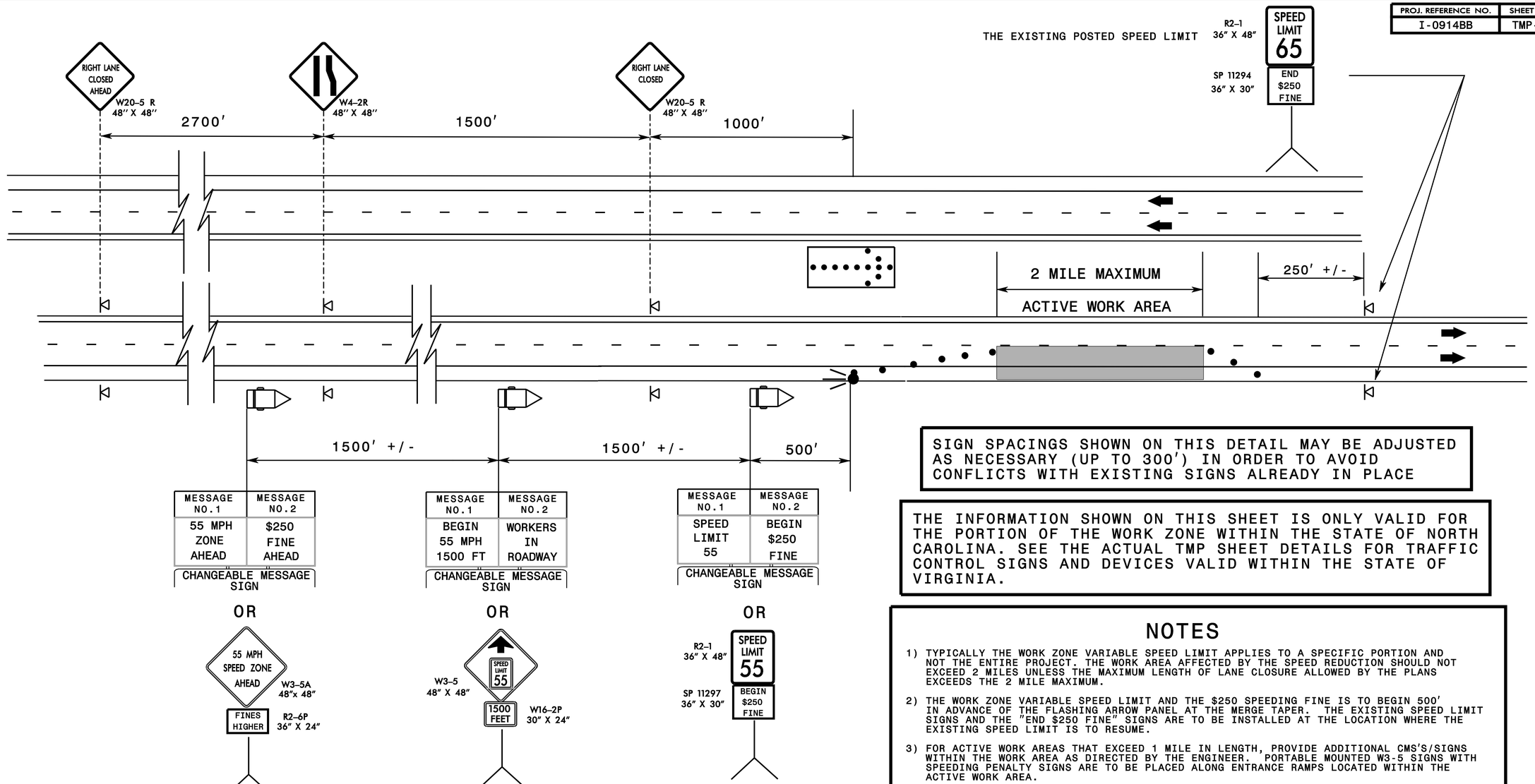
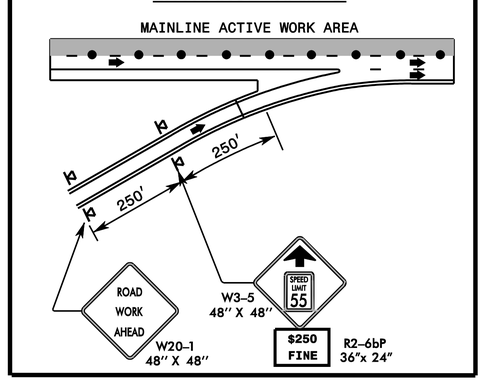
PROJ. REFERENCE NO.	SHEET NO.
I-0914BB	TMP-2A



SIGN SPACINGS SHOWN ON THIS DETAIL MAY BE ADJUSTED AS NECESSARY (UP TO 300') IN ORDER TO AVOID CONFLICTS WITH EXISTING SIGNS ALREADY IN PLACE

THE INFORMATION SHOWN ON THIS SHEET IS ONLY VALID FOR THE PORTION OF THE WORK ZONE WITHIN THE STATE OF NORTH CAROLINA. SEE THE ACTUAL TMP SHEET DETAILS FOR TRAFFIC CONTROL SIGNS AND DEVICES VALID WITHIN THE STATE OF VIRGINIA.

ENTRANCE RAMPS



NOTES

1) 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.

2) 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.

3) FOR ACTIVE WORK AREAS THAT EXCEED 1 MILE IN LENGTH, PROVIDE ADDITIONAL CMS'S/SIGNS WITHIN THE WORK AREA AS DIRECTED BY THE ENGINEER. PORTABLE MOUNTED W3-5 SIGNS WITH SPEEDING PENALTY SIGNS ARE TO BE PLACED ALONG ENTRANCE RAMPS LOCATED WITHIN THE ACTIVE WORK AREA.

4) 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 SPEEEDING FINE ALSO REQUIRES A SEPARATE SIGNED ORDINANCE BY THE STATE TRAFFIC ENGINEER.

5) THIS APPLICATION IS FOR SHORT-TERM ACTIVITIES SUCH AS LANE CLOSURES AND ROAD CLOSURES. 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.

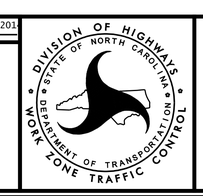
6) WHEN WORK ZONE VARIABLE SPEED LIMIT REDUCTIONS ARE IN EFFECT, THE CONTRACTOR IS TO COVER ANY EXISTING SPEED LIMIT SIGNS LOCATED WITHIN THE ACTIVE WORK AREA THAT CONFLICT WITH THE WORK ZONE VARIABLE SPEED LIMIT REDUCTION.

7) THE WORK ZONE VARIABLE SPEED LIMIT REDUCTION IS TO BE USED ONLY FOR THE AREA CURRENTLY UNDER CONSTRUCTION, NOT FOR THE ENTIRE PROJECT LENGTH. THE WORK ZONE VARIABLE SPEED LIMIT REDUCTION WILL BE USED DURING PHASES I AND IV CONSTRUCTION ACTIVITIES

PLAN PREPARED IN THE OFFICE OF:
PROGRESSIVE DESIGN GROUP, INC.
ENGINEERS • CONSULTANTS

APPROVED: DocuSigned by: Tim Arey DATE: 12/16/201

SEAL



TRANSPORTATION MANAGEMENT PLAN
WORK ZONE VARIABLE SPEED LIMIT DETAIL