

# Pave Parking Lots & Repair Concrete, Multiple Assets Troop F Headquarters & CDL Super Sites Jefferson City, Missouri



## ALLSTATE CONSULTANTS

3312 LEMONE INDUSTRIAL BLVD.  
COLUMBIA, MO 65201  
(573) 875-8799  
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63 BLAIR AVENUE  
CAMDENTON, MO 65020  
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OWNER:

STATE OF MISSOURI  
MIKE KEHOE,  
GOVERNOR

DEPARTMENT OF PUBLIC SAFETY  
STATE HIGHWAY PATROL

PROJECT  
MANAGEMENT:

OFFICE OF ADMINISTRATION  
DIVISION OF FACILITIES MANAGEMENT,  
DESIGN AND CONSTRUCTION

DESIGNER:

ALLSTATE CONSULTANTS LLC

PROJECT NUMBER:

R2401-01

SITE NUMBER:

6007 & 6020

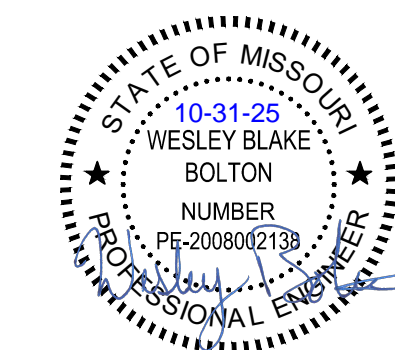
FACILITY NUMBER:

8136007002 & 8136020014

SHEET NUMBER:

# G-001

1 OF 16 SHEETS  
OCTOBER 31, 2025



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DEPARTMENT OF  
PUBLIC SAFETY/  
STATE HIGHWAY PATROL

PAVE PARKING LOTS &  
REPAIR CONCRETE,  
MULTIPLE ASSETS  
TROOP F HEADQUARTERS  
& CDL SUPER SITES

US HWY 50 & SHAMROCK RD/  
5621 RAPTOR RD  
JEFFERSON CITY, MO 65101/65109

PROJECT # R2401-01  
SITE # 6007/6020  
FACILITY # 8136007002/  
8136020014

REVISION: \_\_\_\_\_  
DATE: \_\_\_\_\_  
REVISION: \_\_\_\_\_  
DATE: \_\_\_\_\_  
REVISION: \_\_\_\_\_  
DATE: \_\_\_\_\_

ISSUE DATE: 10/31/2025

CAD DWG FILE: 24018.04-CD HP F.dwg  
DRAWN BY: JPS  
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DESIGNED BY: WBB

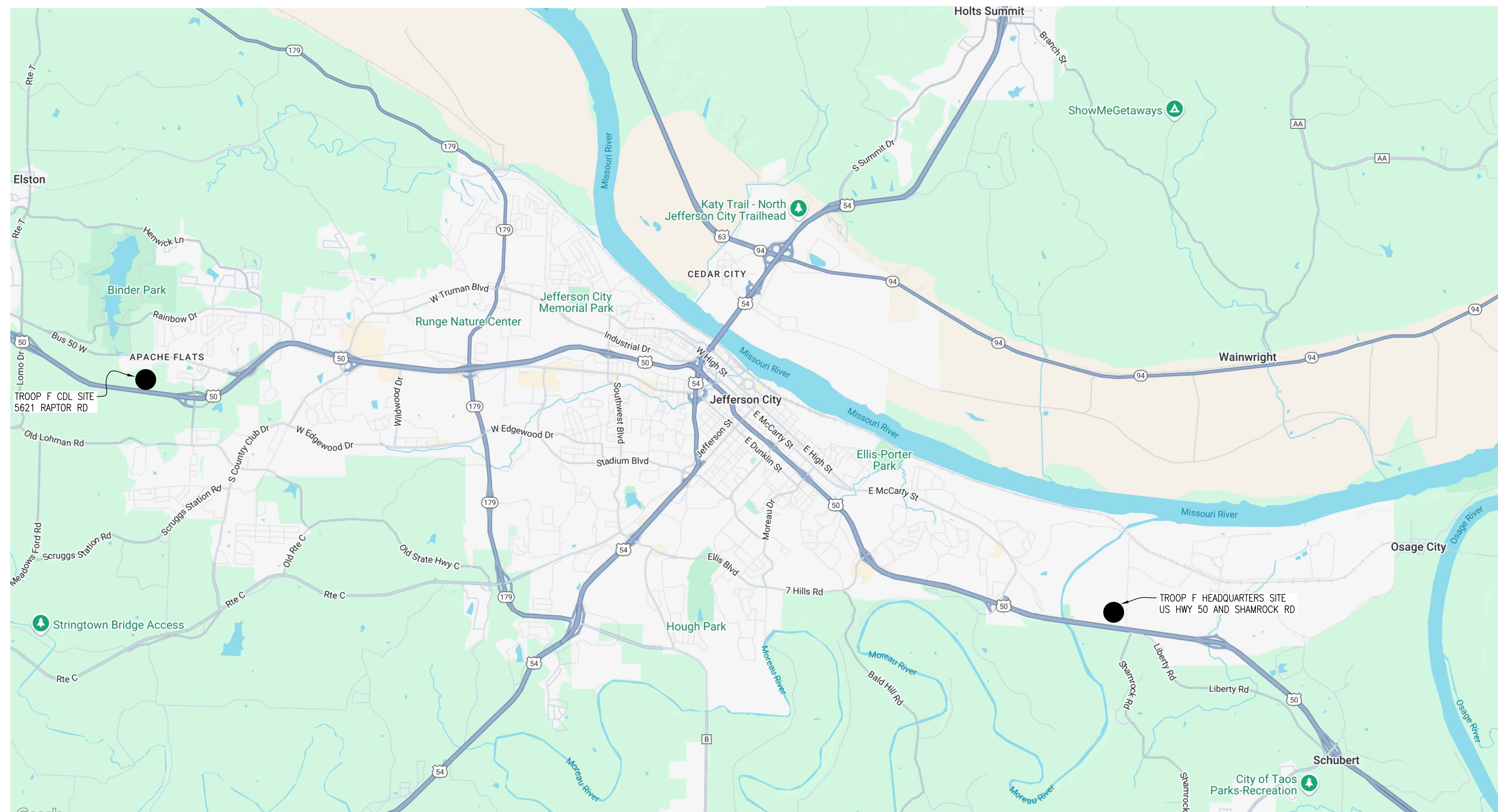
SHEET TITLE:

SITE LOCATIONS &  
GENERAL NOTES

SHEET NUMBER:

**G-002**

2 OF 16 SHEETS  
10/31/2025



CONVENTIONAL SYMBOLS

○	IRON PIPE (UNLESS NOTED OTHERWISE)
---	EXIST. CENTERLINE
---	EXIST. GRAVEL
---	EXIST. PAVEMENT
FM	EXIST. FORCE MAIN
S	EXIST. SANITARY SEWER
W	EXIST. WATERLINE
G	EXIST. GAS LINE
OE	EXIST. OVERHEAD ELECTRIC
UE	EXIST. UNDERGROUND ELECTRIC
FO	EXIST. FIBER OPTIC
T	EXIST. TELEPHONE
X	EXIST. STORM SEWER
---	EXIST. FENCE
---	EXIST. TREE LINE
---	EXIST. ADJACENT LOT LINE
---	FLOWLINE
X	PROPOSED FENCE
FM	PROPOSED FORCE MAIN
SAN	PROPOSED SANITARY SEWER PROPOSED
W 3	PROPOSED 3" WATERLINE
W 6	PROPOSED 6" WATERLINE
W 8	PROPOSED 8" WATERLINE
E	PROPOSED STORM SEWER
ES	PROPOSED UNDERGROUND - PRIMARY
ES	PROPOSED UNDERGROUND - SECONDARY
---	PROPOSED PAVEMENT
---	PROPOSED TREE LINE
---	EXIST. CONTOURS
---	PROPOSED CONTOURS
---	PROPOSED HEAVY DUTY CONCRETE
---	PROPOSED LIGHT DUTY CONCRETE
---	PROPOSED CONCRETE (OTHER)
---	PROPOSED ASPHALT
---	PROPOSED GRAVEL
---	PROPOSED RIP RAP PAVEMENT EDGE
---	PROPOSED DIVERSION BERM
---	PROPOSED SILT FENCE
---	PROPOSED EASEMENT
---	TEMPORARY CONSTRUCTION EASEMENT
○	EXIST. SANITARY MANHOLE
○	EXIST. SANITARY CLEAN OUT
○	EXIST. WATER METER
○	EXIST. WATER VALVE
○	EXIST. PRESSURE REDUCING EXIST.
○	VALVE FIRE HYDRANT
○	EXIST. POWER POLE
○	EXIST. GATE POST
○	EXIST. GUY WIRE ANCHOR
○	EXIST. GAS VALVE
○	EXIST. GAS METER
○	EXIST. ELECTRIC METER
○	EXIST. ELECTRIC PEDESTAL
○	EXIST. RV ELECTRIC PEDESTAL
○	EXIST. ELECTRIC TRANSFORMER
○	EXIST. SIGN
○	BENCHMARK
○	DRILL HOLE
○	RIGHT-OF-WAY MARKER
○	EXIST. CONIFEROUS TREE
○	EXIST. DECIDUOUS TREE
○	EXIST. TELEPHONE PEDESTAL
○	EXIST. TELEPHONE MARKER
○	DITCH CHECK
○	PROPOSED SANITARY MANHOLE
○	PROPOSED CLEANOUT
○	PROPOSED TRANSFORMER
○	PROPOSED ELECTRIC PEDESTAL
○	PROPOSED RV ELECTRIC PEDESTAL
○	PROPOSED FIRE HYDRANT
○	PROPOSED SPIGOT
○	PROPOSED AIR RELEASE VALVE

GENERAL NOTES

- CONTRACTOR WILL BE RESPONSIBLE FOR PLACEMENT AND MAINTENANCE OF TRAFFIC CONTROL DEVICES NECESSARY TO COMPLETE THEIR PORTION OF WORK. THE DEVICES AND METHODS EMPLOYED WILL COMPLY WITH THE CURRENT VERSION OF THE MANUAL ON UNIFIED TRAFFIC CONTROL DEVICES.
- EXISTING UTILITIES SHOWN FOR REFERENCE ONLY. CONTRACTOR SHALL COORDINATE UTILITY LOCATES (HORIZONTAL AND VERTICAL) PRIOR TO ANY EXCAVATION. PRIVATE UTILITIES ARE PRESENT. THE CONTRACTOR WILL BE RESPONSIBLE FOR PERFORMING PRIVATE UTILITY LOCATES AT ALL PROJECT LOCATIONS TO ENSURE ALL UTILITIES ARE IDENTIFIED.
- ALL EXCAVATION TO BE IN ACCORDANCE WITH SECTIONS 319.010-319.050, REVISED STATUTES OF THE STATE OF MISSOURI. SUCH COMPLIANCE SHALL NOT, HOWEVER, EXCUSE ANY PERSON MAKING ANY EXCAVATION FROM DOING SO IN A CAREFUL AND PRUDENT MANNER, NOR SHALL IT EXCUSE SUCH PERSON FROM LIABILITY FOR ANY DAMAGE OR INJURY TO UNDERGROUND UTILITIES RESULTING FROM THE EXCAVATION.
- ALL PROPOSED SLOPES ARE 3:1 OR FLATTER UNLESS OTHERWISE NOTED.
- IT IS THE INTENT OF THESE PLANS TO COMPLY WITH THE REQUIREMENTS OF THE MGNR CLEAN WATER COMMISSION.
- ALL DISTURBED AREAS WITHIN THE "LIMITS OF DISTURBANCE" SHALL BE FINE GRADED, SEEDDED, AND MULCHED.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL EROSION CONTROL DEVICES AND REMOVING THEM ONCE THE SITE IS STABILIZED.
- ALL PIPE SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS. REFER TO DETAIL FOR PIPE BEDDING REQUIREMENTS.
- LAND DISTURBANCE SITES SHOULD BE INSPECTED ON A REGULAR SCHEDULE AND WITHIN A REASONABLE TIME PERIOD (NOT TO EXCEED 48 HOURS) FOLLOWING HEAVY RAINS. REGULARLY SCHEDULED INSPECTIONS SHALL BE AT A MINIMUM OF ONCE PER WEEK. ANY DEFICIENCIES SHALL BE NOTED IN A WEEKLY REPORT OF THE INSPECTION AND CORRECTED WITHIN SEVEN CALENDAR DAYS OF THE REPORT. CONTRACTORS ARE REQUIRED TO SUBMIT TO ENGINEER INSPECTION STAFF COPIES OF THEIR INSPECTION REPORTS REQUIRED.
- ALL MANHOLES, CLEANOUTS, STORM INLETS, ETC. IMPACTED BY PAVING OR GRADING OPERATIONS WILL BE ADJUSTED TO MATCH THE PROPOSED PAVEMENT/GROUND SURFACE. ANY NEW FRAMES/GRATES/LIDS IN PAVEMENT AREAS WILL BE PROVIDED TO MEET HS20 LOADING.
- CONTRACTOR SHALL COORDINATE WITH MSHF STAFF RELATED TO SITE ACCESS AND PHASING. THE PROPOSED PROJECTS WILL IMPACT MSHF OPERATIONS AND STORAGE OF VEHICLES. WE ANTICIPATE THE FOLLOWING PROJECT PHASING:  
  - PHASE 1: PROJECT 10
  - PHASE 2: PROJECT 5
  - PHASE 3: PROJECT 4
  - PHASE 4: PROJECTS 1, 2, AND 3
 PROJECTS 6, 7, 8, AND 9 CAN OCCUR ANY TIME EXCEPT WITH PHASE 4.  
 CONTRACTOR SHALL COORDINATE WITH MSHF STAFF TO FINALIZE PHASING PRIOR TO START OF CONSTRUCTION AND THROUGHOUT THE PROJECT TO ENSURE MSHF STAFF HAS THE STORAGE AND ACCESS REQUIRED FOR THEIR OPERATIONS.
- ALL REMOVAL, GRADING, AND FILL OPERATIONS SHALL FOLLOW THE RECOMMENDATIONS IN THE GEOTECH REPORT PUBLISHED BY ALLSTATE CONSULTANTS ON AUGUST 21, 2025.
- NEW PAVEMENTS (PCC AND AGGREGATE BASE) ARE TO BE CONSTRUCTED USING THE EXISTING GRADE AS SUBGRADE ELEVATION TO THE EXTENT PRACTICABLE. THE FULL DEPTH OF SPECIFIED AGGREGATE BASE IS REQUIRED OVER EXISTING GRAVEL SUBGRADE MATERIAL. EXISTING GRAVEL WILL NOT BE CONSIDERED ACCEPTABLE PAVEMENT SECTION AGGREGATE BASE.
- WHERE NEW PAVEMENT ABUTS EXISTING PAVEMENT, A CUT EQUAL TO THE FULL DEPTH OF THE SPECIFIED PAVEMENT SECTION WILL BE REQUIRED. THE CUT IS TO BE TAPERED TO ZERO CUT AS SOON AS PRACTICABLE WHILE MAINTAINING POSITIVE DRAINAGE AND PROVIDING A SUITABLE FINISHED PAVEMENT GRADE THAT INTEGRATES WITH AND BLENDS WELL WITH EXISTING AND NEW PAVEMENT GRADES.
- CONTRACTOR SHALL PROOF ROLL ALL PROPOSED PAVEMENT AREAS (INCLUDING EXISTING GRAVEL AREAS) WITH A FULLY LOADED TANDEM DUMP TRUCK OR OTHER RUBBER-TIRED EQUIPMENT EXERTING SIMILAR GROUND CONTACT PRESSURE PRIOR TO PLACING AGGREGATE BASE.
- CONTRACTOR SHALL ARRANGE FOR ALLSTATE CONSULTANTS LLC TO OBSERVE PROOF ROLLING AND SUBGRADE PREPARATION. SOFT, YIELDING SUBGRADE MATERIALS SHALL BE REMOVED AND REPLACED WITH ENGINEERED FILL AS DIRECTED BY ALLSTATE CONSULTANTS LLC.
- ALL EXISTING SWALES OR DITCHES WITHIN THE PLANNED PAVEMENT AREAS SHALL HAVE EXISTING GRAVEL, DITCH LINER, AND UNSUITABLE SUBGRADE MATERIAL REMOVED AND REPLACED WITH ENGINEERED FILL.
- SUITABLE IMPORTED MATERIALS FOR ENGINEERED FILL ARE THOSE THAT CLASSIFY AS GW, GM, GC, SC, AND CL IN ACCORDANCE WITH ASTM D2487.
- ENGINEERED FILL SHALL BE PLACED AND COMPACTED IN UNIFORM, HORIZONTAL LIFTS WITH A MAXIMUM LOOSE THICKNESS OF EIGHT INCHES, AND COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DETERMINED IN ACCORDANCE WITH ASTM D698, "STANDARD PROCTOR".

UTILITY NOTE

MISSOURI ONE CALL SYSTEM, INC. WAS USED TO LOCATE EXISTING UTILITIES. (1-800-344-7483). THE LOCATIONS OF UNDERGROUND UTILITIES SHOWN ARE BASED UPON ABOVE GROUND STRUCTURES AND MARKINGS PROVIDED BY OTHERS. LOCATIONS OF UNDERGROUND UTILITIES/STRUCTURES MAY VARY FROM THE LOCATIONS SHOWN AND ADDITIONAL BURIED UTILITIES/STRUCTURES MAY BE ENCOUNTERED. NO EXCAVATIONS WERE MADE DURING THE PROGRESS OF THIS SURVEY TO LOCATE BURIED UTILITIES/STRUCTURES. BEFORE EXCAVATIONS ARE BEGUN, THE OFFICES OF THE UTILITY PROVIDERS SHALL BE CONTACTED FOR VERIFICATION OF UTILITY TYPE AND FIELD VERIFICATION.

THE CONTRACTOR WILL BE RESPONSIBLE FOR PERFORMING PRIVATE UTILITY LOCATES AT ALL PROJECT LOCATIONS TO ENSURE ALL UTILITIES ARE IDENTIFIED.

UTILITY CONTACTS

**WATER**  
COLE COUNTY PWS D 4  
7712 ROUTE M  
JEFFERSON CITY, MO 65101  
573-395-4578

**TELECOMMUNICATIONS**  
BRIGHTSPEED  
833-692-7773

**SANITARY SEWER**  
CITY OF JEFFERSON  
2320 HYDE PARK ROAD  
JEFFERSON CITY, MO 65109  
573-634-6455

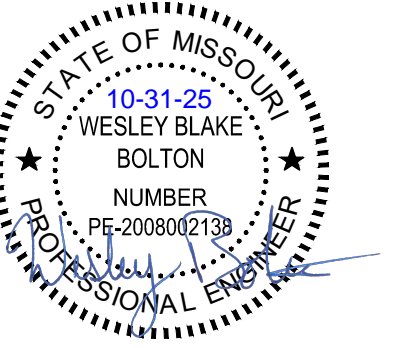
ENVIRONMENTAL STATEMENTS

- SUBSTANCES REGULATED BY FEDERAL LAW UNDER THE RESOURCE CONSERVATION AND RECOVERY ACT (RCRA) OR THE COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY ACT (CERCLA) WHICH ARE TRANSPORTED, STORED OR USED FOR MAINTENANCE, CLEANING OR REPAIRS SHALL BE MANAGED ACCORDING TO THE PROVISIONS OF RCRA AND CERCLA.
- ALL PAINTS, SOLVENTS, PETROLEUM PRODUCTS AND PETROLEUM WASTE PRODUCTS (EXCEPT FUELS) AND STORAGE CONTAINERS (SUCH AS DRUMS, CANS OR CARTONS) SHALL BE STORED SUCH THAT THESE MATERIALS ARE NOT EXPOSED TO STORM WATER. SUFFICIENT PRACTICES OF SPILL PREVENTION, CONTROL AND/OR MANAGEMENT SHALL BE PROVIDED TO PREVENT ANY SPILLS OF THESE POLLUTANTS FROM ENTERING A WATER OF THE STATE. ANY CONTAINMENT SYSTEM USED TO IMPLEMENT THIS REQUIREMENT SHALL BE CONSTRUCTED OF MATERIALS COMPATIBLE WITH THE SUBSTANCES CONTAINED AND SHALL ALSO PREVENT THE CONTAMINATION OF GROUNDWATER.
- THE APPLICANT SHALL NOTIFY BY TELEPHONE AND IN WRITING THE DEPARTMENT OF NATURAL RESOURCES, WATER POLLUTION CONTROL PROGRAM, POST OFFICE BOX 176, JEFFERSON CITY, MO 65102, 1-800-361-4827, OF ANY OIL SPILLS OR IF HAZARDOUS SUBSTANCES ARE FOUND DURING THE PROSECUTION OF WORK UNDER THIS PERMIT.

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PAVE PARKING LOTS &  
REPAIR CONCRETE,  
MULTIPLE ASSETS  
TROOP F HEADQUARTERS  
& CDL SUPER SITES

US HWY 50 & SHAMROCK RD  
JEFFERSON CITY,  
MO 65101

PROJECT # R2401-01  
SITE # 6007  
FACILITY # 8136007002

REVISION:  
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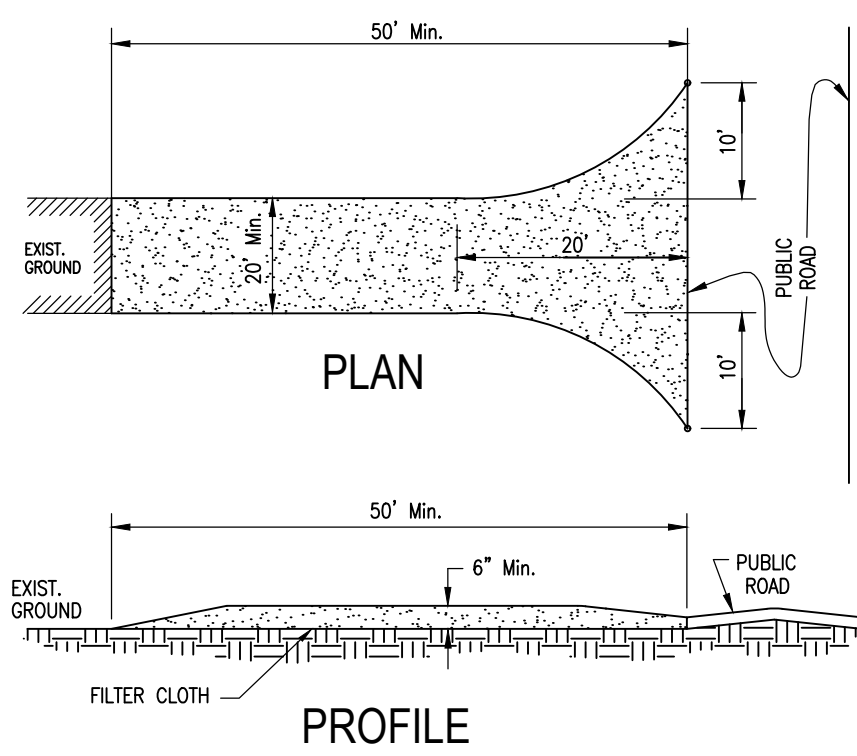
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**OVERALL LAYOUT  
SITE PLAN**

SHEET NUMBER:

**C-101**

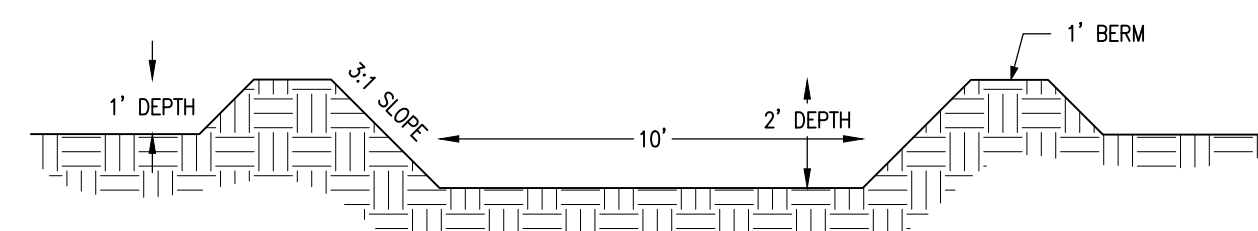
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10/31/2025



**CONSTRUCTION SPECIFICATIONS**

- STONE SIZE - USE 2" STONE.
- LENGTH - AS REQUIRED, BUT NOT LESS THAN 50 FEET.
- THICKNESS - NOT LESS THAN SIX (6) INCHES.
- WIDTH - TWENTY (20) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
- FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
- SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 3:1 SLOPES WILL BE PERMITTED.
- MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
- PERIODIC INSPECTION AS NEEDED MAINTENANCE SHALL BE PROVIDED WEEKLY AND AFTER EACH RAIN EVENT GREATER THAN 1/2".

**TEMPORARY CONSTRUCTION ENTRANCE/EXIT**  
(NOT TO SCALE)



**NOTES**

- CONCRETE TRUCKS SHALL WASH-OUT AT CONCRETE PLANT OR AT APPROVED CONCRETE TRUCK WASH-OUT PIT AS SHOWN BY SWPPP.
- UPON COMPLETION OF PROJECT OR CLOSURE OF WASH-OUT PIT, CONCRETE WASTE SHALL BE BROKEN TO 6" CHUNKS OR SMALLER AND PLACED 6" OR GREATER BELOW FINAL GROUND SURFACE IN NON-CRITICAL AREA. (AREAS OUTSIDE BUILDING, UTILITY AND PAVEMENT FOOTPRINTS. REMAINING PIT SHALL BE REGARDED TO CONFORM TO FINAL GRADES.
- WHEN PIT IS FILLED TO 1' DEPTH, CONCRETE SHALL BE REMOVED AND DISPOSED OF AS PER NOTE 2.
- CONCRETE WASH-OUT PIT IS FOR CONCRETE WASTE ONLY. NO OTHER MATERIALS WILL BE ALLOWED.

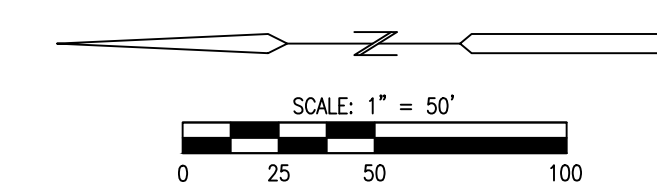
**10' X 10' CONCRETE TRUCK WASH OUT PIT**  
(NOT TO SCALE)

**PROJECT KEY**

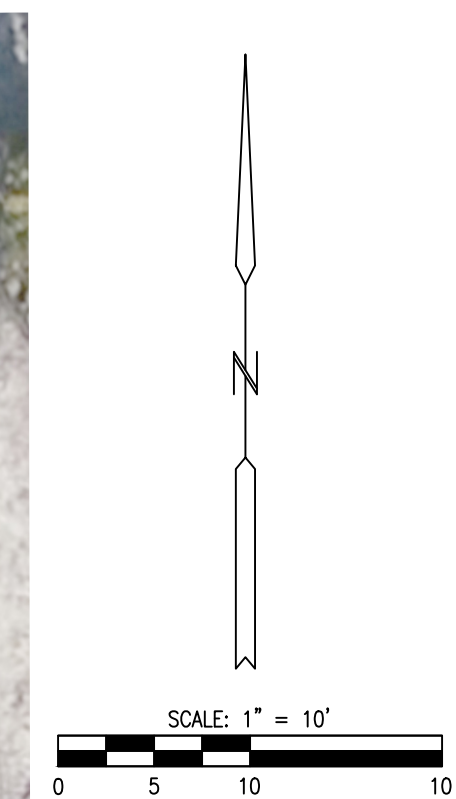
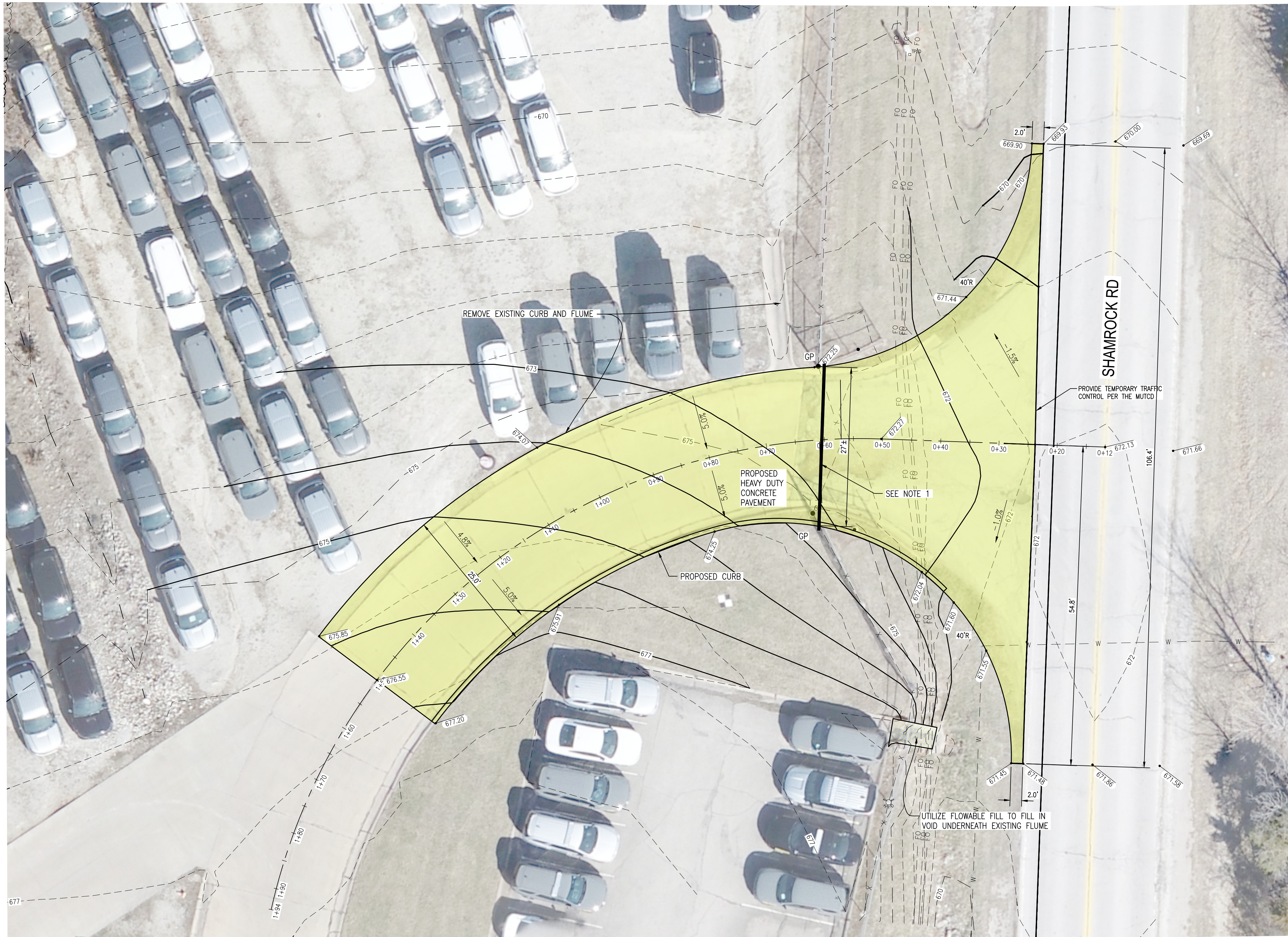
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|---|--|----|--|
| 1 | NORTHEAST ENTRANCE RECONSTRUCTION            | 6  | CENTRAL CONCRETE REPLACEMENT             |
| 2 | NORTH CONCRETE PAVEMENT INSTALLATION         | 7  | SOUTH CENTRAL SIDEWALK/RAMP REPLACEMENT  |
| 3 | CENTRAL CONCRETE PAVEMENT INSTALLATION       | 8  | SOUTH PARKING LOT INSTALLATION           |
| 4 | NORTH CENTRAL CONCRETE PAVEMENT INSTALLATION | 9  | SOUTHEAST ENTRANCE DRAINAGE IMPROVEMENTS |
| 5 | WEST CONCRETE PAVEMENT INSTALLATION          | 10 | NORTHEAST PARKING LOT ADDITION           |

**PAVEMENT HATCH LEGEND**

- PROPOSED HEAVY DUTY CONCRETE
- PROPOSED LIGHT DUTY CONCRETE
- PROPOSED CONCRETE (OTHER)
- PROPOSED ASPHALT
- PROPOSED GRAVEL
- PROPOSED RIP RAP PAVEMENT EDGE

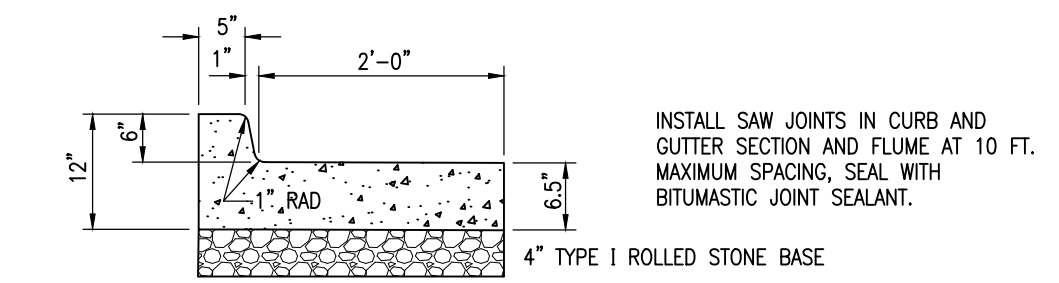


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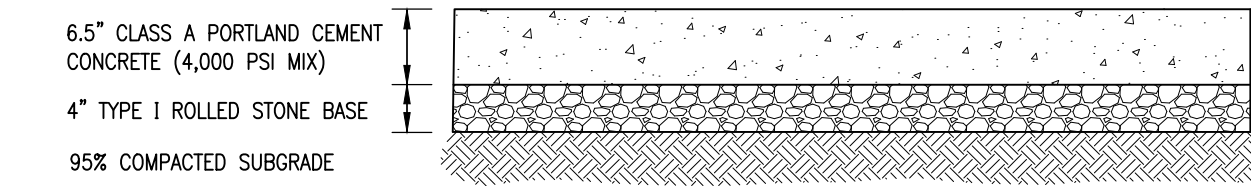


**NOTES:**

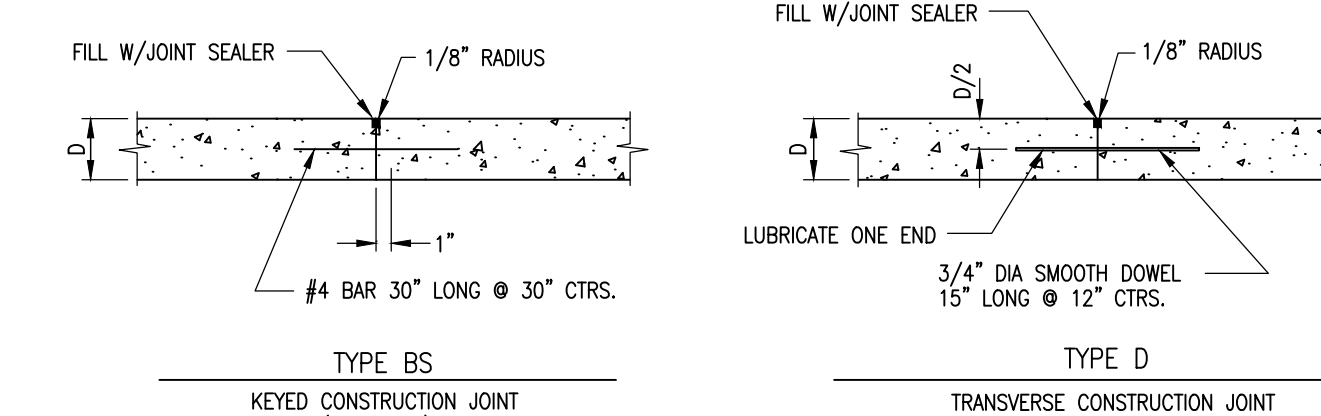
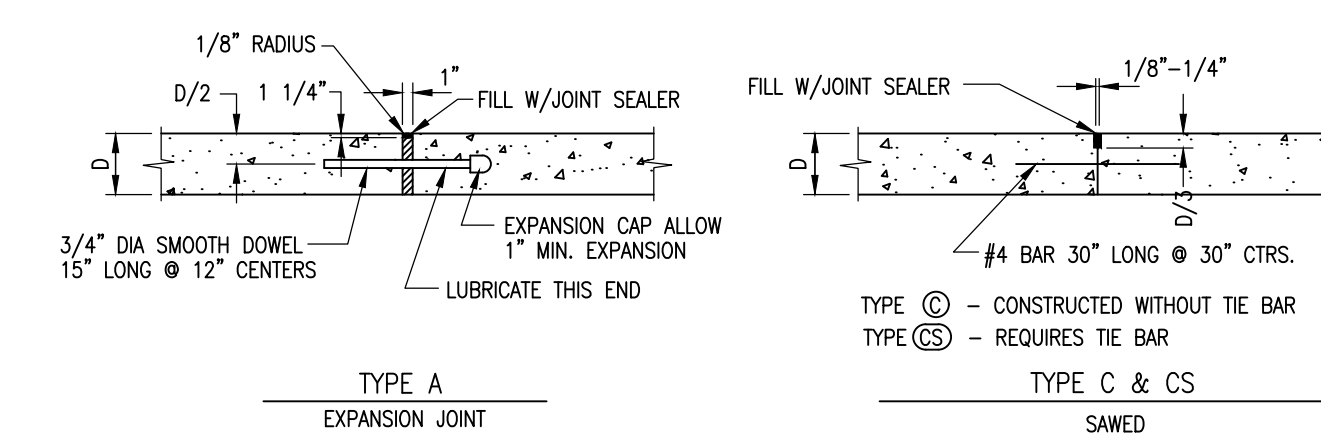
1. CONTRACTOR SHALL REMOVE EXISTING GATE AND REPLACE WITH A SINGLE MANUAL CHAIN-LINK SLIDING GATE (THE GATE WILL SLIDE TO THE NORTH). SUBMIT SELECTED GATE TO ENGINEER AND OWNER FOR APPROVAL.
2. CONTRACTOR SHALL COORDINATE WITH FIBER PROVIDER TO LOWER EXISTING FIBER IF NECESSARY.
3. CONTRACTOR SHALL DOWEL INTO EXISTING CONCRETE PAVEMENT PER TYPE "A" EXPANSION JOINT DETAIL BELOW.



**TYPICAL PCC CURB SECTION**  
(NOT TO SCALE)



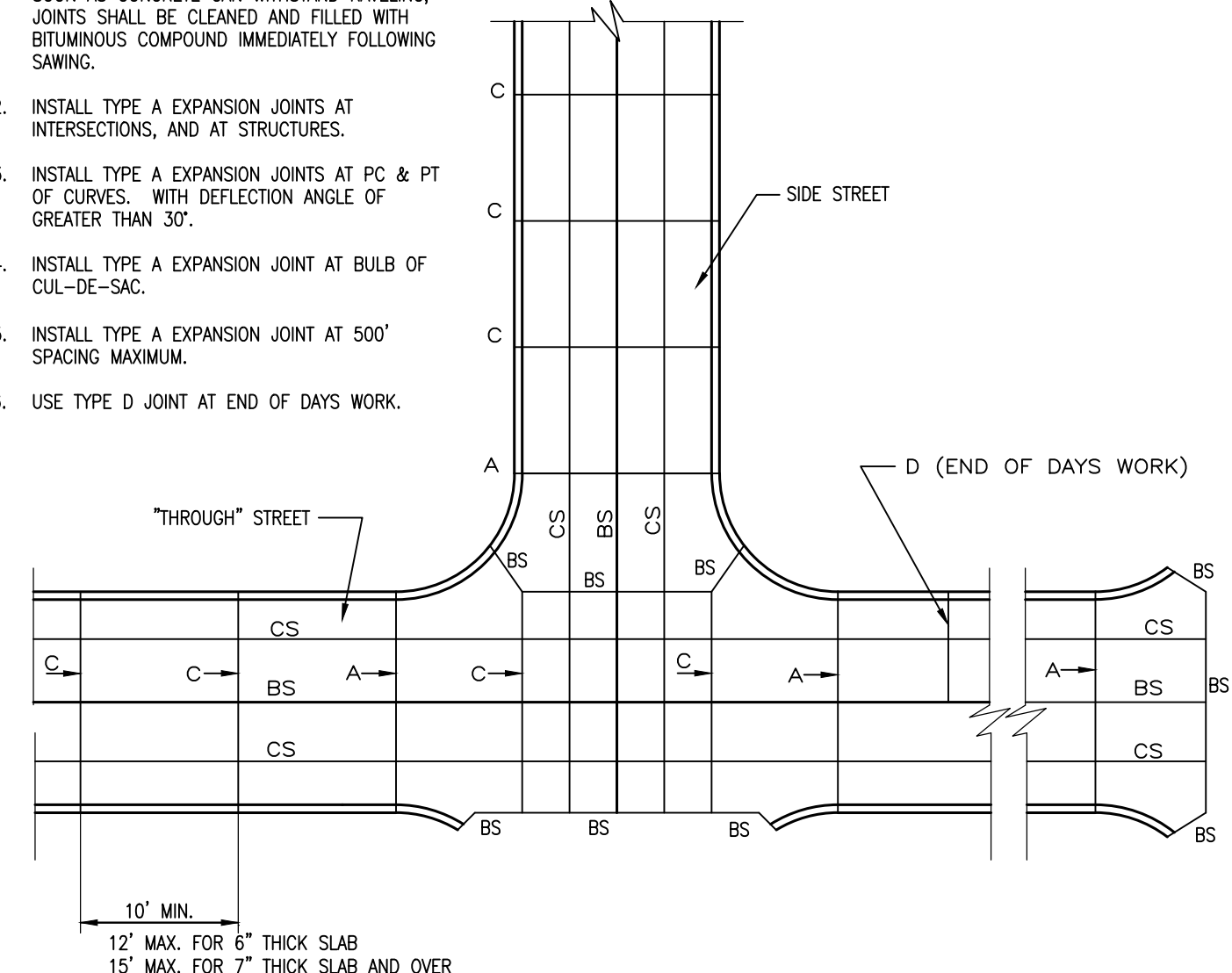
**HEAVY DUTY CONCRETE PAVEMENT**  
(NOT TO SCALE)



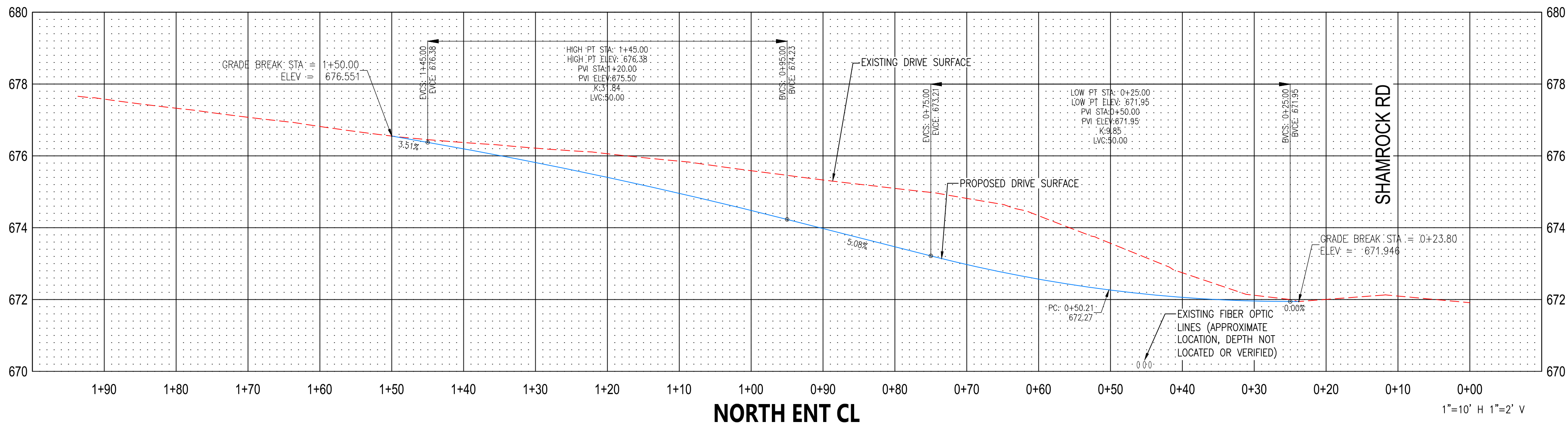
NOTE: ALL DRILLED DOWEL BARS SHALL BE EXPOSED.

**NOTE:**

1. TRANSVERSE TYPE C JOINTS SHALL BE SAWS AS SOON AS CONCRETE CAN WITHSTAND TRAVELING. JOINTS SHALL BE CLEANED AND FILLED WITH BITUMINOUS COMPOUND IMMEDIATELY FOLLOWING SAWING.
2. INSTALL TYPE A EXPANSION JOINTS AT INTERSECTIONS, AND AT STRUCTURES.
3. INSTALL TYPE A EXPANSION JOINTS AT PC & PT OF CURVES, WITH DEFLECTION ANGLE OF GREATER THAN 30°.
4. INSTALL TYPE A EXPANSION JOINT AT BULB OF CURVE DE-SAC.
5. INSTALL TYPE A EXPANSION JOINT AT 500' SPACING MAXIMUM.
6. USE TYPE D JOINT AT END OF DAYS WORK.

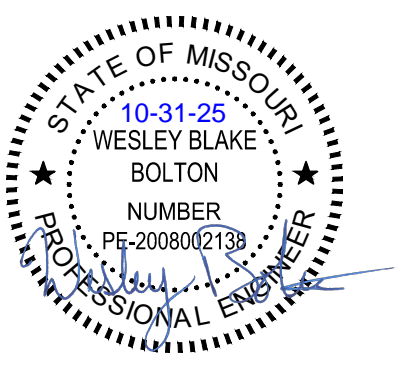


**PAVEMENT JOINT DETAILS**  
(NOT TO SCALE)



**NORTH ENT CL**

1"=10' H 1"=2' V



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DESIGN AND CONSTRUCTION**

**DEPARTMENT OF  
PUBLIC SAFETY/  
STATE HIGHWAY PATROL**

PAVE PARKING LOTS &  
REPAIR CONCRETE,  
MULTIPLE ASSETS  
TROOP F HEADQUARTERS  
& CDL SUPER SITES

US 50 & SHAMROCK RD  
JEFFERSON CITY,  
MO 65101

PROJECT # R2401-01  
SITE # 6007  
FACILITY # 8136007002

REVISION: \_\_\_\_\_  
DATE: \_\_\_\_\_  
REVISION: \_\_\_\_\_  
DATE: \_\_\_\_\_  
REVISION: \_\_\_\_\_  
DATE: \_\_\_\_\_  
ISSUE DATE: 10/31/2025

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DRAWN BY: JPS  
CHECKED BY: WBB  
DESIGNED BY: WBB

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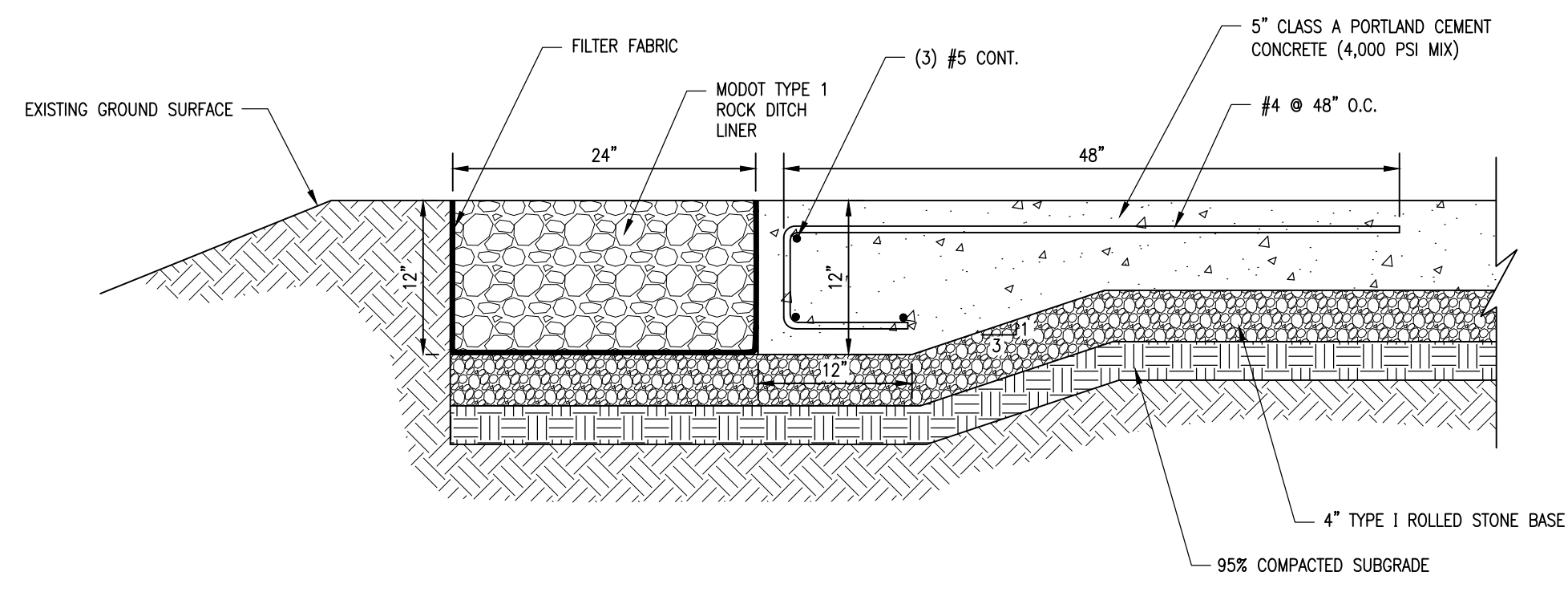
**PROJECT 1  
SITE PLAN**

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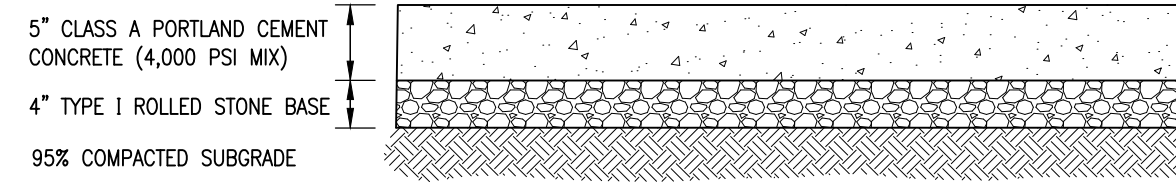
**C-102**

4 OF 16 SHEETS  
10/31/2025

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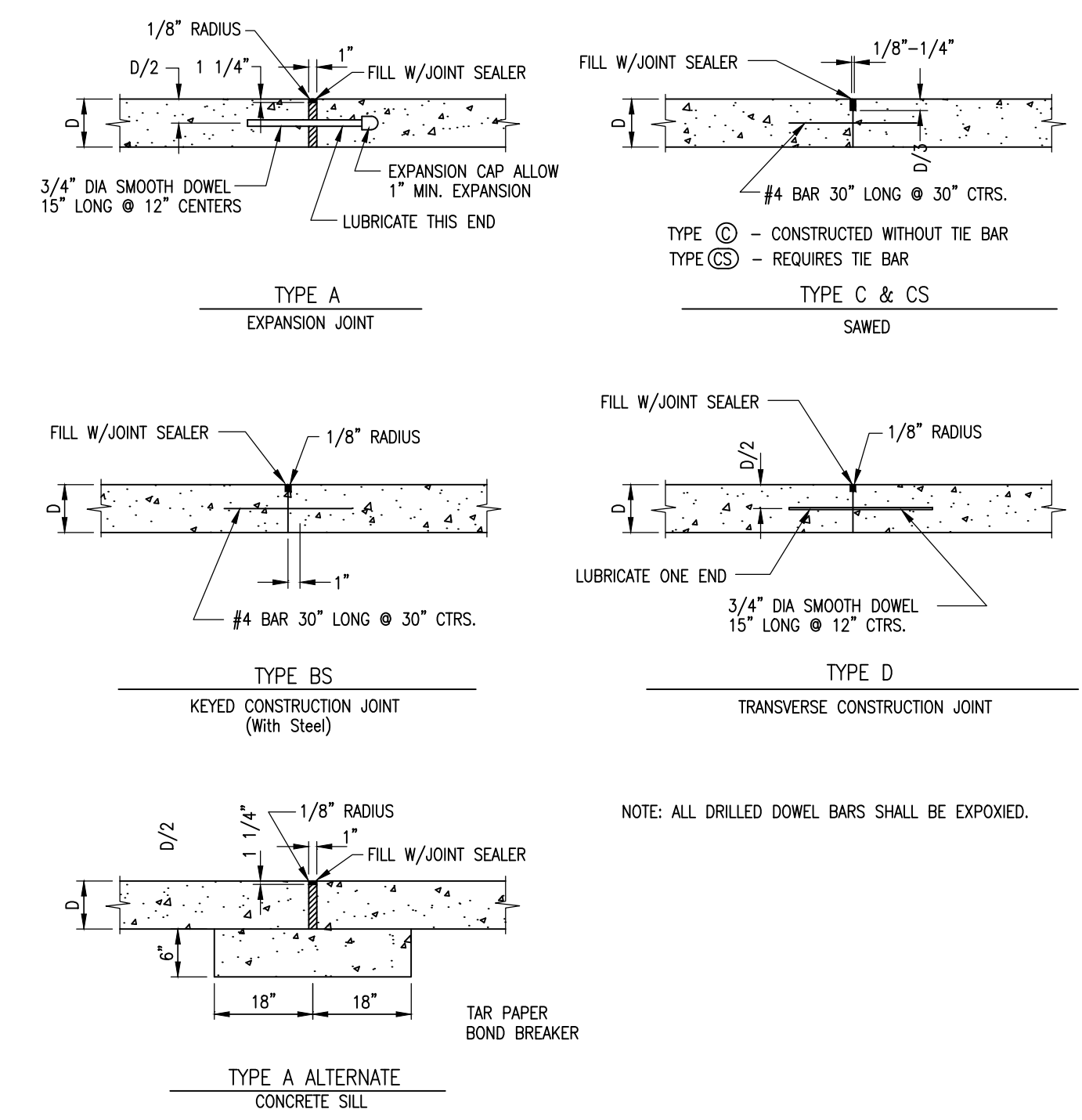
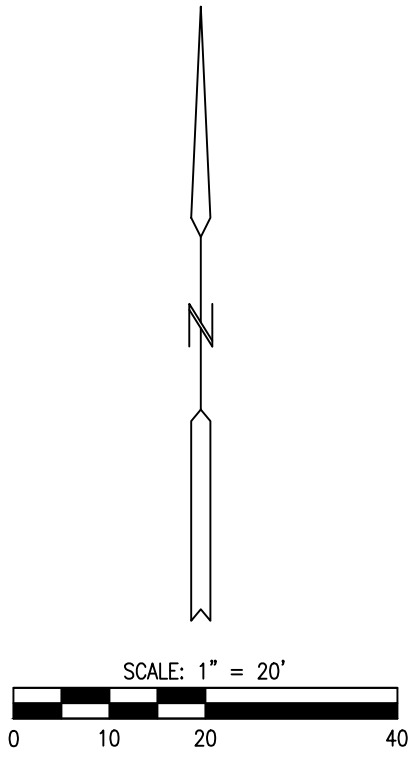
**CONCRETE PAVEMENT EDGE DETAIL**  
(NOT TO SCALE)



**LIGHT DUTY CONCRETE PAVEMENT**  
(NOT TO SCALE)

**NOTES:**

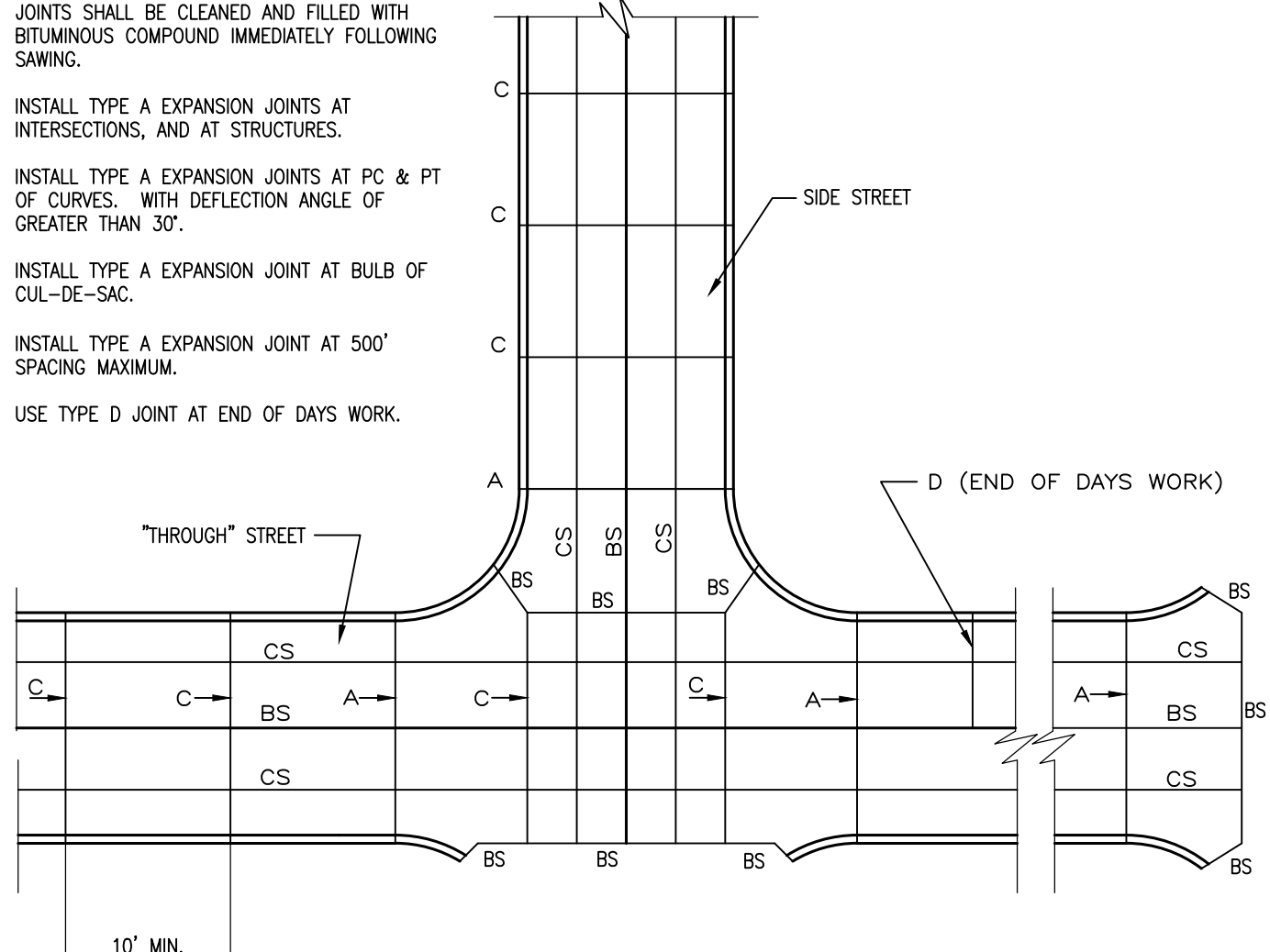
1. CONTRACTOR SHALL DOWEL INTO EXISTING CONCRETE PAVEMENT PER TYPE "A" EXPANSION JOINT DETAIL BELOW
2. PAVEMENT EDGE SHALL BE ADJUSTED IN THE FIELD IF NECESSARY TO MAXIMIZE THE TOP OF SLOPE AREA FOR PAVING WHILE ENSURING EXCAVATION OF THE SLOPE DOES NOT OCCUR AND THE ROCK FILTER STRIP IS PLACED ENTIRELY ABOVE THE SLOPE.
3. NEW PAVEMENTS (PCC AND AGGREGATE BASE) ARE TO BE CONSTRUCTED USING THE EXISTING GRADE AS SUBGRADE ELEVATION TO THE EXTENT PRACTICABLE. THE FULL DEPTH OF SPECIFIED AGGREGATE BASE IS REQUIRED OVER EXISTING GRAVEL SUBGRADE MATERIAL. EXISTING GRAVEL WILL NOT BE CONSIDERED ACCEPTABLE PAVEMENT SECTION AGGREGATE BASE.
4. WHERE NEW PAVEMENT ABUTS EXISTING PAVEMENT, A CUT EQUAL TO THE FULL DEPTH OF THE SPECIFIED PAVEMENT SECTION WILL BE REQUIRED. THE CUT IS TO BE TAPERED TO "ZERO CUT" AS SOON AS PRACTICABLE WHILE MAINTAINING POSITIVE DRAINAGE AND PROVIDING A SUITABLE FINISHED PAVEMENT GRADE THAT INTEGRATES WITH AND BLENDS WELL WITH EXISTING AND NEW PAVEMENT GRADES.
5. ALL EXISTING SWALES OR DITCHES WITHIN THE PLANNED PAVEMENT AREAS SHALL HAVE EXISTING GRAVEL, DITCH LINER, AND UNSUITABLE SUBGRADE MATERIAL REMOVED AND REPLACED WITH ENGINEERED FILL.



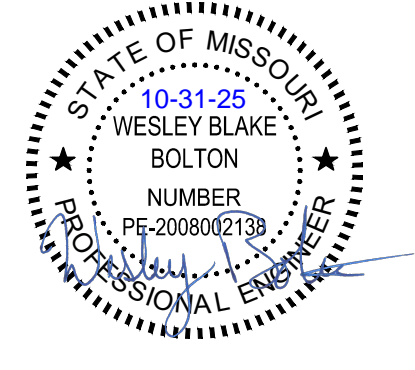
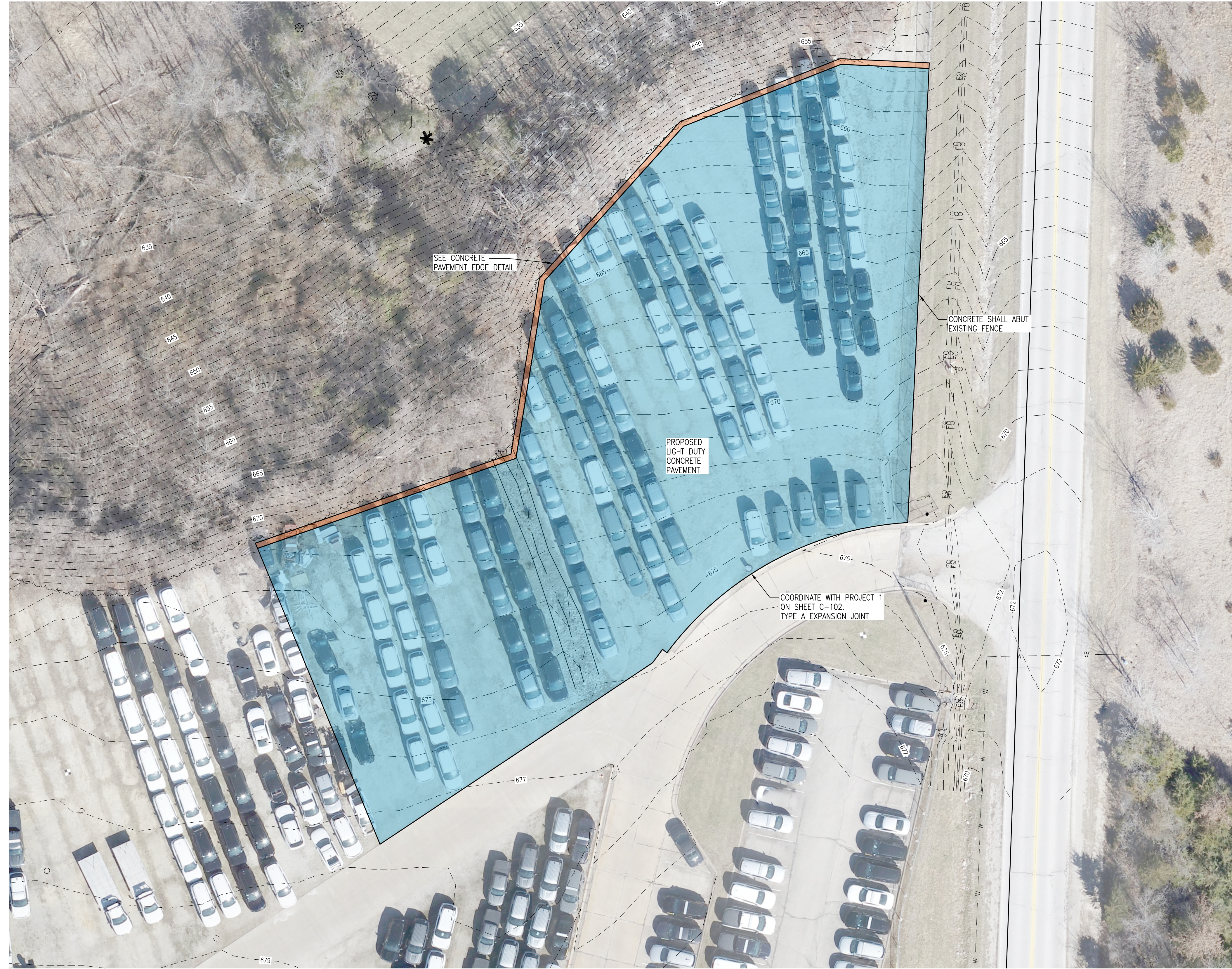
NOTE: ALL DRILLED DOWEL BARS SHALL BE EXPOKIED.

**NOTE:**

1. TRANSVERSE TYPE C JOINTS SHALL BE SAWED AS SOON AS CONCRETE CAN WITHSTAND TRAVELING. JOINTS SHALL BE CLEANED AND FILLED WITH BITUMINOUS COMPOUND IMMEDIATELY FOLLOWING SAWING.
2. INSTALL TYPE A EXPANSION JOINTS AT INTERSECTIONS, AND AT STRUCTURES.
3. INSTALL TYPE A EXPANSION JOINTS AT PC & PT OF CURVES. WITH DEFLECTION ANGLE OF GREATER THAN 30°.
4. INSTALL TYPE A EXPANSION JOINT AT BULB OF CUL-DE-SAC.
5. INSTALL TYPE A EXPANSION JOINT AT 500' SPACING MAXIMUM.
6. USE TYPE D JOINT AT END OF DAYS WORK.



**JOINT LOCATION PLAN**  
**PAVEMENT JOINT DETAILS**  
(NOT TO SCALE)



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DATE: \_\_\_\_\_  
ISSUE DATE: 10/31/2025

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DRAWN BY: JPS  
CHECKED BY: WBB  
DESIGNED BY: WBB

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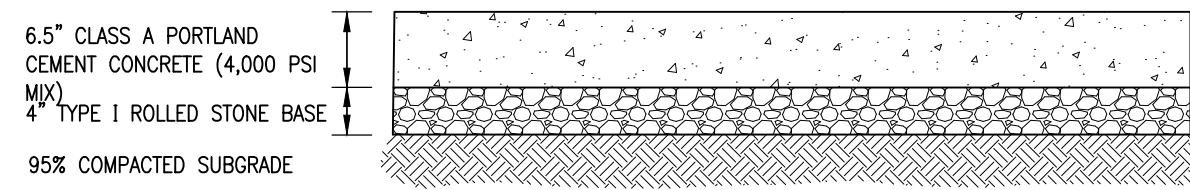
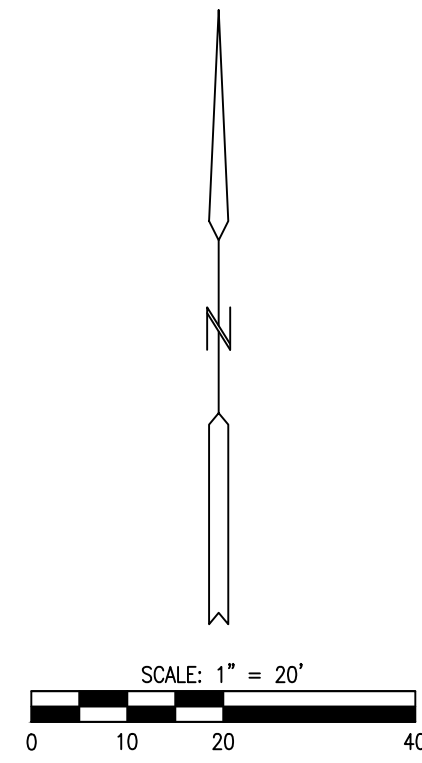
PROJECT 2  
SITE PLAN

SHEET NUMBER:

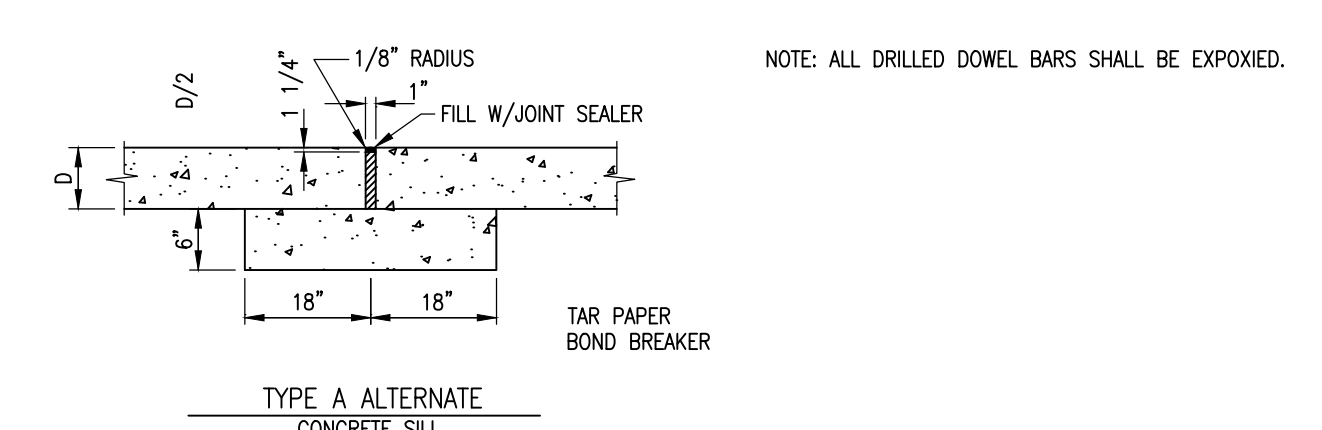
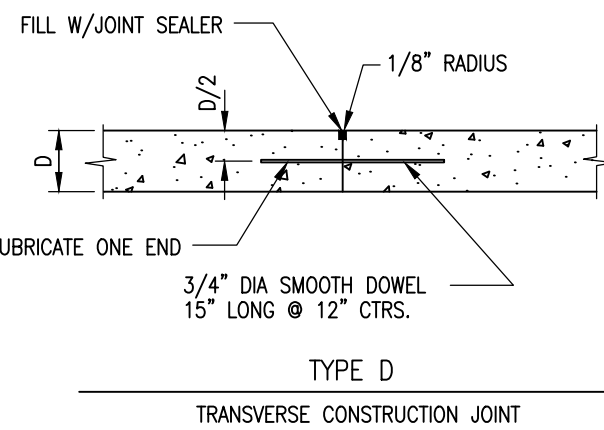
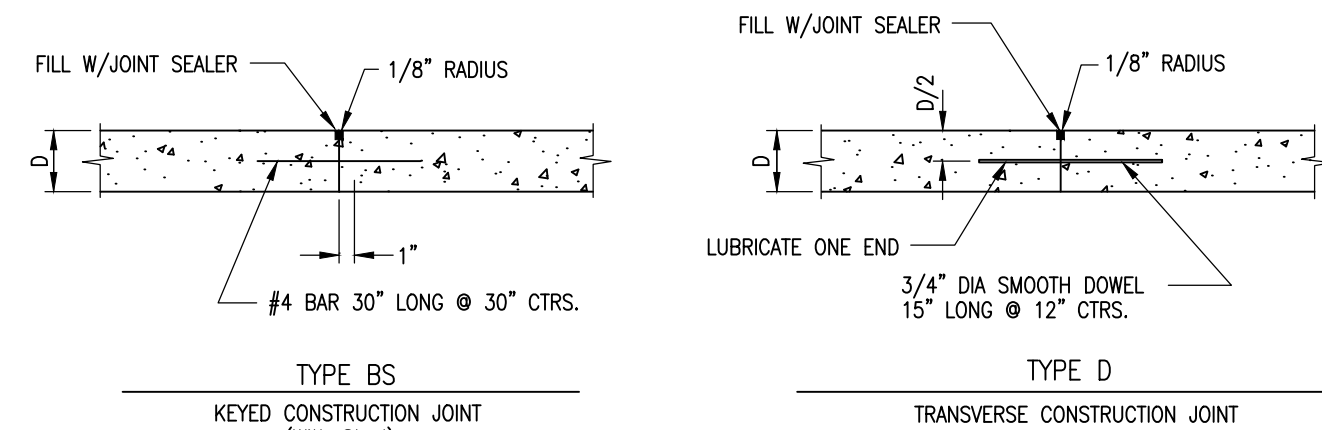
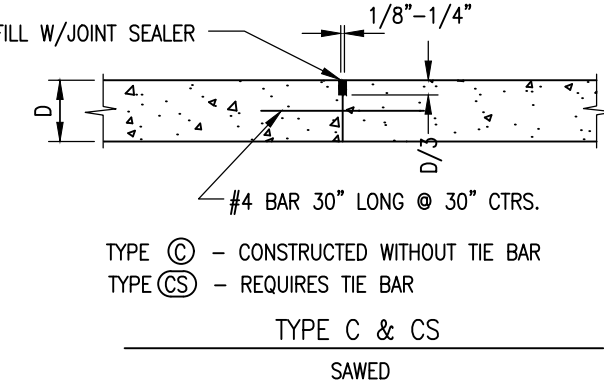
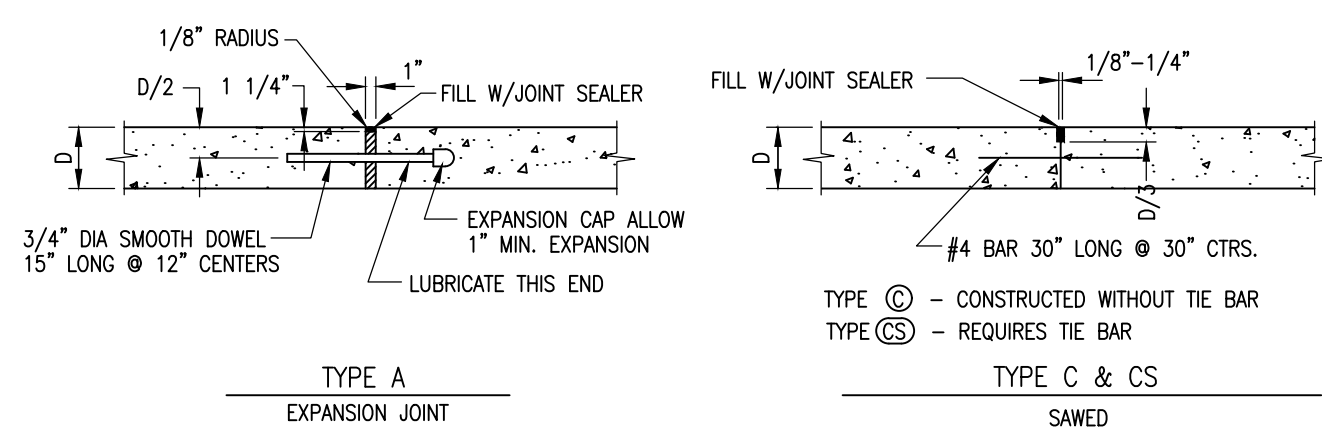
**C-103**

5 OF 16 SHEETS  
10/31/2025

- NOTES:**
- CONTRACTOR SHALL DOWEL INTO EXISTING CONCRETE PAVEMENT PER TYPE "A" EXPANSION JOINT DETAIL BELOW

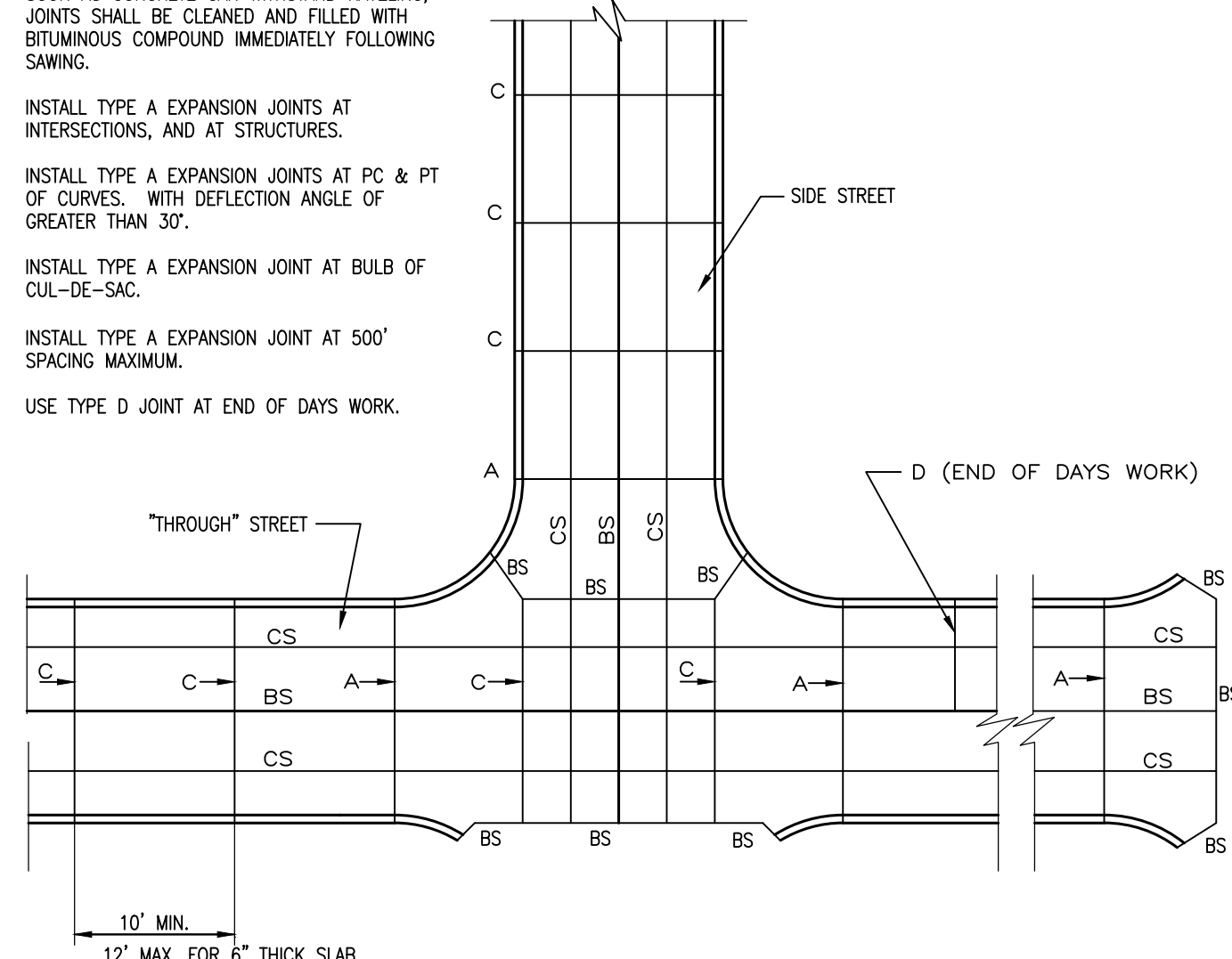


**HEAVY DUTY CONCRETE PAVEMENT**  
(NOT TO SCALE)

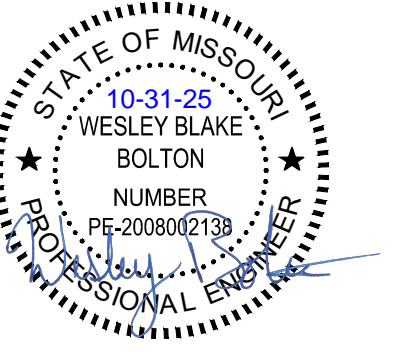
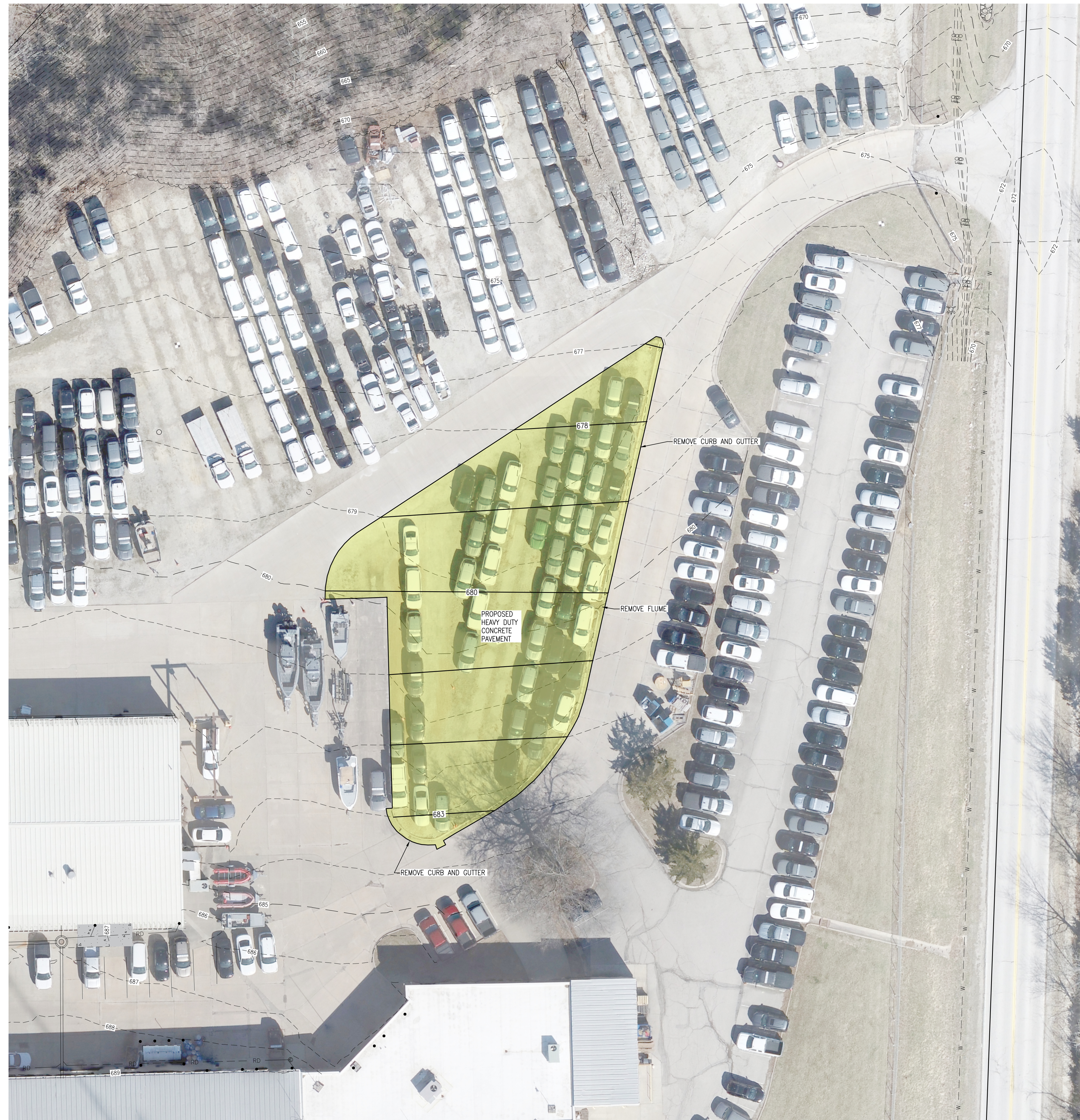


NOTE: ALL DRILLED DOWEL BARS SHALL BE EXPOSED.

- NOTE:**
- TRANSVERSE TYPE C JOINTS SHALL BE SAWS AS SOON AS CONCRETE CAN WITHSTAND TRAVELING. JOINTS SHALL BE CLEANED AND FILLED WITH BITUMINOUS COMPOUND IMMEDIATELY FOLLOWING SAWING.
  - INSTALL TYPE A EXPANSION JOINTS AT INTERSECTIONS, AND AT STRUCTURES.
  - INSTALL TYPE A EXPANSION JOINTS AT PC & PT OF CURVES, WITH DEFLECTION ANGLE OF GREATER THAN 30°.
  - INSTALL TYPE A EXPANSION JOINT AT BULB OF CUL-DE-SAC.
  - INSTALL TYPE A EXPANSION JOINT AT 500' SPACING MAXIMUM.
  - USE TYPE D JOINT AT END OF DAYS WORK.



**JOINT LOCATION PLAN**  
**PAVEMENT JOINT DETAILS**  
(NOT TO SCALE)



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PROJECT # R2401-01  
SITE # 6007  
FACILITY # 8136007002

REVISION: \_\_\_\_\_  
DATE: \_\_\_\_\_  
REVISION: \_\_\_\_\_  
DATE: \_\_\_\_\_  
REVISION: \_\_\_\_\_  
DATE: \_\_\_\_\_  
ISSUE DATE: 10/31/2025

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DRAWN BY: JPS  
CHECKED BY: WBB  
DESIGNED BY: WBB

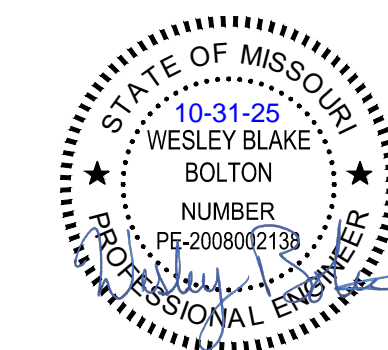
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**PROJECT 3**  
**SITE PLAN**

SHEET NUMBER:

**C-104**

6 OF 16 SHEETS  
10/31/2025



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MO 65101

PROJECT # R2401-01  
SITE # 6007  
FACILITY # 8136007002

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DATE: \_\_\_\_\_  
REVISION:  
DATE: \_\_\_\_\_  
REVISION:  
DATE: \_\_\_\_\_

ISSUE DATE: 10/31/2025

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CHECKED BY: WBB  
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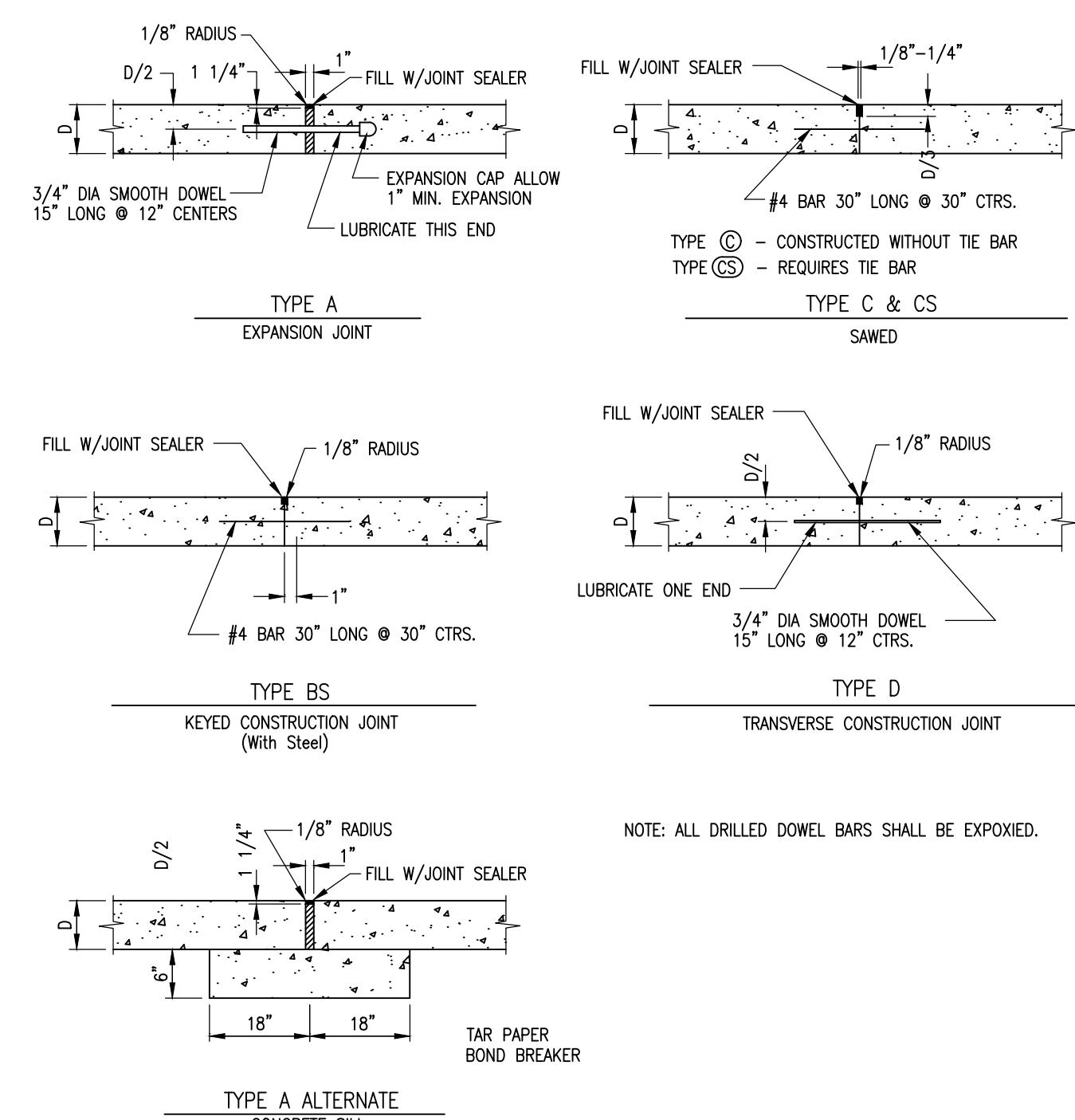
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PROJECT 4  
SITE PLAN

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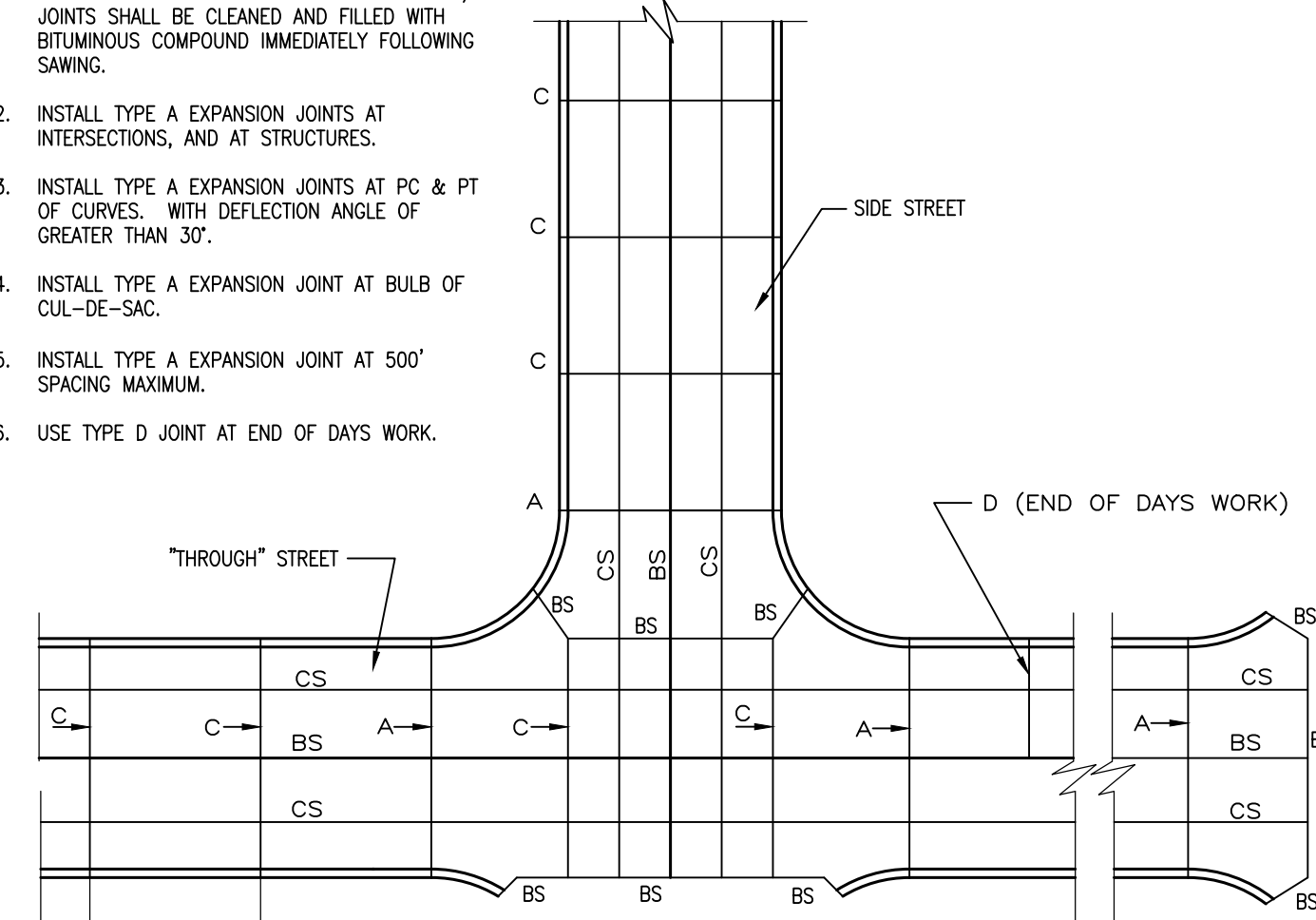
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7 OF 16 SHEETS  
10/31/2025

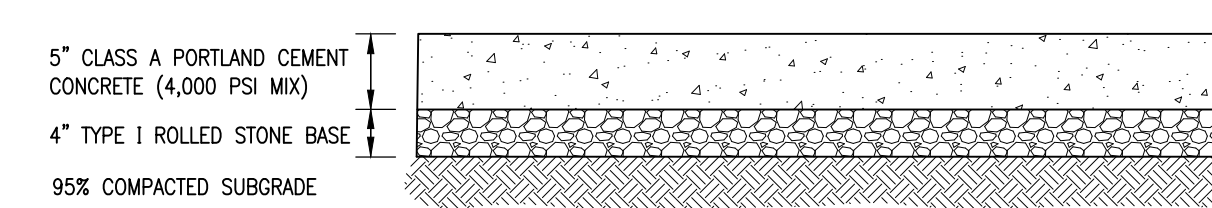


NOTE: ALL DRILLED DowEL BARS SHALL BE EXPOSED.

- NOTE:**
1. TRANSVERSE TYPE C JOINTS SHALL BE SAWS AS SOON AS CONCRETE CAN WITHSTAND RAVELING. JOINTS SHALL BE CLEANED AND FILLED WITH BITUMINOUS COMPOUND IMMEDIATELY FOLLOWING SAWING.
  2. INSTALL TYPE A EXPANSION JOINTS AT INTERSECTIONS, AND AT STRUCTURES.
  3. INSTALL TYPE A EXPANSION JOINTS AT PC & PT OF CURVES. WITH DEFLECTION ANGLE OF GREATER THAN 30°.
  4. INSTALL TYPE A EXPANSION JOINT AT BULB OF CUL-DE-SAC.
  5. INSTALL TYPE A EXPANSION JOINT AT 500' SPACING MAXIMUM.
  6. USE TYPE D JOINT AT END OF DAYS WORK.

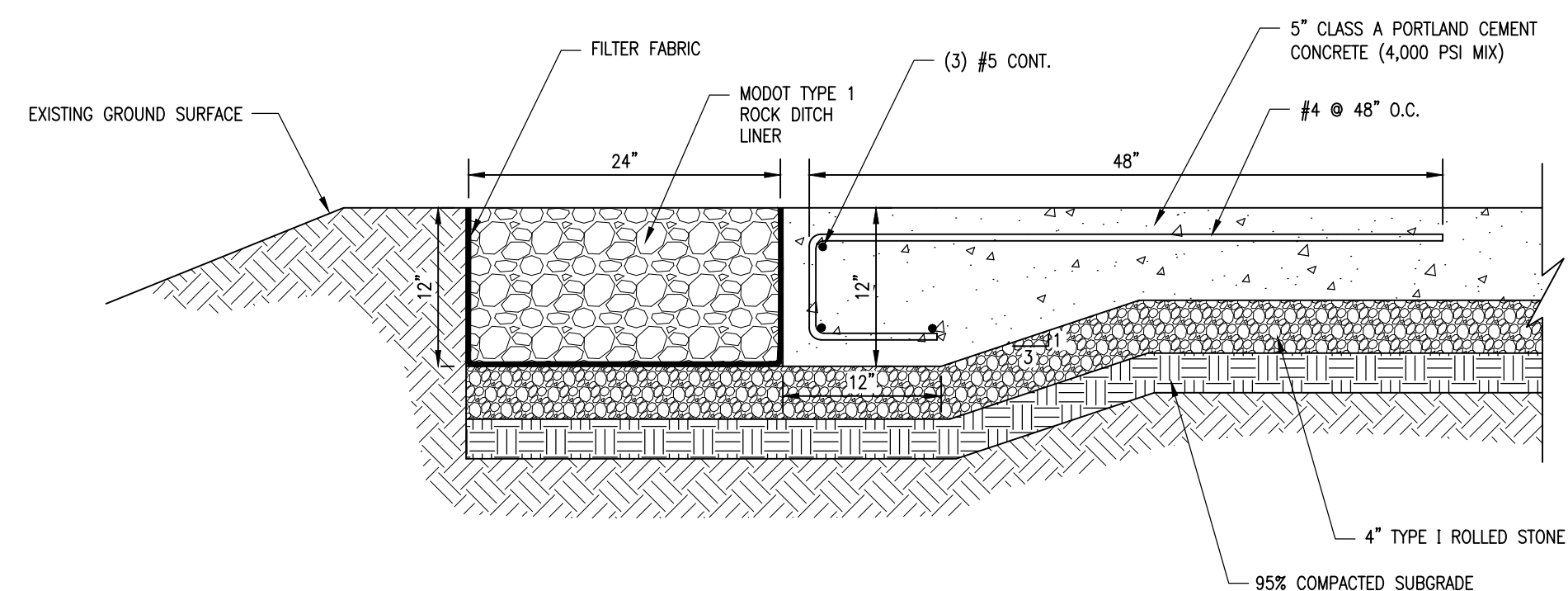


JOINT LOCATION PLAN  
**PAVEMENT JOINT DETAILS**  
(NOT TO SCALE)

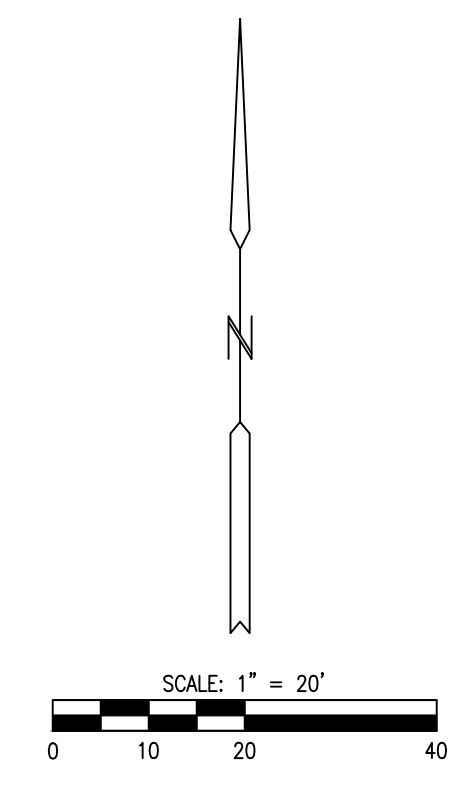


**LIGHT DUTY CONCRETE PAVEMENT**  
(NOT TO SCALE)

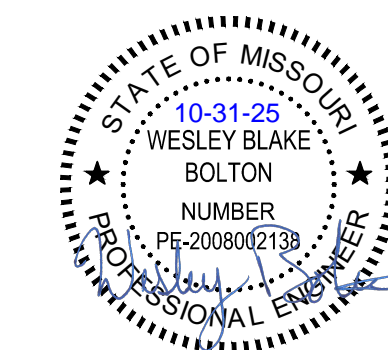
- NOTES:**
1. CONTRACTOR SHALL DOWEL INTO EXISTING CONCRETE PAVEMENT PER TYPE "A" EXPANSION JOINT DETAIL BELOW
  2. PAVEMENT EDGE SHALL BE ADJUSTED IN THE FIELD IF NECESSARY TO MAXIMIZE THE TOP OF SLOPE AREA FOR PAVING WHILE ENSURING EXCAVATION OF THE SLOPE DOES NOT OCCUR AND THE ROCK FILTER STRIP IS PLACED ENTIRELY ABOVE THE SLOPE.
  3. NEW PAVEMENTS (PCC AND AGGREGATE BASE) ARE TO BE CONSTRUCTED USING THE EXISTING GRADE AS SUBGRADE ELEVATION TO THE EXTENT PRACTICABLE. THE FULL DEPTH OF SPECIFIED AGGREGATE BASE IS REQUIRED OVER EXISTING GRAVEL SUBGRADE MATERIAL. EXISTING GRAVEL WILL NOT BE CONSIDERED ACCEPTABLE PAVEMENT SECTION AGGREGATE BASE.
  4. WHERE NEW PAVEMENT ABUTS EXISTING PAVEMENT, A CUT EQUAL TO THE FULL DEPTH OF THE SPECIFIED PAVEMENT SECTION WILL BE REQUIRED. THE CUT IS TO BE TAPERED TO "ZERO CUT" AS SOON AS PRACTICABLE WHILE MAINTAINING POSITIVE DRAINAGE AND PROVIDING A SUITABLE FINISHED PAVEMENT GRADE THAT INTEGRATES WITH AND BLENDS WELL WITH EXISTING AND NEW PAVEMENT GRADES
  5. ALL EXISTING SHALES OR DITCHES WITHIN THE PLANNED PAVEMENT AREAS SHALL HAVE EXISTING GRAVEL, DITCH LINER, AND UNSUITABLE SUBGRADE MATERIAL REMOVED AND REPLACED WITH ENGINEERED FILL.



**CONCRETE PAVEMENT EDGE DETAIL**  
(NOT TO SCALE)



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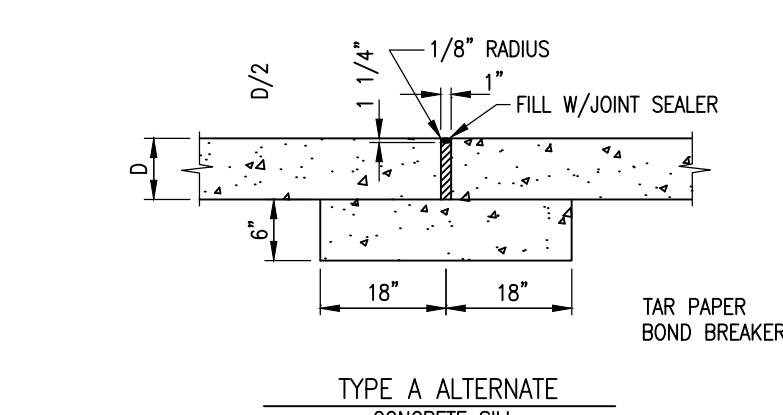
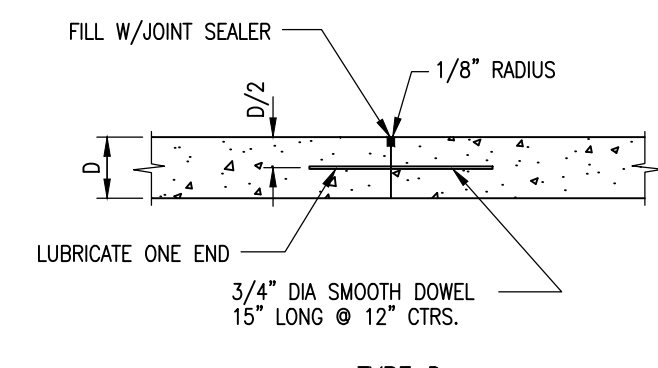
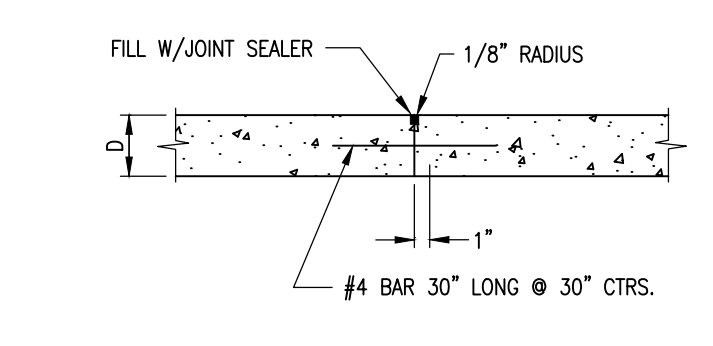
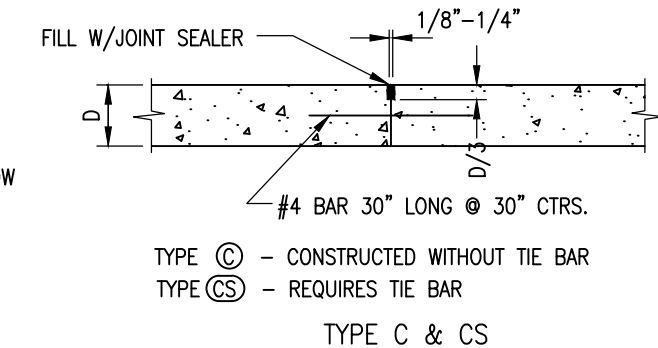
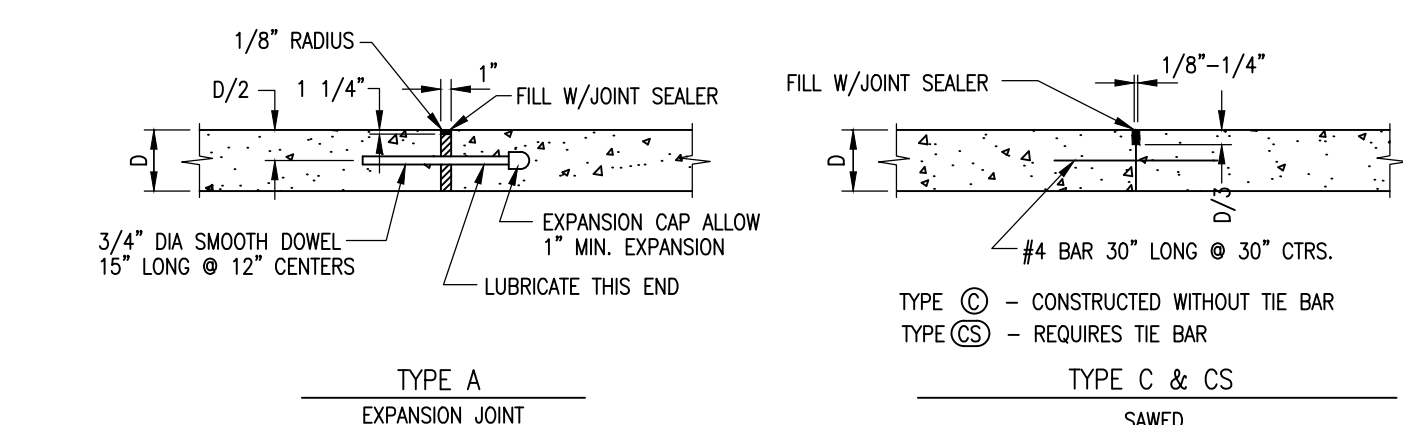
SHEET TITLE:

PROJECT 5  
SITE PLAN

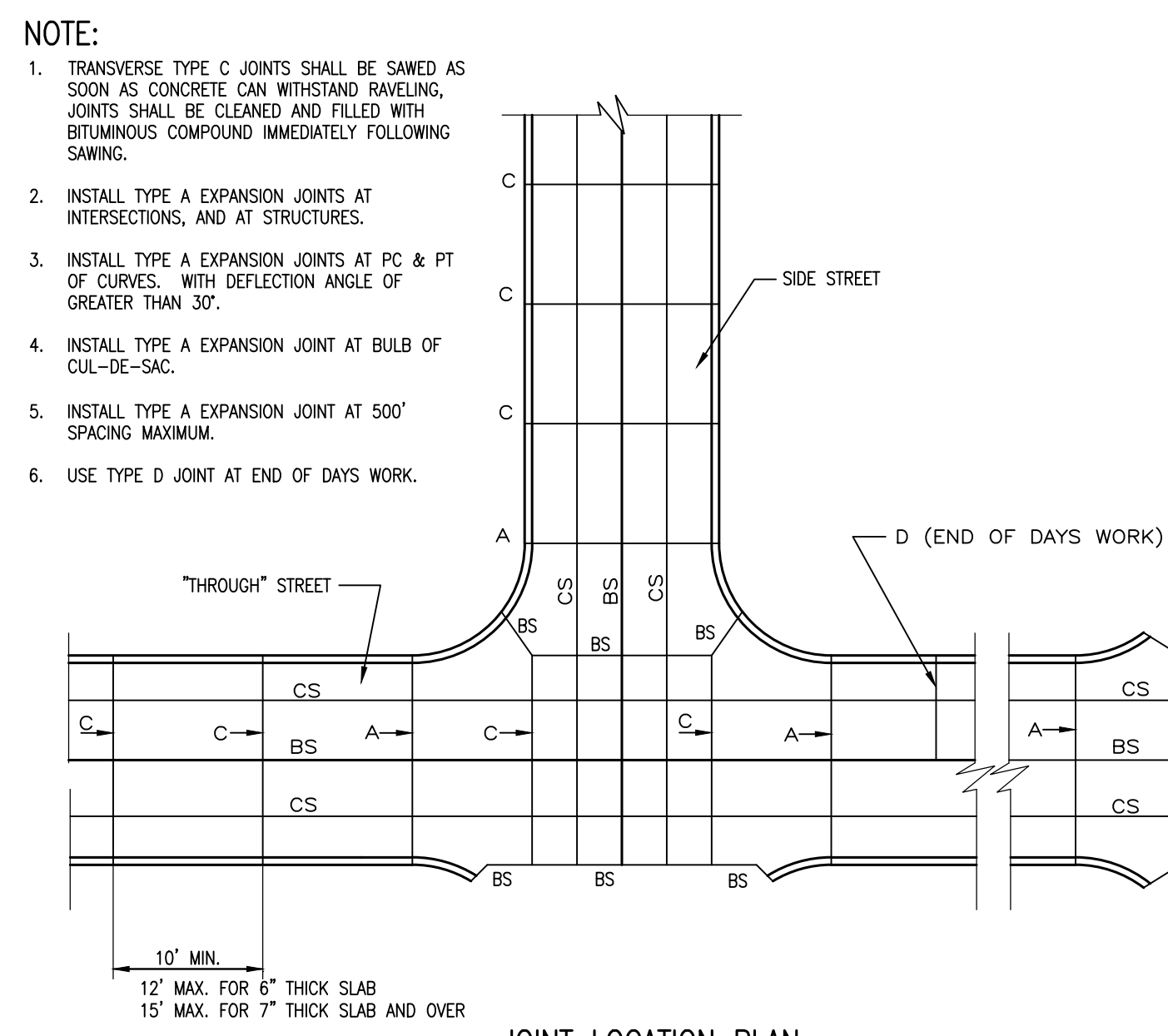
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**C-106**

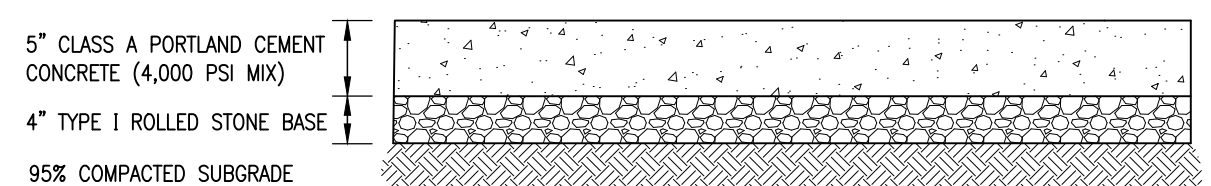
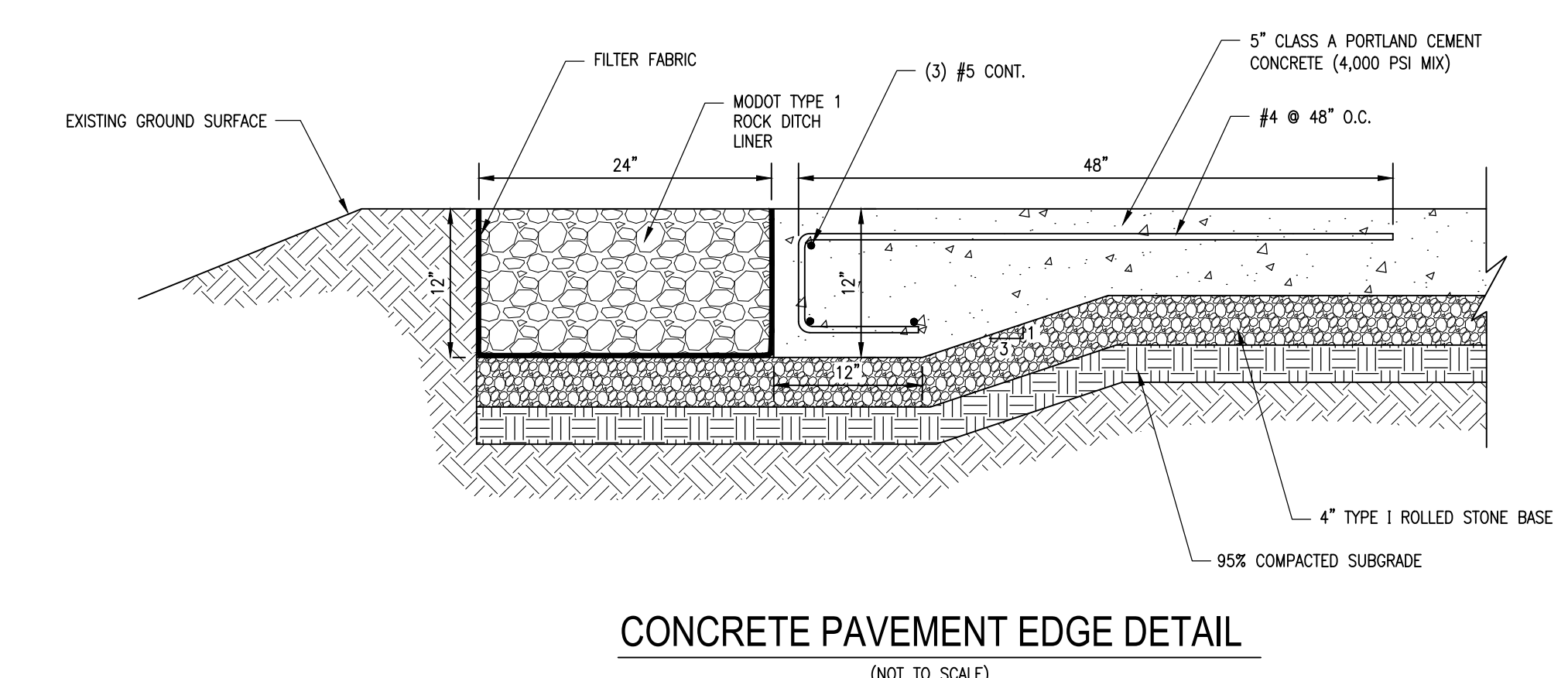
8 OF 16 SHEETS  
10/31/2025



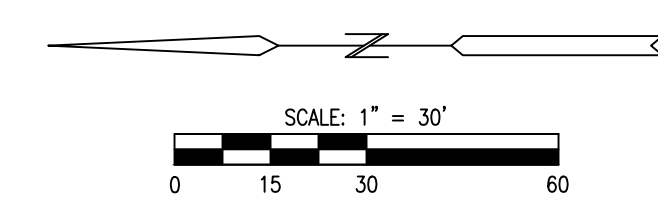
NOTE: ALL DRILLED DOWEL BARS SHALL BE EXPOSED.



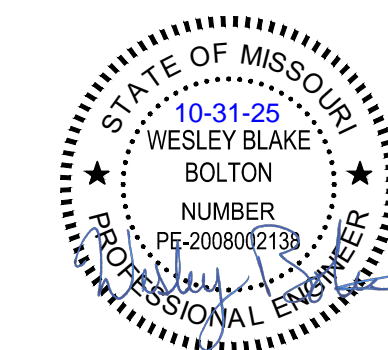
PAVEMENT JOINT DETAILS  
(NOT TO SCALE)



- NOTES:
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  - PAVEMENT EDGE SHALL BE ADJUSTED IN THE FIELD IF NECESSARY TO MAXIMIZE THE TOP OF SLOPE AREA FOR PAVING WHILE ENSURING EXCAVATION OF THE SLOPE DOES NOT OCCUR AND THE ROCK FILTER STRIP IS PLACED ENTIRELY ABOVE THE SLOPE.
  - ROCK EDGE IS TO REMAIN 3' FROM PROPERTY LINE.
  - NEW PAVEMENTS (PCC AND AGGREGATE BASE) ARE TO BE CONSTRUCTED USING THE EXISTING GRADE AS SUBGRADE ELEVATION TO THE EXTENT PRACTICABLE. THE FULL DEPTH OF SPECIFIED AGGREGATE BASE IS REQUIRED OVER EXISTING GRAVEL SUBGRADE MATERIAL. EXISTING GRAVEL WILL NOT BE CONSIDERED ACCEPTABLE PAVEMENT SECTION AGGREGATE BASE.
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  - ALL EXISTING SWALES OR DITCHES WITHIN THE PLANNED PAVEMENT AREAS SHALL HAVE EXISTING GRAVEL, DITCH LINER, AND UNSUITABLE SUBGRADE MATERIAL REMOVED AND REPLACED WITH ENGINEERED FILL.



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DEPARTMENT OF  
PUBLIC SAFETY/  
STATE HIGHWAY PATROL

PAVE PARKING LOTS &  
REPAIR CONCRETE,  
MULTIPLE ASSETS  
TROOP F HEADQUARTERS  
& CDL SUPER SITES

US 50 & SHAMROCK RD  
JEFFERSON CITY,  
MO 65101

PROJECT # R2401-01  
SITE # 6007  
FACILITY # 8136007002

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REVISION: \_\_\_\_\_  
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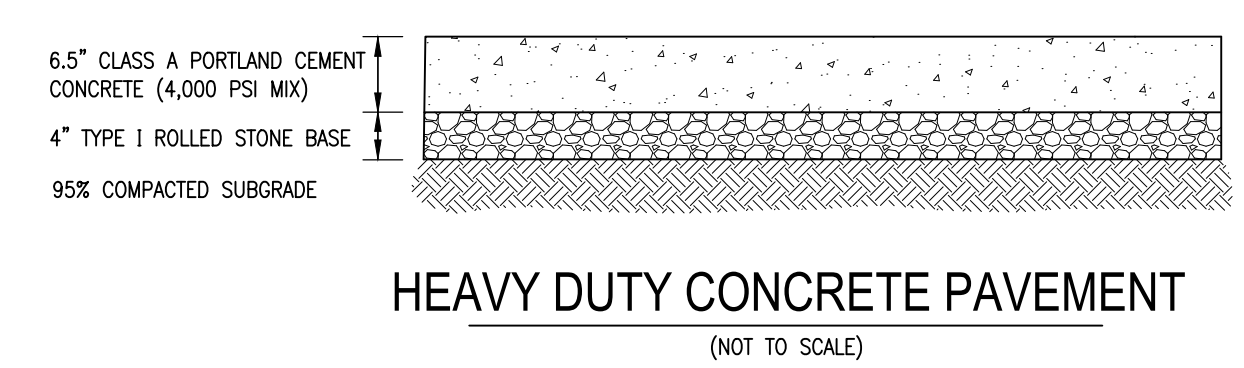
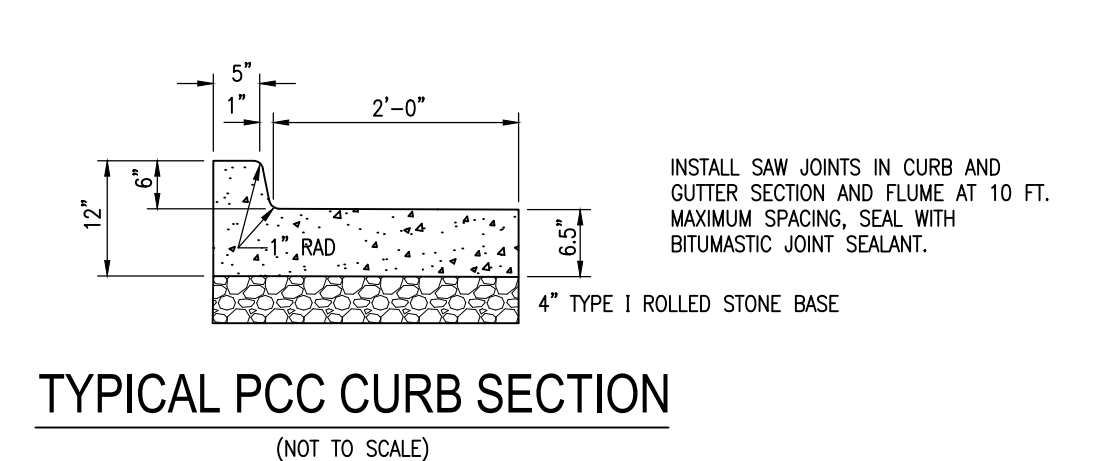
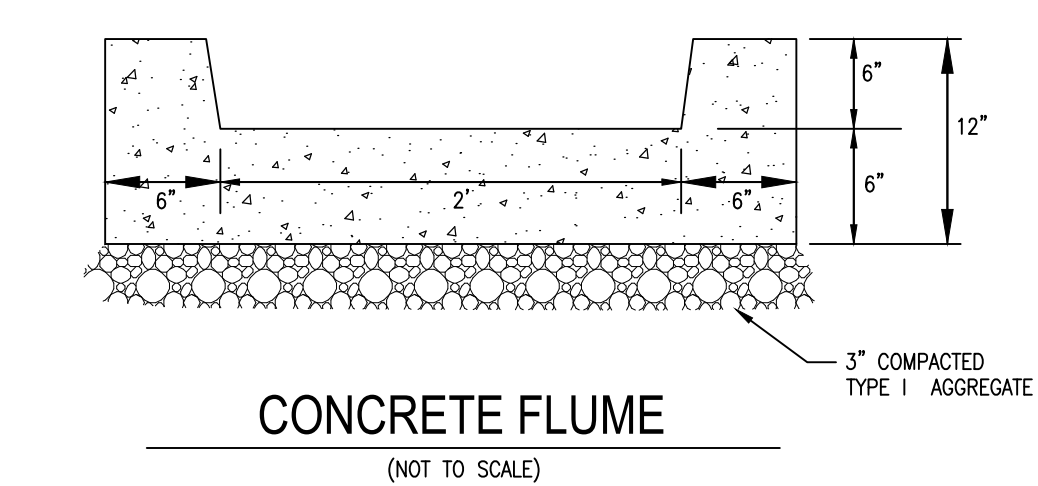
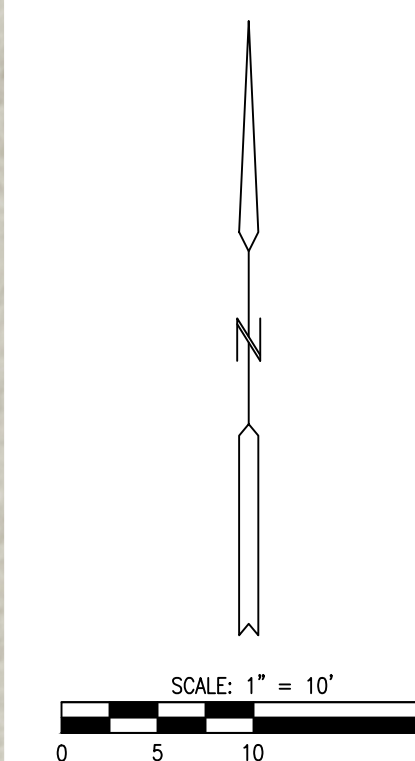
SHEET TITLE:

PROJECT 6  
SITE PLAN

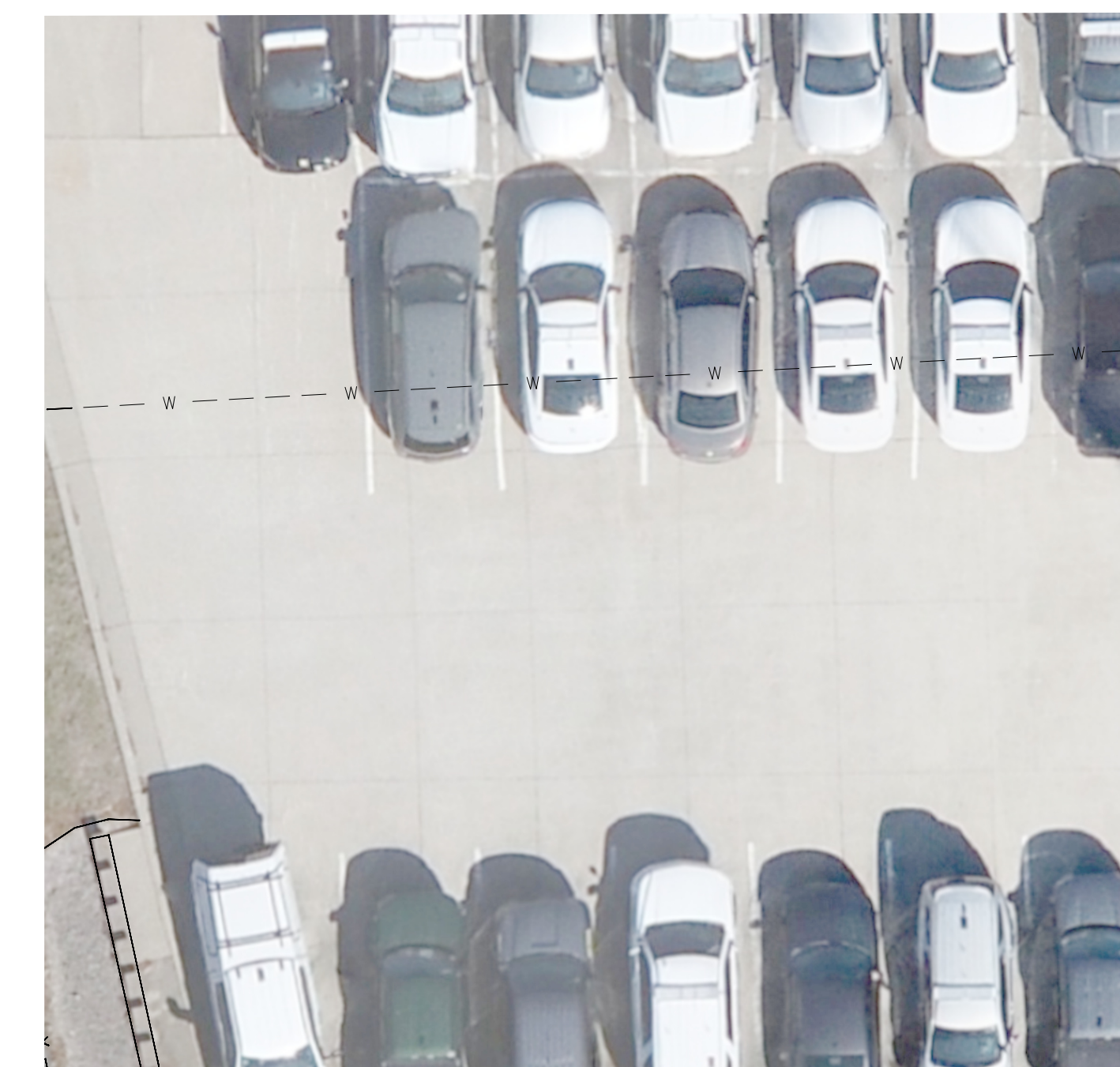
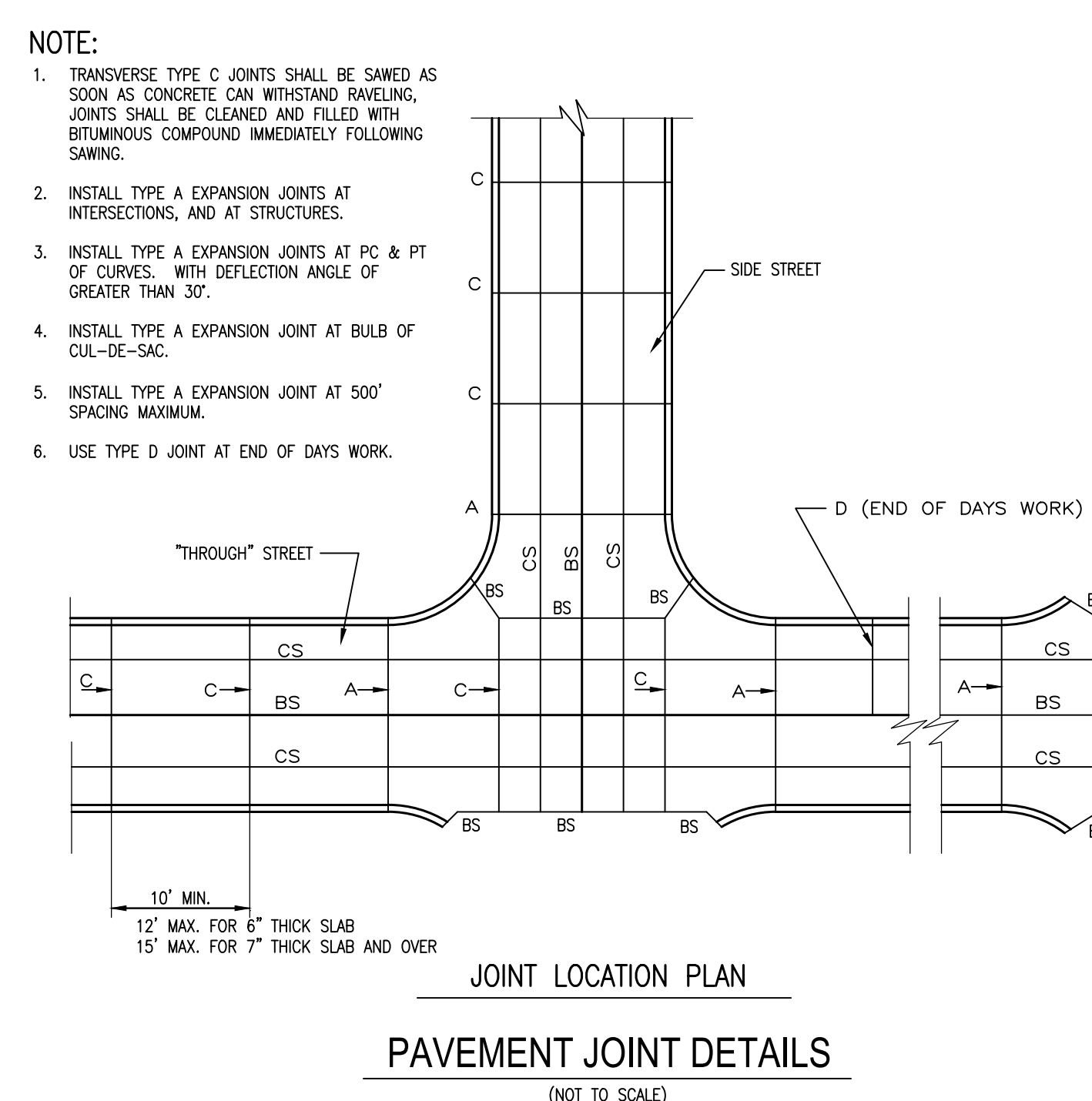
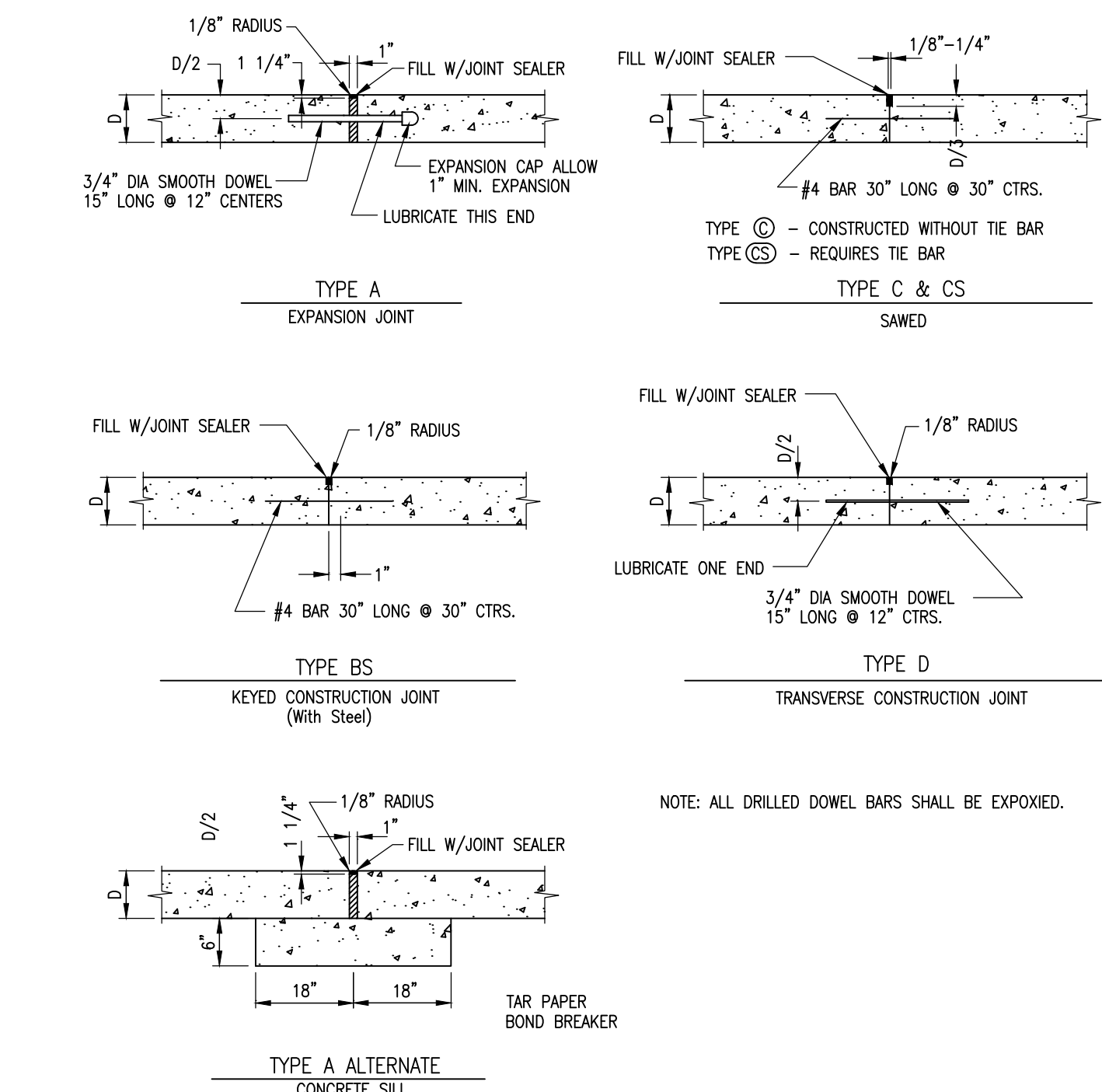
SHEET NUMBER:

**C-107**

9 OF 16 SHEETS  
10/31/2025



NOTES:  
1. CONTRACTOR SHALL DOWEL INTO EXISTING CONCRETE PAVEMENT PER TYPE "A" EXPANSION JOINT DETAIL BELOW

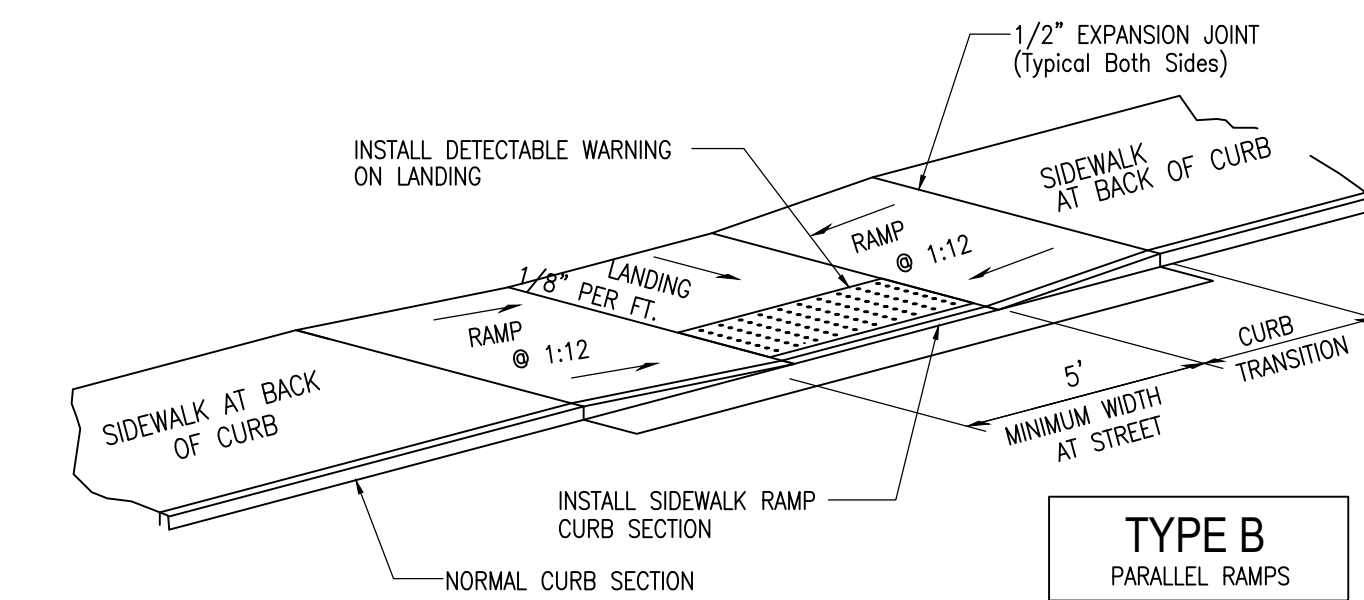
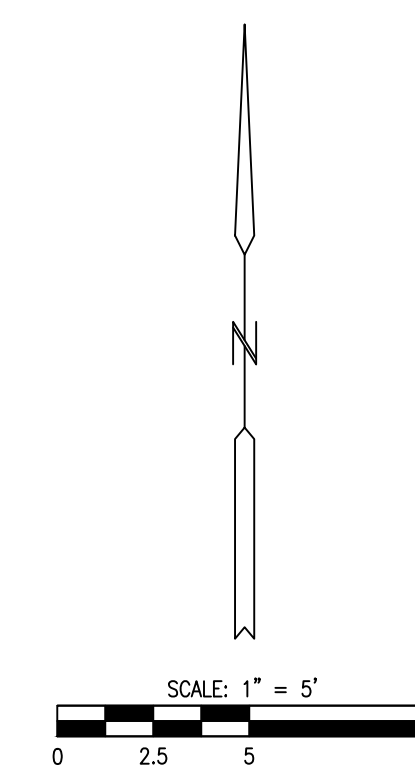


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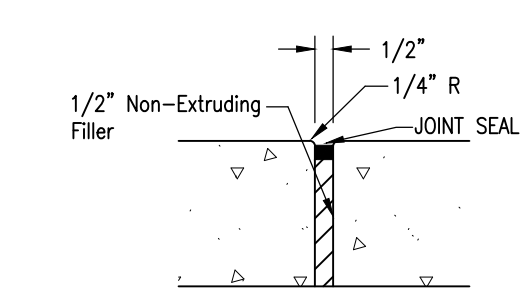
**NOTES:**

- CONTRACTOR SHALL DOWEL INTO EXISTING CONCRETE PAVEMENT PER DETAIL ON THIS SHEET

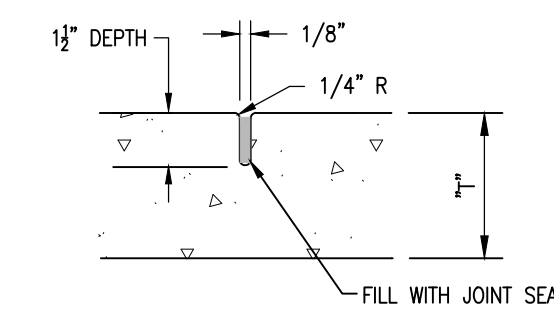


- NOTE:**
- RAMP SHALL BE 4" THICK CLASS A CONCRETE REINFORCED SAME AS SIDEWALK.
  - EXPANSION JOINT SHALL BE 1/2" PREFORMED CORK OR BITUMINOUS EXPANSION JOINT MATERIAL.
  - MAXIMUM RAMP CROSS SLOPE IS 2.00%.
  - ALL SLOPES ARE MEASURED FROM THE HORIZONTAL.
  - REPLACE STANDARD CURB SECTION WITH SIDEWALK RAMP CURB SECTION.
  - RAMP LENGTH IS DEPENDENT ON 1:12 MAX. SLOPE. USE FLATTER WHEN POSSIBLE.
  - LANDING AREA SHALL BE 4'-0" MIN WIDTH, CROSS SLOPE OF LANDING SHALL NOT EXCEED 2.00%.

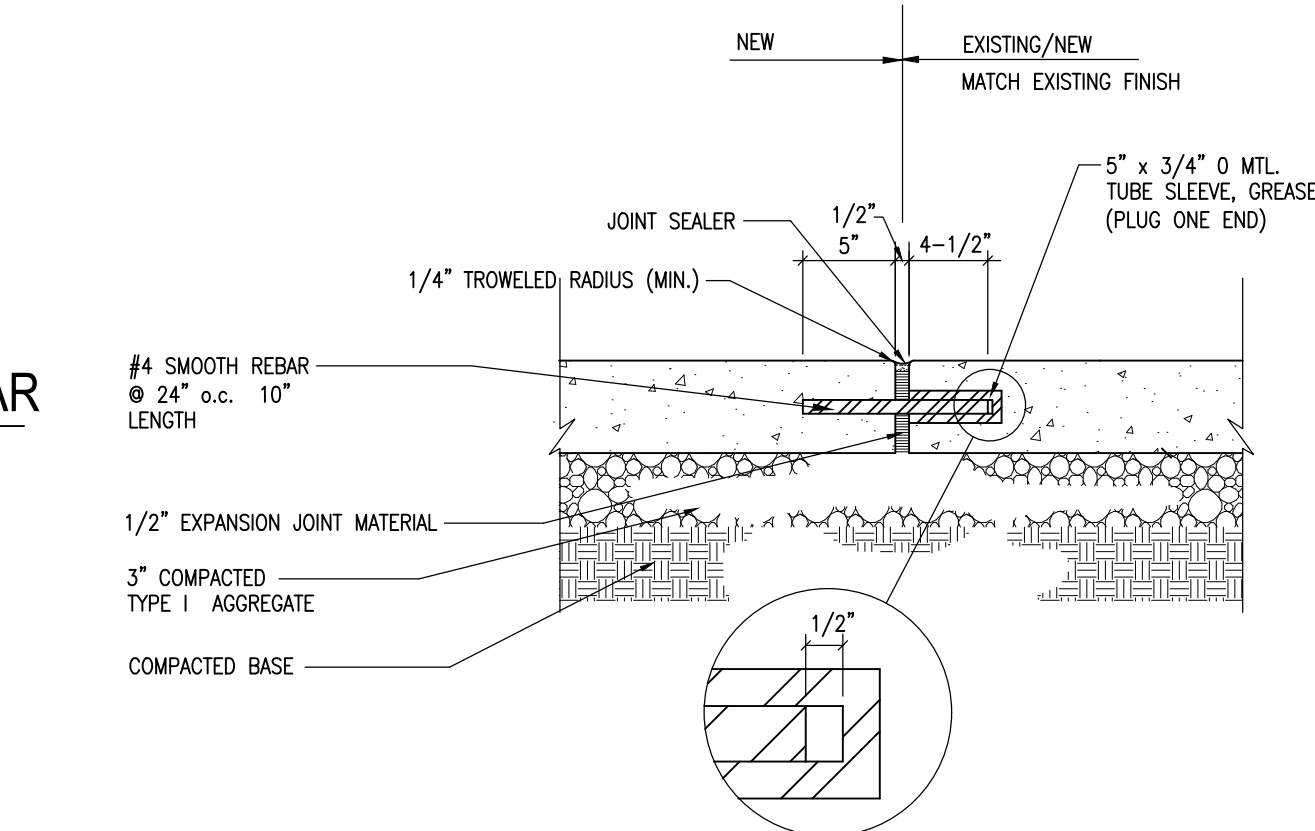
**MIDBLOCK SIDEWALK RAMP**  
(SIDEWALK AT BACK OF CURB)  
(NOT TO SCALE)



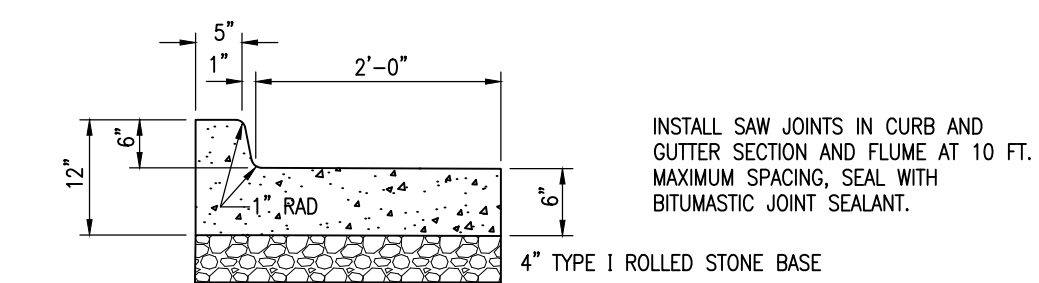
**EXPANSION JOINT W/O REBAR**  
(NOT TO SCALE)



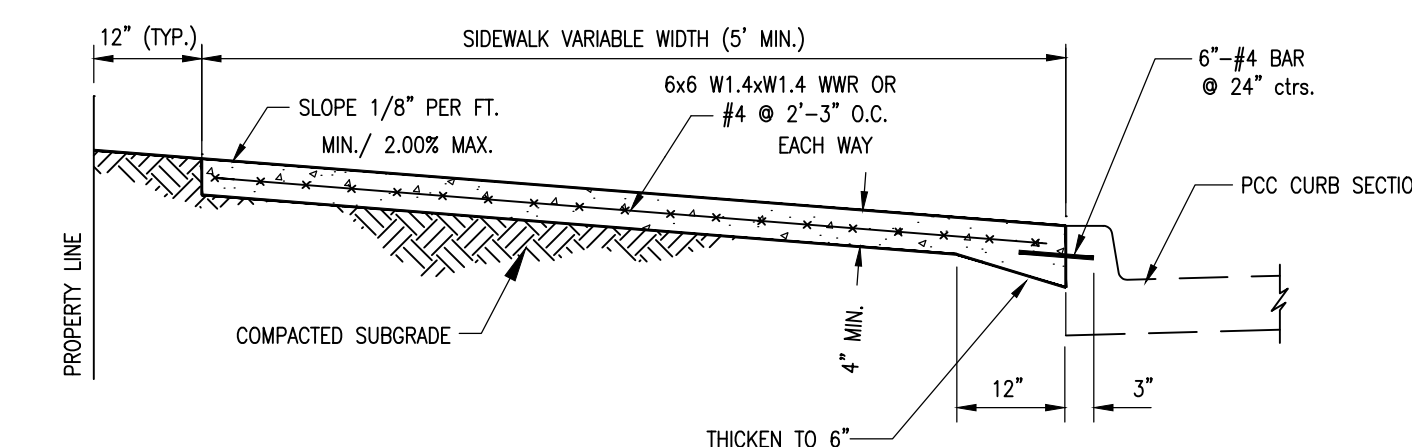
**SAWED CONTROL JOINT**  
(NOT TO SCALE)



**EXPANSION JOINT W/ REBAR**  
(NOT TO SCALE)



**TYPICAL PCC CURB SECTION**  
(NOT TO SCALE)



- NOTE:**
- SIDEWALK SHALL BE 4" THICK M&DOT PAVEMENT CONCRETE.
  - INSTALL 1/2" TRANSVERSE EXPANSION JOINTS TO MATCH STREET OR CURB AND GUTTER EXPANSION JOINTS AND AT ALL DRIVEWAY APPROACHES, AND SIDEWALK RAMPS.
  - INSTALL TRANSVERSE SAW JOINTS AT SPACING EQUAL TO SIDEWALK WIDTH.
  - NO STEEL TO BE PLACED THROUGH EXPANSION JOINT.
  - SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.00%.
  - DAMAGED SIDEWALK MUST BE FINED TO EXISTING SIDEWALK.
  - WWR OR REBAR SHALL BE ACCURATELY PLACED AND FIRMLY HELD IN PLACE DURING CONCRETE PLACEMENT BY APPROVED METHODS.

**SIDEWALK AT BACK OF CURB**  
(NOT TO SCALE)



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MO 65101

PROJECT # R2401-01  
SITE # 6007  
FACILITY # 8136007002

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SHEET TITLE:

**PROJECT 7  
SITE PLAN**

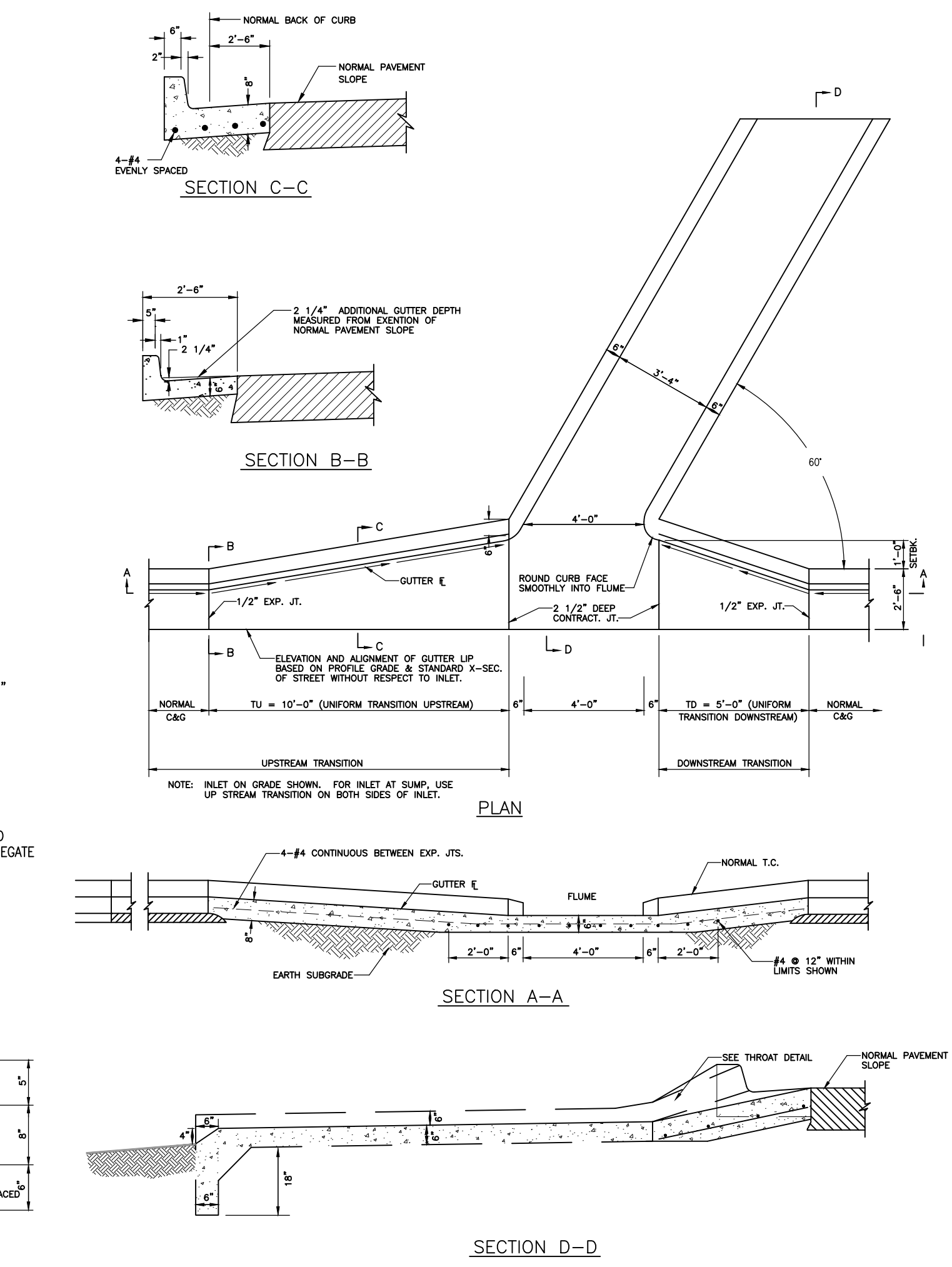
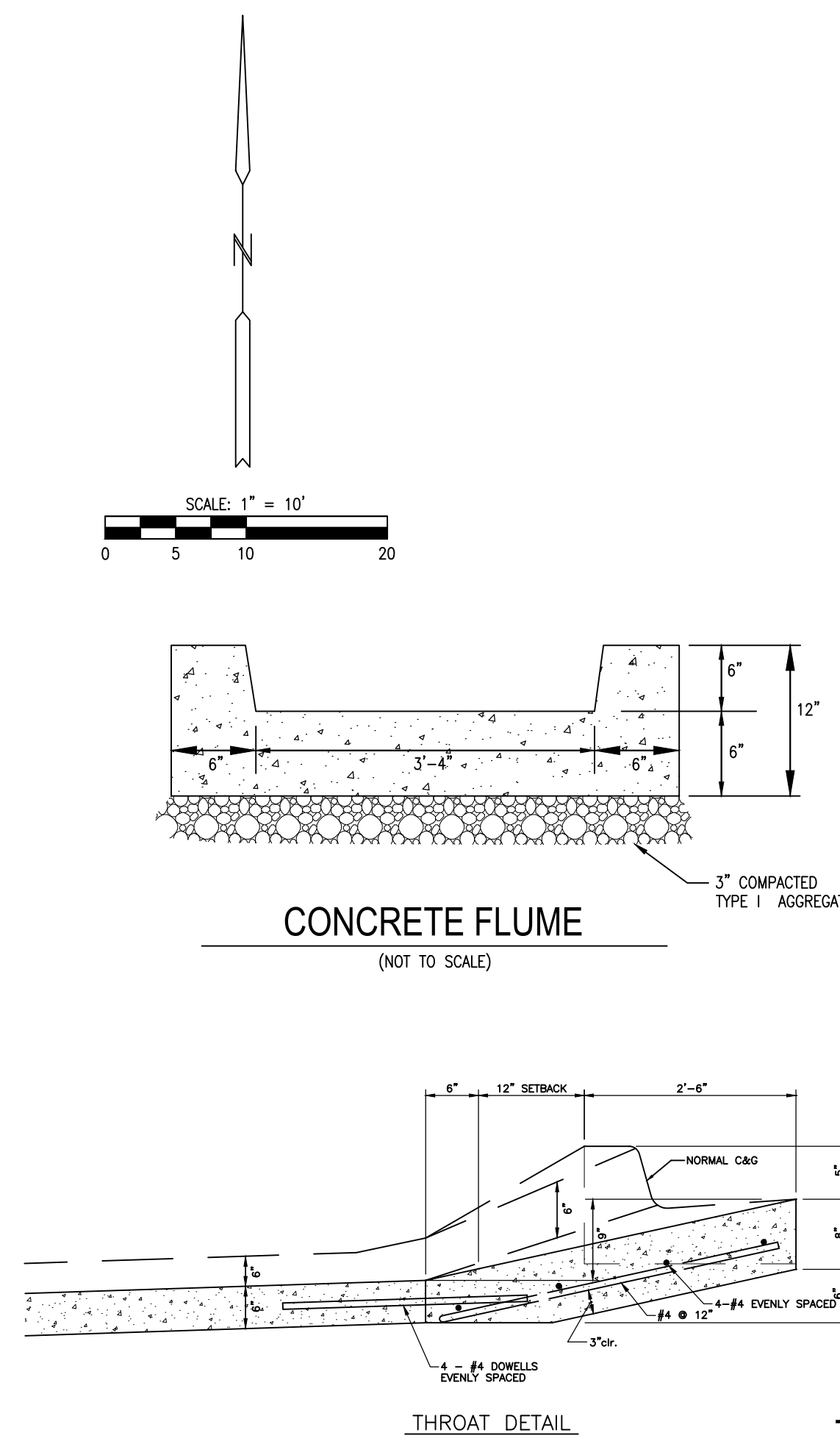
SHEET NUMBER:

**C-108**

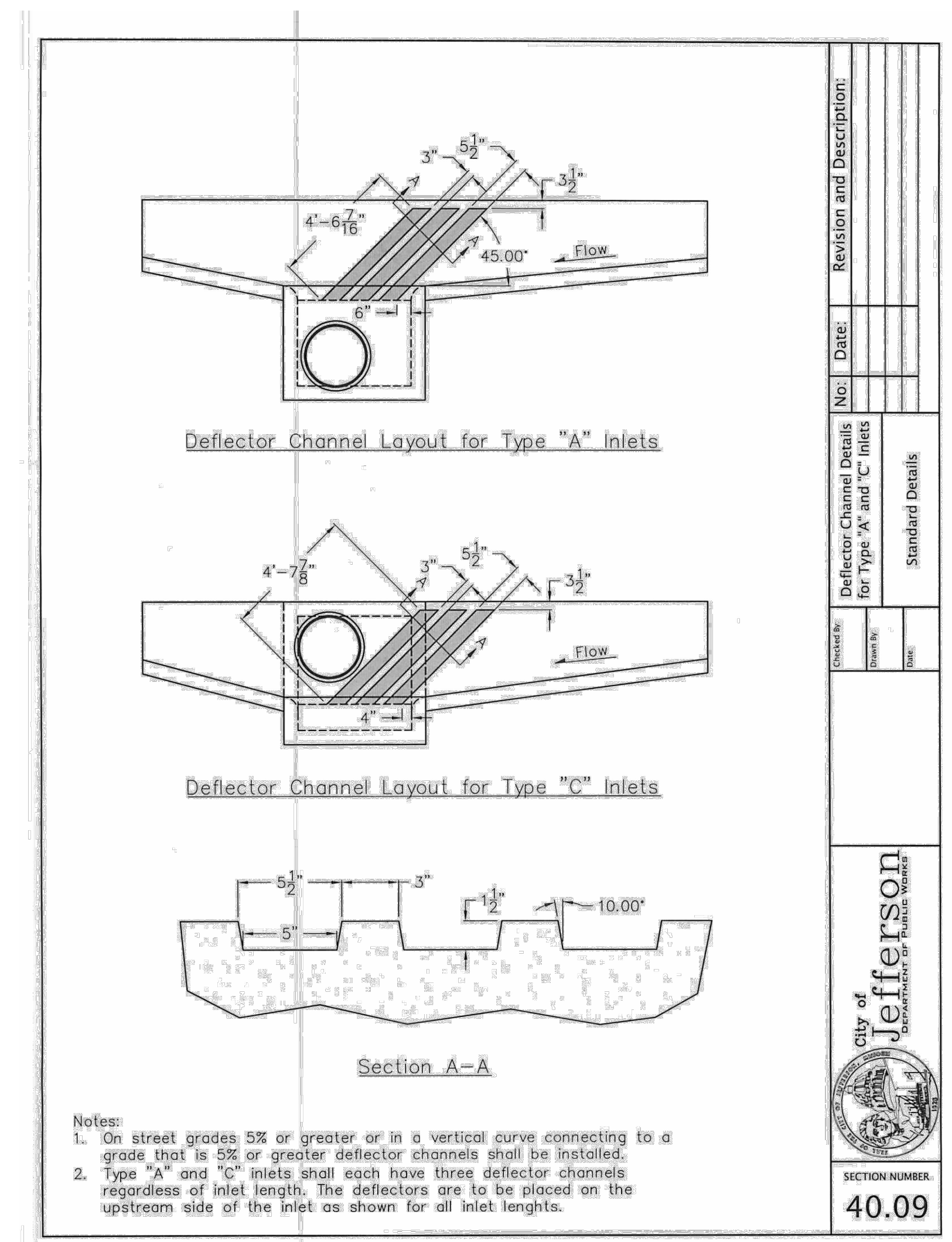
10 OF 16 SHEETS  
10/31/2025

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TYPE A FLUME (Plan & Sections)



- Notes:
1. On street grades 5% or greater or in a vertical curve connecting to a grade that is 5% or greater deflector channels shall be installed.
  2. Type "A" and "C" inlets shall each have three deflector channels regardless of inlet length. The deflectors are to be placed on the upstream side of the inlet as shown for all inlet lengths.



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US 50 & SHAMROCK RD  
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MO 65101

PROJECT # R2401-01  
SITE # 6007  
FACILITY # 8136007002

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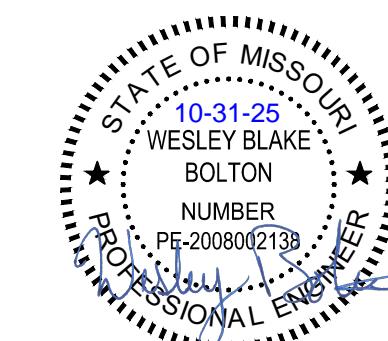
SHEET TITLE:

PROJECT 9  
SITE PLAN

SHEET NUMBER:

**C-110**

12 OF 16 SHEETS  
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SHEET TITLE:

PROJECT 10  
SITE PLAN

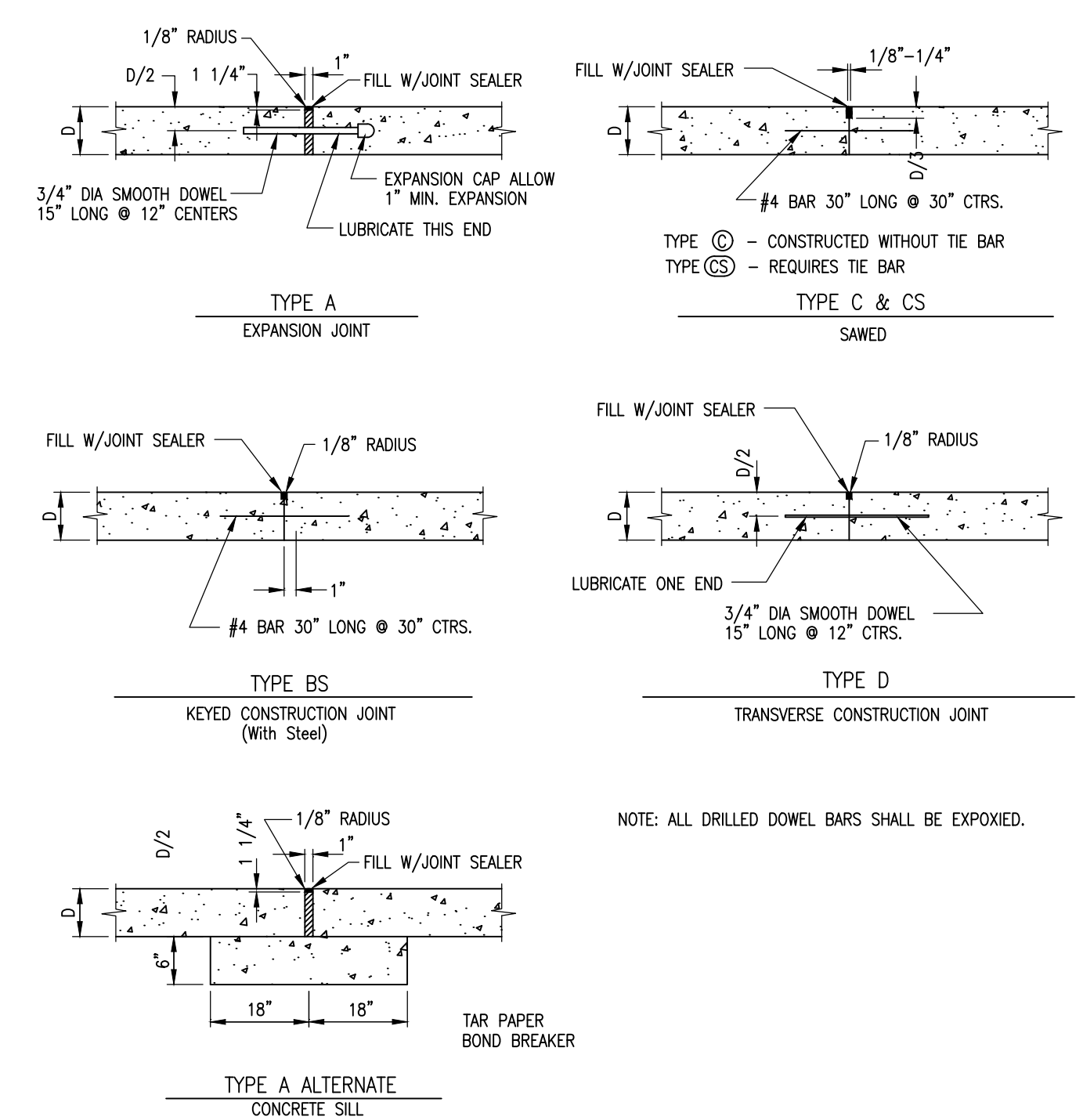
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13 OF 16 SHEETS  
10/31/2025

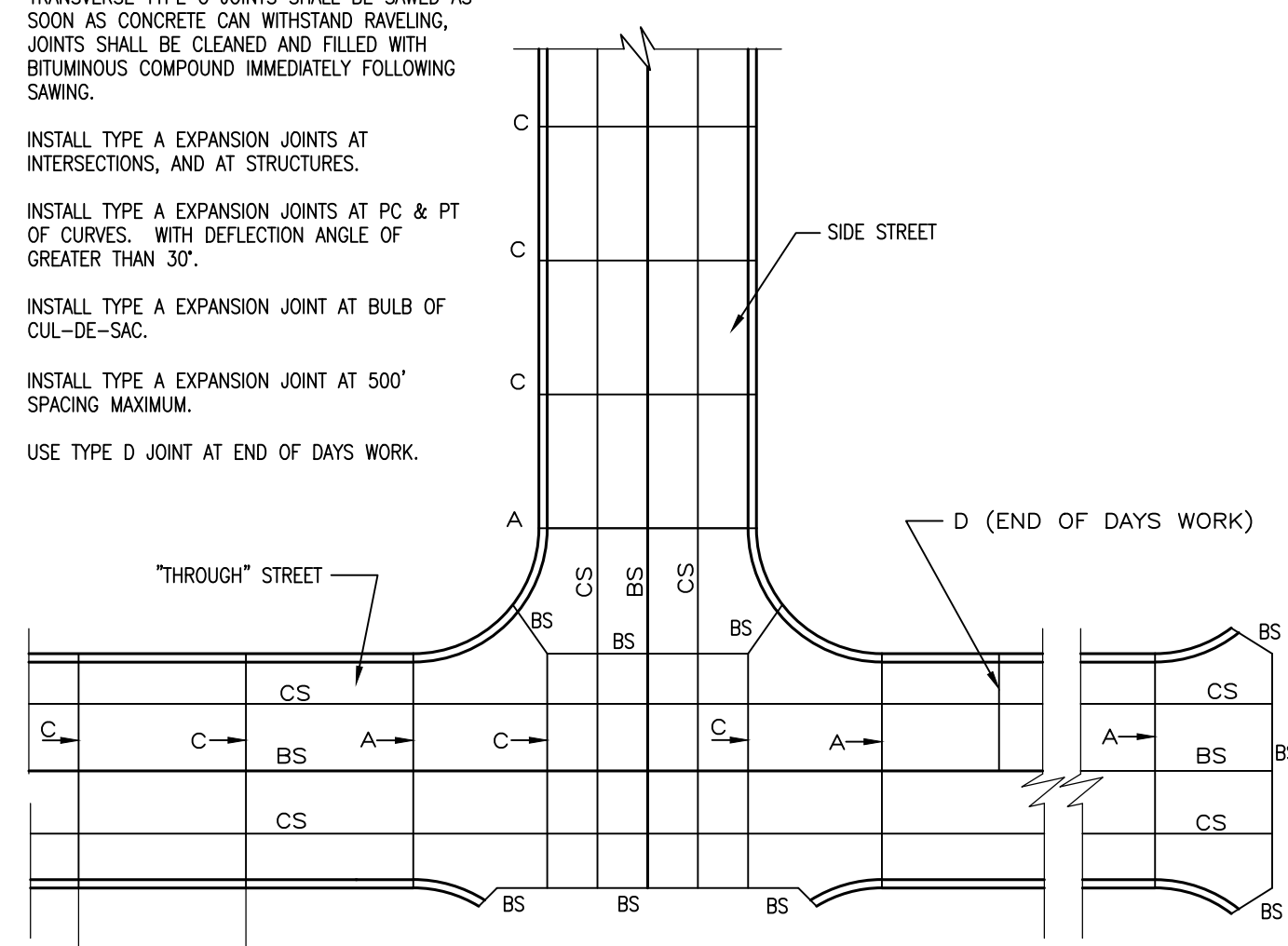


- NOTES:**
- CONTRACTOR SHALL REMOVE VEGETATION/TOPSOIL AND COMPACT SUBGRADE. REFERENCE PROOF ROLL NOTE ON SHEET G-002. PROPOSED GRAVEL SHALL MATCH EXISTING GRADE AT ALL EDGES.
  - PROPOSED GRAVEL PARKING BOUNDARY SHOWN IS APPROXIMATE AND CONTRACTOR SHALL EXPAND THE AREA IF POSSIBLE WITHOUT REMOVING ANY PERIMETER TREES GREATER THAN 4" DBH.
  - CONTRACTOR SHALL UTILIZE EROSION CONTROL MEASURES IF NECESSARY TO ENSURE SEDIMENT IS NOT CONVEYED OFFSITE.

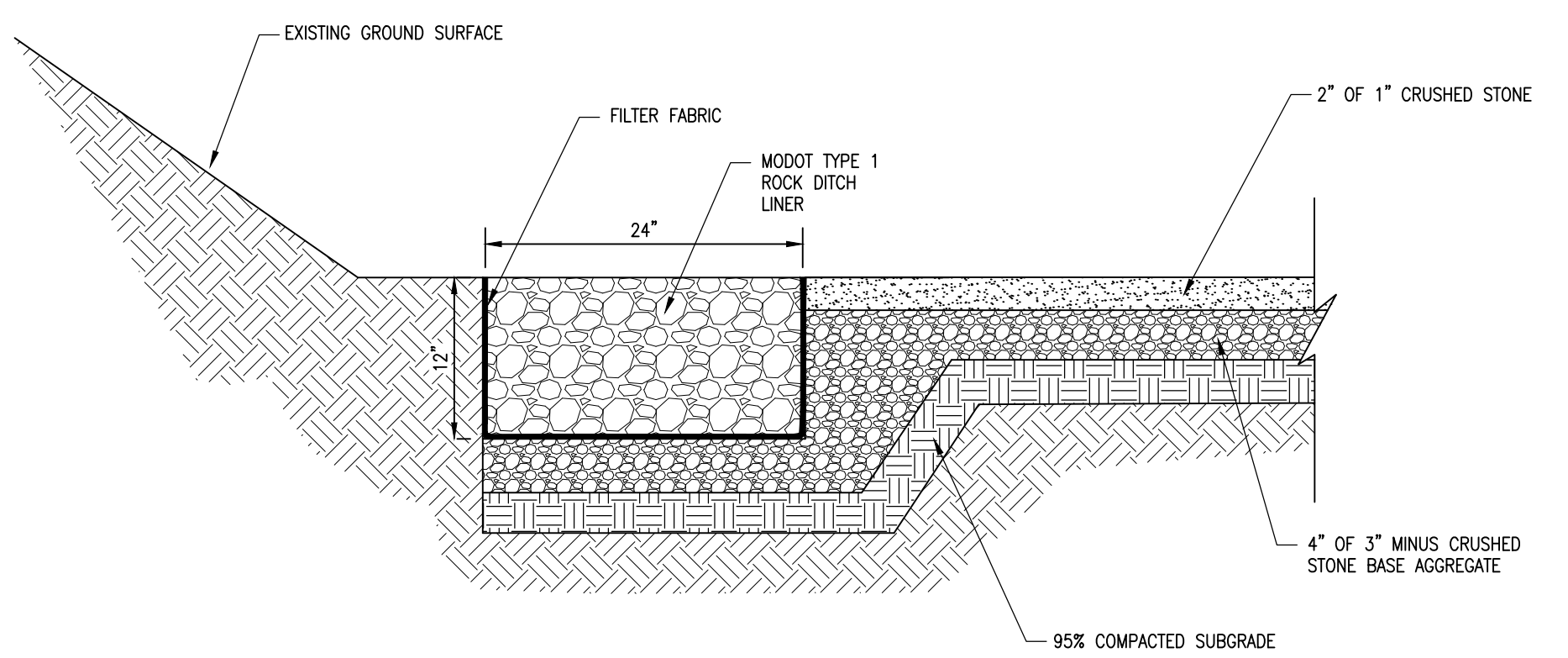


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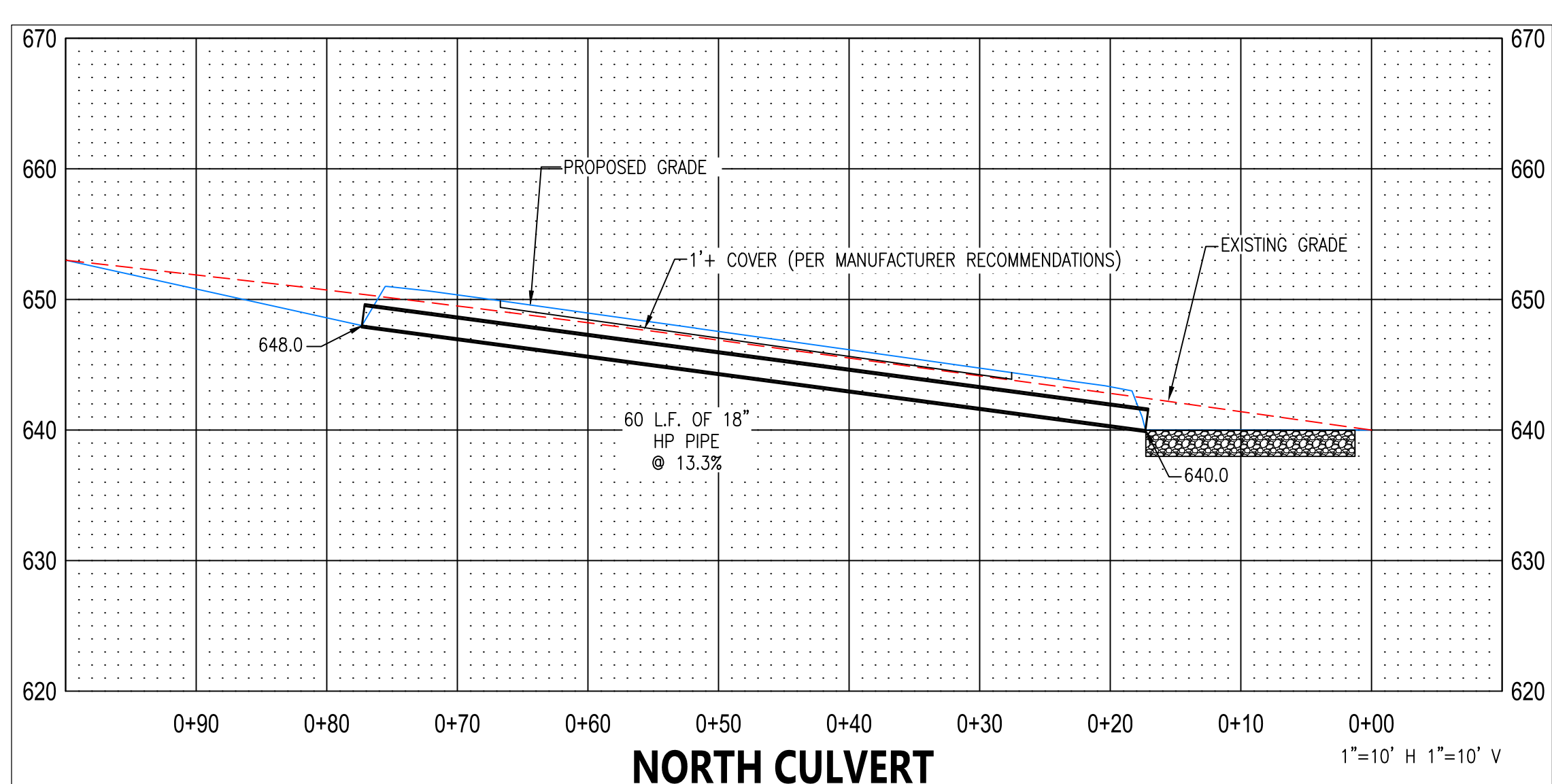
- TRANSVERSE TYPE C JOINTS SHALL BE SAWS AS SOON AS CONCRETE CAN WITHSTAND RAVELING. JOINTS SHALL BE CLEANED AND FILLED WITH BITUMINOUS COMPOUND IMMEDIATELY FOLLOWING SAWING.
- INSTALL TYPE A EXPANSION JOINTS AT INTERSECTIONS, AND AT STRUCTURES.
- INSTALL TYPE A EXPANSION JOINTS AT PC & PT OF CURVES, WITH DEFLECTION ANGLE OF GREATER THAN 30°.
- INSTALL TYPE A EXPANSION JOINT AT BULB OF CUL-DE-SAC.
- INSTALL TYPE A EXPANSION JOINT AT 500' SPACING MAXIMUM.
- USE TYPE D JOINT AT END OF DAYS WORK.



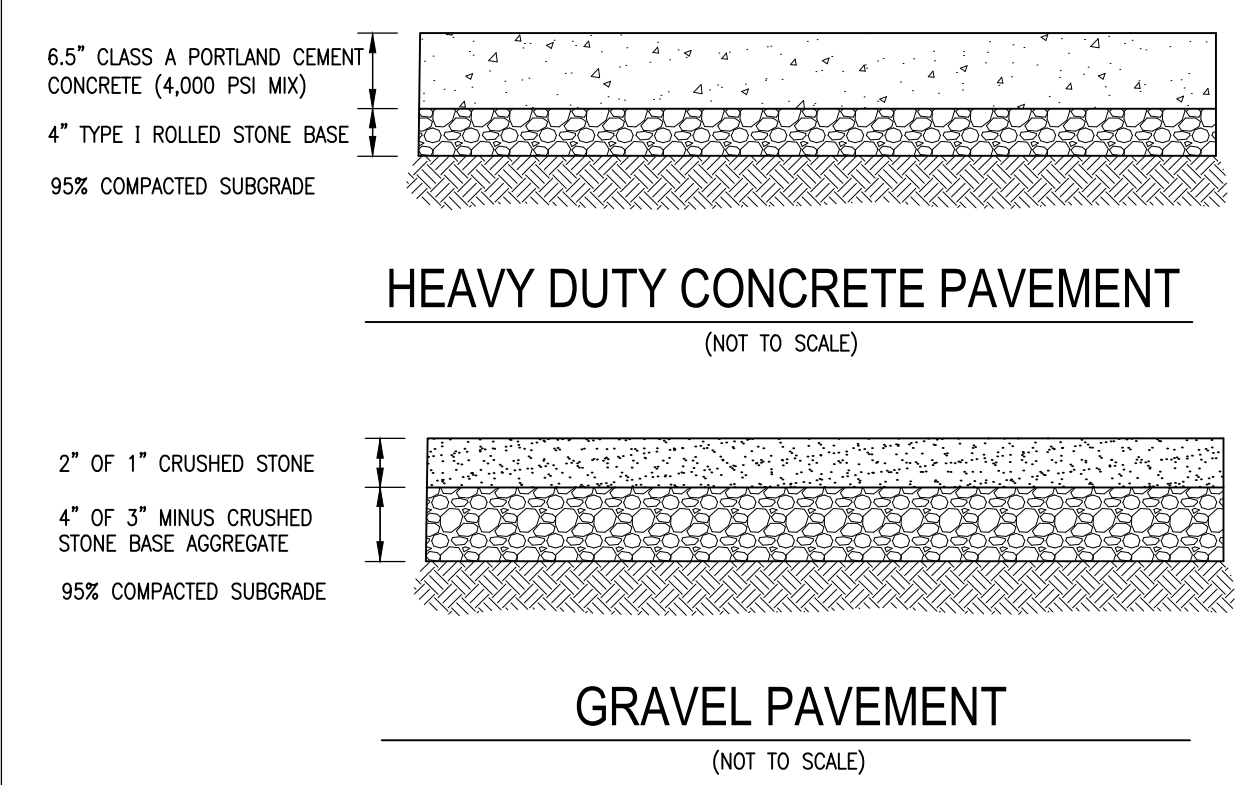
JOINT LOCATION PLAN  
**PAVEMENT JOINT DETAILS**  
(NOT TO SCALE)



**RIP RAP DISSIPATION STRIP**  
(NOT TO SCALE)



**NORTH CULVERT**  
1"=10' H 1"=10' V

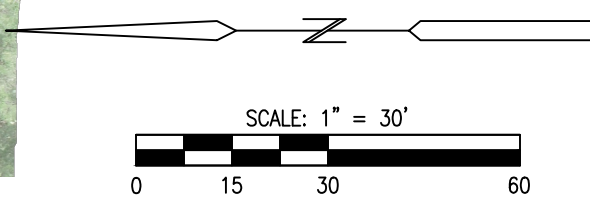


**HEAVY DUTY CONCRETE PAVEMENT**  
(NOT TO SCALE)

**GRAVEL PAVEMENT**  
(NOT TO SCALE)



PROPOSED PAVEMENT  
REMOVAL/REPLACEMENT  
SEE C-202



STATE OF MISSOURI  
MIKE KEHOE,  
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5621 RAPTOR ROAD  
JEFFERSON CITY,  
MO 65109

PROJECT # R2401-01  
SITE # 6020  
FACILITY # 8136020014

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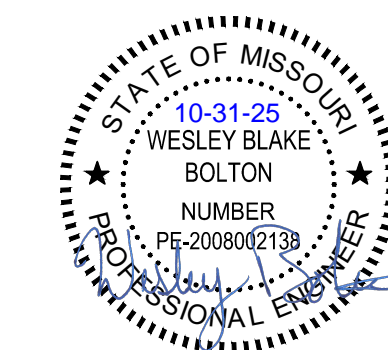
**SITE PLAN**

SHEET NUMBER:

**C-201**

14 OF 16 SHEETS  
10/31/2025

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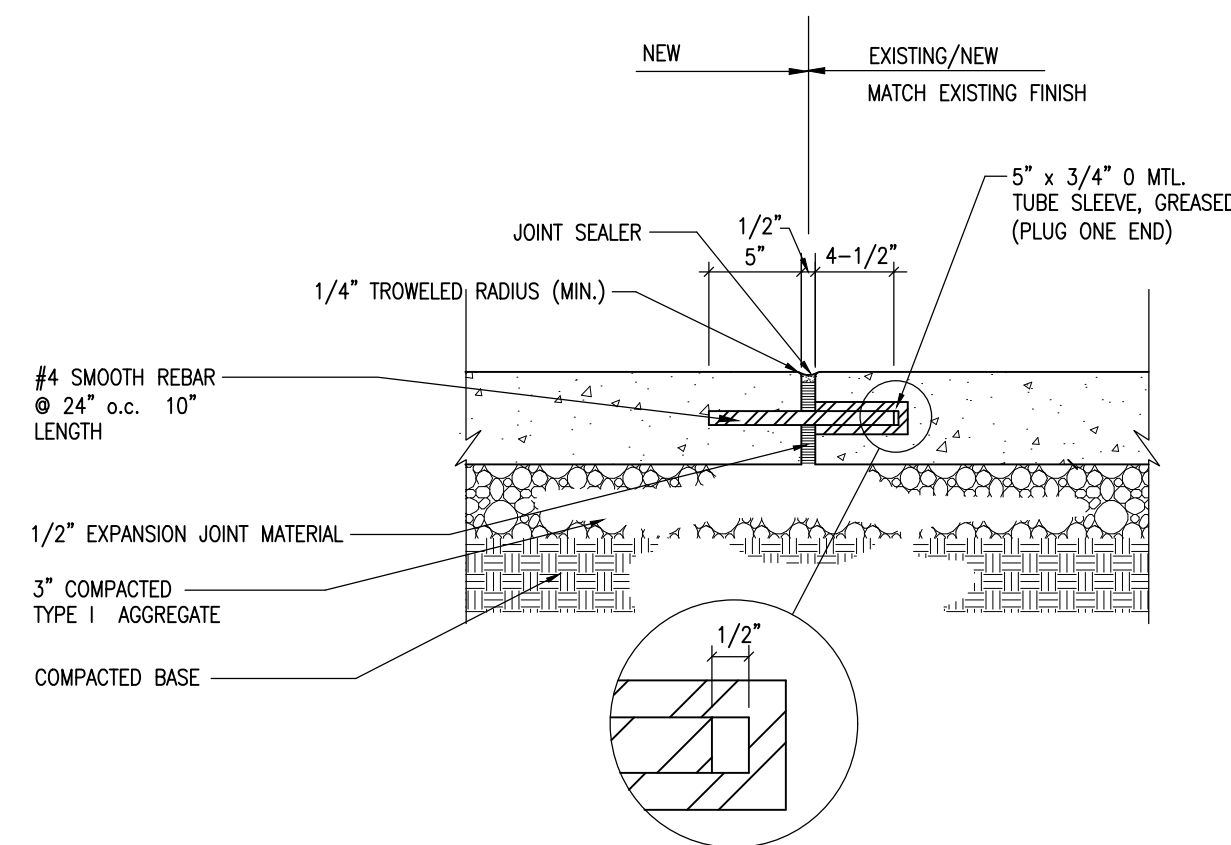
SITE PLAN

SHEET NUMBER:

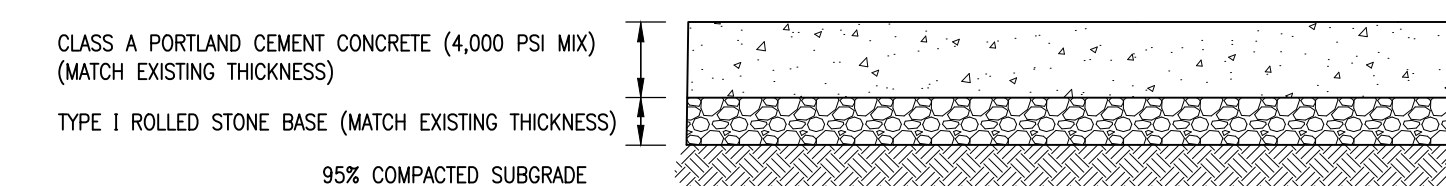
**C-202**

15 OF 16 SHEETS  
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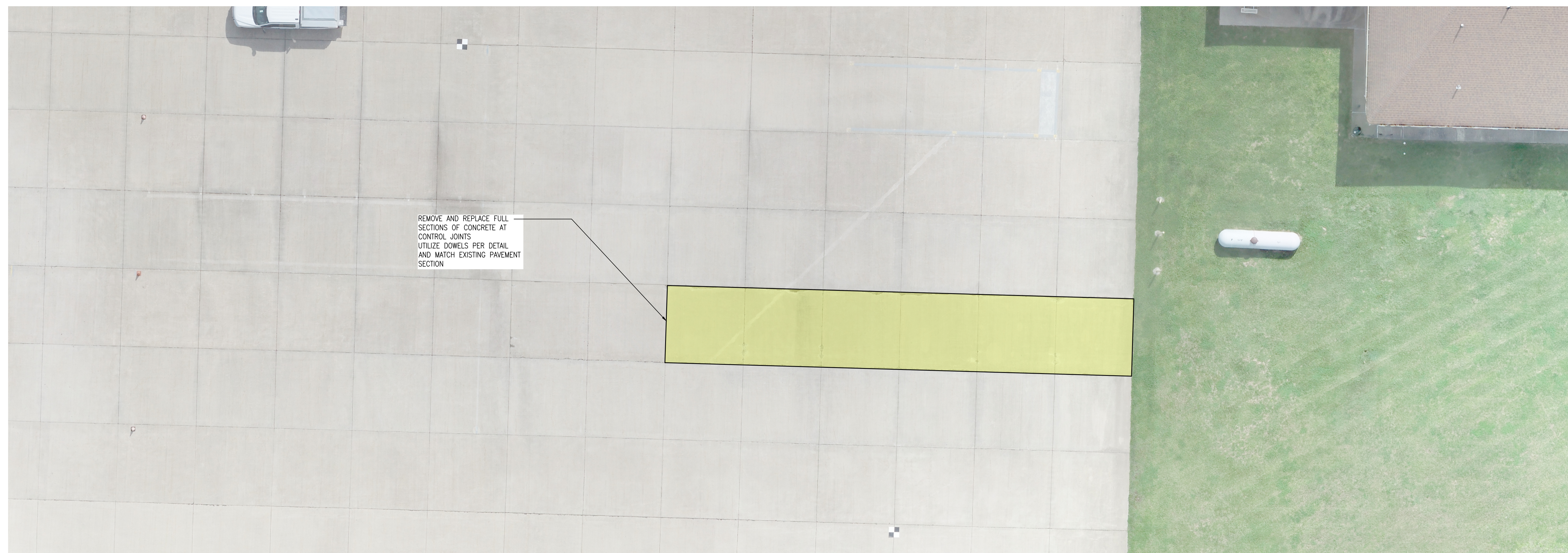
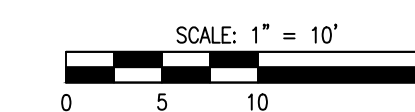
**EXPANSION JOINT W/ REBAR**  
(NOT TO SCALE)



**HEAVY DUTY CONCRETE PAVEMENT**  
(NOT TO SCALE)

**NOTES:**

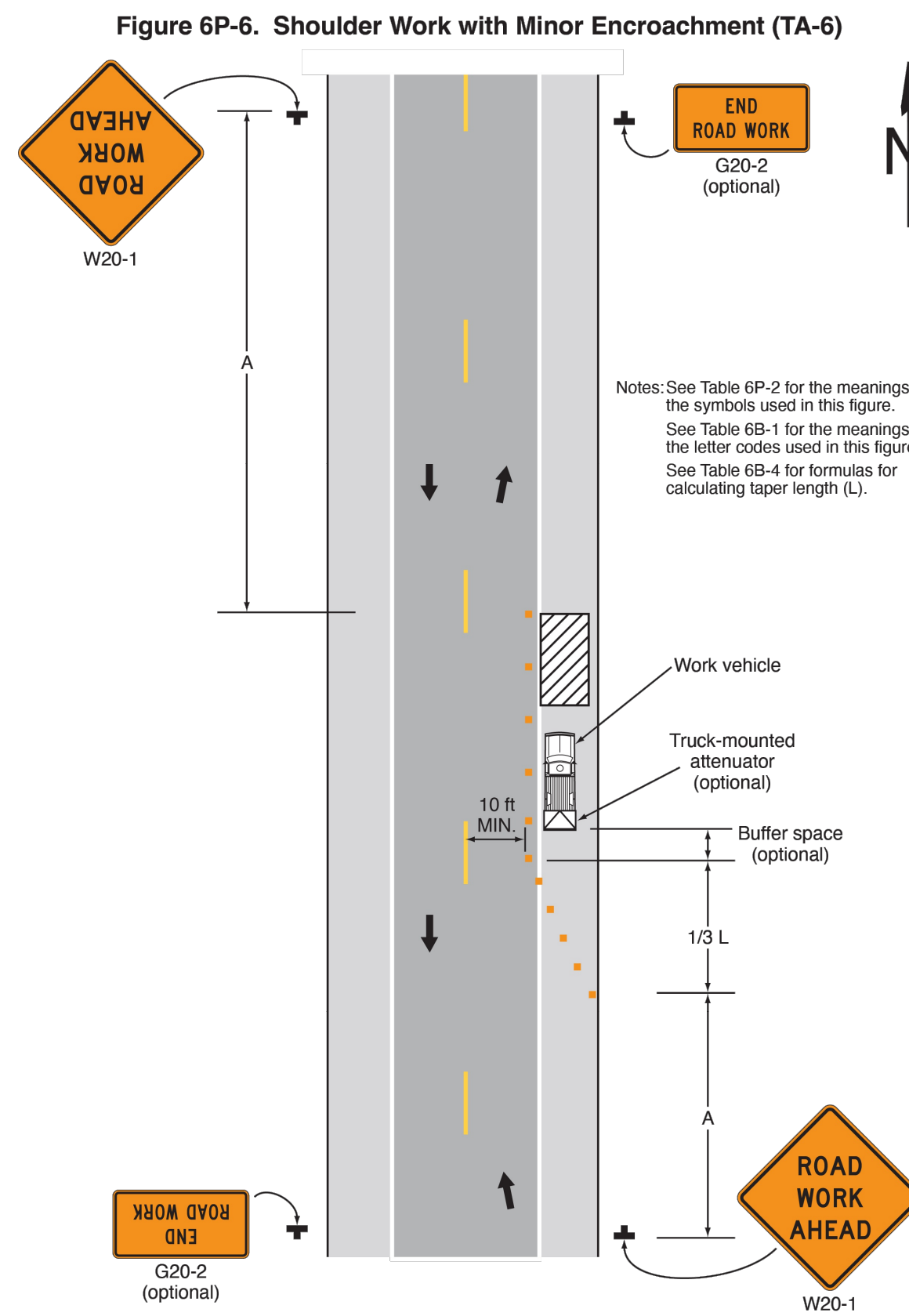
1. CONTRACTOR SHALL SCARIFY AND RECOMPACT SUBGRADE PRIOR TO PLACEMENT OF BASEROCK. THIS WORK SHALL BE OBSERVED BY ALLSTATE CONSULTANTS GEOTECHNICAL STAFF. IF UNSUITABLE SOILS ARE IDENTIFIED, THEY SHALL BE REMOVED AND REPLACED AT THE DIRECTION OF ALLSTATE CONSULTANTS GEOTECHNICAL STAFF.
2. IF THE CONTRACTOR ENCOUNTERS GROUNDWATER DURING CONSTRUCTION, THEY SHALL CONTACT ALLSTATE CONSULTANTS TO DETERMINE IF SUBGRADE DRAINAGE IS REQUIRED.
3. MATCH EXISTING SAW JOINT PATTERN.



REMOVE AND REPLACE FULL SECTIONS OF CONCRETE AT CONTROL JOINTS UTILIZE DOWELS PER DETAIL AND MATCH EXISTING PAVEMENT SECTION

**GENERAL TRAFFIC CONTROL NOTES**

1. THIS TEMPORARY TRAFFIC CONTROL PLAN IS INTENDED TO CONFORM TO THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. TEMPORARY TRAFFIC CONTROL SHALL BE IN PLACE BEFORE CONSTRUCTION BEGINS IN IMPACTED AREAS AND SHALL BE REMOVED WHEN WORK IS COMPLETED IN IMPACTED AREAS.
3. THIS PLAN MAY BE FIELD MODIFIED TO ACCOMMODATE CHANGING WORK ZONE TRAFFIC CONTROL NEEDS. MODIFICATIONS MUST BE APPROVED BY THE ENGINEER AND CONFORM TO THE CURRENT EDITION OF THE MUTCD.
4. ANY TEMPORARY ENCROACHMENT OF EQUIPMENT INTO TRAVEL LANES SHALL BE INDICATED BY FLAGGERS.
5. MAINTAIN ALL LANES AT A MINIMUM OF 10' IN WIDTH UNLESS OTHERWISE NOTED.
6. CONTRACTOR SHALL ENSURE ALL TEMPORARY TRAFFIC CONTROL DEVICES ARE MAINTAINED PER MUTCD REQUIREMENTS.
7. LANE CLOSURES SHALL BE SCHEDULED FOR THE MINIMUM TIME REQUIRED TO COMPLETE THE WORK.
8. CONTRACTOR SHALL INFORM THE ENGINEER IMMEDIATELY IF OPERATIONAL OR SAFETY CONCERNS ARE OBSERVED.
9. CONTRACTOR SHALL ENSURE THE CONSTRUCTION AREA IS SECURED AND INACCESSIBLE TO VEHICLES AND PEDESTRIANS DURING ACTIVE WORK.
10. LANE SHIFTS/CLOSURES THAT OCCUR OVERNIGHT SHALL UTILIZE WARNING LIGHTS PER THE MUTCD.
11. CONTRACTOR SHALL COMMUNICATE CLOSURE IMPACTS TO MSHP STAFF AT LEAST 5 WORKING DAYS PRIOR TO CLOSURE.
12. EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED TO ALL PROPERTIES THROUGHOUT CONSTRUCTION.



Typical Application 6

**Notes for Figure 6P-6—Typical Application 6  
Shoulder Work with Minor Encroachment**

**Guidance:**

1. All lanes should be a minimum of 10 feet in width as measured to the near face of the channelizing devices.
2. The treatment shown should be used on a minor road having low speeds. For higher-speed traffic conditions, a lane closure should be used.

**Option:**

3. Additional positive protection devices may be used per Section 6M.02.
4. For short-term use on low-volume, low-speed roadways with vehicular traffic that does not include longer and wider heavy commercial vehicles, a minimum lane width of 9 feet may be used.
5. Where the opposite shoulder is suitable for carrying vehicular traffic and of adequate width, lanes may be shifted by use of closely-spaced channelizing devices, provided that the minimum lane width of 10 feet is maintained.
6. Additional advance warning may be appropriate, such as a ROAD NARROWS sign.
7. Temporary traffic barriers may be used along the work space.
8. The shadow vehicle may be omitted if a taper and channelizing devices are used.
9. A truck-mounted attenuator may be used on the shadow vehicle.
10. For short-duration work, the taper and channelizing devices may be omitted if a shadow vehicle with activated high-intensity rotating, flashing, oscillating, or strobe lights is used.
11. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

**Standard:**

12. Vehicle-mounted signs shall be mounted in a manner such that they are not obscured by equipment or supplies. Sign legends on vehicle-mounted signs shall be covered or turned from view when work is not in progress.
13. Shadow and work vehicles shall display high-intensity rotating, flashing, oscillating, or strobe lights.
14. Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.

**Table 6P-2. Meaning of Symbols on Typical Application Diagrams**

	Arrow board		Shadow vehicle
	Arrow board support or trailer (shown facing down)		Sign (shown facing left)
	Changeable message sign or support trailer		Surveyor
	Channelizing device		Temporary barrier
	Crash cushion		Temporary barrier with warning light
	Direction of temporary traffic detour		Traffic or pedestrian signal
	Direction of travel		Truck-mounted attenuator
	Flagger		Type 3 barricade
	High-level warning device (Flag tree)		Warning light
	Longitudinal channelizing device		Work space
	Luminaire		Work vehicle
	Pavement markings that should be removed for a long-term project		

**Table 6B-1. Recommended Advance Warning Sign Minimum Spacing**

Road Type	Distance between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

\* Speed category to be determined by the highway agency or owner of site roadways open to public travel.  
 \*\* The column headings A, B, and C are the dimensions shown in Figures 6P-1 through 6P-54. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

**Table 6B-4. Formulas for Determining Taper Length**

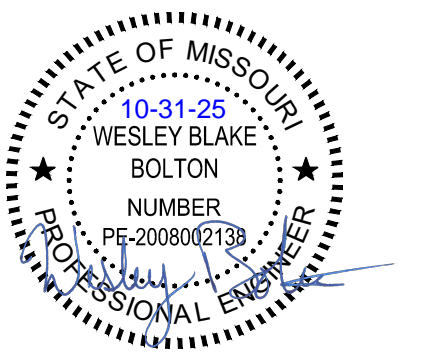
Speed (S)	Taper Length (L) in feet
40 mph or less	L = WS <sup>2</sup> 60
45 mph or more	L = WS

Where: L = taper length in feet  
 W = width of offset in feet  
 S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

**Table 6B-3. Taper Length Criteria for Temporary Traffic Control Zones**

Type of Taper	Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic Taper	50 feet minimum, 100 feet maximum
Downstream Taper	50 feet minimum, 100 feet maximum

Note: Use Table 6B-4 to calculate L.



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