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

INDEX OF SHEETS

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LEGEND

NOT TO SCALE

HARRISON

DAVIESS

DEKALB

CLINTON

Caldwell

job order contracting
pavement repair
### Sign Spacing, Device Spacing and Channelizing Taper Lengths

<table>
<thead>
<tr>
<th>SPEED MPH</th>
<th>MINIMUM TAPER LENGTHS (L)</th>
<th>MAXIMUM CHANNELIZER SPACING (L')</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-35</td>
<td>205</td>
<td>225/245</td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>35/40</td>
</tr>
<tr>
<td>40-45</td>
<td>450</td>
<td>495/540</td>
</tr>
<tr>
<td></td>
<td>40</td>
<td>50/80</td>
</tr>
<tr>
<td>50-55</td>
<td>550</td>
<td>600/660</td>
</tr>
<tr>
<td></td>
<td>50</td>
<td>60/80</td>
</tr>
<tr>
<td>60-70</td>
<td>700</td>
<td>710/840</td>
</tr>
<tr>
<td></td>
<td>60</td>
<td>70/80</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LONGITUDINAL BUFFER SPACE (B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEED MPH</td>
</tr>
<tr>
<td>----------</td>
</tr>
<tr>
<td>0-35</td>
</tr>
<tr>
<td>40-45</td>
</tr>
<tr>
<td>50-55</td>
</tr>
<tr>
<td>60-70</td>
</tr>
</tbody>
</table>

**TAPER LENGTH (L):**
- L = NS for 40 MPH or more
- \( L \geq 0.5\) for 35 MPH or less
- \( L \geq 0.5\) for shoulder taper use (L')

**WHERE:**
- L = TAPER LENGTH IN FEET
- \( L' = \) LATERAL SHIFT IN FEET
- S = POSTED SPEED IN MPH

#### TRAFFIC CONTROL DEVICES

**GENERAL NOTES:**
1. See Standard Plan $18.10 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**
- \( \Delta \) SIGN (SINGLE SIDED)
- \( \n \) SIGN (DOUBLE SIDED)
- \( \text{F} \) Flagger
- \( \text{C} \) Directional Indicator Barricade
- \( \text{H} \) Channelizer
- \( \text{B} \) Barricade
- \( \text{M} \) Changeable Message Board
- \( \text{A} \) Traffic Mounted Attenuator
- \( \text{F} \) Flashing Arrow

**NOTES:**
- DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.
- [1] SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OR SIGNS CONDITIONED.
- [2] SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.
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.
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.

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.

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

(1) CHANNELIZER SPACING AT 50'.

RAMP CLOSURE
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'.

ENTRANCE RAMP AREA
ACCELERATION LANE WORK
NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

SINGLE LANE CLOSURE

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

PARTIAL RAMP CLOSURE
NOTES:
SEE TCP SHEET I FOR SIGN SPACING AND TAPER LENGTHS.

DOUBLE LANE CLOSURE

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

INTERIOR LANE CLOSURE