffic Control Devices will conform to current MUTCD.

Reduce the speed limit in work areas to 55 miles per hour and establish double fines for work zone speeding violations. The extent of these areas within the project limits will be restricted to the proximity of actual work areas as determined by the Engineer. Notify the Engineer a minimum of 12 hours prior to using the double fine signs. At the beginning of the work zone, the "WARNING FINE DOUBLED IN WORK ZONE" signs will be dual mounted. At the end of the work zone, the "END DOUBLE FINE" signs will be dual mounted as well. Remove or cover the signs when the highway work zone does not have workers present for more than a two-hour period. Payment for the signs will be at the unit bid price for signs erected. Any relocation or covering of signs will be incidental to Maintain and Control Traffic.

Night work is required on this project. Obtain approval from the Engineer for the method of lighting prior to its use.

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## PROJECT PHASING & CONSTRUCTION PROCEDURES

The contractor **shall maintain a minimum of one lane** in each direction during the hours of 8 pm to 8 am all days. All lanes must be striped and open at all other times and hours unless otherwise stated in this proposal or approved by the Engineer. No lane closures will be permitted the following days:

July 1-5, 2023

September 2-5, 2023

Independence Day Weekend

Labor Day Weekend

Additional dates with no lane closures permitted may be specified by the Engineer.

**NOTE:** Other projects may be occurring in the area at the same time. Coordination with area projects shall be maintained to minimize disruption to the travelling public.

Follow construction phasing (see Construction Phasing note). Contractor must work continuously until the milled surface has been replaced back to existing grade. In the event of equipment breakdowns all pavement edge transitions shall have a 1.5 inch or less drop-off prior to opening both lanes up to traffic. A lane closure must be in place during all times that pavement edge drop-offs greater than 1.5 inches in depth are present (see Pavement Edge Drop-off note). Traffic will not be permitted on milled surfaces.

The Engineer will determine exact locations of pavement repairs at the time of construction; however, summaries included in this proposal are representative of the extent of pavement repairs needed. Once removal of pavement at a repair location has begun, work continuously within the parameters outlined above to complete the work and eliminate the “hole”. Place Type III Barricades immediately in front of pavement removal areas. Type III Barricades are incidental to maintain and control traffic. Once pavement removal at a site has begun, full depth replacement must be completed within the time a lane closure is allowed. Anticipate most of pavement repairs will be the final maintenance treatment at those locations as mill and resurface is intended to address only failing paved surfaces rather than cover pavement repairs.

Note that lane shifts may be required throughout the project. See the Summaries for lane repair locations and widths. Stripe lane shifts according to the MUTCD.

During the days and hours when a lane closure is allowed, implement the following procedures: Maintain traffic as specified in the phasing notes. Any other work not requiring traffic lane widths to be restricted due to barrels or equipment encroaching into the interior lanes can be done during the remaining hours when all lanes of traffic must be maintained. Please refer to the “Special Note for Fixed Completion Date and Liquidated Damages” for damage rates per hour associated with failure to maintain the required number of lanes during the specified time. Once pavement milling at a site has begun, pavement must be completed within the time a lane closure is allowed. Liquidated Damages, at the rate specified per hour in the “Special Note for Fixed Completion Date and Liquidated Damages”, will be assessed for each hour the existing number of lanes is not maintained.

The contractor must notify the Engineer at least fourteen (14) days prior to beginning construction in either direction.

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Once the pavement has been removed, the Contractor must work continuously until the pavement has been replaced back to existing grade. Traffic shall be allowed to travel on repairs for a minimum of 21 days prior to milling and resurfacing. All lanes must be striped and open at all other times and hours unless otherwise stated in this proposal or approved by the Engineer. No lane closures will be permitted on the days listed above.

The minimum clear lane width will be 12 feet. Use a lane closure all times when work is performed in the lane or adjacent shoulder. Shoulders are NOT to be used as temporary travel lanes unless otherwise directed or approved by the Engineer. If shoulders are utilized, perform any maintenance of the shoulder as deemed necessary by the Engineer to maintain traffic. All removal of existing striping shall be by water blasting, unless otherwise noted in this proposal or directed by the Engineer, and this work shall be considered incidental to "Maintain and Control Traffic." Remove edge lines as necessary and approved by the Engineer throughout the project. Paint temporary edge lines through the lane closure. All edge lines must be painted to the existing configuration and open to traffic by 8 am each morning. Water blasting will NOT be permitted on the final surface course

Access to all ramps at all interchanges on the project shall be maintained always unless otherwise stated in this proposal or directed by the Engineer. Single lane ramps may be closed for short periods of time for milling and paving. All ramp closures must be approved by the Engineer a minimum of one week prior to the scheduled closure. All diversions to access ramps in areas of lane closures shall be approved by the Engineer prior to implementing the lane closure.

## **CONSTRUCTION PHASING**

### **PHASE I – Pavement Repair**

Shift traffic as directed by the Engineer to the inside driving lane. Close the outside driving lane and shoulder to traffic. Mill existing asphalt pavement to concrete according to detail at locations directed by Engineer. Once the pavement has been removed, the Contractor must work continuously until the pavement has been replaced back to existing grade utilizing asphalt base in two lifts. Lastly shift traffic as directed by the Engineer to the outside driving lane. Close the inside driving lane and shoulder to traffic. Mill existing asphalt pavement to concrete according to detail at locations directed by Engineer. Once the pavement has been removed, the Contractor must work continuously until the pavement has been replaced back to existing grade utilizing asphalt base in two lifts. Open traffic to repaired areas for a minimum of 21 days. Monitor pavement for settlement until PHASE II is complete, milling or leveling with leveling and wedging as needed.

### **PHASE II – Mill and Resurface**

Mill and resurface locations as directed by Engineer throughout the project utilizing temporary lane closures like the above-described closures for pavement repair. Once the pavement has been removed, the Contractor must work continuously until the pavement has been replaced back to existing grade.

### **PHASE III – Permanent Striping**

Place permanent striping and markers throughout the project only utilizing temporary lane closures like the above-described closures used for pavement repair. Access to all entrance and exit ramps is to be always maintained unless otherwise directed by the Engineer.

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## **LANE/SHOULDER CLOSURES**

Limit the lengths of lane and shoulder closures to only that needed for actual operations in accordance with the phasing specified herein, or as directed by the Engineer. Lane closures shall be always limited to a maximum length of 5 miles. Any deviation from this scheme shall be approved by the Engineer. Contrary to section 112, lane and shoulder closures will **NOT** be measured for payment but are considered incidental to "Maintain and Control Traffic," lump sum.

## **SIGNS**

Additional traffic control signs in addition to normal lane closure signing detailed on the Standard Drawings may be required by the Engineer. Additional signs needed for lane closures may include, but are not limited to, dual mounted TRUCKS USE LEFT/RIGHT LANE, LEFT/RIGHT LANE CLOSED 1 MILE, LEFT/RIGHT LANE CLOSED 2 MILES, LEFT/RIGHT LANE CLOSED 3 MILES, SLOWED/STOPPED TRAFFIC AHEAD. Signage for reduced speed limits and double fine work zones will be furnished, relocated, and maintained by the Contractor.

Contrary to section 112, individual signs will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged signs or signs directed to be replaced by the Engineer due to poor legibility or reflectivity will not be measured for payment.

A quantity of signs has been included for lane shifts, "Roadwork Ahead" signs on entrance ramps, and extra Double Fine signs and Speed Limit signs between interchanges to be paid only once no matter how many times they are moved or relocated.

## **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 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 within 24 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 relocated during the duration of the project. The Department will not measure replacements for damaged Changeable Message Signs or for signs the Engineer directs be replaced due to poor condition or readability. Retain possession of the Changeable Message Signs upon completion of the work.

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## **FLASHING ARROWS**

Provide flashing arrow panels in advance of or on the project at locations to be determined by the Engineer. The arrow panels shall be in operation at all times. In the event of damage or mechanical failure, immediately repair or replace the arrow panels. The Department will measure for payment the maximum number of arrow panels in concurrent use at the same time on a single day on all sections of the contract. Individual arrow panels will be measured only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. Replacements for damaged arrow panels directed by the Engineer to be replaced due to poor condition will not be measured for payment. Arrow panels will remain the property of the Contractor after construction is complete.

## **BARRELS**

Barrels are to be used for channelization or delineation and will be incidental to "MAINTAIN AND CONTROL TRAFFIC" according to Section 112.04.01. Replacements for damaged barrels directed by the Engineer to be replaced due to poor condition or reflectivity will not be measured for payment.

## **TRUCK MOUNTED ATTENUATORS**

Furnish and install MUTCD approved Truck Mounted Attenuators in advance of work areas when workers are present less than 12 feet from traffic. If there is less than 500 feet between work sites, only a single TMA will be required at a location directed by the Engineer. Locate the TMAs at the individual work sites and move them as the work zone moves within the project limits. All details of the TMA installations shall be approved by the Engineer. Truck Mounted Attenuators will not be measured for payment but are incidental to Maintain and Control Traffic. The Department **WILL NOT** take possession of the TMAs upon completion of the work.

## **PAVEMENT MARKINGS**

If lane closures are in place during nighttime hours, remove or cover the lenses of raised pavement markers that do not conform to the traffic control scheme in use, or as directed by the Engineer. Replace or uncover lenses before a closed lane is reopened to traffic. No direct payment will be made for removing and replacing or covering and uncovering the lenses but will be incidental to "Maintain and Control Traffic".

Place temporary and permanent striping in accordance with Section 112, Section 712 and Section 714, except that:

1. Temporary and permanent striping will be 6" in width; and
2. If the contractor's operations or phasing requires temporary markings which must be subsequently removed from the ultimate pavement, an approved removable lane tape will be used; however removable tape will be measured and paid as Pavement Striping-Temporary Paint 6"; and
3. Edge lines will be required for temporary striping; and
4. Existing, temporary, or permanent striping will be in place before a lane is opened to Traffic.
5. Place permanent striping on pavement within the project limits.

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6. Permanent striping will be Thermoplastic.

Should the Contractor change the existing striping pattern, the Contractor is to restripe the roadway back to its original configuration within the time allotted for a lane closure.

### **PAVEMENT EDGE DROP-OFFS**

Pavement edge drop-offs will be protected by a lane or shoulder closure. Lane closures will be protected with barrels, vertical panels, or barricades as shown on the Standard Drawings.

A pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation shall not have an elevation difference greater than 1 ½". Place warning signs (MUTCD W8-11 or W8-9A) in advance of and at 1500' intervals throughout the drop-off area. Dual posting on both sides of the traveled way shall be required. Pavement edges that traffic is not expected to cross, except accidentally, shall be treated as follows:

Less than 1 1/2" – Lane closure not required. Traffic will not be permitted on milled surface. Existing striping layout must be in place prior to shifting traffic.

1 1/2" to 2" – Protect with a lane closure.

2" to 4" – Protect with a lane closure. Place barrels, vertical panels, or barricades every 50 feet. Traffic cones may not be used in place of barrels, panels, and barricades at any time. Construct a wedge with compacted cuttings from milling, trenching, or asphalt mixtures with a 3:1 or flatter slope, when work is not active in the drop-off area. Place Type III Barricades at the beginning of the lane closures, and place additional Type III Barricades spaced at 2,500 feet during the time the lane closure is in place.

### **TRAFFIC COORDINATOR**

Designate an employee to be traffic coordinator. The designated Traffic Coordinator shall meet the requirements described in Section 112.03.12 of the Department's Standard Specifications. The Traffic Coordinator will inspect the project maintenance of traffic once every two hours during the Contractor's operations and at any time a lane closure is in place. The Traffic Coordinator will report all incidents throughout the work zone to the Engineer on the project. The Contractor will furnish the name and a telephone number where the Traffic Coordinator can be always contacted.

During any period when a lane closure is in place, the Traffic Coordinator will arrange for personnel to be always present on the project to inspect the traffic control, maintain the signing and devices, and relocate Portable Changeable Message Signs as queue lengths change. The personnel will have access on the project to a radio or telephone to be used in case of emergencies or accidents.

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## **COORDINATION OF WORK**

The Contractor is advised that other projects may be in progress within or in the near vicinity of this project. The traffic control of those projects may affect this project and the traffic control of this project may affect those projects. The Contractor will coordinate the work on this project with the work of the other contractors. In case of conflict, the Engineer will determine the relative priority to give to work phasing on the various projects.

## **CONTRACTOR'S AND CONTRACTOR'S EMPLOYEES' VEHICLES**

Do not use or allow employees to use median crossovers at any time except when inside lanes are closed for construction. In all other phases of construction, change vehicular direction of travel only at interchanges.

## **LAW ENFORCEMENT OFFICERS (LEO'S)**

Police support shall be a unit consisting of an off-duty police officer from any police force agency having lawful jurisdiction and a police car equipped with externally mounted flashing blue lights. Officers may be asked to issue citations for traffic violations but will be considered incidental to the contract unit bid price for "Law Enforcement Officer". No additional compensation will be provided. The officers will be placed at the discretion of the Engineer. Police support will be measured and paid on a per hour basis for each officer and police vehicle.

## 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)

## **Messages**

Basic principles that are important to providing proper messages and insuring 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
- Nor 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 insure that the signs 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 thief (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
-

**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	ACCIDENT AHEAD/USE ACCS RD NEXT RIGHT
Alternate	ALT	ACCIDENT 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	ACCIDENT ON AA HWY/EXPECT DELAYS
Hour	HR	ACCIDENT 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 DELWAYS I75/USE ALT RTE
Mile	MI	ACCIDENT 3 MI AHEAD/ USE ALT RTE
Minor	MNR	ACCIDENT 3 MI MNR DELAY
Minutes	MIN	ACCIDENT 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	ACCIDENT 3 MIL/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
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 NO 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>	Action
ACCIDENT	ALL TRAFFIC EXIT RT
ACCIDENT/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
FOG XX MILES	PASS TO RIGHT
FREEWAY CLOSED	PREPARE TO STOP
FRESH OIL	REDUCE SPEED
HAZMAT SPILL	SLOW
ICE	SLOW DOWN
INCIDENT AHEAD	STAY IN LANE
LANES (NARROW, SHIFT, MERGE, ETC.)	STOP AHEAD
LEFT LANE CLOSED	STOP XX MILES
LEFT LANE NARROWS	TUNE RADIO 1610 AM
LEFT 2 LANES CLOSED	USE NN ROAD
LEFT SHOULDER CLOSED	USE CENTER LANE
LOOSE GRAVEL	USE DETOUR ROUTE
MEDIAN WORK XX MILES	USE LEFT TURN LANE
MOVING WORK ZONE, WORKERS IN ROADWAY	USE NEXT EXIT
NEXT EXIT CLOSED	USE RIGHT LANE
NO OVERSIZED LOADS	WATCH FOR FLAGGER
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	