MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
PLANS FOR PROPOSED STATE HIGHWAY GREENE-CHRISTIAN COUNTIES JOB ORDER CONTRACTING JB13232 PROJECT LIMITS
PROJECT LENGTH - IS 44 ± 21,394 MILES
PROJECT LENGTH - IS 44 ± 21,395 MILES

CONVENTIONAL SYMBOLS
(BUILDINGS AND STRUCTURES)
EXISTING NEW
GUARD RAIL
CONCRETE RIGHT-OF-WAY MARKER
STEELE RIGHT-OF-WAY MARKER
UTILITY POLE
FIRE HYDRANT
WATER VALVE
WATER METER
DRAIN INLET
SEWER BLOCK
GROUND MOUNTED SIGN
LIGHT POLE
H-FIRST POWER POLE
TELEPHONE POLE/STREET
PHONE POLE/STREET
FENCE
CHAIN LINK
WIRE FENCE
GATE POST
STEERMARK

NOTE: BRUSH OR OPEN SYMBOLS IMITATE EXISTING FEATURES

INDEX OF SHEETS
DESCRIPTION
TITLE SHEET
TRAFFIC CONTROL SHEETS (TC) 2-10

LENTH OF PROJECT
IS 44 E
BEGINNING OF PROJECT LM 69,113
END OF PROJECT LM 90,590
APPEARANT LENGTH 121,478.8 FEET

IS 44 W
BEGINNING OF PROJECT LM 202,683
END OF PROJECT LM 224,068
APPEARANT LENGTH 111,382.2 FEET

US 63 E
BEGINNING OF PROJECT LM 07,043
END OF PROJECT LM 49,167
APPEARANT LENGTH 42,124.8 FEET

US 63 W
BEGINNING OF PROJECT LM 249,483
END OF PROJECT LM 252,783
APPEARANT LENGTH 33,300.6 FEET

US 63 N
BEGINNING OF PROJECT LM 267,506
END OF PROJECT LM 277,054
APPEARANT LENGTH 99,548.4 FEET

TOTAL CONVERSIONS
8.00 FEET

NET LENGTH OF PROJECT
393,333.7 FEET

STATE LENGTH
74,495 MILES

FOR INFORMATION ONLY
ESTIMATED URBAN ACREAGE
N/A ACRES

NOT TO SCALE
THE EXISTENCE AND APPROXIMATE LOCATION OF UTILITY FACILITIES KNOWN TO EXIST AS SHOWN ON THE PLANS ARE BASED ON THE BEST INFORMATION AVAILABLE TO THE COMMISSION AT THIS TIME. THIS INFORMATION IS PROVIDED BY THE COMMISSION AND THE COMMISSION EXPRESSLY DISCLAIMS ANY REPRESENTATION OR WARRANTY AS TO THE COMPLETENESS, ACCURACY, OR SUITABILITY OF THE INFORMATION FOR ANY USE. RELIANCE UPON THIS INFORMATION IS DONE AT THE RISK AND PERIL OF THE USER AND THE COMMISSION SHALL NOT BE LIABLE FOR ANY DAMAGES THAT MAY ARISE FROM ANY USE OF THE INFORMATION. IT IS THEREFORE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE, LOCATION AND STATUS OF ANY FACILITY, SUCH VERIFICATION INCLUDES DIRECT CONTACT WITH THE LISTED UTILITIES.
## Sign Spacing, Device Spacing and Channelizing Taper Lengths

<table>
<thead>
<tr>
<th>SPEED MPH</th>
<th>TAPER LENGTHS (L)</th>
<th>MINIMUM CHANNELIZER SPACING (LE)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>10 FT.</td>
<td>11 FT.</td>
</tr>
<tr>
<td>0-35</td>
<td>205</td>
<td>225</td>
</tr>
<tr>
<td>40-45</td>
<td>450</td>
<td>650</td>
</tr>
<tr>
<td>50-55</td>
<td>530</td>
<td>960</td>
</tr>
<tr>
<td>60-70</td>
<td>700</td>
<td>1180</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SPEED MPH</th>
<th>BUFFER SPACE (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-35</td>
<td>200</td>
</tr>
<tr>
<td>40-45</td>
<td>400</td>
</tr>
<tr>
<td>50-55</td>
<td>500</td>
</tr>
<tr>
<td>60-70</td>
<td>800</td>
</tr>
</tbody>
</table>

### Sign Spacing (S) for Advance Sign Series 11 (12)

<table>
<thead>
<tr>
<th>SPEED MPH</th>
<th>UNDIVIDED HIGHWAYS (FT)</th>
<th>DIVIDED HIGHWAYS (FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-35</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>40-45</td>
<td>350</td>
<td>300</td>
</tr>
<tr>
<td>50-55</td>
<td>500</td>
<td>1000</td>
</tr>
<tr>
<td>60-70</td>
<td>1000</td>
<td>5A-1300</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SB-2500</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SC-2640</td>
</tr>
</tbody>
</table>

### Taper Length (L):
- L ≥ 60% FOR 40 MPH OR MORE
- L ≥ 50% FOR 35 MPH OR LESS FOR SHOULDER TAPER USE (L)

### Longitudinal Buffer Space (B)

### Traffic Control Devices

#### General Notes:
1. See Standard Plan $16.10$ for details and items not shown.
2. Existing signs shall be covered during working hours only if in conflict with traffic control plans.
3. No direct payment will be made for relocating, covering, uncovering or removing signs.
4. Cones allowable for daytime operations only.
5. Locate flashing arrow panel at beginning of taper when feasible. Arrow panels are always located behind channelizers or cones.

#### Traffic Control Legend
- △ Sign (Single Side)
- □ Sign (Double Side)
- ☢ Flagger
- A Directional Indicator Barricade
- ▪ Channelizer
- □ Barricade
- ☢ Changeable Message Board
- # Truck Mounted Attenuator
- ☢ Flashing Arrow

### 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.
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.

SHOULDER WORK - UNDIVIDED ROADWAYS

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.
RIGHT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

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

RIGHT SHOULDER WORK - MULTI-LANE FREEWAYS WITH MEDIAN BARRIER

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.
ONE LANE TWO WAY OPERATION WITH FLAGGERS

A minimum of two flaggers will be required to direct traffic. Streets on ramps as directed by the Engineer. No direction of traffic will be made for flaggers.

LEFT SHOULDER WORK - HIGH SPEED DIVIDED ROADS

Used for work on shoulder or for work off shoulder with vehicles parked on the shoulder of a high speed roadway.

NOTES:
SEE SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.
NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

SINGLE LANE CLOSURE

PARTIAL RAMP CLOSURE

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.
NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

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

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

ENTRANCE RAMP AREA
MAINLINE WORK

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

(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 ADJUSTED 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'.
NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.
(1) CHANNELIZER SPACING AT 50'.
NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

DOUBLE LANE CLOSURE

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

INTERIOR LANE CLOSURE