



# MEMORANDUM

Missouri Department of Transportation  
Maintenance  
2211 St. Mary's Blvd.

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**TO:** All District Engineers

**CC:** Steve McDonald-tr

**FROM:** Jim Carney  
State Maintenance Engineer

**DATE:** May 27, 2004

**SUBJECT:** Temporary Traffic Control  
Traffic Control for Field Operations Revision  
Typical Application for Road Closure (TA-26)

TA-26 from the *Traffic Control for Field Operations* manual prescribes temporary traffic control measures to be deployed with a highway closure, including water over road situations. This office has revised the guidance provided on that TA to address the bulleted items noted below. The resulting TA (see attachment) is effective immediately and will be incorporated into the next revision of the referenced document.

- **'Flip' Signs.** A note is provided regarding installation of 'flip' signs as an option to temporary signing at locations that experience recurring flooding. (Note: Signs combinations available in 'flip' configuration include: IMPASSABLE DURING HIGH WATER/WATER OVER ROAD, Deer Crossing/ROAD CLOSED AHEAD, and One-Line Destination Board/ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY. These signs are available from the Sign Production Center through normal sign requisition procedures.)
- **Detour Signing for Long-Term Closure.** A note is provided regarding establishment of a detour when a long-term closure is expected.
- **WATER OVER ROAD Sign Color.** The color of the WATER OVER ROAD sign is correctly shown as yellow.
- **ROAD CLOSED Sign on Barricade.** The location of the ROAD CLOSED sign is moved from a separate sign support to a position on the barricade face. (Note: This placement will require the use of a roll-up sign to be considered crashworthy with the NCHRP 350-compliant barricades currently in use. Therefore, metal ROAD CLOSED signs will no longer be available from the Sign Production Center and are to be removed from service. To facilitate the removal process, the Maintenance division will replace any metal ROAD CLOSED sign with the roll-up version available through state contract. Just provide this office with the number of roll-up ROAD CLOSED signs needed and a delivery location and we will process the purchase order. Once the replacement signs are received, notify us of the delivery, so we may initiate payment, and send in the metal signs for reclamation. FYI – The use of ordinary hardware snaps (2 male fasteners, with screw, on each of the top two rails and a female fastener near each of the sign corners) make for an

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efficient means of affixing the roll-up sign, with or without its ribs, to the face of a Type III Barricade, while providing an effective and safe installation. To obtain similar results for installations on Type I Barricades, a simple bracket designed to hold the sign, with its ribs, in place on the barricade rail may be used. Brackets of this nature can be procured from a commercial vendor or fabricated internally, as long as they do not pose a safety hazard.)

- Advance Warning Sign Location. The distance from the advance warning signs to the Type III Barricades is reduced by the distance “S” as a result of moving the ROAD CLOSED sign to a position on the barricade face.
- Longitudinal Buffer Space. The limits of the longitudinal buffer space are correctly shown as the distance between the work space and the barricades.

As a side note, it is MoDOT’s responsibility to safeguard the public from hazardous situations on the state’s highways. In doing so, we need to be informative and authoritative. In water over road situations, this means we should post signs while condition exists, thereby providing adequate warning of the conditions and allowing the motorist to make an informed decision about fording the swollen waterway, and physically close the road when safety becomes an issue. The decision to do the latter, being subjective and variable based on the situation (e.g., how fast the water is rising, speed of flow, water depth, vehicle types, road/structure integrity, time of day, delineation, water turbidity, etc.) and a commitment of resources to establish, maintain, and remove the closure as necessary, is at the discretion of the supervisor.

Please ensure this information is forwarded to those who may be affected by the changes. Should you require any clarification, contact Scott Stotlemeyer, technical support engineer-maintenance, at 573-526-1759 or stotls. Thank you.

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attachment