### DESIGN DESIGNATION

A.A.D.T. - 2023 = 6000A.A.D.T. - 2043 = 8000D.H.V. = 800

FUNCTIONAL CLASSIFICATION- MINOR ARTERIAL

NO NEW RIGHT OF WAY WILL BE ACQUIRED

### CONVENTIONAL SYMBOLS

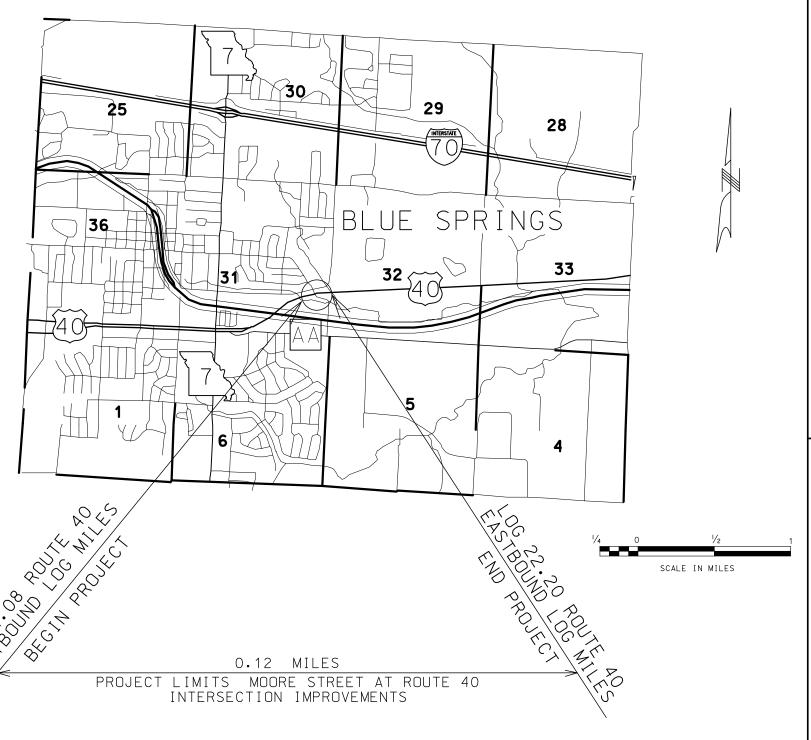
(USED IN PLANS	5)	
	EXISTING	NEW
BUILDINGS AND STRUCTURES GUARD RAIL GUARD CABLE CONCRETE RIGHT-OF-WAY MARKER STEEL RIGHT-OF-WAY MARKER	0000	••••
LOCATION SURVEY MARKER UTILITIES	0	$\circ$
FIBER OPTICS OVERHEAD CABLE TV UNDERGROUND CABLE TV OVERHEAD TELEPHONE UNDERGROUND TELEPHONE OVERHEAD POWER UNDERGROUND POWER SANITARY SEWER STORM SEWER GAS WATER	-F0- -OTV- -UTV- -OT- -UT- -OE- -UE- -SS- -G- -W-	- F0- - OTV- - UTV- - OT- - UT- - OE- - UE- - SS- - G- - W
MANHOLE	SAN HYD	)
FIRE HYDRANT	WV	]
WATER VALVE	ww.	)
WATER METER	D.""	)
DROP INLET	Ï	
DITCH BLOCK	-	<del>-</del>
GROUND MOUNTED SIGN	SIGN	_
LIGHT POLE		
H-FRAME POWER POLE		
TELEPHONE PEDESTAL FENCE CHAIN LINK WOVEN WIRE GATE POST	——————————————————————————————————————	
BENCHMARK	(>	)

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

## MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

## PLANS FOR PROPOSED STATE HIGHWAY

COUNTY JACKSON



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 UTILITIES.

### INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET	1
TYPICAL SECTIONS (TS) (1 SHEETS)-	2
QUANTITIES (QU) (3 SHEETS)	3
PLAN-PROFILE (PP)	4-5
REFERENCE POINTS (RP)	6
COORDINATE POINTS (CP)	7
SPECIAL SHEETS (SS)	8
TRAFFIC CONTROL SHEETS (TC)	9-17
EROSION CONTROL SHEETS (EC)	18
SIGNALS (SG)	19-24
SIGNING (SN)	25
PAVEMENT MARKING (PM)	26
CROSS SECTIONS (XS)	1-3

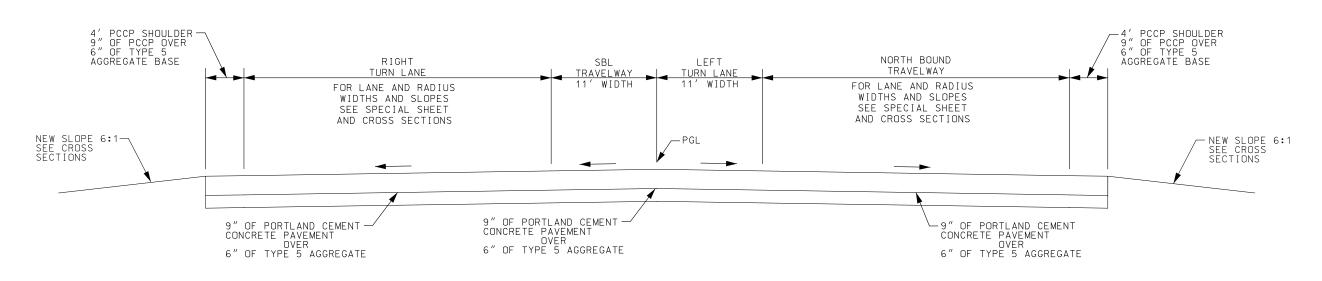
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### LENGTH OF PROJECT

BEGINNING OF PROJECT LOG MILE 22.08 END OF PROJECT LOG MILE 22.20 633.6 FEET APPARENT LENGTH EQUATIONS AND EXCEPTIONS:



0.0 FEET TOTAL CORRECTIONS NET LENGTH OF PROJECT 633.6 FEET STATE LENGTH 0.12 MILES FOR INFORMATION ONLY ESTIMATED DISTURBED ACRES 0.35 ACRES



MOORE STREET INTERSECTION STATION 0+12.33 TO STATION 1+16.77 SEE SPECIAL SHEET AND CROSS SECTIONS FOR WIDTHS AND SLOPES

NOT TO SCALE

NOTES:

15 FOOT JOINT SPACING

1¼" DOWELS

EXTENDED SLAB

TYPICAL SECTION SHEET 1 OF 1

CHRISTOPHER ALAN WEST NUMBER PE-2014017034 O7/28/2023 11:26:49 AM
CHRISTOPHER ALLAN WEST - CIVIL
MO-PE-2014017/034
DATE PREPARED 7/26/2023 STATE MO 40 SHEET NO. DISTRICT KC JACKSON JOB NO.

J4S3347

CONTRACT ID. PROJECT NO. BRIDGE NO.

9 INCH PORTLAND CEMENT CONCRETE PAVEMENT (PCCP) AT MOORE STREET INTERSECTION							
STATION	TO	STATION	LOCATION	SQUARE YARDS	9" NON-REINF CONCRETE PAVEMENT	6 INCHES TYPE 5 AGGREGATE	REMARKS
					SQ. YDS.	SQ. YDS.	
0+12.33		1+16.77	MOORE STREET INTERSECTION 4-11 FOOT LANES	769.52	769.52	769.52	15 FOOT JOINT SPACING, 1.75" DOWELS, EXTEND SLAB
0+12.33		1+16.77	MOORE STREET INTERSECTION, WEST SIDE SHOULDER	68.12	68.12	68.12	
0+12.33		1+16.77	MOORE STREET INTERSECTION, EAST SIDE SHOULDER	64.32	64.32	64.32	
				TOTAL	901.96	901.96	
				PAY TOTAL	902.0	902.0	

	WIDENING OF MOORE STREET INTERSECTION						
STATION	ТО	STATION	LOCATION		SUBGRADE COMPACTION	LINEAR GRADING CLASS 1	REMARKS
					100 FT	(STA.)	
0+12.33		1+16.77	MOORE STREET		1	1.1	4-11 FOOT LANES AND 2-4 FOOT SHOULDERS ON EAST AND WEST SIDES
•		•	ТО	DTAL	1	1.1	

MOBILIZATION					
	QUANTITY				
	LUMP SUM				
TOTAL	1				

COOL SEASON SEEDING						
LOCATION	SEEDING COOL SEASON	MULCHING	COMMENTS			
	MIXTURES ACRE	ACRE				
MOORE STREET INTERSECTION	0.2	0.2	WEST SIDE OF MOORE STREET			
MOORE STREET INTERSECTION	0.2	0.2	EAST SIDE OF MOORE STREET			
TOTAL	0.4	0.4				

TEMPORARY EROSION CONTROL						
LOCATION	SILT FENCE	SEDIMENT REMOVAL	COMMENTS			
	(L.F.)	(C.Y.)				
MOORE STREET INTERSECTION	150	1.0	WEST SIDE OF MOORE STREET			
MOORE STREET INTERSECTION	150	1.0	EAST SIDE OF MOORE STREET			
TOTAL	300	2.0				

RELOCATION FIBER OPTIC CABLE					
LOCATION	FIBER OPTIC CABLE RELOCATION EACH	REMARKS			
MOORE STREET (WEST SIDE OF MOORE STREET)	1	ADJUST TO MEET FIELD CONDITIONS FOR NEW RIGHT TURN LANE			
	1				

FL.	ASHING	YELLOW TURI	N S	IGNAL
POST & MAST ARM NUMBER	SIGNAL HEAD NUMBER	LOCATION		** FLASHING YELLOW TURN SIGNAL EACH
1	51	NW QUADRANT		1
2	31	NE QUADRANT		1
3	11	SE QUADRANT		1
4	71	SW QUADRANT		1
		TO	TAL	4

\*\* FOR INFORMATION ONLY, SEE D-37A FOR QUANTITIES.

### NOTE:

A MMU2 SHALL BE INSTALLED IN THE CONROLLER, TO ALLOW FOR OPERATION OF FLASHING YELLOW TURN SIGNALS. THE MMU2 SHALL BE INCIDENTAL TO THE COST OF THE SIGNAL HEADS.

VIDEO DETECTION SYSTEM					
LOCATION		VIDEO DETECTION SYSTEM	REMARKS		
		EACH			
MOORE STREET AT ROUTE 40		1	ALL FOUR APPROACHES AT MOORE STREET & ROUTE 40		
	TOTAL	1			

CONTRACTOR FURNISHED SURVEYING AND STAKING					
	QUANTITY				
	LUMP SUM				
TOTAL	1				

QUANTITIES SHEET 1 OF 3

IGHWAYS AND TRANSPORTATION COMMISSION  105 WEST CAPITOL JEFERSON CITY. MO 65102 1-888-ASK-MODOT (1-888-275-6636)
--

				РА	VEMENT MARKING		
LOCATION	4" WHITE	4″ YELLOW	8" WHITE	PREFORMED	PREFORMED	PREFORMED	COMMENTS
	WATERBORNE	WATERBORNE	WATERBORNE	THERMOPLASTIC	THERMOPLASTIC	THERMOPLASTIC	
	PAINT	PAINT	PAINT	PAVEMENT MARKING	PAVEMENT MARKING	PAVEMENT MARKING	
	TYPE P BEADS	TYPE P BEADS	TYPE P BEADS	LEFT/RIGHT ARROW	STRAIGHT ARROW	24" WHITE	
	(L.F.)	(L.F.)	(L.F.)	(EACH)	(EACH)	(L.F.)	
MOORE STREET INTERSECTION	148.9						WEST SIDE OF INTERSECTON, EDGE OF NEW PAVEMENT (EDGE LINE)
MOORE STREET INTERSECTION	151.2						EAST SIDE OF INTERSECTON, EDGE OF NEW PAVEMENT (EDGE LINE)
MOORE STREET INTERSECTION		138.8					DOUBLE YELLOW LANE LINES 69.4 X 2 = 138.8', BETWEEN LEFT TURN LANE AND NBL LANE
MOORE STREET INTERSECTION	85.6						LANE LINE BETWEEN LEFT TURN LANE AND STRAIGHT AHEAD LANE
MOORE STREET INTERSECTION	85.6						LANE LINE BETWEEN RIGHT TURN LANE AND STRAIGHT AHEAD LANE
MOORE STREET INTERSECTION			54.5				PAINTED ISLAND BETWEEN RIGHT TURN LANE AND STRAIGHT AHEAD LANE
MOORE STREET INTERSECTION				1			LEFT TURN LANE (LEFT TURN ARROW)
MOORE STREET INTERSECTION				1			RIGHT TURN LANE (RIGHT TURN ARROW)
MOORE STREET INTERSECTION					1		STRAIGHT AHEAD LANE (STRAIGHT ARROW)
MOORE STREET INTERSECTION						11	LEFT TURN LANE (STOP BAR)
MOORE STREET INTERSECTION						11	STRAIGHT AHEAD LANE (STOP BAR)
SE SOUTH AVE.						11	STOP BAR (RELOCATED)
SE SUNNYSIDE SCHOOL ROAD						11	STOP BAR (REDO EXISTING STOP BAR)
TOTAL	471.3	138.8	54.5	2	1	44	

PAVEMENT MARKING REMOVAL							
LOCATION		REMOVAL	COMMENTS				
		(L.F.)					
SE SOUTH AVE.		11	24" STOP BAR				
SE SOUTH AVE.		32	4'' DOUBLE YELLOW $16'X 2 = 32'$				
	TOTAL	43					

					SIGNING	
SIGN NUMBER	LOCATIO	IN	R1-2 SH-FLAT ITEM 9035004A 48" X 48"	* 4 INCH PIPE POST ITEM 9031220	CONCRETE FOOTINGS EMBEDDED ITEM 9031010	REMARKS
			(SQ. FT.)	LBS	(CUBIC YARDS)	
1	MOORE STRE	ET	6.93	107.9	0.36	INSTALL YIELD SIGN AFTER NEW RIGHT TURN LANE HAS BEEN ADDED AT MOORE STREET
		TOT 1:	0.07	407.0	0.70	
		TOTAL	6.93	107.9	0.36	
		PAY TOTAL	7.0	110.0	0.4	

<sup>\*</sup> BREAKAWAY ASSEMBLY IS INCIDENTAL FOR STRUCTURAL STEEL AND PIPE POSTS.

	RELOCATION OF EXISTING SIGNS							
SIGN	QUANTITY	SIGN	REMARKS					
NUMBER	EACH							
2	1	STOP SIGN & DO NOT BLOCK INTERSECTION	RELOCATE STOP SIGN AND DO NOT BLOCK INTERSECTION SIGN AT SOUTH STREET, AFTER WIDENING HAS BEEN COMPLETED					
3	1	SE MOORE ST	RELOCATE SOUTH MOORE STREET SIGN ON EXISITING SIGNAL POLE 1 TO NEW SIGNAL POLE 1. AFTER WIDENING HAS BEEN COMPLETED					
TOTAL	2							

	REMOVAL OF IMPROVEMENTS			
LOCATION	DESCRIPTION		QUANTITY	UNITS
MOORE STREET INTERSECTION	REMOVE EXISTING ASPHALT LANES AND ROCK SHOULDERS AT MOORE STREET INTERSECTION		626.7 +/-	SQ. YDS
MOORE STREET INTERSECTION	REMOVE EXISTING CONCRETE SIGNAL BASE NUMBER 1		1	EACH
MOORE STREET INTERSECTION	REMOVE EXISTING SIGNAL POLE NUMBER 1		1	EACH
MOORE STREET INTERSECTION	REMOVE EXISTING PULL BOX NUMBER 1		1	EACH
MOORE STREET INTERSECTION	SAW CUT ALONG MOORE STREET AND ROUTE 40 (TO REMOVE ASPHALT PAVEMENT AT MOORE STREET INTERSECTION	)	150	L.F.
MOORE STREET INTERSECTION	SAW CUT ALONG MOORE STREET AND OUTER ROAD (TO REMOVE ASPHALT PAVEMENT AT MOORE STREET INTERSECTION	ON )	139	L.F.
MOORE STREET INTERSECTION	REMOVE DELINEATORS FROM AROUND RADIUS		16 +/-	EACH
		TOTAL	1 LUM	IP SUM

CHRISTOPHER ALLAN WEST-CIVIL MO-PE-2014017034

DATE PREPARED

7/26/2023 ROUTE STATE
40 MO
DISTRICT SHEET NO.
KC 3 COUNTY JACKSON JOB NO.

J4S3347

CONTRACT ID. PROJECT NO. BRIDGE NO.

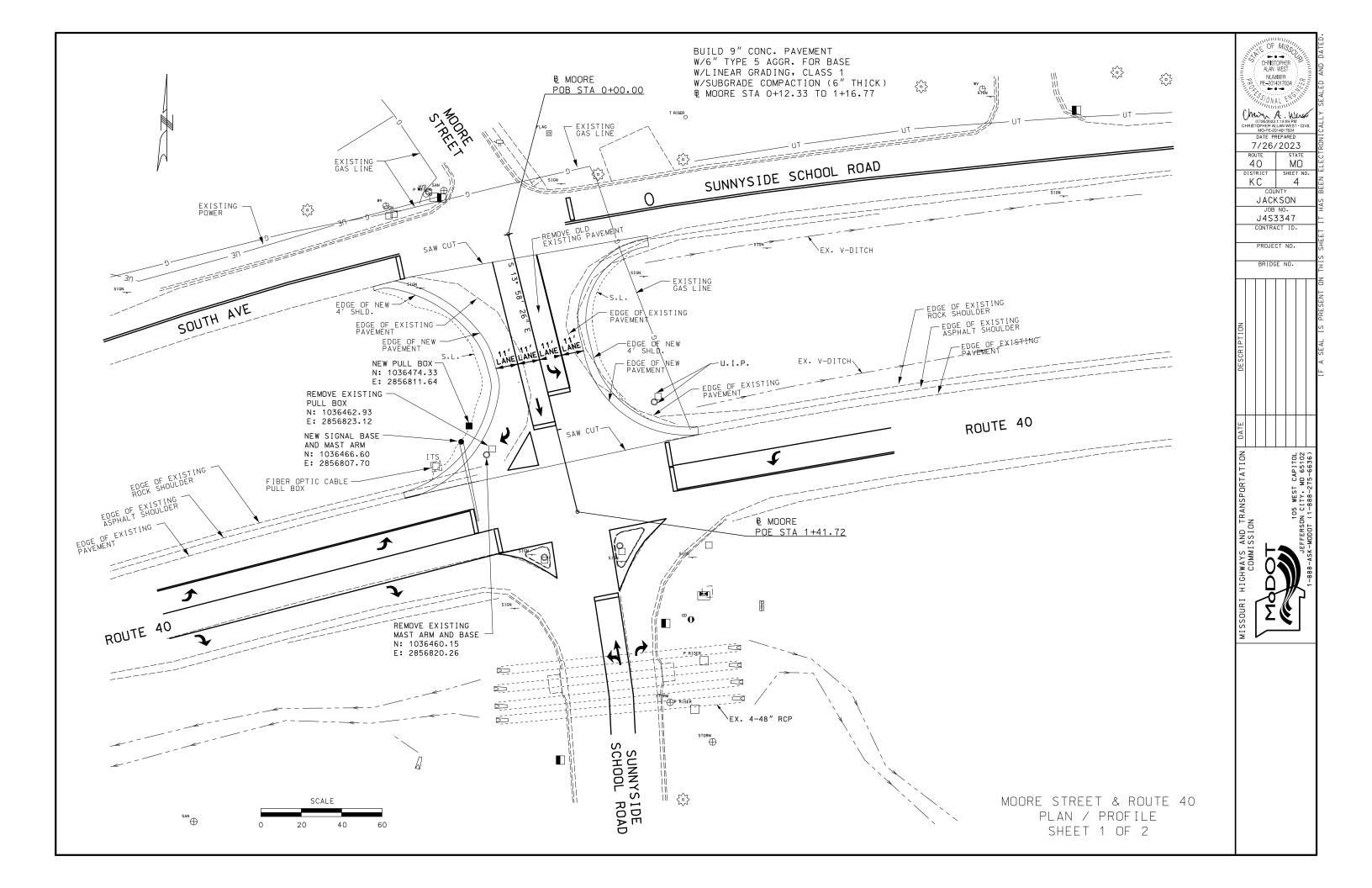
MISSOURI HIGHWAYS AND TRANSPORTAT COMMISSION

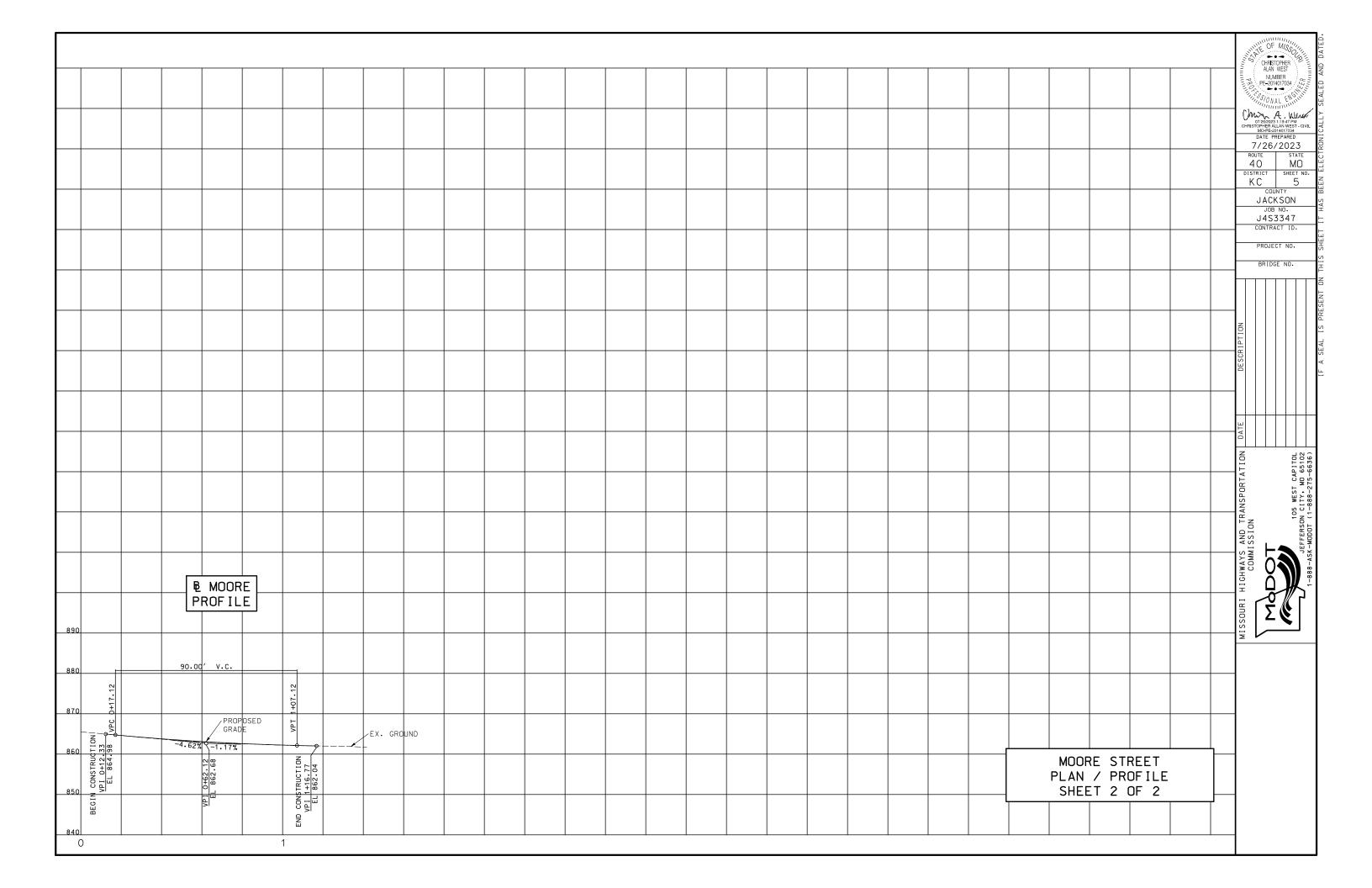
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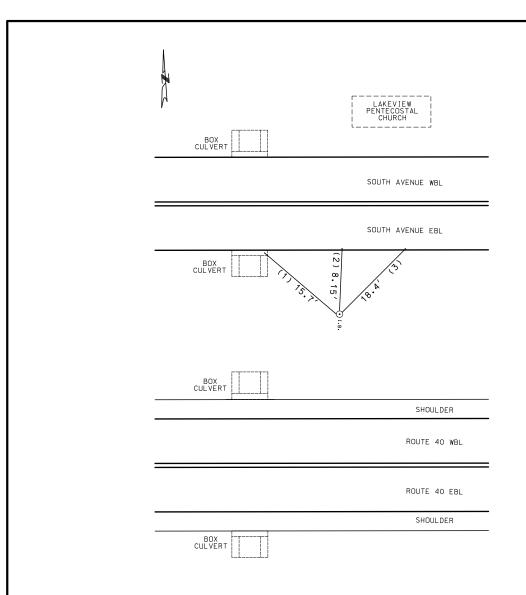
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SIZE AREA QTY AREA RELC			TOTAL RELOC RELO	I I			CHRISTOPHER ALAN WEST
SIGN IN SQ.FT EACH SQ.FT EACH		SIGN IN SQ.FT. EACH		DESCRIPTION	I I TEM		NUMBER PE-2014017034 & 3
WARNING			GUIDE SIGNS		NUMBER		
W01-1L 48X48 16.00	TURN (SYMBOL LEFT ARROW)	E05-1 36X48 12.00		GORE EXIT	6122008		I I SSONAL ENGLISH
W01-1R   48X48   16.00	TURN (SYMBOL RIGHT ARROW)  CURVE (SYMBOL LEFT ARROW)	E05-2 48X36 12.00 E05-2a 48X36 12.00		EXIT OPEN EXIT CLOSED	6122009		( Mun A. Wers
W01-2R 48X48 16.00	CURVE (SYMBOL RIGHT ARROW)	GD20-1 60X24 10.00		ROAD WORK NEXT XX MILES	6122012		07/26/2023 1:18:37 PM CHRISTOPHER ALLAN WEST - CIVI MO-PE-2014017034
W01-3L 48X48 16.00	REVERSE TURN (SYMBOL LEFT ARROW)	G020-2 48X24 8.00		END ROAD WORK	6122014		DATE PREPARED
WO1-3R 48X48 16.00	REVERSE TURN (SYMBOL RIGHT ARROW)	GO20-4 36X18 4.50		PILOT CAR FOLLOW ME	6122017	7 IMPACT ATTENUATOR 65 MPH (SAND BARRELS)	7/26/2023
WO1-4L 48X48 16.00	REVERSE CURVE (SYMBOL LEFT ARROW)	GO20-4a 42X30 8.75		PILOT CAR IN USE WAIT & FOLLO	W 6122019		ROUTE STATE 40 MO
W01-4R 48X48 16.00	REVERSE CURVE (SYMBOL RIGHT ARROW)	G020-4a 18X12 1.50		PILOT CAR IN USE WAIT & FOLLO	6122020		DISTRICT SHEET NO
W01-4bL 48X48 16.00 W01-4bR 48X48 16.00	DOUBLE ARROW REVERSE CURVE (SYMBOL LT ARROWS)  DOUBLE ARROW REVERSE CURVE (SYMBOL RT ARROWS)	GO20-5aP 36X24 6.00 2 MD4-8a 24X18 3.00	12	WORK ZONE (PLAQUE) END DETOUR	6122030		KC 3
W01-4cL 48X48 16.00	TRIPLE ARROW REVERSE CURVE (SYMBOL LT ARROWS)	MD4-9L 48X36 12.00		DETOUR (LEFT ARROW)	6161008		JACKSON
W01-4cR 48X48 16.00	TRIPLE ARROW REVERSE CURVE (SYMBOL RT ARROWS)	MD4-9R 48X36 12.00		DETOUR (RIGHT ARROW)	6161012		JOB NO.
WO1-6 60X30 12.50	HORIZONTAL ARROW (SYMBOL)	MO4-9P 48X12 4.00		STREET NAME (PLAQUE)	6161013	BUOYS (NO WAKE)	J4S3347
WO1-6a 72X36 18.00	HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)	MD4-10L 48X18 6.00		DETOUR (ARROW LEFT)	6161014		CONTRACT ID.
W01-7 60X30 12.50	DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	MO4-10R   48X18   6.00	DECLII ATODY CLON	DETOUR (ARROW RIGHT)	6161025		PROJECT NO.
W01-7a 72X36 18.00	DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)	D4 4 40V40 47 05 4	REGULATORY SIGN		6161030		-
W01-8   18X24   3.00	CHEVRON (SYMBOL)  CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1-1 48X48 13.25 4 R1-2 48TRI. 6.93	53	STOP YIELD	6161033 6161040		BRIDGE NO.
W03-1 48X48 16.00	STOP AHEAD (SYMBOL)	R1-2a 36X36 9.00		TO ONCOMING TRAFFIC (PLAQUE)	6161040		┦ ┠
W03-2 48X48 16.00	YIELD AHEAD (SYMBOL)	R1-3P 30X12 2.50		ALL WAY (PLAQUE)	6161055		<b>┦ 【</b>
WO3-3 48X48 16.00	SIGNAL AHEAD (SYMBOL)	R2-1 36X48 12.00 6	72	SPEED LIMIT 2-25 2-35 2-45	6161070	TUBULAR MARKER	_] <b> </b>
W03-4 48X48 16.00 2 32	BE PREPARED TO STOP	R3-1 48X48 16.00		NO RIGHT TURN (SYMBOL)	6161095		_
W03-5 48X48 16.00	SPEED LIMIT AHEAD	R3-2 48X48 16.00		NO LEFT TURN (SYMBOL)	11,,,,,,,	CHANGEABLE MESSAGE SIGN,	
W04-1L 48X48 16.00 W04-1R 48X48 16.00	MERGE (SYMBOL FROM LEFT)  MERGE (SYMBOL FROM RIGHT)	R3-3 36X36 9.00 R3-4 48X48 16.00		NO TURNS NO U-TURN (SYMBOL)	6161096	COMMISSION FURNISHED/RETAINED  CHANGEABLE MESSAGE SIGN W/O COMM.	┦ [キ
W04-1R 48X48 16.00	MERGE (SYMBOL FROM RIGHT)  MERGE (ARROW SYMBOL)	R3-7L 30X30 6.25		LEFT LANE MUST TURN LEFT	6161098		,   [발
W04-1gR 48X48 16.00	MERGE (ARROW SYMBOL)	R3-7R 30X30 6.25		RIGHT LANE MUST TURN RIGHT	101010307	CHANGEABLE MESSAGE SIGN WITH COMM.	
WO5-1 48X48 16.00 1 16	ROAD/BRIDGE/RAMP NARROWS	R4-1 36X48 12.00		DO NOT PASS	6161099		
WO5-3 48X48 16.00	ONE LANE BRIDGE	R4-2 36X48 12.00		PASS WITH CARE	6162000		]
WO5-5 48X48 16.00	NARROW LANES	R4-8a 36X48 12.00		KEEP LEFT (HORIZONTAL ARROW)	6162002		_
W06-1 48X48 16.00	DIVIDED HIGHWAY (SYMBOL)	R4-7a 36X48 12.00 R5-1 30X30 6.25		KEEP RIGHT (HORIZONTAL ARROW)	H <sub>6173600</sub> [	TEMPORARY TRAFFIC BARRIER	
W06-2 48X48 16.00 W06-3 48X48 16.00	DIVIDED HIGHWAY END (SYMBOL)  TWO WAY TRAFFIC (SYMBOL)	R5-1a 36X24 6.00		DO NOT ENTER WRONG WAY	161736001	D   CONTRACTOR FURNISHED/RETAINED   TEMPORARY TRAFFIC BARRIER	
W07-3a 30X24 5.00	NEXT XX MILES (PLAQUE)	R6-1L 54X18 6.75		ONE WAY ARROW (LEFT)	6173602		)
WO8-1 48X48 16.00	ВИМР	R6-1R 54X18 6.75		ONE WAY ARROW (RIGHT)	6174000		7
WO8-2 48X48 16.00	DIP	R6-2L 24X30 5.00		ONE WAY (LEFT)	6175010		Z 28:
W08-3 48X48 16.00	PAVEMENT ENDS	R6-2R 24X30 5.00		ONE WAY (RIGHT)	1	TEMPORARY TRAFFIC BARRIER	ATION APITOL 65102
W08-4 48X48 16.00 W08-5 48X48 16.00	SOFT SHOULDER   SLIPPERY WHEN WET (SYMBOL)	R9-9 24X12 2.00		SIDEWALK CLOSED SIDEWALK CLOSED AHEAD,	61760008	B COMMISSION FURNISHED/RETAINED TEMP. TRAFFIC BARRIER HEIGHT TRANSITION	
W08-6 48X48 16.00	TRUCK CROSSING (WITH FLAGS)	R9-11L   24X18   3.00		(ARROW LEFT) CROSS HERE	6177000		TRANSPORTA ON 105 WEST CA 105 WEST CA
W08-6c 48X48 16.00	TRUCK ENTRANCE			SIDEWALK CLOSED AHEAD,	6208064		- Ispania Spinia Spini
WO8-7 36X36 9.00	LOOSE GRAVEL	R9-11R 24X18 3.00		(ARROW RIGHT) CROSS HERE	9029400	TEMPORARY TRAFFIC SIGNALS	RAN COS
WO8-7a 36X36 9.00	FRESH OIL/LOOSE GRAVEL	R10-6 24X36 6.00		STOP HERE ON RED (45° ARROW)	9029401	1 TEMPORARY TRAFFIC SIGNALS AND LIGHTING	
W08-9 48X48 16.00	LOW SHOULDER	R11-2 48X30 10.00		ROAD CLOSED			AND
W08-11   48X48   16.00	UNEVEN LANES  NO CENTER LINE	R11-3a 60X30 12.50		ROAD CLOSED XX MILES AHEAD			
W08-15 48X48 16.00	GROOVED PAVEMENT	R11-4 60X30 12.50		ROAD CLOSED TO THRU TRAFFIC	╫		
W08-15P 30X24 5.00	MOTORCYCLE (PLAQUE)	CONST-3A 60X48 20.00		FINE SIGN	1		
WO8-17 48X48 16.00	SHOULDER DROP-OFF (SYMBOL)	CONST-3X 56X12 4.67		SPEEDING/PASSING (PLATE)			HIGHWAYS COMMI
W08-17P 30X24 5.00	SHOULDER DROP-OFF (PLAQUE)		IISCELLANEOUS SIC				
W10-1 42RND. 9.62	RAILROAD CROSSING	CONST-5 48X36 12.00	- CA	POINT OF PRESENCE	-		
W012-1 24X24 4.00 W012-2 48X48 16.00	DOUBLE DOWN ARROW (SYMBOL)   LOW CLEARANCE (SYMBOL)	CONST-5 96X48 32.00 2 CONST-7 48X24 8.00	64	POINT OF PRESENCE  RATE OUR WORK ZONE	1		S   4 <b>%</b>
W012-2X 24X18 3.00	LOW CLEARANCE (STMBDE)	CONST-7 72X36 18.00 2	36	RATE OUR WORK ZONE	1		
W012-2d 84X24 14.00	OVERHEAD LOW CLEARANCE (FEET AND INCHES)	CONST-8 48X36 12.00 2		WORK ZONE NO PHONE ZONE	1		2 "
WO12-4 120X60 50.00	LOW CLEARANCE XX FT XX IN XX MILES AHEAD						
W012-5 120X60 50.00	WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD				1		
W013-1 30X30 6.25	ADVISORY SPEED (PLAQUE)				_		
W016-2 30X24 5.00 W016-3 30X24 5.00	XXX FEET (PLAQUE)  X MILE (PLAQUE)	1			1		
W020-1 48X48 16.00 6 96	ROAD/BRIDGE/RAMP WORK AHEAD	1			1		
W020-2 48X48 16.00	DETOUR AHEAD	1			1		
WO20-3 48X48 16.00	ROAD CLOSED AHEAD				]		
W020-4 48X48 16.00 2 32	ONE LANE ROAD AHEAD	616-10.05	TOTAL				
W020-5 48X48 16.00 1 16	RIGHT/CENTER/LEFT LANES CLOSED AHEAD	CONSTRUCTION SIGNS		$\dashv$			
W020-5a 48X48 16.00 W020-6a 48X48 16.00 1 16	2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD RIGHT/CENTER/LEFT LANE CLOSED	616-10.10   RELOCATED SIGNS	TOTA				
W020-6d 48X48 16.00 1 16 W020-7a 48X48 16.00 2 32	FLAGGER (SYMBOL, WITH FLAGS)	INCLUCATED SIGNS	0	_			
W021-2 36X36 9.00	FRESH OIL	1					
WO21-5 48X48 16.00 2 32	SHOULDER WORK AHEAD	]					
W022-1 48X48 16.00	BLASTING ZONE AHEAD	1					
W022-2 42X36 10.50	TURN OFF 2-WAY RADIO AND PHONE	-				QUANTITIES	
W022-3   42X36   10.50   G022-1   21X15   2.19	END BLASTING ZONE   WET PAINT (ARROW PIVOTS)	1				SHEET 3 OF 3	
10022 1   21X10   2:10		1				3	







CONTROL POINT 1

5" IRON BAR WITH ORANGE

MODOT CAP, BURIED .5'+/- BELOW THE GROUND

500'+/- WEST OF MOORE STREET INTERSECTION

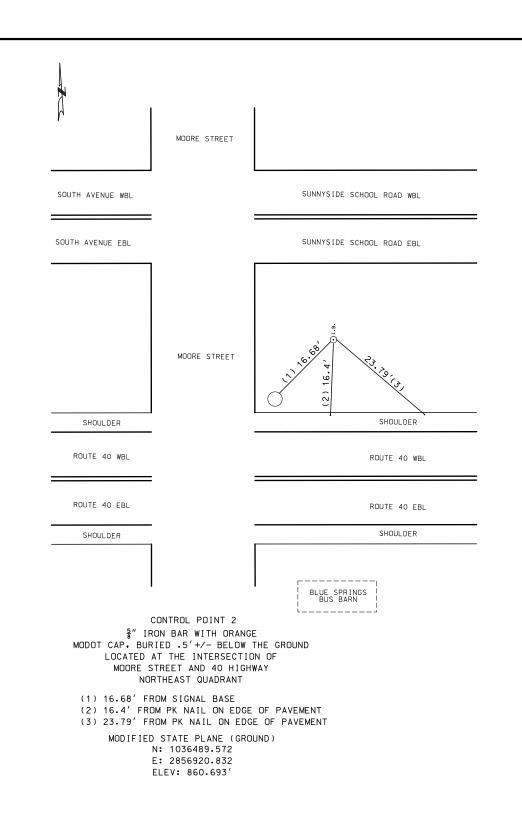
NORTHWEST QUADRANT

(1) 15.7' FROM + CUT ON HEADWALL

(2) 8.15' FROM PK NAIL ON EDGE OF PAVEMENT (3) 18.4' FROM PK NAIL ON EDGE OF PAVEMENT

MODIFIED STATE PLANE (GROUND) N: 1036395.615

E: 2856357.988 ELEV: 861.236'





REFERENCE POINTS SHEET 1 OF 1

ALL PROJECT COORDINATES HAVE BEEN PROJECTED FROM		COORDINATE POINT LISTING							
OF 1983 USING AN AVERAGE PROJECT PROJECTION						ED STATE PLANE			
(GRID TO GROUND) FACTOR, TO GET BACK TO STATE				OFFSET	NORTHING	EASTING	ELEVATION		
PLANE COORDINATES, MULTIPY THE PROJECT		STATION	LOCATION	(USFT)	(US SURVEY FT)	(US SURVEY FT)	(US SURVEY FT)	DESCRIPTION	
TOOMS IN THE THE MILE OF THE THE THE THE	PROJECT CO	ONTROL POINTS	S						
IN THE "REFERENCE CONTROL INFORMATION" PORTION					1036395.615	2856357.988	861.236	5" BAR WITH AN ORANGE MODOT CA	
OF THIS TABLE.					1036489.572	2856920.832	860.693	5" BAR WITH AN ORANGE MODOT C	
PROJECT COORDINATE INFORMATION									
COORDINATE SYSTEM MODIFIED STATE PLANE(GROUND)									
HORIZONTAL DATUM NAD83	AL I GNMENTS	5							
VERTICAL DATUM NAVD88									
GEOID MODEL GEOID18	₽ MOORE								
FLEVATIONS	POB	0+00.00			1036569.42	2856831.08			
DETERMINED BY GPS OBSERVATION	POE	1+41.72			1036431.89	2856865.30			
PROJECT PROJECTION FACTOR 1.00004873									
REFERENCE CONTROL INFORMATION									
COORDINATE SYSTEM MO COORDINATE SYSTEM OF 1983									
CONTROL STATION MO GEOGRAPHIC REFERENCE SYSTEM									
DESIGNATION JA-140									
CORS_ID XX					•				
PID 95140									
LATITUDE 39°01′38.76519″									
LONGITUDE 094°14′41.81026									
NORTHING (M) 317525.8570									
EASTING (M) 872084.4800									
ZONE WEST									
PROJECT AVERAGE GRID FACTOR 0.99995127									
	_								
EXAMPLE OF PROJECT COORDINATE TO S.P.C.									
PROJECT NORTHING X AVERAGE GRID FACTOR  = STATE PLANE NORTHING  PROJECT EASTING X AVERAGE GRID FACTOR  = STATE PLANE EASTING									
EXAMPLE: CONTROL POINT # N X = N									

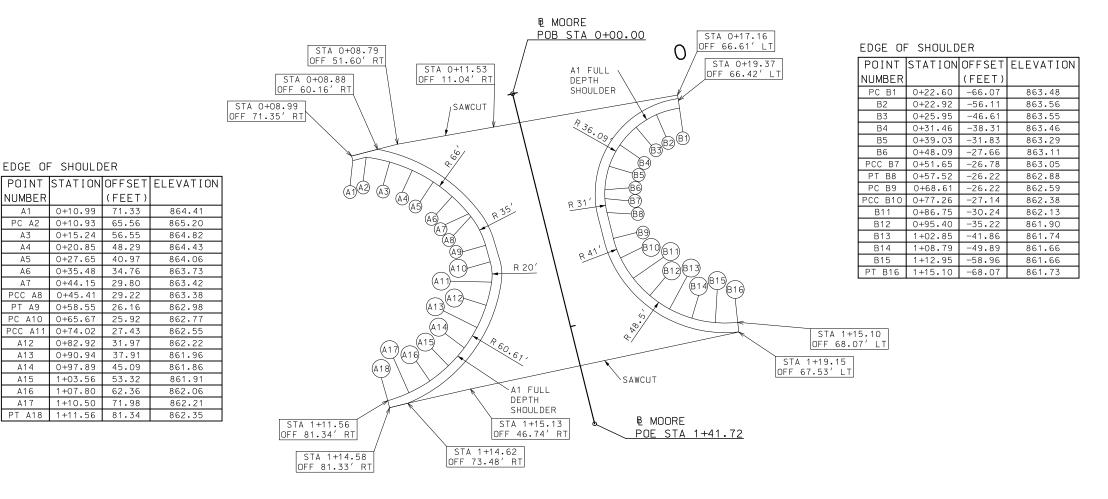
LINEAR UNIT CONVERSION

1 METER = 3.2808333333 US SURVEY FEET (USFT)

, MATHERITA	PROXILL	CI	HRIST LAN NUM 201	OPHI WES (BER 4017)	T 034	III/VEER WITH	THURINAW.	CEALED AND DATED
( cı	# W	07/26 10PH MO-		r en	14.1	<b>ING</b> 1 1 - CIV	/IL	> - 1
	7	DAT	E PI	REPA	RED 02			THOUT
- 0	4	ORIC	T	S	HEE	O T NO	),	N
	<u> </u>	J			01	۱ 		110 JY
			15	NО 33 ст				1111
		PRO	JJE	СТ	NO.			ن داالالا.
		BR	IDO	E N	10.			NI THIS
DESCRIPTION								THE A SEAL OF PRESENT OF THIS SHIPS IN THE PERM OF A PERMISSION OF A PERMISSIO
DATE	DATE							
ANSPORTATION	ANSPORTATION   1							

GPK POINT ID

BUILD 9" CONC. PAVEMENT W/6" TYPE 5 AGGR. FOR BASE W/LINEAR GRADING, CLASS 1 W/SUBGRADE COMPACTION (6" THICK) ₽ MOORE STA 0+12.33 TO 1+16.77





MOORE ST / RTE. 40 INTERSETION DETAILS SPECIAL SHEET 1 OF 1

EDGE OF SHOULDER

NUMBER

A 1

Δ3

Α4

A5

Α6

Α7

PCC A8

PT A9

PC A10

A12

A13

A15

A16

A17

A14

(FEET

40.97

31.97

53.32

0+10.99 71.33

0+10.93 65.56

0+15.24 56.55

0+20.85 48.29

0+35.48 34.76

0+44.15 29.80

0+45.41 29.22

0+65.67 25.92

0+90.94 37.91

0+97.89 45.09

1+07.80 62.36

1+10.50 71.98

0+27.65

0+58.55

PCC A11 0+74.02 27.43

0+82.92

1+03.56

PT A18 1+11.56 81.34

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

SPEED	SIGN SPAC	ING (ft.)	TAPER LENGTH (ft.)		OPTIONAL	CHANNELIZER SPACING (ft.)	
PERMANENT POSTED SPEED MPH	UNDIVIDED (S)	DIVIDED (S)	SHOULDER (1) (T1)	LANE (2) (T2)	BUFFER LENGTH (f+.) (B)	TAPERS	BUFFER LENGTH (ft.)
0-35		200	70	245	280	35	40
40-45		500	150	540	400	40	80
50-55		1000	185	660	560	50	80
60-70		SA-1000 SB-1500 SC-2640	235	840	840	60	120
1. SHOULDER TAPER	1. SHOULDER TAPER LENGTH BASED ON 10 FT. (STANDARD SHOULDER WIDTH) OFFSET. 2. LANE TAPER LENGTH BASED ON 12 FT. (STANDARD LANE WIDTH) OFFSET.						

SPEED	SIGN SPACE	[NG (ft.)	TAPER LENG	TH (ft.)	OPTIONAL	CHANNELIZ	ER SPACING (ft.)
PERMANENT POSTED SPEED MPH	UNDIVIDED (S)	DIVIDED (S)	SHOULDER (1) (T1)	LANE (2) (T2)	BUFFER LENGTH (ft.) (B)	TAPERS	BUFFER LENGTH (ft.)
0-35	200		70	245	280	35	40
40-45	350		150	540	400	40	80
50-55	500		185	660	560	50	80
60-70	1000		235	840	840	60	120
	1. SHOULDER TAPER LENGTH BASED ON 10 FT. (STANDARD SHOULDER WIDTH) OFFSET.						

\*\* 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
- (4) 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

### TAPER LENGTH (L)

L = TAPER LENGTH IN FEET

P = POSTED SPEED PRIOR TO ROAD WORK IN MPH

L = W X P FOR 40 MPH OR MORE

 $L = \frac{WP^2}{60}$  FOR 35 MPH OR LESS

W = LATERAL SHIFT IN FEET

### TRAFFIC CONTROL LEGEND

SIGN (SINGLE SIDED) FLASHING ARROW PANEL CHANGEABLE MESSAGE BOARD FL AGGER BARRICADE ■ CHANNELIZER TUBULAR MARKERS 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.

### **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 ONLY.
- 5. LOCATE FLASHING ARROW PANEL AT BEGINNING OF TAPER WHEN FEASIBLE, ARROW PANELS ARE ALWAYS LOCATED BEHIND CHANNELIZERS OR CONES.
- 6. THE PLACEMENT OF THE CMS's ARE TO BE DIRECTED BY THE ENGINEER IN CHARGE.

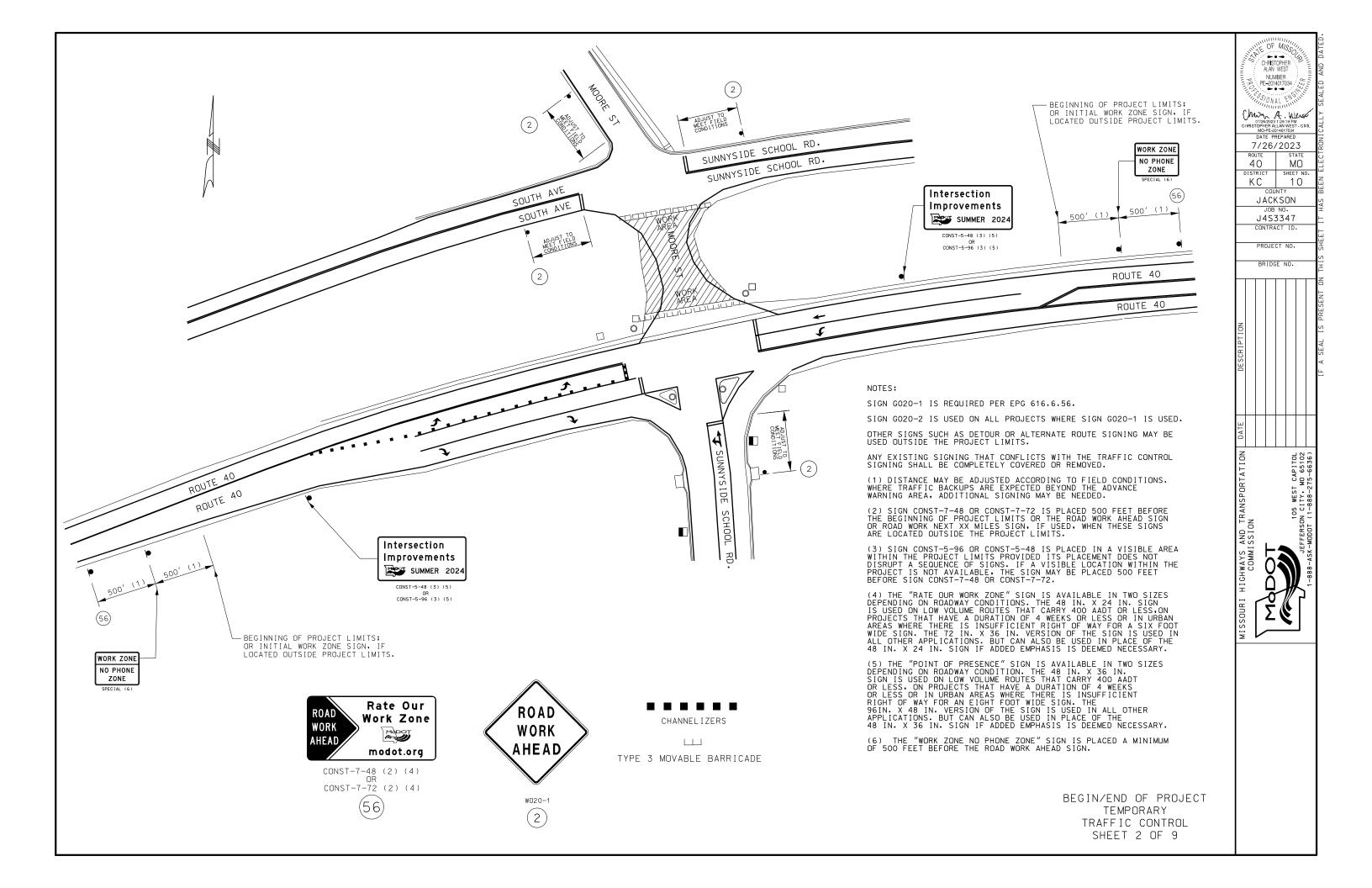
EPG TABLE 616.12 RECOMMENDED MAXIMUM SPEED REDUCTIONS						
ACTIVITY (I.E. WORKERS, EQUIPMENT OR MATERIAL) LOCATION	RECOMMENDED WORK ZONE SPEED REDUCTION (WHEN APPLICABLE)					
10 FT. BEYOND EDGE OF TRAVELWAY TO EDGE OF RIGHT OF WAY	NO SPEED REDUCTION					
IN TRAFFIC LANE OR WITHIN 10FT. OF THE TRAFFIC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

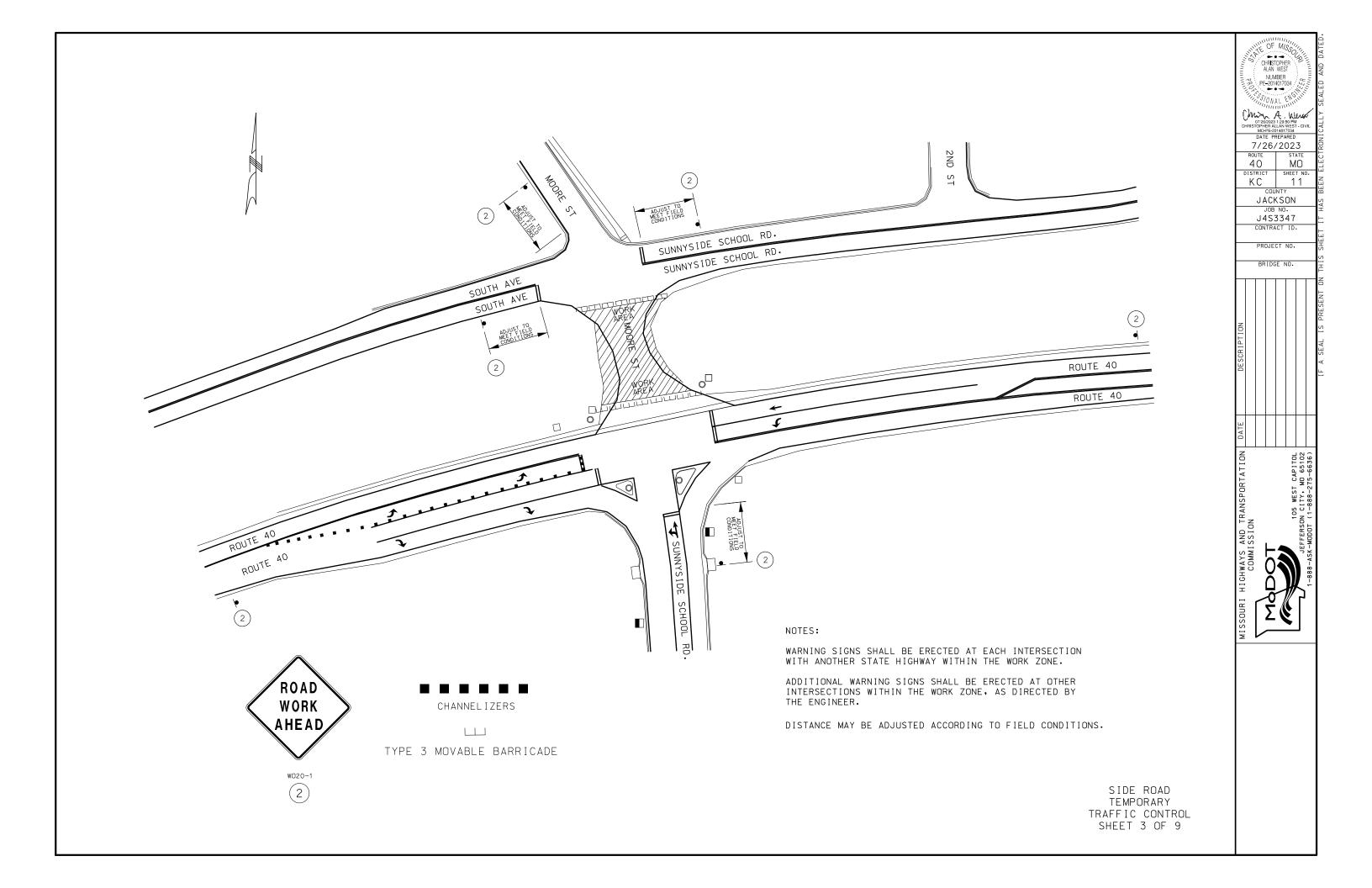
SPECIAL CIRCUMSTANCES WITHIN A TEMPORARY TRAFFIC CONTROL WORK ZONE MAY WARRANT A LOWER SPEED LIMIT THAN RECOMMENDED ABOVE. ALL SPEED LIMIT REDUCTIONS GREATER THAN 10 MPH SHALL BE DOCUMENTED, SUBMITTED TO AND APPROVED BY THE DISTRICT WORK ZONE COORDINATOR.

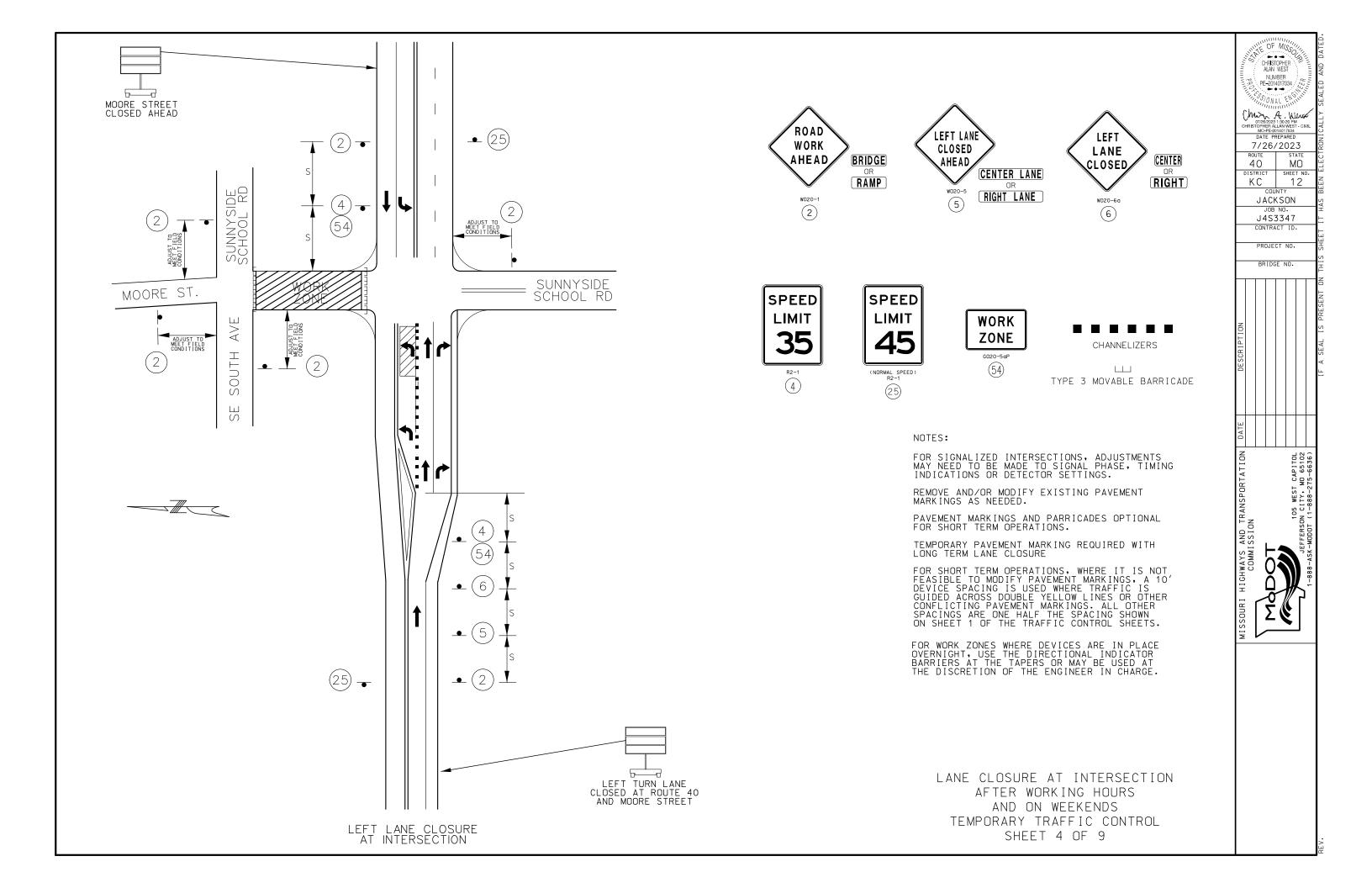
DEVICE SPACING TEMPORARY TRAFFIC CONTROL SHEET 1 OF 9

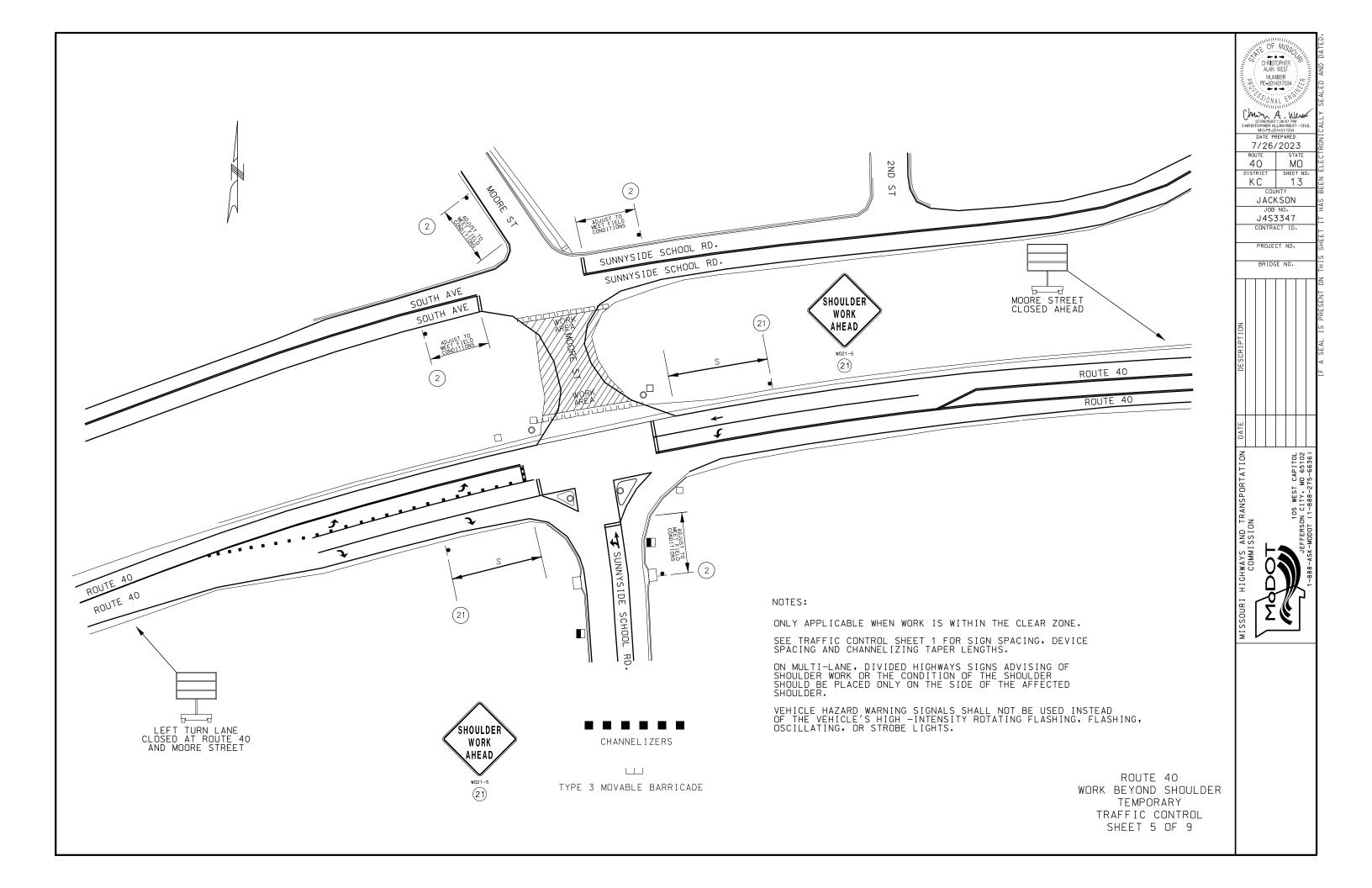
() hum A. Wen 7/26/2023 40 MΩ SHEET NO 9 КC JACKSON J4S3347 CONTRACT ID. PROJECT NO. BRIDGE NO.

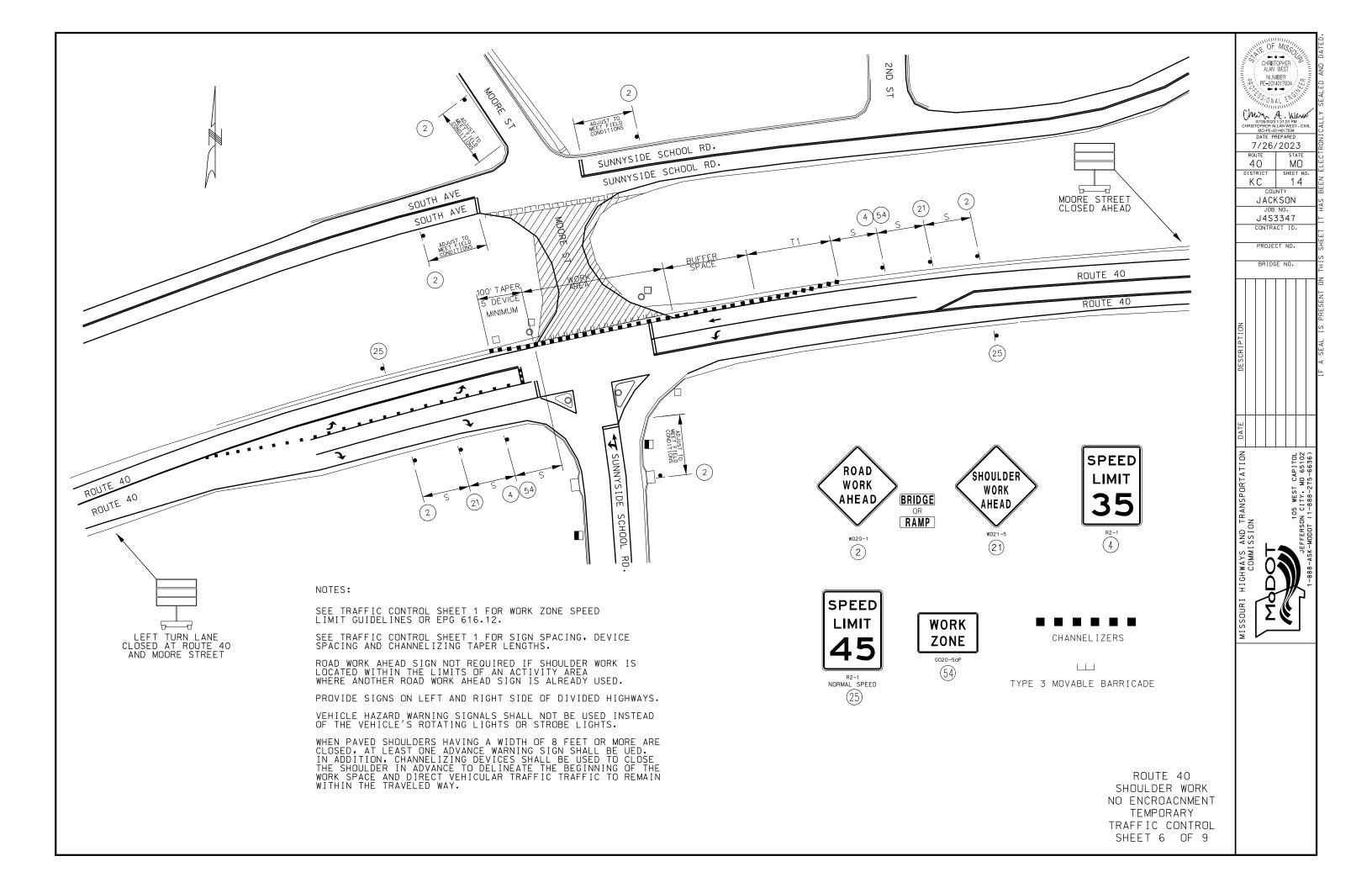


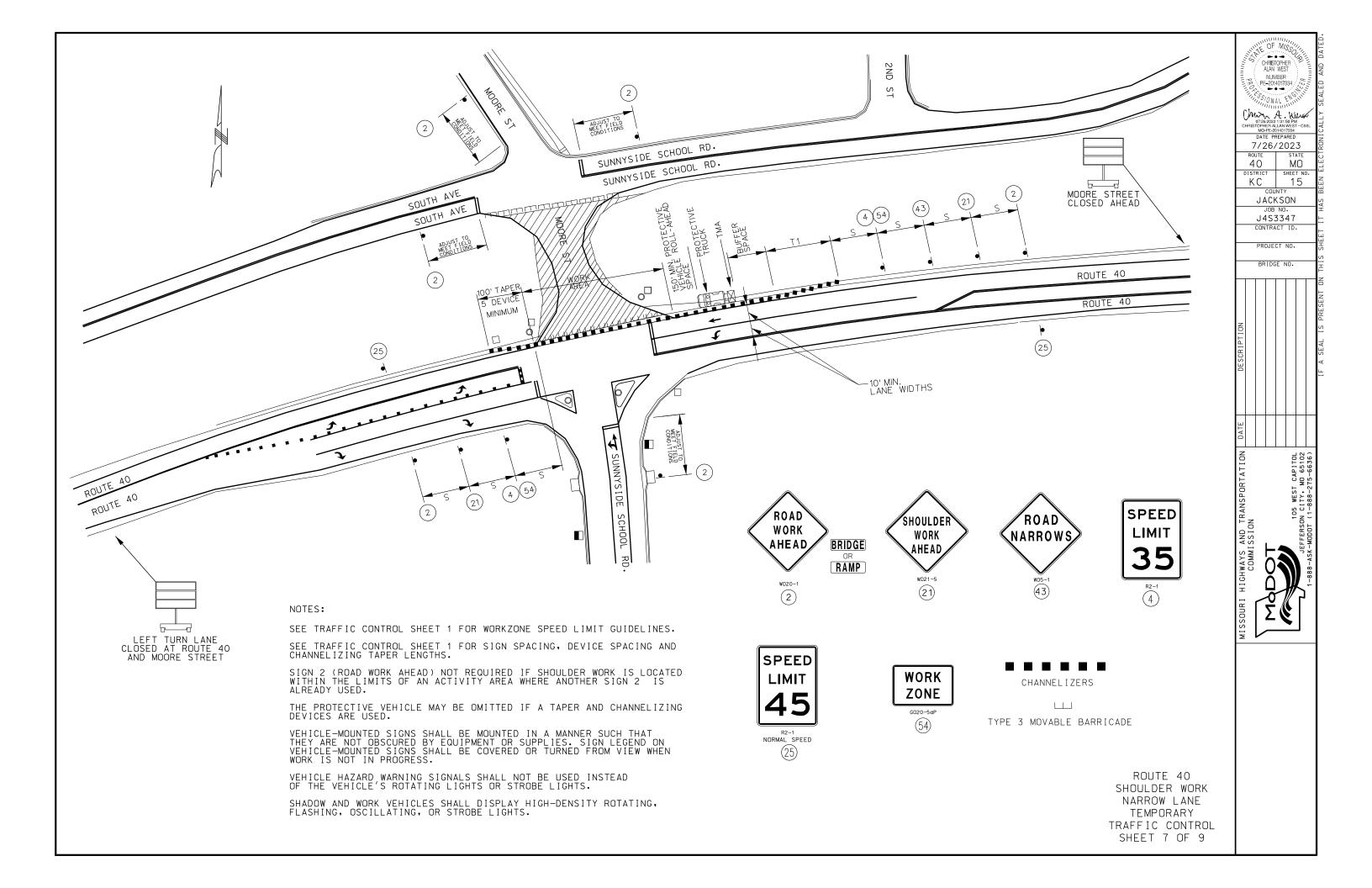


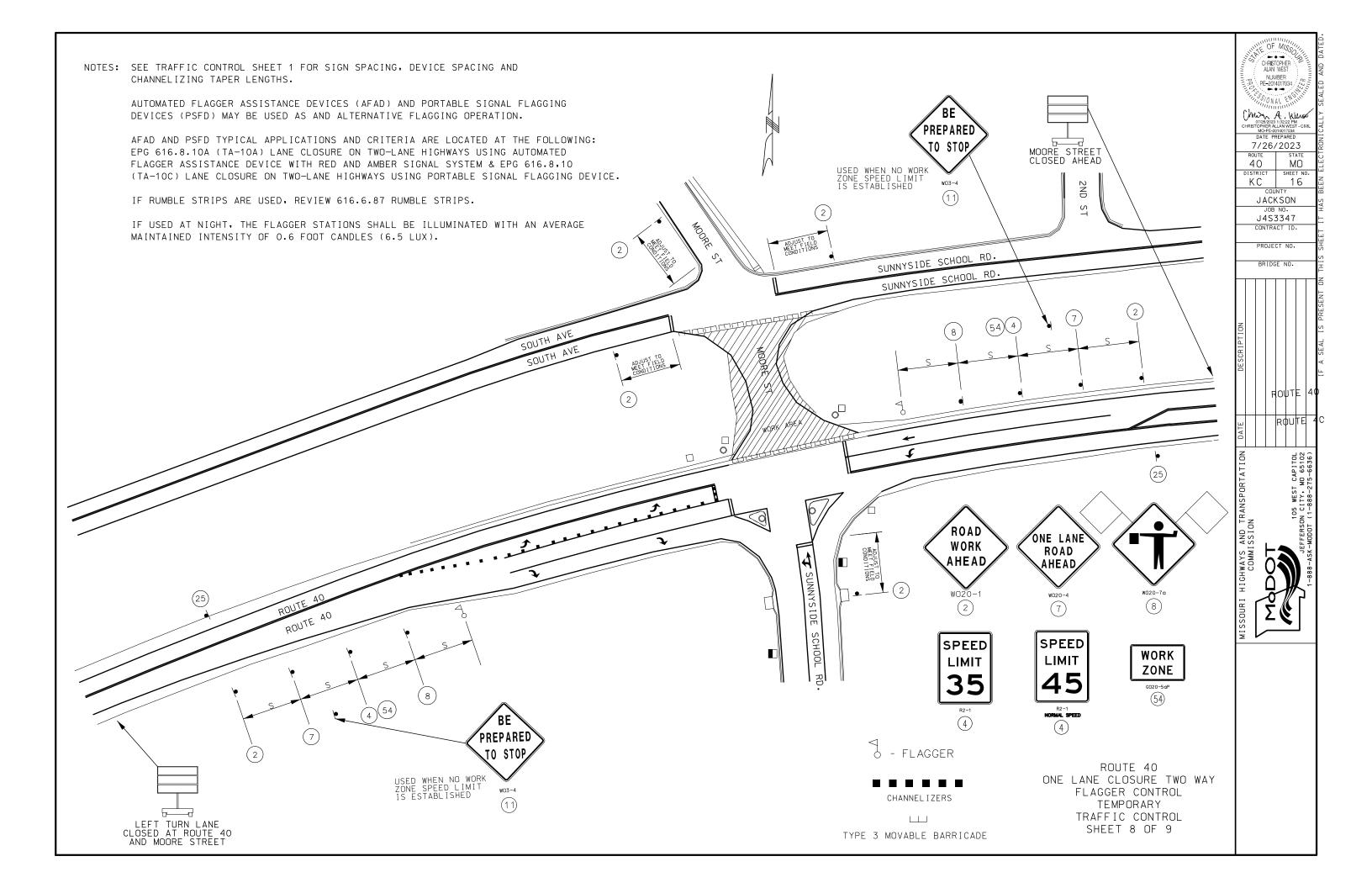


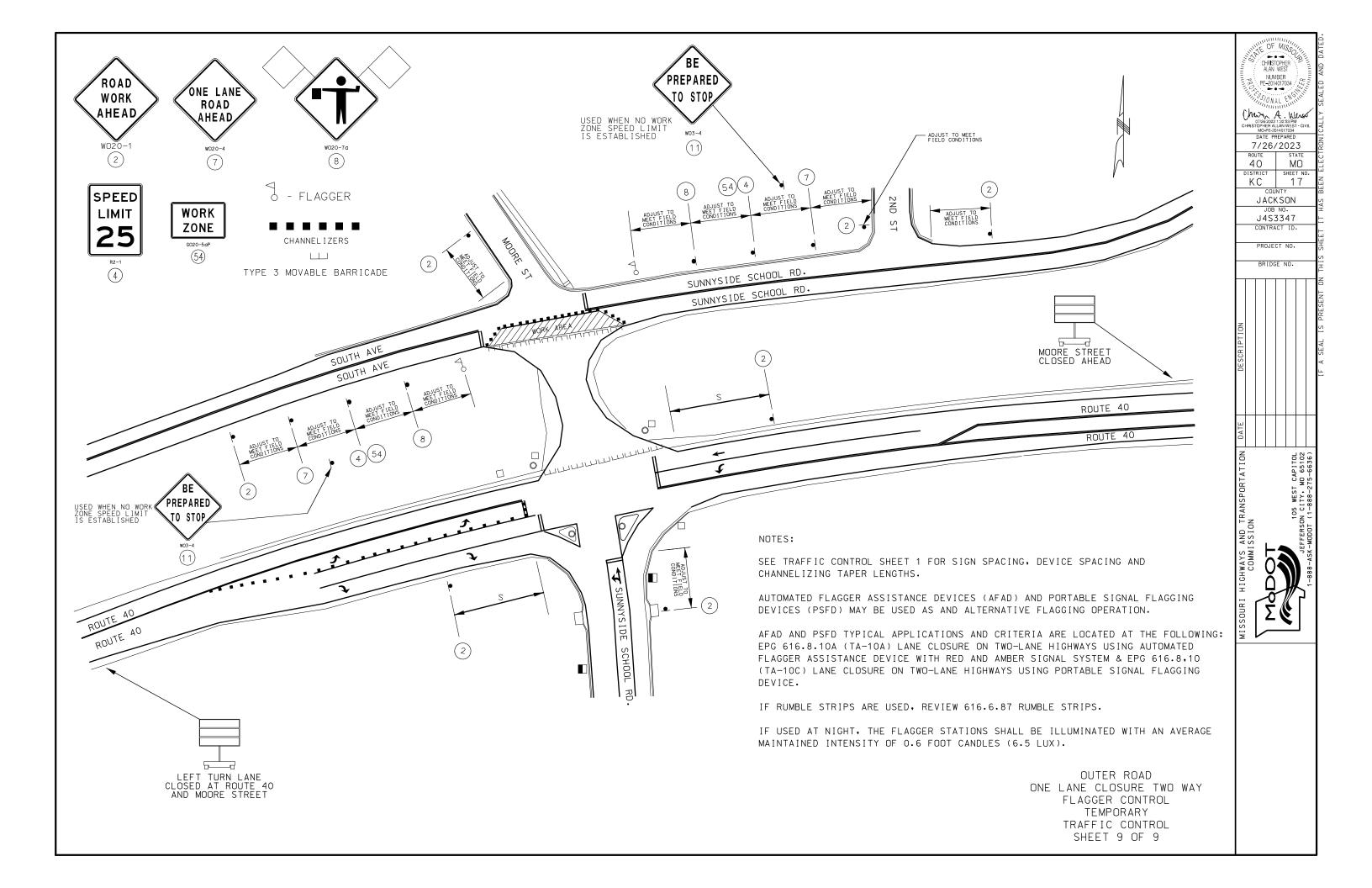


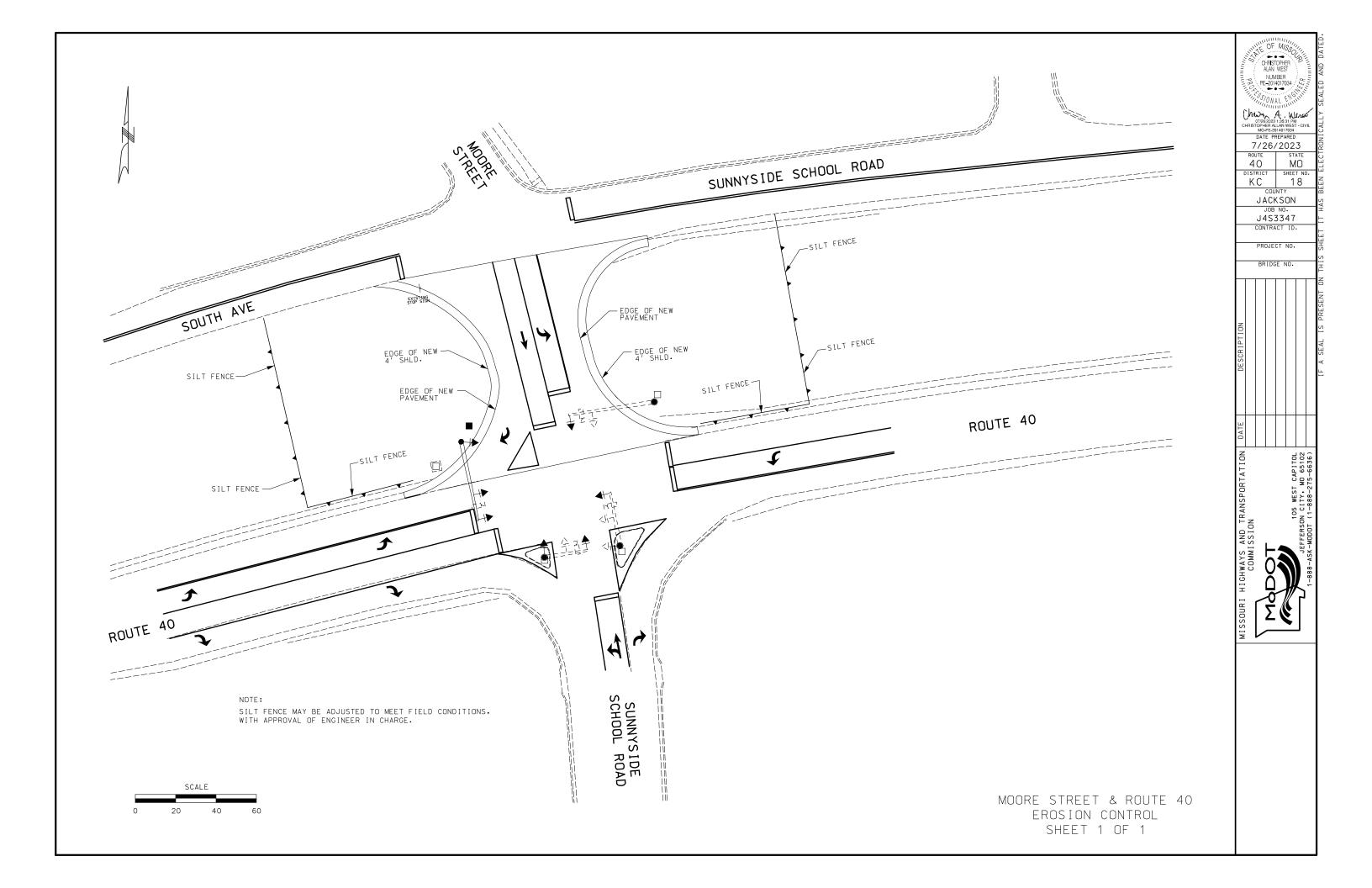


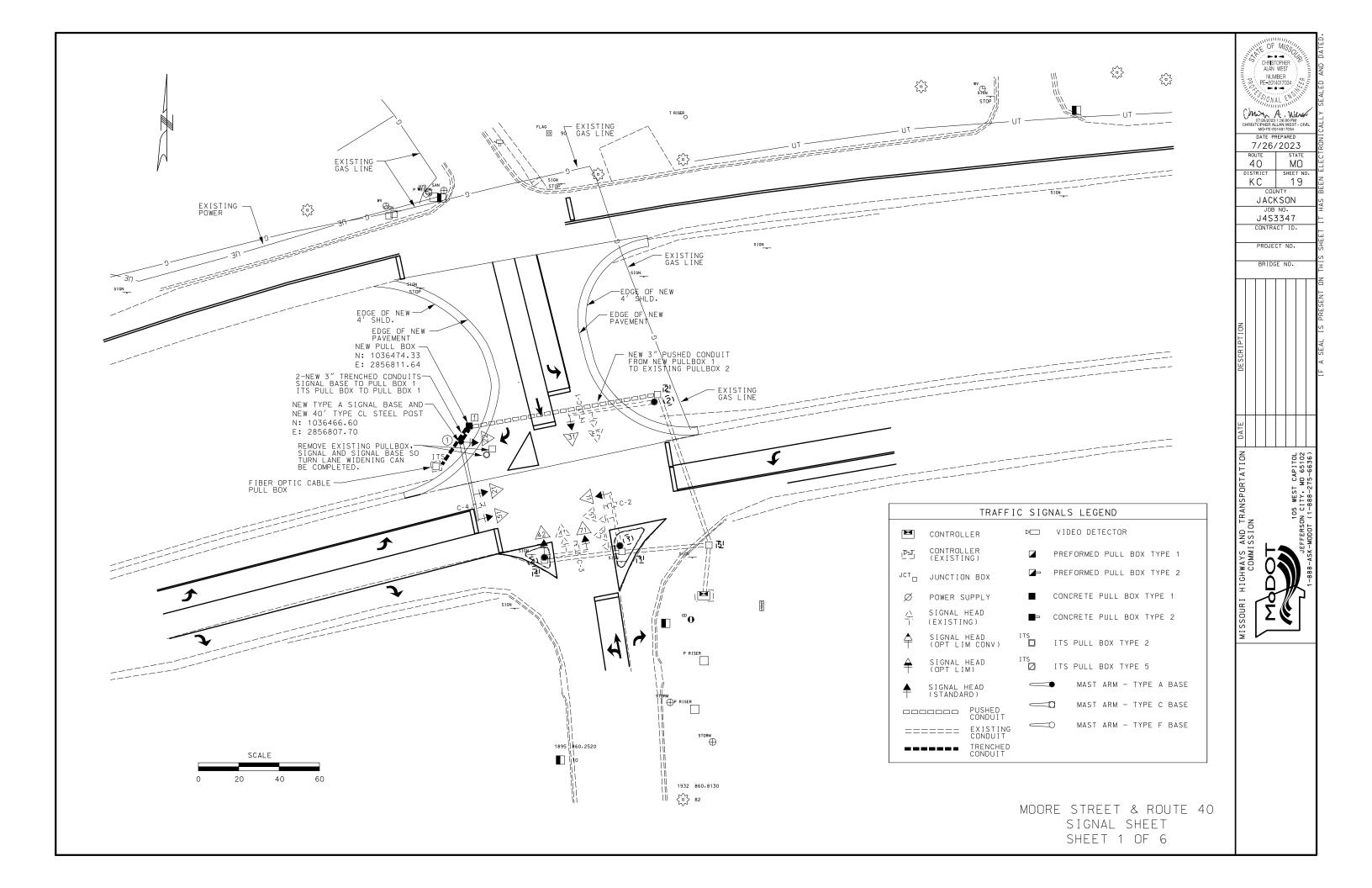


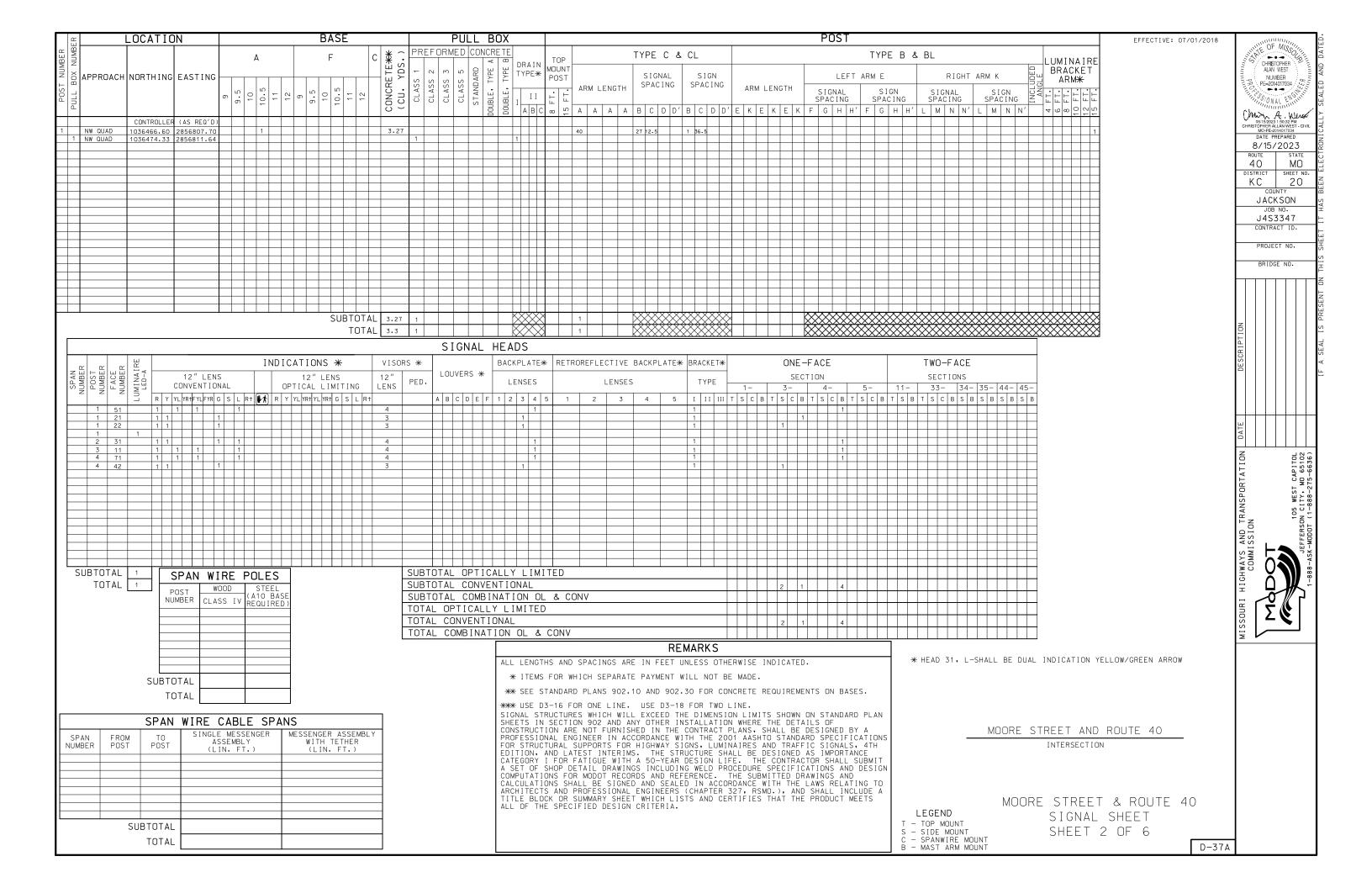












CHRSTOPHER
ALAN WEST
NUMBER
PE-2014017034

O7/26/2023 137:00 PM
CHRISTOPHER ALLAN WEST - CIVIL
MO-PE-2014017034

DATE PREPARED
7/26/2023
ROUTE STATE \* FOR INFORMATION ONLY, CABLE IS PART OF VIDEO DETECTION SYSTEM PAY ITEM ROUTE STATE
40 MO
DISTRICT SHEET NO.
KC 21 CONDUIT (WITH #14 TRACER WIRE) CABLE CENTER DET.
TO
CENTER DISTANCE 1" CLOSED LOOP INTERCONNECT ON STRUCTURE LUMINAIRE CONTROL FIBER \* DETECTOR POWER CENTER TO JACKSON
JOB NO.
J4S3347
CONTRACT ID. POLE & BRACKET FROM TO REMARKS FROM TO CONTROL REMARKS 3"| CENTER SINGLE- MULTI-MODE MODE 2" 3" \* VIDEO CABLE 2c #16 | 5c #16 | 7c #16 | 3c #16 | 3 PAIR #16 DISTANCE 2c #12 | \( \frac{1}{51} \) | \( \frac{1}{22} \) | \( \frac{1}{2} \) | \( \frac{1}{31} \) | \( \frac{1}{31} \) | \( \frac{1}{41} \) | \( \frac{1}{42} \) | \( \frac 268 13 294 PROJECT NO. 92 255 94 RIGID CONDUIT 281 220 246 BRIDGE NO. 252 278 172 192 153 179 JUMPER WIRE 15 15 123 149 <del>\*</del> 186 166 <del>\*</del> 134 153 **\*** 179 261 <del>\*</del> 287 13 <del>\*</del> 786 92 1356 SUBTOTALS SUBTOTALS 278 92 TOTALS TOTALS 13 1360 280 <del>\*</del> 786 MOORE STREET AND ROUTE 40 D-37B INTERSECTION .

	POWER SUPPLY													
LOC	POWER ASSE	SUPPLY MBLY	CIRCUIT BREAKER TRIP RATING*					LIGHTING	SERVICE POLE		E POLE			
APPROACH	APPROACH STATION OFFSET		DRAWING	DRAWING	CONTR			POWER DISCO	NNECT	(ON POWER		CONTRA		UTILITY
ALLINOACH	STATION	OI I SET	902.15	DIVANTING	BREAK	KER	SIGNAL LAMPS	MAIN BREAKER SIGNALS LIGHTING		120 VOLT CONTROL CABINET	MAIN BREAKER	FURNISH		COMPANY
			Туре		15	Amps	· Amps	Amps	Amps		Amps	CI. Ft.		
			Туре		15	Amps	Amps	Amps	Amps		Amps	CI. Ft.		

	CONTROLLER ASSEMBLY AND AUXILIARY EQUIPMENT																										
LOCAT	ION		SYS MAS (CLOSE	TEM	ACTU.		ON-C SWI	DFF <del>*</del> TCH	C	COORDINA	TION INT	ERFACE *	<del>K</del>				A CABI		170 C	ABINET	1	70 IARE *	MMU2				
APPROACH	O MOLTATS	ADDDOACH STATION	STATION	STATION OFFSET	CTATION OFFCET	STATION OFFSET		D LOOP)	ACTU.	ATED	ΤY	PE	12C/7C H	HARDWIRE 1)	TIME	CLOSE	) LOOP	FIBER	TIME * CLOCK		TYPE *	<del>/</del>	TYP	,Е <del>*</del>	SOFTW	/ARE *	
AFFRUACH	STATION	UFFSET	NEMA	170	NEMA	170	I	ΙΙ	MASTER	LOCAL	BASE	NEMA	170	FIBER		E	ΕV	DOUBLE	332	336S	BITRAN	WAPITI	]				
																							1 1				
																							I				

			NEMA DETECTOR ASSIGNMENT									
			CARD POSITION									
		1	2	3	4	5	6	7	8			
C H A N	1	,	\ /	T								
N E L	2		V			) L						

TOTAL NUMBER OF DETECTOR CARDS(2-CHANNEL) =

	NEMA LOAD SWITCH ASSIGNMENTS												
1	2	3	4	5	6	7	8	9	10	11	12		
		Ø3				Ø7				FYA Ø7			

		SIGN	IAL SIG	NS	
QUANTITY	MUTCD SIGN NUMBER	SIZE	AREA	SIGN TOTAL AREA ITEM NO. 90208.33	SIGNAL SIGN MOUNTING HARDWARE ITEM NO. 90208.34
		INCHES	SQ.FT.	SQ.FT.	EA.
	R10-10L	24 X 30	5.0		
	R10-10R	24 X 30	5.0		
	R3-5L	30 X 36	7.5		
	R3-5R	30 X 36	7.5		
	R3-5A	30 X 36	7.5		
	R3-6L	30 X 36	7.5		
	R3-6R	30 X 36 24 X 24	7.5		
	R3-2 R3-1	24 X 24 24 X 24	4.0 4.0		
	R3-3	24 X 24	4.0		
	D3-1 ***	VAR. X 18	7.0		
	D3-1B ***	VAR. X 18			
	R10-3E	9 X 15	0.9		
	R10-11A	24 X 30	5.0		
	R10-13	36 X 24	6.0		
3	R10-27A	30 X 36	7.5	22.5	3
1	R10-12	24 X 30	5.0	5.0	1
			SUBTOTAL	27.5	4
			TOTAL	28	4

	DETE	CTOR SCHE	DULE						
			TYPE	=					
DETECTOR NUMBER	APPROACH	PUSH BUTTON	INI	INDUCTION LOOP (2)					
		BUTTON	STANDARD	DELAY/ EXTEND **	DELAY/ CALL EXTEND * UNIT *				
1, 6	EAST BOUND LANE					CAMERA 2			
5, 2	WEST BOUND LANE					CAMERA 4			
7, 4	SOUTH BOUND LANE					CAMERA 3			
3, 8	NORTH BOUND LANE					CAMERA 1			
	TOTAL					1 SYSTEM			

		170 INPUT FILE ASSIGNMENTS														
		CHANNEL	1	2	3	4	5	6	7	8	9	10	11	12	13	14
"	т ″	U														
	" I "	L														
,,	ı //	U														
	″J ″	L														

TOTAL NUMBER OF DETECTOR CARDS(2-CHANNEL) =

- \* ITEMS FOR WHICH SEPARATE PAYMENT WILL NOT BE MADE.
- \*\*\* USE D3-1 FOR ONE LINE. USE D3-1B FOR TWO LINE.
- (1) MoDOT "D" PLUG SHALL BE WIRED INTO ALL NEMA CONTROLLERS WITH 7C HARDWIRE INTERCONNECT.
- (2) PAYMENT IS MADE FOR THE NUMBER OF 2-CHANNEL DETECTOR CARDS AS SHOWN BELOW THE ASSIGNMENT CHART.

			170	<u> </u>							
170 OUTPUT FILE ASSIGNMENTS											
FR1											
FR2							MONITOR				
FR3							MON				
FR4											

	170 AUXILIARY OUTPUT FILE										
FR5											
FR6											

MOORE STREET AND ROUTE 40

INTERSECTION

MOORE STREET & ROUTE 40 SIGNAL SHEET SHEET 4 OF 6 CHRISTOPHER
ALAN WEST
NUMBER
PE-2014017034

A
CHRISTOPHER
ALAN WEST
OT 2020203 13730 PM
CHRISTOPHER
ALAN WEST
OT 2020203 13730 PM
CHRISTOPHER
CHAINTON COVIL

DATE PREPARED
7/26/2023

40

DISTRICT SHEET NO.

KC 22

COUNTY

JACKSON

MO

JOB NO.
J4S3347
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

COMMISSION

10 DOT

105 WEST CAPITOL

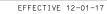
105 WEST CAPITOL

107 WEST CAPITOL

107 WEST CAPITOL

108 WEST CAPITOL

D-37C



CHRISTOPHER ALAN WEST NUMBER PE-2014017034

7/26/2023

JACKSON JOB NO. J4S3347

CONTRACT ID.

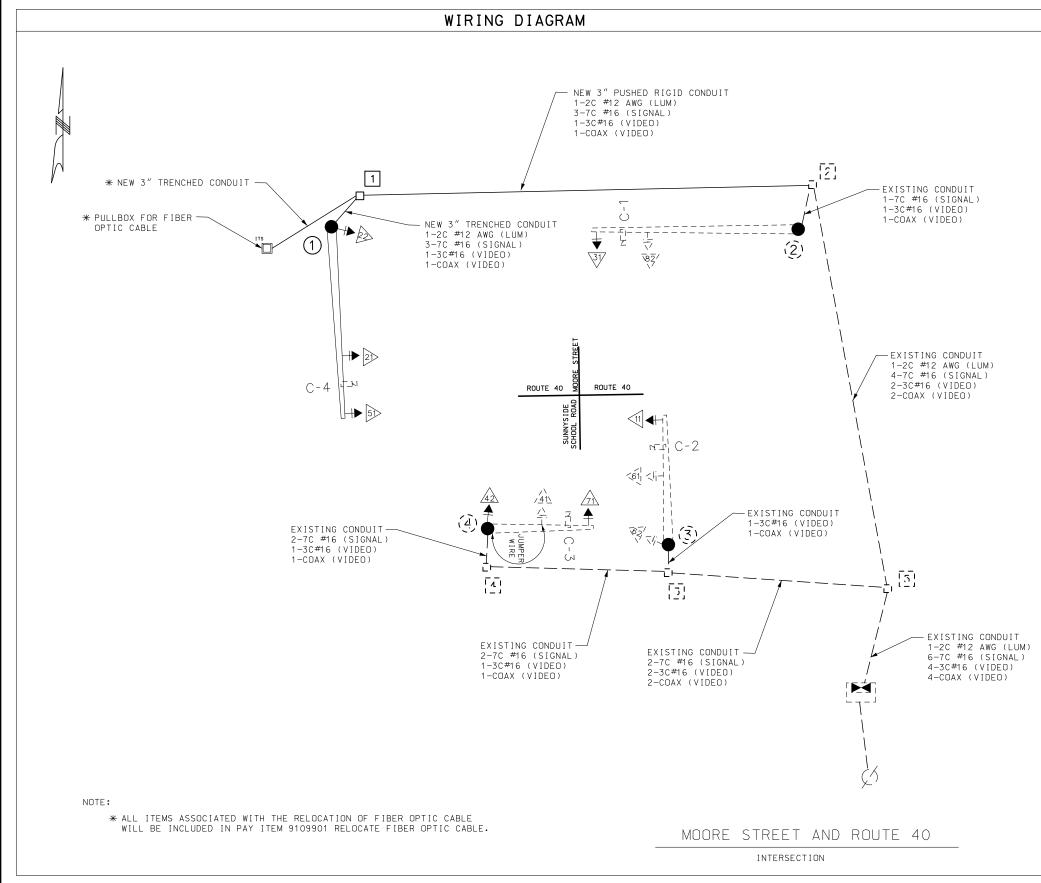
PROJECT NO.

BRIDGE NO.

MΩ

SHEET NO.

23



40 LEGEND DISTRICT KC -3"---- CONDUIT CONTAINING CABLE WITH SIZE X-XC MULTI-CONDUCTOR CABLE #16 AWG (UNLESS OTHERWISE INDICATED) #14 AWG DETECTOR LEAD-IN CABLE (2C TWISTED SHIELDED) PULL BOX WITH NUMBER POST WITH NUMBER POST WITH MAST ARM POST WITH MAST ARM AND LUMINAIRE DETECTOR WITH NUMBER SIGNAL HEAD WITH NUMBER SIGNAL CONTROLLER POWER SUPPLY LIGHTING CONTROLLER

MOORE STREET & ROUTE 40 SIGNAL SHEET SHEET 5 OF 6

D-37D

