

CONTACT INFORMATION

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PEVELY, MISSOURI 63070	PEVELY, MISSOURI 63070
PHONE: (314) 315-5049	PHONE: (636) 475-4452

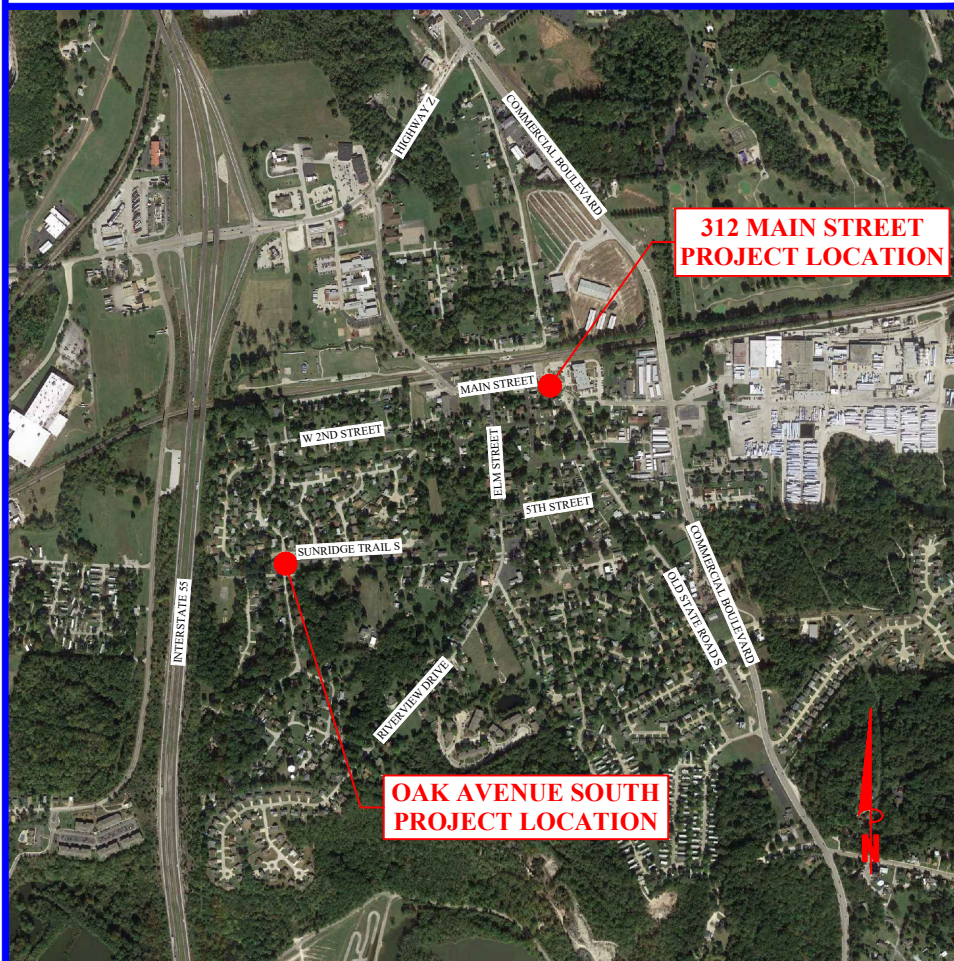
ELECTRIC	GAS
AMEREN U.E.	SPIRE
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PHONE: (636) 931-7504	PHONE: (636) 387-6663

REPRESENTATIVE:	REPRESENTATIVE:
ADDRESS:	ADDRESS:
PHONE:	PHONE:

LOCATION INFORMATION

QUADRANGLE/YEAR: HERCULANEUM/2017
 TOWNSHIP: 41N
 RANGE: 6E
 SECTION: US SURVEY 266



VICINITY MAP
NOT TO SCALE

SANITARY SEWER IMPROVEMENTS OAK AVENUE SOUTH & 312 MAIN STREET

IN THE
CITY OF PEVELY
 JEFFERSON COUNTY, MISSOURI



401 MAIN STREET
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- General Consulting

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 FAX (314) 842-5957
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COCHRAN PROJECT NO. SC19-1030
AUGUST 2021

SHEET INDEX

SHEET NAME	SHEET NO.
SITE PLAN - OAK AVENUE SOUTH	S-1
SITE PLAN - 312 MAIN STREET	S-2
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DETAILS	DE-1 TO DE-3
TRAFFIC CONTROL	TC-1 TO TC-2

ALL OSHA RULES & REGULATIONS ESTABLISHED FOR THE TYPE OF CONSTRUCTION REQUIRED BY THESE PLANS SHALL BE STRICTLY FOLLOWED (IE. TRENCHING, BLASTING, ETC.)

TWO WORKING DAYS PRIOR TO THE START OF ANY EXCAVATION ON THIS SITE, CONTRACTOR SHALL CALL 1-800-DIG-RITE FOR UTILITY LOCATION INFORMATION.

WHERE THE TERM "STANDARD SPECIFICATIONS" IS USED, SUCH REFERENCE SHALL MEAN THE CURRENT EDITION OF THE MISSOURI STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EXCEPT AS OTHERWISE PROVIDED IN THE PROJECT MANUAL. IN CASE OF CONFLICT IN THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE REQUIREMENTS STATED IN THE PROJECT MANUAL, THE REQUIREMENTS IN THE PROJECT MANUAL SHALL PREVAIL.



TARY TODD
 NO. E-24182
 STATE OF MISSOURI
 REGISTERED PROFESSIONAL ENGINEER
 FOR SO ENGINEERING LLC,
 DBA COCHRAN

THIS SHEET HAS BEEN SIGNED,
 SEALED AND DATED ELECTRONICALLY

THE PROFESSIONAL'S SEAL AFFIXED TO THIS SHEET APPLIES ONLY TO ITEMS ON THIS SHEET. ALL DRAWINGS OR OTHER DOCUMENTS NOT EXHIBITED THIS SEAL SHALL NOT BE CONSIDERED PREPARED BY THIS PROFESSIONAL.

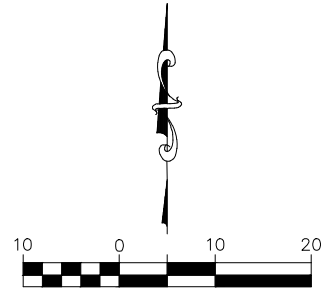
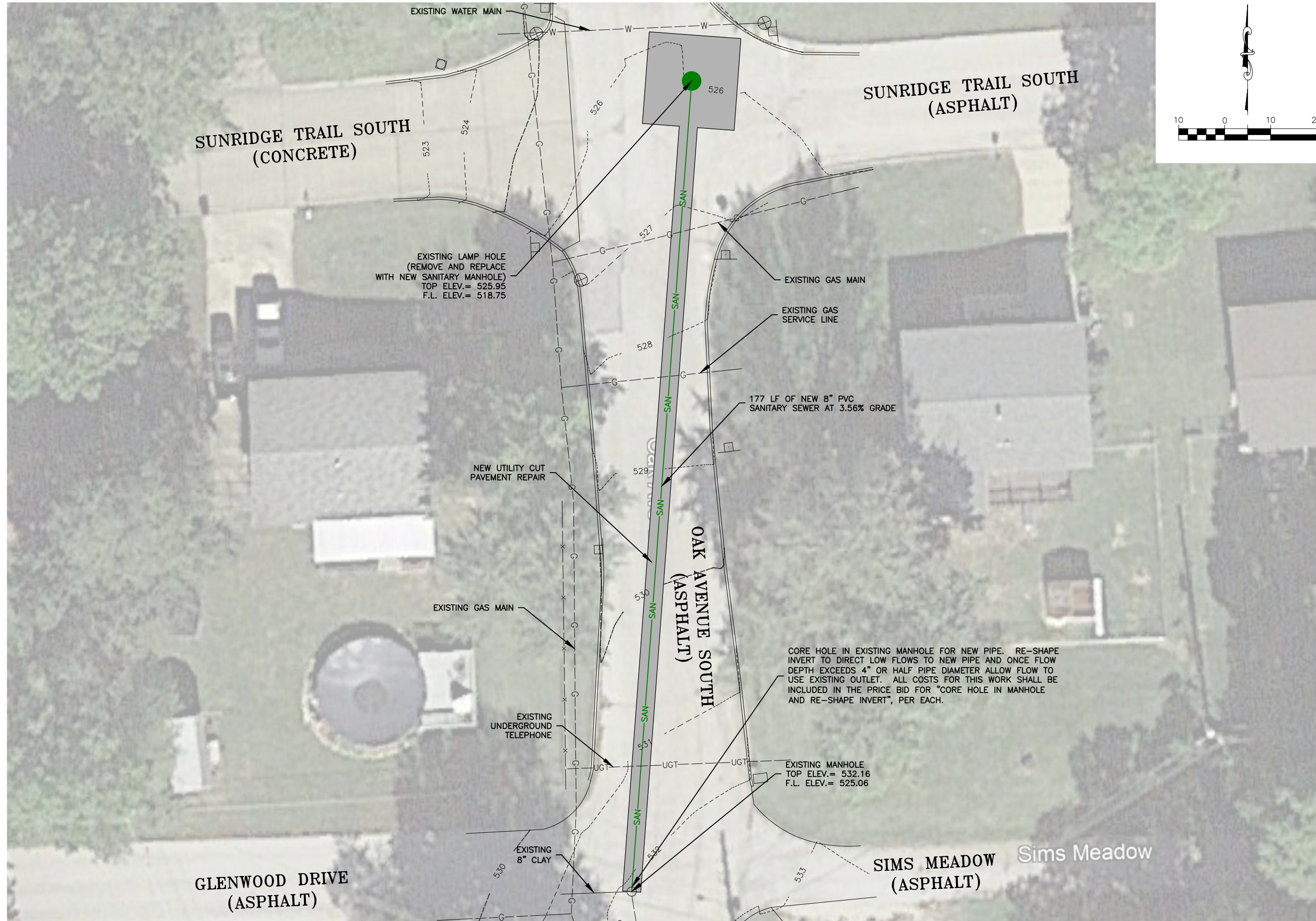
ENGINEERING CERTIFICATE OF AUTHORITY NUMBER - 2007006937
 LAND SURVEYING CERTIFICATE OF AUTHORITY NUMBER - 2007004529

CITY OF PEVELY

ACCEPTED BY:

WADE AMSDEN

Drawing name: J:\SC19-1030 Pevely - City Engineer Services\Oak Trolia\SITE.dwg Tab: S-1 Plotted on: Sep 07, 2021 - 2:59pm Plotted by: mburton



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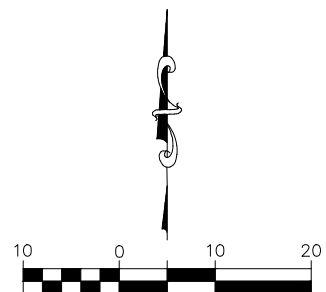
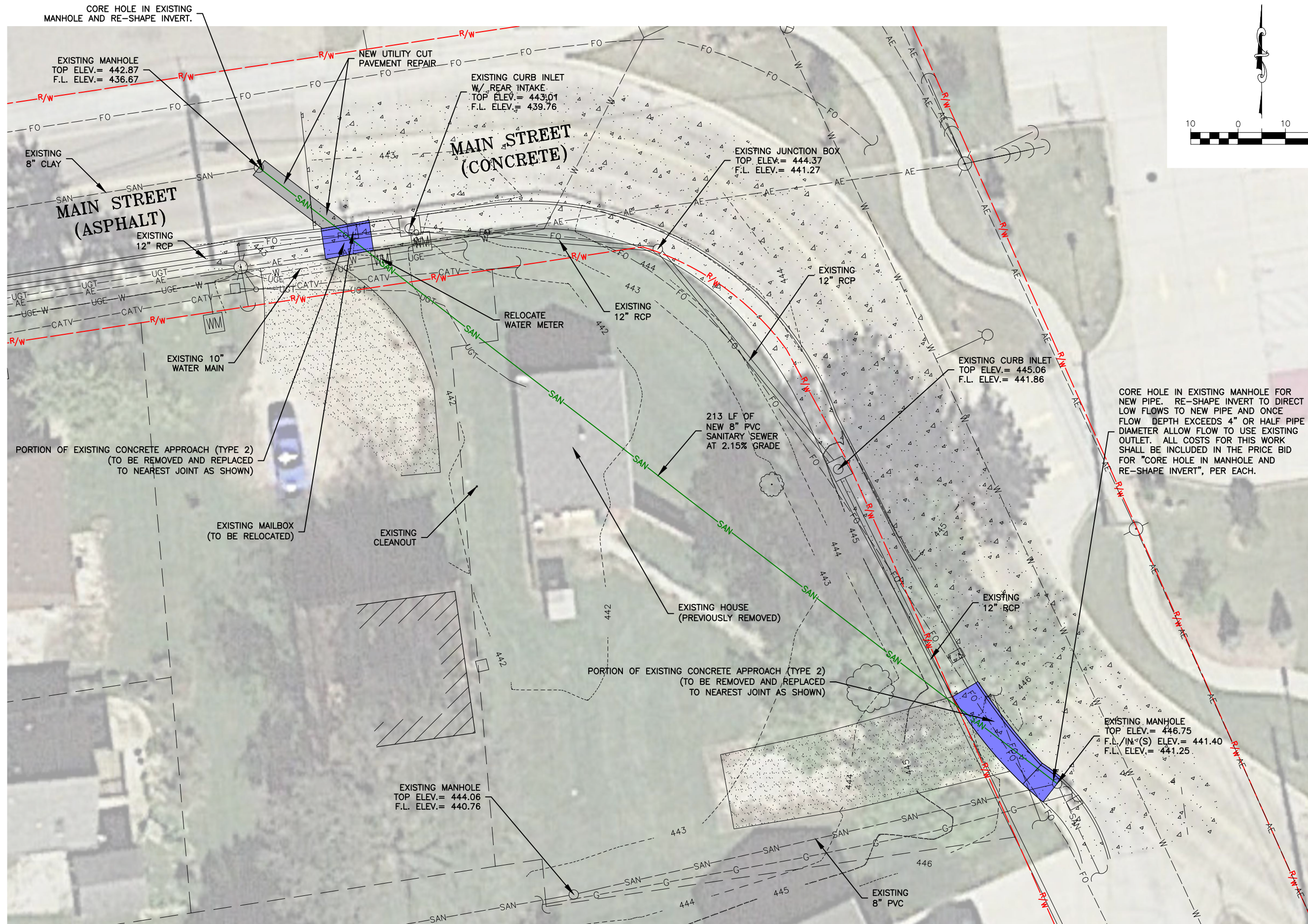
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 LAND SURVEYING CERTIFICATE OF AUTHORITY NUMBER: 2007004929

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SANITARY SEWER IMPROVEMENTS
OAK AVENUE SOUTH & 312 MAIN STREET
CITY OF PEVELY, MISSOURI

DATE: []		DATE: []	
DWN. BY: M.R.B.		APP'D. BY: T.D.T.	
DATE: JUL. 2021		DATE: []	
SCALE: 1" = 20'		SCALE: []	
PROJ. NO: SC19-1030		PROJ. NO: []	
DWG. NO: S-1		DWG. NO: []	

Drawing name: J:\SC19-1030 Pevely - City Engineer Services\312 Main St. Sanitary Sewer\SITE.dwg Tab: S-2 Plotted on: Sep 07, 2021 - 2:59pm Plotted by: mburton



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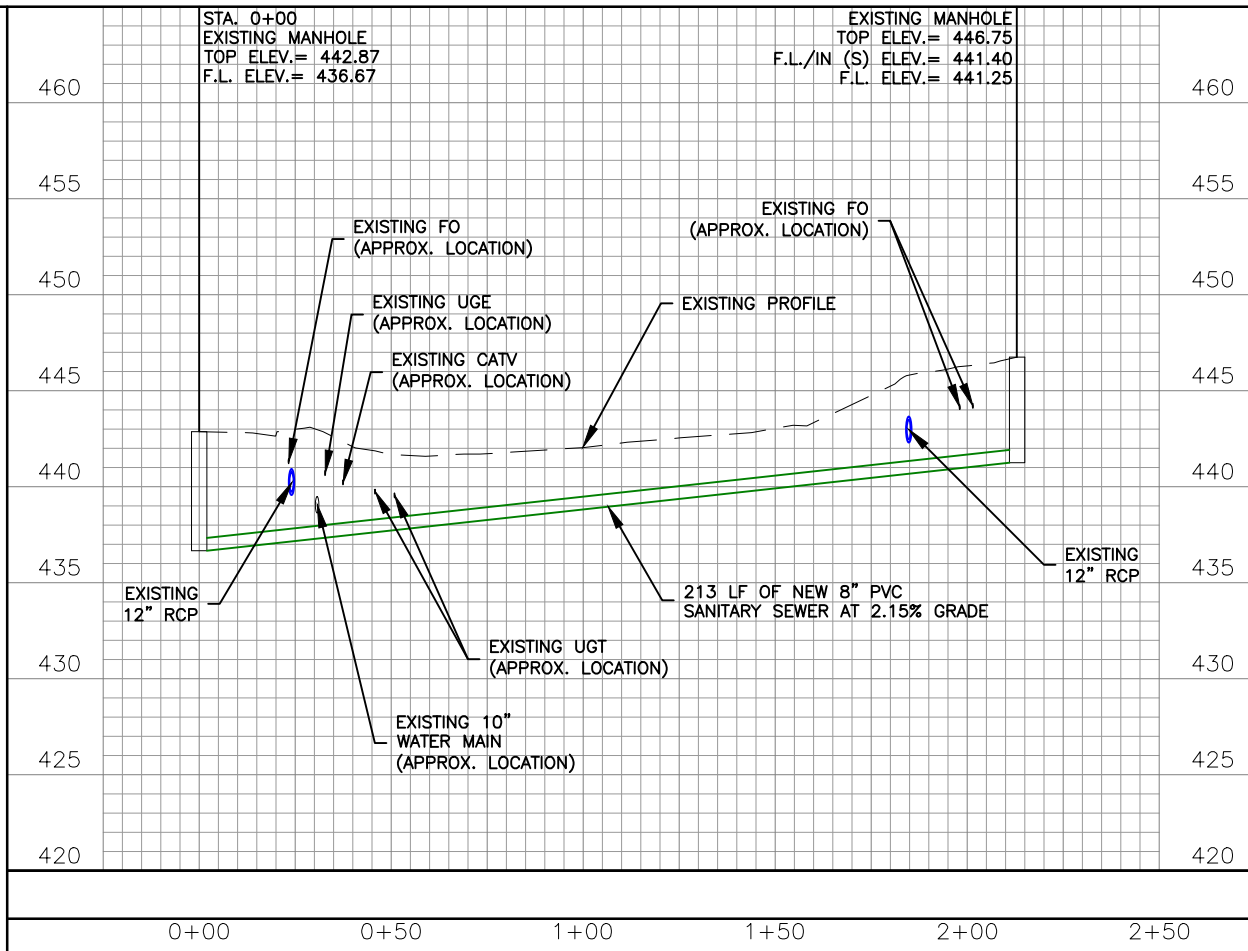
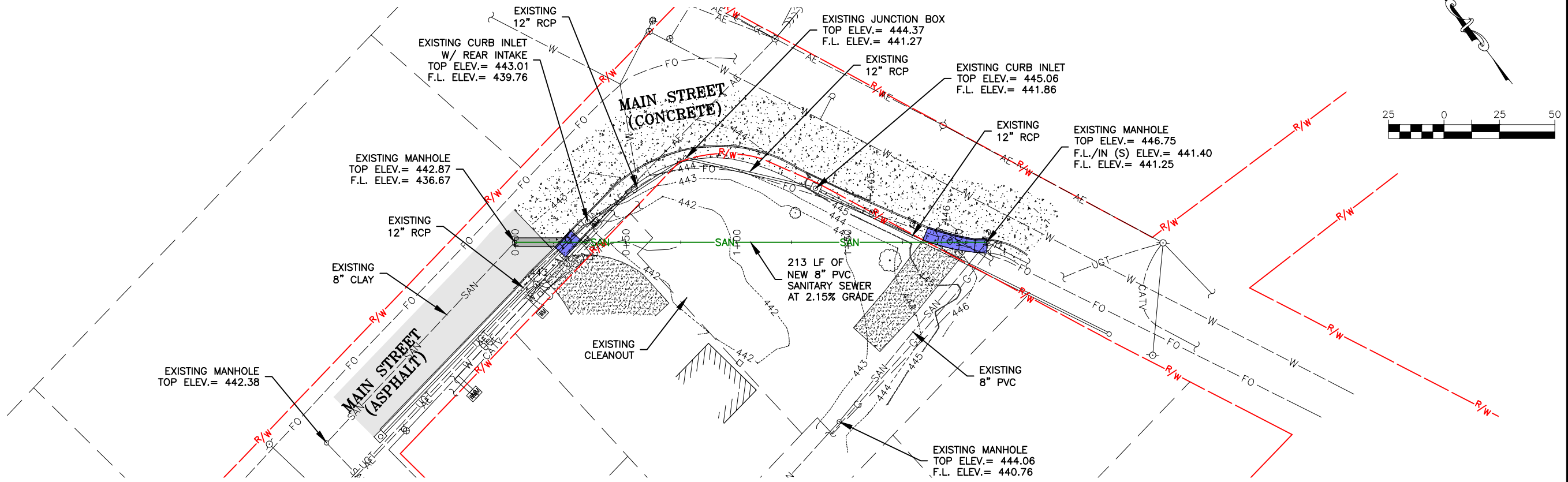
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SANITARY SEWER IMPROVEMENTS
OAK AVENUE SOUTH & 312 MAIN STREET
CITY OF PEVELY, MISSOURI

SITE PLAN - 312 MAIN STREET	
DATE:	REVISION:
DWN. BY:	APP'D. BY:
M.R.B.	T.D.T.
DATE:	
JUN. 2021	
SCALE:	
1" = 20'	
PROJ. NO.:	
SC19-1030	
DWG. NO.:	
S-2	

SANITARY PLAN AND PROFILE



NOTE:
WRAP WATER MAIN AND SEWER MAIN INDIVIDUALLY IN POLYETHYLENE SHEETING AND ENCASE PIPE CROSSING IN CONCRETE. INSTALL LAYER OF POLYETHYLENE SHEETING IN THE CONCRETE ENCASEMENT BETWEEN THE UPPER AND LOWER PIPES. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR "CONCRETE ENCASEMENT", PER EACH.

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SANITARY SEWER IMPROVEMENTS
OAK AVENUE SOUTH & 312 MAIN STREET
CITY OF PEVELY, MISSOURI

SANITARY PLAN AND PROFILE

DATE: _____

DWN. BY: M.R.B. APP'D. BY: T.D.T.

DATE: JUL. 2021

SCALE: AS SHOWN

PROJ. NO: SC19-1030

DWG. NO: SA-1

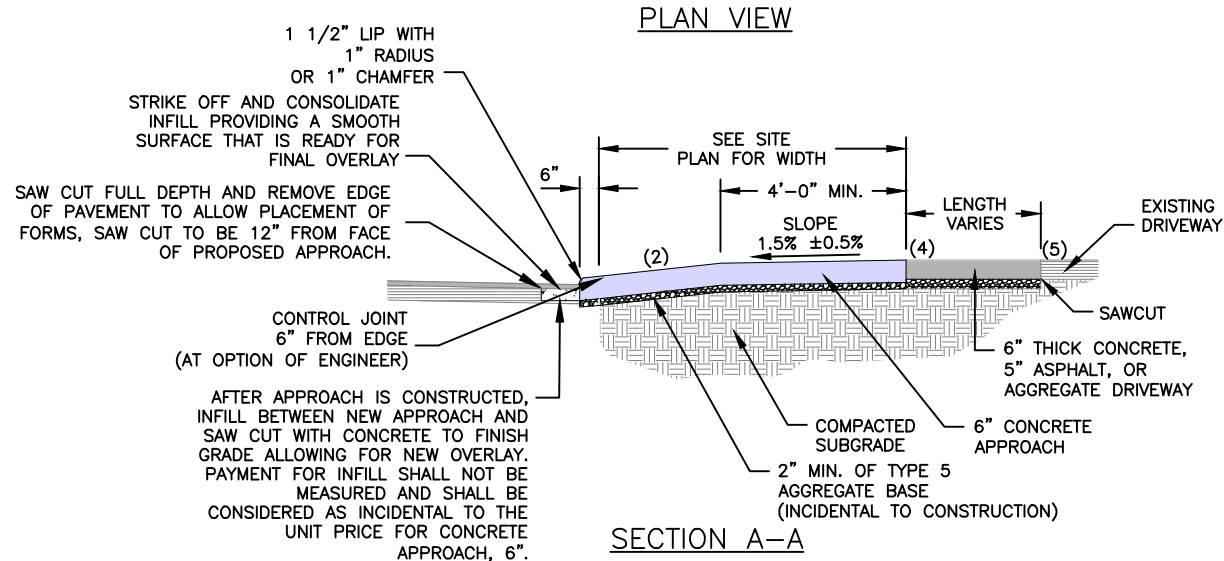
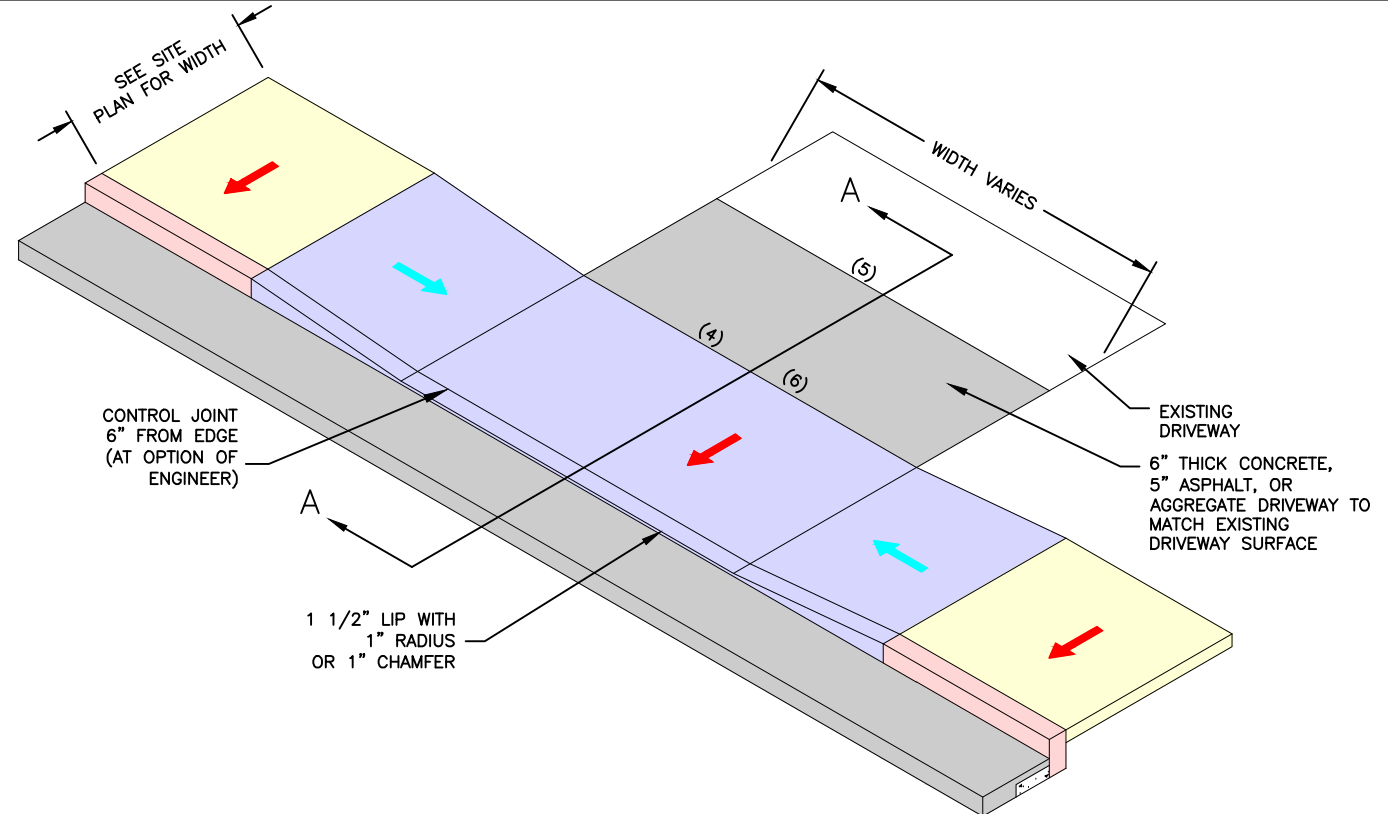
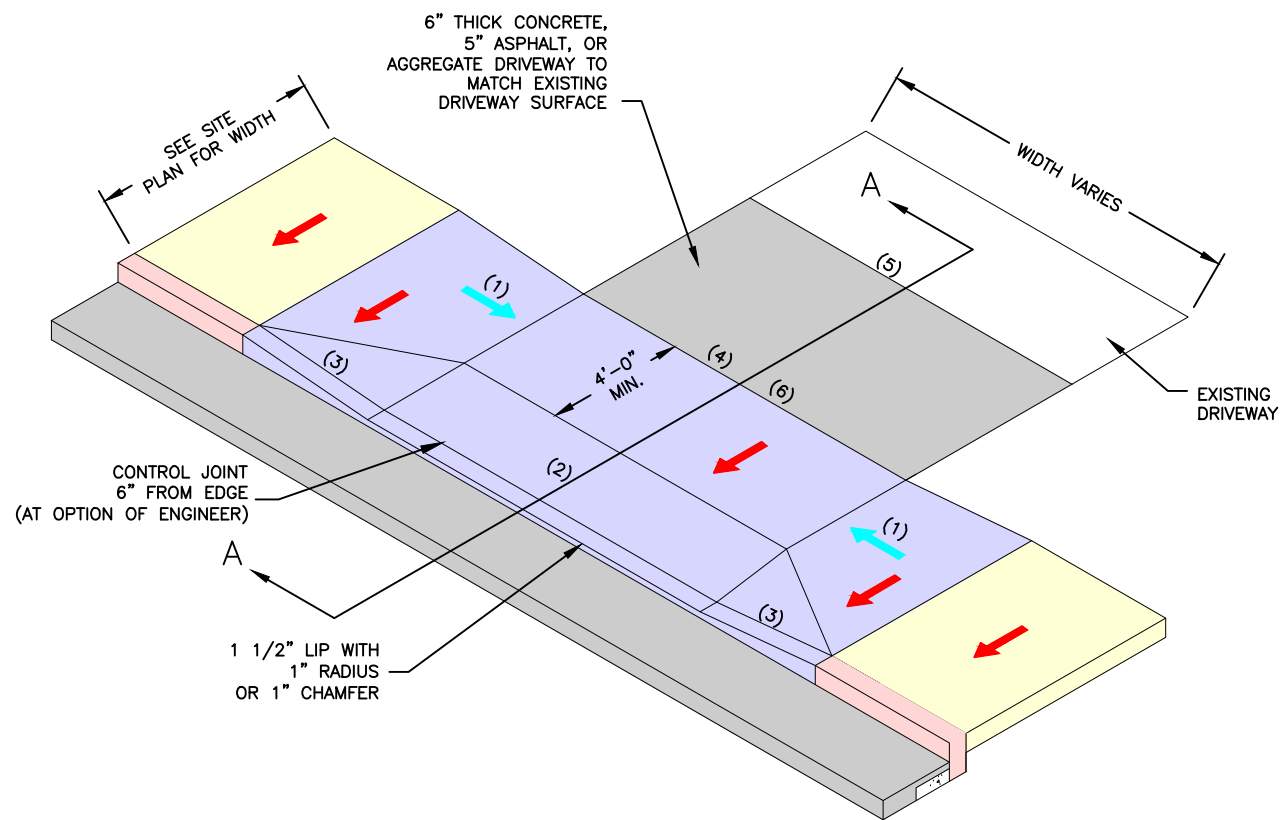
LEGEND

- 1.50% SLOPE ±0.50%
- MAX. SLOPE 1V:12H (8.33%)

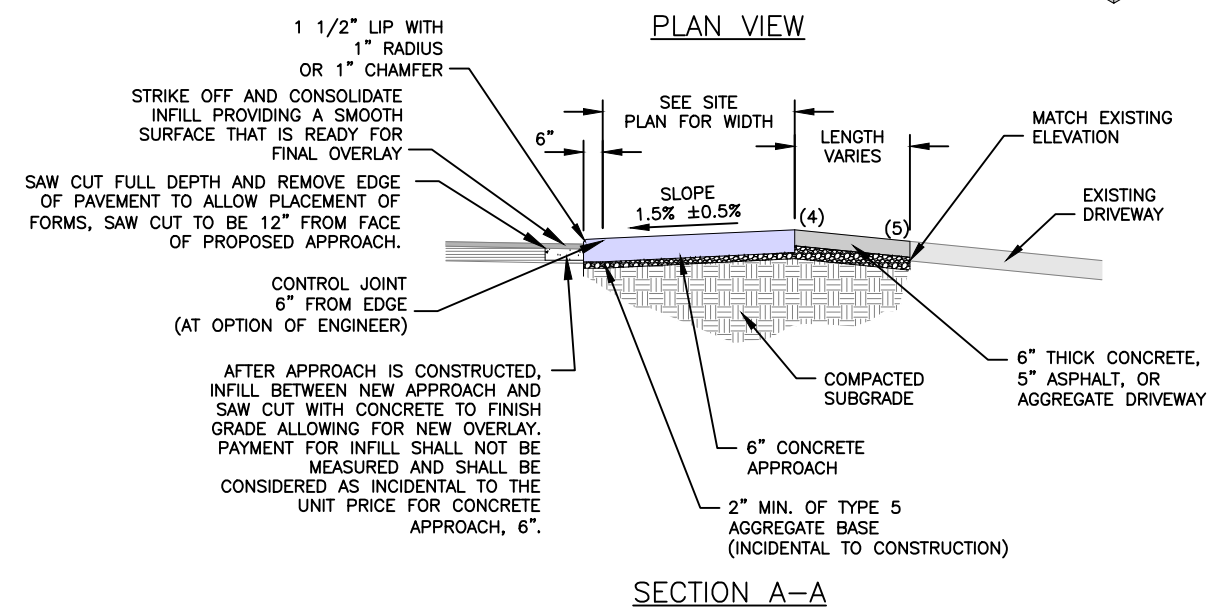
- (1) LENGTH OF RAMP TO BE 5' TO 15', DEPENDENT ON SLOPE, AND IS TO HAVE A 2" DROP IN GRADE OVER LENGTH OF RAMP.
- (2) MIN. GRADE 1%, MAX. GRADE OF 12%.
- (3) MAX. SLOPE 1:10, MEASURED PARALLEL TO THE CURB LINE.
- (4) MAXIMUM PERCENT CHANGE FOR A SAG GRADE BREAK IS 12%. MAXIMUM PERCENT CHANGE FOR A CREST GRADE BREAK IS 8%.
- (5) MAINTAIN SLOPE FOR A MINIMUM OF 10' BEFORE ANOTHER GRADE CHANGE.
- (6) CONTRACTOR TO MATCH EXISTING ELEVATION OF DRIVEWAY AS CLOSE AS POSSIBLE WHILE PROVIDING AN ADA COMPLIANT SIDEWALK.

NOTES

- 1. IF TRANSITION OF DRIVEWAY BEYOND APPROACH IS NEEDED, CONTRACTOR SHALL REMOVE AND REPLACE EXISTING DRIVEWAY TO NEAREST JOINT OR AS DIRECTED BY THE ENGINEER, TO BE PAID BY UNIT BID PRICE FOR 6" CONCRETE DRIVEWAY, 5" ASPHALT DRIVEWAY OR AGGREGATE DRIVEWAY AS SHOWN ON THE SITE PLANS.
- 2. TOOLED JOINTS ARE REQUIRED AT ALL SLOPE BREAK LINES.
- 3. CURB, GUTTER AND SIDEWALK TYPES VARY. SEE SITE PLANS FOR EXACT TYPES.
- 4. SAW CUT LOCATIONS SHOWN ON PLANS ARE APPROXIMATE. CONSULT WITH ENGINEER BEFORE SAW CUT/REMOVALS.
- 5. CONTRACTOR SHALL COORDINATE CONSTRUCTION OF CURBS, GUTTERS, SIDEWALKS AND DRIVEWAYS REGARDLESS OF SEQUENCING OF CONSTRUCTION. CONTRACTOR IS SPECIFICALLY CAUTIONED NOT TO POUR CURBS, GUTTERS, AND SIDEWALKS PRIOR TO LAYOUT OF DRIVEWAYS AS APPROACH TYPES ARE SUBJECT TO CHANGE.
- 6. AT ENGINEERS DIRECTION, CROSS SLOPE OF SIDEWALKS AT DRIVEWAY APPROACHES MAY SLOPE AWAY FROM THE STREET.



CONCRETE APPROACH (TYPE 1)
NO SCALE



CONCRETE APPROACH (TYPE 2)
NO SCALE

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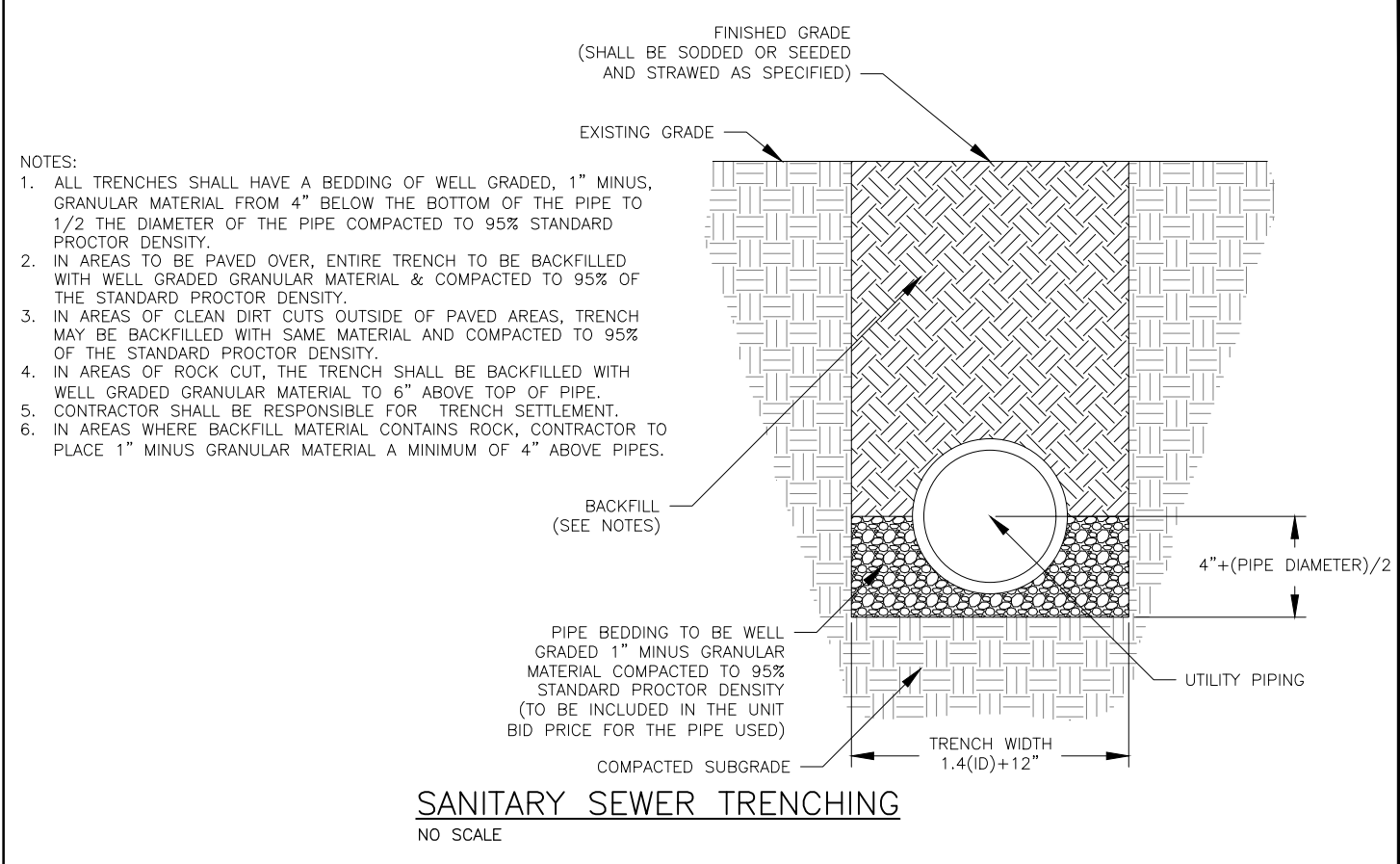
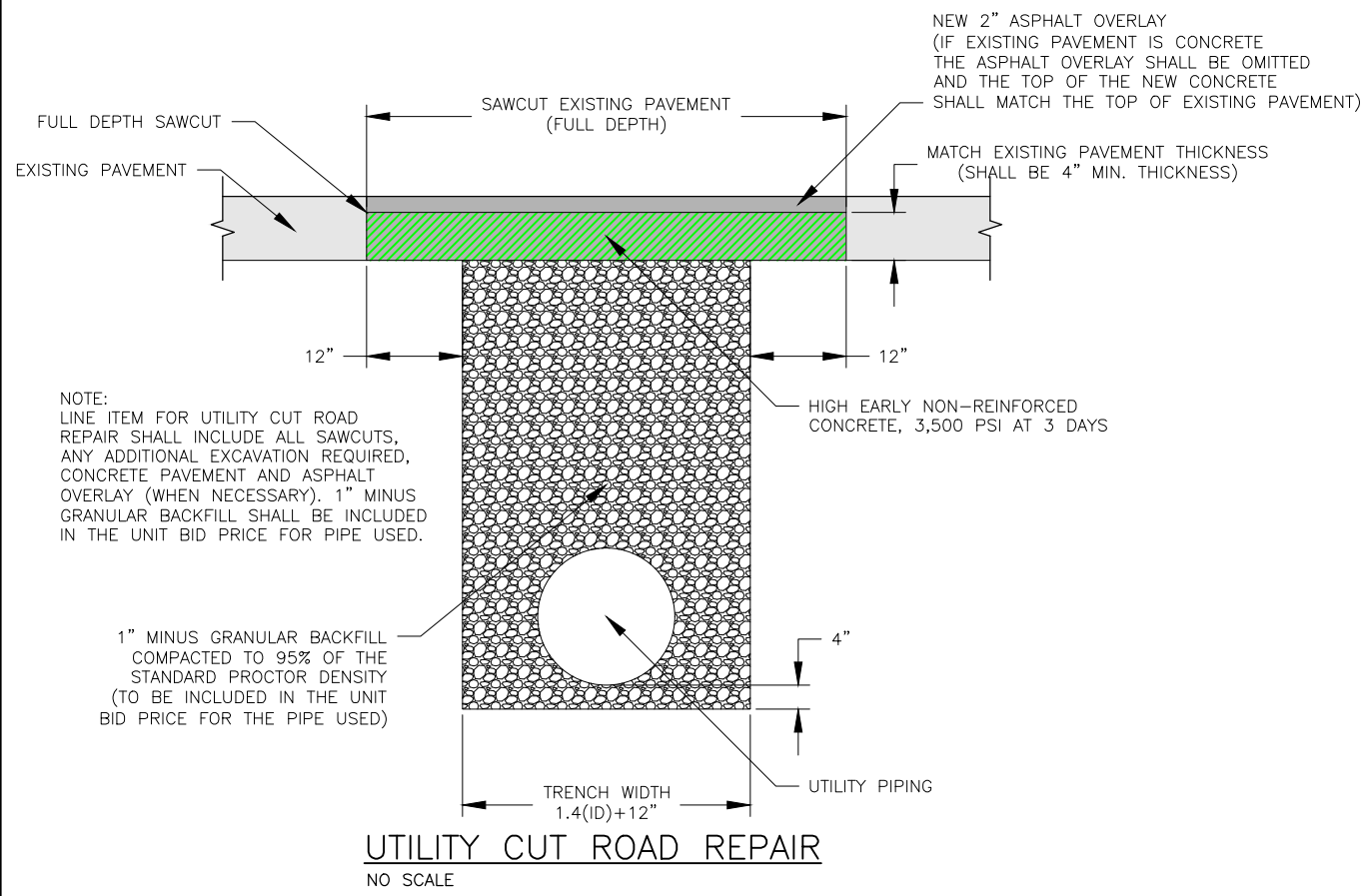
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CITY OF PEVELY, MISSOURI

DATE:	REVISION:
DWN. BY: M.R.B.	APP'D. BY: T.D.T.
DATE: JUL. 2021	
SCALE: NO SCALE	
PROJ. NO: SC19-1030	
DWG. NO: DE-1	

Drawing name: J:\SC19-1030 Pevely - City Engineer Services\312 Main St Sanitary Sewer\DETAILS.dwg Tab: DE-2 Plotted on: Sep 07, 2021 - 3:00pm Plotted by: mburton



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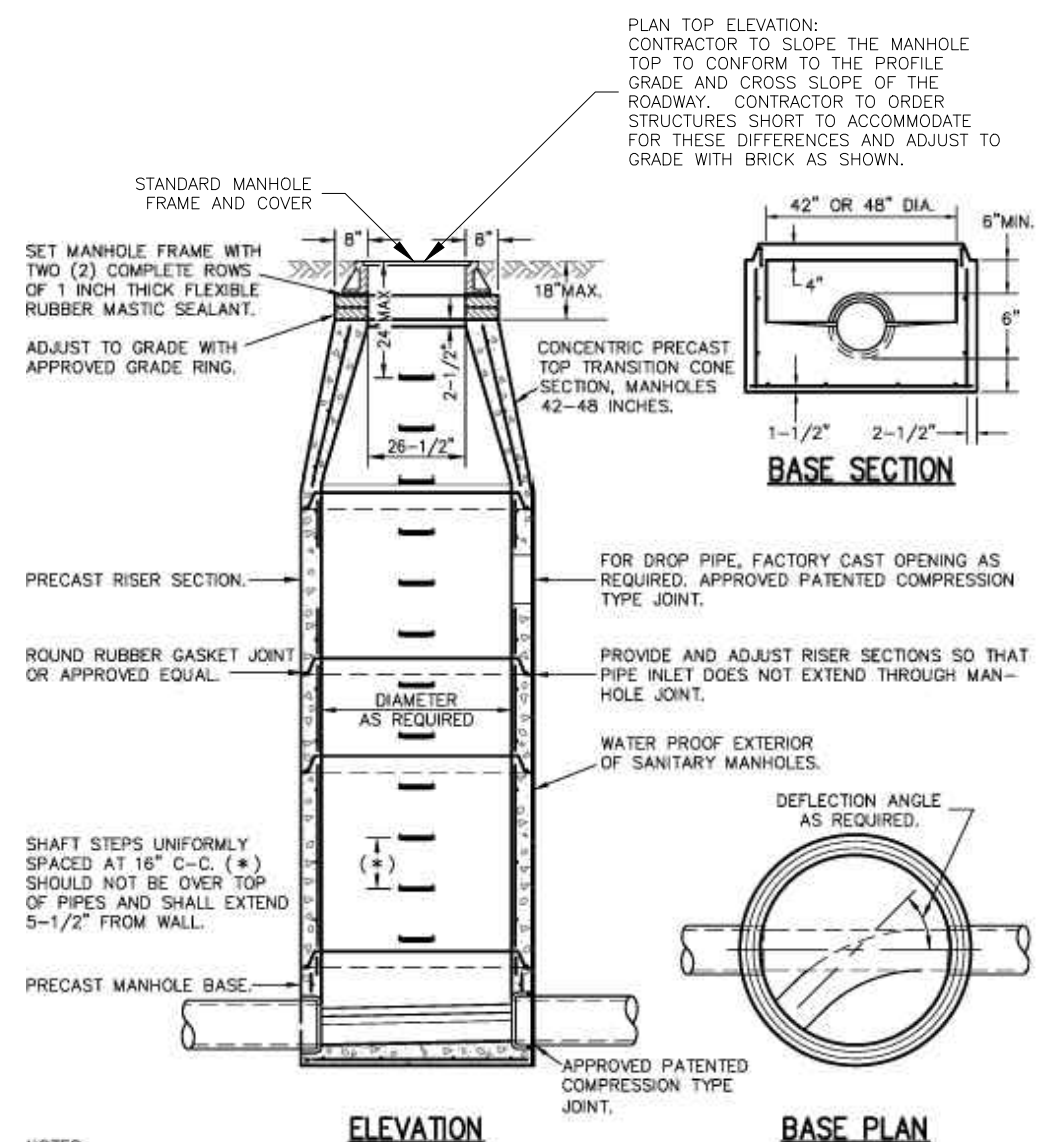
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CITY OF PEVELY, MISSOURI

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DATE: JUL. 2021	
SCALE: NO SCALE	
PROJ. NO: SC19-1030	
DWG. NO: DE-2	

Drawing name: J:\SC19-1030 Pevely - City Engineer Services\312 Main St. Sanitary Sewer\DETAILS.dwg Tab: DE-3 Plotted on: Sep 07, 2021 - 3:00pm Plotted by: mburton



PLAN TOP ELEVATION:
CONTRACTOR TO SLOPE THE MANHOLE TOP TO CONFORM TO THE PROFILE GRADE AND CROSS SLOPE OF THE ROADWAY. CONTRACTOR TO ORDER STRUCTURES SHORT TO ACCOMMODATE FOR THESE DIFFERENCES AND ADJUST TO GRADE WITH BRICK AS SHOWN.

STANDARD MANHOLE FRAME AND COVER

SET MANHOLE FRAME WITH TWO (2) COMPLETE ROWS OF 1 INCH THICK FLEXIBLE RUBBER MASTIC SEALANT.

ADJUST TO GRADE WITH APPROVED GRADE RING.

CONCENTRIC PRECAST TOP TRANSITION CONE SECTION, MANHOLES 42-48 INCHES.

PRECAST RISER SECTION.

ROUND RUBBER GASKET JOINT OR APPROVED EQUAL.

SHAFT STEPS UNIFORMLY SPACED AT 16" C-C. (*) SHOULD NOT BE OVER TOP OF PIPES AND SHALL EXTEND 5-1/2" FROM WALL.

PRECAST MANHOLE BASE.

FOR DROP PIPE, FACTORY CAST OPENING AS REQUIRED, APPROVED PATENTED COMPRESSION TYPE JOINT.

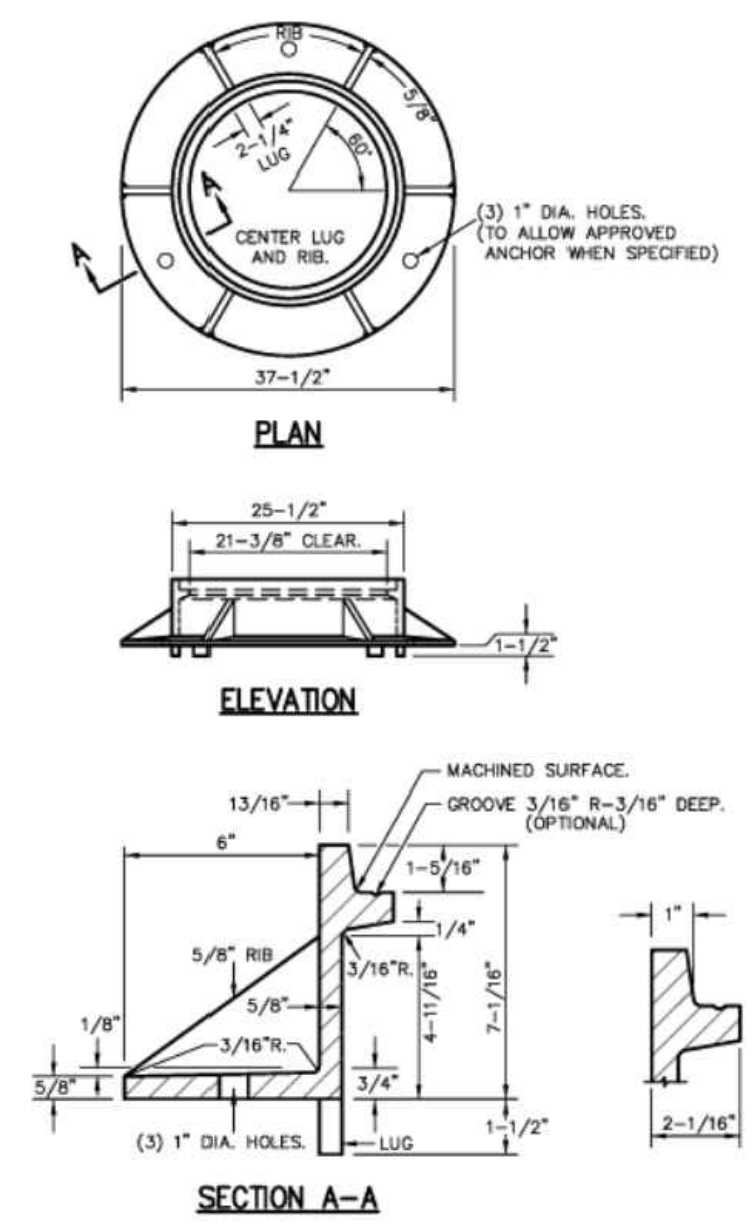
PROVIDE AND ADJUST RISER SECTIONS SO THAT PIPE INLET DOES NOT EXTEND THROUGH MANHOLE JOINT.

WATER PROOF EXTERIOR OF SANITARY MANHOLES.

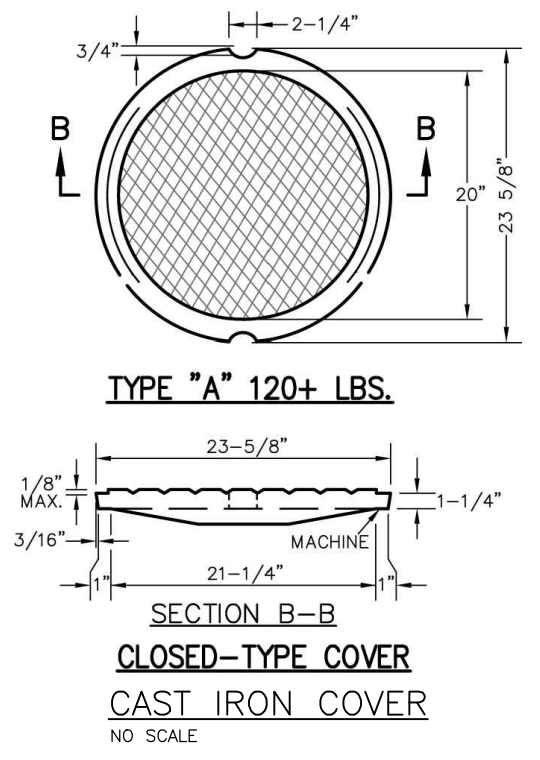
APPROVED PATENTED COMPRESSION TYPE JOINT.

- NOTES:
- 1) THE MINIMUM INSIDE DIAMETER FOR THE BASE AND RISER SECTIONS SHALL BE 42 INCHES FOR 8 INCH DIAMETER SANITARY SEWERS AND ALL STORM SEWERS. THE MINIMUM INSIDE DIAMETER FOR SANITARY SEWERS LARGER THAN 8 INCH DIAMETER IS 48 INCHES. MANHOLE SHALL MEET ASTM C-478 REQUIREMENTS.
 - 2) FLOWLINE ELEVATION OF INCOMING PIPES SHALL BE 1 INCH HIGHER THAN THAT OF OUTGOING PIPE.
 - 3) PIPE SIZES LARGER THAN 24 INCH DIAMETER MAY REQUIRE MANHOLE DIAMETERS OF 60 INCH, 72 INCH OR 96 INCH AS DETERMINED BY OUTSIDE DIAMETERS AND ORIENTATIONS OF CONNECTING PIPES.
 - 4) ECCENTRIC CONES SHALL BE USED ON DIAMETERS 60 INCH AND LARGER. STEPS SHALL EXTEND DOWN VERTICAL WALL OF CONE.
 - 5) PRIOR TO FABRICATION, SHOP DRAWINGS SHALL BE SUBMITTED FOR APPROVAL OF MANHOLES ON PIPE DIAMETERS LARGER THAN 24 INCH AND ALSO FOR THOSE STRUCTURES WITH A DROP PIPE CONNECTION.

MANHOLE
NO SCALE



CAST IRON MANHOLE FRAME
NO SCALE



TYPE "A" 120+ LBS.
CLOSED-TYPE COVER
CAST IRON COVER
NO SCALE

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CITY OF PEVELY, MISSOURI

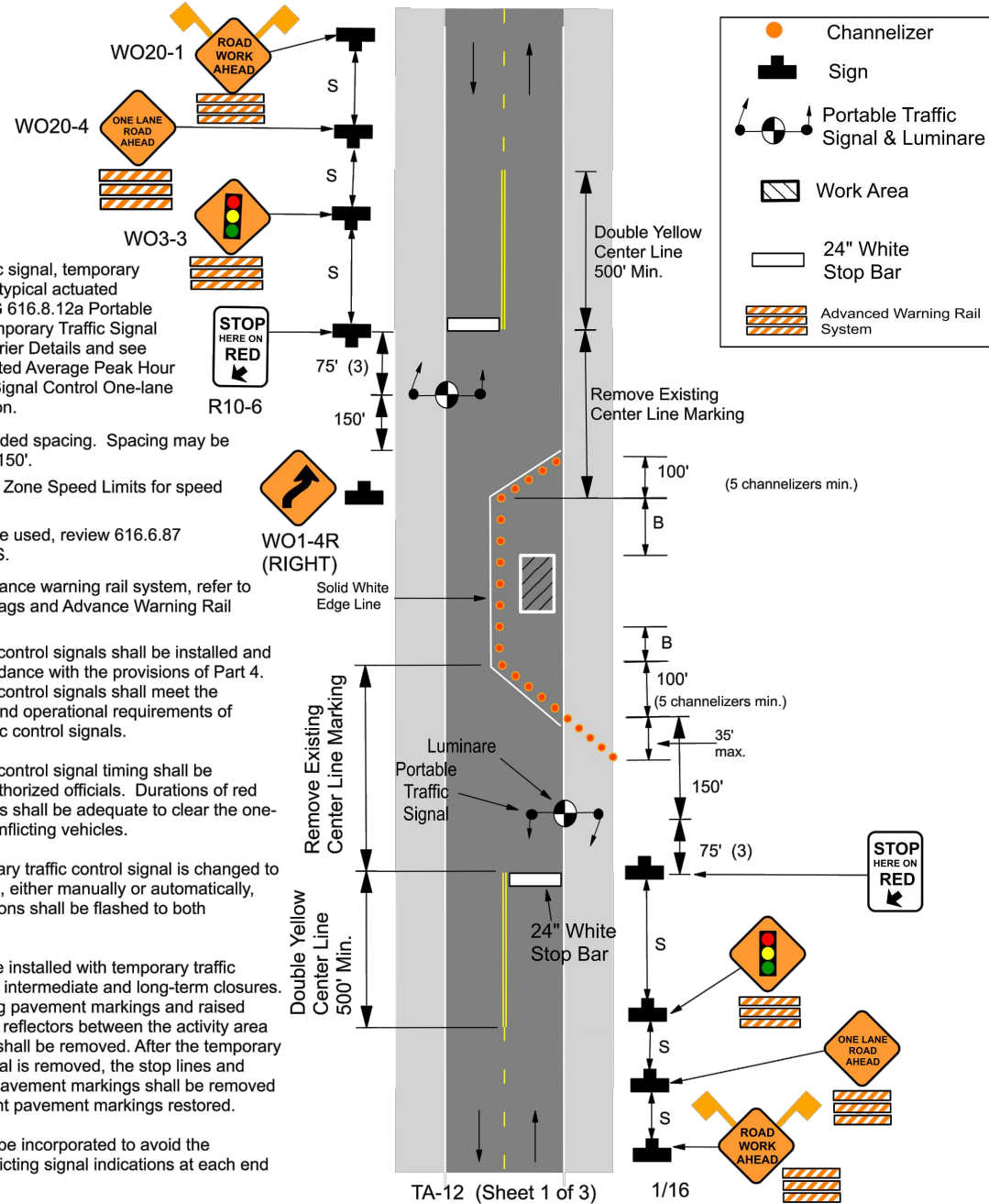
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DATE: JUL. 2021	
SCALE: NO SCALE	
PROJ. NO: SC19-1030	
DWG. NO: DE-3	

616.8.12 (TA-12) LANE CLOSURE ON A TWO-LANE ROAD USING TRAFFIC CONTROL SIGNALS - DE/CM

www.invarion.com

SPEED Permanent 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)		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.



Notes:

For portable traffic signal, temporary traffic signal, and typical actuated phasing, see EPG 616.8.12a Portable Traffic Signal, Temporary Traffic Signal and Concrete Barrier Details and see 616.8.12b Estimated Average Peak Hour Signal Delay for Signal Control One-lane Two-way Operation.

(3) 75' recommended spacing. Spacing may be between 40' and 150'.

See 616.12 Work Zone Speed Limits for speed limit guidelines.

If rumble strips are used, review 616.6.87 RUMBLE STRIPS.

For flags and advance warning rail system, refer to EPG 616.6.2.2 Flags and Advance Warning Rail System.

Temporary traffic control signals shall be installed and operated in accordance with the provisions of Part 4. Temporary traffic control signals shall meet the physical display and operational requirements of conventional traffic control signals.

Temporary traffic control signal timing shall be established by authorized officials. Durations of red clearance intervals shall be adequate to clear the one-lane section of conflicting vehicles.

When the temporary traffic control signal is changed to the flashing mode, either manually or automatically, red signal indications shall be flashed to both approaches.

Stop lines shall be installed with temporary traffic control signals for intermediate and long-term closures. Existing conflicting pavement markings and raised pavement marker reflectors between the activity area and the stop line shall be removed. After the temporary traffic control signal is removed, the stop lines and other temporary pavement markings shall be removed and the permanent pavement markings restored.

Safeguards shall be incorporated to avoid the possibility of conflicting signal indications at each end of the TTC zone.

TA-12 (Sheet 1 of 3)

1/16

616.8.10 (TA-10) LANE CLOSURE ON TWO-LANE ROAD USING FLAGGERS - DE/CM

www.invarion.com

SPEED Permanent 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)		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.

NOTES:

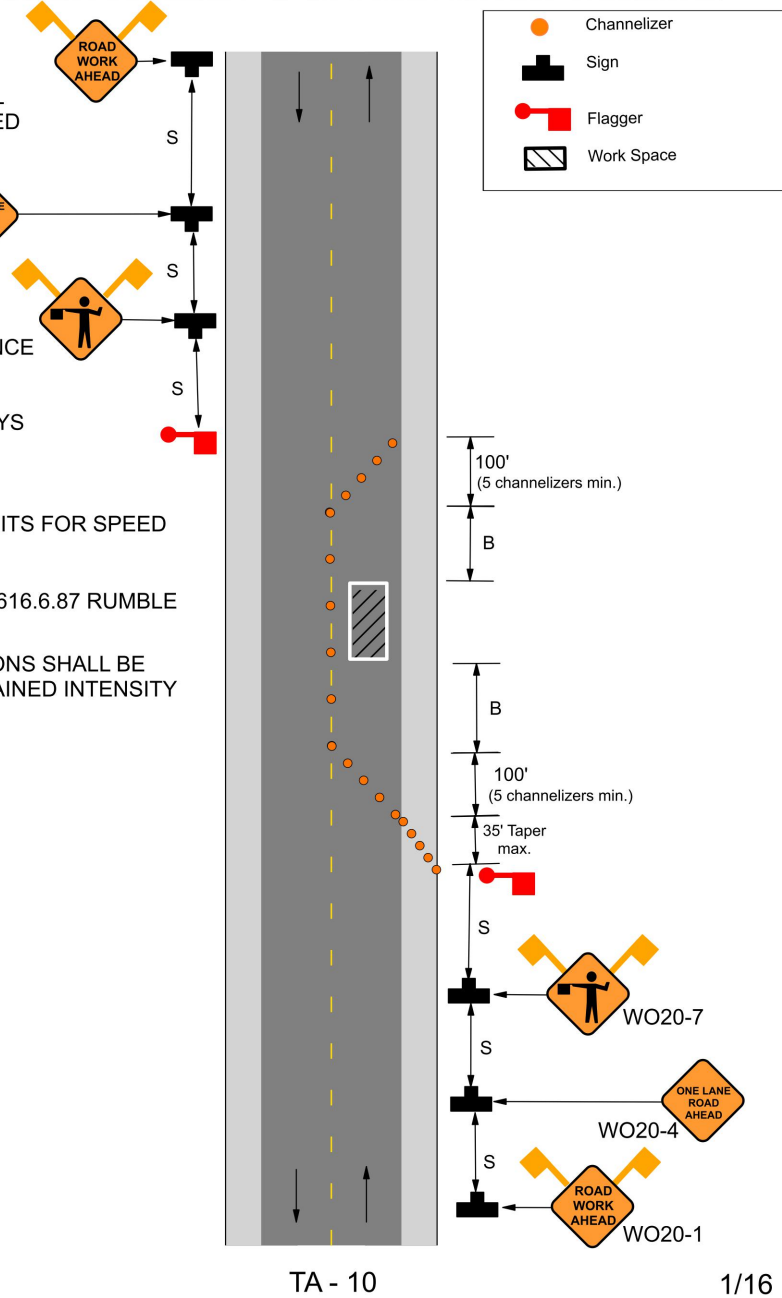
AUTOMATED FLAGGER ASSISTANCE DEVICES (AFAD) AND PORTABLE SIGNAL FLAGGING DEVICES (PSFD) MAY BE USED AS AN ALTERNATIVE FLAGGING OPERATION.

AFAD AND PSFD TYPICAL APPLICATIONS AND CRITERIA ARE LOCATED AT THE FOLLOWING:
 EPG 616.8.10A (TA-10A) LANE CLOSURE ON TWO-LANE HIGHWAYS USING AUTOMATED FLAGGER ASSISTANCE DEVICE WITH RED AND AMBER SIGNAL SYSTEM & EPG 616.8.10C (TA-10C) LANE CLOSURE ON TWO-LANE HIGHWAYS USING PORTABLE SIGNAL FLAGGING DEVICE.

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

IF RUMBLE STRIPS ARE USED, REVIEW 616.6.87 RUMBLE STRIPS.

IF USED AT NIGHT, THE FLAGGER STATIONS SHALL BE ILLUMINATED WITH AN AVERAGE MAINTAINED INTENSITY OF 0.6 FOOTCANDLES (6.5 LUX).



TA - 10

1/16

Drawing name: J:\SC19-1030 Pevely - City Engineer Services\312 Main St Sanitary Sewer\TRAFFIC CONTROL.dwg Tab: TC-1 Plotted on: Sep 07, 2021 - 3:00pm Plotted by: mburton

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 CITY OF PEVELY, MISSOURI

DATE:	DATE:
DWN. BY:	APP'D. BY:
M.R.B.	T.D.T.
SCALE:	JUL. 2021
NO SCALE	
PROJ. NO.:	SC19-1030
DWG. NO.:	TC-1

616.8.28 (TA-28) Sidewalk Detour or Diversion - MT

www.invarion.com

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder ¹ (T1)	Lane ² (T2)		Tapers	Buffer/ Work Areas
Normal Posted (mph)							
0-35	200	200	70	-	250	15	25
40-45	350	500	150	-	360	20	50
50-55	500	1000	185	-	495	50	100
60-70	SA - 1000, SB - 1500 and SC-2640		235	-	730	60	100

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



When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with features present in the existing pedestrian facility.

Where sidewalks exist, provisions should be made for disabled persons.

Where high speeds are anticipated, a temporary traffic barrier and, if necessary, a crash cushion should be used to separate the temporary sidewalks from traffic.

Only the temporary traffic control devices related to pedestrians are shown. Other devices may be necessary to control traffic.

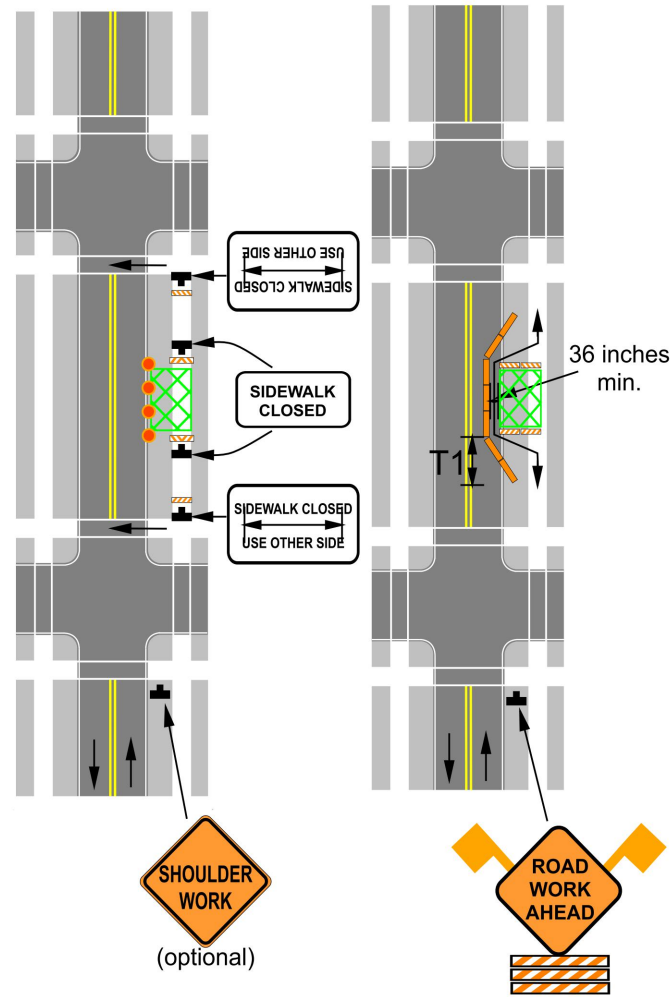
Signs may be mounted on portable mounts at 1 ft. provided they do not interfere with pedestrian movement or be obstructed by parking. Otherwise, signs shall be mounted at 7 ft.

For high speed facilities, channelizer spacing may be reduced to 1/2 spacing noted in table.

Other appropriate signs may be used in lieu of the SHOULDER WORK AHEAD or ROAD WORK AHEAD signs.

Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.

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



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616.8.29 (TA-29) Crosswalk Closures and Pedestrian Detours - MT

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SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder ¹ (T1)	Lane ² (T2)		Tapers	Buffer/ Work Areas
Normal Posted (mph)							
0-35	200	200	-	-	250	15	25
40-45	350	500	-	-	360	20	50
50-55	500	1000	-	-	495	50	100
60-70	SA - 1000, SB - 1500 and SC-2640		-	-	730	60	100

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



Where sidewalks exist, provisions should be made for disabled persons.

When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with features present in the existing pedestrian facility.

Curb parking shall be prohibited for at least 50 ft. in advance of the mid-block crosswalk.

Pedestrian traffic signal displays controlling closed crosswalks should be covered or deactivated.

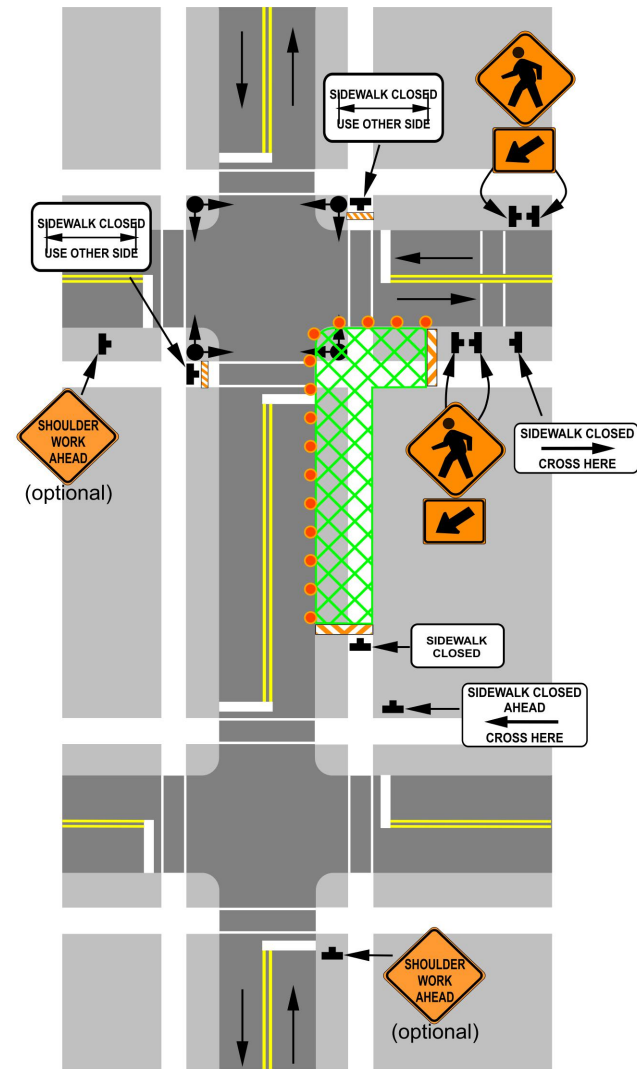
Only the temporary traffic control devices related to pedestrians are shown. Other devices, may be necessary to control traffic.

Signs may be mounted on portable mounts at 1 ft. provided they do not interfere with pedestrian movement or be obstructed by parking. Otherwise, signs shall be mounted at 7 ft.

For high speed facilities, channelizer spacing may be reduced to 1/2 spacing noted in table.

Other appropriate signs may be used in lieu of the SHOULDER WORK AHEAD sign.

Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.



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