MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

PLANS FOR PROPOSED

STATE HIGHWAY

LAFAYETTE COUNTY

INDEX OF SHEETS

DESCRIPTION SHEET NUMBER
TITLE SHEET ........................................... 1
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QUANTITIES (Q) ...................................... 3
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TRAFFIC CONTROL SHEETS (T) .............. 5-8

LENGTH OF PROJECT

BEGINNING OF PROJECT 1201.74 MILES
END OF PROJECT 1201.78 MILES
APPROXIMATE LENGTH 10.004 MILES

Ek 22055

FOR INFORMATION ONLY:
ESTIMATED DISTURBED AREAS: 0 ACRES

NOT TO SCALE
MO 20 TYPICAL SECTION
EB LOG MILE 1.785 TO LOG MILE 11.84

TYPICAL SECTION
SHEET 1 OF 1
### Pavement Treatment - MO20

<table>
<thead>
<tr>
<th>LOG MILE START</th>
<th>LOG MILE END</th>
<th>LENGTH (FT)</th>
<th>WIDTH (SF)</th>
<th>AREA (SF)</th>
<th>TACT</th>
<th>VOL CY</th>
<th>SL-PG64-22</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.00</td>
<td>4.22</td>
<td>14,942.46</td>
<td>22.00</td>
<td>324,731.86</td>
<td>28,523.87</td>
<td>2,926.07</td>
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<td>22,486.45</td>
<td>22.00</td>
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<td>16,378.63</td>
<td>1,342.29</td>
<td>870.18</td>
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<td></td>
<td>348.96</td>
<td>15.796.54</td>
<td>7,328.84</td>
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### Pavement Treatment - Intersection/Entrances

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<th>LOG MILE START</th>
<th>LOG MILE END</th>
<th>LENGTH (FT)</th>
<th>WIDTH (SF)</th>
<th>AREA (SF)</th>
<th>MODIFIED COLLINING (SF)</th>
<th>TACT</th>
<th>VOL CY</th>
<th>SL-PG64-22</th>
<th>NOTES</th>
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| 1.78           | 1.8          | 165.00      | 22         | 11,910    | 1,222.22                 | 97.78 | 34.0   | 67.5       | I-210 
|                 |              |             |            |           |                        |       |         |            | 231 AND BUS I-2 AND PARK ENTRANCE. INTERSECTION | |
| 6.00           | 6.62         | 6.00        | 22         | 31,348    | 359.27                   | 31.70 | 12.0   | 47.0       | I-210 
|                 |              |             |            |           |                        |       |         |            | 231 INTERSECTION | |
| 5.62           | 5.62         | 6.00        | 22         | 3,326     | 722.99                   | 58.23 | 15.6   | 72.6       | I-39 INTERSECTION |
| 11.38          | 11.15        | 6.00        | 22         | 6,350     | 765.56                   | 56.46 | 19.6   | 79.8       | I-39 INTERSECTION |
| 7.08           | 7.08         | 212.00      | 4          | 480       | 52.00                    | 6.00  | 2.00   | 6.00       | DEPTH TRANSITIONS FOR CONC ENTRANCE |
| 7.08           | 7.08         | 212.00      | 4          | 480       | 52.00                    | 6.00  | 0.00   | 0.00       | DEPTH TRANSITIONS FOR CONC ENTRANCE |
|                |              |             |            |           | 984.42                   | 284.92| 98.0   | 329.42     | TOTAL |

### Guardrail

<table>
<thead>
<tr>
<th>LOG MILE START</th>
<th>LOG MILE END</th>
<th>BRIDGE ANCHOR TRANSITION (EA)</th>
<th>CRASH WORTHY END TERMINAL (EA)</th>
<th>GUARDRAIL LENGTH (FT)</th>
<th>SHAPING SLOPES CLASS 3</th>
<th>DESCRIPTION</th>
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### Summary of Quantities

| SHEET 1 OF 4 |
SECTION A-A
TYPICAL STATE ROUTE JUNCTION
(COLDMILLED TRANSITION)
RTE W, RTE 23, RTE V/BB, RTE F,
GRAVEL ENTRANCES SUCH AS RESIDENTIAL,
FIELD, AND COMMERCIAL.

SECTION B-B
TYPICAL CONCRETE ENTRANCE

TRAVELWAY DEPTH TRANSITIONS
BEGINNING AND END OF PROJECT
AND EXCEPTIONS
NOTES:

SIGN 7 AND 25 ARE ONLY USED ON PROJECT LENGTHS 2 MILES OR GREATER.

PROVIDE SIGNS IN EACH DIRECTION ON TWO-WAY MIDWAY.

DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS.

END OF PROJECT LIMITS: END OF WORK ZONE TERMINATION AREA. IF LOCATED BEYOND END OF PROJECT OR LAST WORK ZONE SIGN, IF LOCATED OUTSIDE PROJECT LIMITS.

BEGINNING OF PROJECT LIMITS: OR INITIAL WORK ZONE SIGN, IF LOCATED OUTSIDE PROJECT LIMITS.

WORK AREA LIMITS

CENTRAL-LINE

TRAFFIC CONTROL

SHEET 1 OF 4
SIGN 53. "PILOT CAR FOLLOW ME" SHALL BE THE CONTRACTOR'S RESPONSIBILITY WHEN IN USE DURING OPERATION.

SET 1
ACTIVE

SET 2
INACTIVE

SET 3
ACTIVE

SET 4
INACTIVE

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 SETS 2 AND 3, SIGN SETS 1 AND 2 ADVANCE IN THE DIRECTION OF THE OPERATION (I.E., NEW SIGN SETS 2 AND 4).

- CHANNELIZERS
- FLASHERS

NOTES:
DAYLIGHT FLAGGING OPERATIONS ONLY.

CHANNELIZING DEVICES LOCATED DOWNSTREAM OF THE ONE LANE TWO WAY TAPE ARE OPTIONAL. THESE DEVICES SHOULD BE ELIMINATED WHEN THEIR USE WILL REDUCE THE USEABLE LANE WIDTH (INCLUDING ANY ACCEPTABLE SHOULDERS). TO LESS THAN 12 FT. OR WILL SIGNIFICANTLY AFFECT THE RESURFACING OPERATION.

TRAFFIC CONTROL
SHEET 2 OF 4
SIDE ROADS ENTERING WORK ZONES

TRAFFIC CONTROL
SHEET 3 OF 4

DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS.

NOTES:
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

CHANNELIZERS SPACED 5 FT APART AND EXTENDED 20 FT PAST ENTRANCE WIGHT.

ROAD WORK AHEAD
BE PREPARED TO STOP
PILOT CAR IN USE
WAIT & FOLLOW
PILOT CAR IN USE
WAIT & FOLLOW

SPECIAL NOTE:
- SHALL BE USED ON ALL STATE ROUTES AND MAY BE USED ON ANY NON-STATE ROUTES, AS DETERMINED BY THE ENGINEER.
- SHALL ONLY BE USED AT PRIVATE AND COMMERCIAL ENTRANCES.
- SEE SPECIAL PROVISIONS.

* THE SMALLER 18" X 12" SIGN
5B IS USED ON ALL OTHER NON-STATE ROUTES (CITY STREETS, COUNTY ROADS, ETC.).
LIMITS OF TEMPORARY PAVEMENT MARKING

2 MILE INTERVAL

1 MILE INTERVAL

150'

150'

1 MILE INTERVAL

2 MILE INTERVAL

SIGN SPACING AND TEMPORARY STRIPING FOR MAINLINE

SIGN SPACING AT STATE ROUTE INTERSECTIONS SHOWING TEMPORARY STRIPING FOR MAINLINE

NOTES:
SIGN (1) AND TEMPORARY RAISED PAVEMENT MARKING SIGNS STANDARD PLAN 920-101 INSTALLED WHERE CENTERLINE STRIPING HAS BEEN COVERED OR REMOVED. SIGNS ARE TO REMAIN IN PLACE UNTIL THE PERMANENT CENTERLINE PAVEMENT MARKINGS ARE IN PLACE. SIGNS SHALL BE CONTROLLED OR REMOVED WHEN PAVEMENT CENTERLINE MARKING HAS BEEN INSTALLED.

SIGN (2) IS PLACED AT APPROXIMATELY TWO-MILE INTERVALS AND AT STATE ROUTE JUNCTIONS, WHERE THE INSTALLATION AT A JUNCTION IS WITHIN ONE-EIGHTH MILE OF THE NORMAL MAINLINE SIGN (3). THE LATTER MAY BE ELIMINATED.

ALL SIGNS SHALL BE POST MOUNTED AND IN ACCORDANCE WITH STANDARD PLAN 920.20 AND 905.35.

(1) ADDITIONAL SIDEROADS MAY BE SHOWN AS APPROVED BY THE ENGINEER.

NOT TO SCALE
TRAFFIC CONTROL
SHEET 4 OF 4