MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
PLANS FOR PROPOSED
STATE HIGHWAY

GREENE & CHRISTIAN COUNTIES

JOB ORDER CONTRACTING FOR CONCRETE REPAIR
INSIDE THE OZARKS TRANSPORTATION ORGANIZATION BOUNDARY
CHRISTIAN AND GREENE
SOUTHWEST DISTRICT
GENERAL NOTES:

1. ANY EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED OR REMOVED.
2. TEMPORARY SIGNING SHOWN IS FOR WORK ON ONE SIDE OF THE ROAD, FOR WORK ON OTHER SIDE, REVERSE ORDER OF THE SIGNS AND CHANNELIZERS.
3. SIGNING SHOWN SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
4. ALTERNATE TRAFFIC CONTROL MAY BE USED AS HEARD AT THE APPROVAL OF THE ENGINEER.
5. REFER TO STANDARD DRAWINGS NO. 105, 106, 107, AND 108 FOR ADJUNCT DETAILS AND DOT 107 FOR SIGN AND SIGN INSTALLATION REQUIREMENTS.
6. SPEED LIMIT SIGNS INCLUDING THE NORMAL SPEED LIMIT SHALL BE INSTALLED AT THE END OF THE WORK ZONE. PROVIDED NO FURTHER WORK ZONES WILL BE ENCOUNTERED WITHIN THE NEXT 1/2 MILE.
7. TEMPORARY SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED WHEN THE CONDITION REQUIRING REDUCED SPEEDS DO NOT EXIST.
8. NO DIRECT PAYMENT WILL BE MADE FOR THE RELOCATION OF CHANNELIZERS, CONSTRUCTION SIGNS, OR FLASHING WARNING PANEL.
9. ALL SIGNS EXCEPT "ROUTES FOR WORK ZONE" SHALL BE PORTABLE UNTIL AND ARE TO BE MOVED AS WORK PROGRESSES, UNLESS OTHERWISE NOTED. ALL TRAFFIC CONTROL ITEMS SHALL BE REMOVED FROM THE ROADWAY DURING WORKING HOURS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING PROPER TRAFFIC CONTROL SYSTEMS THROUGHOUT CONSTRUCTION AS DESCRIBED IN THESE PLANS OR AS APPROVED BY THE ENGINEER.
12. THE CONTRACTORS SHALL MAINTAIN PUBLIC ACCESS TO ALL INTERSECTIONS AND SIDE STREETS. NO STREET OR ERECTION SHALL BE COMPLETELY CLOSED.
13. SPACING & DISTANCES OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD & APPROVED BY THE ENGINEER.
14. TRAFFIC CONTROL SHALL COMPLY TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
15. SIGNANCE ADVANCE WARNING SIGNS SPACING TO AVOID SIGN PLACEMENT WITHIN THE LIMITS OF THE RAILROAD RIGHT OF WAY.

TYPICAL BEGINNING AND END OF PROJECT
(DIVIDED HIGHWAY)

[Diagram of traffic control setup with various signs and symbols indicating different zones and distances.]

(1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS, WHERE TRAFFIC SIGNS ARE EXPECTED BEYOND THE ADVANCE WARNING AREA, ADDITIONAL SIGNS MAY BE REQUIRED.

(2) SIGNS CONE-T-2 IS PLACED 500 FEET BEFORE THE BEGINNING OF PROJECT LIMITS OF THE ROAD WORK AHEAD SIGN OR ROAD WORK NEXT X MILES SIGN OR WORK ZONE NO ROAD ZONE NO ROAD ZONE SIGNS.

(3) THE "NO THRUST NO ROAD ZONE" SIGN IS PLACED 500 FEET BEHIND THE ROAD WORK NEXT X MILES AND ROAD WORK AHEAD SIGNS.

(4) ALL PLACEMENTS SHALL BE APPROVED BY THE ENGINEER.
GENERAL NOTES:
1. ANY EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED OR REMOVED.
2. TEMPORARY SIGNS SHOWN IS FOR USE ON ONE SIDE OF THE ROAD, FOR WORK ON THE OTHER SIDE, REVERSE ORDER OF THE SIGNS AND CHANNELIZERS.
3. SIGNING SHOWN SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
4. ALTERNATE TRAFFIC CONTROL MAY BE USED AS NEEDED AT THE APPROVAL OF THE ENGINEER.
5. REFER TO STANDARDS DRAWING 010.10, 010.11, AND 010.05 FOR ADDITIONAL DETAILS AND 010.04 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.
6. SPEED LIMIT SIGNS, INCLUDING THE NORMAL SPEED LIMIT SHALL BE INSTALLED AT THE END OF THE WORK ZONE, PROVIDED NO FURTHER WORK ZONES WILL BE ENCOUNTERED WITHIN THE NEXT 1/2 MILE.
7. TEMPORARY SPEED LIMIT SIGNS SHOWN SHALL BE COVERED OR REMOVED WHEN THE CONSTRUCTION REQUIRES REDUCED SPEEDS DO NOT EXIST.
8. NO DIRECT PAYMENT WILL BE MADE FOR THE RELOCATION OF CHANNELIZERS, CONSTRUCTION SIGNS, OR FLASHING ARROW PANEL.
9. ALL SIGNS EXCEPT "ROPE FOR WORK ZONE" SHALL BE PORTABLE AND ARE TO BE MOVED AS WORK PROGRESSES. UNLESS OTHERWISE NOTED. ALL TRAFFIC CONTROL ITEMS SHALL BE REMOVED FROM THE ROADWAY DURING WORKING HOURS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING PROPER TRAFFIC CONTROL SETUPS THROUGHOUT CONSTRUCTION AS DESCRIBED IN THESE PLANS OR AS APPROVED BY THE ENGINEER.
11. WHERE MINIMUM LANE WIDTHS CANNOT BE MAINTAINED ON THE SIDE STREETS, THE CONTRACTOR SHALL CLOSE HALF OF THE APPROACH AND POSITION A FLASHER AT EACH END OF THE WORK AREA. LOCATION TO BE DETERMINED BY THE ENGINEER. ADVANCE FLASHING SIGNS WILL BE INSTALLED AS OBTAINED IN THE WORK.
12. THE CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS TO ALL DRIVES AND ENTRANCES. NO STREET OR ENTRANCE SHALL BE COMPLETELY BLOCKED.
13. SPACING & DISTANCES OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD & APPROVED BY THE ENGINEER.
14. TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
15. ADVANCE WARNING SIGN SPACING TO AVOID SIGN PLACEMENT WITHIN THE LIMITS OF THE RAILROAD OF WAY.

TYPICAL BEGINNING AND END OF PROJECT
(UNDIVIDED HIGHWAY)
WORK IN THE VICINITY OF AN ENTRANCE RAMP

NOTES:

1) SHOULDER TAPER LENGTH BASED ON 10 FT. (STANDARD SHOULDER WIDTH) OFFSET.
2) LANE TAPER LENGTH BASED ON 22 FT. (STANDARD LANE WIDTH) OFFSET.

REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.

TEMPORARY MARKING REQUIRED WITH LONG TERM LANE CLOSURES.

FOR RAMPS WITH SHARP CURVES OR MULTIPLE LANES, RAMPS MAY BE PLACED ON BOTH SIDES OF THE RAMPS.

RAMPS NARROWS SIGN IS REQUIRED WHEN RAMPS WIDTH IS REDUCED.

YIELD SIGN SHOULD BE PLACED ON THE RAMPS TO PROVIDE ADEQUATE VISIBILITY OF RAMPS.

THE LOCATION OF THE SIGN SEQUENCE AND MERGE TAPER SHOULD BE ADJUSTED SO THAT THE WORK PANEL LOCATION IS NOT CONFLATING MOTORISTS ON THE RAMPS.

TRAFFIC CONTROL SHEET 4 of 7

REVISION 07/24/2023
WORK IN THE VICINITY OF AN EXIT RAMP
EXIT RAMP CLOSURE

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<th>SPEED LIMIT (MPH)</th>
<th>SIGN SPACING (FT)</th>
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<tbody>
<tr>
<td>0-30</td>
<td>200</td>
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<tr>
<td>60-70</td>
<td>400</td>
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<td>70+</td>
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NOTES:
TEMPORARY PAVEMENT MARKINGS OPTIONAL FOR SHORT TERM OPERATIONS.

FOR FLAGS AND ADVANCE WARNING RAIL SYSTEM, REFER TO EPG 616.6.87 RUMBLE STRIPS.

REVIEW EPG 616.6.63 CHANNELIZING DEVICES FOR DIFFERENT TYPES AND GUIDELINES FOR THE DEVICES.

LEGEND
- TYPE 3 MOBILE BARRIERS W/ LIGHTS
- BRIDGE AHEAD
- ROAD CLOSED
- BRIDGE OR RAMP
- TRUCK MOUNTED ATTENUATOR
- CHANNELIZER

ADVANCE WARNING SIGN MINIMUM SPACING

POSTED SPEED LIMIT
SPACES MAY BE ADJUSTED FOR FIELD CONDITIONS
BESIDE ON LEFT ShouldER WIDTH
BASED ON LEFT LANE WIDTH
SPACES MAY BE REDUCED TO DAY INTERSECTIONS.

PROTECTIVE VEHICLE ROLL AHEAD SPACE

NOTES:
TEMPORARY PAVEMENT MARKINGS OPTIONAL FOR SHORT TERM OPERATIONS.

FOR FLAGS AND ADVANCE WARNING RAIL SYSTEM, REFER TO EPG 616.6.87 RUMBLE STRIPS.

REVIEW EPG 616.6.63 CHANNELIZING DEVICES FOR DIFFERENT TYPES AND GUIDELINES FOR THE DEVICES.