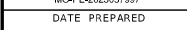


DESCRIPTION	SHEET NUMBER
TITLE SHEET -----	1
TRAFFIC CONTROL SHEETS (TC)-----	2-10




BRIDGE NO.

[illegible]

1. *Journal of the American Medical Association*, 1997; 277: 1039-1043.

NOT TO SCALE



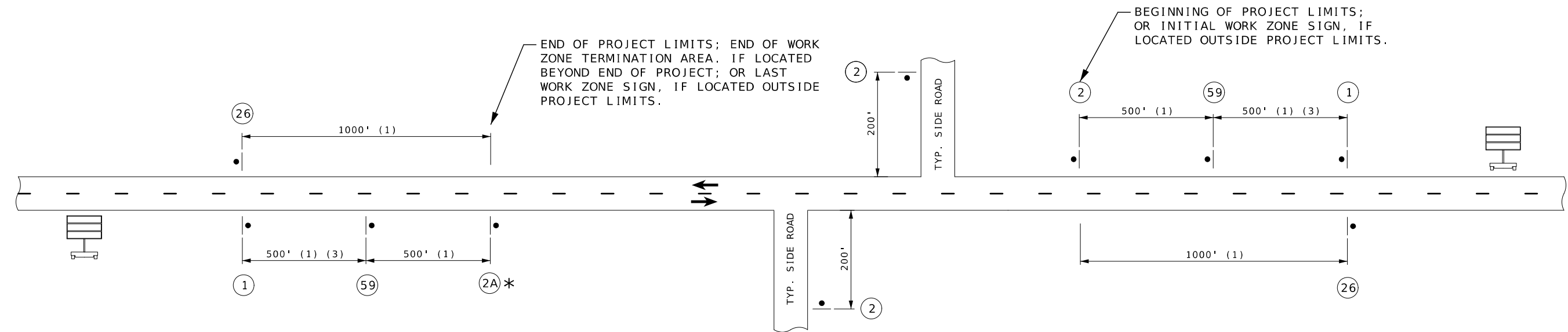
MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

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

GENERAL NOTES:

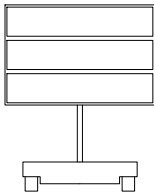
1. ANY EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED OR REMOVED.
2. TEMPORARY SIGNING SHOWN IS FOR WORK ON ONE SIDE OF THE ROAD. FOR WORK ON THE OTHER SIDE, REVERSE ORDER OF THE SIGNS AND CHANNELIZERS.
3. SIGNING SHOWN SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
4. ALTERNATE TRAFFIC CONTROL MAY BE USED AS NEEDED AT THE APPROVAL OF THE ENGINEER.
5. REFER TO STANDARD DRAWING 616.10, 619.10, AND 620.10 FOR ADDITIONAL DETAILS AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.
6. 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.
7. TEMPORARY SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED WHEN THE CONDITIONS REQUIRING REDUCED SPEEDS DO NOT EXIST.
8. NO DIRECT PAYMENT WILL BE MADE FOR THE RELOCATION OF CHANNELIZERS, CONSTRUCTION SIGNS, OR FLASHING ARROW PANEL.
9. 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.
10. 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.
11. 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.
12. THE CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS TO ALL BUSINESSES AND STREETS. NO STREET OR ENTRANCE SHALL BE COMPLETELY BLOCKED.
13. SPACING & DISTANCES OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD & APPROVED BY THE ENGINEER.
14. TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
15. ADJUST ADVANCE WARNING SIGN SPACING TO AVOID SIGN PLACEMENT WITHIN THE LIMITS OF THE RAILROAD RIGHT OF WAY.

REVISED: 5/29/2025

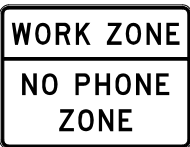


- (1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS. WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE WARNING AREA, ADDITIONAL SIGNING MAY BE NEEDED.
- (2) THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.
- (3) CMS PLACEMENT SHALL BE APPROVED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

TYPICAL BEGINNING AND END OF PROJECT
(UNDIVIDED HIGHWAY)



(4)



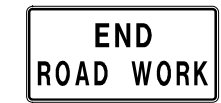
CONST - 8

(59) (3)



GO20 - 1

(1)



GO20 - 2

(26)

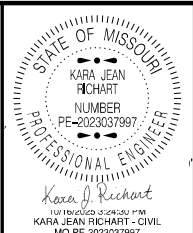


WO20 - 1

(2)

NOT TO SCALE

TRAFFIC CONTROL
SHEET 2 OF 9



DATE PREPARED
9/8/2025

ROUTE
VAR
DISTRICT
SW
STATE
MO
SHEET NO.
3

COUNTY
VARIOUS
JOB NO.
JSR0194
CONTRACT ID.

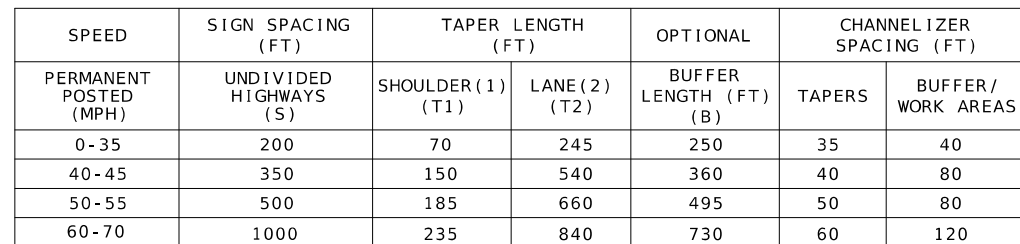
PROJECT NO.

BRIDGE NO.

DESCRIPTION	DATE

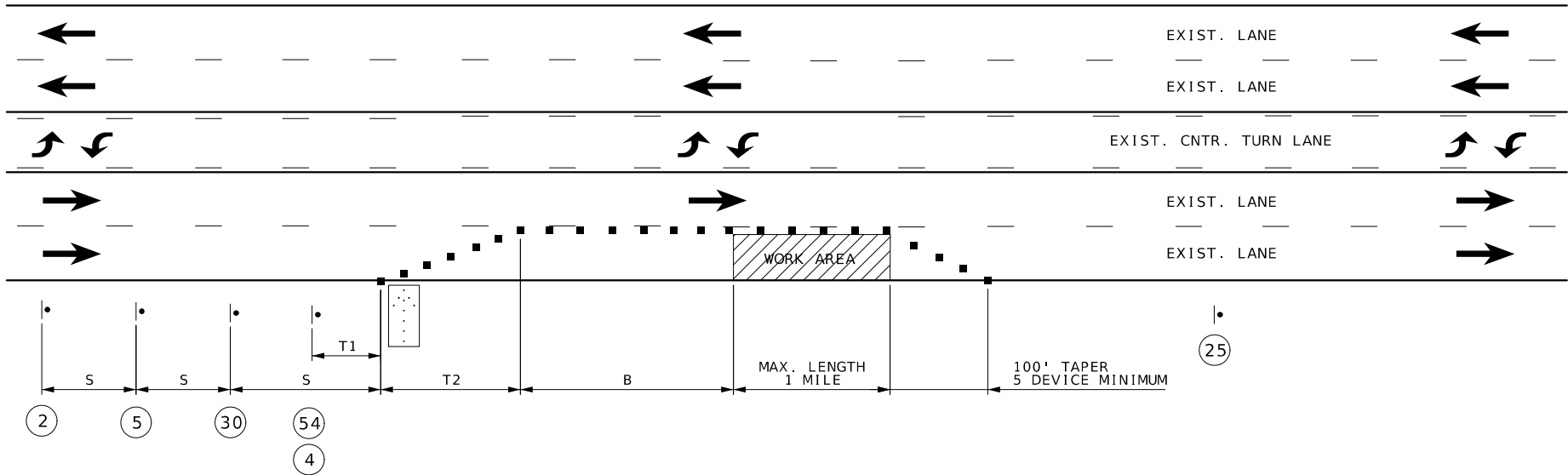
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TRAFFIC CONTROL
SHEET 7 OF 9

OUTSIDE LANE CLOSURE



SPEED	SIGN SPACING (FT)	TAPER LENGTH (FT)		OPTIONAL BUFFER LENGTH (FT) (B)	CHANNELIZER SPACING (FT)	
		SHOULDER (1) (T1)	LANE (2) (T2)		TAPERS	BUFFER/ WORK AREAS
0-35	200	70	245	250	35	40
40-45	350	150	540	360	40	80
50-55	500	185	660	495	50	80
60-70	1000	235	840	730	60	120

NOTES:

(1) SHOULDER TAPER LENGTH BASED ON 10 FT. (STANDARD SHOULDER WIDTH) OFFSET.

(2) LANE TAPER LENGTH BASED ON 12 FT. (STANDARD LANE WIDTH) OFFSET.

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

IN TAPER SECTIONS, QUANTITY OF CHANNELIZERS IS DOUBLED WHEN COMPARED TO MAXIMUM CHANNELIZER SPACING IN CHART.

TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM CLOSURE, NO DIRECT PAY.

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

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

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

ALL SIGNS, EXCEPT "NO PHONE ZONE", AND "POINT OF PRESENCE", 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. SEE JOB SPECIAL PROVISIONS.

WORK WILL REQUIRE LANE CLOSURES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

LAYOUT IS TYPICAL FOR EITHER DIRECTION.

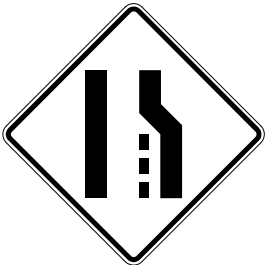
SEE STANDARD DRAWING 616.10 FOR ADDITIONAL DETAILS.



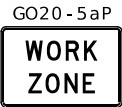
WO20-1
2



WO20-5
5



WO4-2R
30



R2-1



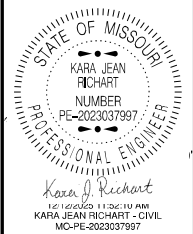
54
4



R2-1

25
(NORMAL SPEED)

NOT TO SCALE



DATE PREPARED
12/10/2025

ROUTE
VAR

STATE
MO

DISTRICT
SW

SHEET NO.
9

COUNTY
VARIOUS

JOB NO.
JSR0194

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION	DATE

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COMMISSION

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CHANNELIZERS ADJACENT TO CENTER TURN LANE NOT REQUIRED IF CONCRETE MEDIAN STRIP IS PRESENT

EXIST. LANE

EXIST. LANE

EXIST. CNTR. TURN LANE

EXIST. LANE

EXIST. LANE

WORK AREA

MAX. LENGTH 1 MILE

100' TAPER 5 DEVICE MINIMUM

25

S

T1

T2

B

2

5

6

54

4

SPEED	SIGN SPACING (FT)	TAPER LENGTH (FT)		OPTIONAL	CHANNELIZER SPACING (FT)	
PERMANENT POSTED (MPH)	UNDIVIDED HIGHWAYS (S)	SHOULDER (1) (T1)	LANE (2) (T2)	BUFFER LENGTH (FT) (B)	TAPERS	BUFFER/ WORK AREAS
0-35	200	70	245	250	35	40
40-45	350	150	540	360	40	80
50-55	500	185	660	495	50	80
60-70	1000	235	840	730	60	120

(1) SHOULDER TAPER LENGTH BASED ON 10 FT. (STANDARD SHOULDER WIDTH) OFFSET.
(2) LANE TAPER LENGTH BASED ON 12 FT. (STANDARD LANE WIDTH) OFFSET.

IN TAPER SECTIONS, QUANTITY OF CHANNELIZERS IS DOUBLED WHEN COMPARED TO MAXIMUM CHANNELIZER SPACING IN CHART.

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

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

SEE STANDARD DRAWING 616.10 FOR ADDITIONAL DETAILS.



WO20 - 1

(2)



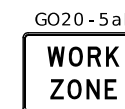
WO20-5

(5)

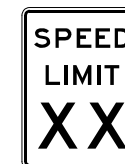


WO20 - 6a

(6)



R2 - 1


$$\begin{array}{c} 54 \\ 4 \end{array}$$


R2-1

(NORMAL SPEED)

TRAFFIC CONTROL
SHEET 9 OF 9

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