

CONTACT INFORMATION

WATER	SEWER
CITY OF PEVELY	CITY OF PEVELY
REPRESENTATIVE: BRIAN BONE	REPRESENTATIVE: WADE AMSDEN
ADDRESS: 401 MAIN STREET	ADDRESS: 401 MAIN STREET
PEVELY, MISSOURI 63070	PEVELY, MISSOURI 63070
PHONE: (314) 315-5049	PHONE: (636) 475-4452

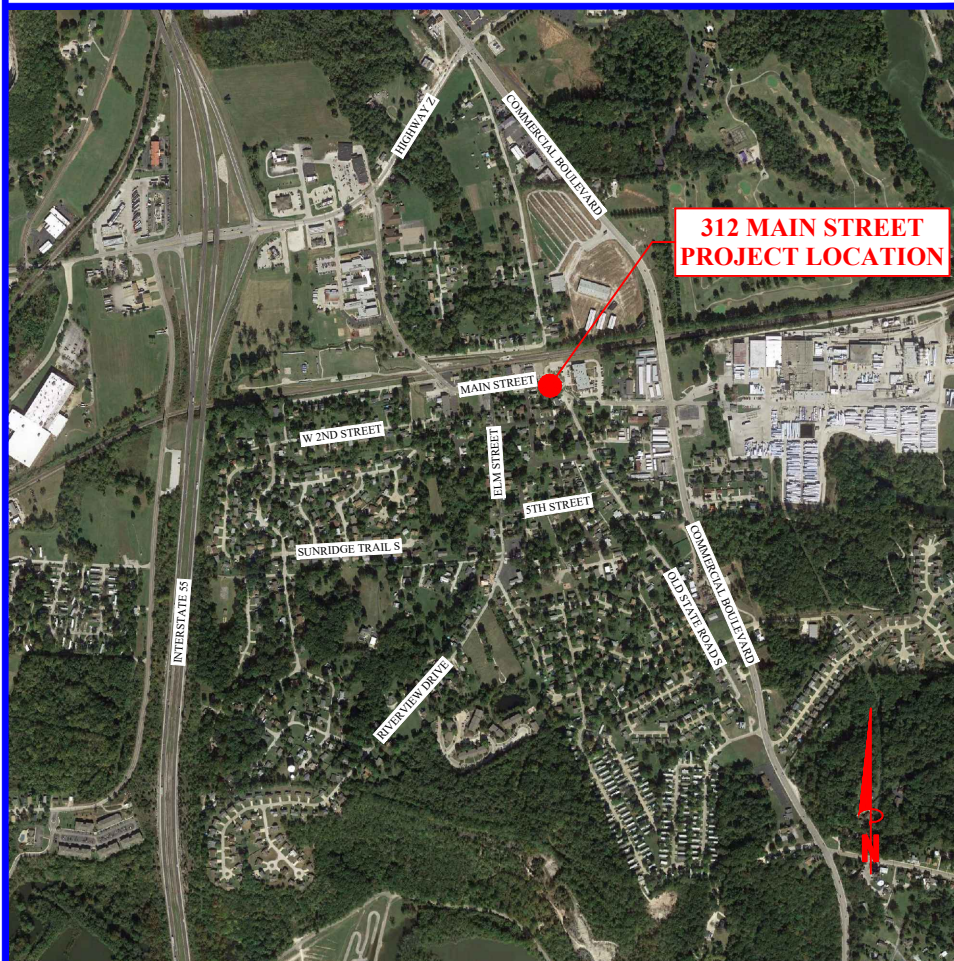
ELECTRIC	GAS
AMEREN U.E.	SPIRE
REPRESENTATIVE: JOHN FRIEL	REPRESENTATIVE: CRAIG FALLERT
ADDRESS: 6450 HWY. MM	ADDRESS: 410 WEST MAIN
HOUSE SPRINGS, MISSOURI 63051	FESTUS, MISSOURI 63028
PHONE: (636) 671-6151	PHONE: (636) 931-8383

TELEPHONE	CABLE
AT&T	CHARTER
REPRESENTATIVE: GLEN HOGENMILLER	REPRESENTATIVE: DARRELL STEFFEN
ADDRESS: 122 N. 2ND STREET	ADDRESS:
FESTUS, MISSOURI 63028	
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
 312 MAIN ST.
 IN THE
 CITY OF PEVELY
 JEFFERSON COUNTY, MISSOURI**



401 MAIN STREET
 PEVELY, MISSOURI 63070
 TELEPHONE (636) 474-4452
 FAX (636) 237-4116
 www.cityofpevely.org



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- Land Surveying
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 TELEPHONE (314) 842-4033
 FAX (314) 842-5957
 www.cochraneng.com

**COCHRAN PROJECT NO. SC19-1030
 JULY 2022**

SHEET INDEX

SHEET NAME	SHEET NO.
SITE PLAN - 312 MAIN STREET	S-1
SANITARY PLAN AND PROFILE	SA-1
DETAILS	DE-1 TO DE-2
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

CORE HOLE IN EXISTING MANHOLE AND RE-SHAPE INVERT.

EXISTING MANHOLE
TOP ELEV.= 442.87
F.L. ELEV.= 436.67

NEW UTILITY CUT
PAVEMENT REPAIR

EXISTING CURB INLET
W/ REAR INTAKE
TOP ELEV.= 443.01
F.L. ELEV.= 439.76

**MAIN STREET
(CONCRETE)**

EXISTING JUNCTION BOX
TOP ELEV.= 444.37
F.L. ELEV.= 441.27

**MAIN STREET
(ASPHALT)**

EXISTING
12" RCP

EXISTING
12" RCP

EXISTING 10"
WATER MAIN

RELOCATE
WATER METER

EXISTING
12" RCP

EXISTING CURB INLET
TOP ELEV.= 445.06
F.L. ELEV.= 441.86

CORE HOLE IN EXISTING MANHOLE FOR
NEW PIPE. RE-SHAPE INVERT TO DIRECT
LOW FLOWS TO NEW PIPE AND ONCE
FLOW DEPTH EXCEEDS 4" OR HALF PIPE
DIAMETER ALLOW FLOW TO USE EXISTING
OUTLET. ALL COSTS FOR THIS WORK
SHALL BE INCLUDED IN THE PRICE BID
FOR "CORE HOLE IN MANHOLE AND
RE-SHAPE INVERT", PER EACH.

PORTION OF EXISTING CONCRETE APPROACH (TYPE 2)
(TO BE REMOVED AND REPLACED
TO NEAREST JOINT AS SHOWN)

EXISTING MAILBOX
(TO BE RELOCATED)

EXISTING
CLEANOUT

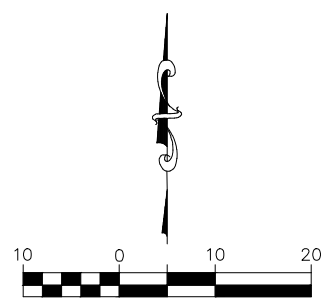
EXISTING HOUSE
(PREVIOUSLY REMOVED)

PORTION OF EXISTING CONCRETE APPROACH (TYPE 2)
(TO BE REMOVED AND REPLACED
TO NEAREST JOINT AS SHOWN)

EXISTING MANHOLE
TOP ELEV.= 444.06
F.L. ELEV.= 440.76

EXISTING MANHOLE
TOP ELEV.= 446.75
F.L./IN(S) ELEV.= 441.40
F.L. ELEV.= 441.25

EXISTING
8" PVC



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LAND SURVEYING CERTIFICATE OF AUTHORITY NUMBER: 2007004529

737 RIDDER ROAD
FENTON, MISSOURI 63026

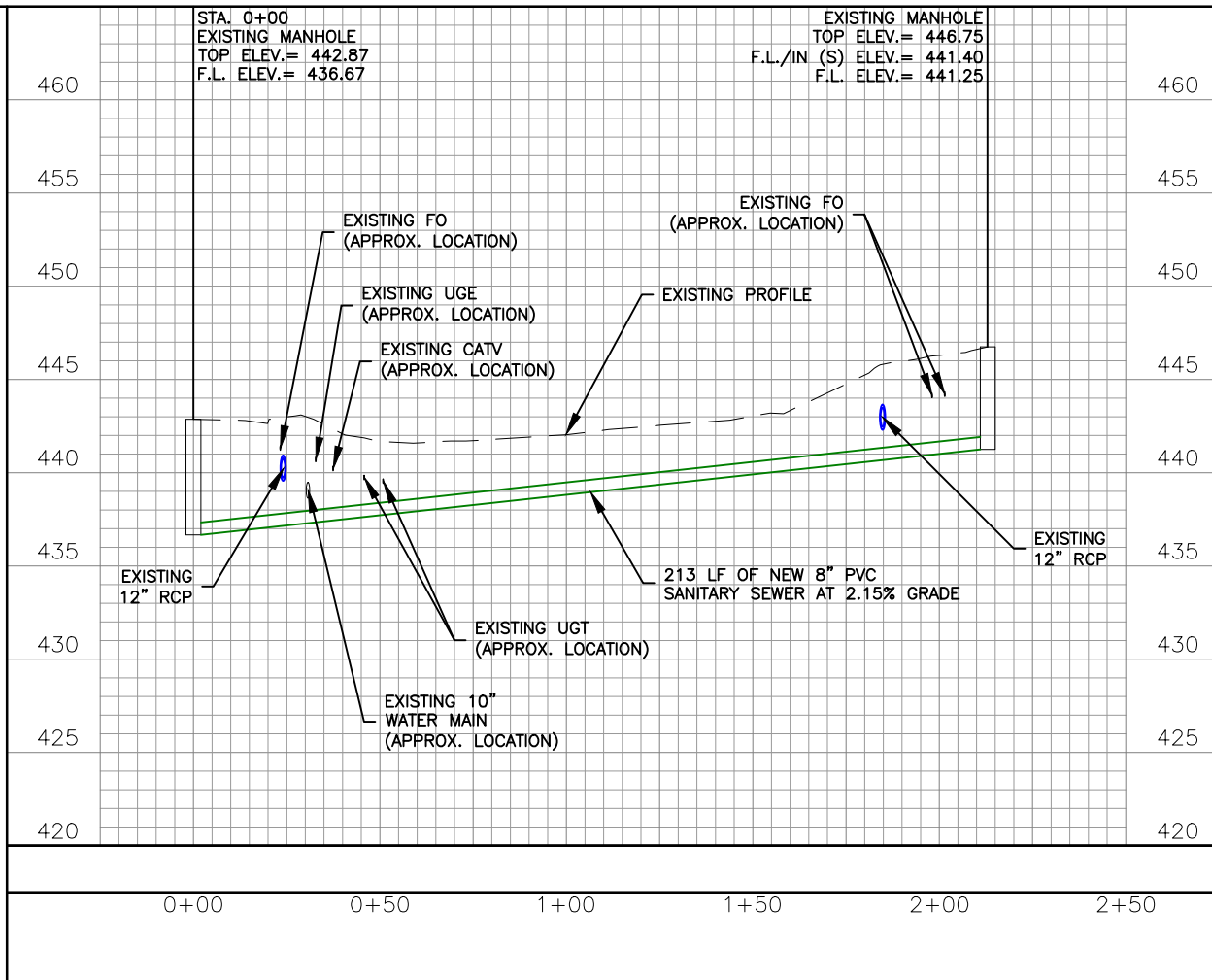
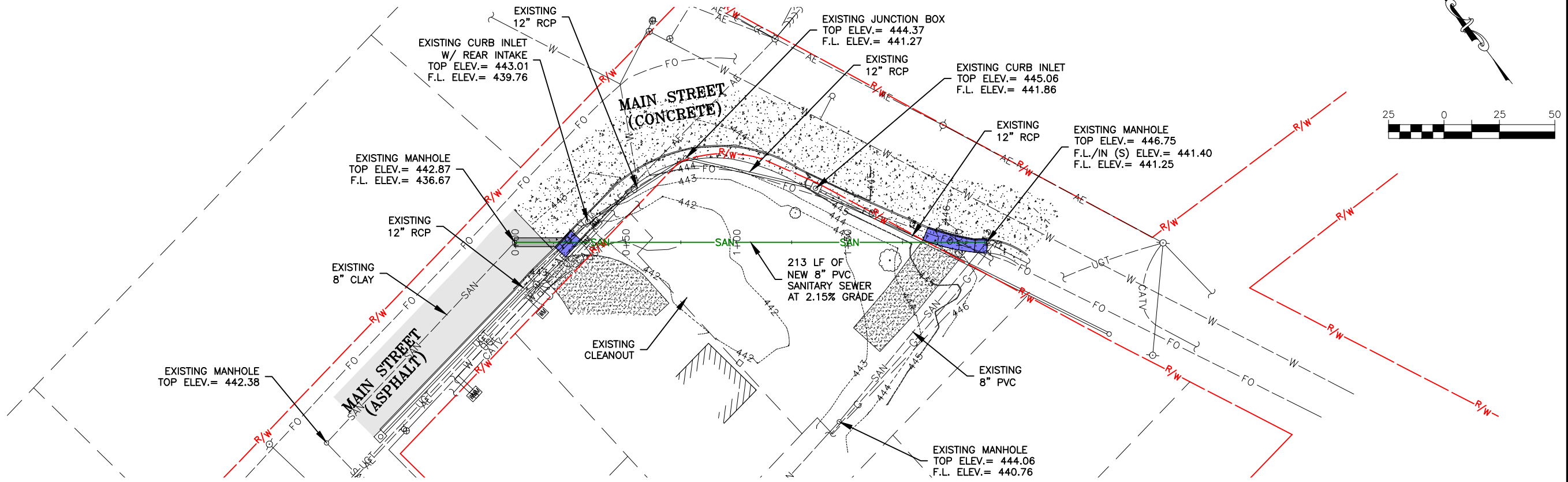
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SANITARY SEWER IMPROVEMENTS
312 MAIN ST.
CITY OF PEVELY, MISSOURI

DATE:	REVISION:
DWN. BY:	APPD. BY:
M.R.B.	T.D.T.
DATE:	
JULY 2022	
SCALE:	
1" = 20'	
PROJ. NO:	
SC19-1030	
DWG. NO:	
S-3	

Drawing name: J:\SC19-1030 Pevely - City Engineer Services\312 Main St. Sanitary Sewer\SITE.dwg Tab: S-1 Plotted on: Jul 25, 2022 - 9:56am Plotted by: mburton

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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CITY OF PEVELY, MISSOURI

SANITARY PLAN AND PROFILE

DATE:	REVISION:
DWN. BY: M.R.B.	APP'D. BY: T.D.T.
DATE:	DATE:
SCALE: AS SHOWN	
PROJ. NO: SC19-1030	
DWG. NO: SA-1	

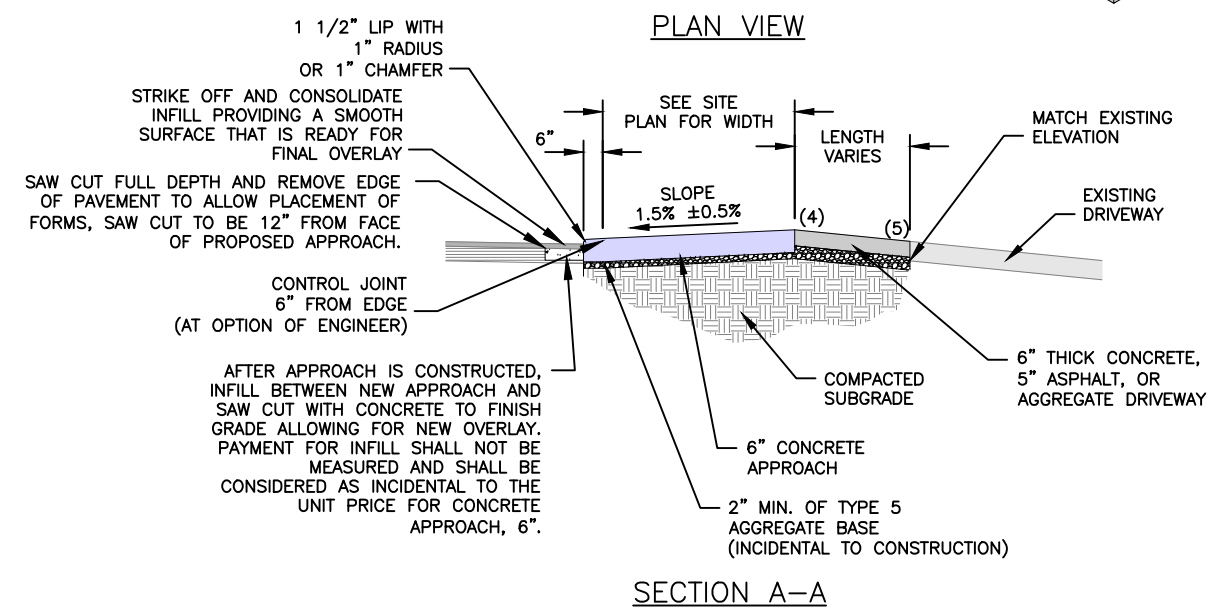
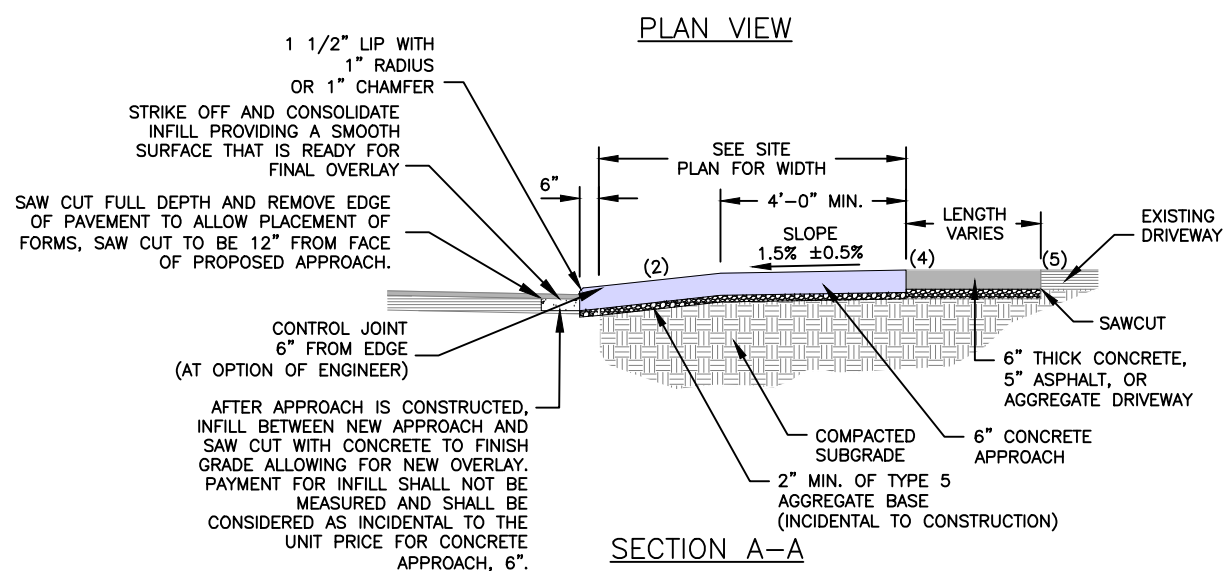
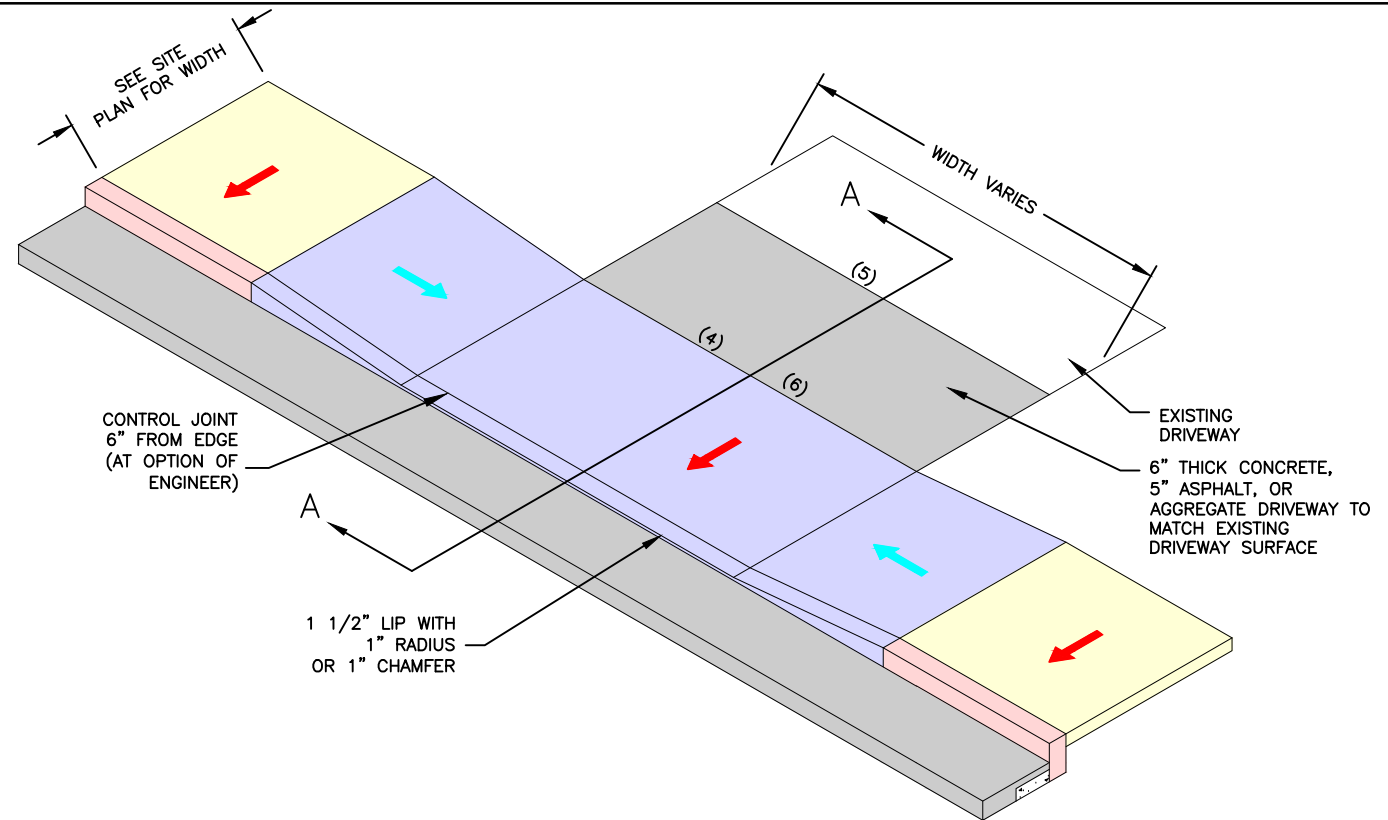
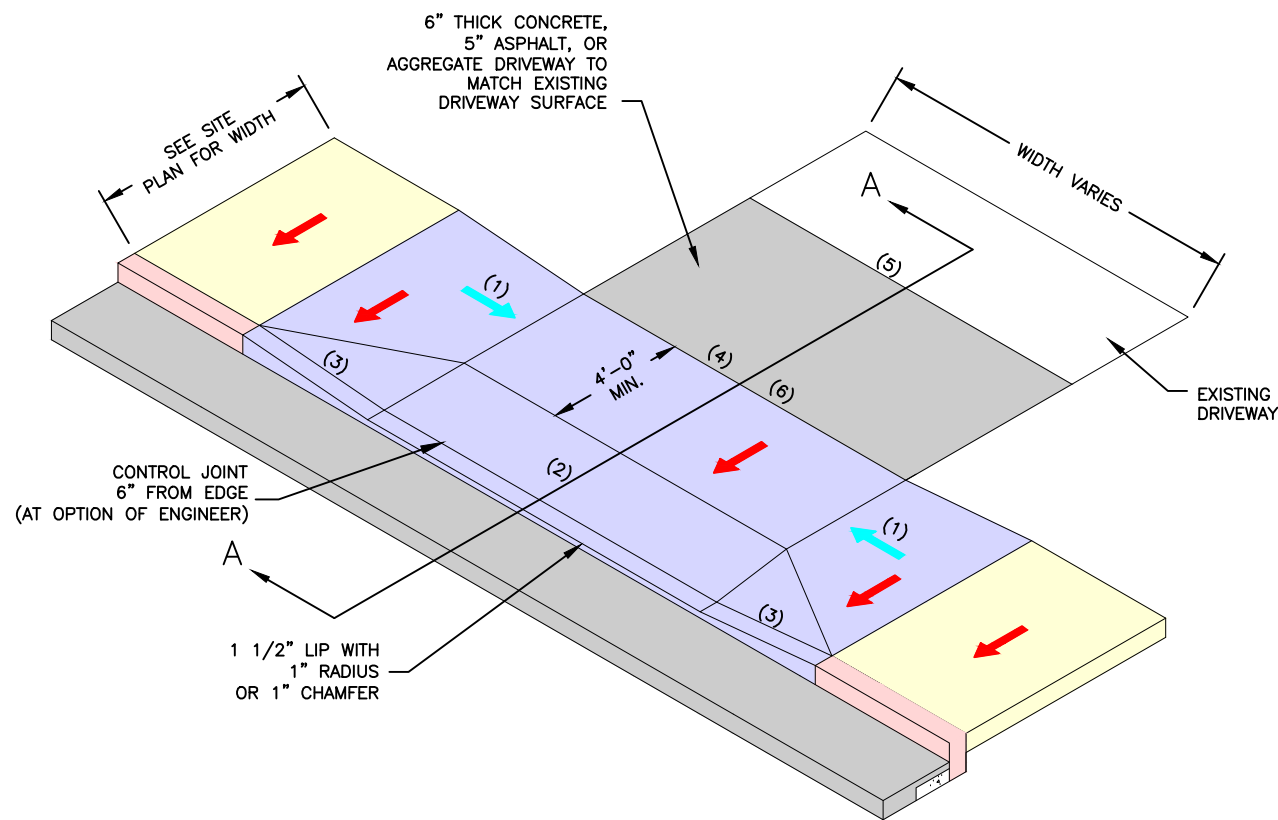
LEGEND

- 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

Drawing name: J:\SC19-1030 Pevely - City Engineer Services\312 Main St. Sanitary Sewer\DETAILS.dwg Tab: DE-1 Plotted on: Jul 25, 2022 - 9:59am Plotted by: mburton

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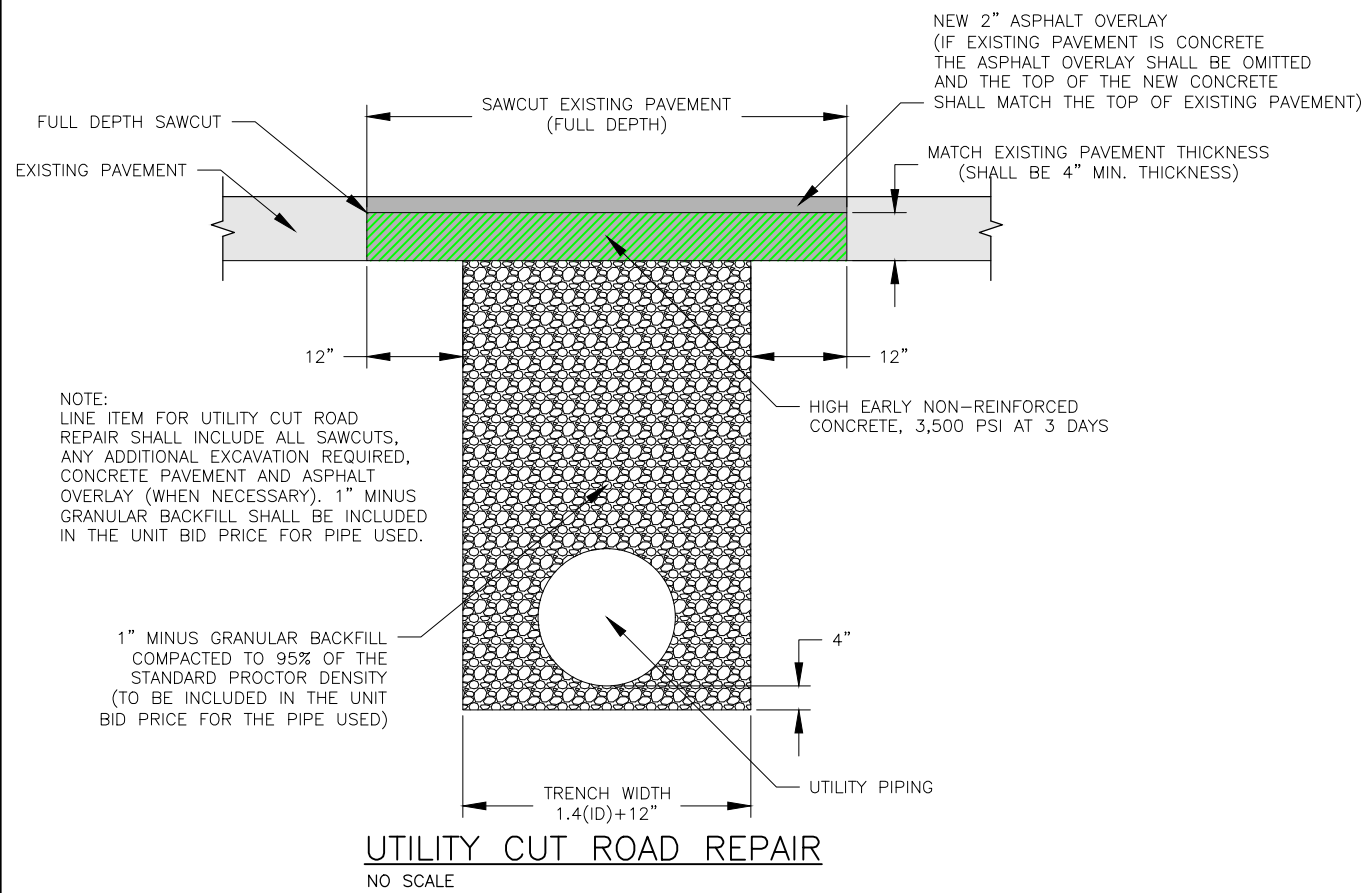
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CITY OF PEVELY, MISSOURI

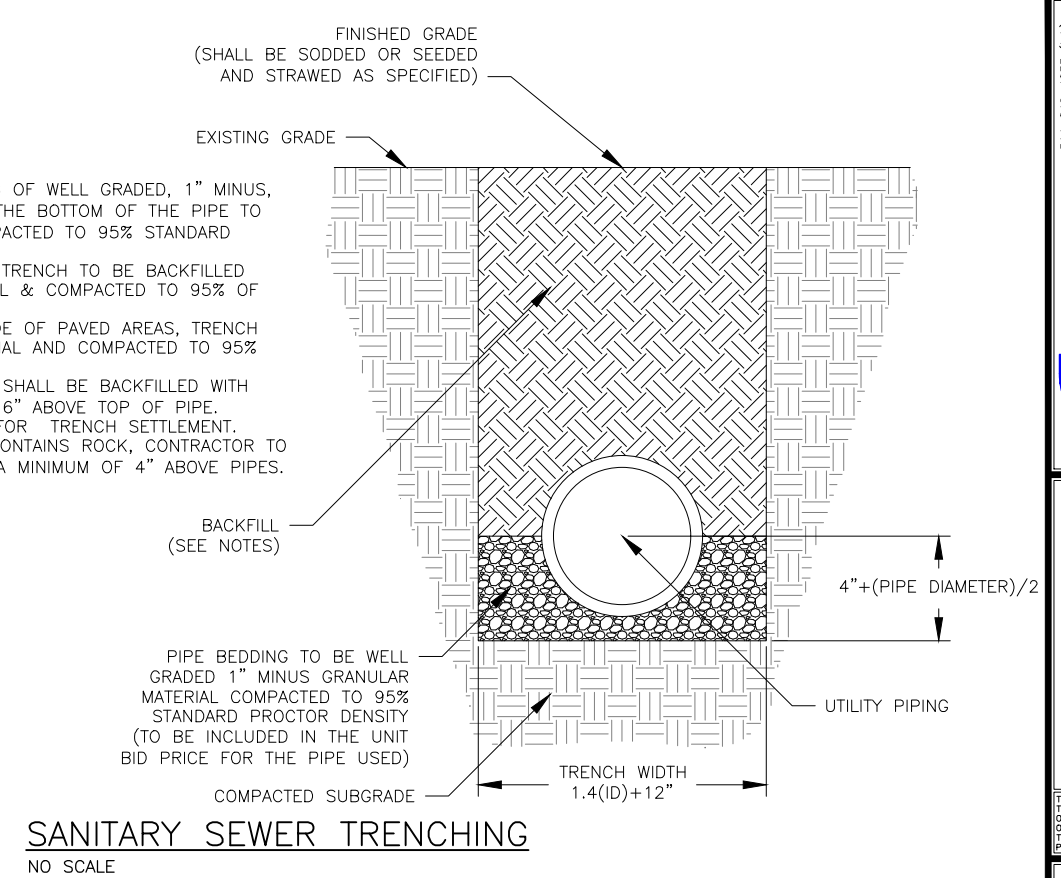
DATE:	REVISION:
DWN. BY: M.R.B.	APP'D. BY: T.D.T.
DATE: JULY 2022	
SCALE: NO SCALE	
PROJ. NO: SC19-1030	
DWG. NO: DE-1	

Drawing name: J:\SC19-1030 Pevely - City Engineer Services\312 Main St. Sanitary Sewer\DETAILS.dwg Tab: DE-2 Plotted on: Jul 25, 2022 - 9:59am Plotted by: mburton



NOTES:

1. ALL TRENCHES SHALL HAVE A BEDDING OF WELL GRADED, 1" MINUS, GRANULAR MATERIAL FROM 4" BELOW THE BOTTOM OF THE PIPE TO 1/2 THE DIAMETER OF THE PIPE COMPACTED TO 95% STANDARD PROCTOR DENSITY.
2. IN AREAS TO BE PAVED OVER, ENTIRE TRENCH TO BE BACKFILLED WITH WELL GRADED GRANULAR MATERIAL & COMPACTED TO 95% OF THE STANDARD PROCTOR DENSITY.
3. IN AREAS OF CLEAN DIRT CUTS OUTSIDE OF PAVED AREAS, TRENCH MAY BE BACKFILLED WITH SAME MATERIAL AND COMPACTED TO 95% OF THE STANDARD PROCTOR DENSITY.
4. IN AREAS OF ROCK CUT, THE TRENCH SHALL BE BACKFILLED WITH WELL GRADED GRANULAR MATERIAL TO 6" ABOVE TOP OF PIPE.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR TRENCH SETTLEMENT.
6. IN AREAS WHERE BACKFILL MATERIAL CONTAINS ROCK, CONTRACTOR TO PLACE 1" MINUS GRANULAR MATERIAL A MINIMUM OF 4" ABOVE PIPES.



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LAND SURVEYING CERTIFICATE OF AUTHORITY NUMBER: 2007004529

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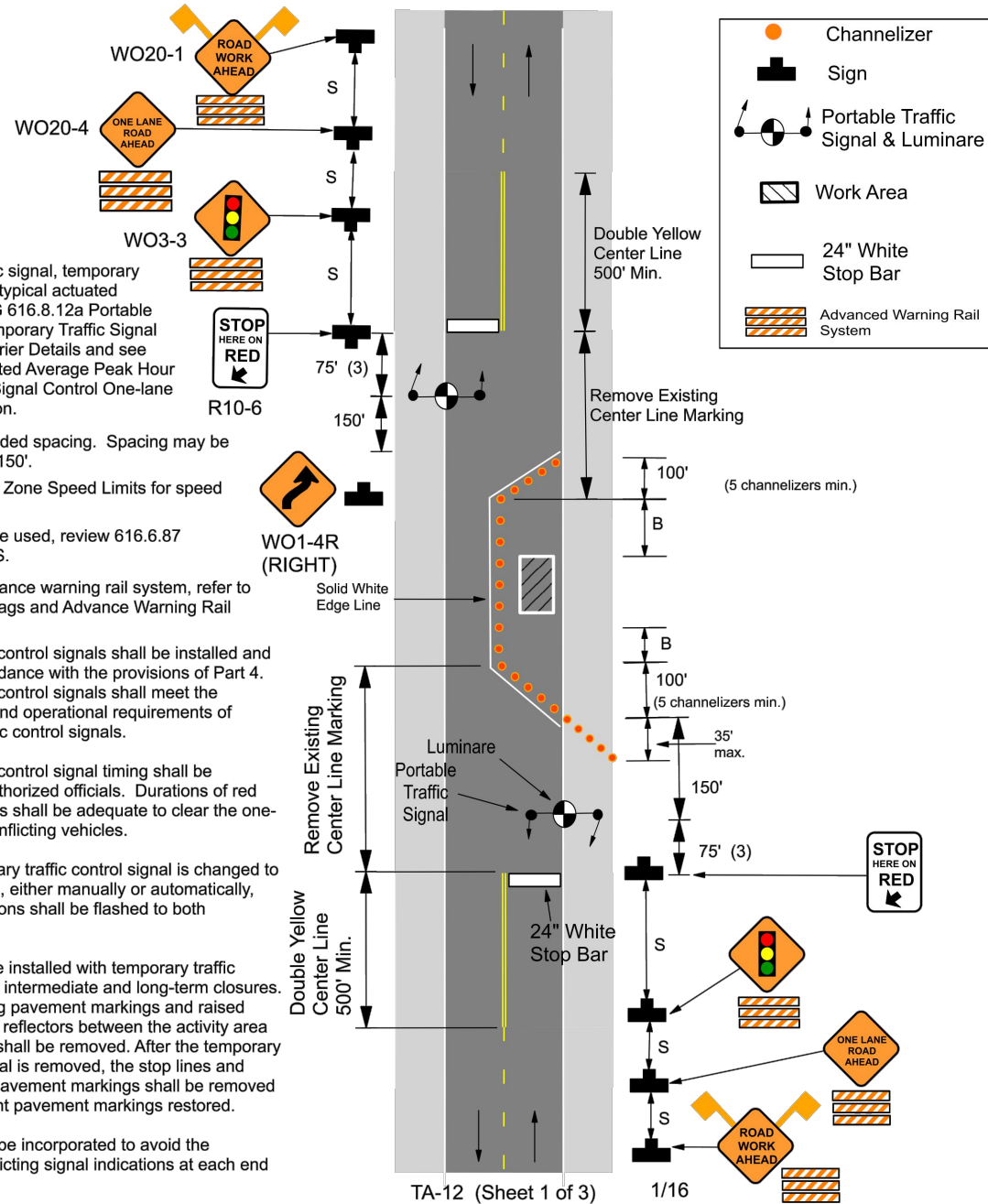
DATE:	REVISION:
DWN. BY: M.R.B.	APP'D. BY: T.D.T.
DATE: JULY 2022	
SCALE: NO SCALE	
PROJ. NO: SC19-1030	
DWG. NO: DE-2	

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:

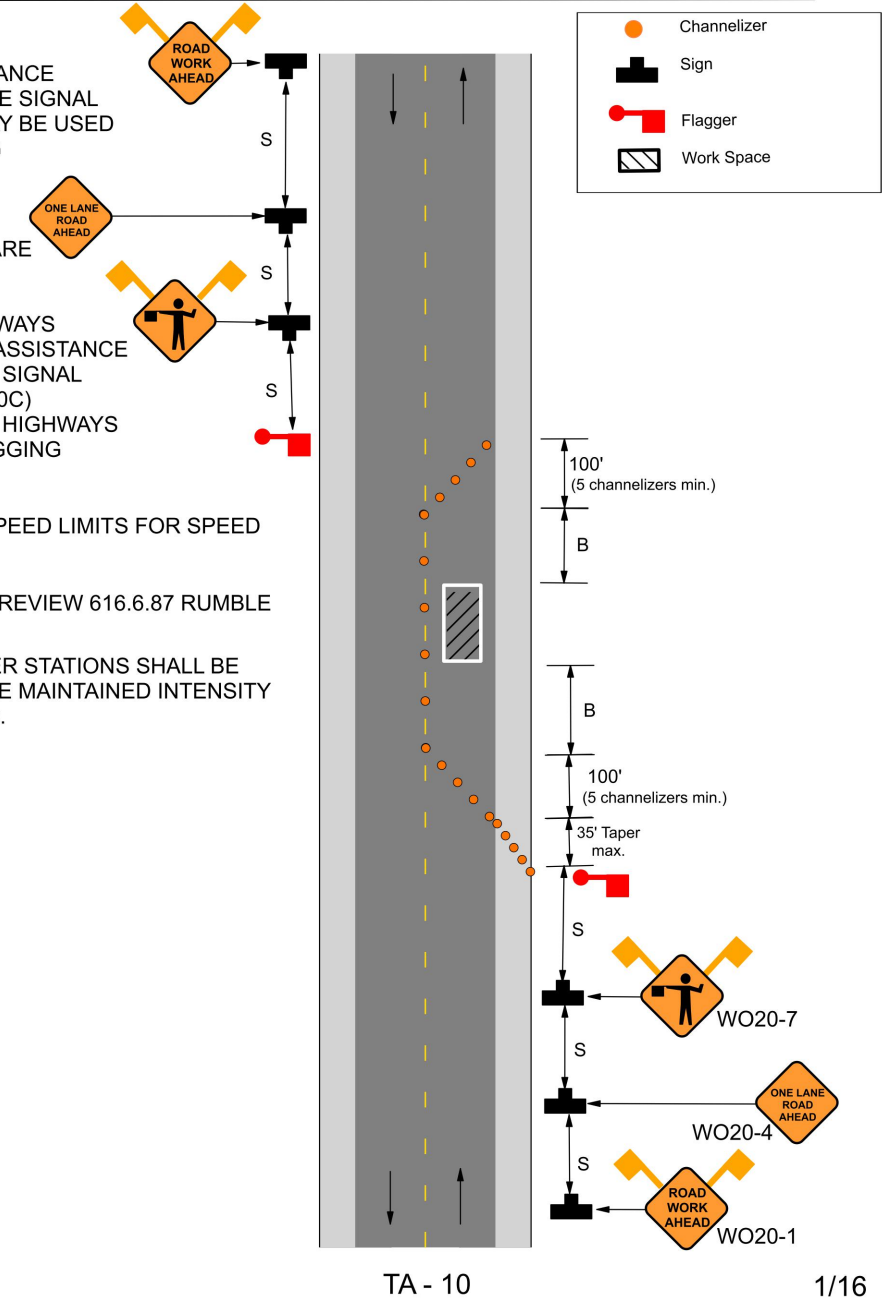
AUTOMATED FLAGGER ASSISTANCE DEVICES (AFAD) AND PORTABLE SIGNAL FLAGGING DEVICES (PSFD) MAY BE USED AS AN ALTERNATIVE FLAGGING OPERATION.

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

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312 MAIN ST.
CITY OF PEVELY, MISSOURI

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

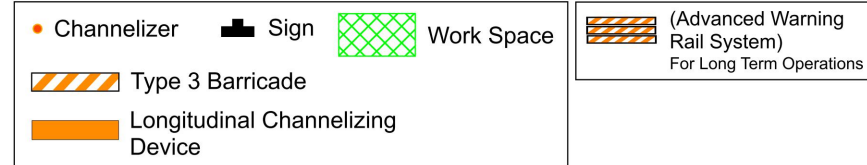
Drawing name: J:\SC19-1030 Pevely - City Engineer Services\312 Main St. Sanitary Sewer\TRAFFIC CONTROL.dwg Tab: TC-1 Plotted on: Jul 25, 2022 - 9:59am Plotted by: mburton

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.

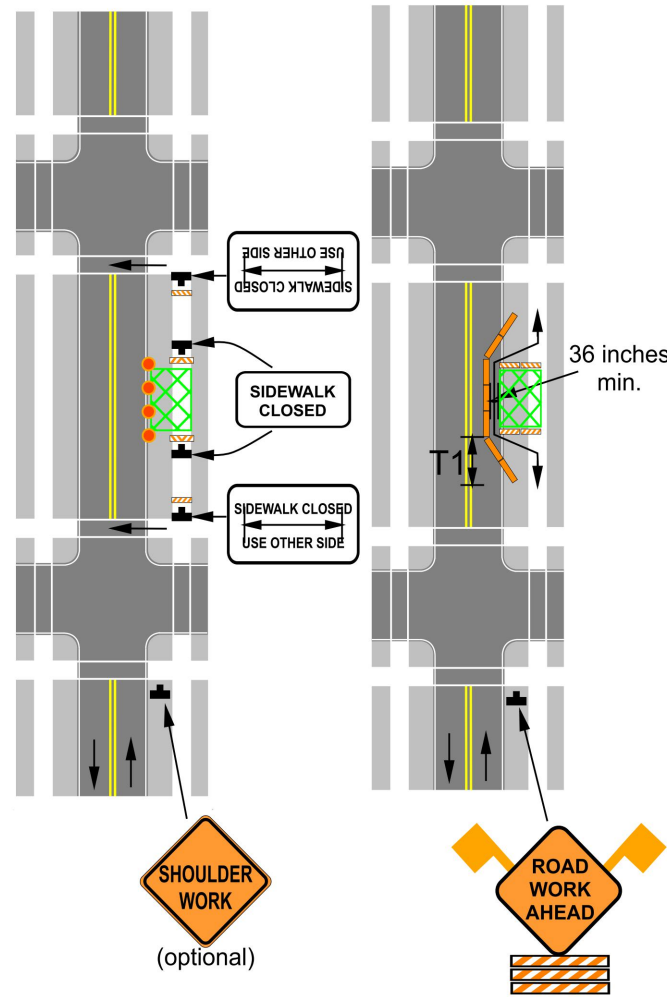
Signs may be mounted on portable mounts at 1 ft. provided they do not interfere with pedestrian movement or be obstructed by parking. Otherwise, signs shall be mounted at 7 ft.

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.



TA-28

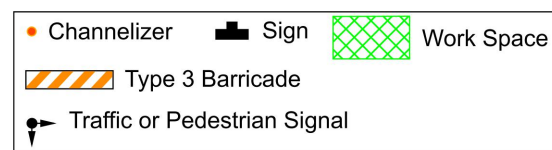
10/30

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

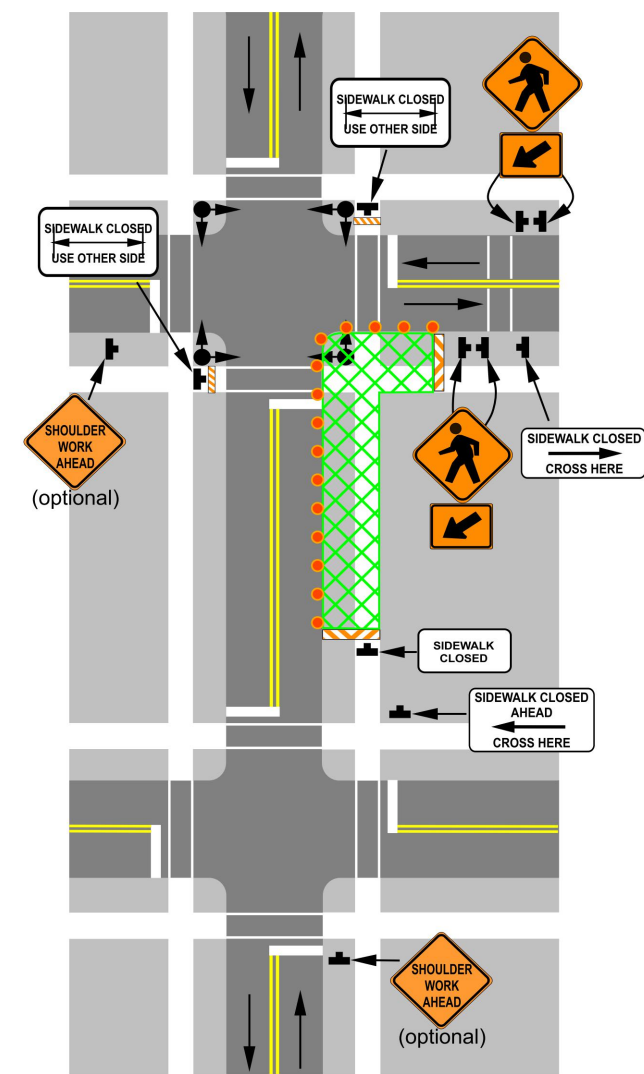
Only the temporary traffic control devices related to pedestrians are shown. Other devices, may be necessary to control traffic.

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.



TA-29

10/30