Design Standards Letter

Letter Number: **P-2004-02**

Letter Date: **07/02/2004**

Effective Date: **01/01/2005**

Section/Plan No.: **none**

Subject: **Supplemental Revisions to the Missouri Standard Plans for Highway Construction**

Body

Questions concerning the distribution of this edition of the Missouri Standard Plans for Highway Construction should be directed to General Headquarters, Keith L. Smith (573) 751-4659 or Joe Jones (573) 751-3813.

These revisions will be effective with the January 2005 bid opening. Below are the revisions to the Missouri Standard Plans for Highway Construction since the last Standard Plans letter issued in March 2004.

NOTE	EXPLANATION
1	The following revisions are effective with the January 2005 bid opening.

STD. PLAN NO.	DESCRIPTION OF REVISION
502.05G	*Sheet 1 of 4*. The concrete industry has suggested a cost-saving concrete joint and MoDOT has concurred. Except on interchanges, MoDOT will no longer install load-transfer devices on shoulders. Thus, the new “C2” Joints, that have no dowels, will replace the “C1” Joints in most applications on the shoulders. A new General Note was added to clarify the limits of an interchange. *Sheet 3 of 4*. The “Joint Plan and Spacing for Contraction Joints” diagram was revised to show the placement of “C2” and “C1” Joints. Also, a new diagram entitled “C2 Transverse Contraction Joint” was added.
504.00G	*Sheets 1 through 3 of 3*. A note was added requiring the use of the 2″ (50 mm) expansion joint only when the roadway is paved with concrete.
604.28F	No change at this time. For historical purposes, the tables added in 1997 are now noted.

606.00AR	*Sheet 3 of 16.* The first General Note was removed since concrete is no longer necessary to set post in concrete, asphalt or solid rock.
	Sheet 10 of 16. Minor errata correction.
606.41J	*Sheet 1 of 6.* Minor errata correction. *Sheet 2 of 6.* The distance from the back of the guardrail post to the face of the median obstacle was corrected to 27″ (700 mm).
609.00M	*Sheet 1 of 2.* The second sentence in the first General Note was deleted. In order to permit as much latitude as possible for the contractors, the directive to place Type 5 aggregate beneath the curb gutter was removed. *Sheet 2 of 2.* Contents on this new sheet were located on the former Sheet 1 of 1.
611.60Q	A note was added stating that the slope protection is to follow the contour of the final roadway fill. Also, the note pertaining to the slope of the slope protection was revised to “slope ¼″ per foot minimum.”
613.00L	*Sheets 1 and 2 of 2.* Numerous revisions and clarifications to provide additional guidance for both Class A and B Pavement Repair, particularly for dowel baskets. A new General Note pertaining to fiber reinforcement has been added.
613.20A	The minimal dimension for a Class A concrete partial depth pavement repair was increased to 16" x 16" (400 mm x 400 mm). Smaller dimensions cause construction problems that increase repair costs.
616.10AF	*Sheet 1 of 8.* The tenth General Note was revised to include a reference about support posts. The last General Note was revised to state that galvanization of work zone sign posts will not be required.
620.00D	*Sheet 1 of 3.* The “Typical Striping Offsets” and “Line Detail” diagrams were moved to Sheet 2 of 3. The second General Note was deleted. The fifth General Note was clarified.
	Sheet 2 of 3. The “Only” elongated word diagram and the arrow diagrams were deleted since they are standard MUTCD designs.
	Sheet 3 of 3. The “Symbol Detail” and “Letter Detail” diagrams were deleted since they are standard MUTCD designs.
730.00C	*Sheet 1 of 2.* Errata correction in Table I.
901.01AC	*Sheets 2 and 4 of 6.* The concrete median barriers have been revised to show Type C (single slope) concrete barriers instead of Types A or B. This revision reflects MoDOT’s typical use of Type C barriers rather than Types A or B.
902.20D	*Sheet 2 of 3.* In order to accommodate new industry standards, the height of the Type I Drain was shortened in some cases. Instead of a 26″ (660

	mm) height for drains with 23 to 68 conductors, the height is now 24″ (610 mm).
902.70M	*Sheet 1 of 2.* The minimum holding strength in note No. 7 was corrected to 13,860 lbs. in the English version.
903.02AH	*Sheet 8 of 18.* Six diagrams of exit number panels were removed since the signs are obsolete. The obsolete signs did not have the word “exit”.
903.03AZ	*Sheet 4 of 9.* The “Round Pipe Post and Footing Data Table”, located on the former Sheet 4 of 8, was revised to simplify district applications. The 2-1/2″ (65 mm) diameter pipe post stub length and footing depth are now equal to those of the 3″ (75 mm) diameter pipe. *Sheet 9 of 9.* This new sheet, entitled “Street Name Signs for Traffic Signals”, has been a special sheet for only a few months. The D3 sign diagrams have been added to the standard plans since street signs are now non-commission furnished.

	ERRATA
STD. PLAN NO.	**DESCRIPTION OF REVISION**
203.40F	In the English version, a metric label was replaced with an English one.
609.40M	*Sheet 1 of 2.* Minor clarification: added an “end of slab” label.