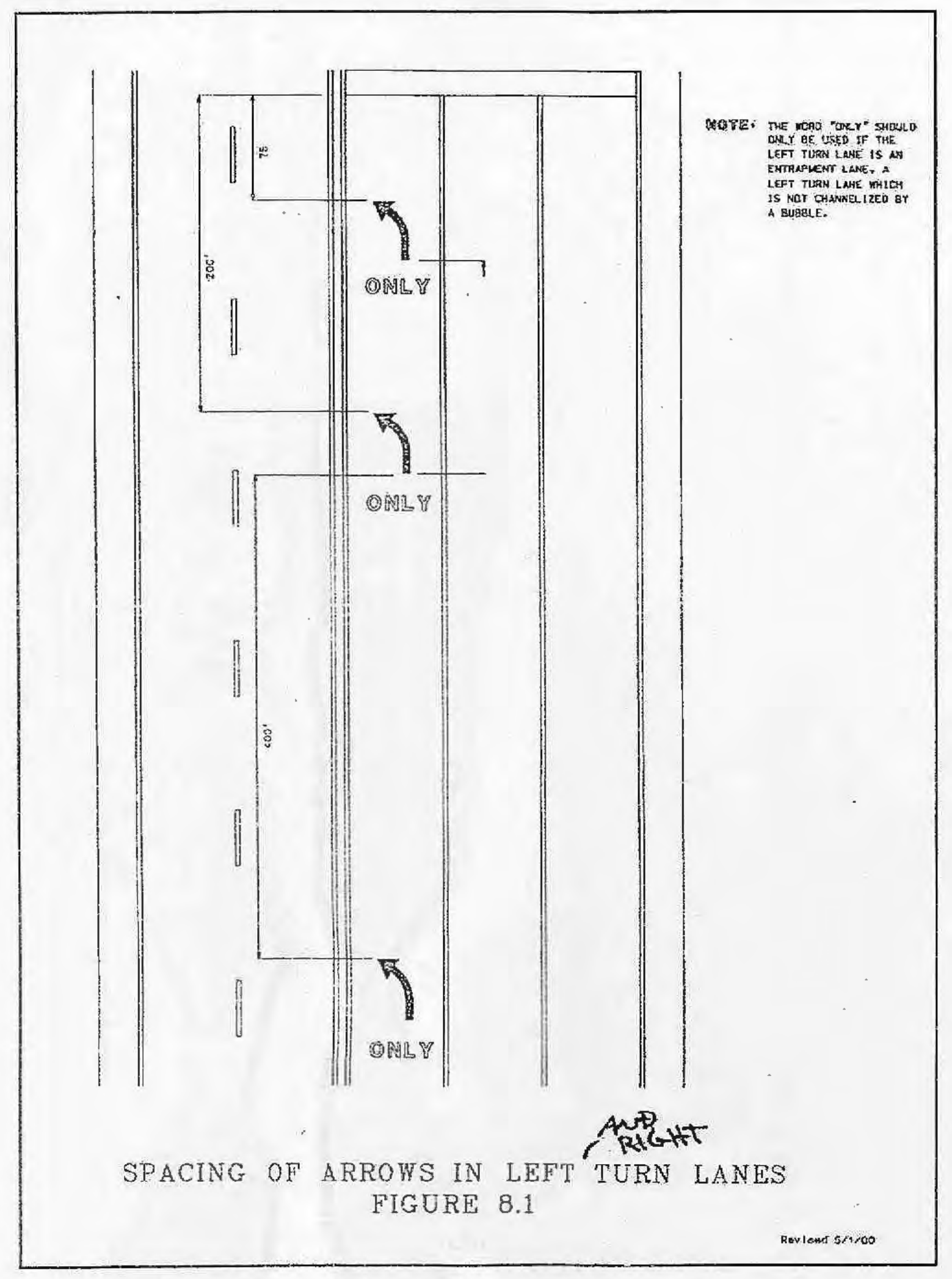
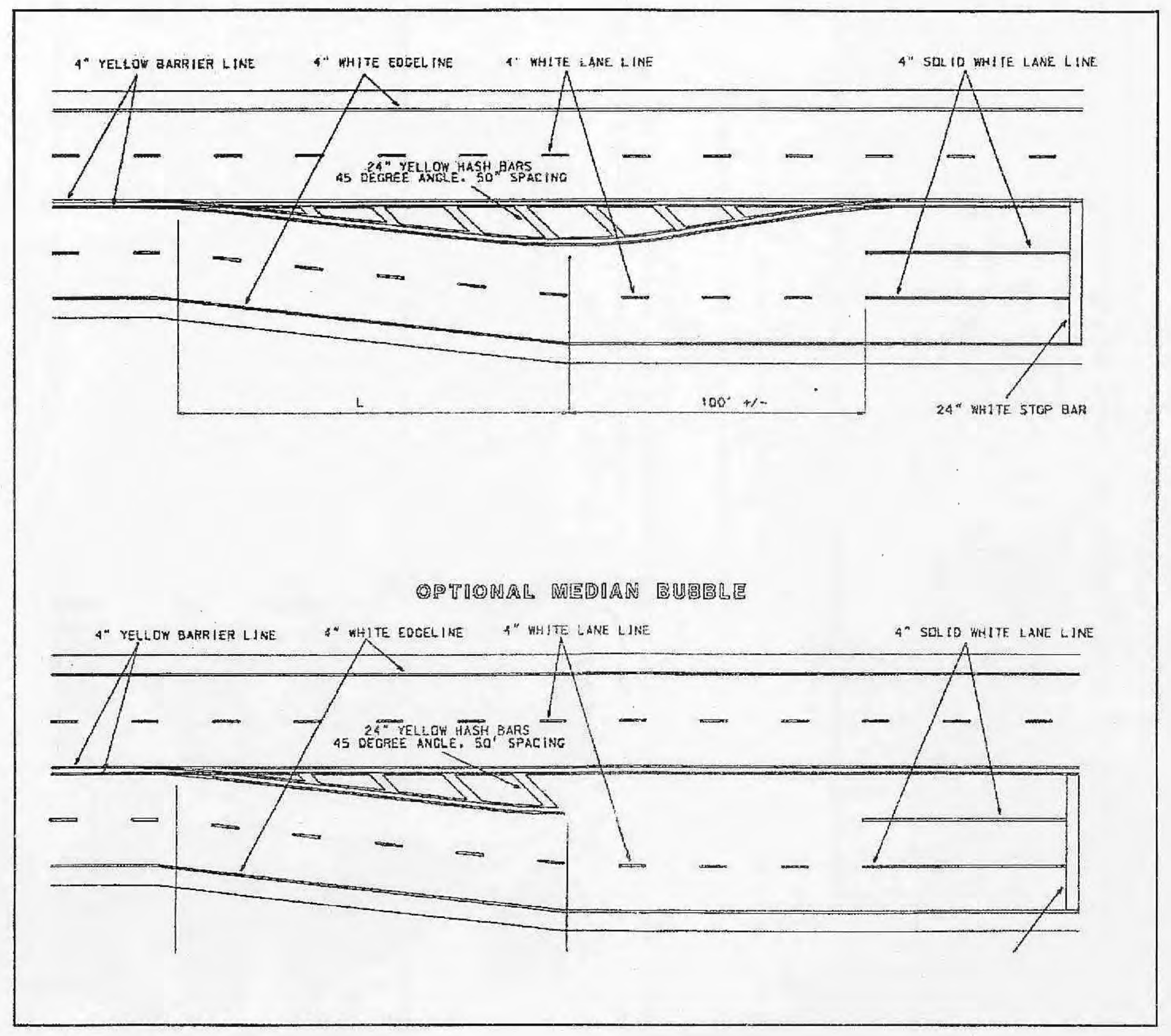
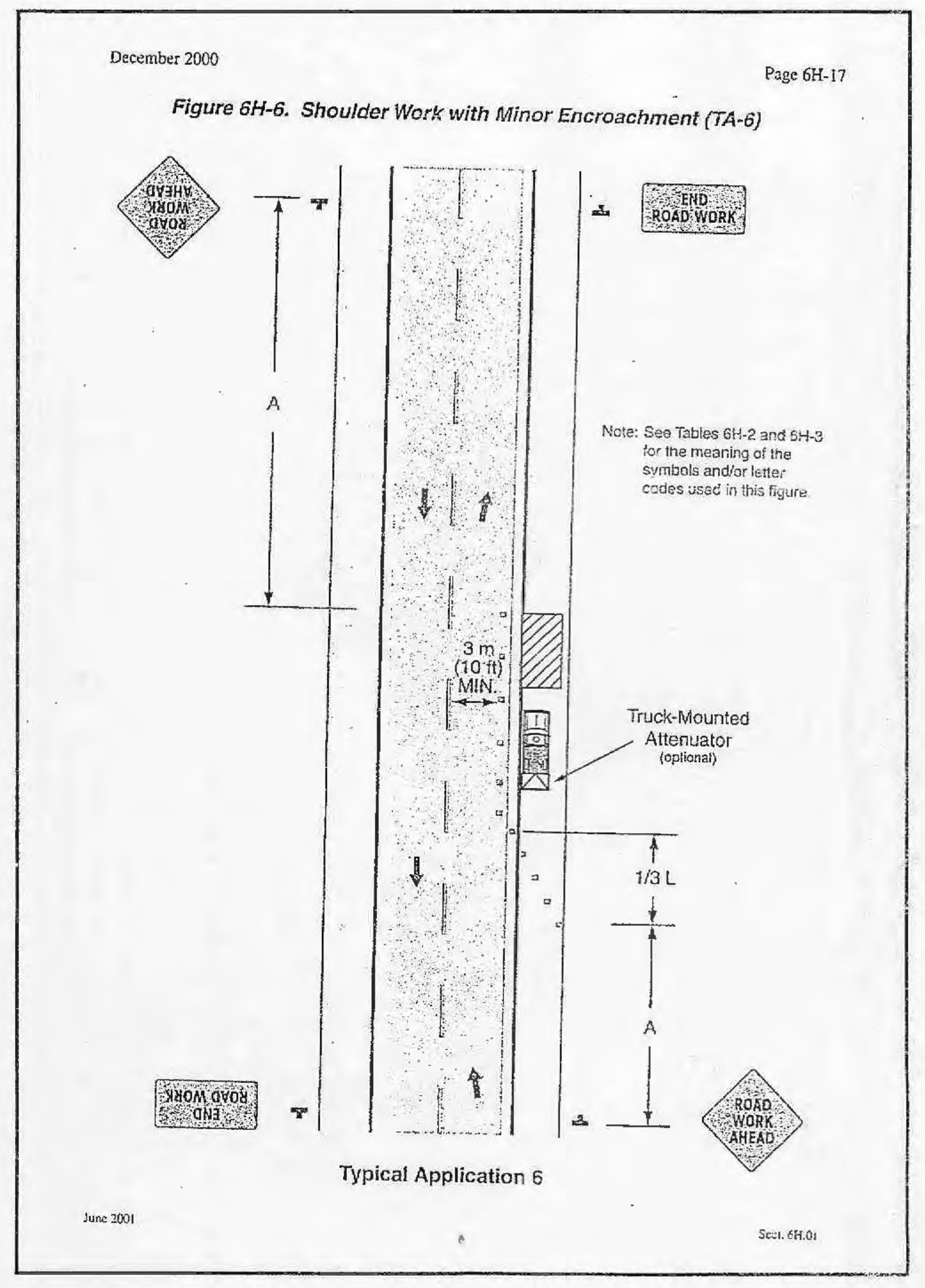


SPACING OF ARROWS IN LEFT TURN LANES AND RIGHT
FIGURE 8.1




December 2000

Page 6H-17

Figure 6H-6. Shoulder Work with Minor Encroachment (TA-6)

Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 6

June 2001

Sect. 6H.01

3.10 OBLITERATION OF PAVEMENT MARKINGS

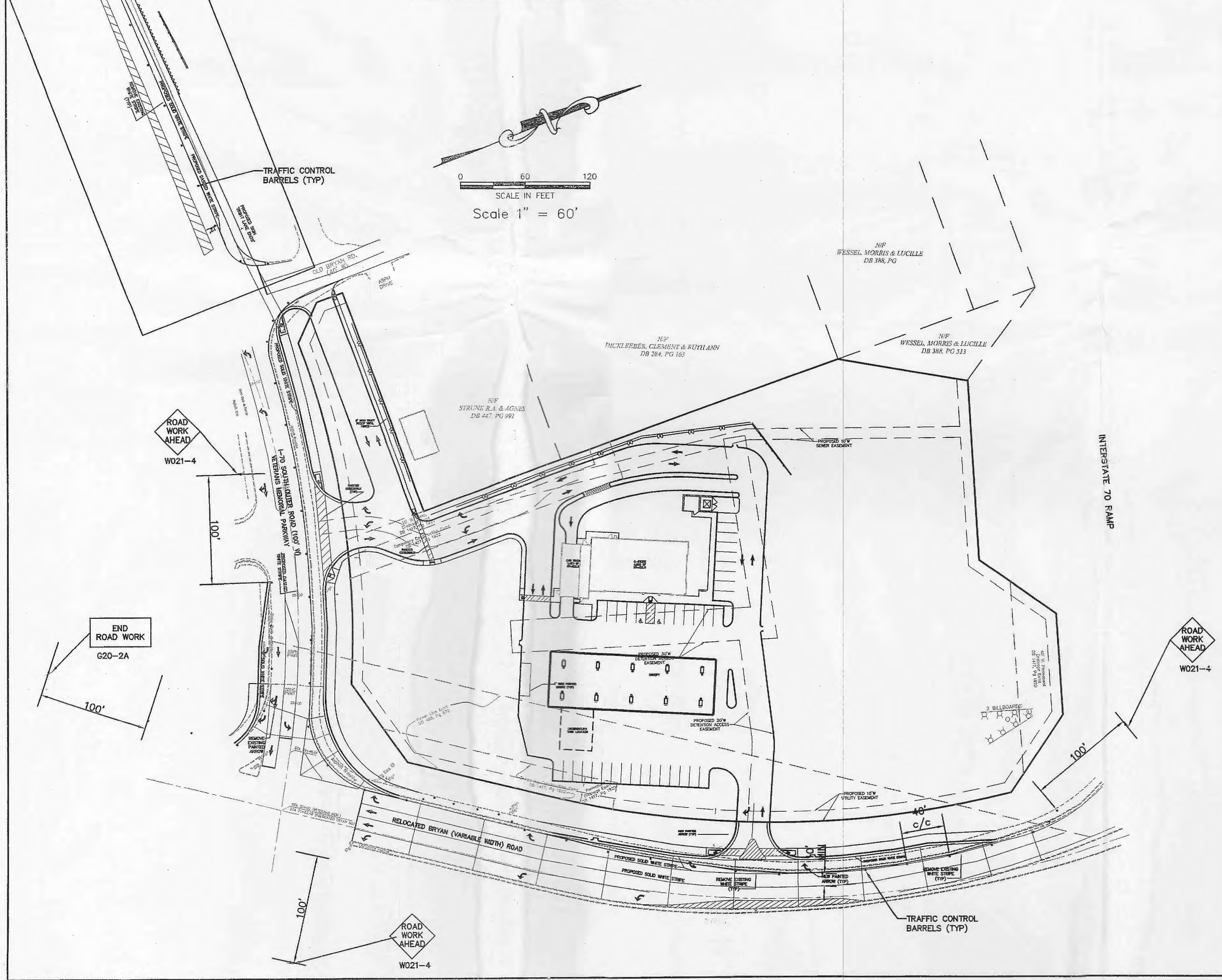
During the process of detouring traffic around construction and maintenance areas and incorporating changes in traffic movements, it may be necessary to remove or obliterate inappropriate pavement markings on the roadway. If this is not done properly the original markings can misdirect traffic, resulting in possible conflicts for both motorists and workers. Removal or obliteration of inappropriate pavement markings should be performed by one of the following procedures:

1. Mechanical devices, such as grinders, sanders, scrapers, wire brushes or shot blasters.
2. High temperature burning with excess oxygen.
3. Sandblasting.

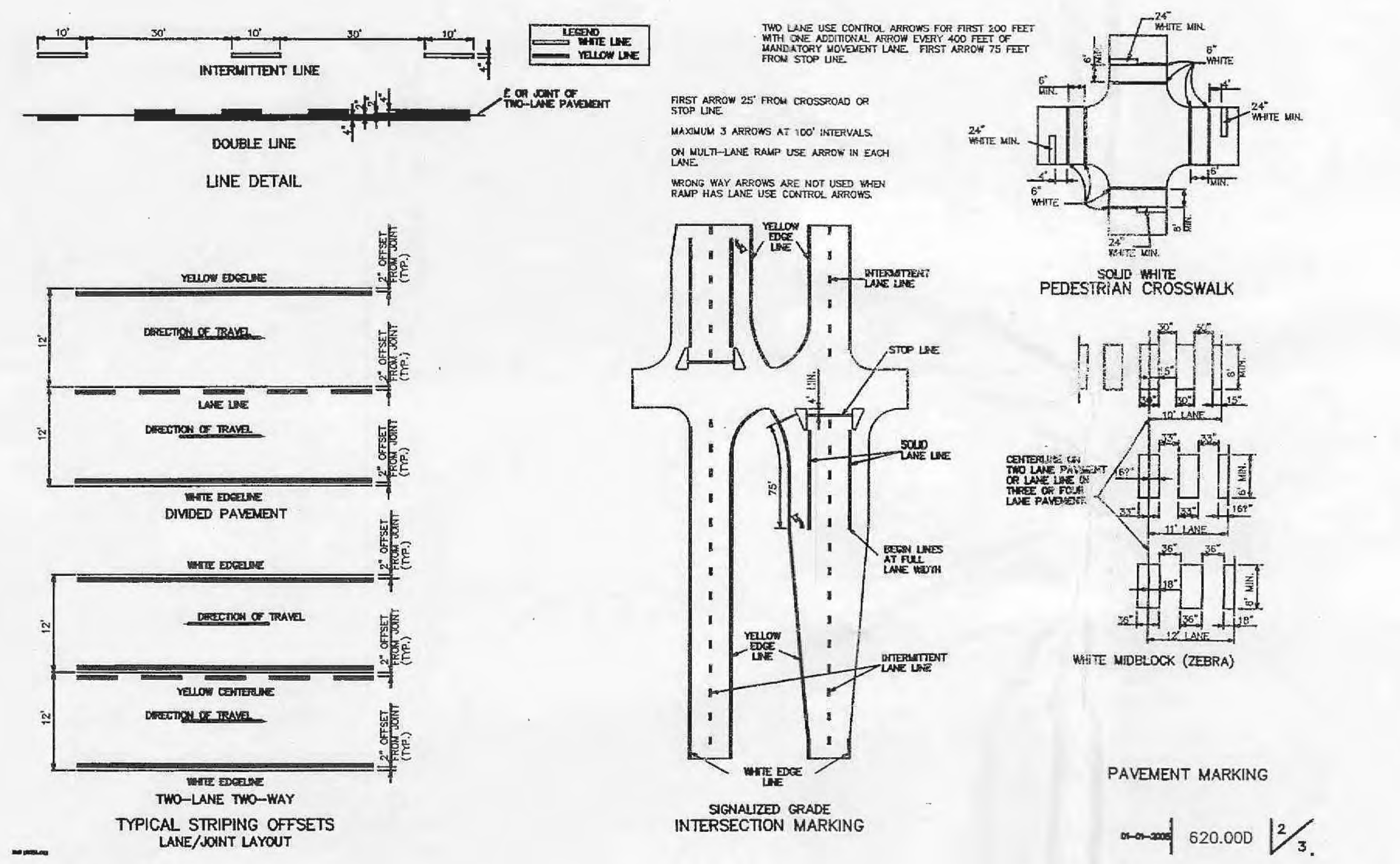
All removal methods must comply with EPA and DNR regulations concerning air quality and material disposal.

The use of paint or asphaltic liquids over exiting marking is not an effective means of marking removal have been employed to completely remove the pavement marking, pavement marking obliteration and should not be done. Where mechanical means of paint of a color matching the pavement surface or liquid asphalt materials may be used as a temporary means of covering contrasting pavement texture.

Where pavement markings have been obliterated, night time inspections should be made to verify that the marking is no longer visible and does not interfere with the new pavement markings.



Scale 1" = 60'



TWO LANE USE CONTROL ARROWS FOR FIRST 200 FEET WITH ONE ADDITIONAL ARROW EVERY 400 FEET OF MANDATORY MOVEMENT LANE. FIRST ARROW 75 FEET FROM STOP LINE.

FIRST ARROW 25' FROM CROSSROAD OR STOP LINE.

MAXIMUM 3 ARROWS AT 100' INTERVALS.

ON MULTI-LANE RAMP USE ARROW IN EACH LANE.

WRONG WAY ARROWS ARE NOT USED WHEN RAMP HAS LANE USE CONTROL ARROWS.

PAVEMENT MARKING

01-01-2005 620.00D 2/3.

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Underground facilities, structures and utilities have been plotted from available surveys, records and information and, therefore, do not necessarily reflect the actual existence, nonexistence, size, type, number of, location or depth of these facilties, structures and utilities.

The Contractor shall be responsible for verifying the actual location of all underground facilities, structures and utilities, either shown or not shown on these plans. The underground facilities, structures and utilities shall be located in the field prior to any grading, excavation or construction of improvements. Should the actual location, size or depth of any underground facilities, structures or utilities differ from those indicated on these plans, the Contractor shall immediately notify Clayton Engineering prior to proceeding with the installation of any proposed improvements in the area where the difference exists. These provisions shall in no way absolve any party from complying with the Underground Facility Safety and Damage Prevention Act, Chapter 319, RSMO.

The signed and sealed original of this drawing is on file at the offices of The Clayton Engineering Company, Inc. The signed and sealed original is the official document and shall take precedence over any digital version.

All lane closures within MODOT's R/W must be approved by MODOT's work zone coordinator.

All public roads must be kept clear of mud & debris at all times. Failure to do so will be cause for the city to suspend work.

1	05-03-05	SLH	REVISED PER CITY OF O'FALLON COMMENTS

REVISIONS

TRAFFIC CONTROL PLAN
PHILLIPS 66

BRYAN ROAD
O'FALLON, MO. 63366

Prepared for:

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FENTON, MO 63026
314-343-9770

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3-1-05

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Checked: MJV
Date: 02-03-05
Project Number: 04221
Sheet Number: 4A of 13

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F.B. 1214
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BY: SLH