DESIGN DESIGNATION

A.A.D.T. - 2024 = VARIES
A.A.D.T. - 2044 = VARIES
D.H.V. = VARIES
T = VARIES
V = VARIES
D = VARIES

FUNCTIONAL CLASSIFICATION - VARIES

NO ADDITIONAL R/W WILL BE ACQUIRED FOR THIS PROJECT

LOCATION OF VARIOUS COUNTIES IN ST. LOUIS DISTRICT

CONVENTIONAL SYMBOLS

	EXISTING	NEW
BUILDINGS AND STRUCTURES GUARD RAIL GUARD CABLE CONCRETE RIGHT-OF-WAY MARKER STEEL RIGHT-OF-WAY MARKER LOCATION SURVEY MARKER UTILITIES	0000 0000 177 77	
FIBER OPTICS OVERHEAD CABLE TV UNDERGROUND CABLE TV OVERHEAD TELEPHONE UNDERGROUND TELEPHONE OVERHEAD POWER UNDERGROUND POWER SANITARY SEWER STORM SEWER GAS WATER	- FOOTVUTV OT UT OE UE S S S G W SAN	-F0- -OTV- -UTV- -OE- -UE- -S- -SS- -G-
MANHOLE	HYD.)
FIRE HYDRANT	w. C	
WATER VALVE	C)
WATER METER	""€)
DROP INLET	"	
DITCH BLOCK	=	=
GROUND MOUNTED SIGN	SIGN	-
LIGHT POLE]
H-FRAME POWER POLE		
TELEPHONE PEDESTAL FENCE	PED	
CHAIN LINK WOVEN WIRE GATE POST	—v —x ⊠	
BENCHMARK	ВМ)

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

PLANS FOR PROPOSED STATE HIGHWAY

ST. LOUIS & ST. CHARLES COUNTIES

REPLACE HIGH MAST LUMINAIRES

ST. LOUIS COUNTY: I-70/I-270 INTERCHANGE I-70/I-170 INTERCHANGE

ST. CHARLES COUNTY: I-64/RTE. 364/N INTERCHANGE



NOT TO SCALE

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
QUANTITIES (QU) (2 SHEETS)	2
PLAN SHEETS (PL)	3
TRAFFIC CONTROL SHEETS (TC)	4 - 6

USA KU NOM PE-200 OSOCOOL IIS MODE OF A MODE O	M/SSOUTH LYNN LYNN WITZ HEER 4017202				
(/)£0,£0_] 08/06/2024 LISA LYNN K MO-PE-20	8:43:12:AM :UNTZ - CIVIL :004017202				
DATE P	REPARED				
8/6/2024					
ROUTE	STATE				
110012					
VAR.	MO				
VAR.	MO SHEET NO.				
VAR. DISTRICT SL COU ST. 1	MO SHEET NO. 1 NTY LOUIS				
VAR. DISTRICT SL COU ST. 1	MO SHEET NO. 1 NTY LOUIS				
VAR. DISTRICT SL COU ST. I ST. CH	MO SHEET NO. 1 NTY LOUIS HARLES NO.				
VAR. DISTRICT SL COU ST. L ST. CH JOB JSL(MO SHEET NO. 1 NTY OUIS HARLES NO. 0177				
VAR. DISTRICT SL COU ST. I ST. CH JOB JSL(CONTRA	MO SHEET NO. 1 NTY COUIS HARLES NO. 0177 CCT ID.				
VAR. DISTRICT SL COU ST. I ST. CH JOB JSL(CONTRA	MO SHEET NO. 1 NTY OUIS HARLES NO. 0177				

IN DATE DESCRIPTION
OATE

LENGTH OF PROJECT VARIES



TLE SHEET

MOBILIZATION					
PAY TOTAL	1 LUMP SUM				

LUMP	SUM	TEMPORAR	Y TRA	FFIC	CONTROL
	PAY 1	OTAL	1	LUMP	SUM

I-70/I-270	HM1 HM2 HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11 HM12 HM13	WB 70 EXIT TO 270 GORE/SPLIT TO NB/SB 270 FROM EB 70 NW QUAD SW QUAD NE QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	REMOVE EXISTING LUMINAIRE & INSTALL MODOT FURNISHED 1000W LED HIGH MAST LUMINAIRE EACH 4 6 6 6 6 6 6 6 6	100' TOWER 150' TOWER
	HM2 HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11	GORE/SPLIT TO NB/SB 270 FROM EB 70 NW QUAD SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	LUMINAIRE & INSTALL MODOT FURNISHED 1000W LED HIGH MAST LUMINAIRE EACH 4 6 6 6 6 6 6 6 6 6 4	150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
	HM2 HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11	GORE/SPLIT TO NB/SB 270 FROM EB 70 NW QUAD SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	INSTALL MoDOT FURNISHED 1000W LED HIGH MAST LUMINAIRE EACH 4 6 6 6 6 6 6 6 6 4	150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
	HM2 HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11	GORE/SPLIT TO NB/SB 270 FROM EB 70 NW QUAD SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	FURNISHED 1000W LED HIGH MAST LUMINAIRE EACH 4 6 6 6 6 6 6 6 6 4	150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
	HM2 HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11	GORE/SPLIT TO NB/SB 270 FROM EB 70 NW QUAD SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	FURNISHED 1000W LED HIGH MAST LUMINAIRE EACH 4 6 6 6 6 6 6 6 6 4	150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
	HM2 HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11	GORE/SPLIT TO NB/SB 270 FROM EB 70 NW QUAD SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	LED HIGH MAST LUMINAIRE EACH 4 6 6 6 6 6 6 6 4 6	150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
	HM2 HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11	GORE/SPLIT TO NB/SB 270 FROM EB 70 NW QUAD SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	LUMINAIRE EACH 4 6 6 6 6 6 6 4 4 6	150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
	HM2 HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11	GORE/SPLIT TO NB/SB 270 FROM EB 70 NW QUAD SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	EACH 4 6 6 6 6 6 6 6 4 6 6 6 6 6 6 6 6 6 6	150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
	HM2 HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11	GORE/SPLIT TO NB/SB 270 FROM EB 70 NW QUAD SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	4 6 6 6 6 6 6 6 4 6	150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
	HM2 HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11	GORE/SPLIT TO NB/SB 270 FROM EB 70 NW QUAD SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	6 6 6 6 6 6 6 4	150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
I-70/I-170	HM3 HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11	NW QUAD SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	6 6 6 6 6 4 6	150' TOWER 150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
I-70/I-170	HM4 HM5 HM6 HM7 HM8 HM9 HM10 HM11 HM12	SW QUAD NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	6 6 6 6 4 6	150' TOWER 150' TOWER 150' TOWER 150' TOWER 100' TOWER
I-70/I-170	HM5 HM6 HM7 HM8 HM9 HM10 HM11 HM11	NE QUAD SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	6 6 6 4 6	150' TOWER 150' TOWER 150' TOWER 100' TOWER
I-70/I-170	HM6 HM7 HM8 HM9 HM10 HM11 HM11	SE QUAD GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	6 6 4 6	150' TOWER 150' TOWER 100' TOWER
I-70/I-170	HM7 HM8 HM9 HM10 HM11 HM12	GORE/SPLIT TO NB/SB 270 FROM WB 70 WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	6 4 6	150' TOWER 100' TOWER
I-70/I-170	HM8 HM9 HM10 HM11 HM12	WB 70 EAST OF MCKELVEY SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	4 6	100' TOWER
I-70/I-170	HM9 HM10 HM11 HM12	SB 270 SOUTH OF 1-70 SB 270 NORTH OF MCKELVEY	6	
I-70/I-170	HM1 0 HM1 1 HM1 2	SB 270 NORTH OF MCKELVEY		
I-70/I-170	HM11 HM12			
I - 70 / I - 170	HM12		-	100' TOWER
I-70/I-170		SB 270 NORTH OF 1-70	6	150' TOWER 150' TOWER
I-70/I-170		NB 270 SOUTH OF 180 INTERCHANGE SB 270 SOUTH OF 180 INTERCHANGE	8 8	150' TOWER
I-70/I-170	HM13 HM14	SW QUAD OF 270/180 INTERCHANGE	8	150 TOWER
I-70/I-170	HM15	NE QUAD OF 270/180 INTERCHANGE	6	100' TOWER
I - 70 / I - 170	TIMIS	NE QUAD OF 270/180 INTERCHANGE	Ů	100 TOWER
	HM 2B	RAMP FROM I-170 TO I-70 - NE QUADRANT	12	70' TOWER
	HM 3B	ALONG WB I-70 WEST OF METROLINK	12	65' TOWER
	HM 4B	ALONG RAMP FROM EB I-70 TO SB I-170 WEST OF METROLINK	12	70' TOWER
	HM 5F	ALONG SB I-170 NORTH OF WB I-70	10	85' TOWER
	HM 6F	ALONG SB I-170 NORTH OF WB I-70	10	95' TOWER
	HM 7G	ALONG SB I-170 AT RAMP TO WB I-70	10	95' TOWER
	HM 8G	ALONG NB I-170 NEAR RAMP FROM EB I-70	10	95' TOWER
	HM 9H	ALONG EB I-70 NEAR BRIDGE OVER SB I-170	12	110' TOWER
	HM 10H	ALONG NB I-170 NEAR RAMP TO AIRPORT	12	120' TOWER
	HM 111	ALONG EB I-70 NEAR RAMP FROM WB I-70 TO SB I-170	10	140' TOWER
	HM 12I	ALONG NB I-170 SOUTH OF I-70	10	145' TOWER
64/ROUTE 364-N	101A	ALONG EB I-64 - NW QUADRANT	8	150' TOWER
	201A	ALONG LOOP RAMP TO EB I-64 - NW QUADRANT	8	140' TOWER
	101B	ALONG RAMP FROM RTE. N TO EB I-64 - SW QUADRANT	8	140' TOWER
	201B	ALONG RAMP FROM RTE. N TO EB I-64 - SW QUADRANT	8	140' TOWER
	301B	INSIDE LOOP RAMP FROM EB I-64 - SW QUADRANT	8	150' TOWER
	401B	ALONG RTE. N NEAR RAMP TO EB I-64 - SW QUADRANT	8	140' TOWER
	101C	ALONG RAMP TO WB I-64 - NE QUADRANT	8	140' TOWER
	201C	INSIDE LOOP RAMP FROM WB I-64 - NE QUADRANT	8	150' TOWER
	301C	ALONG RAMP TO WB I-64 - NE QUADRANT	8	140' TOWER
	401C	ALONG 364 - NE QUADRANT	8	140' TOWER
	101D	ALONG EB I-64 NEAR RTE. N BRIDGE OVER I-64	8	140' TOWER
	201D	ALONG WB I-64 OFF-RAMP TO MO 364	8	150' TOWER
	301D	ALONG LOOP RAMP TO WB I-64 - SE QUADRANT	8	150' TOWER
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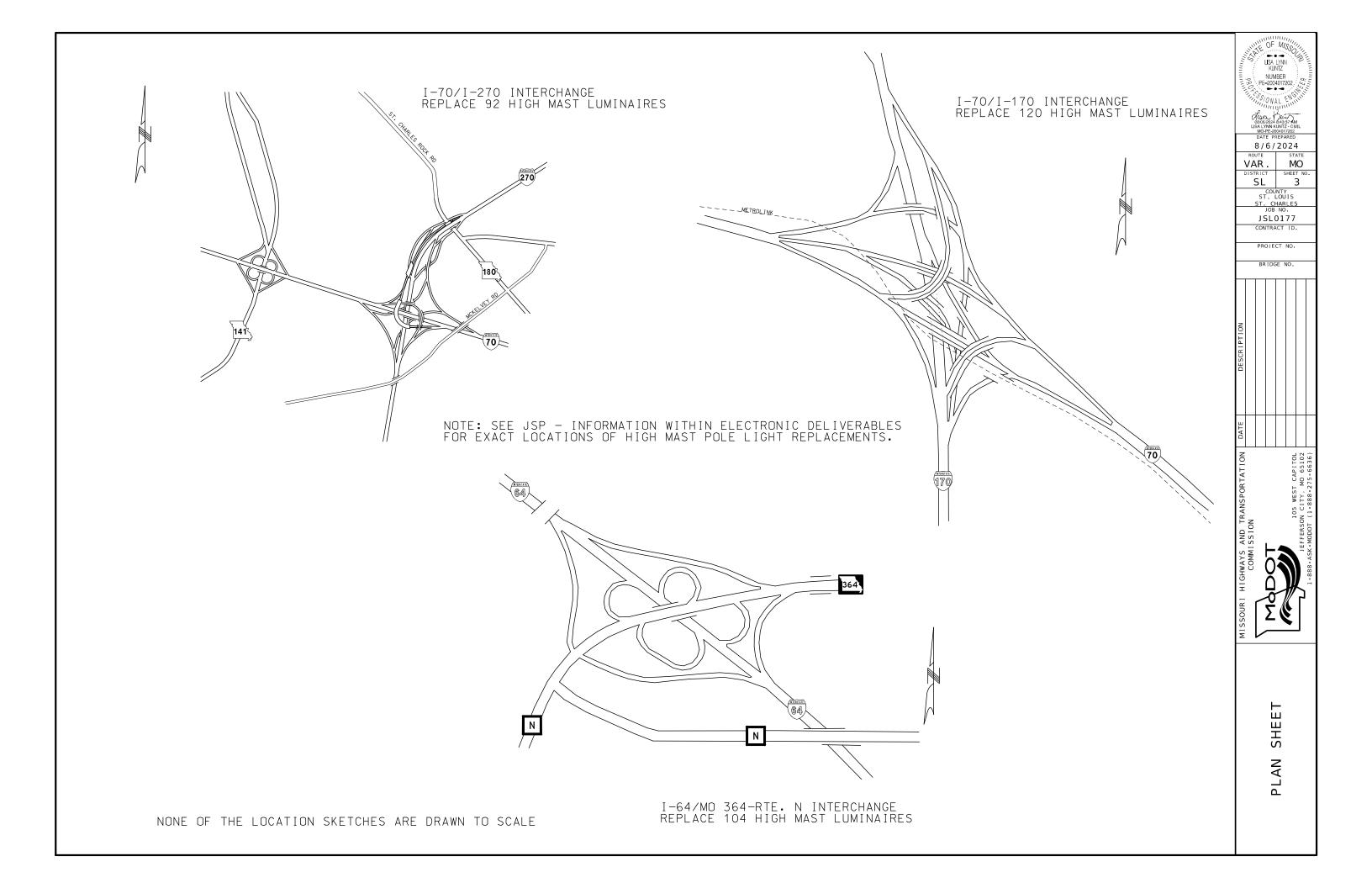
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COUNTY
ST. LOUIS
ST. CHARLES
JOB NO.
JSL0177
CONTRACT ID.

PROJECT NO.

QUANTITY SHEETS SHEET 1 OF 2

					EFFECTIVE: 07-01-2024	JULE OF MISON
TOTAL QTY TOTAL		QTY TOTAL SIG				1 3 P 0 C//
SIZE AREA QTY AREA RELOCRELOC	NUM.		M.			LISA LYNN KUNTZ
SIGN IN SQ.FT EACH SQ.FT EACH SQ.FT.	DESCRIPTION.	SIGN IN SQ.FT EACH SQ.FT EACH SQ.FT.	- DESCRIPTION	I TEM TOTA		
WARNING SIGNS	DESCRIPTION TURN (SYMBOL LEFT)	GUIDE SIGNS E05-1 36X48 12.00	GORE EXIT	NUMBER QTY	DESCRIPTION IMPACT ATTENUATOR 40 MPH (SAND BARRELS)	
WO1-1L 48X48 16.00 WO1-1R 48X48 16.00	TURN (SYMBOL RIGHT)	E05-1 36X48 12.00	EXIT OPEN	6122008	IMPACT ATTENUATOR 45 MPH (SAND BARRELS)	- INSONAL EMMIN
WO1-2L 48X48 16.00	CURVE (SYMBOL LEFT)	E05-2a 48X36 12.00	EXIT CLOSED	6122010	IMPACT ATTENUATOR 50 MPH (SAND BARRELS)	Juse Hugt
WO1-2R 48X48 16.00	CURVE (SYMBOL RIGHT)	GO20-1 60X24 10.00	ROAD WORK NEXT XX MILES	6122012	IMPACT ATTENUATOR 55 MPH (SAND BARRELS)	LISA LYNN KUNTZ - CIVIL MO-PE-2004017202
WO1-3L 48X48 16.00	REVERSE TURN (SYMBOL LEFT)	GO20 - 2 48X24 8.00	END ROAD WORK	6122014	IMPACT ATTENUATOR 60 MPH (SAND BARRELS)	DATE PREPARED 6/10/2024
WO1-3R 48X48 16.00 WO1-4L 48X48 16.00	REVERSE TURN (SYMBOL RIGHT) REVERSE CURVE (SYMBOL LEFT)	GO20-4 36X18 4.50 GO20-4a 42X30 8.75	PILOT CAR FOLLOW ME PILOT CAR IN USE WAIT & FOLLOW	6122017	IMPACT ATTENUATOR 65 MPH (SAND BARRELS) IMPACT ATTENUATOR 70 MPH (SAND BARRELS)	ROUTE STATE
WO1-4E 48X48 16.00	REVERSE CURVE (SYMBOL RIGHT)	GO20-4a 18X12 1.50	PILOT CAR IN USE WAIT & FOLLOW		REPLACEMENT SAND BARREL	VAR. MO
WO1-4bL 48X48 16.00	DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT)	GO20-5aP 36X24 6.00	WORK ZONE (PLAQUE)	6122030	IMPACT ATTENUATOR (RELOCATION)	DISTRICT SHEET NO
WO1-4bR 48X48 16.00	DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4-8a 24X18 3.00	END DETOUR	6123001 +++	TRUCK MOUNTED ATTENUATOR (TMA)	COUNTY
WO1-4cL 48X48 16.00	TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT)	MO4-9L 48X36 12.00	DETOUR (LEFT)	6161008	ADVANCED WARNING RAIL SYSTEM	ST. LOUIS ST. CHARLES
W01-4cR 48X48 16.00 W01-6 60X30 12.50	TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT) HORIZONTAL ARROW (SYMBOL)	MO4-9R 48X36 12.00 MO4-9P 48X12 4.00	DETOUR (RIGHT) STREET NAME (PLAQUE)	6161012 6161013	BUOYS (BOATS KEEP OUT) BUOYS (NO WAKE)	JOB NO. JSL0177
WO1-6a 72X36 18.00	HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)	MO4-10L 48X18 6.00	DETOUR ARROW (LEFT)	6161014	SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT)	CONTRACT ID.
WO1-7 60X30 12.50	DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	MO4-10R 48X18 6.00	DETOUR ARROW (RIGHT)	6161025 50	CHANNELIZER (TRIM LINE)	_
WO1-7a 72X36 18.00	DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)	REGULATORY SIGNS		6161030	TYPE III MOVEABLE BARRICADE	PROJECT NO.
W01-8 18X24 3.00	CHEVRON (SYMBOL)	R1-1 48X48 13.25	STOP	6161033	DIRECTION INDICATOR BARRICADE	BRIDGE NO.
W01-8a 30X36 7.50 W03-1 48X48 16.00	CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS) STOP AHEAD (SYMBOL)	R1-2 48TRI 6.93 R1-2a 36X36 9.00	TO ONCOMING TRAFFIC (PLAQUE)	6161040	FLASHING ARROW PANEL TYPE III OBJECT MARKER	-
WO3-2 48X48 16.00	YIELD AHEAD (SYMBOL)	R1-3P 30X12 2.50	ALL WAY (PLAQUE)	6161055	SEQUENTIAL FLASHING WARNING LIGHT	\dashv \parallel \parallel \parallel \parallel \parallel \parallel
WO3-3 48X48 16.00	SIGNAL AHEAD (SYMBOL)	R2-1 36X48 12.00	SPEED LIMIT XX	6161070	TUBULAR MARKER	<u> </u>
WO3-4 48X48 16.00	BE PREPARED TO STOP	R3-1 48X48 16.00	NO RIGHT TURN (SYMBOL)	6161095	RADAR SPEED ADVISORY SYSTEM	_
WO3-5 48X48 16.00	SPEED LIMIT AHEAD	R3-2 48X48 16.00	NO LEFT TURN (SYMBOL)	1 6161006	CHANGEABLE MESSAGE SIGN,	
WO4-1L 48X48 16.00 WO4-1R 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.	┦ Ӗ┃┃┃┃┃┃┃
WO4-1AL 48X48 16.00	MERGE (LEFT)	R3-7L 30X30 6.25	LEFT LANE MUST TURN LEFT	6161098A **1	INTERFACE - CONTRACTOR FURNISHED/RETAINED	, [집
WO4-1aR 48X48 16.00	MERGE (RIGHT)	R3-7R 30X30 6.25	RIGHT LANE MUST TURN RIGHT		CHANGEABLE MESSAGE SIGN WITH COMM.	
WO5-1 48X48 16.00 1 16	43 ROAD/BRIDGE/RAMP NARROWS	R4-1 36X48 12.00	DO NOT PASS	6161099	INTERFACE - CONTRACTOR FURNISHED/RETAINED	
WO5-3 48X48 16.00	ONE LANE BRIDGE	R4-2 36X48 12.00	PASS WITH CARE	6162000A	WORK ZONE TRAFFIC SIGNAL SYSTEM	4111111
W05-5 48X48 16.00 W06-1 48X48 16.00	NARROW LANES DIVIDED HIGHWAY (SYMBOL)	R4-7a 36X48 12.00 R4-8a 36X48 12.00	KEEP RIGHT (HORIZONTAL ARROW) KEEP LEFT (HORIZONTAL ARROW)	6162002	TEMPORARY LONG-TERM RUMBLE STRIPS TEMPORARY TRAFFIC BARRIER	+1
WO6-2 48X48 16.00	DIVIDED HIGHWAY END (SYMBOL)	R5-1 30X30 6.25	DO NOT ENTER	6173600D	CONTRACTOR FURNISHED/RETAINED	
WO6-3 48X48 16.00	TWO WAY TRAFFIC (SYMBOL)	R5-1a 36X24 6.00	WRONG WAY		TEMPORARY TRAFFIC BARRIER	_ ш
WO7-3a 30X24 5.00	NEXT XX MILES (PLAQUE)	R6-1L 54X18 6.75	ONE WAY ARROW (LEFT)	6173602B	CONTRACTOR FURNISHED/COMMISSION RETAINED	
WO8-1 48X48 16.00 WO8-2 48X48 16.00	BUMP DIP	R6-1R 54X18 6.75 R6-2L 24X30 5.00	ONE WAY ARROW (RIGHT) ONE WAY (LEFT)	6174000A 6175010A	TEMP. TRAFFIC BARRIER HEIGHT TRANSITION RELOCATING TEMPORARY TRAFFIC BARRIER	
W08-2 48X48 16.00 W08-3 48X48 16.00	PAVEMENT ENDS	R6-2R 24X30 5.00	ONE WAY (RIGHT)	6173010A	TEMPORARY TRAFFIC BARRIER	ORTATION T CAPITOL MO 65102
WO8-4 48X48 16.00	SOFT SHOULDER	R9-9 24X12 2.00	SIDEWALK CLOSED	6176000B	COMMISSION FURNISHED/RETAINED	ATTI
WO8-5 48X48 16.00	SLIPPERY WHEN WET (SYMBOL)		SIDEWALK CLOSED AHEAD,		TEMP. TRAFFIC BARRIER HEIGHT TRANSITION	J T J ON J
WO8-6 48X48 16.00	TRUCK CROSSING	R9-11L 24X18 3.00	(ARROW LEFT) CROSS HERE	6177000B	COMMISSION FURNISHED/RETAINED	
W08-6c 48X48 16.00 W08-7 36X36 9.00	TRUCK ENTRANCE LOOSE GRAVEL	R9-11R 24X18 3.00	SIDEWALK CLOSED AHEAD, (ARROW RIGHT) CROSS HERE	6208064A 9029400	TEMPORARY RAISED PAVEMENT MARKER TEMPORARY TRAFFIC SIGNALS	AN9
WO8-7a 36X36 9.00	FRESH OIL / LOOSE GRAVEL	R10-6 24X36 6.00	STOP HERE ON RED (45^ ARROW)	9029401	TEMPORARY TRAFFIC SIGNALS AND LIGHTING	ND TRANSPO
WO8-9 48X48 16.00	LOW SHOULDER	R11-2 48X30 10.00	ROAD CLOSED			S 1 C
WO8-11 48X48 16.00	UNEVEN LANES		ROAD CLOSED XX MILES AHEAD			
WO8-12 48X48 16.00 WO8-15 48X48 16.00	NO CENTER LINE GROOVED PAVEMENT	R11-3a 60X30 12.50 R11-4 60X30 12.50	ROAD CLOSED TO THRU TRAFFIC			S X X S
WO8-15P 30X24 5.00	MOTORCYCLE (PLAQUE)	CONST-3A 60X48 20.00	FINE SIGN			⊢ ≱β ∪ €\\ :
WO8-17L 48X48 16.00	SHOULDER DROP-OFF (SYMBOL LEFT)	CONST-3X 56X12 4.67	SPEEDING/PASSING (PLATE)			
WO8-17R 48X48 16.00	SHOULDER DROP-OFF (SYMBOL RIGHT)	MISCELLANEOUS SIGNS				
W08-17P 30X24 5.00	SHOULDER DROP-OFF (PLAQUE)	CONST - 5 48X36 12.00	POINT OF PRESENCE	NOTE: CMS L	OCATIONS TO BE APPROVED BY THE ENGINEER.	
W10-1 42RND. 9.62 W012-1 24X24 4.00	RAILROAD CROSSING DOUBLE DOWN ARROW (SYMBOL)	CONST-5 96X48 32.00	POINT OF PRESENCE WORK ZONE NO PHONE ZONE	-		
W012-1 24X24 4.00 W012-2 48X48 16.00	LOW CLEARANCE (SYMBOL)	55.151-0 457.50 12.00	HOME ZONE INO FHOME ZONE		INDICATES ITEM <u>NOT</u> INCLUDED IN	ν γ I S
W012-2x 24X18 3.00	LOW CLEARANCE (PLAQUE)			TEMP.	TRAFFIC CONTROL LUMP SUM BID ITEM.	-
WO12-2a 84X24 14.00	OVERHEAD LOW CLEARANCE (FEET AND INCHES)			1		
W012-4 120X60 50.00	LOW CLEARANCE XX FT XX IN XX MILES AHEAD			4		
W012-5 120X60 50.00 W013-1 30X30 6.25 1 6.3	WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD 44 ADVISORY SPEED (PLAQUE)			1		
W016-2 30X24 5.00	XXX FEET (PLAQUE)				T. SIGNS SHALL NOT BE REMOVED UNTIL IP. SIGNS HAVE BEEN INSTALLED UNLESS	<u>S</u>
WO16-3 30X24 5.00	X MILE (PLAQUE)				APPROVED BY THE ENGINEER.	
WO20-1 48X48 16.00 2 32	2 ROAD/BRIDGE/RAMP WORK AHEAD			4		SHEET 2 3OL IT
WO20-2 48X48 16.00	DETOUR AHEAD	616 10 05		_		H H
WO20-3 48X48 16.00 WO20-4 48X48 16.00	ROAD CLOSED AHEAD ONE LANE ROAD AHEAD	616-10.05 CONSTRUCTION SIGNS 103	NOTE - OHANTITIES PROVIDE	ARE SETUP HSTM	G GENERIC TRAFFIC CONTROL. IF THE	TITY SHE 2 OF 2 CONTROL
W020-5+ 48X48 16.00 1 16	21B RIGHT/CENTER/LEFT SHOULDER CLOSED AHEAD	616-10.10 TOTAL	CONTRACTOR CHOOSES TO SETUI	TRAFFIC CONTRO	L DIFFERENTLY, THEN THOSE ADDITIONAL	L T O OF
WO20-5a 48X48 16.00	2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD	RELOCATED SIGNS *	QUANTITIES SHALL	BE PAID AT THE	EXPENSE OF THE CONTRACTOR.	
W020-6a+ 48X48 16.00 1 16	21A RIGHT/CENTER/LEFT SHOULDER CLOSED	* NOTE: NO DIRECT PAYMENT SHALL BE MADE				QUANT
WO20-7a 48X48 16.00	FLAGGER (SYMBOL)	TO RELOCATE OR COVER/UNCOVER EXISTING			QUIRED FOR MOBILE OPERATIONS	Q AFF
W021-2 36X36 9.00 W021-5 48X48 16.00 1 16	FRESH OIL 21 SHOULDER WORK / SHOULDER WORK AHEAD	OR TCP SIGNS OR RELOCATE OTHER TCP DEVICES.			THE CONTRACTOR MAY USE TMAS IS OR HER OWN CHOOSING	TR/
W022-1 48X48 16.00	BLASTING ZONE AHEAD	A INDICATES CION HOSE 1000000000000000000000000000000000000	BUT NO PA		ADE FOR THESE TMAs.	
WO22-2 42X36 10.50	TURN OFF 2-WAY RADIO AND PHONE	+ INDICATES SIGN USES 'SHOULDER' INSTEAD OF 'R	OAD.			
W022-3 42X36 10.50	END BLASTING ZONE				SUM TEMPORARY TRAFFIC CONTROL, UNLESS NOTED	
G022-1 21X15 2.19	WET PAINT (ARROW PIVOTS)	J OTHERWISE IN THE PLANS.	THESE QUANTITIES ARE UNLY AN ES	IIMAIE & ARE SUB	JECT TO CHANGE BASED UPON FIELD CONDITIONS.	



Sign Spacing, Device Spacing and Channelizing Taper Lengths

SIGN SPACING	(S) FOR ADVANCE SIG	GN SERIES (1) (2)
SPEED MPH	UNDIVIDED HIGHWAYS	DIVIDED HIGHWAYS
0-35	200	200
40-45	350	500
50-55	500	1000
60-70	1000	SA-1000 SB-1500 SC-2640

TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES						
SPEED	MINIMUM TAPER LENGTHS (L)				HANNEL I ZER C I NG	
MPH	FOR LA	NE WIDT	HS (W)	THROUGH	THROUGH	
	10 FT	11 FT	12 FT	TAPER	WORK AREA	
0-35	205	225	245	35	40	
40-45	450	495	540	40	80	
50-55	550	605	660	50	80	
60-70	700	770	840	60	120	

NOTES:

DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.

- (1) SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OR SIGNED CONDITION
- (2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS

LONGITUDINA	AL BUFFER SPACE (B)
SPEED MPH	BUFFER SPACE
0 - 35	250
40-45	360
50-55	495
60-70	730

TAPER LENGTH (L):

L = WS FOR 40 MPH OR MORE

 $L = \frac{WS^2}{60}$ FOR 35 MPH OR LESS FOR SHOULDER TAPER USE L/3

L = TAPER LENGTH IN FEET

W - LATERAL SHIFT IN FEET

S = POSTED SPEED IN MPH

TRAFFIC CONTROL DEVICES

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.
- 6. LOCATE FLASHING ARROW PANEL AT BEGINNING OF TAPER WHEN FEASIBLE, ARROW PANELS ARE ALWAYS LOCATED BEHIND CHANNELIZERS OR CONES.

TRAFFIC CONTROL LEGEND

SIGN (SINGLE SIDED)

■ SIGN (DOUBLE SIDED)

FLAGGER

▲ DIRECTIONAL INDICATOR BARRICADE

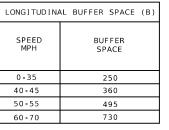
■ CHANNELIZER

E BARRICADE

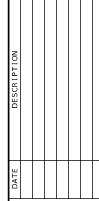


TRUCK MOUNTED ATTENUATOR

W/ FLASHING ARROW







NUMBER PE-200401720

6/6/2024

COUNTY ST LOUIS ST CHARLES JOB NO. JSL0177 CONTRACT ID. PROJECT NO. BRIDGE NO.

MO SHEET NO

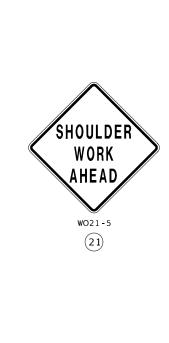
VAR.

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RAFFIC CONTROL PLANS WORK BEYOND SHOULDER

WORK BEYOND THE SHOULDER (UNDIVIDED OR DIVIDED HIGHWAY)



ROAD WORK BRIDGE SHOULDER **AHEAD CLOSED** RAMP AHEAD WO20-1 (2) WO21-5bR (21B) 100' TAPER 5 DEVICE MINIMUM 10' MINIMUM LANE WIDTH **SHOULDER** CLOSED WO21-5aR (21A) NARROWS **BRIDGE** RAMP WO5 - 1 NEXT (PLAQUE NOT USED IF LESS THAN ONE MILE.) XX MILES WO7-3a (43) *OMIT SIGN 43 FOR NO TRAVELWAY ENCROACHMENT. 2 • SHOULDER WORK (DIVIDED HIGHWAY) NOT TO SCALE

Sign Spacing, Device Spacing and Channelizing Taper Lengths

SIGN SPACING	(S) FOR ADVANCE SIG	GN SERIES (1) (2)
SPEED MPH	UNDIVIDED HIGHWAYS	DIVIDED HIGHWAYS
0-35	200	200
40-45	350	500
50-55	500	1000
60-70	1000	SA - 1000 SB - 1500 SC - 2640

MINIMUM TAPER LENGTHS (L)			HANNELIZER CING	
			THROUGH	THROUGH WORK AREA
205	225	245	35	40
450	495	540	40	80
550	605	660	50	80
700	770	840	60	120
-	FOR LA 10 FT 205 450 550	FOR LANE WIDT 10 FT 11 FT 205 225 450 495 550 605	FOR LANE WIDTHS (Ŵ) 10 FT 11 FT 12 FT 205 225 245 450 495 540 550 605 660	FOR LANE WIDTHS (W) 10 FT 11 FT 12 FT TAPER 205 225 245 35 450 495 540 40 550 605 660 50

LONGITUDINA	AL BUFFER SPACE (B)
SPEED MPH	BUFFER SPACE
0-35	250
40-45	360
50-55	495
60-70	730

TAPER LENGTH (L):

L = WS FOR 40 MPH OR MORE

 $L = \frac{WS}{60}^{2} \text{ FOR 35 MPH OR LESS}$ FOR SHOULDER TAPER USE L/3

WHERE:

L - TAPER LENGTH IN FEET

W = LATERAL SHIFT IN FEET

S = POSTED SPEED IN MPH

NOTES:

DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.

- (1) SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OR SIGNED CONDITION
- (2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS

TRAFFIC CONTROL DEVICES

GENERAL NOTES:

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

TRAFFIC CONTROL LEGEND

• SIGN (SINGLE SIDED)

▼ SIGN (DOUBLE SIDED)

FLAGGER

▲ DIRECTIONAL INDICATOR BARRICADE

■ CHANNELIZER

E BARRICADE

T CHANGEABLE MESSAGE BOARD

TRUCK MOUNTED ATTENUATOR

W/ FLASHING ARROW

USA LYNN KUNTZ NUMBER PE-2004017202

08/05/2024 4:04:44 PI LISA LYNN KUNTZ - CI MO-PE-2004017202 DATE PREPARED

6/10/2024

ROUTE STATE

VAR. MO

DISTRICT SHEET NO

SL 5

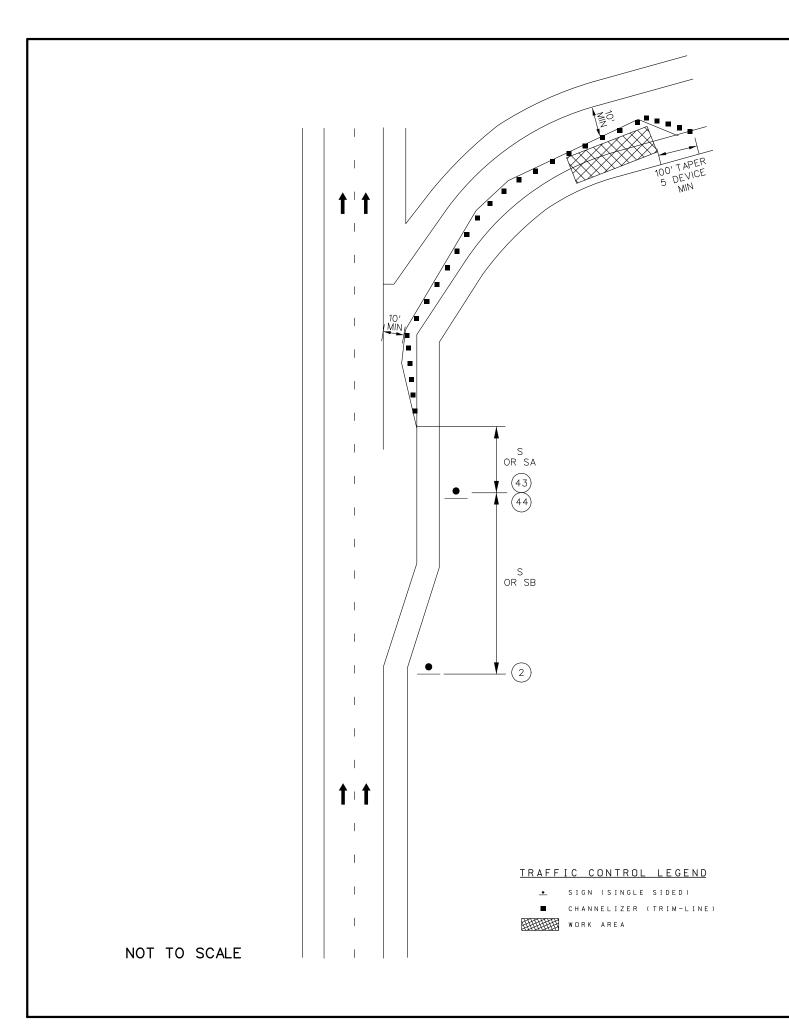
COUNTY
ST. LOUIS
ST. CHARLES
JOB NO.
JSL0177
CONTRACT ID.

PROJECT NO.





TRAFFIC CONTROL PLANS SHOULDER CLOSURE







NOTES:

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

TEMPORARY PAVEMENT MARKING OPTIONAL FOR SHORT TERM OPERATIONS.

RAMP NARROWS SIGN IS REQUIRED WHEN RAMP WIDTH IS REDUCED

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 FLAGS AND ADVANCE WARNING RAIL SYSTEM.

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

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL	CHANNELIZER SPACING (ft.)	
PERM. POSTED (MPH)	UN -DIVIDED	DIVIDED (S)	SHOULDER (1)	LANE (2)	BUFFER LENGTH (ft)	TAPERS	BUFFER/ WORK AREAS
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 length based on 10 ft. (standard shoulder width) offset. 2. Lane taper length based on 12 ft. (standard lane width) offset. LISA LYNN
KUNTZ
NUMBER
PE-2004017202

LISA LYNN KUNTZ - CIVIL MO-PE-2004017202 DATE PREPARED

ROUTE STATE
VAR. MO
DISTRICT SHEET NO.
SL 6

COUNTY
ST. LOUIS
ST. CHARLES
JOB NO.
JSL0177
CONTRACT ID.

PROJECT NO.

BRIDGE NO

ION DATE DESCRIPTION

SOURT HIGHWAYS AND TRANSPORTATION
COMMISSION
MODOT
105 WEST CAPITOL
JEFFERSON CITY, MO 65102

TRAFFIC CONTROL PLANS PARTIAL EXIT RAMP CLOSURE