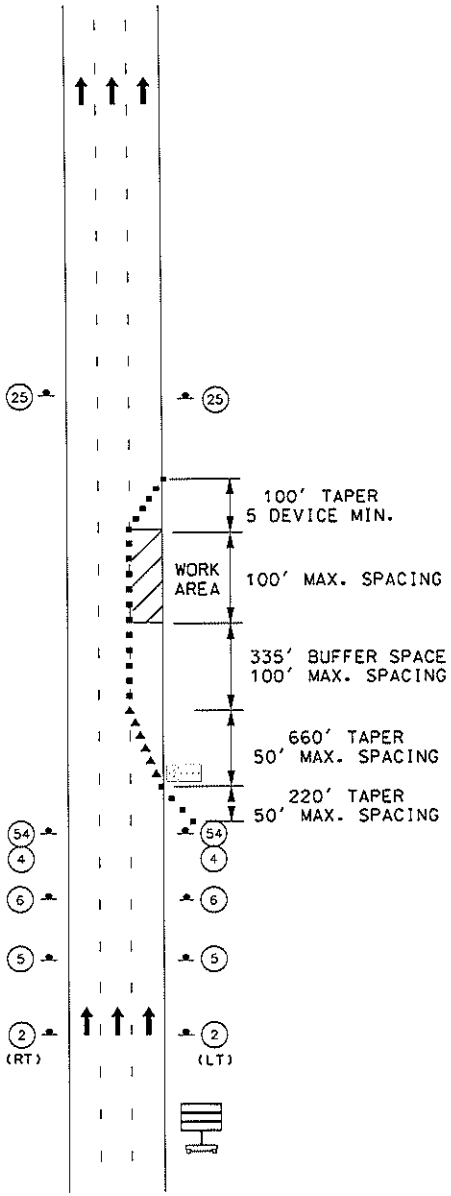
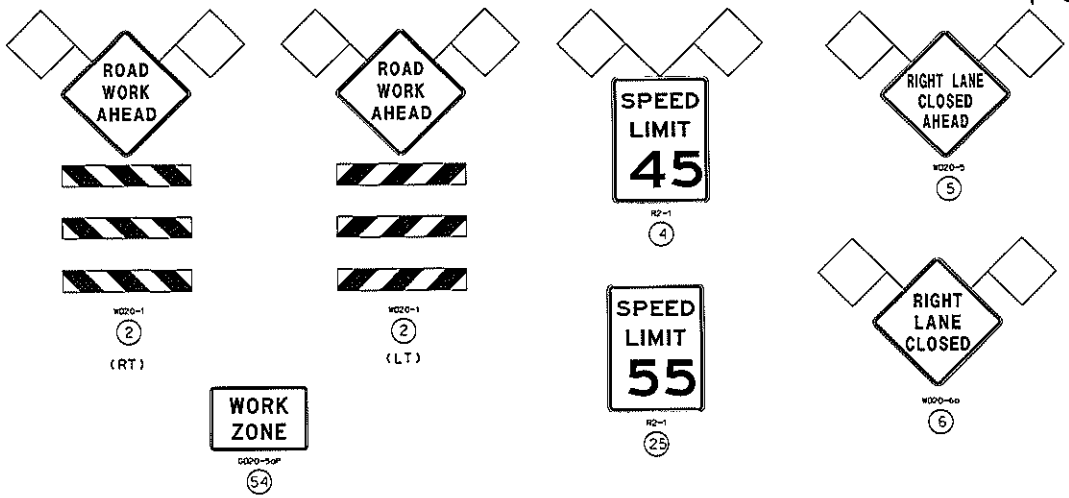


SINGLE RIGHT LANE CLOSURE



TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- SIGN (DOUBLE SIDED)
- DIRECTIONAL INDICATOR BARRICADE WITH LIGHT
- CHANNELIZER
- FLASHING ARROW PANEL
- CHANGEABLE MESSAGE BOARD

NOTES:

1) SPACING BETWEEN SIGNS AND SPACING BETWEEN THE LAST SIGN AND THE BEGINNING OF THE TAPER OR SIGNED CONDITION SHALL BE 1000 FEET.
2) SPACING MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3) NO DIRECT PAY WILL BE MADE FOR RELOCATION OF TCP DEVICES.
4) ALL EXISTING SIGNS IN CONFLICT WITH THE TCP SHALL BE COVERED.
5) ALL SIGNS WITHIN FIRST ADVANCE WARNING AREA SHALL HAVE FLAGS.
6) REVERSE SETUP APPLIES TO SINGLE LEFT LANE CLOSURE.

STATE OF MISSOURI
JEFFREY A. BOHLER
NUMBER E-23
REGISTERED PROFESSIONAL ENGINEER
9-6-12

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

EXHIBIT C
TRAFFIC CONTROL PLAN
SHEET 1 OF 3

NOT TO SCALE

REV.

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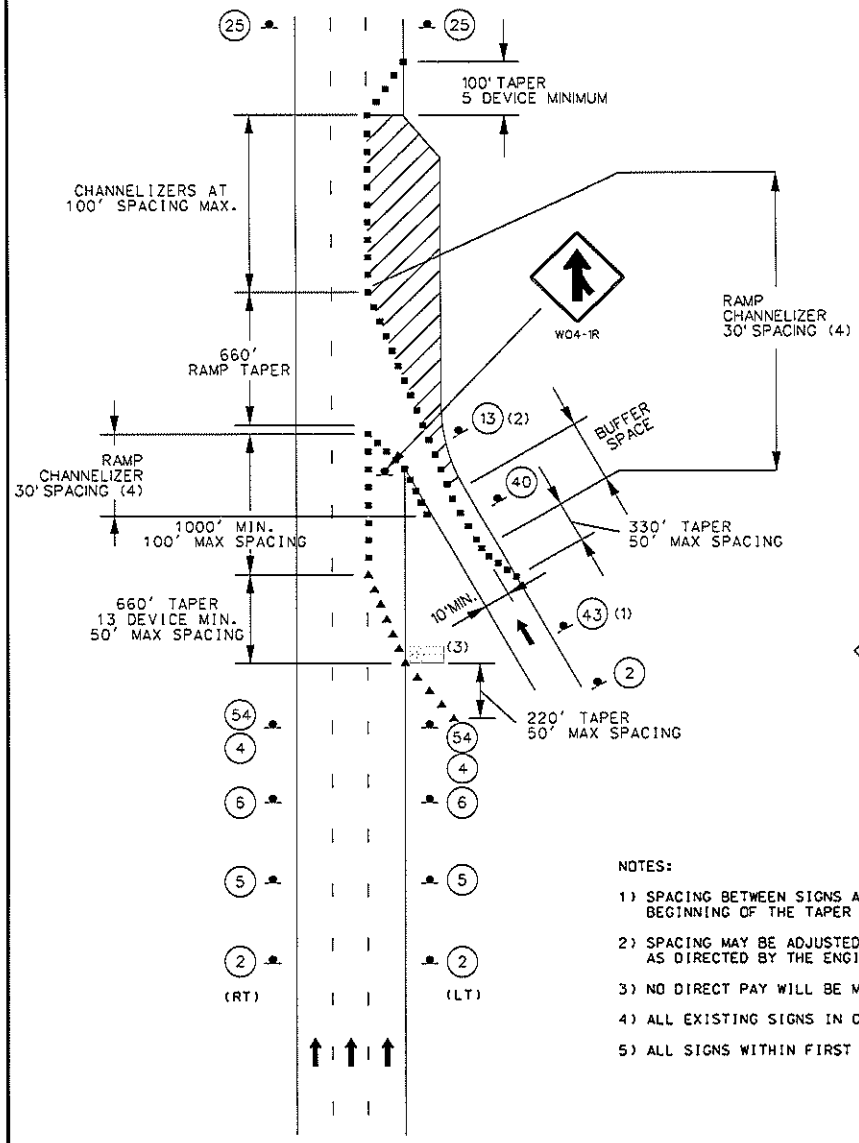
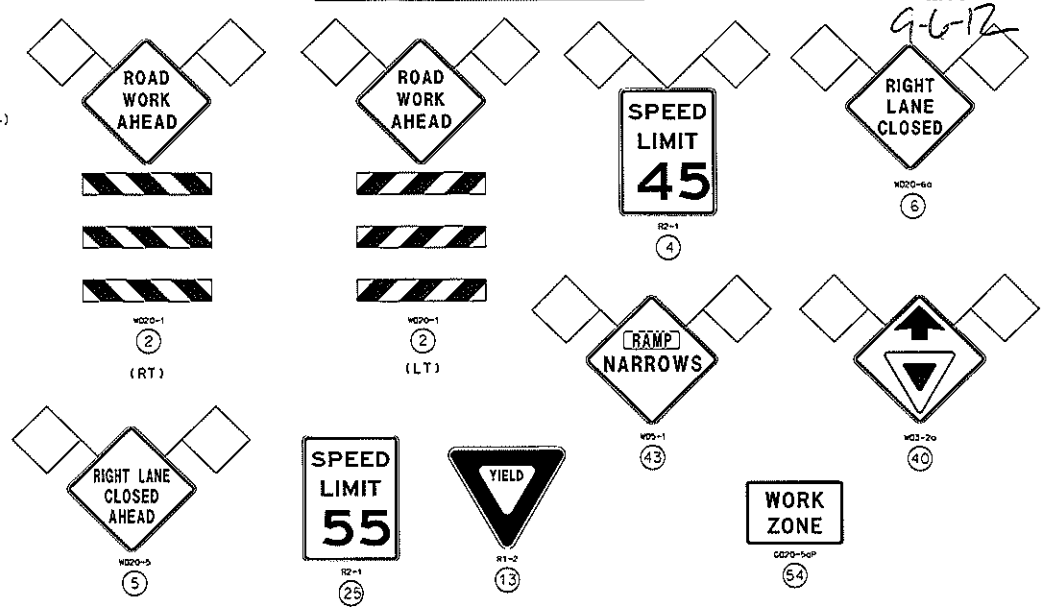


LANE CLOSURE
ENTRANCE RAMP AREAS



NOTES:

1) SPACING BETWEEN SIGNS AND SPACING BETWEEN THE LAST SIGN AND THE BEGINNING OF THE TAPER OR SIGNED CONDITION SHALL BE 1000 FEET.

2) SPACING MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

3) NO DIRECT PAY WILL BE MADE FOR RELOCATION OF TCP DEVICES.

4) ALL EXISTING SIGNS IN CONFLICT WITH THE TCP SHALL BE COVERED.

5) ALL SIGNS WITHIN FIRST ADVANCE WARNING AREA SHALL HAVE FLAGS.

(1) SIGN (43) REQUIRED WHEN RAMP WIDTH IS REDUCED.

(2) SIGN (13) SHOULD BE PLACED ON THE RAMP TO PROVIDE ADEQUATE VISIBILITY OF MAINLINE TRAFFIC.

(3) THE LOCATION OF THE SIGN SEQUENCE AND MERGE TAPER SHOULD BE ADJUSTED SO THAT THE ARROW PANEL LOCATION IS NOT CONFUSING TO MOTORISTS ON THE RAMP.

(4) FOR WORK ZONES WHERE DEVICES ARE IN PLACE OVERNIGHT, USE TRIM-LINE CHANNELIZERS.

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

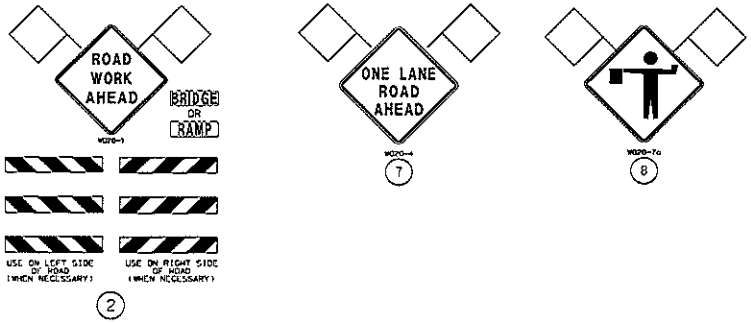
9-6-12

EXHIBIT C
TRAFFIC CONTROL PLAN
SHEET 2 OF 3

NOT TO SCALE

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

TRAFFIC CONTROL PLAN



NOTES:

1) SPACING BETWEEN SIGNS AND SPACING BETWEEN THE LAST SIGN AND THE BEGINNING OF THE TAPER OR SIGNED CONDITION SHALL BE 200 FEET.

2) SPACING MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

3) NO DIRECT PAY WILL BE MADE FOR RELOCATION OF TCP DEVICES.

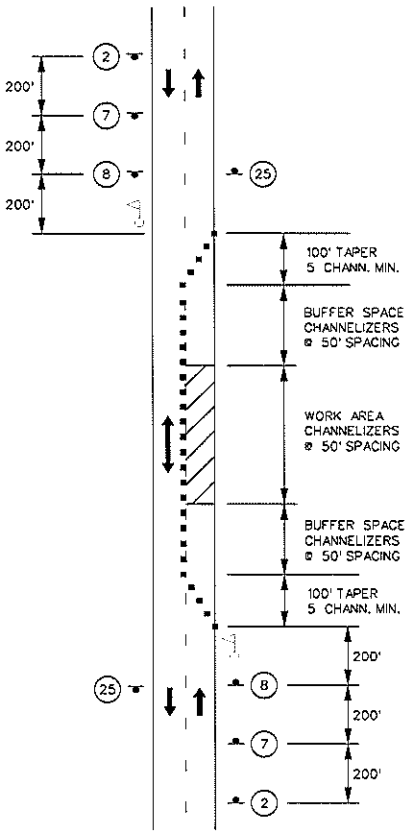
4) ALL EXISTING SIGNS IN CONFLICT WITH THE TCP SHALL BE COVERED.

5) NO SPEED REDUCED TO BELOW 35 MPH.

6) ALL SIGNS WITHIN FIRST ADVANCE WARNING AREA SHALL HAVE FLAGS.

TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- SIGN (DOUBLE SIDED)
- DIRECTIONAL INDICATOR BARRICADE WITH LIGHT
- CHANNELIZER
- FLASHING ARROW PANEL
- FLAGGER



TYPICAL FLAGGER OPERATION
TWO-WAY SINGLE LANE
DAYLIGHT OPERATION

STATE OF MISSOURI
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EXHIBIT C
TRAFFIC CONTROL PLAN
SHEET 3 OF 3

NOT TO SCALE

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

REV.

TC_03_n_FLAGGER.dgn 7:41:15 AM 9/6/2012