

616.8.1 (TA-1) Work Beyond the Shoulder on Divided and Undivided Highways - MT

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)
	Undivided (S)	Divided (S)	Shoulder (T1)	Lane (T2)		
0-35	200	-	200	-	-	-
40-45	350	-	500	-	-	-
50-55	500	-	1000	-	-	-
60-70	1000	-	1000	-	-	-

ROADWAY TYPE	SIGN HEIGHT	MAXIMUM WORK ZONE LENGTH (L)	Sign	Work Space
URBAN	7' Post	1 Mi.	1' Portable	
RURAL DIVIDED	7' Post	2 Mi.	1' Portable	
RURAL UNDIVIDED	5' Post	3 Mi.	1' Portable	

If work vehicles or equipment are located on the shoulder, refer to appropriate shoulder work typical applications.

On multi-lane, divided highways, signs advising of shoulder work or the condition of the shoulder should be placed only on the side of the affected shoulder.

If work is being performed in the median, signs may be required for both directions of travel based on the following paragraph.

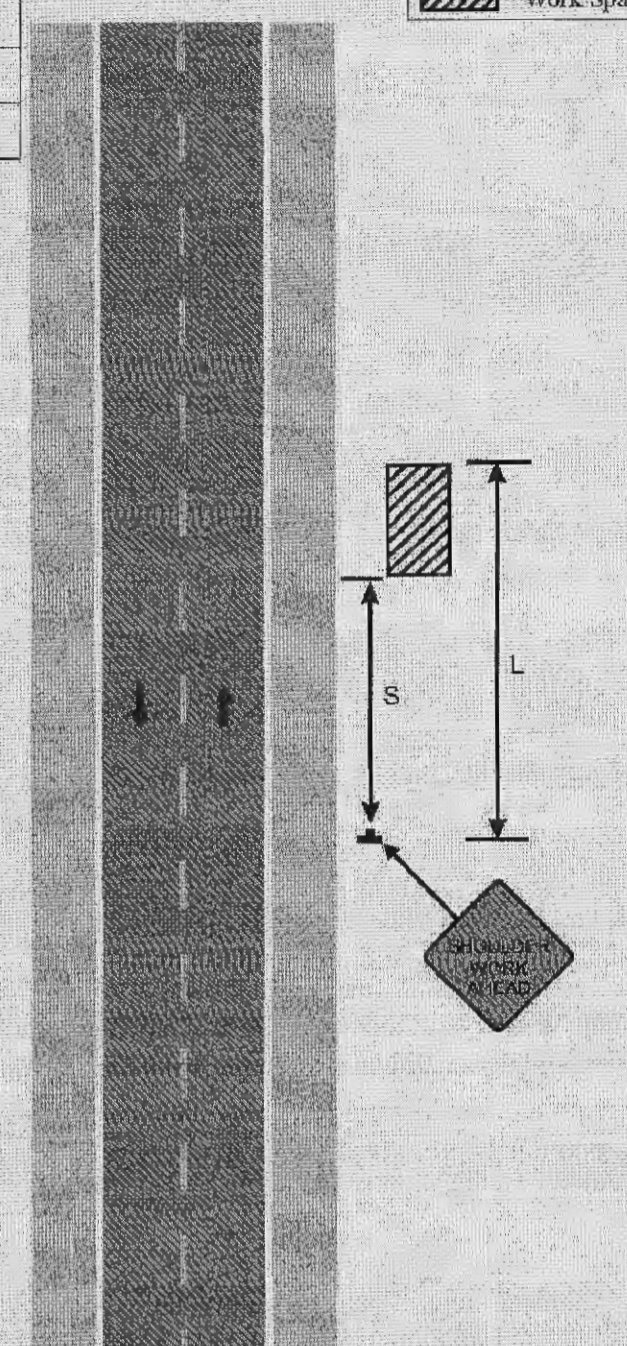
The SHOULDER WORK AHEAD sign may be omitted where the work space is 15 ft. or more from the edge of any shoulder, beyond the ditch line, or behind the curb. Should the roadway not have a shoulder, then 15 ft. or more from the edge of the roadway.

For short duration or mobile operations, signs may be reduced or eliminated if a work vehicle with activated rotating lights or strobe lights is used.

Vehicle hazard warning signals shall not be used instead of the vehicle's rotating lights or strobe lights.

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

Where sidewalks are impacted, refer to EPG 616.8.28 (TA-28) Sidewalk Detour or Diversion or 616.8.28 (TA-28) Crosswalk Closures and Pedestrian Detours.



TA-1 MODOT TA-1 DETAIL NO SCALE

616.8-3 (TA-3) Shoulder Work on Two-Lane Highways with Edgelines - MT

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)
	Undivided (S)	Divided (S)	Shoulder (T1)	Lane (T2)		
0-35	200	-	70	-	250	35
40-45	350	-	150	-	350	40
50-55	500	-	185	-	450	50
60-70	1000	-	235	-	700	60

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

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

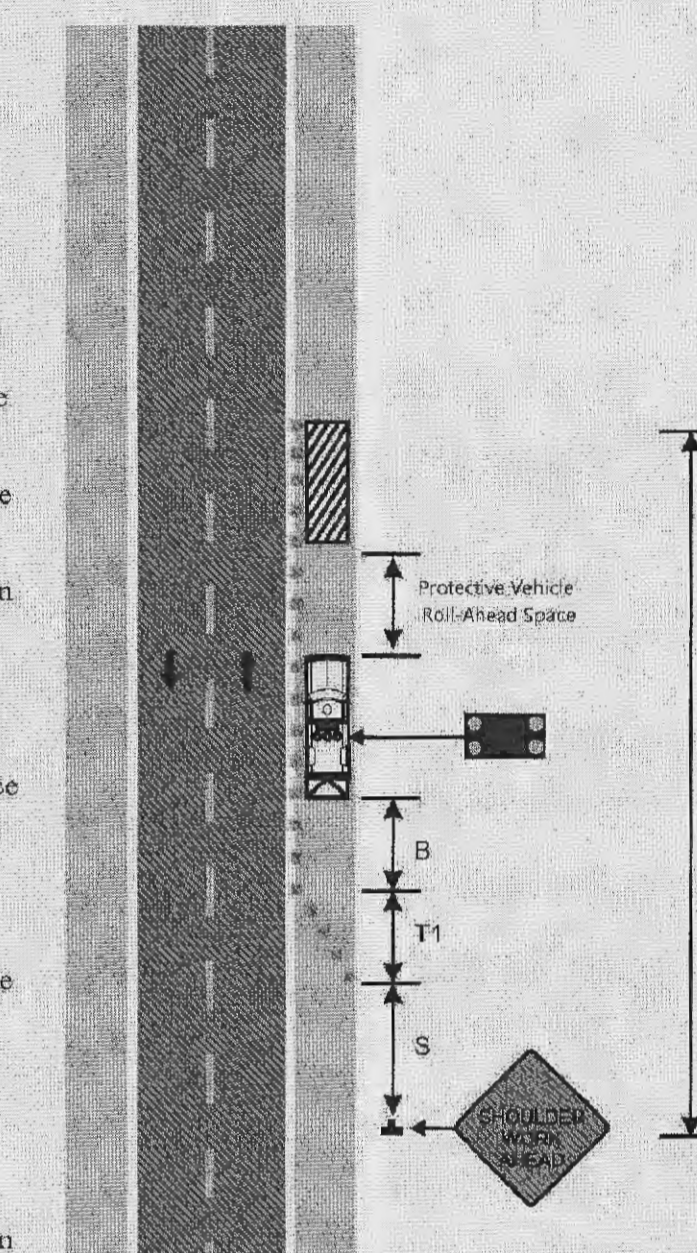
For short duration or mobile operations, signs, channelizer devices, and protective vehicles may be reduced or eliminated if a work vehicle with activated rotating lights or strobe lights is used. However, if limited sight distance exists, a protective vehicle should be used. This protective vehicle should be equipped with a TMA and track 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.

Vehicle hazard warning signals shall not be used instead of the vehicle's rotating lights or strobe lights.

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-3 MODOT TA-3 DETAIL NO SCALE

616.8.10 (TA-10) Lane Closure on Two-Lane Highways Using Flaggers - MT

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)
	Undivided (S)	Divided (S)	Shoulder (T1)	Lane (T2)		
0-35	200	-	-	-	250	-
40-45	350	-	-	-	350	-
50-55	500	-	-	-	450	-
60-70	SA-1000, SB-1500 and SC-2540	-	-	-	700	-

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

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

If a flashing arrow panel is used, the caution mode shall be displayed.

When a temporary road closure is needed, both directions may be stopped at the same time up to a maximum of 20 minutes.

Where operational conditions warrant, channelizer devices may be eliminated.

For short duration operations, signs and channelizers may be reduced or eliminated. The protective vehicle may be eliminated if adequate sight distance exists and the work vehicle uses activated rotating lights or strobe lights.

For mobile operations where workers are on foot and move with the operation, channelizers may be reduced or eliminated.

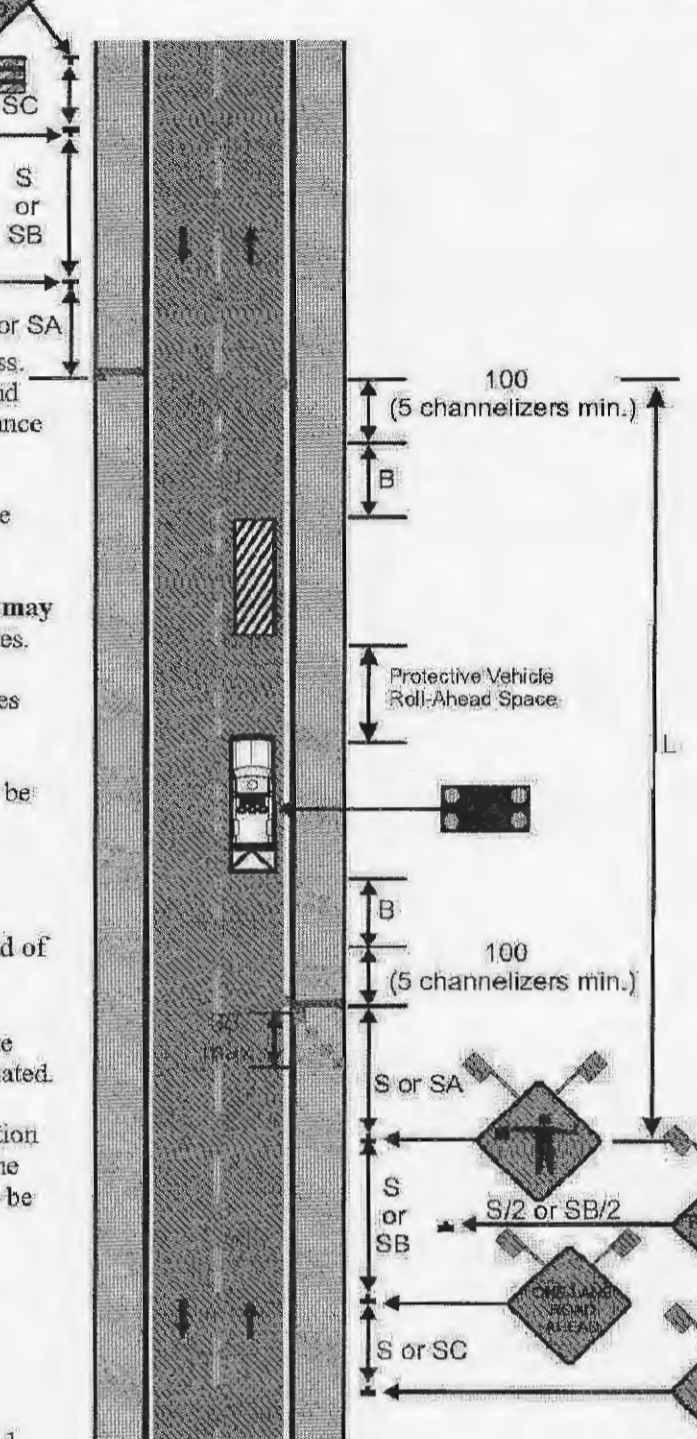
Additional warning signs shall be erected at each intersection with another state highway within the work zone. Upon the discretion of the supervisor, additional warning signs may be erected at other intersections within the work zone.

For mobile operations, spacing between flagger and FLAGGER AHEAD signs shall not exceed one mile.

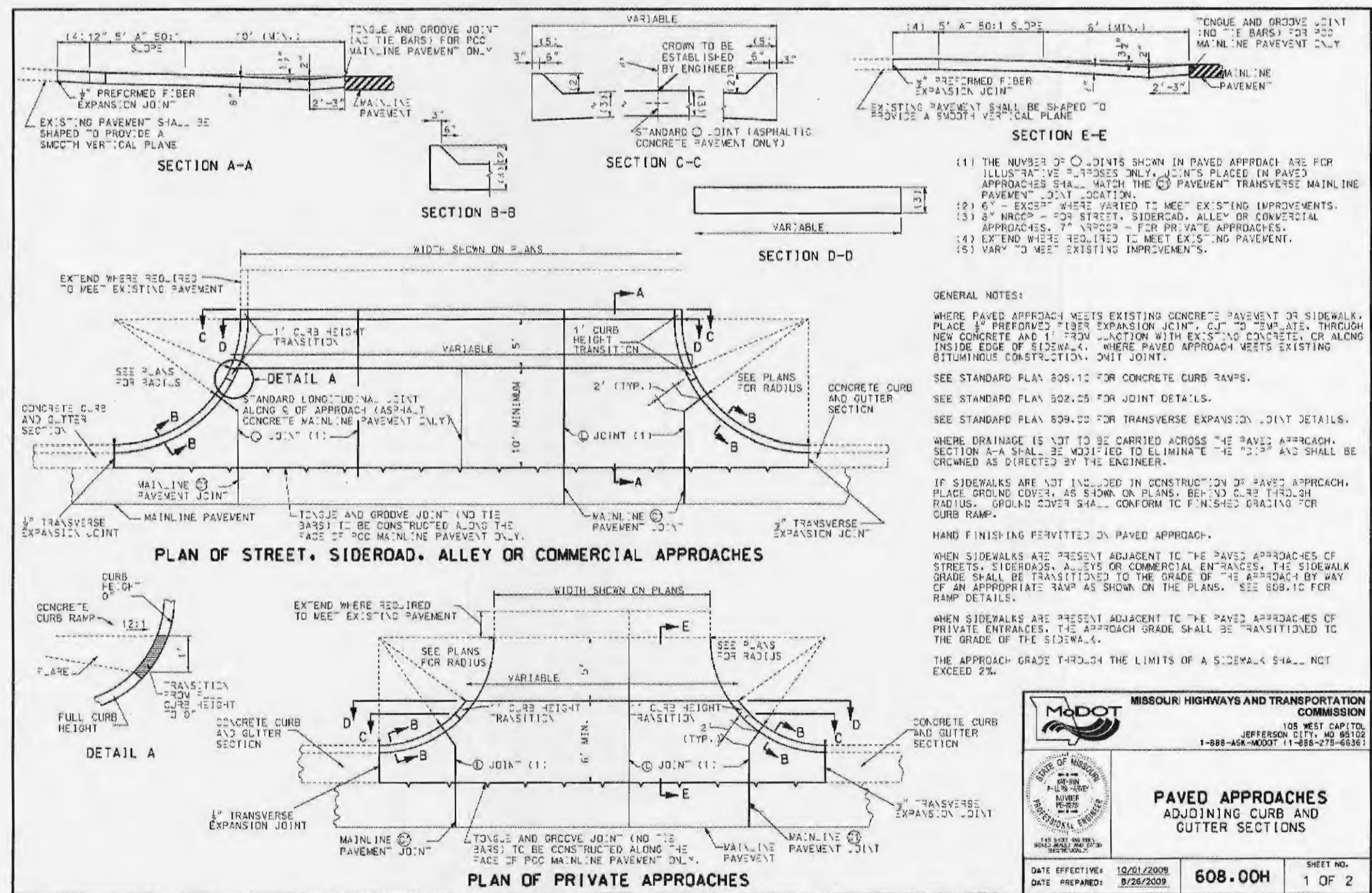
At night, flagger stations shall be illuminated.

For long-term operations, refer to EPG 616.6.2.2 Flags and Advance Warning Rail System.

For work zone located in the vicinity of a railroad grade crossing, refer to 616.8.46 (TA-46) Work in the Vicinity of a Grade Crossing.



TA-10 MODOT TA-10 DETAIL NO SCALE



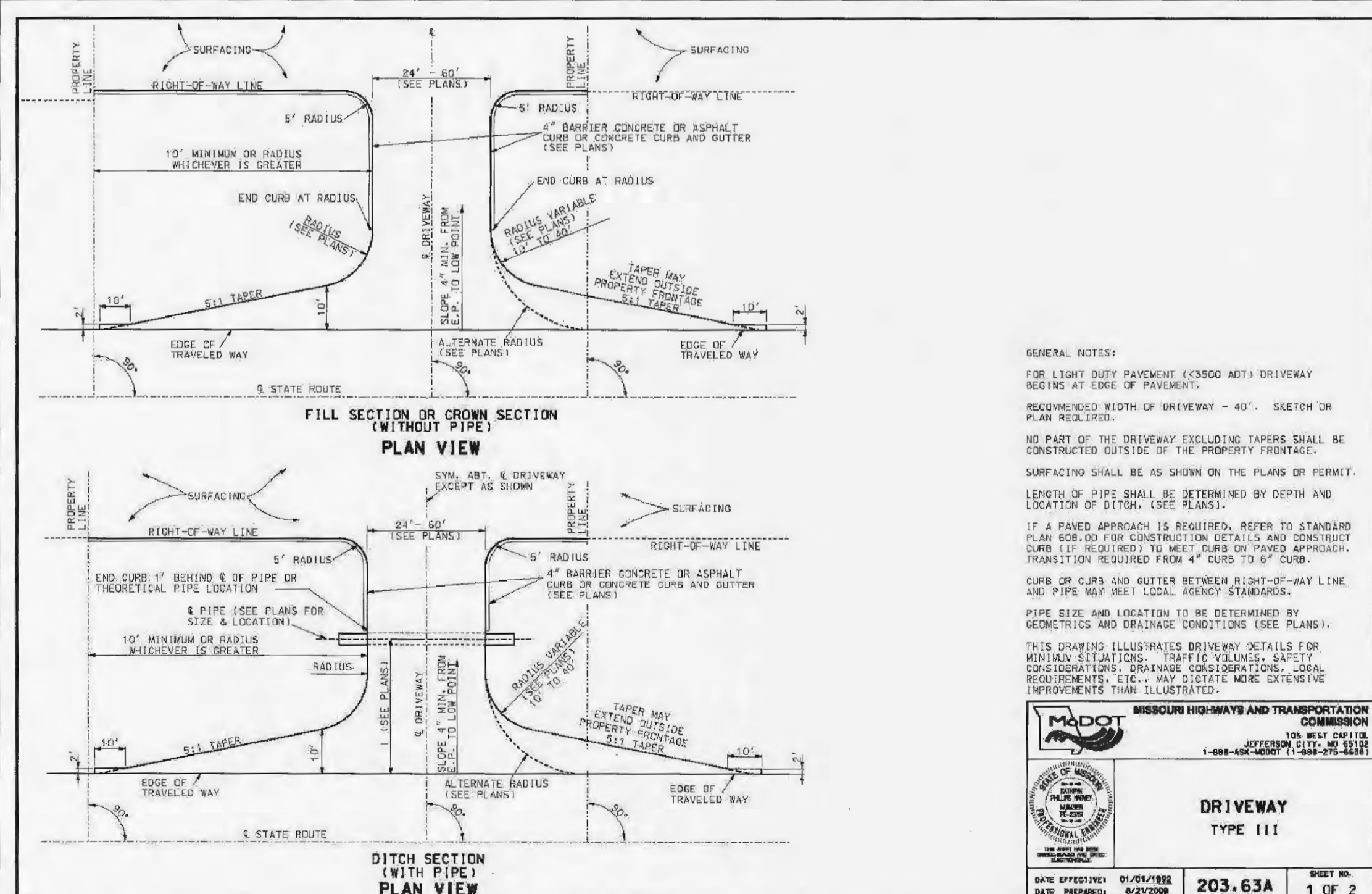
GENERAL NOTES:
 (1) THE NUMBER OF JOINTS SHOWN IN PAVED APPROACH ARE FOR ILLUSTRATION PURPOSES ONLY. THE NUMBER OF JOINTS IN PAVED APPROACHES SHALL MATCH THE PAVED APPROACH TRANSVERSE MAINLINE PAVEMENT JOINT LOCATION.
 (2) IF EXISTING PAVED APPROACHES ARE TO BE IMPROVED, THE EXISTING PAVED APPROACHES SHALL BE MAINTAINED AS MUCH AS POSSIBLE.
 (3) EXISTING PAVED APPROACHES SHALL BE MAINTAINED AS MUCH AS POSSIBLE.
 (4) EXISTING PAVED APPROACHES SHALL BE MAINTAINED AS MUCH AS POSSIBLE.
 (5) VARY TO MEET EXISTING IMPROVEMENTS.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
 DIVISION OF HIGHWAYS
 1-800-44-MISSOURI
 1-800-44-6677

PAVED APPROACHES ADJOINING CURB AND GUTTER SECTIONS
 SHEET NO. 608.00H
 SHEET NO. 1 OF 2

CONCRETE MIX:
 Compressive strength (28 days): 4,000 psi
 Air-Entraining Admixture: 6% of content, ASTM C280
 Water-Reducing Admixture: ASTM C494
 Water-Cement Ratio: 0.45
 Slump: 6" ± 1"
 Reinforcing: Fibrillated Fibers @ 1.5 lb/cy

PA-1 MODOT 608.00H DETAIL NO SCALE



GENERAL NOTES:
 FOR LIGHT DUTY PAVEMENT (CROSSING) DRIVEWAY BEGINS AT EDGE OF PAVEMENT.
 RECOMMENDED WIDTH OF DRIVEWAY - 40'. SKETCH OR PLAN REQUIRED.
 NO PART OF THE DRIVEWAY EXCLUDING TAPERS SHALL BE CONSTRUCTED OUTSIDE OF THE PROPERTY FRONTAGE.
 SURFACING SHALL BE AS SHOWN ON THE PLANS OR PERMIT.
 LENGTH OF PIPE SHALL BE DETERMINED BY DEPTH AND LOCATION OF DITCH. SEE PLANS.
 IF A PAVED APPROACH IS REQUIRED, REFER TO STANDARD PLAN 608.00 FOR CONSTRUCTION DETAILS AND CONSTRUCT CURB (IF REQUIRED) TO MEET CURB OR TAPER APPROACH. TRANSITION REQUIRED FROM 4" CURB TO 6" CURB.
 CURB OR CURB AND GUTTER BETWEEN RIGHT-OF-WAY LINE AND PIPE MAY VARY LOCAL AGENCY STANDARDS.
 PIPE SIZE AND LOCATION TO BE DETERMINED BY GEOMETRICS AND DRAINAGE CONDITIONS (SEE PLANS).
 THIS DRAWING ILLUSTRATES GENERAL DETAILS FOR MINIMUM REQUIREMENTS. TRAFFIC VOLUMES, SAFETY REQUIREMENTS, SPECIAL CONDITIONS, LOCAL REQUIREMENTS, ETC., MAY REQUIRE MORE EXTENSIVE IMPROVEMENTS THAN ILLUSTRATED.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
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DRIVEWAY TYPE III
 SHEET NO. 203.63A
 SHEET NO. 1 OF 2

D-1 MODOT 203.63A DETAIL NO SCALE

SHEET INDEX	
DETAIL TA-1	MODOT TA-1 DETAIL
DETAIL TA-3	MODOT TA-3 DETAIL
DETAIL TA-10	MODOT TA-10 DETAIL
DETAIL PA-1	MODOT 608.00H DETAIL
DETAIL D-1	MODOT 203.63A DETAIL

Three working days prior to the start of any excavation on this site the Contractor shall contact 1-800-344-7483 for utility location information.

The contractor shall verify and implement all the required Federal Occupational Safety and Health Administration (OSHA) and/or OSHA approved state-plan regulations established for the type of construction required by these plans.

REVISIONS	
1	
2	
3	
4	

Proposed Site Improvement Plans
 to O'Fallon Walk
 Missouri State Highway K
 City of O'Fallon, St. Charles Co., Missouri

DRAWN	
E.J.H.	CHECKED
M.A.H.	DATE
	4/13/15
	SCALE
	AS NOTED
	JOB No.
	3842
	SHEET
	DETAIL SHEET 2

DTL-2

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 Registered Professional Engineer
 for BFA, Inc., Professional Engineer Corporation #000472

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 NUMBER 2000162109
 EXPIRES 12/31/2015
 REGISTERED PROFESSIONAL ENGINEER