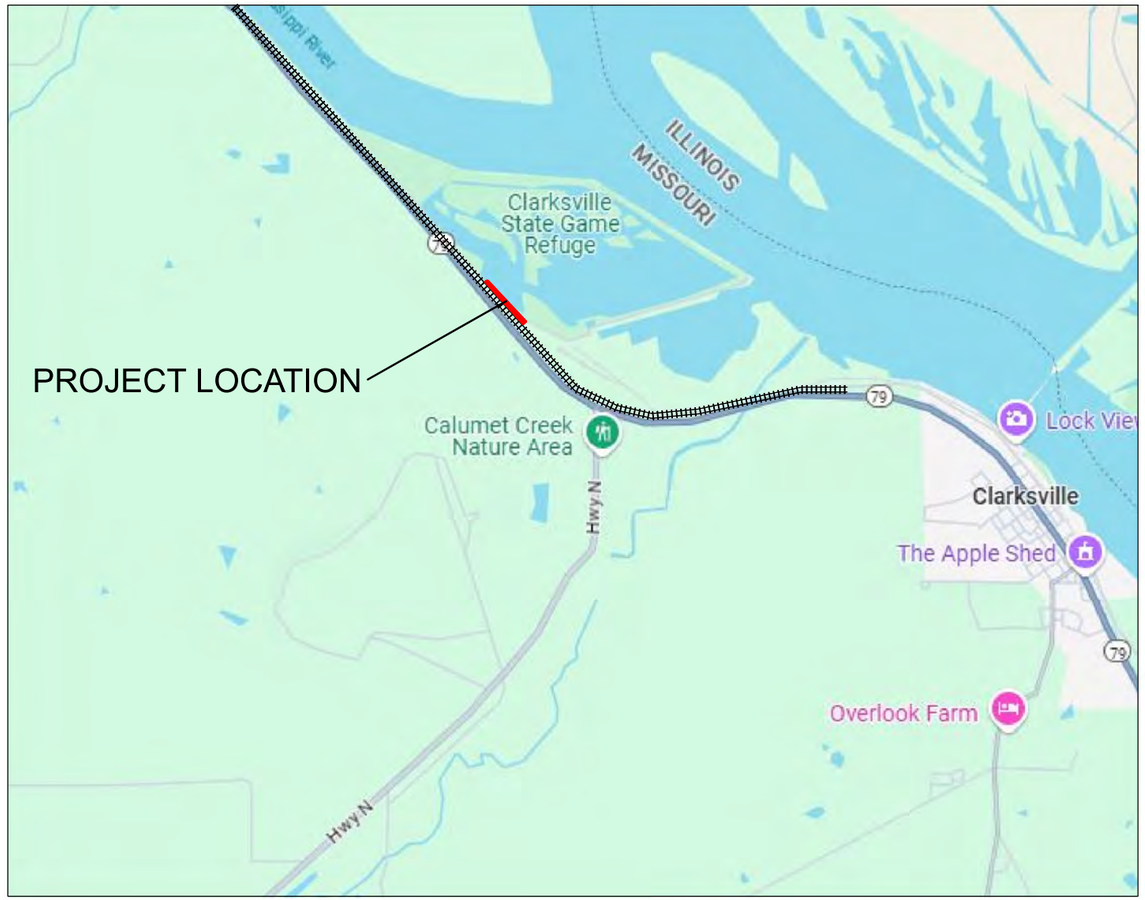
PIKE LINCOLN COUNTY PORT
CLARKSVILLE SITE REDEVELOPMENT



VICINITY MAP
NOT TO SCALE

LINE SEGMENT 0014
HANNIBAL SUBDIVISION
MP 86.510 TO MP 86.822

STATE OF MISSOURI
TYLER KRAMER
NUMBER
PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

IFC PLANS

DATE: NOVEMBER 6, 2025

HANSON™

1001 E. 101st TERRACE,SUITE 120
KANSAS CITY, MO 64131
Phone: (913) 214-3180

DRAWING NUMBER	DRAWING TITLE	SHEET NUMBER
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Bid Item No.	Description	Unit	Quantity	Unit Price	Extended Price
Civil					
1	Mobilization/Demobilization	LS	1.0		$0.00
2	Clearing and Grubbing	AC	0.5		$0.00
3	Remove and Dispose Tracks	TF	935.0		$0.00
4	Remove and Dispose Turnouts	EA	5.0		$0.00
5	Excavation	CY	800		$0.00
6	Onsite Excavation Storage	CY	800		$0.00
7	Unsuitable Excavation, Unclassified	CY	80		$0.00
8	Furnish & Install RH DSPD W/ Sign	EA	1		$0.00
9	Track 6196 Construction, 136lbs	TF	65		$0.00
10	Track 6113A, 6114, 6110 Construction, 115lbs	TF	602		$0.00
11	Track Shift	TF	771		$0.00
12	Transition rails (pair)	EA	2		$0.00
13	Track Tie Rehab, 6196, 6198, 6110, 6114	TF	2,800		$0.00
14	Track Rail Rehab, 6196, 6198, 6110, 6114	TF	2,800		$0.00
15	Install BNSF Rehab #9 LH HTTO	EA	2		$0.00
16	Furnish Construct and Install #9 SMSG LH HTTO	EA	1		$0.00
17	Furnish Construct and Install #9 SMSG RH HTTO	EA	2		$0.00
18	Furnish and Install Cross Buck Signs	EA	2		$0.00
19	Deflect Track 6198 (15°)	TF	97		$0.00
20	Subballast, 6", Turnout Pad	CY	100		$0.00
21	Subballast, Varies, Crossing Approaches	CY	10		$0.00
22	Subballast, 6", Track 6113A	CY	200		$0.00
23	Remove Crossing	TF	30		$0.00
24	Construct Crossing	TF	30		$0.00
25	Walkway Ballast	CY	40		$0.00
26	Erosion Control	LS	1		$0.00
27	Survey Pre Construction	LS	0		$0.00
28	Survey Post Construction	LS	0		$0.00
29	Flagging	LS	0		$0.00
30	ROE	LS	0		$0.00
				Total:	$0.00

REV	DATE	DESCRIPTION	BY	SUB	APP

DESIGNED BY TSK
DRAWN BY TSK
CHECKED BY SLG
APPROVED BY SLG
DATE 11/06/2025

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LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
INDEX OF DRAWINGS

CONTRACT NO. 22I0045
DRAWING NO. G-002
REVISION
SHEET NO. 2 OF 16
SCALE NONE

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GENERAL NOTES

ENGINEER SHALL REFER TO THE BNSF ENGINEER OR BNSF'S DULY AUTHORIZED ENGINEERING REPRESENTATIVE RESPONSIBLE FOR THE MONITORING OF CONSTRUCTION ACTIVITIES AND PROTECTION OF THE INTERESTS OF BNSF DURING CONSTRUCTION.

CONTRACTOR SHALL COMPLY WITH ALL THE LOCAL, STATE AND FEDERAL SAFETY CODES AND REGULATIONS AND THE SPECIFICATIONS FOR THE CONTRACT.

ALL CONSTRUCTION ACTIVITIES SHALL BE SCHEDULED AND COORDINATED THROUGH THE ENGINEER, INCLUDING THE VARIOUS COMPANIES, AGENCIES AND OTHER CONTRACTORS WHO MAY BE AFFECTED BY THIS WORK. ALL REQUIRED PERMITS NEEDED FOR THE WORK SHALL BE OBTAINED BY THE CONTRACTOR UNLESS OTHERWISE NOTED. CONTRACTOR SHALL COMPLY WITH ALL RAILROAD OCCUPANCY REQUIREMENTS INCLUDING INSURANCE REQUIREMENTS.

PRIOR TO COMMENCING WORK, ALL EXISTING SITE CONDITIONS SHALL BE FIELD VERIFIED WITH THE ENGINEER TO ASCERTAIN THE LIMITS OF WORK ACTIVITIES. THE CONTRACTOR SHALL SUBMIT AND RECEIVE THE ENGINEER'S APPROVAL OF THE CONTRACTORS PROJECT SCHEDULE AND OPERATIONS PLAN. EACH ITEM OF WORK SHALL BE DESCRIBED AND ACCOUNTED FOR IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL REFER TO THE SPECIFICATIONS FOR FURTHER INFORMATION REGARDING SUBMITTAL REQUIREMENTS.

MAINTENANCE OF RAILROAD & ROADS

THE SAFETY AND CONTINUITY OF OPERATIONS FOR BNSF TRAIN TRAFFIC AND SIGNAL EQUIPMENT SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR AND ITS SUBCONTRACTOR(S) SHALL PERFORM THE WORK FOR THE PROJECT ACCORDINGLY. MINIMUM BNSF OPERATING CLEARANCES SHALL BE MAINTAINED UNLESS APPROVED IN WRITING BY THE ENGINEER. WHENEVER THE WORK FOR THE PROJECT MAY AFFECT THE SAFETY OF THE TRAINS OR HAS THE POTENTIAL TO DELAY TRAIN TRAFFIC, THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE ENGINEER PRIOR TO COMMENCING THE WORK. A FORMAL SUBMITTAL DOCUMENTING THE METHODS OF DOING SUCH WORK MAY BE REQUIRED.

EXISTING RAILROAD SIGNAGE (INCLUDING SPEED SIGNS) SHALL BE MAINTAINED DURING CONSTRUCTION UNLESS OTHERWISE APPROVED IN WRITING. ALL RAILROAD SIGNAGE SHALL BE FULLY RESTORED UPON COMPLETION OF EACH DAY'S WORK IN ACCORDANCE WITH BNSF ENGINEERING STANDARDS.

ON-SITE CONSTRUCTION BY OTHERS, INCLUDING ROUTINE MAINTENANCE WORK (BNSF FORCES, BNSF SIGNAL CONTRACTOR, FIBER OPTIC, UTILITIES, ETC.) MAY OCCUR AT THE SAME TIME AS THE WORK INDICATED IN THESE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES THOUGH THE ENGINEER SO AS TO MINIMIZE INTERFERENCE WITH OTHERS.

ROADWAY DISRUPTIONS SHALL BE KEPT TO A MINIMUM. ALL LANE CLOSURES AT GRADE CROSSINGS SHALL BE COORDINATED BEFOREHAND WITH PIKE LINCOLN COUNTY PORT AUTHORITY JURISDICTION. THE ENGINEER SHALL BE INFORMED AS TO SUCH REQUESTS FOR CLOSURE.

DISCREPANCIES

IN THE EVENT THE CONTRACTOR, AS THE WORK PROGRESSES, FINDS ANY DISCREPANCIES BETWEEN THESE PLANS AND PHYSICAL CONDITION OR ANY ERRORS IN THE PLANS OR LAYOUTS AS GIVEN BY STAKING OR INSTRUCTIONS IT SHALL BE THE CONTRACTOR'S DUTY TO INFORM THE ENGINEER IN WRITING.

UTILITIES

UTILITY INFORMATION WAS OBTAINED FROM AVAILABLE RECORDS. THE LOCATIONS OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE, AND SUBJECT TO FIELD VERIFICATION.

THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. THE LOCATION AND DEPTH OF ALL UTILITIES IN THE VICINITY OF NEW CONSTRUCTION IS TO BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY IF CONFLICTS ARE FOUND.

ALL UTILITIES WITHIN THE PROJECT LIMITS SHALL EITHER REMAIN IN PLACE AND SHALL BE PROTECTED BY THE CONTRACTOR WHILE THE WORK CAPTURED IN THESE PLANS IS IN-PROGRESS OR BE RELOCATED, MODIFIED OR REMOVED IN ACCORDANCE WITH THE CONSTRUCTION DRAWINGS AND AGREEMENTS BETWEEN BNSF AND THE INDIVIDUAL UTILITY AGENCIES.

CONTRACTOR SHALL COMPLY WITH ALL LOCAL AND STATE UTILITY NOTIFICATION AND LOCATING REQUIREMENTS IN THE STATE OF MISSOURI. THE CONTRACTOR SHALL ENSURE THAT REQUIRED NOTIFICATION IS PROVIDED TO APPROPRIATE UTILITY COMPANIES PRIOR TO EXCAVATION OR OTHER WORK WHICH MAY AFFECT UTILITY COMPANY FACILITIES. BURIED AND ABOVE GROUND UTILITY LOCATION, IDENTIFICATION AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

THE CONTRACTOR SHALL BECOME FAMILIAR WITH LEGISLATION OUTLINING PROCEDURES FOR LOCATING UTILITIES BY HAND EXCAVATION AND COMPLY WITH ITS DIRECTIVE. CONTRACTOR IS TO COORDINATE WITH BNSF REGARDING THE RELOCATION OF ANY UTILITIES THAT REQUIRE RELOCATION.

SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH THE BURIED AND ABOVE GROUND UTILITIES REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

BNSF SIGNAL AND TELECOM

CALL 1-800-533-2891 TO ARRANGE FOR A BNSF UNDERGROUND CABLE LOCATE. BNSF FORM 'UNDERGROUND CABLE LOCATION AND ACKNOWLEDGEMENT' WILL BE COMPLETED BY A BNSF REPRESENTATIVE AND A COPY PROVIDED TO THE CONTRACTOR. THE CONTRACTOR MUST HAVE THIS FORM IN POSSESSION AT THE JOB SITE AT ALL TIMES. (REFERENCE 2015 BNSF STANDARD CONSTRUCTION SPECIFICATION, PARTS 1300(1.21), 1300(1.22)(B), 1600(1.6)(G), 1600(1.10)(A)(4)(C), 1700(1.1)(C)(46 & 47), AND THE 2019 BNSF UTILITY ACCOMMODATION POLICY).

SURVEY

AERIAL IMAGERY OBTAINED FROM BING MAPS IN 2025.
GROUND CONTROL, TOP OF RAIL, AND TOPOGRAPHIC SURVEY WITHIN THE PROJECT LIMITS WAS PERFORMED BY DESIGN 9 IN MARCH 2025.

ALL MAPPING AND SURVEY INFORMATION WAS DEVELOPED OR CONVERTED TO THE MODOT VRS STATE PLAN, MISSOURI EAST COORDINATE SYSTEM. VERTICAL DATUM IS BASED ON NAVD88 AND HORIZONTAL DATUM IS BASED ON NAD83.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO UTILIZE PROVIDED HORIZONTAL AND VERTICAL CONTROL POINTS TO ASSURE THAT ALL PROJECT ELEMENTS ARE CONSTRUCTED AT THE CORRECT VERTICAL AND HORIZONTAL LOCATIONS.

RIGHT-OF-WAY

RIGHT-OF-WAY AND PARCEL BOUNDARY INFORMATION REPRESENTED ON THESE DRAWINGS IS BASED ON STATION AND RIGHT-OF-WAY MAPS PROVIDED BY BNSF. ALL BOUNDARY LINES ARE APPROXIMATE UNLESS SPECIFICALLY NOTED OTHERWISE.

GENERAL EARTHWORK NOTES

EMBANKMENT QUANTITIES SHOWN ON THE PLANS ARE MEASURED TO THE NEAT LINES AS COMPACTED QUANTITIES, NO ADJUSTMENTS TO GRADING QUANTITIES HAVE BEEN MADE FOR COMPACTION, SHRINKAGE, SWELLING, OR CLEARING AND GRUBBING, REFER TO THE 2015 BNSF STANDARD CONSTRUCTION SPECIFICATION, PART 3200(4.3)(A).

MAINTAIN A DRY, SUBGRADE CONDITION DURING PREPARATION. GRADE SURFACE AWAY FROM ANY EXCAVATION.

DURING BENCHING, THE EXISTING EMBANKMENT MATERIAL SHALL BE FIELD CLASSIFIED FOR COMPATIBILITY WITH THE NEW EMBANKMENT SOIL TO BE PLACED AGAINST THE SLOPE. IT IS NOT RECOMMENDED THAT THE NEW EMBANKMENT FILL HAVE A PERMEABILITY LESS THAN THE EXISTING EMBANKMENT SOIL IN ORDER TO PREVENT TRAPPING WATER WITHIN THE EXISTING EMBANKMENT.

SUBGRADE AND EMBANKMENT SOILS MAY REQUIRE MOISTURE CONDITIONING TO ACHIEVE ADEQUATE COMPACTION.

LIMITS OF GRADING AS SHOWN ON THE PLANS ARE APPROXIMATE. WHERE LIMIT OF GRADING IS ADJACENT TO A BRIDGE, CROSSING OR OTHER FACILITY, GRADING SHALL PROVIDE FOR A CONTINUOUS GRADE SO THAT THE RAILROAD CAN SUBSEQUENTLY LAY TRACK WITH NO ADDITIONAL GRADING WORK.

EXCAVATED MATERIAL

ALL EXCAVATED MATERIAL SHALL REMAIN ONSITE UNLESS ARRANGEMENTS HAVE BEEN MADE TO TRANSPORT THE MATERIAL TO AN APPROVED DISPOSAL SITE.

ALL EXCESS MATERIALS GOING TO AN APPROVED DISPOSAL SITE SHALL BE TESTED BEFORE LEAVING THE BNSF ROW. CONTAMINATED OR OTHERWISE UNSAFE EXCAVATED MATERIALS SHALL BE HANDLED ACCORDING TO THE ENGINEER.

TRACK

RAIL, BALLAST, TIES, AND SIGNAL WORK WILL BE INSTALLED BY BNSF UP TO THE 14FT CLEAR POINT UNLESS OTHERWISE SPECIFIED.

DESIGN STANDARD

THIS PROJECT WAS DESIGN IN ACCORDANCE WITH THE BNSF RAILWAY COMPANY'S "GUIDELINES FOR INDUSTRY TRACK PROJECTS", DATED JULY 2023.

AUTHORITY INFORMATION

CITY OF CLARKSVILLE, MO
PHONE: (573) 242-3336
EMAIL: CITYCLERK@CLARKSVILLEMO.US

PIKE COUNTY
PHONE: (573) 324-3902

LINCOLN COUNTY
PHONE: (636) 528-6300

MODOT
PHONE: (573) 508-7557
EMAIL: LEVI.WOODS@MODOT.MO.GOV

VARIANCES ARE AS FOLLOWS:

1) BNSF INDUSTRY TRACK GUIDELINES STATE TURNOUT OUT PAD WIDTH SHALL BE 45 FEET FROM CENTERLINE OF TRACK. TURNOUT OUT PAD SIZE - DUE TO ROW/PROPOERTY CONSTRAINTS, THE PAD WIDTH IS 26 FEET AS INDICATED ON THE PLANS AND CROSS SECTIONS.

MISSOURI 811

REV	DATE	DESCRIPTION	BY / SUB	APP

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
DATE	11/06/2025

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LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
GENERAL NOTES

CONTRACT NO.	22I0045
DRAWING NO.	G-003
REVISION	
SHEET NO.	3 OF 16
SCALE	NONE

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Date: 11/6/2025

ABBREVIATIONS

&	AND
AREMA	AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION
@	AT
°	DEGREE(S)
'	FOOT or FEET or MINUTE(S)
"	INCH or INCHES or SECOND(S)
%	PERCENT
#	POUND or NUMBER
Δ	CENTRAL ANGLE OF CIRCULAR CURVE
ABD	ACOUSTIC BEARING DETECTOR
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM
AC	ASPHALT CONCRETE
AEI	AUTOMATIC EQUIPMENT IDENTIFICATION DETECTOR
AP	ANGLE POINT
APE	AREA OF POTENTIAL EFFECT
APPROX	APPROXIMATELY
APWA	AMERICAN PUBLIC WORKS ASSOCIATION
ATS	AUTOMATIC TRAIN STOPS
AVE	AVENUE
BC	BEGINNING OF CURVE
BFD	BROKEN FLANGE DETECTOR
BLVD	BOULEVARD
BM	BENCHMARK
BR	BRIDGE
BR SIG	BRIDGE SIGNAL
BXC	CONCRETE BOX
BXC2	CONCRETE DOUBLE BOX
BXC3	CONCRETE TRIPLE BOX
BXCM	CONCRETE MULT-OPENING BOX
BXM	MASONARY BOX
BXM2	MASONRY DOUBLE BOX
BXMM	MASONRY MULTI-OPENING BOX
BXT	TIMBER BOX
BXT2	TIMBER DOUBLE BOX
BXTM	TIMBER MULTI-OPENING BOX
CANT SIG	CANTILEVER SIGNAL
CAPA	CORRUGATED ARCH PIPE - ALUMINUM
CAPS	CORRUGATED ARCH PIPE - STEEL
CB	CATCH BASIN
CC	CENTER OF CURVE
CIP	CAST IRON PIPE OR CAST IN PLACE
℄	CENTERLINE
CLR	CLEAR
CONC	CONCRETE
CO	COUNTY
CP	CONCRETE PIPE OR CONTROL POINT
CPA	CORRUGATED PIPE - ALUMINUM
CPKC	KANSAS CITY SOUTHERN RAILWAY
CPP	CORRUGATED PIPE - PLASTIC
CPS	CORRUGATED PIPE - STEEL
CS	CURVE TO SPIRAL
CT	CONCRETE TIES
CTC	CENTRALIZED TRAFFIC CONTROL
CTLVR	CANTILEVER
CY	CUBIC YARD
DC	DEGREE OF CURVE
DED	DRAGGING EQUIPMENT DETECTOR
DESC	DESCRIPTION
DESLTD	DRAGGING EQUIP. & SHIFTED LOAD W/ TOP DETECTOR
DI	DUCTILE IRON
DIP	DUCTILE IRON PIPE
DIV	DIVISION
DOT	DEPARTMENT OF TRANSPORTATION
DR	DRIVE
DSPD	DOUBLE SWITCH POINT DERAIL
DU	DUCT
DWG	DRAWING
E	EAST or EASTERLY or EASTING
(E)	EXISTING
Ea	SUPERELEVATION, ACTUAL
EC	END OF CURVE
EGL	ENERGY GRADE LINE
EL or ELEV	ELEVATION
EPC	ELIPTICAL PIPE - CONCRETE
EQ	EQUAL or EQUATION
EQNAHD	EQUATION AHEAD
EQNBK	EQUATION BACK
EW	EACH WAY
Eu	SUPERELEVATION, UNBALANCED
F/G	FLASHING SIGNAL WITH AUTOMATIC GATES
FH	FIRE HYDRANT
FL	FLOWLINE or FLASHING SIGNAL
FS	FINISHED SURFACE
FT	FOOT or FEET
ga	GAGE
GB	GRADE BREAK
GM	GAS METER
GRD or GR	GROUND/GRADE
GV	GAS VALVE
HBD	HOT BEARING DETECTOR
HGL	HYDRAULIC GRADE LINE
HORIZ	HORIZONTAL
HTTO	HAND-THROW TURNOUT
HO	HOUSE
HP	HIGH POINT or HIGH PRESSURE
HWD	HIGH WATER DETECTOR
HWY	HIGHWAY
I	TOTAL INTERSECTION ANGLE
I TOWER	INTERLOCKING TOWER
IND	INDUSTRY
INTLK	INTERLOCKING
INV	INVERT
JCT	JUNCTION
JT	JOINT
L	LENGTH
Lc	LENGTH OF CURVE (CIRCULAR)
LF	LINEAR FOOT or LINEAR FEET
LH	LEFT HAND
LP	LOW POINT
Ls or LS	LENGTH OF SPIRAL or LINE SEGMENT
LT	LEFT
M	MAIN
MAIN	MAIN TRACK
MAX	MAXIMUM
MH	MANHOLE
MHW	MEAN HIGH WATER (TIDAL)
MLW	MEAN LOW WATER (TIDAL)
MIN	MINIMUM
MP	MASONRY PIPE or MILEPOST or MEDIUM PRESSURE
MTC	MAINTENANCE
N	NORTH or NORTHERLY or NORTHING
NO	NUMBER or NORTHERN
NSR	NORFOLK SOUTHERN RAILWAY
NTS	NOT TO SCALE
NW	NORTHWEST
OCS	OUT OF SERVICE
OD	OUTSIDE DIAMETER
OFF.	OFFSET
OH	OVERHEAD
OHW	ORDINARY HIGH WATER (NON-TIDAL WATERS)
OP	OVERPASS
OPP	OPPOSITE
OTM	OTHER TRACK MATERIAL
P or PSGR	PASSENGER
(P)	PROPOSED
PAC	CONCRETE ARCH PIPE
PB	PULLBOX
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVATURE or PORTLAND CEMENT CONCRETE
PED	PEDESTRIAN
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PIP	PROTECT IN PLACE
PL	CLAY TILE PIPE
PK	PARKWAY
PO	POWER
POB	POINT OF BEGINNING
POE	POINT OF ENDING
POT	POINT ON TANGENT
POTO	POWER TURNOUT
PP	PLASTIC PIPE (SMOOTH WALL)
PRC	POINT OF REVERSE CURVATURE
PS	POINT OF SWITCH or STEEL PIPE (SMOOTH WALL)
PSGR	PASSENGER
PSP	STRUCTURAL STEEL PLATE PIPE
PSAP	STRUCTURAL STEEL ARCH PLATE PIPE
PT	POINT OF TANGENT or POINT
PUB	PUBLIC
PV	VITREOUS PIPE (SMOOTH WALL)
PVC	POINT OF VERTICAL CURVE or POLYVINYL CHLORIDE (PIPE)
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENT
R	RADIUS or RATE OF CHANGE
(R)	REMOVE
R/W	RIGHT-OF-WAY
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RES LIM	RESTRICTED LIMITS
RH	RIGHT HAND
RL	RAIL LUBRICATOR
RPM	RAISED PAVEMENT MARKER
RR	RAILROAD
RT	RIGHT
S	SOUTH or SOUTHERLY or SLOPE
SC	SPIRAL TO CURVE
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FOOT or SQUARE FEET
SIG	SIGNAL
SLD	SHIFTED LOAD DETECTOR
SLT	SHIFTED LOAD WITH TOP DETECTOR
SO	SOUTHERN
SMH or SSMH	SANITARY SEWER MANHOLE
SSPD	SINGLE SWITCH POINT DERAIL
STA	STATION
STD	STANDARD
ST	STREET or SPIRAL TO TANGENT or SIDING TRACK or STAGING TRACK
SUB	SUBDIVISION
S SW	SPRING SWITCH
T	TANGENT or TALGO
TC	TRACK CENTER(S) or TOP OF CURB
TO	TURNOUT
T/R or TOR	TOP OF RAIL
TF	TRACK FOOT or TRACK FEET
TN	TONS
TRK	TRACK
TS	TANGENT TO SPIRAL
TT	TIMBER TRANSITION TIES
TWC	TRACK WARRANT CONTROL
TYP	TYPICAL
UC	UNDERCUT
UD	UNDERDRAIN
UDG OR UG	UNDERGROUND
UNO	UNLESS NOTED OTHERWISE
UP	UNDERPASS
UPRR	UNION PACIFIC RAILROAD
V	VELOCITY
VAR	VARIES
VERT	VERTICAL
W	WEST or WESTERLY
WM	WATER METER
WILD	WHEEL IMPACT LOAD DETECTOR
WV	WATER VALVE
XBUCKS	CROSSBUCKS
XING	CROSSING
XO	CROSSOVER
YD	YARD
YL	YARD LIMIT

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ABBREVIATIONS

CONTRACT NO. 22I0045
DRAWING NO. G-004
REVISION
SHEET NO. 4 OF 16
SCALE NONE

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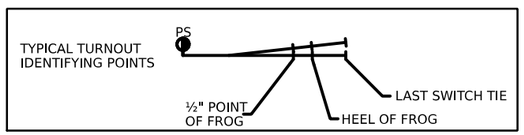
UTILITIES

		EXISTING	PROPOSED	TO REMOVE
AIR	COMPRESSED AIR	AIR	AIR	AIR
C	CASING			
C&S	COMM & SIGNAL	C&S	C&S	C&S
CTV	CABLE TEL	CTV	CTV	CTV
UGE	UG ELECTRIC	UGE	UGE	UGE
FM	FORCE MAIN	FM	FM	FM
FO	FIBER OPTIC	FO	FO	FO
FUEL	FUEL LINE	FUEL	FUEL	FUEL
FW	FIRE WATER	FW	FW	FW
G	GAS	G	G	G
IR	IRRIGATION	IR	IR	IR
IW	INDUSTRIAL WASTE	IW	IW	IW
O	OIL	OIL	OIL	OIL
OH	OVERHEAD LINE	OH	OH	OH
OHE	OVERHEAD ELECTRIC	OHE	OHE	OHE
P	PETROLEUM	PETRO	PETRO	PETRO
PVC	PVC (DRAIN)	PVC	PVC	PVC
SD	STORM SEWER	S	S->>	S
SS	SANITARY SEWER	SAN	SAN	SAN
STM	STEAM	STEAM	STEAM	STEAM
T	TELEPHONE	T	T	T
UD	UNDERDRAIN	UD	UD->>	UD
W	WATER	W	W	W
UTIL	MISC UTIL	UTIL	UTIL	UTIL
UNK	UNKNOWN UTIL	UNK	UNK	UNK

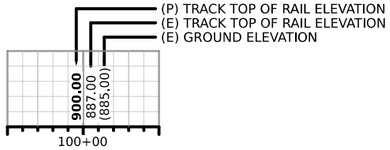
TYPICAL TURNOUT COMPONENTS



CURVE DATA

(P) MT01	(P) TRACK NAME or (E) TRACK NAME
CURVE ###	CURVE ID NUMBER (E.G. CURVE MP XX, CURVE MP XX-A, etc.)
Dc 01°00'00.00"	DEGREE OF CURVE
Ls 60.00'	LENGTH OF SPIRAL(S)
Ea ¾"	ACTUAL SUPERELEVATION
V = 60(F)	DESIGN SPEED (TIMETABLE SPEED)

PROFILE DATA



X 1749+00 — (P) TRACK STATIONING
TRACK STATION EQUATION DESIGNATION

RAILROAD SYMBOLS

	EXISTING	PROPOSED	TO REMOVE
TRACK			
UPGRADE TRACK			
RELOCATE FROM			
RELOCATE TO			
FUTURE PHASE			
CROSSOVER MANUAL			
CROSSOVER POWER			
TURNOUT MANUAL			
TURNOUT POWER			
POINT OF SWITCH (MANUAL)			
POINT OF SWITCH (POWER)			
DERAIL			
CANTILEVER WITH DUAL SIGNALS			
CANTILEVER WITH SIGNALS			
CROSSING GATE & FLASHING LIGHTS			
CROSSING GATE			
FLASHING LIGHTS			
RAILROAD SIGNAL (SINGLE UNIT)			
RAILROAD SIGNAL (DOUBLE UNIT)			
RAILROAD SIGNAL (TRIPLE UNIT)			
CONCRETE PANELS			
FENCE			
SIGNPOST			
POWER POLE			
ACCESS ROAD			
BOLLARDS			
BNSF RIGHT-OF-WAY	R/W	R/W	
CITY OR COUNTY BOUNDARY			
DITCH FLOWLINE			
MINOR CONTOURS			
MAJOR CONTOURS	900'	900'	
BRIDGE OVERPASS (CONCEPTUAL)			
BRIDGE UNDERPASS (CONCEPTUAL)			
BOX CULVERT	S	S->>	S

SITE WORK SYMBOLS

SURVEY CONTROL POINT	
STATION EQUATION	
GEOTECH BORING	B3
GRADING LIMIT FILL	FILL
GRADING LIMIT CUT	CUT
MILEPOST	MP XYZZ / STA. XX+00.00
HISTORICAL MILEPOST	MP 6 / HISTORIC
WATERWAYS	
WETLAND DELINEATION FLAG	
WETLANDS	

REV	DATE	DESCRIPTION	BY / SUB	APP

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
DATE	11/06/2025

HANSON

1001 E. 101st TERRACE, SUITE 120
KANSAS CITY, MO 64131
Phone: (913) 214-3180

STATE OF MISSOURI — TYLER KRAMER NUMBER PE-2024000306 — PROFESSIONAL ENGINEER — 11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
LEGEND AND SYMBOLS

CONTRACT NO.	22I0045
DRAWING NO.	G-005
REVISION	
SHEET NO.	5 OF 16
SCALE	NONE

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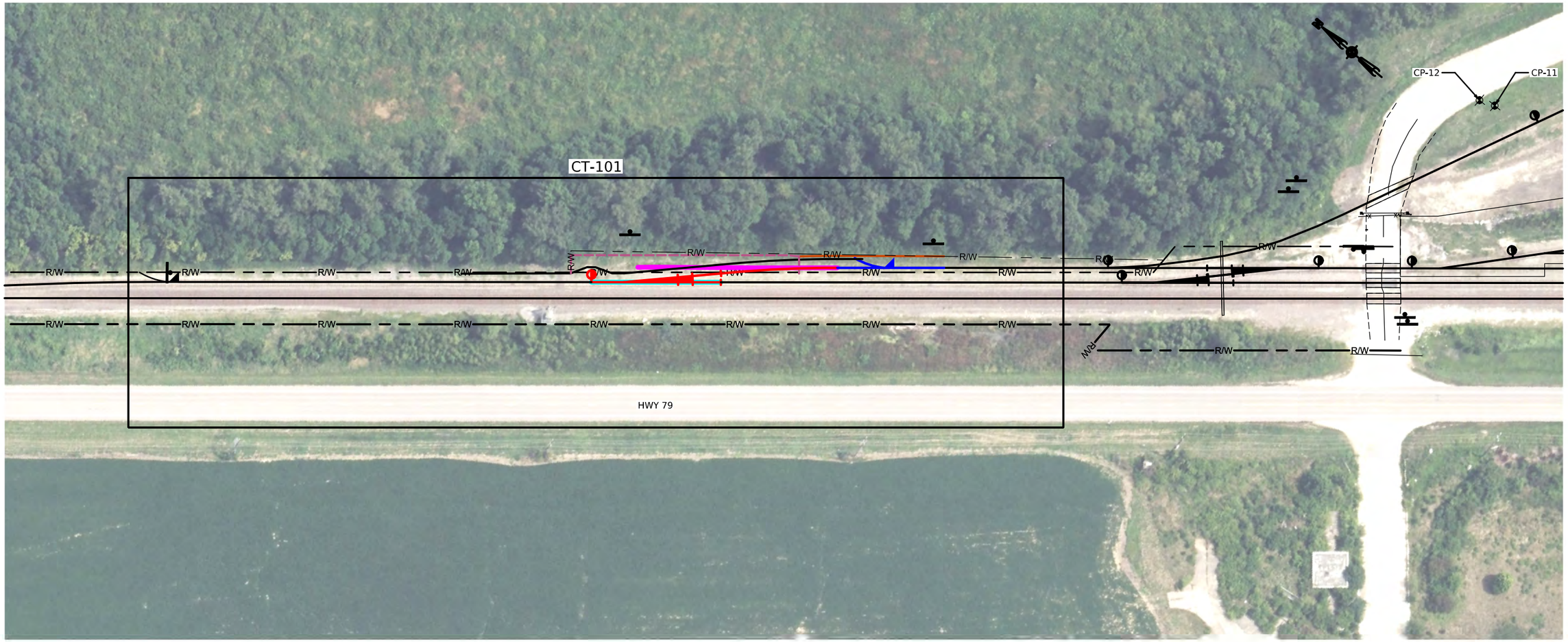

SURVEY CONTROL TABLE				
POINT NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP-11	1291686.299	695741.513	456.89	rebar cap dni base 4 ft os 25 mph post
CP-12	1291700.905	695736.095	457.719	pk nail dni chk .7ft from conc edge

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Date: 11/6/2025

REV	DATE	DESCRIPTION	BY / SUB	APP

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
DATE	11/06/2025

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50' 0 25' 50' 100'
GRAPHIC SCALE:

1001 E. 101st TERRACE, SUITE 120
KANSAS CITY, MO 64131
Phone: (913) 214-3180

STATE OF MISSOURI
TYLER KRAMER
NUMBER PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
KEY PLAN AND SURVEY CONTROL

CONTRACT NO. 22I0045
DRAWING NO. V-001
REVISION
SHEET NO. 6 OF 16
SCALE AS NOTED

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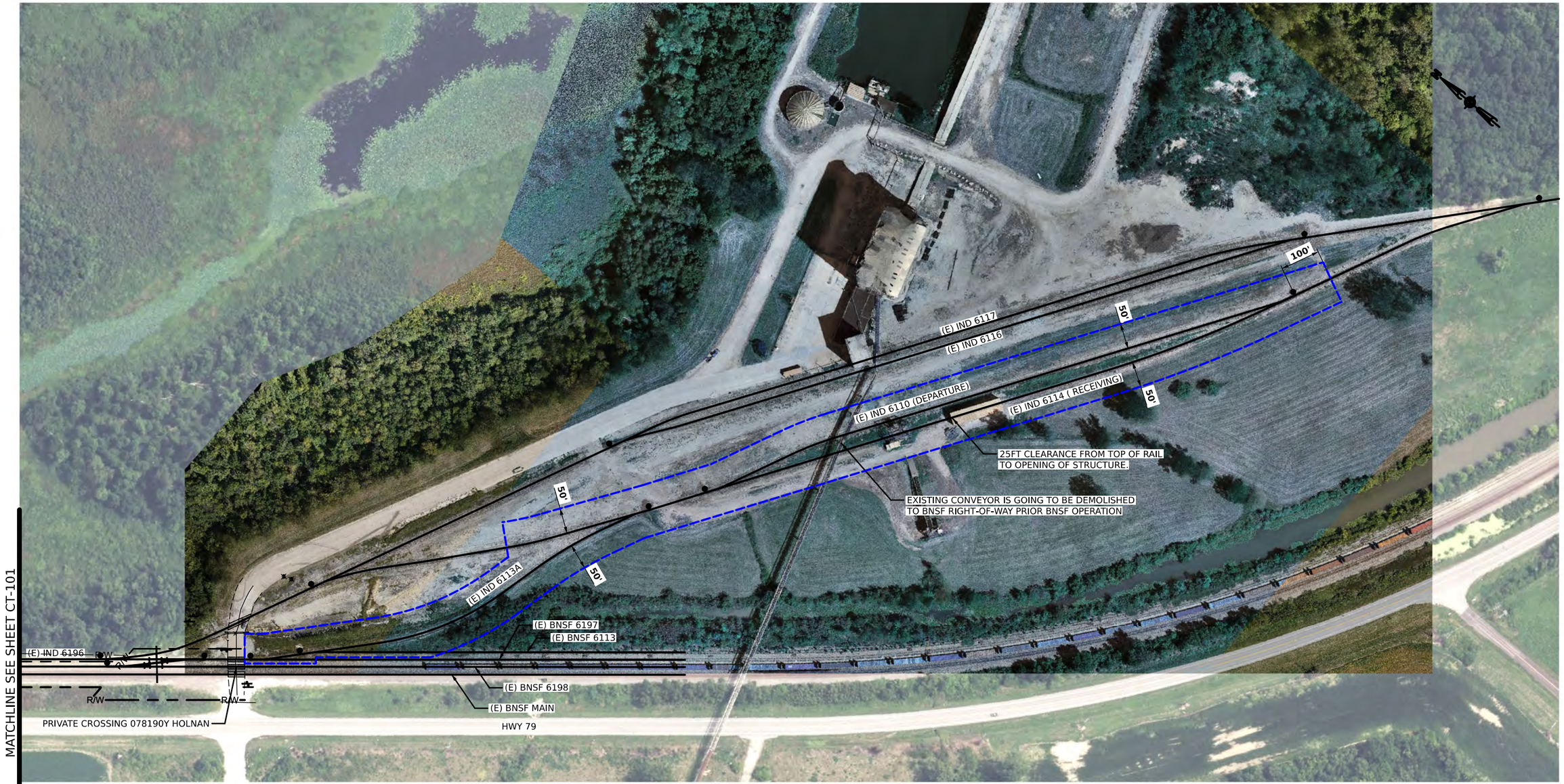

SHEET GENERAL NOTES:

1. CONTRACTOR TO HAVE EXISTING IDUSTRY TRACKS, EXCLUDEDING TRACK 6196 WEST OF CROSSING 078190Y, TOP OF RAIL SURVEYED EVERY 50FT WITH CROSS SECTIONAL GROUND SHOTS. THIS WILL BE FOR PROPOSED ALIGNMENT AND EXACT NEW POINT OF SWITCH LOCATIONS.

2. CONTRACTOR TO HAVE PROPOSE TOR TRACK ALIGNMENT SURVEYED TO SHOW COMPLIANCE OF "GUIDELINES FOR INDUSTRY TRACK PROJECTS."

LEGEND

SURVEY LIMITS

REV	DATE	DESCRIPTION	BY / SUB	APP

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
DATE	11/06/2025

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KANSAS CITY, MO 64131
Phone: (913) 214-3180

100' 0 50' 100' 200'
GRAPHIC SCALE:

STATE OF MISSOURI
TYLER KRAMER
NUMBER PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
SURVEY LIMITS

CONTRACT NO.	22I0045
DRAWING NO.	V-002
REVISION	
SHEET NO.	7 OF 16
SCALE	AS NOTED

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Date: 11/6/2025 Time: 11:42:26 AM

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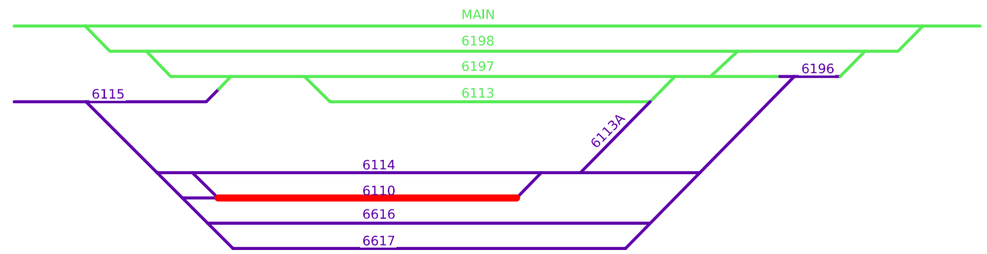
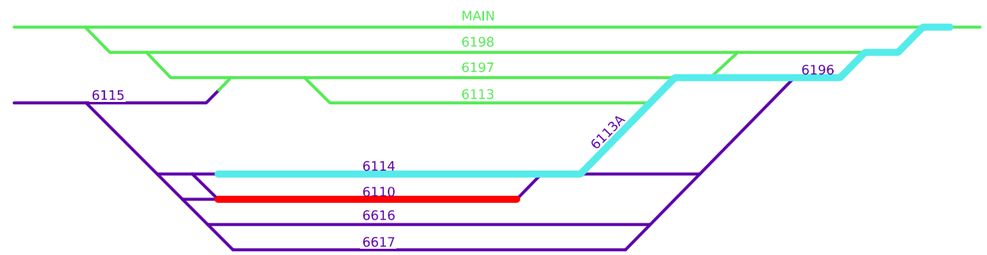
TRACK	CLEAR LENGTH (FT.)	# OF RAILCARS (60 FT. EA.)
6197	2,980	49
6113	2,870	47
6114	950	15
6110	950	15
6616	1,145	19
6617	1,145	19

SUMMARY OF OPERATIONS

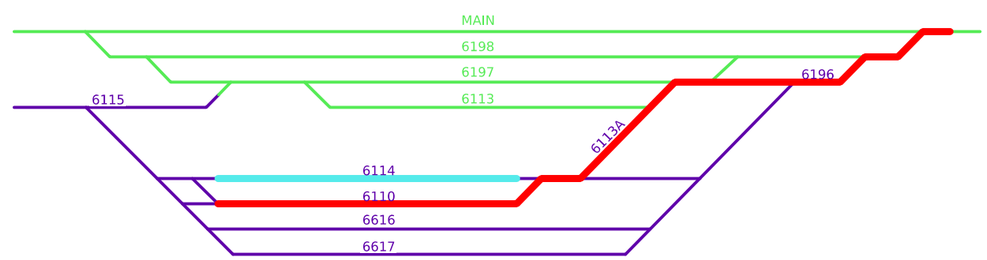
TO REINITIATE RAIL SERVICE AT THE PLCPA FACILITY NORTH OF CLARKSVILLE, MO, TRACK 6114 AND 6110 WILL BE DESIGNATED AS RECEIVING & DEPARTURE (R&D) TRACKS, RESPECTIVELY. AS INDICATED IN THE TABLE, THE MAXIMUM NUMBER OF RAILCARS PER TRACK IS 15 (ASSUMING 60-FOOT RAILCARS). ALL OTHER PLCPA-OWEND STORAGE TRACKS WILL BE USED FOR RAILCAR STORAGE OR OTHER PURPOSES.



RED RAILCARS ARE PLACED ON TRACK 6110 TO BE PICKED UP BY BNSF



BNSF SHOVED INBOUND BLUE RAILCARS ONTO TRACK 6114



BNSF PULLS OUTBOUND RED RAILCARS FROM TRACK 6110

REV	DATE	DESCRIPTION	BY / SUB	APP

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
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Phone: (913) 214-3180

STATE OF MISSOURI
TYLER KRAMER NUMBER PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
OPERATION PLAN

CONTRACT NO.	22I0045
DRAWING NO.	CT-001
REVISION	
SHEET NO.	8 OF 16
SCALE	AS NOTED

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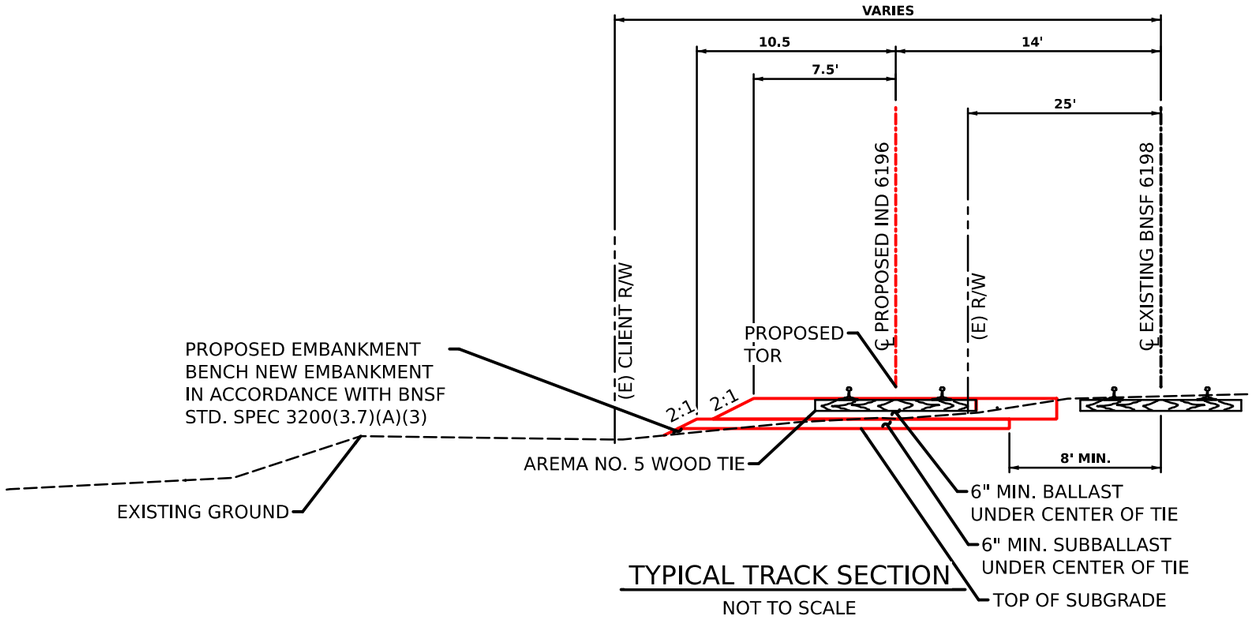
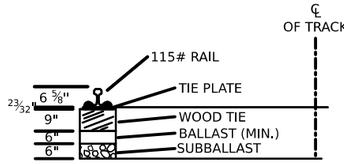
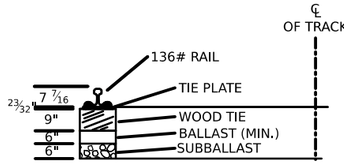


TYPICAL TRACK SECTION

NOT TO SCALE



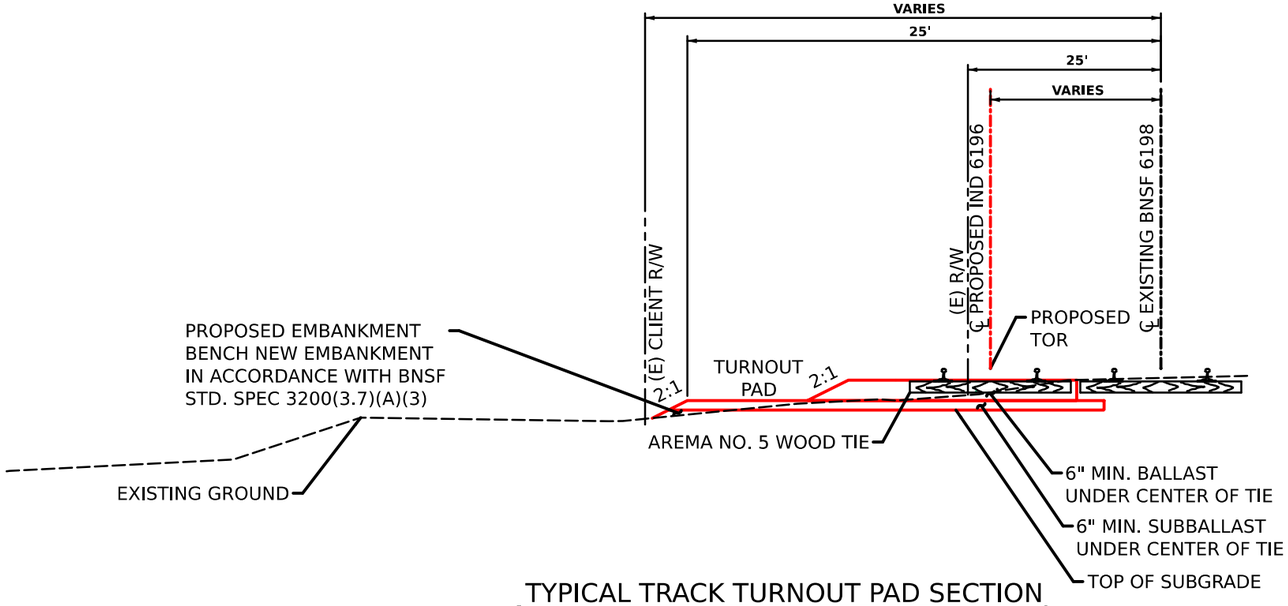
RAIL	0.55
TIE PLATE	0.06
TIE	0.75
BALLAST	0.50
SUB-BALLAST	0.50
TOP OF RAIL TO SUBGRADE AT ℄ OF TRACK =	2.36 FEET



RAIL	0.62
TIE PLATE	0.06
TIE	0.75
BALLAST	0.50
SUB-BALLAST	0.50
TOP OF RAIL TO SUBGRADE AT ℄ OF TRACK =	2.43 FEET

TYPICAL RAIL SECTION

NOT TO SCALE



TYPICAL TRACK TURNOUT PAD SECTION

NOT TO SCALE

REV	DATE	DESCRIPTION	BY	SUB	APP

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
DATE	11/06/2025

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KANSAS CITY, MO 64131
Phone: (913) 214-3180

STATE OF MISSOURI
TYLER KRAMER NUMBER PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
TYPICAL SECTION

CONTRACT NO.	22I0045
DRAWING NO.	CT-100
REVISION	
SHEET NO.	9 OF 16
SCALE	NONE

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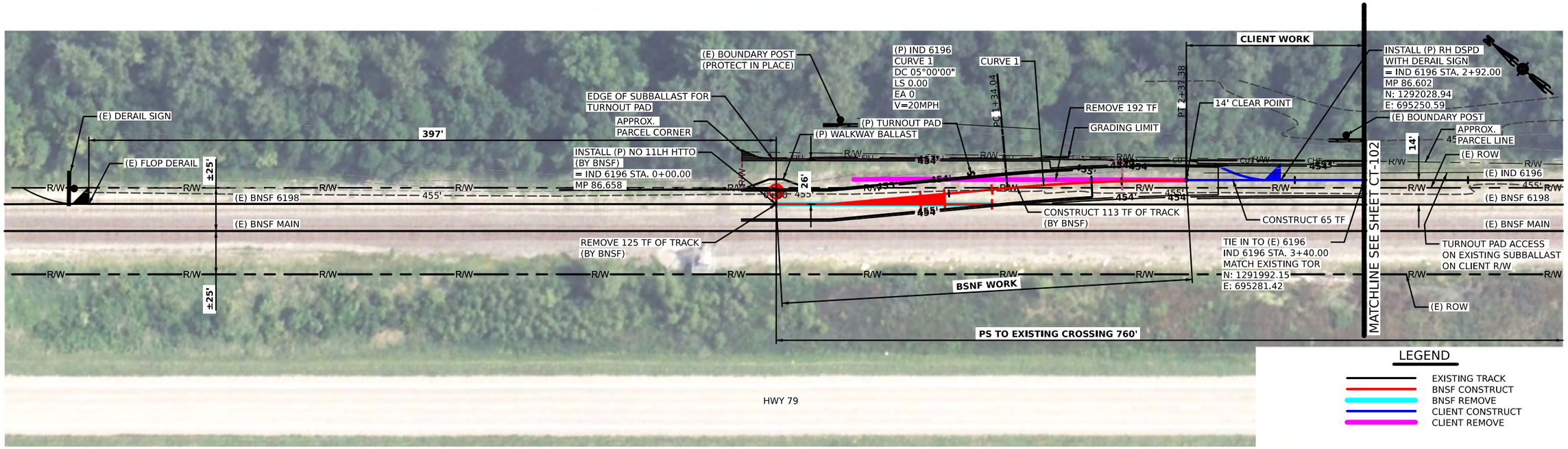


PLAN

BNSF SCOPE OF WORK

CONSTRUCT 113 TRACK FEET INCLUDING A NO. 11-115 LB. LH HTTO TURNOUT FROM POINT OF SWITCH TO CLEAR POINT.

REMOVE 125 TRACK FEET OF 136lb EXISTING TRACK 6198.

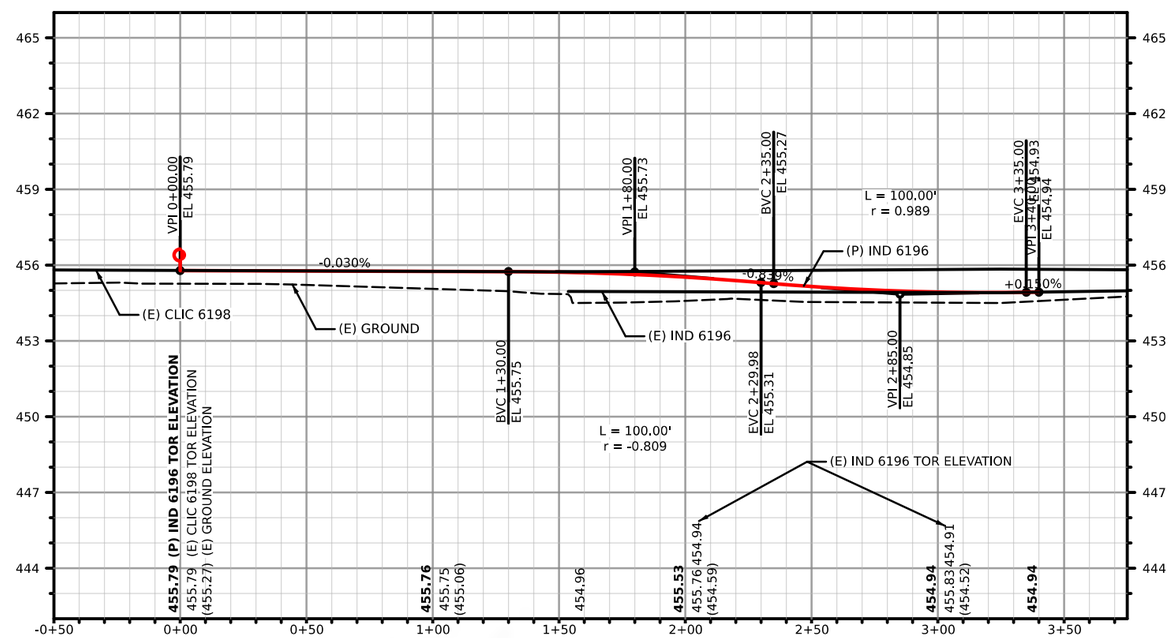
CLIENT SCOPE OF WORK

CONSTRUCT REMAINING TRACK FROM CLEAR POINT TO PS OF DERAIL. 136LB RAIL AND STANDARD 16'6" DOUBLE SWITCH POINT DERAIL 136 LB.

INSTALL TRANSITION RAILS AT TIE IN LOCATION. TRANSITION FROM 136LB TO 115LB RAIL. REMOVE 192 TRACK FEET OF EXISTING TRACK 6196.

PERFORM ALL GRADING AND BALLAST/ SUBBALLAST PLACEMENT.

TRACK CONSTRUCTION TO MEET OR EXCEED THE REQUIREMENTS OUTLINE FOR "GUIDELINES FOR INDUSTRY TRACK PROJECTS." RAIL SHALL BE NEW 136LB AND 115LB AREMA NO. 5 WOOD TIES. NO. 11-136LB LH HTTO BNSF STANDARD TURNOUT.



PROFILE

REV	DATE	DESCRIPTION	BY / SUB	APP

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
DATE	11/06/2025

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1001 E. 101st TERRACE, SUITE 120
KANSAS CITY, MO 64131
Phone: (913) 214-3180

30' 0 15' 30' 60'
GRAPHIC SCALE:

STATE OF MISSOURI
TYLER KRAMER
NUMBER PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
TRACK 6196 PLAN AND PROFILE

CONTRACT NO.	22I0045
DRAWING NO.	CT-101
REVISION	
SHEET NO.	10 OF 16
SCALE	AS NOTED

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Date: 11/6/2025 Time: 11:52:01 AM

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LEGEND

- EXISTING TRACK
- PROPOSED TRACK
- TRACK TO BE SHIFTED
- SHIFTED TRACK
- TRACK REMOVAL

CLIENT SCOPE OF WORK

REMOVE AND REPLACE FIVE (5) NO. 7 TURNOUTS WITH NO. 9 TURNOUTS ON BNSF OPERATING TRACK.

CONSTRUCT 602 TF OF NEW TRACK.

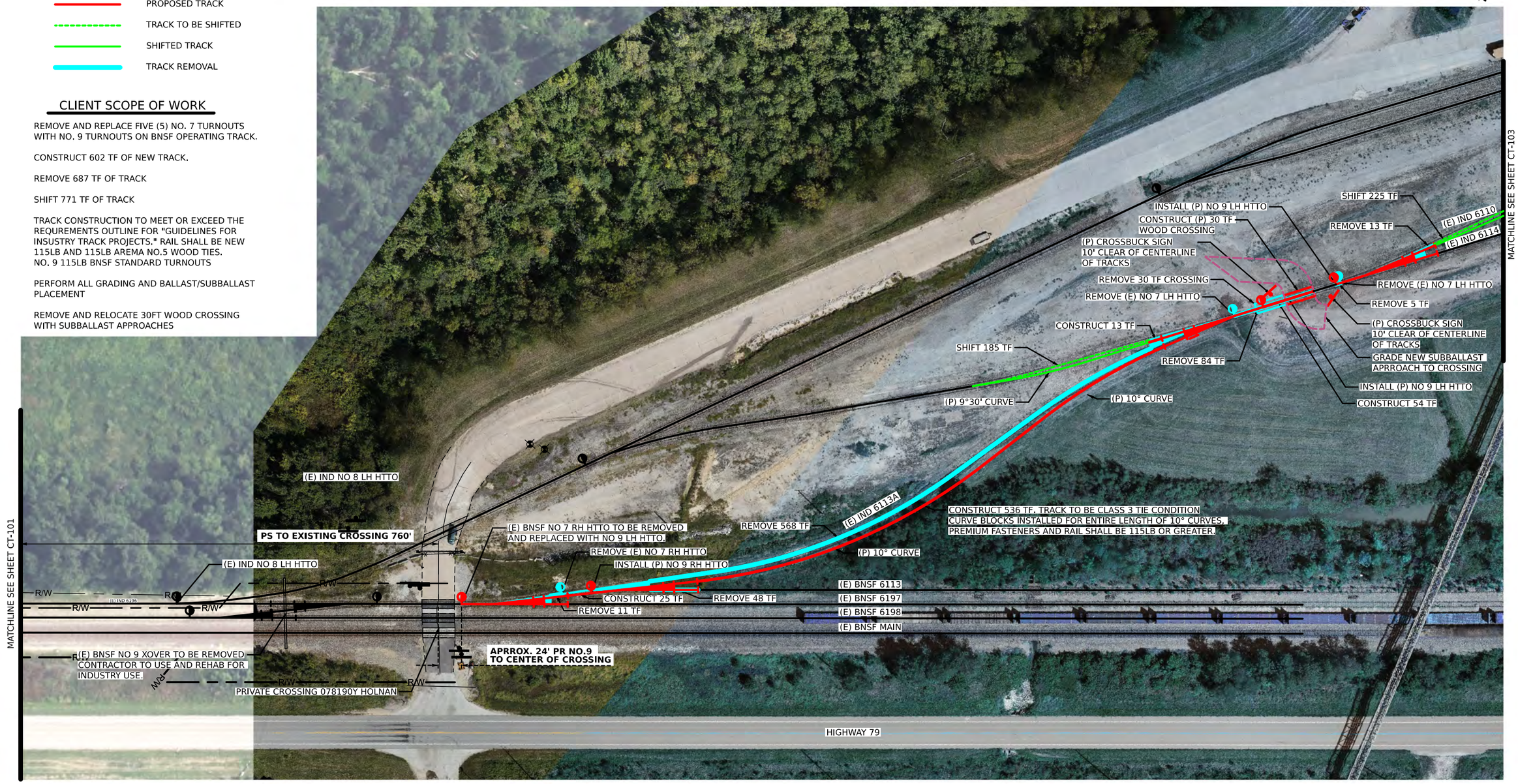
REMOVE 687 TF OF TRACK

SHIFT 771 TF OF TRACK

TRACK CONSTRUCTION TO MEET OR EXCEED THE REQUREMENTS OUTLINE FOR "GUIDELINES FOR INSUSTRY TRACK PROJECTS." RAIL SHALL BE NEW 115LB AND 115LB AREMA NO.5 WOOD TIES. NO. 9 115LB BNSF STANDARD TURNOUTS

PERFORM ALL GRADING AND BALLAST/SUBBALLAST PLACEMENT

REMOVE AND RELOCATE 30FT WOOD CROSSING WITH SUBBALLAST APPROACHES



REV	DATE	DESCRIPTION	BY	SUB	APP

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
DATE	11/06/2025

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KANSAS CITY, MO 64131
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50' 0 25' 50' 100'
GRAPHIC SCALE:

STATE OF MISSOURI
TYLER KRAMER NUMBER PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
PROPOSED TRACKS FOR OPERATION

CONTRACT NO.	22I0045
DRAWING NO.	CT-102
REVISION	
SHEET NO.	11 OF 16
SCALE	AS NOTED

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Date: 11/6/2025

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LEGEND

- EXISTING TRACK
- PROPOSED TRACK
- TRACK TO BE SHIFTED
- SHIFTED TRACK
- TRACK REMOVAL

CLIENT SCOPE OF WORK

REMOVE AND REPLACE FIVE (5) NO. 7 TURNOUTS WITH NO. 9 TURNOUTS ON BNSF OPERATING TRACK.

CONSTRUCT 602 TF OF NEW TRACK.

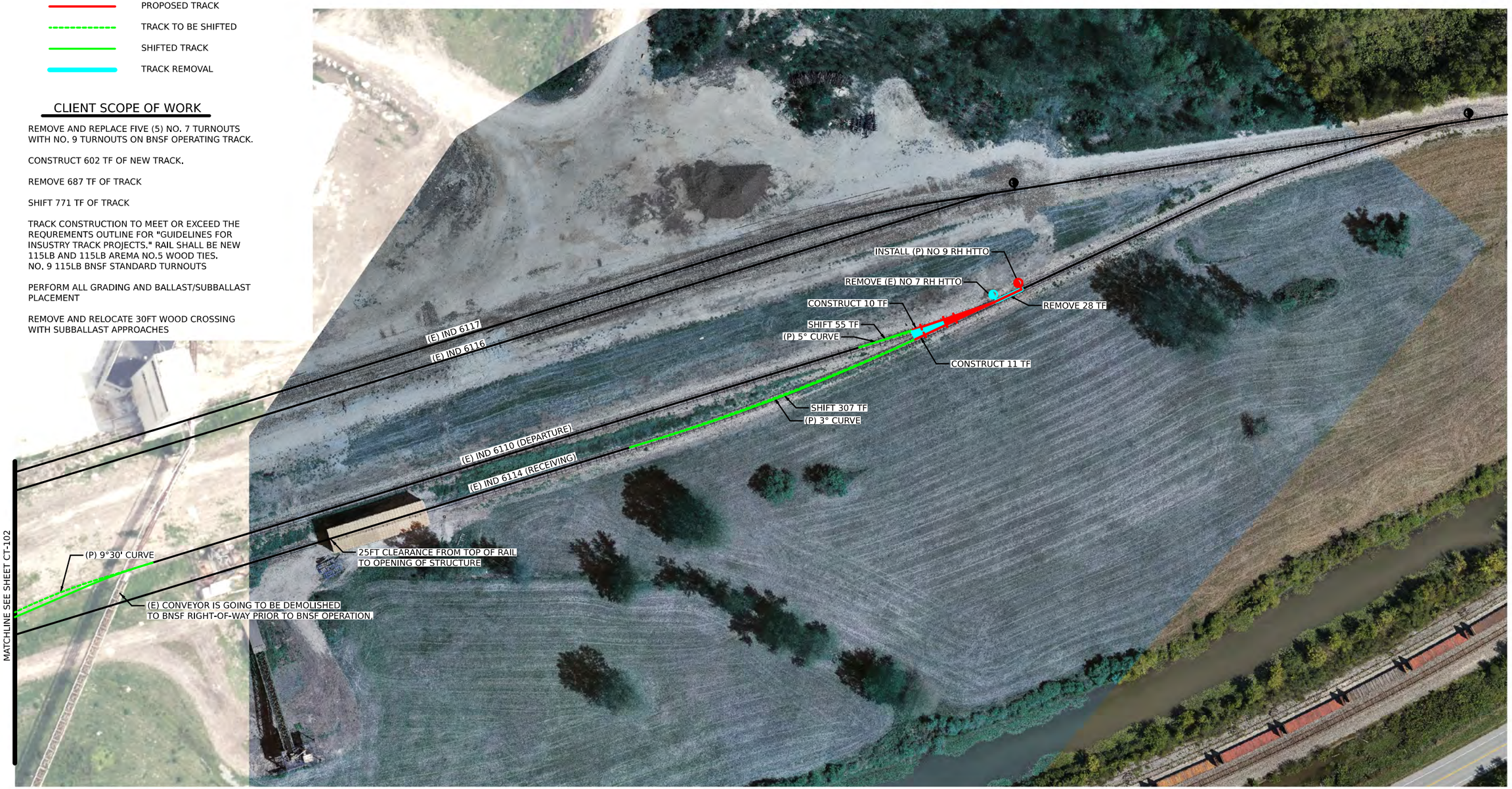
REMOVE 687 TF OF TRACK

SHIFT 771 TF OF TRACK

TRACK CONSTRUCTION TO MEET OR EXCEED THE REQUREMENTS OUTLINE FOR "GUIDELINES FOR INSUSTRY TRACK PROJECTS." RAIL SHALL BE NEW 115LB AND 115LB AREMA NO.5 WOOD TIES. NO. 9 115LB BNSF STANDARD TURNOUTS

PERFORM ALL GRADING AND BALLAST/SUBBALLAST PLACEMENT

REMOVE AND RELOCATE 30FT WOOD CROSSING WITH SUBBALLAST APPROACHES



REV	DATE	DESCRIPTION	BY / SUB	APP

CLIENT SCOPE OF WORK

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
DATE	11/06/2025

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KANSAS CITY, MO 64131
Phone: (913) 214-3180

HWY 79

50' 0 25' 50' 100'
GRAPHIC SCALE:

STATE OF MISSOURI
TYLER KRAMER
NUMBER PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
PROPOSED TRACKS FOR OPERATION

CONTRACT NO.	22I0045
DRAWING NO.	CT-103
REVISION	
SHEET NO.	12 OF 16
SCALE	AS NOTED

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Date: 11/6/2025

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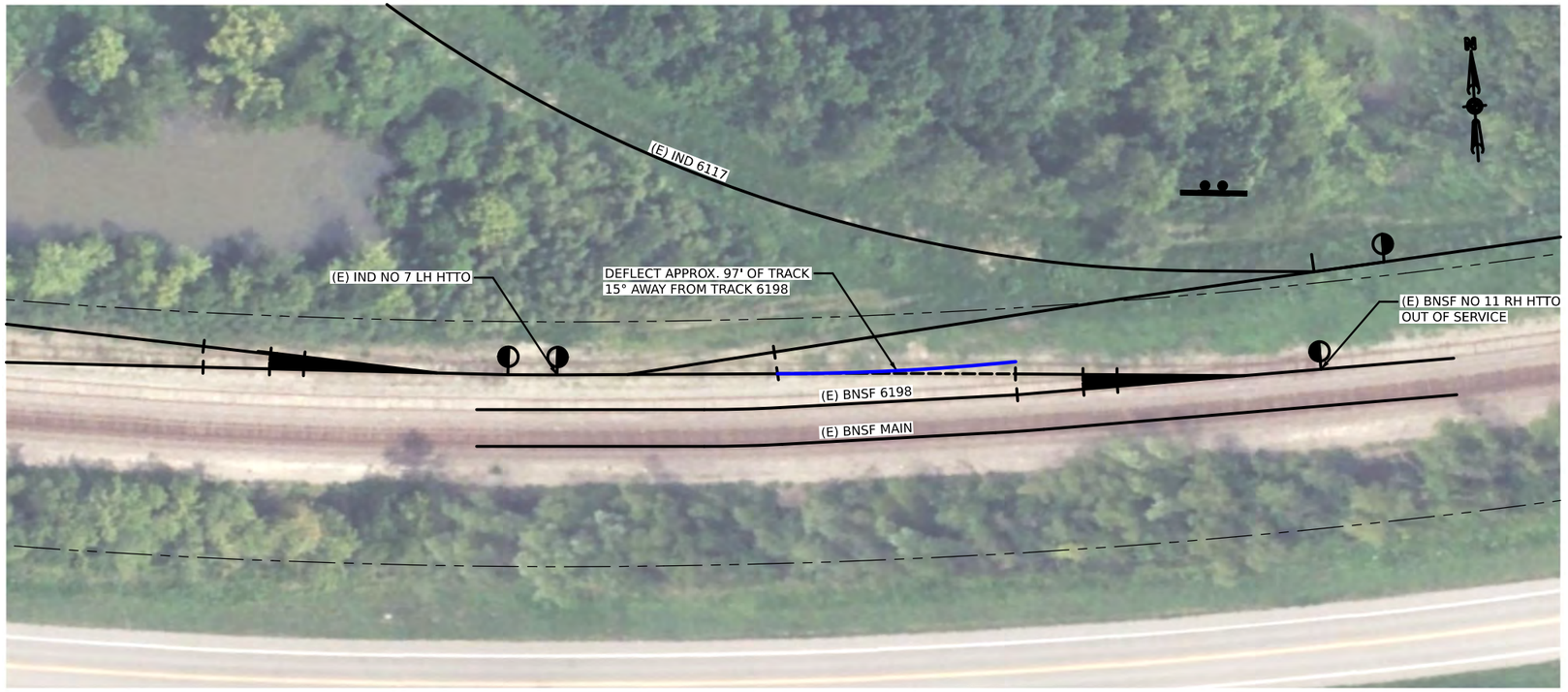

LEGEND

- EXISTING TRACK
- EXISTINTG TRACK TO BE DEFLECTED
- DEFLECTED TRACK

SOUTH DISCONNECT

NOT TO SCALE

REV	DATE	DESCRIPTION	BY	SUB	APP

DESIGNED BY TSK
DRAWN BY TSK
CHECKED BY SLG
APPROVED BY SLG
DATE 11/06/2025

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KANSAS CITY, MO 64131
Phone: (913) 214-3180

30' 0 15' 30' 60'
GRAPHIC SCALE:

STATE OF MISSOURI
TYLER KRAMER
NUMBER PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
SOUTH DISCONNECT

CONTRACT NO. 22I0045
DRAWING NO. CT-104
REVISION
SHEET NO. 13 OF 16
SCALE AS NOTED

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Date: 11/6/2025 Time: 11:51:58 AM

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GEOMETRY TABLE

TRACK ALIGNMENT: PROPOSED YARD TRACK (CHORD DEFFINITION)													
CURVE ID	ELEMENT DESCRIPTION	PROPOSED YARD TRACK STATION	NORTHING	EASTING	BEARING	DEGREE OF CURVATURE (CHORD)	RADIUS (FT)	DELTA	TANGENT LENGTH (FT)	CHORD LENGTH (DOES NOT INCLUDE SPIRALS) (FT)	I (TOTAL CENTRAL ANGLE, INCLUDING SPIRALS)	THETA	SPIRAL LENGTH (Ls)(FT)
NO. 11 LHTO (HT)	PS/POB/START	0+00.00	1,292,110.44	695,182.29	S39°55'36"E								
	PITO	0+31.25	1,292,219.45	695,072.78									
CURVE C-01	PC	1+34.04	1,292,146.92	695,145.64	S45°07'54"E								
	PI	1+85.76	1,292,110.44	695,182.29		05°00'00"	1146.28	05°10'03" RT	103.38	103.35			
	PT	2+37.38	1,292,070.81	695,215.50	S39°57'51"E								
	POE	4+00	1,291,946.16	695,319.96	S39°57'51"E				162.63				

REV	DATE	DESCRIPTION	BY / SUB	APP

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
DATE	11/06/2025

HANSON™

1001 E. 101st TERRACE, SUITE 120
KANSAS CITY, MO 64131
Phone: (913) 214-3180

STATE OF MISSOURI
TYLER KRAMER
NUMBER PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
TRACK GEOMETRY TABLE

CONTRACT NO.	22I0045
DRAWING NO.	CT-601
REVISION	
SHEET NO.	14 OF 16
SCALE	NONE

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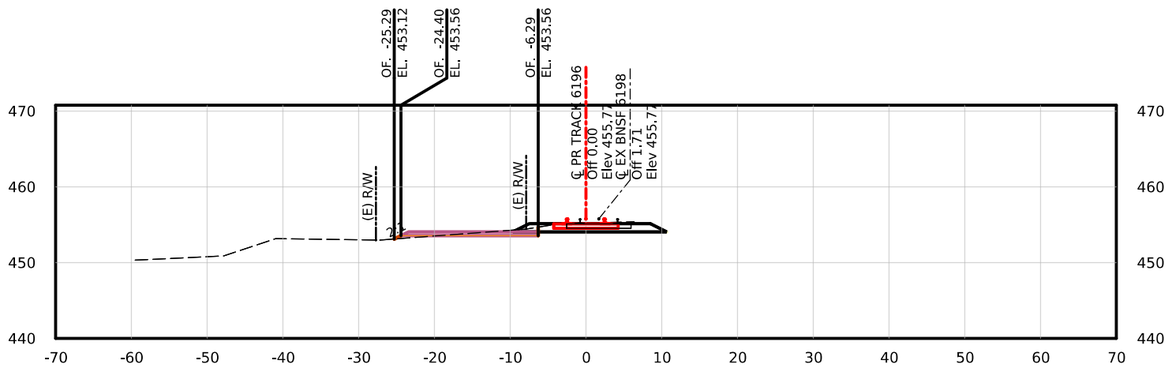

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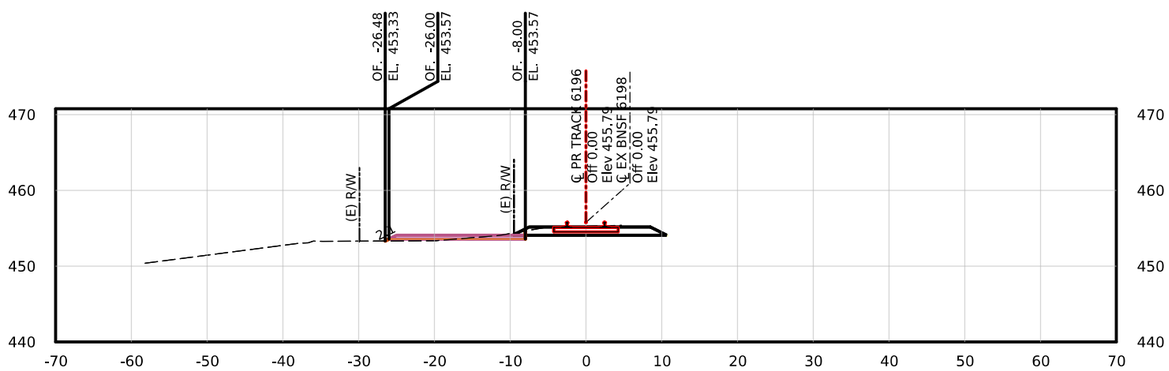

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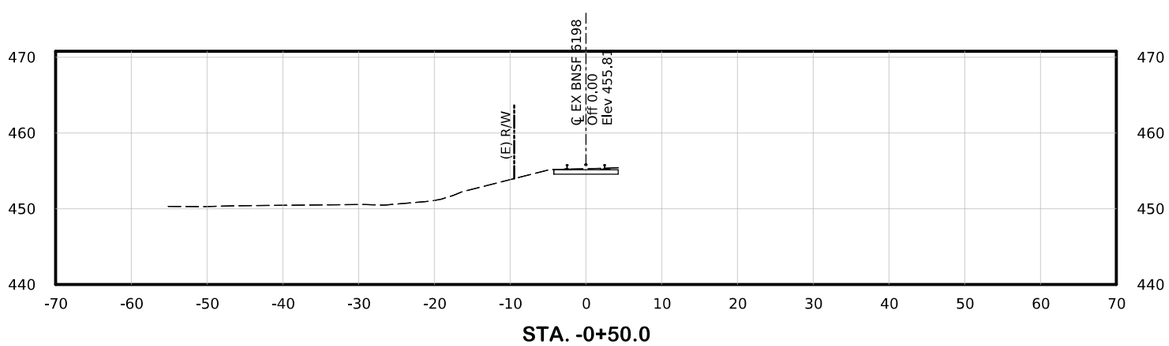

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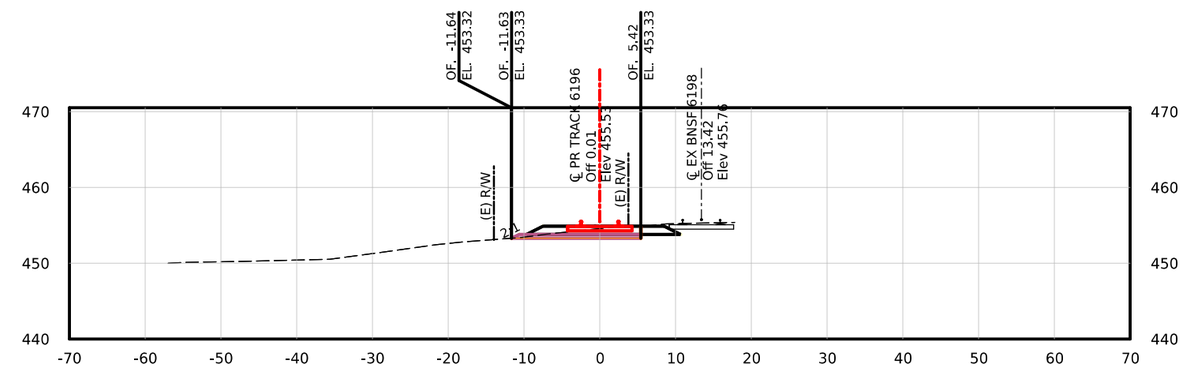

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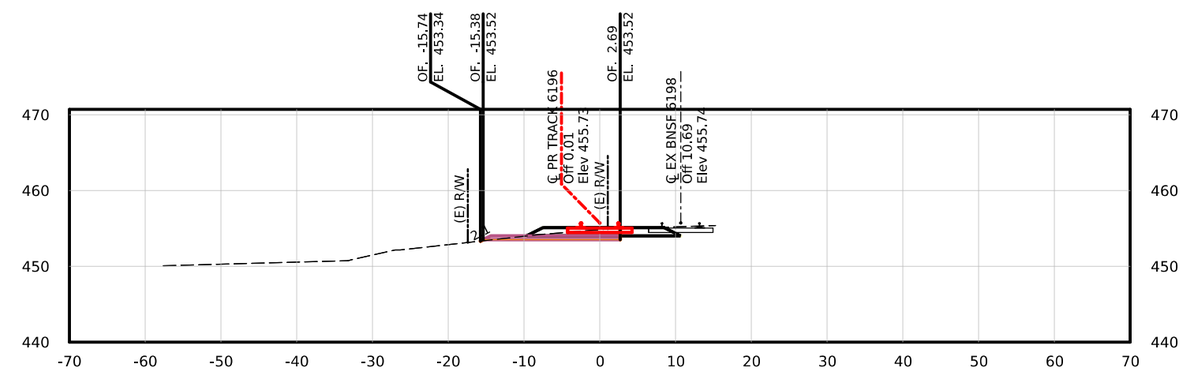

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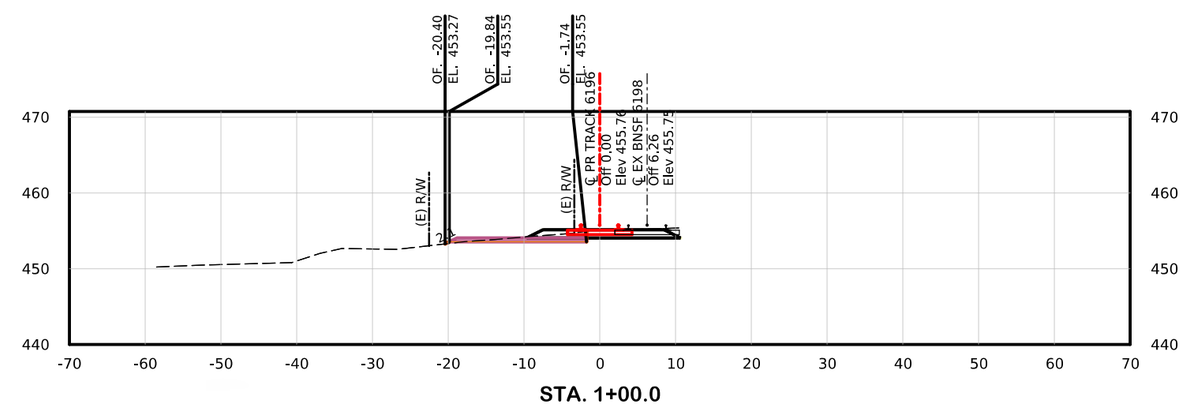

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REV	DATE	DESCRIPTION	BY / SUB	APP

DESIGNED BY	TSK
DRAWN BY	TSK
CHECKED BY	SLG
APPROVED BY	SLG
DATE	11/06/2025

HANSON™

1001 E. 101st TERRACE, SUITE 120
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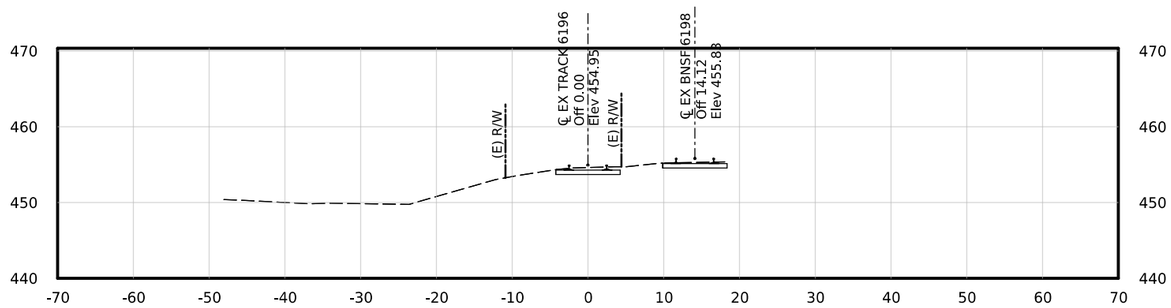
Phone: (913) 214-3180

10' 0 5' 10' 20'
GRAPHIC SCALE:

STATE OF MISSOURI
TYLER KRAMER NUMBER PE-2024000306
PROFESSIONAL ENGINEER
11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
CROSS SECTIONS

CONTRACT NO.	22I0045
DRAWING NO.	C-301
REVISION	
SHEET NO.	15 OF 16
SCALE	AS NOTED



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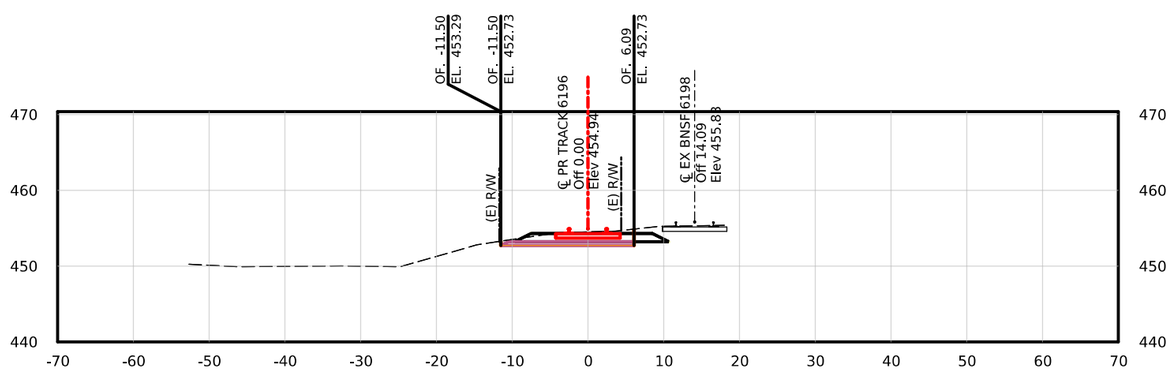

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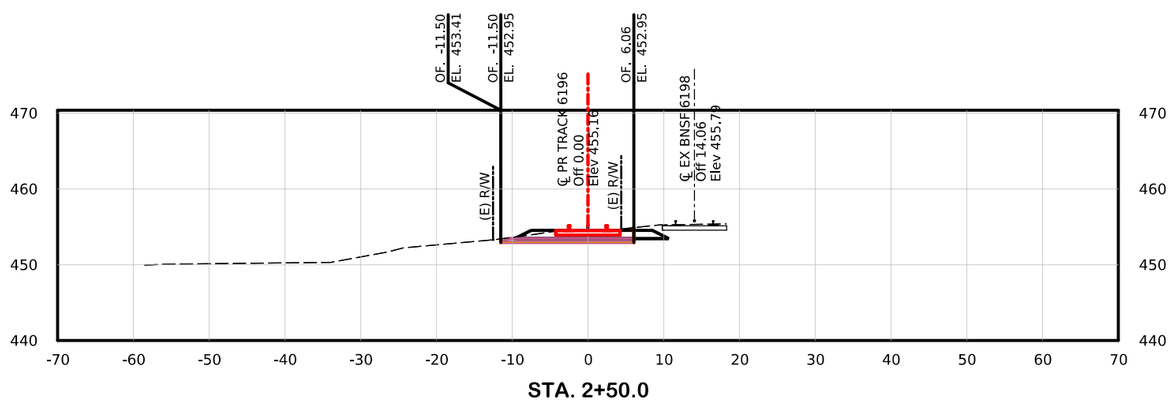

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Date: 11/6/2025

REV	DATE	DESCRIPTION	BY / SUB	APP

DESIGNED BY	TSK
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APPROVED BY	SLG
DATE	11/06/2025

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10' 0 5' 10' 20'
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11/6/2025

LINE SEGMENT 0014 MP 86.510 TO MP 86.822
PIKE LINCOLN COUNTY PORT AUTHORITY
CLARKSVILLE SITE REDEVELOPMENT
CROSS SECTIONS

CONTRACT NO.	22I0045
DRAWING NO.	C-302
REVISION	
SHEET NO.	16 OF 16
SCALE	AS NOTED