

616.8.1 (TA-1) Work Beyond the Shoulder on Divided and Undivided Highways- M1

Normal Posted (mph)	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)
	Undivided (S)	Divided (S)	Shoulder ¹ (T1)	Lane ² (T2)		
0-35	200	200	-	-	-	-
40-45	350	500	-	-	-	-
50-55	500	1000	-	-	-	-
60-70	1000	1000	-	-	-	-

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

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

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.

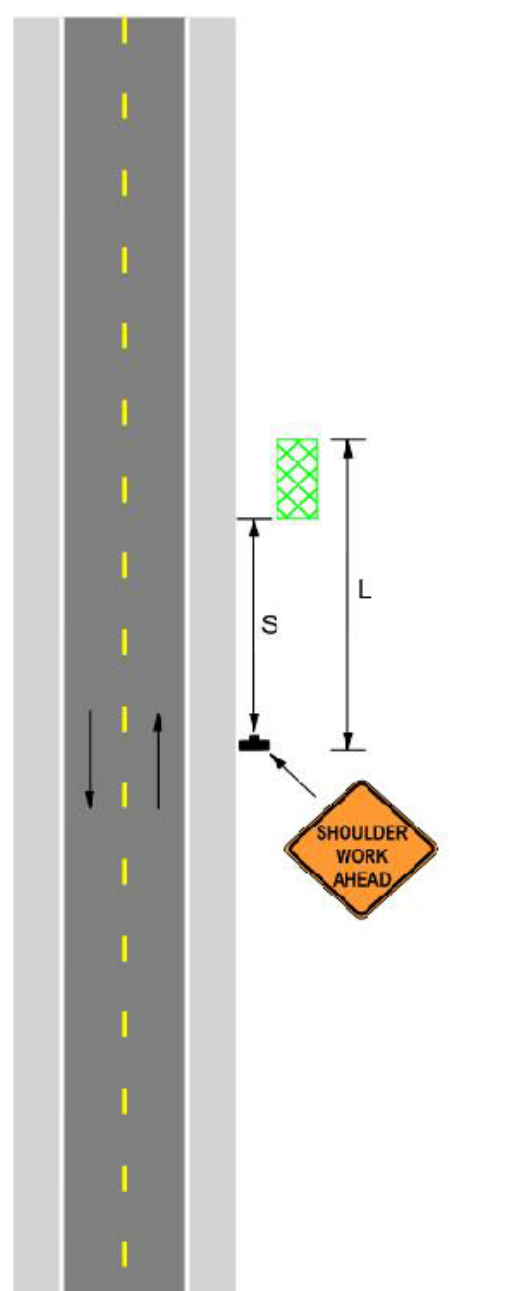
If work is being performed in the median, signs may be required for both directions of travel based on the following paragraph.

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.

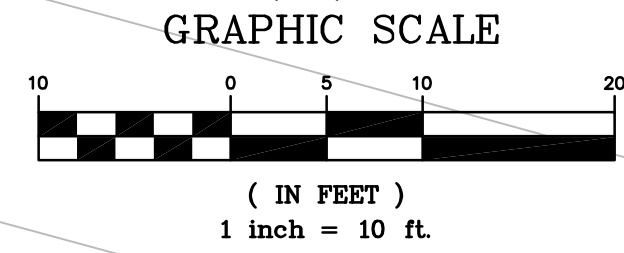
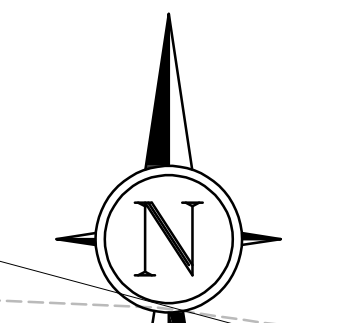
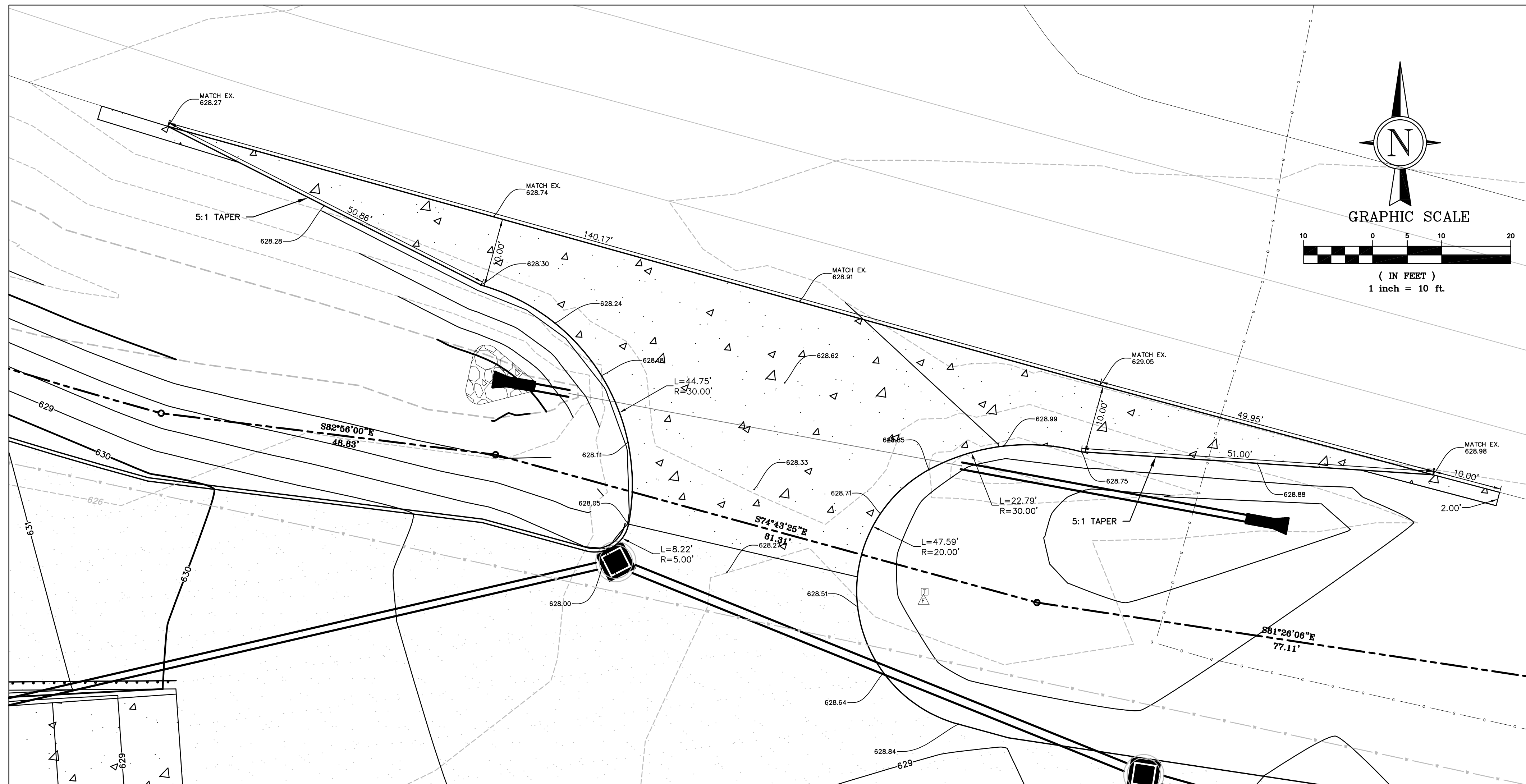
Vehicle hazard warning signals shall not be used instead of the vehicle's rotating lights or strobe lights. Other appropriate signs may be used in lieu of the SHOULDER WORK AHEAD sign.

Where sidewalks are impacted, refer to EPG 616.8.23 (TA-28) Sidewalk Detour or D version or EPG 616.3.25 (TA-29) Crosswalk Closures and Pedestrian Detours.



TA-1

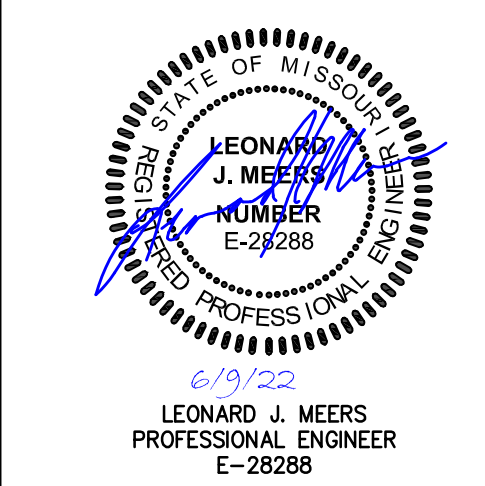
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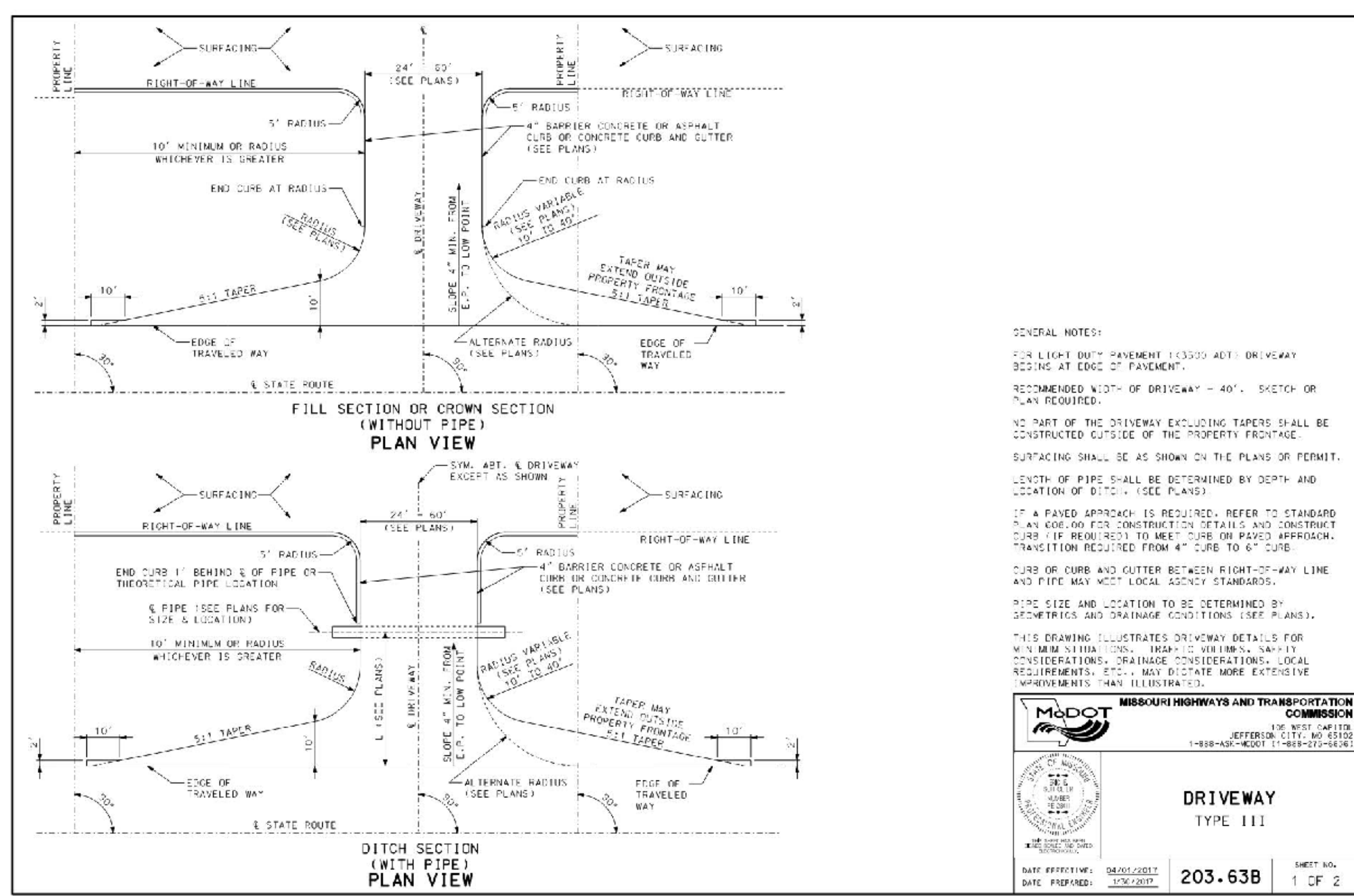
NO.	DESCRIPTION	DATE
1	CITY COMMENTS	02-24-2022
2	CITY/UTIL COMMENTS	03-14-2022

PROJECT TITLE
OFALLON
U-HAUL
1200 S. OUTER ROAD
OFALLON, MO 63366

GRIMES CONSULTING, INC.
Civil Engineering & Surveying Services
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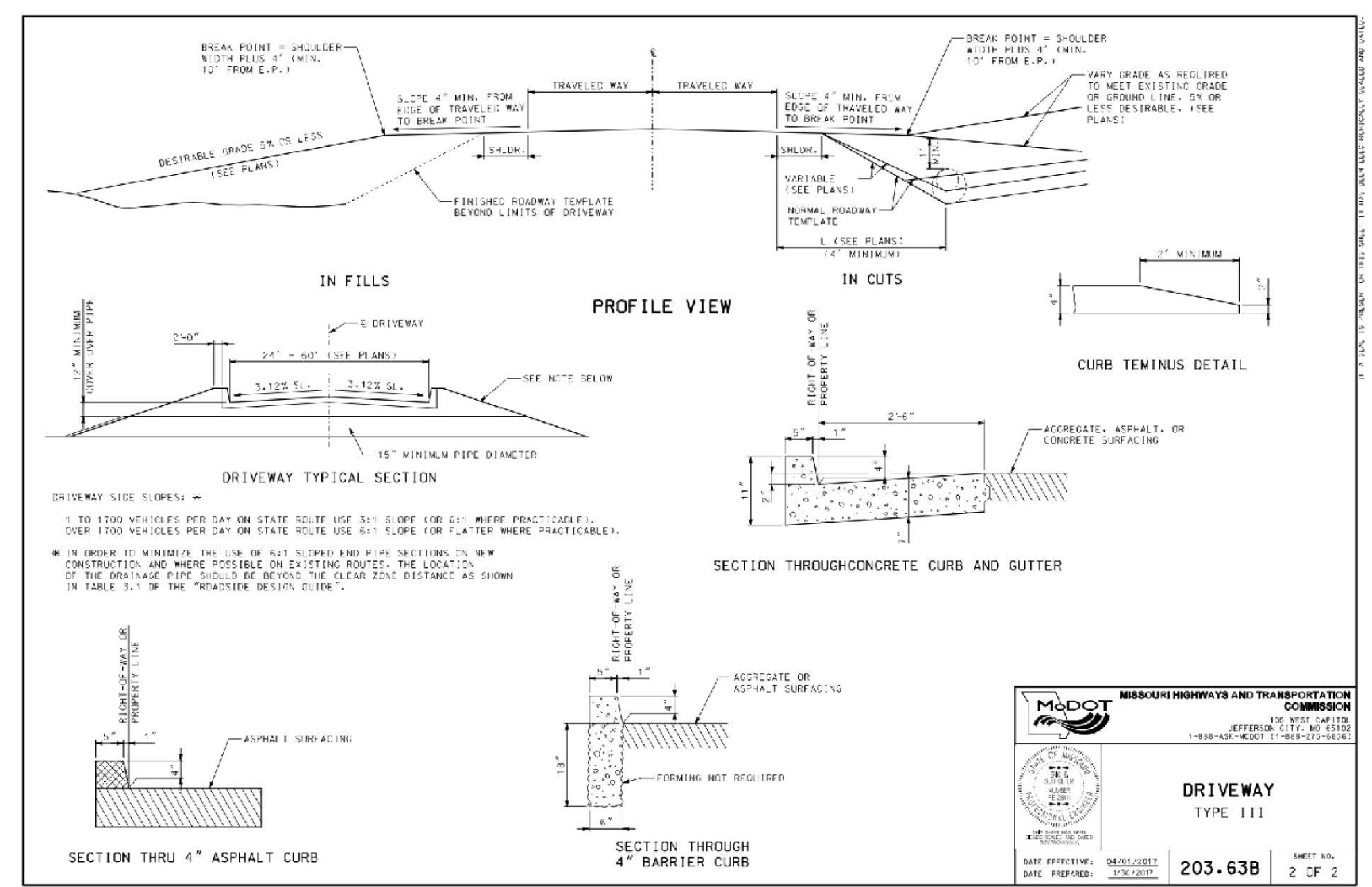


6/9/22
LEONARD J. MEERS
PROFESSIONAL ENGINEER
E-28288



GENERAL NOTES:
FOR LIGHT DUTY PAVEMENT (LESS THAN DRIVEWAY) DESIGN 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 B.C.P. (SEE PLANS).
IF A PAVED APPROACH IS REQUIRED, REFER TO STANDARD PLAN 606-00 FOR CONSTRUCTION DETAILS AND CONSTRUCT CURB 18\"/>

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



DRIVEWAY SIDE SLOPES:
1 TO 1200 VEHICLES PER DAY ON STATE ROUTE USE 3:1 SLOPE (OR 5:1 WHERE PRACTICABLE).
OVER 1200 VEHICLES PER DAY ON STATE ROUTE USE 4:1 SLOPE (OR FLATTER WHERE PRACTICABLE).
IN BARRIERS (1) MINIMUM 1:1 SLOPE OR 2:1 SLOPE AND (2) IN SECTION 2, NEW CONSTRUCTION AND WHERE POSSIBLE ON EXISTING ROUTES, THE LOCATION OF THE DRAINAGE PIPE SHOULD BE BEYOND THE CLEAR ZONE DISTANCE AS SHOWN IN TABLE 2-1 OF THE "NEWCASTLE DESIGN GUIDE".

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

PREPARED FOR:
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P47 No.
Approval Date:
City No.
Page No.
C8.8

MODOT & ENTRANCE DETAILS