DESIGN DESIGNATION

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

FUNCTIONAL CLASSIFICATION- VARIOUS

NO RIGHT-OF-WAY ACQUISITION

CONVENTIONAL SYMBOLS

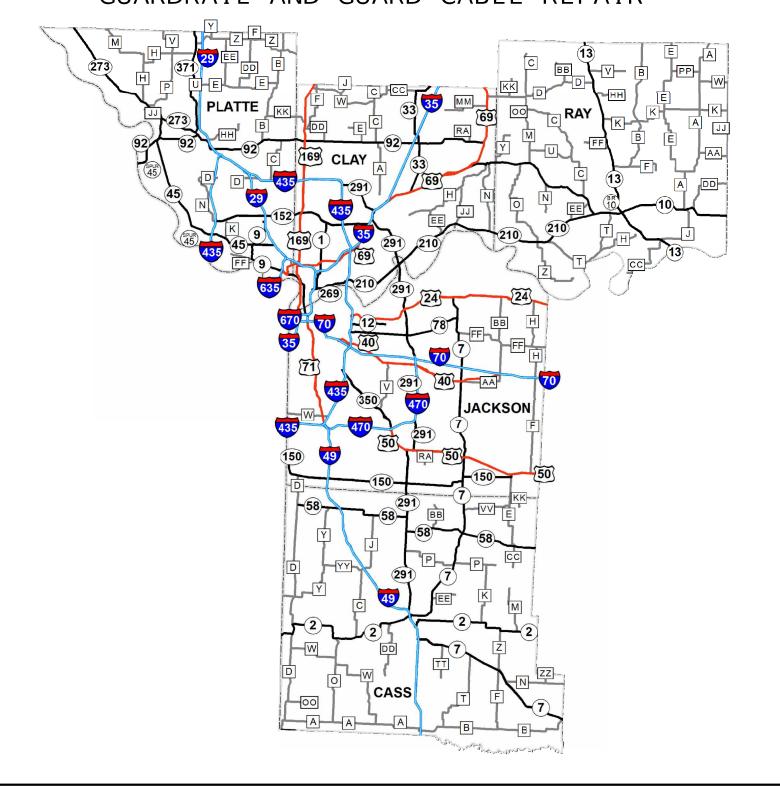
(USED IN PLANS)			
	EXISTING	NEW	
BUILDINGS AND STRUCTURES GUARD RAIL CONCRETE RIGHT-OF-WAY MARKER		•••••	
STEEL RIGHT-OF-WAY MARKER	- - - -/		
LOCATION SURVEY MARKER UTILITIES	0	0	
FIBER OPTICS	-FO-	-F0-	
OVERHEAD TELEPHONE UNDERGROUND TELEPHONE	—o— — T —	—	
OVERHEAD POWER		_	
UNDERGROUND POWER GAS	-P-		
WATER	— G — — W —	W	
MANHOLE	SAN)	
FIRE HYDRANT	HYD)	
WATER VALVE	wv C)	
WATER METER	₩)	
DROP INLET	"[
DITCH BLOCK	=	}	
GROUND MOUNTED SIGN	SIGN	-	
LIGHT POLE			
H-FRAME POWER POLE			
TELEPHONE PEDESTAL FENCE	PED	,	
CHAIN LINK WOVEN WIRE	V		
GATE POST	Ŕ]	
BENCHMARK	ВМ		

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION PLANS FOR PROPOSED STATE HIGHWAY

CASS, CLAY, JACKSON, PLATTE, AND RAY COUNTIES

GUARDRAIL AND GUARD CABLE REPAIR



INDEX OF SHEETS

DESCRIPTION	SHEE NUMBE
TITLE SHEET	1
TRAFFIC CONTROL SHEETS (TC)	2-10



LENGTH OF PROJECT

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

STATE LENGTH

N/A MILES

Sign Spacing, Device Spacing and Channelizing Taper Lengths

TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES					
MINIMUM TAPER LENGTHS (L)		S (L)		HANNELIZER IG (FT)	
MPH		NE WIDT	· ` ′	THROUGH	THROUGH
	10 FT	11 FT	12 FT	TAPER	WORK AREA
0-35	205	225	245	35	40
40-45	450	495	540	40	80
50-55	550	605	660	50	80
60-70	700	770	840	60	120

LONGITUDINA	AL BUFFER SPACE (B)
SPEED MPH	BUFFER SPACE (FEET)
0-35	250
40-45	360
50-55	495
60-70	730

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

TAPER LENGTH (L):

L = WS FOR 40 MPH OR MORE

 $L = \frac{WS}{60}^{\circ}$ FOR 35 MPH OR LESS

FOR SHOULDER TAPER USE L/3

WHERE:

L = TAPER LENGTH IN FEET

W = LATERAL SHIFT IN FEET

S = POSTED SPEED IN MPH

NOTES:

DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.

- (1) SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OR SIGNED
- (2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS

TRAFFIC CONTROL DEVICES

GENERAL NOTES:

- 1. SEE STANDARD PLAN 616.10 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.
- 6. LOCATE FLASHING ARROW PANEL AT BEGINNING OF TAPER WHEN FEASIBLE, ARROW PANELS ARE ALWAYS LOCATED BEHIND CHANNELIZERS OR CONES.

TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- SIGN (DOUBLE SIDED)

FLAGGER

- ▲ DIRECTIONAL INDICATOR BARRICADE
- CHANNELIZER

BARRICADE

CHANGEABLE MESSAGE BOARD

TRUCK MOUNTED ATTENUATOR W / FLASHING ARROW

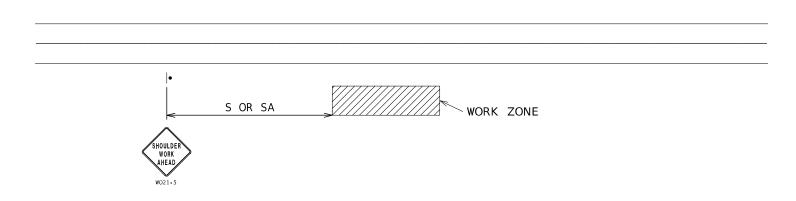


2/19/2025

ROUTE	STATE	
VAR.	MO	
DISTRICT	SHEET NO	
KC	2	
COUNTY		
VAR I OUS		
JOB NO.		
JKU0307		

CONTRACT ID. PROJECT NO. BRIDGE NO.

CONTROL 1 OF 9 RAFFIC SHEET

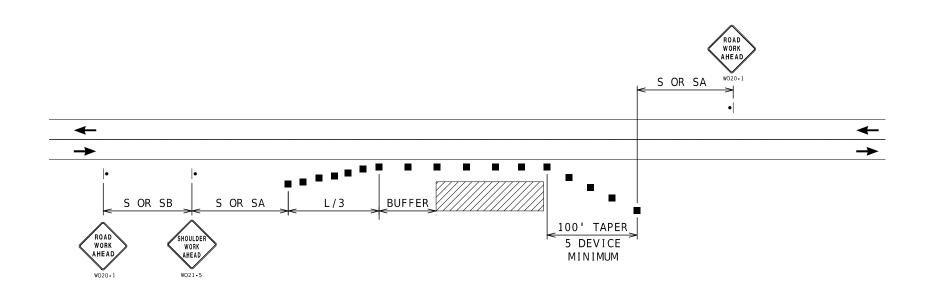


WORK BEYOND SHOULDER - UNDIVIDED OR DIVIDED ROADWAYS

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.

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



SHOULDER WORK - UNDIVIDED ROADWAYS

USED FOR WORK ON SHOULDER OR FOR WORK OFF SHOULDER WITH WORK VEHICLES PARKED ON THE SHOULDER.

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

BENJAMIN STEPHEN MCCABE SR NUMBER

2/19/2025 VAR. MO KC 3

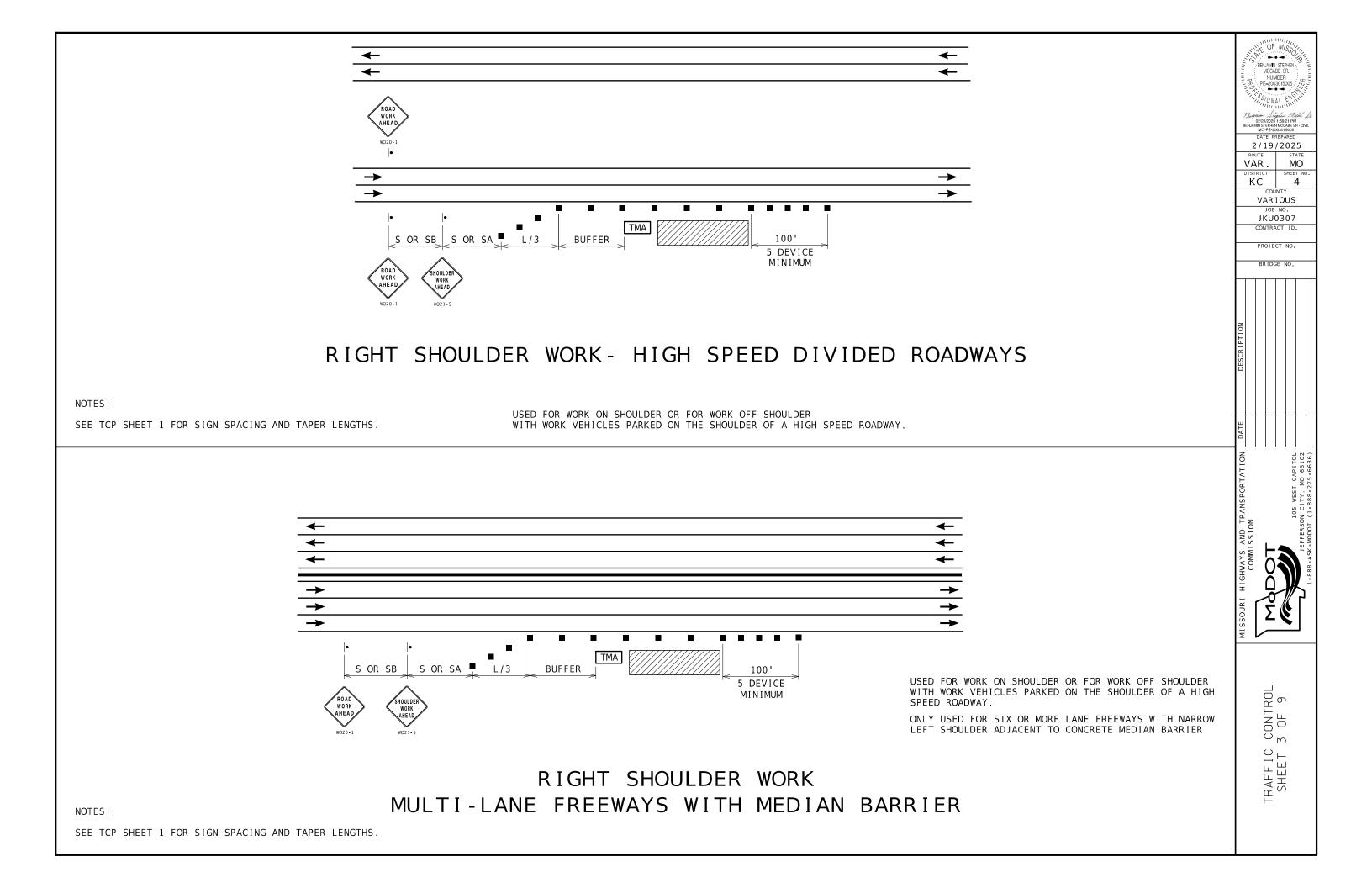
VARIOUS JOB NO

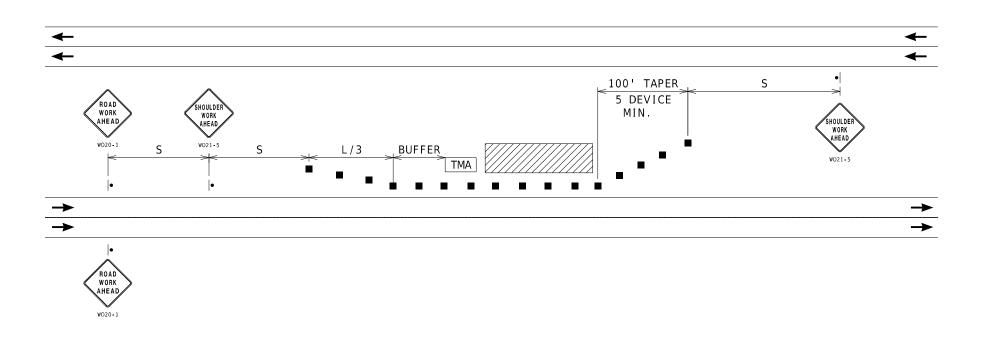
JKU0307 CONTRACT ID.

PROJECT NO

BRIDGE NO.

CONTROL 2 OF 9 RAFFIC SHEET

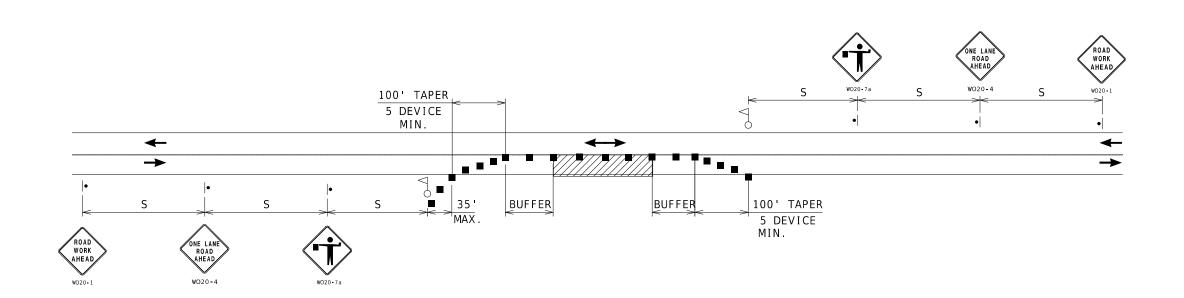




LEFT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

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

NOTES:

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



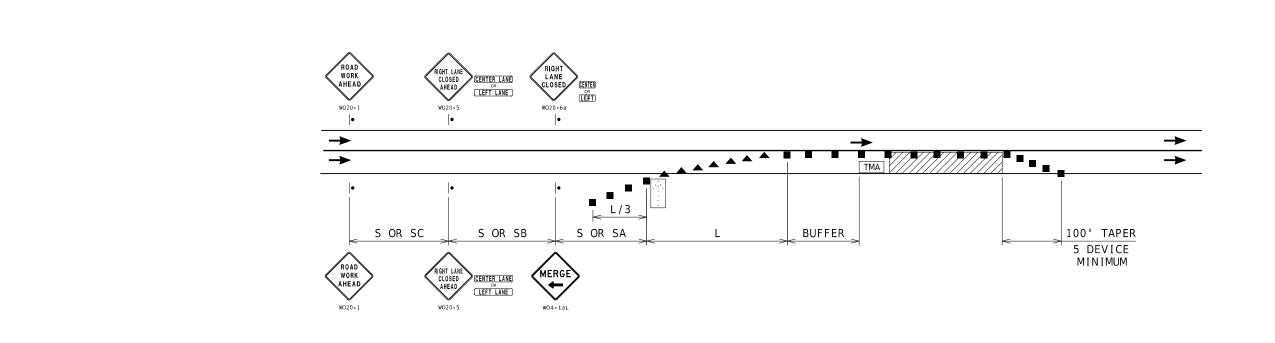
2/19/2025		
ROUTE	STATE	
VAR.	MO	
DISTRICT	SHEET N	
KC	5	

VARIOUS

JKU0307 CONTRACT ID.

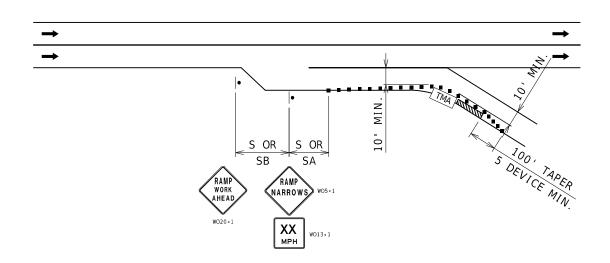
PROJECT NO BRIDGE NO

CONTROL 4 OF 9 SHEET .



SINGLE LANE CLOSURE

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



PARTIAL RAMP CLOSURE

NOTES:

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

BENJAMN STEPHEN MCABER PE-2003015005

BENJAMIN STEPHEN MCCABE SR - C MO-PE-2003015005 DATE PREPARED

DATE PREPARED 2/19/2025

VAR. MO

DISTRICT SHEET NO

KC 6

JOB NO.
JKU0307
CONTRACT ID.

PROJECT N

DESCRIPTION

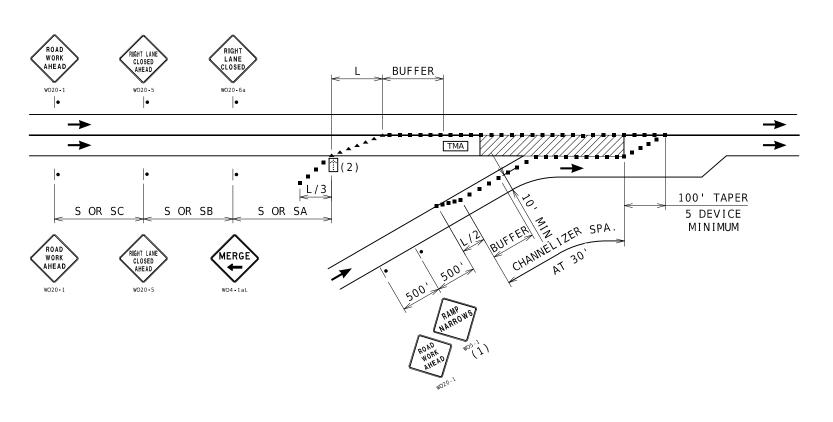
DATE

SOURT HIGHWAYS AND TRANSPORTATION
COMMISSION

1.888-ASK-WOODT

1.888-ASK-WOODT (1.888-255-658)

TRAFFIC CONTROL SHEET 5 OF 9



2/19/2025

VARIOUS

JKU0307

PROJECT NO.

CONTROL 6 OF 9

SHEET O

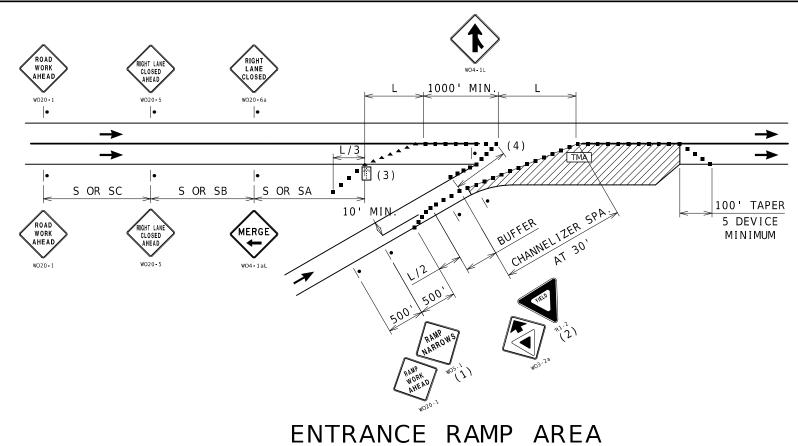
MO

7

VAR.

KC

ENTRANCE RAMP AREA MAINLINE WORK



ACCELERATION LANE WORK

NOTES:

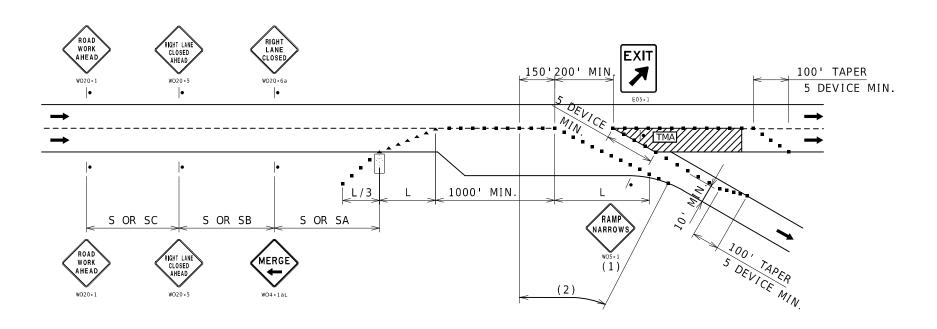
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

- (1) SIGN ONLY REQUIRED WHEN RAMP WIDTH IS REDUCED.
- (2) THE LOCATION OF THE SIGN SEQUENCE AND MERGE TAPER SHOULD BE ADJUCSTED SO THAT THE ARROW PANEL LOCATION IS NOT CONFUSING TO MOTORIST ON THE RAMP.

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 ADJUCSTED SO THAT THE ARROW PANEL LOCATION IS NOT CONFUSING TO MOTORIST ON THE RAMP.
- (4) CHANNELIZER SPACING AT 30'.

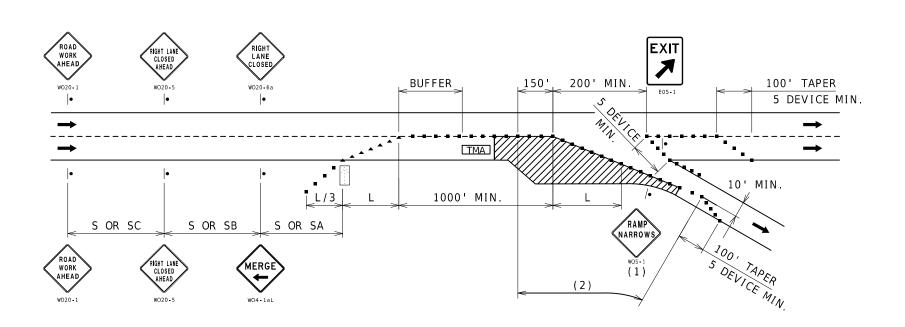


NOTES:

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



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

EBLAMN STEPHEN MCAMP STEPHEN MCMBER PE-2003015005

02/24/2025 2:00:54 PM BENJAMIN STEPHEN MCCABE SR -MO-PE-2003015005

2/19/2025
ROUTE STATE
VAR . MO

VAR I OUS

JKU0307 CONTRACT ID.

PROJECT NO.

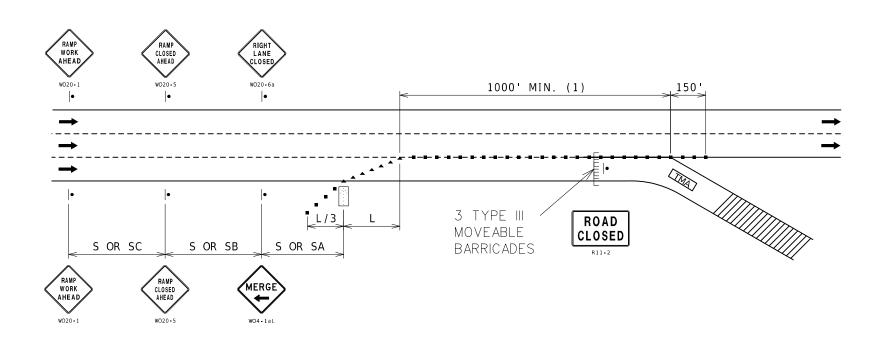
BRIDGE NO.

DATE DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION
MADOT

105 WEST CAPITOL
LIEFERSON CITY, MO 65102

TRAFFIC CONTROL SHEET 7 OF 9

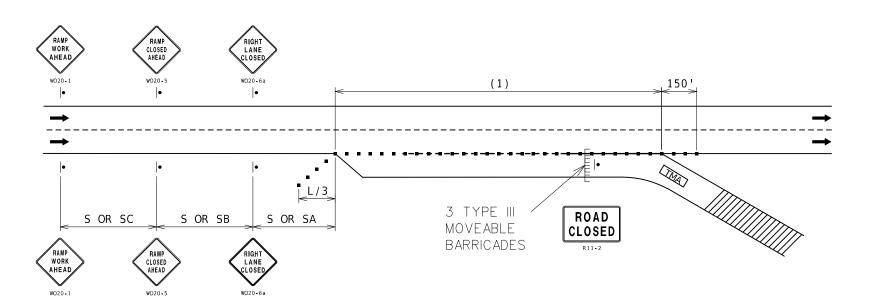


NOTES:

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) CHANNELIZER SPACING AT 50'.

RAMP CLOSURE

MISSOURI HIGHWAYS AND TRANSPORTATION

COMMISSION

105 WEST CAPITOL

LEFFERSON (117, NO 65102)

2/19/2025

VARIOUS

JOB NO.

JKU0307

CONTRACT ID.

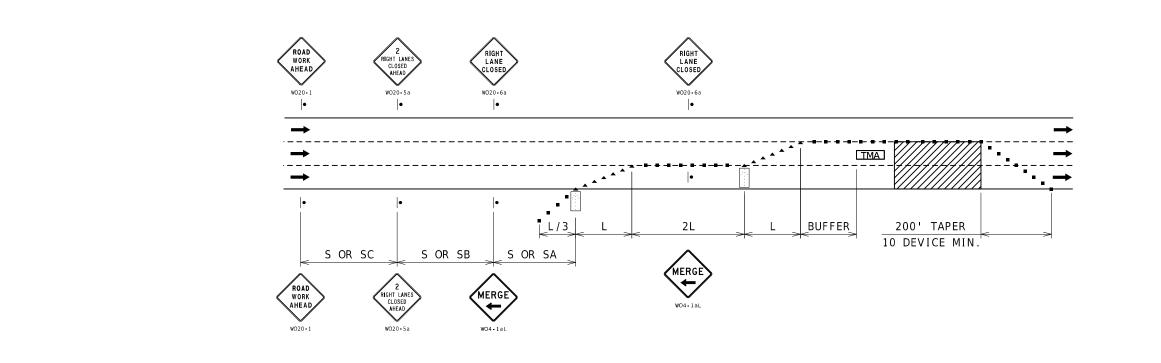
MO

9

VAR.

KC

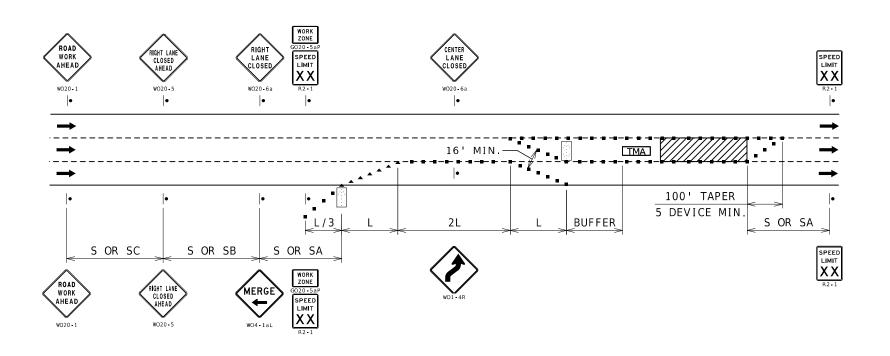
TRAFFIC CONTROL SHEET 8 OF 9



NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

DOUBLE LANE CLOSURE



NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

INTERIOR LANE CLOSURE

2/19/2025

VAR. 10

JOB NO. VAR I OUS JKU0307

CONTROL 9 OF 9 TRAFFIC SHEET 9