





SECTION ON TANGENT
RAMP 4-EB ON-RAMP
Note: concrete median strip not shown, see shet $2 a$


SECTION ON TANGENT
RAMP 3 - WB OFF-RAMP
STA $0+45.28$ TO STA $7+27.41$

| REMOVAL OF IMPROVEMENTS |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| SHEET No. | STA. | STA. | AlGNMENT | LOCATON | DESCRIPTION |
| 4 | ${ }^{26+77.88}$ | $30+18.34$ | LBP | cL | 390 LF SAWCUT |
| 4 | $26+73.88$ | 30+00.15 | ${ }_{\text {LBP }}$ | ${ }_{\text {RT }}$ | 305 SY SIDEWALK |
| 4 | $26+73.88$ | 30+06.50 | LBP | RT | 379 LF SAWCUT |
| 4 | $28+7.50$ |  | LBP | cL | LIGHT POLLEPOOTING |
| 4 | $29+16.43$ | $29+77.33$ | LBP | LT | 35 SY SIEEWALK |
| 4 | $29+16.95$ | $29+60.37$ | LBP | LT | 50 LF SAWCUT |
| 4 | $29+44.49$ | - | LBP | RT | LGGT POLEFOOTING |
| 4 | $29+50.78$ | . | LBP | LT | Sigualcontrol box |
| 4 | $29+55.02$ |  | LBP | LT | SIGNAL POLE \& Foundation |
| 486 | $30+44.45$ | 30+85.20 | LBP | RT | 51 SY IIDEWALK |
| 4 | $30+47.81$ | 30+68.19 | LBP | LT | 11 SYSIDEWALK |
| 4 | $30+51.33$ | 30+80.16 | LBP | RT | 45 LF GUARDRAIL |
| 4 | $29+51.63$ |  | LBP | RT | SIGNAL Pull box |
| 4 | 30+56.59 | . | LBP | RT | SIINAL POLE \& FOUNDATION |
| 4 | $30+57.13$ |  | LBP | LT | PED PuSHBution |
| 4 | 30+57.27 | 30+78.72 | LBP | RT | 22 LF CURB |
| 6 | $31+19.00$ |  | LBP | c | $\operatorname{SIGN(R47)}$ |
| 6 | $34+46.74$ | $36+0.48$ | LBP | RT | 1561 S SAWCUT |
| 6 | $34+47.45$ | $36+0.41$ | LBP | cL | 91 SY MEDIAN |
| 6 | $34+47.95$ | $36+03.48$ | LBP | LT | 155 LF SAWCUT |
| 6 | $35+77.06$ | $35+96.06$ | LBP | LT | 25.5 GUARDRAIL |
| 6 | $35+94.00$ |  | LBP | cL | $\operatorname{SIGN}($ R4 7 ) |
| 688 | $35+96.06$ | $36+47.19$ | LBP | LT | GUARDRAIL END TERMINAL |
| 688 | $36+09.77$ | 36669.35 | LBP | LT | 42 SYSIDEWALK |
| 8 | $36+27.01$ | $36+63.64$ | LBP | RT | 39 SYSIDEWALK |
| 8 | $36+56.41$ |  | LBP | LT | SIINAL PUUL Box |
| 8 | $36+62.04$ |  | LBP | LT | SIINAL POLE \& FOUNDATION |
| 8 | 36+98.69 | 37+19.71 | LBP | LT | 68 LF SAWCUT |
| 8 | 36+99.50 | 40+55.46 | LBP | c | 409 LF SAWCUT |
| 8 | $37+00.70$ | 37+19.71 | LBP | LT | 26 SY MEDIAN |
| 8 | 37702.91 | $40+05.68$ | LBP | LT | 316 LF SAWCUT |
| 8 | 37707.57 | 40+06.95 | LBP | LT | 172 SY SIDEWALK |
| 8 | ${ }^{37722.33}$ | $38+55.99$ | LBP | RT | 126 SY SIIEWALK |
| 8 | 37768.27 |  | LBP | LT | UGHT POLE FOOTING |
| 8 | $37+81.15$ | 38+58.42 | LBP | RT | 81 LF SAWCUT |
| 8 | $38+69.19$ |  | LBP | cL | LGHT POLEFOOTING |
| 10 | $16+55.02$ | ${ }^{16+61.83}$ | RAMP 1 | RT | 6LF CURB |
| 12814 | $5+51.68$ | 14+97.57 | RAMP 2 | ${ }_{\text {RT }}$ | 977 LF SAWCUT |
| 12 | $8+92.66$ | . | RAMP 2 | RT | PULL Box |
| 12 | $10+02.68$ |  | RAMP2 | RT | PULLBox |
| 14 | $10+88.33$ | . | RAMP2 | RT | PULLBox |
| 14 | $14+22.56$ |  | RAMP 2 | RT | Electral Pull box |
| 14 | $14+40.87$ | . | RAMP2 | RT | UGHT POLEFOOTING |
| 14 | $14+73.00$ |  | RAMP 2 | RT | SIGN(R1-2) |
| 16 \% 18 | 0+20.00 | 7+27.41 | RAMP 3 | LT | 760 LF SAWCUT |
| 16 | 0+49.24 |  | RAMP 3 | LT | SIINAL POLE \& FOUNDATION |
| 16 | 0+51.81 |  | RAMP 3 | LT | Signal puli box |
| 16 \& 18 | 0+58.23 | 7+27.41 | RAMP 3 | RT | 665 LF SAWCuT |
| 16 | $0+77.64$ |  | RAMP 3 | RT | PED Pushbution |
| 16 | 0+75.19 | - | RAMP 3 | RT | PULL Box |
| 16 | 0+78.07 |  | RAMP 3 | RT | signal pul box |
| 16 | $1+10.19$ | . | RAMP 3 | LT | LGHT POLE FOOTING |
| 18 | $5+38.12$ |  | RAMP 3 | LT | Lighting pull box |
| 20 | 0+89.49 |  | RAMP 4 | RT | Ped pushbution |
| 20822 | 0+98.71 | 9+99.61 | RAMP 4 | RT | 912 LF SAWCuT |
| 20 | 0+99.34 |  | RAMP 4 | RT | SIGNAL Pull box |
| 22 | $7+33.62$ |  | RAMP4 | RT | 4LF RCP |
| 22 | 9+35.87 |  | RAMP4 | RT | Pullbox |
| 22 | 9+37.99 |  | RAMP 4 | RT | pull box |

ADDITIONAL MOBILIZATION FOR SEEDING


| CONCRETE CURB AND GUTTER |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Sheet vo. | centrrine | STA. | STA. | location | CURB AND gutter TYPE B (LF) |  |
|  |  |  |  |  |  |  |
| 4 | LBP | $26+73.88$ | $30+03.74$ | ${ }^{\text {RT }}$ | 368 | 184.0 |
| 4 | LBP | $26+73.88$ | 30+10.16 | cl | 350 | 175.0 |
| 4 | LBP | $29+16.83$ | 29+96.12 | ${ }^{\text {L }}$ | 120 | 60.0 |
| 8 | LBP | $37+045$ | 40+50.46 | c | 377 | 188.5 |
| 8 | LBP | 37+07.18 | 40+06.15 | LT | 304 | 152.0 |
| 8 | LBP | 37708.29 | 38+58.57 | RT | 190 | 95.0 |
|  |  |  |  | Total: | 1709 | 855 |





| TEMPORAAY EROSION CONTROL |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SHEEt No. | centerune | STA. | STA. | Location | Curbinlet Chick | ROCK <br> DITCH <br> CHECK | $\begin{gathered} \text { DITCH } \\ \text { CHFCK } \\ \text { SPACIIG } \end{gathered}$ | SIT ffence | sediment REMOVAL |
|  |  |  |  |  | (EA) | (FT) | (FT) | (FT) | (curo) |
| 109 | LBP | $25+90$ | . | RT | 1 | . | - |  | 1.0 |
| 109 | LBP | $25+92$ | - | ${ }_{\text {LT }}$ | 1 | . | - | - | 1.0 |
| 109 | LBP | $26+73$ | $29+95$ | RT | - | . | - | 368 | 3.7 |
| 109 | LBP | $29+14$ | $29+86$ | LT | . | . | - | 88 | 0.9 |
| 109 | LBP | $30+43$ | $30+80$ | RT | - | . | - | 45 | 0.5 |
| 109 | LBP | $30+47$ | $30+65$ | LT | . | . | - | 24 | 0.2 |
| 110 | LBP | $30+80$ | $30+86$ | RT | . | . | . | 7 | 0.1 |
| 110 | LBP | $36+07$ | $36+20$ | LT | . | . | . | 26 | 0.3 |
| 111 | LBP | $36+20$ | $36+69$ | LT | - | - | - | 56 | 0.6 |
| 111 | LBP | $36+51$ | - | RT | 1 | . | . |  | 1.0 |
| 111 | LBP | $36+64$ | . | LT | 1 | . | . |  | 1.0 |
| 111 | LBP | $37+08$ | $40+08$ | LT |  | - | - | 317 | 3.2 |
| 111 | LBP | $37+69$ | $38+60$ | RT | . | . | - | 122 | 1.2 |
| 111 | LBP | 40+49 |  | LT | 1 |  |  |  | 1.0 |
| 113 | RAMP 2 | $5+50$ | 8+00 | RT |  |  | - | 256 | 2.6 |
| 113 | RAMP 2 | 9+05 | $10+40$ | ${ }^{\text {RT }}$ | . | 138 | 30 | - | 5.0 |
| 114 | RAMP2 | 10+40 | $14+00$ | ${ }_{\text {RT }}$ |  | 373 | 30 |  | 13.0 |
| 115 | RAMP 3 | 0+77 | $5+30$ | ${ }^{\text {RT }}$ | - | - | - | 447 | 4.5 |
| 115 | RAMP 3 | 0+95 | $5+30$ | LT | - | - | - | 451 | 4.5 |
| 116 | RAMP 3 | $5+30$ | $7+29$ | RT | - | - | - | 202 | 2.0 |
| 116 | RAMP 3 | $5+30$ | $7+29$ | LT | . | - | - | 216 | 2.2 |
| 117 | ramp 4 | $1+25$ | $5+25$ | RT | - | - | - | 400 | 4 |
| 118 | RAMP 4 | $5+25$ | $10+00$ | ${ }_{\text {RT }}$ | - | - | - | 491 | 4.9 |
|  |  |  |  | Total: | 5 | 511 |  | 3517 | 59 |



| SUMMARY Of LIGHTING SYYTEMQUANTITES |  |  |
| :---: | :---: | :---: |
| ITEM DESCRIPTION | UNIT | arr |
| Relocate pole | EA | 6 |
| CONDUIT, 2IN. RIGID, MEDIAN | LF | 314 |
| CONDUIT, 31 N. RIIGI, PUSHED | LF | 211 |
| CONDUIT, AIV. RIIGI, PUSHED | LF | 59 |
| TRENCHING TYPEI | $\stackrel{L}{\text { L }}$ | 3000 |
| PUL L BOX, PREFORMED CLASS 1 | EA | 11 |
| PUL BOX, PREFORMED CLASS 2 | EA | 2 |
| CABLE-CONDUIT, 1 IN., 2 CONDUCTORS AND 1 BARE NEUTRAL, 2 AWG | LF | 1163 |
| CABLE-CONDUIT, 11 N , 2 CONOUCTORS AND 1 AARE NEUTRAL, 4 AWG | LF | 2379 |
| POLE FOUNDATION (45 FT. OR 13.5 M MOUNTING HEIGAT) | EA | 6 |


| SHEET No. | PAVEMENT MARKING REMOVAL |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Enterline | Beg. Sta. | sta. | PAVEMENT MARKING removal | PAVEMENT MARKING REMOVAL (SYMBOLS) |
|  |  |  |  | LF | EACH |
| 154 | LBP | $25+61$ | $31+11$ | 1,509.19 |  |
| 155 | LBP | $30+79$ | $36+19$ | 3,579.87 | 6 |
| 156 | LBP | $36+08$ | 41+66 | 1,323.54 |  |
| 157 | RAMP 1 | $12+00$ | $17+16$ | 184.42 |  |
| 158 | RAMP2 | $4+99$ | 10+50 | 1,039.75 | 6 |
| 159 | RAMP 2 | 1040 | $15+41$ | 1,240.39 |  |
| 160 | RAMP 3 | 0+00 | $5+31$ | 1,058.30 | 4 |
| 161 | RAMP 3 | $5+18$ | 10+71 | 418.95 |  |
| 162 | RAMP 4 | $5+25$ | 10+63 | 840.95 | . |
| 163 | RAMP4 | 0+00 | $5+25$ | 999.10 |  |
| SUBTOTAL: |  |  |  | 12,144.47 | 16 |
| SUBTotal: |  |  |  | 12,145 | 16 |



|  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SHEet no. | centerline | Beg, Sta. | End Sta. | WATEBORNE PAINT, , TPEEL LEEAD |  |  |  |  | PERFORMED THERMOPLASTIC |  |  |  |
|  |  |  |  | $6^{6^{\prime}}$ INTESEECTION WHITEL LANE LINE | 4" DOUBLIL SOUD $^{\text {YeLIOW }}$ CENTERINE* | G" $^{\prime \prime}$ ITTERMITTENT <br> WHITELINE <br> LINE* | $\begin{gathered} \text { G" SOLID }^{\text {WHTTE LANE }} \\ \text { LINE* } \end{gathered}$ | 6"Soldyeluow laneline* | $\begin{array}{\|l\|} \hline \text { SOID WHITIT } \\ \text { RIGHTTTRN } \\ \text { ARROW* } \end{array}$ | SOLID WHIT ARROW* | $\begin{gathered} 224 " ~ S O L D ~_{\text {SOL }} \\ \text { WHTTE STOP } \\ \text { BAR* } \end{gathered}$ | 30" WHITE |
|  |  |  |  | IF | IF | 1 F | IF | IF | Each | each | IF | еаСН |
| 154 | LBP | $25+61$ | $31+11$ | 50.86 |  | 201.55 | 832.89 | 455.63 | 1 |  | 88.02 |  |
| 155 | LBP | 30+79 | $36+19$ |  | 541.05 | 725.87 | 2372.46 |  |  | 12 |  |  |
| 156 | LBP | $36+08$ | $41+66$ | 74.57 |  | 205.84 | 992.54 | 514.50 | 1 |  | 87.99 |  |
| 157 | RAMP 1 | $12+00$ | $17+16$ |  |  |  | 61.37 | 66.35 |  |  |  | 10.00 |
| 158 | RAMP 2 | $4+99$ | 10+50 |  |  | 209.83 | 1321.88 | 544.00 | 1 | 2 |  |  |
| 159 | RAMP 2 | $10+40$ | 1541 |  |  | 66.99 | 77.27 | 386.47 | 2 | 4 | 24.11 | 9.00 |
| 160 | RAMP 3 | 0+00 | $5+31$ |  |  | 264.91 | 711.00 | 659.44 | 5 | 5 | 48.00 | 10.00 |
| 161 | RAMP 3 | $5+18$ | 10+71 |  |  | 65.60 | 252.08 |  |  |  |  |  |
| 162 | RAMP 4 | $5+25$ | 10+63 |  |  | 207.41 | 639.03 | 946.81 |  |  |  | 10.00 |
| 163 | RAMP4 | $0+00$ | 5+25 |  |  |  | 300.07 |  |  |  |  |  |
| $\begin{gathered} \text { SUBTOTALAL: } \\ \hline \text { Total: } \\ \hline \end{gathered}$ |  |  |  | 125.43 | 541.05 | 1947.99 | 7560.59 | 3563.20 | 11 | 24 | 248.13 | 39.00 |
|  |  |  |  | 126 | 542 | 1948 | 7561 | 3564 | 11 | 24 | 249 | 39 |


| ITs- Kc Scout |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shet no. | centerline | sta. | Location | Lowering SCOUTITS CONDUITS | $\begin{gathered} \text { REMOVING } \\ \text { EXISTINGSCOUT } \\ \text { ITS PULL BOX } \end{gathered}$ |
|  |  |  |  | (LF) | (EA) |
| 4 | LBP | $29+29.41$ | ${ }^{\text {RT }}$ | 10 | 1 |
| 14 | RAMP 2 | 10+88.43 | ${ }_{\text {RT }}$ | 20 |  |
| 14 | RAMP2 | 12+88.40 | ${ }_{\text {RT }}$ | 10 | 1 |
|  |  |  | Totat: | 40 | 2 |

[^0]






















CP \#100 1/2" REBAR



CP \#102 MAG NAIL



CP \#103 MAG NAIL



$$
\begin{aligned}
& \text { BENCH MARK INFORMATION }
\end{aligned}
$$

##  


 OF 1983 USING AN AVERAGE PRO JECT PROJECTION
（GRID TO GROUND）FACTOR．TO GET BACK TO STATE
PO PLANE COORDINATES MUTIPY THE PROJECT
CORDINTES YY THE AVERAGE GR COORDINATES BY THE AVERAGE GRID FACTOR AS SHOWN

IN THE＂REFERENCE CONTROL INFORMATION＂PORTION | IN THE＂REFERE |
| :--- |
| OF THIS TABLE． |

PROJECT COORDINATE INFORMATION
COORDINATE SYSTEM MO STATE PLANE 1983，WEST ZONE HORIZONTAL DATUM NAD 83

| VERTICAL DATUM | NAVD 88 |
| :--- | :--- |
| GEOID MODEL | GEOID 12 |


| ELEVATIONS | GPS |
| :--- | :--- |

PROJECT PROJECTION FACTO
REFERENCE CONTROL INFORMATION

| COORDINATE SYSTEM | GPS |
| :--- | :--- |
| CONTROL STATION | GPS |

CONTROL STATION

| CORS＿ID |  |
| :--- | :--- |
| PID | 095150 |


| LATITUDE | $39^{\circ}$ | $02^{\prime}$ | $36.30357 " 1$ |
| :--- | :--- | :--- | :--- | :--- |


| LONGITUDE | $94^{\circ} 20^{\prime}$ | $26.86577^{\prime \prime}$ |
| :--- | :--- | :--- |

$\begin{array}{ll}\text { NORTHING（M）} & 319281.220\end{array}$
EASTING（M）
ZONE
863782.026

PROJECT AVERAGE GRID FACTOR 0.9999120
EXAMPLE OF PROJECT COORDINATE TO S．P．C
PROJECT NORTHING $X$ AVERAGE GRID FACTOR
＝STATE PLANE NORTHING
PROJECT EASTING X AVERAGE GRID FACTOR
example controsting


LINEAR UNIT CONVERSION
1 METER $=3.280833333$ US SURVEY FEET（USFT）

| COORDINATE POINT LISTING |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | MODIFIED STATE PLANE（GROUND） |  |  | DESCRIPTION | $\begin{gathered} \text { GPK } \\ \text { POINT ID } \end{gathered}$ |
|  | Station | LOCATION | OFFSET <br> （USFT） | NORTHING （US SURVEY FT） | EASTING <br> （US SURVEY FT） | elevation （US SURVEY FT） |  |  |
| PROJECT CONTROL POINTS |  |  |  |  |  |  |  |  |
| 4 | 29＋25．34 | LBP LT | 169.61 | 1045610.929 | 2833928.840 | 809.17 | CP \＃100 1／2＂ReBAR |  |
| 4 | 29＋42．77 | LBP LT | 51.66 | 1045623.833 | 2834047.377 | 813.07 | CP \＃101 CUT CROSS |  |
| 4 | 29＋57． 67 | LBP RT | 54.40 | 1045634.659 | 2834153.928 | 814.08 | CP \＃102 MAG NAIL |  |
| 6 | $36+20.28$ | LBP LT | 53.48 | 1046300.914 | 2834071.490 | 790.42 | CP \＃104 CUT CROSS |  |
| 8 | $37+30.34$ | LBP RT | 17.82 | 1046408．162 | 2834146.940 | 786.33 | CP \＃103 MAG NAIL |  |
| ALIGNMENT－LITTLE BLUE PKWY |  |  |  |  |  |  |  |  |
| OfF PLANS | 20＋89．00 | ¢ |  | 1044910．753 | 2833693.358 |  |  |  |
| OFF PLANS | 25＋44．19 | RT | 113.85 | 1045149.508 | 2834080.906 |  |  |  |
| 4 | 29＋25．27 | ¢ |  | 1045604.364 | 2834098.327 |  |  |  |
| 8 | $37+07.34$ | ¢ |  | 1046385.863 | 2834128.258 |  |  |  |
| 8 | 38＋05．77 | \＆ |  | 1046484.217 | 2834132.025 |  |  |  |
| 8 | 39＋33．26 | RT | 4.95 | 1046611.619 | 2834136.904 |  |  |  |
| 8 | 40＋60．25 | ¢ |  | 1046738．245 | 2834122.040 |  |  |  |
| OfF PLANS | 41＋87．74 | LT | 4.95 | 1046864.871 | 2834107.176 |  |  |  |
| OfF PLANS | 43＋14．72 | \＆ |  | 1046992．273 | 2834112.056 |  |  |  |
| ALI IGNMENT－RAMP 1 |  |  |  |  |  |  |  |  |
| OfF PLANS | 0＋00．00 | ¢ |  | 1046308．977 | 2832417.067 |  |  |  |
| OfF PLANS | $2+01.42$ | RT | 12.32 | 1046274.703 | 2832615.547 |  |  |  |
| OfF PLANS | $4+00.83$ | Q |  | 1046289.464 | 2832816．424 |  |  |  |
| 10 | 17＋16．20 | 里 |  | 1046385.863 | 2834128.258 |  |  |  |
| ALIGNMENT－RAMP 2 |  |  |  |  |  |  |  |  |
| OFF PLANS | 0＋00．00 | ¢ |  | 1046156.417 | 2832644.550 |  |  |  |
| OfF PLANS | 1＋61．13 | LT | 9.85 | 1046128.998 | 2832803．334 |  |  |  |
| OFF PLANS | $3+20.66$ | 里 |  | 1046063.980 | 2832950.768 |  |  |  |
| 12 | 9＋76．84 | 里 |  | 1045799.211 | 2833551.159 |  |  |  |
| 14 | 11＋95．93 | RT | 20.71 | 1045710.808 | 2833751.621 |  |  |  |
| 14 | $14+09.82$ | B |  | 1045702．423 | 2833970.549 |  |  |  |
| 14 | 15＋41．25 | 里 |  | 1045697.393 | 2834101.890 |  |  |  |
| ALIGNMENT－RAMP 3 |  |  |  |  |  |  |  |  |
| 16 | 0＋00．00 | ¢ |  | 1046385.863 | 2834128.258 |  |  |  |
| 16 | 2＋78．87 | ¢ |  | 1046304.430 | 2834394.666 |  |  |  |
| 16 | 4＋63．77 | LT | 10.39 | 1046248.774 | 2834571.303 |  |  |  |
| 18 | 6＋47．12 | ¢ |  | 1046156.170 | 2834731.342 |  |  |  |
| OfF PLANS | 11＋15．11 | 里 |  | 1045921.780 | 2835136.414 |  |  |  |
| OfF PLANS | $13+49.56$ | RT | 20.78 | 1045804.360 | 2835339.339 |  |  |  |
| OfF PLANS | 15＋79．11 | 里 |  | 1045764.466 | 2835570.368 |  |  |  |
| ALIGNMENT－RAMP 4 |  |  |  |  |  |  |  |  |
| 20 | 0＋00．00 | ¢ |  | 1045697.393 | 2834101.890 |  |  |  |
| OfF PLANS | 11＋77．16 | 里 |  | 1045681.014 | 2835278.939 |  |  |  |
| OfF PLANS | $13+06.27$ | LT | 5.07 | 1045679.218 | 2835408.030 |  |  |  |
| OfF PLANS | 14＋34．84 | B |  | 1045657.249 | 2835535．251 |  |  |  |
| ALI IGNMENT－1－70 |  |  |  |  |  |  |  |  |
| OfF PLANS | 734＋00．00 | ¢ |  | 1046350.121 | 2831850.795 |  |  |  |
| OFF PLANS | 787＋40．00 | ¢ |  | 1045441.457 | 2837112.919 |  |  |  |








Figure 6P-3. Work on the Shoulders (TA-3)


Figure 6P-23. Left-Hand Lane Closure on the Far Side of an Intersection (TA-23)


Sect. 6P.01

Figure 6P-25. Multiple Lane Closures at an Intersection (TA-25)


Figure 6P-33. Stationary Lane Closure on a Divided Highway (TA-33)



Figure 6P-37. Double Lane Closure on a Freeway (TA-37)


Typical Application 37



Figure 6P－38．Interior Lane Closure on a Freeway（TA－38）


Typical Application 38

| BURNS <br> MCDONNELL <br> 9400 Ward Parkway Kansas City，MO 64114 （816）333－9400 |  | DATE | DESCRIPTION | 颜 |  |  |  | 盛部, |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

Figure 6P-42. Work in the Vicinity of an Exit Ramp (TA-42)



## notes:

UPON APPROVAL OF THE ENGINEER THE CONTRACTOR MAY PROVIDE ADDITIONAL
PROTECTIVE TRUCKS EQUIPPED WITH PROPER WARNING DEVICES. Rold Protective trucks and work vehicles shal 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, oscillating, or StROBE LIGHTS.
VEHICLE-MOUNTED SIGNS SHALL BE MOUNTED IN A MANNER SUCH THAT THEY MOUNTED SIGNS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS
flashing arrow panels shall be incidental to truck mounted mad
attenuators, wherever used. no Ado tional payment will be mar. flashing arrow panels shall, as a minimum, be type b, with a size A flashing arrow board shall be used when a freeway lane is closed. WHEN MORE THAN ONE LANE CLLOSED A A S
SHALL BE USED FOR EACH CLOSED LANE.
(1) WET PAINT SIGNS ARE INSTALLED TO INDICATE THE SIDE IN WHICH
THE PAVEMENT MARK ING MATERIAL IS BEING APPLIED. AT THE CONTRACTOR.
 SIDE OF THE PAVEMENT MARKING EQU I IMENT.
(2) Warning truck is pos it ioned at the no track point of the
PAVEMENT MARK ING MATERIAL, OR SPACING SHown, which Ever is Greater.

* no direct payment for mobile tma operations






## TRAFFIC CONTROL LEGEND

- Sign (single sided)
- Sign (double sided)
- flagger
- cone
- channelizer
barricade
囬 changeable message board


[^1]Tbmcd_Iiblpw_connectltrnldoli437171045_MOT_Plan_Ph01B.dgn 2:45:45 PM 3/1/2024













- Sign (single sided)
- sign (double sided)
$\because$ flagger
- cone
- channelizer




## TRAFFIC CONTROL LEGEND

- Sign (single sided)
- Sign (double sided

4 flagger

- cone
- channelizer

E barricade
重 changeable message board



- Sign (single sided)
- sign (double sided)

4 flagger

- cone
- channelizer
barricade
自 changeable message board

















## TRAFFIC CONTROL LEGEND

－SIGN（single sided）
－sign（double sided）
－flagger
－cone
－channelizer
E barricade
帠 changeable message board
R9．9 ASSEmbly installed in
PHASE 1 ．
费

| BURNS <br> MCDONNELL <br> 9400 Ward Parkway Kansas City，MO 64114 （816）333－9400 |  | DATE |  | 部 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

- Sign (single sided)
- sign (double sided)

4 flagger

- cone
- channelizer

E barricade
重 changeable message board


- sign (single sided)
- sign (double sided)

4 flagger

- cone
- channelizer

E barricade
写















- Sign (single sided)
- sign (double sided)

4 flagger

- cone
- channelizer

E barricade
R9-9 ASSEMBLY installed in
PHASE 1 .








































| POWER SUPPLY |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| LOCATION |  |  | POWER SUPPLYASSEMBLY |  | Circuit breaker trip rating* |  |  |  |  |  | service pole |  |
| approach | station | offsEt |  | drawing |  | $\begin{gathered} \text { cont } \\ \substack{\text { SIGNAL } \\ \text { LAMPS S }} \end{gathered}$ | POWER SUPPLY DISCONNECT MAIN BREAKER |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | $\underset{\text { Brataker }}{\text { Mat }}$ | $\xrightarrow[\substack{\text { contract } \\ \text { FURNISH }}]{\text { chen }}$ |  |
|  | ExIST. | ExIST. |  |  |  |  | Signals | Lighting |  |  | f. |  |









| POWER SUPPLY |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| LOCATION |  |  | $\underset{\substack{\text { POWER SUPPLY } \\ \text { ASSEMBLY }}}{ }$ |  | circuit breaker trip rating* |  |  |  |  |  | SERVICE Pole |  |
| APProach | station | OfFSET | ${ }_{90}^{\text {DRAvING }}$ | drawing | $\xrightarrow[\substack{\text { AuxIIIARY } \\ \text { BREAKR }}]{\text { contr }}$ |  | POWER SUPPLYDISCONNECT MAIN BREAKER |  |  |  | contract | $\underset{\substack{\text { UTILITY } \\ \text { COMPANY }}}{\text { a }}$ |
|  |  |  |  |  |  |  |  |  |  | $\underset{\text { BREALEER }}{\text { MiN }}$ |  |  |
| SB LB PKWY |  | EXIST. |  |  |  |  |  |  |  |  | 1. |  |




























* Raised medion barrier
removal
off of bridge


SECTION A-A

PART SPAN (2-3)

LEGEND
Q1NAT $\begin{gathered}\text { Removal Limits } \\ \text { of Raised Median }\end{gathered}$


SECTION B-B







[^0]:    All pavement markings require contrast pavement markings

[^1]:    
    BURNS
    MCDONNELL

