

A.A.D.T. - 2032 = XXXX D.H.V. = XXXX T = XXXX

FUNCTIONAL CLASSIFICATION - MINOR ARTERIAL

D = XXXX

RIGHT OF WAY ACQUISITION NOT REQUIRED FOR THIS PROJECT

V = 35 M.P.H.

CONVENTIONAL SYMBOLS

(USED IN PLANS) EXISTING BUILDINGS AND STRUCTURES $\Gamma \sim -7$ GUARD RAIL 0000 GUARD CABLE 0000 •••• CONCRETE RIGHT-OF-WAY MARKER STEEL RIGHT-OF-WAY MARKER LOCATION SURVEY MARKER 0 UTILITIES FIBER OPTICS -F0-OVERHEAD CABLE TV -OTV--OTV -UTV-- OT -UNDERGROUND CABLE TV HTV-OVERHEAD TELEPHONE -0T UNDERGROUND TELEPHONE -UT OVERHEAD POWER – 0E – -OE-UNDERGROUND POWER – UE – UE SANITARY SEWER -S- STORM SEWER - SS -G---G-- WATER —w— SAN HYD MANHOLE FIRE HYDRANT WATER VALVE WATER METER . _____ DROP INLET DITCH BLOCK = GROUND MOUNTED SIGN I IGHT POLE H-FRAME POWER POLE \Box PED TELEPHONE PEDESTAL FENCE CHAIN LINK WOVEN WIRE \boxtimes GATE POST BM \otimes BENCHMARK

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

PRELIMINARY PLANS
STATE HIGHWAY
CLAY COUNTY



NOT TO SCALE

INDEX OF SHEETS

DATE PREPARED

11/23/2021

ROUTE STATE

1 MO

DISTRICT SHEET NO.

K C 1

COUNTY

CL AY

JOB NO.

J 4 S 3 3 4 3

CONTRACT ID.

BRIDGE NO.

DAIE DESCRIPTION

LENGTH OF PROJECT

BEGINNING OF PROJECT LOG 5.325 SB END OF PROJECT LOG 7.246 SB

APPARENT LENGTH 10,142.88 FEET

EQUATIONS AND EXCEPTIONS:

PARVIN INTERSECTION

LOG 5.719 TO LOG 5.827 SB 570.24 FEET

BR. A8277

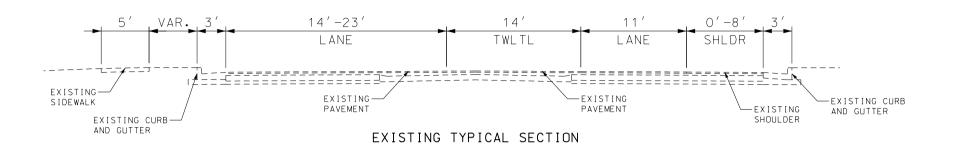
LOG 7.165 TO LOG 7.181 SB ±84.48 FEET

TOTAL CORRECTIONS 654.72 FEET
NET LENGTH OF PROJECT 9.488.16 FEET
STATE LENGTH 1.797 MILES
FOR INFORMATION ONLY
ESTIMATED DISTURBED ACRES 1.7 ACRES

5C PG58-28, BP-1 SHOULDERS,	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
, 1.75" MILL AND FILL SP125C	BR. A8277 EXCEPTION	BE ENI
RESURFACING,	NIERSTAIR 29 LOG MILE 7.246 SB MO-1 NIERSTAIR 355 NIERSTAIR 355 71	EOI

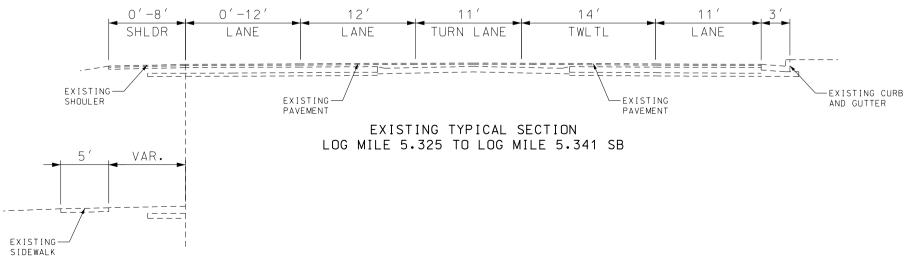
THE EXISTENCE AND APPROXIMATE LOCATION OF UTILITY FACILITIES KNOWN TO EXIST, AS SHOWN ON THE PLANS, ARE BASED ON THE BEST INFORMATION AVAILABLE
TO THE COMMISSION AT THIS TIME. THIS INFORMATION IS PROVIDED BY THE COMMISSION "AS-IS" AND THE COMMISSION EXPRESSLY DISCLAIMS ANY REPRESENTATION OR
WARRANTY 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, IT IS, THEREFORE,
THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE, LOCATION AND STATUS OF ANY FACILITY. SUCH VERIFICATION INCLUDES DIRECT CONTACT
WITH THE LISTED UITILITIES.

MO-1 NB MO-1 SB



LOG MILE 5.341 TO LOG MILE 5.366 SB

MO-1 NB MO-1 SB



LOG MILE 5.330 TO LOG MILE 5.341 SB

MISSOURI HIGHWAYS AND TRANSPORTATION DATE DESCRIPTION
COMMISSION
TOS WEST CAPITOL
1-888-ASK-MODOT (1-888-275-6636)

DATE PREPARED 11/23/2021

CLAY

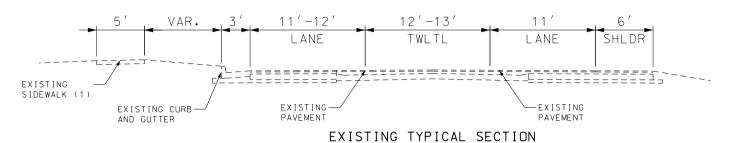
J4S3343 CONTRACT ID.

KC

STATE MO

TYPICAL SECTIONS SHEET 1 OF 17 MO-1 NB

MO-1 SB



NOTE:
(1) OUTSIDE OF MODOT R/W

DATE PREPARED 11/23/2021

CLAY

JOB NO.
J4S3343
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

ROUTE

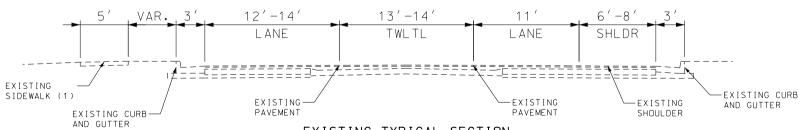
KC

STATE MO

SHEET NO.

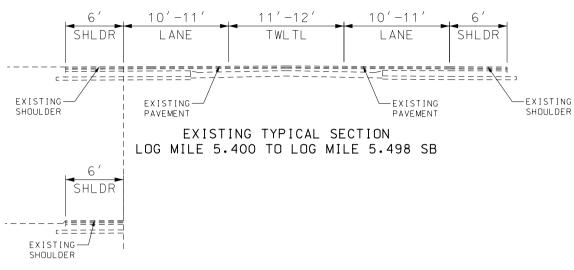
LOG MILE 5.382 TO LOG MILE 5.388 SB

MO-1 NB MO-1 SB



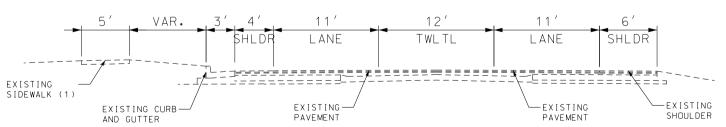
EXISTING TYPICAL SECTION
LOG MILE 5.366 TO LOG MILE 5.382 SB

TYPICAL SECTIONS SHEET 2 OF 17



LOG MILE 5.445 TO LOG MILE 5.485 SB

MO-1 NB MO-1 SB



EXISTING TYPICAL SECTION
LOG MILE 5.388 TO LOG MILE 5.400 SB

NOTE:
(1) OUTSIDE OF MODOT R/W

DATE PREPARED 11/23/2021

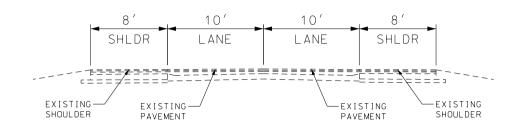
CLAY

JOB NO.
J4S3343
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

KC

STATE MO SHEET NO.

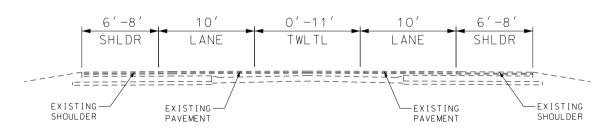
TYPICAL SECTIONS SHEET 3 OF 17 MO-1 NB MO-1 SB



NOTE: PARVIN INTERSECTION EXCEPTION FROM LOG MILE 5.719 TO LOG MILE 5.827 SB

EXISTING TYPICAL SECTION
LOG MILE 5.550 TO LOG MILE 6.832 SB

MO-1 NB MO-1 SB



EXISTING TYPICAL SECTION
LOG MILE 5.498 TO LOG MILE 5.550 SB

MISSOURI HIGHWAYS AND TRANSPORTATION

COMMISSION

100 WEST CAPITOL

1-888-ASK-MODOT (1-888-275-6636)

IF A SEAL IS PRESENT ON 1

DATE PREPARED 11/23/2021

CLAY

J4S3343 CONTRACT ID.

PROJECT NO.
BRIDGE NO.

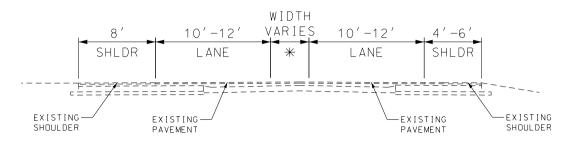
ROUTE

KC

STATE MO

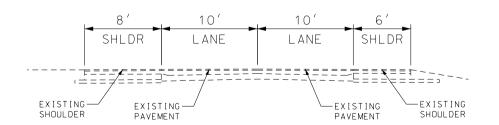
SHEET NO.

TYPICAL SECTIONS SHEET 4 OF 17



EXISTING TYPICAL SECTION
LOG MILE 7.028 TO LOG MILE 7.040 SB
** O' TO 4' PAINTED MEDIAN

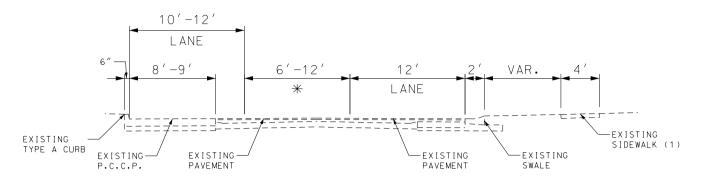
MO-1 NB MO-1 SB



EXISTING TYPICAL SECTION
LOG MILE 6.832 TO LOG MILE 7.028 SB

DATE PREPARED 11/23/2021 STATE MO SHEET NO. KC CLAY J4S3343 CONTRACT ID. PROJECT NO. BRIDGE NO.

TYPICAL SECTIONS SHEET 5 OF 17



NOTE:
(1) OUTSIDE OF MODOT R/W

DATE PREPARED 11/23/2021

CLAY

J4S3343 CONTRACT ID.

PROJECT NO.

BRIDGE NO.

KC

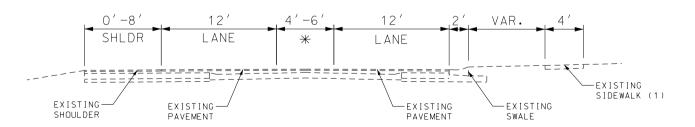
STATE MO

SHEET NO.

EXISTING TYPICAL SECTION
LOG MILE 7.062 TO LOG MILE 7.092 SB
PAINTED MEDIAN

MO-1 NB

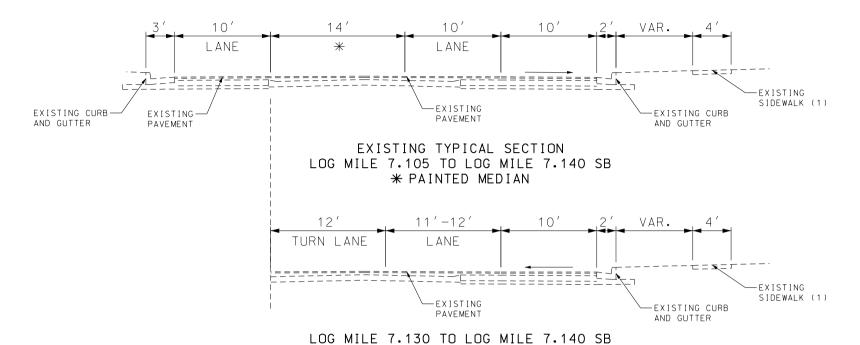
MO−1 SB



EXISTING TYPICAL SECTION
LOG MILE 7.040 TO LOG MILE 7.062 SB
PAINTED MEDIAN

TYPICAL SECTIONS SHEET 6 OF 17

MO-1 NB



NOTE:
(1) OUTSIDE OF MODOT R/W

11/23/2021

CLAY

J4S3343

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

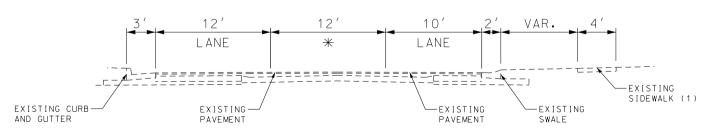
ROUTE

KC

STATE MO

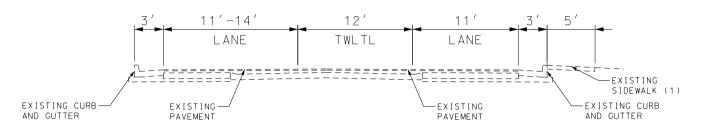
SHEET NO.

MO-1 SB



EXISTING TYPICAL SECTION
LOG MILE 7.092 TO LOG MILE 7.105 SB
PAINTED MEDIAN

TYPICAL SECTIONS SHEET 7 OF 17



EXISTING TYPICAL SECTION
LOG MILE 7.191 TO LOG MILE 7.246 SB

NOTE: BRIDGE A8277 EXCEPTION FROM LOG MILE 7.165 TO LOG MILE 7.181 SB 11/23/2021

CLAY

J4S3343 CONTRACT ID.

PROJECT NO.

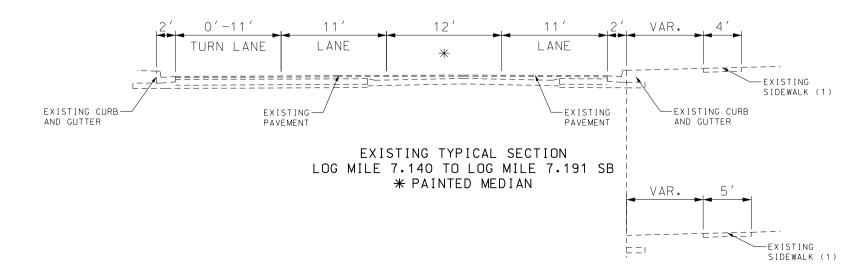
BRIDGE NO.

KC

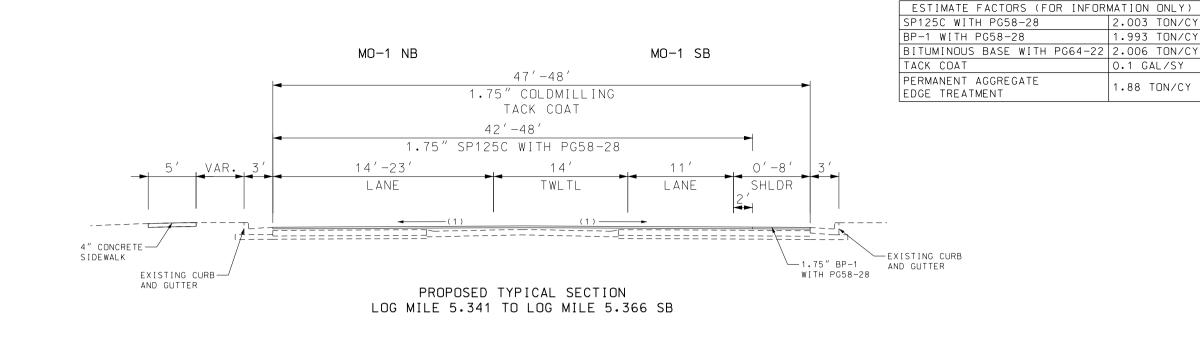
STATE MO SHEET NO.

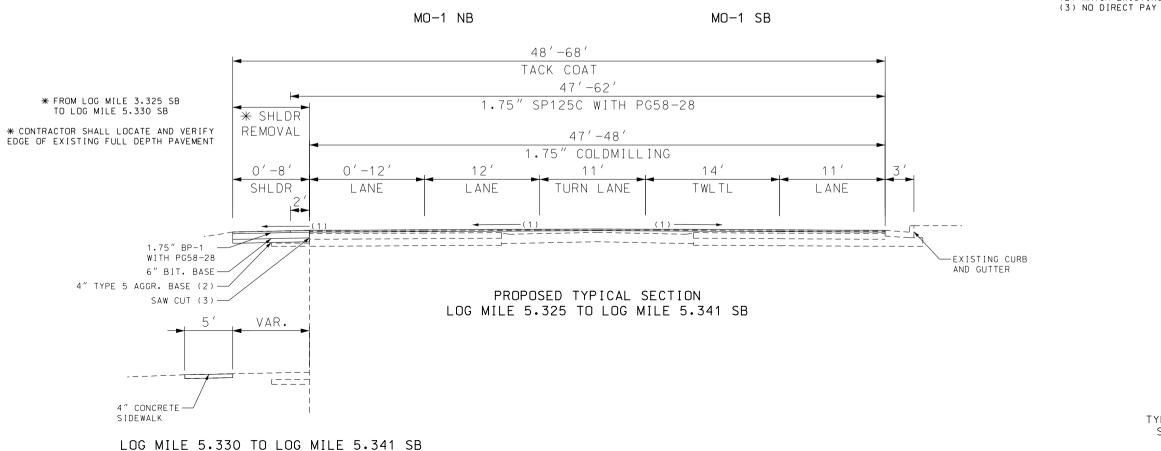
(1) OUTSIDE OF MODOT R/W

MO-1 NB MO-1 SB



TYPICAL SECTIONS SHEET 8 OF 17





TYPICAL SECTIONS SHEET 9 OF 17

(1) MATCH EXISTING CROSS SLOPE (2) MATCH EXISTING BASE, NO DIRECT PAY 11/23/2021

CLAY

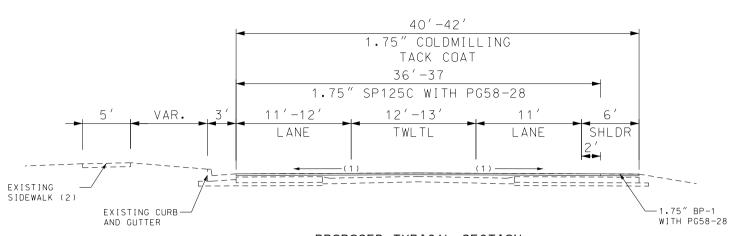
J4S3343 CONTRACT ID.

BRIDGE NO.

KC

ΜO

SHEET NO.



PROPOSED TYPICAL SECTION LOG MILE 5.382 TO LOG MILE 5.388 SB

MO-1 NB MO-1 SB 42′-47′ 1.75" COLDMILLING TACK COAT 40'-42' 1.75" SP125C WITH PG58-28 6′-8′ VAR. 12'-14' 13'-14' 11′ LANE TWLTL LANE SHLDR EXISTING SIDEWALK (2) -1.75" BP-1 EXISTING CURB AND GUTTER WITH PG58-28 PROPOSED TYPICAL SECTION

LOG MILE 5.366 TO LOG MILE 5.382 SB

NOTE:
(1) MATCH EXISTING CROSS SLOPE
(2) OUTSIDE OF MODOT R/W

DATE PREPARED 11/23/2021

CLAY

J4S3343 CONTRACT ID. PROJECT NO.

BRIDGE NO.

KC

STATE MO

SHEET NO.

TYPICAL SECTIONS SHEET 10 OF 17

44′ 1.75" COLDMILLING TACK COAT 40′ 1.75" SP125C WITH PG58-28 VAR. 11′ TWLTL SHLDR LANE LANE -CLEAN EXISTING DITCH EXISTING SIDEWALK (2) -1.75" BP-1 WITH PG58-28 EXISTING CURB AND GUTTER PROPOSED TYPICAL SECTION

LOG MILE 5.388 TO LOG MILE 5.400 SB

PERMANENT AGGR.-EDGE TREATMENT

1.75" BP-1

TYPICAL SECTIONS SHEET 11 OF 17

11/23/2021

CLAY

J4S3343

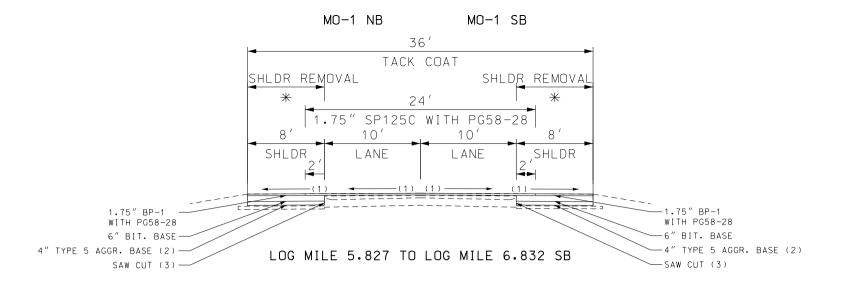
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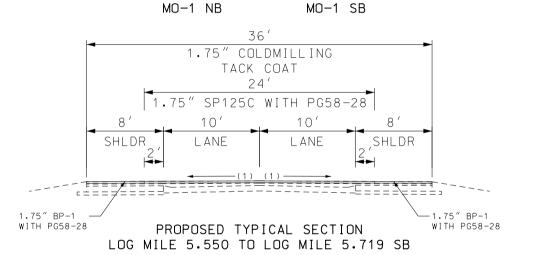
BRIDGE NO.

KC

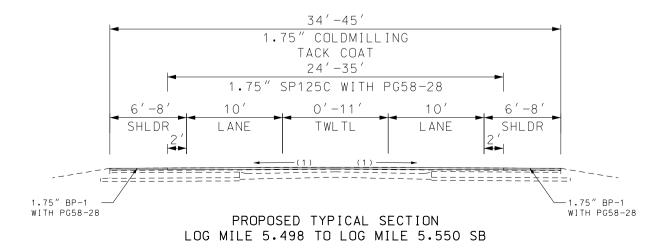
STATE MO

SHEET NO.





MO-1 NB MO-1 SB



NOTE:
PARVIN INTERSECTION EXCEPTION
FROM LOG MILE 5.719 TO LOG MILE 5.827 SB

- (1) MATCH EXISTING CROSS SLOPE
- (2) MATCH EXISTING BASE, NO DIRECT PAY
- (3) NO DIRECT PAY

* CONTRACTOR SHALL LOCATE AND VERIFY EDGE OF EXISTING FULL DEPTH PAVEMENT

ISSOURI HIGHWAYS AND TRANSPORTATION DATE

COMMISSION

105 WEST CAPITOL

LARRALACK WINDRI (1-88R-ACK MORA) (1-88R-ACK MORA)

11/23/2021

CLAY

JOB NO.

J4S3343

CONTRACT ID.

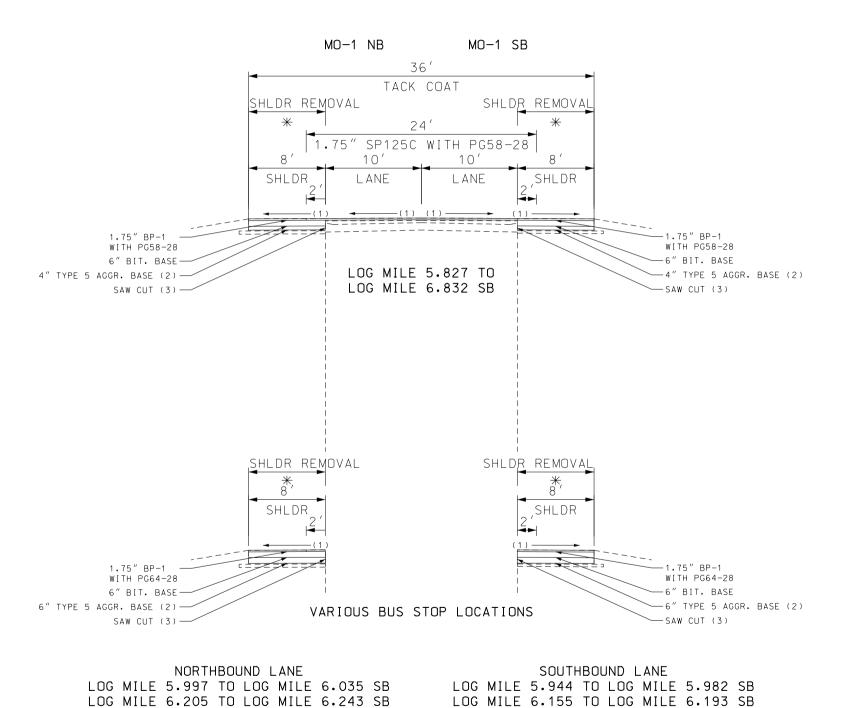
PROJECT NO.

BRIDGE NO.

KC

MO SHEET NO.

TYPICAL SECTIONS SHEET 12 OF 17



LOG MILE 6.350 TO LOG MILE 6.361 SB

LOG MILE 6.494 TO LOG MILE 6.532 SB

LOG MILE 6.361 TO LOG MILE 6.399 SB

LOG MILE 6.543 TO LOG MILE 6.581 SB

PARVIN INTERSECTION EXCEPTION FROM LOG MILE 5.719 TO LOG MILE 5.827 SB

(1) MATCH EXISTING CROSS SLOPE (2) MATCH EXISTING BASE, NO DIRECT PAY (3) NO DIRECT PAY

* CONTRACTOR SHALL LOCATE AND VERIFY EDGE OF EXISTING FULL DEPTH PAVEMENT

11/23/2021

CLAY

J4S3343

CONTRACT ID.

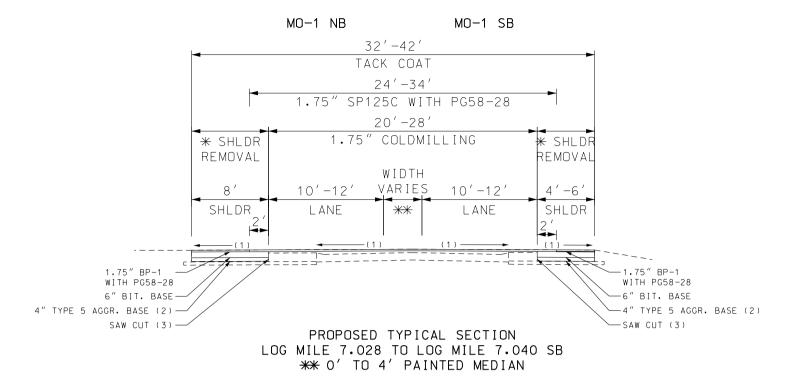
PROJECT NO.

BRIDGE NO.

KC

ΜO SHEET NO.

TYPICAL SECTIONS SHEET 13 OF 17



MO−1 NB

34′ TACK COAT 24' 1.75" SP125C WITH PG58-28 20' * SHLDR 1.75" COLDMILLING * SHLDF REMOVAL REMOVAL 6′ 8 ′ 10' 10′ SHLDR LANE LANE SHLDR 1.75" BP-1 -WITH PG58-28 -1.75" BP-1 WITH PG58-28 PROPOSED TYPICAL 6" BIT. BASE --6" BIT. BASE SECTION 4" TYPE 5 AGGR. BASE (2) --4" TYPE 5 AGGR. BASE (2) LOG MILE 6.832 TO SAW CUT (3) — -SAW CUT (3) LOG MILE 7.028 SB * SHLDR * SHLDR REMOVAL REMOVAL BUS STOP LOCATIONS 1.75" BP-1 -1.75" BP-1 WITH PG58-28 WITH PG58-28 -6" BIT. BASE 6" BIT. BASE-NORTHBOUND LANE SOUTHBOUND LANE -6" TYPE 5 AGGR. BASE (2) 6" TYPE 5 AGGR. BASE (2) LOG MILE 6.850 TO LOG MILE 6.884 TO SAW CUT (3) -SAW CUT (3) LOG MILE 6.872 SB LOG MILE 6.922 SB

MO−1 SB

NOTE:

(1) MATCH EXISTING

(2) MATCH EXISTING BASE, NO DIRECT PAY

(3) NO DIRECT PAY

* CONTRACTOR SHALL LOCATE AND VERIFY EDGE OF EXISTING FULL DEPTH PAVEMENT

24

11/23/2021

CLAY

J4S3343 CONTRACT ID.

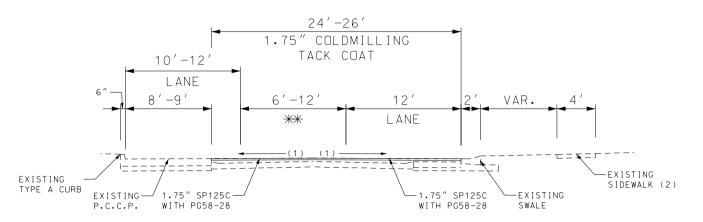
PROJECT NO.

KC

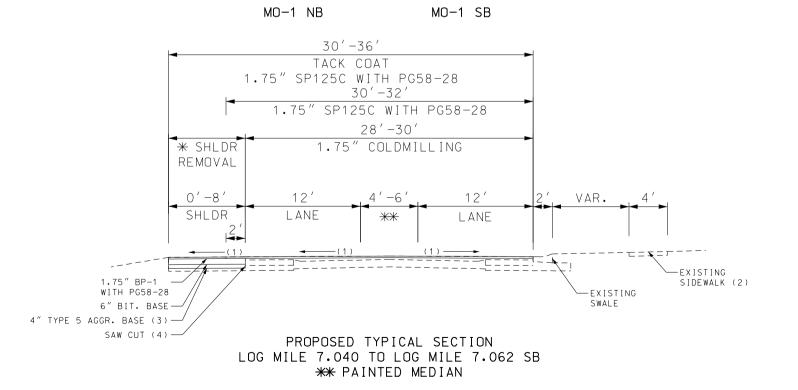
STATE

SHEET NO.

TYPICAL SECTIONS SHEET 14 OF 17



PROPOSED TYPICAL SECTION
LOG MILE 7.062 TO LOG MILE 7.092 SB
** PAINTED MEDIAN



NOTE:
(1) MATCH EXISTING
(2) OUTSIDE OF MODOT R/W
(3) MATCH EXISTING BASE, NO DIRECT PAY
(4) NO DIRECT PAY
** CONTRACTOR SHALL LOCATE AND VERIFY
EDGE OF EXISTING FULL DEPTH PAVEMENT

MISSOURI HIGHWAYS AND TRANSPORTATION

COMMISSION

105 WEST CAPITOL

JEFFERSON CITY. MG 65102

1-888-ASK-MODOT (1-888-275-6636)

11/23/2021

CLAY
JOB NO.
J4S3343
CONTRACT ID.

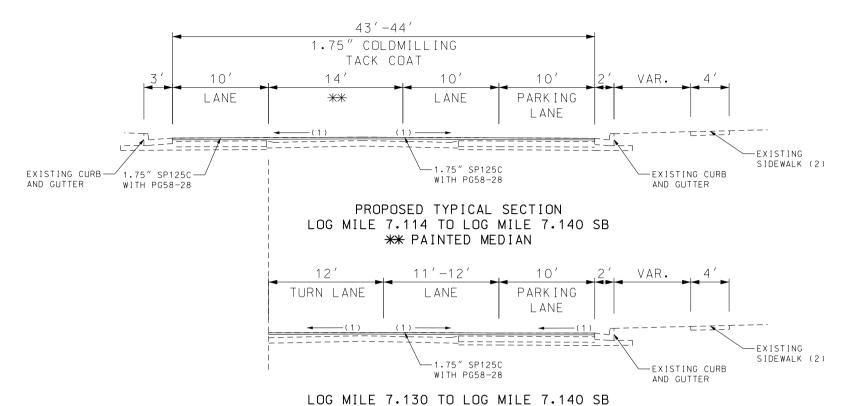
PROJECT NO.

BRIDGE NO.

KC

STATE MO

SHEET NO.



NOTE:
(1) MATCH EXISTING CROSS SLOPE
(2) OUTSIDE OF MODOT R/W

11/23/2021

CLAY

J4S3343

CONTRACT ID.

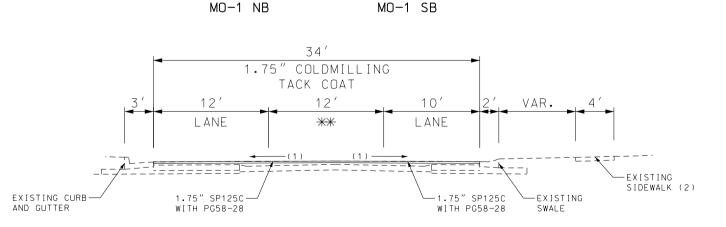
PROJECT NO.

BRIDGE NO.

KC

STATE MO

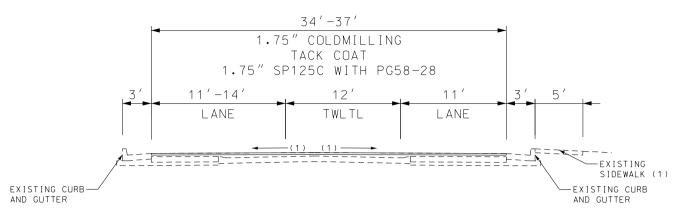
SHEET NO.



PROPOSED TYPICAL SECTION
LOG MILE 7.092 TO LOG MILE 7.114 SB
** PAINTED MEDIAN

TYPICAL SECTIONS SHEET 16 OF 17 MO−1 NB

MO−1 SB



PROPOSED TYPICAL SECTION LOG MILE 7.191 TO LOG MILE 7.246 SB

BRIDGE A8277 EXCEPTION FROM LOG MILE 7.165 TO LOG MILE 7.181 SB 11/23/2021

CLAY

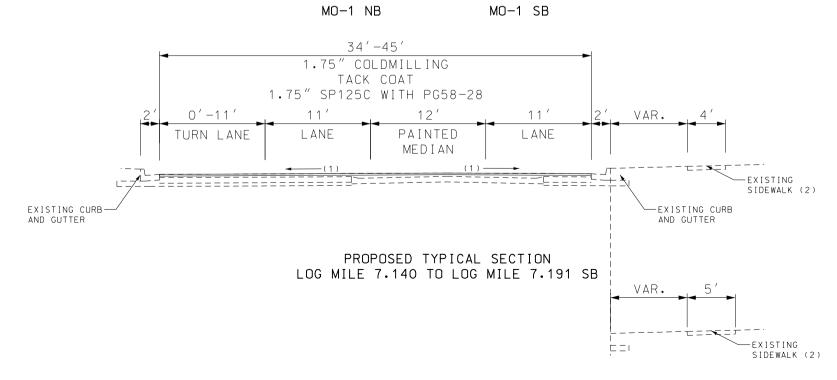
J4S3343 CONTRACT ID. PROJECT NO.

BRIDGE NO.

KC

MO SHEET NO.

(1) MATCH EXISTING (2) OUTSIDE OF MODOT R/W



TYPICAL SECTIONS SHEET 17 OF 17

LOG MILE 7.178 TO LOG MILE 7.191 SB

										NT QUANTITIE					
EGIN	END			(MAINLINE)	(NBL)	(SBL)	(NBL)	(SBL)	(MAINLINE)	(SHLDR)	MAINLINE	TYPE 5	TYPE 5	6" PG64-22	
.OG	LOG			SP125C	BP-1	BP-1			COLDMILLING	COLDMILLING	1.75"	AGGR. BASE	AGGR. BASE	BITUMINOUS	
ILE	MILE	LOCATION	LENGTH	AVG.	SHOULDER	SHOULDER	SHOULDER	SHOULDER	3" THICK	3" THICK	SP125C	(4" THICK)	(6" THICK)	BASE	REMARKS
				WIDTH	WIDTH	WIDTH	WIDTH	WIDTH	OR LESS	OR LESS	(PG 58-28)				
SB	SB		FΤ	FT	FT	FT	FT	FT	SY	SY	TON	SY	SY	TON	
325	5.330	MO-1	26.40	59	6		8		173.07		16.85	23.47		7.85	NB SHOULDER REPLACEMENT
.330	5.341	MO-1	58.08	52					335.57		32.67				
.341	5.366	MO-1	132.00	46		6		8	674.67	88.00	65.68				
.366	5.382	MO-1	84.48	41		6		8	384.85	56.32	37.46				
382	5.388	MO-1	31.68	36.5		4		6	128.48	14.08	12.51				NE 43RD ST.
388	5.400	MO-1	63.36	40		4	4	6	281.60	28.16	27.41				DITCH
400	5.445	MO-1	237.60	37	4	4	6	6	976.80	211.20	95.09				
445	5.498	MO-1	279.84	37	4	4	6	6	1150.45	248.75	111.99				WIDE SHOULDER
498	5.550	MO-1	274.56	30	6	6	8	8	915.20	366.08	89.09				TAPER 3 LANES TO 2 LANES
550	5.719	MO-1	892.32	24	6	6	8	8	2379.52	1189.76	231.64				PARVIN INTERSECTION EXCEPTION
	5.884	MO-1	300.96	24	6	6	8	8	802.56		78.13	535.04		178.88	
	5.944	MO-1	316.80	24	6	6	8	8	844.80		82.24	563.20		188.30	39TH TERR.
	5.982	MO-1	200.64	24	6	6	8	8	535.04		52.08		118.90	119.25	SBL BUS STOP (39TH ST.)
	5.997	MO-1	79.20	24	6	6	8	8	211.20		20.56	140.80		47.07	
997	6.035	MO-1	200.64	24	6	6	8	8	535.04		52.08	1	118.90	119.25	NBL BUS STOP (39TH ST.)
035	6.155	MO-1	633.60	24	6	6	8	8	1689.60		164.48	1126.40		376.59	
. 155	6.193	MO-1	200.64	24	6	6	8	8	535.04		52.08	1	118.90	119.25	SBL BUS STOP (37TH ST.)
193	6.205	MO-1	63.36	24	6	6	8	8	168.96		16.45	112.64		37.66	
205	6.243	MO-1	200.64	24	6	6	8	8	535.04		52.08		118.90	119.25	NBL BUS STOP (37TH ST.)
243	6.350	MO-1	564.96	24	6	6	8	8	1506.56		146.66	1004.37		335.80	333 3.3 3117
350	6.361	MO-1	58.08	24	6	6	8	8	154.88		15.08		34.42	34.52	SBL BUS STOP (ROCK CREEK DR.)
.361	6.399	MO-1	200.64	24	6	6	8	8	535.04		52.08		118.90	119.25	NBL BUS STOP (ROCK CREEK DR.)
399	6.437	MO-1	200.64	24	6	6	8	8	535.04		52.08	356.69		119.25	MSE BOO S.S. VINOUN ONZER BINE?
.437	6.463	MO-1	137.28	24	6	6	8	8	366.08		35.64	244.05		81.60	
.463	6.483	MO-1	105.60	24	6	6	8	8	281.60		27.41	187.73		62.77	
483	6.494	MO-1	58.08	24	6	6	8	8	154.88		15.08	103.25		34.52	
.494	6.532	MO-1	200.64	24	6	6	8	8	535.04		52.08		118.90	119.25	SBL BUS STOP (CHIPPEWA DR./34TH TERF
532	6.543	MO-1	58.08	24	6	6	8	8	154.88		15.08	103.25	1.3.30	34.52	
.543	6.581	MO-1	200.64	24	6	6	8	8	535.04		52.08	1 23.23	118.90	119.25	NBL BUS STOP (CHIPPEWA DR./34TH TERF
.581	6.644	MO-1	332.64	24	6	6	8	8	887.04		86.35	591.36		197.71	33RD. TERR.
.581	6.832	MO-1	1325.28	24	6	6	8	8	3534.08		344.03	2356.05		787.71	32ND AVE.
.832	6.850	MO-1	95.04	24	6	4	8	6	253.44		24.67	147.84		49.43	32.132
850	6.872	MO-1	116.16	28	6	4	8	6	361.39		35.18		60.23	60.41	NBL BUS STOP (SEMINOLE DR.)
.872	6.884	MO-1	63.36	28	6	4	8	6	197.12		19.19	98.56		32.95	
884	6.922	MO-1	200.64	28	6	4	8	6	624.21		60.76	1	104.04	104.35	SBL BUS STOP (SEMINOLE DR.)
922	6.943	MO-1	110.88	28	6	4	8	6	344.96		33.58	172.48		57.67	
.943	7.028	MO-1	448.80	28	6	4	8	6	1396.27		135.92	698.13			
.028	7.040	MO-1	63.36	32	6	4	8	6	225.28		21.93	98.56			
.040	7.062	MO-1	116.16	31	6	<u> </u>	8	1	400.11		38.95	1			E. 28TH AVE.
062	7.092	MO-1	158.40	25			1	1	440.00		42.83	1			
092	7.114	MO-1	116.16	34			1		438.83		42.72				E. 26TH AVE.
114	7.140	MO-1	137.28	44			<u> </u>		671.15		65.33				2. 23
140	7.165	MO-1	132.00	40			 		586.67		57.11				BR. A8277 EXCEPTION
181	7.191	MO-1	52.80	40			 		234.67		22.84				DATE ASETT EXCELLION
_	7.246	MO-1	290.40	36			1		1161.60		113.08				
-31	1.270	I	250.70	30			<u> </u>		1101100		113+00				
		L		TOTAL			I	l	29,773.35	2,202,35	2,898.31	8,663.87	1,030.99	3,664.31	
				SUBTOTAL	(1)					75.70	2,898.31	8,663.87	1,030.99	3,664.31	
				PAY TOT					31,		2,898.4	8,664	1,031	3,664.4	<u> </u>

							P	AVEMENT	QUANTITIE	.S				
BEGIN	END			(MAINLINE)	(NBL)	(SBL)	(NBL)	(SBL)	SHLDR			SUBGRADING	PERMANENT	
LOG	LOG			SP125C	BP-1	BP-1			1.75"	TACK	PAVEMENT	AND I	AGGR. EDGE	
MILE	MILE	LOCATION	LENGTH	AVG.	SHOULDER	SHOULDER	SHOULDER	SHOULDER	BP-1	COAT	EDGE	SHOULDERING	TREATMENT	REMARKS
		LOGATION	22110111	WIDTH	WIDTH	WIDTH	WIDTH	WIDTH	(PG64-28)	OOAT	TREATMENT	CLASS 1	THEAT MENT	T.E.MACK.
SB	SB		FΤ	FT	FT	FT	FT	FT	TON	GAL	FT	100 FT	TON	
5.325	5.330	MO-1	26.40	59	6		8		1.70	19.07		0.26		NB SHOULDER REPLACEMENT
5.330	5.341	MO-1	58.08	52	-		-			33.56				
5.341	5.366	MO-1	132.00	46		6		8	8.52	76.27				
5.366	5.382	MO-1	84.48	41		6		8	5.46	44.12				
5.382	5.388	MO-1	31.68	36.5		4		6	1.36	14.26				NE 43RD ST.
5.388	5.400	MO-1	63.36	40		4	4	6	2.73	30.98				DITCH
.400	5.445	MO-1	237.60	37	4	4	6	6	20.46	118.80				
.445	5.498	MO-1	279.84	37	4	4	6	6	24.09	139.92			9.74	WIDE SHOULDER
.498	5.550	MO-1	274.56	30	6	6	8	8	35.46	128.13				TAPER 3 LANES TO 2 LANES
550	5.719	MO-1	892.32	24	6	6	8	8	115.24	356.93				PARVIN INTERSECTION EXCEPTION
.827	5.884	MO-1	300.96	24	6	6	8	8	38.87	120.38	601.92	6.02		
.884	5.944	MO-1	316.80	24	6	6	8	8	40.91	126.72	633.60	6.34		39TH TERR.
.944	5.982	MO-1	200.64	24	6	6	8	8	25.91	80.26	401.28	4.01		SBL BUS STOP (39TH ST.)
.982	5.997	MO-1	79.20	24	6	6	8	8	10.23	31.68	158.40	1.58		332 233 3.01 (33111 31.7
.997	6.035	MO-1	200.64	24	6	6	8	8	25.91	80.26	401.28	4.01		NBL BUS STOP (39TH ST.)
.035	6.155	MO-1	633.60	24	6	6	8	8	81.83	253.44	1267.20	12.67		1102 000 0101 (00111 0117
.155	6.193	MO-1	200.64	24	6	6	8	8	25.91	80.26	401.28	4.01		SBL BUS STOP (37TH ST.)
.193	6.205	MO-1	63.36	24	6	6	8	8	8.18	25.34	126.72	1.27		382 863 3161 (31111 31:7
.205	6.243	MO-1	200.64	24	6	6	8	8	25.91	80.26	401.28	4.01		NBL BUS STOP (37TH ST.)
.243	6.350	MO-1	564.96	24	6	6	8	8	72.96	225.98	1129.92	11.30		NDE 863 3161 (37111 31.7
.350	6.361	MO-1 MO-1	58.08	24	6	6	8	8	7.50	23.23	116.16	1.16		SBL BUS STOP (ROCK CREEK DR.)
5.361	6.399	MO-1 MO-1	200.64	24	6	6	8	8	25.91	80.26	401.28	4.01		NBL BUS STOP (ROCK CREEK DR.)
.399	6.437	MO-1	200.64	24	6	6	8	8	25.91	80.26		4.01		NBL BUS STOP (ROCK CREEK DR.)
.437	6.463	MO-1	137.28	24	6	6	8	8	17.73	54.91	401.28	2.75		
.463	6.483	MO-1	105.60	24	6	6	8	8	13.64	42.24	274.56	2.11		
	6.494	MO-1	58.08	24	6	6	8	8	7.50	23.23	211.20	1.16		
5.483 5.494	6.532	MO-1	200.64	24					25.91		116.16	4.01		SBL BUS STOP (CHIPPEWA DR./34TH TERR.
		MO-1	58.08		6	6	8	8		80.26	401.28	1.16		SBL BUS STUP (CHIPPEWA DR./34TH TERR.
5.532	6.543			24	6	6			7.50	23.23	116.16			NIDE DUG CTOD COLLEDGEWA DD CZATIL TEDD
.543	6.581	MO-1	200.64	24	6	6	8	8	25.91	80.26	401.28	4.01		NBL BUS STOP (CHIPPEWA DR./34TH TERR.
5.581	6.644	MO-1	332.64	24	6	6	8	8	42.96	133.06	665.28	6.65		33RD. TERR.
5.581	6.832	MO-1	1325.28	24	6	6	8	8	171.16	530.11	2650.56	26.51		32ND AVE.
.832	6.850	MO-1	95.04	24	6	4	8	6	10.23	35.90	190.08	1.90		NDI DUG GTOD (CENTROLE DO :
.850	6.872	MO-1	116.16	28	6	4	8	6	12.50	49.05	232.32	2.32		NBL BUS STOP (SEMINOLE DR.)
.872	6.884	MO-1	63.36	28	6	4	8	6	6.82	26.75	126.72	1.27		CDI DIIC CTOD (CENTROLE DD :
.884	6.922	MO-1	200.64	28	6	4	8	6	21.59	84.71	401.28	4.01		SBL BUS STOP (SEMINOLE DR.)
922	6.943	MO-1	110.88	28	6	4	8	6	11.93	46.82	221.76	2.22		
.943	7.028	MO-1	448.80	28	6	4	8	6	48.30	189.49	897.60	8.98		
.028	7.040	MO-1	63.36	32	6	4	8	6	6.82	29.57	126.72	1.27		F 00711 1115
.040	7.062	MO-1	116.16	31	6		8		7.50	47.75				E. 28TH AVE.
.062	7.092	MO-1	158.40	25						44.00				
.092	7.114	MO-1	116.16	34						43.88				E. 26TH AVE.
.114	7.140	MO-1	137.28	44						67.11				
140	7.165	MO-1	132.00	40						58.67	1			BR. A8277 EXCEPTION
7.181	7.191	MO-1	52.80	40						23.47				
7.191	7.246	MO-1	290.40	36						116.16				
				TOTAL	-				1,068.96	4,081.00	13,474.56	134.99	9.74	
			·	SUBTOTAL					1,068.96	4,081.00	13,474.56	134.99	9.74	
				PAY TOT	ΓAL				1,069.0	4.081	13,475	135	9.8	

9.8 2'-WIDE, 3"-DEEP

DATE PREPARED

11/23/2021

ROUTE STATE

1 MO

DISTRICT SHEET NO.

K C 3 COUNTY CLAY JOB NO. J4S3343 CONTRACT ID. PROJECT NO. BRIDGE NO.

					P	AVEMENT MA	RKINGS			
BEGIN	END		WATERBORNE PAVE	MENT MARKING PAIN	IT, TYPE P BEADS		PERFORMED T	THERMOPLASTIC		
LOG	LOG	LENGTH	4 IN. WHITE	4 IN. YELLOW	4 IN. YELLOW	24 IN.	24 IN.	LEFT/RIGHT	30 IN. WHITE	REMARKS
MILE	MILE		SOLID	INTER.	SOLID	WHITE	YELLOW	ARROW	MIDBLOCK	
SB	SB	FT	FΤ	FT	FT	FΤ	FT	EA	EA	
5.325	5.341	84.48	253.44		337.92					DOUBLE YELLOW
5.341	5.435	496.32	992.64	248.16	992.64			2		
5.435	5.445	52.80	105.6		105.6					
5.445	5.485	211.20	633.60		422.4	11		2		
5.485	5.504	100.32	200.64							
5.504	5.580	401.28	802.56		1605.12					TAPER 3 LANES TO 2 LANES, DOUBLE YELLOW
5.580	5.719	733.92	1467.84		1467.84					PARVIN INTERSECTION EXCEPTION. DOUBLE YELLOW
5.827	6.849	5396.16	10792.32		10792.32				7	NE 32ND ST. CROSSWALK, DOUBLE YELLOW
6.849	7.028	945.12	1890.24		1890.24					DOUBLE YELLOW
7.028	7.040	63.36	126.72		126.72					E. 28TH AVE.
7.040	7.057	89.76	89.76		179.52					
7.057	7.099	221.76	443.52							
7.099	7.114	79.20	158.4						18	E. 26TH AVE CROSSWALKS
7.114	7.130	84.48	84.48		358		34			PAINTED MEDIAN, DOUBLE YELLOW
7.130	7.140	52.80	105.6		105.6			1		DOUBLE YELLOW
7.140	7.146	31.68	31.68		63.36	24			8	DOUBLE YELLOW AND CROSSWALK, CLAY EDWARDS
7.146	7.162	84.48								CLAY EDWARDS DR.
7.162	7.165	15.84	15.84		53	25				BR. A8277 EXCEPTION
7.181	7.219	200.64		100.32	401.28					
7.219	7.246	142.56	285.12	71.28	285.12	·				TANEY ST.
	SUBTOTA		18.480	420	19,187	60	34	5	33	
P.	AY TOTA	\L	18.480	19,	607	60	34	5	33	

	REMOVAL OF IMPROVEMENTS											
BEGIN	END											
LOG	LOG	ITFM	UNIT	QUANTITY	REMARKS							
SB	SB	1 1 2 141	OIV1	QUANTITI	TEMATICS							
		CAW OUT		70.0	ND CHOIL DED							
5.325	5.330	SAW CUT	LF	70.0	NB SHOULDER							
5.325	5.330	ASPHALT PVM'T	SY	23.5	NB SHOULDER							
5.330	5.344	SIDEWALK	SY	41.2	SOUTH OF I-35 NB ON RAMP							
5.347	5.353	SAW CUT	LF	5.0	SOUTH OF I-35 NB ON RAMP							
5.347	5.353	SIDEWALK	SY	17.8	SOUTH OF I-35 NB ON RAMP							
5.347	5.353	SAW CUT	LF	5.0	SOUTH OF I-35 NB ON RAMP							
5.353	5.353	SAW CUT	LF	16.0	SOUTH OF I-35 NB ON RAMP, NO DIRECT PAY							
5.353	5.353	CURB RAMP	EΑ	1.0	SOUTH OF I-35 NB ON RAMP, NO DIRECT PAY							
5.352	5.362	SAW CUT	LF	170.0	DRIVEWAY							
5.352	5.362	CONCRETE PVM'T	SY	104.0	DRIVEWAY							
5.359	5.376	SIDEWALK	SY	40.0	NORTH OF 43RD ST. (LT)							
5.359	5.376	SAW CUT	LF	20.0	NORTH OF 43RD ST. (LT), NO DIRECT PAY							
5.359	5.376	CURB RAMP	ΕA	1.0	NORTH OF 43RD ST. (LT), NO DIRECT PAY							
5.359	5.376	SAW CUT	LF	20.0	NORTH OF 43RD ST. (LT)							
5.359	5.376	CURB RAMP	EΑ	1.0	NORTH OF 43RD ST. (LT)							
5.369	5.369	SAW CUT	FT	58.0	NORTH OF 43RD ST. (RT)							
5.369	5.369	CONCRETE CURB	FT	28.0	NORTH OF 43RD ST. (RT)							
5.827	6.832	SAW CUT	LF	10,644.8	NB/SB SHOULDER							
5.827	6.832	ASPHALT PVM'T	SY	9,433.6	NB/SB SHOULDER							
6.832	7.028	SAW CUT	LF	131.0	NB SHOULDER							
6.832	7.028	ASPHALT PVM'T	SY	919.9	NB SHOULDER							
6.832	7.028	SAW CUT	LF	1,046.9	SB SHOULDER							
6.832	7.028	ASPHALT PVM'T	SY	689.9	SB SHOULDER							
7.040	7.062	SAW CUT	LF	114.6	NB SHOULDER							
7.040	7.062	ASPHALT PVM'T	SY	51.6	NB SHOULDER							
	Р	AY TOTAL			1 LUMP SUM							
					. 20 00							

	FULL DEPTH PAVEMENT REPAIR											
LOG	LOG	SAW	FURNISHING AND	SUBGRADE	4 IN. TYPE 1 OR 5	DOWEL						
MILE	MILE	CUTS	PLACING CONCRETE	COMPACTION	AGGREGATE	BARS	REMARKS					
			MATERIAL	(6 IN. DEPTH)	FOR BASE							
SB	SB	LF	SY	SY	SY	EΑ						
5.325	7.426	800	415	42	42	480	VARIOUS LOCATIONS					
PAY	TOTAL	800	415	42	42	480						

- (1) SUBGRADE COMPACTION IS ESTIMATED AT 10% OF THE FULL DEPTH PAVEMENT REPAIR. (2) TYPE 5 AGGREGATE FOR BASE IS ESTIMATED AT 10% OF THE FULL DEPTH PAVEMENT REPAIR. (3) PAVEMENT REPAIR LOCATIONS ARE TO BE LOCATED BY THE ENGINEER IN CHARGE.

	PARTIAL DEPTH PAVEMENT REPAIR												
LOG	LOG		REMOVAL	FURNISHING AND	₩ TACK								
MILE	MILE	LOCATION	FOR	PLACING BIT. MATL.	COAT	REMARKS							
			CLASS C	FOR CLASS C									
SB	SB		SY	SY	GAL								
5.325	7.426	MO-1, LT/RT	997.7	997.7	99.77	VARIOUS LOCATIONS							
PAY ⁻	TOTAL		997.7	997.7	99.77								
					* NO DIRECT	PAY							

PAVEMENT REPAIR LOCATIONS ARE TO BE LOCATED BY THE ENGINEER IN CHARGE.

					PEDEST	RIAN FACILI	ΓΙΕS		
LOG	LOG			4" CONCRETE	CURB	PAVED	₩ CURB	LINEAR GRADING	
MILE	MILE	LOCATION	LENGTH	SIDEWALK	RAMP	APPROACH (8")	AND GUTTER	FOR SIDEWALKS	REMARKS
SB	SB		FT	SY	EACH	SY	FT	STA	
5.330	5.344	MO-1, LT	73.92	41.2				0.8	SOUTH OF I-35 NB ON RAMP
5.347	5.353	MO-1, LT	31.68	17.8	1			0.4	SOUTH OF I-35 NB ON RAMP
5.356	5.356	MO-1, LT				104.0	56.0		NORTH OF 43RD ST., ENTRANCE
5.359	5.376	MO-1, LT	89.76	70	2			0.9	NORTH OF 43RD ST.
		PAY TOTAL		129.0	3.0	104.0	56.0	2.1	
							* NO DIRECT PAY		

MOBILIZATION
1 LUMP SUM

CONCRETE CURB REPLACEMENT										
	LOG		CONCRETE							
	MILE	LOCATION	CURB	REMARK						
			(6 IN.) TYPE S							
	SB		FT							

GRASS ISLAND

28

28

LOG

MILE

5.369 5.369 MO-1, RT

PAY TOTAL

			El	ROSION CONTROL	- SEEDING	
LOG	LOG			TEMP. SEEDING	SEEDING - COOL	
MILE	MILE	LENGTH	LOCATION	AND MULCHING	SEASON MIXTURE	REMARKS
SB	SB	FT		ACRE	ACRE	
5.325	5.360	184.80	MO-1, LT	0.10	0.06	SIDEWALK NORTH OF PAVED APPROACH
5.365	5.376	58.08	MO-1, LT	0.10	0.03	SIDEWALK SOUTH OF PAVED APPROACH
5.388	5.485	512.16	MO-1, RT	0.01	0.10	DITCH
5.827	7.040	6404.64	MO-1, LT/RT	0.15	1.47	SHOULDER REPLACEMENT
		PAY TOTAL	-	0.4	1.7	

	EDUCIU	N CONTROL - DI	TCU CUECK	S VVID CITE	RB INLET CHECKS
	EV0210				AD INLET CHECKS
LOG		ALTERNATE DITCH	CURB INLET		
MILE	LOCATION	CHECK	CHECK	REMOVAL	REMARKS
SB		LF	ΕA	CY	
5.364	MO-1, RT		1	1	
5.380	MO−1, RT		1	1	
5.384	43RD ST. LT/RT		2	2	
5.409	MO−1, LT		1	1	SOUTH OF 7-ELEVEN
5.421	MO-1, LT		1	1	
5.664	MO-1, LT		1	1	PAVED DITCH
5.827	MO-1, LT	10		0.1	SOUTH OF PARVIN INTERESECTION
5.848	MO-1, RT	6		0.1	SOUTH OF PARVIN INTERESECTION
5.862	MO-1, RT	6		0.1	SOUTH OF PARVIN INTERESECTION
5.971	MO-1, LT	20		0.2	NORTH OF NE 39TH ST.
5.858	MO-1, LT/RT	25		0.3	SOUTH OF NE 39TH ST.
6.093	MO-1, LT	5		0.1	SOUTH OF NE 38TH ST.
6.100	MO-1, LT	5		0.1	SOUTH OF NE 38TH ST.
6.128	MO−1, LT	8		0.1	NORTH OF NE 37TH ST.
6.137	MO-1, LT/RT	20		0.2	SOUTH OF NE 37TH TERR.
6.167	MO−1, LT	8		0.1	SOUTH OF NE 37TH TERR.
6.172	MO−1, LT	16		0.2	SOUTH OF NE 37TH TERR.
6.186	MO-1, LT/RT	26		0.3	NORTH OF NE 37TH ST.
6.533	MO-1, LT/RT	18		0.2	NORTH OF 34TH TERR./CHIPPEWA DR.
6.547	MO-1, LT	5		0.1	SOUTH OF 34TH TERR.
6.350	MO-1, LT	6		0.1	NORTH OF 33RD TERR.
6.361	MO-1, LT	6		0.1	SOUTH OF 33RD TERR.
6.659	MO-1, RT	12		0.1	SOUTH OF 33RD TERR.
6.663	MO-1, RT	12		0.1	SOUTH OF 33RD TERR.
6.725	MO-1, RT	10	1	1	NORTH OF 32ND AVE.
6.813	MO-1, RT		2	2	NORTH OF MOHAWK LN.
6.822	MO-1, RT		2	2	NORTH OF MOHAWK LN.
6.830	MO-1 • LT	20	_	0.2	NORTH OF NE 32ND ST.
6.835	MO-1 • RT		2	2	MOHAWK LN.
7.037	MO-1 • RT		2	2	NORTH OF E. 28TH AVE.
7.055	MO-1 • RT		1	1	SOUTH OF E. 28TH AVE.
7.097	MO-1, RT		1	1	NORTH OF E. 26TH AVE.
7.109	MO-1, RT		1	1	SOUTH OF E. 26TH AVE.
7.129	MO-1 , RT		2	2	PARKING LANE
7.145	MO-1, LT		2	2	NORTH OF CLAY EDWARDS DR.
7.163	MO-1, RT		2	2	SOUTH OF CLAY EDWARDS DR.
CIID	TOTAL (1)	244	25	27.0	
	TOTAL (1)	244	25	27.8	
Р	AY TOTAL	244	25		

		EROSION CON	ITROL - S	SILT FENCE	Ē
LOG	LOG		SILT	SEDIMENT	
MILE	MILE	LOCATION	FENCE	REMOVAL	REMARKS
SB	SB		LF	CY	
5.325	5.330	MO-1. LT	34	0.34	NB SHOULDER REPLACEMENT
5.330	5.360	MO-1. LT	235	2.35	SIDEWALK, NORTH OF PAVED APPROACH
5.365	5.381	MO-1. LT	140	1.40	SIDEWALK, SOUTH OF PAVED APPROACH
5.827	5.871	MO-1, LT	232	2.32	SOUTH OF PARVIN INTERSECTION
5.885	5.982	MO-1, LT	512	5.12	SOUTH OF NE 39TH TERR.
6.093	6.099	MO-1, RT	32	0.32	PRIVATE PROPERTY
6.103	6.109	MO-1, RT	32	0.32	PRIVATE PROPERTY
6.113	6.118	MO-1, RT	26	0.26	PRIVATE PROPERTY
6.122	6.134	MO-1, RT	63	0.63	PRIVATE PROPERTY
6.202	6.236	MO-1, LT	180	1.80	SOUTH OF NE 37TH ST.
6.261	6.269	MO-1, LT	42	0.42	PRIVATE PROPERTY
6.273	6.278	MO-1, LT	26	0.26	PRIVATE PROPERTY
6.282	6.290	MO-1, LT	42	0.42	PRIVATE PROPERTY
6.292	6.299	MO-1, LT	37	0.37	PRIVATE PROPERTY
6.359	6.372	MO-1, LT	69	0.69	SOUTH OF NE ROCK CREEK DR.
6.372	6.470	MO-1, LT/RT	1035	10.35	SOUTH OF NE ROCK CREEK DR.
6.480	6.514	MO-1, LT/RT	359	3.59	SOUTH OF NE 34TH PL.
6.850	7.040	MO-1, LT	1003	10.03	SOUTH OF NE 32ND ST.
				27.8	
	SUB TOTAL (2)		4099	41	
Y TOTAL (SI	JB TOTAL (1) +	SUB TOTAL (2))	4,099	69	

DEBRIS AND VEGETATION REMOVAL								
LOG	LOG		DEBRIS AND					
MILE	MILE	LOCATION	VEGETATION REMOVAL	REMARK				
SB	SB		ACRE					
5.388	5.485	MO−1. RT	0.2	SHOULDER AND PART OF FORESLOPE BY THE DITCH				
PAY TOTAL			0.2					

											EFFEC
TOTAL QTY TOTAL							QTY TOTAL SIGN				
SIZE AREA QTY AREA RELOCRELO	C NUM.	II	SIZE	AREA	QTY	TOTAL	RELOC RELOC NUM.				
SIGN IN. SQ.FT. EACH SQ.FT. EACH SQ.FT	·.	SIGN	IN.	SO.FT.	. EACH	SQ.FT.	EACH SQ.FT.		ITEM	TOTAL	
WARNING SIGNS	DESCRIPTION			•	GUII	DE SIO	GNS	DESCRIPTION	NUMBER	QTY	DESCRIPTI
WO1-1L 48X48 16.00	TURN (SYMBOL LEFT ARROW)	E05-1	36X48	12.00				GORE EXIT	6122008	<u> </u>	IMPACT ATTENUATOR 40 MPH
W01-1R 48X48 16.00	TURN (SYMBOL RIGHT ARROW)	E05-2		12.00				EXIT OPEN	6122009		IMPACT ATTENUATOR 45 MPH
W01-2L 48X48 16.00	CURVE (SYMBOL LEFT ARROW)	E05-2a		12.00				EXIT CLOSED	6122010		IMPACT ATTENUATOR 50 MPH
WO1-2R 48X48 16.00	CURVE (SYMBOL RIGHT ARROW)	G020-1		10.00		20.00		ROAD WORK NEXT 2 MILES	6122012		IMPACT ATTENUATOR 55 MPH
W01-3L 48X48 16.00	REVERSE TURN (SYMBOL LEFT ARROW)	G020-2		8.00		16.00		END ROAD WORK	6122014		IMPACT ATTENUATOR 60 MPH
W01-3R 48X48 16.00	REVERSE TURN (SYMBOL RIGHT ARROW)	G020-4		4.50		9.00		PILOT CAR FOLLOW ME	6122017		IMPACT ATTENUATOR 65 MPH
W01-4L 48X48 16.00	REVERSE CURVE (SYMBOL LEFT ARROW)	G020-4a			+	1 3100		PILOT CAR IN USE WAIT & FOLLO	6122019		IMPACT ATTENUATOR 70 MPH
W01-4R 48X48 16.00	REVERSE CURVE (SYMBOL RIGHT ARROW)	G020-4a		-	1			PILOT CAR IN USE WAIT & FOLLOW	4		REPLACEMENT SAND BARREL
W01-4bL 48X48 16.00	DOUBLE ARROW REVERSE CURVE (SYMBOL LT ARROWS)	G020-5aF			2	12.00		WORK ZONE (PLAQUE)	6122030		IMPACT ATTENUATOR (RELOCA
W01-4bR 48X48 16.00	DOUBLE ARROW REVERSE CURVE (SYMBOL RT ARROWS)	M04-8a	24X18		+ -	12.00		END DETOUR	6123000	2	TRUCK OR TRAILER MOUNTED
W01-4cL 48X48 16.00	TRIPLE ARROW REVERSE CURVE (SYMBOL LT ARROWS)	M04-9L		12.00				DETOUR (LEFT ARROW)	6161008	2	ADVANCED WARNING RAIL SYS
W01-4cR 48X48 16.00	TRIPLE ARROW REVERSE CURVE (SYMBOL RT ARROWS)	M04-9R		12.00				DETOUR (RIGHT ARROW)	6161012		BUOYS (BOATS KEEP OUT)
W01-6 60X30 12.50	HORIZONTAL ARROW (SYMBOL)	M04-9P		4.00				STREET NAME (PLAQUE)	6161013		BUOYS (NO WAKE)
W01-6a 72X36 18.00	HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)	M04-10L		6.00				DETOUR (ARROW LEFT)	6161014		SPECIAL SIGN ASSEMBLY (BO
W01-7 60X30 12.50	DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	M04-10R						DETOUR (ARROW RIGHT)	6161025		CHANNELIZER (TRIM LINE)
W01-7a 72X36 18.00	DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)	1 1010	THOKIO	7 0.00		REGIII	ATORY SIGNS	BETOOK VARIOUR REGIET	6161030		TYPE III MOVEABLE BARRICA
W01-8 18X24 3.00	CHEVRON (SYMBOL)	R1-1	18×48	13.25		T	T T T	STOP	6161033		DIRECTION INDICATOR BARRI
W01-8a 30X36 7.50	CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1-2		. 6.93				YIELD	6161040	2	FLASHING ARROW PANEL
W03-1 48X48 16.00	STOP AHEAD (SYMBOL)	R1-2a	-	9.00				TO ONCOMING TRAFFIC (PLAQUE)	6161047	-	TYPE III OBJECT MARKER
W03-1 48X48 16.00	YIELD AHEAD (SYMBOL)	R1-3P	-	2.50				ALL WAY (PLAQUE)	6161047		WARNING LIGHT, TYPE A
W03-3 48X48 16.00	SIGNAL AHEAD (SYMBOL)	R2-1		12.00	4	48.00		SPEED LIMIT 35	6161052		WARNING LIGHT, TYPE B
W03-4 48X48 16.00 14 224.00	BE PREPARED TO STOP	R3-1		16.00	_	40.00		NO RIGHT TURN (SYMBOL)	6161052	-	
		11	-	16.00	_				-	-	WARNING LIGHT, TYPE C
W03-5 48X48 16.00	SPEED LIMIT AHEAD	R3-2	-	9.00				NO LEFT TURN (SYMBOL)	6161055	-	SEQUENTIAL FLASHING WARNI
W04-1L 48X48 16.00	MERGE (SYMBOL FROM LEFT)	R3-3	-					NO TURNS	6161070	-	TUBULAR MARKER
W04-1R 48X48 16.00	MERGE (SYMBOL FROM RIGHT) MERGE (ARROW SYMBOL)	R3-4 R3-7L	-	16.00				NO U-TURN (SYMBOL)	6161095	-	RADAR SPEED ADVISORY SYST
W04-1aL 48X48 16.00		11	-	6.25				LEFT LANE MUST TURN LEFT	11,,,,,,,		CHANGEABLE MESSAGE SIGN.
W04-1aR 48X48 16.00	MERGE (ARROW SYMBOL)	R3-7R		6.25				RIGHT LANE MUST TURN RIGHT	6161096		COMMISSION FURNISHED/RETA
W05-1 48X48 16.00	ROAD/BRIDGE/RAMP NARROWS	R4-1	-	12.00				DO NOT PASS	1	.]	CHANGEABLE MESSAGE SIGN W
W05-3 48X48 16.00	ONE LANE BRIDGE	R4-2	-	12.00				PASS WITH CARE	6161098	\ 	INTERFACE, CONTRACTOR FUR
W05-5 48X48 16.00 1 16.00	NARROW LANES	R4-8a	-	12.00				KEEP LEFT (HORIZONTAL ARROW)	11		CHANGEABLE MESSAGE SIGN W
W06-1 48X48 16.00	DIVIDED HIGHWAY (SYMBOL)	R4-7a	-	12.00				KEEP RIGHT (HORIZONTAL ARROW)	6161099		INTERFACE, CONTRACTOR FUR
W06-2 48X48 16.00	DIVIDED HIGHWAY END (SYMBOL)	R5-1	-	6.25				DO NOT ENTER	6162000		WORK ZONE TRAFFIC SIGNAL
W06-3 48X48 16.00	TWO WAY TRAFFIC (SYMBOL)	R5-1a	-	6.00				WRONG WAY	6162002	4	TEMPORARY LONG-TERM RUMBL
W07-3a 30X24 5.00 2 10.00	NEXT 2 MILES (PLAQUE)	R6-1L	_	6.75				ONE WAY ARROW (LEFT)	6162004		TEMPORARY SHORT-TERM RUMB
W08-1 48X48 16.00 1 16.00	BUMP	R6-1R		6.75				ONE WAY ARROW (RIGHT)	41		TEMPORARY TRAFFIC BARRIER
W08-2 48X48 16.00	DIP	R6-2L		5.00				ONE WAY (LEFT)	61736000		CONTRACTOR FURNISHED/RETA
W08-3 48X48 16.00	PAVEMENT ENDS	R6-2R		5.00				ONE WAY (RIGHT)	11		TEMPORARY TRAFFIC BARRIER
WO8-4 48X48 16.00	SOFT SHOULDER	R9-9		2.00		8.00		SIDEWALK CLOSED	6173602E	3	CONTRACTOR FURNISHED/COMM
W08-5 48X48 16.00	SLIPPERY WHEN WET (SYMBOL)	R9-10	24X12	2.00	3	6.00		SIDEWALK CLOSED	6174000		TEMP. TRAFFIC BARRIER HEI
WO8-6 48X48 16.00	TRUCK CROSSING (WITH FLAGS)	11						USE OTHER SIDE	6175010	١	RELOCATING TEMPORARY TRAF
W08-6c 48X48 16.00	TRUCK ENTRANCE	41						SIDEWALK CLOSED AHEAD,	II		TEMPORARY TRAFFIC BARRIER
WO8-7 36X36 9.00	LOOSE GRAVEL	R9-11L	24X18	3.00				(ARROW LEFT) CROSS HERE	6176000E	3	COMMISSION FURNISHED/RETA
W08-7a 36X36 9.00	FRESH OIL/LOOSE GRAVEL	41						SIDEWALK CLOSED AHEAD.	II		TEMP. TRAFFIC BARRIER HEI
WO8-9 48X48 16.00	LOW SHOULDER	R9-11R						(ARROW RIGHT) CROSS HERE	6177000E		COMMISSION FURNISHED/RETA
WO8-11 48X48 16.00	UNEVEN LANES			6.00					6208064		TEMPORARY RAISED PAVEMENT
WO8-12 48X48 16.00	NO CENTER LINE	R11-2	48X30	10.00				ROAD CLOSED	9029400		TEMPORARY TRAFFIC SIGNALS
WO8-15 48X48 16.00	GROOVED PAVEMENT	Ш						ROAD CLOSED XX MILES AHEAD	9029401		TEMPORARY TRAFFIC SIGNALS
WO8-15P 30X24 5.00	MOTORCYCLE (PLAQUE)	R11-3a	60X30	12.50				LOCAL TRAFFIC ONLY	6169902	4	ADA COMPLIANT MOVEABLE BA
WO8-17 48X48 16.00 1 16.00	SHOULDER DROP-OFF (SYMBOL)	R11-4	60X30	12.50				ROAD CLOSED TO THRU TRAFFIC			
WO8-17P 30X24 5.00	SHOULDER DROP-OFF (PLAQUE)	CONST-3	4 60X48	20.00				FINE SIGN			
W10-1 42RND. 9.62	RAILROAD CROSSING	CONST-3>	56X12	4.67				SPEEDING/PASSING (PLATE)			
W012-1 24X24 4.00	DOUBLE DOWN ARROW (SYMBOL)					MISCE	ELLANEOUS SIGNS				
WO12-2 48X48 16.00	LOW CLEARANCE (SYMBOL)	CONST-5	48X36	12.00	2	24.00		POINT OF PRESENCE			
W012-2X 24X18 3.00	LOW CLEARANCE (PLAQUE)	CONST-5						POINT OF PRESENCE			
W012-2a 84X24 14.00	OVERHEAD LOW CLEARANCE (FEET AND INCHES)	CONST-7	48X24	8.00	2	16.00		RATE OUR WORK ZONE	Γ		
W012-4 120X60 50.00	LOW CLEARANCE XX FT XX IN XX MILES AHEAD	CONST-7	72X36	18.00				RATE OUR WORK ZONE	TEN	⁄P∩R ∧ R	Y TRAFFIC CONTROL
W012-5 120X60 50.00	WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD	CONST-8	48X36	12.00	2	24.00		WORK ZONE NO PHONE ZONE	1	III UITAIT	T TRAIT IC CONTROL
WO13-1 30X30 6.25	ADVISORY SPEED (PLAQUE)								1	ITEM N	UMBER 616-99.01
WO16-2 30X24 5.00	XXX FEET (PLAQUE)								1 📙	4.)/ TO:	TAL
WO16-3 30X24 5.00	X MILE (PLAQUE)	11							1 [AY TO	TAL 1 LUMP SUM
WO20-1 48X48 16.00 16 256.00	ROAD/BRIDGE/RAMP WORK AHEAD	11							1		SEE JSP'S
W020-2 48X48 16.00	DETOUR AHEAD	1							1 —		322 33. 3
W020-3 48X48 16.00	ROAD CLOSED AHEAD	1							NOTE		
W020-4 48X48 16.00 2 32.00	ONE LANE ROAD AHEAD	٢							(1)	QUANTII	TIES FOR 1 MILE SET UP
W020-5 48X48 16.00	RIGHT/CENTER/LEFT LANE CLOSED AHEAD	1	1						1	EMC NOT	T INCLUDED IN TEMPORARY
W020-5a 48X48 16.00	2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD	616-10	.05	1		TOTAL	 	1			I INCLUDED IN TEMPORARY NTROL LUMP SUM
W020-6a 48X48 16.00	RIGHT/CENTER/LEFT LANE CLOSED	CONSTR		א כור	GNS	1046			IIIAF		JE EUM JUM
W020-7a 48X48 16.00 16 256.00	FLAGGER (SYMBOL, WITH FLAGS)	616-10		010	.,,,	,	TOTAL				CT PAY FOR RELOCATION
W021-2 36X36 9.00	FRESH OIL	RELOCA		SIGNS			0 **				TRAFFIC CONTROL DEVICES.
W021-5 48X48 16.00 2 32.00	SHOULDER WORK AHEAD	1 LOCA	100	- 1 OINO			0 ///				
W022-1 48X48 16.00 2 32.00	BLASTING ZONE AHEAD	1									\bigcap I I Λ Λ I \top T
W022-1 40X40 10.00	THEN OFF 2 WAY DAD O AND PHONE	1									QUANTI

QUANTITIES FOR INFORMATION ONLY

TURN OFF 2-WAY RADIO AND PHONE

END BLASTING ZONE

WET PAINT (ARROW PIVOTS)

WO22-2 42X36 10.50

GO22-1 21X15 2.19

RELOCATING TEMPORARY TRAFFIC BARRIER TEMPORARY TRAFFIC BARRIER COMMISSION FURNISHED/RETAINED TEMP. TRAFFIC BARRIER HEIGHT TRANSITION COMMISSION FURNISHED/RETAINED TEMPORARY RAISED PAVEMENT MARKER TEMPORARY TRAFFIC SIGNALS TEMPORARY TRAFFIC SIGNALS AND LIGHTING ADA COMPLIANT MOVEABLE BARRICADE ORARY TRAFFIC CONTROL EM NUMBER 616-99.01 TOTAL 1 LUMP SUM SEE JSP'S ANTITIES FOR 1 MILE SET UP S NOT INCLUDED IN TEMPORARY C CONTROL LUMP SUM

> QUANTITY SHEET 5 OF 5

EFFECTIVE: 04-01-2021

DESCRIPTION IMPACT ATTENUATOR 40 MPH (SAND BARRELS) IMPACT ATTENUATOR 45 MPH (SAND BARRELS) IMPACT ATTENUATOR 50 MPH (SAND BARRELS) IMPACT ATTENUATOR 55 MPH (SAND BARRELS) IMPACT ATTENUATOR 60 MPH (SAND BARRELS)

IMPACT ATTENUATOR 65 MPH (SAND BARRELS) IMPACT ATTENUATOR 70 MPH (SAND BARRELS)

TRUCK OR TRAILER MOUNTED ATTENUATOR (TMA)

SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT)

IMPACT ATTENUATOR (RELOCATION)

ADVANCED WARNING RAIL SYSTEM

TYPE III MOVEABLE BARRICADE DIRECTION INDICATOR BARRICADE

SEQUENTIAL FLASHING WARNING LIGHT

RADAR SPEED ADVISORY SYSTEM CHANGEABLE MESSAGE SIGN. COMMISSION FURNISHED/RETAINED CHANGEABLE MESSAGE SIGN W/O COMM. INTERFACE, CONTRACTOR FURNISHED/RETAINED CHANGEABLE MESSAGE SIGN WITH COMM. INTERFACE, CONTRACTOR FURNISHED/RETAINED WORK ZONE TRAFFIC SIGNAL SYSTEM TEMPORARY LONG-TERM RUMBLE STRIPS TEMPORARY SHORT-TERM RUMBLE STRIPS

TEMPORARY TRAFFIC BARRIER CONTRACTOR FURNISHED/RETAINED TEMPORARY TRAFFIC BARRIER

CONTRACTOR FURNISHED/COMMISSION RETAINED TEMP. TRAFFIC BARRIER HEIGHT TRANSITION

11/23/2021

CLAY

J4S3343

CONTRACT ID.

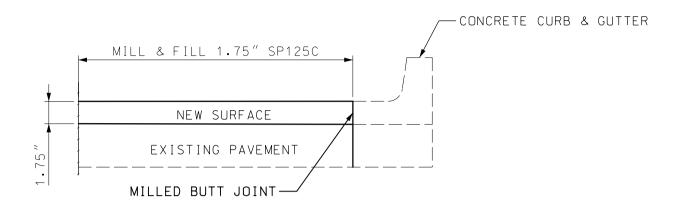
PROJECT NO.

BRIDGE NO.

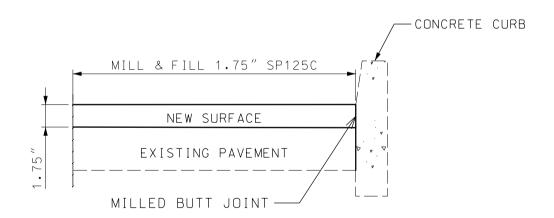
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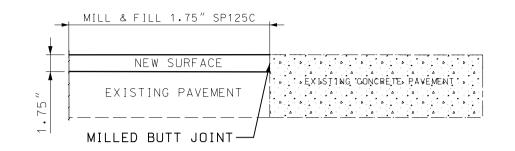
SHEET NO.



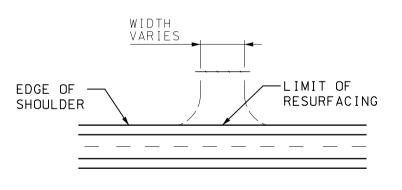
RESURFACING DETAIL
CONCRETE CURB & GUTTER
VARIOUS LOCATIONS



RESURFACING DETAIL CONCRETE CURB



RESURFACING DETAIL CONCRETE PAVEMENT



RESURFACING DETAIL ENTRANCES VARIOUS LOCATIONS

NOTES.

SEE TYPICAL SECTION FOR PAVEMENT DESIGN

RESURFACING PAVEMENT DETAILS SPECIAL SHEET SHEET 1 OF 14 DATE PREPARED 11/23/2021

CLAY

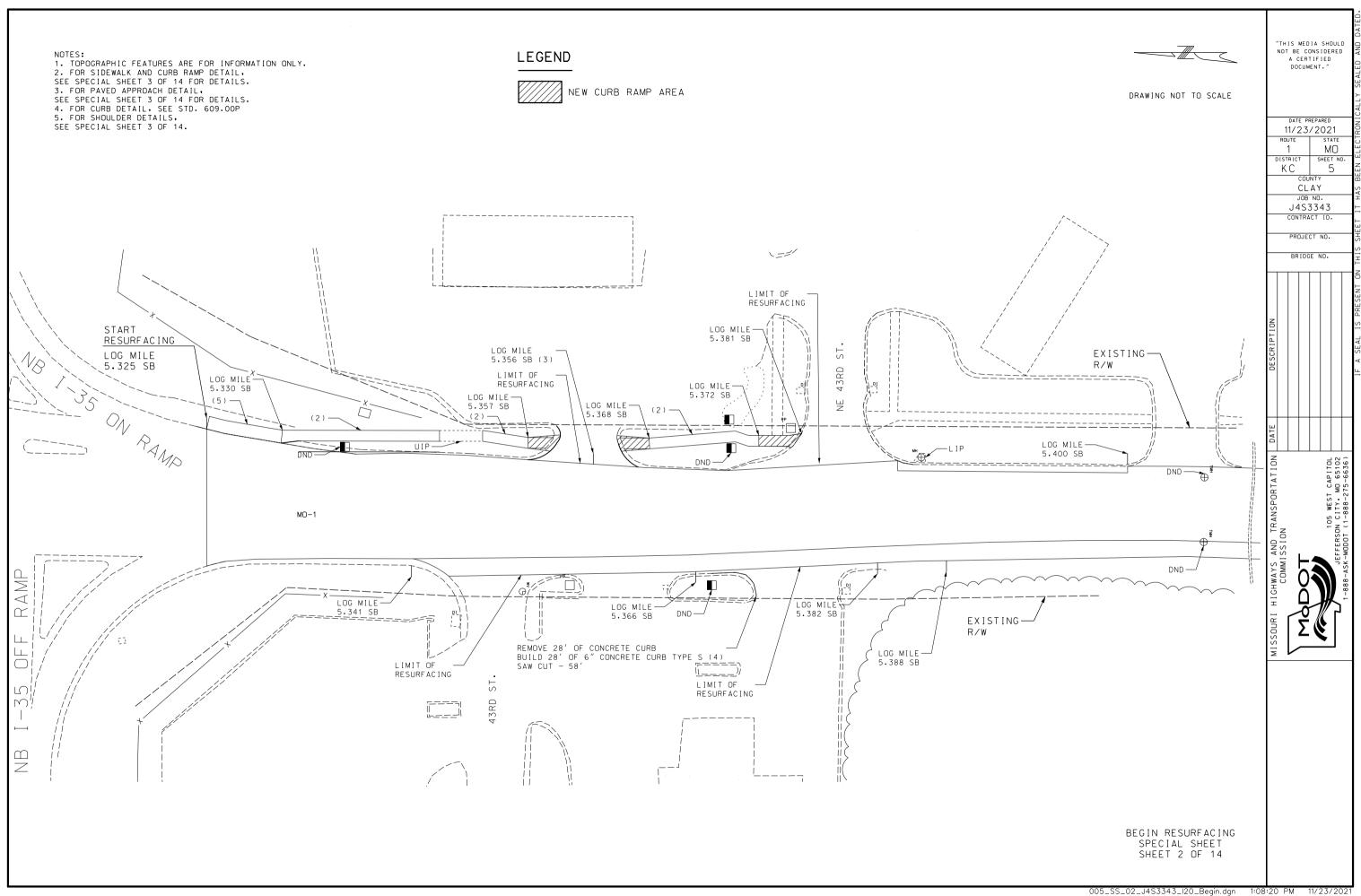
J4S3343 CONTRACT ID.

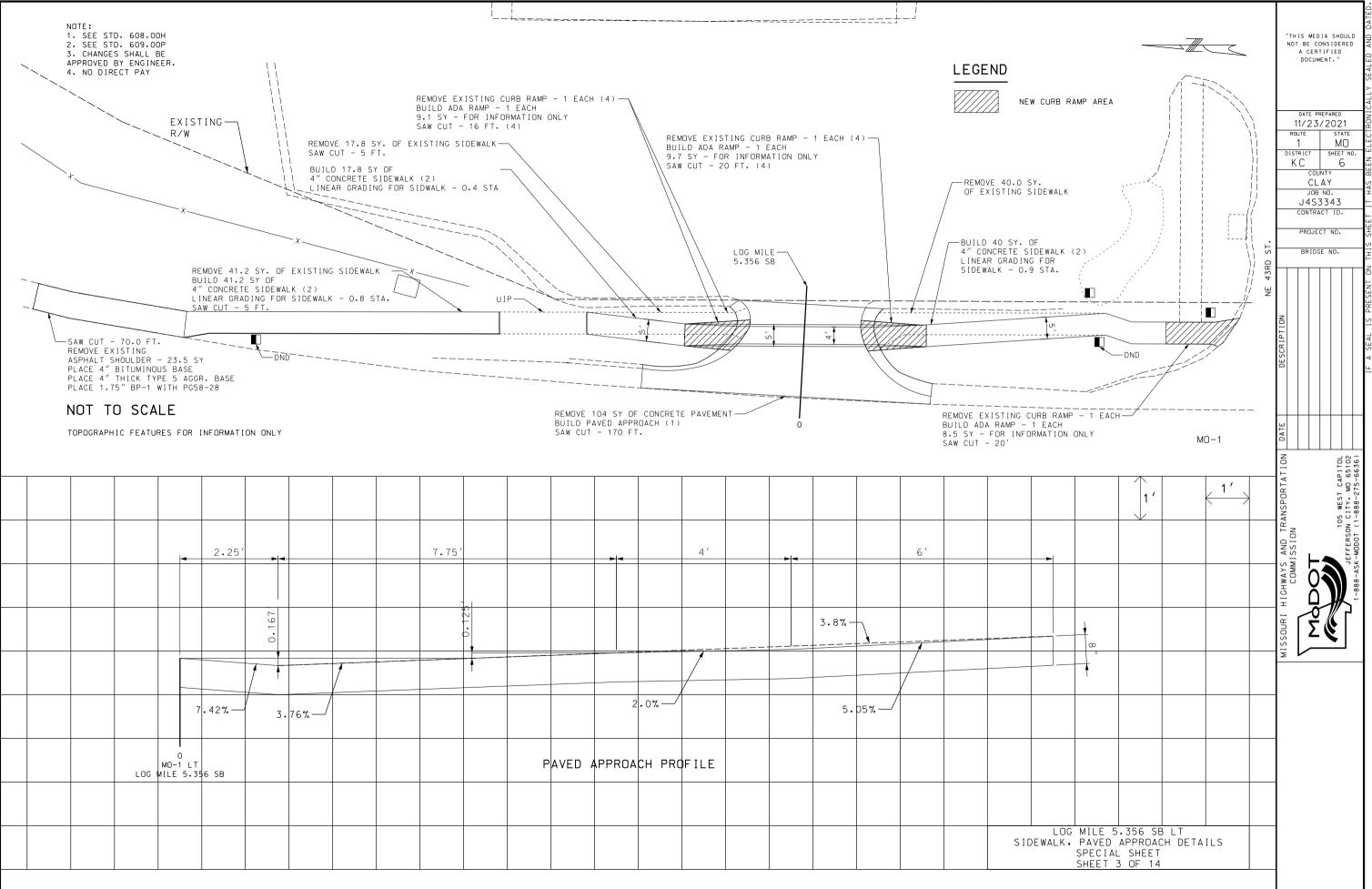
PROJECT NO.

BRIDGE NO.

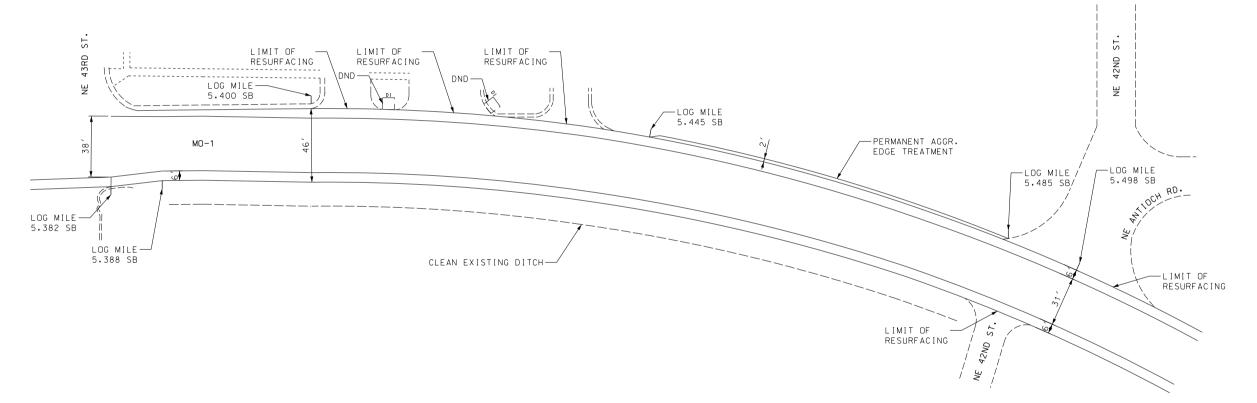
KC

STATE MO









CLAY J4S3343 CONTRACT ID. PROJECT NO. BRIDGE NO.

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

DATE PREPARED 11/23/2021

STATE MO SHEET NO.

ROUTE 1

KC

TOPOGRAPHIC FEATURES FOR INFORMATION ONLY

SPECIAL SHEET SHEET 4 OF 9



"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT." DATE PREPARED 11/23/2021 ROUTE 1 STATE MO SHEET NO. KC CLAY JOB NO.
J4S3343
CONTRACT ID. PROJECT NO. BRIDGE NO.

-LIMIT OF RESURFACING -LOG MILE 5.550 SB -LIMIT OF RESURFACING -LIMIT OF RESURFACING -LIMIT OF RESURFACING LIMIT OF -RESURFACING — PAVED DITCH DND LOG MILE 5.664 SB -LOG MILE 5.719 SB BEGINNING OF PARVIN INTERSECTION EXCEPTION

LIMIT OF -RESURFACING LIMIT OF -RESURFACING

LIMIT OF -RESURFACING MO-1

TOPOGRAPHIC FEATURES FOR INFORMATION ONLY

-LOG MILE 5.827 SB END OF PARVIN INTERSECTION EXCEPTION

SPECIAL SHEET SHEET 6 OF 14

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

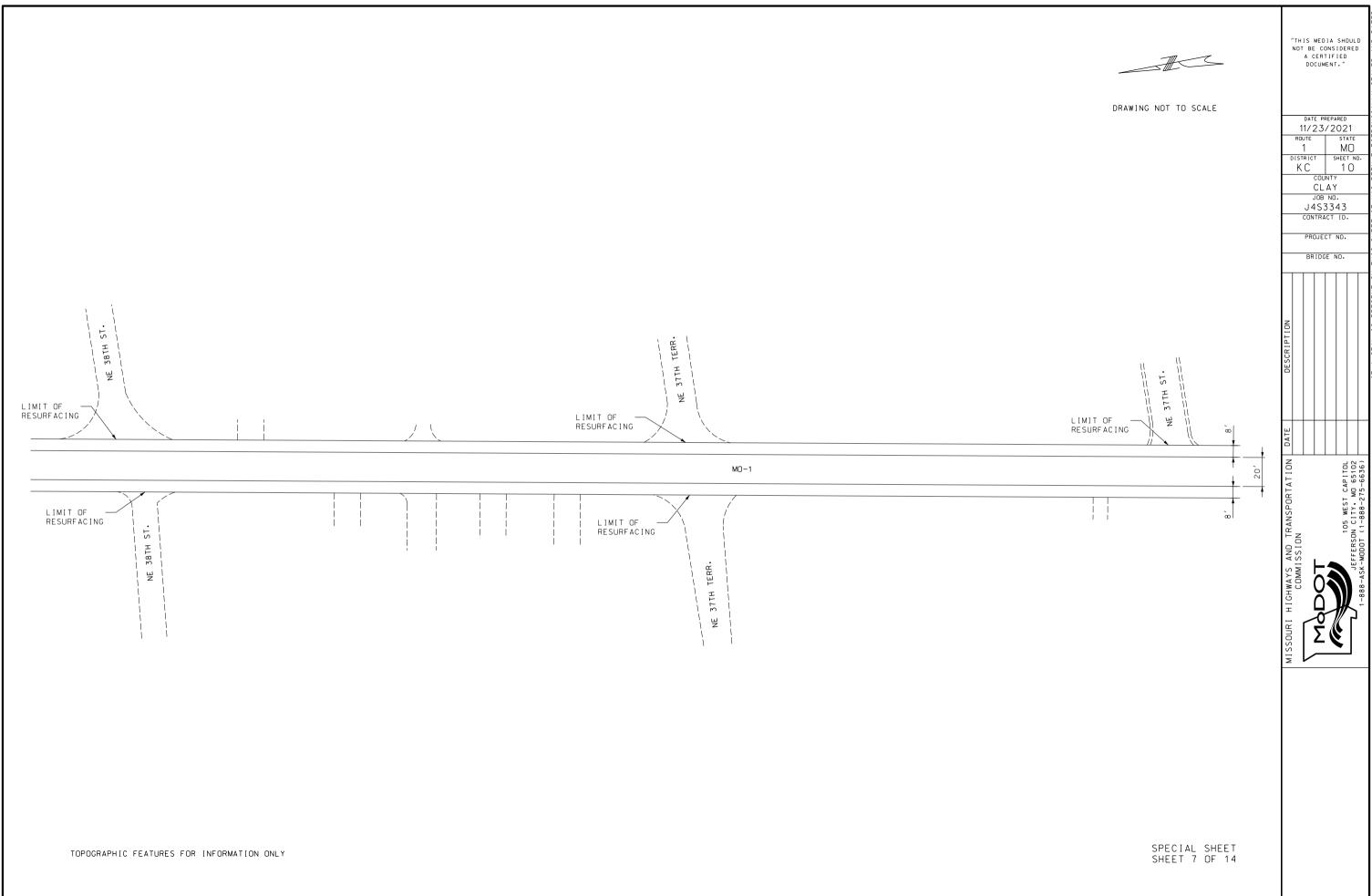
"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

DATE PREPARED 11/23/2021

CLAY JOB NO.
J4S3343
CONTRACT ID.

> PROJECT NO. BRIDGE NO.

ROUTE DISTRICT STATE MO



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LIMIT OF RESURFACING

LIMIT OF RESURFACING

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STATE MO SHEET NO. ROUTE 1 DISTRICT KC CLAY JOB NO.
J4S3343
CONTRACT ID. PROJECT NO. BRIDGE NO.

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

DATE PREPARED 11/23/2021

TOPOGRAPHIC FEATURES FOR INFORMATION ONLY

SPECIAL SHEET SHEET 8 OF 14

18.1.7 (19.1.7	DRAWING NOT TO SCALE LIMIT OF RESURFACING	"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT." DATE PREPARED 11/23/2021 ROUTE STATE 1 MO DISTRICT SHEET NO. KC 12 COUNTY CLAY JOB NO. J4\$3343 CONTRACT ID. PROJECT NO. BRIDGE NO. BRIDGE NO. DESTRUCT NO. BRIDGE NO.
TOPOGRAPHIC FEATURES FOR INFORMATION ONLY	SPECIAL SHEET SHEET 9 OF 14 343_140_34th_Chippewa_33rd.dgn 1:0	00:40 RM 11/23/2021

-LIMIT OF RESURFACING

DRAWING NOT TO SCALE

DATE PREPARED 11/23/2021 STATE MO SHEET NO. KC CLAY J4S3343 CONTRACT ID.

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

BRIDGE NO.

LIMIT OF -RESURFACING LIP-DR. SEMINOLE Я MO-1 LOG MILE-6.832 SB LIMIT OF RESURFACING -LOG MILE 6.848 SB

NOTES:
1. TOPOGRAPHIC FEATURES FOR INFORMATION ONLY
2. FOR CROSSWALK DETAILS, SEE SPECIAL SHEET 14 OF 14.



EXISTING—PCCP

LOG MILE
7.092 SB

A

MO-1

DND

LIMIT OF
RESURFACING

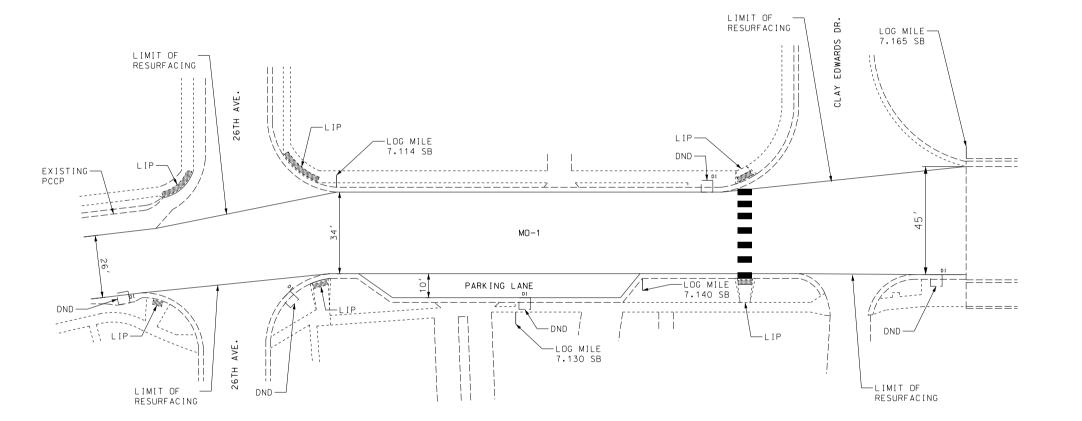
DATE PREPARED 11/23/2021 ROUTE 1 STATE MO SHEET NO. KC CLAY JOB NO.
J4S3343
CONTRACT ID. BRIDGE NO.

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

SPECIAL SHEET SHEET 11 OF 14



NOTES: 1. TOPOGRAPHIC FEATURES FOR INFORMATION ONLY 2. FOR CROSSWALK DETAILS, SEE SPECIAL SHEET 14 OF 14



11/23/2021 STATE MO ROUTE SHEET NO. KC CLAY JOB NO. J4S3343 CONTRACT ID. PROJECT NO. BRIDGE NO.

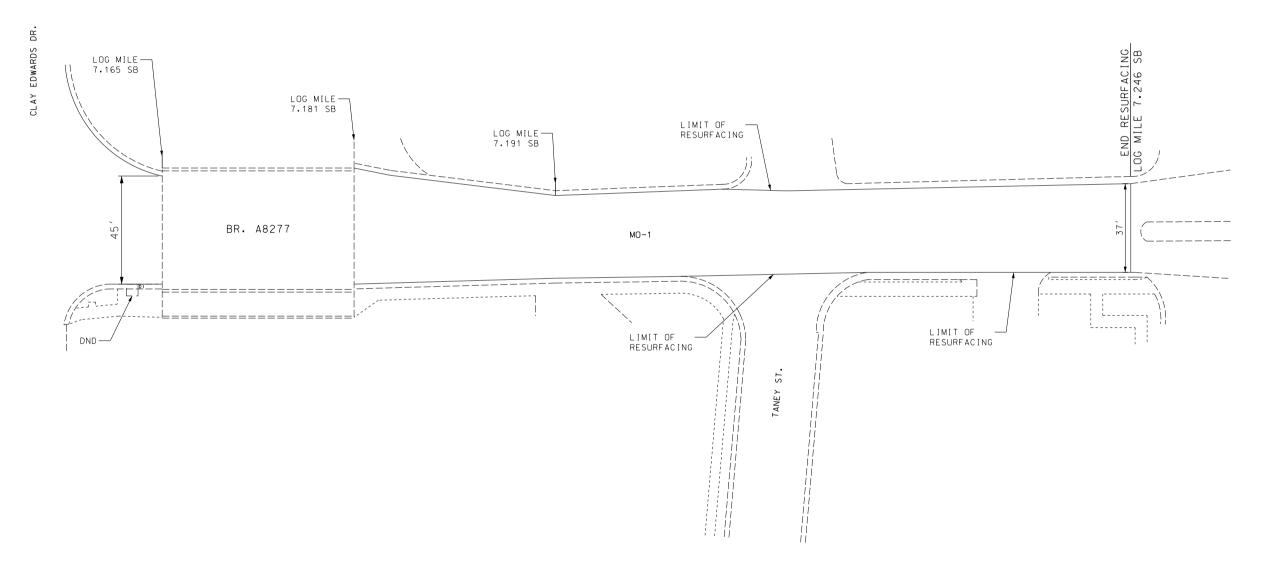
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SPECIAL SHEET SHEET 12 OF 14



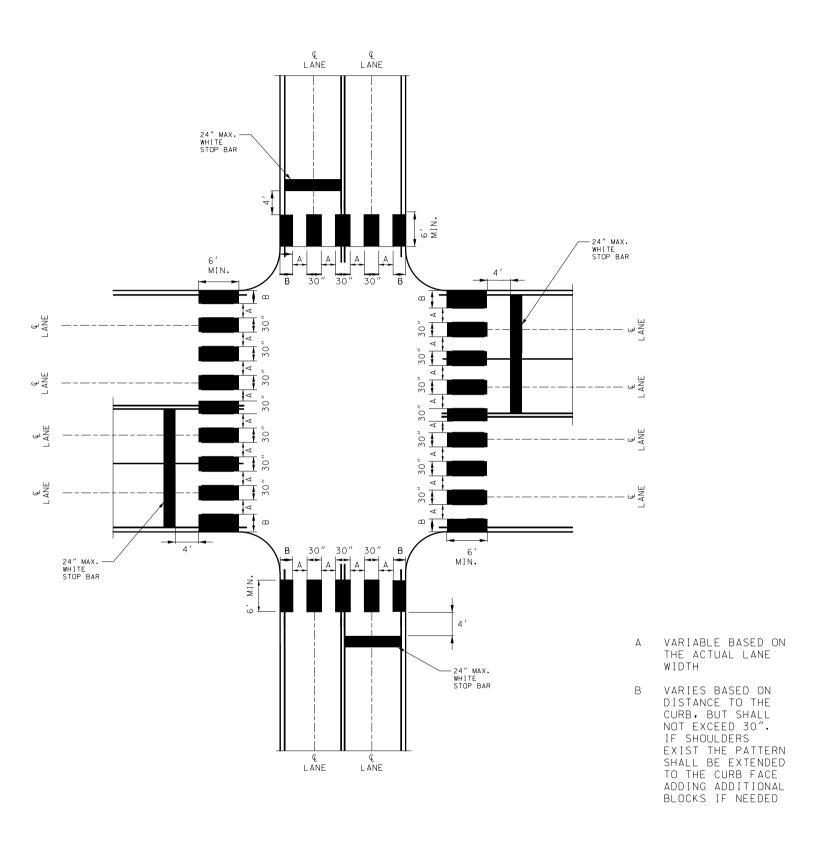
DATE PREPARED 11/23/2021 ROUTE STATE MO SHEET NO. 16 KC CLAY JOB NO.
J4S3343
CONTRACT ID. BRIDGE NO.

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



TOPOGRAPHIC FEATURES FOR INFORMATION ONLY

SPECIAL SHEET SHEET 13 OF 14



DATE PREPARED 11/23/2021 STATE MO SHEET NO. KC CLAY JOB NO.
J4S3343
CONTRACT ID. PROJECT NO. BRIDGE NO.

PEDESTRIAN CROSSWALKS SPECIAL SHEET SHEET 14 OF 14

Traffic Control Legend, Sign Spacing, Device Spacing, Channelizing Taper Lengths And Recommended Maximum Speed Reductions

SIGN SP	ACING FOR A	DVANCE SIGN SERIES (1) (2)			
PERMANENT					
POSTED SPEED	UNDIVIDED	DIVIDED			
MPH	HIGHWAYS (S)	HIGHWAYS (S)			
0-35	200′	200′			
40-45	350′	500′			
50-55	500′	1000′			
60-70	1000′	SA - 1000' SB - 1500' SC - 2640'			

TAPE	R LENGTHS A	ND END TREAT	TMENTS FOR	CONCRETE BARRIER
PERMANENT				
POSTED SPEED	MINIMUM LANE	TAPER LENGTH		
MPH	10′	11′	12′	END TREATMENT (4)
<40	160′	168′	176′	BARRIER HEIGHT TRANSITION
>40	160′	168′	176′	APPROVED CRASH CUSHION

TAPER LENGTHS AND SPACING FOR CHANNELIZERS									
PERMANENT MINIMUM SHOULDER BUFFER MAXIMUM CHANNELIZER SPACING									
POSTED SPEED	MINIMUM LANE TAPER LENGTH (L) (3)			TAPER LENGTH (T1)	LENGTH	THROUGH	THROUGH		
MPH	10′	11′	12′	BASED ON 10' SHOULDER	FT	TAPER	WORK AREA		
0-35	205′	225′	245′	70′	280′	35 ′	40′		
40-45	450′	495′	540′	150′	400′	40'	80′		
50-55	550′	605′	660′	185′	560′	50'	80′		
60-70	700′	770′	840′	235′	840′	60′	120′		

** THE SA DIMENSION IS THE DISTANCE FROM THE TRANSITION OR POINT OF RESTRICTION TO THE FIRST SIGN.

THE SB DIMENSION IS THE DISTANCE BETWEEN THE FIRST AND SECOND SIGNS.

THE SC DIMENSION IS THE DISTANCE BETWEEN THE SECOND AND THIRD SIGNS.

(THE "FIRST SIGN" IS THE SIGN IN A THREE-SIGN SERIES THAT IS CLOSEST TO THE TEMPORARY TRAFFIC CONTROL ZONE. THE "THIRD SIGN" IS THE SIGN THAT IS FURTHEST UPSTREAM FROM THE TEMPORARY TRAFFIC CONTROL ZONE)

DETAILS NOTES:

- SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OF SIGNED CONDITION.
- SPACING MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.
- (3) TAPER LENGTHS SHOWN INCLUDE LENGTH REQUIRED FOR LANE AND 10' SHOULDER
- CONCRETE BARRIER MAY BE INSTALLED AT 8:1 FLARE RATE FROM THE SHOULDER POINT OF THE LIMITS OF THE CLEAR ZONE WHERE THE SIDE SLOPE IS 6:1 OR FLATTER

TRAFFIC CONTROL LEGEND

CHANNELIZER

TAPER LENGTH (L)

- L = W X P FOR 40 MPH OR MORE
- $L = \frac{WP^2}{60}$ FOR 35 MPH OR LESS
- L = TAPER LENGTH IN FEET
- W = LATERAL SHIFT IN FEET
- P = POSTED SPEED PRIOR TO ROAD WORK IN MPH

SIGN (SINGLE SIDED)

FLASHING ARROW PANEL

* CHANGEABLE MESSAGE BOARD

BARRICADE

PROTECTIVE VEHICLE WITH WORK SIGN, FLASHING ARROW PANEL AND REAR-MOUNTED IMPACT ATTENUATOR UNIT.

LEGEND NOTE:

THE PROTECTIVE VEHICLE SIGN SHALL BE MOUNTED AT A RECOMMENDED HEIGHT OF 48 IN. ABOVE THE ROAD SURFACE. * TO BE DIRECTED BY THE ENGINEER

GENERAL NOTES:

- 1. SEE STANDARD PLAN 616.10 FOR DETAILS AND ITEMS NOT SHOWN.
- 2. EXISTING SIGNS SHALL BE COVERED DURING WORKING HOURS ONLY IF IN CONFLICT WITH TRAFFIC CONTROL PLANS.
- 3. NO DIRECT PAYMENT WILL BE MADE FOR RELOCATING. COVERING, UNCOVERING OR REMOVING SIGNS.
- 4. CONES ALLOWABLE FOR DAYTIME OPERATIONS ON MINOR ROUTES ONLY.
- 5. LOCATE FLASHING ARROW PANEL AT BEGINNING OF TAPER WHEN FEASIBLE, ARROW PANELS ARE ALWAYS LOCATED BEHIND CHANNELIZERS OR CONES.

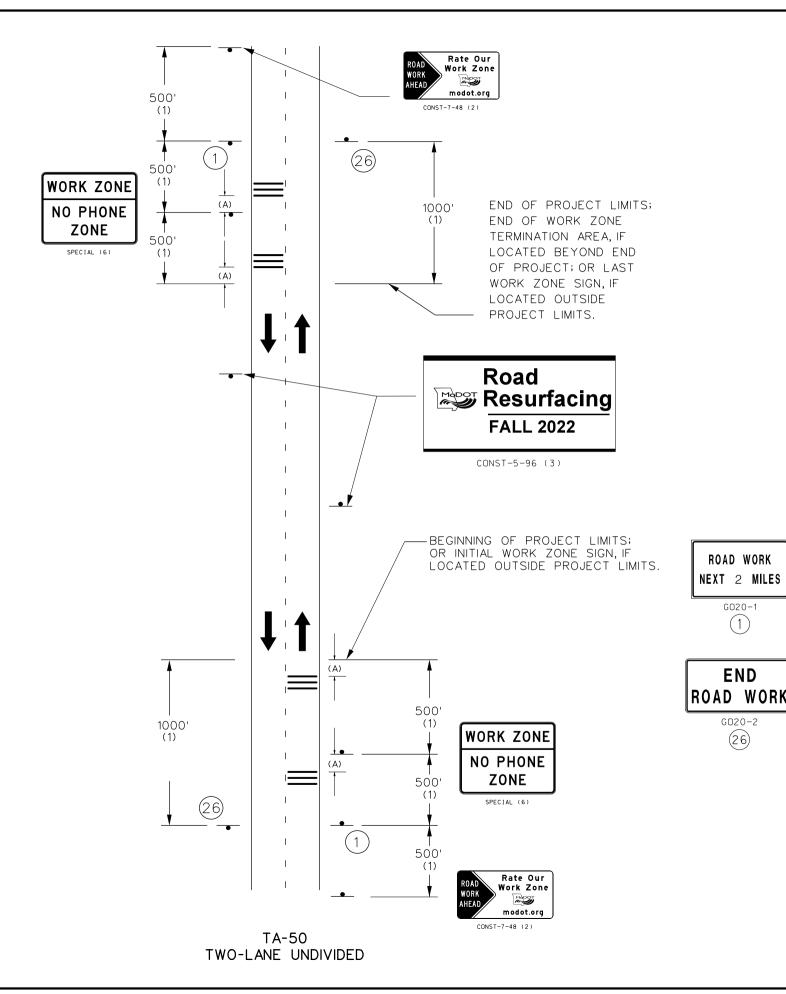
EPG TABLE 616.12 RECOMMENDE	D MAXIMUM SPEED REDUCTIONS
ACTIVITY (I.E. WORKERS, EQUIPMENT OR MATERIAL) LOCATION	RECOMMENDED WORK ZONE SPEED REDUCTION (WHEN APPLICABLE)
10 FT.BEYOND EDGE OF TRAVELWAY TO EDGE OF RIGHT OF WAY	NO SPEED REDUCTION
IN TRAFFIC LANE OR WITHIN 10FT. OF THE TRAFFIC LANE	10 MPH
HEAD-TO-HEAD ON MULTILANE	10 MPH
	CODADY TRAFFIC CONTROL WORK ZONE

SPECIAL CIRCUMSTANCES WITHIN A TEMPORARY TRAFFIC CONTROL WORK ZONE MAY WARRANT A LOWER SPEED LIMIT THAN RECOMMENDED ABOVE. ALL SPEED LIMIT REDUCTIONS GREATER THAN 10 MPH SHALL BE DOCUMENTED, SUBMITTED TO AND APPROVED BY THE DISTRICT WORK ZONE COORDINATOR.

TEMPORARY TRAFFIC CONTROL SHEET 1 OF 11

	K	С		18					
	COUNTY CLAY								
	JOB NO. J4S3343								
H	CONTRACT ID.								
	PROJECT NO.								
		BR	IDG	EΝ	۱0۰				
DESCRIPTION									
DATE									
TRANSPORTATION	TRANSPORTATION DATE ON 105 WEST CAPITOL SON CITY, MO 65102 C (1888-75-655)						T (1-888-275-6636)		

11/23/2021



NOTES:

SIGN GO20-1 IS REQUIRED PER EPG 616.6.56.

SIGN G020-2 IS USED ON ALL PROJECTS WHERE SIGN G020-1 IS USED.

OTHER SIGNS SUCH AS DETOUR OR ALTERNATE ROUTE SIGNING MAY BE USED OUTSIDE THE PROJECT LIMITS.

ANY EXISTING SIGNING THAT CONFLICTS WITH THE TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED OR REMOVED.

(1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS. WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE WARNING AREA, ADDITIONAL SIGNING MAY BE NEEDED.

(2) SIGN CONST-7-48 OR CONST-7-72 IS PLACED 500 FEET BEFORE THE BEGINNING OF PROJECT LIMITS OR THE ROAD WORK AHEAD SIGN OR ROAD WORK NEXT XX MILES SIGN, IF USED, WHEN THESE SIGNS ARE LOCATED OUTSIDE THE PROJECT LIMITS.

(3) SIGN CONST-5-96 OR CONST-5-48 IS PLACED IN A VISIBLE AREA WITHIN THE PROJECT LIMITS PROVIDED ITS PLACEMENT DOES NOT DISRUPT A SEQUENCE OF SIGNS. IF A VISIBLE LOCATION WITHIN THE PROJECT IS NOT AVAILABLE, THE SIGN MAY BE PLACED 500 FEET BEFORE SIGN CONST-7-48 OR CONST-7-72.

(4) THE "RATE OUR WORK ZONE" SIGN IS AVAILABLE IN TWO SIZES DEPENDING ON ROADWAY CONDITIONS. THE 48 IN. X 24 IN. SIGN IS USED ON LOW VOLUME ROUTES THAT CARRY 400 AADT OR LESS.ON PROJECTS THAT HAVE A DURATION OF 4 WEEKS OR LESS OR IN URBAN AREAS WHERE THERE IS INSUFFICIENT RIGHT OF WAY FOR A SIX FOOT WIDE SIGN. THE 72 IN. X 36 IN. VERSION OF THE SIGN IS USED IN ALL OTHER APPLICATIONS. BUT CAN ALSO BE USED IN PLACE OF THE 48 IN. X 24 IN. SIGN IF ADDED EMPHASIS IS DEEMED NECESSARY.

(5) THE "POINT OF PRESENCE" SIGN IS AVAILABLE IN TWO SIZES DEPENDING ON ROADWAY CONDITION. THE 48 IN. X 36 IN. SIGN IS USED ON LOW VOLUME ROUTES THAT CARRY 400 AADT OR LESS, ON PROJECTS THAT HAVE A DURATION OF 4 WEEKS OR LESS OR IN URBAN AREAS WHERE THERE IS INSUFFICIENT RIGHT OF WAY FOR AN EIGHT FOOT WIDE SIGN. THE 96IN. X 48 IN. VERSION OF THE SIGN IS USED IN ALL OTHER APPLICATIONS. BUT CAN ALSO BE USED IN PLACE OF THE 48 IN. X 36 IN. SIGN IF ADDED EMPHASIS IS DEEMED NECESSARY.

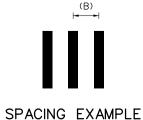
(6) THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.



SPECIAL

WHEN THE "ROAD WORK NEXT XX MILES" IS NOT USED THE "NO PHONE ZONE" SIGN IS TO BE PLACED A MINIMUM OF 500'BEFORE THE "ROAD WORK AHEAD" SIGN. REFER TO EPG 616.6.51.3 WORK ZONE NO PHONE ZONE SIGN

TEMPORARY LONG-TERM							
RUMBLE STRIPS							
SPEED DISTANCE SPACING							
MPH	(A)	(B)					
O-45 (OPTIONAL)	120 FT	10 FT					
50-55	160 FT	20 FT					
60-70	200 FT	30FT					



BEGIN/END TEMPORARY TRAFFIC CONTROL SHEET 2 OF 11 DISTRICT SHEET NO.

KC 19

COUNTY
CLAY
JUB NO.
J4S3343
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

11/23/2021

STATE

MΩ

ROUTE

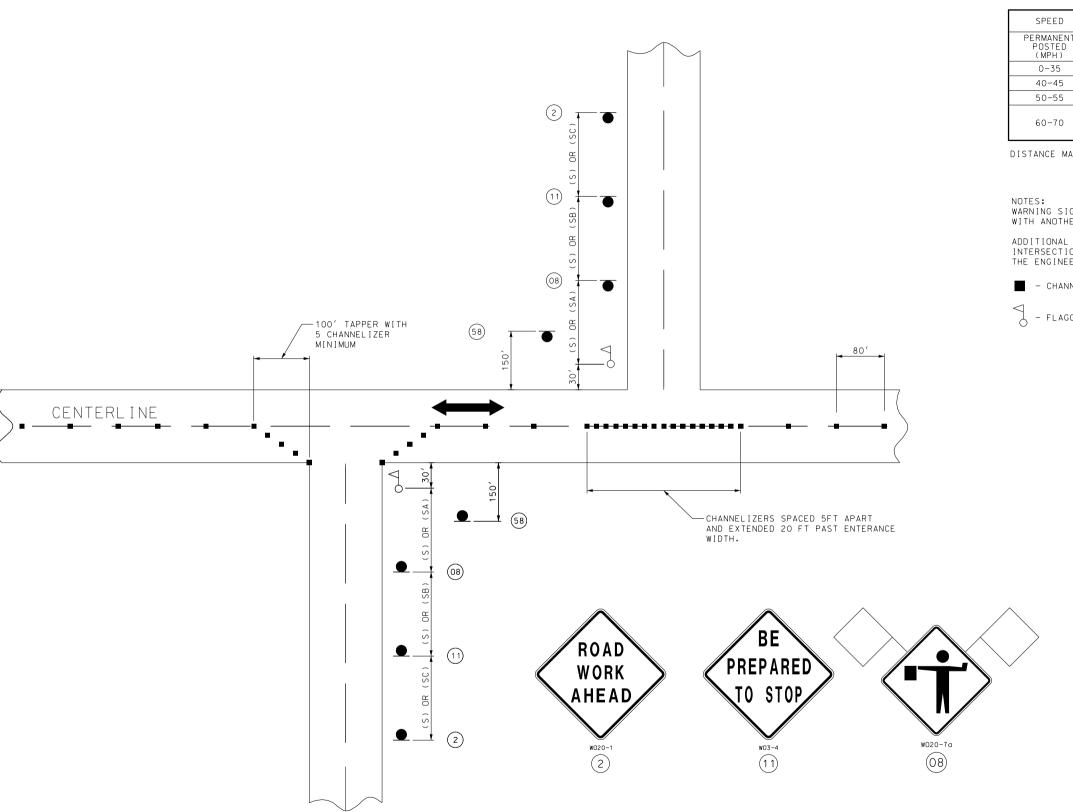
COMMISSION

COMMISSION

COMMISSION

105 WEST CAPITOL

JEFFERSON CITY, MG 65102



SPEED	SIGN SPACING (FT.)					
PERMANENT POSTED (MPH)	NON-DIVIDED HIGHWAYS (S)	DIVIDED HIGHWAYS (S)				
0-35	200	200				
40-45	350	500				
50-55	500	1000				
60-70	1000	(SA)-1000 (SB)-1500 (SC)-2640				

DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS.

WARNING SIGNS SHALL BE ERECTED AT EACH INTERSECTION WITH ANOTHER STATE HIGHWAY WITHIN THE WORK ZONE.

ADDITIONAL WARNING SIGNS SHALL BE ERECTED AT OTHER INTERSECTIONS WITHIN THE WORK ZONE, AS DIRECTED BY THE ENGINEER.

- CHANNELIZERS (AS SPECIFIED)

- FLAGGER

PILOT CAR IN USE WAIT & FOLLOW

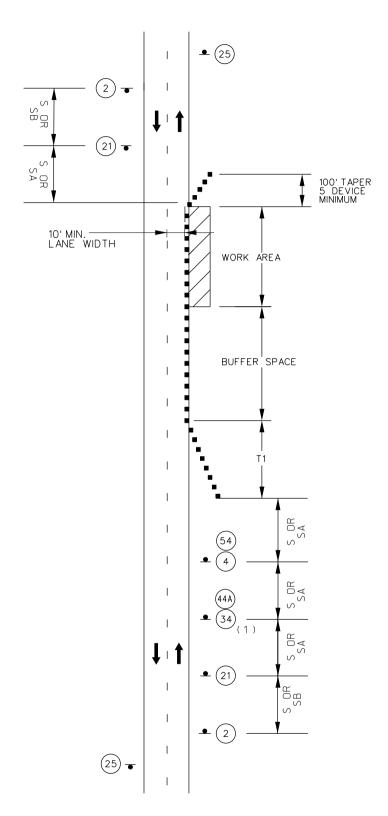
(58)

SIGN 58. SHALL BE PLACED AT ALL SIDE ROADS WHEN IN USE DURING OPERATION.

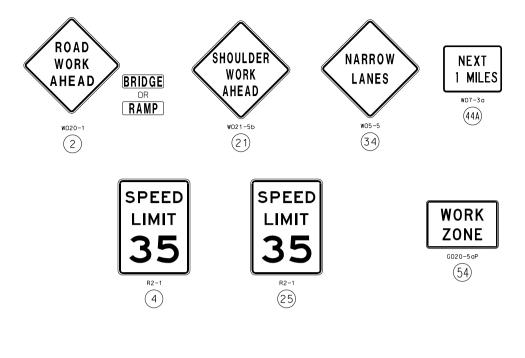
SIDE ROADS ENTERING WORK ZONES

TRAFFIC CONTROL SHEET 3 OF 11

11/23/2021 MO SHEET NO. KC CLAY J4S3343 CONTRACT ID. PROJECT NO. BRIDGE NO.



TWO LANE UNDIVIDED SHOULDER WORK MINOR TRAVELWAY ENCROACHMENT





FOR FLAGS AND ADVANCE WARNING RAIL SYSTEMS, REFER TO EPG 616.6.2.2 FLAGS AND ADVANCED WARNING RAIL SYSTEM

NOTES:

SEE TRAFFIC CONTROL SHEET 1 FOR WORKZONE SPEED LIMIT GUIDELINES.

SEE TRAFFIC CONTROL SHEET 1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

SIGN 2 NOT REQUIRED IF SHOULDER WORK IS LOCATED WITHIN THE LIMITS OF AN ACTIVITY AREA WHERE ANOTHER SIGN 2 IS ALREADY USED.

THE PROTECTIVE VEHICLE MAY BE OMITTED IF A TAPER AND CHANNELIZING DEVICES ARE USED.

VEHICLE- MOUNTED SIGNS SHALL BE MOUNTED IN A MANNER SUCH THAT THEY ARE NOT OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGEND ON VEHICLE-MOUNTED SIGNS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.

VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH -INTENSITY ROTATING FLASHING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

SHADOW AND WORK VEHICLES SHALL DISPLAY HIGH-DENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

(1). SIGN 44A NOT REQUIRED FOR NARROW LANE SECTIONS LESS THAN ONE MILE.

TA-06

SHOULDER WORK MINOR ENCROACHMENT TEMPORARY TRAFFIC CONTROL SHEET 4 OF 11

11/23/2021

CLAY

J4S3343 CONTRACT ID.

PROJECT NO

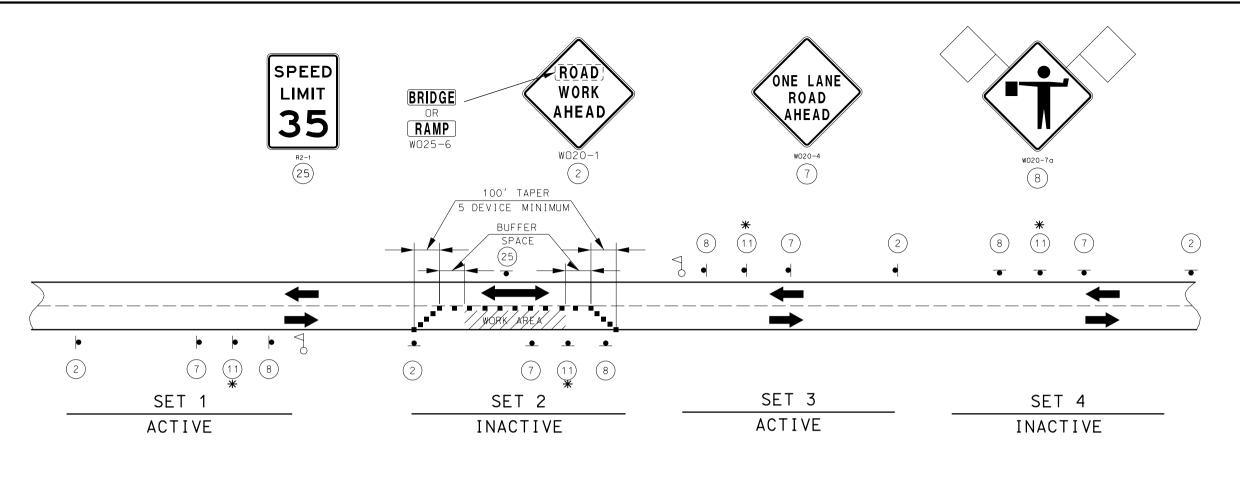
BRIDGE NO.

MO SHEET NO

21

ROUTE

ΚC



d - FLAGGER

CHANNEL IZERS

SIGN SETS 1 AND 3 ARE ACTIVE AND (I.E., SIGNS FACE ONCOMING TRAFFIC).

SIGN SETS 2 AND 4 ARE INACTIVE (I.E., SIGNS DO NOT FACE EITHER DIRECTION OF TRAFFIC) WHEN THE RESURFACING OPERATION IS LOCATED BETWEEN SIGN SETS 1 AND 3.

WHEN SIGN SETS 2 AND 4 ARE ACTIVE, SIGN SETS 1 AND 3 BECOME INACTIVE AND ARE ADVANCED TO BECOME SETS 2 AND 4 WITH SIGN LEGENDS TURNED AWAY FROM BOTH DIRECTIONS OF TRAFFIC. WHEN THE RESURFACING OPERATION ADVANCES TO BETWEEN SIGN SET 2 AND 4, SIGN SET 2 AND 4 BECOME ACTIVE (I.E. NEW SIGN SET 1 AND 3) AND SIGN SET 1 AND 3 ADVANCED IN THE DIRECTION OF THE OPERATION (I.E. NEW SIGN SET 2 AND 4).

NOTES:

SEE TRAFFIC CONTROL SHEET 1 FOR WORK ZONE SPEED LIMIT GUIDELINES.

SEE TRAFFIC CONTROL SHEET 1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

DAYLIGHT FLAGGING OPERATIONS ONLY.

CHANNELIZING DEVICES LOCATED DOWNSTREAM OF THE ONE-LANE, TWO-WAY TAPER ARE OPTIONAL. THESE DEVICES SHOULD BE ELIMINATED WHEN THEIR USE WILL REDUCE THE USABLE LANE WIDTH, INCLUDING ANY ACCEPTABLE SHOULDERS, TO LESS THAN 10' OR WILL SIGNIFICANTLY AFFECT THE RESURFACING OPERATION.

SHORT TERM RUMBLE STRIPS ELIMINATED DUE TO LOW SPEED.

IF RUMBLE STRIPS ARE USED, REVIEW 616.6.87 "RUMBLE STRIPS".



WO3-4

* NOTE: THIS SIGN IS INSERTED BETWEEN SIGNS 7 & 8 WITH THE SPACING OF 1/2 THE STANDARD SPACING WHEN NO WORK ZONE SPEED LIMIT IS ESTABLISHED.

FOR FLAGS AND ADVANCE

WARNING RAIL SYSTEMS, REFER TO EPG 616.6.2.2

FLAGS AND ADVANCED WARNING RAIL SYSTEM

> FLAGGER CONTROL RESURFACING OR MOVING OPERATION TEMPORARY TRAFFIC CONTROL SHEET 5 OF 11

TA-10D

11/23/2021

CLAY

J4S3343

CONTRACT ID.

PROJECT NO BRIDGE NO.

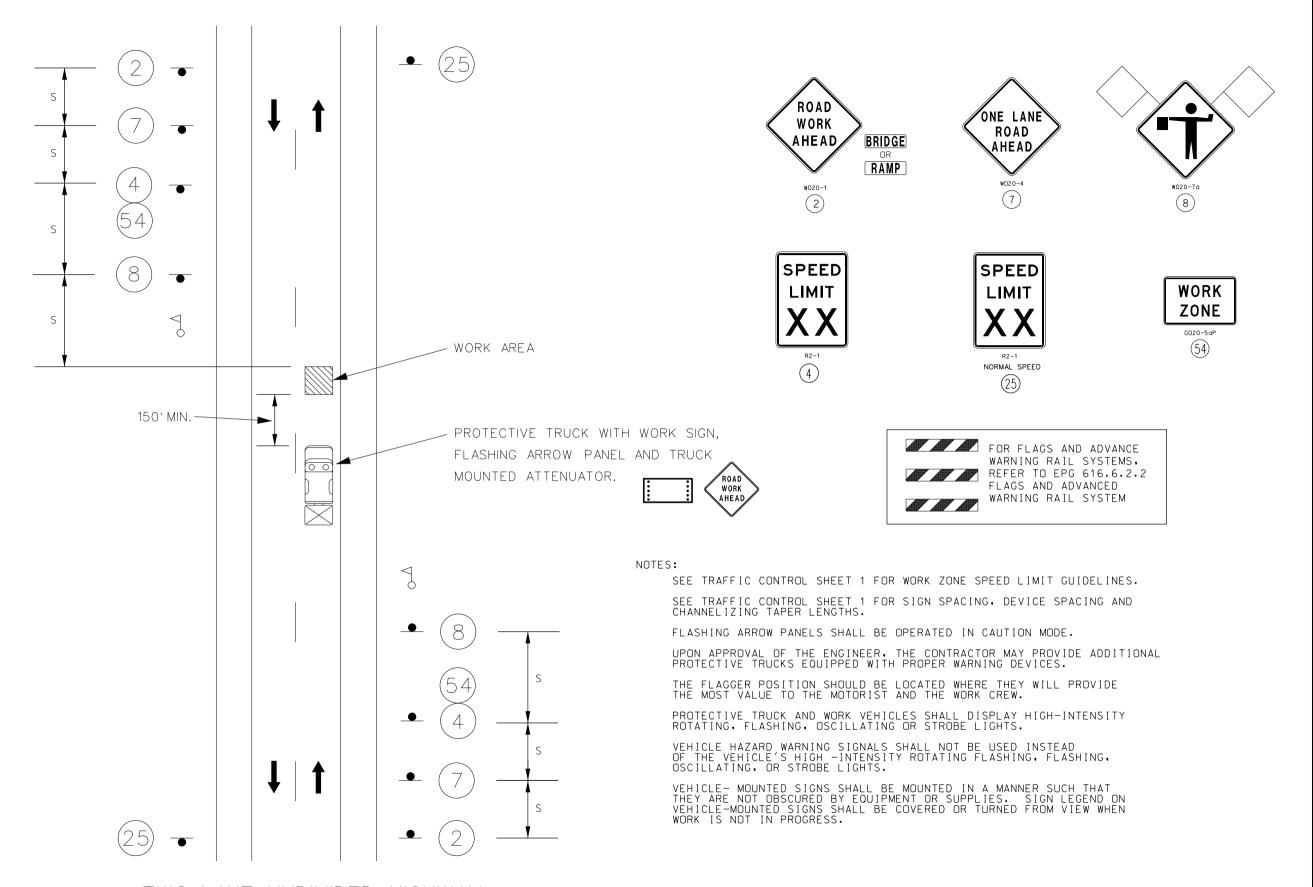
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SHEET NO

22

ROUTE

ΚC



TWO-LANE UNDIVIDED HIGHWAY

MOVING OPERATION ON HIGHWAY OPEN TO TRAFFIC

MOVING OPERATION
OPEN TO TRAFFIC
TEMPORARY
TRAFFIC CONTROL
SHEET 6 OF 11

11/23/2021

CLAY

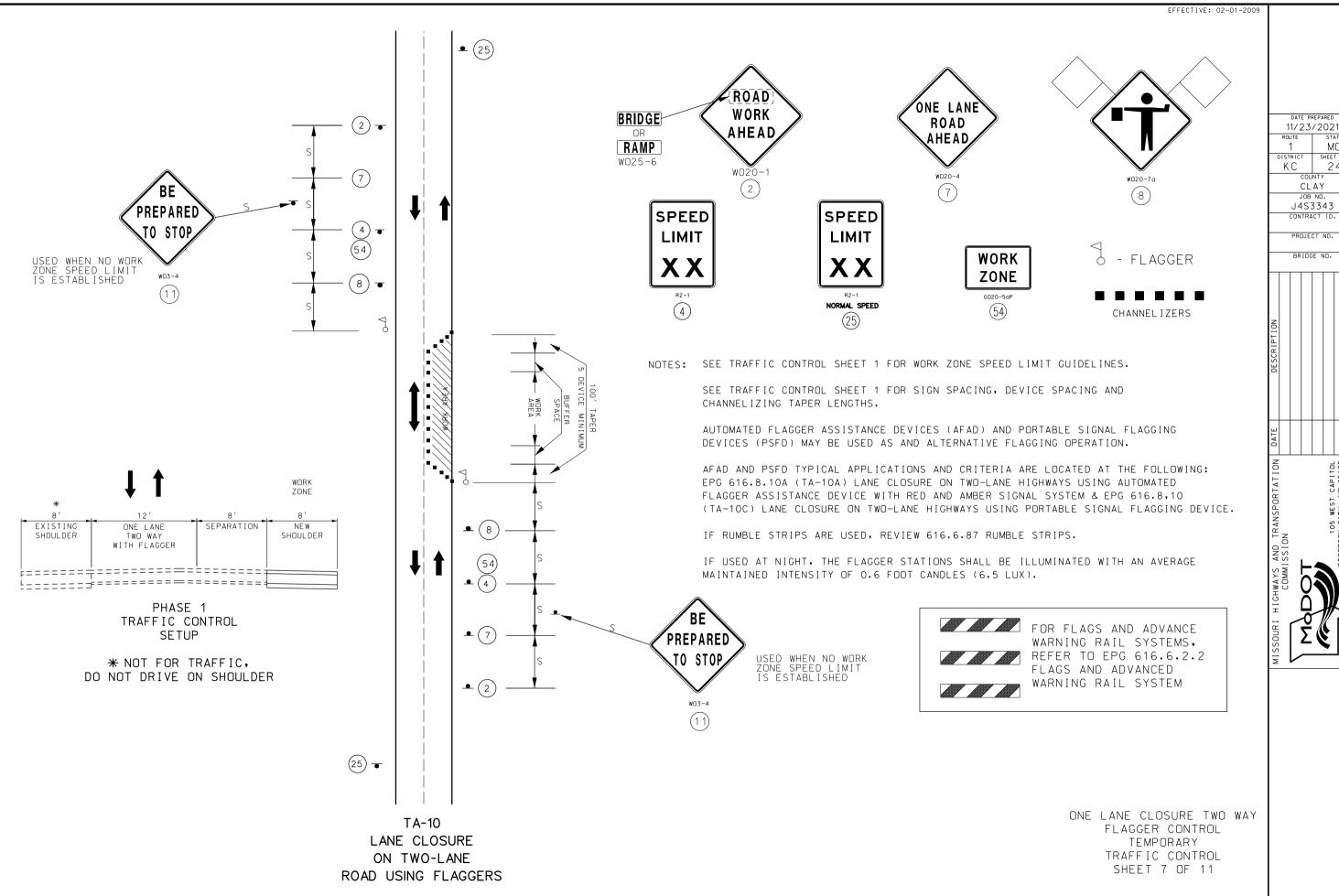
J4S3343 CONTRACT ID.

BRIDGE NO.

ΚC

MO SHEET NO

23



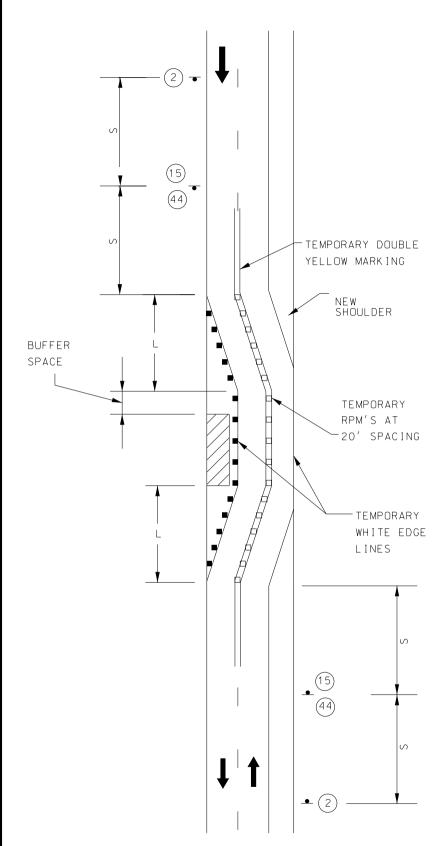
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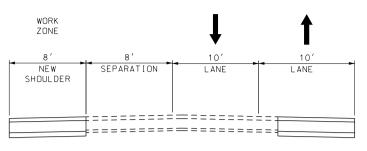
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J4S3343

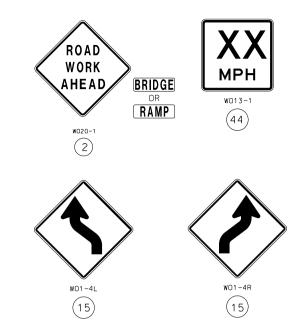
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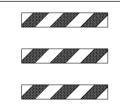


TA-7A LANE SHIFT ON TWO-LANE ROADWAY USING TEMPORARY PAVEMENT



PHASE 2 TRAFFIC CONTROL SETUP





FOR FLAGS AND ADVANCE WARNING RAIL SYSTEMS, REFER TO EPG 616.6.2.2 FLAGS AND ADVANCED WARNING RAIL SYSTEM

NOTES:

- (1). SEE TRAFFIC CONTROL SHEET 1 FOR WORK ZONE SPEED LIMIT GUIDELINES.
- (2). SEE TRAFFIC CONTROL SHEET 1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.
- (3). REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.
- (4). TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM LANE CLOSURES.
- (5). FOR SHORT TERM OPERATIONS, WHERE IT IS NOT FEASIBLE TO MODIFY PAVEMENT MARKING, A 10' DEVICE SPACING IS USED WHERE TRAFFIC IS GUIDED ACROSS DOUBLE YELLOW LINES OR OTHER CONFLICTING PAVEMENT MARKINGS, ALL OTHER SPACINGS ARE ONE HALF OF THE SPACING SHOWN ON TRAFFIC CONTROL SHEET 1
- (6). WHEN FULL LENGTH SHIFTING TAPERS CANNOT BE PROVIDED, SIGN (5) IS INSTALLED IN ADVANCE OF THE LANE SHIFTS.

LANE SHIFT TEMPORARY TRAFFIC CONTROL SHEET 8 OF 11

11/23/2021

CLAY

J4S3343 CONTRACT ID.

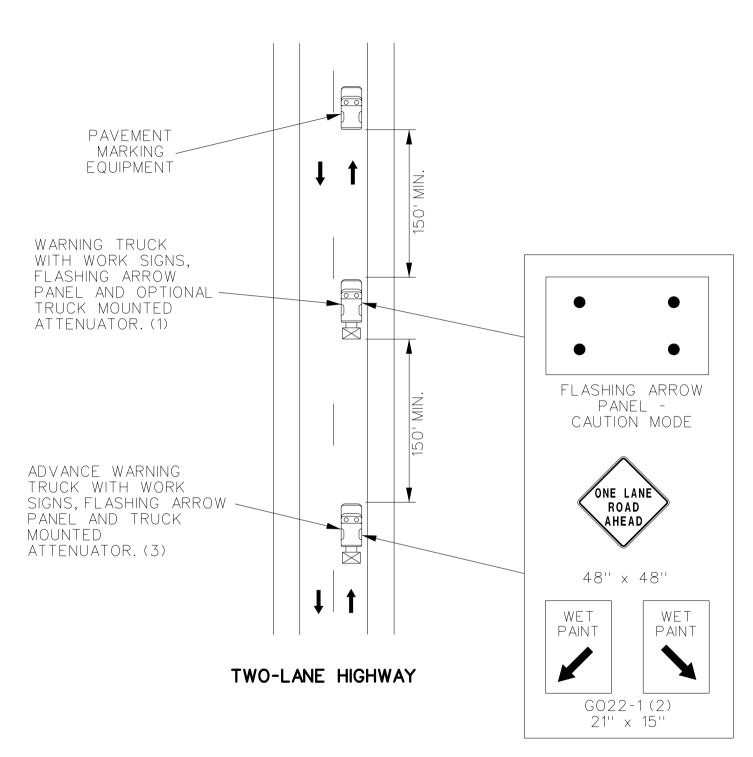
PROJECT NO.

BRIDGE NO.

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ΜO SHEET NO.

25



MOVING OPERATION ON HIGHWAY

TA-17A

OPEN TO TRAFFIC

NOTES:

ALL SIGNS HAVE TYPE 3 FLUORESCENT ORANGE RETROFLECTIVE SHEETING.

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY PROVIDE ADDITIONAL PROTECTIVE TRUCKS EQUIPPED WITH PROPER WARNING DEVICES.

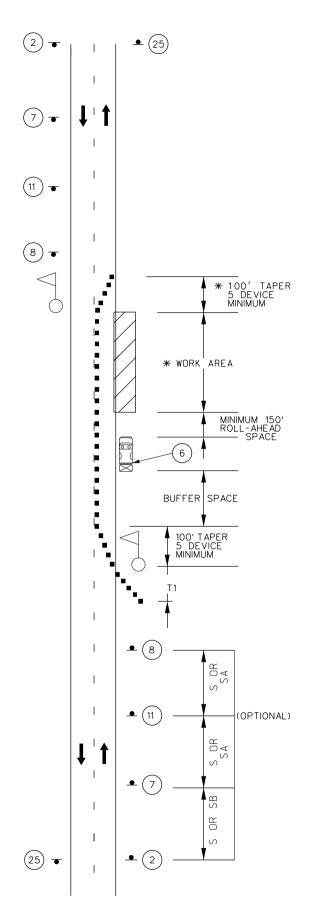
PROTECTIVE TRUCK AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING OR STROBE LIGHTS.

VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH -INTENSITY ROTATING FLASHING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

- (1). TRUCK IS OPTIONAL ON TWO-LANE UNDIVIDED HIGHWAYS IF SIGNING AND ARROW BOARD IS MOUNTED ON THE PAVEMENT MARKING EQUIPMENT.
- (2). WET PAINT SIGNS ARE INSTALLED TO INDICATE THE SIDE IN WHICH THE PAVEMENT MARKING MATERIAL IS BEING APPLIED. AT THE CONTRACTOR'S OPTION. A FRONT FACING WET PAINT SIGN MAY BE INSTALLED ON THE LEFT SIDE OF THE PAVEMENT MARKING EQUIPMENT.
- (3). ADVANCE WARNING TRUCK IS POSITIONED AT THE NO TRACK POINT OF THE PAVEMENT MARKING MATERIAL OR SPACING SHOWN, WHICHEVER IS GREATER.

11/23/2021 ΜO 26 ΚC CLAY J4S3343 CONTRACT ID. PROJECT NO BRIDGE NO.

MOVING OPERATION
OPEN TO TRAFFIC
TEMPORARY
TRAFFIC CONTROL
SHEET 9 OF 11



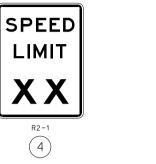
NON-DIVIDED HIGHWAY SHOULDER WORK WHEN LANE CLOSURE IS REQUIRED





* EXTEND CHANNELIZERS
ACROSS BRIDGE AND TAPER
BEYOND THE BRIDGE









8

WORK ZONE

(54)



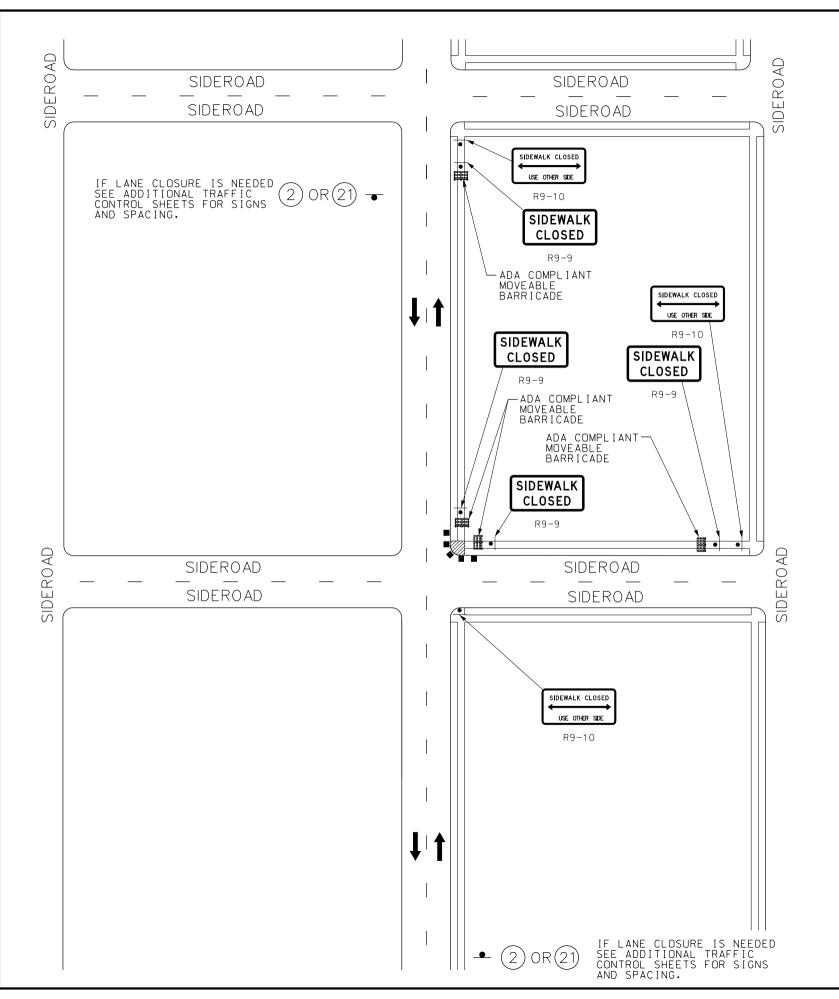
FOR FLAGS AND ADVANCE WARNING RAIL SYSTEMS. REFER TO EPG 616.6.2.2 FLAGS AND ADVANCED WARNING RAIL SYSTEM

NOTES:

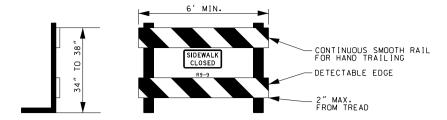
- (1). SEE TRAFFIC CONTROL SHEET 1 FOR WORK ZONE SPEED LIMIT GUIDELINES.
- (2). SEE TRAFFIC CONTROL SHEET 1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.
- (3). IF WORK AREA IS WITHIN 15' OF SHOULDER

SHOULDER WORK LANE CLOSURE TEMPORARY TRAFFIC CONTROL SHEET 10 OF 11

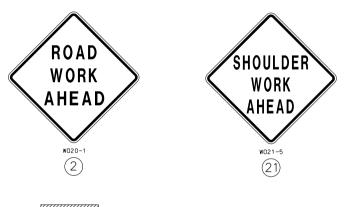
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ROUTE STATE 1 MO							THE A STALL IS DEFICINT ON THIS SHEET IT HAS BEEN FLESTED	
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- (1). WARNING LIGHTS SHALL NOT BE ATTACHED TO ADA COMPLIANT BARRICADES.
- (2). CHEVRON RAILS ON THE ADA COMPLIANT BARRICADES MUST BE 8" WIDE MIN. AND MEET TYPE 3 RETRO-REFLECTIVE SHEETING AND COLOR CONTRAST BARRICADE RAILS AS SHOWN. THE TOP RAIL MUST PROVIDE A SMOOTH CONTINUOUS RAIL SURFACE SUITABLE FOR HAND TRAILING WITH NO SPLINTERS, BURRS OR SHARP EDGES. A MINIMUM OF TWO 8" WIDE RAILS REQUIRED.
- (3). NO TRIPPING HAZARDS FROM THE BARRICADES ARE ALLOWED WITHIN THE PEDESTRIAN SPACE. THIS MEANS NO FEET OR BARS USED TO HOLD THE RAILS OR SUPPORT THE DEVICE ARE ALLOWED WITHIN THE WALKWAY, ALL FEET AND BALLASTS WILL NEED TO BE BEHIND THE DEVICE.
- (4). THE BARRICADE MUST BE THE FULL WIDTH OF THE CLOSED SIDEWALK.



WORK AREA

CHANNELIZERS

NOTES:

-). ALL SIGNS AND BARRICADES SHALL BE MOVED TO THE OPPOSITE SIDE OF THE ROADWAY WHEN SIDEWALK UPGRADES ARE REQUIRED FOR BOTH SIDES OF THE ROAD.
- 2). ONLY THE TEMPORARY TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN OTHER DEVICES MAY BE NECESSARY TO CONTROL TRAFFIC, SEE OTHER TRAFFIC CONTROL SHEETS FOR LANE CLOSURES
- (3). SEE TRAFFIC CONTROL SHEET 1 FOR WORK ZONE SPEED LIMIT GUIDELINES.
- 4). SEE TRAFFIC CONTROL SHEET 1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.
- (5). FOR SIGNALIZED INTERSECTIONS, ADJUSTMENTS MAY NEED TO BE MADE TO SIGNAL PHASING, TIMING, INDICATIONS OR DETECTOR SETTINGS.
- (6). REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.
- (7). PAVEMENT MARKING OPTIONAL FOR SHORT TERM OPERATIONS.
- (8). TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM LANE CLOSURES.
- 9). SIGNS MAY ALSO BE PLACED IN THE MEDIAN OF THE ROADWAY IF THERE IS SUFFICENT ROOM BETWEEN LANES

SIDEWALK WORK AT INTERSECTION TEMPORARY TRAFFIC CONTROL SHEET 11 OF 11 DATE PREPARED

11/23/2021

ROUTE STATE
1 MO

DISTRICT SHEET NO.
KC 28

COUNTY
CLAY
JOB NO.
J4S3343
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

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