



**TRAFFIC CONTROL PLAN**  
MoDot PLAN TA-02  
\* For work within MoDot Right-Of-Way

**Shoulder Work on Undivided Highways**

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder (T1)	Lane (T2)		(ft.)	Buffer/Work Areas
0-35	200	-	70	-	120	35	50
40-45	350	-	150	-	220	40	100
50-55	500	-	185	-	335	50	100
60-70	1000	-	235	-	550	60	100

1 Shoulder taper length based on 10 ft. (standard shoulder width) offset. 2 Lane taper length based on 12 ft. (standard lane width) offset.

TYPE ROADWAY	SIGN HEIGHT	MAXIMUM WORK ZONE LENGTH (L)
URBAN	1' Portable 7' Post	1 MI.
RURAL UNDIVIDED	1' Portable 5' Post	3 MI.

**Notes:**

In addition to shoulder work, this typical application is applicable to work beyond shoulder where vehicles and equipment are parked on the shoulder.

A protective vehicle shall be used while work is in progress. The protective vehicle should be equipped with a TMA and positioned at least 150 ft. in advance of the work space.

If encroachment onto driving surface occurs and there is not 10 ft. of driving surface available for the lane of traffic, that traffic lane shall be closed. Refer to appropriate lane closure typical applications.

If an arrow panel is used for an operation on the shoulder, the caution mode shall be displayed.

For short duration or mobile operations, signs, channelization devices and protective vehicles may be reduced or eliminated if a work vehicle with activated rotating lights or strobe lights is used. However, if limited sight distance exists in a stationary operation or workers are on foot, a protective vehicle should be used. This protective vehicle should be equipped with a TMA and truck mounted flashing arrow panel and positioned at least 150 ft. in advance of the work space or work vehicle, as applicable. If a protective vehicle is used, a vehicle mounted sign shall be mounted at a recommended height of 48 in. above the road surface.

For work beyond shoulder, where vehicles and equipment are parked on the shoulder, the protective vehicle may be eliminated if a work vehicle with activated rotating lights or strobe lights is used.

Additional warning signs shall be erected at each intersection with another state highway within the work zone. Upon the discretion of the supervisor, additional warning signs may be erected at other intersections within the work zone.

Other appropriate signs may be used in lieu of SHOULDER WORK AHEAD sign.

TA-2

**TRAFFIC CONTROL PLAN**  
1 LANE CLOSURE - TWO LANE, TWO WAY RURAL HIGHWAY

**SYMBOLS**

- Work Area
- Channelizer
- Sign
- Truck or Trailer Mounted Arrow Panel
- Protective Vehicle
- Truck Mounted Attenuator (TMA)
- Work Space

**NOTES:**

- CHANNELIZING DEVICES LOCATED DOWNSTREAM OF THE ONE-LANE, TWO-WAY TAPER ARE OPTIONAL. THESE DEVICES MAY BE ELIMINATED WHEN THEIR USE WILL REDUCE THE USABLE LANE WIDTH, INCLUDING ANY ACCEPTABLE SHOULDERS, TO LESS THAN 10 FEET OR WILL SIGNIFICANTLY AFFECT THE RESURFACING OPERATION.
- CHANNELIZING DEVICES SHALL NOT HAVE METAL LEGS.

**TRAFFIC CONTROL PLAN**

ROAD CONSTRUCTION AHEAD (W020-1)  
 REDUCED SPEED AHEAD (R2-5b)  
 SPEED LIMIT 45 (R2-1b)  
 ONE LANE ROAD AHEAD (W020-4a)  
 SPEED LIMIT 55 (R2-1b)

**NOTES:**

- USE ONLY WHEN SPEED REDUCTION IS 20 MPH OR GREATER BELOW POSTED OR NORMAL.
- NOT IF SIGNAL CONTROLLED.
- USE WHEN SPEED LIMIT LESS THAN 30 MPH.
- USE WHEN SPEED LIMIT IS 30 MPH OR GREATER.
- MOUNT ON BARRICADE ONE FOOT ABOVE TOP RAIL WITH FLASHING ELECTRIC LIGHTS OR TYPE B WARNING LIGHTS IF NO POWER SUPPLY OR SHORT TERM. IF FLASHING ARROW PANEL IS USED IN TAPER FLASHING LIGHTS SHALL NOT BE SPECIFIED.

ROUTE: MO, DISTRICT: , SHEET NO.:  
 JOB NO.:  
 PROJECT NO.:  
 COUNTY: DATE:

**GRAPHIC SCALE**  
( IN FEET )  
1 inch = 10 ft.

**ENTRANCE DETAIL**

- EXISTING PAVEMENT TO BE REMOVED TO THE NEAREST JOINT
- ALL SPOTS ARE TO TOP OF PAVEMENT UNLESS OTHERWISE NOTED
- ALL LANE LINES SHALL BE EPOXY
- ALL STOP BARS AND ARROWS SHALL BE HOT TAPE

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE THEIR LOCATIONS SHALL BE CONSIDERED APPROXIMATE ONLY. THE VERIFICATION OF THE LOCATION OF ALL UNDERGROUND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, AND SHALL BE LOCATED PRIOR TO ANY GRADING OR CONSTRUCTION OF THE IMPROVEMENTS.

P & Z # 1702.03 APPROVED 11/01/07