

Design Standards Letter

Letter Number: P-2007-03

Letter Date: 06/29/2007

Effective Date: 08/01/2007

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 August 1, 2007 are now available. These revisions will be in effect with the August 2007 bid opening.

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 573-751-3813.

MINOR REVISIONS: (ERRATA)

203.20F Sheet 2 of 5 - This revision corrected an error in the percent of superelevation slope in the in the superelevation and widening table for undivided highways for a 3500 ft. radius and 70 mph design speed.

MAJOR REVISIONS:

502.05L Sheet 1 of 4 – The option of an L2 joint was added for all locations that previously called for a K or L1 joint. The first and second general notes were revised to call for all transverse shoulder joints to be C2 joints and the last sentence of the second note was deleted providing a more performance related plan.

Sheet 2 of 4 - The option of an L2 joint was added for all locations that previously called for a K or L1 joint.

Sheet 3 of 4 – The option of an L2 joint was added to the “Joint Plan and Spacing for Contraction Joint” detail. A new note, note (3), was added to the “Transverse Contraction Joint” detail to address dowel bar assemblies for pavements in ½ inch increments. The description of the L2 joint was modified to “Longitudinal Construction Joint”. The description of the L3 joint was modified to “Longitudinal Construction Joint for shoulder an the shoulder thickness was modified to address variable shoulder thicknesses.

502.10J *Sheet 1 of 3* - A new note was added to section A-A to address dowel bar assemblies for pavements in ½ inch increments. The first general note was revised to clarify dowel bar alignment requirements.

Sheet 2 of 3 – A new note was added to section B-B to address dowel bar assemblies for pavements in ½ inch increments.

Sheet 3 of 3 – A new note was added to section C-C to address dowel bar assemblies for pavements in ½ inch increments.

504.00H *Sheet 1 of 3* – The length of concrete approach pavements was shortened to 15 feet and the reinforcement requirement was deleted. The L2 joint was incorporated as an option where a K or L1 joint was previously indicated. Transverse and longitudinal shoulder joints were labeled as C2 and L3 accordingly. The reference to tied shoulders was deleted. The last two sentences of the first general note were deleted. The second through the fourth general notes that addressed reinforcement were deleted, and the reinforcement table was deleted.

Sheet 2 of 3 – The length of concrete approach pavements was shortened to 15 feet and the reinforcement requirement was deleted. The L2 joint was incorporated as an option where a K or L1 joint was previously indicated. Transverse and longitudinal shoulder joints were labeled as C2 and L3 accordingly. The reference to tied shoulders was deleted.

Sheet 3 of 3 - The length of concrete approach pavements was shortened to 15 feet and the reinforcement was deleted. The L2 joint was incorporated as an option where a K or L1 joint was previously indicated. Tie bars were added at centerline and removed from the shoulders. Longitudinal shoulder joints were labeled as L3.

606.22S *Sheet 4 of 5 (former Sheet 4 of 4)* – Stiffeners S10, S5, S4, and S6 were shortened 1/8 inch. Stiffener measurements shown were center-to-center measurements, current stiffener lengths do not account for the center-to-center distance.

Sheet 5 of 5 – This is a new sheet that incorporates a connector plate design for single slope barriers into the standard plan.

613.20B *Sheet 1 of 1* – The sawing removal option detail was removed.

616.10AH *Sheet 1 of 8* – Note 6 was added to the minimum mounting height for vehicle mounting type.

Sheet 2 of 8 – Grouped notes with details to make the page clearer. Changed the type of sheeting for the DIB (directional indicator barricade) to MoDOT fluorescent orange. Added a note under the DIB to address sheeting placement on each side of the rail. An optional Type C warning light was depicted on the trim-line channelizer. Mounting height measurements were indicated for the vertical panel. New general notes were added to address allowable substitutions for each device. The note requiring trim-line channelizers be manufactured from low density polyethylene plastic was deleted.

Sheet 3 of 8 – New notes were added for Type III movable barricades to address allowable signs that may be mounted to the barricade, language from Sec 1063 related to barricade makeup and sheeting placement, and warning light requirements.

Sheet 6 of 8 – Signs W07-3a, W013-1 and W016-2 (*previously W016-2a*) were revised to modify the sign size. W016-2 sign description was revised and 4 new signs were added: W016-3 - X Mile (Plaque); E05-2 - Exit Open; E-05-2a – Exit closed; and Special – Fresh Oil / Loose Gravel.

Sheet 7 of 8 – Signs W021-2, E05-1 and CONST-3X were revised to modify the sign size. Sheeting types were modified for CONST-3A sign. Two new signs were added Special – Grooved Pavement Ahead and Special – Please Wait for Pilot Car. The description for sign R1-3 was also revised.

Sheet 8 of 8 – New sign details for the Please Wait for Pilot Car, Grooved Pavement Ahead, Fresh Oil / Loose Gravel and CONST-3A signs were added.

619.10E *Sheet 1 of 1* – This sheet was revised to require 1V:3H edge treatment for edge differentials of 3 inches or greater. Bump signs were incorporated for side roads. The overall design of the sheet was revised to provide clarity.

JGJ / BKW