

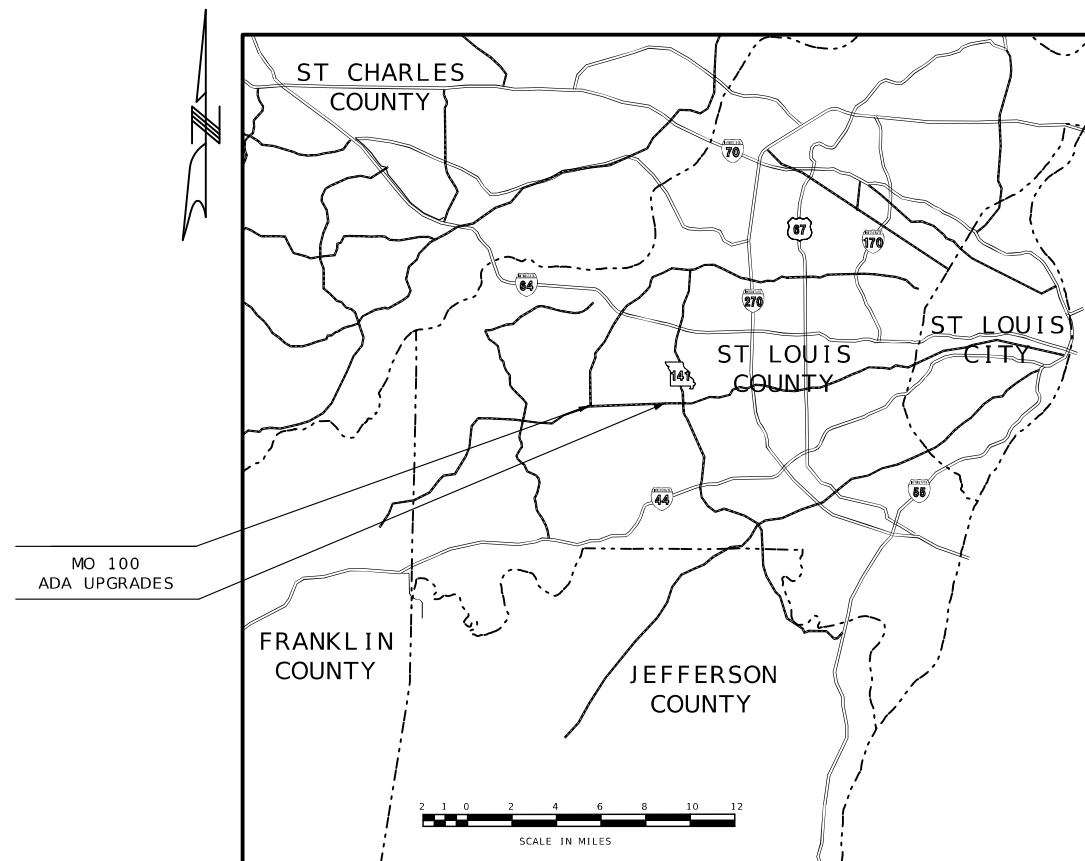
# MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

## PLANS FOR PROPOSED SAINT LOUIS DISTRICT WIDE ADA IMPROVEMENTS

### ST LOUIS COUNTY



KEY MAP  
LOCATION OF ST LOUIS 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.

#### NORMAL RIGHT-OF-WAY

PERMANENT RIGHT OF WAY NOT REQUIRED\*  
TEMPORARY EASEMENTS REQUIRED\*  
PERMANENT HIGHWAY EASEMENTS REQUIRED\*

\* RIGHT OF WAY ACQUISITION EXECUTED  
UNDER PROJECT J6P3510C

#### CONVENTIONAL SYMBOLS (USED IN PLANS)

- |                              | EXISTING | NEW      |
|------------------------------|----------|----------|
| BUILDINGS AND STRUCTURES     | [Symbol] | [Symbol] |
| GUARD RAIL                   | [Symbol] | [Symbol] |
| GUARD CABLE                  | [Symbol] | [Symbol] |
| CONCRETE RIGHT-OF-WAY MARKER | [Symbol] | [Symbol] |
| STEEL RIGHT-OF-WAY MARKER    | [Symbol] | [Symbol] |
| LOCATION SURVEY MARKER       | [Symbol] | [Symbol] |
| UTILITIES                    |          |          |
| FIBER OPTICS                 | [Symbol] | [Symbol] |
| OVERHEAD CABLE TV            | [Symbol] | [Symbol] |
| UNDERGROUND CABLE TV         | [Symbol] | [Symbol] |
| OVERHEAD TELEPHONE           | [Symbol] | [Symbol] |
| UNDERGROUND TELEPHONE        | [Symbol] | [Symbol] |
| OVERHEAD POWER               | [Symbol] | [Symbol] |
| UNDERGROUND POWER            | [Symbol] | [Symbol] |
| SANITARY SEWER               | [Symbol] | [Symbol] |
| STORM SEWER                  | [Symbol] | [Symbol] |
| GAS                          | [Symbol] | [Symbol] |
| WATER                        | [Symbol] | [Symbol] |
| MANHOLE                      | [Symbol] | [Symbol] |
| FIRE HYDRANT                 | [Symbol] | [Symbol] |
| WATER VALVE                  | [Symbol] | [Symbol] |
| WATER METER                  | [Symbol] | [Symbol] |
| DROP INLET                   | [Symbol] | [Symbol] |
| DITCH BLOCK                  | [Symbol] | [Symbol] |
| GROUND MOUNTED SIGN          | [Symbol] | [Symbol] |
| LIGHT POLE                   | [Symbol] | [Symbol] |
| H-FRAME POWER POLE           | [Symbol] | [Symbol] |
| TELEPHONE PEDESTAL           | [Symbol] | [Symbol] |
| FENCE                        |          |          |
| CHAIN LINK                   | [Symbol] | [Symbol] |
| WOVEN WIRE                   | [Symbol] | [Symbol] |
| GATE POST                    | [Symbol] | [Symbol] |
| BENCHMARK                    | [Symbol] | [Symbol] |

NOTE: DASHED OR OPEN SYMBOLS INDICATE EXISTING FEATURES

#### INDEX OF SHEETS

| DESCRIPTION                           | SHEET NUMBER |
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| SECTION - TOWNSHIP - RANGE INFORMATION |              |           |
|--|--------------|-----------|
| Name                                   | Sections     | US Survey |
| MO 100                                 | S33 T45N R4E | 1908      |
|  | S34 T45N R4E |           |
|  | S35 T45N R4E |           |
|  | S36 T45N R4E |           |



THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

DATE PREPARED

2/6/2026

ROUTE STATE

100 MO

DISTRICT SHEET NO.

STL 1

COUNTY

ST LOUIS

JOB NO.

J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

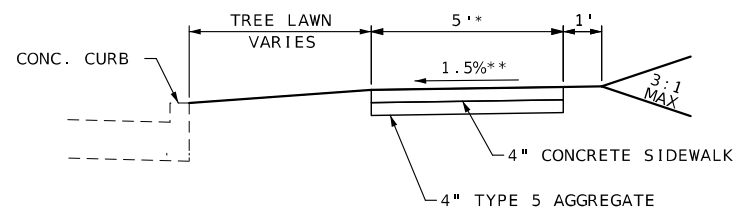
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

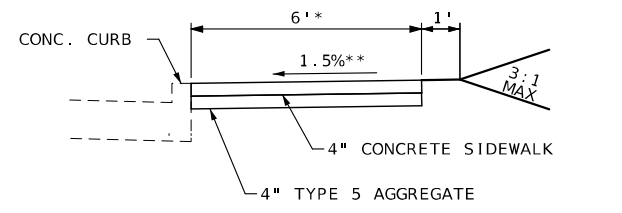
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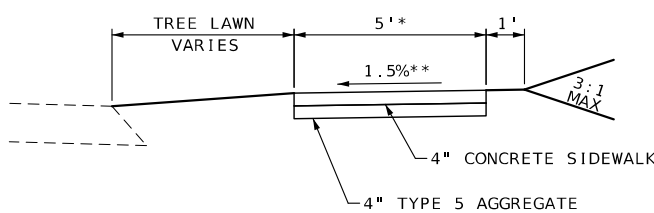
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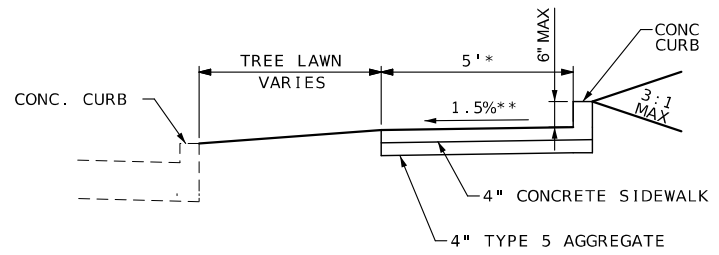
S1 CURB-TREE LAWN-SIDEWALK



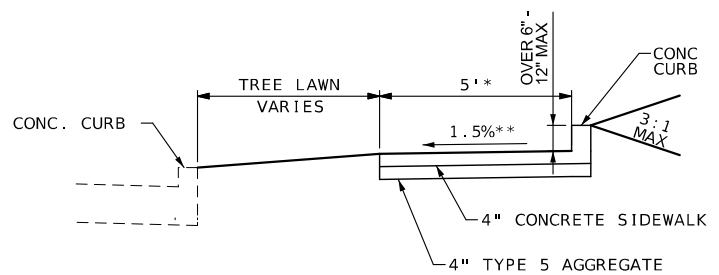
S2 CURB-SIDEWALK



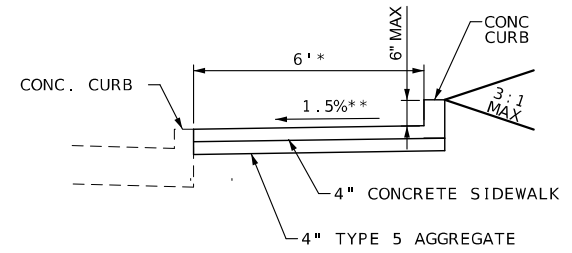
S3 NO CURB-TREE LAWN-SIDEWALK



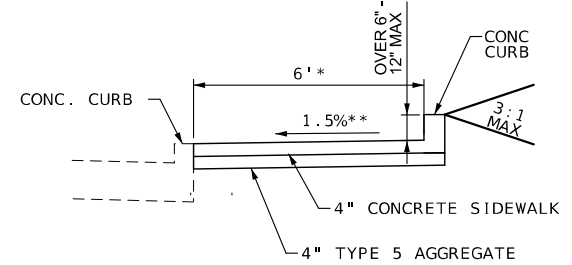
S4 CURB-TREE LAWN-SIDEWALK-CURB ≤ 6"



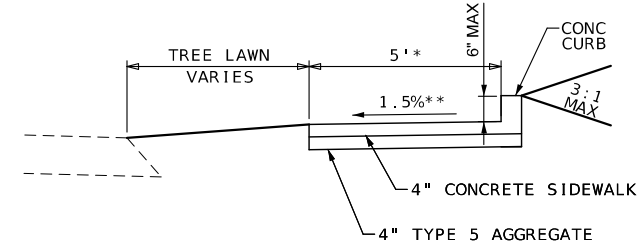
S5 CURB-TREE LAWN-SIDEWALK-CURB > 6"



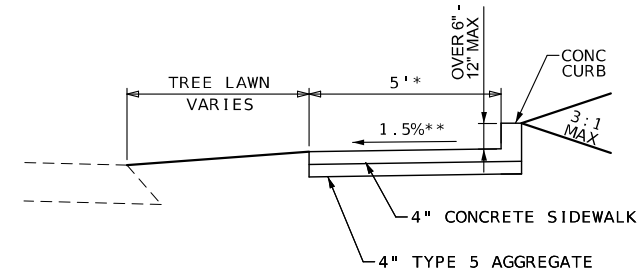
S6 CURB-SIDEWALK-CURB ≤ 6"



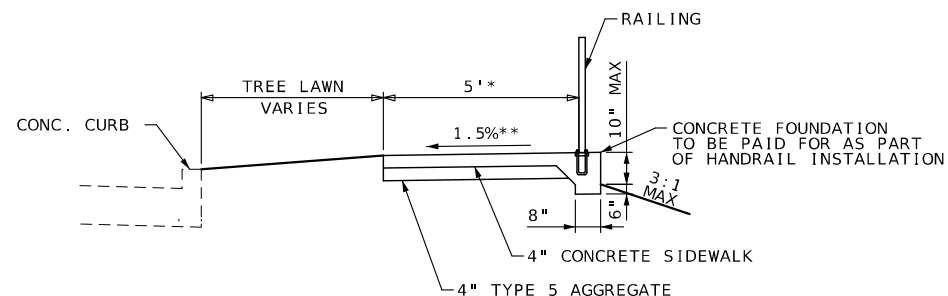
S7 CURB-SIDEWALK-CURB > 6"



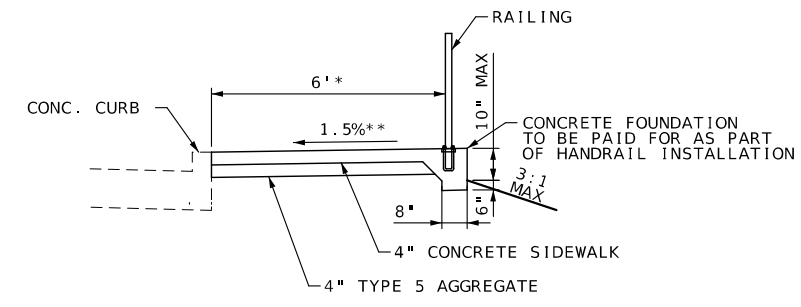
S8 NO CURB-TREE LAWN-SIDEWALK-CURB ≤ 6"



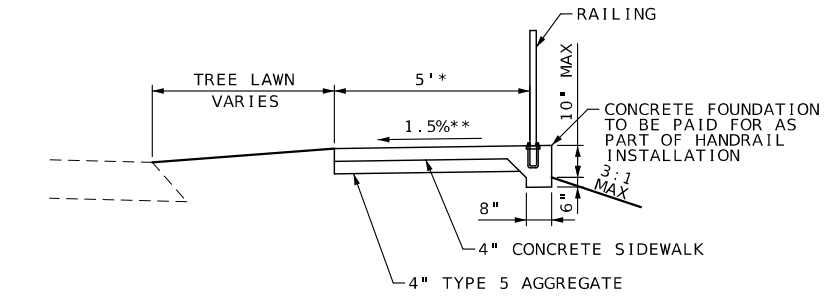
S9 NO CURB-TREE LAWN-SIDEWALK-CURB > 6"



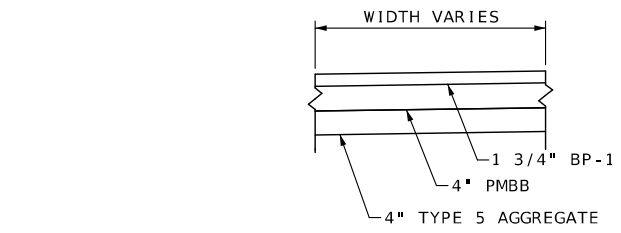
S10 CURB-TREE LAWN-SIDEWALK-CURB-RAILING



S11 CURB-SIDEWALK-RAILING



S12 NO CURB-TREE LAWN-SIDEWALK-RAILING

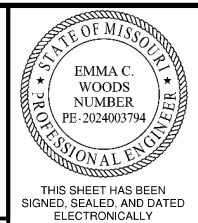


A ASPHALT SIDEWALK/REPAIR DETAIL

- PLAN SHEET LEGEND
- S# SIDEWALK TYPICAL SECTION DESIGNATION
  - C# CURB RAMP TYPICAL SECTION DESIGNATION
  - R# OTHER REPAIR TYPICAL SECTION DESIGNATION
  - S#-A SIDEWALK TYPICAL SECTION DESIGNATION USING ASPHALT MATERIALS
  - SDF-# DRAINAGE FLUME SECTION DESIGNATION

NOTE:  
 \* UNLESS SHOWN OTHERWISE ON PLAN SHEETS  
 \*\* THE NEW SIDEWALK SLOPE DIRECTION SHOULD MATCH SLOPE DIRECTION OF EXISTING SIDEWALK.

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|               |       |          |           |
|---------------|-------|----------|-----------|
| DATE PREPARED |       | 2/6/2026 |           |
| ROUTE         | STATE | DISTRICT | SHEET NO. |
| 100           | MO    | STL      | 2         |
| COUNTY        |       |          |           |
| ST LOUIS      |       |          |           |
| JOB NO.       |       |          |           |
| J6P3510D      |       |          |           |
| CONTRACT ID.  |       |          |           |
| PROJECT NO.   |       |          |           |
| BRIDGE NO.    |       |          |           |

| DESCRIPTION | DATE |
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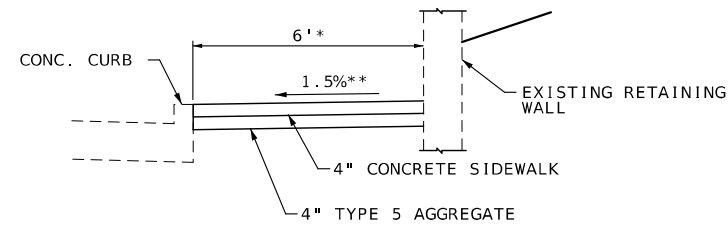
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105 WEST CAPITOL  
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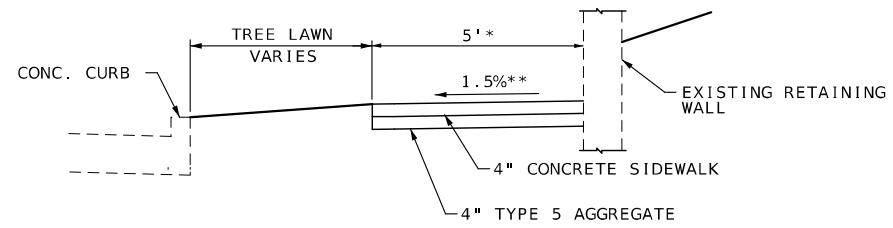
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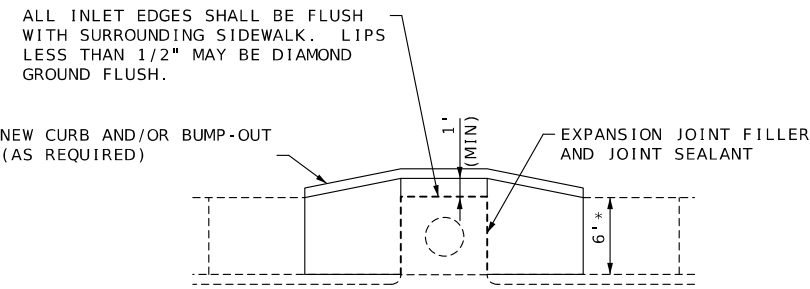
TYPICAL DETAILS  
 SHEET 1 OF 7



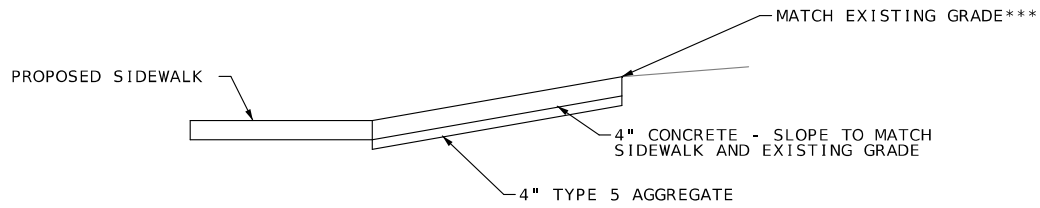
S13 CURB-SIDEWALK-RETAINING WALL



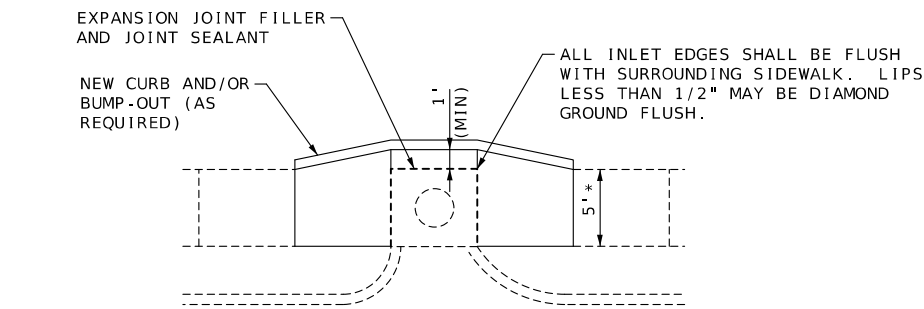
S17 CURB-TREE LAWN-SIDEWALK-RETAINING WALL



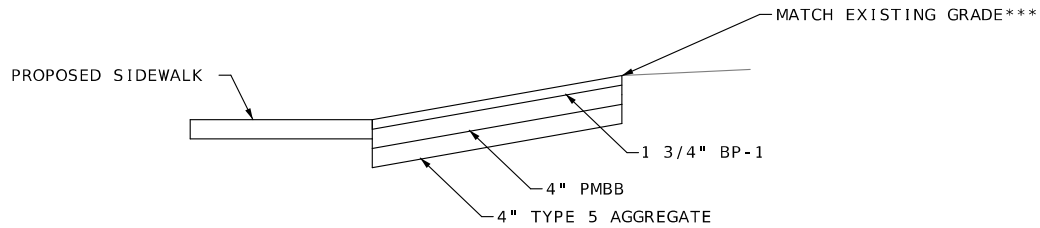
S14 SIDEWALK AT BACK OF CURB AND AT INLET



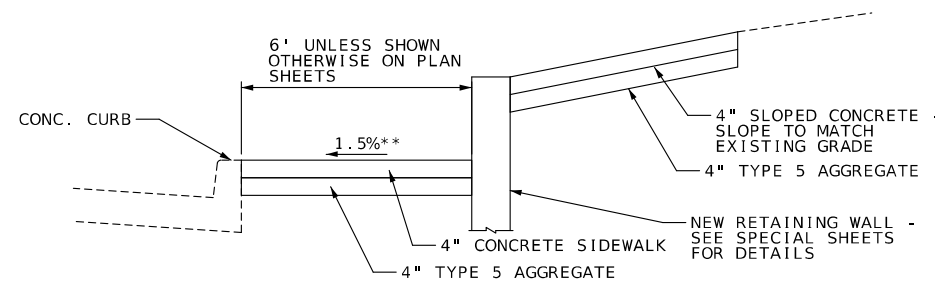
S18 SLOPED CONCRETE DETAIL



S15 SIDEWALK WITH TREELAWN AND AT INLET

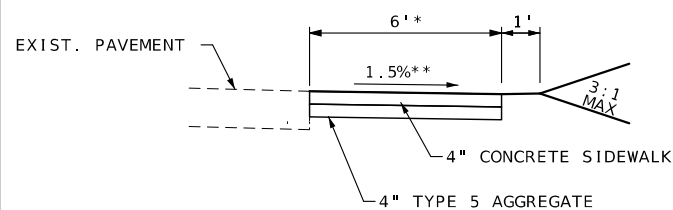


S19 ASPHALT REPAIR DETAIL



S20 CURB-SIDEWALK-RETAINING WALL

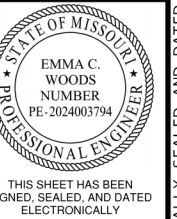
NOTES:  
 \*\* THE NEW SIDEWALK SLOPE DIRECTION SHOULD MATCH SLOPE DIRECTION OF EXISTING SIDEWALK.



S16 PAVEMENT-SIDEWALK

- NOTES:  
 \* UNLESS SHOWN OTHERWISE ON PLAN SHEETS  
 \*\* THE NEW SIDEWALK SLOPE DIRECTION SHOULD MATCH SLOPE DIRECTION OF EXISTING SIDEWALK.  
 \*\*\* NO DIRECT PAY FOR SAWCUTS
1. ASPHALT REPAIR IS PAID FOR PER ASPHALT SIDEWALK PAY ITEM. REFER TO JSP.
  2. SLOPED CONCRETE SHALL BE PAID FOR AS CONCRETE SIDEWALK (4")

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| DATE PREPARED<br>2/6/2026 |                |
| ROUTE<br>100              | STATE<br>MO    |
| DISTRICT<br>STL           | SHEET NO.<br>2 |
| COUNTY<br>ST LOUIS        |                |
| JOB NO.<br>J6P3510D       |                |
| CONTRACT ID.              |                |
| PROJECT NO.               |                |
| BRIDGE NO.                |                |

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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

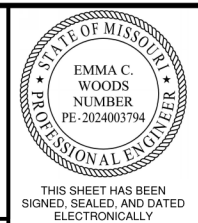
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TYPICAL DETAILS  
 SHEET 2 OF 7



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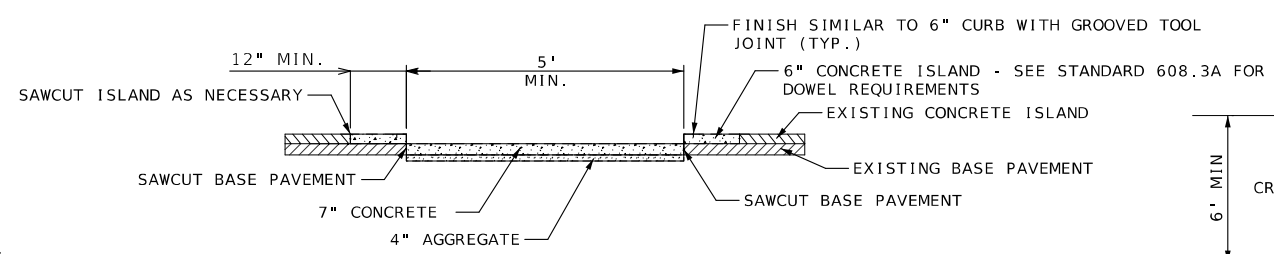
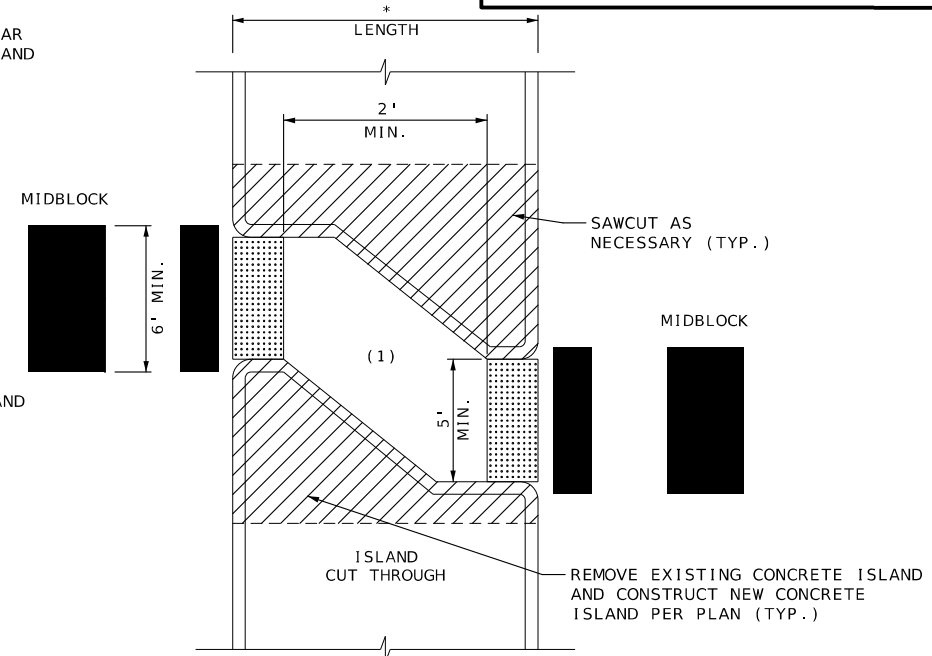
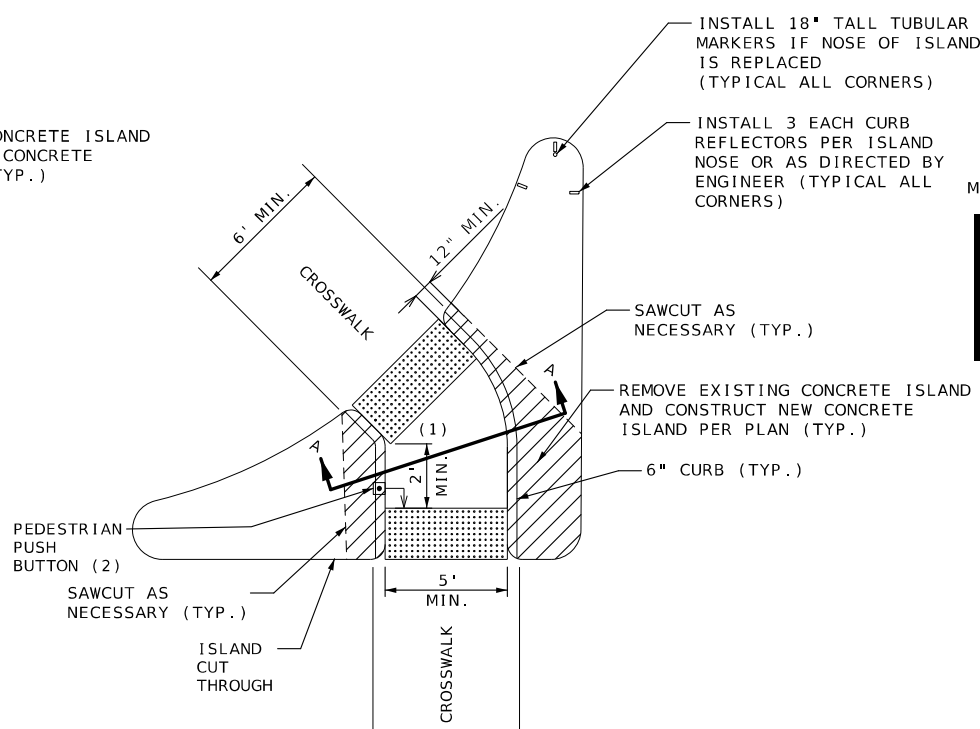
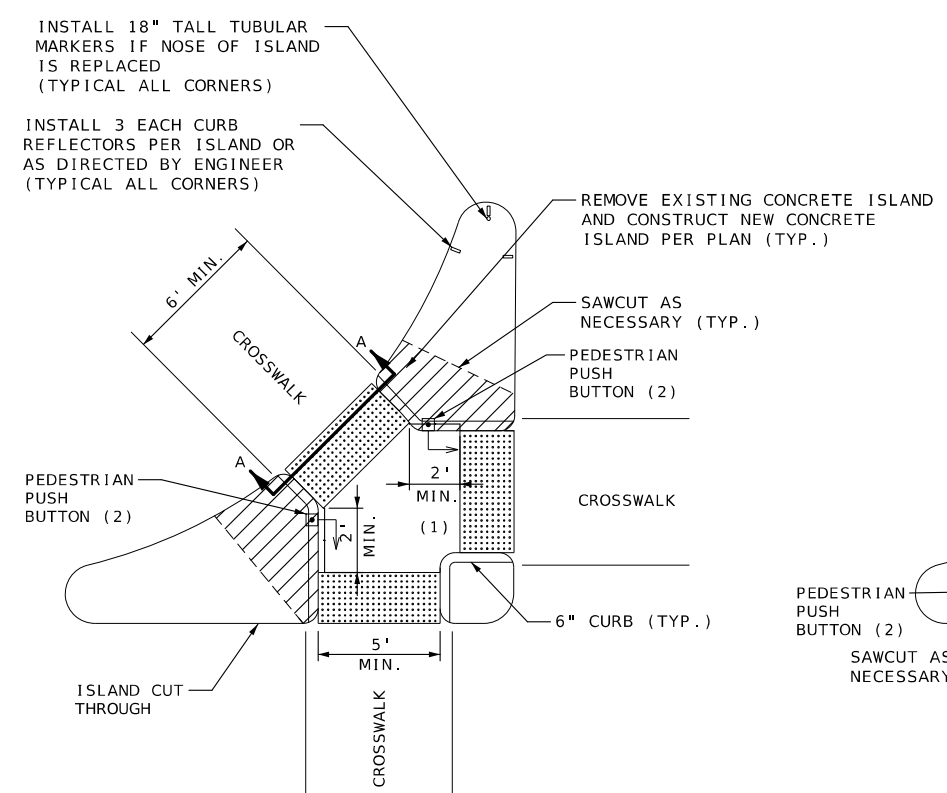
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| DATE PREPARED<br>2/6/2026 |                |
| ROUTE<br>100              | STATE<br>MO    |
| DISTRICT<br>STL           | SHEET NO.<br>2 |
| COUNTY<br>ST LOUIS        |                |
| JOB NO.<br>J6P3510D       |                |
| CONTRACT ID.              |                |
| PROJECT NO.               |                |
| BRIDGE NO.                |                |

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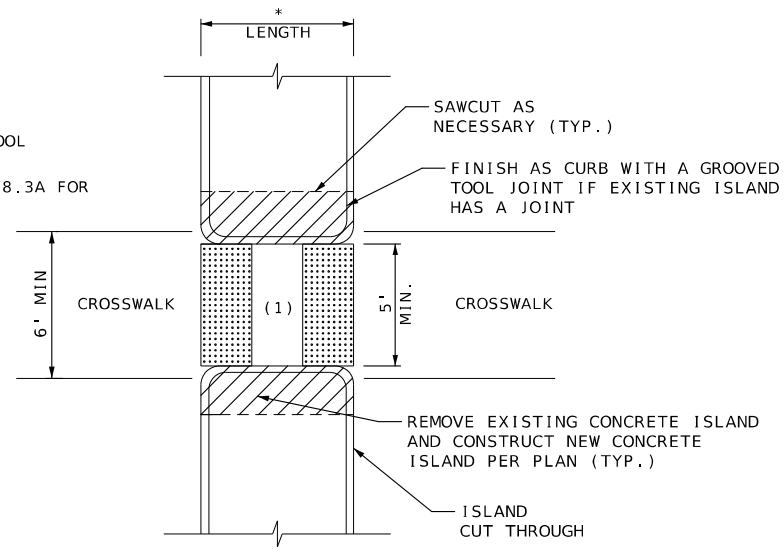
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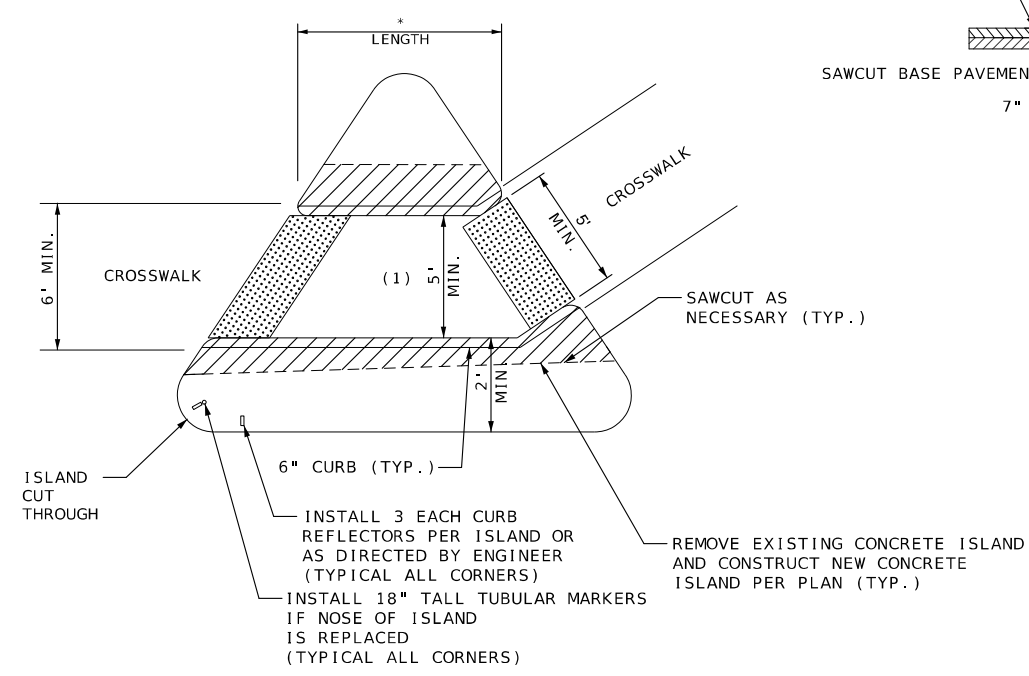
TYPICAL DETAILS  
 SHEET 4 OF 7



SECTION A-A  
 ISLAND CUT THROUGH TYPICAL



Median Cut Throughs



ISLAND CUT THROUGHS

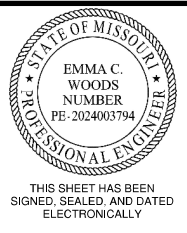
NOTES:  
 BUILD A RAMP OR CONSTRUCT A CUT-THROUGH DEPENDING ON SITE CONDITIONS. IF RAMPED, THEN PROVIDE A MINIMUM 5'x 5' LANDING AREA.  
 RAMP SHALL NOT EXCEED 1V:12H SLOPE AND MUST DRAIN AWAY FROM THE ISLAND.  
 CONSTRUCT IN ACCORDANCE WITH STANDARD DETAILS 608.30A AND 609.00R.  
 WHEN REMOVING CONCRETE ISLAND THE BASE CONCRETE PAVEMENT IS TO REMAIN. NO DIRECT PAYMENT IS PROVIDED FOR CONCRETE ISLAND SAW CUTS. THE COST FOR REMOVAL OF THE EXISTING CONCRETE ISLAND SHALL BE INCLUDED AS PART OF THE NEW CONCRETE MEDIAN PAY ITEM.  
 SAWCUT BASE CONCRETE PAVEMENT FOR NEW CUT THROUGH LOCATION.  
 CURB REFLECTORS PAID FOR PER ITEM NO. 903-99.02  
 18" ISLAND TUBULAR MARKERS AND CURB REFLECTORS - SEE JOB SPECIAL PROVISIONS

C10

- (1) DETECTABLE WARNING SURFACES SHALL BE PLACED AT THE EDGES OF THE PEDESTRIAN ISLAND AND SHALL BE SEPARATED BY 2' MIN. LENGTH OF SURFACE WITHOUT DETECTABLE WARNINGS.
  - (2) PEDESTRIAN PUSH BUTTONS SHALL BE OFFSET 0" FOR FRONT APPROACH AND 10" MAX. FOR SIDE APPROACH TO THE CURB FACE.
- \* DETECTABLE WARNING SURFACES SHALL BE OMITTED IF LENGTH IS < 6', BECAUSE REFUGE SPACE IS DEEMED TOO SMALL.

C9

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DATE PREPARED  
2/6/2026

ROUTE 100 STATE MO

DISTRICT STL SHEET NO. 2

COUNTY ST LOUIS

JOB NO. J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-275-6636)

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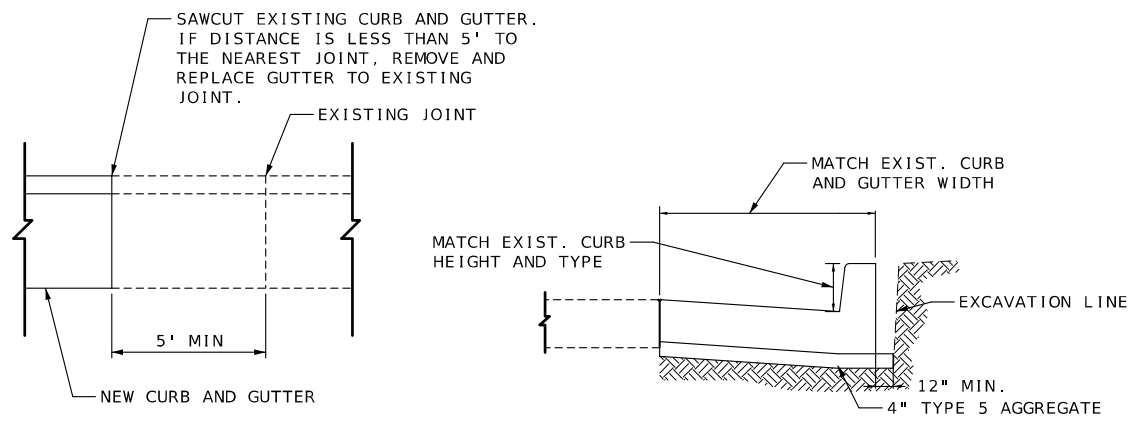
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Chesterfield, Missouri 63017

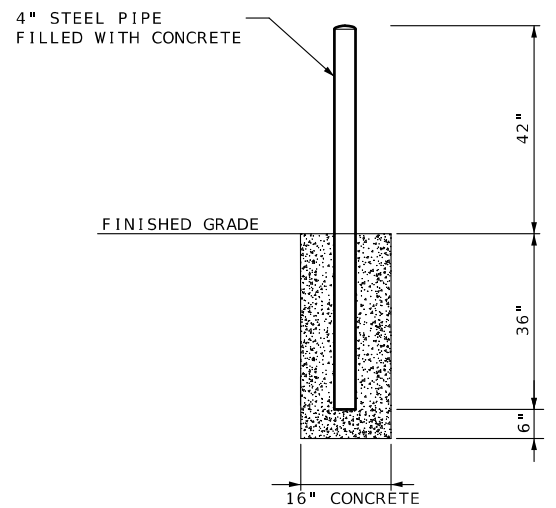
Missouri State Engineering Corporation #001523

REV.

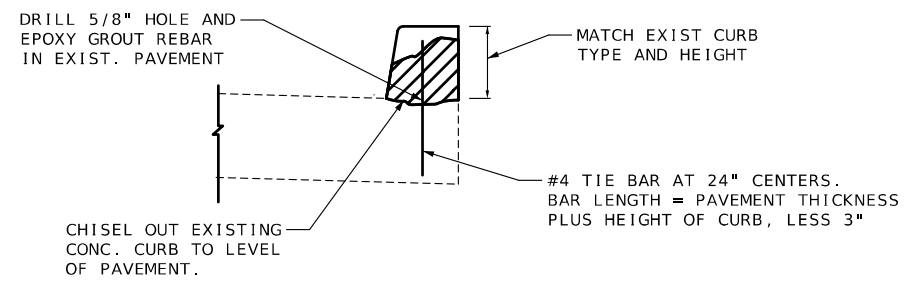
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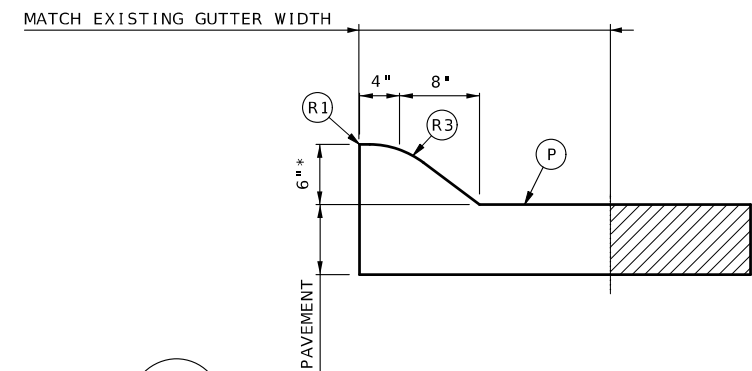
R1 CURB AND GUTTER REPAIR



BOLLARD DETAIL

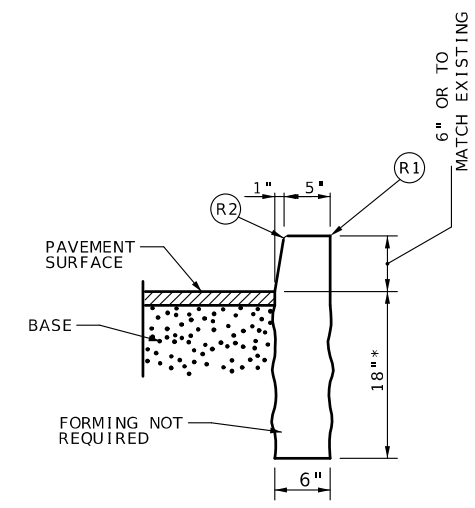


R2 INTEGRAL CURB REPAIR



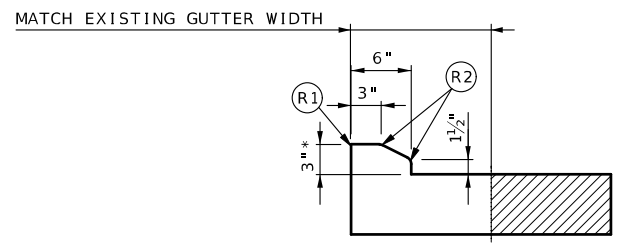
R6-M TYPE M MOUNTABLE CURBS

BEGINNING AND ENDING OF INTRODUCED LOW PROFILE CURB SHALL UTILIZE CURB HEIGHT RUNOUT FROM 0 INCHES TO 3 INCHES IN 5 FEET. PAYMENT LENGTH SHALL INCLUDE TAPERS. \* CURB HEIGHT MAY BE REDUCED TO MATCH SITE CONDITIONS WITH APPROVAL OF ENGINEER.



R6 TYPE "S" CURB DETAIL

\* DEPTH MAY BE REDUCED IF KEYED 6" IN ROCK

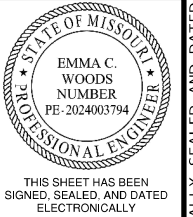


R6-E TYPE E LOW PROFILE CURB

- (P) TOP OF PAVEMENT OR CONCRETE BASE.
- (R1) ROUND TO 1/4" RADIUS (EXCEPT FOR SAWED JOINTS).
- (R2) ROUND TO 3/4" RADIUS.
- (R3) CONSTRUCT TO 9" RADIUS.

TYPICAL DETAILS  
 SHEET 5 OF 7

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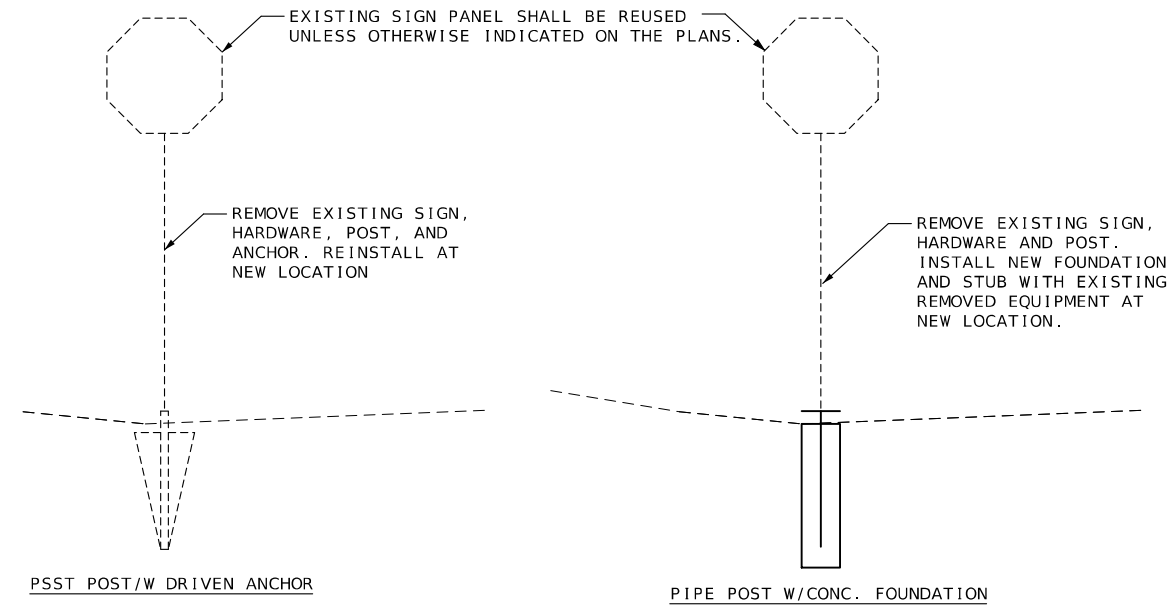
DATE PREPARED  
 2/6/2026  
 ROUTE 100 STATE MO  
 DISTRICT STL SHEET NO. 2  
 COUNTY ST LOUIS  
 JOB NO. J6P3510D  
 CONTRACT ID.  
 PROJECT NO.  
 BRIDGE NO.

| DATE | DESCRIPTION |
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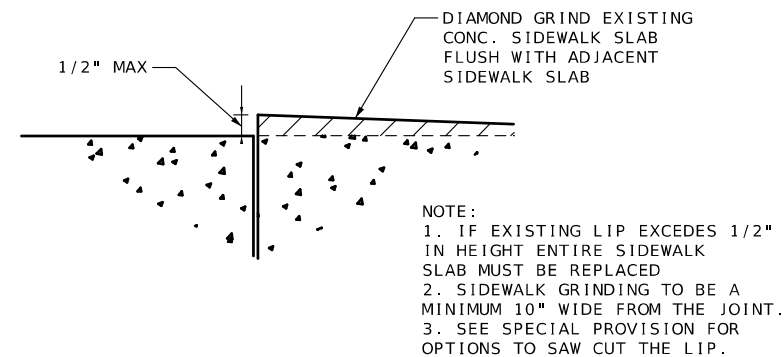
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 MoDOT  
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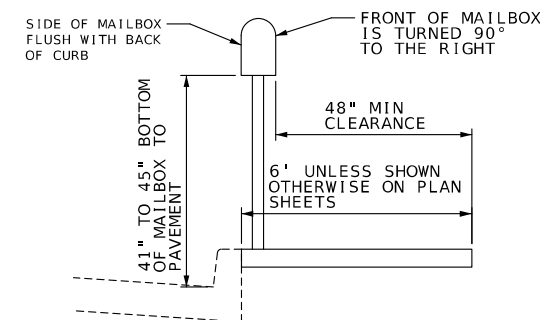
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**R3 EXISTING SIGN RELOCATION**



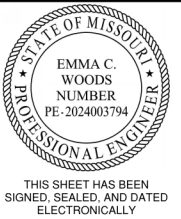
**R4 DIAMOND GRINDING SIDEWALK EDGE**



**R5 MAILBOX RELOCATION**

TYPICAL DETAILS  
 SHEET 6 OF 7

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DATE PREPARED  
2/6/2026

ROUTE STATE  
100 MO

DISTRICT SHEET NO.  
STL 2

COUNTY  
ST LOUIS

JOB NO.  
J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

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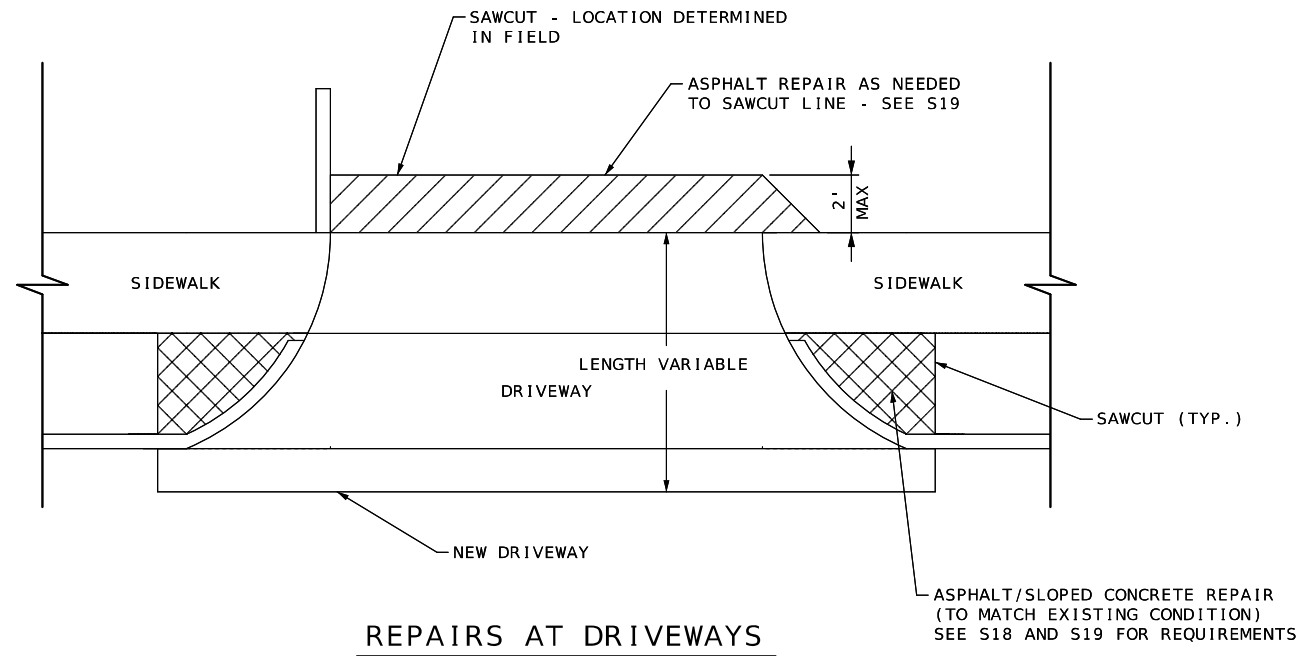
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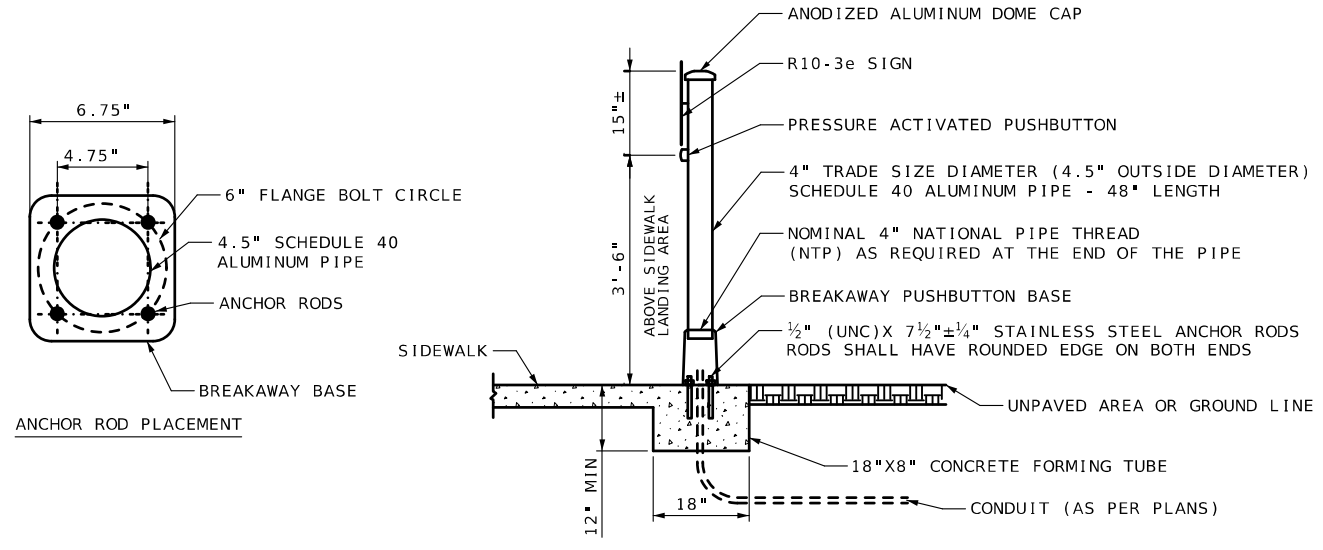
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REPAIRS AT DRIVEWAYS



PUSHBUTTON STANCHION

- NOTES:
- THE PUSHBUTTON STANCHION FOUNDATION IS CONSTRUCTED AS PART OF THE SIDEWALK. INCREASE THE SIDEWALK THICKNESS TO 12" (MIN.) TO PROVIDE FOR THE PUSHBUTTON STANCHION FOUNDATION.
  - INSTALLATION OF THE PUSHBUTTON STANCHION SHALL BE PER MANUFACTURER'S REQUIREMENTS.
  - CABLES SHALL HAVE A SLIT-FIT CONNECTION IN THE PEDESTAL THAT WILL DETACH IN THE EVENT THE POLE IS STRUCK.

- GENERAL NOTES
- (1) REMOVE EXISTING CONCRETE SIGNAL/SIGN FOUNDATIONS TO 18" BELOW FINISHED GRADE
  - (2) 6IN CROSSWALK PAINT SHALL BE WHITE HIGH BUILD WATERBORNE PAINT WITH TYPE L BEADS
  - (3) MAX PUSHBUTTON EXTENSION ARM LENGTH SHALL BE 12 INCHES
  - (4) ALL CURB RAMPS ARE TO BE CONCRETE.
  - (5) INLET TOP ADJUSTMENTS TO GRADE- SEE SPECIAL PROVISION FOR REQUIREMENTS
  - (6) ALL ALUMINUM FENCE AND RAILINGS ARE TO BE POWDER COATED COLOR
  - (7) ALL SIDE STREET AND DRIVEWAY ENTRANCE RECONSTRUCTIONS ARE TO BE CONCRETE
  - (8) ADJUST TO GRADE VALVE TOPS TO INCLUDE REPLACING THE TOP TO GRADE
  - (9) FINAL SIDE STREET AND DRIVEWAY ENTRANCE LIMITS OF CONSTRUCTION SHALL BE FIELD ADJUSTED AS NECESSARY TO CREATE AN ADA PATHWAY WITH A MAXIMUM CROSS SLOPE OF 2.1%. FINAL LAYOUT SHALL BE APPROVED BY THE ENGINEER.
  - (10) LENGTHS OF RAMP AND SIDEWALK REPLACEMENTS MAY BE FIELD ADJUSTED TO MEET SITE CONDITIONS WHILE CONFORMING TO THE ADA REQUIREMENTS. FINAL LAYOUTS SHALL BE APPROVED BY THE ENGINEER.
  - (11) SEE RIGHT OF WAY PLAN SHEETS FOR NOTES REGARDING LANDSCAPING, SIGNAGE, AND OTHER PRIVATE PROPERTY THAT IS INTENDED TO NOT BE DISTURBED OR IMPACTED DURING CONSTRUCTION OPERATIONS.

TYPICAL DETAILS  
 SHEET 7 OF 7

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MoDOT J6P3510D DISTRICTWIDE ADA - MO 100

FINAL COST ESTIMATE

| MODOT ITEM NUMBER | ITEM DESCRIPTION  | UNIT | QUANTITY |
|-------------------|---|------|----------|
| 202-20.10         | REMOVAL OF IMPROVEMENTS   | LS   | 1        |
| 207-99.09         | LINEAR GRADING, CLASS 2 - (MODIFIED)                            | STA  | 125.6    |
| 304-05.04         | TYP: 5 AGGREGATE FOR BASE (4IN. THICK)                          | SQYD | 14,186   |
| 401-99.05         | ASPHALT SIDEWALK  | SQYD | 37.8     |
| 401-99.05         | ASPHALT REPAIR  | SQYD | 730.1    |
| 407-10.06         | TACK COAT   | GAL  | 100      |
| 413-70.00         | BITUMINOUS PAVEMENT CRACK FILLING                               | LF   | 48       |
| 502-13.10         | CONCRETE PAVEMENT 10 IN. NON-REINFORCED, 15 FT JOINTS           | SQYD | 2,682.6  |
| 602-99.02         | CURB REFLECTORS   | EACH | 57       |
| 603-99.02         | ADJUST WATER VALVE TO GRADE                                     | EACH | 17       |
| 603-99.02         | ADJUST WATER METER TO GRADE                                     | EACH | 5        |
| 604-20.10         | ADJUSTING MANHOLE   | EACH | 33       |
| 604-20.20         | ADJUSTING BASIN OR INLET  | EACH | 26       |
| 604-99.02         | INLET CLEANOUT  | EACH | 6        |
| 604-99.03         | GRAVED TRENCH DRAINS  | LF   | 132      |
| 606-10.60         | M/GS GUARDRAIL  | LF   | 23       |
| 608-10.12         | TRUNCATED DUMBS   | SQYD | 20       |
| 608-30.06         | 6 IN. CONCRETE MEDIAN STRIP                                     | SQYD | 72.3     |
| 608-40.24         | SIDEWALK HAND-RAILING WITH BALUSTERS                            | LF   | 505      |
| 608-50.08         | PAVED APPROACH, 8 IN.   | SQYD | 8,351.1  |
| 608-60.04         | CONCRETE SIDEWALK, 4 IN.  | SQYD | 2,883.1  |
| 608-60.07         | CONCRETE SIDEWALK, 7 IN.  | SQYD | 38.5     |
| 608-99.02         | CONCRETE CURB RAMP  | EACH | 260      |
| 608-99.05         | PAVED APPROACH, 8 IN., HIGH EARLY STRENGTH                      | SQYD | 38       |
| 609-10.10         | CONCRETE CURB (6 IN. HEIGHT AND UNDER) TYPE S                   | LF   | 19       |
| 609-10.52         | CURB AND GUTTER, TYPE B   | LF   | 69       |
| 609-20.11         | INTEGRAL CURB (6 IN. HEIGHT AND UNDER) TYPE A                   | LF   | 1,388    |
| 609-20.21         | INTEGRAL CURB (OVER 6 IN. HEIGHT) TYPE A                        | LF   | 248      |
| 614-30.20         | CURB INLET  | EACH | 3        |
| 620-99.02         | TUBULAR MARKERS   | EACH | 11       |
| 616-99.01         | TRAFFIC CONTROL   | LS   | 1        |
| 618-10.00         | MOBILIZATION  | LS   | 1        |
| 620-00.06         | PREFORMED THERMOPLASTIC PAVEMENT MARKING, 4 IN., YELLOW         | LF   | 40       |
| 620-00.09         | PREFORMED THERMOPLASTIC PAVEMENT MARKING, 6 IN. WHITE           | LF   | 107      |
| 620-00.15         | PREFORMED THERMOPLASTIC PAVEMENT MARKING, 24 IN. WHITE          | LF   | 2,394    |
| 620-00.21         | PREFORMED THERMOPLASTIC PAVEMENT MARKING, LEFT/RIGHT ARROW      | EACH | 2        |
| 620-00.24         | PREFORMED THERMOPLASTIC PAVEMENT MARKING, STRAIGHT ARROW        | EACH | 1        |
| 620-70.01         | PAVEMENT MARKING REMOVAL  | LF   | 2,847    |
| 622-99.03         | MISC. SIDEWALK EDGE GRINDING                                    | LF   | 151      |
| 720-99.04         | MISC. SMALL BLOCK WALL  | SF   | 36       |
| 726-10.12         | 12 IN. PIPE GROUP A   | LF   | 98       |
| 731-99.02         | MISC. INLET TOP REPLACEMENT                                     | EACH | 1        |
| 803-10.00A        | TURF TYPE TALL FESCUE SODDING                                   | SQYD | 3,885    |
| 803-99.05A        | LANDSCAPING RESTORATION   | SQYD | 65       |
| 806-10.07A        | CURB INLET CHECK  | EACH | 129      |
| 806-10.16         | SEDIMENT REMOVAL  | CUYD | 158      |
| 806-10.19         | SILT FENCE  | LF   | 2,867    |
| 902-27.08         | POST, SIGNAL 8 FT. OR 2.4 M                                     | EACH | 1        |
| 902-53.00         | CONDUIT, 3 IN., TRENCH WITH TRACER WIRE                         | LF   | 103      |
| 902-73.00         | CONDUIT, 3 IN., PUSHED WITH TRACER WIRE                         | LF   | 129      |
| 902-83.08         | CABLE, 16 AWG 2 CONDUCTOR                                       | LF   | 540      |
| 902-83.10         | CABLE, 16 AWG 5 CONDUCTOR                                       | LF   | 130      |
| 902-91.00         | BASE, CONCRETE  | CY   | 0.5      |
| 902-99.01         | MISC. TRAFFIC SIGNAL MAINTENANCE, PROGRAMMING & ADJUSTMENT      | LS   | 1        |
| 902-99.02         | 5L DISTRICT TRAFFIC SIGNAL DETECTION SYSTEM                     | EACH | 1        |
| 902-99.02         | REMOVE AND REPLACE CONC. PULL BOX W/ PREFORMED CLASS 1 PULL BOX | EACH | 3        |
| 902-99.02         | COUNTDOWN PEDESTRIAN SIGNAL HEAD, TYPE 1S                       | EACH | 8        |
| 902-99.02         | AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGNING                       | EACH | 24       |
| 902-99.02         | PUSHBUTTON EXTENSION  | EACH | 6        |
| 902-99.02         | PEDESTRIAN PUSHBUTTON STANCHION, 4 FT                           | EACH | 9        |
| 902-99.02         | ADJUST PULL BOX TO GRADE  | EACH | 23       |
| 902-99.02         | POT HOLLING UTILITY FACILITIES                                  | EA   | 30       |
| 902-99.02         | 10" STEEL PIPE BOLLARD, 3.5 FT                                  | EA   | 1        |
| 903-10.10         | CONCRETE FOOTINGS, EMBEDDED                                     | CY   | 0.3      |
| 903-12.70A        | 2 IN. PSST POST - 12 GA   | LF   | 39       |
| 903-12.74         | CONCRETE POST ANCHOR FOR 2 IN PSST - 7 GA.                      | EACH | 3        |
| 903-99.02         | REMOVE AND RELOCATE EXISTING GROUND MOUNTED SIGN                | EACH | 3        |

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DATE PREPARED  
**2/9/2026**

ROUTE 100 STATE MO

DISTRICT STL SHEET NO. 3

COUNTY  
**ST LOUIS**

JOB NO.  
**J6P3510D**

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| DESCRIPTION | DATE |
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SCHEDULE OF QUANTITIES

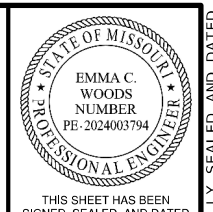
SHEET 1 OF 10

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REV.

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| OVERALL SHEET NUMBER | FROM STATION | TO STATION | ROADWAY | LOCATION | CURB                        |  |  |   |  | REMARKS                |   |
|----------------------|--------------|------------|---------|----------|-----------------------------|--|--|---|--|------------------------|---|
|                      |              |            |         |          | CURB AND GUTTER TYPE B (LF) | TYPE 5 AGGREGATE FOR BASE (4 IN. THICK) (SQYD) | INTEGRAL CURB (6 IN. HEIGHT AND UNDER) TYPE A (LF) | INTEGRAL CURB (OVER 6 IN. HEIGHT) TYPE A (LF) | CONCRETE CURB (6 IN. HEIGHT AND UNDER) TYPE S (LF) |                        |   |
|                      |              |            |         |          |                             |  |  |   |  |                        |   |
| 6                    | 6+64         | 7+85       | MO 100  | RT       |                             |  | 122  |   |  | BACK OF SIDEWALK       |   |
| 6-7                  | 9+02         | 11+91      | MO 100  | RT       |                             |  | 289  |   |  | BACK OF SIDEWALK       |   |
| 10                   | 29+02        | 29+15      | MO 100  | LT       |                             |  | 27   |   |  | BACK OF SIDEWALK       |   |
| 13                   | 44+59        | 45+58      | MO 100  | RT       |                             |  | 99   |   |  | BACK OF SIDEWALK       |   |
| 13                   | 44+93        | 45+52      | MO 100  | LT       |                             |  | 62   |   |  | BACK OF SIDEWALK       |   |
| 23                   | 100+36       | 100+45     | MO 100  | LT       | 9                           | 3.0  |  |   |  |                        |   |
| 23                   | 100+84       | 100+99     | MO 100  | LT       | 15                          | 5.0  |  | 19  |  |                        |   |
| 26                   | 113+23       | 113+32     | MO 100  | RT       |                             |  | 19   |   |  | BACK OF SIDEWALK       |   |
| 30                   | 138+13       | 138+33     | MO 100  | RT       | 21                          | 7.0  |  |   |  | STREET CURB            |   |
| 32                   | 143+86       | 144+45     | MO 100  | LT       |                             |  | 73   |   |  | PARKING LOT            |   |
| 32                   | 144+09       | 144+20     | MO 100  | LT       |                             |  |  | 11  |  | BACK OF SIDEWALK       |   |
| 35                   | 160+19       | 160+34     | MO 100  | LT       |                             |  | 15   |   |  | BACK OF SIDEWALK       |   |
| 35                   | 160+49       | 160+69     | MO 100  | RT       | 24                          | 8.0  |  |   |  | STREET CURB AT RADIALS |   |
| 35                   | 161+69       | 161+98     | MO 100  | RT       |                             |  | 31   |   |  | BACK OF SIDEWALK       |   |
| 35                   | 162+79       | 163+65     | MO 100  | RT       |                             |  |  | 86  |  | BACK OF SIDEWALK       |   |
| 35                   | 164+09       | 164+31     | MO 100  | LT       |                             |  |  | 22  |  | BACK OF SIDEWALK       |   |
| 35                   | 165+10       | 165+18     | MO 100  | RT       |                             |  | 8  |   |  | BACK OF SIDEWALK       |   |
| 35-36                | 166+01       | 166+95     | MO 100  | RT       |                             |  |  | 94  |  | BACK OF SIDEWALK       |   |
| 36                   | 168+68       | 168+94     | MO 100  | LT       |                             |  | 26   |   |  | BACK OF SIDEWALK       |   |
| 38                   | 174+66       | 175+01     | MO 100  | LT       |                             |  |  | 35  |  | BACK OF SIDEWALK       |   |
| <b>SUBTOTALS*</b>    |              |            |         |          |                             | <b>23.0</b>                                    | <b>771.0</b>                                       |   |  |                        | *SEE SUBTOTAL SCHEDULE FOR FINAL PAY ITEM TOTAL |
| <b>TOTAL</b>         |              |            |         |          | <b>69</b>                   |  |  | <b>248</b>                                    | <b>19</b>  |                        |   |

| ADJUST TO GRADE      |                         |         |          |                               |                        |                               |  |                                  |                                  |         |  |
|----------------------|-------------------------|---------|----------|-------------------------------|------------------------|-------------------------------|--|----------------------------------|----------------------------------|---------|--|
| OVERALL SHEET NUMBER | TO OVERALL SHEET NUMBER | ROADWAY | LOCATION | ADJUSTING BASIN OR INLET (EA) | ADJUSTING MANHOLE (EA) | ADJUST PULL BOX TO GRADE (EA) | REMOVE AND REPLACE CONC. PULL BOX W/ PREFORMED CLASS 1 PULL BOX (EA) | ADJUST WATER VALVE TO GRADE (EA) | ADJUST WATER METER TO GRADE (EA) | REMARKS |  |
|                      |                         |         |          |                               |                        |                               |  |                                  |                                  |         |  |
| 5                    | 7                       | MO 100  | LT/RT    | 4                             | 8                      | 3                             |  | 2                                | 1                                |         |  |
| 8                    | 11                      | MO 100  | LT/RT    | 1                             | 2                      | 1                             |  | 1                                | 2                                |         |  |
| 12                   | 14                      | MO 100  | LT/RT    |                               |                        | 1                             |  | 5                                |                                  |         |  |
| 15                   | 18                      | MO 100  | LT/RT    | 3                             |                        | 1                             |  | 2                                |                                  |         |  |
| 19                   | 22                      | MO 100  | LT/RT    | 8                             | 1                      | 2                             |  | 1                                |                                  |         |  |
| 23                   | 24                      | MO 100  | LT/RT    | 2                             | 7                      | 2                             |  | 3                                |                                  |         |  |
| 25                   | 27                      | MO 100  | LT/RT    | 3                             | 7                      | 5                             |  | 1                                | 2                                |         |  |
| 28                   | 32                      | MO 100  | LT/RT    | 2                             | 3                      | 3                             | 1  |                                  |                                  |         |  |
| 33                   | 36                      | MO 100  | LT/RT    | 2                             | 3                      | 5                             |  | 1                                |                                  |         |  |
| 37                   | 40                      | MO 100  | LT/RT    | 1                             | 2                      |                               | 1  | 1                                |                                  |         |  |
| <b>TOTAL</b>         |                         |         |          | <b>26</b>                     | <b>33</b>              | <b>23</b>                     | <b>2</b>   | <b>17</b>                        | <b>5</b>                         |         |  |

| DRIVEWAYS            |                    |         |          |  |  |   |                       |                 |         |
|----------------------|--------------------|---------|----------|--|--|---|-----------------------|-----------------|---------|
| OVERALL SHEET NUMBER | CENTERLINE STATION | ROADWAY | LOCATION | TYPE 5 AGGREGATE FOR BASE (4 IN. THICK) (SQYD) | PAVED APPROACH 8 IN. (COMMERCIAL) (SQYD) | PAVED APPROACH 8 IN., HIGH EARLY STRENGTH (COMMERCIAL) (SQYD) | ASPHALT REPAIR (SQYD) | TACK COAT (GAL) | REMARKS |
|                      |                    |         |          |  |  |   |                       |                 |         |
| 5                    | 4+69               | MO 100  | LT       | 89.7   | 89.7                                     |   |                       |                 |         |
| 6                    | 5+08               | MO 100  | RT       | 247.4  | 243.1                                    |   | 4.3                   | 0.6             |         |
| 6                    | 8+51               | MO 100  | RT       | 196.2  | 196.2                                    |   |                       |                 |         |
| 7                    | 12+43              | MO 100  | RT       | 91.3   | 86.6                                     |   | 4.7                   | 0.6             |         |
| 7                    | 15+49              | MO 100  | LT       | 118.1  | 114.6                                    |   | 3.4                   | 0.4             |         |
| 7                    | 15+60              | MO 100  | RT       | 107.4  | 102.7                                    |   | 4.7                   | 0.6             |         |
| 8                    | 18+39              | MO 100  | RT       | 107.1  | 103.8                                    |   | 3.3                   | 0.4             |         |
| 9                    | 24+72              | MO 100  | RT       | 188.1  | 184.3                                    |   | 3.8                   | 0.5             |         |
| 10                   | 30+74              | MO 100  | LT       | 92.8   | 92.8                                     |   |                       |                 |         |
| 10                   | 31+81              | MO 100  | RT       | 119.4  | 116.0                                    |   | 3.3                   | 0.4             |         |
| 10                   | 32+44              | MO 100  | LT       | 152.6  | 152.6                                    |   |                       |                 |         |
| 12                   | 38+16              | MO 100  | RT       | 109.5  | 106.1                                    |   | 3.3                   | 0.4             |         |
| 12                   | 38+28              | MO 100  | LT       | 175.1  | 175.1                                    |   |                       |                 |         |
| 12                   | 40+48              | MO 100  | RT       | 97.7   | 94.6                                     |   | 3.1                   | 0.4             |         |
| 12                   | 41+09              | MO 100  | RT       | 97.6   | 94.4                                     |   | 3.2                   | 0.4             |         |
| 13                   | 47+57              | MO 100  | LT       | 139.8  | 135.6                                    |   | 4.2                   | 0.5             |         |
| 14                   | 52+35              | MO 100  | LT       | 120.3  | 116.7                                    |   | 3.7                   | 0.5             |         |
| 15                   | 55+13              | MO 100  | LT       | 93.3   | 89.3                                     |   | 4.0                   | 0.5             |         |
| 15                   | 55+76              | MO 100  | LT       | 117.6  | 113.1                                    |   | 4.4                   | 0.6             |         |
| 15                   | 55+79              | MO 100  | RT       | 165.8  | 160.3                                    |   | 5.6                   | 0.7             |         |
| 15                   | 56+51              | MO 100  | RT       | 95.4   | 95.4                                     |   |                       |                 |         |
| 15                   | 57+09              | MO 100  | LT       | 57.8   | 54.4                                     |   | 3.3                   | 0.4             |         |
| 16                   | 59+08              | MO 100  | LT       | 92.8   | 89.4                                     |   | 3.3                   | 0.4             |         |
| 18                   | 72+65              | MO 100  | LT       | 120.4  | 114.5                                    |   | 5.9                   | 0.8             |         |
| 19                   | 76+61              | MO 100  | RT       | 121.3  | 117.3                                    |   | 4.0                   | 0.5             |         |
| 19                   | 77+23              | MO 100  | RT       | 85.7   | 82.7                                     |   | 3.0                   | 0.4             |         |
| 19                   | 78+10              | MO 100  | RT       | 84.3   | 84.3                                     |   |                       |                 |         |
| 19                   | 78+59              | MO 100  | RT       | 94.1   | 94.1                                     |   |                       |                 |         |
| 20                   | 82+19              | MO 100  | RT       | 165.7  | 161.1                                    |   | 4.6                   | 0.6             |         |
| 20                   | 84+32              | MO 100  | RT       | 217.5  | 213.2                                    |   | 4.3                   | 0.6             |         |
| 20                   | 85+36              | MO 100  | LT       | 120.0  | 114.0                                    |   | 6.0                   | 0.8             |         |
| 21                   | 87+40              | MO 100  | LT       | 141.7  | 136.1                                    |   | 5.6                   | 0.7             |         |
| 21                   | 87+50              | MO 100  | RT       | 93.0   | 89.7                                     |   | 3.2                   | 0.4             |         |
| 22                   | 91+78              | MO 100  | LT       | 96.0   | 91.6                                     |   | 4.3                   | 0.6             |         |
| 22                   | 92+82              | MO 100  | RT       | 108.0  | 104.7                                    |   | 3.3                   | 0.4             |         |
| 22                   | 93+81              | MO 100  | RT       | 54.8   | 51.6                                     |   | 3.2                   | 0.4             |         |
| 22                   | 99+56              | MO 100  | LT       | 44.4   | 41.8                                     |   | 2.6                   | 0.3             |         |
| 22                   | 100+67             | MO 100  | LT       | 51.4   | 47.4                                     |   | 4.0                   | 0.5             |         |
| 23                   | 102+52             | MO 100  | RT       | 86.0   | 81.1                                     |   | 4.9                   | 0.6             |         |
| 23                   | 105+01             | MO 100  | LT       | 55.2   | 52.6                                     |   | 2.7                   | 0.3             |         |
| 23                   | 105+84             | MO 100  | LT       | 56.5   | 53.2                                     |   | 3.3                   | 0.4             |         |
| 23                   | 107+56             | MO 100  | LT       | 62.2   | 62.2                                     |   |                       |                 |         |
| 23                   | 109+32             | MO 100  | RT       | 86.1   | 80.6                                     |   | 5.4                   | 0.7             |         |
| 23                   | 110+42             | MO 100  | LT       | 138.9  | 133.2                                    |   | 5.8                   | 0.8             |         |
| 24                   | 115+07             | MO 100  | LT       | 166.6  | 158.9                                    |   | 7.7                   | 1.0             |         |

| DRIVEWAYS (CONTINUED) |                    |         |          |  |  |   |                       |                 |   |    |
|-----------------------|--------------------|---------|----------|--|--|---|-----------------------|-----------------|---|----|
| OVERALL SHEET NUMBER  | CENTERLINE STATION | ROADWAY | LOCATION | TYPE 5 AGGREGATE FOR BASE (4 IN. THICK) (SQYD) | PAVED APPROACH 8 IN. (COMMERCIAL) (SQYD) | PAVED APPROACH 8 IN., HIGH EARLY STRENGTH (COMMERCIAL) (SQYD) | ASPHALT REPAIR (SQYD) | TACK COAT (GAL) | REMARKS   |    |
|                       |                    |         |          |  |  |   |                       |                 |   | 24 |
| 24                    | 117+01             | MO 100  | LT       | 61.4   | 57.4                                     |   | 4.0                   | 0.5             |   |    |
| 24                    | 117+50             | MO 100  | LT       | 49.2   | 49.2                                     |   |                       |                 |   |    |
| 25                    | 118+64             | MO 100  | LT       | 55.3   | 55.3                                     |   |                       |                 |   |    |
| 25                    | 119+73             | MO 100  | LT       | 156.3  | 151.9                                    |   | 4.3                   | 0.6             |   |    |
| 25                    | 120+59             | MO 100  | LT       | 67.5   | 64.3                                     |   | 3.2                   | 0.4             |   |    |
| 25                    | 121+08             | MO 100  | LT       | 61.5   | 58.3                                     |   | 3.2                   | 0.4             |   |    |
| 26                    | 127+38             | MO 100  | LT       | 113.5  | 111.0                                    |   | 2.6                   | 0.3             |   |    |
| 26                    | 129+25             | MO 100  | LT       | 36.6   | 33.8                                     |   | 2.8                   | 0.4             |   |    |
| 26                    | 131+38             | MO 100  | RT       | 115.9  | 110.0                                    |   | 5.9                   | 0.8             |   |    |
| 27                    | 134+12             | MO 100  | RT       | 167.0  | 167.0                                    |   |                       |                 |   |    |
| 28                    | 140+72             | MO 100  | RT       | 76.8   | 73.2                                     |   | 3.6                   | 0.5             |   |    |
| 28                    | 141+34             | MO 100  | RT       | 81.9   | 78.7                                     |   | 3.2                   | 0.4             |   |    |
| 29                    | 143+61             | MO 100  | LT       | 133.5  | 133.5                                    |   |                       |                 |   |    |
| 29                    | 144+59             | MO 100  | LT       | 90.5   | 90.5                                     |   |                       |                 |   |    |
| 29                    | 145+25             | MO 100  | LT       | 228.0  | 224.9                                    |   | 3.1                   | 0.4             |   |    |
| 30                    | 148+94             | MO 100  | LT       | 76.4   | 73.4                                     |   | 3.0                   | 0.4             |   |    |
| 31                    | 150+06             | MO 100  | LT       | 139.7  | 135.2                                    |   | 4.4                   | 0.6             |   |    |
| 31                    | 153+72             | MO 100  | RT       | 145.1  | 140.7                                    |   | 4.4                   | 0.6             |   |    |
| 31                    | 154+18             | MO 100  | LT       | 113.8  | 109.8                                    |   | 4.0                   | 0.5             |   |    |
| 31                    | 158+71             | MO 100  | LT       | 84.8   | 81.5                                     |   | 3.3                   | 0.4             |   |    |
| 31                    | 160+59             | MO 100  | LT       | 48.9   | 45.9                                     |   | 3.0                   | 0.4             |   |    |
| 32                    | 161+48             | MO 100  | LT       | 77.1   | 73.8                                     |   | 3.2                   | 0.4             |   |    |
| 32                    | 162+40             | MO 100  | LT       | 72.0   | 69.4                                     |   | 2.7                   | 0.3             |   |    |
| 32                    | 164+09             | MO 100  | RT       | 101.4  | 96.5                                     |   | 4.9                   | 0.6             |   |    |
| 32                    | 164+72             | MO 100  | LT       | 62.2   | 58.5                                     |   | 3.8                   | 0.5             |   |    |
| 32                    | 165+58             | MO 100  | RT       | 59.3   | 55.6                                     |   | 3.8                   | 0.5             |   |    |
| 32                    | 165+65             | MO 100  | LT       | 61.1   | 57.6                                     |   | 3.4                   | 0.4             |   |    |
| 33                    | 167+28             | MO 100  | RT       | 38.0   |  | 38.0  |                       |                 |   |    |
| 33                    | 168+27             | MO 100  | LT       | 63.6   | 63.6                                     |   |                       |                 |   |    |
| 33                    | 169+29             | MO 100  | LT       | 53.7   | 51.4                                     |   | 2.3                   | 0.3             |   |    |
| 33                    | 170+53             | MO 100  | LT       | 57.8   | 54.6                                     |   | 3.2                   | 0.4             |   |    |
| 33                    | 171+96             | MO 100  | RT       | 52.6   | 49.3                                     |   | 3.3                   | 0.4             |   |    |
| 33                    | 172+20             | MO 100  | LT       | 34.2   | 32.4                                     |   | 1.8                   | 0.2             |   |    |
| 33                    | 172+89             | MO 100  | LT       | 43.5   | 40.0                                     |   | 3.6                   | 0.5             |   |    |
| 34                    | 173+21             | MO 100  | RT       | 49.6   | 46.3                                     |   | 3.2                   | 0.4             |   |    |
| 33                    | 174+26             | MO 100  | LT       | 59.7   | 56.3                                     |   | 3.3                   | 0.4             |   |    |
| 33                    | 175+42             | MO 100  | RT       | 80.6   | 75.5                                     |   | 5.1                   | 0.7             |   |    |
| 33                    | 176+72             | MO 100  | RT       | 56.7   | 53.2                                     |   | 3.4                   | 0.4             |   |    |
| 33                    | 176+95             | MO 100  | LT       | 99.3   | 96.2                                     |   | 3.1                   | 0.4             |   |    |
| 34                    | 177+67             | MO 100  | RT       | 78.6   | 75.3                                     |   | 3.2                   | 0.4             |   |    |
| 34                    | 177+68             | MO 100  | LT       | 35.5   | 33.1                                     |   | 2.4                   | 0.3             |   |    |
| 34                    | 178+99             | MO 100  | RT       | 78.3   | 74.9                                     |   | 3.3                   | 0.4             |   |    |
| <b>SUBTOTALS*</b>     |                    |         |          | <b>8,667.0</b>                                 | <b>8,351.1</b>                           | <b>38.0</b>   | <b>277.9</b>          | <b>36.1</b>     | *SEE SUBTOTAL SCHEDULE FOR FINAL PAY ITEM TOTAL |    |
| <b>TOTAL</b>          |                    |         |          |  |  |   |                       |                 |   |    |

DATE PREPARED  
**2/9/2026**

ROUTE 100 STATE MO  
DISTRICT STL SHEET NO. 3  
COUNTY ST LOUIS  
JOB NO. J6P3510D  
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| DESCRIPTION | DATE |
|-------------|------|
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

**EDSI**  
ENGINEERING DESIGN SOURCE, INC.  
16141 Swingley Ridge Rd., Suite 300  
Chesterfield, Missouri 63017  
Missouri State Engineering Corporation #001523  
T. 636 537 5685  
F. 636 537 0275

SCHEDULE OF QUANTITIES  
SHEET 2 OF 10

| SUBTOTALS       |                        |   |  |                       |                 |         |
|-----------------|------------------------|---|--|-----------------------|-----------------|---------|
| APPLICATION     | TRUNCATED DOMES (SQFT) | TYPE 5 AGGREGATE FOR BASE (4 IN THICK) (SQYD) | INTEGRAL CURB (6 IN. HEIGHT AND UNDER) TYPE A (LF) | ASPHALT REPAIR (SQYD) | TACK COAT (GAL) | REMARKS |
| ISLAND & MEDIAN | 65                     | 40.2  | N/A  | N/A                   | N/A             |         |
| SIDESTREETS     | N/A                    | 2,534.7                                       | 616.9  | 452.2                 | 58.8            |         |
| DRIVEWAYS       | N/A                    | 8667.0  | N/A  | 277.9                 | 36.1            |         |
| SIDEWALK        | 855                    | 2920.9  | N/A  | N/A                   | 4.9             |         |
| CURB            | N/A                    | 23  | 771  | N/A                   | N/A             |         |
| <b>TOTAL</b>    | <b>920</b>             | <b>14,186</b>                                 | <b>1,388</b>                                       | <b>730.1</b>          | <b>100</b>      |         |

| POT HOLING (EA) |    |
|-----------------|----|
| TOTAL           | 20 |

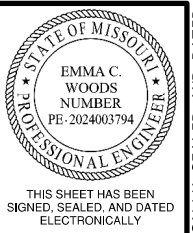
| MOBILIZATION (LS) |   |
|-------------------|---|
| TOTAL             | 1 |

| TRAFFIC CONTROL (LS) |   |
|----------------------|---|
| TOTAL                | 1 |

| MISC. TRAFFIC SIGNAL, MAINTENANCE, PROGRAMMING & ADJUSTMENT |  |  |   |
|---|--|--|---|
| TOTAL   |  |  | 1 |

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DATE PREPARED  
 2/6/2026

ROUTE 100 STATE MO

DISTRICT STL SHEET NO. 3

COUNTY ST LOUIS

JOB NO. J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-275-6636)

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

REV.

| EARTHWORK            |              |            |         |          |  |         |
|----------------------|--------------|------------|---------|----------|--|---------|
| OVERALL SHEET NUMBER | FROM STATION | TO STATION | ROADWAY | LOCATION | LINEAR GRADING, CLASS 2 - MODIFIED (STA) | REMARKS |
| 5-9                  | 0+48         | 22+33      | MO 100  | RT       | 13.46                                    |         |
| 5-6                  | 3+14         | 8+80       | MO 100  | LT       | 2.48                                     |         |
| 7-8                  | 13+15        | 18+35      | MO 100  | LT       | 2.74                                     |         |
| 8-11                 | 20+25        | 34+20      | MO 100  | LT       | 3.95                                     |         |
| 9-10                 | 22+77        | 29+25      | MO 100  | RT       | 1.24                                     |         |
| 10-12                | 29+57        | 38+45      | MO 100  | RT       | 3.46                                     |         |
| 11-12                | 35+17        | 39+30      | MO 100  | LT       | 0.95                                     |         |
| 12-14                | 38+88        | 49+55      | MO 100  | RT       | 4.27                                     |         |
| 12-13                | 41+46        | 44+20      | MO 100  | LT       | 0.74                                     |         |
| 13-15                | 44+93        | 56+09      | MO 100  | LT       | 5.31                                     |         |
| 15-18                | 55+39        | 71+69      | MO 100  | RT       | 3.81                                     |         |
| 18-21                | 72+19        | 87+83      | MO 100  | LT       | 4.02                                     |         |
| 18-20                | 72+96        | 80+50      | MO 100  | RT       | 4.95                                     |         |
| 20-22                | 81+26        | 94+13      | MO 100  | RT       | 3.28                                     |         |
| 22-23                | 91+45        | 98+17      | MO 100  | LT       | 2.33                                     |         |
| 22-24                | 94+58        | 104+33     | MO 100  | RT       | 2.55                                     |         |
| 23-24                | 99+26        | 103+51     | MO 100  | LT       | 2.12                                     |         |
| 24-26                | 104+77       | 113+34     | MO 100  | LT       | 4.16                                     |         |
| 24-25                | 106+10       | 109+70     | MO 100  | RT       | 1.21                                     |         |
| 25-26                | 111+44       | 115+88     | MO 100  | RT       | 2.42                                     |         |
| 26-27                | 114+65       | 121+52     | MO 100  | LT       | 4.88                                     |         |
| 27                   | 120+89       | 122+52     | MO 100  | RT       | 0.98                                     |         |
| 28-30                | 126+73       | 138+82     | MO 100  | RT       | 4.36                                     |         |
| 28-29                | 127+19       | 132+02     | MO 100  | LT       | 1.89                                     |         |
| 31-32                | 139+15       | 146+88     | MO 100  | LT       | 4.59                                     |         |
| 31-32                | 140+17       | 143+46     | MO 100  | RT       | 2.05                                     |         |
| 33-35                | 148+20       | 156+60     | MO 100  | LT       | 2.81                                     |         |
| 34-35                | 150+07       | 157+40     | MO 100  | RT       | 1.54                                     |         |
| 35                   | 158+39       | 158+98     | MO 100  | LT       | 0.60                                     |         |
| 35-38                | 159+59       | 175+24     | MO 100  | LT       | 15.64                                    |         |
| 36-39                | 161+69       | 179+55     | MO 100  | RT       | 16.78                                    |         |
| <b>TOTAL</b>         |              |            |         |          | <b>125.6</b>                             |         |

| REMOVE AND RELOCATE EXISTING GROUND MOUNT SIGN |          |         |         |          |   |              |
|--|----------|---------|---------|----------|---|--------------|
| OVERALL SHEET NUMBER                           | SIGN NO. | STATION | ROADWAY | LOCATION | REMOVE AND RELOCATE EXISTING GROUND MOUNT SIGN (EA) | REMARKS      |
| 6  | 1        | 08+29   | MO 100  | LT       | 1   | STOP SIGN    |
| 14   | 2        | 51+37   | MO 100  | LT       | 1   | STOP SIGN    |
| 25   | 3        | 110+40  | MO 100  | LT       | 1   | NO LEFT TURN |
| <b>TOTAL</b>                                   |          |         |         |          | <b>3</b>  |              |

| PAVEMENT             |              |            |         |          |  |  |  |                                       |                 |  |
|----------------------|--------------|------------|---------|----------|--|--|--|---------------------------------------|-----------------|--|
| OVERALL SHEET NUMBER | FROM STATION | TO STATION | ROADWAY | LOCATION | TYPE 5 AGGREGATE FOR BASE (4 IN. THICK) (SQYD) | CONCRETE PAVEMENT (10 IN. NON-REINFORCED, 15 FT JOINTS) (SQYD) | INTEGRAL CURB (6 IN. HEIGHT AND UNDER) TYPE A (LF) | FULL DEPTH ASPHALT REPLACEMENT (SQYD) | TACK COAT (GAL) | REMARKS  |
| 6                    | 08+22        | 08+76      | MO100   | LT       | 105.6  | 105.6  | 56.3   |                                       |                 | DEVORE DR  |
| 7                    | 13+11        | 14+12      | MO100   | LT       | 146.6  | 146.6  | 59.7   |                                       |                 | VESPER DR  |
| 9                    | 21+96        | 22+31      | MO100   | RT       | 73.8   | 73.8   | 0.0  |                                       |                 | OAK HILL DR  |
| 10                   | 28+44        | 29+01      | MO100   | LT       | 78.1   | 78.1   | 25.3   |                                       |                 | RANCHMOOR TRAIL  |
| 12                   | 38+81        | 39+85      | MO100   | RT       | 203.6  | 203.6  | 81.0   |                                       |                 | EAST MEADOW LN   |
| 14                   | 51+25        | 51+93      | MO100   | LT       | 95.6   | 95.6   | 35.2   |                                       |                 | HILLSDALE DR   |
| 19                   | 77+94        | 78+26      | MO100   | RT       | 11.2   |  |  | 11.2                                  | 1.5             | MASSA'S PARKING LOT                                    |
| 19                   | 78+39        | 78+83      | MO100   | RT       | 43.4   |  |  | 43.4                                  | 5.6             | MASSA'S PARKING LOT                                    |
| 20                   | 80+44        | 81+32      | MO100   | LT       | 109.7  |  | 17.0   |                                       |                 | NEW BALLWIN RD   |
| 22                   | 92+78        | 93+33      | MO100   | LT       | 97.4   | 97.4   | 35.0   |                                       |                 | CORAL TERRACE  |
| 22                   | 94+37        | 95+16      | MO100   | RT       | 142.0  | 142.0  | 26.0   |                                       |                 | OLD BALLWIN RD   |
| 23                   | 97+28        | 98+05      | MO100   | LT       | 84.2   | 84.2   | 13.0   |                                       |                 | STEAMBOAT LN   |
| 23                   | 100+88       | 100+99     | MO100   | LT       | 3.3  | 3.3  |  |                                       |                 |  |
| 24                   | 102+83       | 103+40     | MO100   | LT       | 71.9   | 71.9   | 27.0   |                                       |                 | SHIRLEY LN   |
| 24                   | 106+30       | 106+52     | MO100   | RT       | 20.7   | 20.7   | 7.0  |                                       |                 | SUNNYSIDE CT   |
| 28                   | 127+55       | 129+26     | MO100   | RT       | 223.8  | 223.8  | 15.0   |                                       |                 | BUSINESS ENTRANCE                                      |
| 29                   | 131+53       | 131+96     | MO100   | LT       | 59.2   | 59.2   | 10.0   |                                       |                 | N ELM ST   |
| 32                   | 142+80       | 143+41     | MO100   | RT       | 127.0  | 127.0  | 52.0   |                                       |                 | LARK HILL LN   |
| 32                   | 143+28       | 144+73     | MO100   | LT       | 391.5  |  | 95.4   | 391.5                                 | 50.9            | BATTERIES AND BULBS PARKING LOT                        |
| 33                   | 147+27       | 147+37     | MO100   | LT       | 5.9  | 5.9  |  |                                       |                 | TIMKA  |
| 35                   | 159+67       | 160+13     | MO100   | LT       | 67.2   | 67.2   | 0.0  |                                       |                 | MAPLE LN   |
| 36                   | 163+46       | 163+94     | MO100   | LT       | 60.7   | 60.7   | 16.0   |                                       |                 | PLEASANT VIEW DR                                       |
| 36                   | 163+85       | 163+92     | MO100   | RT       | 6.1  |  |  | 6.1                                   | 0.8             | PARKING LOT  |
| 36                   | 164+37       | 164+95     | MO100   | RT       | 127.8  | 127.8  | 13.0   |                                       |                 | SOLLEY DR  |
| 37                   | 167+79       | 168+66     | MO100   | RT       | 113.0  | 113.0  | 20.0   |                                       |                 | LINDY BLVD   |
| 38                   | 173+25       | 173+81     | MO100   | LT       | 65.3   | 65.3   | 13.0   |                                       |                 | SAN SOUCI DR   |
| <b>SUBTOTALS*</b>    |              |            |         |          | <b>2,534.7</b>                                 |  | <b>616.9</b>                                       | <b>452.2</b>                          | <b>58.8</b>     | <b>*SEE SUBTOTAL SCHEDULE FOR FINAL PAY ITEM TOTAL</b> |
| <b>TOTAL</b>         |              |            |         |          |  | <b>2,082.6</b>   |  |                                       |                 |  |

| ISLAND & MEDIAN      |              |            |         |          |                       |  |                                    |                                 |                        |                      |                      |  |
|----------------------|--------------|------------|---------|----------|-----------------------|--|------------------------------------|---------------------------------|------------------------|----------------------|----------------------|--|
| OVERALL SHEET NUMBER | FROM STATION | TO STATION | ROADWAY | LOCATION | INTERSECTION QUADRANT | TYPE 5 AGGREGATE FOR EASE (4 IN. THICK) (SQYD) | 6 IN. CONCRETE MEDIAN STRIP (SQYD) | CONCRETE SIDEWALK, 7 IN. (SQYD) | TRUNCATED DOMES (SQFT) | TUBULAR MARKERS (EA) | CURB REFLECTORS (EA) | REMARKS  |
| 6                    | 5+07         | 5+17       | MO 100  | RT       | SOUTH                 | 7.4  |                                    | 7.4                             |                        | 2                    | 6                    | Decorative Concrete                                    |
| 23                   | 100+85       | 100+90     | MO 100  | LT       | N/A                   | 1.8  | 1.8                                |                                 |                        |                      |                      |  |
| 25                   | 110+34.9     | 110+48.8   | MO 100  | LT       | MIDDLE                |  | 12.8                               |                                 |                        | 1                    | 3                    |  |
| 26                   | 113+15.5     | 113+34.0   | MO 100  | LT       | NW                    | 11.9   | 5.1                                | 11.9                            | 33.0                   | 1                    | 9                    |  |
| 26                   | 113+74.4     | 113+94.5   | MO 100  | LT       | NE                    |  |                                    |                                 |                        |                      | 9                    |  |
| 28                   | 128+01.8     | 128+28.5   | MO 100  | RT       | SW                    |  | 25.2                               |                                 |                        | 4                    | 12                   |  |
| 28                   | 128+44.5     | 128+79.3   | MO 100  | RT       | SE                    | 14.4   | 27.4                               | 14.4                            | 20.0                   | 3                    | 9                    |  |
| 67                   | 186+65.3     | 186+96.4   | MO 100  | RT       | SE                    | 4.7  |                                    | 4.7                             | 12.0                   |                      | 9                    |  |
| <b>SUBTOTALS*</b>    |              |            |         |          |                       | <b>40.2</b>                                    |                                    |                                 | <b>65</b>              |                      |                      | <b>*SEE SUBTOTAL SCHEDULE FOR FINAL PAY ITEM TOTAL</b> |
| <b>TOTALS</b>        |              |            |         |          |                       |  | <b>72.3</b>                        | <b>38.5</b>                     |                        | <b>11</b>            | <b>57</b>            |  |

| OVERALL SHEET NUMBER | SIGNS                                     |           |         |                      |                                |                    | CONCRETE FOOTINGS EMBEDDED |           | PIPE POSTS |            |            |            |                        | BACKING BARS                         |     |    | U-CHANNEL POST    | PERFORATED SQUARE STEEL TUBE |           |            |            |       |                                 |                                 |                                 |            |            |       | REMARKS AND OTHERS REQUIRED ITEMS |                     |                                |                                 |
|----------------------|---|-----------|---------|----------------------|--------------------------------|--------------------|----------------------------|-----------|------------|------------|------------|------------|------------------------|--------------------------------------|-----|----|-------------------|------------------------------|-----------|------------|------------|-------|---------------------------------|---------------------------------|---------------------------------|------------|------------|-------|-----------------------------------|---------------------|--------------------------------|---------------------------------|
|                      | 902 SIGNAL SIGNS TABULATED ON D-37A SHEET |           |         |                      |                                |                    | ITEM NO. 9031010           | PIPE SIZE | PIPE POSTS |            |            |            |                        | 2" X 3/8" BARS @ 2.55 LBS PER LIN FT |     |    | ITEM NO. 9031250A | 2 IN. POST                   |           |            |            |       |                                 | 2.5 IN. POST                    |                                 |            |            |       |                                   | BREAK-AWAY ASSEMBLY |                                |                                 |
|                      | SIGN NO.                                  | SIGN SIZE | STATION | HOZ CLEAR IF NOT STD | LOCATION                       | SIGN DTL. SHT. NO. |                            |           | POST NO. 1 | POST NO. 2 | POST NO. 2 | LBS PER FT | TOTAL ITEM NO. 9031220 | NO. EACH                             | IN. | LF |                   | LF                           | LF        | POST NO. 1 | POST NO. 2 | TOTAL | DRIVEN 12-GA. ITEM NO. 9031273A | ANCHORS 7-GA. ITEM NO. 9031273A | CONCRETE 7-GA. ITEM NO. 9031274 | POST NO. 1 | POST NO. 2 | TOTAL |                                   |                     | DRIVEN 7-GA. ITEM NO. 9031281A | CONCRETE 7-GA. ITEM NO. 9031285 |
| 6                    | 1A  | 36x36     | 05+39   |                      | BRADFORD HILLS SHOPPING CENTER |                    |                            |           |            |            |            |            |                        |                                      |     | 13 |                   | 13                           |           |            |            |       |                                 |                                 |                                 |            |            |       |                                   |                     |                                | NO LEFT TURN                    |
| 28                   | 2   | 36x36     | 128+08  |                      | OLDE TOWN PLAZA                |                    |                            |           |            |            |            |            |                        |                                      |     | 13 |                   | 13                           |           |            |            |       |                                 |                                 |                                 |            |            |       |                                   |                     | DOUBLE DOWN                    |                                 |
| 28                   | 3   | 36x36     | 128+72  |                      | OLDE TOWN PLAZA                |                    |                            |           |            |            |            |            |                        |                                      |     | 13 |                   | 13                           |           |            |            |       |                                 |                                 |                                 |            |            |       |                                   |                     | NO LEFT TURN                   |                                 |
|                      |   |           |         |                      | <b>TOTAL</b>                   |                    | <b>0.3</b>                 |           |            |            |            |            |                        |                                      |     |    |                   |                              | <b>39</b> |            |            |       |                                 |                                 |                                 |            |            |       |                                   |                     |                                |                                 |

SCHEDULE OF QUANTITIES

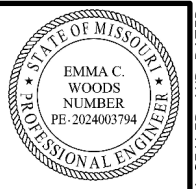
TEMPORARY EROSION CONTROL

Table with 9 columns: OVERALL SHEET NUMBER, FROM STATION, TO STATION, ROADWAY, LOCATION, CURE INLET CHECK (EA), SEDIMENT REMOVAL (CUYD), SILT FENCE (LF), REMARKS. Rows include stations 5 to 23 with various roadway and location data.

TEMPORARY EROSION CONTROL (CONTINUED)

Table with 9 columns: OVERALL SHEET NUMBER, FROM STATION, TO STATION, ROADWAY, LOCATION, CURB INLET CHECK, SEDIMENT REMOVAL, SILT FENCE, REMARKS. Rows include stations 23 to 39 with various roadway and location data, ending with a TOTALS row.

DISCLAIMER
THE PROFESSIONAL WHOSE SIGNATURE AND PERSONAL SEAL APPEAR HEREON ASSUMES RESPONSIBILITY ONLY FOR WHAT APPEARS ON THIS PAGE...



THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY

DATE PREPARED: 2/6/2026

ROUTE: 100 STATE: MO

DISTRICT: STL SHEET NO.: 3

COUNTY: ST LOUIS

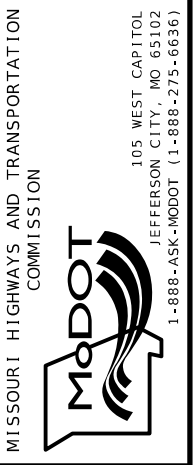
JOB NO.: J6P3510D

CONTRACT ID.:

PROJECT NO.:

BRIDGE NO.:

Table with columns: DESCRIPTION, DATE. Multiple empty rows for recording data.



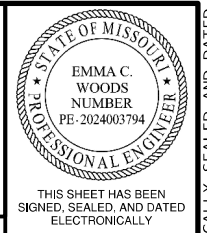
EDSI ENGINEERING DESIGN SOURCE, INC.
16141 Swingley Ridge Rd., Suite 300
Chesterfield, Missouri 63017
Missouri State Engineering Corporation #001523

SCHEDULE OF QUANTITIES

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



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DATE PREPARED  
2/6/2026

ROUTE  
100 MO

DISTRICT SHEET NO.  
STL 3

COUNTY  
ST LOUIS

JOB NO.  
J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| DATE | DESCRIPTION |
|------|-------------|
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

**EDSI**  
 ENGINEERING DESIGN SOURCE, INC.  
 16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523

T. 636 537 5685  
 F. 636 537 0275



**SCHEDULE OF QUANTITIES**

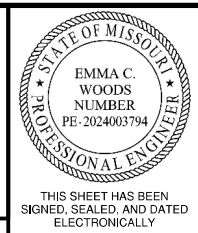
| REMOVAL OF IMPROVEMENTS - 1 LUMP SUM |         |         |         |          |          |      |                                    |
|--------------------------------------|---------|---------|---------|----------|----------|------|------------------------------------|
| SHEET                                | ROADWAY | STATION | STATION | LOCATION | QUANTITY | UNIT | DESCRIPTION OF REMOVAL             |
|                                      |         | (FROM)  | (TO)    |          |          |      |                                    |
| 5-8                                  | MO 100  | 0+43    | 20+43   | RIGHT    | 622.01   | SQYD | CONCRETE SIDEWALK                  |
| 5-8                                  | MO 100  | 0+43    | 20+43   | RIGHT    | 745.18   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 5-6                                  | MO 100  | 3-14    | 8+80    | LEFT     | 103.66   | SQYD | CONCRETE SIDEWALK                  |
| 5-6                                  | MO 100  | 3-14    | 8+80    | LEFT     | 252.59   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 7-8                                  | MO 100  | 13+11   | 18+35   | LEFT     | 124.35   | SQYD | CONCRETE SIDEWALK                  |
| 7-8                                  | MO 100  | 13+11   | 18+35   | LEFT     | 264.45   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 8-11                                 | MO 100  | 20+25   | 34+20   | LEFT     | 262.65   | SQYD | CONCRETE SIDEWALK                  |
| 8-11                                 | MO 100  | 20+25   | 34+20   | LEFT     | 20.77    | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 10-12                                | MO 100  | 29+07   | 38+45   | RIGHT    | 160.39   | SQYD | CONCRETE SIDEWALK                  |
| 10-12                                | MO 100  | 29+07   | 38+45   | RIGHT    | 225.77   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 11-13                                | MO 100  | 35+17   | 44+19   | LEFT     | 77.21    | SQYD | CONCRETE SIDEWALK                  |
| 11-13                                | MO 100  | 35+17   | 44+19   | LEFT     | 179.36   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 12-14                                | MO 100  | 38+81   | 49+55   | RIGHT    | 187.69   | SQYD | CONCRETE SIDEWALK                  |
| 12-14                                | MO 100  | 38+81   | 49+55   | RIGHT    | 391.72   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 13-15                                | MO 100  | 44+93   | 56+09   | LEFT     | 163.02   | SQYD | CONCRETE SIDEWALK                  |
| 13-15                                | MO 100  | 44+93   | 56+09   | LEFT     | 563.77   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 15-18                                | MO 100  | 55+39   | 71+69   | RIGHT    | 162.94   | SQYD | CONCRETE SIDEWALK                  |
| 15-18                                | MO 100  | 55+39   | 71+69   | RIGHT    | 258.86   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 15-16                                | MO 100  | 56+77   | 59+89   | LEFT     | 43.80    | SQYD | CONCRETE SIDEWALK                  |
| 15-16                                | MO 100  | 56+77   | 59+89   | LEFT     | 147.19   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 18-21                                | MO 100  | 72+19   | 87+84   | LEFT     | 135.33   | SQYD | CONCRETE SIDEWALK                  |
| 18-21                                | MO 100  | 72+19   | 87+84   | LEFT     | 480.36   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 18-19                                | MO 100  | 72+96   | 78+90   | RIGHT    | 162.27   | SQYD | CONCRETE SIDEWALK                  |
| 18-19                                | MO 100  | 72+96   | 78+90   | RIGHT    | 451.00   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 22                                   | MO 100  | 91+45   | 93+43   | LEFT     | 47.12    | SQYD | CONCRETE SIDEWALK                  |
| 22                                   | MO 100  | 91+45   | 93+43   | LEFT     | 190.92   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 22-24                                | MO 100  | 91+55   | 104+55  | RIGHT    | 148.22   | SQYD | CONCRETE SIDEWALK                  |
| 22-24                                | MO 100  | 91+55   | 104+55  | RIGHT    | 388.63   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 23-24                                | MO 100  | 97+16   | 103+51  | LEFT     | 121.62   | SQYD | CONCRETE SIDEWALK                  |
| 23-24                                | MO 100  | 97+16   | 103+51  | LEFT     | 191.55   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 24-26                                | MO 100  | 104+77  | 113+34  | LEFT     | 141.55   | SQYD | CONCRETE SIDEWALK                  |
| 24-26                                | MO 100  | 104+77  | 113+34  | LEFT     | 313.95   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 24-26                                | MO 100  | 104+77  | 113+34  | LEFT     | 17.12    | SQYD | MEDIAN/ISLAND SAWCUTS              |
| 24-25                                | MO 100  | 106+10  | 109+70  | RIGHT    | 37.27    | SQYD | CONCRETE SIDEWALK                  |
| 24-25                                | MO 100  | 106+10  | 109+70  | RIGHT    | 102.99   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 25-26                                | MO 100  | 111+44  | 115+88  | RIGHT    | 146.11   | SQYD | CONCRETE SIDEWALK                  |
| 25-26                                | MO 100  | 111+44  | 115+88  | RIGHT    | 67.69    | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 26-27                                | MO 100  | 114+65  | 121+61  | LEFT     | 149.62   | SQYD | CONCRETE SIDEWALK                  |
| 26-27                                | MO 100  | 114+65  | 121+61  | LEFT     | 603.56   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 27-30                                | MO 100  | 120+89  | 134+56  | RIGHT    | 163.64   | SQYD | CONCRETE SIDEWALK                  |
| 27-30                                | MO 100  | 120+89  | 134+56  | RIGHT    | 537.71   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 27-30                                | MO 100  | 120+89  | 134+56  | RIGHT    | 67.05    | SQYD | MEDIAN/ISLAND SAWCUTS              |
| 28-29                                | MO 100  | 127+19  | 132+02  | LEFT     | 80.94    | SQYD | CONCRETE SIDEWALK                  |
| 28-29                                | MO 100  | 127+19  | 132+02  | LEFT     | 208.46   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 30-31                                | MO 100  | 138+13  | 141+63  | RIGHT    | 101.50   | SQYD | CONCRETE SIDEWALK                  |
| 30-31                                | MO 100  | 138+13  | 141+63  | RIGHT    | 155.79   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 31-33                                | MO 100  | 139+05  | 147+37  | LEFT     | 253.29   | SQYD | CONCRETE SIDEWALK                  |
| 31-33                                | MO 100  | 139+05  | 147+37  | LEFT     | 854.05   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 32-35                                | MO 100  | 142+79  | 160+70  | RIGHT    | 92.78    | SQYD | CONCRETE SIDEWALK                  |
| 32-35                                | MO 100  | 142+79  | 160+70  | RIGHT    | 271.92   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 32                                   | MO 100  | 143+30  | 143+74  | LEFT     | 414.00   | SQYD | ASPHALT PAVEMENT REMOVAL           |
| 33-35                                | MO 100  | 148+20  | 156+59  | LEFT     | 136.49   | SQYD | CONCRETE SIDEWALK                  |
| 33-35                                | MO 100  | 148+20  | 156+59  | LEFT     | 324.93   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 35-38                                | MO 100  | 158+39  | 175+24  | LEFT     | 871.63   | SQYD | CONCRETE SIDEWALK                  |
| 35-38                                | MO 100  | 158+39  | 175+24  | LEFT     | 878.46   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 36-40                                | MO 100  | 161+69  | 186+78  | RIGHT    | 932.42   | SQYD | CONCRETE SIDEWALK                  |
| 36-40                                | MO 100  | 161+69  | 186+78  | RIGHT    | 731.93   | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |
| 38-40                                | MO 100  | 176+69  | 185+37  | LEFT     | 101.83   | SQYD | CONCRETE SIDEWALK                  |
| 38-40                                | MO 100  | 176+69  | 185+37  | LEFT     | 99.11    | SQYD | PAVED APPROACH (INCLUDES ANY CURB) |

| SODDING              |              |            |         |          |                                      |                                      |         |  |
|----------------------|--------------|------------|---------|----------|--------------------------------------|--------------------------------------|---------|--|
| OVERALL SHEET NUMBER | FROM STATION | TO STATION | ROADWAY | LOCATION | TURF TYPE TALL FESCUE SODDING (SQYD) | MISC. LANDSCAPING RESTORATION (SQYD) | REMARKS |  |
| 5-9                  | 0+43         | 22+43      | MO 100  | RT       |                                      | 481.3                                |         |  |
| 5-6                  | 3+14         | 8+80       | MO 100  | LT       |                                      | 150.1                                |         |  |
| 7-8                  | 13+15        | 18+35      | MO 100  | LT       |                                      | 135.5                                |         |  |
| 8-11                 | 20+25        | 34+20      | MO 100  | LT       |                                      | 318.6                                |         |  |
| 9-10                 | 22+77        | 29+25      | MO 100  | RT       |                                      | 45.41                                |         |  |
| 10-12                | 29+57        | 38+45      | MO 100  | RT       |                                      | 187.9                                |         |  |
| 11-12                | 35+17        | 39+03      | MO 100  | LT       |                                      | 54.4                                 |         |  |
| 12-14                | 38+81        | 49+55      | MO 100  | RT       |                                      | 134.9                                |         |  |
| 12-13                | 41+46        | 44+20      | MO 100  | LT       |                                      | 47.8                                 |         |  |
| 13-15                | 44+93        | 56+09      | MO 100  | LT       |                                      | 242.2                                |         |  |
| 15-18                | 55+39        | 71+69      | MO 100  | RT       |                                      | 131.8                                |         |  |
| 15-16                | 56+77        | 59+89      | MO 100  | LT       |                                      | 57.7                                 |         |  |
| 18-21                | 72+19        | 87+83      | MO 100  | LT       |                                      | 61.5                                 |         |  |
| 18-19                | 72+96        | 78+44      | MO 100  | RT       |                                      | 152.7                                | 8.2     |  |
| 20-22                | 81+84        | 94+13      | MO 100  | RT       |                                      | 111.4                                |         |  |
| 22-23                | 91+45        | 98+17      | MO 100  | LT       |                                      | 35.0                                 |         |  |
| 22-24                | 94+55        | 104+33     | MO 100  | RT       |                                      | 52.7                                 |         |  |
| 23-24                | 99+26        | 103+51     | MO 100  | LT       |                                      | 27.4                                 |         |  |
| 24-25                | 105+14       | 111+22     | MO 100  | LT       |                                      | 78.9                                 |         |  |
| 25-26                | 111+44       | 113+62     | MO 100  | RT       |                                      | 65.5                                 |         |  |
| 27                   | 118+32       | 120+13     | MO 100  | LT       |                                      | 33.9                                 |         |  |
| 27                   | 120+89       | 122+52     | MO 100  | RT       |                                      | 32.6                                 |         |  |
| 28                   | 127+32       | 127+40     | MO 100  | LT       |                                      |                                      | 19.4    |  |
| 28-30                | 128+90       | 138+82     | MO 100  | RT       |                                      | 68.2                                 | 15.1    |  |
| 29                   | 131+29       | 132+02     | MO 100  | LT       |                                      | 20.8                                 |         |  |
| 31-32                | 139+15       | 146+88     | MO 100  | LT       |                                      | 71.0                                 | 21.5    |  |
| 31-32                | 140+17       | 143+46     | MO 100  | RT       |                                      | 73.9                                 |         |  |
| 33-35                | 148+20       | 156+60     | MO 100  | LT       |                                      | 144.5                                |         |  |
| 34-35                | 151+27       | 157+40     | MO 100  | RT       |                                      | 35.8                                 |         |  |
| 35                   | 158+39       | 158+98     | MO 100  | LT       |                                      | 18.8                                 |         |  |
| 35-38                | 159+59       | 175+24     | MO 100  | LT       |                                      | 372.9                                |         |  |
| 36-39                | 161+69       | 179+55     | MO 100  | RT       |                                      | 414.9                                |         |  |
| 39                   | 177+09       | 178+55     | MO 100  | LT       |                                      | 45.4                                 |         |  |
|                      |              |            |         |          | TOTAL                                | 3885                                 | 65      |  |

| OVERALL SHEET NUMBER | STATION | TO STATION | ROADWAY | LOCATION | SIDEWALK HAND-RAILING (LF) | GUARDRAIL (LF) | 10" STEEL PIPE BOLLARD (EA) | BITUMINOUS PAVEMENT CRACK FILLING (LF) | SMALL BLOCK WALL (LF) | INLET CLEANOUT (EA) | TRENCH DRAINS (LF) | 12 IN. PIPE GROUP A                     |              |                 |   | MISC. INLET TOP REPLACEMENT (IN KIND) | REMARKS                      |
|----------------------|---------|------------|---------|----------|----------------------------|----------------|-----------------------------|--|-----------------------|---------------------|--------------------|---|--------------|-----------------|---|---------------------------------------|------------------------------|
|                      |         |            |         |          |                            |                |                             |  |                       |                     |                    | 12" DOUBLE WALL POLYPROPYLENE PIPE (LF) | 12" RCP (LF) | CURB INLET (EA) |   |                                       |                              |
| 7-8                  | 15+94   | 16+02      | MO 100  | LT       | 8                          |                |                             |  |                       |                     |                    |   |              |                 |   |                                       | INSTALL ON STREET SIDE       |
| 8                    | 19+81   |            | MO 100  | RT       |                            |                |                             | 10                                     |                       |                     |                    |   |              |                 |   |                                       |                              |
| 14                   | 48+57   | 48+97      | MO 100  | LT       | 40                         |                |                             |  |                       |                     |                    |   |              |                 |   |                                       | INSTALL ON STREET SIDE       |
| 13                   | 38+08   | 38+45      | MO 100  | LT       |                            |                |                             |  |                       | 1                   | 38                 |   |              |                 |   |                                       | CLEAR POST-CONSTRUCTION      |
| 16                   | 60+88   | 60+93      | MO 100  | RT       | 5                          |                |                             |  |                       |                     |                    |   |              |                 |   |                                       |                              |
| 19                   | 78+60   | 78+75      | MO 100  | RT       |                            |                |                             |  |                       | 1                   | 16                 |   |              |                 |   |                                       | CLEAR POST-CONSTRUCTION      |
| 18                   | 73+85   |            | MO 100  | RT       |                            |                |                             | 9                                      |                       |                     |                    |   |              |                 |   |                                       |                              |
| 18                   | 73+91   |            | MO 100  | RT       |                            |                |                             | 9                                      |                       |                     |                    |   |              |                 |   |                                       |                              |
| 19                   | 77+20   |            | MO 100  | RT       |                            |                |                             |  |                       | 1                   |                    |   |              |                 |   |                                       | CLEAR POST-CONSTRUCTION      |
| 20                   | 80+13   | 80+18      | MO 100  | LT       |                            |                |                             | 13                                     |                       |                     |                    |   |              |                 |   |                                       |                              |
| 20                   | 80+36   | 80+44      | MO 100  | RT       |                            |                |                             |  |                       |                     |                    |   |              |                 |   |                                       | R&R DOUBLE INLET             |
| 22                   | 93+22   | 93+44      | MO 100  | LT       |                            |                |                             |  | 36                    |                     |                    |   |              |                 |   |                                       |                              |
| 23                   | 100+85  | 100+97     | MO 100  | LT       | 12                         |                |                             |  |                       |                     |                    |   |              |                 |   |                                       |                              |
| 26                   | 113+96  |            | MO 100  | RT       |                            |                |                             | 7                                      |                       |                     |                    |   |              |                 |   |                                       |                              |
| 27                   | 118+48  | 118+81     | MO 100  | LT       |                            |                |                             |  |                       | 1                   |                    |   |              |                 |   |                                       | TRENCH DRAIN IN DRIVEWAY     |
| 27                   | 121+38  |            | MO 100  | LT       |                            |                | 1                           |  |                       |                     |                    |   |              |                 |   |                                       |                              |
| 27                   | 121+41  |            | MO 100  | LT       |                            |                |                             |  |                       |                     |                    |   |              |                 |   |                                       |                              |
| 28                   | 127+35  | 127+39     | MO 100  | LT       |                            | 23             |                             |  |                       |                     |                    |   |              |                 |   |                                       | 127+38 LT DRIVEWAY           |
| 28                   | 127+38  | 127+42     | MO 100  | LT       |                            |                |                             |  |                       |                     |                    |   |              |                 |   |                                       | 127+38 LT DRIVEWAY           |
| 28                   | 127+42  |            | MO 100  | LT       |                            |                |                             |  |                       |                     |                    |   |              |                 |   |                                       | 127+38 LT DRIVEWAY           |
| 32                   | 143+36  | 143+86     | MO 100  | LT       |                            |                |                             |  |                       | 1                   | 50                 |   |              |                 |   |                                       | R&R, CLEAR POST-CONSTRUCTION |
| 32                   | 143+86  | 144+44     | MO 100  | LT       |                            |                |                             |  |                       |                     |                    |   | 75           |                 |   |                                       | R&R, DRAINAGE, RCP           |
| 32                   | 144+26  |            | MO 100  | LT       |                            |                |                             |  |                       | 1                   |                    |   |              |                 |   |                                       | CLEAR POST-CONSTRUCTION      |
| 32                   | 144+44  | 144+73     | MO 100  | LT       |                            |                |                             |  |                       |                     |                    |   |              |                 |   |                                       | R&R, CLEAR POST-CONSTRUCTION |
| 36-37                | 166+06  | 167+86     | MO 100  | LT       | 180                        |                |                             |  |                       |                     |                    |   |              |                 |   |                                       | AT BACK OF WALK              |
| 37                   | 168+81  | 171+56     | MO 100  | RT       | 260                        |                |                             |  |                       |                     |                    |   |              |                 |   |                                       | AT BACK OF WALK              |
|                      |         |            |         |          | TOTALS                     | 505            | 23                          | 1                                      | 48                    | 36                  | 6                  | 132                                     | 23           | 75              | 3 | 1                                     |                              |

| PLAN SHEET NUMBER | FROM STATION | TO STATION | ROADWAY | LOCATION | SUGGESTED ADA RAMP TYPE | TRUNCATED DOMES (SF) | SIDEWALK EDGE GRINDING (LF) | CONCRETE CURB RAMP (EA) | CONCRETE SIDEWALK, 4 IN. (SQYD) | ASPHALT SIDEWALK, 5.75 IN. (SQYD) | TYPE 5 AGGREGATE FOR BASE (4 IN. THICK) (SQYD) | TACK COAT (GAL) | REMARKS     |  |  |  |  |  |  |  |  |
|-------------------|--------------|------------|---------|----------|-------------------------|----------------------|-----------------------------|-------------------------|---------------------------------|-----------------------------------|--|-----------------|-------------|--|--|--|--|--|--|--|--|
|                   |              |            |         |          |                         |                      |                             |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
|                   |              |            |         |          |                         |                      |                             |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 5                 | 0+43         | 0+51       | MO 100  | RT       |                         |                      |                             |                         | 6.7                             |                                   | 6.7  |                 |             |  |  |  |  |  |  |  |  |
| 5                 | 1+13         |            | MO 100  | RT       |                         |                      | 5                           |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 5                 | 3+29         |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 5                 | 3+54         |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 5                 | 3+70         | 4+38       | MO 100  | LT       |                         |                      |                             |                         | 37.7                            |                                   | 37.7   |                 |             |  |  |  |  |  |  |  |  |
| 5                 | 4+55         |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 5                 | 4+88         |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 5                 | 4+89         |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 6                 | 5+27         |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 6-7               | 6+09         | 13+50      | MO 100  | RT       |                         |                      |                             |                         | 324.5                           |                                   | 324.5  |                 |             |  |  |  |  |  |  |  |  |
| 6                 | 8+18         |            | MO 100  | RT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 6                 | 8+43         |            | MO 100  | LT       | C4                      | 10                   |                             | 2                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 6                 | 8+68         |            | MO 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 6                 | 8+76         |            | MO 100  | RT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 7                 | 12+16        |            | MO 100  | RT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 7                 | 12+66        |            | MO 100  | RT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 7                 | 13+39        |            | MO 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 7                 | 13+72        |            | MO 100  | RT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 7                 | 13+82        |            | MO 100  | LT       | C8                      | 15                   |                             | 2                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 7-8               | 14+51        | 16+58      | MO 100  | LT       |                         |                      |                             |                         | 48.8                            |                                   | 48.8   |                 |             |  |  |  |  |  |  |  |  |
| 7                 | 15+33        |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 7                 | 15+41        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 7                 | 15+65        |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 7                 | 15+79        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 7-8               | 15+97        | 20+43      | MO 100  | RT       |                         |                      |                             |                         | 165.8                           |                                   | 165.8  |                 |             |  |  |  |  |  |  |  |  |
| 8                 | 17+84        |            | MO 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 8                 | 18+18        |            | MO 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 8                 | 18+24        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 8                 | 18+54        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 8                 | 20+25        | 20+35      | MO 100  | LT       |                         |                      |                             |                         | 5.6                             |                                   | 5.6  |                 |             |  |  |  |  |  |  |  |  |
| 9                 | 21+97        |            | MO 100  | RT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 9                 | 22+26        |            | MO 100  | RT       | C4                      | 10                   |                             | 2                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 9                 | 22+77        | 22+93      | MO 100  | RT       |                         |                      |                             |                         | 9.0                             |                                   | 9.0  |                 |             |  |  |  |  |  |  |  |  |
| 9                 | 24+40        |            | MO 100  | LT       |                         | 10                   |                             |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 9                 | 24+51        |            | MO 100  | RT       |                         | 10                   |                             |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 9                 | 24+72        |            | MO 100  | LT       |                         | 10                   |                             |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 9                 | 24+91        |            | MO 100  | RT       |                         | 10                   |                             |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 10                | 27+20        | 30+43      | MO 100  | LT       |                         |                      |                             |                         | 145.4                           |                                   | 145.4  |                 |             |  |  |  |  |  |  |  |  |
| 10                | 28+54        |            | MO 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 10                | 28+86        |            | MO 100  | LT       | C4                      | 10                   |                             | 2                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 10                | 29+25        |            | MO 100  | RT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 10                | 29+57        |            | MO 100  | RT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 10-11             | 29+74        | 32+68      | MO 100  | RT       |                         |                      |                             |                         | 56.5                            |                                   | 56.5   |                 |             |  |  |  |  |  |  |  |  |
| 10                | 30+59        |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 10                | 30+88        |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 10                | 31+65        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 10                | 31+95        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 11                | 32+34        |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 11                | 32+83        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 11                | 32+78        |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 11                | 32+07        | 35+32      | MO 100  | LT       |                         |                      |                             |                         | 89.4                            |                                   | 89.4   |                 |             |  |  |  |  |  |  |  |  |
| 11                | 34+36        | 37+11      | MO 100  | RT       |                         |                      |                             |                         | 38.2                            |                                   | 38.2   |                 |             |  |  |  |  |  |  |  |  |
| 11                | 37+29        |            | MO 100  | LT       |                         |                      | 5                           |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 38+00        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 38+08        |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 38+31        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 38+47        |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 38+88        | 41+55      | MO 100  | RT       |                         |                      |                             |                         | 38.2                            |                                   | 38.2   |                 |             |  |  |  |  |  |  |  |  |
| 12                | 38+93        | 39+03      | MO 100  | LT       |                         |                      |                             |                         | 4.4                             |                                   | 4.4  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 39+14        |            | MO 100  | RT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 39+32        |            | MO 100  | LT       |                         | 5                    |                             |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 39+56        |            | MO 100  | RT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 39+65        |            | MO 100  | LT       |                         | 5                    |                             |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 39+92        |            | MO 100  | LT       |                         | 5                    |                             |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 40+12        |            | MO 100  | LT       |                         | 5                    |                             |                         |                                 |                                   |  |                 | FLESHER DR  |  |  |  |  |  |  |  |  |
| 12                | 40+34        |            | MO 100  | LT       |                         | 5                    |                             |                         |                                 |                                   |  |                 | FLESHER DR  |  |  |  |  |  |  |  |  |
| 12                | 40+34        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 40+62        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 40+95        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12                | 41+23        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 12-13             | 41+46        | 44+19      | MO 100  | LT       |                         |                      |                             |                         | 48.9                            |                                   | 48.9   |                 |             |  |  |  |  |  |  |  |  |
| 12                | 42+40        |            | MO 100  | LT       |                         |                      | 5                           |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 13                | 43+42        |            | MO 100  | RT       |                         |                      | 5                           |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 13                | 44+44        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 13                | 44+60        | 45+58      | MO 100  | RT       |                         |                      |                             |                         | 84.9                            |                                   | 84.9   |                 |             |  |  |  |  |  |  |  |  |
| 13                | 44+85        |            | MO 100  | LT       |                         |                      | 5                           |                         |                                 |                                   |  |                 | HIGHVIEW DR |  |  |  |  |  |  |  |  |
| 13                | 44+93        | 45+52      | MO 100  | LT       |                         |                      |                             |                         | 35.3                            |                                   | 35.3   |                 |             |  |  |  |  |  |  |  |  |
| 13                | 45+73        |            | MO 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 13                | 46+82        |            | MO 100  | RT       |                         |                      | 5                           |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 13-14             | 47+09        | 49+55      | MO 100  | RT       |                         |                      |                             |                         | 15.1                            |                                   | 15.1   |                 |             |  |  |  |  |  |  |  |  |
| 13                | 47+37        |            | MO 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 13                | 47+77        |            | MO 100  | LT       | C8                      |                      |                             | 2                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 13                | 47+99        |            | MO 100  | RT       |                         |                      | 5                           |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 14                | 50+18        | 52+02      | MO 100  | LT       |                         |                      |                             |                         | 60.6                            |                                   | 60.6   |                 |             |  |  |  |  |  |  |  |  |
| 14                | 50+36        |            | MO 100  | RT       |                         |                      | 5                           |                         |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 14                | 51+39        |            | MO 100  | LT       | C4                      | 10                   |                             | 2                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |
| 14                | 51+73        |            | MO 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |             |  |  |  |  |  |  |  |  |

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|                           |                |
|---------------------------|----------------|
| DATE PREPARED<br>2/6/2026 |                |
| ROUTE<br>100              | STATE<br>MO    |
| DISTRICT<br>STL           | SHEET NO.<br>3 |
| COUNTY<br>ST LOUIS        |                |
| JOB NO.<br>J6P3510D       |                |
| CONTRACT ID.              |                |
| PROJECT NO.               |                |
| BRIDGE NO.                |                |

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

**EDSI**  
 ENGINEERING DESIGN SOURCE, INC.  
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 F. 636 537 0275  
 Missouri State Engineering Corporation #001523

16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63017

SCHEDULE OF QUANTITIES  
 SHEET 7 OF 10

| PLAN SHEET NUMBER | FROM STATION | TO STATION | ROADWAY | LOCATION | SIDEWALK                |                       |                             |                         |        | CONCRETE CURB RAMP | CONCRETE SIDEWALK, 4 IN. | ASPHALT SIDEWALK, 5.75 IN. | TYPE 5 AGGREGATE FOR BASE (4 IN. THICK) | TACK COAT | REMARKS     |
|-------------------|--------------|------------|---------|----------|-------------------------|-----------------------|-----------------------------|-------------------------|--------|--------------------|--------------------------|----------------------------|---|-----------|-------------|
|                   |              |            |         |          | SUGGESTED ADA RAMP TYPE | TRUNCATED DORIES (SF) | SIDEWALK EDGE GRINDING (LF) | CONCRETE CURB RAMP (EA) | (SQYD) |                    |                          |                            |   |           |             |
| 14                | 52+18        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 14                | 52+51        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 15                | 54+54        | 54+65      | MO 100  | LT       |                         |                       |                             |                         |        | 6.7                |                          | 6.7                        |   |           |             |
| 15                | 54+95        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 15                | 55+31        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 15                | 55+54        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 15                | 55+55        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 15                | 55+94        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 15                | 56+04        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 15                | 56+36        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 15                | 56+65        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 15                | 56+93        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 15                | 57+25        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 16                | 58+50        | 60+20      | MO 100  | RT       |                         |                       |                             |                         |        | 58.3               |                          | 58.3                       |   |           |             |
| 16                | 58+92        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 16                | 59+23        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 16                | 59+76        | 59+89      | MO 100  | LT       |                         |                       |                             |                         |        | 7.2                |                          | 7.2                        |   |           |             |
| 16                | 62+24        |            | MO 100  | RT       |                         |                       | 5                           |                         |        |                    |                          |                            |   |           |             |
| 17                | 64+25        | 65+11      | MO 100  | RT       |                         |                       |                             |                         |        | 47.6               |                          | 47.6                       |   |           |             |
| 18                | 71+28        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 18                | 71+43        | 71+54      | MO 100  | RT       |                         |                       |                             |                         |        | 6.2                |                          | 6.2                        |   |           |             |
| 18                | 71+09        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 18                | 72+37        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 18                | 72+93        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 18-19             | 72+96        | 75+38      | MO 100  | RT       |                         |                       |                             |                         |        | 65.7               |                          | 65.7                       |   |           |             |
| 18                | 73+74        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 18                | 74+09        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 18                | 74+79        |            | MO 100  | RT       |                         |                       | 5                           |                         |        |                    |                          |                            |   |           |             |
| 19                | 75+02        |            | MO 100  | RT       |                         |                       | 5                           |                         |        |                    |                          |                            |   |           |             |
| 19                | 76+43        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 19                | 76+80        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 19                | 77+09        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 19                | 77+37        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 19                | 77+52        | 77+81      | MO 100  | RT       |                         |                       |                             |                         |        | 15.9               |                          | 15.9                       |   |           |             |
| 19                | 77+97        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 19                | 78+24        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 19                | 78+44        |            | MO 100  | RT       | 03                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 19                | 78+47        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 19                | 79+99        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 20                | 80+26        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 20                | 80+49        |            | MO 100  | RT       | 05                      |                       | 12                          |                         | 1      |                    |                          |                            |   |           |             |
| 20                | 80+53        |            | MO 100  | LT       | 05                      |                       | 12                          |                         | 1      |                    |                          |                            |   |           |             |
| 20                | 81+12        |            | MO 100  | LT       | 08                      |                       | 40                          |                         | 2      |                    |                          |                            |   |           |             |
| 20                | 81+23        |            | MO 100  | RT       | 08                      |                       | 25                          |                         | 1      |                    |                          |                            |   |           |             |
| 20                | 81+98        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 20                | 82+40        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 20                | 82+97        | 83+10      | MO 100  | LT       |                         |                       |                             |                         |        | 8.6                |                          | 8.6                        |   |           |             |
| 20                | 84+13        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 20                | 84+52        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 20                | 84+80        |            | MO 100  | RT       |                         |                       | 5                           |                         |        |                    |                          |                            |   |           |             |
| 20                | 85+09        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 21                | 85+61        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 21                | 85+76        | 85+90      | MO 100  | LT       |                         |                       |                             |                         |        | 9.5                |                          | 9.5                        |   |           |             |
| 21                | 87+17        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 21                | 87+34        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 21                | 87+63        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 21                | 87+68        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 21                | 88+32        |            | MO 100  | RT       |                         |                       | 5                           |                         |        |                    |                          |                            |   |           |             |
| 22                | 91+58        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 22                | 91+98        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 22                | 92+57        |            | MO 100  | LT       |                         |                       | 5                           |                         |        |                    |                          |                            |   |           |             |
| 22                | 92+67        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 22                | 92+89        |            | MO 100  | LT       | 04                      |                       | 10                          |                         | 2      |                    |                          |                            |   |           |             |
| 22                | 92+98        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 22                | 93+09        | 93+22      | MO 100  | RT       |                         |                       |                             |                         |        | 7.0                |                          | 7.0                        |   |           |             |
| 22                | 93+21        |            | MO 100  | LT       | 02                      |                       | 11                          |                         | 2      |                    |                          |                            |   |           |             |
| 22                | 93+67        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 22                | 93+96        |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 22                | 94+46        |            | MO 100  | LT       |                         |                       | 10                          |                         |        |                    |                          |                            |   |           |             |
| 22                | 94+47        |            | MO 100  | RT       |                         |                       | 10                          |                         |        |                    |                          |                            |   |           |             |
| 22                | 94+59        |            | MO 100  | LT       |                         |                       |                             | 5                       |        |                    |                          |                            |   |           |             |
| 22                | 94+63        |            | MO 100  | RT       | 01                      |                       | 10                          |                         | 1      |                    |                          |                            |   |           |             |
| 22                | 95+01        |            | MO 100  | RT       | 04                      |                       | 10                          |                         | 1      |                    |                          |                            |   |           |             |
| 22-23             | 95+49        | 101+71     | MO 100  | RT       |                         |                       |                             |                         |        | 78.6               |                          | 78.6                       |   |           |             |
| 23                | 97+44        |            | MO 100  | LT       | 08                      |                       | 31                          |                         | 2      |                    |                          |                            |   |           |             |
| 23                | 97+89        |            | MO 100  | LT       | 06                      |                       | 19                          |                         | 1      |                    |                          |                            |   |           |             |
| 23                | 99+45        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 23                | 99+68        |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 23                | 100+48       |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 23                | 100+84       |            | MO 100  | LT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 23                | 100+84       | 101+18     | MO 100  | LT       |                         |                       |                             |                         |        | 18.6               |                          | 18.6                       |   |           |             |
| 24                | 102+31       |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 24                | 102+75       |            | MO 100  | RT       | 05                      |                       |                             |                         | 1      |                    |                          |                            |   |           |             |
| 24                | 102+97       |            | MO 100  | LT       | 05                      |                       | 11                          |                         | 1      |                    |                          |                            |   |           |             |
| 24                | 103+32       |            | MO 100  | LT       | 05                      |                       | 10                          |                         | 1      |                    |                          |                            |   |           |             |
| 24                | 103+62       | 104+33     | MO 100  | RT       |                         |                       |                             |                         |        | 8.0                |                          | 8.0                        |   |           |             |
| 24                | 104+72       | 104+96     | MO 100  | RT       |                         |                       |                             | 32                      |        |                    |                          |                            |   |           | ASPHALT LIP |

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DATE PREPARED  
2/6/2026

ROUTE 100 STATE MO

DISTRICT STL SHEET NO. 3

COUNTY ST LOUIS

JOB NO. J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

**EDSI**  
 ENGINEERING DESIGN SOURCE, INC.

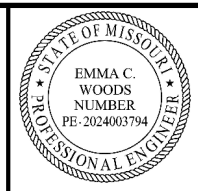
16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523

T. 636 537 5685  
 F. 636 537 0215

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

| PLAN SHEET NUMBER | FROM STATION | TO STATION | ROADWAY | LOCATION | SIDEWALK                |                      |                             | CONCRETE CURB RAMP (EA) | CONCRETE SIDEWALK, 4 IN. (SQYD) | ASPHALT SIDEWALK, 5.75 IN. (SQYD) | TYPE 5 AGGREGATE FOR BASE (4 IN. THICK) (SQYD) | TACK COAT (GAL) | REMARKS               |
|-------------------|--------------|------------|---------|----------|-------------------------|----------------------|-----------------------------|-------------------------|---------------------------------|-----------------------------------|--|-----------------|-----------------------|
|                   |              |            |         |          | SUGGESTED ADA RAMP TYPE | TRUNCATED DORES (SF) | SIDEWALK EDGE GRINDING (LF) |                         |                                 |                                   |  |                 |                       |
| 24                | 104+88       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 24                | 105+13       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 24                | 105+68       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 24                | 105+99       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 24                | 106+38       |            | MC 100  | RT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |                       |
| 25                | 107+09       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 25                | 107+64       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 25                | 108+04       | 108+43     | MC 100  | LT       |                         |                      |                             |                         | 24.2                            |                                   | 24.2   |                 |                       |
| 25                | 109+06       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 25                | 109+55       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 25                | 110+21       |            | MC 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |                       |
| 25                | 110+75       |            | MC 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |                       |
| 25                | 110+89       | 112+33     | MC 100  | LT       |                         |                      |                             |                         | 43.1                            |                                   | 43.1   |                 |                       |
| 25                | 111+44       |            | MC 100  | RT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 25-26             | 111+68       | 113+62     | MC 100  | RT       |                         |                      |                             |                         | 113.7                           |                                   | 113.7  |                 |                       |
| 26                | 114+78       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 26                | 114+79       |            | MC 100  | RT       |                         |                      | 6                           |                         |                                 |                                   |  |                 |                       |
| 26                | 115+36       |            | MC 100  | RT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 26                | 115+38       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 26                | 115+73       |            | MC 100  | RT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 26                | 116+82       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 26                | 117+19       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 26                | 117+35       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 26                | 117+65       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 27                | 118+47       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 27                | 119+51       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 27                | 119+97       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 27                | 120+43       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 27                | 120+77       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 27                | 120+97       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 27                | 121+08       |            | MC 100  | RT       | C2                      | 10                   |                             | 2                       |                                 |                                   |  |                 |                       |
| 27                | 121+27       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 27                | 121+40       | 121+57     | MC 100  | LT       |                         |                      |                             |                         | 14.4                            |                                   | 14.4   |                 |                       |
| 27                | 121+57       |            | MC 100  | LT       | C4                      | 10                   |                             | 2                       |                                 |                                   |  |                 |                       |
| 27                | 121+99       |            | MC 100  | RT       | C4                      | 10                   |                             | 2                       |                                 |                                   |  |                 |                       |
| 27                | 122+35       |            | MC 100  | RT       | C4                      | 10                   |                             | 2                       |                                 |                                   |  |                 |                       |
| 28                | 126+73       | 126+83     | MC 100  | RT       |                         |                      |                             |                         | 5.6                             |                                   | 5.6  |                 |                       |
| 28                | 127+34       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 28                | 127+57       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 28                | 127+79       |            | MC 100  | RT       | C2                      | 10                   |                             | 2                       |                                 |                                   |  |                 |                       |
| 29                | 129+04       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 29                | 129+11       |            | MC 100  | RT       | C6                      | 32                   |                             | 1                       |                                 |                                   |  |                 |                       |
| 29                | 129+30       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 29                | 129+70       |            | MC 100  | RT       |                         |                      | 7                           |                         |                                 |                                   |  |                 |                       |
| 29                | 131+16       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 29                | 131+62       |            | MC 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |                       |
| 29                | 131+69       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 29                | 131+86       |            | MC 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |                       |
| 29                | 132+66       | 132+81     | MC 100  | RT       |                         |                      |                             |                         | 8.3                             |                                   | 8.3  |                 |                       |
| 29                | 133+87       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 30                | 134+40       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 30-31             | 138+13       | 141+07     | MC 100  | RT       |                         |                      |                             |                         | 64.5                            |                                   | 64.5   |                 |                       |
| 31                | 139+15       | 139+94     | MC 100  | LT       |                         |                      |                             |                         | 53.4                            |                                   | 53.4   |                 |                       |
| 31                | 140+56       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 31                | 140+87       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 31-32             | 141+01       | 142+73     | MC 100  | LT       |                         |                      |                             |                         | 15.3                            |                                   | 15.3   |                 | A FEW DIFFERENT SLABS |
| 31                | 141+21       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 31                | 141+49       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 32                | 142+93       |            | MC 100  | RT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |                       |
| 32                | 143+32       |            | MC 100  | RT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |                       |
| 32                | 143+35       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 32                | 143+87       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 32                | 144+09       | 144+20     | MC 100  | LT       |                         |                      |                             |                         | 7.8                             |                                   | 7.8  |                 |                       |
| 32                | 144+44       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 32                | 144+73       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 32                | 145+41       |            | MC 100  | LT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 32                | 145+67       | 145+91     | MC 100  | LT       |                         |                      |                             |                         | 16.1                            |                                   | 16.1   |                 |                       |
| 32                | 146+82       | 146+88     | MC 100  | LT       |                         |                      |                             |                         | 4.0                             |                                   | 4.0  |                 |                       |
| 33                | 148+20       | 148+40     | MC 100  | LT       |                         |                      |                             |                         | 13.4                            |                                   | 13.4   |                 |                       |
| 33                | 148+81       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 33                | 149+07       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 33                | 149+79       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 34                | 150+07       |            | MC 100  | RT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 34                | 150+18       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 34                | 151+27       | 151+33     | MC 100  | RT       |                         |                      |                             |                         | 4.0                             |                                   | 4.0  |                 |                       |
| 34                | 152+64       | 153+04     | MC 100  | LT       |                         |                      |                             |                         | 26.6                            |                                   | 26.6   |                 |                       |
| 34                | 153+38       |            | MC 100  | LT       |                         | 6                    |                             |                         |                                 |                                   |  |                 |                       |
| 34                | 153+46       |            | MC 100  | RT       | C6                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 34                | 153+93       |            | MC 100  | RT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 34                | 154+00       |            | MC 100  | LT       | C4                      |                      |                             | 2                       |                                 |                                   |  |                 |                       |
| 34                | 154+36       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 34-35             | 154+85       | 157+40     | MC 100  | RT       |                         |                      |                             |                         | 36.3                            |                                   | 36.3   |                 |                       |
| 35                | 156+60       |            | MC 100  | LT       | C5                      | 10                   |                             | 1                       |                                 |                                   |  |                 |                       |
| 35                | 158+54       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 35                | 158+83       |            | MC 100  | LT       | C5                      |                      |                             | 1                       |                                 |                                   |  |                 |                       |
| 35                | 159+79       |            | MC 100  | LT       | C6                      | 18                   |                             | 1                       |                                 |                                   |  |                 |                       |
| 35                | 160+14       |            | MC 100  | LT       | C5                      | 20                   |                             | 1                       |                                 |                                   |  |                 |                       |

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DATE PREPARED  
2/6/2026

|              |           |
|--------------|-----------|
| ROUTE        | STATE     |
| 100          | MO        |
| DISTRICT     | SHEET NO. |
| STL          | 3         |
| COUNTY       |           |
| ST LOUIS     |           |
| JOB NO.      |           |
| J6P3510D     |           |
| CONTRACT ID. |           |

PROJECT NO.

BRIDGE NO.

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

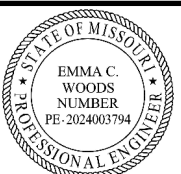
**EDSI**  
 ENGINEERING DESIGN SOURCE, INC.  
 16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #004523

T. 636 537 5685  
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SCHEDULE OF QUANTITIES

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|                           |                |
|---------------------------|----------------|
| DATE PREPARED<br>2/6/2026 |                |
| ROUTE<br>100              | STATE<br>MO    |
| DISTRICT<br>STL           | SHEET NO.<br>3 |
| COUNTY<br>ST LOUIS        |                |
| JOB NO.<br>J6P3510D       |                |
| CONTRACT ID.              |                |
| PROJECT NO.               |                |
| BRIDGE NO.                |                |

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

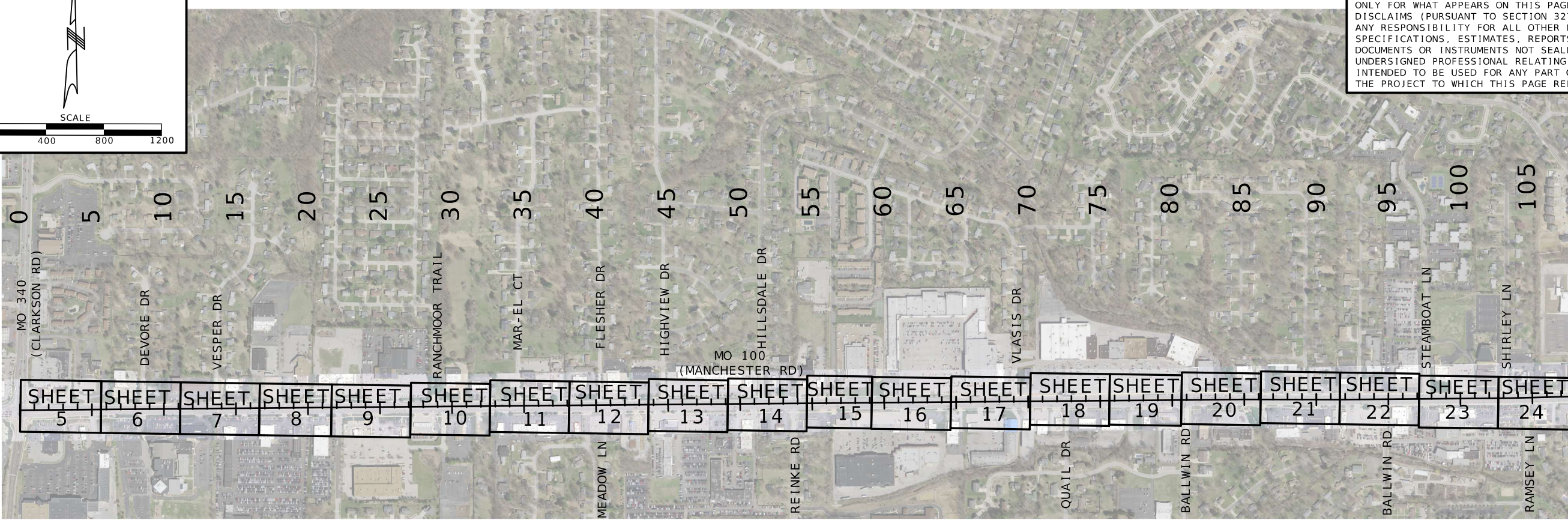
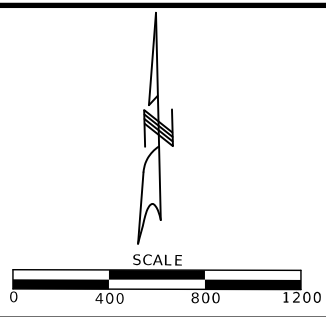
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 ENGINEERING DESIGN SOURCE, INC.  
 16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63047  
 Missouri State Engineering Corporation #001523  
 T. 636 537 5685  
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| PLAN SHEET NUMBER | FROM STATION | TO STATION | ROADWAY | LOCATION | SIDEWALK                |                      |                             |                         |                                 | TYPE 5 AGGREGATE FOR BASE (4 IN. THICK) | TACK COAT (GAL) | REMARKS   |
|-------------------|--------------|------------|---------|----------|-------------------------|----------------------|-----------------------------|-------------------------|---------------------------------|---|-----------------|---|
|                   |              |            |         |          | SUGGESTED ADA RAMP TYPE | TRUNCATED DOMES (SF) | SIDEWALK EDGE GRINDING (LF) | CONCRETE CURB RAMP (EA) | CONCRETE SIDEWALK, 4 IN. (SQYD) |   |                 |   |
| 35                | 160+19       | 160+34     | MD 100  | LT       |                         |                      |                             |                         | 11.1                            |   | 11.1            |   |
| 35                | 160+49       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 35                | 160+75       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 35-36             | 160+91       | 163+31     | MD 100  | LT       |                         |                      |                             |                         | 57.8                            |   | 57.8            |   |
| 36                | 161+33       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 161+64       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 161+69       | 163+65     | MD 100  | RT       |                         |                      |                             |                         | 80.7                            |   | 80.7            |   |
| 36                | 162+22       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 162+22       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 162+55       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 162+57       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 163+55       |            | MD 100  | LT       | C6                      | 20                   |                             | 1                       |                                 |   |                 |   |
| 36                | 163+85       |            | MD 100  | LT       | C6                      | 20                   |                             | 1                       |                                 |   |                 |   |
| 36                | 163+92       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36-37             | 164+09       | 167+86     | MD 100  | LT       |                         |                      |                             |                         | 155.5                           |   | 155.5           |   |
| 36                | 164+24       |            | MD 100  | RT       | C5                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 164+46       |            | MD 100  | RT       | C6                      | 20                   |                             | 1                       |                                 |   |                 |   |
| 36                | 164+55       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 164+86       |            | MD 100  | RT       | C6                      | 20                   |                             | 1                       |                                 |   |                 |   |
| 36                | 164+89       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36-37             | 165+10       | 166+95     | MD 100  | RT       |                         |                      |                             |                         | 73.7                            |   | 73.7            |   |
| 36                | 165+42       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 165+49       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 165+76       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 36                | 165+81       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 37                | 167+20       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 37                | 167+37       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 37                | 167+91       |            | MD 100  | RT       | C6                      | 25                   |                             | 1                       |                                 |   |                 |   |
| 37                | 168+10       |            | MD 100  | LT       | C6                      | 20                   |                             | 1                       |                                 |   |                 |   |
| 37                | 168+43       |            | MD 100  | LT       | C6                      | 20                   |                             | 1                       |                                 |   |                 |   |
| 37                | 168+47       |            | MD 100  | RT       | C6                      | 35                   |                             | 1                       |                                 |   |                 |   |
| 37                | 168+68       | 171+87     | MD 100  | LT       |                         |                      |                             |                         | 114.6                           |   | 114.6           |   |
| 37-38             | 168+81       | 178+54     | MD 100  | RT       |                         |                      |                             |                         | 331.9                           | 37.8                                    | 369.7           | 4.9 INCLUDES ASPHALT SLOPE REPAIR AS NECESSARY  |
| 37                | 169+18       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 37                | 169+41       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 37                | 170+38       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 37                | 170+69       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 37                | 171+81       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 172+12       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 172+12       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 172+29       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 172+74       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 173+06       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 173+07       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 173+34       |            | MD 100  | LT       | C6                      | 17                   |                             | 1                       |                                 |   |                 |   |
| 38                | 173+36       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 173+72       |            | MD 100  | LT       | C6                      | 20                   |                             | 1                       |                                 |   |                 |   |
| 38                | 174+11       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 174+28       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 174+42       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 174+46       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 174+66       | 175+01     | MD 100  | LT       |                         |                      |                             |                         | 24.9                            |   | 24.9            |   |
| 38                | 175+17       |            | MD 100  | RT       | C5                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 175+23       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 175+66       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 176+55       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 176+80       |            | MD 100  | LT       | C5                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 176+88       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 38                | 177+09       |            | MD 100  | LT       | C5                      |                      |                             | 1                       |                                 |   |                 |   |
| 38-39             | 177+20       | 178+30     | MD 100  | LT       |                         |                      |                             |                         | 29.2                            |   | 29.2            |   |
| 38                | 177+48       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 39                | 177+56       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 39                | 177+79       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 39                | 177+84       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 39                | 178+55       |            | MD 100  | LT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 39                | 178+81       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 39                | 179+17       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 39                | 179+55       |            | MD 100  | RT       | C6                      |                      |                             | 1                       |                                 |   |                 |   |
| 40                | 185+30       |            | MD 100  | LT       | C1                      | 12                   |                             | 1                       |                                 |   |                 |   |
| <b>SUBTOTALS*</b> |              |            |         |          | 855                     |                      |                             |                         |                                 | 2920.9                                  | 4.9             | *SEE SUBTOTAL SCHEDULE FOR FINAL PAY ITEM TOTAL |
| <b>TOTALS</b>     |              |            |         |          |                         | 151                  | 260                         | 2883.1                  | 37.8                            |   |                 |   |

| SIGNALS           |   |      |           |
|-------------------|---|------|-----------|
| MODOT ITEM NUMBER | ITEM DESCRIPTION  | UNIT | SUBTOTALS |
| 902-77.08         | POST, SIGNAL 8 FT. OR 2.4 M                                     | EACH | 1         |
| 902-53.00         | CONDUIT, 3 IN., TRENCH WITH TRACER WIRE                         | LF   | 103       |
| 902-73.00         | CONDUIT, 3 IN., PUSHED WITH TRACER WIRE                         | LF   | 129       |
| 902-83.08         | CABLE, 16 AWG 2 CONDUCTOR                                       | LF   | 540       |
| 902-83.10         | CABLE, 16 AWG 5 CONDUCTOR                                       | LF   | 130       |
| 902-91.00         | BASE, CONCRETE  | CY   | 0.5       |
| 902-99.02         | SL DISTRICT TRAFFIC SIGNAL DETECTION SYSTEM                     | EACH | 1         |
| 902-99.02         | REMOVE AND REPLACE CONC. PULL BOX W/ PREFORMED CLASS 1 PULL BOX | EACH | 1         |
| 902-99.02         | COUNTDOWN PEDESTRIAN SIGNAL HEAD, TYPE 1S                       | EACH | 8         |
| 902-99.02         | AUDIBLE PEDESTRIAN PUSHBUTTON AND SIGNING                       | EACH | 24        |
| 902-99.02         | PUSHBUTTON EXTENSION  | EACH | 6         |
| 902-99.02         | 4 FT. PED STANCHION   | EACH | 9         |

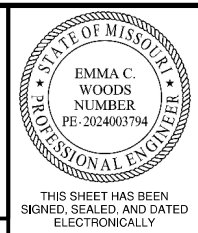
SCHEDULE OF QUANTITIES

SHEET 10 OF 10



|         |         |         |         |         |          |          |          |          |          |          |          |          |          |          |          |          |          |          |          |
|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| SHEET 5 | SHEET 6 | SHEET 7 | SHEET 8 | SHEET 9 | SHEET 10 | SHEET 11 | SHEET 12 | SHEET 13 | SHEET 14 | SHEET 15 | SHEET 16 | SHEET 17 | SHEET 18 | SHEET 19 | SHEET 20 | SHEET 21 | SHEET 22 | SHEET 23 | SHEET 24 |
|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|

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| DATE PREPARED | 2/6/2026 |             |
| ROUTE         | 100      | STATE MO    |
| DISTRICT      | STL      | SHEET NO. 4 |
| COUNTY        | ST LOUIS |             |
| JOB NO.       | J6P3510D |             |
| CONTRACT ID.  |          |             |
| PROJECT NO.   |          |             |
| BRIDGE NO.    |          |             |

MATCHLINE A

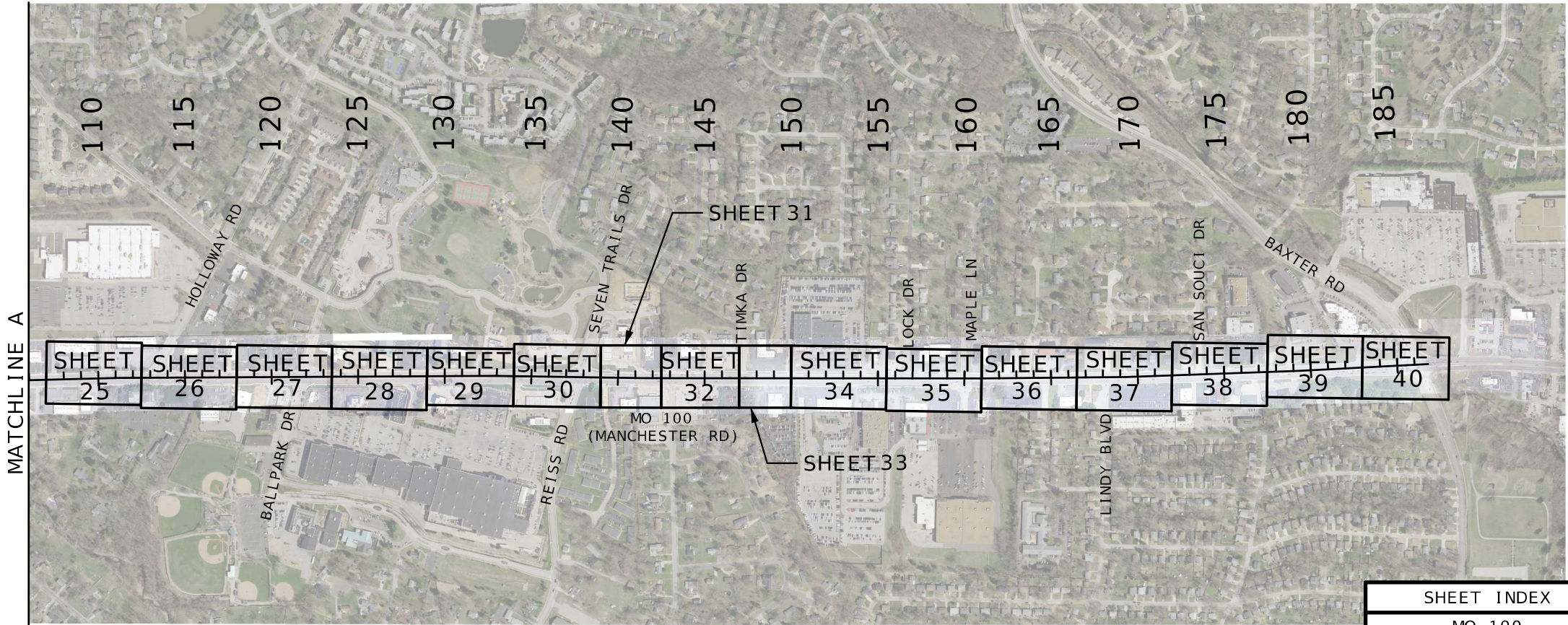
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

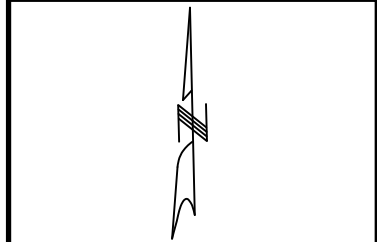
ENGINEERING DESIGN SOURCE, INC.  
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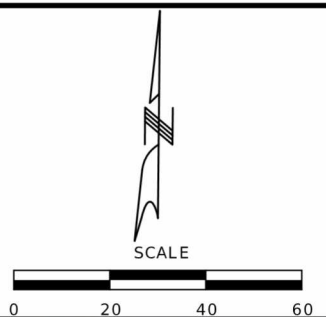
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| SHEET INDEX   |
| MO 100        |
| SHEET 1 OF 37 |



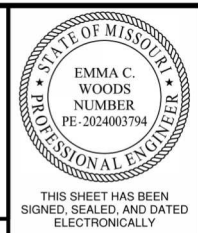
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| SHEET 25 | SHEET 26 | SHEET 27 | SHEET 28 | SHEET 29 | SHEET 30 | SHEET 31 | SHEET 32 | SHEET 33 | SHEET 34 | SHEET 35 | SHEET 36 | SHEET 37 | SHEET 38 | SHEET 39 | SHEET 40 |
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MATCHLINE A



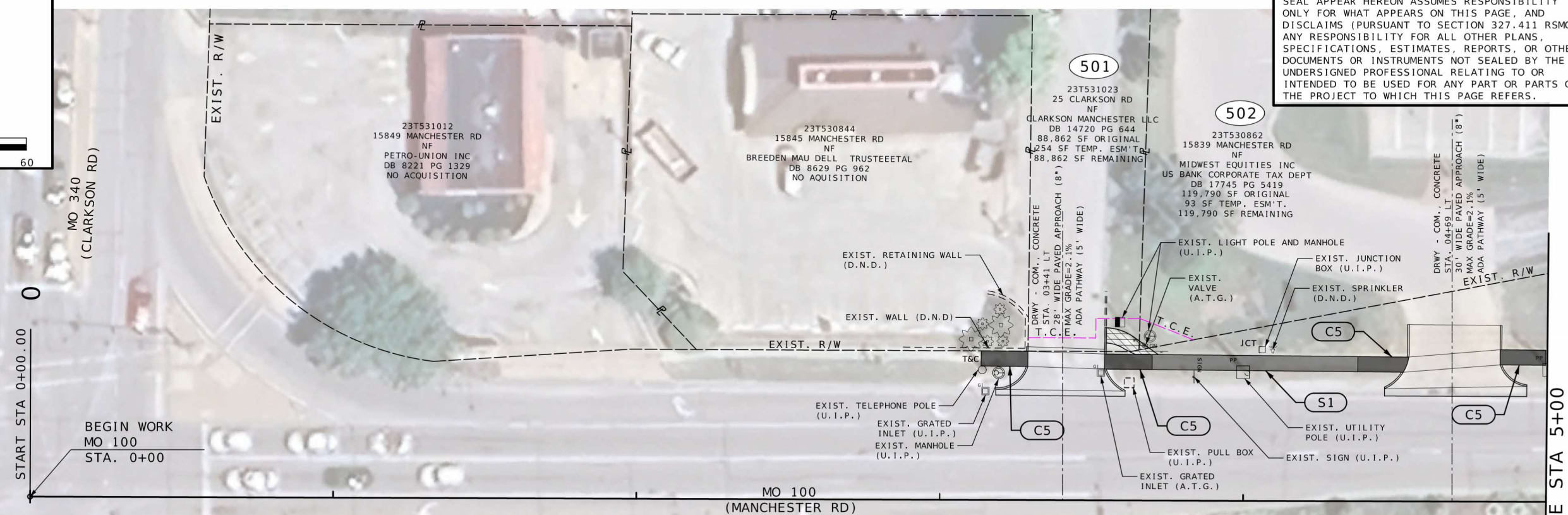


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DATE PREPARED  
 2/6/2026

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| ROUTE<br>100        | STATE<br>MO    |
| DISTRICT<br>STL     | SHEET NO.<br>5 |
| COUNTY<br>ST LOUIS  |                |
| JOB NO.<br>J6P3510D |                |
| CONTRACT ID.        |                |
| PROJECT NO.         |                |
| BRIDGE NO.          |                |



PLAN SHEET LEGEND

|  |  |  |                                    |
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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

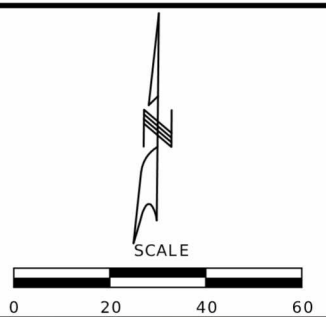
PLAN SHEET  
 MO 100  
 SHEET 2 OF 37

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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

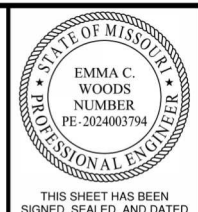
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502  
SEE SHEET 2 OF 37  
FOR DETAILS

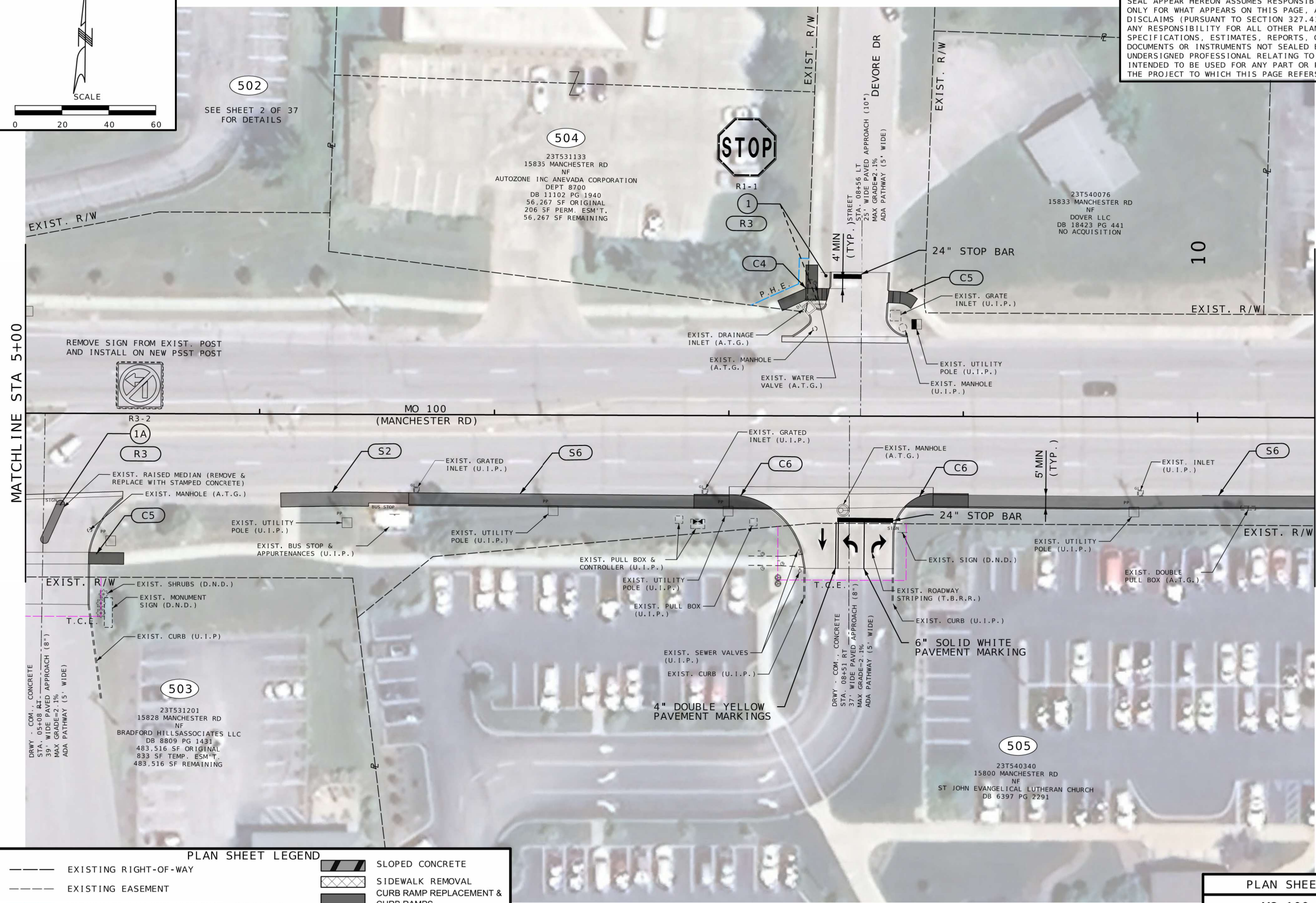
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| DATE PREPARED<br>2/6/2026 |                |
| ROUTE<br>100              | STATE<br>MO    |
| DISTRICT<br>STL           | SHEET NO.<br>6 |
| COUNTY<br>ST LOUIS        |                |
| JOB NO.<br>J6P3510D       |                |
| CONTRACT ID.              |                |
| PROJECT NO.               |                |
| BRIDGE NO.                |                |

MATCHLINE STA 5+00

MATCHLINE STA 10+50



|  |  |  |                                    |
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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

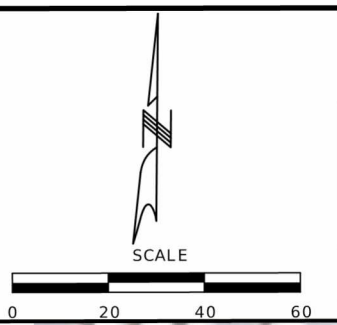
PLAN SHEET  
MO 100  
SHEET 3 OF 37

| DATE | DESCRIPTION |
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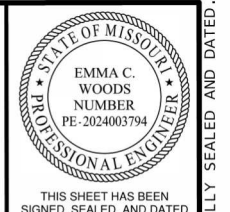
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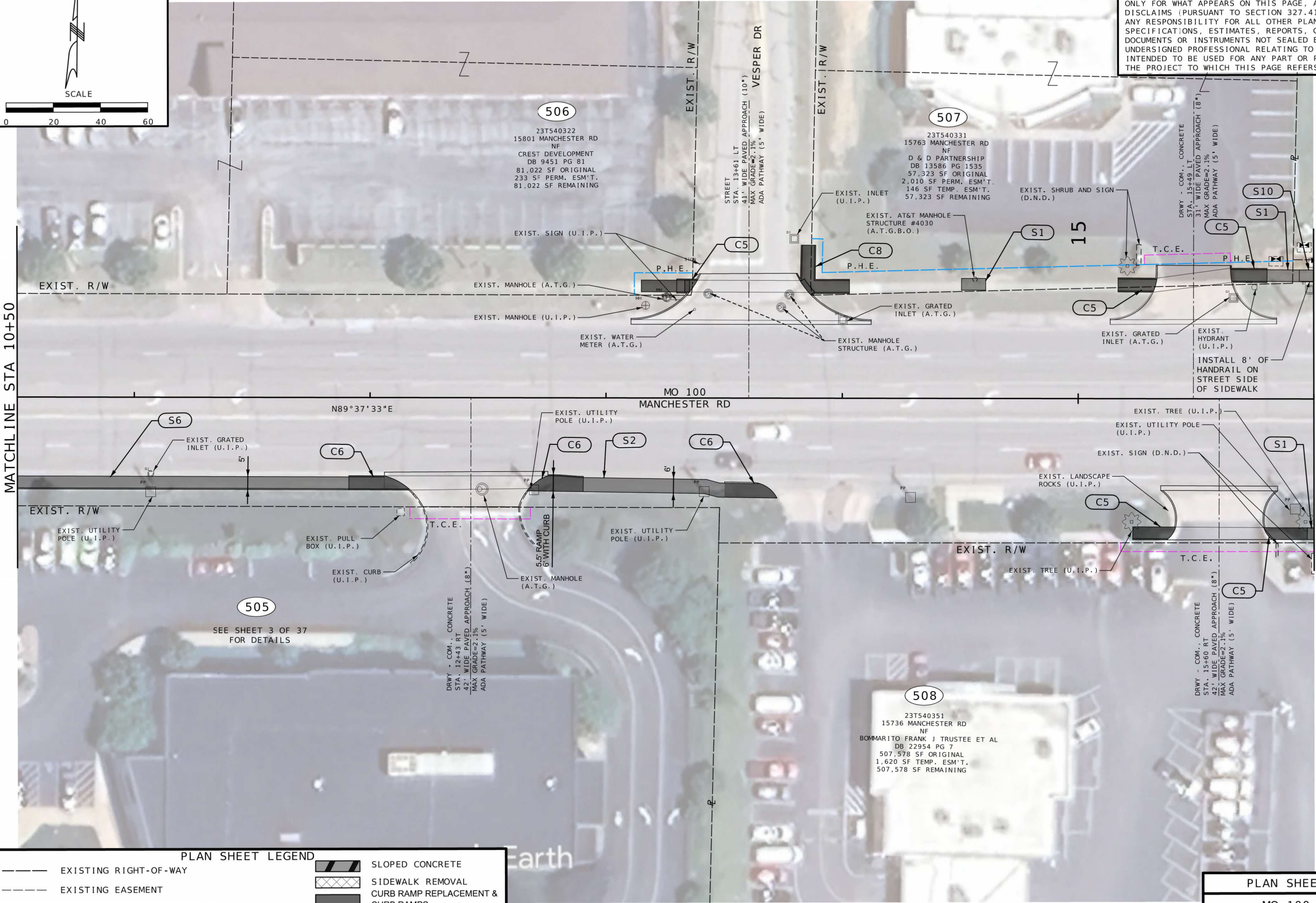


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| DATE PREPARED<br>2/6/2026 |                |
| ROUTE<br>100              | STATE<br>MO    |
| DISTRICT<br>STL           | SHEET NO.<br>7 |
| COUNTY<br>ST LOUIS        |                |
| JOB NO.<br>J6P3510D       |                |
| CONTRACT ID.              |                |
| PROJECT NO.               |                |
| BRIDGE NO.                |                |

MATCHLINE STA 10+50

MATCHLINE STA 16+00



SEE SHEET 3 OF 37 FOR DETAILS

|  |  |  |                                    |
|--|--|--|------------------------------------|
|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

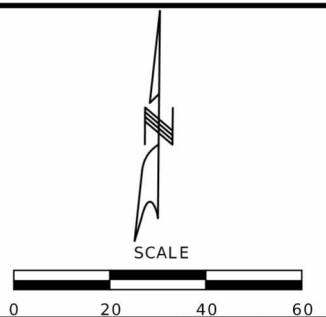
PLAN SHEET  
 MO 100  
 SHEET 4 OF 37

| DATE | DESCRIPTION |
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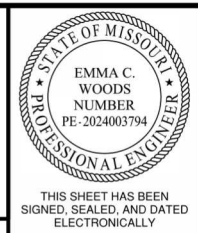
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

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2/6/2026

ROUTE 100 STATE MO  
 DISTRICT STL SHEET NO. 8  
 COUNTY ST LOUIS  
 JOB NO. J6P3510D  
 CONTRACT ID.

PROJECT NO.  
 BRIDGE NO.



MATCHLINE STA 16+00

MATCHLINE STA 21+00

MO 100  
(MANCHESTER RD)

| PLAN SHEET LEGEND |  |
|-------------------|--|
|                   | EXISTING RIGHT-OF-WAY                    |
|                   | EXISTING EASEMENT                        |
|                   | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |
|                   | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |
|                   | SLOPED CONCRETE                          |
|                   | SIDEWALK REMOVAL                         |
|                   | CURB RAMP REPLACEMENT & CURB RAMP        |
|                   | SIDEWALK/CONCRETE REPLACEMENT            |

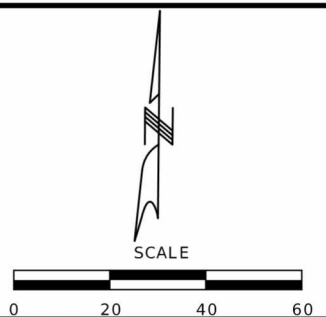
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

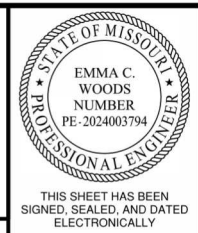
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PLAN SHEET  
 MO 100  
 SHEET 5 OF 37

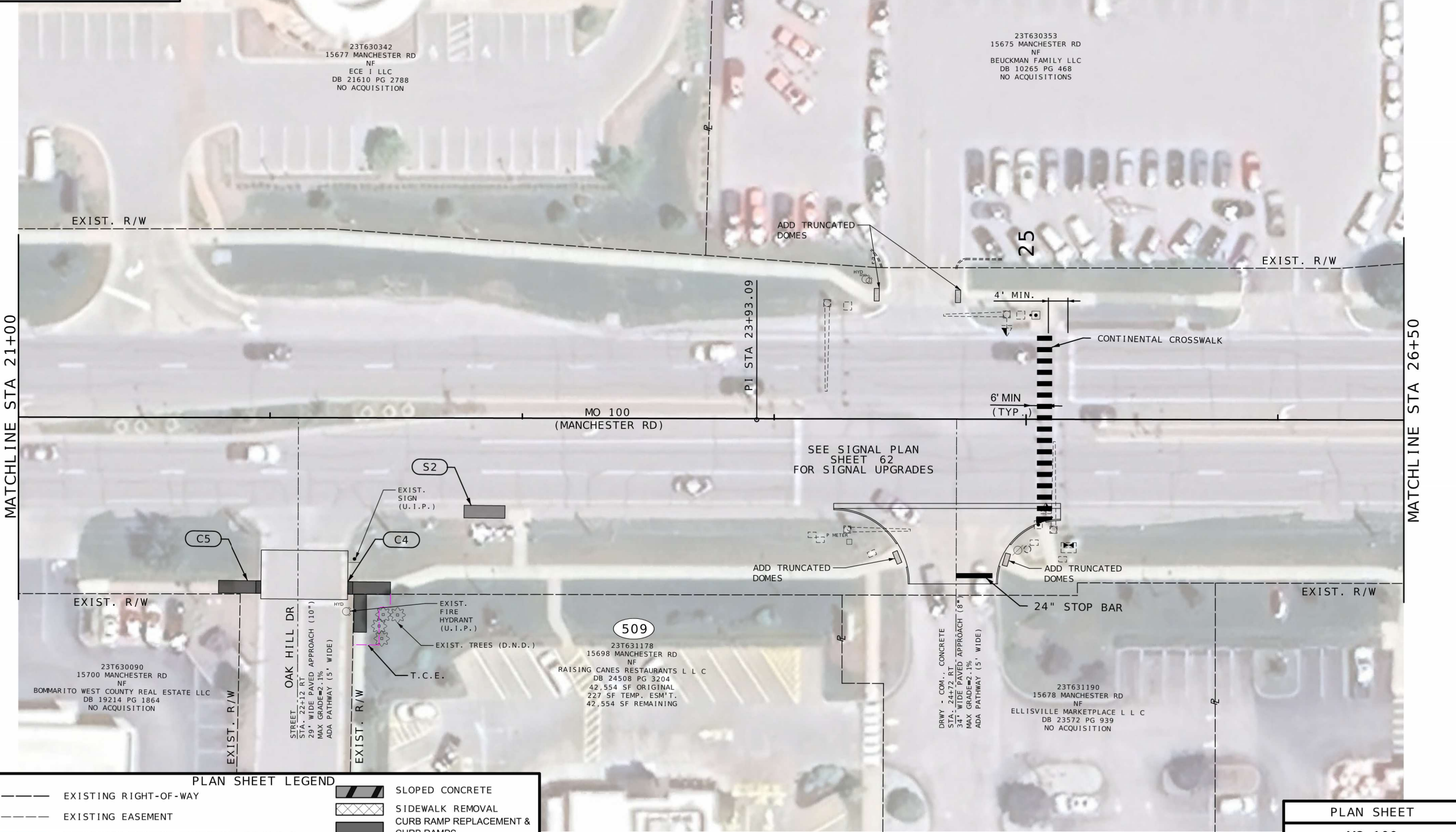


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| DATE PREPARED<br>2/6/2026 |                |
| ROUTE<br>100              | STATE<br>MO    |
| DISTRICT<br>STL           | SHEET NO.<br>9 |
| COUNTY<br>ST LOUIS        |                |
| JOB NO.<br>J6P3510D       |                |
| CONTRACT ID.              |                |
| PROJECT NO.               |                |
| BRIDGE NO.                |                |



MATCHLINE STA 21+00

MATCHLINE STA 26+50

**PLAN SHEET LEGEND**

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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

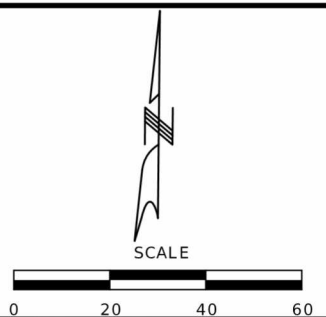
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

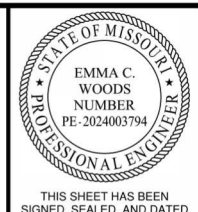
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**PLAN SHEET**  
 MO 100  
 SHEET 6 OF 37

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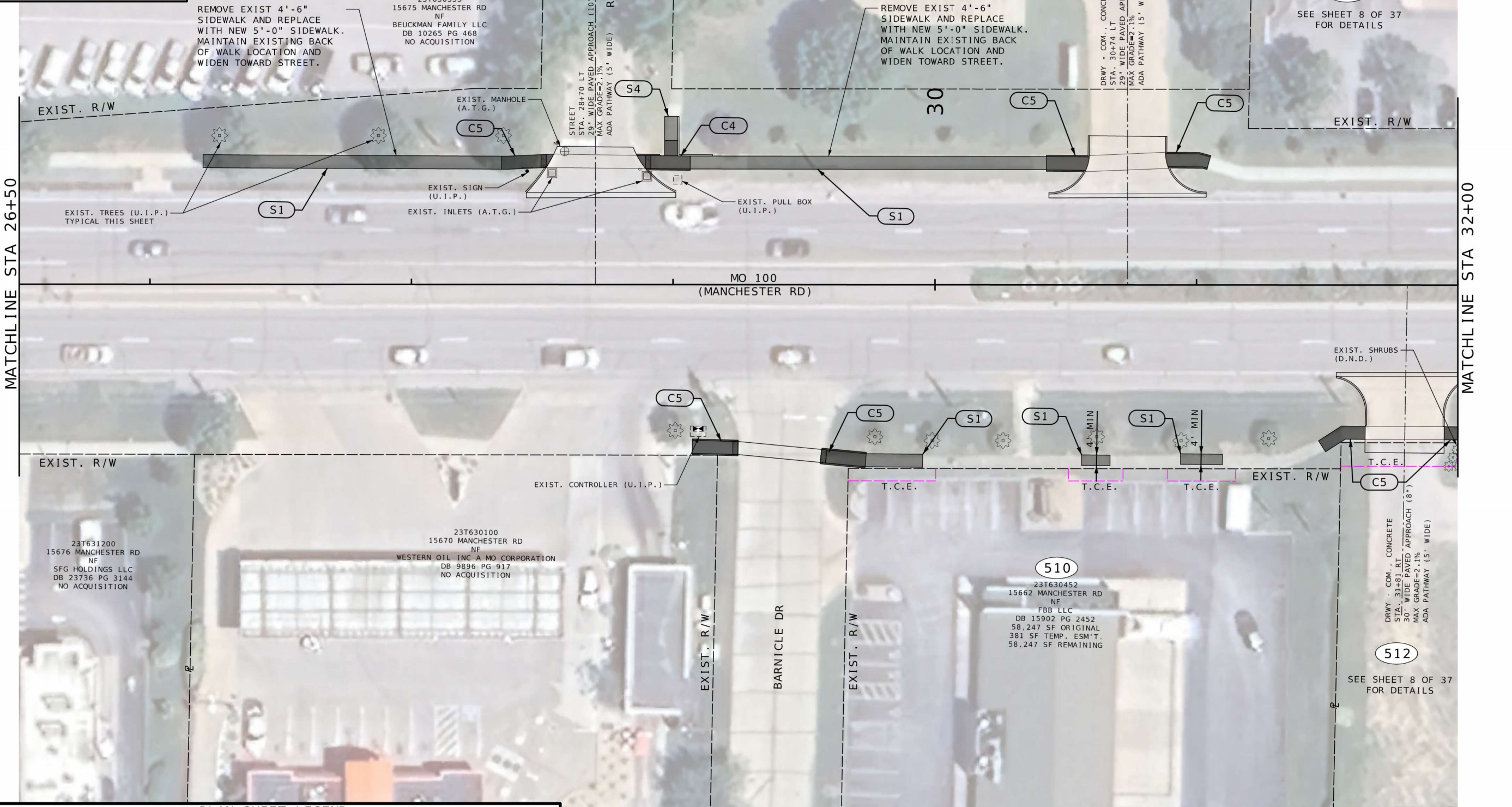
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| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>10 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |

PROJECT NO.  
BRIDGE NO.

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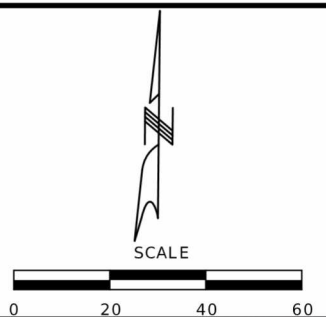


**PLAN SHEET LEGEND**

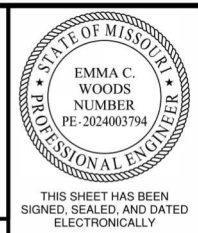
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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

PLAN SHEET  
 MO 100  
 SHEET 7 OF 37

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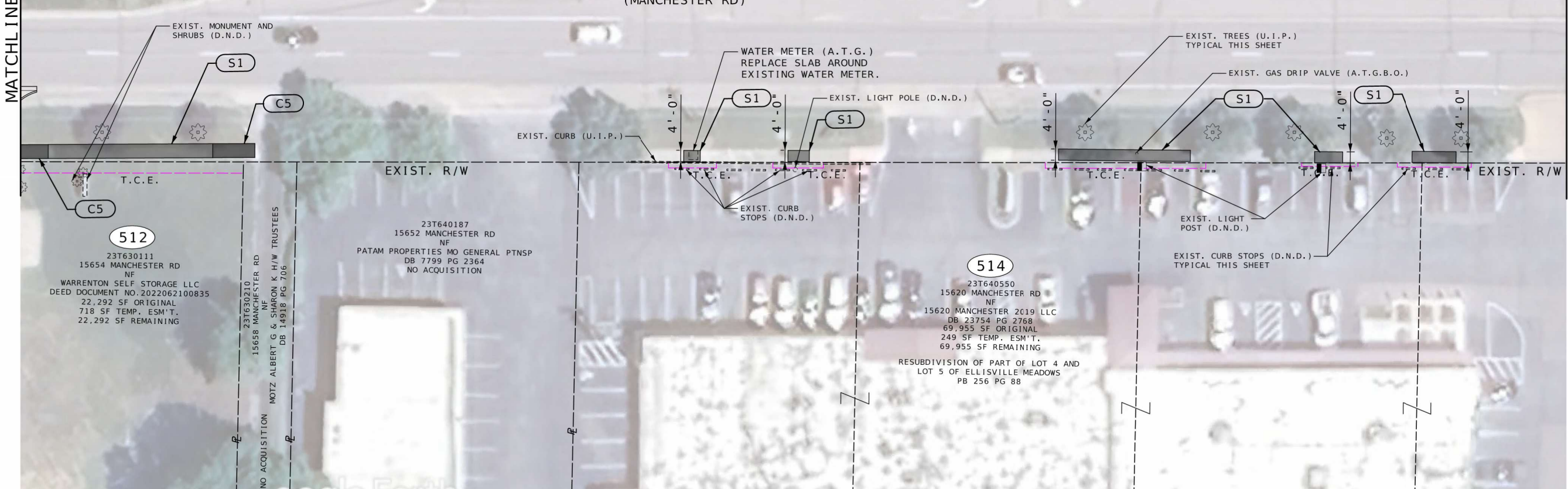
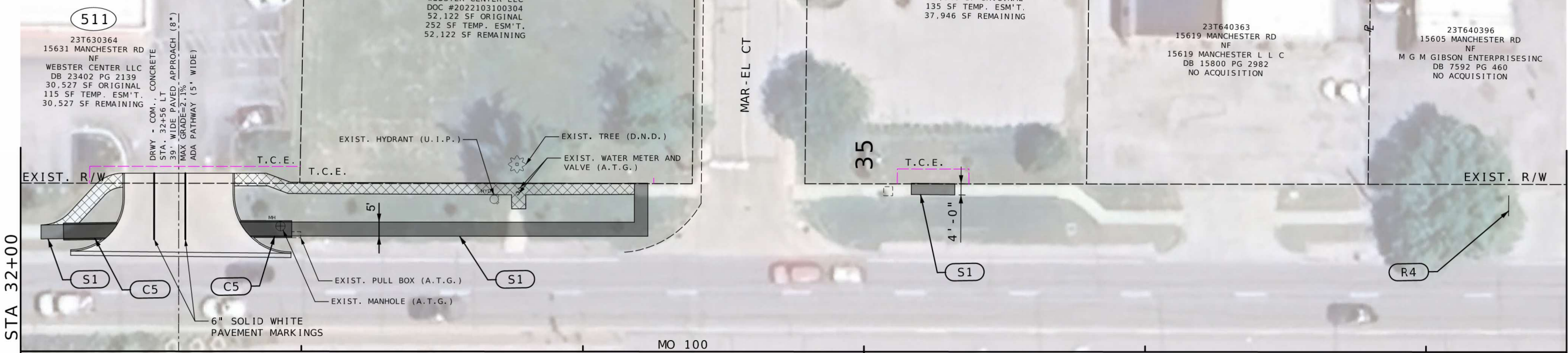


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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>11 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



PLAN SHEET LEGEND

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|-------|--|--|------------------------------------|
| ---   | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
| - - - | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
| ---   | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
| ---   | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK / CONCRETE REPLACEMENT    |

PLAN SHEET  
 MO 100  
 SHEET 8 OF 37

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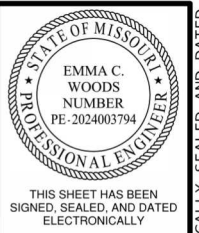
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EDDOT

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 JEFFERSON CITY, MO 65102  
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DATE PREPARED  
2/6/2026

ROUTE  
100 MO

DISTRICT  
STL

SHEET NO.  
12

COUNTY  
ST LOUIS

JOB NO.  
J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| DATE | DESCRIPTION |
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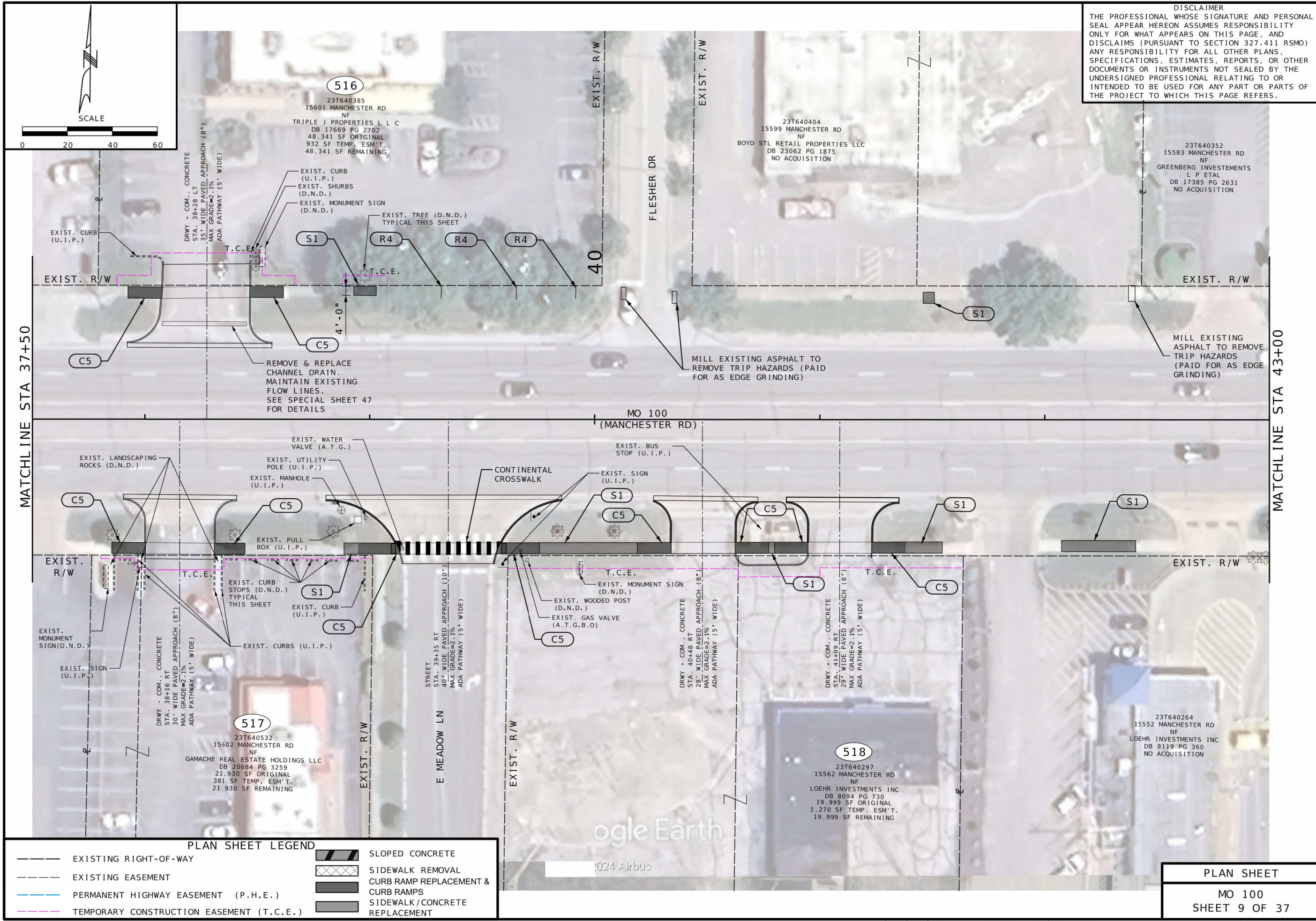
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JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

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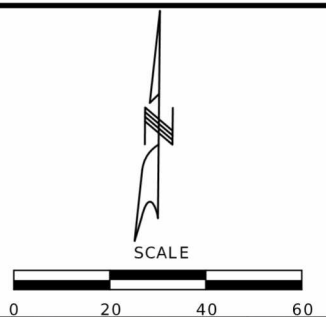
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Chesterfield, Missouri 63017  
T. 636.537.5685  
F. 636.537.0215  
Missouri State Engineering Corporation #001523



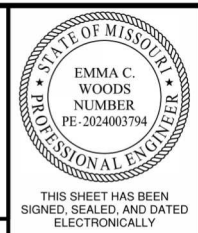
PLAN SHEET LEGEND

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| —                   | EXISTING RIGHT-OF-WAY                    | [Hatched Pattern]       | SLOPED CONCRETE                    |
| - - -               | EXISTING EASEMENT                        | [Cross-hatched Pattern] | SIDEWALK REMOVAL                   |
| — + — + — + —       | PERMANENT HIGHWAY EASEMENT (P.H.E.)      | [Dark Grey Box]         | CURB RAMP REPLACEMENT & CURB RAMPS |
| - . - . - . - . - . | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) | [Light Grey Box]        | SIDEWALK / CONCRETE REPLACEMENT    |

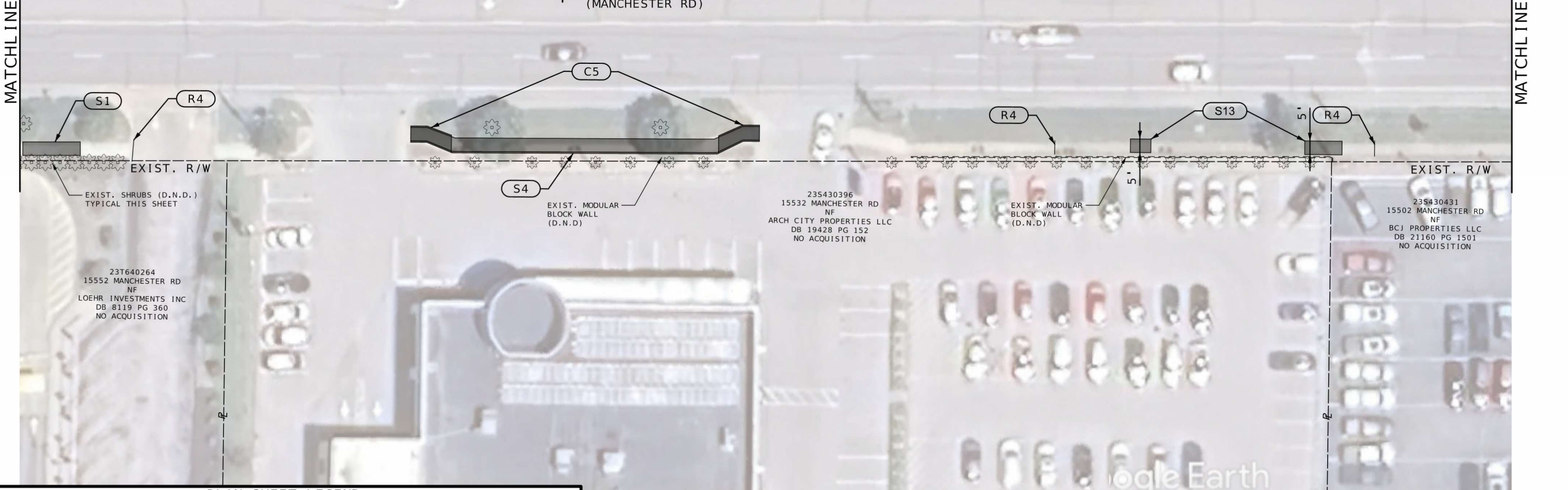
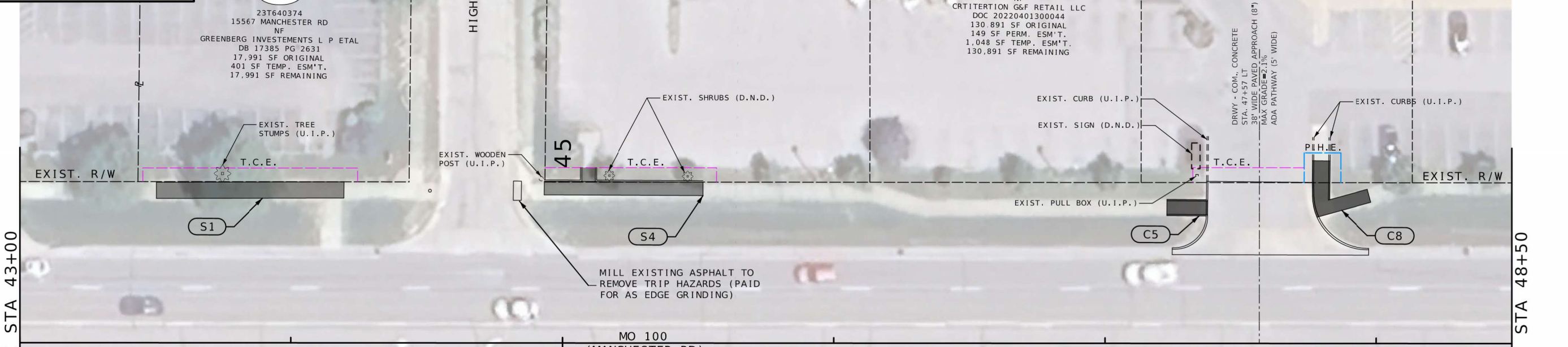
PLAN SHEET  
 MO 100  
 SHEET 9 OF 37



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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>13 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

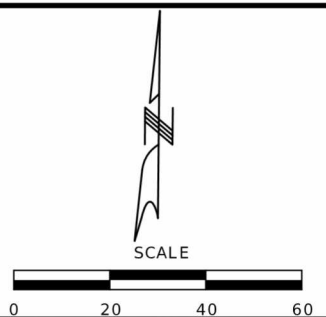
PLAN SHEET  
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 SHEET 10 OF 37

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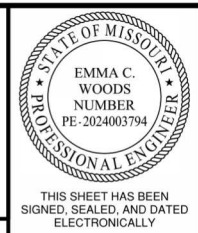
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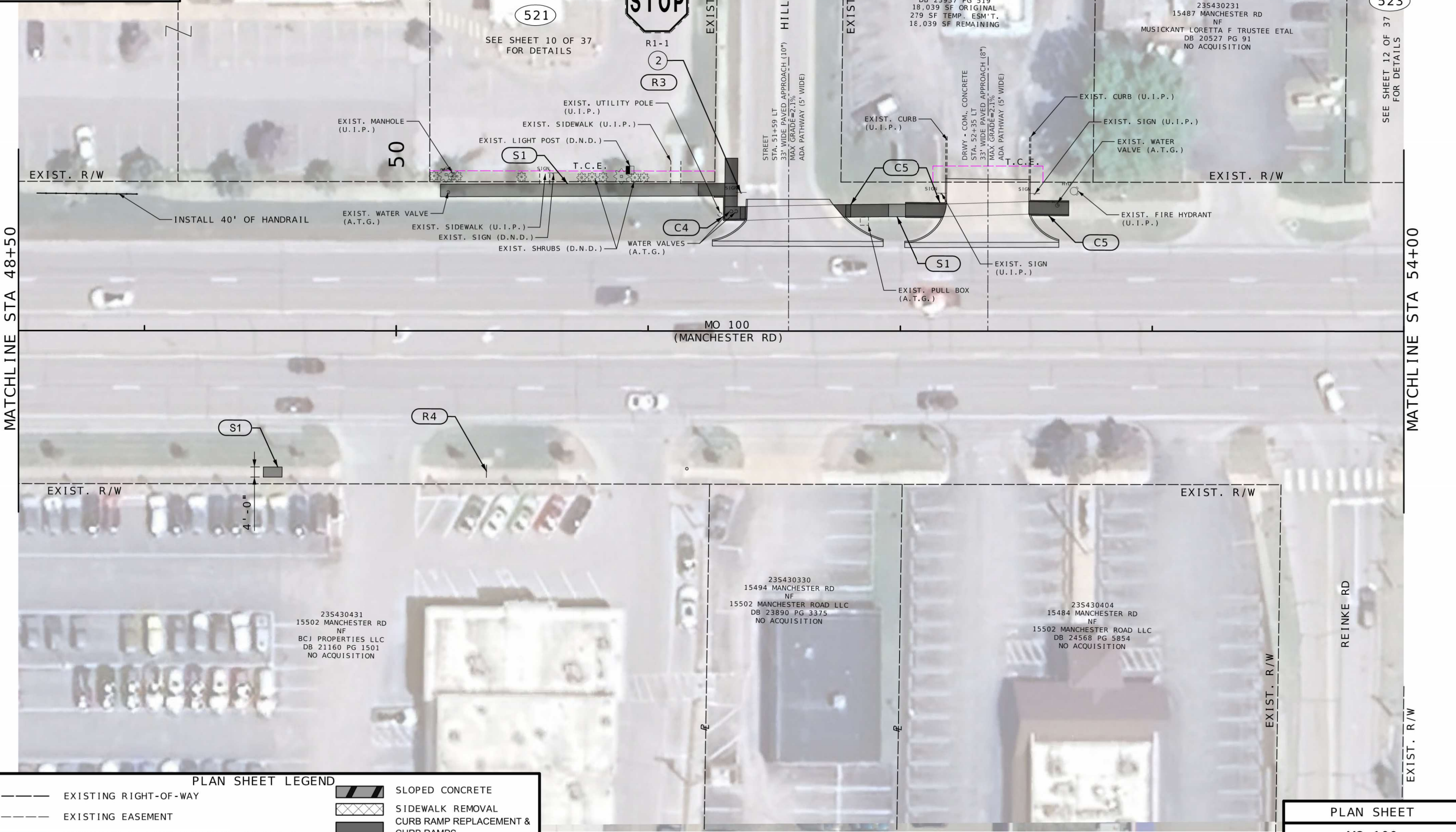
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| DATE PREPARED |           |
| 2/6/2026      |           |
| ROUTE         | STATE     |
| 100           | MO        |
| DISTRICT      | SHEET NO. |
| STL           | 14        |
| COUNTY        |           |
| ST LOUIS      |           |
| JOB NO.       |           |
| J6P3510D      |           |
| CONTRACT ID.  |           |
| PROJECT NO.   |           |
| BRIDGE NO.    |           |



MATCHLINE STA 48+50

MATCHLINE STA 54+00

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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

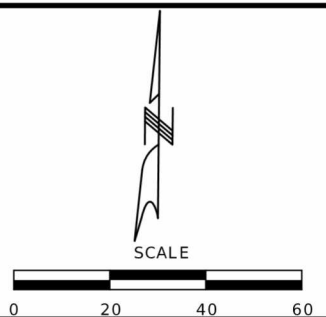
PLAN SHEET  
 MO 100  
 SHEET 11 OF 37

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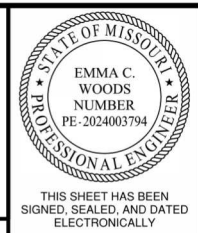
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

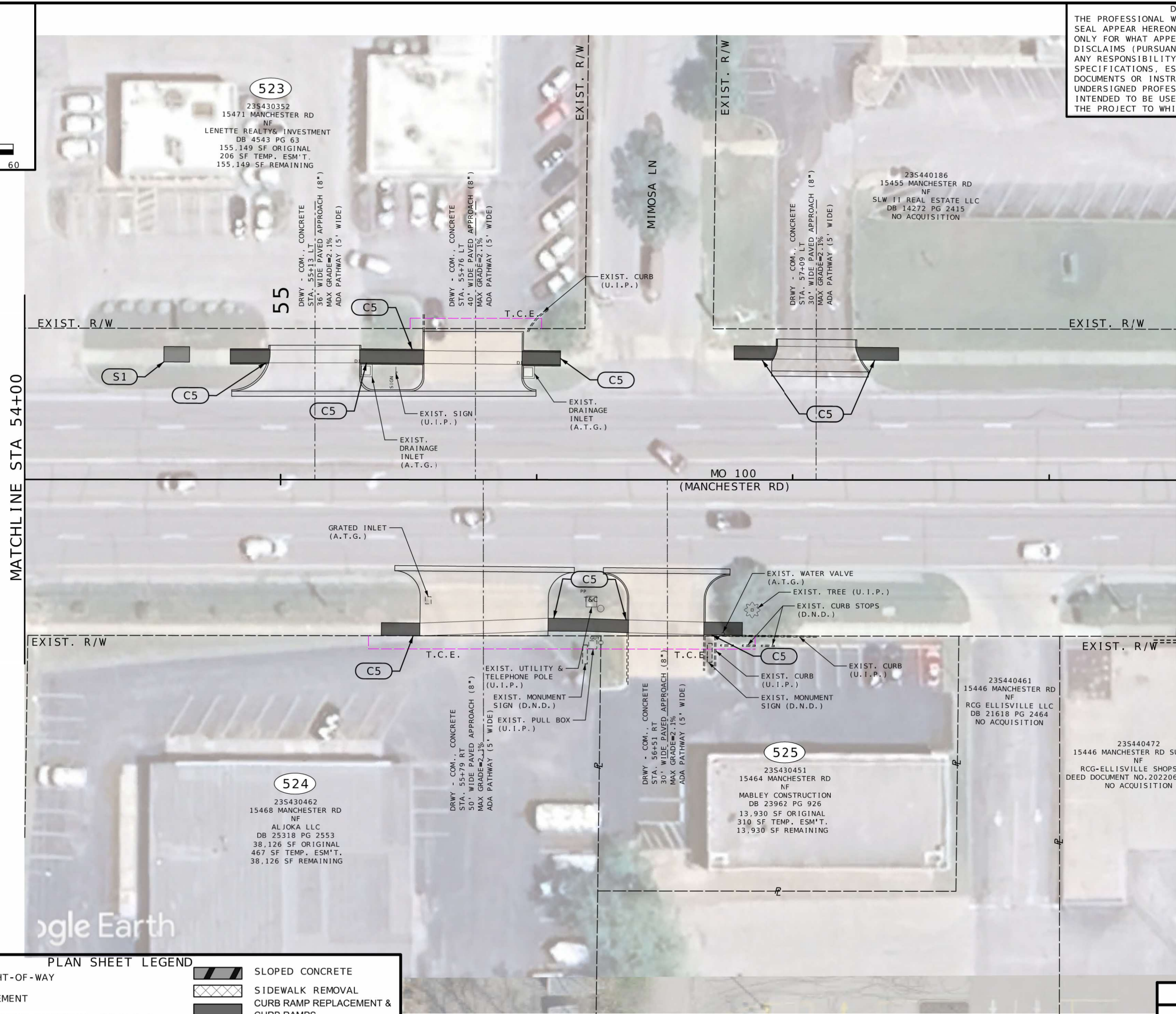
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| DATE PREPARED |           | 2/6/2026 |    |
| ROUTE         | STATE     | 100      | MO |
| DISTRICT      | SHEET NO. | STL      | 15 |
| COUNTY        |           | ST LOUIS |    |
| JOB NO.       |           | J6P3510D |    |
| CONTRACT ID.  |           |          |    |
| PROJECT NO.   |           |          |    |
| BRIDGE NO.    |           |          |    |



MATCHLINE STA 54+00

MATCHLINE STA 58+50

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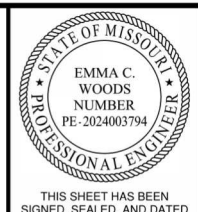
PLAN SHEET LEGEND

|  |  |  |                                    |
|--|--|--|------------------------------------|
|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

PLAN SHEET  
 MO 100  
 SHEET 12 OF 37

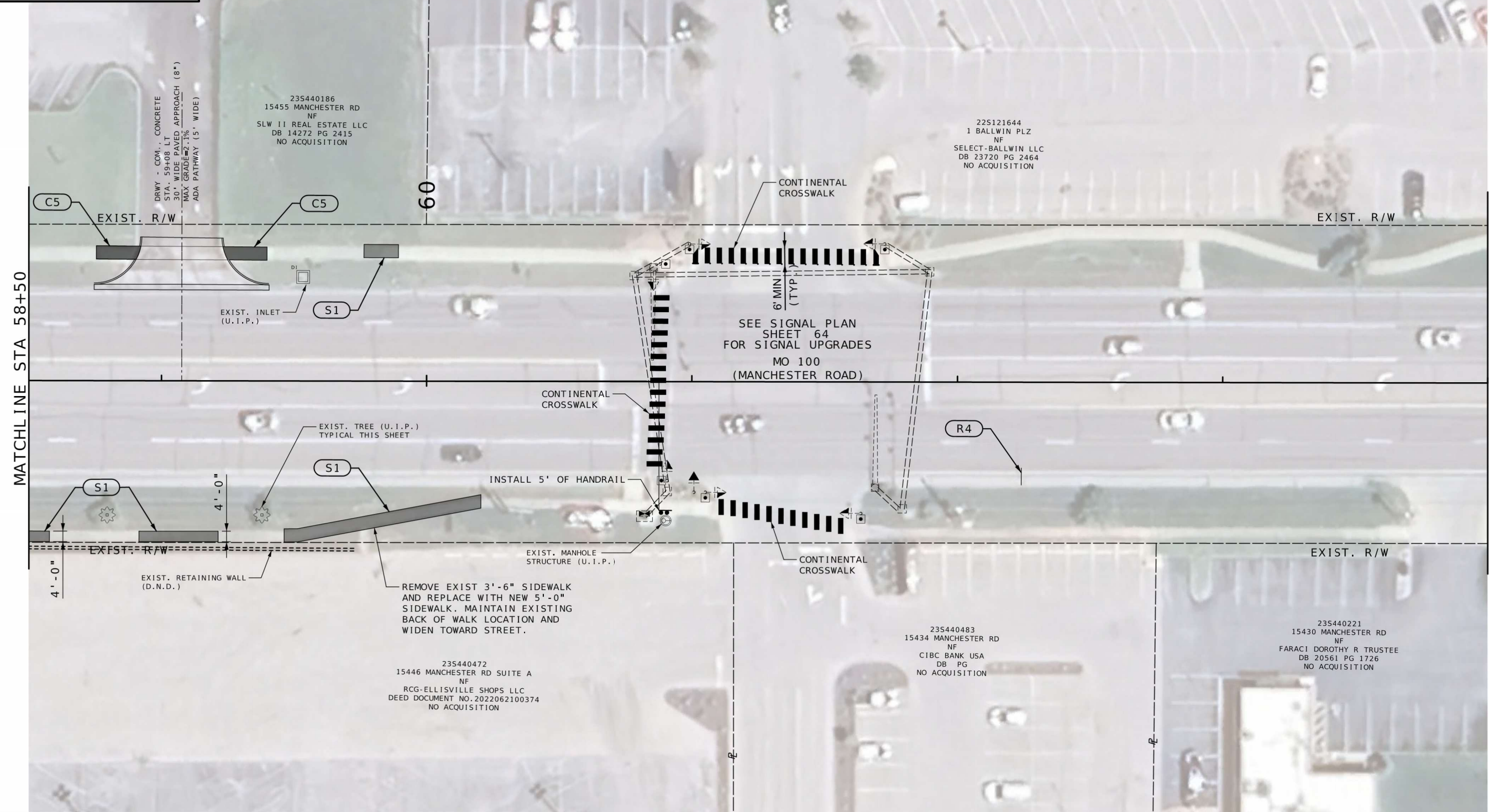
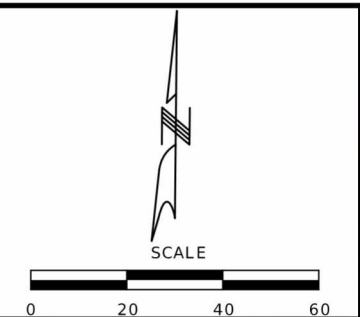
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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>16 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

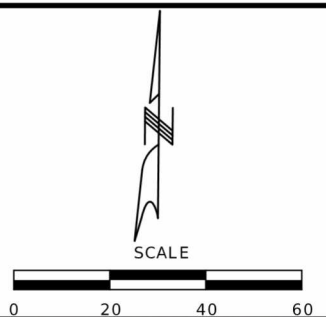
PLAN SHEET  
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 SHEET 13 OF 37

| DATE | DESCRIPTION |
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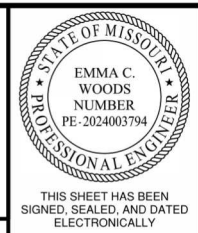
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

**EDSI**  
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 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523  
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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>17 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



| PLAN SHEET LEGEND |  |  |                                    |
|-------------------|--|--|------------------------------------|
|                   | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|                   | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|                   | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|                   | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

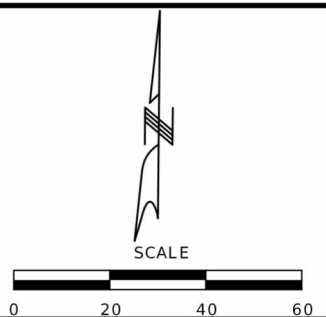
PLAN SHEET  
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 SHEET 14 OF 37

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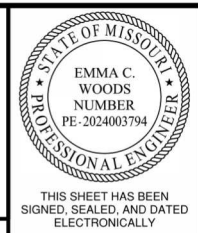
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 JEFFERSON CITY, MO 65102  
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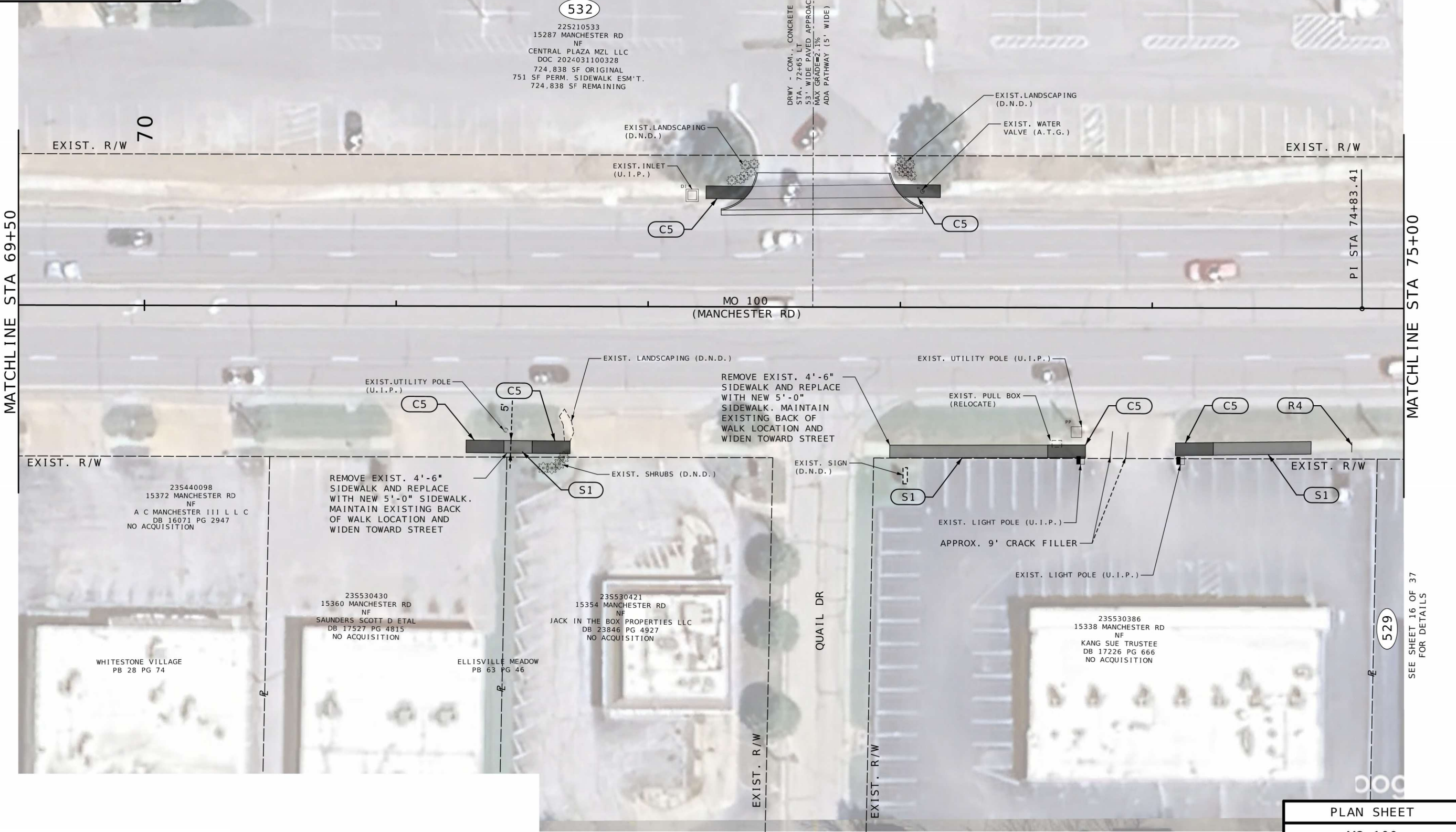
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| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>18 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |

PROJECT NO.  
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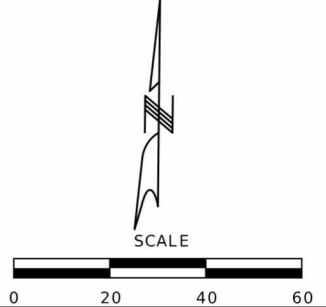
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 105 WEST CAPITOL  
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 16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63047  
 Missouri State Engineering Corporation #001523  
 T. 636 537 5685  
 F. 636 537 0275

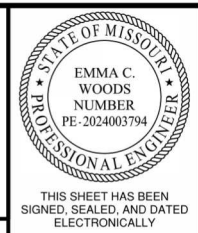


PLAN SHEET  
 MO 100  
 SHEET 15 OF 37

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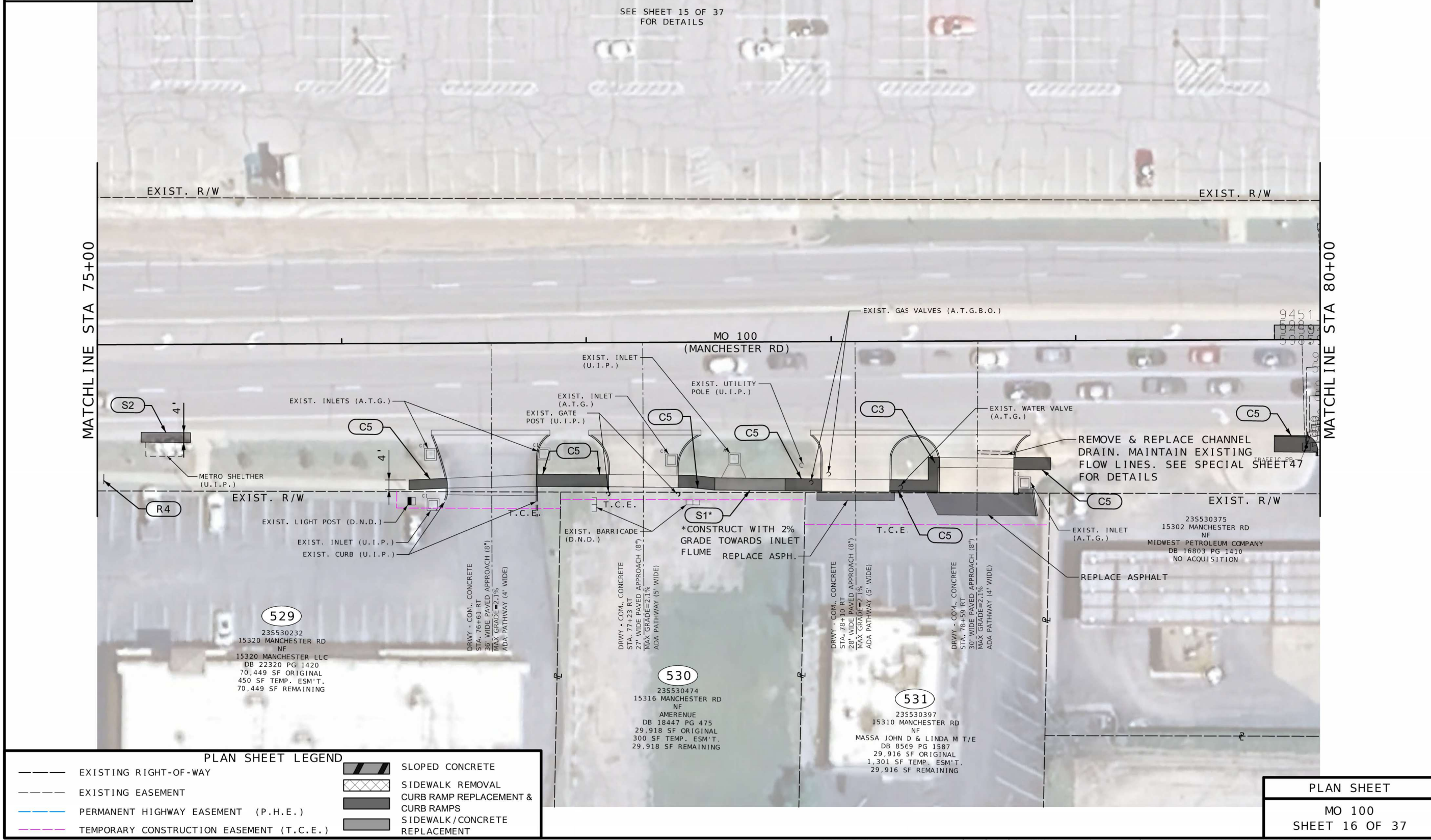


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| DATE PREPARED | 2/6/2026 |           |    |
| ROUTE         | 100      | STATE     | MO |
| DISTRICT      | STL      | SHEET NO. | 19 |
| COUNTY        |          |           |    |
| ST LOUIS      |          |           |    |
| JOB NO.       |          |           |    |
| J6P3510D      |          |           |    |
| CONTRACT ID.  |          |           |    |
| PROJECT NO.   |          |           |    |
| BRIDGE NO.    |          |           |    |



**PLAN SHEET LEGEND**

|  |  |  |                                   |
|--|--|--|-----------------------------------|
|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                   |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                  |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMP |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT     |

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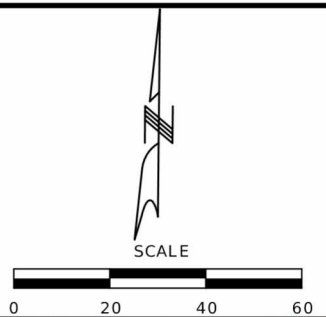
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

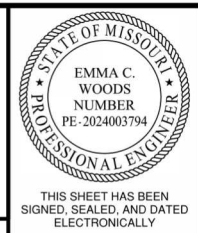
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 Chesterfield, Missouri 63047  
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**PLAN SHEET**  
 MO 100  
 SHEET 16 OF 37

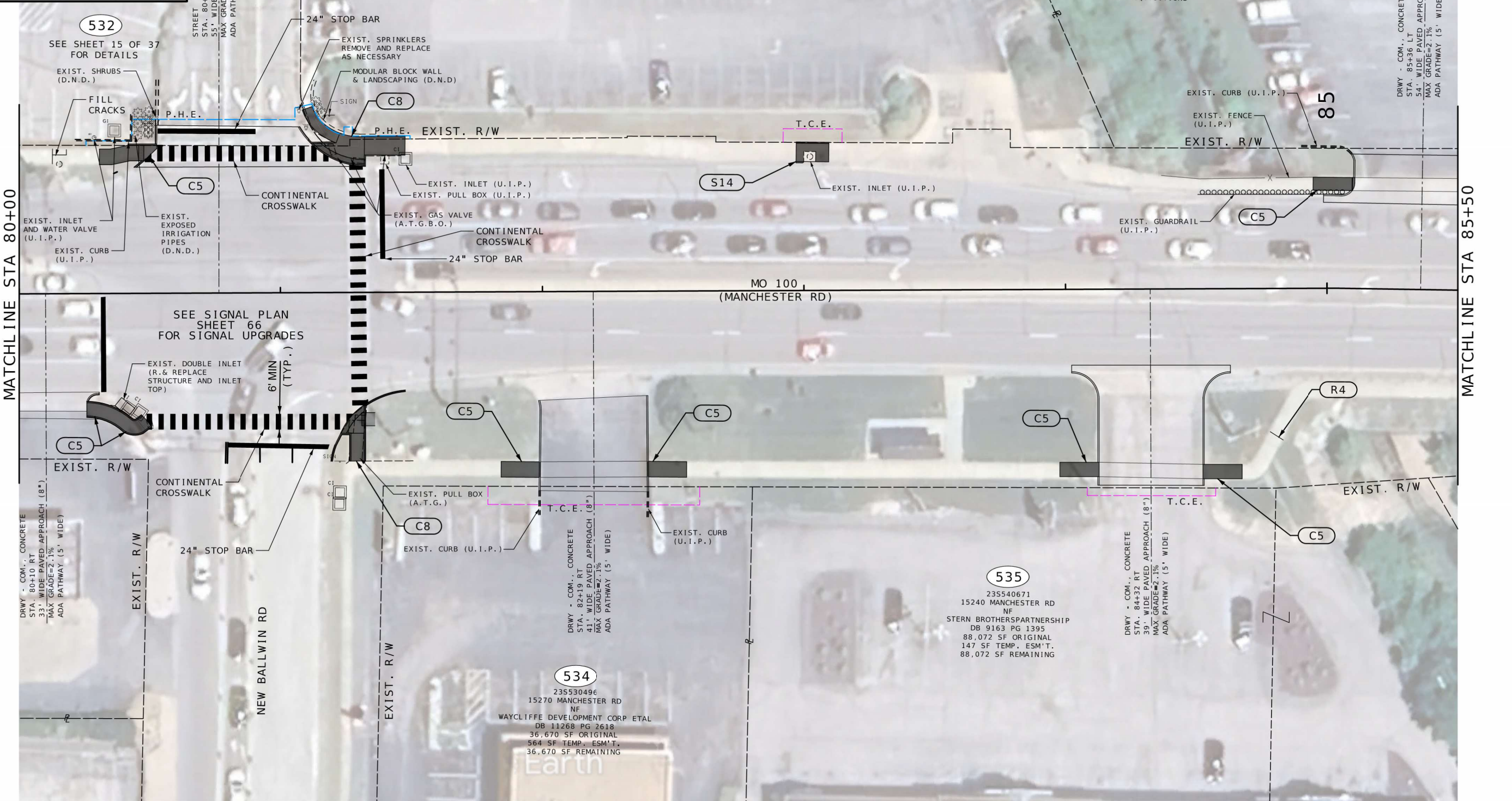
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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>20 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



PLAN SHEET LEGEND

|     |  |  |                                    |
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| --- | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
| --- | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
| --- | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
| --- | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

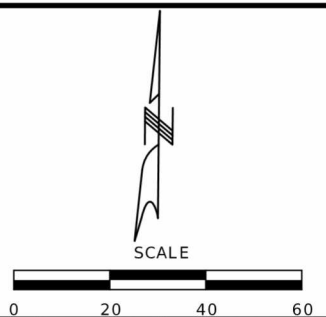
PLAN SHEET  
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 SHEET 17 OF 37

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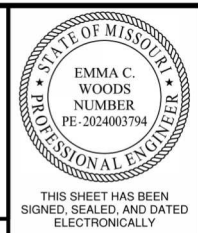
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

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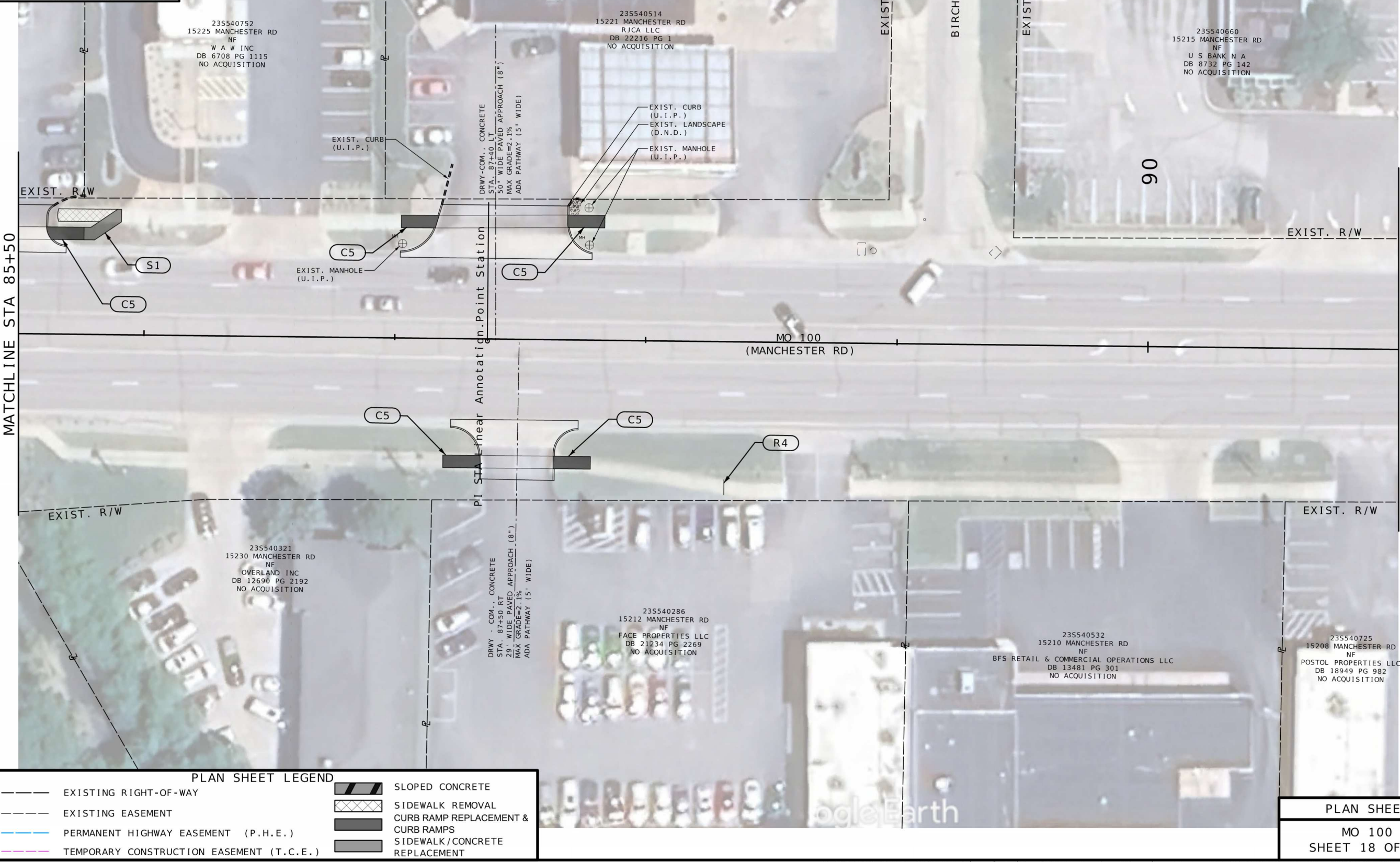


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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>21 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
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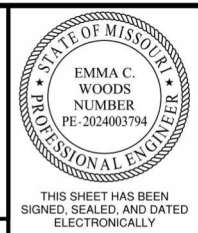
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| ---   | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
| - - - | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
| ---   | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
| ---   | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

PLAN SHEET  
 MO 100  
 SHEET 18 OF 37

SCALE



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DATE PREPARED: 2/6/2026

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|--------------|----------|-----------|----|
| ROUTE        | 100      | STATE     | MO |
| DISTRICT     | STL      | SHEET NO. | 22 |
| COUNTY       | ST LOUIS |           |    |
| JOB NO.      | J6P3510D |           |    |
| CONTRACT ID. |          |           |    |
| PROJECT NO.  |          |           |    |
| BRIDGE NO.   |          |           |    |

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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

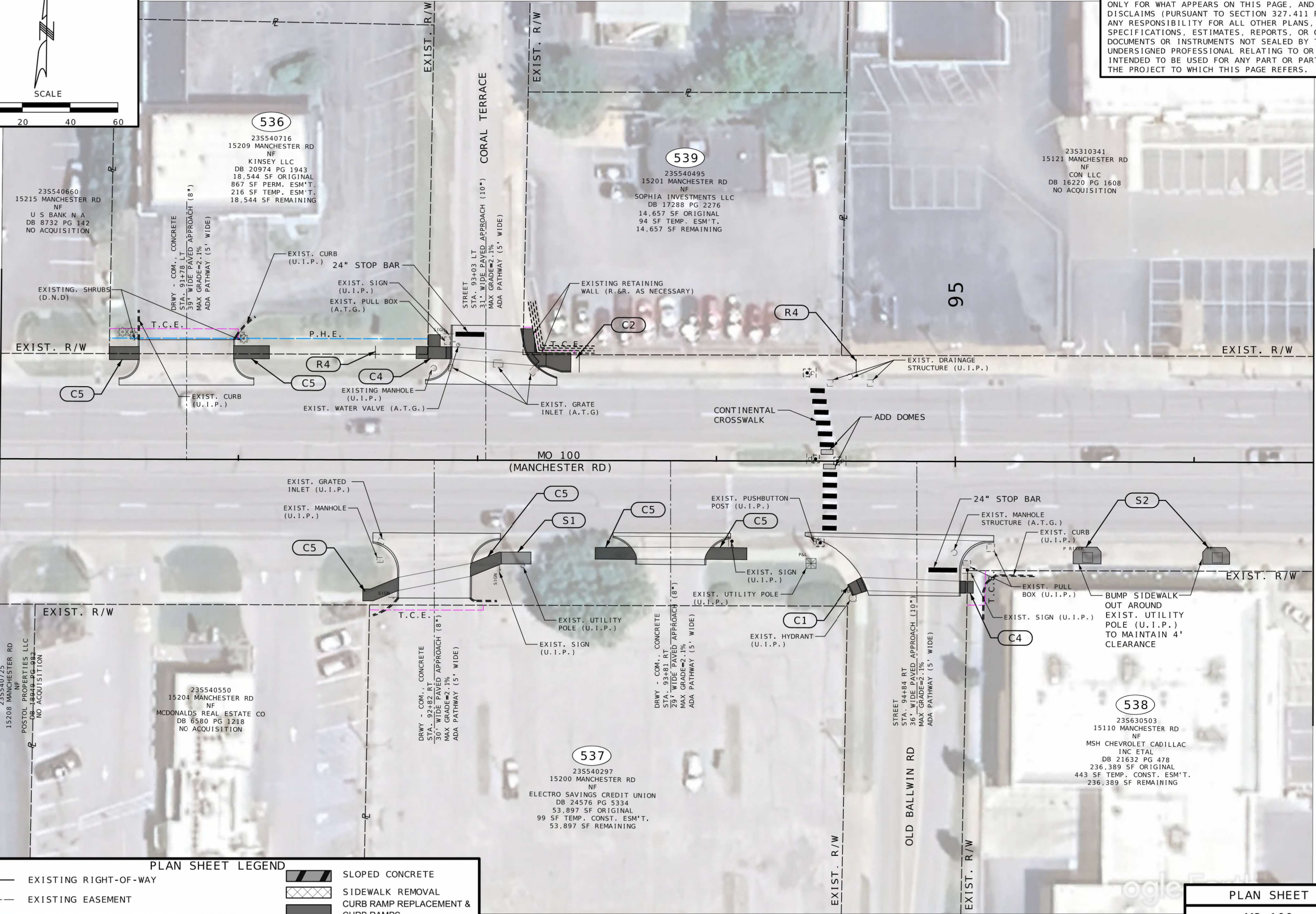
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JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

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Missouri State Engineering Corporation #001523

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MATCHLINE STA 91+00

MATCHLINE STA 96+50



235540660  
15215 MANCHESTER RD  
NF  
U S BANK N A  
DB 8732 PG 142  
NO ACQUISITION

536  
235540716  
15209 MANCHESTER RD  
NF  
KINSEY LLC  
DB 20974 PG 1943  
18,544 SF ORIGINAL  
867 SF PERM. ESM'T.  
216 SF TEMP. ESM'T.  
18,544 SF REMAINING

539  
235540495  
15201 MANCHESTER RD  
NF  
SOPHIA INVESTMENTS LLC  
DB 17288 PG 2276  
14,657 SF ORIGINAL  
94 SF TEMP. ESM'T.  
14,657 SF REMAINING

235310341  
15121 MANCHESTER RD  
NF  
CON LLC  
DB 16220 PG 1608  
NO ACQUISITION

235540550  
15204 MANCHESTER RD  
NF  
MCDONALDS REAL ESTATE CO  
DB 6580 PG 1218  
NO ACQUISITION

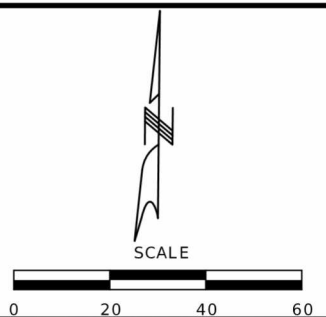
537  
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NF  
ELECTRO SAVINGS CREDIT UNION  
DB 24576 PG 5334  
53,897 SF ORIGINAL  
99 SF TEMP. CONST. ESM'T.  
53,897 SF REMAINING

538  
235630503  
15110 MANCHESTER RD  
NF  
MSH CHEVROLET CADILLAC  
INC ETAL  
DB 21632 PG 478  
236,389 SF ORIGINAL  
443 SF TEMP. CONST. ESM'T.  
236,389 SF REMAINING

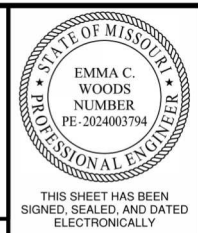
**PLAN SHEET LEGEND**

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|--|--|--|------------------------------------|
|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
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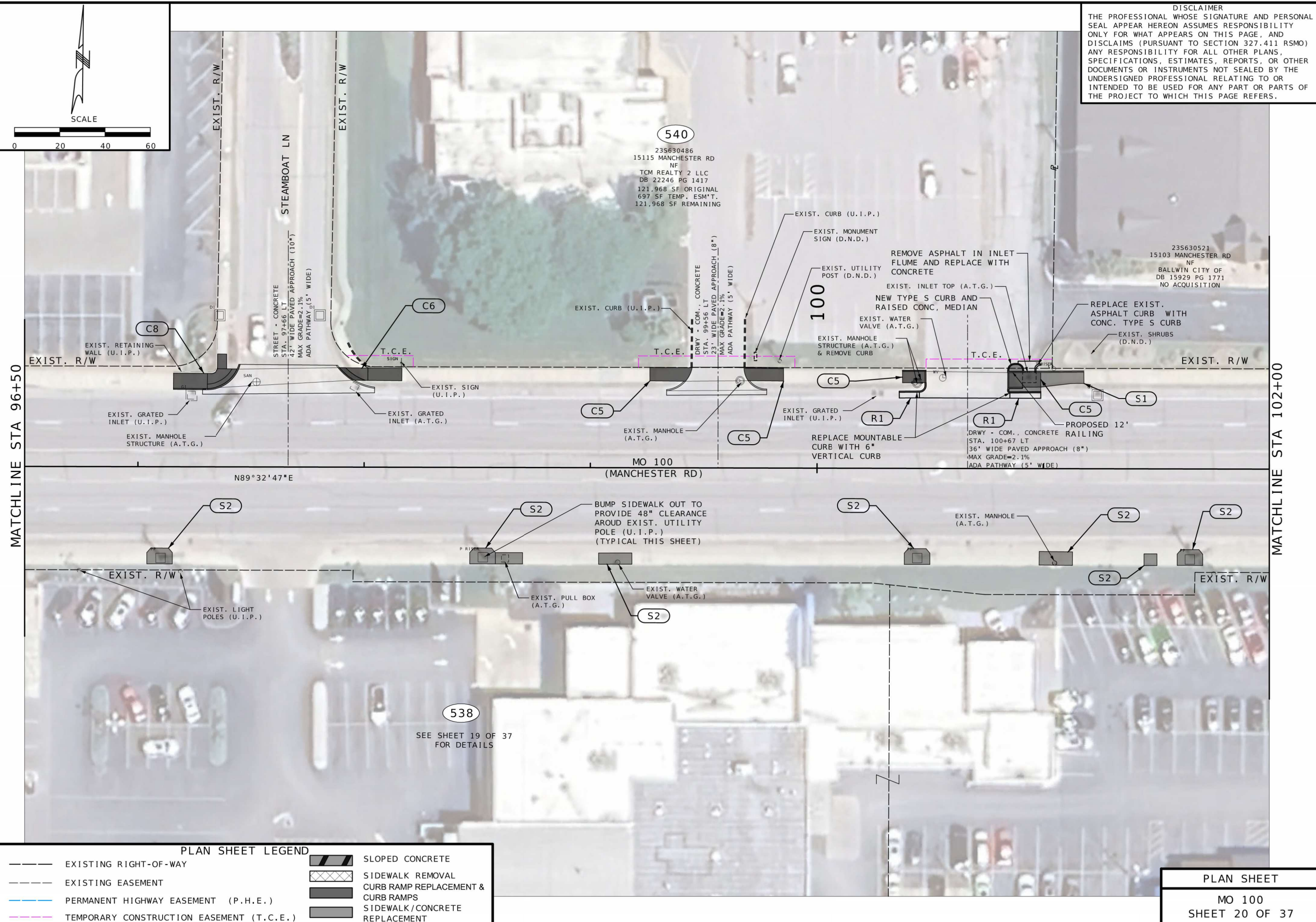
**PLAN SHEET**  
MO 100  
SHEET 19 OF 37



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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>23 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



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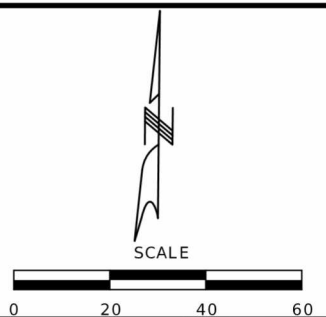
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
  
 105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
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 Missouri State Engineering Corporation #001523  
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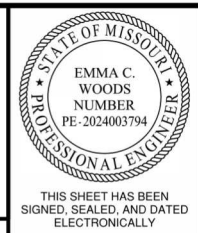
**PLAN SHEET LEGEND**

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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

PLAN SHEET  
 MO 100  
 SHEET 20 OF 37

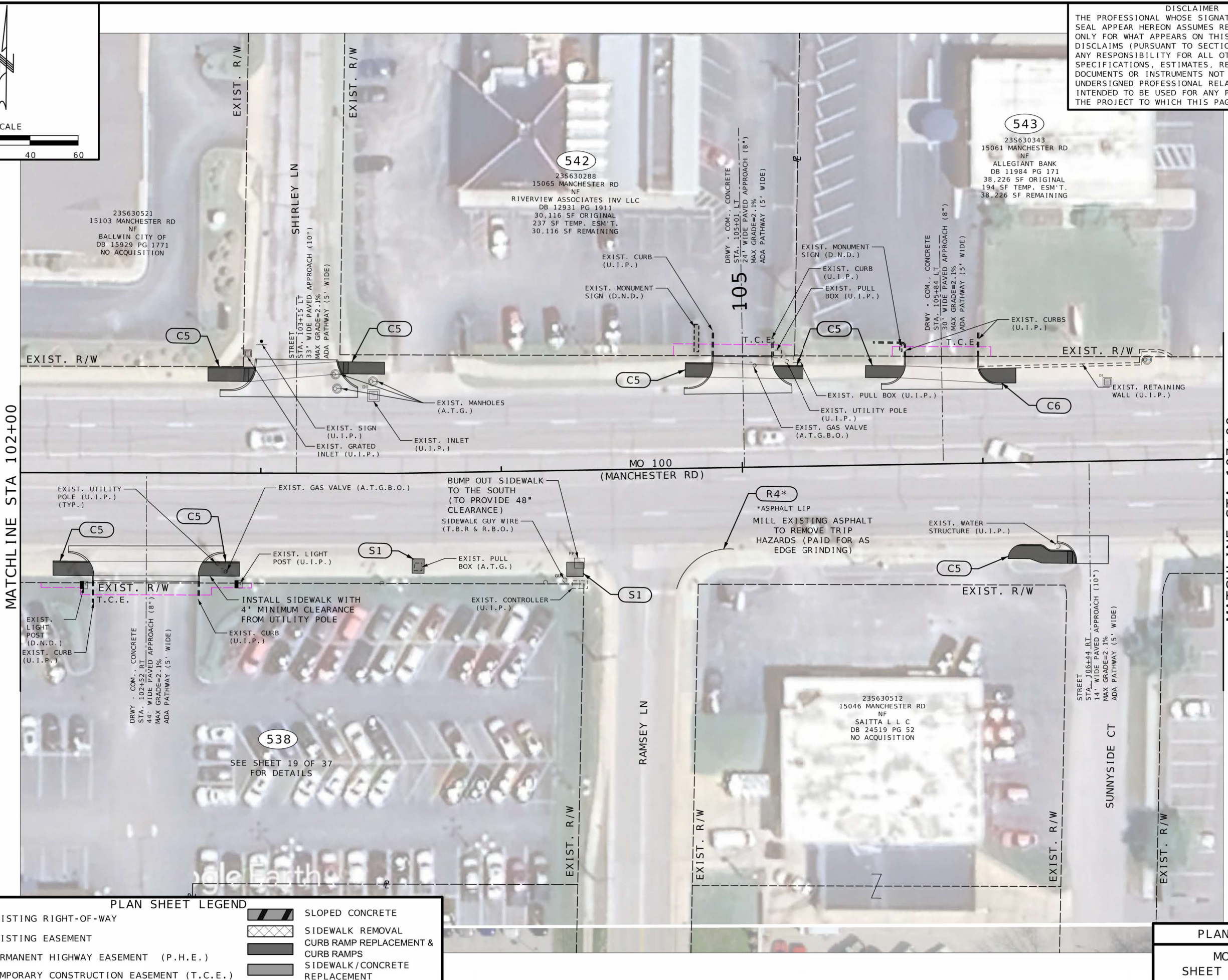


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| ROUTE<br>100        | STATE<br>MO     |
| DISTRICT<br>STL     | SHEET NO.<br>24 |
| COUNTY<br>ST LOUIS  |                 |
| JOB NO.<br>J6P3510D |                 |
| CONTRACT ID.        |                 |
| PROJECT NO.         |                 |
| BRIDGE NO.          |                 |



MATCHLINE STA 102+00

MATCHLINE STA 107+00

**PLAN SHEET LEGEND**

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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

538  
 SEE SHEET 19 OF 37 FOR DETAILS

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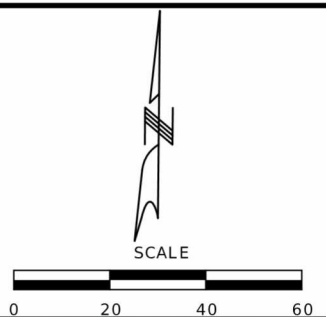
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

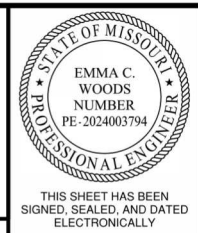
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PLAN SHEET  
 MO 100  
 SHEET 21 OF 37

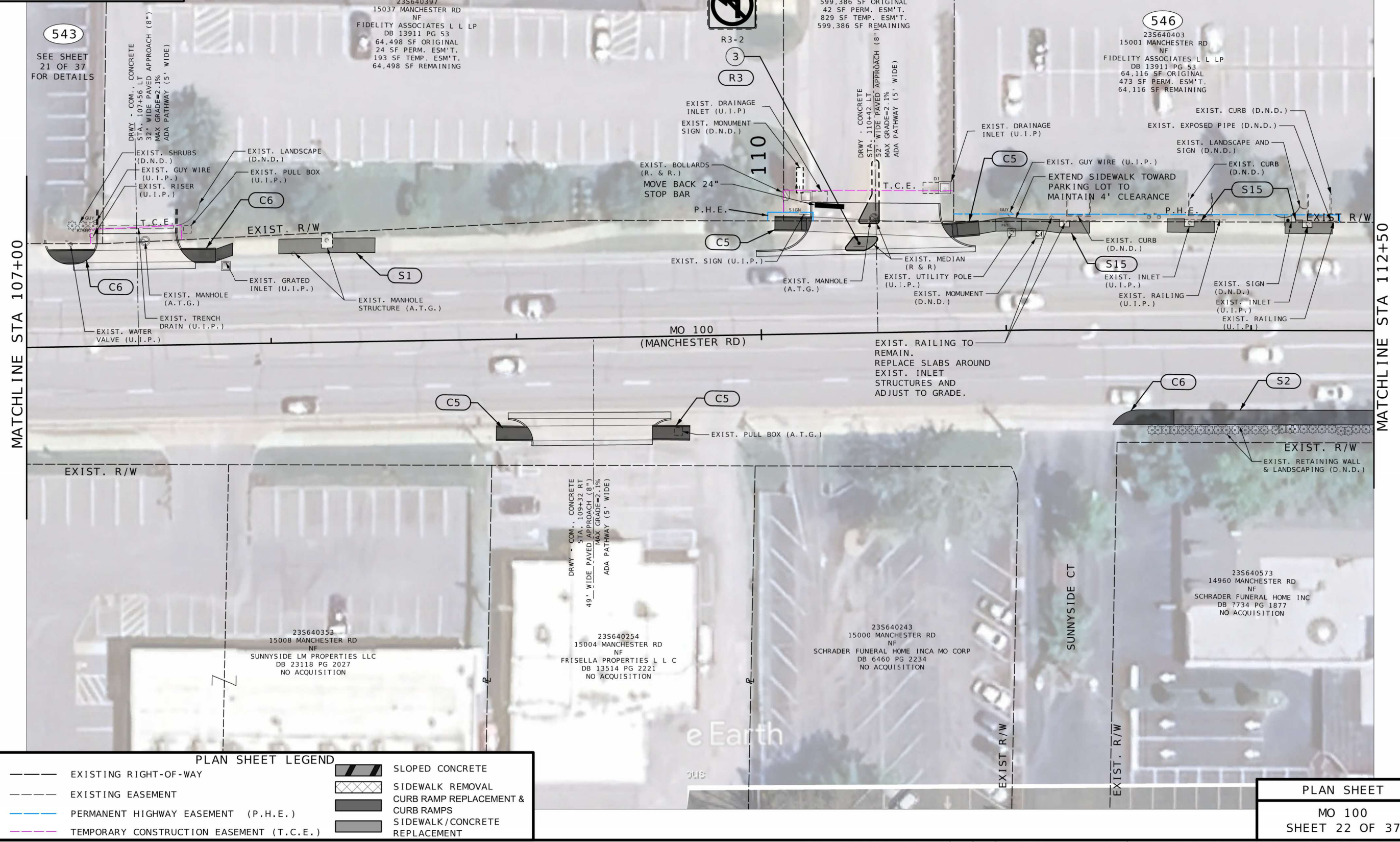
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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>25 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



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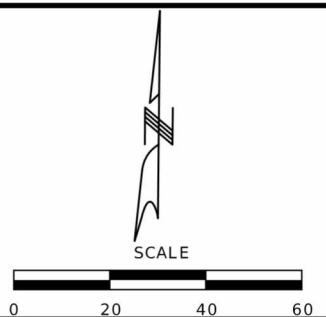
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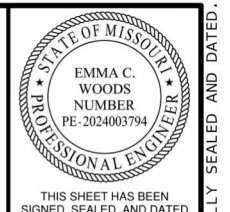
**PLAN SHEET LEGEND**

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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

**PLAN SHEET**  
 MO 100  
 SHEET 22 OF 37



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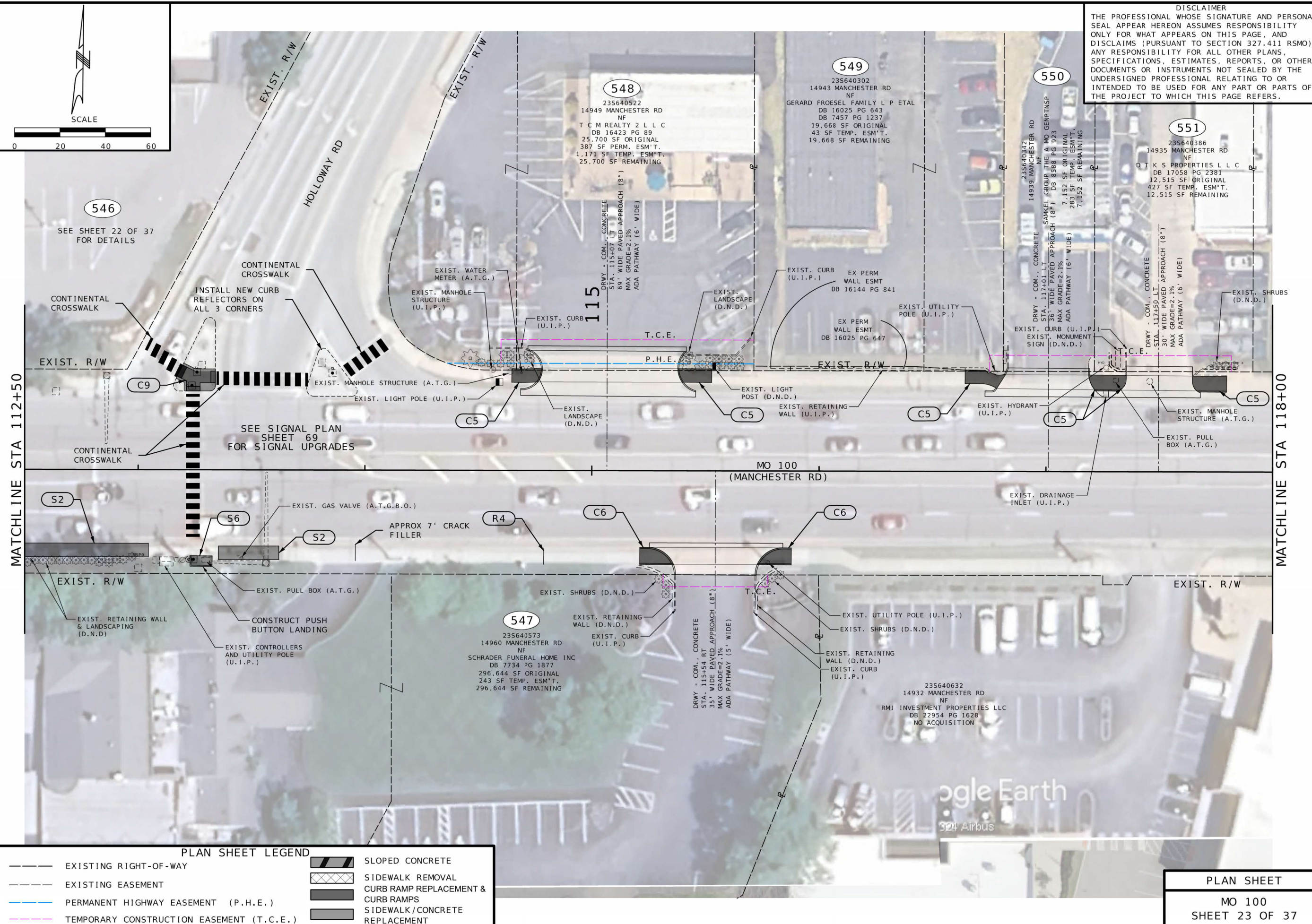
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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>26 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |

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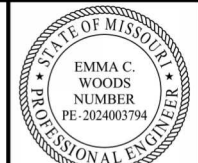
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Missouri State Engineering Corporation #001523



**PLAN SHEET LEGEND**

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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

**PLAN SHEET**  
MO 100  
SHEET 23 OF 37



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| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>27 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |

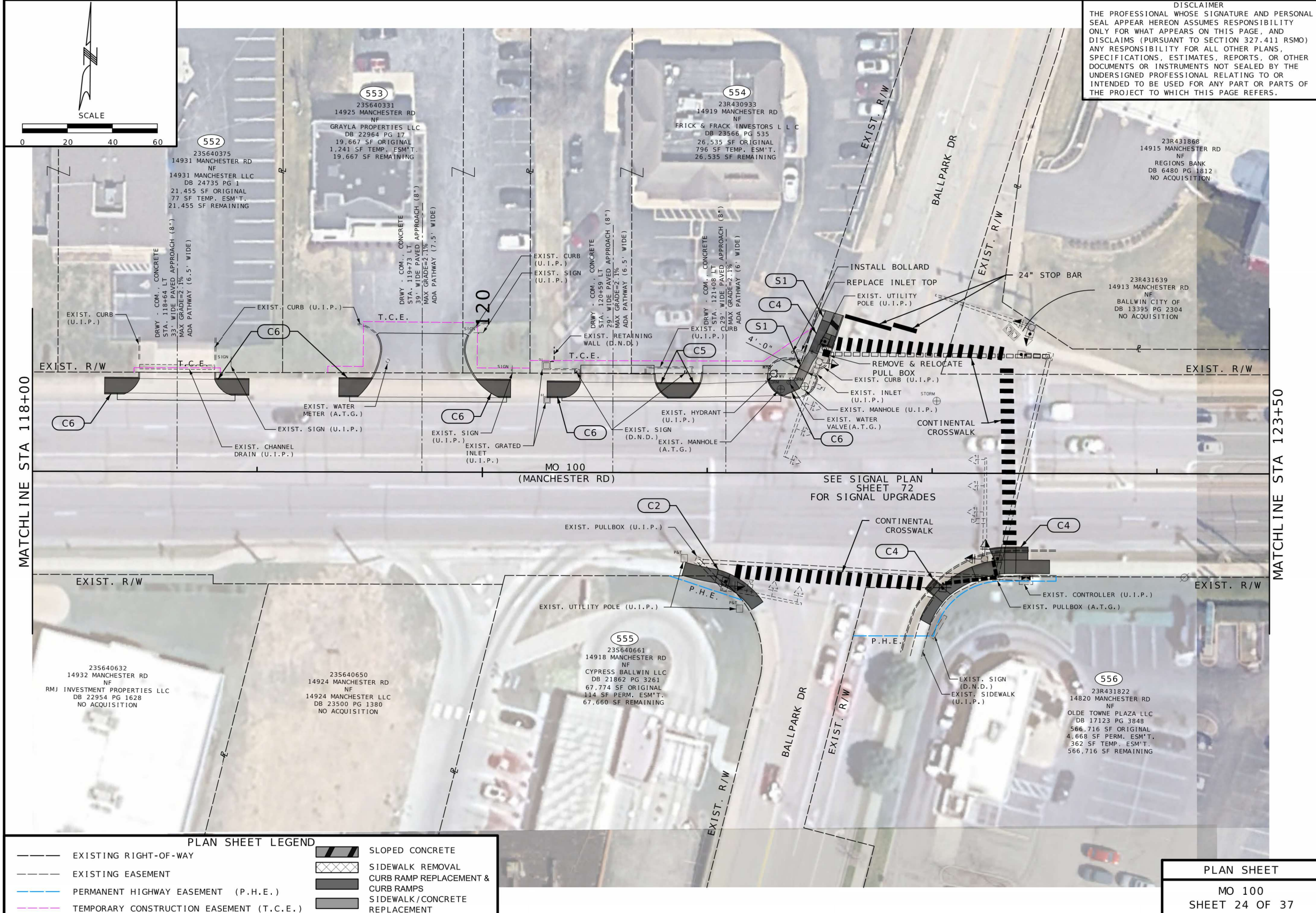
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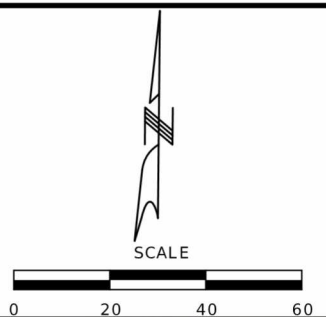
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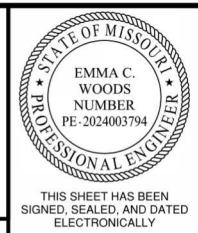
**PLAN SHEET LEGEND**

|  |  |  |                                   |
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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                   |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                  |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMP |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT     |

**PLAN SHEET**  
 MO 100  
 SHEET 24 OF 37



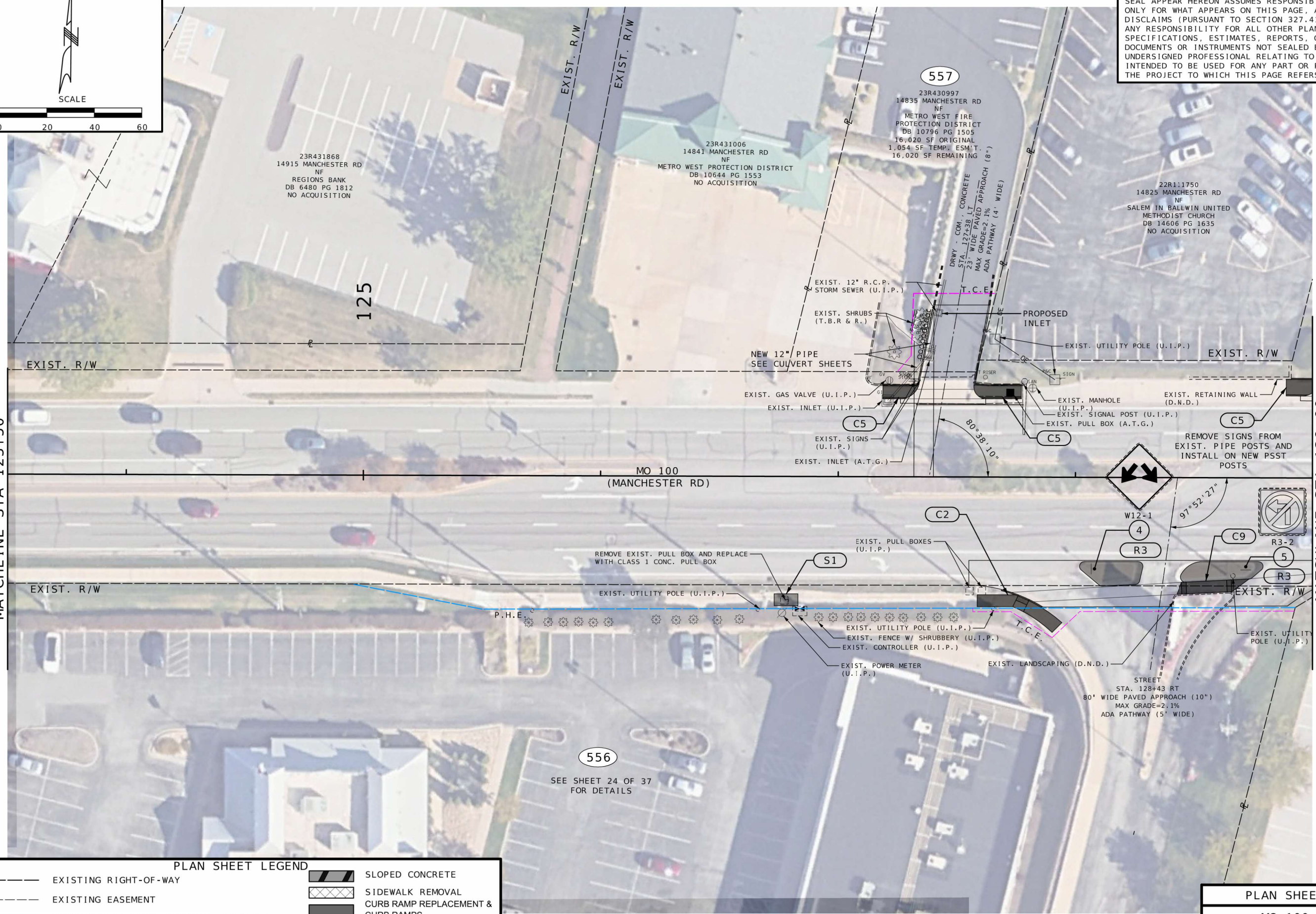
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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>28 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |

MATCHLINE STA 123+50

MATCHLINE STA 129+00



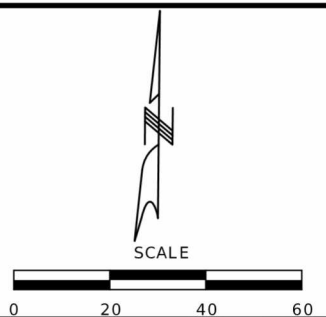
| PLAN SHEET LEGEND |  |  |                                    |
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|                   | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|                   | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|                   | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|                   | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

**PLAN SHEET**  
 MO 100  
 SHEET 25 OF 37

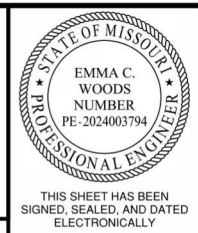
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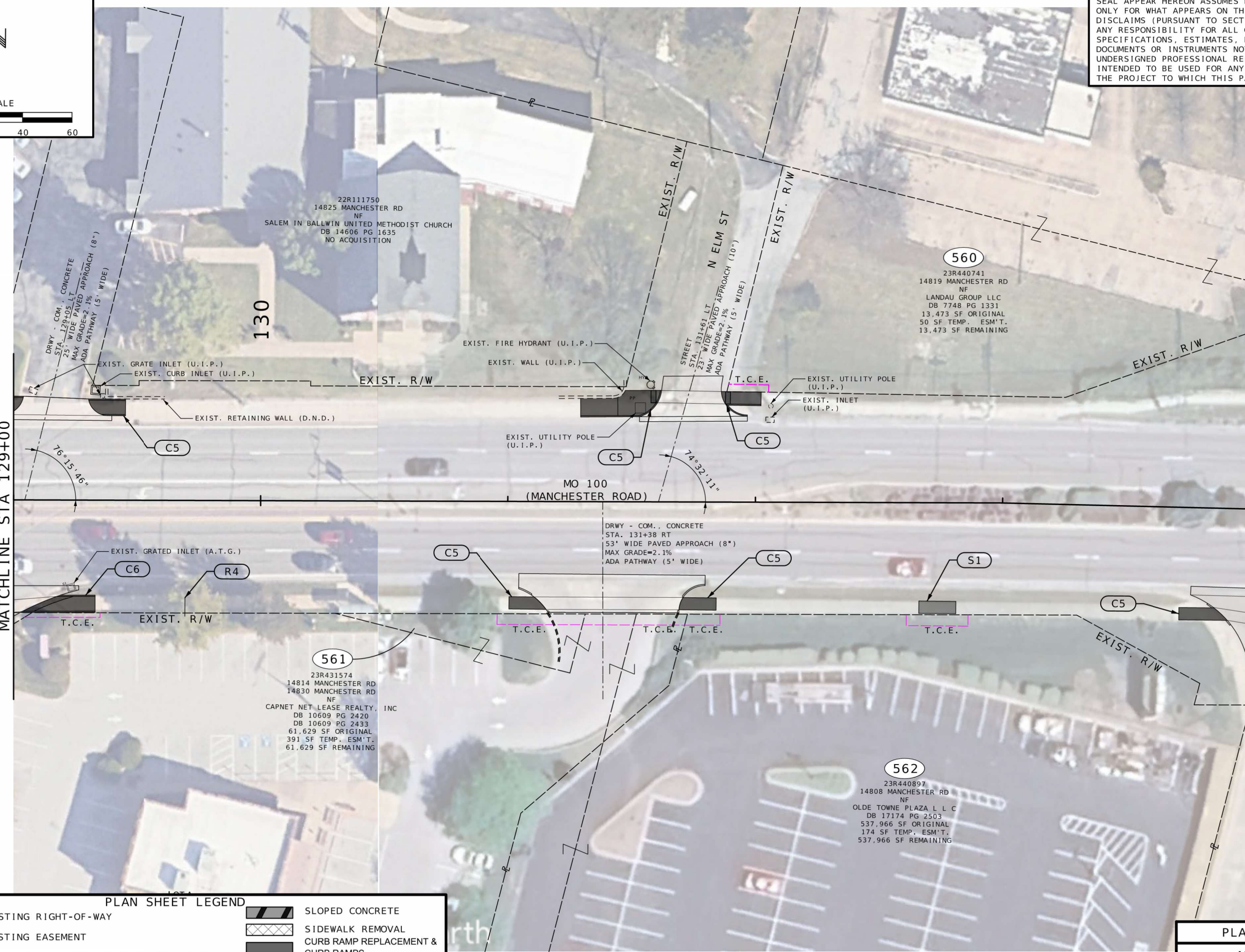


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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>29 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |

MATCHLINE STA 129+00

MATCHLINE STA 134+00



PLAN SHEET LEGEND

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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

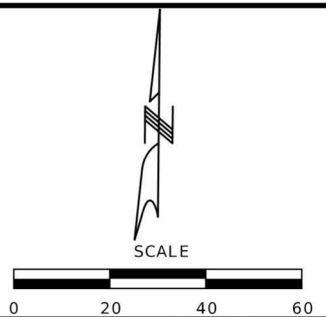
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

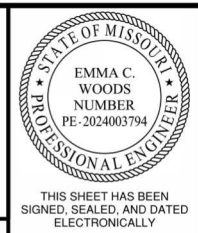
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PLAN SHEET  
 MO 100  
 SHEET 26 OF 37

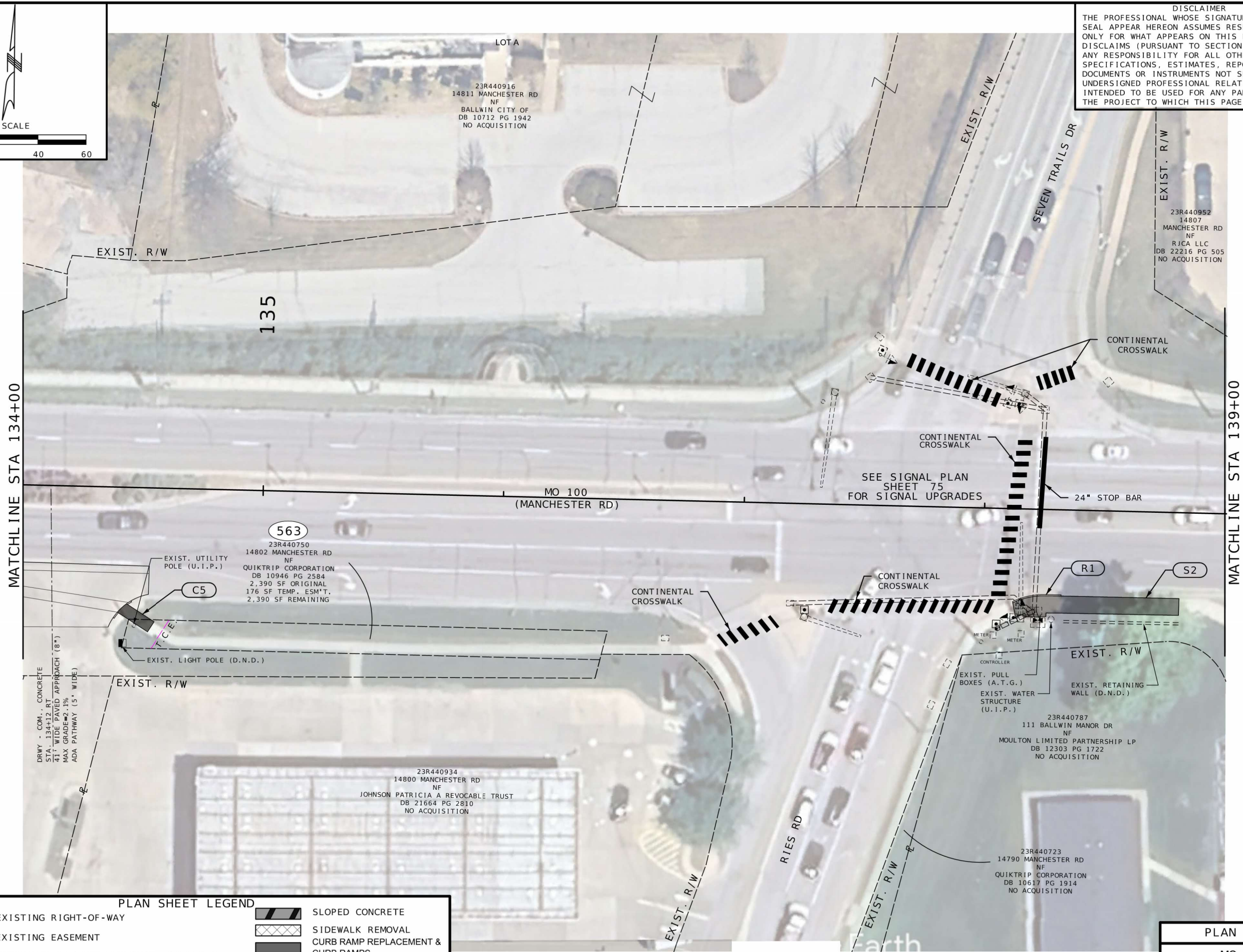


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| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>30 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



MATCHLINE STA 134+00

MATCHLINE STA 139+00

**PLAN SHEET LEGEND**

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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                   |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                  |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMP |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT     |

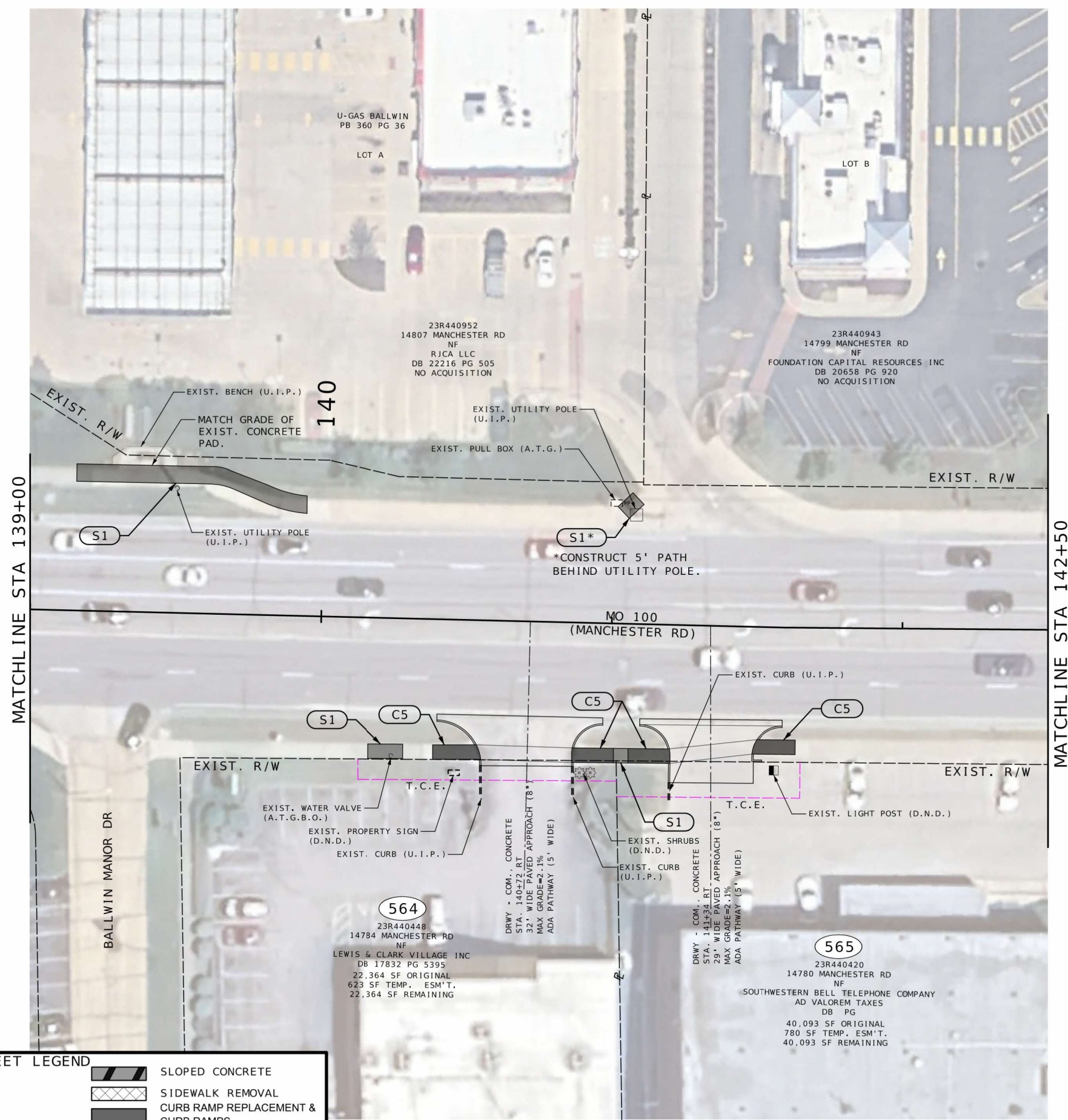
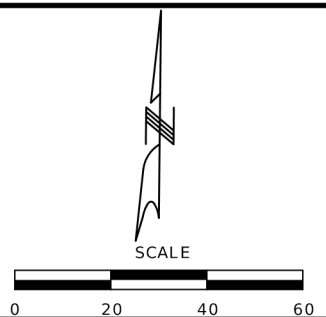
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

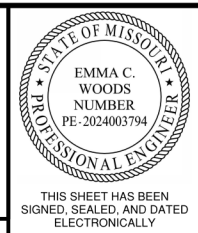
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PLAN SHEET  
 MO 100  
 SHEET 27 OF 37



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| ROUTE         | STATE     |
| 100           | MO        |
| DISTRICT      | SHEET NO. |
| STL           | 31        |
| COUNTY        |           |
| ST LOUIS      |           |
| JOB NO.       |           |
| J6P3510D      |           |
| CONTRACT ID.  |           |
| PROJECT NO.   |           |
| BRIDGE NO.    |           |

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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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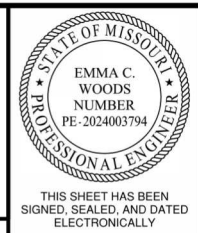
**PLAN SHEET LEGEND**

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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

PLAN SHEET  
 MO 100  
 SHEET 28 OF 37

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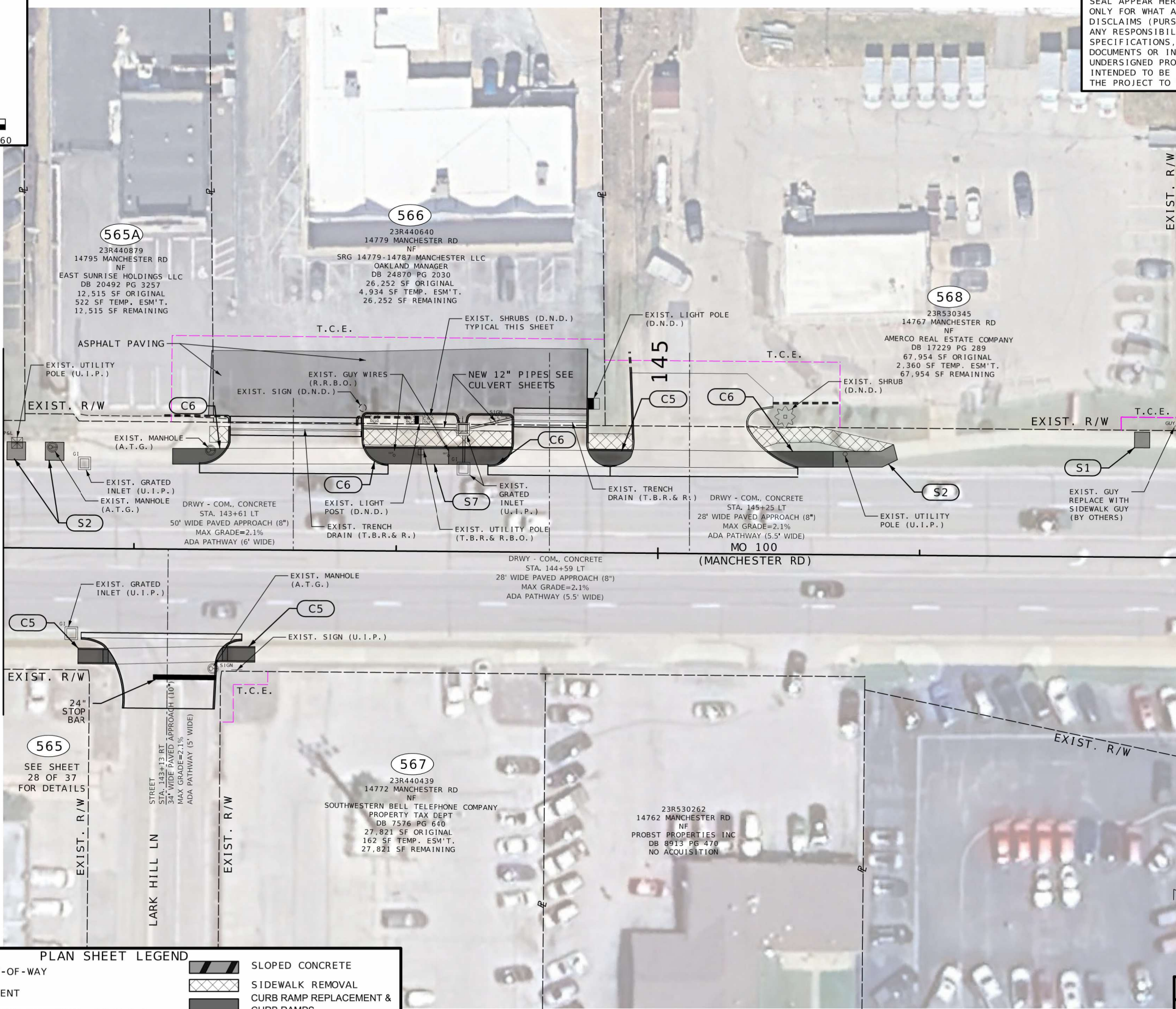
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| ROUTE         | 100      | STATE     | MO |
| DISTRICT      | STL      | SHEET NO. | 32 |
| COUNTY        | ST LOUIS |           |    |
| JOB NO.       | J6P3510D |           |    |
| CONTRACT ID.  |          |           |    |
| PROJECT NO.   |          |           |    |
| BRIDGE NO.    |          |           |    |



MATCHLINE STA 142+50

MATCHLINE STA 147+00



**PLAN SHEET LEGEND**

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| --- EXISTING RIGHT-OF-WAY                    | ▨ SLOPED CONCRETE                    |
| - - - EXISTING EASEMENT                      | ▩ SIDEWALK REMOVAL                   |
| --- PERMANENT HIGHWAY EASEMENT (P.H.E.)      | ▩ CURB RAMP REPLACEMENT & CURB RAMPS |
| --- TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) | ▩ SIDEWALK/CONCRETE REPLACEMENT      |

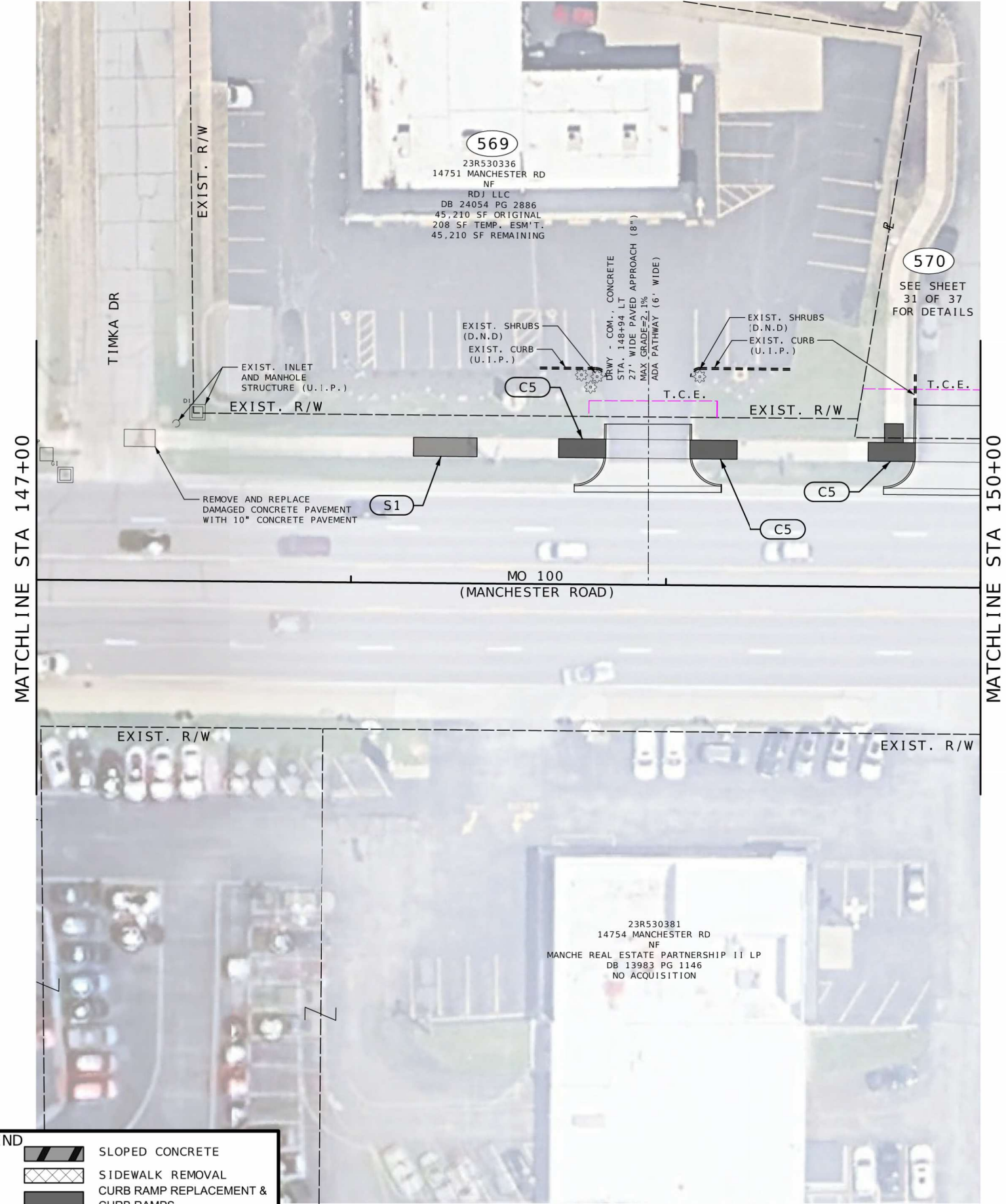
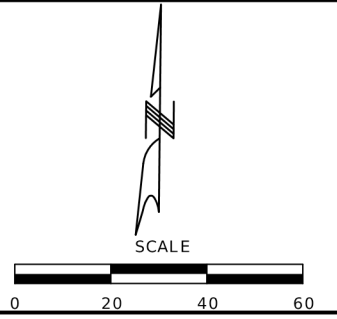
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

**EDSI**  
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 F. 636 537 0275

PLAN SHEET  
 MO 100  
 SHEET 29 OF 37



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STATE OF MISSOURI  
 EMMA C. WOODS  
 PROFESSIONAL ENGINEER  
 NUMBER PE-2024003794  
 THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

|               |           |
|---------------|-----------|
| DATE PREPARED |           |
| 2/6/2026      |           |
| ROUTE         | STATE     |
| 100           | MO        |
| DISTRICT      | SHEET NO. |
| STL           | 33        |
| COUNTY        |           |
| ST LOUIS      |           |
| JOB NO.       |           |
| J6P3510D      |           |
| CONTRACT ID.  |           |
| PROJECT NO.   |           |
| BRIDGE NO.    |           |

| DATE | DESCRIPTION |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
  
 105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

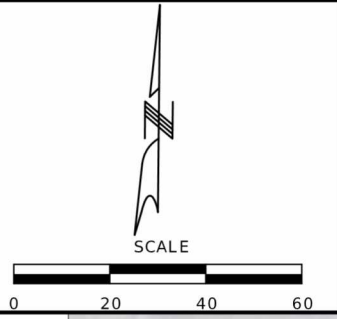
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**PLAN SHEET LEGEND**

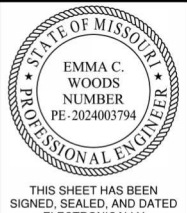
|  |  |  |                                    |
|--|--|--|------------------------------------|
|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

PLAN SHEET  
 MO 100  
 SHEET 30 OF 37

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DATE PREPARED  
2/6/2026

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|--------------|----------|-----------|----|
| ROUTE        | 100      | STATE     | MO |
| DISTRICT     | STL      | SHEET NO. | 34 |
| COUNTY       | ST LOUIS |           |    |
| JOB NO.      | J6P3510D |           |    |
| CONTRACT ID. |          |           |    |
| PROJECT NO.  |          |           |    |
| BRIDGE NO.   |          |           |    |

PROJECT NO.  
BRIDGE NO.

DESCRIPTION

| DATE | DESCRIPTION |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



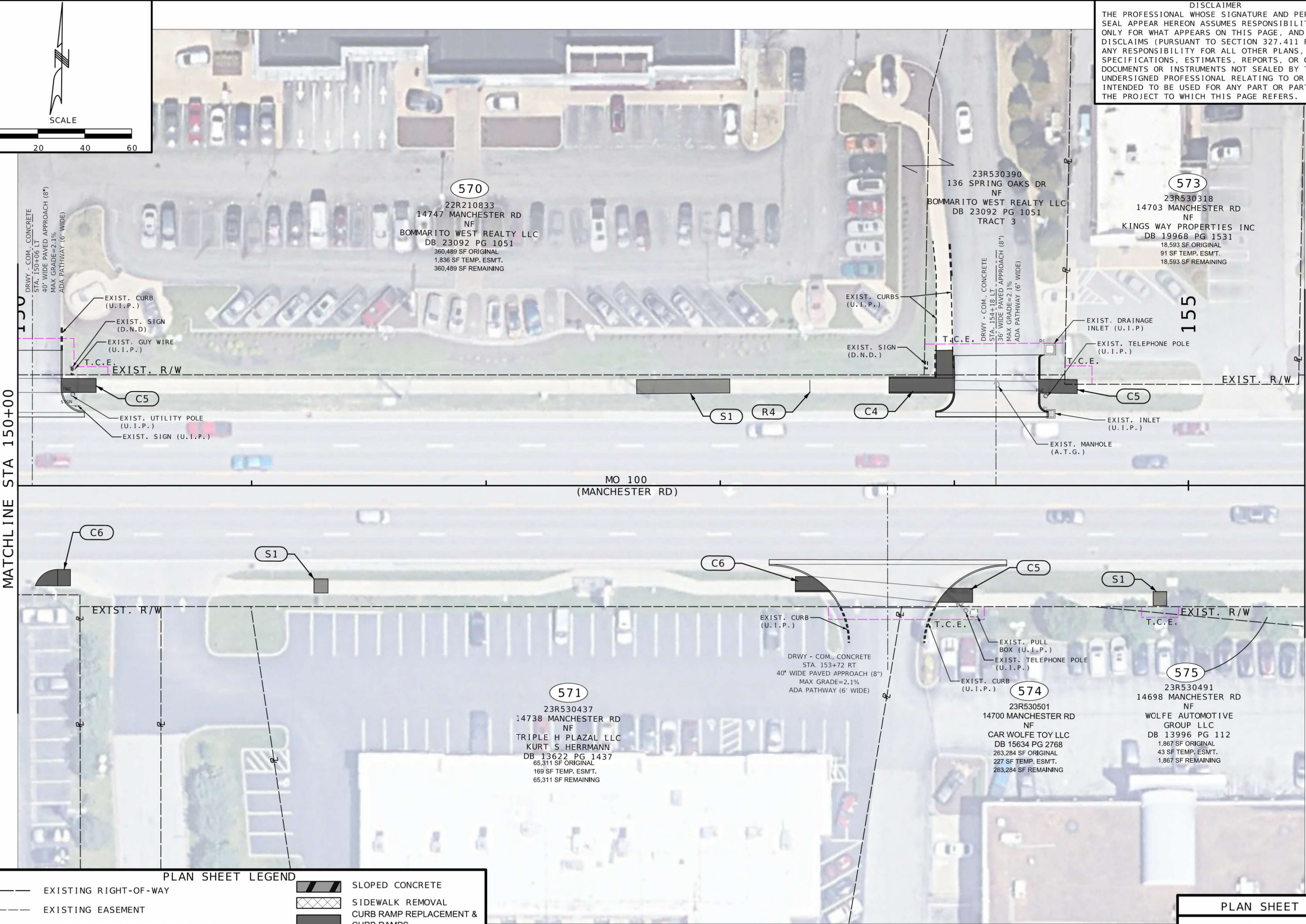
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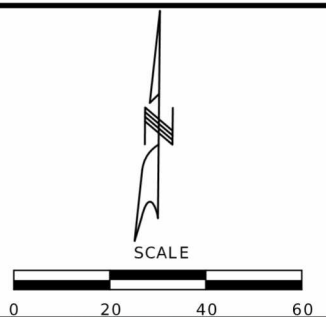
PLAN SHEET  
MO 100  
SHEET 31 OF 37



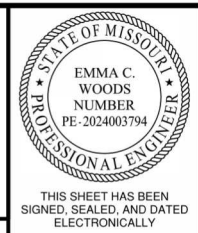
PLAN SHEET LEGEND

|  |  |  |                                   |
|--|--|--|-----------------------------------|
|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                   |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                  |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMP |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT     |

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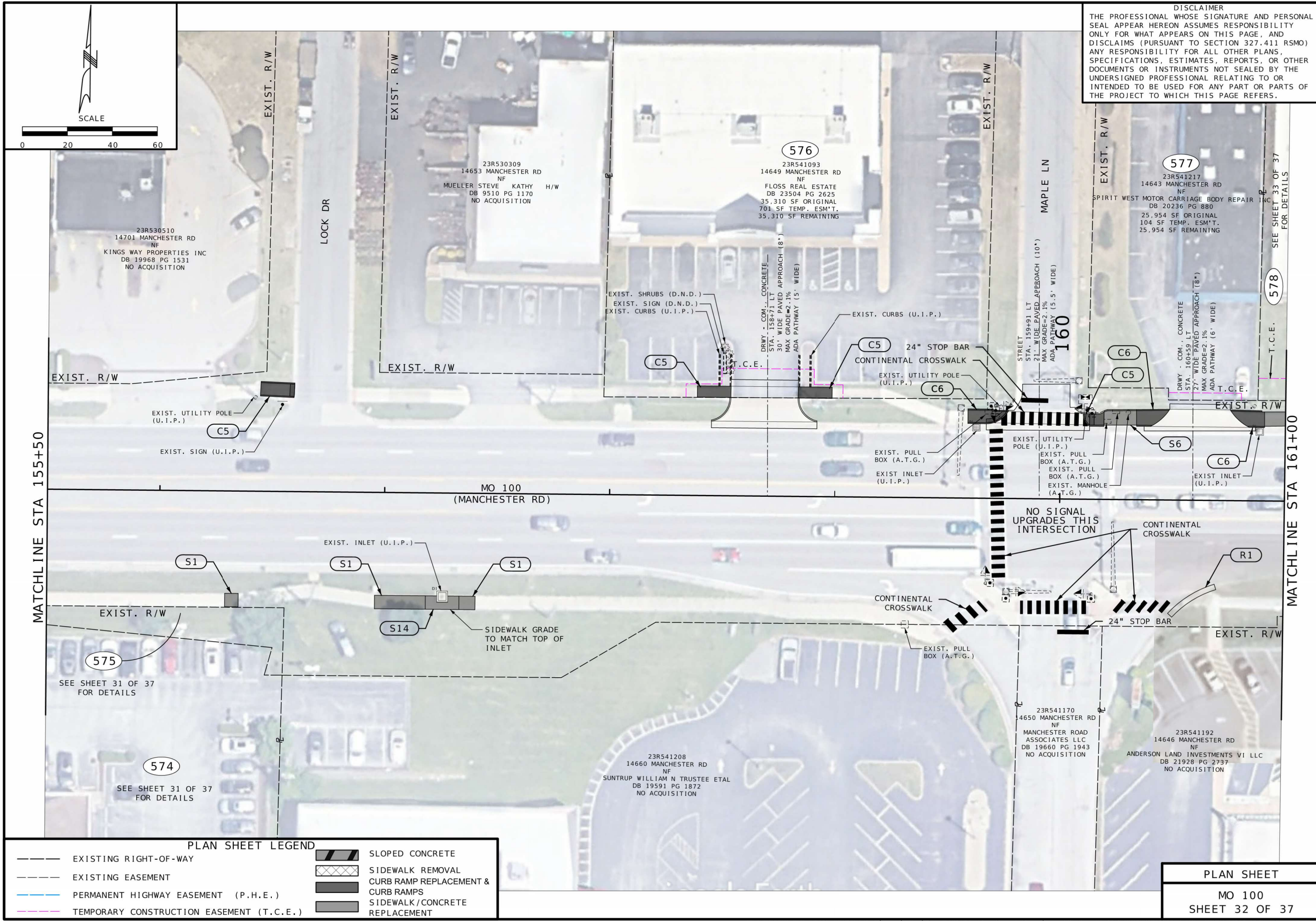
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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>35 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |

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|---|--|
| MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION | 105 WEST CAPITOL<br>JEFFERSON CITY, MO 65102<br>1-888-ASK-MODOT (1-888-275-6636) |
|---|--|



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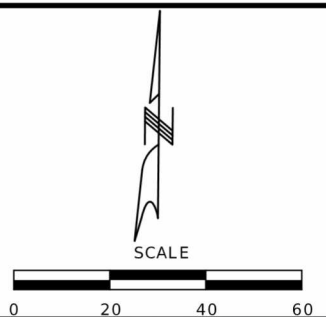


PLAN SHEET LEGEND

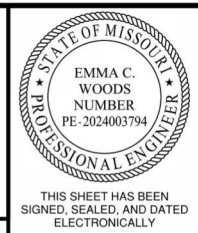
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|-------|--|--|-----------------------------------|
| ---   | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                   |
| - - - | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                  |
| ---   | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMP |
| ---   | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT     |

PLAN SHEET  
 MO 100  
 SHEET 32 OF 37

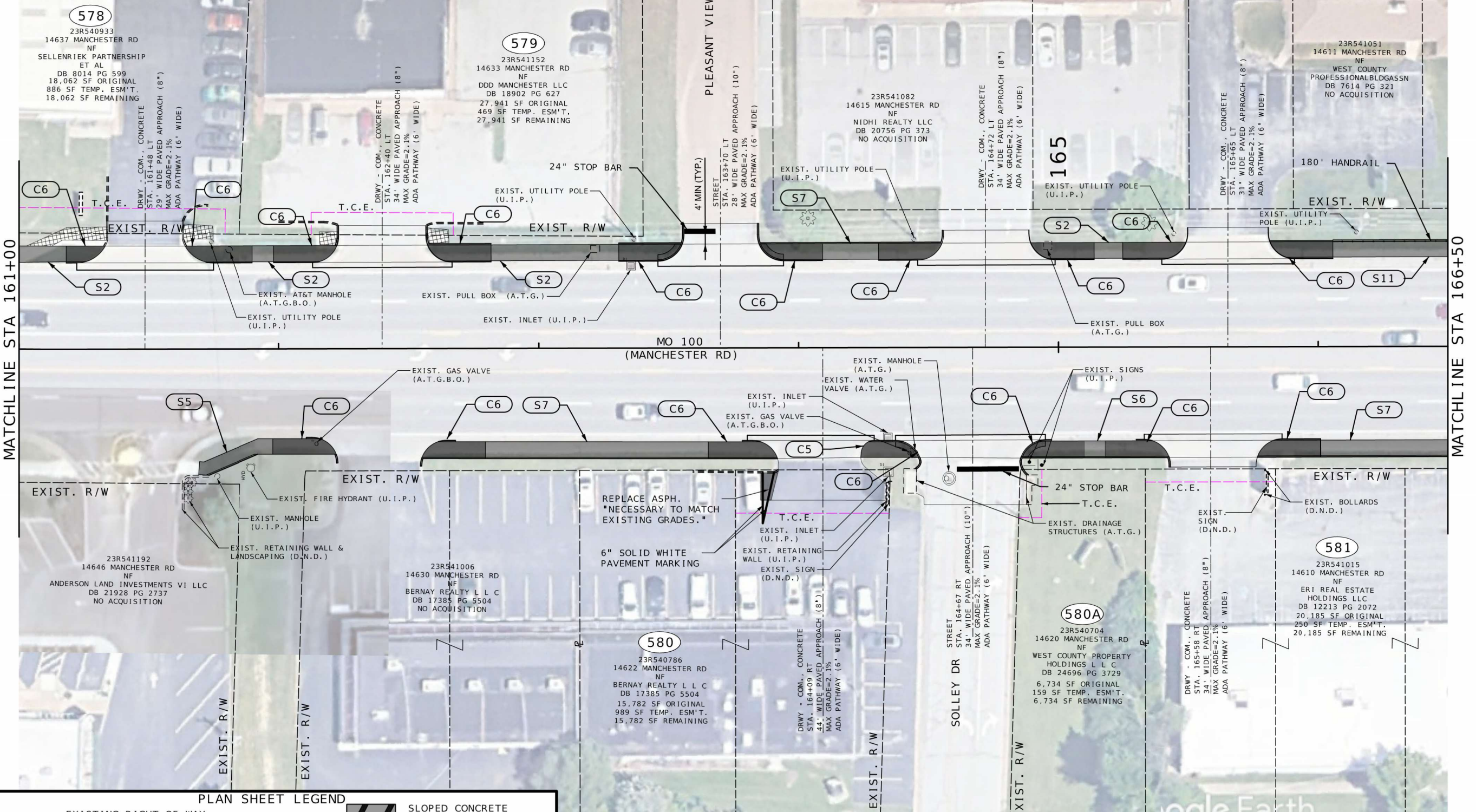
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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>36 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



MATCHLINE STA 161+00

MATCHLINE STA 166+50

|  |  |  |                                    |
|--|--|--|------------------------------------|
|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

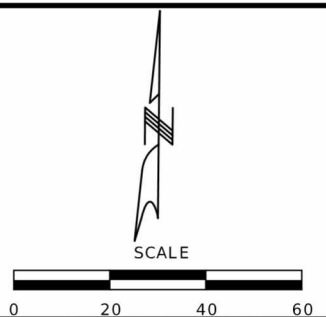
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

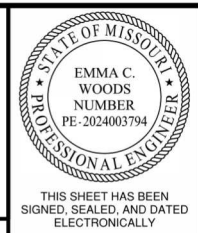
105 WEST CAPITOL JEFFERSON CITY, MO 65102  
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PLAN SHEET  
 MO 100  
 SHEET 33 OF 37

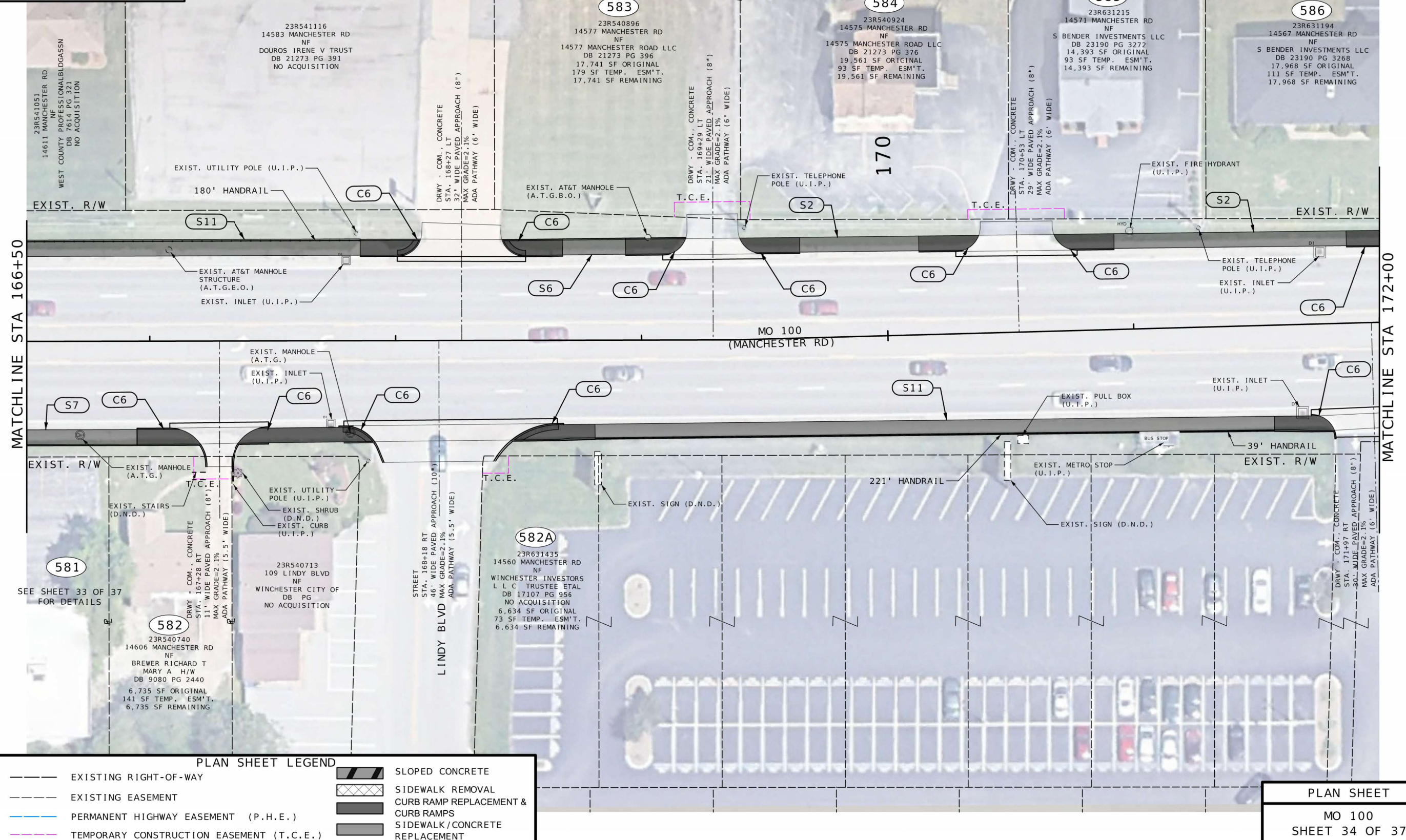


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DATE PREPARED  
2/6/2026

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| ROUTE<br>100        | STATE<br>MO     |
| DISTRICT<br>STL     | SHEET NO.<br>37 |
| COUNTY<br>ST LOUIS  |                 |
| JOB NO.<br>J6P3510D |                 |
| CONTRACT ID.        |                 |



MATCHLINE STA 166+50

MATCHLINE STA 172+00

PLAN SHEET LEGEND

|  |  |  |                                    |
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|  | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|  | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|  | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|  | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

PLAN SHEET  
 MO 100  
 SHEET 34 OF 37

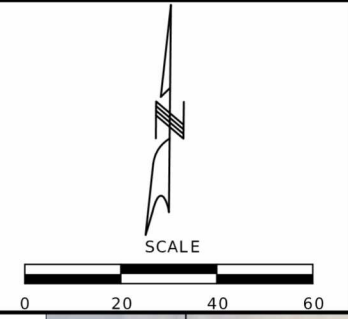
PROJECT NO.  
BRIDGE NO.

| DESCRIPTION | DATE |
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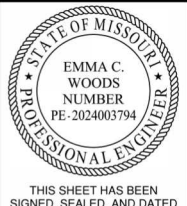
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| DATE PREPARED | 2/6/2026 |              |
| ROUTE         | 100      | MO           |
| DISTRICT      | STL      | SHEET NO. 38 |
| COUNTY        | ST LOUIS |              |
| JOB NO.       | J6P3510D |              |
| CONTRACT ID.  |          |              |
| PROJECT NO.   |          |              |
| BRIDGE NO.    |          |              |

586  
SEE SHEET  
3 OF 37  
FOR DETAILS

587  
23R631206  
14563 MANCHESTER RD  
NF  
ST JOHN VENTURE LLC  
DB 13602 PG 1183  
16,174 SF ORIGINAL  
126 SF TEMP. ESM T.  
16,174 SF REMAINING

588  
23R631282  
14559 MANCHESTER RD  
NF  
DJ INVESTMENT PROPERTIES LLC  
DB 18801 PG 1305  
20,487 SF ORIGINAL  
750 SF TEMP. ESM T.  
20,487 SF REMAINING

589  
22R310511  
14545 MANCHESTER RD  
NF  
WCS MANCHESTER LLC ET AL  
DB 22701 PG 769  
65,707 SF ORIGINAL  
573 SF TEMP. ESM T.  
65,707 SF REMAINING

23R631251  
14533 MANCHESTER RD  
NF  
KISTLER JOHN DAVID ET AL J/T  
DB 23606 PG 1245  
NO ACQUISITION

23R631435  
14560 MANCHESTER RD  
NF  
WINCHESTER INVESTORS L L C TRUSTEE ETAL  
DB 17107 PG 956  
NO ACQUISITION

23R631141  
14552 MANCHESTER RD  
NF  
BAMS ENTERPRISES LLC  
DB 19303 PG 452  
NO ACQUISITION

23R631123  
14548 MANCHESTER RD  
NF  
BRADLEY DAILY LLC  
DB 21910 PG 243  
NO ACQUISITION

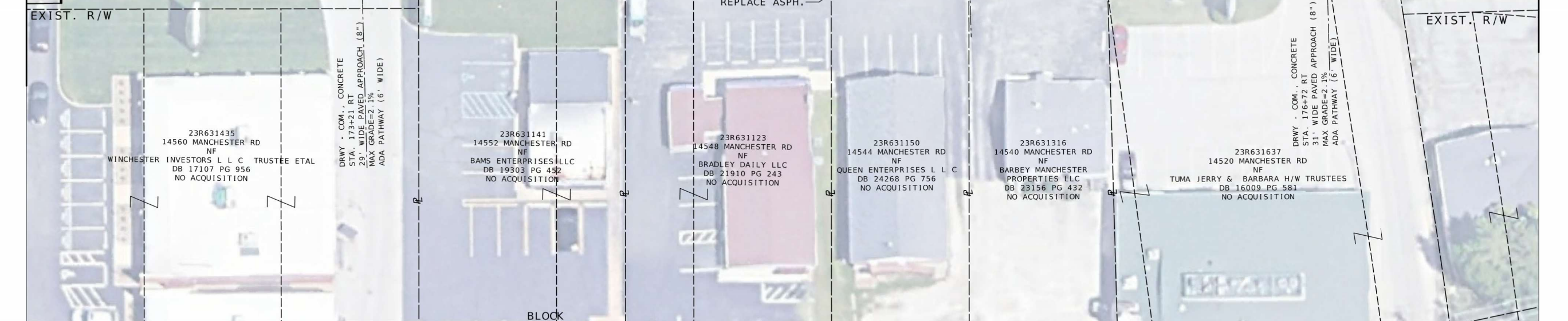
23R631150  
14544 MANCHESTER RD  
NF  
QUEEN ENTERPRISES L L C  
DB 24268 PG 756  
NO ACQUISITION

23R631316  
14540 MANCHESTER RD  
NF  
BARBEY MANCHESTER  
PROPERTIES LLC  
DB 23156 PG 432  
NO ACQUISITION

23R631637  
14520 MANCHESTER RD  
NF  
TUMA JERRY & BARBARA H/W TRUSTEES  
DB 16009 PG 581  
NO ACQUISITION

MATCHLINE STA 172+00

MATCHLINE STA 177+50



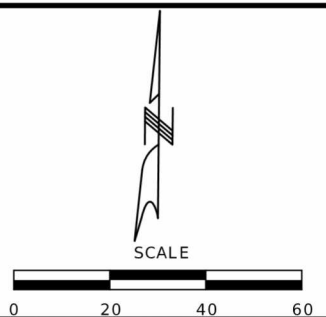
| PLAN SHEET LEGEND |  |
|-------------------|--|
| ---               | EXISTING RIGHT-OF-WAY                    |
| ---               | EXISTING EASEMENT                        |
| ---               | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |
| ---               | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |
| ///               | SLOPED CONCRETE                          |
| X                 | SIDEWALK REMOVAL                         |
| □                 | CURB RAMP REPLACEMENT & CURB RAMPS       |
| ■                 | SIDEWALK/CONCRETE REPLACEMENT            |

PLAN SHEET  
MO 100  
SHEET 35 OF 37

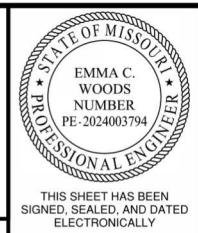
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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>39 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



23R631251  
 14533 MANCHESTER RD  
 NF  
 KISTLER JOHN DAVID ETAL J/T  
 DB 23606 PG 325  
 NO ACQUISITION

22R310685  
 14529 MANCHESTER RD  
 NF  
 DIXON FAMILY TRUST-MANCHESTER L C  
 DB 14530 PG 844  
 NO ACQUISITION

22R310676  
 111 BAXTER SHOPS ST  
 NF  
 SHER CARE CORPORATION  
 DB 11830 PG 1660  
 NO ACQUISITION

22R310694  
 105 BAXTER RD  
 NF  
 RHODES DEVELOPMENT CO L L C  
 DB 16012 PG 1026  
 NO ACQUISITION

23R631545  
 14510 MANCHESTER RD  
 NF  
 24K COMMERCIAL LLC  
 DB 25326 PG 385  
 NO ACQUISITION

MANCHESTER RD  
 NF  
 UNKNOWN  
 DB NA PG NA

MATCHLINE STA 177+50

MATCHLINE STA 183+00

MO 100  
 (MANCHESTER RD)

180

| PLAN SHEET LEGEND |  |  |                                    |
|-------------------|--|--|------------------------------------|
|                   | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
|                   | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
|                   | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
|                   | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

| DATE | DESCRIPTION |
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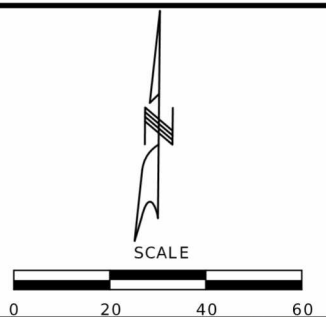
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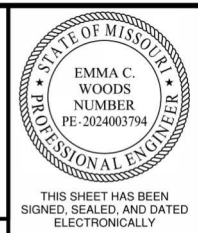
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PLAN SHEET  
 MO 100  
 SHEET 36 OF 37

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|               |          |              |
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| DATE PREPARED | 2/6/2026 |              |
| ROUTE         | 100      | STATE MO     |
| DISTRICT      | STL      | SHEET NO. 40 |
| COUNTY        | ST LOUIS |              |
| JOB NO.       | J6P3510D |              |
| CONTRACT ID.  |          |              |
| PROJECT NO.   |          |              |
| BRIDGE NO.    |          |              |



22R310676  
 111 BAXTER SHOPS ST  
 NF  
 SHER CARE CORPORATION  
 DB 11830 PG 1660  
 NO ACQUISITION

END WORK  
 MO 100  
 STA. 186+78

NO SIGNAL UPGRADES  
 THIS INTERSECTION

MATCHLINE STA 183+00

86°51'29"E

EXIST. R/W

EXIST. R/W

PLAN SHEET LEGEND

|           |  |  |                                    |
|-----------|--|--|------------------------------------|
| ———       | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                    |
| - - - - - | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                   |
| ———       | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | CURB RAMP REPLACEMENT & CURB RAMPS |
| ———       | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  | SIDEWALK/CONCRETE REPLACEMENT      |

| DATE | DESCRIPTION |
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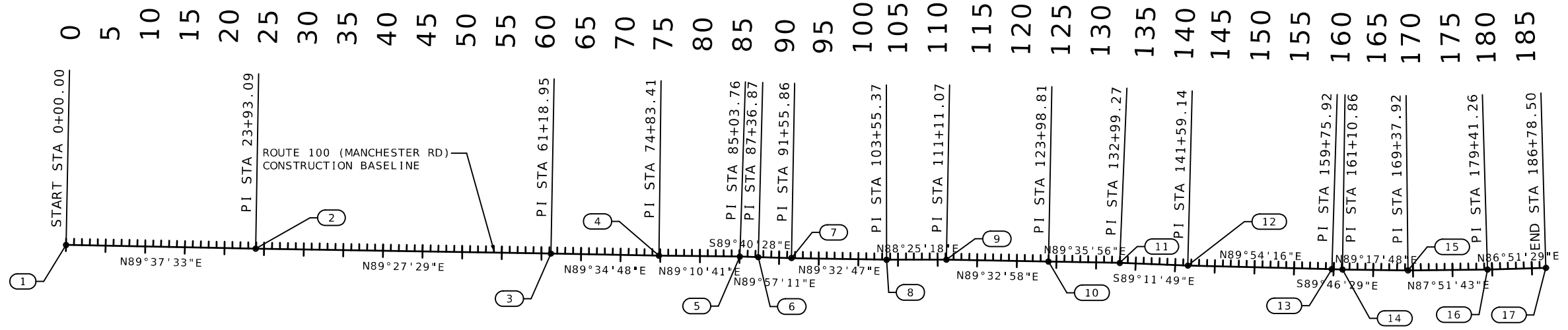
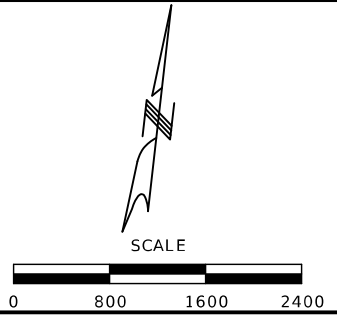
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

**EDSI**  
 ENGINEERING DESIGN SOURCE, INC.  
 16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523  
 T. 636 537 5685  
 F. 636 537 0275

PLAN SHEET  
 MO 100  
 SHEET 37 OF 37

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.



**COORDINATE POINT LISTING**

| STATION                       | LOCATION  | OFFSET (USFT) | MODIFIED STATE PLANE (GROUND) |                        |                          | DESCRIPTION | POINT ID |
|-------------------------------|-----------|---------------|-------------------------------|------------------------|--------------------------|-------------|----------|
|                               |           |               | NORTHING (US SURVEY FT)       | EASTING (US SURVEY FT) | ELEVATION (US SURVEY FT) |             |          |
| <b>PROJECT CONTROL POINTS</b> |           |               |                               |                        |                          |             |          |
|                               |           |               |                               |                        |                          |             |          |
| <b>ALIGNMENTS</b>             |           |               |                               |                        |                          |             |          |
| 0+00.00                       | ROUTE 100 | 0.00          | 1,004,730.7581                | 795,722.5819           |                          | HPI START   | 1        |
| 23+93.09                      | ROUTE 100 | 0.00          | 1,004,746.3894                | 798,115.6183           |                          | HPI         | 2        |
| 61+18.95                      | ROUTE 100 | 0.00          | 1,004,781.6324                | 801,841.3184           |                          | HPI         | 3        |
| 74+83.41                      | ROUTE 100 | 0.00          | 1,004,791.6315                | 803,205.7385           |                          | HPI         | 4        |
| 85+03.76                      | ROUTE 100 | 0.00          | 1,004,806.2678                | 804,225.9826           |                          | HPI         | 5        |
| 87+36.87                      | ROUTE 100 | 0.00          | 1,004,804.9430                | 804,459.0868           |                          | HPI         | 6        |
| 91+55.86                      | ROUTE 100 | 0.00          | 1,004,805.2873                | 804,878.0769           |                          | HPI         | 7        |
| 103+55.37                     | ROUTE 100 | 0.00          | 1,004,814.7858                | 806,077.5528           |                          | HPI         | 8        |
| 111+11.07                     | ROUTE 100 | 0.00          | 1,004,835.6013                | 806,832.9665           |                          | HPI         | 9        |
| 123+98.81                     | ROUTE 100 | 0.00          | 1,004,845.7289                | 808,120.6666           |                          | HPI         | 10       |
| 132+99.27                     | ROUTE 100 | 0.00          | 1,004,852.0316                | 809,021.0981           |                          | HPI         | 11       |
| 141+59.14                     | ROUTE 100 | 0.00          | 1,004,839.9807                | 809,880.8924           |                          | HPI         | 12       |
| 159+75.92                     | ROUTE 100 | 0.00          | 1,004,843.0116                | 811,697.6629           |                          | HPI         | 13       |
| 161+10.86                     | ROUTE 100 | 0.00          | 1,004,842.4810                | 811,832.6009           |                          | HPI         | 14       |
| 169+37.92                     | ROUTE 100 | 0.00          | 1,004,852.6317                | 812,659.6011           |                          | HPI         | 15       |
| 179+41.26                     | ROUTE 100 | 0.00          | 1,004,890.0654                | 813,662.2482           |                          | HPI         | 16       |
| 186+33.86                     | ROUTE 100 | 0+00.00       | 1,004,928.0280                | 814,353.8052           |                          | HPI END     | 17       |

COORDINATE SYSTEM: MODIFIED MISSOURI EAST  
 COORDINATE SYSTEM  
 NAME: SL - ST. CHARLES 2011  
 DATUM: NAD83/2011  
  
 PROJECTION FACTOR: 1.0000878

COORDINATE POINTS  
 MO 100  
 SHEET 1 OF 5

THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

DATE PREPARED: 2/6/2026

|              |              |
|--------------|--------------|
| ROUTE 100    | STATE MO     |
| DISTRICT STL | SHEET NO. 41 |

COUNTY: ST LOUIS

JOB NO.: J6P3510D

CONTRACT ID:

PROJECT NO.:

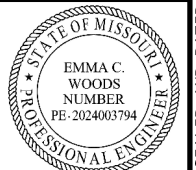
BRIDGE NO.:

| DESCRIPTION | DATE |
|-------------|------|
|             |      |
|             |      |
|             |      |
|             |      |

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

ENGINEERING DESIGN SOURCE, INC.  
16141 Swingley Ridge Rd., Suite 300  
Chesterfield, Missouri 63017  
T. 636 537 5685 F. 636 537 0275  
Missouri State Engineering Corporation #001523



THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

DATE PREPARED  
2/6/2026

ROUTE 100 STATE MO  
DISTRICT STL SHEET NO. 42

COUNTY ST LOUIS  
JOB NO. J6P3510D  
CONTRACT ID.

PROJECT NO.  
BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

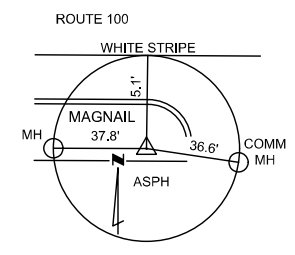


105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

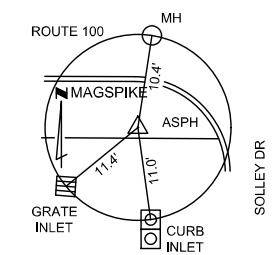


ENGINEERING DESIGN SOURCE, INC.  
16141 Swingley Ridge Rd., Suite 300  
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Missouri State Engineering Corporation #001523  
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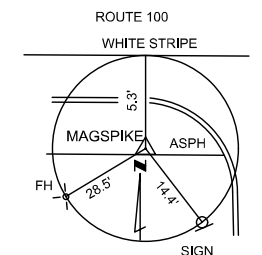
REV.



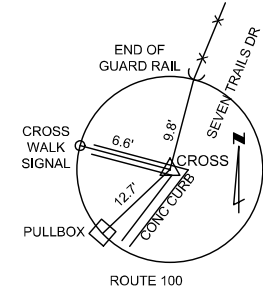
REFERENCE TIE  
CONTROL POINT #10  
N 1004812.484  
E 812431.517  
ELEV 587.65  
MAGNAIL IN ASPHALT WALK; ON SOUTH SIDE OF ROUTE 100. APPROX 120 FEET WEST OF INTERSECTION OF ROUTE 100 AND LINDY BOULEVARD.



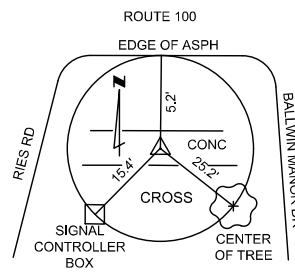
REFERENCE TIE  
CONTROL POINT #9  
N 1004808.534  
E 812163.223  
ELEV 597.42  
MAGSPIKE IN ASPHALT WALK; AT THE SOUTHWEST CORNER OF THE INTERSECTION OF ROUTE 100 AND SOLLEY DRIVE.



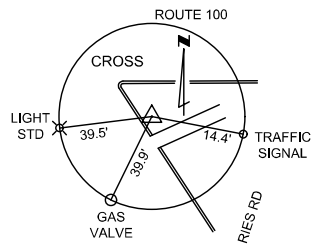
REFERENCE TIE  
CONTROL POINT #8  
N 1004806.504  
E 811940.143  
ELEV 605.72  
MAGSPIKE IN ASPHALT WALK; ON SOUTH SIDE OF ROUTE 100. APPROX 250 FEET WEST OF INTERSECTION OF ROUTE 100 AND SOLLEY DRIVE.



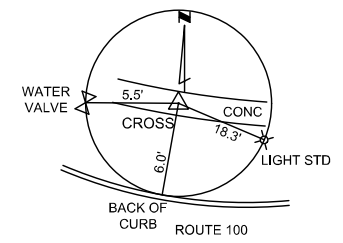
REFERENCE TIE  
CONTROL POINT #7  
N 1004904.767  
E 809478.507  
ELEV 659.41  
CROSS IN CONCRETE CURB ALONG WALK; AT THE NORTHWEST CORNER OF THE INTERSECTION OF ROUTE 100 AND RIES ROAD.



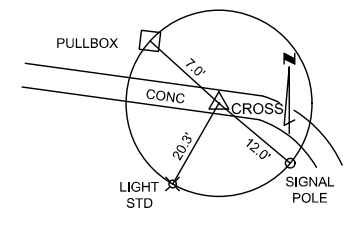
REFERENCE TIE  
CONTROL POINT #6  
N 1004806.714  
E 809561.887  
ELEV 660.50  
CROSS IN CONCRETE WALK; AT THE SOUTHEAST CORNER OF THE INTERSECTION OF ROUTE 100 AND RIES ROAD.



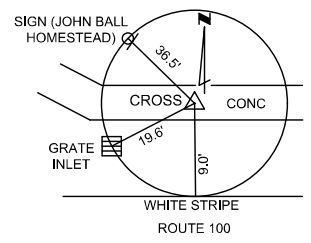
REFERENCE TIE  
CONTROL POINT #5  
N 1004804.980  
E 809433.607  
ELEV 660.99  
CROSS IN CONCRETE ISLAND; AT THE SOUTHWEST CORNER OF THE INTERSECTION OF ROUTE 100 AND RIES ROAD.



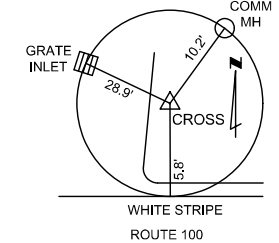
REFERENCE TIE  
CONTROL POINT #16  
N 1004880.516  
E 807161.257  
ELEV 607.21  
CROSS IN CONCRETE WALK; AT THE NORTHEAST CORNER OF THE INTERSECTION OF ROUTE 100 AND HOLLOWAY ROAD.



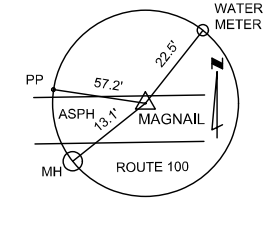
REFERENCE TIE  
CONTROL POINT #15  
N 1004797.721  
E 807825.372  
ELEV 626.00  
CROSS IN CONCRETE WALK; AT THE SOUTHWEST CORNER OF THE INTERSECTION OF ROUTE 100 AND BALLPARK DRIVE.



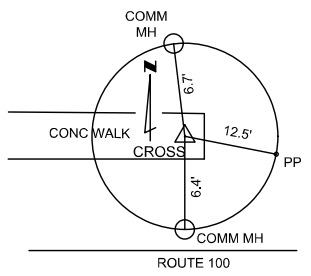
REFERENCE TIE  
CONTROL POINT #14  
N 1004884.785  
E 808041.614  
ELEV 632.94  
CROSS IN CONCRETE WALK; ON NORTH SIDE OF ROUTE 100. APPROX 145 FEET EAST OF INTERSECTION OF ROUTE 100 AND BALLPARK DRIVE.



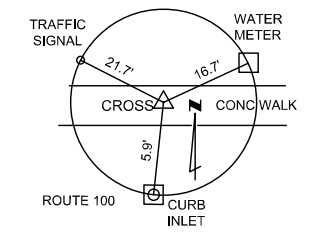
REFERENCE TIE  
CONTROL POINT #13  
N 1004884.767  
E 808483.826  
ELEV 651.16  
CROSS IN CONCRETE WALK; ON NORTH SIDE OF ROUTE 100. APPROX 580 FEET EAST OF INTERSECTION OF ROUTE 100 AND NORTH ELM STREET.



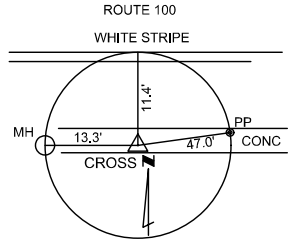
REFERENCE TIE  
CONTROL POINT #12  
N 1004894.660  
E 812906.765  
ELEV 568.66  
MAGNAIL IN ASPHALT WALK; ON NORTH SIDE OF ROUTE 100. APPROX 170 FEET WEST OF INTERSECTION OF ROUTE 100 AND SAN SOUCI DRIVE.



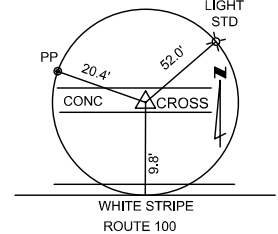
REFERENCE TIE  
CONTROL POINT #11  
N 1004914.511  
E 813217.719  
ELEV 557.12  
CROSS IN CONCRETE WALK; ON NORTH SIDE OF ROUTE 100. APPROX 150 FEET EAST OF INTERSECTION OF ROUTE 100 AND SAN SOUCI DRIVE.



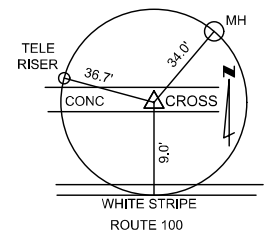
REFERENCE TIE  
CONTROL POINT #22  
N 1004858.100  
E 803868.620  
ELEV 595.28  
CROSS IN CONCRETE WALK; AT THE NORTHEAST CORNER OF THE INTERSECTION OF ROUTE 100 AND NEW BALLWIN ROAD.



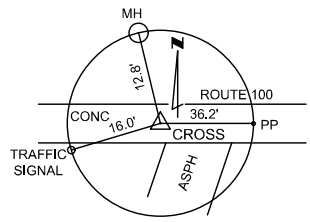
REFERENCE TIE  
CONTROL POINT #21  
N 1004770.602  
E 805841.342  
ELEV 589.13  
CROSS IN CONCRETE WALK; ON SOUTH SIDE OF ROUTE 100. APPROX 200' WEST OF INTERSECTION OF ROUTE 100 AND SHIRLEY LANE.



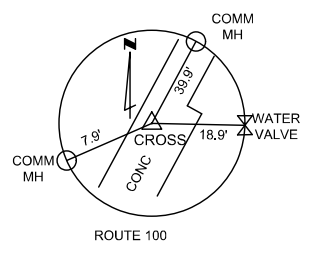
REFERENCE TIE  
CONTROL POINT #20  
N 1004852.267  
E 805725.366  
ELEV 589.38  
CROSS IN CONCRETE WALK; ON NORTH SIDE OF ROUTE 100. APPROX 240 FEET EAST OF INTERSECTION OF ROUTE 100 AND STEAMBOAT LANE.



REFERENCE TIE  
CONTROL POINT #19  
N 1004852.697  
E 805863.047  
ELEV 589.33  
CROSS IN CONCRETE WALK; ON NORTH SIDE OF ROUTE 100. APPROX 180 FEET WEST OF INTERSECTION OF ROUTE 100 AND SHIRLEY LANE.

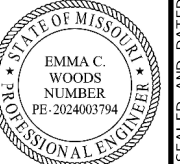


REFERENCE TIE  
CONTROL POINT #18  
N 1004798.898  
E 807096.835  
ELEV 605.05  
CROSS IN CONCRETE WALK; ON THE SOUTH SIDE OF ROUTE 100. APPROX 50 FEET SOUTHEAST OF THE INTERSECTION OF ROUTE 100 AND HOLLOWAY ROAD.



REFERENCE TIE  
CONTROL POINT #17  
N 1004889.080  
E 807020.639  
ELEV 603.99  
CROSS IN CONCRETE WALK; AT THE NORTHWEST CORNER OF THE INTERSECTION OF ROUTE 100 AND HOLLOWAY ROAD.

REFERENCE POINT SHEET  
MO 100  
SHEET 2 OF 5



THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

DATE PREPARED  
2/6/2026

ROUTE 100 STATE MO

DISTRICT STL SHEET NO. 43

COUNTY ST LOUIS

JOB NO. J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-275-6636)

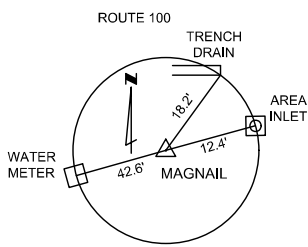
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

EDSI ENGINEERING DESIGN SOURCE, INC.

16141 Swingley Ridge Rd., Suite 300 Chesterfield, Missouri 63017 Missouri State Engineering Corporation #001523

T. 636 537 5565 F. 636 537 0275

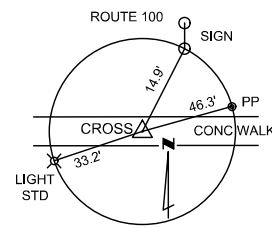
REFERENCE POINT SHEET



**REFERENCE TIE**

CONTROL POINT #23  
N 1004733.153  
E 803592.211  
ELEV 602.20

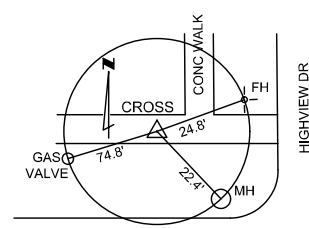
MAGNAIL IN ASPHALTAL PARKING LOT; ON THE SOUTH SIDE OF ROUTE 100, APPROX 230 FEET SOUTHWEST OF THE INTERSECTION OF ROUTE 100 AND NEW BALLWIN ROAD.



**REFERENCE TIE**

CONTROL POINT #24  
N 1004737.454  
E 803167.610  
ELEV 610.00

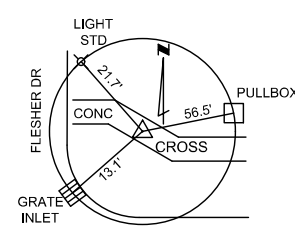
CROSS IN CONCRETE WALK; ON THE SOUTH SIDE OF ROUTE 100, APPROX 190 FEET SOUTHEAST OF THE INTERSECTION OF ROUTE 100 AND QUAIL DRIVE.



**REFERENCE TIE**

CONTROL POINT #25  
N 1004823.712  
E 800149.126  
ELEV 692.33

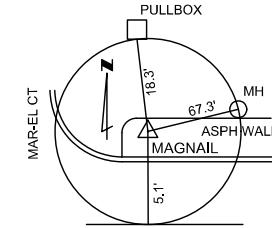
CROSS IN CONCRETE WALK; AT THE NORTHWEST CORNER OF THE INTERSECTION OF ROUTE 100 AND HIGHVIEW DRIVE.



**REFERENCE TIE**

CONTROL POINT #26  
N 1004812.278  
E 799779.809  
ELEV 698.04

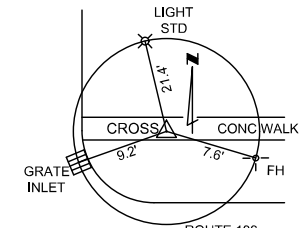
CROSS IN CONCRETE WALK; AT THE NORTHEAST CORNER OF THE INTERSECTION OF ROUTE 100 AND FLESHER DRIVE.



**REFERENCE TIE**

CONTROL POINT #27  
N 1004795.114  
E 799229.399  
ELEV 708.84

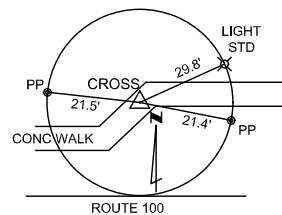
MAGNAIL IN ASPHALT WALK; AT THE NORTHEAST CORNER OF THE INTERSECTION OF ROUTE 100 AND MAR-EL COURT.



**REFERENCE TIE**

CONTROL POINT #28  
N 1004790.362  
E 797295.476  
ELEV 720.04

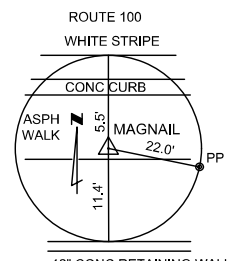
CROSS IN CONCRETE WALK; ON THE NORTH SIDE OF ROUTE 100, APPROX 215 FEET NORTHEAST OF THE INTERSECTION OF ROUTE 100 AND VESPER DRIVE.



**REFERENCE TIE**

CONTROL POINT #29  
N 1004782.305  
E 796771.138  
ELEV 717.92

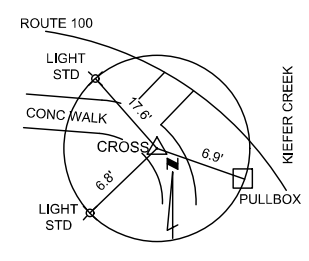
CROSS CROSS IN CONCRETE WALK; ON THE NORTH SIDE OF ROUTE 100, APPROX 205 FEET NORTHEAST OF THE INTERSECTION OF ROUTE 100 AND DEVORE DRIVE.



**REFERENCE TIE**

CONTROL POINT #30  
N 1004699.863  
E 796676.563  
ELEV 716.30

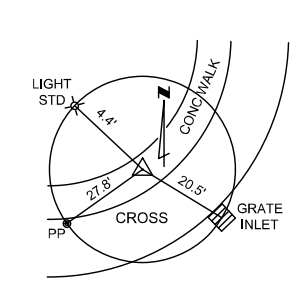
MAGNAIL IN ASPHALT WALK; ON THE SOUTH SIDE OF ROUTE 100, APPROX 110 FEET SOUTHEAST OF THE INTERSECTION OF ROUTE 100 AND DEVORE DRIVE.



**REFERENCE TIE**

CONTROL POINT #31  
N 1004648.516  
E 795653.913  
ELEV 728.22

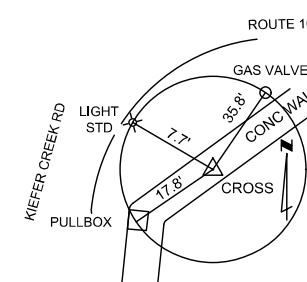
CROSS IN CONCRETE WALK; AT THE SOUTHWEST CORNER OF THE INTERSECTION OF ROUTE 100 AND KIEFER CREEK/CLARKSON ROAD.



**REFERENCE TIE**

CONTROL POINT #32  
N 1004790.379  
E 795624.576  
ELEV 730.89

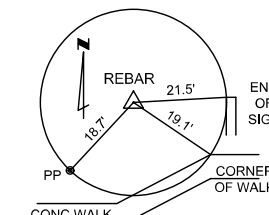
CROSS IN CONCRETE WALK; AT THE NORTHWEST CORNER OF THE INTERSECTION OF ROUTE 100 AND CLARKSON/KIEFER CREEK ROAD.



**REFERENCE TIE**

CONTROL POINT #33  
N 1004637.897  
E 795779.243  
ELEV 728.16

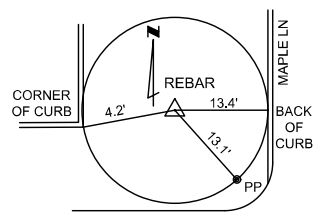
CROSS IN CONCRETE WALK; AT THE SOUTHEAST CORNER OF THE INTERSECTION OF ROUTE 100 AND KIEFER CREEK/CLARKSON ROAD.



**REFERENCE TIE**

CONTROL POINT #43  
N 1004899.999  
E 811823.636  
ELEV 609.81

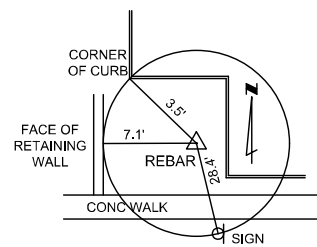
REBAR WITH CAP IN GRASS; ON THE NORTH SIDE OF ROUTE 100, APPROX 125 FEET NORTHEAST OF THE INTERSECTION OF ROUTE 100 AND MAPLE LANE.



**REFERENCE TIE**

CONTROL POINT #44  
N 1004913.601  
E 811689.364  
ELEV 616.90

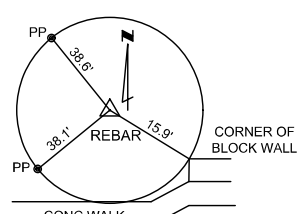
REBAR WITH CAP IN GRASS; AT THE NORTHWEST CORNER OF THE INTERSECTION OF ROUTE 100 AND MAPLE LANE.



**REFERENCE TIE**

CONTROL POINT #45  
N 1004908.119  
E 811524.963  
ELEV 617.27

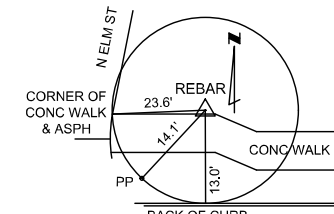
REBAR WITH CAP IN GRASS; ON THE NORTH SIDE OF ROUTE 100, APPROX 200 FEET NORTHWEST OF THE INTERSECTION OF ROUTE 100 AND MAPLE LANE.



**REFERENCE TIE**

CONTROL POINT #46  
N 1004908.759  
E 809043.140  
ELEV 656.13

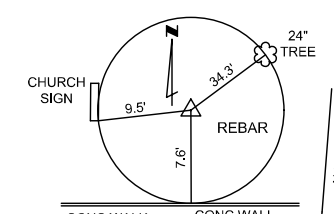
REBAR WITH CAP IN GRASS; ON THE NORTH SIDE OF ROUTE 100, APPROX 150 FEET NORTHEAST OF INTERSECTION OF ROUTE 100 AND NORTH ELM STREET.



**REFERENCE TIE**

CONTROL POINT #47  
N 1004898.641  
E 808939.812  
ELEV 661.43

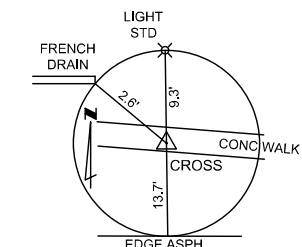
REBAR WITH CAP IN GRASS; AT THE NORTHEAST CORNER OF THE INTERSECTION OF ROUTE 100 AND NORTH ELM STREET.



**REFERENCE TIE**

CONTROL POINT #48  
N 1004899.718  
E 808825.222  
ELEV 665.71

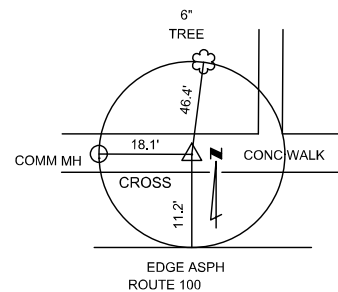
REBAR WITH CAP IN GRASS; ON THE NORTH SIDE OF ROUTE 100, APPROX 90 FEET NORTHWEST OF INTERSECTION OF ROUTE 100 AND NORTH ELM STREET.



**REFERENCE TIE**

CONTROL POINT #52  
N 1004884.286  
E 810195.440  
ELEV 644.50

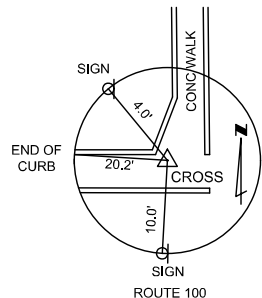
CUT TRUNK IN CONCRETE WALK; ON THE NORTH SIDE OF ROUTE 100, APPROX 165 FEET NORTHEAST OF THE INTERSECTION OF ROUTE 100 AND LARK HILL LANE.



REFERENCE TIE

CONTROL POINT #53  
 N 1004882.620  
 E 810679.611  
 ELEV 630.04

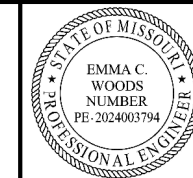
CUT CROSS IN CONCRETE WALK; ON THE NORTH SIDE OF  
 ROUTE 100 APPROX 235 FEET NORTHEAST OF  
 INTERSECTION OF ROUTE 100 AND TIMKA DRIVE.



REFERENCE TIE

CONTROL POINT #54  
 N 1004888.990  
 E 811111.822  
 ELEV 623.53

CUT CROSS IN CONCRETE WALK; ON THE NORTH SIDE  
 OF ROUTE 100. APPROX 290 FEET NORTHWEST OF  
 INTERSECTION OF ROUTE 100 AND LOCK DRIVE.



THIS SHEET HAS BEEN  
 SIGNED, SEALED, AND DATED  
 ELECTRONICALLY

DATE PREPARED  
 2/6/2026

ROUTE STATE  
 100 MO

DISTRICT SHEET NO.  
 STL 44

COUNTY  
 ST LOUIS

JOB NO.  
 J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| DATE | DESCRIPTION |
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MISSOURI HIGHWAYS AND TRANSPORTATION  
 COMMISSION

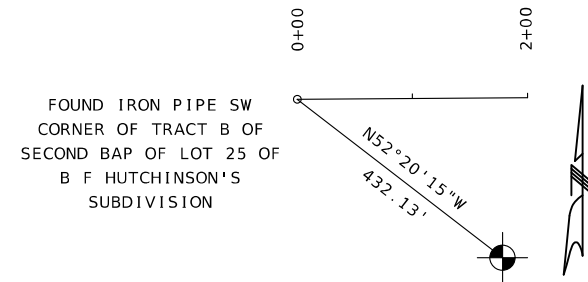
105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

ENGINEERING DESIGN SOURCE, INC.  
 16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523  
 T. 636 537 5685  
 F. 636 537 0215

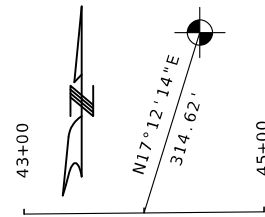
REFERENCE POINT SHEET  
 MO 100  
 SHEET 4 OF 5

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

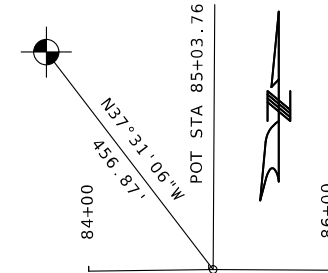
LAND CORNER TIE:  
 FOUND IRON PIPE AT THE SOUTHWEST CORNER OF  
 TRACT B OF SECOND BOUNDARY ADJUSTMENT PLAT OF LOT  
 25 OF CAPTAIN BENJAMIN F HUTCHINSON'S SUBDIVISION  
 OF HIS ELLISVILLE FARM  
 PB 335 PG 5  
 432.13 FEET NORTHWEST OF BASELINE STATION 0+00  
 PROJECT COORDINATES  
 N:1004466.7240 E:796064.6640



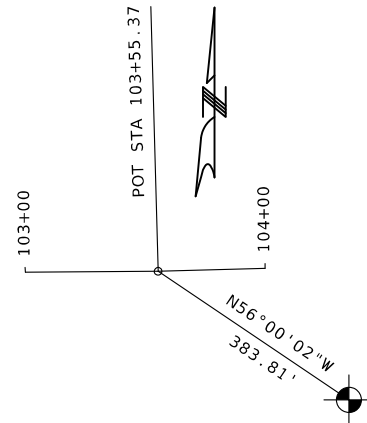
LAND CORNER TIE:  
 FOUND IRON PIPE AT THE NORTHWEST CORNER OF  
 MASON'S PLAZA  
 PB 232 PG 24  
 314.82 FEET NORTHEAST OF BASELINE STATION 44+00  
 PROJECT COORDINATES  
 N:1005065.9170 E:800215.4980



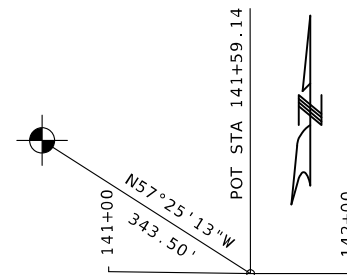
LAND CORNER TIE:  
 FOUND IRON PIPE AT THE NORTH CORNER OF  
 LOT A OF CENTRAL PLAZA BOUNDARY ADJUSTMENT PLAT  
 PB 355 PG 54  
 456.87 FEET NORTHWEST OF BASELINE STATION 85+03.76  
 PROJECT COORDINATES  
 N:1005168.6380 E:803947.7430



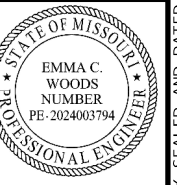
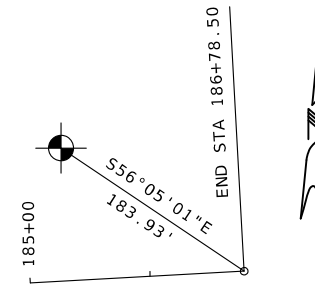
LAND CORNER TIE:  
 FOUND IRON ROD AT THE SOUTHWEST CORNER OF  
 LOT 4 OF SUNNYSIDE COURT  
 PB 54 PG 46  
 383.81 FEET NORTHWEST OF BASELINE STATION 103+55.37  
 PROJECT COORDINATES  
 N:1004600.1550 E:806395.7500



LAND CORNER TIE:  
 FOUND IRON ROD AT THE WESTERN MOST CORNER OF  
 LOT A OF U-GAS BALLWIN  
 PB 360 PG 36  
 343.50 FEET NORTHWEST OF BASELINE STATION 141+59.14  
 PROJECT COORDINATES  
 N:1005024.9490 E:809591.4420



LAND CORNER TIE:  
 FOUND CROSS IN SIDEWALK AT 43.00 FEET RIGHT OF  
 STATION 113+48.66 AS SHOWN ON SURVEY BY ST LOUIS  
 COUNTY  
 PROJECT NO. AR-1555, PAGE 22 OF 22  
 183.93 FEET NORTHWEST OF BASELINE STATION  
 186+75.80  
 PROJECT COORDINATES  
 N:1005033.1060 E:814245.7380



THIS SHEET HAS BEEN  
 SIGNED, SEALED, AND DATED  
 ELECTRONICALLY

DATE PREPARED

2/6/2026

ROUTE STATE

100 MO

DISTRICT SHEET NO.

STL 45

COUNTY

ST LOUIS

JOB NO.

J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION  
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105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
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 16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523  
 T. 636 537 5685  
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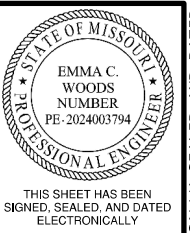
REFERENCE POINT SHEET

MO 100  
 SHEET 5 OF 5

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

PEDESTRIAN CURB RAMP PAY LIMITS

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DATE PREPARED  
2/6/2026

ROUTE 100 STATE MO  
DISTRICT STL SHEET NO. 46

COUNTY ST LOUIS  
JOB NO. J6P3510D  
CONTRACT ID.

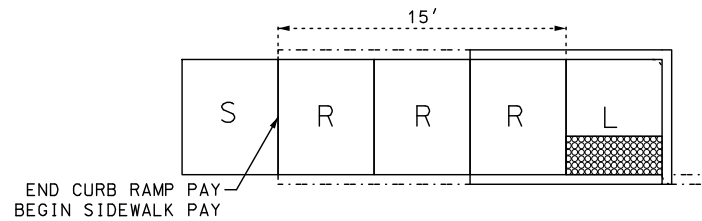
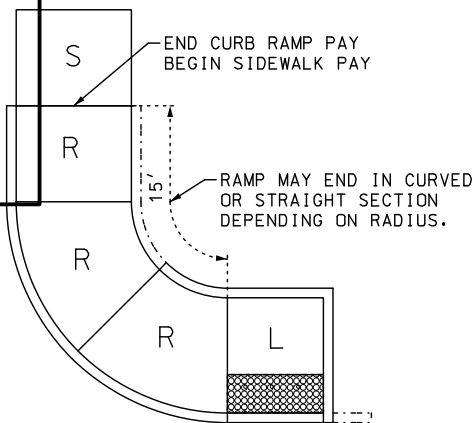
PROJECT NO.  
BRIDGE NO.

| DESCRIPTION | DATE |
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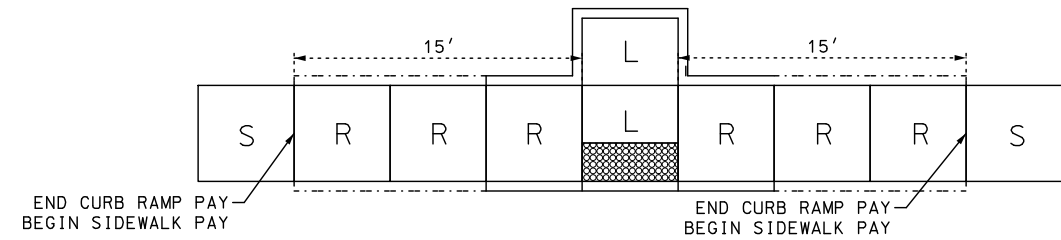
MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
105 WEST CAPITOL JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

NOT TO SCALE

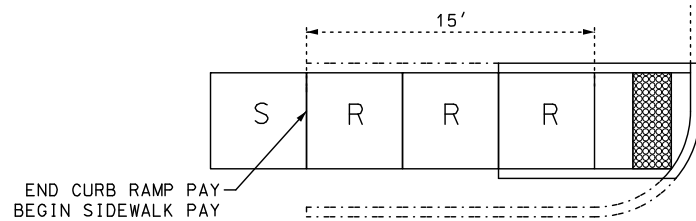


TYPE 2 PARALLEL

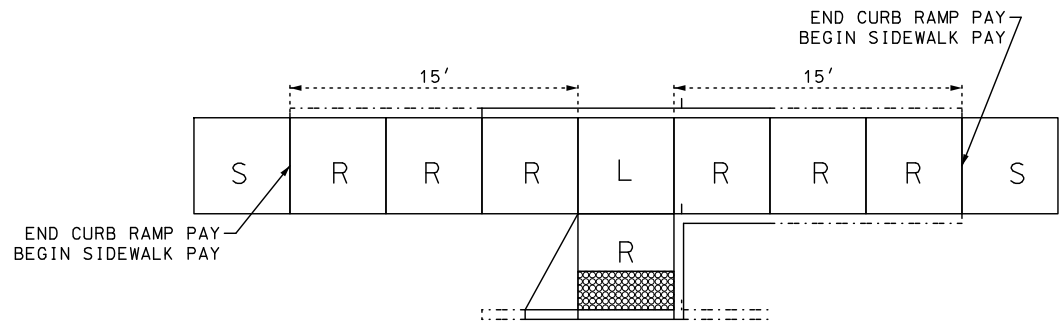


TYPE 3 PARALLEL

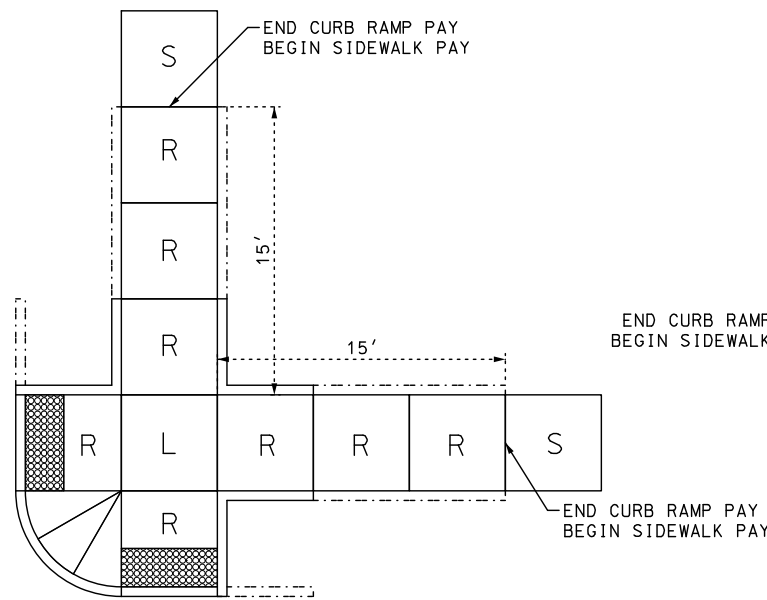
TYPE 1 PARALLEL  
THE LENGTH OF THIS RAMP SHALL BE MEASURED ON THE INSIDE/SHORT SIDE OF THE CURVE



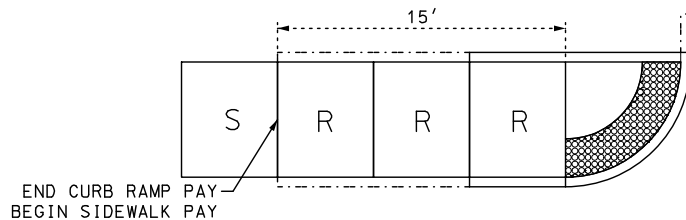
SMALL RADIUS PERPENDICULAR



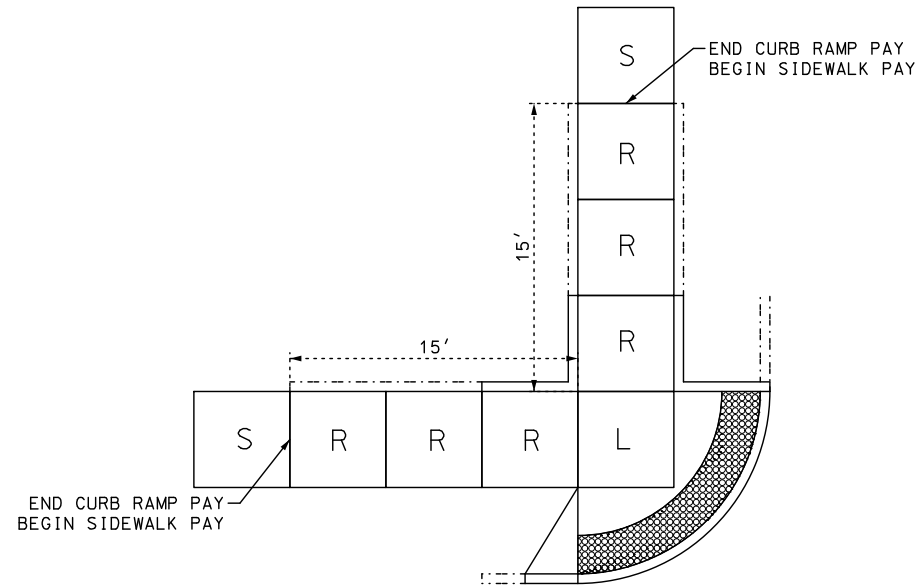
COMPOUND PERPENDICULAR



DUAL PERPENDICULAR  
PAY AS 2 EACH



LARGE RADIUS PERPENDICULAR



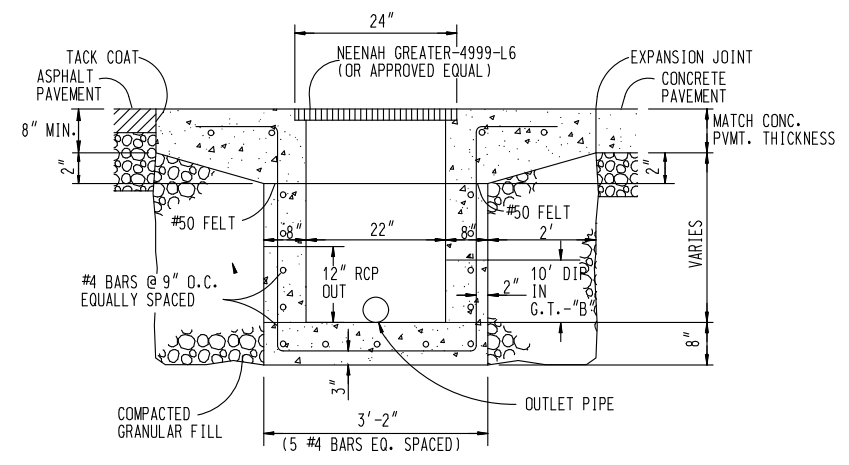
BLENDED TRANSITION  
PAY AS 2 EACH

Notes -  
15 FEET OF WALKWAY SHALL BE INCLUDED IN CURB RAMP PAY, PER EACH, AS SHOWN.

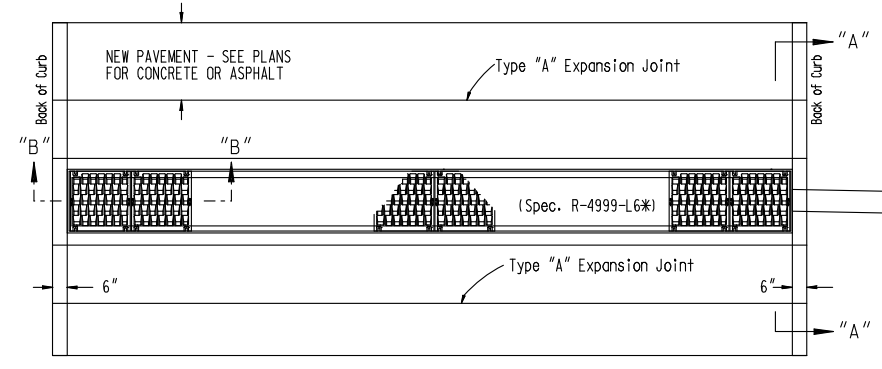
L - LANDING OR CLEAR AREA FOR TURNING MOVEMENTS AND RESTS.  
R - PAY AS RAMP  
S - PAY AS SIDEWALK.

SEE JSP FOR OTHER INCIDENTALS INCLUDED IN CURB RAMP PAY.  
SEE STANDARD PLANS 608 SERIES FOR DIMENTIONS, GRADES, AND OTHER REQUIREMENTS.  
CONTRACTOR WILL HAVE OPTION TO CONSTRUCT RAMP WITH FLARE OR CURB FOR CERTAIN RAMPS ABOVE.

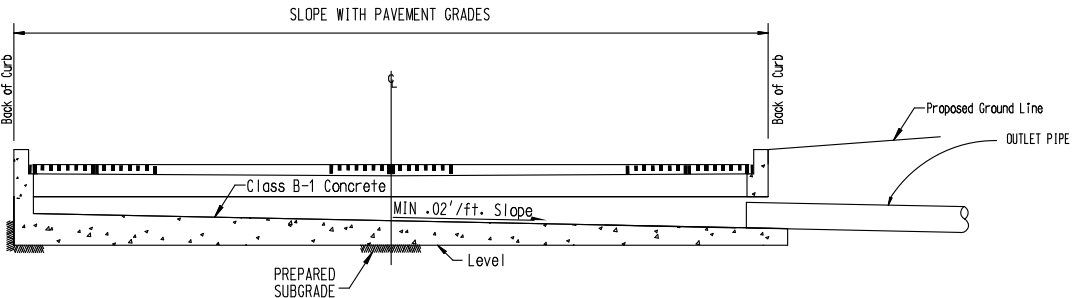
SPECIAL SHEETS  
CURB RAMP PAY LIMITS  
SHEET 1 OF 2



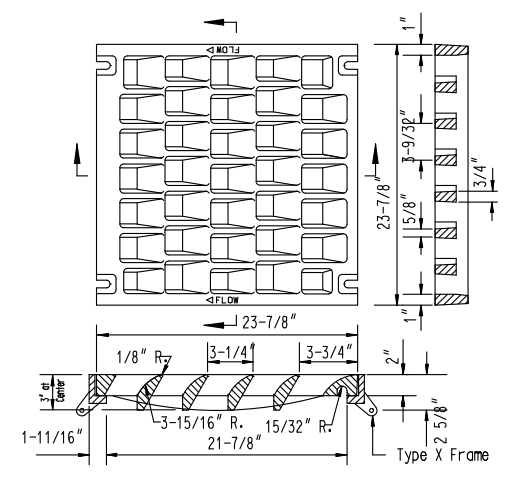
SECTION "A"-"A"



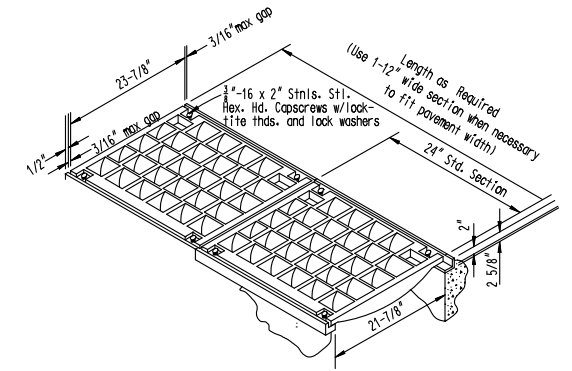
PLAN



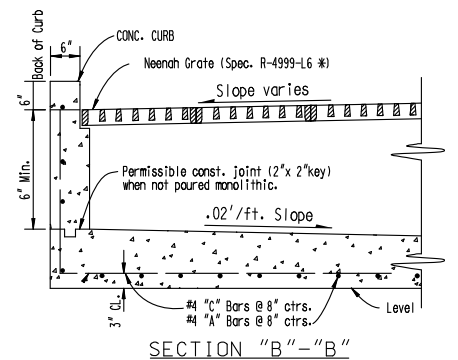
SECTION THRU GRATE INLET



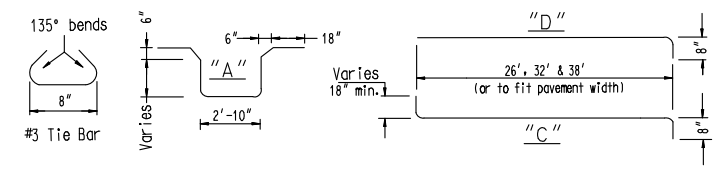
GRATE DETAIL NOTE: Material: Cast Gray Iron ASTM A-48-16



SCHEMATIC

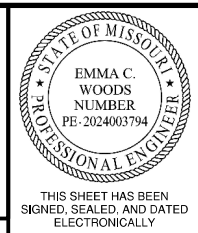


SECTION "B"-"B"



| REINFORCING |      |         |
|-------------|------|---------|
| MARK        | SIZE | SPACING |
| A           | #4   | 8"      |
| A           | #4   | 8"      |
| A           | #4   | 8"      |
| C           | #4   | 8"      |
| D           | #4   | 8"      |
| C           | #4   | 8"      |
| D           | #4   | 8"      |
| C           | #4   | 8"      |
| D           | #4   | 8"      |

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GENERAL NOTES

1. All material shall conform to "MoDOT Specifications for Highway Construction".
2. Concrete shall be MoDOT Standard Class B-1,  $f_c = 4,000$  psi.
3. All reinforcing bars requiring a splice shall be overlapped a minimum of 24 diameters.
4. Bar Supports for reinforcement shall be of the earth bearing base type.
5. Grates and Bearing plates shall conform with the Neenah Grate (Spec. R-4999-L6\*) or equal.
6. Grates and Frames shall be placed as a unit prior to pouring top portion of structure.
7. Pavement thickness "T", should match the contract plan adjoining pavement thickness.

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|---------------------------|-----------------|
| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>47 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

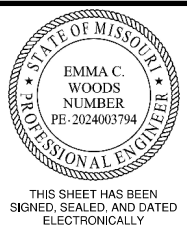
**EDSI**  
ENGINEERING DESIGN SOURCE, INC.  
16141 Swingley Ridge Rd., Suite 300  
Chesterfield, Missouri 63017  
Missouri State Engineering Corporation #001523  
T. 636 537 5685  
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SPECIAL SHEETS  
TRENCH DRAIN  
SHEET 2 OF 2

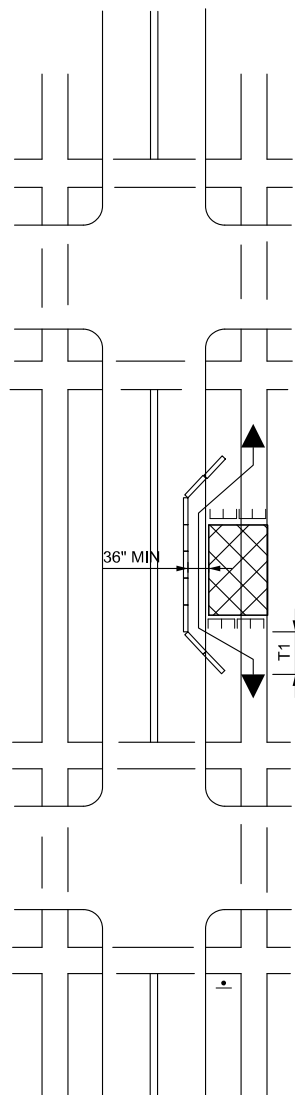
**TRAFFIC CONTROL NOTES:**

- TRAFFIC CONTROL SHALL BE MAINTAINED IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- CONTRACTOR TO USE FLAGGING OPERATIONS AS REQUIRED FOR ANY PART OF THE TRAFFIC CONTROL SET UP OF BOTH STAGE 1 AND STAGE 2, AS WELL AS ANY OTHER INSTALLATION OF IMPROVEMENTS AS NECESSARY.
- ANY EXISTING SIGNS WHICH CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED.
- ALL SPACING AND DISTANCES ARE APPROXIMATE AND MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.
- SIGNING SHOWN SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETE.
- REFER TO MODOT STANDARD DRAWING 616.10, 617.20, 619.10, AND 620.10 FOR ADDITIONAL DETAILS AND 903.03 FOR SIGN AND SIGN MOUNTING REQUIREMENTS.
- CONTRACTOR TO MAINTAIN PUBLIC ACCESS TO ALL BUSINESSES AND STREETS. NO STREET OR ENTRANCE SHALL BE COMPLETELY BLOCKED.

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| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>48 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |

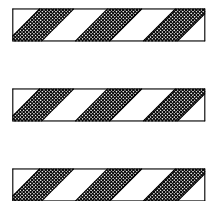


**TRAFFIC CONTROL LEGEND**

- SIGN (SINGLE SIDED)
- CHANNELIZER (TRIM-LINE)
- WORK AREA
- TYPE 3 BARRICADE
- LONGITUDINAL CHANNELIZING DEVICE

| 616.8.28 SIDEWALK DETOUR OR DIVERSION - MT |  |                |                               |                           |                               |                           |                   |
|--|--|----------------|-------------------------------|---------------------------|-------------------------------|---------------------------|-------------------|
| SPEED<br>NORMAL<br>POSTED<br>(MPH)         | SIGN SPACING (FT.)                     |                | TAPER LENGTH (FT.)            |                           | OPTIONAL                      | CHANNELIZER SPACING (FT.) |                   |
|  | UNDIVIDED<br>(S)                       | DIVIDED<br>(S) | SHOULDER <sup>1</sup><br>(T1) | LANE <sup>2</sup><br>(T2) | BUFFER<br>LENGTH (FT.)<br>(B) | TAPERS                    | BUFFER/WORK AREAS |
| 0-35                                       | 200                                    | 200            | 70                            | -                         | 250                           | 15                        | 25                |
| 40-45                                      | 350                                    | 500            | 150                           | -                         | 360                           | 20                        | 50                |
| 50-55                                      | 500                                    | 1500           | 185                           | -                         | 495                           | 50                        | 100               |
| 60-70                                      | SA - 1000, SB - 1500,<br>AND SC - 2640 |                | 235                           | -                         | 730                           | 60                        | 100               |

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



W020-1  
13

**NOTES:**

WHEN CROSSWALKS OR OTHER PEDESTRIAN FACILITIES ARE CLOSED OR RELOCATED, TEMPORARY FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY.

WHERE SIDEWALKS EXIST, PROVISIONS SHOULD BE MADE FOR DISABLED PERSONS.

WHERE HIGH SPEEDS ARE ANTICIPATED, A TEMPORARY TRAFFIC BARRIER AND, IF NECESSARY, A CRASH CUSHION SHOULD BE USED TO SEPARATE THE TEMPORARY SIDEWALKS FROM TRAFFIC.

ONLY THE TEMPORARY TRAFFIC CONTROL DEVICES RELATED TO PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL TRAFFIC.

SIGNS MAY BE MOUNTED ON PORTABLE MOUNTS AT 1FT PROVIDED THEY DO NOT INTERFERE WITH PEDESTRIAN MOVEMENT OR BE OBSTRUCTED BY PARKING. OTHERWISE, SIGNS SHALL BE MOUNTED AT 7FT

FOR HIGH SPEED FACILITIES, CHANNELIZER SPACING MAY BE REDUCED TO 1/2 SPACING NOTED IN TABLE.

OTHER APPROPRIATE SIGNS MAY BE USED IN LIEU OF SIGNS 12 OR 13.

AUDIBLE INFORMATION DEVICES SHOULD BE CONSIDERED WHERE MIDBLOCK CLOSINGS AND CHANGED SIDEWALK AREAS CAUSE INADEQUATE COMMUNICATION TO BE PROVIDED TO PEDESTRIANS WHO HAVE VISUAL DISABILITIES.

FOR LONG-TERM OPERATIONS, REFER TO EPG 616.6.2.2 FLAGS AND ADVANCE WARNING RAIL SYSTEM.

NOT TO SCALE

**SIDEWALK DETOUR OR DIVERSION-MT**

TRAFFIC CONTROL  
SHEET 1 OF 11

| DATE | DESCRIPTION |
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 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523  
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 105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

| 616.8.22SD SHORT DURATION RIGHT LANE CLOSURE AT AN INTERSECTION |                    |                |                               |                           |                            |                           |                            |
|---|--------------------|----------------|-------------------------------|---------------------------|----------------------------|---------------------------|----------------------------|
| SPEED<br>NORMAL<br>POSTED<br>(MPH)                              | SIGN SPACING (FT.) |                | TAPER LENGTH (FT.)            |                           | RECOMMENDED                | CHANNELIZER SPACING (FT.) |                            |
|   | UNDIVIDED<br>(S)   | DIVIDED<br>(S) | SHOULDER <sup>1</sup><br>(T1) | LANE <sup>2</sup><br>(T2) | BUFFER LENGTH<br>(FT.) (B) | TAPERS                    | BUFFER/WORK AREAS<br>(FT.) |
| 0-35  | 200                | 200            | -                             | -                         | 250                        | -                         | 40                         |
| 40-45   | 350                | 500            | -                             | -                         | 360                        | -                         | 80                         |
| 50-55   | 500                | 1000           | -                             | -                         | 495                        | -                         | 80                         |
| 60-70   | 1000               | SA - 1000      | -                             | -                         | 730                        | -                         | 120                        |

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

| TYPE OF ROADWAY | SIGN HEIGHT<br>(MINIMUM) | MAXIMUM WORK<br>ZONE LENGTH (L) |
|-----------------|--------------------------|---------------------------------|
| URBAN           | 1' PORTABLE 7'<br>POST   | 1 MI                            |
| RURAL DIVIDED   | 1' PORTABLE 7'<br>POST   | 2 MI                            |
| RURAL UNDIVIDED | 1' PORTABLE 5'<br>POST   | 3 MI                            |
| VEHICLE         | 48"<br>RECOMMENDED       | -                               |

**TRAFFIC CONTROL LEGEND**

- SIGN (SINGLE SIDED)
- CHANNELIZER (TRIM-LINE)
- WORK AREA
- TYPE 3 BARRICADE
- LONGITUDINAL CHANNELIZING DEVICE
- FLASHING ARROW PANEL

**NOTES:**

SHORT DURATION: WORKERS ON FOOT FOR 60 MINUTES OR LESS IN ONE LOCATION.

LOCATION: MAXIMUM LENGTH OF WORK ZONE (L) FOR THE ROAD YOU ARE WORKING ON.

ADVANCED WARNING SIGN IN OPTIONAL, USE EPG 616.33SD FOR SETTING ADVACNED WARNING SIGNS.

ALWAYS USE A PROTECTIVE VEHICLE WITH A FLASHING ARROW PANEL (FAP).

1. ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
2. POSITION THE PROTECTIVE VEHICLE 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
3. OPERATE THE FAP WITH THE APPROPRIATE ARROW MODE.

FOR ROADWAYS AT 45 MPH OR LESS, A WORK VEHICLE MAY BE USED AS THE PROTECTIVE VEHICLE.

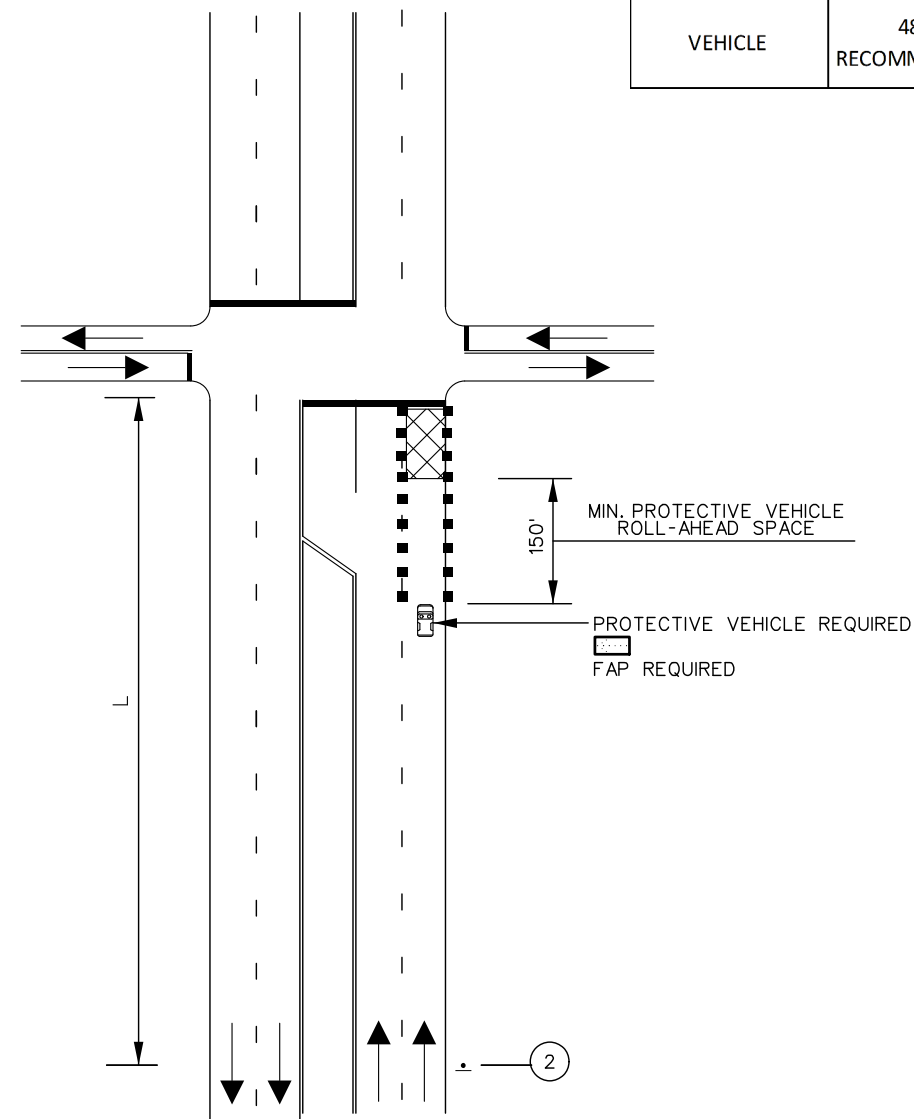
1. ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
2. POSITION THE WORK VEHICLE A MINIMUM OF 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
3. OPERATE THE VEHICLE WITH A FAP WITH THE APPROPRIATE ARROW MODE.
4. ONCE YOU EXIST THE WORK VEHICLE, RETURN ONLY WHEN ADJUSTING POSITION OR READY TO LEAVE THE WORK LOCATION.

CONSIDER USING CHANNELIZERS TO DETER MOTORISTS FROM ENTERING THE WORK SPACE.

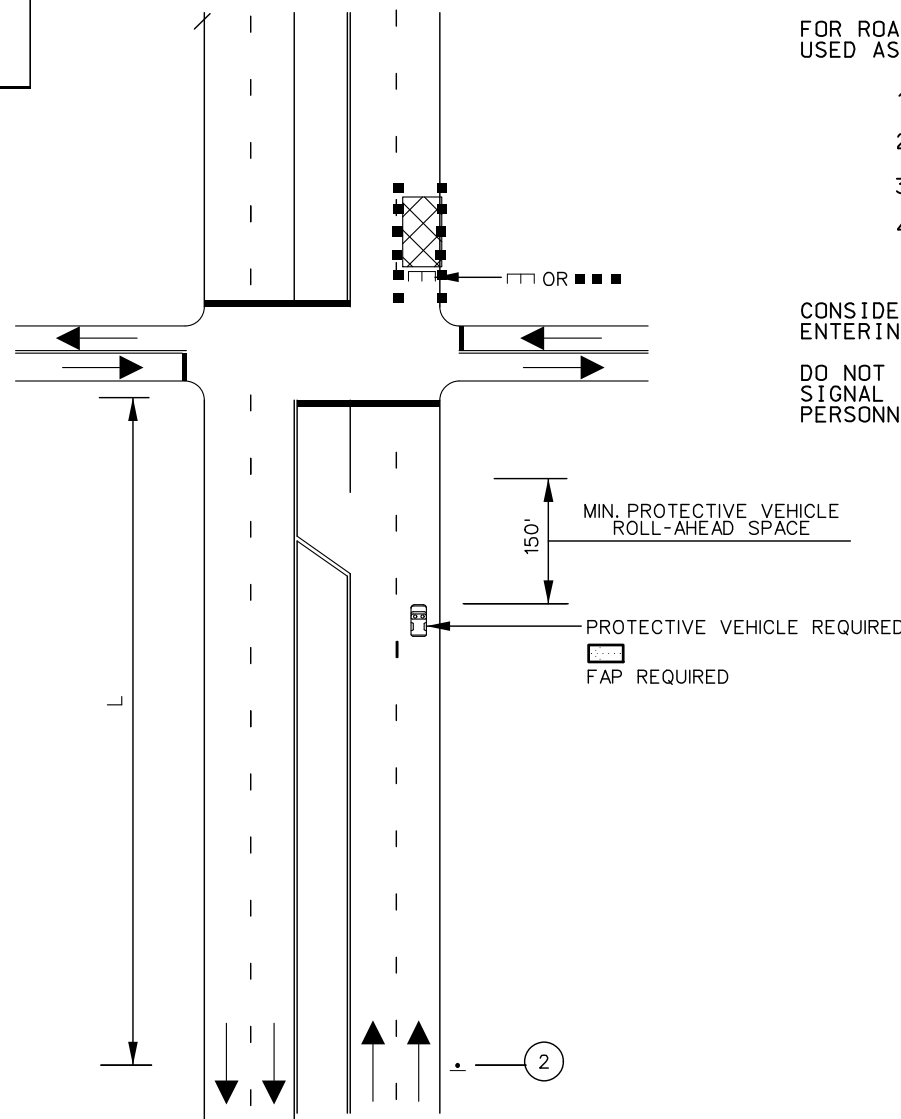
DO NOT SET UP A WORK ZONE IF IT CONFLICTS WITH THE SIGNAL LIGHTS, CONTACT THE APPROPRIATE DISTRICT PERSONNEL.



**NEAR SIDE OF INTERSECTION**



**NEAR SIDE OF INTERSECTION**

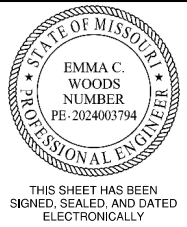


NOT TO SCALE

**SHORT DURATION RIGHT LANE CLOSURE AT AN INTERSECTION**

TRAFFIC CONTROL  
SHEET 2 OF 11

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DATE PREPARED  
2/6/2026  
ROUTE 100 STATE MO  
DISTRICT STL SHEET NO. 49  
COUNTY ST LOUIS  
JOB NO. J6P3510D  
CONTRACT ID.  
PROJECT NO.  
BRIDGE NO.

| DATE | DESCRIPTION |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
MoDOT  
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

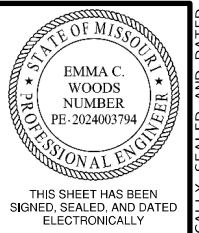
**EDSI**  
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16141 Swingley Ridge Rd., Suite 300  
Chesterfield, Missouri 63017  
Missouri State Engineering Corporation #001523  
T. 636 537 5685  
F. 636 537 0275

| 616.8.22S STATIONARY RIGHT LANE CLOSURE AT AN INTERSECTION |                    |                                     |                            |                        |                         |                           |                         |
|--|--------------------|-------------------------------------|----------------------------|------------------------|-------------------------|---------------------------|-------------------------|
| SPEED<br>NORMAL<br>POSTED<br>(MPH)                         | SIGN SPACING (FT.) |                                     | TAPER LENGTH (FT.)         |                        | RECOMMENDED             | CHANNELIZER SPACING (FT.) |                         |
|  | UNDIVIDED (S)      | DIVIDED (S)                         | SHOULDER <sup>1</sup> (T1) | LANE <sup>2</sup> (T2) | BUFFER LENGTH (FT.) (B) | TAPERS (FT.)              | BUFFER/WORK AREAS (FT.) |
| 0-35   | 200                | 200                                 | 70                         | 245                    | 250                     | 35                        | 40                      |
| 40-45  | 350                | 500                                 | 150                        | 540                    | 360                     | 40                        | 80                      |
| 50-55  | 500                | 1000                                | 185                        | 660                    | 495                     | 50                        | 80                      |
| 60-70  | 1000               | SA - 1000<br>SB - 1500<br>SC - 2640 | 235                        | 840                    | 730                     | 60                        | 120                     |

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

| TRAFFIC CONTROL LEGEND |                                  |
|------------------------|----------------------------------|
|                        | SIGN (SINGLE SIDED)              |
|                        | CHANNELIZER (TRIM-LINE)          |
|                        | WORK AREA                        |
|                        | TYPE 3 BARRICADE                 |
|                        | LONGITUDINAL CHANNELIZING DEVICE |
|                        | FLASHING ARROW PANEL             |

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|                           |                 |
|---------------------------|-----------------|
| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>50 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |

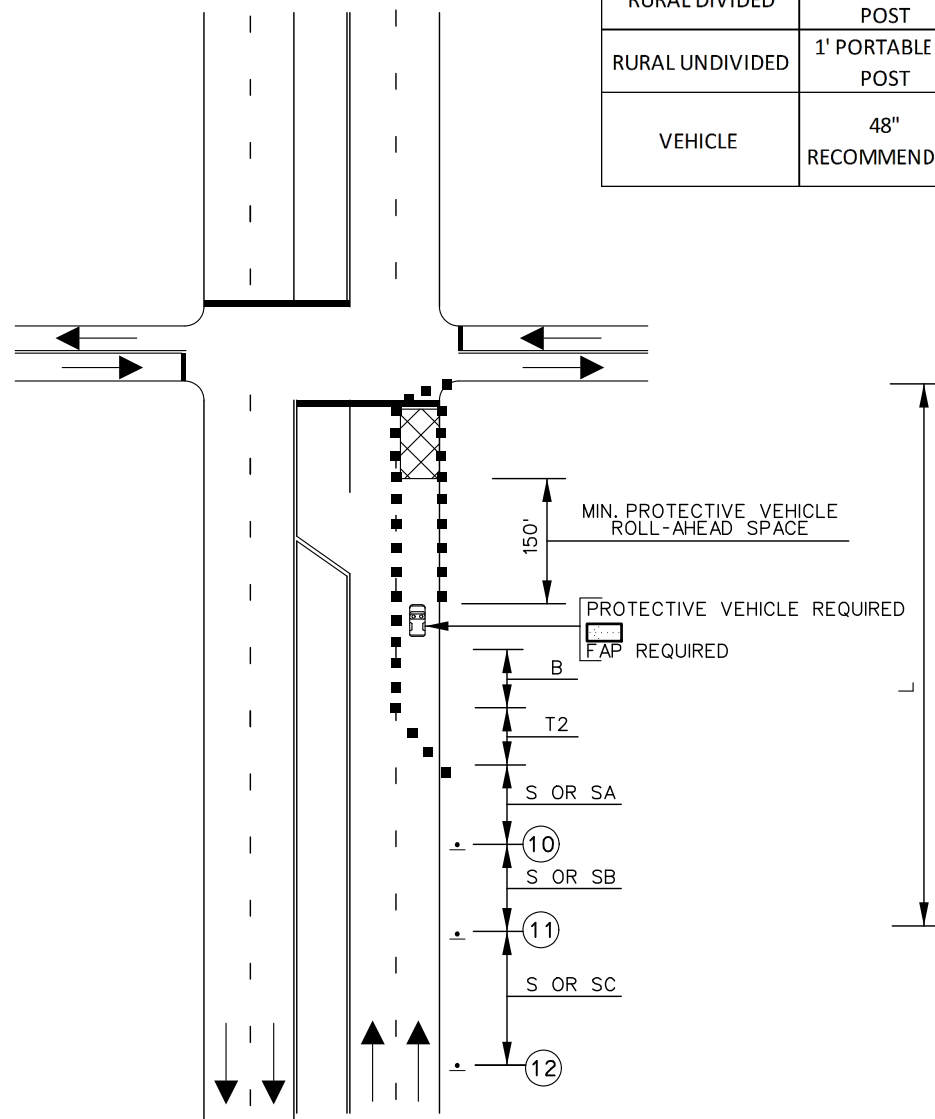
NOTES:

- ALWAYS USE ADVANCED WARNING SIGNS AND CHANNELIZERS: USE EPG 616.33SD SHORT DURATION LANE CLOSURE ON A MULTI-LANE HIGHWAY FOR SETTING ADVANCED WARNING SIGNS.
- ALWAYS USE A PROTECTIVE VEHICLE WITH A FLASHING ARROW PANEL (FAP).
- ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
  - POSITION THE PROTECTIVE VEHICLE A MINIMUM OF 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
  - OPERATE THE FAP WITH THE APPROPRIATE ARROW MODE.

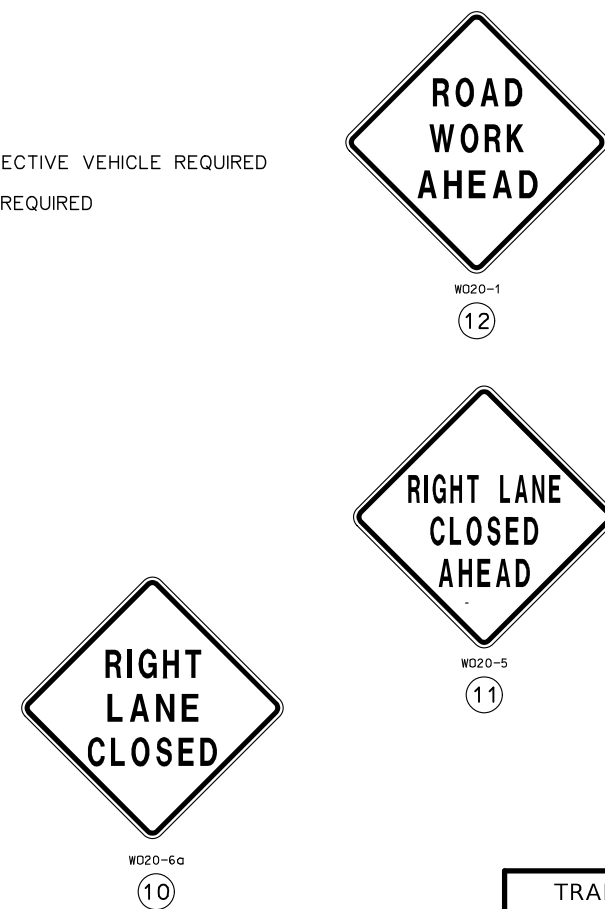
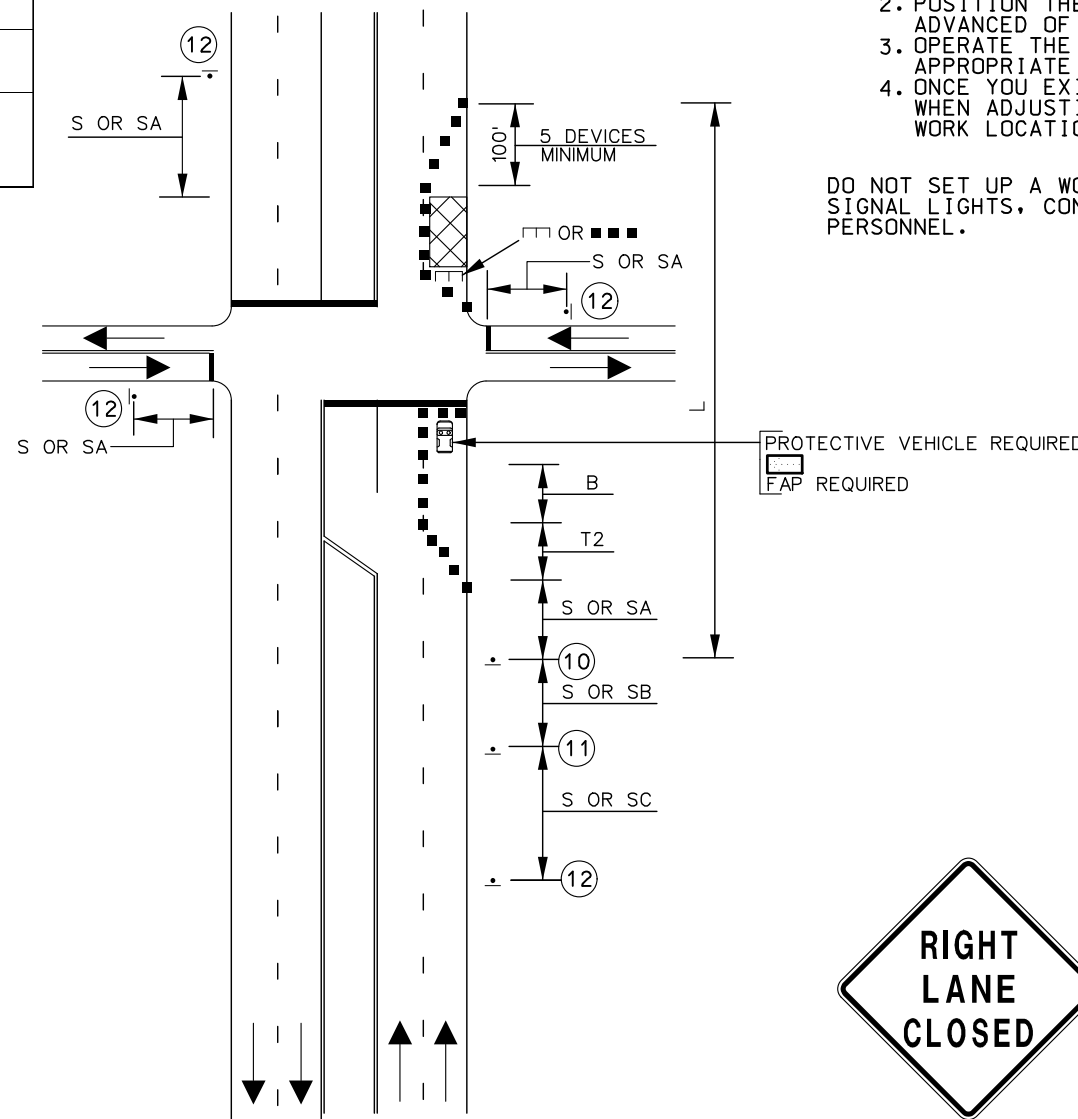
- FOR ROADWAYS AT 45 MPH OR LESS, A WORK VEHICLE MAY BE USED AS THE PROTECTIVE VEHICLE.
- ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
  - POSITION THE WORK VEHICLE A MINIMUM OF 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
  - OPERATE THE VEHICLE WITH A FAP WITH THE APPROPRIATE ARROW MODE.
  - ONCE YOU EXIST THE WORK VEHICLE, RETURN ONLY WHEN ADJUSTING POSITION OR READY TO LEAVE THE WORK LOCATION.
- DO NOT SET UP A WORK ZONE IF IT CONFLICTS WITH THE SIGNAL LIGHTS, CONTACT THE APPROPRIATE DISTRICT PERSONNEL.

| TYPE OF ROADWAY | SIGN HEIGHT (MINIMUM) | MAXIMUM WORK ZONE LENGTH (L) |
|-----------------|-----------------------|------------------------------|
| URBAN           | 1' PORTABLE 7' POST   | 1 MI                         |
| RURAL DIVIDED   | 1' PORTABLE 7' POST   | 2 MI                         |
| RURAL UNDIVIDED | 1' PORTABLE 5' POST   | 3 MI                         |
| VEHICLE         | 48" RECOMMENDED       | -                            |

NEAR SIDE OF INTERSECTION



NEAR SIDE OF INTERSECTION



NOT TO SCALE

STATIONARY RIGHT LANE CLOSURE AT AN INTERSECTION

TRAFFIC CONTROL  
SHEET 3 OF 11

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

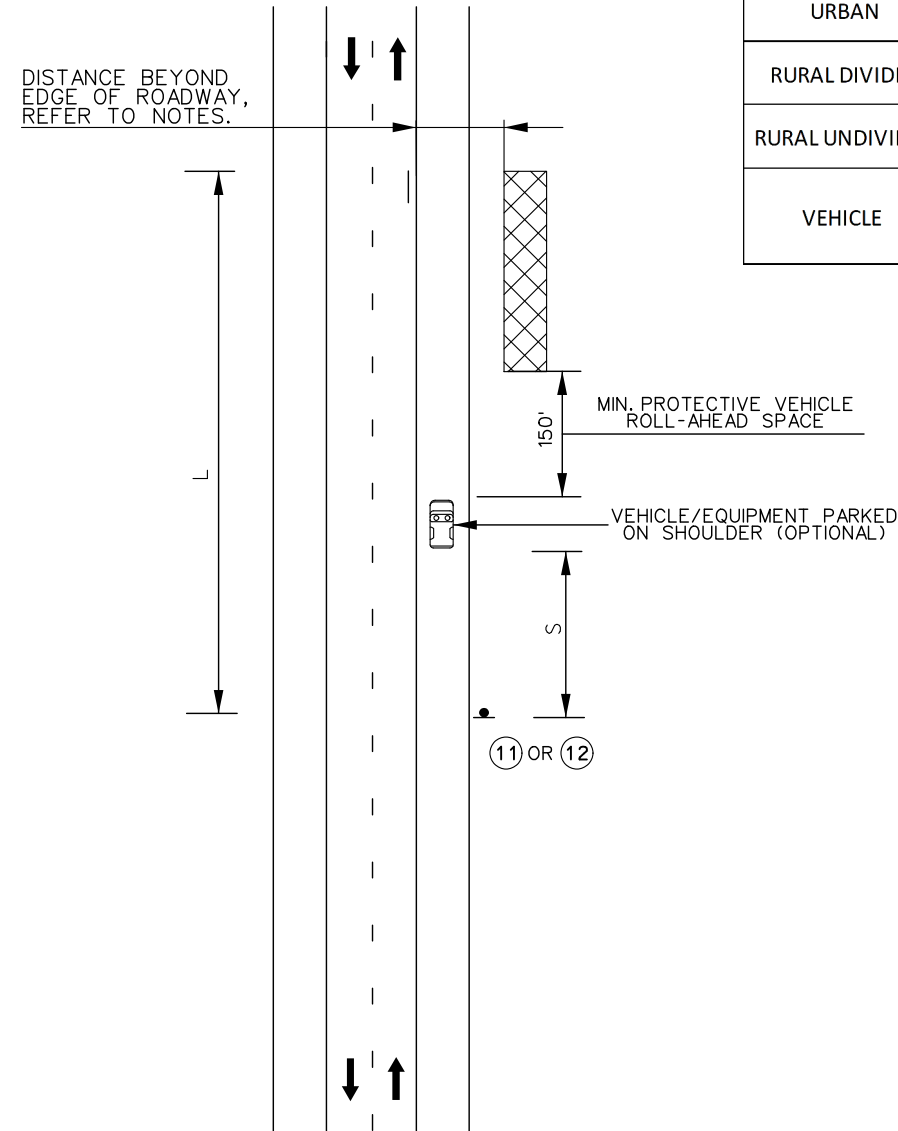
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Chesterfield, Missouri 63017  
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Missouri State Engineering Corporation #001523

616.8.1 SHORT DURATION AND STATIONARY WORK BEYOND THE SHOULDER

| SPEED<br>NORMAL<br>POSTED<br>(MPH) | SIGN SPACING (FT.) |                | TAPER LENGTH (FT.)            |                           | RECOMMENDED                | CHANNELIZER SPACING (FT.) |                    |
|------------------------------------|--------------------|----------------|-------------------------------|---------------------------|----------------------------|---------------------------|--------------------|
|                                    | UNDIVIDED<br>(S)   | DIVIDED<br>(S) | SHOULDER <sup>1</sup><br>(T1) | LANE <sup>2</sup><br>(T2) | BUFFER LENGTH<br>(FT.) (B) | TAPERS                    | BU=FFER/WORK AREAS |
| 0-35                               | 200                | 200            | -                             | -                         | -                          | -                         | -                  |
| 40-45                              | 350                | 500            | -                             | -                         | -                          | -                         | -                  |
| 50-55                              | 500                | 1000           | -                             | -                         | -                          | -                         | -                  |
| 60-70                              | 1000               | 1000           | -                             | -                         | -                          | -                         | -                  |

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

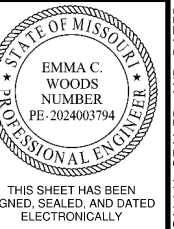
| TYPE OF ROADWAY | SIGN HEIGHT<br>(MINIMUM) | MAXIMUM WORK<br>ZONE LENGTH (L) |
|-----------------|--------------------------|---------------------------------|
| URBAN           | 1' PORTABLE 7'<br>POST   | 1 MI                            |
| RURAL DIVIDED   | 1' PORTABLE 7'<br>POST   | 2 MI                            |
| RURAL UNDIVIDED | 1' PORTABLE 5'<br>POST   | 3 MI                            |
| VEHICLE         | 48"<br>RECOMMENDED       | -                               |



TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- CHANNELIZER (TRIM-LINE)
- WORK AREA
- TYPE 3 BARRICADE
- LONGITUDINAL CHANNELIZING DEVICE

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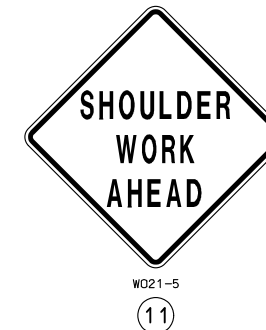
**NOTES:**  
**SHORT DURATION:** DEFINED AS WORKERS ON FOOT FOR 60MIN OR LESS IN ONE LOCATION. LAYOUT OF TRAFFIC CONTROL IS THE SAME FOR STATIONARY WORK.  
**LOCATION:** DEFINED AS THE MAXIMUM LENGTH OF WORK ZONE (L) FOR THE ROAD YOU ARE WORKING ON.

ADVANCED WARNING SIGNS MAY BE ELIMINATED IF AT LEAST ONE OF THE FOLLOWING CONDITIONS ARE MET:

1. WORK SPACE IS 15 FT OR MORE FROM THE EDGE OF ANY ROADWAY.
2. WORK SPACE IS BEHIND THE CURB.
3. WORK SPACE IS BEHIND BARRIER OR GUARDRAIL.
4. HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS ARE ACTIVATED.

WHEN VEHICLES OR EQUIPMENT ARE PARKED ON THE SHOULDER:

1. ACTIVATED HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
2. POSITION THE PROTECTIVE VEHICLE A MINIMUM OF 150 FT IN ADVANCE OF THE WORK SPACE, IF POSSIBLE.
3. ONCE YOU EXIST THE WORK VEHICLE, RETURN ONLY WHEN ADJUSTING POSITION OR READY TO LEAVE THE WORK LOCATION.



NOT TO SCALE

SHORT DURATION AND STATIONARY WORK BEYOND THE SHOULDER DIVIDED AND UNDIVIDED

TRAFFIC CONTROL

SHEET 4 OF 11

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
 Missouri Department of Transportation  
 105 WEST CAPITOL JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

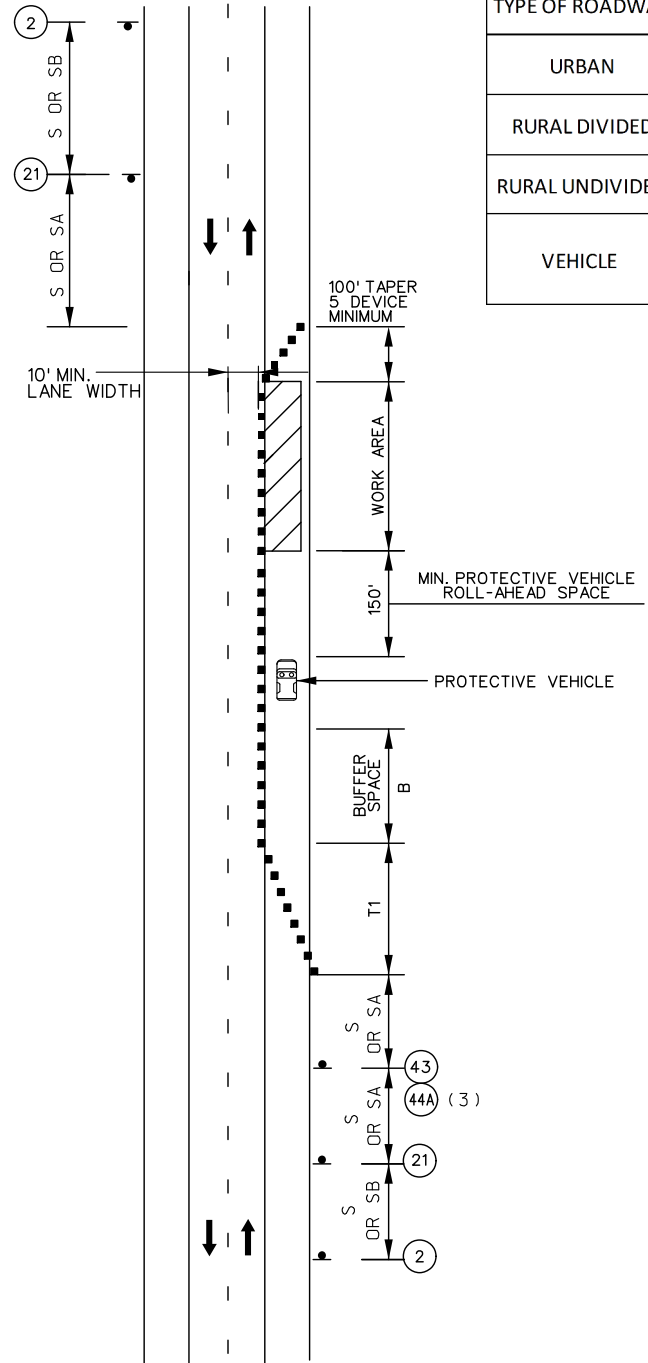
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 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523  
 T. 636 537 5685  
 F. 636 537 0215

IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

REV.

| 616.8.5A SHOULDER WORK WITH MINOR ENCROACHMENT |                    |                |                               |                           |                            |                           |                   |
|--|--------------------|----------------|-------------------------------|---------------------------|----------------------------|---------------------------|-------------------|
| SPEED<br>NORMAL<br>POSTED<br>(MPH)             | SIGN SPACING (FT.) |                | TAPER LENGTH (FT.)            |                           | RECOMMENDED                | CHANNELIZER SPACING (FT.) |                   |
|  | UNDIVIDED<br>(S)   | DIVIDED<br>(S) | SHOULDER<br><sup>1</sup> (T1) | LANE <sup>2</sup><br>(T2) | BUFFER LENGTH<br>(FT.) (B) | TAPERS                    | BUFFER/WORK AREAS |
| 0-35   | 200                | 200            | 70                            | 245                       | 280                        | 35                        | 40                |
| 40-45  | 350                | 500            | 150                           | 540                       | 400                        | 40                        | 80                |
| 50-55  | 500                | 1000           | 185                           | 660                       | 560                        | 50                        | 80                |
| 60-70  | 1000               | SA - 1000      | 235                           | 840                       | 840                        | 60                        | 120               |
|  |                    | SB - 1500      |                               |                           |                            |                           |                   |
|  |                    | SC - 2640      |                               |                           |                            |                           |                   |

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



| TYPE OF ROADWAY | SIGN HEIGHT<br>(MINIMUM) | MAXIMUM WORK<br>ZONE LENGTH (L) |
|-----------------|--------------------------|---------------------------------|
| URBAN           | 1' PORTABLE 7" POST      | 1 MI                            |
| RURAL DIVIDED   | 1' PORTABLE 7" POST      | 2 MI                            |
| RURAL UNDIVIDED | 1' PORTABLE 6" POST      | 3 MI                            |
| VEHICLE         | 48" RECOMMENDED          | -                               |

### TRAFFIC CONTROL LEGEND

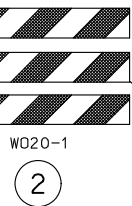
- SIGN (SINGLE SIDED)
- CHANNELIZER (TRIM-LINE)
- WORK AREA
- TYPE 3 BARRICADE
- LONGITUDINAL CHANNELIZING DEVICE

### NOTES:

ALWAYS USE ADVANCE WARNING SIGNS AND CHANNELIZERS:  
 1. SET ADDITIONAL WARNING SIGNS AT EACH INTERSECTION WITH ANOTHER STATE HIGHWAY WITHIN THE WORK ZONE

ALWAYS USE A PROTECTIVE VEHICLE WHEN WORKERS ARE PRESENT.

1. ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
2. POSITION THE PROTECTIVE VEHICLE 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
3. NEXT XX MILES SIGN NOT REQUIRED FOR NARROW LANE SECTIONS LESS THAN ONE MILE.
4. A WORKER VEHICLE MAY BE USED AS A PROTECTIVE VEHICLE.
5. ONCE YOU EXIT THE WORK/PROTECTIVE VEHICLE, RETURN ONLY WHEN READY TO LEAVE THE WORK LOCATION.



(21)



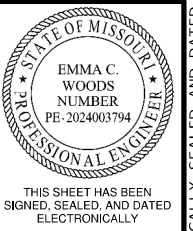
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DATE PREPARED  
2/6/2026

ROUTE  
100 MO

DISTRICT  
STL

SHEET NO.  
52

COUNTY  
ST LOUIS

JOB NO.  
J6P3510D

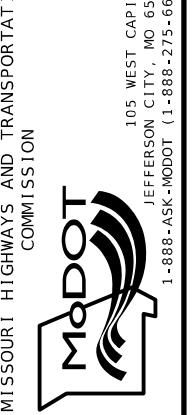
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION



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TRAFFIC CONTROL  
 SHEET 5 OF 11

NOT TO SCALE

SHOULDER WORK WITH MINOR ENCROACHMENT DIVIDED AND UNDIVIDED

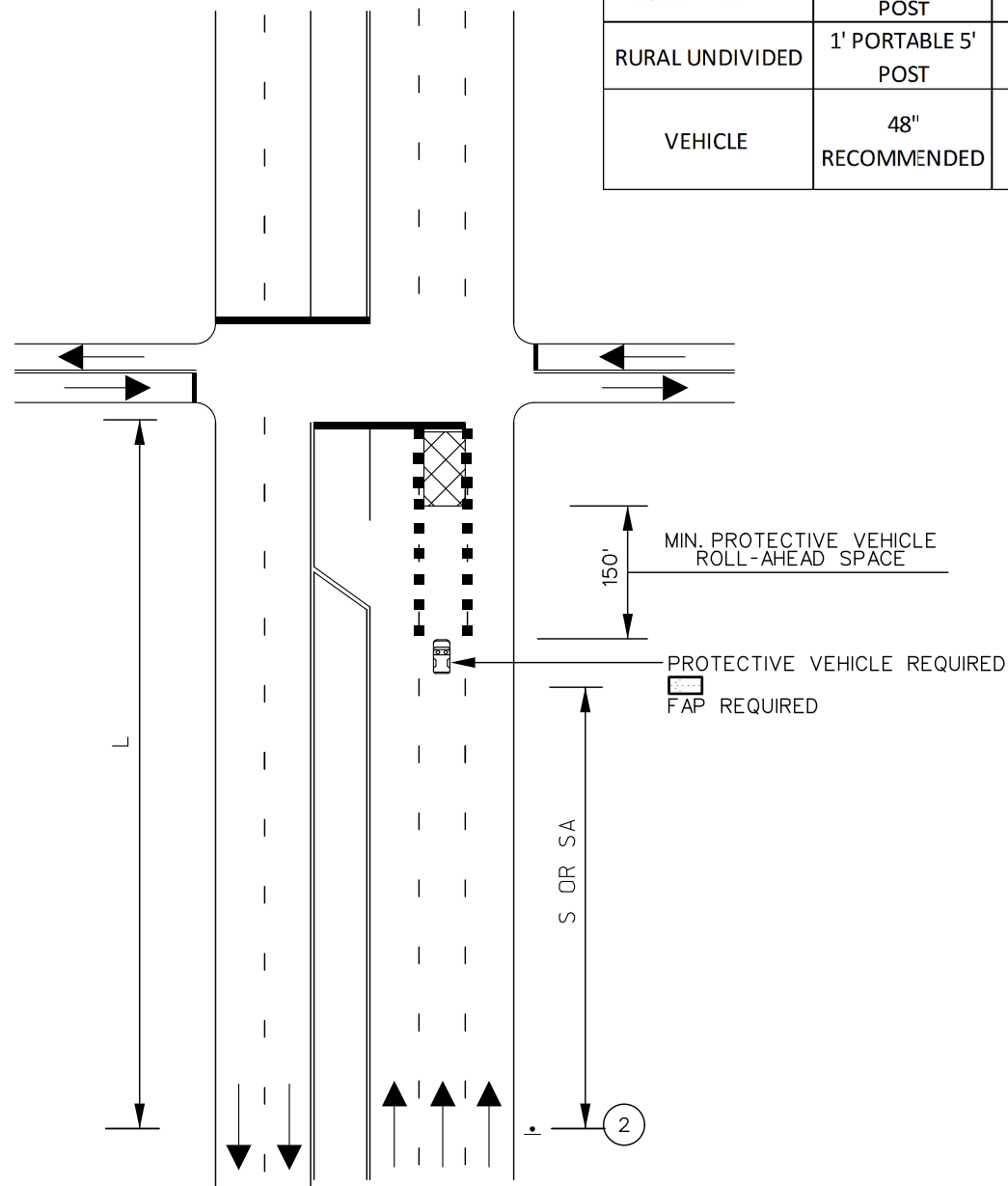
616.8.21SD SHORT DURATION CENTER LANE CLOSURE AT AN INTERSECTION

| SPEED<br>NORMAL<br>POSTED<br>(MPH) | SIGN SPACING (FT.) |                | TAPER LENGTH (FT.)            |                           | RECOMMENDED                | CHANNELIZER SPACING (FT.) |                            |
|------------------------------------|--------------------|----------------|-------------------------------|---------------------------|----------------------------|---------------------------|----------------------------|
|                                    | UNDIVIDED<br>(S)   | DIVIDED<br>(S) | SHOULDER <sup>1</sup><br>(T1) | LANE <sup>2</sup><br>(T2) | BUFFER LENGTH<br>(FT.) (B) | TAPERS                    | BUFFER/WORK AREAS<br>(FT.) |
| 0-35                               | 200                | 200            | -                             | -                         | 250                        | -                         | 40                         |
| 40-45                              | 350                | 500            | -                             | -                         | 360                        | -                         | 80                         |
| 50-55                              | 500                | 1000           | -                             | -                         | 495                        | -                         | 80                         |
| 60-70                              | 1000               | SA - 1000      | -                             | -                         | 730                        | -                         | 120                        |

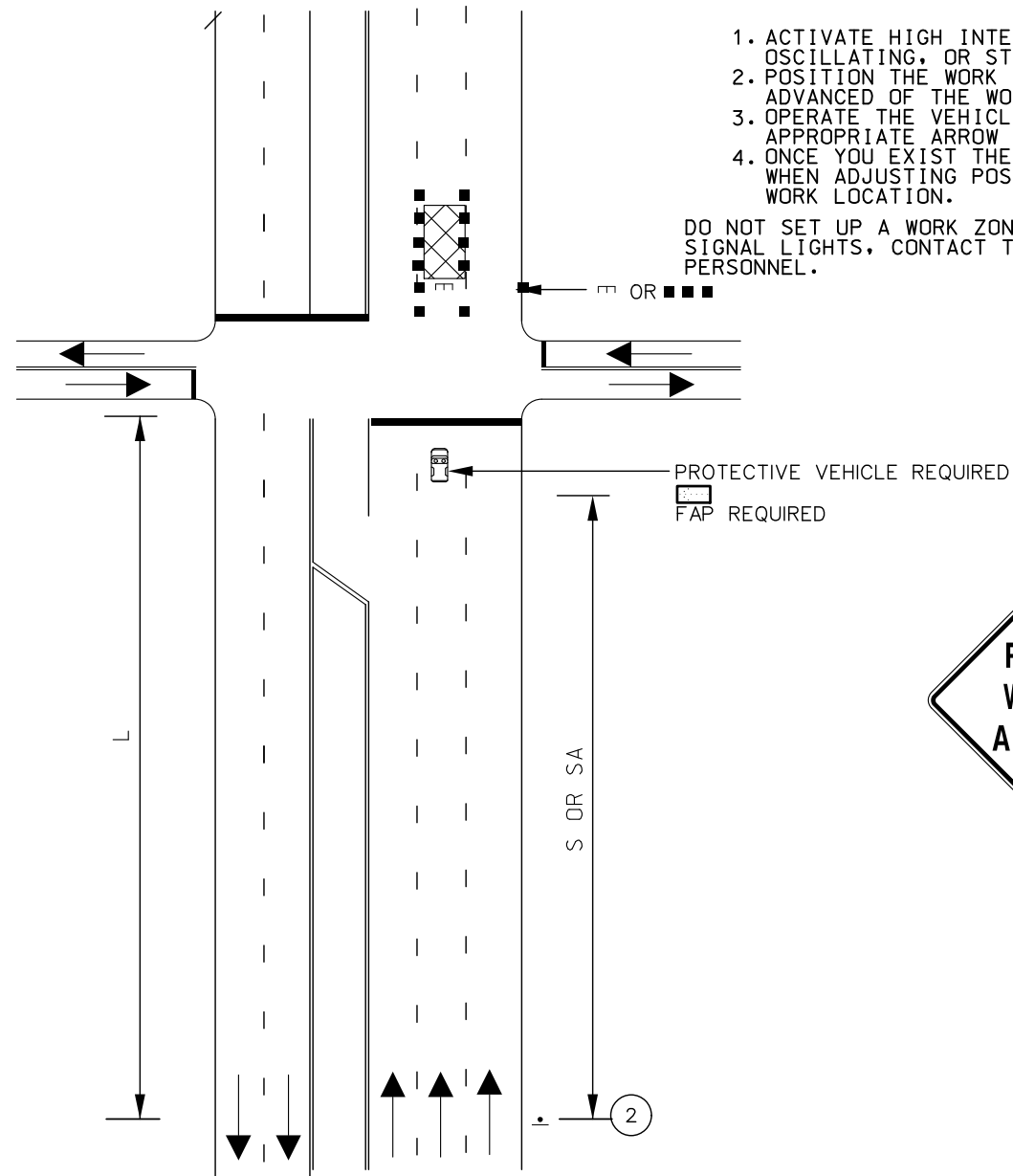
1. SHOULDER TAPER LENGTH BASED ON 10FT (STANDARD SHOULDER WIDTH) OFFSET. 2. LANE TAPER BASED ON 12FT \*STANDARD LANE WIDTH) OFFSET.

| TYPE OF ROADWAY | SIGN HEIGHT<br>(MINIMUM) | MAXIMUM WORK<br>ZONE LENGTH (L) |
|-----------------|--------------------------|---------------------------------|
| URBAN           | 1' PORTABLE 7'<br>POST   | 1 MI                            |
| RURAL DIVIDED   | 1' PORTABLE 7'<br>POST   | 2 MI                            |
| RURAL UNDIVIDED | 1' PORTABLE 5'<br>POST   | 3 MI                            |
| VEHICLE         | 48"<br>RECOMMENDED       | -                               |

NEAR SIDE OF INTERSECTION



FAR SIDE OF INTERSECTION



TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- CHANNELIZER (TRIM-LINE)
- ▨ WORK AREA
- TYPE 3 BARRICADE
- ◻ FLASHING ARROW PANEL

NOTES:

ALWAYS USE ADVANCED WARNING SIGNS AND CHANNELIZERS: USE EPG 616.33SD SHORT DURATION LANE CLOSURE ON A MULTI-LANE HIGHWAY FOR SETTING ADVANCED WARNING SIGNS.

ALWAYS USE A PROTECTIVE VEHICLE WITH A FLASHING ARROW PANEL (FAP).

1. ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
2. POSITION THE PROTECTIVE VEHICLE A MINIMUM OF 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
3. OPERATE THE VEHICLE WITH THE APPROPRIATE ARROW MODE.

FOR ROADWAYS AT 45 MPH OR LESS, A WORK VEHICLE MAY BE USED AS THE PROTECTIVE VEHICLE.

1. ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
2. POSITION THE WORK VEHICLE A MINIMUM OF 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
3. OPERATE THE VEHICLE WITH A FAP WITH THE APPROPRIATE ARROW MODE.
4. ONCE YOU EXIST THE WORK VEHICLE, RETURN ONLY WHEN ADJUSTING POSITION OR READY TO LEAVE THE WORK LOCATION.

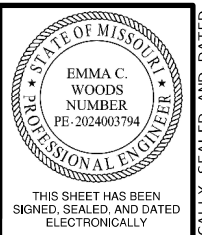
DO NOT SET UP A WORK ZONE IF IT CONFLICTS WITH THE SIGNAL LIGHTS, CONTACT THE APPROPRIATE DISTRICT PERSONNEL.



W020-1

2

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THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY

DATE PREPARED  
2/6/2026

ROUTE STATE  
100 MO

DISTRICT SHEET NO.  
STL 53

COUNTY  
ST LOUIS

JOB NO.  
J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-275-6636)

MODOT

ENGINEERING DESIGN SOURCE, INC.

16141 Swingley Ridge Rd., Suite 300 Chesterfield, Missouri 63017

T. 636 537 5685 F. 636 537 0275

Missouri State Engineering Corporation #001523

REV.

NOT TO SCALE

SHORT DURATION CENTER LANE CLOSURE AT AN INTERSECTION

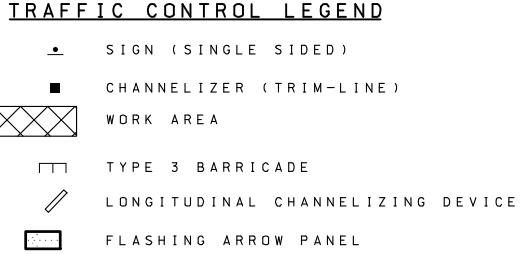
TRAFFIC CONTROL

SHEET 6 OF 11

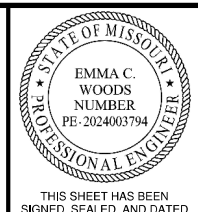
| 616.8.23SD SHORT DURATION LEFT LANE CLOSURE AT AN INTERSECTION |                    |                |                               |                           |                            |                           |                            |
|--|--------------------|----------------|-------------------------------|---------------------------|----------------------------|---------------------------|----------------------------|
| SPEED<br>POSTED<br>(MPH)                                       | SIGN SPACING (FT.) |                | TAPER LENGTH (FT.)            |                           | RECOMMENDED                | CHANNELIZER SPACING (FT.) |                            |
|  | UNDIVIDED<br>(S)   | DIVIDED<br>(S) | SHOULDER <sup>1</sup><br>(T1) | LANE <sup>2</sup><br>(T2) | BUFFER LENGTH<br>(FT.) (B) | TAPERS                    | BUFFER/WORK AREAS<br>(FT.) |
| 0-35   | 200                | 200            | -                             | -                         | 250                        | -                         | 40                         |
| 40-45  | 350                | 500            | -                             | -                         | 360                        | -                         | 80                         |
| 50-55  | 500                | 1000           | -                             | -                         | 495                        | -                         | 80                         |
| 60-70  | 1000               | SA - 1000      | -                             | -                         | 730                        | -                         | 120                        |

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

| TYPE OF ROADWAY | SIGN HEIGHT<br>(MINIMUM) | MAXIMUM WORK<br>ZONE LENGTH (L) |
|-----------------|--------------------------|---------------------------------|
| URBAN           | 1' PORTABLE 7'<br>POST   | 1 MI                            |
| RURAL DIVIDED   | 1' PORTABLE 7'<br>POST   | 2 MI                            |
| RURAL UNDIVIDED | 1' PORTABLE 5'<br>POST   | 3 MI                            |
| VEHICLE         | 48"<br>RECOMMENDED       | -                               |



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**NOTES:**

SHORT DURATION: WORKERS ON FOOT FOR 60 MINUTES OR LESS IN ONE LOCATION.

LOCATION: MAXIMUM LENGTH OF WORK ZONE (L) FOR THE ROAD YOU ARE WORKING ON.

ADVANCED WARNING SIGN IN OPTIONAL, USE EPG 616.33SD FOR SETTING ADVANCED WARNING SIGNS.

ALWAYS USE A PROTECTIVE VEHICLE WITH A FLASHING ARROW PANEL (FAP).

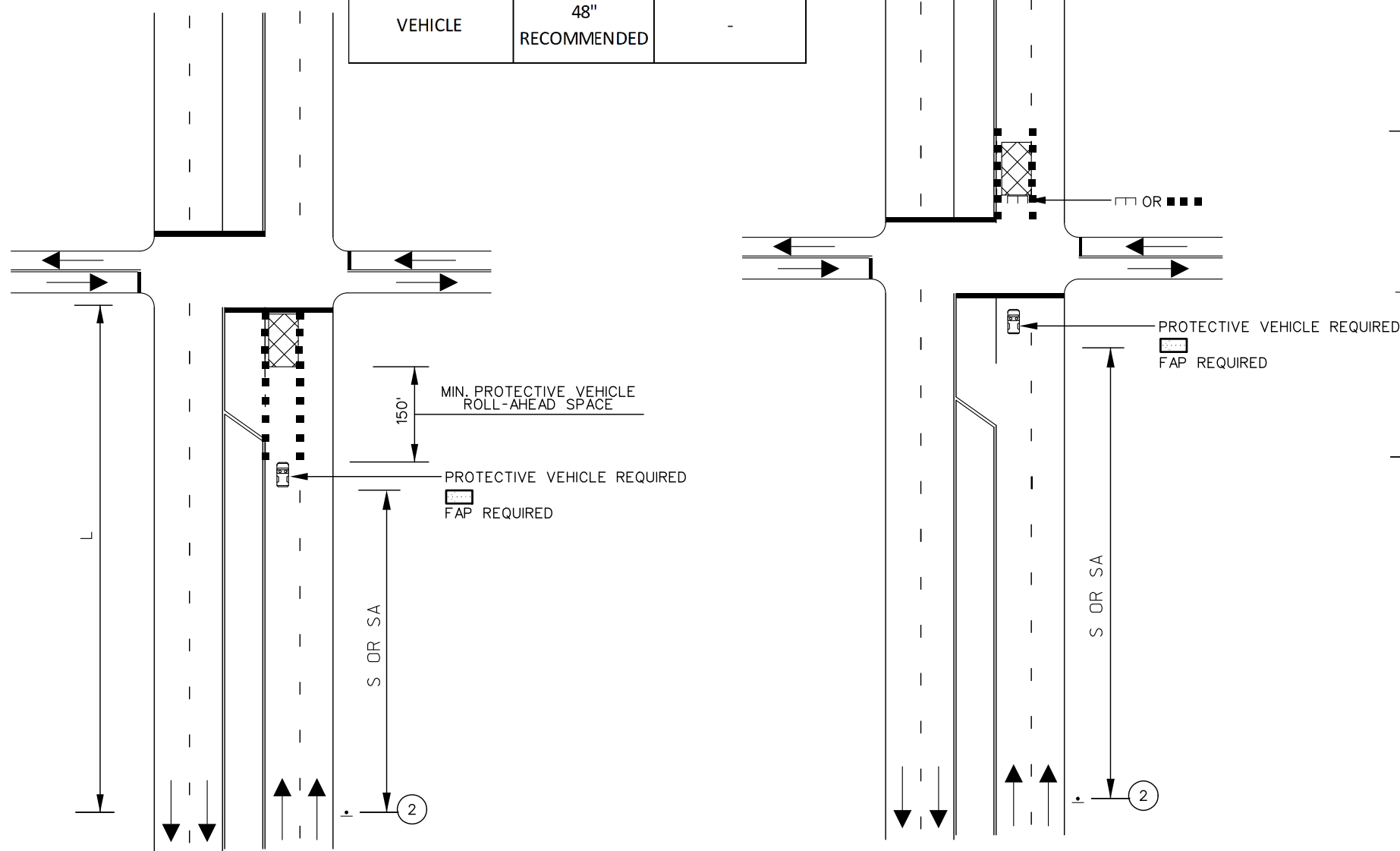
1. ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
2. POSITION THE PROTECTIVE VEHICLE 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
3. OPERATE THE FAP WITH THE APPROPRIATE ARROW MODE.

FOR ROADWAYS AT 45 MPH OR LESS, A WORK VEHICLE MAY BE USED AS THE PROTECTIVE VEHICLE.

1. ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
2. POSITION THE WORK VEHICLE A MINIMUM OF 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
3. OPERATE THE VEHICLE WITH A FAP WITH THE APPROPRIATE ARROW MODE.
4. ONCE YOU EXIT THE WORK VEHICLE, RETURN ONLY WHEN ADJUSTING POSITION OR READY TO LEAVE THE WORK LOCATION.

CONSIDER USING CHANNELIZERS TO DETER MOTORISTS FROM ENTERING THE WORK SPACE.

DO NOT SET UP A WORK ZONE IF IT CONFLICTS WITH THE SIGNAL LIGHTS. CONTACT THE APPROPRIATE DISTRICT PERSONNEL.



NOT TO SCALE

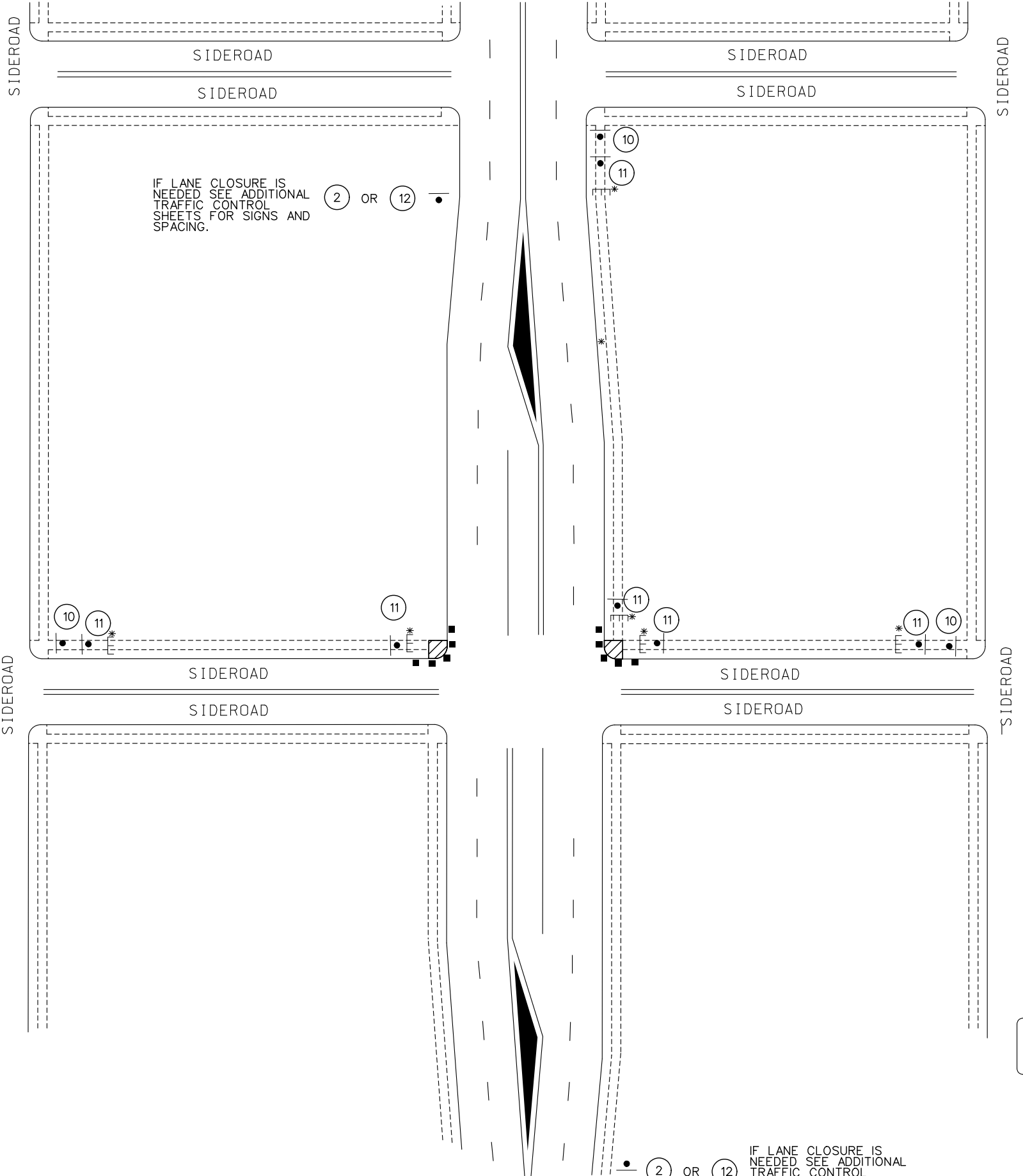
SHORT DURATION LEFT LANE CLOSURE AT AN INTERSECTION

TRAFFIC CONTROL  
 SHEET 7 OF 11

| DATE | DESCRIPTION |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
 105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)



IF LANE CLOSURE IS NEEDED SEE ADDITIONAL TRAFFIC CONTROL SHEETS FOR SIGNS AND SPACING.

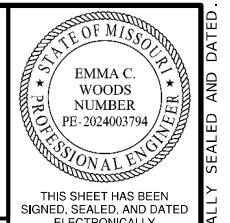
IF LANE CLOSURE IS NEEDED SEE ADDITIONAL TRAFFIC CONTROL SHEETS FOR SIGNS AND SPACING.

NOT TO SCALE

**TRAFFIC CONTROL LEGEND**

- SIGN (SINGLE SIDED)
- CHANNELIZER (TRIM-LINE)
- ⌈⌋\* ADA COMPLIANT MOVEABLE BARRICADE
- ▨ WORK AREA

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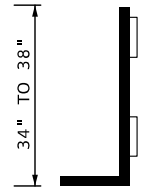
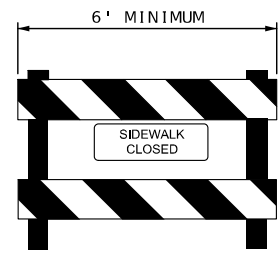


THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

|               |          |              |
|---------------|----------|--------------|
| DATE PREPARED | 2/6/2026 |              |
| ROUTE         | 100      | STATE MO     |
| DISTRICT      | STL      | SHEET NO. 55 |
| COUNTY        | ST LOUIS |              |
| JOB NO.       | J6P3510D |              |
| CONTRACT ID.  |          |              |
| PROJECT NO.   |          |              |
| BRIDGE NO.    |          |              |

**ADA COMPLIANT MOVEABLE BARRICADE**

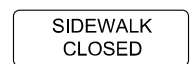
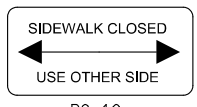
- 1) WARNING LIGHTS SHALL NOT BE ATTACHED TO ADA COMPLIANT BARRICADES.
- 2) CHEVRON RAILS ON THE ADA COMPLIANT BARRICADES MUST BE 8" WIDE MIN. AND MEET TYPE 3 RETRO-REFLECTIVE SHEETING AND COLOR CONTRASTS BARRICADE RAILS AS SHOWN. THE TOP RAIL MUST PROVIDE A SMOOTH CONTINUOUS RAIL SURFACE SUITABLE FOR HAND TRAILING WITH NO SPLINTERS, BURRS, OR SHARP EDGES. A MIN. OF TWO 8"WIDE RAILS REQUIRED.
- 3) NO TRIPPING HAZARDS FROM THE BARRICADES ARE ALLOWED WITHIN THE PEDESTRIAN SPACE. THIS MEANS NOT FEET OR BARS USED TO HOLD THE RAILS OR SUPPORT THE DEVICE ARE ALLOWED WITHIN THE WALKWAY. ALL FEET AND BALLASTS WILL NEED TO BE BEHIND THE DEVICE.
- 4) THE BARRICADE MUST BE THE FULL WIDTH OF THE CLOSED SIDEWALK.



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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)



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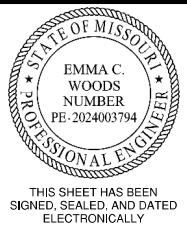
**SIDEWALK DETOUR**

TRAFFIC CONTROL  
 SHEET 8 OF 11

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LANE CLOSURE ON TWO-LANE ROAD USING FLAGGERS

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THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY  
 DATE PREPARED: 2/6/2026  
 ROUTE: 100 STATE: MO  
 DISTRICT: STL SHEET NO.: 56  
 COUNTY: ST LOUIS  
 JOB NO.: J6P3510D  
 CONTRACT ID.:  
 PROJECT NO.:  
 BRIDGE NO.:

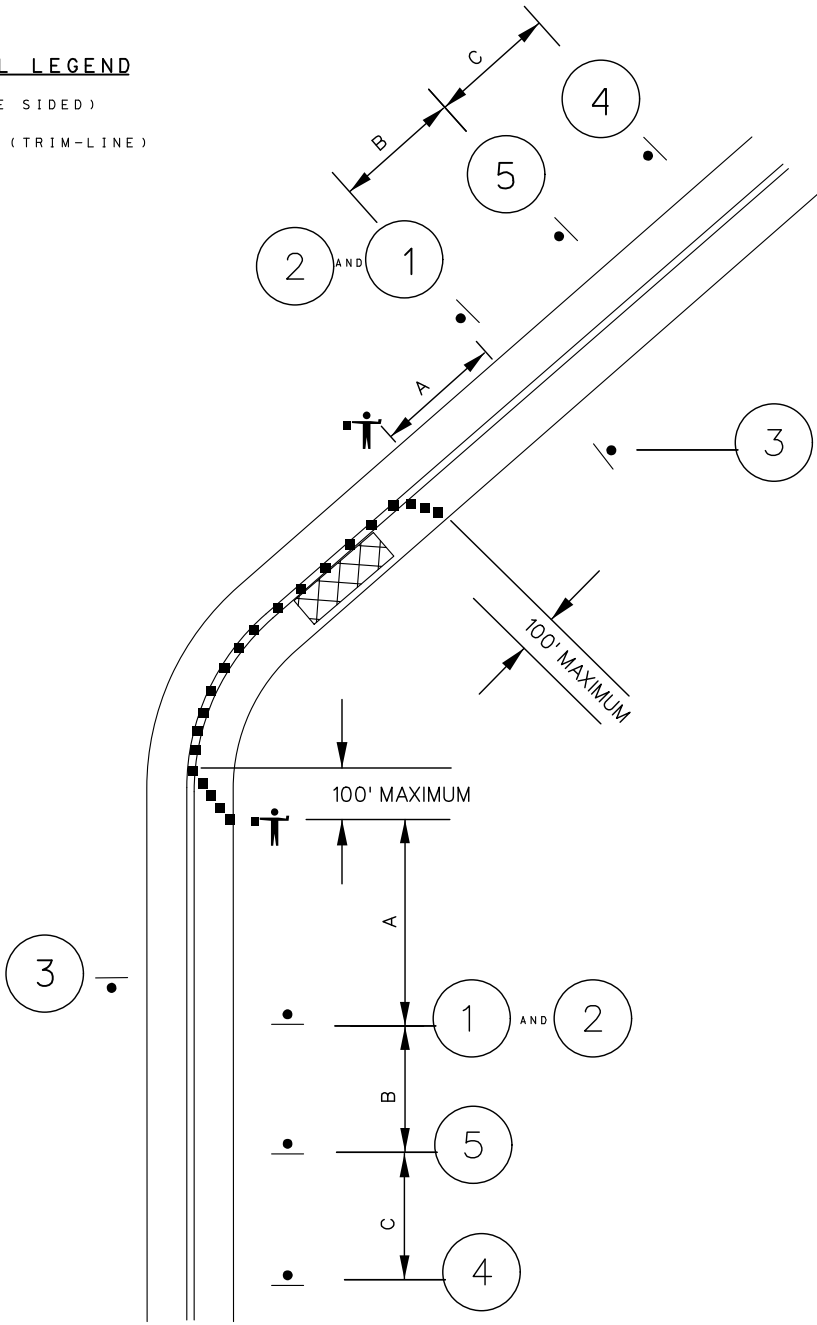
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
 105 WEST CAPITOL JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

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 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523  
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TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- CHANNELIZER (TRIM-LINE)
- WORK AREA
- FLAGGER



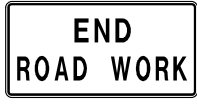
| Road Type          | Distance Between Signs |             |             |
|--------------------|------------------------|-------------|-------------|
|                    | A                      | B           | C           |
| URBAN (LOW SPEED)  | 30 (100)               | 30 (100)    | 30 (100)    |
| URBAN (HIGH SPEED) | 100 (350)              | 100 (350)   | 100 (350)   |
| RURAL              | 150 (500)              | 150 (500)   | 150 (500)   |
| EXPRESSWAY/FREEWAY | 300 (1,000)            | 450 (1,500) | 800 (2,640) |



WO20-7a  
①



WO16-2  
②



GO20-2  
③



WO20-1  
④



WO20-4  
⑤

NOT TO SCALE

LANE CLOSURE ON TWO-LANE ROAD USING FLAGGERS

TRAFFIC CONTROL  
 SHEET 9 OF 11

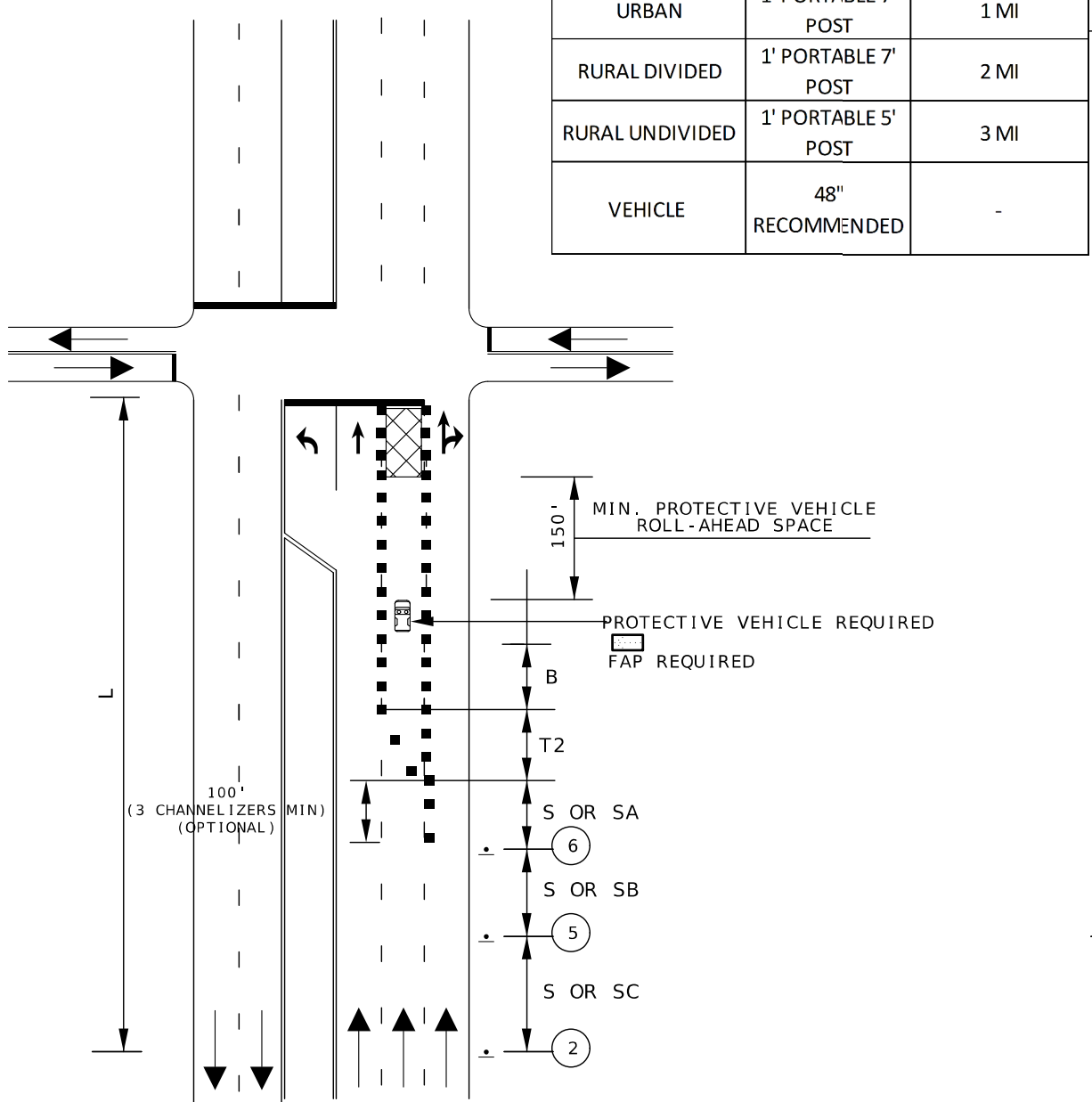
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

| 616.8.21S STATIONARY CENTER LANE CLOSURE AT AN INTERSECTION |                    |                |                               |                           |                            |                           |                            |
|---|--------------------|----------------|-------------------------------|---------------------------|----------------------------|---------------------------|----------------------------|
| SPEED<br>NORMAL<br>POSTED<br>(MPH)                          | SIGN SPACING (FT.) |                | TAPER LENGTH (FT.)            |                           | RECOMMENDED                | CHANNELIZER SPACING (FT.) |                            |
|   | UNDIVIDED<br>(S)   | DIVIDED<br>(S) | SHOULDER <sup>1</sup><br>(T1) | LANE <sup>2</sup><br>(T2) | BUFFER LENGTH<br>(FT.) (B) | TAPERS                    | BUFFER/WORK AREAS<br>(FT.) |
| 0-35  | 200                | 200            | -                             | 245                       | 250                        | 35                        | 40                         |
| 40-45   | 350                | 500            | -                             | 540                       | 360                        | 40                        | 80                         |
| 50-55   | 500                | 1000           | -                             | 660                       | 495                        | 50                        | 80                         |
| 60-70   | 1000               | SA - 1000      | -                             | 840                       | 730                        | 60                        | 120                        |
|   |                    | SB - 1500      |                               |                           |                            |                           |                            |
|   |                    | SC - 2640      |                               |                           |                            |                           |                            |

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

| TYPE OF ROADWAY | SIGN HEIGHT<br>(MINIMUM) | MAXIMUM WORK<br>ZONE LENGTH (L) |
|-----------------|--------------------------|---------------------------------|
| URBAN           | 1' PORTABLE 7' POST      | 1 MI                            |
| RURAL DIVIDED   | 1' PORTABLE 7' POST      | 2 MI                            |
| RURAL UNDIVIDED | 1' PORTABLE 5' POST      | 3 MI                            |
| VEHICLE         | 48" RECOMMENDED          | -                               |

NEAR SIDE OF INTERSECTION



TRAFFIC CONTROL LEGEND

- SIGN (SINGLE SIDED)
- CHANNELIZER (TRIM-LINE)
- WORK AREA
- TYPE 3 BARRICADE
- FLASHING ARROW PANEL

NOTES:

ALWAYS USE ADVANCED WARNING SIGNS AND CHANNELIZERS: USE EPG 616.33SD SHORT DURATION LANE CLOSURE ON A MULTI-LANE HIGHWAY FOR SETTING ADVANCED WARNING SIGNS.  
ALWAYS USE A PROTECTIVE VEHICLE WITH A FLASHING ARROW PANEL (FAP).

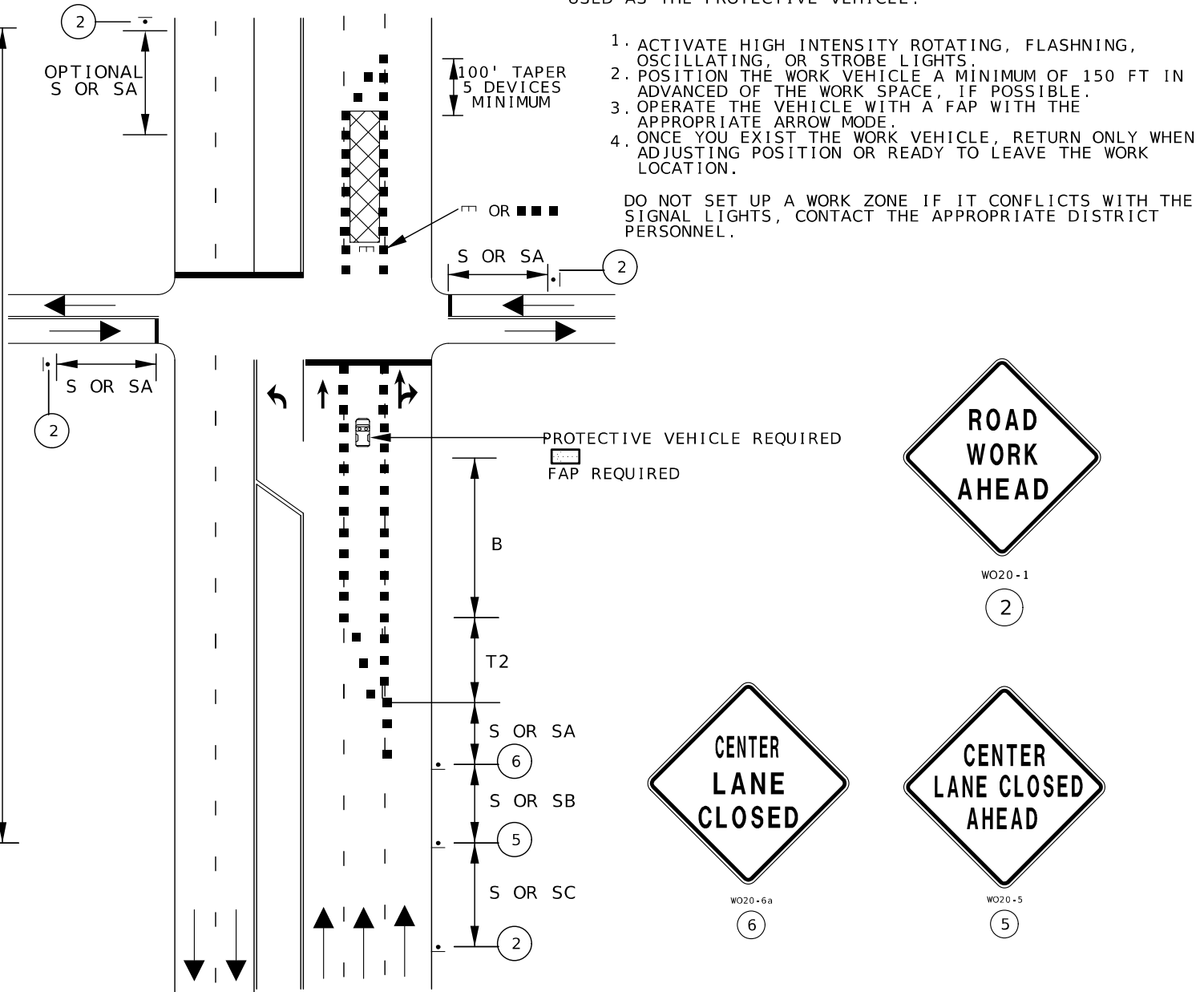
- ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- POSITION THE PROTECTIVE VEHICLE A MINIMUM OF 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
- OPERATE THE FAP WITH THE APPROPRIATE ARROW MODE.

FOR ROADWAYS AT 45 MPH OR LESS, A WORK VEHICLE MAY BE USED AS THE PROTECTIVE VEHICLE.

- ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- POSITION THE WORK VEHICLE A MINIMUM OF 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
- OPERATE THE VEHICLE WITH A FAP WITH THE APPROPRIATE ARROW MODE.
- ONCE YOU EXIT THE WORK VEHICLE, RETURN ONLY WHEN ADJUSTING POSITION OR READY TO LEAVE THE WORK LOCATION.

DO NOT SET UP A WORK ZONE IF IT CONFLICTS WITH THE SIGNAL LIGHTS, CONTACT THE APPROPRIATE DISTRICT PERSONNEL.

FAR SIDE OF INTERSECTION



ROAD WORK AHEAD  
W020-1  
2

CENTER LANE CLOSED  
W020-6a  
6

CENTER LANE CLOSED AHEAD  
W020-5  
5

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STATE OF MISSOURI  
EMMA C. WOODS  
PROFESSIONAL ENGINEER  
NUMBER  
PE-2024003794  
THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY

|                           |                 |
|---------------------------|-----------------|
| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>57 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

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Missouri State Engineering Corporation #001523

NOT TO SCALE

STATIONARY CENTER LANE CLOSURE AT AN INTERSECTION

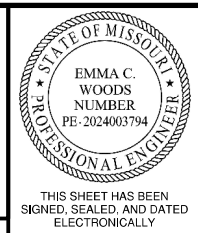
TRAFFIC CONTROL  
SHEET 10 OF 11

616.8.23S STATIONARY LEFT LANE CLOSURE AT AN INTERSECTION

| SPEED | SIGN SPACING (FT.) |             | TAPER LENGTH (FT.)         |                        | RECOMMENDED BUFFER LENGTH (FT.) (B) | LONGITUDINAL TRANSITION (X) | CHANNELIZER SPACING (FT.) |                         |
|-------|--------------------|-------------|----------------------------|------------------------|-------------------------------------|-----------------------------|---------------------------|-------------------------|
|       | UNDIVIDED (S)      | DIVIDED (S) | SHOULDER <sup>1</sup> (T1) | LANE <sup>2</sup> (T2) |                                     |                             | TAPERS                    | BUFFER/WORK AREAS (FT.) |
| 0-35  | 200                | 200         | 70                         | 245                    | 250                                 | 120                         | 35                        | 40                      |
| 40-45 | 350                | 500         | 150                        | 540                    | 360                                 | 270                         | 40                        | 80                      |
| 50-55 | 500                | 1000        | 185                        | 660                    | 495                                 | 330                         | 50                        | 80                      |
| 60-70 | 1000               | SA - 1000   | 235                        | 840                    | 730                                 | 420                         | 60                        | 120                     |
|       |                    | SB - 1500   |                            |                        |                                     |                             |                           |                         |
|       |                    | SC - 2640   |                            |                        |                                     |                             |                           |                         |

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

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DATE PREPARED: 2/6/2026

|                   |               |
|-------------------|---------------|
| ROUTE: 100        | STATE: MO     |
| DISTRICT: STL     | SHEET NO.: 58 |
| COUNTY: ST LOUIS  |               |
| JOB NO.: J6P3510D |               |
| CONTRACT ID.:     |               |
| PROJECT NO.:      |               |
| BRIDGE NO.:       |               |

**TRAFFIC CONTROL LEGEND**

- SIGN (SINGLE SIDED)
- CHANNELIZER (TRIM-LINE)
- WORK AREA
- TYPE 3 BARRICADE
- FLASHING ARROW PANEL

**NOTES:**

ALWAYS USE ADVANCED WARNING SIGNS AND CHANNELIZERS: USE EPG 616.33SD SHORT DURATION LANE CLOSURE ON A MULTI-LANE HIGHWAY FOR SETTING ADVANCED WARNING SIGNS.

ALWAYS USE A PROTECTIVE VEHICLE WITH A FLASHING ARROW PANEL (FAP).

- ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- POSITION THE PROTECTIVE VEHICLE A MINIMUM OF 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
- OPERATE THE FAP WITH THE APPROPRIATE ARROW MODE.

FOR ROADWAYS AT 45 MPH OR LESS, A WORK VEHICLE MAY BE USED AS THE PROTECTIVE VEHICLE.

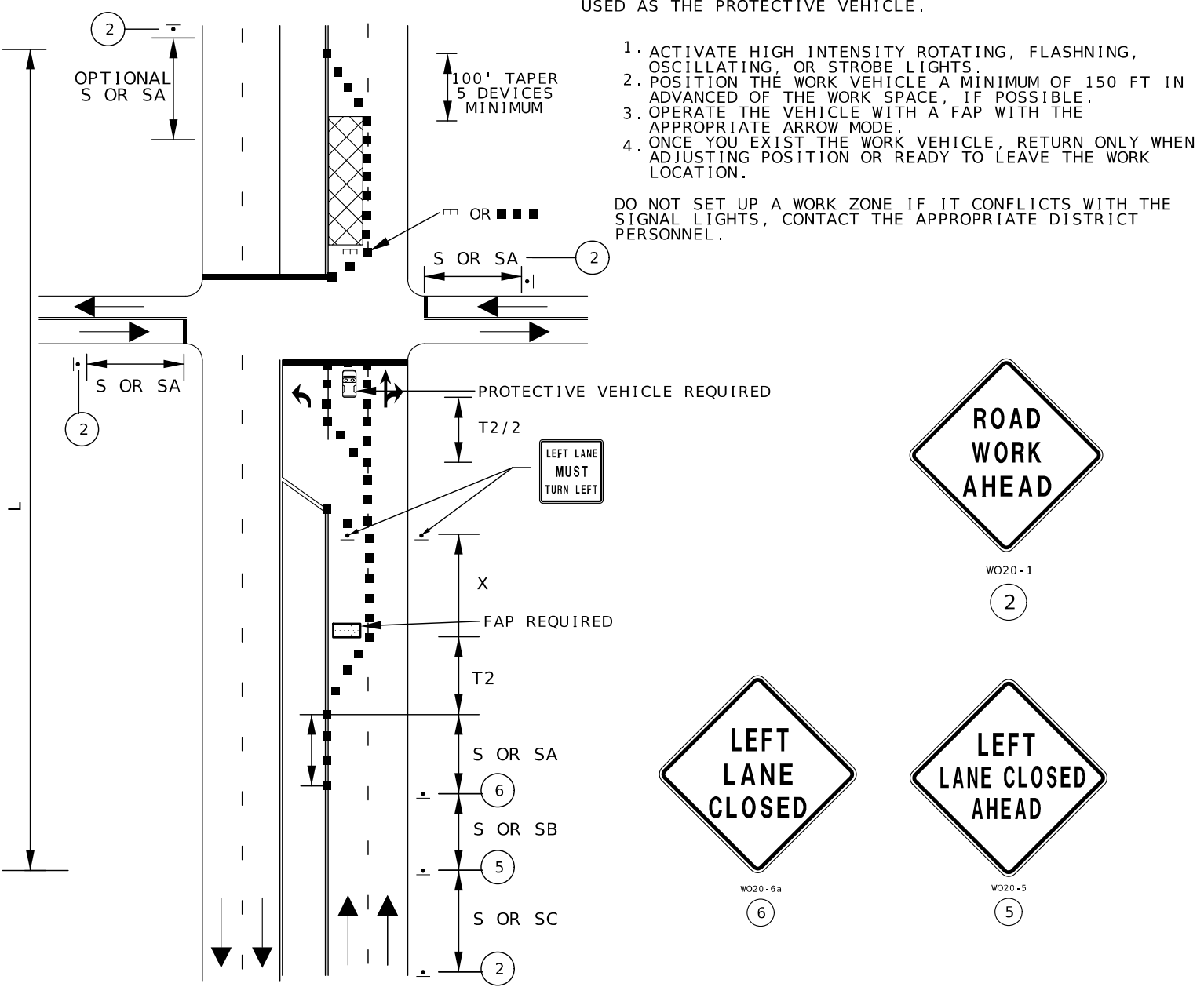
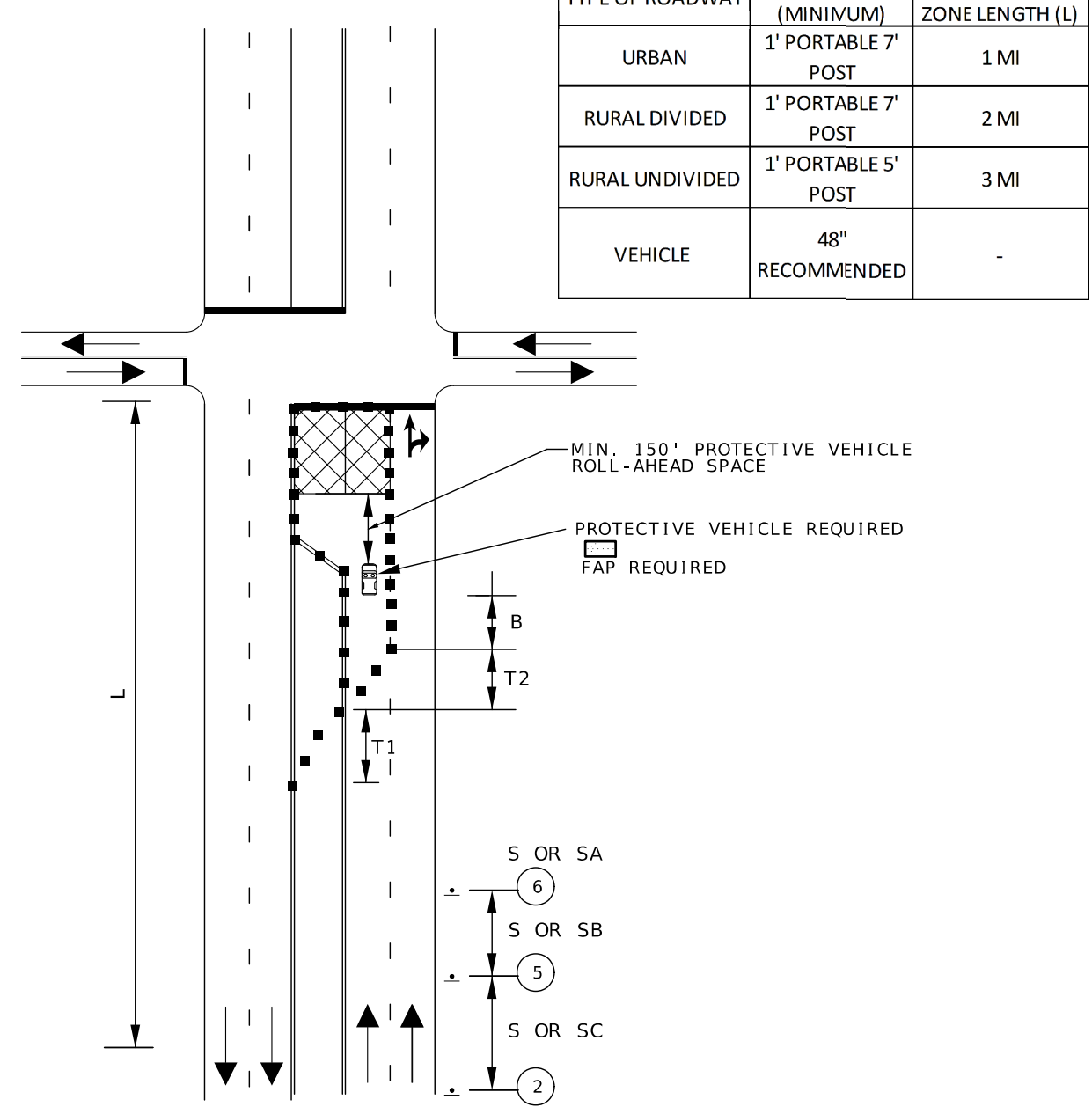
- ACTIVATE HIGH INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- POSITION THE WORK VEHICLE A MINIMUM OF 150 FT IN ADVANCED OF THE WORK SPACE, IF POSSIBLE.
- OPERATE THE VEHICLE WITH A FAP WITH THE APPROPRIATE ARROW MODE.
- ONCE YOU EXIT THE WORK VEHICLE, RETURN ONLY WHEN ADJUSTING POSITION OR READY TO LEAVE THE WORK LOCATION.

DO NOT SET UP A WORK ZONE IF IT CONFLICTS WITH THE SIGNAL LIGHTS, CONTACT THE APPROPRIATE DISTRICT PERSONNEL.

**NEAR SIDE OF INTERSECTION**

| TYPE OF ROADWAY | SIGN HEIGHT (MINIMUM) | MAXIMUM WORK ZONE LENGTH (L) |
|-----------------|-----------------------|------------------------------|
| URBAN           | 1' PORTABLE 7' POST   | 1 MI                         |
| RURAL DIVIDED   | 1' PORTABLE 7' POST   | 2 MI                         |
| RURAL UNDIVIDED | 1' PORTABLE 5' POST   | 3 MI                         |
| VEHICLE         | 48" RECOMMENDED       | -                            |

**FAR SIDE OF INTERSECTION**



NOT TO SCALE

**STATIONARY LEFT LANE CLOSURE AT AN INTERSECTION**

TRAFFIC CONTROL  
 SHEET 11 OF 11

| DATE | DESCRIPTION |
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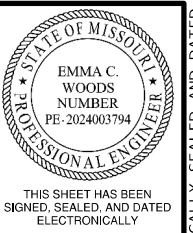
**EDSI**  
 ENGINEERING DESIGN SOURCE, INC.  
 16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523  
 T. 636 537 5685  
 F. 636 537 0275

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
**MoDOT**  
 105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

# TEMPORARY EROSION CONTROL MEASURES

## 806.10K

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DATE PREPARED  
2/6/2026

ROUTE STATE  
100 MO

DISTRICT SHEET NO.  
STL 59

COUNTY  
ST LOUIS

JOB NO.  
J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-275-6636)

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Missouri State Engineering Corporation #001523

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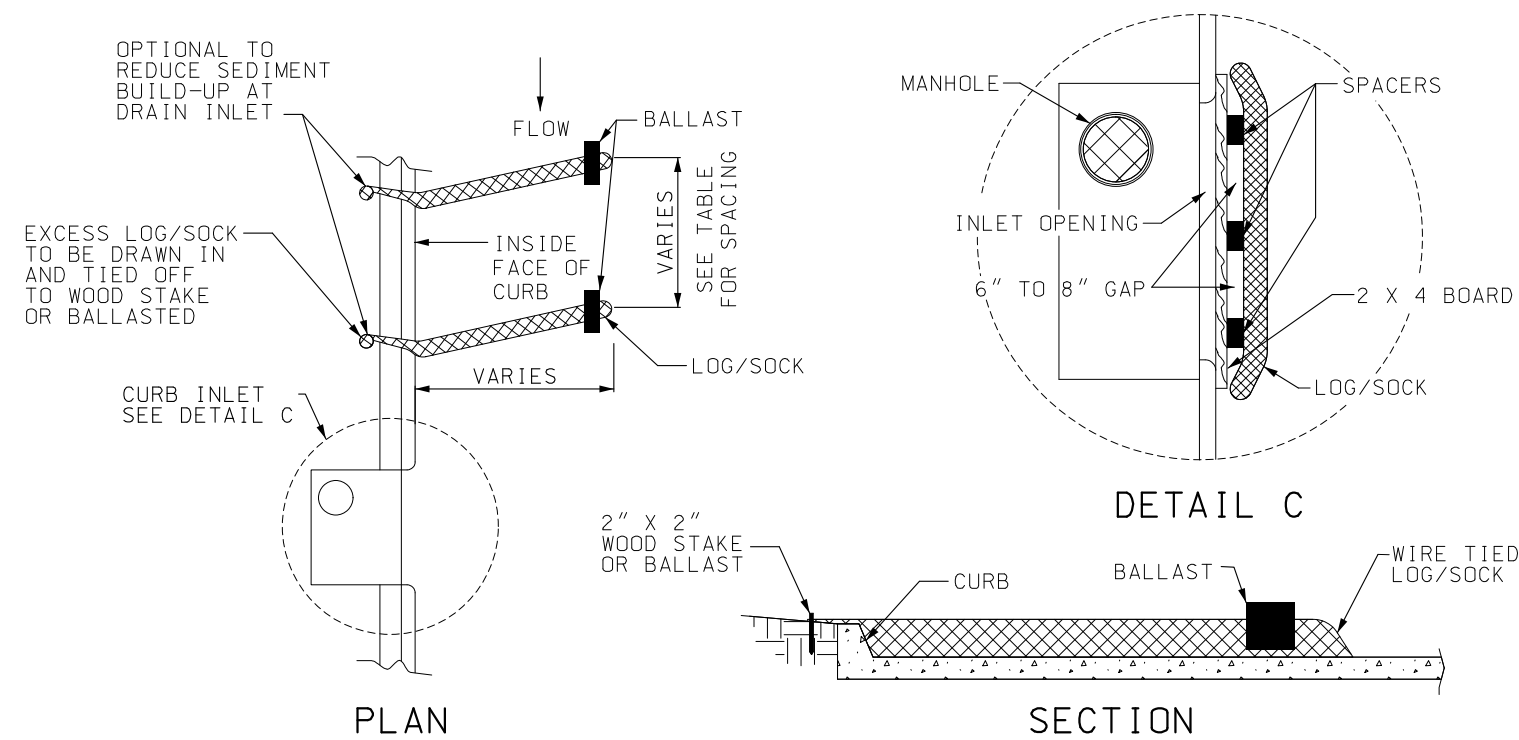
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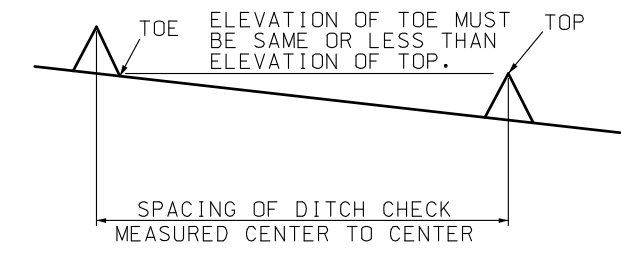
**CURB INLET PROTECTION**

**NOTES:**  
 PRIOR TO PLACEMENT ALL DEBRIS, ROCK, LARGE CLOUDS AND WOOD VEGETATION SHALL BE CLEARED.  
 LOG/SOCK PLACED ON PAVEMENT SHALL BE WEIGHTED DOWN WITH GRAVEL/SAND BALLAST.

**GENERAL NOTES:**  
 OTHER PROPRIETARY INLET PROTECTION MAY BE SUBSTITUTED IN ACCORDANCE WITH SEC 806 OR AS DIRECTED BY THE ENGINEER.

**EXAMPLE DITCH CHECK SPACING FOR STANDARD HEIGHTS (FT.)**

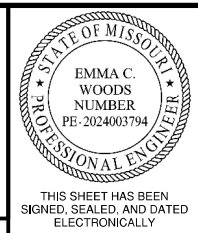
| DITCH @ SLOPE % | SPACING FOR 9" EFF. HEIGHT | SPACING FOR 18" EFF. HEIGHT |
|-----------------|----------------------------|-----------------------------|
| 0.5             | 150                        | 300                         |
| 1.0             | 75                         | 150                         |
| 1.5             | 50                         | 100                         |
| 2.0             | 37                         | 75                          |
| 2.5             | 30                         | 60                          |
| 3.0             | 25                         | 50                          |
| 3.5             | 21                         | 43                          |
| 4.0             | 19                         | 38                          |
| 4.5             | 16                         | 33                          |
| 5.0             | 15                         | 30                          |
| 5.5             | 13                         | 27                          |
| 6.0             | 12                         | 25                          |
| 6.5             | 11                         | 23                          |
| 7.0             | 10                         | 21                          |
| 7.5             | 10                         | 20                          |
| 8.0             | 9                          | 19                          |
| 8.5             | 9                          | 18                          |
| 9.0             | 8                          | 17                          |
| 9.5             | 8                          | 16                          |
| 10.0            | 7                          | 15                          |



**MINIMUM DITCH CHECK SPACING**

EROSION CONTROL  
 TEMPORARY SILT FENCE  
 SHEET 1 OF 2

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DATE PREPARED  
2/6/2026

ROUTE 100 STATE MO

DISTRICT STL SHEET NO. 60

COUNTY ST LOUIS

JOB NO. J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL JEFFERSON CITY, MO 65102

1-888-ASK-MODOT (1-888-275-6636)

MoDOT

ENGINEERING DESIGN SOURCE, INC.

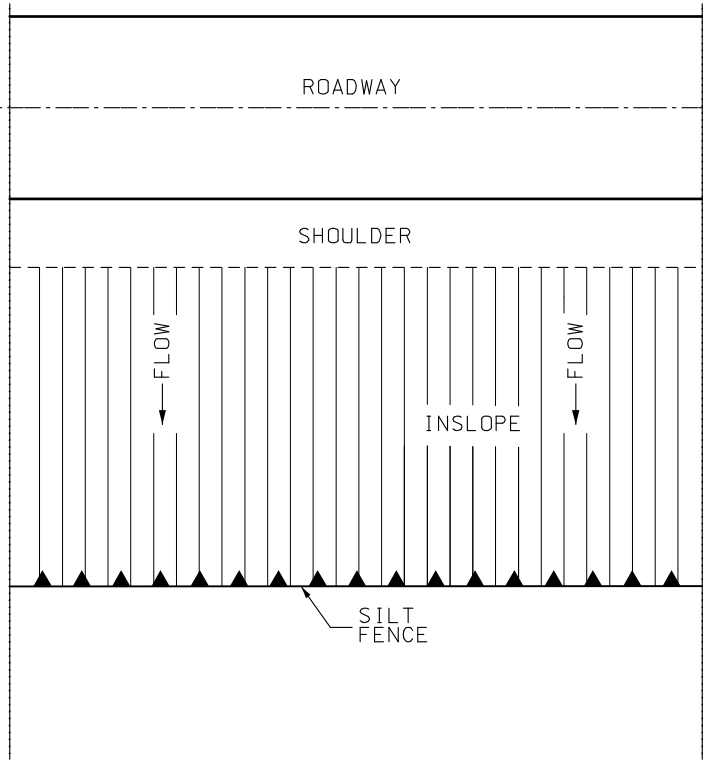
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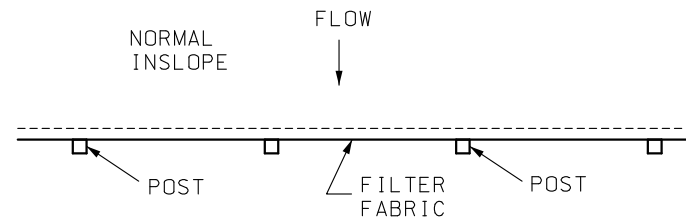
Missouri State Engineering Corporation #001523

16141 Swingley Ridge Rd., Suite 300 Chesterfield, Missouri 63017

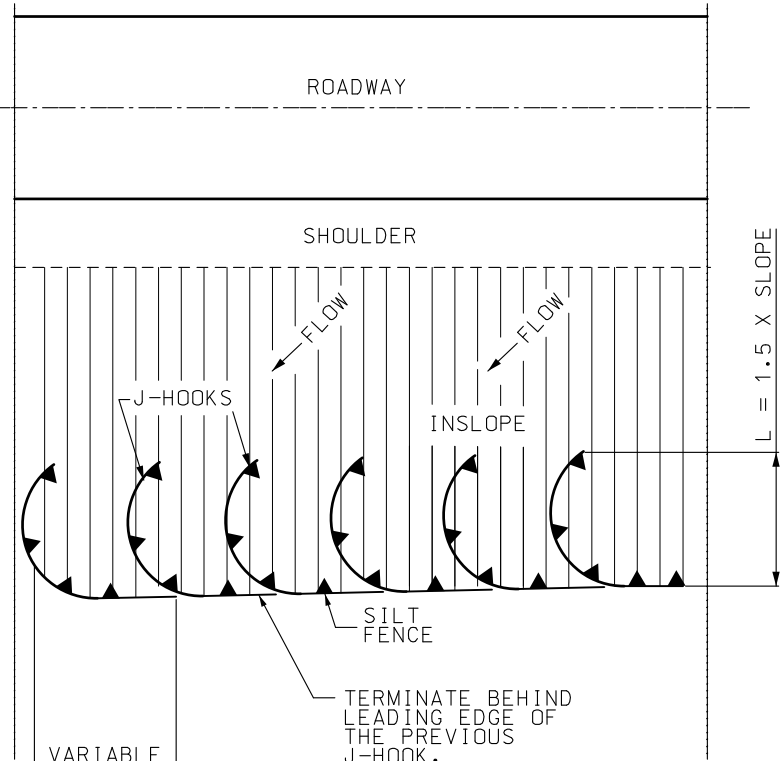
REV.



PERIMETER SILT FENCE FOR TRANSVERSE FLOW



PLAN VIEW

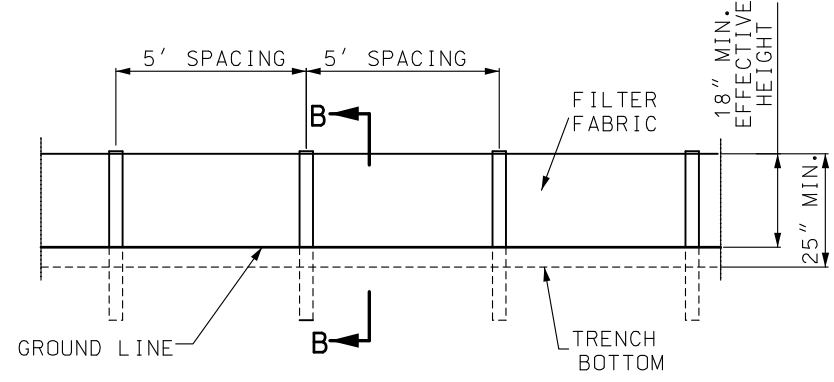


PERIMETER SILT FENCE FOR ANGULAR FLOW

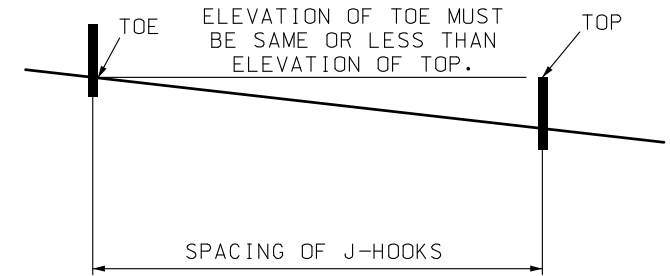
FOR SPACING SEE SHEET 1 OF 6

TEMPORARY EROSION CONTROL MEASURES

806.10K



ELEVATION DETAIL FABRIC SILT FENCE



MINIMUM J-HOOK SPACING

GENERAL NOTES:

USE SILT FENCE FOR FILL HEIGHTS GREATER OR EQUAL TO 10 FEET. ON ALL FILLS GREATER THAN 10 FEET HIGH, MID-SLOPE RUNS OF SILT FENCE SHOULD BE CONSIDERED.

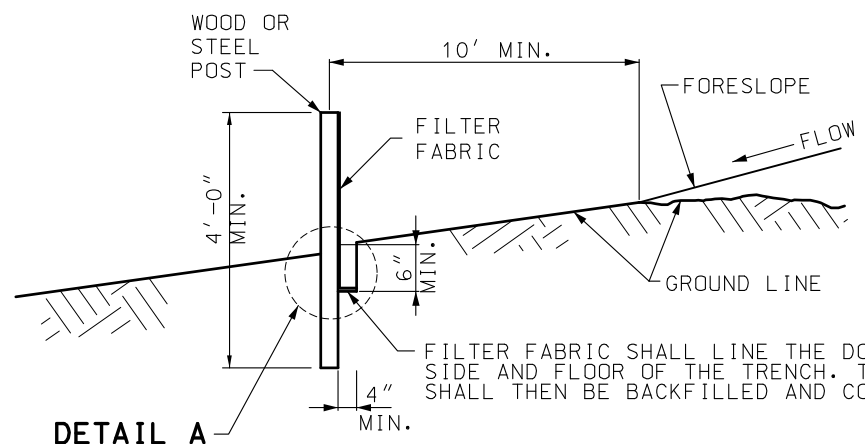
FOR FABRIC SILT FENCE:

MINIMUM LONGITUDINAL SPLICE OVERLAP SHALL BE 2' WITH A POST AT EACH END.

SECURE FABRIC TO POSTS.

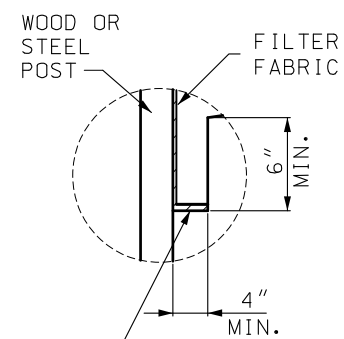
INSTEAD OF SILT FENCE ACROSS DRAINAGE DITCHES AND DRAINS, DITCH CHECKS SHALL BE USED AS SHOWN ON PLANS OR AS DIRECTED BY ENGINEER.

AT CULVERTS, PLACE SEDIMENT BARRIERS OVER THE TOP OF THE CULVERTS (NOT IN THE STREAM CHANNEL).



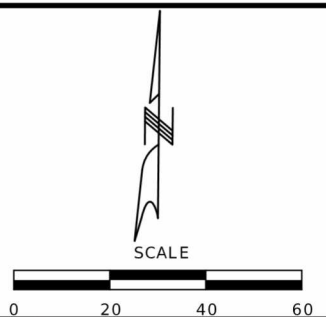
DETAIL A

TYPICAL B-B

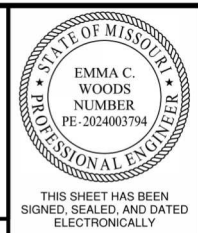


DETAIL A

EROSION CONTROL  
 TEMPORARY SILT FENCE  
 SHEET 2 OF 2



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DATE PREPARED  
2/6/2026

ROUTE 100 STATE MO

DISTRICT STL SHEET NO. 61

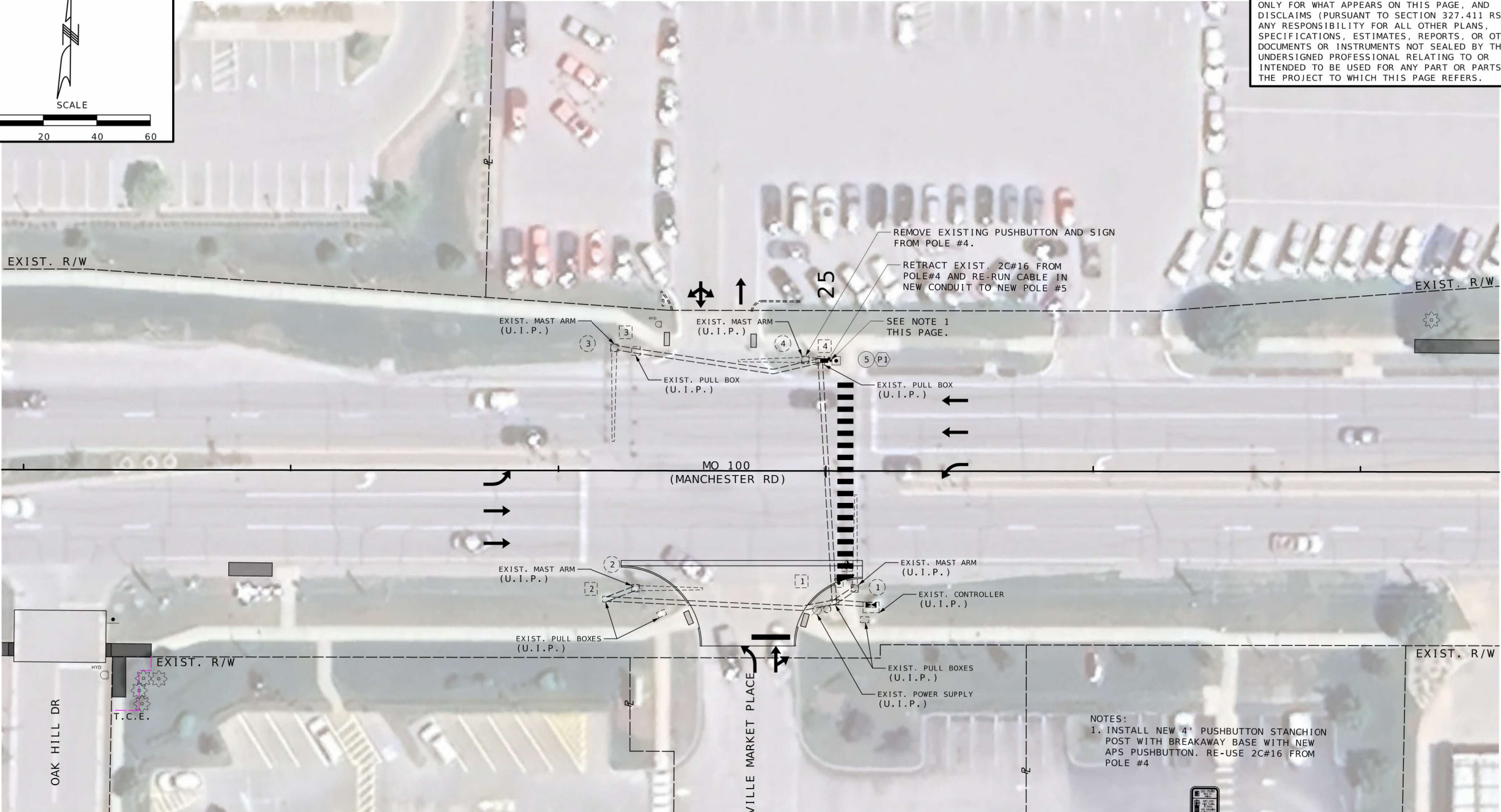
COUNTY ST LOUIS

JOB NO. J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.



TRAFFIC SIGNALS LEGEND

|  |                            |  |                        |
|--|----------------------------|--|------------------------|
|  | CONTROLLER                 |  | CONDUIT MEDIAN         |
|  | CONTROLLER (EXISTING)      |  | CONDUIT PUSHED         |
|  | POWER SUPPLY               |  | CONDUIT BRIDGE         |
|  | SIGNAL HEAD (OPT LIM CONV) |  | CONDUIT EXISTING       |
|  | SIGNAL HEAD (OPT LIM)      |  | CONDUIT TRENCHED       |
|  | SIGNAL HEAD (PEDESTRIAN)   |  | MAST ARM - TYPE A BASE |
|  | SIGNAL HEAD (STANDARD)     |  | MAST ARM - TYPE C BASE |
|  | CCTV CAMERA                |  | MAST ARM - TYPE F BASE |
|  | VIDEO DETECTOR             |  |                        |
|  | PUSHBUTTON DETECTOR        |  |                        |
|  | PREFORMED PULL BOX TYPE 1  |  |                        |
|  | PREFORMED PULL BOX TYPE 2  |  |                        |
|  | CONCRETE PULL BOX TYPE 1   |  |                        |
|  | CONCRETE PULL BOX TYPE 2   |  |                        |

NOTES:  
 1. INSTALL NEW 4' PUSHBUTTON STANCHION POST WITH BREAKAWAY BASE WITH NEW APS PUSHBUTTON. RE-USE 2C#16 FROM POLE #4



INSTALLED ABOVE PUSHBUTTONS (INCLUDED IN THE COST OF THE ADA COMPLIANT PUSHBUTTON.)

SIGNAL PLAN  
 MO 100  
 AND BEUCKMAN FORD

| DESCRIPTION | DATE |
|-------------|------|
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |
|             |      |
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|             |      |
|             |      |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

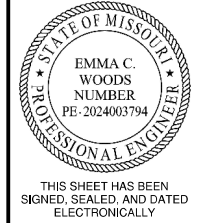
105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
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 Missouri State Engineering Corporation #001523  
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| POST NUMBER | PULL BOX NUMBER | LOCATION |         |          | BASE |     |    |      |    |    |   |     |    |      |    | PULL BOX       |                                |           |         |         |          |          | POST           |                |             |                |                |             |                |              |            |                |              |                |              |                |              |  |  |                |       |       |       |        |        |        |  |  |  |  |  |                        |  |  |  |
|-------------|-----------------|----------|---------|----------|------|-----|----|------|----|----|---|-----|----|------|----|----------------|--------------------------------|-----------|---------|---------|----------|----------|----------------|----------------|-------------|----------------|----------------|-------------|----------------|--------------|------------|----------------|--------------|----------------|--------------|----------------|--------------|--|--|----------------|-------|-------|-------|--------|--------|--------|--|--|--|--|--|------------------------|--|--|--|
|             |                 | APPROACH | STATION | OFFSET   | A    |     |    |      |    | F  |   |     |    |      |    | STANCHION BASE | C<br>CONCRETE **<br>(CU. YDS.) | PREFORMED |         |         | CONCRETE |          |                |                | DRAIN TYPE* | STANCHION POST | TOP MOUNT POST | TYPE C & CL |                |              |            |                |              |                |              |                |              |  |  | TYPE B & BL    |       |       |       |        |        |        |  |  |  |  |  | LUMINAIRE BRACKET ARM* |  |  |  |
|             |                 |          |         |          | 9    | 9.5 | 10 | 10.5 | 11 | 12 | 9 | 9.5 | 10 | 10.5 | 11 |                |                                | CLASS 1   | CLASS 2 | CLASS 3 | CLASS 5  | STANDARD | DOUBLE, TYPE A | DOUBLE, TYPE B |             |                |                | ARM LENGTH  | SIGNAL SPACING | SIGN SPACING | ARM LENGTH | LEFT ARM E     |              |                |              | RIGHT ARM K    |              |  |  | INCLUDED ANGLE | 4 FT. | 6 FT. | 8 FT. | 10 FT. | 12 FT. | 15 FT. |  |  |  |  |  |                        |  |  |  |
|             |                 |          |         |          |      |     |    |      |    |    |   |     |    |      |    |                |                                |           |         |         |          |          |                |                |             |                |                |             |                |              |            | SIGNAL SPACING | SIGN SPACING | SIGNAL SPACING | SIGN SPACING | SIGNAL SPACING | SIGN SPACING |  |  |                |       |       |       |        |        |        |  |  |  |  |  |                        |  |  |  |
| 5           | MO 100          | 25+01    | 42' LT  |          |      |     |    |      |    |    |   |     |    |      |    |                |                                |           |         |         |          |          |                |                |             |                |                |             |                |              |            |                |              |                |              |                |              |  |  |                |       |       |       |        |        |        |  |  |  |  |  |                        |  |  |  |
|             |                 |          |         | SUBTOTAL |      |     |    |      |    |    |   |     |    |      |    |                |                                |           |         |         |          |          |                |                |             |                |                |             |                |              |            |                |              |                |              |                |              |  |  |                |       |       |       |        |        |        |  |  |  |  |  |                        |  |  |  |
|             |                 |          |         | TOTAL    |      |     |    |      |    |    |   |     |    |      |    |                |                                |           |         |         |          |          |                |                |             |                |                |             |                |              |            |                |              |                |              |                |              |  |  |                |       |       |       |        |        |        |  |  |  |  |  |                        |  |  |  |

EFFECTIVE: 07-01-2018



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 DATE PREPARED: 2/6/2026  
 ROUTE: 100, STATE: MO  
 DISTRICT: STL, SHEET NO.: 62  
 COUNTY: ST LOUIS  
 JOB NO.: J6P3510D  
 CONTRACT ID.

SIGNAL HEADS

| SPAN NUMBER | POST NUMBER | FACE NUMBER | LUMINAIRE 150W SODIUM | INDICATIONS *                  |   |    |    |                            |     |                           |   |   |    |  | VISORS * |      | LOUVERS * |   |   |   |   |   | BACKPLATE* |   |   |   |   | RETROREFLECTIVE BACKPLATE* |   |   |   |   | BRACKET* |    |     | ONE - FACE SECTION |    |    |    |     | TWO - FACE SECTIONS |     |     |     |     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|-------------|-------------|-------------|-----------------------|--------------------------------|---|----|----|----------------------------|-----|---------------------------|---|---|----|--|----------|------|-----------|---|---|---|---|---|------------|---|---|---|---|----------------------------|---|---|---|---|----------|----|-----|--------------------|----|----|----|-----|---------------------|-----|-----|-----|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|             |             |             |                       | 12" LENS CONVENTIONAL          |   |    |    |                            |     | 12" LENS OPTICAL LIMITING |   |   |    |  | 12" LENS | PED. | A         | B | C | D | E | F | 1          | 2 | 3 | 4 | 5 | 1                          | 2 | 3 | 4 | 5 | I        | II | III | 1-                 | 3- | 4- | 5- | 11- | 33-                 | 34- | 35- | 44- | 45- |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|             |             |             |                       | R                              | Y | YL | YR | FY                         | FYR | G                         | S | L | Rt |  |          |      |           |   |   |   |   |   |            |   |   | A | B | C                          | D | E | F | 1 | 2        | 3  | 4   | 5                  | 1  | 2  | 3  | 4   | 5                   | I   | II  | III | T   | S | C | B | T | S | C | B | T | S | C | B | T | S | B | T | S | C | B | S | B | S | B | S | B |
|             |             |             |                       | SUBTOTAL                       |   |    |    | SUBTOTAL OPTICALLY LIMITED |     |                           |   |   |    |  |          |      |           |   |   |   |   |   |            |   |   |   |   |                            |   |   |   |   |          |    |     |                    |    |    |    |     |                     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| TOTAL       |             |             |                       | SUBTOTAL CONVENTIONAL          |   |    |    |                            |     |                           |   |   |    |  |          |      |           |   |   |   |   |   |            |   |   |   |   |                            |   |   |   |   |          |    |     |                    |    |    |    |     |                     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|             |             |             |                       | SUBTOTAL COMBINATION OL & CONV |   |    |    |                            |     |                           |   |   |    |  |          |      |           |   |   |   |   |   |            |   |   |   |   |                            |   |   |   |   |          |    |     |                    |    |    |    |     |                     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|             |             |             |                       | TOTAL OPTICALLY LIMITED        |   |    |    |                            |     |                           |   |   |    |  |          |      |           |   |   |   |   |   |            |   |   |   |   |                            |   |   |   |   |          |    |     |                    |    |    |    |     |                     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|             |             |             |                       | TOTAL CONVENTIONAL             |   |    |    |                            |     |                           |   |   |    |  |          |      |           |   |   |   |   |   |            |   |   |   |   |                            |   |   |   |   |          |    |     |                    |    |    |    |     |                     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|             |             |             |                       | TOTAL COMBINATION OL & CONV    |   |    |    |                            |     |                           |   |   |    |  |          |      |           |   |   |   |   |   |            |   |   |   |   |                            |   |   |   |   |          |    |     |                    |    |    |    |     |                     |     |     |     |     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |

LEGEND  
 T - TOP MOUNT  
 S - SIDE MOUNT  
 C - SPANWIRE MOUNT  
 B - MAST ARM MOUNT

NOTE:  
 (1) NO DIRECT PAY REQUIRED FOR BASE MATERIAL ASSOCIATED WITH 4' PEDESTRIAN PUSHBUTTON STANCHION. SEE JSP DETAILS.  
 SIGNAL AND SIGN SPACING SHOWN IS APPROXIMATE, CONTRACTOR SHALL ADJUST AS NECESSARY.

REMARKS  
 ALL LENGTHS AND SPACINGS ARE IN FEET UNLESS OTHERWISE INDICATED.  
 \* ITEMS FOR WHICH SEPARATE PAYMENT WILL NOT BE MADE.  
 \*\* SEE STANDARD PLANS 902.10 AND 902.30 FOR CONCRETE REQUIREMENTS ON BASES. SIGNAL STRUCTURES WHICH WILL EXCEED THE DIMENSION LIMITS SHOWN ON STANDARD PLAN SHEETS IN SECTION 902 AND ANY OTHER INSTALLATION WHERE THE DETAILS OF CONSTRUCTION ARE NOT FURNISHED IN THE CONTRACT PLANS, SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER IN ACCORDANCE WITH THE 2001 AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4TH EDITION, AND LATEST INTERIMS. THE STRUCTURE SHALL BE DESIGNED AS IMPORTANCE CATEGORY I FOR FATIGUE WITH A 50-YEAR DESIGN LIFE. THE CONTRACTOR SHALL SUBMIT A SET OF SHOP DETAIL DRAWINGS INCLUDING WELD PROCEDURE SPECIFICATIONS AND DESIGN COMPUTATIONS FOR MODOT RECORDS AND REFERENCE. THE SUBMITTED DRAWINGS AND CALCULATIONS SHALL BE SIGNED AND SEALED IN ACCORDANCE WITH THE LAWS RELATING TO ARCHITECTS AND PROFESSIONAL ENGINEERS (CHAPTER 327, RSMO.), AND SHALL INCLUDE A TITLE BLOCK OR SUMMARY SHEET WHICH LISTS AND CERTIFIES THAT THE PRODUCT MEETS ALL OF THE SPECIFIED DESIGN CRITERIA.

| CONDUIT (WITH #14 TRACER WIRE) |    |                           |        |    |    |    |        |    |    |        |    |    | CABLE        |               |           |      |    |                           |       |         |        |        |        |                          |            |         |                |                |                      |             |         |            |  |  |  |  |  |  |  |  |
|--------------------------------|----|---------------------------|--------|----|----|----|--------|----|----|--------|----|----|--------------|---------------|-----------|------|----|---------------------------|-------|---------|--------|--------|--------|--------------------------|------------|---------|----------------|----------------|----------------------|-------------|---------|------------|--|--|--|--|--|--|--|--|
| FROM                           | TO | CENTER TO CENTER DISTANCE | TRENCH |    |    |    | PUSHED |    |    | MEDIAN |    |    | ON STRUCTURE |               | REMARKS   | FROM | TO | CENTER TO CENTER DISTANCE | POWER | CONTROL |        |        |        | CLOSED LOOP INTERCONNECT | LUMINAIRE  |         | DETECTOR       |                | FIBER                |             | REMARKS |            |  |  |  |  |  |  |  |  |
|                                |    |                           | 1"     | 2" | 3" | 4" | 2"     | 3" | 4" | 2"     | 3" | 4" | 2"           | 3"            |           |      |    |                           |       | 2c #16  | 5c #16 | 7c #16 | 3c #16 |                          | 3 PAIR #16 | CONTROL | POLE & BRACKET | 1c #14 IN DUCT | 2c #14 LEAD-IN CABLE | SINGLE-MODE |         | MULTI-MODE |  |  |  |  |  |  |  |  |
| 4                              | 5  | 4'                        |        |    |    |    |        |    |    |        |    |    |              | PUSHBUTTON P1 |           |      |    |                           |       |         |        |        |        |                          |            |         |                |                |                      |             |         |            |  |  |  |  |  |  |  |  |
| SUBTOTALS                      |    |                           | 6'     |    |    |    |        |    |    |        |    |    |              |               | SUBTOTALS |      |    |                           |       |         |        |        |        |                          |            |         |                |                |                      |             |         |            |  |  |  |  |  |  |  |  |
| TOTALS                         |    |                           | 6'     |    |    |    |        |    |    |        |    |    |              |               | TOTALS    |      |    |                           |       |         |        |        |        |                          |            |         |                |                |                      |             |         |            |  |  |  |  |  |  |  |  |

NOTE: CONTRACTOR SHALL USE EXISTING WIRE FOR HOOK-UP OF NEW PUSHBUTTON P1.

NOTE: CABLE LENGTHS HAVE AN EXTRA 5.0% FOR SNAKING ADDED TO THE TOTALS.

MO 100 AND BEUCKMAN FORD

INTERSECTION

D-37A/B

DESCRIPTION

DATE

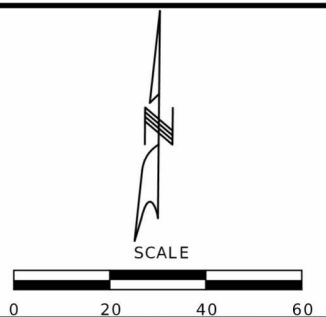


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 JEFFERSON CITY, MO 65102  
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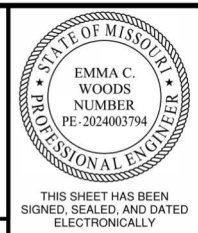
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DATE PREPARED  
2/6/2026

ROUTE 100 STATE MO

DISTRICT STL SHEET NO. 64

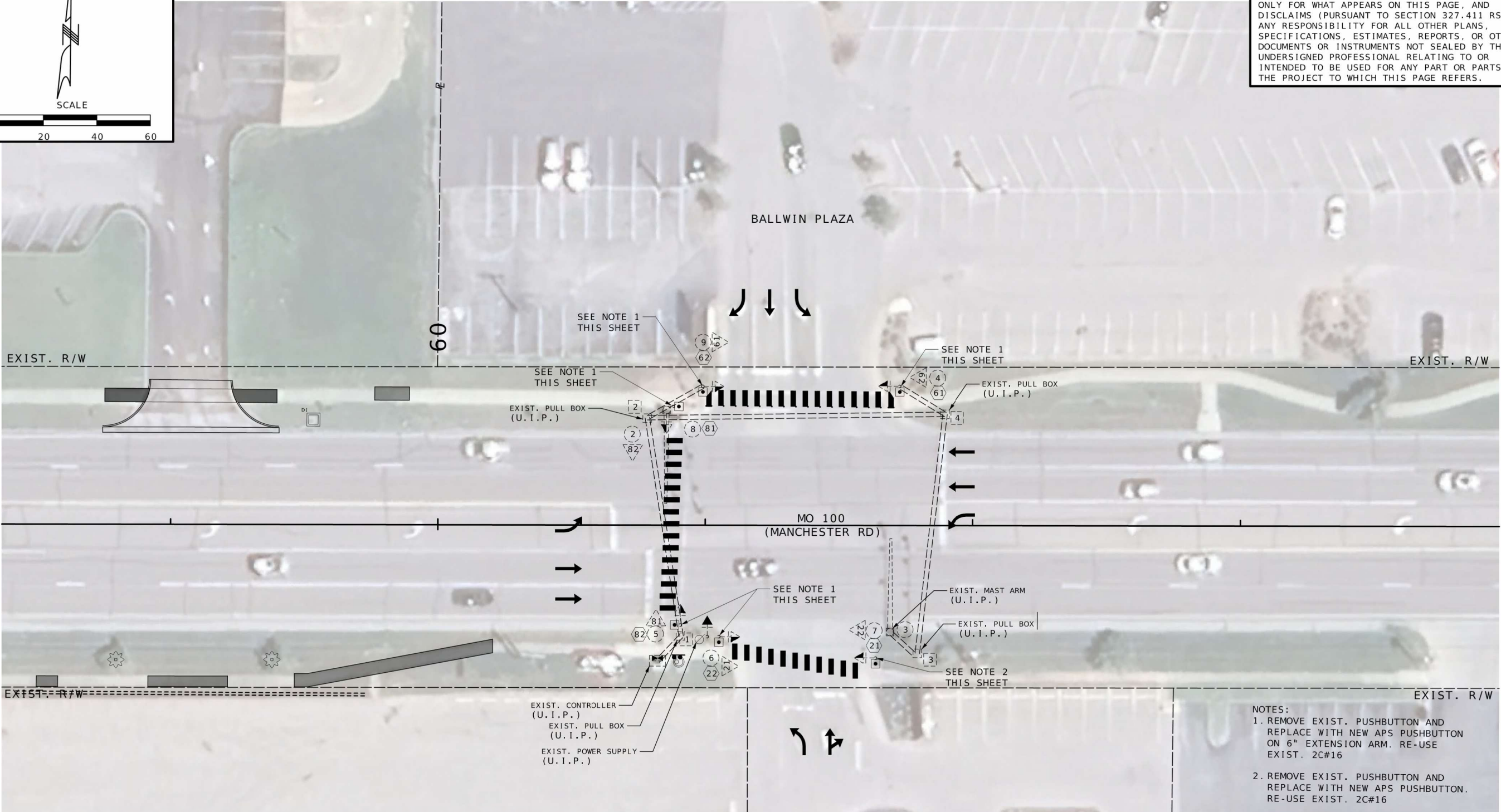
COUNTY ST LOUIS

JOB NO. J6P3510D

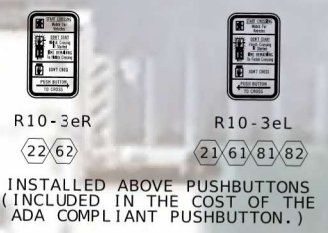
CONTRACT ID.

PROJECT NO.

BRIDGE NO.



NOTES:  
 1. REMOVE EXIST. PUSHBUTTON AND REPLACE WITH NEW APS PUSHBUTTON ON 6" EXTENSION ARM. RE-USE EXIST. 2C#16  
 2. REMOVE EXIST. PUSHBUTTON AND REPLACE WITH NEW APS PUSHBUTTON. RE-USE EXIST. 2C#16



| TRAFFIC SIGNALS LEGEND |                            |  |                        |
|------------------------|----------------------------|--|------------------------|
|                        | CONTROLLER                 |  | CONDUIT MEDIAN         |
|                        | CONTROLLER (EXISTING)      |  | CONDUIT PUSHED         |
|                        | POWER SUPPLY               |  | CONDUIT BRIDGE         |
|                        | SIGNAL HEAD (OPT LIM CONV) |  | CONDUIT EXISTING       |
|                        | SIGNAL HEAD (OPT LIM)      |  | CONDUIT TRENCHED       |
|                        | SIGNAL HEAD (PEDESTRIAN)   |  | MAST ARM - TYPE A BASE |
|                        | SIGNAL HEAD (STANDARD)     |  | MAST ARM - TYPE C BASE |
|                        | CCTV CAMERA                |  | MAST ARM - TYPE F BASE |
|                        | VIDEO DETECTOR             |  |                        |
|                        | PUSH BUTTON DETECTOR       |  |                        |
|                        | PREFORMED PULL BOX TYPE 1  |  |                        |
|                        | PREFORMED PULL BOX TYPE 2  |  |                        |
|                        | CONCRETE PULL BOX TYPE 1   |  |                        |
|                        | CONCRETE PULL BOX TYPE 2   |  |                        |

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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

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SIGNAL PLAN  
 MO 100  
 AND BALLWIN PLAZA

| DETECTOR SCHEDULE |                  |             |               |                    |                |           |       |
|-------------------|------------------|-------------|---------------|--------------------|----------------|-----------|-------|
| DETECTOR NUMBER   | APPROACH         | TYPE        |               |                    |                |           |       |
|                   |                  | PUSH BUTTON | EXTENSION ARM | INDUCTION LOOP (2) |                |           | VIDEO |
|                   |                  |             |               | STANDARD           | DELAY / EXTEND | CALL UNIT |       |
| 21                | EB MO 100        | 1           |               |                    |                |           |       |
| 22                | EB MO 100        | 1           | 1             |                    |                |           |       |
| 81                | SB BALLWIN PLAZA | 1           | 1             |                    |                |           |       |
| 61                | WB MO 100        | 1           | 1             |                    |                |           |       |
| 62                | WB MO 100        | 1           | 1             |                    |                |           |       |
| 82                | SB BALLWIN PLAZA | 1           | 1             |                    |                |           |       |
| TOTAL             |                  | 6           | 5             |                    |                |           |       |

NOTE:  
 PAYMENT FOR R10-3E AND SIGNAL SIGN MOUNTING HARDWARE ARE INCLUDED IN COST FOR ADA COMPLIANT PEDESTRIAN PUSHBUTTON.  
 \*\*\* USE D3-1 FOR ONE LINE. USE D3-1B FOR TWO LINE.

| SIGNAL SIGNS |                   |           |      |                   |                               |
|--------------|-------------------|-----------|------|-------------------|-------------------------------|
| QUANTITY     | MUTCD SIGN NUMBER | SIZE      | AREA | SIGN TOTAL AREA   | SIGNAL SIGN MOUNTING HARDWARE |
|              |                   |           |      | ITEM NO. 90208.33 | ITEM NO. 90208.34             |
|              |                   |           |      | SQ. FT.           | EA.                           |
|              | R10-10L           | 24 X 30   | 5.0  |                   |                               |
|              | R10-10R           | 24 X 30   | 5.0  |                   |                               |
|              | R3-5L             | 30 X 36   | 7.5  |                   |                               |
|              | R3-5R             | 30 X 36   | 7.5  |                   |                               |
|              | R3-5A             | 30 X 36   | 7.5  |                   |                               |
|              | R3-6L             | 30 X 36   | 7.5  |                   |                               |
|              | R3-6R             | 30 X 36   | 7.5  |                   |                               |
|              | R3-2              | 24 X 24   | 4.0  |                   |                               |
|              | R3-1              | 24 X 24   | 4.0  |                   |                               |
|              | R3-3              | 24 X 24   | 4.0  |                   |                               |
|              | D3-1 ***          | VAR. X 18 |      |                   |                               |
|              | D3-1B ***         | VAR. X 18 |      |                   |                               |
| 2            | R10-3ER           | 9 X 15    | 0.9  | 1.8               | 2                             |
| 4            | R10-3EL           | 9 X 15    | 0.9  | 3.6               | 4                             |
|              | R10-11A           | 24 X 30   | 5.0  |                   |                               |
|              | R10-13            | 36 X 24   | 6.0  |                   |                               |
|              | R10-27A           | 30 X 36   | 7.5  |                   |                               |
| SUBTOTAL     |                   |           |      | 5.4               | 6                             |
| TOTAL        |                   |           |      | 6                 | 6                             |

WIRING DIAGRAM

### LEGEND

**3" CONDUIT CONTAINING CABLE WITH SIZE**

**CABLE**

**X-Xc** MULTI-CONDUCTOR CABLE #16 AWG (UNLESS OTHERWISE INDICATED)

**LIC** #14 AWG DETECTOR LEAD-IN CABLE (2C TWISTED SHIELDED)

**(X)** PULL BOX WITH NUMBER

**(X)** POST WITH NUMBER

**(X)** POST WITH MAST ARM

**(X)** POST WITH MAST ARM AND LUMINAIRE

**(X)** DETECTOR WITH NUMBER

**(X)** SIGNAL HEAD WITH NUMBER

**(X)** SIGNAL CONTROLLER

**(X)** POWER SUPPLY

**(X)** LIGHTING CONTROLLER

MO 100 AND BALLWIN PLAZA  
 INTERSECTION

**D-37C/D**



THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

DATE PREPARED  
 2/6/2026

ROUTE 100 STATE MO

DISTRICT STL SHEET NO. 65

COUNTY ST LOUIS

JOB NO. J6P3510D

CONTRACT ID.

PROJECT NO.

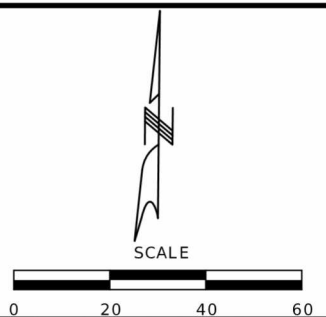
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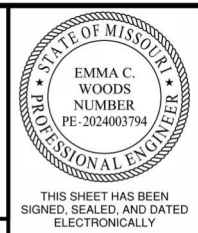
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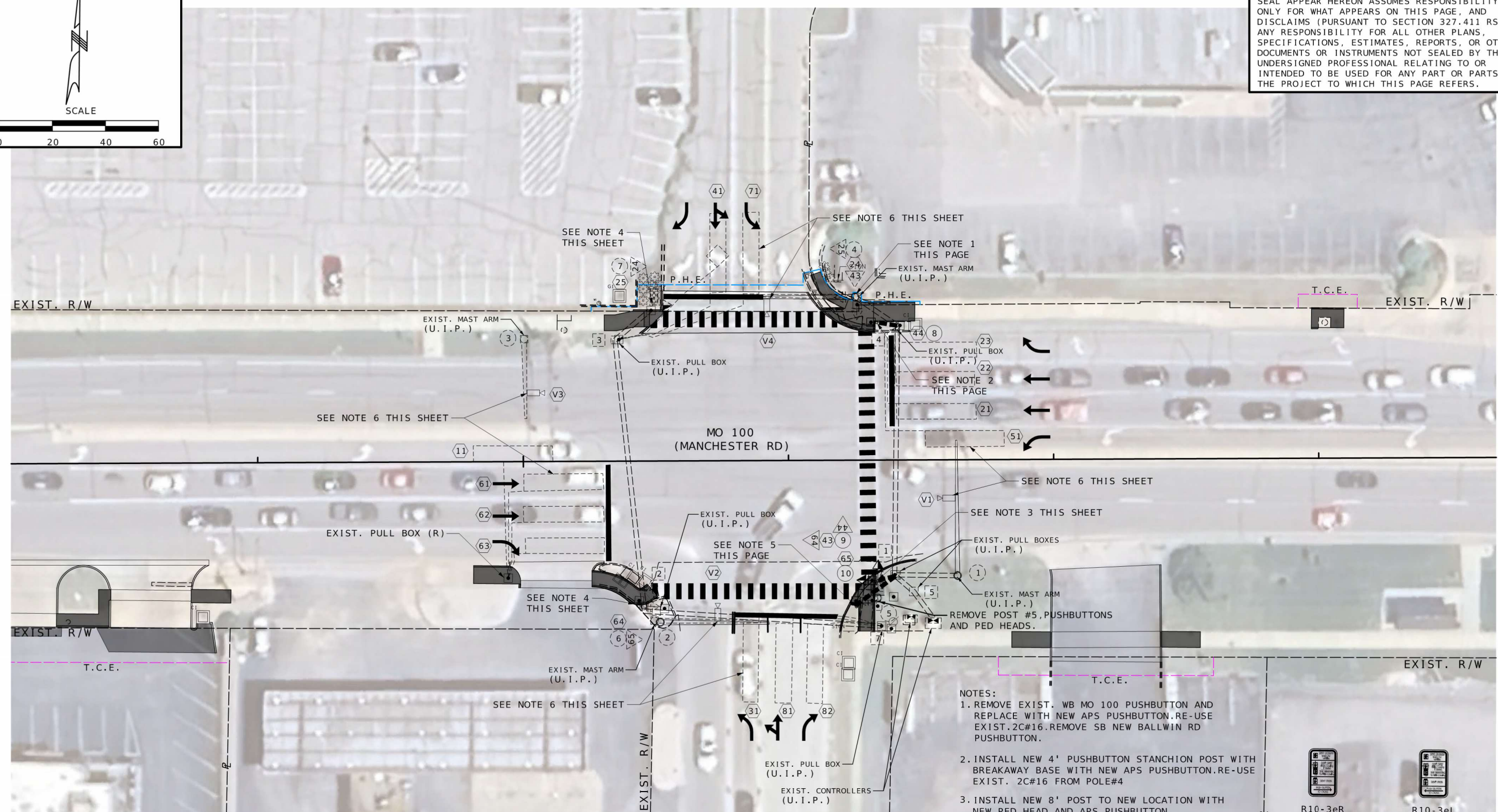
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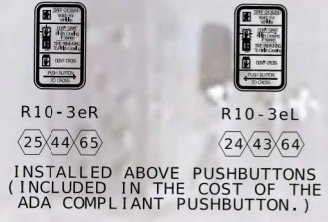
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 DATE PREPARED: 2/6/2026  
 ROUTE: 100 STATE: MO  
 DISTRICT: STL SHEET NO.: 66  
 COUNTY: ST LOUIS  
 JOB NO.: J6P3510D  
 CONTRACT ID.:  
 PROJECT NO.:  
 BRIDGE NO.:



- NOTES:
1. REMOVE EXIST. WB MO 100 PUSHBUTTON AND REPLACE WITH NEW APS PUSHBUTTON. RE-USE EXIST. 2C#16. REMOVE SB NEW BALLWIN RD PUSHBUTTON.
  2. INSTALL NEW 4' PUSHBUTTON STANCHION POST WITH BREAKAWAY BASE WITH NEW APS PUSHBUTTON. RE-USE EXIST. 2C#16 FROM POLE#4
  3. INSTALL NEW 8' POST TO NEW LOCATION WITH NEW PED HEAD AND APS PUSHBUTTON.
  4. REMOVE EXIST. PUSHBUTTONS AND REPLACE WITH NEW APS PUSHBUTTONS. RE-USE EXIST. 2C#16
  5. INSTALL NEW 4' PUSHBUTTON STANCHION POST WITH BREAKAWAY BASE WITH NEW APS PUSHBUTTON.
  6. EXISTING DETECTOR LOOPS TO BE ABANDONED AND NEW OPTIONAL DETECTION SYSTEM TO BE INSTALLED.



TRAFFIC SIGNALS LEGEND

|  |                            |  |                           |  |                        |
|--|----------------------------|--|---------------------------|--|------------------------|
|  | CONTROLLER                 |  | VIDEO DETECTION ZONE      |  | CONDUIT MEDIAN         |
|  | CONTROLLER (EXISTING)      |  | CCTV CAMERA               |  | CONDUIT PUSHED         |
|  | POWER SUPPLY               |  | VIDEO DETECTOR            |  | CONDUIT BRIDGE         |
|  | SIGNAL HEAD (OPT LIM CONV) |  | PUSH BUTTON DETECTOR      |  | CONDUIT EXISTING       |
|  | SIGNAL HEAD (OPT LIM)      |  | PREFORMED PULL BOX TYPE 1 |  | CONDUIT TRENCHED       |
|  | SIGNAL HEAD (PEDESTRIAN)   |  | PREFORMED PULL BOX TYPE 2 |  | MAST ARM - TYPE A BASE |
|  | SIGNAL HEAD (STANDARD)     |  | CONCRETE PULL BOX TYPE 1  |  | MAST ARM - TYPE C BASE |
|  |                            |  | CONCRETE PULL BOX TYPE 2  |  | MAST ARM - TYPE F BASE |

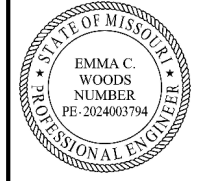
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SIGNAL PLAN  
 MO 100  
 AND NEW BALLWIN RD

EFFECTIVE: 07-01-2018



THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

DATE PREPARED 2/6/2026

ROUTE 100 STATE MO DISTRICT STL SHEET NO. 67 COUNTY ST LOUIS

JOB NO. J6P3510D CONTRACT ID.

PROJECT NO. BRIDGE NO.

DESCRIPTION DATE

Table with 2 columns: DESCRIPTION, DATE. Contains project details and dates.



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T. 636 537 5685 F. 636 537 0275

Main project data table with columns: POST NUMBER, PULL BOX NUMBER, LOCATION, BASE (A, F, STANCHION), PULL BOX (PREFORMED, CONCRETE, DRAIN), POST (TOP MOUNT, TYPE C & CL, TYPE B & BL), and LUMINAIRE BRACKET ARM.

SUBTOTAL and TOTAL rows for the main project data table.

SIGNAL HEADS table with columns: SPAN NUMBER, POST NUMBER, FACE NUMBER, LUMINAIRE 150W SODIUM, INDICATIONS, VISORS, LOUVERS, BACKPLATE, RETROREFLECTIVE BACKPLATE, BRACKET, ONE-FACE SECTION, TWO-FACE SECTIONS.

LEGEND: T - TOP MOUNT, S - SIDE MOUNT, C - SPANWIRE MOUNT, B - MAST ARM MOUNT. NOTE: (1) NO DIRECT PAY REQUIRED FOR BASE MATERIAL ASSOCIATED WITH 4' PEDESTRIAN PUSHBUTTON STANCHION. SEE JSP DETAILS.

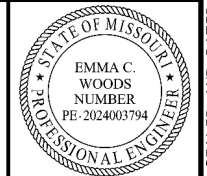
SUBTOTAL and TOTAL rows for the SIGNAL HEADS table.

REMARKS: ALL LENGTHS AND SPACINGS ARE IN FEET UNLESS OTHERWISE INDICATED. \* ITEMS FOR WHICH SEPARATE PAYMENT WILL NOT BE MADE. \*\* SEE STANDARD PLANS 902.10 AND 902.30 FOR CONCRETE REQUIREMENTS ON BASES.

CONDUIT (WITH #14 TRACER WIRE) and CABLE tables. Columns include FROM, TO, CENTER TO CENTER DISTANCE, LOOP DET., TRENCH, PUSHED, MEDIAN, ON STRUCTURE, REMARKS, POWER, CONTROL, LUMINAIRE, DETECTOR, FIBER, and REMARKS.

NOTE: CONTRACTOR SHALL USE EXISTING WIRE FOR HOOK-UP OF NEW PUSHBUTTON 24, 25, 44 & 64. NOTE: CABLE LENGTHS HAVE AN EXTRA 5.0% FOR SNAKING ADDED TO THE TOTALS.

MO 100 AND NEW BALLWIN RD INTERSECTION D-37A/B



THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

DATE PREPARED  
2/6/2026  
ROUTE  
100 MO  
DISTRICT  
STL SHEET NO.  
68

COUNTY  
ST LOUIS  
JOB NO.  
J6P3510D  
CONTRACT ID.

PROJECT NO.

BRIDGE NO.

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REV.

### DETECTOR SCHEDULE

| DETECTOR NUMBER | APPROACH            | PUSH BUTTON | TYPE     |              |           | OPTIONAL DETECTION (1) |
|-----------------|---------------------|-------------|----------|--------------|-----------|------------------------|
|                 |                     |             | STANDARD | DELAY/EXTEND | CALL UNIT |                        |
| 43              | NB NEW BALLWIN      | 1           |          |              |           | 1                      |
| 44              | NB NEW BALLWIN      | 1           |          |              |           |                        |
| 64              | EB MO 100           | 1           |          |              |           |                        |
| 65              | EB MO 100           | 1           |          |              |           |                        |
| 24              | WB MO 100           | 1           |          |              |           |                        |
| 25              | WB MO 100           | 1           |          |              |           |                        |
| 11              | EBLT MO 100         |             |          |              |           |                        |
| 61              | EB MO 100           |             |          |              |           |                        |
| 62              | EB MO 100           |             |          |              |           |                        |
| 63              | EB MO 100           |             |          |              |           |                        |
| 21              | WB MO 100           |             |          |              |           |                        |
| 22              | WB MO 100           |             |          |              |           |                        |
| 23              | WB MO 100           |             |          |              |           |                        |
| 51              | WBLT MO 100         |             |          |              |           |                        |
| 31              | NBLT NEW BALLWIN    |             |          |              |           |                        |
| 81              | NB/NBLT NEW BALLWIN |             |          |              |           |                        |
| 82              | NB NEW BALLWIN      |             |          |              |           |                        |
| 41              | SB NEW BALLWIN      |             |          |              |           |                        |
| 71              | SBLT NEW BALLWIN    |             |          |              |           |                        |
| TOTAL           |                     |             | 6        |              |           |                        |

NOTE:  
PAYMENT FOR R10-3E AND SIGNAL SIGN MOUNTING HARDWARE ARE INCLUDED IN COST FOR ADA COMPLIANT PEDESTRIAN PUSHBUTTON.

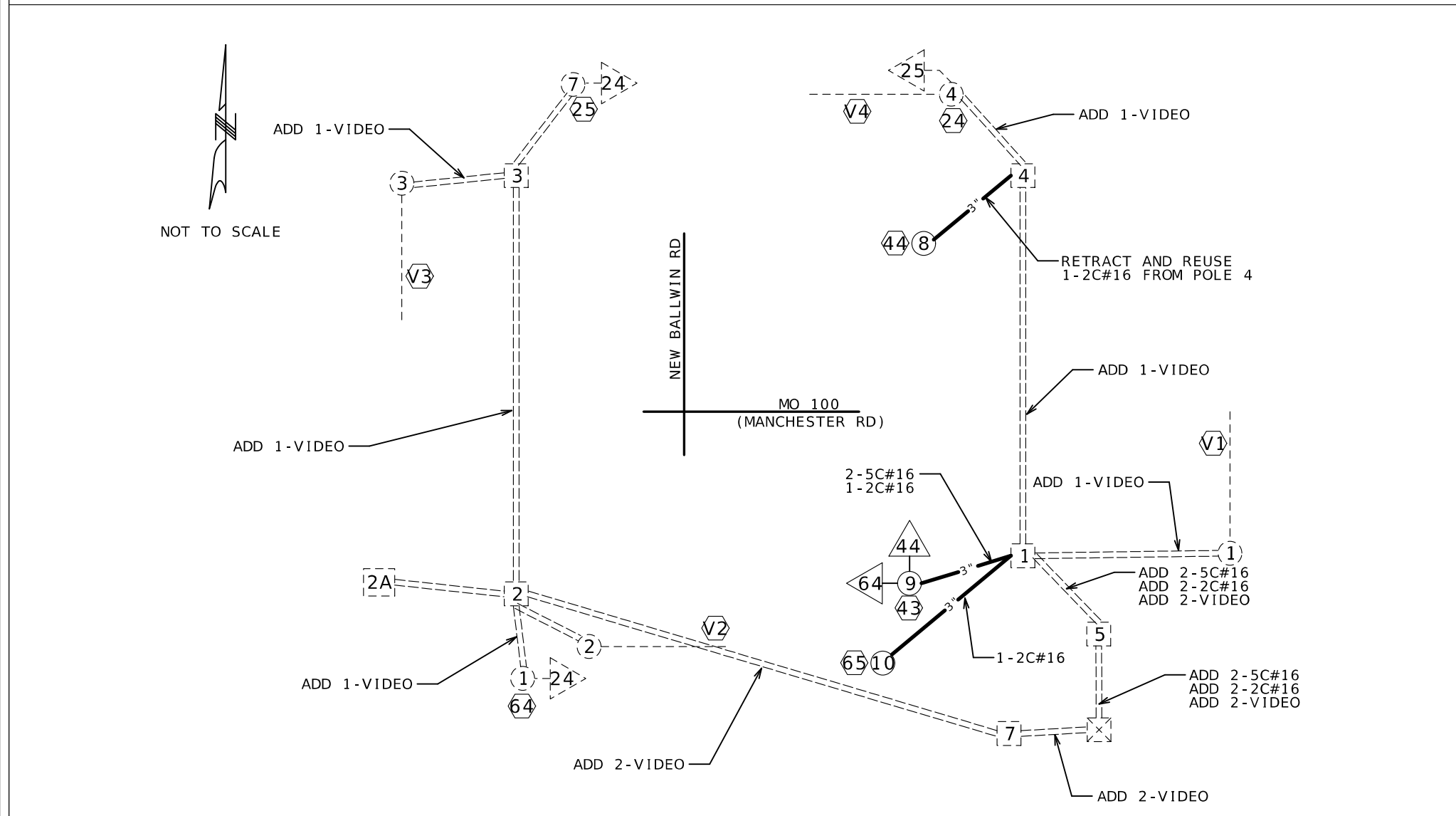
\*\*\* USE D3-1 FOR ONE LINE. USE D3-1B FOR TWO LINE.

(1) SEE SL DISTRICT TRAFFIC SIGNAL DETECTION SYSTEM JSP FOR ADDITIONAL DETAILS. SIGNAL DETECTION SHALL BE PAID AS 1 PER INTERSECTION. THE CONTRACTOR SHALL PROVIDE AND INSTALL A VEHICLE DETECTION SYSTEM FULLY COVERING DETECTION ZONES AS SHOWN ON THE PLANS. THE METHOD CHOSEN SHALL COMPLY WITH MODOT'S STANDARDS AND SPECIFICATIONS. ALL EQUIPMENT USED IN THE SYSTEM SHALL BE IN ACCORDANCE WITH MODOT'S APPROVED PRODUCT LIST AND RECEIVE ST. LOUIS DISTRICT APPROVAL PRIOR TO INSTALLATION. THIS WILL BE A COMPLETE UNIT WITH ALL COSTS INCLUDED.

### SIGNAL SIGNS

| QUANTITY | MUTCD SIGN NUMBER | SIZE      | AREA    | SIGN TOTAL AREA      | SIGNAL SIGN MOUNTING HARDWARE |
|----------|-------------------|-----------|---------|----------------------|-------------------------------|
|          |                   | INCHES    | SQ. FT. | ITEM NO.<br>90208.33 | ITEM NO.<br>90208.34          |
|          |                   |           |         |                      |                               |
|          | R10-10L           | 24 X 30   | 5.0     |                      |                               |
|          | R10-10R           | 24 X 30   | 5.0     |                      |                               |
|          | R3-5L             | 30 X 36   | 7.5     |                      |                               |
|          | R3-5R             | 30 X 36   | 7.5     |                      |                               |
|          | R3-5A             | 30 X 36   | 7.5     |                      |                               |
|          | R3-6L             | 30 X 36   | 7.5     |                      |                               |
|          | R3-6R             | 30 X 36   | 7.5     |                      |                               |
|          | R3-2              | 24 X 24   | 4.0     |                      |                               |
|          | R3-1              | 24 X 24   | 4.0     |                      |                               |
|          | R3-3              | 24 X 24   | 4.0     |                      |                               |
|          | D3-1 ***          | VAR. X 18 |         |                      |                               |
|          | D3-1B ***         | VAR. X 18 |         |                      |                               |
| 3        | R10-3ER           | 9 X 15    | 0.9     | 2.7                  | 3                             |
| 3        | R10-3EL           | 9 X 15    | 0.9     | 2.7                  | 3                             |
|          | R10-11A           | 24 X 30   | 5.0     |                      |                               |
|          | R10-13            | 36 X 24   | 6.0     |                      |                               |
|          | R10-27A           | 30 X 36   | 7.5     |                      |                               |
| SUBTOTAL |                   |           |         | 5.4                  | 6                             |
| TOTAL    |                   |           |         | 6                    | 6                             |

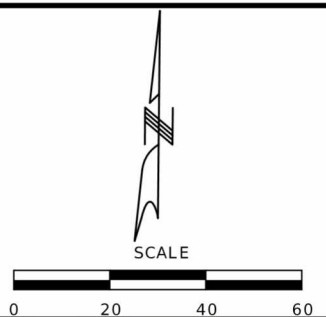
### WIRING DIAGRAM



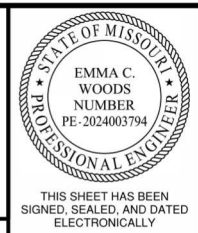
### LEGEND

- 3" CONDUIT CONTAINING CABLE WITH SIZE
- CABLE
- X-XC MULTI-CONDUCTOR CABLE #16 AWG (UNLESS OTHERWISE INDICATED)
- LIC #14 AWG DETECTOR LEAD-IN CABLE (2C TWISTED SHIELDED)
- PULL BOX WITH NUMBER
- POST WITH NUMBER
- POST WITH MAST ARM
- POST WITH MAST ARM AND LUMINAIRE
- DETECTOR WITH NUMBER
- SIGNAL HEAD WITH NUMBER
- SIGNAL CONTROLLER
- POWER SUPPLY
- LIGHTING CONTROLLER

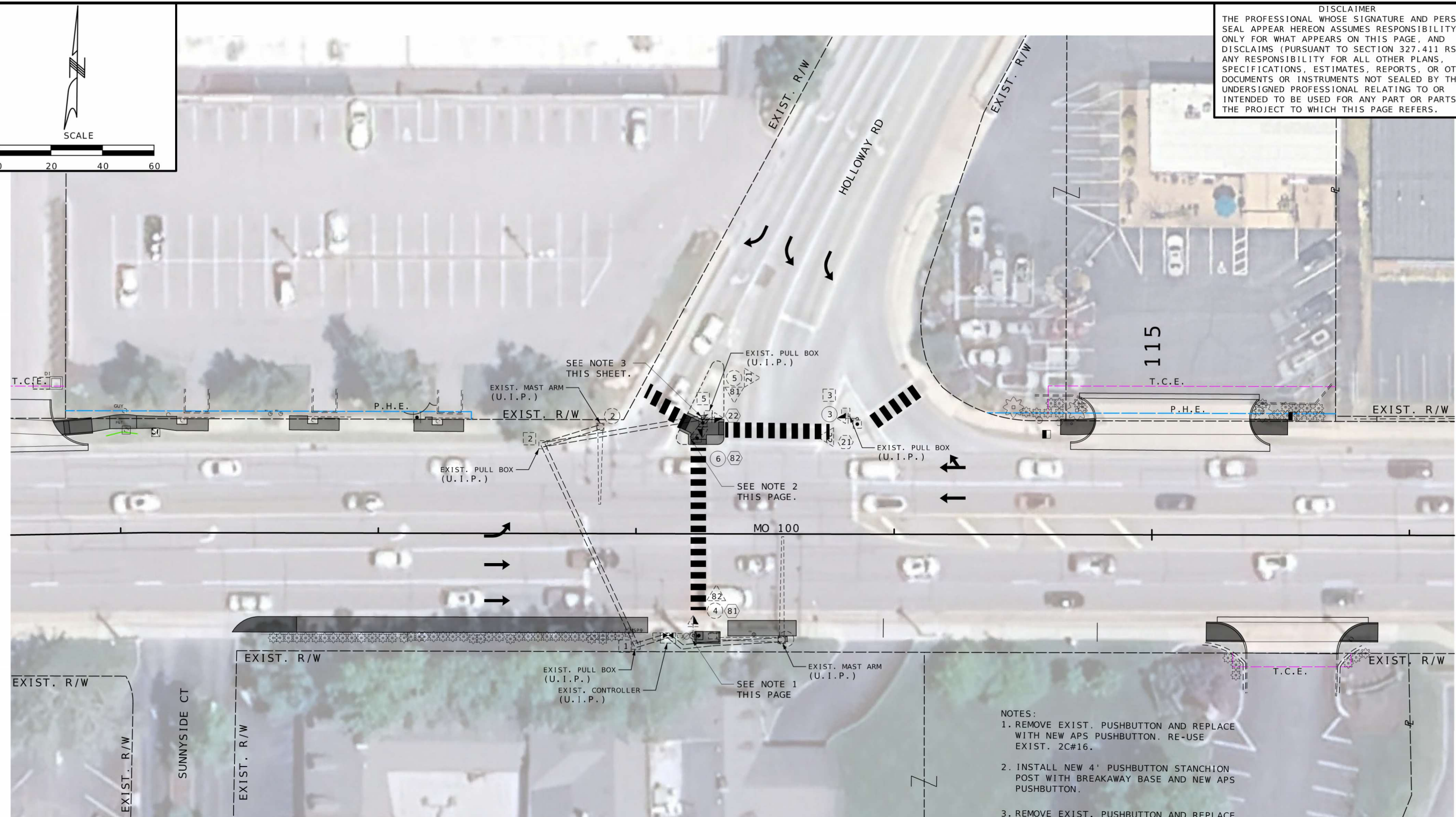
MO 100 AND NEW BALLWIN RD  
INTERSECTION  
**D-37C/D**



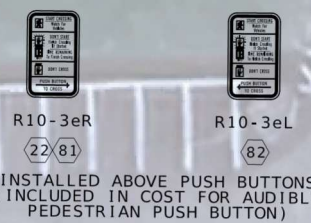
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|               |          |              |
|---------------|----------|--------------|
| DATE PREPARED | 2/6/2026 |              |
| ROUTE         | 100      | STATE MO     |
| DISTRICT      | STL      | SHEET NO. 69 |
| COUNTY        | ST LOUIS |              |
| JOB NO.       | J6P3510D |              |
| CONTRACT ID.  |          |              |
| PROJECT NO.   |          |              |
| BRIDGE NO.    |          |              |



- NOTES:
1. REMOVE EXIST. PUSHBUTTON AND REPLACE WITH NEW APS PUSHBUTTON. RE-USE EXIST. 2C#16.
  2. INSTALL NEW 4' PUSHBUTTON STANCHION POST WITH BREAKAWAY BASE AND NEW APS PUSHBUTTON.
  3. REMOVE EXIST. PUSHBUTTON AND REPLACE WITH NEW APS PUSHBUTTON ON EXTENSION ARM AT ADA HEIGHT REQUIREMENT.



TRAFFIC SIGNALS LEGEND

|  |                            |  |                        |
|--|----------------------------|--|------------------------|
|  | CONTROLLER                 |  | CONDUIT MEDIAN         |
|  | CONTROLLER (EXISTING)      |  | CONDUIT PUSHED         |
|  | POWER SUPPLY               |  | CONDUIT BRIDGE         |
|  | SIGNAL HEAD (OPT LIM CONV) |  | CONDUIT EXISTING       |
|  | SIGNAL HEAD (OPT LIM)      |  | CONDUIT TRENCHED       |
|  | SIGNAL HEAD (PEDESTRIAN)   |  | MAST ARM - TYPE A BASE |
|  | SIGNAL HEAD (STANDARD)     |  | MAST ARM - TYPE C BASE |
|  | CCTV CAMERA                |  | MAST ARM - TYPE F BASE |
|  | VIDEO DETECTOR             |  |                        |
|  | PUSHBUTTON DETECTOR        |  |                        |
|  | PREFORMED PULL BOX TYPE 1  |  |                        |
|  | PREFORMED PULL BOX TYPE 2  |  |                        |
|  | CONCRETE PULL BOX TYPE 1   |  |                        |
|  | CONCRETE PULL BOX TYPE 2   |  |                        |

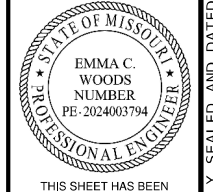
SIGNAL PLAN  
 MO 100  
 AND HOLLOWAY RD

| DESCRIPTION | DATE |
|-------------|------|
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

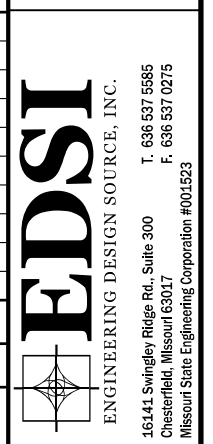
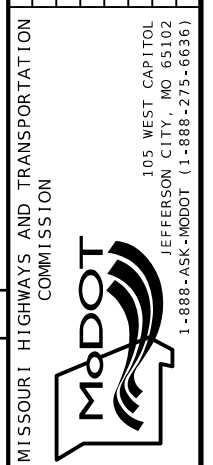
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 Chesterfield, Missouri 63017  
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 F. 636 537 0275  
 Missouri State Engineering Corporation #001523



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Metadata table including Date Prepared (2/6/2026), Route (100), District (STL), County (ST LOUIS), Job No. (J6P3510D), and Contract ID.

Table with columns for Date and Description, used for project tracking.



Missouri State Engineering Corporation #001523

Main project data table with columns for Location (Approach, Station, Offset), Base (A, F, Stanchion), Pull Box (Preformed, Concrete, Drain), Post (Type C & CL, Type B & BL), and Luminaire Bracket Arm.

SIGNAL HEADS table with columns for Span Number, Post Number, Face Number, Luminaire, Indications, Visors, Louvers, Backplate, Retroreflective Backplate, Bracket, and One-Face/Two-Face sections.

LEGEND: T - TOP MOUNT, S - SIDE MOUNT, C - SPANWIRE MOUNT, B - MAST ARM MOUNT. NOTE: SIGNAL AND SIGN SPACING SHOWN IS APPROXIMATE, CONTRACTOR SHALL ADJUST AS NECESSARY.

Summary table for Signal Heads with subtotals for Optically Limited, Conventional, and Combination OL & Conv.

REMARKS: ALL LENGTHS AND SPACINGS ARE IN FEET UNLESS OTHERWISE INDICATED. \*\* SEE STANDARD PLANS 902.10 AND 902.30 FOR CONCRETE REQUIREMENTS ON BASES.

CONDUIT (WITH #14 TRACER WIRE) and CABLE tables with columns for From/To, Center to Center Distance, Loop Det., Trench, Pushed, Median, On Structure, Power, Control, Luminaire, Detector, and Fiber.

NOTE: CONTRACTOR SHALL USE EXISTING WIRE FOR HOOK-UP OF NEW PUSHBUTTON 22 & 81.

NOTE: CABLE LENGTHS HAVE AN EXTRA 5.0% FOR SNAKING ADDED TO THE TOTALS.

MO 100 AND HOLLOWAY RD INTERSECTION

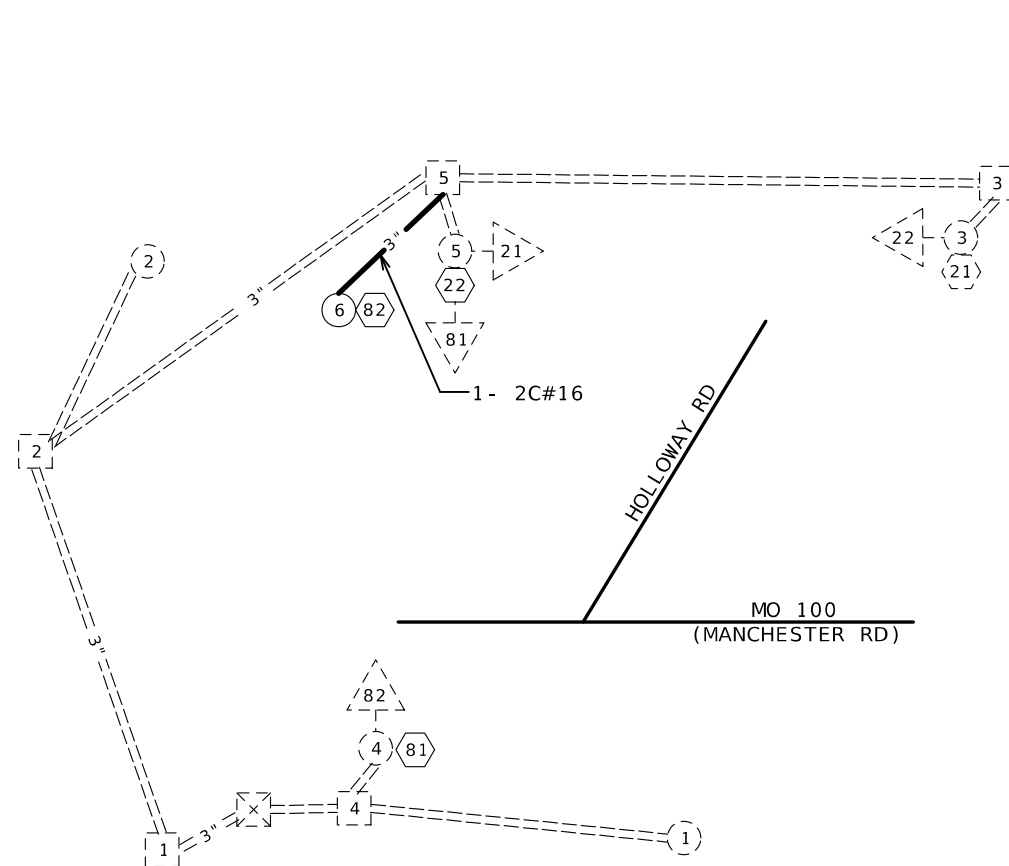
D-37A/B

| DETECTOR NUMBER | APPROACH       | TYPE        |               |                    |              |           | VIDEO |
|-----------------|----------------|-------------|---------------|--------------------|--------------|-----------|-------|
|                 |                | PUSH BUTTON | EXTENSION ARM | INDUCTION LOOP (2) |              |           |       |
|                 |                |             |               | STANDARD           | DELAY/EXTEND | CALL UNIT |       |
| 22              | WB MO 100      | 1           | 1             |                    |              |           |       |
| 81              | SB HOLLOWAY RD | 1           |               |                    |              |           |       |
| 82              | SB HOLLOWAY RD | 1           |               |                    |              |           |       |
| TOTAL           |                | 3           | 1             |                    |              |           |       |

NOTE:  
 PAYMENT FOR R10-3E AND SIGNAL SIGN MOUNTING HARDWARE ARE INCLUDED IN COST FOR ADA COMPLIANT PEDESTRIAN PUSHBUTTON.  
 \*\*\* USE D3-1 FOR ONE LINE. USE D3-1B FOR TWO LINE.

| QUANTITY | MUTCD SIGN NUMBER | SIZE      | AREA | SIGN TOTAL AREA   | SIGNAL SIGN MOUNTING HARDWARE |
|----------|-------------------|-----------|------|-------------------|-------------------------------|
|          |                   |           |      | ITEM NO. 90208.33 | ITEM NO. 90208.34             |
|          |                   |           |      | SO. FT.           | EA.                           |
|          | R10-10L           | 24 X 30   | 5.0  |                   |                               |
|          | R10-10R           | 24 X 30   | 5.0  |                   |                               |
|          | R3-5L             | 30 X 36   | 7.5  |                   |                               |
|          | R3-5R             | 30 X 36   | 7.5  |                   |                               |
|          | R3-5A             | 30 X 36   | 7.5  |                   |                               |
|          | R3-6L             | 30 X 36   | 7.5  |                   |                               |
|          | R3-6R             | 30 X 36   | 7.5  |                   |                               |
|          | R3-2              | 24 X 24   | 4.0  |                   |                               |
|          | R3-1              | 24 X 24   | 4.0  |                   |                               |
|          | R3-3              | 24 X 24   | 4.0  |                   |                               |
|          | D3-1 ***          | VAR. X 18 |      |                   |                               |
|          | D3-1B ***         | VAR. X 18 |      |                   |                               |
| 2        | R10-3ER           | 9 X 15    | 0.9  | 1.8               | 2                             |
| 1        | R10-3EL           | 9 X 15    | 0.9  | 0.9               | 1                             |
|          | R10-11A           | 24 X 30   | 5.0  |                   |                               |
|          | R10-13            | 36 X 24   | 6.0  |                   |                               |
|          | R10-27A           | 30 X 36   | 7.5  |                   |                               |
| SUBTOTAL |                   |           |      | 2.7               | 3                             |
| TOTAL    |                   |           |      | 3                 | 3                             |

WIRING DIAGRAM

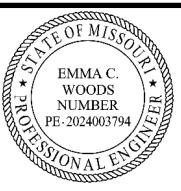


NOT TO SCALE

| LEGEND |   |
|--------|---|
|        | 3" CONDUIT CONTAINING CABLE WITH SIZE                           |
|        | CABLE   |
|        | X-XC MULTI-CONDUCTOR CABLE #16 AWG (UNLESS OTHERWISE INDICATED) |
|        | LIC #14 AWG DETECTOR LEAD-IN CABLE (2C TWISTED SHIELDED)        |
|        | PULL BOX WITH NUMBER  |
|        | POST WITH NUMBER  |
|        | POST WITH MAST ARM  |
|        | POST WITH MAST ARM AND LUMINAIRE                                |
|        | DETECTOR WITH NUMBER  |
|        | SIGNAL HEAD WITH NUMBER   |
|        | SIGNAL CONTROLLER   |
|        | POWER SUPPLY  |
|        | LIGHTING CONTROLLER   |

MO 100 AND HOLLOWAY RD  
 INTERSECTION

D-37C/D



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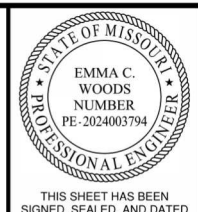
|               |          |              |
|---------------|----------|--------------|
| DATE PREPARED | 2/6/2026 |              |
| ROUTE         | 100      | STATE MO     |
| DISTRICT      | STL      | SHEET NO. 71 |
| COUNTY        | ST LOUIS |              |
| JOB NO.       | J6P3510D |              |
| CONTRACT ID.  |          |              |
| PROJECT NO.   |          |              |
| BRIDGE NO.    |          |              |

| DESCRIPTION | DATE |
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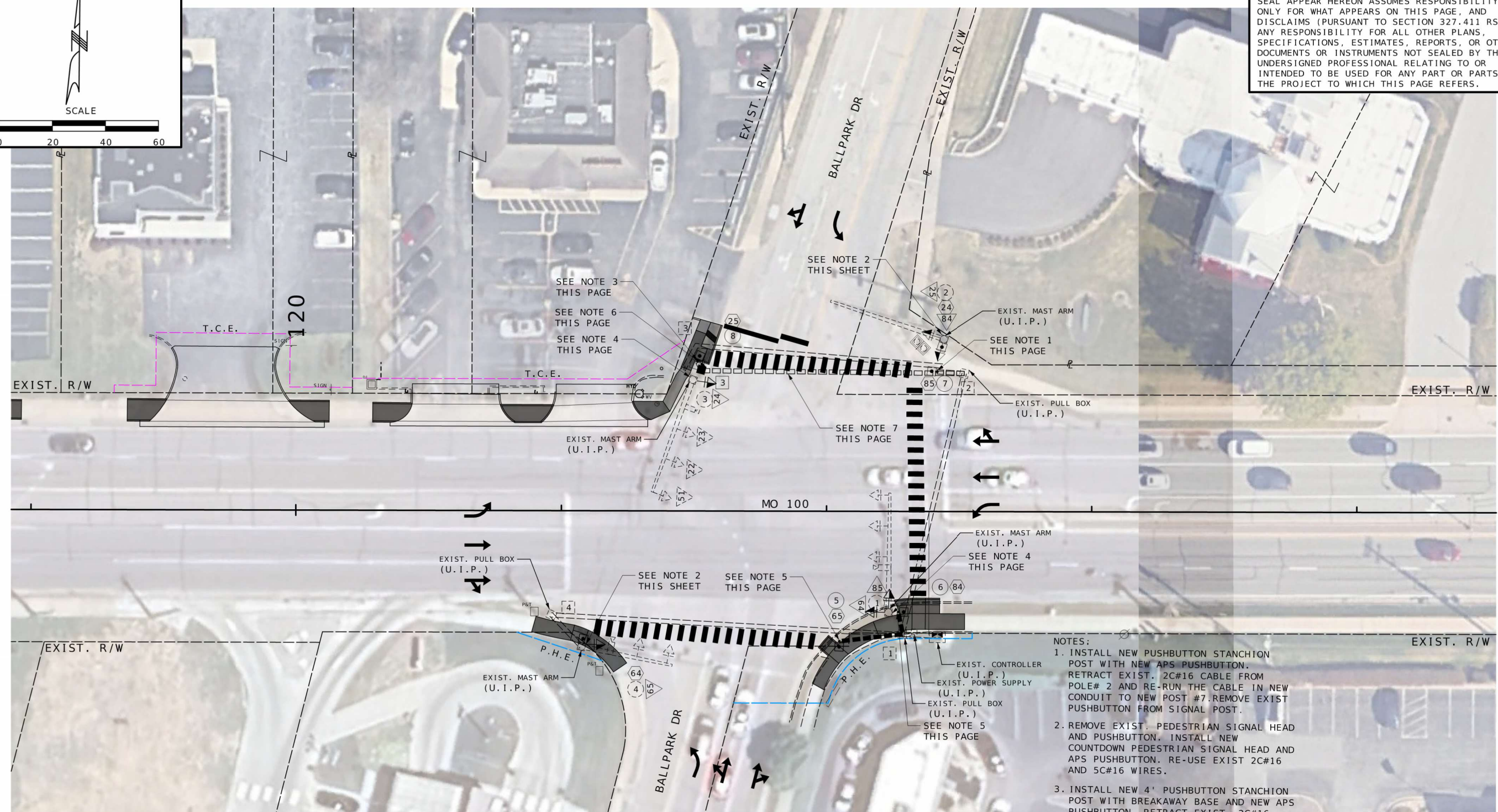
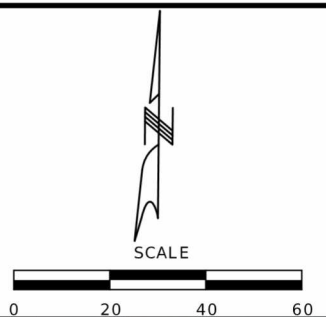
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|                           |                 |
|---------------------------|-----------------|
| DATE PREPARED<br>2/6/2026 |                 |
| ROUTE<br>100              | STATE<br>MO     |
| DISTRICT<br>STL           | SHEET NO.<br>72 |
| COUNTY<br>ST LOUIS        |                 |
| JOB NO.<br>J6P3510D       |                 |
| CONTRACT ID.              |                 |
| PROJECT NO.               |                 |
| BRIDGE NO.                |                 |



- NOTES:
1. INSTALL NEW PUSHBUTTON STANCHION POST WITH NEW APS PUSHBUTTON. RETRACT EXIST. 2C#16 CABLE FROM POLE# 2 AND RE-RUN THE CABLE IN NEW CONDUIT TO NEW POST #7. REMOVE EXIST PUSHBUTTON FROM SIGNAL POST.
  2. REMOVE EXIST. PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON. INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD AND APS PUSHBUTTON. RE-USE EXIST 2C#16 AND 5C#16 WIRES.
  3. INSTALL NEW 4' PUSHBUTTON STANCHION POST WITH BREAKAWAY BASE AND NEW APS PUSHBUTTON. RETRACT EXIST. 2C#16 CABLE FROM POLE #3 AND RE-RUN THE CABLE IN NEW CONDUIT TO NEW POST #8.
  4. REMOVE EXIST. PEDESTRIAN SIGNAL HEAD. INSTALL NEW COUNTDOWN PEDESTRIAN SIGNAL HEAD. REMOVE EXIST. PUSHBUTTON FROM SIGNAL POST. RE-USE EXIST. 5C#16.
  5. INSTALL NEW 4' PUSHBUTTON STANCHION POST WITH BREAKAWAY BASE AND NEW APS PUSHBUTTON. (INSTALLED ABOVE PUSHBUTTONS (INCLUDED IN THE COST OF THE ADA COMPLIANT PUSHBUTTON.)
  6. RELOCATED PULL BOX.
  7. RETRACT EXIST. WIRE FROM EXIST. PULL BOX #3 TO EXIST. PULL BOX #2. RE-RUN EXIST. WIRE IN NEW CONDUIT TO RELOCATED PULL BOX #3 AND EXIST. POLE #3 AND NEW POLE #8.



TRAFFIC SIGNALS LEGEND

|  |                            |  |                        |
|--|----------------------------|--|------------------------|
|  | CONTROLLER                 |  | CONDUIT MEDIAN         |
|  | CONTROLLER (EXISTING)      |  | CONDUIT PUSHED         |
|  | POWER SUPPLY               |  | CONDUIT BRIDGE         |
|  | SIGNAL HEAD (OPT LIM CONV) |  | CONDUIT EXISTING       |
|  | SIGNAL HEAD (OPT LIM)      |  | CONDUIT TRENCHED       |
|  | SIGNAL HEAD (PEDESTRIAN)   |  | MAST ARM - TYPE A BASE |
|  | SIGNAL HEAD (STANDARD)     |  | MAST ARM - TYPE C BASE |
|  | CCTV CAMERA                |  | MAST ARM - TYPE F BASE |
|  | VIDEO DETECTOR             |  |                        |
|  | PUSHBUTTON DETECTOR        |  |                        |
|  | PREFORMED PULL BOX TYPE 1  |  |                        |
|  | PREFORMED PULL BOX TYPE 2  |  |                        |
|  | CONCRETE PULL BOX TYPE 1   |  |                        |
|  | CONCRETE PULL BOX TYPE 2   |  |                        |

SIGNAL PLAN  
 MO 100  
 AND BALLPARK DR

| DESCRIPTION | DATE |
|-------------|------|
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

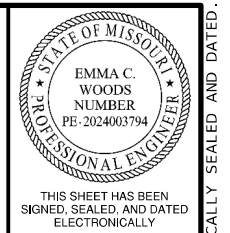
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 Missouri State Engineering Corporation #001523  
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| DETECTOR SCHEDULE |                |             |                    |              |           |       |
|-------------------|----------------|-------------|--------------------|--------------|-----------|-------|
| DETECTOR NUMBER   | APPROACH       | PUSH BUTTON | TYPE               |              |           | VIDEO |
|                   |                |             | INDUCTION LOOP (2) |              |           |       |
|                   |                |             | STANDARD           | DELAY/EXTEND | CALL UNIT |       |
| 25                | WB MO 100      | 1           |                    |              |           |       |
| 24                | WB MO 100      | 1           |                    |              |           |       |
| 84                | NB BALLPARK DR | 1           |                    |              |           |       |
| 64                | EB MO 100      | 1           |                    |              |           |       |
| 65                | EB MO 100      | 1           |                    |              |           |       |
| 85                | NB BALLPARK DR | 1           |                    |              |           |       |
| TOTAL             |                | 6           |                    |              |           |       |

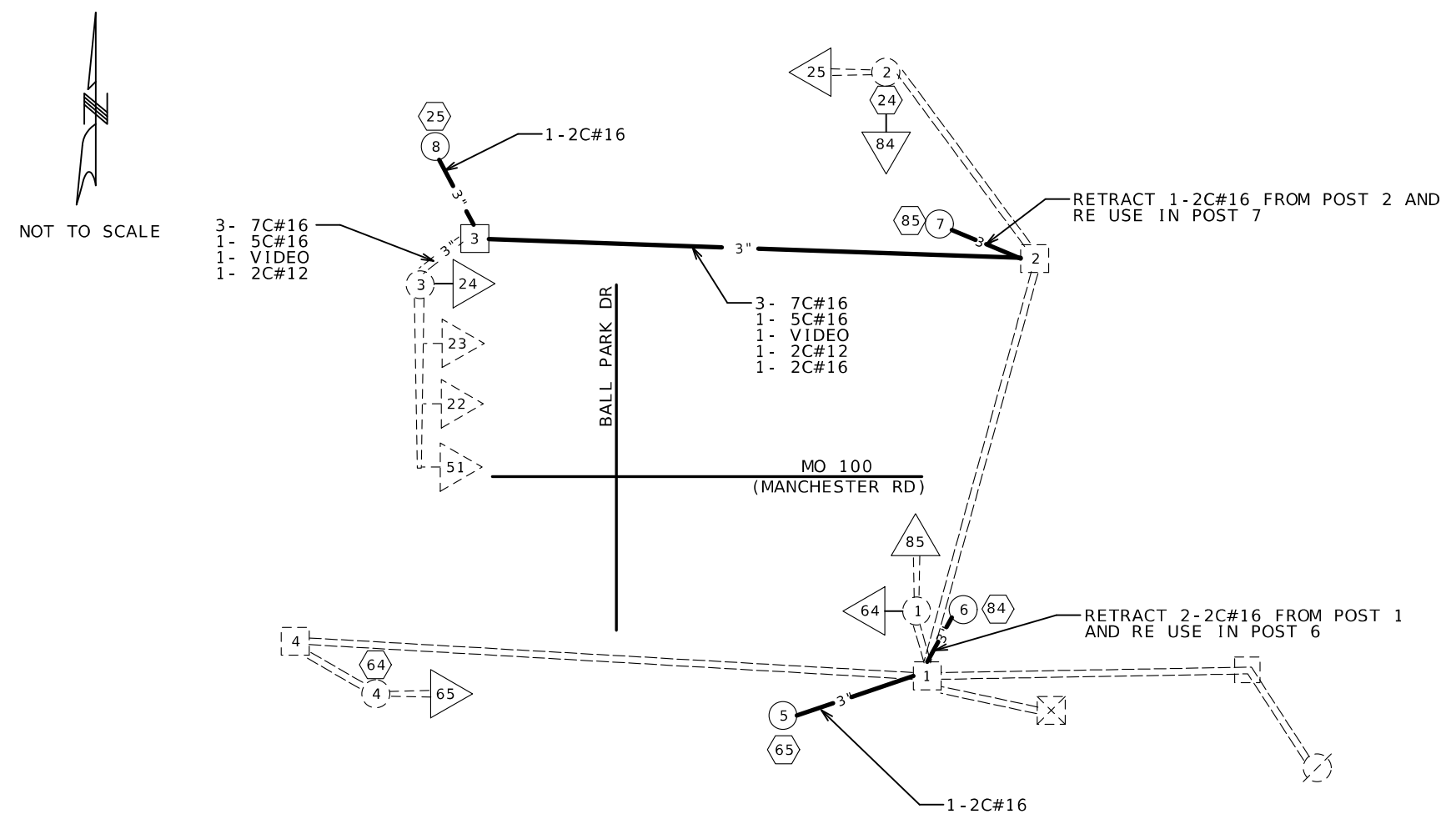
NOTE:  
 PAYMENT FOR R10-3E AND SIGNAL SIGN MOUNTING HARDWARE ARE INCLUDED IN COST FOR ADA COMPLIANT PEDESTRIAN PUSHBUTTON.  
 \*\*\* USE D3-1 FOR ONE LINE. USE D3-1B FOR TWO LINE.

| SIGNAL SIGNS |                   |           |         |                 |                               |
|--------------|-------------------|-----------|---------|-----------------|-------------------------------|
| QUANTITY     | MUTCD SIGN NUMBER | SIZE      | AREA    | SIGN TOTAL AREA | SIGNAL SIGN MOUNTING HARDWARE |
|              |                   | INCHES    | SQ. FT. | SQ. FT.         | EA.                           |
|              | R10-10L           | 24 X 30   | 5.0     |                 |                               |
|              | R10-10R           | 24 X 30   | 5.0     |                 |                               |
|              | R3-5L             | 30 X 36   | 7.5     |                 |                               |
|              | R3-5R             | 30 X 36   | 7.5     |                 |                               |
|              | R3-5A             | 30 X 36   | 7.5     |                 |                               |
|              | R3-6L             | 30 X 36   | 7.5     |                 |                               |
|              | R3-6R             | 30 X 36   | 7.5     |                 |                               |
|              | R3-2              | 24 X 24   | 4.0     |                 |                               |
|              | R3-1              | 24 X 24   | 4.0     |                 |                               |
|              | R3-3              | 24 X 24   | 4.0     |                 |                               |
|              | D3-1 ***          | VAR. X 18 |         |                 |                               |
|              | D3-1B ***         | VAR. X 18 |         |                 |                               |
| 2            | R10-3ER           | 9 X 15    | 0.9     | 1.8             | 2                             |
| 4            | R10-3EL           | 9 X 15    | 0.9     | 3.6             | 4                             |
|              | R10-11A           | 24 X 30   | 5.0     |                 |                               |
|              | R10-13            | 36 X 24   | 6.0     |                 |                               |
|              | R10-27A           | 30 X 36   | 7.5     |                 |                               |
| SUBTOTAL     |                   |           |         | 5.4             | 6                             |
| TOTAL        |                   |           |         | 6               | 6                             |



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 DATE PREPARED: 2/6/2026  
 ROUTE: 100 STATE: MO  
 DISTRICT: STL SHEET NO.: 74  
 COUNTY: ST LOUIS  
 JOB NO.: J6P3510D  
 CONTRACT ID.:  
 PROJECT NO.:  
 BRIDGE NO.:

WIRING DIAGRAM



LEGEND

- 3" CONDUIT CONTAINING CABLE WITH SIZE
- CABLE
- X-Xc MULTI-CONDUCTOR CABLE #16 AWG (UNLESS OTHERWISE INDICATED)
- L IC #14 AWG DETECTOR LEAD-IN CABLE (2C TWISTED SHIELDED)
- X PULL BOX WITH NUMBER
- (X) POST WITH NUMBER
- (X) POST WITH MAST ARM
- (X) POST WITH MAST ARM AND LUMINAIRE
- (X) DETECTOR WITH NUMBER
- (X) SIGNAL HEAD WITH NUMBER
- (X) SIGNAL CONTROLLER
- (X) POWER SUPPLY
- (X) LIGHTING CONTROLLER

MO 100 AND BALLPARK DR INTERSECTION

D-37C/D

DESCRIPTION

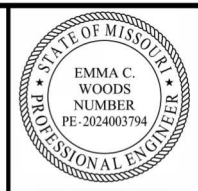
DATE

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DATE PREPARED  
2/6/2026

ROUTE 100 STATE MO

DISTRICT NO. STL SHEET NO. 75

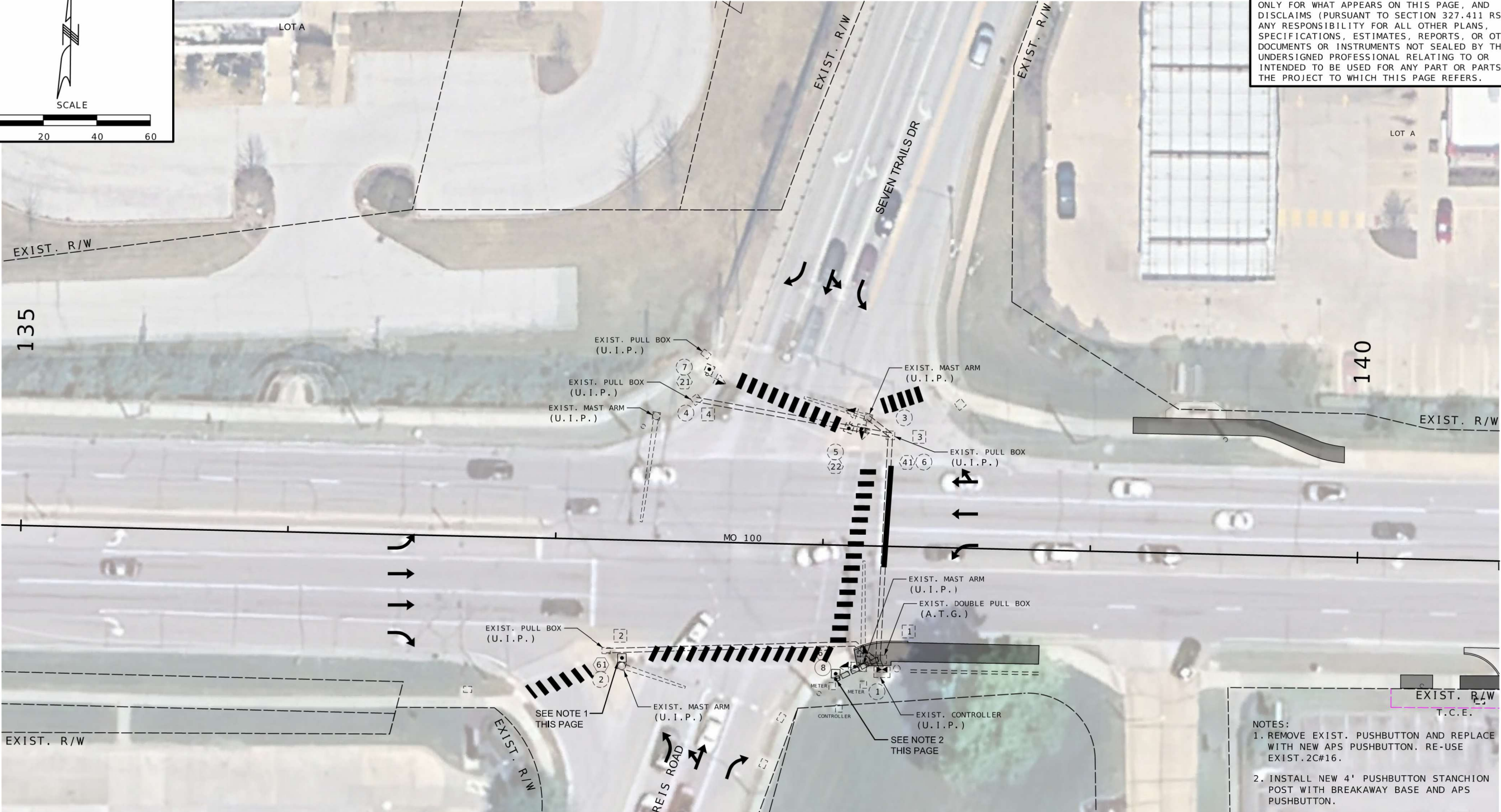
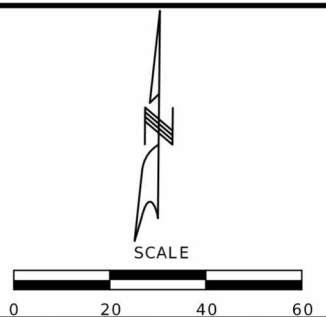
COUNTY ST LOUIS

JOB NO. J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.



**NOTES:**

- REMOVE EXIST. PUSHBUTTON AND REPLACE WITH NEW APS PUSHBUTTON. RE-USE EXIST. 2C#16.
- INSTALL NEW 4' PUSHBUTTON STANCHION POST WITH BREAKAWAY BASE AND APS PUSHBUTTON.



R10-3eR



R10-3eL

INSTALLED ABOVE PUSHBUTTONS (INCLUDED IN THE COST OF THE ADA COMPLIANT PUSHBUTTON.)

**TRAFFIC SIGNALS LEGEND**

- |  |                            |  |                        |
|--|----------------------------|--|------------------------|
|  | CONTROLLER                 |  | CONDUIT MEDIAN         |
|  | CONTROLLER (EXISTING)      |  | CONDUIT PUSHED         |
|  | POWER SUPPLY               |  | CONDUIT BRIDGE         |
|  | SIGNAL HEAD (OPT LIM CONV) |  | CONDUIT EXISTING       |
|  | SIGNAL HEAD (OPT LIM)      |  | CONDUIT TRENCHED       |
|  | SIGNAL HEAD (PEDESTRIAN)   |  | MAST ARM - TYPE A BASE |
|  | SIGNAL HEAD (STANDARD)     |  | MAST ARM - TYPE C BASE |
|  | CCTV CAMERA                |  | MAST ARM - TYPE F BASE |
|  | VIDEO DETECTOR             |  |                        |
|  | PUSHBUTTON DETECTOR        |  |                        |
|  | PERFORMED PULL BOX TYPE 1  |  |                        |
|  | PERFORMED PULL BOX TYPE 2  |  |                        |
|  | CONCRETE PULL BOX TYPE 1   |  |                        |
|  | CONCRETE PULL BOX TYPE 2   |  |                        |

**SIGNAL PLAN**  
 MO 100  
 AND RIEB RD

| DESCRIPTION | DATE |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

**MoDOT**

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 JEFFERSON CITY, MO 65102  
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2/11/2026

ROUTE STATE

100 MO

DISTRICT SHEET NO.

STL 78

COUNTY

ST LOUIS

JOB NO.

J6P3510D

CONTRACT ID.

PROJECT NO.

BRIDGE NO.

DESCRIPTION

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**METROPOLITAN SEWER DISTRICT MATERIAL NOTE:**

ALL STORM AND SANITARY SEWER STRUCTURES AND APPURTENANCES TO BE DEDICATED TO MSD, OR TO BE PRIVATE UNDER MSD INSPECTION, SHALL CONFORM TO THE METROPOLITAN ST. LOUIS SEWER DISTRICT, STANDARD CONSTRUCTION SPECIFICATIONS FOR SEWERS AND DRAINAGE FACILITIES, 2023. THAT WILL INCLUDE STANDARD DETAILS SHOWN THEREIN, ALL SUBSEQUENT CHANGES MADE THERETO, AND SHALL ALSO INCLUDE THE FOLLOWING:

**PART 2 - MATERIALS OF CONSTRUCTION**

**SECTION G PIPE.**

**12. CORRUGATED POLYPROPYLENE PIPE.**

D. PIPE FOR GRAVITY SEWER INSTALLATIONS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321. CONSOLIDATION BY WATER (JETTING OR PUDDLING) SHALL NOT BE USED. CONSOLIDATION SHALL BE IN ACCORDANCE WITH MSD STANDARD CONSTRUCTION SPECIFICATIONS FOR TRENCH BACKFILL. PRICE FOR COMPACTED BACKFILL SHALL BE INCLUDED IN PIPE UNIT COST.

1. FOR USE IN SANITARY AND COMBINED SEWER INSTALLATIONS, A REPRESENTATIVE FROM THE PIPE MANUFACTURER SHALL VISIT THE SITE WITHIN THE FIRST 100 FEET OF PIPE INSTALLATION. COORDINATION OF THIS SITE VISIT SHALL BE ARRANGED BY THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE THE MSD INSPECTOR AT LEAST 24 HOURS' NOTICE OF THE PLANNED DATE AND TIME OF THE MANUFACTURER'S SITE VISIT.

2. FOLLOWING THE SITE VISIT, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE A LETTER FROM THE PIPING MANUFACTURER SUMMARIZING THEIR OBSERVATIONS. AT A MINIMUM, THE LETTER SHALL:

- A) INDICATE THE DATE THE INITIAL SECTION OF PIPE WAS INSTALLED; AND
- B) VERIFY THAT THE INSTALLATION OCCURRED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDED PROCEDURES.

E. TRENCH WIDTH SHALL BE IN ACCORDANCE WITH MANUFACTURER'S INSTALLATION RECOMMENDATIONS. DISTRICT STANDARD PAYLINE WIDTHS BASED ON THE NOMINAL INSIDE PIPE DIAMETER SHALL APPLY.



DRAINAGE NOTES  
 MO 100  
 SHEET 1 OF 4

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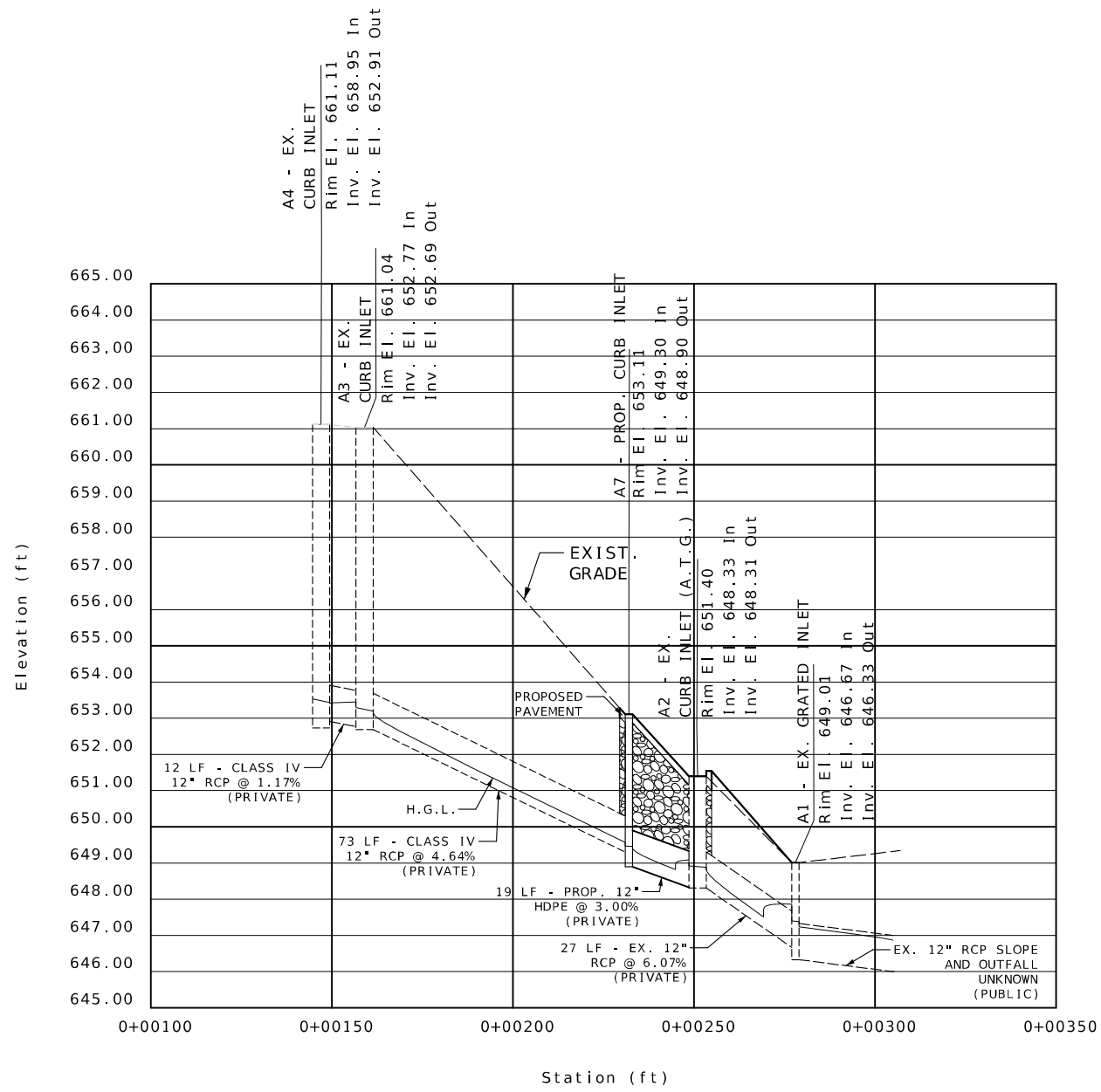


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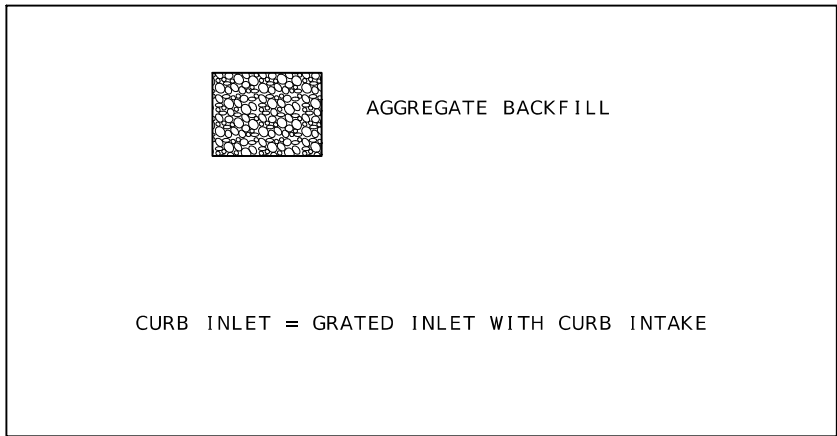


THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

|                            |                 |
|----------------------------|-----------------|
| DATE PREPARED<br>2/11/2026 |                 |
| ROUTE<br>100               | STATE<br>MO     |
| DISTRICT<br>STL            | SHEET NO.<br>80 |
| COUNTY<br>ST LOUIS         |                 |
| JOB NO.<br>J6P3510D        |                 |
| CONTRACT ID.               |                 |
| PROJECT NO.                |                 |
| BRIDGE NO.                 |                 |



| SEWER SEGMENT | DESIGN FLOW (CFS) |
|---------------|-------------------|
| E1            | 1.38              |
| E2            | 1.23              |
| E3            | 1.12              |
| E4            | 0.30              |
| E5            | 0.62              |
| E6            | 0.62              |
| E8            | 2.10              |
| P7            | 1.36              |



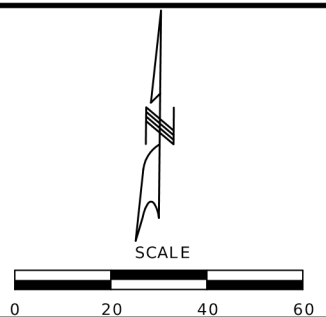
DRAINAGE PROFILE  
 MO 100  
 SHEET 3 OF 4

| DATE | DESCRIPTION |
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MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION  
  
 105 WEST CAPITOL  
 JEFFERSON CITY, MO 65102  
 1-888-ASK-MODOT (1-888-275-6636)

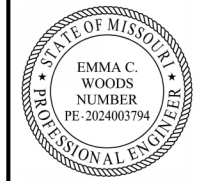
**EDSI**  
 ENGINEERING DESIGN SOURCE, INC.  
 16141 Swingley Ridge Rd., Suite 300  
 Chesterfield, Missouri 63017  
 Missouri State Engineering Corporation #001523  
 T. 636 537 5685  
 F. 636 537 0275

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**(566)**  
 23R440640  
 14779 MANCHESTER RD  
 NF  
 SRG 14779 - 14787 MANCHESTER LLC  
 DB 24870 PG 2030  
 26,252 SF ORIGINAL  
 4,934 SF TEMP. ESM'T.  
 26,252 SF REMAINING

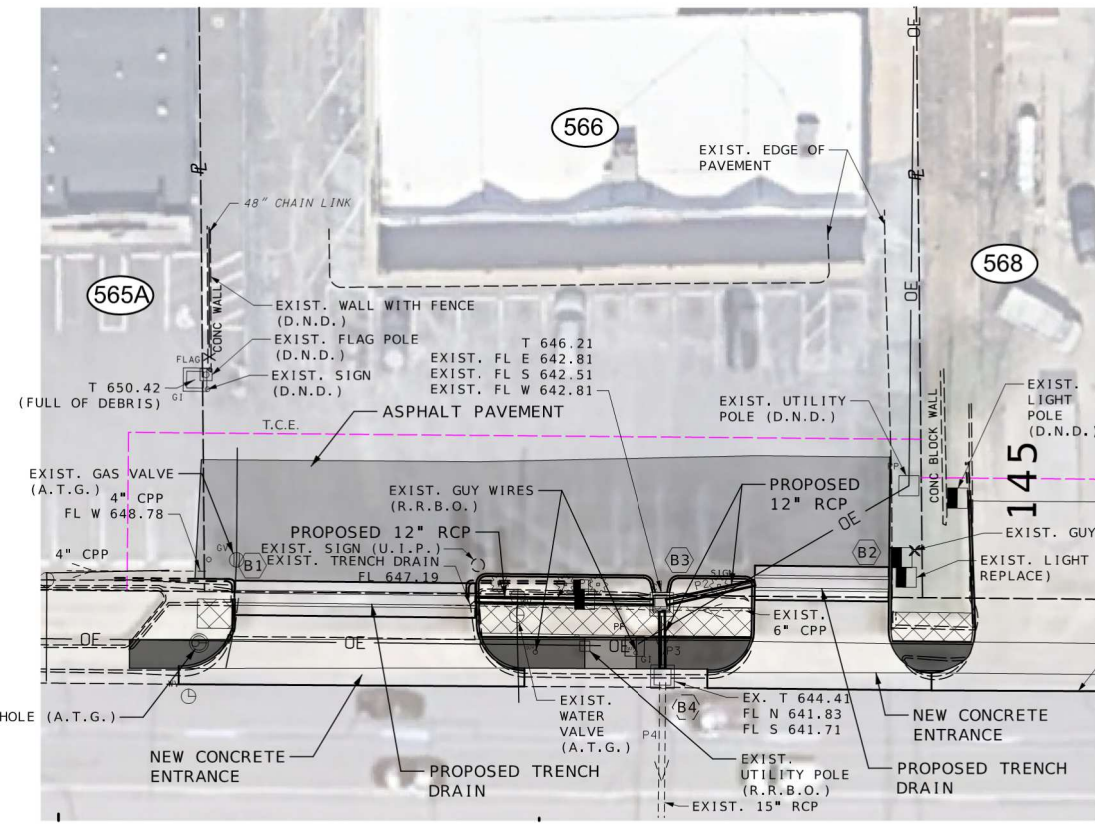
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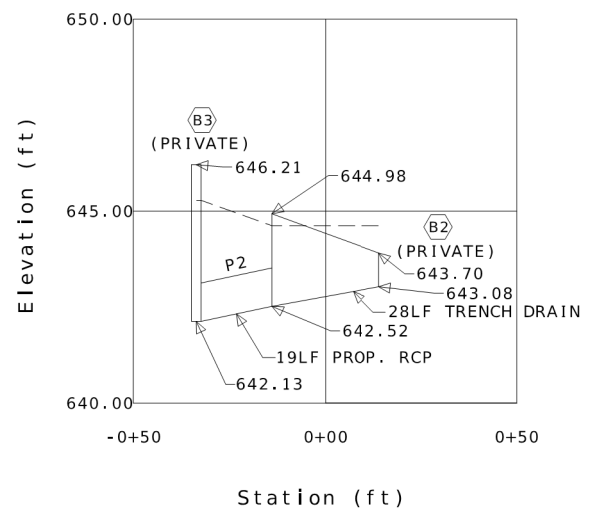
THIS SHEET HAS BEEN SIGNED, SEALED, AND DATED ELECTRONICALLY

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|---------------|-----------|-----------|----|
| DATE PREPARED |           | 2/11/2026 |    |
| ROUTE         | STATE     | 100       | MO |
| DISTRICT      | SHEET NO. | STL       | 81 |
| COUNTY        |           |           |    |
| ST LOUIS      |           |           |    |
| JOB NO.       |           |           |    |
| J6P3510D      |           |           |    |
| CONTRACT ID.  |           |           |    |
| PROJECT NO.   |           |           |    |
| BRIDGE NO.    |           |           |    |

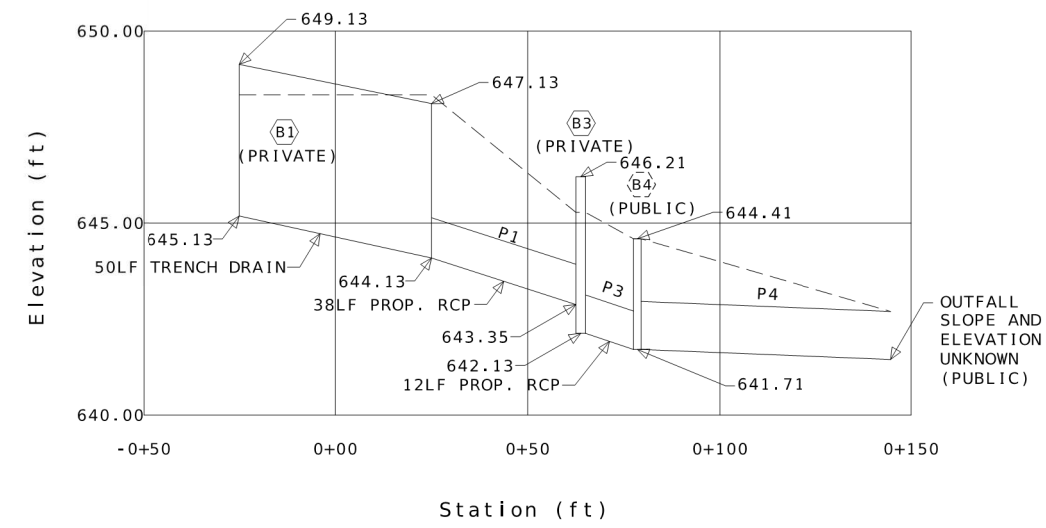
**(565A)**  
 23R440879  
 14795 MANCHESTER RD  
 NF  
 EAST SUNRISE HOLDINGS LLC  
 DB 20492 PG 3257  
 12,515 SF ORIGINAL  
 522 SF TEMP. ESM'T.  
 12,515 SF REMAINING



**(568)**  
 23R530345  
 14767 MANCHESTER RD  
 NF  
 AMERCO REAL ESTATE COMPANY  
 DB 17229 PG 289  
 67,954 SF ORIGINAL  
 2,360 SF TEMP. ESM'T.  
 67,954 SF REMAINING



EAST SIDE TRENCH DRAIN AND PROFILE



WEST SIDE TRENCH DRAIN AND PROFILE

| PLAN SHEET LEGEND |  |  |                                   |
|-------------------|--|--|-----------------------------------|
|                   | EXISTING RIGHT-OF-WAY                    |  | SLOPED CONCRETE                   |
|                   | EXISTING EASEMENT                        |  | SIDEWALK REMOVAL                  |
|                   | PROPOSED RIGHT-OF-WAY (NEW ROW)          |  | CURB RAMP REPLACEMENT & CURB RAMP |
|                   | PERMANENT HIGHWAY EASEMENT (P.H.E.)      |  | SIDEWALK/CONCRETE REPLACEMENT     |
|                   | TEMPORARY CONSTRUCTION EASEMENT (T.C.E.) |  |                                   |

PLAN SHEET  
 MO 100  
 SHEET 4 OF 4

| DATE | DESCRIPTION |
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