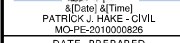


LACLEDE, PULASKI, PHELPS AND CRAWFORD COUNTIES

| DESCRIPTION | NUMBER |
|-------------|--------|
|-------------|--------|

TITLE SHEET----- 1

TRAFFIC CONTROL SHEETS (TC)----- 2-



|       |       |
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| ROUTE | STATE |
| 1-11  | MO    |

|          |           |
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| 1 - 44   | MO        |
| DISTRICT | SHEET NO. |
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1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

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1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

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PROJECT DESCRIPTION:  
ASPHALT  
PAVEMENT REPAIR TO I-44 IN  
LACLEDE COUNTY, PULASKI COUNTY,  
PHELPS COUNTY AND CRAWFORD COUNTY

DISCLAIMER  
THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL  
SEAL APPEAR HEREON ASSUMES RESPONSIBILITY  
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NOT TO SCALE

| SIGN SPACING FOR ADVANCE SIGN SERIES (1) (2) |                              |                                  |
|----------------------------------------------|------------------------------|----------------------------------|
| PERMANENT<br>POSTED SPEED<br>MPH             | UNDIVIDED<br>HIGHWAYS<br>(S) | DIVIDED<br>HIGHWAYS<br>(S)       |
| 0-35                                         | 200'                         | 200'                             |
| 40-45                                        | 350'                         | 500'                             |
| 50-55                                        | 500'                         | 1000'                            |
| 60-70                                        | 1000'                        | SA - 1000' SB - 1500' SC - 2640' |

| TAPER LENGTHS AND END TREATMENTS FOR CONCRETE BARRIER |                               |      |      |                           |
|-------------------------------------------------------|-------------------------------|------|------|---------------------------|
| PERMANENT<br>POSTED SPEED<br>MPH                      | MINIMUM LANE TAPER LENGTH (3) |      |      | END TREATMENT (4)         |
|                                                       | 10'                           | 11'  | 12'  |                           |
| <40                                                   | 160'                          | 168' | 176' | BARRIER HEIGHT TRANSITION |
| >40                                                   | 160'                          | 168' | 350' | APPROVED CRASH CUSHION    |

| TAPER LENGTHS AND SPACING FOR CHANNELIZERS |                                       |      |      |                                                                |                             |                             |                      |
|--------------------------------------------|---------------------------------------|------|------|----------------------------------------------------------------|-----------------------------|-----------------------------|----------------------|
| PERMANENT<br>POSTED SPEED<br>MPH           | MINIMUM LANE TAPER LENGTH (3)<br>(T2) |      |      | MINIMUM SHOULDER<br>TAPER LENGTH<br>BASED ON 10' SHOULDER (T1) | BUFFER<br>LENGTH<br>FT. (B) | MAXIMUM CHANNELIZER SPACING |                      |
|                                            | 10'                                   | 11'  | 12'  |                                                                |                             | THROUGH<br>TAPER            | THROUGH<br>WORK AREA |
| 0-35                                       | 205'                                  | 225' | 245' | 70'                                                            | 400'                        | 35'*                        | 40'*                 |
| 40-45                                      | 450'                                  | 495' | 540' | 150'                                                           | 400'                        | 40'*                        | 80'*                 |
| 50-55                                      | 550'                                  | 605' | 660' | 185'                                                           | 560'                        | 50'**                       | 80'**                |
| 60-70                                      | 700'                                  | 770' | 840' | 235'                                                           | 840'                        | 60'**                       | 120'**               |

\* SPACING REDUCED TO 1/2 AT INTERSECTIONS.  
\*\* SPACING MAY BE REDUCED TO 1/2 AT INTERSECTIONS.

TRAFFIC CONTROL LEGEND

|  |                                         |  |                                        |
|--|-----------------------------------------|--|----------------------------------------|
|  | SIGN (SINGLE SIDED)                     |  | WORK SPACE                             |
|  | SIGN (DOUBLE SIDED)                     |  | ADVANCE WARNING RAIL SYSTEM            |
|  | FLAGGER                                 |  | FLASHING ARROW PANEL                   |
|  | CONE                                    |  | FLASHING ELECTRIC LIGHT                |
|  | CHANNELIZER                             |  | IMPACT ATTENUATOR ARRAY (SAND BARRELS) |
|  | DIRECTIONAL INDICATOR BARRICADE         |  | MOVABLE BARRICADE (SIDE VIEW)          |
|  | TUBULAR MARKER                          |  | OBJECT MARKER - TYPE I                 |
|  | MOVABLE BARRICADE (PLAN VIEW)           |  | OBJECT MARKER - TYPE II                |
|  | CHANGEABLE MESSAGE BOARD                |  | OBJECT MARKER - TYPE III               |
|  | TRAFFIC BARRIER (PLAN VIEW)             |  | LUMINAIRE                              |
|  | TRAFFIC BARRIER (SECTION VIEW)          |  | TMA - TRUCK MOUNTED ATTENUATOR         |
|  | HIGH-LEVEL WARNING DEVICE (FLAG TREE)   |  | CRASH CUSHION                          |
|  | SHORT - TERM OR LONG-TERM RUMBLE STRIPS |  | TRAFFIC OR PEDESTRIAN SIGNAL           |

- NOTES:
- (1) SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OF SIGNED CONDITION.
- (2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS ND VISIBILTY.
- (3) TAPER LENGTHS SHOWN INCLUDE LENGTH REQUIRED FOR LANE AND 10' SHOULDER.
- (4) CONCRETE BARRIER MAY BE INSTALLED AT AND 8:1 FLARE RATE FROM THE SHOULDER POINT TO THE LIMITS OF THECLEAR ZONE WHERE TEH SIDE SLOPE IS 6:1 OR FLATTER.

| ROADWAY<br>TYPE    | SIGN<br>HEIGHT         | MAX. WORK<br>ZONE LENGTH<br>(L) |
|--------------------|------------------------|---------------------------------|
| URBAN              | 1' PORTABLE<br>7' POST | 1 MILE                          |
| RURAL<br>DIVIDED   | 1' PORTABLE<br>7' POST | 2 MILE                          |
| RURAL<br>UNDIVIDED | 1' PORTABLE<br>5' POST | 3 MILE                          |

TEMPORARY TRAFFIC CONTROL SHEET  
SPACING AND TAPER LENGTHS FOR  
WORK ZONES, CHANNELIZERS AND  
CONCRETE BARRIER  
TRAFFIC CONTROL LEGEND  
SHEET 1 OF 7



DATE PREPARED  
1/3/2024

|                 |                |
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| ROUTE<br>1 - 44 | STATE<br>MO    |
| DISTRICT<br>CD  | SHEET NO.<br>2 |

COUNTY  
VARIOUS

JOB NO.  
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CONTRACT ID.

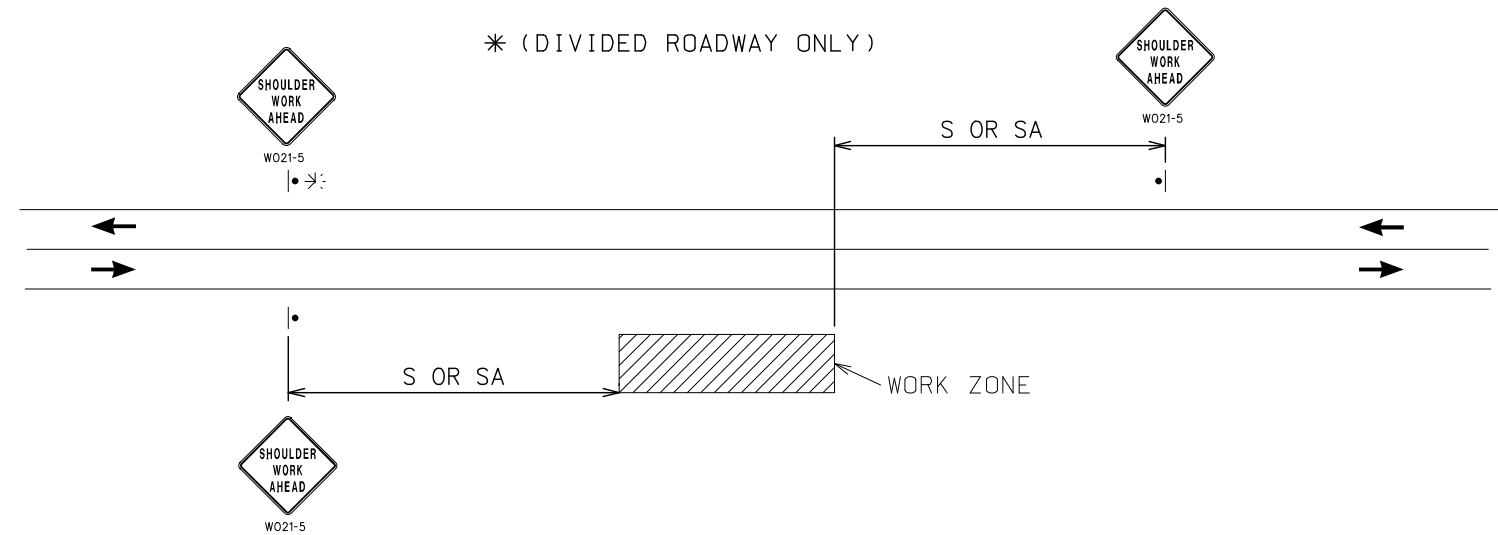
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BRIDGE NO.

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MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



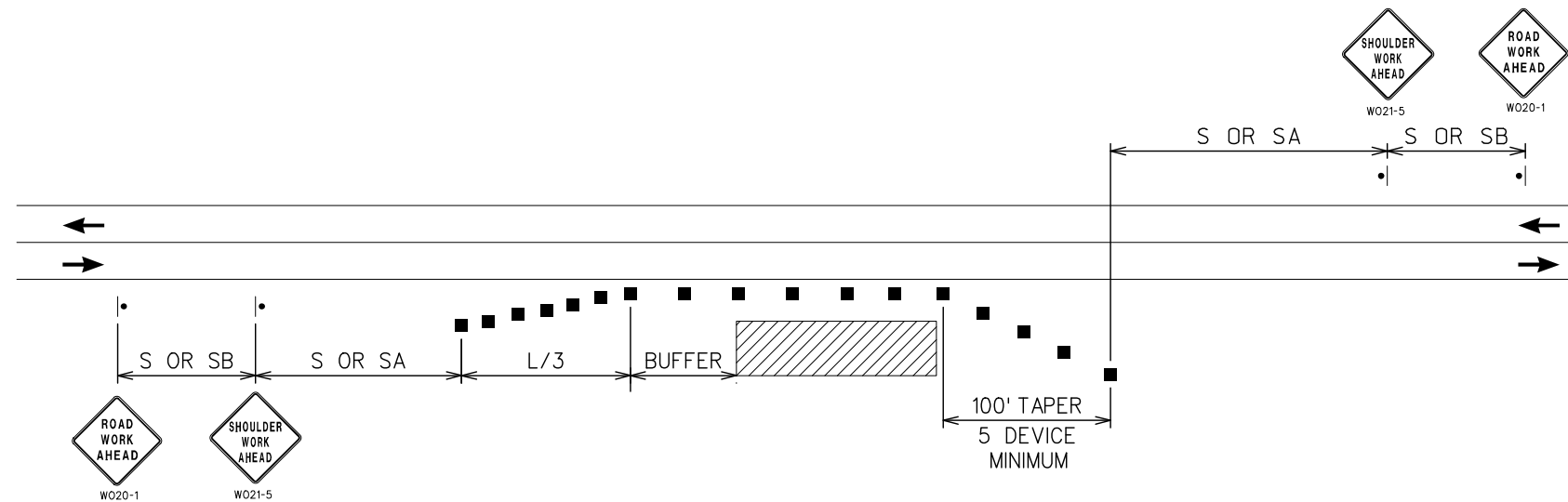
## WORK BEYOND RIGHT SHOULDER - UNDIVIDED OR DIVIDED ROADWAYS

### 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.



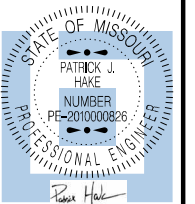
## SHOULDER WORK - UNDIVIDED ROADWAYS

### 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.

TEMPORARY TRAFFIC CONTROL SHEET  
WORK BEYOND SHOULDER  
SHOULDER WORK  
SHEET 2 OF 7



DATE PREPARED  
1/3/2024

ROUTE  
1 - 44

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SHEET NO.  
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COUNTY  
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JOB NO.  
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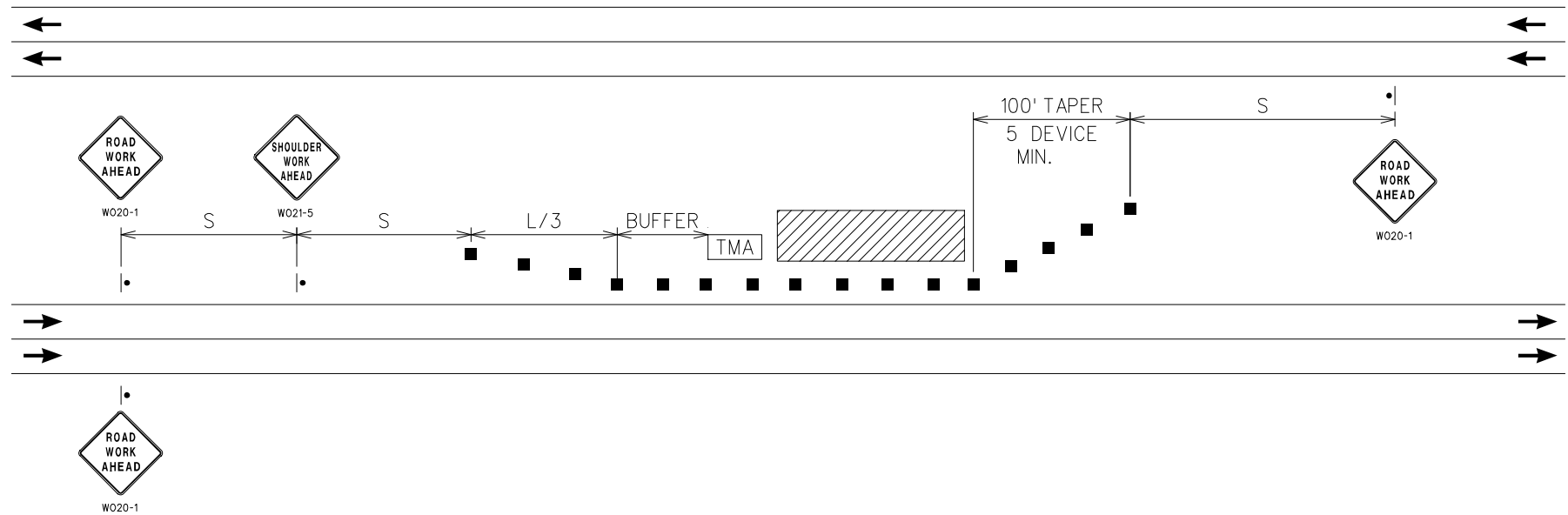
USED FOR WORK ON SHOULDER OR FOR WORK OFF SHOULDER  
WITH WORK VEHICLES PARKED ON THE SHOULDER OF A HIGH SPEED ROADWAY.



ONLY USED FOR SIX OR MORE LANE FREEWAYS WITH NARROW  
LEFT SHOULDER ADJACENT TO CONCRETE MEDIAN BARRIER

**MISSOURI HIGHWAYS AND TRANSPORTATION  
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JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-273-6636)

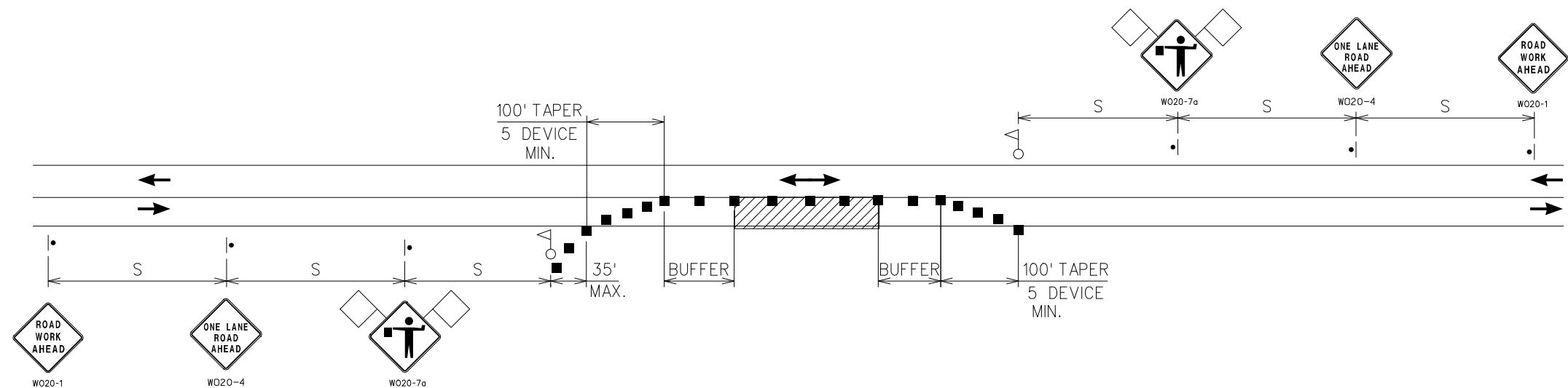


## LEFT SHOULDER WORK- HIGH SPEED DIVIDED ROADWAYS

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

### NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



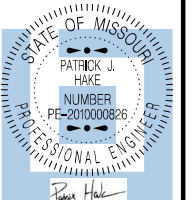
## ONE-LANE TWO-WAY OPERATION WITH FLAGGERS

A MINIMUM OF TWO FLAGGERS WILL BE REQUIRED TO DIRECT TRAFFIC.  
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

### NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

TEMPORARY TRAFFIC CONTROL SHEET  
LEFT SHOULDER WORK  
ONE-LANE TWO-WAY OPERATION W/ FLAGGERS  
SHEET 4 OF 7



DATE PREPARED  
1/3/2024

ROUTE  
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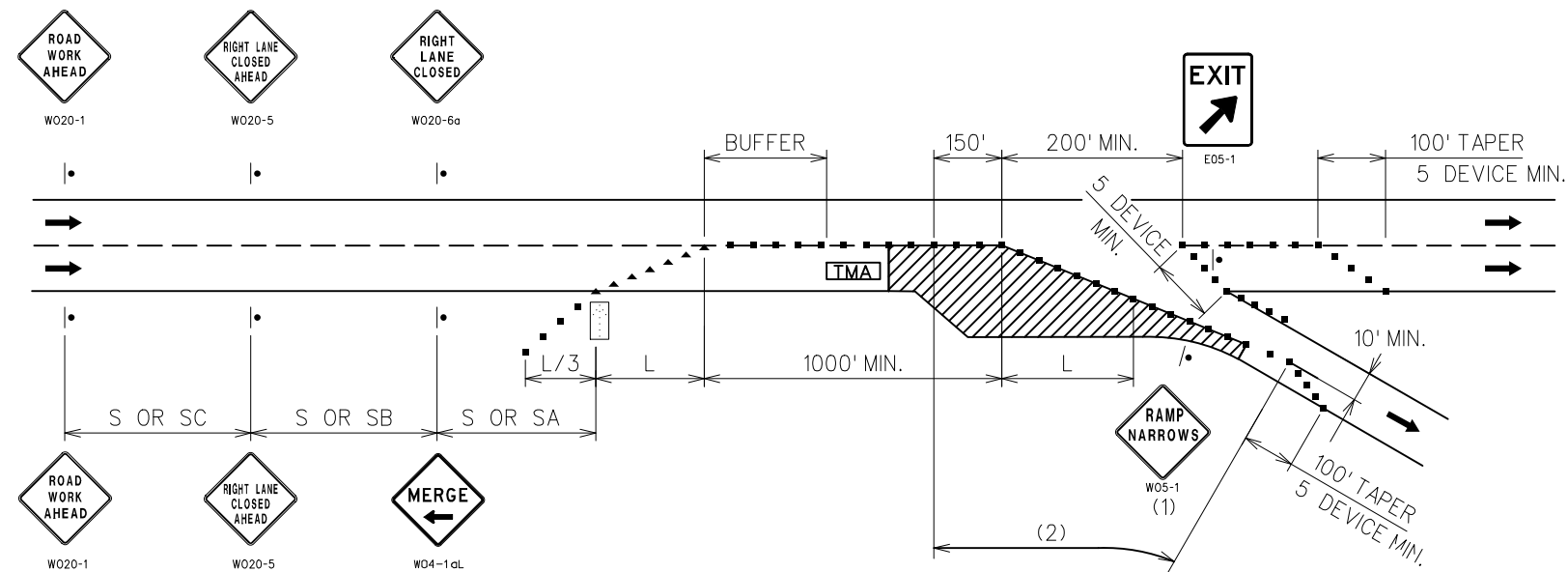
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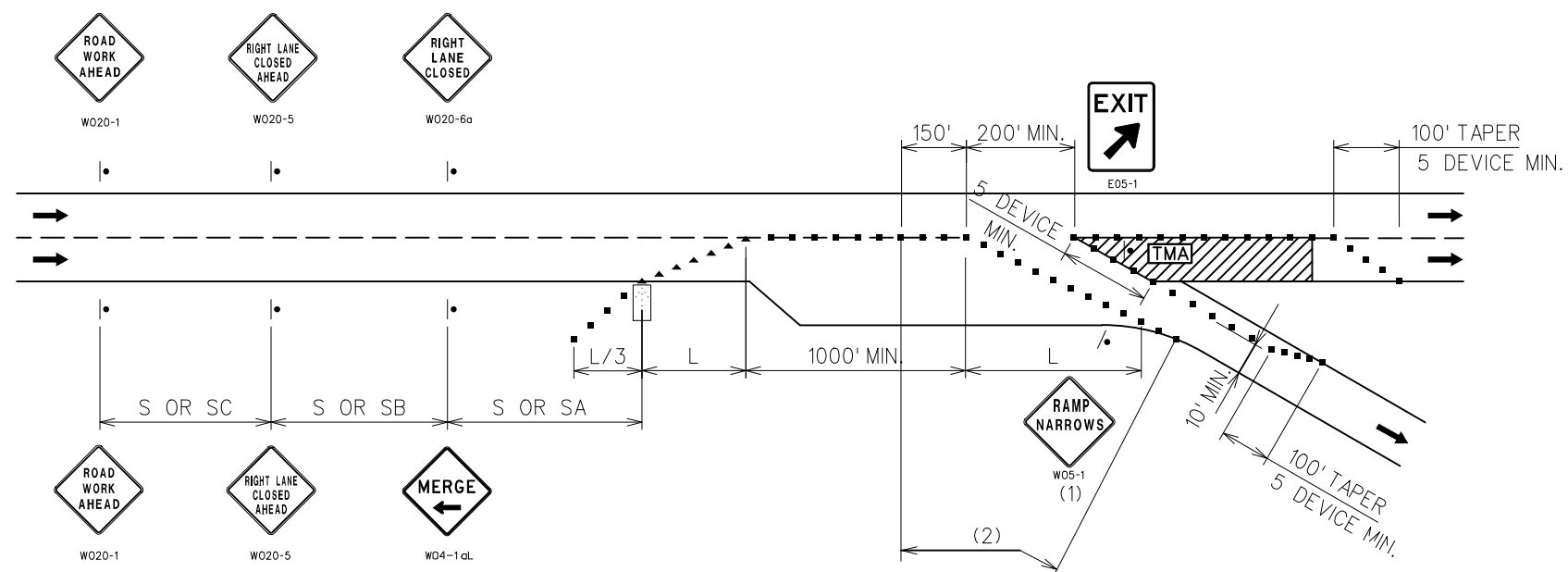
NOTES:

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



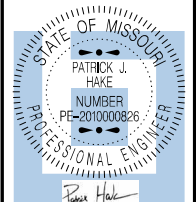
NOTES:

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



&[Date] &[Time]  
PATRICK J. HAKE - CIVIL  
MO-PE-2010000826

|               |
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| DATE PREPARED |
| 1/3/2024      |

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COMMISSION

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