

CONVENTIONAL SYMBOLS (USED IN PLANS)

- NOTE: DASHED OR OPEN SYMBOLS INDICATE
EXISTING FEATURES



FOR INFORMATION ONLY
ESTIMATED DISTURBED ACRES

DESCRIPTION

DATE PREPARED	
11/21/2025	
ROUTE	STATE
VAR.	MO
DISTRICT	SHEET NO.
SW	1
COUNTY	
CHRISTIAN, GREENE	
JOB NO.	
JSU0349	
CONTRACT ID.	

PROJECT NO.
BRIDGE NO.

[illegible]

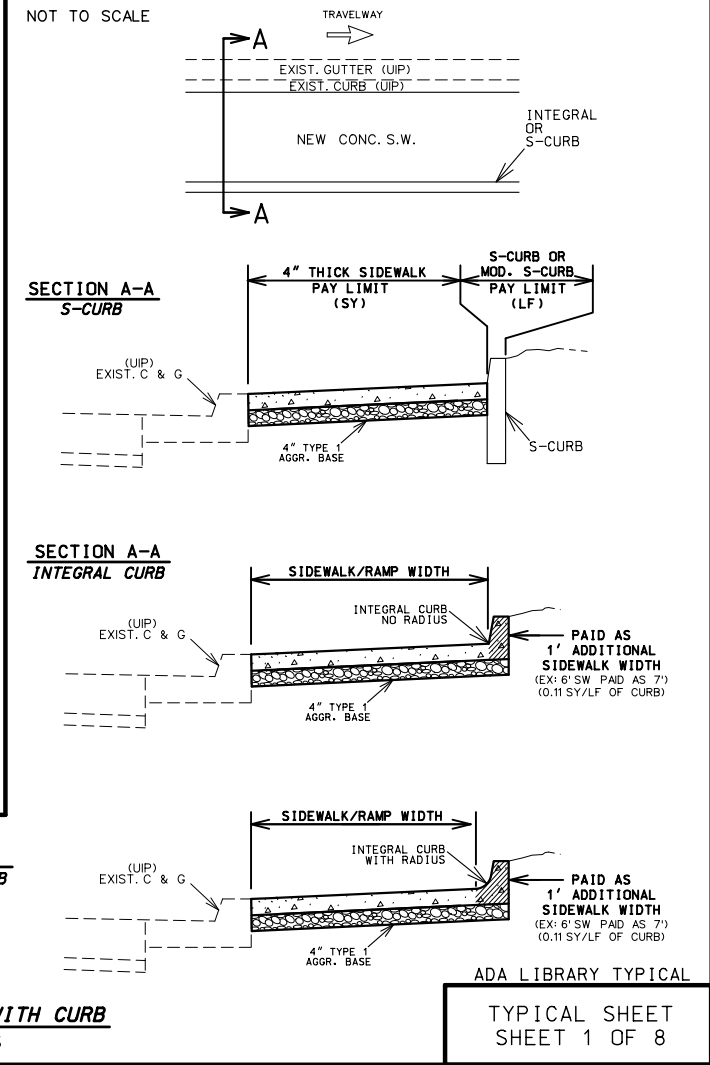
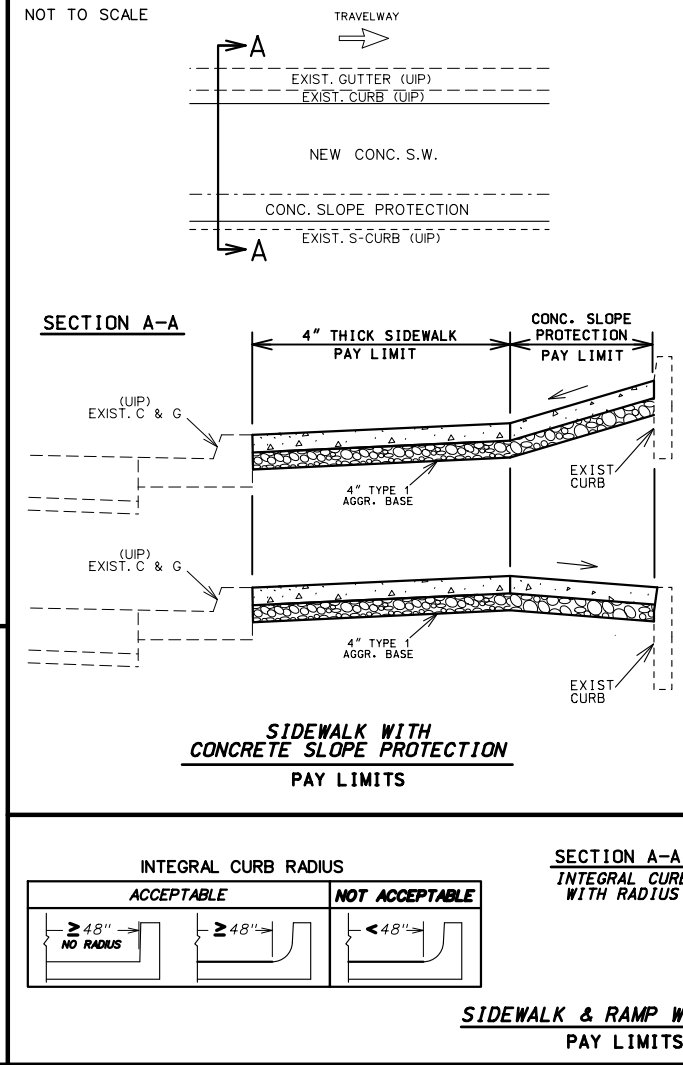
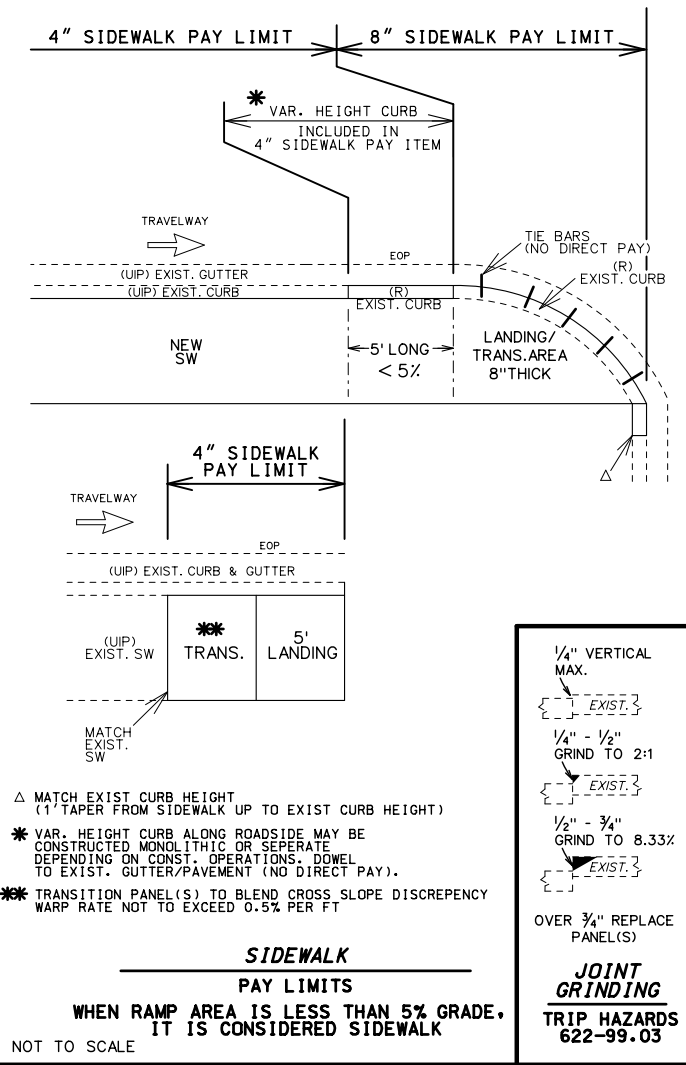
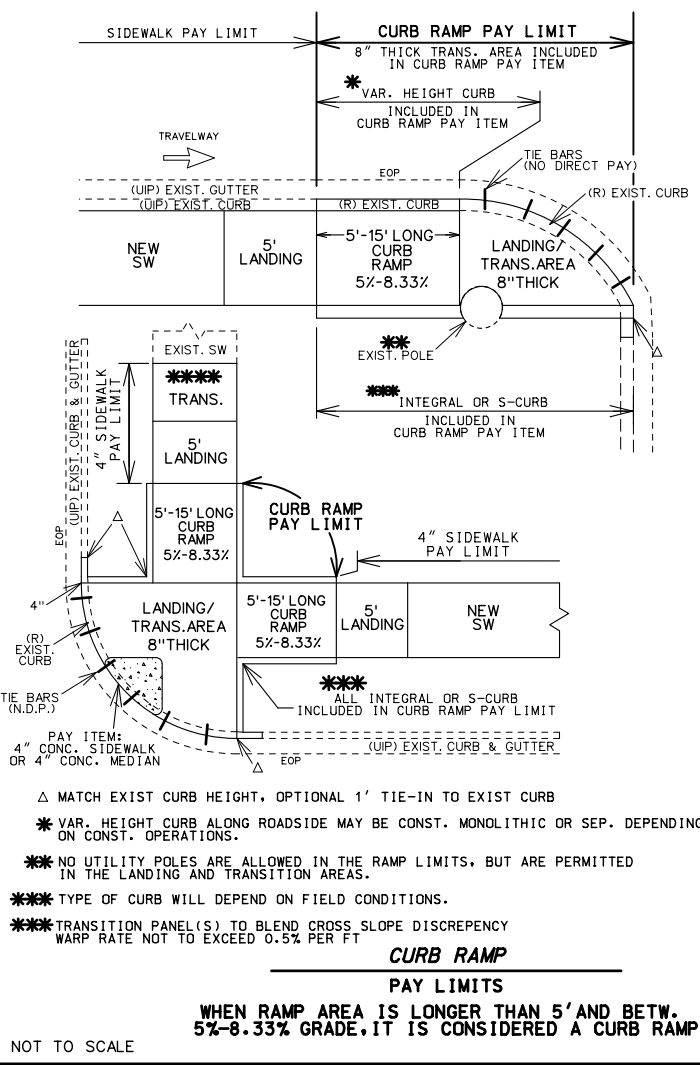
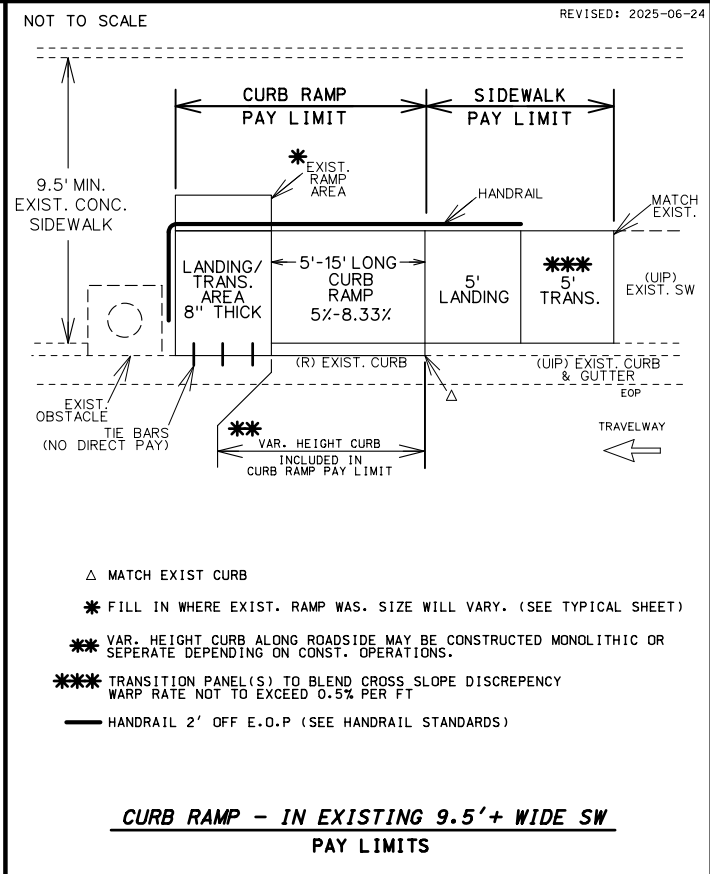
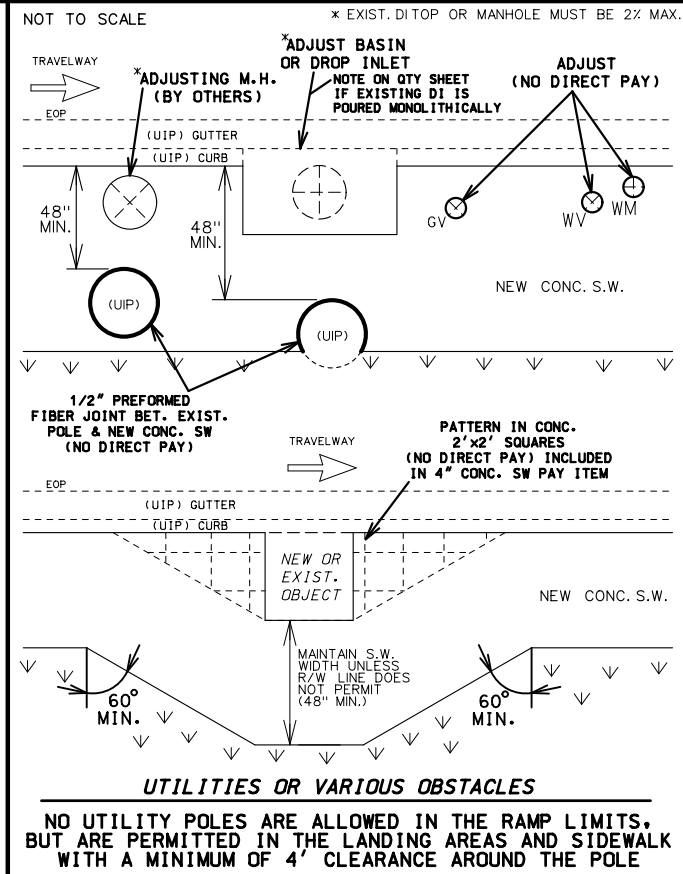
MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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

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

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.



STATE OF MISSOURI

CAMERON SOOY

NUMBER PE-2021019715

PROFESSIONAL ENGINEER

11/24/2025 10:25:20

CAMERON SOOY - CIVIL

MO-PE-2021019715

DATE PREPARED 11/21/2025

ROUTE VAR. STATE MO

DISTRICT SW SHEET NO. 2

COUNTY CHRISTIAN, GREENE

JOB NO. JSU0349

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)

MoDOT

PARALLEL - TYPE 2											
TYPE 2-A											
LENGTH (LF)	WIDTH (LF)	8			12			16			REMARKS
		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	

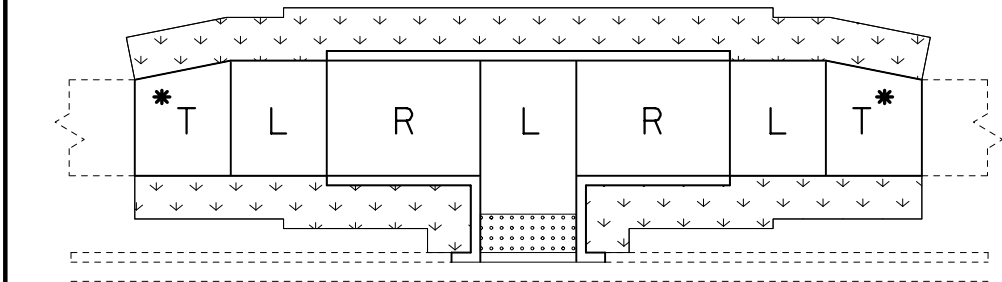
TYPE 2-B												
	LENGTH (LF)	WIDTH (LF)	8			12			16			REMARKS
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TRUNCATED DOMES	SF	-	10.0	10.0		-	10.0	10.0	-	10.0	10.0	
CURB RAMP	SY	-	11.8	13.3		-	14.5	16.4	-	17.2	19.5	
CONC. SIDEWALK	SY	-	5.6	6.4		-	4.9	5.7	-	4.9	5.7	
TYPE 1 AGGREGATE	SY	-	17.4	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												
	LENGTH (LF)	WIDTH (LF)	8			12			16			REMARKS
			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		

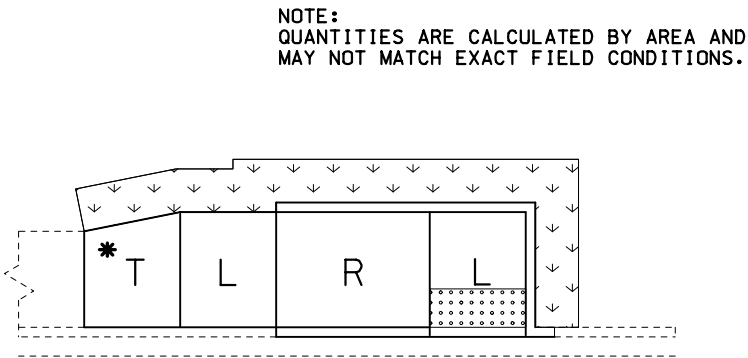
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LENGTH (LF) WIDTH (LF)		8			12			16			REMARKS
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TRUNCATED DOMES	SF	-	10.0	10.0	-	10.0	10.0	-	10.0	10.0	
CURB RAMP	SY	-	16.8	19.2	-	22.2	25.4	-	27.5	31.6	
CONC. SIDEWALK	SY	-	11.2	12.8	-	9.8	11.4	-	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											
LENGTH (LF) WIDTH (LF)		8			12			16			REMARKS
		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	-	-	-	-	-	-	-	-	-	
HANDRAIL	LF	-	-	-	-	-	-	-	-	-	
SEE STANDARDS FOR LENGTH											

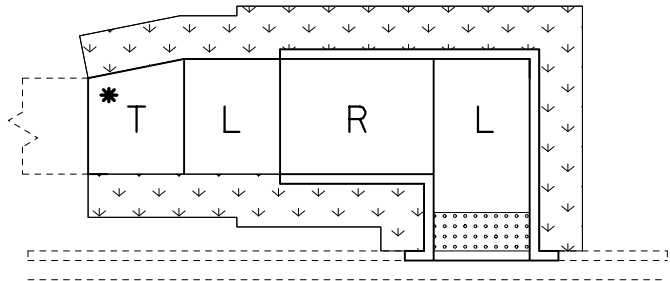
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LENGTH (LF)	WIDTH (LF)	8			12			16			REMARKS
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TRUNCATED DOMES	SF	-	10.0	10.0	-	10.0	10.0	-	10.0	10.0	
CURB RAMP	SY	-	15.5	17.1	-	20.4	23.1	-	25.5	28.9	
CONC. SIDEWALK	SY	-	11.2	13.4	-	10.0	12.0	-	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	-	-	-	-	-	-	-	-	-	
HANDRAIL	LF	-	-	-	-	-	-	-	-	-	
SEE STANDARDS FOR LENGTH											



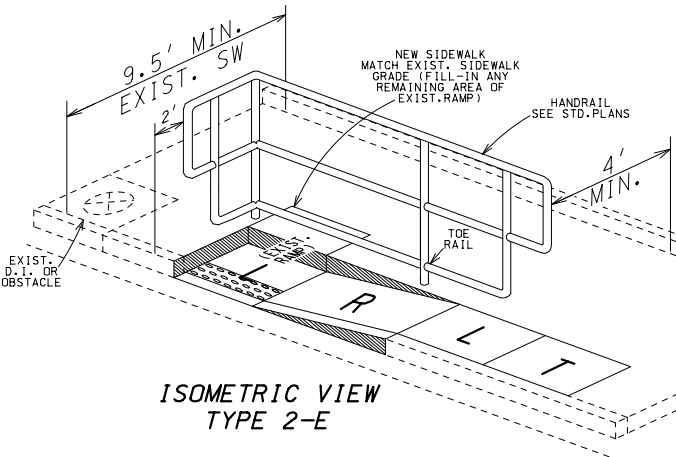
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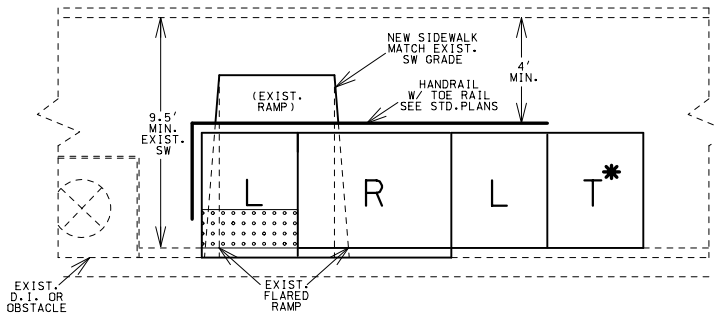
TYPE 2-A



TYPE 2-B



ISOMETRIC VIEW
TYPE 2-E



TYPE 2-E

USE ONLY WHEN TYPE 2-F IS UNABLE TO BE CONSTRUCTED DUE TO AN EXIST. D.I. OR OTHER OBSTACLE
SEE STANDARDS FOR HANDRAIL SPECS

** 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

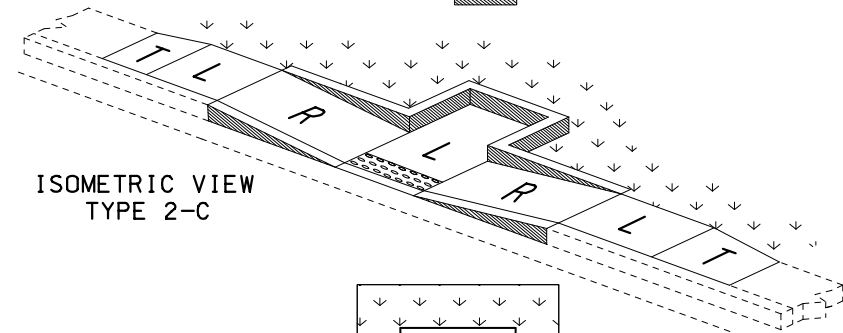
T - TRANSITION TO EXISTING SW
* - T IS STILL NEEDED EVEN IF THE
EXISTING SIDEWALK IS THE SAME
WIDTH AS THE NEW SIDEWALK. (IT
WILL BLEND THE EXIST XSLOPE
INTO THE NEW LANDING XSLOPE)

L - LANDING

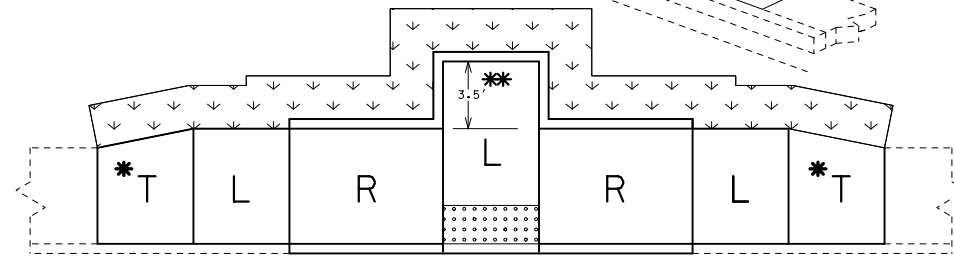
R - RAMP

--- SOD SLOPE 6:1 MIN.

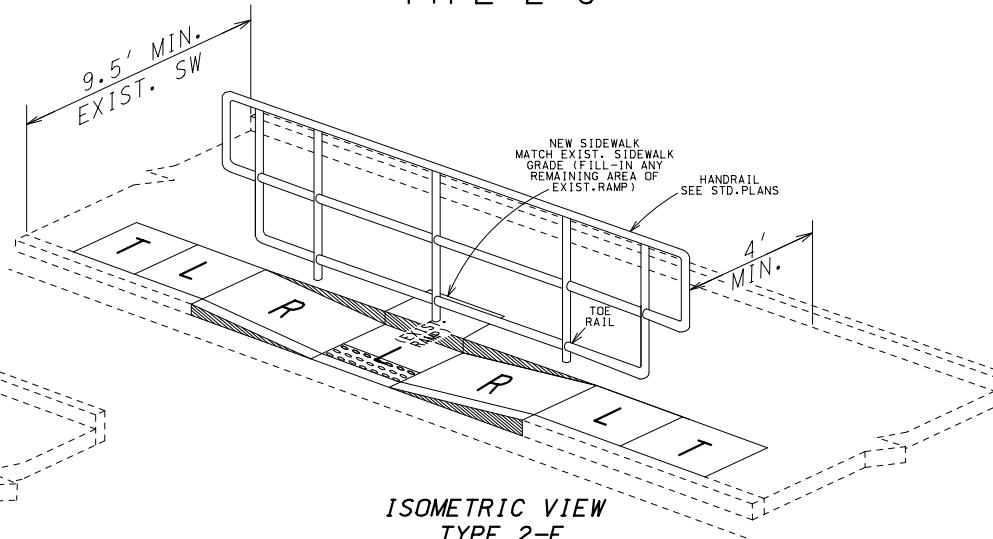
--- CURB RAMP PAY LIMITS



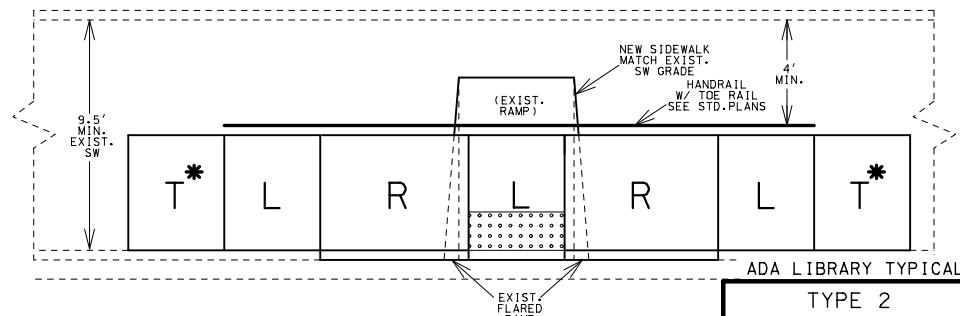
ISOMETRIC VIEW
TYPE 2-C



TYPE 2-C



ISOMETRIC VIEW
TYPE 2-F



TYPE 2-F

SEE STANDARDS FOR HANDRAIL SPECS

ADA LIBRARY TYPICAL
TYPE 2
PARALLEL
CURB RAMPS

TYPICAL SHEET
3 OF 8

REVISED: 2025-05-30



DATE PREPARED
11/21/2025

ROUTE STATE
VAR. MO
DISTRICT SHEET NO.
SW 2

COUNTY
CHRISTIAN, GREENE

JOB NO.
JSU0349

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DESCRIPTION

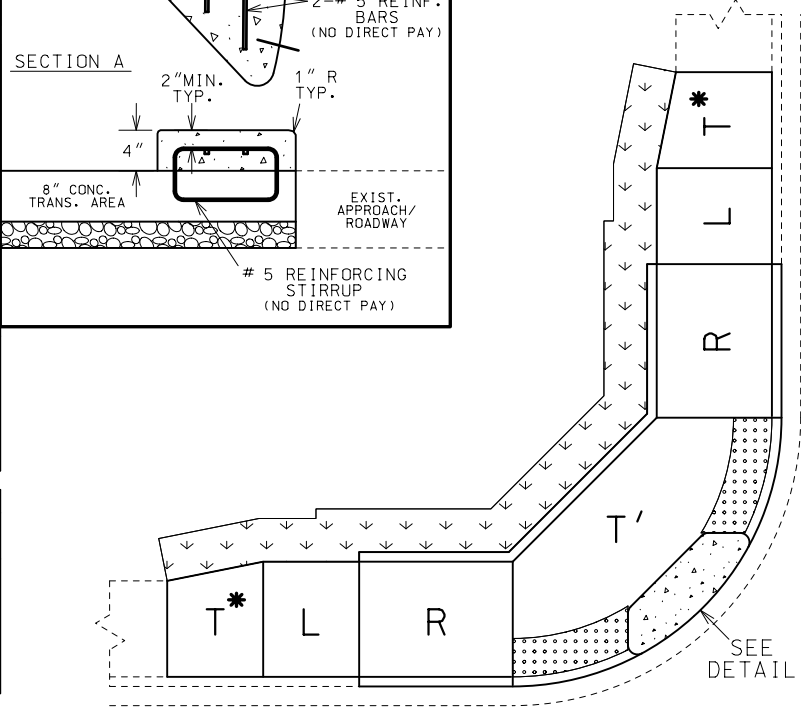
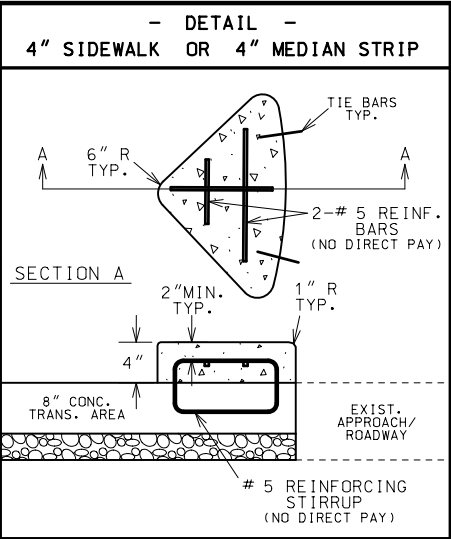
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

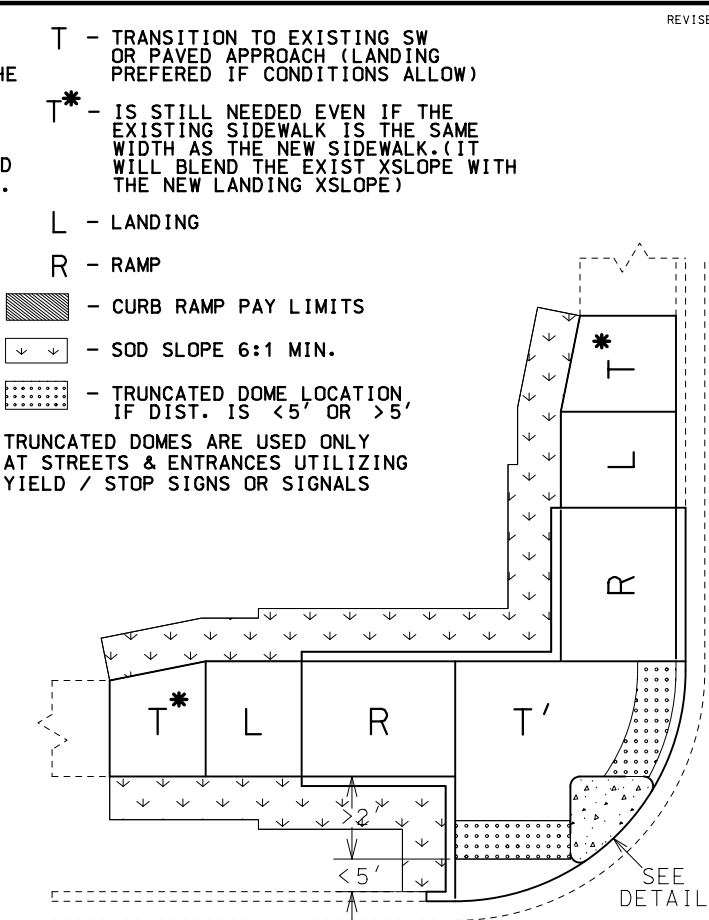
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
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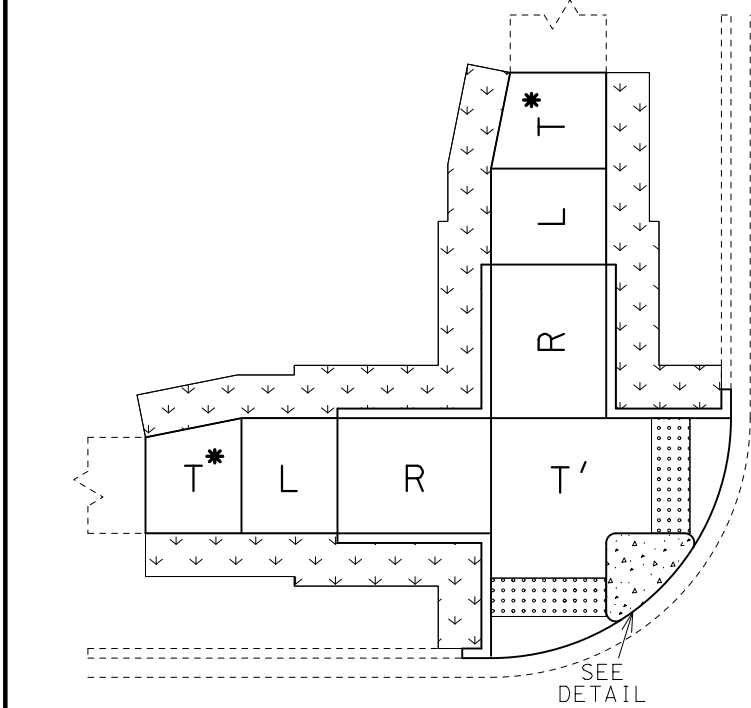
DIAGONAL - TYPE 3												
TYPE 3-A												
LENGTH (LF)	8			12			16			REMARKS		
	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES	SF	-	24.0	28.0	-	20.6	25.0	-	20.6	25.0		
CURB RAMP	SY	-	24.4	27.0	-	26.9	31.2	-	32.2	37.4		
CONC. SIDEWALK	SY	-	11.2	12.8	-	9.8	11.4	-	9.8	11.4		
TYPE 1 AGGREGATE	SY	-	35.6	39.8	-	36.7	42.6	-	42.0	48.8		
ADA LINEAR GRADING	LF	-	51.0	51.0	-	59.0	59.0	-	67.0	67.0		
SODDING	SY	-	11.6	11.4	-	12.9	12.9	-	14.9	14.9		
4"SW OR MED STRIP	SY	-	3.0	2.2	-	3.0	2.2	-	3.0	2.2		
TYPE 3-B												
LENGTH (LF)	8			12			16			REMARKS		
	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES	SF	-	24.0	28.0	-	20.6	25.0	-	20.6	25.0		
CURB RAMP	SY	-	22.0	26.3	-	25.9	31.2	-	31.2	37.4		
CONC. SIDEWALK	SY	-	11.2	12.8	-	9.8	11.4	-	9.8	11.4		
TYPE 1 AGGREGATE	SY	-	33.2	39.1	-	35.7	42.6	-	41.0	48.8		
ADA LINEAR GRADING	LF	-	51.0	51.0	-	59.0	59.0	-	67.0	67.0		
SODDING	SY	-	15.2	15.3	-	17.1	17.5	-	20.1	20.5		
4"SW OR MED STRIP	SY	-	1.5	1.5	-	1.5	1.5	-	1.5	1.5		
TYPE 3-C												
LENGTH (LF)	8			12			16			REMARKS		
	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES	SF	-	20.0	24.0	-	20.0	24.0	-	20.0	24.0		
CURB RAMP	SY	-	20.7	26.8	-	25.1	31.5	-	30.4	37.7		
CONC. SIDEWALK	SY	-	11.2	12.8	-	9.8	11.4	-	9.8	11.4		
TYPE 1 AGGREGATE	SY	-	31.9	39.6	-	34.9	42.9	-	40.2	49.1		
ADA LINEAR GRADING	LF	-	51.0	51.0	-	58.0	58.0	-	67.0	67.0		
SODDING	SY	-	18.8	19.3	-	21.3	22.1	-	25.3	26.1		
4"SW OR MED STRIP	SY	-	1.0	1.6	-	1.0	1.6	-	1.0	1.6		
TYPE 3-D												
LENGTH (LF)	8			12			16			REMARKS		
	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES	SF	-	24.0	28.0	-	22.4	26.5	-	22.4	26.5		
CURB RAMP	SY	-	15.9	19.1	-	17.7	21.4	-	20.4	24.5		
CONC. SIDEWALK	SY	-	5.6	6.4	-	4.9	5.7	-	4.9	5.7		
TYPE 1 AGGREGATE	SY	-	21.5	25.5	-	22.6	27.1	-	25.3	30.2		
ADA LINEAR GRADING	LF	-	31.0	31.0	-	34.0	34.0	-	38.0	38.0		
SODDING	SY	-	12.6	12.9	-	13.5	14.0	-	15.5	16.0		
4"SW OR MED STRIP	SY	-	1.0	0.8	-	1.0	0.8	-	1.0	0.8		
TYPE 3-E												
LENGTH (LF)	8			12			16			REMARKS		
	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES	SF	-	20.0	24.0	-	20.0	24.0	-	20.0	24.0		
CURB RAMP	SY	-	17.2	19.8	-	17.7	21.4	-	20.4	24.5		
CONC. SIDEWALK	SY	-	8.4	10.7	-	7.3	9.4	-	7.3	9.4		
TYPE 1 AGGREGATE	SY	-	25.6	30.5	-	25.0	30.8	-	27.7	33.9		
ADA LINEAR GRADING	LF	-	30.0	30.0	-	35.5	35.5	-	39.5	39.5		
SODDING	SY	-	12.4	12.4	-	12.9	13.3	-	14.9	15.3		
4"SW OR MED STRIP	SY	-	1.6	1.6	-	1.6	1.6	-	1.6	1.6		



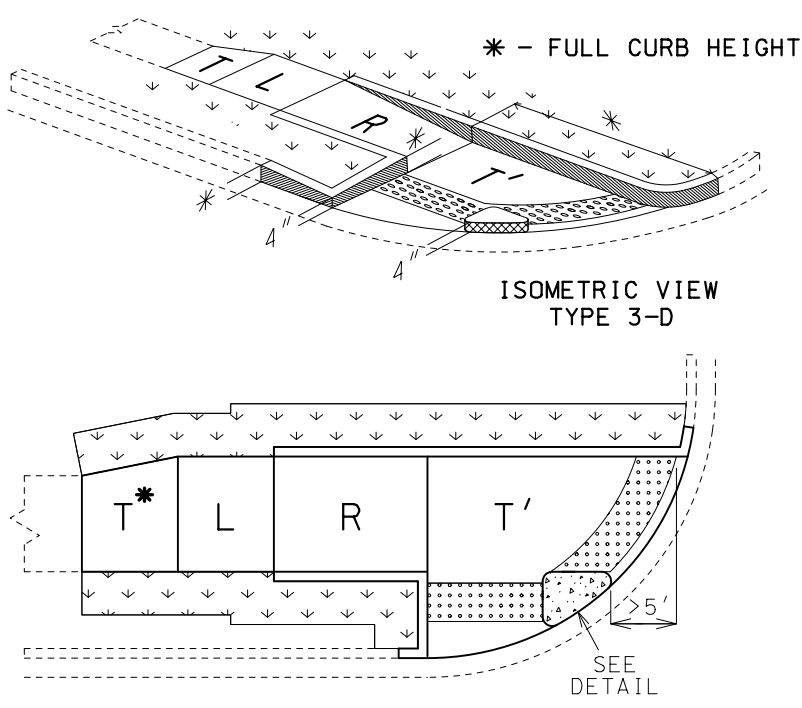
TYPE 3-A



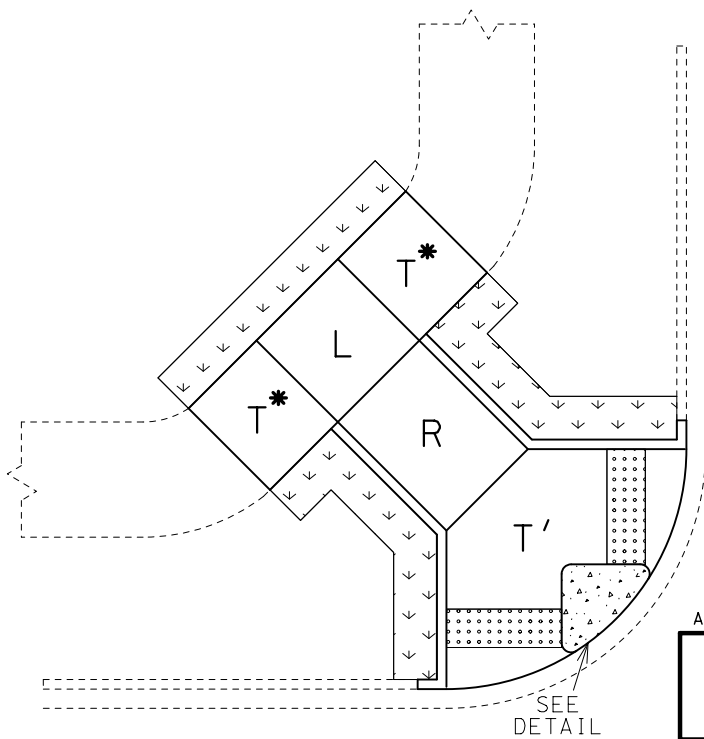
TYPE 3-B



TYPE 3-C



TYPE 3-D



TYPE 3-E

STATE OF MISSOURI
CAMERON SOOY
NUMBER PE-2021019715
PROFESSIONAL ENGINEER

11/21/2025
DATE PREPARED
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ROUTE VAR. STATE MO
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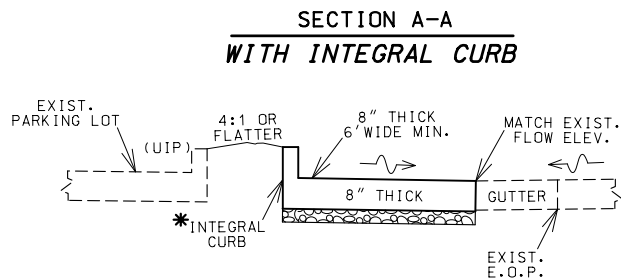
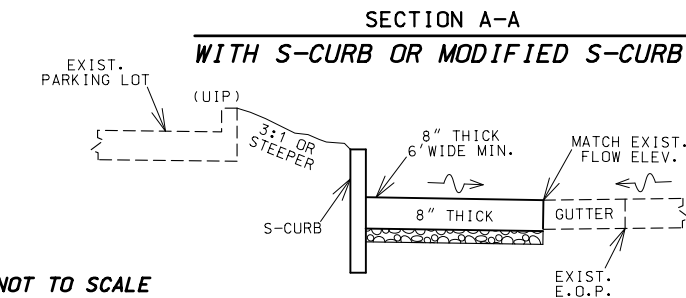
NOTES FOR MODIFIED SIDEWALK:

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.

* 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.



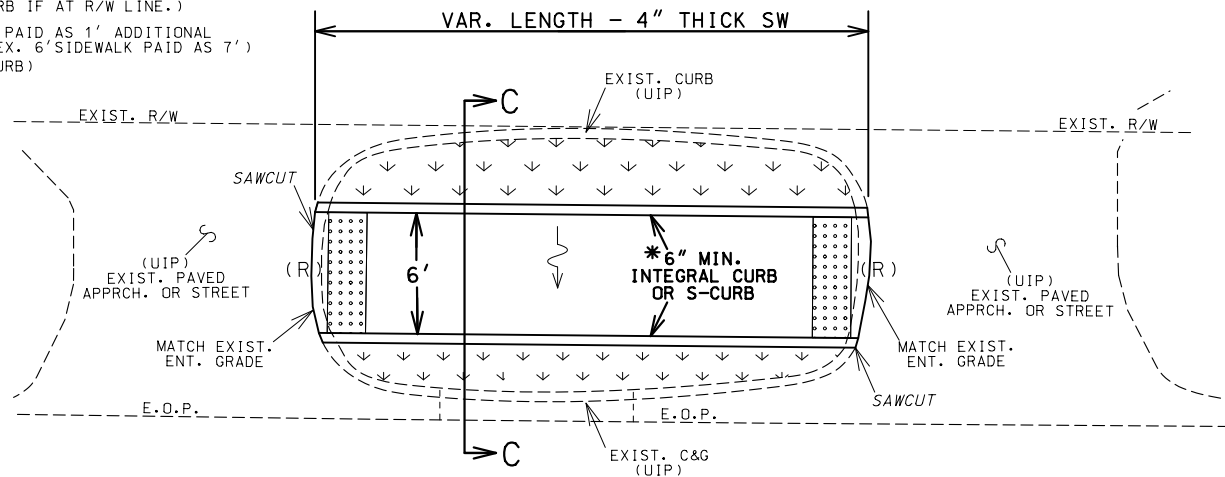
NOT TO SCALE

NOTES FOR CUT-THRU SIDEWALK:

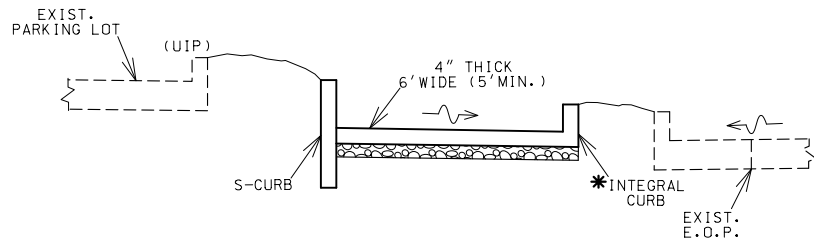
1. REMOVE EXIST. CURB & RAISED ISLAND WITHIN LIMITS SHOWN.
2. AREA INSIDE FINAL CURB TO BE REPAIRED OR REPLACED WITH EXISTING SURFACE MATERIAL. GRADE TO DRAIN.
3. CONSTRUCT 4" THICK CONC. SIDEWALK FLUSH WITH EXIST. CONC. PAVED APPROACH.
4. CONSTRUCT CURB ON BOTH SIDES ADJACENT TO SIDEWALK.
5. CUT-THRU 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)

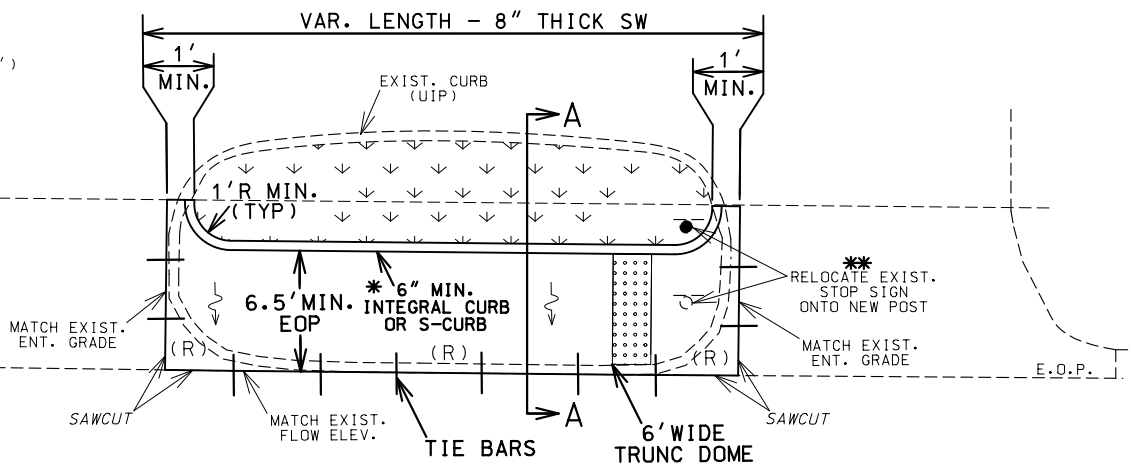
TYPICAL
CUT-THRU SIDEWALK



SECTION C-C
WITH S-CURB OR INTEGRAL

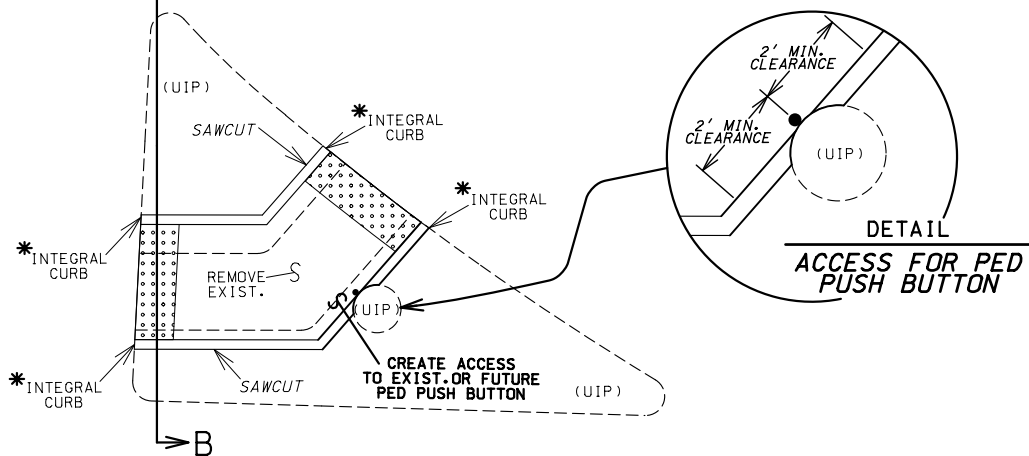


NOT TO SCALE



NOT TO SCALE

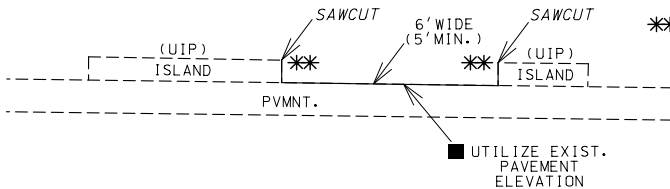
TYPICAL
ISLAND CUT-THRU SIDEWALK
X-SLOPE 2% MAX. CONSTRUCT TO DRAIN



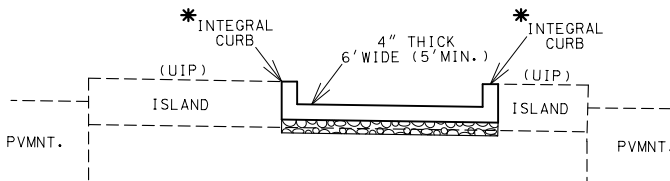
■ SMALL QTY. HAS BEEN INCLUDED FOR 8" THICK SIDEWALK TO ADDRESS ANY UNFORSEEN PVMNT. REPAIRS OR DIFFERENCES IN ELEVATION. (UNDERRUN IF FIELD CONDITIONS DO NOT WARRANT)

** NO INTEGRAL CURB, AGGR. OR LIN. GRADING REQUIRED IF THE ISLAND IS 'PINNED-ON'

SECTION B-B
ISLAND CUT-THRU SIDEWALK
FOR EXISTING 'PINNED-ON' ISLAND



SECTION B-B
ISLAND CUT-THRU SIDEWALK

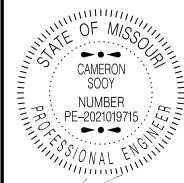


* INTEGRAL CURB IS PAID FOR WITH THE 4" CONC. SIDEWALK PAY ITEM.
INTEGRAL CURB IS PAID AS 1' ADDITIONAL SIDEWALK WIDTH (EX. 6' SIDEWALK PAID AS 7') (0.11 SY/LF OF CURB)

ADA LIBRARY TYPICAL

MODIFIED SIDEWALK
AND
SIDEWALK CUT-THRUS

TYPICAL SHEET
6 OF 8



DATE PREPARED
11/21/2025

ROUTE
VAR.
DISTRICT
SW

STATE
MO
SHEET NO.
2

COUNTY
CHRISTIAN, GREENE

JOB NO.
JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION


DATE

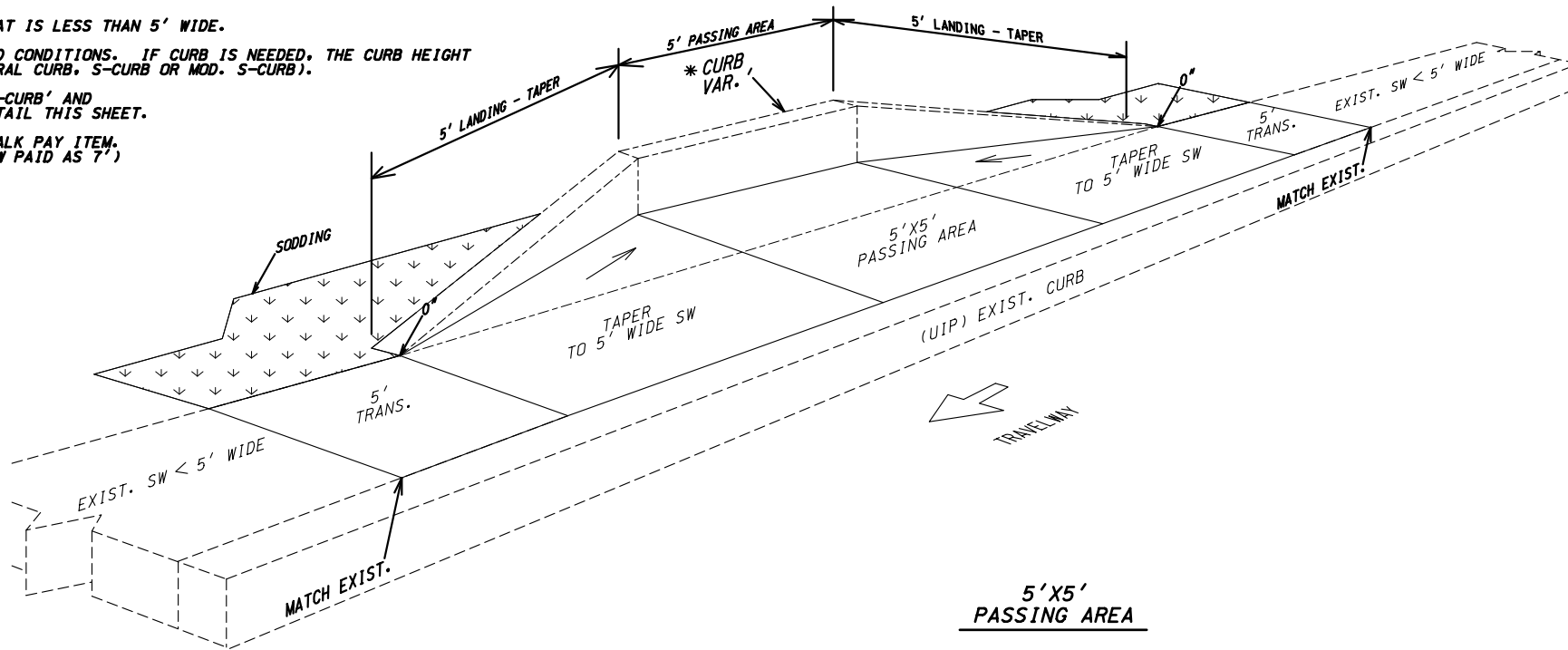
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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

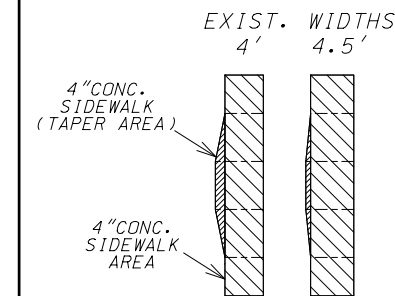
MODOT

NOTES:

1. PASSING AREA REQUIRED EVERY 200' ON SIDEWALK THAT IS LESS THAN 5' WIDE.
- * 2. CURB MAY OR MAY NOT BE NEEDED DEPENDING ON FIELD CONDITIONS. IF CURB IS NEEDED, THE CURB HEIGHT WILL VARY DEPENDING ON FIELD CONDITIONS. (INTEGRAL CURB, S-CURB OR MOD. S-CURB).
3. S-CURB OVER 12" TALL IS PAID FOR AS 'MODIFIED S-CURB' AND REQUIRES REINFORCEMENT (NO DIRECT PAY). SEE DETAIL THIS SHEET.
- ** 4. INTEGRAL CURB IS PAID FOR IN THE 4" CONC. SIDEWALK PAY ITEM. PAID AS 1' ADDITIONAL SIDEWALK WIDTH. (EX. 6" SW PAID AS 7") (0.11 SY/LF OF CURB)
- 
- A diagram of a right-angled triangle with a vertical leg on the left and a horizontal leg at the bottom. The hypotenuse is labeled '5' LA'. An arrow points from the text 'INTEGRAL CURB IS PAID FOR IN THE 4" CONC. SIDEWALK PAY ITEM' to the vertical leg. Another arrow points from the text 'PAID AS 1' ADDITIONAL SIDEWALK WIDTH' to the horizontal leg.

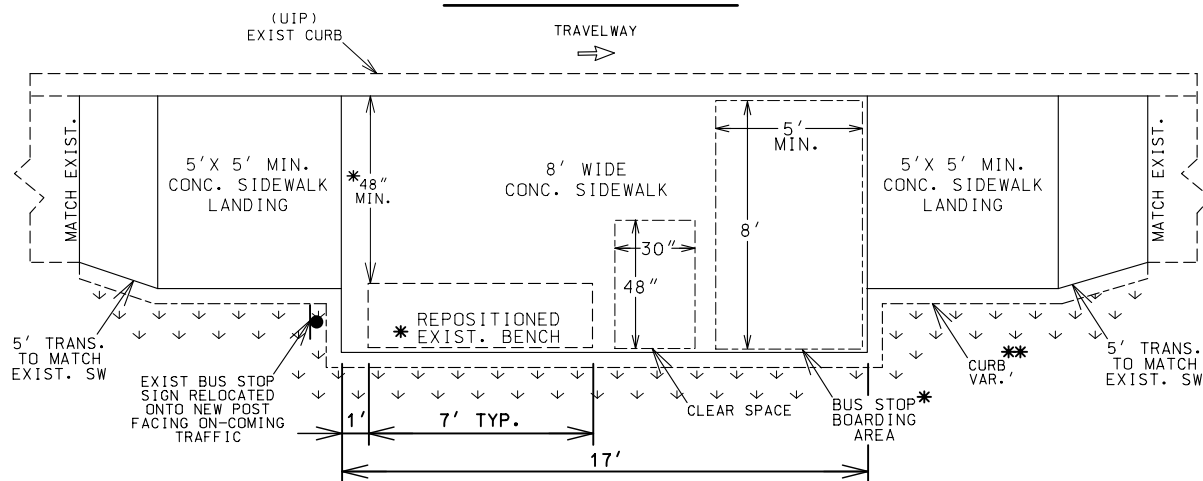


QUANTITIES FOR PASSING AREAS			
EXISTING SW WIDTH		4'	4.5'
4" CONC. SIDEWALK (TAPER)	SY	1.3	0.7
TYPE 1 AGGREGATE	SY	1.3	0.7
4" CONC. SIDEWALK	SY	10.4	11.7
TYPE 1 AGGREGATE	SY	10.4	11.7
INTEGRAL CURB	**	SY 2.0	2.0
TYPE 1 AGGREGATE	SY	1.0	1.0
S-CURB	LF	17.2	16.0
MODIFIED S-CURB	LF	17.2	16.0
SODDING	SY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



NOT TO SCALE

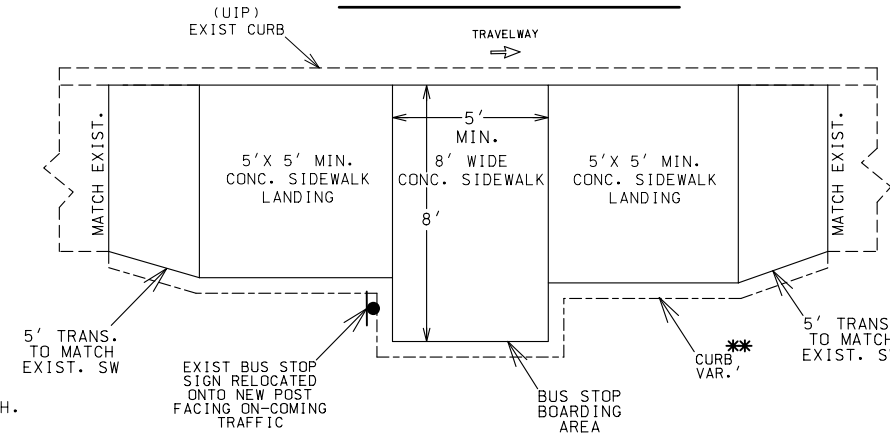
BUS STOP WITH BENCH



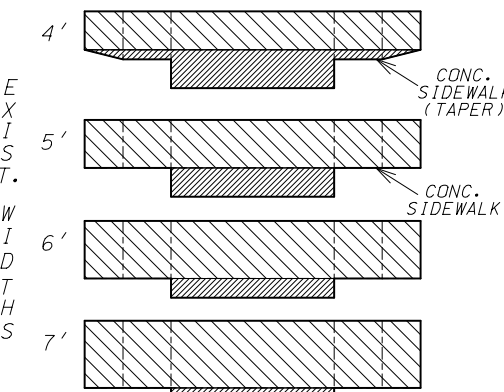
NOTES:

- * 1. THE REPOSITIONED BENCH SHALL NOT BE PLACED ON THE 5' X 8' BUS STOP BOARDING AREA. PLACE THE BACK OF THE BENCH AT THE BACK EDGE OF THE CONC. PAD TO PROVIDE MAX. CLEARANCE.
- ** 2. CURB USAGE DEPENDS ON FIELD CONDITIONS. IF CURB IS NEEDED DUE TO CUT, THE CURB HEIGHT WILL VARY DEPENDING ON FIELD CONDITIONS. (INTEGRAL CURB, S-CURB OR MOD. S-CURB).
- 3. S-CURB OVER 12" TALL IS PAID FOR AS 'MODIFIED S-CURB' AND REQUIRES REINFORCEMENT (NO DIRECT PAY). SEE DETAIL THIS SHEET.
- *** 4. INTEGRAL CURB IS PAID FOR IN THE 4" CONC. SIDEWALK PAY ITEM.
INTEGRAL CURB PAID AS 1' ADDITIONAL SIDEWALK WIDTH. (EX. 6'SW PAID AS 7') (0.11 SY/LF OF CURB)

BUS STOP WITHOUT BENCH

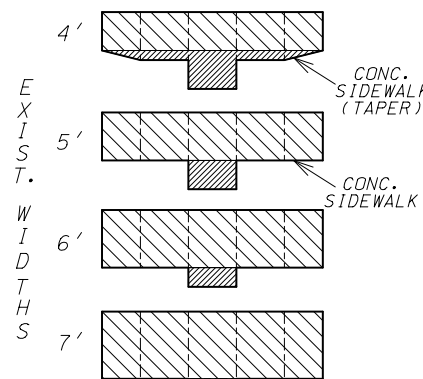


QUANTITIES FOR BUS STOPS WITH BENCH					
EXISTING SW WIDTH		4'	5'	6'	7'
4" CONC. SIDEWALK (TAPER)	SY	9.3	5.8	3.9	1.9
TYPE 1 AGGREGATE	SY	9.3	5.8	3.9	1.9
4" CONC. SIDEWALK	SY	16.5	20.4	24.3	28.2
TYPE 1 AGGREGATE	SY	16.5	20.4	24.3	28.2
INTEGRAL CURB ***	SY	5.4	3.4	3.2	2.9
TYPE 1 AGGREGATE	SY	2.7	1.7	1.6	1.5
S-CURB	LF	43.5	27.0	25.0	23.0
MODIFIED S-CURB	LF	43.5	27.0	25.0	23.0
SODDING	SY	10.6	10.4	9.8	9.4
LINEAR GRADING	LF	37.0	37.0	37.0	37.0



NOT TO SCALE

QUANTITIES FOR BUS STOPS – NO BENCH		4'	5'	6'	7'
EXISTING SW WIDTH					
4" CONC. SIDEWALK (TAPER)	SY	3.9	1.8	1.3	0.7
TYPE 1 AGGREGATE	SY	3.9	1.8	1.3	0.7
4" CONC. SIDEWALK	SY	10.4	12.9	15.5	18.0
TYPE 1 AGGREGATE	SY	10.4	12.9	15.5	18.0
INTEGRAL CURB ***	SY	3.8	2.0	1.8	1.6
TYPE 1 AGGREGATE	SY	1.9	1.0	0.9	0.8
S-CURB	LF	31.0	15.0	13.0	11.0
MODIFIED S-CURB	LF	31.0	15.0	13.0	11.0
SODDING	SY	7.6	7.4	6.8	6.4
LINEAR GRADING	LF	25.0	25.0	25.0	25.0



ADA LIBRARY TYPICAL

PASSING AREAS AND BUS STOPS

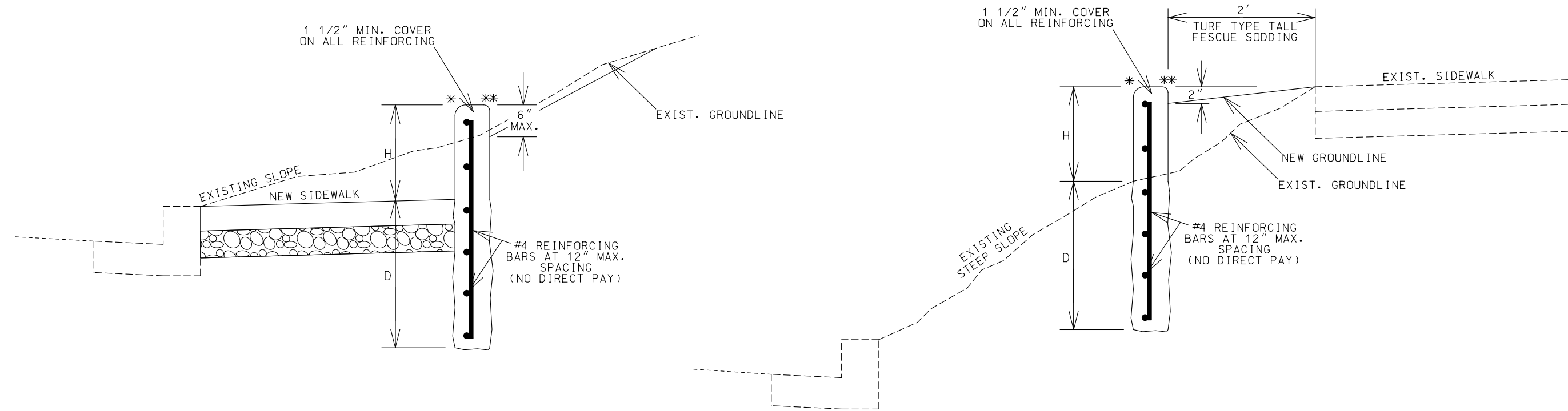
TYPICAL SHEET
7 OF 8

STATE OF MISSOURI
CAMERON SOOY
NUMBER
PE-2021019715
PROFESSIONAL ENGINEER
11-23-2025 10:23:21
CAMERON SOOY - CIVIL

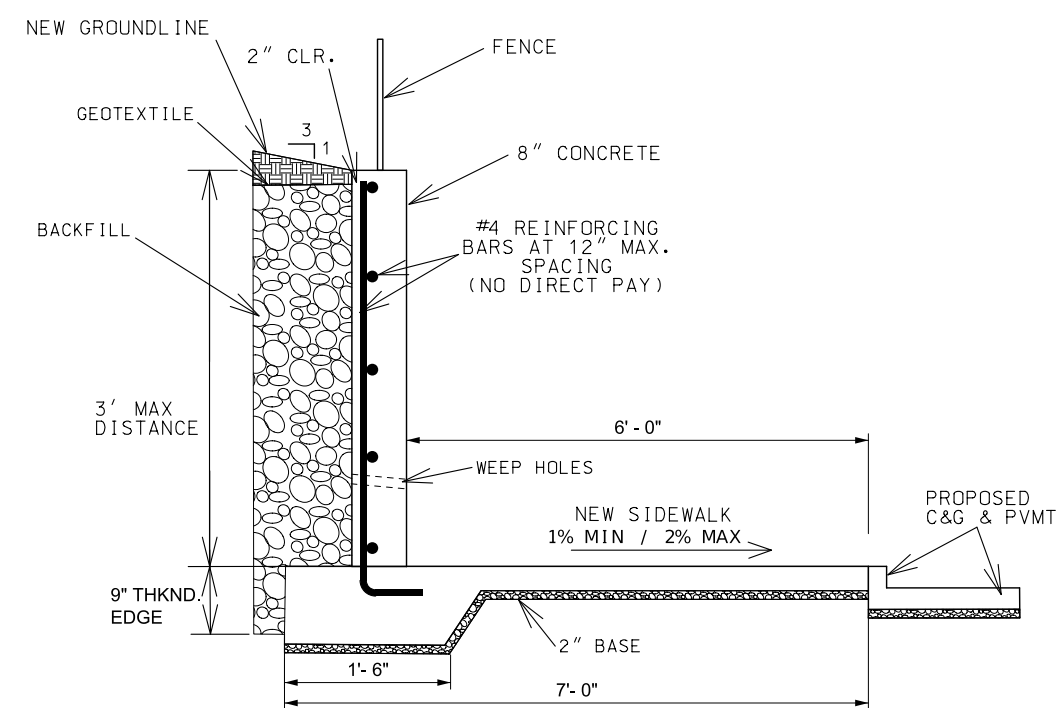


105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-273-6636)

MODIFIED S-CURB
> 12" TALL (2'-6" MAX.)



MODIFIED S-CURB
> 12" TALL (3'-0" MAX.)
POURED CONCRETE SIDEWALK WALL



TYPICAL SHEET
8 OF 8

NOT TO SCALE

BEGIN/END OF PROJECT SIGNING
DUAL-LANE

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

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



11-25-2025 10:29:21
CAMERON SOOY - CIVIL
MO. DE 2024040345

DATE PREPARED
11/21/2025

ROUTE VAR.	STATE MO
DISTRICT SW	SHEET NO. 3

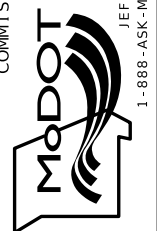
COUNTY
CHRISTIAN, GREENE

JOB NO.
JSU0349

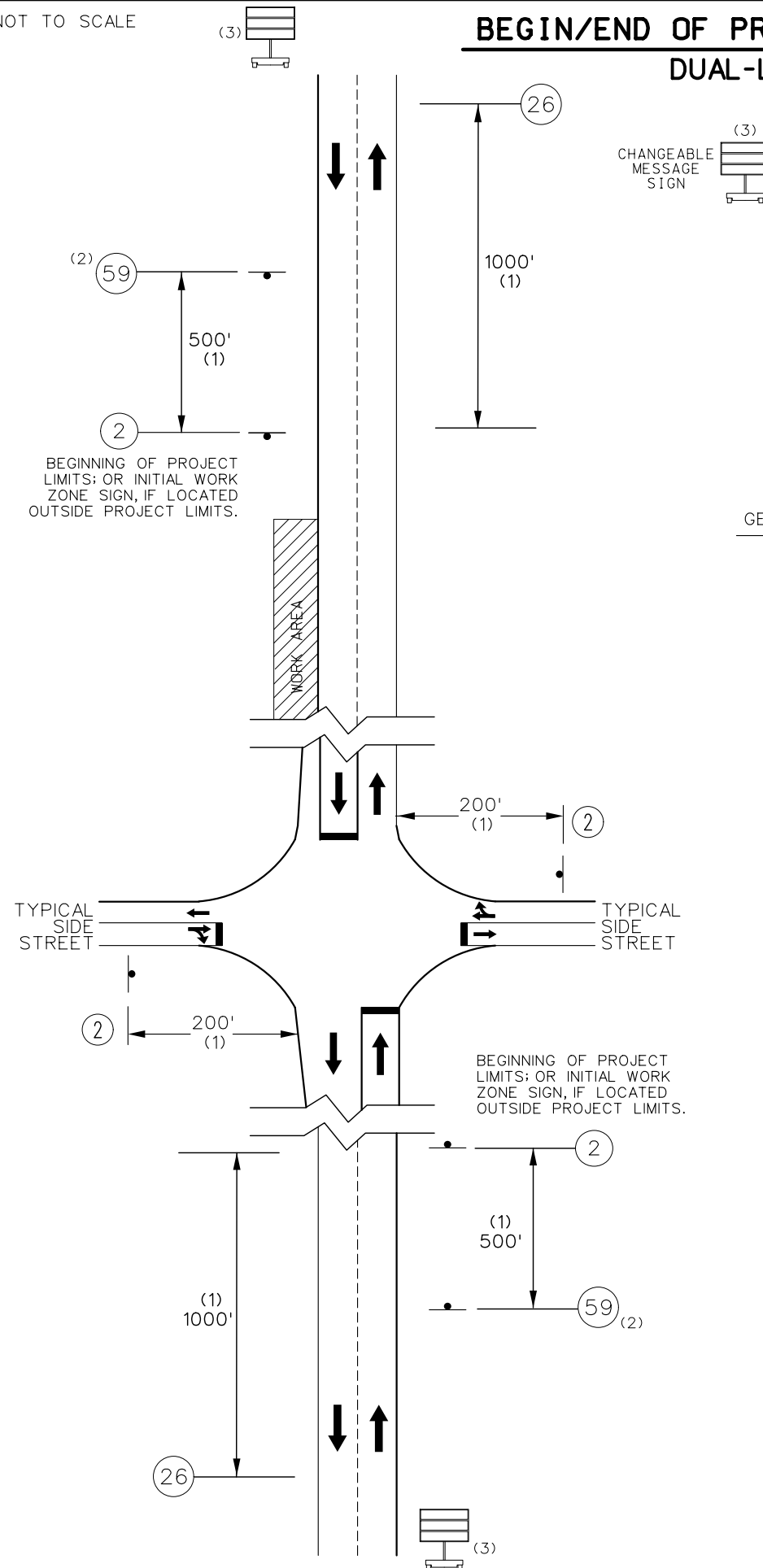
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

[illegible]MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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

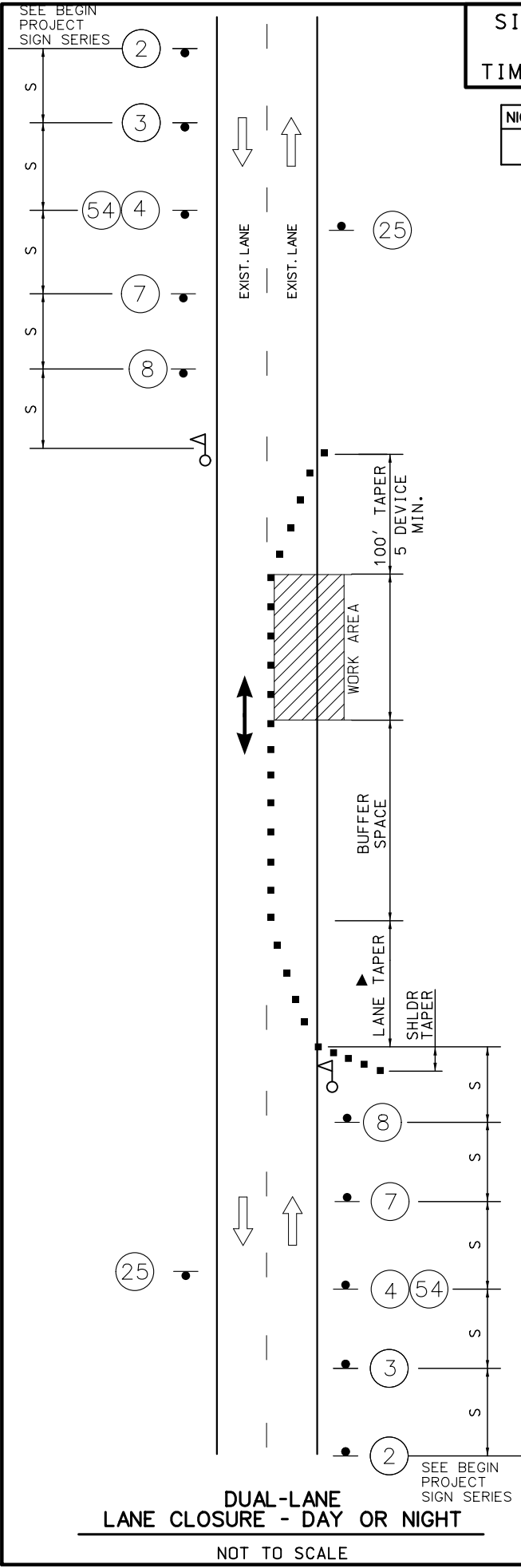


GENERAL NOTES:

1. ANY EXISTING SIGNING THAT CONFLICTS WITH THE TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED OR REMOVED.
2. ALTERNATE TRAFFIC CONTROL MAY BE USED AS NEEDED AT THE APPROVAL OF THE ENGINEER.
3. SEE STANDARD DRAWING 616.10 AND 620.10 FOR ADDITIONAL DETAILS, AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.
4. 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.
5. TEMPORARY SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED WHEN THE CONDITIONS REQUIRING REDUCED SPEEDS DO NOT EXIST.
6. NO DIRECT PAYMENT WILL BE MADE FOR THE RELOCATION OF CHANNELIZERS, CONST. SIGNS OR FLASHING ARROW PANEL.
7. NO DIRECT PAYMENT WILL BE MADE FOR TEMPORARY STOP OR YIELD SIGNS AS NEEDED TO MAINTAIN EXISTING STOP/YIELD CONDITIONS AS APPROVED BY THE ENGINEER.
8. 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.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING PROPER TRAFFIC CONTROL SETUPS THROUGHOUT CONSTRUCTION AS DESCRIBED IN THESE PLANS OR AS APPROVED BY THE ENGINEER. ALL TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
10. WHERE MINIMUM LANE WIDTHS CANNOT BE ACHIEVED ON THE SIDE STREETS, THE CONTRACTOR SHALL CLOSE HALF OF THE APPROACH AND POSITION A FLAGGER AT EACH END OF THE WORK AREA. LOCATION TO BE DETERMINED BY THE ENGINEER. ADVANCE FLAGGER SIGNING SHALL BE INSTALLED AS OUTLINED IN THE MUTCD.
11. THE CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS TO ALL BUSINESSES AND STREETS. NO STREET OR ENTRANCE SHALL BE COMPLETELY BLOCKED.
12. ALL PEDESTRIAN TRAFFIC CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL THE CURB RAMP & SIDEWALK IS OPENED FOR PEDESTRIAN TRAVEL.
13. PEDESTRIAN TRAFFIC CONTROL SIGNS MAY BE MOUNTED ON PORTABLE MOUNTS AT 1 FT. PROVIDED THEY DO NOT INTERFERE WITH PEDESTRIAN MOVEMENT OR BE OBSTRUCTED BY PARKING. OTHERWISE, SIGNS SHALL BE MOUNTED AT 7 FT.
14. SPACING & DISTANCES OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD & APPROVED BY THE ENGINEER.

- (1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS. WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE WARNING AREA, ADDITIONAL SIGNING MAY BE NEEDED.
- (2) THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.
- (3) CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.

TRAFFIC CONTROL
SHEET 1 OF 17

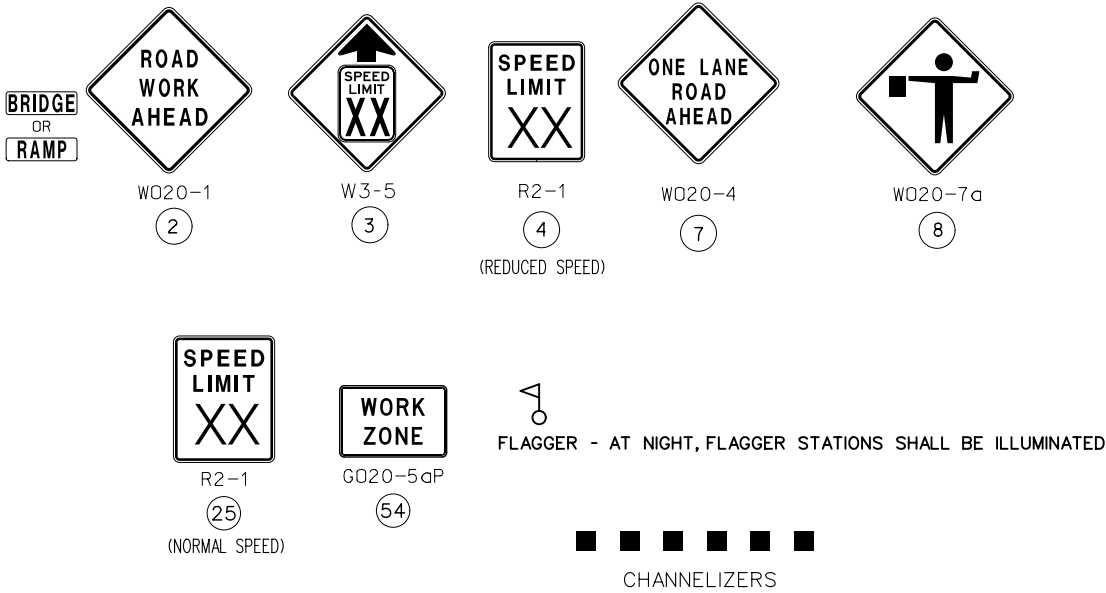


**SIGNING REFLECTS
DAY OR NIGHT
TIME WORKING HOURS**

NIGHT TIME WORK HOURS
X PM - X AM

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

¹ Speed limit is based on posted speed limit.
² Taper lengths may be adjusted to accommodate crossroads, curves, intersections, ramps or other geometric features.
³ Channelizer spacing may be reduced to discourage traffic encroachment.
⁴ Based on 10 ft. shoulder width.
⁵ Based on 12 ft. lane width.
⁶ Spacing reduced to 1/2 at intersections.
⁷ Spacing may be reduced to 1/2 at intersections.



NOTES:

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 TEMPORARY STOP OR YIELD SIGNS AS NEEDED TO MAINTAIN EXISTING STOP/YIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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.

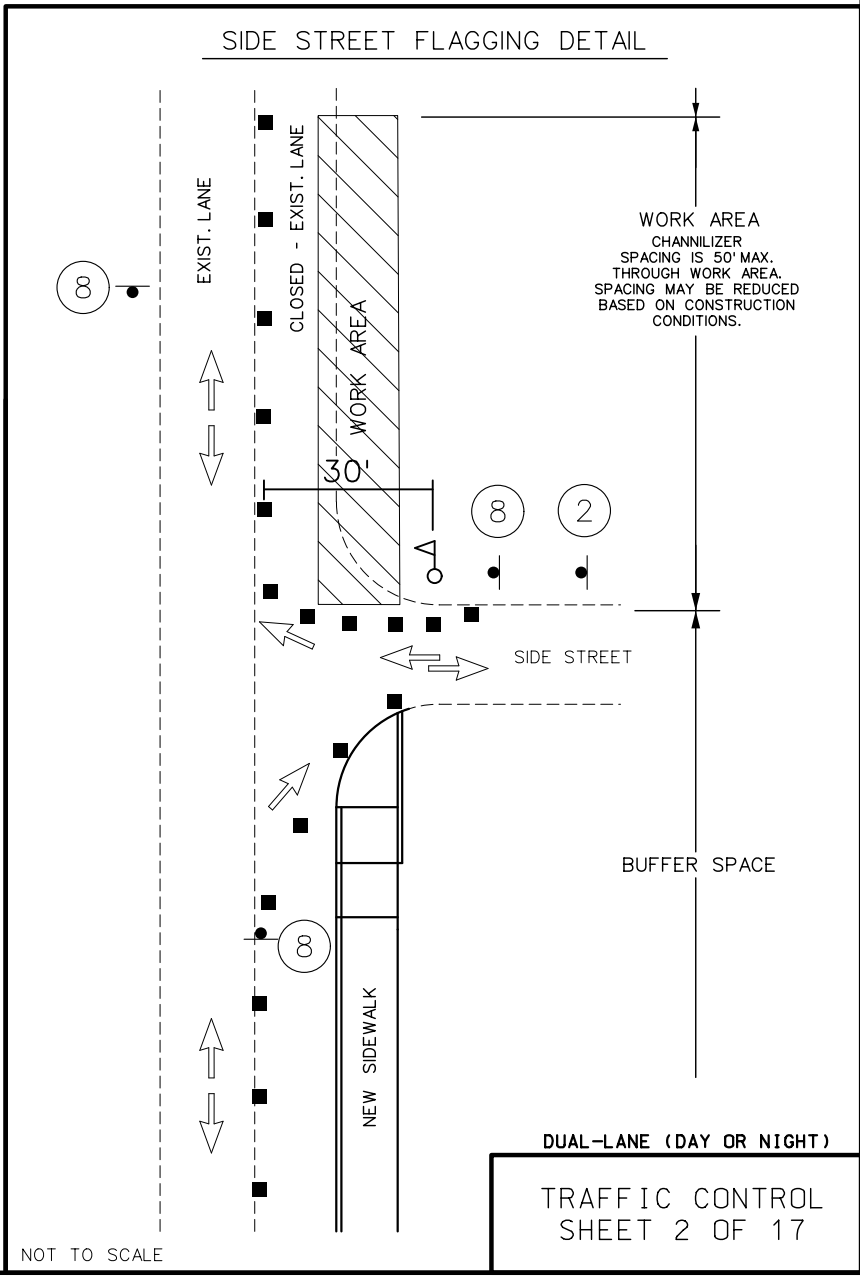
LAYOUT IS TYPICAL FOR EITHER DIRECTION. ALTERNATE TRAFFIC CONTROL MAY BE USED AS NEEDED AT THE APPROVAL OF THE ENGINEER. SEE STANDARD DRAWING 616.10 FOR ADDITIONAL DETAILS.

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

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

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

¹ Speed limit is based on posted speed limit.
² Sign spacing may be adjusted, normally by increasing it, to accommodate field conditions and visibility.
³ For urban low speed, minimum recommended spacing in MUTCD is 100 ft.



STATE OF MISSOURI
CAMERON SOOY
NUMBER PE-2021019715
PROFESSIONAL ENGINEER

DATE PREPARED
11/21/2025

ROUTE VAR. STATE MO
DISTRICT SW SHEET NO. 4
COUNTY CHRISTIAN, GREENE
JOB NO. JSU0349
CONTRACT ID.

PROJECT NO.
BRIDGE NO.

DESCRIPTION
DATE

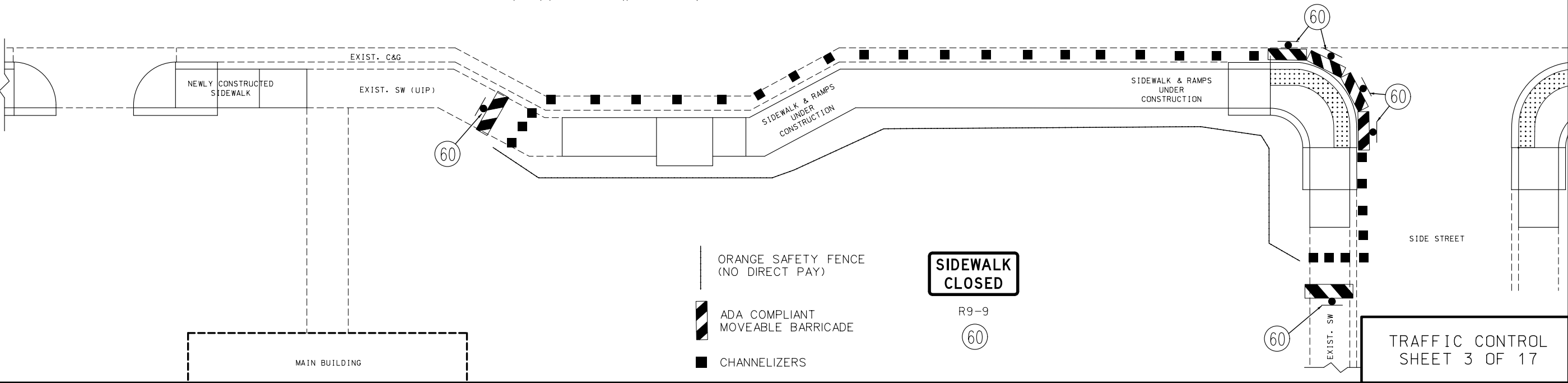
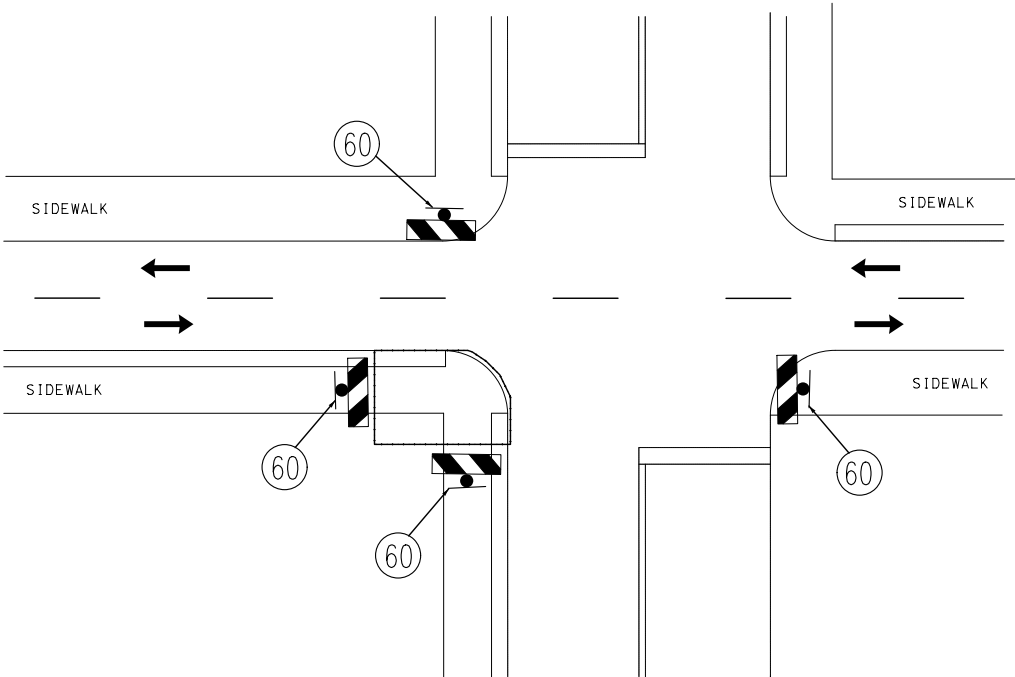
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MoDOT
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

NOTES:

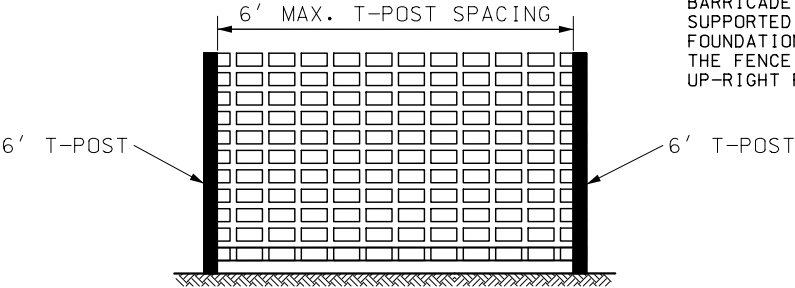
1. NO DIRECT PAYMENT WILL BE MADE FOR ORANGE SAFETY FENCE AS REQUIRED AROUND EXCAVATION OF SIDEWALK & CURB RAMP AREAS.
2. SEE JSP's FOR PEDESTRIAN TRAFFIC DEVICES.
3. WORKING AREAS SHALL BE GUARDED FROM PEDESTRIAN ACCESS BY BARRICADE FENCING 36" TO 48" IN HEIGHT WITH A GAP NO GREATER THAN 6" FROM THE 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.

DUAL-LANE
TYPICAL SIDEWALK CLOSURE

NOT TO SCALE



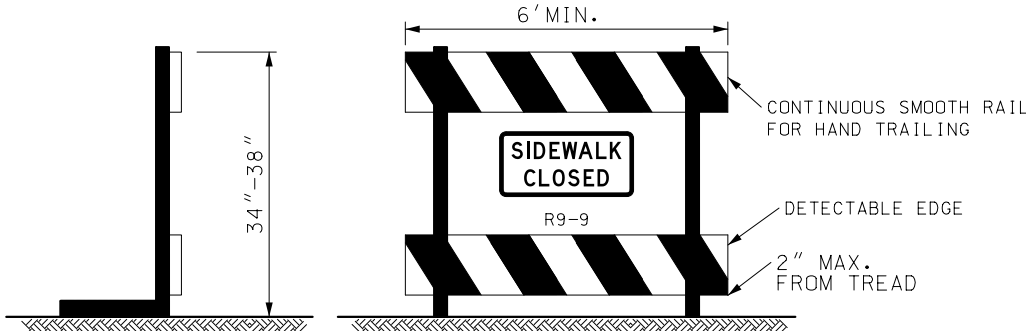
ORANGE PLASTIC SAFETY FENCE



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.

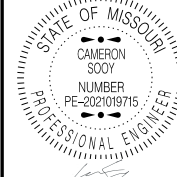


ADA COMPLIANT MOVEABLE BARRICADE



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.

REVISED: 11-19-2018



DATE PREPARED
11/21/2025

ROUTE
VAR.

STATE
MO

DISTRICT
SW

SHEET NO.
5

COUNTY
CHRISTIAN, GREENE

JOB NO.
JSU0349

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)

MoDOT

TRAFFIC CONTROL
SHEET 3 OF 17

PROJECT NO.
BRIDGE NO.



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

Downloaded from <http://ajph.org/>

NIGHT TIME WORK HOURS
x PM - x AM

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

¹ Speed limit is based on posted speed limit.

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

³ Channelizer spacing may be reduced to discourage traffic encroachment.

⁴ Based on 10 ft. shoulder width.

⁵ Based on 12 ft. lane width.

⁶ Spacing reduced to 1/2 at intersections.

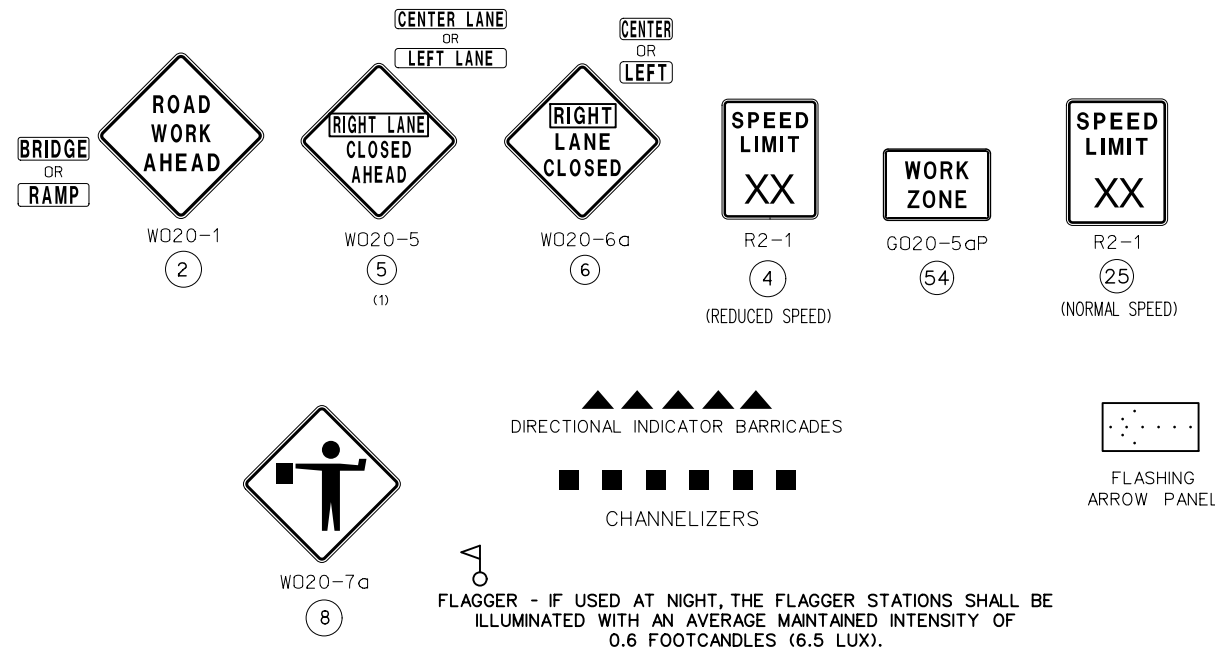
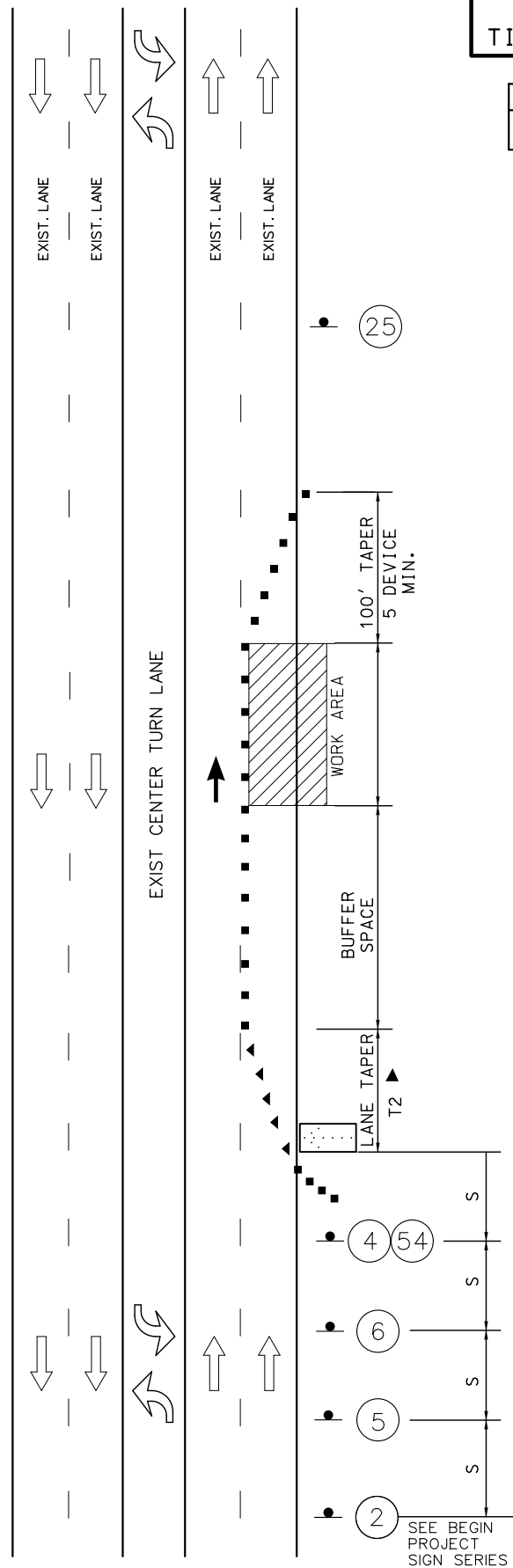
⁷ Spacing may be reduced to 1/2 at intersections.

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

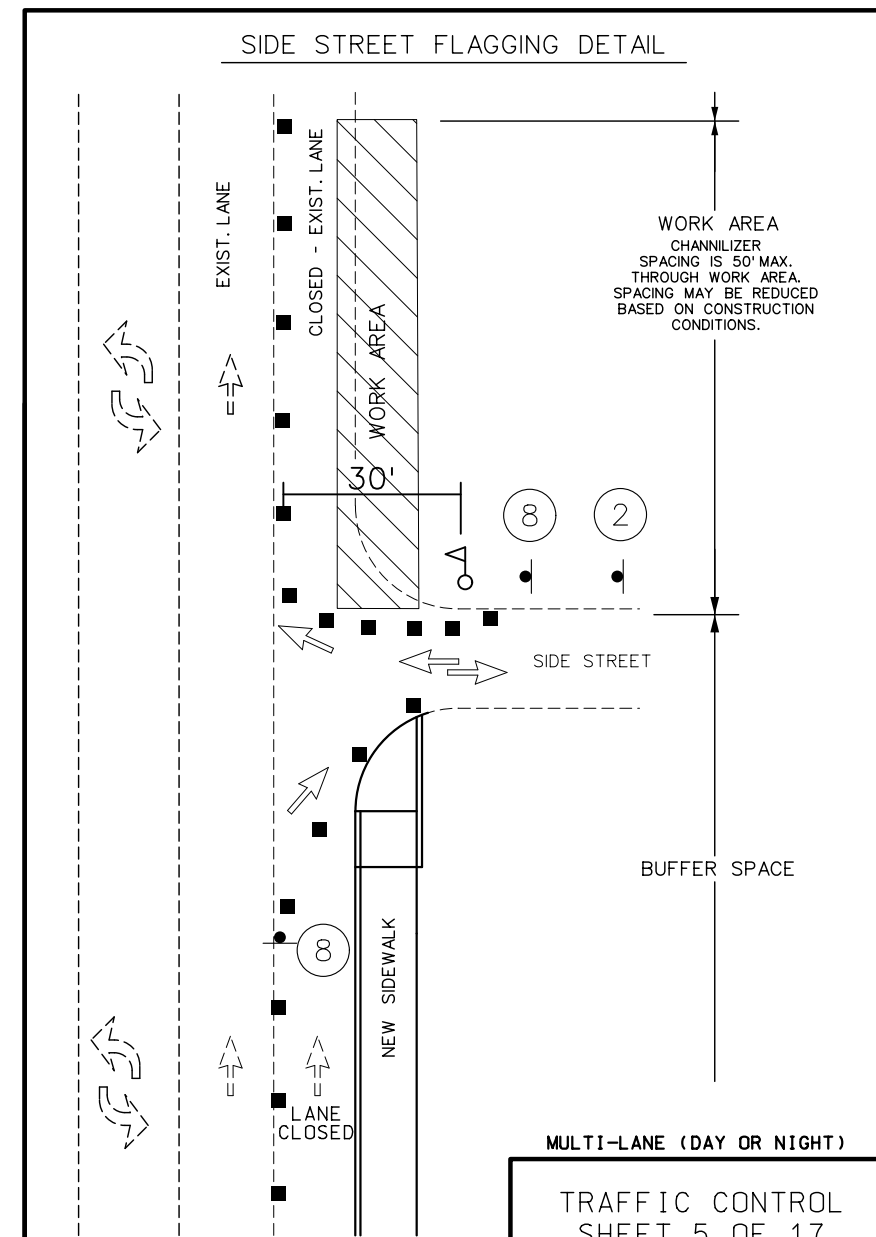
¹ Speed limit is based on posted speed limit.

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

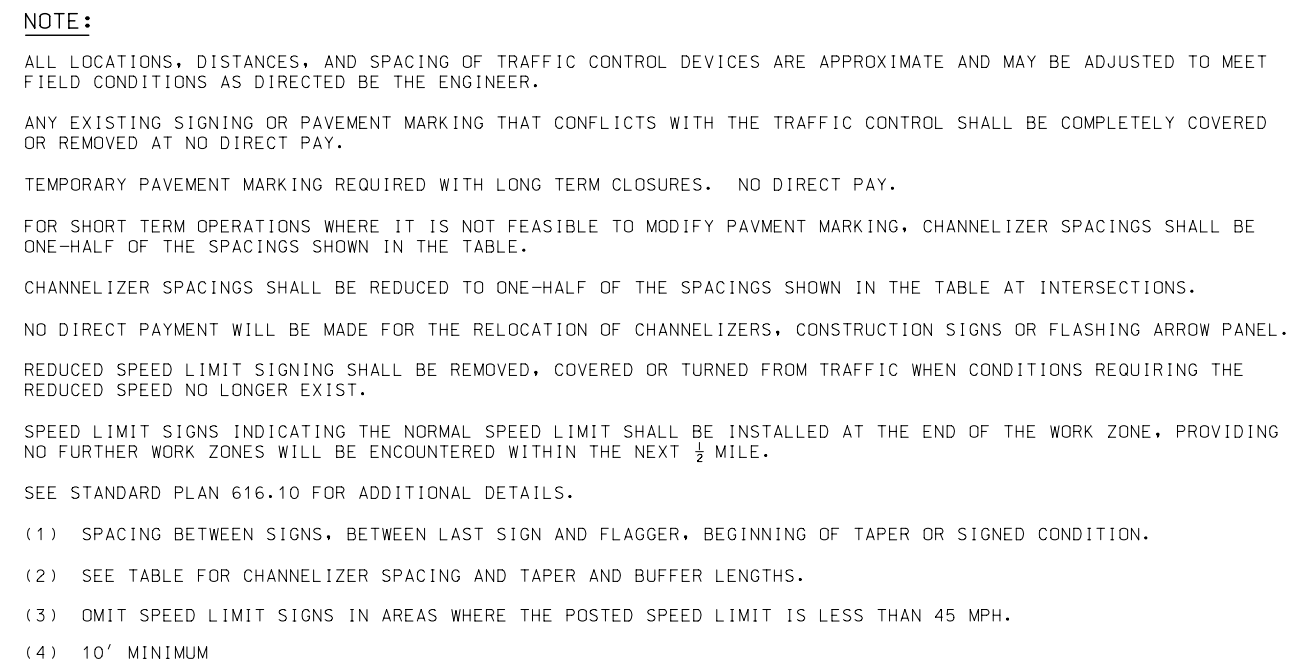
³ For urban low speed, minimum recommended spacing in MUTCD is 100 ft.



(1) SIGN (5) MAY BE OMITTED IN LOW SPEED URBAN AREAS WHERE THERE IS NOT SUFFICIENT SPACE FOR THE FULL SIGN SERIES.






MULTI-LANE
 OUTSIDE LANE CLOSURE - DAY OR NIGHT
 NOT TO SCALE



SPEED	SIGN SPACING (FT) (1)		CHANNELIZER SPACING (FT)		BUFFER LENGTH (FT) (B)	TAPER LENGTH (FT)		LONGITUDINAL TRANSITION (FT) (X)
PERMANENT POSTED (MPH)	UNDIVIDED HIGHWAYS (S)	DIVIDED HIGHWAYS (S)	TAPERS	BUFFER/ WORK AREAS		SHOULDER ¹ (T1)	LANE ² (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



¹ BASED ON 10' SHOULDER WIDTH
² BASED ON 12' LANE WIDTH

TRAFFIC CONTROL LEGEND

-  SIGN (SINGLE SIDED)
 CHANNELIZER
 CHANGEABLE MESSAGE BOARD

NOT TO SCALE

TRAFFIC CONTROL
SHEET 6 OF 17

<div><div><div>STATE OF MISSOURI</div><div>CAMERON SOOY</div><div>NUMBER PE-2021019715</div><div>PROFESSIONAL ENGINEER</div></div><div> 11-04-2022 10:42:22 CAMERON SOOY - CIVIL MO-PE-2021019715</div></div>	
DATE PREPARED 11/21/2025	
ROUTE VAR.	STATE MO
DISTRICT SW	SHEET NO. 8
COUNTY CHRISTIAN, GREENE	
JOB NO. JSU0349	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	
DATE	DESCRIPTION
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION	
<div><div>105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)</div></div>	

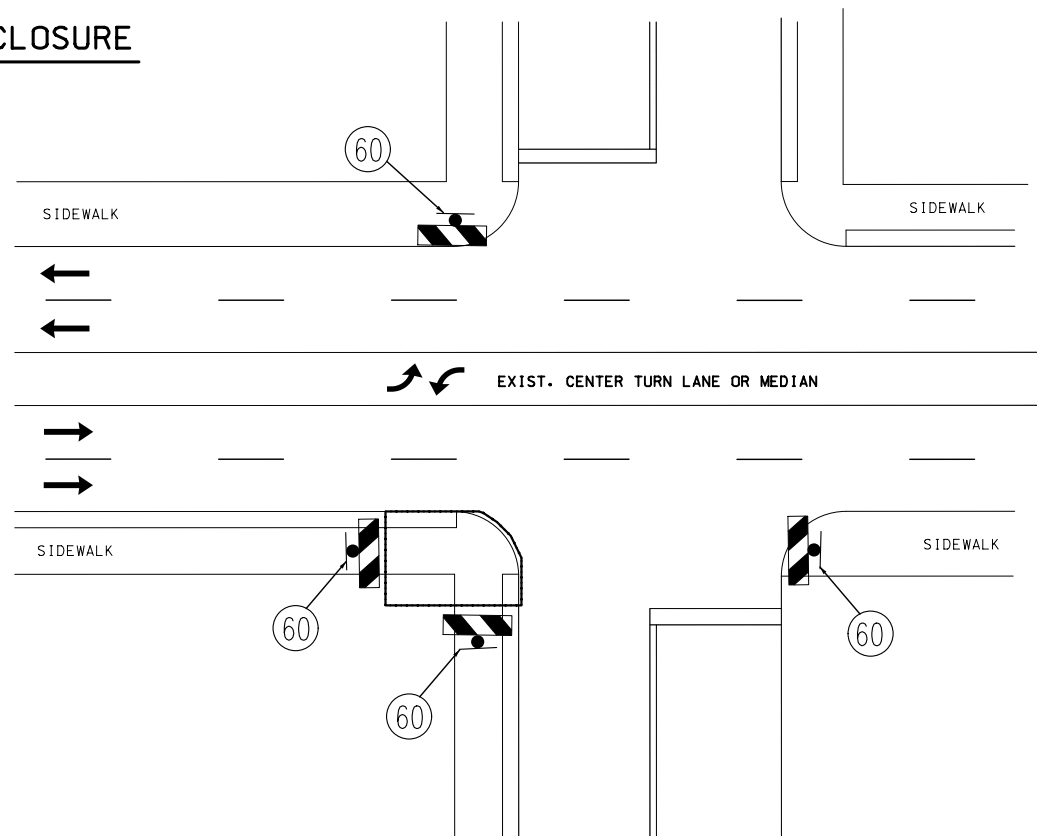
1. NO DIRECT PAYMENT WILL BE MADE FOR ORANGE SAFETY FENCE AS REQUIRED AROUND EXCAVATION OF SIDEWALK & CURB RAMP AREAS.
2. SEE JSP's FOR PEDESTRIAN TRAFFIC DEVICES.
3. WORKING AREAS SHALL BE GUARDED FROM PEDESTRIAN ACCESS BY BARRICADE FENCING 36" TO 48" IN HEIGHT WITH A GAP NO GREATER THAN 6" FROM THE 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

6' T-POST

6' T-POST

NOT TO SCALE



6' MIN.



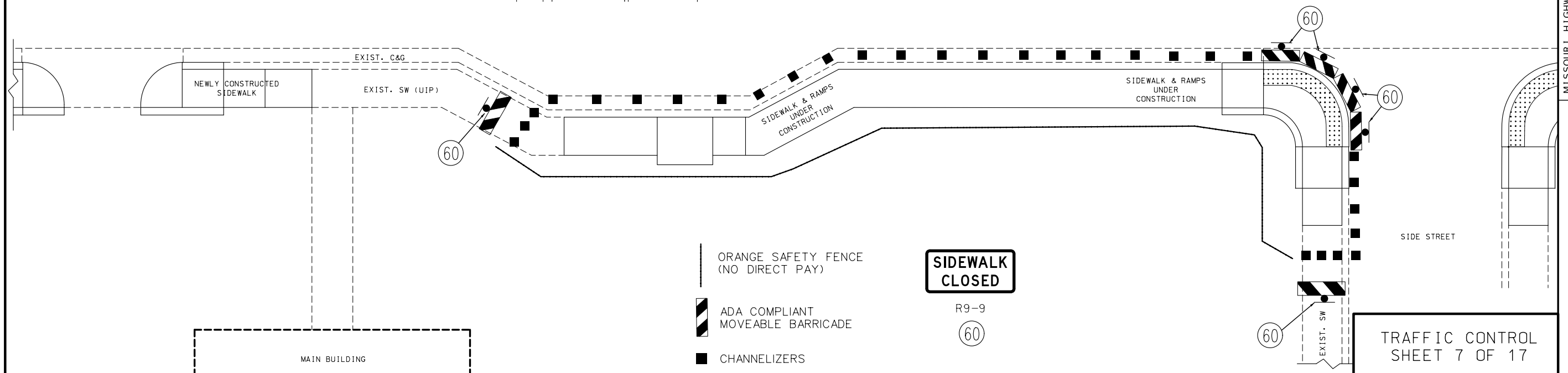
**SIDEWALK
CLOSED**

CONTINUOUS SMOOTH RAIL
FOR HAND TRAILING

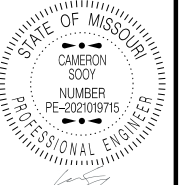
DETECTABLE EDGE

2" MAX.
FROM TREAD

- | | | |
|----|---|------------------------|
| 1. | WARNING LIGHTS SHALL NOT BE ATTACHED TO ADA COMPLIANT BARRICADES. | DATE
TRANSPORTATION |
| 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. | |



TRAFFIC CONTROL
SHEET 7 OF 17



DATE PREPARED

/21/2025

ROUTE	STATE
VAB	MO

DISTRICT	SHEET NO.
SW	9

COUNTY

CHRISTIAN GREENE

CHRISTIAN, GREENE
JOB NO.

SU0349

CONTRACT ID.

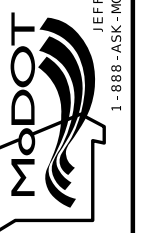
PROJECT NO.

BRIDGE NO.

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•
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•
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1

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



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

Sign Spacing, Device Spacing
and Channelizing Taper Lengths

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

TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES					
SPEED MPH	MINIMUM TAPER LENGTHS (L) FOR LANE WIDTHS (W)			MAXIMUM CHANNELIZER SPACING	
	10 FT	11 FT	12 FT	THROUGH TAPER	THROUGH 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

NOTES:

DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.

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

(2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS

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

TAPER LENGTH (L):

L = WS FOR 40 MPH OR MORE

L = $\frac{WS^2}{60}$ 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

TRAFFIC CONTROL DEVICES

GENERAL NOTES:

- SEE STANDARD PLAN 616.10 FOR DETAILS AND ITEMS NOT SHOWN
- EXISTING SIGNS SHALL BE COVERED DURING WORKING HOURS ONLY IF IN CONFLICT WITH TRAFFIC CONTROL PLANS.
- NO DIRECT PAYMENT WILL BE MADE FOR RELOCATING, COVERING, UNCOVERING OR REMOVING SIGNS.
- CONES ALLOWABLE FOR DAYTIME OPERATIONS ONLY.
- 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

▲ DIRECTION INDICATOR BARRICADE

■ CHANNELIZER

E BARRICADE

CHANGEABLE MESSAGE BOARD

FLASHING ARROW PANEL

TMA (TRUCK MOUNTED ATTENUATOR) WITH FLASHING ARROW PANEL




DATE PREPARED 11/21/2025	
ROUTE VAR.	STATE MO
DISTRICT SW	SHEET NO. 10
COUNTY CHRISTIAN, GREENE	
JOB NO. JSU0349	
CONTRACT ID.	

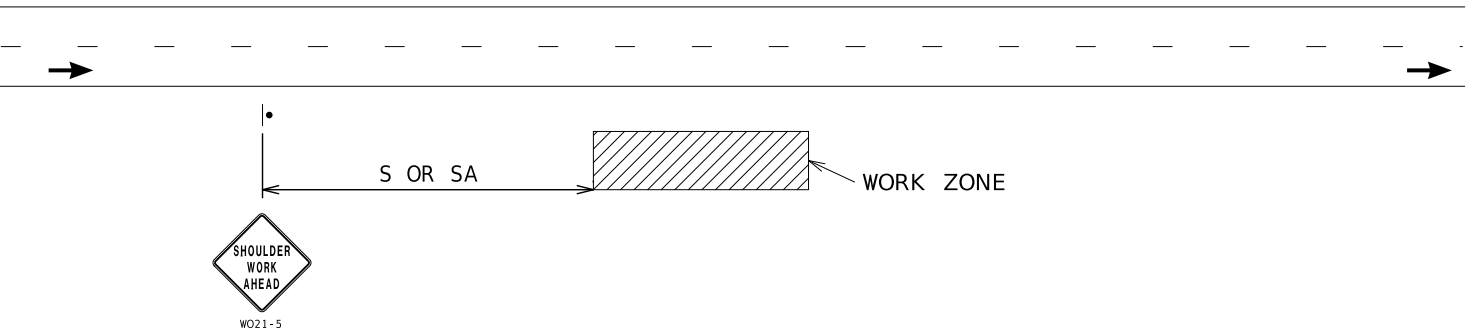
PROJECT NO.
BRIDGE NO.

DESCRIPTION	DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



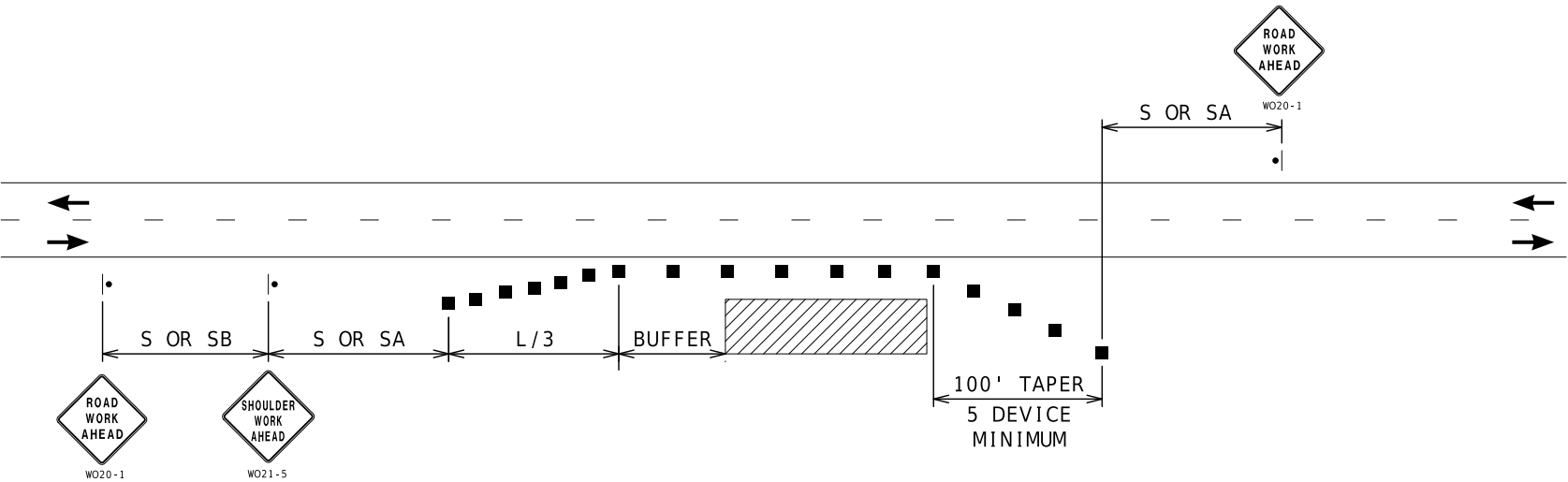
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)



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.

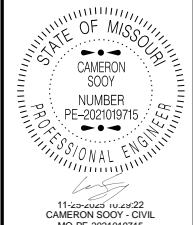
NOTES :
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



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	
11/21/2025	
ROUTE	STATE
VAR.	MO
DISTRICT	SHEET NO.
SW	11
COUNTY	
CHRISTIAN, GREENE	
JOB NO.	
JSU0349	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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



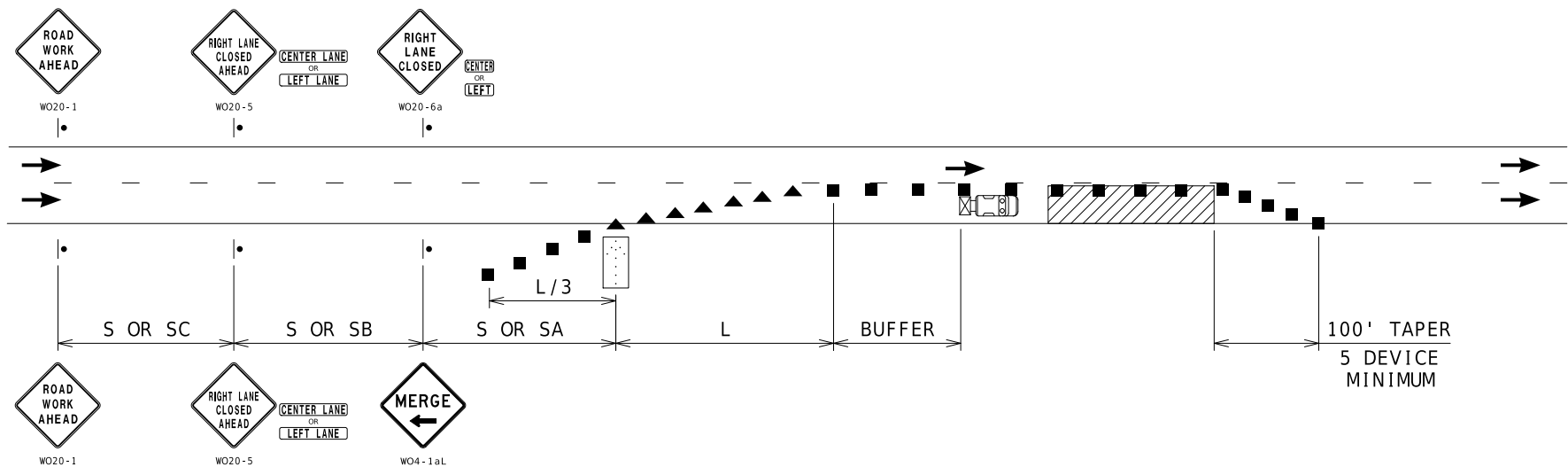
USED FOR WORK ON SHOULDER OR FOR WORK OFF SHOULDER
WITH WORK VEHICLES PARKED ON THE SHOULDER OF A HIGH SPEED ROADWAY.



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

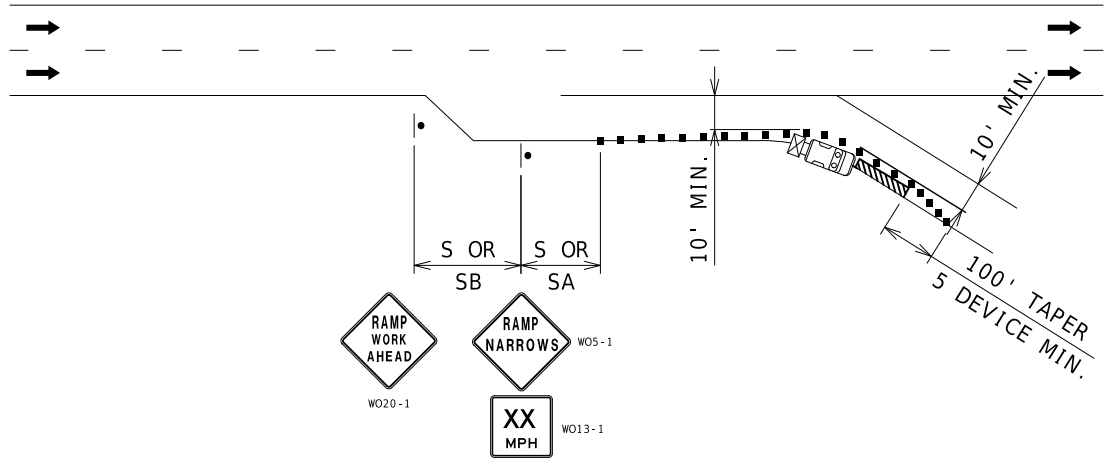
ONLY USED FOR SIX OR MORE LANE FREEWAYS WITH NARROW
LEFT SHOULDER ADJACENT TO CONCRETE MEDIAN BARRIER





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

STATE OF MISSOURI

CAMERON

SOOY

NUMBER

PE-2021019715

PROFESSIONAL ENGINEER

11/21/2025

11/21/2025

11/21/2025

11/21/2025

DATE PREPARED

11/21/2025

ROUTE

VAR.

STATE

MO

DISTRICT

SW

SHEET NO.

14

COUNTY

CHRISTIAN, GREENE

JOB NO.

JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION

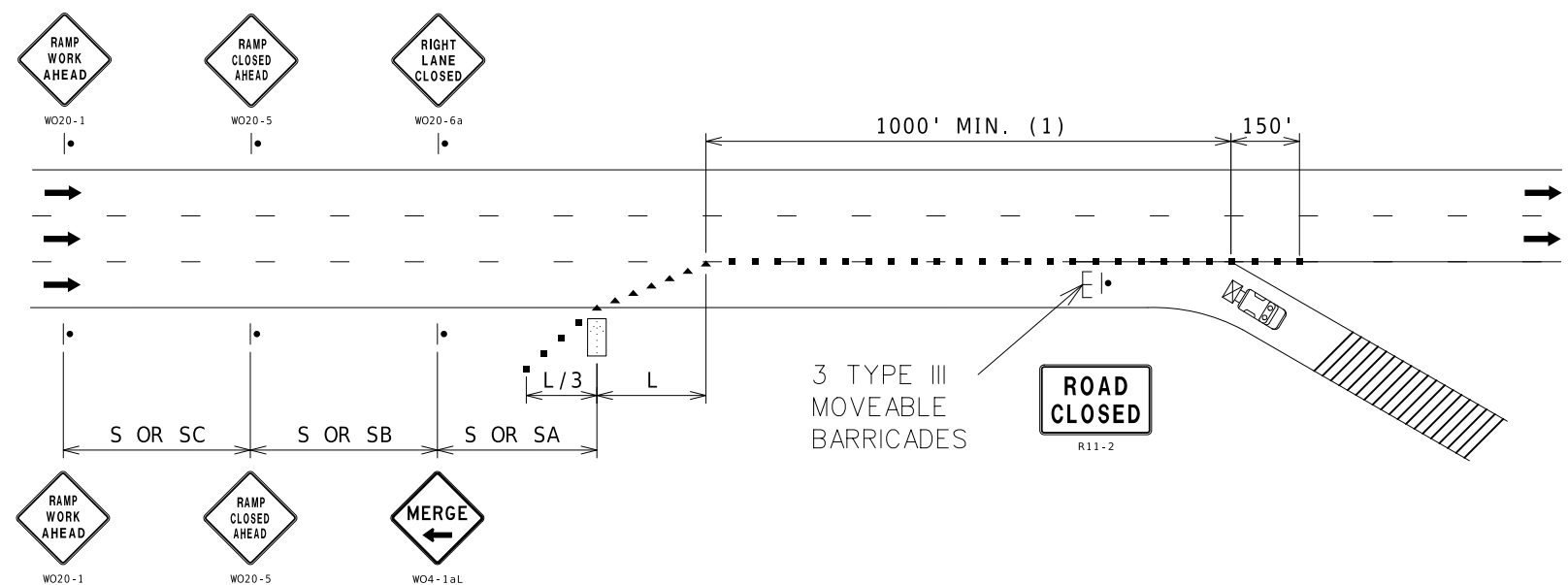
COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

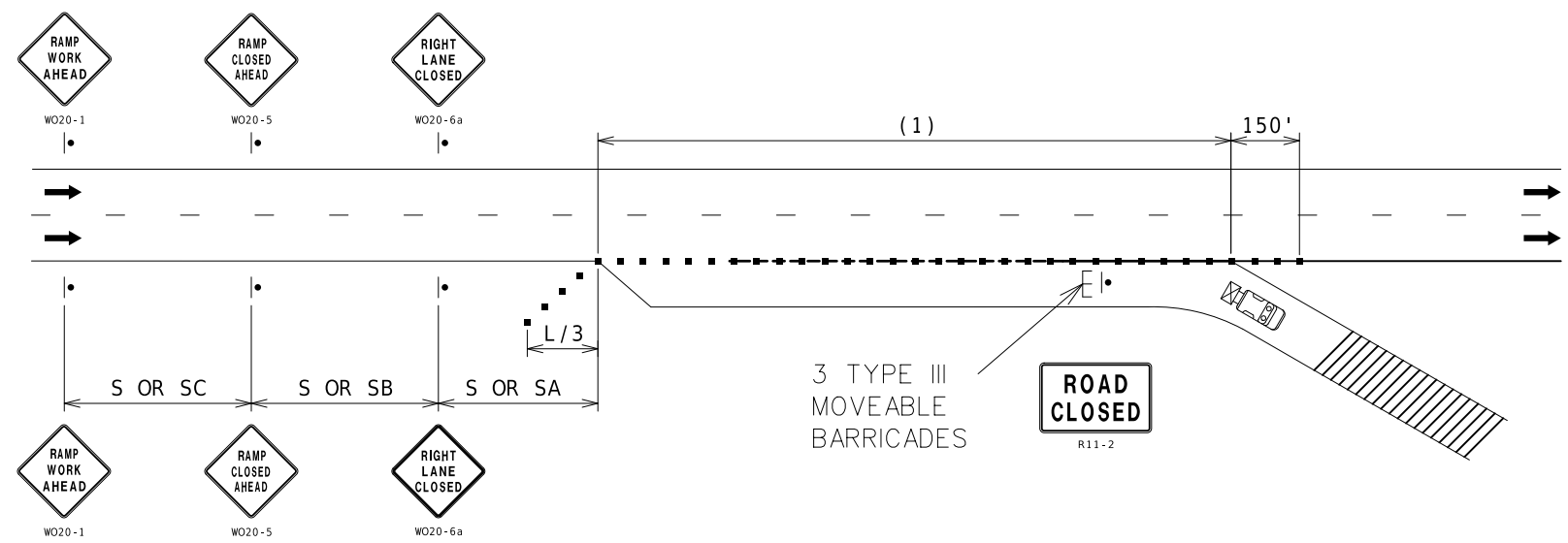
1-888-ASK-MODOT (1-888-273-6636)

TRAFFIC CONTROL
SHEET 12 OF 17



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

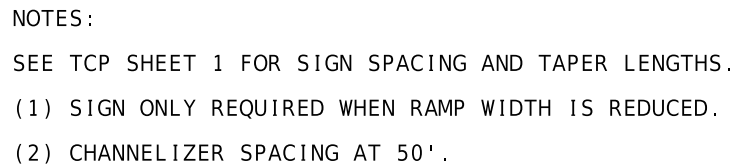


DATE PREPARED 11/21/2025	
ROUTE VAR.	STATE MO
DISTRICT SW	SHEET NO. 15
COUNTY CHRISTIAN, GREENE	
JOB NO. JSU0349	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

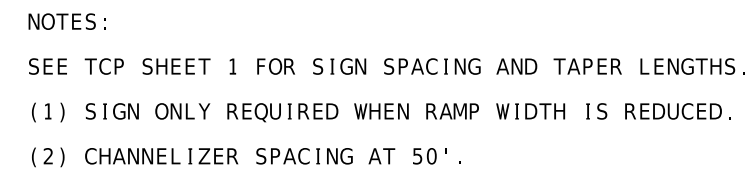
DATE	DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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



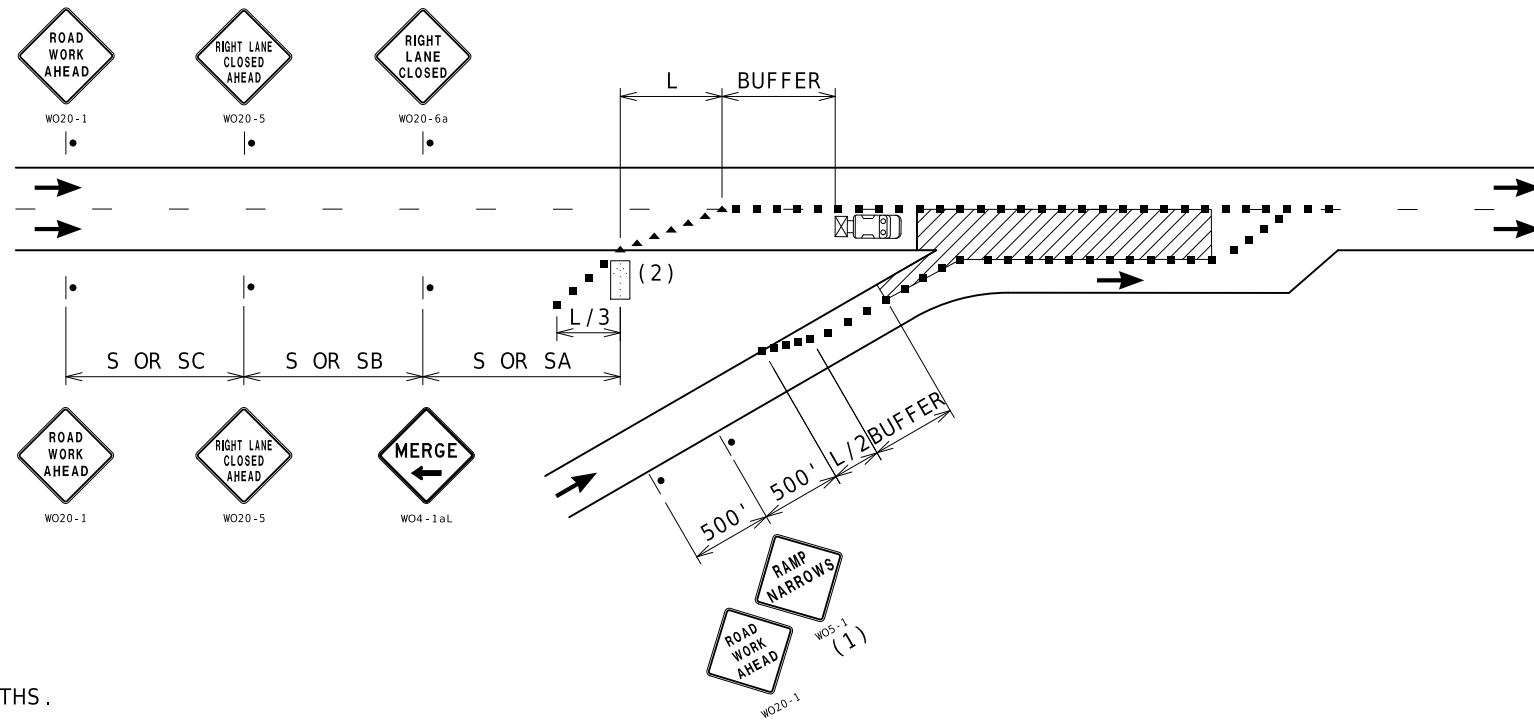
EXIT RAMP AREA
MAINLINE WORK



EXIT RAMP AREA DECELERATION LANE WORK

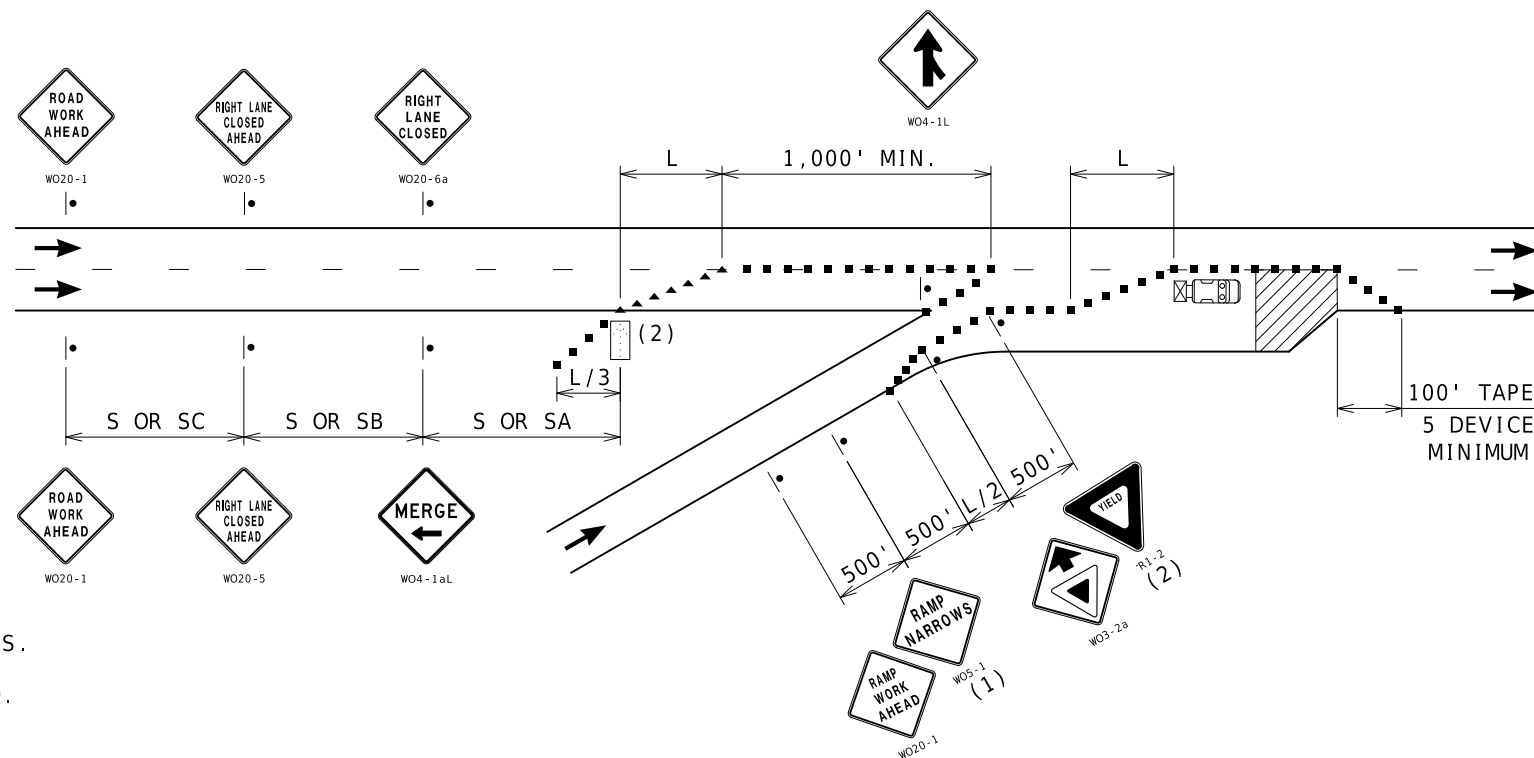
TRAFFIC CONTROL
SHEET 14 OF 17





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) 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.



ENTRANCE RAMP AREA ACCELERATION LANE 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 ADJUCSTED SO THAT THE ARROW PANEL LOCATION IS NOT CONFUSING TO MOTORIST ON THE RAMP.

STATE OF MISSOURI

CAMERON SCOTT

NUMBER PE-2021019715

PROFESSIONAL ENGINEER

11/21/2025

DATE PREPARED

ROUTE VAR.

DISTRICT SW

STATE MO

SHEET NO. 17

COUNTY CHRISTIAN, GREENE

JOB NO. JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

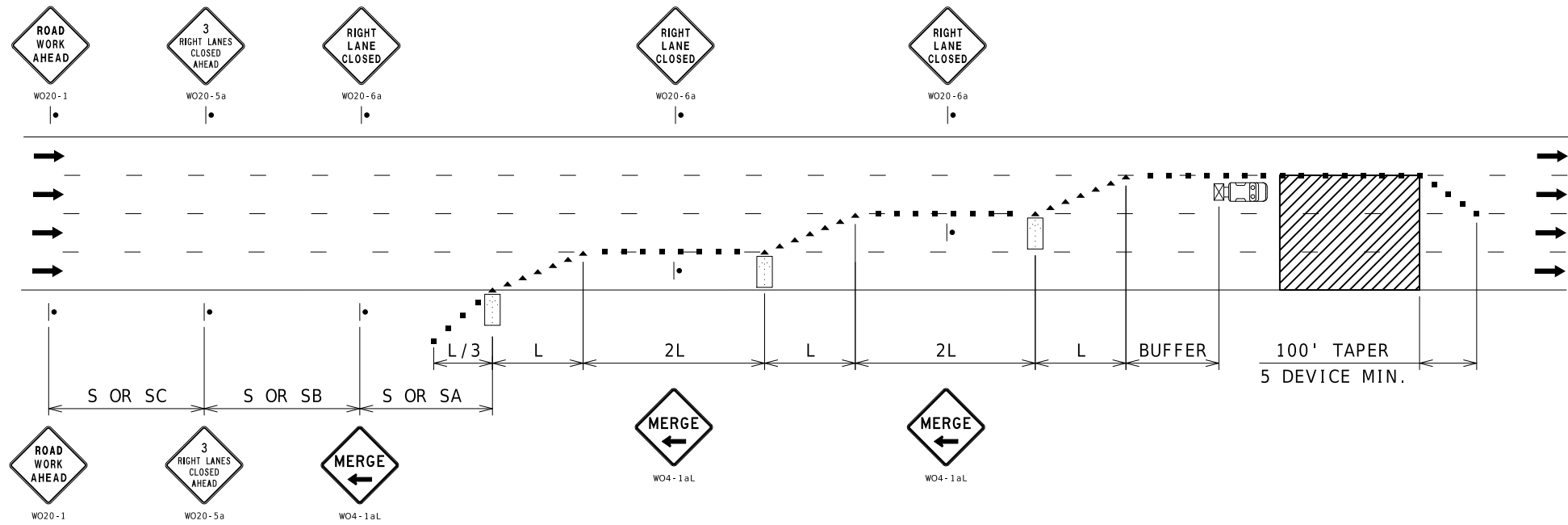
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MoDOT

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-273-6636)



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

TRIPLE LANE CLOSURE

STATE OF MISSOURI

CAMERON

SOOY

NUMBER

PE-2021019715

PROFESSIONAL ENGINEER

11/21/2025

11/21/2025

CAMERON SOOY - CIVIL

MO-PE-2021019715

DATE PREPARED

11/21/2025

ROUTE

VAR.

DISTRICT

SW

STATE

MO

SHEET NO.

19

COUNTY

CHRISTIAN, GREENE

JOB NO.

JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION

COMMISSION

MoDOT

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

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

TRAFFIC CONTROL

SHEET 17 OF 17