DESIGN DESIGNATION

A.A.D.T. - 2022 = 101,870 (I-70)V = 60 M.P.H. (I-70)

FUNCTIONAL CLASSIFICATION- INTERSTATE

A.A.D.T. - 2022 = 103,162 (I-64)V = 60 M.P.H. (I-64)

FUNCTIONAL CLASSIFICATION- INTERSTATE

A.A.D.T. - 2022 = 43,524 (RTE. 370)

V = 60 M.P.H. (RTE. 370)

FUNCTIONAL CLASSIFICATION- FREEWAY

NO NEW R/W WILL BE ACQUIRED ON THIS PROJECT

CONVENTIONAL SYMBOLS

BUILDINGS AND STRUCTURES ロモニコ GUARD RAIL GUARD CARLE •••• CONCRETE RIGHT-OF-WAY MARKER STEEL RIGHT-OF-WAY MARKER LOCATION SURVEY MARKER \circ UTILITIES FIBER OPTICS -FO--F0- OVERHEAD CABLE TV -OTV--OTV- UNDERGROUND CABLE TV OVERHEAD TELEPHONE -UTV-- OT --UTV- -OT-- UT -- OE -- UE -- S -- SS -UNDERGROUND TELEPHONE UT OVERHEAD POWER -OE-UNDERGROUND POWFR −UE− −S SANITARY SEWER STORM SEWER -ss-WATER MANHOLE Q. FIRE HYDRANT ~ • WATER VALVE ···· WATER METER DROP INLET DITCH BLOCK = GROUND MOUNTED SIGN LIGHT POLE H-FRAME POWER POLE TELEPHONE PEDESTAL Δ FENCE CHAIN LINK WOVEN WIRE GATE POST \boxtimes

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

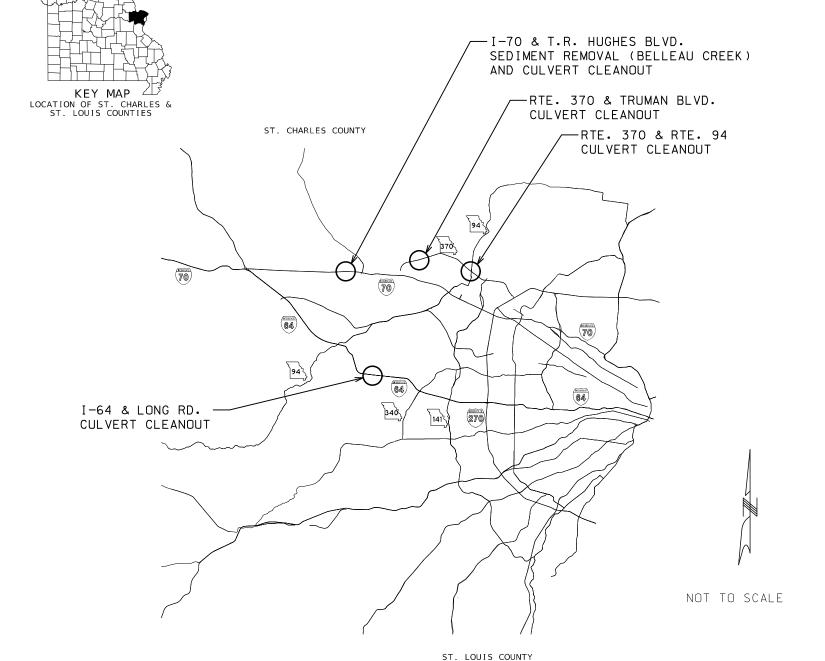
BENCHMARK

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

STATE HIGHWAY

PLANS FOR PROPOSED

ST. LOUIS & ST. CHARLES COUNTIES



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) (2 SHEETS)	2
QUANTITIES (QU) (2 SHEETS)	3
PLAN-PROFILE (PL)	4 - 8
TRAFFIC CONTROL SHEETS (TC)	9-16
CROSS SECTIONS (XS)	1 - 4

	ALEBEAT STREET	THIS	NUI 2005	ESS\	O BEE	Z "COLSTAGNEER		BEEN ELECTRONICALLY SEALED AN			
SIGNED, SEALED & DATED ELECTRONICALLY. DATE PREPARED 2/6/2024 ROUTE STATE											
70/64/370 MO DISTRICT SHEET NO. SL 1 COUNTY ST. LOUIS & ST. CHARLES											
JOB NO. JSLM0028 CONTRACT ID. PROJECT NO.											
		BR	IDO	SE M	10.			ON THIS			
DESCRIPTION								IF A SEAL IS PRESENT ON THIS SHEET IT			
							•				
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LENGTH OF PROJECT

STRUCTURE @ RTE. 370 & RTE. 94 BEGINNING OF PROJECT STA. 499 + 72.00 FEET END OF PROJECT STA. 502 + 48.00 FEET 276.00 FEET

STRUCTURE @ I-64 & LONG RD. BEGINNING OF PROJECT STA. 184 + 75.00 FEET END OF PROJECT STA. 185 + 40.00 FEET

STRUCTURE AT I-70 & T.R. HUGHES/BELLEAU CREEK BEGINNING OF PROJECT STA. 25 + 067.40 METER STA. 25 + 408.30 METER END OF PROJECT 340.9 METERS = 1118.44 FEET

STRUCTURE @ RTE. 370 & TRUMAN BLVD BEGINNING OF PROJECT STA. 44 + 48.00 FEET END OF PROJECT STA. 47 + 93.00 FEET 345.00 FEET

APPARENT LENGTH 1804.44 FEET EQUATIONS AND EXCEPTIONS: 0.00 FEET

TOTAL CORRECTIONS 0.00 FEET NET LENGTH OF PROJECT 1804.44 FEET STATE LENGTH 0.34 MILES

FOR INFORMATION ONLY ESTIMATED DISTURBED ACRES

HART **ENGINEERING, L.L.C.**

3207 FAIRVIEW LANE ST. LOUIS, MO 63129

MO Cert. of Auth. #2008000100

2.5 ACRES

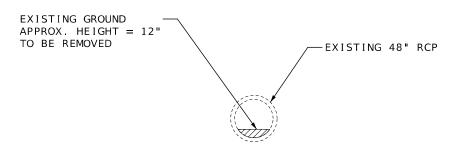
MA I NTENANCE

SHEET

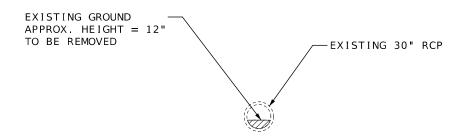
TITLE

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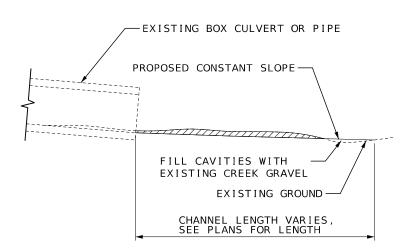
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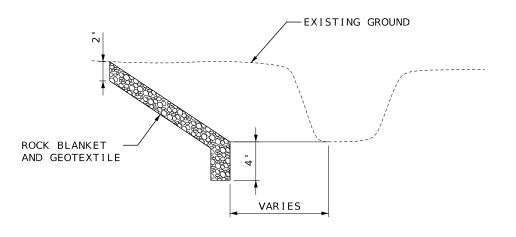
PIPE CULVERT CLEANOUT TRUMAN BLVD. STATION 46+35 APPROX. 324' TOTAL LENGTH



PIPE CULVERT CLEANOUT TRUMAN BLVD. STATION 46+05 APPROX. 63' TOTAL LENGTH



TYPICAL CHANNEL CLEANOUT CLASS A EXCAVATION



TYPICAL CREEK BED CLEANOUT GRADING AT EACH END OF CULVERT





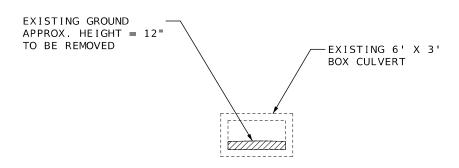
THIS SHEET HAS BEEN SIGNED, SEALED & DATED ELECTRONICALLY.											
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PF MAINTENANCE SHEET SECTION CULVERT TYP I CAL

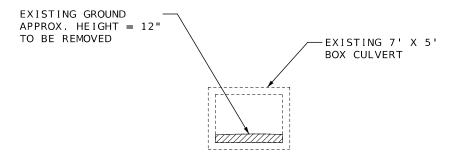
PHONE (314) 803-0528 MO Cert. of Auth. #2008000100

DISCLAIMER

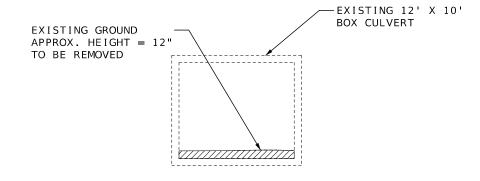
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BOX CULVERT CLEANOUT ROUTE 370 STATION 500+50 APPROX. 400' TOTAL LENGTH



BOX CULVERT WITH HEADWALL CLEANOUT I-64 STATION 185+20 APPROX. 600' TOTAL LENGTH



BOX CULVERT CLEANOUT
T.R. HUGHES BLVD. STATION 1+284
APPROX. 291' TOTAL LENGTH



7

SHEET

SECTION

TYP I CAL

MAINTENANCE

CULVERT

2/6/2024

0/64/370 **MO**

T. LOUIS & ST. CHARLE

JSLM0028

CONTRACT ID.

PROJECT NO.

2

SL

MOBILIZATION TOTAL = 1 LUMP SUM CONTRACTOR FURNISHED SURVEYING AND STAKING TOTAL = 1 LUMP SUM

REMOVAL OF IMPROVEMENTS
DEBRIS IN AND AROUND CULVERTS
TOTAL = 1 LUMP SUM

				CULVERT CLEANOUT				
SHEET NO.	STRUCTURE	ROADWAY	STATION	LOCATION	AVERAGE DEPTH	LENGTH	CULVERT CLEANOUT	REMARKS
					L.F.	L.F.	EACH	
4	6' X 3' BOX	ROUTE 370	500+50	EAST SIDE OF RTE. 94	1.0	400.0	1	
5	7' X 5' BOX	I-64	185+20	NEAR LONG ROAD, UNDER RAMPS AND OUTER RD.	1.0	600.0	1	
6	12' X 10' BOX	T.R. HUGHES BLVD.	1+284	UNDER T.R. HUGHES BET. I-70 AND VET. MEMORIAL	1.0	291.0	1	
8	48" RCP	TRUMAN BLVD	46+35	AT SOUTH RAMPS	1.0	324.0	2	
8	30" RCP	TRUMAN BLVD	46+05	SOUTH OF RAMP 4	1.0	63.0	1	
		6						

	GUARDRAIL											
SHEET NO.	LOCATION	NEAR STATION	REMOVE AND REPLACE GUARDRAIL*									
			L.F.									
4	ROUTE 370	502+00	25									
5	I-64	185+20	20									
7	I-70	25+325	25									
	70*											

* FOR ESTIMATE ONLY, NO DIRECT PAY

	SEEDING; CLEARING AND GRUBBING											
SHEET NO.	STRUCTURE	ROADWAY	NEAR STATION	LOCATION	CLEARING AND GRUBBING	SEEDING	MULCHING					
					ACRE	ACRE	ACRE					
4	6' X 3' BOX	ROUTE 370	500+50	EAST SIDE OF RTE. 94	0.0	0.02	0.02					
5	7' X 5' BOX	I-64	185+20	NEAR LONG ROAD ON-RAMP	0.04	0.04	0.04					
6	12' X 10' BOX	T.R. HUGHES BLVD.	1+284	BET. I-70 AND VET. MEMORIAL PKWY.	0.2	0.2	0.16					
7		I-70	25+189	BELLEAU CREEK	8.0	8.0	0.81					
8	30"/48" RCPS	TRUMAN BLVD	46+35	AT SOUTH RAMPS	0.0	0.1	0.14					
	SI		SUBTOTALS		1.0	1.2	1.2					
		_	TOTALS	_	1.0	2.0	2.0					

TEMPORARY EROSION CONTROL											
SHEET NO.	LOCATION	NEAR STATION	SEDIMENT REMOVAL	SILT FENCE	ROCK DITCH CHECK						
NO.			C.Y.	L.F.	L.F.						
4	ROUTE 370	500+50	1		10						
5	I-64	185+20	2		20						
6	T.R. HUGHES BLVD.	1+284	1		18						
7	I-70	25+189	9	625	36						
8	TRUMAN BLVD	46+35	2		24						
	TOTALS		14	625	98						

	CHANNEL CLEANOUT											
SHEET NO.	STRUCTURE	ROADWAY	NEAR STATION	LOCATION	AREA	CHANNEL CLEANOUT	REMARKS					
***************************************			700000000000000000000000000000000000000		S.F.	C.Y.	TOTAL OF TRANSPORT OF TRANSPORT					
5 7' X 5' BOX I-64 185+20				NEAR LONG ROAD, RAMPS AND OUTER RD.	18.9							
7		I-70	25+189	SOUTHEAST	423485.4	15684.6	BELLEAU CREEK					
8 48"/30" RCP TRUMAN BLVD 46+35			46+35	AT SOUTH RAMPS	200.0	7.4						
				TOTAL		15710.0	PAID AS CLASS A EXCAVATION					
		0.0										

					ROCK BLANKET				
	SHEET NO.		ROADWAY	NEAR STATION	LOCATION	FURNISHING TYPE 2 ROCK BLANKET	PLACING TYPE 2 ROCK BLANKET	GEOTEXTILE FABRIC	
						C.Y.	C.Y.	S.Y.	Ĺ
									Γ
		5	I-64	185+20	NEAR LONG RD. AND N. OUTER RD.	76.7	76.7	37.6	Γ
		7	I-70	25+189	BELLEAU CREEK	594.0	594.0	462.2	Γ
		8	TRUMAN BLVD	46+35	AT SOUTH RAMPS	25.6	25.6	52.0	ī
ИC									
				696.3	696.3	551.8			
	•			TOT	ΓΔI S	766.0	766.0	607.0	Т

* NO DIRECT PAY FOR ROCK BLANKET EXCAVATION

				CLASS	A EXCAVATION (CHANNEL)		
SHEET NO.	STRUCTURE	COUNTY	ROADWAY	STATION	LOCATION	CLASS A EXCAVATION C.Y.	REMARKS
4	6' X 3' BOX	ST. CHARLES	ROUTE 370	500+50	EAST SIDE OF RTE. 94	88.9	6' X 3' BOX CULVERT
5	7' X 5' BOX	ST. LOUIS	I-64	185+20	UNDER RAMPS AND OUTER RD.	155.6	7' X 4' BOX CULVERT
6	12' X 10' BOX	ST. CHARLES	T.R. HUGHES BLVD.	1+284	UNDER T.R. HUGHES BET. I-70 AND VET. MEMORIAL	129.3	12' X 10' BOX CULVERT
7		ST. CHARLES	I-70	25+189	SOUTHEAST QUADRANT	15710.9	BELLEAU CREEK
8	48" RCPS	ST. CHARLES	TRUMAN BLVD	46+35	AT SOUTH RAMPS	24.7	48" RCPS
8	30" RCP	ST. CHARLES	TRUMAN BLVD	46+05	SOUTH OF RAVP 4	3.6	30" RCP
			SL	JBTOTALS		16113.1	
				TOTALS		16113.0	

DISCLAIMER

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3207 FAIRVIEW LANE ST. LOUIS, MO 63129

PHONE (314) 803-0528 MO Cert. of Auth. #2008000100

REMARKS

7' X 4' BOX CULVERT

30"/48" RCPS

ADD 10%



607.0

2/6/2024 0/64/370 **MO** 3

SL r. LOUIS & ST. CHARLE JSLM0028

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

P MAINTENANCE SHEET CULVERT QUANTITIES

7

														FFFF77115 40 04 0000
			TOTAL	L OTY TOTAL CLOS	.1				_	L OTY ITOTAL CLOUD				EFFECTIVE: 10-01-2022
			TOTAL	QTY TOTAL SIGN	\					QTY TOTAL SIGN				
	SIZE	AREA QTY	AREA	RELOC RELOC NUM	•		SI			TOTAL RELOC RELOC NUM.				
SIGN	IN.	SQ.FT.EACH	SQ.FT.	EACH SQ.FT.	DESCRIPTION	SIGN	4I	N. SQ.FT.	EACH	SQ.FT. EACH SQ.FT.	DESCRIPTION	ITEM	TOTAL	_
			WARN	IING SIGNS	•					GUIDE SIGNS		NUMBER	R QTY	DESCRIPTION
WO1-1L	48X48	16.00			TURN (SYMBOL LEFT ARROW)	E05-1	36>	(48 12.00			GORE EXIT	6122008		IMPACT ATTENUATOR 40 MPH (SAND BARRELS)
WO1-1R	48X48	16.00			TURN (SYMBOL RIGHT ARROW)	E05-2	48>	(36 12.00			EXIT OPEN	6122009		IMPACT ATTENUATOR 45 MPH (SAND BARRELS)
WO1-2L	48X48	16.00			CURVE (SYMBOL LEFT ARROW)	E05-2a	48	(36 12.00			EXIT CLOSED	6122010		IMPACT ATTENUATOR 50 MPH (SAND BARRELS)
WO1-2R	48X48	16.00			CURVE (SYMBOL RIGHT ARROW)	G020-1	60)	(24 10.00			ROAD WORK NEXT XX MILES	6122012		IMPACT ATTENUATOR 55 MPH (SAND BARRELS)
WO1-3L	48X48	16.00			REVERSE TURN (SYMBOL LEFT ARROW)	G020-2	2 48)	(24 8.00			END ROAD WORK	6122014		IMPACT ATTENUATOR 60 MPH (SAND BARRELS)
WO1-3R	48X48	16.00			REVERSE TURN (SYMBOL RIGHT ARROW)	G020-4	_	(18 4.50			PILOT CAR FOLLOW ME	6122017		IMPACT ATTENUATOR 65 MPH (SAND BARRELS)
WO1-4L	48X48	16.00			REVERSE CURVE (SYMBOL LEFT ARROW)			(30 8.75			PILOT CAR IN USE WAIT & FOLLOW	6122019		IMPACT ATTENUATOR 70 MPH (SAND BARRELS)
WO1-4R	48X48	16.00			REVERSE CURVE (SYMBOL RIGHT ARROW)			(12 1.50			PILOT CAR IN USE WAIT & FOLLOW	6122020	1	REPLACEMENT SAND BARREL
WO1-4bL	48X48	16.00			DOUBLE ARROW REVERSE CURVE (SYMBOL LT ARROWS)			(24 6.00			WORK ZONE (PLAQUE)	6122030		IMPACT ATTENUATOR (RELOCATION)
WO1-4bR		16.00			DOUBLE ARROW REVERSE CURVE (SYMBOL RT ARROWS)	MO4-8a		(18 3.00			END DETOUR	6123000		TRUCK OR TRAILER MOUNTED ATTENUATOR (TMA)
W01-4cL	48X48	16.00			TRIPLE ARROW REVERSE CURVE (SYMBOL LT ARROWS)	MO4-9L		(36 12.00			DETOUR (LEFT ARROW)	6161008		ADVANCED WARNING RAIL SYSTEM
W01-4cR		16.00			TRIPLE ARROW REVERSE CURVE (SYMBOL RT ARROWS)	MO4-9R		(36 12.00			DETOUR (RIGHT ARROW)	6161012		BUOYS (BOATS KEEP OUT)
WO1-6	60X30	12.50			HORIZONTAL ARROW (SYMBOL)	MO4-9P		(12 4.00			STREET NAME (PLAQUE)	6161013		BUOYS (NO WAKE)
W01-6a	72X36	18.00			HORIZ, ARROW (SYMBOL ON PERMANENT BARRICADE)	MO4-10		(18 6.00			DETOUR (ARROW LEFT)	6161014		SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT)
WO1-7	60X30	12.50			DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	MO4-10	OR 48)	(18 6.00			DETOUR (ARROW RIGHT)	6161025		CHANNELIZER (TRIM LINE)
W01-7a	72X36	18.00			DOUBLE HEAD HORIZ, ARROW (SYMBOL ON PERM, BARR,)				1	REGULATORY SIGNS		6161030		TYPE III MOVEABLE BARRICADE
WO1-8	18X24	3.00			CHEVRON (SYMBOL)	R1-1		(48 13.25			STOP	6161033		DIRECTION INDICATOR BARRICADE
WO1-8a	30X36	7.50			CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1-2		RI. 6.93	1		YIELD	6161040	'	FLASHING ARROW PANEL
W03-1	48X48	16.00	16.00	40	STOP AHEAD (SYMBOL)	R1-2a		(36 9.00			TO ONCOMING TRAFFIC (PLAQUE)	6161047		TYPE III OBJECT MARKER
W03-2	48X48	16.00 1	16.00	40	YIELD AHEAD (SYMBOL)	R1-3P		(12 2.50			ALL WAY (PLAQUE)	6161055		SEQUENTIAL FLASHING WARNING LIGHT
WO3-3	48X48	16.00	70.00	2 72 00 11	SIGNAL AHEAD (SYMBOL)	R2-1	_	(48 12.00 (48 16.00			SPEED LIMIT XX	6161070		TUBULAR MARKER
W03-4	48X48	16.00 2	32.00	2 32.00 11	BE PREPARED TO STOP	R3-1 R3-2		(48 16.00			NO RIGHT TURN (SYMBOL)	6161095	-	RADAR SPEED ADVISORY SYSTEM
WO3-5 WO4-1L	48X48 48X48	16.00			SPEED LIMIT AHEAD MERGE (SYMBOL FROM LEFT)	R3-2		(36 9.00			NO LEFT TURN (SYMBOL) NO TURNS	6161096		CHANGEABLE MESSAGE SIGN
W04-1L W04-1R	48X48	16.00			MERGE (SYMBOL FROM RIGHT)	R3-4		(48 16.00			NO U-TURN (SYMBOL)	6161036		COMMISSION FURNISHED/RETAINED CHANGEABLE MESSAGE SIGN W/O COMM.
W04-1K W04-1aL	48X48	16.00 1	16.00	6A	MERGE (ARROW SYMBOL)	R3-7L		(30 6.25			LEFT LANE MUST TURN LEFT	6161098	2**	INTERFACE
W04-1dL W04-1aR		16.00	16.00	OA OA	MERGE (ARROW SYMBOL)	R3-7R		(30 6.25			RIGHT LANE MUST TURN RIGHT	01010307	4	CHANGEABLE MESSAGE SIGN WITH COMM.
W05-1	48X48	16.00			ROAD/BRIDGE/RAMP NARROWS	R4-1		(48 12.00			DO NOT PASS	6161099		INTERFACE
W05-3	48X48	16.00			ONE LANE BRIDGE	R4-2		(48 12.00			PASS WITH CARE	6162000		WORK ZONE TRAFFIC SIGNAL SYSTEM
W05-5	48X48	16.00 2	32.00	43	NARROW LANES	R4-8a		(48 12.00			KEEP LEFT (HORIZONTAL ARROW)	6162002		TEMPORARY LONG-TERM RUMBLE STRIPS
WD6-1	48X48	16.00	32.00	10	DIVIDED HIGHWAY (SYMBOL)	R4-7a		(48 12.00			KEEP RIGHT (HORIZONTAL ARROW)	6162004		TEMPORARY SHORT-TERM RUMBLE STRIPS
WD6-2	48X48	16.00			DIVIDED HIGHWAY END (SYMBOL)	R5-1		(30 6.25			DO NOT ENTER	0.0200.		TEMPORARY TRAFFIC BARRIER
WD6-3	48X48	16.00			TWO WAY TRAFFIC (SYMBOL)	R5-1a		(24 6.00			WRONG WAY	6173600		CONTRACTOR FURNISHED/RETAINED
W07-3a	30X24	5.00			NEXT XX MILES (PLAQUE)	R6-1L		(18 6.75			ONE WAY ARROW (LEFT)		-	TEMPORARY TRAFFIC BARRIER
WO8-1	48X48	16.00			BUMP	R6-1R		(18 6.75			ONE WAY ARROW (RIGHT)	6173602	3	CONTRACTOR FURNISHED/COMMISSION RETAINED
WO8-2	48X48	16.00			DIP	R6-2L	24×	(30 5.00			ONE WAY (LEFT)	6174000	4	TEMP, TRAFFIC BARRIER HEIGHT TRANSITION
WO8-3	48X48	16.00			PAVEMENT ENDS	R6-2R	24×	(30 5.00			ONE WAY (RIGHT)	6175010	4	RELOCATING TEMPORARY TRAFFIC BARRIER
WO8-4	48X48	16.00			SOFT SHOULDER	R9-9	24)	(12 2.00	2	4.00	SIDEWALK CLOSED			TEMPORARY TRAFFIC BARRIER
WO8-5	48X48	16.00			SLIPPERY WHEN WET (SYMBOL)						SIDEWALK CLOSED AHEAD	6176000	3	COMMISSION FURNISHED/RETAINED
WO8-6	48X48	16.00 1	16.00	10	TRUCK CROSSING (WITH FLAGS)	R9-11L	_ 24>	(18 3.00			(ARROW LEFT) CROSS HERE			TEMP. TRAFFIC BARRIER HEIGHT TRANSITION
WO8-6c	48X48	16.00 1	16.00	9	TRUCK ENTRANCE						SIDEWALK CLOSED AHEAD	6177000E	3	COMMISSION FURNISHED/RETAINED
WO8-7	36X36	9.00			LOOSE GRAVEL	R9-11R	_	(18 3.00			(ARROW RIGHT) CROSS HERE	6208064		TEMPORARY RAISED PAVEMENT MARKER
WO8-7a	36X36	9.00			FRESH OIL/LOOSE GRAVEL	R10-6	24>	(36 6.00			STOP HERE ON RED (45° ARROW)	9029400		TEMPORARY TRAFFIC SIGNALS
WO8-9					LOW SHOULDER	R11-2	48X	(30 10.00			ROAD CLOSED	9029401	1	TEMPORARY TRAFFIC SIGNALS AND LIGHTING
WO8-11					UNEVEN LANES	 					ROAD CLOSED XX MILES AHEAD		1	
WO8-12					NO CENTER LINE			(30 12.50			LOCAL TRAFFIC ONLY		-	
WO8-15					GROOVED PAVEMENT			(30 12.50			ROAD CLOSED TO THRU TRAFFIC	 	1	
WO8-15P					MOTORCYCLE (PLAQUE)			(48 20.00			FINE SIGN			
WO8-17 WO8-17P					SHOULDER DROP-OFF (SYMBOL)	CUNS I -	-2X 26)	(12 4.67		ISCELLANEOUS SIGNS	SPEEDING/PASSING (PLATE)	μ	1	
W10-1					SHOULDER DROP-OFF (PLAQUE) RAILROAD CROSSING	CONST	-5 10	(36 12.00			POINT OF PRESENCE			
W10-1 W012-1					DOUBLE DOWN ARROW (SYMBOL)			(48 32.00			POINT OF PRESENCE			DISCLAIMER
W012-1 W012-2					LOW CLEARANCE (SYMBOL)			(24 8.00			RATE OUR WORK ZONE	THE F	PROFES	SIONAL WHOSE SIGNATURE AND PERSONAL
W012-2X					LOW CLEARANCE (PLAQUE)			(36 18.00			RATE OUR WORK ZONE	SEAL	APPEA	R HEREON ASSUMES RESPONSIBILITY
W012-2a					OVERHEAD LOW CLEARANCE (FEET AND INCHES)			(36 12.00			WORK ZONE NO PHONE ZONE	ONLY	FOR W	HAT APPEARS ON THIS PAGE, AND
W012-4					LOW CLEARANCE XX FT XX IN XX MILES AHEAD	001101	0 107	100 12100			WORK ZONE NO THORE ZONE	DISCL	AIMS	(PURSUANT TO SECTION 327.411 RSMO)
W012-5					WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD							SPECI	FICAT	ION, ESTIMATES, REPORTS, OR OTHER
WO13-1					ADVISORY SPEED (PLAQUE)							DOCUN	/IENTS	OR INSTRUMENTS NOT SEALED BY THE
W016-2					XXX FEET (PLAQUE)							UNDEF	RSIGNE	D PROFESSIONAL RELATING TO OR
WO16-3					X MILE (PLAQUE)							INTEN	NDED T	O BE USED FOR ANY PART OR PARTS OF
		16.00 5	80.00	9 144.00 2	ROAD/BRIDGE/RAMP WORK AHEAD							THE F	PROJEC	T TO WHICH THIS PAGE REFERS.
W020-2					DETOUR AHEAD									
WO20-3	48X48	16.00			ROAD CLOSED AHEAD									
WO20-4	48X48	16.00			ONE LANE ROAD AHEAD	616-1	10.05			TOTAL		•		
WO20-5	48X48	16.00 2	32.00	5	RIGHT/CENTER/LEFT LANE CLOSED AHEAD	CONST	<u>TRUC</u> T	ION SIG	SNS	330.93				
W020-5a	48X48	16.00			2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD	616-1				TOTAL				
			16.00	6	RIGHT/CENTER/LEFT LANE CLOSED	RELOC	<u>CATED</u>	SIGNS		*				
		16.00 2	32.00	2 32.00 8	FLAGGER (SYMBOL, WITH FLAGS)									
WO21-2					FRESH OIL									—
W021-5	48X48	16.00 2	132.00	21	SHOULDER WORK AHEAD									HART

WO21-5 48X48 16.00 2 32.00

W022-1 48X48 16.00

WO22-2 42X36 10.50

WO22-3 42X36 10.50

GO22-1 21X15 2.19

21 SHOULDER WORK AHEAD

BLASTING ZONE AHEAD

WET PAINT (ARROW PIVOTS)

END BLASTING ZONE

TURN OFF 2-WAY RADIO AND PHONE

TRAFFIC CONTROL = 1 LUMP SUM * NO DIRECT PAY WILL BE MADE OFR RELOCATING TRAFFIC CONTROL DEVICES ** NOT INCLUDED IN TEMPORARY TRAFFIC CONTROL - 1 LUMP SUM QUANTITY



THIS SHEET HAS BEEN SIGNED, SEALED & DATED ELECTRONICALLY.

2/6/2024 0/64/370 **MO** SHEET NO SL 3

COUNTY r. LOUIS & ST. CHARLE JOB NO.

JSLM0028 CONTRACT ID.

PROJECT NO.

BRIDGE NO.

7

OF

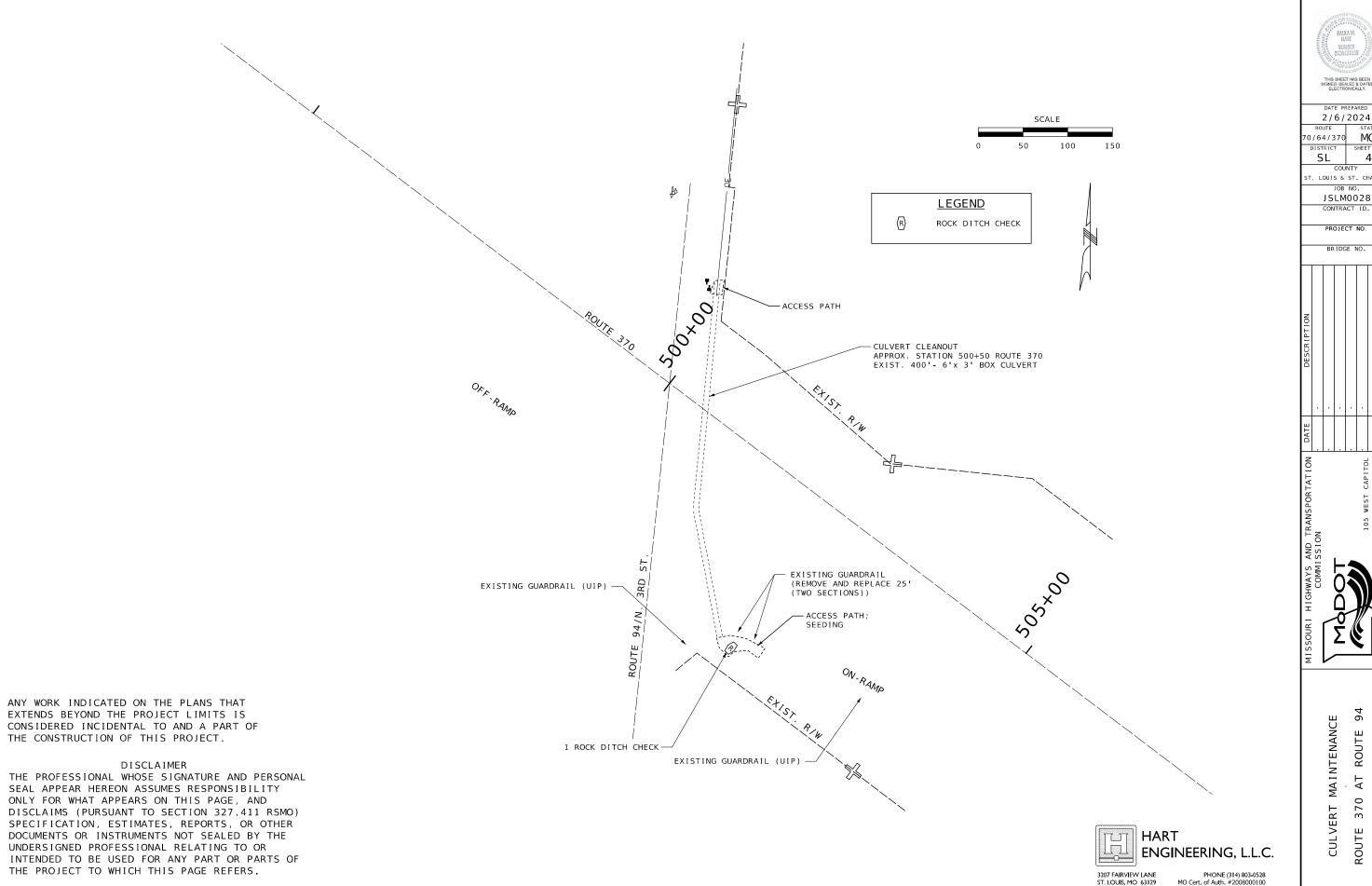
7

MAINTENANCE SHEET QUANTITIES CULVERT

HART ENGINEERING, L.L.C.

3207 FAIRVIEW LANE ST. LOUIS, MO 63129

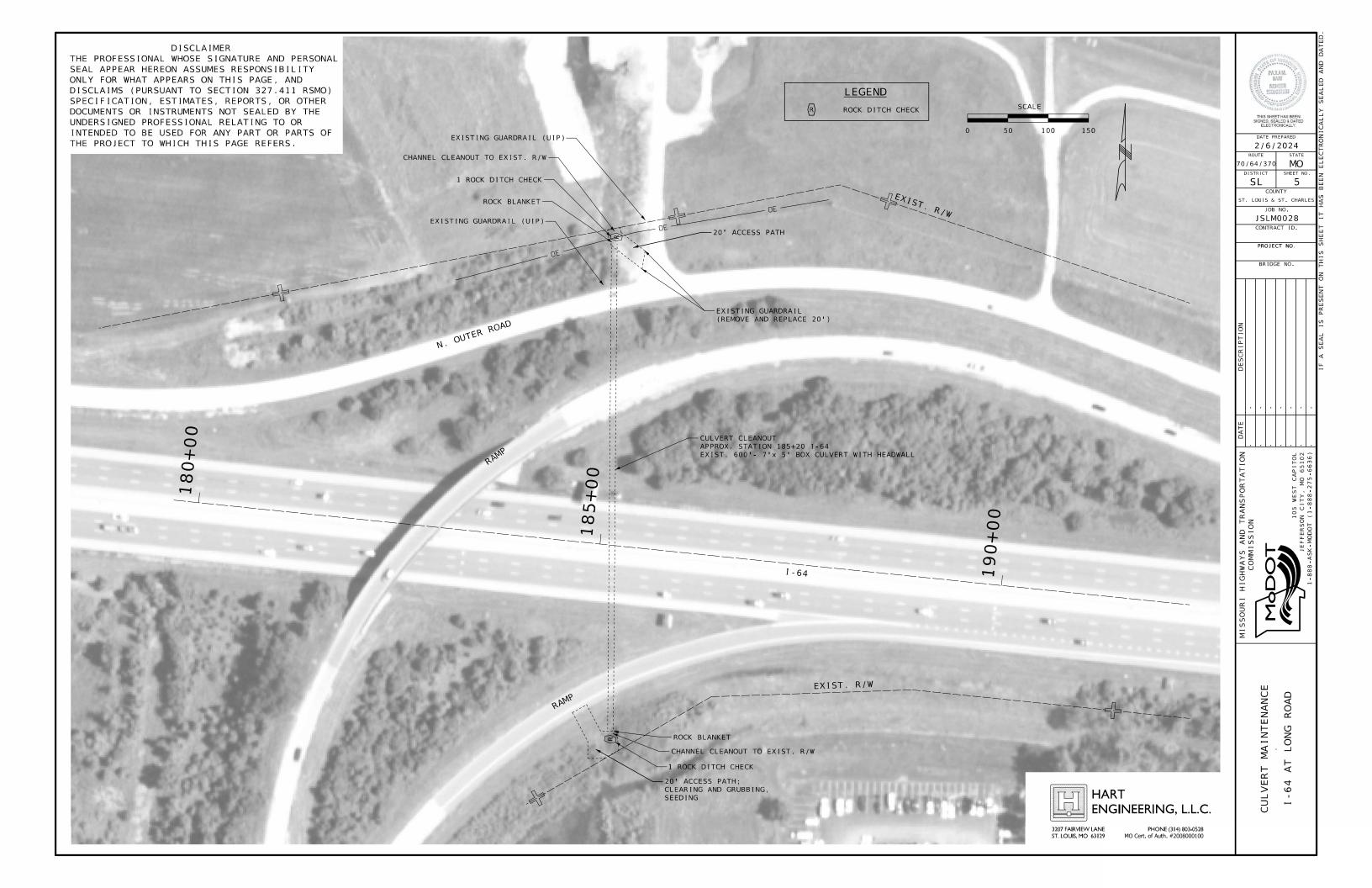
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2/6/2024 0/64/370 **MO** 4

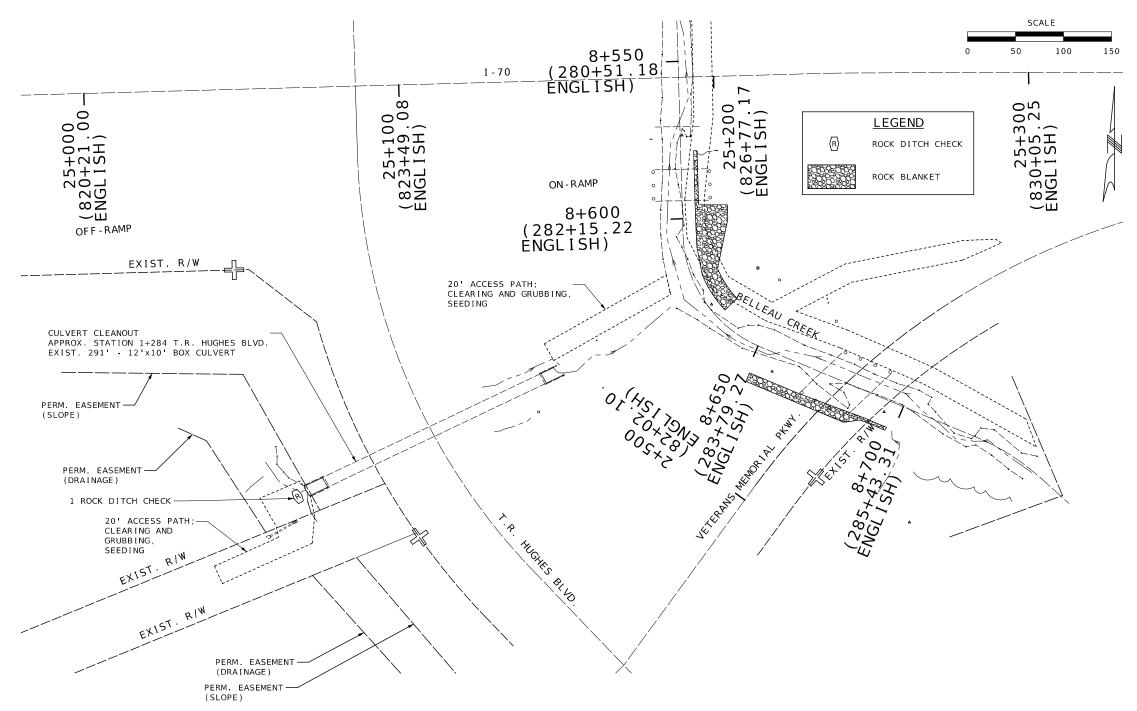
r. LOUIS & ST. CHARLE

JSLM0028



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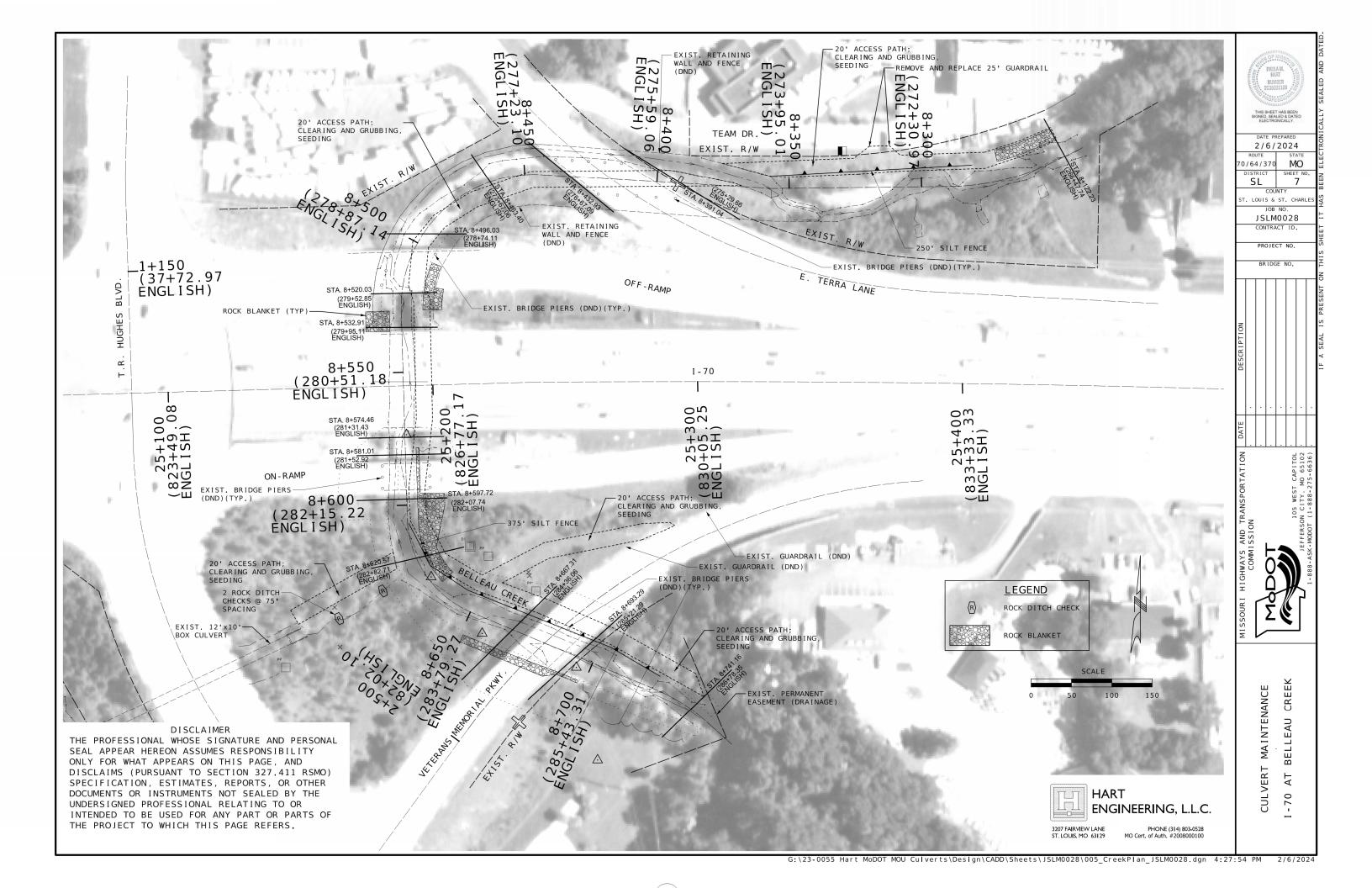


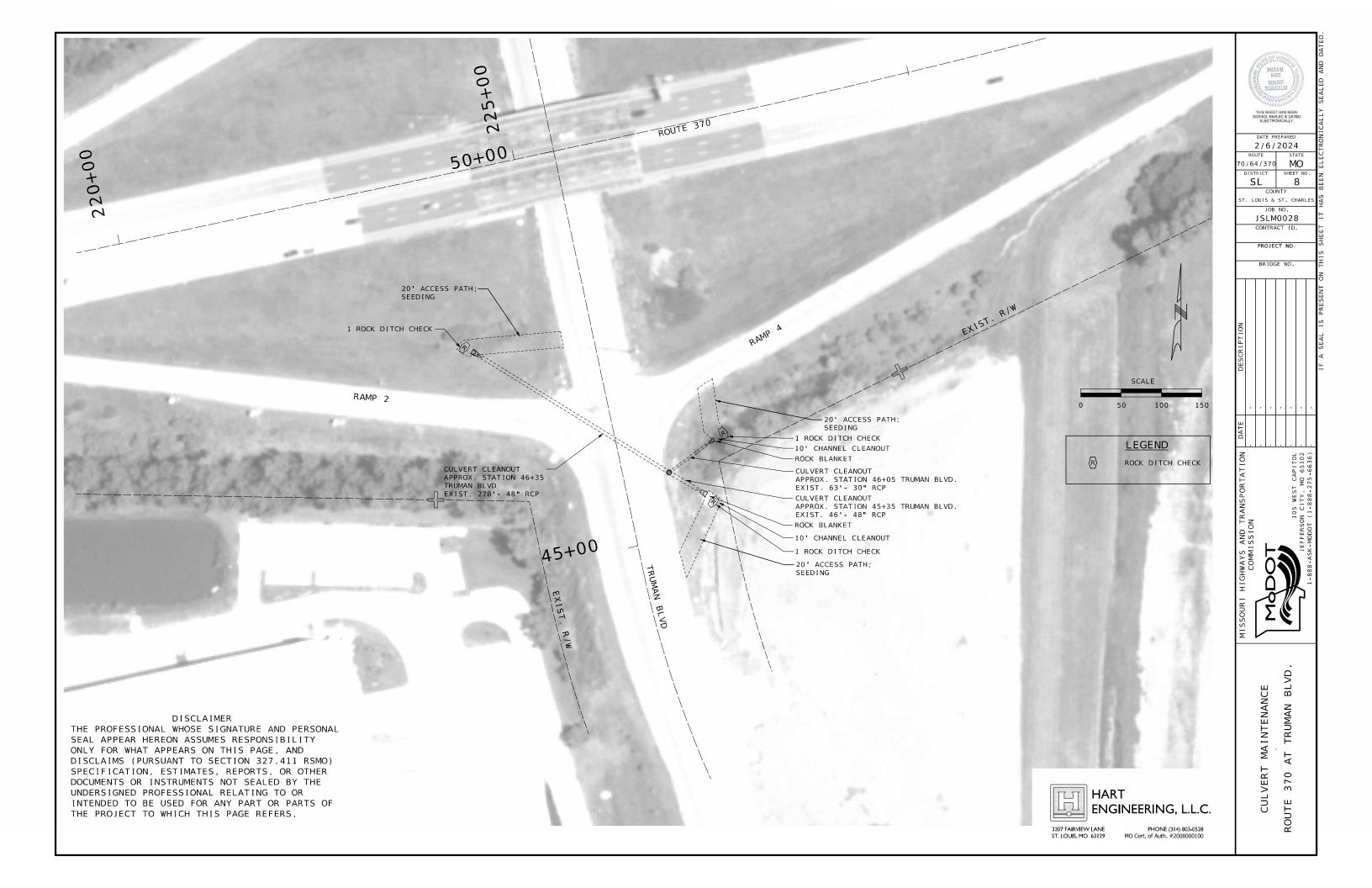
2/6/2024 0/64/370 **MO** SL 6 . LOUIS & ST. CHARLE JSLM0028 CONTRACT ID. PROJECT NO.

> CULVERT MAINTENANCE I-70 AT T.R. HUGHES BLVD.

HART ENGINEERING, L.L.C.

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NOTES: PROVIDE SIGNS ON LEFT AND RIGHT SIDES OF DIVIDED HIGHWAYS.

ROAD WORK AHEAD SIGN NOT NEEDED IF SHOULDER WORK IS LOCATED WITHIN THE LIMITS OF AN ACTIVITY AREA WHERE ANOTHER ROAD WORK AHEAD SIGN IS ALREADY USED.

SEE EPG 616.12 WORK ZONE SPEED LIMITS FOR SPEED LIMIT GUIDELINES.

VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S ROTATING LIGHTS OR STROBE LIGHTS.

WHEN PAVED SHOULDERS HAVING A WIDTH OF 8 FEET OR MORE ARE CLOSED, AT LEAST ONE ADVANCE WARNING SIGN SHALL BE USED. IN ADDITION, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK SPACE AND DIRECT VEHICULAR TRAFFIC TO REMAIN WITHIN THE TRAVELED WAY.

SEE TRAFFIC CONTROL SHEET 8 OF 8 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

SHOULDER WORK

TEMPORARY TRAFFIC CONTROL SHEET 1 OF 8



PAULAM. HART

2/6/2024

0/64/370 MO SHEET NO SL 9

> COUNT LOUIS & ST. CHARLE LOB NO

JSLM0028 CONTRACT ID.

PROJECT NO.

BRIDGE NO.

MAINTENANCE CONTROL IC TRAFF CULVERT

NOTES:

ONLY APPLICABLE WHEN WORK IS WITHIN THE CLEAR ZONE.

21) 🖜

SA

OR

ON MULTI-LANE, DIVIDED HIGHWAYS, SIGNS ADVISING OF THE SHOULDER WORK OR THE CONDITION OF THE SHOULDER SHOULD BE PLACED ONLY ON THE SIDE OF THE AFFECTED SHOULDER.

SHOULDER WORK

WORK BEYOND THE SHOULDER

DIVIDED AND UNDIVIDED

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

NOT TO SCALE

7 CHANNELIZERS AT 80' MAX SPACING —

5 CHANNELIZERS AT 50' MAX SPACING-

OR.

- (21)

(21)

TRAFFIC CONTROL LEGEND

WORK ON THE SHOULDER

ON DIVIDED AND UNDIVIDED

HIGHWAYS

100' TAPER 5 DEVICE

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<u>∽ ¶ (2)</u>

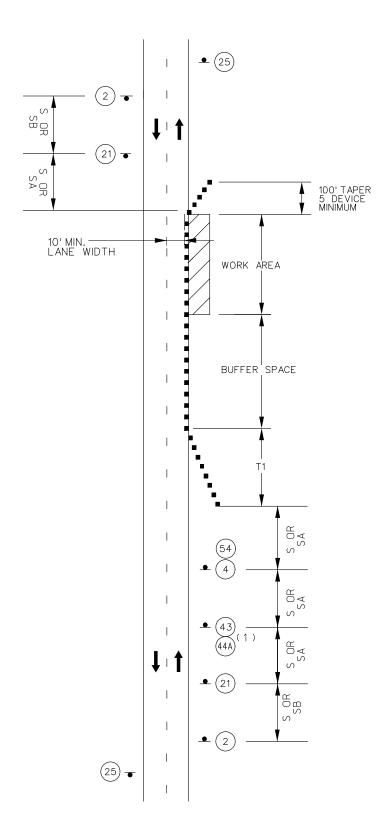
• SIGN (SINGLE SIDED)

■ CHANNELIZER (TRIM-LINE)

WORK AREA

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TWO LANE UNDIVIDED
SHOULDER WORK
MINOR TRAVELWAY ENCROACHMENT

NOT TO SCALE

ROAD ROAD SHOULDER WORK NARROWS WORK **AHEAD** BRIDGE BRIDGE **AHEAD** RAMP RAMP WO21-5b W020-1 (2) 21) 43 **SPEED SPEED** WORK NEXT LIMIT LIMIT **XX MILES** ZONE G020-5aP (44A) (54) (4) R2-1 NORMAL SPEED (25)

NOTES:

SEE TRAFFIC CONTROL SHEET 8 OF 8 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 ROTATING LIGHTS OR STROBE LIGHTS.

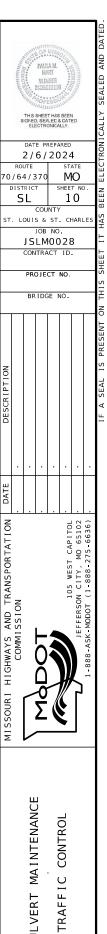
SHADOW AND WORK VEHICLES SHALL DISPLAY HIGH-DENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

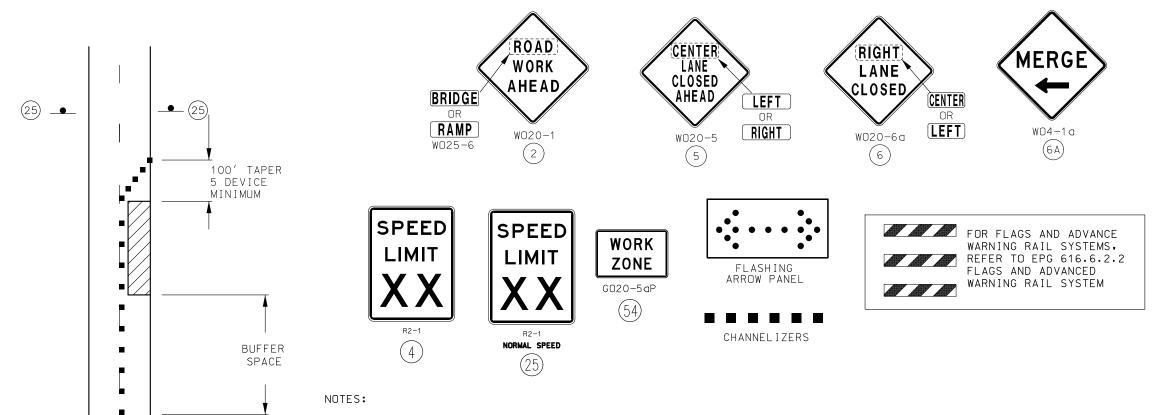
FOR FLAGS AND ADVANCE WARNING RAIL SYSTEMS, REFER TO EPG 616.6.2.2 FLAGS AND ADVANCED WARNING RAIL SYSTEM

SHOULDER WORK
MINOR ENCROACHMENT
TEMPORARY
TRAFFIC CONTROL
SHEET 2 OF 8

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3207 FAIRVIEW LANE
5T. LOUIS, MO 63129







SEE TRAFFIC CONTROL SHEET 8 OF 8 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

REMOVE AND/OR MODIFY ANY EXISTING PAVEMENT MARKING AS NEEDED.

TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM CLOSURES.

THIS INFORMATION ALSO SHALL BE USED WHEN WORK IS BEING PREFORMED IN THE LANE ADJACENT TO THE MEDIAN ON A DIVIDED HIGHWAY. IN THIS CASE, THE LEFT LANE CLOSED SIGNS AND THE CORRESPONDING MERGE OR LANE ENDS SIGN SHALL BE SUBSTITUTED.

WHEN A SIDE ROAD INTERSECTS THE HIGHWAY WITHIN THE TTC ZONE ADDITIONAL TTC DEVICES SHALL BE PLACED AS NEEDED.

TEMPORARY TRAFFIC BARRIERS, IF USED SHALL COMPLY WITH THE PROVISIONS IN EPG 616.6.85 TEMPORARY TRAFFIC BARRIER.

AN ARROW BOARD SHALL BE USED WHEN A FREEWAY LANE IS CLOSED. WHEN MORE THAN ONE FREEWAY LANE IS CLOSED, A SEPARATE ARROW BOARD SHALL BE USED FOR EACH CLOSED LANE.

REVIEW EPG 616.6.83 WARNING LIGHTS WHEN SEQUENTIAL OR WARNING LIGHTS SHOULD BE USED ON NIGHTTIME OPERATIONS.

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

FOR FLAGS AND ADVANCE WARNING RAIL SYSTEM, REFER TO EPG 616.6.2.2 FLAG AND ADVANCE WARNING RAIL SYSTEM.

REVIEW EPG 616.6.63 CHANNELIZING DEVICES FOR DIFFERENT TYPES AND GUIDELINES FOR THE DEVICES

TWO-LANE DIVIDED HIGHWAY

SB

SB

(54)

(2)-

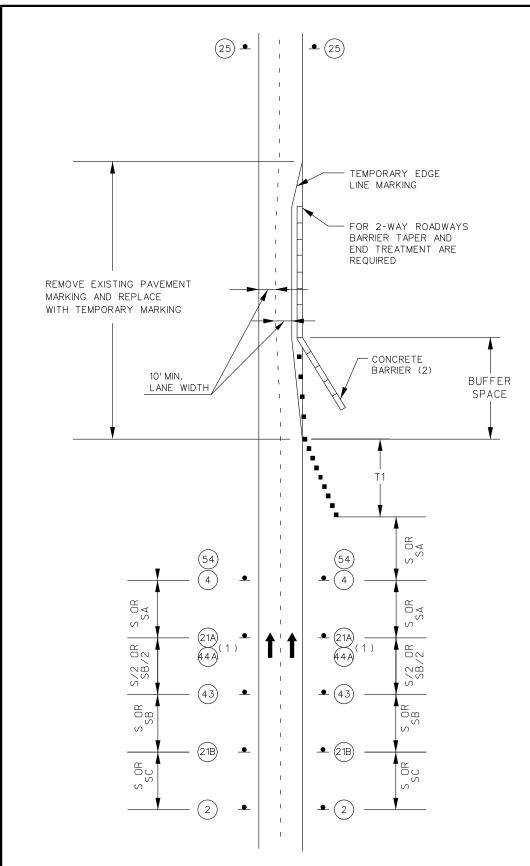
OR

S

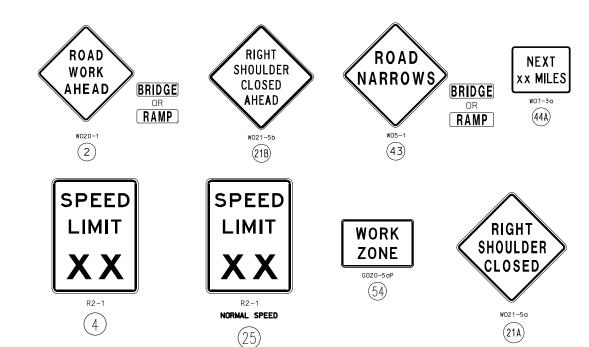
STATIONARY
LANE CLOSURE
ON DIVIDED HIGHWAY
TEMPORARY
TRAFFIC CONTROL
SHEET 3 OF 8



PAULAM. HART NUMBER 200502210 2/6/2024 0/64/370 MO SL 11 . LOUIS & ST. CHARL JSLM0028 CONTRACT ID. PROJECT NO. BRIDGE NO. MAINTENANCE CONTROL C TRAFF CULVERT



SHOULDER WORK ON DIVIDED HIGHWAY REDUCED LANE WIDTHS



NOTES:

SEE TRAFFIC CONTROL SHEET 8 OF 8 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

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

IF SHOULDER IS SUITABLE FOR CARRYING TRAFFIC, THE LANES MAY BE SHIFTED TO THE SHOULDER WITH APPROPRIATE PAVEMENT MARKING.

ROAD NARROWS SIGN SHOULD BE USED WHEN THE LANE WIDTH IS REDUCED.

ON UNDIVIDED HIGHWAYS PROVIDE SIGNS ONLY ON THE RIGHT SIDE OF EACH APPROACH.

TEMPORARY TRAFFIC BARRIERS, IF USED, SHALL COMPLY WITH THE PROVISIONS OF EPG 616.6.85.

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

- (1). SIGN 44A NOT REQUIRED FOR NARROW LANE SECTIONS LESS THAN ONE MILE.
- (2). FLARE BARRIER TO EXTEND BEYOND CLEAR ZONE OR FLARE BARRIER TO EDGE LINE AND USE APPROVED END TREATMENT.

CONCRETE BARRIER MAY BE INSTALLED AT AN 8:1 FLARE RATE FROM THE SHOULDER POINT TO THE LIMITS OF THE CLEAR ZONE WHERE THE SIDE SLOPE IS 6:1 OR FLATTER.

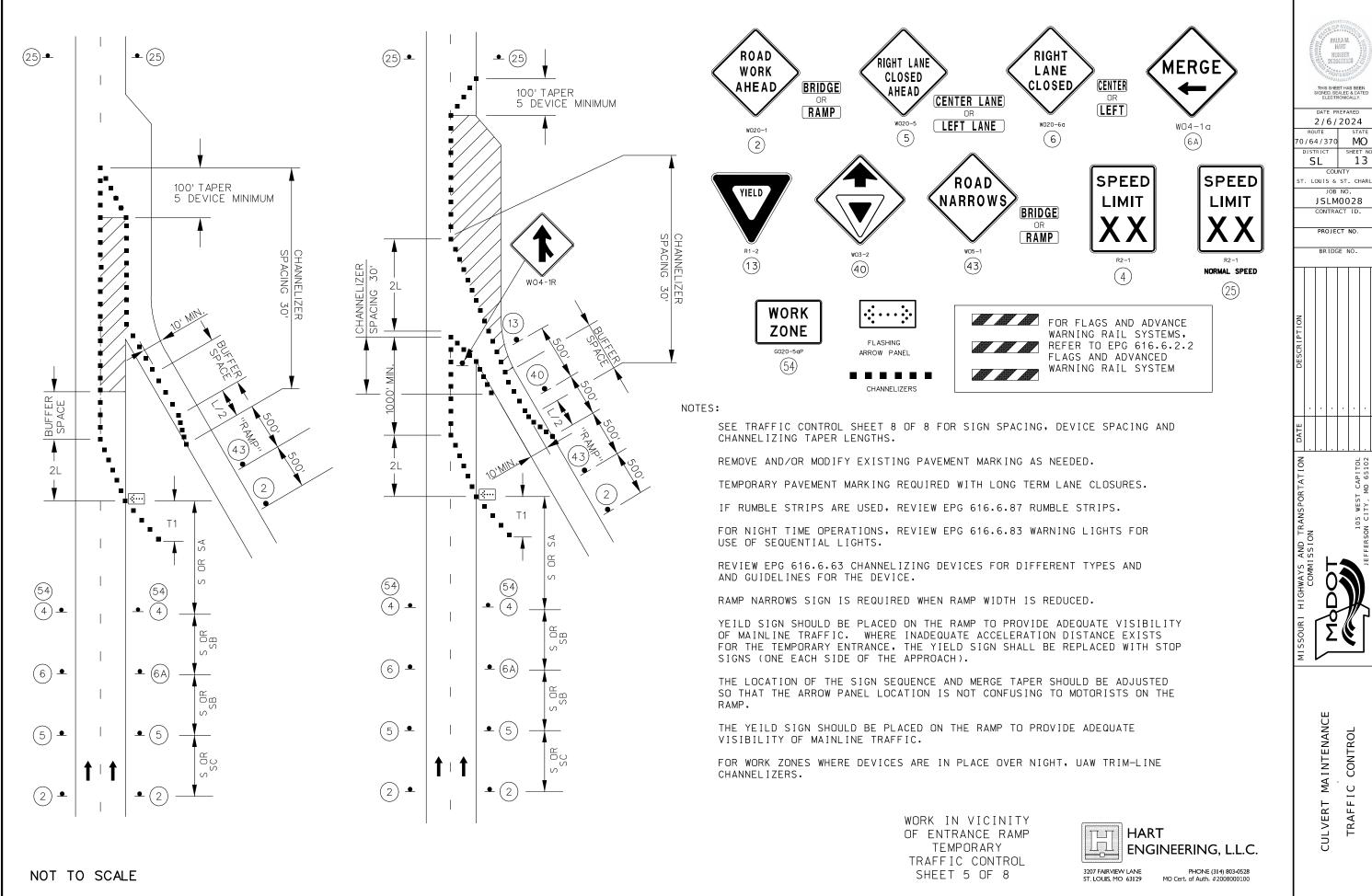
BARRIER HEIGHT TRANSITIONS MAY BE USED WHEN THE POSTED SPEED LIMIT PRIOR TO ROAD WORK IS LESS THAN 40 MPH.

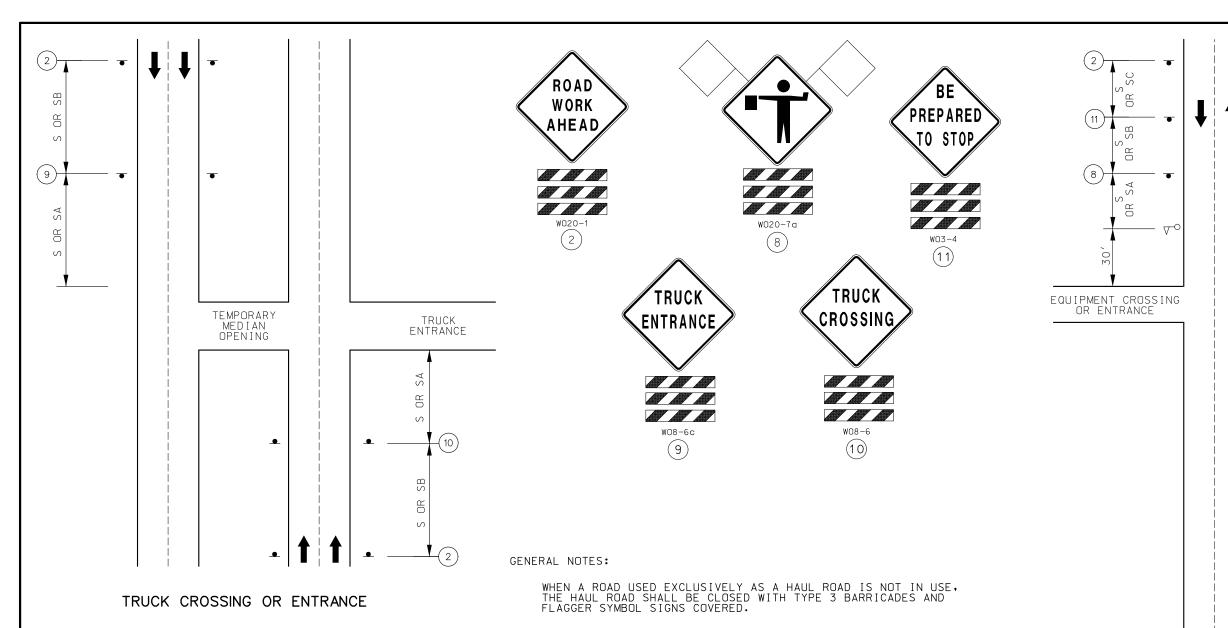
APPROVED CRASH CUSHION ARE TO BE USED WHEN THE POSTED SPEED LIMIT PRIOR TO ROAD WORK IS GREATER THAN OR EQUAL 40 MPH.

SHOULDER WORK TEMPORARY TRAFFIC CONTROL SHEET 4 OF 8



2/6/2024 0/64/370 **MO** SL 12 LOUIS & ST. CHARL JSLM0028 CONTRACT ID. PROJECT NO. BRIDGE NO. CONTROL $\overline{0}$ TRAFF





NOTES:

ON NON-DIVIDED HIGHWAYS, PROVIDE SIGNS ONLY ON THE RIGHT SIDE.

APPLICABLE ONLY WHEN LICENSED VEHICLES ARE ENTERING OR CROSSING TRAFFIC WITHOUT THE AID OF A FLAGGER.

SIGN W020-1 NOT NEEDED IF CROSSING OR ENTRANCE IS LOCATED WITHIN THE LIMITS OF AN ACTIVITY AREA WHERE ANOTHER SIGN W020-1 IS ALREADY IN USE.

SEE EPG 616.8.14B TEMPORARY MEDIAN OPENING FOR TEMPORARY MEDIAN OPENING DETAIL.

THE FLAGGER SHALL FOLLOW THE PROCEDURES PROVIDED IN EPG 616.5.07 AND 616.5.08

AT NIGHT, FLAGGER STATIONS SHALL BE ILLUMINATED WITH AN AVERAGE MAINTAINED INTENSITY OF 0.6 FOOTCANDLES (6.5 LUX).

SEE EPG 616.12 WORK ZONE SPEED LIMITS FOR SPEED LIMIT GUIDELINES.

IF RUMBLE STRIPS ARE USED, REVIEW 616.6.87 RUMBLE STRIPS.

SEE TRAFFIC CONTROL SHEET 8 OF 8 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

EQUIPMENT CROSSING OR ENTRANCE ON UNDIVIDED HIGHWAY

NOTES:

SIGN W020-1 NOT NEEDED IF CROSSING OR ENTRANCE IS LOCATED WITHIN THE LIMITS OF AN ACTIVITY AREA WHERE ANOTHER SIGN W020-1 IS ALREADY IN USE.

SIGN (SINGLE SIDED)

FLAGGER

EQUIPMENT CROSSING OR ENTRANCE TEMPORARY TRAFFIC CONTROL SHEET 6 OF 8



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TRAFFIC CONTROL LEGEND

WORK AREA

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MAINTENANCE CONTROL C TRAFFI CULVERT

2/6/2024

0/64/370 **MO**

COUNT

. LOUIS & ST. CHARLE

LOB NO

JSLM0028

CONTRACT ID. PROJECT NO.

BRIDGE NO.

14

SL

SPEED	SIGN SPA	CING (ft.)	TAPER LE	NGTH (ft.)	OPTIONAL	CHANNELIZER	SPACING (ft.)
Normal Posted (mph)	Undivided (S)	Divided (S)	Shoulder ¹ (T1)	Lane ² (T2)	BUFFER LENGTH (ft.) (B)	Tapers	Buffer/ Work Areas
0-35	200	200	70	-	250	15	25
40-45	350	500	150	-	360	20	50
50-55	500	1000	185	-	495	50	100
60-70	SA - 1000, and SC		235	:-	730	60	100
1. Shoulder taper length based on 10 ft. (standard shoulder width) offset. 2. Lane taper based on 12 ft. (standard lane width) offset							

(Advanced Warning Rail System) Channelizer ■ Sign Work Space For Long Term Operations Type 3 Barricade Longitudinal Channelizing Device

When crosswalks or other pedestrian facilities are closed or relocated, temporary facilities shall be detectable and shall include accessibility features consistent with features present in the existing pedestrian facility.

Where sidewalks exist, provisions should be made for disabled persons.

Where high speeds are anticipated, a temporary traffic barrier and, if necessary, a crash cushion should be used to separate the temporary sidewalks from traffic.

Only the temporary traffic control devices related to pedestrians are shown. Other devices may be necessary to control traffic.

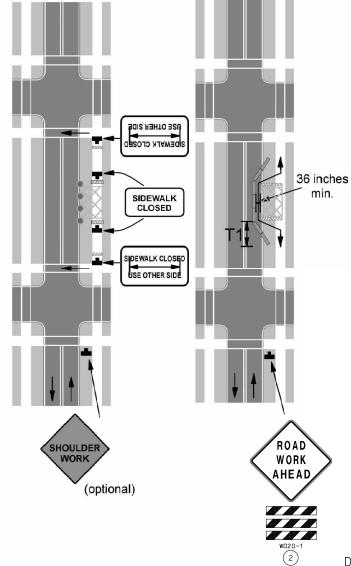
Signs may be mounted on portable mounts at 1 ft. provided they do not interfere with pedestrian movement or be obstructed by parking. Otherwise, signs shall be mounted at 7 ft.

For high speed facilities, channelizer spacing may be reduced to ½ spacing noted in table.

Other appropriate signs may be used in lieu of the SHOULDER WORK AHEAD or ROAD WORK AHEAD signs.

Audible information devices should be considered where midblock closings and changed crosswalk areas cause inadequate communication to be provided to pedestrians who have visual disabilities.

For long-term operations, refer to EPG 616.6.2.2 Flags and Advance Warning Rail System.



SIDEWALK DETOUR OR DIVERSION MAINTENANCE TEMPORARY TRAFFIC CONTROL SHEET 7 OF 8



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2/6/2024 0/64/370 **MO**

. LOUIS & ST. CHARLE JSLM0028 CONTRACT ID.

PROJECT NO.

BRIDGE NO.

MA I NTENANCE

CULVERT

CONTROL

TRAFFIC

15

SL

SPACING AND TAPER LENGTHS FOR WORK ZONE SIGNS, CHANNELIZERS AND CONCRETE BARRIER

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

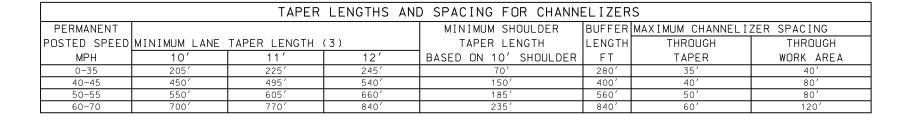
TAPE	R LENGTHS A	ND END TREAT	TEMENTS I	FOR	CONCRETE BARRIER
PERMANENT					
POSTED SPEED	D MINIMUM LANE TAPER LENGTH (3)				
MPH	10′	11′	12′		END TREATMENT (4)
LT 40	160′	168′	176′		BARRIER HEIGHT TRANSITION
GT 40	160′	168′	176′		APPROVED CRASH CUSHION

THE EXTENSION AND END THE PROPERTY OF THE BANKETER					
PERMANENT					
POSTED SPEED	MINIMUM LANE	TAPER LENGTH			
MPH	10′	11′	12′	END TREATMENT (4)	
LT 40	160′	168′	176′	BARRIER HEIGHT TRANSITION	
GT 40	160′	168′	176′	APPROVED CRASH CUSHION	

176′	BARRIER HEIGHT TRANSITION
176′	APPROVED CRASH CUSHION

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- SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OF SIGNED CONDITION.
- (2) 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





CONTROL

TRAFFIC

TEMPORARY TRAFFIC CONTROL SHEET 8 OF 8 3207 FAIRVIEW LANE ST. LOUIS, MO 63129

