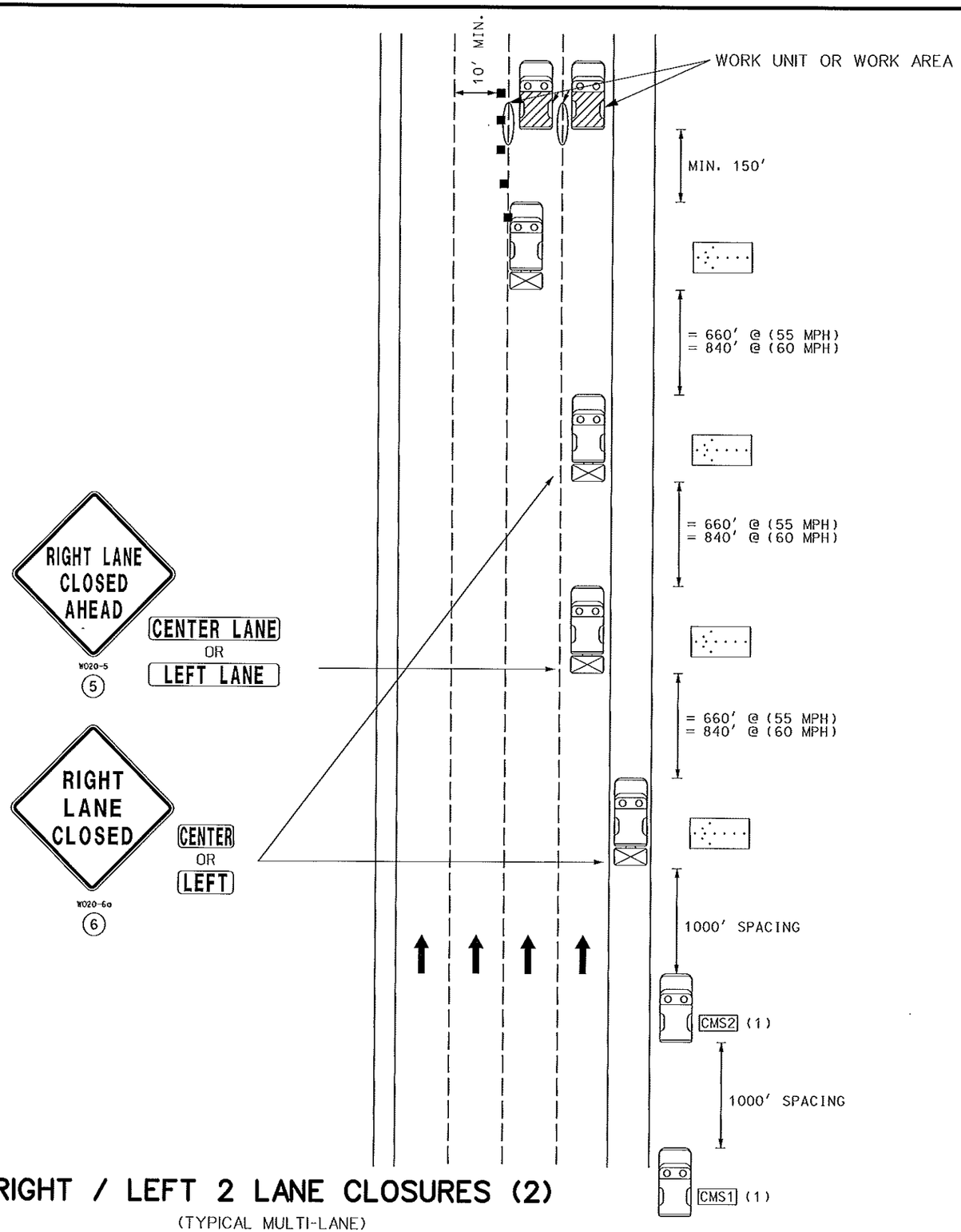

RIGHT / LEFT 2 LANE CLOSURES (2)

(TYPICAL MULTI-LANE)

MOBILE OPERATION ON DIVIDED OR MULTI-LANE HIGHWAYS

GENERAL NOTES:

1. SPACING OF CMS BOARDS SHOWN ON PLANS ARE MINIMUM AND MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.
2. ALL EXISTING SIGNS THAT CONFLICT WITH THE PROPOSED TCP SHALL BE COVERED. (NO DIRECT PAY WILL BE MADE)
3. THERE WILL BE NO DIRECT PAY FOR RELOCATING CONSTRUCTION SIGNS.

NOTES:

(1) ALL CMS BOARDS SHALL CONTINUOUSLY BE MOVED BEHIND THE TMA AND WORK UNIT, AND ACCORDING TO THE PLANS OR AS DIRECTED BY THE ENGINEER. WHERE INSIDE SHOULDER WIDTH IS NOT AVAILABLE, CMS UNITS SHOULD BE PLACED AS FAR OFF THE RIGHT SHOULDER AS POSSIBLE.

(2) 2 LANES MUST BE CLOSED AT A TIME TO PERFORM THIS WORK.

TRAFFIC CONTROL LEGEND

- CHANNELIZERS / TRIMLINES
- WORK UNIT OR WORK AREA
- PROTECTIVE TRUCK WITH WORK SIGN, FLASHING ARROW PANEL AND TRUCK MOUNTED ATTENUATOR
- CMS — CHANGEABLE MESSAGE SIGN
- FLASHING ARROW PANEL

DISCLAIMER
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STATE OF MISSOURI
JEFFREY A. BOHLER
NUMBER E-29731
REGISTERED PROFESSIONAL ENGINEER

4-3-12

EXHIBIT C
TRAFFIC CONTROL
SHEET 1 OF 3

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

TRAFFIC CONTROL DEVICES

SPEED
LIMIT
XX

(SPEED LIMIT SHALL BE 10MPH LESS THAN THE POSTED SPEED LIMIT)

CMS1

(SIGN SEQUENCE)

RT 2 LNS
CLOSED
AHEAD

OR

LT 2 LNS
CLOSED
AHEAD

CMS2

(SIGN SEQUENCE)

TRAFFIC CONTROL LEGEND

- CHANNELIZERS / TRIMLINES
- WORK UNIT OR WORK AREA
- PROTECTIVE TRUCK WITH WORK SIGN, FLASHING ARROW PANEL AND TRUCK MOUNTED ATTENUATOR
- CMS — CHANGEABLE MESSAGE SIGN
- FLASHING ARROW PANEL

GENERAL NOTES:

1. SPACING OF CMS BOARDS SHOWN ON PLANS ARE MINIMUM AND MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.
2. ALL EXISTING SIGNS THAT CONFLICT WITH THE PROPOSED TCP SHALL BE COVERED. (NO DIRECT PAY WILL BE MADE)
3. THERE WILL BE NO DIRECT PAY FOR RELOCATING CONSTRUCTION SIGNS.
4. SPEED LIMIT SHALL BE 10MPH LESS THAN THE POSTED SPEED LIMIT.

DISCLAIMER
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EXHIBIT C
TRAFFIC CONTROL
SHEET 2 OF 3

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

GENERAL NOTES:

FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL IN ACCORDANCE WITH SEC 1042.2.7.3.

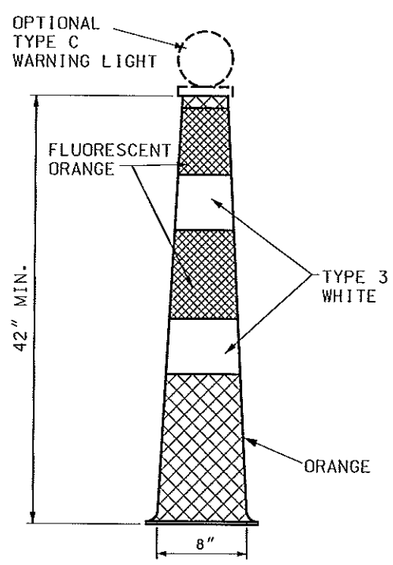
BALLAST FOR TRAFFIC CONTROL DEVICES SHALL CONFORM TO MANUFACTURERS' RECOMMENDATION FOR FIELD CONDITIONS WHEN APPLICABLE.

WHITE AND ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 1042.2.7.2.

IF REQUIRED BY THE ENGINEER OR SPECIFIED ON THE PLANS, EACH DIRECTION INDICATOR BARRICADE, DRUMLIKE CHANNELIZER, AND VERTICAL PANEL SHALL BE EQUIPPED WITH ONE TYPE C LED PORTABLE LIGHT UNIT. IF USED, THE LIGHT UNIT AND BATTERY COMPARTMENT SHALL BE FURNISHED BY THE DEVICE MANUFACTURER OR OTHERWISE MEET THE MANUFACTURER'S RECOMMENDATIONS FOR DESIGN AND WILL BE REQUIRED ON ALL DEVICES IN THE SERIES.

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE DRUM-LIKE CHANNELIZERS IN LIEU OF TRIM-LINE CHANNELIZERS TO PROVIDE LONGITUDINAL CHANNELIZATION WITHIN THE ACTIVITY AREA WHERE NO RAMPS, INTERSECTIONS OR LIMITED LATERAL CLEARANCE EXISTS.

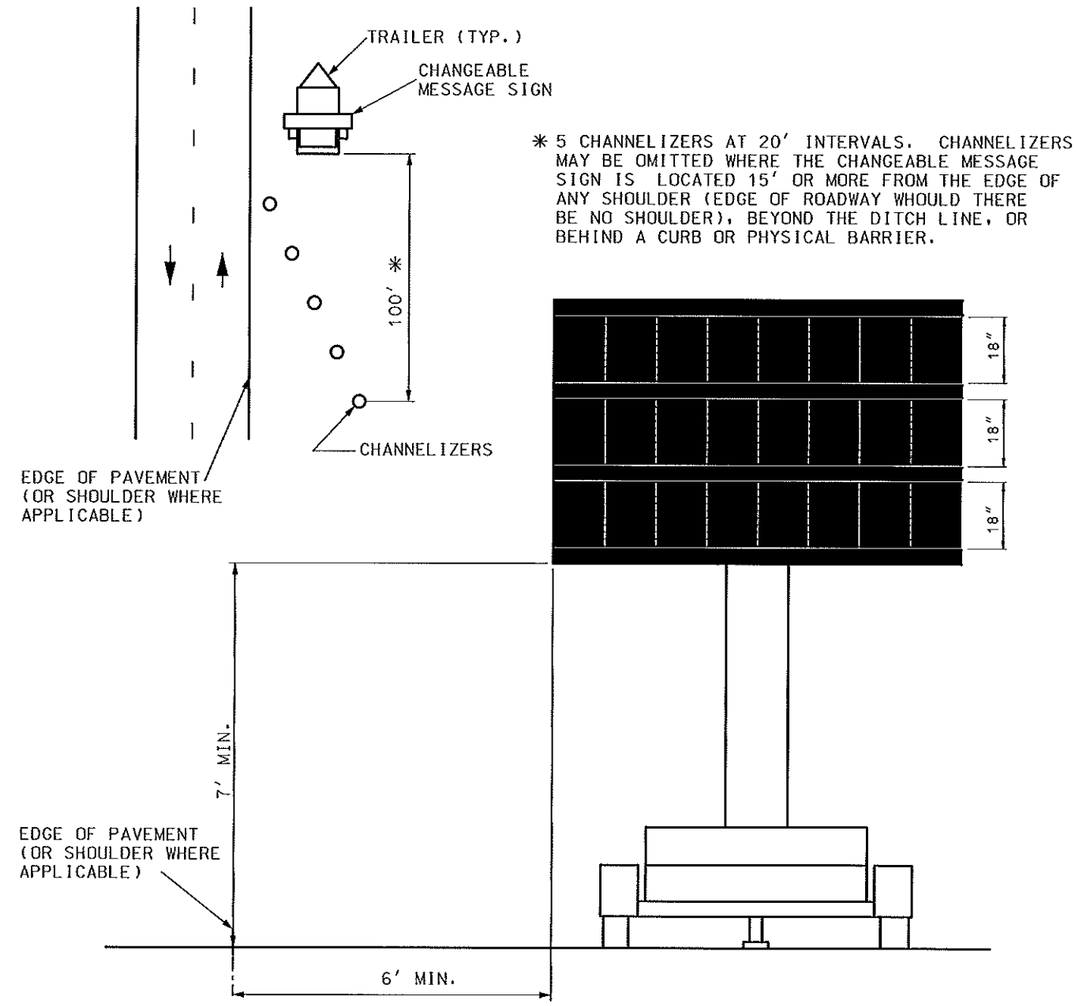
UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE VERTICAL PANELS IN LIEU OF TRIM-LINE CHANNELIZERS TO PROVIDE LONGITUDINAL CHANNELIZATION WITHIN THE ACTIVITY AREA.



TRIM-LINE
CHANNELIZERS

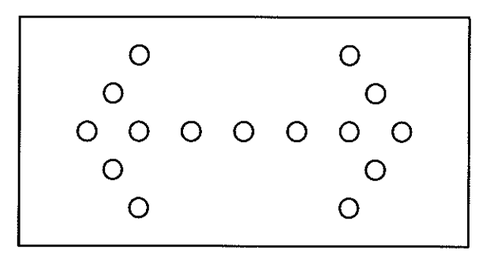
REFLECTIVE SHEETING APPLIED TO CHANNELIZERS SHALL BE REBOUNDABLE MEETING ASTM D 4956.

STRIPES ON TRIM-LINE CHANNELIZERS SHALL BE 6" TO 8".



* 5 CHANNELIZERS AT 20' INTERVALS. CHANNELIZERS MAY BE OMITTED WHERE THE CHANGEABLE MESSAGE SIGN IS LOCATED 15' OR MORE FROM THE EDGE OF ANY SHOULDER (EDGE OF ROADWAY WHOULD THERE BE NO SHOULDER), BEYOND THE DITCH LINE, OR BEHIND A CURB OR PHYSICAL BARRIER.

CHANGEABLE MESSAGE SIGN



FLASHING ARROW PANEL REQUIREMENTS

PANEL MOUNTING HEIGHT SHALL BE AT LEAST 7 FEET FROM THE ROADWAY SURFACE TO THE LOWEST POINT ON THE PANEL. THE BOTTOM OF THE PANEL SHALL BE RELATIVELY LEVEL WHEN IN USE.

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EXHIBIT C
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SHEET 3 OF 3

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