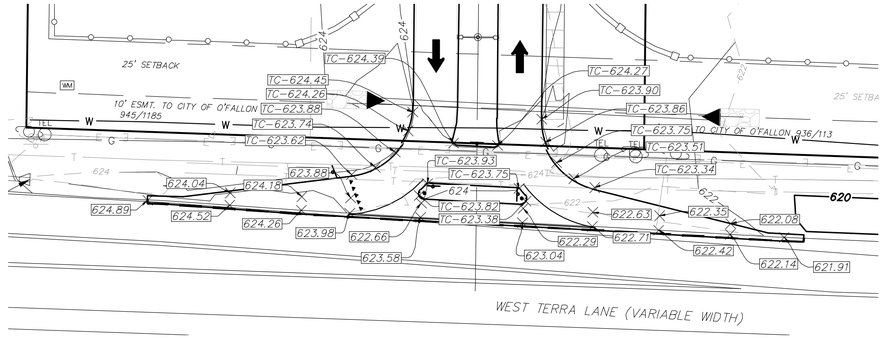
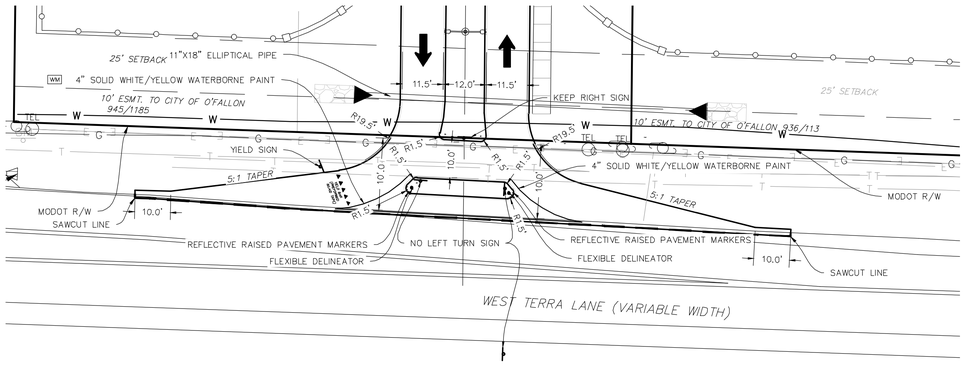
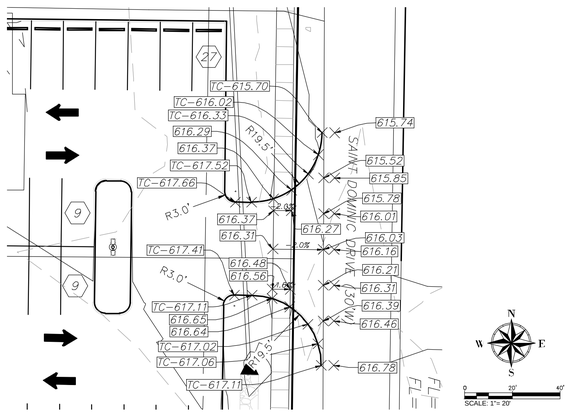


RIGHT IN - RIGHT OUT GRADING PLAN



RIGHT IN - RIGHT OUT FLAT PLAN

NOTE: SAWCUT EDGE OF EXISTING PAVEMENT FOR CLEAN CONSTRUCTION JOINT



ST. DOMINIC DRIVE ENTRANCE DETAIL

CROSS SECTION	CONDITION: DIFFERENTIAL	CONDITION: TIME	TREATMENT	SIGN: MAINLINE (1)	SIGN: SIDE ROAD (2)
TRUCK SLOPE OR FLATTER	PAVEMENT EDGE DIFFERENTIAL 2" TO 4"	NON-WORKZONE HOURS	NONE & DIFF. TO VEGETATED OR FLATTER	NO SIGNS REQUIRED	NO SIGNS REQUIRED
		WORKZONE HOURS	NO EDGE TREATMENT REQUIRED		
TRUCK SLOPE OR FLATTER	PAVEMENT EDGE DIFFERENTIAL 2" TO 4"	NON-WORKZONE HOURS	NONE & DIFF. TO VEGETATED OR FLATTER	NO SIGNS REQUIRED	NO SIGNS REQUIRED
		WORKZONE HOURS	NO EDGE TREATMENT REQUIRED		
TRUCK SLOPE OR FLATTER	PAVEMENT EDGE DIFFERENTIAL 2" TO 4"	NON-WORKZONE HOURS	NONE & DIFF. TO VEGETATED OR FLATTER	NO SIGNS REQUIRED	DUMP
		WORKZONE HOURS	NO EDGE TREATMENT REQUIRED		
4H:1V SLOPE OR STEEPER	ANY PAVEMENT EDGE DIFFERENTIAL	NON-WORKZONE AND WORKZONE HOURS	NO EDGE TREATMENT REQUIRED	NO SIGNS REQUIRED	NO SIGNS REQUIRED
LANE LINE	LANE LINE DIFFERENTIAL 4" TO 6"	NON-WORKZONE AND WORKZONE HOURS	NO EDGE TREATMENT REQUIRED	NO SIGNS REQUIRED	NO SIGNS REQUIRED
TRUCK SLOPE OR FLATTER	LANE LINE DIFFERENTIAL 4" TO 6"	NON-WORKZONE AND WORKZONE HOURS	NONE & DIFF. TO VEGETATED OR FLATTER	NO SIGNS REQUIRED	NO SIGNS REQUIRED
		NON-WORKZONE AND WORKZONE HOURS	NO EDGE TREATMENT REQUIRED		

1) SIGNS SHALL BE PLACED AT APPROXIMATELY 1,000' (305m) INTERVALS AND AT EACH SIDE ROAD. SIGNS SHALL BE PLACED AT THE SIDE ROAD APPROACH AND NOT BEYOND THE INTERSECTION TO PROVIDE A TIMELY WARNING TO DRIVERS ENTERING THE MAINLINE. ALTERNATING SIGN MESSAGES SHALL BE USED WHERE SIGNS ARE CLOSELY SPACED.

2) ON SIDE ROADS WHERE BOTH PHASES OPEN AT OR FOR ONE HOUR PRIOR TO THE MAINLINE AND AT LEAST ONE HOUR AFTER THE MAINLINE CLOSES, SIGNS SHALL BE PLACED AT THE APPROACH OF INTERSECTIONS WITH MAINLINE.

3) SIGNS SHALL BE LOCATED TO RIGHT SIDE OF SIDE ROADWAY AND SHALL BE PLACED AT THE SIDE ROAD APPROACH AND NOT BEYOND THE INTERSECTION TO PROVIDE A TIMELY WARNING TO DRIVERS ENTERING THE MAINLINE.

4) WHEN THE OUTSIDE SHOULDER WIDTH IS 10' OR GREATER, FOR AREAS FAR FROM TOWN SIGNS SHALL BE INSTALLED ON BOTH SIDES OF THE ROADWAY AND SHALL BE STAGGERED WITH THE ONCOMING TRAFFIC SIGN.

LEGEND
- RIGID PAVEMENT
- FLEXIBLE PAVEMENT
- ALL PAVEMENT TYPES

EXISTING NOTES:
- SIGNS SHALL BE STABLE TO TRAFFIC ONLY SHALL HAB SIGNS SHALL BE PLACED.

FOR DELETIONS, SIGN SPACING SEE DETAILS SEE STANDARD PLAN 616.10.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
TRAFFIC ENGINEER
1-888-ASK-MODOT (1-888-275-6636)

PAVEMENT EDGE TREATMENT

SIGN ADDITION	SIGN REMOVAL	SHEET NO.
SIGN NUMBER(S)	SIGN NUMBER(S)	619.10J

SHEET 1 OF 1

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

www.mutcd.com

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. (standard)lane width) offset.

TYPE OF ROADWAY	SIGN HEIGHT	MAXIMUM WORK ZONE LENGTH (L)
URBAN	1' Portable Panel	1 Mi.
RURAL/UNDIVIDED	1' Portable 2' Post	3 Mi.

- Channelizer
- Sign
- Truck or Trailer Mounted Arrow Panel
- Flagger
- Protective Vehicle
- Truck Mounted Attenuator (TMA)
- Work Space
- [Advanced Warning Rail System, For Long Term Operations]

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.

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

Where operational conditions warrant, channelizing devices may be eliminated.

For short duration operations, signs and channelizers may be reduced or eliminated.

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

For operations where workers are on foot and move with the operation, spacing between flagger and FLAGGER AHEAD signs shall not exceed one mile.

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 3-2-1 Cone Procedure, refer to EPG 616.5 Flagger Control.

At night, flagger stations shall be illuminated.

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

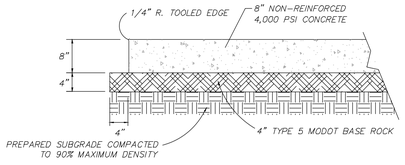
If rumble strips are used, review EPG 616.6.87 RUMBLE STRIPS .

For work zone located in the vicinity of a railroad grade crossing, refer to EPG 616.6.46 (TA-46) Work in the Vicinity of a Grade Crossing.

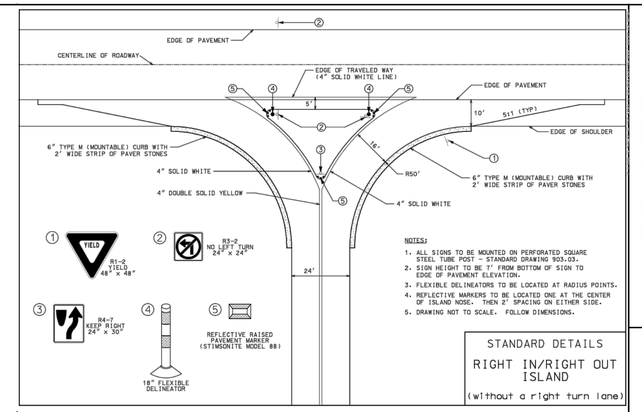
SEE EPG 616.12 WORK ZONE SPEED LIMITS FOR SPEED LIMIT GUIDELINES.

100' (5 channelizers min.)
Protective Vehicle and Arrow Panel
100' (5 channelizers min.)
ROAD WORK AHEAD
ROAD WORK AHEAD
ROAD WORK AHEAD
AHEAD

TA-10 1/16



CONCRETE ENTRANCE PAVEMENT DETAIL

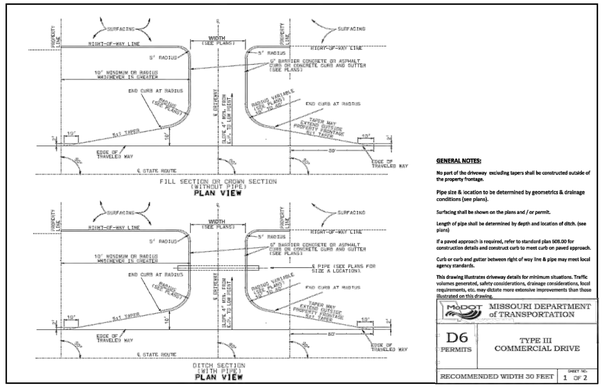


NOTES:
1. ALL SIGNS TO BE MOUNTED ON PERFORATED SQUARE STEEL TUBE POST – STANDARD DRAWING 903.03.
2. SIGN HEIGHT TO BE 7' FROM BOTTOM OF SIGN TO EDGE OF PAVEMENT ELEVATION.
3. FLEXIBLE DELINEATORS TO BE LOCATED AT RADIUS POINTS.
4. REFLECTIVE MARKERS TO BE LOCATED ONE AT THE CENTER OF ISLAND NOSE. THEN 2' SPACING ON EITHER SIDE.
5. DRAWING NOT TO SCALE. FOLLOW DIMENSIONS.

STANDARD DETAILS

RIGHT IN/RIGHT OUT ISLAND

(without a right turn lane)


SURFACING
RIGHT-OF-WAY LINE
WIDTH (SEE PLANS)
5' RADIUS
10' MINIMUM OR RADIUS MATCHES ST. DRIVE
END CURB AT RADIUS
EXPANSION JOINT
5' RADIUS
6" CONCRETE CURB AND GUTTER (SEE PLANS)
6" PIPE (SEE PLANS FOR SIZE & LOCATION)
END CURB AT RADIUS
EXPANSION JOINT
4" SOLID WHITE/YELLOW WATERBORNE PAINT
SEE PLANS
10' MINIMUM OR RADIUS MATCHES ST. DRIVE
EDGE OF TRAVELED WAY
6" CONCRETE CURB AND GUTTER (SEE PLANS)
END CURB AT RADIUS
EXPANSION JOINT
4" SOLID WHITE/YELLOW WATERBORNE PAINT
SEE PLANS
EDGE OF TRAVELED WAY
4" SOLID WHITE
4" SOLID YELLOW
4" SOLID WHITE
EDGE OF TRAVELED WAY
6" SOLID WHITE
6" SOLID YELLOW
6" SOLID WHITE
EDGE OF TRAVELED WAY
4" SOLID WHITE
4" SOLID YELLOW
4" SOLID WHITE
EDGE OF TRAVELED WAY
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6" SOLID WHITE
EDGE OF TRAVELED WAY
4" SOLID WHITE
4" SOLID YELLOW
4" SOLID WHITE
EDGE OF TRAVELED WAY