

Design Standards Letter

Letter Number: P-2006-03

Letter Date: 04/28/2006

Effective Date: 06/01/2006

Section/Plan No.: See Below

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

Body

 The Supplemental Revisions to the Missouri Standard Plans for Highway Construction, effective June 1, 2006 are now available.

Questions regarding the Supplemental Revisions to the Missouri Standard Plans for Highway Construction should be directed to Brian K. Williams, Central Office, Engineering Policy Group, at 573-751-9254 or me at 573-751-38713.

NOTE	EXPLANATION
1	The following revisions are effective with the June 2006 bid opening
STD PLAN NO	DESCRIPTION OF REVISION
401.00	This new addition incorporates the A2 shoulder special sheet into the standard plans.
502.10H	<i>Sheet 1 of 3</i> The general note regarding the need to remove the tie wires or clips used to strengthen the basket assemblies during shipping prior to paving was deleted.
606.00AS	<i>Sheet 4 of 17</i> The steel Post and Wood Block detail for Type B Guardrail was adjusted to reflect the 7 inch measurement from the post bolt to the top of the block. <i>Sheet 5 of 17</i> This sheet incorporates the use of 7 foot guardrail posts, which replaces the 9 foot guardrail post, for installations where the 2 feet shoulder widening is not available. The existing sheet 5 and all remaining sheets in the plan were renumbered accordingly. <i>Sheet 8 of 17</i> Details were modified to reference the 7 in. measurement from the post bolt to the top of the block. <i>Sheet 17 of 17</i> This sheet was modified to address the new 7 Ft. guardrail post. Section A-A and B-B details were enhanced to depict the

nested W-Beam.

606.30E	The terminal section is being incorporated back into the standard plans as a practical design solution.
620.10A	<i>Sheet 1 of 4</i> Temporary pavement marking was changed to incorporate the use of Type 1 and Type 2 Temporary Raised Pavement Markers (TRPMs) for centerline markings for multilane divided sections and Type 1 TRPMs on shoulders for multilane divided sections and two-way sections with paved shoulders.
903.03BC	<i>Sheet 1 of 11</i> Stub lengths in the Post and Footing Data Table were increased to match the shallowest footing depth. The sixth General Note was modified to reference the 7'-9" height from the bottom of the sign to the bottom of the footing. Several minor detailing corrections were also addressed. <i>Sheet 4 of 11</i> Post and Footing Data Table was revised to duplicate the table from Sheet 1. A general note was added to tie the general notes from sheet 1 to this sheet. <i>Sheet 5 of 11A</i> detail was added to address the bottom of the sign location in relation to the hinge point. The detail for sign and panel spacing was revised to extend the main post to the top of secondary sign and omit one of the two aluminum I-beams. <i>Sheet 6 of 1</i> The Panel Bolt Location detail was modified to indicate appropriate panel bolt locations. <i>Sheet 8 of 11</i> Details were modified to remove symbols regarding mainline delineators. The 528 Ft distance for delineators between interchanges was added back to the sheet. A note was added to omit delineators between interchanges if emergency reference markers are used. <i>Sheet 9 of 11</i> modified the taper measurement (F) for delineator posts. <i>Sheet 10 of 11</i> Modified Note (4) to correct the stub size for PSST indicted in Detail 1, Note (5) to provide a more practical fall arrest cable for barrier mounted signs, and Note (6) to allow mechanical anchors as an optional attaching method for barrier mounted signs. Sheet 12 was deleted since the information is duplicated in Std Plan sheet 903.02, sheet 10 of 18.
903.10AA	<i>Sheet 4 of 6</i> Part Section A-A and Detail X were modified to indicate a continuous weld for the backup ring.
903.12V	<i>Sheet 1 of 5</i> Details were modified to indicate the footing collar to be located below the ground line. <i>Sheet 3 of 5</i> Elevation detail was modified to show the footing collar to be located 12 inches below the ground line. Embedment length of anchor bolts was also included. <i>Sheet 4 of 5</i> Footing collar was relocated 12 inches below the ground

	line.
903.60Z	<i>Sheet 3 of 5</i> Part Section A-A and Detail X were modified to indicate a continuous weld for the backup ring.