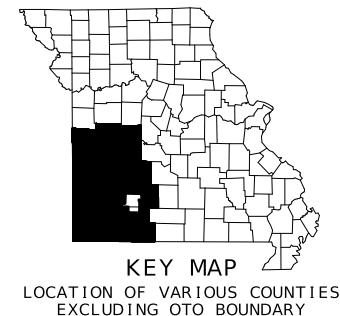


NO NEW R/W REQUIRED



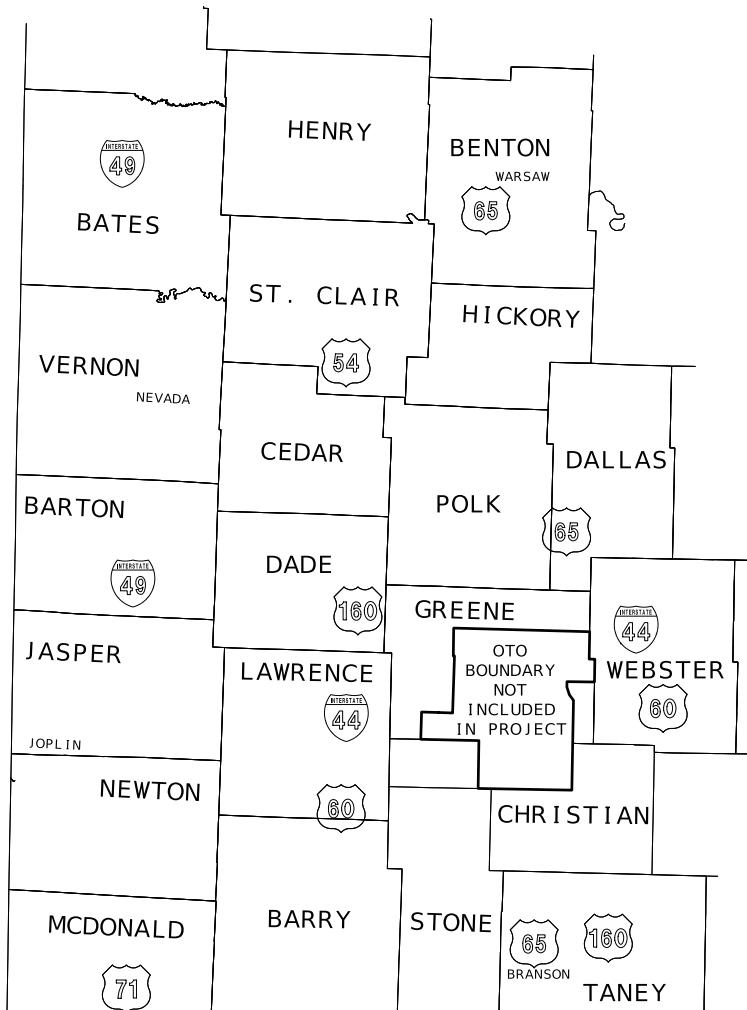
CONVENTIONAL SYMBOLS  
(USED IN PLANS)

	EXISTING	NEW
BUILDINGS AND STRUCTURES	□-□	■■■
GUARD RAIL	○○○○	●●●●
GUARD CABLE	○○○○	●●●●
CONCRETE RIGHT-OF-WAY MARKER	▀▀	▽▽
STEEL RIGHT-OF-WAY MARKER	▽▽	▽▽
LOCATION SURVEY MARKER	○	○
UTILITIES		
FIBER OPTICS	-FO-	-FO-
OVERHEAD CABLE TV	-OTV-	-OTV-
UNDERGROUND CABLE TV	-UTV-	-UTV-
OVERHEAD TELEPHONE	-OT-	-OT-
UNDERGROUND TELEPHONE	-UT-	-UT-
OVERHEAD POWER	-OE-	-OE-
UNDERGROUND POWER	-UE-	-UE-
SANITARY SEWER	-S-	-S-
STORM SEWER	-SS-	-SS-
GAS	-G-	-G-
WATER	-W-	-W-
MANHOLE	SAN	
FIRE HYDRANT	HYD	
WATER VALVE	WV	
WATER METER	WM	
DROP INLET	DI	
DITCH BLOCK	□	
GROUND MOUNTED SIGN	SIGN	
LIGHT POLE	■	
H-FRAME POWER POLE	□□	
TELEPHONE PEDESTAL	PED	△
FENCE		
CHAIN LINK	—V—	
WOVEN WIRE	—X—	
GATE POST	☒	
BENCHMARK	BM	☒

NOTE: DASHED OR OPEN SYMBOLS INDICATE  
EXISTING FEATURES

THE EXISTENCE AND APPROXIMATE LOCATION OF UTILITY FACILITIES KNOWN TO EXIST, AS SHOWN ON THE PLANS, ARE BASED ON THE BEST INFORMATION AVAILABLE TO THE COMMISSION AT THIS TIME. THIS INFORMATION IS PROVIDED BY THE COMMISSION "AS-IS" AND THE COMMISSION EXPRESSLY DISCLAIMS ANY REPRESENTATION OR WARRANTY AS TO THE COMPLETENESS, ACCURACY, OR SUITABILITY OF THE INFORMATION FOR ANY USE. RELIANCE UPON THIS INFORMATION IS DONE AT THE RISK AND PERIL OF THE USER, AND THE COMMISSION SHALL NOT BE LIABLE FOR ANY DAMAGES THAT MAY ARISE FROM ANY ERROR IN THE INFORMATION. IT IS, THEREFORE, THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE, LOCATION AND STATUS OF ANY FACILITY. SUCH VERIFICATION INCLUDES DIRECT CONTACT WITH THE LISTED UTILITIES.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
PLANS FOR PROPOSED  
STATE HIGHWAY  
BARRY, BARTON, BATES, BENTON,  
CEDAR, CHRISTIAN, DADE, DALLAS,  
GREENE, HENRY, HICKORY,  
JASPER, LAWRENCE, MCDONALD,  
NEWTON, POLK, ST. CLAIR, STONE,  
TANEY, VERNON, AND WEBSTER COUNTIES  
JOB ORDER CONTRACTING



NOT TO SCALE

INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET -----	1
TYPICAL SECTIONS (TS) (8 SHEETS)---	2
TRAFFIC CONTROL SHEETS (TC)-----	3-18

ROUTE VAR.	STATE MO
DISTRICT SW	SHEET NO. 1
COUNTY VARIOUS	JOB NO. JSR0347
BRIDGE NO.	CONTRACT ID.
PROJECT NO.	
MODOT (1-888-ASK-MODOT 11-888-275-6636)	
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	105 WEST CAPITOL JEFFERSON CITY, MO 65102

FOR INFORMATION ONLY  
ESTIMATED DISTURBED ACRES

N/A ACRES

1. CONCRETE SIDEWALK, CURB RAMP AND DETECTABLE WARNING DEVICE (TRUNCATED DOMES) DETAILS SHALL CONFORM TO ADA REQUIREMENTS UNLESS NOTED OTHERWISE IN THESE PLANS. FOR SIDEWALK JOINT AND CURB DETAILS, SEE STANDARD PLAN 609.00.
2. TINTED CONCRETE SHALL NOT BE USED. TRUNCATED DOMES SHALL BE OF A COLOR CONTRASTING WITH UNTINTED CONCRETE AND APPROVED BY THE ENGINEER. TRUNCATED DOMES ARE REQ'D. AT STREET INTERSECTIONS AND COMMERCIAL ENTRANCES WITH TRAFFIC CONTROL ONLY. (STOP/YIELD SIGNS OR SIGNALS)
3. CONCRETE SHALL BE IN ACCORDANCE WITH SEC. 608 & SEC. 609. CURING COMPOUND SHALL BE TRANSPARENT.
4. ALL CONCRETE SIDEWALK AND CURB RAMP/TRANSITION/LANDING AREAS SHALL BE 4" THICK, WITH THE EXCEPTION OF THE BOTTOM TRANSITION WHICH TIES INTO THE EXISTING PAVED APPROACH AND ROADWAY. THIS TRANSITION, OR LANDING AREA, MUST BE 8" THICK IF IT FALLS WITHIN THE RADIUS OF THE APPROACH AND SITS AT THE BACK OF CURB OF THE ROADWAY. ALL CONCRETE SIDEWALK AND CURB RAMP/TRANSITION/LANDING AREAS SHALL BE ON 4" TYPE 1 AGGREGATE BASE.
5. AGGREGATE BASE DENSITY - CONTRACTOR SHALL EXERCISE GOOD COMPACTIVE EFFORT AS APPROVED BY THE ENGINEER. DENSITY REQUIREMENTS BY NUCLEAR METHOD WILL NOT BE REQUIRED DUE TO WORK AREA CONSTRAINTS.
6. CONCRETE CURB RAMP - WIDTH = 5' MIN. LENGTH = 5' MIN. TO 15' PREFERRED MAX. (16' MAX.)  
RUNNING SLOPE =  $>5\%$  (MIN.) TO 8.33% (MAX.) UNIFORMLY DOWN THE LENGTH OF THE RAMP.  
  
CONCRETE LANDING - WIDTH = TO MATCH PROPOSED CURB RAMP AND SIDEWALK WIDTH LENGTH = 5' MIN.  
SLOPE IN ALL DIRECTIONS = 1% PREFERRED (2% MAX.) UNLESS TIED TO ROADWAY EXCEPTION.
7. ALL EXISTING UTILITIES SHALL BE USED IN PLACE UNLESS OTHERWISE NOTED. ALL MANHOLE OR VALVE COVER, ETC. ELEVATIONS SHALL BE ADJUSTED AS REQUIRED IF THEY ARE LOCATED WITHIN THE IMPROVEMENT AREA.
8. "PREFORMED FIBER JOINT" SHALL BE IN ACCORDANCE WITH SEC. 1057 FOR PREFORMED FIBER JOINT EXPANSION JOINT FILLER.
9. REINFORCING STEEL TIE BARS SHALL BE IN ACCORDANCE WITH SECTION 706. ALL REINFORCING STEEL SHALL BE EPOXY COATED AND USED AS APPROVED BY THE ENGINEER. WHERE TIE BARS ARE USED, THE CONCRETE SHALL BE 8" THICK (NO DIRECT PAY).
10. CONSTRUCTION AND LENGTH OF EACH CURB RAMP INCLUDING LANDINGS AND TRANSITION AREAS SHALL BE AS SHOWN ON THE PLANS UNLESS DIFFERING FIELD CONDITIONS ARE FOUND OR AS APPROVED BY THE ENGINEER. CURB RAMP CROSS SLOPES SHALL BE 1% PREFERRED (2% MAX.) TOWARD THE STREET. CURB RAMPS ARE TO BE FORMED UP AND HAVE A TRUE AND STRAIGHT LINE.
11. SIDEWALK AND CONCRETE CURB SHALL BE POURED MONOLITHICALLY. THE CONTRACTOR SHALL MATCH EXISTING GROUND SLOPES ADJACENT TO THE CURB RAMPS OR USE AN ALTERNATE METHOD APPROVED BY THE ENGINEER.
12. S-CURB 12"-30" HIGH (MODIFIED S-CURB) WILL REQUIRE #4 REINFORC. BARS ON MAX. 12" CENTERS - SEE DETAIL (NO DIRECT PAY)
13. SODDED SLOPES AT EDGES OF SIDEWALK OR S-CURB SHOULD BE GRADED TO BE 6:1 MIN.
14. IF THERE IS NO EXISTING CURB & GUTTER, OFFSET THE EOP 2.5' BEFORE CONSTRUCTING ANY CURBING, RAMP OR SIDEWALK.

**SIDEWALK PAY LIMIT**

**CURB RAMP PAY LIMIT**

8" THICK TRANS. AREA INCLUDED IN CURB RAMP PAY ITEM

\* VAR. HEIGHT CURB INCLUDED IN CURB RAMP PAY ITEM

TRAVELWAY

(UIP) EXIST. GUTTER  
(UIP) EXIST. CURB

NEW SW

5' LANDING

5'-15' LONG CURB RAMP 5%-8.33%

LANDING/TRANS.AREA 8"THICK

EOP

TIE BARS (NO DIRECT PAY)

(R) EXIST. CURB

5'-15' LONG CURB RAMP 5%-8.33%

EXIST. POLE

INTEGRAL OR S-CURB INCLUDED IN CURB RAMP PAY ITEM

4" SIDEWALK PAY LIMIT

4" SIDEWALK

EXIST. CURB & GUTTER

TRANS.

5' LANDING

5'-15' LONG CURB RAMP 5%-8.33%

CURB RAMP PAY LIMIT

4" SIDEWALK PAY LIMIT

EOP

(R) EXIST. CURB

4"

LANDING/TRANS.AREA 8"THICK

5'-15' LONG CURB RAMP 5%-8.33%

5' LANDING

NEW SW

ALL INTEGRAL OR S-CURB INCLUDED IN CURB RAMP PAY LIMIT

(UIP) EXIST. CURB & GUTTER

EOP

**PAY ITEMS:**  
4" CONC. SIDEWALK  
OR 4" CONC. MEDIAN

**△ MATCH EXIST CURB HEIGHT, OPTIONAL 1' TIE-IN TO EXIST CURB**

**\* VAR. HEIGHT CURB ALONG ROADSIDE MAY BE CONST. MONOLITHIC OR SEP. DEPENDING ON CONST. OPERATIONS.**

**\*\*\* NO UTILITY POLES ARE ALLOWED IN THE RAMP LIMITS, BUT ARE PERMITTED IN THE LANDING AND TRANSITION AREAS.**

**\*\*\*\* TYPE OF CURB WILL DEPEND ON FIELD CONDITIONS.**

\*\*\* TRANSITION PANEL(S) TO BLEND CROSS SLOPE DISCREPENCY  
WARP RATE NOT TO EXCEED 0.5% PER FT

---

**CURB RAMP**

---

**PAY LIMITS**

WHEN RAMP AREA IS LONGER THAN 5' AND BETW.  
5%-8.33% GRADE, IT IS CONSIDERED A CURB RAMP

NOT TO SCALE

DO NOT TO EXCEED 5% GRADE.  
**SIDEWALK**  
**PAY LIMITS**  
WHEN RAMP AREA IS LESS THAN 5% GRADE,  
IT IS CONSIDERED SIDEWALK  
NOT TO SCALE  
**JOINT**  
**GRINDING**  
TRIP HAZARDS  
622-99.03  
OVER 3/4" REPLACE  
PANEL(S)

NOT TO SCALE

\* EXIST. DI TOP OR MANHOLE MUST BE 2X MAX

TRAVELWAY

\*ADJUSTING M.H. (BY OTHERS)

EOP

(UIP) GUTTER  
(UIP) CURB

48" MIN.

48" MIN.

(UIP)

(UIP)

NEW CONC. S.W.

1/2" PREFORMED FIBER JOINT BET. EXIST. POLE & NEW CONC. SW (NO DIRECT PAY)

TRAVELWAY

EOP

(UIP) GUTTER  
(UIP) CURB

NEW OR EXIST. OBJECT

PATTERN IN CONC. 2'x2' SQUARES (NO DIRECT PAY) INCLUDED IN 4" CONC. SW PAY ITEM

MAINTAIN S.W. WIDTH UNLESS ROW LINE DOES NOT PERMIT (48" MIN.)

60° MIN.

60° MIN.

WV

WM

Utilities or Various Obstacles

NOTES:

NO UTILITY POLES ARE ALLOWED IN THE RAMP LIMITS, BUT ARE PERMITTED IN THE LANDING AREAS AND SIDEWALK WITH A MINIMUM OF 4' CLEARANCE AROUND THE POLE

NOT TO SCALE

SECTION A-A

TRAVELWAY

EXIST. GUTTER (UIP)  
EXIST. CURB (UIP)

NEW CONC. S.W.

CONC. SLOPE PROTECTION  
EXIST. S-CURB (UIP)

EXIST. C & G (UIP)

4" THICK SIDEWALK PAY LIMIT

CONC. SLOPE PROTECTION PAY LIMIT

EXIST. CURB

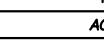
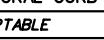
4" TYPE 1 AGGR. BASE

4" TYPE 1 AGGR. BASE

EXIST. C & G (UIP)

EXIST. CURB

**SIDEWALK WITH CONCRETE SLOPE PROTECTION PAY LIMITS**

INTEGRAL CURB RADIUS		SECTION A-A INTEGRAL Curb WITH RADIUS
ACCEPTABLE		

NOT TO SCALE

REVISED: 2025-06-24

CURB RAMP PAY LIMIT      SIDEWALK PAY LIMIT

9.5' MIN. EXIST. CONC. SIDEWALK

EXIST. RAMP AREA

HANDRAIL

MATCH EXIST.

LANDING/TRANS. AREA 8" THICK

5'-15' LONG CURB RAMP 5% - 8.33%

5' LANDING

\*\*\* 5' TRANS. (UIP) EXIST. SW

(R) EXIST. CURB

(UIP) EXIST. CURB & GUTTER EOP

EXIST OBSTACLE (NO DIRECT PAY)

\*\* VAR. HEIGHT CURB INCLUDED IN CURB RAMP PAY LIMIT

TRAVELWAY

△ MATCH EXIST CURB

\* FILL IN WHERE EXIST. RAMP WAS. SIZE WILL VARY. (SEE TYPICAL SHEET)

\*\* VAR. HEIGHT CURB ALONG ROADSIDE MAY BE CONSTRUCTED MONOLITHIC OR SEPERATE DEPENDING ON CONST. OPERATIONS.

\*\*\* TRANSITION PANEL(S) TO BLEND CROSS SLOPE DISCREPANCY WARP RATE NOT TO EXCEED 0.5% PER FT

— HANDBRAIL 2' OFF E.O.P (SEE HANDBRAIL STANDARDS)

**CURB RAMP - IN EXISTING 9.5'+ WIDE SW**  
**PAY LIMITS**

NOT TO SCALE

SECTION A-A

**S-CURB**

SECTION A-A

**INTEGRAL CURB**

SECTION A-A

**INTEGRAL CURB WITH RADIUS**

ADA LIBRARY TYPICAL

TYPICAL SHEET SHEET 1 OF 9



TYPE 1-A										
LENGTH (LF)	8			12			16			REMARKS
	4	5	6	4	5	6	4	5	6	
TRUNCATED DOMES SF	-	22.0	24.0	-	22.0	24.0	-	22.0	24.0	
CURB RAMP SY	-	10.9	13.1	-	13.6	16.3	-	16.2	19.3	
CONC. SIDEWALK SY	-	5.6	6.3	-	5.6	6.4	-	4.9	5.7	
TYPE 1 AGGREGATE SY	-	16.5	19.4	-	19.2	22.7	-	21.1	25.0	
ADA LINEAR GRADING LF	-	28.0	28.0	-	34.5	34.5	-	38.0	38.0	
SODDING SY	-	7.4	7.8	-	8.4	8.7	-	9.1	9.5	

TYPE 1-B										
LENGTH (LF)	8			12			16			REMARKS
	4	5	6	4	5	6	4	5	6	
TRUNCATED DOMES SF	-	10.0	12.0	-	10.0	12.0	-	10.0	12.0	
CURB RAMP SY	-	8.8	10.3	-	11.5	13.4	-	14.1	16.5	
CONC. SIDEWALK SY	-	5.6	6.4	-	5.6	6.4	-	4.9	5.7	
TYPE 1 AGGREGATE SY	-	14.4	16.7	-	17.1	19.8	-	19.0	22.1	
ADA LINEAR GRADING LF	-	22.0	22.0	-	26.5	26.5	-	30.0	30.0	
SODDING SY	-	11.5	11.7	-	13.5	13.5	-	15.0	15.2	

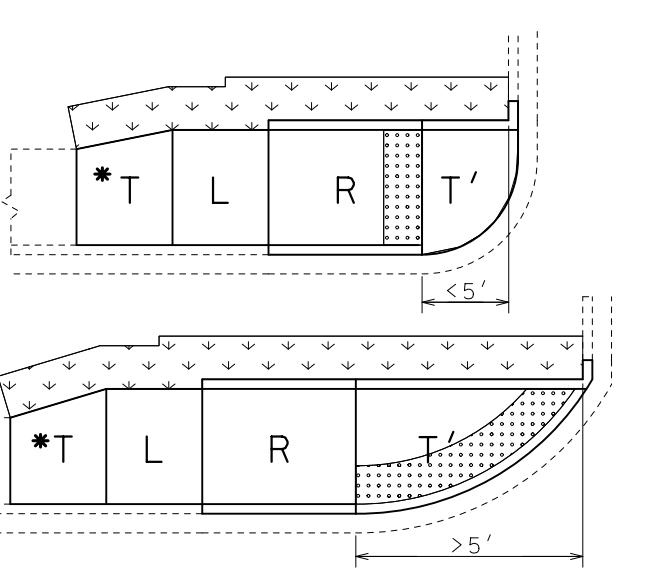
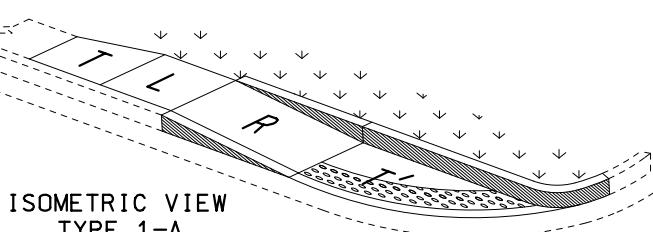
TYPE 1-C										
LENGTH (LF)	8			12			16			REMARKS
	4	5	6	4	5	6	4	5	6	
TRUNCATED DOMES SF	-	18.0	24.0	-	18.0	24.0	-	18.0	24.0	
CURB RAMP SY	-	18.6	22.8	-	24.0	29.0	-	29.3	35.3	
CONC. SIDEWALK SY	-	11.2	12.8	-	11.2	12.8	-	9.8	11.4	
TYPE 1 AGGREGATE SY	-	29.8	35.6	-	35.2	41.8	-	39.1	46.7	
ADA LINEAR GRADING LF	-	42.0	50.0	-	57.0	61.0	-	67.0	72.0	
SODDING SY	-	11.0	11.3	-	13.0	13.3	-	14.5	14.9	

TYPE 1-D										
LENGTH (LF)	8			12			16			REMARKS
	4	5	6	4	5	6	4	5	6	
TRUNCATED DOMES SF	-	18.0	24.0	-	18.0	24.0	-	18.0	24.0	
CURB RAMP SY	-	14.8	19.0	-	20.1	25.2	-	25.5	31.4	
CONC. SIDEWALK SY	-	11.2	12.8	-	11.2	12.8	-	9.8	11.4	
TYPE 1 AGGREGATE SY	-	26.0	31.8	-	31.3	38.0	-	35.3	42.8	
ADA LINEAR GRADING LF	-	43.0	46.0	-	52.0	55.0	-	59.0	62.0	
SODDING SY	-	13.3	13.6	-	16.0	16.9	-	18.6	19.3	

TYPE 1-E										
LENGTH (LF)	8			12			16			REMARKS
	4	5	6	4	5	6	4	5	6	
TRUNCATED DOMES SF	-	14.0	16.0	-	14.0	16.0	-	14.0	16.0	
CURB RAMP SY	-	15.5	19.0	-	20.8	25.2	-	26.2	31.4	
CONC. SIDEWALK SY	-	11.2	12.8	-	11.2	12.8	-	9.8	11.4	
TYPE 1 AGGREGATE SY	-	26.7	31.8	-	32.0	38.0	-	36.0	42.8	
ADA LINEAR GRADING LF	-	43.0	46.0	-	52.0	55.0	-	59.0	62.0	
SODDING SY	-	18.4	18.8	-	22.4	22.8	-	25.6	25.9	



TYPE 1-A

T' - IS TO BE 8" THICK  
AT ALL PAVED APPROACHES  
AND STREETS IF WITHIN THE  
RADIUS. PAID FOR AS  
CONCRETE CURB RAMP

T - TRANSITION TO EXISTING SW  
OR PAVED APPROACH (LANDING  
PREFERRED AT PAVED APPROACH  
IF CONDITIONS ALLOW)  
\* - T IS STILL NEEDED EVEN IF THE  
EXISTING SIDEWALK IS THE SAME  
WIDTH AS THE NEW SIDEWALK. (IT  
WILL BLEND THE EXIST Xslope  
INTO THE NEW LANDING Xslope)

L - LANDING

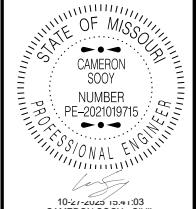
R - RAMP

--- - CURB RAMP PAY LIMITS

↓↓ - SOD SLOPE 6:1 MIN.

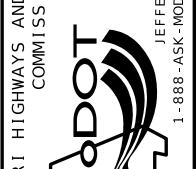
---- - TRUNCATED DOME LOCATION  
IF DIST. IS < 5' OR > 5'  
TRUNCATED DOMES ARE USED ONLY  
AT STREETS & ENTRANCES UTILIZING  
YIELD / STOP SIGNS OR SIGNALS

NOTE:  
QUANTITIES ARE CALCULATED BY AREA AND  
MAY NOT MATCH EXACT FIELD CONDITIONS.



DATE PREPARED  
10/27/2025  
ROUTE VAR. STATE MO  
DISTRICT SW SHEET NO. 2  
COUNTY VARIOUS  
PROJECT NO.  
BRIDGE NO.

MISSOURI HIGHWAYS AND TRANSPORTATION  
COMMISSION  
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



TYPE 1-B

TYPE 1-C

TYPE 1-D

TYPE 1-E

ADA LIBRARY TYPICAL  
TYPE 1  
PERPENDICULAR CURB RAMPS  
TYPICAL SHEET  
2 OF 8

PARALLEL - TYPE 2												
TYPE 2-A			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES SF	-	10.0	10.0	-	10.0	10.0	-	10.0	10.0			
CURB RAMP SY	-	9.1	10.6	-	11.8	13.7	-	14.4	16.8			
CONC. SIDEWALK SY	-	5.6	6.4	-	4.9	5.7	-	4.9	5.7			
TYPE 1 AGGREGATE SY	-	14.7	17.0	-	16.7	19.4	-	19.3	22.5			
ADA LINEAR GRADING LF	-	26.0	26.0	-	29.0	29.0	-	33.0	33.0			
SODDING SY	-	8.0	8.3	-	8.6	8.8	-	9.6	9.8			

TYPE 2-B			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES SF	-	10.0	10.0	-	10.0	10.0	-	10.0	10.0			
CURB RAMP SY	-	11.8	13.3	-	14.5	16.4	-	17.2	19.5			
CONC. SIDEWALK SY	-	5.6	6.4	-	4.9	5.7	-	4.9	5.7			
TYPE 1 AGGREGATE SY	-	17.4	19.7	-	19.4	22.1	-	22.1	25.2			
ADA LINEAR GRADING LF	-	26.0	26.0	-	29.0	29.0	-	33.0	33.0			
SODDING SY	-	13.8	14.1	-	15.1	15.5	-	17.1	17.5			

TYPE 2-C			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES SF	-	10.0	10.0	-	10.0	10.0	-	10.0	10.0			
CURB RAMP SY	-	16.4	18.7	-	21.7	24.9	-	27.0	31.2			
CONC. SIDEWALK SY	-	11.2	12.8	-	9.8	11.4	-	9.8	11.4			
TYPE 1 AGGREGATE SY	-	27.6	31.5	-	31.5	36.3	-	36.8	42.6			
ADA LINEAR GRADING LF	-	41.0	41.0	-	47.0	47.0	-	55.0	55.0			
SODDING SY	-	12.3	12.5	-	13.6	13.9	-	15.6	15.9			

TYPE 2-D			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES SF	-	10.0	10.0	-	10.0	10.0	-	10.0	10.0			
CURB RAMP SY	-	16.8	19.2	-	22.2	25.4	-	27.5	31.6			
CONC. SIDEWALK SY	-	11.2	12.8	-	9.8	11.4	-	9.8	11.4			
TYPE 1 AGGREGATE SY	-	28.0	32.0	-	32.0	36.8	-	37.3	43.0			
ADA LINEAR GRADING LF	-	41.0	41.0	-	47.0	47.0	-	55.0	55.0			
SODDING SY	-	20.2	20.3	-	22.4	23.2	-	26.4	27.2			

TYPE 2-E			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES SF	-	10.0	10.0	-	10.0	10.0	-	10.0	10.0			
CURB RAMP SY	-	10.8	11.5	-	13.2	14.4	-	15.7	17.3			
CONC. SIDEWALK SY	-	5.6	6.7	-	5.0	6.0	-	5.0	6.0			
TYPE 1 AGGREGATE SY	-	16.4	18.2	-	18.2	20.4	-	20.7	23.3			
ADA LINEAR GRADING LF	-	22.5	22.5	-	26.5	26.5	-	30.5	30.5			
SODDING SY	-	-	-	-	-	-	-	-	-	SEE STANDARDS FOR LENGTH		

TYPE 2-F			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES SF	-	10.0	10.0	-	10.0	10.0	-	10.0	10.0			
CURB RAMP SY	-	15.5	17.1	-	20.4	23.1	-	25.5	28.9			
CONC. SIDEWALK SY	-	11.2	13.4	-	10.0	12.0	-	10.0	12.0			
TYPE 1 AGGREGATE SY	-	26.7	30.5	-	30.4	35.1	-	35.5	40.9			
ADA LINEAR GRADING LF	-	39.0	39.0	-	47.0	47.0	-	55.0	55.0			
SODDING SY	-	-	-	-	-	-	-	-	-	SEE STANDARDS FOR LENGTH		

NOTE:  
QUANTITIES ARE CALCULATED BY AREA AND  
MAY NOT MATCH EXACT FIELD CONDITIONS.

\*\* 3.5' LANDING EXTENSION REQ'D.  
FOR INSTALLATION OF FUTURE OR NEW  
PED. PUSH BUTTON

NOTE: SEE STANDARDS FOR ALL PED.  
PUSH BUTTON LOCATIONS

----- - TRUNCATED DOME

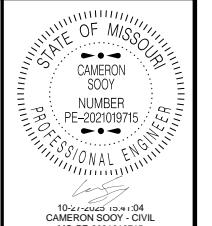
TRUNCATED DOMES ARE USED ONLY  
AT STREETS & ENTRANCES UTILIZING  
YIELD / STOP SIGNS OR SIGNALS

T - TRANSITION TO EXISTING SW  
\* - T IS STILL NEEDED EVEN IF THE  
EXISTING SIDEWALK IS THE SAME  
WIDTH AS THE NEW SIDEWALK. (IT  
WILL BLEND THE EXIST Xslope  
INTO THE NEW LANDING Xslope)

L - LANDING

R - RAMP

----- - SOD SLOPE 6:1 MIN.  
----- - CURB RAMP PAY LIMITS



DATE PREPARED  
10/27/2025  
ROUTE VAR. MO  
DISTRICT SW SHEET NO. 2  
COUNTY VARIOUS  
JOB NO. JSR0347  
CONTRACT ID.

PROJECT NO.  
BRIDGE NO.

DESCRIPTION DATE

MISSOURI HIGHWAYS AND TRANSPORTATION  
MODOT  
105 WEST CAPITOL  
JE

## PARALLEL - TYPE 2 (cont'd.)

TYPE 2-G			TYPE 2-H				
LENGTH (LF)	8		12		16		REMARKS
WIDTH (LF)	4	5	6	4	5	6	
TRUNCATED DOMES SF	-	12.0	12.0	-	10.0	10.0	
CURB RAMP SY	-	15.7	18.0	-	20.8	23.7	
CONC. SIDEWALK SY	-	21.4	25.0	-	17.6	20.3	
TYPE 1 AGGREGATE SY	-	37.1	43.0	-	38.4	44.0	
ADA LINEAR GRADING LF	-	52.0	52.0	-	54.0	54.0	
SODDING SY	-	13.6	13.6	-	13.7	13.5	

TYPE 2-H			TYPE 2-G				
LENGTH (LF)	8		12		16		REMARKS
WIDTH (LF)	4	5	6	4	5	6	
TRUNCATED DOMES SF	-	12.0	12.0	-	10.0	10.0	
CURB RAMP SY	-	15.7	18.0	-	21.0	24.5	
CONC. SIDEWALK SY	-	13.2	16.0	-	12.0	14.2	
TYPE 1 AGGREGATE SY	-	28.9	34.0	-	33.0	38.6	
ADA LINEAR GRADING LF	-	42.0	42.0	-	49.0	49.0	
SODDING SY	-	11.1	11.2	-	12.5	12.5	

T\* - IS STILL NEEDED EVEN IF THE EXISTING SIDEWALK IS THE SAME WIDTH AS THE NEW SIDEWALK. (IT WILL BLEND THE EXIST XSLOPE INTO THE NEW LANDING XSLOPE)

T - TRANSITION TO EXISTING SW

L - LANDING

R - RAMP

↓↓ - SOD SLOPE 6:1 MIN.

████ - TRUNCATED DOME LOCATION, IF DIST. IS <5' OR >5'

TRUNCATED DOMES ARE USED ONLY AT STREETS & ENTRANCES UTILIZING YIELD / STOP SIGNS OR SIGNALS

████ - CURB RAMP PAY LIMITS

████ - INCLUDED IN 4" CONC. SIDEWALK PAY LIMIT



DATE PREPARED

10/27/2025

ROUTE VAR. STATE MO

DISTRICT SHEET NO. SW 2

COUNTY VARIOUS

JOB NO. JSR0347

CONTRACT ID.

PROJECT NO.

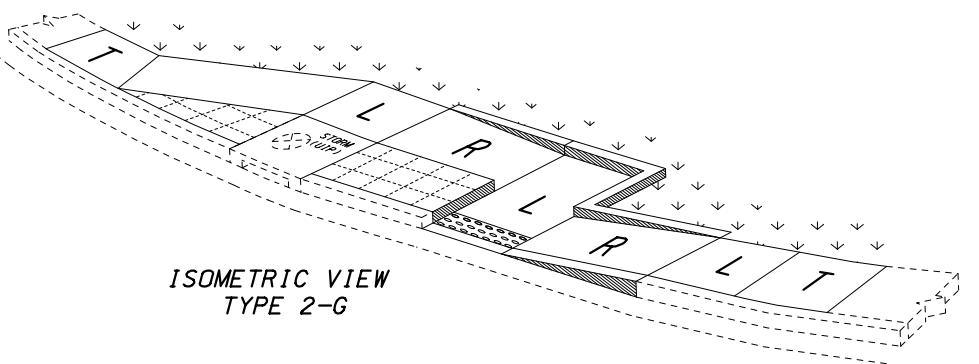
BRIDGE NO.

DESCRIPTION

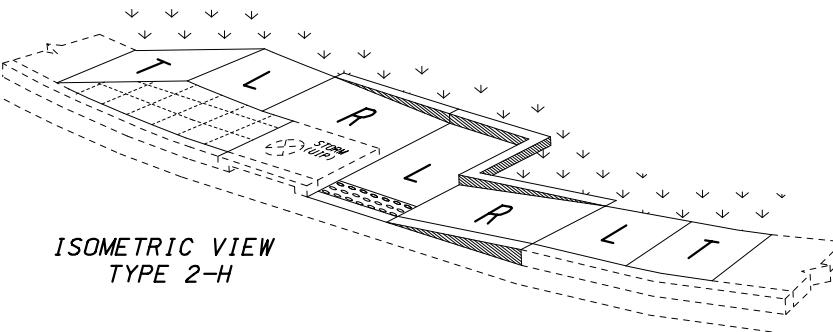
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



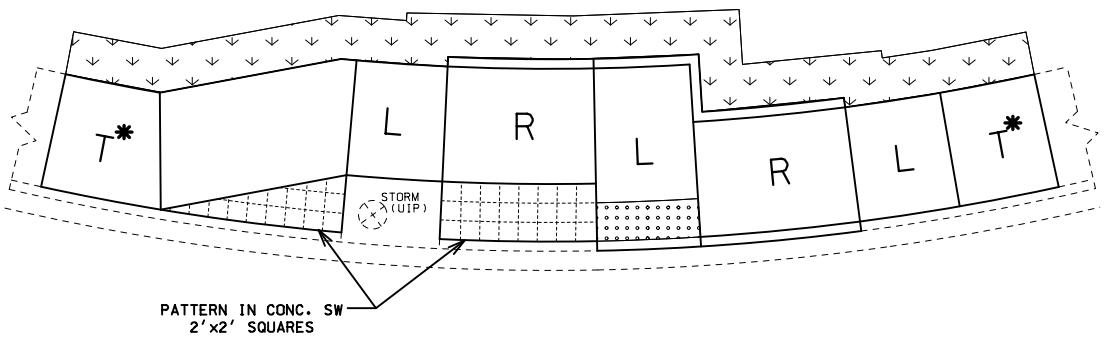
ADA LIBRARY TYPICAL  
TYPE 2  
PARALLEL  
CURB RAMPS  
TYPICAL SHEET  
4 OF 8



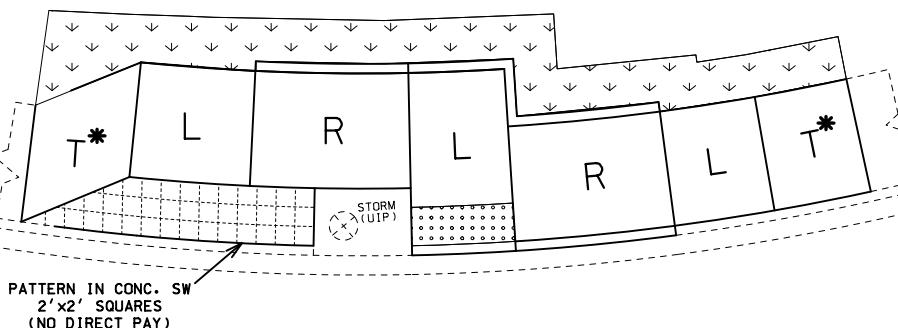
ISOMETRIC VIEW  
TYPE 2-G



ISOMETRIC VIEW  
TYPE 2-H

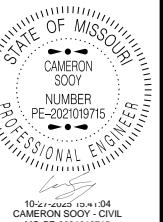


TYPE 2-G



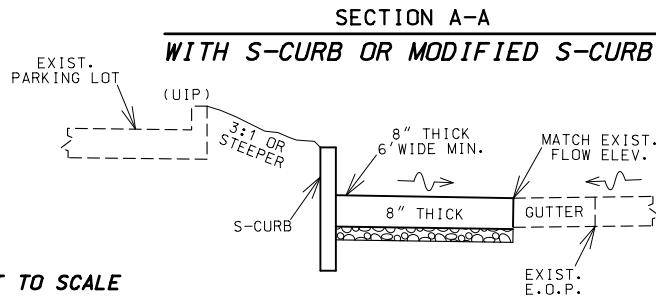
TYPE 2-H



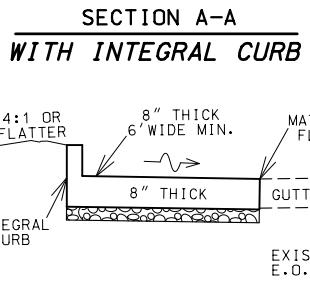


## NOTES FOR MODIFIED SIDEWALK:

1. REMOVE EXIST. CURB & RAISED ISLAND WITHIN LIMITS SHOWN.
2. AREA INSIDE FINAL CURB TO BE REPAIRED OR REPLACED WITH EXISTING SURFACE MATERIAL. GRADE TO DRAIN.
3. CONSTRUCT 8" THICK CONC. SIDEWALK FLUSH WITH EXIST. CONC. PAVED APPROACH.
4. CONSTRUCT CURB ADJACENT TO MODIFIED SIDEWALK.
5. MODIFIED SIDEWALK PAID FOR AS 8" SIDEWALK.
6. 6' MINIMUM WIDTH.
7. NO DIRECT PAY FOR SAW CUTS AND TIE BARS (ON 12" CENTERS MAX.)
8. TRUNCATED DOMES ARE USED ONLY AT STREETS & ENTRANCES UTILIZING STOP SIGNS OR SIGNALS.
9. X-SLOPE 1% PREFERRED (2% MAX.).
10. USE S-CURB IF CONSTRUCTING CURB ON R/W LINE.



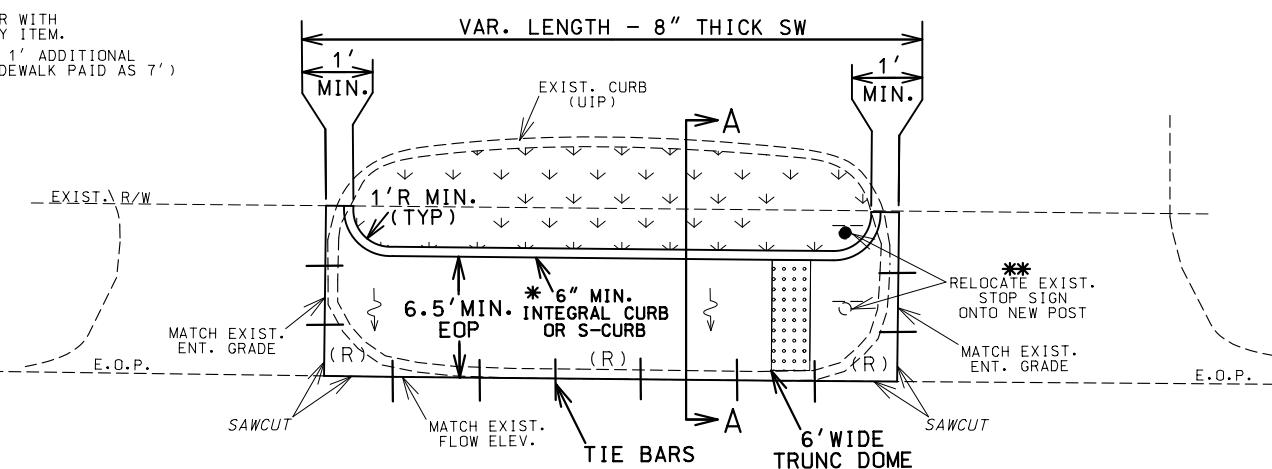
NOT TO SCALE

SECTION A-A  
WITH INTEGRAL CURB

\* INTEGRAL CURB IS PAID FOR WITH THE 8" CONC. SIDEWALK PAY ITEM.  
INTEGRAL CURB IS PAID AS 1' ADDITIONAL SIDEWALK WIDTH (EX. 6" SIDEWALK PAID AS 7') (0.11 SY/LF OF CURB)

### TYPICAL MODIFIED SIDEWALK

8" THICK



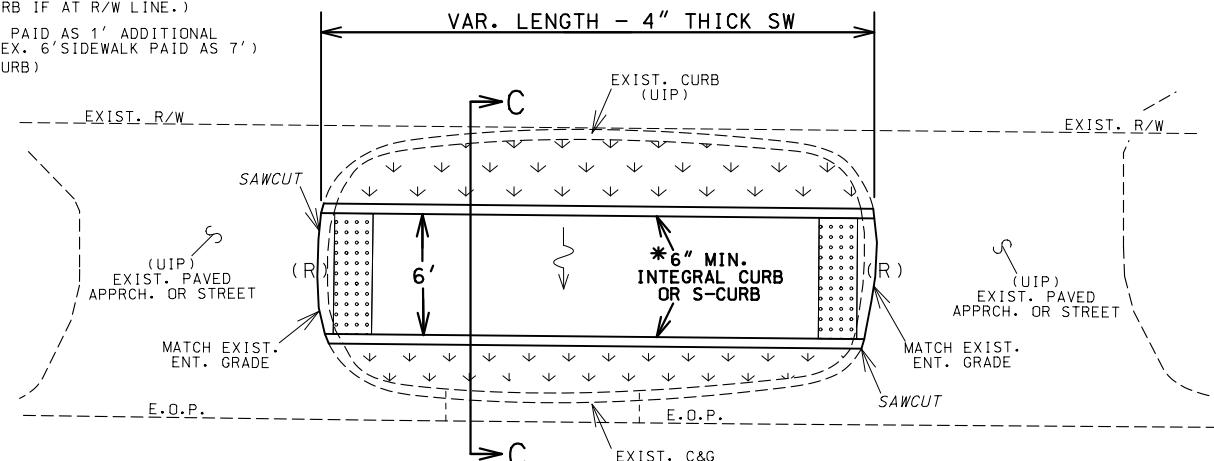
\*\* TRUNCATED DOMES ARE USED ONLY AT STREETS & ENTRANCES UTILIZING STOP/YIELD SIGNS OR SIGNALS.

## NOTES FOR CUT-THRU SIDEWALK:

1. REMOVE EXIST. CURB & RAISED ISLAND WITHIN LIMITS SHOWN.
2. AREA INSIDE FINAL CURB TO BE REPAIRED OR REPLACED WITH EXISTING SURFACE MATERIAL. GRADE TO DRAIN.
3. CONSTRUCT 4" THICK CONC. SIDEWALK FLUSH WITH EXIST. CONC. PAVED APPROACH.
4. CONSTRUCT CURB ON BOTH SIDES ADJACENT TO SIDEWALK.
5. CUT-THRU SIDEWALK PAID FOR AS 4" SIDEWALK.
6. 6' PREFERRED WIDTH (5' MIN.)
7. SAW CUTS (NO DIRECT PAY).
8. TRUNCATED DOMES ARE USED ONLY AT STREETS & ENTRANCES UTILIZING STOP SIGNS OR SIGNALS.
9. X-SLOPE 1% PREFERRED (2% MAX.).
10. USE S-CURB IF CONSTRUCTING CURB ON R/W LINE.

\* INTEGRAL CURB IS PAID FOR AS 4" CONC. SIDEWALK PAY ITEM. S-CURB IS PAID FOR AS ITS OWN PAY ITEM. (ALWAYS USE S-CURB IF AT R/W LINE.)

INTEGRAL CURB IS PAID AS 1' ADDITIONAL SIDEWALK WIDTH (EX. 6" SIDEWALK PAID AS 7') (0.11 SY/LF OF CURB)



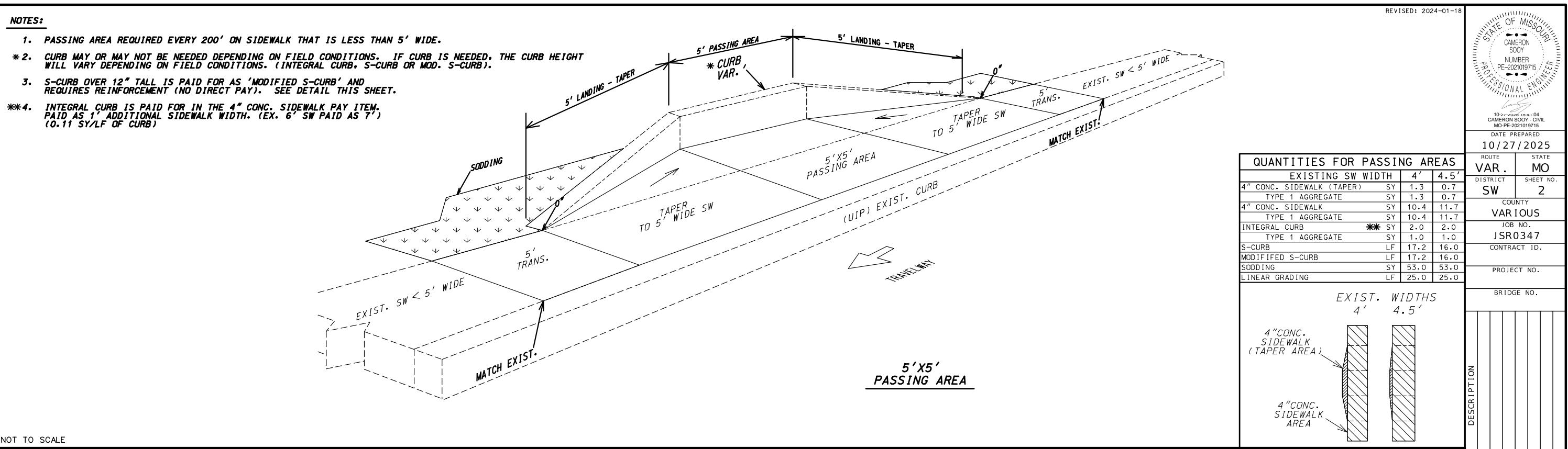
### TYPICAL CUT-THRU SIDEWALK

4" THICK SW

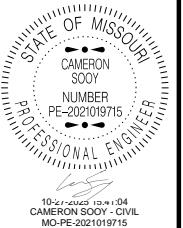
VAR. LENGTH - 4" THICK SW

EXIST. R/W

SAWCUT



REVISED: 2024-01-18



DATE PREPARED

10/27/2025

ROUTE VAR. MO

DISTRICT SW SHEET NO. 2

COUNTY VARIOUS

JOB NO. JSR0347

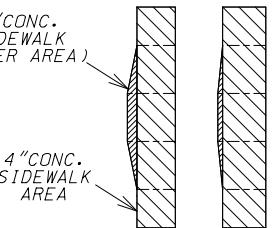
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

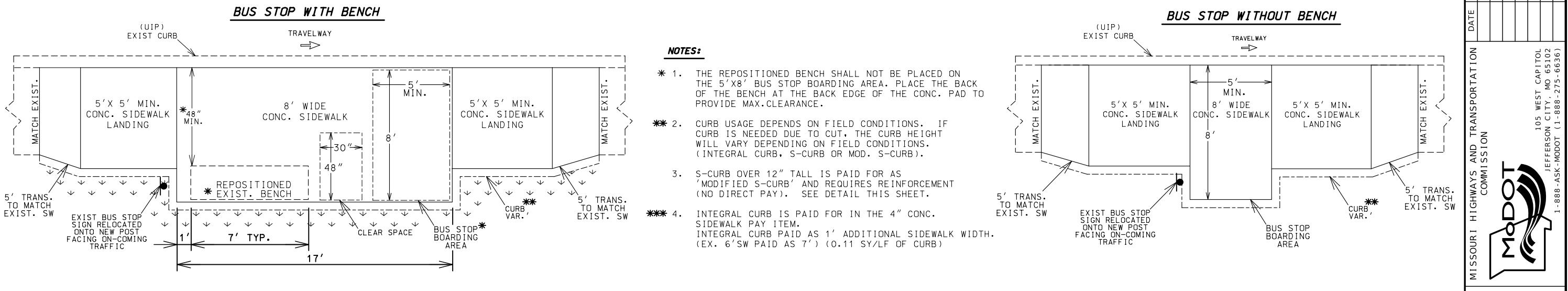
## QUANTITIES FOR PASSING AREAS

EXISTING SW WIDTH	4'	4.5'
4" CONC. SIDEWALK (TAPER)	SY 1.3	0.7
TYPE 1 AGGREGATE	SY 1.3	0.7
4" CONC. SIDEWALK	SY 10.4	11.7
TYPE 1 AGGREGATE	SY 10.4	11.7
INTEGRAL CURB	SY 2.0	2.0
TYPE 1 AGGREGATE	SY 1.0	1.0
S-CURB	LF 17.2	16.0
MODIFIED S-CURB	LF 17.2	16.0
SODDING	SY 53.0	53.0
LINEAR GRADING	LF 25.0	25.0

EXIST. WIDTHS  
4' 4.5'

DESCRIPTION

DATE



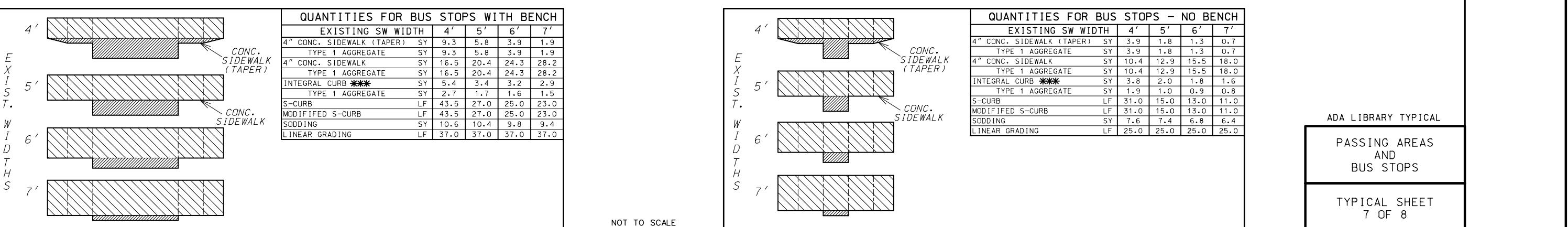
DATE

DATE

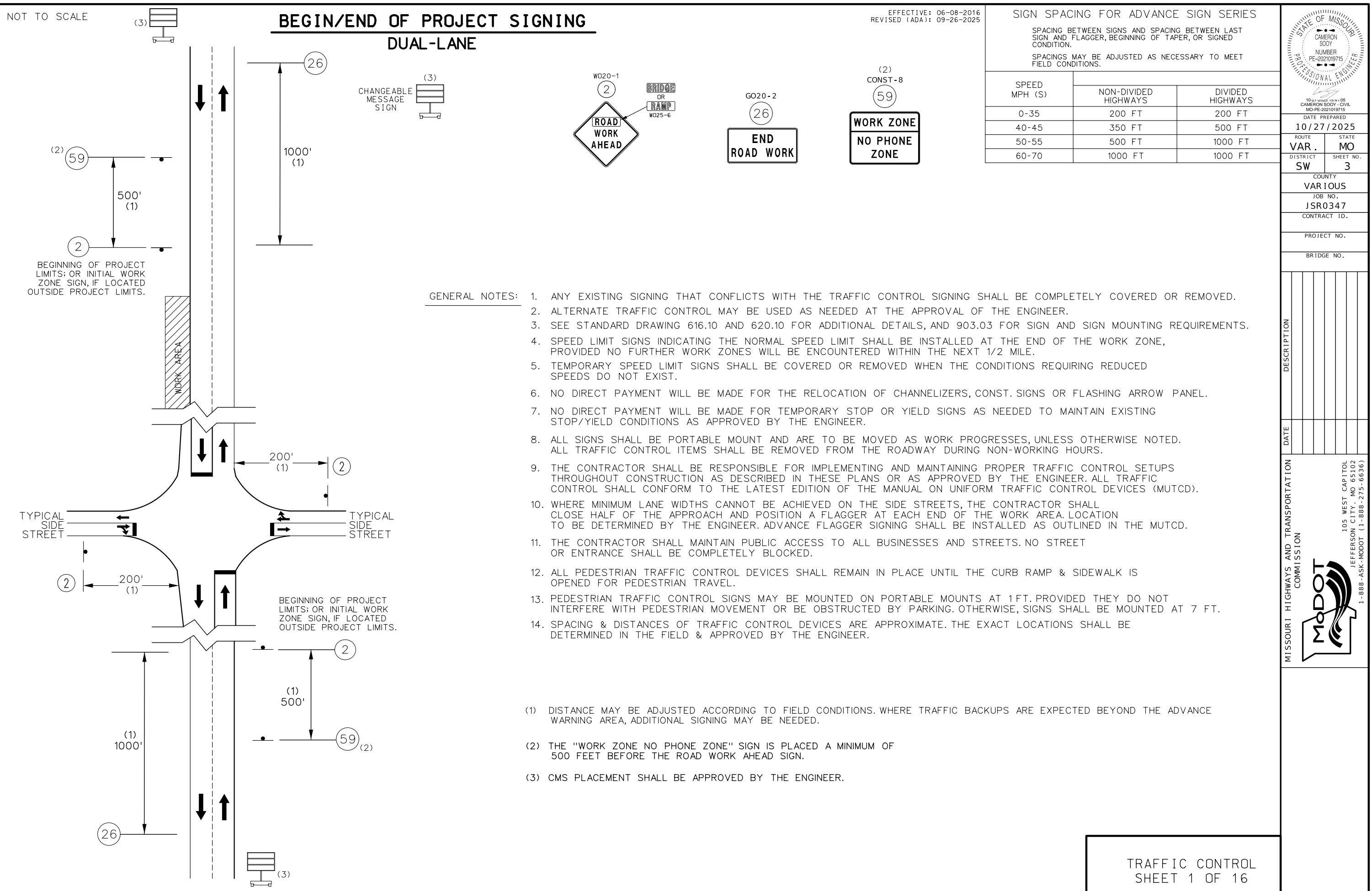
105 WEST CAPITOL

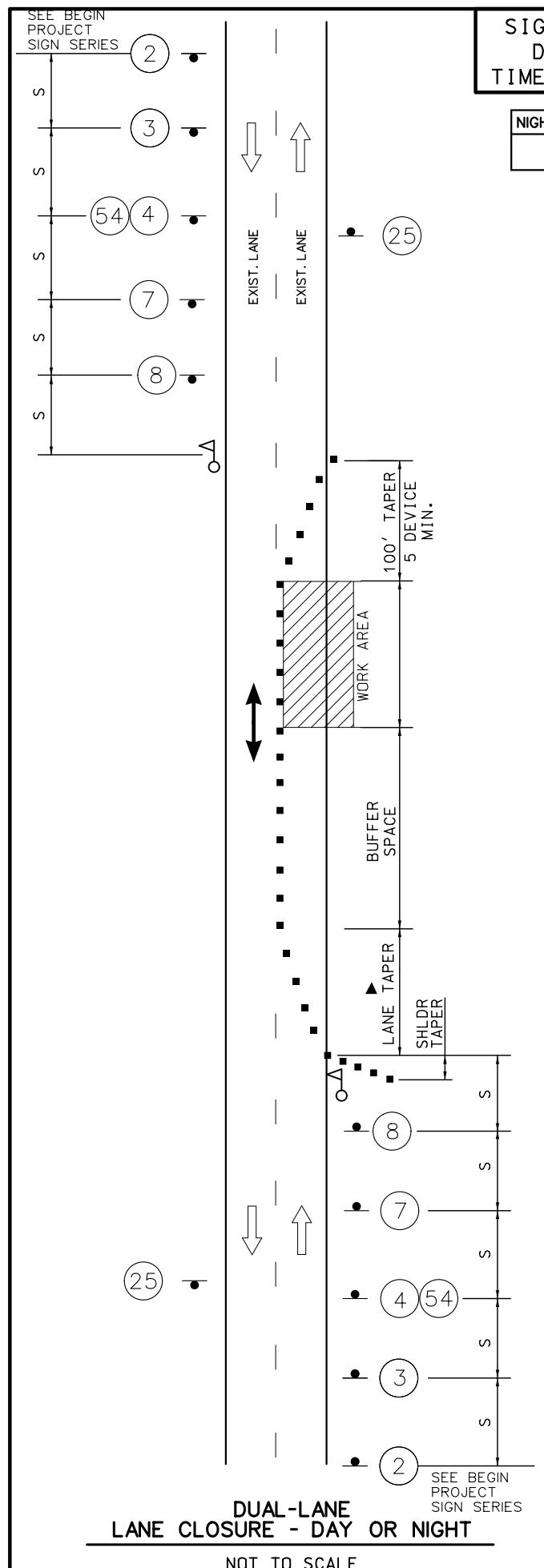
JEFFERSON CITY, MO 65102

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









SIGNING REFLECTS  
DAY OR NIGHT  
TIME WORKING HOURS

**NIGHT TIME WORK HOURS**

Speed Limit <sup>1</sup> , mph	Taper Length <sup>2</sup> , ft.		Channelizing Spacing <sup>3</sup> , ft.	
	Shoulder <sup>4</sup> (T1)	Lane <sup>5</sup> (T2)	Tapers	Buffer/Work Areas
up to 35	70	245	35 <sup>6</sup>	40 <sup>6</sup>
40 to 45	150	540	40 <sup>6</sup>	80 <sup>6</sup>
50 to 55	185	660	50 <sup>7</sup>	80 <sup>7</sup>
60 to 70	235	840	60 <sup>7</sup>	120 <sup>7</sup>

<sup>1</sup> Speed limit is based on posted speed limit.

<sup>2</sup> Taper lengths may be adjusted to accommodate crossroads, curves, intersections, ramps or other geometric features.

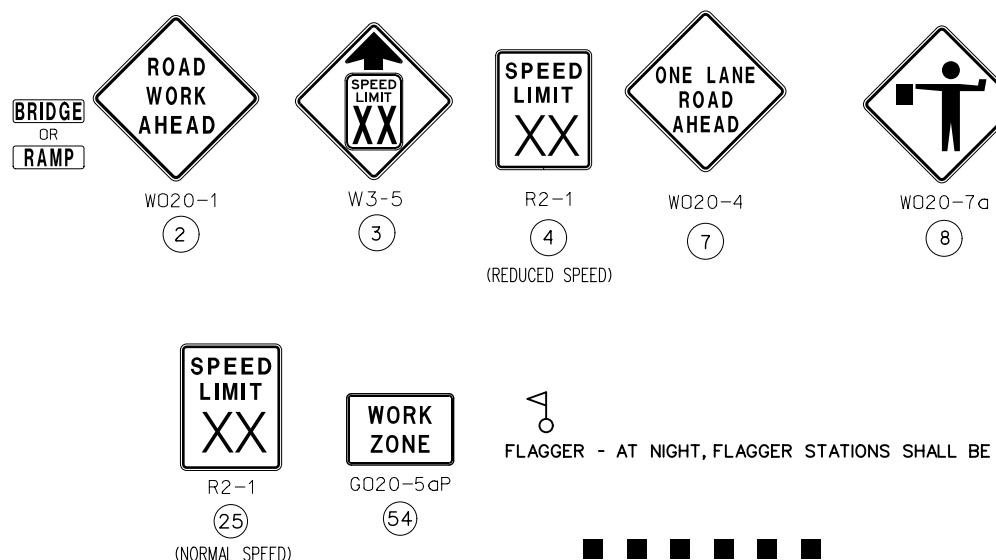
<sup>3</sup> Channelizer spacing may be reduced to discourage traffic encroachment.

4 Board on 10 ft. shoulder width

• Based on 10 ft. shoulder

<sup>6</sup> Based on 12 ft. lane width.

<sup>6</sup> Spacing reduced to 1/2 at intersections.



## NOTE

SEE BEGIN/END OF PROJECT SIGNING SHEET FOR ADDITIONAL SIGNS.

IN TAPER SECTIONS: QUANTITY OF TRIMLINE CHANNELIZERS IS DOUBLED WHEN COMPARED TO MAX. CHANNELIZER SPACING IN THE CHART.

TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM LANE CLOSURES (NO DIRECT PAY)

NO DIRECT PAYMENT WILL BE MADE FOR THE RELOCATION OF CHANNELIZERS, CONST. SIGNS, OR FLASHING ARROW PANEL.

NO DIRECT PAYMENT WILL BE MADE FOR TEMPORAR

FOR SHORT TERM OPERATIONS WHERE IT IS NOT FEASIBLE TO MODIFY PAVEMENT MARKING, DEVICE SPACING ARE ONE-HALF OF THE SPACING SHOWN IN TABLE

SPEED LIMIT SIGNS INDICATING THE NORMAL SPEED LIMIT SHALL BE INSTALLED AT THE END OF THE WORK ZONE, PROVIDED NO FURTHER WORK ZONES WILL BE ENCOUNTERED WITHIN THE NEXT 1/2 MILE.

ALL SIGNS SHALL BE PORTABLE MOUNT AND ARE TO BE MOVED AS WORK PROGRESSES, UNLESS OTHERWISE NOTED.  
ALL TRAFFIC CONTROL ITEMS SHALL BE REMOVED FROM THE ROADWAY DURING NON-WORKING HOURS.

WORK WILL REQUIRE LANE CLOSURES UNLESS OTHERWISE APPROVED BY ENGINEER

LAYOUT IS TYPICAL FOR EITHER DIRECTION. ALTERNATE TRAFFIC CONTROL MAY BE USED AS NEEDED AT THE APPROVAL OF THE ENGINEER. SEE STANDARD DRAWING 616.10 FOR ADDITIONAL DETAILS.

THE MAX. CHANNELIZER SPACING WITHIN THE WORK ZONE AREA MAY BE REDUCED BASED ON CONSTRUCTION CONDITIONS AS APPROVED BY ENGINEER.

Sign Spacing <sup>2</sup> , ft.		
Speed Limit <sup>1</sup> , mph	Undivided Highway	Divided Highway
up to 35	200 <sup>3</sup>	200 <sup>3</sup>
40 to 45	350	500
50 to 55	500	1000
60 to 70	1000	SA-1000 SB-1500 SC-2640

<sup>1</sup> Speed limit is based on posted speed limit.

<sup>2</sup> Sign spacing may be adjusted, normally by increasing it, to accommodate field conditions and visibility.

<sup>3</sup> For urban low speed, minimum recommended spacing in MUTCD is 100 ft.

EFFECTIVE: 06-08-2016  
REVISED (ADA): 09-26-2025

STATE OF MISSOURI  
CAMERON SOOY  
NUMBER PE-2021019715  
PROFESSIONAL ENGINEER  
10-27-2023 12:41:06  
CAGGIANO, CAGGIANO, CIVIL  
MO-PE-2021019715

DATE PREPARED: 10/27/2025

ROUTE: VAR.

STATE: MO

DISTRICT: SW

SHEET NO.: 4

COUNTY: VARIOUS

JOB NO.: JSR0347

CONTRACT ID.:

PROJECT NO.:

BRIDGE NO.:

**SIDE STREET FLAGGING DETAIL**

EXIST. LANE

CLOSING - EXIST. LANE

WORK AREA

30'

SIDE STREET

NEW SIDEWALK

BUFFER SPACE

DUAL-LANE (DAY OR NIGHT)

TRAFFIC CONTROL SHEET 2 OF 16

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MODOT

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

DATE PREPARED  
10/27/2025

ROUTE VAR. STATE MO

DISTRICT SW SHEET NO. 5

COUNTY VARIOUS

JOB NO. JSR0347

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

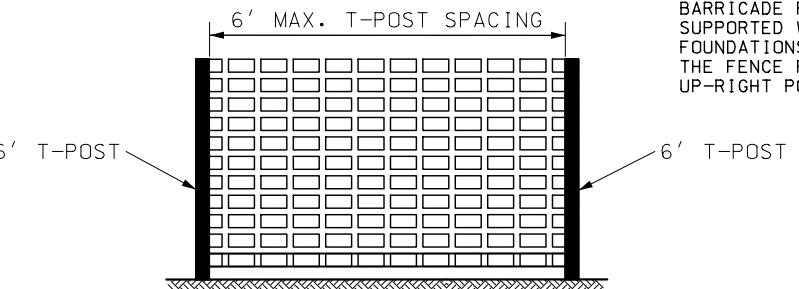
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102

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

## NOTES:

1. NO DIRECT PAYMENT WILL BE MADE FOR ORANGE SAFETY FENCE AS REQUIRED AROUND EXCAVATION OF SIDEWALK & CURB RAMP AREAS.
2. SEE JSP's FOR PEDESTRIAN TRAFFIC DEVICES.
3. WORKING AREAS SHALL BE GUARDED FROM PEDESTRIAN ACCESS BY BARRICADE FENCING 36" TO 48" IN HEIGHT WITH A GAP NO GREATER THAN 6" FROM THE GROUND AND HOLES NO GREATER THAN 4" IN ANY DIRECTION.
4. PEDESTRIAN ACCESS ON SIDEWALK SHALL BE PROVIDED WITH A WIDTH NOT LESS THAN 4' OF SMOOTH STABLE SURFACING ADJACENT TO BARRICADE FENCING FOR ACCESS TO THE MAIN BUILDING.
5. SIDEWALK RAMP CLOSURES FOR RECONSTRUCTION SHALL BE PERFORMED WITH ADA COMPLIANT MOVEABLE BARRICADES. TWO BARRICADES PER PEDESTRIAN APPROACH. ONE SIDEWALK CLOSED SIGN WILL BE PLACED UPON ONE BARRICADE FOR EACH APPROACH, NO MORE THAN ONE 5' SECTION OF SIDEWALK RAMP SHALL BE CLOSED LEADING TO THE MAIN BUILDING AT ANY TIME ADJACENT TO THE WORK AREA.

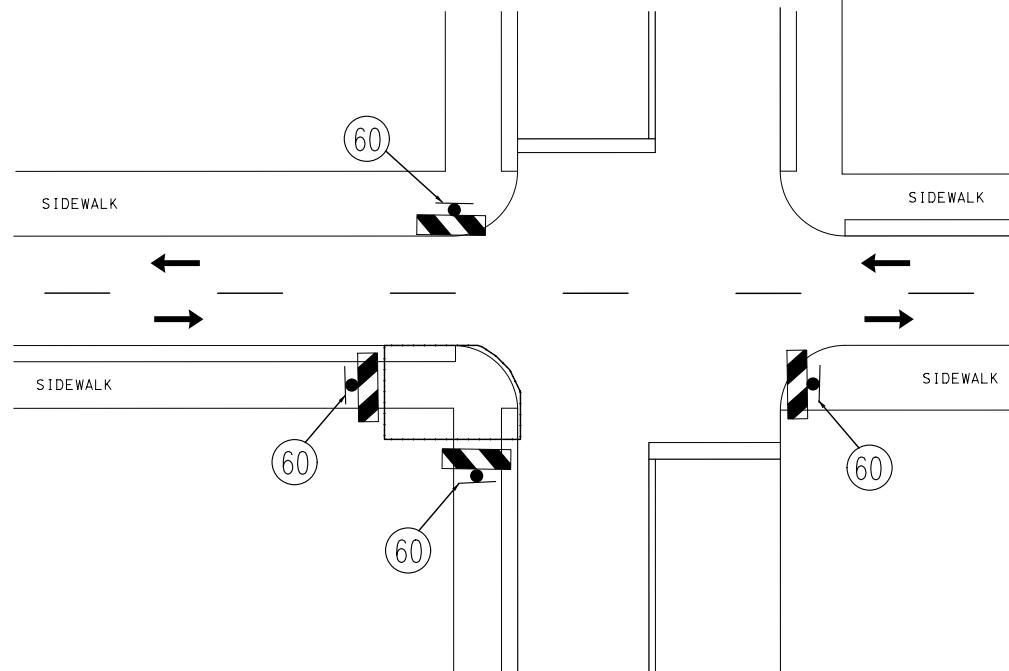
## ORANGE PLASTIC SAFETY FENCE



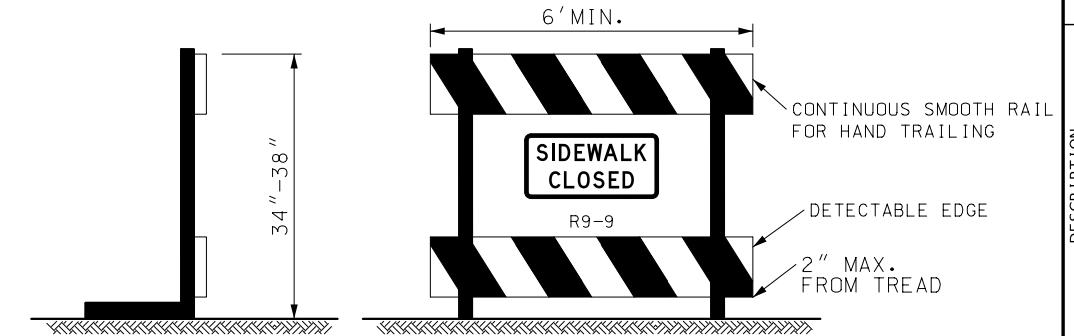
NO DIRECT PAY.  
PLASTIC SAFETY NETTING USED FOR  
BARRICADE FENCING SHALL BE  
SUPPORTED WITH T-POST, ADEQUATE  
FOUNDATIONS, AND BALLAST SO THAT  
THE FENCE REMAINS TAUT AND IN AN  
UP-RIGHT POSITION.

DUAL-LANE  
TYPICAL SIDEWALK CLOSURE

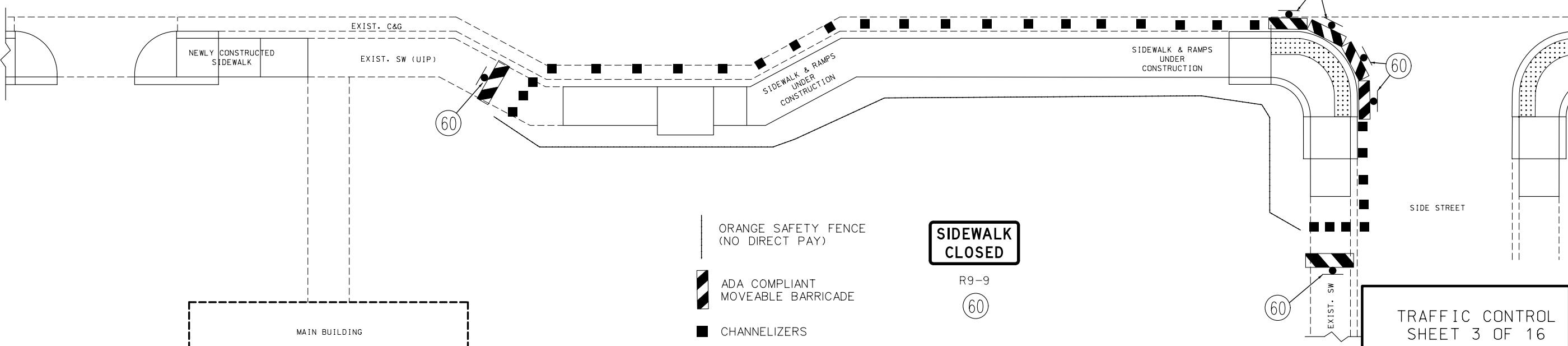
NOT TO SCALE



## ADA COMPLIANT MOVEABLE BARRICADE



1. WARNING LIGHTS SHALL NOT BE ATTACHED TO ADA COMPLIANT BARRICADES.
2. CHEVRON RAILS ON THE ADA COMPLIANT BARRICADES MUST BE 8" WIDE MIN. AND MEET TYPE 3 RETRO-REFLECTIVE SHEETING AND COLOR CONTRAST BARRICADE RAILS AS SHOWN. THE TOP RAIL MUST PROVIDE A SMOOTH CONTINUOUS RAIL SURFACE SUITABLE FOR HAND TRAILING WITH NO SPLINTERS, BURRS, OR SHARP EDGES. A MINIMUM OF TWO 8" WIDE RAILS IS REQUIRED.
3. NO TRIPPING HAZARDS FROM THE BARRICADES ARE ALLOWED WITHIN THE PEDESTRIAN SPACE. THIS MEANS NO FEET OR BARS USED TO HOLD THE RAILS OR SUPPORT THE DEVICE ARE ALLOWED WITHIN THE WALKWAY. ALL FEET AND BALLASTS WILL NEED TO BE BEHIND THE DEVICE.
4. THE BARRICADE MUST BE THE FULL WIDTH OF THE CLOSED SIDEWALK.





EFFECTIVE: 06-08-2016  
REVISED (ADA): 09-26-2025

<p><b>SIGNING REFLECTS DAY OR NIGHT TIME WORKING HOURS</b></p> <p><b>NIGHT TIME WORK HOURS</b> x PM - x AM</p> <p><b>MULTI-LANE OUTSIDE LANE CLOSURE - DAY OR NIGHT</b></p> <p>NOT TO SCALE</p>	<p><b>SPEED LIMIT<sup>1</sup>, mph</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Speed Limit<sup>1</sup>, mph</th> <th colspan="2">Taper Length<sup>2</sup>, ft.</th> <th colspan="2">Channelizing Spacing<sup>3</sup>, ft.</th> </tr> <tr> <th>Shoulder<sup>4</sup> (T1)</th> <th>Lane<sup>5</sup> (T2)</th> <th>Tapers</th> <th>Buffer/Work Areas</th> </tr> </thead> <tbody> <tr> <td>up to 35</td> <td>70</td> <td>245</td> <td>35<sup>6</sup></td> <td>40<sup>6</sup></td> </tr> <tr> <td>40 to 45</td> <td>150</td> <td>540</td> <td>40<sup>6</sup></td> <td>80<sup>6</sup></td> </tr> <tr> <td>50 to 55</td> <td>185</td> <td>660</td> <td>50<sup>7</sup></td> <td>80<sup>7</sup></td> </tr> <tr> <td>60 to 70</td> <td>235</td> <td>840</td> <td>60<sup>7</sup></td> <td>120<sup>7</sup></td> </tr> </tbody> </table> <p><sup>1</sup> Speed limit is based on posted speed limit.  <sup>2</sup> Taper lengths may be adjusted to accommodate crossroads, curves, intersections, ramps or other geometric features.  <sup>3</sup> Channelizer spacing may be reduced to discourage traffic encroachment.  <sup>4</sup> Based on 10 ft. shoulder width.  <sup>5</sup> Based on 12 ft. lane width.  <sup>6</sup> Spacing reduced to 1/2 at intersections.  <sup>7</sup> Spacing may be reduced to 1/2 at intersections.</p>	Speed Limit <sup>1</sup> , mph	Taper Length <sup>2</sup> , ft.		Channelizing Spacing <sup>3</sup> , ft.		Shoulder <sup>4</sup> (T1)	Lane <sup>5</sup> (T2)	Tapers	Buffer/Work Areas	up to 35	70	245	35 <sup>6</sup>	40 <sup>6</sup>	40 to 45	150	540	40 <sup>6</sup>	80 <sup>6</sup>	50 to 55	185	660	50 <sup>7</sup>	80 <sup>7</sup>	60 to 70	235	840	60 <sup>7</sup>	120 <sup>7</sup>	<p><b>(S) Sign Spacing<sup>2</sup>, ft.</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Speed Limit<sup>1</sup>, mph</th> <th colspan="2">Sign Spacing<sup>2</sup>, ft.</th> </tr> <tr> <th>Undivided Highway</th> <th>Divided Highway</th> </tr> </thead> <tbody> <tr> <td>up to 35</td> <td>200<sup>3</sup></td> <td>200<sup>3</sup></td> </tr> <tr> <td>40 to 45</td> <td>350</td> <td>500</td> </tr> <tr> <td>50 to 55</td> <td>500</td> <td>1000</td> </tr> <tr> <td>60 to 70</td> <td>1000</td> <td>SA-1000 SB-1500 SC-2640</td> </tr> </tbody> </table> <p><sup>1</sup> Speed limit is based on posted speed limit.  <sup>2</sup> Sign spacing may be adjusted, normally by increasing it, to accommodate field conditions and visibility.  <sup>3</sup> For urban low speed, minimum recommended spacing in MUTCD is 100 ft.</p>	Speed Limit <sup>1</sup> , mph	Sign Spacing <sup>2</sup> , ft.		Undivided Highway	Divided Highway	up to 35	200 <sup>3</sup>	200 <sup>3</sup>	40 to 45	350	500	50 to 55	500	1000	60 to 70	1000	SA-1000 SB-1500 SC-2640
Speed Limit <sup>1</sup> , mph	Taper Length <sup>2</sup> , ft.		Channelizing Spacing <sup>3</sup> , ft.																																													
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50 to 55	500	1000																																														
60 to 70	1000	SA-1000 SB-1500 SC-2640																																														

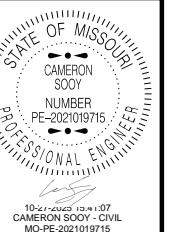
10/27/2025  
ROUTE VAR. STATE MO  
DISTRICT SW SHEET NO. 7  
COUNTY VARIOUS  
JOB NO. JSR0347  
CONTRACT ID.  
PROJECT NO.  
BRIDGE NO.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 WEST CAPITOL JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

MODOT

NOT TO SCALE

TRAFFIC CONTROL SHEET 5 OF 16

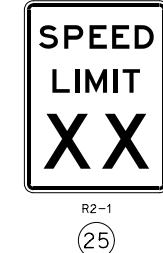
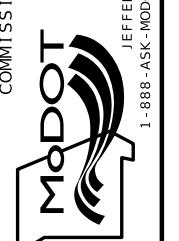


DATE PREPARED  
10/27/2025

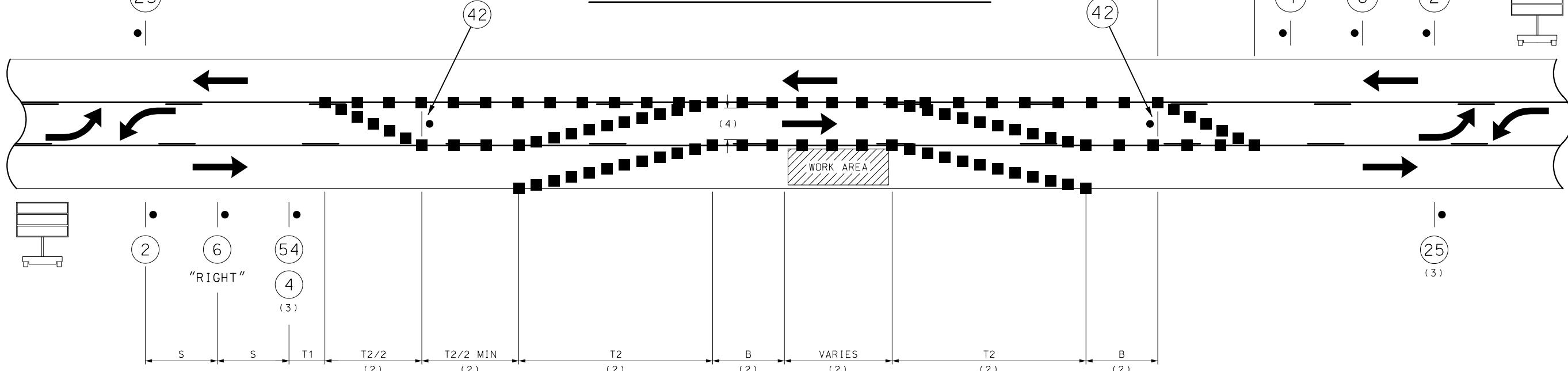
ROUTE VAR. STATE MO  
DISTRICT SW SHEET NO. 8  
COUNTY VARIOUS  
JOB NO. JSR0347  
CONTRACT ID.  
PROJECT NO.  
BRIDGE NO.

DESCRIPTION DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
105 WEST CAPITOL JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



### LANE CLOSURE USING CENTER TURN LANE



#### NOTE:

ALL LOCATIONS, DISTANCES, AND SPACING OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ANY EXISTING SIGNING OR PAVEMENT MARKING THAT CONFLICTS WITH THE TRAFFIC CONTROL SHALL BE COMPLETELY COVERED OR REMOVED AT NO DIRECT PAY.

TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM CLOSURES. NO DIRECT PAY.

FOR SHORT TERM OPERATIONS WHERE IT IS NOT FEASIBLE TO MODIFY PAVEMENT MARKING, CHANNELIZER SPACINGS SHALL BE ONE-HALF OF THE SPACINGS SHOWN IN THE TABLE.

CHANNELIZER SPACINGS SHALL BE REDUCED TO ONE-HALF OF THE SPACINGS SHOWN IN THE TABLE AT INTERSECTIONS.

NO DIRECT PAYMENT WILL BE MADE FOR THE RELOCATION OF CHANNELIZERS, CONSTRUCTION SIGNS OR FLASHING ARROW PANEL.

REDUCED SPEED LIMIT SIGNING SHALL BE REMOVED, COVERED OR TURNED FROM TRAFFIC WHEN CONDITIONS REQUIRING THE REDUCED SPEED NO LONGER EXIST.

SPEED LIMIT SIGNS INDICATING THE NORMAL SPEED LIMIT SHALL BE INSTALLED AT THE END OF THE WORK ZONE, PROVIDING NO FURTHER WORK ZONES WILL BE ENCOUNTERED WITHIN THE NEXT  $\frac{1}{2}$  MILE.

SEE STANDARD PLAN 616.10 FOR ADDITIONAL DETAILS.

(1) SPACING BETWEEN SIGNS, BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER OR SIGNED CONDITION.

(2) SEE TABLE FOR CHANNELIZER SPACING AND TAPER AND BUFFER LENGTHS.

(3) OMIT SPEED LIMIT SIGNS IN AREAS WHERE THE POSTED SPEED LIMIT IS LESS THAN 45 MPH.

(4) 10' MINIMUM

SPEED PERMANENT POSTED (MPH)	SIGN SPACING (FT) (1)		CHANNELIZER SPACING (FT)		BUFFER LENGTH (FT) (B)	TAPER LENGTH (FT)		LONGITUDINAL TRANSITION (FT) (X)
	UNDIVIDED HIGHWAYS (S)	DIVIDED HIGHWAYS (S)	TAPERS	BUFFER/ WORK AREAS		SHOULDER <sup>1</sup> (T1)	LANE <sup>2</sup> (T2)	
0-35	200	200	35	40	280	70	245	490
40-45	350	500	40	80	400	150	540	1080
50-55	500	1000	50	80	560	185	660	1320
60-70	1000	SA - 1000 SB - 1500 SC - 2640	60	120	840	235	840	1680

<sup>1</sup>BASED ON 10' SHOULDER WIDTH

<sup>2</sup>BASED ON 12' LANE WIDTH

### TRAFFIC CONTROL LEGEND

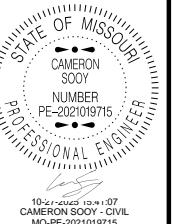
● SIGN (SINGLE SIDED)

■ CHANNELIZER

■■■ CHANGEABLE MESSAGE BOARD

NOT TO SCALE

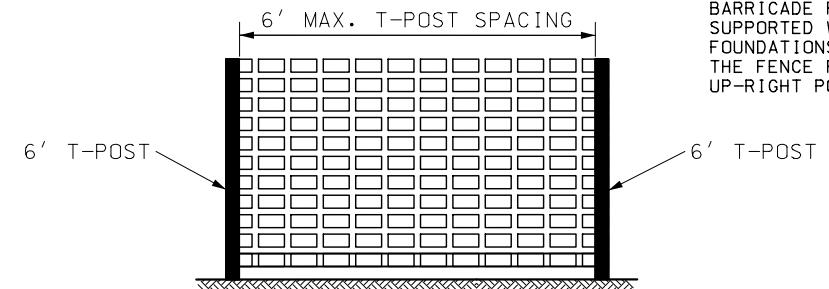
TRAFFIC CONTROL  
SHEET 6 OF 16



## NOTES:

1. NO DIRECT PAYMENT WILL BE MADE FOR ORANGE SAFETY FENCE AS REQUIRED AROUND EXCAVATION OF SIDEWALK & CURB RAMP AREAS.
2. SEE JSP's FOR PEDESTRIAN TRAFFIC DEVICES.
3. WORKING AREAS SHALL BE GUARDED FROM PEDESTRIAN ACCESS BY BARRICADE FENCING 36" TO 48" IN HEIGHT WITH A GAP NO GREATER THAN 6" FROM THE GROUND AND HOLES NO GREATER THAN 4" IN ANY DIRECTION.
4. PEDESTRIAN ACCESS ON SIDEWALK SHALL BE PROVIDED WITH A WIDTH NOT LESS THAN 4' OF SMOOTH STABLE SURFACING ADJACENT TO BARRICADE FENCING FOR ACCESS TO THE MAIN BUILDING.
5. SIDEWALK RAMP CLOSURES FOR RECONSTRUCTION SHALL BE PERFORMED WITH ADA COMPLIANT MOVEABLE BARRICADES. TWO BARRICADES PER PEDESTRIAN APPROACH. ONE SIDEWALK CLOSED SIGN WILL BE PLACED UPON ONE BARRICADE FOR EACH APPROACH, NO MORE THAN ONE 5' SECTION OF SIDEWALK RAMP SHALL BE CLOSED LEADING TO THE MAIN BUILDING AT ANY TIME ADJACENT TO THE WORK AREA.

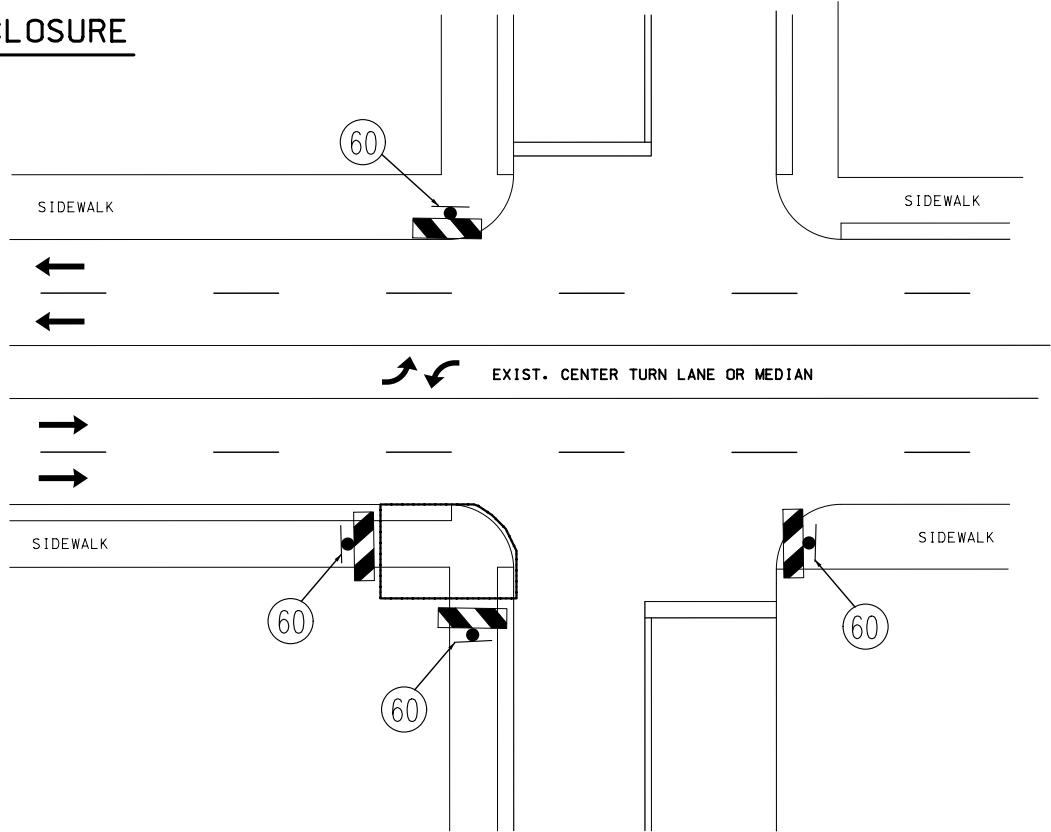
## ORANGE PLASTIC SAFETY FENCE



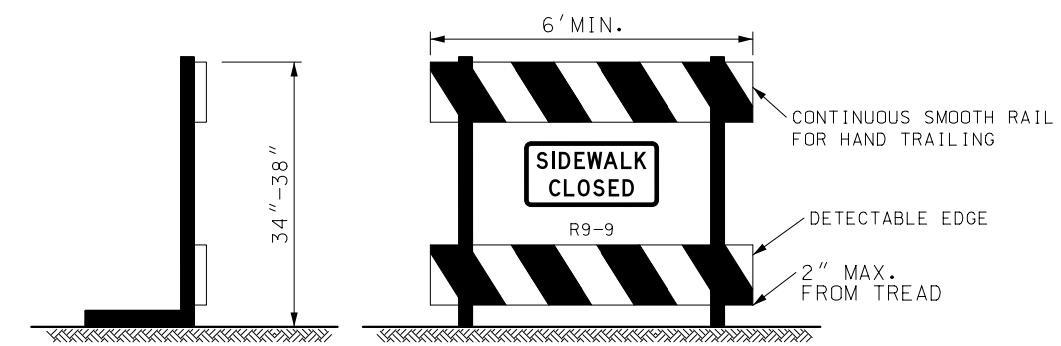
NO DIRECT PAY.  
PLASTIC SAFETY NETTING USED FOR BARRICADE FENCING SHALL BE SUPPORTED WITH T-POST, ADEQUATE FOUNDATIONS, AND BALLAST SO THAT THE FENCE REMAINS TAUT AND IN AN UP-RIGHT POSITION.

MULTI-LANE  
TYPICAL SIDEWALK CLOSURE

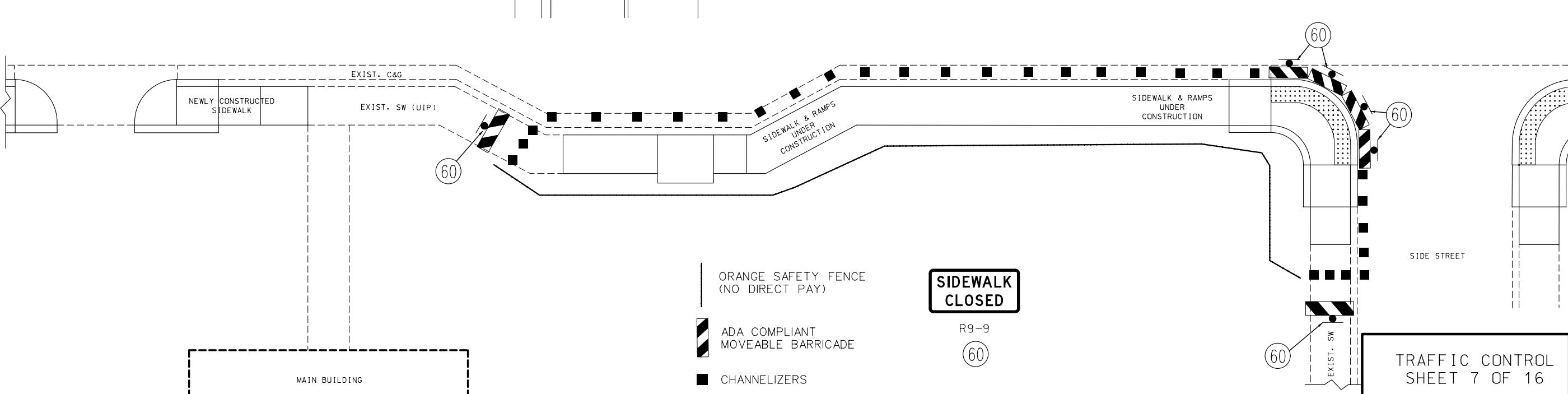
NOT TO SCALE

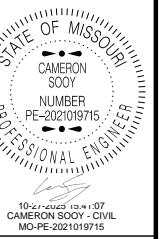


## ADA COMPLIANT MOVEABLE BARRICADE



1. WARNING LIGHTS SHALL NOT BE ATTACHED TO ADA COMPLIANT BARRICADES.
2. CHEVRON RAILS ON THE ADA COMPLIANT BARRICADES MUST BE 8" WIDE MIN. AND MEET TYPE 3 RETRO-REFLECTIVE SHEETING AND COLOR CONTRAST BARRICADE RAILS AS SHOWN. THE TOP RAIL MUST PROVIDE A SMOOTH CONTINUOUS RAIL SURFACE SUITABLE FOR HAND TRAILING WITH NO SPLINTERS, BURRS, OR SHARP EDGES. A MINIMUM OF TWO 8" WIDE RAILS IS REQUIRED.
3. NO TRIPPING HAZARDS FROM THE BARRICADES ARE ALLOWED WITHIN THE PEDESTRIAN SPACE. THIS MEANS NO FEET OR BARS USED TO HOLD THE RAILS OR SUPPORT THE DEVICE ARE ALLOWED WITHIN THE WALKWAY. ALL FEET AND BALLASTS WILL NEED TO BE BEHIND THE DEVICE.
4. THE BARRICADE MUST BE THE FULL WIDTH OF THE CLOSED SIDEWALK.





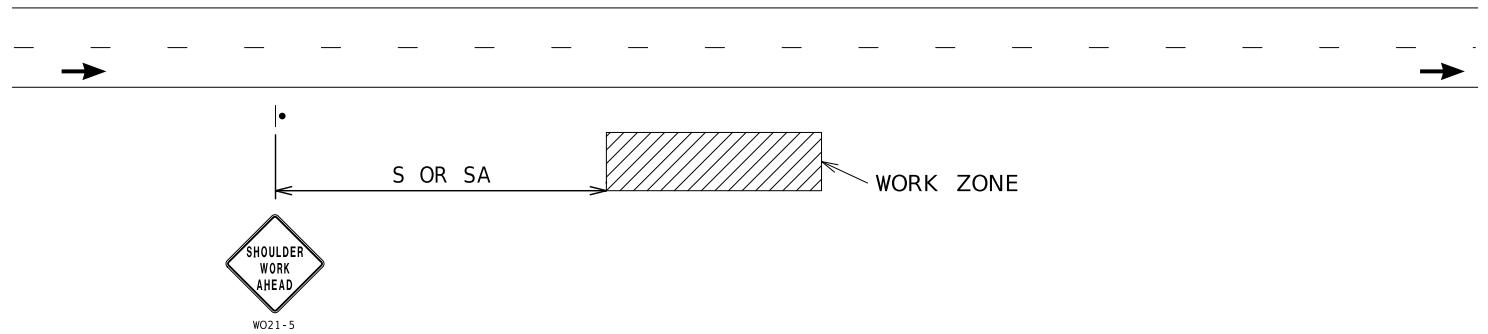
DATE PREPARED  
10/27/2025

ROUTE STATE  
VAR. MO  
DISTRICT SHEET NO.  
SW 10

COUNTY VARIOUS  
JOB NO. JSR0347  
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)

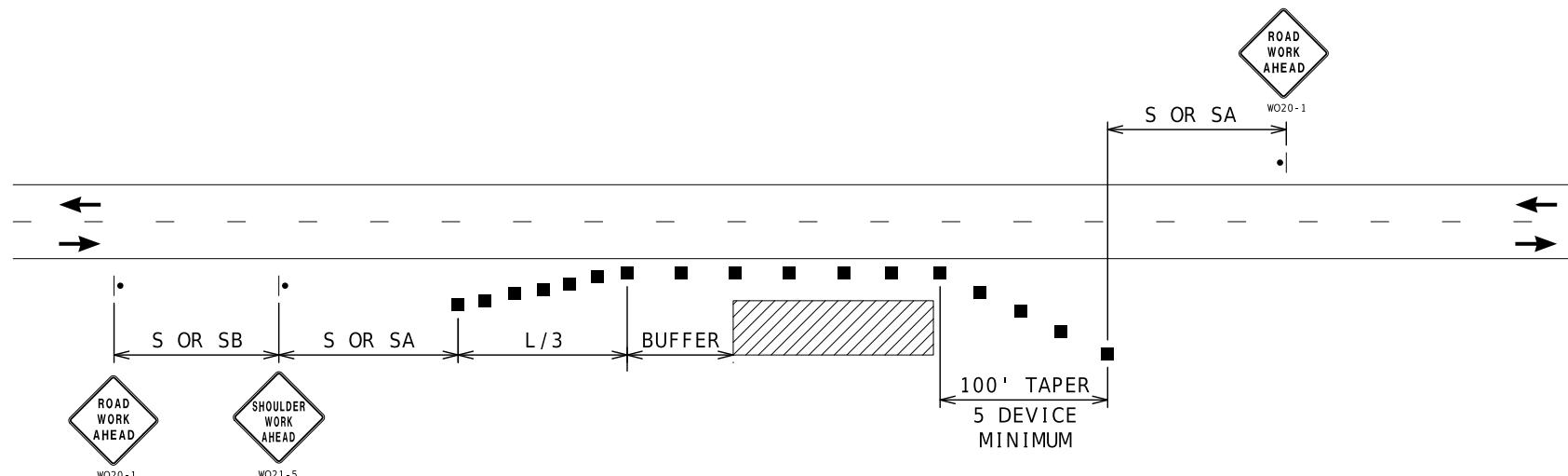


## WORK BEYOND SHOULDER - UNDIVIDED OR DIVIDED ROADWAYS

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.

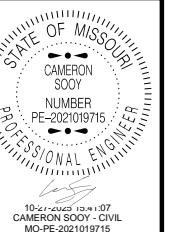


## SHOULDER WORK - UNDIVIDED ROADWAYS

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

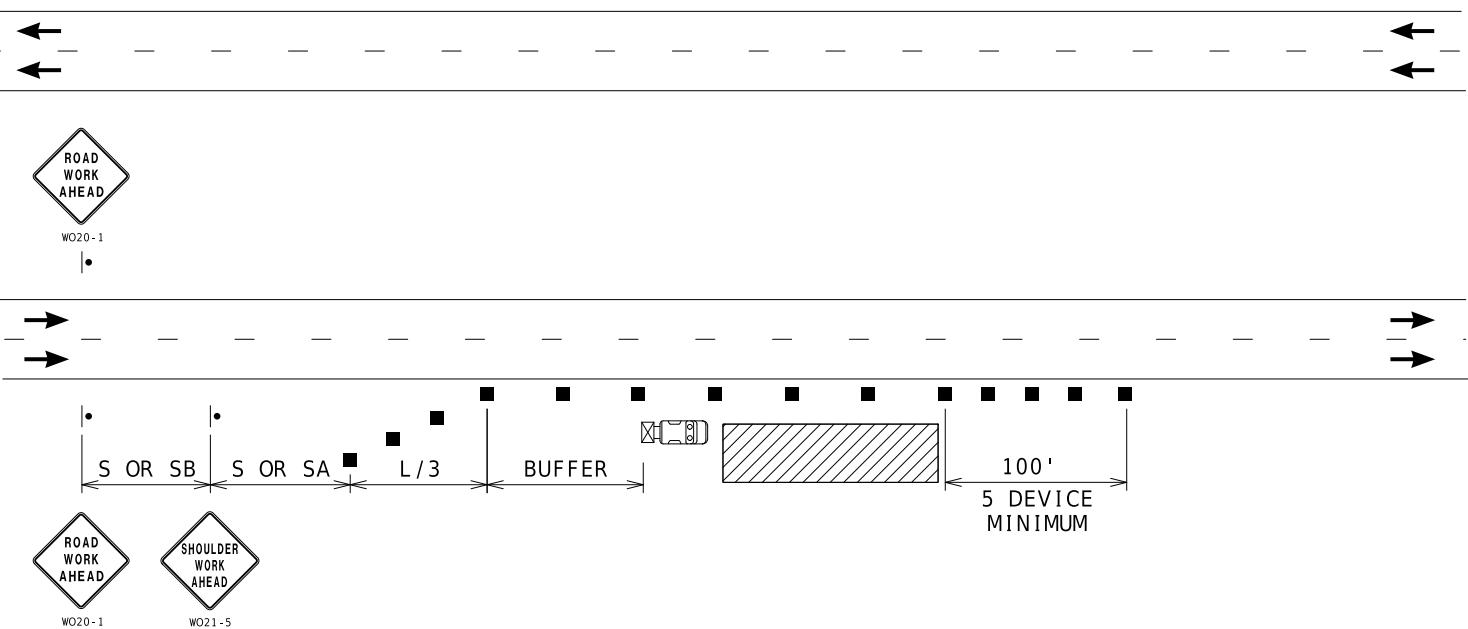
NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



DATE PREPARED  
10/27/2025

ROUTE STATE  
VAR. MO  
DISTRICT SHEET NO.  
SW 11  
COUNTY VARIOUS  
JOB NO. JSR0347  
CONTRACT ID.  
PROJECT NO.  
BRIDGE NO.

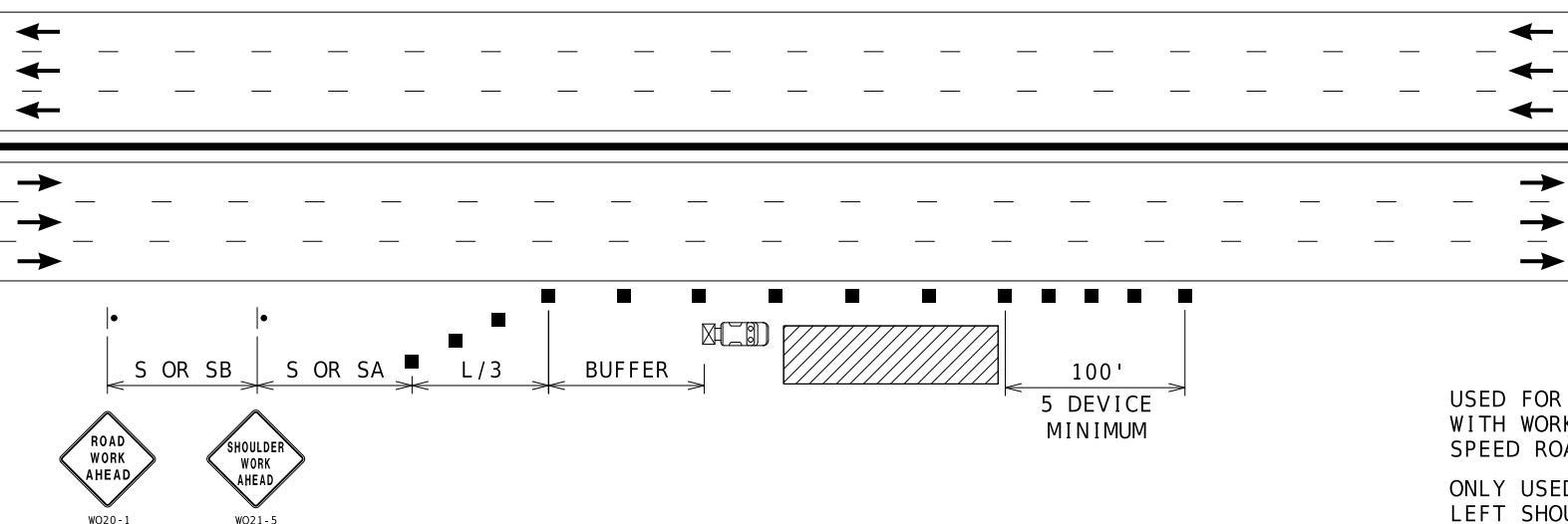


## RIGHT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

### 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.



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

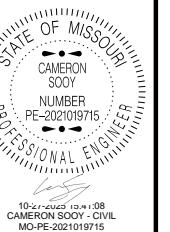
## RIGHT SHOULDER WORK MULTI-LANE FREEWAYS WITH MEDIAN BARRIER

### NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

TRAFFIC CONTROL  
SHEET 9 OF 16





10-27-2025 10-27-08  
CAMERON SOOY - CIVIL  
MO-PE-2020109715

DATE PREPARED

ROUTE VAR.

STATE MO

DISTRICT SW

SHEET NO. 12

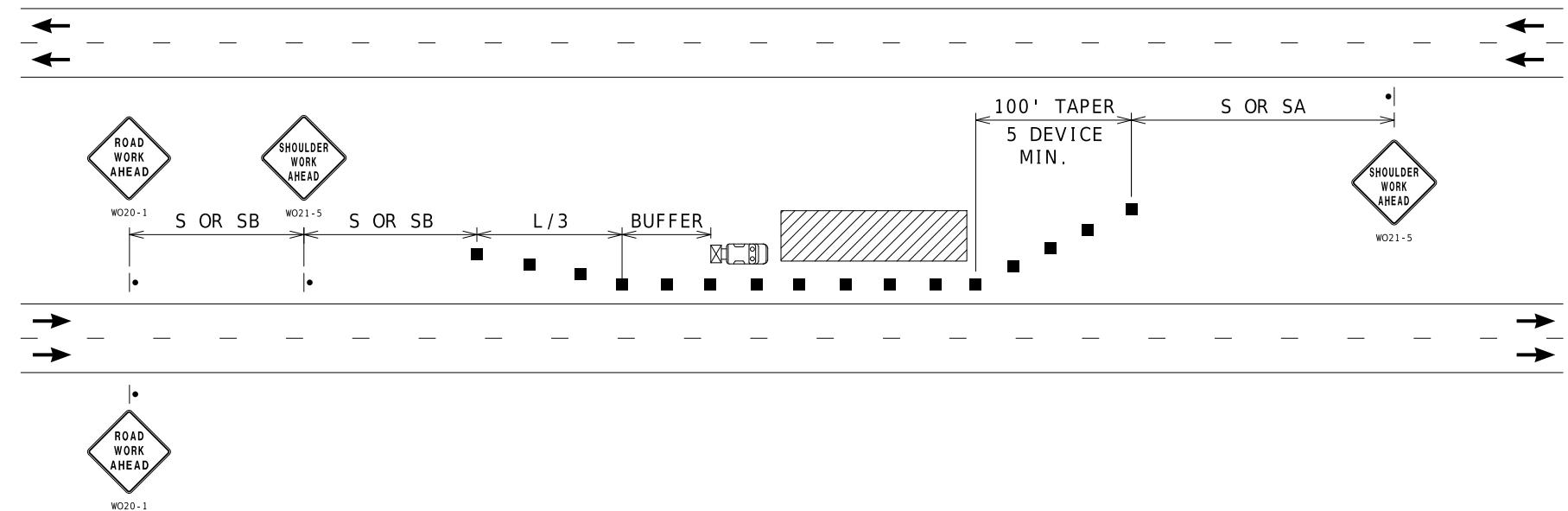
COUNTY VARIOUS

JOB NO. JSR0347

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

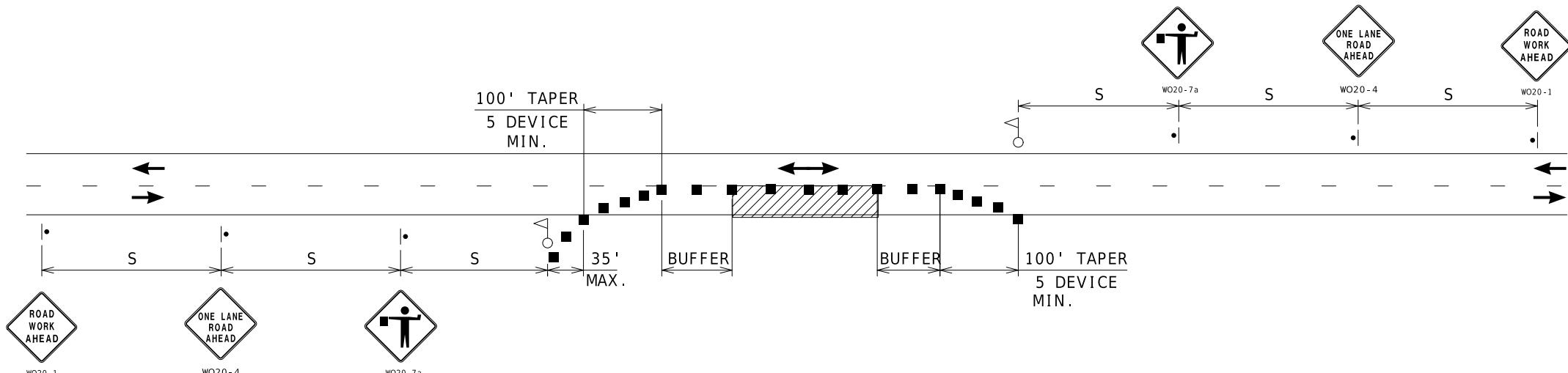


## LEFT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

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.

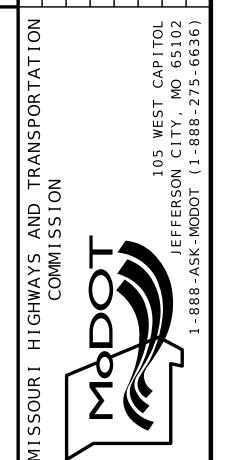


## ONE-LANE TWO-WAY OPERATION WITH FLAGGERS

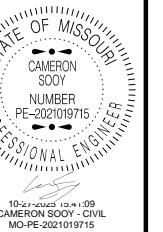
A MINIMUM OF TWO FLAGGERS WILL BE REQUIRED TO DIRECT TRAFFIC.  
ADDITIONAL FLAGGERS MAY BE REQUIRED WHEN WORKING AT INTERSECTING  
STREETS OR RAMPS AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT  
WILL BE MADE FOR FLAGGERS

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.







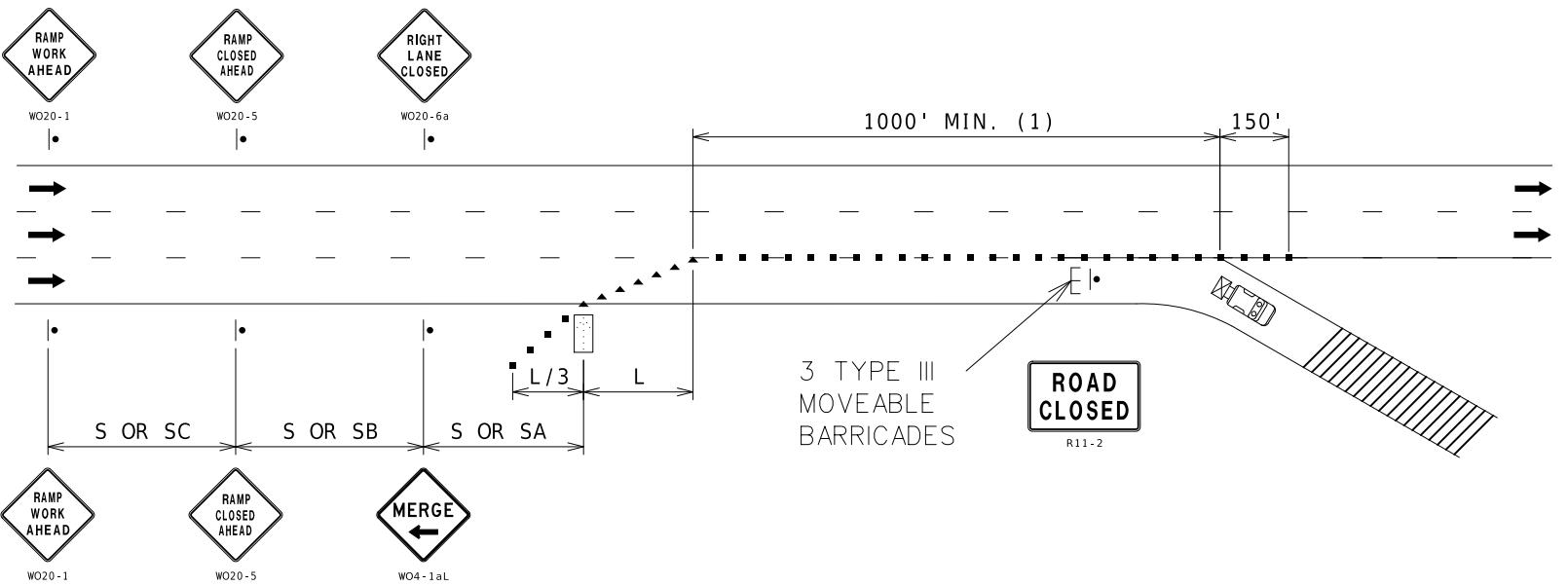
DATE PREPARED  
10/27/2025

ROUTE VAR. STATE MO  
DISTRICT SW SHEET NO. 14

COUNTY VARIOUS  
JOB NO. JSR0347  
CONTRACT ID.

PROJECT NO.  
BRIDGE NO.

DESCRIPTION	DATE

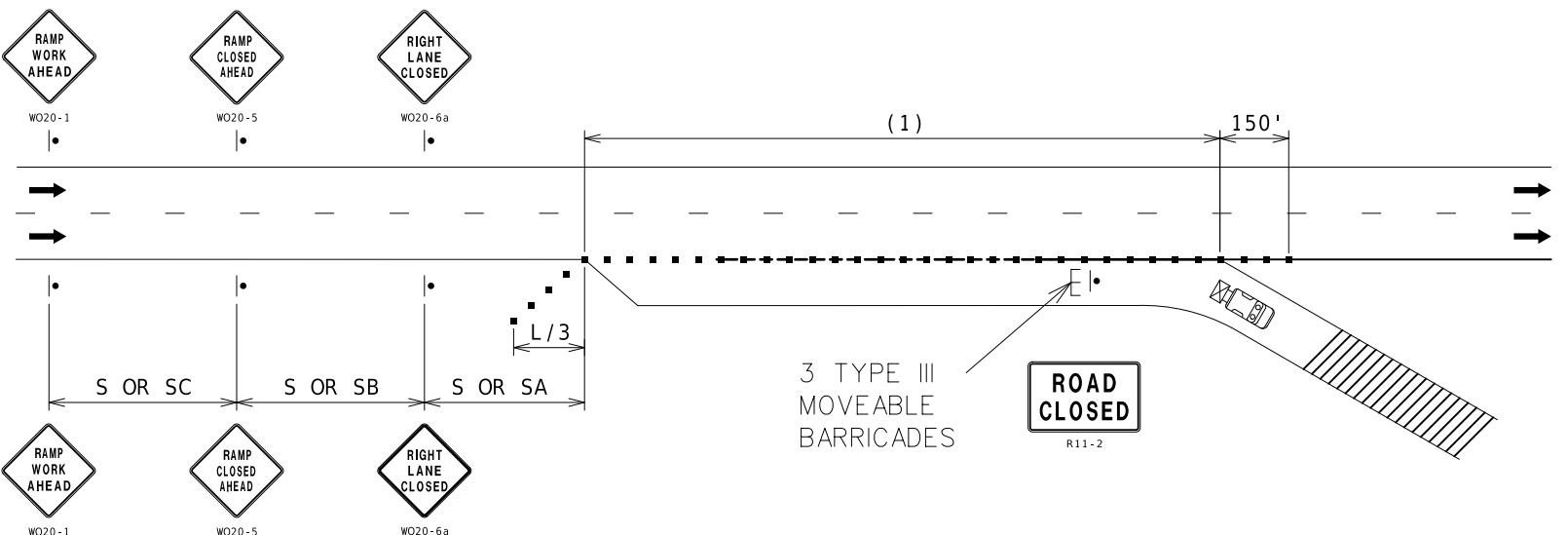


NOTES:

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.

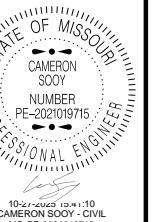
(1) CHANNELIZER SPACING AT 50'.

## RAMP CLOSURE

TRAFFIC CONTROL  
SHEET 12 OF 16







10-27-2023 12:11:10  
CAMERON SOOY - CIVIL  
MO-PE-2021019715

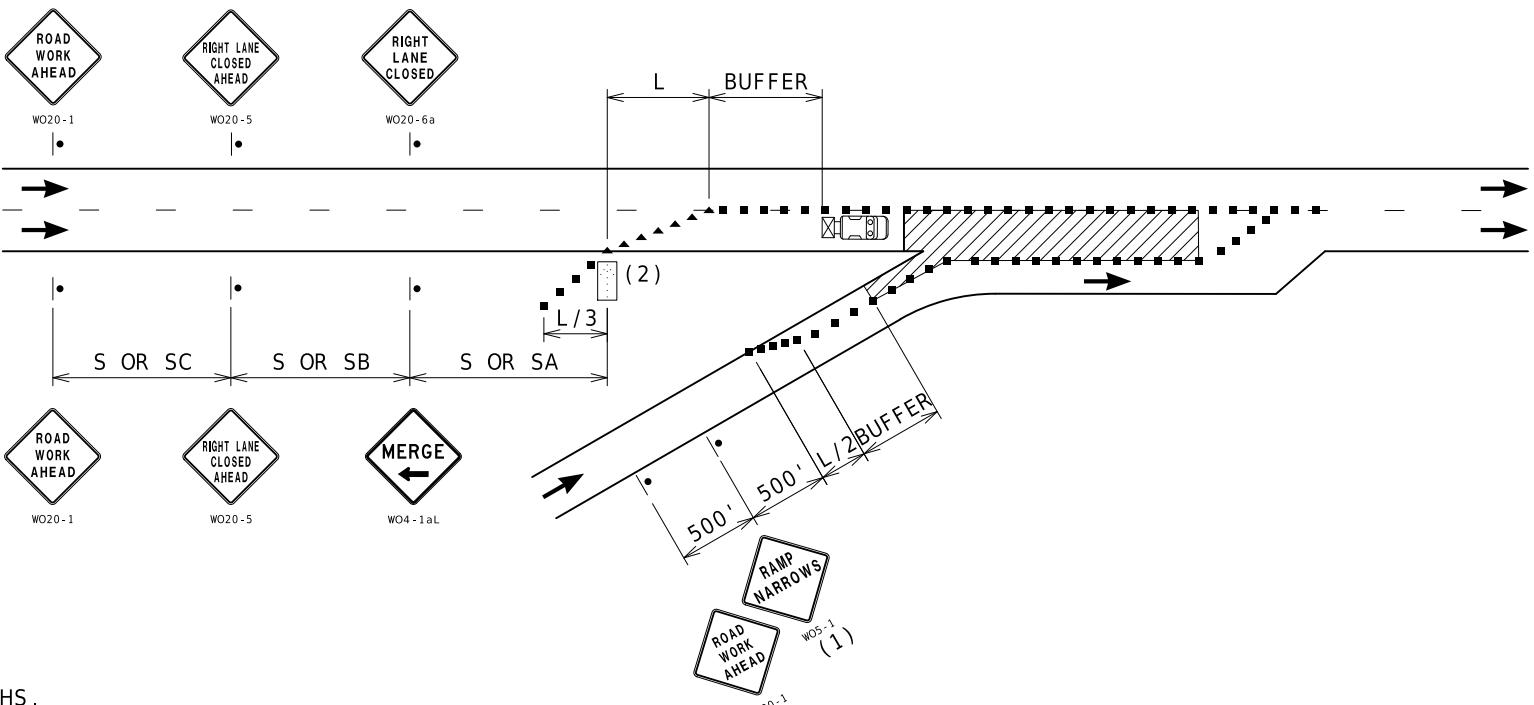
DATE PREPARED  
10/27/2025

ROUTE VAR. STATE MO  
DISTRICT SW SHEET NO. 16

COUNTY VARIOUS  
JOB NO. JSR0347  
CONTRACT ID.

PROJECT NO.

BRIDGE NO.



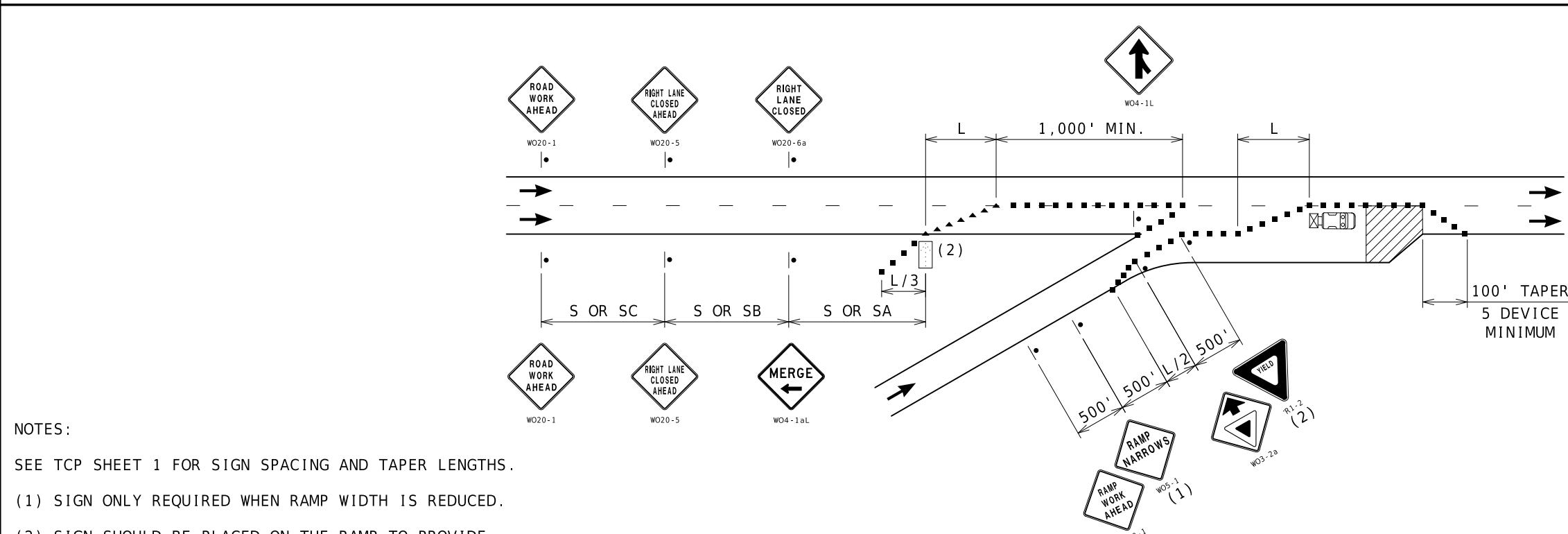
NOTES:

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.

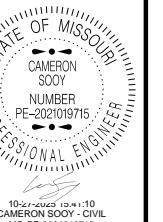
(2) SIGN SHOULD BE PLACED ON THE RAMP TO PROVIDE ADEQUATE VISIBILITY OF MAINLINE TRAFFIC.

(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.

## ENTRANCE RAMP AREA ACCELERATION LANE WORK

TRAFFIC CONTROL  
SHEET 14 OF 16

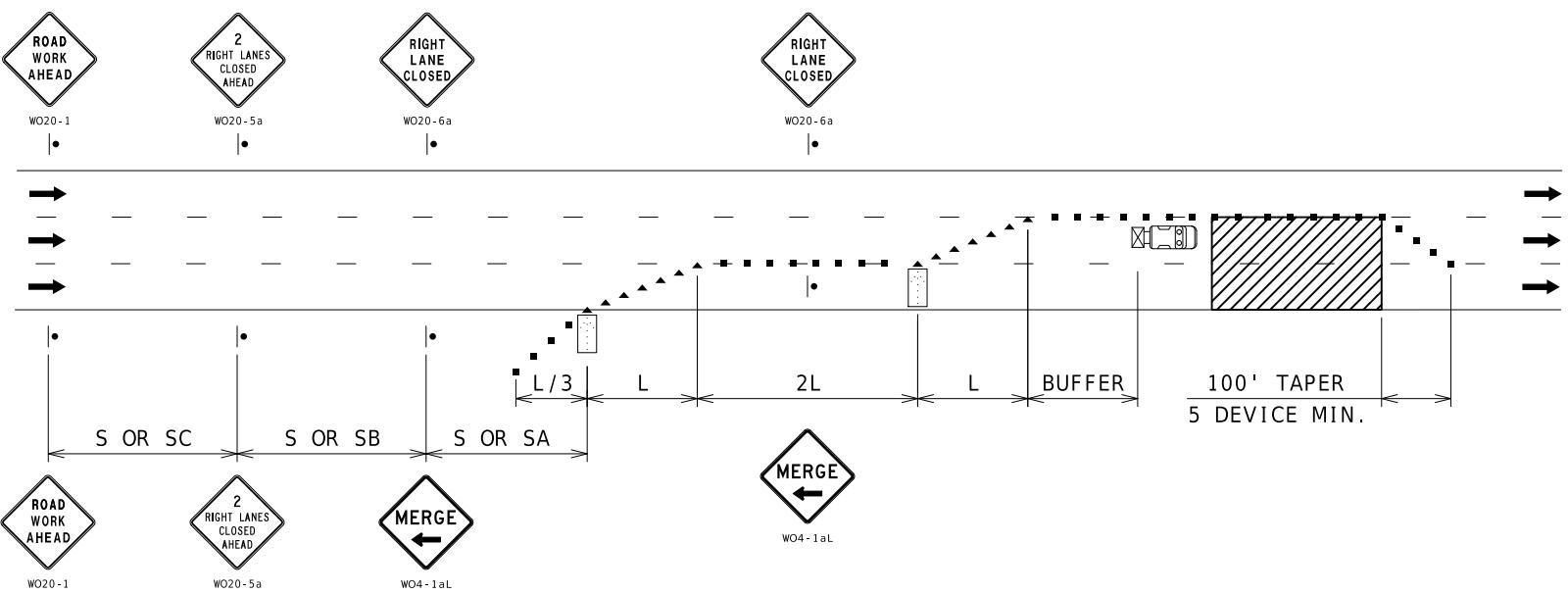




DATE PREPARED  
10/27/2025

ROUTE VAR. STATE MO  
DISTRICT SW SHEET NO. 17  
COUNTY VARIOUS  
JOB NO. JSR0347  
CONTRACT ID.  
PROJECT NO.  
BRIDGE NO.

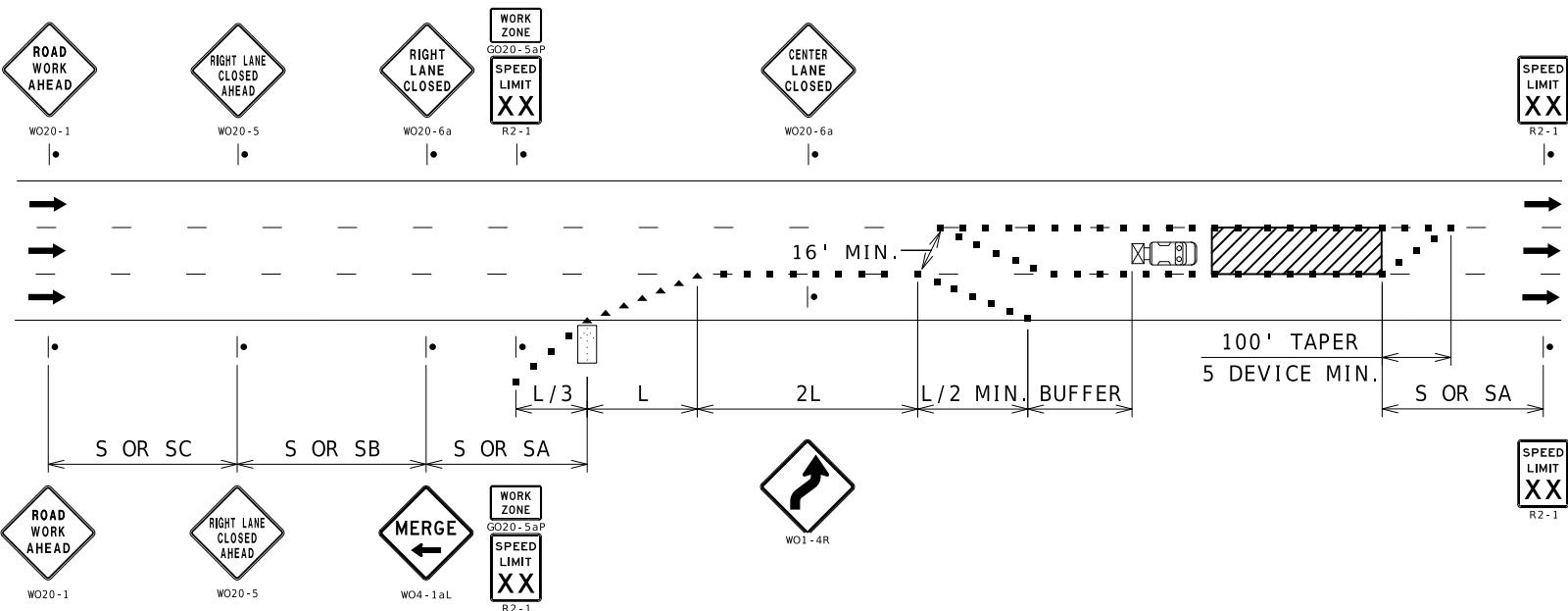
DESCRIPTION DATE



NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

## DOUBLE LANE CLOSURE



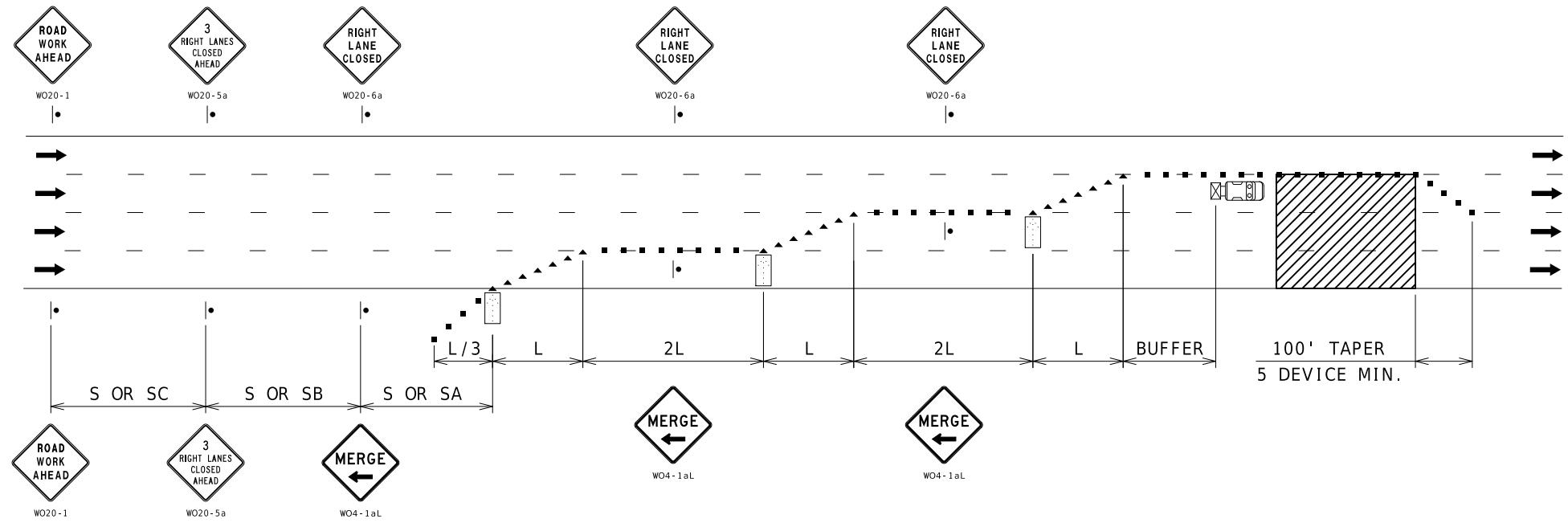
NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

## INTERIOR LANE CLOSURE

TRAFFIC CONTROL  
SHEET 15 OF 16

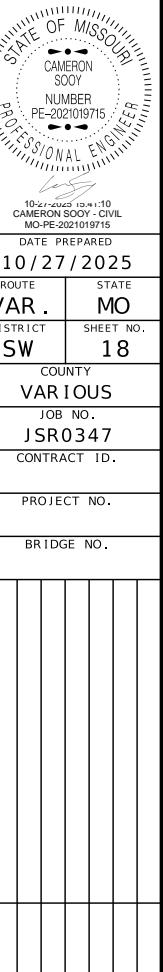




NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

## TRIPLE LANE CLOSURE



DATE PREPARED  
10/27/2025

ROUTE VAR. STATE MO  
DISTRICT SW SHEET NO. 18  
COUNTY VARIOUS  
JOB NO. JSR0347  
CONTRACT ID.  
PROJECT NO.  
BRIDGE NO.

DESCRIPTION	DATE

