

B-7-1

|                  |
|------------------|
| COUNTY           |
| CALLAWAY         |
| STATE ROUTE NO.  |
| I-70             |
| PROJECT NO.      |
| I-IG-70-3(30)142 |
| SECTIONS A & B   |

FOR FINAL PLANS

LIMITED ACCESS HIGHWAY

This shall be a fully limited access highway between Station 455+00 and Station 826+00. No abutting owner shall have the right of direct access to said highway or its right of way except that access will be permitted to any adjacent outer-roadway to which access is not specifically prohibited by the special symbol denoting "No Right of Access" as shown on the plans. No access will be permitted from outer-roadways to throughways except along routes constructed for that purpose.

LEGEND

- Beginning and Ending of Limited Access.
- Limited Access
- No Right of access or Crossing of Lines bearing this symbol will be permitted under any circumstances.



# MISSOURI STATE HIGHWAY COMMISSION PLAN AND PROFILE OF PROPOSED STATE ROAD

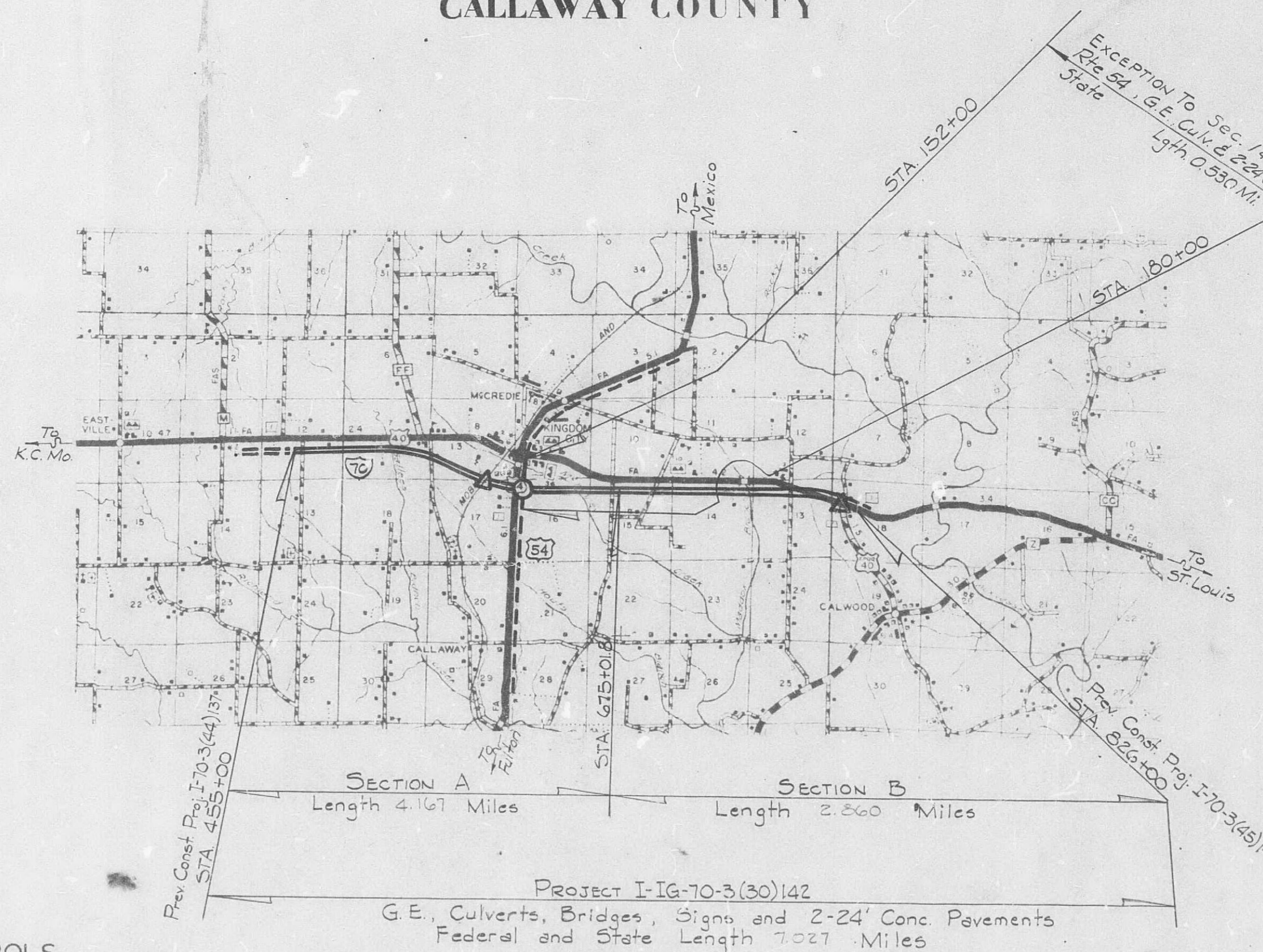
FEDERAL AID PROJECT  
CALLAWAY COUNTY

DESIGN DESIGNATION

A.D.T. (1958) = 5100  
A.D.T. (1975) = 11,600  
D.H.V. (1975) = 1390  
D=65%  
T=10%  
V=70m.p.h.

INDEX OF SHEETS

TITLE SHEET-----1  
TYPICAL SECTIONS (8 Sheets)---2  
SUMMARY (5 Sheets)---2-A  
PLAN-PROFILE & B SHEETS---3-34  
REFERENCE POINTS-----10 Shs.  
SPECIAL SHEETS-----0  
CULVERT SECTIONS-----47 Shs.  
BRIDGE PLANS-----55 Shs.  
STANDARDS-----26 Shs. 54-70  
CROSS SECTIONS-----19 Shs. 35-53  
HIGHWAY SIGNS-----5  
2AA SHEETS-----5



CONVENTIONAL SYMBOLS

|                                      |                                    |          |
|--------------------------------------|------------------------------------|----------|
| STATE LINE-----                      | EXISTING BUILDINGS & STRUCTURES--- | RAILROAD |
| COUNTY LINE-----                     | GROUND LINE-----                   | RAILROAD |
| CITY LIMITS-----                     | GRADE LINE-----                    | RAILROAD |
| TOWNSHIP OR RANGE LINE-----          | CONSTRUCTION IDENTIF. SIGNS---     | RAILROAD |
| OTHER LAND SURVEY LINES-----         | OVERHEAD POWER-NEW-----            | RAILROAD |
| FENCE LINE-----                      | UNDERGROUND TELEPHONE NEW-----     | RAILROAD |
| GUARD RAIL-----                      |                                    | RAILROAD |
| PROPERTY LINE-----                   |                                    | RAILROAD |
| RIGHT OF WAY LINE-----               |                                    | RAILROAD |
| RIGHT OF WAY MARKER-----             |                                    | RAILROAD |
| RAILROAD-----                        |                                    | RAILROAD |
| SURVEY CENTER-LINE-----              |                                    | RAILROAD |
| CULVERT-----                         |                                    | RAILROAD |
| POWER POLE (OVERHEAD EXIST)-----     |                                    | RAILROAD |
| TELEPHONE POLE (OVERHEAD EXIST)----- |                                    | RAILROAD |
| OVERHEAD TELEPHONE NEW-----          |                                    | RAILROAD |

TITLE SHEET LEGEND

|                       |  |
|-----------------------|--|
| INTERCHANGE-----      |  |
| GRADE SEPARATION----- |  |



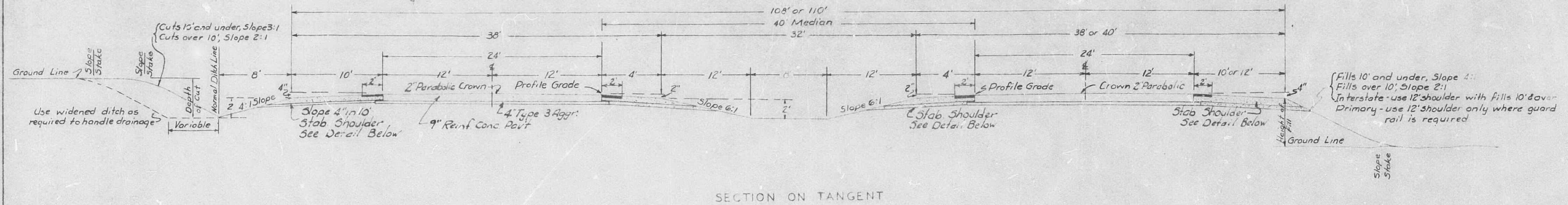
SUBMITTED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHIEF ENGINEER  
MISSOURI STATE HIGHWAY COMMISSION  
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS

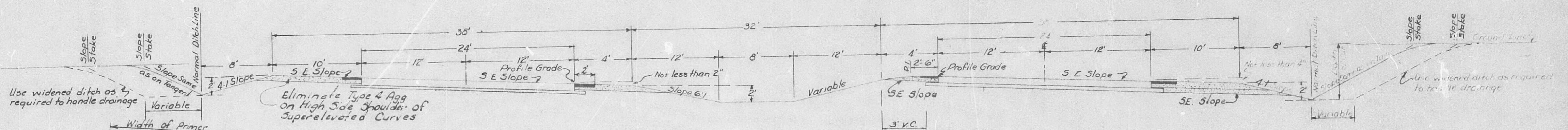
APPROVED:

DIVISION ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

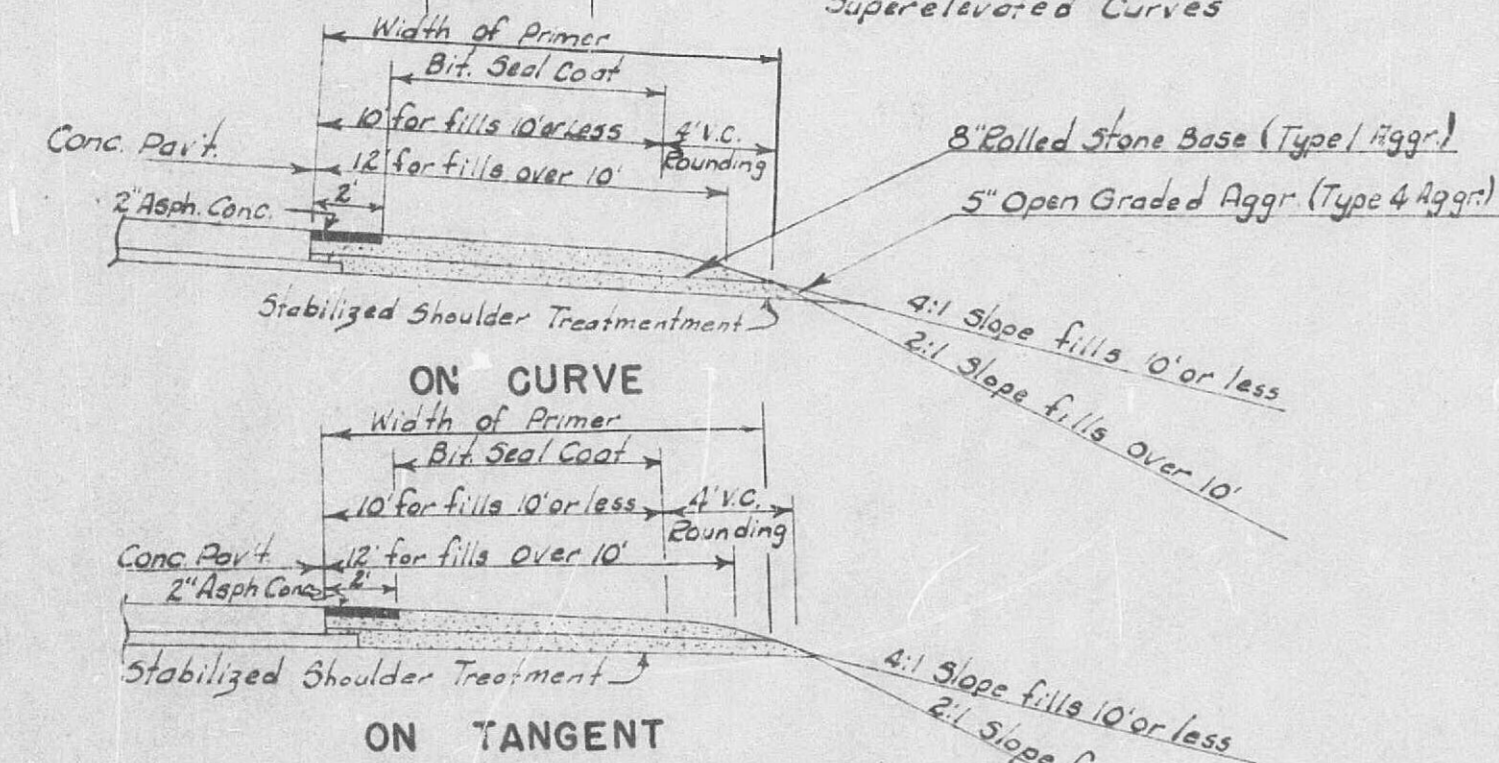
472



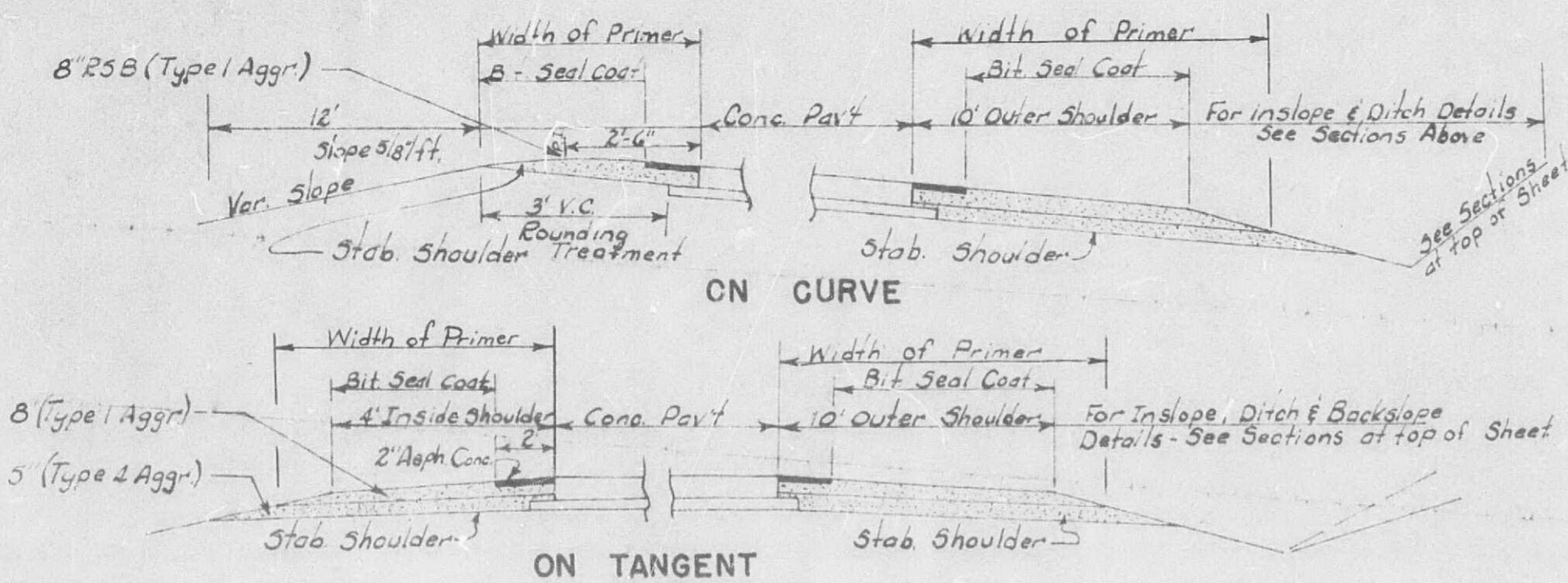
SECTION ON TANGENT



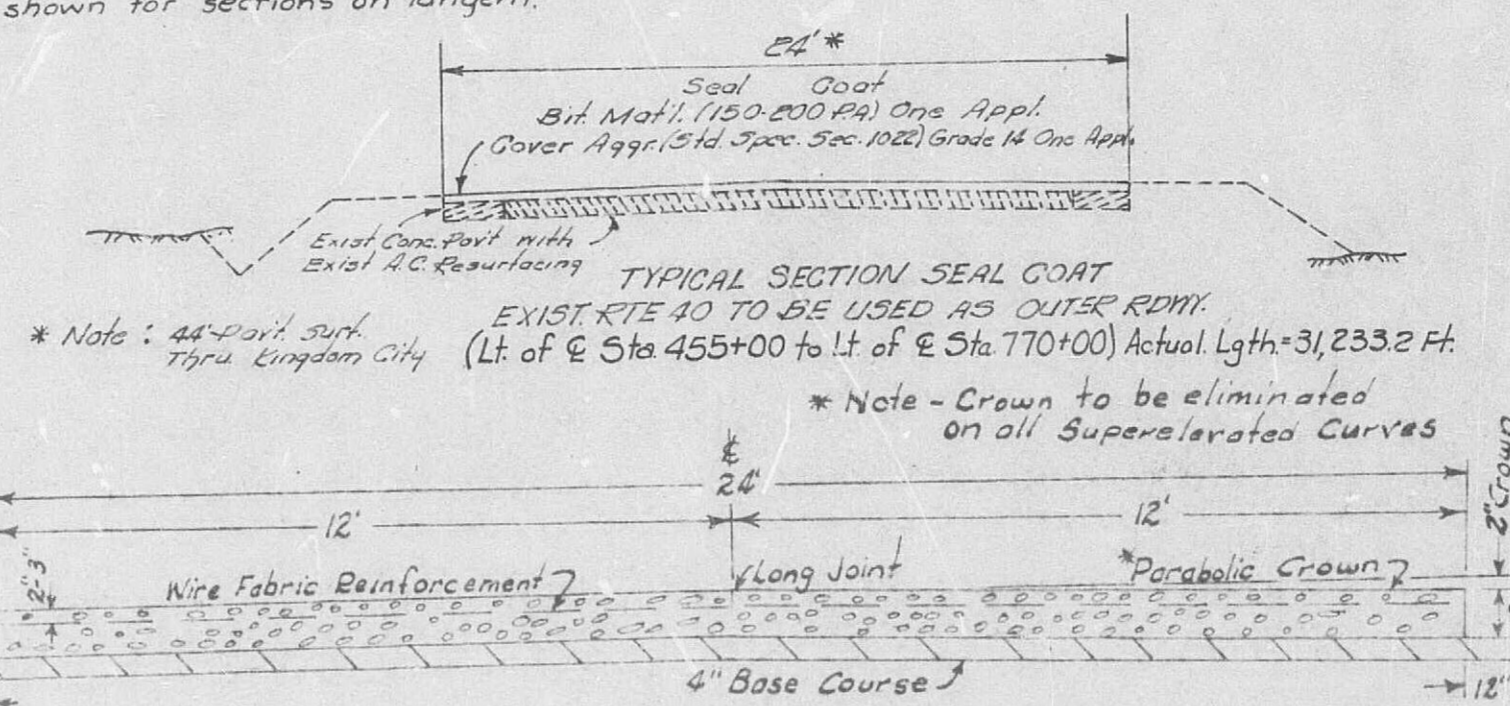
CUT SECTION ON SUPERELEVATED CURVE  
Note: Fill sections on superelevated curve to be identical to this section from shoulder to shoulder beyond shoulder use same as shown for sections on tangent.



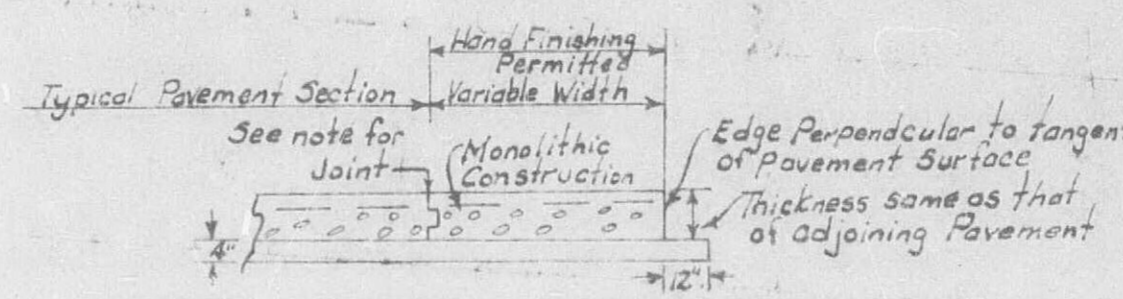
SECTIONS IN FILL



SECTIONS IN CUT



DETAILS OF TYPICAL PAVEMENT SECTIONS



TYPICAL SECTION SHOWING WIDENING  
Note: When widening is more than 2' a tongue and groove joint shall be constructed, See Plans

GENERAL NOTES:

For details of superelevated and widening of horizontal curves, undergrading, rounding, all pav't appurtenances, drainage items, etc., see other drawings & Std Dwg 2140. In transitioning from one cut or fill to another, use a 25' transition beginning at a point 25' back along that which would normally be the flatter slope and ending the transition at the actual point where the steeper slope is required. If the actual limits requiring a steeper slope is less than 25' in length, do not change to the steeper slope.

All information shown on these Typical Sections is for the purpose of indicating general design and const details. Actual construction of roadway widths, slopes and depths and type of ditches, undergraded cuts and other features shall conform to the details shown on Cross Sections and Plan Profile sheets or as directed by the Engineer.

STA. 455+00 TO STA. 769+85.83

MISSOURI STATE HIGHWAY COMMISSION  
INTERSTATE SYSTEM

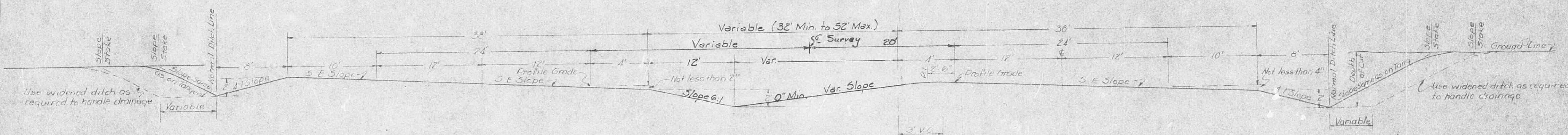
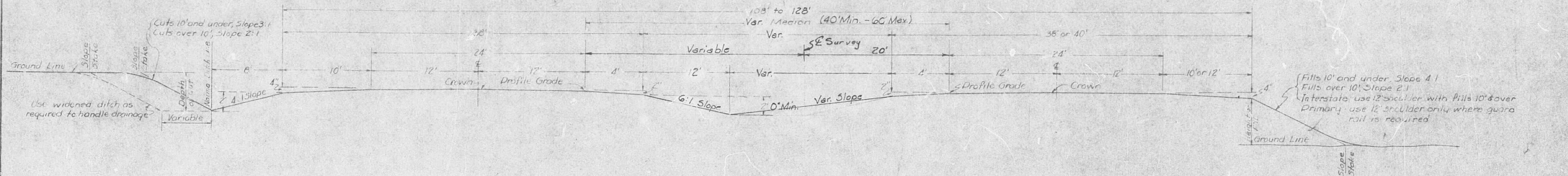
TYPICAL SECTIONS  
FOR  
2-24 FT. PAVEMENTS  
ON

108-110 FT. ROADBED WITH 40 FT. MEDIAN

ROUTE I-70 PROJ. I-IG-70-3(30)142 COUNTY CALLAWAY  
Sec. A & B

APPROVED  
ENGR. SURVEYS & PLANS

APPROVED  
CHIEF ENGINEER



CUT SECTION ON SUPERELEVATED CURVE  
NOTE: Fill sections on superelevated curve to be identical to this section from shoulder to shoulder. Beyond shoulder use same as shown for sections on tangent

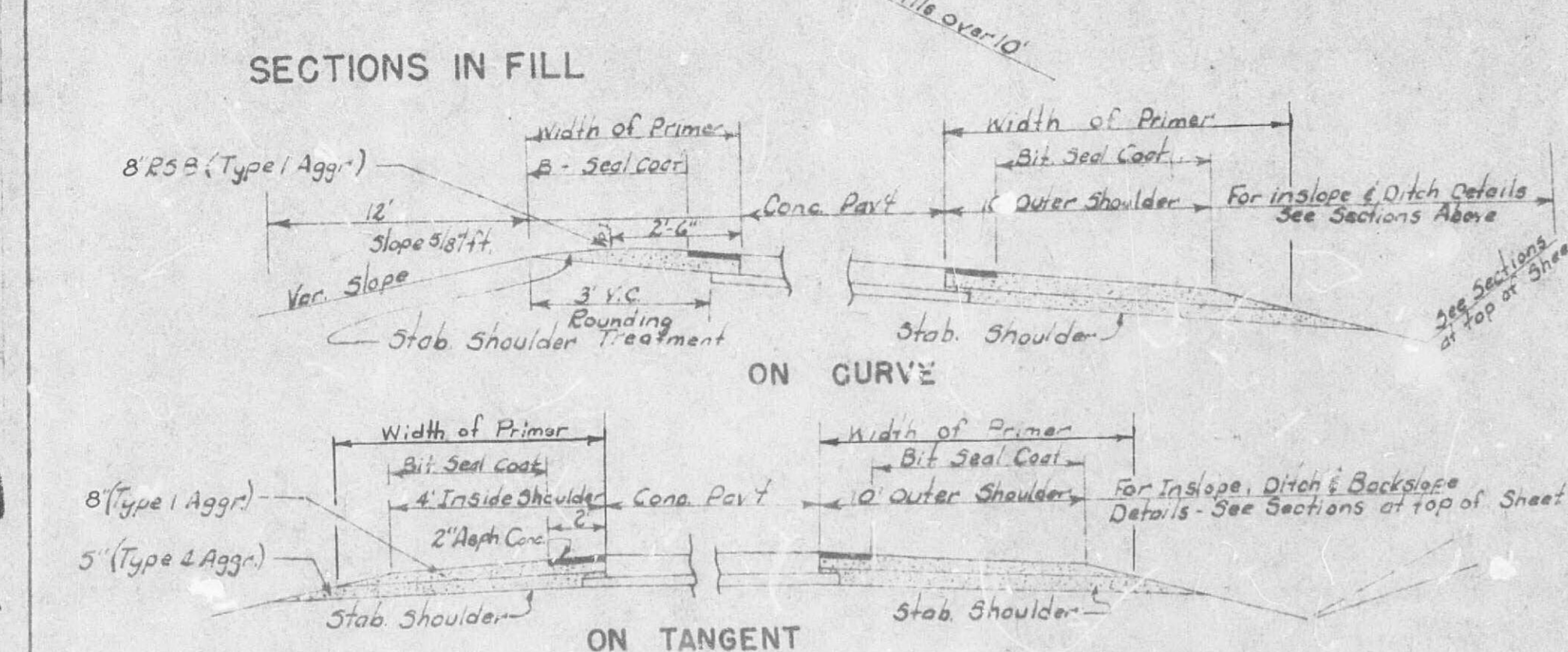
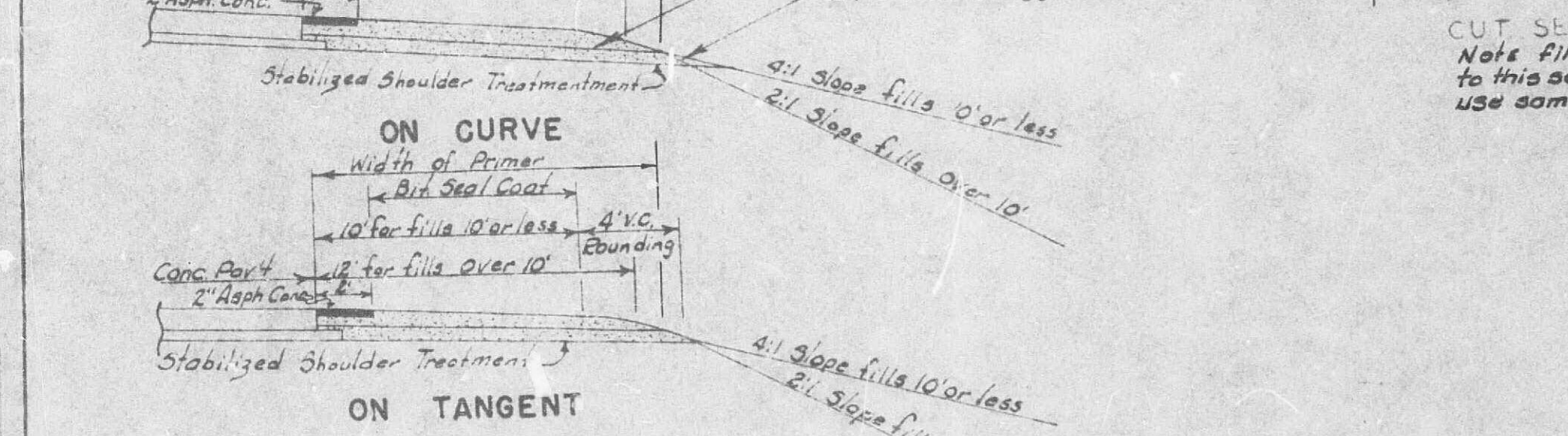
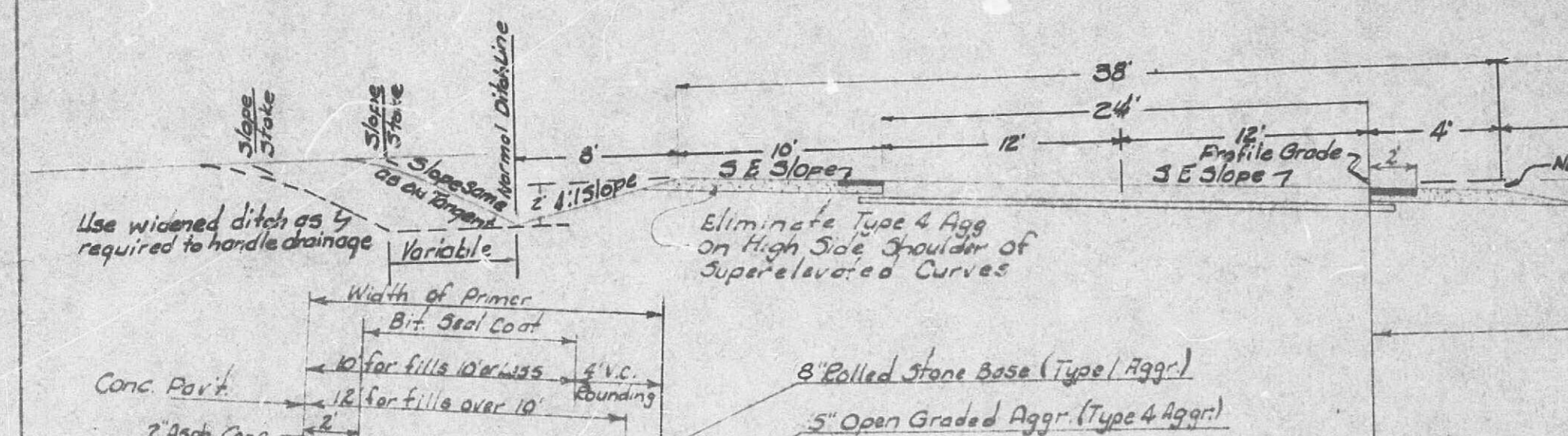
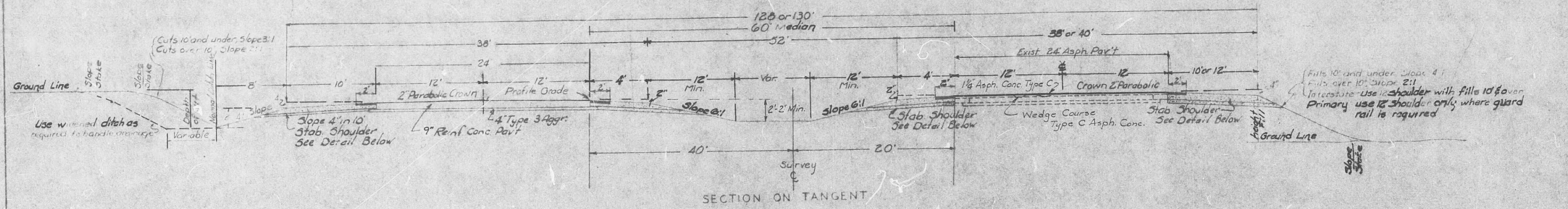
NOTE:  
For Pavement, Base and Shoulder Details see other drawings

GENERAL NOTES:  
For details of superelevated and widening of horizontal curves, undergrading, rounding, all pav't. appurtenances, drainage items, etc., see other drawings & Std. Dwg 2140  
In transitioning from one cut or fill to another, use a 25' transition beginning at a point 25' back along that which would normally be the flatter slope and ending the transition at the actual point where the steeper slope is required. If the actual limits requiring a steeper slope is less than 25' in length, do not change to the steeper slope.  
All information shown on these Typical Sections is for the purpose of indicating general design and const. details. Actual construction of roadway widths, slopes and depths and type of ditches, undergraded cuts and other features shall conform to the details shown on Cross Sections and Plan-Profile sheets or as directed by the Engineer.

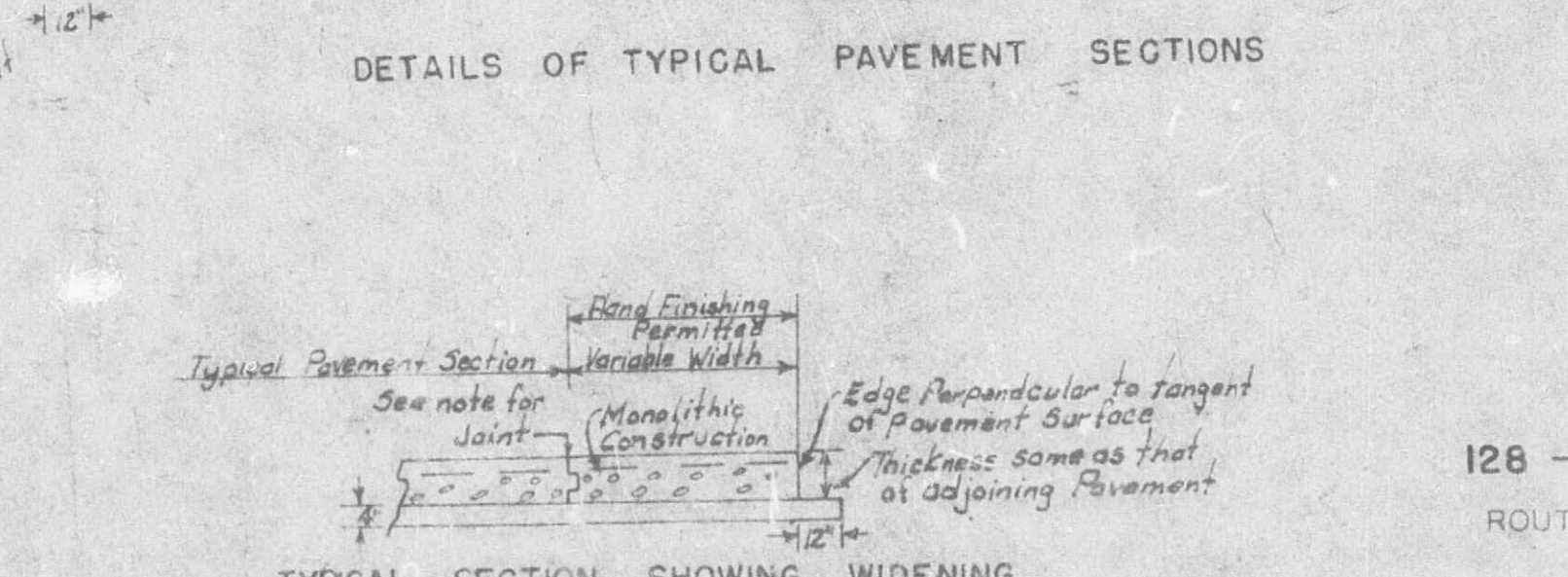
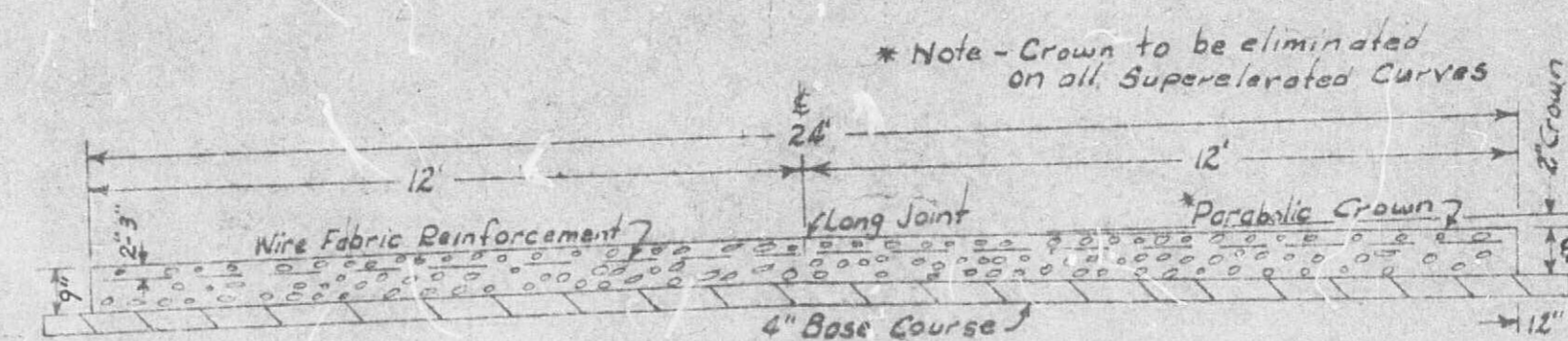
STA. 769+85.89 TO STA. 780+40  
MISSOURI STATE HIGHWAY COMMISSION  
INTERSTATE SYSTEM  
TYPICAL SECTIONS  
FOR  
2-24 FT. PAVEMENTS  
ON

108 - 128 FT. ROADBED WITH VARIABLE MEDIAN  
ROUTE I-70 PROJ. OR SEC. COUNTY CALLAWAY

APPROVED *[Signature]* ENGR. SURVEYS & PLANS  
APPROVED *[Signature]* CHIEF ENGINEER



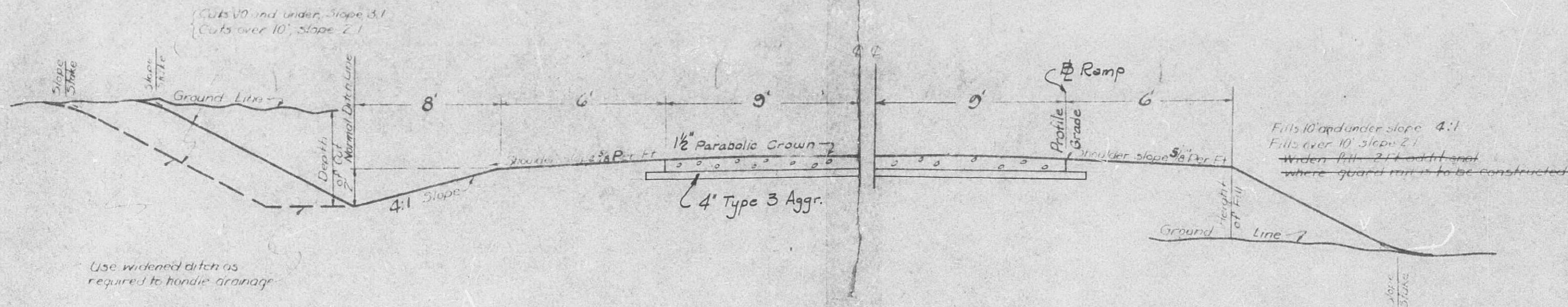
CUT SECTION ON SUPERELEVATED CURVE  
Note: Fill sections on superelevated curve to be identical to this section from shoulder to shoulder. Design a shoulder use same as shown for sections on tangent.



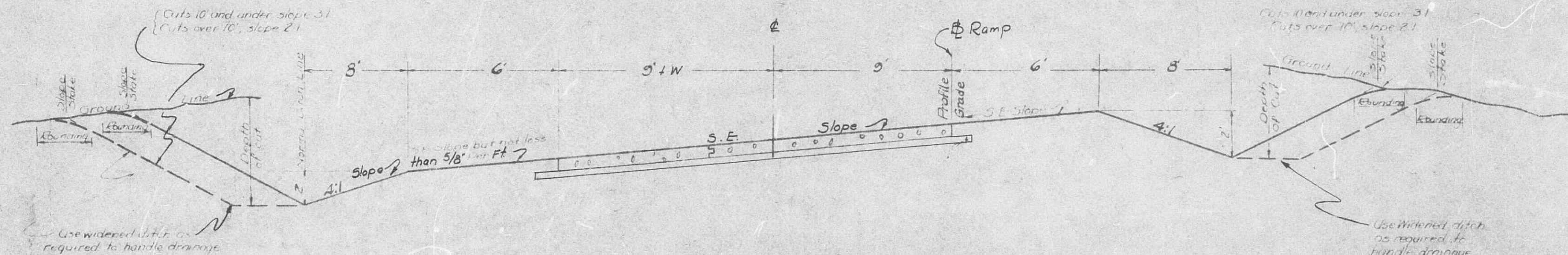
GENERAL NOTES:  
For details of superelevated and widening of horizontal curves, undergrading, rounding, all pav't appurtenances, drainage items, etc., see other drawings & Std. Dwg. 2140.  
In transitioning from one cut or fill to another, use a 25' transition beginning at a point 25' back along that which would normally be the flatter slope and ending the transition at the actual point where the steeper slope is required. If the actual limits requiring a steeper slope is less than 25' in length, do not change to the steeper slope.  
All information shown on these Typical Sections is for the purpose of indicating general design and const. details. Actual construction of roadway widths, slopes and depths and type of ditches, undergraded cuts and other features shall conform to the details shown on Cross-Sections and Plan-Profile sheets or as directed by the Engineer.

STA. 780+40 TO STA. 826+00  
MISSOURI STATE HIGHWAY COMMISSION  
INTERSTATE SYSTEM  
TYPICAL SECTIONS  
FOR  
2-24 FT. PAVEMENTS  
ON  
128 - 130 FT. ROADBED WITH 60' FT. MEDIAN  
ROUTE I-70 PROJ. I-IG-70-3(30)142 COUNTY CALLAWAY  
Sec. B

APPROVED *[Signature]* ENGR. SURVEYS & PLANS  
APPROVED *[Signature]* CHIEF ENGINEER



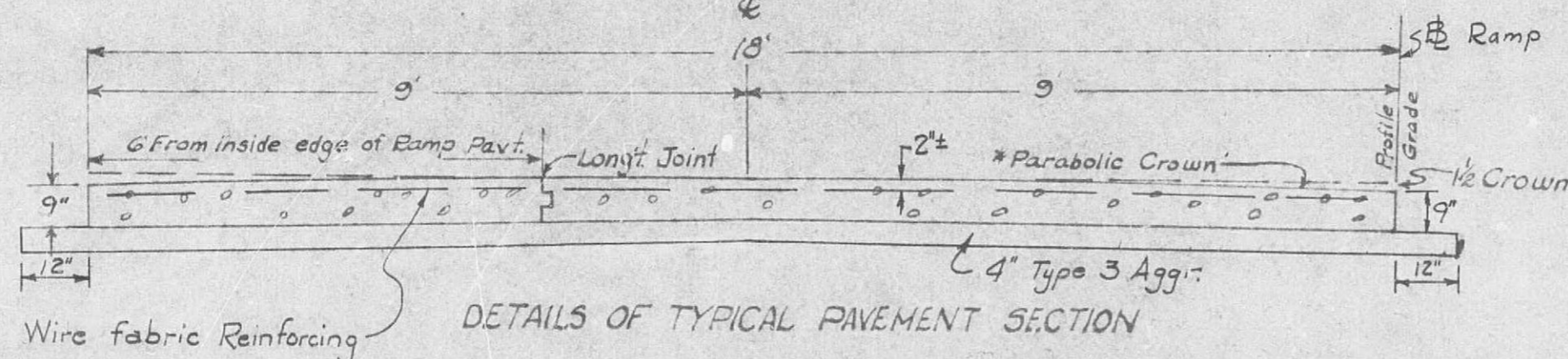
SECTION ON TANGENT



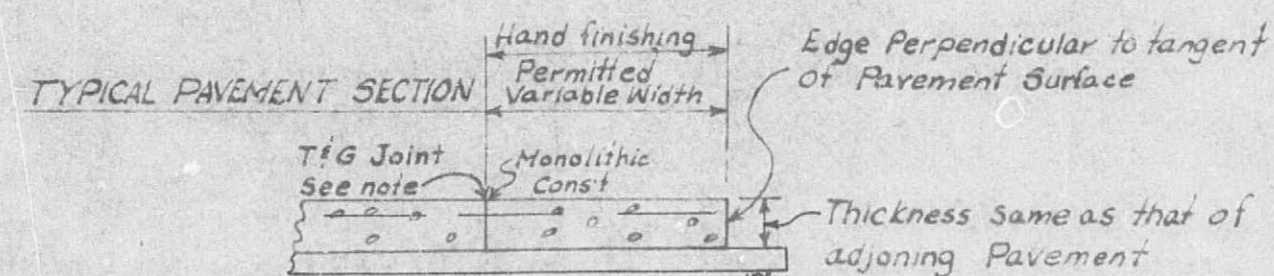
CUT SECTION ON SUPERELEVATED CURVE (ALL CURVES OVER 30 MINUTES)

NOTE: Full section on super-elevated curve to be identical to this section from shoulder to shoulder. Beyond shoulders use same as shown for "Section on Tangent".

\* Note: Crown to be eliminated on all super-elevated curves



DETAILS OF TYPICAL PAVEMENT SECTION



TYPICAL SECTION SHOWING WIDENING

NOTE: When Width exceeds 2' Construct a tongue & Groove joint between Pavement and Widening See Plan Sheet

GENERAL NOTES:

For details of super-elevation & widening of horizontal curves, undergrading, rounding, all pav't appurtenances, drainage items, etc. see other dwgs & Std. Dwg. 2140, 2152

In transitioning from one cut or fill slope to another, use a 25' transition beginning at a point 25' back along that which would normally be the flatter slope and ending the transition at the actual point where the steeper slope is required. If the actual limits requiring a steeper slope is less than 25' in length, do not change to the steeper slope.

All information shown on these Typical Sections is for the purpose of indicating general design and construction details. Actual construction of roadway widths, slopes, depths and type of ditches, undergraded cuts, and other features shall conform to the details shown on Cross Sections and Plan-Profile sheets or as directed by the Engineer.

TYPICAL SECTION FOR ALL RAMP5  
AT I-70 AND U.S. ROUTE 54  
INTERCHANGE

MISSOURI STATE HIGHWAY COMMISSION

PRIMARY SYSTEM

TYPICAL SECTIONS

FOR

30' GRADED EARTH

AND

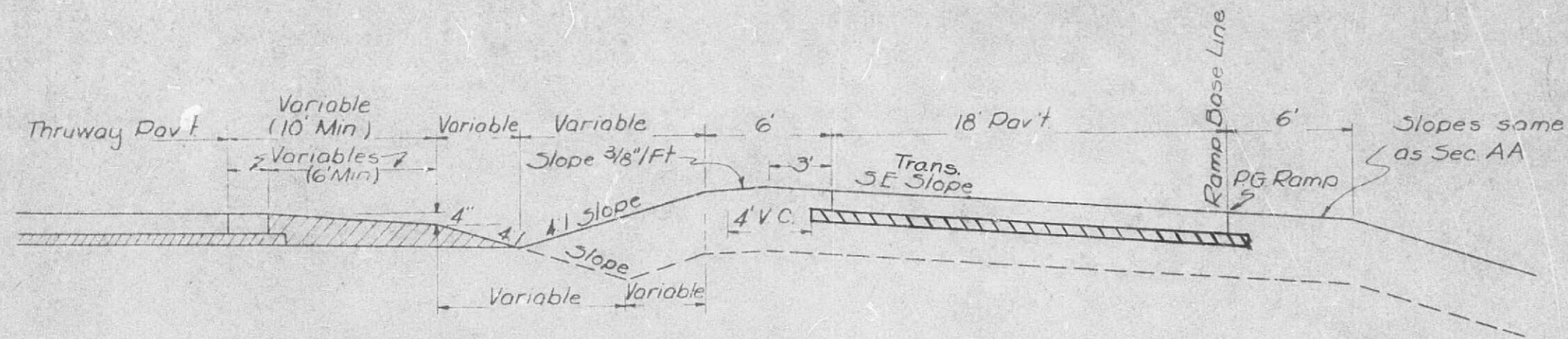
18' FT. CONCRETE PAVEMENT

(DESIGN SPEED 50 M.P.H.)  
ROUTE: I-70 COUNTY: CALLAWAY  
PROJ. OR SEC. I-16-70-3(30)42 Sec. A

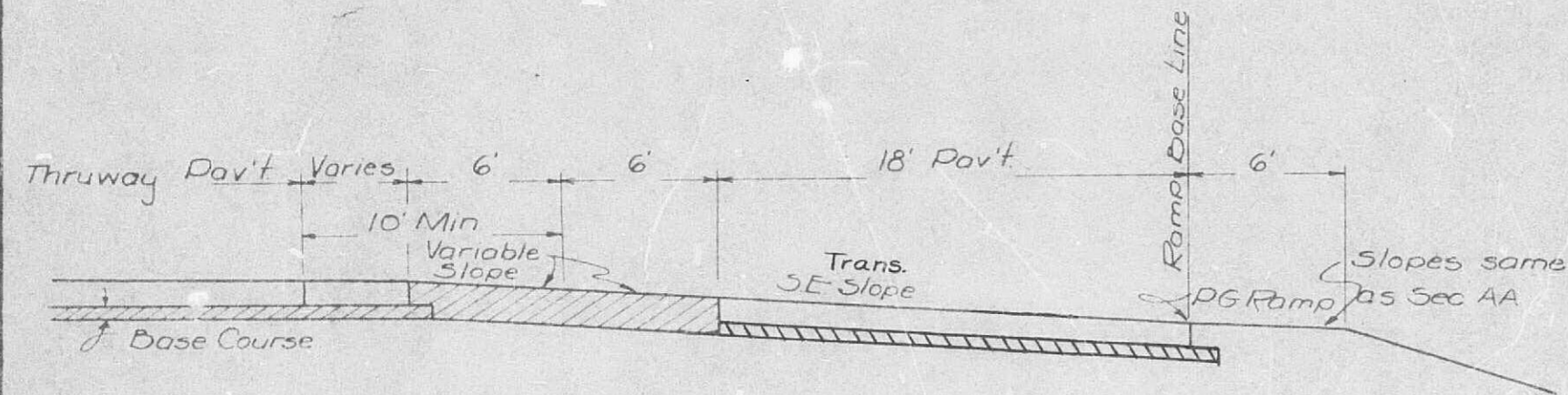
APPROVED: [Signature] ENGR. SURVEYS & PLANS

APPROVED: [Signature] CHIEF ENGINEER

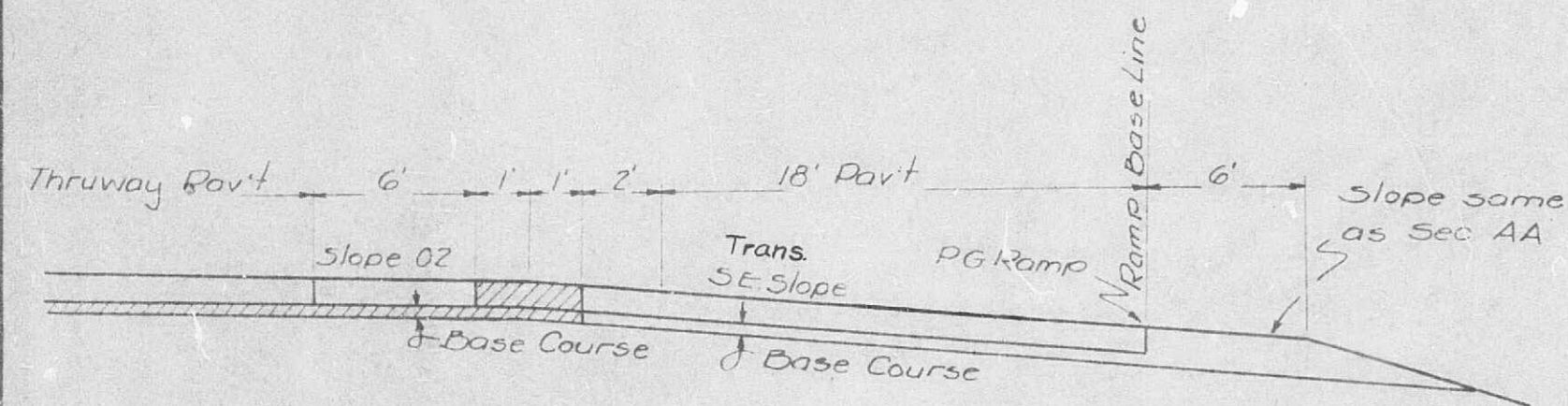
476



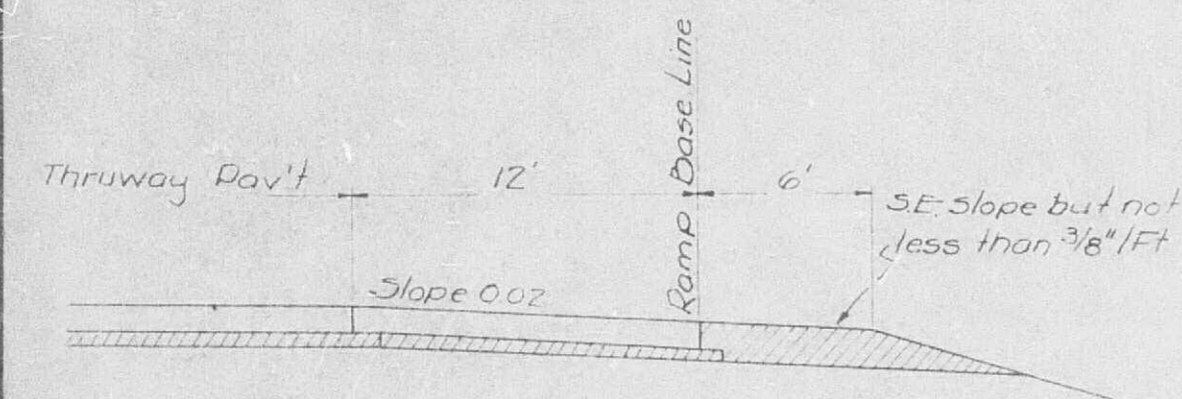
SECTION DD



SECTION CC

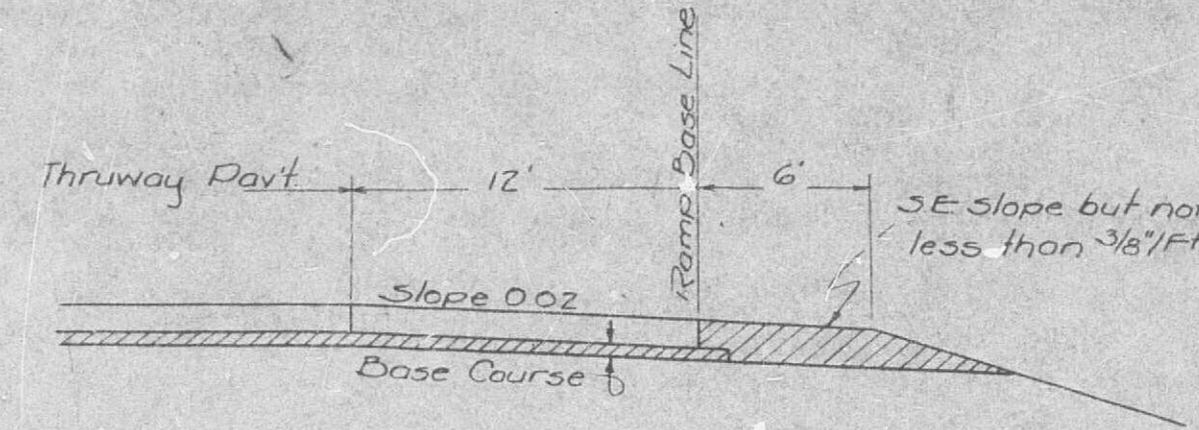


SECTION BB

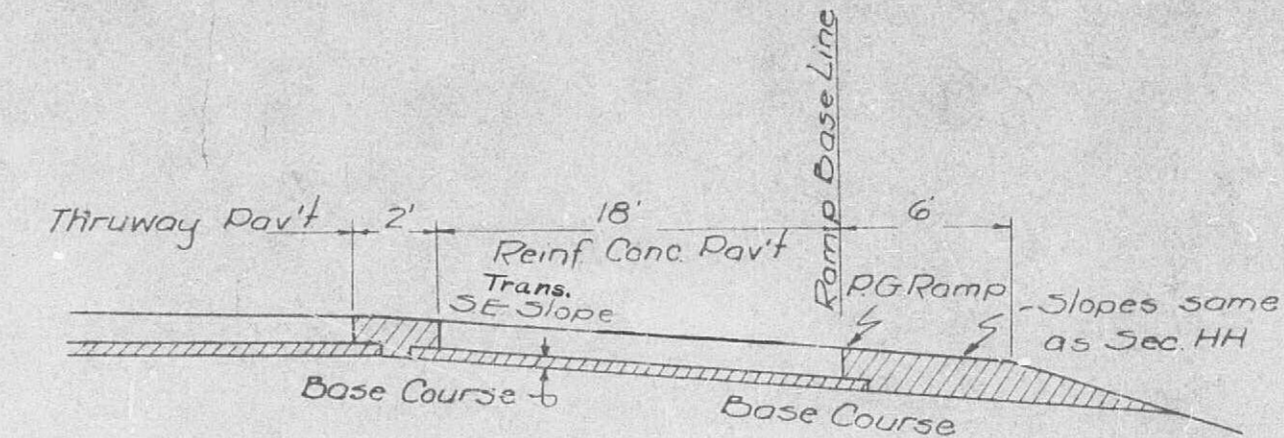


SECTION AA

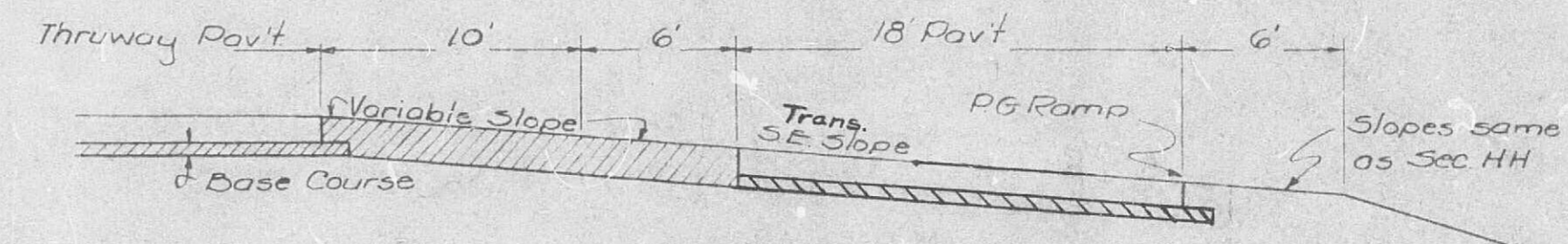
TYPICAL "OFF" RAMP DECELERATION LANES



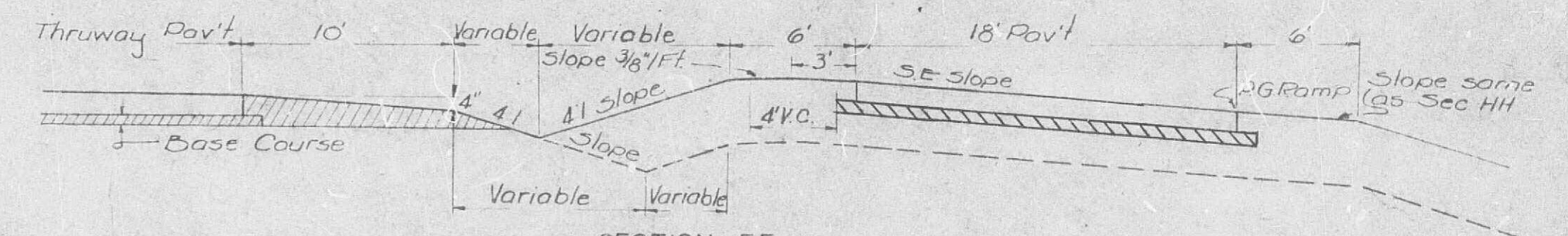
SECTION HH



SECTION GG

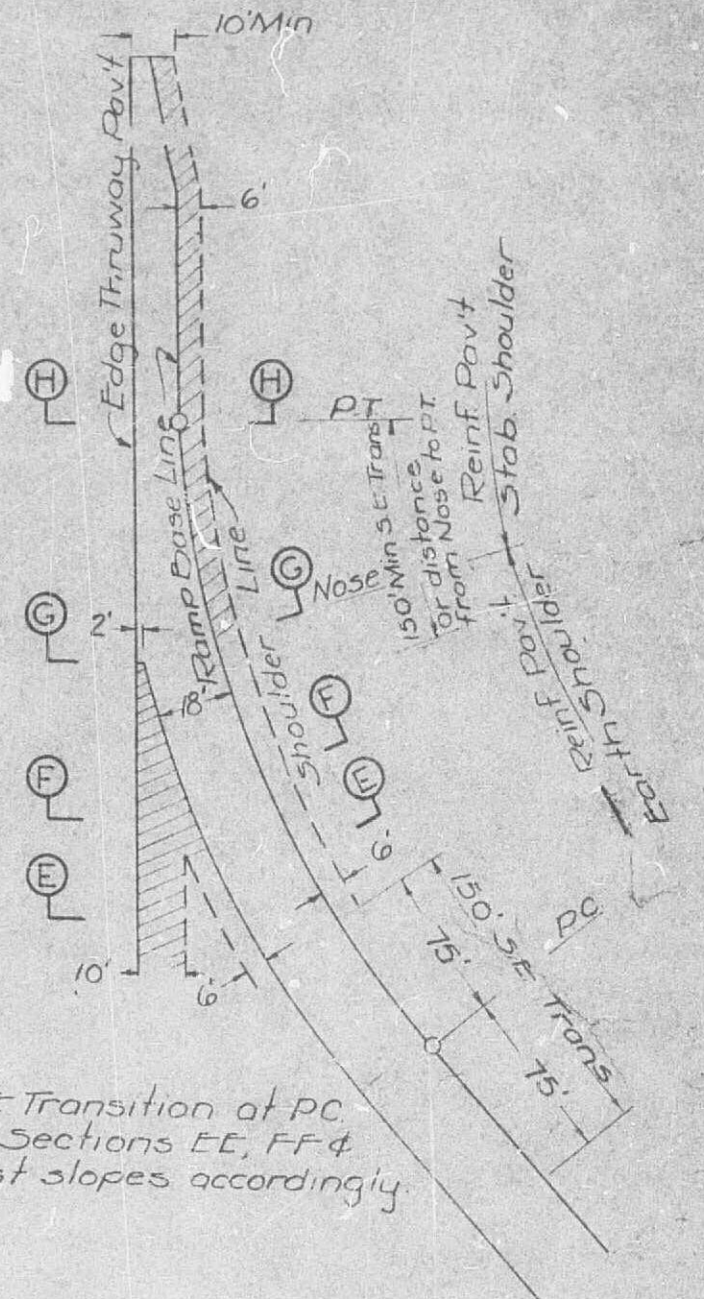


SECTION FF



SECTION EE

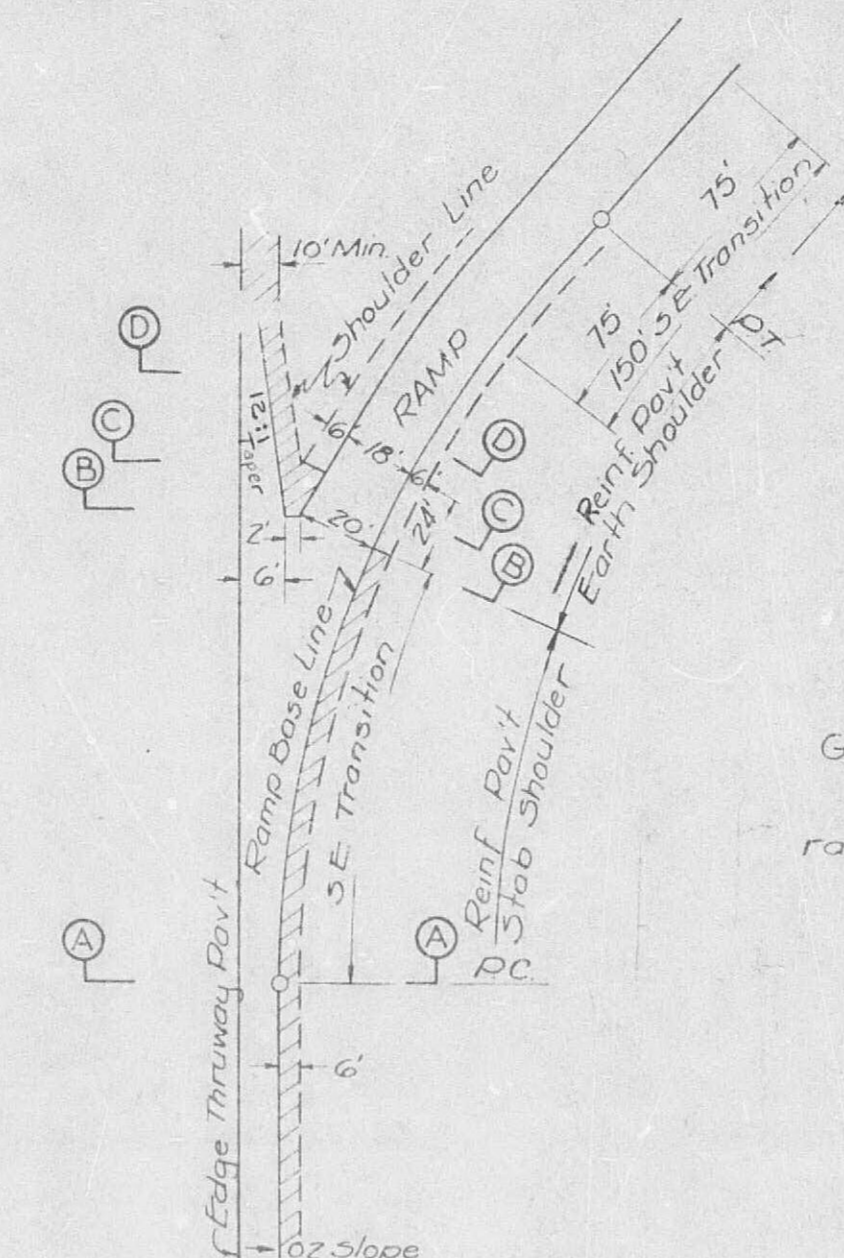
TYPICAL "ON" RAMP SECTIONS ACCELERATION LANES



KEY TO SECTIONS "ON" RAMPS

GENERAL NOTES:

The calculated profile grade from nose to nose of ramps is shown on the profile sheet.



KEY TO SECTIONS "OFF" RAMP

MISSOURI STATE HIGHWAY COMMISSION

TYPICAL SECTION FOR  
"OFF"-"ON" RAMPS  
(FOR DIAMOND INTERCHANGE  
AND OUTER RAMPS ONLY OF  
CLOVERLEAF INTERCHANGE)

APPROVED *C. C. Davis*  
ENGR SURVEYS & PLANS

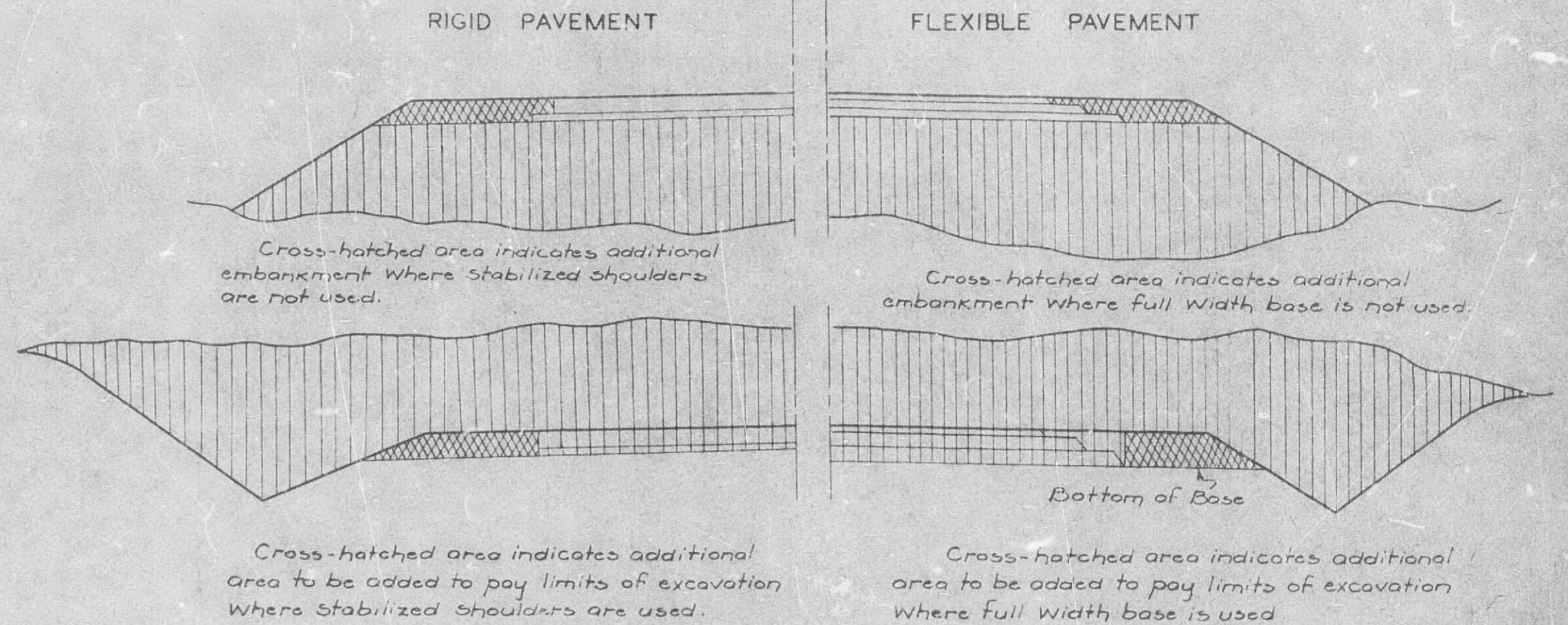
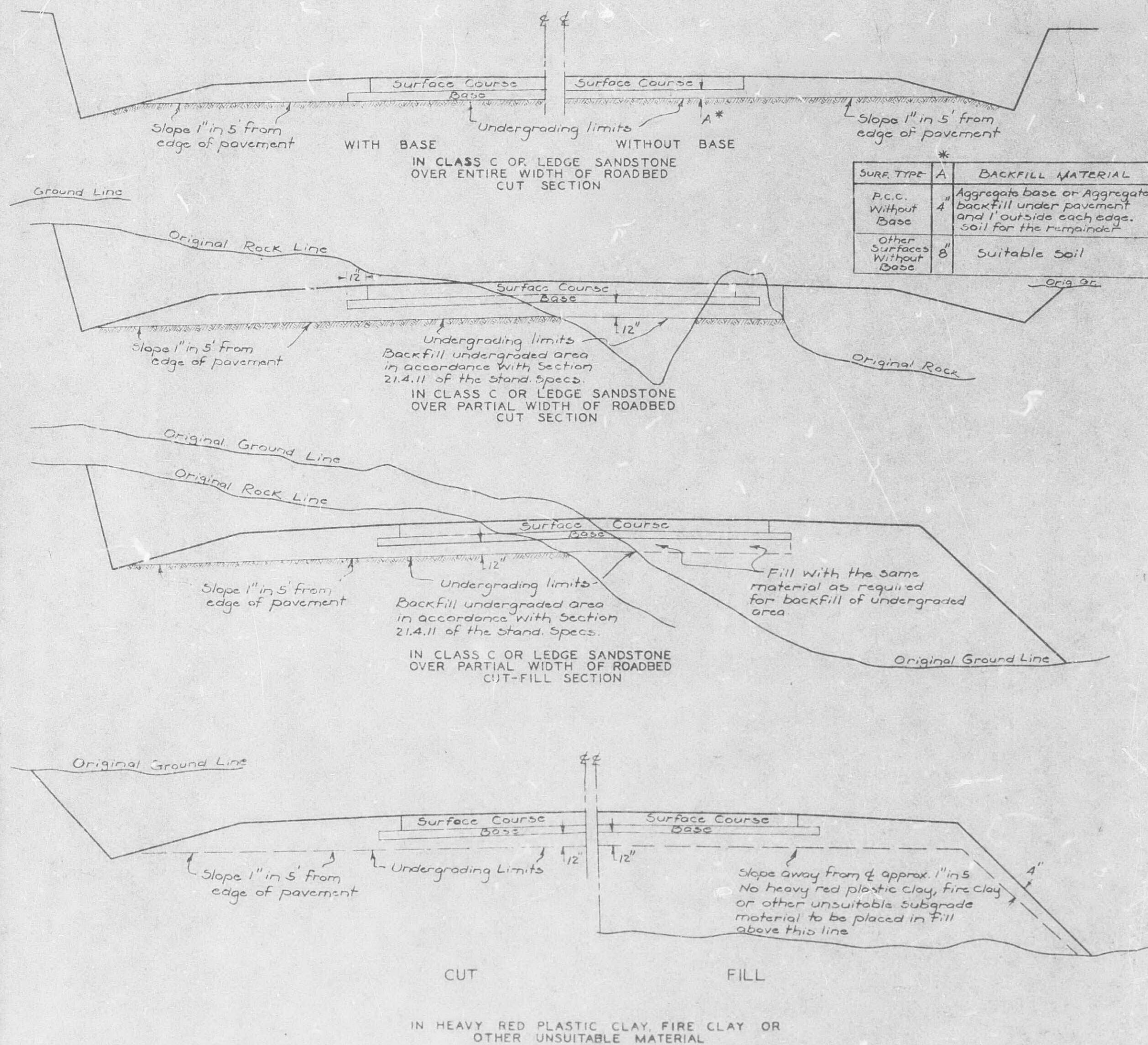
APPROVED *[Signature]*  
CHIEF ENGINEER

| NEW  | REVISED |
|------|---------|
| 1-61 |         |

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 APPROVED: \_\_\_\_\_  
 ENGR. SURVEYS & PLANS

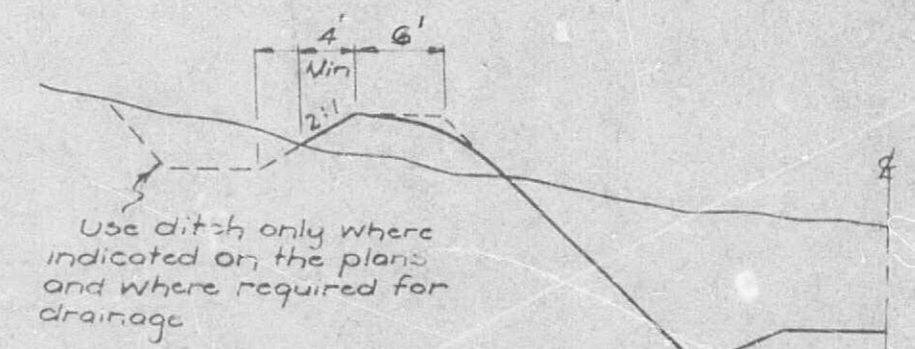
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 ENGR. SURVEYS & PLANS

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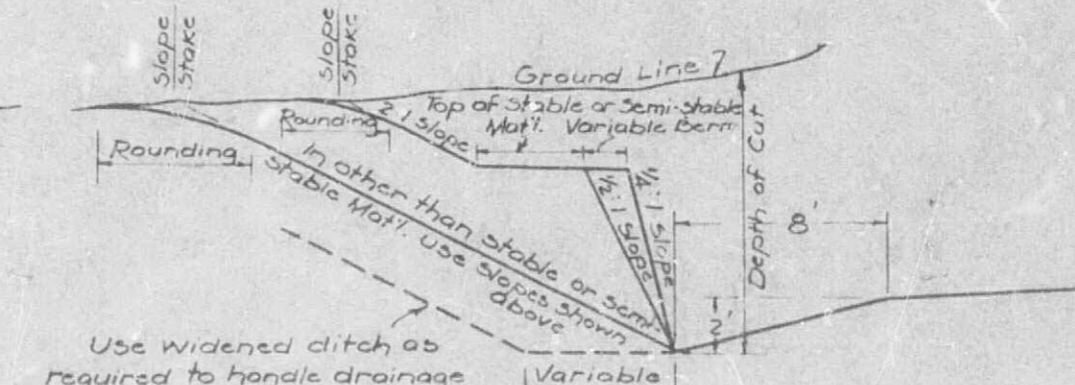
For additional undergrading pay limits, see sections on this standard.

EMBANKMENT LIMITS AND EXCAVATION PAY LIMITS

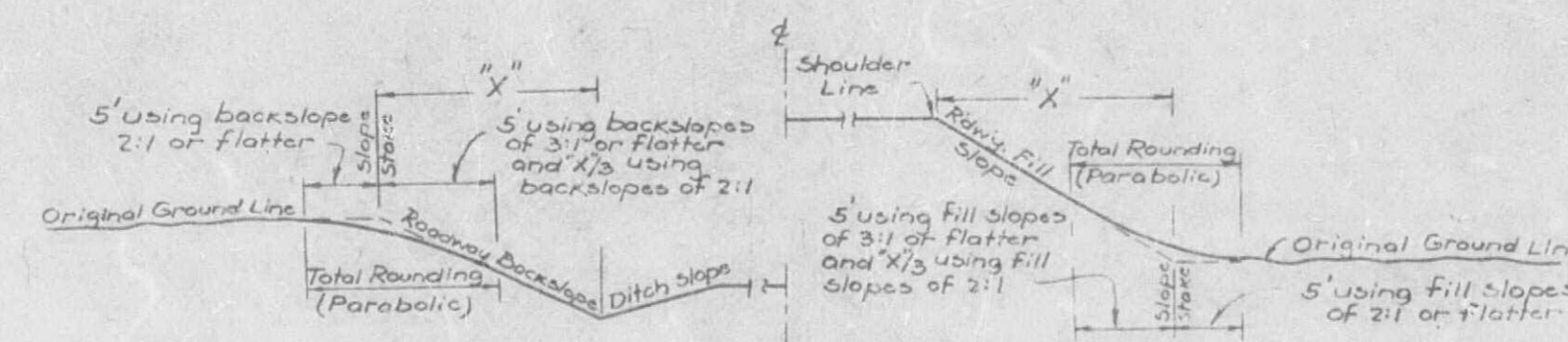


Levee and ditch may be located back of backslope when conditions require.

LEVEE AND INTERCEPTION DITCH



SLOPES FOR STABLE AND SEMI-STABLE MATERIAL



PARABOLIC ROUNDING REQUIRED AT TOP OF ROADWAY BACKSLOPES AND AT TOE OF ROADWAY FILL SLOPES

GENERAL NOTES:

All information shown on these typical sections is for the purpose of indicating general design and construction details. Actual construction of undergraded cuts and other features shall conform to the details shown on Plan and Profile and Cross-Section sheets or as directed by the Engineer.

For pay limits of overbreak and backfill, see specifications.

See other typical section sheets for additional information.

MISSOURI STATE HIGHWAY COMMISSION  
 TYPICAL SECTIONS  
 FOR  
 UNDERGRADING AND EXCAVATION

PAY LIMITS  
 SLOPES FOR STABLE & SEMI-STABLE MATERIALS  
 AND  
 ROUNDING DETAILS

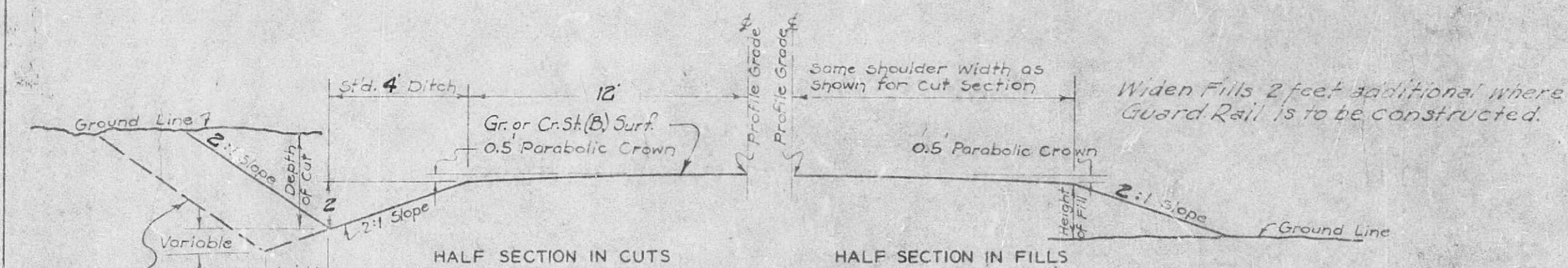
APPROVED: \_\_\_\_\_  
 ENGR. SURVEYS & PLANS

APPROVED: \_\_\_\_\_  
 CHIEF ENGINEER

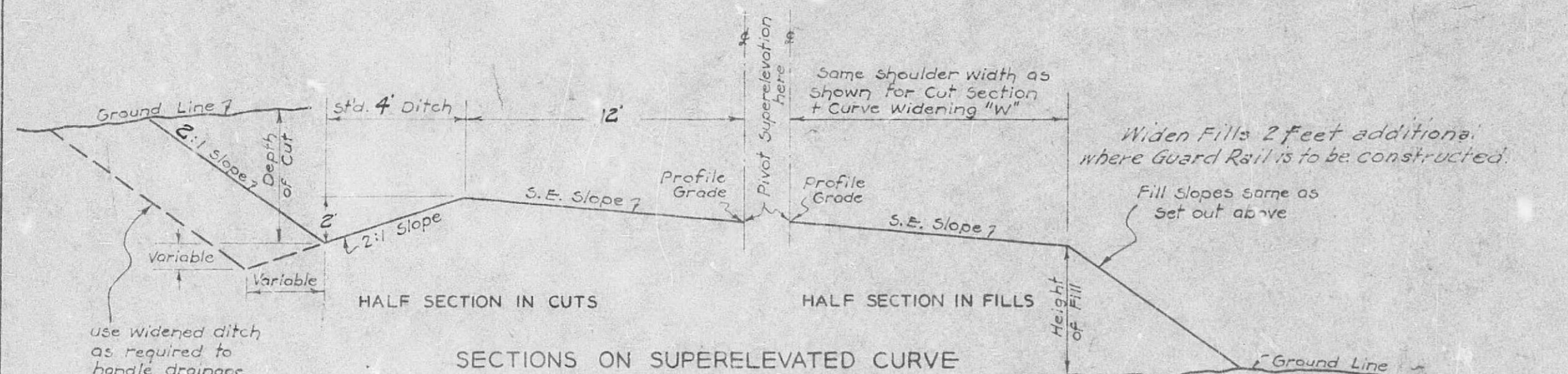
SHEET 6 OF 8

REVISIONS  
 1-AC-2 8-5-45  
 2-4  
 3-5 7-1-50  
 4-6 11-14-50

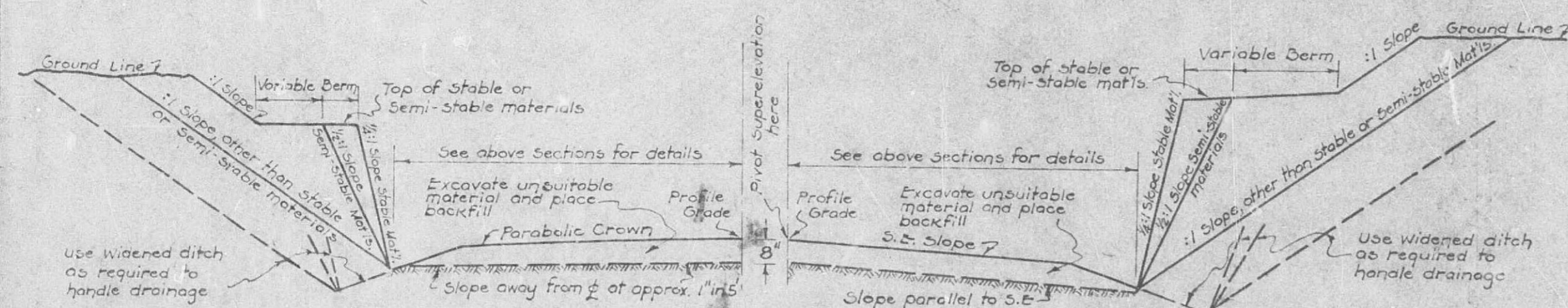
FINAL PLANS



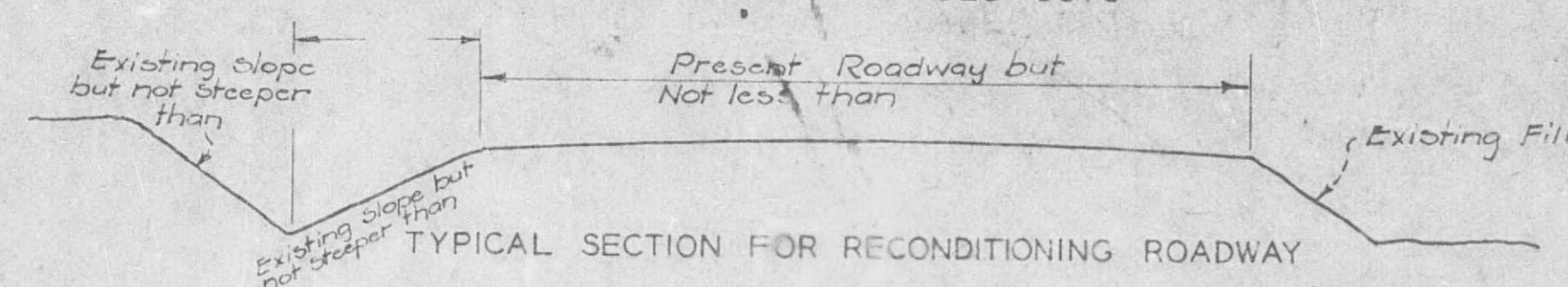
SECTIONS ON TANGENT



SECTIONS ON SUPERELEVATED CURVE



SECTIONS IN UNDERGRADED CUTS  
 SECTIONS ON SUPERELEVATED CURVE



TYPICAL SECTION FOR RECONDITIONING ROADWAY

GENERAL NOTES:-

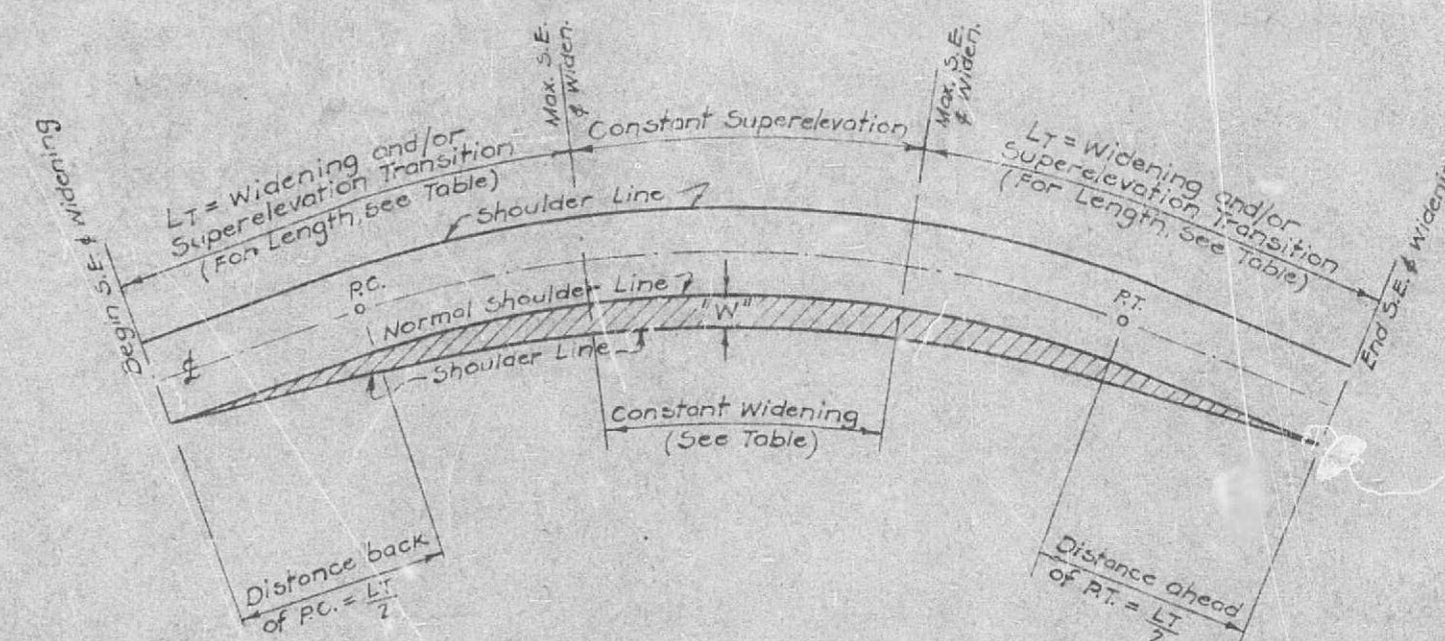
Machine Grading and Reconditioning Rdwy. shall be completed in accordance with these Typical Sections using the standard depth of ditch except as otherwise noted on Plan Sheets and as required to provide proper drainage. Covering of at least 1 foot will be required over all drainage structures located within machine and Reconditioning Rdwy. sections.

In transitioning from one slope to another, use a 25 foot length of transition.

All information shown on these TYPICAL SECTIONS is for the purpose of indicating the required parabolic crown on tangent section, and general design and construction details. Actual construction of roadway widths, slopes, depth and width of ditches, undergraded cuts and other features shall conform to the details shown on CROSS-SECTIONS and PLAN & PROFILE Sheets or as directed by the Engineer.

Unless otherwise shown on the plans, the roadway ditch at all cross road culverts shall be widened to five (5) feet at the inlet, with a fifty (50) foot transition to the standard roadway ditch. In "Machine Grading" limits the cost of this excavation is to be included in the contract unit price for Machine Grading.

SCHEME OF WIDENING AND SUPERELEVATION TRANSITION



SUPERELEVATION AND WIDENING DATA

| Degree of Curve Dc | Design Speeds |     |     |           |     |     |           |     |     |           |     |     |
|--------------------|---------------|-----|-----|-----------|-----|-----|-----------|-----|-----|-----------|-----|-----|
|                    | 30 or Less    |     |     | 35 M.P.H. |     |     | 40 M.P.H. |     |     | 45 M.P.H. |     |     |
|                    | S             | W   | Lt  | S         | W   | Lt  | S         | W   | Lt  | S         | W   | Lt  |
| 0° to 1°00'        | 0             | 0   | 0   | 0         | 0   | 0   | 0         | 0   | 0   | 0         | 0   | 0   |
| 1°01' to 1°30'     | .01           | 0   | 150 | .01       | 0   | 150 | .02       | 0   | 150 | .02       | 0   | 150 |
| 2°00'              | .01           | 0   | 150 | .01       | 0   | 150 | .02       | 0   | 150 | .03       | 0   | 150 |
| 2°30'              | .01           | 0   | 150 | .02       | 0   | 150 | .03       | 0   | 150 | .04       | 0   | 150 |
| 3°00'              | .02           | 0   | 150 | .02       | 0   | 150 | .03       | 0   | 150 | .05       | 0   | 150 |
| 3°30'              | .02           | 0   | 150 | .03       | 0   | 150 | .04       | 0   | 150 | .06       | 0   | 150 |
| 4°                 | .02           | 0   | 150 | .03       | 0   | 150 | .04       | 0   | 150 | .07       | 0   | 150 |
| 5°                 | .03           | 0   | 150 | .04       | 0   | 150 | .05       | 0   | 150 | .08       | 0   | 150 |
| 6°                 | .03           | 0   | 150 | .05       | 0   | 150 | .06       | 0   | 150 | .09       | 0   | 150 |
| 7°                 | .04           | 0   | 150 | .06       | 0   | 150 | .07       | 0   | 150 | .10       | 0   | 150 |
| 8°                 | .05           | 0   | 150 | .07       | 0   | 150 | .08       | 0   | 150 | .11       | 0   | 150 |
| 9°                 | .05           | 2.0 | 150 | .07       | 2.0 | 150 | .08       | 2.0 | 150 | .12       | 2.0 | 150 |
| 10°                | .06           | 2.0 | 150 | .08       | 2.0 | 150 | .09       | 2.0 | 150 | .13       | 2.0 | 150 |
| 11°                | .06           | 2.0 | 150 | .08       | 2.0 | 150 | .09       | 2.0 | 150 | .14       | 2.0 | 150 |
| 12°                | .07           | 2.0 | 150 | .08       | 2.0 | 150 | .09       | 2.0 | 150 | .15       | 2.0 | 150 |
| 13°                | .07           | 2.0 | 150 | .08       | 2.0 | 150 | .09       | 2.0 | 150 | .16       | 2.0 | 150 |
| 14°                | .08           | 2.0 | 150 | .08       | 2.0 | 150 | .09       | 2.0 | 150 | .17       | 2.0 | 150 |
| 15°                | .08           | 2.0 | 150 | .08       | 2.0 | 150 | .09       | 2.0 | 150 | .18       | 2.0 | 150 |
| 15°00' to 22°59'   | .08           | 3.0 | 150 | .08       | 3.0 | 150 | .08       | 3.0 | 150 | .08       | 3.0 | 150 |
| 23°00' to 28°59'   | .08           | 4.0 | 150 | .08       | 4.0 | 150 | .08       | 4.0 | 150 | .08       | 4.0 | 150 |
| 29°00' & above     | .08           | 4.0 | 200 | .08       | 4.0 | 200 | .08       | 4.0 | 200 | .08       | 4.0 | 200 |

NOTES:-

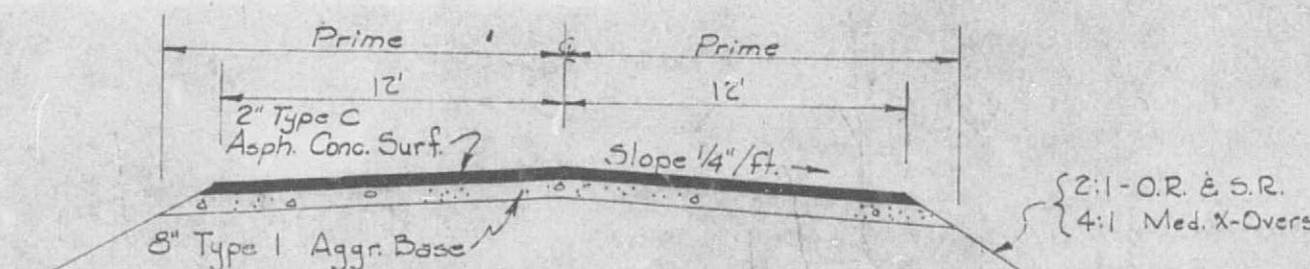
S - denotes Superlevation in feet per foot

W - denotes Widening of surfacing and inside shoulder in feet

Lt - denotes length of Superlevation and/or widening transition, in feet

Crown is to be eliminated on all Superelevated Curves.

Values for degrees of curve not shown in above table shall be identical with those for the nearest tabulated curve. In case of tie, use values for next higher degree curve.



TYPICAL SECTION FOR  
 S.R. & O.R. CONNECTIONS  
 STA. 153+38.5 RT. (RTE. 54)  
 STA. 178+00 RT. & LT. (RTE. 54)

NOTE: Med. X-Over Same except for 4' Stab. Shoulder (See Std. 23.10 & Typ. Sec. Sh. 8 of 8)

APPROVED *C.L. Davis* ENGR. SURVEYS AND PLANS  
 APPROVED *For Mr. Davis* CHIEF ENGINEER

MISSOURI STATE HIGHWAY COMMISSION  
 TYPICAL SECTIONS  
 FOR  
 24 FT. GRADED EARTH  
 FOR  
 OUTER ROADWAY & RTE. 40 SPUR

DESIGN SPEED 40 MPH 40 SPUR  
 (DESIGN SPEED 30 M.P.H.) O.R.

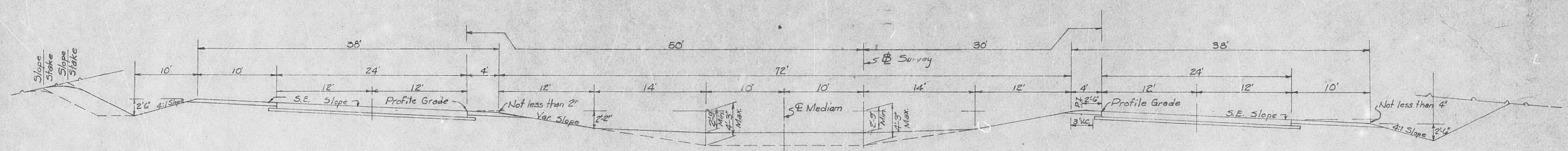
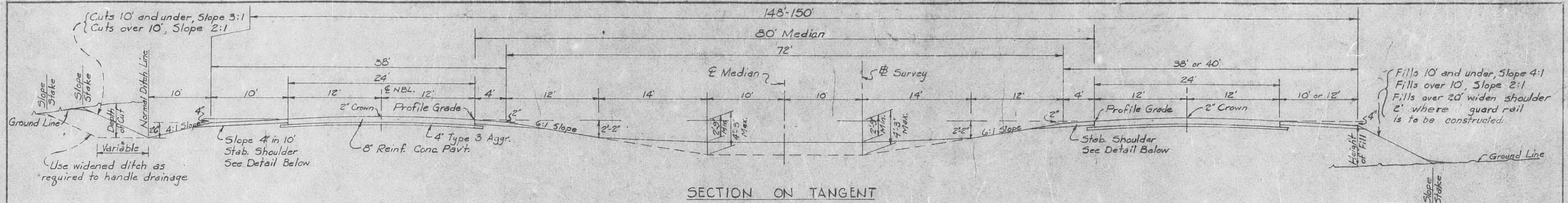
ROUTE: I-70 & 54 COUNTY: CALLAWAY

PROJ. I-IG-70-3(30)142, Sec. A & B

SHEET 7 OF 8

21.00 30

REVISED  
 11-12-54 10-58 1-1-61

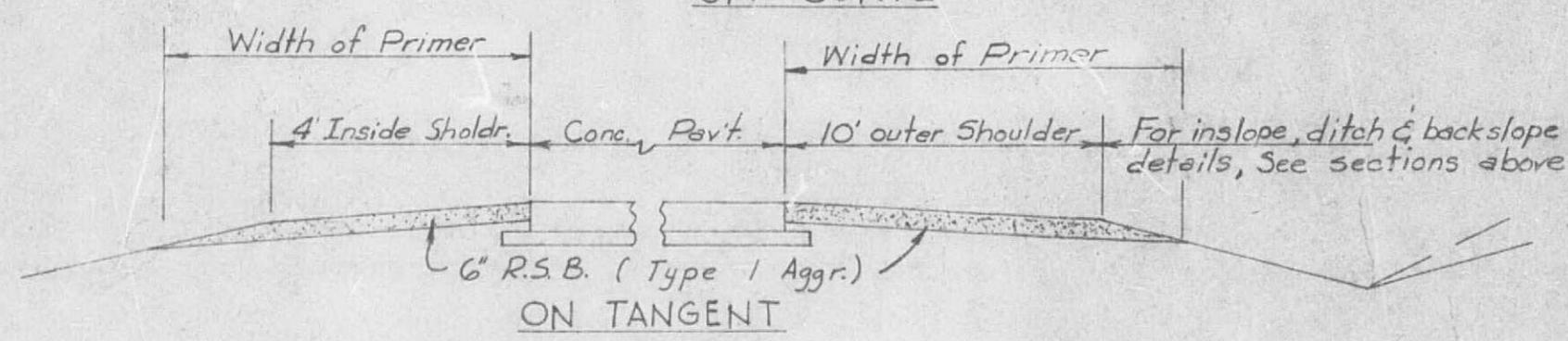
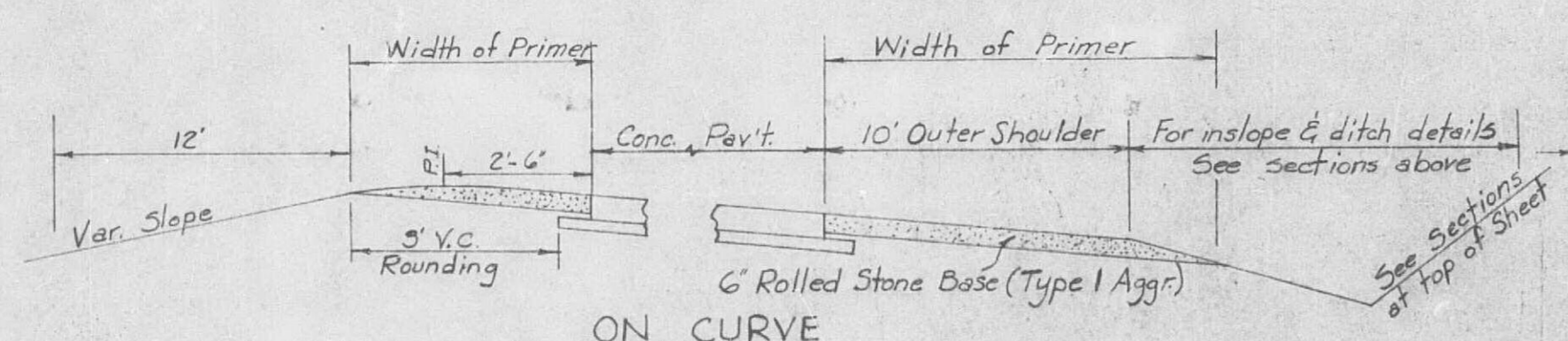
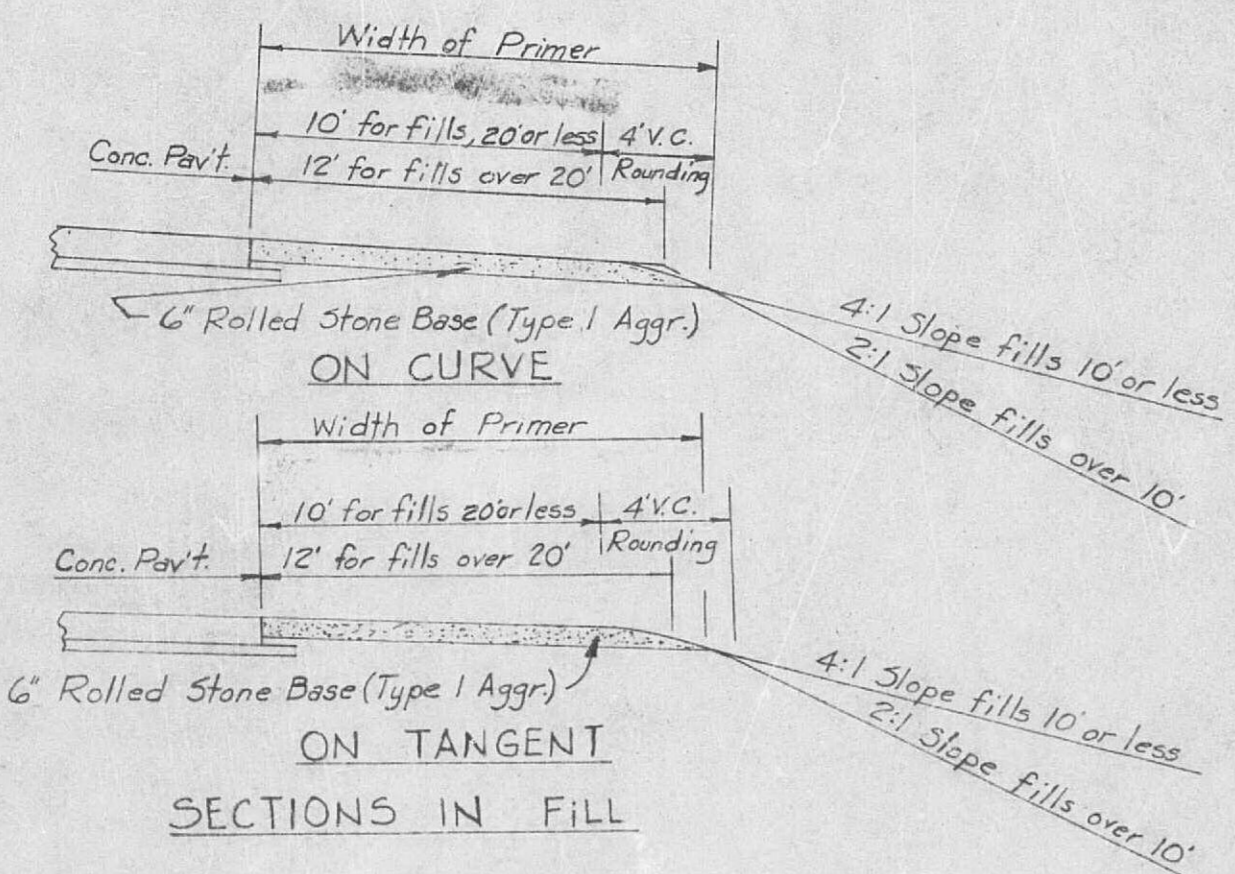


CUT SECTION ON SUPERELEVATED CURVE

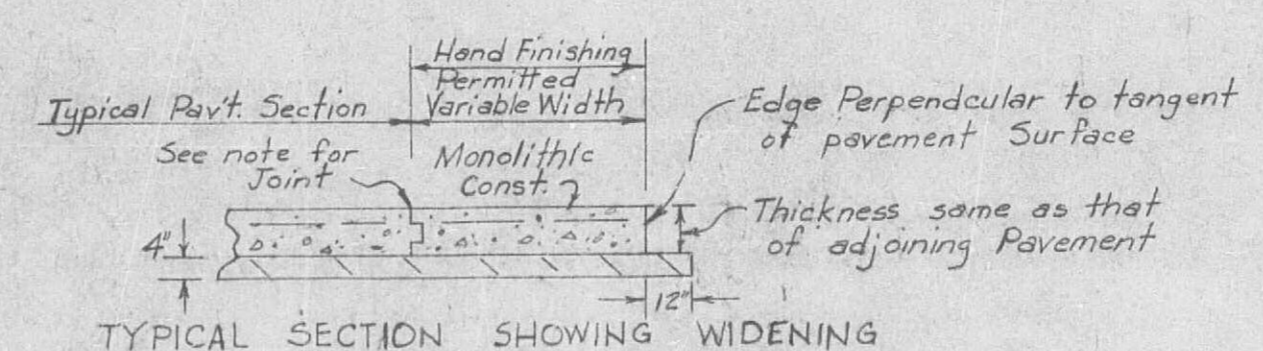
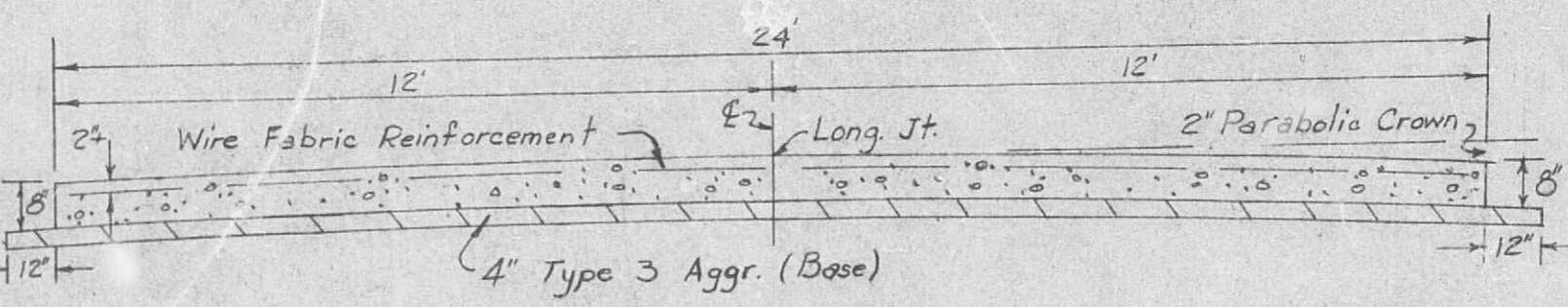
NOTE: Fill sections on superelevated curve to be identical to this section from shoulder to shoulder. Beyond shoulder use same as shown for sections on tangent.

GENERAL NOTES:

For details of superelevated and widening of horizontal curves, undergrading, rounding, all pav't appurtenances, drainage items etc., see other drawings & Std Dwg. 21.40. In transitioning from one cut or fill to another, use a 25' transition beginning at a point 25' back along that which would normally be the flatter slope and ending the transition at the actual point where the steeper slope is required. If the actual limits requiring a steeper slope is less than 25' in length, do not change to the steeper slope. All information shown on these Typical Sections is for the purpose of indicating general design and const' details. Actual construction of roadway widths, slopes and depths and type of ditches, undergraded cuts and other features shall conform to the details shown on Cross-Sections and Plan-Profile sheets or as directed by the Engineer.



SECTIONS IN CUT



NOTE: When widening is more than 2' a tongue and groove joint shall be constructed; see plans.

STA. 152+00 TO STA. 180+00 (RTE 54)  
MISSOURI STATE HIGHWAY COMMISSION  
INTERSTATE SYSTEM  
TYPICAL SECTIONS  
FOR  
2-24 FT. PAVEMENTS  
ON  
148-150 FT. ROADBED WITH 80 FT. MEDIAN  
ROUTE I-70 PROJ.: I-IG-70-3(30)142 COUNTY: CALLAWAY  
Sec. A

MISSOURI STATE HIGHWAY COMMISSION

## SUMMARY OF QUANTITIES

1 of 5

| FED. ROAD<br>DIST. No. | STATE    | PROJECT         | FISCAL<br>YEAR | SHEET<br>No. | TOTAL<br>SHEETS |
|------------------------|----------|-----------------|----------------|--------------|-----------------|
| 5                      | MO.      | FIS-70-3(30)/42 |                | 2-A          |                 |
| DIST. No.              | COUNTY   |                 |                | ROUTE        | SEC. No.        |
| 5                      | CALLAWAY |                 |                | 1-70         | 11A             |

Station

Loc.

C.I.A.

F.Comp.

G.Comp.

M.G.1

M.G.2

O.H.

Remarks

455+00

Rte. I-70

8024

6409

113

(See Spec. Sh. #3 For Main Line Bal. Totals.)

464+54

"

62720

52465

22637

498+73

"

16007

13493

498+83

"

39146

40218

512+77

"

121498

101470

874157

518+00

"

99859

4663

598+00

"

42667

6337

607+69.2

"

152+00

Rte. 54

9185

135164

14544

165+83.6

"

168+00.0

Rte. 54

16893

72905

180+00

"

607+82.2

Rte. F70

47663

39740

618+72.9

"

24271

20202

627+34.1

"

59582

49138

640+12.7

"

59713

38333

101

79758

675+01.8

"

38171

31856

694+12.4

"

21512

17890

702+10.4

"

23811

19843

715+41.5

"

33130

28958

735+00

"

58255

37172

22263

761+72.8

"

11378

7074

768+54.6

"

26036

18479

785+35.4

"

24731

17146

41145

826+00

"

OUTER ROADWAYS, RAMPS, ETC.

(See Spec. Sh. #3 For Misc. Bal Totals.)

455+00

O.R. Rt.

14.5

470+00

"

10.0

480+00

"

20.0

500+00

"

512+72

"

4823

530+00

"

4998

542+00

"

12.0

58+00

R.R.

9419

6565

72+00

Ramp F-1

2912

26358

0+85

"

7+61

Ramp F-2

12772

20022

7+08

"

13+85

Ramp F-3

21988

7883

0+84

"

7+88

Ramp F-4

23504

3994

0+74

"

41+50

O.R. Rt.

3.8

0+74

"

5+85

O.R. Rt.

748

0+74

"

5+85.93

O.R. Rt.

5.3

2+28.33

"

12+33.3

"

12611

619+00

"

10023

697+46.4

"

9897

696+00

"

9457

673+01.8

"

19.0

680+00

"

5.0

710+00

"

30.0

729+00

"

737+00

"

8.0

747+00

"

10.0

763+00

"

1145

770+00

"

7.0

800+00

"

30.0

770+00

"

782+20

O.R. Lt.

2795

3865

800+00

"

18.0

12+00

"

13+88.25

Rte. 40 Spur

20364

21+11.75

"

29+00

Rte. 40 Spur

14238

800+00

"

821+02.58

O.R. Lt.

21.1

821+38.88

"

827+00

O.R. Lt.

5.7

830+00

"

835+03.03

O.R. Rt.

25.0

835+27.08

"

830+00

O.R. Rt.

4.7

826+00

O.R. Rt.

6.7

Sub Totals

1005946

827632

214

168.8

106.0

1054504

EXCAVATION (CONT'D)

(See Spec. Sh. # 9 )

CL A

F.Comp.

G.Comp.

M.G.1

M.G.2

O.H.

Remarks

Sub Totals

1005946

827632

214

168.8

106.0

1054504

Borrow

72038

Rounding

7840

Approaches

TOTALS

1005946

827632

214

176.0

106.0

1054504

From Borrow Pit Rt Sta 605+ to Sta. 613+ John R. Wren, Owner.

72038

CY

CONC. PAVT (8" REINF)

(See Spec. Sh. # 10 )

CL A

F.Comp.

G.Comp.

M.G.1

M.G.2

O.H.

Remarks

Sub Totals

1005946

827632

214

168.8

106.0

1054504

TOTAL

72589.8

SY

CONC. PAVT (9" REINF)

(See Spec. Sh. # 10 )

CL A

F.Comp.

G.Comp.

M.G.1

M.G.2

O.H.

Remarks

Sub Totals

1005946

827632

214

168.8

106.0

1054504

TOTAL

169126.4

SY

GENERAL SUMMARY

ITEM NO.

DESCRIPTION

UNIT

TOTAL UNITS

NO. UNITS  
FED. AID ONLY

IG

20008

Clearing

Acre

91.7

20108

Grubbing

Acre

43.3

21004

Class A Excavation

C.Y.

1085824

6504

21204

Compacting Embankment

C.Y.

827632

6504

21214

Compacting in Cut

C.Y.

214

21309

Overhaul (Station)

Sq Yd.

1054504

21400

Interception Ditch

100 Lin. Ft.

71

21507

Note

100 Gals.

1155

21501A

Machine Grading, Class 1

Sq Yd.

176.0

21501B

Machine Grading, Class 2

Sq Yd.

106.0

24100

Removal of Bridges

L. Sum

1

24200

Removal of (R) Miscellaneous Items

L. Sum

7172

24203

Removal of Right Pavement

Sq Yd.

12614

24410

Removal of Building, Class 1

Each

9

24420

Removal of Building, Class 2

Each

1

24450

Removal of Building, Class 5

Each

8

31015

Type 1 Aggregate for Base

Ton

77908

31035

Type 3 Aggregate for Base

Ton

52371

31045

Type 4 Aggregate for Base

Ton

36597

31166

Processing Type 1 / Aggregate (G)

Nile

0.92

31182

Processing Type 1 / Aggregate (H)

Nile

14.19

31183

Processing Type 1 / Aggregate (I)

Sq Yd.

1647

31183

Processing Type 1 / Aggregate (J)

Sq Yd.

4224

31183

Processing Type 1 / Aggregate (K)

Nile

14.89

31183

Processing Type 1 / Aggregate (L)

Nile

14.19

33045

Crushed Stone (B) Surface

Ton

10490

33404

Solvoled Surfacing

CY

360

37007

Primer (M.C.O.)

Gal

50230

37007

Primer (M.C.O.)

Gal

2930

43025

Type B Asphalt Concrete

Ton

347

43035

Type C Asphalt Concrete

Ton

4928

43055

Wedge Course

Ton

768

44717

Bituminous Material (1st Application) (200-250 Pene. Asph.)

Gal

30330

44717

Bituminous Material (100-200 Pene. Asph.)

Gal

20270

44827

Bituminous Material (End Application) (RC-1)

Gal

13160

44035

Cover Aggregate (Grade 6)

Ton

1069

44035

Cover Aggregate (Grade 14)

Ton

1069

48283

Concrete Pavement (8" Reinforced)

Sq Yd.

22589.8

48283

Concrete Pavement (9" Reinforced)

Sq Yd.

169126.4

48303

Approach Slab for Bridges

Sq Yd.

231.0

50034

Class 3 Excavation for Structures

C.Y.

5631

53081

Class B Concrete (Culverts)

C.Y.

1226.8

53082

Class B Concrete (Miscellaneous)

C.Y.

147.8

51000

Reinforcing Steel

Lb.

148450

60118

12" C.M.P. Culvert

Lin. Ft.

246

60118

15" C.M.P. Culvert

Lin. Ft.

99

60118

18" C.M.P. Culvert

Lin. Ft.

252

60124

24" C.M.P. Culvert

Lin. Ft.

436

60130

30" C.M.P. Culvert

Lin. Ft.

172

60136

36" C.M.P. Culvert

Lin. Ft.

56

60142

42" C.M.P. Culvert

Lin. Ft.

94

60218

18" Flared End Section

Each

10

60224

24" Flared End Section

Each

17

60230

30" Flared End Section

Each

3

60242

42" Flared End Section

Each

1

60209

8.0 Flared End Section

Each

2

60508

8" Bituminous Coated C.M.P. Culvert (Plain)

Lin. Ft.

144

60518

18" Bituminous Coated C.M.P. Culvert (Plain)

Lin. Ft.

62

60524

24" Bituminous Coated C.M.P. Culvert (Plain)

Lin. Ft.

136

60530

30" Bituminous Coated C.M.P. Culvert (Plain)

Lin. Ft.

121

60605

C.M.P. Arch Culvert Type B-5

Lin. Ft.

40

60606

C.M.P. Arch Culvert Type B-6

Lin. Ft.

44

60609

C.M.P. Arch Culvert Type B-9

Lin. Ft.

136

61312

12" Class III RCP Culvert

Lin. Ft.

86

61318

18" Class III RCP Culvert

Lin. Ft.

281

61324

24" Class III RCP Culvert

Lin. Ft.

1622

61330

30" Class III RCP Culvert

Lin. Ft.

1136

61336

36" Class III RCP Culvert

Lin. Ft.

337

61348

48" Class III RCP Culvert

Lin. Ft.

299

61448

48" Class II RCP Culvert

Lin. Ft.

106

70041

2" Rigid Steel Conduit (in Trench)

Lin. Ft.

893

80300

Pipe Collar

Each

3

84200

Curbs & Gutter (Type C)

Lin. Ft.

80

84400

Raised Ditch

Sq Yd.

4388.6

86001

Guard Rail Type A (Steel)

Lin. Ft.

9700

87020

Movable Barrieraes

Each

4

87030

Permanent Barrieraes

Each

1

87100

Construction Signs

L. Sum

1

88000

Right-of-Way Markers

Each

114

90120

Type 2 Mulch

Acre

75.6

90121

Asphalt Emulsion

Gal

11390

90200

Sodding

Sq Yd.

12894

RECEIVED

DATE

BY

CONTRACTOR

RECEIVED  
JAN 1 1960  
U.S. DEPARTMENT OF CONSTRUCTION

LOCATION EAST OF Rte. M EASTERLY TO CALWOOD JUNCTION

## MISSOURI STATE HIGHWAY COMMISSION

2 of 5

| FED. ROAD DIST. No. | STATE    | PROJECT        | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---------------------|----------|----------------|-------------|-----------|--------------|
| 5                   | MO.      | 170-70-3(30)42 |             | 2-A       | 2            |
| DIST. No.           | COUNTY   | ROUTE          | SEC. No.    |           |              |
| 5                   | CALLAWAY | 170            | A-18        |           |              |

TYPE G.E. CULV'S, BRIDGES, SIGNS &amp; SINGLE &amp; DUAL 24' CONCRETE PAVEMENTS

## SUMMARY OF QUANTITIES

|  |  |  |  |  |  |  |  |  |  | LENGTH OF PROJECT |  |  |  |  |  |  |  |  |  | GENERAL SUMMARY (Cont'd) |  |  |  |  | IG |
|--|--|--|--|--|--|--|--|--|--|-------------------|--|--|--|--|--|--|--|--|--|--------------------------|--|--|--|--|----|
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LOCATION EAST OF RTE. M. EASTERLY TO CALWOOD JUNCTION

## MISSOURI STATE HIGHWAY COMMISSION

3 of 5

TYPE C.S. CULVS, BRIDGES, SIGNS & SINGLE & DUAL 24' CONCRETE PAVEMENTS

## SUMMARY OF QUANTITIES

| FED. ROAD DIST. No. | STATE    | PROJECT          | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---------------------|----------|------------------|-------------|-----------|--------------|
| 5                   | MO.      | 116-70-3(30)/142 |             |           |              |
| DIST. No.           | COUNTY   | ROUTE            | SEC. No.    |           |              |
| 5                   | Calloway | 1-70             |             |           |              |

| ENTRANCES, OUTER ROADWAYS, ETC. (C.M.P.) |              |                     |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  | LENGTH OF PROJECT           |  | GENERAL SUMMARY    |  |  |  |
|--|--------------|---------------------|------------------------|----------|-------------------|----------------------------------|-------------|------------|-------------|-----|--------------------------------|-----|-----|-----|-------|---------|------------|--------|------------|----------|--------------------------------------|--|-----------------------------|--|--------------------|--|--|--|
| Station                                  | Loc.         | Type                | Std.                   | 12"      | 15"               | 18"                              | 24"         | 30"        | 36"         | 42" | 18"                            | 24" | 30" | 42" | M.G.I | Hdw.Ls. | C.B.(Misc) | Reinf. | C.I.3 Exc. | Skew     | Remarks                              | End of Project<br>Beginning of Project<br>Apparent Length<br>Equations and Exceptions: | Station<br>Station<br>Feet  |  |                    |  |  |  |
| 459+00                                   | E.B.P. RH    | X-O.R.              |                        |          |                   | 30"                              |             |            |             |     |                                |     |     |     |       |         |            |        | 1          |          |                                      |  |                             |  |                    |  |  |  |
| 465+05                                   | OFF. O.R. RH | FE                  | 21.50                  |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | No Pipe                              |  |                             |  |                    |  |  |  |
| 481+00                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  | 36"         |            |             |     |                                |     |     |     |       |         |            |        | 2          |          |                                      |  |                             |  |                    |  |  |  |
| 489+50                                   | OFF. O.R. RH | FE RH               | 21.50                  | 26"      |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 501+80                                   | E.B.P. RH    | FE                  | 21.50                  |          | 28"               |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 511+40                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             |            |             | 46" |                                |     |     |     |       |         |            |        | 23         | 15° R.A. |                                      |  |                             |  |                    |  |  |  |
| 526+52                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        | 5          |          |                                      |  |                             |  |                    |  |  |  |
| 1786+75                                  | RA           | X.R.R. B.R.         |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | Ext. Removed after RR Br. was built. |  |                             |  |                    |  |  |  |
| 5124                                     | RA           | FA                  | X-O.R.                 |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        | 2          | 17° R.A. |                                      |  |                             |  |                    |  |  |  |
| 1591+35.5                                | RA Rte. 54   | SR                  | 21.50                  |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | Crown                                |  |                             |  |                    |  |  |  |
| 2150                                     | OFF. S.R. RH | RE. LH              | 21.50                  | 28"      |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | Rte. 54 Sta. 1591+35.5               |  |                             |  |                    |  |  |  |
| 2150                                     | OFF. S.R. RH | RE. RH              | 21.50                  | 36"      |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | " " " "                              |  |                             |  |                    |  |  |  |
| 4116                                     | OFF. S.R. RH | RE. LH              | 21.50                  | 28"      |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | " " " "                              |  |                             |  |                    |  |  |  |
| 1165                                     | OFF. O.R. LH | RE. RH              | 21.50                  |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | Rte. 54, Sta. 1781+00                |  |                             |  |                    |  |  |  |
| 1100                                     | RA Rte. 54   | X-O.R.              |                        |          |                   | 52"                              |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | Rte. 54, Sta. 1781+00                |  |                             |  |                    |  |  |  |
| 1134                                     | RA Rte. 54   | RE RH               | 21.50                  |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | Crown, Sta. 1781+00                  |  |                             |  |                    |  |  |  |
| 665+00                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             |            | 66"         |     |                                |     |     |     |       |         |            |        |            |          | 2-53.40 B                            | 2.2  | 230                         |  |                    |  |  |  |
| 644+50                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 22                                   | 15° R.A.   |                             |  |                    |  |  |  |
| 647+00                                   | OFF. O.R. RH | FE RH               | 21.50                  | 26"      |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 39                                   |  |                             |  |                    |  |  |  |
| 652+00                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 663+55                                   | OFF. O.R. RH | SR RH               | 21.50                  | 38"      |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 2-53.41 B                            | 8.0  | 570                         |  |                    |  |  |  |
| 671+00                                   | E.B.P. RH    | X-O.R.              |                        |          |                   | 30"                              |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 35                                   | 45° L.A.   |                             |  |                    |  |  |  |
| 682+90                                   | OFF. O.R. RH | SR RH               |                        |          |                   | 30"                              |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 1                                    |  |                             |  |                    |  |  |  |
| 705+41                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             | 30"        |             |     |                                |     |     |     |       |         |            |        |            |          | 10                                   |  |                             |  |                    |  |  |  |
| 716+30                                   | OFF. O.R. RH | FE RH               | 21.50                  |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 11                                   |  |                             |  |                    |  |  |  |
| 730+14                                   | OFF. O.R. RH | FE RH               | 21.50                  |          |                   | 26"                              |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 732+54                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 749+70                                   | OFF. O.R. RH | RE RH               | 21.50                  |          |                   | 28"                              |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 2-53.40 B                            | 3.5  | 310                         |  |                    |  |  |  |
| 751+00                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 28                                   | 45° L.A.   |                             |  |                    |  |  |  |
| 754+80                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 1                                    |  |                             |  |                    |  |  |  |
| 776+00                                   | W.B.P. LH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 782+00                                   | W.B.P. LH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 6                                    |  |                             |  |                    |  |  |  |
| 782+80                                   | OFF. O.R. LH | SR LH               | 21.50                  |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 785+60                                   | OFF. O.R. RH | SR RH               | 21.50                  |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 785+00                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 797+23                                   | OFF. O.R. RH | FE RH               | 21.50                  |          |                   | 28"                              |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 797+67                                   | OFF. O.R. LH | FE LH               | 21.50                  |          |                   | 28"                              |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 807+00                                   | W.B.P. LH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 3                                    |  |                             |  |                    |  |  |  |
| 808+11                                   | E.B.P. RH    | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 1                                    |  |                             |  |                    |  |  |  |
| 16+50                                    | Spur 40      | SR LH               |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 1                                    |  |                             |  |                    |  |  |  |
| 818+50                                   | Spur 40      | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 1                                    |  |                             |  |                    |  |  |  |
| 822+50                                   | OFF. O.R. RH | FE RH               | 21.50                  | 26"      |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 827+10                                   | Spur 40 LH   | X-O.R.              |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          | 3                                    |  |                             |  |                    |  |  |  |
| 829+60                                   | OFF. O.R. RH | RE RH               | 21.50                  |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 771+00                                   | LT. W.B.L.   | X-O.R.              |                        |          |                   | 38"                              |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| TOTALS                                   |              |                     |                        | 246      | 98                | 252                              | 436         | 172        | 56          | 94  | 10                             | 17  | 3   | 1   | 72    |         | 18.4       | 1540   | 200        |          |                                      |  |                             |  |                    |  |  |  |
| GUARD RAIL TYPE A (STEEL)                |              |                     |                        |          |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  | PROCESSING TYPE 1 AGG. (8') |  | DEFICIENT PAVEMENT |  |  |  |
| Station                                  | To           | Station             | Location               | Lin. Ft. | Remarks           | Plan Quantity                    | 14.28 Miles |            |             |     | DEFICIENT PAVEMENT             |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 464+50                                   |              | 473+50              | LT. of O.R. RH         | 900.0    |                   | Original quantity was checked.   |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 497+00                                   |              | 502+00              | LT. of O.R. RH         | 500.0    |                   | Pay plan quantity with the       |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 519+30                                   |              | 524+67              | LT. W.B.P.             | 537.5    | Added             | Following deductions:            |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 152+50                                   |              | 155+50              | LT. N.B.P. Rte. 54     | 300.0    |                   | Cross Over Left in Place         |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 153+00                                   |              | 154+50              | RA S.B.P. Rte. 54      | 150.0    |                   | Station To Station Loc. Lin. Ft. |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 162+00                                   |              | 121+00              | RA Ramp F-3 RA Rte. 54 | 387.5    | Incl. Curved Rail | 826+00 828+30 E.B.P.             | 230         |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 163+00                                   |              | 4100                | RA Ramp F-1 RA Rte. 54 | 437.5    | Incl. Curved Rail | 829+75 832+45 W.B.P.             | 270         |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 165+85                                   |              | 4100                | LA Ramp F-1 RA Rte. 54 | 425.0    |                   | Total Deduction                  | 500         | Lin. Ft. = | -0.02 Miles |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 165+85                                   |              | 11+50               | LA Ramp F-3 LA Rte. 54 | 362.5    |                   | PAY                              | 14.19 MILES |            |             |     | DEDUCT \$35.64 See Sp. Sh. # 6 |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 168+00                                   |              | 5100                | LA Ramp F-4 LA Rte. 54 | 585.0    |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 10+50                                    |              | 168+00              | LA Ramp F-2 RA Rte. 54 | 425.0    |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 10+50                                    |              | 170+00              | RA Ramp F-2 RA Rte. 54 | 575.0    |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 170+00                                   |              | 176+50              | RA S.B.P. Rte. 54      | 650.0    |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 617+50                                   |              | 619+50              | LA W.B.P.              | 200.0    |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 624+00                                   |              | 635+00              | LT. of O.R. RH         | 1400.0   |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 635+00                                   |              | 641+00              | LA W.B.P.              | 600.0    |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 735+00                                   |              | 746+00              | LT. of O.R. RH         | 800.0    |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 769+00                                   |              | 775+00              | LT. of O.R. RH         | 600.0    |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 181+88.25                                |              | At Begin. of Bridge | RA & LH                | 62.5     |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| 21+11.75                                 |              | At End of Bridge    | RA & LH                | 62.5     |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| TOTAL                                    |              |                     |                        | 9700.0   |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |
| PAY                                      |              |                     |                        | 9700     |                   |                                  |             |            |             |     |                                |     |     |     |       |         |            |        |            |          |                                      |  |                             |  |                    |  |  |  |

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JAN 11 1965  
BY [Signature]

Prepared By \_\_\_\_\_ Date \_\_\_\_\_ 19 \_\_\_\_\_

Checked in Dist. Office By Blodine Smith Date 12/11 1965Checked in Central Office By M. J. Smith Date 3/30 1966

Revised By \_\_\_\_\_ Date \_\_\_\_\_

RECEIVED  
JAN 21 1966  
BY [Signature]

LOCATION EAST OF RTE. M. EASTERLY TO CALWOOD JCT.

## MISSOURI STATE HIGHWAY COMMISSION

4 of 5

TYPE G.E. CULV'S, BRIDGES, SIGNS AND SINGLE &amp; DUAL 24' CONC. PAVTS.

## SUMMARY OF QUANTITIES

| FED. ROAD DIST. No. | STATE    | PROJECT         | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---------------------|----------|-----------------|-------------|-----------|--------------|
| 5                   | MO.      | 116-70-3(30)/42 |             |           |              |
| DIST. No.           | COUNTY   | ROUTE           | SEC. No.    |           |              |
| 5                   | Callaway | 170             |             |           |              |

| INTERSTATE HIGHWAY SIGNING |          |          |      |      |    |              |             |       |    |    |    |    |    |    |    |    |    |     |     |     |     |     |     |     | LENGTH OF PROJECT |     |     |     |     | GENERAL SUMMARY |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |  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|----------------------------|----------|----------|------|------|----|--------------|-------------|-------|----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-------------------|-----|-----|-----|-----|-----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----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| Station                    | Location | Sign No. | Size | Post | 4# | 8.5 LB Posts | 1# Sections | Total | 1# | 2# | 3# | 4# | 5# | 6# | 7# | 8# | 9# | 10# | 11# | 12# | 13# | 14# | 15# | 16# | 17#               | 18# | 19# | 20# | 21# | 22#             | 23# | 24# | 25# | 26# | 27# | 28# | 29# | 30# | 31# | 32# | 33# | 34# | 35# | 36# | 37# | 38# | 39# | 40# | 41# | 42# | 43# | 44# | 45# | 46# | 47# | 48# | 49# | 50# | 51# | 52# | 53# | 54# | 55# | 56# | 57# | 58# | 59# | 60# | 61# | 62# | 63# | 64# | 65# | 66# | 67# | 68# | 69# | 70# | 71# | 72# | 73# | 74# | 75# | 76# | 77# | 78# | 79# | 80# | 81# | 82# | 83# | 84# | 85# | 86# | 87# | 88# | 89# | 90# | 91# | 92# | 93# | 94# | 95# | 96# | 97# | 98# | 99# | 100# | 101# | 102# | 103# | 104# | 105# | 106# | 107# | 108# | 109# | 110# | 111# | 112# | 113# | 114# | 115# | 116# | 117# | 118# | 119# | 120# | 121# | 122# | 123# | 124# | 125# | 126# | 127# | 128# | 129# | 130# | 131# | 132# | 133# | 134# | 135# | 136# | 137# | 138# | 139# | 140# | 141# | 142# | 143# | 144# | 145# | 146# | 147# | 148# | 149# | 150# | 151# | 152# | 153# | 154# | 155# | 156# | 157# | 158# | 159# | 160# | 161# | 162# | 163# | 164# | 165# | 166# | 167# | 168# | 169# | 170# | 171# | 172# | 173# | 174# | 175# | 176# | 177# | 178# | 179# | 180# | 181# | 182# | 183# | 184# | 185# | 186# | 187# | 188# | 189# | 190# | 191# | 192# | 193# | 194# | 195# | 196# | 197# | 198# | 199# | 200# | 201# | 202# | 203# | 204# | 205# | 206# | 207# | 208# | 209# | 210# | 211# | 212# | 213# | 214# | 215# | 216# | 217# | 218# | 219# | 220# | 221# | 222# | 223# | 224# | 225# | 226# | 227# | 228# | 229# | 230# | 231# | 232# | 233# | 234# | 235# | 236# | 237# | 238# | 239# | 240# | 241# | 242# | 243# | 244# | 245# | 246# | 247# | 248# | 249# | 250# | 251# | 252# | 253# | 254# | 255# | 256# | 257# | 258# | 259# | 260# | 261# | 262# | 263# | 264# | 265# | 266# | 267# | 268# | 269# | 270# | 271# | 272# | 273# | 274# | 275# | 276# | 277# | 278# | 279# | 280# | 281# | 282# | 283# | 284# | 285# | 286# | 287# | 288# | 289# | 290# | 291# | 292# | 293# | 294# | 295# | 296# | 297# | 298# | 299# | 300# | 301# | 302# | 303# | 304# | 305# | 306# | 307# | 308# | 309# | 310# | 311# | 312# | 313# | 314# | 315# | 316# | 317# | 318# | 319# | 320# | 321# | 322# | 323# | 324# | 325# | 326# | 327# | 328# | 329# | 330# | 331# | 332# | 333# | 334# | 335# | 336# | 337# | 338# | 339# | 340# | 341# | 342# | 343# | 344# | 345# | 346# | 347# | 348# | 349# | 350# | 351# | 352# | 353# | 354# | 355# | 356# | 357# | 358# | 359# | 360# | 361# | 362# | 363# | 364# | 365# | 366# | 367# | 368# | 369# | 370# | 371# | 372# | 373# | 374# | 375# | 376# | 377# | 378# | 379# | 380# | 381# | 382# | 383# | 384# | 385# | 386# | 387# | 388# | 389# | 390# | 391# | 392# | 393# | 394# | 395# | 396# | 397# | 398# | 399# | 400# | 401# | 402# | 403# | 404# | 405# | 406# | 407# | 408# | 409# | 410# | 411# | 412# | 413# | 414# | 415# | 416# | 417# | 418# | 419# | 420# | 421# | 422# | 423# | 424# | 425# | 426# | 427# | 428# | 429# | 430# | 431# | 432# | 433# | 434# | 435# | 436# | 437# | 438# | 439# | 440# | 441# | 442# | 443# | 444# | 445# | 446# | 447# | 448# | 449# | 450# | 451# | 452# | 453# | 454# | 455# | 456# | 457# | 458# | 459# | 460# | 461# | 462# | 463# | 464# | 465# | 466# | 467# | 468# | 469# | 470# | 471# | 472# | 473# | 474# | 475# | 476# | 477# | 478# | 479# | 480# | 481# | 482# | 483# | 484# | 485# | 486# | 487# | 488# | 489# | 490# | 491# | 492# | 493# | 494# | 495# | 496# | 497# | 498# | 499# | 500# | 501# | 502# | 503# | 504# | 505# | 506# | 507# | 508# | 509# | 510# | 511# | 512# | 513# | 514# | 515# | 516# | 517# | 518# | 519# | 520# | 521# | 522# | 523# | 524# | 525# | 526# | 527# | 528# | 529# | 530# | 531# | 532# | 533# | 534# | 535# | 536# | 537# | 538# | 539# | 540# | 541# | 542# | 543# | 544# | 545# | 546# | 547# | 548# | 549# | 550# | 551# | 552# | 553# | 554# | 555# | 556# | 557# | 558# | 559# | 560# | 561# | 562# | 563# | 564# | 565# | 566# | 567# | 568# | 569# | 570# | 571# | 572# | 573# | 574# | 575# | 576# | 577# | 578# | 579# | 580# | 581# | 582# | 583# | 584# | 585# | 586# | 587# | 588# | 589# | 590# | 591# | 592# | 593# | 594# | 595# | 596# | 597# | 598# | 599# | 600# | 601# | 602# | 603# | 604# | 605# | 606# | 607# | 608# | 609# | 610# | 611# | 612# | 613# | 614# | 615# | 616# | 617# | 618# | 619# | 620# | 621# | 622# | 623# | 624# | 625# | 626# | 627# | 628# | 629# | 630# | 631# | 632# | 633# | 634# | 635# | 636# | 637# | 638# | 639# | 640# | 641# | 642# | 643# | 644# | 645# | 646# | 647# | 648# | 649# | 650# | 651# | 652# | 653# | 654# | 655# | 656# | 657# | 658# | 659# | 660# | 661# | 662# | 663# | 664# | 665# | 666# | 667# | 668# | 669# | 670# | 671# | 672# | 673# | 674# | 675# | 676# | 677# | 678# | 679# | 680# | 681# | 682# | 683# | 684# | 685# | 686# | 687# | 688# | 689# | 690# | 691# | 692# | 693# | 694# | 695# | 696# | 697# | 698# | 699# | 700# | 701# | 702# | 703# | 704# | 705# | 706# | 707# | 708# | 709# | 710# | 711# | 712# | 713# | 714# | 715# | 716# | 717# | 718# | 719# | 720# | 721# | 722# | 723# | 724# | 725# | 726# | 727# | 728# | 729# | 730# | 731# | 732# | 733# | 734# | 735# | 736# | 737# | 738# | 739# | 740# | 741# | 742# | 743# | 744# | 745# | 746# | 747# | 748# | 749# | 750# | 751# | 752# | 753# | 754# | 755# | 756# | 757# | 758# | 759# | 760# | 761# | 762# | 763# | 764# | 765# | 766# | 767# | 768# | 769# | 770# | 771# | 772# | 773# | 774# | 775# | 776# | 777# | 778# | 779# | 780# | 781# | 782# | 783# | 784# | 785# | 786# | 787# | 788# | 789# | 790# | 791# | 792# | 793# | 794# | 795# | 796# | 797# | 798# | 799# | 800# | 801# | 802# | 803# | 804# | 805# | 806# | 807# | 808# | 809# | 810# | 811# | 812# | 813# | 814# | 815# | 816# | 817# | 818# | 819# | 820# | 821# | 822# | 823# | 824# | 825# | 826# | 827# | 828# | 829# | 830# | 831# | 832# | 833# | 834# | 835# | 836# | 837# | 838# | 839# | 840# | 841# | 842# | 843# | 844# | 845# | 846# | 847# | 848# | 849# | 850# | 851# | 852# | 853# | 854# | 855# | 856# | 857# | 858# | 859# | 860# | 861# | 862# | 863# | 864# | 865# | 866# | 867# | 868# | 869# | 870# | 871# | 872# | 873# | 874# | 875# | 876# | 877# | 878# | 879# | 880# | 881# | 882# | 883# | 884# | 885# | 886# | 887# | 888# | 889# | 890# | 891# | 892# | 893# | 894# | 895# | 896# | 897# | 898# | 899# | 900# | 901# | 902# | 903# | 904# | 905# | 906# | 907# | 908# | 909# | 910# | 911# | 912# | 913# | 914# | 915# | 916# | 917# | 918# | 919# | 920# | 921# | 922# | 923# | 924# | 925# | 926# | 927# | 928# | 929# | 930# | 931# | 932# | 933# | 934# | 935# | 936# | 937# | 938# | 939# |  |

LOCATION EAST OF RTE. M. EASTERLY TO CALWOOD JCT.

## MISSOURI STATE HIGHWAY COMMISSION

505

TYPE G.E. CULV'S, BRIDGES, SIGNS AND SINGLE &amp; DUAL 24' CONC. PAV'TS

## SUMMARY OF QUANTITIES

| FED. ROAD DIST. No. | STATE    | PROJECT          | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---------------------|----------|------------------|-------------|-----------|--------------|
| 5                   | MO.      | 116-70-3(30) 142 |             |           |              |
| DIST. No.           | COUNTY   | ROUTE            | SEC. No.    |           |              |
| 5                   | Calloway | 170              |             |           |              |

| INTERSTATE HIGHWAY SIGNING (CONT'D) |  |         |          |          |      |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | LENGTH OF PROJECT |  |  |  | GENERAL SUMMARY |  |  |  |
|-------------------------------------|--|---------|----------|----------|------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|-------------------|--|--|--|-----------------|--|--|--|
| Sub Totals                          |  | Station | Location | Sign No. | Sign | Post | 4" 8 1/2" 12" 18" 24" 30" 36" 42" 48" 54" 60" 66" 72" 78" 84" 90" 96" 102" 108" 114" 120" 126" 132" 138" 144" 150" 156" 162" 168" 174" 180" 186" 192" 198" 204" 210" 216" 222" 228" 234" 240" 246" 252" 258" 264" 270" 276" 282" 288" 294" 300" 306" 312" 318" 324" 330" 336" 342" 348" 354" 360" 366" 372" 378" 384" 390" 396" 402" 408" 414" 420" 426" 432" 438" 444" 450" 456" 462" 468" 474" 480" 486" 492" 498" 504" 510" 516" 522" 528" 534" 540" 546" 552" 558" 564" 570" 576" 582" 588" 594" 600" 606" 612" 618" 624" 630" 636" 642" 648" 654" 660" 666" 672" 678" 684" 690" 696" 702" 708" 714" 720" 726" 732" 738" 744" 750" 756" 762" 768" 774" 780" 786" 792" 798" 804" 810" 816" 822" 828" 834" 840" 846" 852" 858" 864" 870" 876" 882" 888" 894" 900" 906" 912" 918" 924" 930" 936" 942" 948" 954" 960" 966" 972" 978" 984" 990" 996" 1002" 1008" 1014" 1020" 1026" 1032" 1038" 1044" 1050" 1056" 1062" 1068" 1074" 1080" 1086" 1092" 1098" 1104" 1110" 1116" 1122" 1128" 1134" 1140" 1146" 1152" 1158" 1164" 1170" 1176" 1182" 1188" 1194" 1200" 1206" 1212" 1218" 1224" 1230" 1236" 1242" 1248" 1254" 1260" 1266" 1272" 1278" 1284" 1290" 1296" 1302" 1308" 1314" 1320" 1326" 1332" 1338" 1344" 1350" 1356" 1362" 1368" 1374" 1380" 1386" 1392" 1398" 1404" 1410" 1416" 1422" 1428" 1434" 1440" 1446" 1452" 1458" 1464" 1470" 1476" 1482" 1488" 1494" 1500" 1506" 1512" 1518" 1524" 1530" 1536" 1542" 1548" 1554" 1560" 1566" 1572" 1578" 1584" 1590" 1596" 1602" 1608" 1614" 1620" 1626" 1632" 1638" 1644" 1650" 1656" 1662" 1668" 1674" 1680" 1686" 1692" 1698" 1704" 1710" 1716" 1722" 1728" 1734" 1740" 1746" 1752" 1758" 1764" 1770" 1776" 1782" 1788" 1794" 1800" 1806" 1812" 1818" 1824" 1830" 1836" 1842" 1848" 1854" 1860" 1866" 1872" 1878" 1884" 1890" 1896" 1902" 1908" 1914" 1920" 1926" 1932" 1938" 1944" 1950" 1956" 1962" 1968" 1974" 1980" 1986" 1992" 1998" 2004" 2010" 2016" 2022" 2028" 2034" 2040" 2046" 2052" 2058" 2064" 2070" 2076" 2082" 2088" 2094" 2100" 2106" 2112" 2118" 2124" 2130" 2136" 2142" 2148" 2154" 2160" 2166" 2172" 2178" 2184" 2190" 2196" 2202" 2208" 2214" 2220" 2226" 2232" 2238" 2244" 2250" 2256" 2262" 2268" 2274" 2280" 2286" 2292" 2298" 2304" 2310" 2316" 2322" 2328" 2334" 2340" 2346" 2352" 2358" 2364" 2370" 2376" 2382" 2388" 2394" 2400" 2406" 2412" 2418" 2424" 2430" 2436" 2442" 2448" 2454" 2460" 2466" 2472" 2478" 2484" 2490" 2496" 2502" 2508" 2514" 2520" 2526" 2532" 2538" 2544" 2550" 2556" 2562" 2568" 2574" 2580" 2586" 2592" 2598" 2604" 2610" 2616" 2622" 2628" 2634" 2640" 2646" 2652" 2658" 2664" 2670" 2676" 2682" 2688" 2694" 2700" 2706" 2712" 2718" 2724" 2730" 2736" 2742" 2748" 2754" 2760" 2766" 2772" 2778" 2784" 2790" 2796" 2802" 2808" 2814" 2820" 2826" 2832" 2838" 2844" 2850" 2856" 2862" 2868" 2874" 2880" 2886" 2892" 2898" 2904" 2910" 2916" 2922" 2928" 2934" 2940" 2946" 2952" 2958" 2964" 2970" 2976" 2982" 2988" 2994" 3000" 3006" 3012" 3018" 3024" 3030" 3036" 3042" 3048" 3054" 3060" 3066" 3072" 3078" 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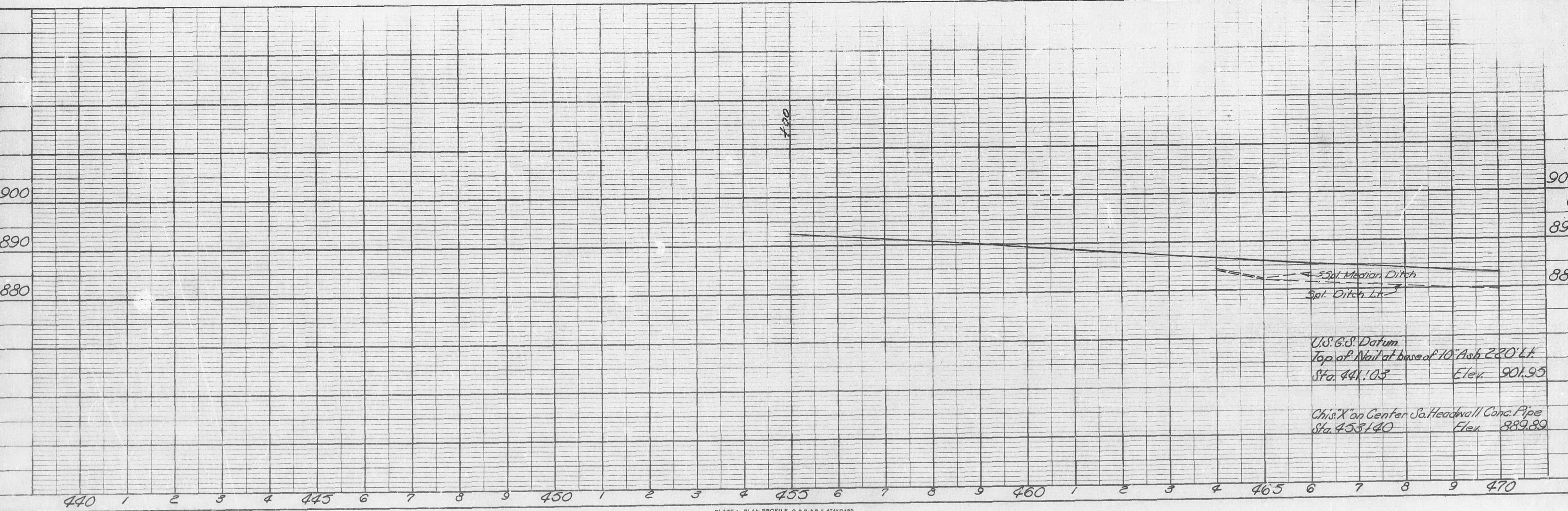
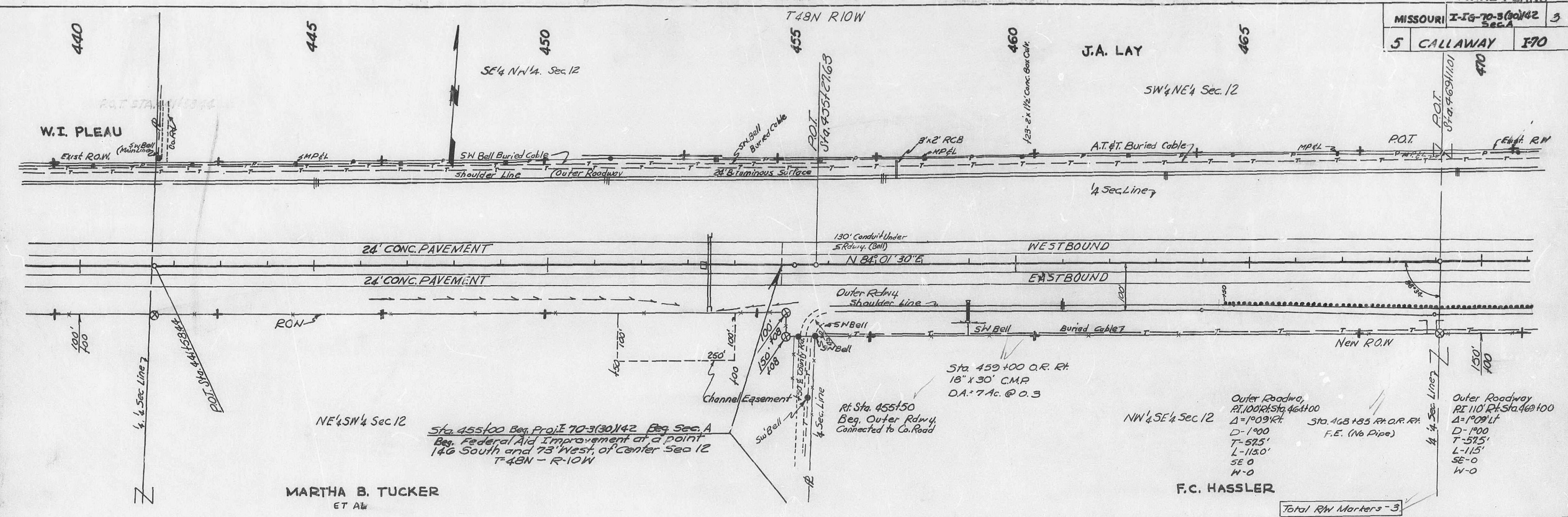
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 BY  
 SURVEYED  
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 STRUCTURE NOTATION CHYD.

PROFILE  
 NOTE BOOK  
 NO.

486

FINAL PLANS

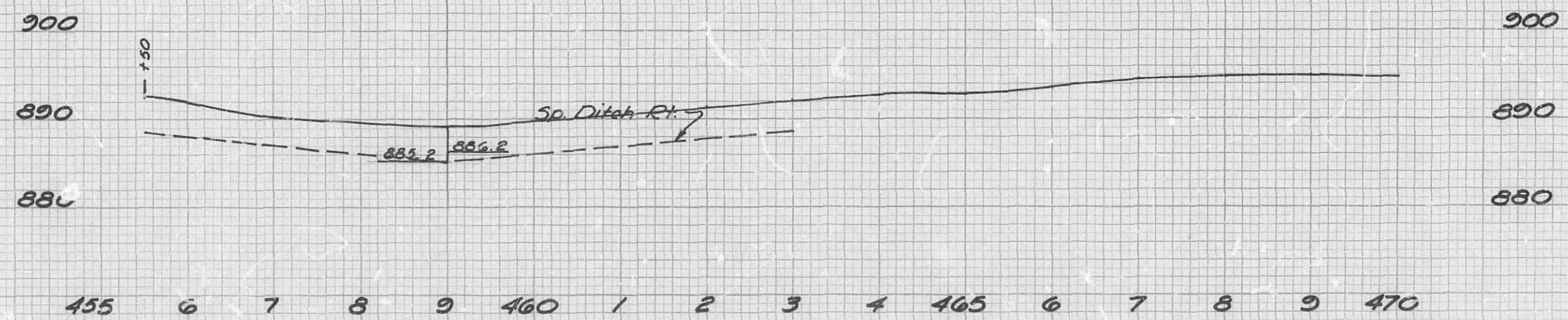
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| MISSOURI | I-70-3(30)42 | 3   |
| 5        | CALLAWAY     | 170 |



|                        |          |                            |              |
|------------------------|----------|----------------------------|--------------|
| FED. ROAD<br>DIST. No. | STATE    | FEDERAL PROJECT No. & SEC. | SHEET<br>No. |
| 5                      | MO.      | 116-70-3(30)142            | 4            |
| DIST. No.              | COUNTY   | ROUTE                      | SEC.         |
| 5                      | Callaway | 170                        |              |

|              |               |                 |                |
|--------------|---------------|-----------------|----------------|
| FINAL SURVEY | SURVEYED      | BY              | DATE           |
| NOTE BOOK    | PLOTTED       | <i>M. J. J.</i> | <i>12-7-64</i> |
|              | TEMPLATES     | <i>D. R. C.</i> | <i>9-28-65</i> |
|              | AREAS         |                 |                |
|              | AREAS CHECKED |                 |                |
| NO.          |               |                 |                |

| ORIGINAL<br>SURVEY | BY | DATE |
|--------------------|----|------|
| NOTE BOOK          |    |      |
| SURVEYED           |    |      |
| PLOTTED            |    |      |
| TEMPLATE           |    |      |
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PROFILE & OUTER ROADWAY  
Rt. Sta. 455+50 to Sta. 470+00

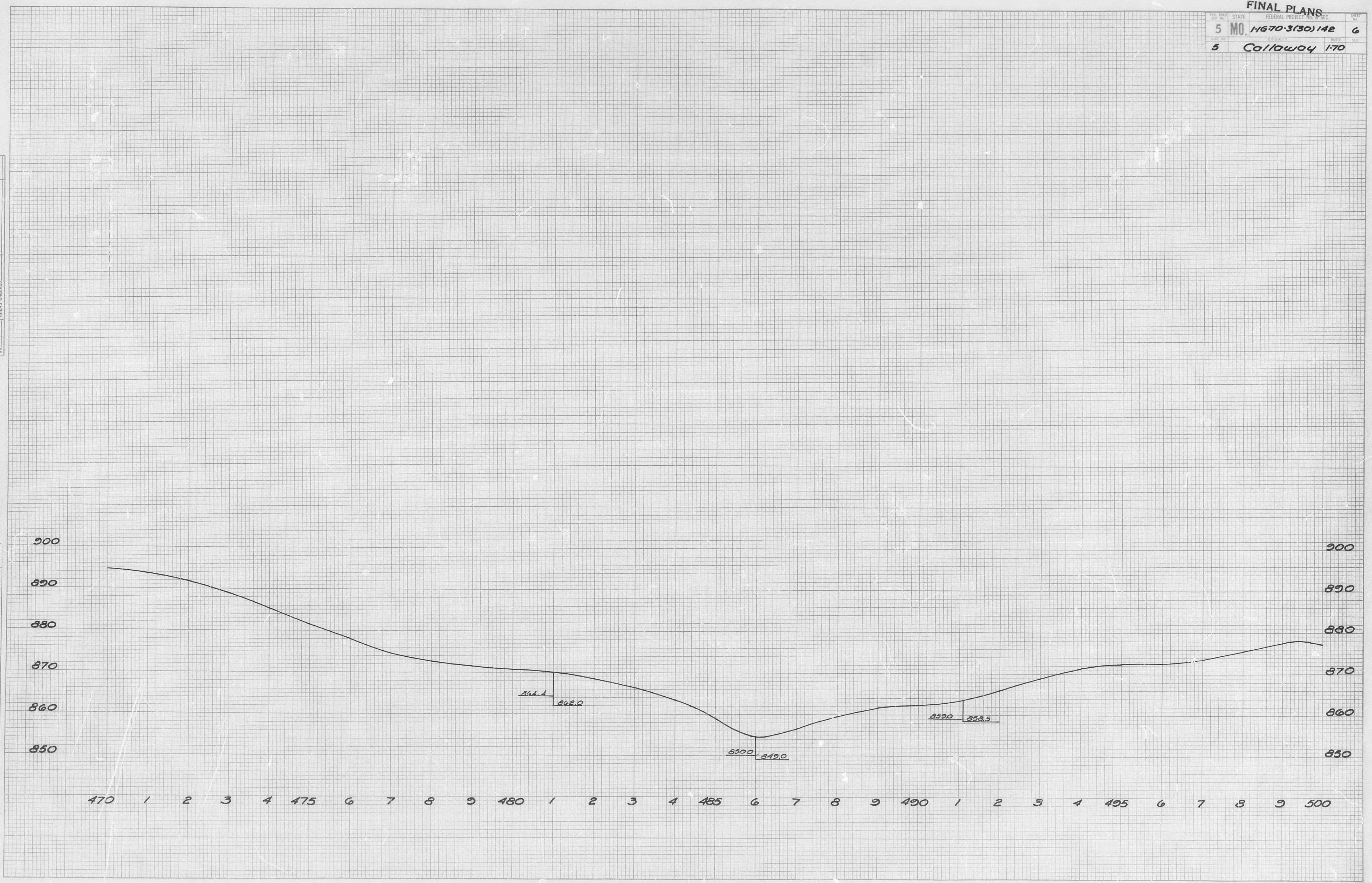


489

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| FINAL<br>SURVEY<br>NOTE BOOK<br>NO. | SURVEYED      | DATE   |
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|                                     | AREAS         | 11.5.1 |
|                                     | AREAS CHECKED | Q.000. |

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| ORIGINAL<br>SURVEY<br>NOTE BOOK<br>NO. | SURVEYED      | DATE |
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|  | AREAS CHECKED |      |

| FINAL PLANS         |            |                            |           |
|---------------------|------------|----------------------------|-----------|
| FED. ROAD DIST. NO. | STATE      | FEDERAL PROJECT NO. & SEC. | SHEET NO. |
| 5                   | MO.        | 116-70-3(30)142            | 6         |
| 5                   | Collinsway | 170                        |           |



|            |  |  |  |             |         |
|------------|--|--|--|-------------|---------|
| PLAN       |  |  |  | BY          | DATE    |
| NOTE BOOK  |  |  |  | W.C. Clark  | 6/55    |
| NO. 106-85 |  |  |  | H.H.        | 1/55    |
|            |  |  |  | J.R.H.      | 7-13-55 |
|            |  |  |  | B. Courtney | 10/57   |

| PROFILE        | BY | DATE |
|----------------|----|------|
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| MADES CHECKED  |    |      |
| B. M. S. NOTED |    |      |

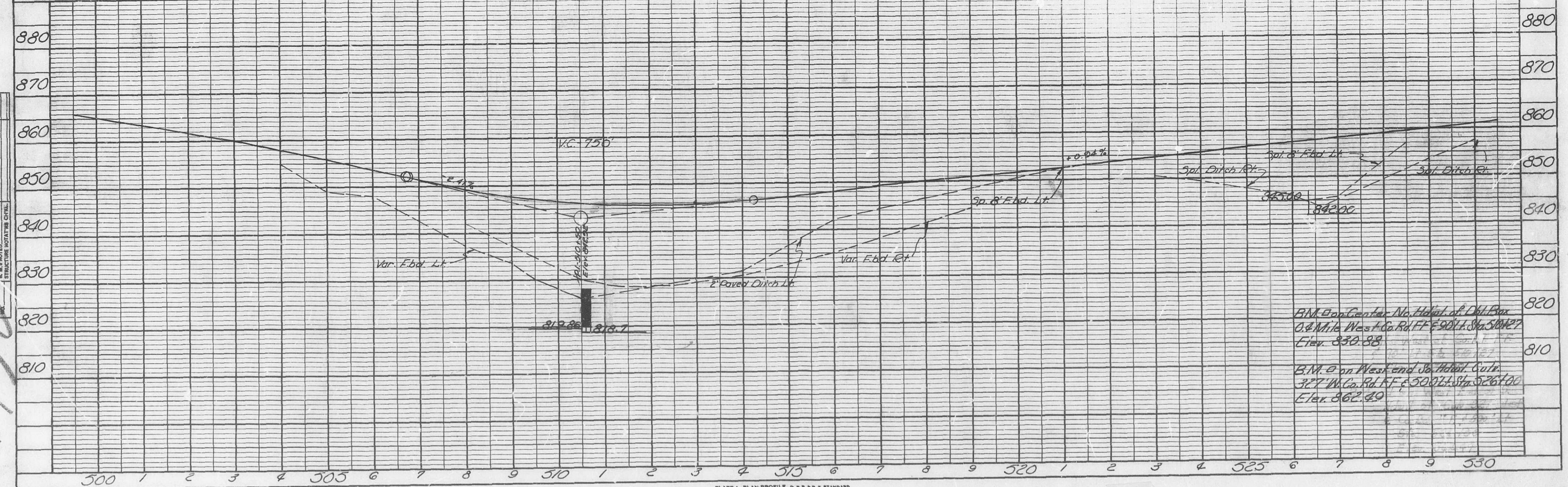


PLATE 1—PLAN-PROFILE O. P. R. & R. E. STANDARD  
U. S. BLUE PRINT PAPER CO.—CHICAGO

FINAL PLANS

| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT NO. & SEC. | SHEET NO. |
|---------------------|----------|----------------------------|-----------|
| 5                   | MO.      | 110-70-3(30) 142           | 8         |
| DIST. NO.           | COUNTY   | ROUTE                      | SEC.      |
| 5                   | Callaway | 170                        |           |

FINAL SURVEY

DATE: 8-20-68

BY: D.E.C.

SURVEYED: \_\_\_\_\_

PLOTTED: \_\_\_\_\_

NOTE BOOK NO. \_\_\_\_\_

AREAS CHECKED: \_\_\_\_\_

ORIGINAL SURVEY

DATE: \_\_\_\_\_

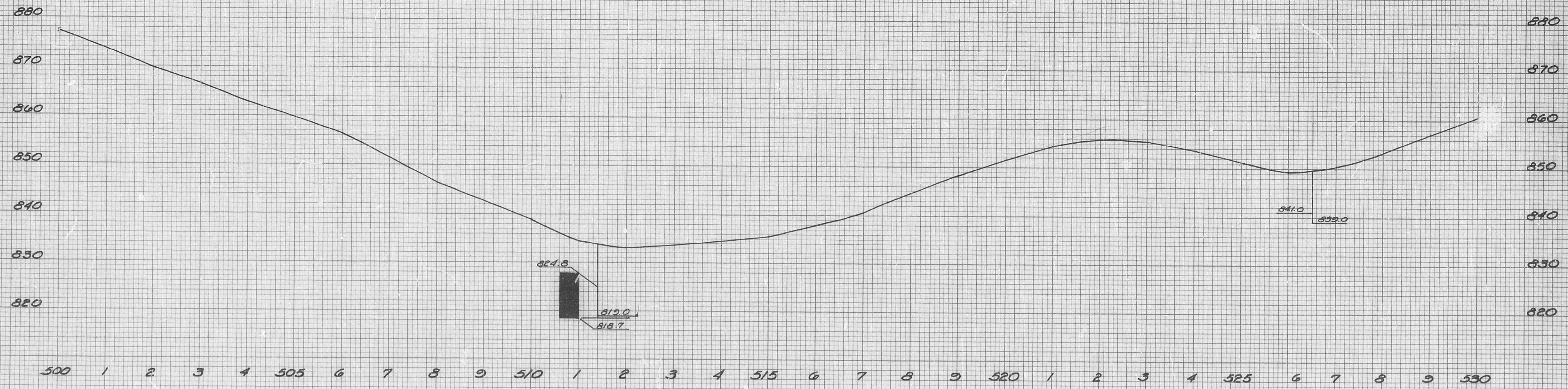
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SURVEYED: \_\_\_\_\_

PLOTTED: \_\_\_\_\_

NOTE BOOK NO. \_\_\_\_\_

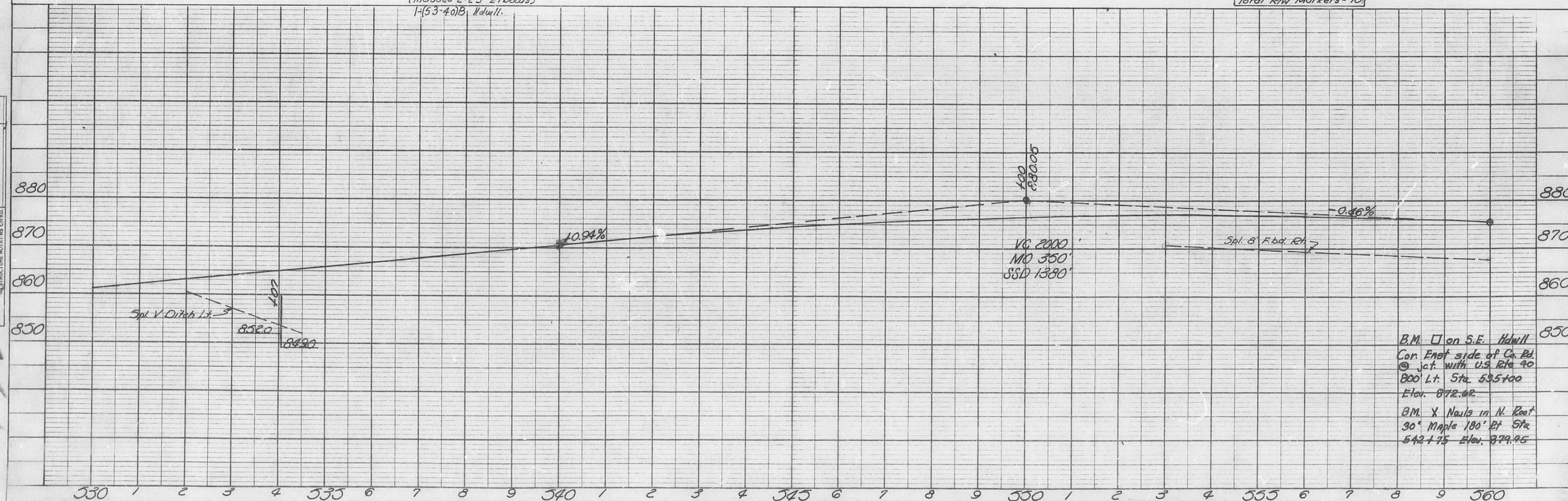
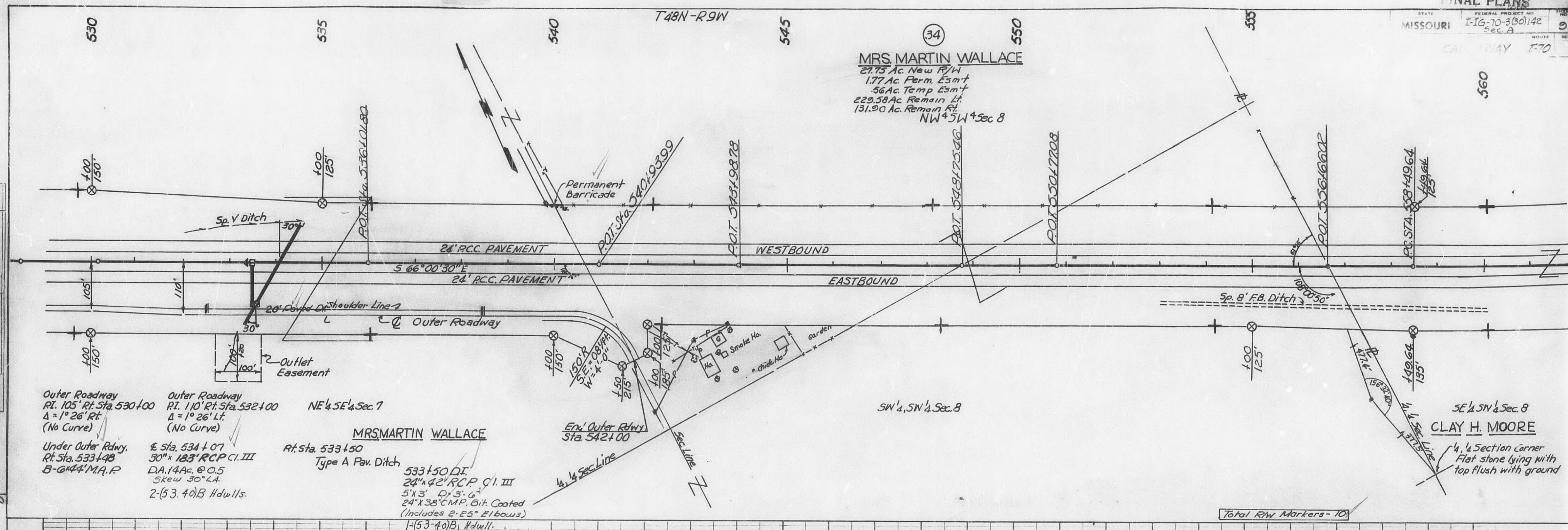
AREAS CHECKED: \_\_\_\_\_



PROFILE & OUTER ROADWAY  
 Rt. Sta. 500+00 to Sta. 530+00

167

|           |                   |                   |             |
|-----------|-------------------|-------------------|-------------|
| PLAN      | SURVEYED          | BY                | DATE        |
|           | PLOTTED           | <i>W.C. Clark</i> | <i>5-55</i> |
| NOTE BOOK | ALIGNMENT CHECKED | <i>E.L.J.</i>     | <i>-55</i>  |
|           | BY                | <i>W.C. Clark</i> | <i>-57</i>  |
|           | DATE              |                   |             |



B.M.  $\square$  on S.E. Hill  
Cor. East side of Co. Rd.  
@ jct. with U.S. Rte 40  
800' Lt. Sta. 535+00  
Elev. 872.62  
B.M. X Nails in N. Root  
30' Maple 180' Et Sta  
542+75 Elev. 879.95

493

|        |        |              |        |        |
|--------|--------|--------------|--------|--------|
| DATE   | BY     | FINAL SURVEY | NOTED  | DATE   |
| 8/1/77 | M.S.V. | 8/1/77       | 8/1/77 | 8/1/77 |
| 8/1/77 | O.R.C. | 8/1/77       | 8/1/77 | 8/1/77 |
| NO.    | NO.    | NO.          | NO.    | NO.    |
|        |        |              |        |        |

|      |    |              |       |      |
|------|----|--------------|-------|------|
| DATE | BY | FINAL SURVEY | NOTED | DATE |
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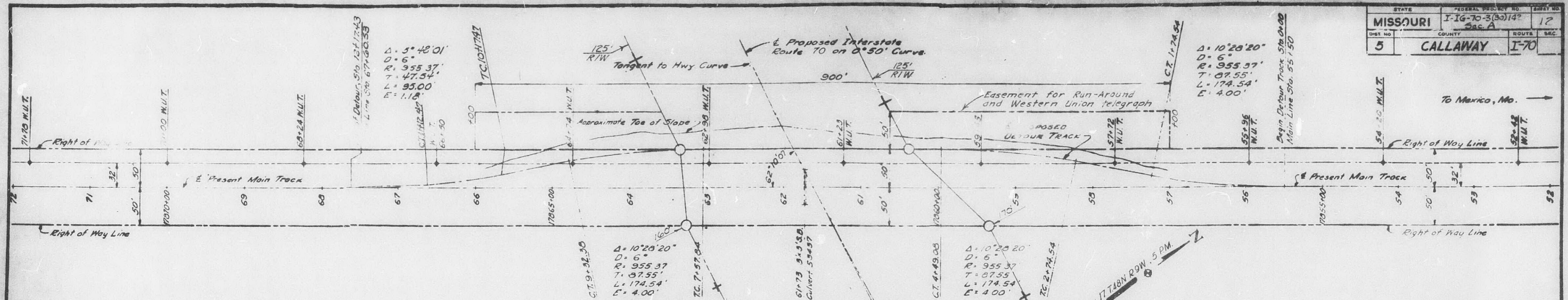
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|---------------------|----------|----------------------------|-----------|
| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT NO. & SEC. | SHEET NO. |
| 5                   | MO.      | 1-16-70-3 (30) 142         | 10        |
| 5                   | Calloway | 1-70                       |           |



PROFILE & OUTER ROADWAY  
Rt. 5th 530+00 to 542+00

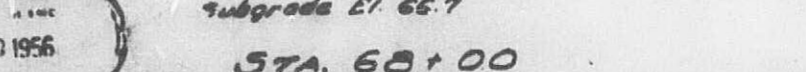
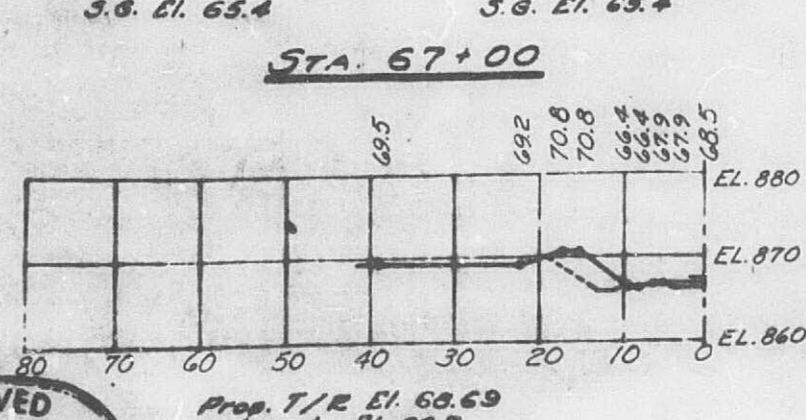
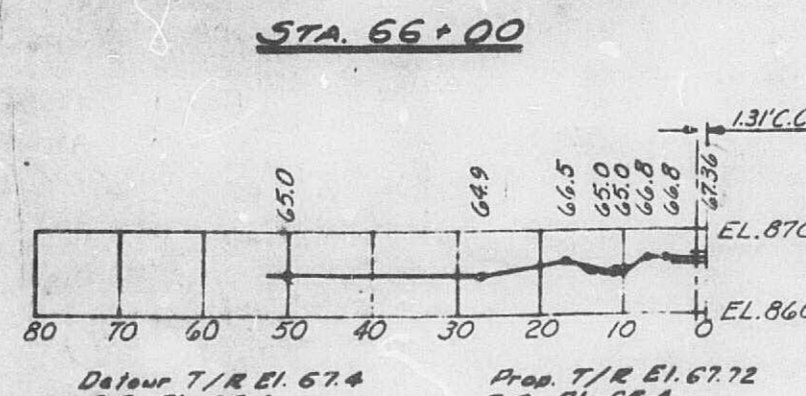
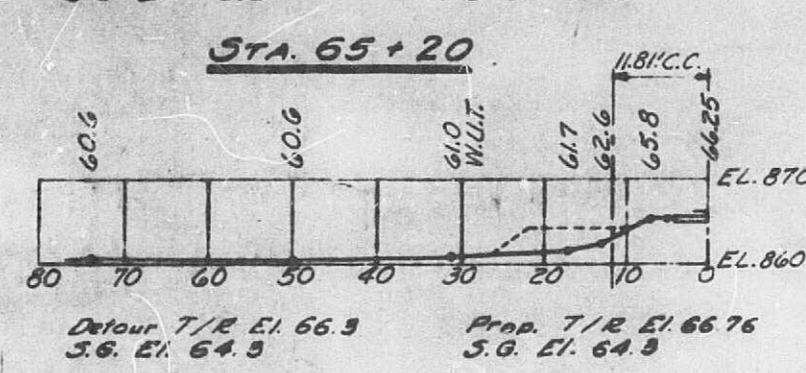
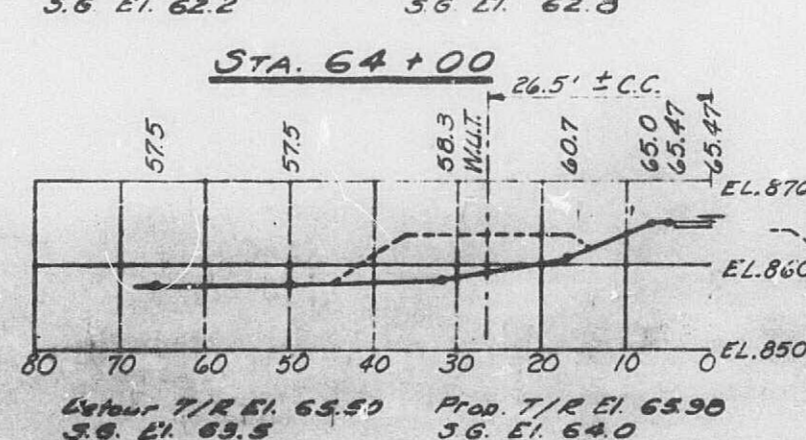
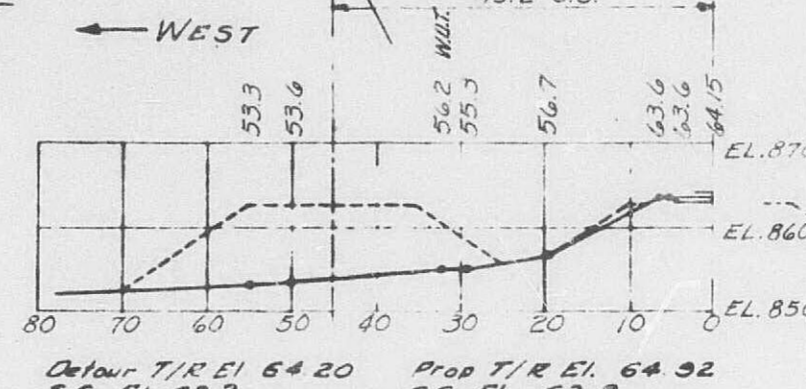
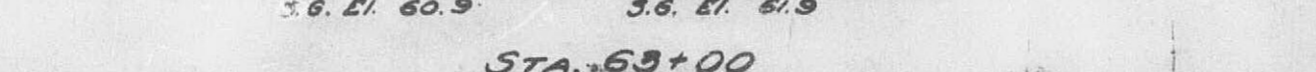
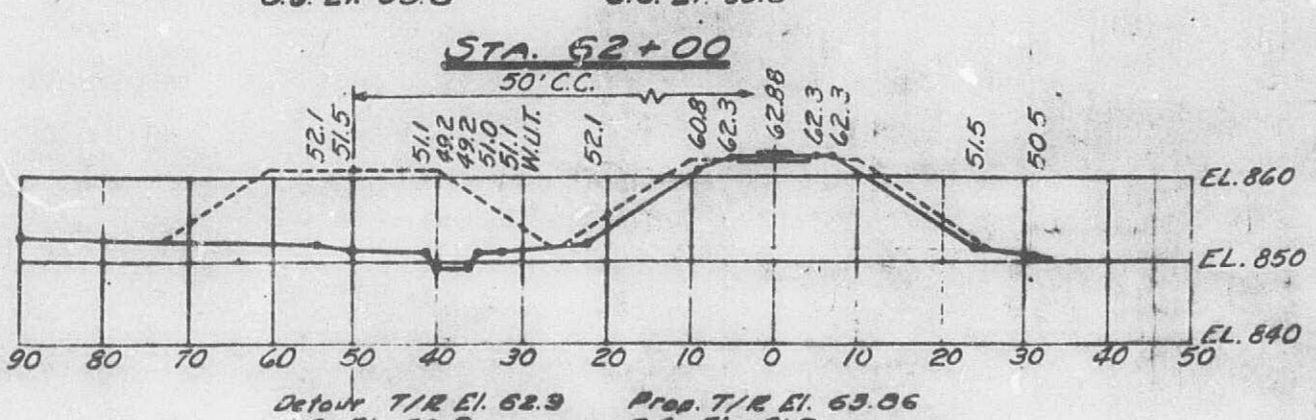
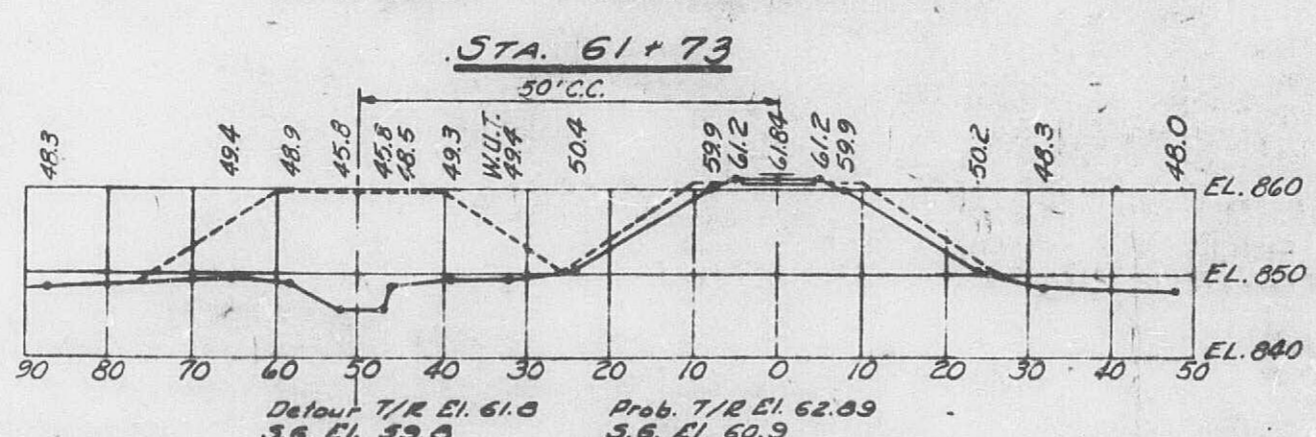
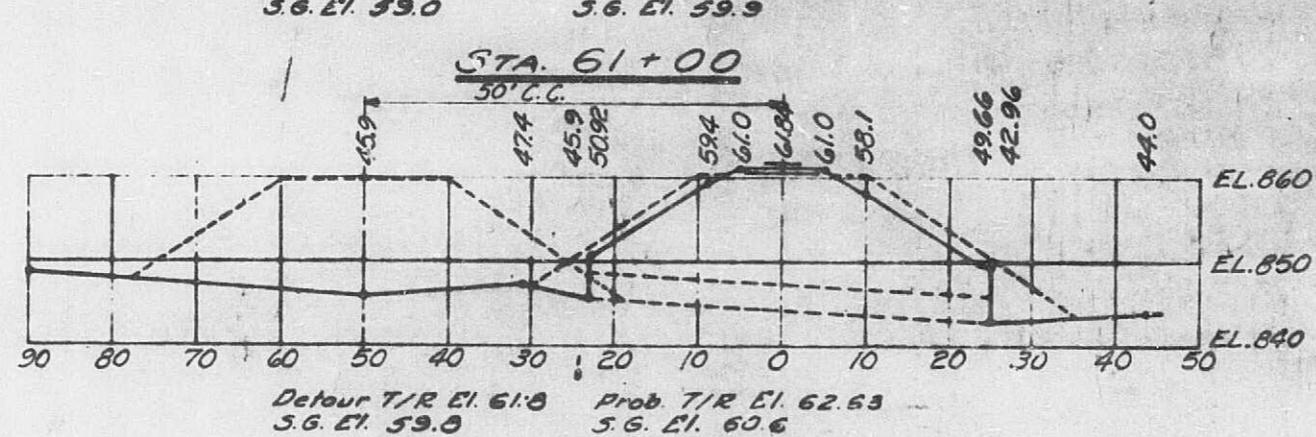
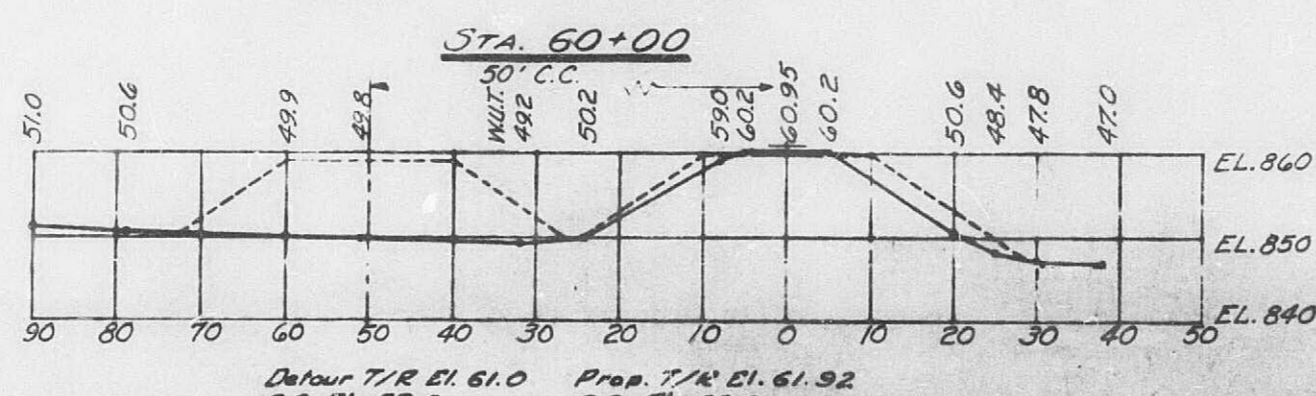
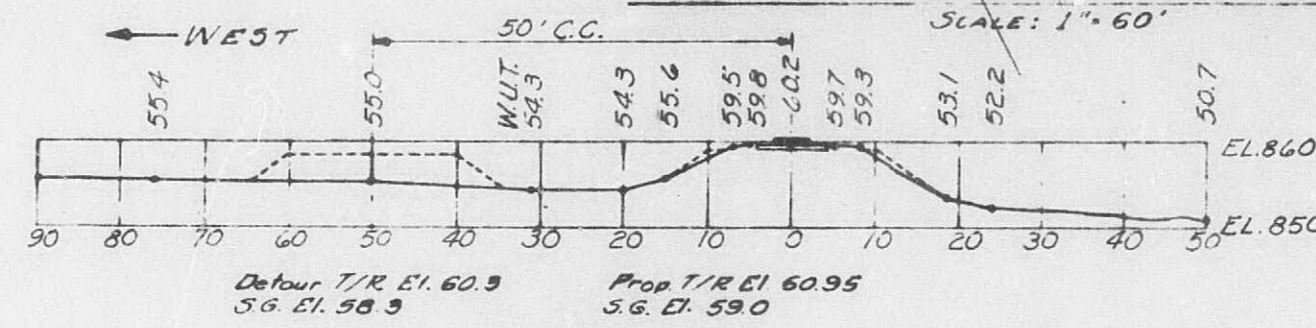
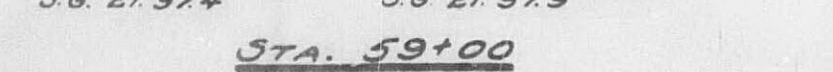
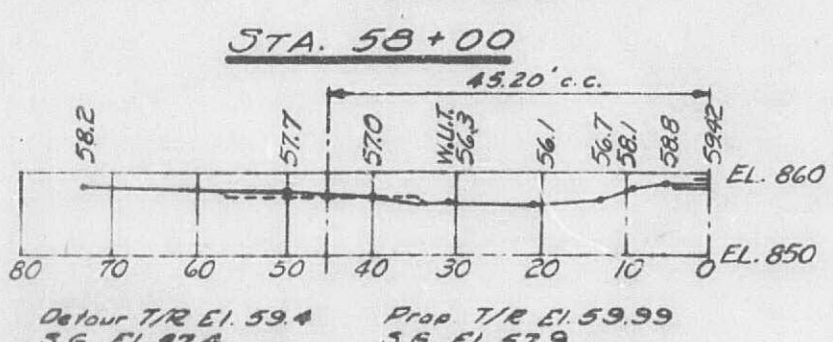
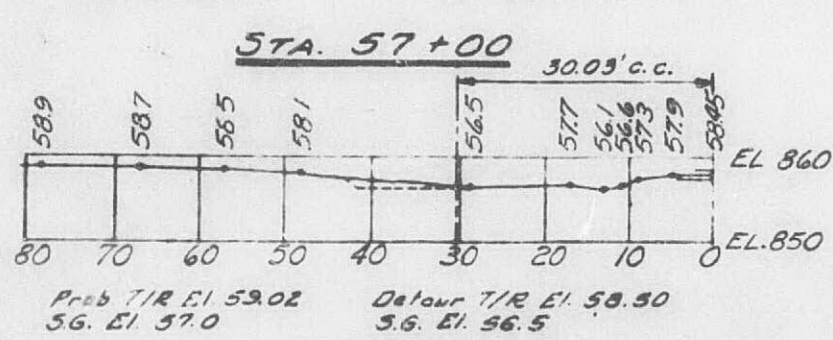
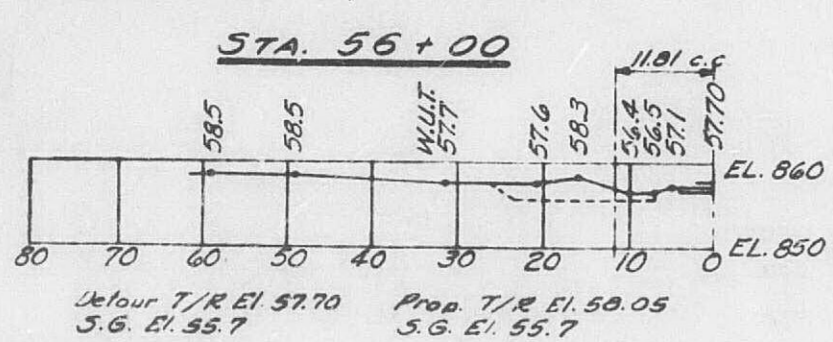
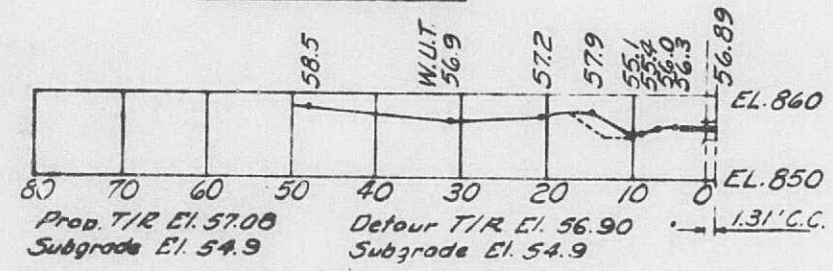
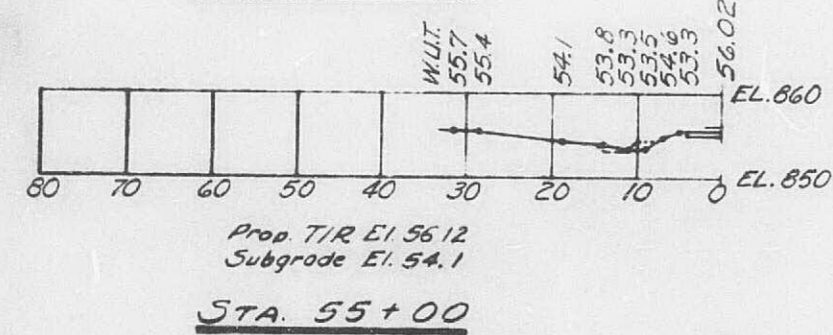
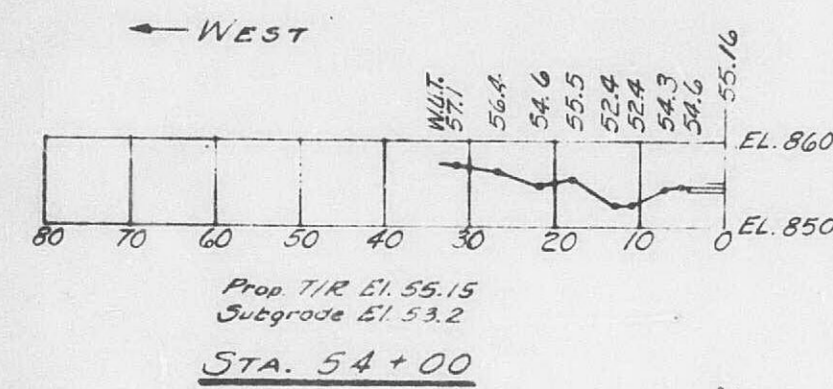


| STATE    | FEDERAL PROJECT NO. | SHEET NO. |
|----------|---------------------|-----------|
| MISSOURI | I-70-3(30)142       | 12        |
| DIST NO. | COUNTY              | ROUTE     |
| 5        | CALLAWAY            | I-70      |



PLAN OF PROPOSED DETOUR TRACK

SCALE: 1" = 60'



NOTE:  
Cross Sections are drawn to scale of 1" = 16'.

REFERENCES:  
G. M. & O. Railroad's Drawing Nos. 21930 & 21991 dated A.V. 9, 1956.

RECEIVED  
DEC 20 1956

| REVISIONS |      |             |
|-----------|------|-------------|
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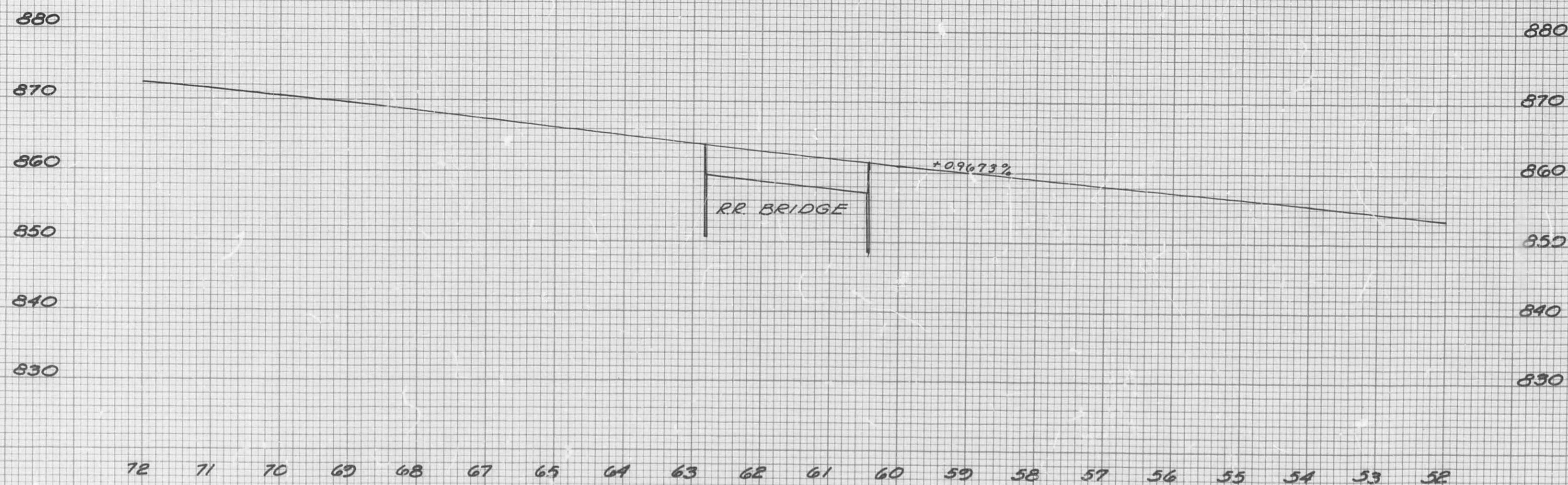
GULF, MOBILE AND OHIO R. R. CO.  
BRIDGE E 3436  
PROPOSED UNDERPASS FOR INTERSTATE DEFENSE  
I-70 NEAR MURKIN, CALLAWAY COUNTY, MO.  
PLAN & CROSS SECTIONS OF PROPOSED  
RUN-AROUND TRACK  
SCALE: AS SHOWN DATE: DEC. 5, 1956  
SUBMITTED: \_\_\_\_\_ DESIGNED: \_\_\_\_\_ CHECKED: \_\_\_\_\_  
OFFICE OF BRIDGE & BUILDING ENGINEER  
MOBILE, ALABAMA  
DRAWN BY: R.E. TRACER BY: \_\_\_\_\_ CHECKED BY: \_\_\_\_\_  
FILE: 51167

# FINAL PLANS

| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT NO. & SEC. | SHEET NO. |
|---------------------|----------|----------------------------|-----------|
| 5                   | MO.      | 116-70-3 (30) 142          | 13        |
| DIST. NO.           | COUNTY   | SEC.                       |           |
| 5                   | Callaway | 170                        |           |

|               |      |
|---------------|------|
| FINAL SURVEY  | DATE |
| SURVEYED BY   |      |
| NOTE BOOK NO. |      |
| AREAS CHECKED |      |

|                 |      |
|-----------------|------|
| ORIGINAL SURVEY | DATE |
| PLOTTED BY      |      |
| NOTE BOOK NO.   |      |
| AREAS CHECKED   |      |

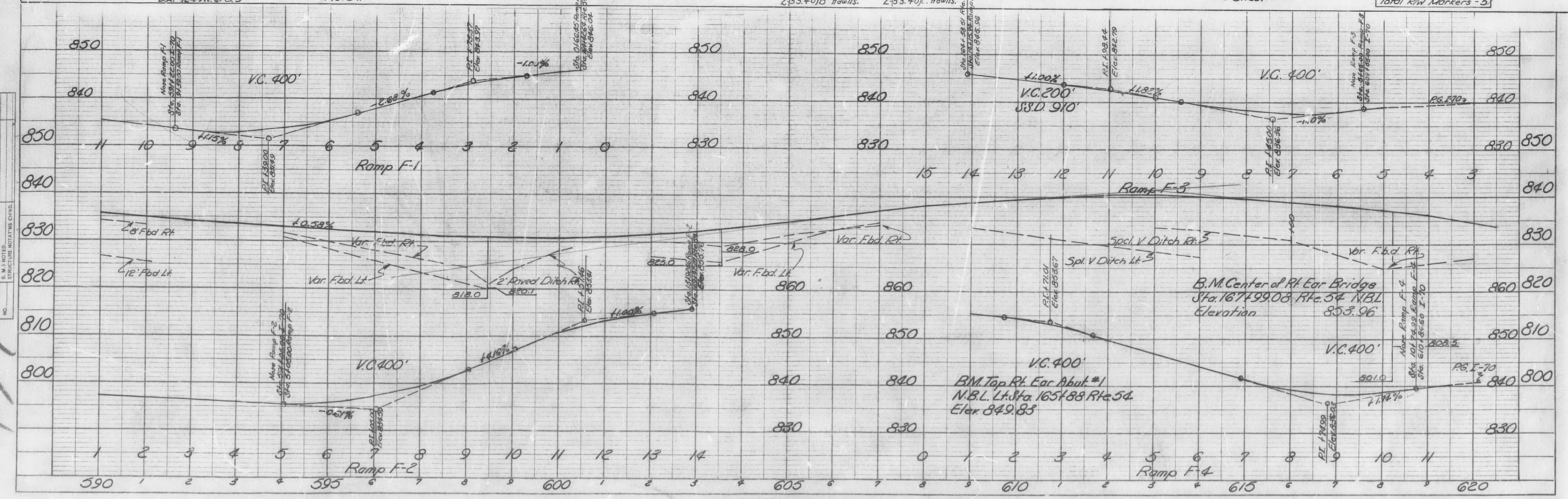
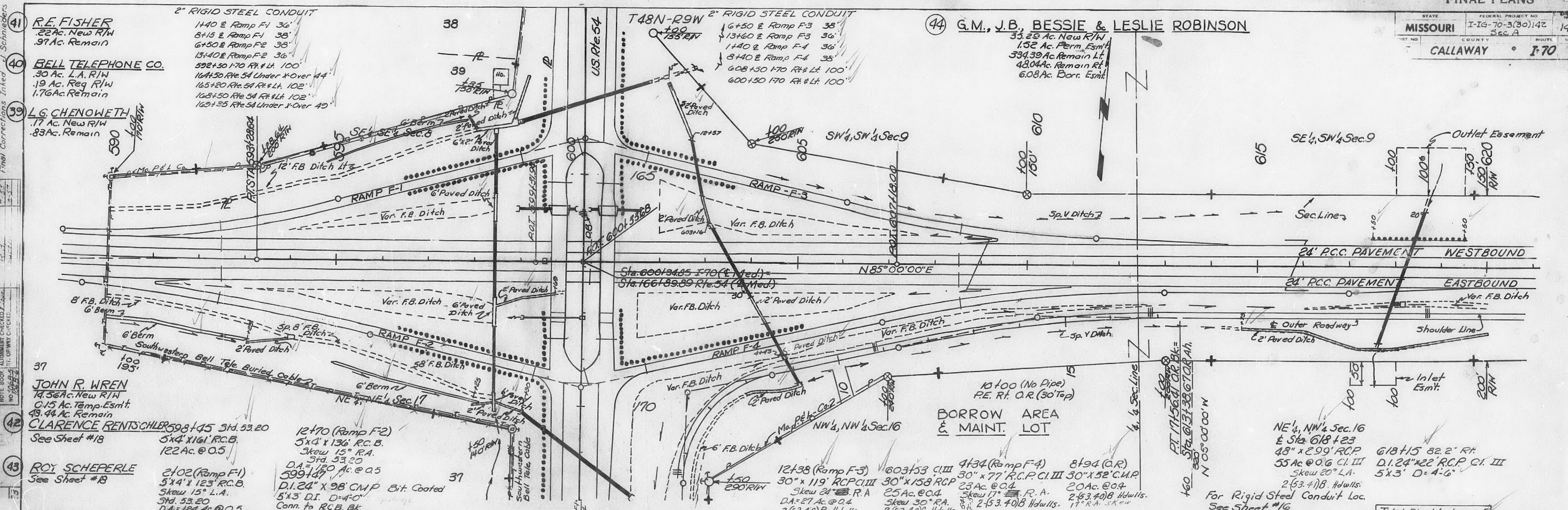


PROFILE GULF, MOBILE & OHIO R.R.

# FINAL PLANS

STATE MISSOURI FEDERAL PROJECT NO. I-670-3(30)142  
COUNTY Callaway SEC. A ROUTE 14  
SCALE 1"=70'

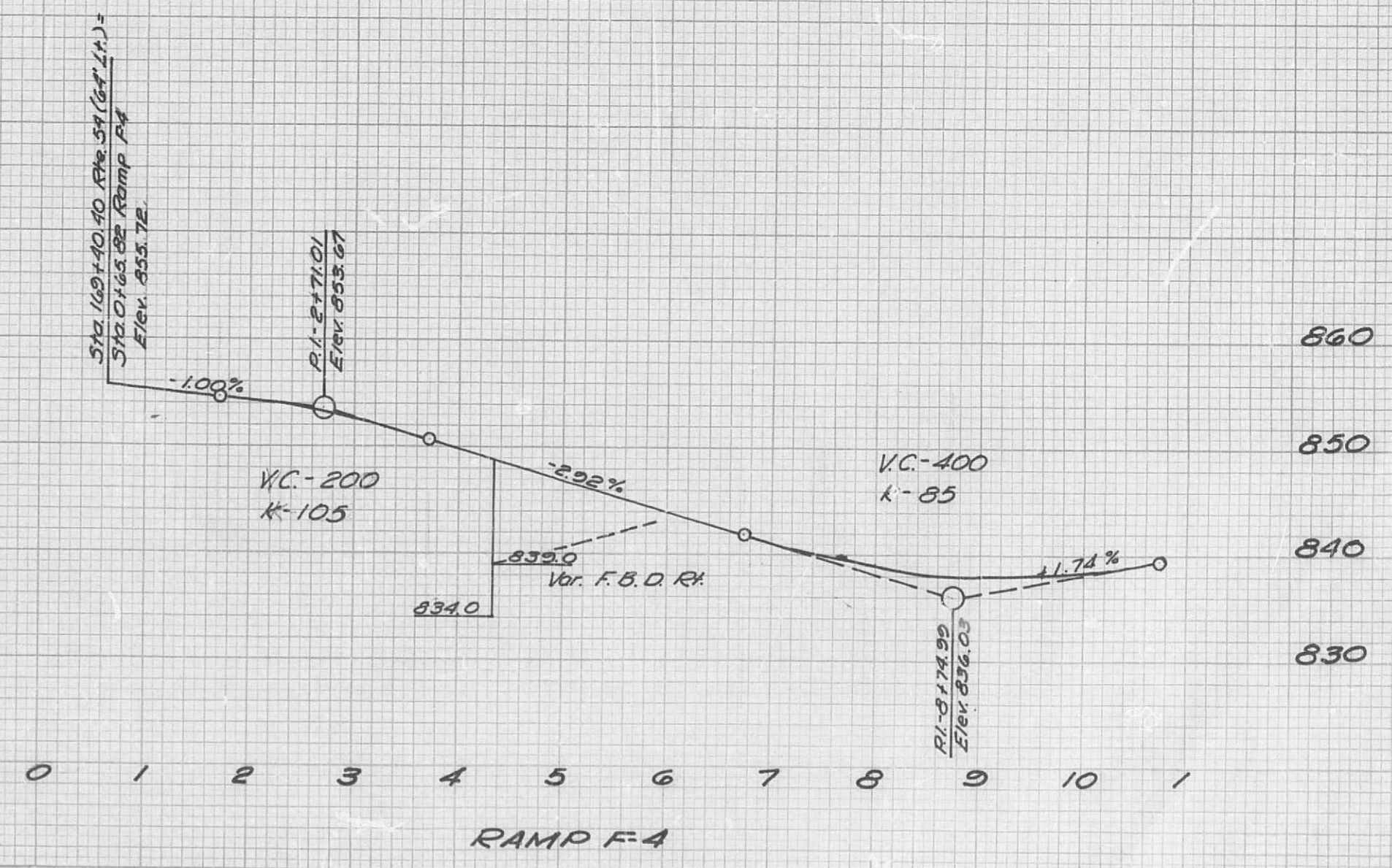
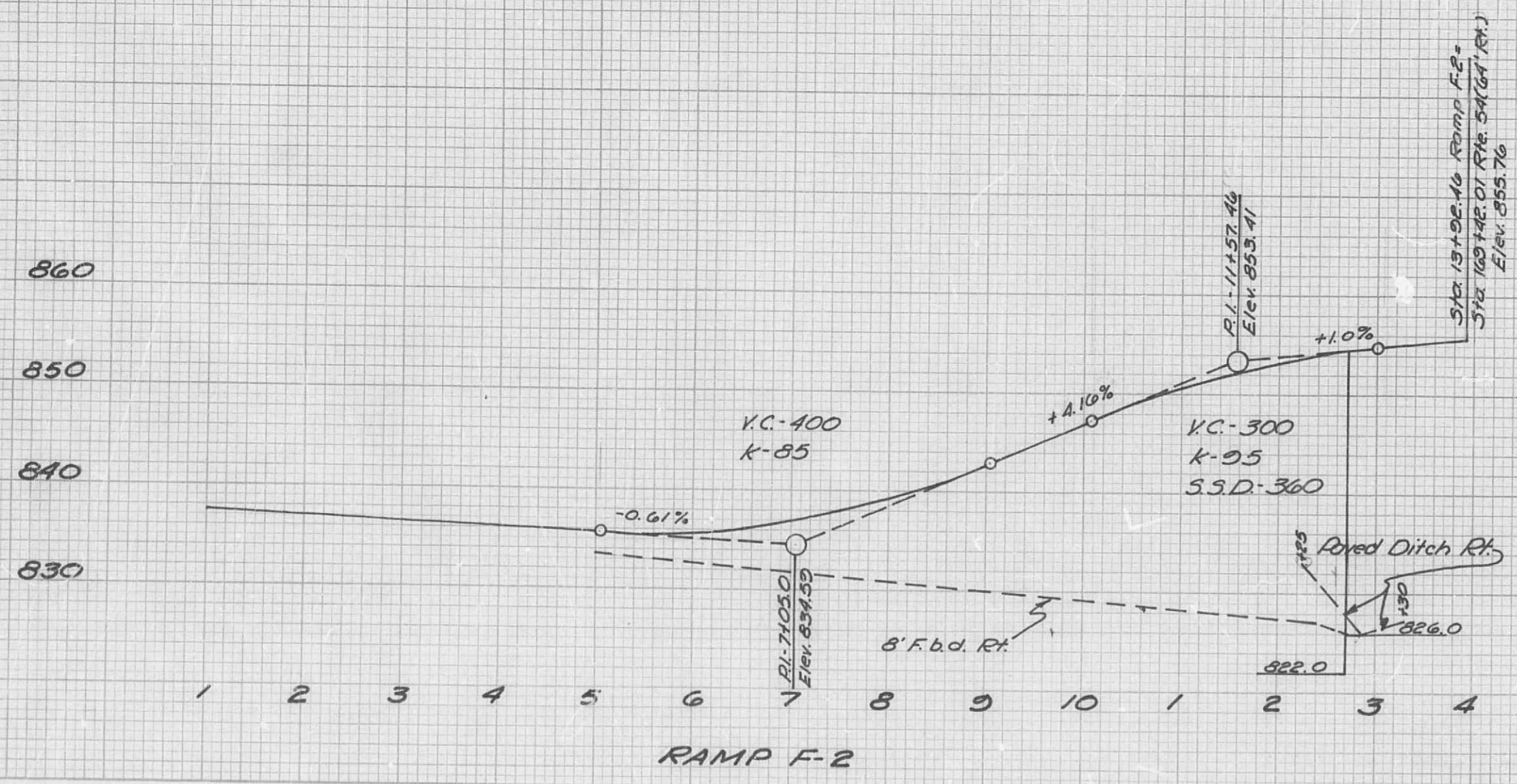
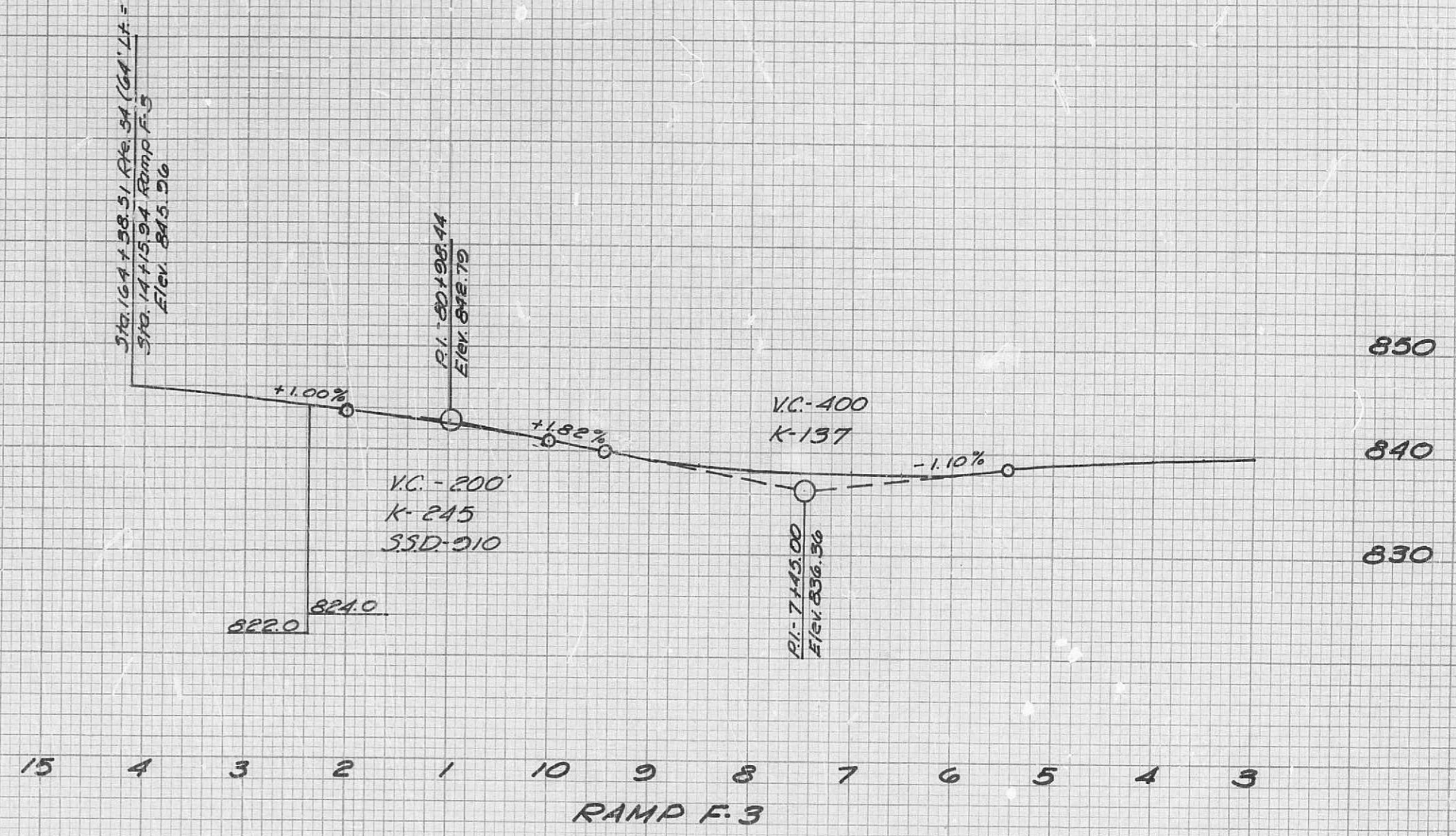
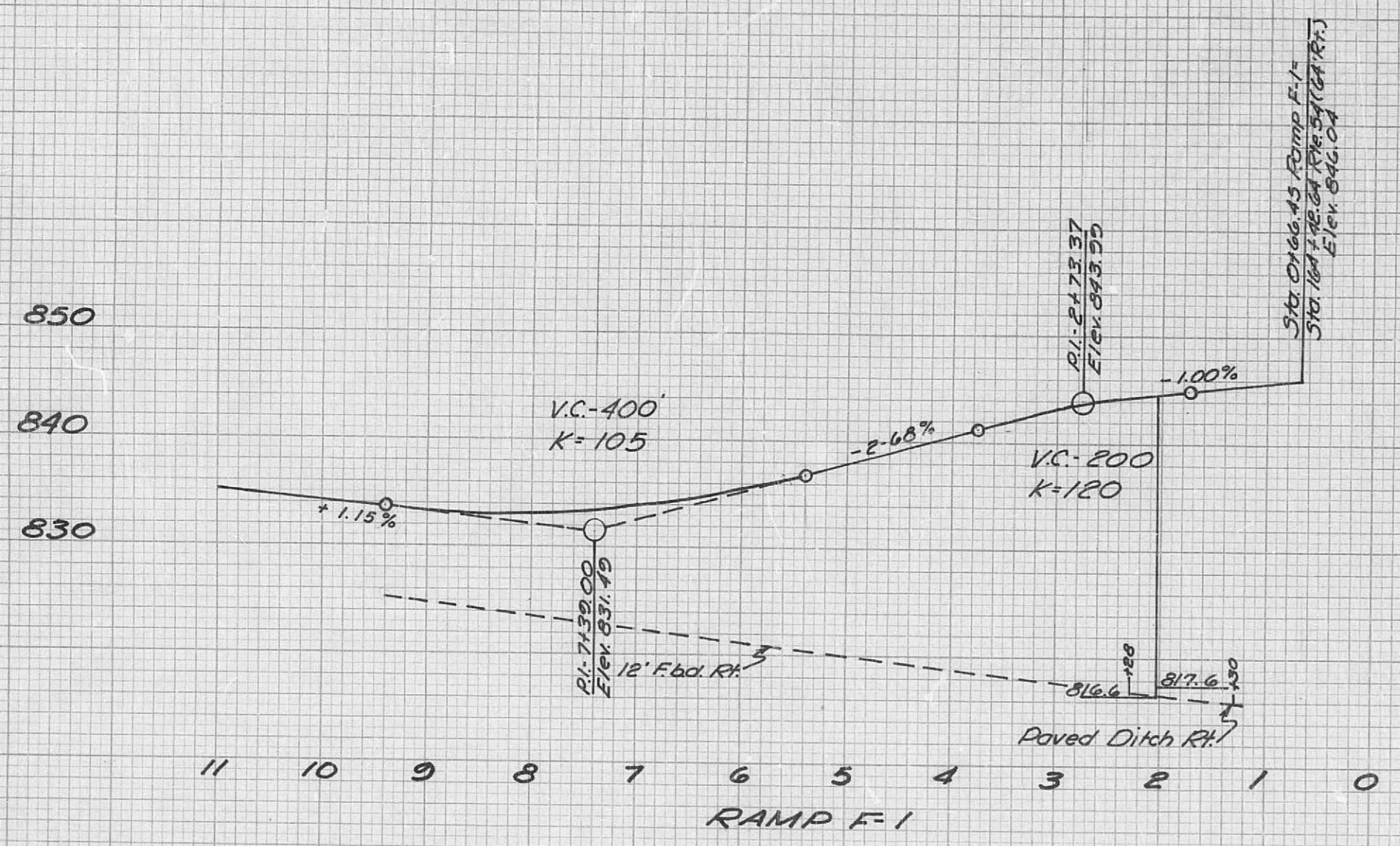
PLAN  
BY  
DATE  
SURVEYED  
CHECKED  
NO. 12683  
NOTE: BODY ALIGNMENT CHECKED 7/24/64  
FINAL CORRECTIONS CITY OF CHICAGO  
FINAL CORRECTIONS CITY OF CHICAGO



|               |      |
|---------------|------|
| FINAL SURVEY  | DATE |
| NOTE BOOK     | BY   |
| AREAS CHECKED |      |
| NO.           |      |

|                 |      |
|-----------------|------|
| ORIGINAL SURVEY | DATE |
| NOTE BOOK       | BY   |
| AREAS CHECKED   |      |
| NO.             |      |

498



| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT NO. & SEC. | SHEET NO. |
|---------------------|----------|----------------------------|-----------|
| 5                   | MO.      | 1-70-3(30)/42              | 16        |
| 5                   | CALLAWAY |                            |           |

| FINAL SURVEY  | DATE    | BY              |
|---------------|---------|-----------------|
| DESIGNED      | 2-15-70 | Don W. Hays     |
| NOTED         |         | Francis L. Hays |
| AREAS CHECKED |         |                 |
| NO.           |         |                 |

| ORIGINAL SURVEY | DATE | BY |
|-----------------|------|----|
| DESIGNED        |      |    |
| NOTED           |      |    |
| AREAS CHECKED   |      |    |
| NO.             |      |    |

Rte. I-70  
P.I. 576+27.25  
Δ: 28°59'30" Lt.  
D: 0°50'00" Lt.  
T: 1777.61'  
L: 3479.00'  
R: 6875.55' (Ch.)  
E: 226.07'  
SE: 0.025'/ft.  
W: 0.00'

Ramp F-1  
P.I. 576+61.69 I-70 R.  
Sta. 592+04.81  
(49.31' Lt.)  
Δ: 18°00' Rt.  
D: 3°00'  
T: 302.52'  
L: 670.00'  
R: 1010.08' (Ch.)  
SE: 0.05'/ft.  
W: 0.00'

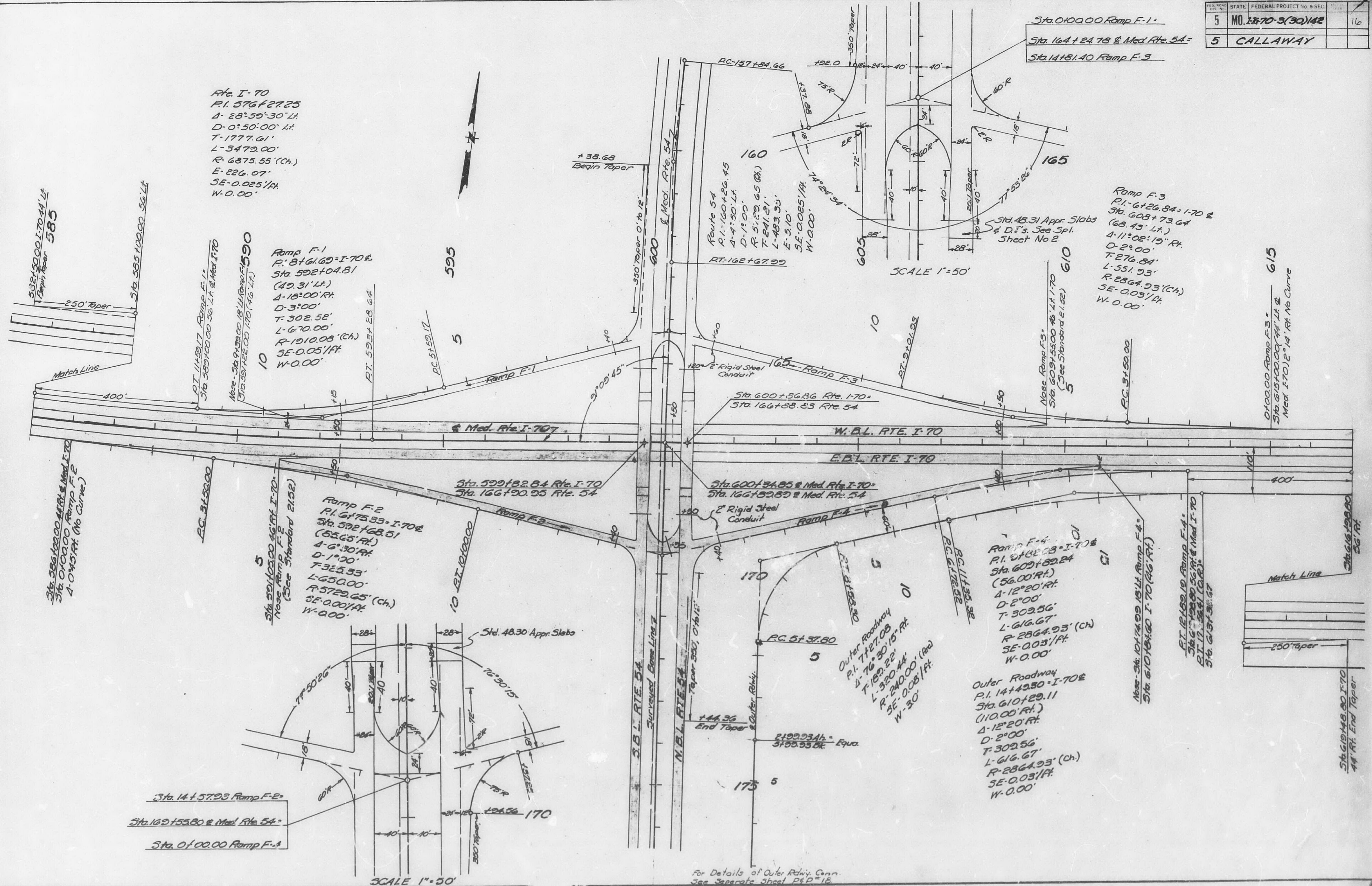
Ramp F-2  
P.I. 6175.33 I-70 E  
Sta. 592+68.51  
(52.65' Rt.)  
Δ: 6°30' Rt.  
D: 1°30'  
T: 325.33'  
L: 650.00'  
R: 5729.65' (Ch.)  
SE: 0.00'/ft.  
W: 0.00'

Ramp F-4  
P.I. 6132.03 I-70 E  
Sta. 609+32.24  
(56.00' Rt.)  
Δ: 12°20' Rt.  
D: 2°00'  
T: 302.56'  
L: 616.67'  
R: 2864.93' (Ch.)  
SE: 0.03'/ft.  
W: 0.00'

Outer Roadway  
P.I. 14+42.50 I-70 E  
Sta. 610+29.11  
(110.00' Rt.)  
Δ: 12°20' Rt.  
D: 2°00'  
T: 302.56'  
L: 616.67'  
R: 2864.93' (Ch.)  
SE: 0.03'/ft.  
W: 0.00'

Ramp F-3  
P.I. 6+26.84 I-70 E  
Sta. 608+73.64  
(68.43' Lt.)  
Δ: 11°02'10" Rt.  
D: 2°00'  
T: 276.84'  
L: 551.93'  
R: 2864.93' (Ch.)  
SE: 0.03'/ft.  
W: 0.00'

Ramp F-5  
P.I. 619+00.44 I-70 E  
Sta. 610+00.44 I-70 E  
Med. 170' E 14' Rt. No Curve



For Details of Outer Rdwy. Conn.  
See Separate Sheet P&D-12

DATE 2-20-20  
BY J. Robinson  
SHEET 2 OF 2  
PROJECT T-48-N R-9-W  
NOTE: SEE SHEET 1 FOR ALIGNED CHECKED  
RT. OF WAY CHECKED

DATE 2-20-20  
BY J. Robinson  
SHEET 2 OF 2  
PROJECT T-48-N R-9-W  
NOTE: SEE SHEET 1 FOR ALIGNED CHECKED  
RT. OF WAY CHECKED

FINAL PLANS

| STATE   | PROJECT          | DATE    | SHEET |
|---------|------------------|---------|-------|
| MO.     | I-IG-70-3(30)142 | 2-20-20 | 17    |
| Sec. A  |                  |         |       |
| CALLING | I-70             |         |       |

ROUTE 54

Fill Except 211.5'

Sta. 166+89.89 Bld. Brs.

Sta. 1'-09'-45' R.A.

DWG. No. L-964 NW<sup>4</sup> NW<sup>4</sup> Sec. 16

Fill Except 211.5'

Sta. 166+89.89 Rte. 54 E. Med.

Sta. 600+34.45 Rte. I-70 E. Med.

Sta. 168+25 E. Med. (B)

O.I. 18' x 65' R.C.B.

Bit. Coated 18' x 65' R.C.B.

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

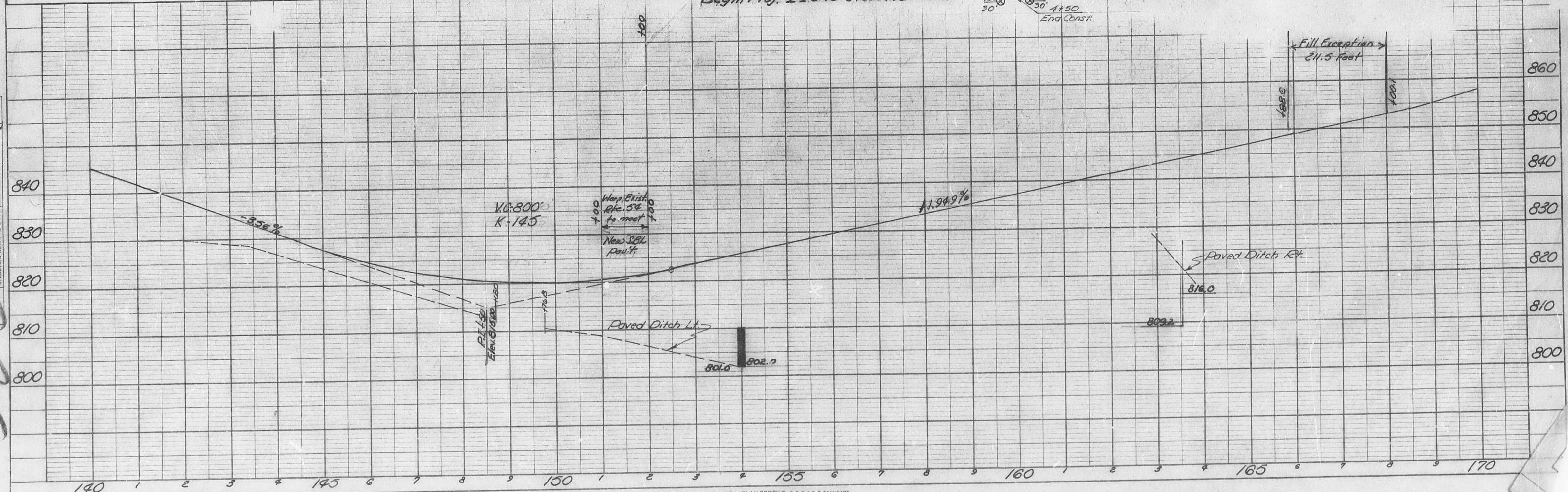
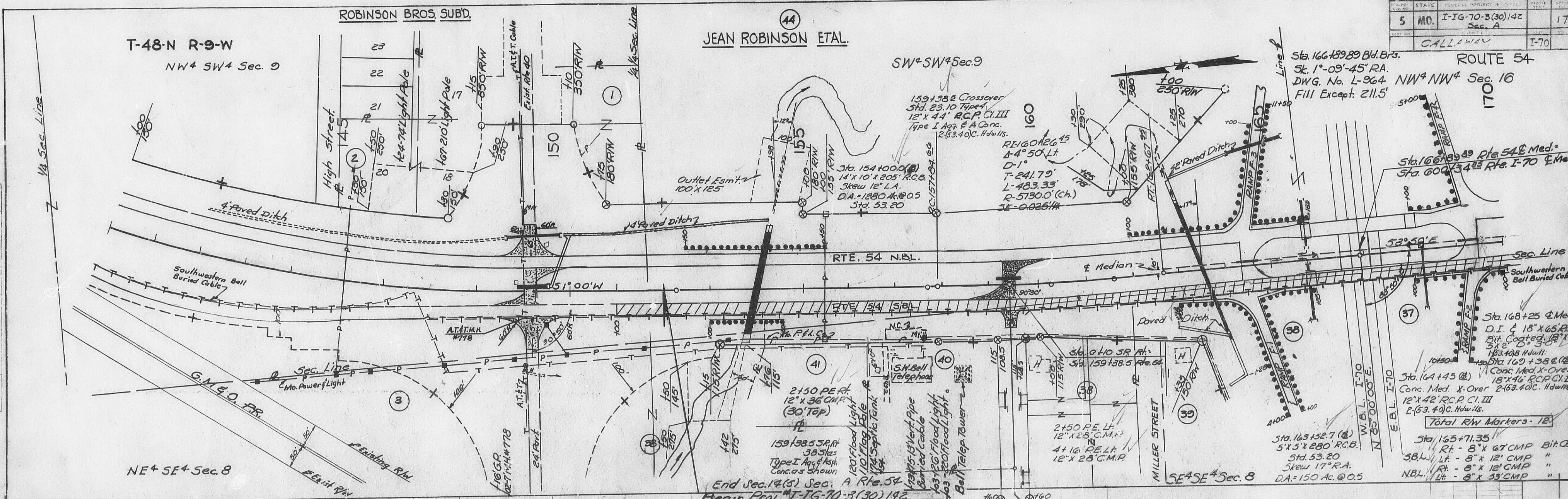
18' x 46' R.C.P. C.I. III

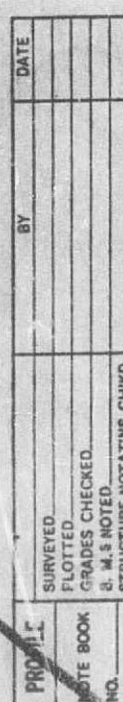
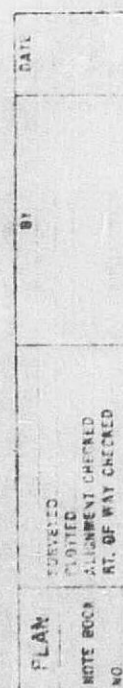
18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III

18' x 46' R.C.P. C.I. III



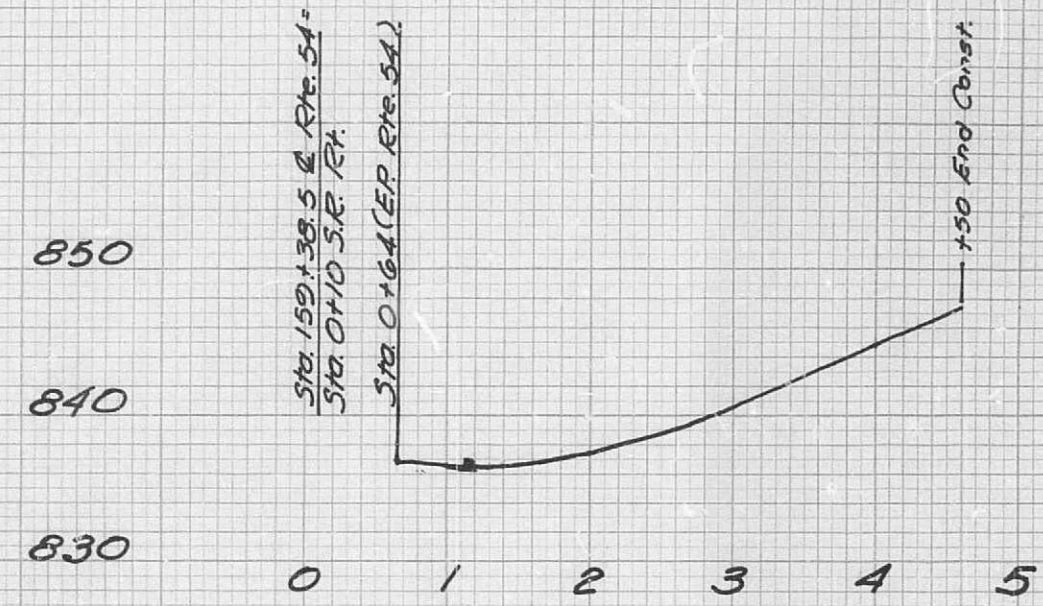


FINAL PLANS

| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT No. & SEC. | SHEET NO. |
|---------------------|----------|----------------------------|-----------|
| 5                   | MO.      | 1-16-70-3(30)14.2          | 19        |
| DIST. NO.           | COUNTY   | ROUTE                      | SP.       |
| 5                   | Callaway | 170                        |           |

| FINAL SURVEY | DATE    |
|--------------|---------|
| NO. 1        | 1-18-68 |
| BY           | DATE    |
| M.S.L.       | 1-18-68 |
| D.R.C.       | 1-18-68 |
| NO.          | DATE    |
|              |         |

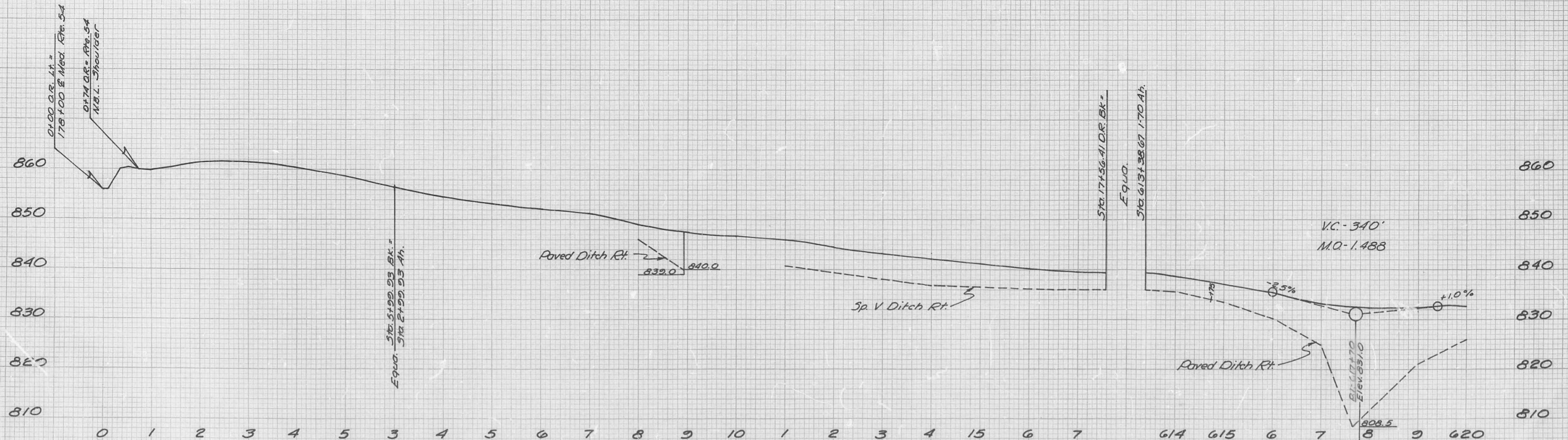
| ORIGINAL SURVEY | DATE    |
|-----------------|---------|
| NO. 1           | 1-18-68 |
| BY              | DATE    |
| M.S.L.          | 1-18-68 |
| D.R.C.          | 1-18-68 |
| NO.             | DATE    |
|                 |         |



PROFILE OUTER ROADWAY LT.  
Rt. Rte. 54 Sta. 159+38.5  
Sta. 0+10 to Sta. 4+50



PROFILE OUTER ROADWAY RT.  
Sta. 178+00 Rte. 54  
Sta. 0+100 to Sta. 7+52

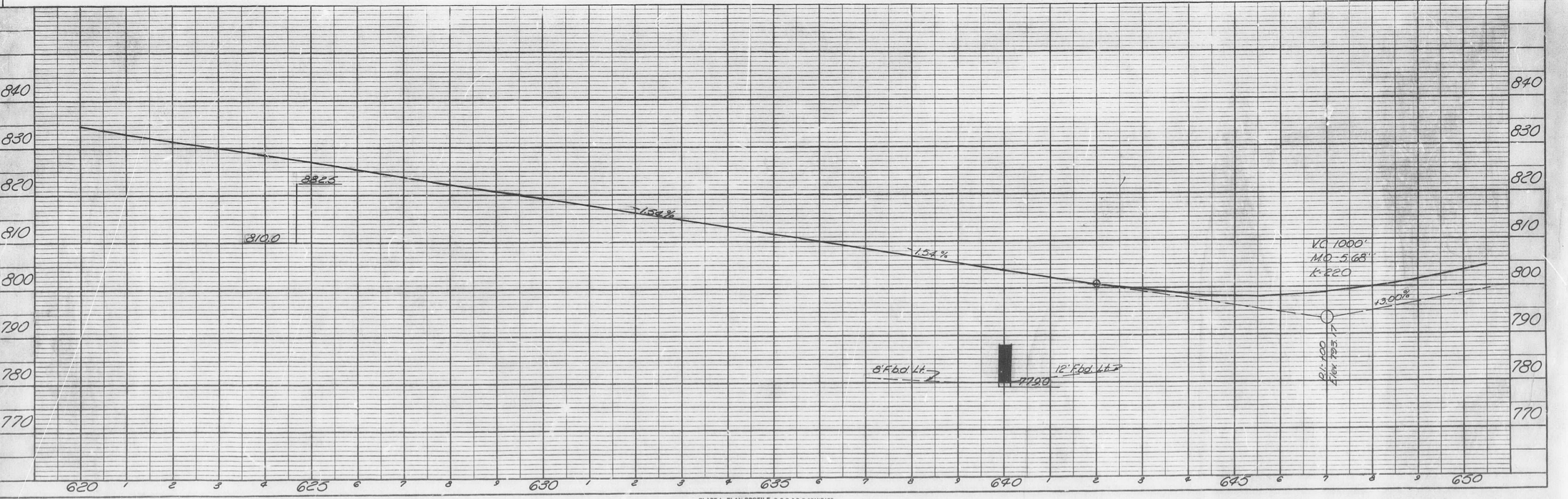
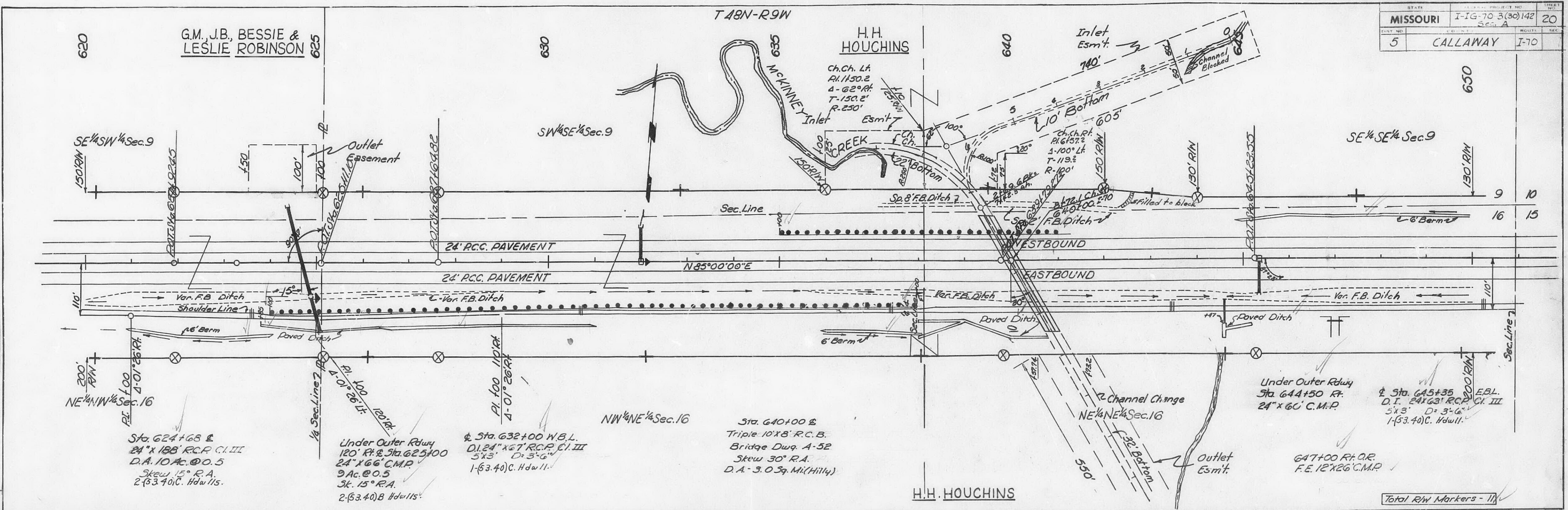


PROFILE OUTER ROADWAY RT. 170 (Lt. Sta. 178+00 Rte. 54)  
Sta. 0+100 to Sta. 620+00

|         |          |             |                  |           |    |
|---------|----------|-------------|------------------|-----------|----|
| STATE   | MISSOURI | PROJECT NO. | I-IG-70 3(30)142 | SHEET NO. | 20 |
| SECTION | 5        | CALLAWAY    | I-70             |           |    |

PLAN  
 DATE  
 BY  
 CHECKED  
 SURVEYED  
 PLOTTED  
 NOTE BOOK  
 NO. 146

500  
 DATE  
 BY  
 CHECKED  
 SURVEYED  
 PLOTTED  
 NOTE BOOK  
 NO. 146

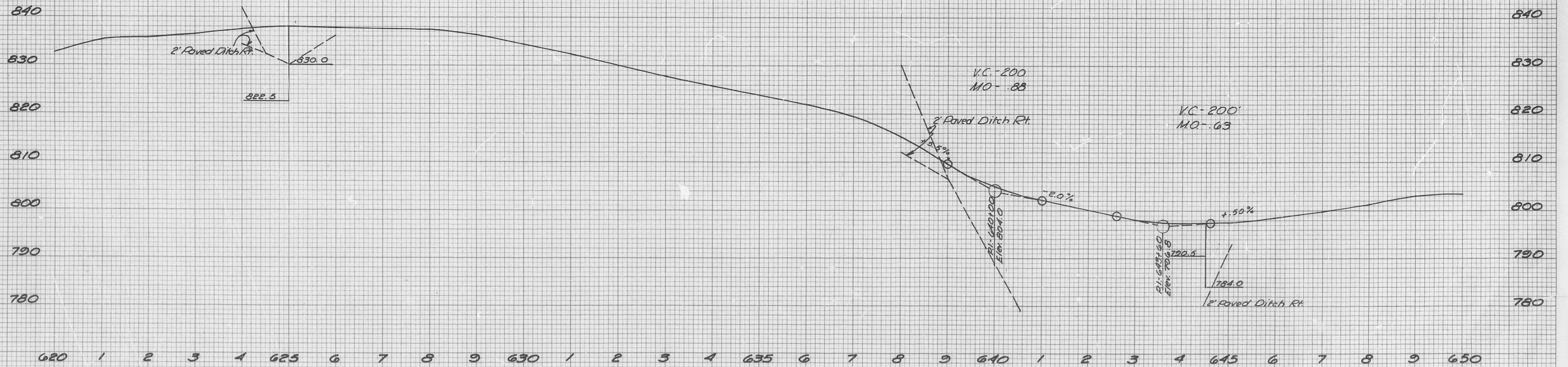


# FINAL PLANS

| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT NO. & SEC. | SHEET NO. |
|---------------------|----------|----------------------------|-----------|
| 5                   | MO.      | 1-16-70-3 (30) 142         | 21        |
| SHEET NO.           | COUNTY   | ROUTE                      | SEC.      |
| 5                   | Calloway | 1-70                       |           |

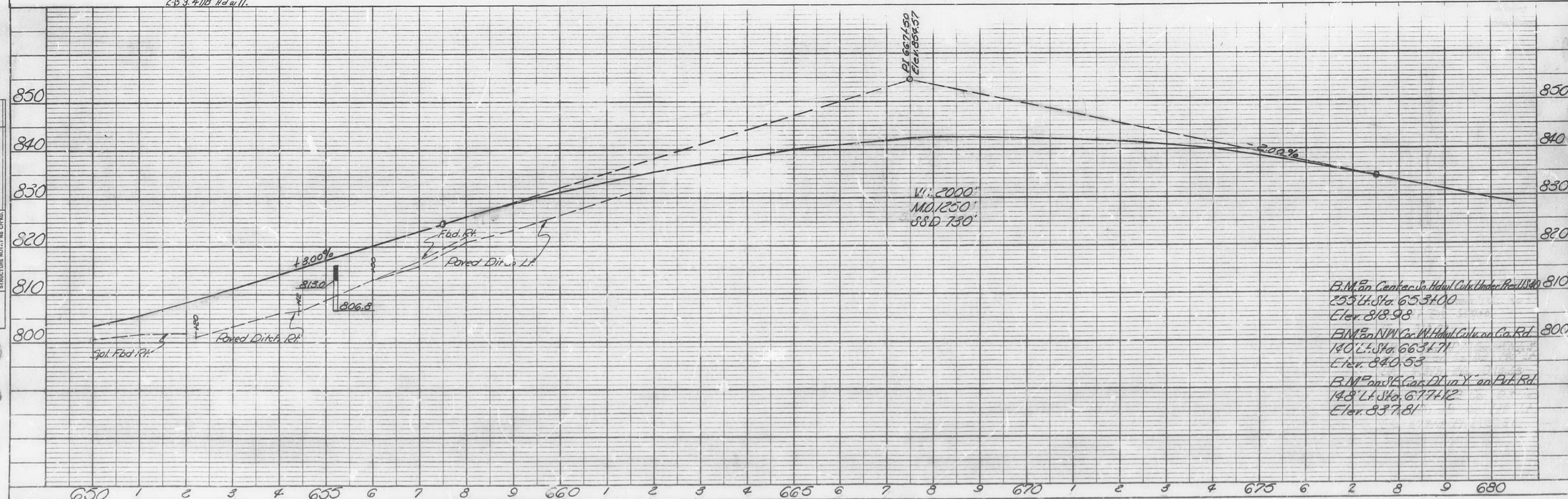
| FINAL SURVEY | SURVEYED | DATE    |
|--------------|----------|---------|
| NO.          | BY       |         |
|              | M.S. J.  | 12-8-68 |
|              | D.R.C.   | 9-27-63 |
| NOTE BOOK    | PLOTTED  | DATE    |
| NO.          | BY       |         |
|              |          |         |
| AREA CHECKED | DATE     | BY      |
|              |          |         |

| FINAL SURVEY | SURVEYED | DATE |
|--------------|----------|------|
| NO.          | BY       |      |
|              |          |      |
| NOTE BOOK    | PLOTTED  | DATE |
| NO.          | BY       |      |
|              |          |      |
| AREA CHECKED | DATE     | BY   |
|              |          |      |



OUTER ROADWAY RA 1-70  
Sta. 620+00 to Sta. 650+00

UNITED STATES OF AMERICA



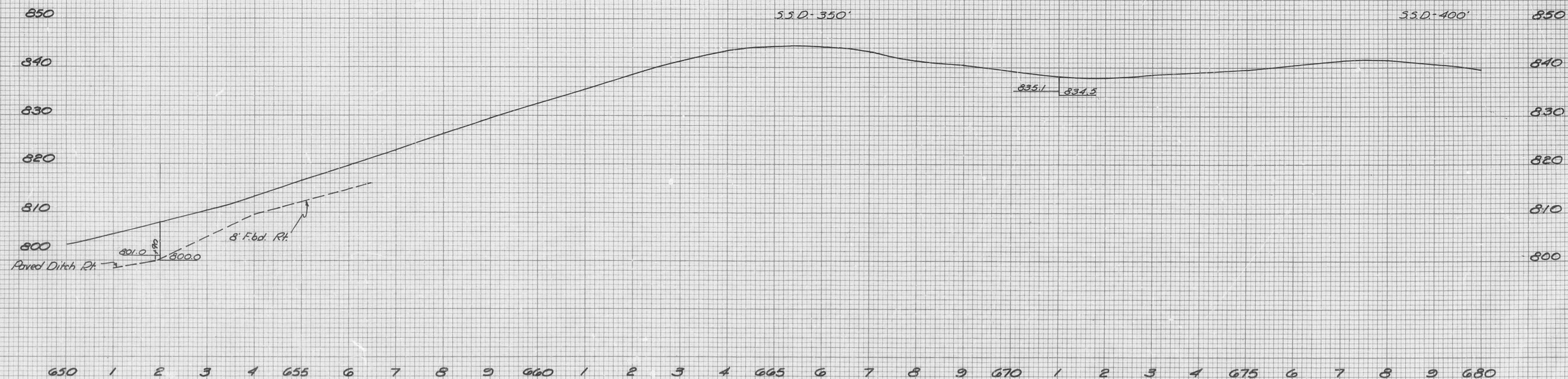
U. S. BLUE PRINT PAPER CO.—CHICAGO

U. S. BLUE PRINT PAPER CO.—CHICAGO

|                       |          |                            |              |
|-----------------------|----------|----------------------------|--------------|
| FED. ROAD<br>DIV. No. | STATE    | FEDERAL PROJECT No. & SEC. | SHEET<br>No. |
| 5                     | MO.      | 116-70-3(30)1A2            | 23           |
| DIST. No.             | COUNTY   | ROUTE                      | SEC.         |
| 5                     | Callaway | 170                        |              |

|              |               |            |                |
|--------------|---------------|------------|----------------|
| FINAL SURVEY | SURVEYED      | BY         | DATE           |
| NOTE BOOK    | PLOTTED       | <i>MSJ</i> | <i>12-9-44</i> |
| NO.          | TEMPLATE      | <i>DRC</i> | <i>9-27-65</i> |
|              | AREAS         |            |                |
|              | AREAS CHECKED |            |                |

| ORIGINAL | BY | DATE |
|----------|----|------|
| SURVEYED |    |      |
| PLOTTED  |    |      |
| TEMPLATE |    |      |
| AREAS    |    |      |
| NOTED    |    |      |
| CHECKED  |    |      |



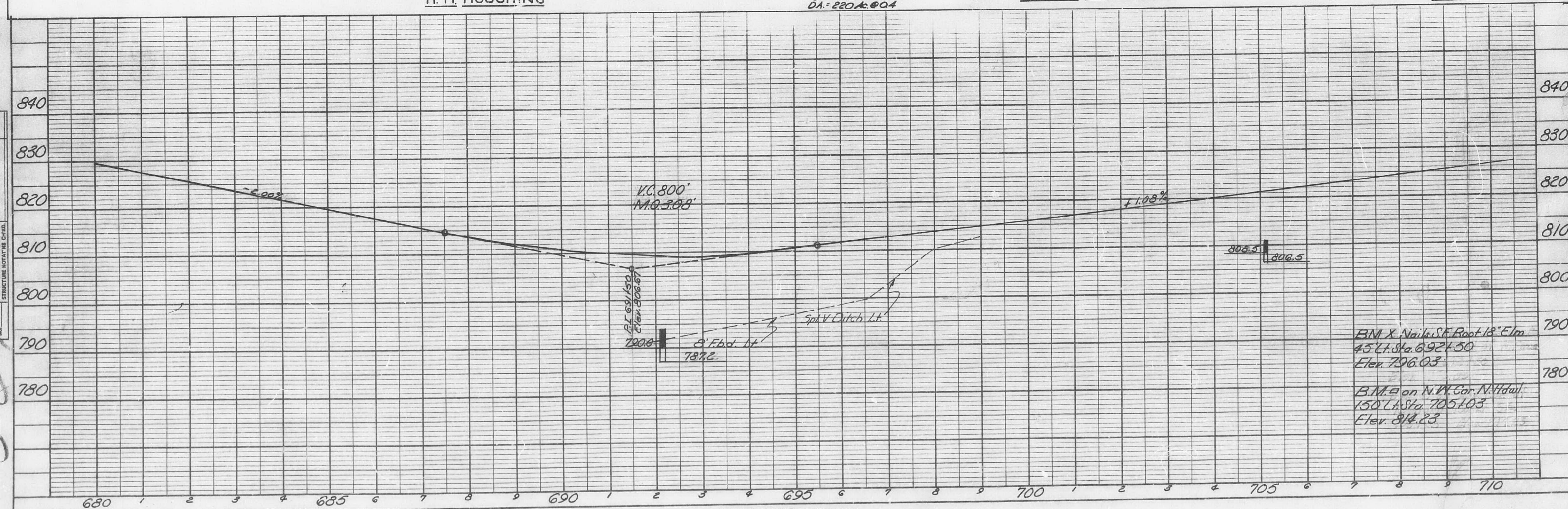
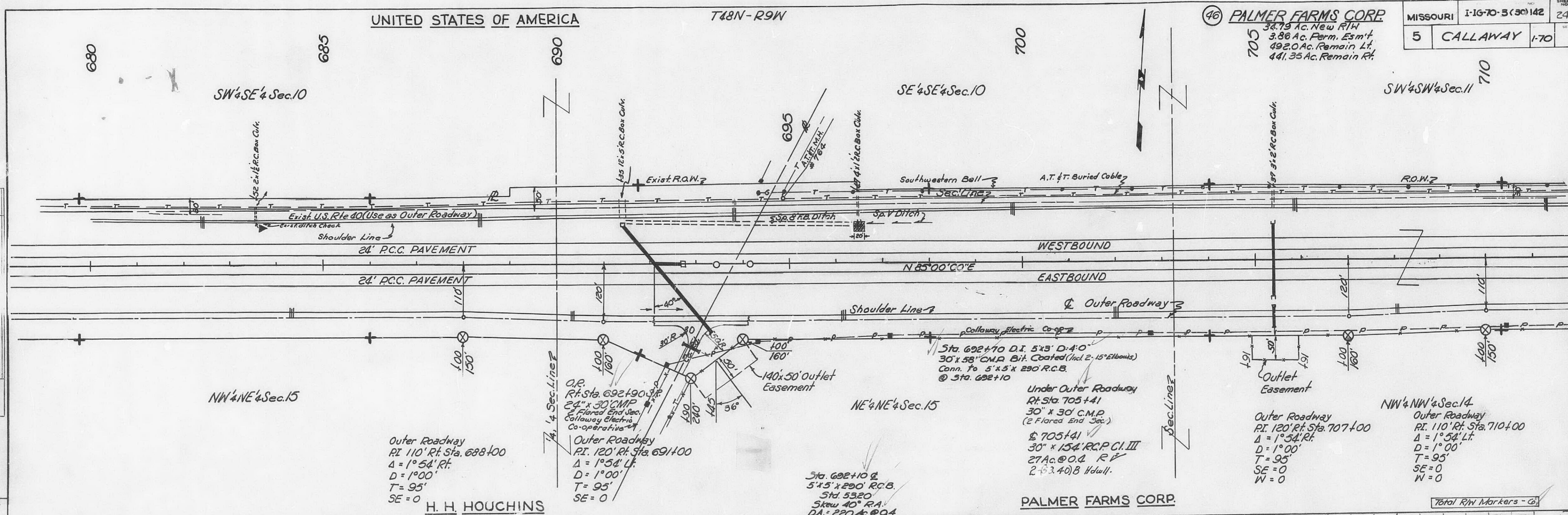
PROFILE & OUTER ROADWAY RT.  
Sta. 650+00 to 680+00

T48N-R9W

702

34.79 Ac. New R/W  
3.86 Ac. Perm. Esm't  
492.0 Ac. Remain Lt.  
441.35 Ac. Remain Rt.

| PLAN | SUBMITTED | BY           | DATE    |
|------|-----------|--------------|---------|
|      |           | W. J. Mack   | 6-25-72 |
|      |           | R. L.        | 7-2-72  |
|      |           | J. Schaefer  | 7-2-72  |
|      |           | M. Schmidt   | 7-2-72  |
|      |           | C. Schneider | 7-2-72  |
|      |           | A. Schmidt   | 7-2-72  |
|      |           | B. Schmidt   | 7-2-72  |
|      |           | G. Schmidt   | 7-2-72  |
|      |           | H. Schmidt   | 7-2-72  |
|      |           | I. Schmidt   | 7-2-72  |
|      |           | K. Schmidt   | 7-2-72  |
|      |           | L. Schmidt   | 7-2-72  |
|      |           | M. Schmidt   | 7-2-72  |
|      |           | N. Schmidt   | 7-2-72  |
|      |           | O. Schmidt   | 7-2-72  |
|      |           | P. Schmidt   | 7-2-72  |
|      |           | Q. Schmidt   | 7-2-72  |
|      |           | R. Schmidt   | 7-2-72  |
|      |           | S. Schmidt   | 7-2-72  |
|      |           | T. Schmidt   | 7-2-72  |
|      |           | U. Schmidt   | 7-2-72  |
|      |           | V. Schmidt   | 7-2-72  |
|      |           | W. Schmidt   | 7-2-72  |
|      |           | X. Schmidt   | 7-2-72  |
|      |           | Y. Schmidt   | 7-2-72  |
|      |           | Z. Schmidt   | 7-2-72  |
|      |           | AA. Schmidt  | 7-2-72  |
|      |           | AB. Schmidt  | 7-2-72  |
|      |           | AC. Schmidt  | 7-2-72  |
|      |           | AD. Schmidt  | 7-2-72  |
|      |           | AE. Schmidt  | 7-2-72  |
|      |           | AF. Schmidt  | 7-2-72  |
|      |           | AG. Schmidt  | 7-2-72  |
|      |           | AH. Schmidt  | 7-2-72  |
|      |           | AI. Schmidt  | 7-2-72  |
|      |           | AJ. Schmidt  | 7-2-72  |
|      |           | AK. Schmidt  | 7-2-72  |
|      |           | AL. Schmidt  | 7-2-72  |
|      |           | AM. Schmidt  | 7-2-72  |
|      |           | AN. Schmidt  | 7-2-72  |
|      |           | AO. Schmidt  | 7-2-72  |
|      |           | AP. Schmidt  | 7-2-72  |
|      |           | AQ. Schmidt  | 7-2-72  |
|      |           | AR. Schmidt  | 7-2-72  |
|      |           | AS. Schmidt  | 7-2-72  |
|      |           | AT. Schmidt  | 7-2-72  |
|      |           | AU. Schmidt  | 7-2-72  |
|      |           | AV. Schmidt  | 7-2-72  |
|      |           | AW. Schmidt  | 7-2-72  |
|      |           | AX. Schmidt  | 7-2-72  |
|      |           | AY. Schmidt  | 7-2-72  |
|      |           | AZ. Schmidt  | 7-2-72  |
|      |           | BA. Schmidt  | 7-2-72  |
|      |           | BB. Schmidt  | 7-2-72  |
|      |           | BC. Schmidt  | 7-2-72  |
|      |           | BD. Schmidt  | 7-2-72  |
|      |           | BE. Schmidt  | 7-2-72  |
|      |           | BF. Schmidt  | 7-2-72  |
|      |           | BG. Schmidt  | 7-2-72  |
|      |           | BH. Schmidt  | 7-2-72  |
|      |           | BI. Schmidt  | 7-2-72  |
|      |           | BJ. Schmidt  | 7-2-72  |
|      |           | BK. Schmidt  | 7-2-72  |
|      |           | BL. Schmidt  | 7-2-72  |
|      |           | BM. Schmidt  | 7-2-72  |
|      |           | BN. Schmidt  | 7-2-72  |
|      |           | BO. Schmidt  | 7-2-72  |
|      |           | BP. Schmidt  | 7-2-72  |
|      |           | BQ. Schmidt  | 7-2-72  |
|      |           | BR. Schmidt  | 7-2-72  |
|      |           | BS. Schmidt  | 7-2-72  |
|      |           | BT. Schmidt  | 7-2-72  |
|      |           | BU. Schmidt  | 7-2-72  |
|      |           | BV. Schmidt  | 7-2-72  |
|      |           | BW. Schmidt  | 7-2-72  |
|      |           | BX. Schmidt  | 7-2-72  |
|      |           | BY. Schmidt  | 7-2-72  |
|      |           | BZ. Schmidt  | 7-2-72  |
|      |           | CA. Schmidt  | 7-2-72  |
|      |           | CB. Schmidt  | 7-2-72  |
|      |           | CC. Schmidt  | 7-2-72  |
|      |           | CD. Schmidt  | 7-2-72  |
|      |           | CE. Schmidt  | 7-2-72  |
|      |           | CF. Schmidt  | 7-2-72  |
|      |           | CG. Schmidt  | 7-2-72  |
|      |           | CH. Schmidt  | 7-2-72  |
|      |           | CI. Schmidt  | 7-2-72  |
|      |           | CJ. Schmidt  | 7-2-72  |
|      |           | CK. Schmidt  | 7-2-72  |
|      |           | CL. Schmidt  | 7-2-72  |
|      |           | CM. Schmidt  | 7-2-72  |
|      |           | CN. Schmidt  | 7-2-72  |
|      |           | CO. Schmidt  | 7-2-72  |
|      |           | CP. Schmidt  | 7-2-72  |
|      |           | CQ. Schmidt  | 7-2-72  |
|      |           | CR. Schmidt  | 7-2-72  |
|      |           | CS. Schmidt  | 7-2-72  |
|      |           | CT. Schmidt  | 7-2-72  |
|      |           | CU. Schmidt  | 7-2-72  |
|      |           | CV. Schmidt  | 7-2-72  |
|      |           | CW. Schmidt  | 7-2-72  |
|      |           | CX. Schmidt  | 7-2-72  |
|      |           | CY. Schmidt  | 7-2-72  |
|      |           | CZ. Schmidt  | 7-2-72  |
|      |           | DA. Schmidt  | 7-2-72  |
|      |           | DB. Schmidt  | 7-2-72  |
|      |           | DC. Schmidt  | 7-2-72  |
|      |           | DD. Schmidt  | 7-2-72  |
|      |           | DE. Schmidt  | 7-2-72  |
|      |           | DF. Schmidt  | 7-2-72  |
|      |           | DG. Schmidt  | 7-2-72  |
|      |           | DH. Schmidt  | 7-2-72  |
|      |           | DI. Schmidt  | 7-2-72  |
|      |           | DJ. Schmidt  | 7-2-72  |
|      |           | DK. Schmidt  | 7-2-72  |
|      |           | DL. Schmidt  | 7-2-72  |
|      |           | DM. Schmidt  | 7-2-72  |
|      |           | DN. Schmidt  | 7-2-72  |
|      |           | DO. Schmidt  | 7-2-72  |
|      |           | DP. Schmidt  | 7-2-72  |
|      |           | DQ. Schmidt  | 7-2-72  |
|      |           | DR. Schmidt  | 7-2-72  |
|      |           | DS. Schmidt  | 7-2-72  |
|      |           |              |         |



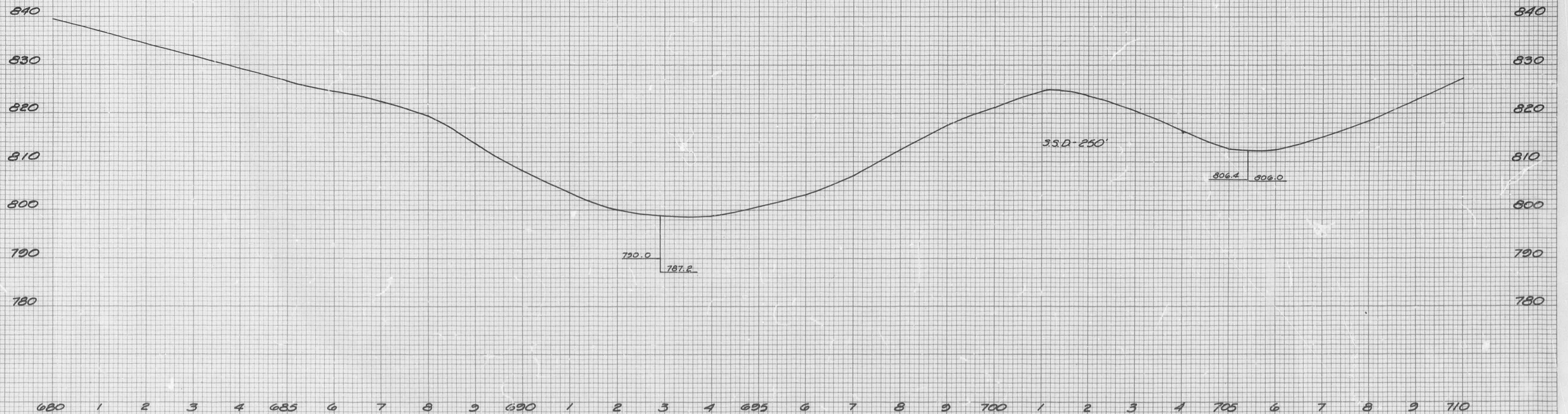
|           |       |       |
|-----------|-------|-------|
| PROFILE   | SHIRT | SHIRT |
|           | PLO.  | PLO.  |
| NOTE BOOK | CRA.  | CRA.  |
|           | B. M. | B. M. |
| NO.       | STR.  | STR.  |

FINAL PLANS

| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT No. & SEC. | SHEET No. |
|---------------------|----------|----------------------------|-----------|
| 5                   | MO.      | 1-16-70-3(30)142           | 25        |
| DIST. No.           | COUNTY   | ROUTE                      | SEC.      |
| 5                   | Calloway | 1-70                       |           |

|              |               |        |         |
|--------------|---------------|--------|---------|
| FINAL SURVEY | SURVEYED      | BY     | DATE    |
| NO.          | PLOTTED       | M.S.J. | 12-8-64 |
|              | TEMPLATE      | D.R.C. | 9-27-65 |
|              | AREAS         |        |         |
|              | AREAS CHECKED |        |         |

| ORIGINAL SURVEY | SURVEYED      | BY | DATE |
|-----------------|---------------|----|------|
| NO.             | PLOTTED       |    |      |
|                 | TEMPLATE      |    |      |
|                 | AREAS         |    |      |
|                 | AREAS CHECKED |    |      |

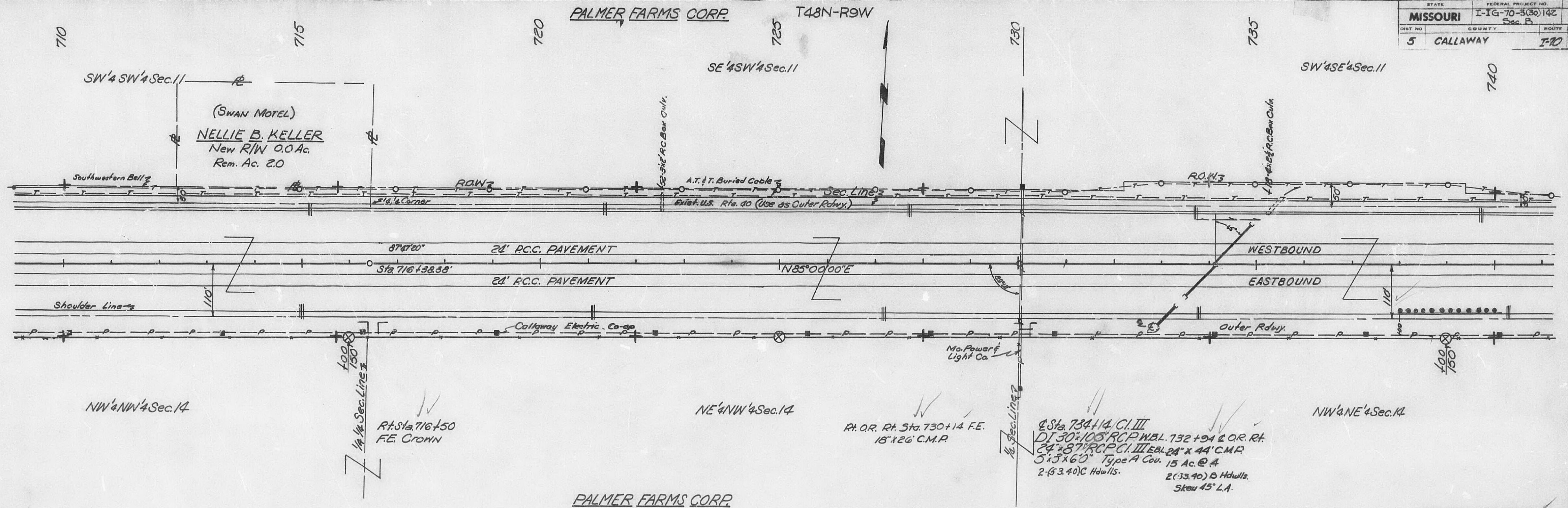


PROFILE & OUTER ROADWAY  
Rt. 516. 680+00 to 710+00

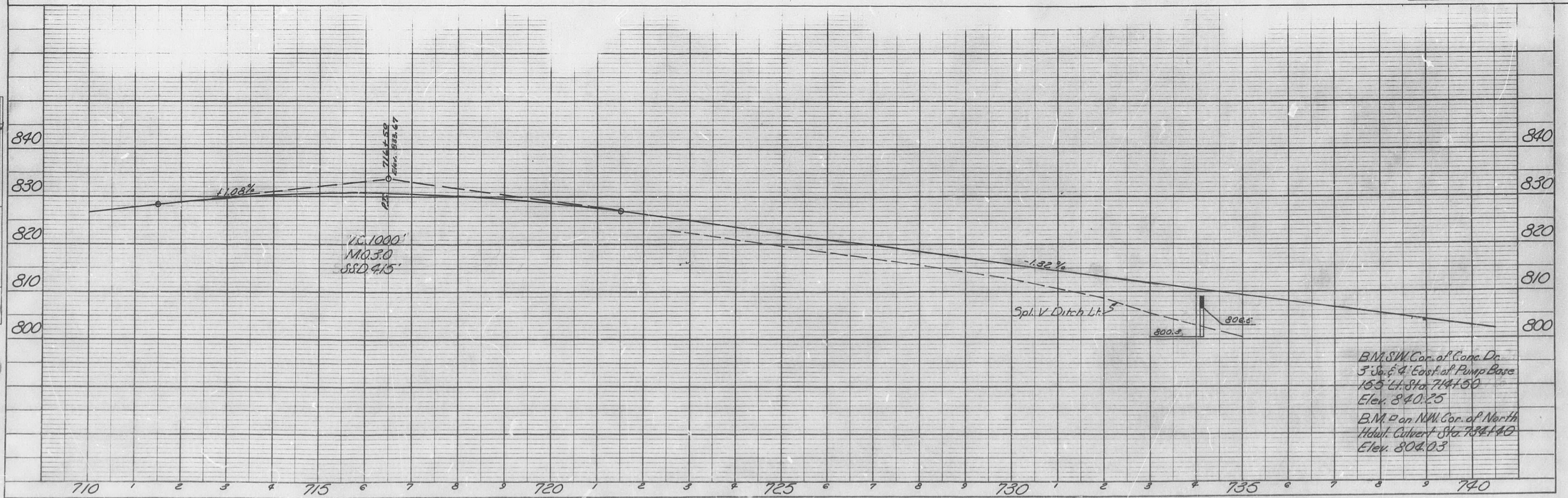
508

FINAL PLANS

|          |                     |           |
|----------|---------------------|-----------|
| STATE    | FEDERAL PROJECT NO. | SHEET NO. |
| MISSOURI | I-IG-70-3(30)142    | 26        |
| DIST NO. | COUNTY              | ROUTE     |
| 5        | CALLAWAY            | 1-10      |



Total R/W Markers - 3

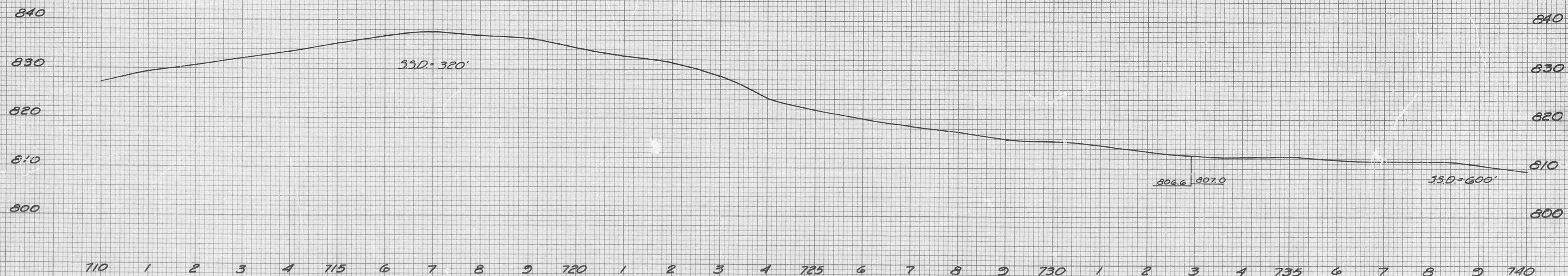


# FINAL PLANS

| FED. ROAD DIST. No. | STATE    | FEDERAL PROJECT No. & SEC. | SHEET No. |
|---------------------|----------|----------------------------|-----------|
| 5                   | MO.      | 116-70-3(30)142            | 27        |
| SHEET No.           | COUNTY   | ROUTE                      | SEC.      |
| 5                   | Callaway | 170                        |           |

|              |           |              |
|--------------|-----------|--------------|
| FINAL SURVEY | DATE      | 8-8-64       |
|              | BY        | MSJ.         |
|              | SURVEYED  | PLOTTED      |
|              | NOTE BOOK | AREA CHECKED |

|                 |           |              |
|-----------------|-----------|--------------|
| ORIGINAL SURVEY | DATE      |              |
|                 | BY        |              |
|                 | SURVEYED  | PLOTTED      |
|                 | NOTE BOOK | AREA CHECKED |



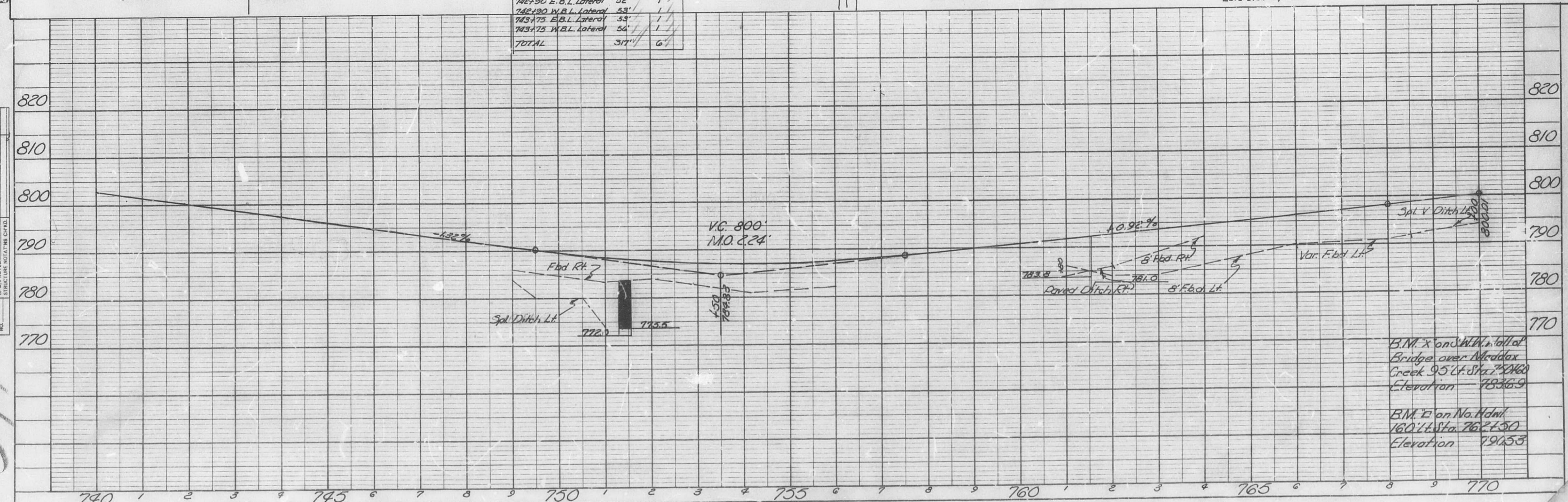
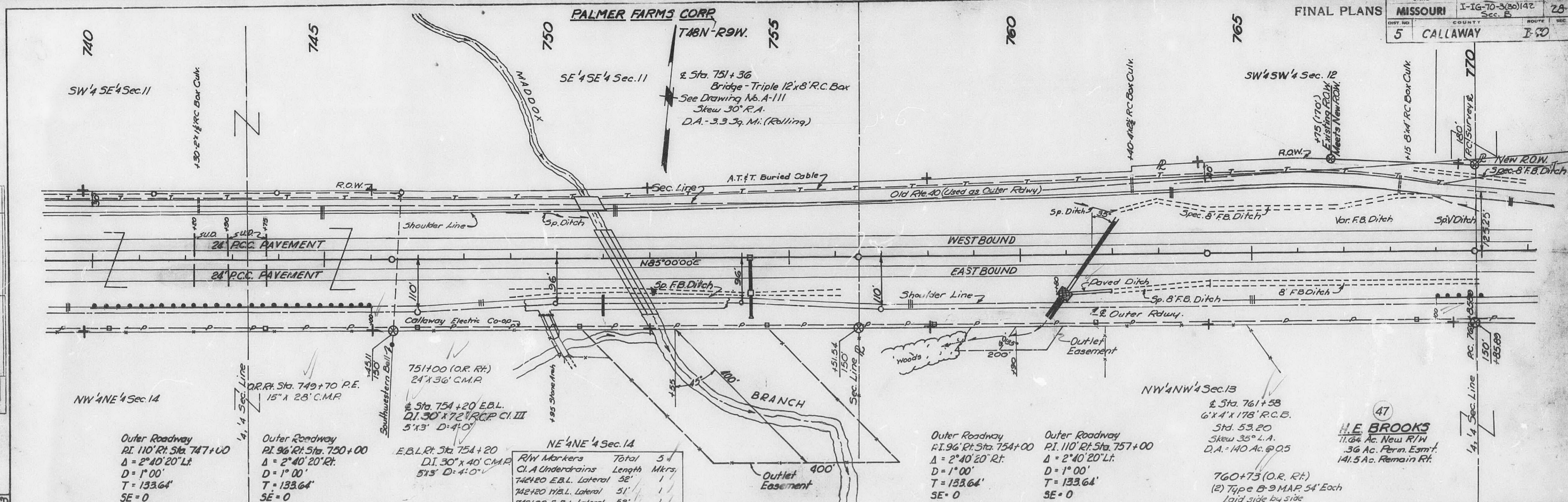
PROFILE & OUTER ROADWAY R.H.  
Sta. 710+00 to Sta. 740+00

| DATE      | 6-25-55                |
|-----------|------------------------|
| BY        | W. C. BAKER            |
| PLANNED   | 6-25-55                |
| NOTED     | 7-5-55                 |
| NOTE BOOK | ALIGNED CHECKED 8/2/55 |
| NO.       | 10626                  |
| PLAN      | CONSTRUCTION           |
| NO.       | 10626                  |

| DATE      | 6-25-55                |
|-----------|------------------------|
| BY        | W. C. BAKER            |
| PLANNED   | 6-25-55                |
| NOTED     | 7-5-55                 |
| NOTE BOOK | ALIGNED CHECKED 8/2/55 |
| NO.       | 10626                  |
| PROFILE   | CONSTRUCTION           |
| NO.       | 10626                  |

FINAL PLANS

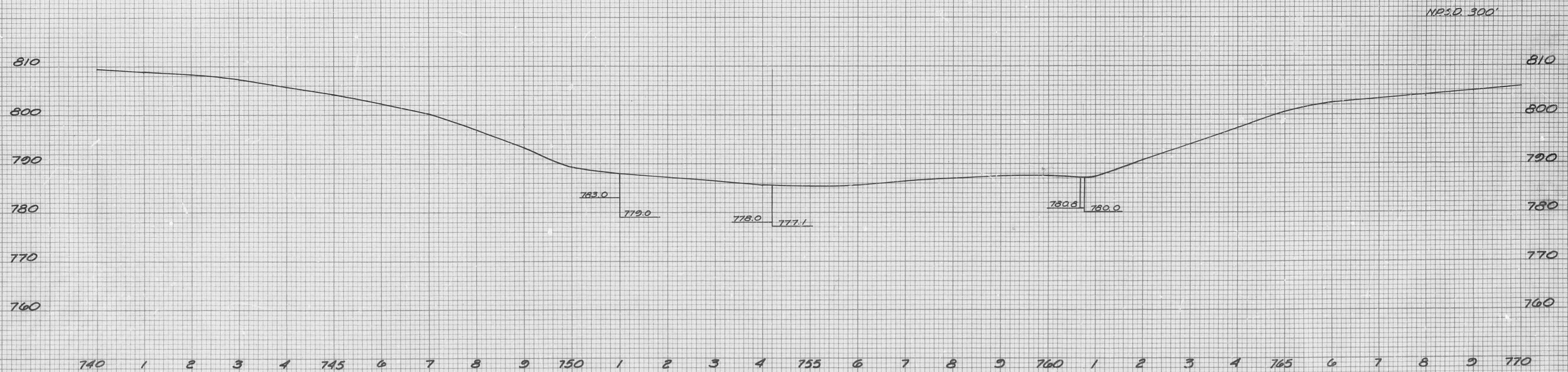
| STATE               | MISSOURI         |
|---------------------|------------------|
| FEDERAL PROJECT NO. | I-16-70-3(50)142 |
| SEC.                | 5                |
| COUNTY              | CALLAWAY         |
| ROUTE               | 1-50             |
| STATION             | 75               |



|                       |          |                            |              |
|-----------------------|----------|----------------------------|--------------|
| FED. ROAD<br>DIV. No. | STATE    | FEDERAL PROJECT No. & SEC. | SHEET<br>No. |
| 5                     | MO.      | 1-16-70-3(30) 142          | 29           |
| DIST. No.             | COUNTY   | ROUTE                      | SEC.         |
| 5                     | Calloway | 1-70                       |              |

|              |               |               |                |
|--------------|---------------|---------------|----------------|
| FINAL SURVEY | SURVEYED      | BY            | DATE           |
| NOTE BOOK    | PLOTTED       | <i>M.S.J.</i> | <i>12-8-64</i> |
| NO. _____    | TEMPLATE      | <i>D.R.C.</i> | <i>9-27-65</i> |
|              | AREAS         |               |                |
|              | AREAS CHECKED |               |                |

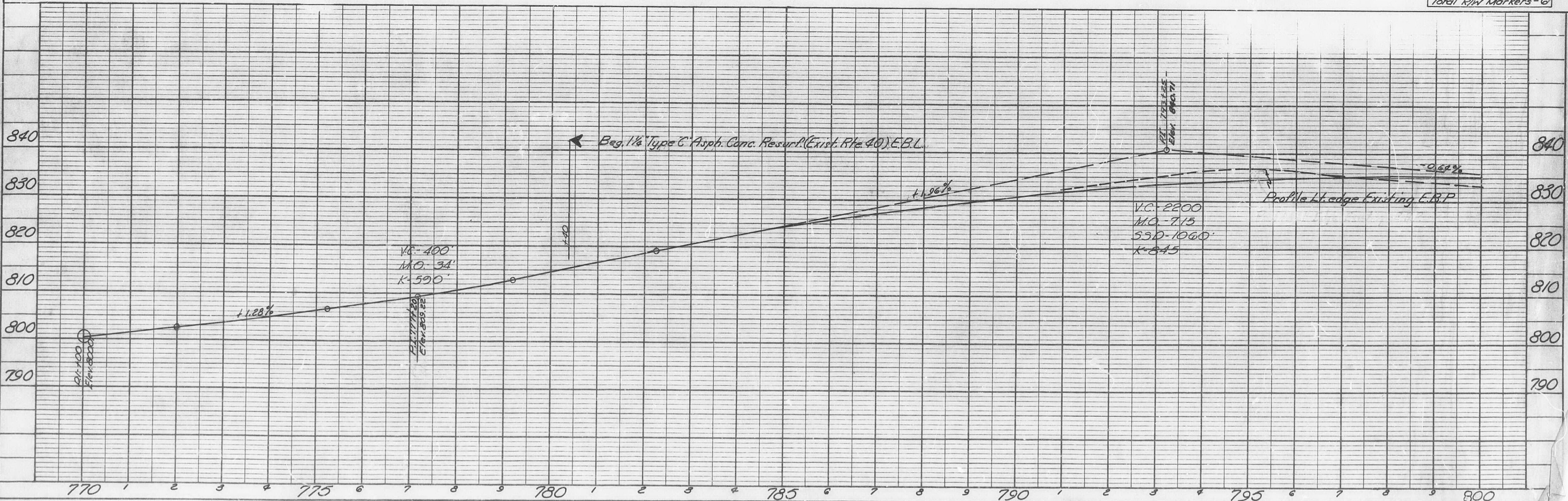
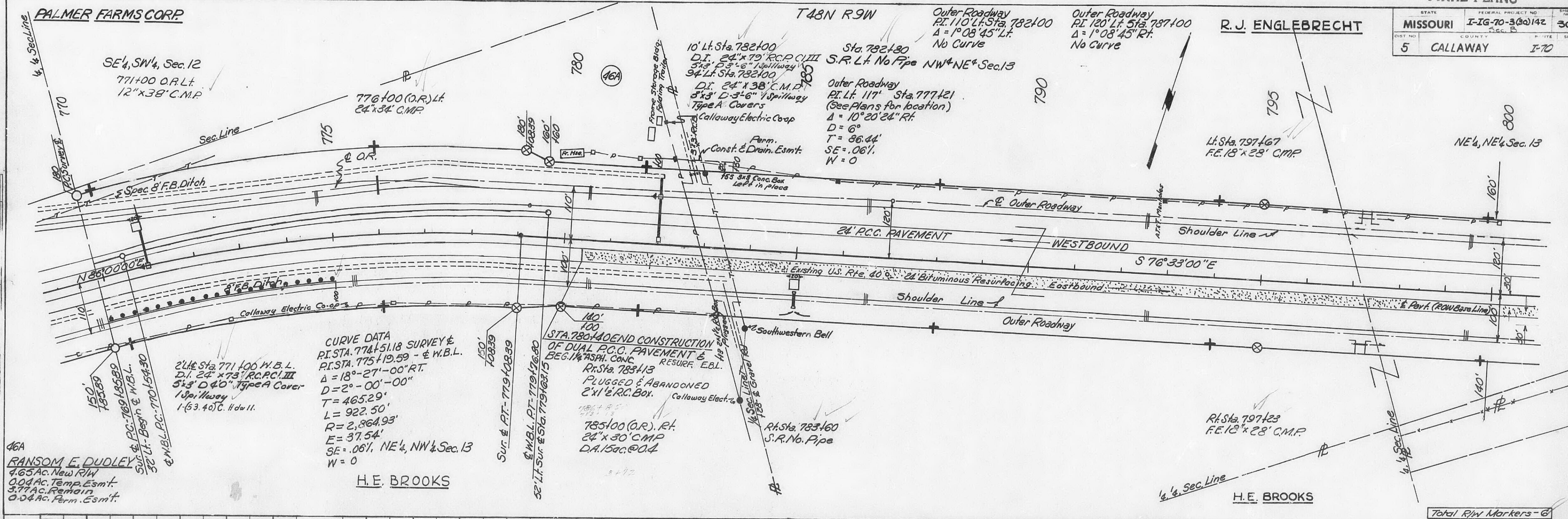
| ORIGINAL SURVEY DATE BOOK | BY | DATE |
|---------------------------|----|------|
| SURVEYED                  |    |      |
| PLOTTED                   |    |      |
| TEMPLATE                  |    |      |
| DATE BOOK                 |    |      |
| MEAS. CHECKED             |    |      |



PROFILE & OUTER ROADWAY RT.  
Sta. 740+00 to Sta. 770+00

# FINAL PLANS

| STATE     | FEDERAL PROJECT NO. | SHEET NO. |
|-----------|---------------------|-----------|
| MISSOURI  | I-70-3(2)142        | 30        |
| DIST. NO. | COUNTY              | SECTION   |
| 5         | CALLAWAY            | I-70      |

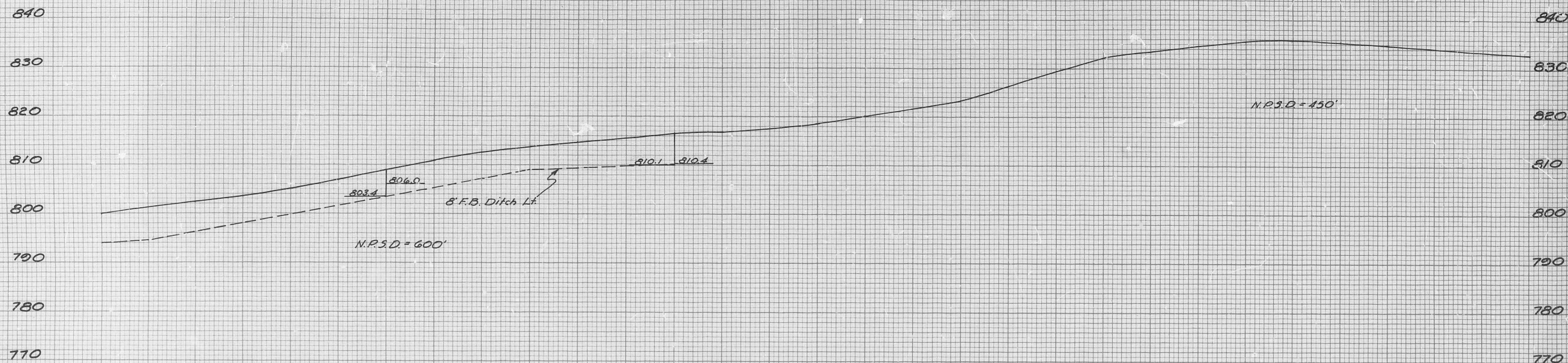


# FINAL PLANS

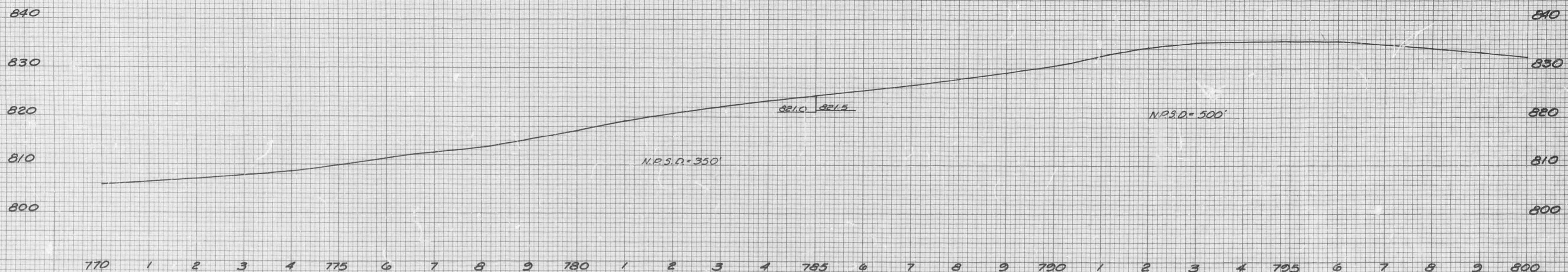
| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT No. & SEC. | SHEET No. |
|---------------------|----------|----------------------------|-----------|
| 5                   | MO       | 1-10-70 3(30) 142          | 31        |
| ROUTE No.           | COUNTY   | NO. OF SECS.               |           |
| 5                   | Callaway | 1-70                       |           |

FINAL SURVEY PLOTTED BY DATE  
11.5.70 11/5/70  
NOTE BOOK NO. 1282  
AREAS CHECKED

FINAL SURVEY PLOTTED BY DATE  
11.5.70 11/5/70  
NOTE BOOK NO. 1282  
AREAS CHECKED



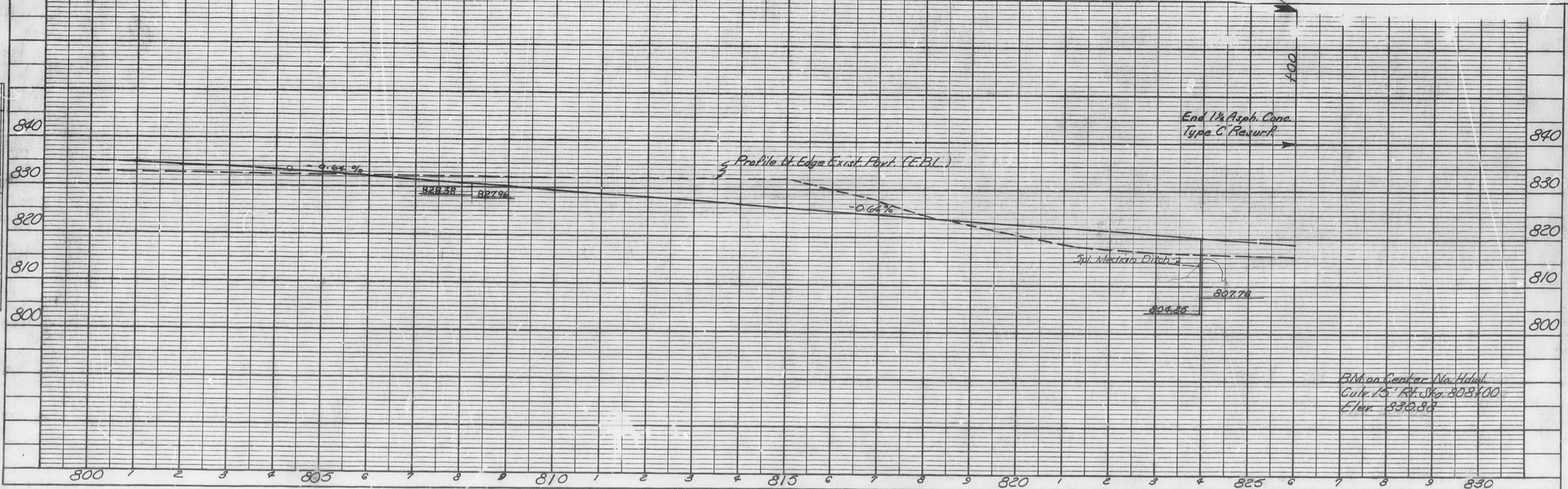
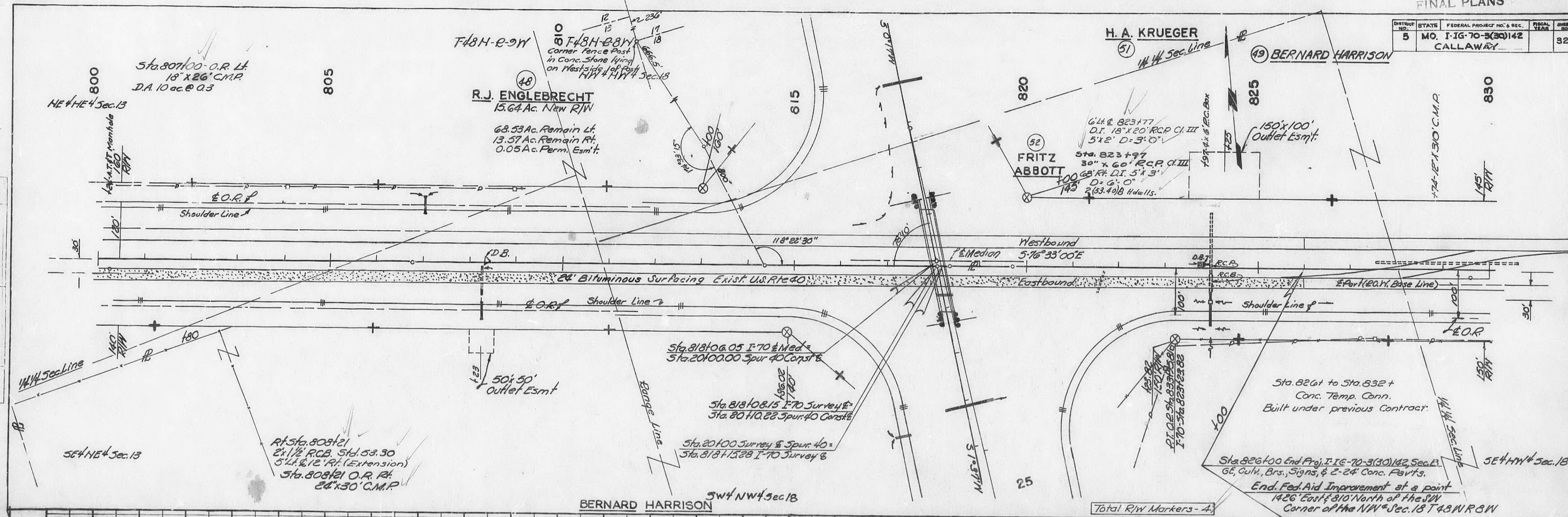
PROFILE & OUTER ROADWAY LT.  
Sta. 770+00 to Sta. 800+00



PROFILE & OUTER ROADWAY RT.  
Sta. 770+00 to Sta. 800+00

FINAL PLANS

| DISTRICT | STATE | FEDERAL PROJECT NO. & SEC. | FISCAL YEAR | SHEET |
|----------|-------|----------------------------|-------------|-------|
| 5        | MO.   | I-16-70-3(30)142           | CALLAWAY    | 32    |

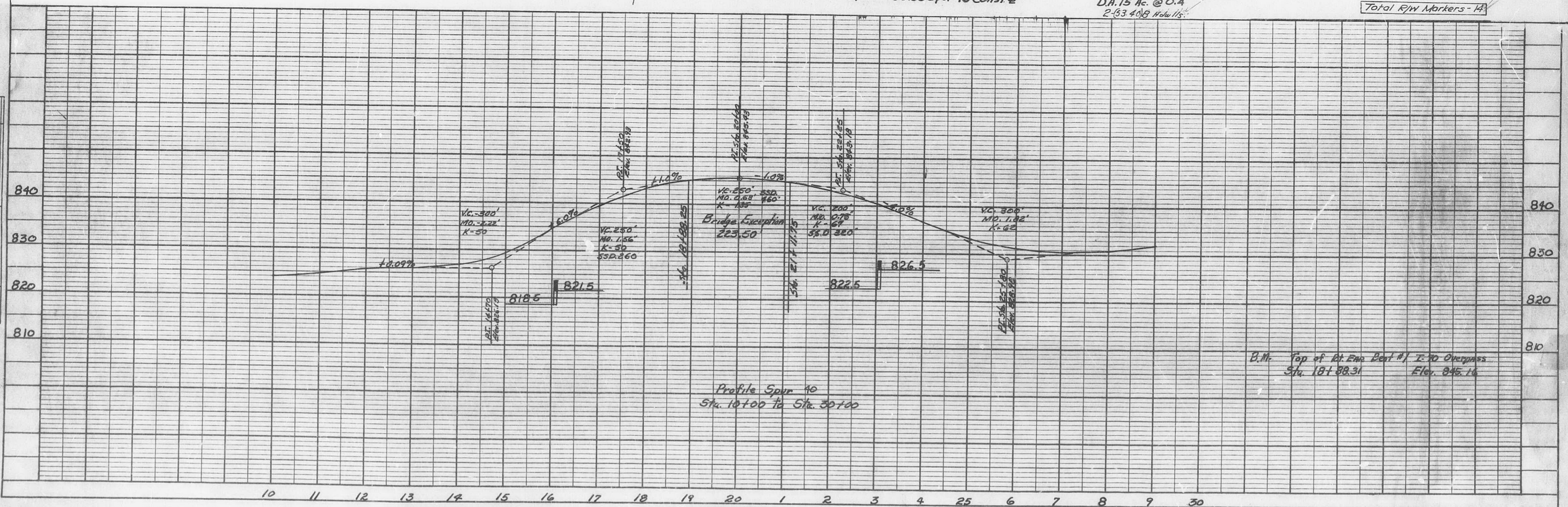
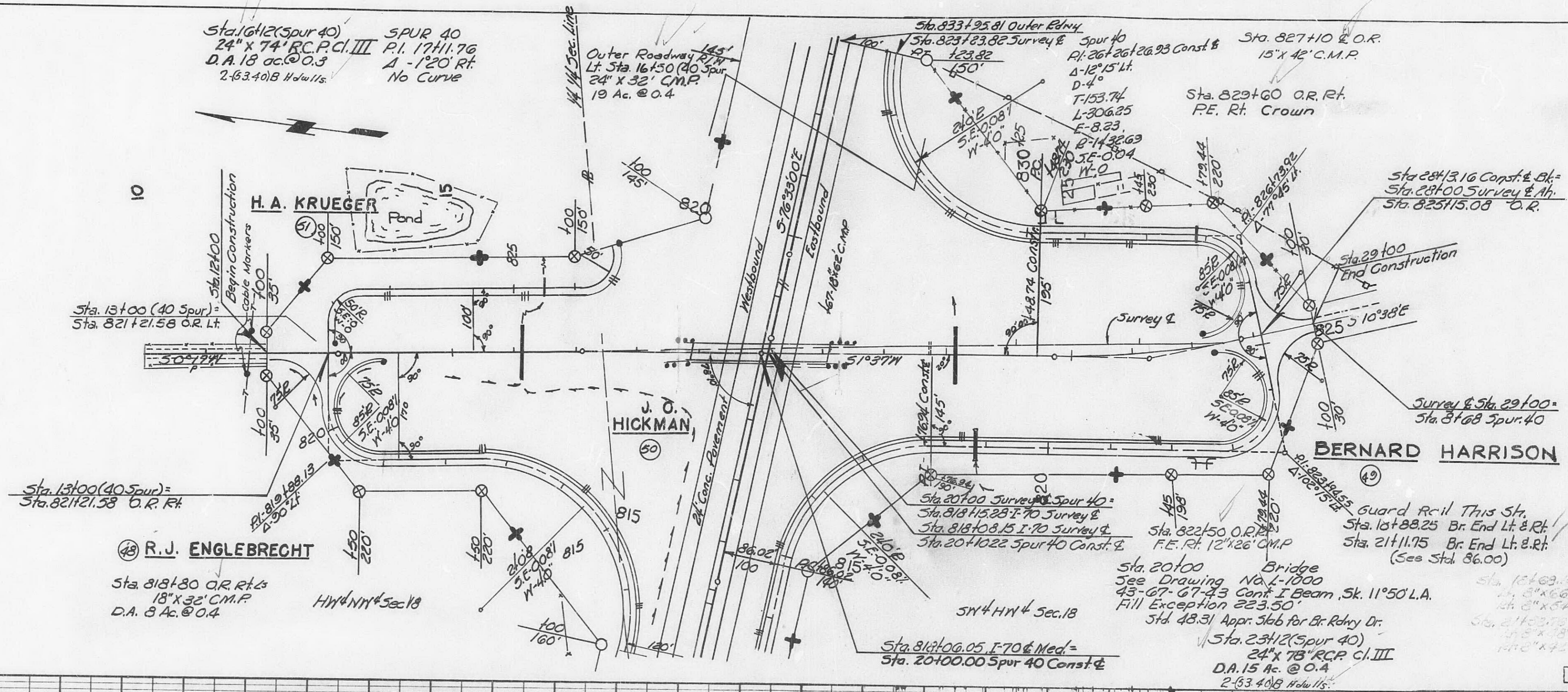


| STATE           | MO. | I-IG-70-3(30)142 | 33   |
|-----------------|-----|------------------|------|
| 5               | MO. | CALLAWAY         | 1-70 |
| CALWOOD SPUR 40 |     |                  |      |

50 J.C. HICKMAN  
4.75 ac. New R/W  
0.16 Rem. ac.

51 H.A. KRUEGER  
1.72 ac. New R/W  
0.28 Rem. ac.

52 FRITZ ABBOTT  
1.00 ac. New R/W  
0 Rem. ac.



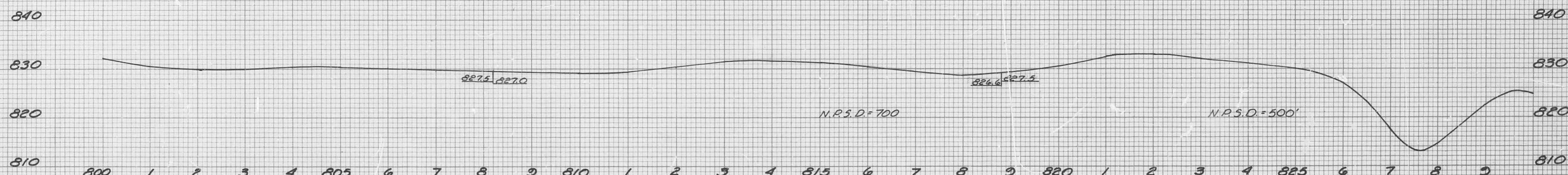
# FINAL PLANS

| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT No. & SEC. | SHEET No. |
|---------------------|----------|----------------------------|-----------|
| 5                   | MO.      | 116-70-3(30)142            | 34        |
| DIST. No.           | COUNTY   | ROUTE                      | SEC.      |
| 5                   | Calloway | 170                        |           |

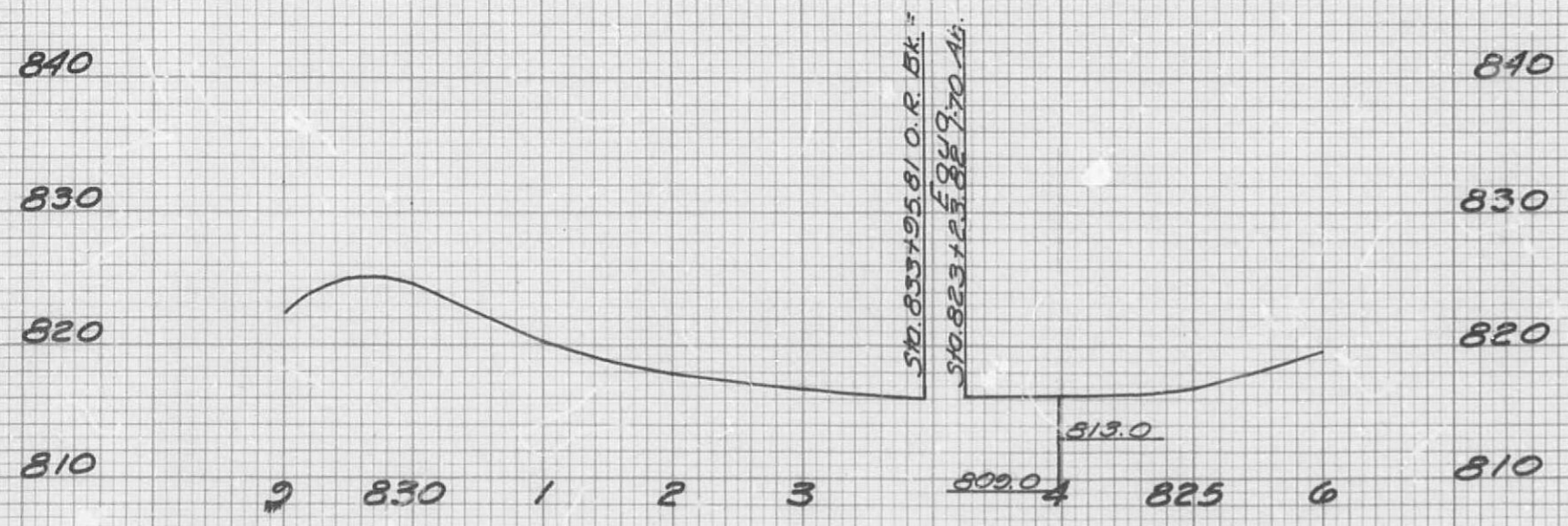
|               |         |
|---------------|---------|
| DATE          | 12-8-64 |
| BY            | M.S.J.  |
| BY            | D.R.C.  |
| FINAL SURVEY  |         |
| NOTE BOOK     |         |
| NO.           |         |
| AREAS CHECKED |         |



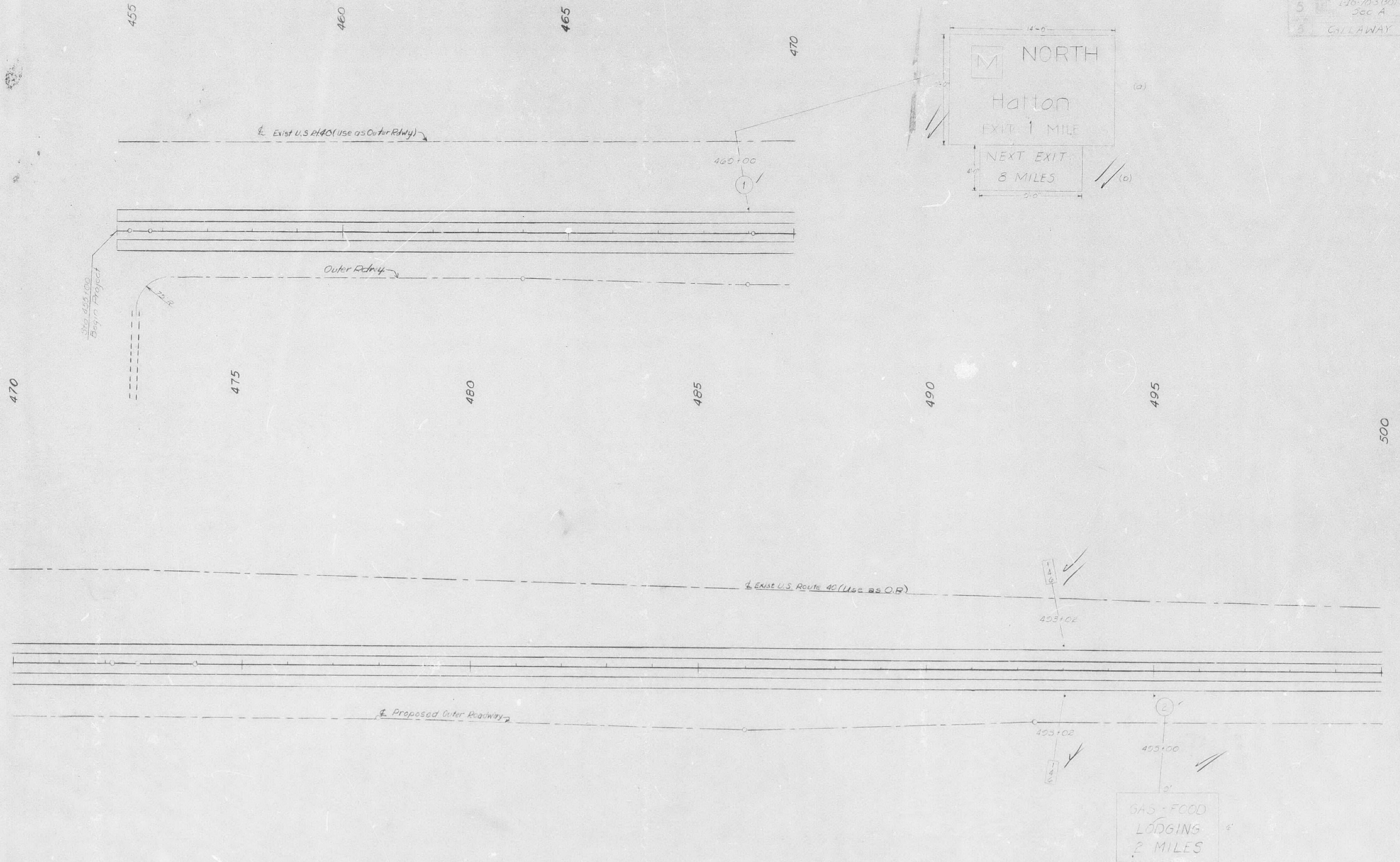
PROFILE & OUTER ROADWAY LH.  
Sta. 800+00 to Sta. 827+00



PROFILE & OUTER ROADWAY RH.  
Sta. 800+00 to Sta. 826+00



5 I-70-3 (30) 142  
35  
3 CALLAWAY I-70



| ORIGINAL  | BY | DATE |
|-----------|----|------|
| SURVEY    |    |      |
| DESIGN    |    |      |
| NOTE BOOK |    |      |
| NO.       |    |      |

518

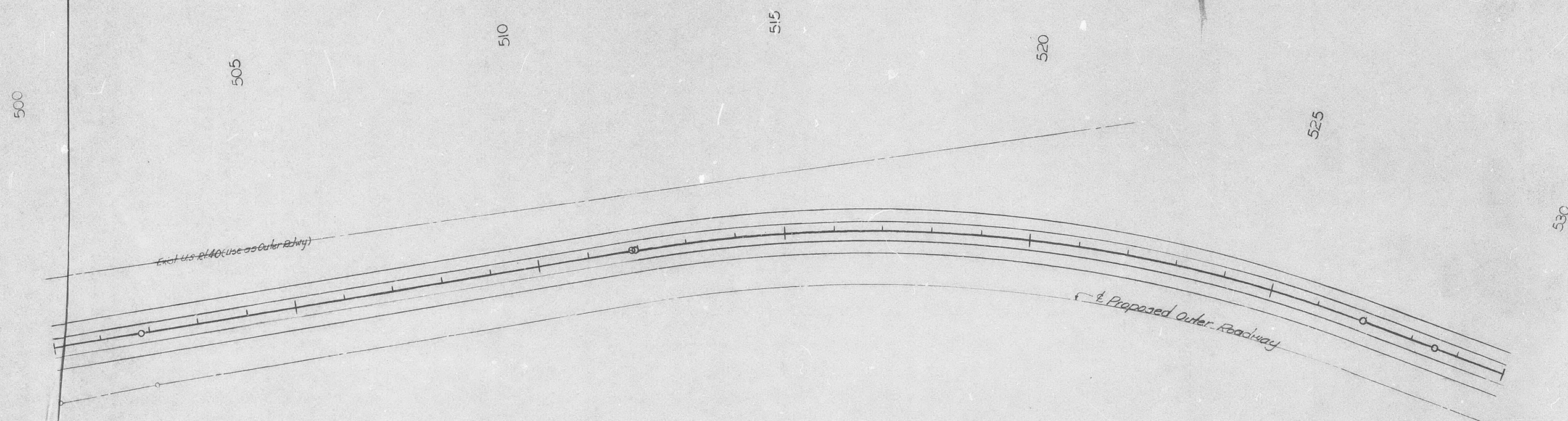
## FINAL PLANS

I-IG-70-3(30)142  
Sec A

Sec.

3

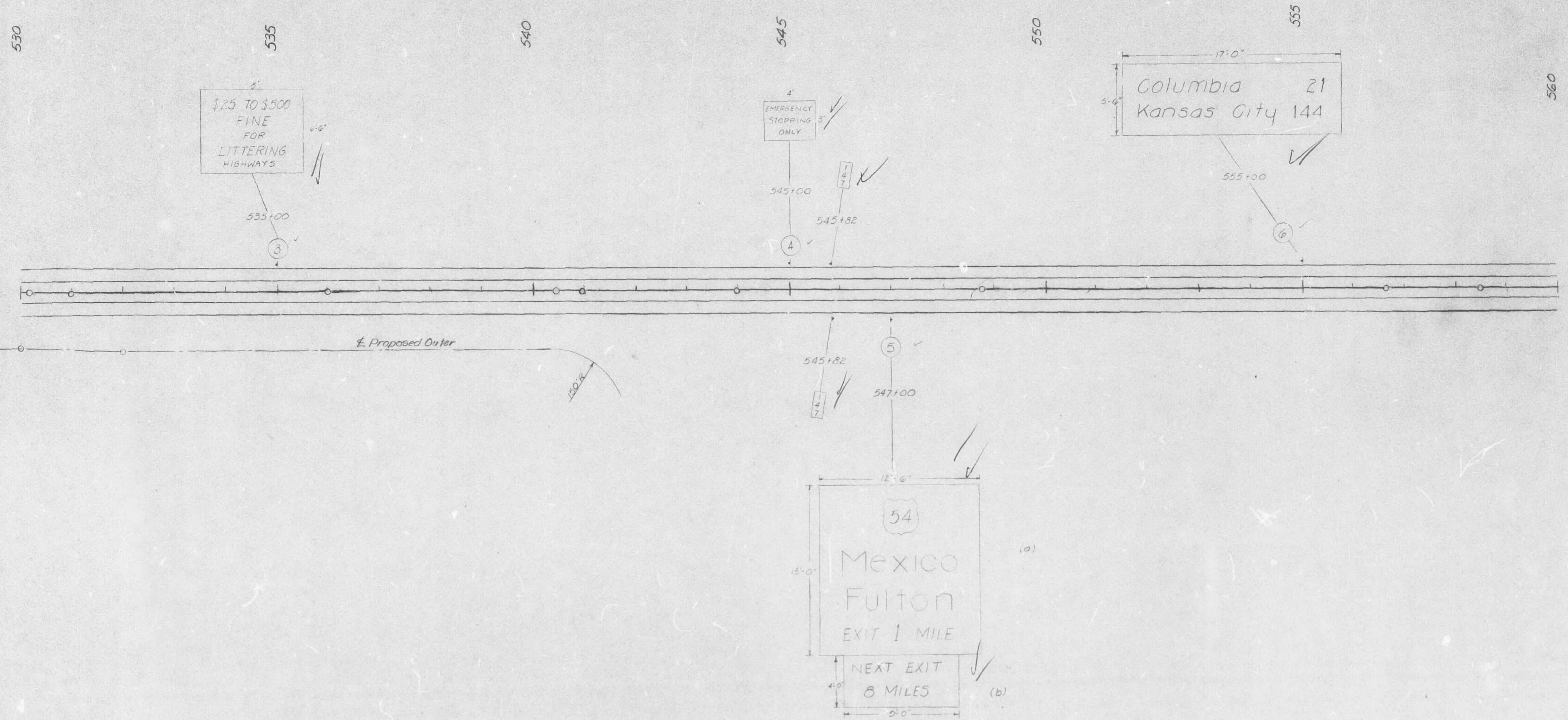
CALLAWAY I-70

~~Exist. U.S. of 40 (use as outer edge)~~

Proposed Outer Roadway

|                 |          |            |
|-----------------|----------|------------|
| ORIGINAL SURVEY | BY _____ | DATE _____ |
| NOTE BOOK       |          |            |
| TEMPLATES       |          |            |
| AREAS CHECKED   |          |            |

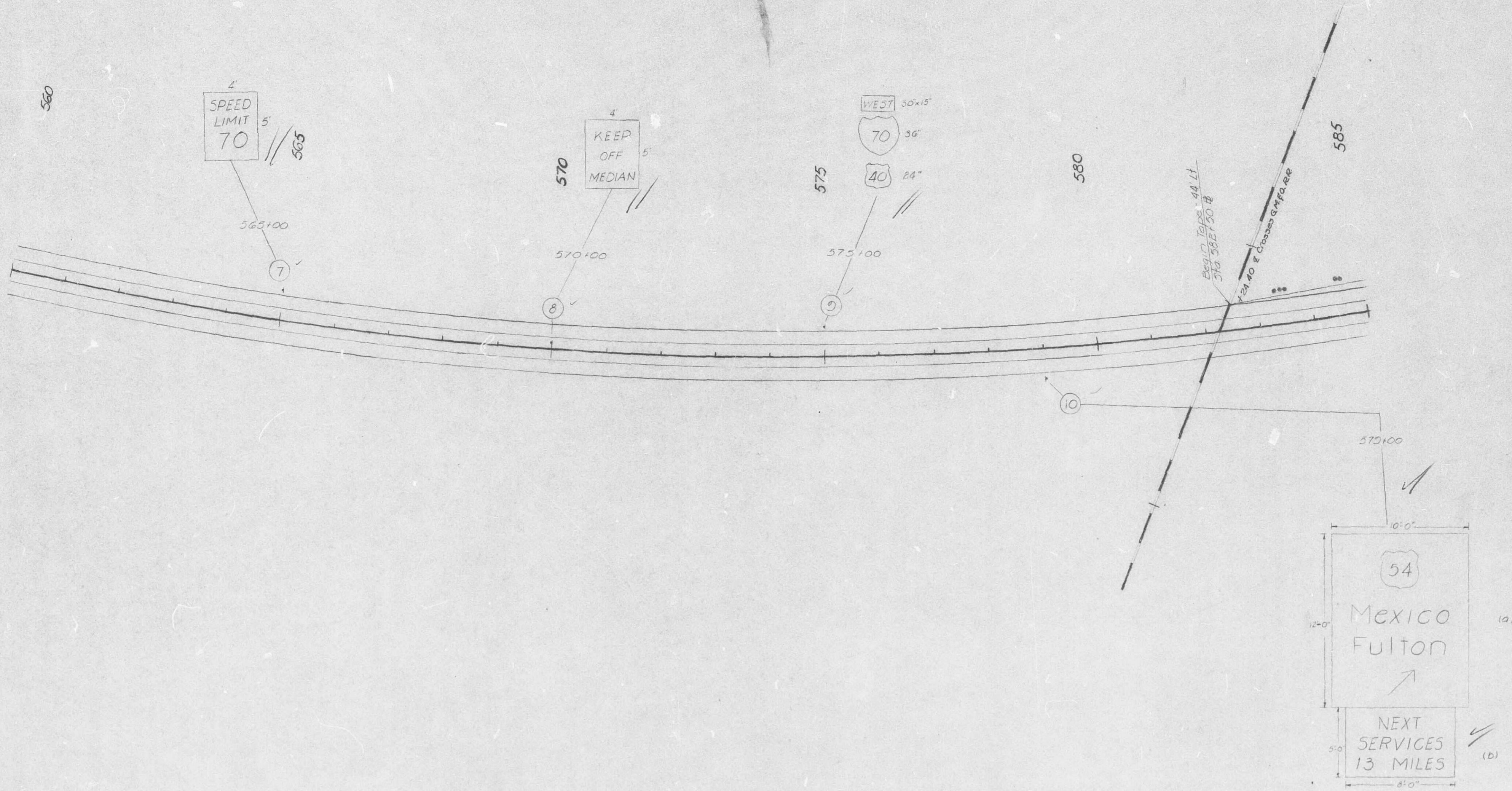
659



520

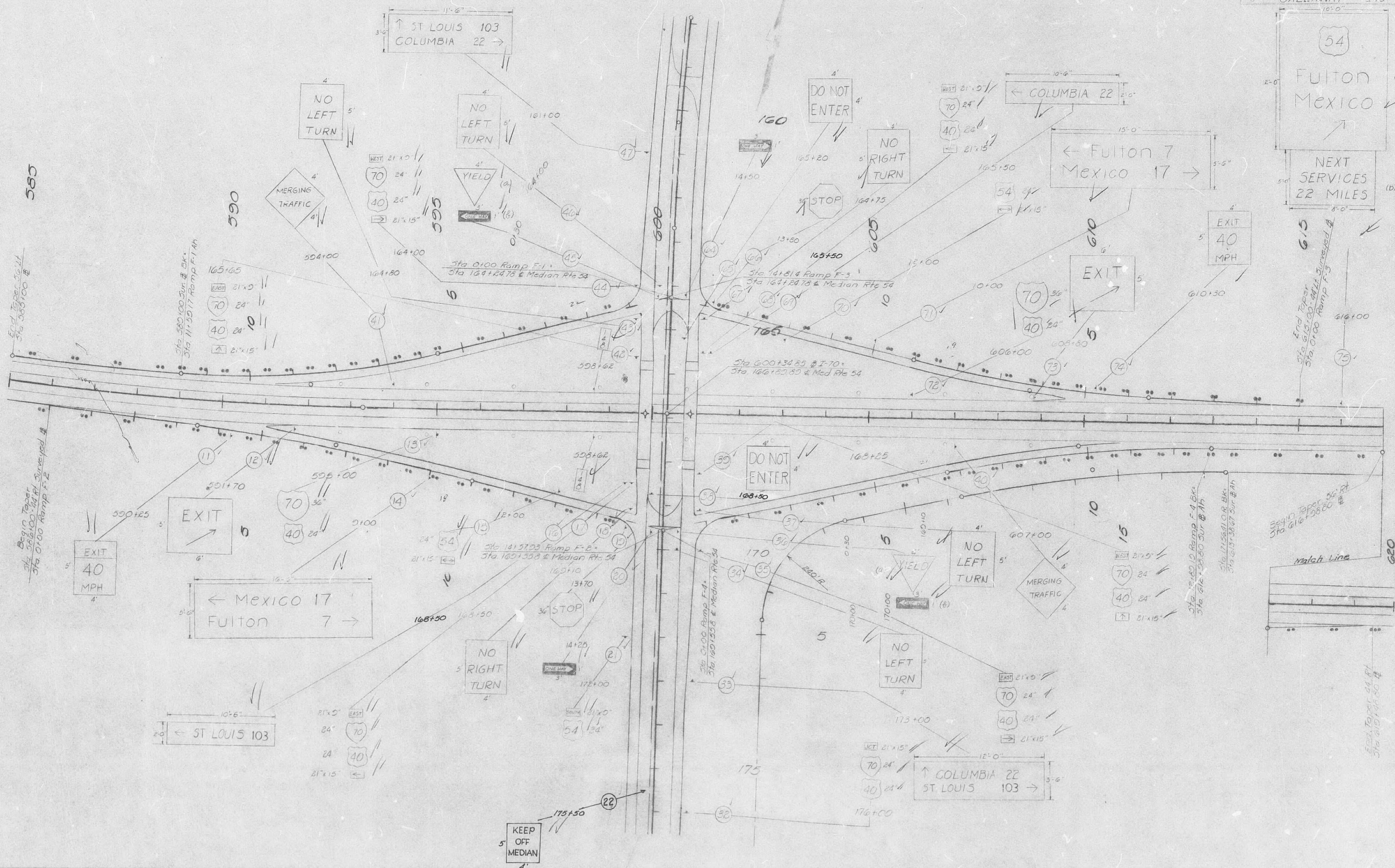
|               |    |      |
|---------------|----|------|
| ORIGINAL      | BY | DATE |
| SURVEY        |    |      |
| NOTE BOOK     |    |      |
| AREAS CHECKED |    |      |

|   |          |                   |    |
|---|----------|-------------------|----|
| 5 | MO.      | I-16-70-3(30) 142 | 38 |
| 5 | CALLAWAY | I-70              |    |



|           |      |
|-----------|------|
| ORIGINAL  | DATE |
| SURVEY    | BY   |
| NOTE BOOK |      |
| NO        |      |

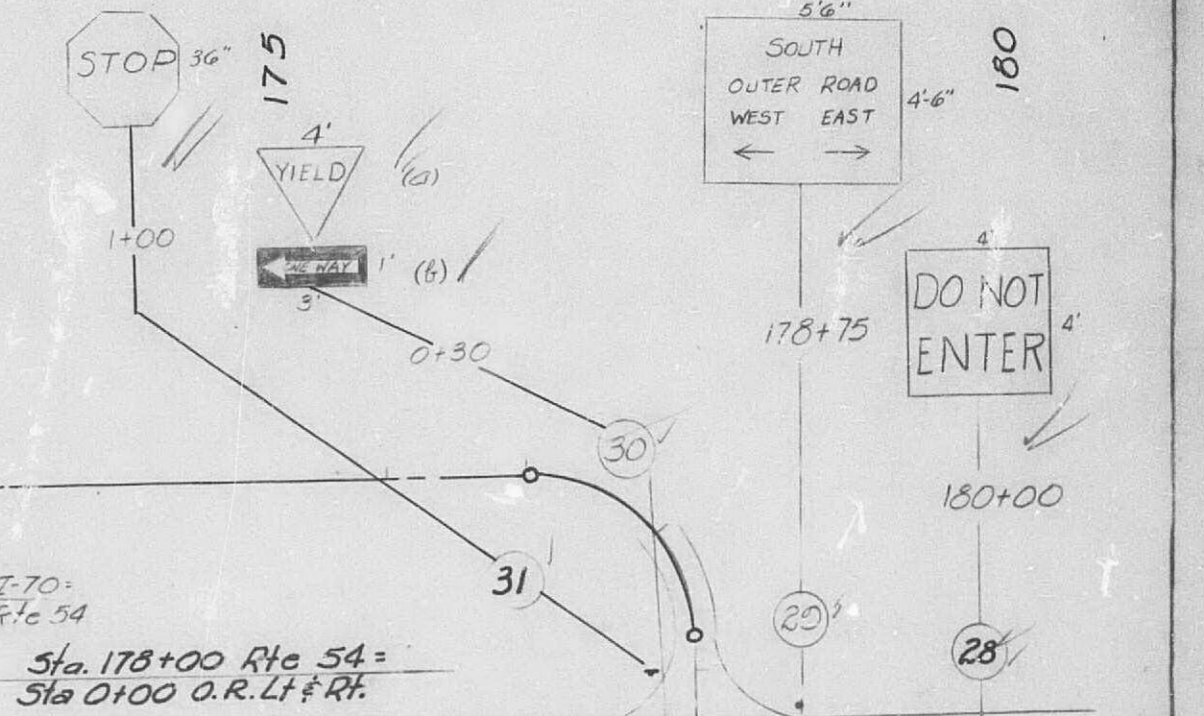
521



FINAL PLANS

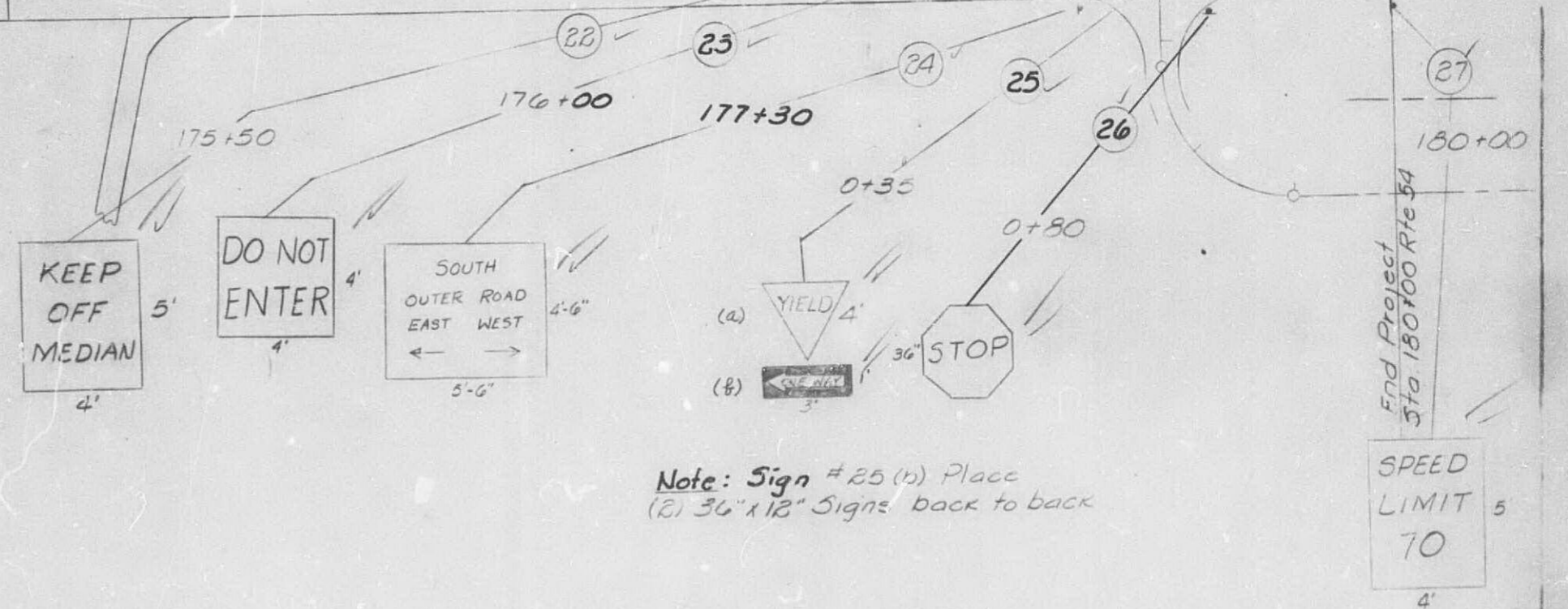
|   |                  |      |
|---|------------------|------|
| 5 | I-70-70-3(30)142 | 40   |
| 5 | Sec A            |      |
| 5 | CALLAWAY         | I-70 |

Note: Sign #30(b) Place E  
36" x 12" Signs back to back



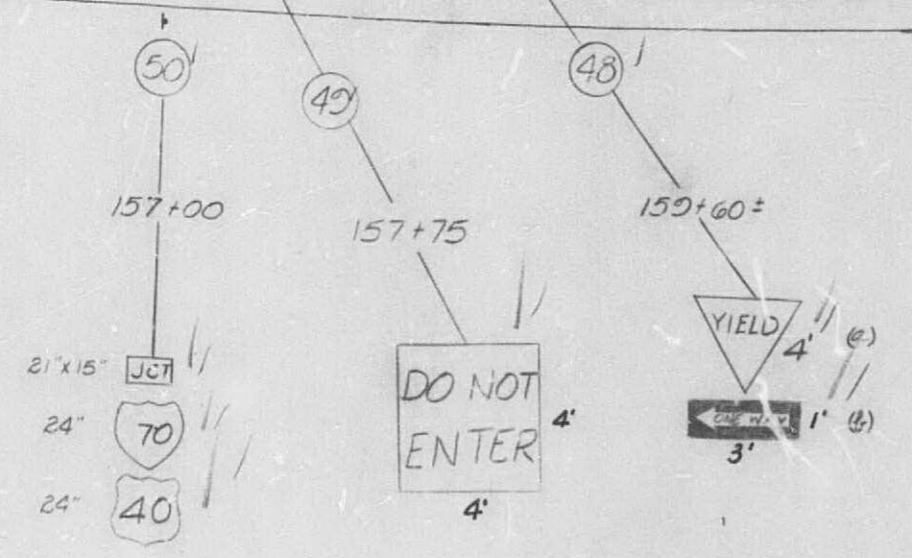
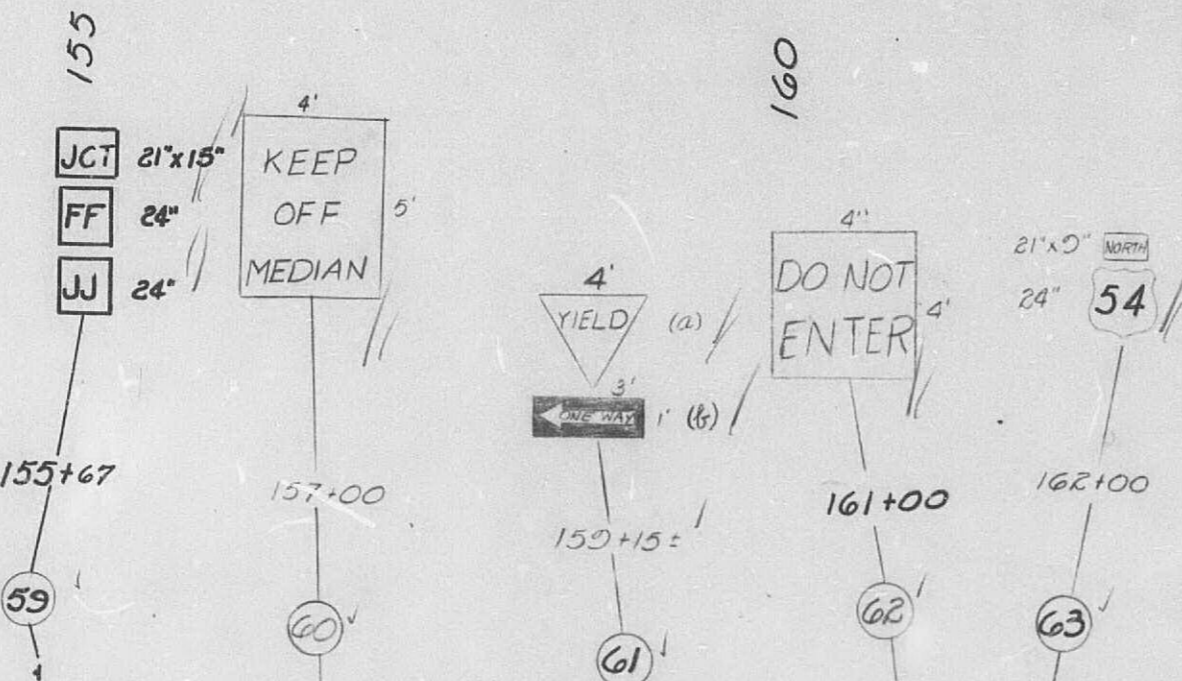
Sta. 178+00 Rte 54 =  
Sta. 0+00 O.R. Lf & Rt.

Note: Sign #25(b) Place  
(b) 36" x 12" Signs back to back



SPEED  
LIMIT  
70

150

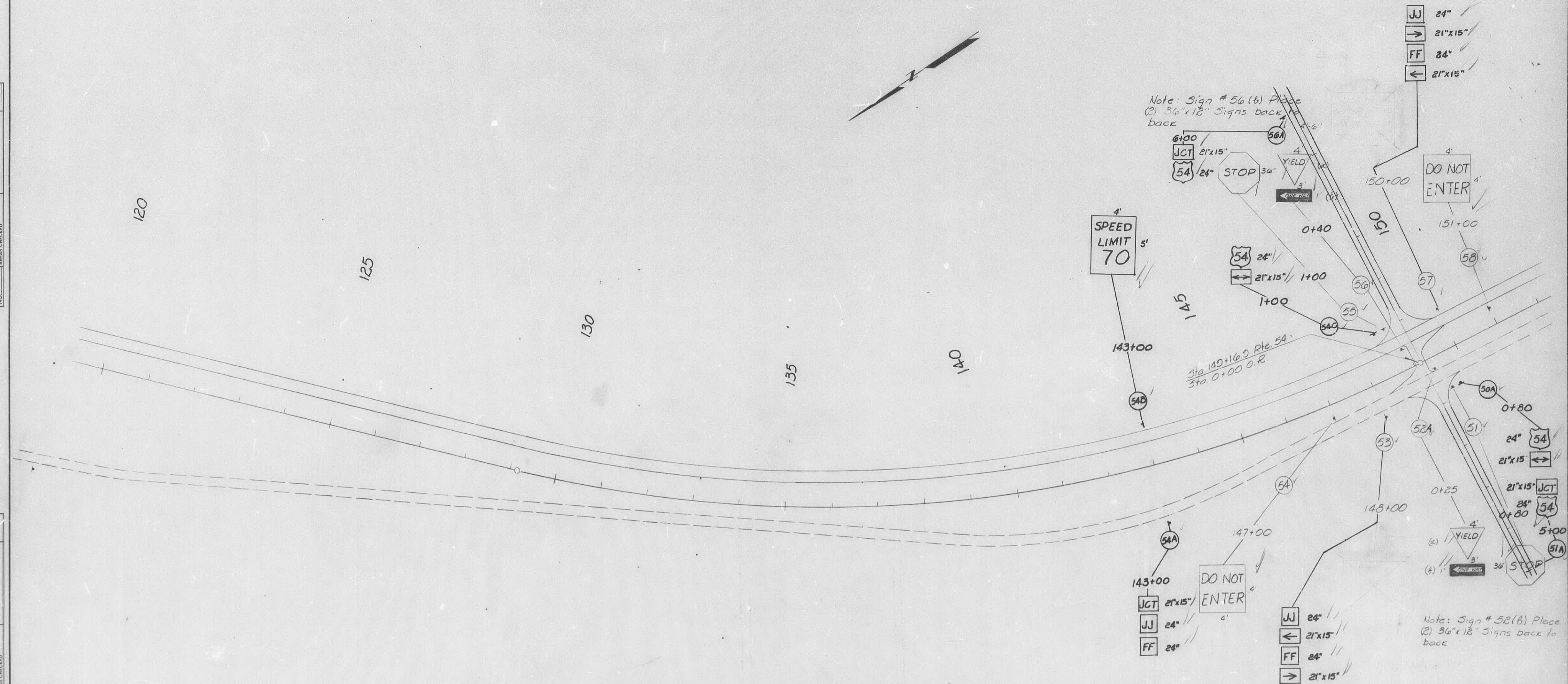


ORIGINAL SURVEYED  
SUBMITTAL DATE  
NOTED: TYPED  
NO. 15 JUL 1970

52

|                       |          |                             |              |
|-----------------------|----------|-----------------------------|--------------|
| FED. ROAD<br>DIV. NO. | STATE    | FEDERAL PROJECT No. & SEC.  | SHEET<br>No. |
| 5                     | MO.      | I-16-70-3(30) 142<br>Sec. A | 41           |
| DIST. No.             | COUNTY   | ROUTE                       | SEC.         |
| 5                     | CALLAWAY | I-70                        |              |

|                       |          |                             |              |
|-----------------------|----------|-----------------------------|--------------|
| FED. ROAD<br>DIV. NO. | STATE    | FEDERAL PROJECT No. & SEC.  | SHEET<br>No. |
| 5                     | MO.      | I-16-70-3(30) 142<br>Sec. A | 41           |
| DIST. No.             | COUNTY   | ROUTE                       | SEC.         |
| 5                     | CALLAWAY | I-70                        |              |

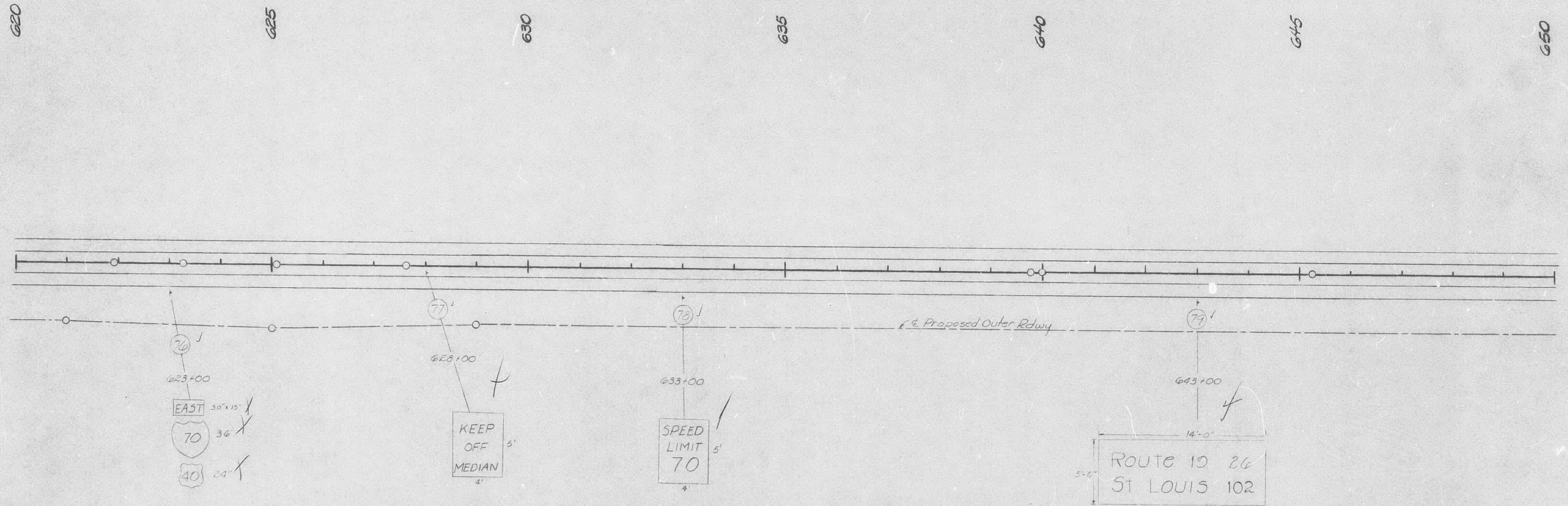


|                 |               |    |      |
|-----------------|---------------|----|------|
| FINAL<br>SURVEY | SURVEYED      | BY | DATE |
|                 | PLOTTED       |    |      |
|                 | TEMPLATE      |    |      |
|                 | AREAS         |    |      |
| NO.             | AREAS CHECKED |    |      |

| ORIGINAL      | BY | DATE |
|---------------|----|------|
| SURVIVED      |    |      |
| PLOTTED       |    |      |
| TEMPLATE      |    |      |
| AREAS         |    |      |
| AREAS CHECKED |    |      |

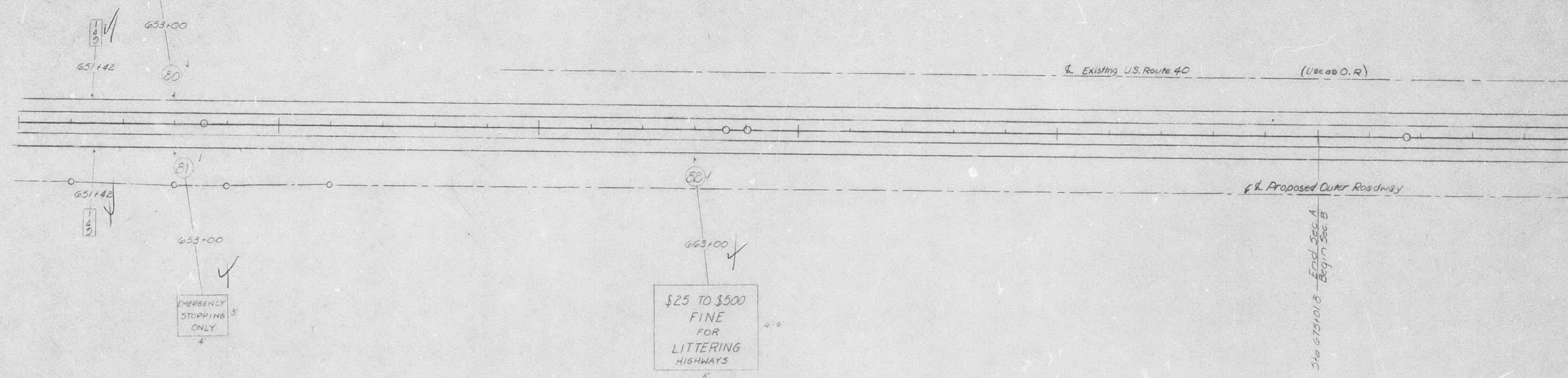
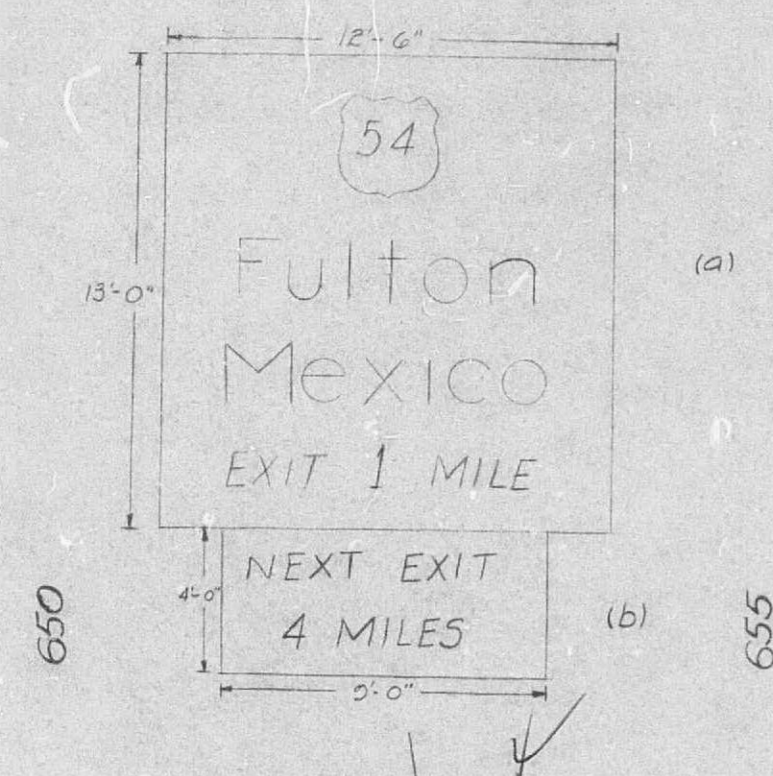
FINAL PLANS

|   |          |                  |    |
|---|----------|------------------|----|
| 5 | MO.      | I-16-70-3(30)142 | 12 |
| 5 | CALLAWAY | I-70             |    |

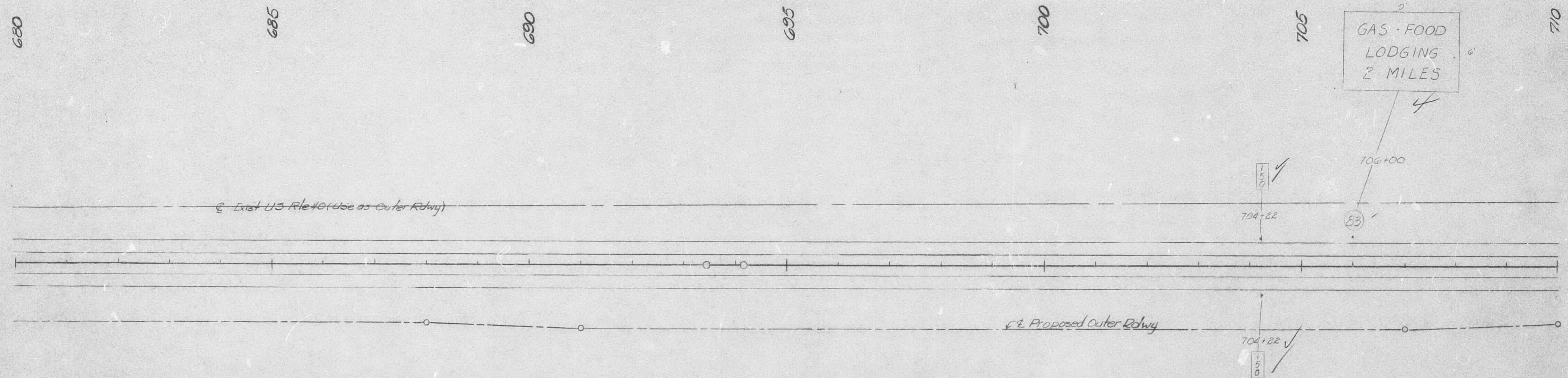


|          |  |
|----------|--|
| DATE     |  |
| BY       |  |
| ORIGINAL |  |
| REVISION |  |
| DATE     |  |
| BY       |  |
| NO.      |  |

|           |                               |          |
|-----------|-------------------------------|----------|
| STATE     | FEDERAL PROJECT No. & SEC.    | FILE NO. |
| 5 MD.     | I-16-70-3(30)142<br>Sec A & B | 4        |
| DIST. NO. | COUNTY                        | POSTAL   |
| 5         | GALLAWAY                      | I-70     |



I-70-70-3(30)142  
Sec B 44  
CALLAWAY I-70



FINAL PLANS

|        |                            |       |
|--------|----------------------------|-------|
| STATE  | FEDERAL PROJECT No. & SEC. | SHEET |
| 5 MO.  | 1-16-70-3(32)142           | 45    |
| COUNTY | SEC. B                     |       |
| 5      | CALLAWAY                   | 1-70  |

710

715

720

725

730

735

740

Exist. U.S. Rte. 40 (Use as Outer Rdwy.)

Proposed Outer Rdwy.

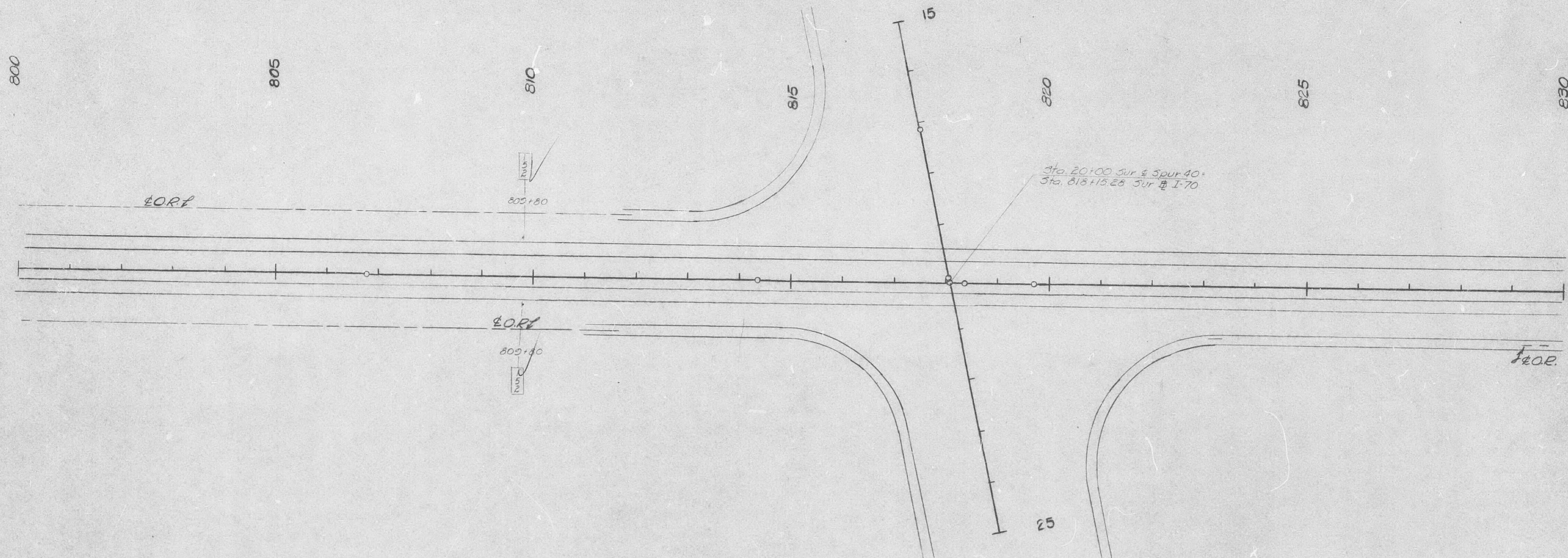
528

|           |      |
|-----------|------|
| DATE      | BY   |
| REVIEWED  | DATE |
| DESIGNED  | DATE |
| CHECKED   | DATE |
| IN CHARGE | DATE |

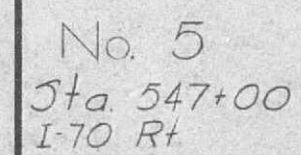
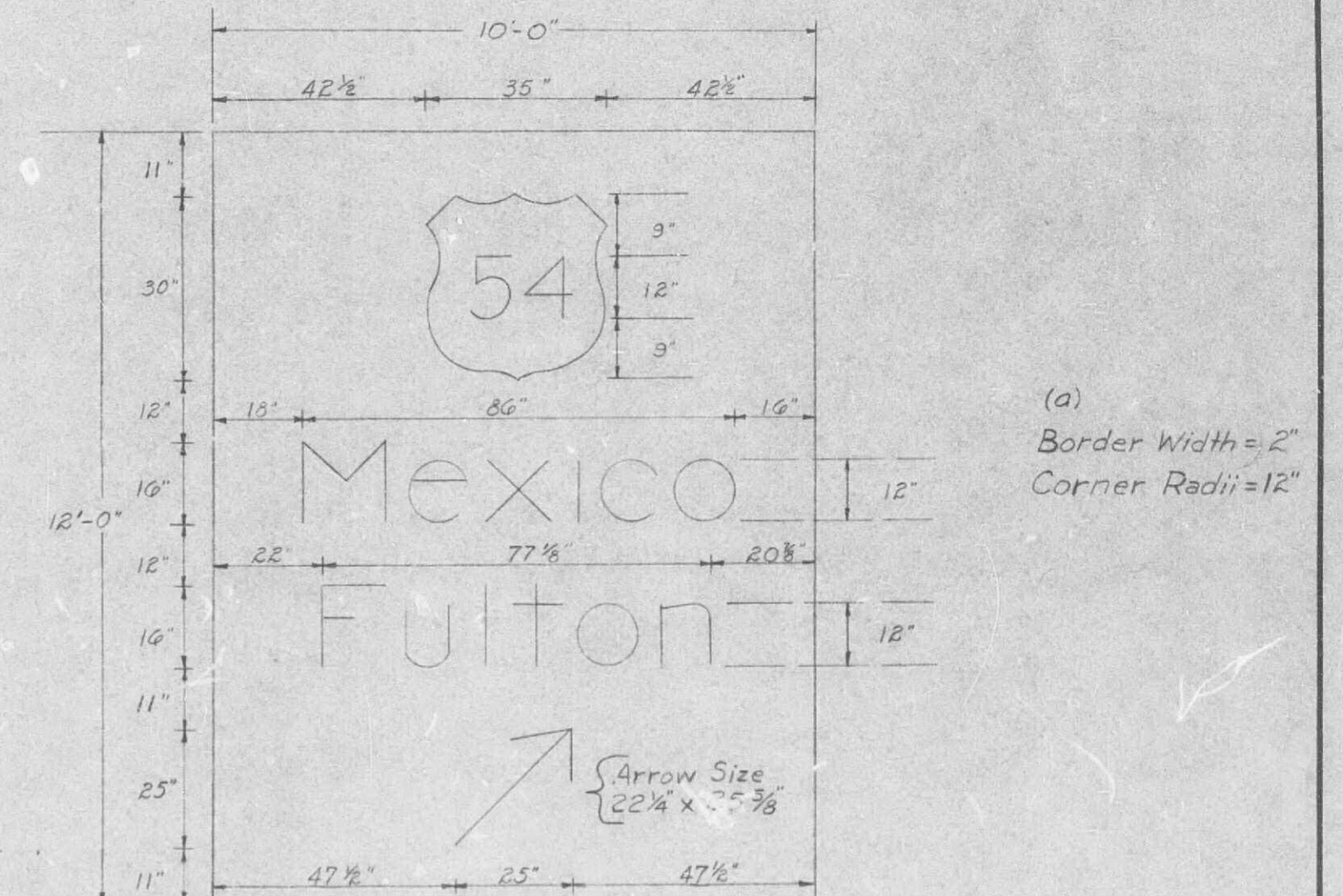
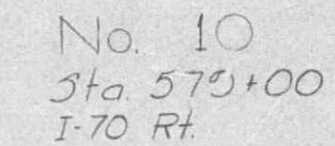
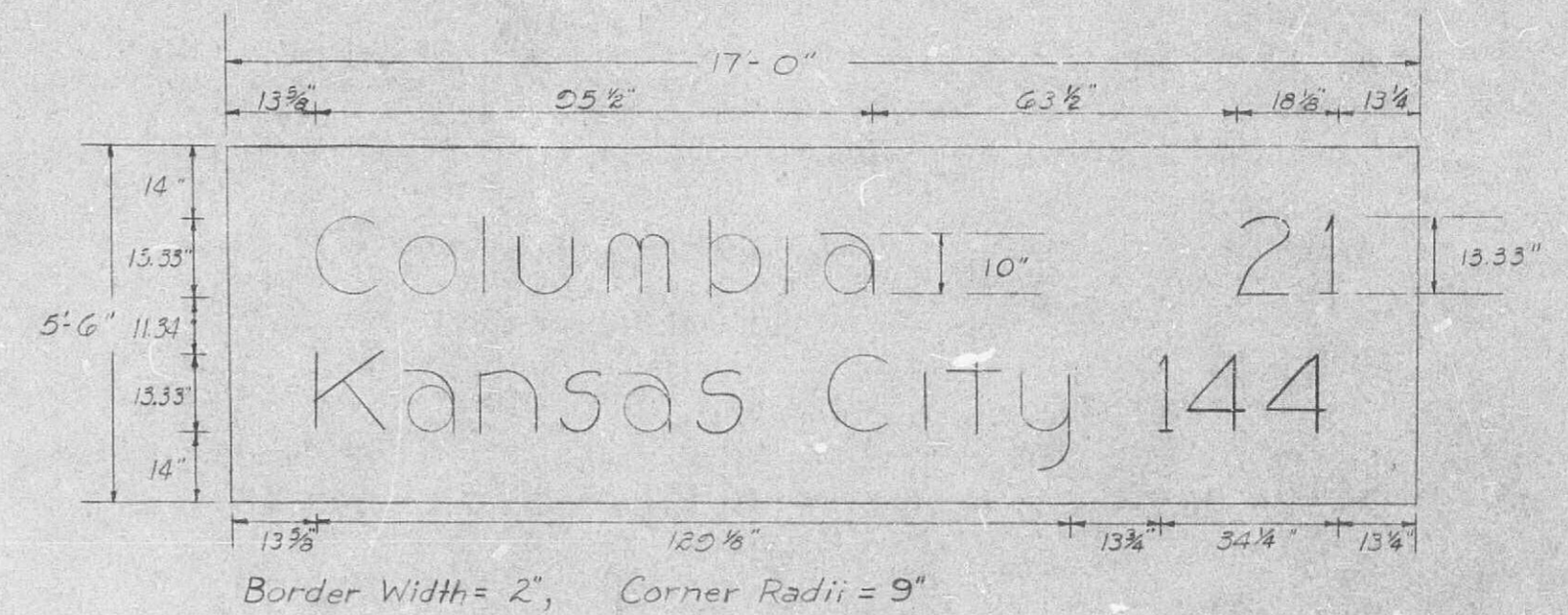
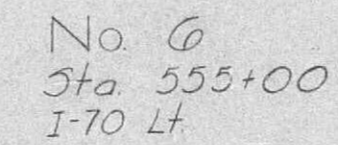
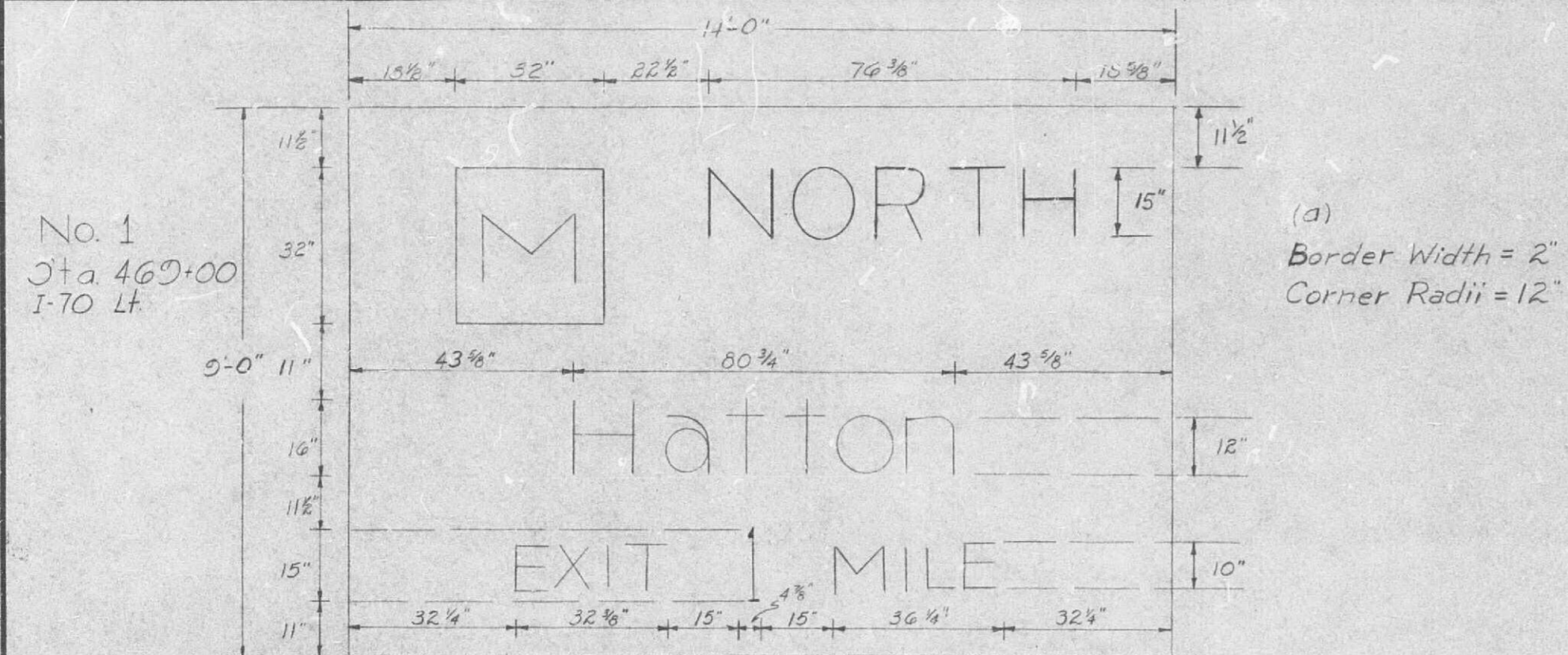




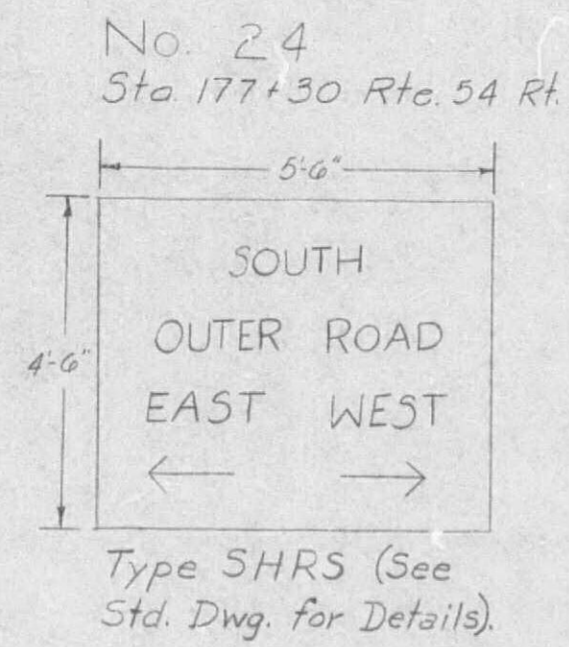
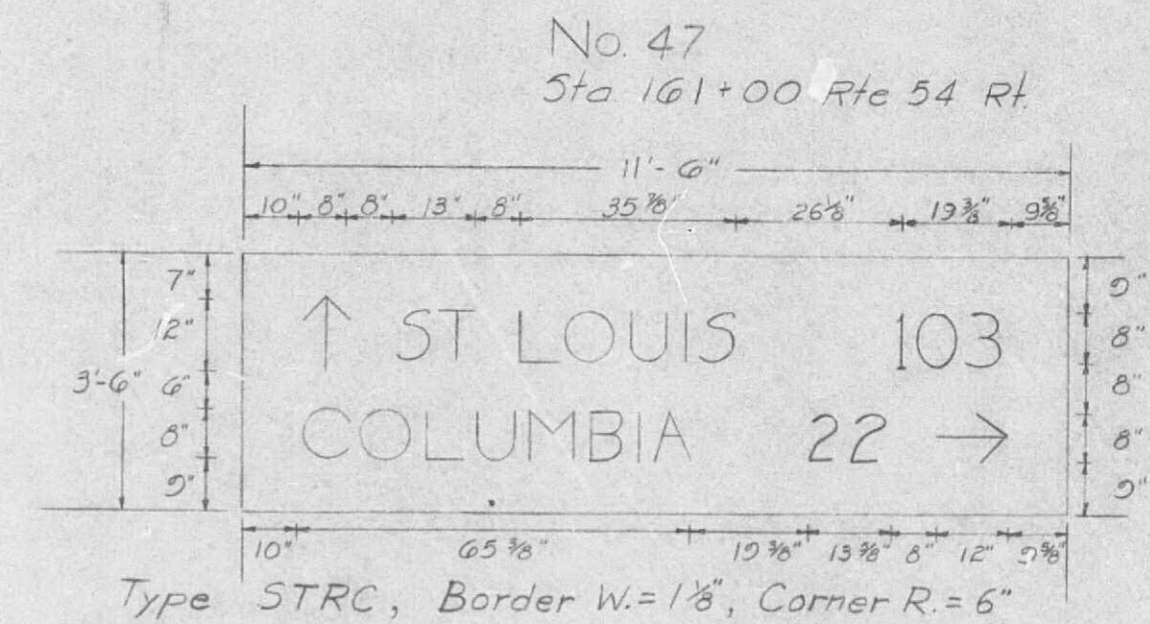
|                        |       |                             |               |               |
|------------------------|-------|-----------------------------|---------------|---------------|
| REG. ROAD<br>DIST. NO. | STATE | FEDERAL PROJECT No. & SEC.  | LOCAL<br>SEAL | PREP.<br>TAB. |
| 5                      | MO.   | I-16-70-3(30) 142<br>Sec. B |               | 48            |
| DIST. NO.              |       | COUNTY                      | ROUTE         |               |
| 5                      |       | CALLAWAY                    | I-70          |               |



|                       |          |                           |              |
|-----------------------|----------|---------------------------|--------------|
| FED. ROAD<br>DIV. NO. | STATE    | FEDERAL PROJECT No. & SEC | SHEET<br>No. |
| 5                     | MO.      | I-70-3 (30) 142<br>Sec. A | 49           |
| DIST. NO.             | COUNTY   | ROUTE                     | SEC.         |
| 5                     | CALLAWAY | I-70                      |              |

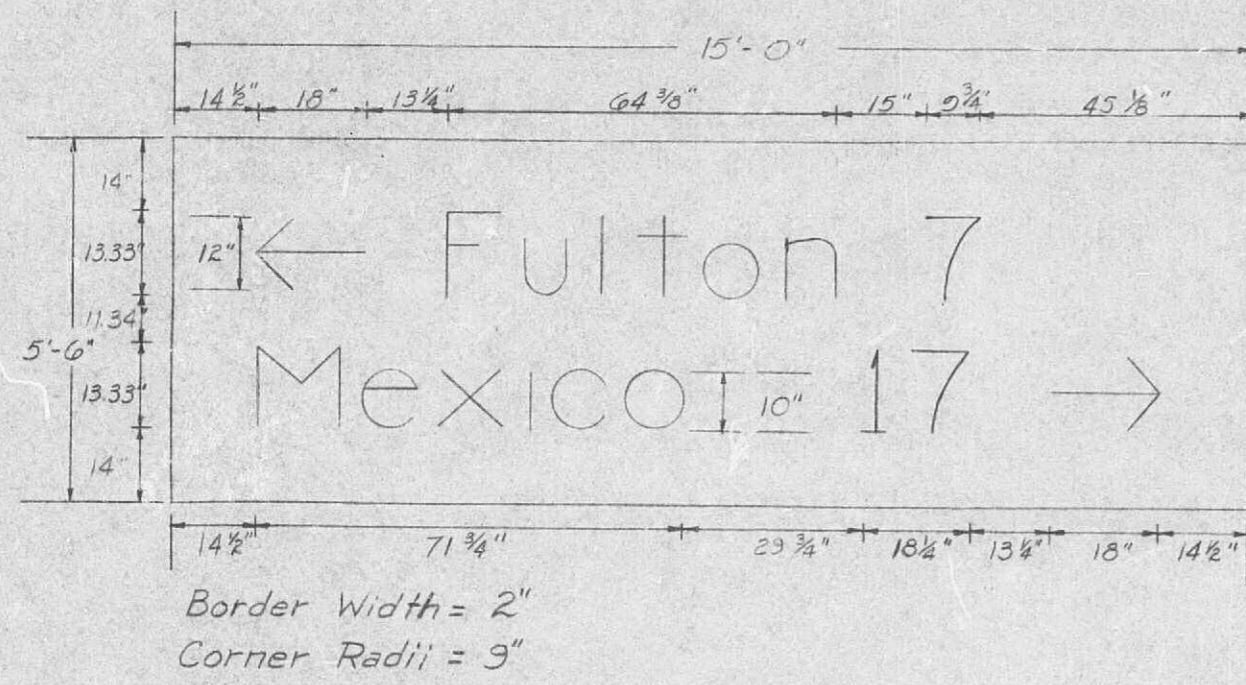


All Signs on this sheet type STRC

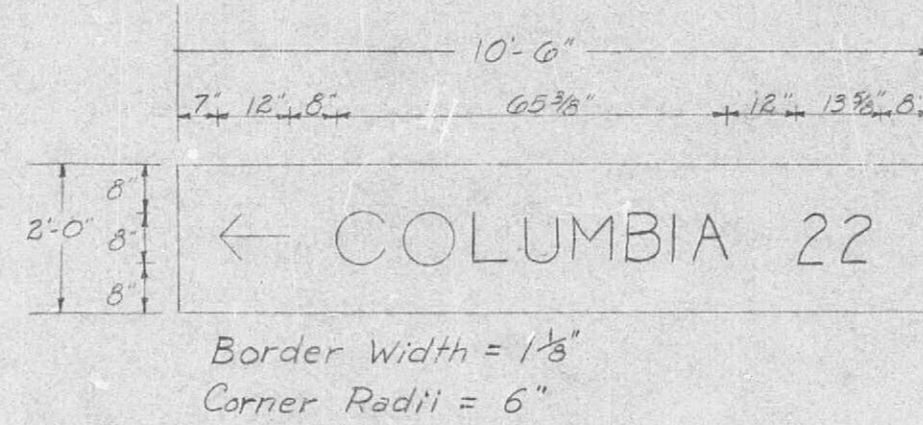


| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT NO. & SEC.    | SHEET NO. |
|---------------------|----------|-------------------------------|-----------|
| 5                   | MO.      | I-16-70-3(30) 14.2<br>Sec A4B | 51        |
| DIST. NO.           | COUNTY   | ROUTE                         | SEC.      |
| 5                   | CALLAWAY | I-70                          |           |

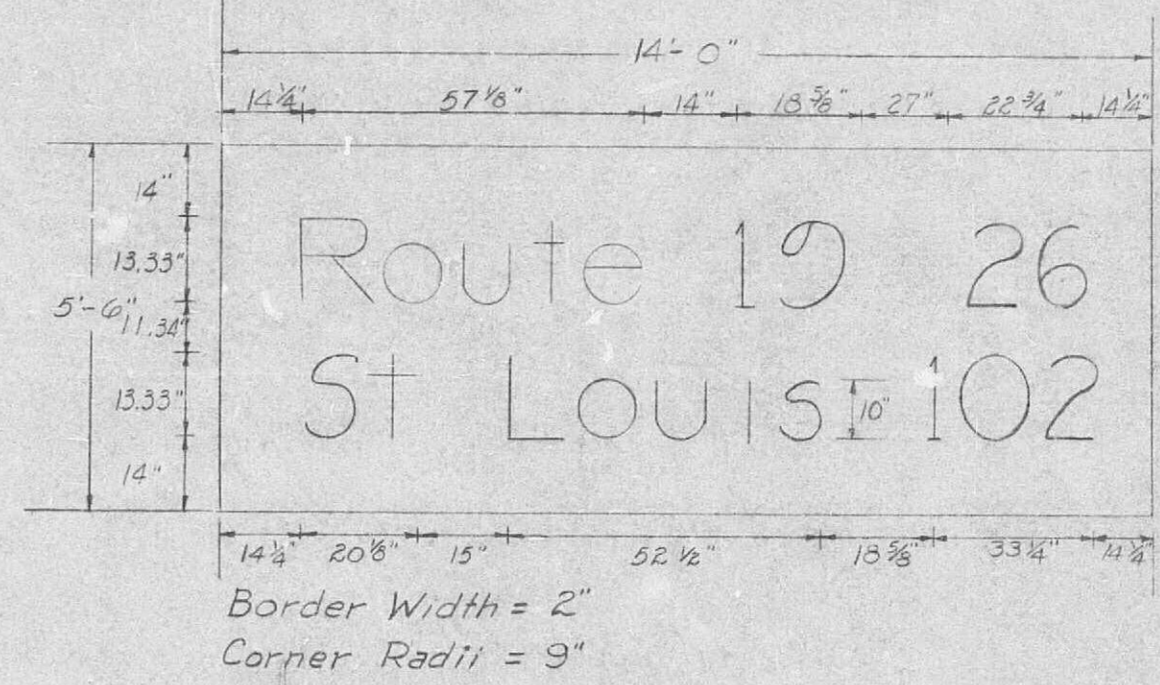
No. 71  
Sta. 10+00 Ramp F-3



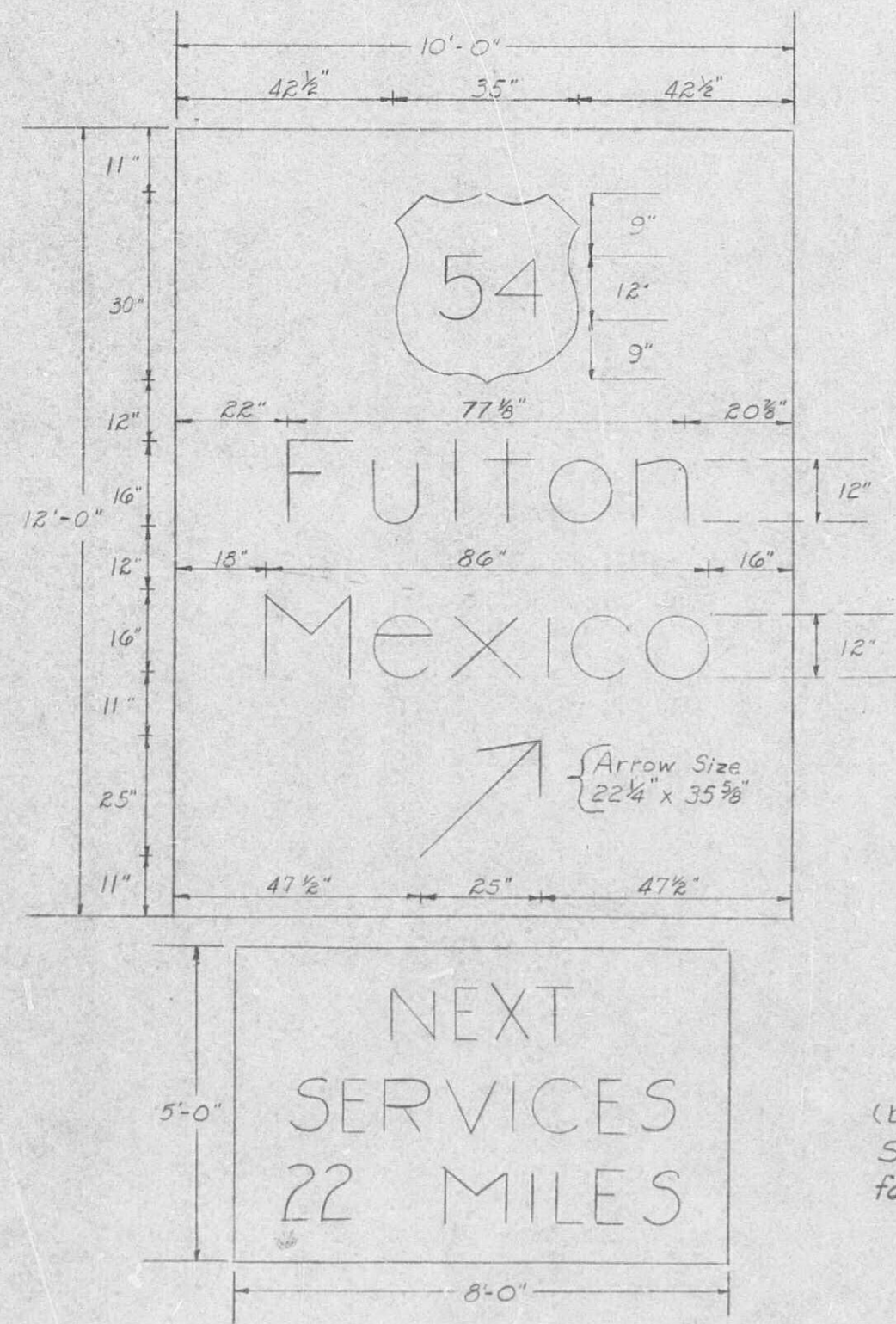
No. 69  
Sta. 165+50 Rte 54 Lt.



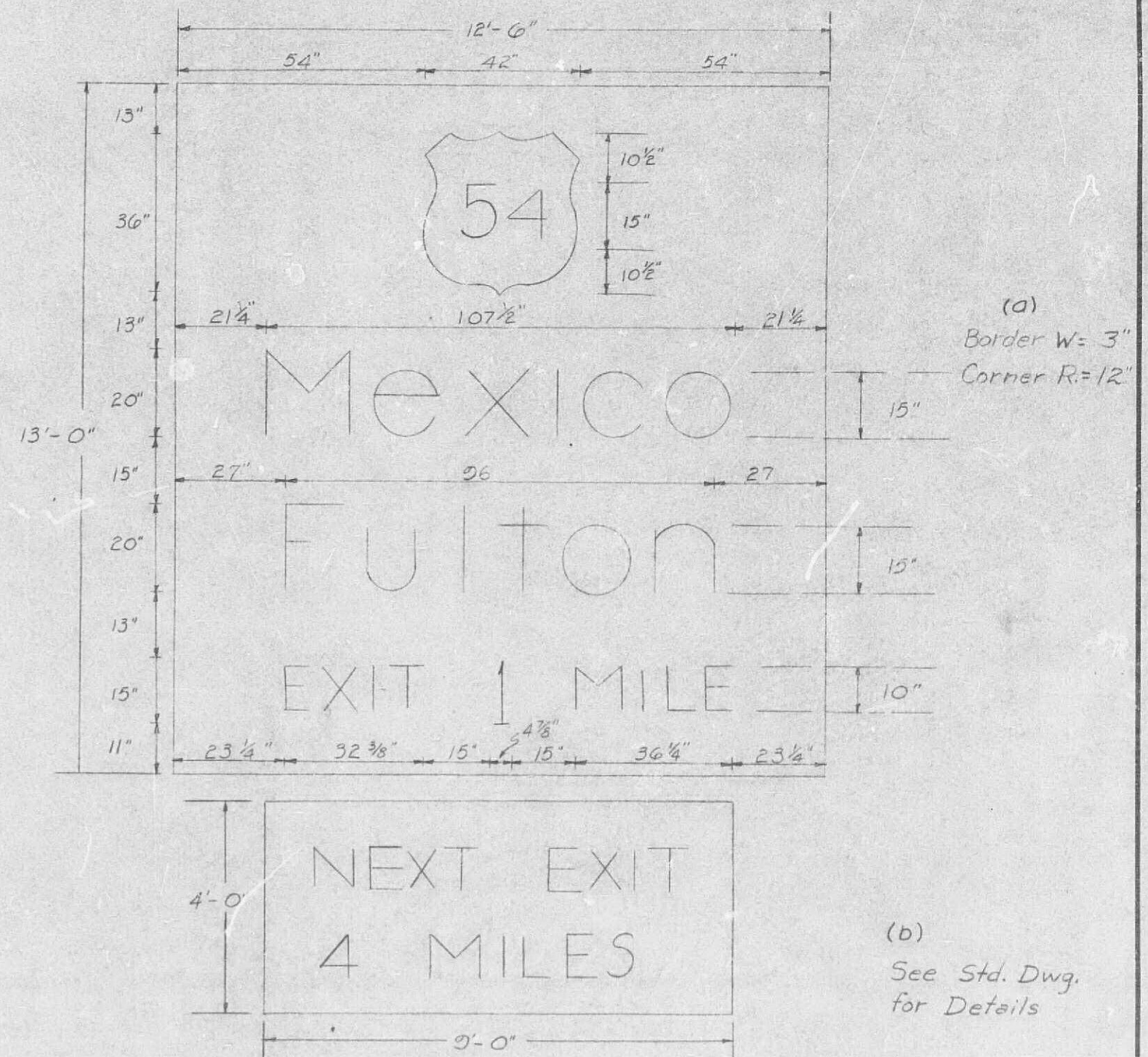
No. 79  
Sta. 643+00 I-70 Rt.



No. 75  
Sta. 616+00 I-70 Lt.



No. 80  
Sta. 653+00 I-70 Lt.



SP-29 REVISED

|                     |        |                            |           |
|---------------------|--------|----------------------------|-----------|
| FED. ROAD DIST. NO. | STATE  | FEDERAL PROJECT No. & SEC. | SHEET NO. |
| 5                   | MO.    |                            | 52        |
| DIST. NO.           | COUNTY | ROUTE                      | SIC       |
|                     |        |                            |           |

SIGN POSTS

| SIGNS    |         |                       |             |           | 4 LB. SIGN POSTS |          | 6"x4" WF POSTS @ 8.5# PER FT. CUTOFF EA. POST 2 LBS. |                 | S.D. 72.03 STRUCTURAL STEEL POSTS |                 |                |              |      |                |              |            |                 |            | ASSEMBLY CROSS-BARS |                                    |     |                   | TOTAL STRUCT. STEEL POST POUNDS | CL. B CONC. FOOTN'S | HORZ. CLEAR. IF NOT STD. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
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| SIGN NO. | STATION | SIGN DETAIL SHEET NO. | LOCATION    | SIGN SIZE | SIGN POSTS       |          | WF POSTS   |                 |                                   |                 |                |              |      | COVER PLATES   |              |            | 3" ZEE ASSEMBLY |            | BASE PLATE LBS.     | 2"x 3/8" BARS @ 2.55# PER LIN. FT. |     |                   |                                 |                     |                          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
|          |         |                       |             |           | EA.              | LIN. FT. | POST DESIGN NO.                                      | POST 1 LIN. FT. | POST 2 LIN. FT.                   | POST 3 LIN. FT. | TOTAL LIN. FT. | LBS. PER FT. | LBS. | TOTAL LIN. FT. | LBS. PER FT. | TOTAL LBS. | NO. EA.         | POST SPACE |                     | TOTAL LBS.                         | NO. | LENGTH EA. INCHES | TOTAL LIN. FT.                  | TOTAL LBS.          |                          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| 50A      | 0+80    | Std                   | Lt. Rte. FF | Assembly  | 1                | 14'-6"   |  |                 |                                   |                 |                |              |      |                |              |            |                 |            |                     |                                    |     |                   |                                 |                     |                          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | </ |

DELINEATORS, MILEPOSTS, CONDUIT, CONDUCTOR CABLE, TRENCHING AND BACKFILLING, POWER SUPPLY ASSY., PHOTOELECTRIC CONTROL, & MISC.

535

SP-30 REVISED

STANDARD SIGN ASSEMBLIES

SIGN SUMMARY

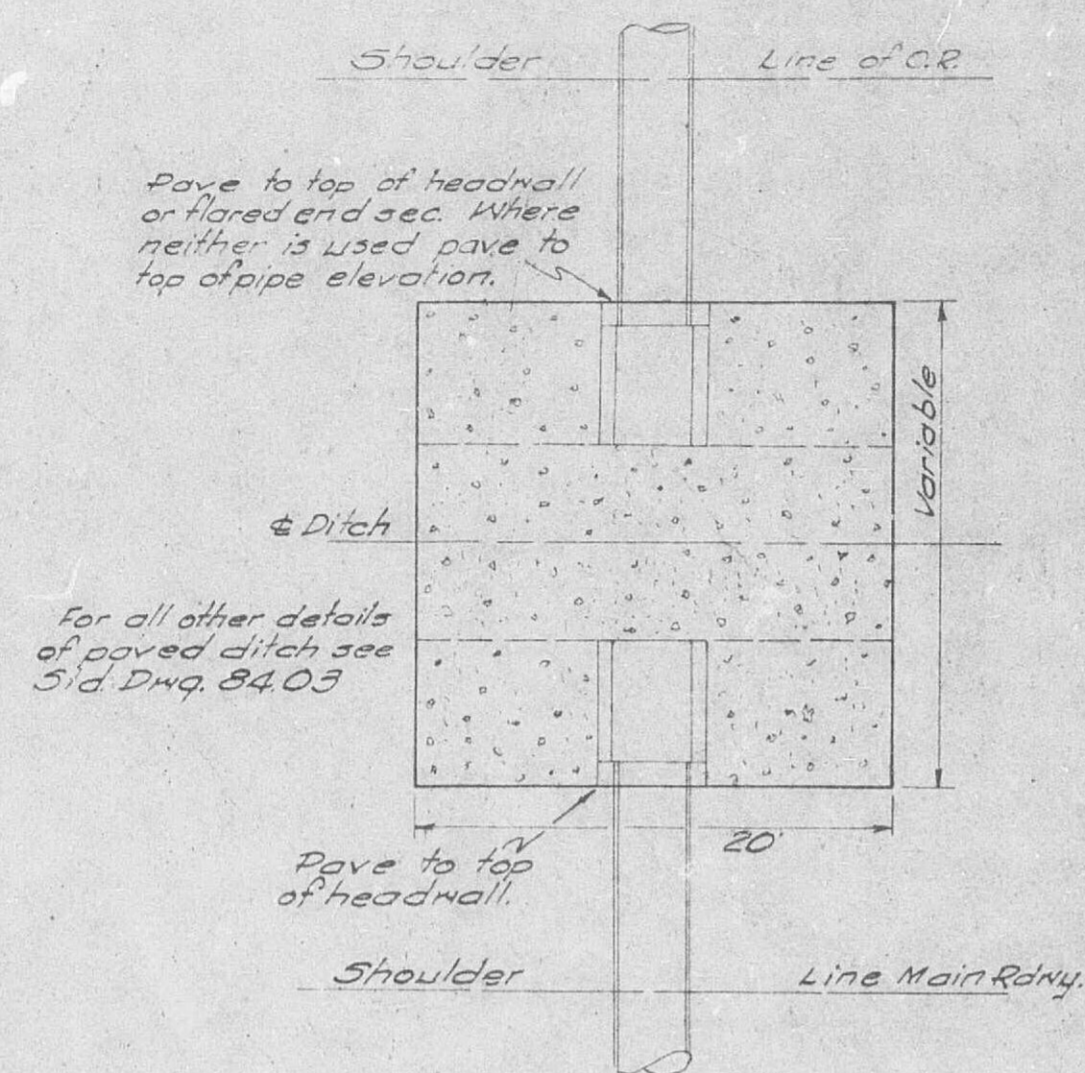
|                     |       |                       |           |
|---------------------|-------|-----------------------|-----------|
| FED. ROAD DIST. NO. | STATE | FED. PROJ. NO. & SEC. | SHEET NO. |
| 5                   | MO.   |                       | 53        |
| COUNTY              |       | ROUTE                 |           |

| SIGN NO. | STATION | LOCATION    | TYPE         |                 |                        |                   |              |              |              |              |              |              |              |              | SIGN DESCRIPTIONS, SIZES & NUMBER OF EACH |  |  |  |  |  |  |  |  |  |  |  |
|----------|---------|-------------|--------------|-----------------|------------------------|-------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---|--|--|--|--|--|--|--|--|--|--|--|
|          |         |             | Rte. 54 SHRS | 24" Shield SHRS | 24" Supplementary SHRS | Jct. 21'x15" SHRS | 21'x15" SHRS | 21'x15" SHRS | 21'x15" SHRS | 21'x15" SHRS | 21'x15" SHRS | 21'x15" SHRS | 21'x15" SHRS | 21'x15" SHRS |   |  |  |  |  |  |  |  |  |  |  |  |
| 50A      | 0+80    | Lt. Rte. FF | 1            | 1               |                        |                   |              |              |              |              |              |              |              |              |   |  |  |  |  |  |  |  |  |  |  |  |
| 51A      | 5+00    | Lt. Rte. FF | 1            | 1               |                        |                   |              |              |              |              |              |              |              |              |   |  |  |  |  |  |  |  |  |  |  |  |
| 53       | 148+00  | Rte. 54 Rt. |              |                 | 2                      |                   | 1            |              |              |              |              |              |              |              |   |  |  |  |  |  |  |  |  |  |  |  |
| 54A      | 143+00  | Rte. 54 Rt. |              |                 | 2                      |                   | 1            |              |              |              |              |              |              |              |   |  |  |  |  |  |  |  |  |  |  |  |
| 54C      | 1+00    | Lt. Rte. JJ |              |                 | 1                      |                   |              |              |              |              |              |              |              |              |   |  |  |  |  |  |  |  |  |  |  |  |
| 54A      | 6+00    | Lt. Rte. JJ |              |                 | 1                      |                   |              |              |              |              |              |              |              |              |   |  |  |  |  |  |  |  |  |  |  |  |
| 57       | 130+00  | Rte. 54 Lt. |              |                 | 2                      |                   | 1            |              |              |              |              |              |              |              |   |  |  |  |  |  |  |  |  |  |  |  |
| 52       | 135+67  | Rte. 54 Lt. |              |                 | 2                      |                   | 1            |              |              |              |              |              |              |              |   |  |  |  |  |  |  |  |  |  |  |  |
|          |         | Total       | 4            | 8               | 4                      | 2                 | 2            | 2            |              |              |              |              |              |              |   |  |  |  |  |  |  |  |  |  |  |  |

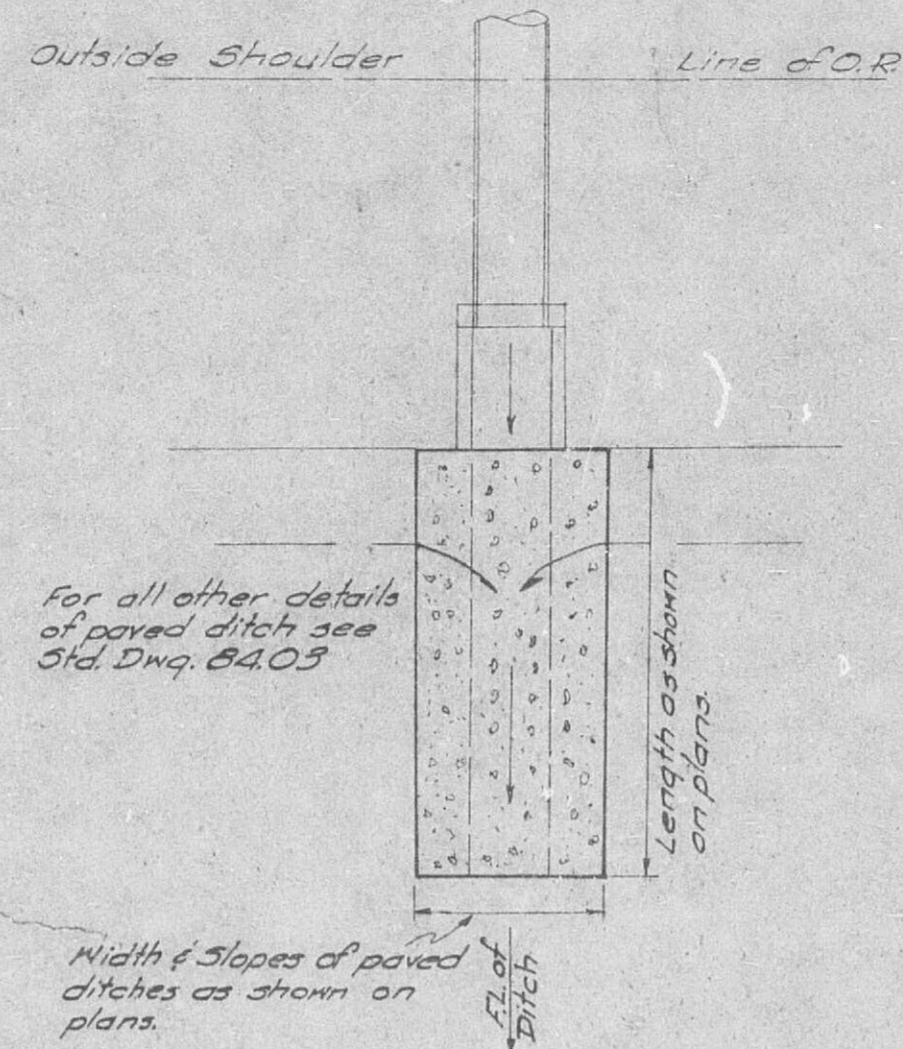
| STANDARD SIGN OR SPECIAL SIGN NO. | SIGN DETAIL SHEET NO. | NO. EACH | TYPE & SQ. FT. |      |      |      |      |      | 36" STOP EACH |
|-----------------------------------|-----------------------|----------|----------------|------|------|------|------|------|---------------|
|                                   |                       |          | SIZE           | STBC | STRC | STRS | SHRR | SHRS |               |
| 24" Rte. 54 Shield                | Std.                  | 4        | 24"x24"        |      |      |      |      | 16.0 |               |
| 24" Supplementary Shield          | "                     | 8        | 24"x24"        |      |      |      |      | 32.0 |               |
| Jct.                              | "                     | 4        | 21'x15"        |      |      |      |      | 8.0  |               |
| ←                                 | "                     | 2        | 21'x15"        |      |      |      |      | 4.4  |               |
| →                                 | "                     | 2        | 21'x15"        |      |      |      |      | 4.4  |               |
| ←                                 | "                     | 2        | 21'x15"        |      |      |      |      | 4.4  |               |
| →                                 | "                     | 2        | 21'x15"        |      |      |      |      | 4.4  |               |
| Total                             |                       |          |                |      |      |      |      | 70.0 |               |
| TOTALS                            |                       |          |                |      |      |      |      |      |               |

536

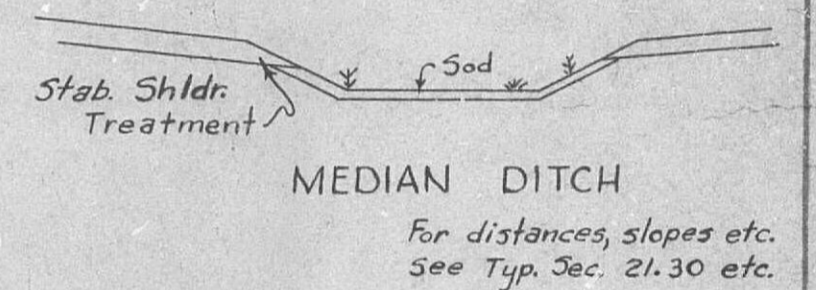
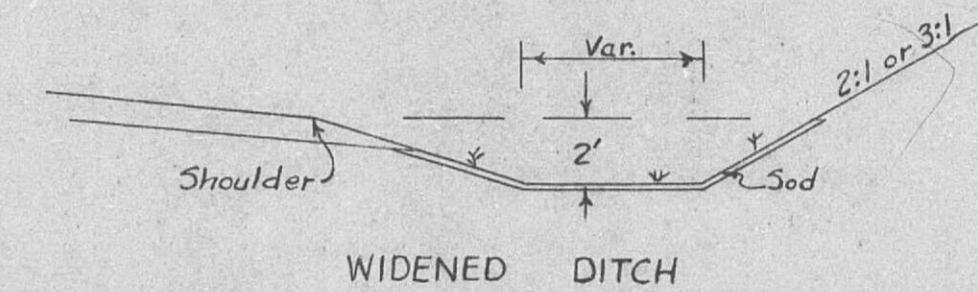
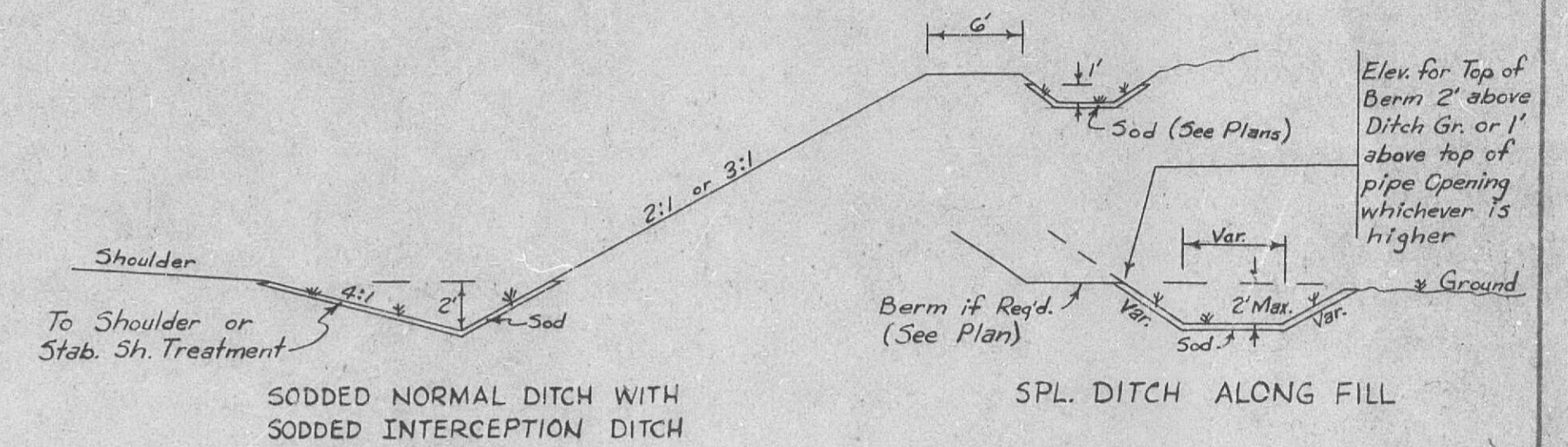
| PUB. NO. | STATE    | FEDERAL PROJECT NO. & SEC. | SHEET NO. |
|----------|----------|----------------------------|-----------|
| 5        | MO.      | I-70-3(30)42<br>Sec. A & B | 54        |
| 5        | CALLAWAY | I-70                       |           |



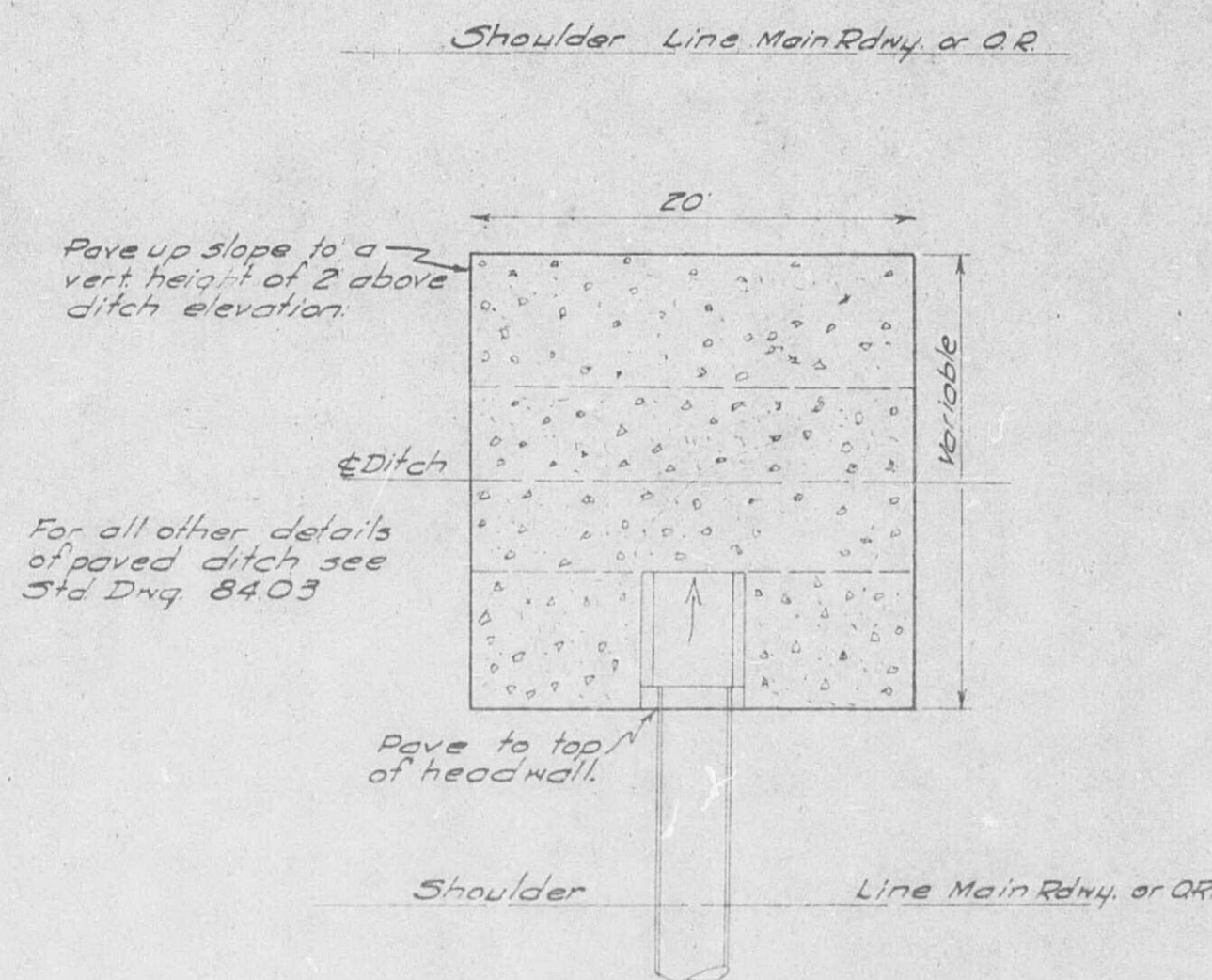
PAVED DITCH TYPE A



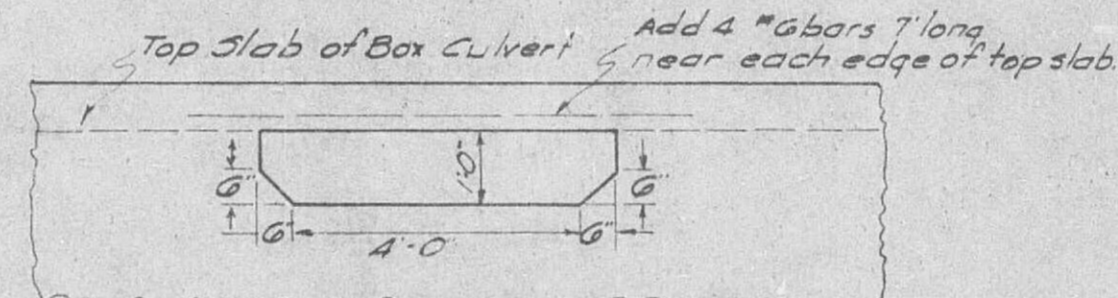
PAVED DITCH TYPE C



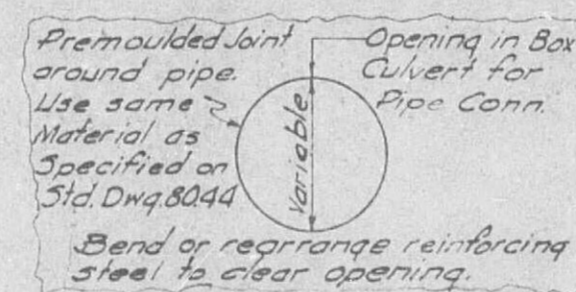
DETAILS FOR SODDED DITCHES



PAVED DITCH TYPE B



DETAIL OF INLET OPENING IN SIDE WALL OF BOX CULVERTS



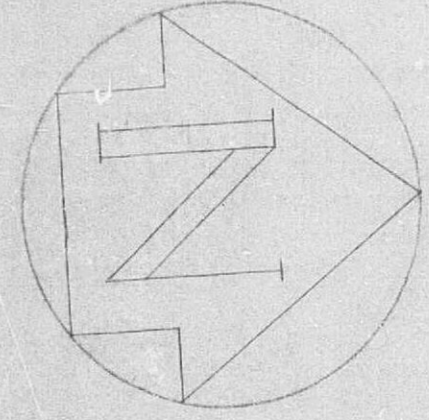
DETAIL OF PIPE OPENING IN SIDE WALL OF BOX CULVERTS

MISSOURI STATE HIGHWAY COMMISSION  
DETAILS OF— PAVED & SODDED DITCHES  
INLET OPENING IN SIDE OF BOX CULVERT  
PIPE OPENING IN SIDE OF BOX CULVERT

537

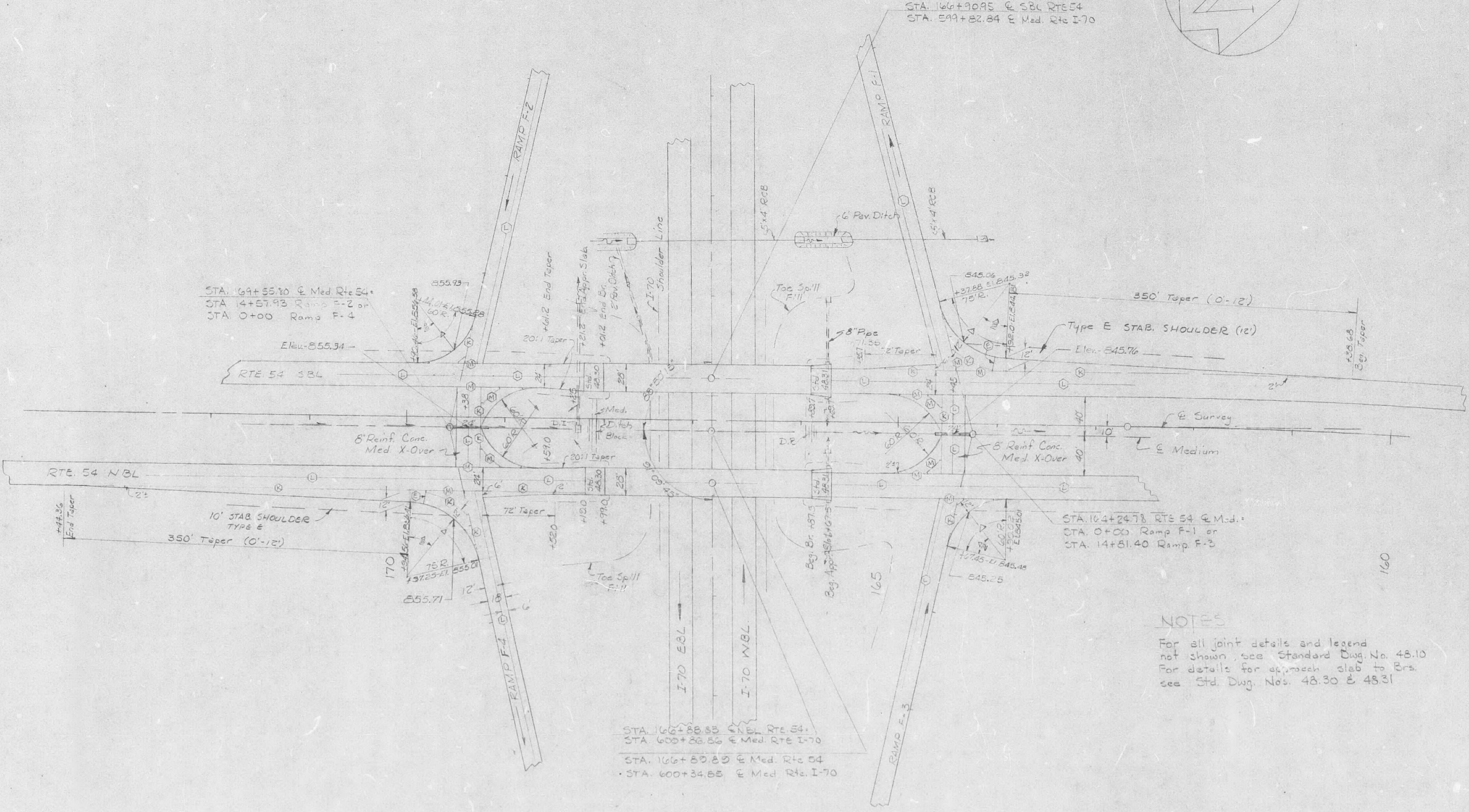
FINAL PLANS

| FED. ROAD DIST. NO. | STATE    | FEDERAL PROJECT No. & SEC. | SHEET NO. |
|---------------------|----------|----------------------------|-----------|
| 5                   | MO.      | I-70-3(30)142 Sec A        | 55        |
| DIST. NO.           | COUNTY   | ROUTE                      | SEC.      |
| 5                   | CALLAWAY | I-70                       |           |



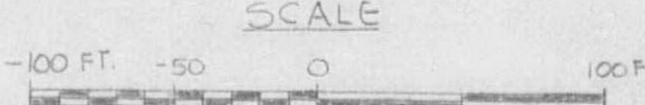
| FINAL SURVEY | DATE |
|--------------|------|
| SURVEYED     |      |
| NOTED        |      |
| TECHNICAL    |      |
| NO.          |      |

| ORIGIN    | DATE |
|-----------|------|
| SURVEY    |      |
| NOTED     |      |
| TECHNICAL |      |
| NO.       |      |



NOTES

For all joint details and legend not shown, see Standard Dwg. No. 48.10  
For details for approach slab to Brs. see Std. Dwg. Nos. 48.30 & 48.31



JOINT LAYOUTS & APPR SLAB LOCATIONS  
ROUTE I-70 PROJ. HG-70-3(30)142 Sec. A  
CALLAWAY CO.  
SPECIAL SHEET NO. 2

538

|                      |          |                              |              |
|----------------------|----------|------------------------------|--------------|
| FED. RD.<br>DIV. NO. | STATE    | FEDERAL PROJECT NO.          | SHEET<br>NO. |
| 5-S                  | MO.      | I-16-70-3 (30) 142<br>SEC. A | 73           |
| DIST.                | COUNTY   | ROUTE                        | SEC          |
| 5                    | CALLAWAY | I-70                         |              |

[illegible]

# FINAL PLANS

## STANDARD TRAFFIC SIGNS AND POSTS OTHER THAN ASSEMBLIES

| FED. RD. DIV. NO. | STATE    | FEDERAL PROJECT NO. | SHEET NO. |
|-------------------|----------|---------------------|-----------|
| 5-S               | MO.      | 1-16-70-3(30), 42   | 74        |
| DIST.             | COUNTY   | ROUTE               | SEC.      |
| 5                 | CALLAWAY | 1-70                |           |

| SIGNS                           |          |             |      | FAB. STRUCT. STEEL<br>6"X4" WF POSTS @ 8.5#<br>CUTOFF EACH POST = 2.0# |        |        | 4 POUND<br>SIGN POSTS |          | HORIZ.<br>CLEAR.<br>IF NOT<br>STD. | REMARKS |
|---------------------------------|----------|-------------|------|--|--------|--------|-----------------------|----------|------------------------------------|---------|
| STATION                         | SIGN NO. | LOCATION    | EACH | EACH   | LENGTH | POUNDS | EACH                  | LIN. FT. |                                    |         |
| EMERGENCY STOPPING ONLY (4'x3') |          |             |      |  |        |        |                       |          |                                    |         |
| 545+00                          | 4        | I-70 Lt.    | 1    | 2  | 13'-9" | 230    | ✓                     |          |                                    |         |
| 653+00                          | 81       | I-70 Rt.    | 1    | 2  | 13'-9" | 230    | ✓                     |          |                                    |         |
|                                 |          | Total       | 2    | 4  |        | 460    |                       |          |                                    |         |
| SPEED LIMIT 70 (4'x5')          |          |             |      |  |        |        |                       |          |                                    |         |
| 565+00                          | 7        | I-70 Lt.    | 1    | 2  | 15'-9" | 264    | ✓                     |          |                                    |         |
| 180+00                          | 27       | Rte. 54 Rt. | 1    | 2  | 15'-9" | 264    | ✓                     |          |                                    |         |
| 143+00                          | 546      | Rte. 54 Lt. | 1    | 2  | 17'-0" | 285    | ✓                     |          |                                    |         |
| 633+00                          | 78       | I-70 Rt.    | 1    | 2  | 15'-9" | 264    | ✓                     |          |                                    |         |
|                                 |          | Total       | 4    | 8  |        | 1077   |                       |          |                                    |         |
| KEEP OFF MEDIAN (4'x5')         |          |             |      |  |        |        |                       |          |                                    |         |
| 570+00                          | 8        | Rt. W.B.L.  | 1    | 2  | 14'-6" | 243    | ✓                     |          |                                    |         |
| 175+50                          | 22       | Lt. S.B.L.  | 1    | 2  | 15'-0" | 251    | ✓                     |          |                                    |         |
| 157+00                          | 60       | Rt. W.B.L.  | 1    | 2  | 15'-0" | 251    | ✓                     |          |                                    |         |
| 628+00                          | 77       | Lt. E.B.L.  | 1    | 2  | 15'-0" | 251    | ✓                     |          |                                    |         |
|                                 |          | Total       | 4    | 8  |        | 996    |                       |          |                                    |         |
| EXIT 40 M.P.H. (4'x5')          |          |             |      |  |        |        |                       |          |                                    |         |
| 590+25                          | 11       | I-70 Rt.    | 1    | 2  | 15'-0" | 251    | ✓                     |          |                                    |         |
| 610+30                          | 74       | I-70 Lt.    | 1    | 2  | 15'-9" | 264    | ✓                     |          |                                    |         |
|                                 |          | Total       | 2    | 4  |        | 515    |                       |          |                                    |         |
| MERGING TRAFFIC (4'x4')         |          |             |      |  |        |        |                       |          |                                    |         |
| 607+00                          | 40       | I-70 Rt.    | 1    | 2  | 14'-9" | 247    | ✓                     |          |                                    |         |
| 594+00                          | 41       | I-70 Lt.    | 1    | 2  | 14'-9" | 247    | ✓                     |          |                                    |         |
|                                 |          | Total       | 2    | 4  |        | 494    |                       |          |                                    |         |

| SIGNS                 |          |                                |      | FAB. STRUCT. STEEL<br>6"X4" WF POSTS @ 8.5#<br>CUTOFF EACH POST = 2.0# |        |        | 4 POUND<br>SIGN POSTS |          | HORIZ.<br>CLEAR.<br>IF NOT<br>STD. | REMARKS                      |
|-----------------------|----------|--------------------------------|------|--|--------|--------|-----------------------|----------|------------------------------------|------------------------------|
| STATION               | SIGN NO. | LOCATION                       | EACH | EACH   | LENGTH | POUNDS | EACH                  | LIN. FT. |                                    |                              |
| STOP (36")            |          |                                |      |  |        |        |                       |          |                                    |                              |
| 13+70                 | 19       | Ramp 2 Rt.                     | 1    | 1  | 14'-0" | 117    | ✓                     |          |                                    |                              |
| 0+80                  | 26       | O.R. Rt. Sta. 178+00 Rte. 54   | 1    | 1  | 14'-0" | 117    | ✓                     |          |                                    |                              |
| 1+00                  | 31       | O.R. Lt. Sta. 178+00 Rte. 54   | 1    | 1  | 14'-6" | 121    | ✓                     |          |                                    |                              |
| 0+80                  | 51       | O.R. Rt. Sta. 149+16.9 Rte. 54 | 1    | 1  | 14'-0" | 117    | ✓                     |          |                                    |                              |
| 1+00                  | 55       | O.R. Lt. Sta. 149+16.9 Rte. 54 | 1    | 1  | 14'-3" | 112    | ✓                     |          |                                    |                              |
| 13+80                 | 66       | Ramp 3 Rt.                     | 1    | 1  | 14'-0" | 117    | ✓                     |          |                                    |                              |
|                       |          | Total                          | 6    | 6  |        | 708    |                       |          |                                    |                              |
| NO RIGHT TURN (4'x5') |          |                                |      |  |        |        |                       |          |                                    |                              |
| 169+10                | 18       | Rte. 54 Rt.                    | 1    | 2  | 17'-0" | 285    | ✓                     |          |                                    |                              |
| 164+75                | 67       | Rte. 54 Lt.                    | 1    | 2  | 17'-0" | 285    | ✓                     |          |                                    |                              |
|                       |          | Total                          | 2    | 4  |        | 570    |                       |          |                                    |                              |
| ONE WAY (36"X12")     |          |                                |      |  |        |        |                       |          |                                    |                              |
| 14+25                 | 20       | Ramp 2 Rt.                     | 1    |  |        |        |                       | 1        | 11'-0"                             |                              |
| 0+35                  | 25(B)    | O.R. Rt. Sta. 178+00 Rte. 54   | 2    |  |        |        |                       |          |                                    | Past Included on Sign #25(A) |
| 0+30                  | 30(B)    | O.R. Lt. Sta. 178+00 Rte. 54   | 2    |  |        |        |                       |          |                                    | #30(A)                       |
| 0+30                  | 36(B)    | Ramp 4                         | 1    |  |        |        |                       |          |                                    | #36(A)                       |
| 0+30                  | 45(B)    | Ramp 1                         | 1    |  |        |        |                       |          |                                    | #45(A)                       |
| 159+60±               | 48(B)    | Lt. S.B.L. Rte. 54             | 1    |  |        |        |                       |          |                                    | #48(A)                       |
| 148+00                | 52(B)    | Lt. S.B.L. Rte. 54             | 2    |  |        |        |                       |          |                                    | #52(A)                       |
| 0+40                  | 56(B)    | O.R. Lt. Sta. 149+16.9 Rte. 54 | 2    |  |        |        |                       |          |                                    | #56(A)                       |
| 159+15±               | 61(B)    | Rt. N.B.L. Rte. 54             | 1    |  |        |        |                       |          |                                    | #61(A)                       |
| 14+50                 | 64       | Ramp 3 Rt.                     | 1    |  |        |        |                       | 1        | 11'-3"                             |                              |
|                       |          | Total                          | 14   |  |        |        |                       | 2        | 22'-3"                             |                              |
|                       |          | Total                          |      |  |        | 4820   |                       |          | 22'-3"                             |                              |

540

# FINAL PLANS

## STANDARD TRAFFIC SIGNS AND POSTS OTHER THAN ASSEMBLIES

| FED. RD. DIV. NO. | STATE    | FEDERAL PROJECT NO.        | SHEET NO. |
|-------------------|----------|----------------------------|-----------|
| 5-S               | MO.      | I-10-70-3(30)142<br>Sec. A | 75        |
| DIST.             | COUNTY   | ROUTE                      | SEC.      |
| 5                 | CALLAWAY | I-70                       |           |

| SIGNS                    |               |                       |              | FAB. STRUCT. STEEL<br>6"x4" WF POSTS @ 8.5#<br>CUTOFF EACH POST = 3.365#<br>2.0# |                   |                | 4 POUND<br>SIGN POSTS |          | HORIZ.<br>CLEAR.<br>IF NOT<br>STD. | REMARKS |
|--------------------------|---------------|-----------------------|--------------|--|-------------------|----------------|-----------------------|----------|------------------------------------|---------|
| STATION                  | SIGN NO.      | LOCATION              | EACH         | EACH   | LENGTH            | POUNDS         | EACH                  | LIN. FT. |                                    |         |
| NO LEFT TURN (4'x5')     |               |                       |              |  |                   |                |                       |          |                                    |         |
| 170+00                   | 34            | Rt. NBL Rte 54        | 1            | 2  | 15'-3"            | 255            | 1                     |          |                                    |         |
| 169+10                   | 37            | Lt. NBL Rte 54        | 1            | 2  | 15'-9"            | 264            | 1                     |          |                                    |         |
| 164+80                   | 43            | Rt. SBL Rte 54        | 1            | 2  | 17'-0"            | 285            | 1                     |          |                                    |         |
| 164+00                   | 46            | Lt. SBL Rte 54        | 1            | 2  | 15'-3"            | 255            | 1                     |          |                                    |         |
|                          |               | Total                 | 4            | 8  |                   | 1050           |                       |          |                                    |         |
| OUTER ROAD (5'-6"x4'-6") |               |                       |              |  |                   |                |                       |          |                                    |         |
| 177+30                   | 24            | Rte 54 Rt.            | 1            | 2  | 16'-6"            | 277            | 1                     |          |                                    |         |
| 178+75                   | 29            | Rte 54 Lt.            | 1            | 2  | 16'-6"            | 277            | 1                     |          |                                    |         |
| <del>148+00</del>        | <del>53</del> | <del>Rte 54 Rt.</del> | <del>1</del> | <del>2</del>   | <del>16'-6"</del> | <del>277</del> |                       |          |                                    |         |
| <del>150+00</del>        | <del>57</del> | <del>Rte 54 Lt.</del> | <del>1</del> | <del>2</del>   | <del>18'-0"</del> | <del>308</del> |                       |          |                                    |         |
|                          |               | Total                 | 2            | 4  |                   | 554            |                       |          |                                    |         |
| DO NOT ENTER (4'x4')     |               |                       |              |  |                   |                |                       |          |                                    |         |
| 176+00                   | 23            | Lt. SBL Rte 54        | 1            | 2  | 14'-3"            | 238            | 1                     |          |                                    |         |
| 180+00                   | 28            | Rt. NBL Rte 54        | 1            | 2  | 14'-3"            | 238            | 1                     |          |                                    |         |
| 168+50                   | 38            | Lt. SBL Rte 54        | 1            | 2  | 14'-3"            | 238            | 1                     |          |                                    |         |
| 157+75                   | 49            | Lt. SBL Rte 54        | 1            | 2  | 14'-3"            | 238            | 1                     |          |                                    |         |
| 147+00                   | 54            | Lt. SBL Rte 54        | 1            | 2  | 14'-3"            | 238            | 1                     |          |                                    |         |
| 151+00                   | 58            | Rt. NBL Rte 54        | 1            | 2  | 14'-3"            | 238            | 1                     |          |                                    |         |
| 161+00                   | 62            | Rt. NBL Rte 54        | 1            | 2  | 14'-3"            | 238            | 1                     |          |                                    |         |
| 165+20                   | 65            | Rt. NBL Rte 54        | 1            | 2  | 14'-3"            | 238            | 1                     |          |                                    |         |
|                          |               | Total                 | 8            | 16   |                   | 1904           |                       |          |                                    |         |

| SIGNS                            |          |                               |      | FAB. STRUCT. STEEL<br>6"x4" WF POSTS @ 8.5#<br>CUTOFF EACH POST = 3.365#<br>2.0# |        |        | 4 POUND<br>SIGN POSTS |          | HORIZ.<br>CLEAR.<br>IF NOT<br>STD. | REMARKS    |
|----------------------------------|----------|-------------------------------|------|--|--------|--------|-----------------------|----------|------------------------------------|------------|
| STATION                          | SIGN NO. | LOCATION                      | EACH | EACH   | LENGTH | POUNDS | EACH                  | LIN. FT. |                                    |            |
| YIELD (4'Δ)                      |          |                               |      |  |        |        |                       |          |                                    |            |
| 0+35                             | 25(A)    | O.R. Rt. Sta. 178+00 Rte 54   | 1    | 1  | 14'-9" | 123    | 1                     |          |                                    |            |
| 0+30                             | 30(A)    | O.R. Lt. Sta. 178+00 Rte 54   | 1    | 1  | 14'-9" | 123    | 1                     |          |                                    |            |
| 0+30                             | 36(A)    | Ramp 4                        | 1    | 1  | 14'-6" | 121    | 1                     |          |                                    |            |
| 0+30                             | 45(A)    | Ramp 1                        | 1    | 1  | 15'-9" | 132    | 1                     |          |                                    |            |
| 159+60±                          | 48(A)    | Lt. SBL Rte 54                | 1    | 1  | 14'-6" | 121    | 1                     |          |                                    |            |
| 0+25                             | 52(A)    | O.R. Rt. Sta. 149+16.9 Rte 54 | 1    | 1  | 14'-0" | 117    | 1                     |          |                                    |            |
| 0+40                             | 56(A)    | O.R. Lt. Sta. 149+16.9 Rte 54 | 1    | 1  | 14'-0" | 117    | 1                     |          |                                    |            |
| 159+15±                          | 61(A)    | Rt. NBL Rte 54                | 1    | 1  | 14'-9" | 123    | 1                     |          |                                    |            |
|                                  |          | Total                         | 8    | 8  |        | 977    |                       |          |                                    |            |
| GAS-FOOD-LODGING — MILES (9'x6') |          |                               |      |  |        |        |                       |          |                                    |            |
| 495+00                           | 2        | I-70 Rt.                      | 1    | —  | —      | —      |                       |          |                                    | See Sh. 73 |
| FINE FOR LITTERING (8'x6'-6")    |          |                               |      |  |        |        |                       |          |                                    |            |
| 535+00                           | 3        | I-70 Lt.                      | 1    | —  | —      | —      |                       |          |                                    | See Sh. 73 |
| 663+82                           | 82       | I-70 Rt.                      | 1    | —  | —      | —      |                       |          |                                    | " " 73     |
|                                  |          | Total                         | 2    |  |        |        |                       |          |                                    |            |
| EXIT ↗ (6'x5')                   |          |                               |      |  |        |        |                       |          |                                    |            |
| 591+70                           | 12       | I-70 Rt.                      | 1    | —  | —      | —      |                       |          |                                    | See Sh. 73 |
| 608+80                           | 73       | I-70 Lt.                      | 1    | —  | —      | —      |                       |          |                                    | " " 73     |
|                                  |          | Total                         | 2    |  |        |        |                       |          |                                    |            |
| NEXT EXIT 8 MILES (9'x4')        |          |                               |      |  |        |        |                       |          |                                    |            |
| 469+00                           | 1-b      | Below No. 1                   | 1    | —  | —      | —      |                       |          |                                    | See Sh. 73 |
| 547+00                           | 5-b      | Below No. 5                   | 1    | —  | —      | —      |                       |          |                                    | " " 73     |
| 653+00                           | 80-B     | Below No. 80                  | 1    | —  | —      | —      |                       |          |                                    | " " 73     |
|                                  |          | Total                         | 3    |  |        |        |                       |          |                                    |            |
| NEXT SERVICES — MILES (8'x5')    |          |                               |      |  |        |        |                       |          |                                    |            |
| 579+00                           | 10-B     | Below No. 10                  | 1    | —  | —      | —      |                       |          |                                    | See Sh. 73 |
| 653+00                           | 75-B     | Below No. 75                  | 1    | —  | —      | —      |                       |          |                                    | " " 73     |
|                                  |          | Total                         | 2    |  |        |        |                       |          |                                    |            |
| TOTAL 4494                       |          |                               |      |  |        |        |                       |          |                                    |            |

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## STANDARD SIGN ASSEMBLIES AND POSTS

## FINAL PLANS

|                      |          |                            |              |
|----------------------|----------|----------------------------|--------------|
| FED. RD.<br>DIV. NO. | STATE    | FEDERAL PROJECT NO.        | SHEET<br>NO. |
| 5-S                  | MO.      | I-IG-70-3(30)142<br>Sec. A | 76           |
| DIST.                | COUNTY   | ROUTE                      | SEC.         |
| 5                    | CALLAWAY | 1-70                       |              |

|         |          | 5        |   | CALLAWAY               |             | ROUTE         |             | SEC.          |             |             |                       |                       |                        |                        |               |       |      |                |       |                |       |                |             |             |   |        |        |                  |          |  |       |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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|         |          |          |   |                        |             | 1-70          |             |               |             |             |                       |                       |                        |                        |               |       |      |                |       |                |       |                |             |             |   |        |        |                  |          |  |       |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| STATION | SIGN NO. | LOCATION | SIGN DESCRIPTIONS, SIZES AND NUMBER OF EACH |                        |             |               |             |               |             |             |                       |                       |                        |                        |               |       |      |                |       |                |       |                |             |             |   |        |        |                  |          |  | POSTS |  |  |  |  | REMARKS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|         |          |          | WEST<br>30"x15" (.080)                      | EAST<br>30"x15" (.080) | 36" Int. 70 | Shield (.100) | 24" Int. 70 | Shield (.080) | 24" Rte. 40 | Fed. Shield | EAST<br>21"x9" (.080) | WEST<br>21"x9" (.080) | NORTH<br>21"x9" (.080) | SOUTH<br>21"x9" (.080) | 21"x9" (.080) | Arrow | Jct. | 21"x15" (.080) | Arrow | 21"x15" (.080) | Arrow | 21"x15" (.080) | 24" Rte. 54 | Fed. Shield | FAB. STRUCT. STEEL<br>6"x4" WFPOSTS @ 8.5#<br>CUTOFF EACH POST = 3-385#<br>2.0# |        |        | 4 POUND<br>POSTS |          |  |       |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|         |          |          |   |                        |             |               |             |               |             |             |                       |                       |                        |                        |               |       |      |                |       |                |       |                |             |             | EACH  | LENGTH | POUNDS | EACH             | LIN. FT. |  |       |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 575+00  | 9        | 1-70 Lt. | 1   |                        |             |               |             |               |             |             |                       |                       |                        |                        |               |       |      |                |       |                |       |                |             |             |   |        |        |                  |          |  |       |  |  |  |  |         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

# FINAL PLANS

## TRAFFIC SIGNS DELINEATORS, MILE POSTS, CONDUIT, CONDUCTOR CABLE, TRENCHING AND BACKFILLING, & MISCELLANEOUS

| FED. RD. DIV. NO. | STATE    | FEDERAL PROJECT NO.        | SHEET NO. |
|-------------------|----------|----------------------------|-----------|
| 5-S               | MO.      | I-16-70-3(30)142<br>Sec. 4 | 77        |
| DIST.             | COUNTY   | ROUTE                      | SEC.      |
| 5                 | CALLAWAY | I-70                       |           |

| DELINEATORS   |              |              |              |
|---------------|--------------|--------------|--------------|
| Sta. to Sta.  | Single White | Double Amber | Triple Amber |
| 583+50 619+50 | 22           | 82           | 4            |
| Total         | 22           | 82           | 4            |

| MILE POSTS (12"x32") |      |           |      |
|----------------------|------|-----------|------|
| Sta.                 | Mile | Loc.      | Each |
| 423+02               | 146  | Rt. & Lt. | 2    |
| 545+82               | 147  | Rt. & Lt. | 2    |
| 598+62               | 148  | Rt. & Lt. | 2    |
| 651+42               | 149  | Rt. & Lt. | 2    |
| Total                |      |           | 8    |

543

# FINAL PLANS

## SIGN SUMMARY

| FED. RD. DIV. NO. | STATE    | FEDERAL PROJECT NO.        | SHEET NO. |
|-------------------|----------|----------------------------|-----------|
| 5-S               | MO.      | I-16-70-3(30)142<br>S.C.A. | 78        |
| DIST.             | COUNTY   | ROUTE                      | SEC.      |
| 5                 | CALLAWAY | I-70                       |           |

| SIGNS                              |                |          |              | TYPE AND SQUARE FEET |        |      |      |      |      |      |      |      |      |       |      |      |      |      |   | STREET SIGN | STOP EACH |
|------------------------------------|----------------|----------|--------------|----------------------|--------|------|------|------|------|------|------|------|------|-------|------|------|------|------|---|-------------|-----------|
| STANDARD SIGNS OR SPECIAL SIGN NO. | DWG. SHEET NO. | NO. EACH | SIZE         | STBC                 | STRC   | STRS | SHRR |      |      |      | SHRS |      |      |       | SHBC |      |      |      |   |             |           |
|                                    |                |          |              |                      |        |      | .063 | .080 | .100 | .125 | .063 | .080 | .100 | .125  | .063 | .080 | .100 | .125 |   |             |           |
| 1                                  | 70             | 1        | 14'-0"x9'-0" |                      | 126.0  |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| NEXT EXIT (16, 50, 80b)            | Std.           | 3        | 9'x4'        |                      | 108    |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 5 & 80                             | 70             | 2        | 12'-6"x13'   |                      | 325    |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 6                                  | 70             | 1        | 17'x5'-6"    |                      | 93.5   |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 10 & 75                            | 70             | 2        | 10'x12'-0"   |                      | 240    |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| NEXT SERVICES (10b, & 75b)         | Std.           | 2        | 8'x5'        |                      | 80     |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 14                                 | 71             | 1        | 16'-6"x5'-6" |                      | 90.8   |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 16                                 | 71             | 1        | 10'-6"x2'    |                      | 21     |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 33                                 | 71             | 1        | 12'x3'-6"    |                      | 42     |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 47                                 | 71             | 1        | 11'-6"x3'-6" |                      | 40.3   |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 69                                 | 72             | 1        | 10'-6"x2'    |                      | 21     |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 71                                 | 72             | 1        | 15'x5'-6"    |                      | 82.5   |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 79                                 | 72             | 1        | 14'x5'-6"    |                      | 77.0   |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| GAS, FOOD, LODGING                 | Std.           | 1        | 9'x6'        |                      | 54     |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| FINE FOR LITTERING                 | "              | 2        | 8'x6'-6"     |                      |        | 104  |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| EXIT →                             | "              | 2        | 6'x5'        |                      | 60     |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| EMERG STOP ONLY                    | "              | 2        | 4'x3'        |                      |        |      |      |      |      |      |      |      |      | 24    |      |      |      |      |   |             |           |
| SPEED LIMIT 70                     | "              | 4        | 4'x5'        |                      |        |      |      |      |      |      |      |      |      | 80    |      |      |      |      |   |             |           |
| KEEP OFF MEDIAN                    | "              | 4        | 4'x5'        |                      |        |      |      |      |      |      |      |      |      | 80    |      |      |      |      |   |             |           |
| EXIT 40 MPH                        | "              | 2        | 4'x5'        |                      |        |      |      |      |      |      |      |      |      | 40    |      |      |      |      |   |             |           |
| MERGING TRAFFIC                    | "              | 2        | 4'x4'        |                      |        |      |      |      |      |      |      |      |      | 32    |      |      |      |      |   |             |           |
| STOP                               | "              | 6        | 36"          |                      |        |      |      |      |      |      |      |      |      |       |      |      |      |      |   |             |           |
| NO RIGHT TURN                      | "              | 2        | 4'x5'        |                      |        |      |      |      |      |      |      |      |      | 40    |      |      |      |      | 6 |             |           |
| ONE WAY                            | "              | 14       | 36"x12"      |                      |        |      |      |      |      |      |      |      | 42   |       |      |      |      |      |   |             |           |
| NO LEFT TURN                       | "              | 4        | 4'x5'        |                      |        |      |      |      |      |      |      |      |      | 80    |      |      |      |      |   |             |           |
| OUTER ROAD                         | "              | 2        | 5'-6"x4'-6"  |                      |        |      |      |      |      |      |      |      |      | 45.5  |      |      |      |      |   |             |           |
| DO NOT ENTER                       | "              | 8        | 4'x4'        |                      |        |      |      |      |      |      |      |      |      | 128   |      |      |      |      |   |             |           |
| YIELD                              | "              | 8        | 4' ▽         |                      |        |      |      |      |      |      |      |      |      | 55.2  |      |      |      |      |   |             |           |
| WEST                               | "              | 1        | 30"x15"      |                      |        |      |      | 3.1  |      |      |      |      |      |       |      |      |      |      |   |             |           |
| EAST                               | "              | 1        | 30"x15"      |                      |        |      |      | 3.1  |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 36" SHIELD I-70                    | "              | 4        | 3'x3'        |                      |        |      |      |      | 36   |      |      |      |      |       |      |      |      |      |   |             |           |
| 24" SHIELD I-70                    | "              | 8        | 2'x2'        |                      |        |      |      | 32.0 |      |      |      |      |      |       |      |      |      |      |   |             |           |
| 24" SHIELD U.S. 40                 | "              | 12       | 2'x2'        |                      |        |      |      |      |      |      |      |      | 48.0 |       |      |      |      |      |   |             |           |
| EAST                               | "              | 3        | 21'x9"       |                      |        |      |      | 3.9  |      |      |      |      |      |       |      |      |      |      |   |             |           |
| WEST                               | "              | 3        | 21'x9"       |                      |        |      |      | 3.9  |      |      |      |      |      |       |      |      |      |      |   |             |           |
| NORTH                              | "              | 1        | 21'x9"       |                      |        |      |      |      |      |      |      |      | 1.3  |       |      |      |      |      |   |             |           |
| TOTALS                             |                |          |              |                      | 1461.1 | 104  |      | 46.0 | 36   |      |      | 49.3 | 42   | 608.8 |      |      |      |      |   | 6           |           |

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SPECIAL SHOULDER MOUNT TRAFFIC SIGNS AND BOLT DOWN STEEL POSTS FOR SPECIAL AND STANDARD SIGNS

|                      |          |                             |              |
|----------------------|----------|-----------------------------|--------------|
| FED. RD.<br>DIV. NO. | STATE    | FEDERAL PROJECT NO.         | SHEET<br>NO. |
| S-S                  | MO.      | I-IG-70-3(30) 142<br>SEC. B | 80           |
| DIST.                | COUNTY   | ROUTE                       | SEC.         |
| 5                    | CALLAWAY | I-70                        |              |

[illegible]

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## TRAFFIC SIGNS DELINEATORS, MILE POSTS, CONDUIT, CONDUCTOR CABLE, TRENCHING AND BACKFILLING, & MISCELLANEOUS

| FED. NO. | STATE    | FEDERAL PROJECT NO.        | SHEET NO. |
|----------|----------|----------------------------|-----------|
| DIV. NO. |          |                            |           |
| 5-S      | MO.      | I-16-70-3(30)142<br>Sec. 8 | 81        |
| DIST.    | COUNTY   | ROUTE                      | SEC.      |
| 5        | CALLAWAY | I-70                       |           |

| MILE POSTS (12"x32") |      |           |      |
|----------------------|------|-----------|------|
| Sta.                 | Mile | Loc.      | Each |
| 704+22               | 150  | Rt. & Lt. | 2    |
| 757+02               | 151  | Rt. & Lt. | 2    |
| 800+80               | 152  | Rt. & Lt. | 2    |
| Total                |      |           | 6    |

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## SIGN SUMMARY

|                      |          |                             |              |
|----------------------|----------|-----------------------------|--------------|
| FED. RD.<br>DIV. NO. | STATE    | FEDERAL PROJECT NO.         | SHEET<br>NO. |
| 5-S                  | MO.      | I-76-70-3(30) 142<br>SEC. B | 88           |
| DIST.                | COUNTY   | ROUTE                       | SEC          |
| 5                    | CALLAWAY | I-70                        |              |

[illegible]

# LIST OF STANDARD PLANS

|                  |     |       |
|------------------|-----|-------|
| PROJ.            | AFB | SHEET |
| I-IG-70-3(30)142 |     | 83    |
| CO.              |     | RTE.  |
| CALLAWAY         |     | I-70  |

|            |              |       |        |           |
|------------|--------------|-------|--------|-----------|
| 21.50      | (3-1-63)     | 72.00 | 10f5   | (6-19-61) |
| 21.51      | (3-1-63)     | 72.00 | 20f5   | (6-19-61) |
| 21.52      | (6-1-61)     | 72.00 | 30f5   | (6-19-61) |
| 21.61      | (1-1-61)     | 72.00 | 40f5   | (6-19-61) |
| 23.10      | (1-1-61)     | 72.00 | 50f5   | (6-19-61) |
| 43.10      | (2-61)       | 72.01 | 10f5   | (4-1-62)  |
| 48.10      | (3-1-63)     | 72.01 | 20f5   | (4-1-62)  |
| 48.12      | (3-1-63)     | 72.01 | 30f5   | (8-15-62) |
| 48.30      | (6-1-61)     | 72.01 | 40f5   | (8-15-62) |
| 48.31      | (7-62)       | 72.01 | 50f5   | (8-15-62) |
| 53.20 10f3 | (9-15-61)    | 72.02 | 10f11  | (1-1-63)  |
| 53.20 20f3 | (9-15-61)    | 72.02 | 20f11  | (1-1-63)  |
| 53.20 30f3 | (9-13-61)    | 72.02 | 30f11  | (9-1-62)  |
| 53.24      | (10-6-61)    | 72.02 | 40f11  | (1-1-63)  |
| 53.30      | (10-6-61)    | 72.02 | 50f11  | (1-1-63)  |
| 53.35      |              | 72.02 | 60f11  | (1-1-63)  |
| 53.40      | (1-1-61)     | 72.02 | 70f11  | (1-1-63)  |
| 53.41      | (1-1-61)     | 72.02 | 80f11  | (1-1-63)  |
| 54.00      | (4-20-61)    | 72.02 | 90f11  | (1-1-63)  |
| 60.00      | NEW-(1-1-61) | 72.02 | 100f11 | (1-1-63)  |
| 61.00      |              | 72.02 | 110f11 | (8-15-62) |
| 80.48      | (1-1-61)     | 72.03 | 10f5   | (9-1-62)  |
| 82.00      | (2-1-63)     | 72.03 | 20f5   | (9-1-62)  |
| 84.03      | (6-1-61)     | 72.03 | 30f5   | (1-1-63)  |
| 86.00      | (6-1-61)     | 72.03 | 40f5   | (1-1-63)  |
| 87.00      | (1-1-61)     | 72.03 | 50f5   | (9-1-62)  |
| 87.10      | (2-1-63)     |       |        |           |

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