DESIGN DESIGNATION

A.A.D.T. - 2024 = 1304 T = 10%V = 55 M.P.H.

FUNCTIONAL CLASSIFICATION-PRINCIPAL ARTERIAL

NO NEW R/W REQUIRED

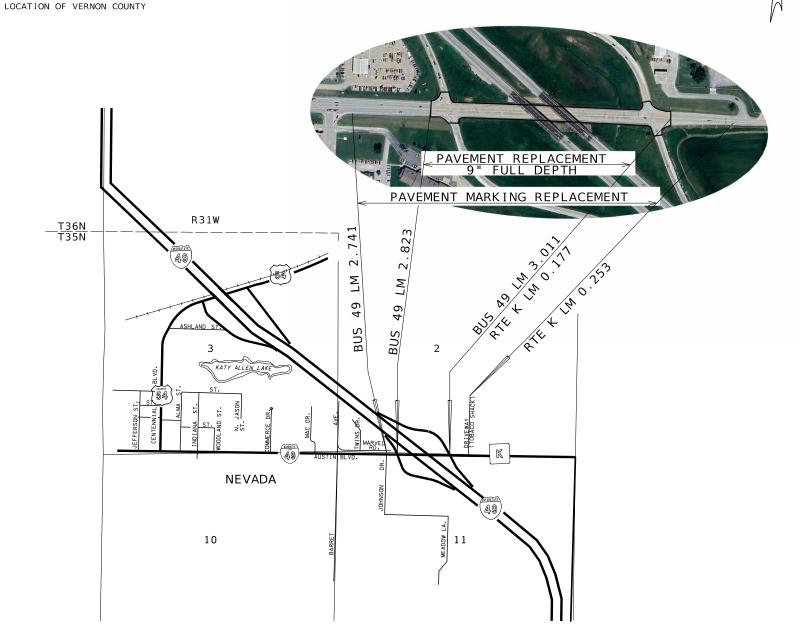
CONVENTIONAL SYMBOLS

| | EXISTING | NEW |
|--|--|--|
| BUILDINGS AND STRUCTURES GUARD RAIL GUARD CABLE CONCRETE RIGHT-OF-WAY MARKER STEEL RIGHT-OF-WAY MARKER LOCATION SURVEY MARKER | 0000 | •••• |
| UTILITIES FIBER OPTICS OVERHEAD CABLE TV UNDERGROUND CABLE TV OVERHEAD TELEPHONE UNDERGROUND TELEPHONE OVERHEAD POWER UNDERGROUND POWER SANITARY SEWER STORM SEWER GAS WATER | - FOOTVUTV OT UT UE SS G W | - FO - OTV - UTV - OT - OE - S - S - G - W |
| MANHOLE | SAN HYD |) |
| FIRE HYDRANT | wv C |] |
| WATER VALVE | wr C |) |
| WATER METER | Ð"" |) |
| DROP INLET | <u>"</u> [| |
| DITCH BLOCK | = | ⊭ |
| GROUND MOUNTED SIGN | SIGN | _ |
| LIGHT POLE | | |
| H-FRAME POWER POLE | | |
| TELEPHONE PEDESTAL FENCE CHAIN LINK WOVEN WIRE GATE POST | —————————————————————————————————————— | ′ —— ′ —— |
| BENCHMARK | ⊗ |) |

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

PLANS FOR PROPOSED STATE HIGHWAY VERNON COUNTY



NOT TO SCALE

THE EXISTENCE AND APPROXIMATE LOCATION OF UTILITY FACILITIES KNOWN TO EXIST, AS SHOWN ON THE PLANS, ARE BASED ON THE BEST INFORMATION AVAILABLE TO THE COMMISSION AT THIS TIME. THIS INFORMATION IS PROVIDED BY THE COMMISSION "AS-IS" AND THE COMMISSION EXPRESSLY DISCLAIMS ANY REPRESENTATION OR WARRANTY AS TO THE COMPLETENESS, ACCURACY, OR SUITABILITY OF THE INFORMATION FOR ANY USE. RELIANCE UPON THIS INFORMATION IS DONE AT THE RISK AND PERIL OF THE USER, AND THE COMMISSION SHALL NOT BE LIABLE FOR ANY DAMAGES THAT MAY ARISE FROM ANY ERROR IN THE INFORMATION. IT IS, THEREFORE, THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE EXISTENCE, LOCATION AND STATUS OF ANY FACILITY. SUCH VERIFICATION INCLUDES DIRECT CONTACT WITH THE LISTED UTILITIES.

INDEX OF SHEETS

| DESCRIPTION | SHEET NUMBER |
|----------------------------------|-----------------|
| TITLE SHEET | 1 |
| TYPICAL SECTIONS (TS) (2 SHEETS) | 2 |
| QUANTITIES (QU) (2 SHEETS) | 3 |
| PLAN SHEETS (1 SHEET) | 4 |
| TRAFFIC CONTROL SHEETS (TC) | 5 - 9 |
| SIGNING (SN) | 10-12 |
| PAVEMENT MARKING (PM) | 13 |
| | |

| THIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | PROTITION THE | PE- | KELL NUM -2011 O N A | NER BER 0157 | 63 NO. | REER | WITH HAME |
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LENGTH OF PROJECT

LOG MILES FROM 2024 ARAN

BUS 49 LM 2.741

1425.6 FEET FEET

RTE K LM 0.177 = BUS 49 LM 3.011
RTE K LM 0.253

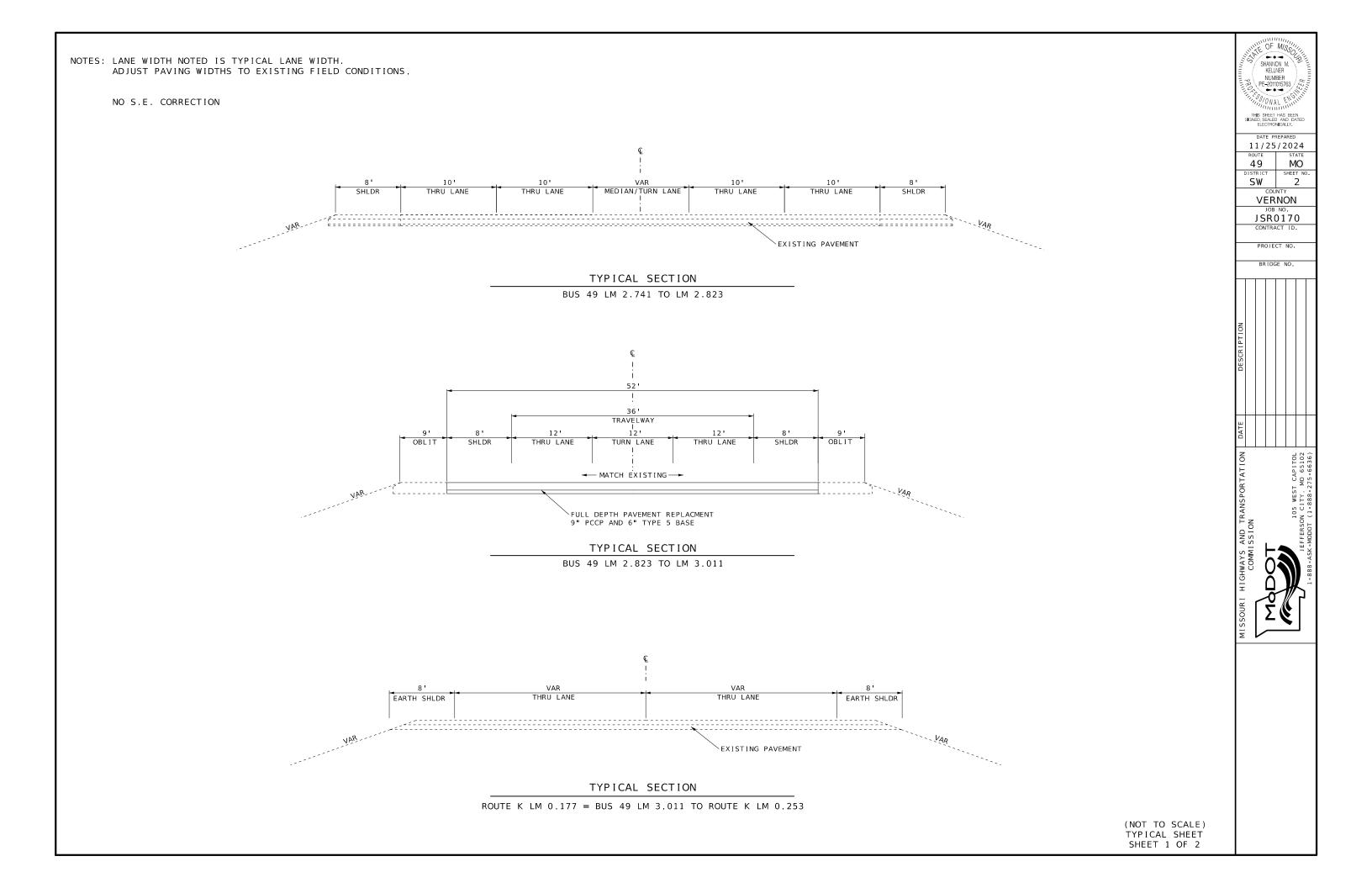
BUS 49 LM 3.011 = RTE K LM 0.177

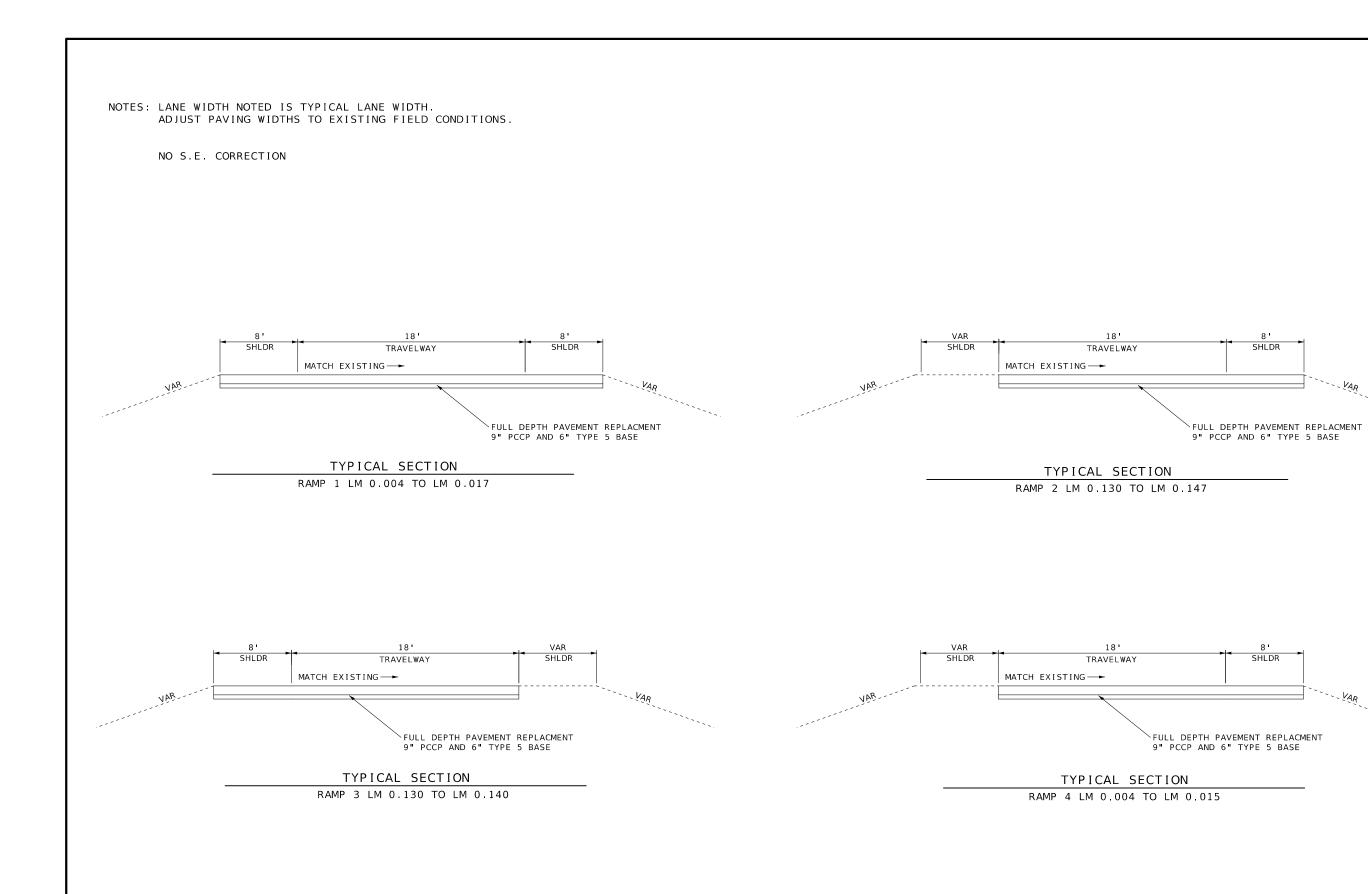
401.3 FEET FEET

TOTAL APPARENT LENGTH 1826.9 FEET

NET LENGTH OF PROJECT 1827 FEET STATE LENGTH 0.346 MILES









(NOT TO SCALE) TYPICAL SHEET SHEET 2 OF 2

| | | | | REMOVAL OF IMPRO | VEMENTS | ; | |
|--------|----------|---|----------|------------------|---------|------------|-----------------------|
| ROUTE | LOG MILE | - | LOG MILE | DESCRIPTION | UNITS | TOTAL | REMARKS |
| BUS 49 | 2.823 | - | 3.011 | CONCRETE | SY | 5294.1 | MAINLINE |
| BUS 49 | 2.823 | - | 3.011 | ASPHALT | SY | 1764.7 | SHOULDER |
| RAMP 1 | 0.004 | - | 0.017 | CONCRETE | SY | 259.3 | MAINLINE AND SHOULDER |
| RAMP 2 | 0.130 | - | 0.147 | CONCRETE | SY | 259.3 | MAINLINE AND SHOULDER |
| RAMP 3 | 0.130 | - | 0.140 | CONCRETE | SY | 105.6 | MA I NL I NE |
| RAMP 3 | 0.130 | - | 0.140 | ASPHALT | SY | 46.9 | SHOULDER |
| RAMP 4 | 0.004 | - | 0.015 | CONCRETE | SY | 116.2 | MA I NL I NE |
| RAMP 4 | 0.004 | - | 0.015 | ASPHALT | SY | 51.6 | SHOULDER |
| BUS 49 | | - | | SAW CUT | LF | 128.0 | BEGIN/END |
| RAMP 1 | | - | | SAW CUT | LF | 34.0 | EOP |
| RAMP 2 | | - | | SAW CUT | LF | 26.0 | EOP |
| RAMP 3 | | - | | SAW CUT | LF | 26.0 | EOP |
| RAMP 4 | | - | | SAW CUT | LF | 26.0 | EOP |
| BUS 49 | | - | | EXISTING SIGN | EACH | 1.0 | ON BRIDGE COLUMN |
| · | | | | _ | TOTAL | 1 LUMP SUM | |

| | | | TEMPORARY | EROSION CON | ITROL | |
|-------|-------|--------|-----------|-------------|------------|---------|
| | | | | SEDIMENT | ROCK DITCH | |
| | | | | REMOVAL | CHECK | |
| LM | LM | ROUTE | LOCATION | CY | LF | REMARKS |
| 2.823 | 3.011 | BUS 49 | VAR | 18 | 180 | |
| | | | | | | |
| | | | TOTALS | 18 | 180 | |

| | PAVEMENT MARKING REMOVAL | | | | | | | | | | | | | | |
|-------|--------------------------|---------|-------------------|--|--|--|--|--|--|--|--|--|--|--|--|
| LM | LM | LF | REMARKS | | | | | | | | | | | | |
| 2.741 | 2.823 | 2597.76 | BUS 49 LANE LINES | | | | | | | | | | | | |
| 2.741 | 2.823 | 57.00 | BUS 49 HASHBARS | | | | | | | | | | | | |
| 0.177 | 0.253 | 1203.84 | RTE K LANE LINES | | | | | | | | | | | | |
| | TOTAL | 3858.6 | | | | | | | | | | | | | |
| | USE | 3859 | | | | | | | | | | | | | |

| | | CC | NCRETE PAVEMENT | REPLACEM | ENT | | | | | | | | | | | |
|---------------|-----------|-----------|-----------------|------------|--------------|---|-------|-------|-------|-------|--|-------|-------|-----|-------|-------------------|
| | | | 9" CONCRETE | SUBGRADE | 6" TYPE 5 | | | | | | | | | | | |
| | BEGIN | END | PAVEMENT | COMPACTION | AGGREGATE | | | | | | | | | | | |
| LOCATION | LOG MILES | LOG MILES | S.Y. | STA | S.Y. | REMARKS | | | | | | | | | | |
| BUS 49 | 2.823 | 2.842 | 640.0 | 0.1 | 640.0 | MAINLINE BEGIN PVMT REPLACEMENT TO RAMPS 2 & 4 | | | | | | | | | | |
| BUS 49 | 2.842 | 2.988 | 4623.0 | 8.0 | 4623.0 | MAINLINE FROM RAMPS 2 & 4 TO RAMPS 1 & 3 | | | | | | | | | | |
| BUS 49 | 2.988 | 3.011 | 670.0 | 1.2 | 670.0 | MAINLINE FROM RAMPS 1 & 3 TO END PVMT REPLACEMENT | | | | | | | | | | |
| BUS 49/RAMP 1 | 0.004 | 0.017 | 530.0 | 0.7 | 530.0 | RAMP 1 & RT/LT SHLDRS | | | | | | | | | | |
| BUS 49/RAMP 2 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | 0.130 | | 0.147 | 450.0 | 0.9 | 450.0 | RAMP 2 & RT SHLDR |
| BUS 49/RAMP 3 | 0.130 | 0.140 | 275.0 | 0.5 | 275.0 | RAMP 3 | | | | | | | | | | |
| BUS 49/RAMP 4 | 0.004 | 0.015 | 375.0 | 0.6 | 375.0 | RAMP 4 & RT SHLDR | | | | | | | | | | |
| | • | TOTAL | 7563.0 | 12.0 | 7563.0 | | | | | | | | | | | |
| | • | USE | 7563.0 | 12.0 | 7563 | | | | | | | | | | | |

MOBILIZATION
1 LUMP SUM

CONTRACTOR FURNISHED
STAKING & SURVEYING
1 LUMP SUM

| | | | | | STRIPI | NG/PAVEMENT | MARK I NG | | | | | | | |
|-------|--------|-----------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------|---------------|-----------|------------|--------|
| | | | 6" WATERBORNE | 6" WATERBORNE | 12" WATERBORNE | 12" WATERBORNE | 4" WATERBORNE | 4" WATERBORNE | 6" WATERBORNE | RIGHT | LEFT | PREFORMED | 12" WHITE | 24" |
| BEGIN | END | | SOLID | INTERMITTENT | DOTTED | SOLID | SOLID | INTERMITTENT | SOL I D | TURN | TURN | WORD | YIELD LINE | YELLO |
| LOG | LOG | LOCATION | WHITE STRIPE | WHITE STRIPE | WHITE STRIPE | WHITE STRIPE | YELLOW STRIPE | YELLOW STRIPE | YELLOW STRIPE | ARROW | ARROW | ONLY | TRIANGLES | STRIPE |
| MILE | MILE | | LF | LF | LF | LF | LF | LF | LF | EA | EA | EA | EA | LF |
| 2.741 | 2.775 | BUS 49 LT/CL/RT | 350.0 | 31.3 | 43.8 | | 350.0 | 87.5 | | 1.0 | | 1.0 | | |
| 2.775 | 2.798 | BUS 49 LT/CL/RT | 250.0 | 31.3 | 31.3 | | 500.0 | | | | | 1.0 | | 24.0 |
| 2.798 | 2.842 | BUS 49 LT/CL/RT | 250.0 | 56.3 | | 225.0 | 900.0 | | | 2.0 | | 1.0 | 10.0 | 60.0 |
| 2.842 | 2.988 | BUS 49 LT/CL/RT | 1942.0 | | | | 2060.0 | | | | 4.0 | | | 36.0 |
| 0.177 | 0.253 | RTE K LT/CL/RT | 800.0 | | | | 1600.0 | | | | | | | 48.0 |
| 0.004 | 0.0107 | RAMP 1 LT/RT | 175.0 | | | | | | 100.0 | | | | | |
| 0.130 | 0.147 | RAMP 2 LT/RT | 125.0 | | | | | | 100.0 | | | | | |
| 0.130 | 0.140 | RAMP 3 LT/RT | 75.0 | | | | | | 60.0 | | | | | |
| 0.004 | 0.015 | RAMP 4 LT/RT | 125.0 | | | | | | 100.0 | | | | | |
| | | DISTANCE | 4092.0 | 118.9 | 75.1 | 225.0 | 5410.0 | 87.5 | 360.0 | | | | | |
| | | TOTAL PAINT | 42 | 10.9 | 30 | 0.1 | 549 | 97.5 | 360.0 | 3.0 | 4.0 | 3.0 | 10.0 | 168.0 |
| | | USE | 4: | 211 | 31 | 01 | 54 | 198 | 360 | | 7 | 3 | 10 | 168 |

SHANNON M.

SHANNON M.

KELINER

PE-201015763

THE SHEET HAS BEEN
SIGNED SEALED AND DATED
ELECTRONICALLY.

DATE PREPARED

11/26/2024

ROUTE

STATE

DATE PREPARED

11/26/2024

ROUTE STATE

49 MO

DISTRICT SHEET NO.

SW 3

COUNTY

VERNON

JOB NO.

JSR0170

CONTRACT ID.

PROJECT NO.

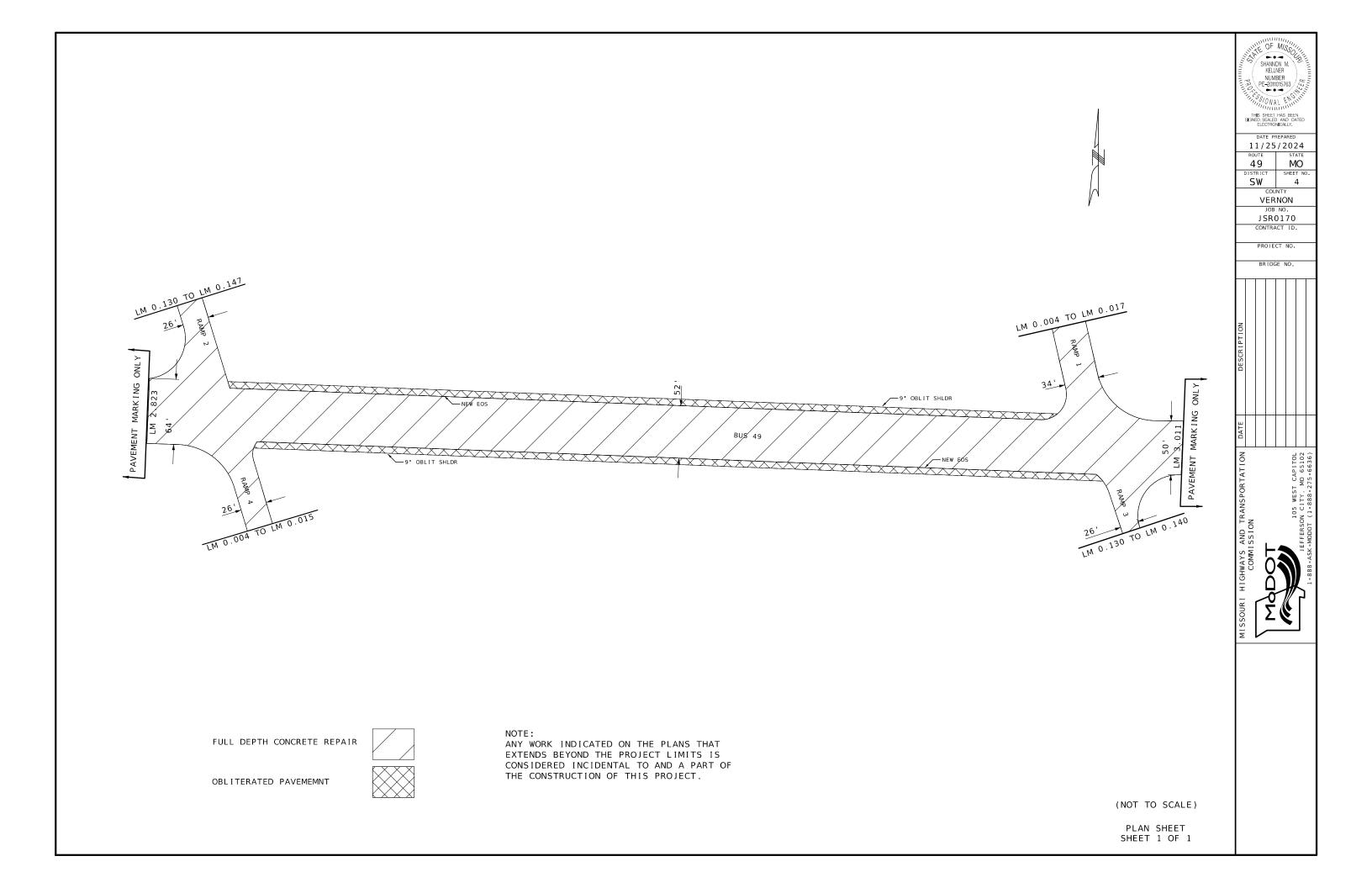
DATE DESCRIPTION

MISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

105 WEST CAPITOL
1.888-ASK-MODOT (1-888-275-6636)

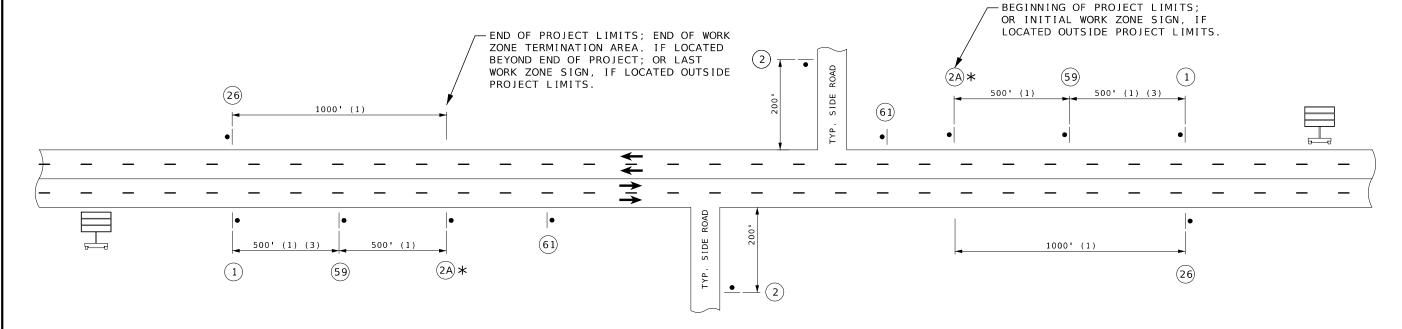
SUMMARY OF QUANTITIES
SHEET 1 OF 2

| | | | | | | | FFFCTIVE - 07 01 2024 | |
|---|--|---|-------------|---|---|---------------------------------|--|---|
| TOTAL QTY TOTAL | ALICIONI | 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | LOTY | TOTAL SIGN | | п т | EFFECTIVE: 07-01-2024 | OF MISON |
| | | SIZE AREA QTY | 1 - | | | | | (SI |
| SIZE AREA QTY AREA RELOCRELO | | | | | | , , , , , , , , , , , , , , , , | | SHANNON M. KELLNER |
| SIGN IN SQ.FT EACH SQ.FT EACH SQ.F | | l — · · · · · · · · · · · · · · · · · · | | SQ.FT. | | I TEM TOTA | | NUMBER PE-2011015763 / 43 |
| WARNING SIGNS | DESCRIPTION | | DE SIGNS | | DESCRIPTION | NUMBER QTY | | |
| WO1-1L 48X48 16.00 WO1-1R 48X48 16.00 | TURN (SYMBOL LEFT) TURN (SYMBOL RIGHT) | E05-1 36X48 12.00 E05-2 48X36 12.00 | | | GORE EXIT EXIT OPEN | 6122008 | IMPACT ATTENUATOR 40 MPH (SAND BARRELS) IMPACT ATTENUATOR 45 MPH (SAND BARRELS) | - INDOVONAL ENVIRON |
| WO1-1K 48X48 16.00 | CURVE (SYMBOL LEFT) | E05-2a 48X36 12.00 12 | 144 00 | | EXIT CLOSED | 6122010 | IMPACT ATTENUATOR 50 MPH (SAND BARRELS) | THIS SHEET HAS BEEN |
| WO1-2R 48X48 16.00 | CURVE (SYMBOL RIGHT) | 11 | 20.00 | + | ROAD WORK NEXT XX MILES | 6122012 | IMPACT ATTENUATOR 55 MPH (SAND BARRELS) | SIGNED, SEALED AND DATED ELECTRONICALLY. |
| WO1-3L 48X48 16.00 | REVERSE TURN (SYMBOL LEFT) | | 16.00 | + | END ROAD WORK | 6122014 | IMPACT ATTENUATOR 60 MPH (SAND BARRELS) | DATE PREPARED |
| WO1-3R 48X48 16.00 | REVERSE TURN (SYMBOL RIGHT) | GO20-4 36X18 4.50 | | | PILOT CAR FOLLOW ME | 6122017 | IMPACT ATTENUATOR 65 MPH (SAND BARRELS) | 3/26/2025 |
| WO1-4L 48X48 16.00 1 16.00 | 15A REVERSE CURVE (SYMBOL LEFT) | GO20-4a 42X30 8.75 | | | PILOT CAR IN USE WAIT & FOLLOW | 6122019 | IMPACT ATTENUATOR 70 MPH (SAND BARRELS) | ROUTE STATE 49 MO |
| WO1-4R 48X48 16.00 1 16.00 | 15 REVERSE CURVE (SYMBOL RIGHT) | GO20-4a 18X12 1.50 | | | PILOT CAR IN USE WAIT & FOLLOW | 6122020 | REPLACEMENT SAND BARREL | DISTRICT SHEET NO |
| WO1-4bL 48X48 16.00 | DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT) | GO20-5aP 36X24 6.00 | | | WORK ZONE (PLAQUE) | 6122030 | IMPACT ATTENUATOR (RELOCATION) | SW 3 |
| WO1-4bR 48X48 16.00 | DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT) | MO4-8a 24X18 3.00 | | | END DETOUR | 6123001 | TRUCK MOUNTED ATTENUATOR (TMA) | COUNTY |
| WO1-4cL 48X48 16.00 | TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT) | MO4-9L 48X36 12.00 | | | DETOUR (LEFT) | 6161008 2 | ADVANCED WARNING RAIL SYSTEM | VERNON |
| WO1-4cR 48X48 16.00 WO1-6 60X30 12.50 | TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT) HORIZONTAL ARROW (SYMBOL) | MO4-9R 48X36 12.00 MO4-9P 48X12 4.00 | | | DETOUR (RIGHT) STREET NAME (PLAQUE) | 6161012 | BUOYS (BOATS KEEP OUT) BUOYS (NO WAKE) | JOB NO. JSR0170 |
| W01-6 60/30 12.30 W01-6a 72X36 18.00 | HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE) | MO4-9P 48X12 4.00 MO4-10L 48X18 6.00 | | | DETOUR ARROW (LEFT) | 6161013 | SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT) | CONTRACT ID. |
| WO1-7 60X30 12.50 | DOUBLE HEAD HORIZONTAL ARROW (SYMBOL) | MO4-10R 48X18 6.00 | | | DETOUR ARROW (RIGHT) | 6161025 400 | | - I |
| WO1-7a 72X36 18.00 | DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.) | | JLATORY SIG | | 22.00% / ###0# (11.0/11) | 4 | TYPE III MOVEABLE BARRICADE | PROJECT NO. |
| WO1-8 18X24 3.00 | CHEVRON (SYMBOL) | R1-1 48X48 13.25 | | | STOP | 6161033 | DIRECTION INDICATOR BARRICADE | BRIDGE NO. |
| WO1-8a 30X36 7.50 | CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS) | R1-2 48TRI 6.93 | | | YIELD | 6161040 7 | FLASHING ARROW PANEL | DRIDGE NO. |
| WO3-1 48X48 16.00 | STOP AHEAD (SYMBOL) | R1-2a 36X36 9.00 | | | TO ONCOMING TRAFFIC (PLAQUE) | 6161047 | TYPE III OBJECT MARKER | <u> </u> |
| WO3-2 48X48 16.00 | YIELD AHEAD (SYMBOL) | R1-3P 30X12 2.50 | | | ALL WAY (PLAQUE) | 6161055 | SEQUENTIAL FLASHING WARNING LIGHT | 411111 |
| WO3-3 48X48 16.00 | SIGNAL AHEAD (SYMBOL) | | 24.00 | + - + + | SPEED LIMIT XX | 6161070 | TUBULAR MARKER | 411111 |
| WO3-4 48X48 16.00 | BE PREPARED TO STOP | R3-1 48X48 16.00 | 00.00 | | NO RIGHT TURN (SYMBOL) | 6161095 | RADAR SPEED ADVISORY SYSTEM | 411111 |
| WO3-5 48X48 16.00 | SPEED LIMIT AHEAD | | 80.00 | | NO LEFT TURN (SYMBOL) | 1 6161006 | CHANGEABLE MESSAGE SIGN, | |
| WO4-1L 48X48 16.00 WO4-1R 48X48 16.00 | MERGE (SYMBOL FROM LEFT) MERGE (SYMBOL FROM RIGHT) | R3-3 36X36 9.00 R3-4 48X48 16.00 | | | NO TURNS NO U-TURN (SYMBOL) | 6161096 | COMMISSION FURNISHED/RETAINED CHANGEABLE MESSAGE SIGN W/O COMM. | ┤ [ੁ |
| WO4-1aL 48X48 16.00 2 32.00 | 6A MERGE (LEFT) | R3-7L 30X30 6.25 | | | LEFT LANE MUST TURN LEFT | 6161098A | INTERFACE - CONTRACTOR FURNISHED/RETAINED | |
| WO4-18E 48X48 16.00 2 32.00 | MERGE (RIGHT) | R3-7R 30X30 6.25 | | | RIGHT LANE MUST TURN RIGHT | 13101030/1 | CHANGEABLE MESSAGE SIGN WITH COMM | |
| WO5-1 48X48 16.00 | ROAD/BRIDGE/RAMP NARROWS | R4-1 36X48 12.00 | | + | DO NOT PASS | 6161099 4 | INTERFACE - CONTRACTOR FURNISHED/RETAINED | |
| WO5-3 48X48 16.00 | ONE LANE BRIDGE | R4-2 36X48 12.00 | | | PASS WITH CARE | 6162000A | WORK ZONE TRAFFIC SIGNAL SYSTEM | 11111111 |
| WO5-5 48X48 16.00 | NARROW LANES | R4-7a 36X48 12.00 | | | KEEP RIGHT (HORIZONTAL ARROW) | 6162002 | TEMPORARY LONG-TERM RUMBLE STRIPS |] |
| WO6-1 48X48 16.00 | DIVIDED HIGHWAY (SYMBOL) | R4-8a 36X48 12.00 | | | KEEP LEFT (HORIZONTAL ARROW) | | TEMPORARY TRAFFIC BARRIER | |
| WO6-2 48X48 16.00 | DIVIDED HIGHWAY END (SYMBOL) | R5-1 30X30 6.25 | | | DO NOT ENTER | 6173600D | CONTRACTOR FURNISHED/RETAINED | <u> </u> |
| WO6-3 48X48 16.00 4 64.00 | 31 TWO WAY TRAFFIC (SYMBOL) | R5-1a 36X24 6.00 | | | WRONG WAY | | TEMPORARY TRAFFIC BARRIER | |
| WO7-3a 30X24 5.00 | NEXT XX MILES (PLAQUE) | R6-1L 54X18 6.75 | | + | ONE WAY ARROW (LEFT) | 6173602B | CONTRACTOR FURNISHED/COMMISSION RETAINED | <u> </u> |
| WO8-1 48X48 16.00 WO8-2 48X48 16.00 | BUMP DIP | R6-1R 54X18 6.75 R6-2L 24X30 5.00 | | | ONE WAY ARROW (RIGHT) ONE WAY (LEFT) | 6174000A 6175010A | TEMP. TRAFFIC BARRIER HEIGHT TRANSITION RELOCATING TEMPORARY TRAFFIC BARRIER | |
| W08-3 48X48 16.00 | PAVEMENT ENDS | R6-2R 24X30 5.00 | | | ONE WAY (RIGHT) | 01/3010A | TEMPORARY TRAFFIC BARRIER | AT I ON AP I TOL 65102 |
| W08-4 48X48 16.00 | SOFT SHOULDER | R9-9 24X12 2.00 | | | SIDEWALK CLOSED | 6176000B | COMMISSION FURNISHED/RETAINED | T. T |
| WO8-5 48X48 16.00 | SLIPPERY WHEN WET (SYMBOL) | | | | SIDEWALK CLOSED AHEAD, | | TEMP. TRAFFIC BARRIER HEIGHT TRANSITION | ORTA |
| WO8-6 48X48 16.00 | TRUCK CROSSING | R9-11L 24X18 3.00 | | | (ARROW LEFT) CROSS HERE | 6177000B | COMMISSION FURNISHED/RETAINED | TS: TS: |
| WO8-6c 48X48 16.00 | TRUCK ENTRANCE | | | | SIDEWALK CLOSED AHEAD, | 6208064A | TEMPORARY RAISED PAVEMENT MARKER | TRANSPOON |
| WO8-7 36X36 9.00 | LOOSE GRAVEL | R9-11R 24X18 3.00 | | | (ARROW RIGHT) CROSS HERE | 9029400 | TEMPORARY TRAFFIC SIGNALS | RAI |
| WO8-7a 36X36 9.00 | FRESH OIL / LOOSE GRAVEL | R10-6 24X36 6.00 | | + | STOP HERE ON RED (45^ ARROW) | 9029401 | TEMPORARY TRAFFIC SIGNALS AND LIGHTING | L NO SS |
| W08-9 48X48 16.00 | LOW SHOULDER | R11-2 48X30 10.00 4 | 40.00 | + | ROAD CLOSED | | | AND SS1 |
| WO8-11 48X48 16.00 WO8-12 48X48 16.00 | UNEVEN LANES NO CENTER LINE | | | | ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY | | | HIS L |
| WO8-12 48X48 16.00 WO8-15 48X48 16.00 | GROOVED PAVEMENT | R11-4 60X30 12.50 | | | ROAD CLOSED TO THRU TRAFFIC | + | | |
| WO8-15P 30X24 5.00 | MOTORCYCLE (PLAQUE) | CONST - 3A 60X48 20.00 | | + | FINE SIGN | | | ≱ŭ U |
| WO8-17L 48X48 16.00 | SHOULDER DROP-OFF (SYMBOL LEFT) | CONST-3X 56X12 4.67 | | + | SPEEDING/PASSING (PLATE) | 1 | | |
| WO8-17R 48X48 16.00 | SHOULDER DROP-OFF (SYMBOL RIGHT) | | CELLANEOUS | | · , | <u> </u> | • | |
| 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 |] | | [g) (C |
| W012-1 24X24 4.00 | DOUBLE DOWN ARROW (SYMBOL) | CONST-8 48X36 12.00 2 | 24.00 | 59 | WORK ZONE NO PHONE ZONE | | | §§ [|
| W012-2 48X48 16.00 | LOW CLEARANCE (SYMBOL) | | | | | - | | Σ |
| W012-2x 24X18 3.00 | LOW CLEARANCE (PLAQUE) | | | | | - | | |
| WO12-2a 84X24 14.00 WO12-4 120X60 50.00 | OVERHEAD LOW CLEARANCE (FEET AND INCHES) LOW CLEARANCE XX FT XX IN XX MILES AHEAD | | | | | 1 | | |
| W012-4 120X60 50.00 W012-5 120X60 50.00 | WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD | 11 + + + + + + + + + + + + + + + + + + | | 1 | | 1 | | |
| W013-1 30X30 6.25 | ADVISORY SPEED (PLAQUE) | 11 + + + + + + + + + + + + + + + + + + | | + | | 1 | | |
| W016-2 30X24 5.00 | XXX FEET (PLAQUE) | | | | | 1 | | |
| WO16-3 30X24 5.00 | X MILE (PLAQUE) | | | | | 1 | | |
| WO20-1 48X48 16.00 4 64.00 | 20 ROAD/BRIDGE/RAMP WORK AHEAD | | | | |] | | |
| WO20-2 48X48 16.00 | DETOUR AHEAD | | | | |] | | |
| WO20-3 48X48 16.00 | ROAD CLOSED AHEAD | 616-10.05 | TOTAL | | | | | |
| WO20-4 48X48 16.00 | ONE LANE ROAD AHEAD | | 636 | | | | | |
| W020-5 48X48 16.00 | RIGHT/CENTER/LEFT LANE CLOSED AHEAD | 616-10.10 | | TOTAL | | | | |
| WO20-5a 48X48 16.00 4 64.00 | 5A 2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD | RELOCATED SIGNS | | 0 | | | | |
| WO20-6a 48X48 16.00 2 32.00 WO20-7a 48X48 16.00 | 6 RIGHT/CENTER/LEFT LANE CLOSED FLAGGER (SYMBOL) | - | | | | | | |
| W021-2 36X36 9.00 | FRESH OIL | 1 | | | | | | |
| W021-5 48X48 16.00 | SHOULDER WORK / SHOULDER WORK AHEAD | 1 | | | | | | |
| WO22-1 48X48 16.00 | BLASTING ZONE AHEAD | 1 | | | | | | |
| WO22-2 42X36 10.50 | TURN OFF 2-WAY RADIO AND PHONE | 1 | | | | | SUMMARY OF QUANTITIES | |
| WO22-3 42X36 10.50 | END BLASTING ZONE |] | | | | | SHEET 2 OF 2 | |
| GO22-1 21X15 2.19 | WET PAINT (ARROW PIVOTS) | J | | | | | | |
| | | | | | | | | |



GENERAL NOTES

- I. ANY EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL SIGNING SHALL BE COMPLETELY COVERED OR REMOVED
- 2. TEMPORARY SIGNING SHOWN IS FOR WORK ON ONE SIDE OF THE ROAD. FOR WORK ON THE OTHER SIDE, REVERSE ORDER OF THE SIGNS AND CHANNELIZERS.
- 3. SIGNING SHOWN SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
- 4. ALTERNATE TRAFFIC CONTROL MAY BE USED AS NEEDED AT THE APPROVAL OF THE ENGINEER.
- 5. REFER TO STANDARD DRAWING 616.10, 619.10, AND 620.10 FOR ADDITIONAL DETAILS AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.
- 6. SPEED LIMIT SIGNS INDICATING THE NORMAL SPEED LIMIT SHALL BE INSTALLED AT THE END OF THE WORK ZONE, PROVIDED NO FURTHER WORK ZONES WILL BE ENCOUNTERED WITHIN THE NEXT 1/2 MILE.
- 7. TEMPORARY SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED WHEN THE CONDITIONS REQUIRING REDUCED SPEEDS DO NOT EXIST. 3. NO DIRECT PAYMENT WILL BE MADE FOR THE RELOCATION OF CHANNELIZERS, CONSTRUCTION SIGNS, OR FLASHING ARROW PANEL.
- 9. ALL SIGNS SHALL BE PORTABLE MOUNT AND ARE TO BE MOVED AS WORK PROGRESSES, UNLESS OTHERWISE NOTED. ALL TRAFFIC CONTROL ITEMS SHALL BE REMOVED FROM THE ROADWAY DURING NON-WORKING HOURS.
- 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING PROPER TRAFFIC CONTROL SETUPS THROUGHOUT CONSTRUCTION AS DESCRIBED IN THESE PLANS OR AS APPROVED BY THE ENGINEER.
 11. WHERE MINIMUM LANE WIDTHS CANNOT BE ACHIEVED ON THE SIDE STREETS, THE CONTRACTOR SHALL CLOSE HALF OF THE APPROACH AND POSITION A FLAGGER AT EACH END OF THE WORK AREA. LOCATION TO BE
- II. WHERE MINIMUM LANE WIDTHS CANNOT BE ACHIEVED ON THE SIDE STREETS, THE CONTRACTOR SHALL CLOSE HALF OF THE APPROACH AND POSITION A FLAGGER AT EACH END OF THE WORK AREA. LOCATION TO E
 DETERMINED BY THE ENGINEER. ADVANCE FLAGGER SIGNING SHALL BE INSTALLED AS OUTLINED IN THE MUTCD.
- 12. THE CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS TO ALL BUSINESSES AND STREETS. NO STREET OR ENTRANCE SHALL BE COMPLETELY BLOCKED.
- 13. SPACING & DISTANCES OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD & APPROVED BY THE ENGINEER.
- 14. TRAFFIC CONTROL SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- 15. ADJUST ADVANCE WARNING SIGN SPACING TO AVOID SIGN PLACEMENT WITHIN THE LIMITS OF THE RAILROAD RIGHT OF WAY.

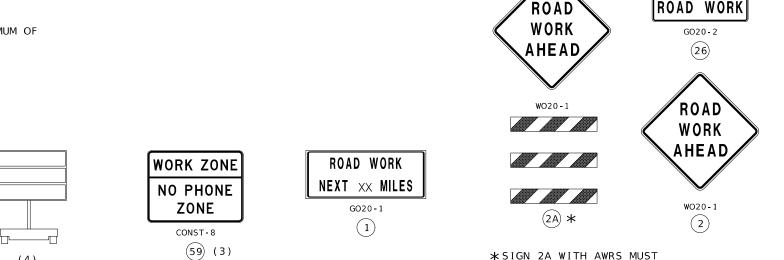


(1) DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS.
WHERE TRAFFIC BACKUPS ARE EXPECTED BEYOND THE ADVANCE
WARNING AREA, ADDITIONAL SIGNING MAY BE NEEDED.

- (2) CONST-5-96 SIGN IS PLACED IN A VISIBLE AREA WITHIN THE PROJECT LIMITS PROVIDED ITS PLACEMENT DOES NOT DISRUPT A SEQUENCE OF SIGNS. IF A VISIBLE LOCATION WITHIN THE PROJECT IS NOT AVAILABLE, THE SIGN MAY BE PLACED 500 FEET BEFORE SIGN CONST-7-72.
- (3) THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMUM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.
- (4) CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.

TYPICAL BEGINNING AND END OF PROJECT

(UNDIVIDED MULTI-LANE HIGHWAY)



NOT TO SCALE

END

BE GROUND OR SKID MOUNTED.

TRAFFIC CONTROL SHEET 1 OF 5

SHANION M. SELLINET NO. SELLINET SELLIN

THIS SHEET HAS BEEN SIGNED, SEALED AND DAT ELECTRONICALLY.

DATE PREPARED

12/2/2024

ROUTE STATE

49 MO

DISTRICT SHEET NO.

SW 5

JOB NO.
JSR0170
CONTRACT ID.

PROJECT NO.

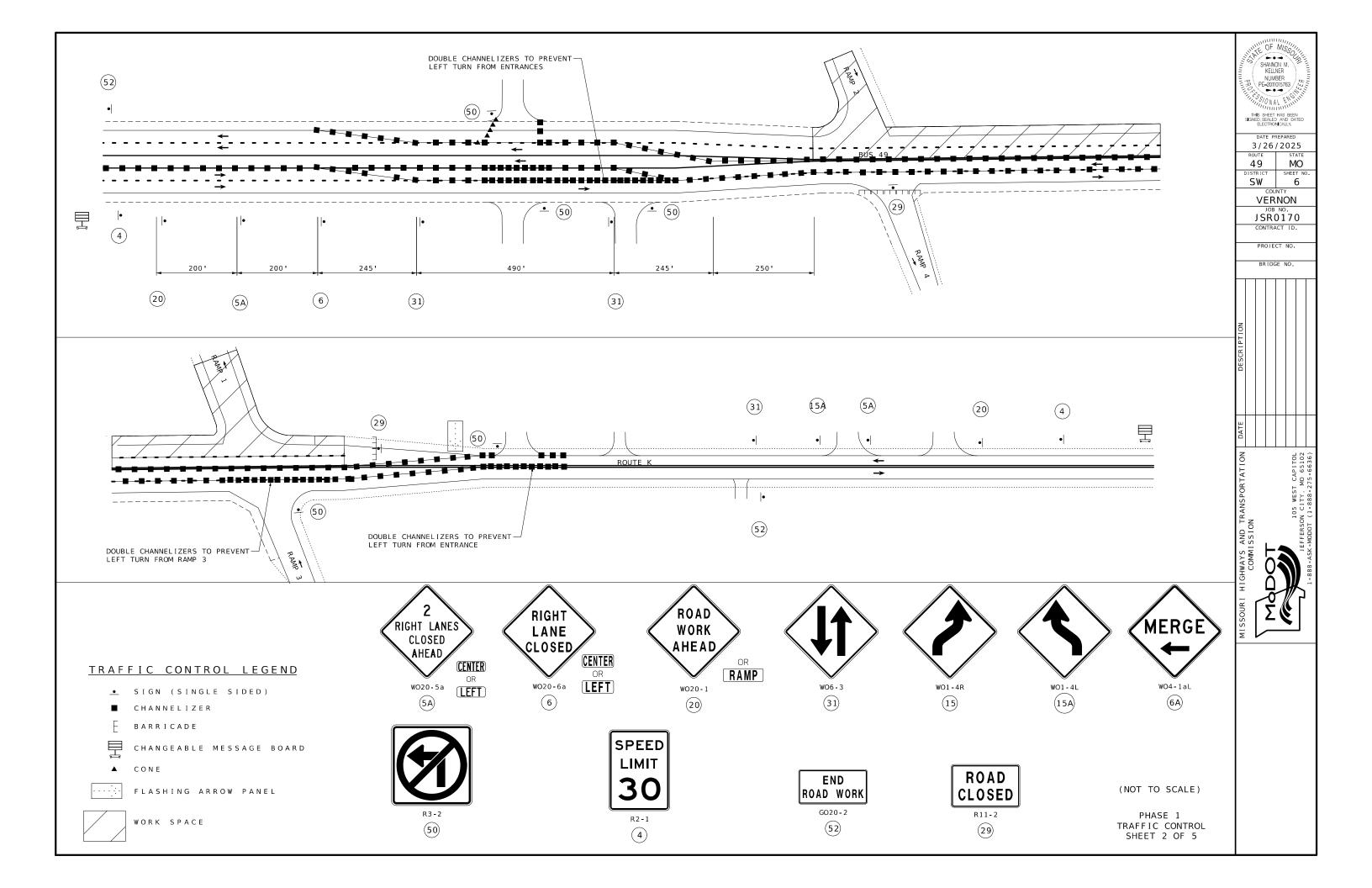
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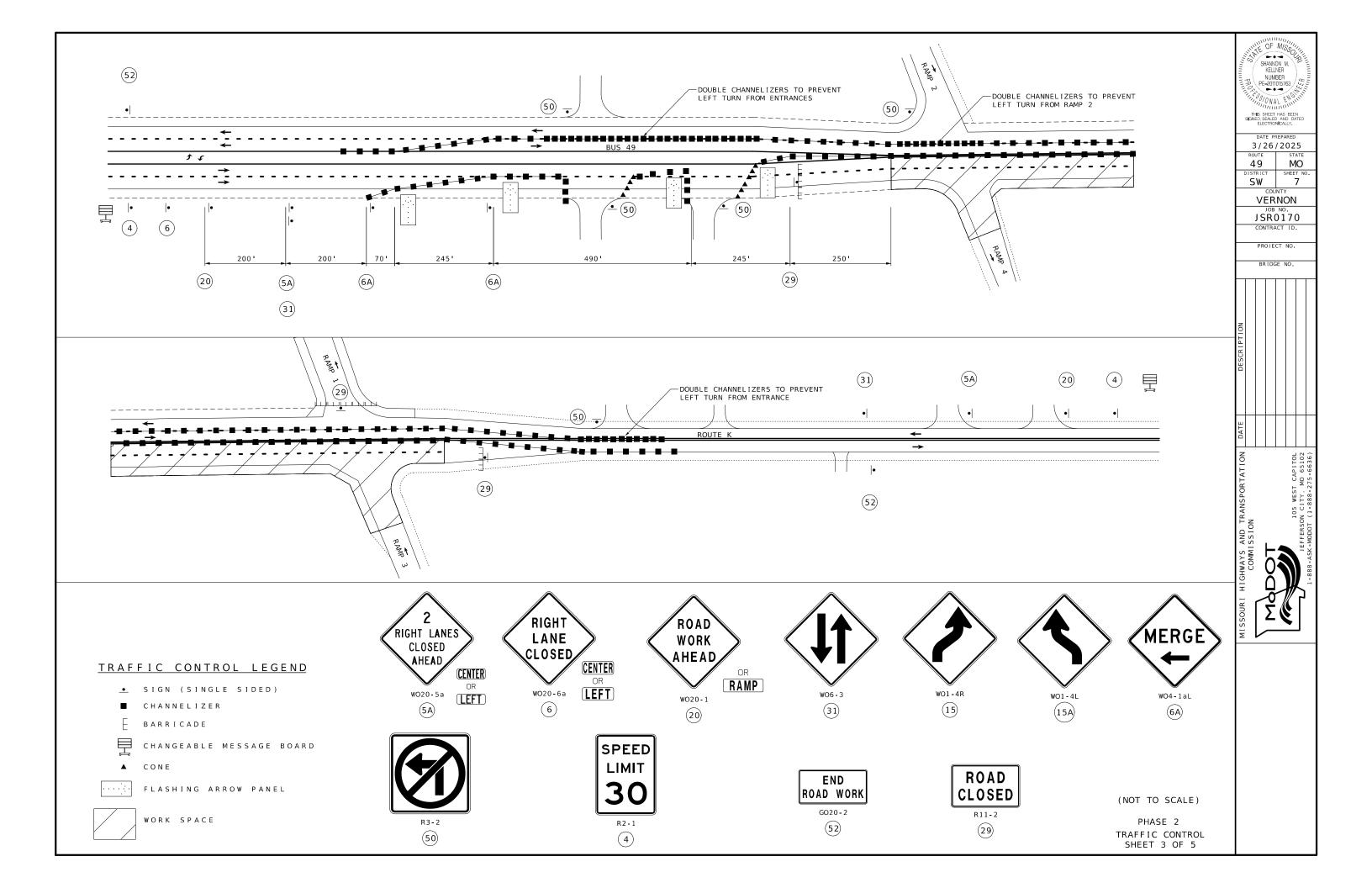


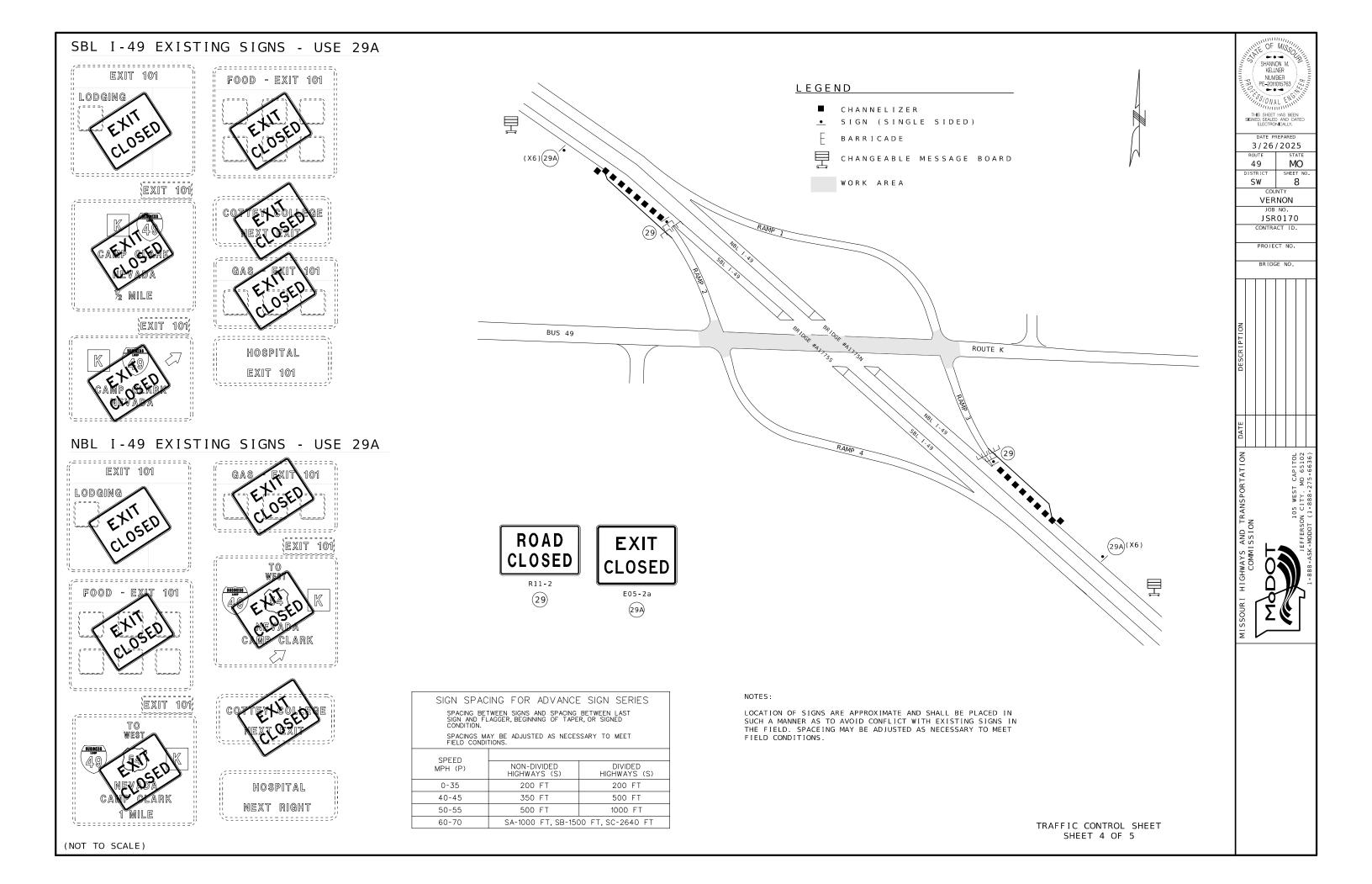
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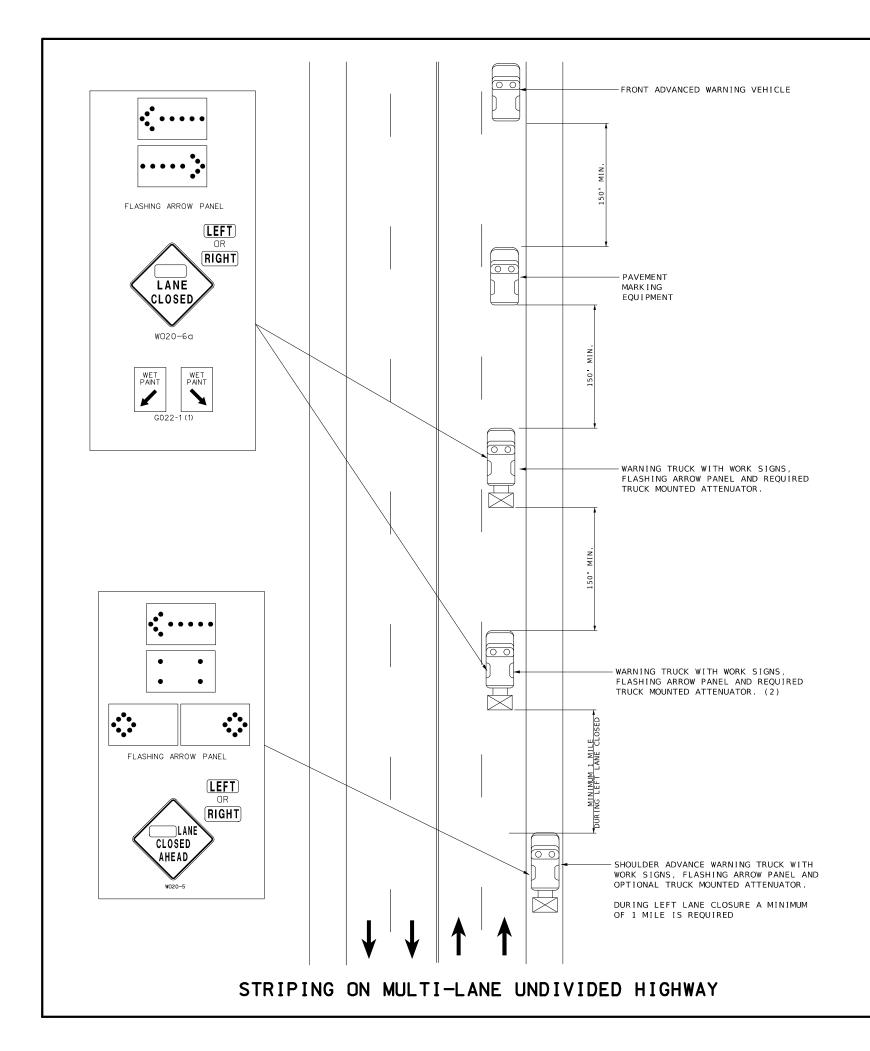
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105 WEST CAPITOL
LEFFERSON CITY, MO 65102









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

FLASHING ARROW PANELS AND SIGNS SHALL BE INCIDENTAL TO TRUCK MOUNTED ATTENUATORS, WHEREVER USED. NO ADDITIONAL PAYMENT WILL BE MADE.

- (1) 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.
- (2) WARNING TRUCK IS POSITIONED AT THE NO TRACK POINT OF THE PAVEMENT MARKING MATERIAL, OR SPACING SHOWN, WHICH EVER IS GREATER.

FLASHING ARROW PANELS SHALL, AS A MINIMUM, BE TYPE B, WITH A SIZE OF 60 X 30 INCHES.

VEHICLE-MOUNTED SIGNS SHALL BE MOUNTED IN A MANNER SUCH THAT THEY ARE NOT OBSCURED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS ON VEHICLE-MOUNTED SIGNS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.

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

REFERENCE TO (TA-35STRIPE) UNDIVIDED MULTI-LANES: LEFT LANE CLOSED WITH RIGHT SHOULDER ADVANCE WARNING VEHICLE
AND (TA-35STRIPE) UNDIVIDED MULTI-LANES: RIGHT LANE CLOSED WITH RIGHT SHOULDER ADVANCE WARNING VEHICLE.

| SPEED | SPACING |
|------------------------------|---------------------|
| PERMANENT POSTED (MPH) | LENGTH T (FT) |
| ≤ 35 | 245 |
| 40 - 45 | 540 |
| 50-55 | 660 |
| 60-70 | 840 |
| | |

SHANNON M. SELLINER NUMBER NUMBER SELLINER STONAL ENGINEERS STONAL ENGINEE

THIS SHEET HAS BEEF SIGNED, SEALED AND DA ELECTRONICALLY.

| DATE | PREPARED | | 11/25/2024 | | ROUTE | | STATE | | 49 | MO | | ODE | NO | SW | 9 | |

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JSR0170 CONTRACT ID

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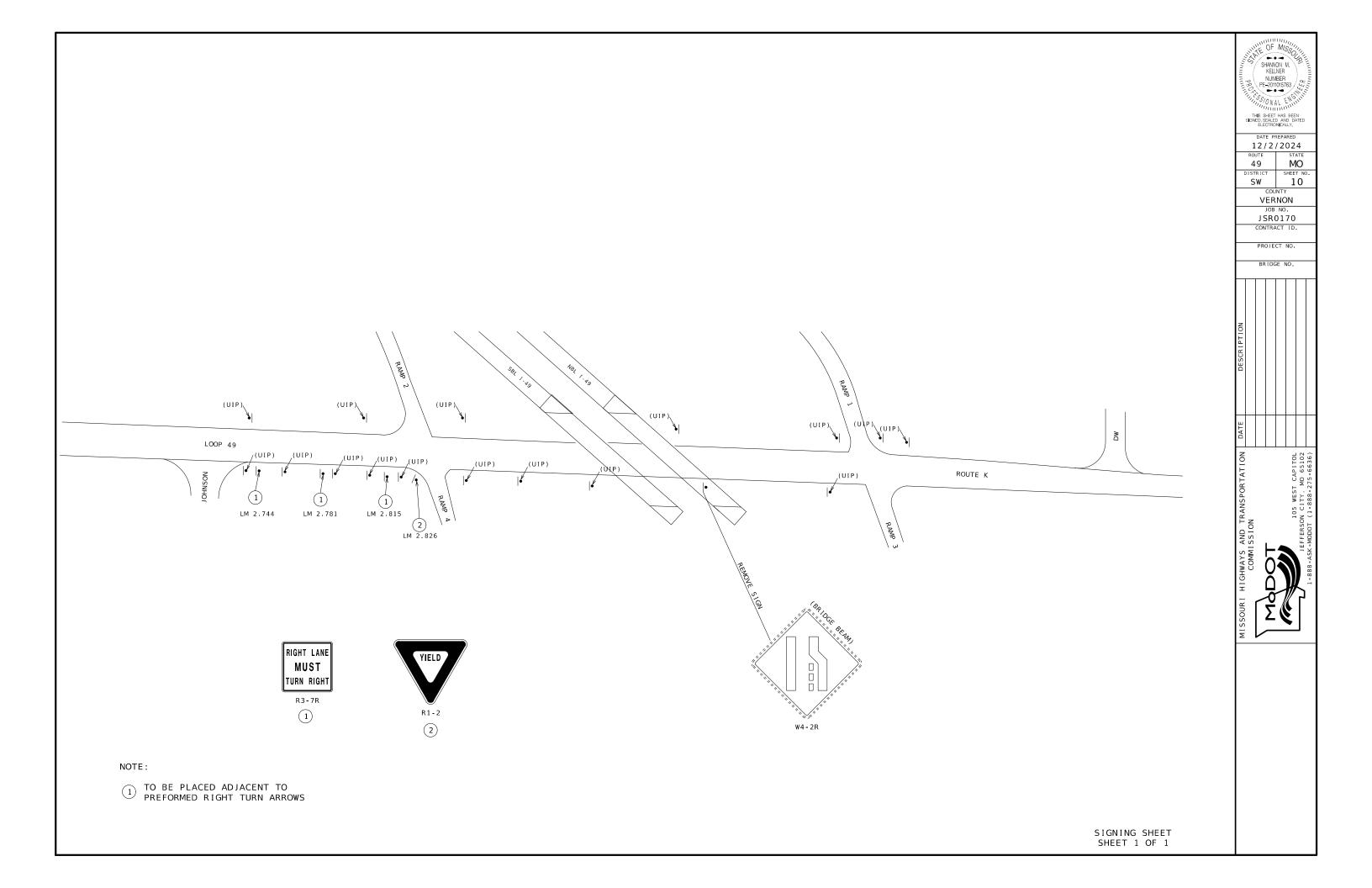
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(NOT TO SCALE)

TRAFFIC CONTROL SHEET 5 OF 5

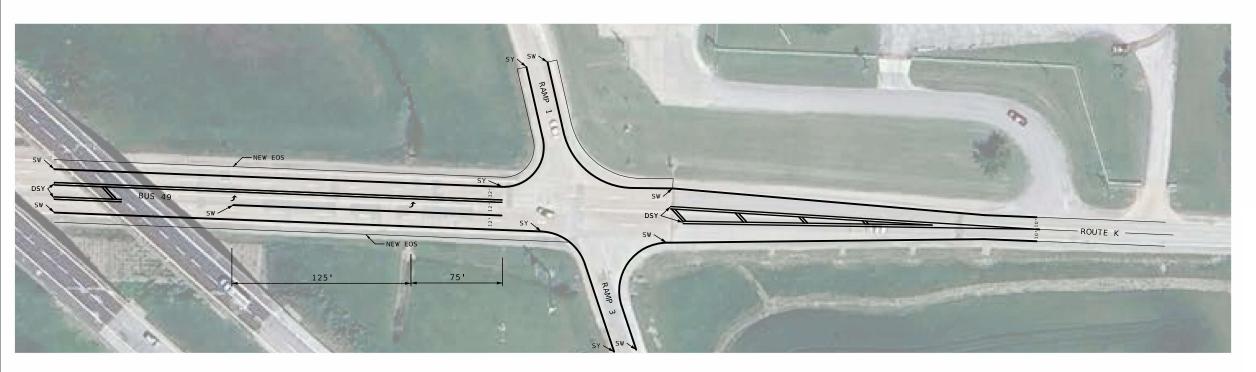


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4" INTERMITTENT AND SOLID YELLOW (ISY) (10' LENGTH-30' GAP) 4" DOUBLE SOLID YELLOW (DSY) 11 11 11 11 11

6" SOLID YELLOW (SY)

6" SOLID WHITE (SW)

6" INTERMITTENT WHITE (IW) (10' LENGTH-30' GAP)

12" SOLID WHITE (12"SW)

12" DOTTED WHITE (12"DW) (3' LENGTH-9' GAP)

24" SOLID YELLOW HASHBAR (50' SPACING)

SHANNON M.
KELLNER
NUMBER
PE-2011015763 MO

11/25/2024 49 SW 13 VERNON

> JSR0170 CONTRACT ID.

PROJECT NO.

BRIDGE NO.

(NOT TO SCALE)
PAVEMENT MARKING
SHEET 1 OF 1