DESIGN DESIGNATION

D = 47% W, 53% E

A.A.D.T. - 2024 = 374A.A.D.T. - 2044 = 457 D.H.V. = 8% T = 14% V = 55 M.P.H.

FUNCTIONAL CLASSIFICATION- LOCAL

NEW PERMANENT DRAINAGE EASEMENTS WILL BE ACQUIRED FOR THIS PROJECT

CONVENTIONAL SYMBOLS (USED IN PLANS)

	EXISTING NEW	
BUILDINGS AND STRUCTURES GUARD RAIL GUARD CABLE CONCRETE RIGHT-OF-WAY MARKER STEEL RIGHT-OF-WAY MARKER LOCATION SURVEY MARKER		_
UTILITIES FIBER OPTICS OVERHEAD CABLE TV UNDERGROUND CABLE TV OVERHEAD TELEPHONE UNDERGROUND TELEPHONE OVERHEAD POWER UNDERGROUND POWER SANITARY SEWER STORM SEWER GAS WATER	- FO FO - OTV - OTV - UTV - UTV - UT - UT - UT - OE - OE - UE - SS - SS - G - W - W - SAN	
MANHOLE	HYD HYD	
FIRE HYDRANT	w _v	
WATER VALVE	"" (D	
WATER METER	" "	
DROP INLET		
DITCH BLOCK	=	
GROUND MOUNTED SIGN	SIGN	
LIGHT POLE		
H-FRAME POWER POLE		
TELEPHONE PEDESTAL FENCE CHAIN LINK	PED	
WOVEN WIRE GATE POST	x	
BENCHMARK	BM ⊗	

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

PLANS FOR PROPOSED STATE HIGHWAY



FRANLKIN COUNTY

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PAVEMENT OVERLAY, EROSION REPAIRS AT THREE BOX CULVERTS, BOX CULVERT REPAIR, CROSSROAD PIPE REPLACMENT, SIGNING REPLACEMENT, GUARDRAIL UPGRADES BEGIN PR STA 270+ LOG MILE BRIDGE EXCEPTION STA 361+20.33 STA 364+17.37 NOT TO SCALE MISSOURI RIVER NEW HAVEN WASHINGTON

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) (3 SHEETS)	2
QUANTITIES (QU) (10 SHEETS)	3
PLAN SHEETS (PP)	4-23
RIGHT OF WAY (RW)	24-26
REFERENCE POINTS (RP)	27 - 28
COORDINATE POINTS (CP)	29
DRAINAGE SHEETS (DR)	30-42
SPECIAL SHEETS (SS)	43-44
TRAFFIC CONTROL SHEETS (TC)	45-53A
EROSION CONTROL SHEETS (EC)	54-63
SIGNING (SN)	64-72
CULVERT SECTIONS (CS)	73-77
CROSS SECTIONS (XS)	1 - 26

1/08/2024 10:35:25 AM SHIRLEY I MORRIS-CIVIL MO-FE-26779 DATE PREPARED 11/8/2024 ROUTE STATE								
		K				0		
	S S	RIC'	Г	S		T NO 1).	
		FR.		ΚL	IN	J		
			JOB SS:					
	J6S3619 CONTRACT ID.							
PROJECT NO.								
BRIDGE NO.								
DESCRIPTION								
DATE								

SHIRLEY J. NORRIS

NUMBER PE-28779

LENGTH OF PROJECT

BEGINNING OF PROJECT STA. 270 + 56.41 END OF PROJECT STA. 537 + 16.68

26,660.27 FEET APPARENT LENGTH

EQUATIONS AND EXCEPTIONS FOR CONSTRUCTION Q: BRIDGE EXCEPTION: STA 361+20.33 TO STA 364+17.37

TOTAL CORRECTIONS & EXCEPTIONS -282.21 FEET 26,378.06 FEET NET LENGTH OF PROJECT STATE LENGTH 5.00 MILES FOR INFORMATION ONLY ESTIMATED DISTURBED ACRES

0.11 ACRES

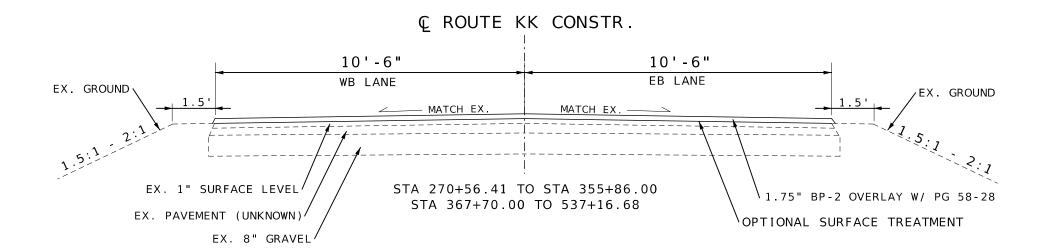


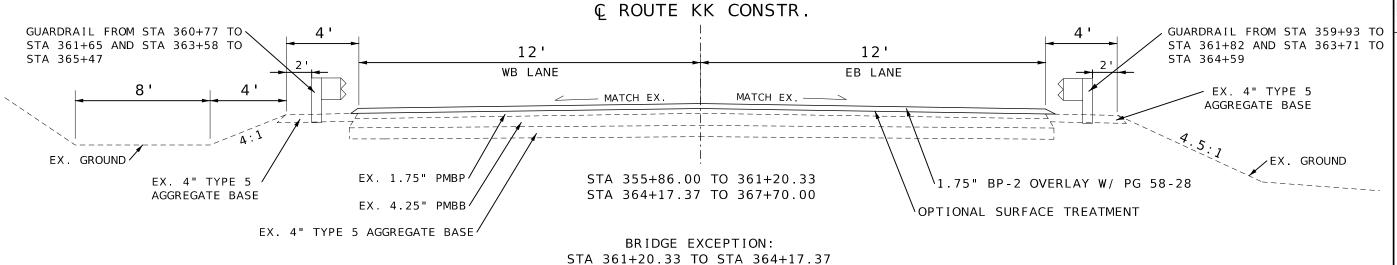
APPLICATION RATES:

BP-2: 1.96 TONS/CY TACK: 0.10 GAL/SY

OPTIONAL SURFACE TREATMENT: 0.25 GAL/SY

TYPICAL SECTION- RTE. KK





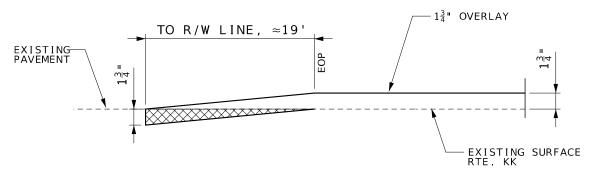
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NOT TO SCALE

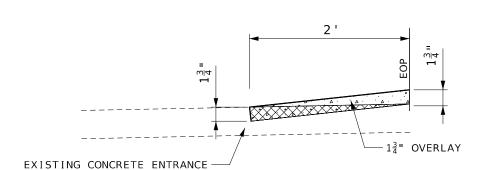
MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

105 WEST CAPITOL
LIFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-655)

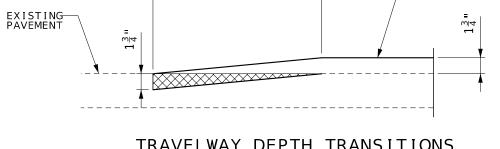
TYPICAL SECTION SHEET 1 OF 3



TYPICAL SIDE ROAD ENTRANCE (COLDMILLED TRANSITION)

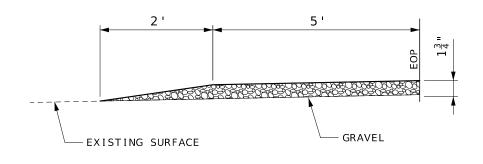


TYPICAL CONCRETE ENTRANCE 2' COLDMILLED TRANSITION

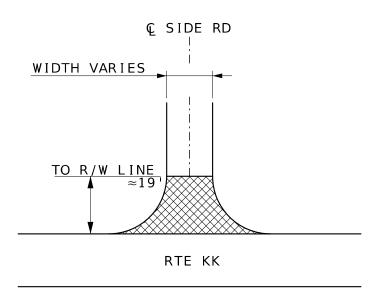


175'

TRAVELWAY DEPTH TRANSITIONS BEGINNING AND END OF PROJECT AND EXCEPTIONS



TYPICAL UNPAVED ENTRANCE (FIELD, PRIVATE OR COUNTY ROAD)



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NOT TO SCALE

-1³" OVERLAY

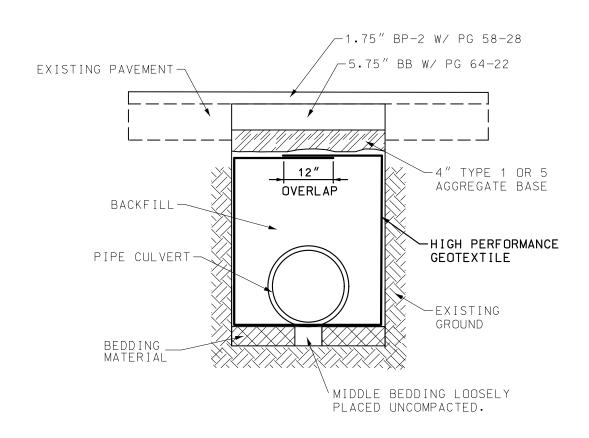
10/10/2024 KK MO SL 2 FRANKLIN J6S3619 CONTRACT ID. PROJECT NO BRIDGE NO.

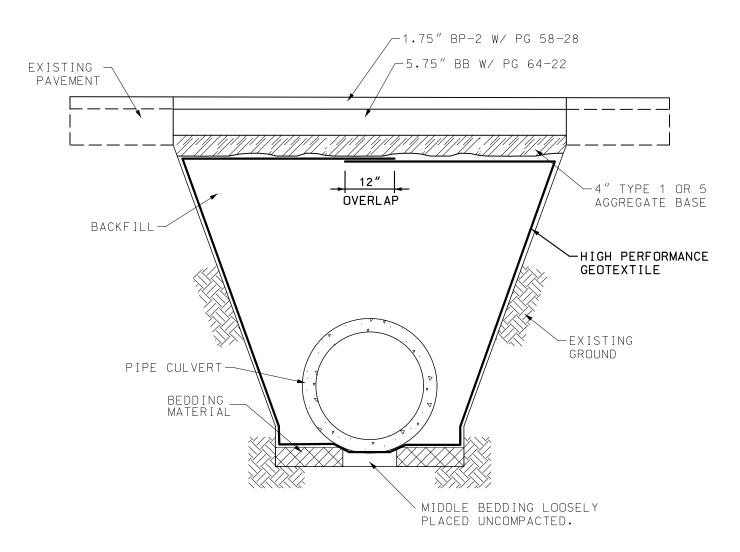
TYPICAL SECTION SHEET 2 OF 3

TYPICAL SECTION- CROSSROAD PIPE INSTALLATION USING HIGH PERFORMANCE GEOTEXTILE

TRENCH INSTALLATION FOR THERMOPLASTIC PIPE CULVERTS

TRENCH INSTALLATION FOR REINFORCED CONCRETE PIPE CULVERTS





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NOT TO SCALE

10/10/2024 KK MO SL 2 FRANKLIN J6S3619 CONTRACT ID. PROJECT NO BRIDGE NO.

TYPICAL SECTION SHEET 3 OF 3

REMOVAL OF IMPROVEMENTS - ROADWAY								
PLAN SHEET NO.	ROADWAY	STATION	STATION	LOCATION /OFFSET	DESCRIPTION OF REMOVAL			
10	RTE. KK	361+05.07	361+81.34	18' RT	76' EX. GUARDRAIL RUN			
10	RTE. KK	363+70.59	364+39.40	19' RT	69' EX. GUARDRAIL RUN			
10	RTE. KK	360+91.59	361+65.24	15' LT	74' EX. GUARDRAIL RUN			
10	RTE. KK	363+58.17	364+28.66	15' LT	70.5' EX. GUARDRAIL RUN			
31	RTE. KK	314+02.60	-	LT & RT	EX. 12" CMP, 36' LENGTH			
31	RTE. KK	314+00.82	314+04.38	LT & RT	TWO 21' SAW CUTS FOR PIPE REPLACEMENT			
33	RTE. KK	326+32.62	-	LT & RT	EX. 15" CMP, 38' LENGTH			
33	RTE. KK	326+30.97	326+34.25	LT & RT	TWO 20' SAW CUTS FOR PIPE REPLACEMENT			
34	RTE. KK	333+00.30	-	LT & RT	EX. 30" CMP, 42' LENGTH			
34	RTE. KK	332+89.22	333+07.66	LT & RT	TWO 24.5' SAW CUTS FOR PIPE REPLACEMENT			
35	RTE. KK	373+61.00	373+86.00	45'-48' LT	APPROX. 25' BARBED WIRE LIVESTOCK FENCE			
35	RTE. KK	373+76.63	-	LT & RT	EX. 42" CMP, 52' LENGTH			
35	RTE. KK	373+73.29	373+84.80	LT & RT	TWO 21' SAW CUTS FOR PIPE REPLACEMENT			
36	RTE. KK	395+45.00	396+00	35' LT	APPROX. 55' BARBED WIRE LIVESTOCK FENCE			
36	RTE. KK	395+79.04	395+92.15	22.5 '- 37.5'RT	APPROX. 30' BARBED WIRE LIVESTOCK FENCE			
37	RTE. KK	403+10.60	-	LT & RT	EX. 24" CMP, 42' LENGTH			
37	RTE. KK	403+05.62	403+17.55	LT & RT	TWO 21' SAW CUTS FOR PIPE REPLACEMENT			
37	RTE. KK	402+95.00	403+15.00	28.5' RT	APPROX. 20' BARBED WIRE LIVESTOCK FENCE			
38	RTE. KK	417+15.01	-	LT & RT	EX. 12" CMP, 38' LENGTH			
38	RTE. KK	417+23.95	417+16.53	LT & RT	TWO 22.5' SAW CUTS FOR PIPE REPLACEMENT			
39	RTE. KK	496+87.01	-	LT & RT	EX. 18" CMP, 38' LENGTH			
39	RTE. KK	496+97.85	496+88.81	LT & RT	TWO 21' SAW CUTS FOR PIPE REPLACEMENT			
40	RTE. KK	512+21.01	-	LT & RT	EX. 12" CMP, 36' LENGTH			
40	RTE. KK	512+16.61	512+22.55	LT & RT	TWO 23' SAW CUTS FOR PIPE REPLACEMENT			
41	RTE. KK	520+55.01	-	LT & RT	EX. 15" CMP, 34' LENGTH			
41	RTE. KK	520+53.06	520+56.73	LT & RT	TWO 23' SAW CUTS FOR PIPE REPLACEMENT			
42	RTE. KK	529+98.01	-	LT & RT	EX. 15" CMP, 36' LENGTH			
42	RTE. KK	529+96.77	529+99.74	LT & RT	TWO 23' SAW CUTS FOR PIPE REPLACEMENT			
				PAY TOTAL	1 LUMP SUM			

NOTE: INCLUDES 'REMOVAL OF IMPROVEMENTS - SIGN REMOVAL' IN LUMP SUM PAY ITEM

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CLEARING AND GRUBBING
NO DIRECT PAY

TEMPORARY	SHORING		
LUMP SUM		QUANTITY	
LOME 30M		1	

MOBILIZATION - 1 LUMP SUM

CONTRACTOR FURNISHED SURVEYING AND STAKING - 1 LUMP SUM

SHRLEY J.
NORRIS
NUMBER
PE-28779
PE-287

DATE PREPARED

10/10/2024

ROUTE STATE
KK MO

DISTRICT SHEET NO
SL 3

FRANKLIN

JOB NO.

J653619

CONTRACT ID.

PROJECT NO.

DESCRIPTION

I HIGHWAYS AND TRANSPORTATION
COMMISSION

DOT

105 WEST CAPITOL
JEFFERSON CITY, MO 65102

UANTITY SHEET

			REMOVAL (OF IMPROVEMEN	TS - SIGN REMOVAL
PLAN SHEET NO.	ROADWAY	STATION	STATION	LOCATION /OFFSET	DESCRIPTION OF REMOVAL
4	ROUTE KK	270+12	-	RT	SIGN ASSEMBLY, POST, AND STUB
4	ROUTE KK	271+04	-	RT	SIGN ASSEMBLY ONLY
4	ROUTE KK	272+15	-	RT	SIGN, POST, AND STUB
4	ROUTE KK	272+28	-	RT	SIGN ASSEMBLY, POST, AND STUB
4	ROUTE KK	272+83	-	RT	SIGN, POST, AND STUB
4	ROUTE KK	273+00	-	LT	SIGN, POST, AND STUB
4	ROUTE KK	274+67	-	LT	SIGN ONLY
4	ROUTE KK	275+73	-	LT	SIGN ONLY
4	ROUTE KK	276+35	-	LT	SIGN, POST, AND STUB
4	ROUTE KK	276+88	-	LT	SIGN ONLY
4	ROUTE KK	278+04	-	LT	SIGN, POST, AND STUB
4	ROUTE KK	280+41	-	LT	SIGN ASSEMBLY ONLY
4	ROUTE KK	282+66	-	RT	SIGNS, POST, AND STUB
4	ROUTE KK	283+50	-	RT	SIGN, POST, AND STUB
5	ROUTE KK	284+61	-	RT	SIGN, POST, AND STUB
5	ROUTE KK	287+07	-	LT	SIGN ASSEMBLY ONLY
5	ROUTE KK	291+74	-	RT	SIGN ASSEMBLY ONLY
6	ROUTE KK	301+21	-	RT	SIGN, POST, AND STUB
6	ROUTE KK	306+01	-	RT	SIGN ONLY
6	ROUTE KK	306+07	-	LT	SIGN ONLY
6	ROUTE KK	306+16	-	LT	SIGN ONLY
6	ROUTE KK	306+18	-	RT	SIGN ONLY
6	ROUTE KK	309+77	-	LT	SIGN, POST, AND STUB
6 7	ROUTE KK	310+33	-	LT RT	SIGN ONLY SIGN ONLY
7	ROUTE KK	313+76	-		SIGN ONLY SIGN, POST, AND STUB
7	ROUTE KK ROUTE KK	314+02 315+40	-	RT RT	SIGN, POST, AND STUB
7	ROUTE KK	322+07	-	LT	SIGN, POST, AND STUB
7	ROUTE KK	323+28	_	RT	SIGN ONLY
7	ROUTE KK	323+41	-	RT	SIGN ONLY
7	ROUTE KK	323+55	_	LT	SIGN, POST, AND STUB
8	ROUTE KK	325+02	_	LT	SIGN, POST, AND STUB
8	ROUTE KK	328+84	_	RT	SIGN ONLY
8	ROUTE KK	329+48	-	RT	SIGN ONLY
8	ROUTE KK	330+11	-	RT	SIGN ONLY
8	ROUTE KK	336+66	-	LT	SIGN ONLY
8	ROUTE KK	337+13	-	LT	SIGN ONLY
9	ROUTE KK	339+11	-	LT	SIGN ONLY
9	ROUTE KK	314+61	-	RT	SIGN ONLY
9	ROUTE KK	342+78	-	RT	SIGN, POST, AND STUB
9	ROUTE KK	343+83	-	RT	SIGN, POST, AND STUB
9	ROUTE KK	344+31	-	RT	SIGN, POST, AND STUB
9	ROUTE KK	344+68	-	RT	SIGN, POST, AND STUB
9	ROUTE KK	345+92	-	LT	SIGN ASSEMBLY, POST, AND STUB
11	ROUTE KK	367+16	-	RT	SIGN ASSEMBLY ONLY
11	ROUTE KK	379+01	-	LT	SIGN ASSEMBLY, POST, AND STUB
12	ROUTE KK	391+17	-	LT	SIGN ONLY
13	ROUTE KK	329+51	-	RT	SIGN ASSEMBLY, POST, AND STUB
13	ROUTE KK	395+27	-	LT	SIGN, POST, AND STUB
13	ROUTE KK	395+73	-	LT	SIGN ONLY
13	ROUTE KK	395+83	-	LT	SIGN ONLY
13	ROUTE KK	395+87	-	RT	SIGN ONLY
13	ROUTE KK	395+99	-	RT	SIGN ONLY
13	ROUTE KK	396+02	-	LT	SIGN, POST, AND STUB
13	ROUTE KK	396+38	-	LT	SIGN, POST, AND STUB
13	ROUTE KK	398+18	-	RT	SIGN, POST, AND STUB
13	ROUTE KK	401+06	-	RT	SIGN, POST, AND STUB
13	ROUTE KK	401+74	-	RT	SIGN, POST, AND STUB
13	ROUTE KK	402+48	-	RT	SIGN, POST, AND STUB
13	ROUTE KK	403+27	-	RT	SIGN ONLY
13	ROUTE KK	404+65	-	RT	SIGN, POST, AND STUB
				PAY TOTAL	INCLUDED IN 'REMOVAL OF IMPROVEMENTS- ROADWAY'

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SHRLEY J. NORRIS NUMBER PERSON NA L EMILIARY J. NORRIS NUMBER PERSON NA L EMILIARY J. NORRIS C. NORRIS C.

| DATE PREPARED | 10/10/2024 | | STATE | KK | MO | DISTRICT | SHEET NO. | SL | 3

FRANKLIN

JOB NO.

J6S3619

CONTRACT ID.

PROJECT NO.

BRIDGE NO.



SOURI HIGHWAYS AND TRANSPORTATION
COMMISSION
105 WEST CAPITOI
165 WEST CAPITOI

QUANTITY SHEET SHEET 2 OF 10

			REMOVAL	OF IMPROVEMENT	S - SIGN REMOVAL
PLAN SHEET NO.	ROADWAY	STATION	STATION	LOCATION /OFFSET	DESCRIPTION OF REMOVAL
14	ROUTE KK	409+56	-	RT	SIGN, POST, AND STUB
14	ROUTE KK	410+14	-	RT	SIGN, POST, AND STUB
14	ROUTE KK	410+46	-	RT	SIGN, POST, AND STUB
14	ROUTE KK	410+98	-	RT	SIGN, POST, AND STUB
14	ROUTE KK	411+35	-	RT	SIGN ONLY
14	ROUTE KK	412+74	-	LT	SIGN, POST, AND STUB
14	ROUTE KK	413+37	-	LT	SIGN, POST, AND STUB
14	ROUTE KK	413+90	-	LT	SIGN, POST, AND STUB
15	ROUTE KK	419+18	-	LT	SIGN, POST, AND STUB
15	ROUTE KK	419+82	-	LT	SIGN ONLY
15	ROUTE KK	420+66	-	LT	SIGN, POST, AND STUB
15	ROUTE KK	425+47	-	LT	SIGN ASSEMBLY ONLY
16	ROUTE KK	437+86	-	LT	SIGN ASSEMBLY, POST, AND STUB
17	ROUTE KK	446+63	-	RT	SIGN, POST, AND STUB
17	ROUTE KK	448+21	-	RT	SIGN, POST, AND STUB
17	ROUTE KK	451+20	-	RT	SIGN, POST, AND STUB
17	ROUTE KK	452+63	-	RT	SIGN, POST, AND STUB
17	ROUTE KK	454+61	-	LT	SIGN ASSEMBLY, POST, AND STUB
19	ROUTE KK	477+81	-	RT	SIGN, POST, AND STUB
21	ROUTE KK	504+64	-	RT	SIGN ASSEMBLY, POST, AND STUB
21	ROUTE KK	505+90	-	RT	SIGN ONLY
21	ROUTE KK	506+67	-	RT	SIGN, POST, AND STUB
21	ROUTE KK	507+04	-	RT	SIGN, POST, AND STUB
21	ROUTE KK	508+10	-	RT	SIGN ONLY
21	ROUTE KK	509+29	-	RT	SIGN, POST, AND STUB
21	ROUTE KK	510+55	-	RT	SIGN ONLY
22	ROUTE KK	516+88	-	LT	SIGN ASSEMBLY, POST, AND STUB
22	ROUTE KK	520+29	-	RT	SIGN ASSEMBLY ONLY
23	ROUTE KK	528+79	-	LT	SIGN ONLY
23	ROUTE KK	532+82	-	LT	SIGN ASSEMBLY ONLY
23	ROUTE KK	532+98	-	RT	SIGN ONLY
23	ROUTE KK	534+46	-	RT	SIGN ASSEMBLY, POST, AND STUB
23	ROUTE KK	534+88	-	LT	SIGN ONLY
23	ROUTE KK	536+04	-	LT	SIGN ONLY
23	ROUTE KK	536+63	-	RT	SIGN, POST, AND STUB
23	ROUTE KK	537+43	-	RT	SIGN, POST, AND STUB
23	ROUTE KK	537+44	-	LT	SIGN ASSEMBLY, POST, AND STUB
				PAY TOTAL	INCLUDED IN 'REMOVAL OF IMPROVEMENTS- ROADWAY'

SHRIEF J. NORRIS NUMBER PERSONNER SOLUTION SOLUT

10/21/2024 11:36:39 AM SHIRLEY J. NORRIS - CIV MO-PE-28779

DATE PREPARED

10/10/2024

ROUTE STATE
KK MO
DISTRICT SHEET NO
SL 3

COUNTY

FRANKLIN

JOB NO.

J6S3619

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DATE DESCRIPTION

I HIGHWAYS AND TRANSPORTATIO
COMMISSION
DOT

QUANTITY SHEET SHEET 3 OF 10

	ASPHALT OVERLAY							
SHEET	STATION	STATION	ROADWAY	1.75" BP-2 w/ PG 58-28	TACK COAT	MODIFIED COLDMILLING DEPTH TRANSITIONS	MISC. OPTIONAL SURFACE TREATMENT	
				TONS	GAL	SY	GAL	
4	270+56.41	272+31.41	ROUTE KK	59.04	61.98	619.8	155.0	
4 - 10	272+31.41	359+45.77	ROUTE KK	2003.34	2103.11		5257.8	
10	359+45.77	361+20.33	ROUTE KK	45.80	48.08	480.8	120.2	
10-11	364+17.37	365+92.37	ROUTE KK	45.56	47.83	478.3	119.6	
11-23	365+92.37	535+41.62	ROUTE KK	3950.29	4147.03		10367.6	
23	535+41.62	537+16.68	ROUTE KK	64.86	68.09	680.9	170.2	
SUBT	OTALS FROM 'SIDE	ROADS AND ENTRANC	ES' QUANTITY BOX	77.90	81.80	817.90		
	FOR 'SAFTEY EDGE' QUANTITY			70.47				
	FOR SURFACE/ WIDTH IRREGULARITIES (10%)							
			SUBTOTAL	6949.0	6557.9	3077.7	16190.4	
			PAY TOTAL	6949	6558	3078	16190	

NOTE: TACK COAT APPLICATION RATE AT 0.1 GAL/SY, OPTIONAL SURFACE TREATMENT AT 0.25 GAL/SY

	SIDE ROADS AND ENTRANCES									
SHEET NUMBER	ROADWAY	NUMBER OF ENTRANCES	TOTAL AREAS	1.75" BP-2 w/ PG 58-28	TACK COAT	MODIFIED COLDMILLING DEPTH TRANSITIONS	GRAVEL A OR CRUSHED STONE B			
			SF	TONS	GAL	SY	TONS			
4 - 22	ROUTE KK, RT	32	8564.5	28.9	30.3	303.1	58.4			
4 - 23	ROUTE KK, LT	34	10246.2	49.0	51.5	514.8	56.1			
	•		SUBTOTAL	77.9	81.8	817.9	114.5			
			PAY TOTAL	*	*	*	115			

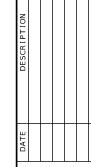
* SEE 'ASPHALT OVERLAY' QUANTITY BOX FOR PAY TOTALS

NOTE: GRAVEL APPLICATION RATE AT 0.09 TONS/SY, TACK COAT APPLICATION RATE AT 0.1 GAL/SY

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MO-PE-28779								
DATE PREPARED								
10/10/2024								
ROUTE	STATE							
KK	MO							
DISTRICT	SHEET NO.							
SL	3							
COU	INTY							
FRAN	KLIN							
JOB	NO.							
J6S3	3619							
CONTRA	CT ID.							
PROJE	CT NO.							



SSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION
MODOT

105 WEST CAPITOL
LEFFERSON CITY, MO 65102

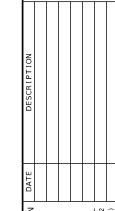
QUANTITY SHEET SHEET 4 OF 10

	1				PARTIAL	DEPTH PAVEMENT REPA	IRS		
LANE	WIDTH (FT)	LENGTH (FT)	REPAIR THICKNESS (IN)	AREA (SF)	VOLUME (CY)	FURNISHING AND PLACING BITUMINOUS MATERIAL FOR CLASS C PARTIAL DEPTH PAVEMENT REPAIR TONS	REMOVALS FOR CLASS C PARTIAL DEPTH PAVEMENT REPAIR		
ROUTE KK EB	7.5	9250	4	69375	856.48	1661.57	7708.33	DEDAIRS ARE LOCATED IN THE RIGHT WHEEL RATH AREA	
ROUTE KK WB	7.5	5400	4	40500	500.00	970.00	4500.00	REPAIRS ARE LOCATED IN THE RIGHT WHEEL PATH ARI	
	•				TOTAL	2631.57	12208.33		
					PAY TOTAL	2631.6	12208.3		

			FULL	-DEPTH PAVEMEN	T POST PI	PE REMOVAL	
SHEET			ROADWAY	5.75" BIT. BASE PAVEMENT MIXTURE w/ PG 64-22	TYPE 1 AGGREGATE FOR BASE (4" THICK)	MISC. INSTALLING HIGH PERFORMANCE GEOTEXTILE	REMARKS
				TONS	SY	SY	
31	314+00.51	314+04.47	ROUTE KK	3.61	11.64	77.91	AFTER PIPE 1 REPLACEMENT
33			ROUTE KK	4.02	12.95	63.74	AFTER PIPE 2 REPLACEMENT
34	332+89.25			4.60	14.81	92.19	AFTER PIPE 3 REPLACEMENT
35	373+73.08	373+84.74	ROUTE KK	7.07	22.77	167.27	AFTER PIPE 4 REPLACEMENT
37	403+05.63	403+17.53	ROUTE KK	6.81	21.94	144.93	AFTER PIPE 5 REPLACEMENT
38	417+23.94	417+16.55	ROUTE KK	3.71	11.95	55.72	AFTER PIPE 6 REPLACEMENT
39	496+97.75	496+88.96	ROUTE KK	3.84	12.36	67.32	AFTER PIPE 7 REPLACEMENT
40	512+16.31	512+22.79	ROUTE KK	3.97	12.78	62.54	AFTER PIPE 8 REPLACEMENT
41	520+52.92	520+56.93	ROUTE KK	3.97	12.78	66.17	AFTER PIPE 9 REPLACEMENT
42	529+96.49	529+99.91	ROUTE KK	3.90	12.57	65.10	AFTER PIPE 10 REPLACEMENT
			SUBTOTAL	45.50	146.55	862.89	
			PAY TOTAL	45.5	147	862.9	



1	SHIRLEY J. NORR MO-PE-287	
	DATE PR	REPARED
	10/10	/2024
	ROUTE	STATE
	KK	MO
	DISTRICT	SHEET NO.
	SL	3
	COU	NTY
	FRAN	KLIN
	JOB	NO.
	,	3619
	CONTRA	CT ID.
	PROJE	CT NO.



MISSOURI HIGHWAYS AND TRANSPORTATIO

COMMISSION

1.888-ASK-MODOT

1.888-ASK-MODOT (1.888-275-6636)

QUANTITY SHEET SHEET 5 OF 6

				GUARDR	AIL		
SHEET NUMBER	STATION	STATION	ROADWAY/ LOCATION	MGS GUARDRAIL	MGS BRIDGE APPROACH TRANSITION SECTION (THRIE BEAM BRIDGE)	TYPE A CRASHWORTHY END TERMINAL, MASH	SHAPING SLOPES, CLASS III
				(LF)	(EACH)	(EACH)	STA
10	359+93.43	361+81.51	ROUTE KK, RT	100	1	1	0.62
10	363+70.59	364+59.22	ROUTE KK, RT		1	1	0.3
10	360+76.61	361+65.24	ROUTE KK, LT		1	1	0.25
10-11	363+58.17	365+46.80	ROUTE KK, LT	100	1	1	0.62
			SUBTOTAL	200	4	4	1.8
			PAY TOTAL	200	4	4	2

			P	ERMANENT PA	VEMENT MARK	I NGS		
					O WATERBORNE P PAINT (TYPE P	PREFORMED THERMOPLASTIC PAVEMENT MARKINGS		
PLAN SHEET NO.	STATION	STATION	ROADWAY	4" SOLID WHITE (L.F.)	4" SOLID YELLOW (L.F.)	4" INTERM. YELLOW (L.F.)	24" SOLID WHITE STOP BAR (L.F.)	
4-23	270+34.50	537+16.68	ROUTE KK	52681.8	47496.0	1970.8	30	
			SUBTOTALS	52682	47496	1971	30	
PAY TOTALS				52682	494	30		

	FENCE REPLACEMENT												
SHEET NUMBER	STATION	STATION	OFFSET	ROADWAY	MISCELLEANEOUS STRAND BARBED WIRE FENCE	WOVEN WIRE FENCE							
					(LF)	(LF)							
35	373+60	373+90	45' - 48' LT	ROUTE KK	30								
36	395+45	396+05	33' - 35' LT	ROUTE KK	60								
36	395+80	396+12	23' - 38' RT	ROUTE KK		60							
37	402+95	403+15	27' - 28' RT	ROUTE KK	20								
				SUBTOTAL	110	60							
				PAY TOTAL	110	60							



SSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION
MODOT

105 WEST CAPITOL
JEFFERSON CITY, MO 65102

QUANTITY SHEET SHEET 6 OF 10

	EARTHWORK														
SHEET NUMBER	ROADWAY	STATION	STATION	LOCATION	CLASS A EXCAVATION	COMPACT I NG EMBANKMENT	EMBANKMENT IN PLACE	SEEDING, COOL SEASON GRASSES	MULCHING	REMARKS					
73	RTE, KK	212100 64	314+05,30	LT C DT	C.Y.	C.Y.	C.Y.	ACRES	ACRES	ADOUND DIDE 1 INLET AND OUTLET					
73	RTE. KK	313+99.64 326+29.63	326+34.62	LT & RT LT	0.67	0.56	3,66			AROUND PIPE 1 INLET AND OUTLET AROUND PIPE 2 INLET					
XS 3 - 11	RTE. KK	332+65.00	333+50.00	LT & RT	1.12	0.93	9.44	0.03	0.01	INLET & OUTLET DITCHES FOR PIPE 3					
XS 15 - 19	RTE. KK	373+65.00	374+05.00	LT	14.27	11.89	51.82	0.03		OUTLET DITCH FOR PIPE 4					
XS 22 - 24	RTE. KK	403+00.00	403+15.00	RT	8.03	6.69		0.01		OUTLET DITCH FOR PIPE 5					
76	RTE. KK	496+96.95	496+89.31	LT			0.31			AROUND PIPE 7 INLET					
76	RTE. KK	512+15.28	512+23.88	LT & RT	1.19	0.99	0.27			AROUND PIPE 8 INLET AND OUTLET					
77	RTE. KK	520+52.04	520+57.76	LT & RT	1.01	0.84	1.09			AROUND PIPE 9 INLET AND OUTLET					
77	RTE. KK	529+95.56	530+00.75	LT & RT			0.84			AROUND PIPE 10 INLET AND OUTLET					
				SUBTOTAL	26.7	21.9	67.4	0.07	0.01						
				PAY TOTAL	27	22	67	0.1	0.1						

NOTE: MULCHING WILL BE UTILIZED WHERE EROSION CONTROL BLANKETS & TURF REINFORCEMENT MATS ARE NOT BEING USED

	DRAINAGE- INLET STRUCTURES														
PLAN SHEET NO.	CULVERT SECTION SHEET NO.	ROADWAY	STATION	OFFSET	DRAINAGE STRUCTURE ID			PIPES CONNECTED TO DRAINAGE STRUCTURE	PRECAST CONCRETE DROP INLET 5'X3'	GRATE AND BEARING PLATE, 5'X3' TYPE S-2 EACH	CLASS 3 EXCAVATION IN ROCK				
37	75	ROUTE KK	403+14.95	23.46' LT	5-1 S-2DI	512.75'	4.00	1	4	1	13.5				
						•		SUBTOTAL	4	1	13.5				
								PAY TOTAL	4	1	14				

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SHEET OF 10

							DF	RAINAGE - F	PIPES				
PLAN SHEET NO.	CULVERT SECTION SHEET NO.	ROADWAY	FROM DRAINAGE STRUCTURE ID	TO DRAINAGE STRUCTURE ID		24 IN PIPE GROUP A	30 IN PIPE GROUP B	42 IN PIPE GROUP B	18 IN OR ALLOWED SUBSTITUTE GROUP B FLARED END SECTION	24 IN OR ALLOWED SUBSTITUTE GROUP A FLARED END SECTION	30 IN OR ALLOWED SUBSTITUTE GROUP B FLARED END SECTION	42 IN OR ALLOWED SUBSTITUE GROUP E SAFETY SLOPE END SECTION	
					L.F.	L.F.	L.F.	L.F.	EACH	EACH	EACH	EACH	C.Y.
31	73	ROUTE KK	1-1 FES	1-2 FES	36				2				24.4
33	73	ROUTE KK	2-1 FES	2-2 FES	33				2				23.2
34	74	ROUTE KK	3-1 FES	3-2 FES			40 *				2		39.5
35	74	ROUTE KK	4-1 SSES	4-2 SSES				48				2	124.7**
37	75	ROUTE KK	5-1 S-2DI	5-2 FES		44				1			46.9
38	75	ROUTE KK	6-1 FES	6-2 FES	30				2				22.4
39	76	ROUTE KK	7-1 FES	7-2 FES	32				2				28.1
40	76	ROUTE KK	8-1 FES	8-2 FES	36				2				21.9
41	77	ROUTE KK	9-1 FES	9-2 FES	35				2				20.7
42	77	ROUTE KK	10-1 FES	10-2 FES	35				2				20.9
				SUBTOTAL	237	44	40	48	14	1	2	2	372.7
				PAY TOTAL	237	44	40	48	14	1	2	2	373

	*	PIPE	MUST	ΒE	SMOOTH -	WALL	ED
--	---	------	------	----	----------	------	----

^{**} CLASS 3 EXCAVATION FOR BOTH EXISTING PIPE REMOVAL AND NEW PIPE EXCAVATION

			GAB I ON	N BASKETS	& SCOUR	REPAIR			
PLAN SHEET NO.	ROADWAY	OFFSET	STATION	STATION	GABIONS EACH	GAB I ONS	CLASS 4 EXCAVATION	SEAL CONCRETE	PERMANENT EROSION CONTROL GEOTEXTILE
						C.Y.	C.Y.	C.Y.	S.Y.
32, 43	ROUTE KK	20.4' - 44.5' LT	322+83	323+06	15	15	3		25.6
36, 44	ROUTE KK	24.9' - 7 3.3' LT	395+53	395+87	18	49	8	4.5	63.9
					SUBTOTAL	64.0	11.0	4.5	90
					PAY TOTAL	64	11	4.5	*

^{*} SEE 'DRAINAGE- PERMANENT EROSION CONTROL' QUANTITY BOX FOR PAY TOTAL



					DRA I	NAGE - PERM	IANENT EROS	SION CONTRO)L			
PLAN SHEET NO.	ROADWAY	LOCATION/ OFFSET	STATION	STATION	ROCK LINING (CULVERT OUTLET)	TYPE 2 ROCK BLANKET	BLANKET		DITCH LINER	BEDDING MATERIAL FOR ROCK DITCH LINER	PERMANENT EROSION CONTROL GEOTEXTILE	TYPE 1 TURF REINFORCEMENT MAT
					C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.	S.Y.	S.Y.
30	ROUTE KK	9' - 50' LT	305+99	306+30	81	8.8	8.8				32.2	
30	ROUTE KK	11' - 23' RT	306+03	306+19		6.0	6.0				27.6	
31	ROUTE KK	22'- 30' LT	314+00	314+05	1.1							
32	ROUTE KK	14' - 45' LT	322+83	323+13	21.8	5.2	5.2				85	
32	ROUTE KK	15' - 28' RT	323+27	323+41		5.2	5.2				17.9	
33	ROUTE KK	21.5' - 30' RT	326+31	326+36	1.3							
34	ROUTE KK	14' - 32' LT	333+03	333+37								60.9
34	ROUTE KK	11' - 29' RT	332+63	332+99	9							23.3
35	ROUTE KK	37.5' - 60' LT	373+67	373+79	16							
36	ROUTE KK	16 74 LT	395+53	395+86	91	8.4	8.4				192.4	
36	ROUTE KK	15' - 60' RT	395+84	396+23		5.9	5.9	19.7	19.7	13.1	115.5	
37	ROUTE KK	17.5' - 29' LT	403+09	403+21								13.3
37	ROUTE KK	25' - 40' RT	403+01	403+09	5							
38	ROUTE KK	18' - 30' RT	417+23	417+17	1.8							
39	ROUTE KK	21' - 33' RT	496+98	496+89	2							
40	ROUTE KK	17.5' - 29.5' RT	512+16	512+24	2							
41	ROUTE KK	20' - 30' LT	520+52	520+57	1.6							
42	ROUTE KK	23' - 35' LT	529+96	530+00	2							
	SUB	<u> </u> TOTAL FROM 'GABION	BASKETS' QU	JANTITY BOX							90.0	
				CURTOTAL	226	39.5	20 5	10.7	10.7	12.1	560.6	0.7.5
	SUBTOTAL 236						39.5	19.7	19.7	13.1	560.6	97.5
			F	PAY TOTAL	236	40	40	20	20	13	561	98

					TEM	PORARY ERO	SION CON	TROL				
PLAN SHEET NO.	ROADWAY	STATION	STATION	LOCATION	DITCH CHECK COUNT *	ALTERNATE DITCH CHECK	SILT FENCE	TYPE 2C EROSION CONTROL BLANKET	SEDIMENT TRAP ROCK	SEDIMENT TRAP EXCAVATION		REMARKS
54	ROUTE KK	313+96	314+09	LT & RT	3	(LF) 12	(LF) 62	(S.Y.)	(C.Y.)	(C.Y.)	(C.Y.) 3.6	FOR PIPE 1
55	ROUTE KK	326+29	326+36	LT & RT	3	12	45				3.5	FOR PIPE 2
56	ROUTE KK	332+24	333+55	LT & RT	5	24	68		6.0	6.0	15.7	FOR PIPE 3
57	ROUTE KK	373+56	374+03	LT & RT	3	12	181	107.0	6.0	6.0	14.8	FOR PIPE 4
58	ROUTE KK	403+00	403+19	LT & RT	8	24	60		6.0	6.0	18.6	FOR PIPE 5
59	ROUTE KK	417+22	417+19	LT & RT	3	12	41				3.4	FOR PIPE 6
60	ROUTE KK	496+95	496+92	LT & RT	3	12	57	6.0	6.0	6.0	13.6	FOR PIPE 7
61	ROUTE KK	512+14	512+26	LT & RT	3	12	43				3.4	FOR PIPE 8
62	ROUTE KK	520+48	520+61	LT & RT	3	12	53				3.5	FOR PIPE 9
63	ROUTE KK	529+93	530+03	LT & RT	3	12	52		6.0	6.0	13.5	FOR PIPE 10
					SUBTOTAL	144	662	113.0	30.0	30.0	93.6	
					PAY TOTAL	144	662	113	30.0	30.0	94]

^{*}INLET CHECKS ASSUMED TO BE 12', ROCK AND ALTERNATE CHECKS ASSUMED TO BE 6'



10/21/2024 11:42:00 AM SHIRLEY J. NORRIS - CI MO-PE-28779 DATE PREPARE

10/10/2024

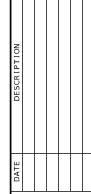
ROUTE STATE
KK MO

DISTRICT SHEET NO.
SL 3

JOB NO.
J6S3619
CONTRACT ID.

PROJECT NO.

BRIDGE NO.



COMMISSION
COMMISSION
COMMISSION

105 WEST CAPITOL
IFFERSON CITY, MO 65102

DUANTITY SHEET SHEET 9 OF 10

					EFFECTIVE: 07-01-2024
TOTAL QTY TOTALS	SIGN	QTY TOTAL	SIGN		I I I I I I I I I I I I I I I I I I I
SIZE AREA OTY AREA RELOCRELOC		SIZE AREA QTY TOTAL RELOC RELOC			
SIGN IN SQ.FT EACH SQ.FT EACH SQ.FT.		SIGN IN SQ.FT.EACH SQ.FT. EACH SQ.FT.	110111	ITEM	
WARNING SIGNS	DESCRIPTION	GUIDE SIGNS	DESCRIPTION	NUMBER	
WO1-1L 48X48 16.00	TURN (SYMBOL LEFT)	E05-1 36X48 12.00	GORE EXIT	6122008	3,60
WO1-1R 48X48 16.00	TURN (SYMBOL RIGHT)	E05-2 48X36 12.00	EXIT OPEN	6122009	IMPACT ATTENUATOR 45 MPH (SAND BARRELS)
WO1-2L 48X48 16.00	CURVE (SYMBOL LEFT)	E05-2a 48X36 12.00	EXIT CLOSED	6122010	IMPACT ATTENUATOR 50 MPH (SAND BARRELS)
WO1-2R 48X48 16.00	CURVE (SYMBOL RIGHT)	GO20-1 60X24 10.00 2 20	ROAD WORK NEXT 2 MILES	6122012	IMPACT ATTENUATOR 50 MPH (SAND BARRELS) IMPACT ATTENUATOR 55 MPH (SAND BARRELS) SHRIE
WO1-3L 48X48 16.00	REVERSE TURN (SYMBOL LEFT)	GO20-2 48X24 8.00 2 16	END ROAD WORK	6122014	10/
WO1 - 3R 48X48 16.00	REVERSE TURN (SYMBOL RIGHT)	G020 - 4 36X18 4 . 50 1 4 . 5	PILOT CAR FOLLOW ME	6122017	IMPACT ATTENUATOR 65 MPH (SAND BARRELS)
WO1-4L 48X48 16.00 WO1-4R 48X48 16.00	REVERSE CURVE (SYMBOL LEFT) REVERSE CURVE (SYMBOL RIGHT)	GO20-4a 42X30 8.75 GO20-4a 18X12 1.50 15 22.5	PILOT CAR IN USE WAIT & FOLLOW PILOT CAR IN USE WAIT & FOLLOW	6122019 6122020	
WO1-4K 48X48 16.00	DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT)	GO20 - 5aP 36X24 6.00 2 12	WORK ZONE (PLAQUE)	6122030	IMPACT ATTENHATOR (DELOCATION)
WO1-4bR 48X48 16.00	DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4-8a 24X18 3.00	END DETOUR	6123001	
WO1-4cL 48X48 16.00	TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT)	MO4-9L 48X36 12.00	DETOUR (LEFT)	6161008	ADVANCED WARNING RAIL SYSTEM FR
WO1-4cR 48X48 16.00	TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4-9R 48X36 12.00	DETOUR (RIGHT)	6161012	
WO1-6 60X30 12.50	HORIZONTAL ARROW (SYMBOL)	MO4-9P 48X12 4.00	STREET NAME (PLAQUE)	6161013	
WO1-6a 72X36 18.00	HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)	MO4-10L 48X18 6.00	DETOUR ARROW (LEFT)	6161014	
WO1-7 60X30 12.50 WO1-7a 72X36 18.00	DOUBLE HEAD HORIZONTAL ARROW (SYMBOL) DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)	MO4-10R 48X18 6.00 REGULATORY SIGNS	DETOUR ARROW (RIGHT)	6161025 6161030	200
WO1-74 72×36 18.00 WO1-8 18X24 3.00	CHEVRON (SYMBOL)	R1-1 48X48 13.25	STOP	6161033	DIRECTION INDICATOR BARRICADE
WO1-8a 30X36 7.50	CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS)	R1-2 48TRI 6.93	YIELD	6161040	FLASHING ARROW PANEL
WO3-1 48X48 16.00	STOP AHEAD (SYMBOL)	R1-2a 36X36 9.00	TO ONCOMING TRAFFIC (PLAQUE)	6161047	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
WO3-3 48X48 16.00	SIGNAL AHEAD (SYMBOL)	R2-1 36X48 12.00 4 48	SPEED LIMIT 45 & 55	6161070	
WO3-4 48X48 16.00 6 96	BE PREPARED TO STOP	R3-1 48X48 16.00	NO RIGHT TURN (SYMBOL)	6161095	RADAR SPEED ADVISORY SYSTEM
WO3-5 48X48 16.00 WO4-1L 48X48 16.00	SPEED LIMIT AHEAD	R3-2 48X48 16.00 R3-3 36X36 9.00	NO LEFT TURN (SYMBOL)	6161096	CHANGEABLE MESSAGE SIGN,
WO4-1L 48X48 16.00	MERGE (SYMBOL FROM LEFT) MERGE (SYMBOL FROM RIGHT)	R3-4 48X48 16.00	NO TURNS NO U-TURN (SYMBOL)	0101090	COMMISSION FURNISHED/RETAINED CHANGEABLE MESSAGE SIGN W/O COMM.
WO4-1aL 48X48 16.00	MERGE (LEFT)	R3 - 7L 30X30 6 . 25	LEFT LANE MUST TURN LEFT	6161098A	5** INTERFACE - CONTRACTOR FURNISHED/RETAINED
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	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	
WO5-5 48X48 16.00	NARROW LANES	R4-7a 36X48 12.00	KEEP RIGHT (HORIZONTAL ARROW)	6162002	
WO6-1 48X48 16.00 WO6-2 48X48 16.00	DIVIDED HIGHWAY END (SYMBOL)	R4-8a 36X48 12.00 R5-1 30X30 6.25	KEEP LEFT (HORIZONTAL ARROW)	6173600D	TEMPORARY TRAFFIC BARRIER
WO6-2 48X48 16.00	DIVIDED HIGHWAY END (SYMBOL) TWO WAY TRAFFIC (SYMBOL)	R5-1a 36X24 6.00	DO NOT ENTER WRONG WAY	01/30000	CONTRACTOR FURNISHED/RETAINED TEMPORARY TRAFFIC BARRIER
WO7-3a 30X24 5.00	NEXT XX MILES (PLAQUE)	R6-1L 54X18 6.75	ONE WAY ARROW (LEFT)	6173602B	1 12 1
WO8-1 48X48 16.00	BUMP	R6-1R 54X18 6.75	ONE WAY ARROW (RIGHT)	6174000A	161
WO8-2 48X48 16.00	DIP	R6-2L 24X30 5.00	ONE WAY (LEFT)	6175010A	RELOCATING TEMPORARY TRAFFIC BARRIER
WO8-3 48X48 16.00	PAVEMENT ENDS	R6-2R 24X30 5.00	ONE WAY (RIGHT)		TEMPORARY TRAFFIC BARRIER
WO8 - 4 48X48 16 . 00	SOFT SHOULDER	R9-9 24X12 2.00	SIDEWALK CLOSED	6176000B	
WO8-5 48X48 16.00	SLIPPERY WHEN WET (SYMBOL)	- no 111 24×10 2 00	SIDEWALK CLOSED AHEAD,	61770000	TEMP. TRAFFIC BARRIER HEIGHT TRANSITION
WO8-6 48X48 16.00 WO8-6c 48X48 16.00	TRUCK CROSSING TRUCK ENTRANCE	R9-11L 24X18 3.00	(ARROW LEFT) CROSS HERE SIDEWALK CLOSED AHEAD,	6177000B 6208064A	10
WO8-7 36X36 9.00	LOOSE GRAVEL	- R9-11R 24X18 3.00	(ARROW RIGHT) CROSS HERE	9029400	
WO8-7a 36X36 9.00	FRESH OIL / LOOSE GRAVEL	R10-6 24X36 6.00	STOP HERE ON RED (45^ ARROW)	9029401	
WO8-9 48X48 16.00	LOW SHOULDER	R11-2 48X30 10.00 2 20	ROAD CLOSED		
WO8-11 48X48 16 00 15 240	UNEVEN LANES	R11-3a 60X30 12.50 2 25	ROAD CLOSED XX MILES AHEAD		ANG
WO8 - 12 48X48 16 .00 15 240	NO CENTER LINE		LOCAL TRAFFIC ONLY		S N N N N N N N N N N N N N N N N N N N
WO8-15 48X48 16.00	GROOVED PAVEMENT	R11-4 60X30 12.50	ROAD CLOSED TO THRU TRAFFIC		
W08-15P 30X24 5.00 W08-17L 48X48 16.00	MOTORCYCLE (PLAQUE) SHOULDER DROP-OFF (SYMBOL LEFT)	CONST-3A 60X48 20.00 CONST-3X 56X12 4.67	FINE SIGN SPEEDING/PASSING (PLATE)		
WO8-17E 46X48 16.00	SHOULDER DROP-OFF (SYMBOL RIGHT)	MISCELLANEOUS SIGNS	ISLEEDING/LASSING (FEALE)		'
WO8-17P 30X24 5.00	SHOULDER DROP-OFF (PLAQUE)	CONST-5 48X36 12.00	POINT OF PRESENCE		
W10-1 42RND. 9.62	RAILROAD CROSSING	CONST-5 96X48 32.00	POINT OF PRESENCE		TEMPORARY TRAFFIC CONTROL
WO12-1 24X24 4.00	DOUBLE DOWN ARROW (SYMBOL)	CONST-8 48X36 12.00 2 24	WORK ZONE NO PHONE ZONE		
WO12-2 48X48 16.00	LOW CLEARANCE (SYMBOL)				QUANTITY
W012-2x 24X18 3.00	LOW CLEARANCE (PLAQUE)			l	LUMP SUM 1
WO12-2a 84X24 14.00	OVERHEAD LOW CLEARANCE (FEET AND INCHES)	1			
WO12-4 120X60 50.00	LOW CLEARANCE XX FT XX IN XX MILES AHEAD WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD				NO DIRECT PAYMENT WILL BE MADE
WO13-1 30X30 6.25	ADVISORY SPEED (PLAQUE)			FO	OR RELOCATING SIGNS OR DEVICES
WO16-2 30X24 5.00	XXX FEET (PLAQUE)	1		**	NOT INCLUDED IN TEMORARY TRAFFIC
WO16-3 30X24 5.00	X MILE (PLAQUE)			со	ONTROL LUMP SUM BID
WO20-1 48X48 16.00 10 160	ROAD/BRIDGE/RAMP WORK AHEAD				
WO20-2 48X48 16.00	DETOUR AHEAD				
WO20-3 48X48 16.00 4 64	ROAD CLOSED AHEAD	616-10.05 TOTAL			
WO20-4 48X48 16.00 6 96	ONE LANE ROAD AHEAD	CONSTRUCTION SIGNS 1221			DISCLAIMER
WO20-5 48X48 16.00 WO20-5a 48X48 16.00	RIGHT/CENTER/LEFT LANE CLOSED AHEAD 2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD	616-10.10 RELOCATED SIGNS			DISCLAIMER OFESSIONAL WHOSE SIGNATURE AND PERSONAL PPEAR HEREON ASSUMES RESPONSIBILITY OR WHAT APPEARS ON THIS PAGE, AND IMS (PURSUANT TO SECTION 327.411 RSMO)
WO20-5a 48X48 16.00	RIGHT/CENTER/LEFT LANE CLOSED AREAD	NELOCATED STONS A			PPEAR HEREON ASSUMES RESPONSIBILITY
WO20-7a 48X48 16.00 6 96	FLAGGER (SYMBOL)	1			OR WHAT APPEARS ON THIS PAGE, AND
WO21-2 36X36 9.00	FRESH OIL				
WO21-5 48X48 16.00 2 32	SHOULDER WORK / SHOULDER WORK AHEAD				ICATION, ESTIMATES, REPORTS, OR OTHER

CMS LOCATIONS TO BE DETERMINED BY THE ENGINEER

SIGN AND DEVICE LOCATION WILL BE FIELD VERIFIED AND

APPROVED BY THE ENGINEER

WO22-1 48X48 16.00

WO22-2 42X36 10.50

WO22-3 | 42X36 | 10.50

GO22-1 21X15 2.19 2 4.38

BLASTING ZONE AHEAD

WET PAINT (ARROW PIVOTS)

END BLASTING ZONE

TURN OFF 2-WAY RADIO AND PHONE

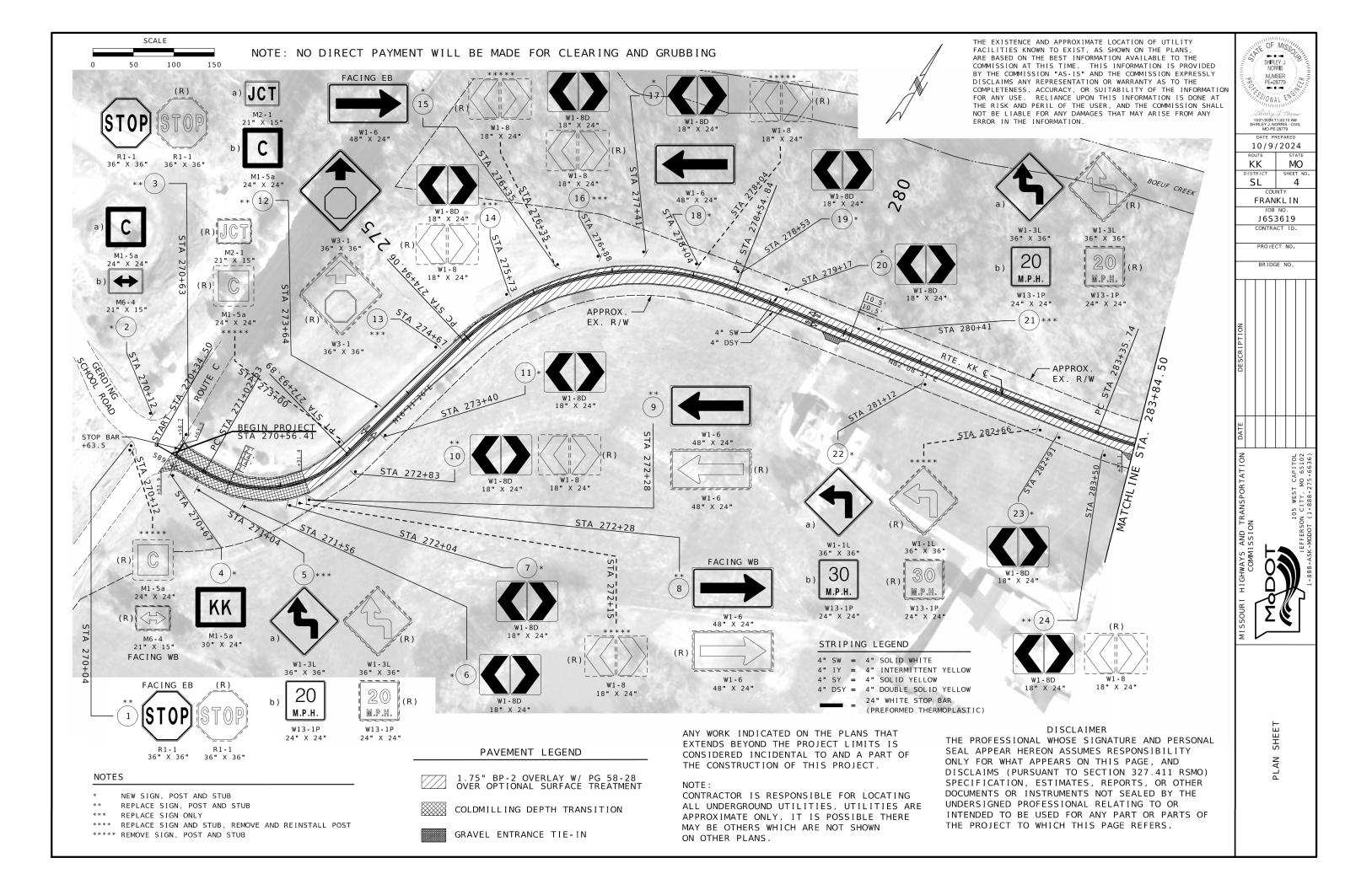
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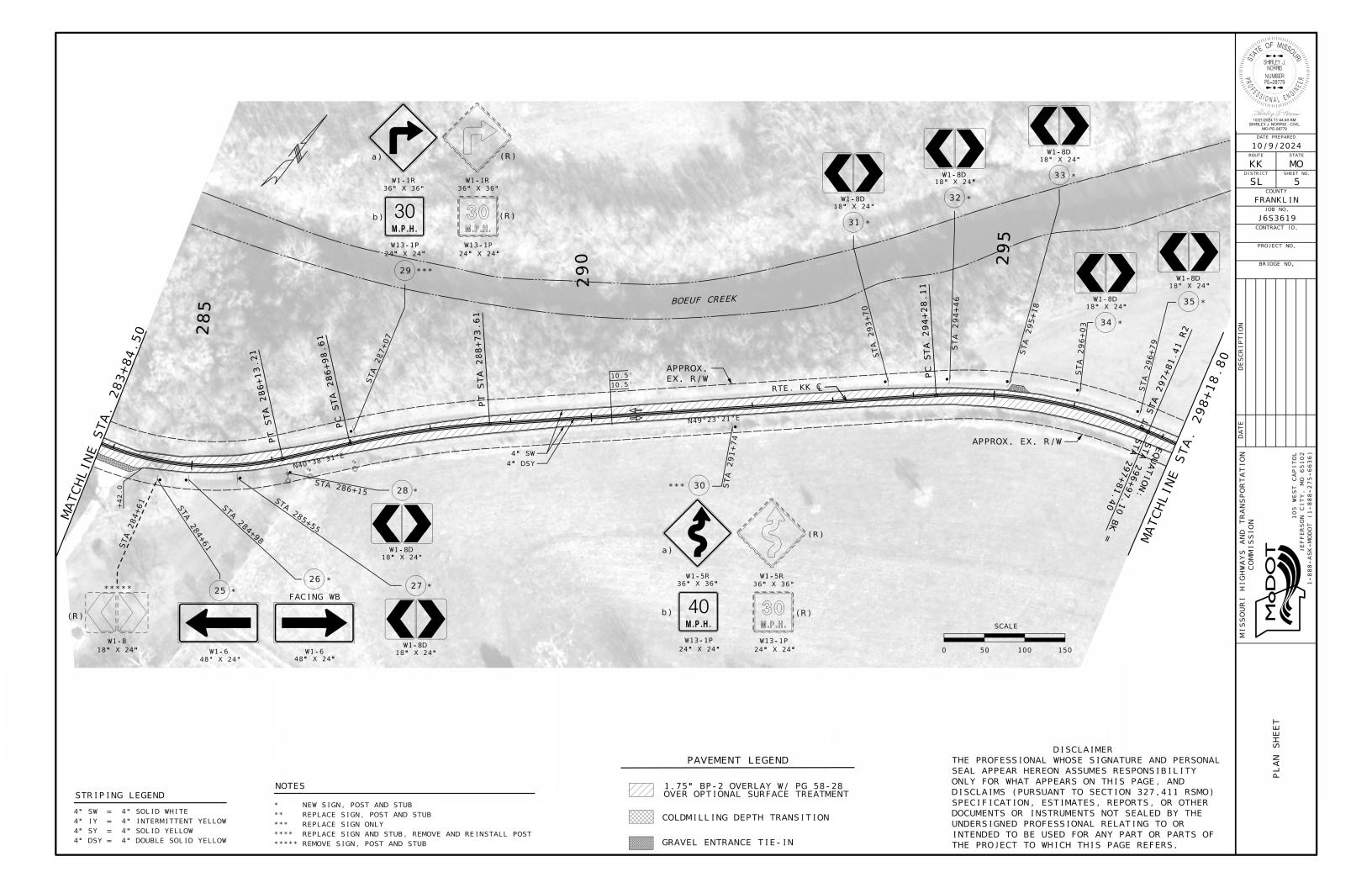
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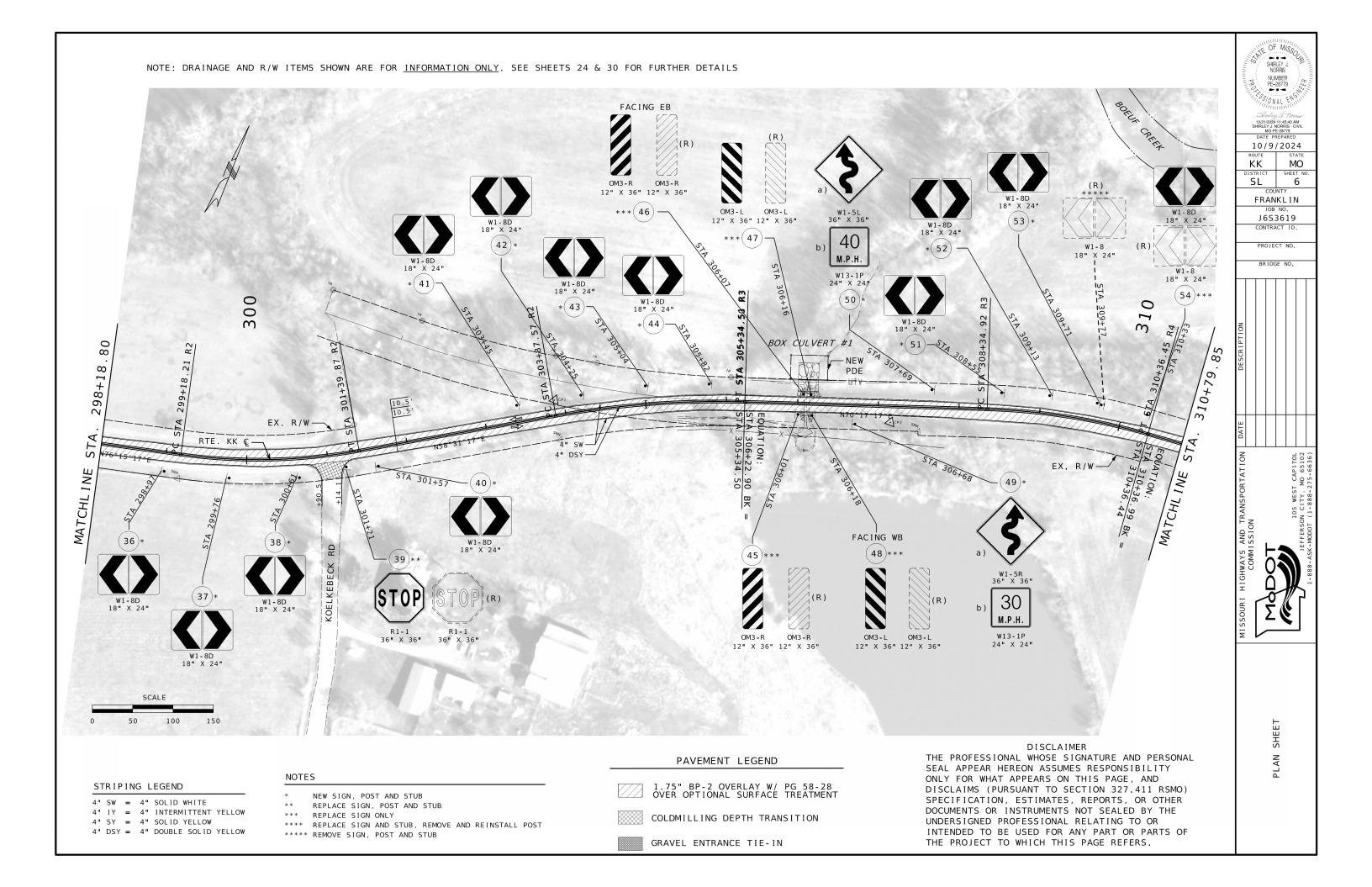
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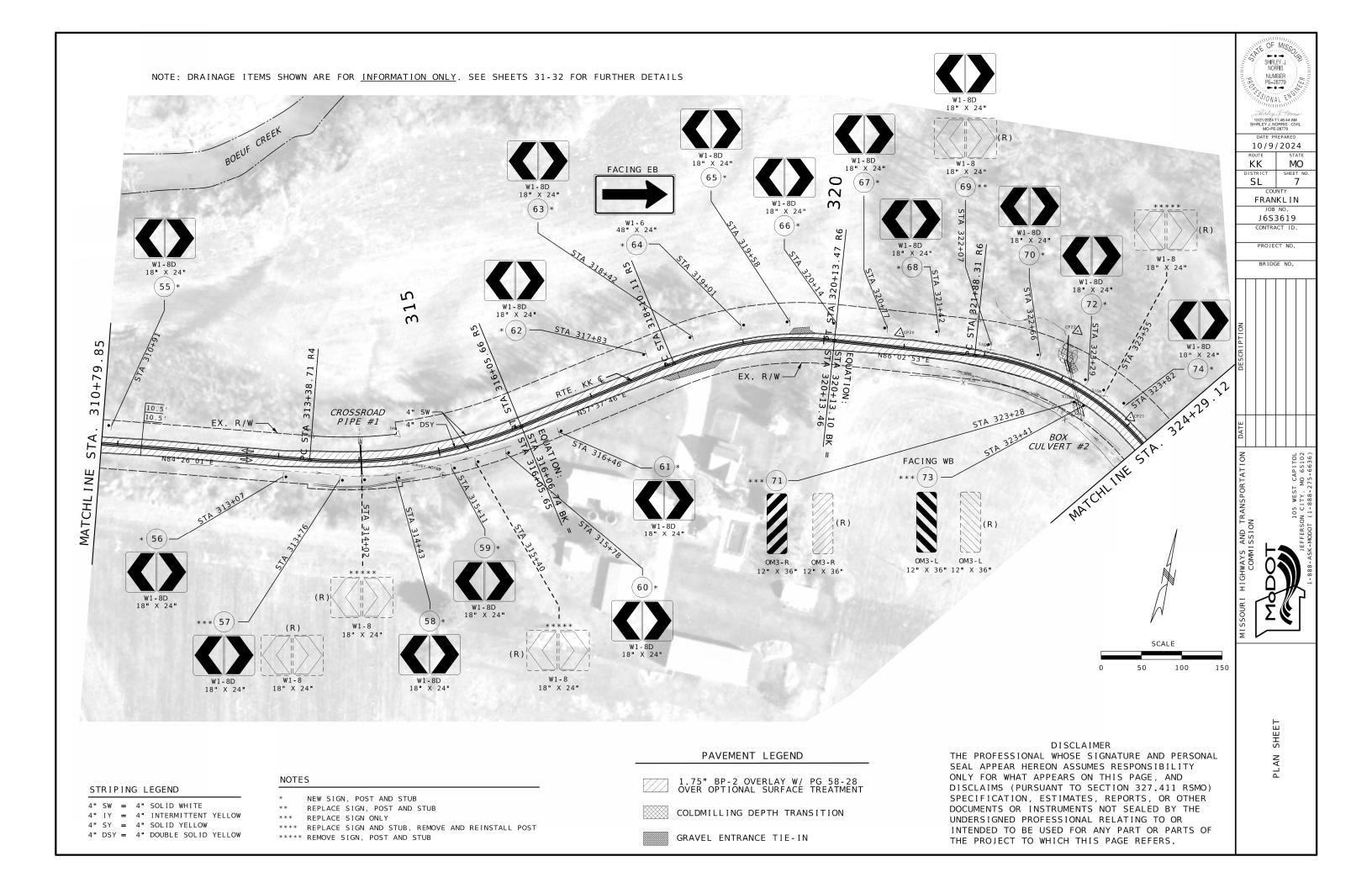
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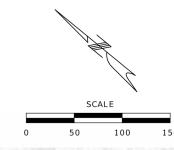


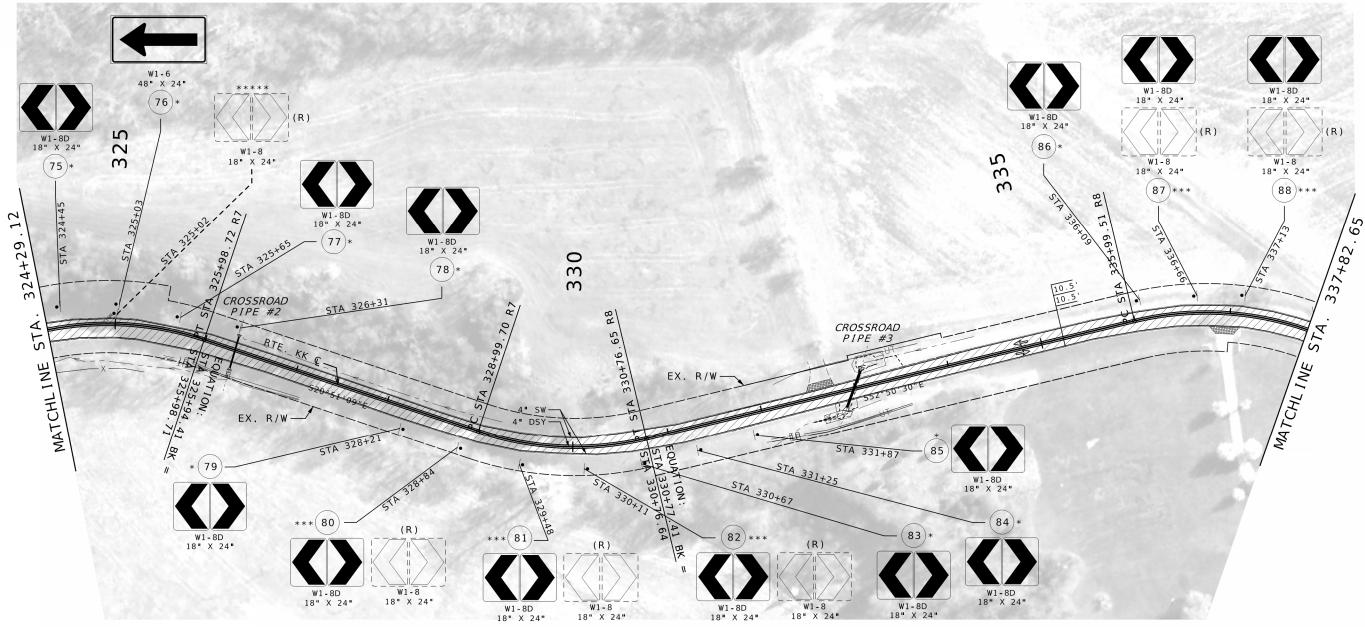






NOTE: DRAINAGE ITEMS SHOWN ARE FOR <u>INFORMATION ONLY</u>. SEE SHEETS 33 & 34 FOR FURTHER DETAILS.





PAVEMENT LEGEND

* NEW SIGN, POST AND STUB

** REPLACE SIGN, POST AND STUB

*** REPLACE SIGN ONLY

NOTES

STRIPING LEGEND

4" SW = 4" SOLID WHITE

4" SY = 4" SOLID YELLOW

4" IY = 4" INTERMITTENT YELLOW

4" DSY = 4" DOUBLE SOLID YELLOW

**** REPLACE SIGN AND STUB, REMOVE AND REINSTALL POST

***** REMOVE SIGN, POST AND STUB

1.75" BP-2 OVERLAY W/ PG 58-28
OVER OPTIONAL SURFACE TREATMENT

COLDMILLING DEPTH TRANSITION

GRAVEL ENTRANCE TIE-IN

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DISCLAIMER

SHRILEY J. NORRIS SONIAL EMINERY J. NORRIS AM SONIAL EMINERY J. NORRIS AM SHRILEY J. NORRIS COVIL

DATE PREPARED

10/10/2024

ROUTE STATE

KK MO

DISTRICT SHEET NO.

SL 8

FRANKLIN

J6S3619 CONTRACT ID.

PROJECT NO.



COMMISSION

DOT

105 WEST CAPITOL

JEFFERSON CITY, MO 65102

PLAN SHEET

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PAVEMENT LEGEND

1.75" BP-2 OVERLAY W/ PG 58-28
OVER OPTIONAL SURFACE TREATMENT

COLDMILLING DEPTH TRANSITION

GRAVEL ENTRANCE TIE-IN

STRIPING LEGEND

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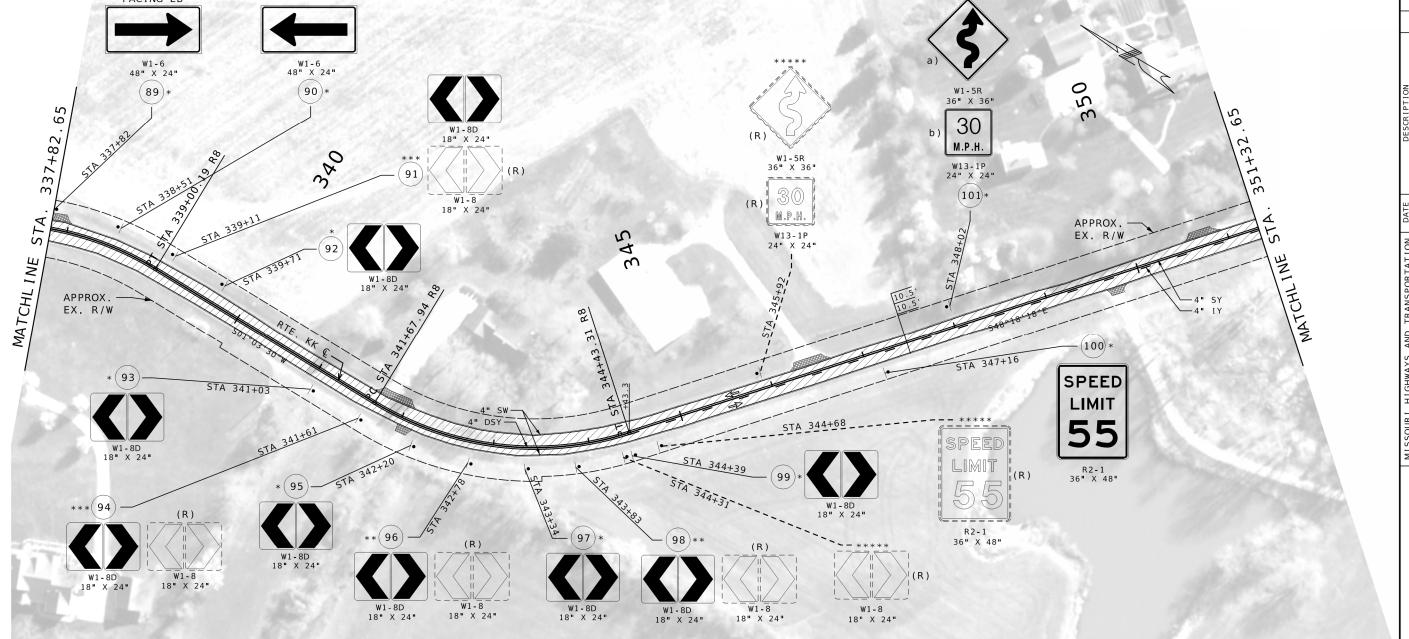
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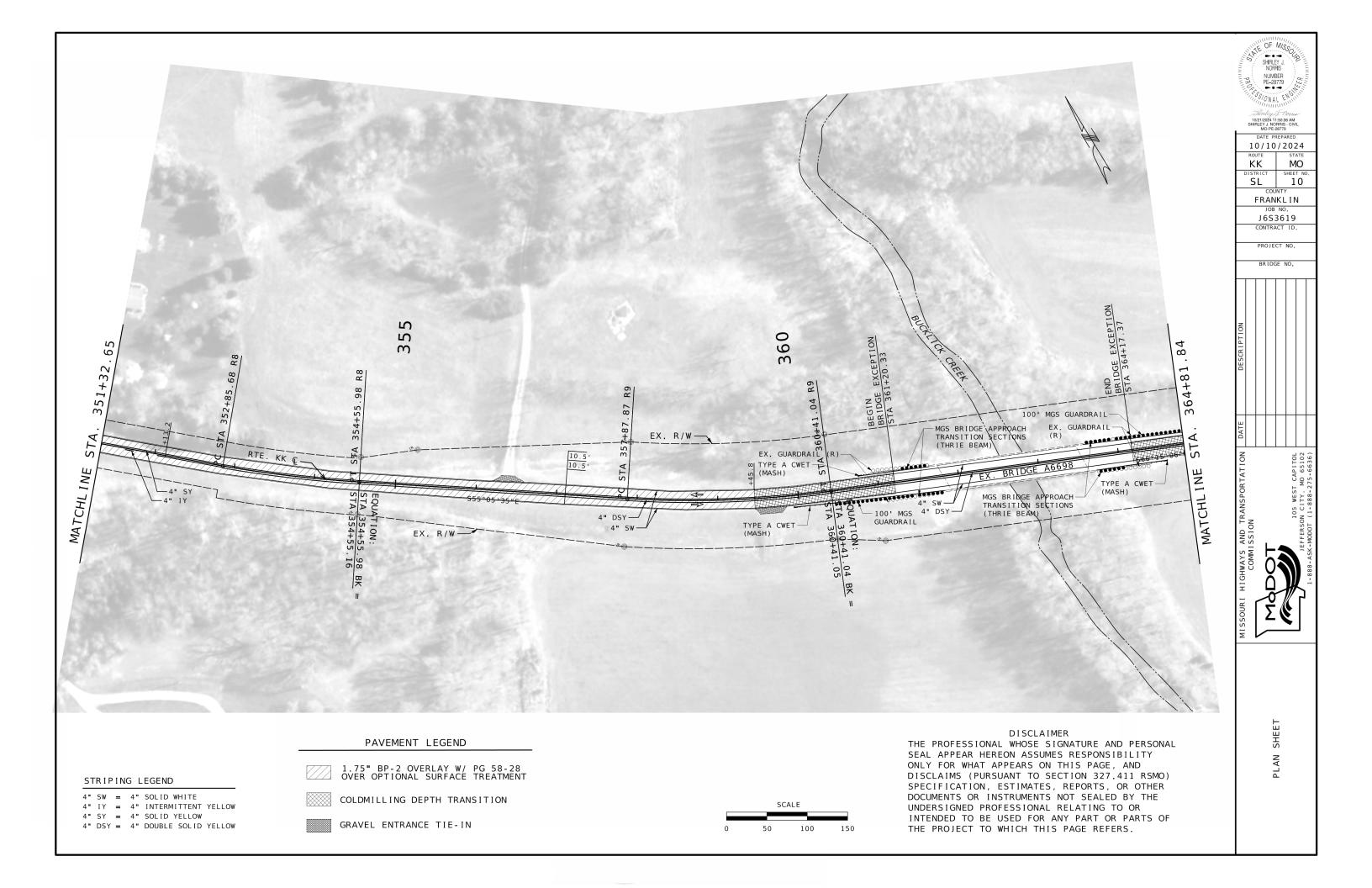
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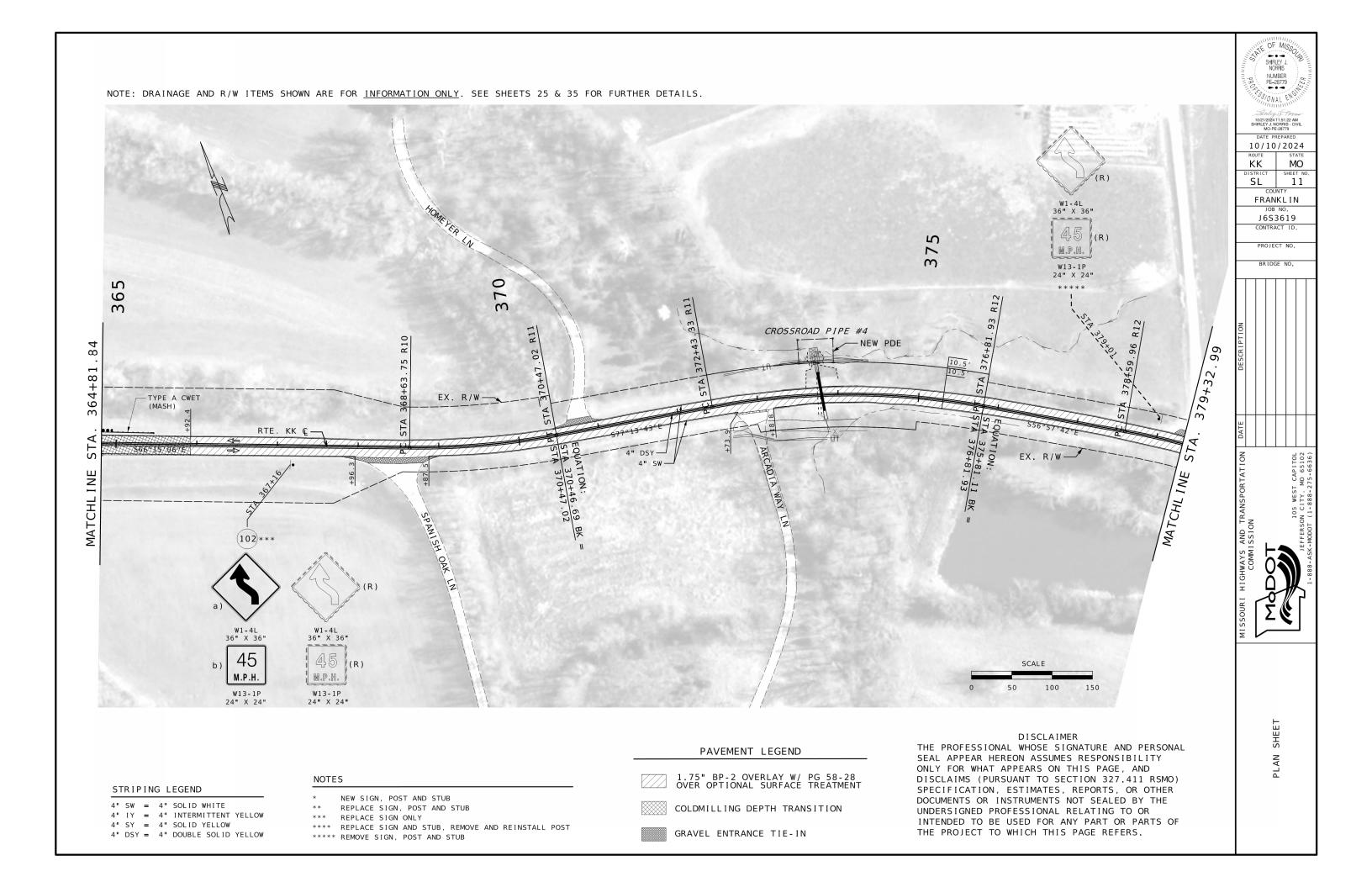


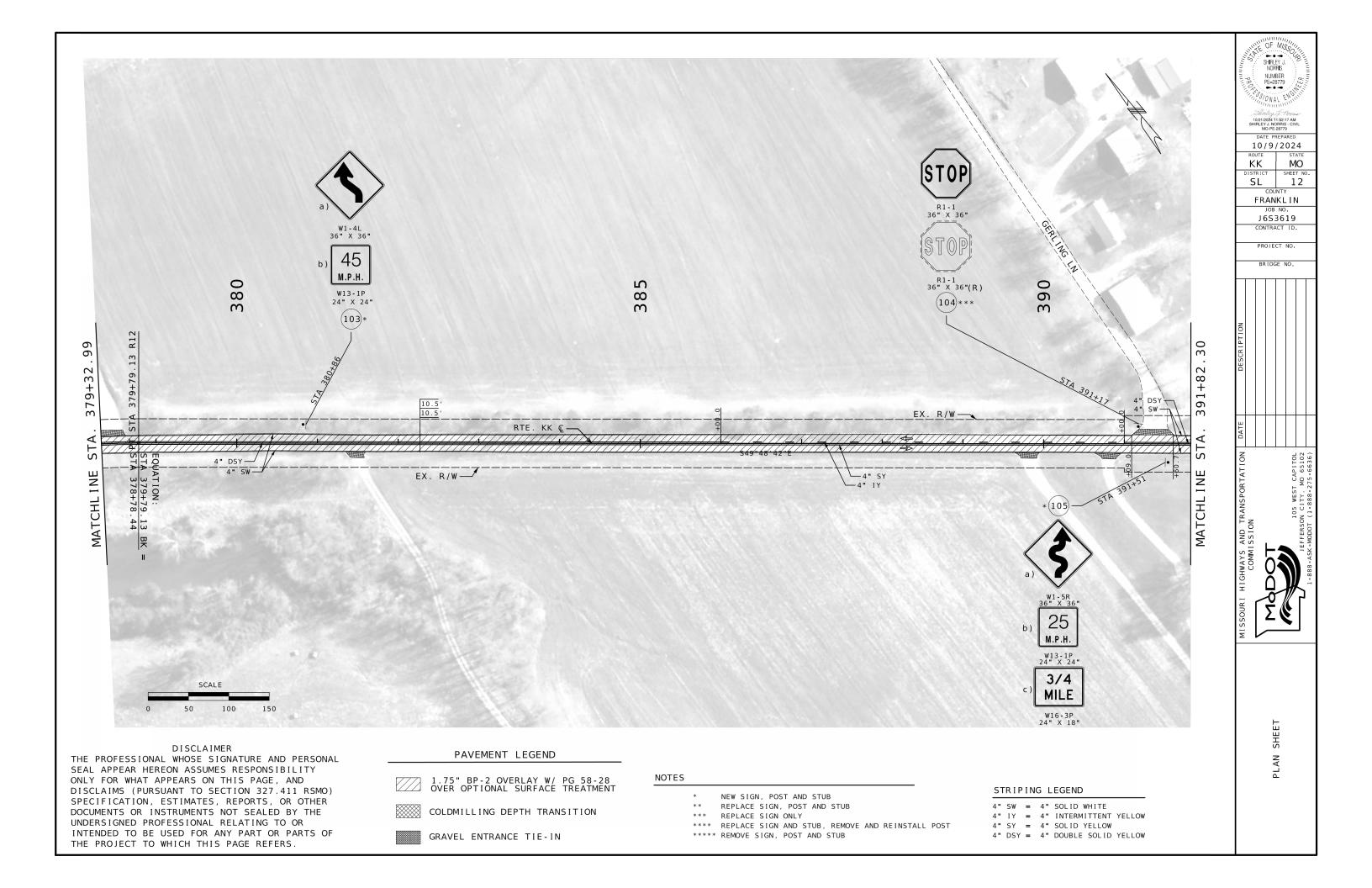


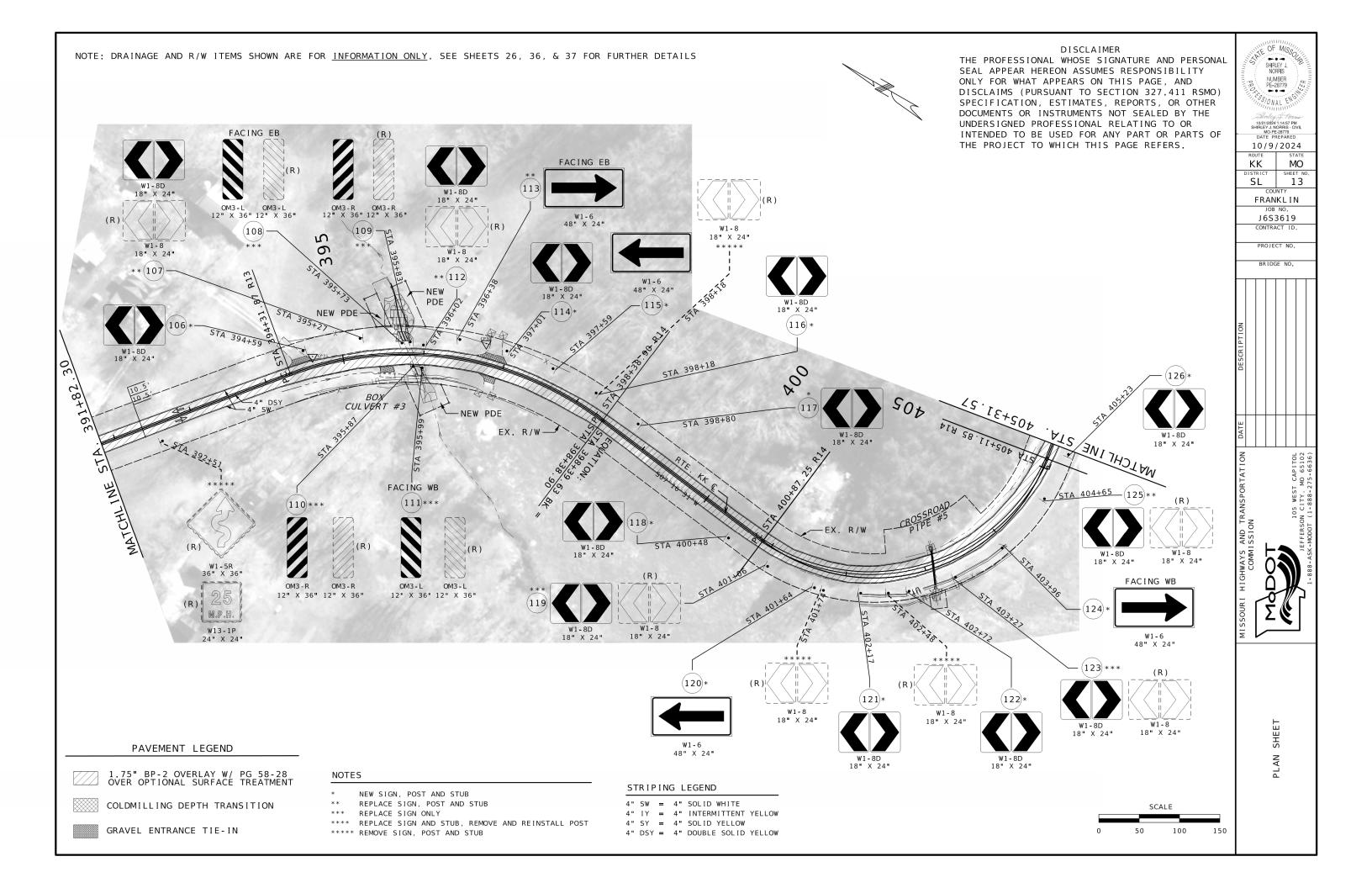
LAN SHEET

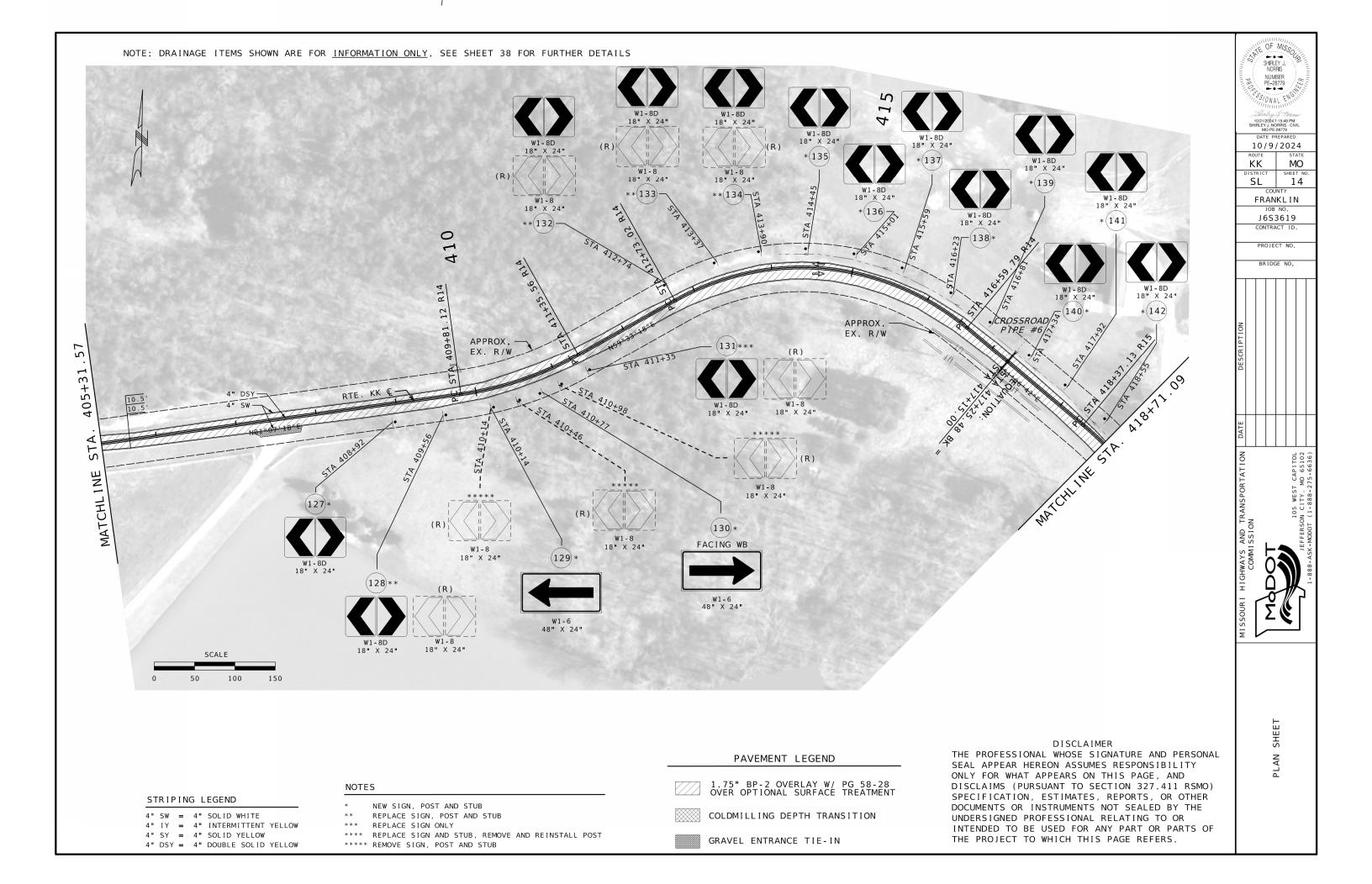


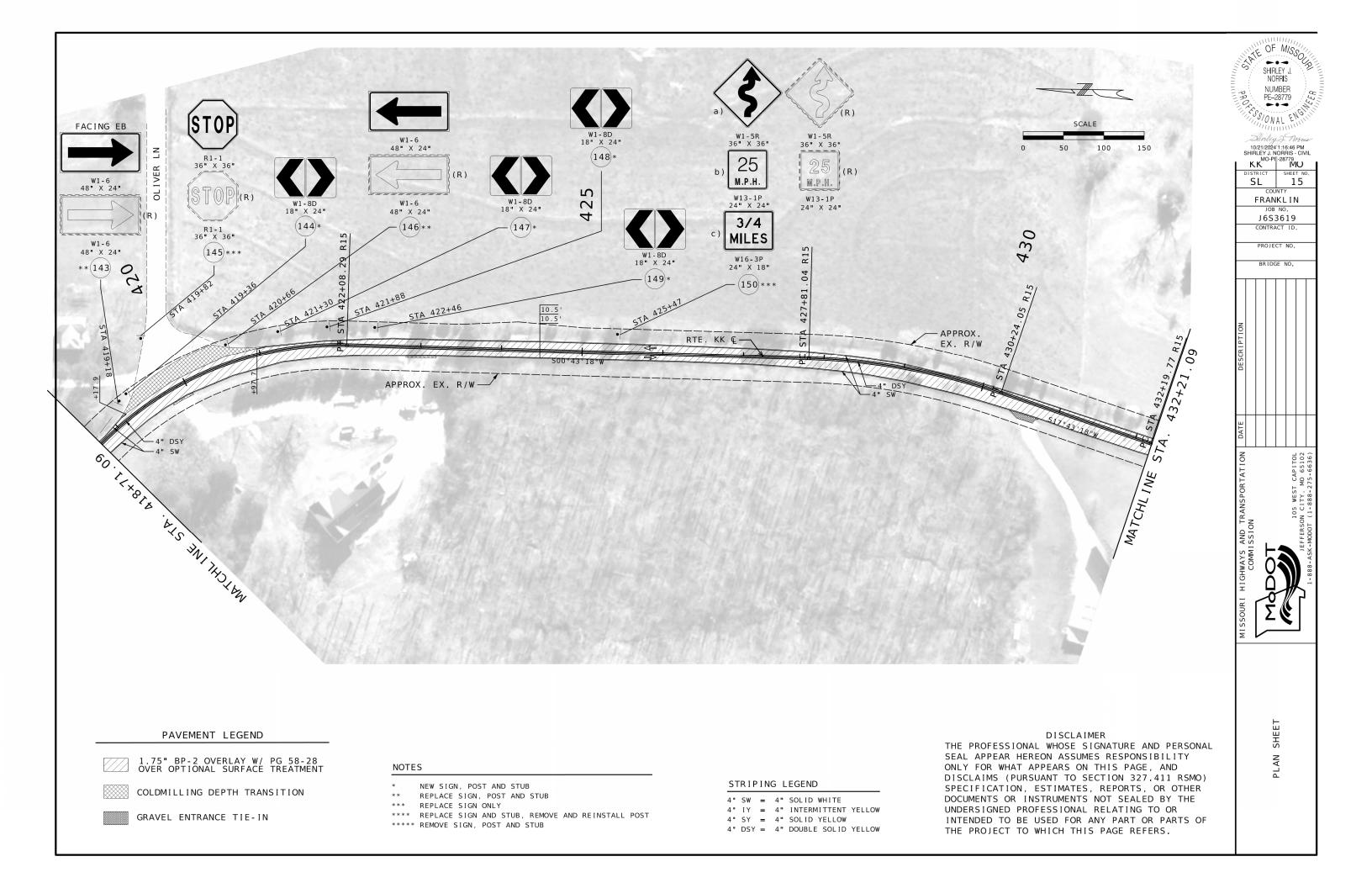


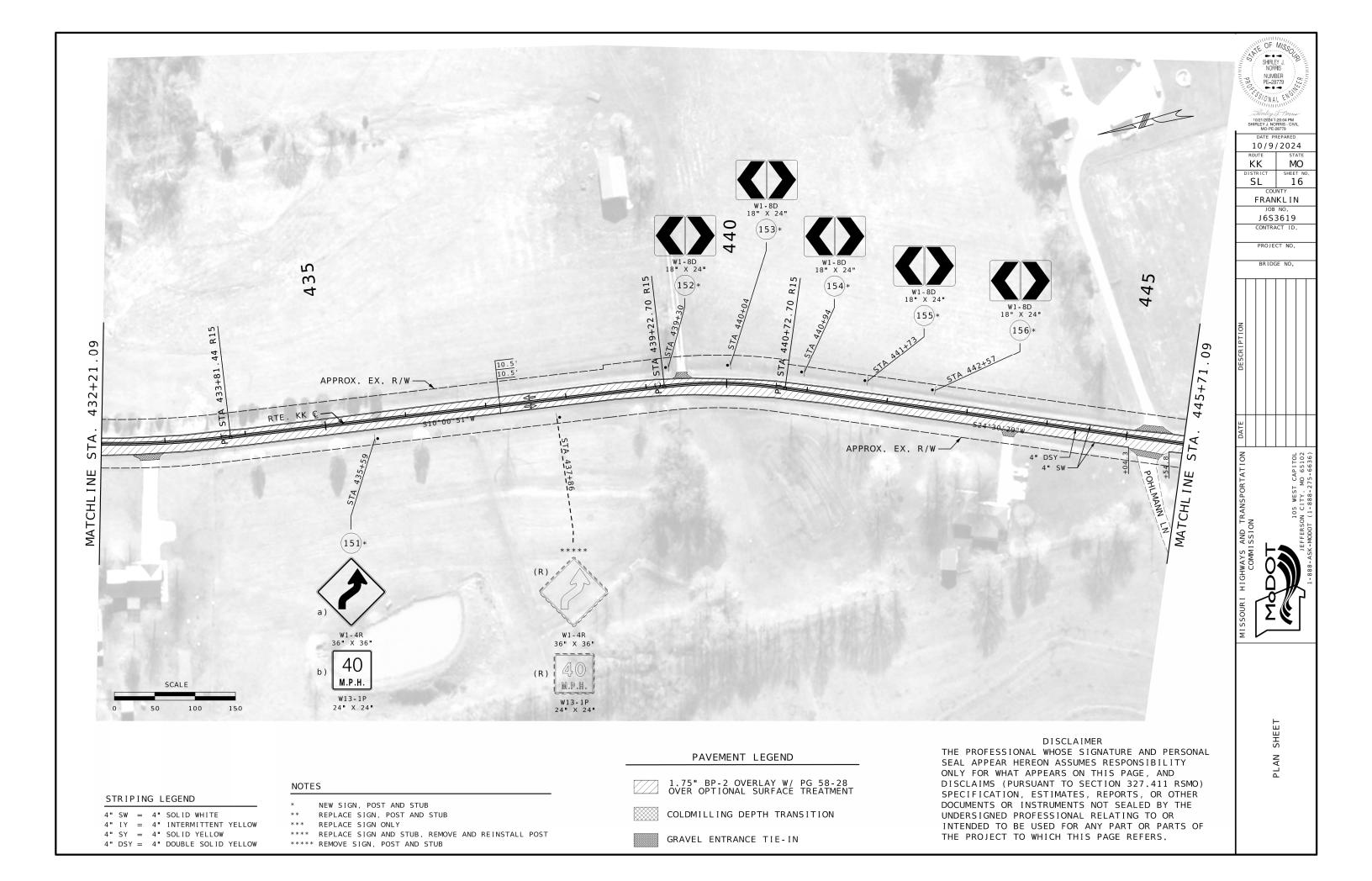












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SCALE

100

PAVEMENT LEGEND

1.75" BP-2 OVERLAY W/ PG 58-28
OVER OPTIONAL SURFACE TREATMENT



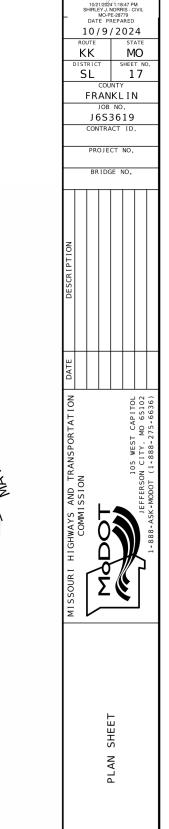
GRAVEL ENTRANCE TIE-IN

NOTES

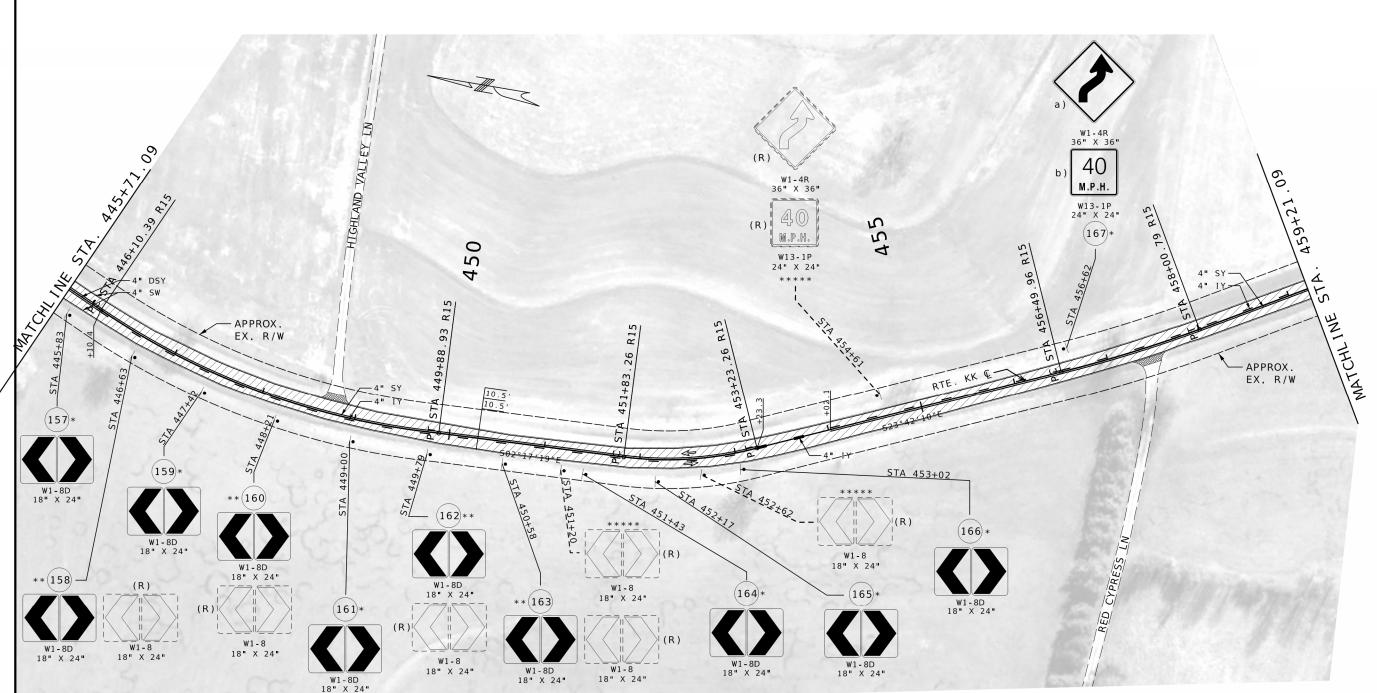
- * NEW SIGN, POST AND STUB
- ** REPLACE SIGN, POST AND STUB
- *** REPLACE SIGN ONLY
- **** REPLACE SIGN AND STUB, REMOVE AND REINSTALL POST
- ***** REMOVE SIGN, POST AND STUB

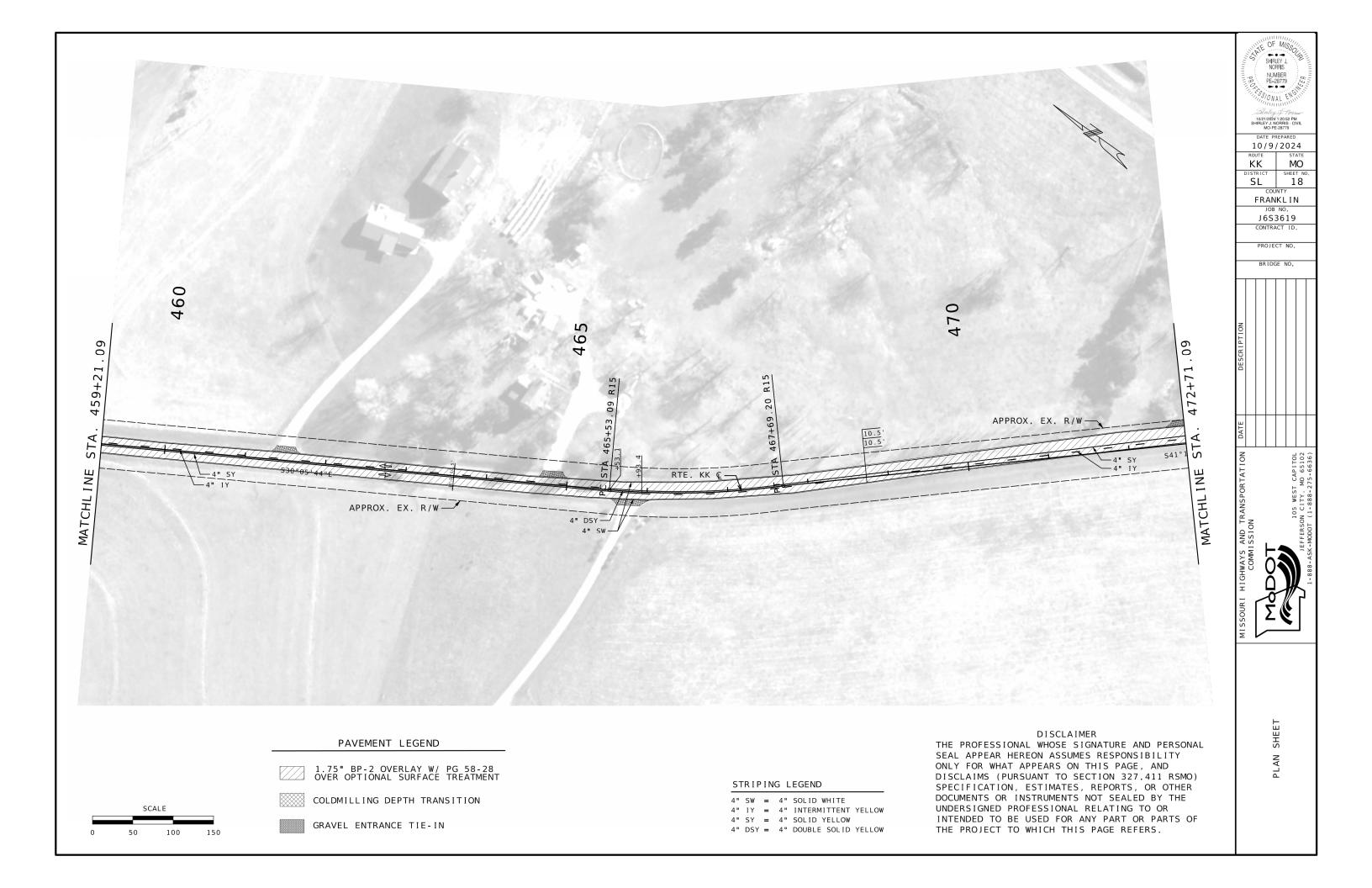
STRIPING LEGEND

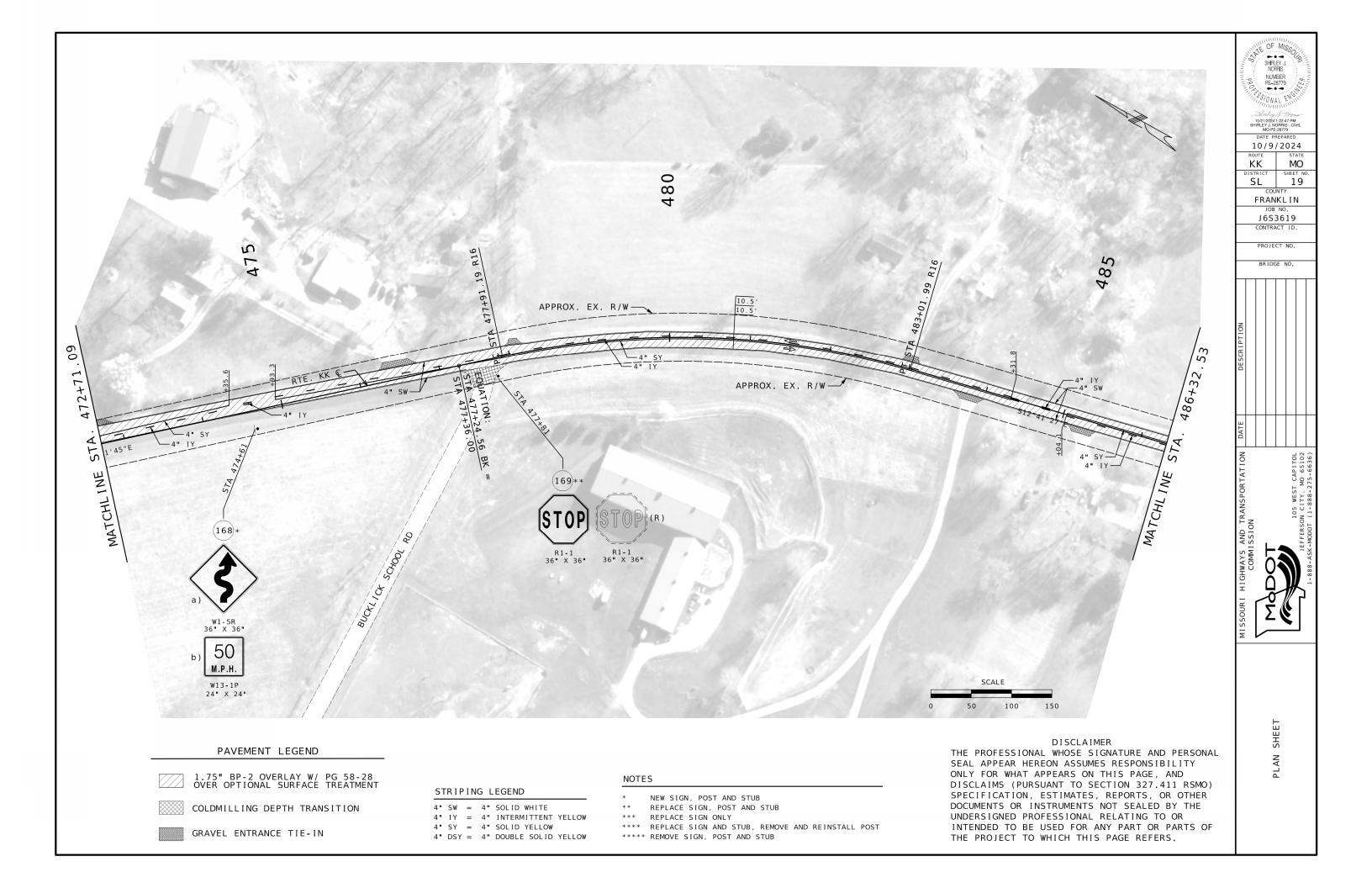
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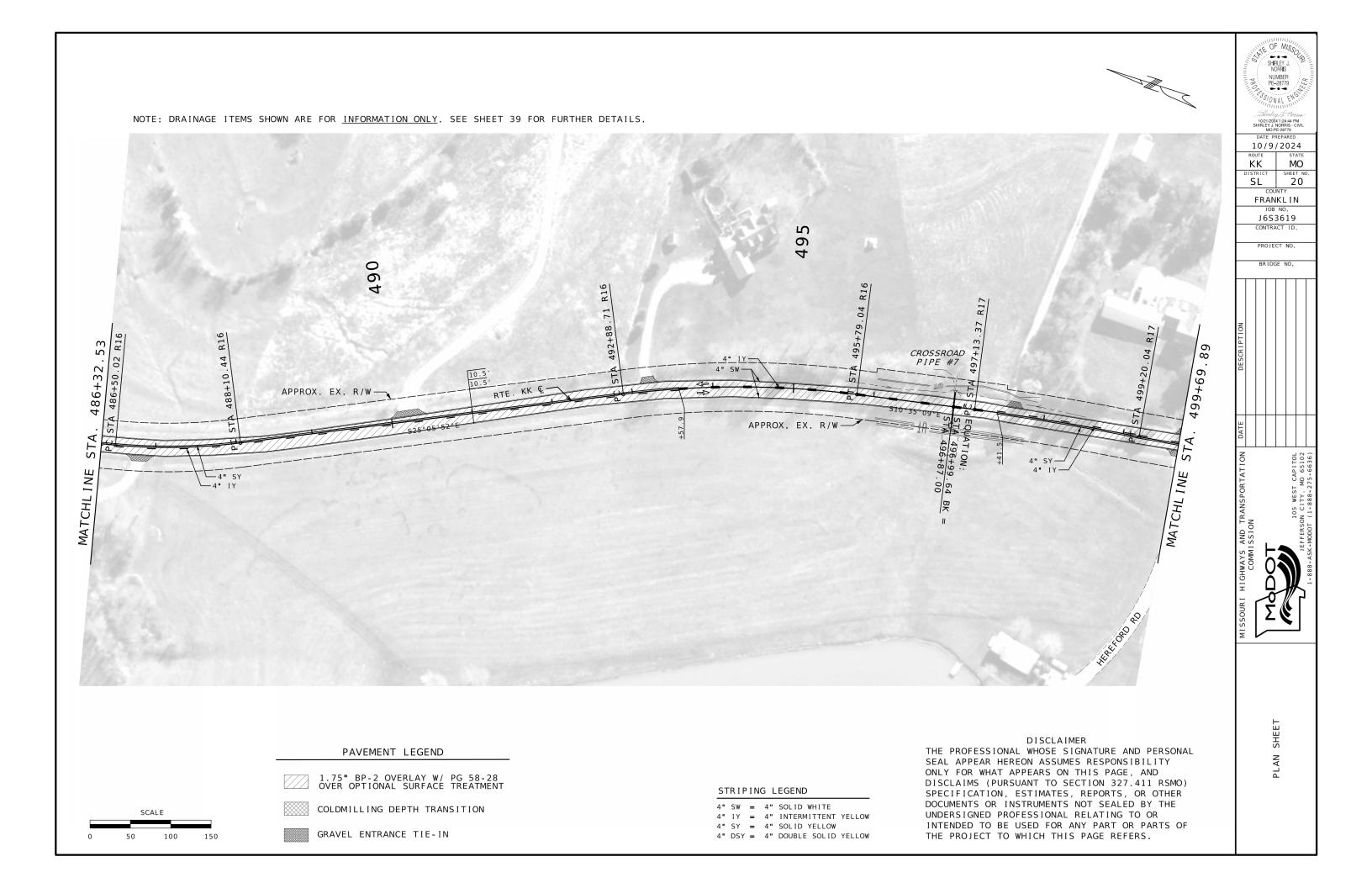


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NOTES

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- REPLACE SIGN, POST AND STUB
- REPLACE SIGN ONLY
- **** REPLACE SIGN AND STUB, REMOVE AND REINSTALL POST
- ***** REMOVE SIGN, POST AND STUB

STRIPING LEGEND

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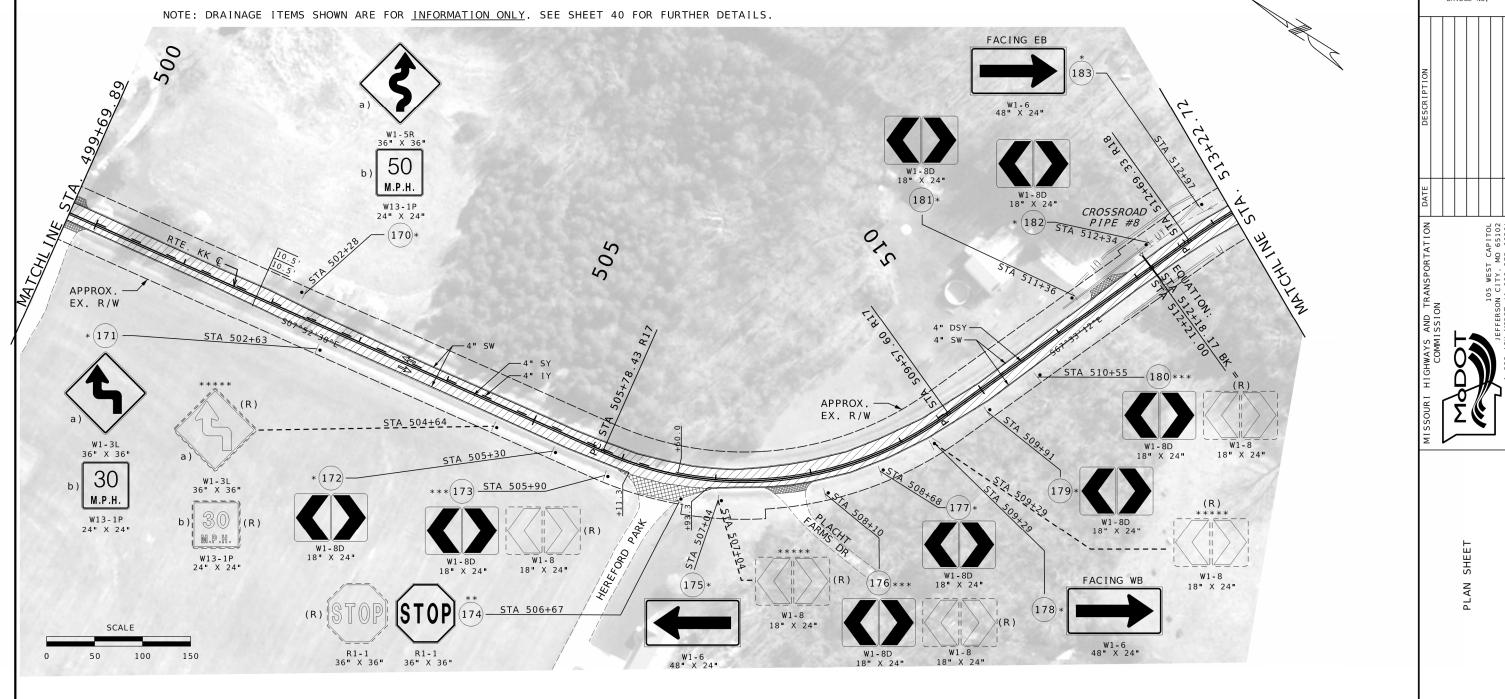
10/21/2024 1:25:40 PM SHIRLEY J. NORRIS - CIVIL MO-PE-28779 10/9/2024

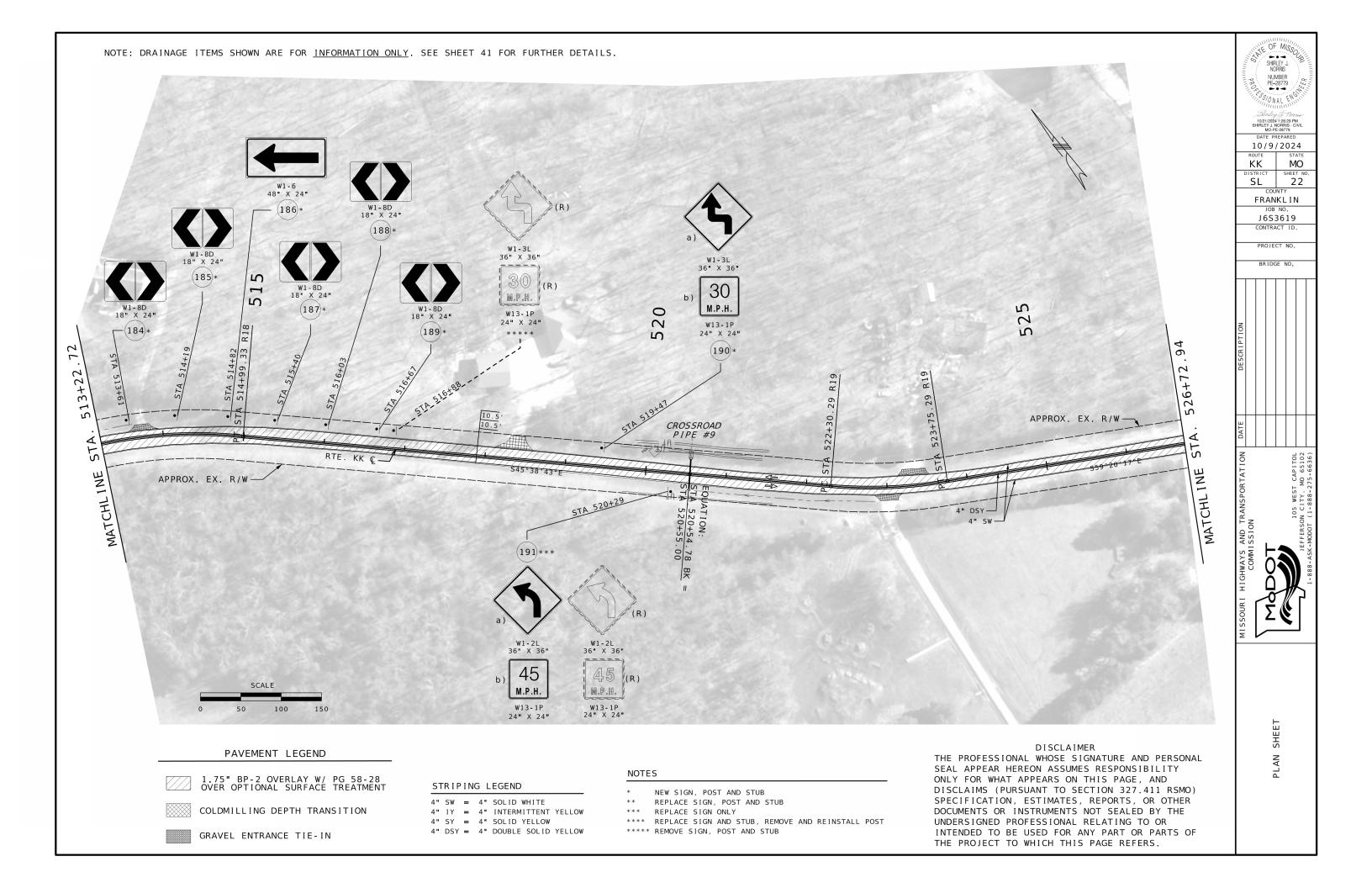
ΚK MO SL 21

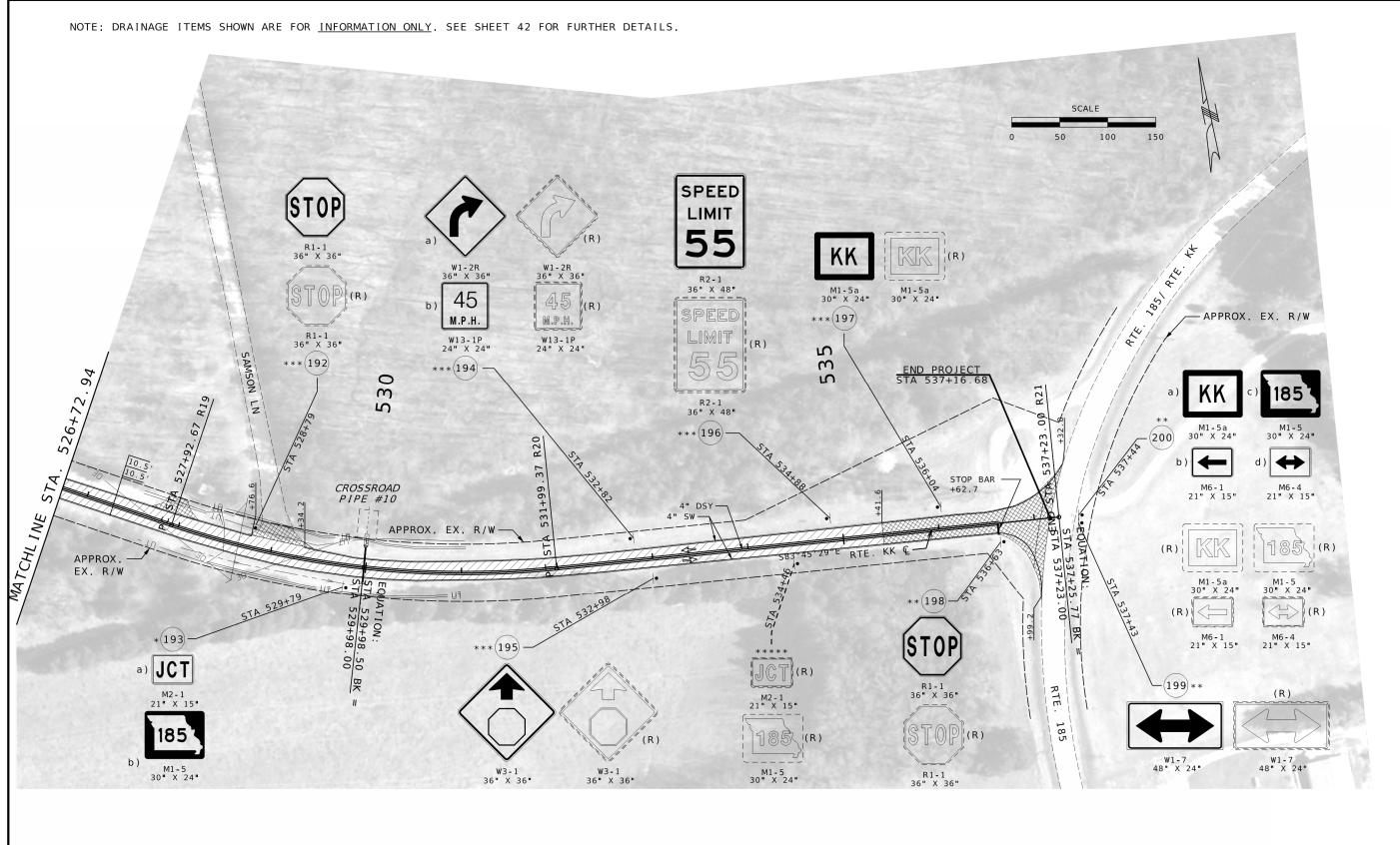
FRANKLIN

J6S3619 CONTRACT ID.

PROJECT NO.







PAVEMENT LEGEND

1.75" BP-2 OVERLAY W/ PG 58-28 OVER OPTIONAL SURFACE TREATMENT

COLDMILLING DEPTH TRANSITION

GRAVEL ENTRANCE TIE-IN

STRIPING LEGEND

4" SW = 4" SOLID WHITE

4" IY = 4" INTERMITTENT YELLOW

4" SY = 4" SOLID YELLOW

4" DSY = 4" DOUBLE SOLID YELLOW

24" WHITE STOP BAR (PREFORMED THERMOPLASTIC)

NOTES

NEW SIGN, POST AND STUB

REPLACE SIGN, POST AND STUB

REPLACE SIGN ONLY

**** REPLACE SIGN AND STUB, REMOVE AND REINSTALL POST

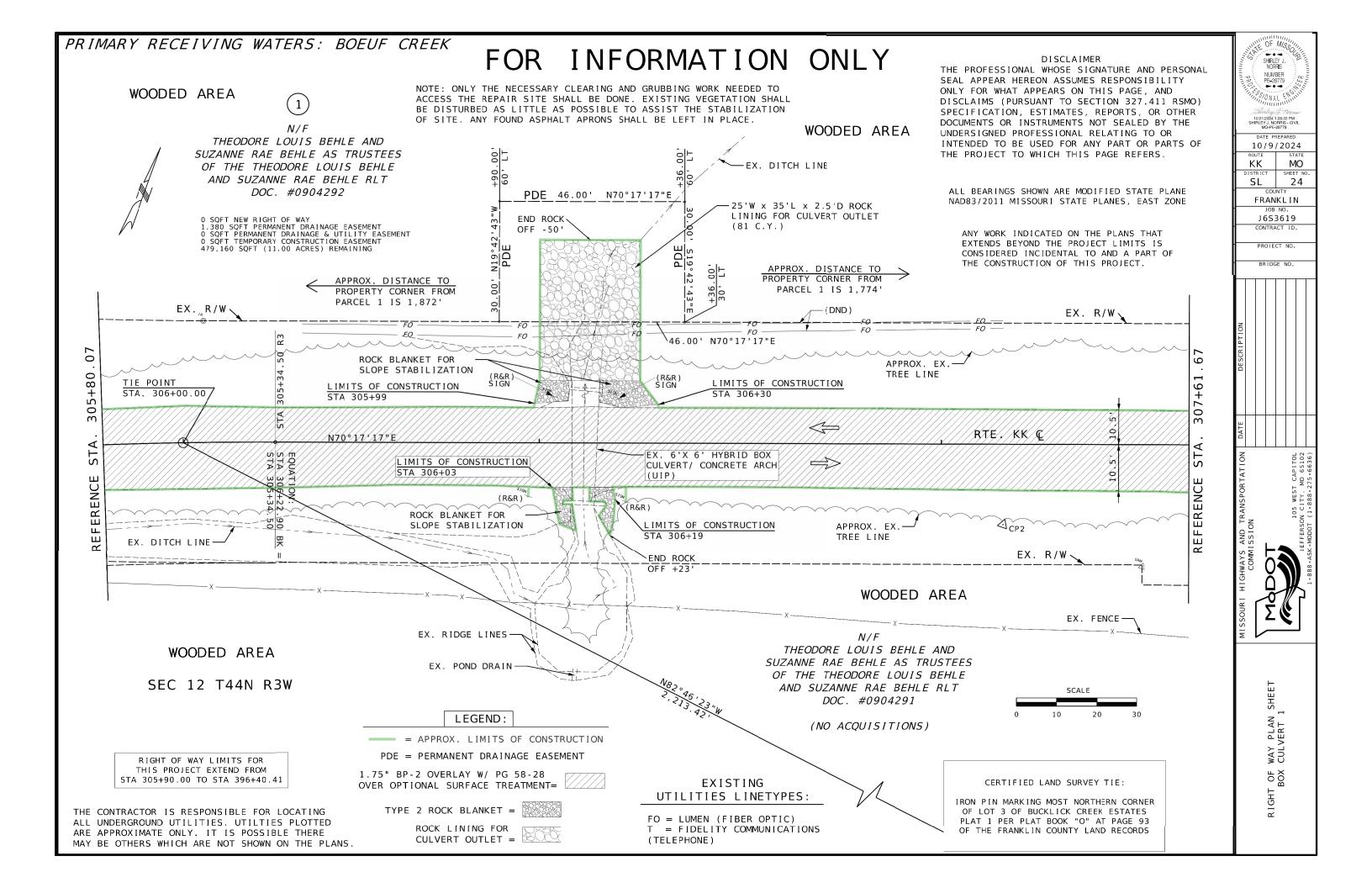
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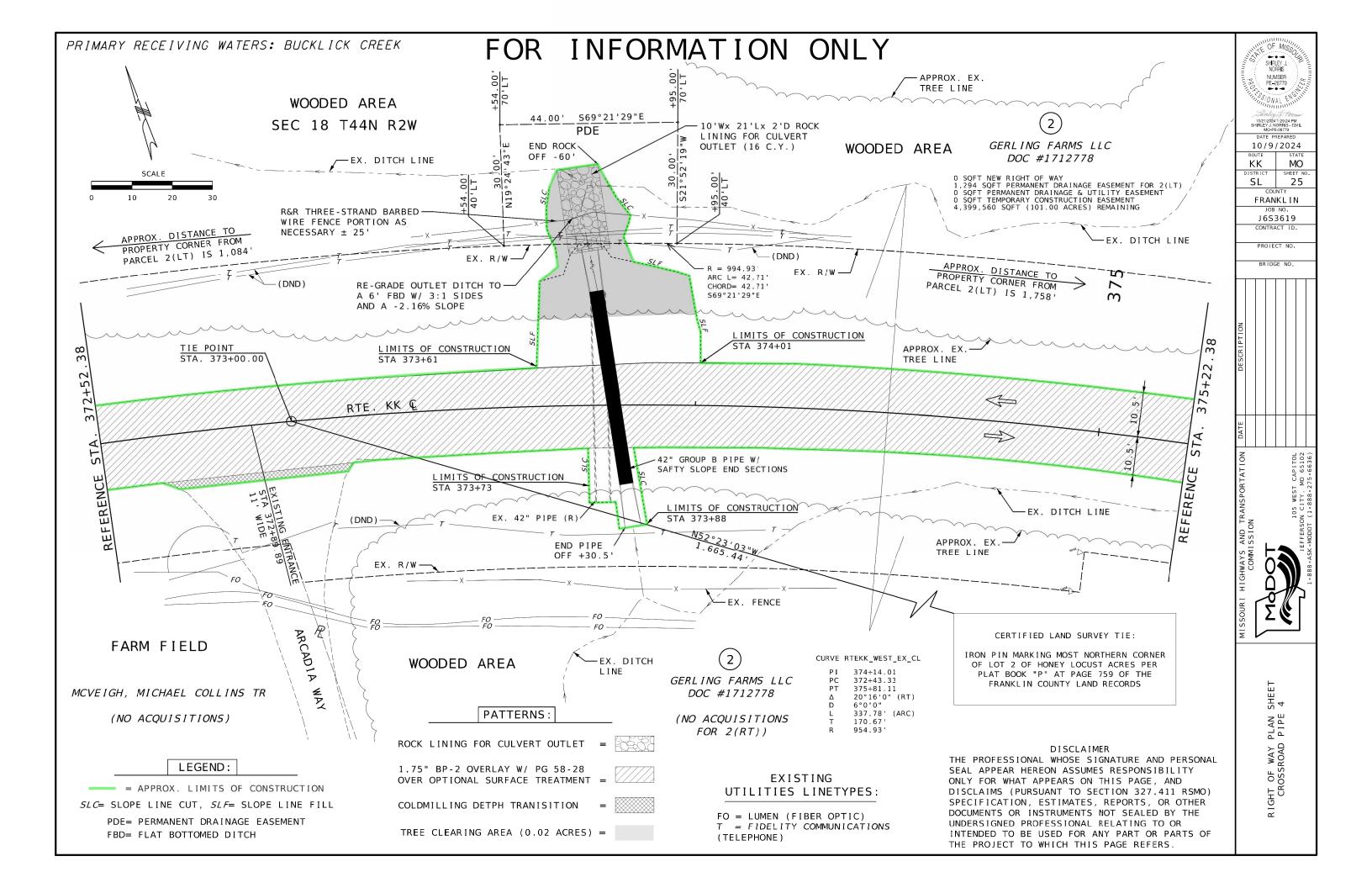
DISCLAIMER

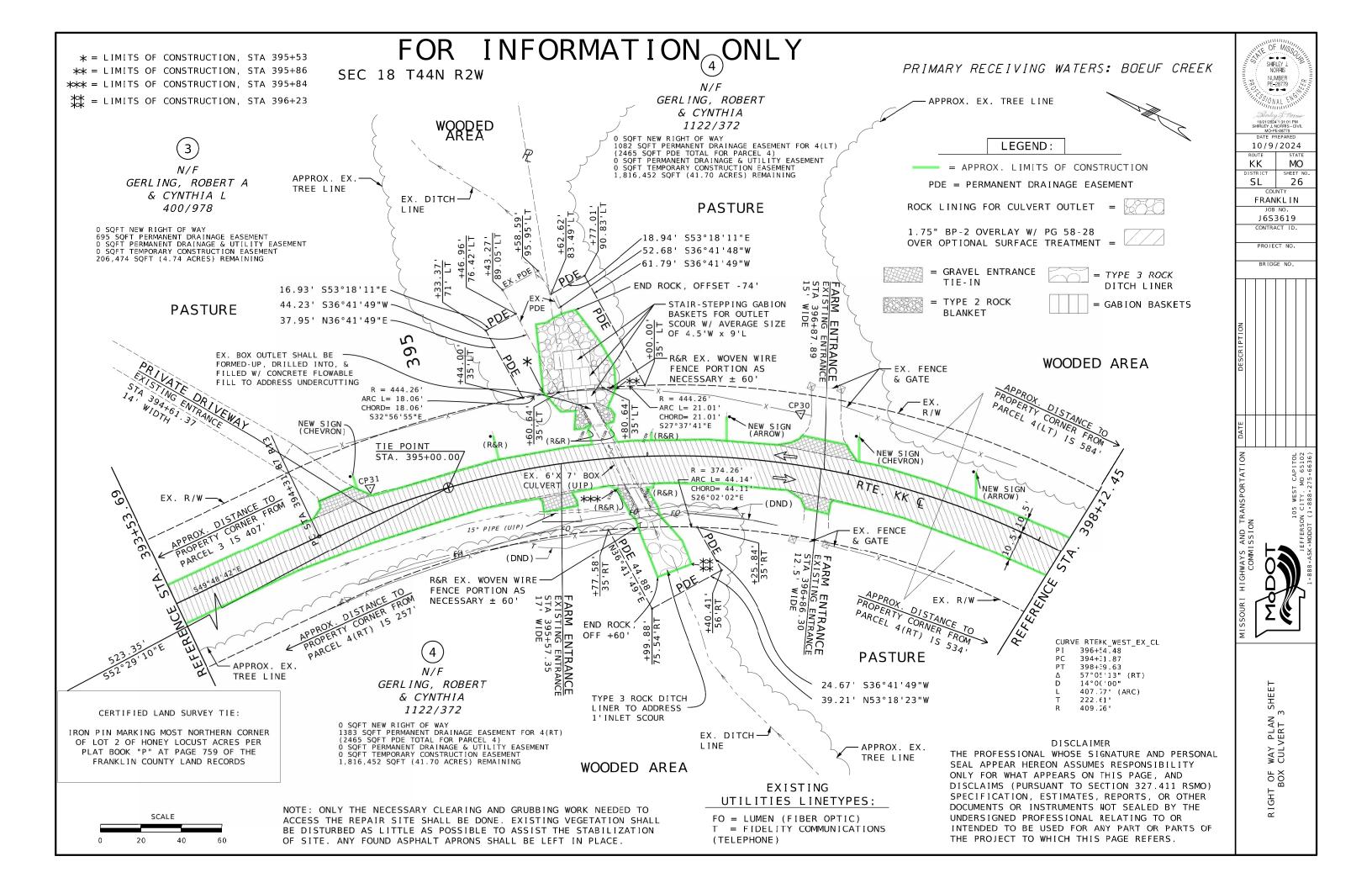
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PE-260 10/10/2024 ΚK MO SL 23 FRANKLIN J6S3619 CONTRACT ID. PROJECT NO. BRIDGE NO.

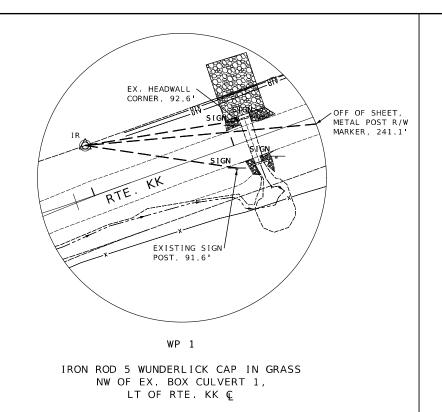
> SHEET PLAN







REFERENCE POINTS



N: 999941 8080

E: 617514 6070 ELEV = 513.8100

EX SIGN POST, 40 0' RTE. KK EX. HEADWALL CORNER, 125.7' METAL POST R/W MARKER, 75 0' WP 2

STEEL RIGHT OF WAY MARKER IN GRASS

NW OF EX. BOX CULVERT 2,

LT OF RTE. KK Q

N: 1000409 8630

E: 619107.9710

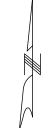
ELEV = 503.0750'

10/9/2024 OFF OF SHEET, METAL POST R/W KK MARKER, 214.6 SL OFF OF SHEET, IRON PIN, 327. IRON PIN LAND LINE, 106.8 WP 3

IRON ROD 5 RLS 1352 IN GRASS NW OF EX. CROSSROAD PIPE 3, LT OF RTE. KK Q

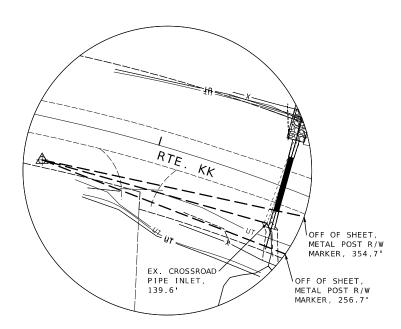
> N: 999639 9050 E: 619822.6080 ELEV = 518.8560'

REFERENCE POINTS NOT TO SCALE



60D SPIKE ORANGE RIBBON IN GRASS SW OF RTE.KK AT ARCADIA WAY CROSSING, RT OF RTE. KK @

> N: 997215 9600 E: 622647 4920 ELEV = 511.5270'



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POINTS OF 2 REFERENCE SHEET 1

SHIRLEY J. NORRIS NUMBER PE-28779

MO

27

FRANKLIN

J6S3619 CONTRACT ID.

PROJECT NO.

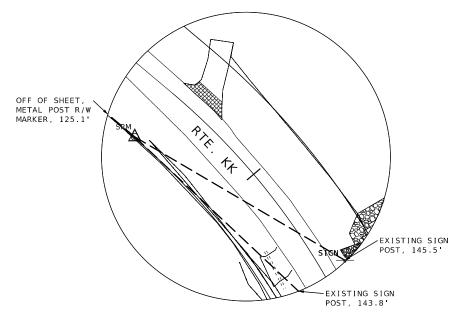
BRIDGE NO.

NOTE: COORDINATES LISTED ARE MODIFIED STATE PLANE

REFERENCE POINTS

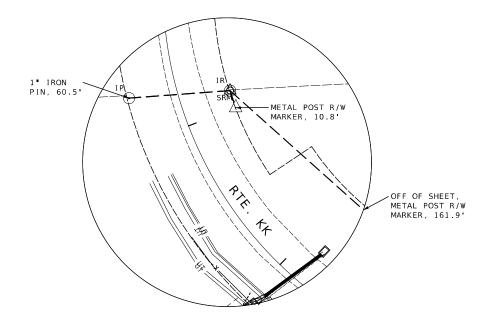


REFERENCE POINTS NOT TO SCALE



STEEL RIGHT OF WAY MARKER IN GRASS NW OF EX. BOX CULVERT 3, RT OF RTE. KK Q

> N: 995911.8520 E: 624380 7080 ELEV = 518.8280'



WP 6

#4 IRON ROD IN DITCH NW OF EX. CROSSROAD PIPE 5, LT OF RTE. KK Q

> N: 995237.0820 E: 624552.0170 ELEV = 526.1380'

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SHIRLEY J. NORRIS NUMBER PE-28779

10/9/2024

KK MO SL 28

> FRANKLIN J6S3619

CONTRACT ID.

PROJECT NO. BRIDGE NO.

POINTS OF 2 REFERENCE SHEET 2 ALL PROJECT COORDINATES HAVE BEEN PROJECTED FROM THE MISSOURI STATE PLANE COORDINATE (SPC) SYSTEM OF 1983 USING AN AVERAGE PROJECT PROJECTION (GRID TO GROUND) FACTOR. TO GET BACK TO STATE PLANE COORDINATES MULTIPY THE PROJECT COORDINATES BY THE AVERAGE GRID FACTOR AS SHOWN IN THE "REFERENCE CONTROL INFORMATION" PORTION OF THIS TABLE.

PROJECT COORDIN	ATE INFOR	MATION	
COORDINATE SYSTEM	MODIFIED S	TATE PLANE (GROUND)	
HORIZONTAL DATUM	NAD 83 (2011) EPOCH 2010.0		
VERTICAL DATUM	NAVD 1988; GNSS DERIVED		
GEOID MODEL	GEOID 18 (CONUS)		
ELEVATIONS	GNSS		
DETERMINED BY	GNSS		
PROJECT PROJECTION	FACTOR	1.0000649	

PROJECT PROJECTI	ON	FACTOR	1.0000649	1			
REFERENCE CON	RMATION						
COORDINATE SYSTEM		MISSOURI	COORDINATE	SYSTEM	OF	1983	
CONTROL STATION		MISSOURI	CORS				
DESIGNATION	МО	DOT DRAKE	CORS ARP				
CORS_ID	МО	MODR					
PID	DL	DL6300					
LATITUDE	38	@ 27	416" N				
LONGITUDE	09	1 ŵ 27 54 9	4360" W				
NORTHING (M)	29	2222.7240					
EASTING (M)	16	5758.7360					
ZONE	EΑ	ST					

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

PROJECT AVERAGE GRID FACTOR 0.99993510

EXAMPLE: CONTROL POINT # 1

 $N 999835.528 \times 0.9999351 = N 999770.6387$ $E 617321.295 \times 0.9999351 = E 617281.2308$

LINEAR UNIT CONVERSION

1 METER = 3.280833333 US SURVEY FEET (USFT)

COORDINATE POINT LISTING									
				MODIFIE	D STATE PLANE (GPK		
SHEET	STATION	LOCATION	OFFSET	NORTHING	EASTING	ELEVATION	DESCRIPTION	POINT	
NO.			(USFT)	(US SURVEY FT)	(US SURVEY FT)	(US SURVEY FT)		ID	
PROJECT	PROJECT CONTROL POINTS								
6	303+89.33	CL RTE. KK	19.27' LT	999835.5280'	617321.2950'	528.6820'	COORDINATE POINT 1	CP 1	
6	307+15.36	CL RTE. KK	19.27' RT	999961.9060'	617718.6630'	509.6240'	COORDINATE POINT 2	CP2	
7	320+93.05	CL RTE. KK	19.27' LT	1000375.8990'	619014.9730'	514.9230'	COORDINATE POINT 20	CP20	
7	323+95.75	CL RTE. KK	11.46' LT	1000322.6660'	619314.6330'	511.5460'	COORDINATE POINT 21	CP21	
7	322+93.15	CL RTE. KK	64.24' LT	1000416.9680	619231 6510	507.6560'	COORDINATE POINT 22	CP22	
13	396+72.38	CL RTE. KK	25.34 LT	995745.8060'	624556.8930'	503.0830'	COORDINATE POINT 30	CP30	
13	394+64.07	CL RTE. KK	12.10 LT	995924.5200'	624435.7870'	514.4340'	COORDINATE POINT 31	CP31	
AL I GNME	ENTS								
4	270+34.50	CL RTE. KK	-	998185.0236'	614702.3017'	-	BEGIN RTE. KK CL	-	
4	270+56.41	CL RTE. KK	-	998184.9352'	614724.2108'	-	BEGIN PROJECT LIMIT	-	
6	306+11.16	CL RTE. KK	-	999945.5024'	617613.8625'	-	RTE. KK CL AT EX. BOX CULVERT #1	-	
7	314+02.60	CL RTE. KK	-	1000104.1010'	618385.0363	-	RTE. KK CL AT EX. CROSSROAD PIPE #1	-	
7	323+18.28	CL RTE. KK	-	1000347.4711	619239.1188	-	RTE. KK CL AT EX. BOX CULVERT #2	-	
8	326+32.62	CL RTE. KK	-	1000128.9402	619442.6887	-	RTE. KK CL AT EX. CROSSROAD PIPE #2	-	
8	333+00.21	CL RTE. KK	-	999603.8815'	619821.2013	-	RTE. KK CL AT EX. CROSSROAD PIPE #3	-	
10	361+20.33	CL RTE. KK	-	997638.9567'	621617.0656'	-	BEGIN BRIDGE EXCEPTION	-	
10	364+17.37	CL RTE. KK	-	997519.3369'	621888 9439	-	END BRIDGE EXCEPTION	-	
11	373+76.41	CL RTE. KK	-	997200.5865'	622789.7669'	-	RTE. KK CL AT EX. CROSSROAD PIPE #4	-	
13	395+85.50	CL RTE. KK	-	995819.0405	624499.7535	-	RTE. KK CL AT EX. BOX CULVERT #3	-	
13	403+10.92	CL RTE. KK	-	995125.7800'	624589.8406'	-	RTE. KK CL AT EX. CROSSROAD PIPE #5	=	
14	417+15.00	CL RTE. KK	-	995197.0928'	625917 1187	-	RTE. KK CL AT EX. CROSSROAD PIPE #6 (STA EQ)	=	
20	496+87.00	CL RTE. KK	-	987996.1940'	627672.5803'	-	RTE. KK CL AT EX. CROSSROAD PIPE #7 (STA EQ)	=	
21	512+21.00	CL RTE. KK	-	986729.5831'	628262.4108'	-	RTE. KK CL AT EX. CROSSROAD PIPE #8 (STA EQ)		
22	520+55.00	CL RTE. KK	-	986195.2822'	628893.7985'	-	RTE. KK CL AT EX. CROSSROAD PIPE #9 (STA EQ)	-	
23	529+98.00	CL RTE. KK	-	985687.4672	629680.4326'	-	RTE. KK CL AT EX. CROSSROAD PIPE #10 (STA EQ)	-	
23	537+16.68	CL RTE. KK	-	985588.4720'	630391.0626'	-	END PROJECT LIMIT	-	
23	537+23.00	CL RTE. KK	-	985587 . 4834 '	619239.1188'	-	END RTE. KK CL (STA EQ)	-	

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NUMBER PE-28779 10/9/2024 KK MO

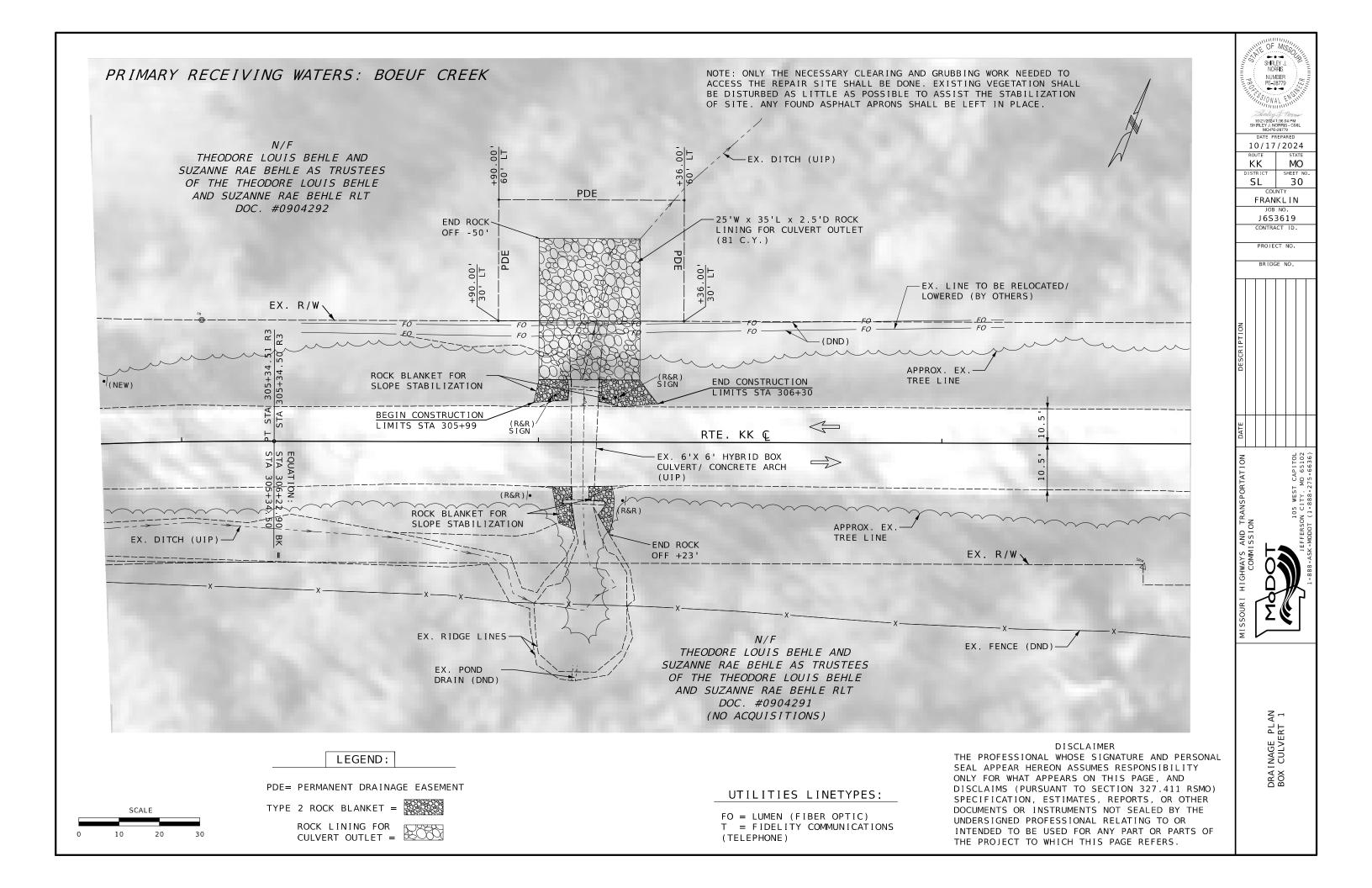
SL 29 FRANKLIN J6S3619

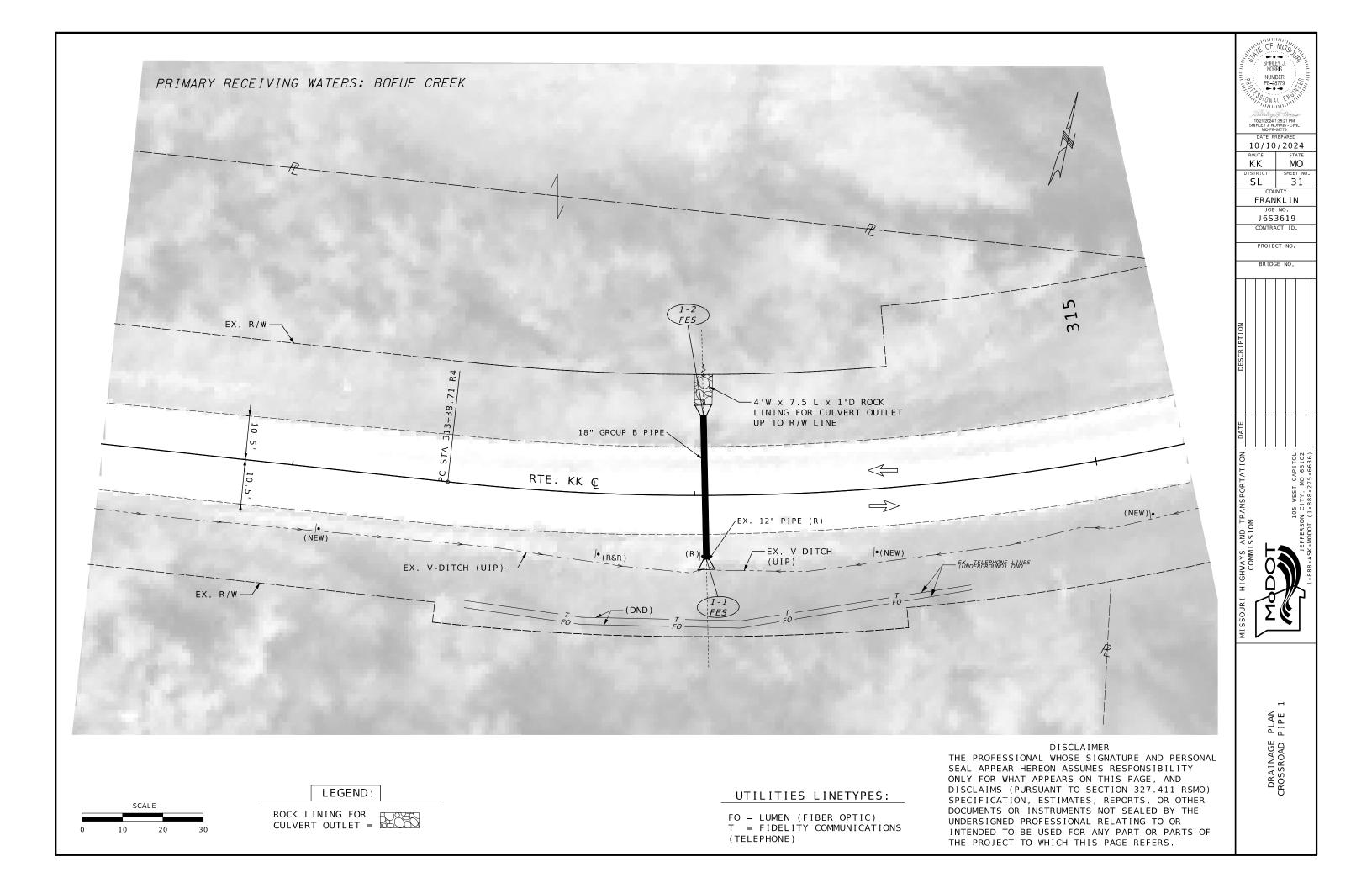
CONTRACT ID.

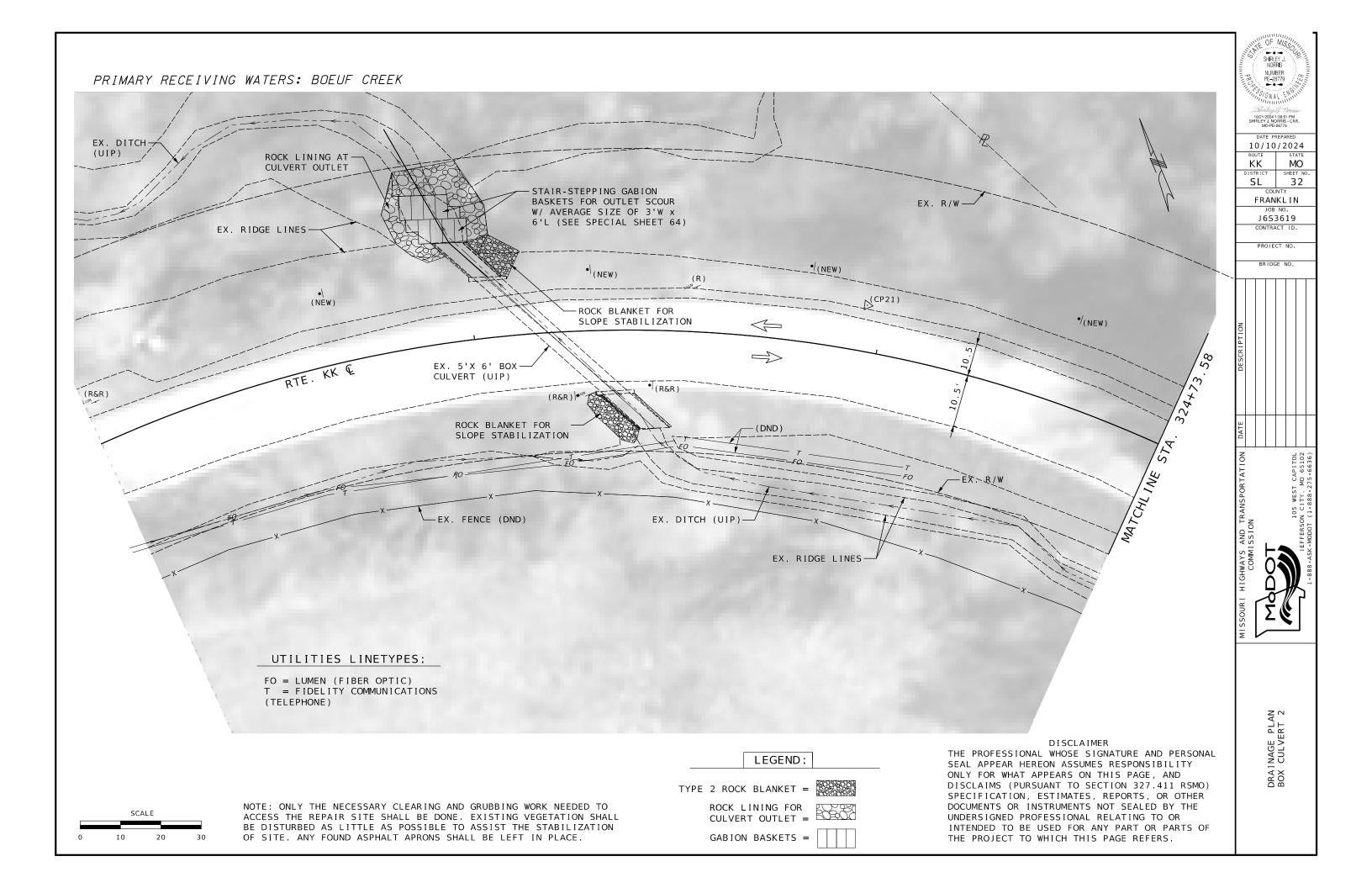
PROJECT NO.

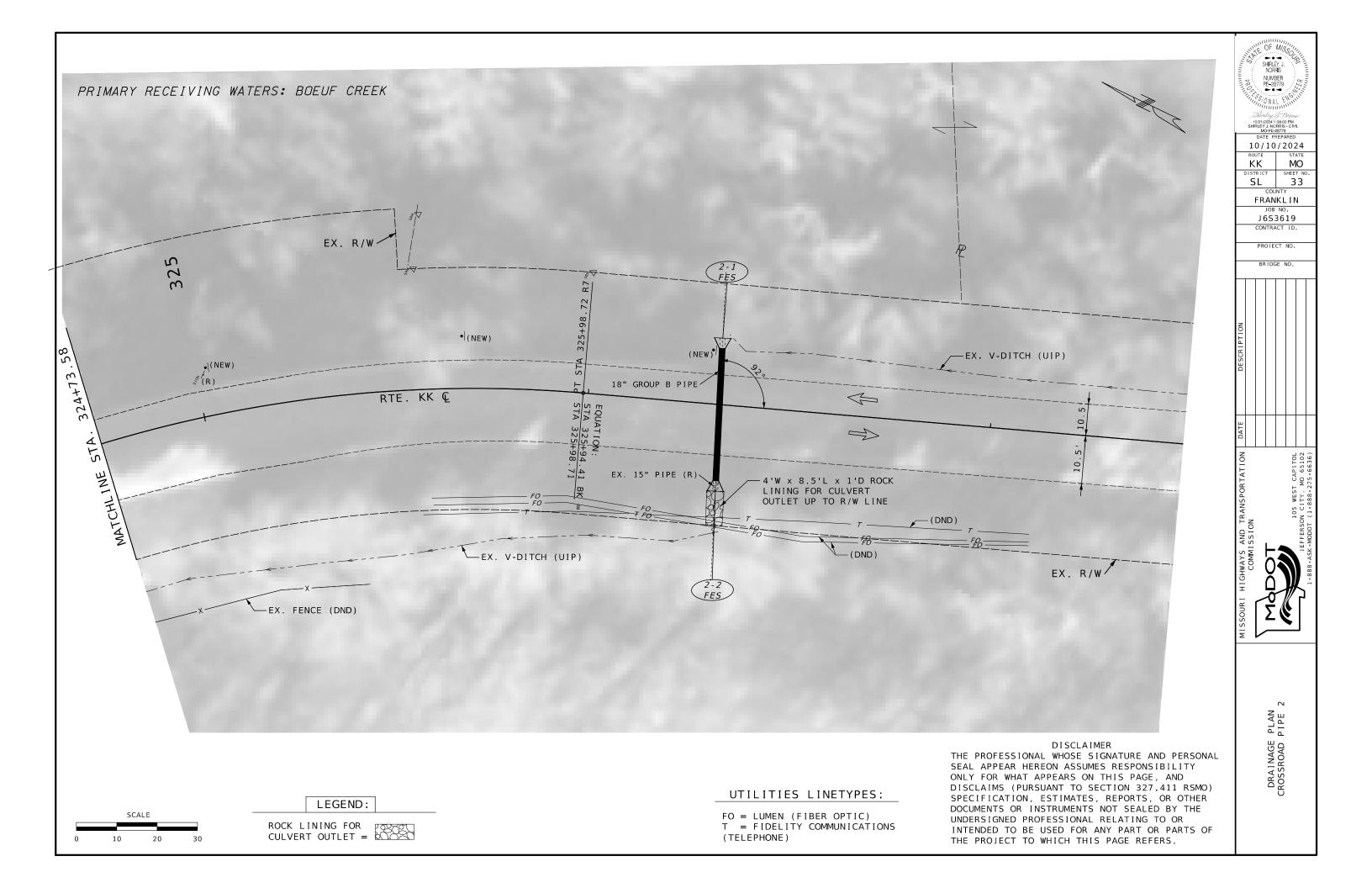
BRIDGE NO.

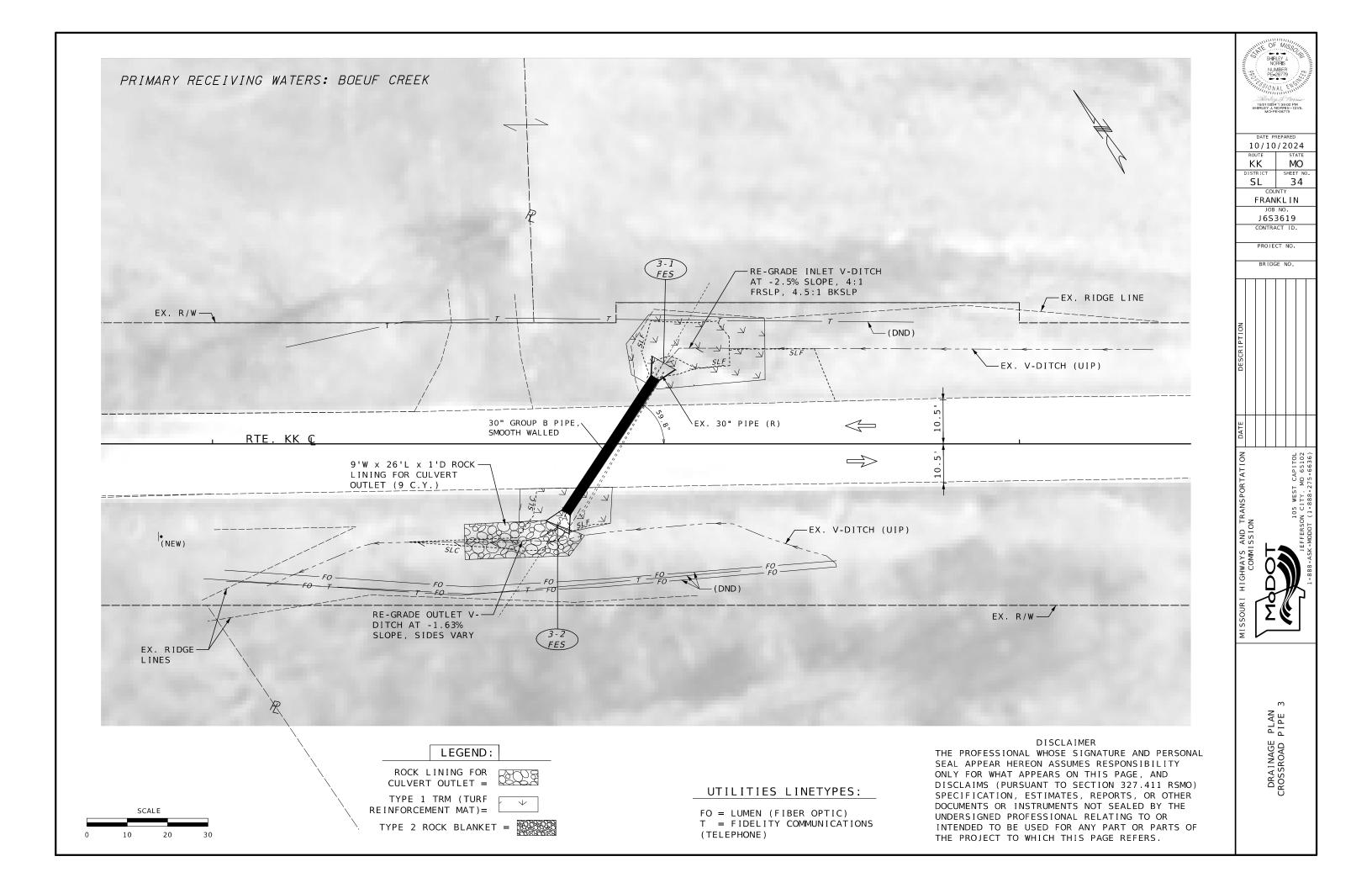
SHEET POINTS

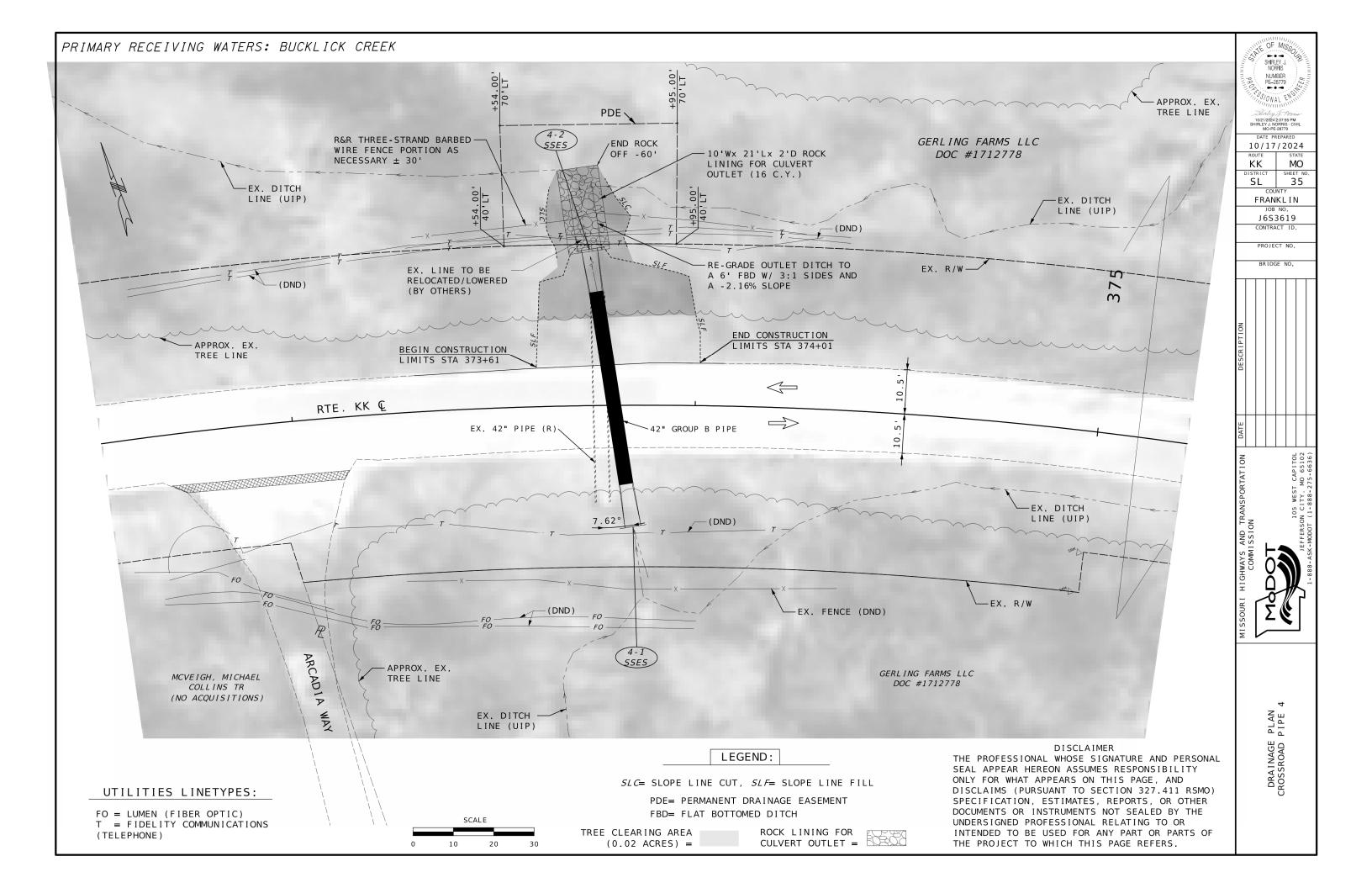


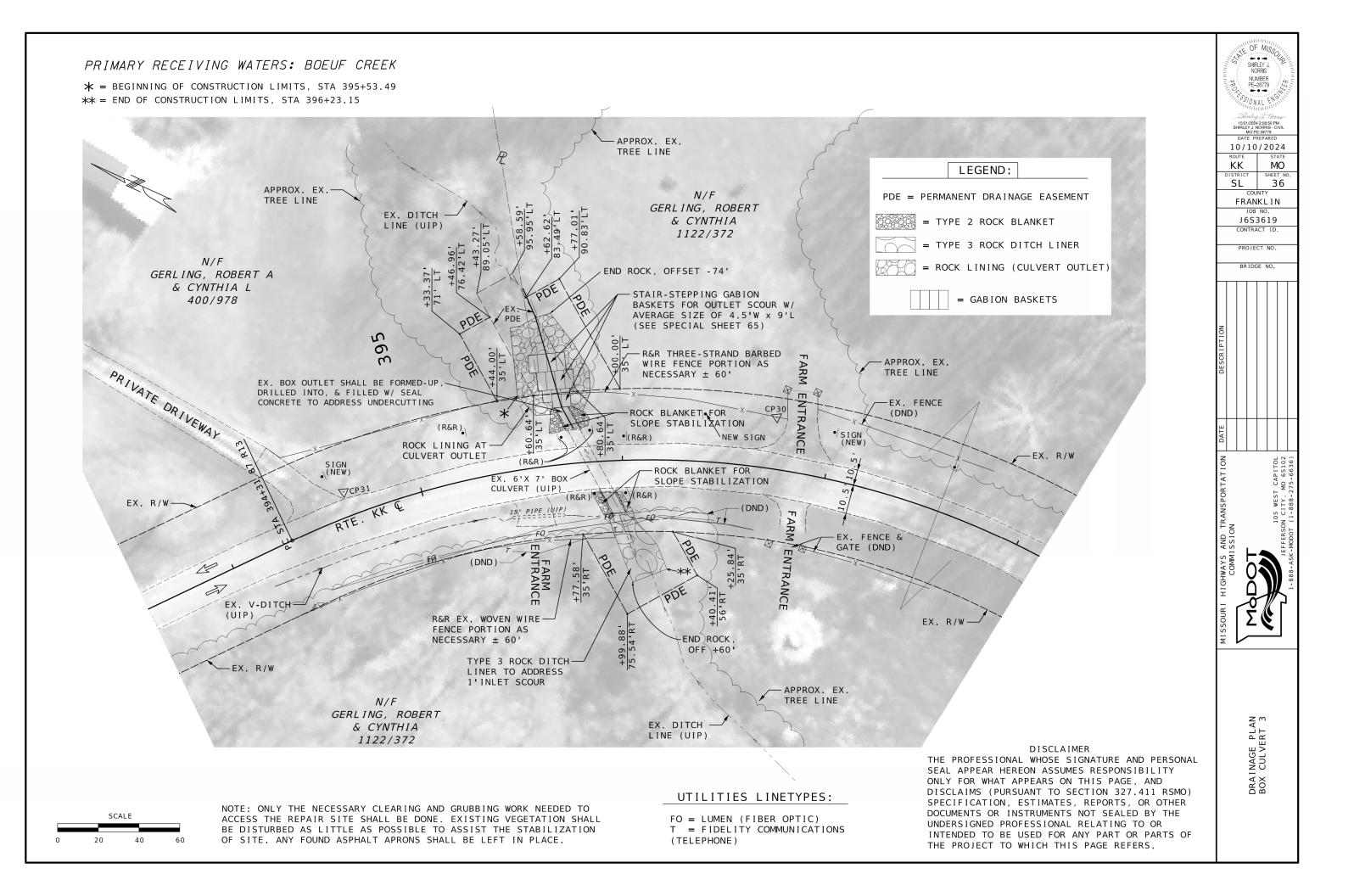


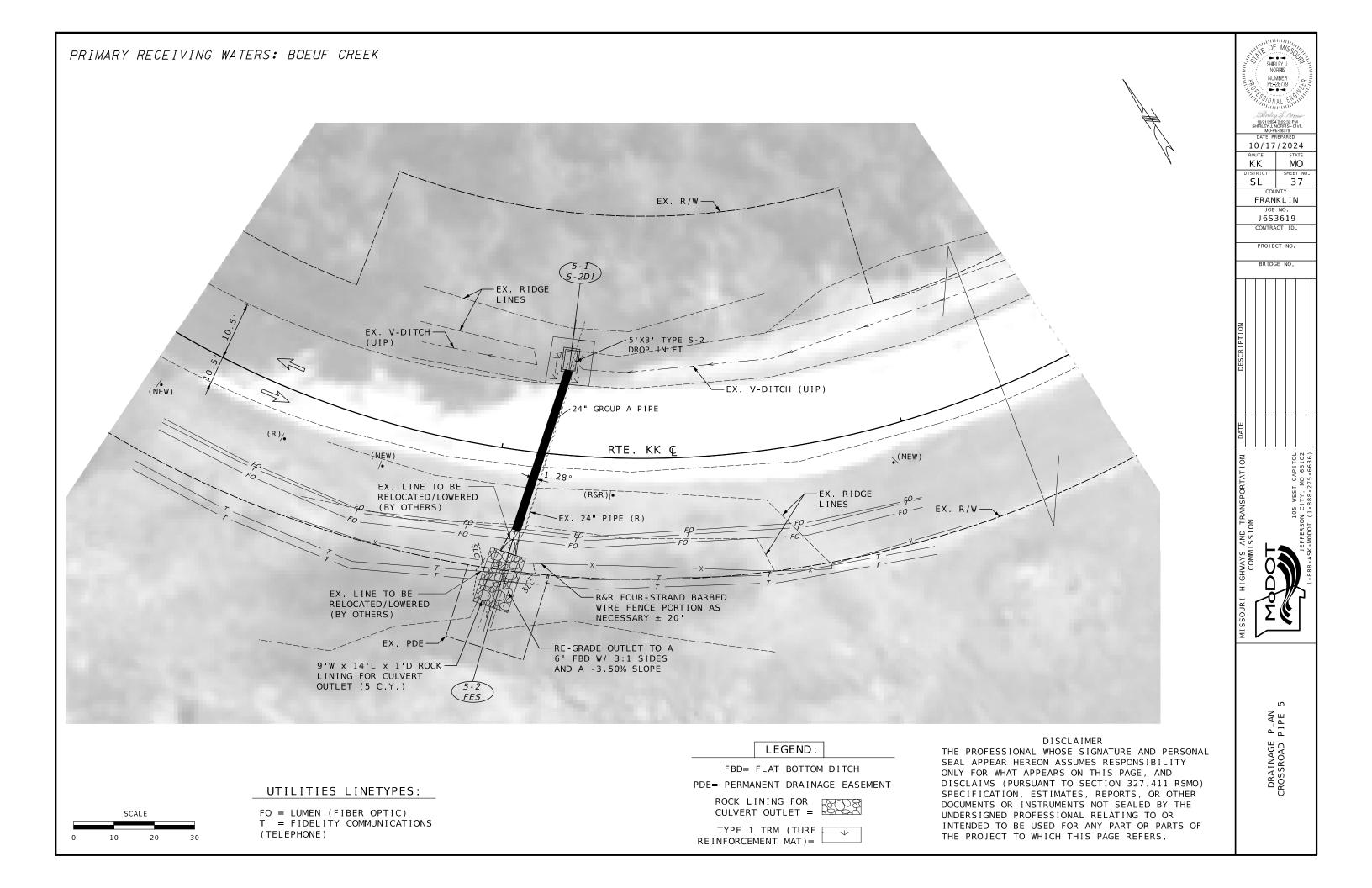


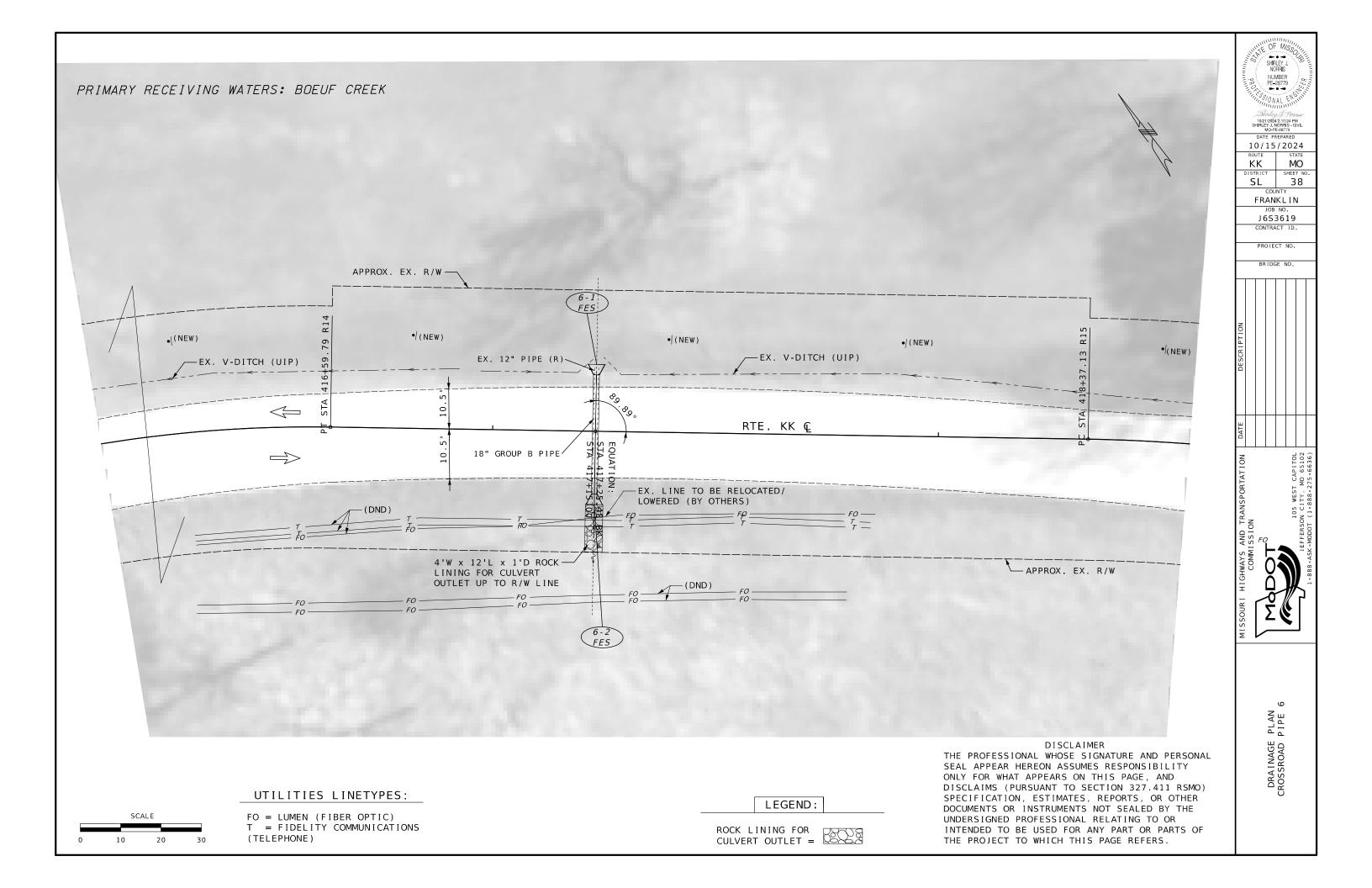


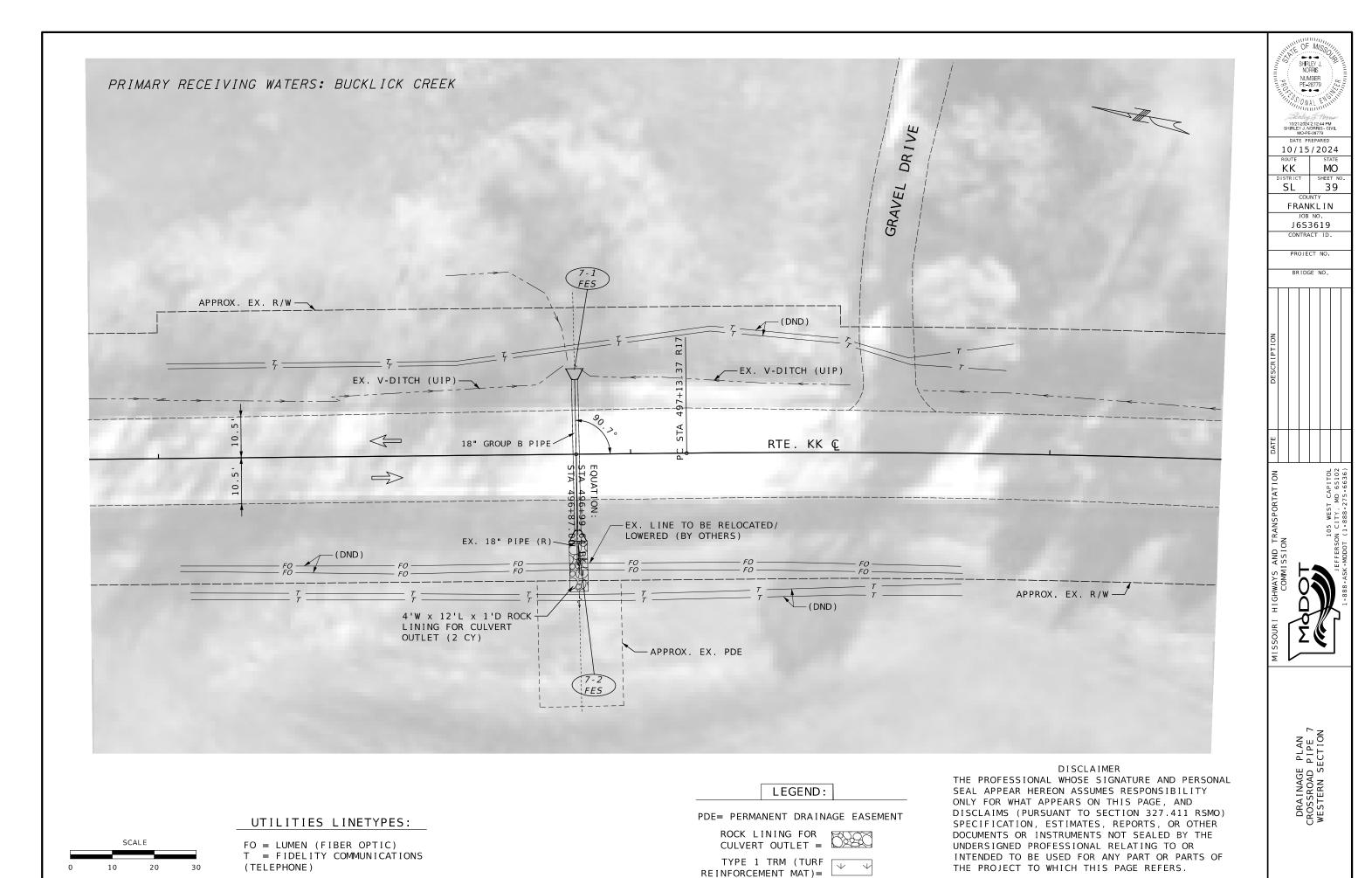


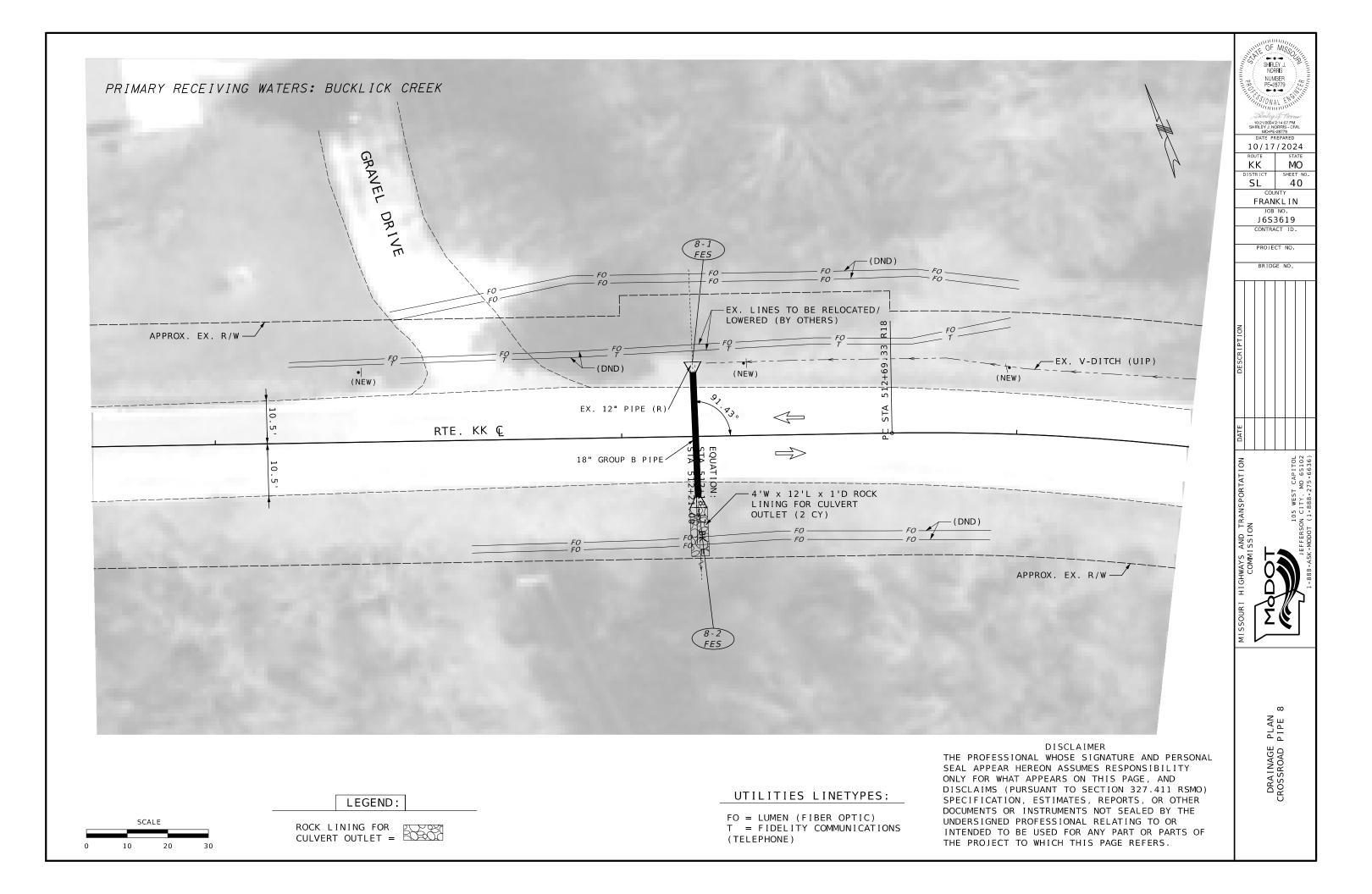


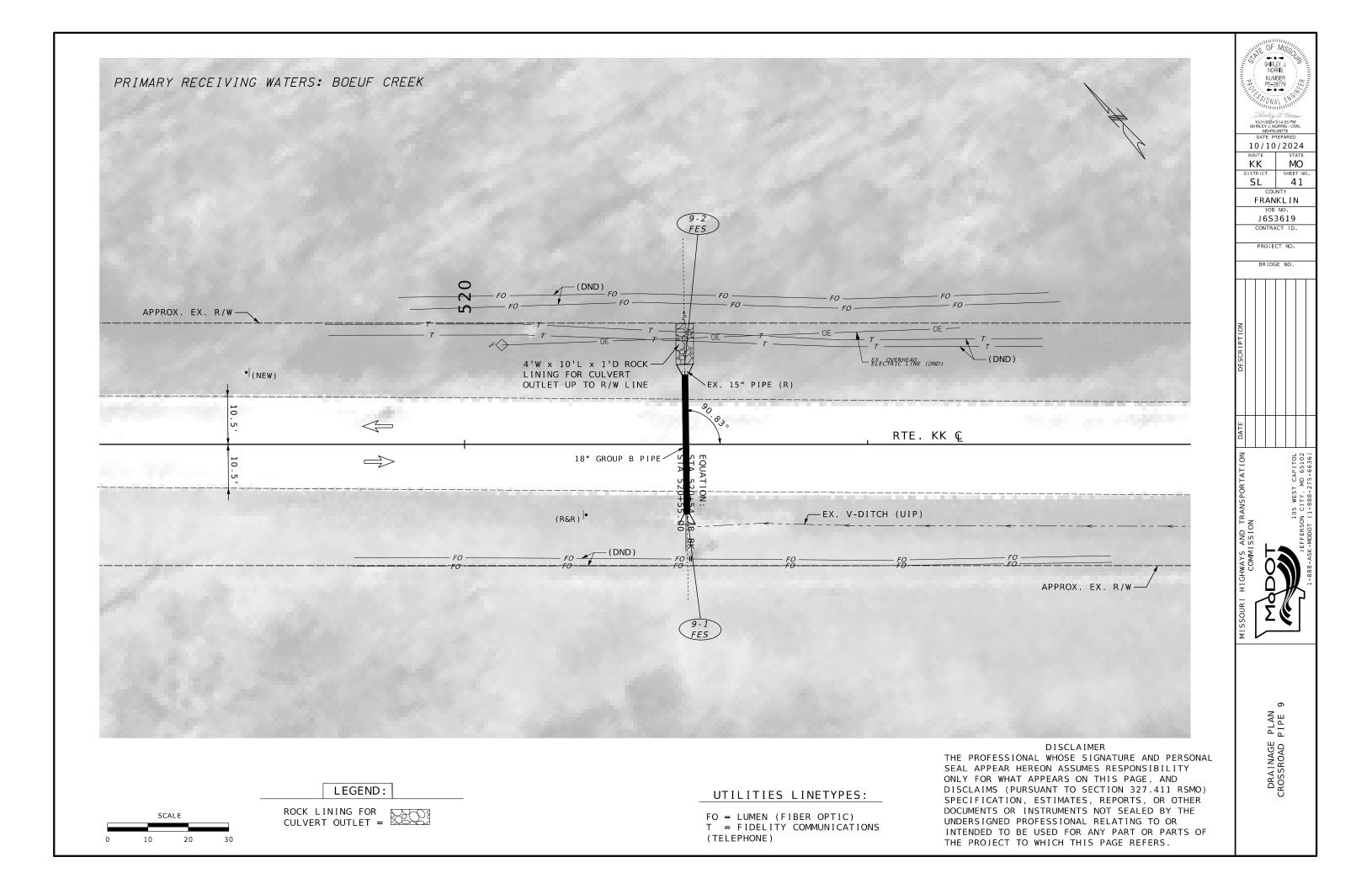


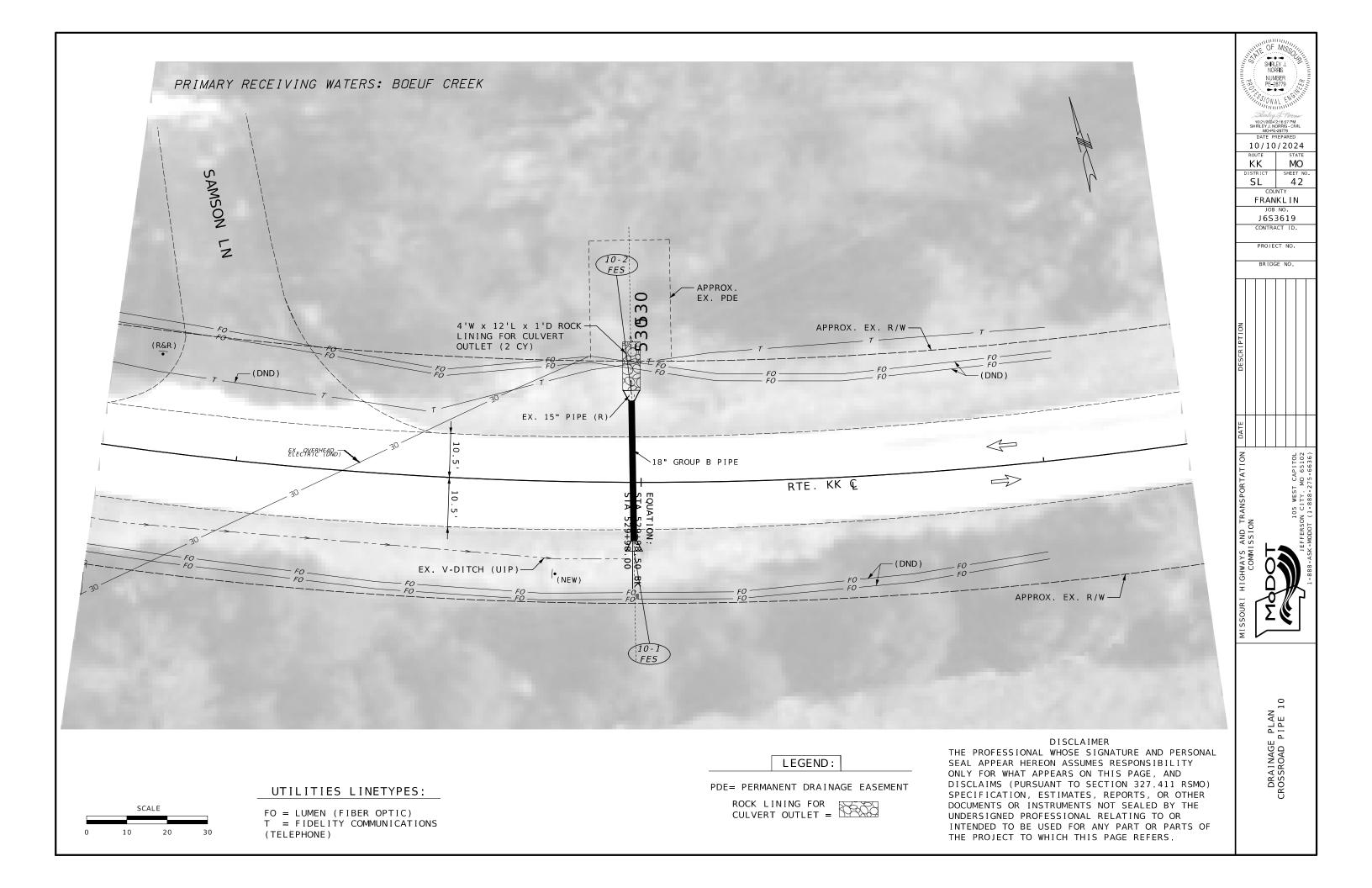












NOTE: GABION BASKET DIMENSIONS SHOWN REFLECT COMMON MANUFACTURER SIZES, EQUIVALENT VOLUME COMBINATIONS OF BASKETS MAY BE USED BASED ON FIELD CONDITIONS.

BOX 2 OUTLET APPROX EX R/W EX. BOX CULVERT 5'X6' (UIP) 2 TIERS OF ·3'W X 6'L X 3'D 3'W X 6'L X 1'D GABION BASKETS GABION BASKETS -TAPER TO NATURAL STREAMBED UP TO R/W EXISTING GROUND **EROSION CONTROL-**2' THICK ROCK LINING-AT CULVERT OUTLET GEOTEXTILE

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____ = CLASS 4 EXCAVATION

NOT TO SCALE

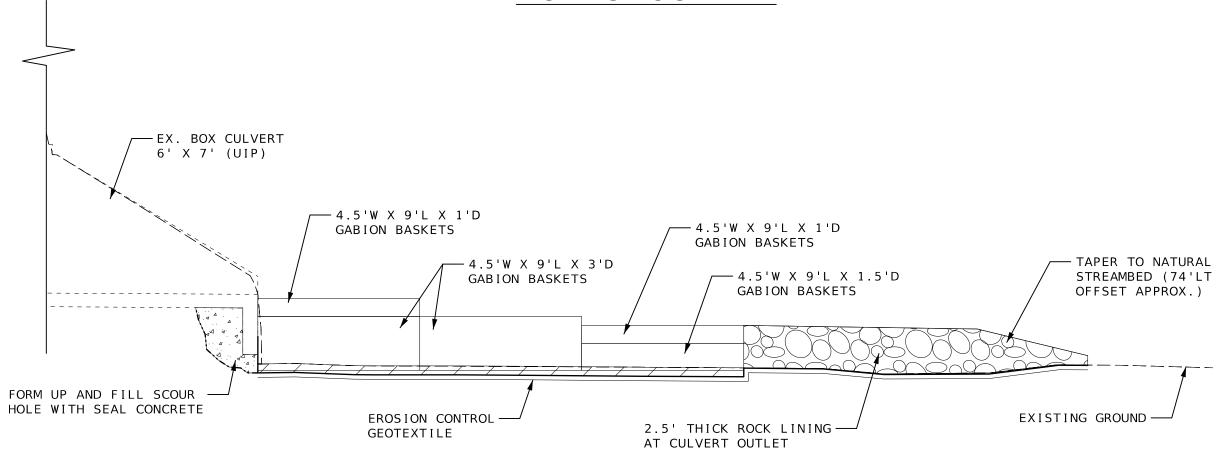
10/10/2024 KK MO SL 43 FRANKLIN JOB NO.
J6S3619
CONTRACT ID. PROJECT NO BRIDGE NO.

AL SHEET 1 OF 2
OX 2 OUTLET
BION DETAILS

NOTE: GABION BASKET DIMENSIONS SHOWN REFLECT COMMON MANUFACTURER SIZES, EQUIVALENT VOLUME COMBINATIONS OF BASKETS MAY BE USED BASED ON FIELD CONDITIONS.

APPROX.

BOX 3 OUTLET



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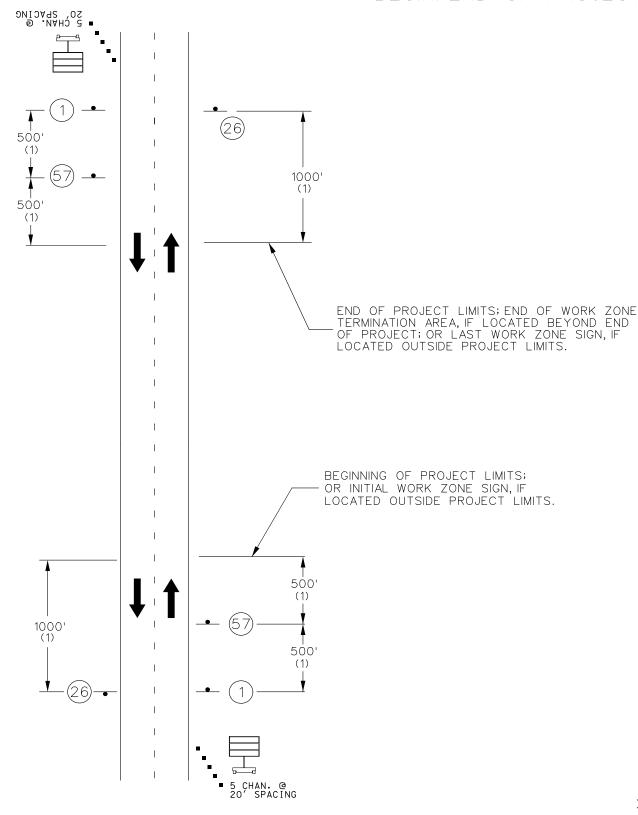
= CLASS 4 EXCAVATION

SPECIAL SHEET 2 OF 2
BOX 3 OUTLET
GABION DETAILS

10/10/2024 KK MO SL 44 FRANKLIN JOB NO.
J6S3619
CONTRACT ID. PROJECT NO. BRIDGE NO.

NOT TO SCALE

BEGIN/END OF PROJECT SIGNING



SIGN GO20-1 IS REQUIRED PER EPG 616.6.56.

SIGN GO20-2 IS USED ON ALL PROJECTS WHERE SIGN GO20-1 IS USED.

OTHER SIGNS SUCH AS DETOUR OR ALTERNATE ROUTE SIGNING MAY BE USED OUTSIDE THE PROJECT LIMITS.

ANY EXISTING SIGNING THAT CONFLICTS WITH THE TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED OR REMOVED.

(1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS. WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE WARNING AREA, ADDITIONAL SIGNING MAY BE NEEDED.

(2) THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.

NO DIRECT PAY WILL BE MADE FOR THE RELOCATION OF CONSTRUCTION SIGNS OR DEVICES.

SIGN AND DEVICE LOCATION WILL BE FIELD VERIFIED AND APPROVED BY THE ENGINEER.

CMS LOCATIONS TO BE DETERMINED BY THE ENGINEER

10/21/2024 2:18:31 PM SHIRLEY J. NORRIS - CIVIL MOLPE-28779 10/10/2024 KK MO SHEET NO SL 45 FRANKLIN J6S3619 CONTRACT ID. PROJECT NO. BRIDGE NO.

SHIRLEY J.

ROAD WORK NEXT 2 MILES GO20-1

WORK ZONE NO PHONE ZONE

CONST-8 (2) (57)

ROAD WORK G020-2 (26)

END

TRAFFIC CONTROL LEGEND

CHANNELIZER (TRIM-LINE)

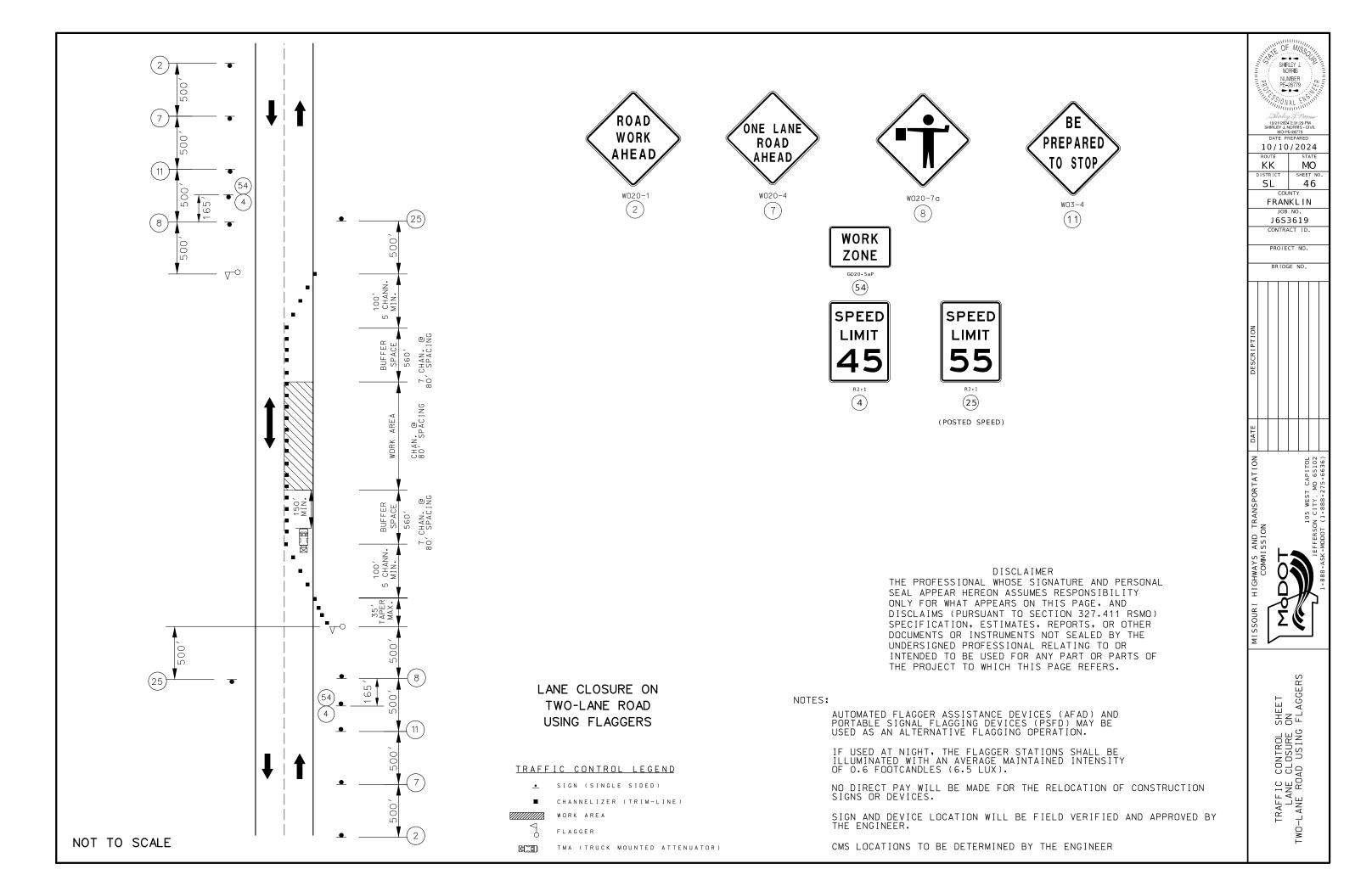
CMS (CHANGEABLE MESSAGE BOARD)

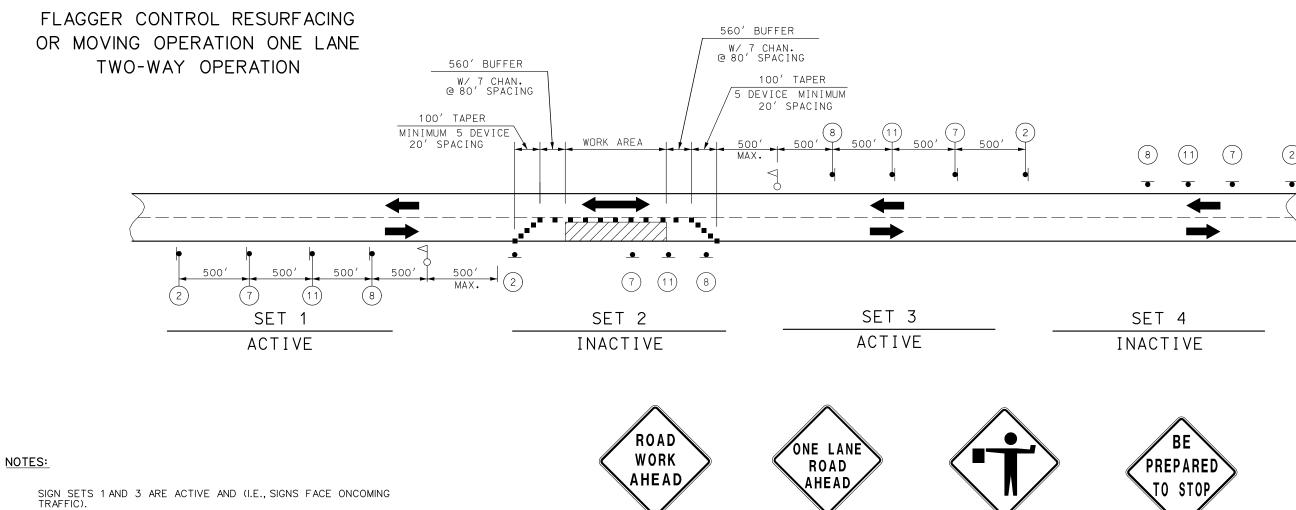
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SIGN (SINGLE SIDED)

NOT TO SCALE

TRAFFIC CONTROL SHEET BEGIN/END OF PROJECT SIGNING





W020-1

(2)

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 SET 2 AND 4. SIGN SETS 2 AND 4 BECOME ACTIVE (IE, NEW SIGN SETS 1 AND 3) AND SIGN SETS 1 AND 3 ADVANCED IN THE DIRECTION OF THE OPERATION (IE, NEW SIGN SETS 2 AND 4)

SIGN SETS 2 AND 4 ARE INACTIVE (I.E., SIGNS DO NOT FACE

EITHER DIRECTION OF TRAFFIC) WHEN THE RESURFACING OPERATION

DAYLIGHT FLAGGING OPERATIONS ONLY.

IS LOCATED BETWEEN SIGN SETS 1 AND 3.

CHANNELIZING DEVICES LOCATED DOWNSTREAM OF THE ONE-LANE, TWO-WAY TAPER ARE OPTIONAL. THESE DEVICES SHOULD BE ELIMINATED WHEN THEIR USE WILL REDUCE THE USABLE LANE WIDTH, INCLUDING ANY ACCEPTABLE SHOULDERS, TO LESS THAN 10' OR WILL SIGNIFICANTLY AFFECT THE RESURFACING OPERATION.

SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.

NO DIRECT PAY WILL BE MADE FOR THE RELOCATION OF CONSTRUCTION SIGNS OR DEVICES.

SIGN AND DEVICE LOCATION WILL BE FIELD VERIFIED AND APPROVED BY THE ENGINEER.

CMS LOCATIONS TO BE DETERMINED BY THE ENGINEER





(8)

NOT TO SCALE



TRAFFIC CONTROL LEGEND

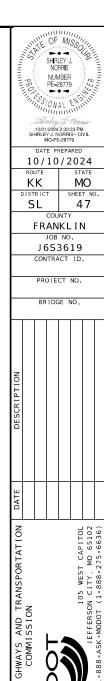
SIGN (SINGLE SIDED)

CHANNELIZER (TRIM-LINE) WORK AREA

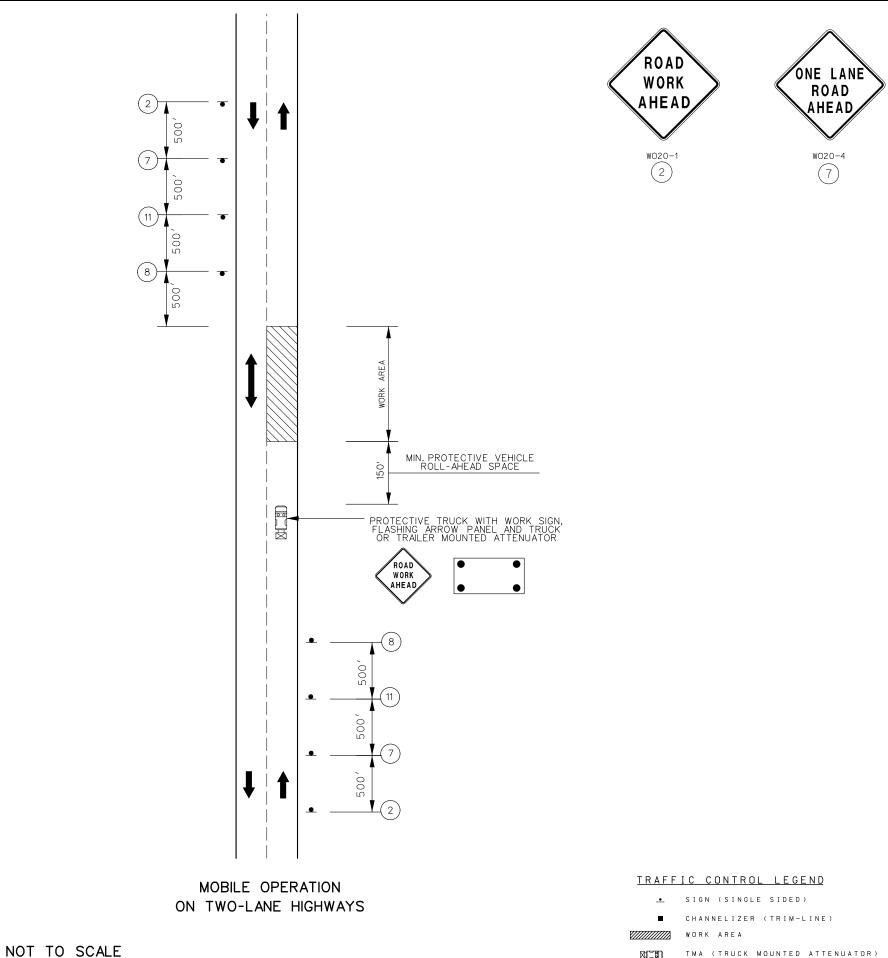
FLAGGER

SEAL APPEAR HEREON ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS ON THIS PAGE, AND DISCLAIMS (PURSUANT TO SECTION 327.411 RSMO) SPECIFICATION, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS NOT SEALED BY THE UNDERSIGNED PROFESSIONAL RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF

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TRAFFIC CONTROL SHEET FLAGGER CONTROL MOVING OPERATION







(8)



(11)

NOTES:

FLASHING ARROW PANELS SHALL BE OPERATED IN CAUTION MODE.

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY PROVIDE ADDITIONAL PROTECTIVE TRUCKS EQUIPPED WITH PROPER WARNING DEVICES.

THE FLAGGER POSITION SHOULD BE LOCATED WHERE THEY WILL PROVIDE THE MOST VALUE TO THE MOTORIST AND THE WORK CREW.

PROTECTIVE TRUCK AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

VEHICLE HAZARD WARNING LIGHTS 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 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.

NO DIRECT PAY WILL BE MADE FOR THE RELOCATION OF CONSTRUCTION SIGNS OR DEVICES.

SIGN AND DEVICE LOCATION WILL BE FIELD VERIFIED AND APPROVED BY THE ENGINEER.

CMS LOCATIONS TO BE DETERMINED BY THE ENGINEER

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SHIRLEY J. 10/21/2024 2:33:01 PM SHIRLEY J. NORRIS - CIVIL MO-PE-28779

10/10/2024 KK MO SHEET NO SL 48

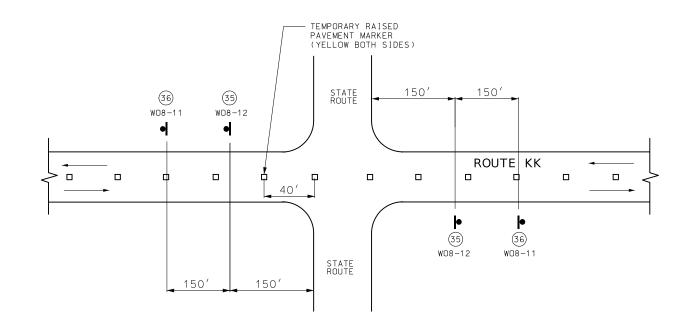
FRANKLIN J6S3619 CONTRACT ID.

PROJECT NO.

BRIDGE NO.

TRAFFIC CONTROL SHEET MOBILE OPERATION ON TWO-LANE HIGHWAYS

SIGN SPACING FOR MAINLINE



SIGN SPACING AT STATE ROUTE INTERSECTIONS

(1) ADDITIONAL SIDEROADS MAY BE SIGNED AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- TEMPORARY RAISED PAVEMENT MARKER





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NOTES: SIGN 35 AND TEMPORARY PAVEMENT MARKING 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 COVERED OR REMOVED WHEN PAVEMENT CENTERLINE MARKING HAS BEEN INSTALLED.

SIGN (35) IS PLACED AT APPROXIMATELY TWO-MILE INTERVALS AND AT STATE ROUTE JUNCTIONS. WHEN THE INSTALLATION AT A JUNCTION IS WITHIN ONE-EIGHTH MILE OF THE NORMAL MAINLINE SIGN (35), THE LATTER MAY BE ELIMINATED.

ALL SIGNS SHALL BE POST MOUNTED AND IN ACCORDANCE WITH STANDARD PLAN 616.10 AND 903.03.

TEMPORARY RAISED PAVEMENT MARKERS SHALL BE INSTALLED BY THE END OF EACH DAY.

NO DIRECT PAY WILL BE MADE FOR RELOCATIONOF CONSTRUCTION SIGNS OR DEVICES.

SIGN AND DEVICE LOCATION WILL BE FIELD VERIFIED AND APPROVED BY THE ENGINEER.

CMS LOCATIONS TO BE DETERMINED BY ENGINEER.

SHREY I NORTH PEPARED 10/10/2024 STATE KK MO

SL 49

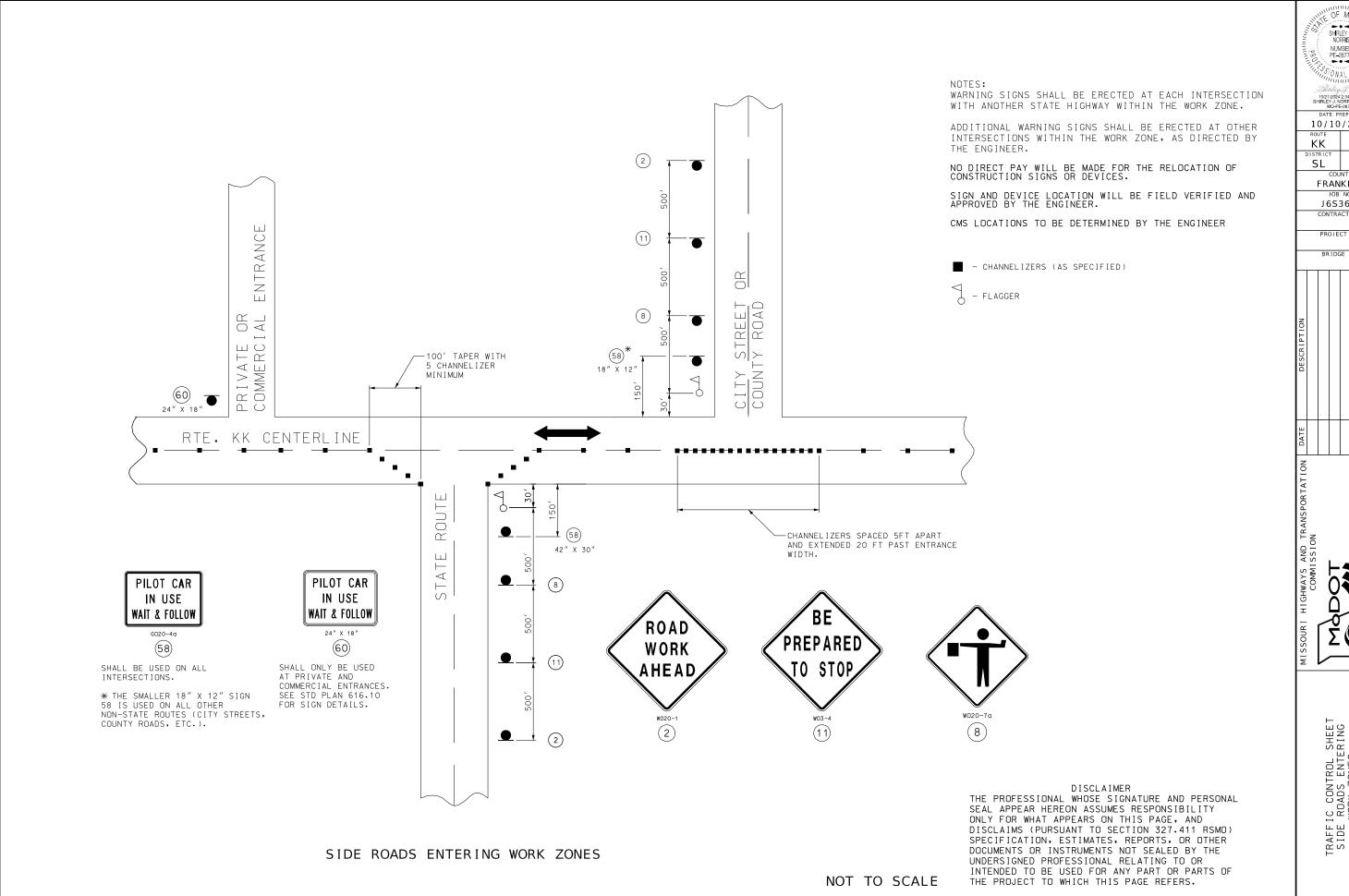
COUNTY
FRANKLIN

JOB NO.
J6S3619

CONTRACT ID.

DESCRIPTION
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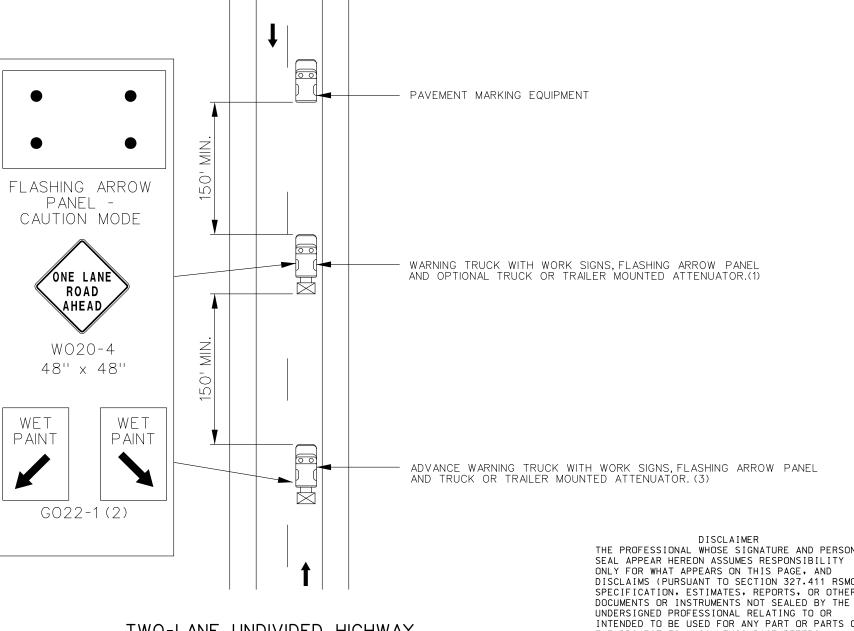
TRAFFIC CONTROL SHEET NO CENTER STRIPE/UNEVEN LANES



SHIRLEY J NORRIS 10/10/2024 MO SHEET NO 50 FRANKLIN JOB NO J6S3619 CONTRACT ID. PROJECT NO. BRIDGE NO.

TRAFFIC CONTROL SHEET SIDE ROADS ENTERING WORK ZONES

CENTER LINE / EDGE LINE STRIPING ON TWO-LANE HIGHWAYS



TWO-LANE UNDIVIDED HIGHWAY

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NOTES:

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY PROVIDE ADDITIONAL PROTECTIVE TRUCKS EQUIPPED WITH PROPER WARNING DEVICES.

PROTECTIVE TRUCK AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

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

- (1) TRUCK IS OPTIONAL ON TWO-LANE UNDIVIDED HIGHWAYS IF SIGNING AND ARROW BOARD IS MOUNTED ON THE PAVEMENT MARKING EQUIPMENT.
- (2) WET PAINT SIGNS ARE INSTALLED TO INDICATE THE SIDE IN WHICH THE PAVEMENT MARKING MATERIAL IS BEING APPLIED. AT THE CONTRACTOR'S OPTION. A FRONT FACING WET PAINT SIGN MAY BE INSTALLED ON THE LEFT SIDE OF THE PAVEMENT MARKING EQUIPMENT.
- (3) ADVANCE WARNING TRUCK IS POSITIONED AT THE NO TRACK POINT OF THE PAVEMENT MARKING MATERIAL OR SPACING SHOWN, WHICHEVER IS GREATER.

SHIRLEY J NORRIS NUMBER PE-28779 10/10/2024 KK MO SL 51 FRANKLIN J6S3619 CONTRACT ID. PROJECT NO. BRIDGE NO.

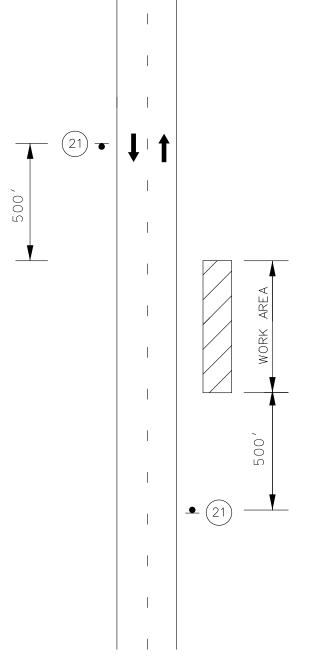
RAFFIC CONTROL SHEET LINE / EDGE LINE STRIPING ON TWO-LANE HIGHWAYS



TRAFFIC CONTROL SHEET WORK BEYOND THE SHOULDER

SHOULDER WORK AHEAD WO21-5





TRAFFIC CONTROL LEGEND

• SIGN (SINGLE SIDED)

WORK AREA

WORK BEYOND THE SHOULDER

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NOTES: ONLY APPLICABLE WHEN WORK IS WITHIN THE CLEAR ZONE.

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

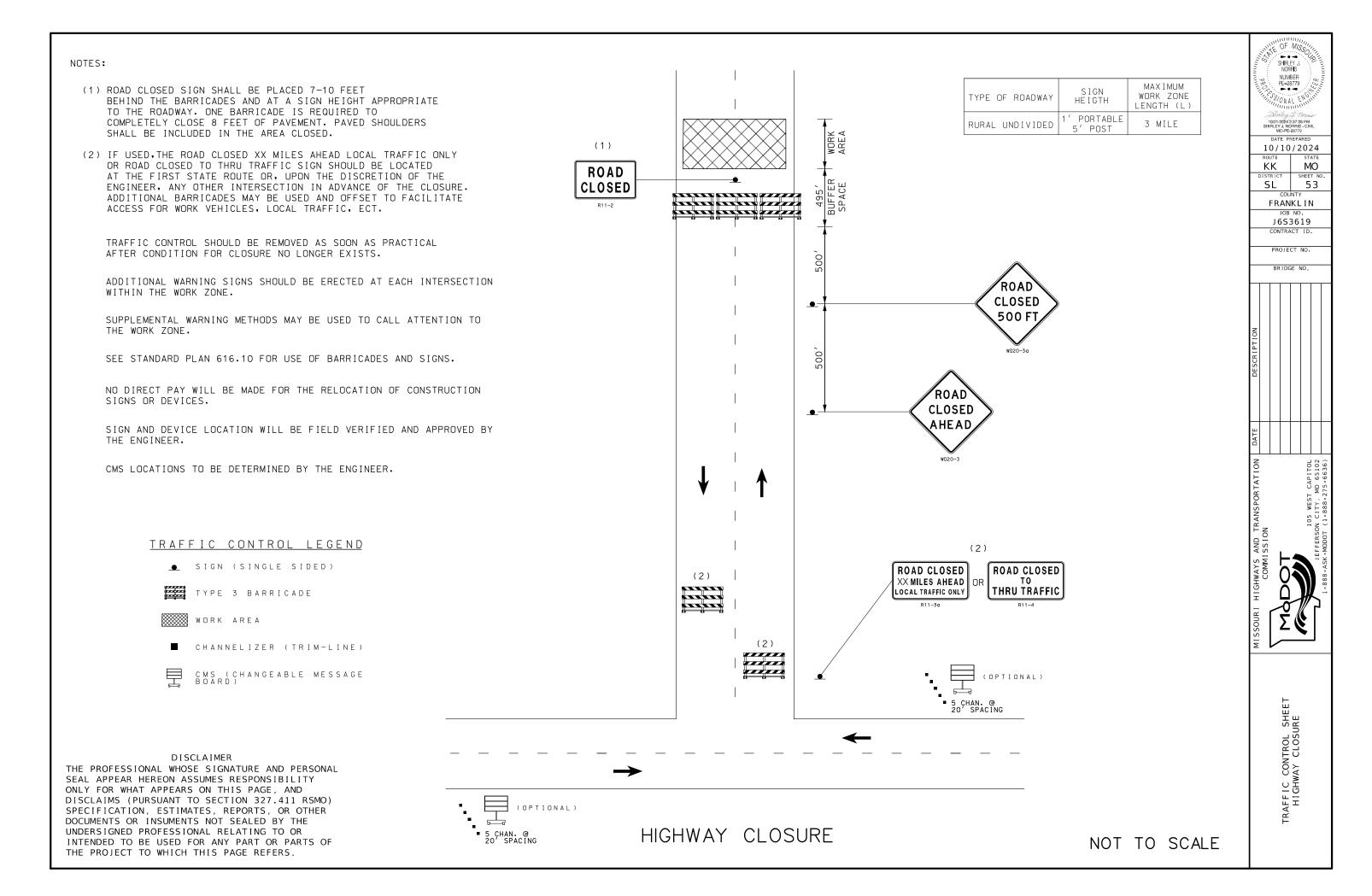
VEHICLE HAZAED WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

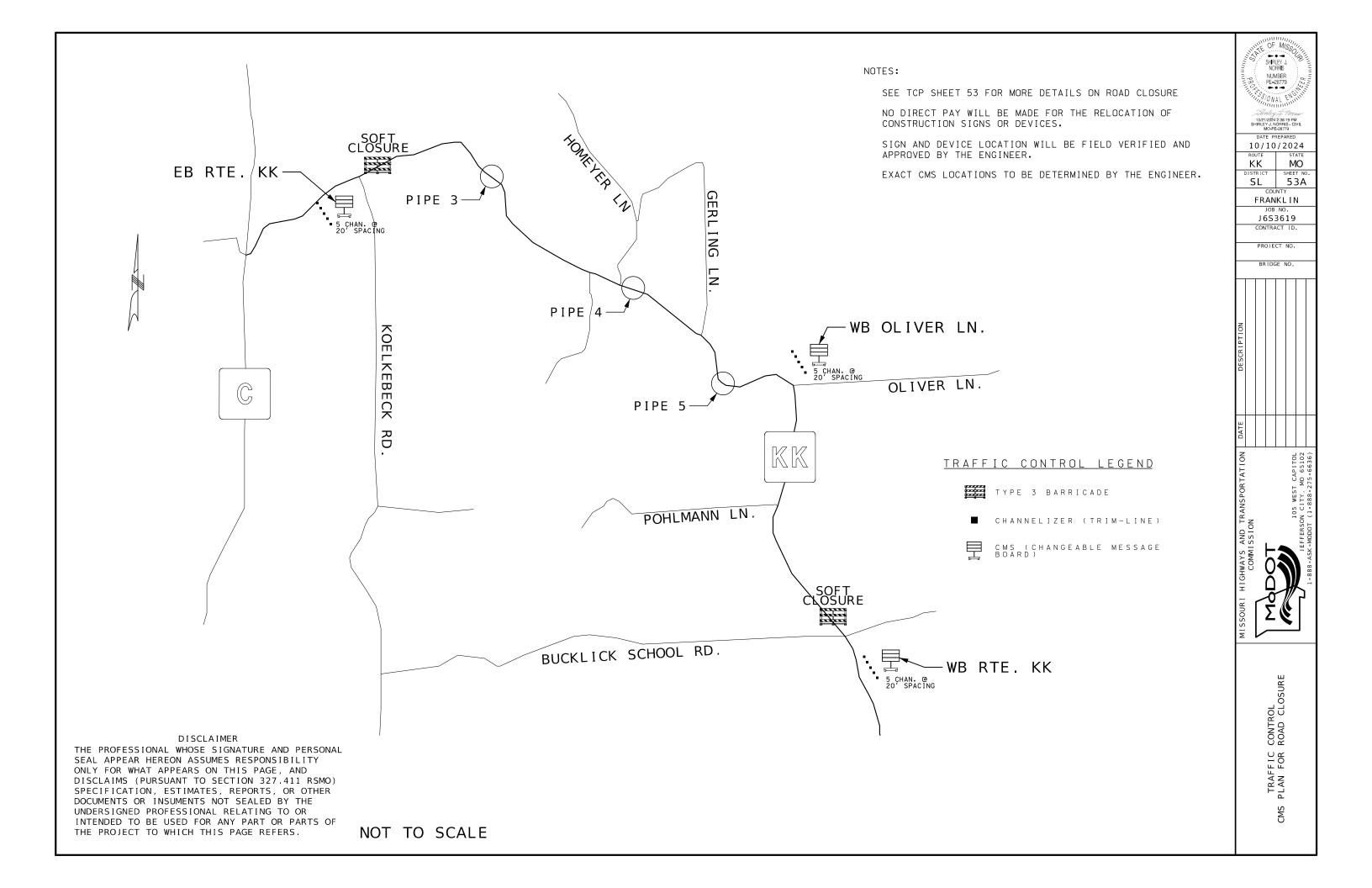
NO DIRECT PAY WILL BE MADE FOR RELOCATION OF CONSTRUCTION SIGNS OR DEVICES.

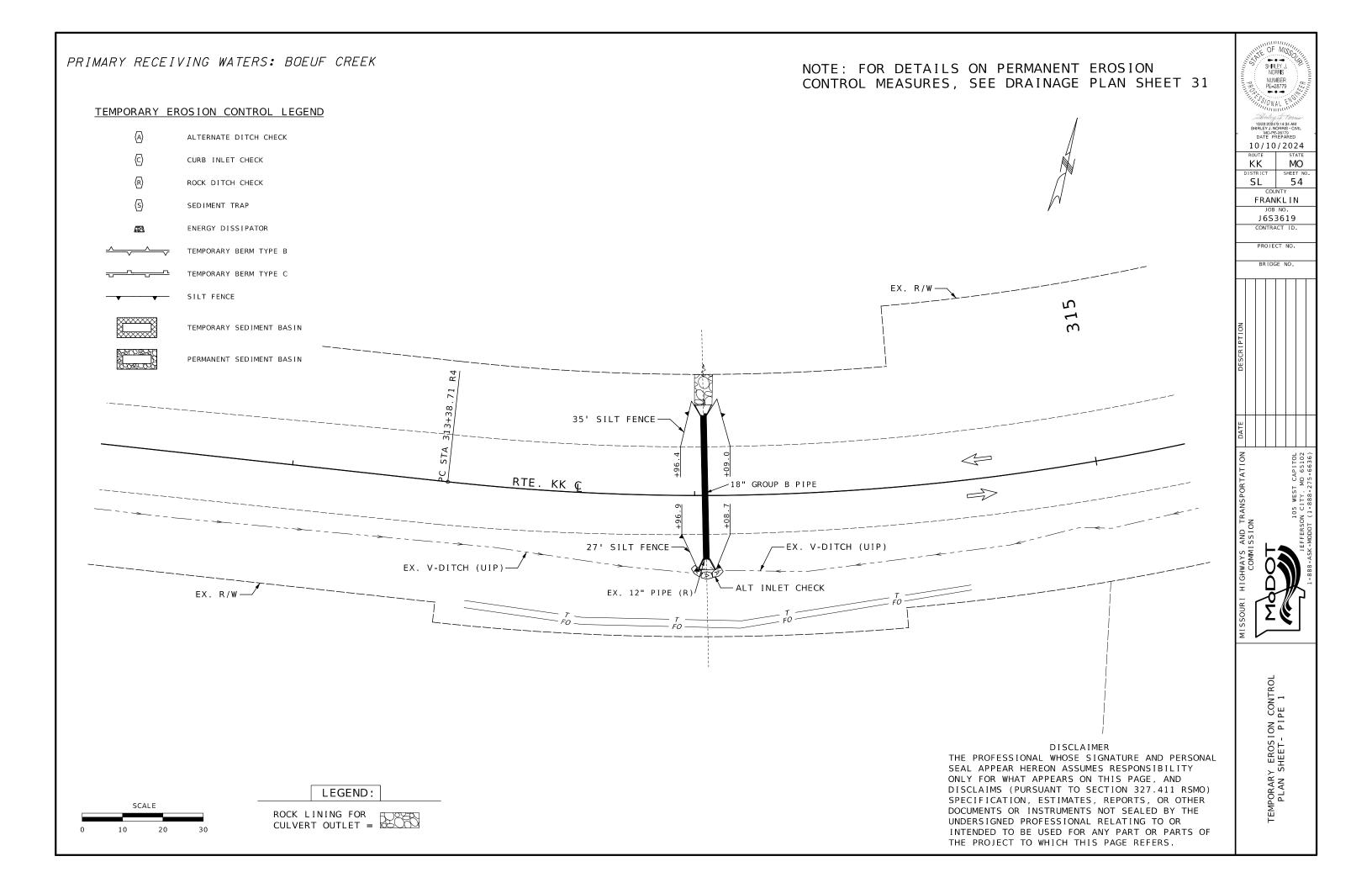
SIGN AND DEVICE LOCATION WILL BE FIELD VERIFIED AND APPROVED BY THE ENGINEER.

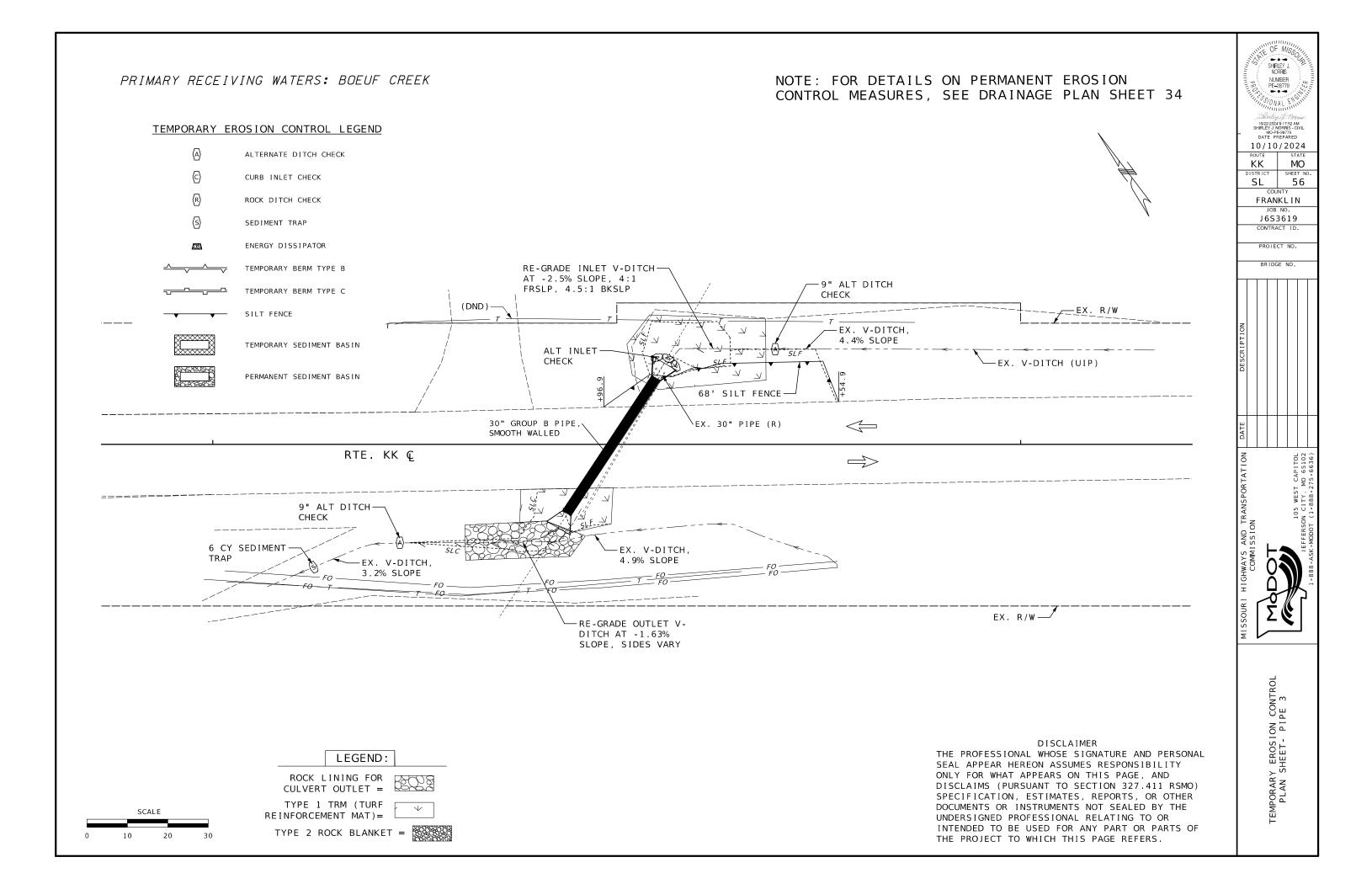
CMS LOCATIONS TO BE DETERMINED BY ENGINEER.

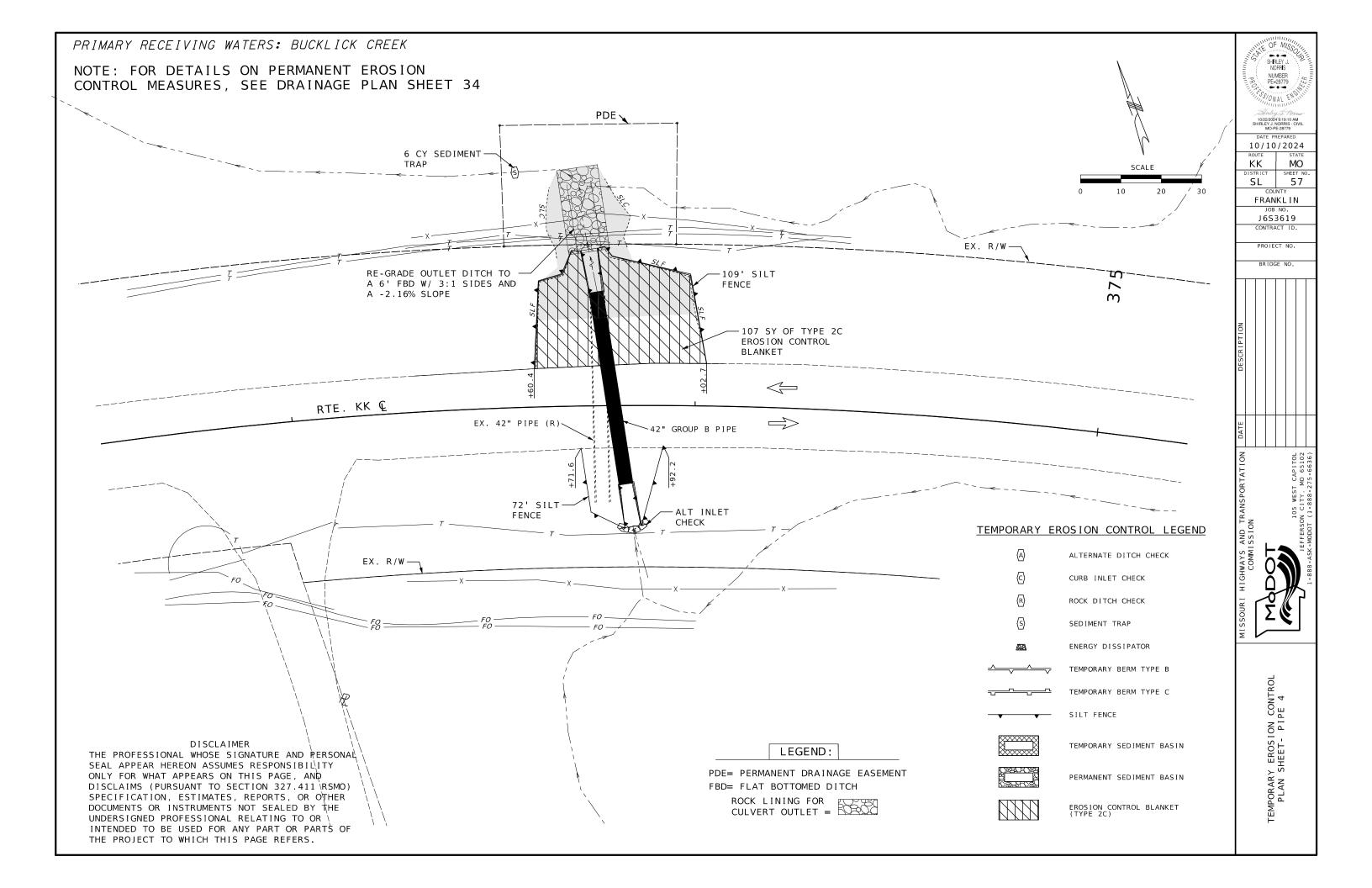
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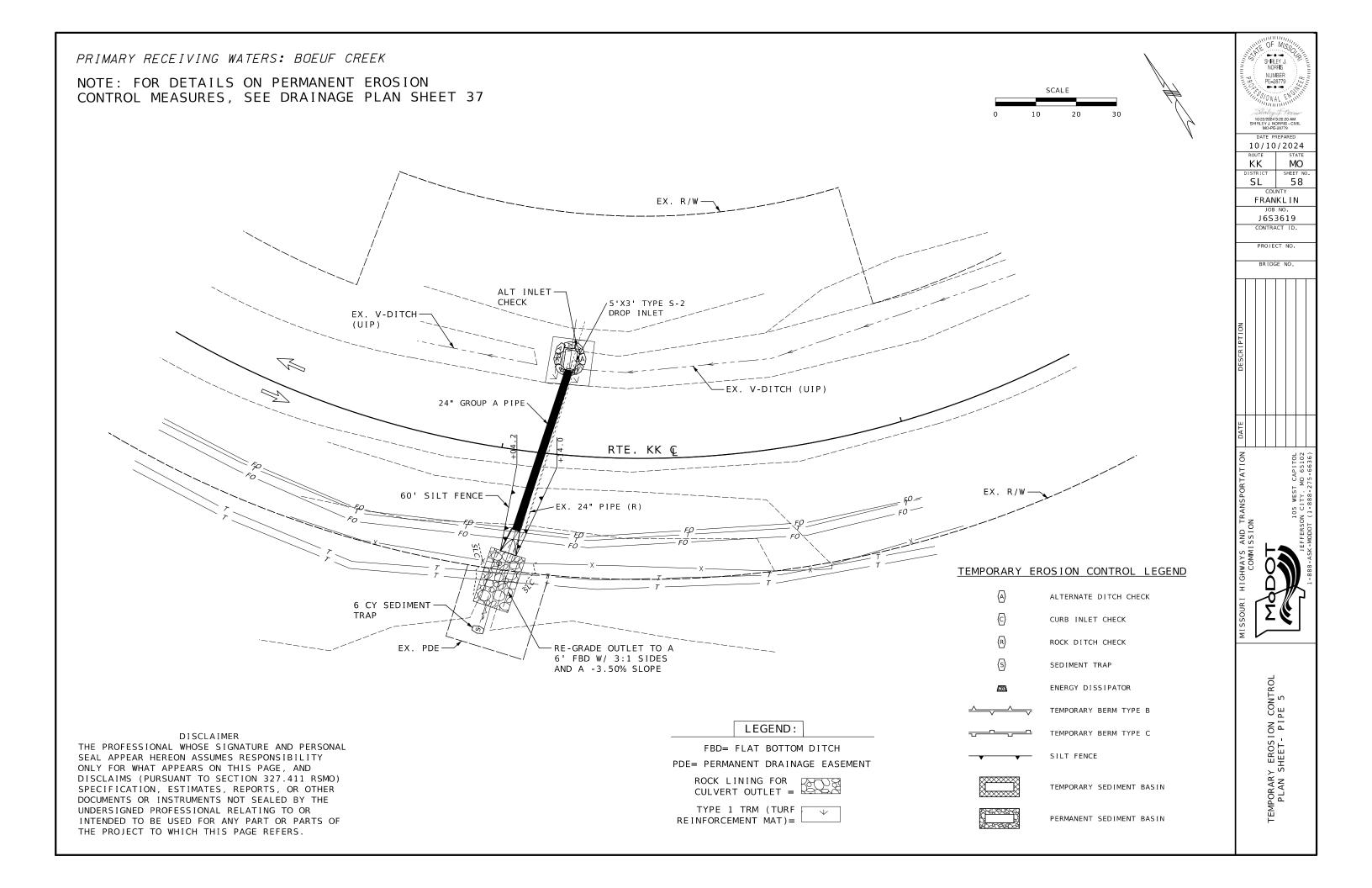




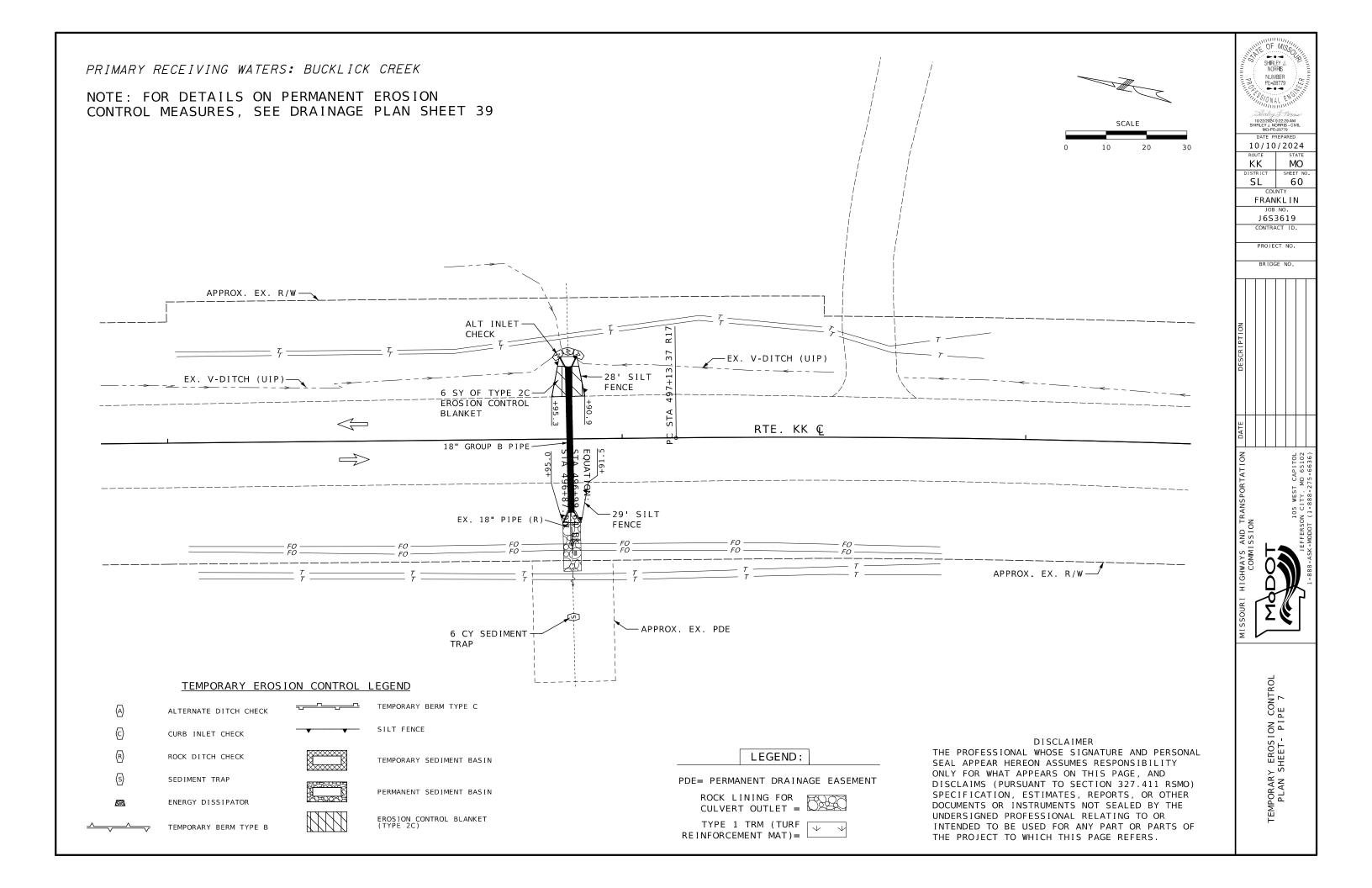


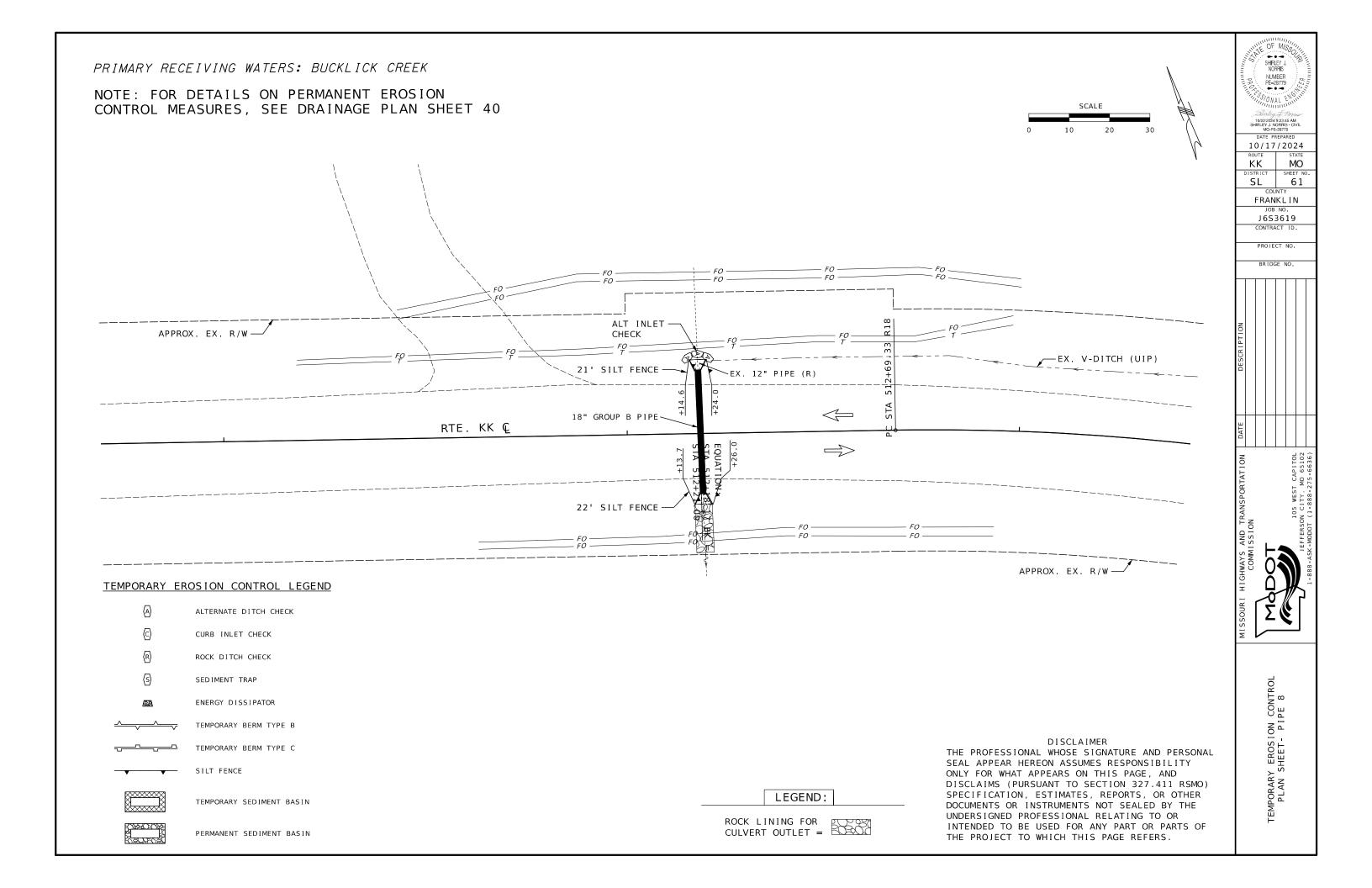


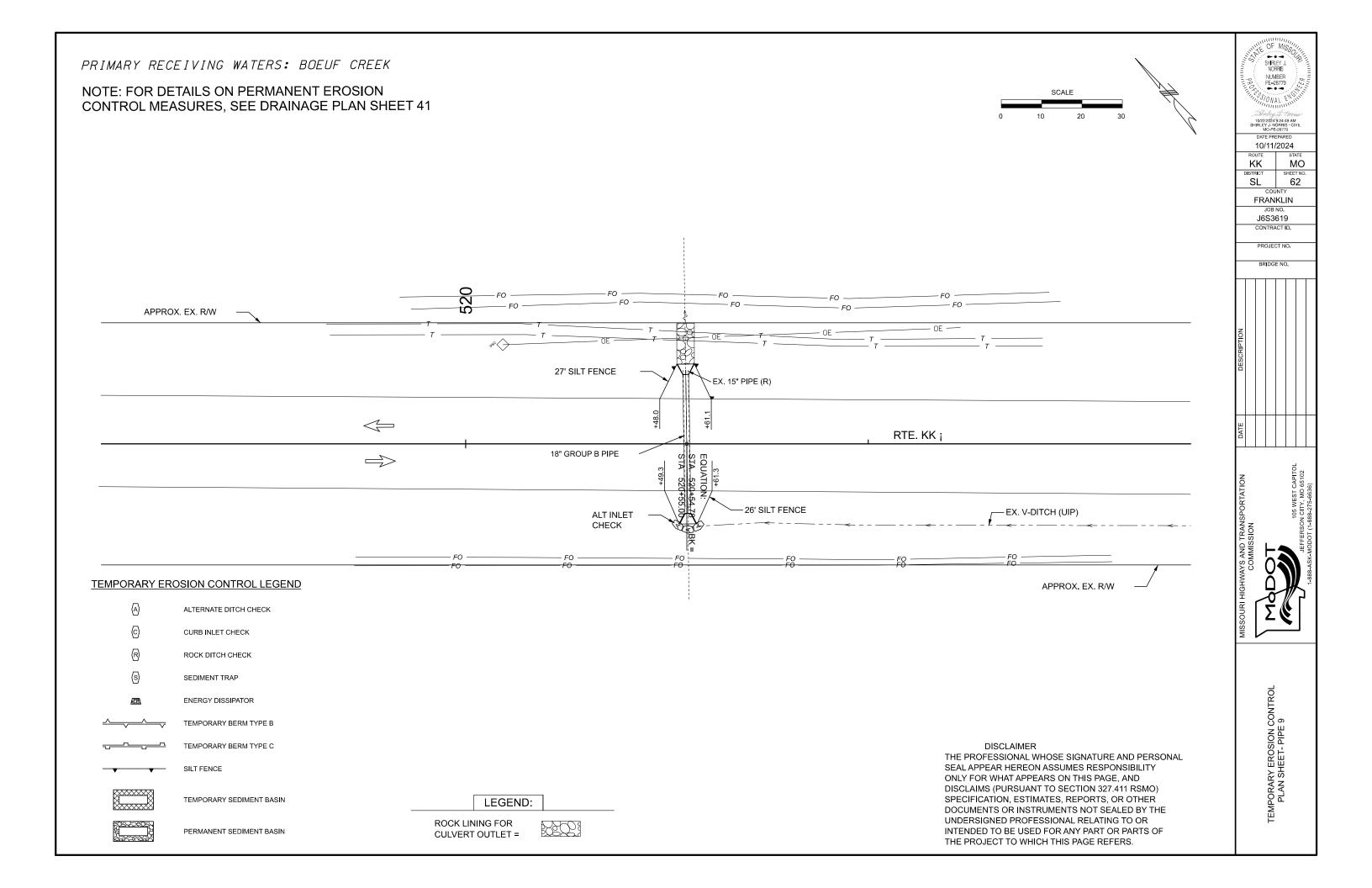


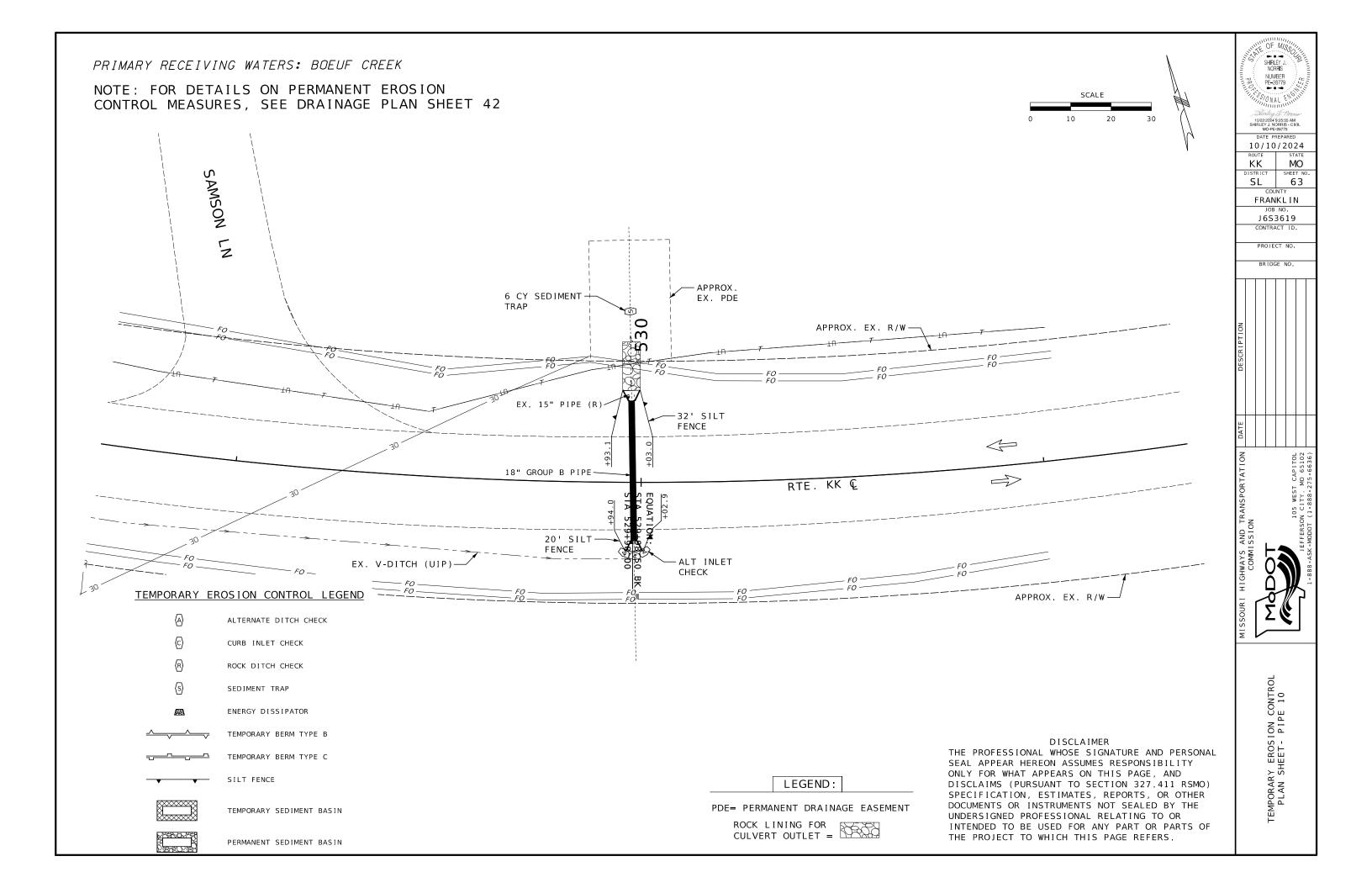


PRIMARY RECEIVING WATERS: BOEUF CREEK NOTE: FOR DETAILS ON PERMANENT EROSION CONTROL MEASURES, SEE DRAINAGE PLAN SHEET 38 10/15/2024 KK MO SL 59 FRANKLIN J6S3619 CONTRACT ID. PROJECT NO APPROX. EX. R/W — ALT INLET -EX. V-DITCH (UIP) -EX. V-DITCH (UIP) CHECK ∕—19' SILT FENCE EX. 12" PIPE (R) √18" GROUP B PIPE RTE. KK Ç 22' SILT FENCE — APPROX. EX. R/W TEMPORARY EROSION CONTROL LEGEND ALTERNATE DITCH CHECK CURB INLET CHECK ROCK DITCH CHECK SEDIMENT TRAP TEMPORARY EROSION CONTROL PLAN SHEET- PIPE 6 ENERGY DISSIPATOR TEMPORARY BERM TYPE B TEMPORARY BERM TYPE C DISCLAIMER THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL SEAL APPEAR HEREON ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS ON THIS PAGE, AND DISCLAIMS (PURSUANT TO SECTION 327.411 RSMO) TEMPORARY SEDIMENT BASIN SPECIFICATION, ESTIMATES, REPORTS, OR OTHER LEGEND: DOCUMENTS OR INSTRUMENTS NOT SEALED BY THE UNDERSIGNED PROFESSIONAL RELATING TO OR ROCK LINING FOR CULVERT OUTLET = PERMANENT SEDIMENT BASIN INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT TO WHICH THIS PAGE REFERS.









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			010110			CONCRETE		ST	RUCTI	URAL	_		DIC-	D00		T	D ^	ACKIN	IG	U-	_,			PE	RFOR	ATED S	QUAR	E STI	EEL TUB	E					SHRLEY J
			SIGNS			FOOTINGS EMBEDED			EL PO				HIPE	POS ⁻	ıs*			ACKIN ARS**		CHANNI POST	=└├──		2	IN. POST					2.5	IN. POST			BREAK-	REMARKS	SHIRLEY J NORRIS NUMBER
90	2 SIGNAL	SIGNS TABU	LATED ON D-37A SH	EET			<u> </u>													1 . 551		T_			ANCHO			T_		2.25"	ANCHOR		AWAY	AND OTHER	PE-28779
SIGN	SIGN	STATION	HORZ	LT	SIGN		POST	POSTPO	OST POST	T LBS	TOTAL	PIPE	POST	POST	LBS T	OTAL		8" BARS 5 LBS/F1			POST NO.1	POST NO.2	TOTAL	DRIVEN 12-GA.	DRIVEN 7-GA.	CONCRE 7-GA.		POST NO.2	TOTAL	INSERT (6 FT)	DRIVEN 7-GA.	CONCRET 7-GA.	EASSEMBLY	REQUIRED ITEMS	11,58/ONAL ENGIN
NO.	SIZE		CLEAR LOCATION		DTL. SHT.	ITEM NO. 9031010	DES NO.	NO.1 NO	D.2 NO.3	PER	TEM NO. 9031210	SIZE	NO.1	NO.2	PER ITE		NO. ACH LG	тн тот	TAL NO	ITEM NO. 9031250A			ITEM NO. 9031270A	ITEM NO. 9031271A	ITEM NO. 9031273A				ITEM NO. 9031280	ITEM NO. 9031272A	ITEM NO. 9031281A	ITEM NO. 9031285	ITEM NO. 9031241		Thereby & Norm
L.			STD.	***	NO.	CY			.F LF		LBS	IN.	LF	LF		LBS	IN		F LBS	S LF	LF	LF	LF	EA	EA	EA	LF	LF		EA	EA	EA	EA		10/22/2024 9:27:46 AM SHIRLEY J. NORRIS - CIV MO-PE-28779
61 62	18X24 18X24	316+46 317+83	ROUTE K																		8.25 8.25		8.25 8.25	1 1											10/11/2024
63	18X24	318+42	ROUTE K																		8.25		8.25	1											ROUTE STA
64	48X24	319+01	ROUTE K																		10.75	15.50	26.25	2											KK M DISTRICT SHEET
65 66	18X24 18X24	319+58 320+14	ROUTE K																		8.25 8.25		8.25 8.25	1											SL
67	18X24	320+77	ROUTE K																		8.25		8.25	1											COUNTY FRANKLIN
68 69	18X24 18X24	321+42 322+07	ROUTE K																		8.00		8.00 8.00	1											JOB NO.
70	18X24	322+66	ROUTE K						_												8.75		8.75	1											J6S3619 CONTRACT ID.
71	12X36	323+28	ROUTE K																															NO NEW POST	
72 73	18X24 12X36	323+29 323+41	ROUTE K																		8.25		8.25	1										NO NEW POST	PROJECT NO.
74	12X36 18X24	323+41	ROUTE K		+		+					1					-+			+	8.25	+	8.25	1	+		+	1	+			-	+	INO INEVV POST	BRIDGE NO.
75	18X24	324+45	ROUTE K	K LT																	8.25	1	8.25	1]
76 77	48X24 18X24	325+03 325+65	ROUTE K		+												-+			+	10.75 8.25	15.50	26.25 8.25	1					+			-	+		-
78	18X24	326+31	ROUTE K																		8.25		8.25	1		<u> </u>						<u></u>	<u> </u>		_
79	18X24	328+21	ROUTE K																		8.25		8.25	1										NO MENUE CO	4
80 81	18X24 18X24	328+84 329+48	ROUTE K		+		+	_		-	-	+					-+			+		+		-		-	+	-	+		-	-	+	NO NEW POST NO NEW POST	<u> </u>
82	18X24	330+11	ROUTE K																															NO NEW POST	
83	18X24	330+67	ROUTE K		\sqcup					-		_									8.00	-	8.00	1											
84 85	18X24 18X24	331+25 331+87	ROUTE K																		8.00		8.00 8.00	1											\dashv \mid \mid \mid \mid \mid
86	18X24	336+09	ROUTE K	K LT																	8.00		8.00	1											
87 88	18X24 18X24	336+66	ROUTE K																															NO NEW POST	_
89	48X24	337+13 337+82	ROUTE K									+									10.00	13.50	23.50	2										NO NEW POST	$\dashv + + + + + + + + + + + + + + + + + + +$
90	48X24	338+51	ROUTE K																		10.00	13.50	23.50	2											ATE
91 92	18X24 18X24	339+11 339+71	ROUTE K																		8.00		8.00	1										NO NEW POST	_
93	18X24	341+03	ROUTE K																		8.00		8.00	1											_
94	18X24	341+61	ROUTE K																															NO NEW POST], [
95 96	18X24 18X24	342+20 342+78	ROUTE K		\vdash							+									8.00		8.00 8.00	1											SPORTATION 105 WEST CAPITOL
97	18X24	343+34	ROUTE K																		8.00		8.00	1											RTA
98	18X24	343+83	ROUTE K		\sqcup					-		_									8.00	-	8.00	1											SPOI
99 100	18X24 36X48	344+39 347+16	ROUTE K																		8.00		8.00	1			12.00		12.00		1				- NOI
101	ASSEM.	348+02	ROUTE K	K LT																							13.50		13.50		1				I⊏σ
102 103	ASSEM.	367+16 380+86	ROUTE K		+		+					_										+	1				13.50		13.50		1	-	+	NO NEW POST	AND
103	36X36	391+17	ROUTE K		+												-+			+							13.50		13.30		 '	1	+	NO NEW POST	NAAYS CO CO
105	ASSEM.	391+51	ROUTE K																								15.00		15.00	1	1				7% N
106 107	18X24 18X24	394+59 395+27	ROUTE K		+												_				8.25 8.25		8.25 8.25	1									+		⊣ ≝ √ 5 ///
108	12X36	395+73	ROUTE K								L										0.23		5.25	<u> </u>								<u> </u>	<u> </u>	NO NEW POST	
109	12X36	395+83	ROUTE K																															NO NEW POST	
110 111	12X36 12X36	395+87 395+99	ROUTE K		+												-					+											1	NO NEW POST NO NEW POST	
112	18X24	396+02	ROUTE K	K LT																	8.25		8.25	1											
113		396+38	ROUTE K		\Box	·	\bot															15.50	26.25	2											4
114 115	18X24 48X24	397+01 397+59	ROUTE K		+												+			+	8.25 11.00	16.00	8.25 27.00	2									+		\dashv
116	18X24	398+18	ROUTE K	K LT																	8.00	1	8.00	1											
117	18X24	398+80	ROUTE K		\vdash		+														8.00	-	8.00	1	_		_						1		\dashv
118 119	18X24 18X24	400+48 401+06	ROUTE K		+												-+				8.00	+	8.00	1									+	NO NEW POST	\dashv
120		401+64	ROUTE K	K RT						Ţ		1,	Į,,,								10.00	13.50	23.50	2				<u> </u>							4
			SUBTO	OTAL 2	2	0.00		\ggg		\ggg	0		\ggg	\ggg		0	\ggg	\ggg	 0	0.0			445	47	-	-		\ggg	54	1	4	0	-		29 20:
			* BREAKA\	WAY ASSE	EMBLY IS	S INCIDENTAL FOR ALED WITH STRUC	R STRUC	TURAL ST	TEEL AND	PIPE PO	OSTS.																				DISCLA			_	D-29 SHEET 2 OF
			BAOMING	- D, 11 10 AN	101A	5 ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		LLL ON		J.	_																			IONAL	WHOSE	SIGNAT		PERSONAL	単
											-			F	STRU POST	CTUR	KAL ST	<u>EEL F</u>	OST.	AND FOOT	ING DAT	FOOTI					-						SPONSIB!		σ 0
											POS	T DES.	NOM.				STUB	DIA	LE	VEL GROUND	6:1 GR		4:1 G	RADE	3:1 OR	2:1 GRADE	\neg							11 RSMO)	

ROUND PIPE POST AND FOOTING DATA TABLE

 NOM.SIZE
 WEIGHT
 STUB
 FOOTING
 CONCRETE

 (IN.)
 LBS/IT
 LBS/IN
 LENGTH
 DIA.
 DEPTH
 C.Y.

 2½
 5.79
 0.48
 44: 3½"
 1.2"
 4-6"
 0.13

| POST DES. | NOM. | NO. | SIZE | LBS/IN | LBS/I

DISCLAIMER
THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL
SEAL APPEAR HEREON ASSUMES RESPONSIBILITY
ONLY FOR WHAT APPEARS ON THIS PAGE, AND
DISCLAIMS (PURSUANT TO SECTION 327.411 RSMO)
SPECIFICATION, ESTIMATES, REPORTS, OR OTHER
DOCUMENTS OR INSTRUMENTS NOT SEALED BY THE
UNDERSIGNED PROFESSIONAL RELATING TO OR
INTENDED TO BE USED FOR ANY PART OR PARTS OF
THE PROJECT TO WHICH THIS PAGE REFERS.

D-29

																																EFFECTIVE: 07-01-2024	JULE OF M/S
			010116		CONCRETE		ST	RUC	TURAL	_		DID= = = = =			D.4	CIZIN		U-				PE	RFORA	TED SC	UARE	STE	EL TUB	E					SHRLEY J
		;	SIGNS		FOOTINGS EMBEDED				DSTS*			PIPE POS	TS *			CKIN RS**	IG	CHANNE POST	· L		•	2 IN. POST					251	IN. POST			BREAK-	REMARKS	SHIRLEY J. NORRIS NUMBER
	02 SIGNAL	SIGNS TABUL	LATED ON D-37A SHEE	ET		\perp									\perp								ANCHOR	<u> </u>				2.25"	ANCHOR		AWAY	AND OTHER	PE-28779
SIGI	SIGN	STATION	HORZ	LT SIGN		POST	POST	POSTIPO	ST LBS	TOTAL	. PIPE	POST POST	LBS	TOTAL		/8" BAR 55 LBS/F			POST NO.1			DRIVEN 12-GA.	DRIVEN 7-GA	CONCRETI 7-GA.		POST NO.2	TOTAL	INSERT (6 FT)	DRIVEN 7-GA.	CONCRETE 7-GA.	ASSEMBLY	REQUIRED ITEMS	INTOSONAL E
NO		CIATION	CLEAR LOCATION	OR DTL.	ITEM NO.	DES).3 PER	TEM NO	. SIZE	NO.1 NO.2	PER	TEM NO.	NO.			ITEM NO.	1,0.1	10.2	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.			ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.	ITEM NO.		Shirley S. 11
L			IF NOT (ROUTE) STD.	RT SHT **** NO.		NO.	LF	LF L		9031210 LBS		LF LF	FT	9031220 LBS	EACH LG	TH TOT			LF	LF	9031270A LF	9031271A EA	9031273A EA	9031274 EA	LF	LF	9031280 LF	9031272A EA	9031281A EA	9031285 EA	9031241 EA		10/22/2024 9:28:44 SHIRLEY J. NORRIS MO-PE-28779
121		402+17	ROUTE KK					\Box											8.00		8.00	1											DATE PREPARE
122		402+72 403+27	ROUTE KK																8.00		8.00	1										NO NEW POST	10/11/202 ROUTE
124		403+96	ROUTE KK																10.00	13.50	23.50	2										,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	KK
125		404+65	ROUTE KK																8.00		8.00	1											DISTRICT SI
126 127		405+23 408+92	ROUTE KK																8.00		8.00 8.00	1											COUNTY
128		409+56	ROUTE KK																8.00		8.00	1											FRANKLI JOB NO.
129		410+14	ROUTE KK																10.00	13.50		2											J6S3619
130		410+77 411+35	ROUTE KK		+	+	\vdash			-					+ +				10.00	13.50	23.50	2	1								+	NO NEW POST	CONTRACT II
132		412+74	ROUTE KK	LT															8.25		8.25	1										NO NEW 1 GOT	PROJECT NO
133		413+37	ROUTE KK																8.25		8.25	1											BRIDGE NO
134 135		413+90 414+45	ROUTE KK		+		+	_	_	1					+				8.00		8.00 8.00	1	-	-	+						1		
136		415+01	ROUTE KK		<u> </u>	1				<u> </u>				<u> </u>					8.00		8.00	1											
137		415+59	ROUTE KK																8.00		8.00	1]
138		416+23 416+81	ROUTE KK																8.00		8.00 8.00	1											4
140		417+34	ROUTE KK																8.00		8.00	1											$\left \frac{1}{z} \right \left \frac{1}{z} \right $
141		417+92	ROUTE KK																8.00		8.00	1][
142		418+55 419+18	ROUTE KK		1	1	++								+				8.00 10.00	13.50	8.00 23.50	1 2	-										┨ <u>ॢ</u>
143		419+16	ROUTE KK			1									+ +				8.00	13.50	8.00	1	1							1	1		BB
145	36X36	419+82	ROUTE KK	LT																												NO NEW POST	1
146		420+66	ROUTE KK		1			\perp	_	1				1	+				10.00	13.50		2									-		4
147		421+30 421+88	ROUTE KK		+	1	+								+				8.00		8.00 8.00	1	 	-							1		-
149	18X24	422+46	ROUTE KK	LT															8.00		8.00	1											<u> </u>
150		425+47	ROUTE KK					\perp	\perp	1					+ $+$						1				14.05		14.05		1			NO NEW POST	
151 152		435+59 439+30	ROUTE KK		+	1	+++	+	+						+				8.00		8.00	1	 	-	14.25		14.25		1		1		
153	18X24	440+04	ROUTE KK	LT															8.00		8.00	1											1
154 155		440+94 441+73	ROUTE KK		1			\perp	_	1				1	+				8.00 8.00		8.00	1									-		- z
156		441+73	ROUTE KK		+	+	+		+	1					+ +	-			8.00	+	8.00 8.00	1											1 ₿
157	18X24	445+83	ROUTE KK																8.00		8.00	1											₽₩ ₽¥
158 159		446+63	ROUTE KK		1														8.00	-	8.00	1											1 g
160		447+42 448+21	ROUTE KK		1														8.00	-	8.00 8.00	1											NO NO
161	18X24	449+00	ROUTE KK	RT															8.00		8.00	1											SS
162 163		449+79	ROUTE KK		1		\vdash	\perp	_	1				1	+				8.00		8.00	1									-		AND MMIS
163		450+58 451+43	ROUTE KK		+		+								+				8.00		8.00 8.00	1	1								1		− 1%8 0 ≥
165	18X24	452+17	ROUTE KK	RT															8.00		8.00	1]≩ ∧ \
166		453+02	ROUTE KK				\Box								$+ \top$				8.00		8.00	1			44.05		44.05						
167 168		456+62 474+61	ROUTE KK		+	+	+	+	+	1	-			1	+	-	-	+		+	+			 	14.25 14.25		14.25 14.25		1		1		
169		477+81	ROUTE KK																12.00		12.00	1					20						So Σ (
170			ROUTE KK																						14.25		14.25		1				<u>≅</u>
171 172		502+63 505+30	ROUTE KK			1	++								+				8.00		8.00	1	1		14.25		14.25		1		1		+
173		505+90	ROUTE KK																0.00		0.00											NO NEW POST	1
174		506+67	ROUTE KK																11.00		11.00	1]
175 176		507+04 508+10	ROUTE KK		+			+	_	1					+			+	9.25	12.50	21.75	2		-								NO NEW POST	4
177		508+68	ROUTE KK	-	+	+		+	+						+ +				8.00		8.00	1	1									NO NEW FOOT	1
178	48X24	509+29	ROUTE KK	RT															10.00	13.50	23.50	2											
179 180		509+91 510+55	ROUTE KK	-		+	+		_						+				8.00		8.00	1	-	-							-	NO NEW POST	4
180	1 10/24	1 010+00	SUBTO		0.00					0	XXX		****	0.00			 0	0.0		<u> </u>	498	55	<u> </u>	_		<u>.</u>	71	_	5	0	 	INO INEW POST	
							^^^	$\sim\sim$	·////	<u> </u>		××××××××××××××××××××××××××××××××××××××	XXXX	J 0.00		XXXX	∞ Ι υ	1 0.0		****	× 490	1 55	<u> </u>	<u> </u>	<u> </u>	****	1 ''			I		J	D-29 T 3 OF
			^ BREAKAWA ** BACKING E	AY ASSEMBLY BARS ARE TO	IS INCIDENTAL FOR TALED WITH STRUCT	TURAL	STEEL O	R PIPE P	ID PIPE P OSTS.	USTS.																THE !	PROFESS		DISCLA WHOSE		JRE AND	PERSONAL	"
													STI	RUCTI	JRAL ST	EEI F	POST A	ND FOOTII	NG DAT	ΓΑ ΤΑΓ	BLE:				\neg	SEAL	APPEAR	HEREO	N ASSU	JMES RES	SPONS I B I	LITY	SHEE
													POST							FOOT	ING	20455	10	4.05.55							PAGE, A N 327.41		1
1										POS	T DES.	NOM.	WEIG	HI DOWN	STUB	, DIA		/EL GROUND			4:1 (GRADE	3:1 OR 2								N 327.41		

		ST	<u> </u>	RAL STE	<u>EL PO</u>	<u>ST AND</u>	FOOT	NG DAT	<u> 4 Tabl</u>	.E			
		POST							FOOTIN	G			
POST DES.	NOM.	WEI	GHT	STUB	DIA.	LEVEL GF	ROUND	6:1 GRA	DE	4:1 GRAI	DE	3:1 OR 2:1 C	SRADE
NO.	SIZE	LBS/FT	LBS/IN	LENGTH		DEPTH	C.Y.	DEPTH	C.Y.	DEPTH	C.Y.	DEPTH	C.Y.
1	W6	9.0	0.75	3'-0"	15"	3'-0"	0.14	3'-2"	0.15	3'-3"	0.16	3'-6"	0.17
2	W6	15.0	1.25	4'-0"	24"	4'-0"	0.47	4'-2"	0.50	4'-3"	0.51	4'-6"	0.54
3	W8	18.0	1.50	4'-6"	28"	4'-6"	0.71	4'-8"	0.73	4'-9"	0.74	5'-0"	0.78
4	W10	22.0	1.83	5'-0"	36"	5'-0"	1.31	5'-2"	1.36	5'-3"	1.39	5'-6"	1.45
5	W10	26.0	2.17	5'-0"	36"	5'-0"	1.31	5'-3"	1.37	5'-5"	1.43	5'-9"	1.52
6	10/12	25.0	2.02	E! C"	26"	E! G!!	1.44	E' 0"	1.62	5' 11"	1 50	61.21	1 05

THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL SEAL APPEAR HEREON ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS ON THIS PAGE, AND DISCLAIMS (PURSUANT TO SECTION 327.411 RSMO) SPECIFICATION, ESTIMATES, REPORTS, OR OTHER DOCUMENTS OR INSTRUMENTS NOT SEALED BY THE UNDERSIGNED PROFESSIONAL RELATING TO OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT TO WHICH THIS PAGE REFERS.

			SIGNS	3		CONCRETE FOOTINGS			RUCT EL PO				PIPI	E POS	STS *			BACKIN	G	U- CHANNEI					RFORA	ATED SO	QUAR	RE STE							SHIP NO
വാ ല	ICNAL S	ICNS TARLI	I ATED OF	N D-37A SHEE	т	EMBEDED	'	SIE	ELPO	1313							ŀ	BARS**		POST		_	2	IN. POST	ANCHOR	<u> </u>	_		2.5	IN. POST 2.25"	ANCHORS		BREAK- AWAY	REMARKS AND OTHER	NU PE-
				1 D-3/A SHEE														(3/8" BAR			POST	POST	TOTAL		DRIVEN	CONCRET			TOTAL	INSERT	DRIVEN	CONCRETE	EASSEMBLY	REQUIRED ITEMS	11/588/ON
	SIGN SIZE	STATION	HORZ	LOCATION	LT SIGN		POST PO	OSTIPO O.1 INC	OSTIPOS O.2 NO.	ST LBS	TOTAL	PIPE SIZE	POST NO.1	POST NO.2		TOTAL TEM NO.	NO.	2.55 LBS/F		ITEM NO.	NO.1	NO.2	ITEM NO.	12-GA.	7-GA.	7-GA.	NO.1	NO.2	ITEM NO.	(6 FT)	7-GA.	7-GA.	ITEM NO.		Shirte
´ `			IF NOT	(ROUTE)	RT SHT	9031010	NO.			FT	9031210	_				9031220		LGTH TOT		9031250A			9031270A	9031271A	9031273A	9031274			9031280	9031272A	9031281A	9031285	9031241		10/22/202
			STD.		**** NO.	. CY		LF L	LF LF	:	LBS	IN.	LF	LF		LBS		IN. LF	LBS	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	EA	EA	EA	EA		10/22/202 SHIRLEY J. MO-F
	8X24	511+36		ROUTE KK	LT					_											8.00		8.00	1 1								 	+		10/11
	8X24 8X24	512+34 512+97	1	ROUTE KK	LT LT		+	_	_			-									8.00 10.00	13.50	8.00	1				-					+		ROUTE
_	8X24 8X24	512+97		ROUTE KK	LT		+		_											+	8.00	13.50	23.50 8.00	2								 	+		- KK
_	8X24	514+19	1	ROUTE KK	LT					_											8.00		8.00	1								 	+		DISTRICT
_	8X24	514+19	1	ROUTE KK	LT		+ +		_	-		+								+	10.00	13.50	23.50	2									+		⊢ SL
_	8X24	515+40		ROUTE KK	I LT		+ +		-												8.00	13.30	8.00	1								 	+		
	8X24	516+03	1	ROUTE KK	LT		+ +					+									8.00		8.00	1 1									+		FRA
_	8X24	516+67		ROUTE KK																+	8.00		8.00	1 1									+ + +		J6S
_	SSEM.	519+47		ROUTE KK	LT																1			<u> </u>			13.50		13.50		1		+		CONT
1 AS	SSEM.	520+29		ROUTE KK	RT																												+ + + + + + + + + + + + + + + + + + + +	NO NEW POST	
2 36	6X36	528+79		ROUTE KK	LT																												†	NO NEW POST	PROJ
AS	SSEM.	529+79		ROUTE KK	RT																						12.00		12.00		1				
AS	SSEM.	532+82		ROUTE KK	LT																												1	NO NEW POST	BRIC
36	6X36	532+98		ROUTE KK	RT																													NO NEW POST	
3 3	6X48	534+88		ROUTE KK	LT																													NO NEW POST	
30	0X24	536+04		ROUTE KK	LT																													NO NEW POST	
3 (6X36	536+63		ROUTE KK	RT																11.00		11.00	1											
	8X24	537+43		ROUTE KK	LT																10.00	13.50	23.50	2								<u> </u>			
0 AS	SSEM.	537+44		ROUTE KK	RT												4	0.00 16.6	43		1	<u> </u>					11.75	 	11.75		1	<u> </u>			z
				SUBTO	AL 4	0.00	\bowtie	XXX		\ggg	0	\bowtie	\ggg		$\times\!\!\times\!\!\!\times$	43	XXX	$\times\!\!\times\!\!\times\!\!\times$	⋈ 43	0.0			138	14	_	_		$\times\!\!\times\!\!\times\!\!\times$	37	_	3	0	1 - 7		[위]

	CONCRETE FOOTINGS EMBEDED			STRUC					PIP	E POS	TS *			BACI BAR			U- CHANNEL POST			2	PE IN. POST	RFORA	TED SQI	uare T	ST		IBE			BREAK-
			T	1	T	T	1		1			1	2	2" X 3/8" E	BARS			POST	POST	TOTAL	DRIVEN	ANCHORS DRIVEN	CONCRETE	POST	POST	TOTAL		ANCHOR	S CONCRETE	AWAY ASSEM.
	ITEM NO.	POST DES	POST NO.1	POST NO.2	POST NO.3			PIPE SIZE	POST NO.1	POST NO.2		TOTAL ITEM NO.	NO.	T 2.55 LI	BS/FT		ITEM NO.	NO.1	NO.2	ITEM NO.	12-GA. ITEM NO.	7-GA. ITEM NO.	7-GA. ITEM NO.	NO.1	NO.2	ITEM NO.	(6 FT) ITEM NO.	7-GA. ITEM NO.	7-GA. ITEM NO.	ITEM NO.
	9031010 CY	NO.	LF	LF	LF	FT	9031210 LBS	IN.	LF	LF	FT	9031220 LBS	EACH	LGTH IN.	TOTAL LF	NO. LBS	9031250A LF	LF	LF	9031270A LF	9031271A EA	9031273A EA	9031274 EA	LF	LF	9031280 LF	9031272A EA	9031281A EA	9031285 EA	9031241 EA
SUBTOTAL 1	0.00						0					0				0	0.0			469	50	-	-			46	-	3	0	-
SUBTOTAL 2	0.00						0					0				0	0.0			445	47	-	-			54	1	4	0	-
SUBTOTAL 3	0.00						0					0				0	0.0			498	55	-	-			71	-	5	0	_
SUBTOTAL 4	0.00						0					43				43	0.0			138	14	-	-			37	-	3	0	_
PAY TOTAL	0.0	1					-					40				-	0	1		1550	166	-	-	1	Ī	208	1	15	0	_

									S	FRUCTU	RAL STE	EL PO	ST AND	FOOTI	NG DAT	A TABL	.E			
									POST							FOOTIN	G			
							POST DES		WE	GHT	STUB	DIA.	LEVEL G	ROUND	6:1 GR/	NDE	4:1 GRAI	DE	3:1 OR 2:1 G	RADE
							NO.	SIZE	LBS/FT	LBS/IN	LENGTH		DEPTH	C.Y.	DEPTH	C.Y.	DEPTH	C.Y.	DEPTH	C.Y.
l roui	ND PIPE	POST AN	ND FOOTING	B DATA	TABLE		1	W6	9.0	0.75	3'-0"	15"	3'-0"	0.14	3'-2"	0.15	3'-3"	0.16	3'-6"	0.17
NOM,SIZE	WE	GHT	STUB	FO	OTING	CONCRETE	2	W6	15.0	1.25	4'-0"	24"	4'-0"	0.47	4'-2"	0.50	4'-3"	0.51	4'-6"	0.54
		1					3	W8	18.0	1.50	4'-6"	28"	4'-6"	0.71	4'-8"	0.73	4'-9"	0.74	5'-0"	0.78
(IN.)	LBS/FT	LBS/IN	LENGTH	DIA.	DEPTH	C.Y.	4	W10	22.0	1.83	5'-0"	36"	5'-0"	1.31	5'-2"	1.36	5'-3"	1.39	5'-6"	1.45
21/2	5.79	0.48	4'- 31/2"	12"	4~6"	0.13	5	W10	26.0	2.17	5'-0"	36"	5'-0"	1.31	5'-3"	1.37	5'-5"	1.43	5'-9"	1.52
4	10.79	0.90	5'- 31/2"	18"	5~6"	0.36	6	W12	35.0	2.92	5'-6"	36"	5'-6"	1.44	5'-9"	1.52	5'-11"	1.56	6'-3"	1.65

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THE PROJECT TO WHICH THIS PAGE REFERS.

MO SHEET NO.

NOM.SIZE	WEI	GHT	STUB	FO	OTING	CONCRETE
(IN.)	LBS/FT	LBS/IN	LENGTH	DIA.	DEPTH	C.Y.
21/2	5.79	0.48	4'- 31/2"	12"	4~6"	0.13

										S	TANE	ARD	SIGN		MBLII	ES (1	OF 4)	1														
										ı			ı	Т	YPE											1						
œ.			SH	SH	SH	SH	SH	SH	SH	SH	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF
SIGN NUMBER			M1-5	M1-5A	M1-5A	M2-1	M6-1	M6-4	R1-1	R2-1	W1-1L	W1-1R	W1-2L	W1-2R	W1-3L	W1-4L	W1-4R	W1-5L	W1-5R	W1 - 6	W1-7	W1-8D	W3-1	W13-1P	W13-1P	W13-1P	W13-1P	W13-1P	W13-1P	W16-3P	OM3-R	омз-ь
≥	LOG	LOCATION					1			SI	GN DE	SCRIP	TION, S	SIZES	& NUM	BER O	F EAC	H													-	
Z	MILE						←			SPEED							^		^			l	_									
<u> 5</u>			185	C M1-5a	KK	JCT M2-1	₩-1 →	↔	(STOP)	ьмт 55			③		(\$)	(\$ >		(\$)		—	*			20 M.P.H.	25 M.P.H.	30 M.P.H.	40 M.P.H. W13-1P	45 M.P.H.	50 M.P.H.	3/4 MILES	Dusse 12"x36"	12"x36"
(တ			30"x24"	24"x24"	30"x24"	21"x15"	21"x15"	21"x15"	36"x36"	36"x48"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	48"x24"	48"x24"	18"x24"	36"x36"	w13-19 24"x24"	w13-1P 24"x24"	24"x24"	wiship 24"x24"	24"x24"	w13-19 24"x24"	24"x18"	0MS-R	1000
1	270+04	ROUTE KK - RT	30 X24	24 X24	30 X24	Z1 X15	21 X15	21 X13	1	36 X46	36 X36	36 X36	36 X36	30 X30	36 X36	36 X36	30 X30	30 X30	36 X36	40 XZ4	40 X24	10 X24	30 X30	24 X24	24 X24	24 X24	24 X24	24 X24	24 X24	24 X 10	12 X30	12 X36
2	270+12	ROUTE KK - LT		1				1																								
3	270+63	ROUTE KK - LT							1																							
4	270+67	ROUTE KK - RT	1		1										4									-								
5 6	271+04 271+56	ROUTE KK - RT ROUTE KK - RT													1							1		1								
7	272+04	ROUTE KK - RT																				1										
8	272+28	ROUTE KK - RT																		1												
9	272+28	ROUTE KK - RT																		1												
10	272+83	ROUTE KK - RT	1																			1										
11	273+40 273+64	ROUTE KK - RT ROUTE KK - LT	-	1		1																1										
12 13	273+64	ROUTE KK - LT	-	-		- ' -														-			1									-
14	275+73	ROUTE KK - LT																				1	<u>'</u>									-
15	276+35	ROUTE KK - LT																		1												
16	276+88	ROUTE KK - LT																				1										
17	277+41	ROUTE KK - LT																				1										
18 19	278+04 278+53	ROUTE KK - LT ROUTE KK - LT	1																	1		1										-
20	279+17	ROUTE KK - LT																				1										-
21	280+41	ROUTE KK - LT													1									1								
22	281+12	ROUTE KK - RT									1															1						
23	282+91	ROUTE KK - RT																				1										
24	283+50	ROUTE KK - RT																				1										
25 26	284+61 284+98	ROUTE KK - RT ROUTE KK - RT																		1												
27	285+55	ROUTE KK - RT																		'		1										
28	286+15	ROUTE KK - RT																				1										
29	287+07	ROUTE KK - LT										1														1						
30	291+74	ROUTE KK - RT																	1								1					
31	293+70	ROUTE KK - LT																				1										
32 33	294+46 295+18	ROUTE KK - LT ROUTE KK - LT																				1										
34	296+03	ROUTE KK - LT	 																			1										-
35	296+79	ROUTE KK - LT																				1										
36	298+97	ROUTE KK - RT																				1										
37	299+76	ROUTE KK - RT																				1										
38	300+61	ROUTE KK - RT																				1										
39 40	301+21 301+57	ROUTE KK - RT ROUTE KK - RT	-						1													1										
41	303+45	ROUTE KK - KT																				1										
42	304+25	ROUTE KK - LT																				1										
43	305+04	ROUTE KK - LT																				1										
44	305+82	ROUTE KK - LT																				1										
45	306+01	ROUTE KK - RT	-				-																							-	1	
46 47	306+07 306+16	ROUTE KK - LT ROUTE KK - LT	1				+																								1	1
48	306+18	ROUTE KK - ET	 																													1
49	306+68	ROUTE KK - RT																	1							1						
50	307+69	ROUTE KK - LT																1									1					
51	308+55	ROUTE KK - LT	1																			1										
52	309+13	ROUTE KK - LT	-				-															1										
53 54	309+71 310+33	ROUTE KK - LT ROUTE KK - LT	+																			1								\vdash		
55	310+33	ROUTE KK - LT																				1										-
56	313+07	ROUTE KK - RT																				1										
57	313+76	ROUTE KK - RT																				1										
		SUBTOTAL 1	0	2	1	1	0	1	3	0	1	1	0	0	2	0	0	1	2	6	0	33	1	2	0	3	2	0	0	0	2	2

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JOB NO.
J6S3619
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DATE DESCRIPTION



D-30 STANDARD SIGN ASSEMBLIES (1) SHEET 1 OF 5

										S	TAND	ARD	SIGN	ASSE	MBLII	ES (2	OF 4)															
														Т	YPE																	
<u>~</u>			SH	SH	SH	SH	SH	SH	SH	SH	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF
SIGN NUMBER			M1-5	M1-5A	M1-5A	M2-1	M6-1	M6-4	R1-1	R2-1	W1-1L	W1-1R	W1-2L	W1-2R	W1-3L	W1-4L	W1-4R	W1-5L	W1-5R	W1-6	W1-7	W1-8D	W3-1	W13-1P	W13-1P	W13-1P	W13-1P	W13-1P	W13-1P	W16-3P	омз-я	омз-ь
_ ≥	LOG	LOCATION								SI	GN DE	SCRIP	TION,	SIZES	& NUM	BER O	F EACI	H						ı		1		1	-			
Z	MILE				_		—			SPEED	_						_	_	^				<u> </u>								2	
<u>5</u>			185	C	KK	JCT M2-1		↔	(STOP)	ьмт 55					((\$)		(\$)	(\$)	—	\leftrightarrow			20 M.P.H. W13-1P	25 M.P.H.	30 M.P.H. W13-1P	40 M.P.H. W13-1P	45 M.P.H.	50 M.P.H.	3/4 MILES	Dusar 12"x36"	12"x36"
<u>N</u>			M1=5	l	M1-5a		MIH.		R1-1			1						W10.	1748			506	NO.								DMS-R	ONCH.
58	314+43	ROUTE KK - RT	30"x24"	24"x24"	30"x24"	21"x15"	21"x15"	21"x15"	36"x36"	36"x48"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	48"x24"	48"x24"	18"x24"	36"x36"	24"x24"	24"x24"	24"x24"	24"x24"	24"x24"	24"x24"	24"x18"	12"x36"	12"x36"
59	315+11	ROUTE KK - RT																				1										
60	315+78	ROUTE KK - RT																				1										
61	316+46	ROUTE KK - RT																				1										
62 63	317+83 318+42	ROUTE KK - LT ROUTE KK - LT																				1										
64	319+01	ROUTE KK - LT																		1		- '										
65	319+58	ROUTE KK - LT																				1										
66	320+14	ROUTE KK - LT																				1										
67	320+77	ROUTE KK - LT																				1										
68	321+42 322+07	ROUTE KK - LT ROUTE KK - LT										-										1							-			
69 70	322+07	ROUTE KK - LT																				1										-
71	323+28	ROUTE KK - RT																				<u> </u>									1	-
72	323+29	ROUTE KK - LT																				1										
73	323+41	ROUTE KK - RT																														1
74	323+82	ROUTE KK - LT																				1										
75 76	324+45 325+03	ROUTE KK - LT ROUTE KK - LT																		1		1										
77	325+65	ROUTE KK - LT																				1										
78	326+31	ROUTE KK - LT																				1										
79	328+21	ROUTE KK - RT																				1										
80	328+84	ROUTE KK - RT																				1										
81	329+48	ROUTE KK - RT																				1										
82 83	330+11 330+67	ROUTE KK - RT ROUTE KK - RT																				1										
84	331+25	ROUTE KK - RT																				1										
85	331+87	ROUTE KK - RT																				1										
86	336+09	ROUTE KK - LT																				1										
87	336+66	ROUTE KK - LT																				1										
88 89	337+13 337+82	ROUTE KK - LT ROUTE KK - LT																		1		1										
90	338+51	ROUTE KK - LT																		1												
91	339+11	ROUTE KK - LT																		-		1										
92	339+71	ROUTE KK - LT																				1										
93	341+03	ROUTE KK - RT																				1										-
94 95	341+61 342+20	ROUTE KK - RT																				1										-
96	342+20	ROUTE KK - RT ROUTE KK - RT																				1										-
97	343+34	ROUTE KK - RT																				1										-
98	343+83	ROUTE KK - RT																				1										
99	344+39	ROUTE KK - RT																				1										
100	347+16 348+02	ROUTE KK - RT ROUTE KK - LT								1									1							1						
101	367+16	ROUTE KK - RT														1			'							'		1				
103	380+86	ROUTE KK - LT														1												1				-
104	391+17	ROUTE KK - LT							1																							
105	391+51	ROUTE KK - RT																	1						1					1		
106	394+59	ROUTE KK - LT																				1										$\overline{}$
107 108	395+27 395+73	ROUTE KK - LT ROUTE KK - LT																				1										1
109	395+83	ROUTE KK - LT																													1	
110	395+87	ROUTE KK - RT																													1	
111	395+99	ROUTE KK - RT																														1
112	396+02	ROUTE KK - LT																				1										
113 114	396+38 397+01	ROUTE KK - LT ROUTE KK - LT																		1		1										
114	J91∓UI				_				4	4						2	0		2	F	0		0	0	1	1		1		1	_	
Į		SUBTOTAL 2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	2	5	0	40	0	0		1 1	0	2	0		3	3

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TO/11/2024

ROUTE STATE
KK MO
DISTRICT SHEET NO.
SL 69

COUNTY
FRANKLIN
JOB NO.
J6S3619
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DATE DESCRIPTION



D-30 STANDARD SIGN ASSEMBLIES (2) SHEET 2 OF 5

		T								S	TAND	ARD	SIGN		MBLII	ES (3	OF 4)	1														
															YPE																	
🖭			SH	SH	SH	SH	SH	SH	SH	SH	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF
SIGN NUMBER			M1-5	M1-5A	M1-5A	M2-1	M6-1	M6-4	R1-1	R2-1	W1-1L	W1-1R	W1-2L	W1-2R	W1-3L	W1-4L	W1-4R	W1-5L	W1-5R	W1-6	W1-7	W1-8D	W3-1	W13-1P	W13-1P	W13-1P	W13-1P	W13-1P	W13-1P	W16-3P	омз-к	OM3-L
≧	LOG	LOCATION					•			SI	GN DE	SCRIP	TION,	SIZES	& NUM	BER O	F EACI	H										•				
Z	MILE						—			SPEED	$\overline{\Delta}$	Δ	Δ	Δ	\wedge		Δ		A					<u></u>							2	
<u>ច</u>			185	С	KK	JCT M2-1	21"x15"	↔	(STOP)	SPEED LIMIT 55		<u></u>	3	((\$)	(\$)		(\$ >	(\$)	—	*			20 M.P.H.	25 M.P.H. W13-1P	30 M.P.H. W13-1P	40 M.P.H. W13-1P	45 M.P.H.	50 M.P.H.	3/4 MILES	SUS-R	
တ			30"x24"	мт-ға 24"х24"	M1-50 30"x24"	21"x15"	21"v15"	21"x15"	36"x36"	26"440"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	WHE	36"x36"	36"x36"	48"x24"	48"x24"	18"x24"	36"x36"	wı>ı₽ 24"x24"			wishe 24"x24"	24"x24"	wiship 24"x24"		0MS-R 12"x36" 1	12"x36"
115	397+59	ROUTE KK - LT	50 AZ-4	24 724	JU 724	21 710	ZIAIS	21 713	50 200	50 A40	30 X30	30 230	30 X30	50 250	50 250	50 250	30 230	JO 700	50 200	1	70 /27	110 AZ-4	50 A50	24 724	24 724	24 724	24 724	24 724	24 724	24 710	2 200	12 200
116	398+18	ROUTE KK - LT																				1										
117	398+80	ROUTE KK - LT																				1										
118	400+48	ROUTE KK - RT																				1										
119 120	401+06 401+64	ROUTE KK - RT ROUTE KK - RT																		1		1									\rightarrow	-
121	402+17	ROUTE KK - RT																				1										-
122	402+72	ROUTE KK - RT																				1										
123	403+27	ROUTE KK - RT																				1										
124	403+96	ROUTE KK - RT	1																	1		ļ .										
125	404+65	ROUTE KK - RT ROUTE KK - RT	1						-													1	1									
126 127	405+23 408+92	ROUTE KK - RT	1																			1									+	-
128	409+56	ROUTE KK - RT																				1									-	-
129	410+14	ROUTE KK - RT																		1												
130	410+77	ROUTE KK - RT																		1												
131	411+35	ROUTE KK - RT																				1										
132	412+74	ROUTE KK - LT	-																			1										
133 134	413+37 413+90	ROUTE KK - LT ROUTE KK - LT																				1									\rightarrow	
135	414+45	ROUTE KK - LT																				1									-	-
136	415+01	ROUTE KK - LT																				1										\neg
137	415+59	ROUTE KK - LT																				1										
138	416+23	ROUTE KK - LT																				1										
139	416+81	ROUTE KK - LT																				1										
140 141	417+34 417+92	ROUTE KK - LT ROUTE KK - LT																				1										
142	418+55	ROUTE KK - LT																				1										
143	419+18	ROUTE KK - LT																		1												
144	419+36	ROUTE KK - LT																				1										
145	419+82	ROUTE KK - LT	-						1											4												
146 147	420+66 421+30	ROUTE KK - LT ROUTE KK - LT																		1		1									\rightarrow	-
148	421+88	ROUTE KK - LT																				1										-
149	422+46	ROUTE KK - LT																				1										
150	425+47	ROUTE KK - LT																	1						1					1		
151	435+59	ROUTE KK - RT															1										1					
152	439+30	ROUTE KK - LT	-																			1										
153 154	440+04 440+94	ROUTE KK - LT ROUTE KK - LT																				1									+	-
155	441+73	ROUTE KK - LT																				1									-	-
156	442+57	ROUTE KK - LT																				1										
157	445+83	ROUTE KK - RT																				1										
158	446+63	ROUTE KK - RT																				1										
159	447+42	ROUTE KK - RT																				1										
160 161	448+21 449+00	ROUTE KK - RT ROUTE KK - RT																				1									-	-
162	449+79	ROUTE KK - RT	 																			1									\rightarrow	
163	450+58	ROUTE KK - RT																				1										
164	451+43	ROUTE KK - RT																				1									\Box	
165	452+17	ROUTE KK - RT																				1										
166	453+02	ROUTE KK - RT	-				-		-													1					-					\longrightarrow
167 168	456+62 474+61	ROUTE KK - LT ROUTE KK - RT	+-				+		+					-	-		1	-	1								1		1		\rightarrow	
169	477+81	ROUTE KK - RT							1										<u>'</u>										'		\rightarrow	-
170	502+28	ROUTE KK - LT																	1										1			
171	502+63	ROUTE KK - RT													1											1						
Į		SUBTOTAL 3	0	0	0	0	0	0	2	0	0	0	0	0	1	0	2	0	3	7	0	42	0	0	1	1	2	0	2	1	0	0

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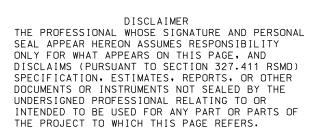


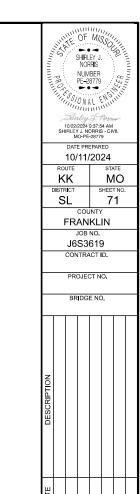


D-30 STANDARD SIGN ASSEMBLIES (3) SHEET 3 OF 5

										S	TANE	ARD	SIGN	ASSE	MBLI	ES (4	OF 4)															
														Т	YPE																	
			SH	SH	SH	SH	SH	SH	SH	SH	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF
ដ្ឋ			M1-5	M1-5A	M1-5A	M2-1	M6-1	M6-4	R1-1	R2-1	W1-1L	W1-1R	W1-2I	W1-2R	W1-3L	W1-4L	W1-4R	W1-5L	W1-5R	W1-6	W1-7	W1-8D	W3-1	W13-1P	W13-1P	W13-1P	W13-1P	W13-1P	W13-1P	W16-3P	OM3-R	OM3-I
Ľ≝	LOG	LOCATION	1011-5	IWI - SA	WIT-5/A	IVIZ-1	IVIO-1	1010-4	101-1					SIZES					WI-SIC	***	VV 1-7	W1-0D	VV3-1	VV 10-11	VV 10-11	VV 10-11	11115-11	W 13-11	VV 13-11	W 10-31		
월	MILE	LOCATION				1		1			GN DE	SCRIP	HON,	SIZES	& NUIVI	DER U	FEAC	<u> </u>						1			_					
SIGN NUMBER	IVIILE		185	С	KK	JCT M2:	← ME-1 →	↔	STOP	SPEED LIMIT 55			(3)		(\$)			(\$)	(\$)	—	*			20 M.P.H.	25 M.P.H.	30 M.P.H.	40 M.P.H.	45 M.P.H.	50 M.P.H.	3/4 MILES	12"x36"	
8			M1+5	M1-5a	M1-5a					50	W+1.	west	80.40.	100K	M146.	1994	W-81	890.	17-68				60				1	1	1		DNS-R	ONCH,
172	505+30	ROUTE KK - RT	30"x24"	24"x24"	30"x24"	21"x15"	21"x15"	21"x15"	36"x36"	36"x48"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	36"x36"	48"x24"	48"x24"	18"x24"	36"x36"	24"x24"	24"x24"	24"x24"	24"x24"	24"x24"	24"x24"	24"x18"	12"x36"	12"x36"
173	505+90	ROUTE KK - RT																				1								++		
174	506+67	ROUTE KK - RT							1					-								- '-								+		-
175	507+04	ROUTE KK - RT							+ '-		-			-					-	1							<u> </u>			+		
176	508+10	ROUTE KK - RT																		<u> </u>		1								+		+
177	508+68	ROUTE KK - RT												1								1								+		_
178	509+29	ROUTE KK - RT																		1		<u> </u>								+		
179	509+91	ROUTE KK - RT																		'		1								\vdash		_
180	510+55	ROUTE KK - RT																				1								\vdash		_
181	511+36	ROUTE KK - LT																				1								\vdash		_
182	512+34	ROUTE KK - LT																				1								\vdash		
183	512+97	ROUTE KK - LT																		1		i i								\vdash		
184	513+61	ROUTE KK - LT																		,		1								1		1
185	514+19	ROUTE KK - LT																				1										
186	514+82	ROUTE KK - LT																		1												
187	515+40	ROUTE KK - LT																				1								\vdash		
188	516+03	ROUTE KK - LT																				1										
189	516+67	ROUTE KK - LT																				1										
190	519+47	ROUTE KK - LT													1											1						
191	520+29	ROUTE KK - RT											1															1				
192	528+79	ROUTE KK - LT							1																							
193	529+79	ROUTE KK - RT	1			1																										
194	532+82	ROUTE KK - LT												1														1				
195	532+98	ROUTE KK - RT																					1									
196	534+88	ROUTE KK - LT								1																						
197	536+04	ROUTE KK - LT			1																											
198	536+63	ROUTE KK - RT							1																							
199	537+43	ROUTE KK - LT																			1											
200	537+44	ROUTE KK - RT	1		1		1	1																								
		SUBTOTAL 4	2	0	2	1	1	1	3	1	0	0	1	1	1	0	0	0	0	4	1	13	1	0	0	1	0	2	0	0	0	0

									S	(AND	ARD S	SIGN A	SSE	MBLIE	S (TO	TAL)														
	TYPE																													
	SH	SH	SH	SH	SH	SH	SH	SH	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF	SHF
	M1-5	M1-5A	M1-5A	M2-1	M6-1	M6-4	R1-1	R2-1	W1-1L	W1-1R	W1 - 2L	W1-2R	W1-3L	W1-4L	W1-4R	W1-5L	W1-5R	W1-6	W1-7	W1-8D	W3-1	W13-1P	W13-1P	W13-1P	W13-1P	W13-1P	W13-1P	W16-3P	OM3-R	омз-
	SIGN DESCRIPTION, SIZES & NUMBER OF EACH																													
	185 MH-6	C	K K	JCT MEAN	← M6.1	↔ ME-4	STOP	SPEED LIMIT 55	(1)	(3	((\$)	\$	<u>*</u>	(\$)	<u>\$</u>	—	÷		\$	20 M.P.H.	25 M.P.H.	30 M.P.H.	40 M.P.H. W13-1P	45 M.P.H.	50 M.P.H.	3/4 MILES		
OLIDTOTAL 4	30"x24"	24"x24"	30"x24"	21"x15"	21"x15"	21"x15"	36"x36"	36"x48"	36"x36"	36"x36"	36"x36"	36"x36"		36"x36"	36"x36"	36"x36"	36"x36"	48"x24"	48"x24"		36"x36"		24"x24"	24"x24"	24"x24"	24"x24"	24"x24"			12"x36
SUBTOTAL 1	0	2	1	1	0	1	3	0	1	1	0	0	2	0	0	1	2	6	0	33	1	2	0	3	2	0	0	0	2	2
SUBTOTAL 2	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	2	5	0	40	0	0	1	1	0	2	0	1	3	3
SUBTOTAL 3	0	0	0	0	0	0	2	0	0	0	0	0	1	0	2	0	3	7	0	42	0	0	1	1	2	0	2	1	0	0
SUBTOTAL 4	2	0	2	1	1	1	3	1	0	0	1	1	1	0	0	0	0	4	1	13	1	0	0	1	0	2	0	0	0	0
TOTAL	2	2	3	2	1	2	9	2	1	1	1	1	4	2	2	1	7	22	1	128	2	2	2	6	4	4	2	2	5	5







D-30 STANDARD SIGN ASSEMBLIES (4) SHEET 4 OF 5

			SIGN	I SUMMARY										
			SIZE, TYPE & SQUARE FEET											
STANDARD SIGN OR SPECIAL SIGN NUMBER	SIGN DETAIL SHEET NO.	NO. EACH	SIZE	FLAT SHEET SH	FLAT SHEET FLUORESCENT SHF *	STRUCTURAL ST	STRUCTURAL FLUORESCENT STF *							
	INO.			ITEM NO. 9035004A	ITEM NO. 9035069A	ITEM NO. 9035011A	ITEM NO. 9035071A							
M1-5	STANDARD	2	30"x24"	10	0000001	000001111	33337.77							
M1-5A (C)	STANDARD	2	24"x24"	8										
M1-5A (KK)	STANDARD	3	30"x24"	15										
M2-1	STANDARD	2	21"x15"	4.38										
M6-1	STANDARD	1	21"x15"	2.19										
M6-4	STANDARD	2	21"x15"	4.38										
R1-1	STANDARD	9	36"x36"	81										
R2-1 (55)	STANDARD	2	36"x48"	24										
W1-1L	STANDARD	1	36"x36"		9									
W1-1R	STANDARD	1	36"x36"		9									
W1-2L	STANDARD	1	36"x36"		9									
W1-2R	STANDARD	1	36"x36"		9									
W1-3L	STANDARD	4	36"x36"		36									
W1-4L	STANDARD	2	36"x36"		18									
W1-4R	STANDARD	2	36"x36"		18									
W1-5L	STANDARD	1	36"x36"		9									
W1-5R	STANDARD	7	36"x36"		63									
W1-6	STANDARD	22	48"x24"		176									
W1-7	STANDARD	1	48"x24"		8									
W1-8D	STANDARD	128	18"x24"		384									
W3-1	STANDARD	2	36"x36"		18									
W13-1P (20)	STANDARD	2	24"x24"		8									
W13-1P (25)	STANDARD	2	24"x24"		8									
W13-1P (30)	STANDARD	6	24"x24"		24									
W13-1P (40)	STANDARD	4	24"x24"		16									
W13-1P (45)	STANDARD	4	24"x24"		16									
W13-1P (50)	STANDARD	2	24"x24"		8									
W16-3P	STANDARD	2	24"x18"		6									
OM3-R	STANDARD	5	12"x36"		15									
OM3-L	STANDARD	5	12"x36"		15									
	SUE	STOTA	LS	149.0	882.0	0.0	0.0							
	PAY	TOTA	LS	149	882	0	0							

* ORANGE, YELLOW & YELLOW/GREEN



D-30 STANDARD SIGN ASSEMBLIES (4) SHEET 5 OF 5

SHIRLEY J NORRIS NUMBER PE-28779

10/11/2024

FRANKLIN

JOB NO.

J6S3619

CONTRACT ID.

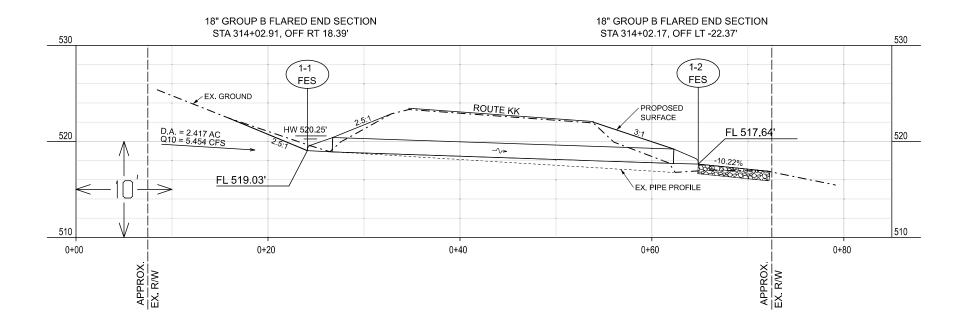
PROJECT NO.
BRIDGE NO.

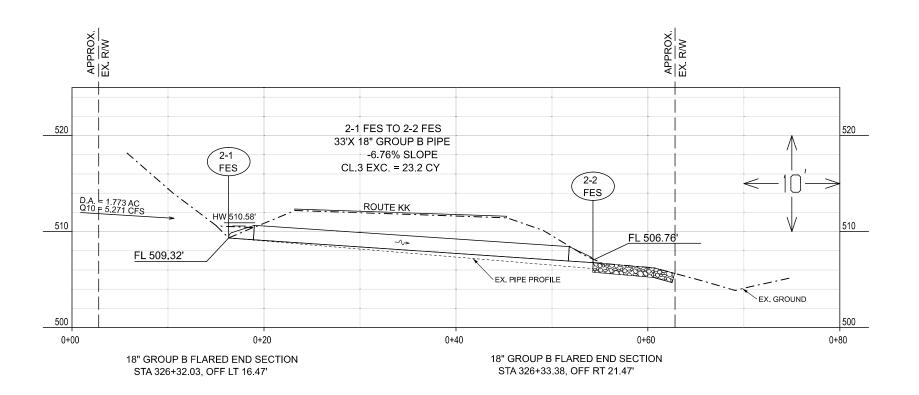
MO SHEET NO. 72

KK

SL

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DATEPR	DATE PREPARED										
10/11/2024											
ROUTE	STATE										
KK	MO										
DISTRICT	SHEET NO.										
SL	73										
001	INITY										

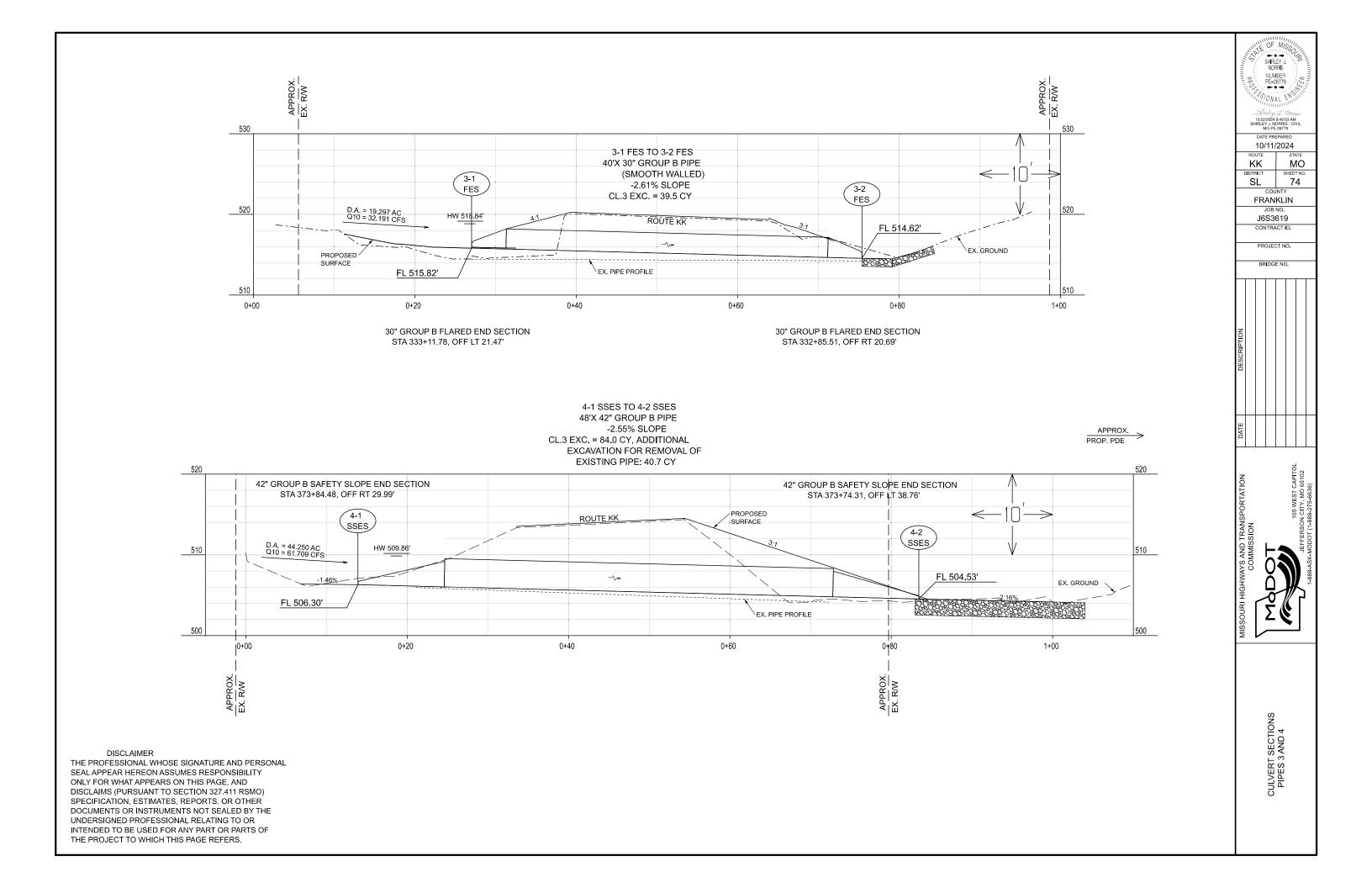
FRANKLIN
JOB NO.
J6S3619
CONTRACT ID.

PROJECT NO.



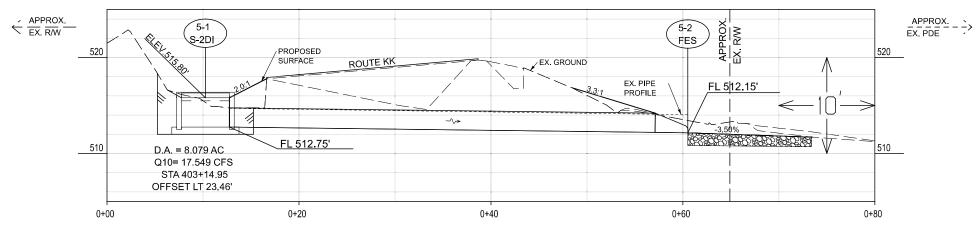


CULVERT SECTIONS PIPES 1 AND 2

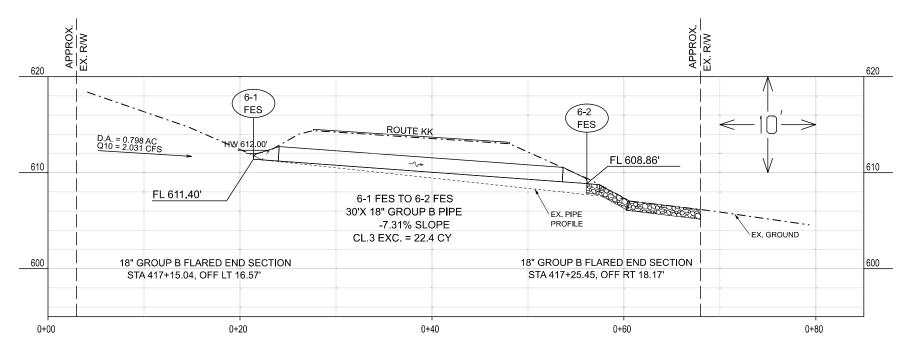


5'X 3' PRECAST DROP INLET W/ TYPE 'S-2'GRATE & AND BEARING PLATE 1-24" PIPE OPENING LINEAR DEPTH = 3.63' PAY DEPTH = 4' CLASS 3 EXC. IN ROCK = 13.5 CY

24" GROUP A FLARED END SECTION STA 403+04.96, OFF RT 25.69'



5-1 S-2DI TO 5-2 FES 44'X 24" GROUP A PIPE -1.25% SLOPE CL.3 EXC. = 46.9 CY



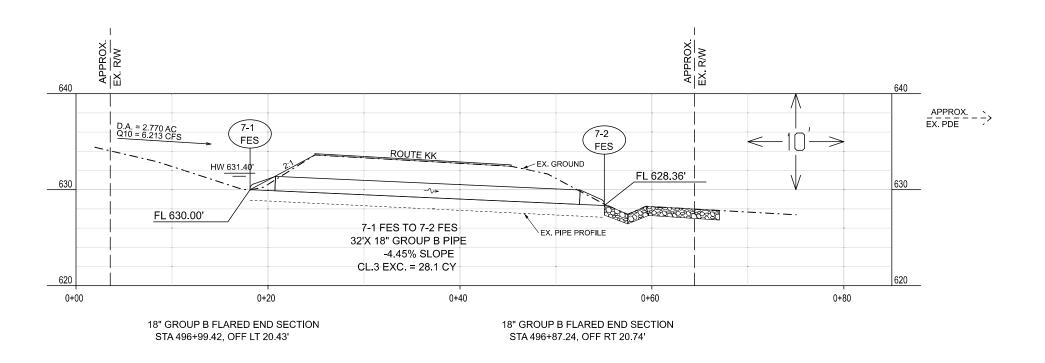
DISCLAIMER

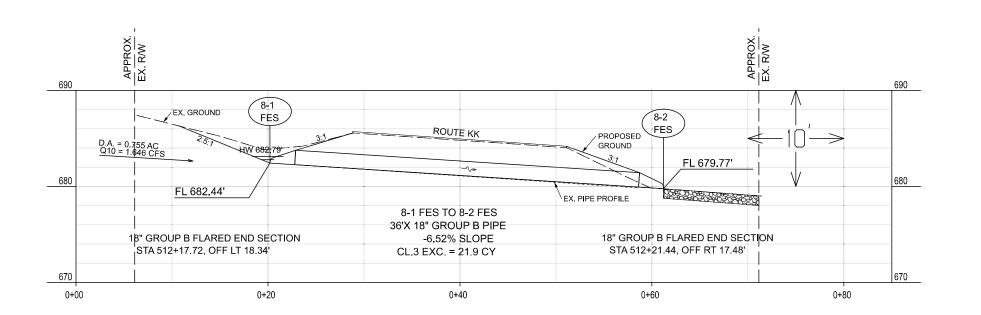
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CULVERT SECTIONS PIPES 5 AND 6





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SHRET J.
NORRIS.
NUMBER
PE-20779

DATE PREPARED
10/211/2024

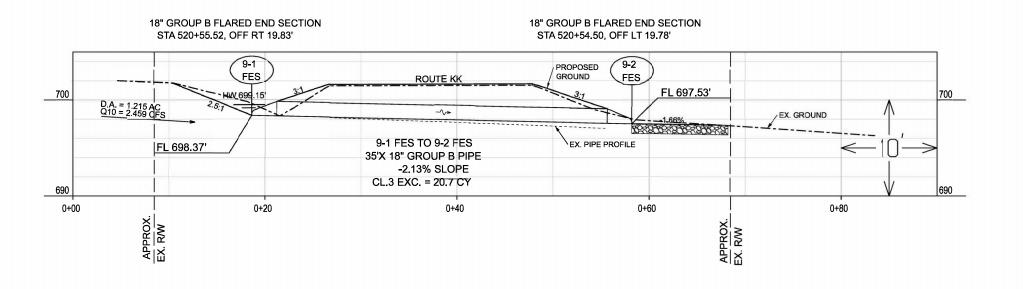
ROUTE
KK MO
DISTRET SHEET NO.
SL COUNTY
FRANKLIN
JOB NO.
J6S3619
CONTRACT ID.

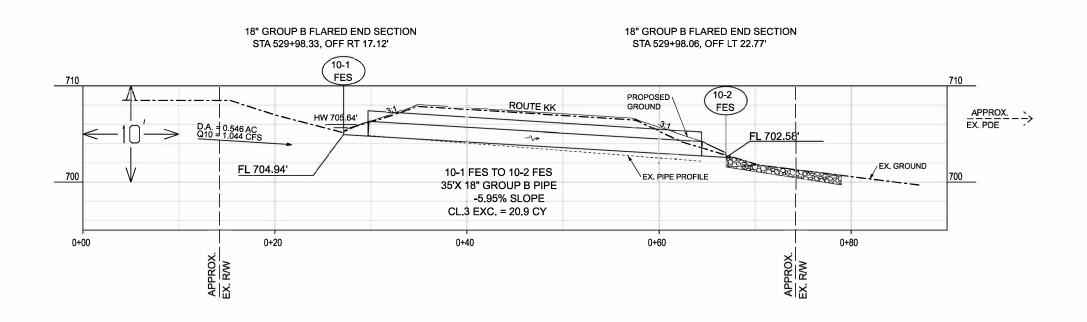
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CULVERT SECTIONS PIPES 7 AND 8





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SHRIEF J. NORRIS 1022/2024 959.328 M. SHRIEF J. NORRIS 1022/2024 959.328 M. SHRIEF J. NORRIS - OIVIL MO-PE28779

DATE PREPARED 10/11/2024

ROUTE KK MO
DISTRICT SHEET NO.

SL 77

COUNTY FRANKLIN

JOB NO.

J6S3619

CONTRACT ID.

PROJECT NO.

BRIDGE NO.



CULVERT SECTIONS PIPES 9 AND 10