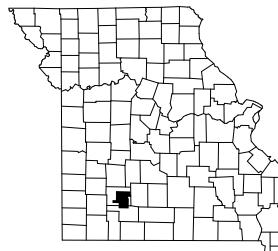


NO NEW R/W REQUIRED

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
PLANS FOR PROPOSED
STATE HIGHWAY
CHRISTIAN AND GREENE COUNTIES
JOB ORDER CONTRACTING

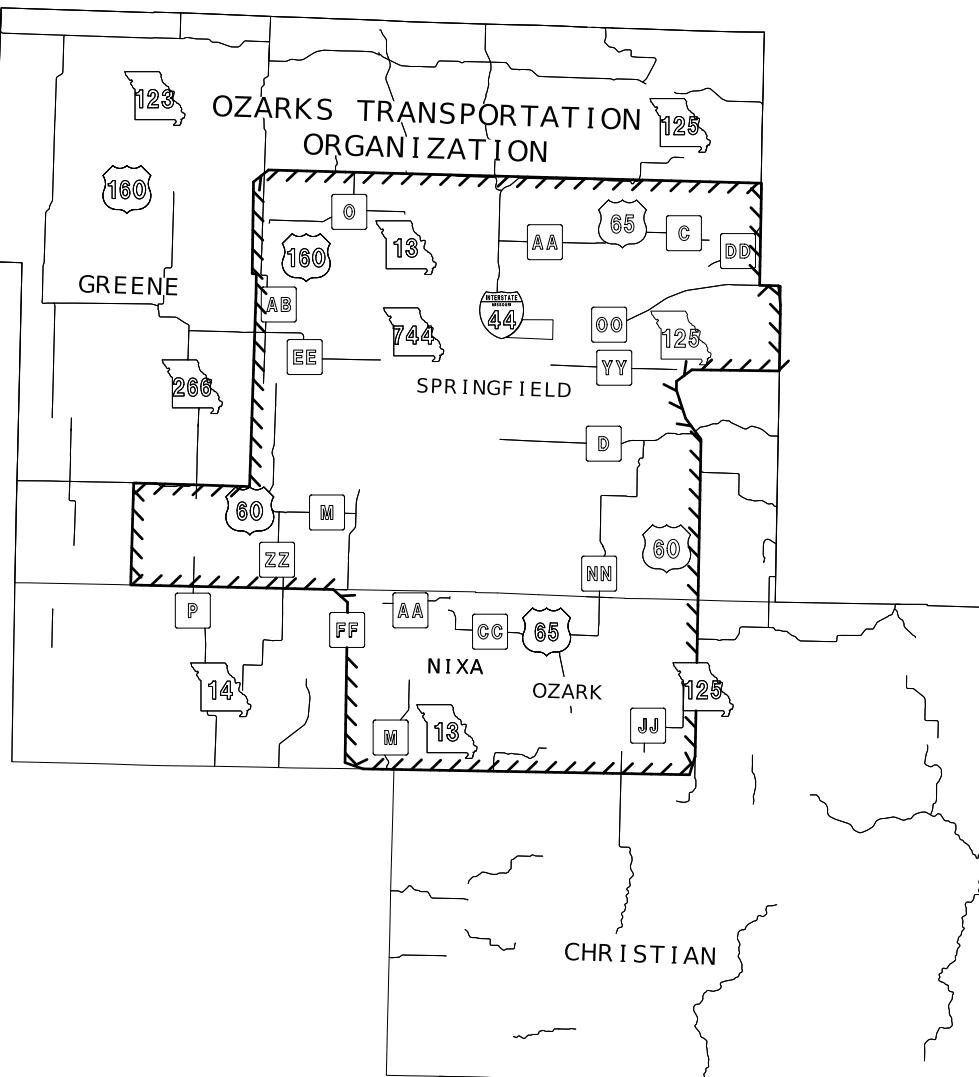


KEY MAP
LOCATION OF OTO BOUNDARY WITHIN
CHRISTIAN & GREENE COUNTIES

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	HYD
FIRE HYDRANT	WV	WM
WATER VALVE	WM	DI
WATER METER	DI	DI
DROP INLET	□	□
DITCH BLOCK		
GROUND MOUNTED SIGN	SIGN	SIGN
LIGHT POLE	■	■
H-FRAME POWER POLE	□□	PED
TELEPHONE PEDESTAL	□	△
FENCE	— V —	— X —
CHAIN LINK	— V —	— X —
WOVEN WIRE	— V —	— X —
GATE POST	— V —	— X —
BENCHMARK	BM	BM

NOTE: DASHED OR OPEN SYMBOLS INDICATE
EXISTING FEATURES



NOT TO SCALE

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.

INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET -----	1
TYPICAL SECTIONS (TS) (8 SHEETS)---	2
TRAFFIC CONTROL SHEETS (TC)-----	3-19

DATE PREPARED
11/21/2025

ROUTE STATE
VAR. MO

DISTRICT NO.
SW 1

COUNTY
CHRISTIAN, GREENE

JOB NO.
JSU0349

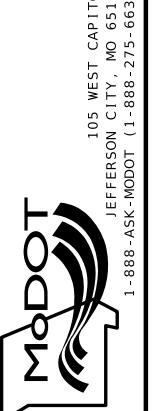
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

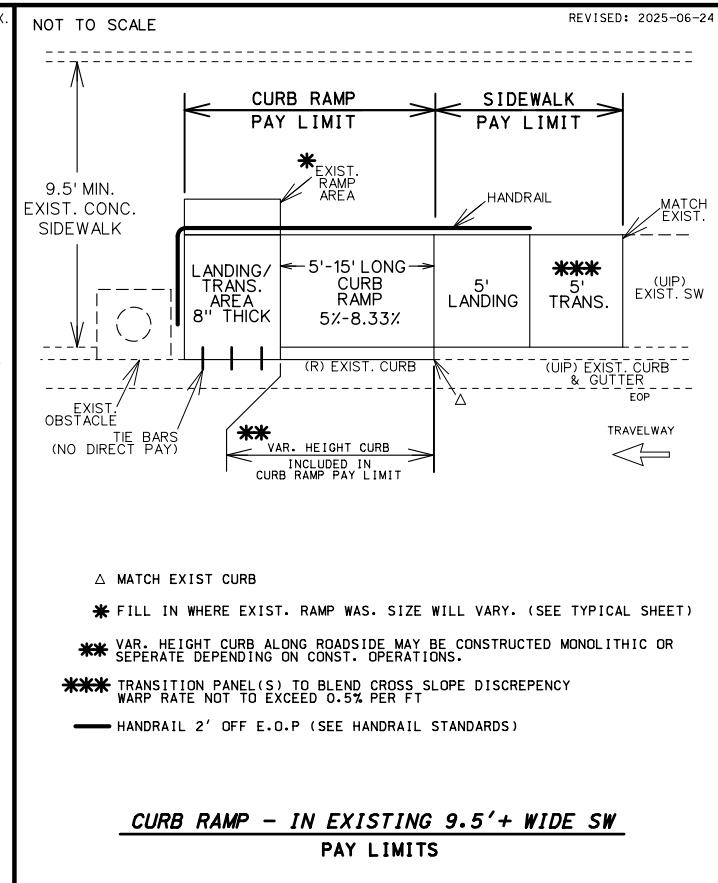
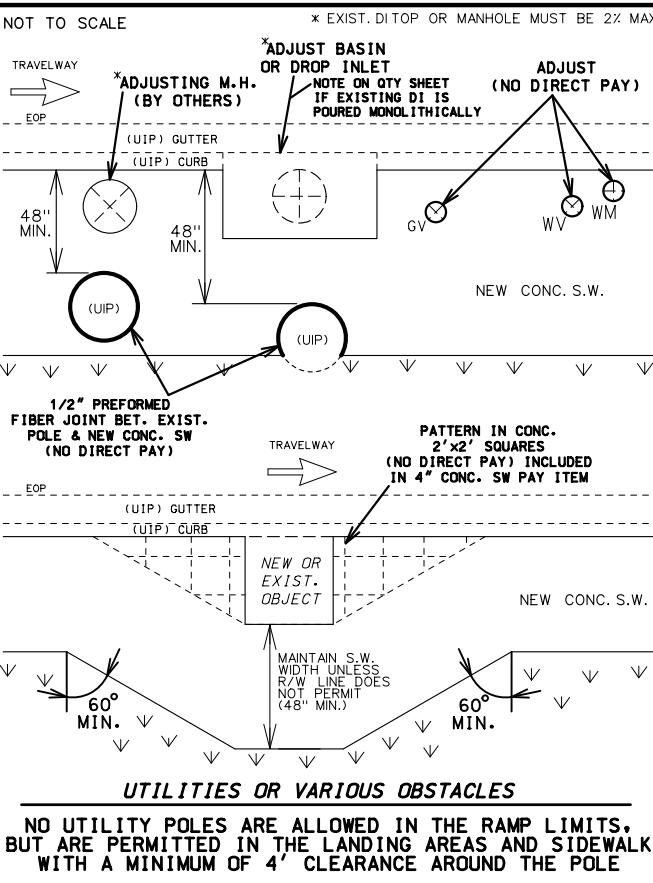
DATE



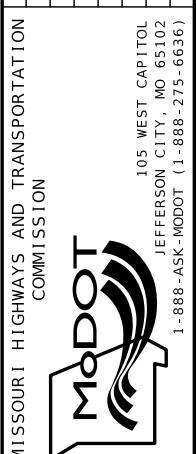
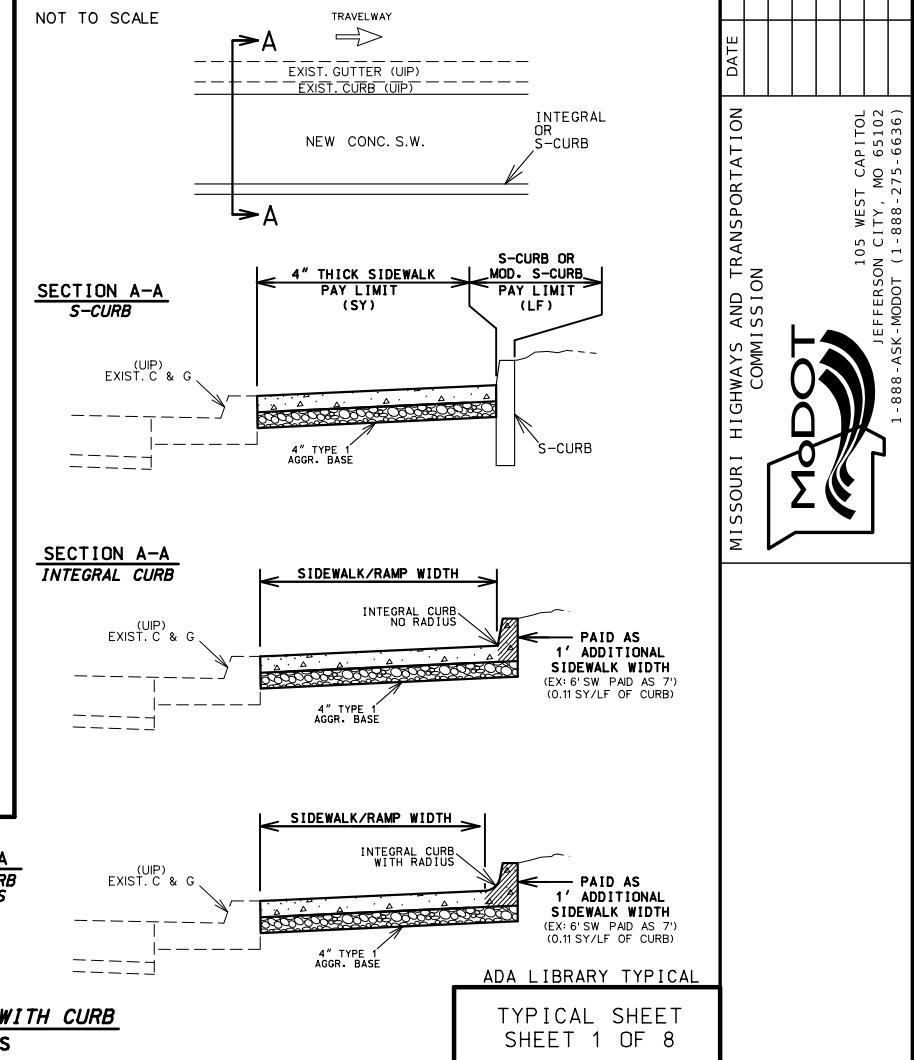
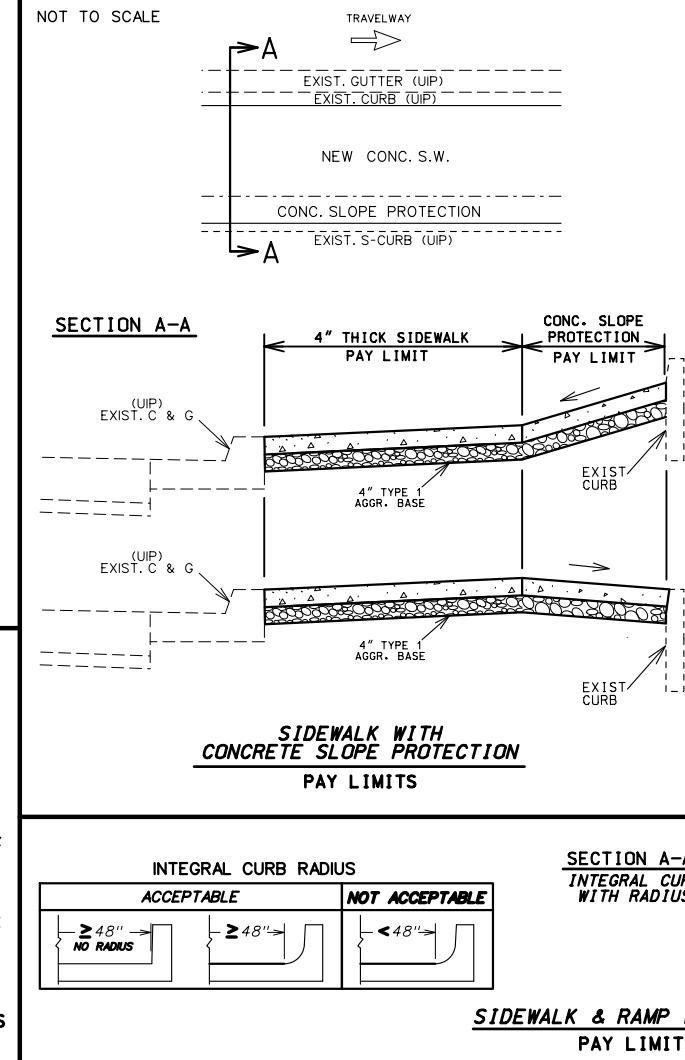
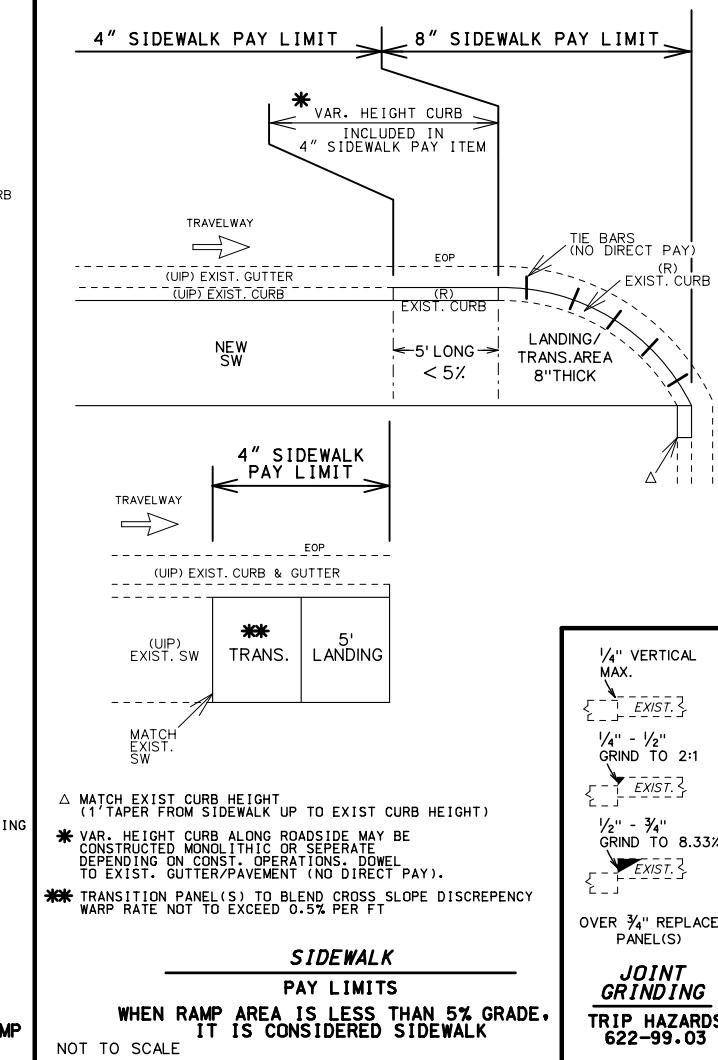
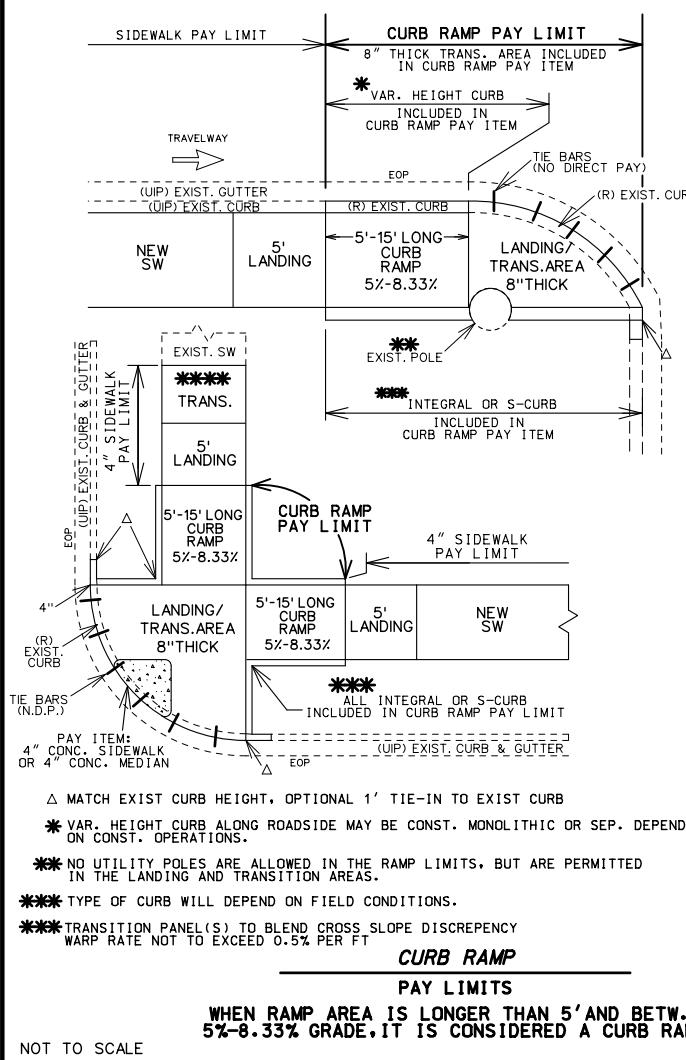
FOR INFORMATION ONLY
ESTIMATED DISTURBED ACRES

N/A ACRES

- 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.
- 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)
- CONCRETE SHALL BE IN ACCORDANCE WITH SEC. 608 & SEC. 609. CURING COMPOUND SHALL BE TRANSPARENT.
- 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.
- 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.
- 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.
- 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.
- "PREFORMED FIBER JOINT" SHALL BE IN ACCORDANCE WITH SEC. 1057 FOR PREFORMED FIBER JOINT EXPANSION JOINT FILLER.
- 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).
- 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.
- 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.
- S-CURB 12"-30" HIGH (MODIFIED S-CURB) WILL REQUIRE #4 REINFORC. BARS ON MAX. 12" CENTERS - SEE DETAIL (NO DIRECT PAY)
- SODDED SLOPES AT EDGES OF SIDEWALK OR S-CURB SHOULD BE GRADED TO BE 6:1 MIN.
- IF THERE IS NO EXISTING CURB & GUTTER, OFFSET THE EOP 2.5' BEFORE CONSTRUCTING ANY CURBING, RAMP OR SIDEWALK.

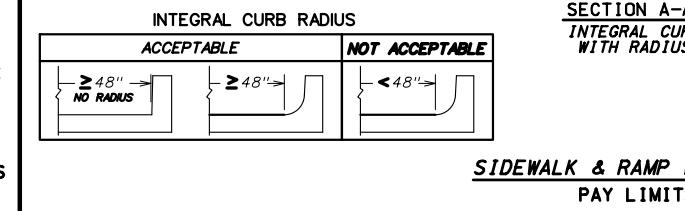


REVISED: 2025-06-24	
CAMERON SOOY NUMBER PE-202019715	
DATE PREPARED	11/21/2025
ROUTE	VAR. MO
DISTRICT	SW 2
COUNTY	CHRISTIAN, GREENE
JOB NO.	JSU0349
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	
DESCRIPTION	



NOT TO SCALE

NOT TO SCALE



NOT TO SCALE

TYPICAL SHEET SHEET 1 OF 8

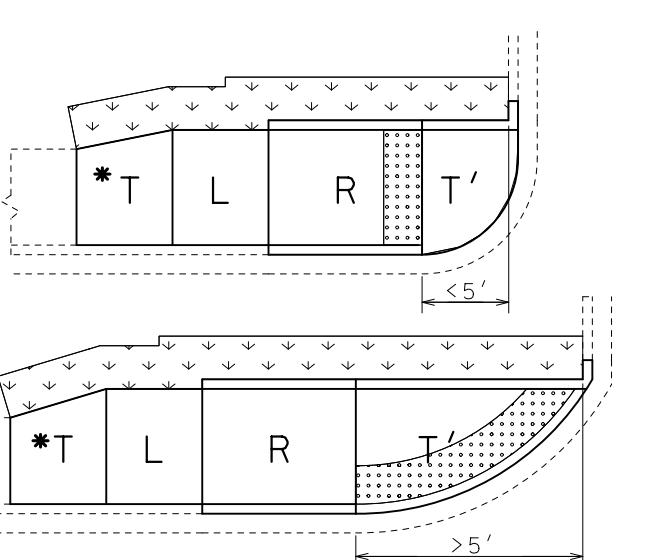
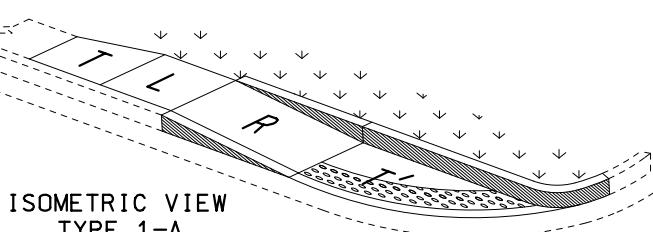
TYPE 1-A										
LENGTH (LF)	8			12			16			REMARKS
	4	5	6	4	5	6	4	5	6	
TRUNCATED DOMES SF	-	22.0	24.0	-	22.0	24.0	-	22.0	24.0	
CURB RAMP SY	-	10.9	13.1	-	13.6	16.3	-	16.2	19.3	
CONC. SIDEWALK SY	-	5.6	6.3	-	5.6	6.4	-	4.9	5.7	
TYPE 1 AGGREGATE SY	-	16.5	19.4	-	19.2	22.7	-	21.1	25.0	
ADA LINEAR GRADING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

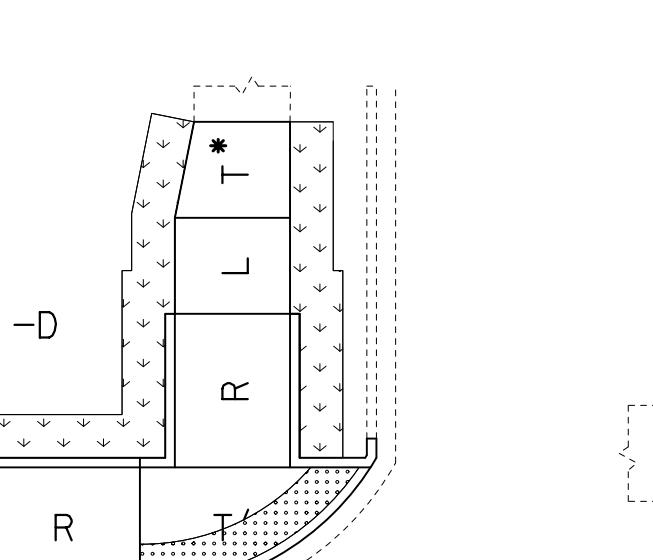
R - RAMP

--- - CURB RAMP PAY LIMITS

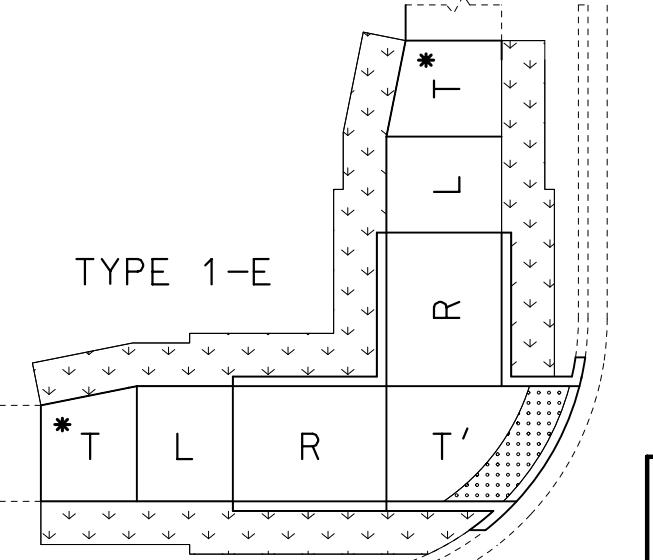
↓↓ - SOD SLOPE 6:1 MIN.

---- - 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.



TYPE 1-D



TYPE 1-E

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

REVISIED: 2025-05-30
STATE OF MISSOURI
CAMERON SOOY
NUMBER
PE-2021019715
11-2024-020
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.

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			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6	4	5	
TRUNCATED DOMES SF	-	10.0	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	-	17.2	
CONC. SIDEWALK SY	-	5.6	6.4	-	4.9	5.7	-	4.9	5.7	-	4.9	
TYPE 1 AGGREGATE SY	-	14.7	17.0	-	16.7	19.4	-	19.3	22.5	-	22.1	
ADA LINEAR GRADING LF	-	26.0	26.0	-	29.0	29.0	-	33.0	33.0	-	33.0	
SODDING SY	-	8.0	8.3	-	8.6	8.8	-	9.6	9.8	-	10.0	

TYPE 2-B			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6	4	5	
TRUNCATED DOMES SF	-	10.0	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	-	20.0	
CONC. SIDEWALK SY	-	5.6	6.4	-	4.9	5.7	-	4.9	5.7	-	4.9	
TYPE 1 AGGREGATE SY	-	17.4	19.7	-	19.4	22.1	-	22.1	25.2	-	25.2	
ADA LINEAR GRADING LF	-	26.0	26.0	-	29.0	29.0	-	33.0	33.0	-	33.0	
SODDING SY	-	13.8	14.1	-	15.1	15.5	-	17.1	17.5	-	17.5	

TYPE 2-C			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6	4	5	
TRUNCATED DOMES SF	-	10.0	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	-	32.0	
CONC. SIDEWALK SY	-	11.2	12.8	-	9.8	11.4	-	9.8	11.4	-	9.8	
TYPE 1 AGGREGATE SY	-	27.6	31.5	-	31.5	36.3	-	36.8	42.6	-	42.6	
ADA LINEAR GRADING LF	-	41.0	41.0	-	47.0	47.0	-	55.0	55.0	-	55.0	
SODDING SY	-	12.3	12.5	-	13.6	13.9	-	15.6	15.9	-	15.9	

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

TYPE 2-E			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6	4	5	
TRUNCATED DOMES SF	-	10.0	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	-	18.2	
CONC. SIDEWALK SY	-	5.6	6.7	-	5.0	6.0	-	5.0	6.0	-	5.0	
TYPE 1 AGGREGATE SY	-	16.4	18.2	-	18.2	20.4	-	20.7	23.3	-	23.3	
ADA LINEAR GRADING LF	-	22.5	22.5	-	26.5	26.5	-	30.5	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	4	5	
TRUNCATED DOMES SF	-	10.0	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	-	30.5	
CONC. SIDEWALK SY	-	11.2	13.4	-	10.0	12.0	-	10.0	12.0	-	12.0	
TYPE 1 AGGREGATE SY	-	26.7	30.5	-	30.4	35.1	-	35.5	40.9	-	40.9	
ADA LINEAR GRADING LF	-	39.0	39.0	-	47.0	47.0	-	55.0	55.0	-	55.0	
SODDING SY	-	-	-	-	-	-	-	-	-	-	-	SEE STANDARDS FOR LENGTH

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

REVISED: 2025-05-30
** 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

PARALLEL - TYPE 2 (cont'd.)

TYPE 2-G			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES SF	-	12.0	12.0	-	10.0	10.0	-	10.0	10.0			
CURB RAMP SY	-	15.7	18.0	-	20.8	23.7	-	25.8	30.2			
CONC. SIDEWALK SY	-	21.4	25.0	-	17.6	20.3	-	15.2	17.5			
TYPE 1 AGGREGATE SY	-	37.1	43.0	-	38.4	44.0	-	41.0	47.7			
ADA LINEAR GRADING LF	-	52.0	52.0	-	54.0	54.0	-	58.0	58.0			
SODDING SY	-	13.6	13.6	-	13.7	13.5	-	14.5	14.9			

TYPE 2-H

TYPE 2-H			8			12			16			REMARKS
LENGTH (LF)	4	5	6	4	5	6	4	5	6			
TRUNCATED DOMES SF	-	12.0	12.0	-	10.0	10.0	-	10.0	10.0			
CURB RAMP SY	-	15.7	18.0	-	21.0	24.5	-	26.9	31.4			
CONC. SIDEWALK SY	-	13.2	16.0	-	12.0	14.2	-	12.0	14.4			
TYPE 1 AGGREGATE SY	-	28.9	34.0	-	33.0	38.6	-	38.9	45.8			
ADA LINEAR GRADING LF	-	42.0	42.0	-	49.0	49.0	-	55.0	55.0			
SODDING SY	-	11.1	11.2	-	12.5	12.5	-	14.5	14.9			

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.

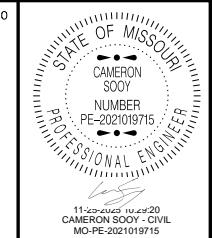
██████ - TRUNCATED DOME LOCATION, IF DIST. IS <5' OR >5'

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

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

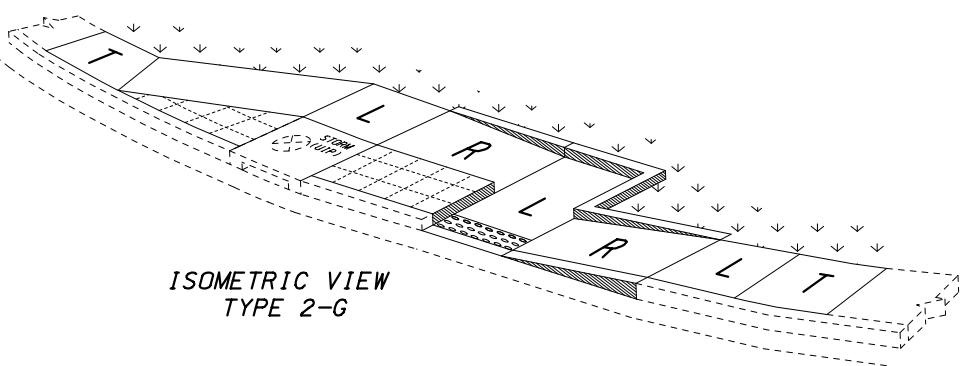


DATE PREPARED
11/21/2025

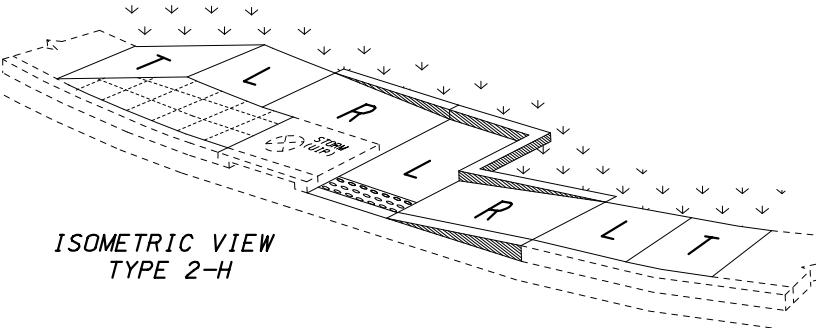
ROUTE VAR. STATE MO
DISTRICT SW SHEET NO. 2
COUNTY CHRISTIAN, GREENE
JOB NO. JSU0349
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

DESCRIPTION	DATE

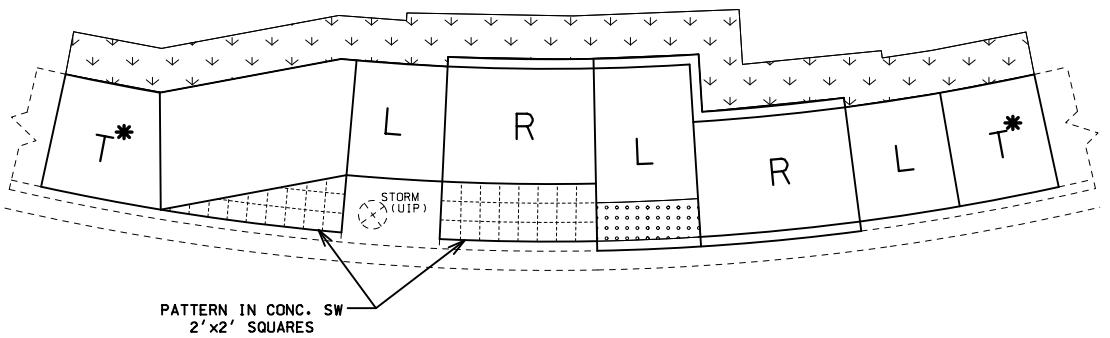
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
MODOT 105 WEST CAPITOL JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)



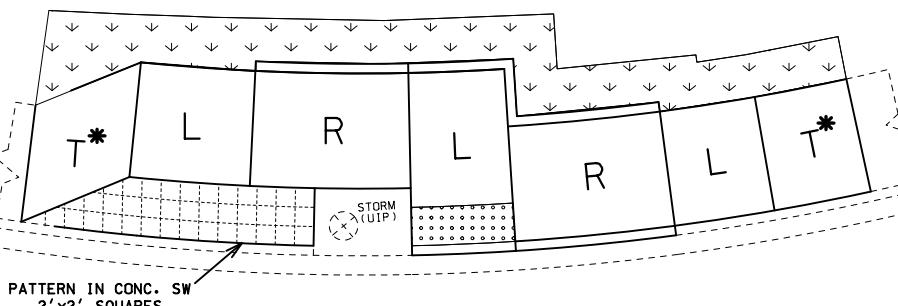
ISOMETRIC VIEW
TYPE 2-G



ISOMETRIC VIEW
TYPE 2-H

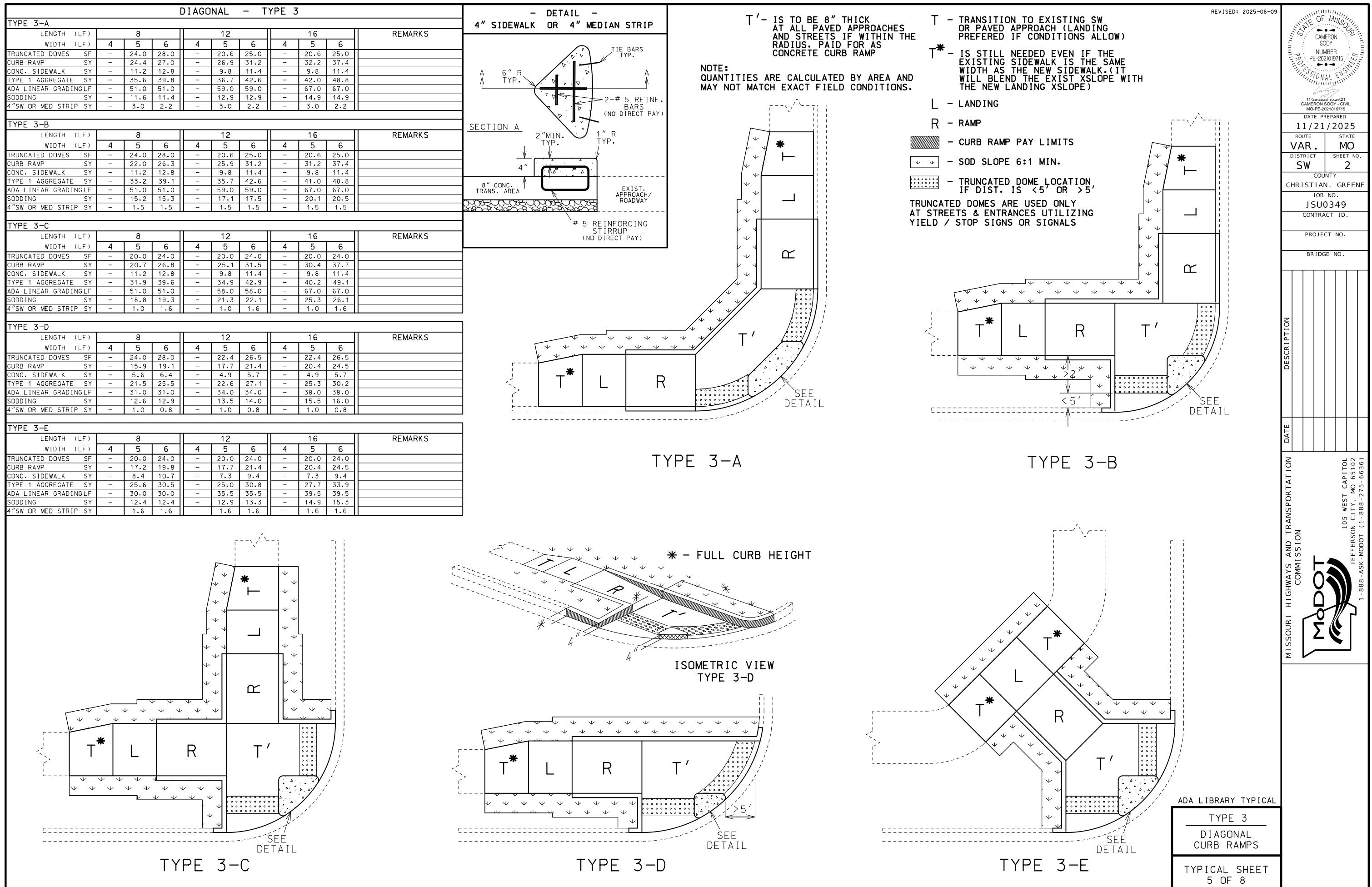


TYPE 2-G



TYPE 2-H

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





11/21/2025

ROUTE VAR. DISTRICT SW

STATE MO SHEET NO. 2

COUNTY CHRISTIAN, GREENE

JOB NO. JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

NOT TO SCALE

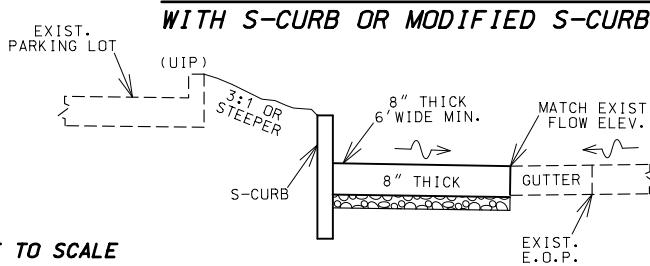
DESCRIPTION	DATE



NOTES FOR MODIFIED SIDEWALK:

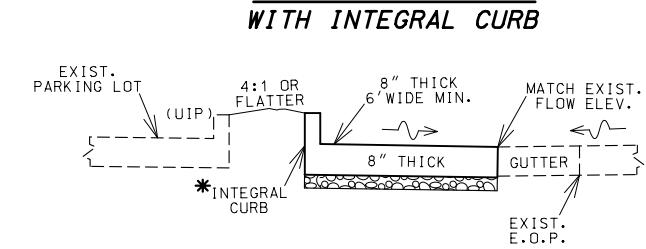
1. REMOVE EXIST. CURB & RAISED ISLAND WITHIN LIMITS SHOWN.
2. AREA INSIDE FINAL CURB TO BE REPAIRED OR REPLACED WITH EXISTING SURFACE MATERIAL. GRADE TO DRAIN.
3. CONSTRUCT 8" THICK CONC. SIDEWALK FLUSH WITH EXIST. CONC. PAVED APPROACH.
4. CONSTRUCT CURB ADJACENT TO MODIFIED SIDEWALK.
5. MODIFIED SIDEWALK 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.

SECTION A-A



NOT TO SCALE

SECTION A-A

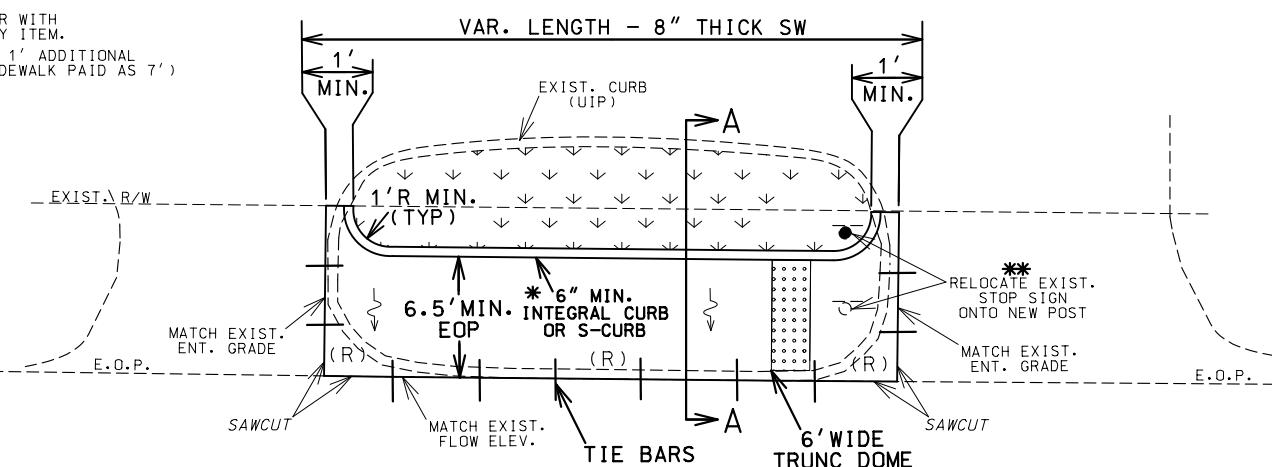


* INTEGRAL CURB IS PAID FOR WITH THE 8" CONC. SIDEWALK PAY ITEM.
INTEGRAL CURB IS PAID AS 1' ADDITIONAL SIDEWALK WIDTH (EX. 6' SIDEWALK PAID AS 7')
(0.11 SY/LF OF CURB)

TYPICAL MODIFIED SIDEWALK

8" THICK

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



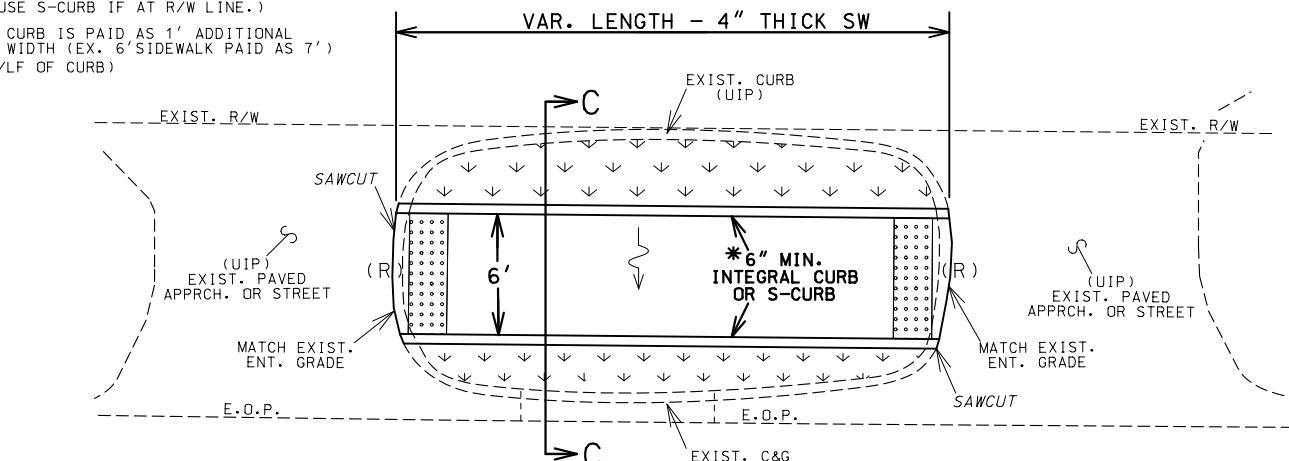
NOTES FOR CUT-THRU SIDEWALK:

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.)

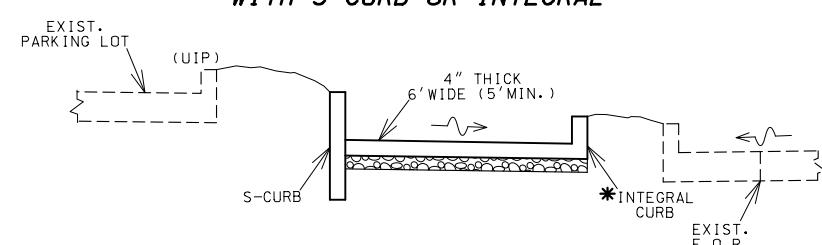
INTEGRAL CURB IS PAID AS 1' ADDITIONAL SIDEWALK WIDTH (EX. 6' SIDEWALK PAID AS 7')
(0.11 SY/LF OF CURB)

TYPICAL CUT-THRU SIDEWALK



SECTION C-C

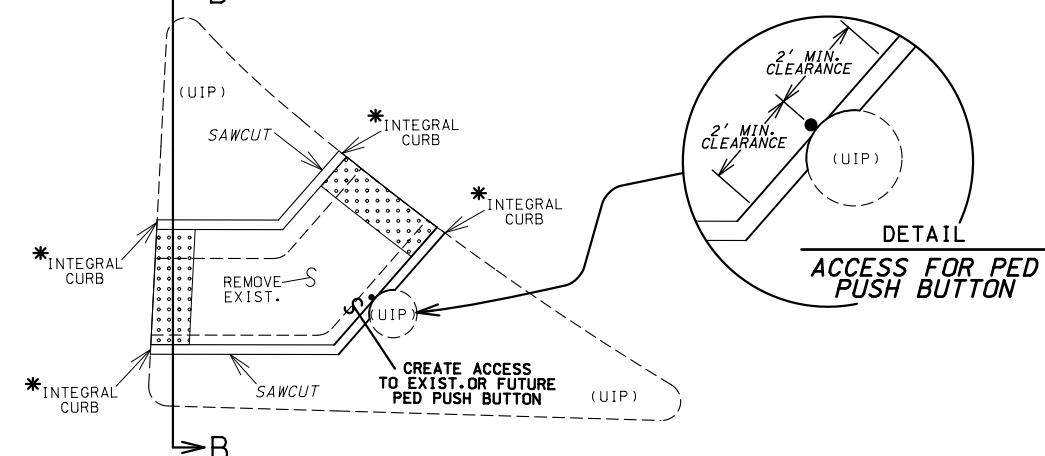
WITH S-CURB OR INTEGRAL



NOT TO SCALE

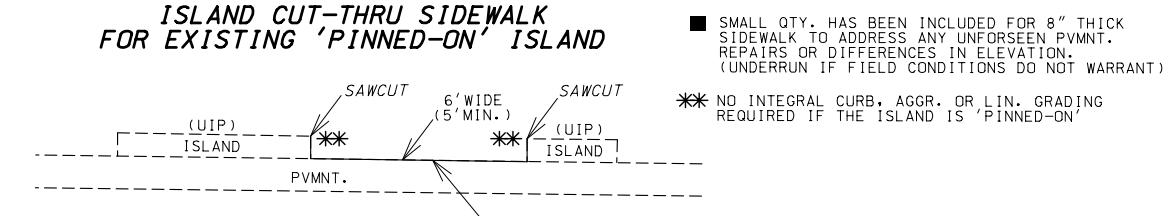
TYPICAL ISLAND CUT-THRU SIDEWALK

X-SLOPE 2% MAX. CONSTRUCT TO DRAIN



SECTION B-B

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

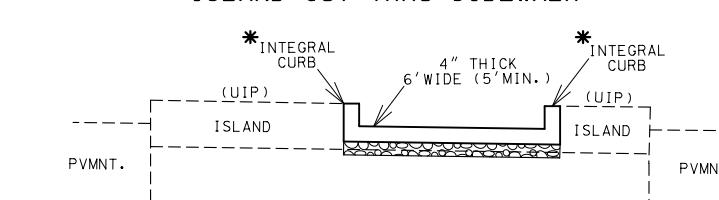


■ SMALL QTY. HAS BEEN INCLUDED FOR 8" THICK SIDEWALK TO ADDRESS ANY UNFORSEEN PVMNT. REPAIRS OR DIFFERENCES IN ELEVATION. (UNDERRUN IF FIELD CONDITIONS DO NOT WARRANT)

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

SECTION B-B

ISLAND CUT-THRU SIDEWALK

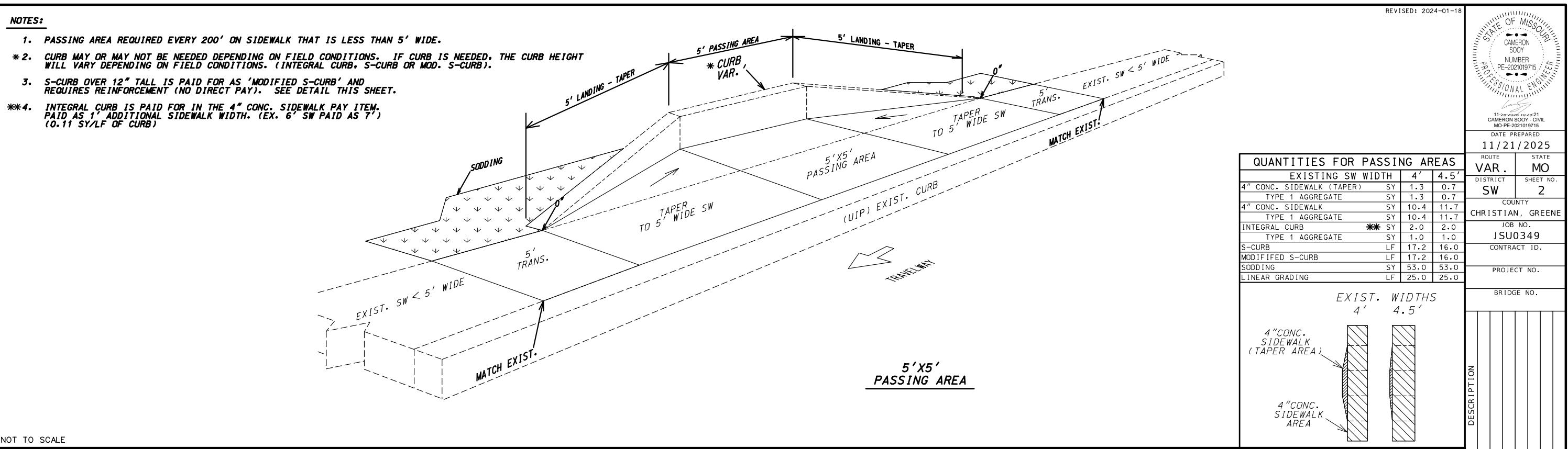


* INTEGRAL CURB IS PAID FOR WITH THE 4" CONC. SIDEWALK PAY ITEM.
INTEGRAL CURB IS PAID AS 1' ADDITIONAL SIDEWALK WIDTH (EX. 6' SIDEWALK PAID AS 7')
(0.11 SY/LF OF CURB)

ADA LIBRARY TYPICAL

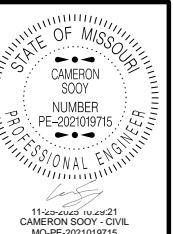
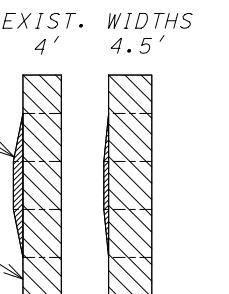
MODIFIED SIDEWALK AND SIDEWALK CUT-THRUS

TYPICAL SHEET 6 OF 8



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



DATE PREPARED

11/21/2025

ROUTE STATE

VAR. MO

DISTRICT

SW 2

COUNTY

CHRISTIAN, GREENE

JOB NO.

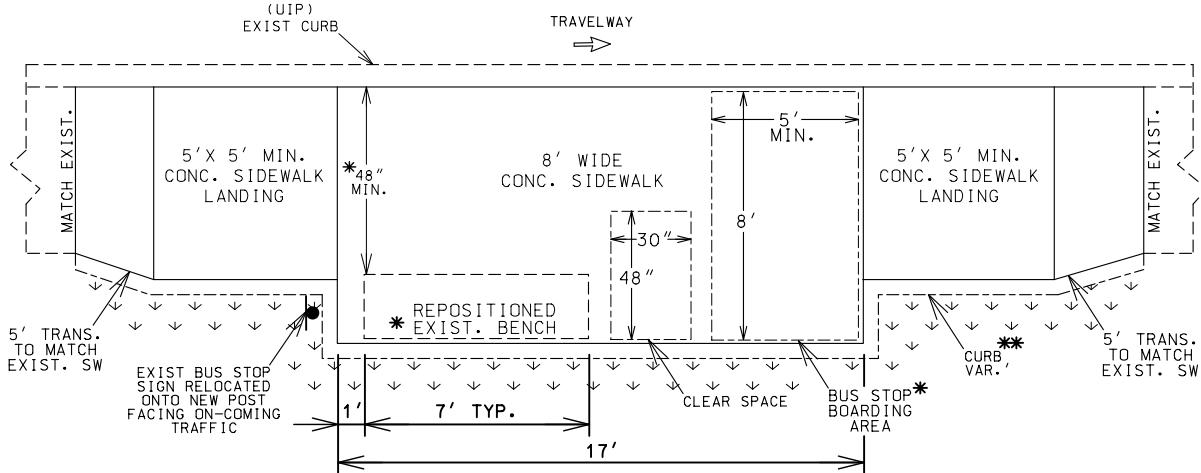
JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

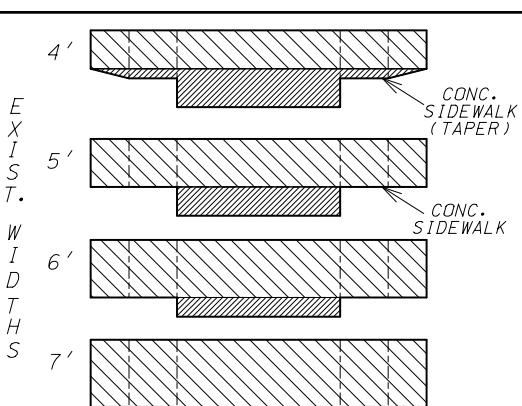
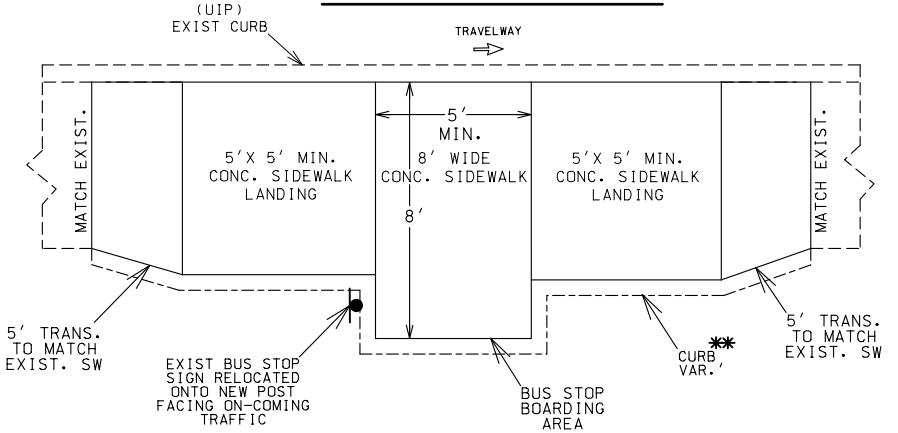
BUS STOP WITH BENCH



NOTES:

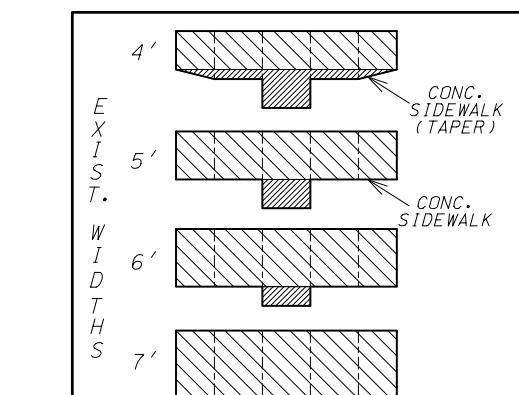
- THE REPOSITIONED BENCH SHALL NOT BE PLACED ON THE 5'X8' BUS STOP BOARDING AREA. PLACE THE BACK OF THE BENCH AT THE BACK EDGE OF THE CONC. PAD TO PROVIDE MAX.CLEARANCE.
- CURB USAGE DEPENDS ON FIELD CONDITIONS. IF CURB IS NEEDED DUE TO CUT, THE CURB HEIGHT WILL VARY DEPENDING ON FIELD CONDITIONS. (INTEGRAL CURB, S-CURB OR MOD. S-CURB).
- S-CURB OVER 12" TALL IS PAID FOR AS 'MODIFIED S-CURB' AND REQUIRES REINFORCEMENT (NO DIRECT PAY). SEE DETAIL THIS SHEET.
- 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				
EXISTING SW WIDTH	4'	5'	6'	7'
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



DATE PREPARED
11/21/2025

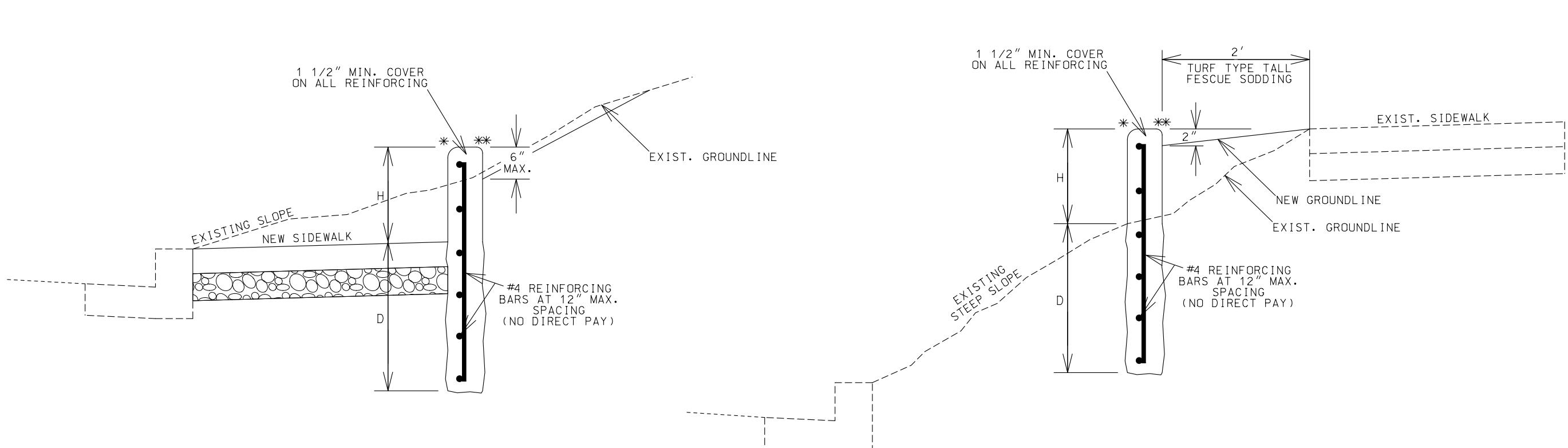
ROUTE VAR.	STATE MO
DISTRICT SW	SHEET NO. 2
COUNTY CHRISTIAN, GREENE	
JOB NO. JSU0349	
CONTRACT ID.	
PROJECT NO.	
BRIDGE NO.	

NOT TO SCALE	DESCRIPTION
DATE	

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

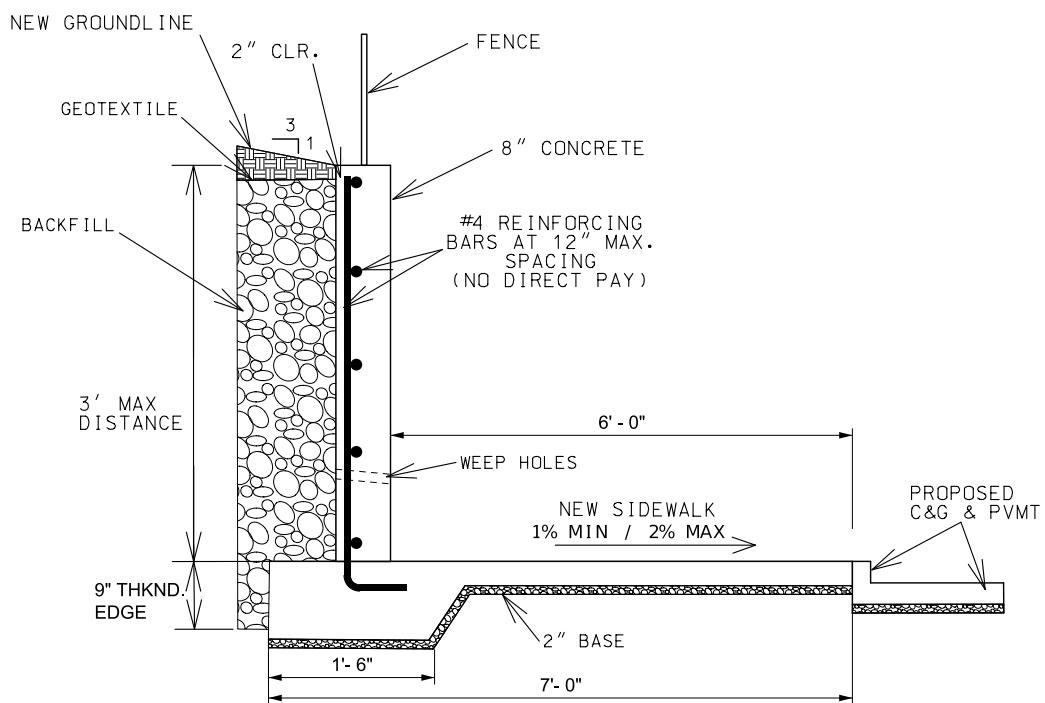
* ROUND TO 3/4" RADIUS
** ROUND TO 1/4" RADIUS
H = 2'-6" MAX. (30")
D = BURY DEPTH (FORMING NOT REQUIRED)
THIS SHALL BE 18 INCHES OR "H" WHICHEVER IS GREATER.
VERTICAL REINFORCING LENGTHS VARY AS NEEDED.
DEPTH MAY BE REDUCED IF KEYED 6" IN ROCK

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



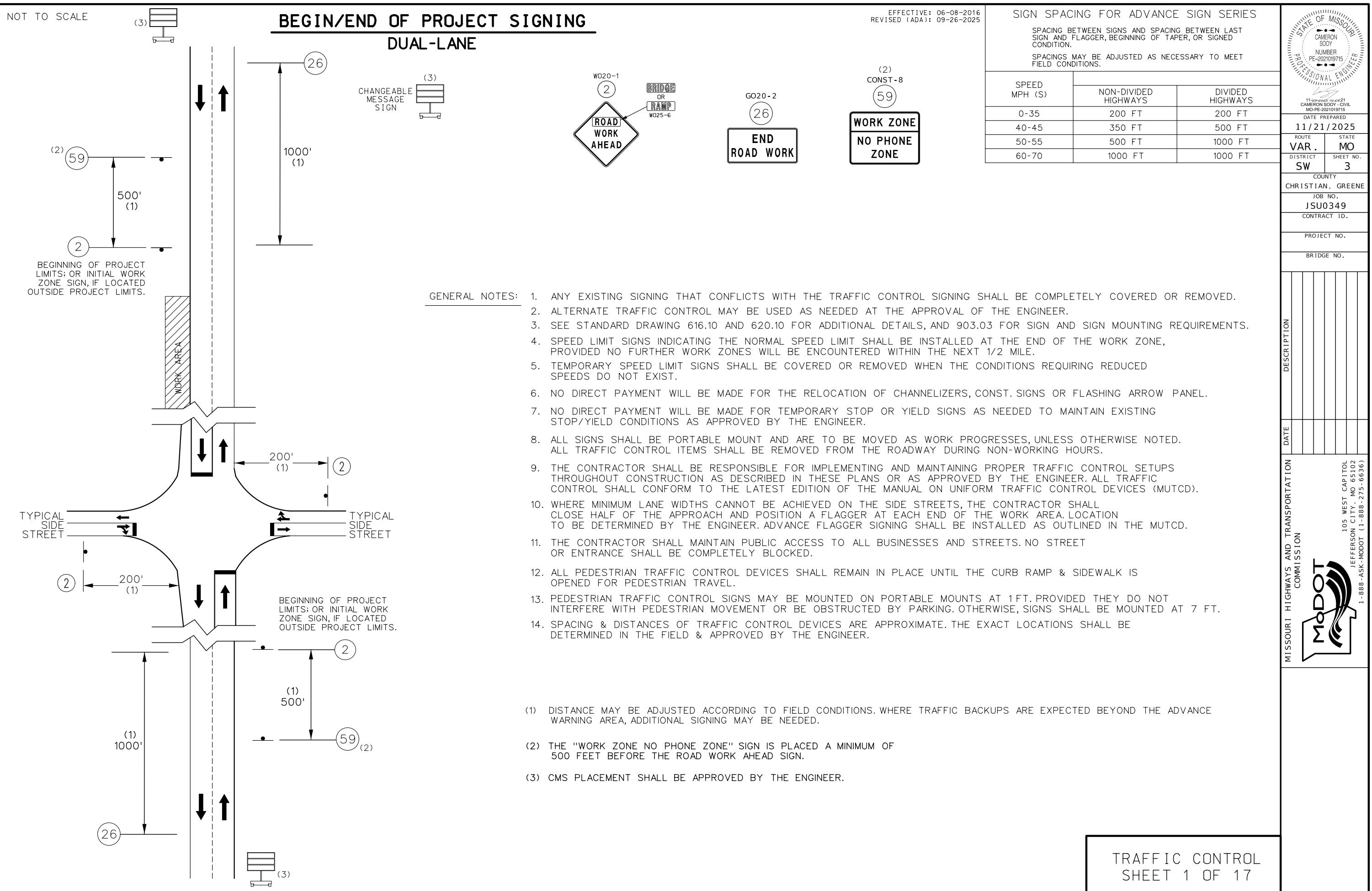
NOT TO SCALE

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



ADA LIBRARY TYPICAL
MODIFIED S-CURB
TYPICAL SHEET 8 OF 8

NOT TO SCALE



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

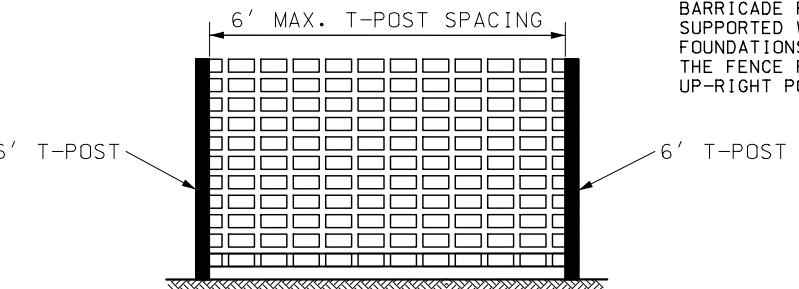
105 WEST CAPITOL JEFFERSON CITY, MO 65102

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

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.

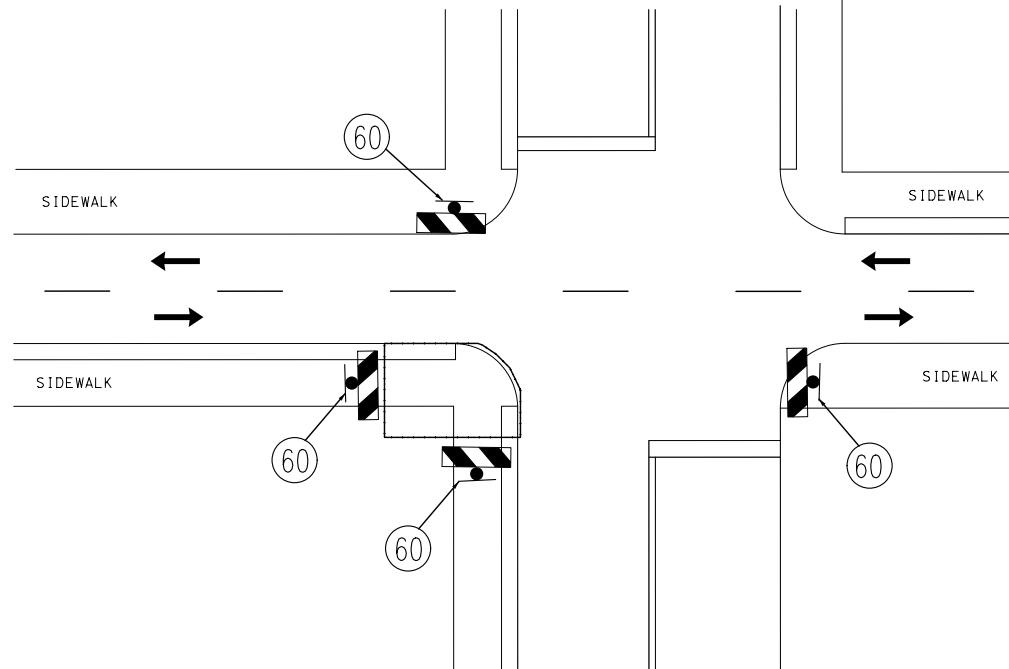
ORANGE PLASTIC SAFETY FENCE



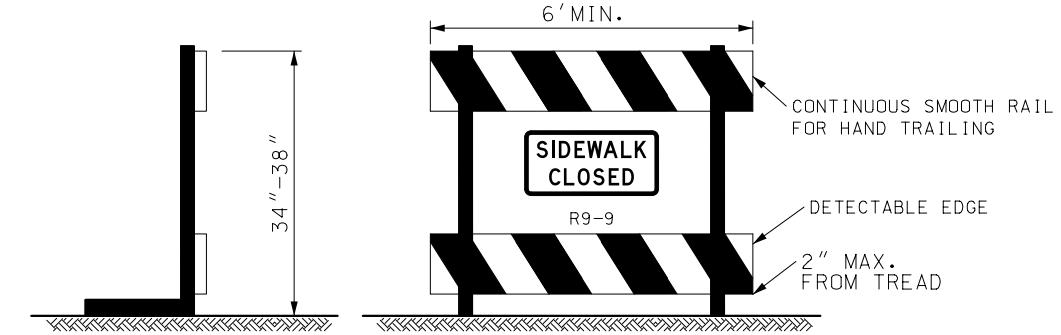
NO DIRECT PAY.
PLASTIC SAFETY NETTING USED FOR
BARRICADE FENCING SHALL BE
SUPPORTED WITH T-POST, ADEQUATE
FOUNDATIONS, AND BALLAST SO THAT
THE FENCE REMAINS TAUT AND IN AN
UP-RIGHT POSITION.

DUAL-LANE
TYPICAL SIDEWALK CLOSURE

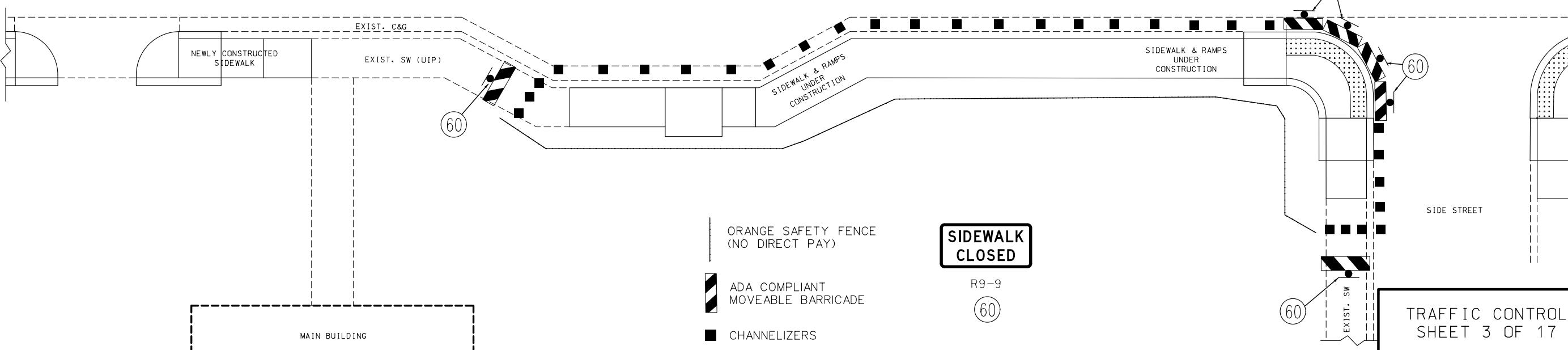
NOT TO SCALE



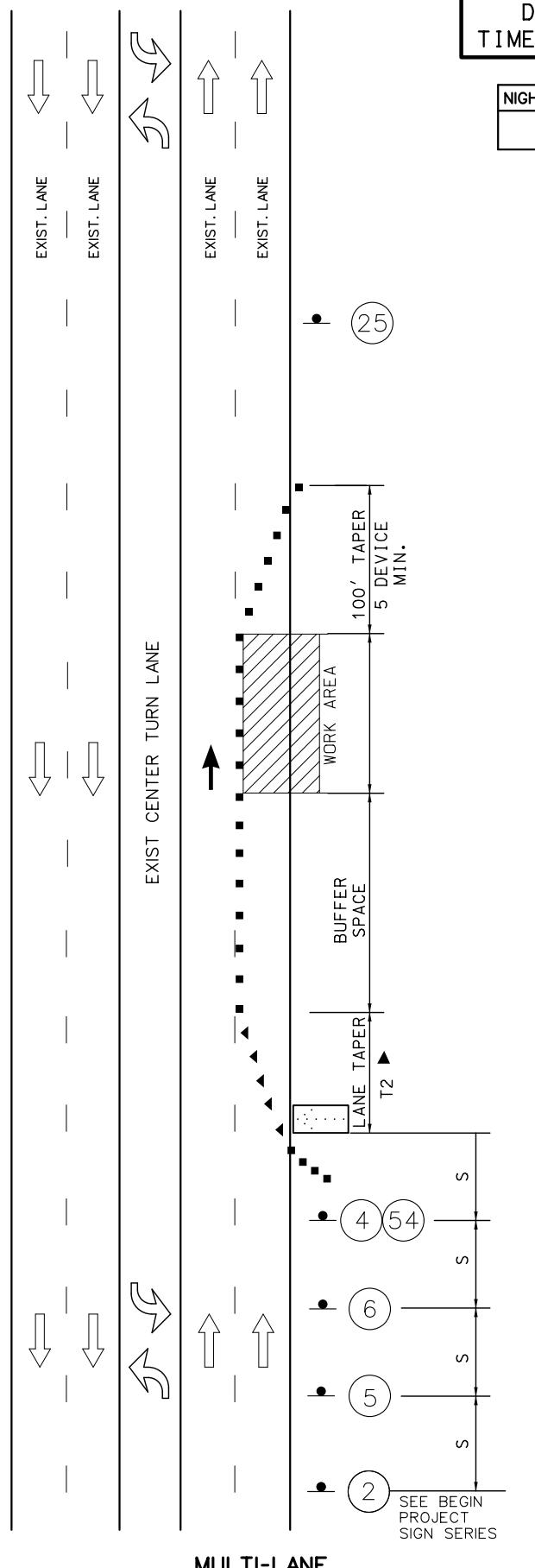
ADA COMPLIANT MOVEABLE BARRICADE



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>SIGNING REFLECTS DAY OR NIGHT TIME WORKING HOURS</p> <p>NIGHT TIME WORK HOURS x PM - x AM</p>	<p>SPEED LIMIT mph</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Speed Limit¹, mph</th> <th colspan="2">Taper Length², ft.</th> <th colspan="2">Channelizing Spacing³, ft.</th> </tr> <tr> <th>Shoulder⁴ (T1)</th> <th>Lane⁵ (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>35⁶</td> <td>40⁶</td> </tr> <tr> <td>40 to 45</td> <td>150</td> <td>540</td> <td>40⁶</td> <td>80⁶</td> </tr> <tr> <td>50 to 55</td> <td>185</td> <td>660</td> <td>50⁷</td> <td>80⁷</td> </tr> <tr> <td>60 to 70</td> <td>235</td> <td>840</td> <td>60⁷</td> <td>120⁷</td> </tr> </tbody> </table> <p>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.</p>	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	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Speed Limit¹, mph</th> <th colspan="2">(S) Sign Spacing², ft.</th> </tr> <tr> <th>Undivided Highway</th> <th>Divided Highway</th> </tr> </thead> <tbody> <tr> <td>up to 35</td> <td>200³</td> <td>200³</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>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.</p>	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
Speed Limit ¹ , mph	Taper Length ² , ft.		Channelizing Spacing ³ , ft.																																													
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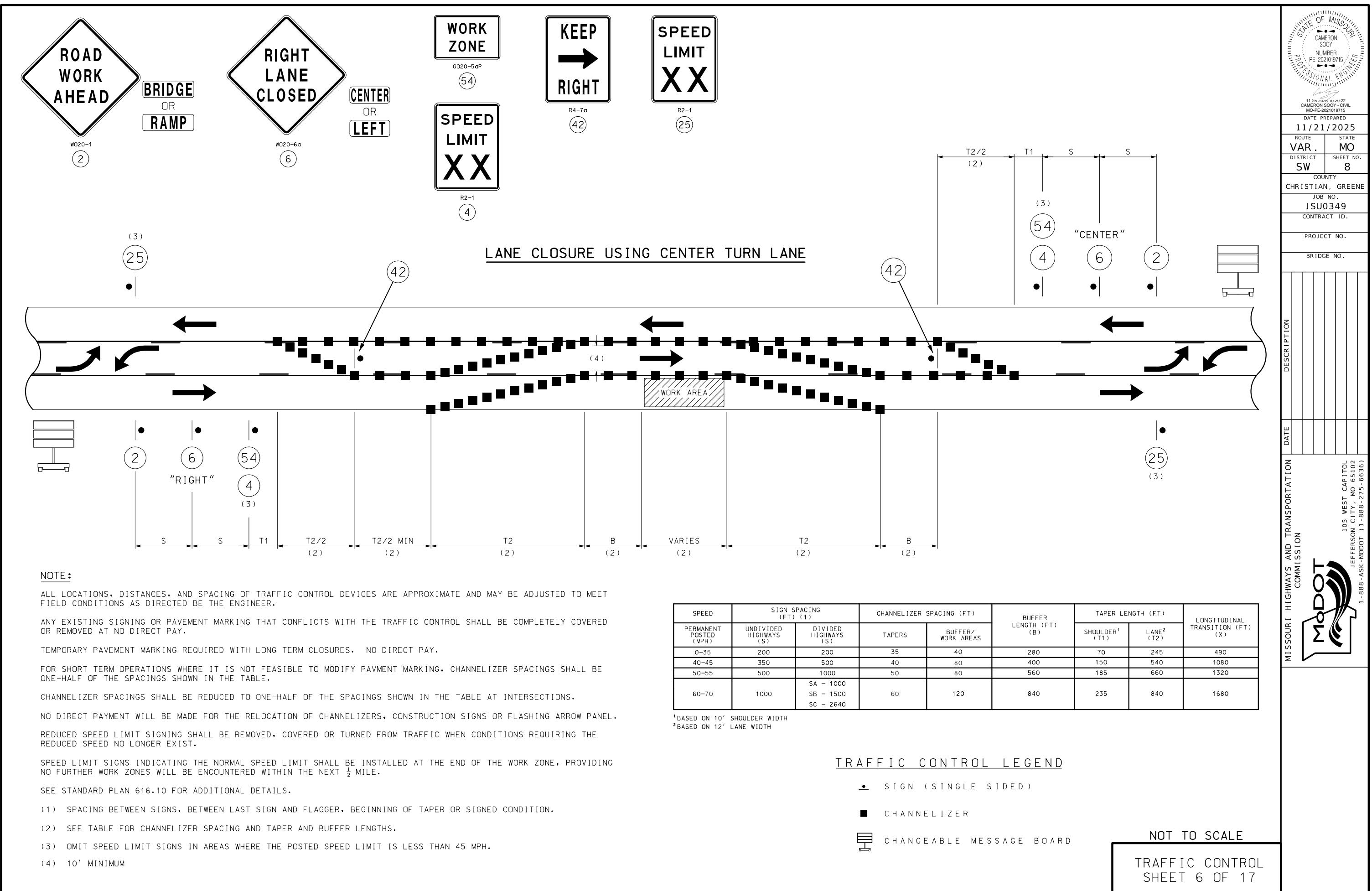
DATE PREPARED
11/21/2025
ROUTE VAR. STATE MO
DISTRICT SW SHEET NO. 7
COUNTY CHRISTIAN, GREENE
JOB NO. JSU0349
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

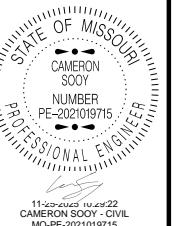
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

MODOT

TRAFFIC CONTROL SHEET 5 OF 17

NOT TO SCALE



DATE PREPARED
11/21/2025

ROUTE VAR. STATE MO

DISTRICT SW SHEET NO. 9

COUNTY CHRISTIAN, GREENE

JOB NO. JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

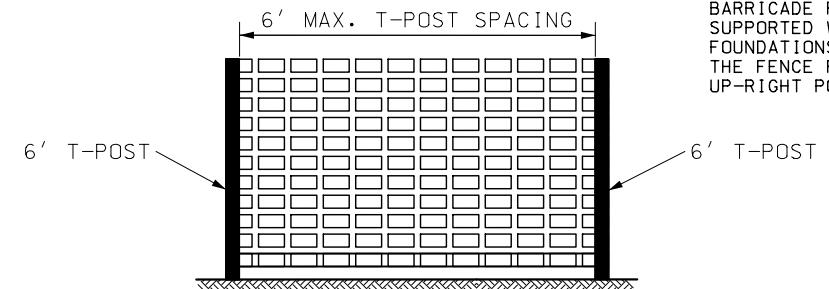
105 WEST CAPITOL JEFFERSON CITY, MO 65102

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

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.

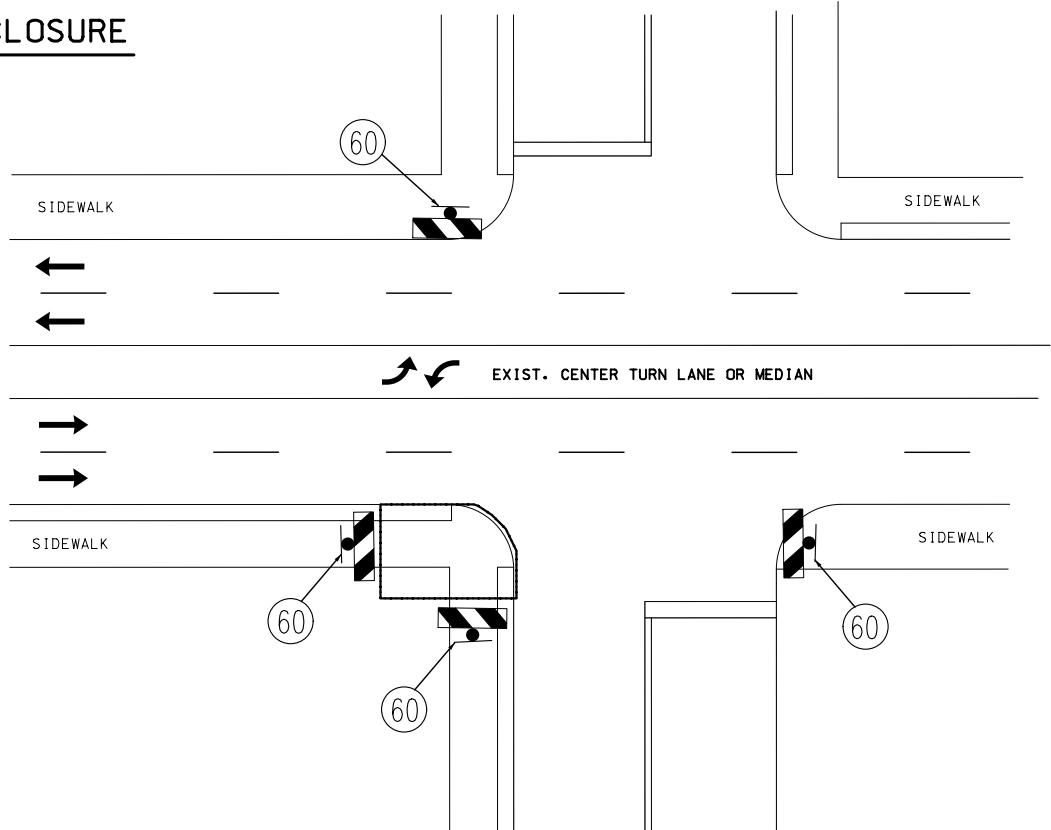
ORANGE PLASTIC SAFETY FENCE



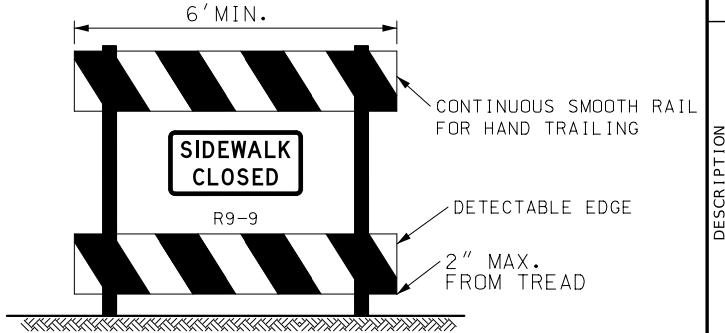
NO DIRECT PAY.
PLASTIC SAFETY NETTING USED FOR
BARRICADE FENCING SHALL BE
SUPPORTED WITH T-POST, ADEQUATE
FOUNDATIONS, AND BALLAST SO THAT
THE FENCE REMAINS TAUT AND IN AN
UP-RIGHT POSITION.

MULTI-LANE
TYPICAL SIDEWALK CLOSURE

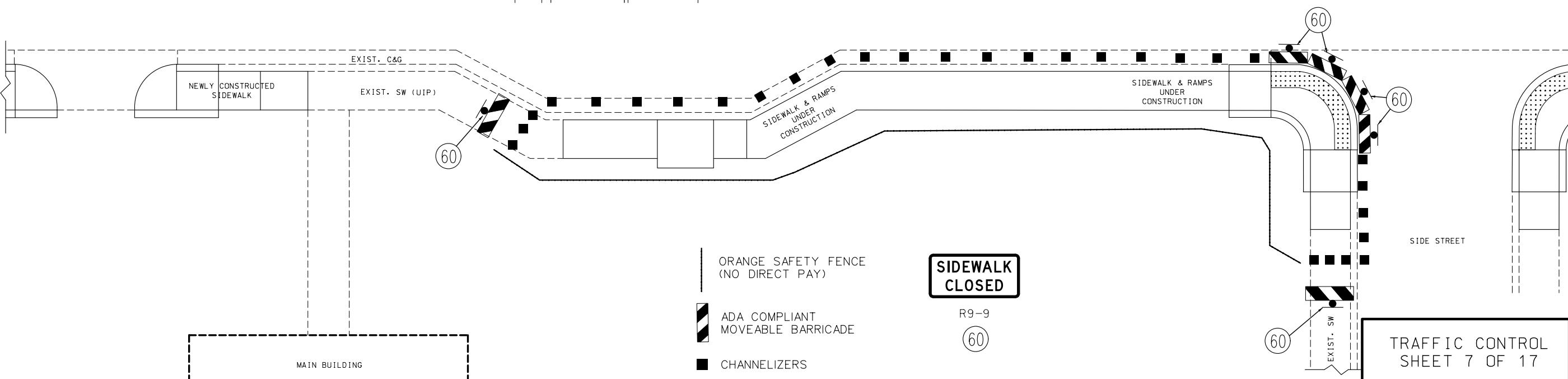
NOT TO SCALE

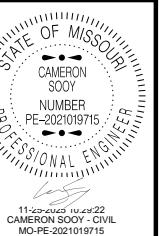


ADA COMPLIANT MOVEABLE BARRICADE



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

11/21/2025

ROUTE VAR.

STATE MO

DISTRICT SW

SHEET NO. 10

COUNTY CHRISTIAN, GREENE

JOB NO. JSU0349

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PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

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

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

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

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

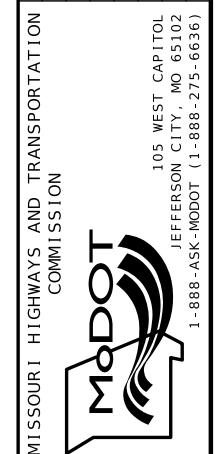
■ CHANNELIZER

E BARRICADE

CHANGEABLE MESSAGE BOARD

FLASHING ARROW PANEL

TMA (TRUCK MOUNTED ATTENUATOR) WITH FLASHING ARROW PANEL

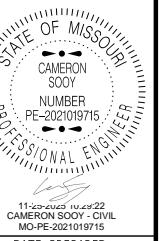


NOTES:

DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.

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

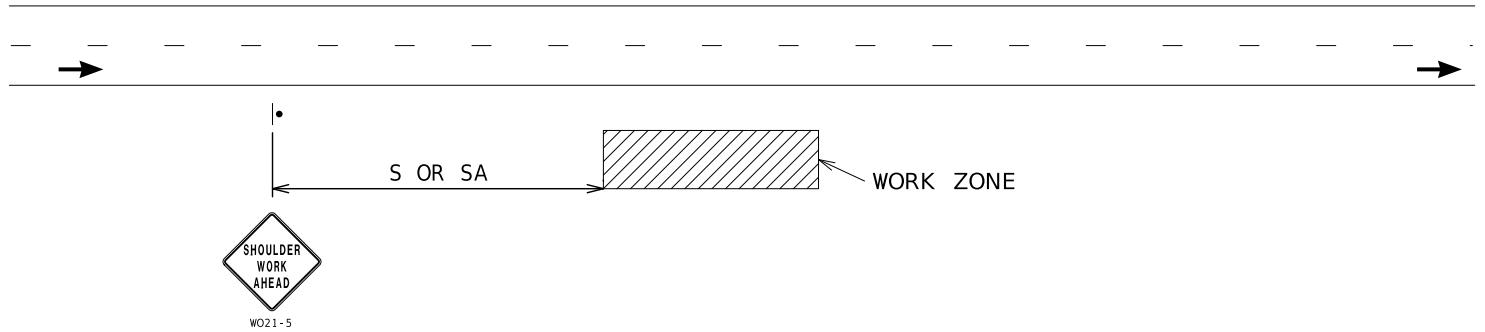
(2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS



DATE PREPARED
11/21/2025

ROUTE STATE
VAR. MO
DISTRICT NO.
SW 11
COUNTY
CHRISTIAN, GREENE
JOB NO.
JSU0349
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PROJECT NO.
BRIDGE NO.

DESCRIPTION	DATE

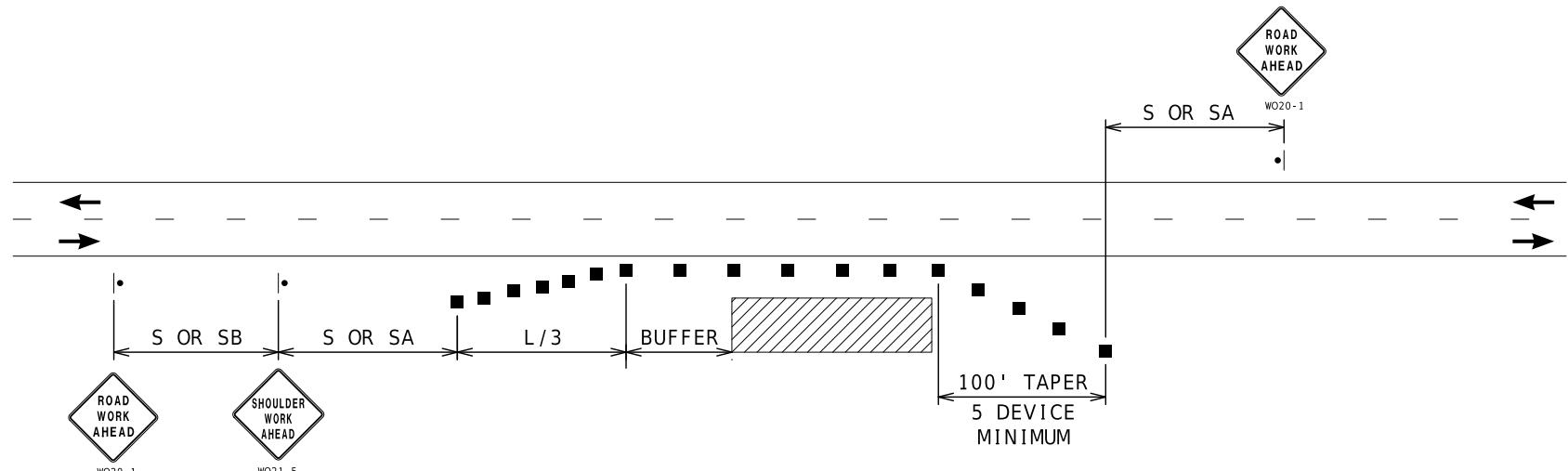


WORK BEYOND SHOULDER - UNDIVIDED OR DIVIDED ROADWAYS

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

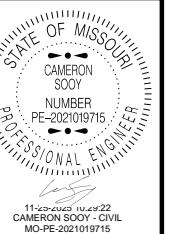
USED FOR WORK ON SHOULDER OR FOR WORK OFF SHOULDER
WITH WORK VEHICLES PARKED ON THE SHOULDER.

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

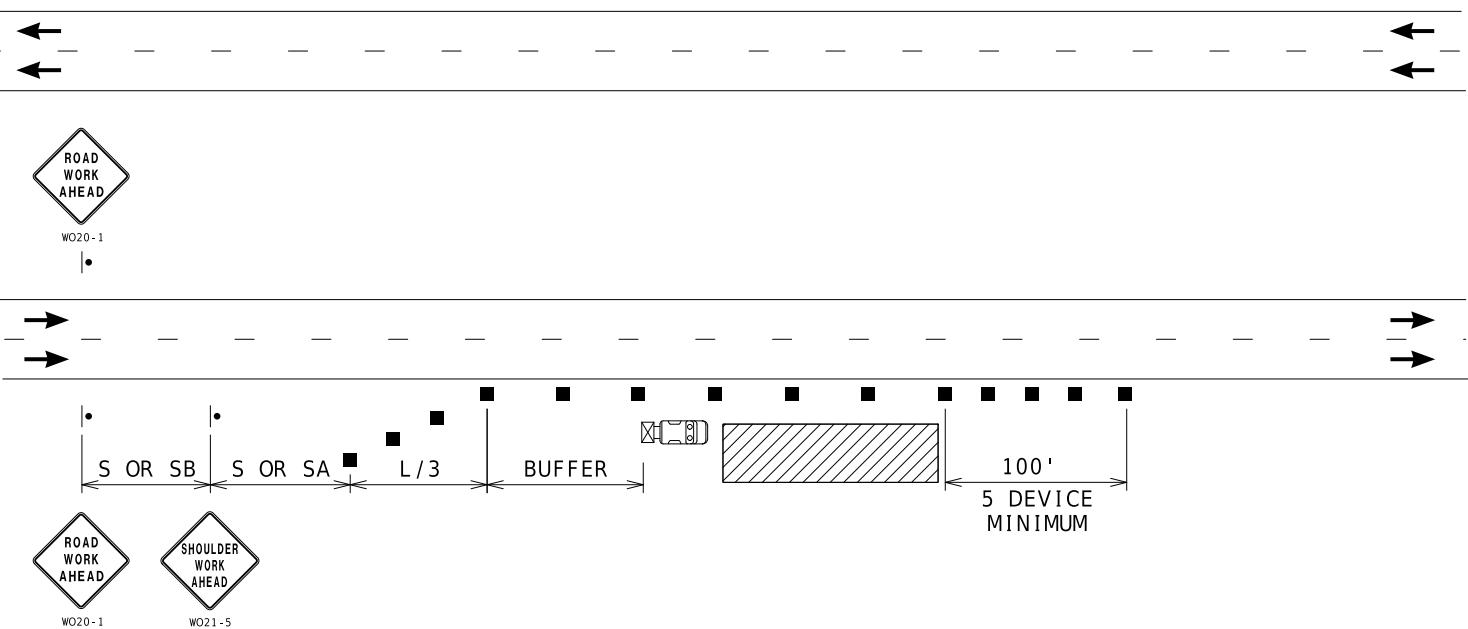
TRAFFIC CONTROL
SHEET 9 OF 17





DATE PREPARED
11/21/2025

ROUTE VAR. STATE
MO
DISTRICT SHEET NO.
SW 12
COUNTY
CHRISTIAN, GREENE
JOB NO.
JSU0349
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

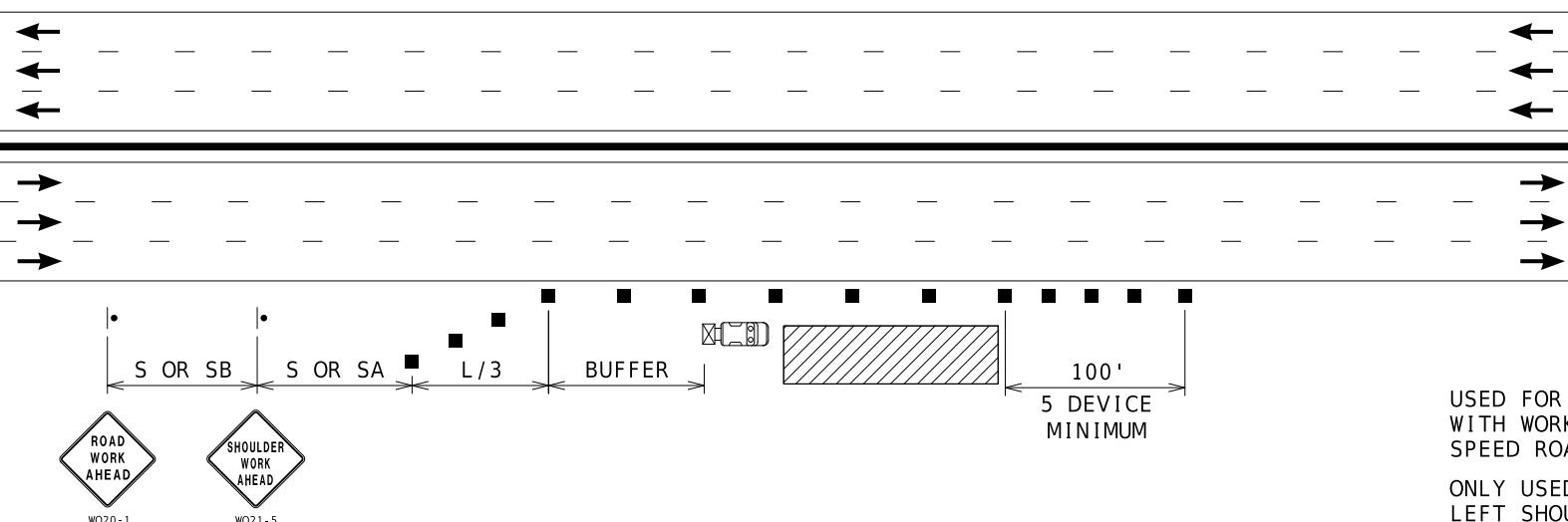


RIGHT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

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

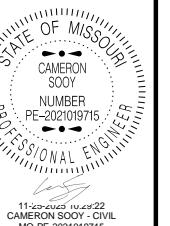
RIGHT SHOULDER WORK MULTI-LANE FREEWAYS WITH MEDIAN BARRIER

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

TRAFFIC CONTROL
SHEET 10 OF 17





11-21-2025 11-22
CAMERON SOOY - CIVIL
MO-PE-202019715

DATE PREPARED
11/21/2025

ROUTE VAR.
MO

DISTRICT SHEET NO.
SW 13

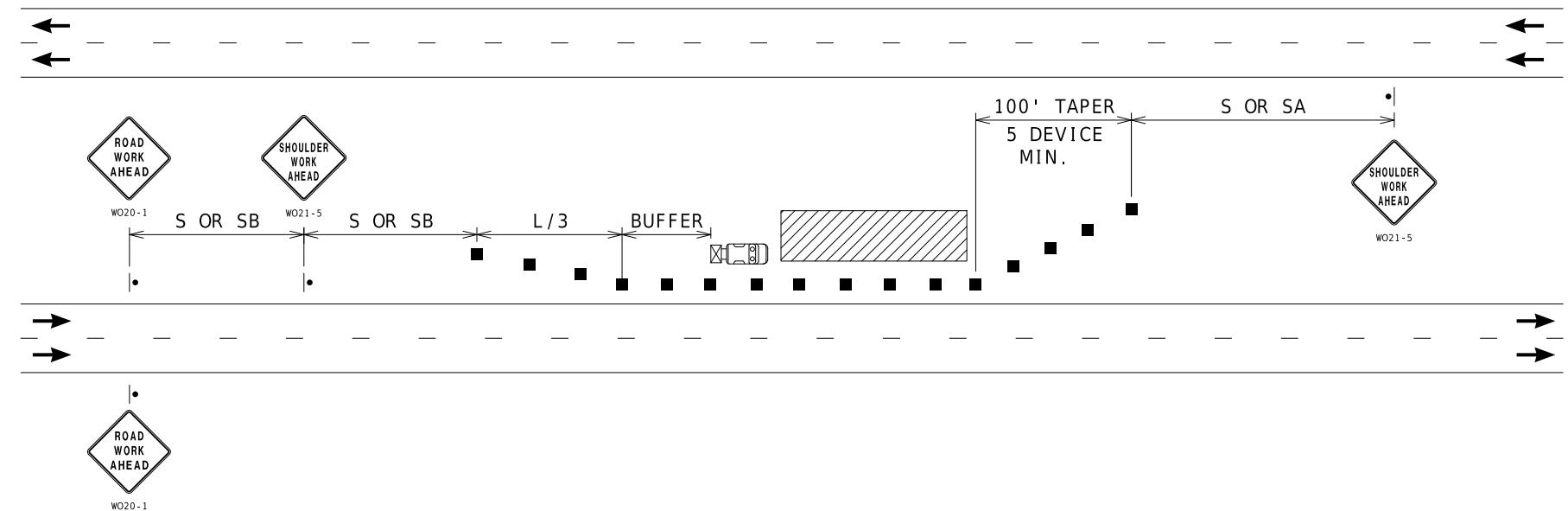
COUNTY
CHRISTIAN, GREENE

JOB NO.
JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

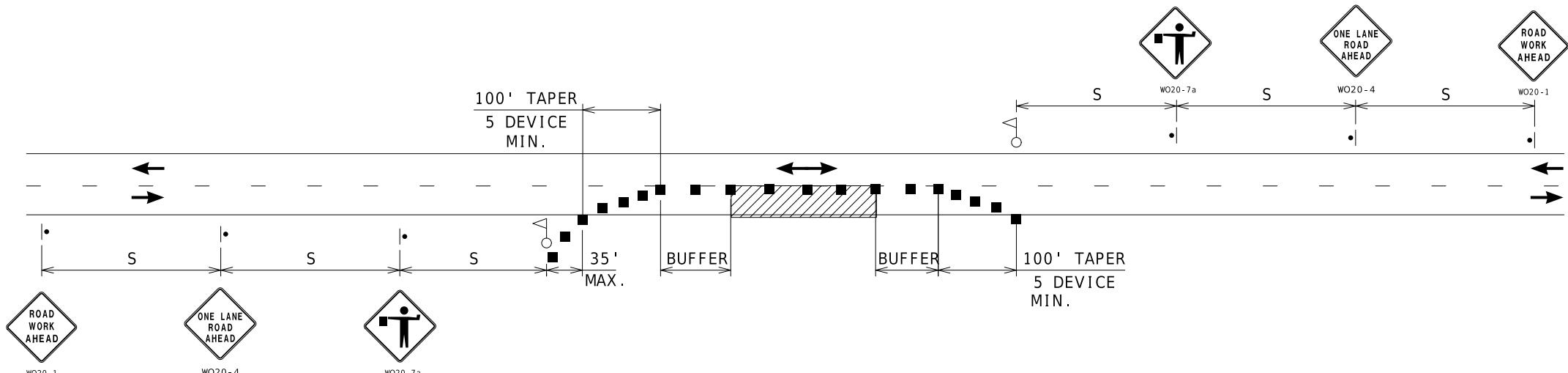


LEFT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

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.

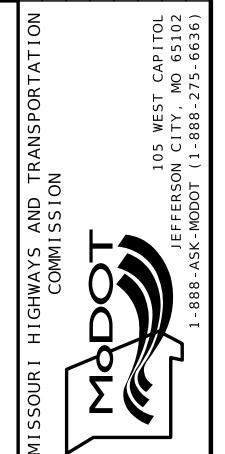


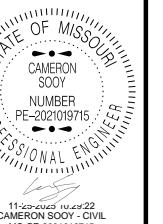
ONE-LANE TWO-WAY OPERATION WITH FLAGGERS

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.





11-2021019715 11-2022
CAMERON SOOY - CIVIL
MO-PE-2021019715

DATE PREPARED
11/21/2025

ROUTE VAR. STATE
SW MO

DISTRICT SHEET NO.
14

COUNTY CHRISTIAN, GREENE

JOB NO. JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

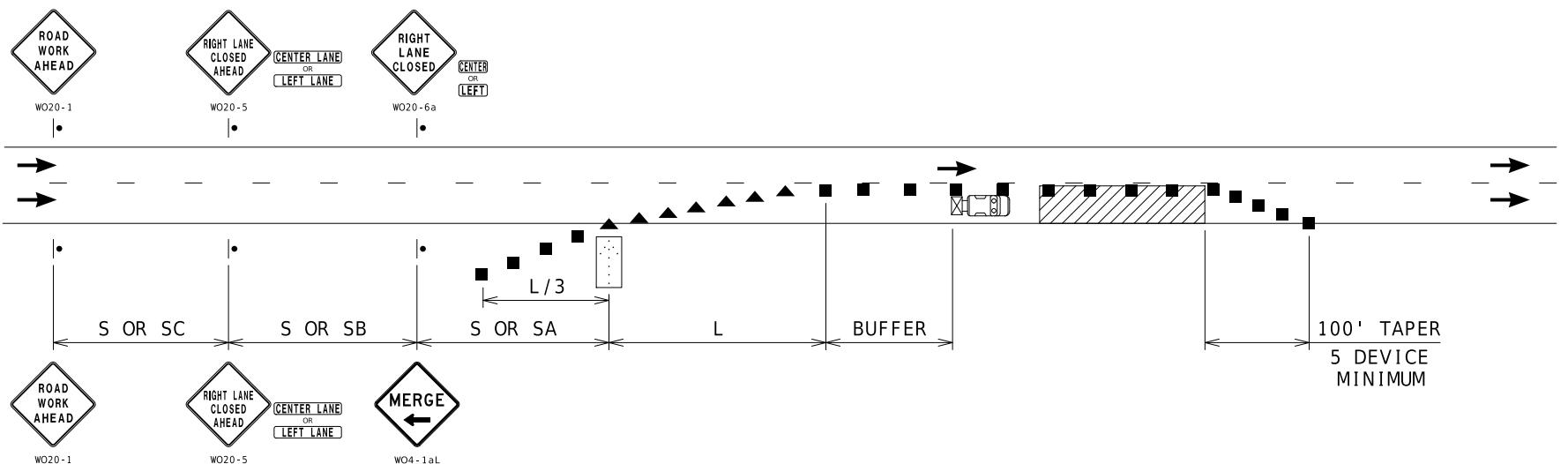
DATE

MISSOURI HIGHWAYS AND TRANSPORTATION

COMMISSION

105 WEST CAPITOL
JEFFERSON CITY, MO 65102

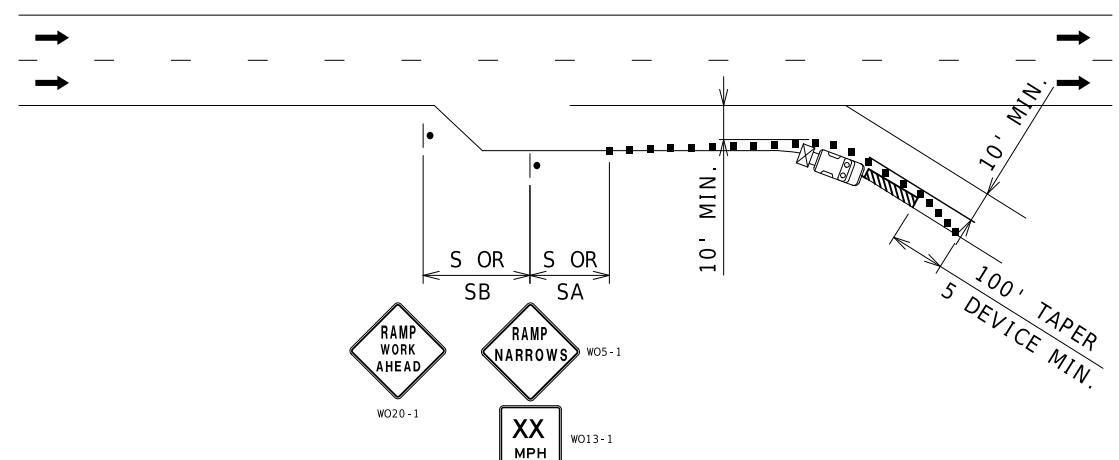
1-888-ASK-MODOT (1-888-275-6636)



SINGLE LANE CLOSURE

NOTES:

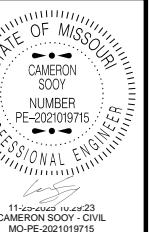
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



PARTIAL RAMP CLOSURE

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.



11-2024-23 11-23-23
CAMERON SOOY - CIVIL
MO-PE-2021019715

DATE PREPARED
11/21/2025

ROUTE STATE
VAR. MO

DISTRICT SHEET NO.
SW 15

COUNTY
CHRISTIAN, GREENE

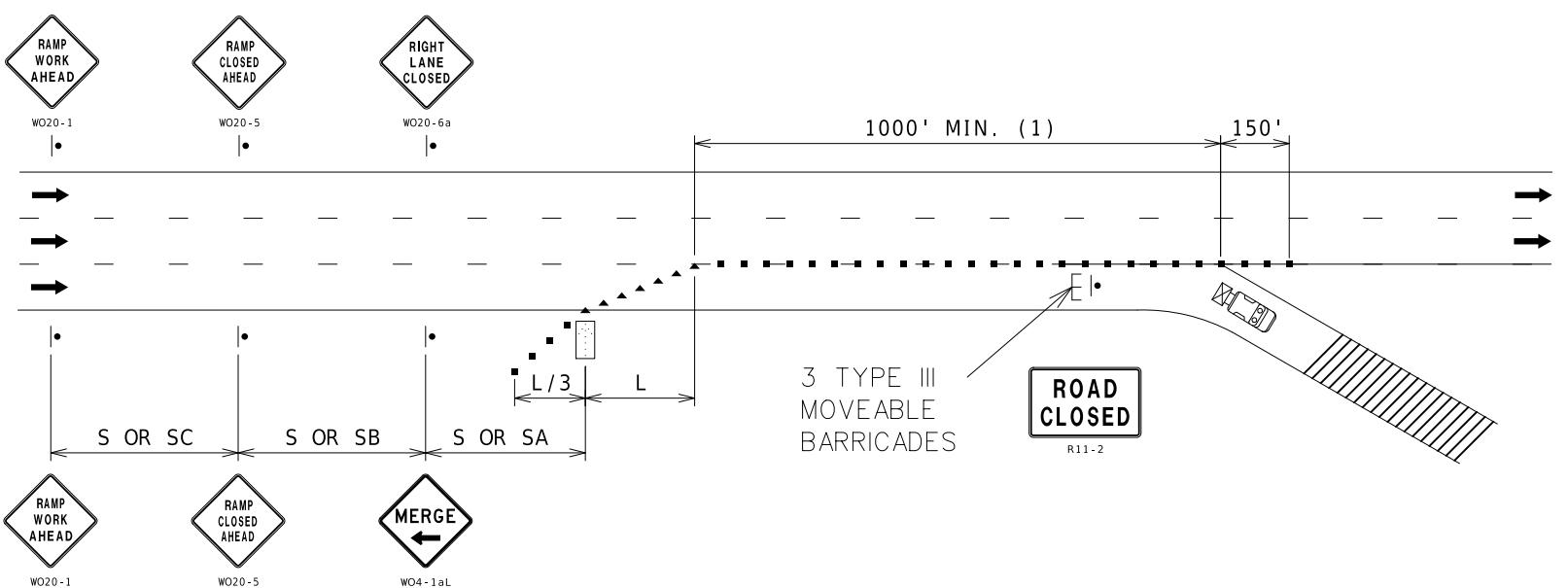
JOB NO.
JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION	DATE

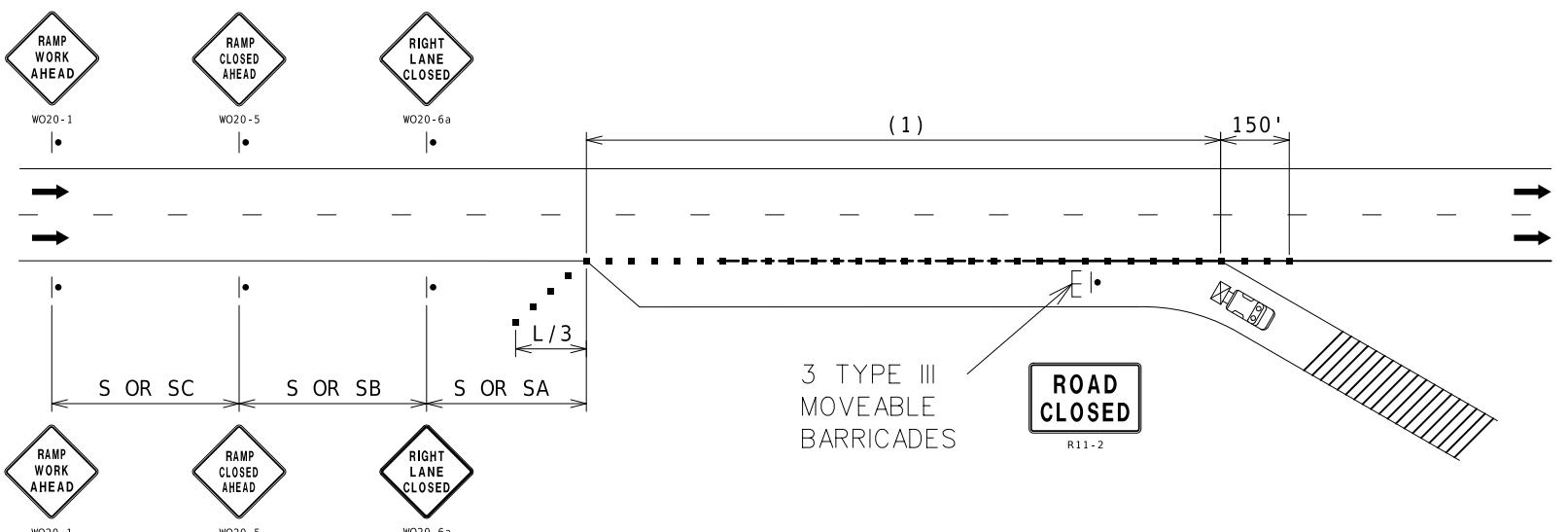


NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

(1) CHANNELIZER SPACING AT 50'.

RAMP CLOSURE



NOTES:

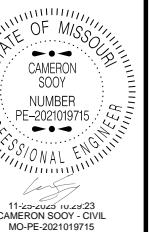
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

(1) CHANNELIZER SPACING AT 50'.

RAMP CLOSURE

TRAFFIC CONTROL
SHEET 13 OF 17

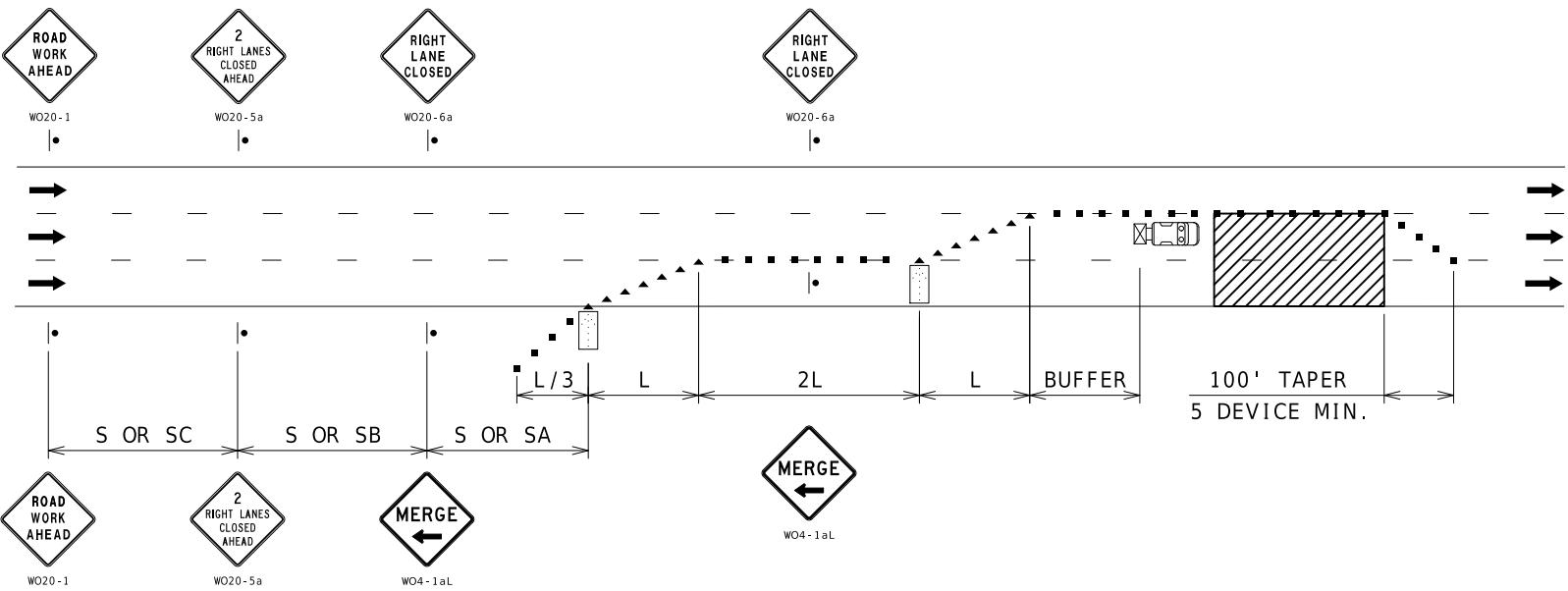




DATE PREPARED
11/21/2023

ROUTE VAR. STATE MO
DISTRICT SW SHEET NO. 18
COUNTY CHRISTIAN, GREENE
JOB NO. JSU0349
CONTRACT ID.
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BRIDGE NO.

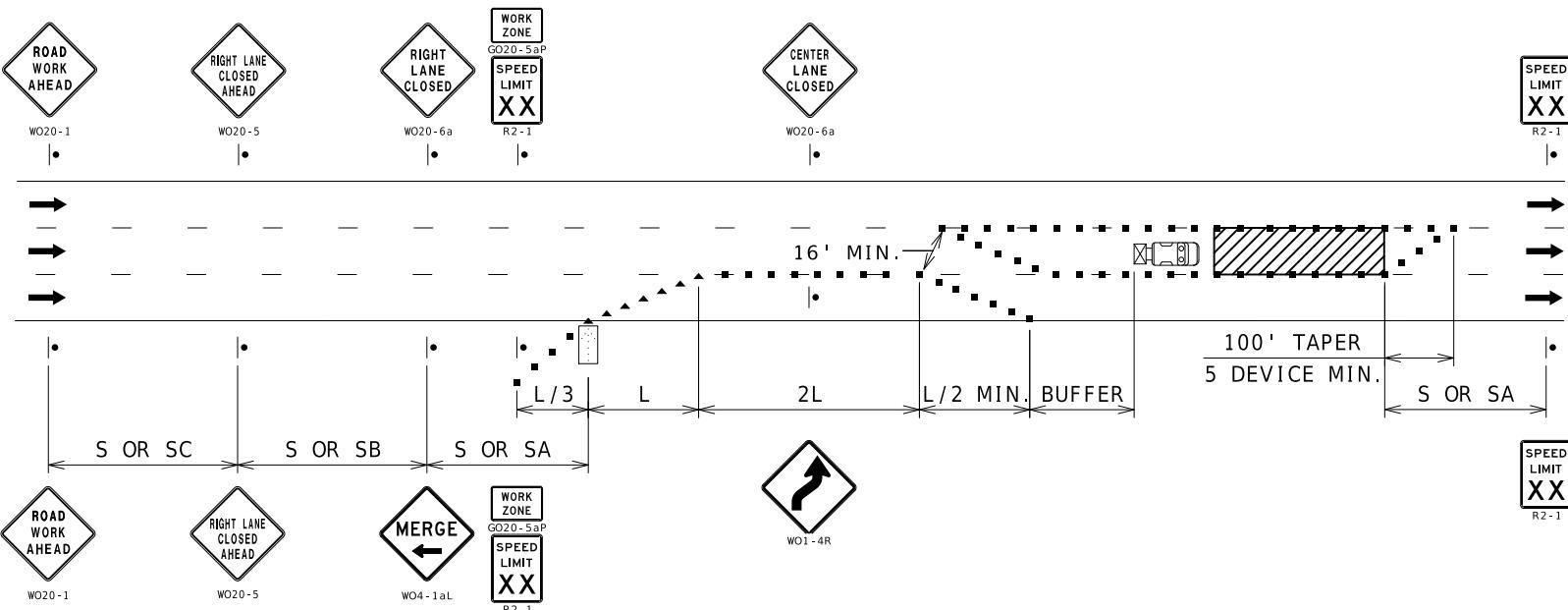
DESCRIPTION	DATE



NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

DOUBLE LANE CLOSURE



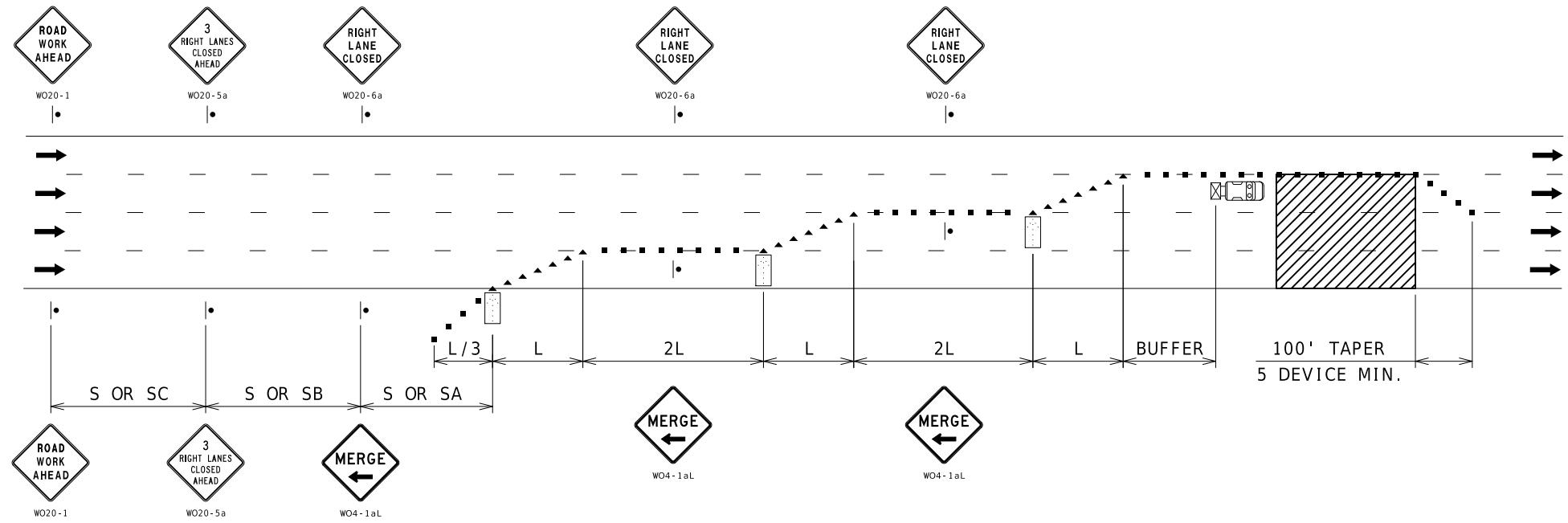
NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

INTERIOR LANE CLOSURE

TRAFFIC CONTROL
SHEET 16 OF 17

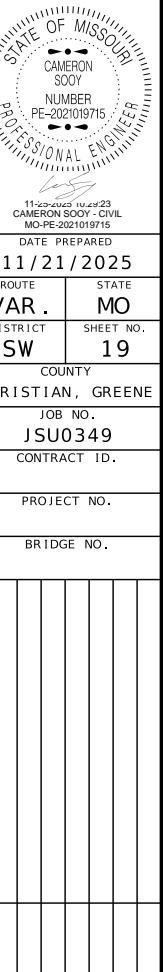




NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

TRIPLE LANE CLOSURE



DATE PREPARED 11/21/2025

ROUTE VAR.

STATE MO

DISTRICT SW

SHEET NO. 19

COUNTY CHRISTIAN, GREENE

JOB NO. JSU0349

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION DATE

105 WEST CAPITOL JEFFERSON CITY, MO 65102

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