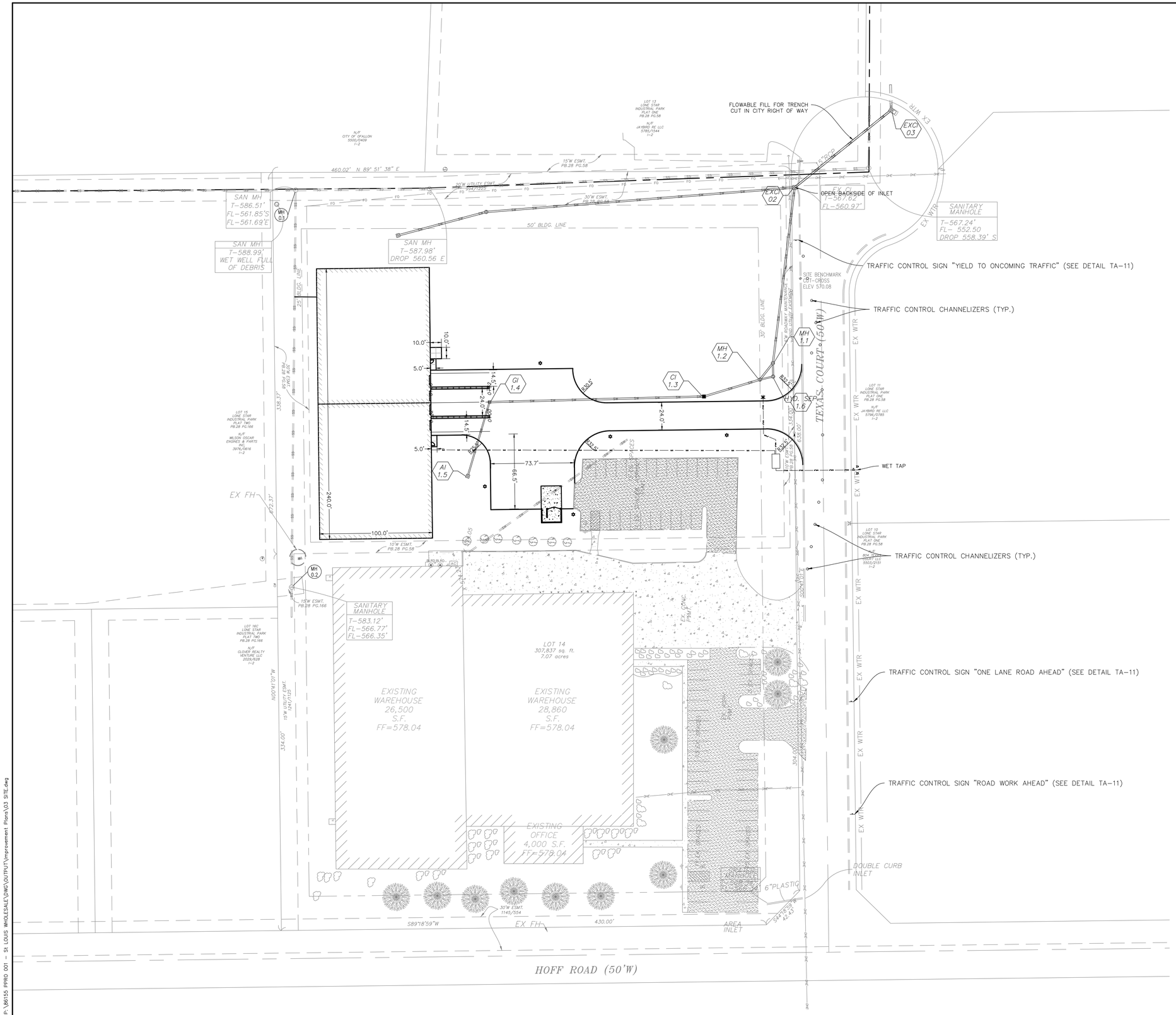

UTILITIES NOTE

UNDERGROUND FACILITIES, UTILITIES AND STRUCTURES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE, THEIR LOCATION MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE ALL UTILITIES LOCATED IN THE FIELD PRIOR TO EXCAVATION OR CONSTRUCTION.

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616.8.11 (TA-11) Lane Closure on Two-Lane Highways without Edgelines - MT

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL CHANNELIZER SPACING (ft.)		
Permanent Posted (mph)	Undivided (S)	Divided (S)	Shoulder (1) (T1)	Lane (2) (T2)	BUFFER LENGTH (ft.) (B)	Tapers	Buffer/ Work Areas
0-35	200	-	-	-	280	-	40
40-45	350	-	-	-	400	-	80
50-55	500	-	-	-	560	-	80
60-70	1000	-	-	-	840	-	120

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

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

Advanced Warning Rail System For Long Term Operations

Channelizer
Sign
Work Space

Notes:

This typical application may be used as an alternate to the lane closure with flagger EPG 616.8.10. (TA-10) when all the following conditions exist:

A. Two lane highways without edgelines.

B. Drivers from both directions are able to see approaching traffic through and beyond the work site.

C. Workers not present.

A Type B flashing warning light may be placed on the ROAD WORK AHEAD and the ONE LANE ROAD AHEAD signs whenever a night lane closure is necessary.

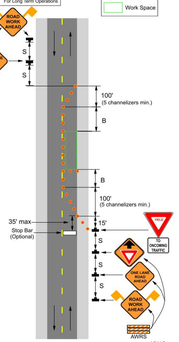
If work zone is in place for more than 3 days, a 12-inch wide stop bar shall be installed. Existing conflicting pavement markings and raised pavement marker reflectors between the activity area and the stop bar should be removed and temporary pavement markings installed as soon as practical. After the temporary trafficcontrol is removed, the stop bar and other temporary pavement markings shall be removed and the permanent pavement markings restored as soon as practical.

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

If rumble strips are used, review EPG 616.6.87 Rumble Strips.

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

See EPG 616.12 Work Zone Speed Limits for speed limit guidelines.



TA-11 10/16

PROJECT TITLE
IMPROVEMENT PLANS
STL WHOLESALE
TRAFFIC CONTROL PLAN

PRS No. 86155.PPRO.001
TASK 003

St. Peters
22 Richmond Center Court
St. Peters, MO 63376
Phone (636) 397-1211
Fax (636) 397-1104
www.prs3.com

Pickett Ray & Silver
Civil Engineering & Land Surveying
Beyond Standard

ENGINEERS AUTHENTICATION
THE RESPONSIBILITY FOR PROFESSIONAL ENGINEERING LIABILITY ON THIS PROJECT IS HEREBY LIMITED TO THE SET OF PLANS AUTHENTICATED BY THE SEAL, SIGNATURE, AND DATE HEREUNDER ATTACHED. RESPONSIBILITY IS DISCLAIMED FOR ALL OTHER ENGINEERING PLANS INVOLVED IN THIS PROJECT AND SPECIFICALLY EXCLUDES REVISIONS AFTER THIS DATE UNLESS REAUTHENTICATED.
PICKETT, RAY & SILVER, INC. MO
LICENSE #000325

STATE OF MISSOURI
WILLIAM SCHEIDT
11/19/21
NUMBER PE-2018007869
PROFESSIONAL ENGINEER

*** 2021/11/18 ***

Developer / Owner Information
Pinkerton Properties LLC
801 Texas Court
O'Fallon, Missouri 63366

P+Z No.
21-003918
City No.

Approved 06-03-2021

Page No.
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