

U-CHANNEL POST DETAIL

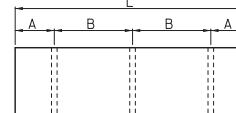
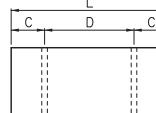
USE OF SPLICE IS OPTIONAL.

SPLICE OVERLAP SHALL BE POSITION ENTIRELY BETWEEN GROUND LINE AND 18" ABOVE GROUND LINE.

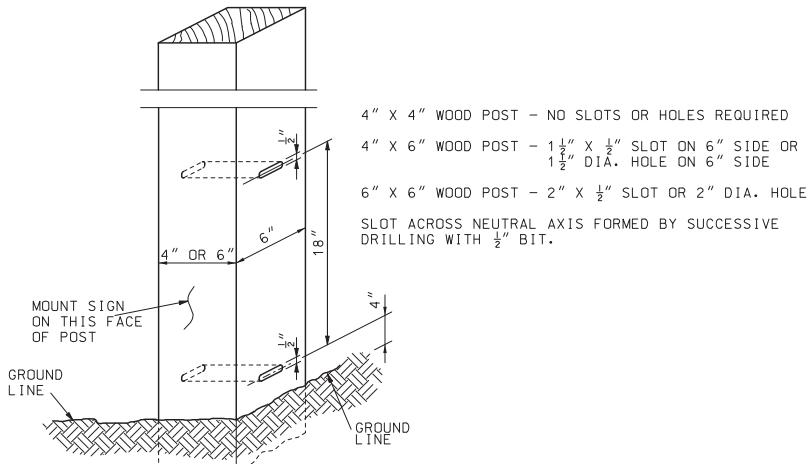
\* IF A PLAQUE IS USED, NEITHER THE SIGN NOR PLAQUE SHALL BE POSITIONED WITHIN THE SPLICE OVERLAP AREA.

ONLY ONE SPLICE WILL BE ALLOWED PER POST.

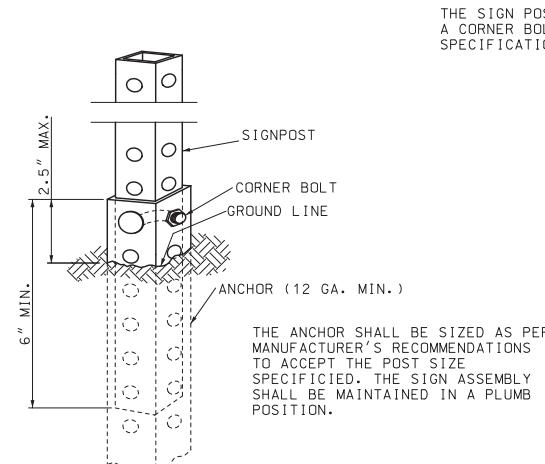
delete hold over from when use to have different splice option

A = 1/6(L)      C = 1/5(L)  
B = 1/3(L)      D = 3/5(L)

## POST SPACING



WOOD POST DETAIL



PERFORATED SQUARE STEEL TUBE POST DETAIL

POST TYPE			
SIGN AREA (SQ.FT.)	U-CHANNEL	WOOD	PERFORATED SQUARE STEEL TUBING
≤ 10	1 - 3.0 LB./FT.*	1 - 4" X 4"**	1 - 2" 12 GA.*
> 10 ≤ 16	2 - 3.0 LB./FT.	2 - 4" X 4"** 1 - 4" X 6"**	2 - 2" 12 GA. 1 - 2 1/2" 12 GA.*
> 16 ≤ 24	2 - 3.0 LB./FT.	2 - 4" X 6"**	3 - 2" 12 GA.*
> 24 ≤ 32	3 - 3.0 LB./FT.	2 - 4" X 6"	N/A
> 30 ≤ 50	N/A	2 - 6" X 6"	N/A

\* SIGNS GREATER THAN 4 FEET IN WIDTH, EXCEPT DIAMOND SHAPE SIGNS, REQUIRE TWO POSTS.

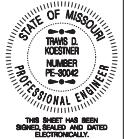
\*\* REQUIRES SLIP BASE PER MANUFACTURER'S RECOMMENDATION.

GENERAL NOTES:

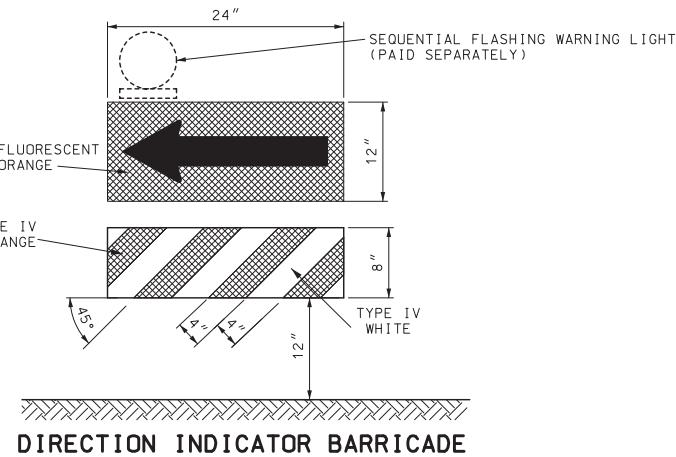
ALL POSTS SHALL BE EMBEDDED A MINIMUM OF 3 FEET.

SIGN INSTALLATION DETAILS SHOWN SHALL APPLY TO ALL POSTS IN A MULTI-POST INSTALLATION.

AT THE ENGINEERS DISCRETION A FLUORESCENT PAINT SHALL BE APPLIED HEAVILY TO BOTH SIDES OF U-CHANNEL POST STUB FOR A LENGTH OF AT LEAST 6 INCHES BELOW THE TOP OF THE STUB.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
 	TEMPORARY TRAFFIC CONTROL DEVICES POST INSTALLATION DETAILS
	DATE EFFECTIVE: 4/1/2023 DATE PREPARED: 1/13/2023

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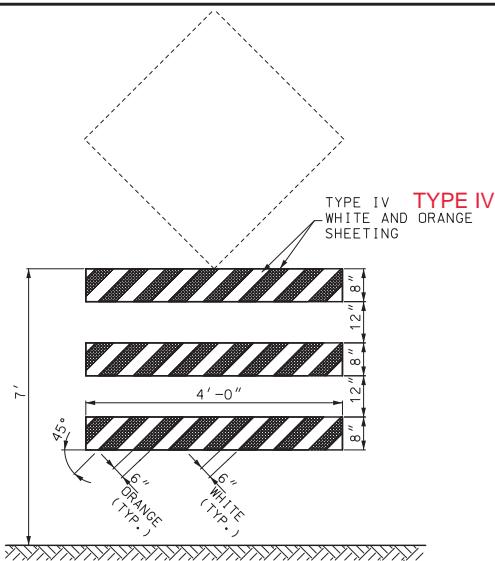


### DIRECTION INDICATOR BARRICADE

VERTICAL DIMENSIONS DO NOT INCLUDE PROJECTIONS DESIGNED FOR EASE OF HANDLING.

DIRECTION INDICATOR BARRICADES SHALL NOT BE USED IN SHIFTING TAPERS UNLESS SHOWN ON THE PLANS.

THE PANELS SHALL BE SECURELY ATTACHED TO A SUPPORT THAT IS PORTABLE, CAPABLE OF REMAINING UPRIGHT AND ENTIRELY FREE STANDING.



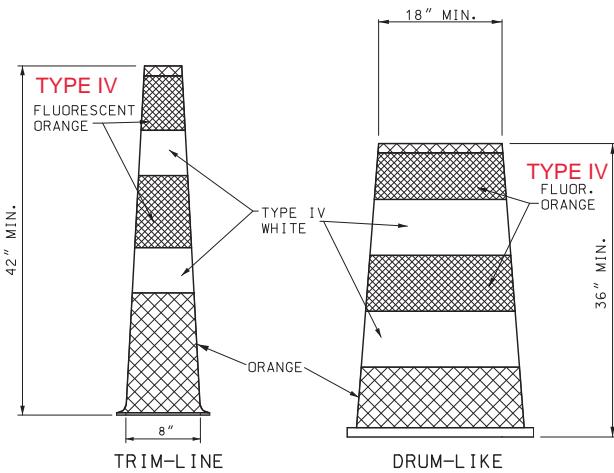
### ADVANCE WARNING RAIL SYSTEM

MAXIMUM WEIGHT OF SIGN SHALL NOT EXCEED 25 LBS.

THE SIGN AND RAIL SYSTEM MAY BE MOUNTED AS TWO SEPARATE CRASHWORTHY DEVICES. THE RAIL SYSTEM SHALL BE LOCATED DIRECTLY IN FRONT OF THE SIGN WITH 7 TO 10 FEET SEPARATING THE TWO DEVICES.

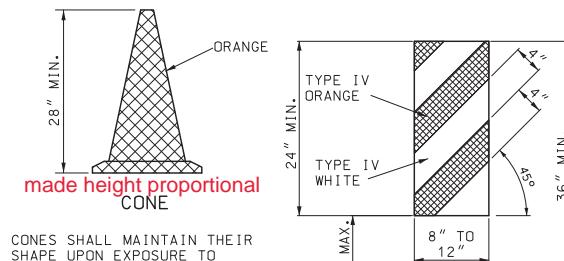
WHERE MARKING IS NOT PROVIDED ON THE BACKSIDE, STRIPS OF 3" WIDE ~~MODOT~~ TYPE IV ORANGE SHEETING MAY BE APPLIED TO THE ENDS OF EACH RAIL TO HELP DELINATE THE DEVICE.

WHITE AND ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 1042.2.7.4.



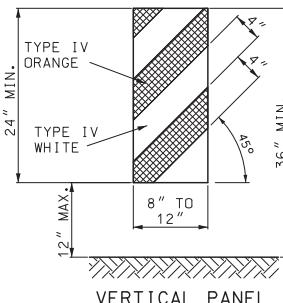
WHITE, ~~ORANGE~~, AND FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 1042.2.7.3.

STRIPES ON TRIM-LINE CHANNELIZERS SHALL BE 6" TO 8".  
STRIPES ON DRUM-LIKE CHANNELIZERS SHALL BE 4" TO 6".



CONES SHALL MAINTAIN THEIR SHAPE UPON EXPOSURE TO NORMAL WORK CONDITIONS.

CONES SHALL BE USED DURING DAYLIGHT HOURS ONLY.



VERTICAL PANEL  
VERTICAL PANELS SHALL BE SECURELY ATTACHED TO A SUPPORT THAT IS PORTABLE, CAPABLE OF REMAINING UPRIGHT AND ENTIRELY FREE STANDING.

### GENERAL NOTES:

WHITE, ORANGE, AND FLUORESCENT ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 1042.2.7.

BALLAST FOR TRAFFIC CONTROL DEVICES SHALL CONFORM TO MANUFACTURERS' RECOMMENDATION FOR FIELD CONDITIONS WHEN APPLICABLE.

SEQUENTIAL FLASHING WARNING LIGHTS SHALL BE IN ACCORDANCE WITH SEC 1063.5.

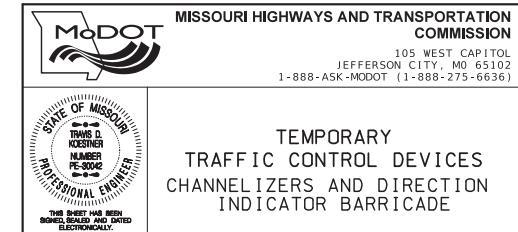
UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE DRUM-LIKE CHANNELIZERS IN LIEU OF TRIM-LINE CHANNELIZERS TO PROVIDE LONGITUDINAL CHANNELIZATION WITHIN THE ACTIVITY AREA WHERE NO RAMPS, INTERSECTIONS OR LIMITED LATERAL CLEARANCE EXISTS.

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE DIRECTION INDICATOR BARRICADES IN LIEU OF TRIM-LINE CHANNELIZERS IN MERGING TAPERS.

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE VERTICAL PANELS IN LIEU OF TRIM-LINE CHANNELIZERS TO PROVIDE LONGITUDINAL CHANNELIZATION WITHIN THE ACTIVITY AREA.

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY, AT NO ADDITIONAL COST, USE CONES IN LIEU OF TRIM-LINE CHANNELIZERS DURING DAYTIME OPERATIONS ON MINOR ROUTES.

PANEL AND RAIL MARKINGS FOR TRAFFIC DELINEATION SHALL SLOPE DOWNWARD TOWARD THE INTENDED DIRECTION OF TRAVEL. ILLUSTRATIONS SHOWN ARE FOR INSTANCES WHERE TRAFFIC MOVES TO THE LEFT, REVERSE CONFIGURATIONS SHALL BE USED FOR TRAFFIC MOVEMENTS TO THE RIGHT. MARKINGS SHALL ONLY BE APPLIED TO THE FRONT OF EACH RAIL OR PANEL, OR MAY BE APPLIED TO BOTH THE FRONT AND BACK PROVIDING THE MARKING ON THE BACK DOES NOT CONFLICT WITH INTENDED OPPPOSING TRAFFIC MOVEMENT.



### TEMPORARY TRAFFIC CONTROL DEVICES CHANNELIZERS AND DIRECTION INDICATOR BARRICADE

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