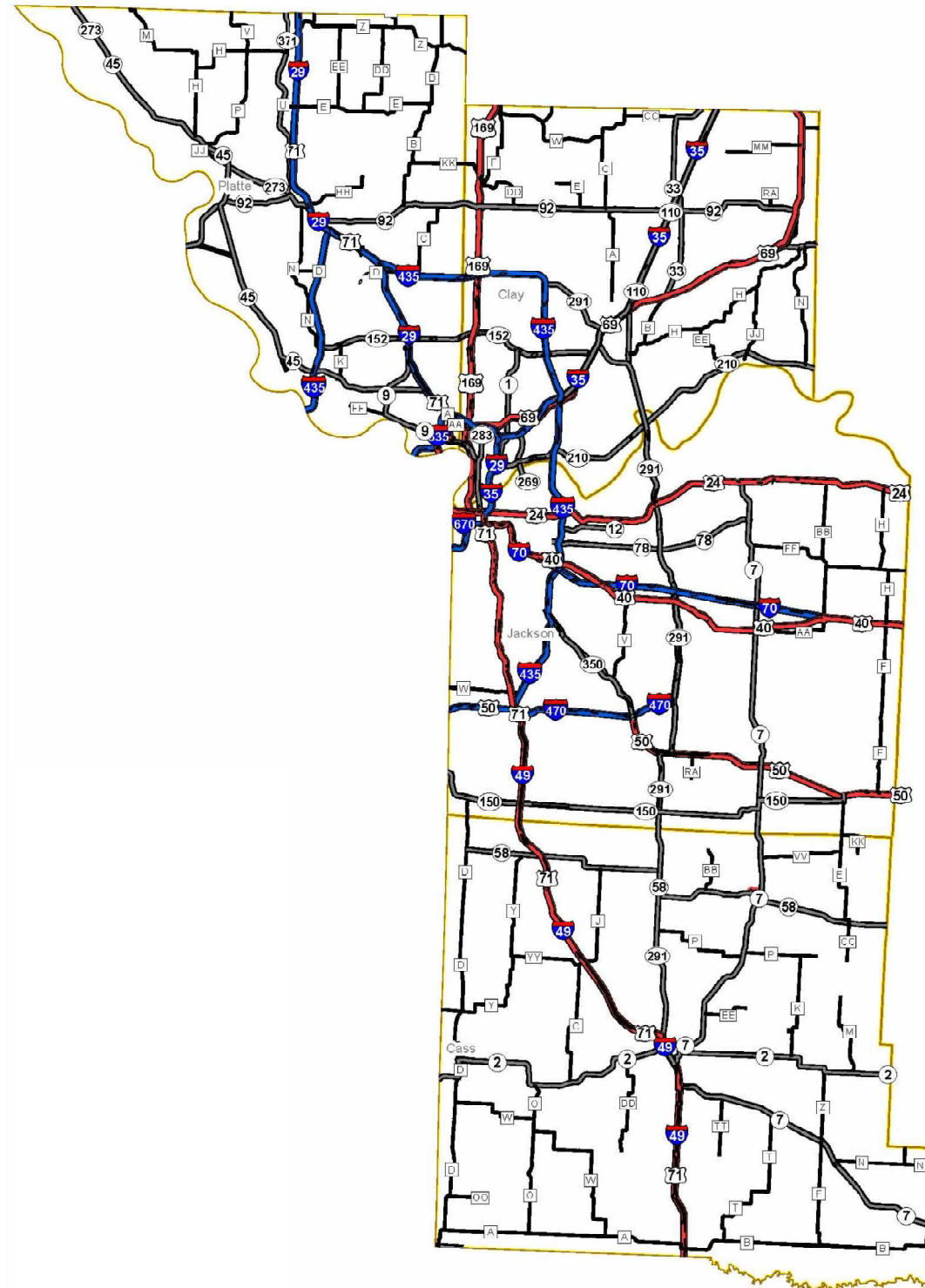


A.A.D.T. - 2018 = N/A  
T = N/A  
V = N/A

NO RIGHT-OF-WAY ACQUISITION

	EXISTING	NEW
BUILDINGS AND STRUCTURES		
GUARD RAIL		
CONCRETE RIGHT-OF-WAY MARKER		
STEEL RIGHT-OF-WAY MARKER		
LOCATION SURVEY MARKER		
UTILITIES		
FIBER OPTICS	—FO—	—FO—
OVERHEAD TELEPHONE		
UNDERGROUND TELEPHONE	—T—	—T—
OVERHEAD POWER		
UNDERGROUND POWER	—P—	—P—
GAS	—G—	—G—
WATER	—W—	—W—
MANHOLE		
FIRE HYDRANT		
WATER VALVE		
WATER METER		
DROP INLET		
DITCH BLOCK		
GROUND MOUNTED SIGN		
LIGHT POLE		
H-FRAME POWER POLE		
TELEPHONE PEDESTAL		
FENCE		
CHAIN LINK		
WOVEN WIRE		
GATE POST		
BENCHMARK		

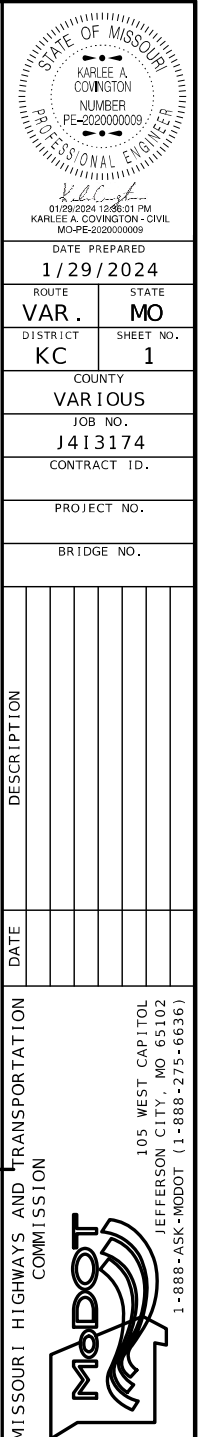
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
PLANS FOR PROPOSED  
STATE HIGHWAY  
VARIOUS COUNTIES



DESCRIPTION	NUMBER
TITLE SHEET -----	1
TYPICAL SECTIONS (TS) (0 SHEETS)--	N/A
QUANTITIES (QU) (0 SHEETS)-----	N/A
PLAN-PROFILE (PP)-----	N/A
RIGHT OF WAY (RW)-----	N/A
REFERENCE POINTS (RP)-----	N/A
COORDINATE POINTS (CP)-----	N/A
SPECIAL SHEETS (SS)-----	N/A
TRAFFIC CONTROL SHEETS (TC)-----	4-10
EROSION CONTROL SHEETS (EC)-----	N/A
LIGHTING (LT)-----	N/A
SIGNALS (SG)-----	N/A
SIGNING (SN)-----	N/A
PAVEMENT MARKING (PM)-----	N/A
CULVERT SECTIONS (CS)-----	N/A
BRIDGE DRAWINGS (B)	
A####-----	N/A
A####-----	N/A
A####-----	N/A
A####-----	N/A
CROSS SECTIONS (XS)-----	N/A

BEGINNING OF PROJECT	N/A
END OF PROJECT	N/A
APPARENT LENGTH	N/A FEET
EQUATIONS AND EXCEPTIONS:	

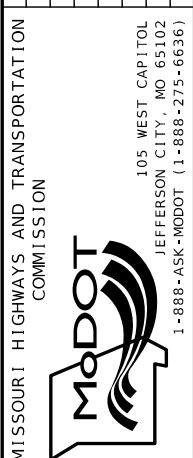
TOTAL CORRECTIONS	N/A FEET
NET LENGTH OF PROJECT	N/A FEET
STATE LENGTH	N/A MILES





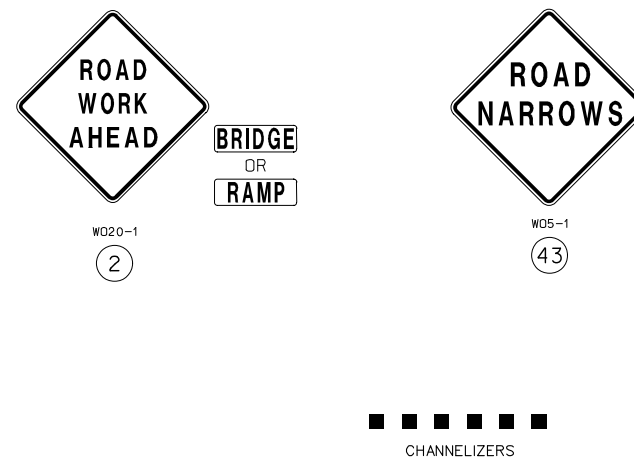
S = POSTED SPEED PRIOR TO ROAD WORK IN MPH

CHANNELIZING DEVICES LOCATED DOWNSTREAM OF THE ONE-LANE, TWO-WAY TAPER ARE OPTIONAL. THESE DEVICES SHOULD BE ELIMINATED WHEN THEIR USE WILL REDUCE THE USABLE LANE WIDTH, INCLUDING ANY ACCEPTABLE SHOULDERS, TO LESS THAN 10' OR WILL SIGNIFICANTLY AFFECT THE RESURFACING OPERATION.





[illegible]

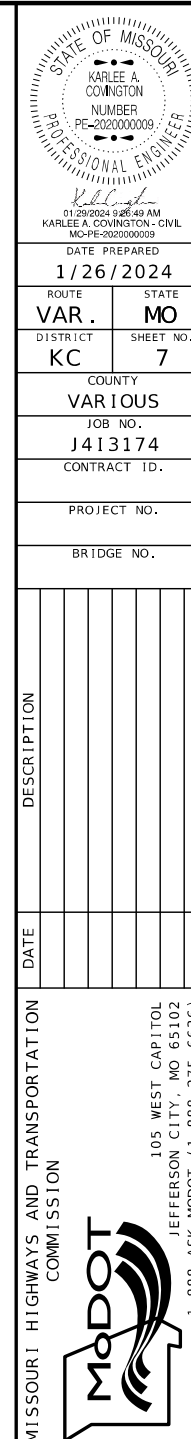


**PARTIAL RAMP CLOSURE  
RAMPS ONLY**

TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES					
SPEED MPH (S)	MINIMUM TAPER LENGTHS (L) FOR LATERAL SHIFTS (W)			MAXIMUM CHANNELIZER SPACING	
	10 FT	11 FT	12 FT	THROUGH TAPER	THROUGH WORK ARE
0-35	205 FT	225 FT	245 FT	35 FT	40 FT
40-45	450 FT	495 FT	540 FT	40 FT	80 FT
50-55	550 FT	605 FT	660 FT	50 FT	80 FT
60-70	700 FT	770 FT	840 FT	60 FT	120 FT

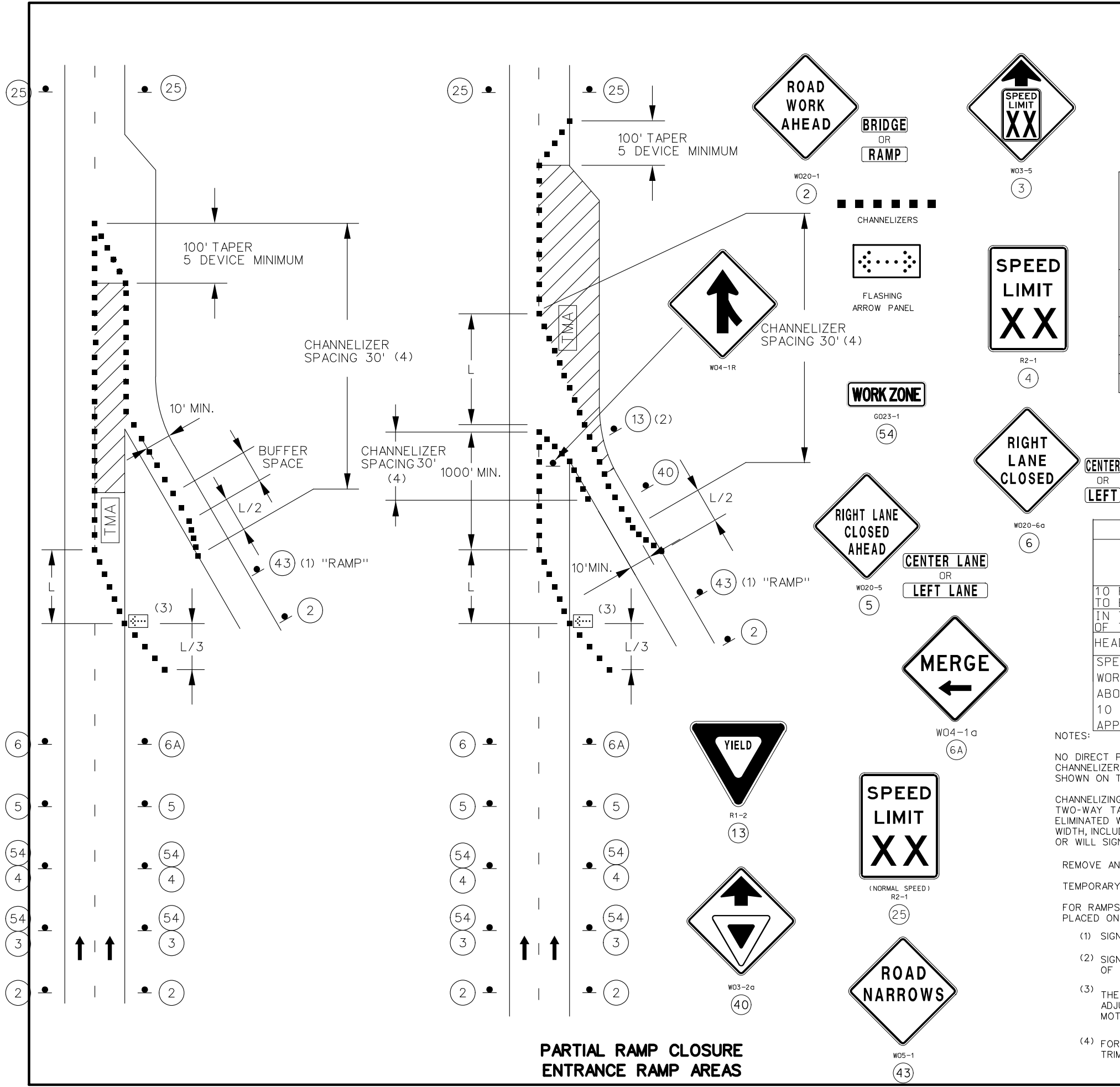
SPEED MPH (S)		
	NON-DIVIDED HIGHWAYS	DIVIDED HIGHWAYS
0-35	200 FT	200 FT
40-45	350 FT	500 FT
50-55	500 FT	1000 FT
60-70	1000 FT	1000 FT

SPEED REDUCTION	
ACTIVITY (I.E WORKERS, EQUIPMENT OR MATERIALS) LOCATION	RECOMMENDED WORK ZONE SPEED REDUCTION (WHEN APPLICABLE)
10 FT BEYOND EDGE OF TRAVELWAY TO EDGE OR RIGHT OF WAY	NO SPEED REDUCTION
IN TRAFFIC LANE OR WITHIN 10FT. OF THE TRAFFIC LANE	10 MPH
HEAD-TO-HEAD ON MULTILANE	10 MPH
SPECIAL CIRCUMSTANCES WITHIN A TEMPORARY TRAFFIC CONTROL WORK ZONE MAY WARRANT A LOWER SPEED LIMIT THAN RECOMMENDED ABOVE. ALL SPEED LIMIT REDUCTIONS GREATER THAN 10 MPH SHALL BE DOCUMENTED, SUBMITTED TO AND APPROVED BY THE DISTRICT WORK ZONE COORDINATOR.	









TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES					
SPEED MPH (S)	MINIMUM TAPER LENGTHS (L) FOR LATERAL SHIFTS (W)			MAXIMUM CHANNELIZER SPACING	
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0-35	205 FT	225 FT	245 FT	35 FT	40 FT
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50-55	550 FT	605 FT	660 FT	50 FT	80 FT
60-70	700 FT	770 FT	840 FT	60 FT	120 FT

SIGN SPACING FOR ADVANCE SIGN SERIES		
SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OR SIGNED CONDITION.		
SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.		
SPEED MPH (S)	NON-DIVIDED HIGHWAYS	DIVIDED HIGHWAYS
0-35	200 FT	200 FT
40-45	350 FT	500 FT
50-55	500 FT	1000 FT
60-70	1000 FT	1000 FT

TAPER LENGTH (L)

$L = W \times S$  FOR 45 MPH OR MORE

$L = \frac{WS^2}{60}$  FOR 40 MPH OR LESS

L = TAPER LENGTH IN FEET

W = LATERAL SHIFT IN FEET

S = POSTED SPEED PRIOR TO ROAD WORK IN MPH

SPEED REDUCTION	
ACTIVITY (I.E WORKERS, EQUIPMENT OR MATERIALS) LOCATION	RECOMMENDED WORK ZONE SPEED REDUCTION (WHEN APPLICABLE)
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- NOTES:
- NO DIRECT PAYMENT WILL BE MADE FOR DRUM-LIKE, OR TRIM-LINE CHANNELIZERS, OR FOR THE RELOCATION OF CHANNELIZERS AS SHOWN ON THE PLANS.
- CHANNELIZING DEVICES LOCATED DOWNSTREAM OF THE ONE-LANE, TWO-WAY TAPER ARE OPTIONAL. THESE DEVICES SHOULD BE ELIMINATED WHEN THEIR USE WILL REDUCE THE USABLE LANE WIDTH, INCLUDING ANY ACCEPTABLE SHOULDERS, TO LESS THAN 10' OR WILL SIGNIFICANTLY AFFECT THE RESURFACING OPERATION.
- REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.
- TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM LANE CLOSURES.
- FOR RAMP WITH SHARP CURVES OR MULTIPLE LANES, RAMP SIGNS MAY BE PLACED ON BOTH SIDES OF THE RAMP.
- SIGN 43 REQUIRED WHEN RAMP WIDTH IS REDUCED.
  - SIGN 13 SHOULD BE PLACED ON THE RAMP TO PROVIDE ADEQUATE VISIBILITY OF MAINLINE TRAFFIC.
  - 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 RAMP.
  - FOR WORK ZONES WHERE DEVICES ARE IN PLACE OVERNIGHT, USE TRIM-LINE CHANNELIZERS.

STATE OF MISSOURI

KARLEE A. CONINGTON

NUMBER

PE-202000009

PROFESSIONAL ENGINEER

01/26/2024 9:27:40 AM

KARLEE A. CONINGTON - CIVIL

MO-PE-202000009

DATE PREPARED

1/26/2024

ROUTE

VAR.

DISTRICT

KC

STATE

MO

SHEET NO.

9

COUNTY

VARIOUS

JOB NO.

J413174

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

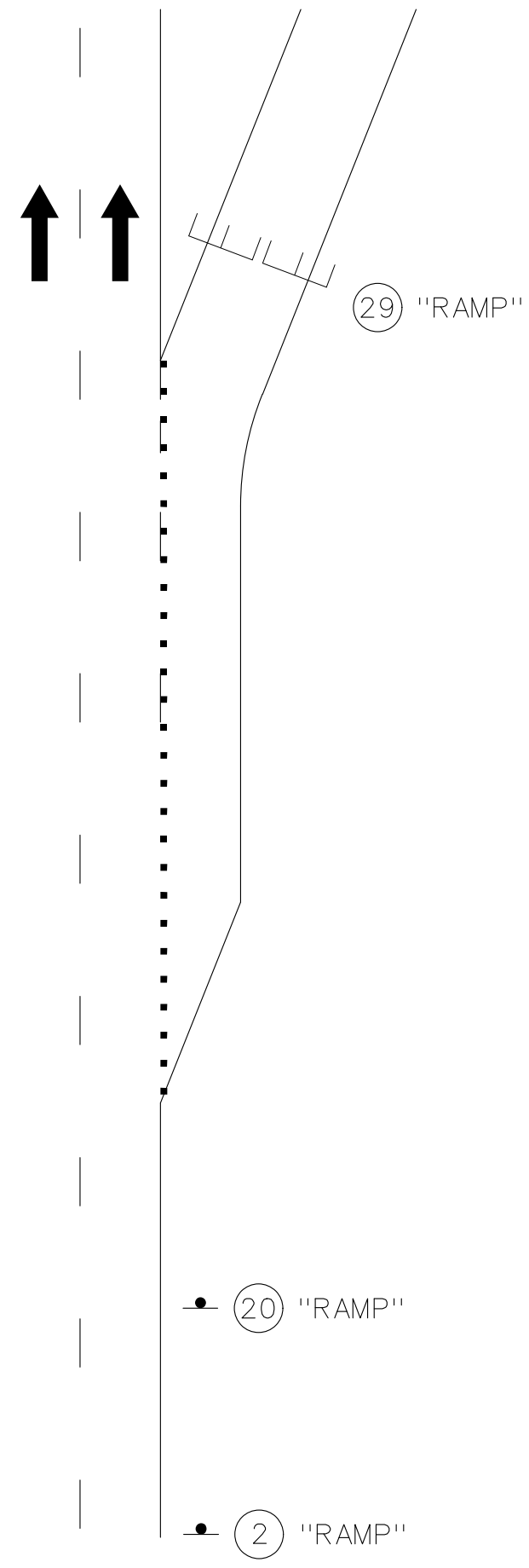
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-275-6636)

PARTIAL RAMP CLOSURE  
ENTRANCE RAMP AREAS



W020-3  
(20)



R11-2  
(29)



W020-1  
(2)

BRIDGE  
OR  
RAMP



CHANNELIZERS



TYPE III MOVABLE  
BARRICADE

NOTES:

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**COMPLETE RAMP CLOSURE  
RAMPS ONLY**

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SPEED MPH (S)	SIGN SPACING (L)	
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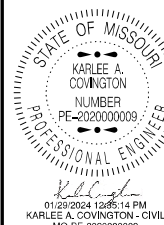
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DATE PREPARED  
1/29/2024

ROUTE  
VAR.

STATE  
MO

DISTRICT  
KC

SHEET NO.  
10

COUNTY  
VARIOUS

JOB NO.  
J413174

CONTRACT ID.

PROJECT NO.

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DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION

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MoDOT