DESIGN DESIGNATION

A.A.D.T. - 2024 = 3308 A.A.D.T. - 2044 = 5789 T = 18% V = 55 M.P.H.

FUNCTIONAL CLASSIFICATION - PRINCIPAL ARTERIAL

NO NEW RIGHT OF WAY

CONVENTIONAL SYMBOLS

(OSED IN FEANS	,	
	EXISTING	NEW
BUILDINGS AND STRUCTURES GUARD RAIL GUARD CABLE CONCRETE RIGHT-OF-WAY MARKER STEEL RIGHT-OF-WAY MARKER LOCATION SURVEY MARKER UTILITIES	□== 0000 0000 □ V	•••• ••••
FIBER OPTICS OVERHEAD CABLE TV UNDERGROUND CABLE TV OVERHEAD TELEPHONE UNDERGROUND TELEPHONE OVERHEAD POWER UNDERGROUND POWER SANITARY SEWER STORM SEWER GAS WATER	- FO- -OTV- -UTV- - OT- - UT- - OE- - UE- - SS- - G- - W-	-FO- -OTV- -UTV- -OT- -OE- -UE- -SS- -G- -W-
MANHOLE	SAN HYD)
FIRE HYDRANT	wv	1
WATER VALVE	,,, M	€
WATER METER	D.""	€
DROP INLET	°'E	
DITCH BLOCK	=	=
GROUND MOUNTED SIGN	SIGN	_
LIGHT POLE		
H-FRAME POWER POLE		
TELEPHONE PEDESTAL FENCE	PED	<u>, </u>
CHAIN LINK WOVEN WIRE GATE POST	—— \ —— > >	
BENCHMARK	BM	>

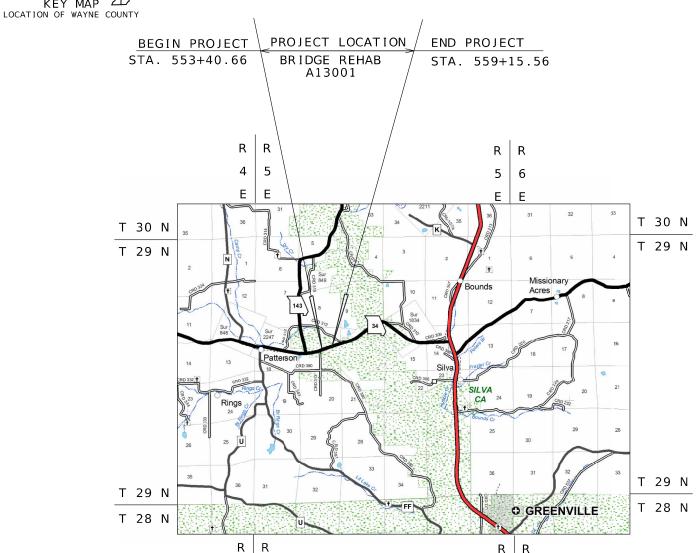
NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

PLANS FOR PROPOSED STATE HIGHWAY

WAYNE COUNTY





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.

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INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET	1
TYPICAL SECTIONS (TS) (1 SHEET)	2
QUANTITIES (QU) (3 SHEETS)	3
PLAN-PROFILE (PP)	4
REFERENCE POINTS (RP)	5
COORDINATE POINTS (CP)	6
SPECIAL SHEET (SS)	7
TRAFFIC CONTROL (TC)	8-25
EROSION CONTROL (EC)	26
PAVEMENT MARKING (PM)	27-29
BRIDGE DRAWINGS (B)	
A13001	1-13

DONALD THOMAS DONALD THOMAS NUMBER PERSONAL THIS SHEET HAS BEEN SINNED, SELLD OF AND DATED ELECTRONICALLY.											
DATE PR 9/29/	2025										
ROUTE 34	MO.										
OISTRICT	SHEET NO.										
SE	1										
COUN											
JOB											
J9P3	816										
CONTRAC	CT ID.										
PROJEC	T NO.										
BRIDGE NO.											

LENGTH OF PROJECT

BEGINNING OF PROJECT STA. 553+40.66 END OF PROJECT STA. 559+15.56

APPARENT LENGTH 574.90 FEET

EQUATIONS AND EXCEPTIONS: NONE



09 NW TIFFANY SPRINGS
RWWAY, SUITE 200
RRWAY, SUITE 200
AND SCITY, MD 64153
NNE: (816) 288-6465
RTIFICATE OF AUTHORITY
2008013090

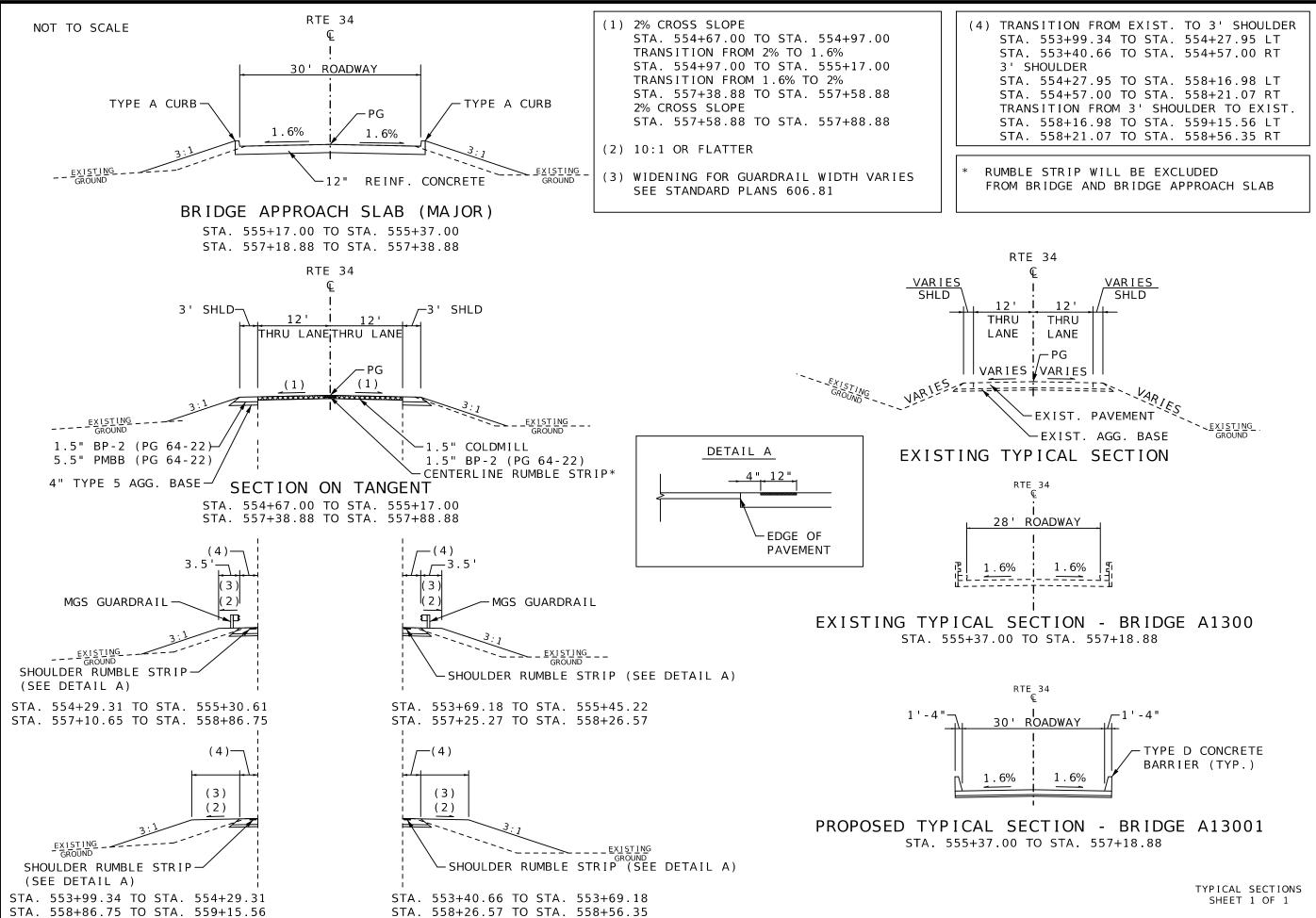
TOTAL CORRECTIONS 0 FEET

NET LENGTH OF PROJECT 574.90 FEET

STATE LENGTH 0.109 MILES

FOR INFORMATION ONLY
ESTIMATED DISTURBED ACRES 0.430 ACRES







9/29/2025
ROUTE STATE
34 MO

SE 2

COUNTY
WAYNE

J9P3816 CONTRACT ID.

PROJECT NO.

E DESCRIPTION

ISSOURI HIGHWAYS AND TRANSPORTATI
COMMISSION

MADOT

105 WEST CAPIT

LEFFERSON CITY, NO 65

ARVER, LLC.
5509 NW TIFFANY SPRINGS
ARKWAY, SUITE 200
(ANSAS CITY, MO 64153
HONE: (816) 298-6465
SERTIFICATE OF AUTHORITY
OL. 2008013090



			RI	•							
SHEET	ROUTE	STA.	STA.	LOCATION	DESCRIPTION	UNIT	AMOUNT	REMARKS			
4	RTE 34	553+40.66	555+43.99	LT/RT	PAVEMENT	SY	300				
4	RTE 34	554+05.65	555+43.36	RT	GUARDRA I L	LF	138				
4	RTE 34	553+97.84	555+30.26	LT	GUARDRA I L	LF	133				
4	RTE 34	555+02.22		LT	OBJECT MARKER	EA	1				
4	RTE 34	555+13.21		RT	OBJECT MARKER	EA	1				
4	RTE 34	555+36.50		RT	CLARK CREEK SIGN	EA	1				
4	RTE 34	557+11.88	559+15.56	LT/RT	PAVEMENT	SY	286				
4	RTE 34	557+11.53	558+42.17	LT	GUARDRA I L	LF	131				
4	RTE 34	557+18.64		LT	CLARK CREEK SIGN	EA	1				
4	RTE 34	557+45.54		LT	OBJECT MARKER	EA	1				
4	RTE 34	557+56.44		RT	OBJECT MARKER	EA	1				
4	RTE 34	557+25.99	558+68.35	RT	GUARDRA I L	LF	143				
	PROJECT TOTAL LUMP SUM										

CONTRACTOR FURNISHED SURVEYING AND STAKING LUMP SUM

MOBILIZATION LUMP SUM

OF MISSO
DOWALD THOMAS DOWALD THOMAS DOWALD THOMAS DOWALD THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTROMOCALLY.
PE-28475
MAL ENGLIS
SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE PREPARED								
9/29	9/29/2025							
ROUTE	STATE							
34	MO							
DISTRICT	SHEET NO.							
SE	3							

WAYNE JOB NO.
J9P3816
CONTRACT ID.

	BRIDGE NO.										
NOTEGE BY TON	DESCRIFITON										

DESCRIPTION			
DATE			







	BITUMINOUS PAVEMENT												
SHEET	ROUTE	BEGIN STA.	END STA.	LOCATION	NET LENGTH (LF)	AVERAGE WIDTH (LF)	APPROACH AREA (SF)	BP-2 (1.5") PG 64-22 (TONS)	PMBB (5.5") PG 64-22 (TONS)	4" TYPE 5 AGG BASE (SY)	TACK COAT (GAL)	REMARKS	
4	RTE 34	553+40.66	555+23.99	RT	183.3	VAR .	792	7.1	26.1	87.9		EB FULL DEPTH SHOULDER	
4	RTE 34	553+99.34	555+11.40	LT	112.1	VAR .	349	3.1	11.5	38.8		WB FULL DEPTH SHOULDER	
4	RTE 34	557+31.88	559+15.56	LT	183.7	VAR .	731	6.5	24.1	81.1		WB FULL DEPTH SHOULDER	
4	RTE 34	557+44.47	558+56.35	RT	111.9	VAR.	319	2.8	10.5	35.3		EB FULL DEPTH SHOULDER	
4	RTE 34	554+67.00	555+22.60	LT/RT	55.6	24	1,200	10.7			13.3	ROADWAY APPROACH PAVEMENT	
4	RTE 34	557+33.28	557+88.88	LT/RT	55.6	24	1,200	10.7			13.3	ROADWAY APPROACH PAVEMENT	
	PROJECT TOTALS								72.2	243.1	26.6		
	USE								72.2	243	27		

NOTE: PAVEMENT APPLICATION RATE = 1.934 TONS PER CY

COL	COLDMILLING BITUMINOUS PAVEMENT FOR REMOVAL OF SURFACE (3 IN. THICK OR LESS)											
SHEET ROUTE BEGIN END LOCATION LENGTH WIDTH AREA REMARKS STA. STA. (LF) (LF) (SY)												
4	RTE 34	554+67.00	555+22.60	LT/RT	55.6	24	134	1.5" MILL AND FILL				
4	RTE 34	557+33.28	557+88.88	LT/RT	55.6	24	134	1.5" MILL AND FILL				
		<u> </u>	268									

	MODIFIED LINEAR GRADING CLASS 2											
						MODIFIED LINEAR	REMARKS					
SHEET	ROUTE	BEGIN	END	LOCATION	LENGTH	GRADING CLASS 2						
		STA.	STA.		(LF)	(STA)						
4	RTE 34	553+40.66	555+17.00	Ē	176	1.8						
4	RTE 34	555+37.00	555+69.47	Ę	32	0.3	SPILL SLOPE					
4	RTE 34	556+69.68	557+18.88	Ę	49	0.5	SPILL SLOPE					
4	4 RTE 34 557+38.88 559+15.56 © 177 1.8											
	PROJECT TOTAL 4.4											

	MISC. SEEDING & MULCHING										
					COOL SEASON						
					SEEDING AND						
SHEET	ROUTE	BEGIN	END	LOCATION	MULCHING	REMARKS					
NO		STA.	STA.		(AC)						
26	RTE 34	553+40.66	555+45.28	RT	0.10						
26	RTE 34	553+99.34	555+30.01	LT	0.10						
26	RTE 34	557+11.88	559+15.56	LT	0.10						
26	RTE 34	557+25.87	558+56.35	RT	0.10						
			PRO	0.4							
				1 LUMP SUM							

NOTE: SEEDING ACRES FOR INFORMATION ONLY

					GUARDRA I L			
					MGS BRIDGE APPROACH	TYPE A CRASHWORTHY	MGS GUARDRAIL	
					TRANSITION	END TERMINAL		REMARKS
SHEET	ROUTE	BEGIN	END	LOCATION		(MASH)		
		STA.	STA.		(EA)	(EA)	(LF)	
4	RTE 34	554+29.31	555+30.61	LT	1	1	12.5	
4	RTE 34	553+69.18	555+45.22	RT	1	1	87.5	
4	RTE 34	557+10.65	558+86.75	LT	1	1	87.5	
4	RTE 34	557+25.27	558+26.57	RT	1	1	12.5	
			PRO	JECT TOTALS	4	4	200.0	·
				USE	4	4	200	

SUMMARY OF QUANTITIES SHEET 1 OF 3

	PERMANENT EROSION CONTROL													
		PERM EROSION												
					ROCK B	LANKET	ROCK DIT	CH LINER	CONTROL					
SHEET	ROUTE	BEGIN	END	LOCATION	FURNISHING	PLACING	FURNISHING	PLACING	GEOTEXTILE	REMARKS				
		STA.	STA.		(CY)	(CY)	(CY)	(CY)	(SY)					
4	RTE 34	555+10.01	555+13.01	LT			5	5	22	ROCK FLUME				
4	RTE 34	555+23.99	555+26.99	RT			5	5	21	ROCK FLUME				
4	RTE 34	555+37.00	555+69.47	LT/RT	126	126			189					
4	RTE 34	556+69.68	557+18.88	LT/RT	216	216			323					
4	RTE 34	557+28.88	557+31.88	LT			6	6	28	ROCK FLUME				
4	RTE 34	557+42.87	557+45.87	RT			5	5	23	ROCK FLUME				
•			PRO	JECT TOTALS	342	342	21	21	606					

	TEMPORARY EROSION CONTROL													
		SEDIMENT	REMARKS											
SHEET	ROUTE	BEGIN	END	LOCATION	FENCE	TYPE C BERM	REMOVAL							
		STA.	STA.		(LF)	(LF)	(CY)							
26	RTE 34	553+39.37	555+44.77	RT	220	-	3							
26	RTE 34	553+97.34	555+28.93	LT	174	-	2							
26	RTE 34	555+28.93	555+74.64	LT/RT	-	135	2							
26	RTE 34	556+65.82	557+36.67	LT/RT	-	167	2							
26	RTE 34	557+10.07	559+15.56	LT	237	-	3							
26	RTE 34	557+36.67	558+58.35	RT	162	-	2							
			PROJI	ECT TOTALS	793	302	14							

				TEMPO	RARY PAVEMEN	IT MARKING		
ROUTE	BEGIN STA.	END STA.	LOCATION	4" WHITE (LF)	4" YELLOW (LF)	24" WHITE (LF)	REMOVAL (LF)	REMARKS
PHASE 1						-		
RTE 34	546+10.29	566+63.42	Ę.				513	REMOVE EXISTING IY CENTERLINE
RTE 34	546+10.29	551+10.29	Ę.		1000			NO PASSING ZONE
RTE 34	551+12.54		RT			12		STOP BAR
RTE 34	553+99.34	559+15.56	LT	517			182	OUTER EDGE LINE
RTE 34	553+09.63	559+35.95	LT/RT	630				EDGE LINE
RTE 34	561+42.70		LT			12		STOP BAR
RTE 34	561+63.42	566+63.42	Q.		1000			NO PASSING ZONE
PHASE 2								
RTE 34	553+09.63	554+67.00	LT				159	WEST EDGELINE, BRIDGE EXCEPTION
RTE 34	557+88.88	559+35.95	RT				149	EAST EDGELINE, BRIDGE EXCEPTION
RTE 34	553+15.72	559+55.64	LT/RT	640				EDGE LINE
RTE 34	553+40.66	558+56.35	RT	516				OUTER EDGE LINE
RTE 34	553+40.66	558+56.35	RT				516	OUTER EDGE LINE
RTE 34	553+15.72	559+55.64	LT/RT				640	EDGE LINE
RTE 34	546+12.54	551+12.54	Ę.				1000	REMOVE NO PASSING ZONE
RTE 34	551+12.54		RT	•			12	REMOVE STOP BAR
RTE 34	561+42.70		LT	•			12	REMOVE STOP BAR
RTE 34	561+42.70	566+42.70	Ę.	•			1000	REMOVE NO PASSING ZONE
	•	PRO	JECT TOTALS	2,303	2,000	24	4,183	

	PERMANENT PAVEMENT MARKING												
SHEET NO	ROUTE	BEGIN STA.	END STA.	LOCATION	6" WHITE CLASS 2 PAVEMENT MARKING PAINT, 25-MIL TYPE L BEADS (LF)	4" YELLOW CLASS 2 PAVEMENT MARKING PAINT, 25-MIL TYPE L BEADS (LF)	REMARKS						
28	RTE 34	553+40.66	559+15.56	LT	575		SOLID WHITE						
27-29	RTE 34	546+10.29	566+63.42	Q.		514	INTERMITTENT YELLOW						
28	RTE 34	553+40.66	559+15.56	RT	575		SOLID WHITE						
			PRO.	JECT TOTALS	1,150	514							

		BITUMINOL	JS CENTERLIN	E RUMBLE STR	IPS		
SHEET	ROUTE	BEGIN	END	LOCATION	NET LENGTH	CENTERLINE	REMARKS
NO		STA.	STA.		(LF)	(STA)	
4	RTE 34	554+67.00	555+17.00	Ć.	50.0	0.5	CENTERLINE
4	RTE 34	557+38.88	557+88.88	Ę	50.0	0.5	
					PROJECT TOTAL	1.0	

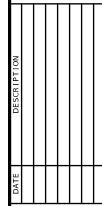
		BITUMINO	OUS SHOULDER	RUMBLE STRI	PS		
SHEET	ROADWAY	BEGIN	END	LOCATION	NET LENGTH		REMARKS
NO		STA.	STA.		(LF)	(STA)	
4	RTE 34	553+40.66	555+22.60	RT	181.9	1.8	WEST SIDE OF BRIDGE
4	RTE 34	553+99.34	555+11.40	LT	112.1	1.1	WEST SIDE OF BRIDGE
4	RTE 34	557+33.28	559+15.56	LT	182.3	1.8	EAST SIDE OF BRIDGE
4	RTE 34	557+44.47	558+56.35	RT	111.9	1.1	EAST SIDE OF BRIDGE
					PROJECT TOTAL	5.8	



DATE P	REPARED											
9/29/2025												
ROUTE STATE												
34	MO											
DISTRICT	SHEET NO.											
SE	3											
COUNTY												
WAYNE												

JOB NO.
J9P3816
CONTRACT ID.

PROJECT NO.



ISSOURI HIGHWAYS AND TRANSPORTATION
COMMISSION

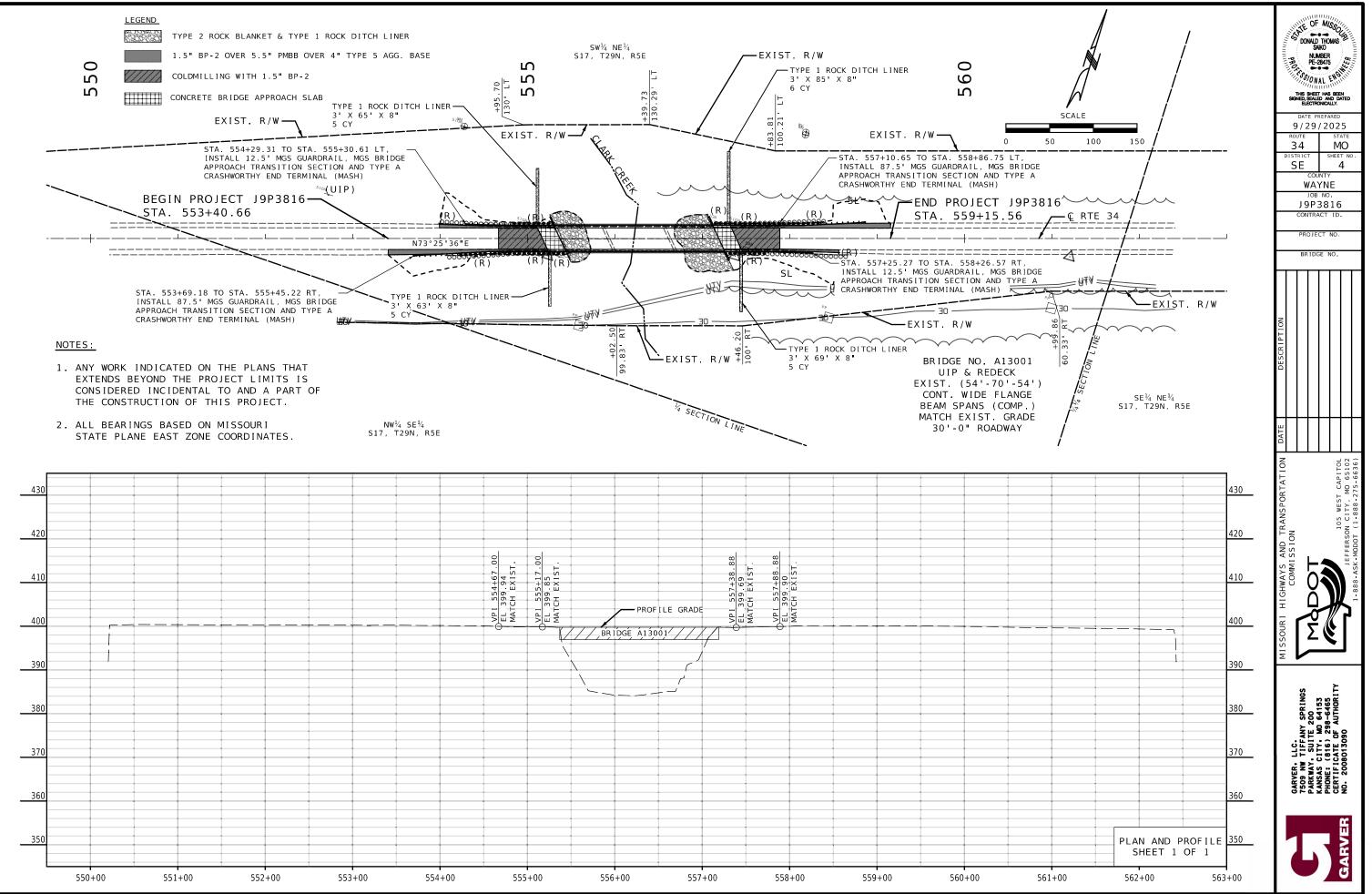
105 WEST CAPITOL
1-888-ASK-MODOT (1-888-275-6636)

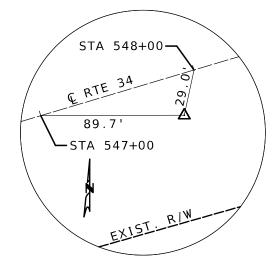
GARVER, LLC.
7509 NW TIFFANY SPRINGS
PARKWAY, SUITE 200
KANSAS CITY, MO 64153
PHONE: (816) 298-6465
CERTIFICATE OF AUTHORIT)
NO. 2008013090



SUMMARY OF QUANTITIES SHEET 2 OF 3

			I I I TOTA	L OTY ITOT	A . I							OTV	ITOTALI					FFF6711/F 07 01 2025	_		
CICN	CIZE	ADEA	OTY ADEA	L QTY TOT			SIGN	617		,	TOTAL	QIY	TOTAL	C I CN		, , ,	м І тотаі	EFFECTIVE: 07-01-2025	-	Manual Ma	11/1/2
SIGN			QTY AREA	I I		DESCRIPTION	SIGN				TOTAL				DECCRIPTION					AFE OF MA	Soll
	IN.	SQ.FT.	EACH SQ.FT	NING SIGN:		DESCRIPTION	╂	ΙN	SQ F	. EACH	SQ.FT.	DE SI		NO.	DESCRIPTION	NUME 6122		DESCRIPTION IMPACT ATTENUATOR 40 MPH (SAND BARRELS)	1///	DONALD THO SAIKO	MAS 2
WO1-1L	48¥48	16.00		T T		TURN (SYMBOL LEFT)	E05-1	36X4	18 12.0	n I	T GU I	DE SI	GNS I I	- 1	GORE EXIT	6122					
WO1 - 1R						TURN (SYMBOL RIGHT)	E05-2	_	36 12.0	_					EXIT OPEN	6122		IMPACT ATTENUATOR 50 MPH (SAND BARRELS)		NUMBER PE-28475	EE
WO1-2L		16.00				CURVE (SYMBOL LEFT)	E05-2a	_	36 12 0						EXIT CLOSED	6122		IMPACT ATTENUATOR 55 MPH (SAND BARRELS)	100	SSIONAL	NOTITE
WO1-2R	48X48	16.00				CURVE (SYMBOL RIGHT)	GO20-1	60X2	24 10.0	0				1	ROAD WORK NEXT XX MILES	6122	014	IMPACT ATTENUATOR 60 MPH (SAND BARRELS)	1 .	THIS SHEET HAS	BEEN
WO1-3L	48X48	16.00				REVERSE TURN (SYMBOL LEFT)	GO20-2	48X2	24 8.00) 2	16.00			26	END ROAD WORK	6122	017	IMPACT ATTENUATOR 65 MPH (SAND BARRELS)	SIG	THIS SHEET HAS GNED, SEALED AN ELECTRONICA	JY.
WO1 - 3R	48X48	16.00				REVERSE TURN (SYMBOL RIGHT)	GO20-4	36X1							PILOT CAR FOLLOW ME	6122		IMPACT ATTENUATOR 70 MPH (SAND BARRELS)	\vdash	DATE PREPA	RED
WO1 - 4L	48X48	16.00	1 1 1 2 2 2			REVERSE CURVE (SYMBOL LEFT)		_	8.75						PILOT CAR IN USE WAIT & FOLLOW	6122		REPLACEMENT SAND BARREL	1	10/13/2	.025
WO1 - 4R	48X48	16.00	1 16.00		15	REVERSE CURVE (SYMBOL RIGHT)	GO20 - 4a	_	12 1.50	_	12.00				PILOT CAR IN USE WAIT & FOLLOW	6122		IMPACT ATTENUATOR (RELOCATION)	RO	OUTE	MO
WO1-4bL WO1-4bR	48X48 48X48	16.00				DOUBLE ARROW REVERSE CURVE (SYMBOL LEFT) DOUBLE ARROW REVERSE CURVE (SYMBOL RIGHT)	GO20-5aF MO4-8a	24X1		_	12.00				WORK ZONE (PLAQUE) END DETOUR	6122		WORK ZONE CRASH CUSHION (NARROW) WORK ZONE CRASH CUSHION (RELOCATION)			HEET NO
WO1-46K	48X48	_				TRIPLE ARROW REVERSE CURVE (SYMBOL LEFT)	MO4-9L	_	36 12.0	_					DETOUR (LEFT)	6123		TRUCK MOUNTED ATTENUATOR (TMA)		SE	3
WO1 - 4 cR	48X48					TRIPLE ARROW REVERSE CURVE (SYMBOL RIGHT)	MO4 - 9R	_	36 12 0	_					DETOUR (RIGHT)	6161		BUOYS (BOATS KEEP OUT)		COUNTY	
WO1-6	60X30	12.50				HORIZONTAL ARROW (SYMBOL)	MO4 - 9P	48X1	12 4.00)					STREET NAME (PLAQUE)	6161	013	BUOYS (NO WAKE)	1	WAYN	_
WO1-6a	72X36	18.00				HORIZ. ARROW (SYMBOL ON PERMANENT BARRICADE)	MO4-10L		18 6.00)				I	DETOUR ARROW (LEFT)	6161	014	SPECIAL SIGN ASSEMBLY (BOATS KEEP OUT)		JOB NO J9P38	
WO1 - 7	60X30	12.50				DOUBLE HEAD HORIZONTAL ARROW (SYMBOL)	MO4 - 10R	48X1	18 6.00)				lı	DETOUR ARROW (RIGHT)	6161		CHANNELIZER (DRUM-LIKE)	\vdash	CONTRACT	
WO1 - 7a	72X36	18.00				DOUBLE HEAD HORIZ. ARROW (SYMBOL ON PERM. BARR.)	Laova		- I	REGUL/	ATORY	SIGNS	1.		6161		CHANNELIZER (CONE)			
WO1 - 8	18X24 30X36	3.00 7.50				CHEVRON (SYMBOL FOR DIVIDED HICHWAYS)	R1 - 1 R1 - 2	48X4	18 13 2	_	+ +				STOP YIELD	6161		CHANNELIZER (VERTICAL DANEL)		PROJECT	10.
WO1-8a WO3-1	48X48	16.00	 	+ +	+	CHEVRON (SYMBOL FOR DIVIDED HIGHWAYS) STOP AHEAD (SYMBOL)	R1-2 R1-2a	_	I 6 93	_	+ +		+ +		TO ONCOMING TRAFFIC (PLAOUE)	6161		CHANNELIZER (VERTICAL PANEL) TYPE 3 MOVEABLE BARRICADE	╁	BRIDGE 1	۱ 0.
WO3-1	48X48	16.00		+ +		YIELD AHEAD (SYMBOL)	R1-28	_	12 2.50	_	+ +		 		ALL WAY (PLAQUE)	6161		DIRECTION INDICATOR BARRICADE	1		
WO3 - 3	48X48	16.00	2 32.00		12	SIGNAL AHEAD (SYMBOL)	R2 - 1	_	18 12.0	_	48.00		4		SPEED LIMIT XX	6161		FLASHING ARROW PANEL			\sqcap
WO3 - 4	48X48	16.00				BE PREPARED TO STOP	R3-1	48X4	18 16.0	0					NO RIGHT TURN (SYMBOL)	6161		TYPE 3 OBJECT MARKER]		$i \perp i$
WO3 - 5	48X48	16.00				SPEED LIMIT AHEAD	R3-2	_	18 16.0	_					NO LEFT TURN (SYMBOL)	6161		SEQUENTIAL FLASHING WARNING LIGHT]		$i \perp i$
WO4 - 1L	48X48	16.00				MERGE (SYMBOL FROM LEFT)	R3 - 3	_	36 9.00	_	\perp				NO TURNS	6161		TUBULAR MARKER	4		$I \mid I$
WO4 - 1R	48X48	16.00			\perp	MERGE (SYMBOL FROM RIGHT)	R3 - 4	_	18 16.0	_	+				NO U-TURN (SYMBOL)	6161	95	RADAR SPEED ADVISORY SYSTEM			$I \mid I$
WO4 1aL	48X48 48X48	16.00	 	+	+	MERGE (LEFT)	R3 - 7L	30X3		_	+ +				LEFT LANE MUST TURN LEFT RIGHT LANE MUST TURN RIGHT	6161	006	CHANGEABLE MESSAGE SIGN, COMMISSION FURNISHED/RETAINED	PT		I I
WO4-1aR WO5-1	48X48 48X48	16.00	1 16.00	+ +	43	MERGE (RIGHT) ROAD/BRIDGE/RAMP NARROWS	R3 - 7R R4 - 1	_	30 6.25 18 12.0	_	+		 		DO NOT PASS	0101	060	CHANGEABLE MESSAGE SIGN WITHOUT COMM.	- E		$I \mid I$
WO5 - 3	48X48	16.00	1 10.00	+ + +	+ -	ONE LANE BRIDGE	R4-1	_	18 12 0		+ +		 		PASS WITH CARE	6161	98A	INTERFACE, CONTRACTOR FURNISHED/RETAINED	ES($I \mid I$
WO5 - 5	48X48	16.00				NARROW LANES	R4 - 7a	_	18 12 0	_					KEEP RIGHT (HORIZONTAL ARROW)		_	CHANGEABLE MESSAGE SIGN WITH COMM.	1 □		. '
WO6 - 1	48X48	16.00				DIVIDED HIGHWAY (SYMBOL)	R4-8a	36X4	18 12.0	0				i i	KEEP LEFT (HORIZONTAL ARROW)	6161	99 2	INTERFACE, CONTRACTOR FURNISHED/RETAINED			. '
WO6 - 2	48X48	16.00				DIVIDED HIGHWAY END (SYMBOL)	R5-1	30X3	30 6.25	5				l l	DO NOT ENTER	6162	000A 1	WORK ZONE TRAFFIC SIGNAL SYSTEM	1		. '
WO6 - 3	48X48	16.00				TWO WAY TRAFFIC (SYMBOL)	R5-1a	36X2		_					WRONG WAY	6162	002	TEMPORARY LONG-TERM RUMBLE STRIPS	4		. '
WO7 - 3a	30X24	5.00	1 5.00		43	NEXT XX MILES (PLAQUE)	R6-1L	54X1							ONE WAY ARROW (LEFT)	.		TEMPORARY TRAFFIC BARRIER,		+++	П
WO8 - 1	48X48	16.00			_	BUMP	R6-1R	54X1		_					ONE WAY ARROW (RIGHT)	6173	500D	CONTRACTOR FURNISHED/RETAINED	₽Ĭ		. '
WO8 - 2 WO8 - 3	48X48 48X48	16.00				DIP PAVEMENT ENDS	R6-2L R6-2R	_	30 5.00 30 5.00						ONE WAY (LEFT) ONE WAY (RIGHT)	6173	700B 675	TEMP. TRAFFIC BARRIER ANCHORED, CONTRACTOR FURNISHED/RETAINED			$\perp \perp'$
WO8 - 4	48X48	16.00				SOFT SHOULDER	R9 - 9	_	2.00						SIDEWALK CLOSED	0173	7000	TEMP. TRAFFIC BARRIER STIFFNESS TRANSITION	Z		TOL 102
WO8 - 5	48X48	16.00				SLIPPERY WHEN WET (SYMBOL)	1	1	2.00		+				SIDEWALK CLOSED AHEAD,	6173	706	CONTRACTOR FURNISHED/RETAINED	2		1TC 510
WO8 - 6	48X48	16.00				TRUCK CROSSING	R9-11L	24X1	18 3.00)					(ARROW LEFT) CROSS HERE			TEMP TRAFFIC BARRIER HEIGHT TRANSITION,	₹		CAP 10 6
WO8-6c	48X48	16.00				TRUCK ENTRANCE									SIDEWALK CLOSED AHEAD,	6174	000A	CONTRACTOR FURNISHED/RETAINED	8		E .
WO8 - 7	36X36	9.00				LOOSE GRAVEL	R9-11R	_	18 3.00						(ARROW RIGHT) CROSS HERE	6175	010A 650	RELOCATING TEMPORARY TRAFFIC BARRIER	SP(WES ⊤≺,
WO8 - 7a	36X36	9.00				FRESH OIL / LOOSE GRAVEL	R10-6	24X3	36 6.00) 2	12.00				STOP HERE ON RED (45^ ARROW)	6175		RELOCATING TEMP. TRAFFIC BARRIER ANCHORED	- V		05 C.I
WO8 - 9	48X48	16.00				LOW SHOULDER	R11-2	_	_						ROAD CLOSED	6175		RELOCATING TEMP. TRAFFIC BARRIER STIFFNESS	g ⊬ z	2	0 1 0 N
WO8 - 11 WO8 - 12						UNEVEN LANES NO CENTER LINE	R11-3a	60V	30 12.5	_					ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY	6175		RELOCATING TEMP. TRAFFIC BARRIER HEIGHT TEMPORARY RAISED PAVEMENT MARKER	SIC	2	ER
		16.00				GROOVED PAVEMENT	R11-3a	_	30 12.5	_	+				ROAD CLOSED TO THRU TRAFFIC	9029		TEMPORARY TRAFFIC SIGNALS	AN 1	<u> </u>	_ H
WO8-15 WO8-15P				+ +	+	MOTORCYCLE (PLAQUE)	-		18 20 0		+ +				FINE SIGN	9029		TEMPORARY TRAFFIC SIGNALS AND LIGHTING	- X S <u>- M</u>		•
		16.00	1 1			SHOULDER DROP-OFF (SYMBOL LEFT)			12 4 67						SPEEDING/PASSING (PLATE)	1			C ∛ A L	3 ()	<i>\\\\</i>
WO8 - 17R						SHOULDER DROP-OFF (SYMBOL RIGHT)					MISCELL	<u>ANEO</u> U	S SIGN:						퓹	×	111
WO8 - 17P						SHOULDER DROP-OFF (PLAQUE)	-	_	18 32.0		64.00				POINT OF PRESENCE				Ξ	Ų	///
W10-1	42RND.					RAILROAD CROSSING	CONST-8	48X3	36 12.0	0 2	24.00			59	WORK ZONE NO PHONE ZONE			LUMP SUM TEMPORARY TRAFFIC CONTROL	=	0	// r
	24X24				\perp	DOUBLE DOWN ARROW (SYMBOL)	4	1		+	+					6169	901 1	(*ITEMS INCLUDED)	J J	120	2
WO12-2		16.00	 	+	+	LOW CLEARANCE (SYMBOL)	1	+-	_	+	+ +			+		ł			55(1 - \	•
W012-2x W012-2a			 	+ + -	+	LOW CLEARANCE (PLAQUE) OVERHEAD LOW CLEARANCE (FEET AND INCHES)	1	+	+	+	+		 	\rightarrow		ł			Ξ		_
		50.00		+ + -	+	LOW CLEARANCE XX FT XX IN XX MILES AHEAD	1	+	+	+	+ +			+		1				-	—
		50.00		1		WIDTH RESTRICTION XX FT XX IN XX MILES AHEAD	1	1		+				-+		1					
	30X30					ADVISORY SPEED (PLAQUE)	<u> </u>									1				S	Ě
WO16-2	30X24					XXX FEET (PLAQUE)										1				7 IN	
WO16-3	30X24					X MILE (PLAQUE)	1				\perp									.C. IFFANY SPRI SUITE 200 IY. MO 641E	5
WO20-1		16.00			2	ROAD/BRIDGE/RAMP WORK AHEAD		-			1					1				N L S	¥ 0
WO20-2		16.00				DETOUR AHEAD	616 10	L 05			TOTAL					J					0.60
WO20-3 WO20-4		16.00		+ + -	7	ROAD CLOSED AHEAD ONE LANE ROAD AHEAD	616-10 CONSTR		ON SIC	NS.	TOTAL 373*		l							S SU	À E
WO20-4		16.00		+ + -	+ '	RIGHT/CENTER/LEFT LANE CLOSED AHEAD	616-10		UIN DIC	בעונ	313		TOTAL						,	S A K	F10
WO20-5a				+ +		2 RIGHT/CENTER/LEFT LANES CLOSED AHEAD	RELOCA		SIGNS				10171						, i	S K S K S K S K S K S K S K S K S K S K	Ţ
WO20-6a		16.00				RIGHT/CENTER/LEFT LANE CLOSED	1												8	RAN Z	E E
WO20-7a					8	FLAGGER (SYMBOL)]														
	261/26	9.00				FRESH OIL	4														
WO21-2		_		1 1	I 21	SHOULDER WORK / SHOULDER WORK AHEAD	1														
WO21-5	48X48	16.00		 	21		-														-
WO21-5 WO22-1	48X48 48X48	16.00			21	BLASTING ZONE AHEAD	1														Ä
WO21-5 WO22-1 WO22-2	48X48 48X48 42X36	16.00 10.50			21	BLASTING ZONE AHEAD TURN OFF 2-WAY RADIO AND PHONE												SUMMARY OF QUANTITIES		1,5	RVEF
WO21-5 WO22-1	48X48 48X48 42X36 42X36	16.00 10.50 10.50			21	BLASTING ZONE AHEAD												SUMMARY OF QUANTITIES SHEET 3 OF 3		L	ARVEF



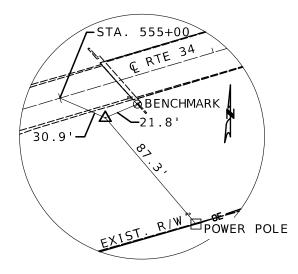


CP100

A 5/8" REBAR W/ PINK PLASTIC CAP SET EAST OF THE INTERSECTION OF RT. 34 & CR 313

> N: 493016.023' E: 813141.572' ELEV: 398.814'

© ROUTE 34 STA. 547+86.06, 25.40' RT

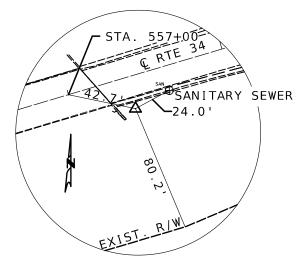


CP101

A 5/8" REBAR W/ PINK PLASTIC CAP SET SOUTHWEST OF BRIDGE A1300

> N: 493231.713' E: 813846.976' ELEV: 399.045'

© ROUTE 34 STA. 555+23.68, 19.88' RT

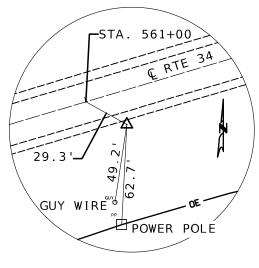


CP102

A 5/8" REBAR W/ PINK PLASTIC CAP SET SOUTHEAST OF BRIDGE A1300

> N: 493292.327' E: 814052.117' ELEV: 398.894'

© ROUTE 34 STA. 557+37.59, 20.30' RT



CP103

A 5/8" REBAR W/ PINK PLASTIC CAP SET IN THE SOUTH R/W OF RT. 34

> N: 493400.972' E: 814419.265' ELEV: 398.556'

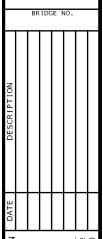
© ROUTE 34 STA. 561+20.47, 20.89' RT



DATE PE	REPARED
9/29	/2025
ROUTE	STATE
34	MO
DISTRICT	SHEET NO.
SE	5
COU	NTY
WA`	YNE

JOB NO.
J9P3816
CONTRACT ID.

PROJECT NO.





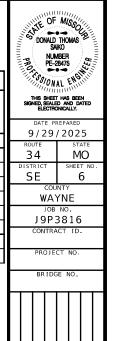
RAVER, LLC.
SOB NW TIFFANY SPRINGS
RKWAY, SUITE 200
INSAS CITY, MO 64153
INDIR: (816) 289-6465
ERTIFICATE OF AUTHORITY
). 2008013090



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 COORD	I N	ATE INFOR	MAT I ON					
COORDINATE SYSTE	М	MO SPC 83						
HORIZONTAL DATUM		NAD83 2011						
VERTICAL DATUM		MODOT GNSS	NETWORK					
GEOID MODEL		2018						
ELEVATIONS DETERMINED BY		DIFFERENTI	AL LEVELING					
PROJECT PROJECTI	ON	FACTOR	1					
REFERENCE CON	TR	OL INFORM	IAT I ON					
COORDINATE SYSTE	М	MO SPC 83						
CONTROL STATION		MOSL						
DESIGNATION	МО	DOT SILVA CORS ARP						
CORS_ID	МО	OSL						
PID	DΝ	5838						
LATITUDE	37	1038.14513						
LONGITUDE	90	2752.44434						
NORTHING (M)	14	9124.332						
EASTING (M)	25	3146.327						
ZONE	EΑ	ST						
PROJECT AVERAGE	GR	ID FACTOR	1					

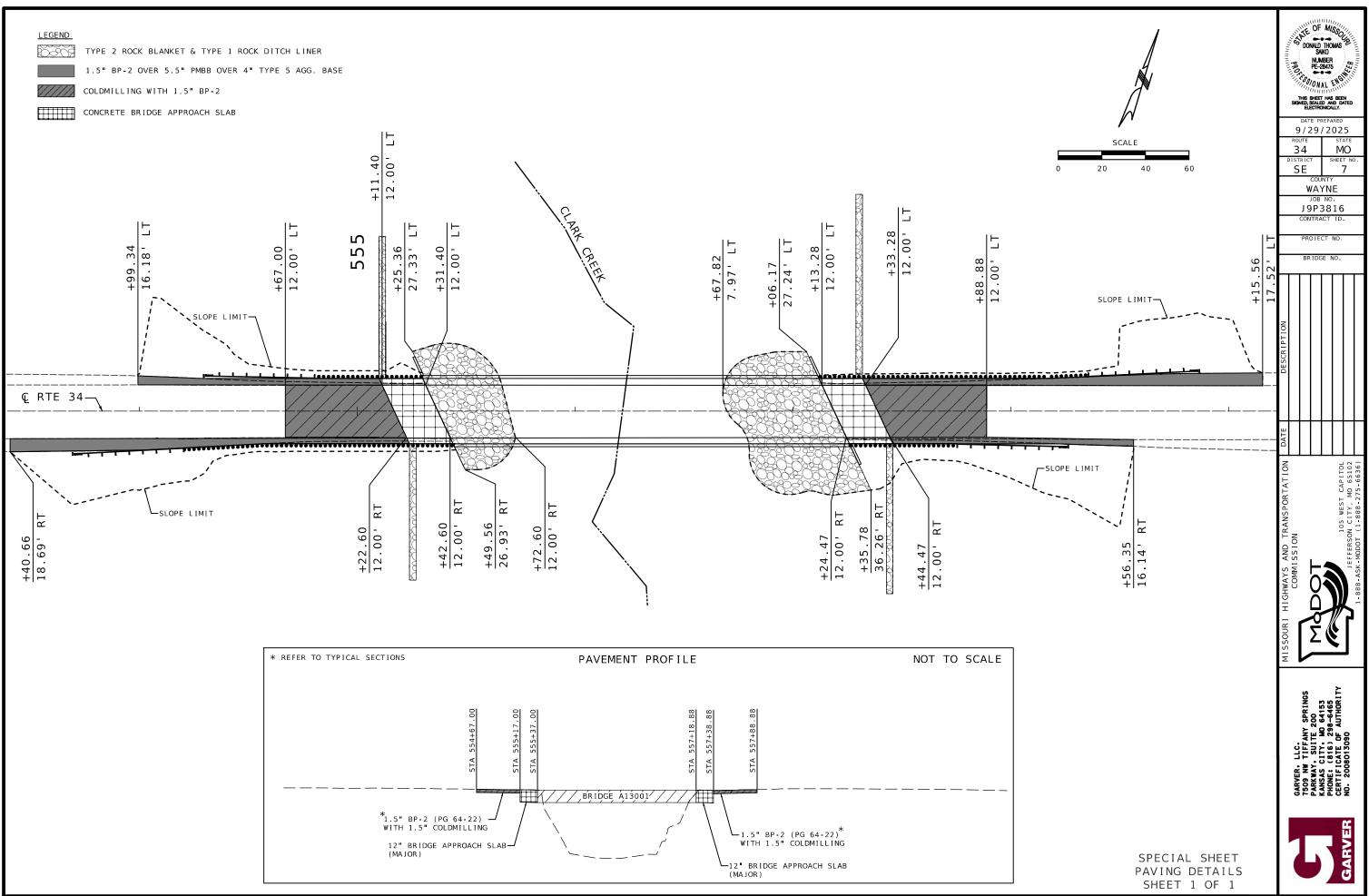
	COORDINATE POINT LISTING												
				MODIFIE	D STATE PLANE (GROUND)							
			OFFSET	NORTHING	EASTING	ELEVATION		GPK					
SHEET NO	STATION	LOCATION	(USFT)	(US SURVEY FT)	(US SURVEY FT)	(US SURVEY FT)	DESCRIPTION	POINT ID					
PROJECT CO	NTROL POINTS												
=	547+86.06	ROUTE 34	25 40' RT	493016.0230	813141.5720	398.8140	CONTROL POINT 100						
4	555+23.68	ROUTE 34	19 88' RT	493231.7130	813846.9760	399.0450	CONTROL POINT 101						
4	557+37.59	ROUTE 34	20 30' RT	493292.3270	814052.1170	398.8940	CONTROL POINT 102						
4	561+20.47	ROUTE 34	20.89' RT	493400.9720	814419.2650	398.5560	CONTROL POINT 103						
4	555+45.31	ROUTE 34	17 43' RT	493240.2310	813867.0070	393.7348	BENCHMARK 2						
AL I GNMENTS								•					
4	553+40.66	ROUTE 34	-	493198.5623	813665.8924		BEGIN PROJECT						
4	559+15.56	ROUTE 34	-	493362.5476	814216.9032		END PROJECT						

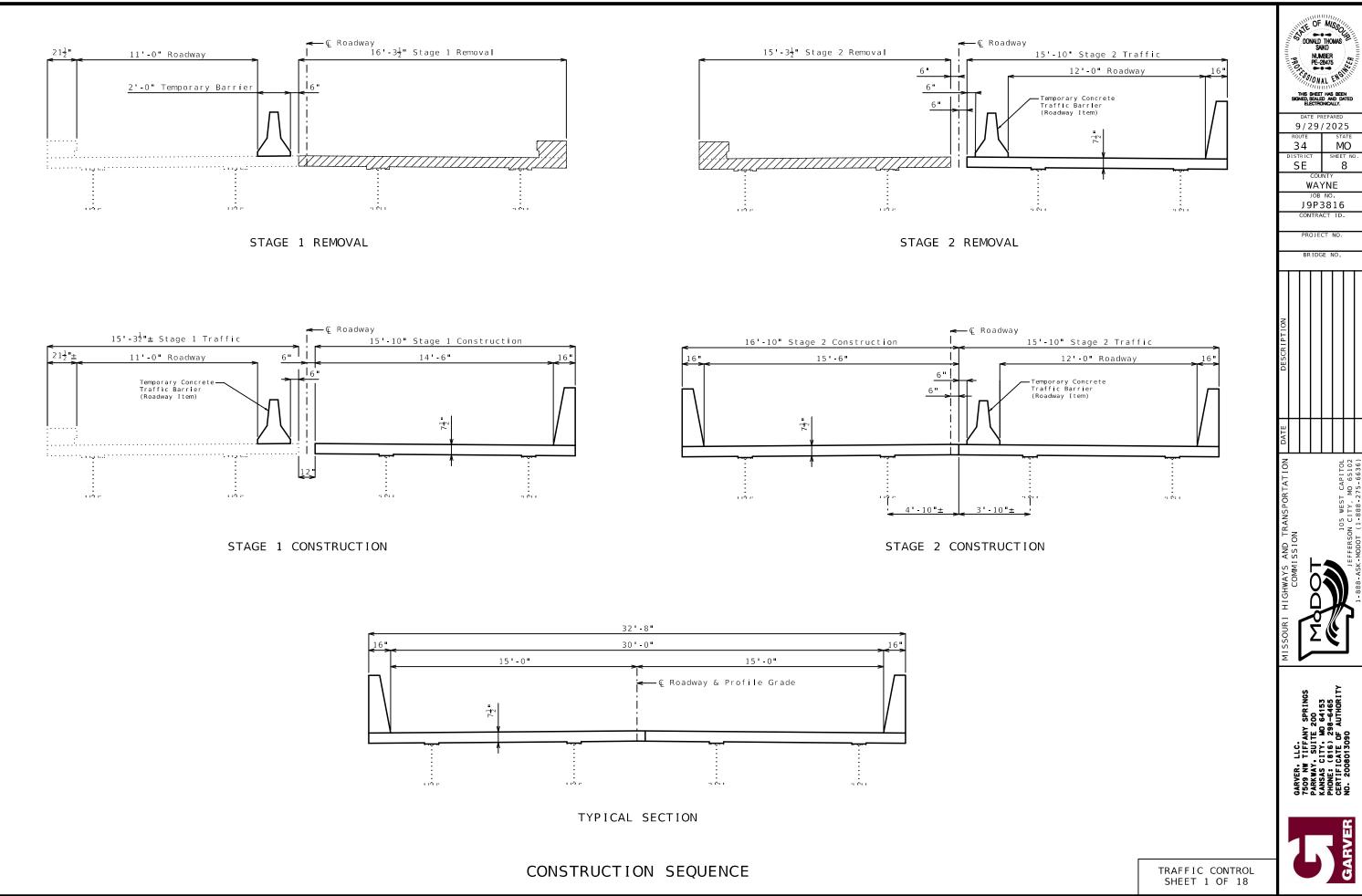




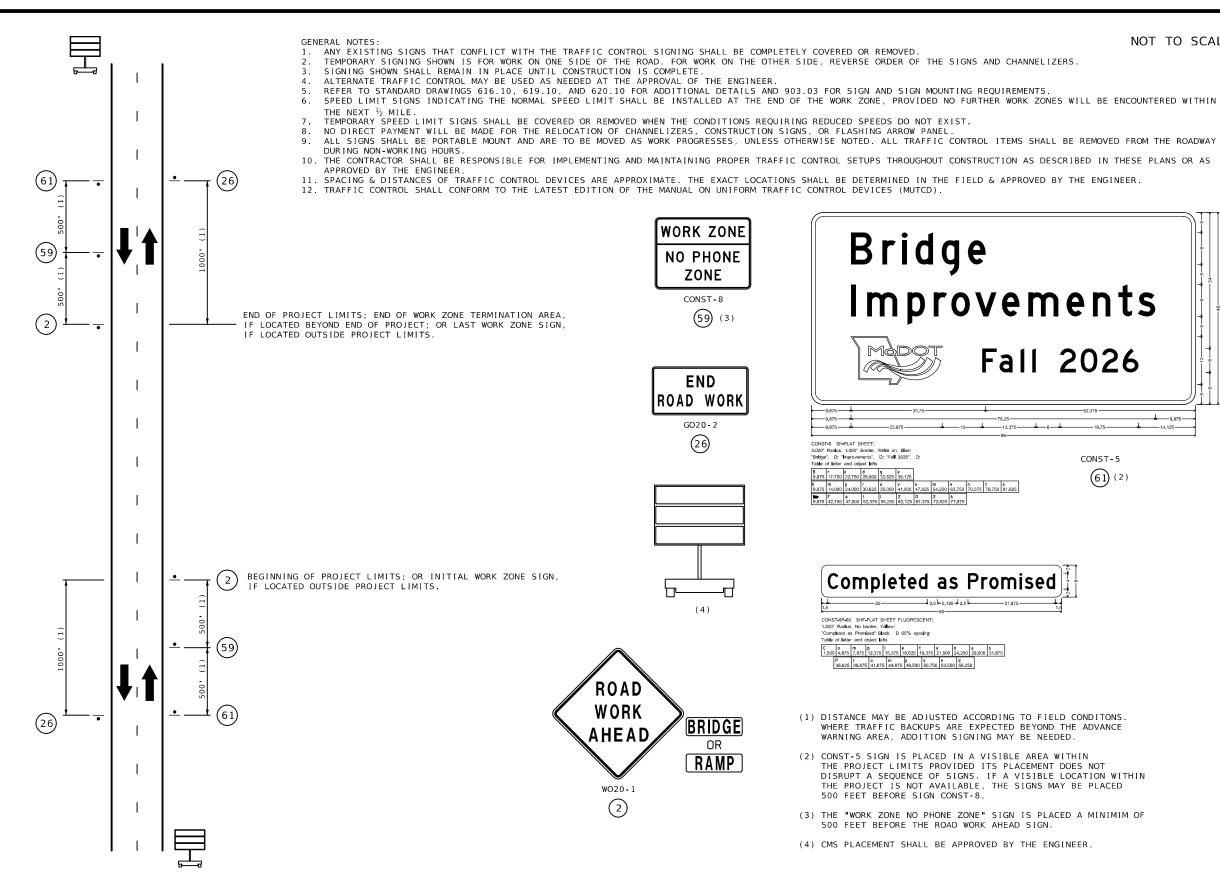
GARVER, LLC. 7509 NW TIFFANY SPRINGS PARKWAY, SUITE 200 KANSAS CITY, MO 64153 PHONE: (816) 298-6465 CERTIFICATE OF AUTHORITY NO. 2008013090





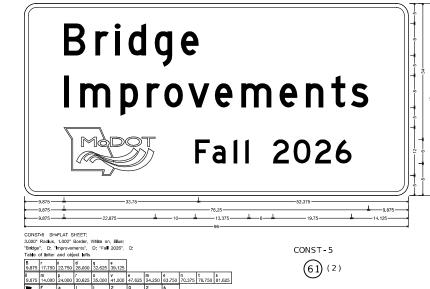






BEGIN/END OF PROJECT SIGNING

UNDIVIDED HIGHWAY



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

Completed as Promised

CONST-SP-60 SHF-FLAT SHEET FLUORESCENT 1,500" Radius, No border, Yellow; Completed as Promised Black, D 65% spacing; rable of letter and object lefts

- (2) CONST-5 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 SIGNS MAY BE PLACED 500 FEET BEFORE SIGN CONST-8
- (3) THE "WORK ZONE NO PHONE ZONE" SIGN IS PLACED A MINIMIM OF 500 FEET BEFORE THE ROAD WORK AHEAD SIGN.
- (4) CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.

34 MO SE 9 WAYNE J9P3816

DONALD THOMAS SAIKO NUMBER PE-28475

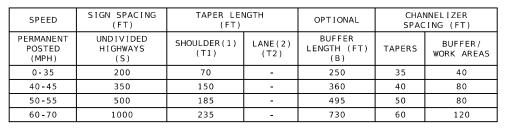
THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

9/29/2025

PE-20-

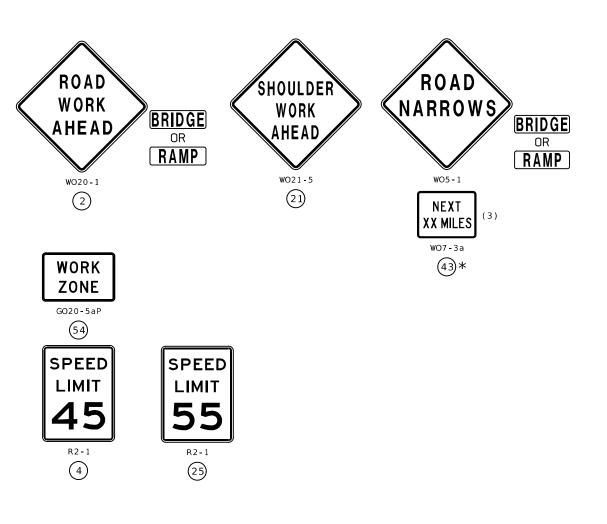
TRAFFIC CONTROL SHEET 2 OF 18





NOTES:

- (1) SHOULDER TAPER LENGTH BASEED ON 10 FT. (STANDARD SHOULDER WIDTH) OFFSET.
 (2) LANE TAPER LENGTH BASED ON 12 FT. (STANDARD LANE WIDTH) OFFSET.
 (3) NEXT XX MILES SIGN NOT REQUIRED FOR NARROW LANE SECTIONS LESS THAN ONE MILE.
 *OMIT SIGN 43 FOR NO TRAVELWAY ENCROACHMENT







SHOULDER WORK UNDIVIDED HIGHWAY

<u>*</u>25

100' TAPER 5 DEVICE MINIMUM

544

43 *

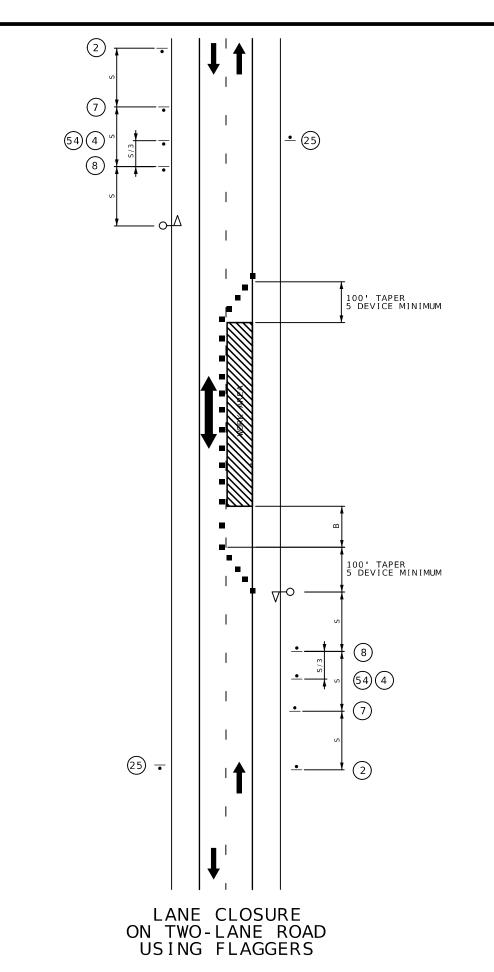
(21)

2

544

10' MINIMUM LANE WIDTH

25 🖚



SPEED	SIGN SPACING (FT)	TAPER LEI (FT)	NGTH	RECOMMENDED		NNELIZER CING (FT)
PERMANENT POSTED (MPH)	UNDIVIDED HIGHWAYS (S)	HIGHWAYS SHOULDER(I)		BUFFER LENGTH (FT) (B)	TAPERS	BUFFER/ WORK AREAS
0-35	200	70	245	250	35	40
40-45	350	150	540	360	40	80
50-55	500	185	660	495	50	80
60-70	1000	235	840	730	60	120

NOTES:

- (1) SHOULDER TAPER LENGTH BASED ON 10 FT. (STANDARD SHOULDER WIDTH) OFFSET.
- (2) LANE TAPER LENGTH BASED ON 12 FT. (STANDARD LANE WIDTH) OFFSET.



ZONE

GO20-5aP

54

SPEED
LIMIT
45

R2-1

4

25

WORK

NOT TO SCALE

OF MISSON HOME PROMISE P

THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRODINCALLY.

DATE PREPARED

9/29/2025

ROUTE STATE

34 MO

SE 11

COUNTY
WAYNE
JOB NO.
J9P3816

DROJECT NO

BRIDGE NO.



ISSOURI HIGHWAYS AND TRANSPORTATIO
COMMISSION

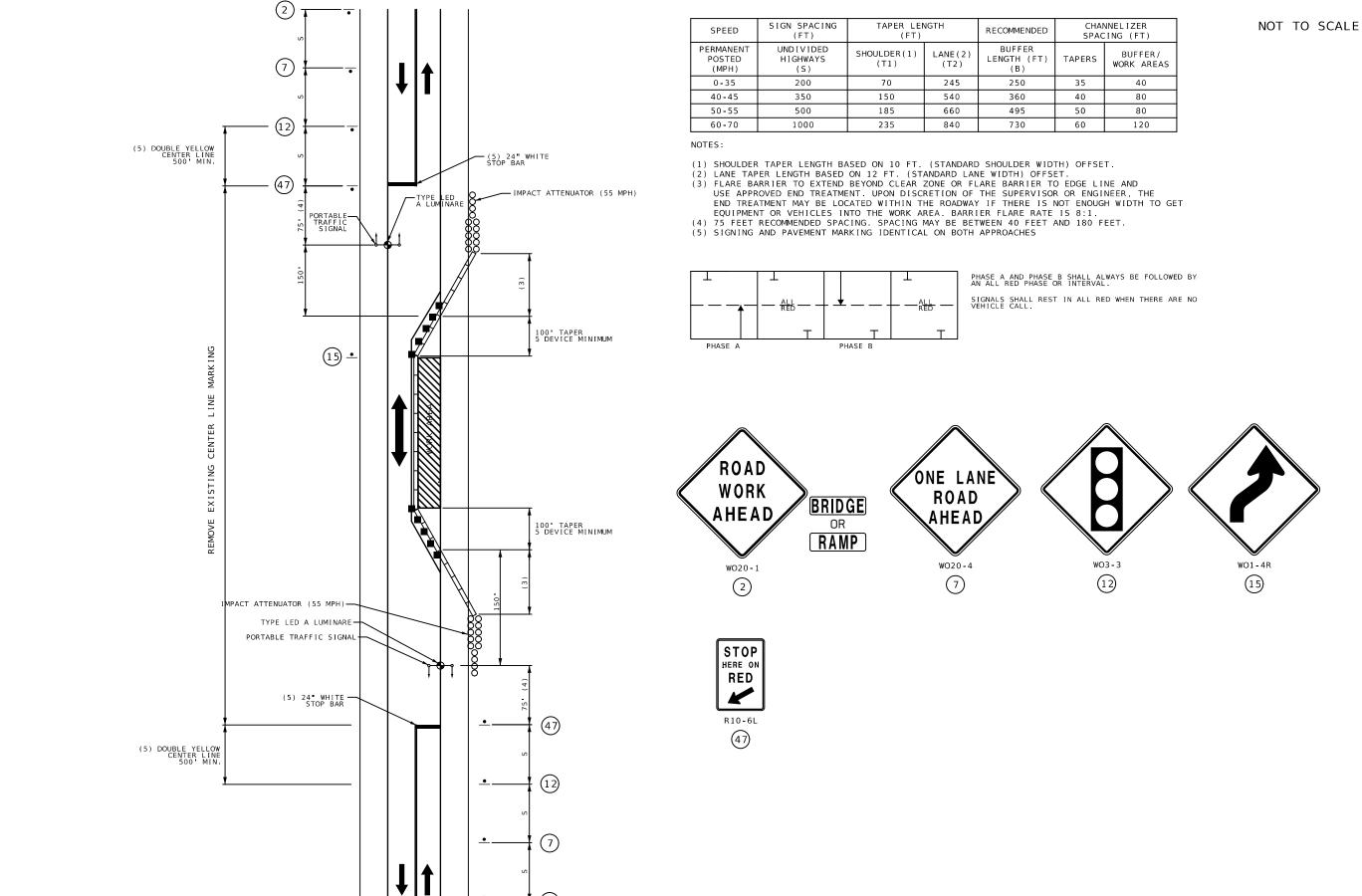
MADOT

105 WEST CAPITO
105 WEST

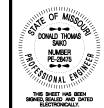
ARVER, LLC.
509 NW TIFFANY SPRINGS
548WAY, SUITE 200
ANSAS CITY, MO 64153
HOME: (816) 298-6465
ERTIFICATE OF AUTHORITY
ERTIFICATE OF AUTHORITY
O. 2008013090



TRAFFIC CONTROL SHEET 4 OF 18



LANE CLOSURE ON TWO-LANE ROAD USING TRAFFIC CONTROL SIGNALS PORTABLE TRAFFIC SIGNAL AND CONCRETE BARRIER DETAILS



9/29/2025 34 MO SE 12

> WAYNE J9P3816



TRAFFIC CONTROL SHEET 5 OF 18



DATE PREPARED 9/29/2025

ROUTE STATE

34 MO

DISTRICT SHEET NO

SE 13

JOB NO.

J9P3816

PROJECT NO.

BRIDGE NO.

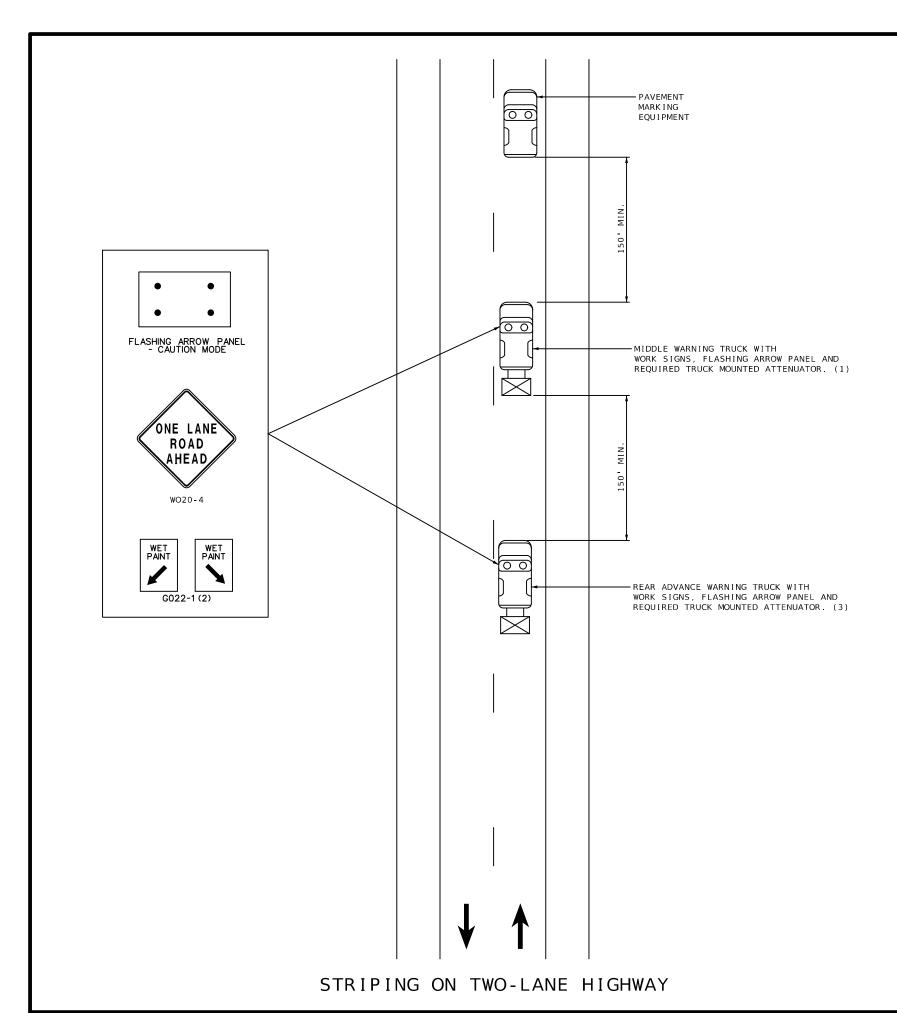
DESCRIPTION

SSOURI HIGHWAYS AND TRANSPORTATI
COMMISSION
MADOT

105 WEST CAPIT
LEFFERSON CITY, M9 651

RRVER, LLC. 509 NW TIFFANY SPRINGS ARKWAY, SUITE 200 ANSAS CITY, MO 64153 HUDNE: (816) 228-6465 ERTIFICATE OF AUTHORITY D. 2008013090





NOTES:

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

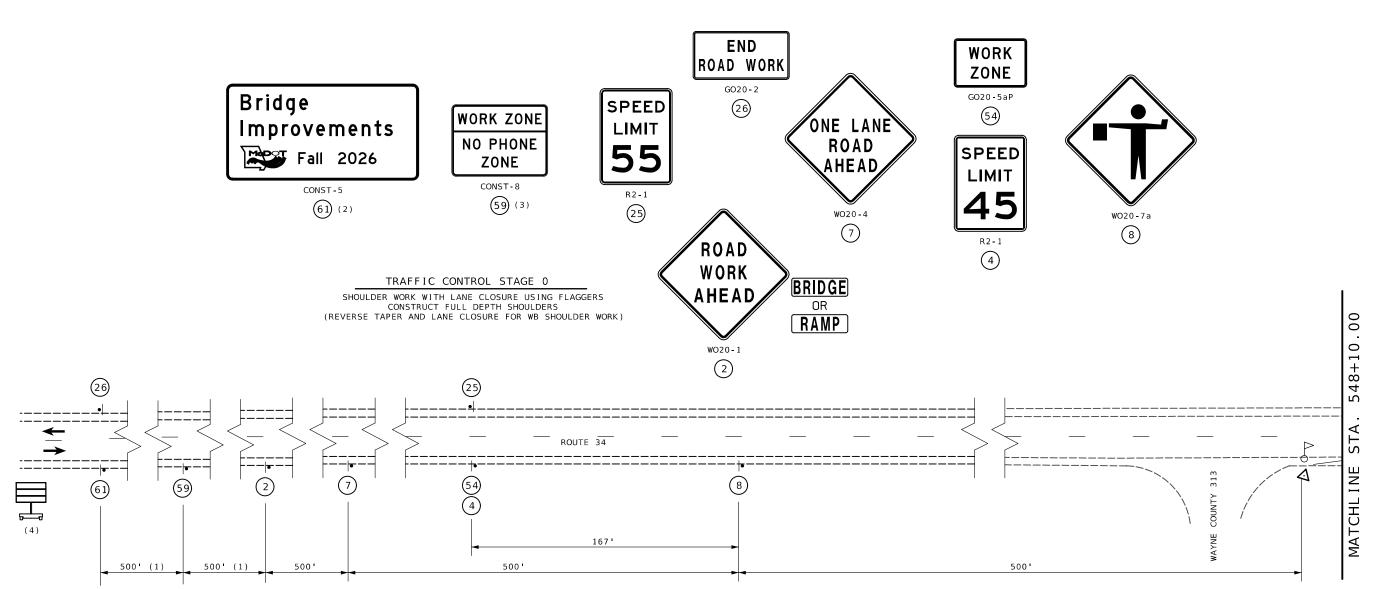
PROTECTIVE TRUCKS AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

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

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

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

- (1) TRUCK IS OPTIONAL ON TWO-LANE UNDIVIDED HIGHWAYS IF SIGNING AND ARROW BOARD ARE 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) REAR WARNING TRUCK IS POSITIONED AT THE NO TRACK POINT OF THE PAVEMENT MARKING MATERIAL, OR VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE, OR SPACING SHOWN, WHICHEVER IS GREATER.



TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- FLAGGER
- CHANNELIZER
- BARRICADE
- CHANGEABLE MESSAGE BOARD

- (1) DISTANCES 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 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 AVALIABLE, THE SIGN MAY BE PLACED 500 FEET BEFORE SIGN CONST-8.
- (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

DONALD THOMAS SAIKO NUMBER PE-28475 PE-200. THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE P	REPARED
9/29	/2025
ROUTE	STATE
34	MO
DISTRICT	SHEET NO.
SE	14
COU	NTY
WAY	ZNIE

J9P3816



TRAFFIC CONTROL SHEET 7 OF 18

PE-2000

9/29/2025

SE 15

COUNTY
WAYNE

JOB NO.
J 9P3816

CONTRACT ID.

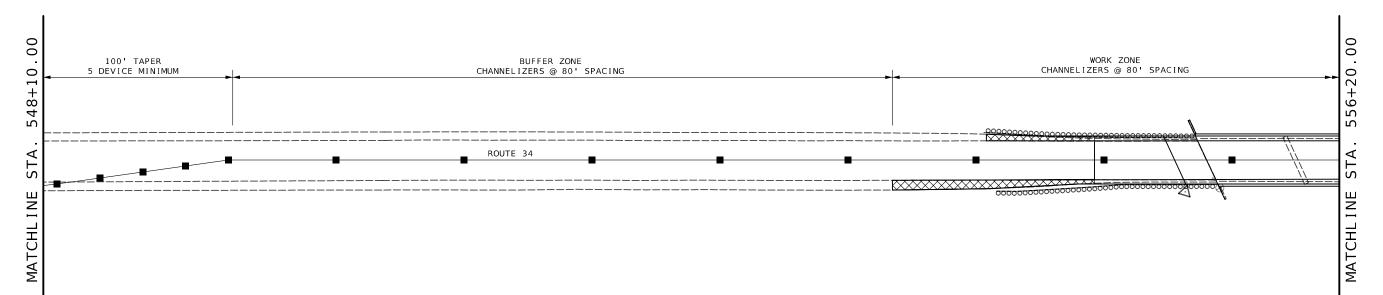
MO

34

TRAFFIC CONTROL STAGE 0

 \oplus

SHOULDER WORK WITH LANE CLOSURE USING FLAGGERS
CONSTRUCT FULL DEPTH SHOULDERS
(REVERSE TAPER AND LANE CLOSURE FOR WB SHOULDER WORK)



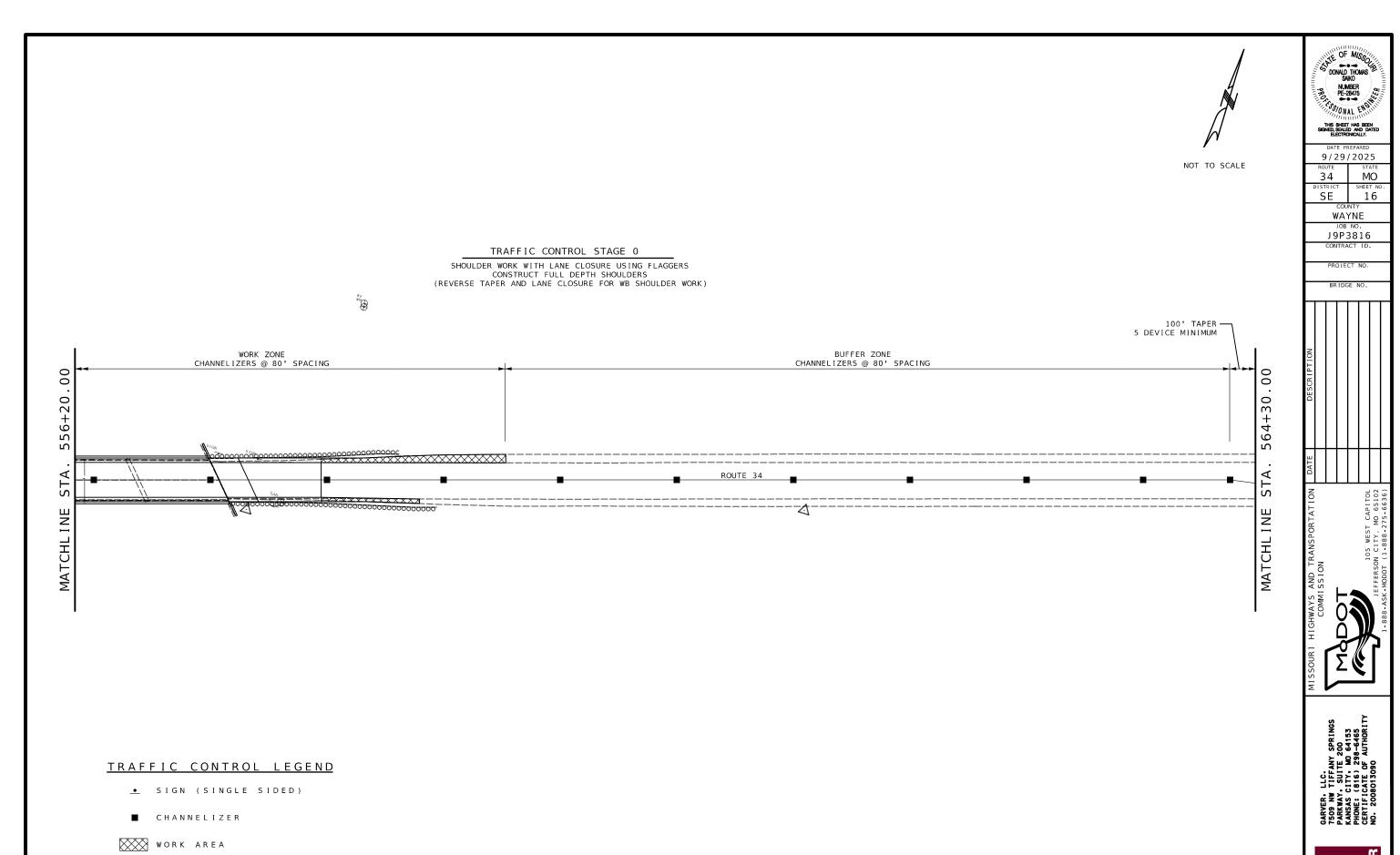
TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- CHANNELIZER

WORK AREA

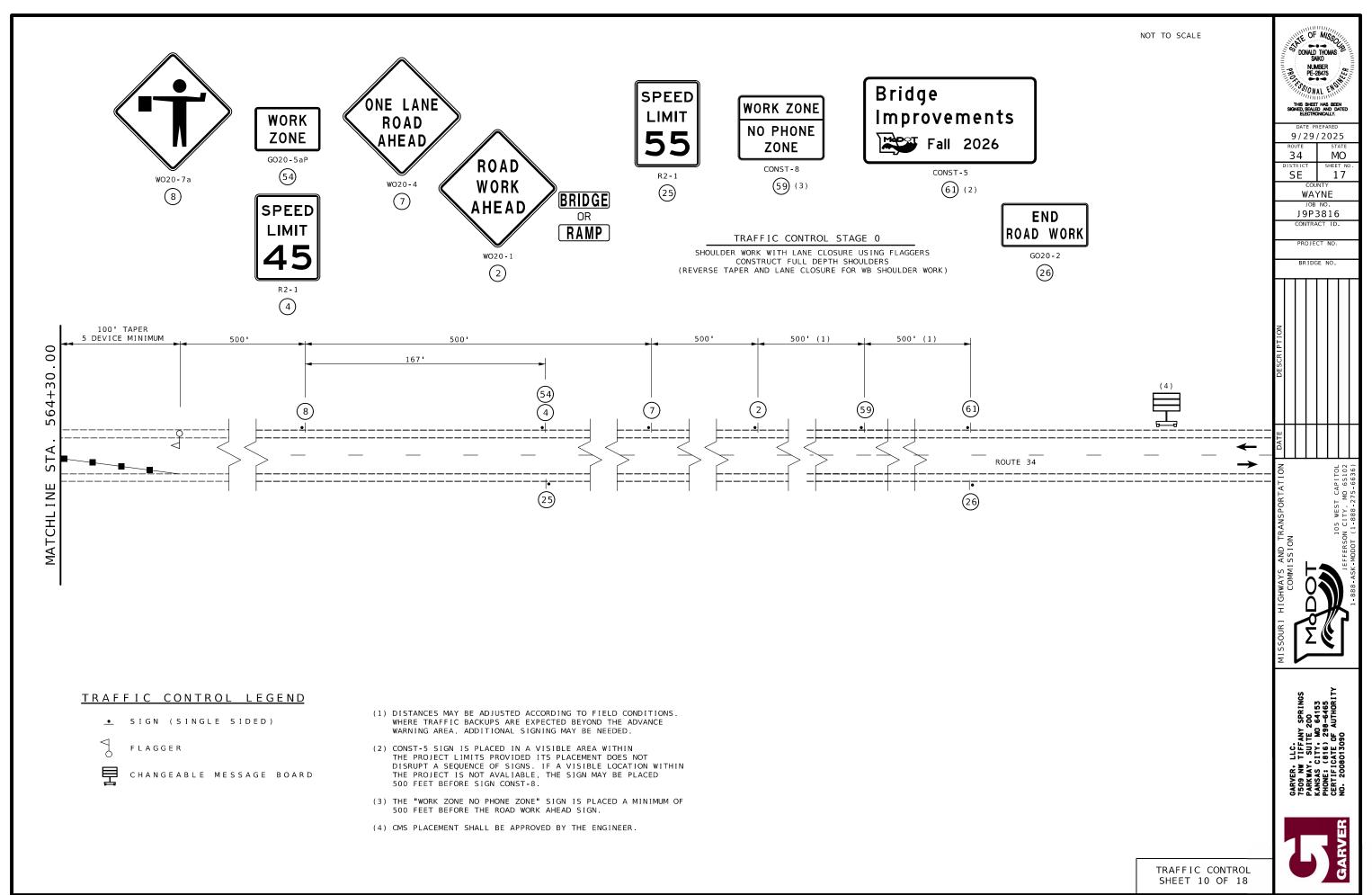
GARVER, LLC.

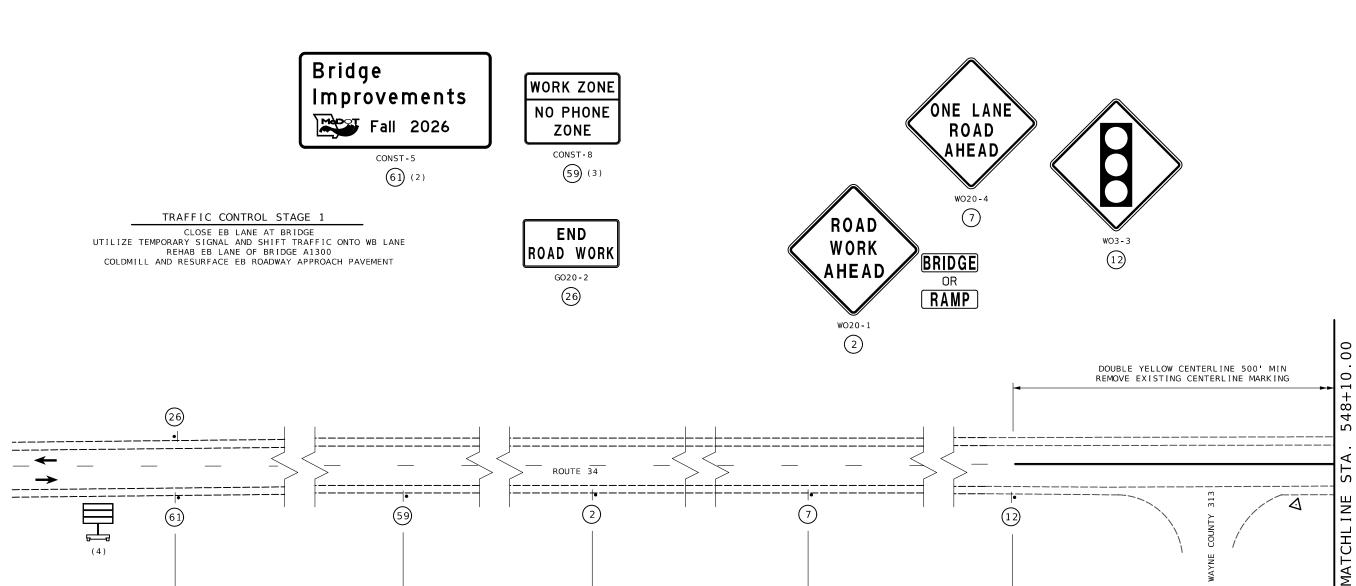
TRAFFIC CONTROL SHEET 8 OF 18



TRAFFIC CONTROL SHEET 9 OF 18







500'

500'

TRAFFIC CONTROL LEGEND

• SIGN (SINGLE SIDED)

CHANGEABLE MESSAGE BOARD

500' (1)

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

500' (1)

- (2) CONST-5 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 AVALIABLE, THE SIGN MAY BE PLACED
 500 FEET BEFORE SIGN CONST-8.
- (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.

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DATE PREPARED
9/29/2025
ROUTE
34 MO
DISTRICT SHEET NO.
SE 18

JOB NO.
J9P3816
CONTRACT ID.

PROJECT NO.

E DESCRIPTION

OURI HIGHWAYS AND TRANSPORTATION DATE
COMMISSION

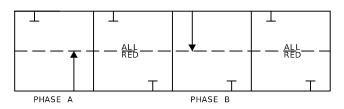
105 WEST CAPITOL
JEFFERSON CITY, MO 65102

NVER. LLC. 09 NW TIFFANY SPRINGS RWAY. SUITE 200 NSAS CITY. MD 64153 NDE: (816) 298-6465 RTIFICATE OF AUTHORITY . 2008013090



TRAFFIC CONTROL SHEET 11 OF 18

500'



PHASE A AND PHASE B SHALL ALWAYS BE FOLLOWED BY AN ALL RED PHASE OR INTERVAL.

SIGNALS SHALL REST IN ALL RED WHEN THERE ARE NO VEHICLE CALL.



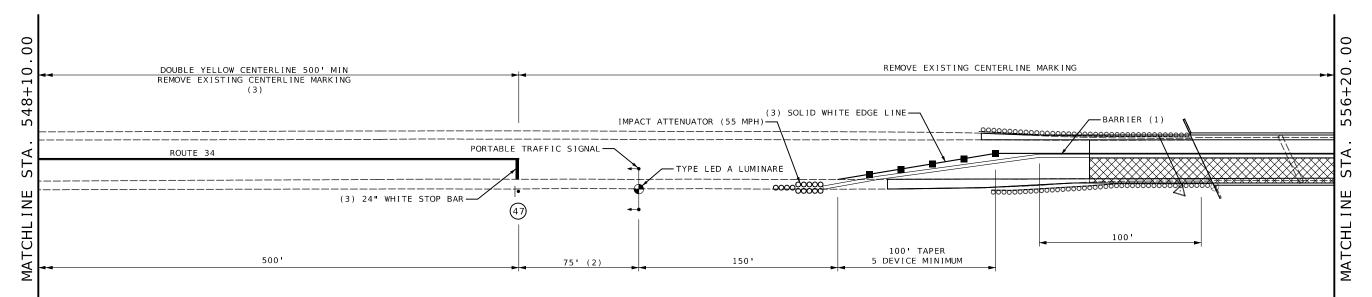
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STOP HERE ON RED

47)

TRAFFIC CONTROL STAGE 1

CLOSE EB LANE AT BRIDGE
UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC ONTO WB LANE
REHAB EB LANE OF BRIDGE A1300
COLDMILL AND RESURFACE EB ROADWAY APPROACH PAVEMENT



TRAFFIC CONTROL LEGEND

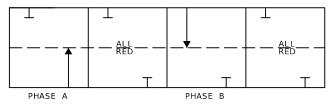
- SIGN (SINGLE SIDED)
- CHANNELIZER

WORK AREA

- (1) FLARE BARRIER TO EXTEND BEYOND CLEAR ZONE OR FLARE BARRIER TO EDGE LINE AND USE APPROVED END TREATMENT. UPON DISCRETION OF THE SUPERVISOR OR ENGINEER. THE END TREATMENT MAY BE LOCATED WITHIN THE ROADWAY IF THERE IS NOT ENOUGH WIDTH TO GET EQUIPMENT OR VEHICLES INTO THE WORK AREA. BARRIER FLARE RATE IS 8:1.
- (2) 75 FEET RECOMMENDED SPACING. SPACING MAY BE BETWEEN 40 FEET AND 180 FEET.
- (3) SIGNING AND PAVEMENT MARKING IDENTICAL ON BOTH APPROACHES.

TRAFFIC CONTROL SHEET 12 OF 18





PHASE A AND PHASE B SHALL ALWAYS BE FOLLOWED BY AN ALL RED PHASE OR INTERVAL.

SIGNALS SHALL REST IN ALL RED WHEN THERE ARE NO VEHICLE CALL.

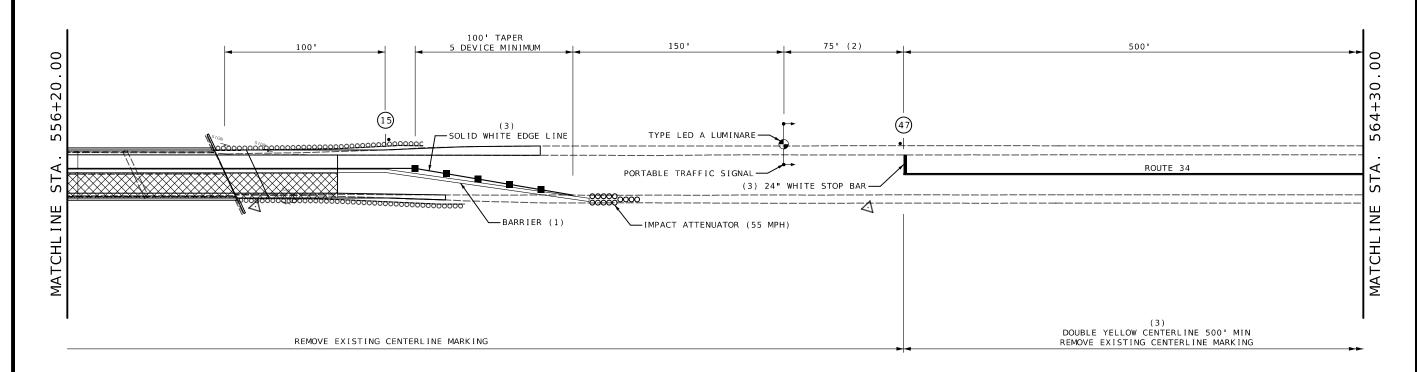






TRAFFIC CONTROL STAGE 1

CLOSE EB LANE AT BRIDGE
UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC ONTO WB LANE
REHAB EB LANE OF BRIDGE A1300
COLDMILL AND RESURFACE EB ROADWAY APPROACH PAVEMENT

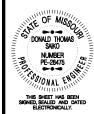


TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- CHANNELIZER
- WORK AREA

- (1) FLARE BARRIER TO EXTEND BEYOND CLEAR ZONE OR FLARE BARRIER TO EDGE LINE AND USE APPROVED END TREATMENT. UPON DISCRETION OF THE SUPERVISOR OR ENGINEER. THE END TREATMENT MAY BE LOCATED WITHIN THE ROADWAY IF THERE IS NOT ENOUGH WIDTH TO GET EQUIPMENT OR VEHICLES INTO THE WORK AREA. BARRIER FLARE RATE IS 8:1.
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TRAFFIC CONTROL SHEET 13 OF 18



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9/29	/2025
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DISTRICT	SHEET NO
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JOB NO.
J9P3816

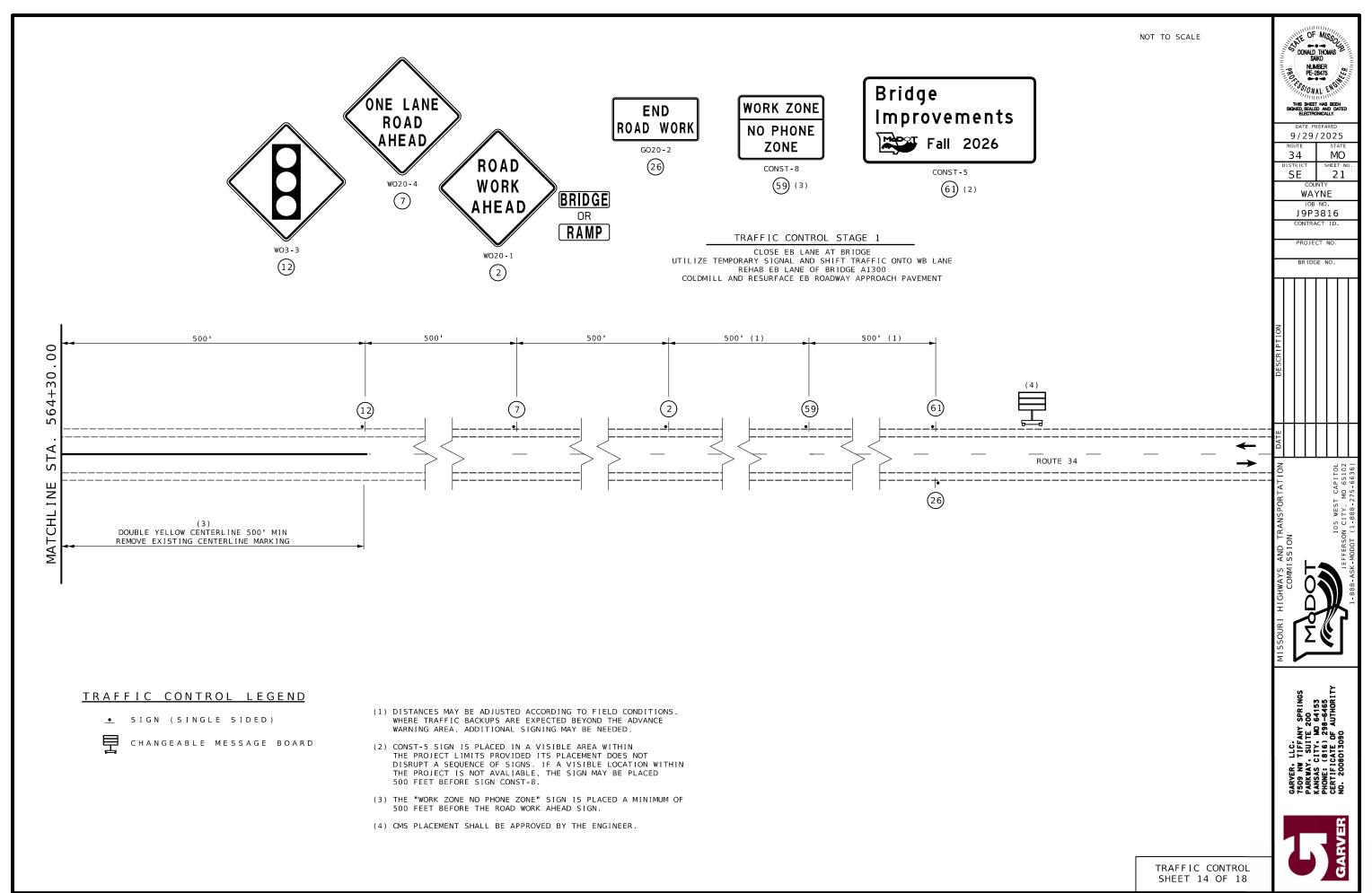
PROJECT N

BRIDGE NO



GARVER, LLC. F3509 NW TIFFARY SPRINGS PARKWAY, SUITE 200 KANSAS CITY, MO 64153 PHONE: (616) 298-6465 CERTIFICATE OF AUTHORITY NG. 2008013090







<u>(61)</u> (2)

WORK ZONE NO PHONE ZONE

CONST-8 59 (3)

END ROAD WORK

GO20-2 26

500'

WO3 - 3

DOUBLE YELLOW CENTERLINE 500' MIN

REMOVE EXISTING CENTERLINE MARKING

500'

OR RAMP

BRIDGE

ROAD

AHEAD

WO20-4 7

WO20-1

WORK

AHEAD

2

500'

(26) ROUTE 34 (59)

500' (1)

TRAFFIC CONTROL STAGE 2 CLOSE WB LANE AT BRIDGE

UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC ONTO EB LANE

REHAB WB LANE OF BRIDGE A1300

COLDMILL AND RESURFACE WB ROADWAY APPROACH PAVEMENT

TRAFFIC CONTROL LEGEND

• SIGN (SINGLE SIDED)

CHANGEABLE MESSAGE BOARD

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

500' (1)

- (2) CONST-5 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 AVALIABLE, THE SIGN MAY BE PLACED 500 FEET BEFORE SIGN CONST-8.
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- (4) CMS PLACEMENT SHALL BE APPROVED BY THE ENGINEER.

DONALD THOMAS SAIKO NUMBER PE-28475 PE-20-

9/29/2025 34 MO SE 22

WAYNE J9P3816

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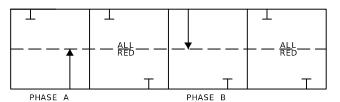
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TRAFFIC CONTROL SHEET 15 OF 18



PHASE A AND PHASE B SHALL ALWAYS BE FOLLOWED BY AN ALL RED PHASE OR INTERVAL.

SIGNALS SHALL REST IN ALL RED WHEN THERE ARE NO VEHICLE CALL.



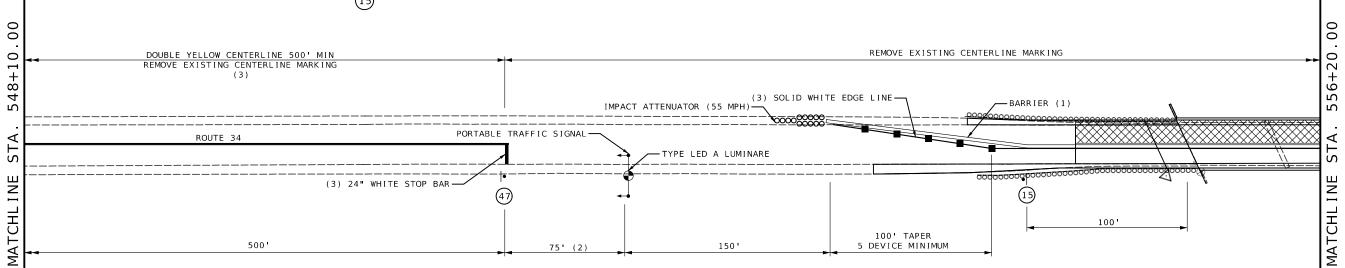
NOT TO SCALE





TRAFFIC CONTROL STAGE 2

CLOSE WB LANE AT BRIDGE
UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC ONTO EB LANE
REHAB WB LANE OF BRIDGE A1300
COLDMILL AND RESURFACE WB ROADWAY APPROACH PAVEMENT



TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- CHANNELIZER

WORK AREA

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- (3) SIGNING AND PAVEMENT MARKING IDENTICAL ON BOTH APPROACHES.

DONALD THOMAS

DONALD THOMAS

NUMBER

FE-20475

SONAL

THIS SHEET HAS BEEN

SIGNED SOLLED AND DATED

BETTOMORGULY.

9/29/2025

ROUTE STATE
34 MO
DISTRICT SHEET NO.
SE 23

JOB NO.
J9P3816
CONTRACT ID.

PROJECT NO.

DESCRIPTION

HIGHWAYS AND TRANSPORTATION DATE
COMMISSION

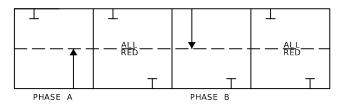
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105 WEST CAPITOL
JEFFERSON CITY, MO 65102

ARVER, LLC.
Sog un TIFFANGS
ARKWAY. SUITE 200
ANSAS CITY. MO 64153
HOME: (816) 288-6465
ERTIFICATE OF AUTHORITY
TO 2008013090



TRAFFIC CONTROL SHEET 16 OF 18



PHASE A AND PHASE B SHALL ALWAYS BE FOLLOWED BY AN ALL RED PHASE OR INTERVAL.

SIGNALS SHALL REST IN ALL RED WHEN THERE ARE NO VEHICLE CALL.

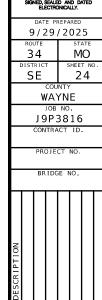






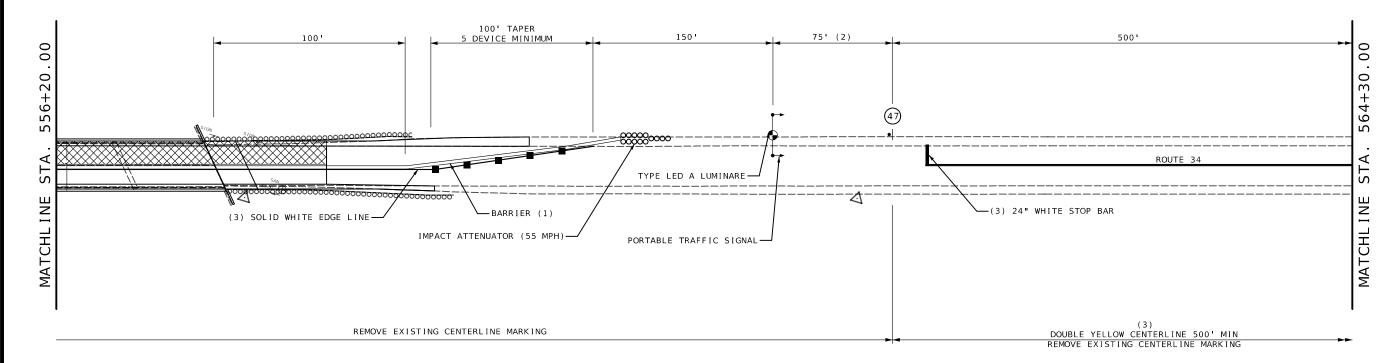
TRAFFIC CONTROL STAGE 2

CLOSE WB LANE AT BRIDGE UTILIZE TEMPORARY SIGNAL AND SHIFT TRAFFIC ONTO EB LANE REHAB WB LANE OF BRIDGE A1300 COLDMILL AND RESURFACE WB ROADWAY APPROACH PAVEMENT



DONALD THOMAS SAIKO NUMBER PE-28475

PE-20-



TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- CHANNELIZER

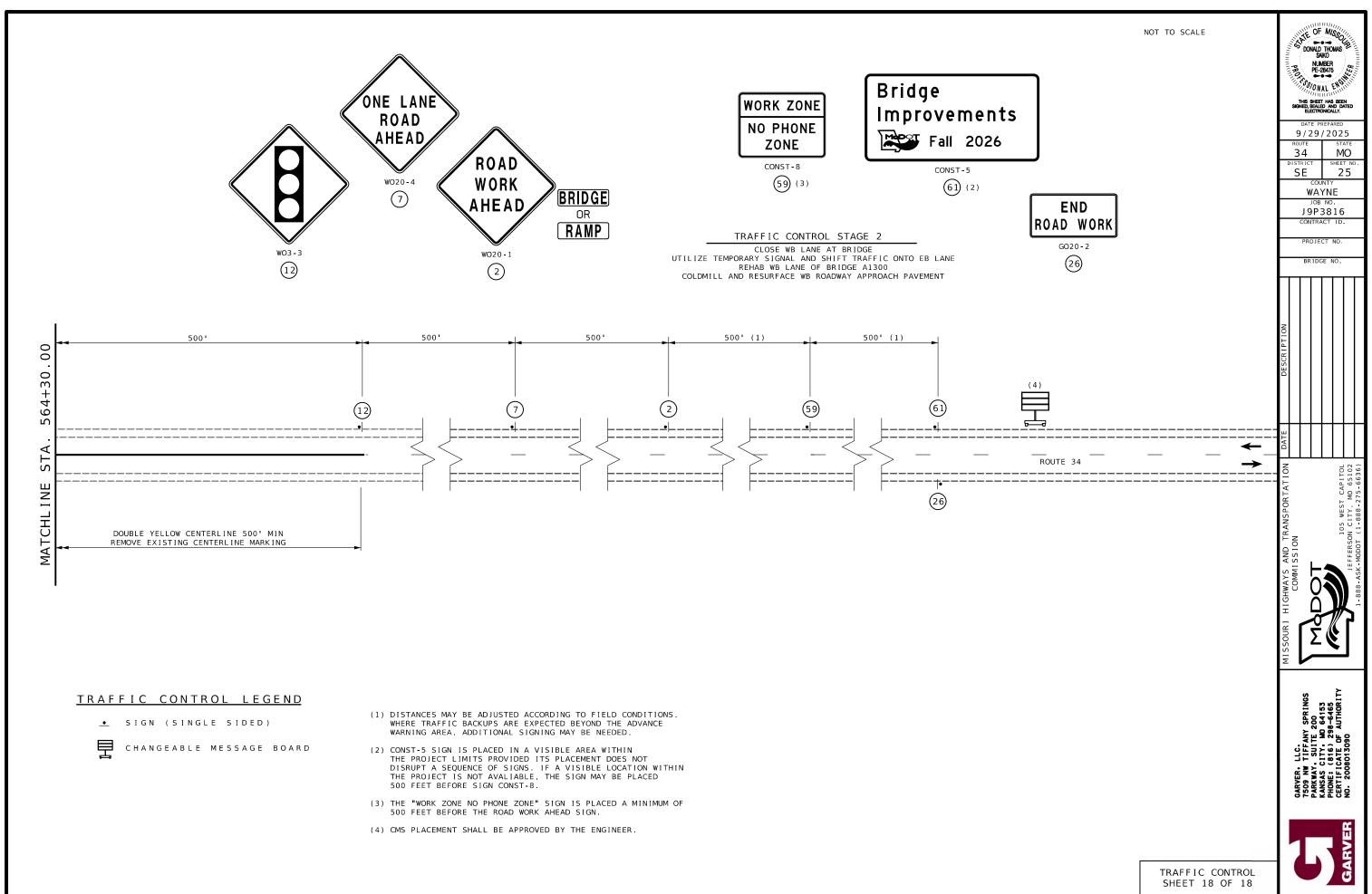
WORK AREA

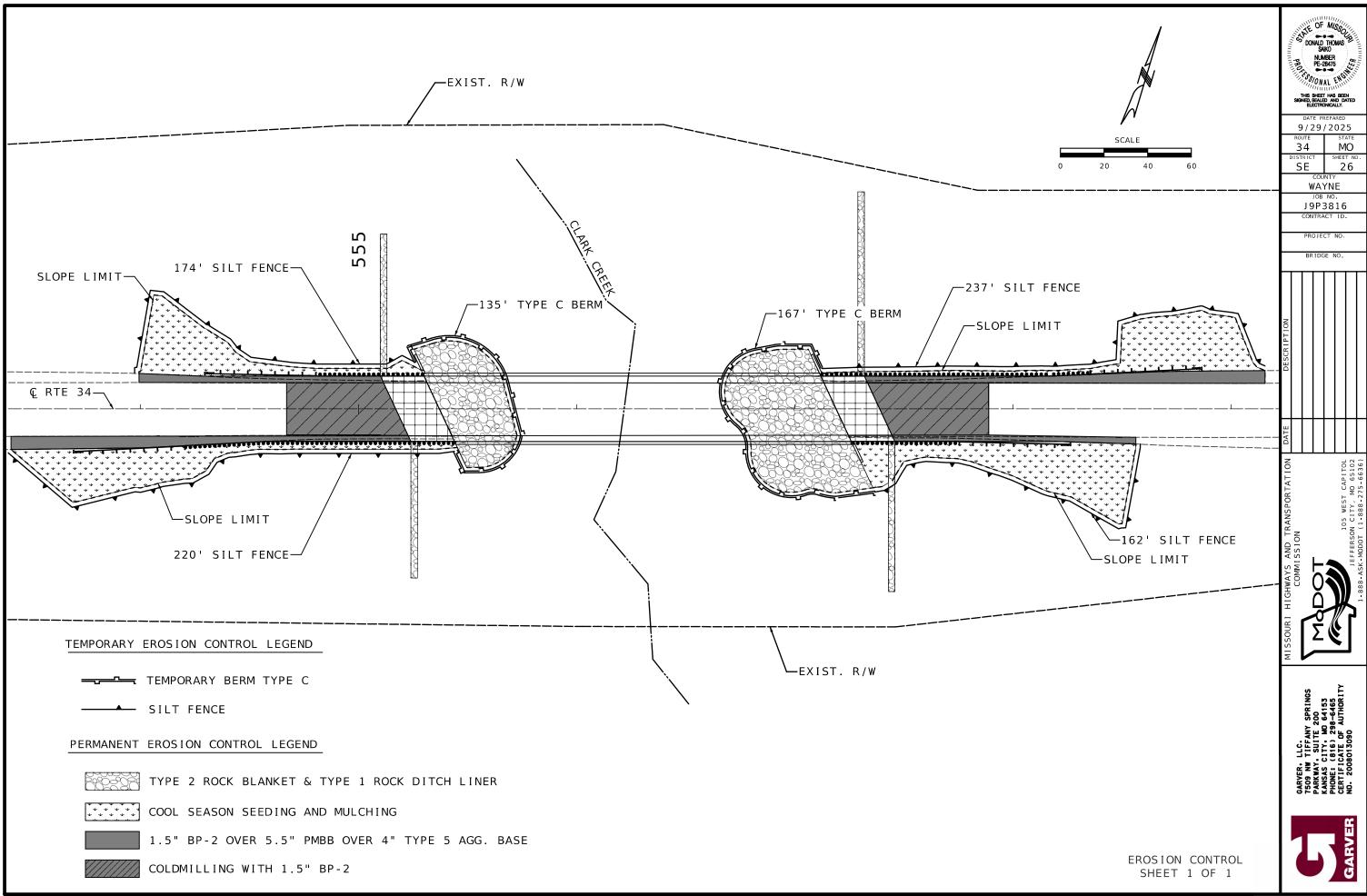
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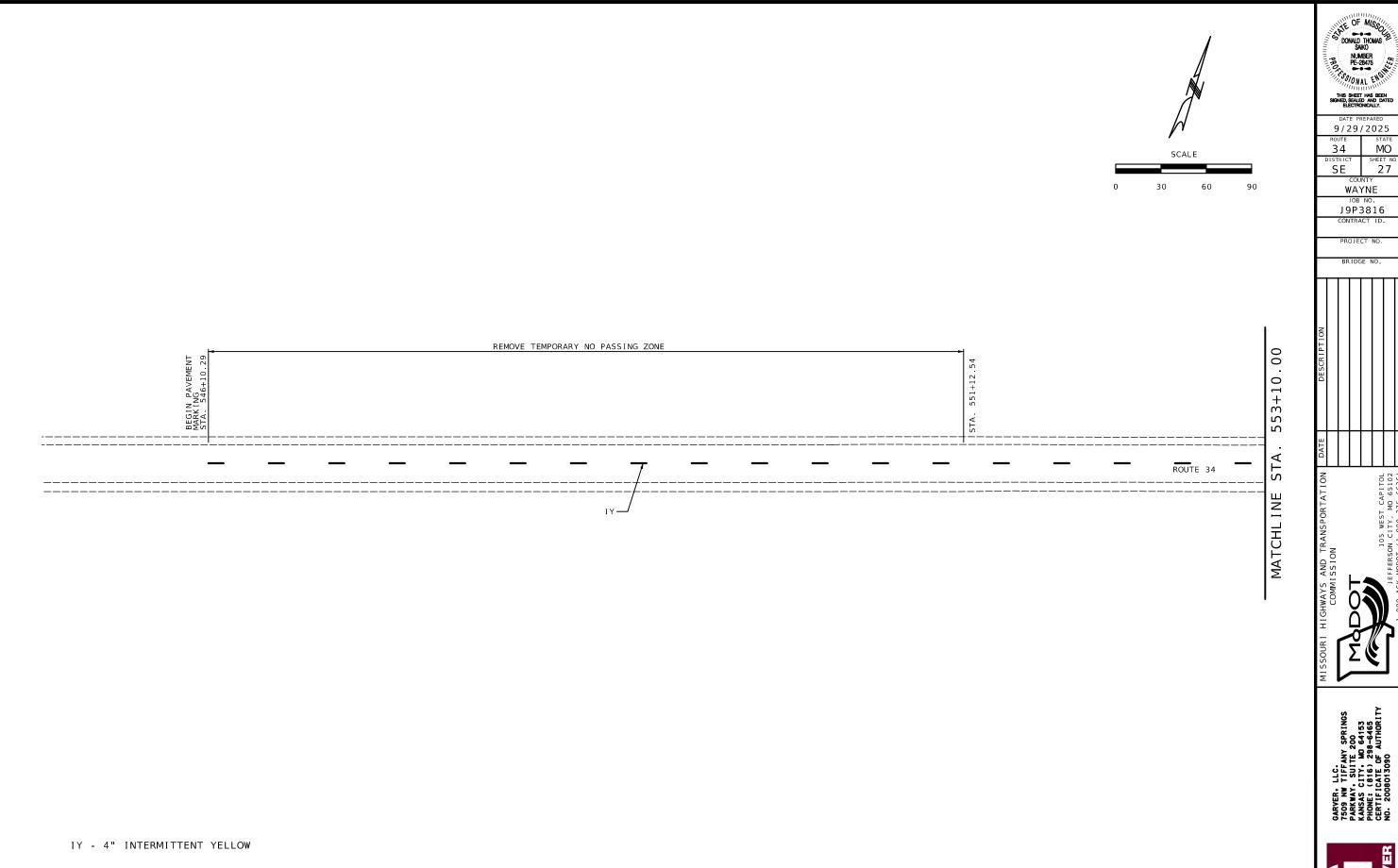




TRAFFIC CONTROL SHEET 17 OF 18

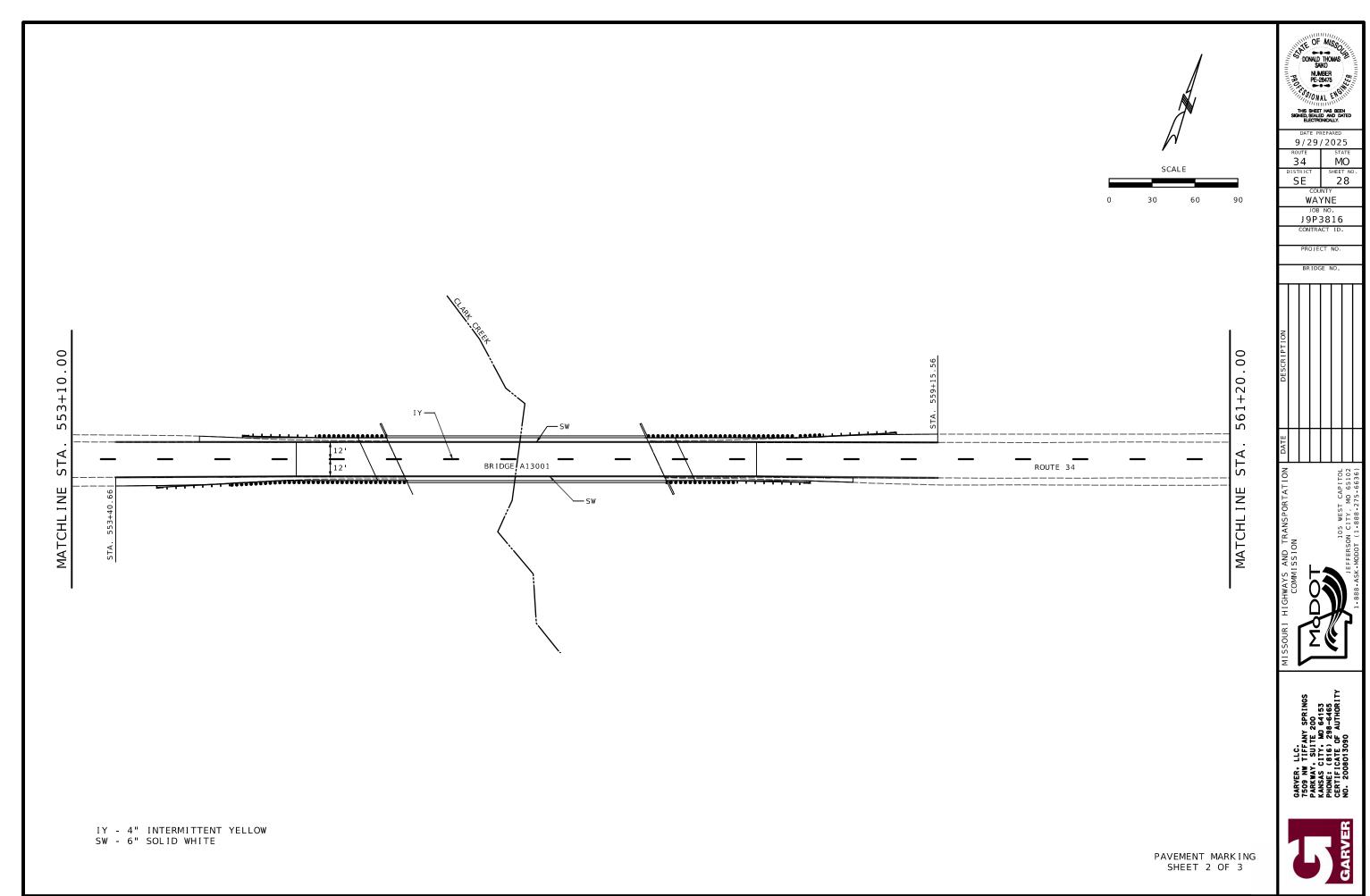


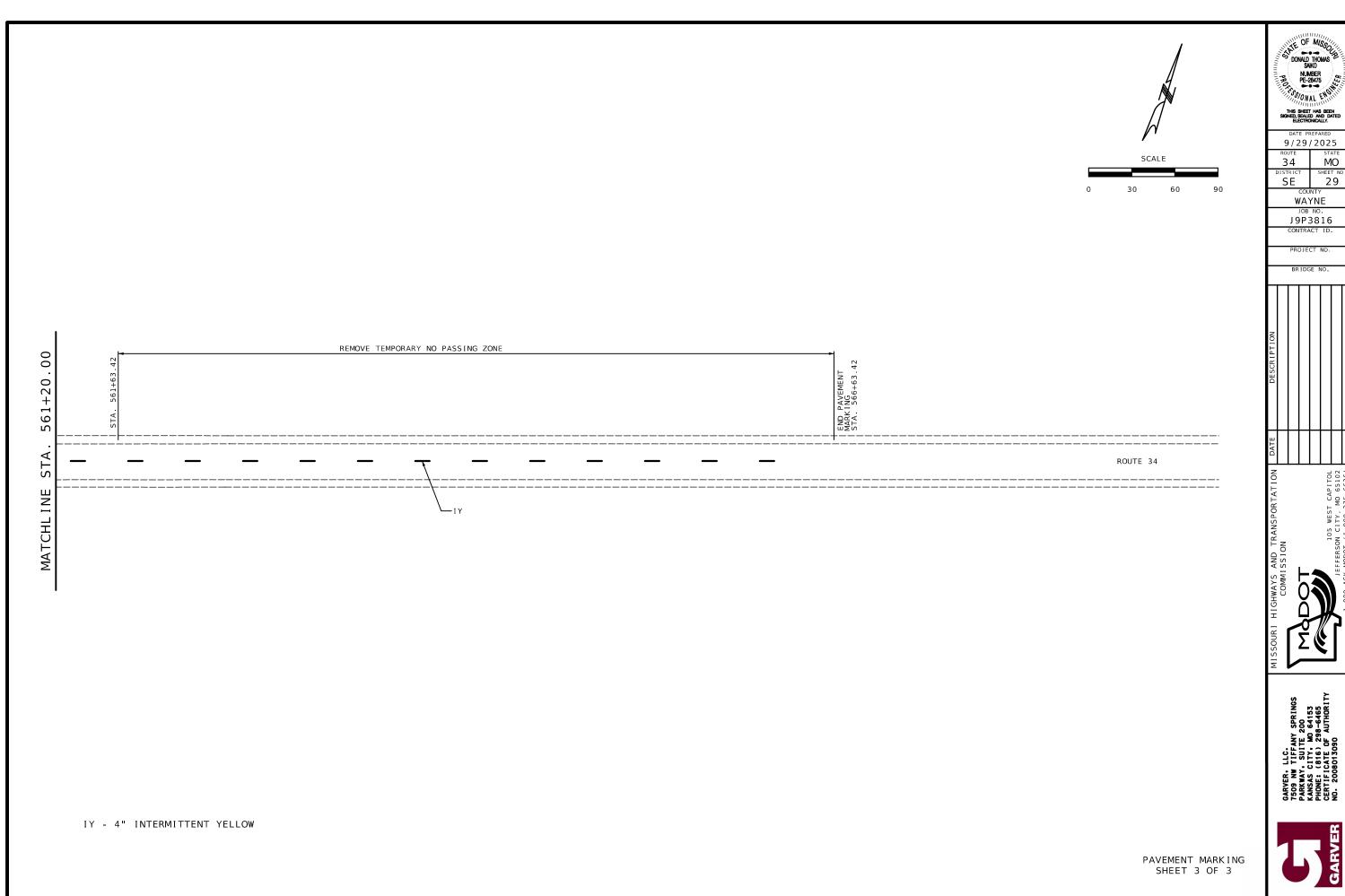




PAVEMENT MARKING SHEET 1 OF 3

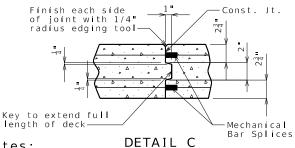
GARVER





	Lap Length Splices **
Bar Size	Splice Length
4	2'-7"
5	3'-3"
6	3'-10"
7	4'-11"

** Unless otherwise shown



General Notes:

Design Specifications:

2002 AASHTO LFD (17th Ed.) Standard Specifications Seismic Performance Category A

Design Loading:

H20-44 (1961) (Existing) H520-44 (New Construction) 20 lb/sf Future Wearing Surface Earth - 120 lb/cf, Equivalent Fluid Pressure 45 lb/cf Fatigue Stress - Case III

Design Unit Stresses:

Class B-1 Concrete (Barrier)
Class B-2 Concrete (End Bents & Superstructure,
except Barrier)
Reinforcing Steel (ASTM A615 Grade 60)

f 'c = 4,000 psi
fy = 60,000 psi

Joint Filler:

All joint filler shall be in accordance with Sec 1057 for preformed sponge rubber expansion and partition joint filler, except as noted.

Reinforcing Steel:

Minimum clearance to reinforcing steel shall be 1 $1/2^{\text{\tt u}}$, unless otherwise shown.

MBS refers to mechanical bar splices. Mechanical bar splices shall be in accordance with Sec 706 or 710.

Miscellaneous:

Bars bonded in existing concrete not removed shall be cleanly stripped and embedded into new concrete where possible. If length is available, existing bars shall extend into new concrete at least 40 diameters for plain bars and 30 diameters for deformed bars, unless otherwise noted.

Roadway surfacing adjacent to bridge ends shall match new bridge slab surface. (Roadway item)

Outline of existing work is indicated by light dashed lines. Heavy lines indicate new work.

The area exposed by the removal of concrete and not covered with new concrete shall be coated with an approved qualified special mortar in accordance with Sec 704.

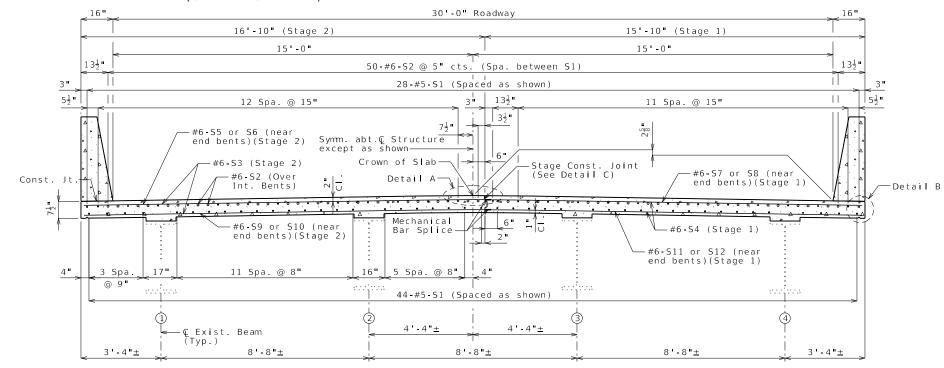
Rubblized concrete from the existing bridge deck that qualifies as clean fill may be placed on spill slopes at end bents above ordinary high water line (Roadway item).

For adjusted beam deflection due to the weight of the new deck and barriers, see Bridge Electronic Deliverables.

Traffic Handling

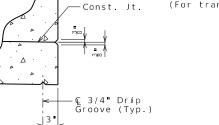
Traffic to be maintained on structure during construction. See roadway plans for traffic control and Sheet No. 3 for staged construction details.

U.I.P. AND REDECK EXISTING (54'- 70'- 54') CONTINUOUS COMPOSITE WIDE FLANGE BEAM SPANS (SKEW: 25° R.A.)

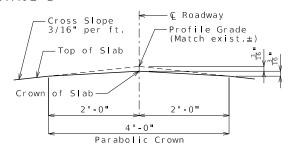


TYPICAL SECTION THRU SLAB

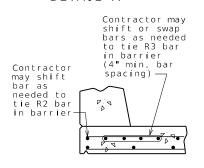
(For transverse reinforcement spacing, see Plan of Slab Showing Reinforcement on Sheet No. 8.)



DETAIL B



DETAIL A



OPTIONAL SHIFTING TOP BARS AT BARRIER

Estimated Quanti	ties	
I t em		Total
Class 1 Excavation	cu. yard	45
Temporary Shoring	lump sum	1
Removal of Existing Bridge Deck	sq. foot	5701
Bridge Approach Slab (Major)	sq. yard	139
Slab on Steel	sq. yard	661
Type D Barrier	linear foot	363
Mechanical Bar Splice	each	577
Slab Drain	each	28
Non-Destructive Testing	linear foot	48
Vertical Drain at End Bents	each	2

Non-destructive testing to be performed on top flange cover plates of all beams.

I t em		Total
		1000.
Class B-2 Concrete	cu. yard	157
Reinforcing Steel (Epoxy Coated)	pound	50,680

The table of Estimated Quantities for Slab on Steel represents the quantities used by the State in preparing the cost estimate for concrete slabs. The area of the concrete slab will be measured to the nearest square yard longitudinally from end of slab to end of slab and transversely from out to out of bridge slab (or with the horizontal dimensions as shown on the plan of slab). Payment for stay-in-place corrugated steel forms, conventional forms, all concrete and epoxy coated reinforcing steel will be considered completely covered by the contract unit price for the slab. Variations may be encountered in the estimated quantities but the variations cannot be used for an adjustment in the contract unit price.

Method of forming the slab shall be in accordance with Sec 703. All hardware for forming the slab to be left in place as a permanent part of the structure shall be coated in accordance with ASTM A123 or ASTM B633 with a thickness Class SC 4 and a finish Type I, II or III.

Slab shall be cast-in-place with conventional forming or stay-in-place corrugated steel forms. Precast prestressed panels will not be permitted.

For Optional Stay-In-Place Form Details, see Sheet No. 2.

REPAIRS TO BRIDGE: ROUTE 34 OVER CLARK CREEK

ROUTE 34 FROM RTE 143 TO ROUTE 67 ABOUT 0.5 MILE EAST OF ROUTE 143 BEGINNING STATION 555+37.00± (MATCH EXISTING)



DATE P	REPARED		
DATE PREPARED 10/1/2025 ROUTE STATE 34 MO DISTRICT SHEET NO. BR 1 COUNTY WAYNE			
ROUTE	STATE		
34	MO		
DISTRICT	SHEET NO.		
BR	1		
COU	NTY		
WA`	YNE		

COUNTY
WAYNE
JOB NO.
J9P3816
CONTRACT ID.

BRIDGE NO.
A13001

JOS WEST CAPITOL

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JARVER, LLC.
Sog NW TIFFANY SPRINGS
ARRWAY, SUITE 200
ANSAS CITY, MO 64153
HONE: (816) 298-6465
ERTIFICATE OF AUTHORITY
O: 2008013090



DETAILS OF CONCRETE REMOVAL AT END BENT NO. 1

DETAILS OF CONCRETE REMOVAL AT END BENT NO. 4

The cost of concrete removal as shown will be considered completely covered by the contract unit price for Removal of Existing Bridge Deck. Vertical backwall and wingwall reinforcement not embedded in new concrete shall be cut off one inch below concrete removal surface and the resulting holes shall be filled with a qualified special mortar.

A smooth, level surface shall be provided at End Bents No. 1 & 4 removal lines.

General Notes:

Stay-In-Place Forms:

Corrugated steel forms, supports, closure elements and accessories shall be in accordance with grade requirement and coating designation G165 of ASTM A653. Complete shop drawings of the permanent steel deck forms shall be required in accordance with Sec 1080.

Corrugations of stay-in-place forms shall be filled with an expanded polystyrene material. The polystyrene material shall be placed in the forms with an adhesive in accordance with the manufacturer's recommendations.

Form sheets shall not rest directly on the top of beam flanges. Sheets shall be securely fastened to form supports with a minimum bearing length of one inch on each end. Form supports shall be placed in direct contact with the flange. Welding on or drilling holes in the beam flanges will not be permitted. All steel fabrication and construction shall be in accordance with Sec 1080 and 712. Certified field welders will not be required for welding of the form

The design of stay-in-place corrugated steel forms is per manufacturer which shall be in accordance with Sec 703 for false work and forms. Maximum actual weight of corrugated steel forms allowed shall be 4 psf assumed for beam loading.

Pouring and Finishing Slab:

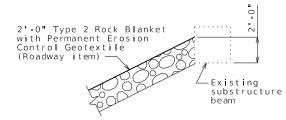
The contractor shall provide bracing necessary for lateral and torsional stability of the beams during construction of the concrete slab and remove the bracing after the slab has attained 75% design strength. Contractor shall not weld on or drill holes in the beams. The cost for furnishing, installing, and removing bracing will be considered completely covered by the contract unit price for Slab on Steel.

Slab shall be poured upgrade from end to end at a minimum rate of 25 cubic yards per hour.

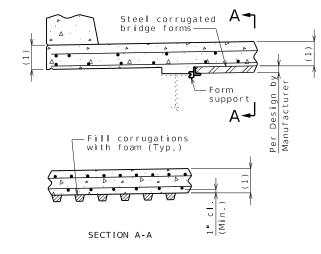
Alternate pour sequences may be submitted to the engineer for approval. Keyed construction joints shall be provided between pours

Haunching:

(1) Slab is to be considered a uniform thickness as shown on the plans. Haunching will vary. Add 3/8"± to haunch to match existing grade. See front sheet for slab thickness.



ROCK BLANKET ON SPILL SLOPES



OPTIONAL STAY-IN-PLACE FORM DETAILS



DATE PE	REPARED
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ROUTE	STATE
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WAYNE

JOB NO.

J9P3816

CONTRACT ID.

PROJECT NO.



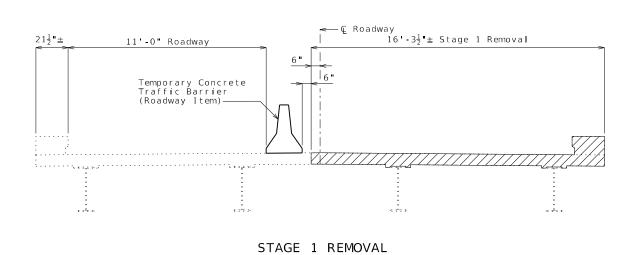
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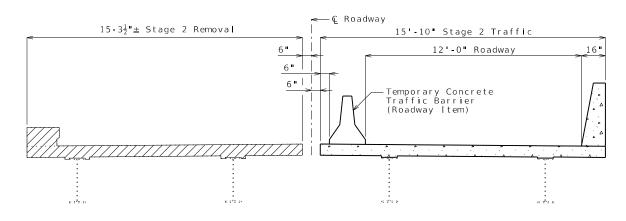
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105 WEST CAPITOL
JEFFERSON CITY, MO 65102

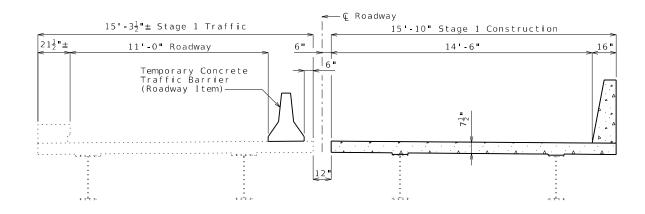
ARVER, LLC.
S09 NW TIFFANY SPRINGS
ARKWAY, SUITE 200
ANSAS CITY, MO 64153
HONE: (816) 298-6465
ERTIFICATE OF AUTHORITY

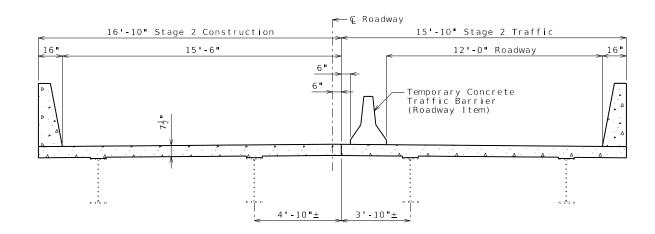






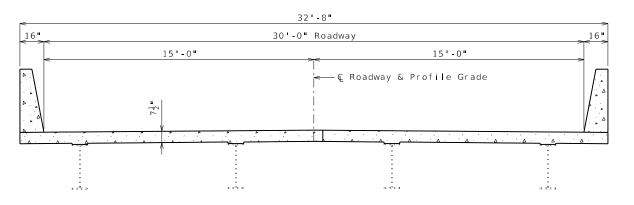
STAGE 2 REMOVAL





STAGE 1 CONSTRUCTION

STAGE 2 CONSTRUCTION



TYPICAL SECTION

Note:

Tie-down straps shall be required on temporary barrier due to 6" distance from edge of deck and shall be in accordance with Missouri Standard Plans.

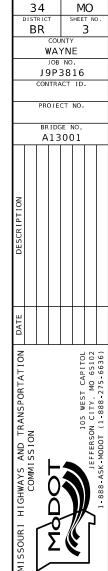
STAGED CONSTRUCTION DETAILS

Detailed Jul. 2025 Checked Aug. 2025

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 3 of 13



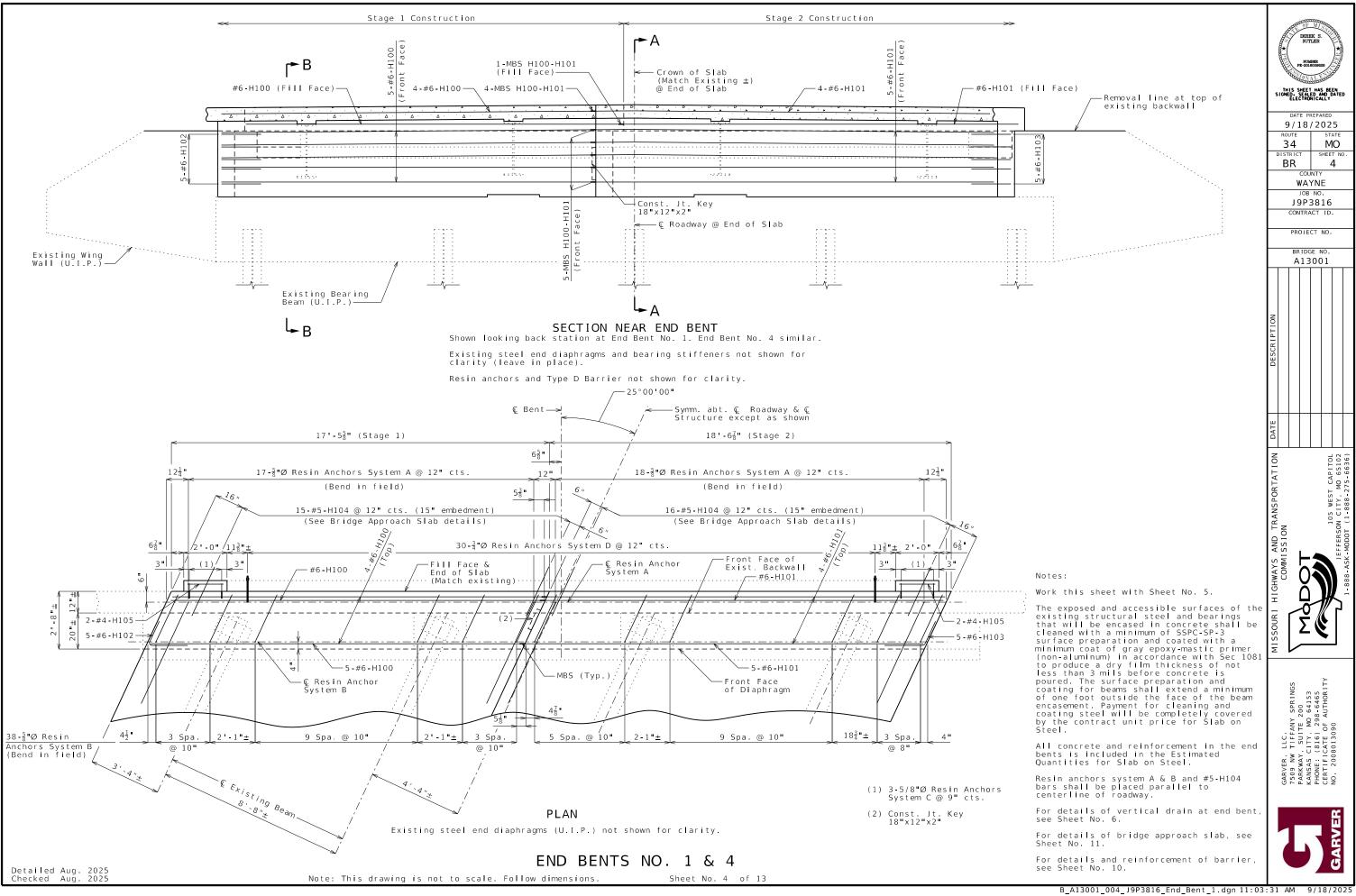


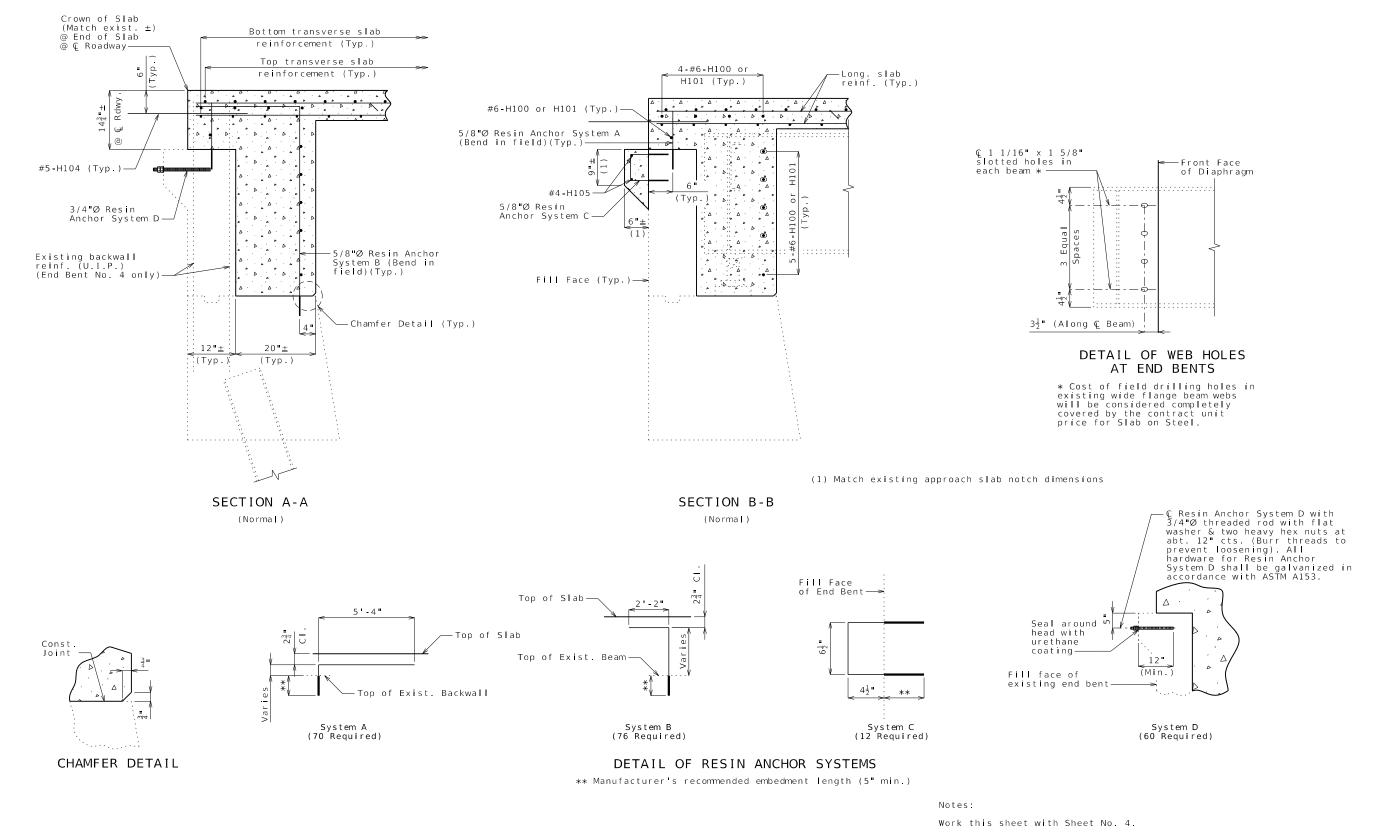
THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY

9/18/2025

609 NW TIFFANY SPRINGS
ARKWAY, SUITE 200
ANSAS CITY, MO 6413
HONE: (816) 298-6465
ERTIFICATE OF AUTHORITY
O. 2008013090





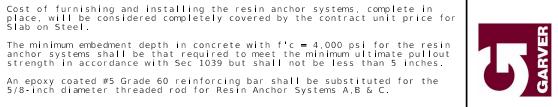


9/18/2025 34 MO SHEET NO BR 5 WAYNE

J9P3816 CONTRACT ID.

PROJECT NO

A13001



The contractor shall use one of the qualified resin anchor systems in accordance with Sec $1039\,.$

The minimum embedment depth in concrete with f'c = 4,000 psi for the resinanchor systems shall be that required to meet the minimum ultimate pullout strength in accordance with Sec 1039 but shall not be less than 5 inches.

An epoxy coated #5 Grade 60 reinforcing bar shall be substituted for the 5/8-inch diameter threaded rod for Resin Anchor Systems A,B & C.

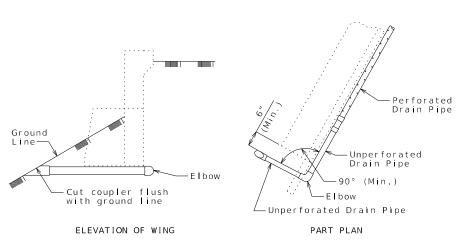
PLAN OF END BENT Approach notch not shown for clarity.

- Perforated

Drain Pipe

Geotextile

Fabric (Typ.)



-Unperforated Drain Pipe

Cut coupler to slope of ground line

DETAIL A

Detailed Aug. 2025 Checked Aug. 2025

OPTIONAL TURNED DRAIN

(Use only when straight drain is not practical.)

General Notes: All drain pipe shall be sloped 1 to 2 percent.

PART SECTION A-A

(Section thru wing similar)

Drain pipe may be either 6-inch diameter corrugated metallic-coated steel pipe underdrain, 4-inch diameter corrugated polyvinyl chloride (PVC) drain pipe, or 4-inch diameter corrugated polyethylene (PE) drain pipe.

Drain pipe shall be placed at fill face of end bent. The pipe shall slope to lowest grade of ground line, also missing the lower beam of end bent by a minimum of 1 1/2 inches.

Perforated pipe shall be placed at fill face side at the bottom of end bent and plain pipe shall be used where the vertical drain ends to the exit at ground line.

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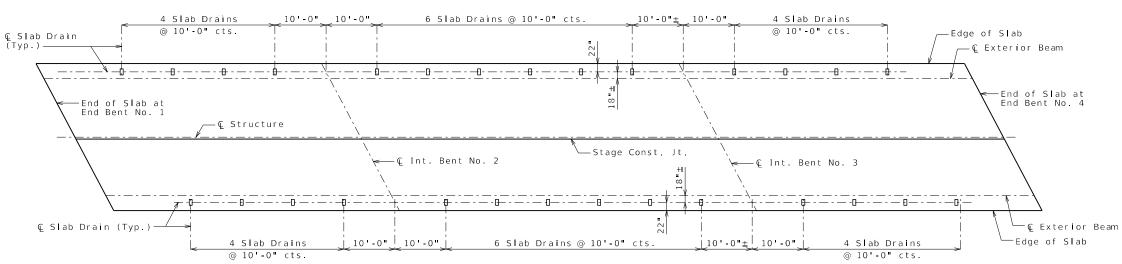
JOB NO. J9P3816 CONTRACT ID. PROJECT NO

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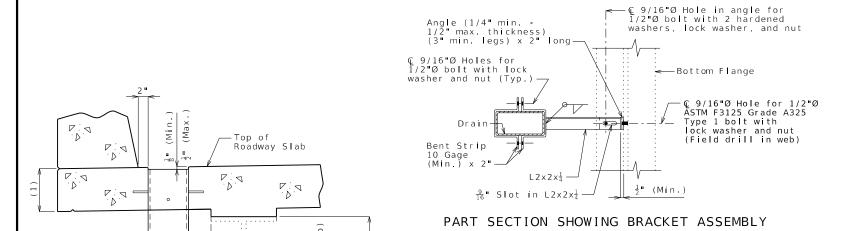
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VERTICAL DRAIN AT END BENTS



PLAN OF SLAB SHOWING SLAB DRAIN LOCATIONS



-Drain Face of Barrier

PART PLAN OF SLAB AT DRAIN

SLAB DRAINS



8" (Nom.)

ELEVATION OF DRAIN

PLAN OF STEEL DRAIN OPTION

€ Drain-

© Drain—

===

Bottom of Roadway Slab

-1/2"Ø x 3" Rod (ASTM A709 Grade 36) or 1/2"Ø x 3"± Shear

- © Drain

Connector (Typ.)

1/2 Ø x 3 Galv. Carriage Bolt with Hex Nut and Lock Washer (Typ.)

€ Drain

General Notes:

Contractor shall have the option to construct either steel or FRP slab drains. All drains shall be of same type.

Slab drain bracket assembly shall be ASTM A709 Grade 36 steel.

Locate drains in slab by dimensions shown in Part Section Near Drain.

Reinforcing steel shall be shifted to clear drains.

The bracket assembly shall be galvanized in accordance with ASTM A123.

All bolts, hardened washers, lock washers and nuts shall be galvanized in accordance with AASHTO M 232 (ASTM A153), Class C,

All 1/2 % bolts shall be ASTM A307, except

Shop drawings will not be required for the slab drains and the bracket assembly.

The bolt hole for the bracket assembly attachment shall be shifted to the minimum extent necessary to field drill in the existing web.

(1) See front sheet for slab thickness.

Notes for Steel Drain:

Slab drains may be fabricated of either 1/4 welded sheets of ASTM A709 Grade 36 steel or from 1/4 structural steel tubing ASTM A500 or A501

Outside dimensions of drains are 8" x 4".

The drains shall be galvanized in accordance with ASTM A123.

Notes for FRP Drain:

Drains shall be machine filament-wound thermosetting resin tubing meeting the requirements of ASTM D2996 with the following exceptions:

Shape of drains shall be rectangular with outside nominal dimensions of 8 $^{\circ}$ x 4 $^{\circ}$.

Minimum reinforced wall thickness shall be

The resin used shall be ultraviolet (UV) resistant and/or have UV inhibitors mixed throughout. Drains may have an exterior coating for additional UV resistance.

The color of the slab drain shall be gray (Federal Standard #26373). The color shall be uniform throughout the resin and any coating used.

The combination of materials used in the manufacture of the drains shall be tested for UV resistance in accordance with ASTM D4329 Cycle A. The representative material shall withstand at least 500 hours of testing with only minor discoloration and without any physical deterioration. The contractor shall furnish the results of the required ultraviolet testing prior to acceptance of the slab drains

At the contractor's option, drains may be field cut. The method of cutting FRP slab drain shall be recommended by the manufacturer to ensure a smooth, chip free



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY

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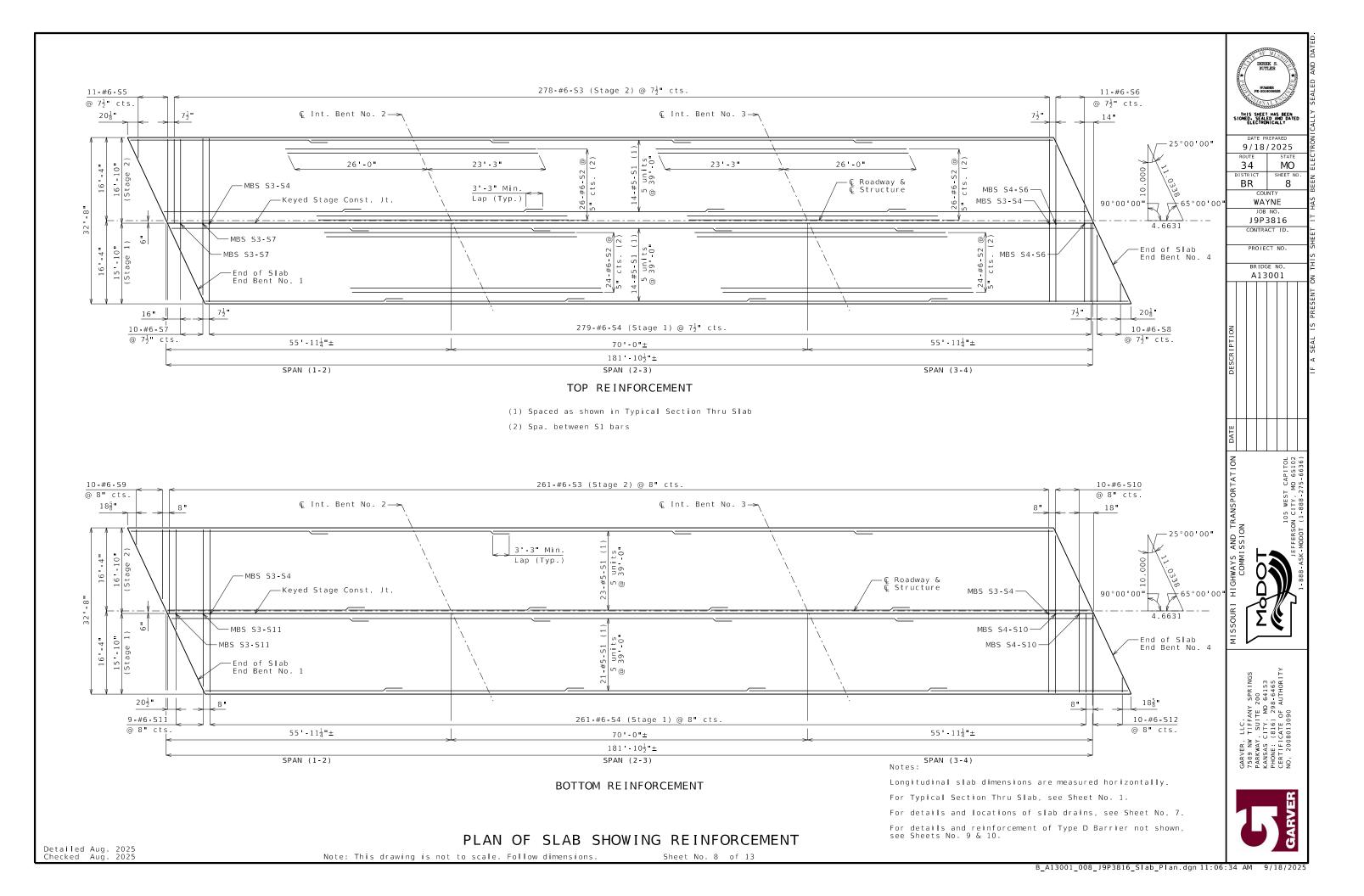
(Min.)

PART SECTION NEAR DRAIN

9/16 20/4 ade/

Note: This drawing is not to scale. Follow dimensions.

Sheet No. 7 of 13



PROJECT NO A13001

General Notes:

conventional forming.

per linear foot.

* Slip-formed option only.

Conventional forming or slip forming may be used. Saw cut joints may be used with

Top of barrier shall be built parallel to

grade and barrier joints normal to grade.

reinforcement, complete in place, will be considered completely covered by the

contract unit price for Type D Barrier

Concrete in barrier shall be Class B-1. Measurement of barrier is to the nearest linear foot for each structure, measured along the outside top of slab from end of

Concrete traffic barrier delineators

and in accordance with Sec 617.

shall be placed on top of the barrier as shown on Missouri Standard Plan 617.10

Delineators on bridges with two-lane, two-

way traffic shall have retroreflective

sheeting on both sides. Concrete traffic barrier delineators will be considered completely covered by the contract unit price for Type D Barrier.

Joint sealant and backer rods shall be in

accordance with Sec 717 for silicone

joint sealant for saw cut and formed

For slip-formed option, both sides of

transversely broomed finish.

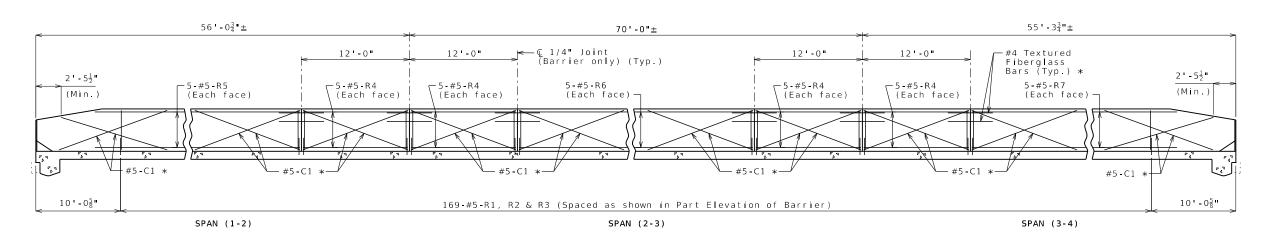
barrier shall have a vertically broomed finish and the top shall have a

All exposed edges of barrier shall have either a 1/2-inch radius or a 3/8-inch

bevel, unless otherwise noted.

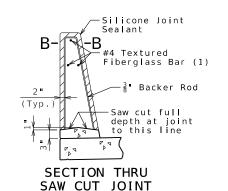
Payment for all concrete and

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ELEVATION OF BARRIER

(Left barrier shown, right barrier similar by 180° rotation) Longitudinal dimensions are horizontal.

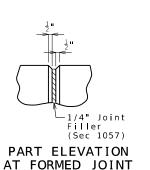


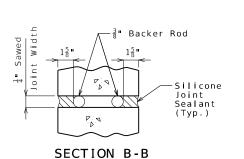
#4 Textured

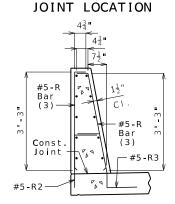
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PART PLAN SHOWING

1/4" Joint (Barrier only)

└─ Roadway

Barrier

(Typ.)

#5-C1

Const. Joint ─ — #5 **-** R3

16"

The cross-sectional area above the slab is 3.52 square feet.

SECTION A-A Use a minimum lap of 2'-6" for

#5 horizontal barrier bars.

shown, at the contractor's option, only when slip forming is not used. (All dimensions are out to out.)

R-BAR PERMISSIBLE ALTERNATE SHAPE

(3) The R1 bar may be separated into two bars as

D . A DV #5-R1, R2 and R3 V— #5-C1 (Typ.) * @ abt 12 cts #5-R1, R2 and R3

-⊊ 1/4" Joint (Formed or

Saw Cut)

PART ELEVATION OF BARRIER

(1) Four feet long, centered on joint, slip-formed option only

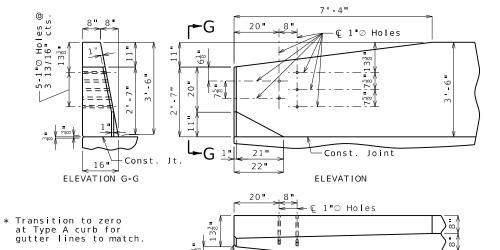
Note: This drawing is not to scale. Follow dimensions.

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@ abt. 12" cts. (2) To top of bar

TYPE D BARRIER



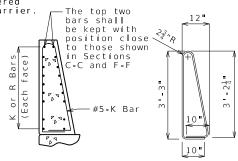
1" Chamfer *-

completely covered by the contract unit price for Type D Barrier.

ReInforcing Steel:

Minimum clearance to reinforcing steel shall be 1 1/2".

Use a minimum lap of 2'-6" between horizontal K bars and R bars.



K10-K11 BAR PERMISSIBLE ALTERNATE SHAPE

(Other K bars not shown for clarity)

The K10-K11 bar combination may be furnished as one bar as shown, at the contractor's option.

All dimensions are out to out.



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PROJECT NO





TYPE D BARRIER AT END BENTS

(Left barrier shown, right barrier similar by 180° rotation)

Sheet No. 10 of 13

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— Roadway Face of Barrier

DETAILS OF GUARD RAIL ATTACHMENT

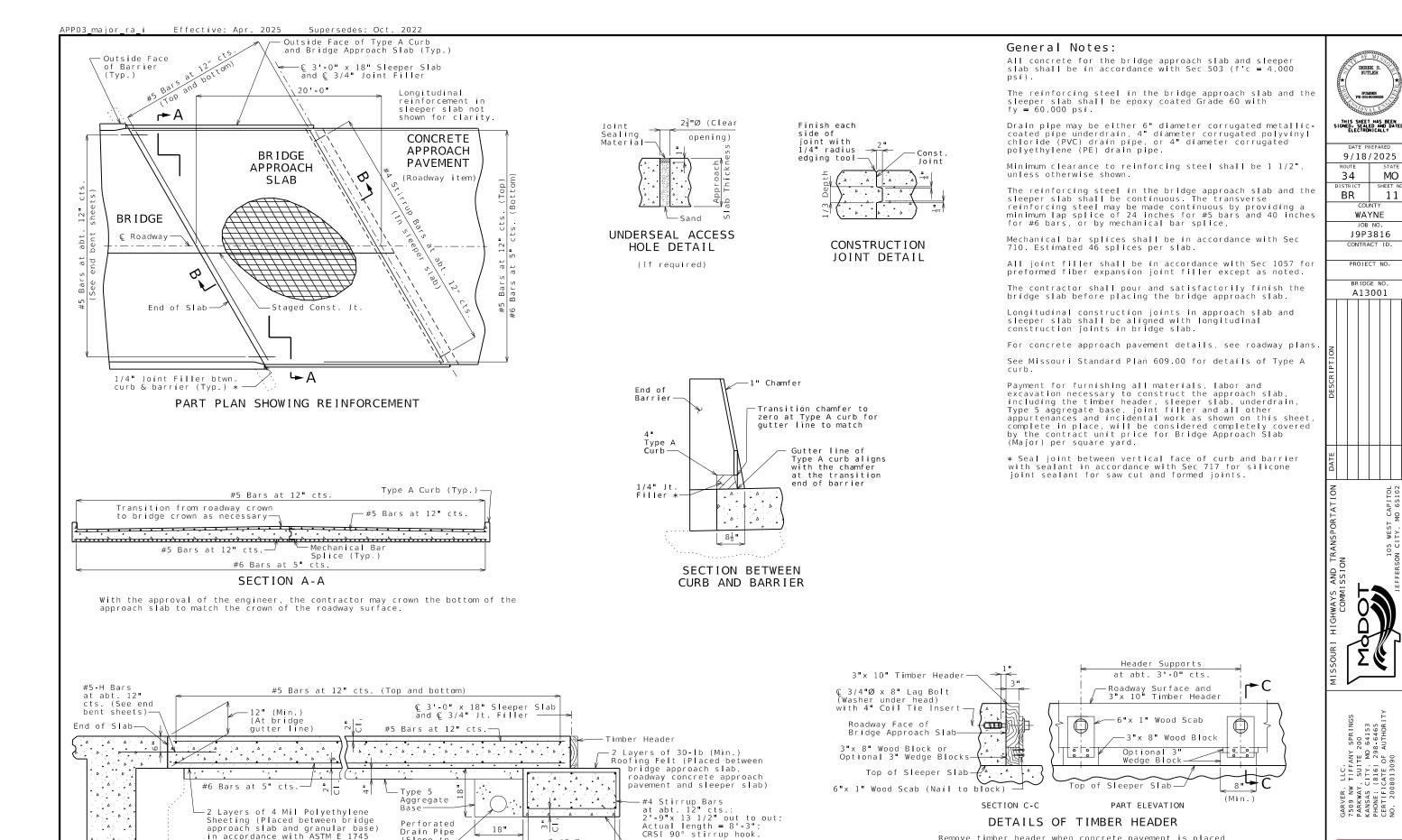
(4) 3-#5-K6 & K7

(6) 3 spaces @ 3¹³"

(9) To top of bar

(5) 2-#5-K13 @ $4\frac{1}{2}$ " cts., each face

(7) Spaced as shown, each face (8) 2-#5-K13 (Roadway face)



CRSI 90° stirrup hook

─Bottom of Sleeper Slab

BRIDGE APPROACH SLAB (MAJOR)

Sheet No. 11 of 13

3-#6 Bars

(Top and bottom) 3'-0"

Note: This drawing is not to scale. Follow dimensions.

(Slope to

Performance Class A

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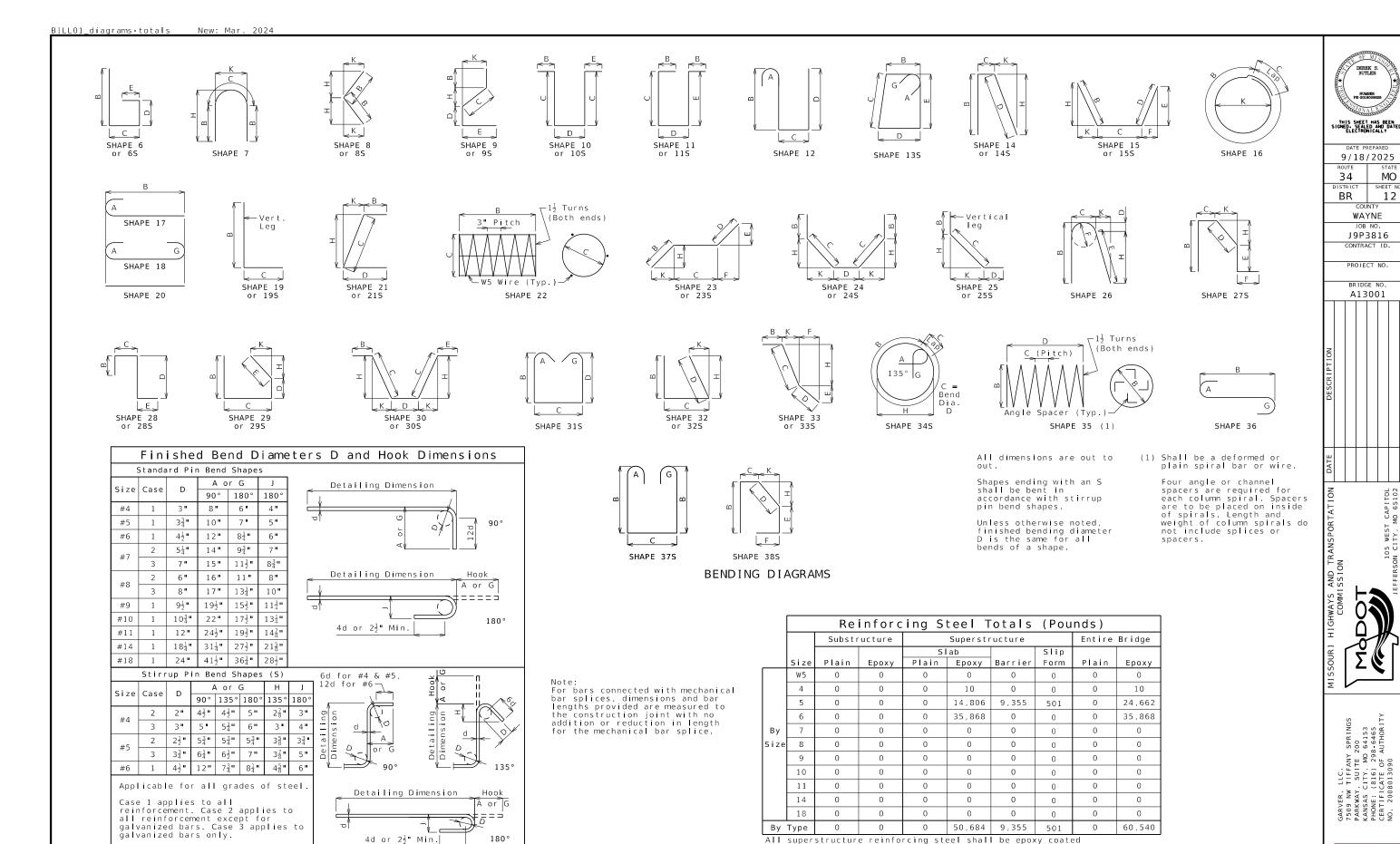
SECTION B-B

Remove timber header when concrete pavement is placed

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11



BENDING DIAGRAMS AND REINFORCING STEEL TOTALS

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unless otherwise specified.

All superstructure reinforcing steel shall be epoxy coated

Bill of Reinforcing Steel									Bill of Reinforcing Steel																
No.	Size/		Codes	В	С	Di	imension F	S F	Н	K		Actual	Weight	l No	Size/		Codes	В	С	D imensio	ons F H	K	Nom.	Actual Length	
	Mark	Location				ft in.	ft in.	ft in.							Mark	Location					ft in. ft in.			ft in	
		END BENTS																							
_		NO. 1 & 4		1										 			++-								
20 6	6 H100	DIAPHRAGM	E 20	17 4.00							17 4	17 4	521												
	6 H101	DIAPHRAGM	E 20	18 5 00								18 5	554												
	6 H102	DIAPHRAGM	E 21S			22.00			15.50			2 10													
	6 H103	DIAPHRAGM	E 15S	17.00	22.00				15.50			3 2													
	5 H104 4 H105	DIAPHRAGM APPR. NOTCH	E 20	2 6 00							2 6	2 6 21					+								
0 -	+ 11103	AFFN. NOTCH	L 20	21.00							21	21	10												
		SLAB																							
	5 S1	SLAB		39 0.00							39 0	39 0	14,644												
	6 S2 6 S3	SLAB SLAB		49 3 00 16 8 00		-					16 0	16 0	7,398 13,493	 											
	6 S4		E 20	15 8 00									12,707				++								
	6 S5	SLAB		3 0 00								3 0	160												
		INCR = 16.00"		16 4 00							16 4	16 4													
11 6	6 S6	SLAB	E 20 1	2 1.00							2 1		145				\bot								
10		INCR = 16.00"	F 30	15 5.00							15 5		127	 			++-								1
10 6	6 S7	SLAB INCR = 16.00"	E 20 1	14 5 00							2 5 14 5		127				+++								
10 6	6 S8	SLAB	E 20 1	3 0.00							3 0		136												
	. 50	INCR = 16.00"		15 0 00							15 0		1 - 3 - 3												
10 6	6 S9	SLAB	E 20 1	2 9.00							2 9	2 9	138												
\Box		INCR = 17.00"		15 6 00							15 6						+								
10 6	6 S10	SLAB	E 20 1	2 10.00								2 10	139				++-								
9 6	6 S11	INCR = 17.00" SLAB	F 20 1	15 7.00							15 7	15 / 3 3	121				++-								
7 (110 ب	INCR = 17.00"		14 7.00							14 7		1 2 1							+ + + + + + + + + + + + + + + + + + + +				†	1
10 6	6 S12	SLAB	E 20 1	2 9.00							2 9		138												
		INCR = 17.00"		15 6.00								15 6													
		TYPE D	+	-													+++								
-		BARR I ER		-					+								+++								
20	5 K1	BARRIER	E 27S	21.50	9.25	5.38	15.75	12.00	5.25	1.00	5 4	5 0	105				+++			+ + +				1	1
	5 K2	BARRIER	E 27S	21.50	9.25	17.25		12.00	17.00			5 0													
20 5	5 K4	BARRIER		2 4.25	10.00						3 2		67												
2.0		INCR = 0.50"	F 3.0-	2 6.25	10.00			0.5-	10		3 4						\Box								
20 5	5 K5	BARRIER INCR = 0.50"	E 385 4	-		18.50	9.50	8.25 8.25	18.00		3 0	2 11	63				+								-
12 -	5 K6		F 195	2 6.75	10.00		9.50	8.23	20.00			3 3	41												
	5 K7		E 215	2 0.73	2 6.63				2 6.00			3 3	41												
36 5	5 K8	BARRIER		2 8.50	10.00						3 7	3 5	138												
		INCR = 0.75"		3 2.50	10.00							3 11													
36	5 K9	BARRIER	E 21S 4		2 8.50				2 7.75		3 7			l			++-								
8 -	5 K10	INCR = 0.75" BARRIER	F 195	3 3.00	3 2.50				3 1.75			4 0					+++								
	5 K10	BARRIER	E 21S	1 3.00		10.00			3 2.25			3 11													
48 5	5 K12	BARRIER	E 20	9 7.00							9 7	9 7	480												
16	5 K13	BARRIER	E 20 8	5 10.00								5 10					\perp								
		INCR = 36.00"		8 10.00							8 10	8 10					++-								
38 1	5 R1	BARRIER	E 26	3 3.00	5.50	2 25	3 1.38	5 50	3 0.75	6 75	6 10	6 9	2,380	-			++								
	5 R2	BARRIER	E 195	19.50			5 1.50	3.30	5 0.75		2 5		823												1
	5 R3	BARRIER	E 27S		9.50		4.00	12.00	15.00			3 2													<u> </u>
	5 R4	BARRIER	E 20	11 9.00							11 9		981												
	5 R5	BARRIER	E 20	37 4.00							37 4		779	I			++-						1	1	1
	5 R6 5 R7	BARR I ER BARR I ER	E 20	45 9 00 36 7 00							45 9 36 7	45 9 36 7	955 764				++-			+ + + + + + + + + + + + + + + + + + + +					-
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Nominal lengths are based on out to out dimensions shown in bending diagrams and are listed to the nearest inch for fabricator's use. Actual lengths are measured along centerline bar to the nearest inch. Weights are based on actual lengths.

All bars shall be Grade 60.

Codes: C = Required coatings, where E = Epoxy Coated and <math>G = Galvanized.

SH = Required shape, see bending diagrams.

V = Sets of varied bars and number of bars of each length. Bar dimensions vary in equal increments between dimensions shown on this line and the following line and the actual length dimension shown on this line and the following line vary by the specified increment.

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For bending diagrams and steel reinforcing totals, see Sheet No. 12.

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BILL OF REINFORCING STEEL Sheet No. 13 of 13

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