Don't have approved ADA ownership memo and map yet.

# MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

## PLANS FOR ~~PROPOSED~~

## STATE HIGHWAY

## FINAL PLANS
## ROUTE J
## NEWTON COUNTY
## TWO DISCONNECTED SECTIONS

### DESIGN DESIGNATION

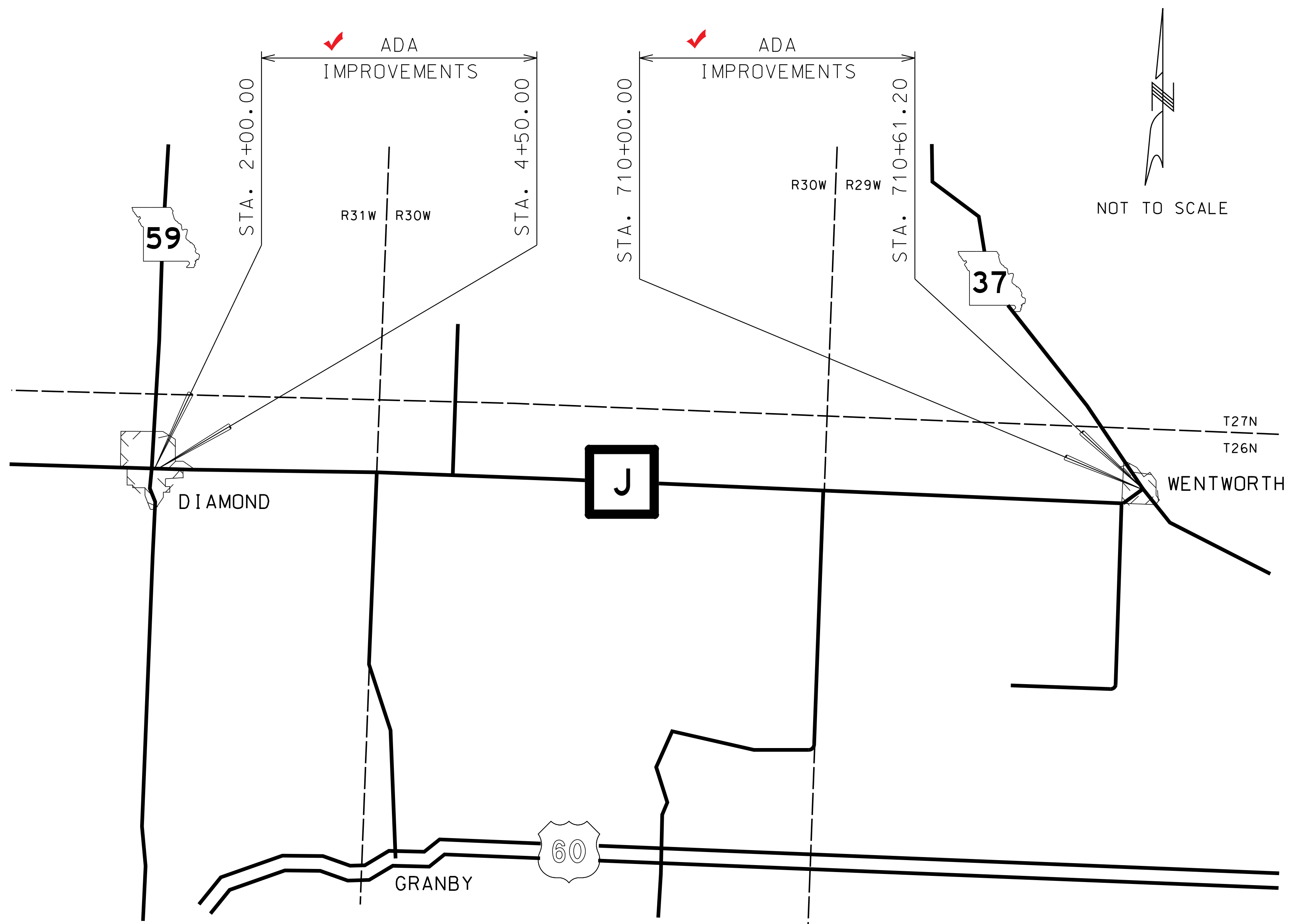
A.A.D.T. - 2018 = 1738
A.A.D.T. - 2038 = 2120
D.H.V. = 10%
T = 5%
V = 30 M.P.H.
D = 50%
FUNCTIONAL CLASSIFICATION - MINOR ARTERIAL

### TEMPORARY CONSTRUCTION EASEMENT AND PERMANENT SIDEWALK EASEMENT TO BE PURCHASED WITH THIS PROJECT

### CONVENTIONAL SYMBOLS
(USED IN PLANS)

| | EXISTING | NEW |
|---|---|---|
| BUILDINGS AND STRUCTURES | | |
| GUARD RAIL | | |
| CONCRETE RIGHT-OF-WAY MARKER | | |
| STEEL RIGHT-OF-WAY MARKER | | |
| LOCATION SURVEY MARKER | | |
| UTILITIES | | |
| FIBER OPTICS | FO | FO |
| OVERHEAD TELEPHONE | | |
| UNDERGROUND TELEPHONE | T | T |
| OVERHEAD POWER | | |
| UNDERGROUND POWER | P | P |
| GAS | G | G |
| WATER | W | W |
| MANHOLE | SAN | |
| FIRE HYDRANT | HYD | |
| WATER VALVE | WV | |
| WATER METER | WM | |
| DROP INLET | DI | |
| DITCH BLOCK | | |
| GROUND MOUNTED SIGN | SIGN | |
| LIGHT POLE | | |
| H-FRAME POWER POLE | | |
| TELEPHONE PEDESTAL | PED | |
| FENCE | | |
| CHAIN LINK | V | |
| WOVEN WIRE | X | |
| GATE POST | | |
| BENCHMARK | BM | |
| REMOVE | (R) | |
| USE IN PLACE | (UIP) | |
| DO NOT DISTURB | (DND) | |
| REMOVE AND RELOCATE | (R&RELOC) | |

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES




THE EXISTENCE AND APPROXIMATE LOCATION OF UTILITY FACILITIES KNOWN TO EXIST, AS SHOWN ON THE PLANS, ARE BASED ON THE BEST INFORMATION AVAILABLE TO THE COMMISSION AT THIS TIME. THIS INFORMATION IS PROVIDED BY THE COMMISSION "AS-IS" AND THE COMMISSION EXPRESSLY DISCLAIMS ANY REPRESENTATION OR WARRANTY AS TO THE COMPLETENESS, ACCURACY, OR SUITABILITY OF THE INFORMATION FOR ANY USE. RELIANCE UPON THIS INFORMATION IS DONE AT THE RISK AND PERIL OF THE USER, AND THE COMMISSION SHALL NOT BE LIABLE FOR ANY DAMAGES THAT MAY ARISE FROM ANY ERROR IN THE INFORMATION.

### INDEX OF SHEETS



THESE PLANS ACCURATELY DEPICT THE CONFIGURATION AND LOCATION OF THE ROADWAY AND ALL APPURTENANCE FEATURES, INCLUDING MODIFICATIONS DESIGNATED OR AUTHORIZED BY THE ENGINEER OF RECORD.

SIGNATURE DATE

### LENGTH OF PROJECT

| | | |
|---|---|---|
| BEGINNING OF PROJECT | STA. 2+00.00 | |
| END OF PROJECT | STA. 710+61.20 | |
| APPARENT LENGTH | 70,861.20 | FEET |
| EQUATIONS AND EXCEPTIONS: | | |
| EXCEPTION: | | |
| BEGIN STATION | STA. 4+50.00 | |
| END STATION | STA. 710+00.00 | |
| LENGTH | 70,550 | FEET |
| TOTAL CORRECTIONS | 70,550 | FEET |
| NET LENGTH OF PROJECT | 311.20 | FEET |
| STATE LENGTH | 0.059 | MILES |

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

| | |
|---|---|
| DATE PREPARED | 12/7/2017 |
| ROUTE | J |
| STATE | MO |
| DISTRICT | SW |
| SHEET NO. | 1 |
| COUNTY | NEWTON |
| JOB NO. | J7S3147 |
| CONTRACT ID. | 180216-G13 |
| PROJECT NO. | FAS S601(63) |
| BRIDGE NO. | |

DESCRIPTION
DATE


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

EFK•Moen, LLC
Civil Engineering Design
13523 Barrett Parkway Dr
Suite 250
St. Louis, MO 63021
Phone 314-394-3100
Fax 314-394-3199
Missouri Certificate of Authority: 001578

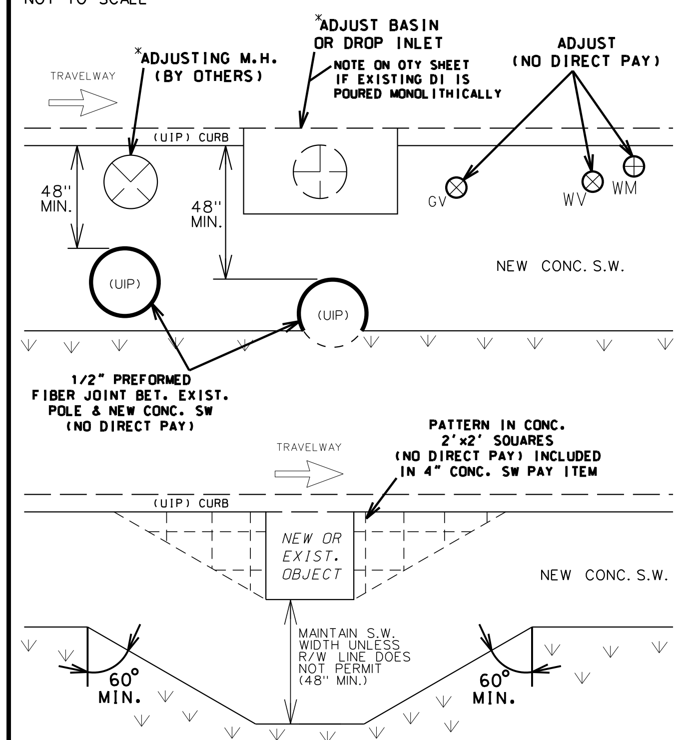

AS-BUILT PLANS

1. CONCRETE SIDEWALK, CURB RAMP AND DETECTABLE WARNING DEVICE (TRUNCATED DOMES) DETAILS SHALL CONFORM TO ADA REQUIREMENTS UNLESS NOTED OTHERWISE IN THESE PLANS. FOR SIDEWALK JOINT AND CURB DETAILS, SEE STANDARD PLAN 609.00.
2. TINTED CONCRETE SHALL NOT BE USED. TRUNCATED DOMES SHALL BE OF A COLOR CONTRASTING WITH UNTINTED CONCRETE AND APPROVED BY THE ENGINEER. TRUNCATED DOMES ARE REQ'D. AT STREET INTERSECTIONS AND COMMERCIAL ENTRANCES WITH TRAFFIC CONTROL ONLY. (STOP/YIELD SIGNS OR SIGNALS)
3. CONCRETE SHALL BE IN ACCORDANCE WITH SEC. 608 & SEC. 609. CURING COMPOUND SHALL BE TRANSPARENT.
4. ALL CONCRETE SIDEWALK AND CURB RAMP/TRANSITION/LANDING AREAS SHALL BE 4" THICK, WITH THE EXCEPTION OF THE BOTTOM TRANSITION WHICH TIES INTO THE EXISTING PAVED APPROACH AND ROADWAY. THIS TRANSITION, OR LANDING AREA, MUST BE 8" THICK IF IT FALLS WITHIN THE RADIUS OF THE APPROACH AND SITS AT THE BACK OF CURB OF THE ROADWAY. ALL CONCRETE SIDEWALK AND CURB RAMP/TRANSITION/LANDING AREAS SHALL BE ON 4" TYPE 1 AGGREGATE BASE.
5. AGGREGATE BASE DENSITY - CONTRACTOR SHALL EXERCISE GOOD COMPACTIVE EFFORT AS APPROVED BY THE ENGINEER. DENSITY REQUIREMENTS BY NUCLEAR METHOD WILL NOT BE REQUIRED DUE TO WORK AREA CONSTRAINTS.
6. CONCRETE CURB RAMP - WIDTH = 5' MIN. LENGTH = 5' MIN. TO 15' PREFERRED MAX. (16' MAX.) RUNNING SLOPE = >5% (MIN.) TO 8.33% (MAX.) UNIFORMLY DOWN THE LENGTH OF THE RAMP.

   CONCRETE LANDING - WIDTH = TO MATCH PROPOSED CURB RAMP AND SIDEWALK WIDTH LENGTH = 5' MIN. SLOPE IN ALL DIRECTIONS = 1% PREFERRED (2% MAX.) UNLESS TIED TO ROADWAY EXCEPTION.
7. ALL EXISTING UTILITIES SHALL BE USED IN PLACE UNLESS OTHERWISE NOTED. ALL MANHOLE OR VALVE COVER, ETC. ELEVATIONS SHALL BE ADJUSTED AS REQUIRED IF THEY ARE LOCATED WITHIN THE IMPROVEMENT AREA.
8. "PREFORMED FIBER JOINT" SHALL BE IN ACCORDANCE WITH SEC. 1057 FOR PREFORMED FIBER JOINT EXPANSION JOINT FILLER.
9. REINFORCING STEEL TIE BARS SHALL BE IN ACCORDANCE WITH SECTION 706. ALL REINFORCING STEEL SHALL BE EPOXY COATED AND USED AS APPROVED BY THE ENGINEER. WHERE TIE BARS ARE USED, THE CONCRETE SHALL BE 8" THICK (NO DIRECT PAY).
10. CONSTRUCTION AND LENGTH OF EACH CURB RAMP INCLUDING LANDINGS AND TRANSITION AREAS SHALL BE AS SHOWN ON THE PLANS UNLESS DIFFERING FIELD CONDITIONS ARE FOUND OR AS APPROVED BY THE ENGINEER. CURB RAMP CROSS SLOPES SHALL BE 1% PREFERRED (2% MAX.) TOWARD THE STREET. CURB RAMPS ARE TO BE FORMED UP AND HAVE A TRUE AND STRAIGHT LINE.
11. SIDEWALK AND CONCRETE CURB SHALL BE POURED MONOLITHICALLY. THE CONTRACTOR SHALL MATCH EXISTING GROUND SLOPES ADJACENT TO THE CURB RAMPS OR USE AN ALTERNATE METHOD APPROVED BY THE ENGINEER.
12. S-CURB 12"-30" HIGH (MODIFIED S-CURB) WILL REQUIRE #4 REINFORC. BARS ON MAX. 12" CENTERS - SEE DETAIL (NO DIRECT PAY)
13. SODDED SLOPES AT EDGES OF SIDEWALK OR S-CURB SHOULD BE GRADED TO BE 6:1 MIN.

NOT TO SCALE

* EXIST. DI TOP OR MANHOLE MUST BE 2% MAX.

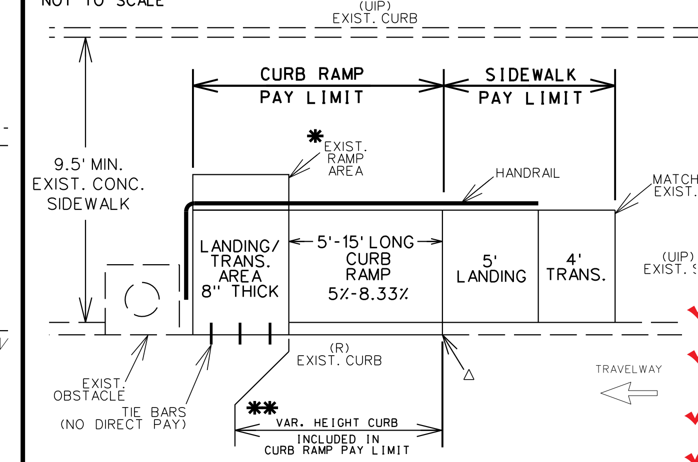



**UTILITIES OR VARIOUS OBSTACLES**

NO UTILITY POLES ARE ALLOWED IN THE RAMP LIMITS, BUT ARE PERMITTED IN THE LANDING AREAS AND SIDEWALK WITH A MINIMUM OF 4' CLEARANCE AROUND THE POLE

NOT TO SCALE

REVISED: 03-29-2016




△ MATCH EXIST CURB

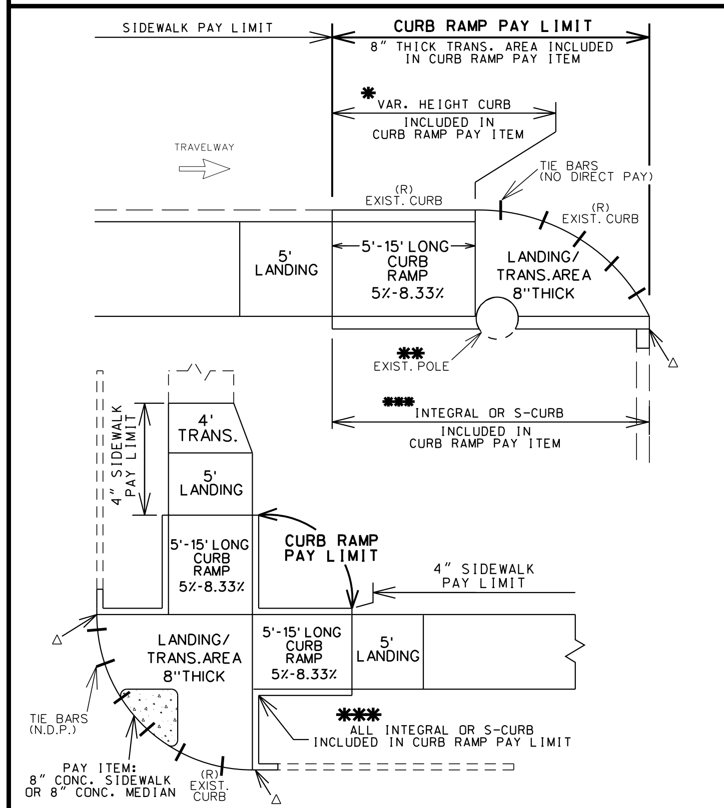
* FILL IN WHERE EXIST. RAMP WAS. SIZE WILL VARY. (SEE TYPICAL SHEET)

** VAR. HEIGHT CURB ALONG ROADSIDE MAY BE CONSTRUCTED MONOLITHIC OR SEPERATE DEPENDING ON CONST. OPERATIONS.

— HANDRAIL 2' OFF E.O.P (SEE HANDRAIL STANDARDS)

**CURB RAMP - IN EXISTING 9.5'+ WIDE SW**

PAY LIMITS




△ MATCH EXIST CURB HEIGHT. OPTIONAL 1' TIE-IN TO EXIST CURB

* VAR. HEIGHT CURB ALONG ROADSIDE MAY BE CONST. MONOLITHIC OR SEP. DEPENDING ON CONST. OPERATIONS.

** NO UTILITY POLES ARE ALLOWED IN THE RAMP LIMITS, BUT ARE PERMITTED IN THE LANDING AND TRANSITION AREAS.

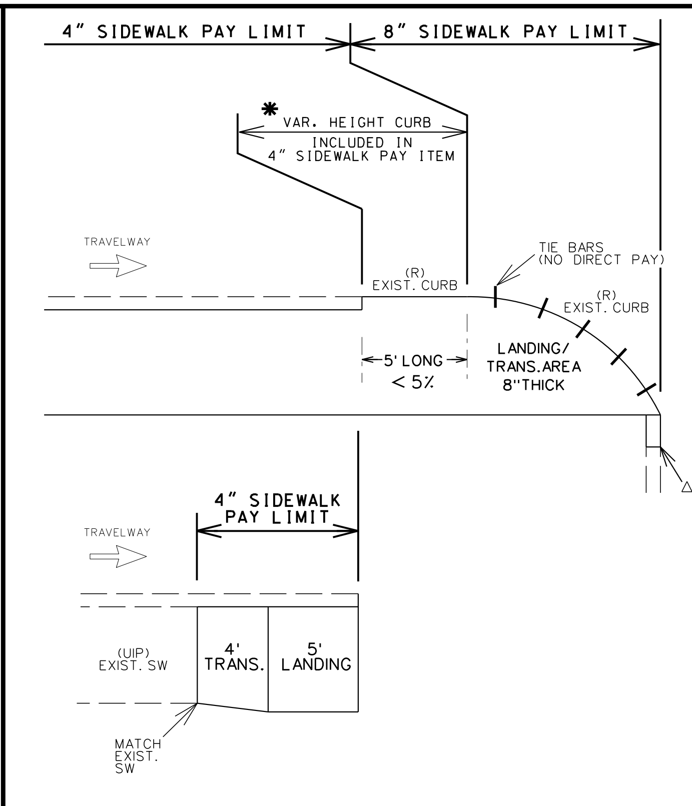
*** TYPE OF CURB WILL DEPEND ON FIELD CONDITIONS.

**CURB RAMP**

PAY LIMITS

WHEN RAMP AREA IS LONGER THAN 5' AND BET. 5%-8.33% GRADE, IT IS CONSIDERED A CURB RAMP

NOT TO SCALE




△ MATCH EXIST CURB HEIGHT (1' TAPER FROM SIDEWALK UP TO EXIST CURB HEIGHT)

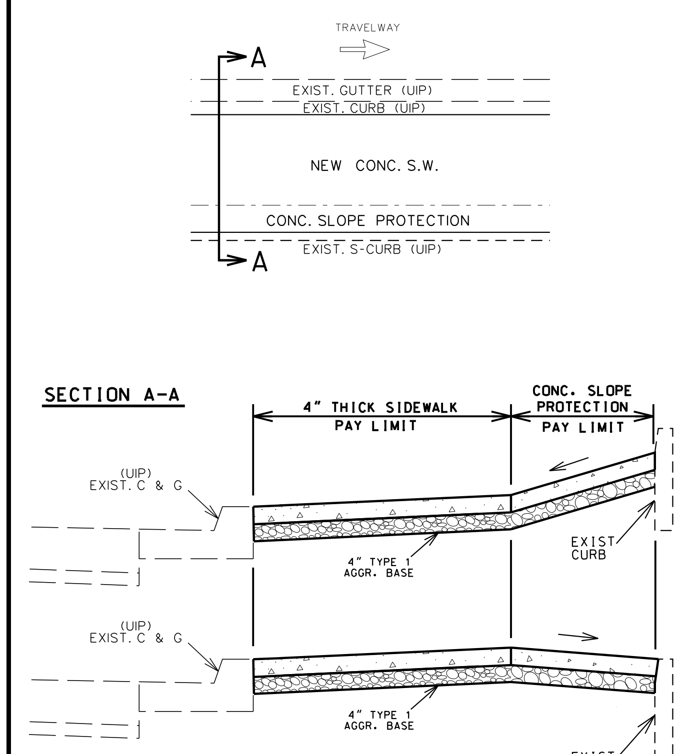
* VAR. HEIGHT CURB ALONG ROADSIDE MAY BE CONSTRUCTED MONOLITHIC OR SEPARATE DEPENDING ON CONST. OPERATIONS. DOWEL TO EXIST. GUTTER/PAVEMENT (NO DIRECT PAY).

**SIDEWALK**

PAY LIMITS

WHEN RAMP AREA IS 5' LONG AND LESS THAN 5% GRADE, IT IS CONSIDERED A SIDEWALK

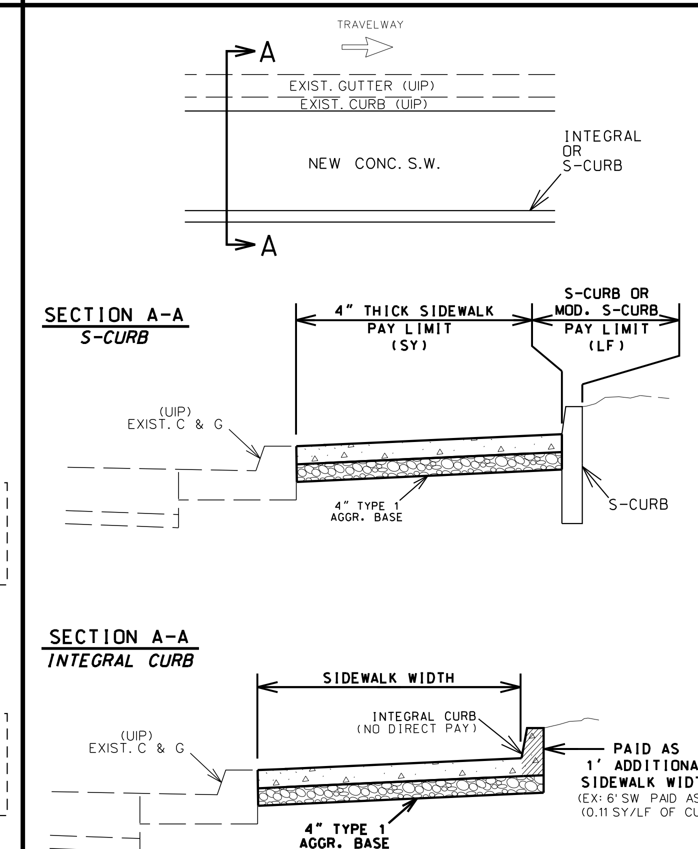
NOT TO SCALE




**SIDEWALK WITH CONCRETE SLOPE PROTECTION**

PAY LIMITS

NOT TO SCALE




**SIDEWALK WITH CURB**

PAY LIMITS

NOT TO SCALE

PAY ITEM LIMITS, UTILITIES & GENERAL NOTES

TYPICAL SHEET 1 OF 3

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

| | |
|---|---|
| DATE PREPARED | 12/7/2017 |
| ROUTE | J |
| STATE | MO |
| DISTRICT | SW |
| SHEET NO. | 2 |
| COUNTY | NEWTON |
| JOB NO. | J7S3147 |
| CONTRACT ID. | 180216-G13 |
| PROJECT NO. | FAS S601(63) |
| BRIDGE NO. | |

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)


EFK·Moen, LLC
Civil Engineering Design
13523 Barrett Parkway Dr Suite 250 St. Louis, MO 63021
Phone 314-394-3100 Fax 314-394-3199
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AS-BUILT PLANS

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

# DIAGONAL - TYPE 3

TYPE 3-A

| LENGTH (LF) | 8 | | | 12 | | | 16 | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| WIDTH (LF) | 4 | 5 | 6 | 4 | 5 | 6 | 4 | 5 | 6 | |
| TRUNCATED DOMES SF | - | 24.0 | 28.0 | - | 20.6 | 25.0 | - | 20.6 | 25.0 | |
| CURB RAMP SY | - | 24.4 | 27.0 | - | 26.9 | 31.2 | - | 32.2 | 37.4 | |
| CONC. SIDEWALK SY | - | 11.2 | 12.8 | - | 9.8 | 11.4 | - | 9.8 | 11.4 | |
| TYPE 1 AGGREGATE SY | - | 35.6 | 39.8 | - | 36.7 | 42.6 | - | 42.0 | 48.8 | |
| ADA LINEAR GRADING LF | - | 51.0 | 51.0 | - | 59.0 | 59.0 | - | 67.0 | 67.0 | |
| SODDING SY | - | 11.6 | 11.4 | - | 12.9 | 12.9 | - | 14.9 | 14.9 | |
| 8" MED STRIP SY | - | 3.0 | 2.2 | - | 3.0 | 2.2 | - | 3.0 | 2.2 | |

TYPE 3-B

| LENGTH (LF) | 8 | | | 12 | | | 16 | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| WIDTH (LF) | 4 | 5 | 6 | 4 | 5 | 6 | 4 | 5 | 6 | |
| TRUNCATED DOMES SF | - | 24.0 | 28.0 | - | 20.6 | 25.0 | - | 20.6 | 25.0 | |
| CURB RAMP SY | - | 22.0 | 26.3 | - | 25.9 | 31.2 | - | 31.2 | 37.4 | |
| CONC. SIDEWALK SY | - | 11.2 | 12.8 | - | 9.8 | 11.4 | - | 9.8 | 11.4 | |
| TYPE 1 AGGREGATE SY | - | 33.2 | 39.1 | - | 35.7 | 42.6 | - | 41.0 | 48.8 | |
| ADA LINEAR GRADING LF | - | 51.0 | 51.0 | - | 59.0 | 59.0 | - | 67.0 | 67.0 | |
| SODDING SY | - | 15.2 | 15.3 | - | 17.1 | 17.5 | - | 20.1 | 20.5 | |
| 8" MED STRIP SY | - | 1.5 | 1.5 | - | 1.5 | 1.5 | - | 1.5 | 1.5 | |

TYPE 3-C

| LENGTH (LF) | 8 | | | 12 | | | 16 | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| WIDTH (LF) | 4 | 5 | 6 | 4 | 5 | 6 | 4 | 5 | 6 | |
| TRUNCATED DOMES SF | - | 20.0 | 24.0 | - | 20.0 | 24.0 | - | 20.0 | 24.0 | |
| CURB RAMP SY | - | 20.7 | 26.8 | - | 25.1 | 31.5 | - | 30.4 | 37.7 | |
| CONC. SIDEWALK SY | - | 11.2 | 12.8 | - | 9.8 | 11.4 | - | 9.8 | 11.4 | |
| TYPE 1 AGGREGATE SY | - | 31.9 | 39.6 | - | 34.9 | 42.9 | - | 40.2 | 49.1 | |
| ADA LINEAR GRADING LF | - | 51.0 | 51.0 | - | 58.0 | 58.0 | - | 67.0 | 67.0 | |
| SODDING SY | - | 18.8 | 19.3 | - | 21.3 | 22.1 | - | 25.3 | 26.1 | |
| 8" MED STRIP SY | - | 1.0 | 1.6 | - | 1.0 | 1.6 | - | 1.0 | 1.6 | |

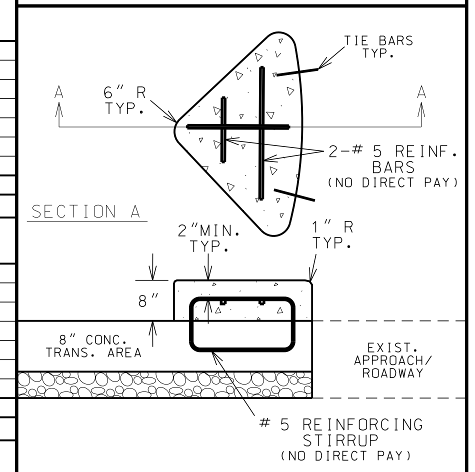
TYPE 3-D

| LENGTH (LF) | 8 | | | 12 | | | 16 | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| WIDTH (LF) | 4 | 5 | 6 | 4 | 5 | 6 | 4 | 5 | 6 | |
| TRUNCATED DOMES SF | - | 24.0 | 28.0 | - | 22.4 | 26.5 | - | 22.4 | 26.5 | |
| CURB RAMP SY | - | 15.9 | 19.1 | - | 17.7 | 21.4 | - | 20.4 | 24.5 | |
| CONC. SIDEWALK SY | - | 5.6 | 6.4 | - | 4.9 | 5.7 | - | 4.9 | 5.7 | |
| TYPE 1 AGGREGATE SY | - | 21.5 | 25.5 | - | 22.6 | 27.1 | - | 25.3 | 30.2 | |
| ADA LINEAR GRADING LF | - | 31.0 | 31.0 | - | 34.0 | 34.0 | - | 38.0 | 38.0 | |
| SODDING SY | - | 12.6 | 12.9 | - | 13.5 | 14.0 | - | 15.5 | 16.0 | |
| 8" MED STRIP SY | - | 1.0 | 0.8 | - | 1.0 | 0.8 | - | 1.0 | 0.8 | |

TYPE 3-E

| LENGTH (LF) | 8 | | | 12 | | | 16 | | | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| WIDTH (LF) | 4 | 5 | 6 | 4 | 5 | 6 | 4 | 5 | 6 | |
| TRUNCATED DOMES SF | - | 20.0 | 24.0 | - | 20.0 | 24.0 | - | 20.0 | 24.0 | |
| CURB RAMP SY | - | 17.2 | 19.8 | - | 17.7 | 21.4 | - | 20.4 | 24.5 | |
| CONC. SIDEWALK SY | - | 8.4 | 10.7 | - | 7.3 | 9.4 | - | 7.3 | 9.4 | |
| TYPE 1 AGGREGATE SY | - | 25.6 | 30.5 | - | 25.0 | 30.8 | - | 27.7 | 33.9 | |
| ADA LINEAR GRADING LF | - | 30.0 | 30.0 | - | 35.5 | 35.5 | - | 39.5 | 39.5 | |
| SODDING SY | - | 12.4 | 12.4 | - | 12.9 | 13.3 | - | 14.9 | 15.3 | |
| 8" MED STRIP SY | - | 1.6 | 1.6 | - | 1.6 | 1.6 | - | 1.6 | 1.6 | |

- DETAIL -
8" MEDIAN STRIP




T - IS TO BE 8" THICK AT ALL PAVED APPROACHES AND STREETS. PAID FOR AS CONCRETE CURB RAMP

NOTE:
QUANTITIES ARE CALCULATED BY AREA AND MAY NOT MATCH EXACT FIELD CONDITIONS.

T - TRANSITION TO EXISTING SW OR PAVED APPROACH (LANDING PREFERED IF CONDITIONS ALLOW)

✱ - T IS STILL NEEDED EVEN IF THE EXISTING SIDEWALK IS THE SAME WIDTH AS THE NEW SIDEWALK. (IT WILL TIE THE EXIST XSLOPE WITH THE NEW LANDING XSLOPE)

L - LANDING

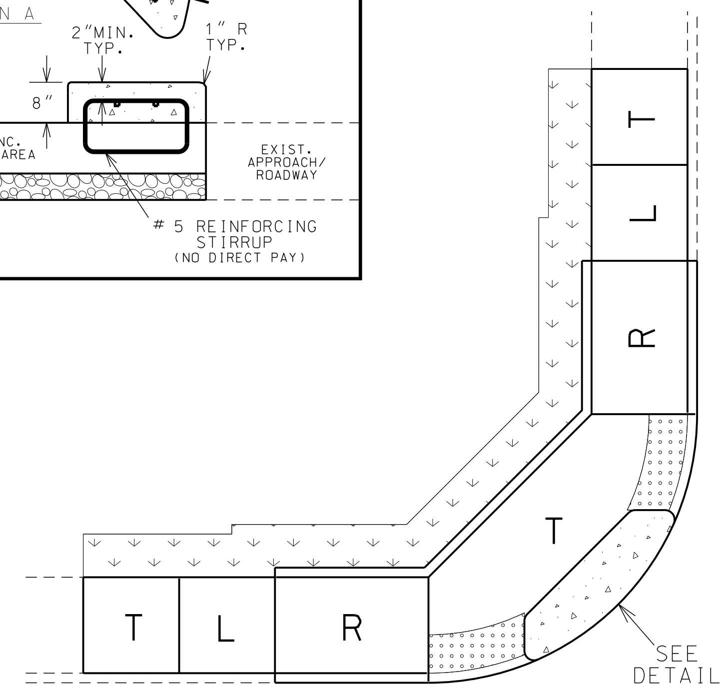
R - RAMP

- CURB RAMP PAY LIMITS

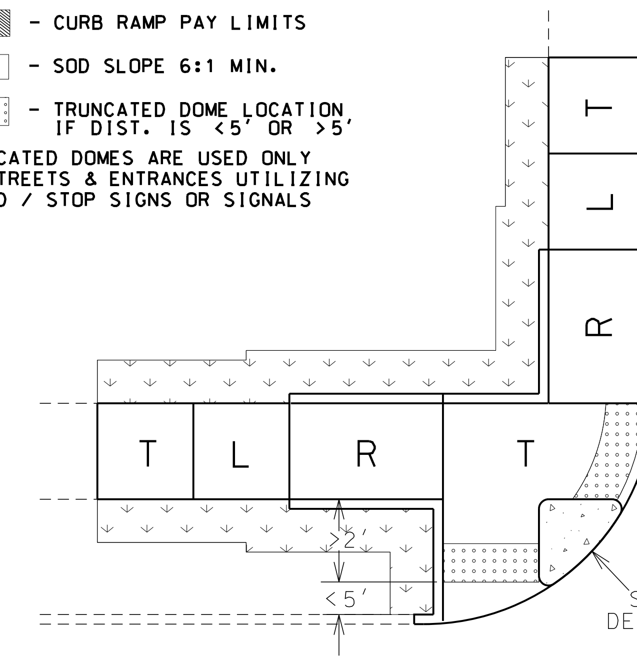
- SOD SLOPE 6:1 MIN.

- TRUNCATED DOME LOCATION IF DIST. IS <5' OR >5'

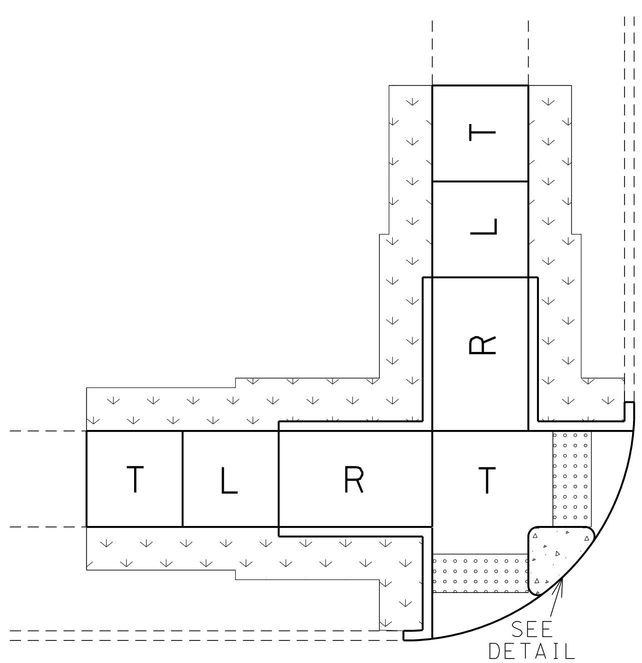
TRUNCATED DOMES ARE USED ONLY AT STREETS & ENTRANCES UTILIZING YIELD / STOP SIGNS OR SIGNALS



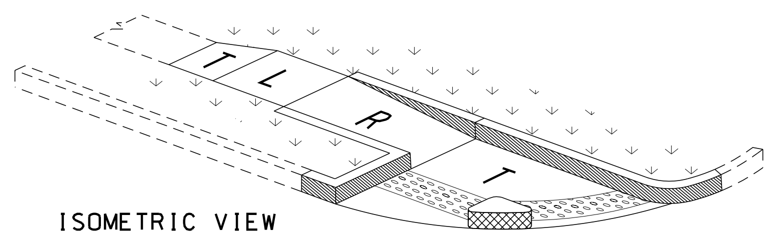

TYPE 3-A



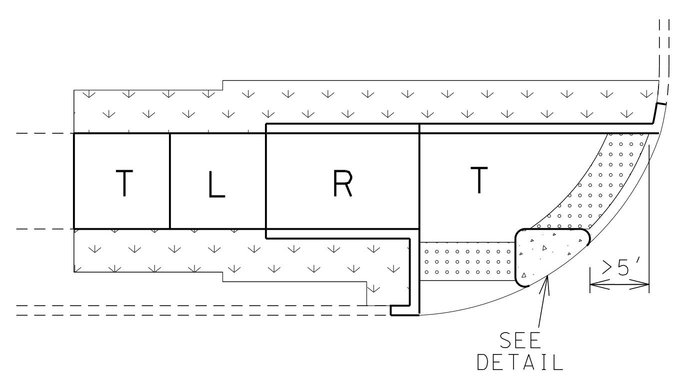

TYPE 3-B



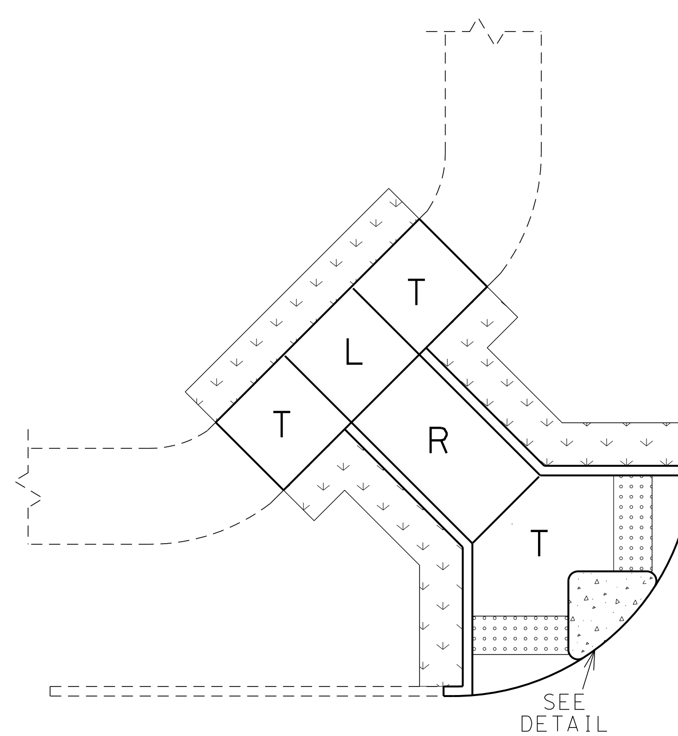

TYPE 3-C




ISOMETRIC VIEW
TYPE 3-D




TYPE 3-D




TYPE 3-E

REVISED: 02-22-2017

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

| | |
|---|---|
| DATE PREPARED | 12/7/2017 |
| ROUTE | J |
| STATE | MO |
| DISTRICT | SW |
| SHEET NO. | 2 |
| COUNTY | NEWTON |
| JOB NO. | J7S3147 |
| CONTRACT ID. | 180216-G13 |
| PROJECT NO. | FAS S601(63) |
| BRIDGE NO. | |

DESCRIPTION
DATE


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

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Suite 250
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Phone 314-394-3100
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Missouri Certificate of Authority: 001578


TYPE 3
DIAGONAL CURB RAMPS

TYPICAL SHEET
2 OF 3

AS-BUILT PLANS

REVISED: 03-29-2016

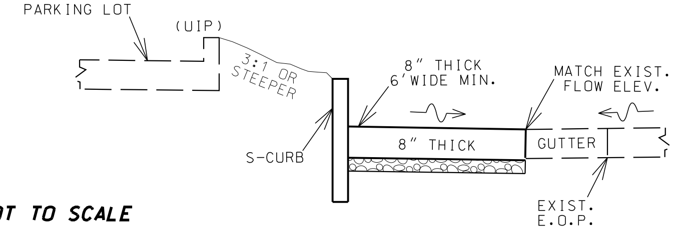
NOTES FOR MODIFIED SIDEWALK:

1. REMOVE EXIST. CURB & RAISED ISLAND WITHIN LIMITS SHOWN.
2. AREA INSIDE FINAL CURB TO BE REPAIRED OR REPLACED WITH EXISTING SURFACE MATERIAL. GRADE TO DRAIN.
3. CONSTRUCT 8" THICK CONC. SIDEWALK FLUSH WITH EXIST. CONC. PAVED APPROACH.
4. CONSTRUCT CURB ADJACENT TO MODIFIED SIDEWALK.
5. MODIFIED SIDEWALK PAID FOR AS 8" SIDEWALK.
6. 6' MINIMUM WIDTH.
7. NO DIRECT PAY FOR SAW CUTS AND TIE BARS (ON 12" CENTERS MAX.)
8. TRUNCATED DOMES ARE USED ONLY AT STREETS & ENTRANCES UTILIZING STOP SIGNS OR SIGNALS.
9. X-SLOPE 1% PREFERRED (2% MAX.)
10. USE S-CURB IF CONSTRUCTING CURB ON R/W LINE.

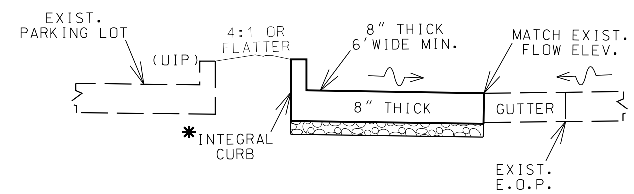
* INTEGRAL CURB IS PAID FOR WITH THE 8" CONC. SIDEWALK PAY ITEM.
INTEGRAL CURB IS PAID AS 1' ADDITIONAL SIDEWALK WIDTH (EX. 6' SIDEWALK PAID AS 7') (0.11 SY/LF OF CURB)

** TRUNCATED DOMES ARE USED ONLY AT STREETS & ENTRANCES UTILIZING STOP/YIELD SIGNS OR SIGNALS.

SECTION A-A
*WITH S-CURB OR MODIFIED S-CURB*

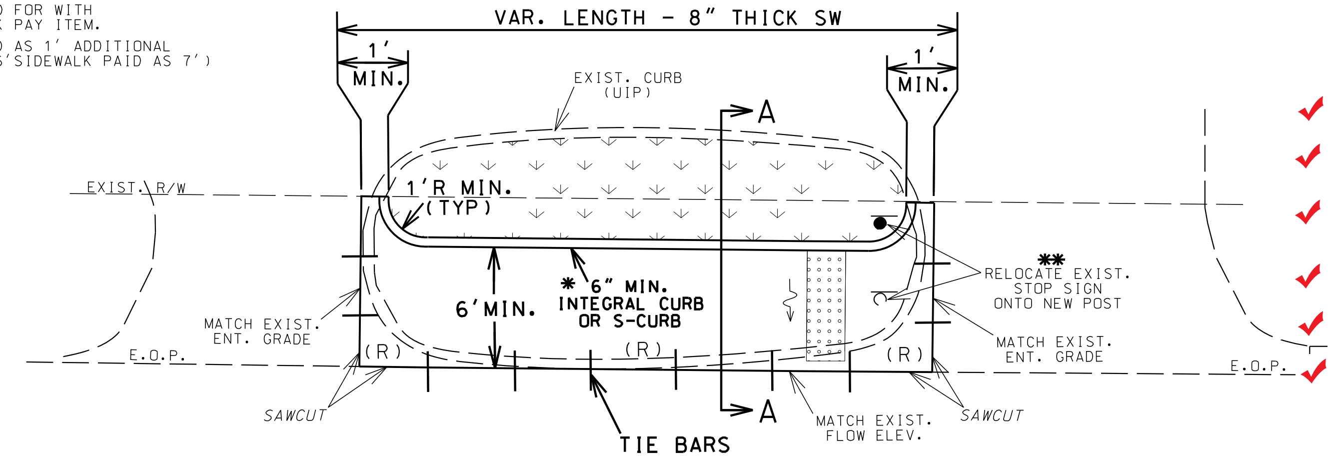



SECTION A-A
*WITH INTEGRAL CURB*




*NOT TO SCALE*

*TYPICAL*
*MODIFIED SIDEWALK*
*8" THICK*

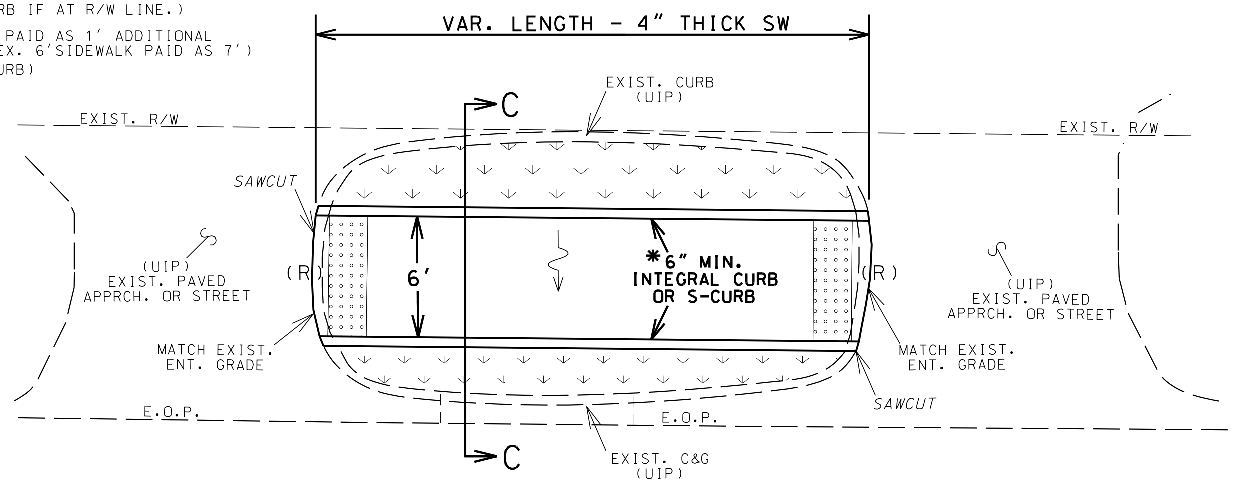



NOTES FOR CUT-THRU SIDEWALK:

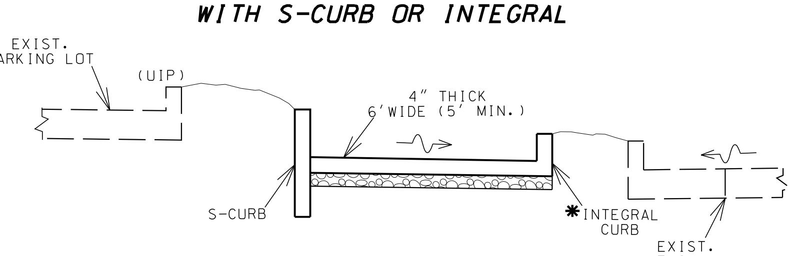
1. REMOVE EXIST. CURB & RAISED ISLAND WITHIN LIMITS SHOWN.
2. AREA INSIDE FINAL CURB TO BE REPAIRED OR REPLACED WITH EXISTING SURFACE MATERIAL. GRADE TO DRAIN.
3. CONSTRUCT 4" THICK CONC. SIDEWALK FLUSH WITH EXIST. CONC. PAVED APPROACH.
4. CONSTRUCT CURB ON BOTH SIDES ADJACENT TO SIDEWALK.
5. CUT-THRU SIDEWALK PAID FOR AS 4" SIDEWALK.
6. 6' PREFERRED WIDTH (5' MIN.)
7. SAW CUTS (NO DIRECT PAY).
8. TRUNCATED DOMES ARE USED ONLY AT STREETS & ENTRANCES UTILIZING STOP SIGNS OR SIGNALS.
9. X-SLOPE 1% PREFERRED (2% MAX.)
10. USE S-CURB IF CONSTRUCTING CURB ON R/W LINE.

* INTEGRAL CURB IS PAID FOR AS 4" CONC. SIDEWALK PAY ITEM. S-CURB IS PAID FOR AS ITS OWN PAY ITEM. (ALWAYS USE S-CURB IF AT R/W LINE.)
INTEGRAL CURB IS PAID AS 1' ADDITIONAL SIDEWALK WIDTH (EX. 6' SIDEWALK PAID AS 7') (0.11 SY/LF OF CURB)

*TYPICAL*
*CUT-THRU SIDEWALK*



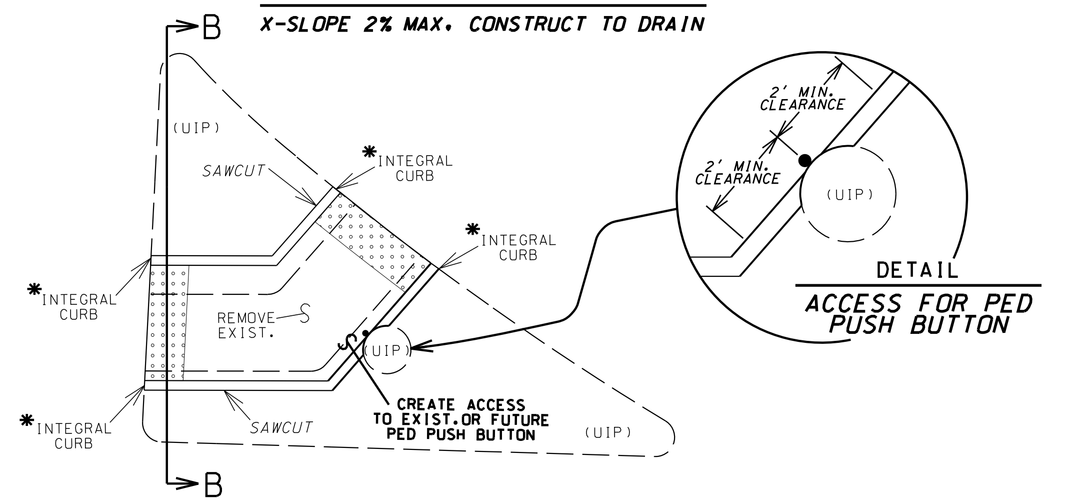

SECTION C-C
*WITH S-CURB OR INTEGRAL*



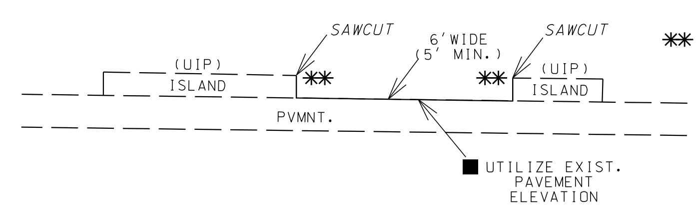

*NOT TO SCALE*

*NOT TO SCALE*

*TYPICAL*
*ISLAND CUT-THRU SIDEWALK*
*X-SLOPE 2% MAX. CONSTRUCT TO DRAIN*




SECTION B-B
*ISLAND CUT-THRU SIDEWALK*
*FOR EXISTING 'PINNED-ON' ISLAND*

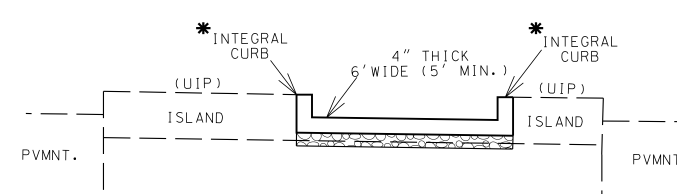



■ SMALL QTY. HAS BEEN INCLUDED FOR 8" THICK SIDEWALK TO ADDRESS ANY UNFORSEEN PVMNT. REPAIRS OR DIFFERENCES IN ELEVATION. (UNDERRUN IF FIELD CONDITIONS DO NOT WARRANT)

** NO INTEGRAL CURB, AGGR. OR LIN. GRADING REQUIRED IF THE ISLAND IS 'PINNED-ON'

* INTEGRAL CURB IS PAID FOR WITH THE 4" CONC. SIDEWALK PAY ITEM.
INTEGRAL CURB IS PAID AS 1' ADDITIONAL SIDEWALK WIDTH (EX. 6' SIDEWALK PAID AS 7') (0.11 SY/LF OF CURB)

SECTION B-B
*ISLAND CUT-THRU SIDEWALK*




MODIFIED SIDEWALK AND SIDEWALK CUT-THRU's

TYPICAL SHEET
3 OF 3

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

| | |
|---|---|
| DATE PREPARED | 12/7/2017 |
| ROUTE: J | STATE: MO |
| DISTRICT: SW | SHEET NO.: 2 |
| COUNTY | NEWTON |
| JOB NO. | J7S3147 |
| CONTRACT ID. | 180216-G13 |
| PROJECT NO. | FAS S601(63) |
| BRIDGE NO. | |

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

MoDOT


EFK•Moen, LLC
Civil Engineering Design
13523 Barrett Parkway Dr
Suite 250
St. Louis, MO 63021
Phone 314-394-3100
Fax 314-394-3199
Missouri Certificate of Authority: 001578


AS-BUILT PLANS

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

## REMOVAL OF IMPROVEMENTS

| PLAN SHEET | STA | STA | LOC | ROADWAY | LF | SF | EACH | DESCRIPTIONS |
|---|---|---|---|---|---|---|---|---|
| 4 | 2+96 | 3+12 | LT | ROUTE J | | 283 | | ASPHALT PAVEMENT |
| 4 | 2+97 | 3+17 | RT | ROUTE J | 38 | | | CONC. CURB AND GUTTER |
| 4 | 2+97 | 2+98 | LT | ROUTE J | 3 | | | CURB |
| 4 | 3+01 | 3+12 | RT | ROUTE J | | 139 | | CONC. SIDEWALK & CURB RAMP |
| 4 | 3+07 | | LT | ROUTE J | | | 1 | SIGNS, POSTS AND FOOTINGS |
| 4 | 3+37 | 3+45 | RT | ROUTE J | | 159 | | ASPHALT PAVEMENT |
| 4 | 3+42 | 3+77 | LT | ROUTE J | | 259 | | ASPHALT PAVEMENT |
| 4 | 3+44 | | RT | ROUTE J | | | 1 | SIGNS, POSTS AND FOOTINGS |
| 4 | 3+45 | 3+67 | RT | ROUTE J | | 252 | | CONC. SIDEWALK & CURB RAMP |
| 4 | 3+49 | 3+77 | LT | ROUTE J | | 272 | | CONC. SIDEWALK & STEP |
| 5 | 710+17 | 710+41 | LT | ROUTE J | | 495 | | CONC. SIDEWALK |
| 5 | 710+19 | 710+41 | RT | ROUTE J | | 544 | | CONC. SIDEWALK |
| 5 | 251+35 | 252+04 | LT | HWY 37 | | 368 | | CONC. SIDEWALK |
| 5 | 252+03 | | LT | HWY 37 | | | 1 | SIGNS, POSTS AND FOOTINGS |
| 5 | 252+55 | 252+56 | LT | HWY 37 | 6 | | | CURB |
| 5 | 252+64 | | LT | HWY 37 | | | 1 | SIGNS, POSTS AND FOOTINGS |
| 5 | 252+66 | 252+70 | LT | HWY 37 | | 90 | | CONC. SIDEWALK |
| 5 | 252+63 | 252+68 | LT | HWY 37 | 6 | | | CURB |
| 5 | 252+64 | 252+70 | LT | HWY 37 | 6 | | | CURB |
| 4 | 2+94 | 3+17 | RT | ROUTE J | 47 | | | SAWCUT |
| 4 | 2+96 | 3+12 | LT | ROUTE J | 44 | | | SAWCUT |
| 4 | 3+02 | 3+06 | LT | ROUTE J | 5 | | | SAWCUT |
| 4 | 3+07 | 3+12 | RT | ROUTE J | 5 | | | SAWCUT |
| 4 | 3+37 | 3+46 | RT | ROUTE J | 26 | | | SAWCUT |
| 4 | 3+40 | 3+67 | RT | ROUTE J | 32 | | | SAWCUT |
| 4 | 3+42 | 3+69 | LT | ROUTE J | 57 | | | SAWCUT |
| 4 | 3+46 | 3+50 | RT | ROUTE J | 5 | | | SAWCUT |
| 4 | 3+49 | 3+55 | LT | ROUTE J | 7 | | | SAWCUT |
| 4 | 3+67 | | RT | ROUTE J | 7 | | | SAWCUT |
| 4 | 3+69 | | LT | ROUTE J | 7 | | | SAWCUT |
| 5 | 710+17 | | LT | ROUTE J | 8 | | | SAWCUT |
| 5 | 710+40 | | 36' LT | ROUTE J | 5 | | | SAWCUT |
| 5 | 710+22 | 710+27 | 100' LT | ROUTEJ | 5 | | | SAWCUT |
| 5 | 710+22 | 710+27 | 20' LT | ROUTE J | 5 | | | SAWCUT |
| 5 | 710+19 | | RT | ROUTE J | 10 | | | SAWCUT |
| 5 | 710+22 | 710+27 | 17' RT | ROUTE J | 6 | | | SAWCUT |
| 5 | 710+22 | 710+27 | 103 'RT | ROUTE J | 5 | | | SAWCUT |
| 5 | 710+40 | | 43'RT | ROUTE J | 7 | | | SAWCUT |
| 5 | 251+34 | | 33'LT | HWY 37 | 5 | | | SAWCUT |
| 5 | 251+80 | 252+04 | LT | HWY 37 | 30 | | | SAWCUT |
| 5 | 251+94 | | LT | HWY 37 | 6 | | | SAWCUT |
| 5 | 252+04 | | LT | HWY 37 | 6 | | | SAWCUT |
| 5 | 252+55 | 252+56 | LT | HWY 37 | 6 | | | SAWCUT |
| 5 | 252+63 | 252+68 | LT | HWY 37 | 6 | | | SAWCUT |
| 5 | 252+65 | 252+70 | LT | HWY 37 | 6 | | | SAWCUT |
| | | | | PAY TOTAL | 1 LUMP SUM | | | |

| | |
|---|---|
| LINE NO 5001 CONCRETE FOOTINGS, EMBEDDED | 1.4 CUYD |

| | |
|---|---|
| MOBILIZATION | 1 LUMP SUM |
| CONTRACTOR FURNISHED SURVEYING AND STAKING | 1 LUMP SUM |
| TURF TYPE TALL FESCUE SODDING | 252 S.Y. |

## CONCRETE MEDIAN

| PLAN SHEET | ROADWAY | STA | STA | LOC | 8" CONCRETE MEDIAN S.Y. | TYPE 1 AGGREGATE FOR BASE (4" THICK) S.Y. | REMARKS |
|---|---|---|---|---|---|---|---|
| 4 | ROUTE J | 3+36.80 ~~3+40~~ | 3+49 | RT | ~~10.13~~ 11.93 | ~~10.13~~ 11.93 | |
| | | | | TOTALS | ~~10.13~~ 11.93 | ~~10.1~~ 11.9 | |
| | | | | PAY TOTALS | ~~10.1~~ 11.9 | ~~10~~ 12 | |

## CONCRETE SIDEWALK

| PLAN SHEET | ROADWAY | STA | STA | LOC | CONCRETE SIDEWALK 4" S.Y. | CONCRETE SIDEWALK 8" S.Y. | TYPE 1 AGGREGATE FOR BASE (4" THICK) S.Y. | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 4 | ROUTE J | 2+87.19 ~~2+96.19~~ | 3+11.72 | LT | ~~13.1~~ 19.0 | | ~~13.1~~ 19.0 | |
| 4 | ROUTE J | 2+90.84 ~~3+01.82~~ | 3+06.82 | RT | ~~2.8~~ 7.9 | | ~~2.8~~ 7.9 | |
| 4 | ROUTE J | 3+42.31 | 3+55.38 | LT | 12.4 | | 12.4 | |
| 4 | ROUTE J | 3+45.89 | 3+53.59 | RT | 4.2 | | 4.2 | |
| 4 | ROUTE J | 3+69.11 | 3+76.83 | LT | 6.2 | | 6.2 | |
| 5 | ROUTE J | 710+17.25 | 710+35.28 | LT | 49.6 | | 49.6 | |
| 5 | ROUTE J | 710+19.48 | 710+34.20 | RT | 56.7 | | 56.7 | |
| 5 | HWY 37 | 251+34.00 | 252+04.13 | LT | 43.6 | | 43.6 | |
| 5 | HWY 37 | 252+55.34 | 252+69.56 | LT | 4.6 | 13.5 | 18.1 | |
| 5 | HWY 37 | 252+63.11 | 252+67.97 | LT | 6.2 | | 6.2 | |
| | | | | TOTALS | ~~199.33~~ 210.4 | 13.45 | ~~212.8~~ 223.9 | |
| | | | | PAY TOTALS | ~~199.3~~ 210.4 | 13.5 | ~~213~~ 224 | |

## CURB RAMPS

| PLAN SHEET | ROADWAY | STA | STA | LOC | CONCRETE CURB RAMP S.Y. | TRUNCATED DOMES S.F. | TYPE 1 AGGREGATE FOR BASE (4" THICK) S.Y. | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 4 | ROUTE J | 2+97.25 | 3+12.07 | LT | 10.77 | 10 | 10.8 | |
| 4 | ROUTE J | 3+01.35 | 3+11.27 | RT | 8.08 | 10 | 8.1 | |
| 4 | ROUTE J | 3+06.19 | 3+12.22 | LT | 6.66 | 10 | 6.7 | |
| 4 | ROUTE J | 3+06.26 | 3+12.32 | RT | 6.03 | | 6.0 | |
| 4 | ROUTE J | 3+06.82 | 3+14.68 | RT | 6.42 | 10 | 6.4 | |
| 4 | ROUTE J | 3+40.16 | 3+45.90 | RT | 4.40 | 10 | 4.4 | |
| 4 | ROUTE J | 3+41.77 | 3+48.66 | LT | 7.94 | 10 | 7.9 | |
| 4 | ROUTE J | 3+42.10 | 3+58.95 | LT | 11.60 | 10 | 11.6 | |
| 4 | ROUTE J | 3+42.57 | 3+50.87 | RT | 6.96 | | 7.0 | |
| 4 | ROUTE J | 3+48.59 | 3+53.60 | RT | 6.68 | 10 | 6.7 | |
| 4 | ROUTE J | 3+53.59 | 3+66.50 | RT | 11.84 | | 11.8 | |
| 4 | ROUTE J | 3+53.96 | 3+69.11 | LT | 20.41 | | 20.4 | |
| 5 | ROUTE J | 710+22.18 | 710+27.17 | RT | 3.41 | 10 | 3.4 | |
| 5 | ROUTE J | 710+22.23 | 710+27.23 | LT | 2.99 | 10 | 3.0 | |
| 5 | ROUTE J | 710+34.21 | 710+40.89 | RT | 3.55 | 10 | 3.6 | |
| 5 | ROUTE J | 710+35.28 | 710+40.96 | LT | 2.96 | 10 | 3.0 | |
| 5 | HWY 37 | 251+93.12 | 251+98.12 | LT | 3.43 | 10 | 3.4 | |
| 5 | HWY 37 | 251+98.12 | 252+05.23 | LT | 5.67 | 10 | 5.7 | |
| 5 | HWY 37 | 252+55.34 | 252+63.85 | LT | 4.65 | 10 | 4.7 | |
| 5 | HWY 37 | 252+63.11 | 252+67.97 | LT | 7.21 | 10 | 7.2 | |
| | | | | TOTALS | 141.65 | 160.0 | 141.7 | |
| | | | | PAY TOTALS | 141.7 | 160 | 142 | |

## CURB

| PLAN SHEET | ROADWAY | STA | STA | LOC | CONCRETE CURB (6" HEIGHT & UNDER) TYPE S LF | CURB & GUTTER TYPE B LF | TYPE 1 AGGREGATE FOR BASE (4" THICK) S.Y. | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 4 | ROUTE J | 2+93.55 | 3+14.74 | RT | | ~~38~~ 46 | ~~12.7~~ 14.6 | |
| 4 | ROUTE J | 2+96.19 | 2+97.25 | LT | 4 | | | |
| 4 | ROUTE J | 3+06.11 | 3+12.22 | LT | 8 | | | |
| 4 | ROUTE J | 3+39.59 | 3+45.37 | RT | | ~~21~~ 28 | ~~6.8~~ 7.9 | |
| 4 | ROUTE J | 3+41.81 | 3+48.66 | LT | 8 | | | |
| 4 | ROUTE J | 3+69.11 | 3+77.01 | LT | 9 | | | |
| 5 | HWY 37 | 252+55.82 | 252+62.63 | LT | 18 | | | |
| 5 | HWY 37 | 252+57.00 | 252+64.01 | LT | 12 | | | |
| | | | | TOTALS | 59.0 | ~~59.0~~ 74 | ~~19.5~~ 22.5 | |
| | | | | PAY TOTALS | 59 | ~~59~~ 74 | ~~20~~ 23 | |

| | |
|---|---|
| CULVERT CLEANOUT (APPROX 85LF OF 15INCH RCP) | 1 EACH |

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

| | |
|---|---|
| DATE PREPARED | 12/7/2017 |
| ROUTE | J |
| STATE | MO |
| DISTRICT | SW |
| SHEET NO. | 3 |
| COUNTY | NEWTON |
| JOB NO. | J7S3147 |
| CONTRACT ID. | 180216-G13 |
| PROJECT NO. | FAS S601(63) |
| BRIDGE NO. | |

| DESCRIPTION | DATE |
|---|---|
| | |

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

EFK•Moen, LLC
Civil Engineering Design
13523 Barrett Parkway Dr
Suite 250
St. Louis, MO 63021
Phone 314-394-3100
Fax 314-394-3199
Missouri Certificate of Authority: 001578

QUANTITIES
SHEET 1 OF 3

AS-BUILT PLANS

## LINEAR GRADING

| PLAN SHEET | ROADWAY | LOC. | STA | STA | LINEAR GRADING FOR ADA FACILITIES L.F. | REMARKS |
|---|---|---|---|---|---|---|
| 4 | ROUTE J | LT | 2+96.20 | 3+12.20 | 16.0 | |
| 4 | ROUTE J | RT | 3+01.82 | 0+14.68 | 12.9 | |
| 4 | ROUTE J | RT | 3+01.85 | 3+12.32 | 22.3 | |
| 4 | ROUTE J | LT | 3+03.67 | 3+03.61 | 21.9 | |
| 4 | ROUTE J | LT | 3+41.79 | 3+76.83 | 35.0 | |
| 4 | ROUTE J | LT | 3+51.45 | 3+52.02 | 21.8 | |
| 4 | ROUTE J | RT | 3+40.13 | 3+66.50 | 26.9 | |
| 4 | ROUTE J | RT | 3+45.87 | 3+51.14 | 27.3 | |
| 5 | ROUTE J | LT | 710+17.25 | 710+40.62 | 23.7 | |
| 5 | ROUTE J | RT | 710+27.16 | 710+40.89 | 13.7 | |
| 5 | HWY 37 | RT | 251+30.00 | 252+11.29 | 81.3 | |
| 5 | HWY 37 | LT | 251+34.00 | 252+05.02 | 71.0 | |
| 5 | HWY 37 | LT | 251+93.12 | 251+98.12 | 22.5 | |
| 5 | HWY 37 | RT | 252+47.17 | 253+34.00 | 86.8 | |
| 5 | HWY 37 | LT | 252+55.34 | 252+63.85 | 8.6 | |
| 5 | HWY 37 | LT | 252+63.07 | 252+69.56 | 24.4 | |
| | | | | TOTALS | 516.1 | |
| | | | | PAY TOTALS | 516 | |

## PAVEMENT EDGE TREATMENT

| PLAN SHEET | ROADWAY | STA | STA | LOC | PAVEMENT EDGE TREATMENT L.F. | REMARKS |
|---|---|---|---|---|---|---|
| 4 | ROUTE J | 2+94 | 3+17 | RT | ~~42~~ | |
| 4 | ROUTE J | 2+96 | 3+12 | LT | ~~44~~ | |
| 4 | ROUTE J | 3+37 | 3+49 | RT | ~~40~~ | |
| 4 | ROUTE J | 3+42 | 3+77 | LT | ~~61.0~~ | |
| | | | | TOTALS | ~~61.0~~ | |
| | | | | PAY TOTALS | ~~61~~ 0 | |

## EROSION CONTROL

| PLAN SHEET | ROADWAY | STA | STA | LOC | SILT FENCE L.F. | CURB INLET CHECK EA. | ROCK DITCH CHECK L.F. | SEDIMENT REMOVAL C.Y. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 12 | ROUTE J | 2+90 | 3+70 | LT&RT | 100 | | | ~~1~~ | |
| 12 | ROUTE J | 710+10 | ~~710+61~~ 710+95.5 | LT&RT | ~~430~~ 259 | ~~1~~ | 30 | ~~7~~ | |
| | | | | TOTALS | ~~530~~ 359 | ~~1~~ | 30 | ~~8~~ | |
| | | | | PAY TOTALS | ~~530~~ 359 | ~~1~~ 0 | 30 | ~~8~~ 0 | |

## PAVEMENT MARKING

| PLAN SHEET | ROADWAY | STA | STA | LOC | PREFORMED THERMOPLASTIC PAVEMENT MARKING 24" WHITE L.F. | PREFORMED THERMOPLASTIC PAVEMENT MARKING 6" WHITE L.F. | PREFORMED THERMOPLASTIC PAVEMENT MARKINGS MIDBLOCK 30" WHITE EA. | 12-IN WHITE HIGHBUILD WATERBORNE PAINT PAVEMENT MARKING PAINT, TYPE L BEADS L.F. | 12-IN YELLOW HIGHBUILD WATERBORNE PAINT PAVEMENT MARKING PAINT, TYPE L BEADS EA. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 4 | ROUTE J | 3+04 | | LT&RT | | | 8 | | | ZEBRA CROSSWALK - 6' WIDE |
| 4 | ROUTE J | 3+12 | 3+42 | LT | 12 | 59 | | | | |
| 4 | ROUTE J | 3+16 | 3+37 | RT | 12 | 41 | | | | |
| 4 | ROUTE J | 3+51 | | LT&RT | | | 8 | | | ZEBRA CROSSWALK - 6' WIDE |
| 4 | ROUTE J | 2+93 | 3+15 | RT | | | | 28 | 18 | PAINTED CURB |
| 4 | ROUTE J | 3+40 | 3+66 | RT | | | | 44 | 21 | PAINTED CURB |
| 4 | ROUTE J | 2+93 | 3+15 | LT | | | | 33 | | PAINTED CURB |
| 4 | ROUTE J | 3+40 | 3+66 | LT | | | | 55 | | PAINTED CURB |
| 5 | ROUTE J | 710+25 | | LT&RT | 10 | 72 | | | | |
| 5 | HWY 37 | 251+96 | | LT&RT | | | 7 | | | ZEBRA CROSSWALK - 6' WIDE |
| 5 | HWY 37 | 252+04 | 252+57 | LT | 12 | 103 | | | | |
| 5 | HWY 37 | 252+64 | 252+66 | LT&RT | | | 7 | | | ZEBRA CROSSWALK - 6' WIDE |
| | | | | TOTALS | 46 | 275 | 30 | 160 | 39 | |
| | | | | PAY TOTALS | 46 | 275 | 30 | 160 | 39 | |



DATE PREPARED 12/21/2017

ROUTE J | STATE MO

DISTRICT SW | SHEET NO. 3

COUNTY NEWTON

JOB NO. J7S3147

CONTRACT ID. 180216-G13

PROJECT NO. FAS S601(63)

BRIDGE NO.

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

MoDOT

EFK•Moen, LLC
Civil Engineering Design
13523 Barrett Parkway Dr
Suite 250
St. Louis, MO 63021
Phone 314-394-3100
Fax 314-394-3199
Missouri Certificate of Authority: 001578



QUANTITIES
SHEET 2 OF 3

AS-BUILT PLANS

EFFECTIVE: 06-08-2016
REVISED (ADA): 01-04-2017

| SIGN | SIZE (IN.) | AREA (SQ. FT.) | QTY | TOTAL AREA | QTY RELOC | TOTAL RELOC AREA | DESCRIPTION |
|---|---|---|---|---|---|---|---|
| | | | | | | | **WARNING SIGNS** |
| W01-1L | 48X48 | 16.00 | | | | | TURN (SYMBOL LEFT ARROW) |
| W01-1R | 48X48 | 16.00 | | | | | TURN (SYMBOL RIGHT ARROW) |
| W01-2L | 48X48 | 16.00 | | | | | CURVE (SYMBOL LEFT ARROW) |
| W01-2R | 48X48 | 16.00 | | | | | CURVE (SYMBOL RIGHT ARROW) |
| W01-3L | 48X48 | 16.00 | | | | | REVERSE TURN (SYMBOL LEFT ARROW) |
| W01-3R | 48X48 | 16.00 | | | | | REVERSE TURN (SYMBOL RIGHT ARROW) |
| W01-4L | 48X48 | 16.00 | | | | | REVERSE CURVE (SYMBOL LEFT ARROW) |
| W01-4R | 48X48 | 16.00 | | | | | REVERSE CURVE (SYMBOL RIGHT ARROW) |
| W01-4bL | 48X48 | 16.00 | | | | | DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT ARROWS) |
| W01-4bR | 48X48 | 16.00 | | | | | DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT ARROWS) |
| W01-4cL | 48X48 | 16.00 | | | | | TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT ARROWS) |
| W01-4cR | 48X48 | 16.00 | | | | | TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT ARROWS) |
| W01-6 | 60X30 | 12.50 | | | | | HORIZONTAL ARROW (SYMBOL) |
| W01-6a | 72X36 | 18.00 | | | | | HORIZONTAL ARROW (SYMBOL ON PERMANENT BARRICADE) |
| W01-7 | 60X30 | 12.50 | | | | | DOUBLE HEAD HORIZONTAL ARROW (SYMBOL) |
| W01-7a | 72X36 | 18.00 | | | | | DOUBLE HEAD HORIZONTAL ARROW (SYMBOL ON PERMANENT BARRICADE) |
| W01-8 | 18X24 | 3.00 | | | | | CHEVRON (SYMBOL) |
| W01-8a | 30X36 | 7.50 | | | | | CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS) |
| W03-1 | 48X48 | 16.00 | | | | | STOP AHEAD (SYMBOL) |
| W03-2 | 48X48 | 16.00 | | | | | YIELD AHEAD (SYMBOL) |
| W03-3 | 48X48 | 16.00 | | | | | SIGNAL AHEAD (SYMBOL) |
| W03-4 | 48X48 | 16.00 | | | | | BE PREPARED TO STOP |
| W03-5 | 48X48 | 16.00 | | | | | SPEED LIMIT AHEAD |
| W04-1L | 48X48 | 16.00 | | | | | MERGE (SYMBOL FROM LEFT) |
| W04-1aL | 48X48 | 16.00 | | | | | MERGE (LEFT ARROW AT LANE DROP) |
| W04-1R | 48X48 | 16.00 | | | | | MERGE (SYMBOL FROM RIGHT) |
| W04-1aR | 48X48 | 16.00 | | | | | MERGE (RIGHT ARROW AT LANE DROP) |
| W05-1 | 48X48 | 16.00 | | | | | ROAD/BRIDGE/RAMP NARROWS |
| W05-3 | 48X48 | 16.00 | | | | | ONE LANE BRIDGE |
| W05-5 | 48X48 | 16.00 | | | | | NARROW LANES |
| W06-1 | 48X48 | 16.00 | | | | | DIVIDED HIGHWAY (SYMBOL) |
| W06-2 | 48X48 | 16.00 | | | | | DIVIDED HIGHWAY END (SYMBOL) |
| W06-3 | 48X48 | 16.00 | | | | | TWO WAY TRAFFIC (SYMBOL) |
| W07-3a | 30X24 | 5.00 | | | | | NEXT XX MILES (PLAQUE) |
| W08-1 | 48X48 | 16.00 | | | | | BUMP |
| W08-2 | 48X48 | 16.00 | | | | | DIP |
| W08-3 | 48X48 | 16.00 | | | | | PAVEMENT ENDS |
| W08-4 | 48X48 | 16.00 | | | | | SOFT SHOULDER |
| W08-5 | 48X48 | 16.00 | | | | | SLIPPERY WHEN WET (SYMBOL) |
| W08-6 | 48X48 | 16.00 | | | | | TRUCK CROSSING WITH FLAGS |
| W08-6c | 48X48 | 16.00 | | | | | TRUCK ENTRANCE |
| W08-7 | 36X36 | 9.00 | | | | | LOOSE GRAVEL |
| W08-9 | 48X48 | 16.00 | | | | | LOW SHOULDER |
| W08-11 | 48X48 | 16.00 | | | | | UNEVEN LANES |
| W08-12 | 48X48 | 16.00 | | | | | NO CENTER LINE |
| W10-1 | 42 RND. | 9.62 | | | | | RAILROAD CROSSING |
| W012-1 | 24X24 | 4.00 | | | | | DOUBLE DOWN ARROW (SYMBOL) |
| W012-2 | 48X48 | 16.00 | | | | | LOW CLEARANCE (SYMBOL) |
| W012-2x | 24X18 | 3.00 | | | | | LOW CLEARANCE (PLAQUE) |
| W012-2a | 84X24 | 14.00 | | | | | OVERHEAD LOW CLEARANCE (FEET AND INCHES) |
| W08-15 | 48X48 | 16.00 | | | | | GROOVED PAVEMENT |
| W08-15p | 30X24 | 5.00 | | | | | MOTORCYCLE (PLAQUE) |
| W08-17 | 48X48 | 16.00 | | | | | SHOULDER DROP-OFF (SYMBOL) |
| W08-17p | 30X24 | 5.00 | | | | | SHOULDER DROP-OFF (PLAQUE) |
| SPECIAL | 120X60 | 50.00 | | | | | LOW CLEARANCE XX FT XX IN XX MILES AHEAD |
| SPECIAL | 120X60 | 50.00 | | | | | WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD |
| W013-1 | 30X30 | 6.25 | | | | | ADVISORY SPEED (PLAQUE) |
| W016-2 | 30X24 | 5.00 | | | | | XXX FEET (PLAQUE) |
| W016-3 | 30X24 | 5.00 | | | | | X MILE (PLAQUE) |
| **W020-1** | **48X48** | **16.00** | **8** | **128** | | | **ROAD/BRIDGE/RAMP WORK AHEAD** (2) |
| W020-2 | 48X48 | 16.00 | | | | | DETOUR AHEAD |
| W020-3 | 48X48 | 16.00 | | | | | ROAD CLOSED AHEAD |

| SIGN | SIZE (IN.) | AREA (SQ. FT.) | QTY | TOTAL AREA | QTY RELOC | TOTAL RELOC AREA | DESCRIPTION |
|---|---|---|---|---|---|---|---|
| **W020-4** | **48X48** | **16.00** | 0 ~~4~~ | 0 ~~64~~ | | | **ONE LANE ROAD AHEAD** (7) |
| W020-5 | 48X48 | 16.00 | | | | | RIGHT/CENTER/LEFT LANE CLOSED AHEAD |
| W020-5a | 48X48 | 16.00 | | | | | 2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD |
| W020-6a | 48X48 | 16.00 | | | | | RIGHT/CENTER/LEFT LANE CLOSED |
| **W020-7a** | **48X48** | **16.00** | 0 ~~8~~ | 0 ~~128~~ | | | **FLAGGER (SYMBOL) WITH FLAGS** (8) |
| W021-2 | 36X36 | 9.00 | | | | | FRESH OIL |
| W021-5 | 48X48 | 16.00 | | | | | SHOULDER WORK AHEAD |
| W022-1 | 48X48 | 16.00 | | | | | BLASTING ZONE AHEAD |
| W022-2 | 42X36 | 10.50 | | | | | TURN OFF 2-WAY RADIO AND PHONE |
| W022-3 | 42X36 | 10.50 | | | | | END BLASTING ZONE |
| W022-6e | 21X15 | 2.19 | | | | | WET PAINT (ARROW PIVOTS) |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | **GUIDE SIGNS** |
| SPECIAL | 36X36 | 9.00 | | | | | FRESH OIL/LOOSE GRAVEL |
| E05-1 | 36X48 | 12.00 | | | | | GORE EXIT |
| E05-2 | 48X36 | 12.00 | | | | | EXIT OPEN |
| E05-2a | 48X36 | 12.00 | | | | | EXIT CLOSED |
| G020-1 | 60X24 | 10.00 | | | | | ROAD WORK NEXT XX MILES |
| G020-2 | 48X24 | 8.00 | | | | | END ROAD WORK |
| G020-4 | 36X18 | 4.50 | | | | | PILOT CAR FOLLOW ME |
| SPECIAL | 42X30 | 8.75 | | | | | PLEASE WAIT FOR PILOT CAR |
| **G020-5aP** | **36X24** | **6.00** | 0 ~~4~~ | 0 ~~24~~ | | | **WORK ZONE (PLAQUE)** (54) |
| M04-8a | 24X18 | 3.00 | | | | | END DETOUR |
| M04-9L | 48X36 | 12.00 | | | | | DETOUR (LEFT ARROW) |
| M04-9R | 48X36 | 12.00 | | | | | DETOUR (RIGHT ARROW) |
| M04-10L | 48X18 | 6.00 | | | | | DETOUR (ARROW LEFT) |
| M04-10R | 48X18 | 6.00 | | | | | DETOUR (ARROW RIGHT) |
| | | | | | | | |
| | | | | | | | **REGULATORY SIGNS** |
| R1-1 | 48X48 | 13.25 | | | | | STOP |
| R1-2 | 48 TRI. | 6.93 | | | | | YIELD |
| R1-2a | 36X36 | 9.00 | | | | | TO ONCOMING TRAFFIC (PLAQUE) |
| R1-3 | 20X9 | 1.25 | | | | | X-WAY (PLAQUE) |
| R2-1 | 36X48 | 12.00 | | | | | SPEED LIMIT XX |
| R3-1 | 48X48 | 16.00 | | | | | NO RIGHT TURN (SYMBOL) |
| R3-2 | 48X48 | 16.00 | | | | | NO LEFT TURN (SYMBOL) |
| R3-3 | 36X36 | 9.00 | | | | | NO TURNS |
| R3-4 | 48X48 | 16.00 | | | | | NO U-TURN (SYMBOL) |
| R3-7L | 30X30 | 6.25 | | | | | LEFT LANE MUST TURN LEFT |
| R3-7R | 30X30 | 6.25 | | | | | RIGHT LANE MUST TURN RIGHT |
| R4-1 | 36X48 | 12.00 | | | | | DO NOT PASS |
| R4-2 | 36X48 | 12.00 | | | | | PASS WITH CARE |
| R4-7aL | 36X48 | 12.00 | | | | | KEEP LEFT (HORIZONTAL ARROW) |
| R4-7a | 36X48 | 12.00 | | | | | KEEP RIGHT (HORIZONTAL ARROW) |
| R5-1 | 30X30 | 6.25 | | | | | DO NOT ENTER |
| R5-1a | 36X24 | 6.00 | | | | | WRONG WAY |
| R6-1L | 48X18 | 6.00 | | | | | ONE WAY ARROW (LEFT) |
| R6-1R | 48X18 | 6.00 | | | | | ONE WAY ARROW (RIGHT) |
| R6-2L | 24X30 | 5.00 | | | | | ONE WAY (LEFT) |
| R6-2R | 24X30 | 5.00 | | | | | ONE WAY (RIGHT) |
| **R9-9** | **24X12** | **2.00** | **13** | **26** | | | **SIDEWALK CLOSED** (60) |
| R10-6 | 24X36 | 6.00 | | | | | STOP HERE ON RED (45° ARROW) |
| R11-2 | 48X30 | 10.00 | | | | | ROAD CLOSED |
| R11-3a | 60X30 | 12.50 | | | | | ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY |
| R11-4 | 60X30 | 12.50 | | | | | ROAD CLOSED TO THRU TRAFFIC |
| S4-4 | 36X15 | 3.75 | | | | | WHEN FLASHING |
| CONST-3A | 60X48 | 20.00 | | | | | FINE SIGN |
| CONST-3X | 56X12 | 4.67 | | | | | SPEEDING/PASSING (PLATE) |
| | | | | | | | **MISCELLANEOUS SIGNS** |
| SPECIAL | 36X48 | 12.00 | | | | | POINT OF PRESENCE |
| SPECIAL | 96X48 | 32.00 | | | | | POINT OF PRESENCE |
| **CONST-7-48** | **48X24** | **8.00** | **4** | **32** | | | **RATE OUR WORK ZONE** |
| CONST-7-72 | 72X36 | 18.00 | | | | | RATE OUR WORK ZONE |
| 616-10.05 CONSTRUCTION SIGNS TOTAL | | | | ~~402~~ | | | |
| 616-10.10 RELOCATED SIGNS TOTAL | | | | 186 | | | |

| ITEM NUMBER | TOTAL QTY | DESCRIPTION |
|---|---|---|
| 6122008 | | IMPACT ATTENUATOR (8 SAND BARRELS) |
| 6122009 | | IMPACT ATTENUATOR (9 SAND BARRELS) |
| 6122010 | | IMPACT ATTENUATOR (10 SAND BARRELS) |
| 6122012 | | IMPACT ATTENUATOR (12 SAND BARRELS) |
| 6122014 | | IMPACT ATTENUATOR (14 SAND BARRELS) |
| 6122017 | | IMPACT ATTENUATOR (17 SAND BARRELS) |
| 6122019 | | IMPACT ATTENUATOR (19 SAND BARRELS) |
| 6122020 | | REPLACEMENT SAND BARREL |
| 6122030 | | IMPACT ATTENUATOR (RELOCATION) |
| 6123000A | | TRUCK OR TRAILER MOUNTED ATTENUATOR (TMA) |
| 6161007 | | SPEED LIMIT AND STROBE LIGHT ASSEMBLY |
| **6161008** | **4** | **ADVANCED WARNING RAIL SYSTEM** |
| **6161009** | **4** | **FLAG ASSEMBLY** |
| 6161020 | | CHANNELIZER (DRUM-LIKE) |
| 6161022 | | CHANNELIZER (CONES) |
| 6161024 | | CHANNELIZER (TRIM LINE) WITH LIGHT |
| **6161025** | **100** | **CHANNELIZER (TRIM LINE)** |
| 6161026 | | CHANNELIZER (VERTICAL PANEL) |
| 6161027 | | CHANNELIZER (VERTICAL PANEL) WITH LIGHT |
| 6161028 | | CHANNELIZER |
| 6161030 | | TYPE III MOVEABLE BARRICADE |
| 6161031 | | TYPE III MOVEABLE BARRICADE WITH LIGHT |
| 6161033 | | DIRECTION INDICATOR BARRICADE |
| 6161034 | | DIRECTION INDICATOR BARRICADE, WITH LIGHT |
| 6161040 | | FLASHING ARROW PANEL |
| 6161047 | | TYPE III OBJECT MARKER |
| 6161051 | | WARNING LIGHT, TYPE A |
| 6161052 | | WARNING LIGHT, TYPE B |
| 6161053 | | WARNING LIGHT, TYPE C |
| 6161055 | | SEQUENTIAL FLASHING WARNING LIGHT |
| 6161070 | | TUBULAR MARKER |
| 6161095 | | RADAR SPEED ADVISORY SYSTEM |
| 6161096 | | CHANGEABLE MESSAGE SIGN, COMMISSION FURNISHED/RETAINED |
| 6161098A | | CHANGEABLE MESSAGE SIGN WITHOUT COMMUNICATION INTERFACE, CONTRACTOR FURNISHED/RETAINED |
| 6161099 | | CHANGEABLE MESSAGE SIGN WITH COMMUNICATION INTERFACE, CONTRACTOR FURNISHED/RETAINED |
| 6162000A | | WORK ZONE TRAFFIC SIGNAL SYSTEM |
| 6173600D | | CONTRACTOR FURNISHED/RETAINED TEMPORARY TRAFFIC BARRIER |
| 6173602B | | CONTRACTOR FURNISHED/COMMISSION RETAINED TEMPORARY TRAFFIC BARRIER |
| 6174000A | | TEMPORARY TRAFFIC BARRIER HEIGHT TRANSITION |
| 6175010A | | RELOCATING TEMPORARY TRAFFIC BARRIER |
| 6176000B | | COMMISSION FURNISHED/RETAINED TEMPORARY TRAFFIC BARRIER |
| 6177000B | | COMMISSION FURNISHED/RETAINED TEMPORARY TRAFFIC BARRIER HEIGHT TRANSITION |
| 9019400 | | TEMPORARY LIGHTING |
| 9029400 | | TEMPORARY TRAFFIC SIGNALS |
| 9029401 | | TEMPORARY TRAFFIC SIGNALS AND LIGHTING |
| | | |
| **6169902** | **13** | **ADA COMPLIANT MOVEABLE BARRICADE** |

QUANTITIES
SHEET 3 OF 3

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DATE PREPARED 1/11/2018
ROUTE J | STATE MO
DISTRICT SW | SHEET NO. 3
COUNTY NEWTON
JOB NO. J7S3147
CONTRACT ID. 180216-G13
PROJECT NO. FAS S601(63)
BRIDGE NO.

DESCRIPTION
DATE

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
MoDOT

EFK•Moen, LLC
Civil Engineering Design
13523 Barrett Parkway Dr
Suite 250
St. Louis, MO 63021
Phone 314-394-3100
Fax 314-394-3199
Missouri Certificate of Authority: 001578

AS-BUILT PLANS

NOTES:

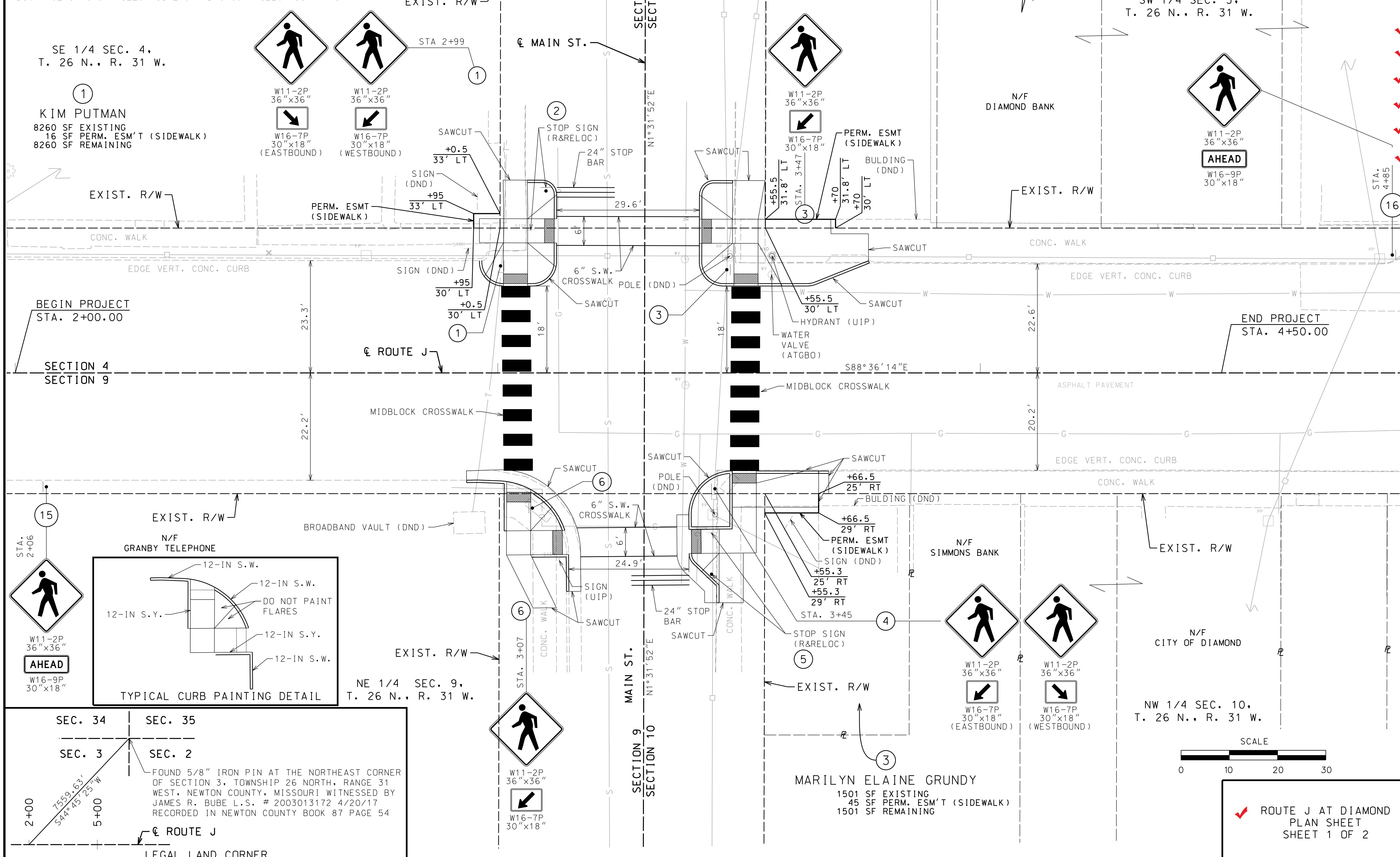
ANY WORK INDICATED ON THE PLANS THAT EXTENDS BEYOND THE PROJECT LIMITS IS CONSIDERED INCIDENTAL TO AND A PART OF THE CONSTRUCTION OF THIS PROJECT.

BEARINGS SHOWN ARE STATE PLANE BEARINGS, WEST ZONE.

RIGHT OF WAY LIMITS FOR THIS PROJECT ARE IN TWO DISCONNECTED SECTIONS AND EXTEND FROM STA. 2+50 TO STA. 4+00 ROUTE J, FROM STA. 710+00 TO STA. 710+61.20 ROUTE J AND FROM STA. 251+00 TO STA. 254+00 HIGHWAY 37, A DISTANCE OF 0.04 MILES ROUTE J AND 0.057 MILES HIGHWAY 37.

DISCLAIMER

THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL SEAL APPEAR HEREON ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS ON THIS PAGE, AND DISCLAIMS (PURSUANT TO SECTION 327.411 RSMO) ANY RESPONSIBILITY FOR ALL PLANS, SPECIFICATION, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS NOT SEALED BY THE UNDERSIGNED PROFESSIONAL RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT TO WHICH THIS PAGE REFERS.

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IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

| | |
|---|---|
| DATE PREPARED | 12/8/2017 |
| ROUTE | J |
| STATE | MO |
| DISTRICT | SW |
| SHEET NO. | 4 |
| COUNTY | NEWTON |
| JOB NO. | J7S3147 |
| CONTRACT ID. | 180216-G13 |
| PROJECT NO. | FAS S601(63) |
| BRIDGE NO. | |

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)


EFK•Moen, LLC
Civil Engineering Design
13523 Barrett Parkway Dr
Suite 250
St. Louis, MO 63021
Phone 314-394-3100
Fax 314-394-3199
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ROUTE J AT DIAMOND
PLAN SHEET
SHEET 1 OF 2

AS-BUILT PLANS

NOTES:

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BEARINGS SHOWN ARE STATE PLANE BEARINGS, WEST ZONE.

STATION AND OFFSET IS OFF OF HIGHWAY 37 UNLESS OTHERWISE NOTED.

RIGHT OF WAY LIMITS FOR THIS PROJECT ARE IN TWO DISCONNECTED SECTIONS AND EXTEND FROM STA. 2+50 TO STA. 4+00 ROUTE J, FROM STA. 710+00 TO STA. 710+61.20 ROUTE J AND FROM STA. 251+00 TO STA. 254+00 HIGHWAY 37, A DISTANCE OF 0.04 MILES ROUTE J AND 0.057 MILES HIGHWAY 37.

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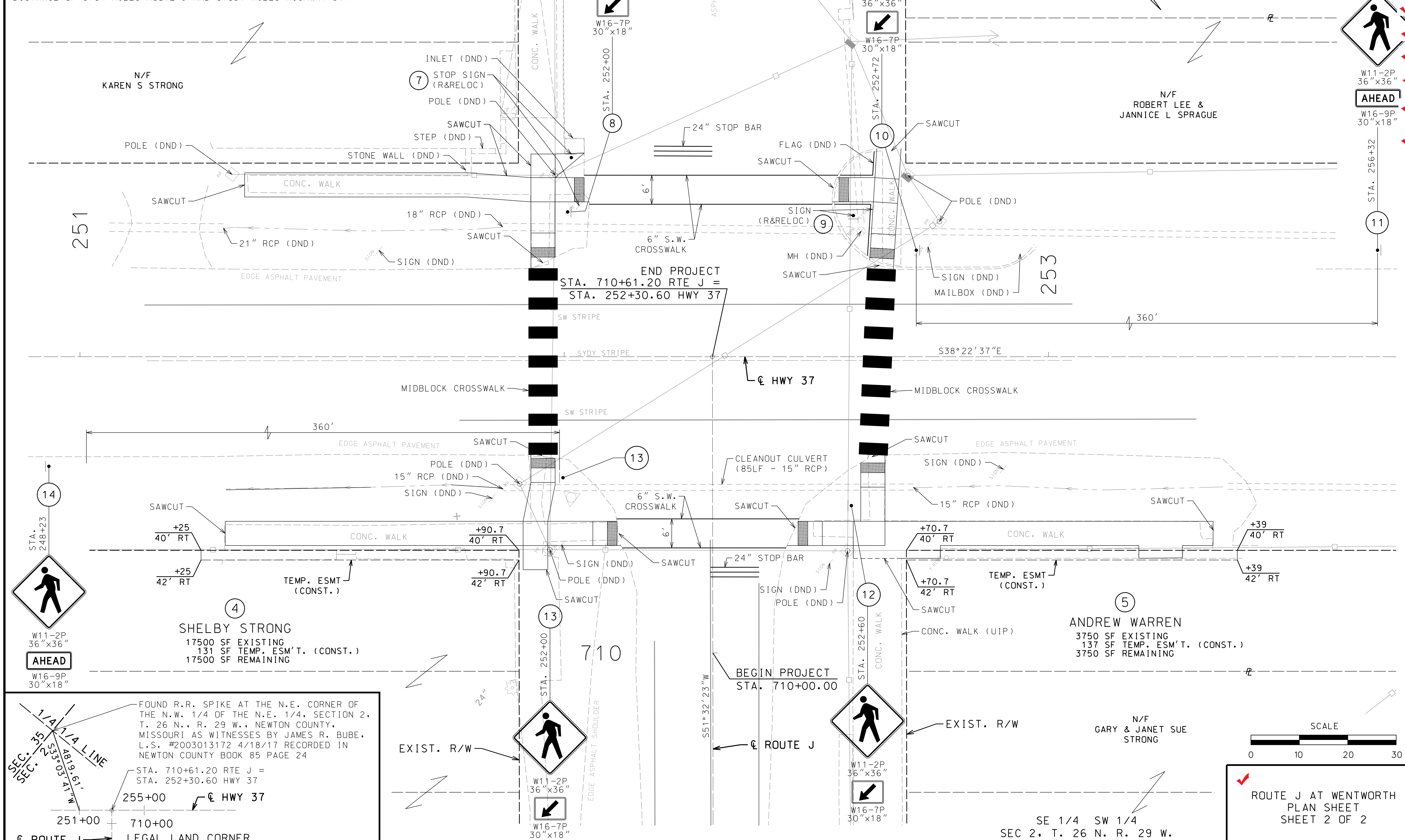


ROUTE J AT WENTWORTH
PLAN SHEET
SHEET 2 OF 2

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

| | |
|---|---|
| DATE PREPARED | 12/7/2017 |
| ROUTE | J |
| STATE | MO |
| DISTRICT | SW |
| SHEET NO. | 5 |
| COUNTY | NEWTON |
| JOB NO. | J7S3147 |
| CONTRACT ID. | 180216-G13 |
| PROJECT NO. | FAS S601(63) |
| BRIDGE NO. | |

DESCRIPTION

DATE

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MoDOT

105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)


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AS-BUILT PLANS

005_PL_J7S3147_I10.dgn 4:30:04 PM 12/7/2017

HORIZONTAL CONTROL STATEMENT: STATE PLANE COORDINATES ON THIS PROJECT WERE ESTABLISHED UTILIZING THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION GLOBAL NAVIGATION SATELLITE REAL TIME NETWORK FOR CONTINUOUSLY OPERATING REFERENCE STATIONS DURING APRIL 2017 AND ARE BASED ON THE MISSOURICOORDINATE SYSTEM OF 1983, WEST ZONE. THE AVERAGE COMBINED PROJECT GRID FACTOR IS 0.999893197 CALCULATEDBY TRIMBLE GEOMATICS OFFICE.

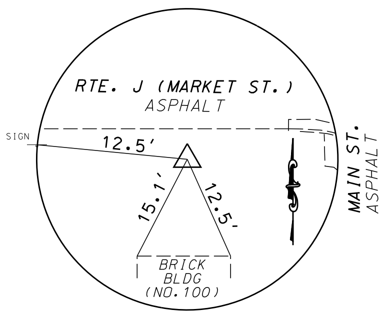
PROJECT COORDINATES ARE MODIFIED MISSOURI STATE PLANE COORDINATES AND WERE ESTABLISHED BY APPLYINGTHE INVERSE OF THE PROJECT GRID FACTOR (1.000106815) ABOUT THE ORIGIN (0,0). AS PROVIDED TO EFK MOEN, LLC.

VERTICAL DATUM IS NAVD 88. ELEVATIONS WERE ESTABLISHED ON CONTROL POINTS 1 THROUGH 3, USING CELLULAR EQUIPPED SPECTRA PRECISION RANGER, AND BASED ON THE MISSOURI HIGHWAYS AND TRANSPORTATIONCOMMISSION GLOBAL NAVIGATION SATELLITE REAL TIME NETWORK FOR CONTINUOUS OPERATING REFERENCE STATIONS. FIELD WORK WAS PERFORMED DURING APRIL, 2017.

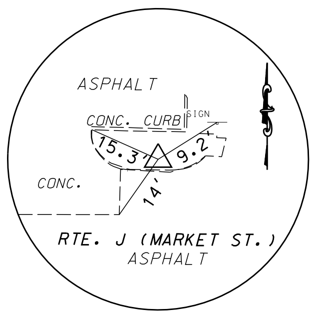
PROJECT BENCHMARK: (NAVD88)

TBM "A" ELEVATION = 1178.24

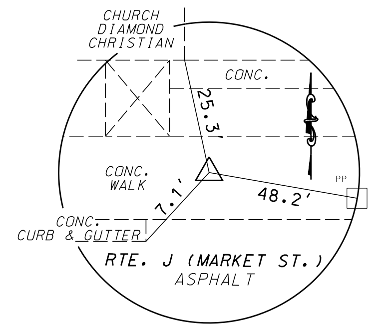
CUT "L" ON THE N.W. CORNER OF THE 3' SQUARE CONC. BASE FOR THE EAST FLAG POLE IN THE PARCEL ADJOINING #102 MARKET STREET (RTE. J).




CONTROL POINT NO. 1
IRON ROD W/CAP
N: 301607.138
E: 2843282.782
EL: 1166.26




CONTROL POINT NO. 2
CUT "+" CROSS
N: 301652.034
E: 2843282.782
EL: 1173.77




CONTROL POINT NO. 3
CUT "+" CROSS
N: 301646.299
E: 2843486.221
EL: 1178.241

DIAMOND REFERENCE POINTS

HORIZONTAL CONTROL STATEMENT: STATE PLANE COORDINATES ON THIS PROJECT WERE ESTABLISHED UTILIZING THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION GLOBAL NAVIGATION SATELLITE REAL TIME NETWORK FOR CONTINUOUSLY OPERATING REFERENCE STATIONS DURING APRIL 2017 AND ARE BASED ON THE MISSOURI COORDINATE SYSTEM OF 1983, WEST ZONE. THE AVERAGE COMBINED PROJECT GRID FACTOR IS 0.999904936 CALCULATED BY TRIMBLE GEOMATICS OFFICE.

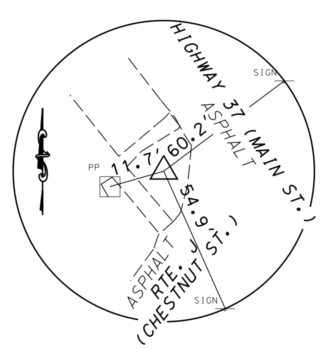
PROJECT COORDINATES ARE MODIFIED MISSOURI STATE PLANE COORDINATES AND WERE ESTABLISHED BY APPLYING THE INVERSE OF THE PROJECT GRID FACTOR (1.000095072) ABOUT THE ORIGIN (0,0). AS PROVIDED TO EFK MOEN, LLC.

VERTICAL DATUM IS NAVD 88. ELEVATIONS WERE ESTABLISHED ON CONTROL POINTS 1 THROUGH 3, USING A CELLULAR EQUIPPED SPECTRA PRECISION RANGER, AND BASED ON THE MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION GLOBAL NAVIGATION SATELLITE REAL TIME NETWORK FOR CONTINUOUS OPERATING REFERENCE STATIONS. FIELD WORK WAS PERFORMED DURING APRIL, 2017.

PROJECT BENCHMARK: (NAVD88)

TBM "A" ELEVATION = 1224.79

CUT "U" ON THE BOTTOM STEP ON THE WEST SIDE OF THE S.W. ENTRANCE TO A TWO (2) STORY MASONRY BUILDING ON THE N.E. CORNER OF THE INTERSECTION OF CHESTNUT & MAIN.




CONTROL POINT NO. 1
IRON ROD W/CAP
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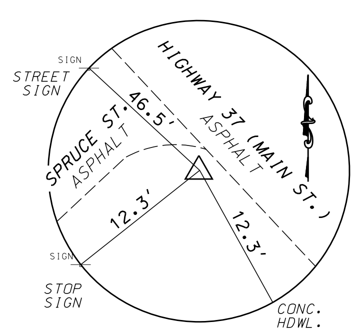
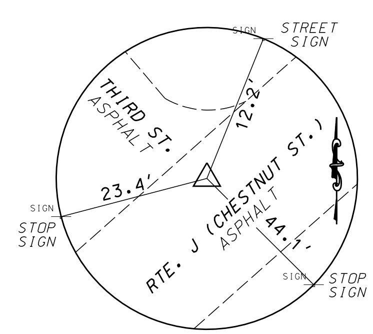
E: 2913350.967
EL: 1223.07




CONTROL POINT NO. 2
COTTON PICKER SPINDLE
N: 300583.678
E: 2913860.212
EL: 1226.50




CONTROL POINT NO. 3
COTTON PICKER SPINDLE
N: 300768.021
E: 2912780.350
EL: 1224.78

WENTWORTH REFERENCE POINTS

REFERENCE POINTS
SHEET 1 OF 1



| DATE PREPARED | |
|---|---|
| 12/7/2017 | |
| ROUTE | STATE |
| J | MO |
| DISTRICT | SHEET NO. |
| SW | 6 |
| COUNTY | |
| NEWTON | |
| JOB NO. | |
| J7S3147 | |
| CONTRACT ID. | |
| 180216-G13 | |
| PROJECT NO. | |
| FAS S601(63) | |
| BRIDGE NO. | |

DESCRIPTION

DATE




MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)
MoDOT

EFK • Moen, LLC
Civil Engineering Design
13523 Barrett Parkway Dr
Suite 250
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Phone 314-394-3100
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AS-BUILT PLANS

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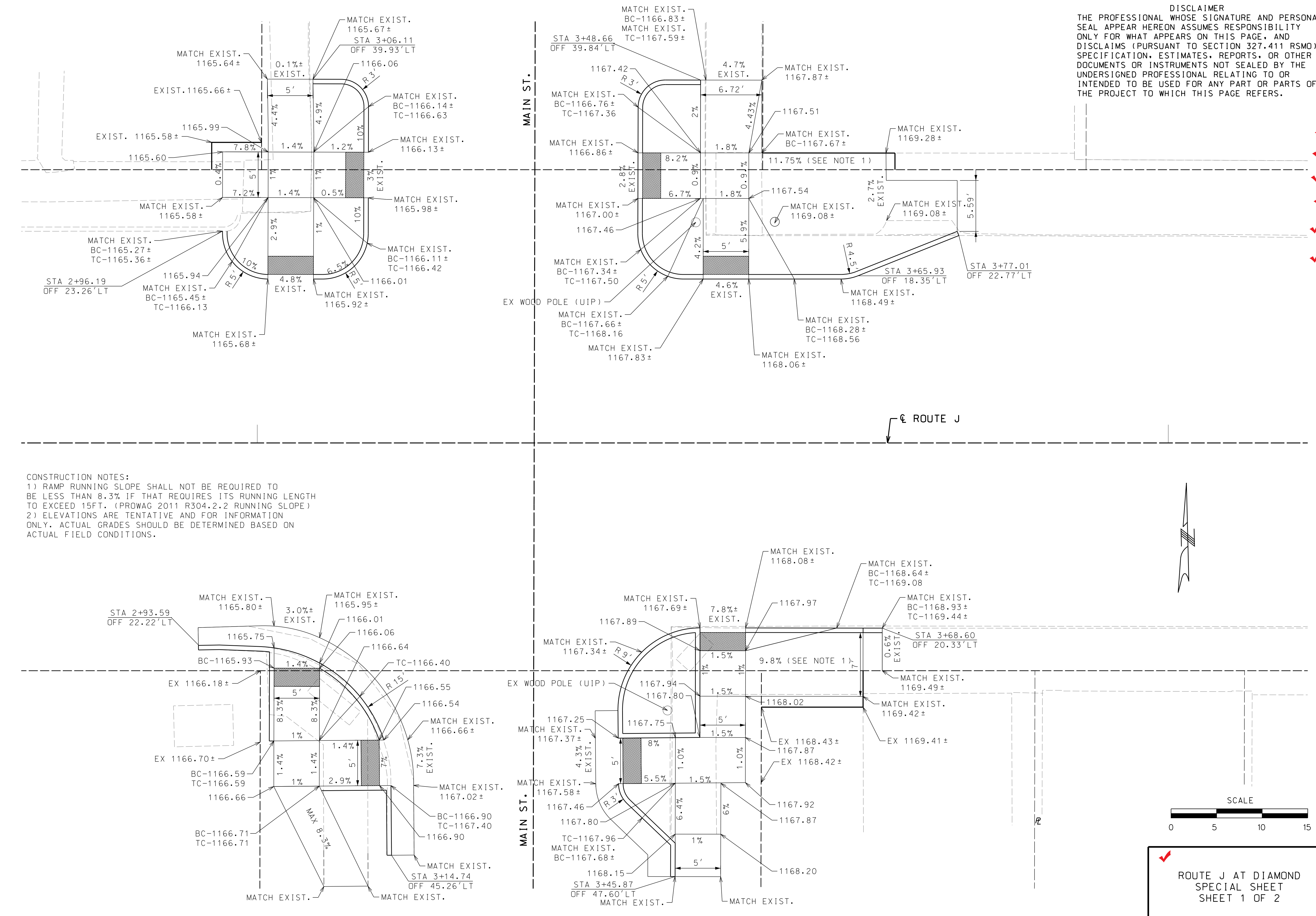



CONSTRUCTION NOTES:

1) RAMP RUNNING SLOPE SHALL NOT BE REQUIRED TO BE LESS THAN 8.3% IF THAT REQUIRES ITS RUNNING LENGTH TO EXCEED 15FT. (PROWAG 2011 R304.2.2 RUNNING SLOPE)

2) ELEVATIONS ARE TENTATIVE AND FOR INFORMATION ONLY. ACTUAL GRADES SHOULD BE DETERMINED BASED ON ACTUAL FIELD CONDITIONS.

| DATE PREPARED | |
|---|---|
| 12/7/2017 | |
| ROUTE: J | STATE: MO |
| DISTRICT: SW | SHEET NO.: 7 |
| COUNTY: NEWTON | |
| JOB NO.: J7S3147 | |
| CONTRACT ID.: 180216-G13 | |
| PROJECT NO.: FAS S601(63) | |
| BRIDGE NO. | |

DESCRIPTION | DATE

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.


MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

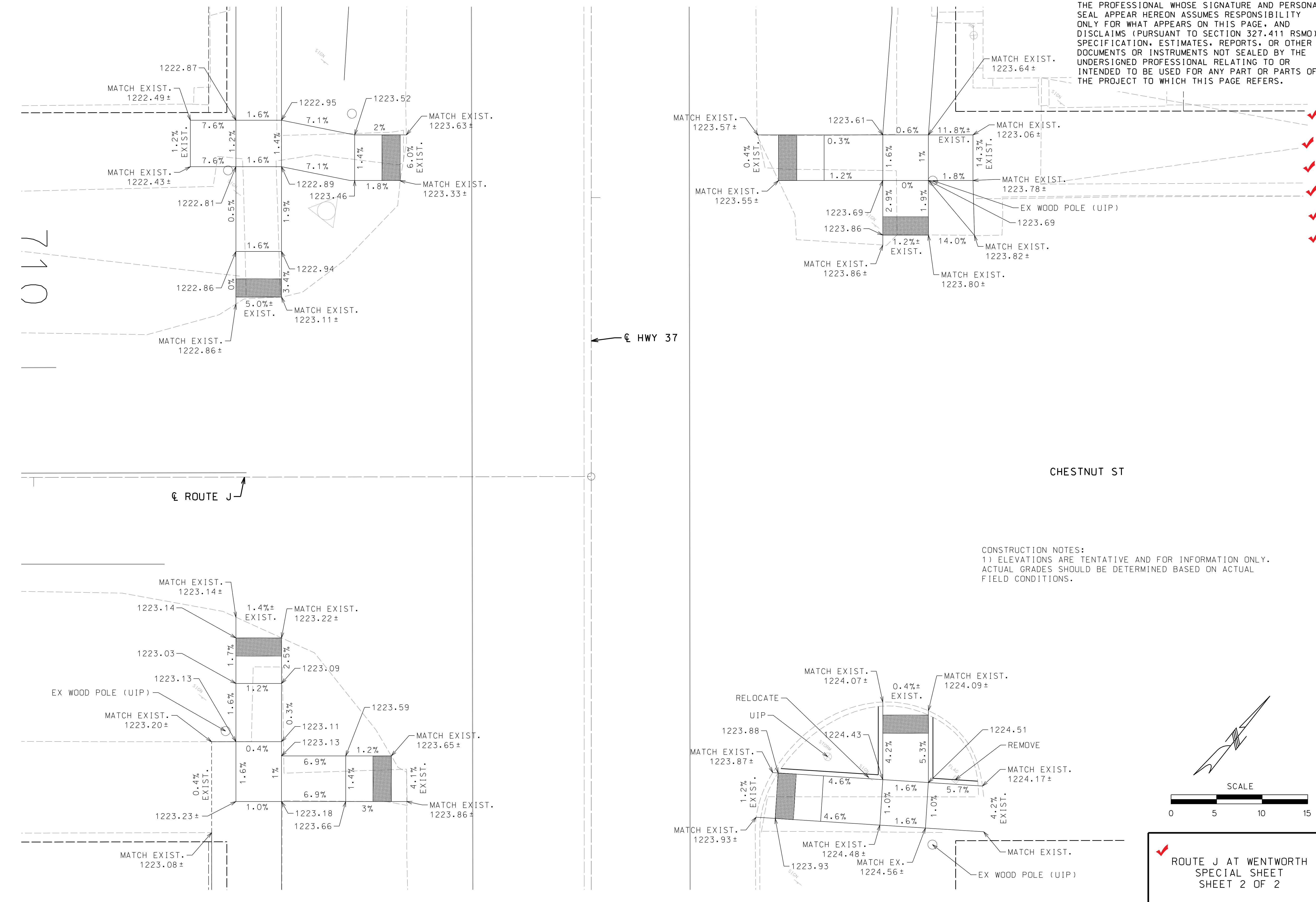
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

MoDOT

EFK • Moen, LLC
Civil Engineering Design
13523 Barrett Parkway Dr
Suite 250
St. Louis, MO 63021
Phone 314-394-3100
Fax 314-394-3199
Missouri Certificate of Authority: 001578


ROUTE J AT DIAMOND
SPECIAL SHEET
SHEET 1 OF 2

AS-BUILT PLANS




DISCLAIMER

THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL SEAL APPEAR HEREON ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS ON THIS PAGE, AND DISCLAIMS (PURSUANT TO SECTION 327.411 RSMO) SPECIFICATION, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS NOT SEALED BY THE UNDERSIGNED PROFESSIONAL RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT TO WHICH THIS PAGE REFERS.

CONSTRUCTION NOTES:
1) ELEVATIONS ARE TENTATIVE AND FOR INFORMATION ONLY. ACTUAL GRADES SHOULD BE DETERMINED BASED ON ACTUAL FIELD CONDITIONS.

ROUTE J AT WENTWORTH
SPECIAL SHEET
SHEET 2 OF 2

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

| | |
|---|---|
| DATE PREPARED | 12/7/2017 |
| ROUTE | J |
| STATE | MO |
| DISTRICT | SW |
| SHEET NO. | 8 |
| COUNTY | NEWTON |
| JOB NO. | J7S3147 |
| CONTRACT ID. | 180216-G13 |
| PROJECT NO. | FAS S601(63) |
| BRIDGE NO. | |

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
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AS-BUILT PLANS

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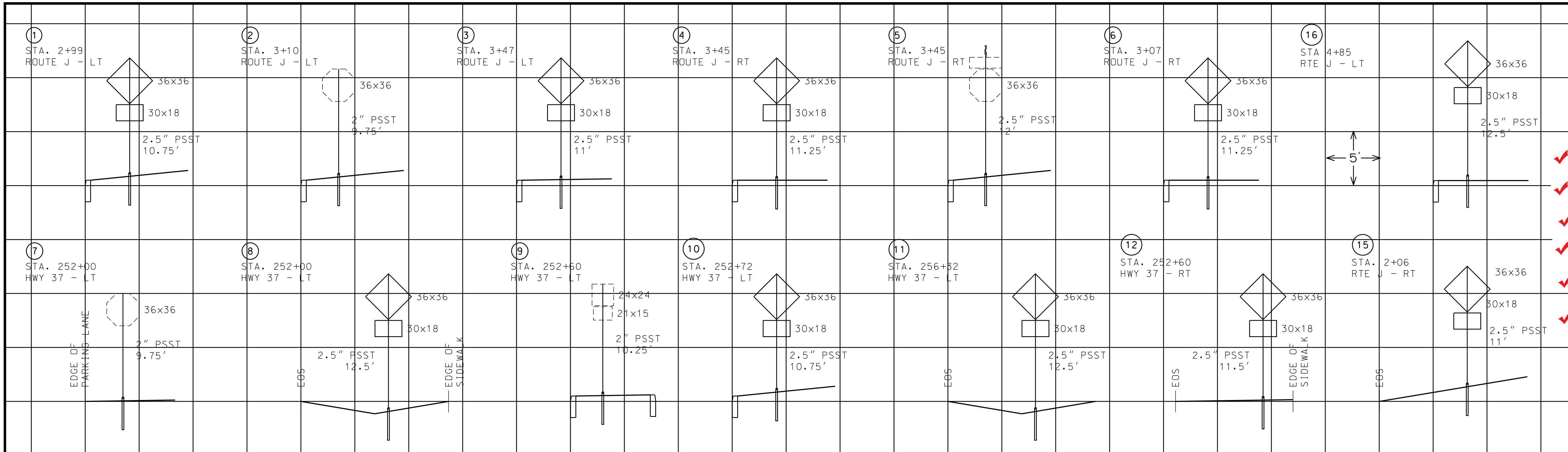

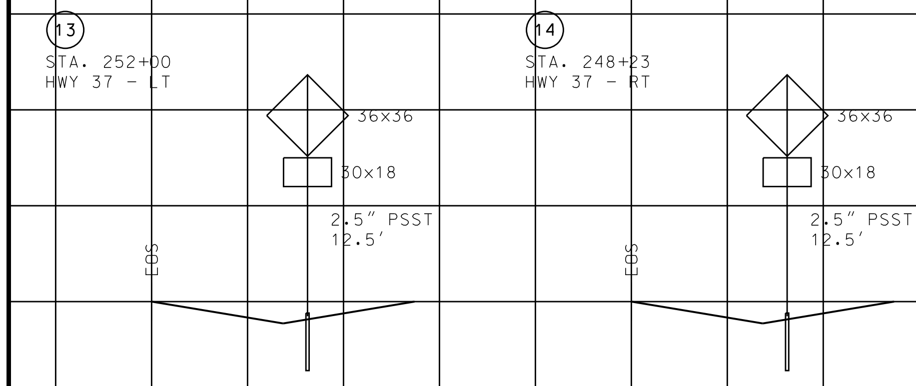


## SIGNS / PERFORATED SQUARE STEEL TUBE POST / FOOTINGS

| SIGN NO. | SIGN SIZE | STATION | HORZ CLEAR IF NOT STD | LOCATION | SIGN DTL. SHT. NO. | 2 IN POST NO.1 (LF) | 2 IN POST NO.2 (LF) | 2 IN TOTAL ITEM NO. 9031270A (LF) | 2 IN ANCHOR 7 GA. ITEM NO. 9031273 (LF) | 2 IN OMNI 7 GA. ITEM NO. 9031279 (LF) | 2 IN ANCHOR 12 GA. ITEM NO. 9031271 (LF) | 2 IN OMNI 12 GA. ITEM NO. 9031278 (LF) | 2.5 IN POST NO.1 (LF) | 2.5 IN POST NO.2 (LF) | 2.5 IN TOTAL ITEM NO. 9031280 (LF) | 2.5 IN 2.25" INSERT ITEM NO. 9031272 (LF) | 2.5 IN ANCHOR 7 GA. ITEM NO. 9031281 (LF) | 2.5 IN OMNI 7 GA. ITEM NO. 9031282 (LF) | BREAK-AWAY ASSEMBLY ITEM NO. 9031241 (EACH) | FOOTINGS EMBD ITEM NO. 9031010 (CU YDS) | FOOTINGS BOLT DOWN ITEM NO. 9031020 (CU YDS) | REMARKS AND OTHER REQUIRED ITEMS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36x36 30x18 | 2+99 | | RTE J LT | | | | | | | | | 11 | | 11 | | 3 | | 1 | | | |
| 2 | 36x36 | 3+10 | | RTE J LT | | 10 | | 10 | 3 | | | | | | | | | | | | | |
| 3 | 36x36 30x18 | 3+47 | | RTE J LT | | | | | | | | | 11 | | 11 | | 3 | | 1 | | | |
| 4 | 36x36 30x18 | 3+45 | | RTE J RT | | | | | | | | | 11 | | 11 | | 3 | | 1 | | | |
| 5 | 36x36 | 3+45 | | RTE J RT | | | | | | | | | 12 | | 12 | | 3 | | | | | |
| 6 | 36x36 30x18 | 3+07 | | RTE J RT | | | | | | | | | 11 | | 11 | | 3 | | 1 | | | |
| 7 | 36x36 | 252+00 | | HWY 37 LT | | 10 | | 10 | 3 | | | | | | | | | | | | | |
| 8 | 36x36 30x18 | 252+00 | | HWY 37 LT | | | | | | | | | 13 | | 13 | | 3 | | 1 | | | |
| 9 | 24x24 21x15 | 252+60 | | HWY 37 LT | | 10 | | 10 | 3 | | | | | | | | | | | | | |
| 10 | 36x36 30x18 | 252+72 | | HWY 37 LT | | | | | | | | | 11 | | 11 | | 3 | | 1 | | | |
| 11 | 36x36 30x18 | 256+32 | | HWY 37 LT | | | | | | | | | 13 | | 13 | | 3 | | 1 | | | |
| 12 | 36x36 30x18 | 252+60 | | HWY 37 RT | | | | | | | | | 12 | | 12 | | 3 | | 1 | | | |
| 13 | 36x36 30x18 | 252+00 | | HWY 37 LT | | | | | | | | | 13 | | 13 | | 3 | | 1 | | | |
| 14 | 36x36 30x18 | 248+23 | | HWY 37 RT | | | | | | | | | 13 | | 13 | | 3 | | 1 | | | |
| 15 | 36x36 30x18 | 2+06 | | RTE J RT | | | | | | | | | 11 | | 11 | | 3 | | 1 | | | |
| 16 | 36x36 30x18 | 4+85 | | RTE J LT | | | | | | | | | 13 | | 13 | | 3 | | 1 | | | |
| | | | | | | | | 30 | 9 | | | | | | 155 | | 39 | | 12 | | | |

EFFECTIVE 10-01-2016

## STANDARD SIGN ASSEMBLIES

| SIGN NUMBER | STATION | LOCATION | SHF W11-2 36x36 | SHF W16-7P 30x18 | SHF W16-9P (AHEAD) 30x18 | SHF W16-7P 30x18 |
|---|---|---|---|---|---|---|
| 1 | 3+08 | RTE J LT | 2 | 1 | | 1 |
| 3 | 3+60 | RTE J LT | 1 | 1 | | |
| 4 | 3+45 | RTE J RT | 2 | 1 | | 1 |
| 6 | 3+00 | RTE J RT | 1 | 1 | | |
| 8 | 252+00 | HWY 37 LT | 1 | 1 | | |
| 10 | 252+72 | HWY 37 LT | 1 | 1 | | |
| 11 | 256+32 | HWY 37 LT | 1 | | 1 | |
| 12 | 252+60 | HWY 37 RT | 1 | 1 | | |
| 13 | 251+92 | HWY 37 LT | 1 | 1 | | |
| 14 | 248+23 | HWY 37 RT | 1 | | 1 | |
| 15 | 2+06 | RTE J RT | 1 | | 1 | |
| 16 | 4+85 | RTE J LT | 1 | | 1 | |
| | | | 14 | 8 | 4 | 2 |

## SIGN SUMMARY

| STANDARD SIGN OR SPECIAL SIGN NUMBER | NO. EACH | SIZE | FLAT SHEET SH ITEM NO. 9035004A | FLAT SHEET FLUORESCENT SHF * ITEM NO. 9035069A |
|---|---|---|---|---|
| W11-2 | 14 | 36"x36" | | ~~120~~ 126 |
| W16-7P (LEFT) | 8 | 30"x18" | | 30 |
| W16-9P | 4 | 30"x18" | | 15 |
| W16-7P (RIGHT) | 2 | 30"x18" | | 7.5 |
| TOTAL | | | | ~~173~~ 179 |

9 SHF/EA

EFFECTIVE 10-01-2016

* ORANGE, YELLOW & YELLOW/GREEN

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

| | |
|---|---|
| DATE PREPARED | 12/7/2017 |
| ROUTE | J |
| STATE | MO |
| DISTRICT | SW |
| SHEET NO. | 13 |
| COUNTY | NEWTON |
| JOB NO. | J7S3147 |
| CONTRACT ID. | 180216-G13 |
| PROJECT NO. | FAS S601(63) |
| BRIDGE NO. | |

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTION COMMISSION

105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

MoDOT


EFK•Moen, LLC
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13523 Barrett Parkway Dr
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SIGNING SECTIONS
SHEET 1 OF 1

AS-BUILT PLANS

73-2A

INDEX OF SHEETS

| | |
|---|---|
| TITLE SHEET | 1 |
| TYPICAL SECTIONS ( Sheet ) | 2 |
| SUMMARY ( Sheet ) | 2-A |
| PLAN PROFILE & SHEETS | 3-15 |
| REFERENCE POINTS | 16 |
| [illegible] SHEETS | 17-20 |
| [illegible] | 21-23 |
| [illegible] | 1-26 |

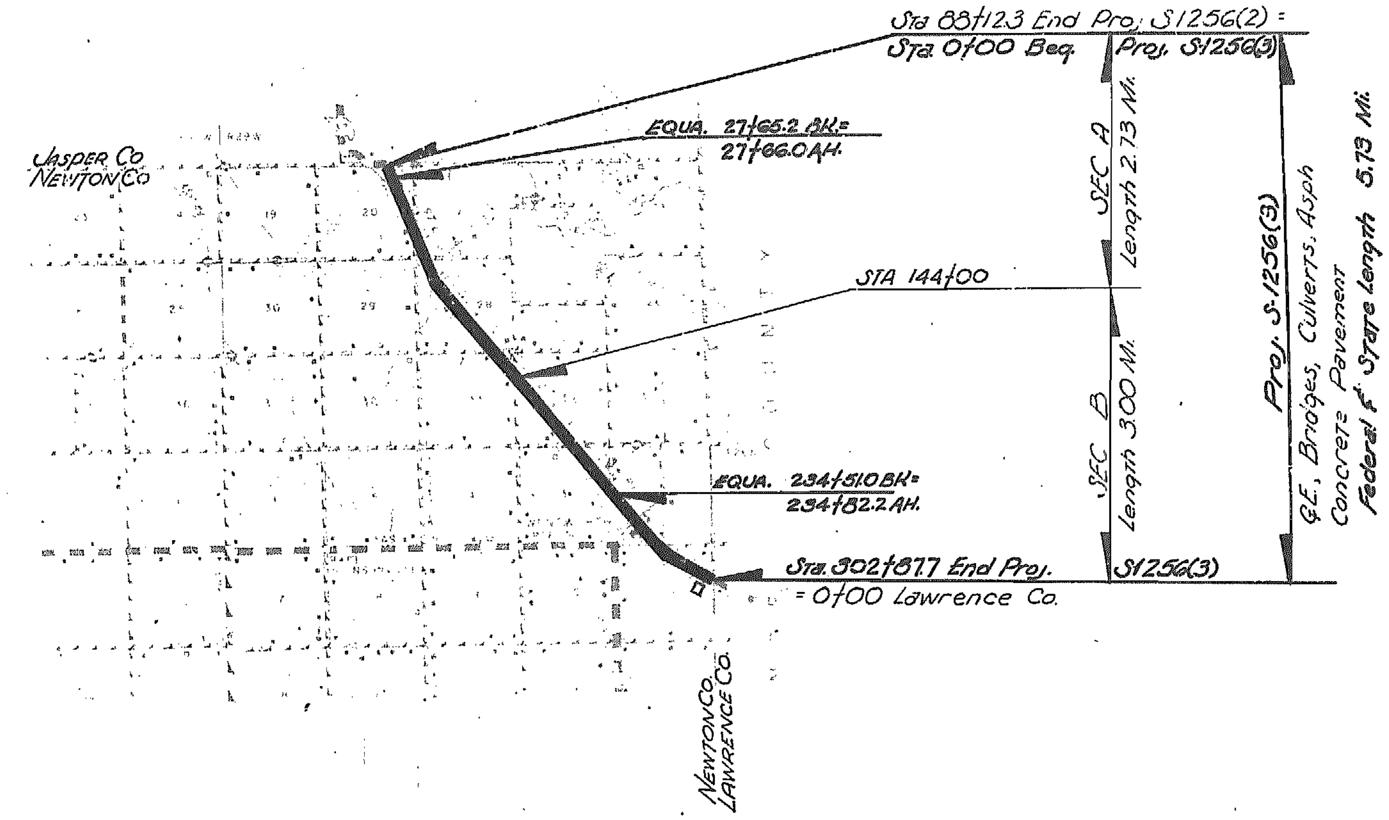
DESIGN DESIGNATION

ADT (1964) = 1040
ADT (1984) = 1560
DHV (19 ) =
D= %
T= %
V=60m.p.h.

# MISSOURI
## STATE HIGHWAY COMMISSION
## PLAN AND PROFILE OF PROPOSED
# STATE ROAD
## NEWTON COUNTY
FEDERAL AID PROJECT

| COUNTY | NEWTON |
|---|---|
| STATE ROUTE NO. | A (37) |
| PROJECT NO. | S-1256(3) |

FINAL PLANS




CONVENTIONAL SYMBOLS

STATE LINE
COUNTY LINE
CITY LIMITS
TOWNSHIP OR RANGE LINE
OTHER LAND SURVEY LINES
RIGHT OF WAY LINE
RIGHT OF WAY MARKER
EXISTING BUILDINGS & STRUCTURES
GROUND LINE
GRADE LINE
OVERHEAD POWER EXIST
OVERHEAD POWER-NEW
UNDERGROUND GAS-NEW
UNDERGROUND WATER-EXIST

TITLE SHEET LEGEND

INTERCHANGE
GRADE SEPARATION
CONSTRUCTION IDENTIFICATION SIGNS

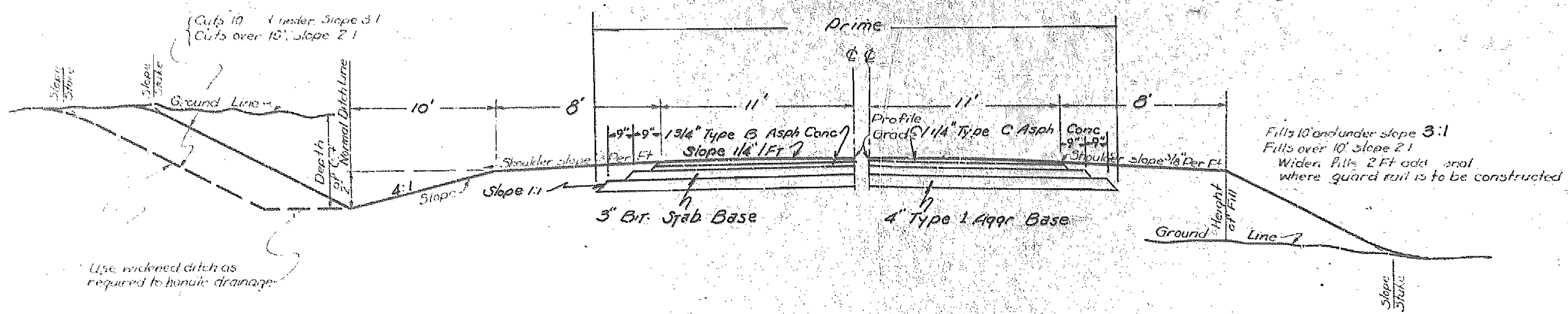
SUBMITTED BY DATE

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

APPROVED.

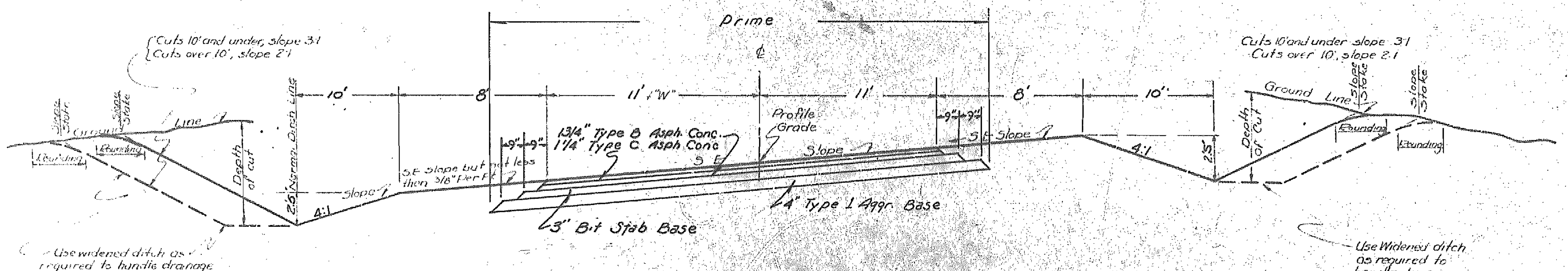
DIVISION ENGINEER DATE

FINAL PLANS



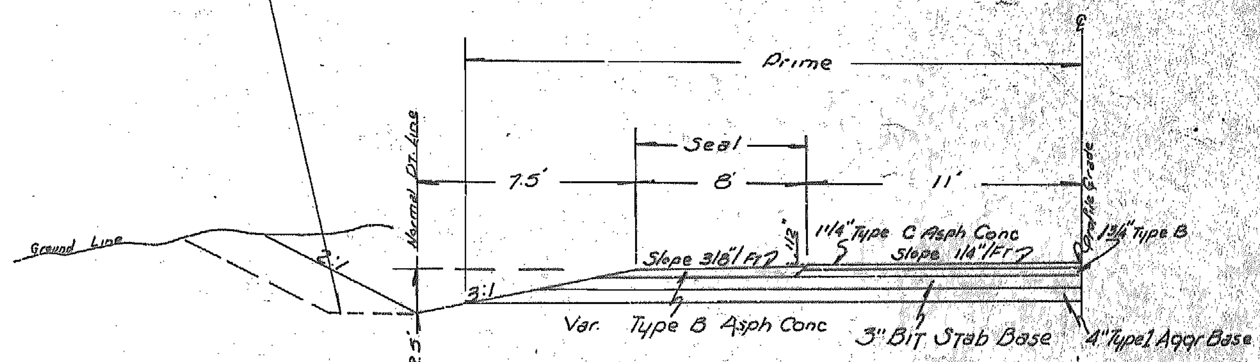

SECTION ON TANGENT

RTE A (37) NEWTON CO.
Sta 0+00 to 233+00
Sta 266+00 to 302+00




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

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




TYPICAL HALF SECTION (on Tan)
Flexible Type Pavement
Rte A (37) Newton
Sta 233+00 to 266+00

GENERAL NOTES:

For details of superelevation & widening of horizontal curves, undergrading, rounding, all pav't appurtenances, drainage items, etc., see other dwgs & Std. Dwg. 21.40

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.

MISSOURI STATE HIGHWAY COMMISSION
PRIMARY SYSTEM
TYPICAL SECTIONS
FOR
GRADED EARTH
AND
22 FT. Asph. Conc. Surface

(DESIGN SPEED 60 M.P.H.)
ROUTE: A-37 COUNTY: NEWTON
PROJ. OR SEC. S 1256(3)

APPROVED [signature] ENGR. SURVEYS & PLANS APPROVED M. J. Snider CHIEF ENGINEER

21.10

S & P - 2AS

LOCATION From the Jasper Co. Line, Southeasterly to the Lawrence Co. Line

TYPE 38'GE, CULVTS, Br. & Asphaltic Concrete Pavement

# MISSOURI STATE HIGHWAY COMMISSION

## SUMMARY OF QUANTITIES

FINAL PLANS

| FED. ROAD DIST. No. | STATE | PROJECT | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 5 | MO. | S-1256(3) | | 2A | |
| DIST. No. | | COUNTY | | ROUTE | SEC. No. |
| 7 | | NEWTON | | A(37) | |

Sh 1 of 2

### EXCAVATION

| Station | Cl. A | Borrow | Cl. C | C.Comp | E.Comp | M.G. 1 | O.H. |
|---|---|---|---|---|---|---|---|
| 0+00 | | | | | | | |
| 8+30 | 9183 | | | 1463 | 7367 | 2.0 | |
| 65+00 | 26886 | | 1122 | 9797 | 23155 | 13.0 | 322000 |
| 93+25 | 35531 | | | 3729 | 26667 | | 13500 |
| 102+00 | 8866 | | | 1287 | 7337 | | |
| 144+00 | 21055 | | | 6336 | 17242 | | 45000 |
| 161+75 | 5800 | | | 3720 | 4707 | | |
| 176+00 | 4344 | | | 1873 | 3488 | | |
| 191+00 | 5299 | | | 2735 | 4268 | | |
| 212+40 | 19090 | 6005 | | 2594 | 14221 | 16.0 | 455 |
| 217+05.4 | 5053 | | | 616 | 2208 | | |
| 217+94.6 | Bridge | | | | | | |
| 244+50 | 13117 | | | 2231 | 12511 | 4.0 | 9900 |
| 264+00 | 3081 | | | 2817 | 2722 | | |
| 281+00 | 5354 | 21472* | | 2882 | 4302 | | |
| 297+39.7 | 3454 | | | 717 | 13678 | | |
| 1+61.2 | 1221 | | | 1109 | 1027 | | |
| Sub-Total | 167364 | 27477 | 1122 | 43904 | 144900 | 35.0 | 390855 |
| Borrow | 27477 | | | | | | |
| Rounding | 4582 | | | | | | |
| Entrances | | | | | | 12.8 | |
| TOTAL | 199423 | | 1122 | 43904 | 144900 | 47.8 | 390855 |

* From Borrow Area Lt. Sta. 270+00 Independent Gravel Co., Owner 7980 C.Y. remainder from old & new R/W.

### MISC. ITEMS

| Sh. No. | Clear | Grub | R/W Mark | Mulch | Seed |
|---|---|---|---|---|---|
| 3 | 100 | 33 | 7 | 2.97 | 2.96 |
| 4 | 66 | 16 | 12 | 3.31 | 3.31 |
| 5 | 51 | 15 | 16 | 3.81 | 3.81 |
| 6 | 300 | 36 | 8 | 5.28 | 5.27 |
| 7 | 98 | 26 | 10 | 3.32 | 3.32 |
| 8 | 3 | 0 | 14 | 2.78 | 2.83 |
| 9 | 25 | 0 | 5 | 2.82 | 2.86 |
| 10 | 130 | 33 | 17 | 4.22 | 4.44 |
| 11 | 12 | 7 | 10 | 1.39 | 1.39 |
| 12 | 5 | 5 | 5 | .78 | .78 |
| 13 | 23 | 10 | 8 | .88 | .94 |
| 14 | 123 | 24 | 12 | 2.89 | 3.14 |
| 16 | 13 | 2 | 2 | .97 | .31 |
| TOTAL | 949 | 207 | 126 | 35.42 | 35.36 |
| PAY | 10.9 | 2.4 | 126 | 35.4 | 35.4 |

### 6" CONCRETE CURB

| Station | Station | Loc. | Lin. Ft. |
|---|---|---|---|
| 252+56 | 253+01 | Lt. | 120.2 |
| | TOTAL | | 120.2 |

### LENGTH OF PROJECT

| | | | |
|---|---|---|---|
| End of Project | Station | 302+77.7 | |
| Beginning of Project | Station | 0+00 | |
| Apparent Length | | 30287.7 | Feet |
| Equations and Exceptions: | 271+65.2 Bk = 271+66.0 Ah: -0.8 | | |
| | 234+51.0 Bk = 234+82.2 Ah: -31.2 | | |
| Total Corrections | | -32.0 | Feet |
| Net Length of Project | | 30255.7 | Feet |
| State Length = | | 5.730 | Miles |
| Federal Length = | | 5.730 | Miles |

### PAVED DITCH

| Station | Loc. | D | Width | S.Y. | Remarks |
|---|---|---|---|---|---|
| 94+70 | Rt. | 1' | 2' | 61.5 | See Sheet No. |
| 199+84 | Rt. | 3' | 12' | 66.7 | See Sheet No. |
| 200+64 | Lt. | 1.5' | 8' | 70.8 | See Sheet No. 10 |
| | | | TOTAL | 199.0 | |

### GLASS FIBER MAT (TYPE II)

| Station | Station | Loc. | Length | Width | Depth | S.Y. |
|---|---|---|---|---|---|---|
| 197+72 | 199+74 | Rt. | 202. | 12 | Var | 666 |
| | | | | TOTAL | | 666 |

### TYPE II ROCK BLANKET

| Station | Station | Loc. | Depth | Length | Placing | Furnishing | Remarks |
|---|---|---|---|---|---|---|---|
| 100+50 | 102+50 | Rt. | 2' | 184 | 129 | 129 | |
| | 217+50 | ℄ | 3 | Var | 543 | 543 | @ Bridge Ends |
| | | | | TOTAL | 672 | 672 | |

### INTERCEPTION DITCH

| Station | Station | Loc. | 100 Ft. | Remarks |
|---|---|---|---|---|
| 1+00 | 5+00 | Rt. | 4.0 | |
| 22+50 | 29+50 | Rt. | 7.0 | |
| 82+00 | 94+50 | Rt. | 12.5 | To paved ditch |
| 205+00 | 214+00 | Rt. | 9.0 | |
| | | TOTAL | 32.5 | |
| | | Use | 33 | |

### TYPE A GUARD RAIL (STEEL)

| Station | Loc. | Lin. Ft. | Remarks |
|---|---|---|---|
| 217+05.4 | Rt. | 37.5 | At bridge ends |
| 217+05.4 | Lt. | 25.0 | " " " |
| 217+94.6 | Rt. | 25.0 | " " " |
| 217+94.6 | Lt. | 37.5 | " " " |
| Total | | 125.0 | |

### STATE-OWNED PIPE

| Station | Loc. | Type | 15" | Remarks |
|---|---|---|---|---|
| 256+00 | 40' Rt. | W.F. | 8 | on Side Street |
| | | Total | 8 | |

### GENERAL SUMMARY

| ITEM NO. | DESCRIPTION | UNIT | TOTAL UNITS | NO. UNITS FED. AID ONLY |
|---|---|---|---|---|
| 20008 | Clearing | Acre | 10.9 | |
| 20108 | Grubbing | Acre | 2.4 | |
| 21004 | Class A Excavation | C.Y. | 199423 | |
| 21204 | Compacting Embankment | C.Y. | 144900 | |
| 21214 | Compacting in Cut | C.Y. | 43904 | |
| 21309 | Overhaul (Station) | Sta. Yd. | 3908.55 | |
| 21400 | Interception Ditch | 100 L.F. | 33 | |
| 21507 | Water | 100 Gal. | 1200 | |
| 21801A | Machine Grading Class 1 | Sta. | 47.8 | |
| 24200 | Removal of (75) Misc. Items | L.S. | 1 | |
| 31015 | Type 1 Aggregate for Base (4") | Ton | 21378 | |
| 31142 | Processing Type 1 Aggregate (4") | Mile | 5.74 | |
| 31143 | Processing Type 1 Aggregate (4") | S.Y. | 2674 | |
| 35060 | Chat Surfacing | C.Y. | 741 | |
| 37007 | Primer | Gal. | 28370 | |
| 41257 | Bituminous Material | Gal. | 162580 | |
| 41205 | Mineral Aggregate Base | Ton | 13574 | |
| 43025 | Type B Asphaltic Concrete | Ton | 8233 | |
| 43035 | Type C Asphaltic Concrete | Ton | 5661 | |
| 44717 | Bituminous Material | Gal. | 1340 | |
| 44035 | Cover Aggregate (Grade 6) | Ton | 54 | |
| 50034 | Class 3 Excavation for Structures | C.Y. | 1167 | |
| 53021 | Class B Concrete (Culv.) | C.Y. | 396.4 | |
| 53022 | Class B Concrete (Misc.) | C.Y. | 26.4 | |
| 54000 | Reinforcing Steel | L.B. | 48680 | |
| 60605 | C.M.P.-Arch Culv. Type B-5 | L.F. | 28 | |
| 60609 | C.M.P.-Arch Culv. Type B-9 | L.F. | 36 | |
| 60706 | B.f. Coated C.M.P.-Arch Culv. (Plain) B-6 | L.F. | 186 | |
| 61315 | 15" Class III R.C.P. Culv. | L.F. | 108 | |
| 61318 | 18" Class III R.C.P. Culv. | L.F. | 140 | |
| 61321 | 21" Class III R.C.P. Culv. | L.F. | 70 | |
| 61324 | 24" Class III R.C.P. Culv. | L.F. | 162 | |
| 61330 | 30" Class III R.C.P. Culv. | L.F. | 131 | |
| 61336 | 36" Class III R.C.P. Culv. | L.F. | 49 | |
| 68012 | 12" Pipe Culv. (Group III) | L.F. | 128 | |
| 68015 | 15" Pipe Culv. (Group III) | L.F. | 616 | |
| 68018 | 18" Pipe Culv. (Group III) | L.F. | 292 | |
| 68021 | 21" Pipe Culv. (Group III) | L.F. | 24 | |
| 68024 | 24" Pipe Culv. (Group III) | L.F. | 242 | |
| 68048 | 48" Pipe Culv. (Group III) | L.F. | 52 | |
| 83102 | Furnishing Type 2 Rock Blanket | C.Y. | 672 | |
| 83112 | Placing Type 2 Rock Blanket | C.Y. | 672 | |
| 84000 | Concrete Curb 6" (Type S) | L.F. | 120.2 | |
| 84400 | Paved Ditch | S.Y. | 199 | |
| 85504 | Concrete Sidewalk | S.Y. | 12.6 | |
| 86001 | Type A Guard Rail (Steel) | L.F. | 125 | |
| 87020 | Movable Barricades | Each | 4 | |
| 87100 | Construction Signs | L.S. | 1 | |
| 88000 | Right-of-Way Markers | Each | 126 | |
| 89200 | Manhole Frame & Cover | Each | 1 | |
| 90120 | Type 2 Mulch | Acre | 35.4 | |
| 90121 | Asphalt Emulsion | Gal. | 9730 | |
| 90420 | Seeding | Acre | 35.4 | |
| 90613 | Glass Fiber Mat (Type II) | S.Y. | 666 | |
| 99003 | Field Laboratories | L.S. | 1 | |
| | CONTINGENT | | | |
| | Asphalt Cir Samples | Each | 15 | |
| | State Owned Pipe (15") | L.F. | 8 | |
| | Cl. C Excavation | C.Y. | 1122 | |
| | Bridge @ Sta. 75+75.83 Dwg. No. A-1368 | | | |
| 24100 | Removal of Bridge | L.S. | 1 | |
| 50034 | Class 3 Excavation for Structures | C.Y. | 1030 | |
| 53020 | Class B Concrete | C.Y. | 310.6 | |
| 54000 | Reinforcing Steel | Lb. | 32190 | |
| | Bridge @ Sta. 217+05.4 Dwg. No. A-1369 | | | |
| 24100 | Removal of (2) Bridges | L.S. | 1 | |
| 52005 | Steel Piles in Place (10") | L.F. | 608 | |
| 52015 | Steel Pile Cut-offs (10") | L.F. | 32 | |
| 53023 | Class B Concrete | C.Y. | 41.0 | |
| 53034 | Class B-1 Concrete | C.Y. | 76.6 | |
| 56000 | Reinforcing Steel | Lb. | 23740 | |
| 55001 | Fab. Structural Carbon Steel (Handrail) | Lb. | 6170 | |
| 55101 | Fab. Structural Carbon Steel | Lb. | 30660 | |

59

Project Accepted 9/27/66

Prepared By [signature] Date 10/18 1966 Checked in Dist. Office By W.G. Harris Date 10/13 1966 Checked in Central Office By M.J. Lodi Date 11/3 1966 Revised By ______ Date ______ 19__

S & P - 2AS

LOCATION From the Jasper Co. line, Southeasterly to the Lawrence Co. line.

TYPE 38' G.E., Culverts, Bridge & Asphaltic Concrete Pavement.

# MISSOURI STATE HIGHWAY COMMISSION

## SUMMARY OF QUANTITIES

FINAL PLANS

Sheet 2 of 2

| FED. ROAD DIST. No. | STATE | PROJECT | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 5 | MO. | S-1256 (3) | | 2A | |
| DIST. No. | COUNTY | | | ROUTE | SEC. No. |
| 7 | NEWTON | | | A-37 | |

### CONCRETE BOX CULVERTS

| Station | Loc. | C-Std | WW Slope | Size | Length | Skew | Cl.B Conc. | Reinf. Steel | Cl.3 Exc. | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|
| 7+00 | ℄ | 53.20 | 2:1 | 13×6 | 56 | | 107.7 | 12040 | 187 | 5' Fill |
| 100+80 | ℄ | 53.20 | 2.07:1 | 14×6 | 76 | 15° RB | 181.2 | 21690 | 409 | 7' Fill Bldt in sections |
| 198+60 | ℄ | 53.20 | 2:1 | 13×5 | 62 | | 107.5 | 12560 | 217 | 5' Fill Incl. part removal |
| | | | | | | TOTAL | 396.4 | 46290 | 813 | |

### ENTRANCES

| Station | Loc. | Group III R.C.P. 12" | 15" | 18" | 21" | 24" | 48" | C.M.P. B-5 | B-9 | MG.1 | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1+30 | FE Lt. | | 30 | | | | | | | 1.0 | |
| 3+00 | SR Lt. | | | | | | | | | | No Pipe |
| 21+00 | FE Rt. | | | | | | | | | 0.3 | No Pipe |
| 21+00 | FE Lt. | | | | | | | | | 0.3 | No Pipe |
| 29+75 | PE Rt. | | | | | | | 28 | | 0.4 | |
| 31+85 | SR Lt. | | | 42 | | | | | | | |
| 38+00 | FE Rt. | | | 28 | | | | | | 0.3 | |
| 47+00 | SR Rt. | | | | | 44 | | | | | |
| 63+00 | SR Rt. | | 52 | | | | | | | | |
| 63+00 | SR Lt. | | 52 | | | | | | | | |
| 71+60 | FE Rt. | | | | | | | | 36 | 0.5 | Gauge 10 |
| 95+00 | FE Rt. | | | | | 34 | | | | 0.6 | |
| 96+50 | FE Rt. | | | | | 40 | | | | 0.5 | |
| 110+50 | FE Rt. | | | | | | | | | 0.5 | No Pipe |
| 130+62 | SR Lt. | | | 66 | | | | | | | |
| 130+62 | SR Rt. | | | | | 66 | | | | | |
| 8+65 | PE Rt. | | | | | | | | | 0.3 | No Pipe Off SR |
| 145+00 | SR Rt. | | 52 | | | | | | | | |
| 2+85 | PE Rt. | | | | | | | | | 0.3 | UIP - Off SR @ 145+00 |
| 154+20 | FE Rt. | | | | | | | | | 0.3 | No Pipe |
| 155+05 | FE Rt. | | | 30 | | | | | | 0.3 | |
| 141+68 | SR Lt. | | 48 | | | | | | | | |
| 165+35 | FE Rt. | 30 | | | | | | | | 0.3 | |
| 181+95 | FE Rt. | | | 38 | | | | | | 0.3 | |
| 197+50 | SR Rt. | | | | | | 52 | | | | |
| 200+05 | SR Lt. | | 58 | | | | | | | | |
| 214+50 | FE Rt. | | 28 | | | | | | | 0.3 | |
| 224+40 | FE Rt. | | | 30 | | | | | | 0.5 | |
| 224+52.7 | SR Lt. | | | | | 46 | | | | | |
| 231+60 | PE Rt. | | 30 | | | | | | | 1.0 | |
| 232+00 | PE Lt. | | 30 | | | | | | | 0.3 | |
| 234+00 | PE Rt. | 30 | | | | | | | | 0.3 | |
| 235+18 | Alley Rt. | | | | | | | | | | No Pipe |
| 237+06 | St. Rt. | | 38 | | | | | | | | |
| 0+50 | PE Rt. | 28 | | | | | | | | 0.3 | Off St. @ 236+06 |
| 240+75 | St. Rt. | | 34 | | | | | | | | |
| 240+90 | FE Lt. | | 28 | | | | | | | 0.[illegible] | |
| 244+81 | PE Lt. | | | 30 | | | | | | 0.3 | |
| 247+75 | PE Lt. | | 30 | | | | | | | 0.3 | |
| 247+91 | PE Rt. | | | | | | | | | 0.3 | No Pipe |
| 248+25 | WE Rt. | 12 | | | | | | | | 0.3 | 40' Rt of ℄ |
| 248+49 | St. Rt. | | | | | | | | | | No Pipe |
| 248+49 | St. Lt. | | | | | | | | | | No Pipe |
| 248+76 | WE Rt. | | | | | 12 | | | | 0.3 | 40' Rt of ℄ |
| 251+20 | PE Lt. | | | | 24 | | | | | 0.3 | |
| 252+30.6 | St Rt. | | 84 | | | | | | | | |
| 252+30.6 | St Lt. | | | | | | | | | | See Special Sh.* |
| 711+19 | CE Rt. | | | | | | | | | | Off St. Lt. |
| 253+25 | CE Lt. | | | | | | | | | | |
| 253+57 | CE Rt. | | 38 | | | | | | | | |
| 254+20 | Alley Lt. | | 34 | | | | | | | | |
| 254+23 | Alley Rt. | | 46 | | | | | | | | |
| 255+22 | CE Lt. | | 48 | | | | | | | | Added Entrance |
| 256+00 | WE Rt. | | | | | | | | | 0.3 | See listing under Stated Owned Pipe |
| 256+30 | St. Rt. | | | | | | | | | | No Pipe |
| 256+30 | St Lt. | | | | | | | | | | No Pipe |
| 256+58 | PE Rt. | | | 28 | | | | | | 0.3 | Off St. Rt @ 256+30 |
| 258+00 | PE Rt. | 28 | | | | | | | | 0.3 | |
| 260+14 | St. Rt. | | | | | | | | | | No Pipe |
| 260+14 | St Lt. | | | | | | | | | | No Pipe |
| 265+65 | PE Lt. | | 28 | | | | | | | 0.3 | |
| 266+65 | FE Rt. | | | | | | | | | 0.3 | No Pipe |
| 267+40 | SR Lt. | | | | | | | | | | No Pipe |
| 271+65 | FE Rt. | | 28 | | | | | | | 0.3 | |
| 284+30 | PE Rt. | | | | | | | | | | No Pipe |
| 287+75 | PE Rt. | | | | | | | | | | No Pipe |
| 6+70 | SR Lt. | | | | | | | | | | Std. on X-Over No Pipe |
| 7+15 | SR Rt. | | | | | | | | | | Std. on X-Over No Pipe |
| | TOTAL | 128 | 816 | 292 | 24 | 242 | 52 | 28 | 36 | 12.8 | |

### LENGTH OF PROJECT

| | | |
|---|---|---|
| End of Project | Station | |
| Beginning of Project | Station | |
| Apparent Length | | Feet |
| Equations and Exceptions: | | |
| Total Corrections | | Feet |
| Net Length of Project | | Feet |
| State Length = | | Miles |
| Federal Length = | | Miles |

### CROSS ROAD PIPE

| Station | Loc. | Skew | 53.40 Hdwll. | Cl.B Conc. | Reinf. Steel | 18" | Cl. III RCP 24" | 30" | 36" | BCCMP B-6 | Cl.3 | Remarks |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 45+85 | ℄ | | 2-C | 4.6 | 380 | | | | 49 | | 44 | Includes Part removal |
| 157+51 | ℄ | | 2-C | 2.6 | 260 | | 52 | | | | 16 | Includes part removal |
| 242+90 | ℄ | | 2-C | 3.6 | 300 | | | 48 | | | 35 | Includes removal |
| 248+76 | ℄ | | 2-C | 2.6 | 260 | | 50 | | | | 38 | Includes removal |
| 256+58 | ℄ | | 2C | 1.7 | 120 | 47 | | | | | 31 | Includes removal |
| 260+40 | ℄ | | 2C | 1.7 | 120 | 51 | | | | | 25 | Includes removal |
| 267+70 | ℄ | 30° LF | 2-C | 2.6 | 320 | | 60 | | | | 41 | |
| 293+80 | ℄ | | 2-C | 3.6 | 300 | | | 83 | | | 24 | |
| 264+29.3 | ℄ | | | | | | | | | 186 | 72 | |
| | | | TOTAL | 23.0 | 2060 | 98 | 162 | 131 | 49 | 186 | 326 | |

### STORM SEWER

| Station | Station | Loc. | Cl. III RCP 15 | 18 | 21 | Cl.3 | Remarks |
|---|---|---|---|---|---|---|---|
| 251+90 | 252+61.5 | 28 Lt. | | | 70 | | To Manhole. |
| 252+03 | 21" Pipe | 43' Lt. | 14 | | | 3 | Type E DI To 21" Pipe (Tee Conn.) |
| 252+60 | M.H. | 72.5 Lt. | | 42 | | 15 | Type E DI To Manhole. |
| 252+61.5 | 253+57 | 22.5 Lt. | 94 | | | | From Manhole. |
| | | TOTAL | 108 | 42 | 70 | 18 | |

### DROP INLETS

| Station | Loc. | TYPE | Size | D | Pipe Opening | Cl.B Conc. | Reinf. Steel | Cl.3 | Cover | Spillway |
|---|---|---|---|---|---|---|---|---|---|---|
| 252+03 | 43' Lt. | E | 3×2 | 3'-0" | 1-15" | 0.9 | 60 | 3 | Type B | 1 |
| 252+60 | 72.5 Lt. | E | 3×2 | 2'-6" | 1-18" | 0.8 | 60 | 3 | Type B | 1 |
| | | | | | TOTAL | 1.7 | 120 | 6 | | |

### CONCRETE MANHOLE

| Station | Loc. | Size | D | Pipe Opening | Cl.B Conc. | Reinf. Steel | Cl.3 | Frame & Cover Type II Self-lock |
|---|---|---|---|---|---|---|---|---|
| 252+61.5 | 28' Lt. | 3×3 | 3'-3" | 1-18 1-15 1-21 | 1.7 | 210 | 4 | 1 |
| | | | | TOTAL | 1.7 | 210 | 4 | |

### CONCRETE SIDEWALK (4")

| Station | Station | Loc. | Width | Length* | S.Y. |
|---|---|---|---|---|---|
| 251+99 | | Rt. | 4.0 | 14.0 | 6.2 |
| 251+99 | | Lt. | 4.0 | 14.8 | 6.6 |
| 252+01 | 252+06 | Lt. | 4.0 | 4.7 | 2.1 |
| 252+01 | 252+14 | Rt. | 4.0 | 13 | 5.8 |
| 252+60 | 252+70.5 | Rt. | 4.0 | 10.5 | 4.7 |
| 252+62 | | Rt. | 4.0 | 13.7 | 6.1 |
| 252+67 | | Lt. | 4.0 | 25.0 | 11.1 |
| | | | TOTAL | | 42.6 |

* Field Measurements

### MOVABLE BARRICADES

| Station | Loc. | No. | Remarks |
|---|---|---|---|
| 252+31 | Rt. | 2 | |
| 2+50 | ℄ | 2 | In Lawrence Co. |
| | Total | 4 | |

### GENERAL SUMMARY

| ITEM NO. | DESCRIPTION | UNIT | TOTAL UNITS | NO. UNITS FED. AID ONLY |
|---|---|---|---|---|

Project Accepted 9/27/66

Prepared By [signature] Date 11/18 1966 Checked in Dist. Office By H.G. [signature] Date 10/13 1966 Checked in Central Office By [signature] Date 11/3 1966 Revised By ________ Date ________ 19__

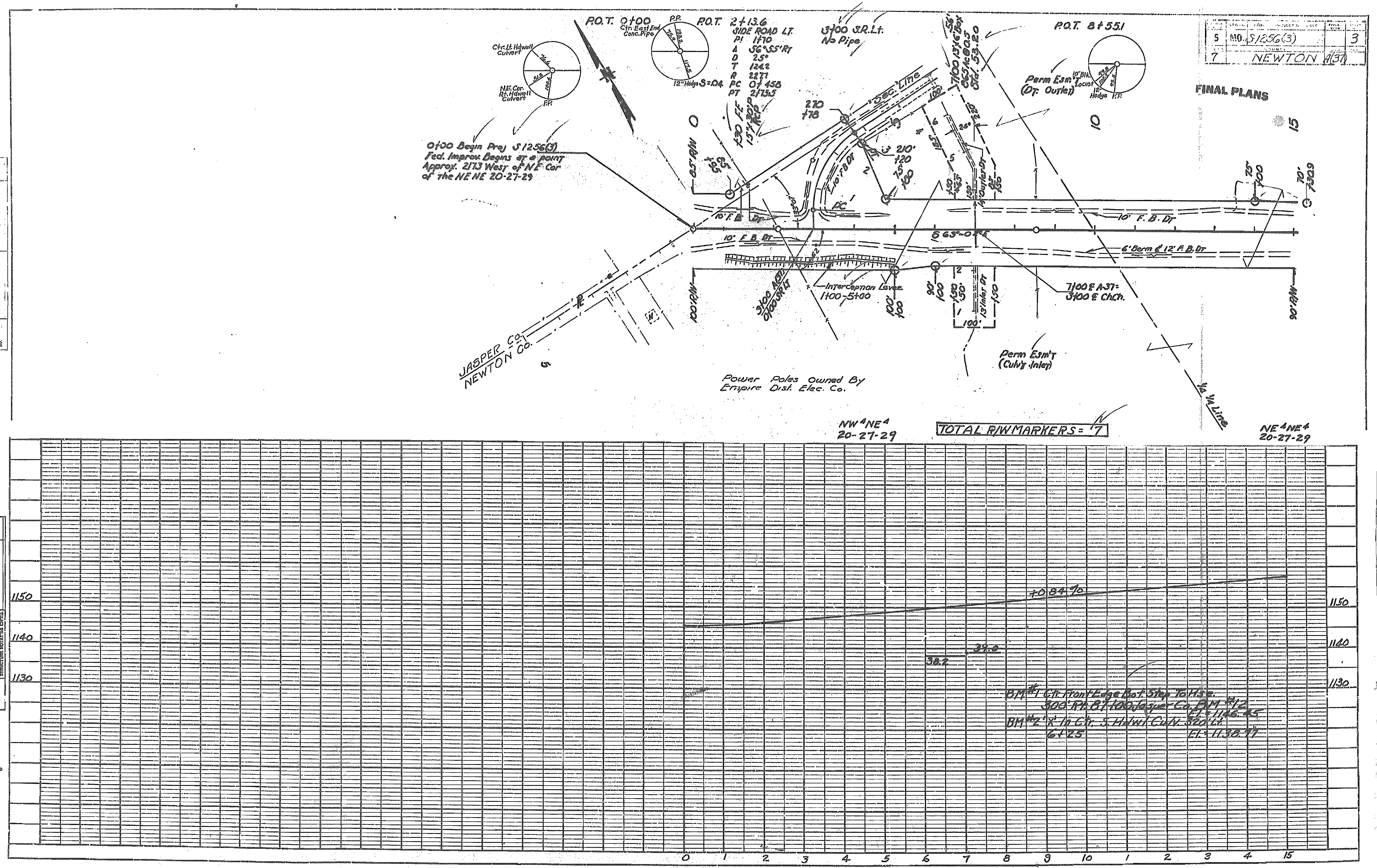
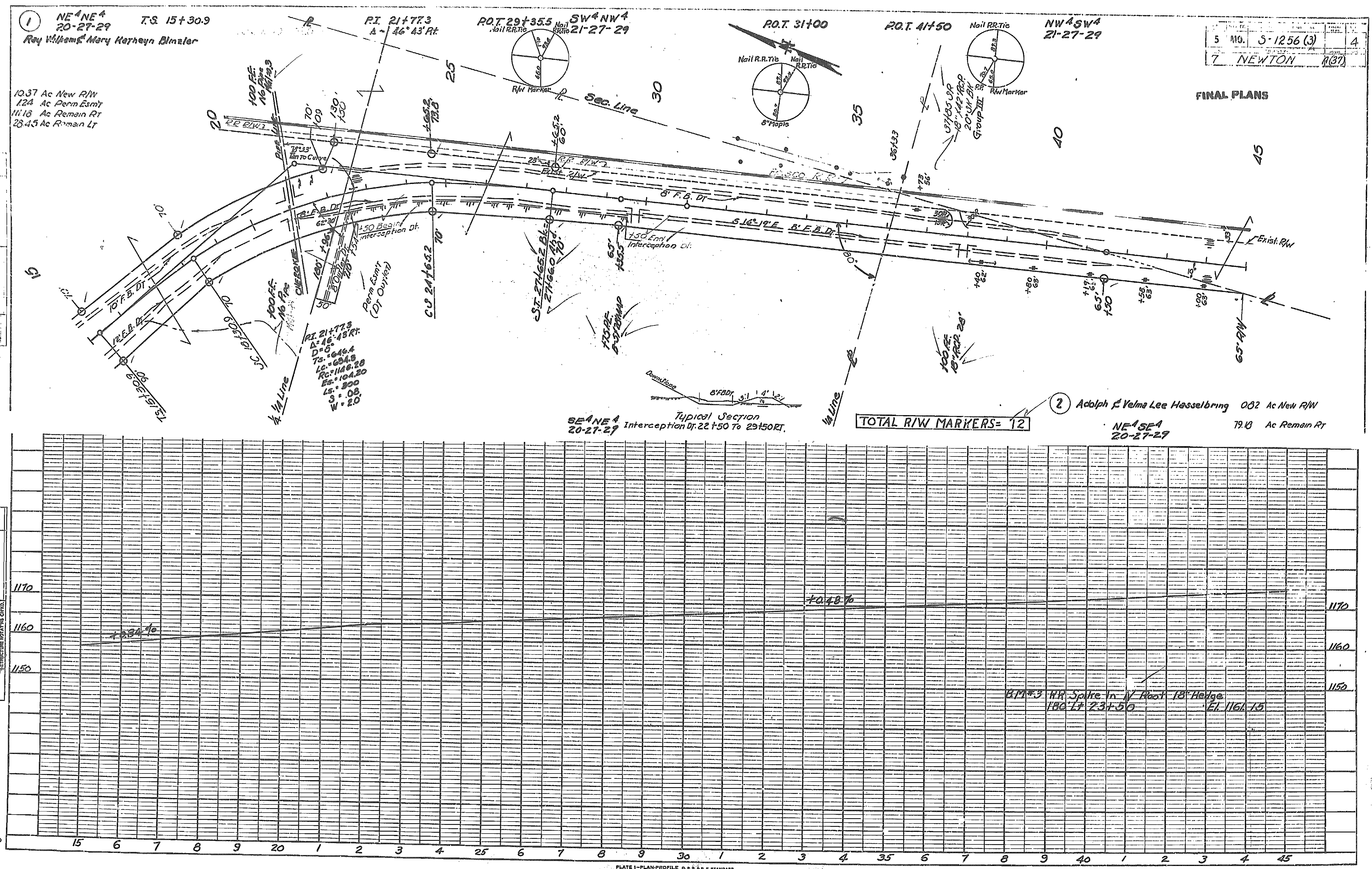



PLATE 1—PLAN-PROFILE O.P.R. & H. E. STANDARD
U. S. BLUE PRINT PAPER CO.—CHICAGO



5 MO. S-1256 (3) 4
7 NEWTON R(37)
FINAL PLANS
(1) NE 4 NE 4 20-27-29
Roy William & Mary Kathryn Blinzler
T.S. 15+30.9
P.I. 21+77.3
Δ = 46° 43' Rt.
P.O.T. 29+35.5
SW 4 NW 4 21-27-29
P.O.T. 31+00
P.O.T. 41+50
NW 4 SW 4 21-27-29
Nail R.R. Tie
R/W Marker
8" Maple
Sec. Line
10.37 Ac New R/W
1.24 Ac Perm Esm't
11.18 Ac Remain Rt
28.45 Ac Remain Lt
R.R. R/W
Frisco R.R.
8' F.B. Dt
S 16° 19' E 8' F.B. Dt
10' F.B. Dt
12' F.B. Dt
+50 Begin Interception Dt.
+50 End Interception Dt.
Perm Esm't (Dt Outlet)
CHEROKEE
C.S. 24+65.2
S.T. 27+65.2 Bk = 27+66.0 Ahd.
P.I. 21+77.3
Δ = 46° 43' Rt.
D = 5°
Ts = 646.4
Lc = 654.3
Rc = 1146.28
Es = 104.20
Ls = 300
S = .08
W = 2.0
S.C. 18+30.9
T.S. 15+30.9
1/4 1/4 Line
Exist. R/W
65' R/W
Typical Section
Interception Dt. 22+50 To 29+50 Rt.
SE 4 NE 4 20-27-29
TOTAL R/W MARKERS = 12
(2) Adolph & Velma Lee Hasselbring 0.82 Ac New R/W 79.18 Ac Remain Rt
NE 4 SE 4 20-27-29
1170
1160
1150
+0.34%
+0.48%
BM #3 RR Spike In N Root 18" Hedge 180 Lt 23+50 El. 1161.15
15 6 7 8 9 20 1 2 3 4 25 6 7 8 9 30 1 2 3 4 35 6 7 8 9 40 1 2 3 4 45
PLAN
PROFILE
16
PLATE 1—PLAN-PROFILE
U.S. BLUE PRINT PAPER CO.—CHICAGO

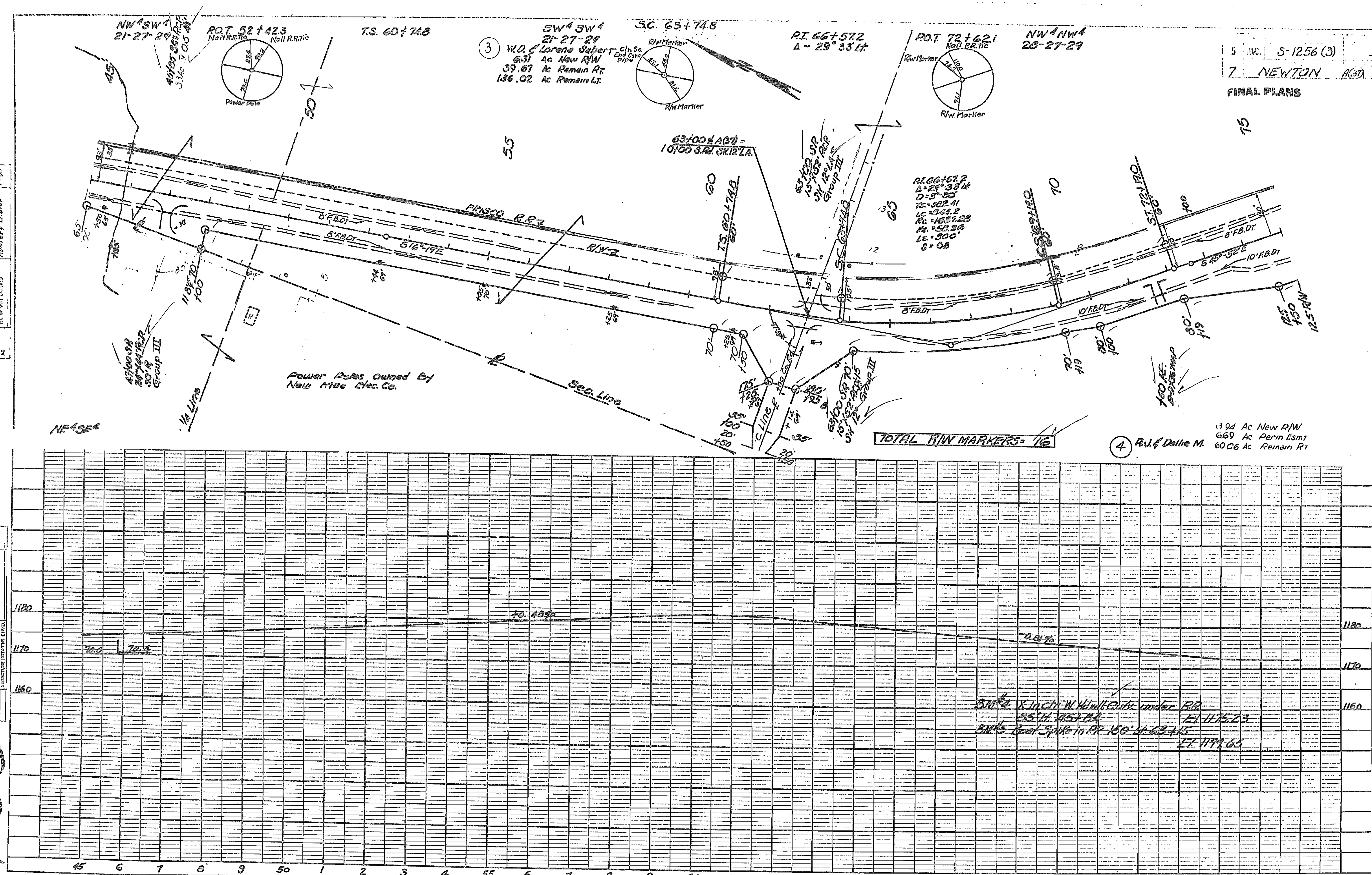



PLATE 1—PLAN-PROFILE O.P.R.&R.E. STANDARD

U.S. BLUE PRINT PAPER CO.—CHICAGO

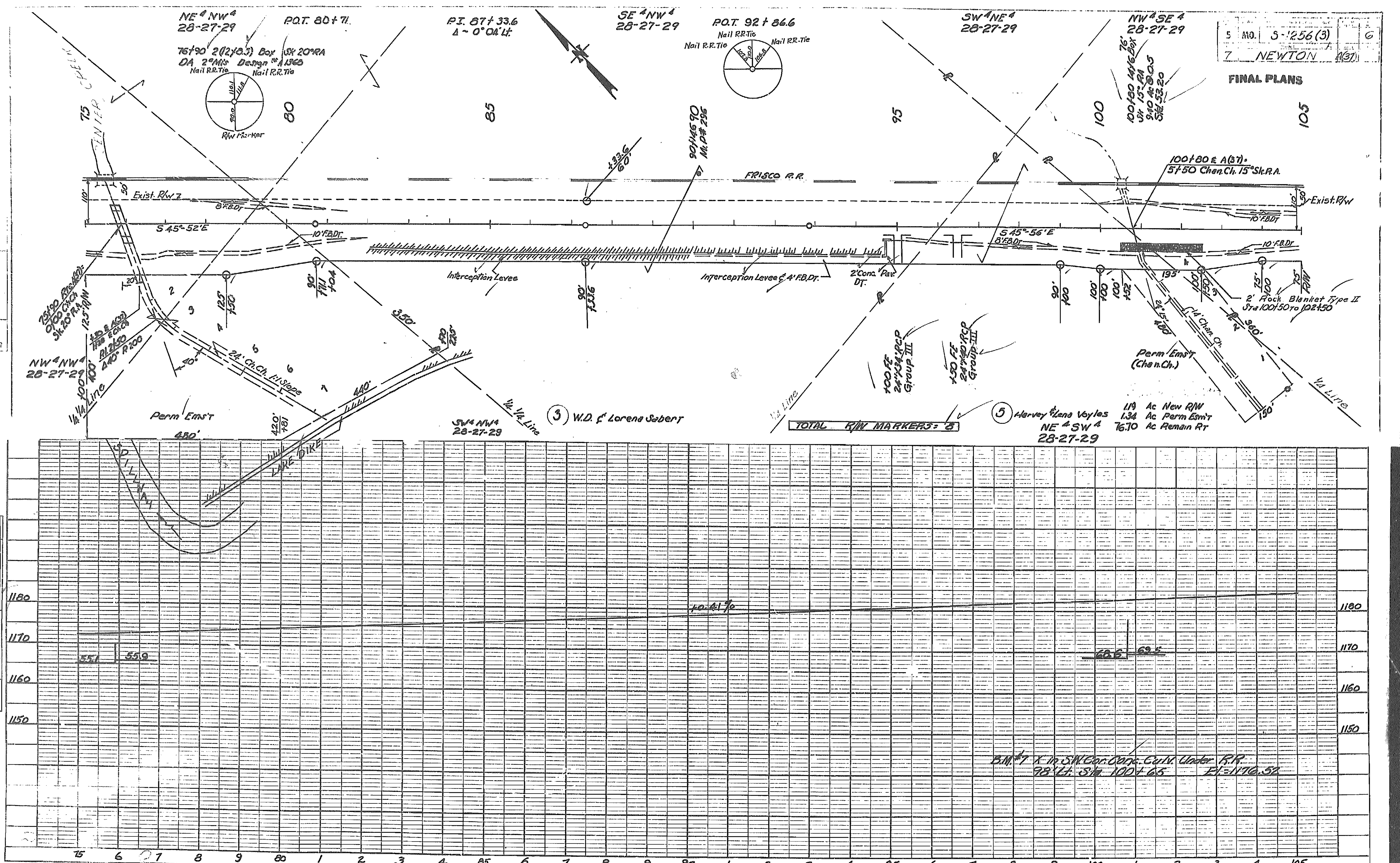
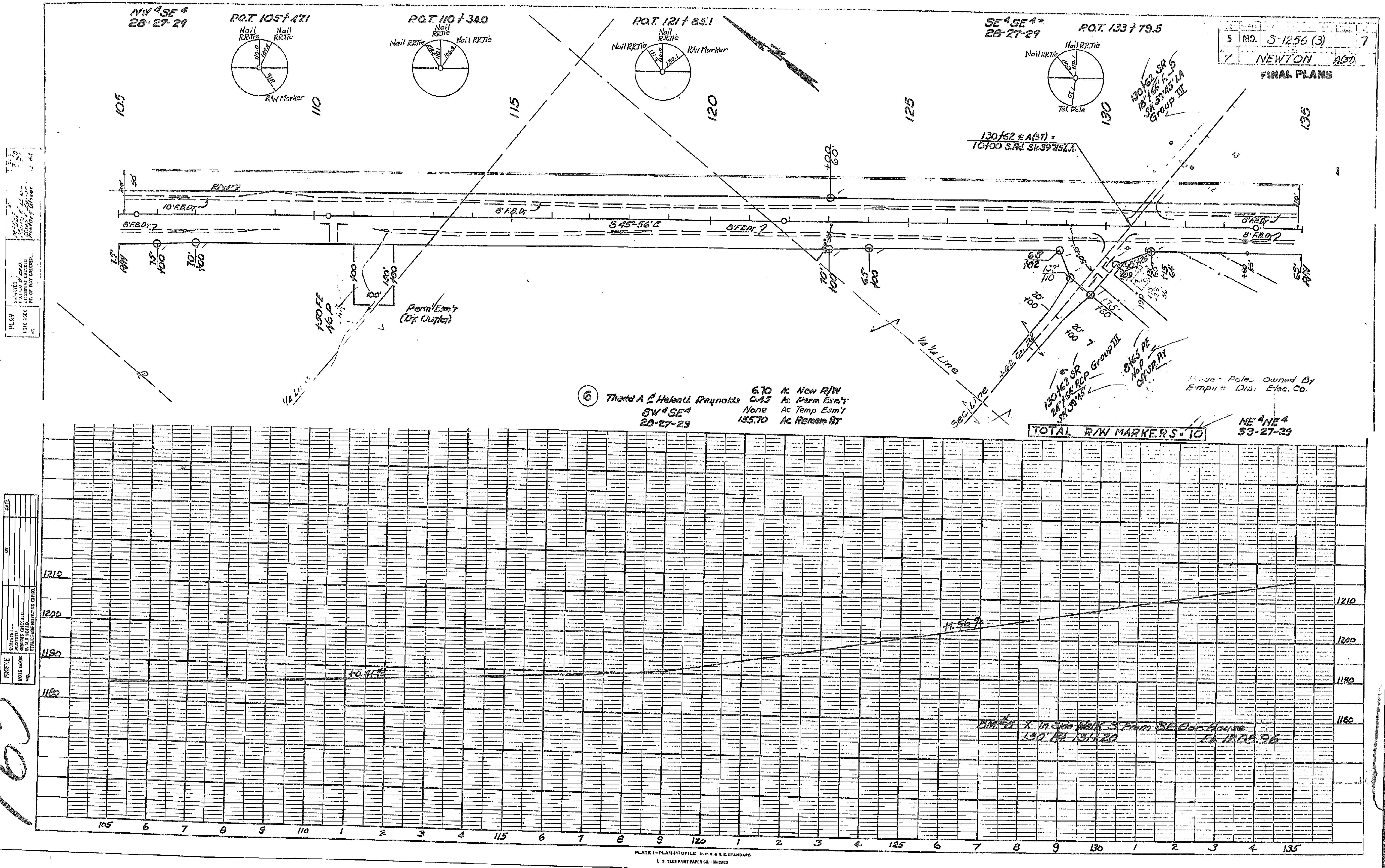



PLATE 1—PLAN-PROFILE O.P.R. & R.E. STANDARD
U.S. BLUE PRINT PAPER CO.—CHICAGO


5 MO. S-1256 (3) 7
7 NEWTON A(37)
FINAL PLANS
NW 4 SE 4 28-27-29
P.O.T. 105+47.1
P.O.T. 110+34.0
P.O.T. 121+85.1
SE 4 SE 4 28-27-29
P.O.T. 133+79.5
Nail RR.Tie
R/W Marker
Tel. Pole
130+62 ⊈ A(37) = 10+00 S.Rd. Sk.39°45' LA.
130+62 SR 18"+66' R.P. Sk 39°45' LA Group III
S 45°56'E
10' F.B.DT.
8' F.B.DT.
Perm Esm't (DT. Outlet)
1/4 1/4 Line
Sec. Line
130+62 SR 24"+66' RCP Group III Sk 39°45'
8+65 PE No.P Off S.R. RT
Power Poles Owned By Empire Dist. Elec. Co.
6 Thadd A. & Helen U. Reynolds SW 4 SE 4 28-27-29
6.70 Ac New R/W
0.45 Ac Perm Esm't
None Ac Temp Esm't
155.70 Ac Remain Rt
TOTAL R/W MARKERS = 10
NE 4 NE 4 33-27-29
+0.41%
+1.56%
BM #8 X in Side Walk 3' From SE Cor. House 130' Rt 131+20 El. 1208.96
PLATE 1—PLAN-PROFILE
U.S. BLUE PRINT PAPER CO.—CHICAGO
63

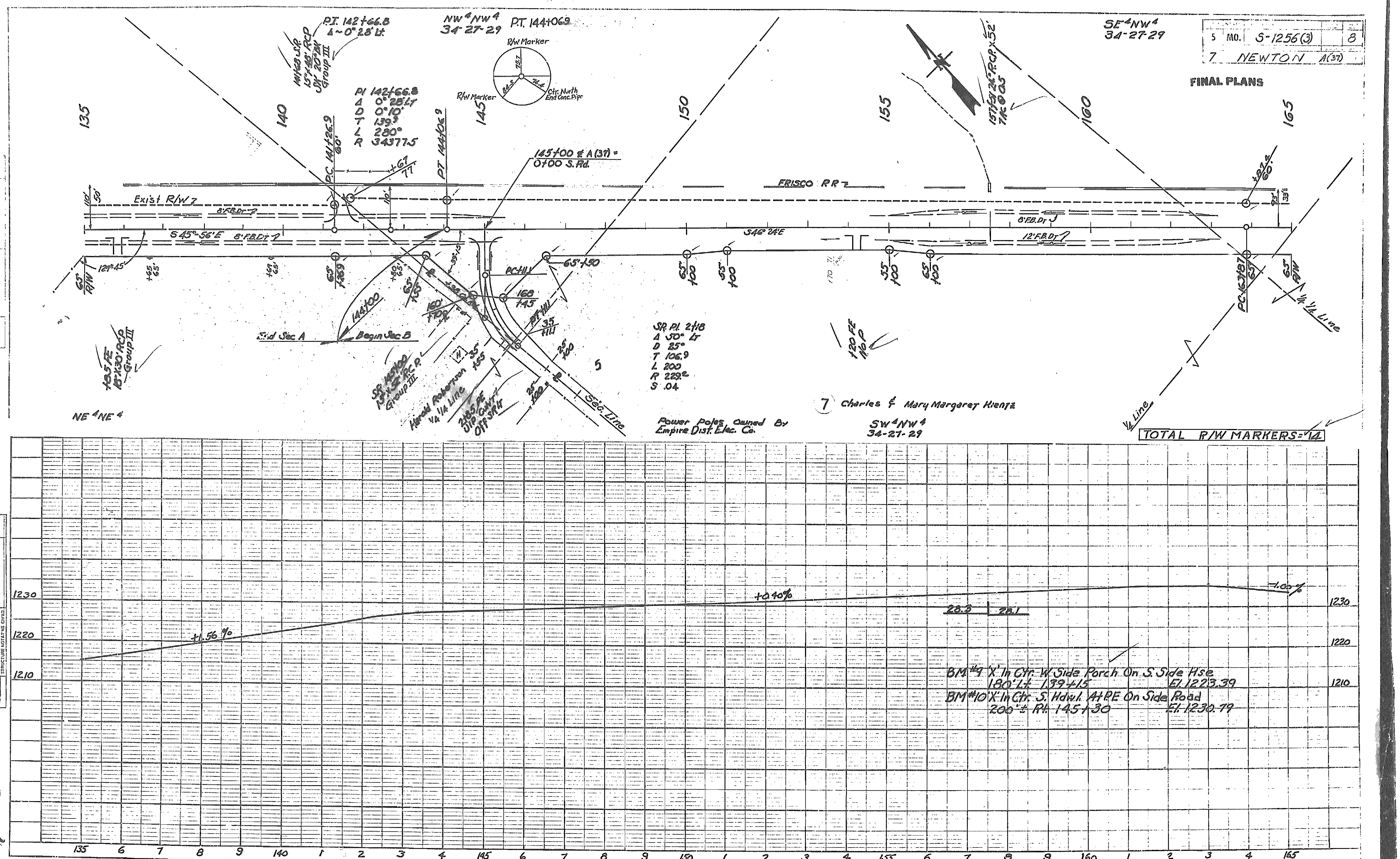
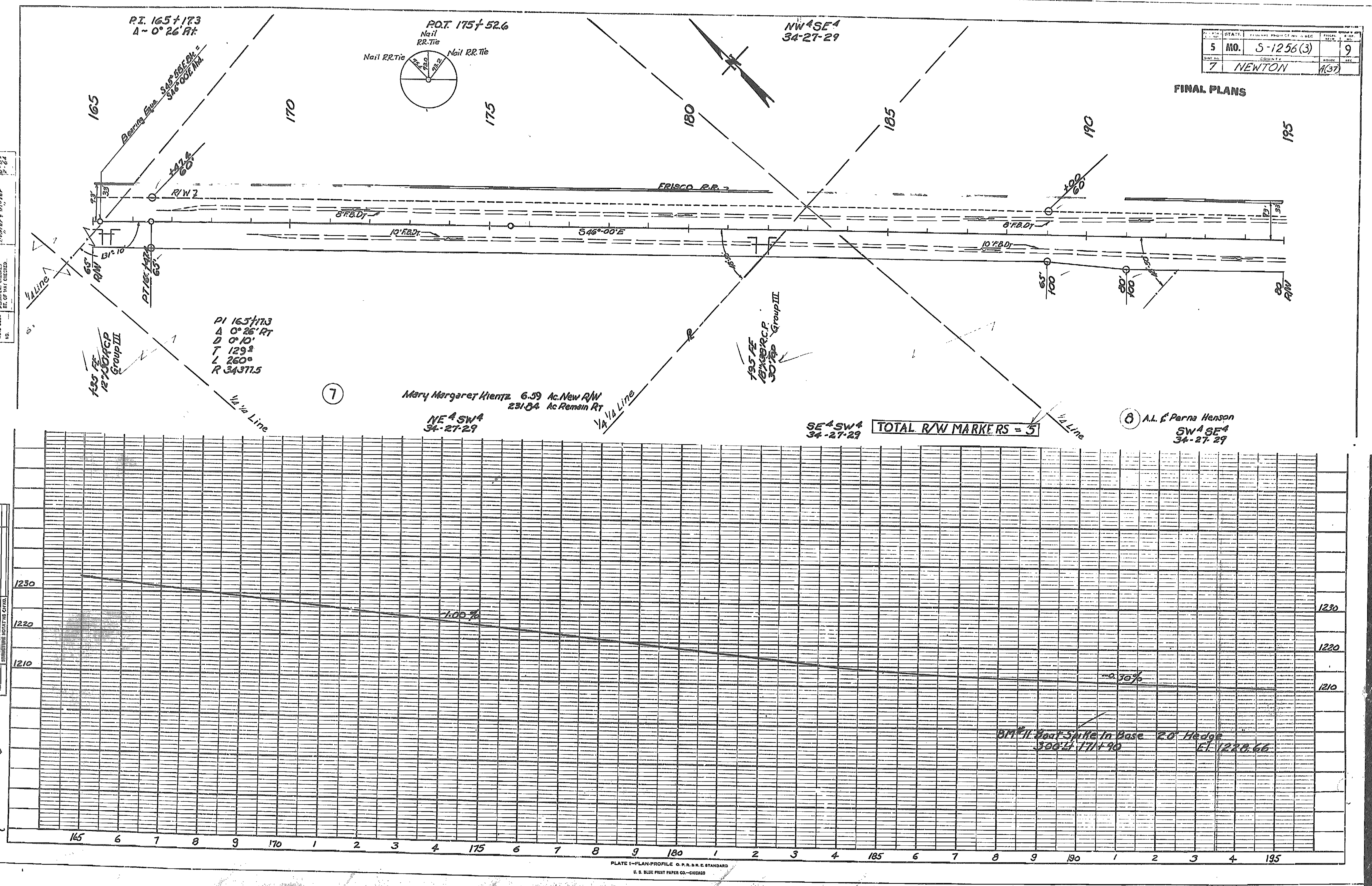
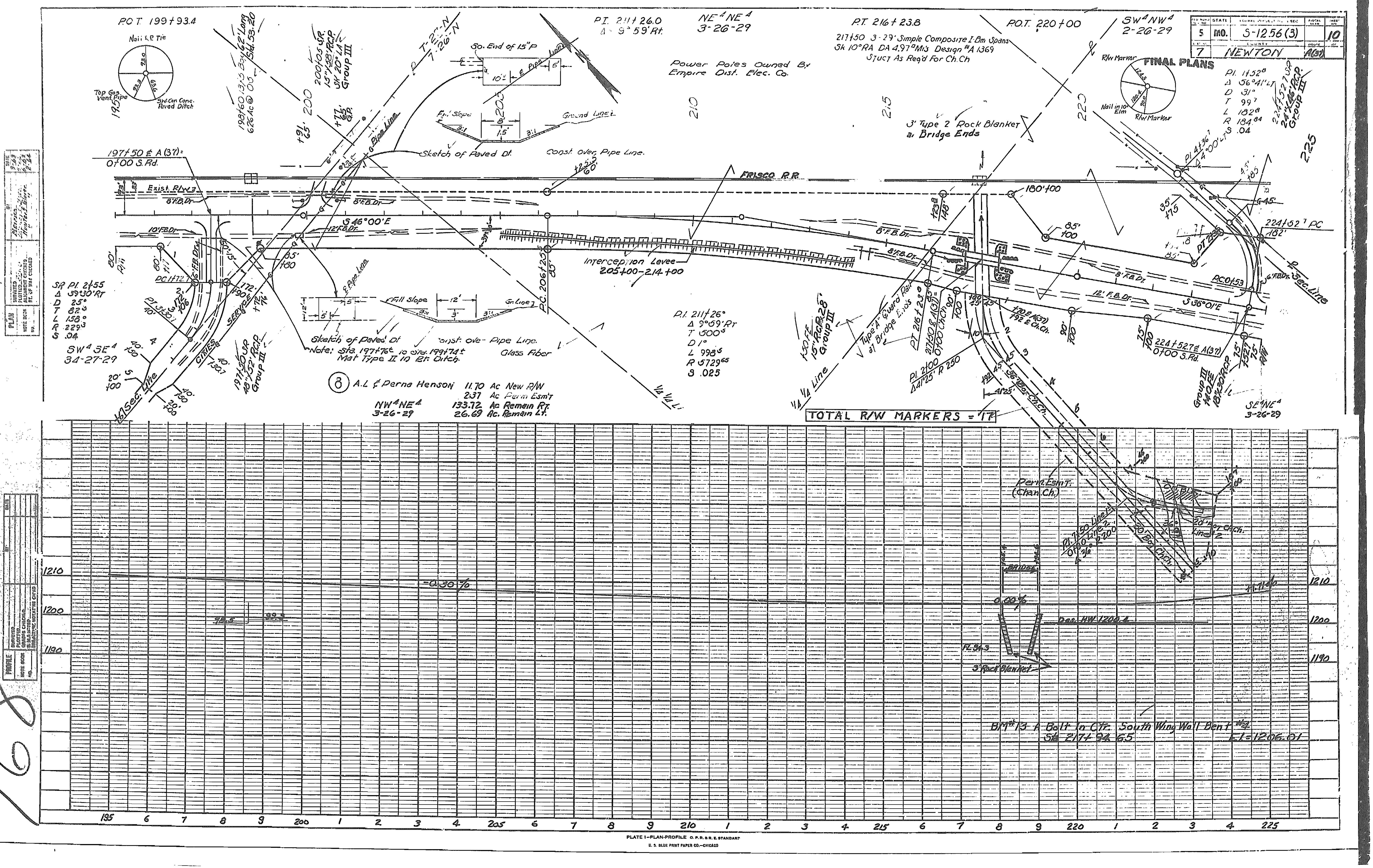



PLATE 1—PLAN-PROFILE
U. S. BLUE PRINT PAPER CO.—CHICAGO


5 MO. S-1256(3) 9
7 NEWTON A(37)
FINAL PLANS
P.I. 165+17.3
Δ~0° 26' Rt.
P.O.T. 175+52.6
Nail RR.Tie
Nail RR.Tie
Nail RR.Tie
NW4 SE4
34-27-29
Bearing Equa. S45° 56' E Bk. = S46° 00' E Ahd.
165
170
175
180
185
190
195
+47.6
60'
FRISCO R.R.
R/W
8' F.B.Dr.
10' F.B.Dr.
S46°-00'E
8' F.B.Dr.
10' F.B.Dr.
+00
60'
131° 10'
65' R/W
PT 165+47.6 65'
1/4 Line
65' 100
80' 100
80' R/W
PI 165+17.3
Δ 0° 26' RT
D 0° 10'
T 129.2
L 260.0
R 34377.5
+35 FE 12"X50'RCP Group III
+95 FE 18"X38' R.C.P. 30' Ap. Group III
⑦
Mary Margaret Kientz 6.59 Ac. New R/W
231.84 Ac. Remain Rt
1/4 1/4 Line
1/4 1/4 Line
1/4 Line
NE4 SW4
34-27-29
SE4 SW4
34-27-29
TOTAL R/W MARKERS = 5
⑧ A.L. & Perna Henson
SW4 SE4
34-27-29
PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
PROFILE
SURVEYED
PLOTTED
GRADE CHECKED
G. M. & DRAINAGE
STRUCTURE NOTATIONS CHECKED
NOTE BOOK
NO.
BY
DATE
1230
1220
1210
-1.00%
-0.30%
BM#11 Boat Spike In Base 20" Hedge
300' Lt 171+90
El. 1228.66
165 6 7 8 9 170 1 2 3 4 175 6 7 8 9 180 1 2 3 4 185 6 7 8 9 190 1 2 3 4 195
PLATE 1—PLAN-PROFILE O.P.R.&R.E. STANDARD
U.S. BLUE PRINT PAPER CO.—CHICAGO



5
MO.
S-1256(3)
10
7
NEWTON
A(37)
FINAL PLANS
P.O.T. 199+93.4
P.T. 211+26.0
NE¼ NE¼
3-26-29
P.T. 216+23.8
P.O.T. 220+00
SW¼ NW¼
2-26-29
217+50 3-29' Simple Composite I-Bm Spans
Sk 10°RA DA 4.97° Mis Design #A 1369
Struct As Req'd For Ch.Ch
Power Poles Owned By
Empire Dist. Elec. Co.
3' Type 2 Rock Blanket
at Bridge Ends
So. End of 15" P
Sketch of Paved Dt.
Const. over Pipe Line.
Sketch of Paved Dt
Const. over Pipe Line.
Note: Sta. 197+76± to Sta. 199+74±
Mat Type II in Rt. Ditch.
Glass Fiber
FRISCO R.R.
Exist. R/W
S 46°00'E
S 36°01'E
Interception Levee
205+00-214+00
197+50 ℄ A(37)=
0+00 S.Rd.
224+52.7 ℄ A(37)=
0+00 S.Rd.
P.I. 211+26°
T 500
D 1°
L 998
R 5729.65
S .025
P.I. 2+00
Δ 41°25' R 250
SW¼ SE¼
34-27-29
NW¼ NE¼
3-26-29
SE¼ NE¼
3-26-29
8 A.L. & Perna Henson 11.70 Ac New R/W
2.37 Ac Perm Esm't
133.72 Ac Remain Rt.
26.69 Ac. Remain Lt.
TOTAL R/W MARKERS = 17
Perm. Esm't.
(Chan. Ch.)
Type A Guard Rail
at Bridge Ends
Group III
1/4 1/4 Line
Sec. Line
-0.30%
0.00%
Des. HW 1200.4
3' Rock Blanket
BM #13 A Bolt in Ctr. South Wing Wall Bent #4
Sta. 217+34 65
El=1206.01
1210
1200
1190
195 6 7 8 9 200 1 2 3 4 205 6 7 8 9 210 1 2 3 4 215 6 7 8 9 220 1 2 3 4 225
PLATE 1—PLAN-PROFILE O.P.R. & R.E. STANDARD
U. S. BLUE PRINT PAPER CO.—CHICAGO

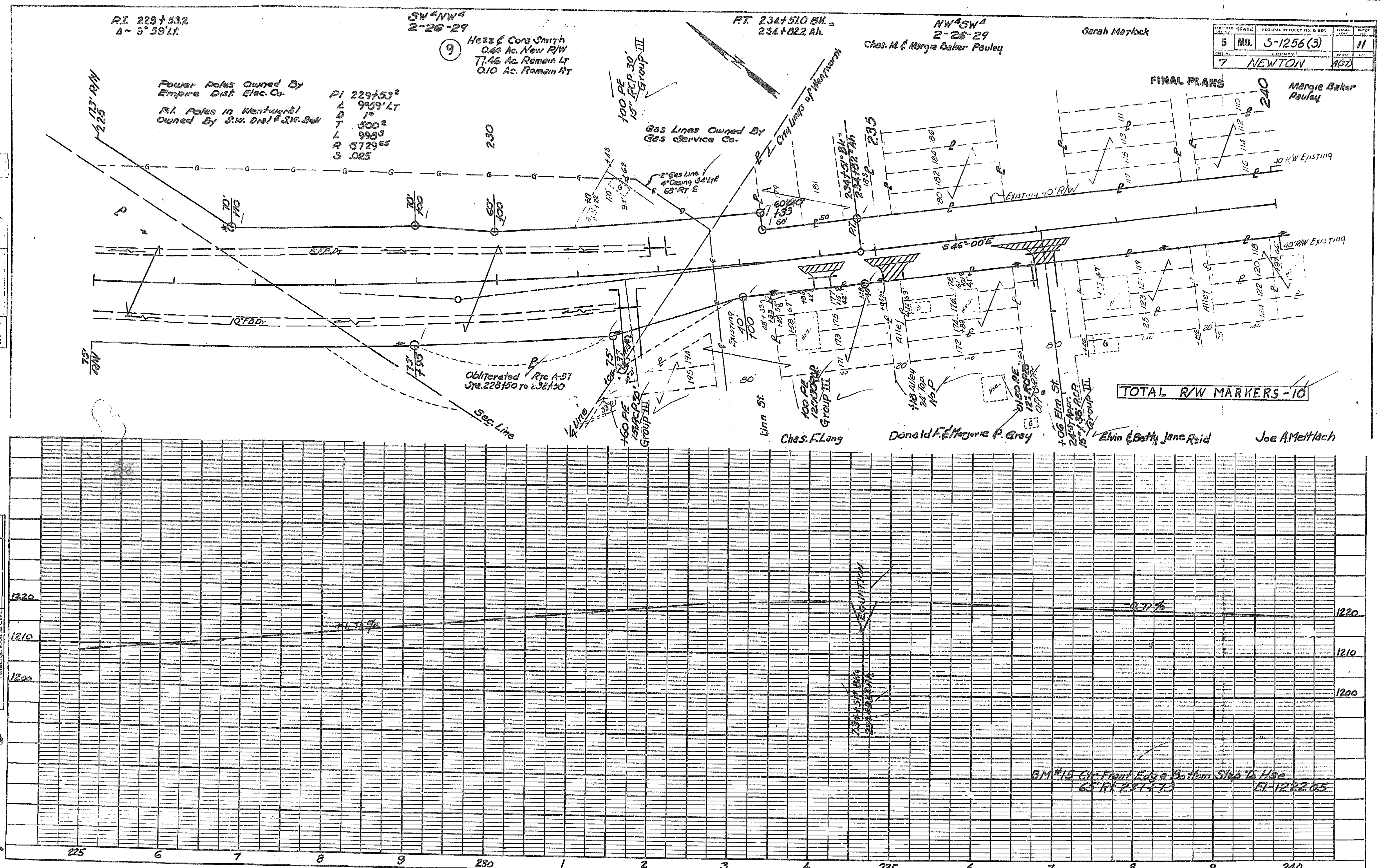
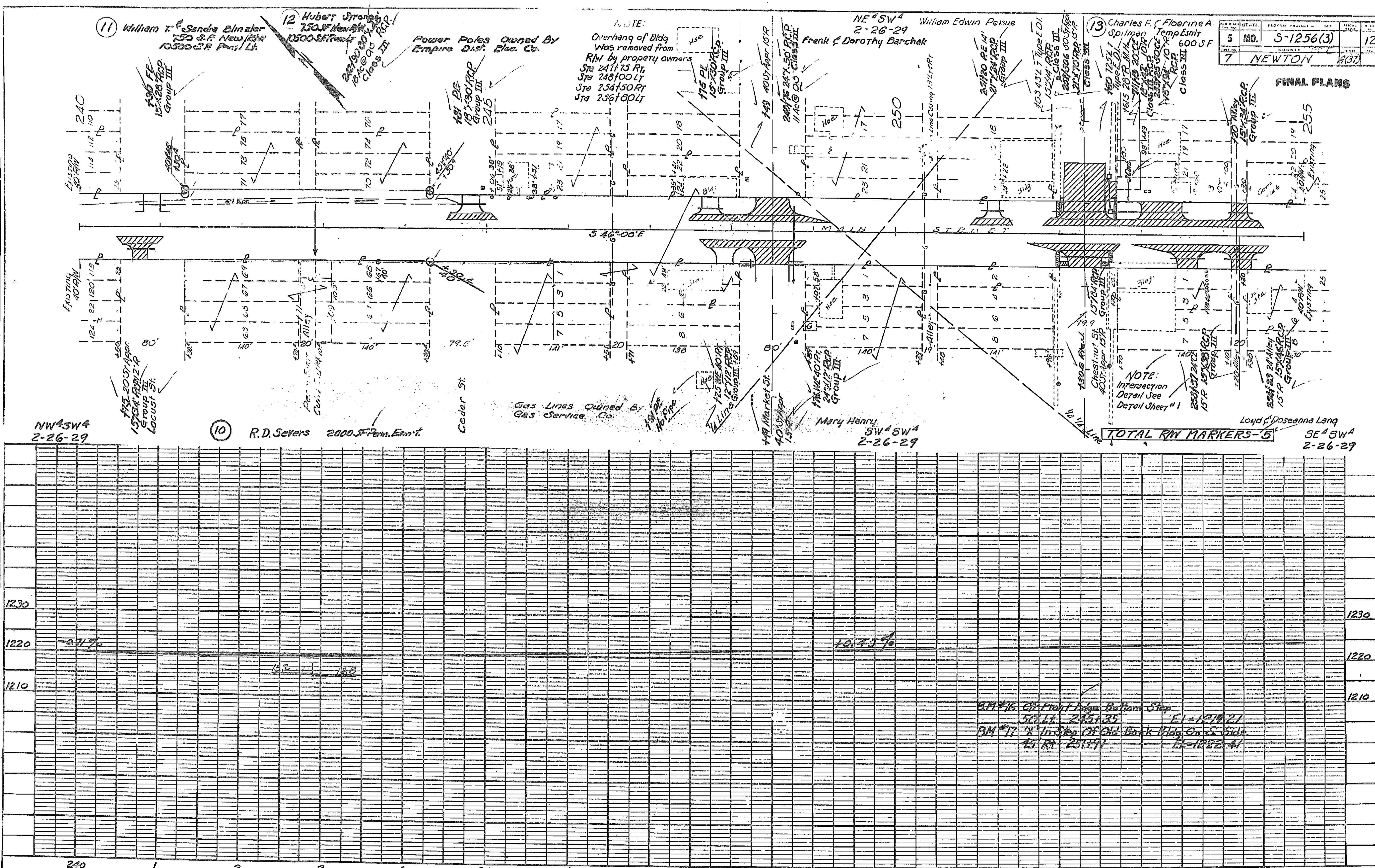
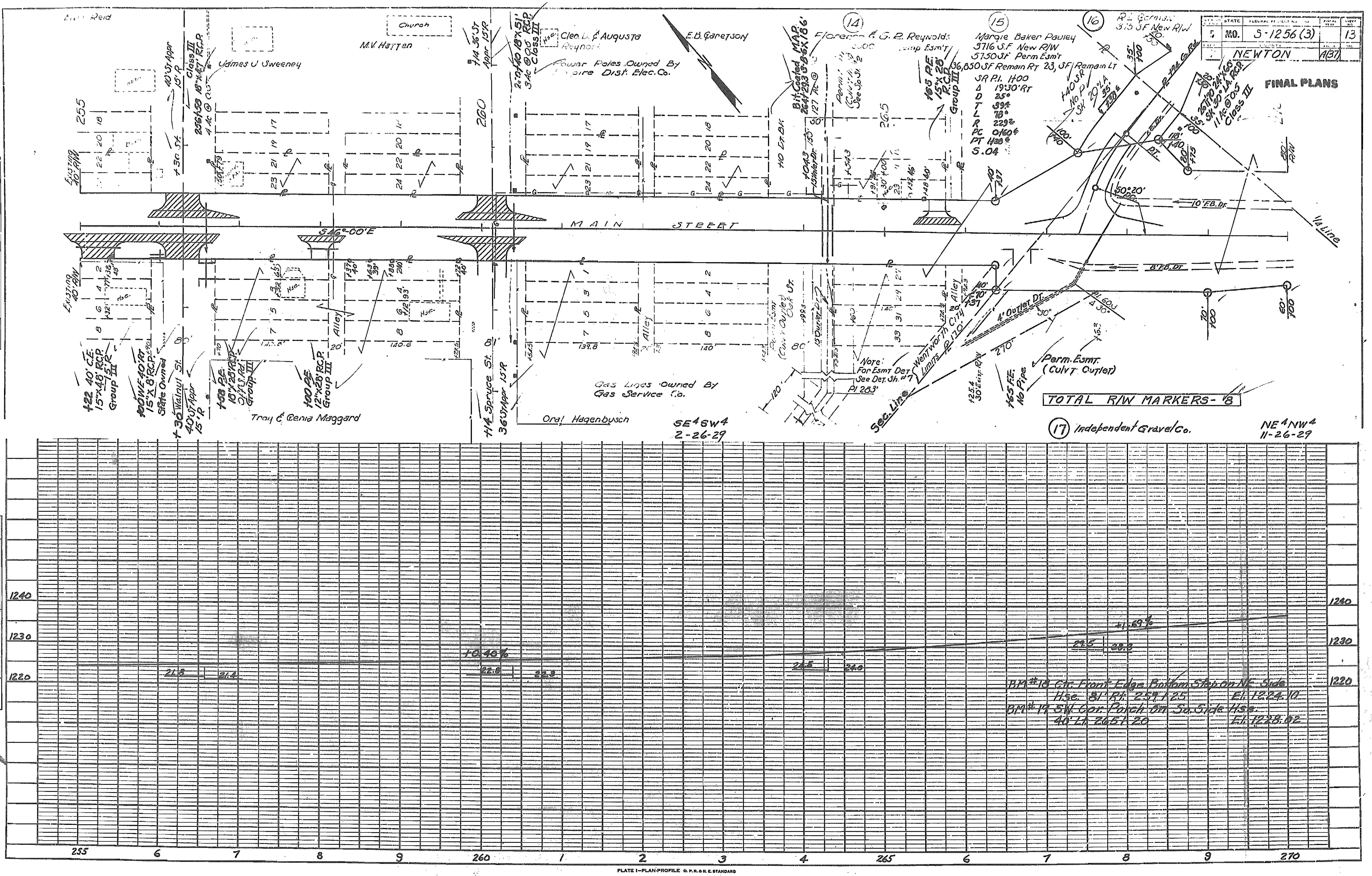



PLATE 1—PLAN-PROFILE O.P.R.&R.E. STANDARD

U. S. BLUE PRINT PAPER CO.—CHICAGO


5 MO. S-1256(3) 12
7 NEWTON
FINAL PLANS
(11) William T. & Sandra Blinzler 750 S.F. New R/W 10500 S.F. Perm. Lt.
(12) Hubert Strong 750 S.F. New R/W 10500 S.F. Perm. Lt.
Power Poles Owned By Empire Dist. Elec. Co.
NOTE: Overhang of Bldg Was removed from R/W by property owners Sta 247+75 Rt. Sta 248+00 Lt Sta 254+50 Rt Sta 256+80 Lt
NE¼ SW¼ 2-26-29
Frank & Dorothy Barchak
William Edwin Pelsue
(13) Charles F. & Floerine A. Spilman Temp Esm't 600 S.F.
MAIN STREET
S 46°00' E
Existing 40' R/W
Alley
Cedar St.
Locust St.
Market St.
Chestnut St.
Gas Lines Owned By Gas Service Co.
NOTE: Intersection Detail See Detail Sheet #1
NW¼ SW¼ 2-26-29
(10) R.D. Severs 2000 S.F. Perm. Esm't.
Mary Henry SW¼ SW¼ 2-26-29
Loyd & Roseanna Lang SE¼ SW¼ 2-26-29
TOTAL R/W MARKERS - 5
1230
1220
1210
-0.71%
+0.43%
B.M. #16 Ctr Front Edge Bottom Step 50 Lt 245+35 El=1219.21
B.M. #17 'X' In Step Of Old Bank Bldg On S. Side 45 Rt 251+47 El=1222.41
240
1
2
3
4
245
6
7
8
9
250
1
2
3
4
255



MO.
S-1256 (3)
13
NEWTON
FINAL PLANS
Church
M.V. Harten
James J Sweeney
Cleo L. & Augusta Reynolds
Power Poles Owned By Empire Dist. Elec. Co.
E.B. Garetson
Bit. Coated MAP
Florence E. & G. R. Reynolds
Margie Baker Pauley
3716 S.F. New R/W
5750 S.F. Perm Esm't
36,850 S.F. Remain Rt
23, SF Remain Lt
R. L. Garrison
315 SF New R/W
MAIN STREET
S46°-00'E
Existing 40' R/W
Walnut St.
Spruce St.
Alley
Note: For Esmt Det. See Det. Sh. #7
Wentworth City Limits
Perm. Esmt. (Culv. Outlet)
4' Outlet Dt.
Sec. Line
TOTAL R/W MARKERS - 8
Gas Lines Owned By Gas Service Co.
Troy & Cenia Maggard
Oral Hagenbusch
SE 4 SW 4 2-26-29
17 Independent Gravel Co.
NE 4 NW 4 11-26-29
State Owned
Group III
Class III
+0.40%
+1.69%
BM #18 Ctr. Front Edge Bottom Step on NE Side Hse. 81' Rt. 257+25 El. 1224.10
BM #19 SW Cor. Porch On So. Side Hse. 40' Lt. 265+20 El. 1228.02
1240
1230
1220
255
6
7
8
9
260
1
2
3
4
265
6
7
8
9
270
PLAN
PROFILE

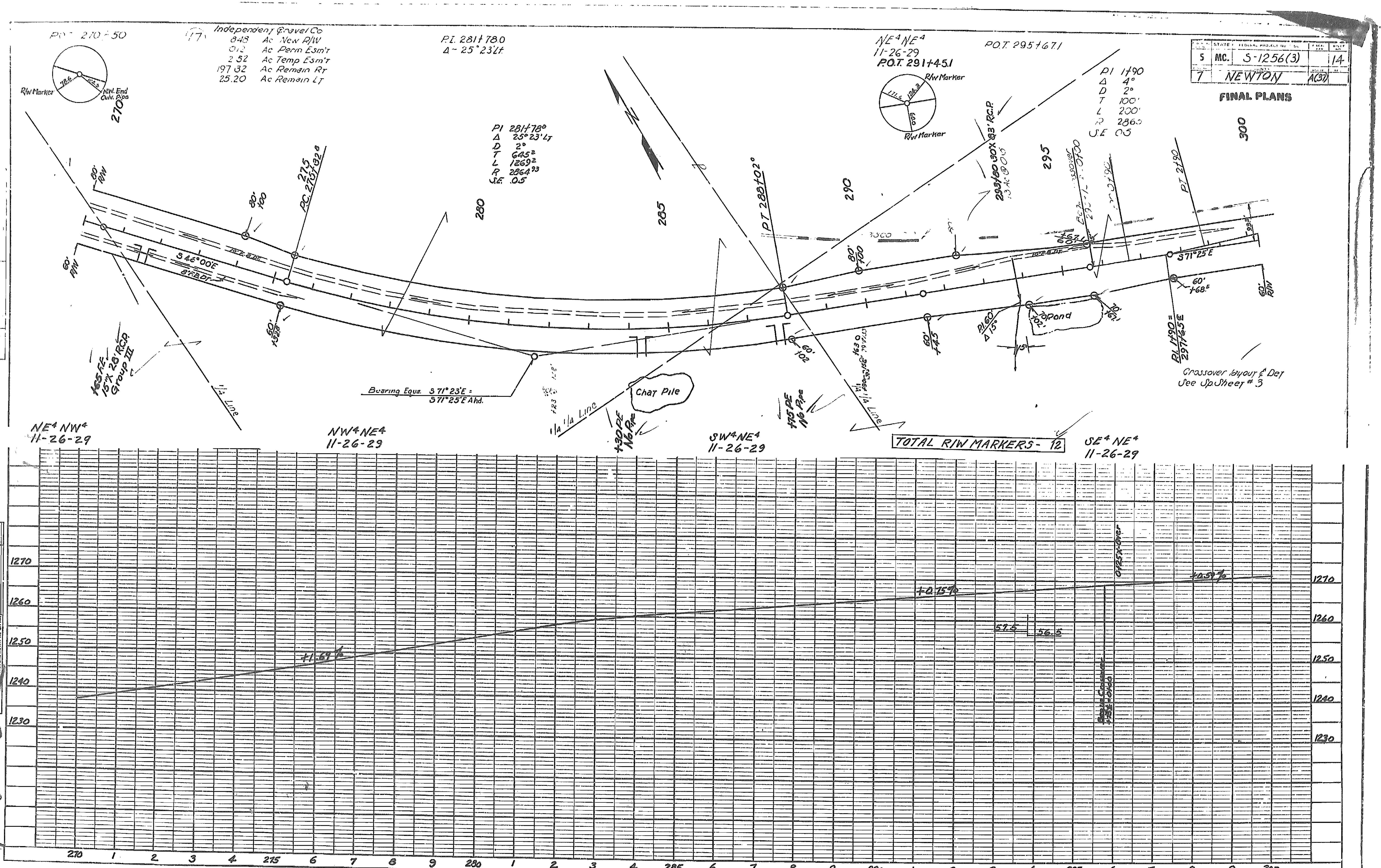
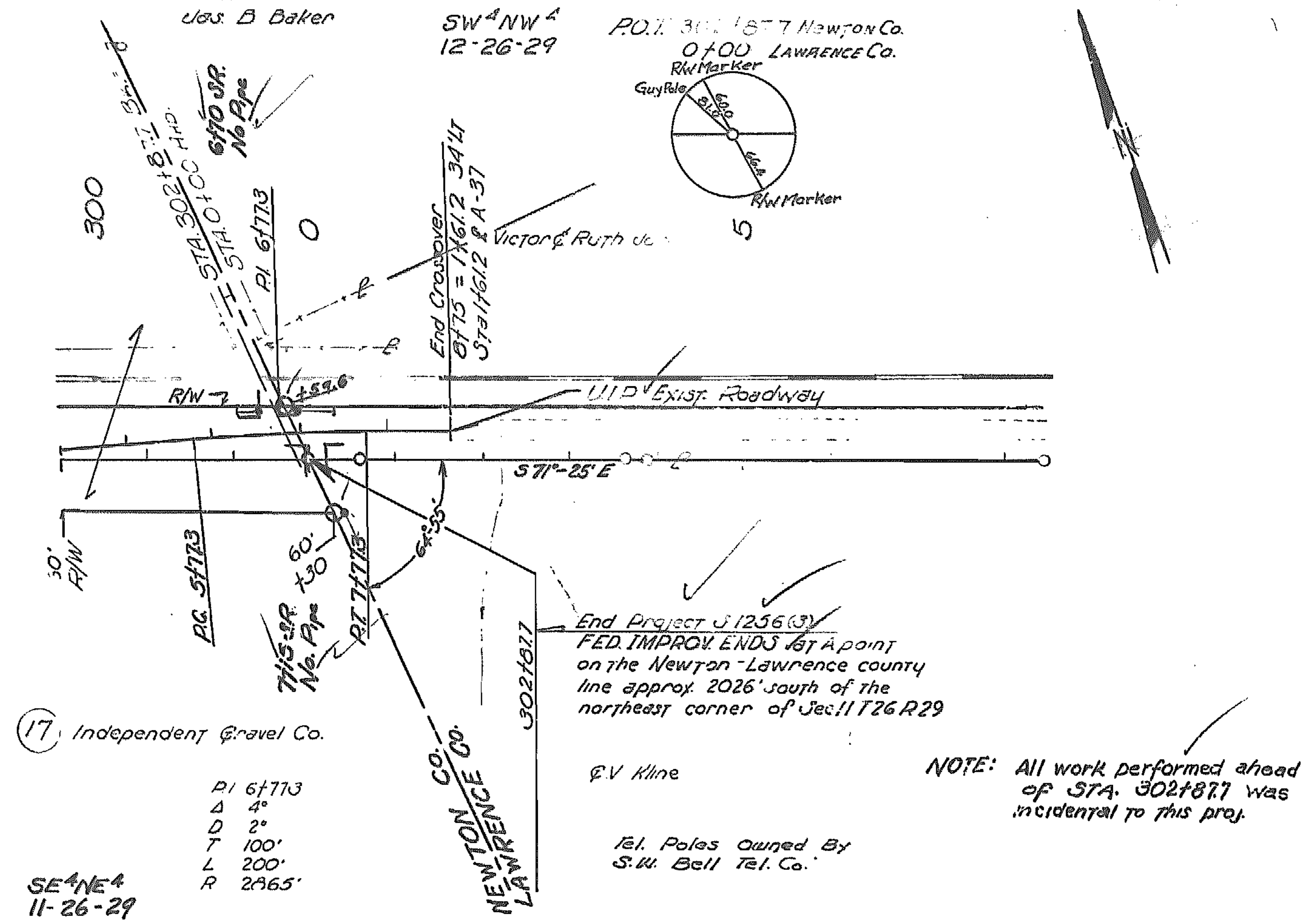



PLATE 1—PLAN-PROFILE O.P.R. & R.E. STANDARD

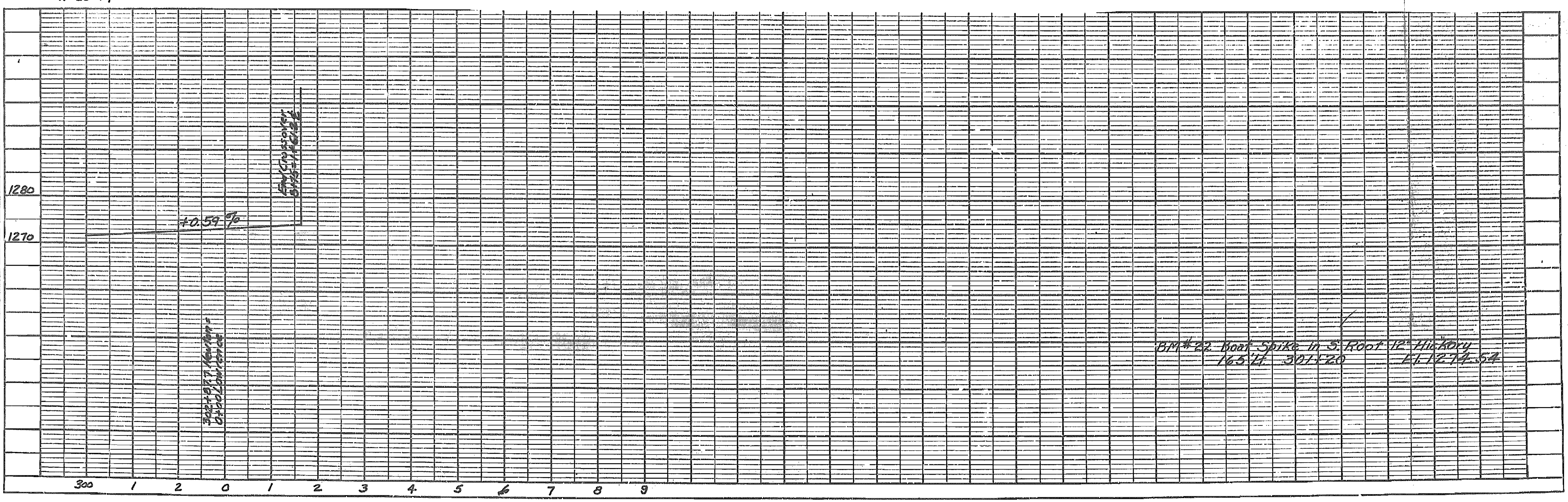
U.S. BLUE PRINT PAPER CO.—CHICAGO

| STATE | FEDERAL PROJECT NO. | SHEET NO. |
|---|---|---|
| MO. | S-1256(3) | 15 |
| 7 | NEWTON | 1(37) |

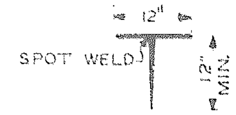
**FINAL PLANS**




TOTAL R/W MARKERS - 2



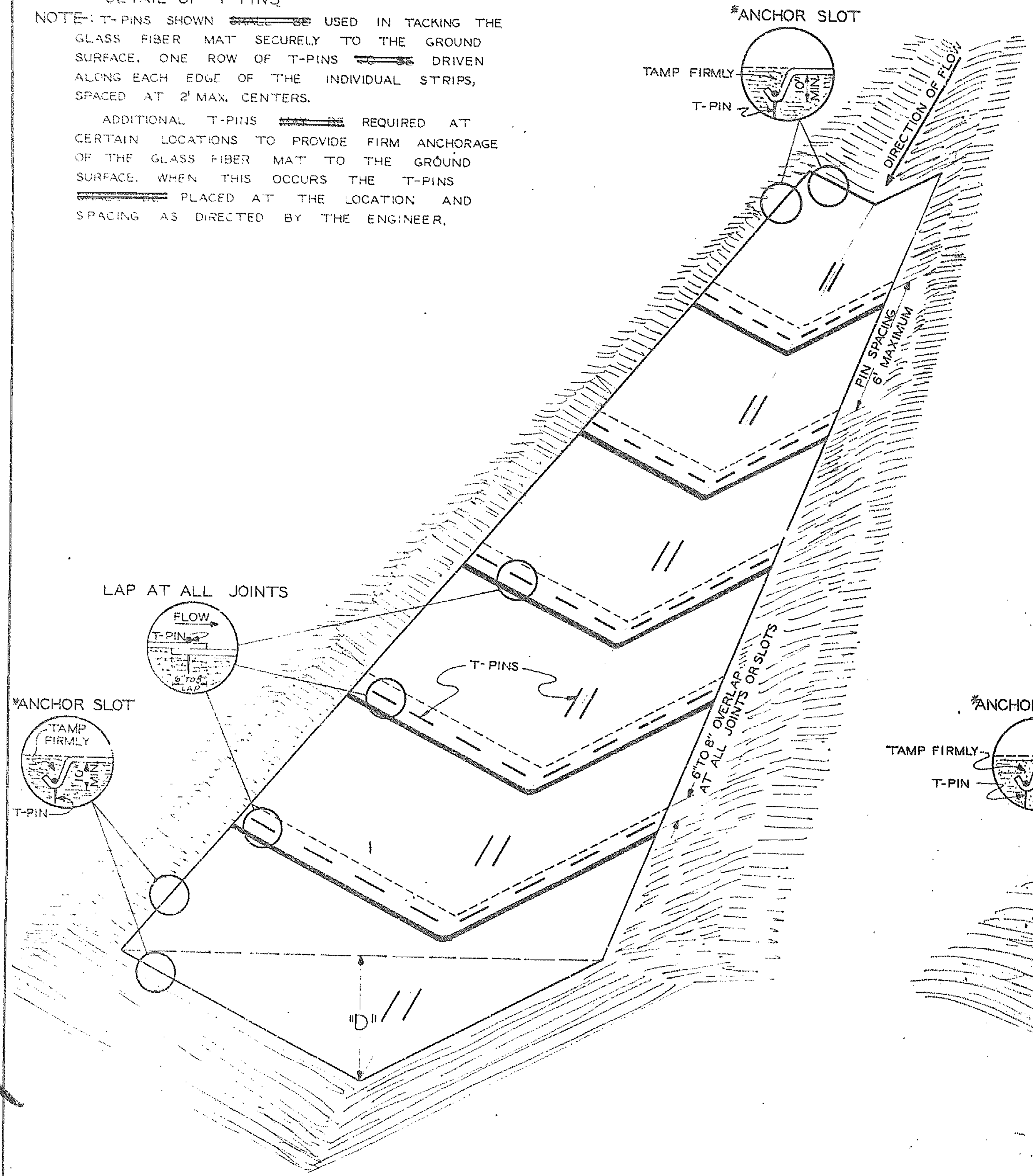
FINAL PLANS




DETAIL OF T-PINS

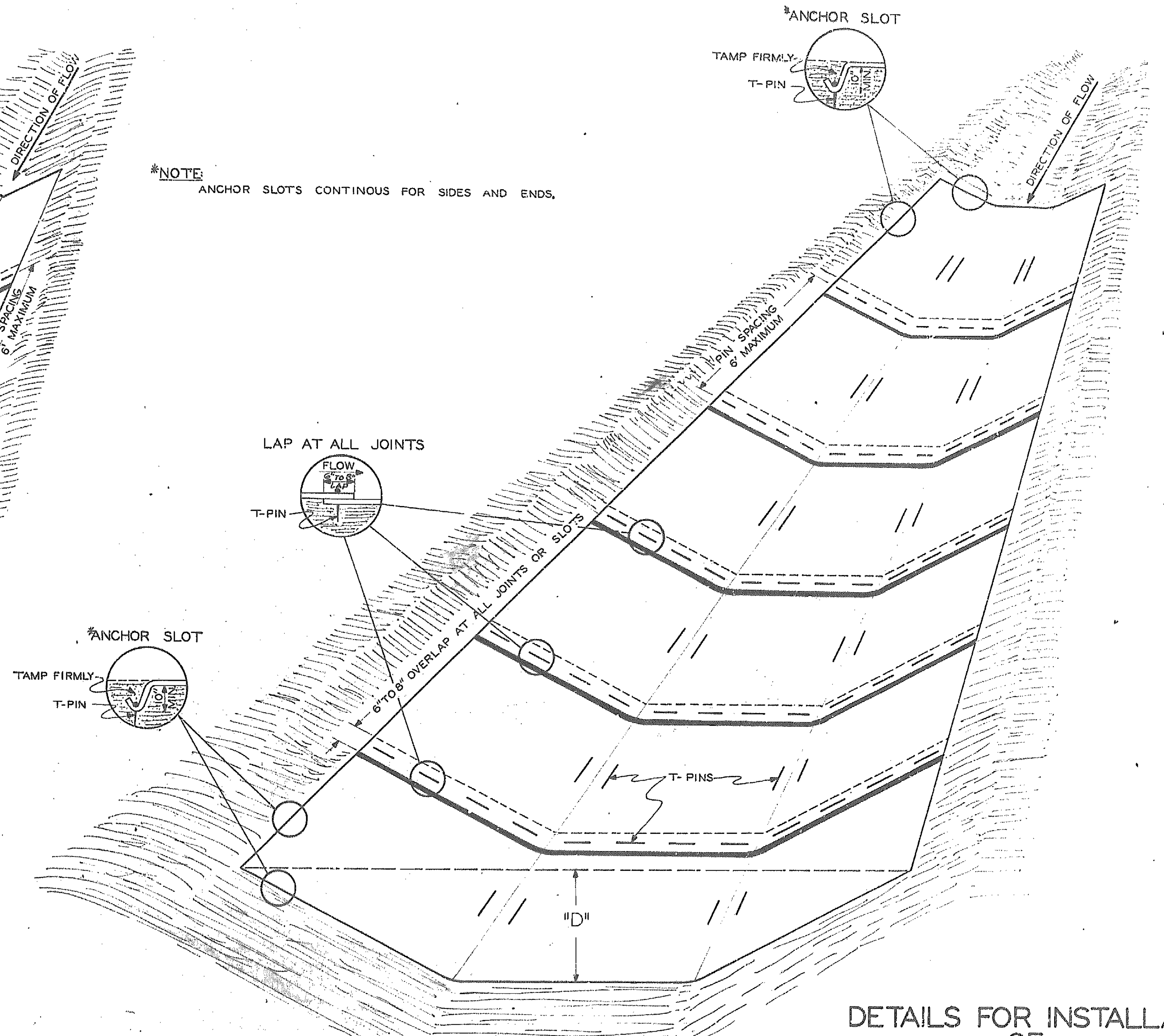
NOTE: T-PINS SHOWN ~~SHALL BE~~ USED IN TACKING THE GLASS FIBER MAT SECURELY TO THE GROUND SURFACE. ONE ROW OF T-PINS ~~TO BE~~ DRIVEN ALONG EACH EDGE OF THE INDIVIDUAL STRIPS, SPACED AT 2' MAX. CENTERS.

ADDITIONAL T-PINS ~~MAY BE~~ REQUIRED AT CERTAIN LOCATIONS TO PROVIDE FIRM ANCHORAGE OF THE GLASS FIBER MAT TO THE GROUND SURFACE. WHEN THIS OCCURS THE T-PINS ~~SHALL BE~~ PLACED AT THE LOCATION AND SPACING AS DIRECTED BY THE ENGINEER.




V BOTTOM DITCH

*NOTE:
ANCHOR SLOTS CONTINOUS FOR SIDES AND ENDS.




FLAT BOTTOM DITCH

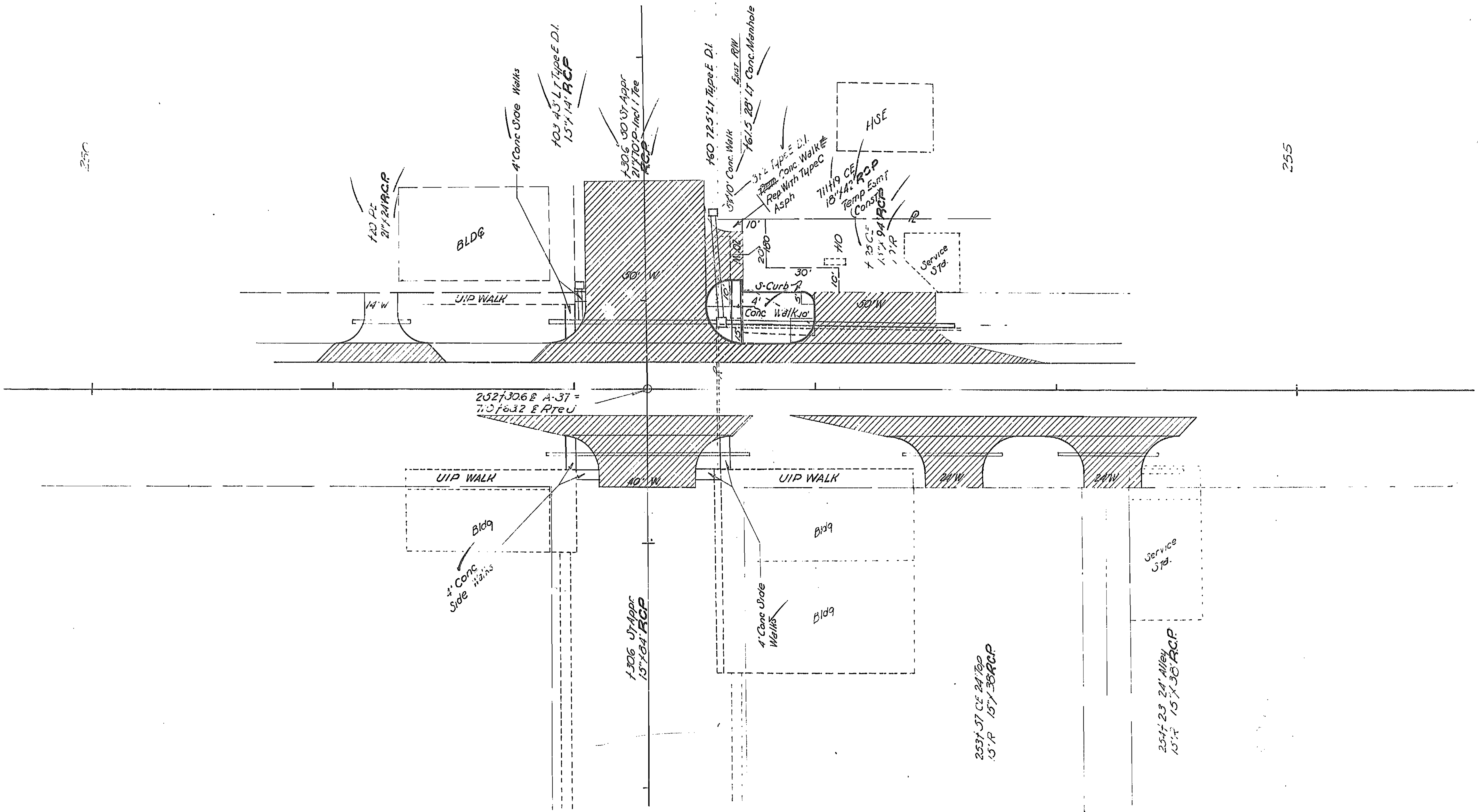
# DETAILS FOR INSTALLATION OF GLASS FIBER MAT TYPE I OR TYPE II

| REVISED | | | |
|---|---|---|---|
| 5-65 | | | |

| | STATE | FEDERAL PROJECT No. & SEC. | | |
|---|---|---|---|---|
| 5 | MO. | S-1256(3) | | 17 |
| 7 | | NEWTON | A(37) | |

DETAIL SHEET

FINAL PLANS



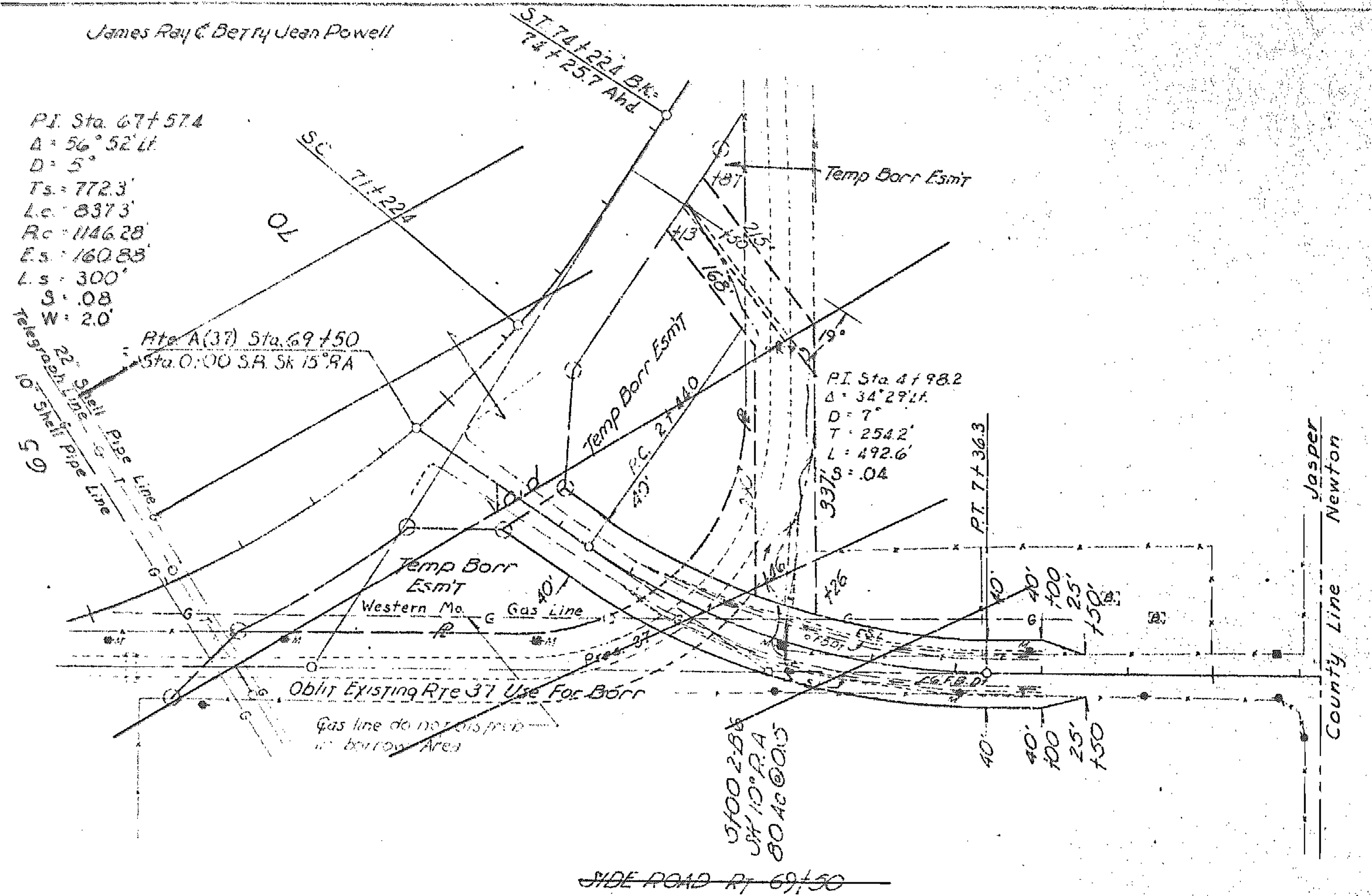

INTERSECTION RTE A-37 & RTE J
CITY OF WENTWORTH
1" = 20'
Special Sheet No. 1

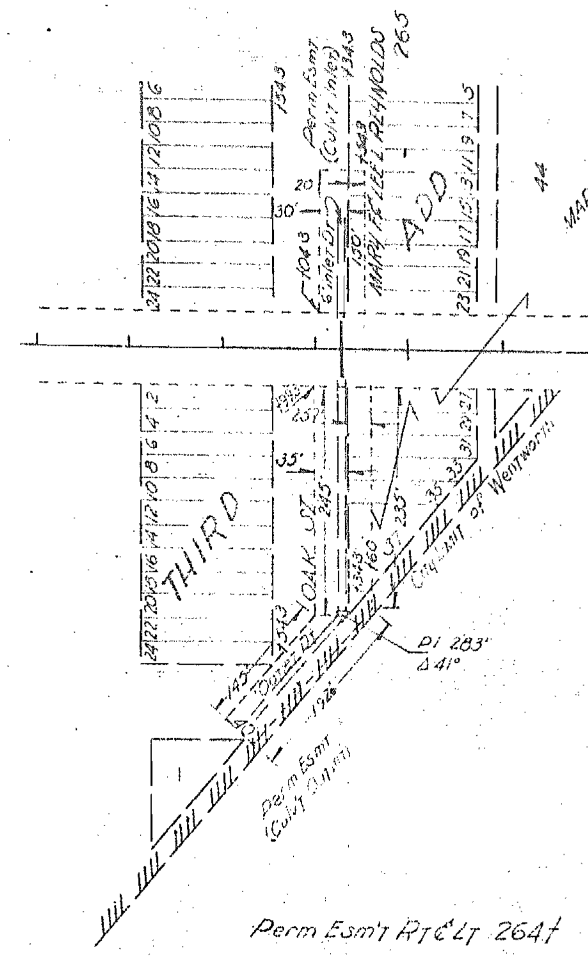
| | | |
|---|---|---|
| 5 | MO. | ~~S-1256 (2)~~ S-1256 (3) |
| 7 | ~~JASPER~~ NEWTON | A(37) |

18

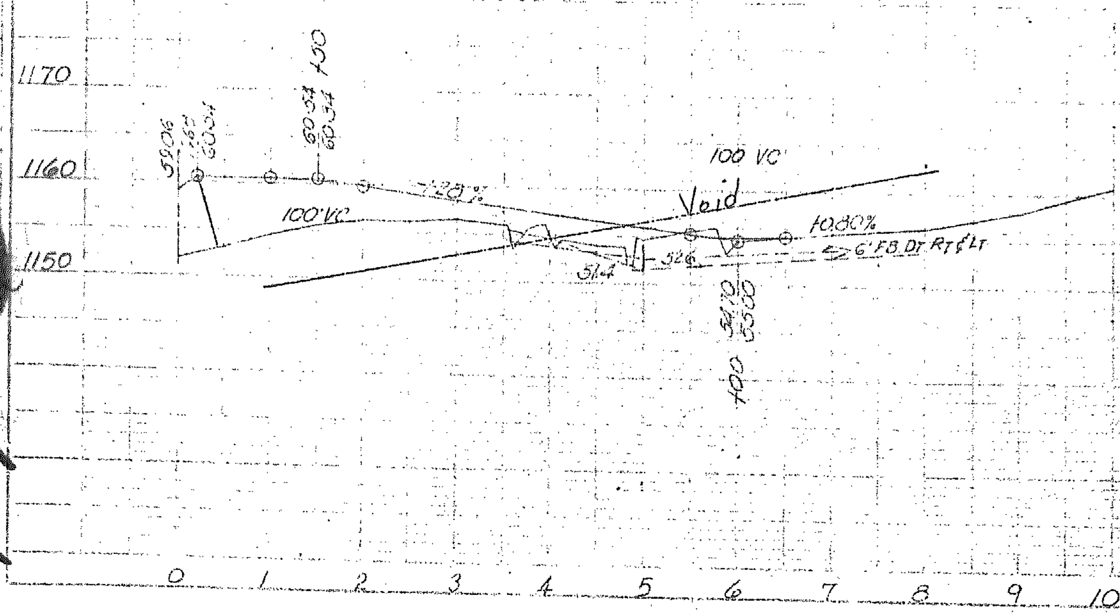
Special Sheet No. 2

**FINAL PLANS**




~~CL A. Exc. 721 Cu Yds~~
~~CL A. Ch Ch 94 Cu Yds~~
~~EMB 2039 Cu Yds~~
~~BOR 1368 Cu Yds~~
~~(Yardage Incl in Rdwy Bal Between 267+ to 88+)~~
Void

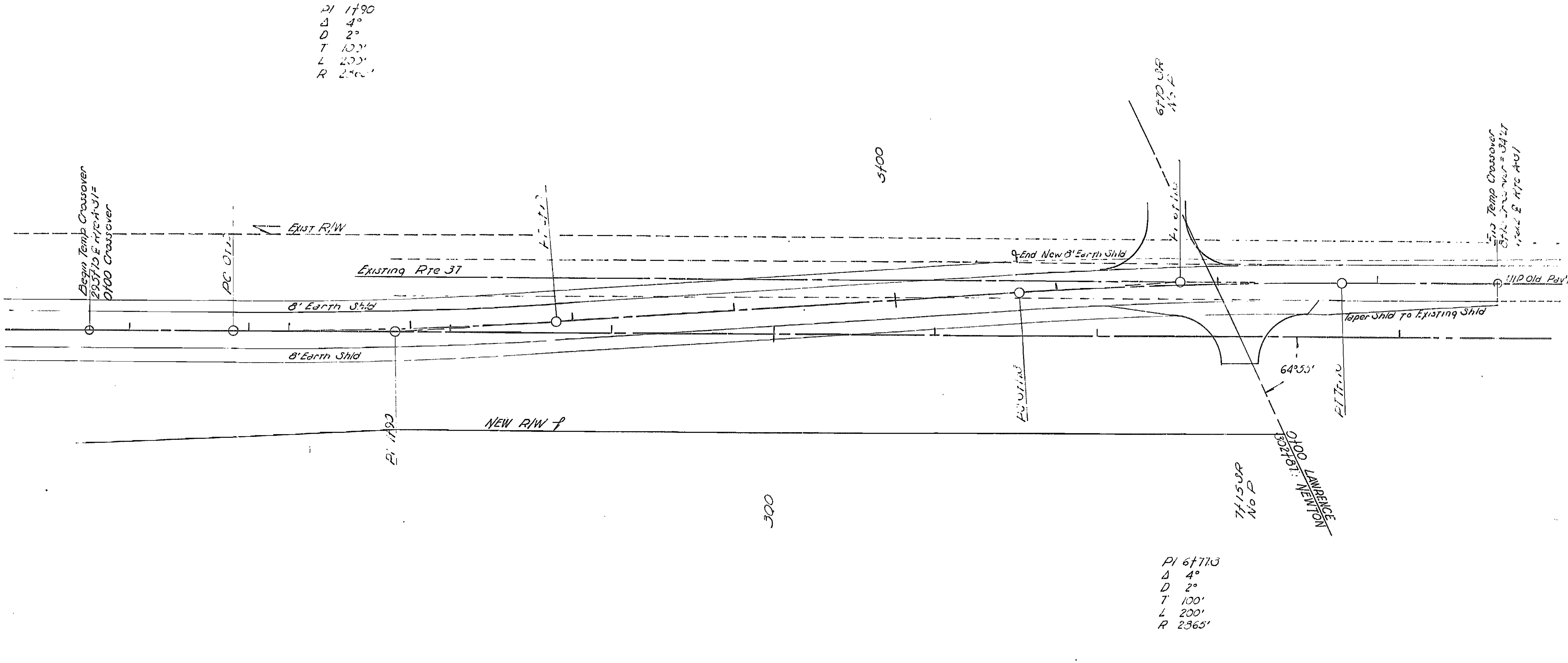



~~B.M. #10 Void. N. Hdwll. Culv. 230 Rt. Sta. 72+50 Elev. 1151.58~~

| | | | |
|---|---|---|---|
| 5 | MO. | S-1256 (3) | 19 |
| 7 | NEWTON | | A(37) |

TEMP CROSSOVER

**FINAL PLANS**



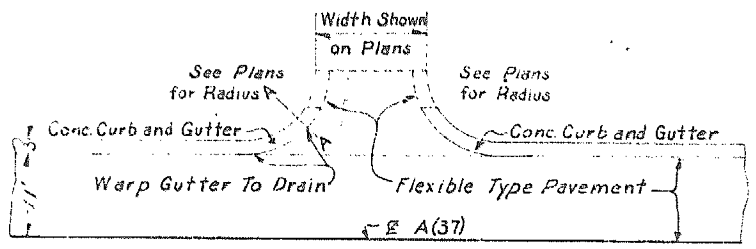

SKETCH & DETAILS of
Temp. Crossover
Rte A-37 New to Rte A-37
Existing 1" = 30'

Special Sheet No. 3

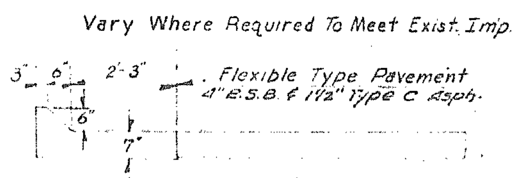
| | | | | | |
|---|---|---|---|---|---|
| 5 | MO. | S-1256(3) | | | 20 |
| 7 | | | | A(37) | |

NEWTON

**FINAL PLANS**

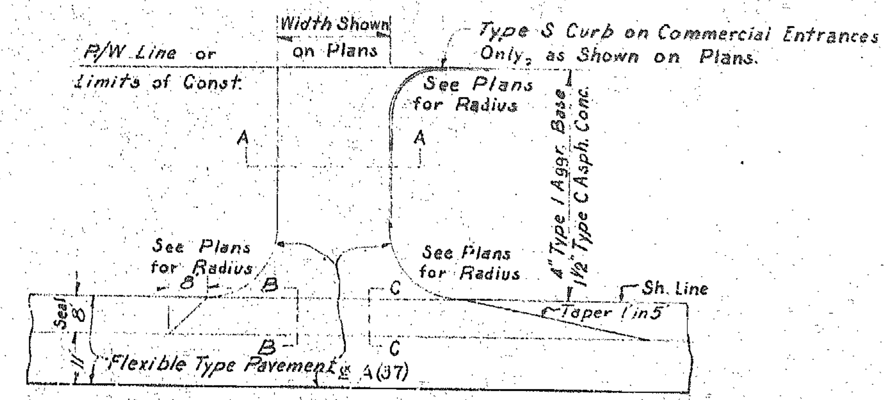



Plans of Streets, Side Roads, Alleys, C.E., and P.E.
Construct in Accordance With Standard Drawing
85.00 Except as Shown

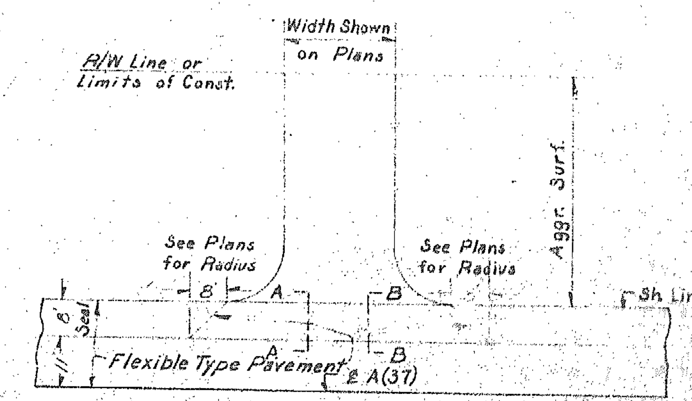



Section A-A

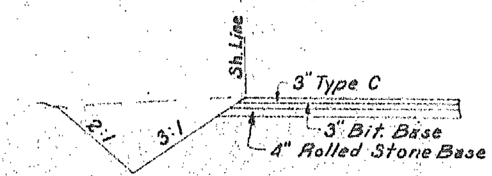
Flexible Type Paved Approaches With Conc Curb and Gutter



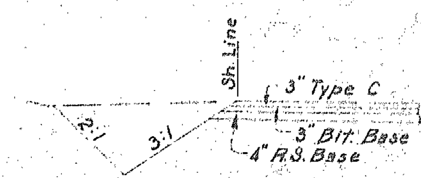

Commercial Entrances and Side Road Approaches
Without Curb and Gutter



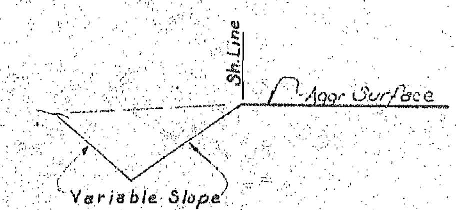

Private Entrances



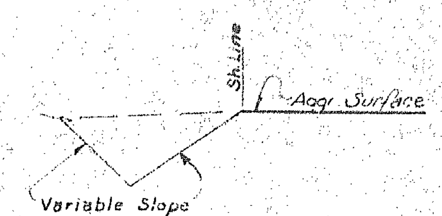

Section B-B With Pave Sh.



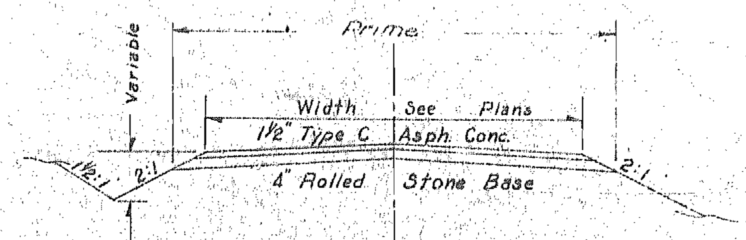

Section A-A With Pave Sh.




Section C-C With Earth Sh.




Section B-B With Earth Sh.




Section A-A

3400 S.R.L. 23?? to 26?? Newton Co.

These Drawings Not To Scale Follow Dimensions

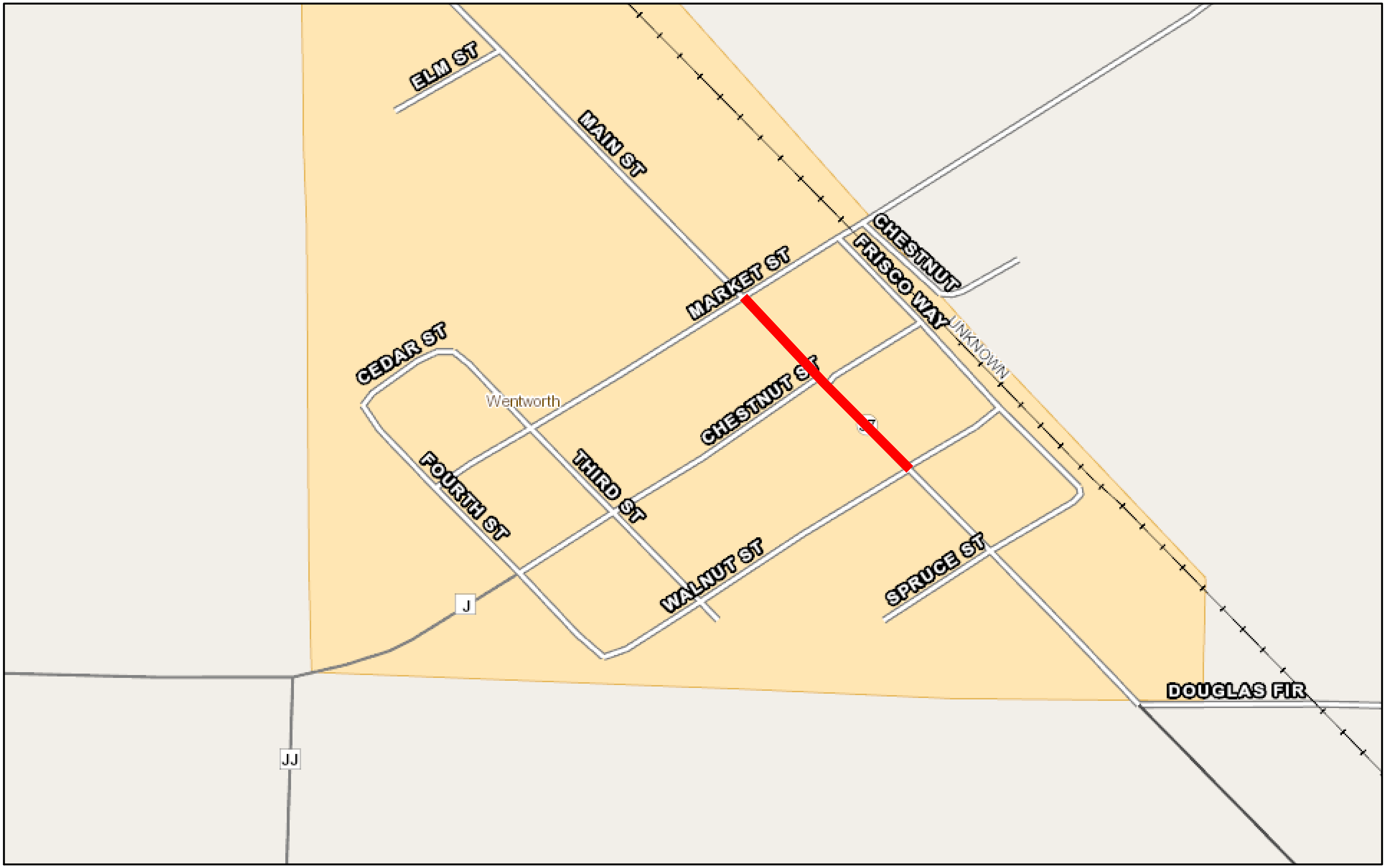
SPECIAL SHEET No. 4

# LIST OF STANDARD PLANS

| PROJ. | SHEET |
|---|---|
| S-1256(3) | 21 |
| CO. NEWTON | RTE. A (37) |

| | | | | |
|---|---|---|---|---|
| 21.40 | | (4-64) | | |
| 21.51 | | (3-1-63) | | |
| 21.60 | | (12-7-64) | | |
| 21.70 | | | | |
| 53.20 | 1 of 3 | (9-15-61) | | |
| 53.20 | 2 of 3 | (9-15-61) | | |
| 53.20 | 3 of 3 | (9-15-61) | | |
| 53.24 | | (10-6-61) | | |
| 53.26 | | (10-6-61) | | |
| 53.35 | | | | |
| 53.40 | | (1-1-61) | | |
| 54.00 | | (5-25-64) | | |
| 61.00 | | (6-1-64) | | |
| 80.40 | | (9-10-61) | | |
| 80.44 | | (10-20-61) | | |
| 80.46 | | (1-1-61) | | |
| 80.48 | | (1-1-61) | | |
| 80.50 | | (3-1-62) | | |
| 84.01 | | (11-1-63) | | |
| 84.03 | | (6-1-61) | | |
| 85.10 | | (1-1-61) | | |
| 86.00 | | (11-1-64) | | |
| 87.00 | | (6-64) | | |
| 87.11 | | (1-1-65) | | |
| 87.20 | | (2-11-64) | | |
| 89.00 | | (7-63) | | |

# J7S3506 - City of Wentworth




February 5, 2023

1:6,000

0 0.04 0.08 0.16 mi

0 0.07 0.13 0.26 km

Missouri Department of Transportation

**= PROJECT LIMITS (Route 37)**