

# Sign Spacing, Device Spacing and Channelizing Taper Lengths

TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES							
SPEED (1)	MINIMUM TAPER LENGTHS (L)			MAXIMUM CHANNELIZER SPACING (FT)			
		FOR LANE WIDTHS (W)		THROUGH	THROUGH		
	10 FT	11 FT	12 FT	TAPER	WORK AREA		
0-35	205	225	245	35	40		
40-45	450	495	540	40	80		
50-55	550	605	660	50	80		
60-70	700	770	840	60	120		

ONG I TUD I NA	AL BUFFER SPACE (B)				
PEED (1) MPH	BUFFER SPACE (FEET)				
0-35	280				
40-45	400				
50-55	560				
60-70	840				
	PEED (1) MPH 0-35 40-45 50-55				

#### NOTES:

DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.

- (1) SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OR SIGNED CONDITION
- (2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS

SIGN SPACING (S) FOR ADVANCE SIGN SERIES (1) (2)					
SPEED (1)	UNDIVIDED HIGHWAYS (FT)	DIVIDED HIGHWAYS (FT)			
0-35	200	200			
40 - 45	350	500			
50-55	500	1000			
60-70	1000	SA - 1000 SB - 1500 SC - 2640			

#### TAPER LENGTH (L):

L = WS FOR 40 MPH OR MORE L =  $\frac{WS}{60}$  FOR 35 MPH OR LESS FOR SHOULDER TAPER USE L/3

#### WHERE:

L = TAPER LENGTH IN FEET

W = LATERAL SHIFT IN FEET

S = POSTED SPEED IN MPH

### TRAFFIC CONTROL DEVICES

#### GENERAL NOTES:

- SEE STANDARD PLAN 616.10 FOR DETAILS AND ITEMS NOT SHOWN
- 2. EXISTING SIGNS SHALL BE COVERED DURING WORKING HOURS ONLY IF IN CONFLICT WITH TRAFFIC CONTROL PLANS.
- NO DIRECT PAYMENT WILL BE MADE FOR RELOCATING, COVERING, UNCOVERING OR REMOVING SIGNS.
- 4. CONES ALLOWABLE FOR DAYTIME OPERATIONS ONLY.
- 6. LOCATE FLASHING ARROW PANEL AT BEGINNING OF
  TAPER WHEN FEASIBLE, ARROW PANELS ARE ALWAYS
  LOCATED BEHIND CHANNELIZERS OR CONES.

#### TRAFFIC CONTROL LEGEND

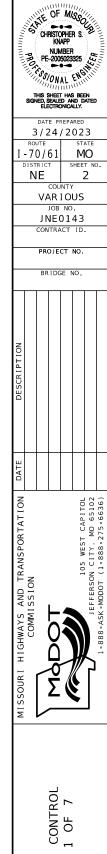
- SIGN (SINGLE SIDED)
- SIGN (DOUBLE SIDED)

₹ FLAGGER

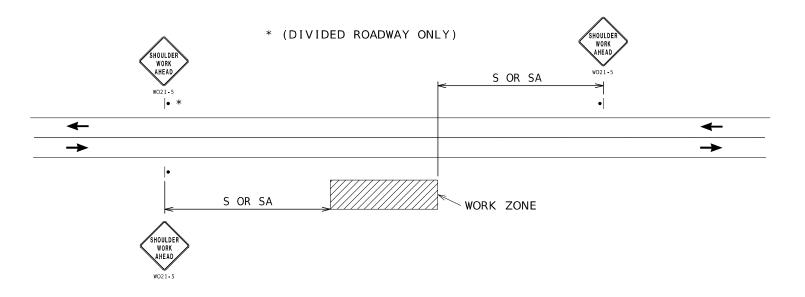
- ▲ DIRECTIONAL INDICATOR BARRICADE
- CHANNELIZER
- E BARRICADE

CHANGEABLE MESSAGE BOARD

TRUCK MOUNTED ATTENUATOR
W/ FLASHING ARROW



TRAFFIC CONTRO SHEET 1 OF 7



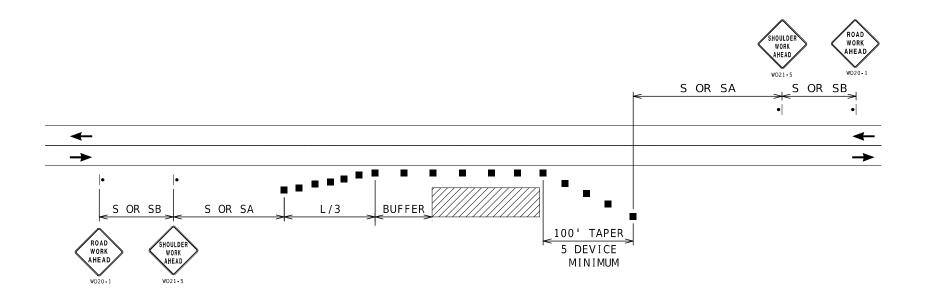
# WORK BEYOND RIGHT SHOULDER - UNDIVIDED OR DIVIDED ROADWAYS

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

FOR DIVIDED ROADWAYS, SIGNS SHALL BE PROVIDED ON LEFT AND RIGHT SIDE OF ROADWAY WITH DOWNSTREAM SIGN BEING OMITTED.

USED FOR WORK THAT OCCURS OFF THE ROADWAY SHOULDER BUT WITHIN THE CLEAR ZONE. NOT TO BE USED WHEN WORK VEHICLES ARE PARKED ALONG THE SHOULDER EVEN WHEN THE WORK IS BEING PERFORMED OFF THE SHOULDER.



# SHOULDER WORK - UNDIVIDED ROADWAYS

USED FOR WORK ON SHOULDER OR FOR WORK OFF SHOULDER WITH WORK VEHICLES PARKED ON THE SHOULDER.

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



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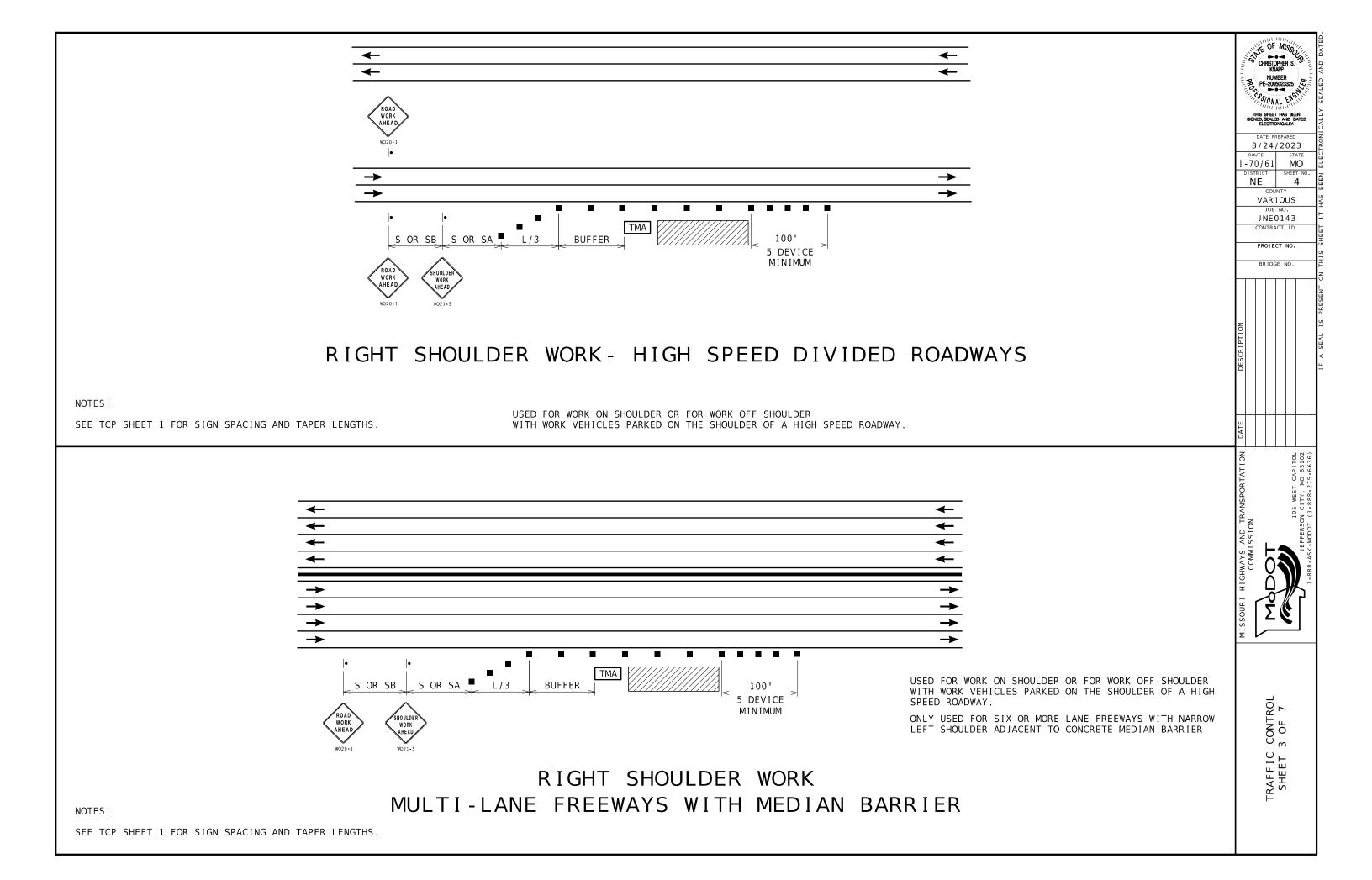
JOB NO.
JNE0143
CONTRACT ID.

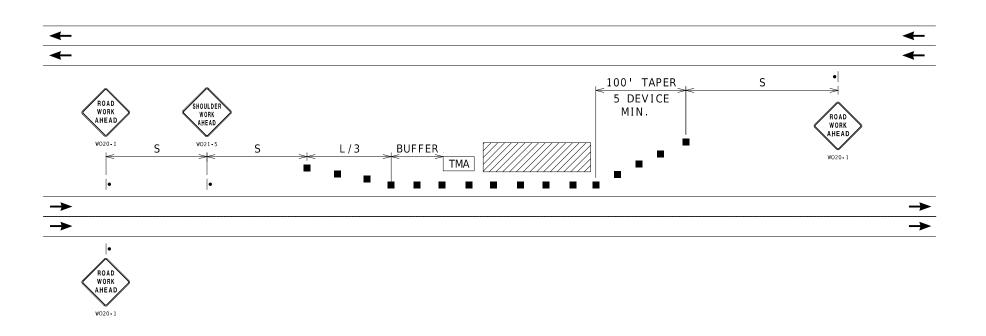
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TRAFFIC CONTROL SHEET 2 OF 7



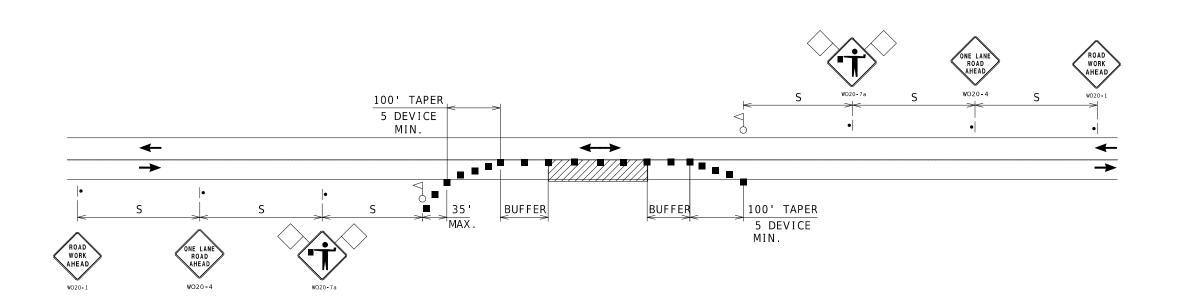


### LEFT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

NOTES:

USED FOR WORK ON SHOULDER OR FOR WORK OFF SHOULDER WITH WORK VEHICLES PARKED ON THE SHOULDER OF A HIGH SPEED ROADWAY.

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



# ONE-LANE TWO-WAY OPERATION WITH FLAGGERS

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

A MINIMUM OF TWO FLAGGERS WILL BE REQUIRED TO DIRECT TRAFFIC. ADDITIONAL FLAGGERS MAY BE REQUIRED WHEN WORKING AT INTERSECTING STREETS OR RAMPS AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT WILL BE MADE FOR FLAGGERS



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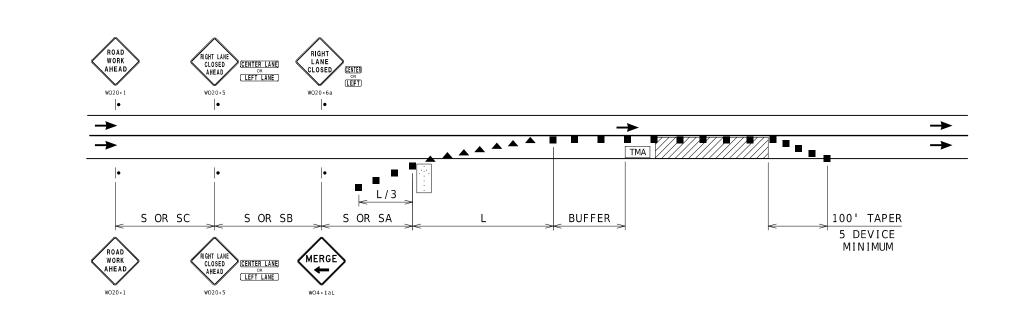
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CONTRACT ID.

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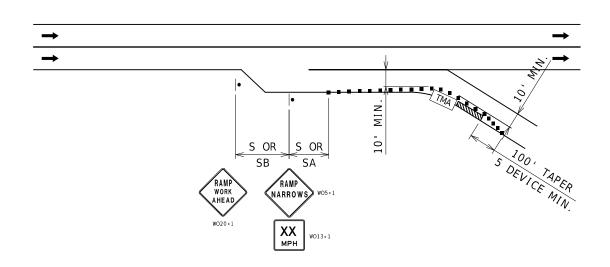
RAFFIC CONTROL SHEET 4 OF 7



NOTES:

# SINGLE LANE CLOSURE

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



## PARTIAL RAMP CLOSURE

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



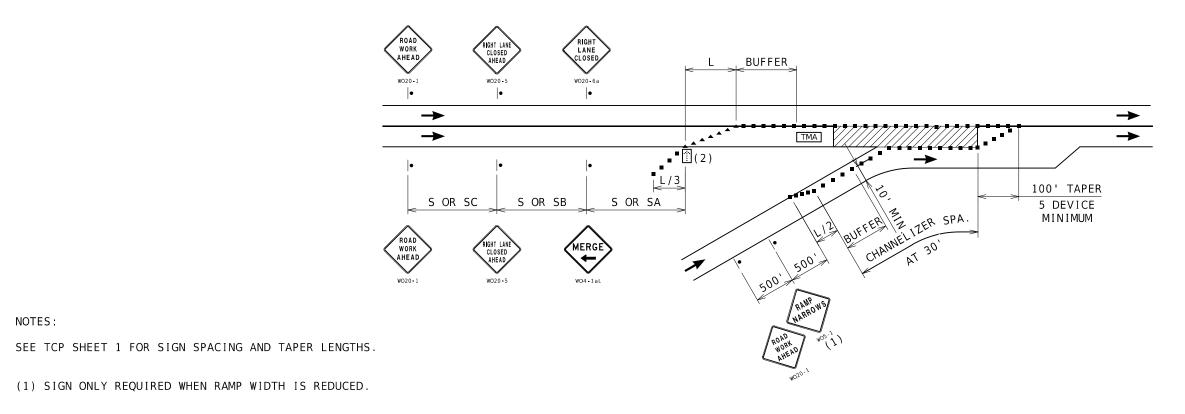
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JOB NO.
JNE0143
CONTRACT ID.

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> TRAFFIC CONTROL SHEET 5 OF 7



ENTRANCE RAMP AREA MAINLINE WORK

3/24/2023

1-70/61 MO

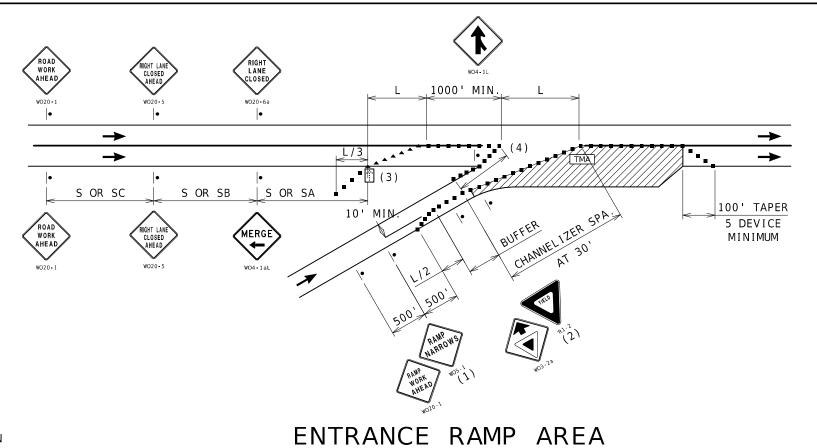
**VARIOUS** 

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CONTROL 6 OF 7

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ACCELERATION LANE WORK

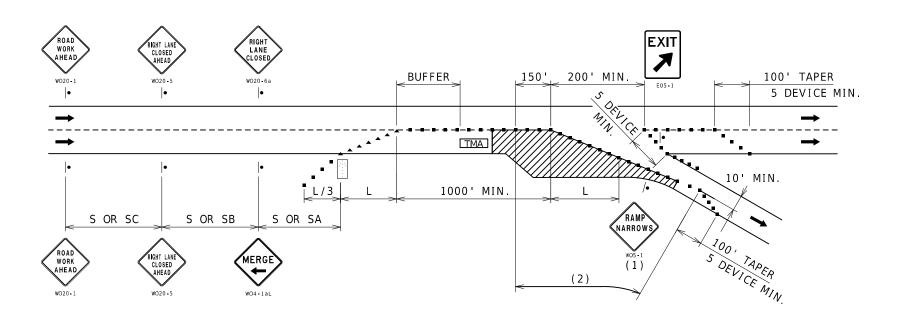
NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

(2) THE LOCATION OF THE SIGN SEQUENCE AND MERGE TAPER SHOULD BE ADJUCSTED SO THAT THE ARROW PANEL LOCATION

IS NOT CONFUSING TO MOTORIST ON THE RAMP.

- (1) SIGN ONLY REQUIRED WHEN RAMP WIDTH IS REDUCED.
- (2) SIGN 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 ADJUCSTED SO THAT THE ARROW PANEL LOCATION IS NOT CONFUSING TO MOTORIST ON THE RAMP.
- (4) CHANNELIZER SPACING AT 30'.

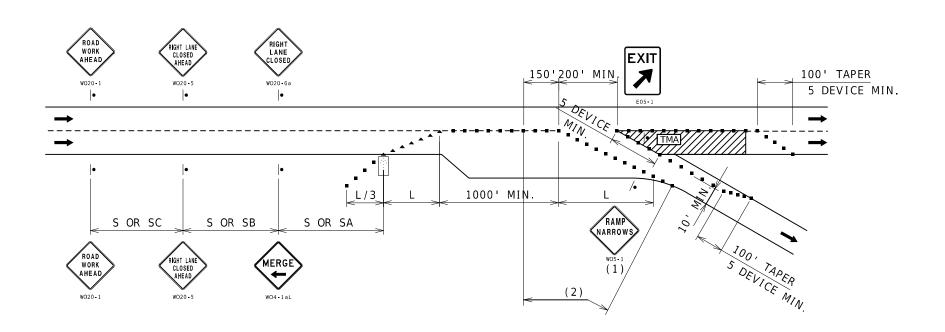


#### NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

- (1) SIGN ONLY REQUIRED WHEN RAMP WIDTH IS REDUCED.
- (2) CHANNELIZER SPACING AT 50'.

# EXIT RAMP AREA DECELERATION LANE WORK



#### NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

- (1) SIGN ONLY REQUIRED WHEN RAMP WIDTH IS REDUCED.
- (2) CHANNELIZER SPACING AT 50'.

EXIT RAMP AREA MAINLINE WORK

DESCRIPTION ON THE PROJECT NO.

DATE PREPARED 3 / 24 / 20 23

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DATE PREPARED 3 / 24 / 20 23

ROTE STATE BEET NO.

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JNE0143

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MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

105 WEST CAPITOL
1-888-ASK-MODOT (1-888-275-6636)

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