MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
PLANS FOR PROPOSED
STATE HIGHWAY
VARIOUS COUNTIES

JOB ORDER CONTRACTING
CONCRETE REPAIR
OUTSIDE OF THE OZARKS
TRANSPORTATION ORGANIZATION BOUNDARY
Barry, Barton, Bates, Benton, Cedar,
Christian, Dade, Dallas, Greene, Henry,
Hickory, Jasper, Lawrence, McDonald,
Newton, Polk, St. Clair, Stone, Taney,
Vernon, and Webster

INDEX OF SHEETS

DESCRIPTION
 SHEET NUMBER
TITLE SHEET .............................. 1
TRAFFIC CONTROL SHEETS (TO) ........ 2-4
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 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 STANDARD DRAWINGS NO. 101, 102, 103, 104, AND 201-01 FOR ADDITIONAL DETAILS AND DETAIL 200-01 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.
6. SPEED LIMIT SIGNS INCLUDING THE NORMAL SPEED LIMITS SHALL BE INSTALLED AT THE END OF THE WORK ZONE, PROVIDED NO FURTHER WORK ZONES WILL BE ENCOURAGED WITHIN THE NEXT 1/2 MILE.
7. TEMPORARY SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED WHEN THE CONDITIONS REQUIRING REDUCED SPEEDS DO NOT EXIST.
8. NO DIRECT PAYMENT WILL BE MADE FOR THE LOCATION OF CHANNELIZERS, CONSTRUCTION SIGNS, OR FLUORESCENT ARM PANEL.
9. ALL SIGNS, EXCEPT "SUITE UP WORK ZONE" SHALL BE PORTABLE MOUNTED AND ARE TO BE MOVED AS WORK PROGRESSES. ALL TRAFFIC CONTROL ITEMS SHALL BE REMOVED FROM THE ROADWAY DURING WORKING HOURS.
10. THE CONTRACTOR WILL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING PROPER TRAFFIC CONTROL SIGNS THROUGHOUT CONSTRUCTION AS DESCRIBED IN THESE PLANS OR AS APPROVED BY THE ENGINEER.
11. WHERE minimum lane widths cannot be achieved on the side streets, the contractor shall close half of the approach and position a flagger at each end of the work area, location to be determined by the engineer. Advance warning signs shall be installed as outlined in the plans.
12. THE CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS TO ALL PROPERTY AND STREETS. NO STREET OR ENSIGN SECONDS SHALL BE COMPLETELY BLOCKED.
13. SPACING & DISTANCES OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE ACTUAL 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 SIGNS SPACED TO AVOID SIGN PLACEMENT WITHIN THE LIMITS OF THE RAILROAD EIGHT OF WAY.

TYPICAL BEGINNING AND END OF PROJECT
(DIVIDED HIGHWAY)

1. DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS, WHERE TRAFFIC VOLUMES ARE EXPECTED BEYOND THE ADVANCE WARNING AREA, ADDITIONAL SIGNS MAY BE NEEDED.
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 AT MILES SIGN OR ROAD ZONE NO ROAD ZONE SIGN, IF NEEDED, WHEN THESE SIGNS ARE LOCATED OUTSIDE THE PROJECT LIMITS.
3. THE "NO ROAD ZONE NO ROAD ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.
4. NO PLACEMENT SHALL BE APPROVED BY THE ENGINEER.
GENERAL NOTES:
1. ANY EXISTING SIGNS THAT CONTRIBUTE TO THE TRAFFIC CONTROL SIGNING MUST BE COMPLETELY COVERED OR REMOVED.
2. TEMPORARY SIGNING SHOWN IS FOR WORK 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 HESED AT THE APPROVAL OF THE ENGINEER.
5. REFER TO STANDARD DRAWINGS 565-10, 569, 10, AND 660 FOR ADDITIONAL DETAILS AND REQUIREMENTS.
6. SPEED LIMIT SIGNS INCLUDING THE NORMAL SPEED LIMIT WILL BE INSTALLED AT THE END OF THE WORK ZONE. PLUS IF NEEDED, A楊 WORK ZONES WILL BE ENCOUNTERED WITHIN THE NEXT 1/2 MILE.
7. TEMPORARY SPEED LIMIT SIGN SHALL BE COVERED OR REMOVED WHEN THE CONDITIONS CITING THE REDUCED SPEED ARE NOT IN EFFECT.
8. NO DIRECT PAYMENT WILL BE MADE FOR THE REMOVAL OF CHANNELIZERS, CONSTRUCTION SIGNS, OR FLASHING EMERGENCY PANEL.
9. ALL SIGNS, EXCEPT "ROAD WORK AHEAD", SHALL BE MOVED TO THE WORK ZONE END AND ARE TO BE MOVED AS WORK PROGRESSES. ALL TRAFFIC CONTROL ITEMS SHALL BE REMOVED FROM THE HIGHWAY DURING WORKING HOURS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING PROPER TRAFFIC CONTROL SHOWN THROUGHOUT CONSTRUCTION AS DESCRIBED IN THESE PLANS OR AS APPROVED BY THE ENGINEER.
11. SIGNS SHOWN FOR ORDERING SIGNING MUST NOT BE PLACED ON THE SIDE STREETS. THE CONTRACTOR SHALL CLEAR THE AREA OF SIGNS AT THE APPROACH AND POSITION A "ROAD WORK AHEAD" SIGN AT EACH END OF THE WORK AREA. LOCATIONS TO BE DETERMINED BY THE ENGINEER. ADDITIONAL WARNING SIGNS WILL BE INSTALLED AS OBTAINED IN THE WORK.
12. THE CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS TO ALL SIDEWALKS AND STREETS. NO STREET OR ENTRANCE SHALL BE COMPLETELY BLOCKED.
13. SIGNS AND DISTANCES OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE ACCURATE LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
14. TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
15. ADJUST ADVANCE WARNING SIGNS TO AVOID SIGN PLACEMENT WITHIN THE LIMITS OF THE RAILROAD RIGHT OF WAY.

TYPICAL BEGINNING AND END OF PROJECT
(UNDIVIDED HIGHWAY)
NOTES:

(1) SHOULDER TAPER LENGTH BASED ON 10 FT. (STANDARD SHOULDER WIDTH) OFFSET.
(2) LANE TAPER LENGTH BASED ON 12 FT. (STANDARD LANE WIDTH) OFFSET.

REMOVAL AND/OR MODIFICATION TO EXISTING PAVEMENT MARKING AS NEEDED.

TEMPORARY PAVEMENT MARKING REQUIRED WITH TEMPORARY 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 MAINLINE TRAFFIC, WHERE INADEQUATE ACCELERATION DISTANCE EXIST FOR THE TEMORARY ENTRANCE. THE YIELD SIGN SHALL BE REPLACED WITH STOP SIGNS ONE ON EACH SIDE OF THE APPROACH.

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

WORK IN THE VICINITY OF AN ENTRANCE RAMPS
### Exit Ramp Closure

#### Table: Superlength and Length Recommendations

<table>
<thead>
<tr>
<th>Type</th>
<th>Minimum</th>
<th>Designated</th>
<th>Intermediate</th>
<th>Optimum</th>
<th>Minimize</th>
<th>Recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permissible Pct.</td>
<td>Length (ft.)</td>
<td>Length (ft.)</td>
<td>Length (ft.)</td>
<td>Length (ft.)</td>
<td>Length (ft.)</td>
<td>Length (ft.)</td>
</tr>
<tr>
<td>0-40</td>
<td>500</td>
<td>200</td>
<td>400</td>
<td>600</td>
<td>500</td>
<td>400</td>
</tr>
<tr>
<td>41-50</td>
<td>600</td>
<td>400</td>
<td>600</td>
<td>800</td>
<td>500</td>
<td>600</td>
</tr>
<tr>
<td>51-70</td>
<td>900</td>
<td>600</td>
<td>900</td>
<td>1200</td>
<td>900</td>
<td>1200</td>
</tr>
</tbody>
</table>

- **Lengths may be adjusted for field conditions.**
- **Spa**c**e**s may be reduced for low-speed environments.
- **Spa**c**e**s may be reduced for low-speed environments.

#### Advance Warning Sign Minimum Spacing

<table>
<thead>
<tr>
<th>Speed Limit (MPH)</th>
<th>0-35</th>
<th>40-65</th>
<th>70-90</th>
<th>100</th>
<th>120-150</th>
<th>200</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sign Spacing (FT)</td>
<td>200</td>
<td>500</td>
<td>1000</td>
<td>5A-1000</td>
<td>5B-1500</td>
<td>5C-2500</td>
</tr>
</tbody>
</table>

- **Spacing**s may be reduced for low-speed environments.

#### Notes:
- Temporary pavement markings are 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 Movable Barricades w/ Lights**
- **Sign (Single Sided)**
- **Road Work Ahead**
- **Bridge or Ramp**
- **External Closed**
- **Channelizer**