

GENERAL NOTES:
 No part of the driveway, excluding tapers shall be constructed outside of the property frontage.
 Pipe size & location to be determined by geometrics & drainage conditions (see plans).
 Surfacing shall be shown on the plans and / 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 to meet curb on paved approach.
 Curb or curb and gutter between right of way lines & pipe may meet local agency standards.
 This drawing illustrates driveway details for minimum standards. Traffic volumes generated, safety considerations, drainage considerations, local requirements, etc. may dictate more extensive improvements than those illustrated on this drawing.

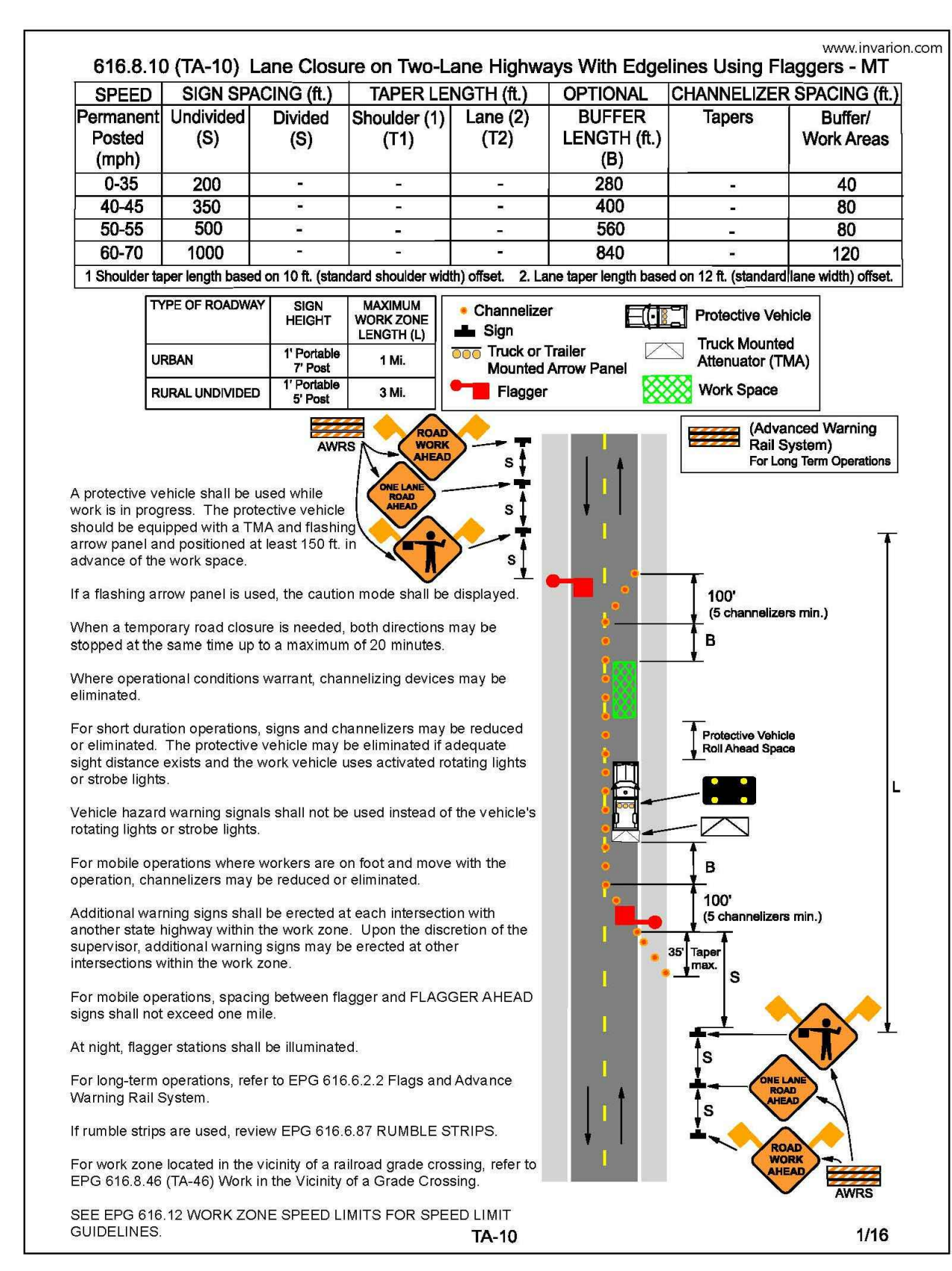
MISSOURI DEPARTMENT OF TRANSPORTATION
D6 TYPE III COMMERCIAL DRIVE
 RECOMMENDED WIDTH 30 FEET
 SHEET NO. 1 OF 2

CROSS SECTION	CONDITION		TREATMENT	SIGN	
	DIFFERENTIAL	TIME		MAINLINE (1)	SIDE ROAD (2)
1V:1H SLOPE OR FLATTER	PAVEMENT EDGE DIFFERENTIAL: 3" TO 5"	NON-WORKING HOURS	WEDGE SLOPE TO 1V:1H OR FLATTER	NO SIGNS REQUIRED	NO SIGNS REQUIRED
		WORKING HOURS	NO EDGE TREATMENT REQUIRED	W08-1 (1) (1)	W08-1 (2) (1)
1V:1H SLOPE OR FLATTER	PAVEMENT EDGE DIFFERENTIAL: 3" TO 4"	NON-WORKING HOURS	WEDGE SLOPE TO 1V:1H OR FLATTER	NO SIGNS REQUIRED	NO SIGNS REQUIRED
		WORKING HOURS	NO EDGE TREATMENT REQUIRED	W08-1 (1) (1)	W08-1 (2) (1)
1V:1H SLOPE OR FLATTER	PAVEMENT EDGE DIFFERENTIAL: > 3"	NON-WORKING HOURS	WEDGE SLOPE TO 1V:1H OR FLATTER	NO SIGNS REQUIRED	NO SIGNS REQUIRED
		WORKING HOURS	DELINEATE DIFFERENTIAL WITH CHANNELIZERS	W08-1 (1) (1)	W08-1 (2) (1)
10' MIN.	ANY PAVEMENT EDGE OR LANE LINE DIFFERENTIAL	NON-WORKING AND WORKING HOURS	NO EDGE TREATMENT REQUIRED	NO SIGNS REQUIRED	NO SIGNS REQUIRED
		NON-WORKING AND WORKING HOURS	NO EDGE TREATMENT REQUIRED	NO SIGNS REQUIRED	NO SIGNS REQUIRED
LANE LINE DIFFERENTIAL	LANE LINE DIFFERENTIAL: > 2"	NON-WORKING AND WORKING HOURS	NO EDGE TREATMENT REQUIRED	LINEV LINES	NO SIGNS REQUIRED
		NON-WORKING AND WORKING HOURS	WEDGE SLOPE TO 1V:1H OR FLATTER	W08-11 (1) (1)	W08-1
LANE LINE DIFFERENTIAL	LANE LINE DIFFERENTIAL: > 2"	NON-WORKING AND WORKING HOURS	WEDGE SLOPE TO 1V:1H OR FLATTER	LINEV LINES	NO SIGNS REQUIRED
		NON-WORKING AND WORKING HOURS	DELINEATE DIFFERENTIAL WITH CHANNELIZERS	W08-11 (1) (1)	W08-1

(1) SIGNS SHALL BE SPACED AT APPROXIMATELY ONE MILE INTERVALS AND LOCATED WITHIN 150 FT. BEYOND ANY STATE ROADS. WHEN A SIGN PLACED AT THE ONE MILE INTERVAL FALLS WITHIN 1/2 MILE OF A SIGN PLACED AFTER AN INTERSECTION, THE SIGN PLACED AT THE 1/2 MILE INTERVAL MAY BE OMITTED. WHEN SHOULDER DROP-OFF SIGNS WITH UNWEA LANES ARE BOTH SPECIFIED, ALTERNATING SIGN MESSAGES SHALL BE USED AT 1 MILE SPACING.
 (2) ON SIDE ROADS WITH POSTED SPEED OF 45 MPH OR GREATER, SIGNS SHALL BE PLACED 100 FT. IN ADVANCE OF INTERSECTION WITH MAINLINE.
 (3) SIGNS SHALL BE LOCATED ON THE SIDE OF THE ROADWAY WHERE THE PAVEMENT EDGE DIFFERENTIAL EXISTS.
 (4) SIGNS TO REMAIN VISIBLE UNTIL SHOULDER SHAPING IS COMPLETE.
 (5) SIGNS SHALL BE LOCATED ON RIGHT SIDE OF NON-DIVIDED HIGHWAYS AND ON BOTH SIDES OF DIVIDED HIGHWAYS WHERE A LANE LINE DIFFERENTIAL EXISTS.
 (6) WHEN THE SHOULDER DROP-OFF SIGNS ARE IN PLACE FOR GREATER THAN THREE DAYS, THE SHOULDER DROP-OFF PLACARD SHOULD BE USED IN ADDITION WITH THE SHOULDER DROP-OFF SIGN.

LEGEND:
 [Symbol] - RIGID PAVEMENT
 [Symbol] - FLEXIBLE PAVEMENT
 [Symbol] - ALL PAVEMENT TYPES

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
 DATE EFFECTIVE: 1/30/2012
 DATE PREPARED: 3/31/2017
619.10J SHEET NO. 1 OF 1



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

SPEED (mph)	Permanent Posted	UNDIVIDED (S)	DIVIDED (S)	SHOULDER (T1)	LANE (T2)	OPTIONAL BUFFER LENGTH (ft.)	CHANNELIZER SPACING (ft.)	Buffer Work Areas
0-35	200	-	-	-	-	260	-	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. (standard lane width) offset.

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, channelizing 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.

Vehicle hazard warning signals shall not be used instead of the vehicle's 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.

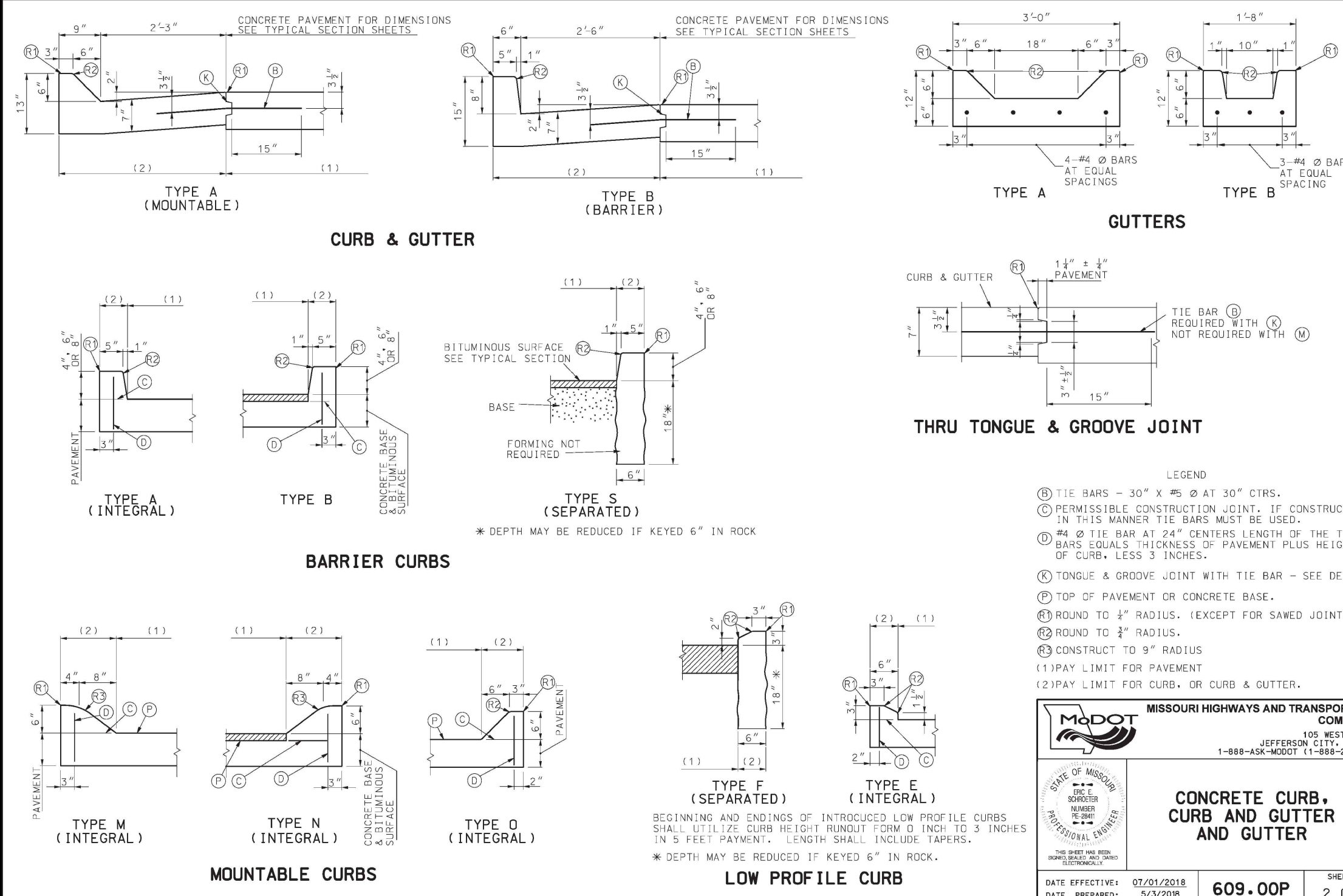
At night, flagger stations shall be illuminated.

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

If rumble strips are used, review EPG 616.6.87 RUMBLE STRIPS.

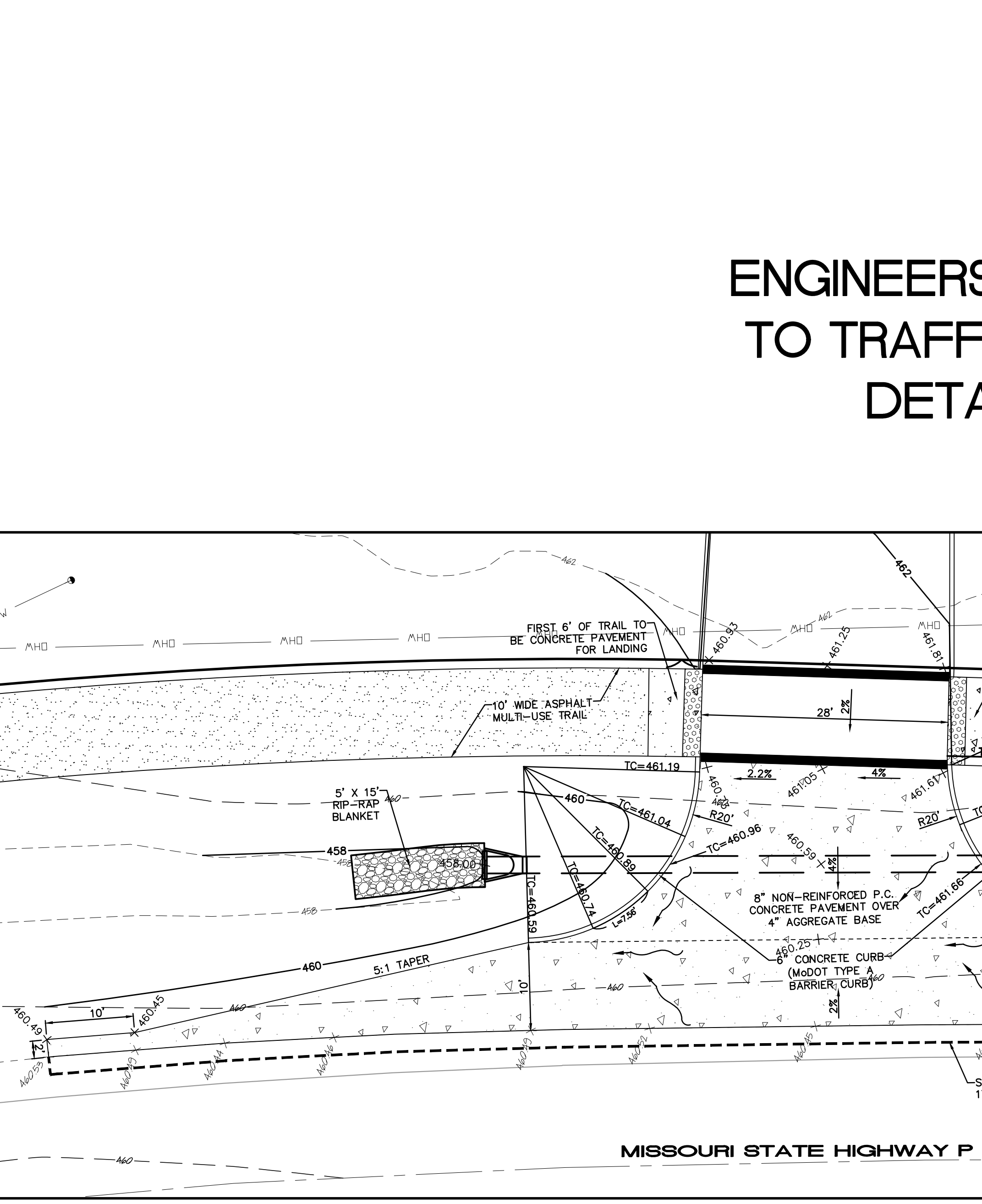
For work zone located in the vicinity of a railroad grade crossing, refer to EPG 616.8.46 (TA-46) Work in the Vicinity of a Grade Crossing.

SEE EPG 616.12 WORK ZONE SPEED LIMITS FOR SPEED LIMIT GUIDELINES.



LEGEND:
 (1) TIE BARS - 30" X 45" @ 30" CTRS.
 (2) PERMISSIBLE CONSTRUCTION JOINT. IF CONSTRUCTED IN THIS MANNER TIE BARS MUST BE USED.
 (3) 4" X 4" TIE BAR AT 24" CENTERS LENGTH OF THE TIE BARS SHALL BE EQUAL TO HEIGHT OF PAVEMENT PLUS HEIGHT OF CURB, LESS 3 INCHES.
 (4) TONGUE & GROOVE JOINT WITH TIE BAR - SEE DETAIL.
 (5) TOP OF PAVEMENT OR CONCRETE BASE.
 (6) ROUND TO 4" RADIUS. (EXCEPT FOR SAWED JOINTS)
 (7) ROUND TO 8" RADIUS.
 (8) CONSTRUCT TO 9" RADIUS
 (1) PAY LIMIT FOR PAVEMENT
 (2) PAY LIMIT FOR CURB, OR CURB & GUTTER.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
 DATE EFFECTIVE: 01/01/2018
 DATE PREPARED: 3/31/2017
609.00P SHEET NO. 2 OF 2



ENTRANCE DETAIL
 SCALE: 1" = 10'
 NOTE: ALL ELEVATIONS ARE TO TOP OF CURB UNLESS OTHERWISE NOTED.
 TP-TOP OF PAVEMENT

PROJECT TITLE:
SHANE ESTATES
PHASE TWO
 4566 HIGHWAY P
 CITY OF OFALLON
 ST. CHARLES COUNTY, MO. 63366



221 Point West Blvd.
 St. Charles, MO 63301
 636-928-0552
 FAX 636-928-1718

DISCLAIMER OF RESPONSIBILITY:
 I hereby specify that the documents intended to be authorized by my seal are limited to this sheet, and I hereby disclaim any responsibility for all other drawings, specifications, estimates, reports or other documents or instruments relating to or intended to be used for any part or parts of the architectural or engineering project or survey.

JEFFREY B. SIMMONS
 PROFESSIONAL ENGINEER
 10/18/2020

Jeffrey B. Simmons
 Civil Engineer
 2007030831
 Box Engineering Company, Inc.
 Missouri State Certificate of Authority
 Engineering #000655

REVISIONS

DATE	REVISION
03/04/20	CITY COMMENTS
03/19/20	CITY COMMENTS
04/15/20	CITY COMMENTS
10/01/20	CLIENT COMMENTS

Developer / Owner:
 ELLA REAL PROPERTY HOLDINGS, L.L.C.
 428 NORTH MAIN STREET
 OFALLON, MO 63366
 (636) 577-2458

DETAILS

P+Z No. #19-009651
Approval Date: 11/07/2019
City No. #City number
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