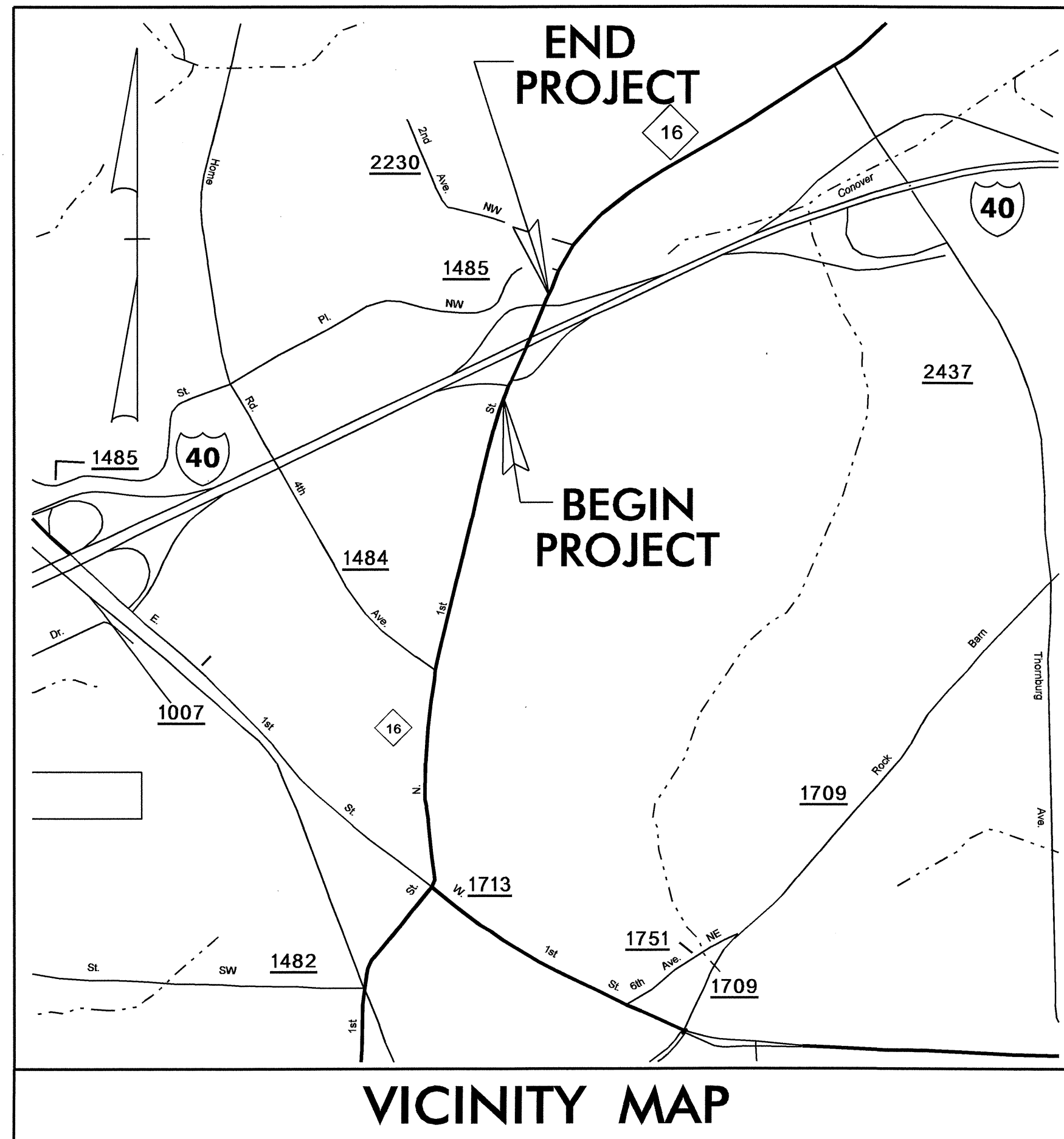
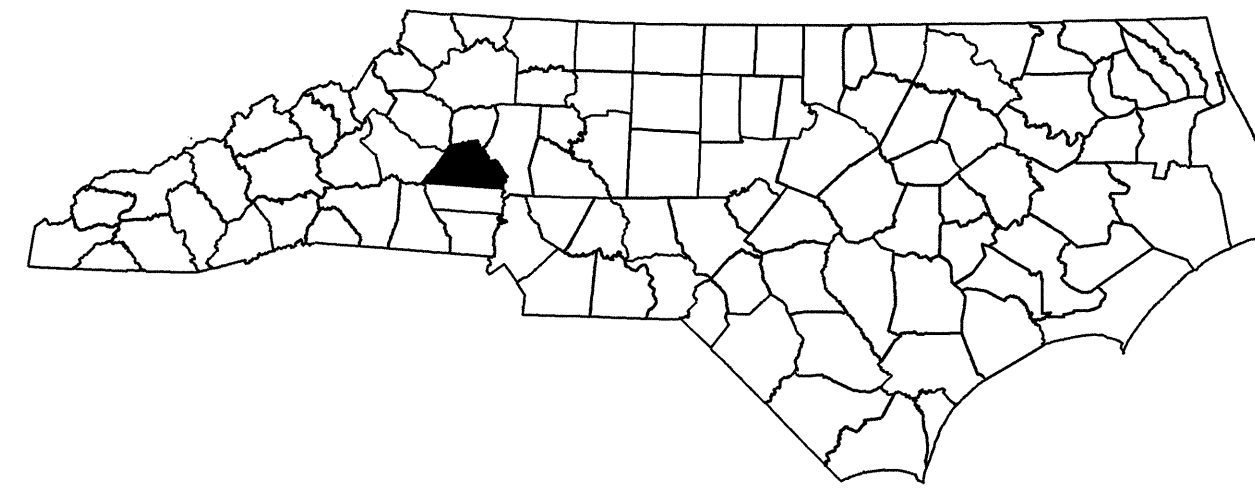


STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

**TRANSPORTATION MANAGEMENT PLAN**

**CATAWBA COUNTY**



**LOCATION: BRIDGE NO. 49 ON NC 16 (1ST. AVE. NORTH) OVER I-40 IN CONOVER**

**TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURE**

**INDEX OF SHEETS**

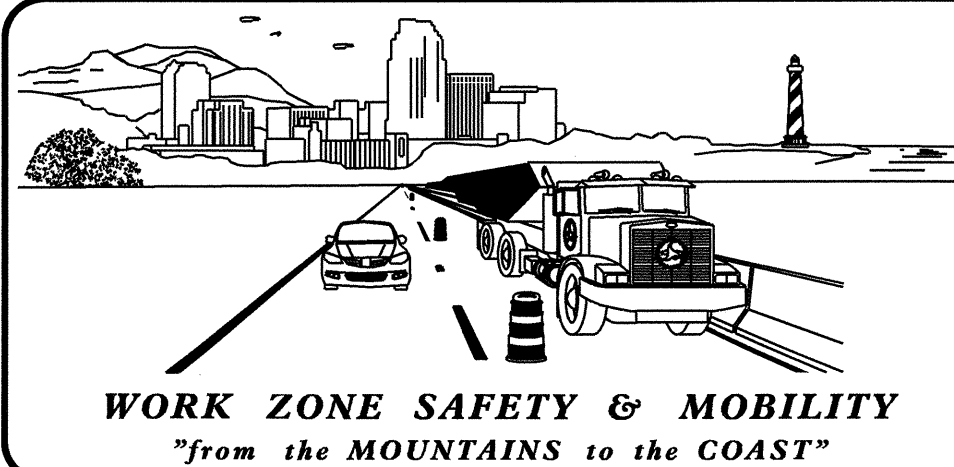
SHEET NO.	TITLE
TMP-1	TITLE SHEET, VICINITY MAP, AND INDEX OF SHEETS
TMP-1A	LIST OF APPLICABLE ROADWAY STANDARD DRAWINGS, LEGEND, AND TEMPORARY PAVEMENT MARKING
TMP-1B	TRANSPORTATION OPERATIONS PLAN: (MANAGEMENT STRATEGIES AND GENERAL NOTES)
TMP-2A	WORK ZONE VARIABLE SPEED LIMIT REDUCTION
TMP-2B	SIGN DESIGNS (FOR SPEED REDUCTION)
TMP-3	TEMPORARY TRAFFIC CONTROL PHASING
TMP-4	I-40 CROSSOVERS
TMP-5	OFFSITE DETOUR
TMP-6	NC 16 ROAD CLOSURE
TMP 7-10	MEDIAN CROSSOVER EASTBOUND CLOSED
TMP 11-14	MEDIAN CROSSOVER WESTBOUND CLOSED
TMP 15	I-40 LANE SHIFT

SHEET NO.  
TMP-1

**B-4456**

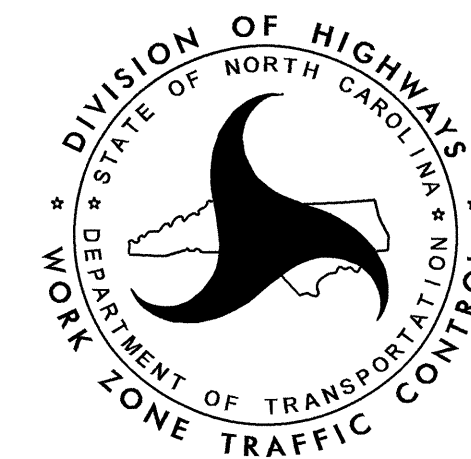
**TIP PROJECT:**

02-AUG-2011 15:02 \\dot\dfsroot\proj\TIP\Projects-B\B4456\TrafficControl\TCP\B-4456 TMP-1.dgn rmgarratt AT 12:47:35



**N.C.D.O.T. WORK ZONE TRAFFIC CONTROL**  
1561 MAIL SERVICE CENTER (MSC) RALEIGH, NC 27699-1561  
750 N. GREENFIELD PARKWAY, GARNER, NC 27529 (DELIVERY)  
PHONE: (919) 773-2800 FAX: (919) 771-2745

J. S. BOURNE, P.E. STATE TRAFFIC MANAGEMENT ENGINEER  
J. S. KITE, P.E. TRAFFIC CONTROL PROJECT ENGINEER  
D. W. BISSETTE, P.E. TRAFFIC CONTROL PROJECT DESIGN ENGINEER  
S. D. MILLER, P.E. TRAFFIC CONTROL DESIGN ENGINEER



APPROVED: *Ste Miller*  
DATE: 8-2-11

SEAL





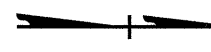
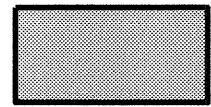
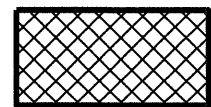
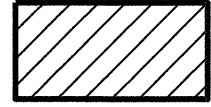

## ROADWAY STANDARD DRAWINGS

THE FOLLOWING ROADWAY STANDARDS AS SHOWN IN "ROADWAY STANDARD DRAWINGS" - PROJECT SERVICES UNIT - N.C. DEPARTMENT OF TRANSPORTATION - RALEIGH, N.C., DATED JULY 2006 ARE APPLICABLE TO THIS PROJECT AND BY REFERENCE HEREBY ARE CONSIDERED A PART OF THESE PLANS:

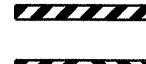










<u>STD. NO.</u>	<u>TITLE</u>
1101.02	TEMPORARY LANE CLOSURES
1101.03	TEMPORARY ROAD CLOSURES
1101.04	TEMPORARY SHOULDER CLOSURES
1101.05	WORK ZONE VEHICLE ACCESSES
1101.11	TRAFFIC CONTROL DESIGN TABLES
1110.01	STATIONARY WORK ZONE SIGNS
1110.02	PORTABLE WORK ZONE SIGNS
1115.01	FLASHING ARROW PANELS
1130.01	DRUMS
1135.01	CONES
1145.01	BARRICADES
1160.01	TEMPORARY CRASH CUSHION
1165.01	TRUCK MOUNTED IMPACT ATTENUATOR
1170.01	PORTABLE CONCRETE BARRIER
1180.01	SKINNY - DRUM
1205.01	PAVEMENT MARKINGS - LINE TYPES AND OFFSETS
1205.02	PAVEMENT MARKINGS - 2 LANE & MULTILANE ROADWAYS
1205.12	PAVEMENT MARKINGS - BRIDGES
1250.01	PAVEMENT MARKER SPACING
1251.01	RAISED PAVEMENT MARKERS - (TEMPORARY & PERMANENT)

## LEGEND




### GENERAL

-  DIRECTION OF TRAFFIC FLOW
-  DIRECTION OF PEDESTRIAN TRAFFIC FLOW
- EXIST. PVMT.
-  NORTH ARROW
- PROPOSED PVMT.
-  WORK AREA
-  REMOVAL
-  TEMPORARY PAVEMENT
-  USER DEFINED (IF NEEDED)

### TRAFFIC CONTROL DEVICES

-  BARRICADE (TYPE III)
-  CONE
-  DRUM     SKINNY DRUM     TUBULAR MARKER
-  TEMPORARY CRASH CUSHION
-  FLASHING ARROW PANEL (TYPE C)
-  FLAGGER
-  LAW ENFORCEMENT
-  TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
-  CHANGEABLE MESSAGE SIGN

### TEMPORARY SIGNING

-  PORTABLE SIGN
-  STATIONARY SIGN
-  STATIONARY OR PORTABLE SIGN




### SIGNALS

-  EXISTING
-  PROPOSED
-  TEMPORARY

### PAVEMENT MARKINGS

- EXISTING LINES
- TEMPORARY LINES

### PAVEMENT MARKERS

-  CRYSTAL/CRYSTAL
-  CRYSTAL/RED
-  YELLOW/YELLOW




### PAVEMENT MARKING SYMBOLS

-  PAVEMENT MARKING SYMBOLS

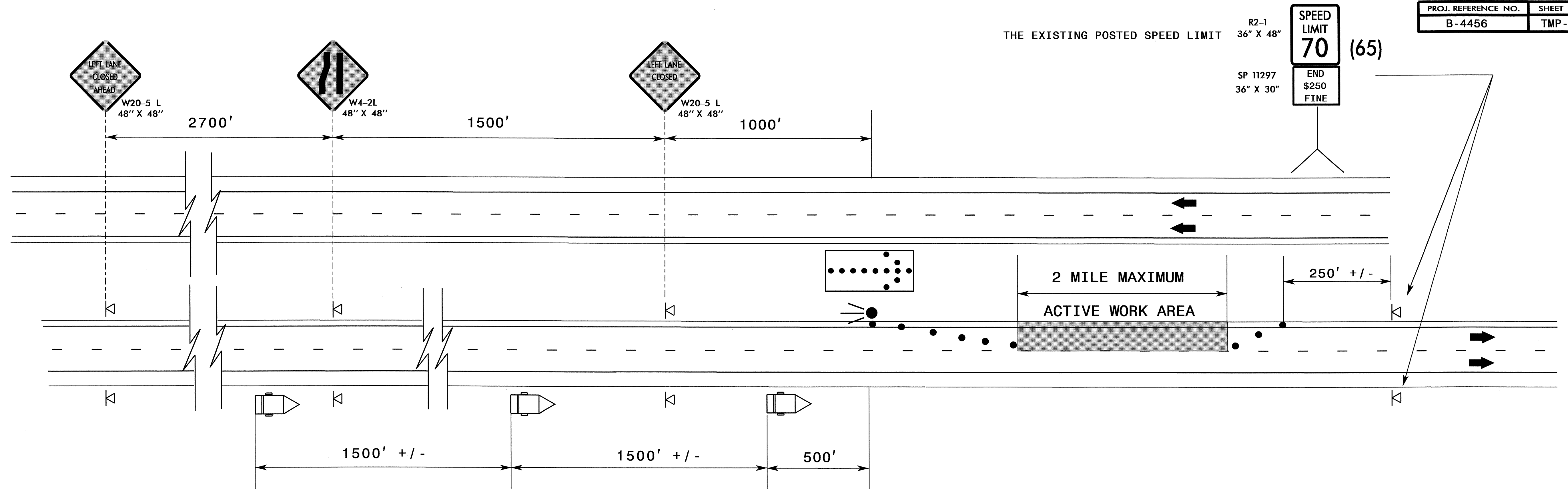
### TEMPORARY PAVEMENT MARKING

SYMBOL	DESCRIPTION
	PAVEMENT MARKINGS PAINT (6")
P6	WHITE EDGELINE (2X)
P7	YELLOW EDGELINE (2X)
PK	WHITE SKIP
	MARKERS
	RAISED PAVEMENT MARKERS
MB	CRYSTAL/RED

02-AUG-2011 15:02 \\dot\dfs\0010\proj\TIP\Projects-B\B4456\Traffic\TrafficControl\TCP\B-4456 TMP-1A.dgn AT Te244735 rmgorrett

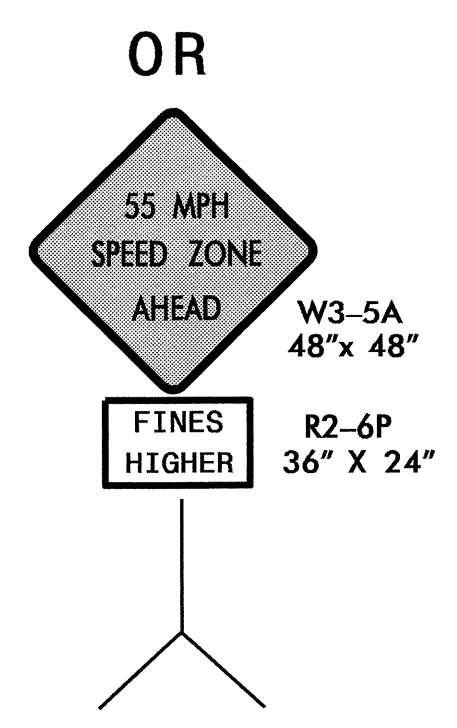
APPROVED: 	DATE: 8-2-11			<h3>ROADWAY STANDARD DRAWINGS &amp; LEGEND</h3>
---	--------------	---	---	---





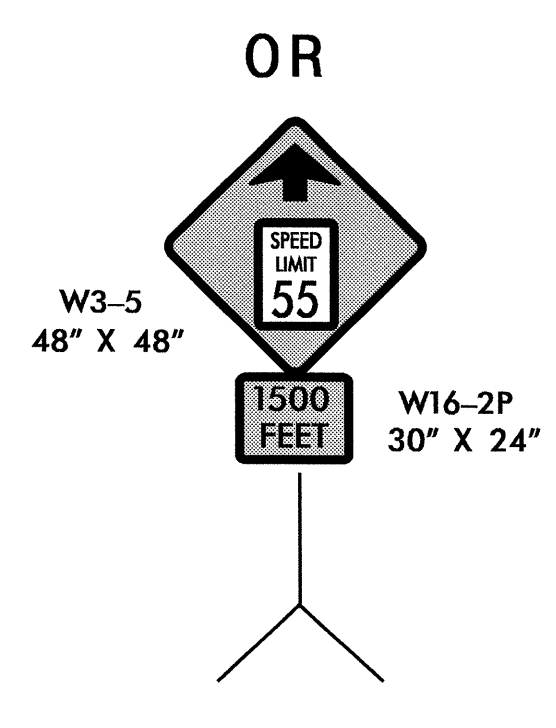
MESSAGE NO. 1	MESSAGE NO. 2
55 MPH ZONE AHEAD	\$250 FINE AHEAD

CHANGEABLE MESSAGE SIGN



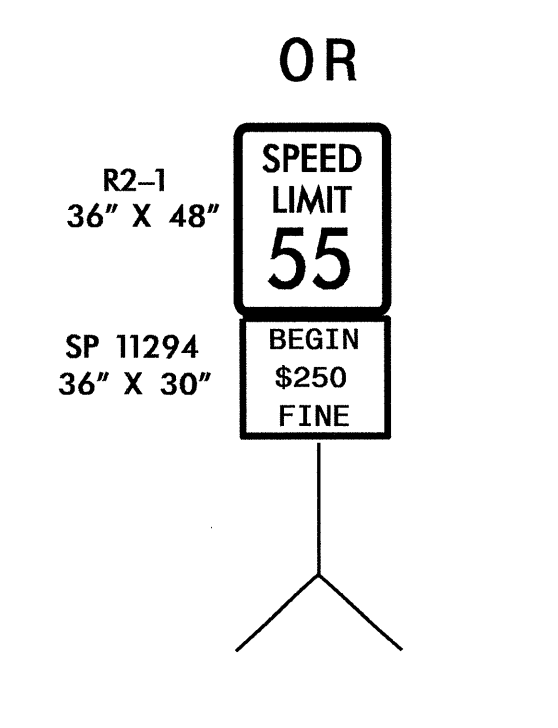
MESSAGE NO. 1	MESSAGE NO. 2
BEGIN 55 MPH 1500 FT	WORKERS IN ROADWAY

CHANGEABLE MESSAGE SIGN

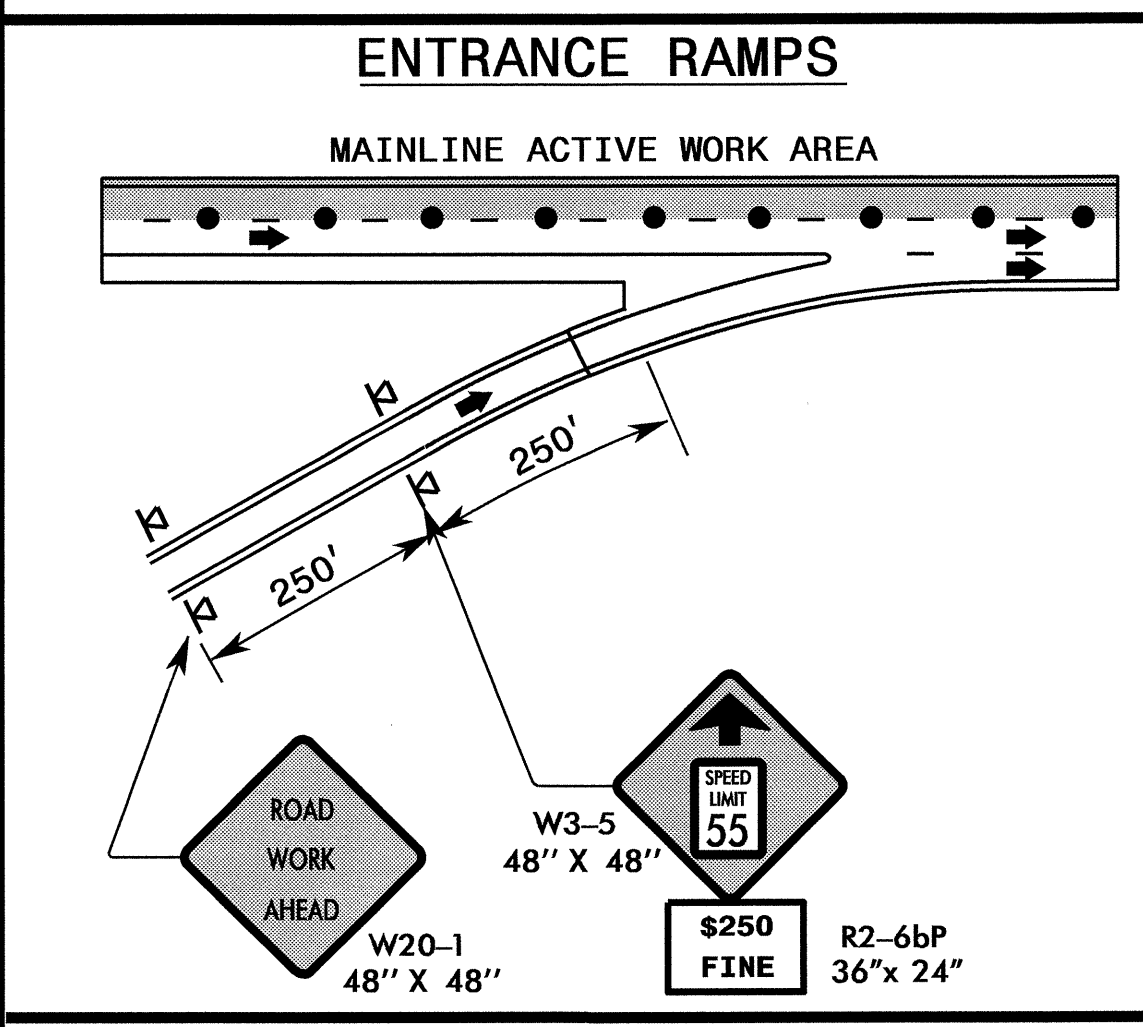


MESSAGE NO. 1	MESSAGE NO. 2
SPEED LIMIT 55	BEGIN \$250 FINE

CHANGEABLE MESSAGE SIGN

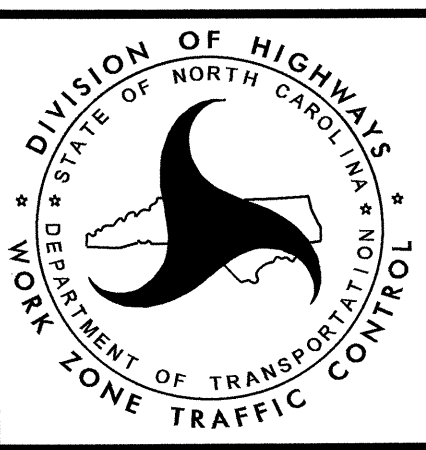


- ### GUIDELINES
1. THIS DRAWING IS FOR USE ONLY AFTER AN ENGINEERING INVESTIGATION HAS BEEN PERFORMED BY THE REGIONAL TRAFFIC ENGINEER AND WORK ZONE TRAFFIC CONTROL SECTION. THE WORK ZONE "VARIABLE" SPEED LIMIT IS INTENDED FOR USE ON FREEWAYS WITH SPEED LIMITS 65 MPH OR GREATER. SEE WORK ZONE "VARIABLE" SPEED LIMIT GUIDELINES FOR CRITERIA.
  2. THE STATE TRAFFIC ENGINEER HAS TO ORDINANCE THE SPEED LIMIT REDUCTION IN ORDER FOR THE REDUCTION AND/OR \$250 SPEEDING FINE TO BE VALID AND ENFORCEABLE. NO SPEED LIMIT MESSAGES/SIGNS SHALL BE INSTALLED PRIOR TO RECEIVING A SIGNED ORDINANCE. IN ADDITION, THE \$250 SPEEDING FINE ALSO REQUIRES A SEPARATE SIGNED ORDINANCE BY THE STATE TRAFFIC ENGINEER.
  3. EACH DIRECTION OF THE PROJECT IS TO BE EVALUATED FOR THE WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION. THIS DRAWING INTENTIONALLY HAS 1 DIRECTION SIGNED AS A REMINDER TO CAREFULLY CONSIDER WHETHER BOTH DIRECTIONS OF THE PROJECT NEED TO HAVE THE SPEED LIMIT REDUCED.
  4. THE MAXIMUM LANE CLOSURE LENGTH IS 2 MILES UNLESS OTHERWISE SHOWN IN THE PLANS. IN ADDITION, FOR ACTIVE WORK AREAS THAT EXCEED 1 MILE IN LENGTH, AN EVALUATION IS TO BE MADE TO DETERMINE IF ADDITIONAL CMS'S/SIGNS ARE NEEDED TO SUPPLEMENT THE INITIAL ONES. PORTABLE MOUNTED W3-5 SIGNS WITH SPEEDING PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMPS LOCATED WITHIN THE ACTIVE WORK AREA.
  5. THE \$250 SPEEDING FINE PENALTY APPLIES FOR ALL PROJECTS THAT QUALIFY FOR A WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION.
  6. THIS APPLICATION IS FOR SHORT-TERM ACTIVITIES SUCH AS LANE CLOSURES AND ROAD CLOSURES. THE WORK ZONE "VARIABLE" SPEED LIMIT SHALL NOT BE IN OPERATION CONTINUOUSLY (24/7) FOR A PERIOD EXCEEDING 30 CALENDAR DAYS. THE WORK ZONE "VARIABLE" SPEED LIMIT MESSAGING/SIGNAGE SHALL BE REMOVED AT THE COMPLETION OF THE ACTIVITY. THE REGIONAL TRAFFIC ENGINEER WILL BE NOTIFIED BY THE RESIDENT ENGINEER TO RESCIND THE ORDINANCE.
  7. WHEN WORK ZONE "VARIABLE" SPEED LIMIT REDUCTIONS ARE IN EFFECT, THE CONTRACTOR IS TO COVER ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION.



- ### NOTES
1. THE WORK ZONE "VARIABLE" SPEED LIMIT WILL BE ESTABLISHED IN COLLABORATION BETWEEN THE REGIONAL TRAFFIC ENGINEER, THE DIVISION, AND THE WORK ZONE TRAFFIC CONTROL SECTION. THIS DRAWING SHOWS THE TYPICAL APPLICATION OF REDUCING THE SPEED LIMIT TO 55 MPH.
  2. TYPICALLY THE WORK ZONE "VARIABLE" SPEED LIMIT APPLIES TO A SPECIFIC PORTION AND NOT THE ENTIRE PROJECT. THE WORK AREA AFFECTED BY THE SPEED REDUCTION SHOULD NOT EXCEED 2 MILES UNLESS THE MAXIMUM LENGTH OF LANE CLOSURE ALLOWED BY THE PLANS EXCEEDS THE 2 MILE MAXIMUM.
  3. THE WORK ZONE "VARIABLE" SPEED LIMIT AND THE \$250 SPEEDING FINE IS TO BEGIN 500' IN ADVANCE OF THE FLASHING ARROW PANEL AT THE MERGE TAPER. THE EXISTING SPEED LIMIT SIGNS AND THE "END \$250 FINE" SIGNS ARE TO BE INSTALLED AT THE LOCATION WHERE THE EXISTING SPEED LIMIT IS TO RESUME.
  4. THE NEED AND LOCATION OF ADDITIONAL POSTED WORK ZONE "VARIABLE" SPEED LIMIT SIGNS WITHIN THE LANE CLOSURE IS TO BE DETERMINED BY THE REGIONAL TRAFFIC ENGINEER.

APPROVED: *[Signature]* DATE: 8-2-11



SHEET 1 OF 2

## WORK ZONE "VARIABLE" SPEED LIMIT REDUCTION

SIGN NUMBER: SP11297 TYPE: E QUANTITY: SEE PLANS SIGN WIDTH: 3'-0" HEIGHT: 2'-6" TOTAL AREA: 7.5 Sq.Ft. BORDER TYPE: INSET RECESS: 0.5" WIDTH: 0.75" RADII: 1.88" NO. Z BARS: LENGTH:	BACKG COLOR: White COPY COLOR: Black SYMBOL	DESIGN BY: CWJ PROJECT ID: ALL CHECKED BY: DIV: ALL DATE: Jul 26, 2011
--	---	--

**SP 11294**

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

								Series/Size
								Text Length
	B	E	G	I	N			D 2000
7.2	5.1	4.6	5.4	2.4	4.1	7.2		21.6
	\$	2	5	0				D 2000
8.1	5	5.3	5.3	4.3	8.1			19.8
	F	I	N	E				D 2000
9.9	4.6	2.4	5.5	3.7	9.9			16.3

FILENAME: BEGIN \$250 Fine NORTH CAROLINA D.O.T. SIGN DETAIL

SIGN NUMBER: SP11294 TYPE: E QUANTITY: SEE PLANS SIGN WIDTH: 3'-0" HEIGHT: 2'-6" TOTAL AREA: 7.5 Sq.Ft. BORDER TYPE: FLUSH RECESS: 0.5" WIDTH: 0.75" RADII: 1.88" NO. Z BARS: LENGTH:	BACKG COLOR: White COPY COLOR: Black SYMBOL	DESIGN BY: CWJ PROJECT ID: ALL CHECKED BY: DIV: ALL DATE: Jul 26, 2011
--	---	--

**SP 11297**

Spacing Factor is 1 unless specified otherwise

LETTER POSITIONS

Letter spacings are to start of next letter

								Series/Size
								Text Length
	E	N	D					D 2000
10.8	4.7	5.5	4.1	10.8				14.3
	\$	2	5	0				D 2000
8.1	5	5.3	5.3	4.3	8.1			19.8
	F	I	N	E				D 2000
9.9	4.6	2.4	5.5	3.7	9.9			16.3


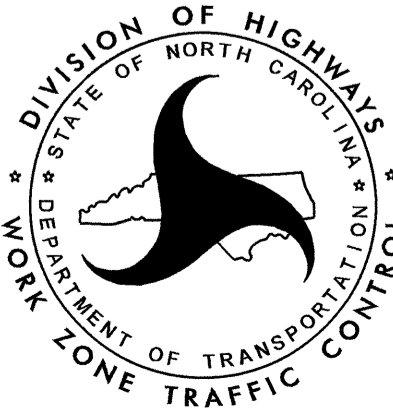
FILENAME: END \$250 FINE\_Sgn\_SGN NORTH CAROLINA D.O.T. SIGN DETAIL

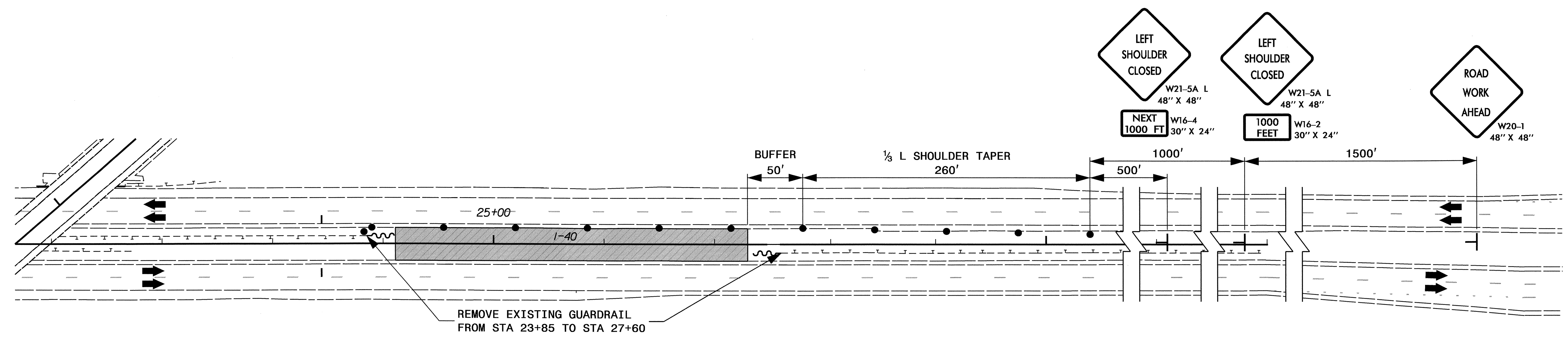
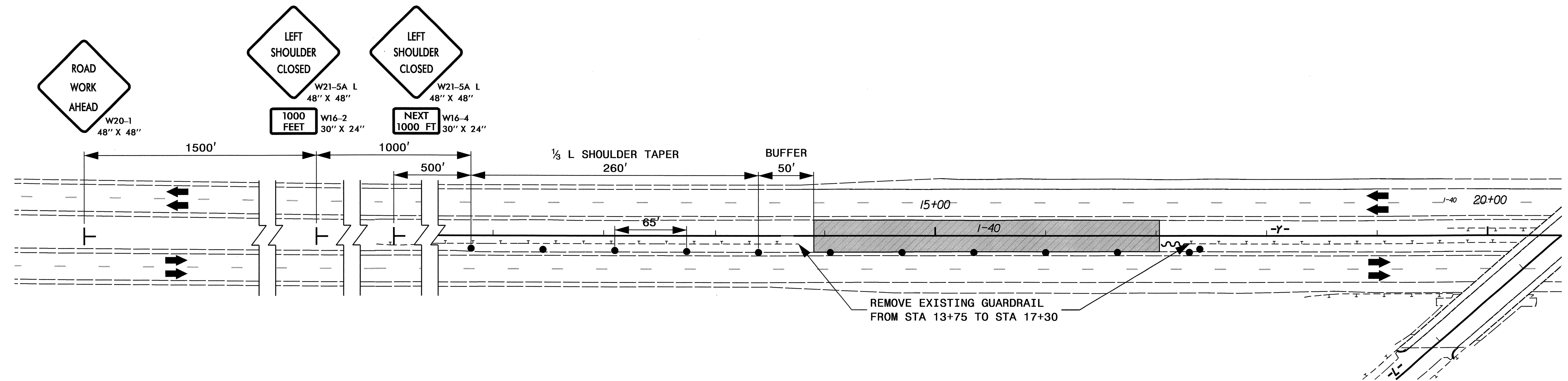
APPROVED: <i>Steve Miller</i> DATE: 8-2-11			<h1>SIGN DESIGNS</h1>
SEAL			

## PHASING

- STEP 1 INSTALL ADVANCED WARNING SIGNS ON I-40 FOR CONSTRUCTION OF CROSSOVERS AND RESURFACING.
- STEP 2 USING ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 AND ROADWAY STANDARD DRAWING 1101.04 SHEET 1 OF 1 AS NECESSARY CONSTRUCT I-40 CROSSOVERS AS SHOWN ON TMP-4.
- STEP 3 INSTALL SIGNS AND BARRICADES CLOSING NC 16 (1ST AVE N) AND DETOURING TRAFFIC AS SHOWN ON TMP-5 AND TMP-6 AND IN ACCORDANCE WITH ROADWAY STANDARD DRAWING 1101.03, SHEET 1 AND 2 OF 9 AND ROADWAY STANDARD DRAWING 1145.01, SHEET 1 OF 1.
- STEP 4 MAINTAINING LOCAL TRAFFIC, BEGIN CONSTRUCTION OF THE NC 16 (1ST AVE N) ROADWAY IMPROVEMENTS UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER.
- STEP 5 USING THE CROSSOVERS PER ROADWAY STANDARD DRAWING 1101.03 SHEET 6 OF 9, PLACE I-40 TRAFFIC IN A TWO-LANE, TWO-WAY PATTERN AS SHOWN ON TMP-7 THROUGH TMP-14. REMOVE THE SUPERSTRUCTURE AWAY FROM TRAFFIC. RETURN TRAFFIC TO THE EXISTING PATTERN.
- USING CROSSOVERS, PLACE I-40 TRAFFIC IN A TWO-LANE, TWO-WAY PATTERN ON THE OTHER SIDE OF I-40 AND REMOVE THE REMAINING SUPERSTRUCTURE. RETURN TRAFFIC TO THE EXISTING PATTERN.
- REMOVAL OF THE EXISTING END BENTS AND CONSTRUCTION OF THE PROPOSED END BENTS MAY BEGIN AT ANY TIME AFTER THE EXISTING ADJACENT SUPERSTRUCTURE HAS BEEN REMOVED.
- STEP 6 USING ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 CLOSE THE RIGHT LANE OF ONE DIRECTION AND REMOVE THE OUTSIDE INTERIOR BENT. RETURN TRAFFIC TO THE EXISTING PATTERN.
- USING ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 CLOSE THE RIGHT LANE OF THE OTHER DIRECTION AND REMOVE THE OUTSIDE INTERIOR BENT. RETURN TRAFFIC TO THE EXISTING PATTERN.
- STEP 7 USING ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 AND ROADWAY STANDARD DRAWING 1101.04, SHEET 1 OF 1, AS NECESSARY CONSTRUCT FULL DEPTH SHOULDER IMPROVEMENTS AS SHOWN ON THE ROADWAY PLANS. PLACE TEMPORARY PAVEMENT MARKINGS AS SHOWN ON TMP-15 AND IN ACCORDANCE WITH THE TEMPORARY PAVEMENT MARKING SCHEDULE ON TMP-1A. PLACE RAISED PAVEMENT MARKERS ACCORDING TO ROADWAY STANDARD DRAWING 1250.01
- STEP 8 SHIFT BOTH LANES OF TRAFFIC OF BOTH DIRECTIONS TO THE OUTSIDE AS SHOWN ON TMP-15, UTILIZING THE RECENTLY CONSTRUCTED FULL DEPTH SHOULDER FOR A PORTION OF THE RIGHT LANE OF EACH DIRECTION.
- STEP 9 REMOVE THE EXISTING CENTER BENT. CONSTRUCT THE PROPOSED CENTER BENT.
- STEP 10 REMOVE TEMPORARY PAVEMENT MARKINGS FOR THE SHOULDER SHIFT AND PLACE NEW TEMPORARY PAVEMENT MARKINGS AND MARKERS CORRESPONDING TO THE ORIGINAL TRAFFIC PATTERN. SHIFT TRAFFIC TO THE ORIGINAL PATTERN.
- STEP 11 COMPLETE PROPOSED END BENT CONSTRUCTION AND CONSTRUCT THE PROPOSED SUPERSTRUCTURE, USING THE CROSSOVERS AS NECESSARY TO INSTALL GIRDERS, RETURNING TRAFFIC TO THE EXISTING PATTERN ONCE CROSSOVERS ARE NOT NECESSARY.
- STEP 12 COMPLETE THE PROPOSED STRUCTURE AND NC 16 ROADWAY CONSTRUCTION UP TO BUT NOT INCLUDING THE FINAL SURFACE LAYER.
- STEP 13 USING ROADWAY STANDARD DRAWING 1101.02, SHEET 3 OF 9 AND ROADWAY STANDARD DRAWING 1101.04 SHEET 1 OF 1 AS NECESSARY REMOVE THE I-40 CROSSOVERS AS DIRECTED BY THE ENGINEER.
- STEP 14 PLACE THE FINAL SURFACE LAYER ON NC 16 AND PLACE THE FINAL PAVEMENT MARKINGS AS SHOWN ON THE PAVEMENT MARKING PLANS.
- REMOVE ALL TRAFFIC CONTROL DEVICES AND ADVANCED WORK ZONE WARNING SIGNS ASSOCIATED WITH NC 16 OR THE OFFSITE DETOUR.
- OPEN NC 16 (1ST AVE N) TO THROUGH TRAFFIC.
- STEP 15 RESURFACE I-40 AS SHOWN ON THE ROADWAY PLANS AND PLACE FINAL PAVEMENT MARKINGS AS SHOWN ON THE PAVEMENT MARKING PLANS. CONTRACTOR SHALL REPAIR ANY DAMAGED INSIDE SHOULDERS AS DIRECTED BY THE ENGINEER.
- STEP 16 REMOVE ALL DEVICES.

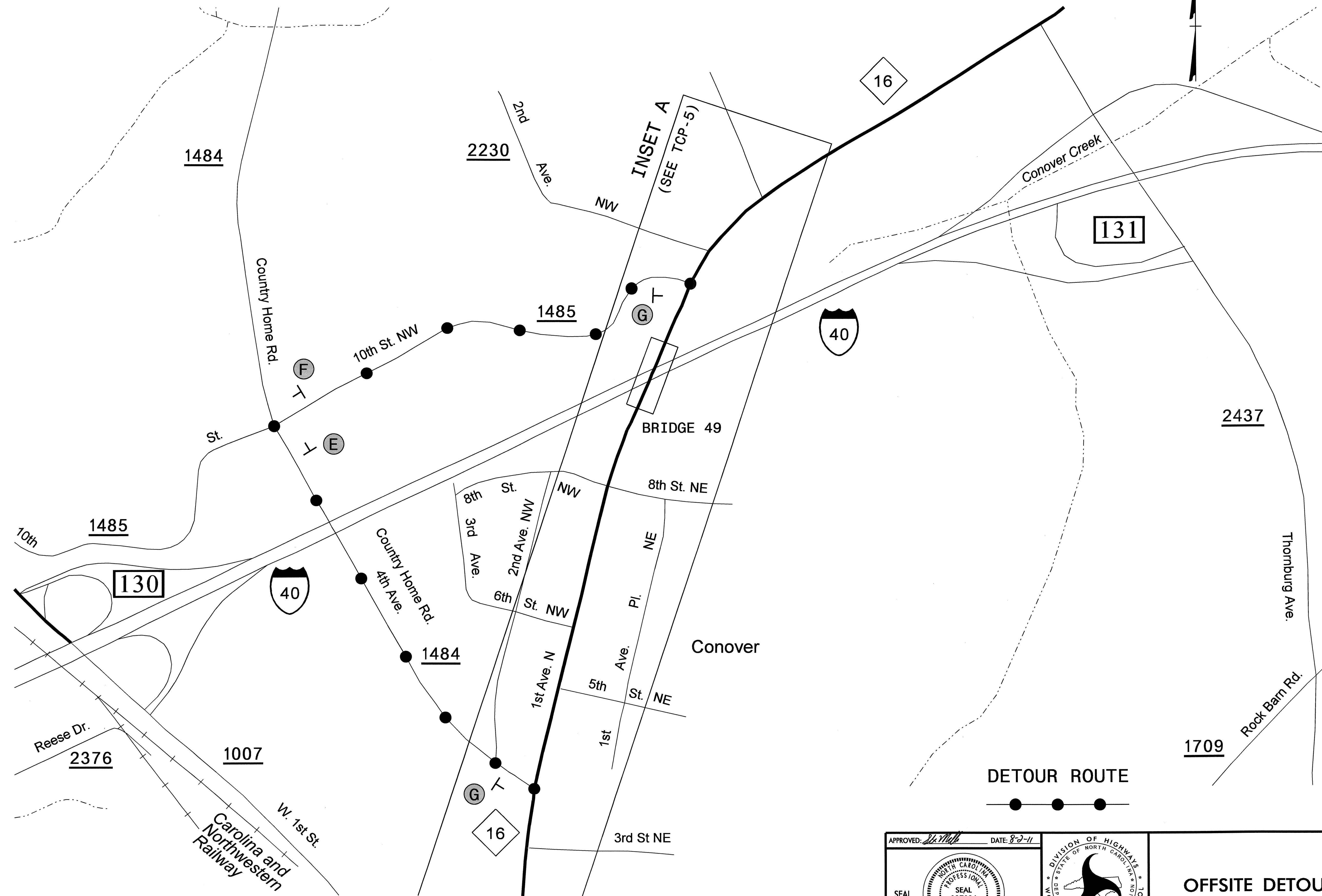
02-AUG-2011 15:00  
 \\dot\dfsroot\01\pco\TIPPr-objects-B\B4456\TrafficControl\TCP\B-4456 TMP-3.dgn  
 mgarratt AT 12:44:35

APPROVED: <i>St. Mall</i> DATE: 8-2-11			<h3 style="margin: 0;">TEMPORARY TRAFFIC CONTROL PHASING</h3>
--	---	---	---



02-AUG-2011 15:00  
 \\dot\dfsroot\proj\TIP\Projects-B\B4456\TrafficControl\TCP-B-4456-TMP-4.dgn  
 rmgarratt AT 12/24/11

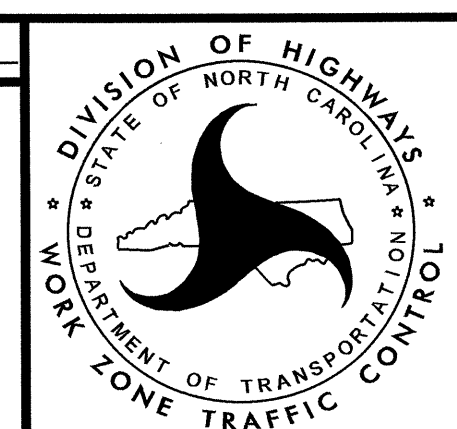
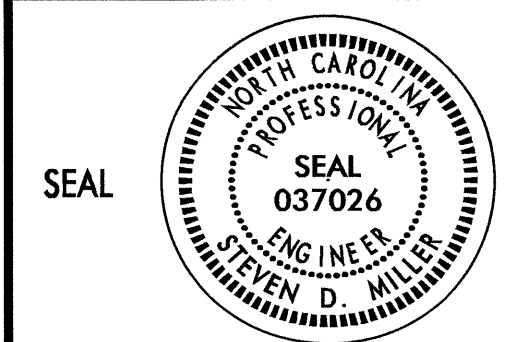
APPROVED: <i>St. Miller</i> DATE: 8-2-11		<b>I-40 CROSSOVERS</b>



02-AUG-2011 15:40  
 \\dot\dfsroot\AT\1E24735  
 \dot\dfsroot\TrafficControl\TCP\B-4456 TMP-5.dgn  
 rmgarrett

DETOUR ROUTE

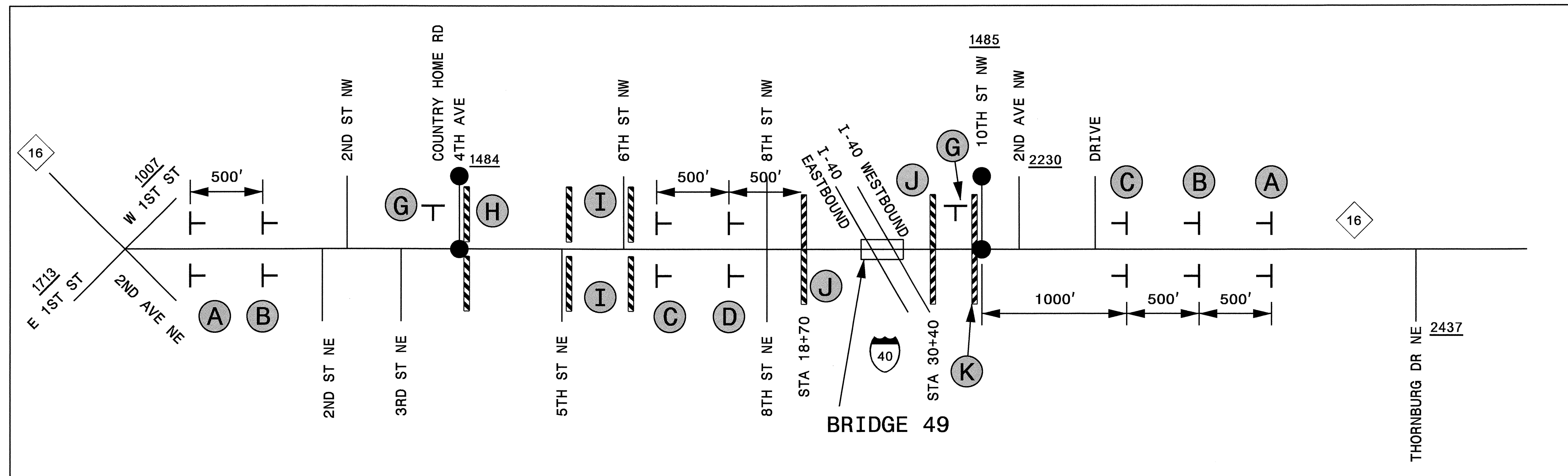
APPROVED: *St. Miller* DATE: 8-2-11



**OFFSITE DETOUR**



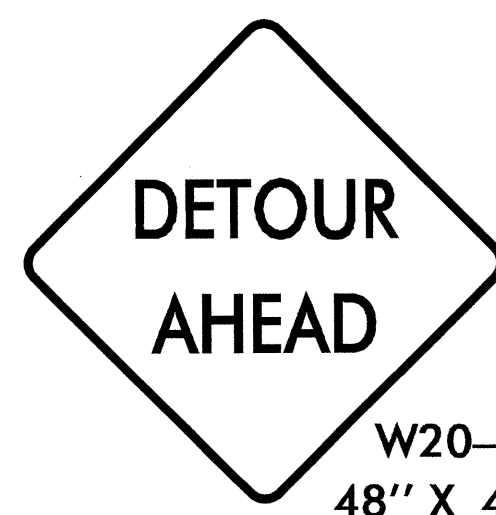
INSET A



W20-3  
48" X 48"

(A)

(4 EA)



W20-2  
48" X 48"

(B)

(4 EA)



W20-3  
48" X 48"

(C)

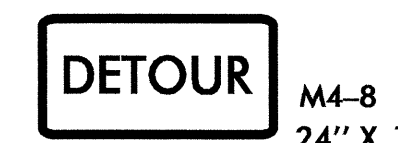
(4 EA)



W20-3  
48" X 48"

(D)

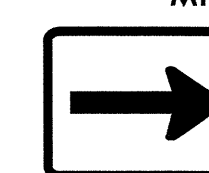
(2 EA)



M4-8  
24" X 12"



M1-5



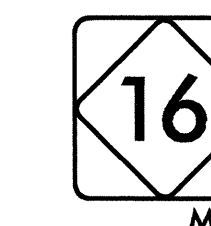
M6-1  
21" X 15"

(E)

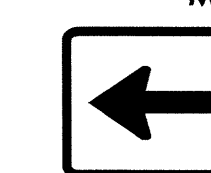
(1 EA)



M4-8  
24" X 12"



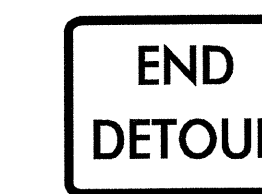
M1-5



M6-1 L  
21" X 15"

(F)

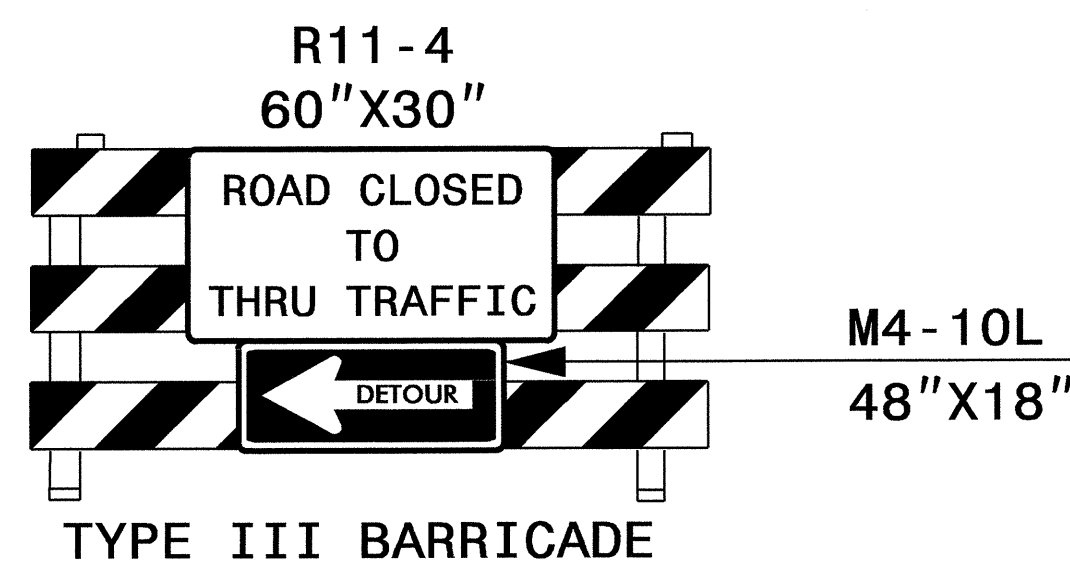
(1 EA)



M4-8 A  
24" X 18"

(G)

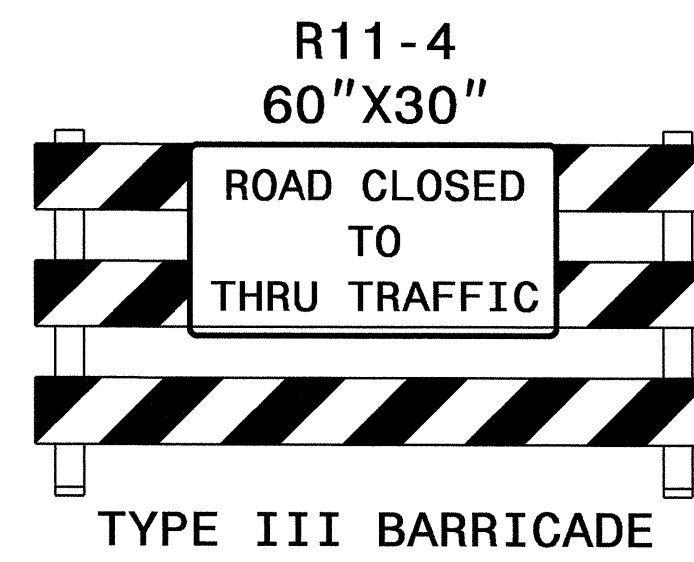
(2 EA)



TYPE III BARRICADE

(H)

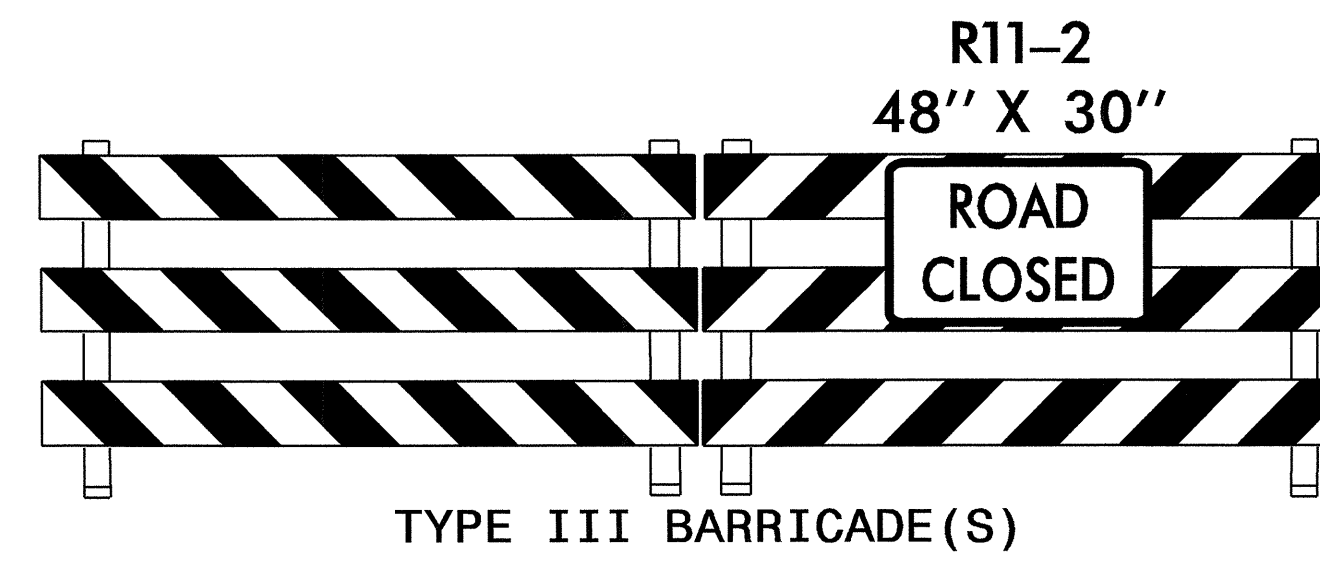
(2 EA)



TYPE III BARRICADE

(I)

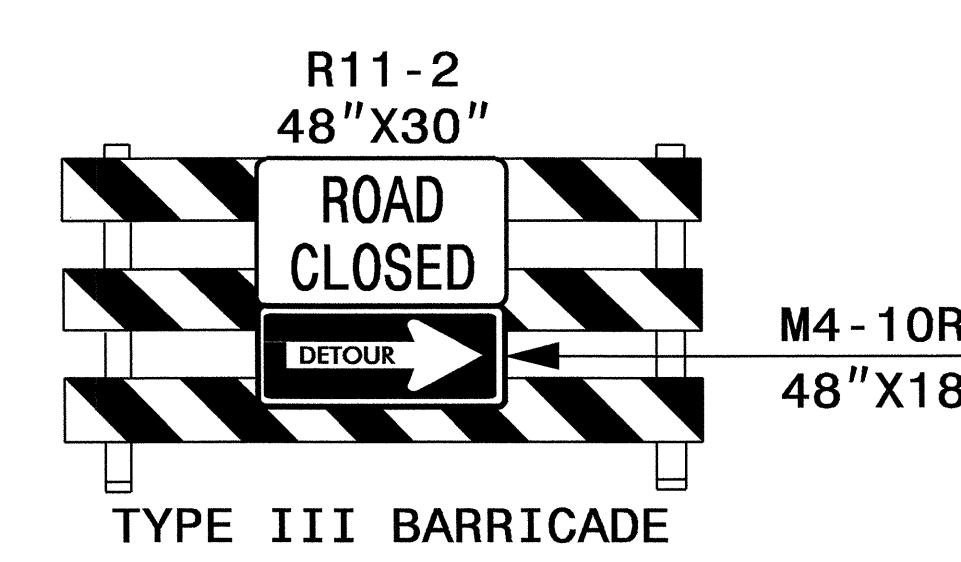
(4 EA)



TYPE III BARRICADE(S)

(J)

(2 SETS)



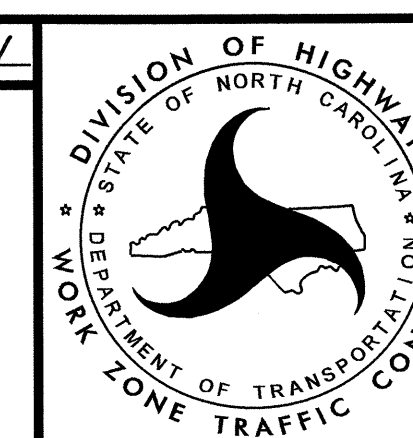
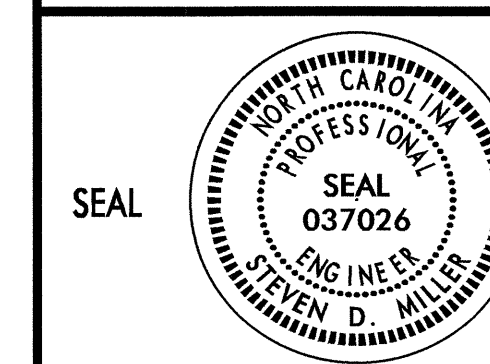
TYPE III BARRICADE

(K)

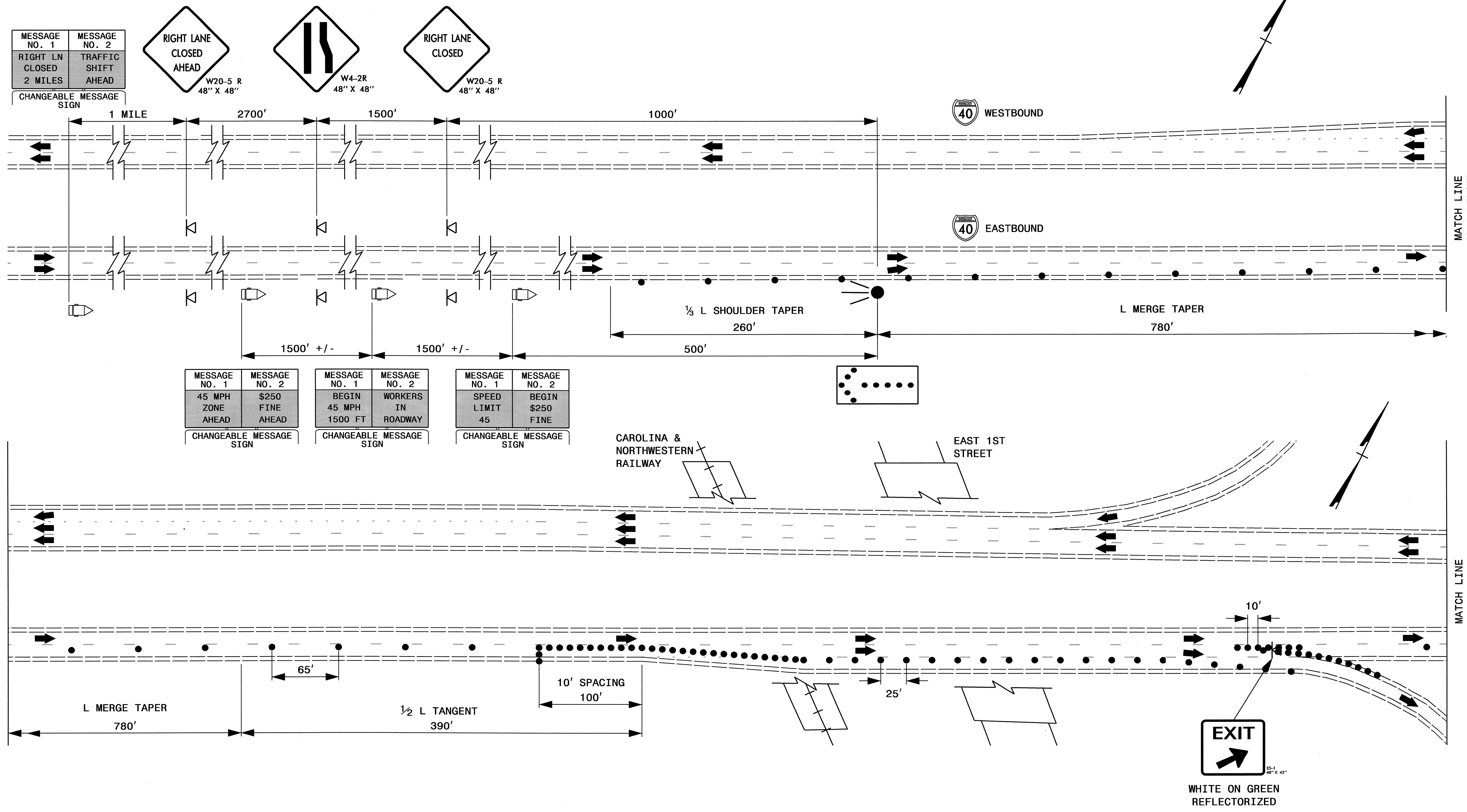
(2 EA)

02-AUG-2011 15:00 \\dot\dfs\0010\proj\TIP\Projects-B\B4456\TrafficControl\TCP\B-4456 TMP-6.dgn rmgarratt

APPROVED: *See Miller* DATE: 8-2-11

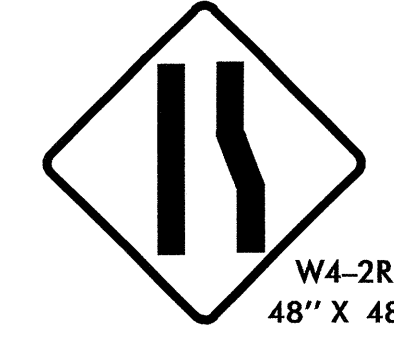
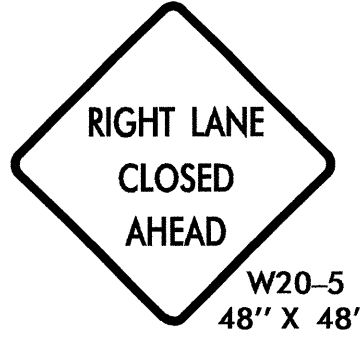


NC 16  
ROAD CLOSURE



MESSAGE NO. 1	MESSAGE NO. 2
RIGHT LN CLOSED 2 MILES AHEAD	TRAFFIC SHIFT AHEAD

CHANGEABLE MESSAGE SIGN



MESSAGE NO. 1	MESSAGE NO. 2
45 MPH ZONE AHEAD	\$250 FINE AHEAD

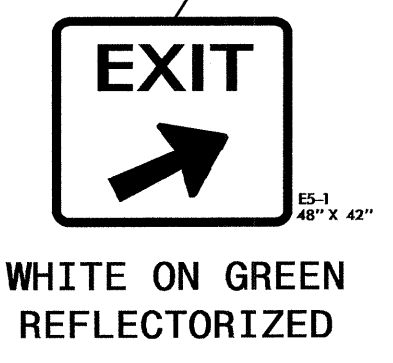
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
BEGIN 45 MPH	WORKERS IN ROADWAY

CHANGEABLE MESSAGE SIGN

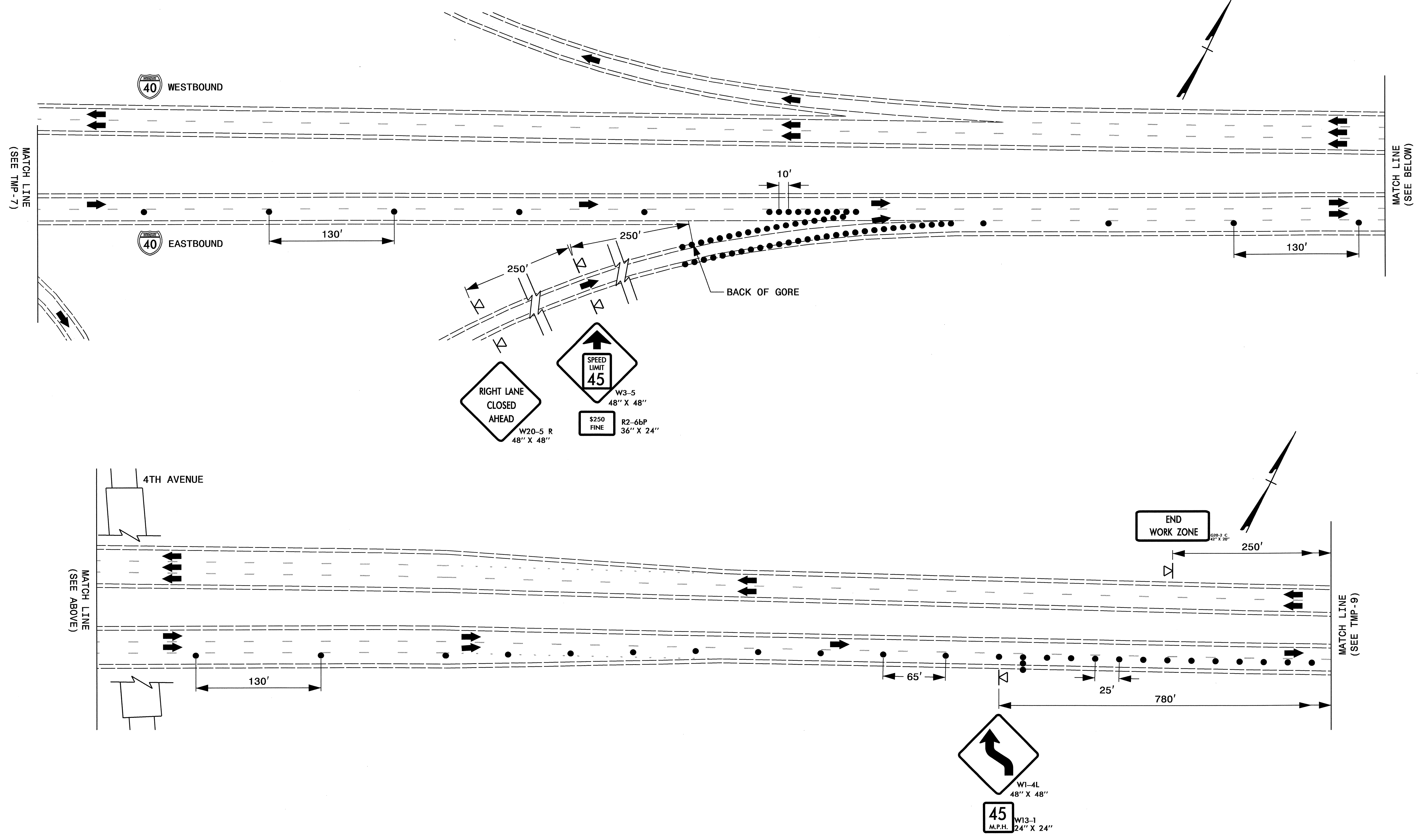
MESSAGE NO. 1	MESSAGE NO. 2
SPEED LIMIT 45	BEGIN \$250 FINE

CHANGEABLE MESSAGE SIGN



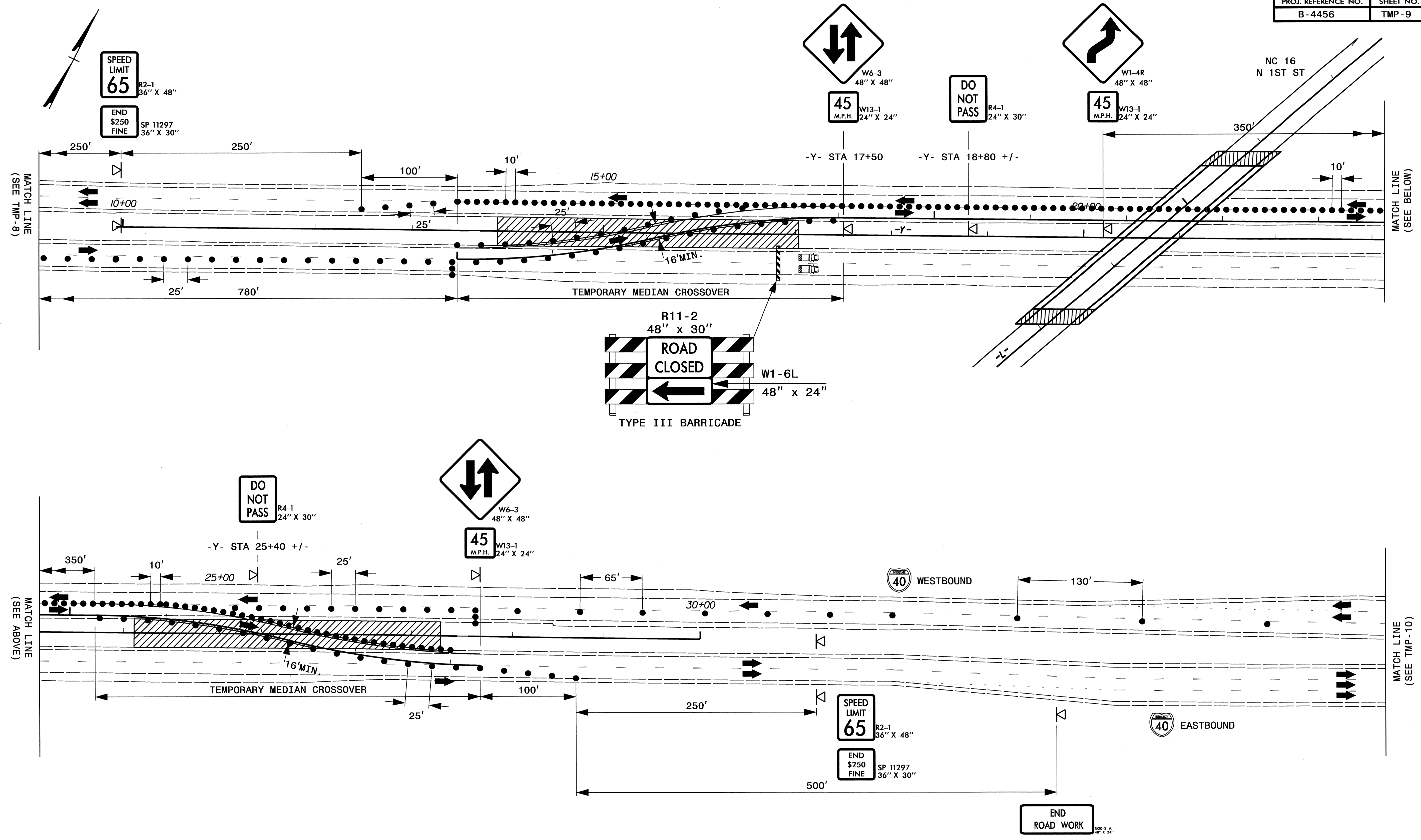
02-AUC-201115:00  
 \\dot\adfer\0010\proj\TIP\Projects-B\B4456\TrafficControl\TCP\B-4456 TMP-7.dgn  
 AT Te244735  
 rmgortett

APPROVED: <i>St. Mills</i> DATE: 8-2-11		<b>MEDIAN CROSSOVER EASTBOUND CLOSED</b>



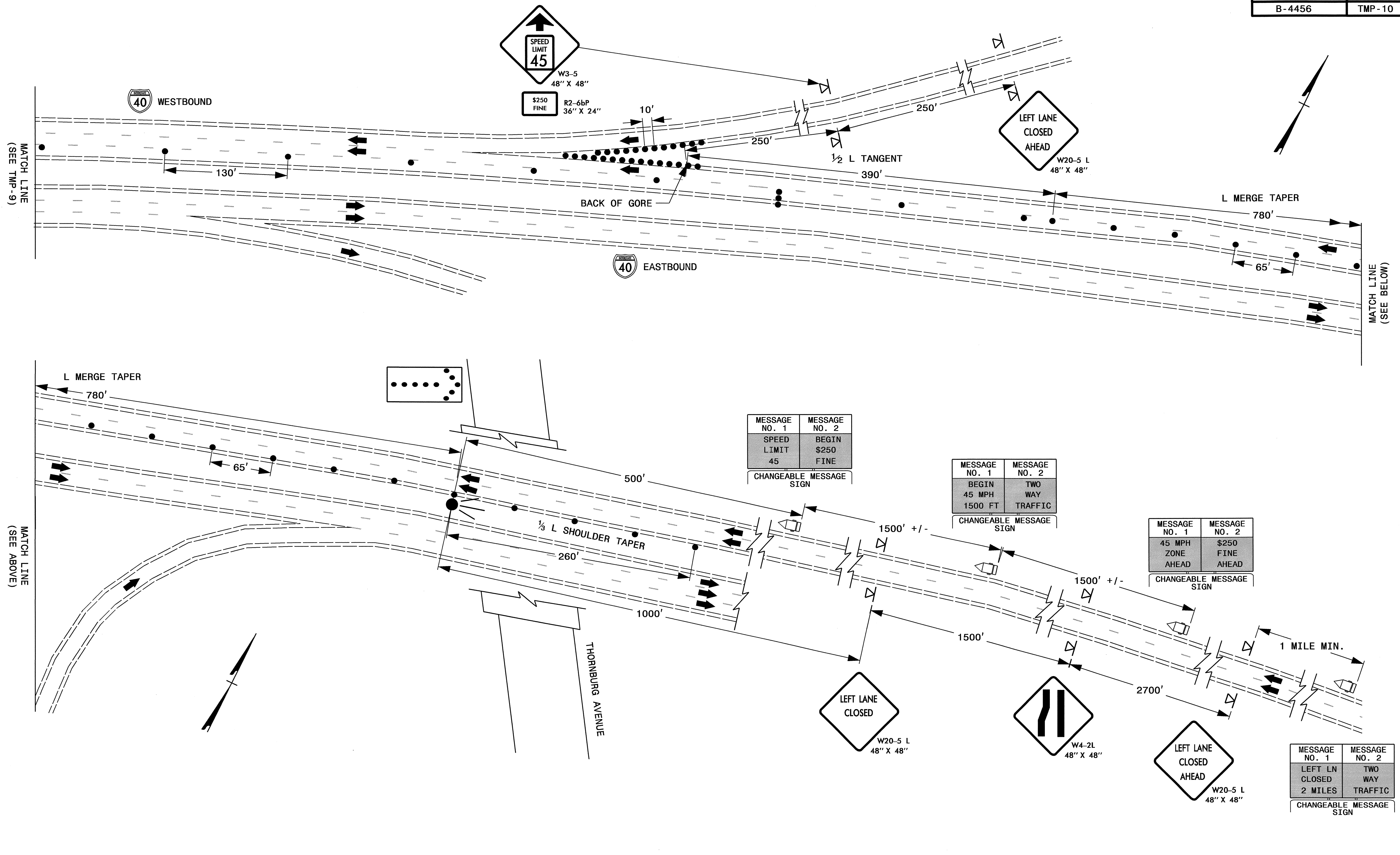
02-AUG-2011 15:00  
 \\dot\dfsroot\01\proj\TIP\Projects-B\B4456\TrafficControl\TCP\B-4456 TMP-8.dgn  
 AT TE244735  
 rmgorrett

APPROVED: <i>[Signature]</i> DATE: 8-2-11 		<b>MEDIAN CROSSOVER EASTBOUND CLOSED</b>
---	--	--



02-AUG-2011 15:00  
 \\dot\dfs001\0\pcoj\TIPProjects-B\B4456\TrafficControl\TCP\B-4456 TMP-9.dgn  
 AT TE244735  
 rmgarrett

APPROVED: <i>Steve Miller</i> DATE: 8-2-11 		<b>MEDIAN CROSSOVER EASTBOUND CLOSED</b>
--	--	--



MESSAGE NO. 1	MESSAGE NO. 2
SPEED LIMIT	BEGIN
45	\$250
	FINE

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
BEGIN	TWO WAY
45 MPH	TRAFFIC
1500 FT	

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
45 MPH ZONE AHEAD	\$250 FINE AHEAD

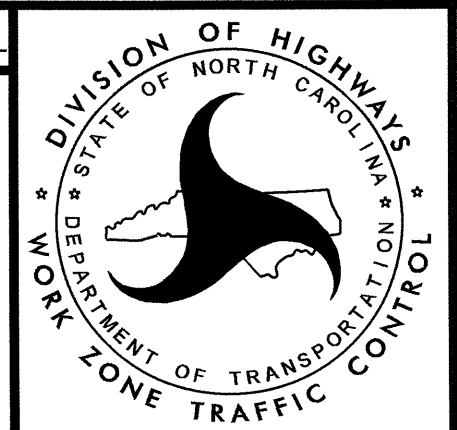
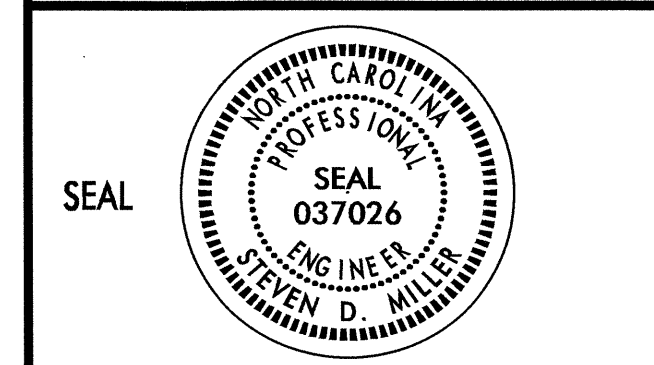
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
LEFT LN CLOSED 2 MILES	TWO WAY TRAFFIC

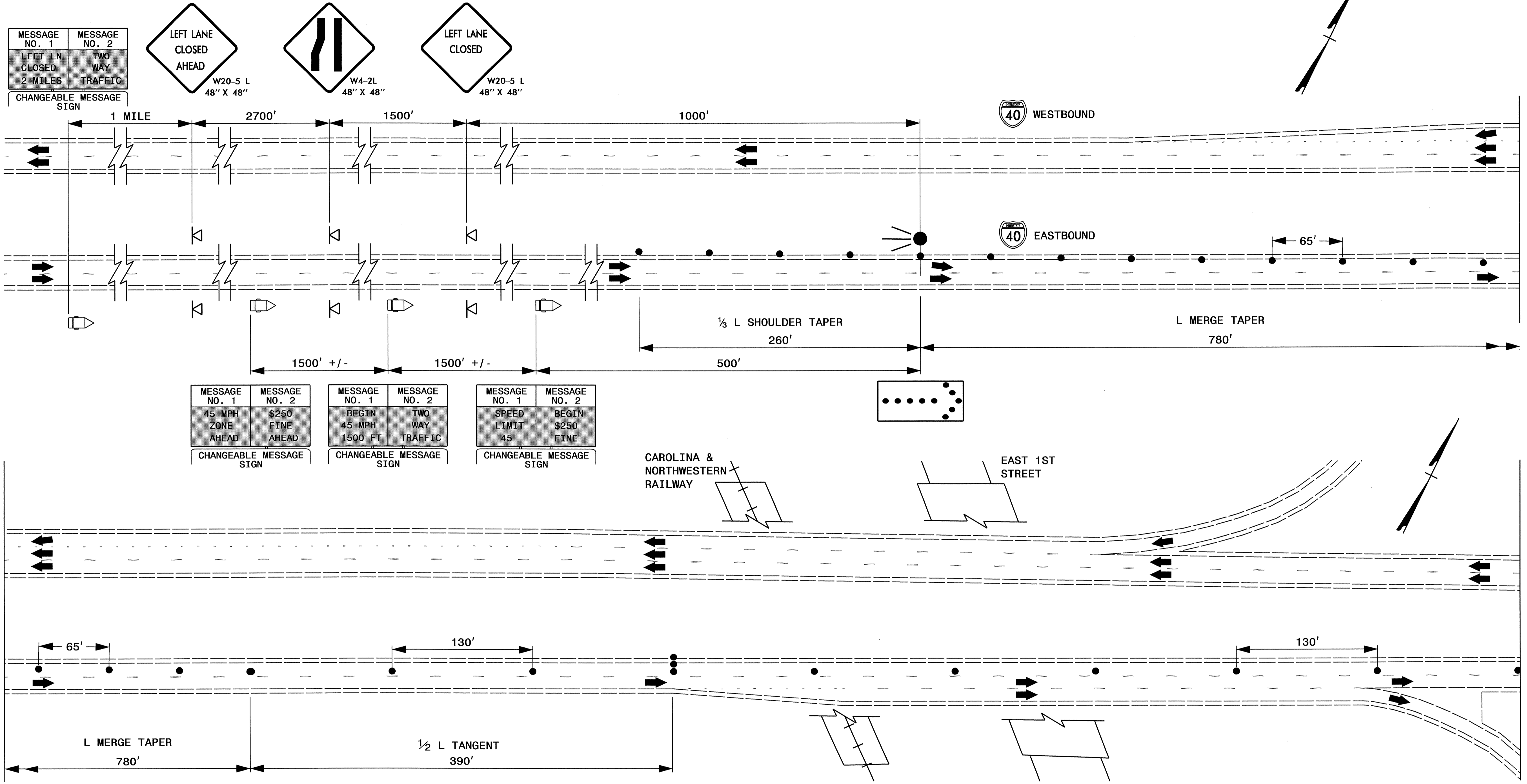
CHANGEABLE MESSAGE SIGN

02-AUG-2011 14:59  
 \\dot\dfsroot\proj\TipProjects\B4456\Traffic\TrafficControl\TCP\B-4456 TMP-10.dgn  
 mgarrrett AT 1E244735

APPROVED: *[Signature]* DATE: 8-2-11

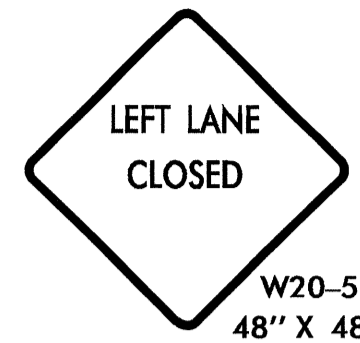
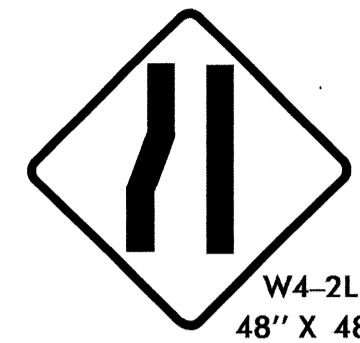


## MEDIAN CROSSOVER EASTBOUND CLOSED



MESSAGE NO. 1	MESSAGE NO. 2
LEFT LN CLOSED 2 MILES	TWO WAY TRAFFIC

CHANGEABLE MESSAGE SIGN



MESSAGE NO. 1	MESSAGE NO. 2
45 MPH ZONE AHEAD	\$250 FINE AHEAD

CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
BEGIN 45 MPH	TWO WAY TRAFFIC

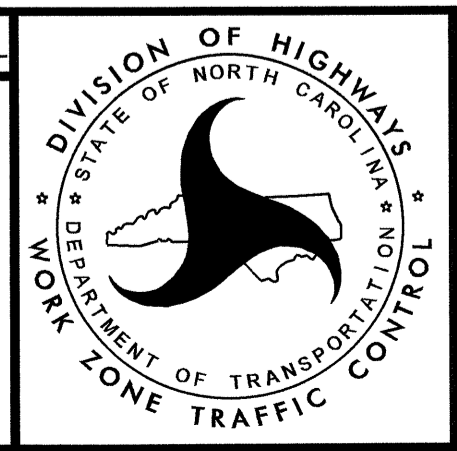
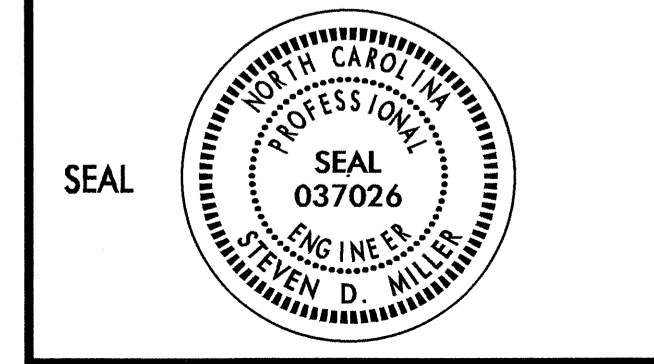
CHANGEABLE MESSAGE SIGN

MESSAGE NO. 1	MESSAGE NO. 2
SPEED LIMIT 45	BEGIN \$250 FINE

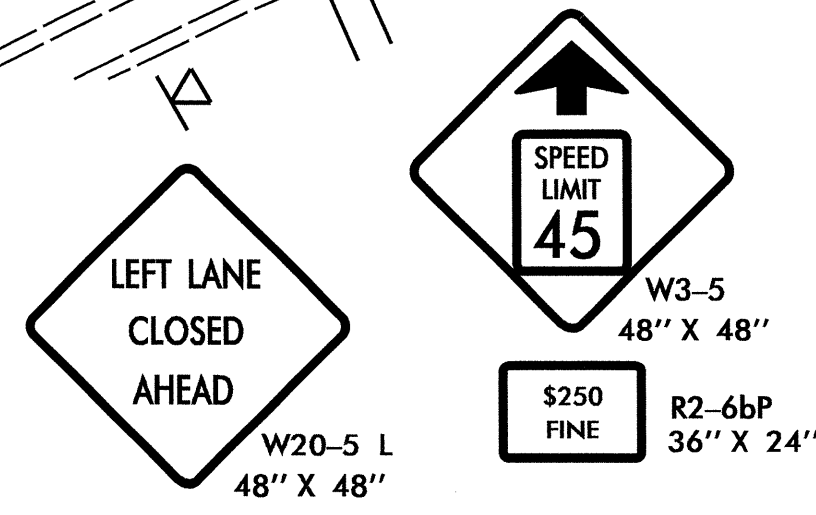
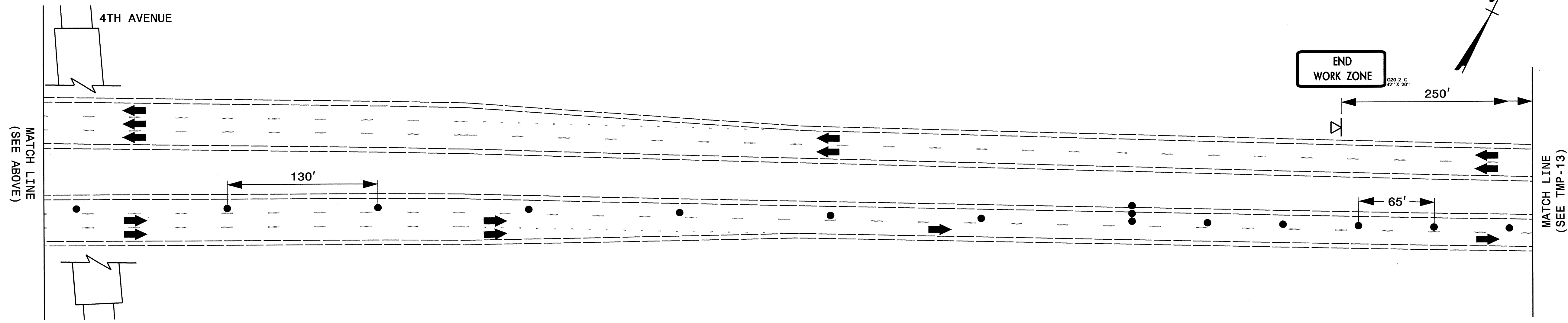
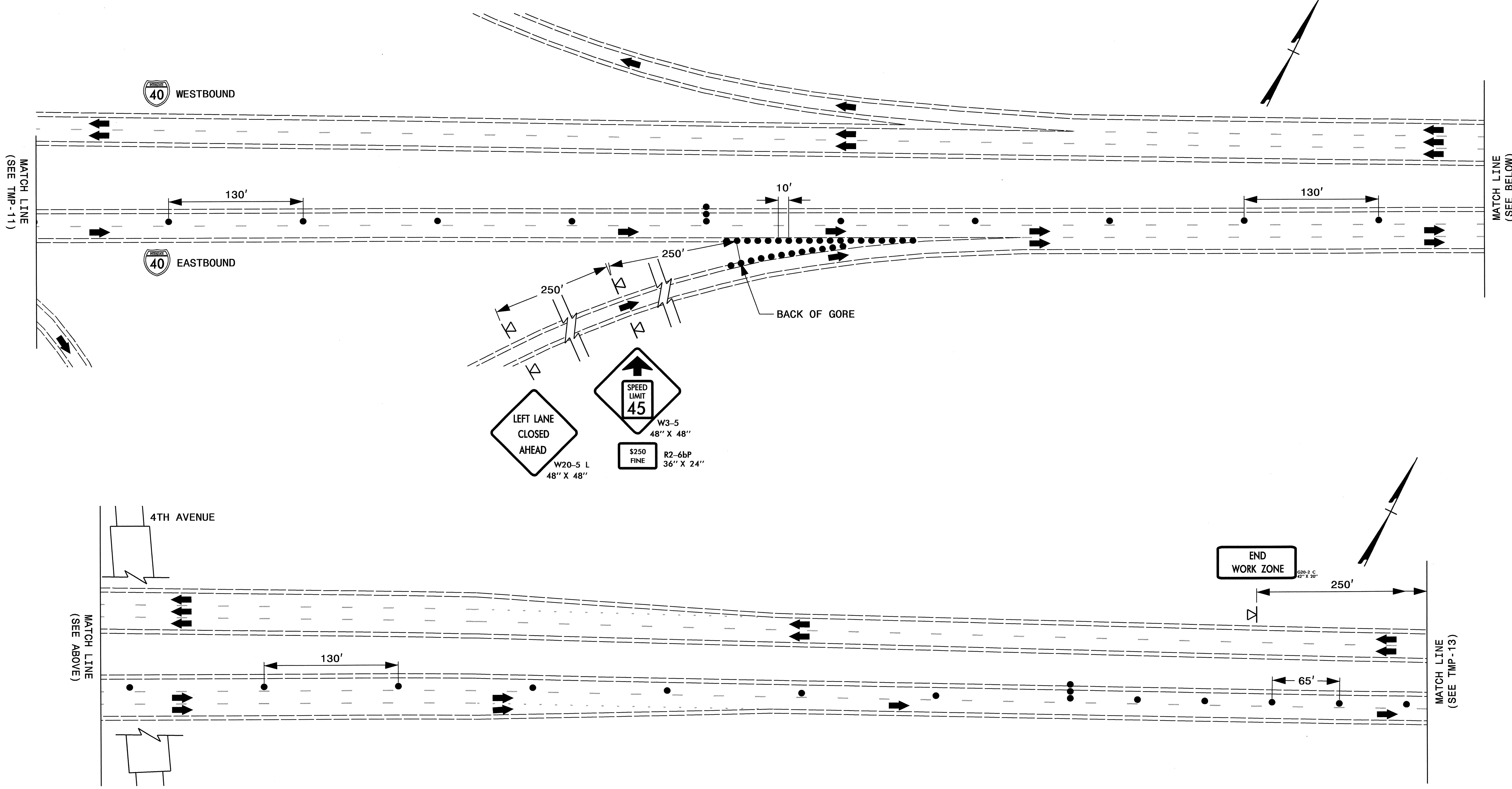
CHANGEABLE MESSAGE SIGN

02-AUG-2011 14:59  
 \\dot\dfsroot\01\proj\TIP\Projects-B\B4456\Traffic\TrafficControl\TCP\B-4456 TMP-11.dgn  
 rmgarrrett AT E244735

APPROVED: *[Signature]* DATE: 8-2-11

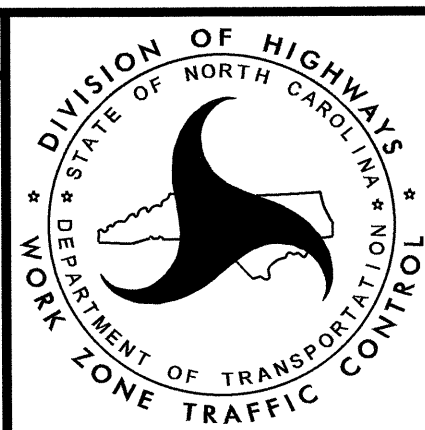


**MEDIAN CROSSOVER  
WESTBOUND CLOSED**

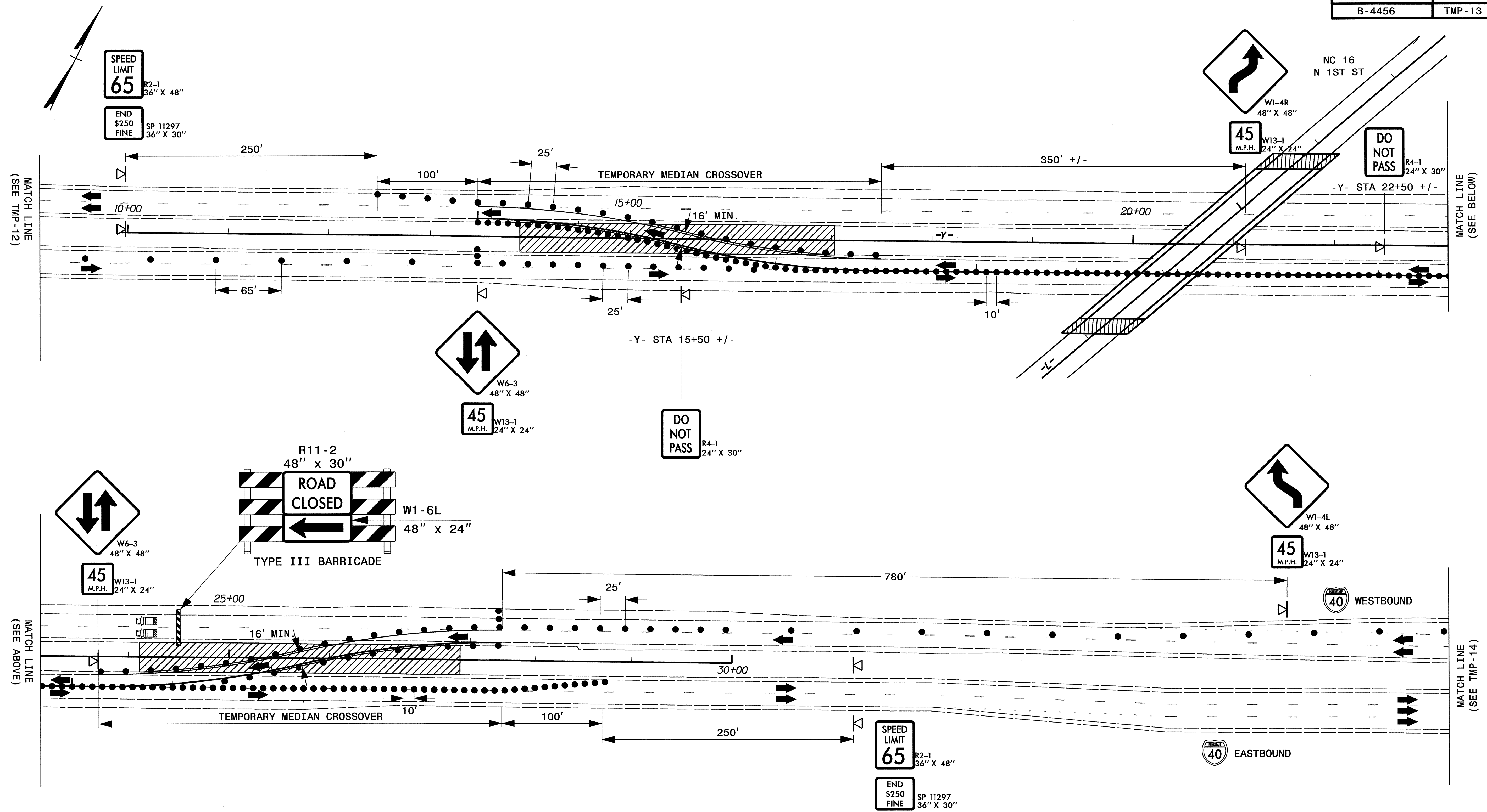


02-AUG-2011 14:59  
 \\dot\dfsroot\01\proj\TIP\Projects-B\B4456\TrafficControl\TCP\B-4456 TMP-12.dgn  
 mgarr@tt AT 1E244735



APPROVED: *[Signature]* DATE: 8-2-11



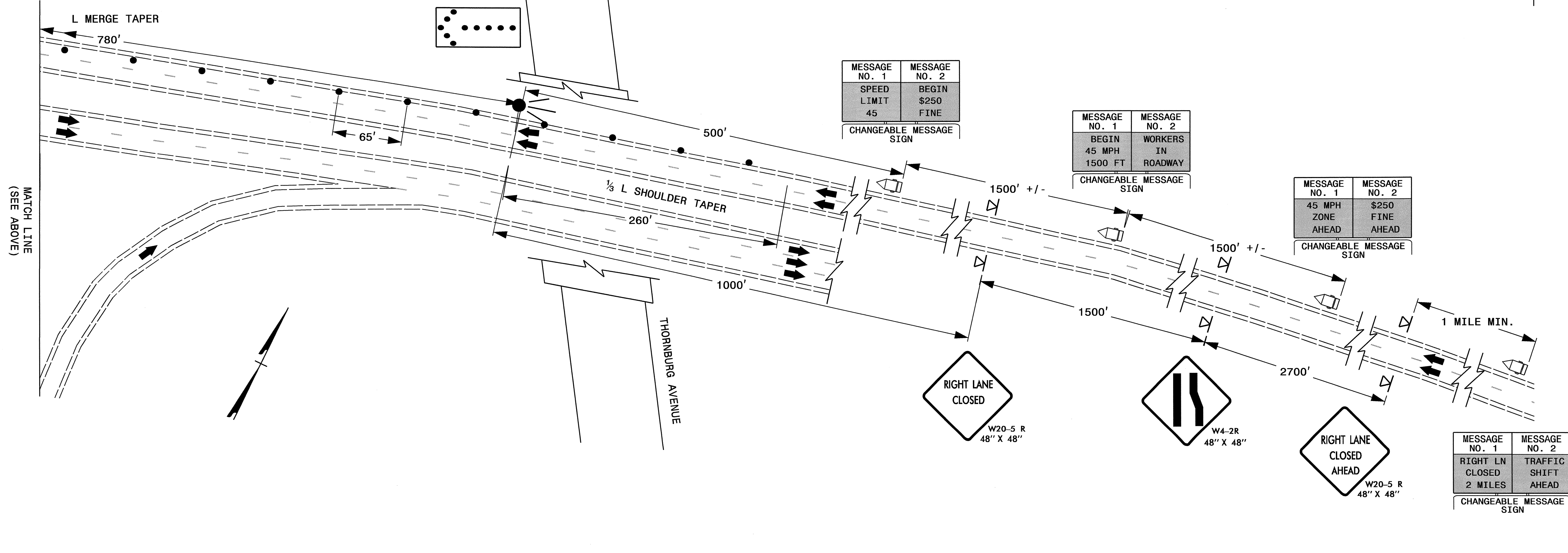
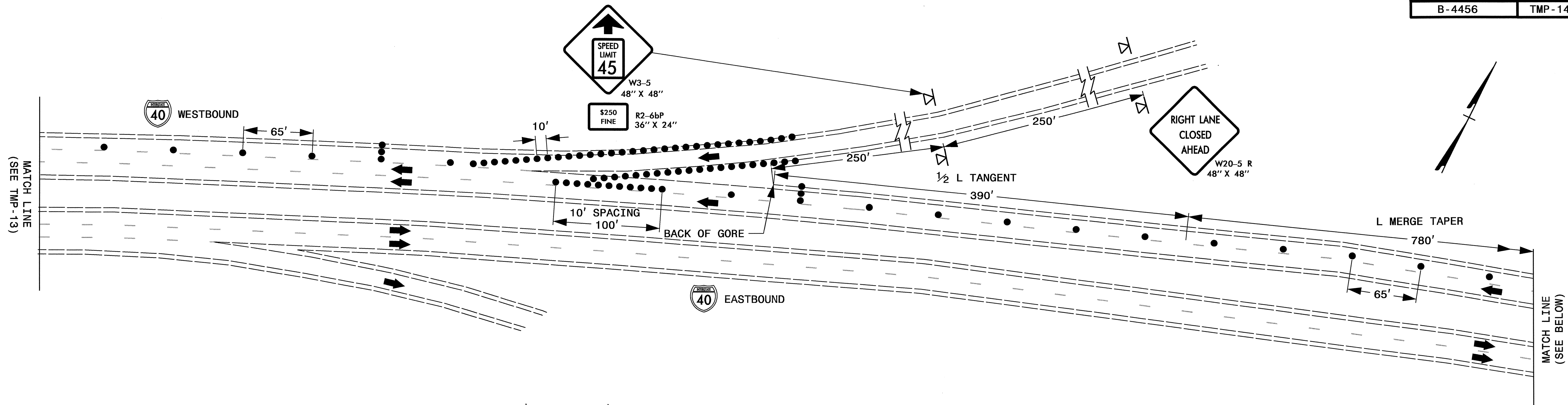
**MEDIAN CROSSOVER  
WESTBOUND CLOSED**



02-AUG-2011 14:59  
 \\dot\dfs001\01\proj\TIP\Projects-B\B4456\TrafficControl\TCP\B-4456 TMP-13.dgn  
 AT E244735  
 rmgorrett

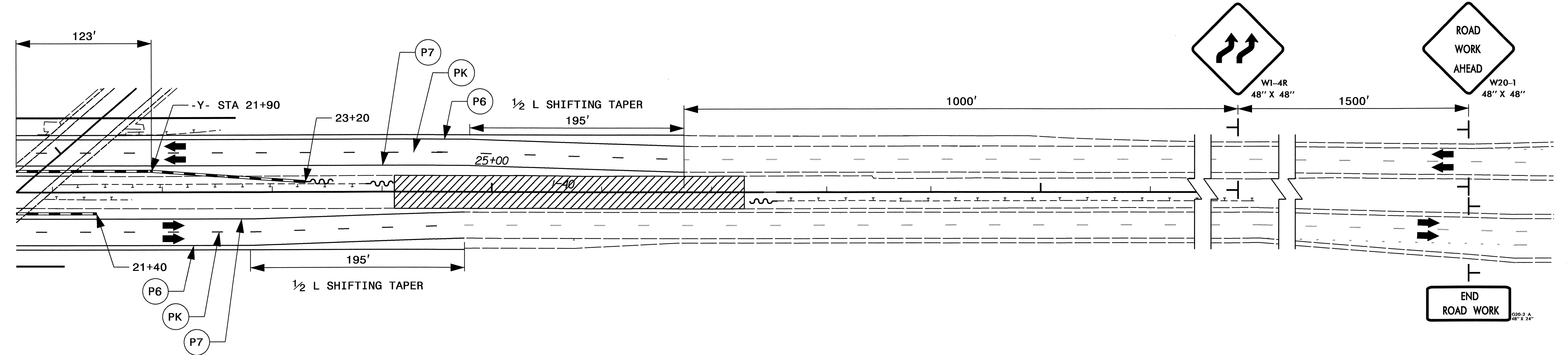
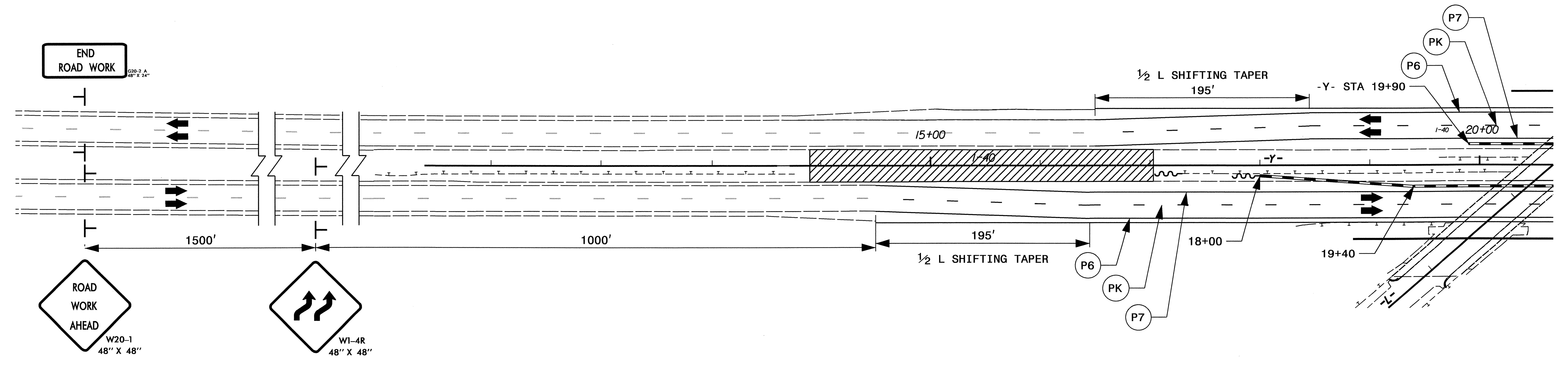
APPROVED: <i>St. Miller</i> DATE: 8-2-11 		<b>MEDIAN CROSSOVER WESTBOUND CLOSED</b>
---	---	--





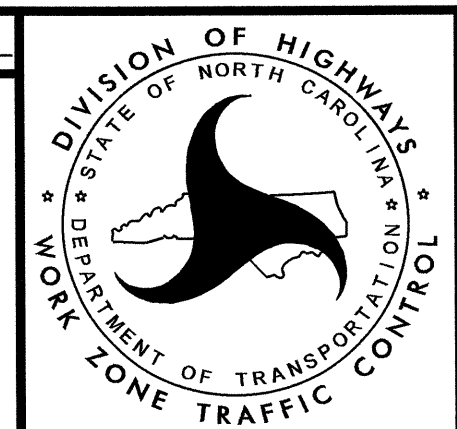
02-AUG-2011 14:59  
 \\dot\dfsroot\proj\TipProjects-B\B4456\TrafficControl\TCP\B-4456 TMP-14.dgn  
 mgarratt AT T244735

APPROVED: <i>[Signature]</i> DATE: 8-2-11		<b>MEDIAN CROSSOVER WESTBOUND CLOSED</b>



02-AUG-2011 14:59  
 \\dot\adferoo\01\proj\TIP\Projects-B\B4456\TrafficControl\TCP\B-4456 TMP-15.dgn  
 E244735  
 rmgarrett

APPROVED: *St. Miller* DATE: 8-2-11



I-40 LANE SHIFT