

# **MISSOURI HIGHWAYS and TRANSPORTATION COMMISSION**

**JEFFERSON CITY, MISSOURI**

**SUPPLEMENTAL PLANS TO JULY 2017 MISSOURI STANDARD  
PLANS FOR HIGHWAY CONSTRUCTION**

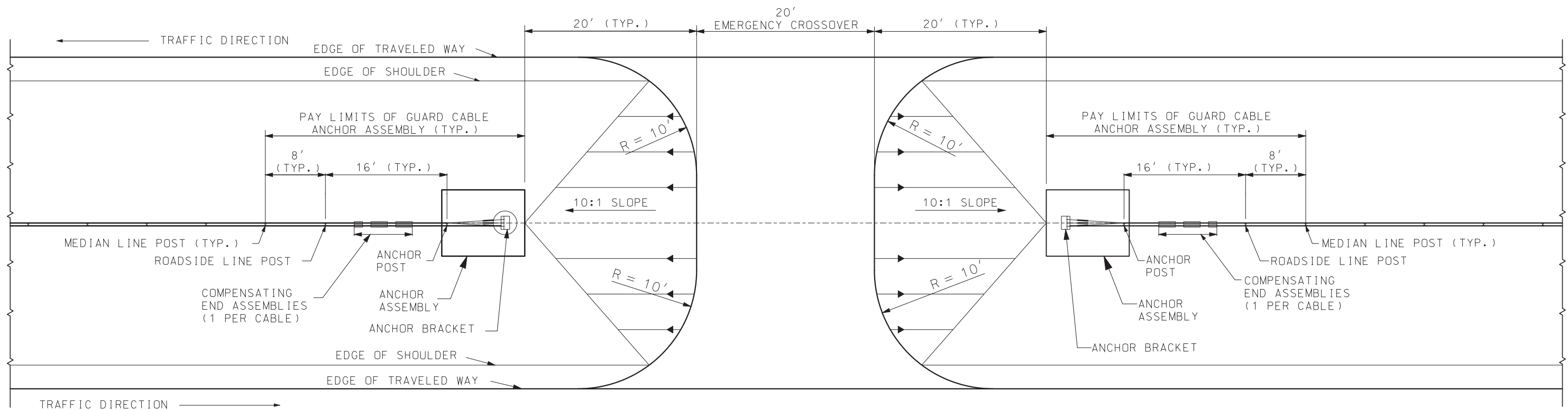
**EFFECTIVE >Ubi Ufm1, 201,**

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION								EFFECTIVE: 01/01/2018
MISSOURI STANDARD PLANS FOR HIGHWAY CONSTRUCTION								
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STANDARD NO.	DRAWING TITLE	NO. OF SHEETS	EFFECTIVE DATE	STANDARD NO.	DRAWING TITLE	NO. OF SHEETS	EFFECTIVE DATE	
203.00E	EXCAVATION AND EMBANKMENT – TYPICAL DETAILS	1	08/01/1998	606.60B	MIDWEST GUARDRAIL SYSTEM (MGS) – VERTICAL BARRIER TRNSITIONS	6	07/01/2017	
203.02F	UNDERGRADING – TYPICAL DETAILS	2	01/01/2004	606.70B	MIDWEST GUARDRAIL SYSTEM (MGS) – THRIE BEAM RAIL ON BRIDGE	5	07/01/2017	
203.10D	TABULATED EARTHWORK AND SECTION DATA	1	02/01/2009	606.80C	MIDWEST GUARDRAIL SYSTEM (MGS) – TERMINAL ANCHOR ENDS	7	07/01/2017	
203.20G	SUPERELEVATION, SPIRALS AND WIDENING (UNDIVIDED HIGHWAY)	4	07/01/2017	606.81	MASH – CRASHWORTHY END TERMINALS – TYPE A – GRADING LIMITS	1	01/01/2017	
203.21K	SUPERELEVATION, SPIRALS AND WIDENING (DIVIDED HIGHWAY)	3	07/01/2017	607.10V	CHAIN-LINK FENCE	1	02/01/2007	
203.22	SUPERELEVATION, SPIRALS AND WIDENING	2	07/01/2017	607.11H	CHAIN-LINK FENCE FOR RETAINING WALLS	1	06/01/2009	
203.35A	MAILBOX TURNOUTS	1	08/01/1981	607.20G	WOVEN WIRE FENCE	2	07/01/2016	
203.40G	TYPICAL DETAILS ON AND OFF RAMPS	2	10/01/2007	608.00H	PAVED APPROACHES	2	10/01/2009	
203.41F	TYPICAL DETAILS ON AND OFF RAMPS (ROADWAY WITH 6:1 FORESLOPE)	2	01/01/1995	608.10P	CONCRETE SIDEWALK	1	04/01/2015	
203.50N	TYPICAL MEDIAN OPENINGS (DIVIDED HIGHWAYS)	2	04/01/2016	608.20E	CONCRETE STAIRS	2	04/01/2015	
203.61A	DRIVEWAY – TYPE I	1	07/01/2004	608.30A	CONCRETE MEDIAN STRIP	1	02/01/2011	
203.62D	DRIVEWAY – TYPE II	2	04/01/2017	608.40	HANDRAILING	4	04/01/2015	
203.63B	DRIVEWAY – TYPE III	2	04/01/2017	608.50	CURB RAMPS	4	04/01/2015	
203.64D	DRIVEWAY – TYPE IV	2	04/01/2017	609.00P	CONCRETE CURB, CURB AND GUTTER AND GUTTER	2	08/01/2008	
203.65A	DRIVEWAY – TYPE V	1	10/01/1998	609.15D	PAVED DITCHES	1	07/01/2016	
204.00D	EMBANKMENT CONTROL – MEASURING DEVICES	1	04/01/1983	609.40S	DRAIN BASIN, SHOULDER PAVING AND FILL SLOPES AT BRIDGE ENDS	3	01/01/2017	
204.30	PORE PRESSURE MEASUREMENT DEVICES	1	03/01/1996	609.60C	ROCK DITCH LINER	1	03/01/1993	
401.00A	TYPE A2 AND A3 SHOULDERS	2	04/01/2009	609.70C	ROCK LINING FOR CULVERT OUTLET	1	10/01/1981	
413.20	SCRUB SEAL BROOM CONFIGURATION	1	07/01/2004	611.60R	CONCRETE SLOPE PROTECTION	1	07/01/2015	
502.05N	CONCRETE PAVEMENT AND BASE APPURTENANCES FOR 15 FT. JOINT SPACING	4	07/01/2015	612.20D	SAND FILLED IMPACT ATTENUATORS	1	08/01/2008	
502.10K	DOWEL SUPPORTING UNITS	2	06/01/2010	613.00S	PAVEMENT REPAIR	4	04/01/2017	
504.00J	CONCRETE APPROACH PAVEMENT	3	07/01/2015	614.10T	GRATES AND BEARING PLATES	1	12/01/2005	
602.00D	RIGHT-OF-WAY AND DRAIN MARKERS	2	01/01/2003	614.11C	CURVED VANE GRATE AND FRAME	1	06/01/2010	
604.05D	PIPE CULVERT HEADWALLS – TYPE S	2	08/01/2006	614.30E	MANHOLE FRAMES AND COVERS	2	03/01/1996	
604.10E	PIPE CULVERT HEADWALL – ENERGY DISSIPATOR FOR 18” CONCRETE PIPE	1	07/01/2001	616.10AU	TEMPORARY TRAFFIC CONTROL DEVICES	*	9	10/01/2017
604.11E	PIPE CULVERT HEADWALL – ENERGY DISSIPATOR FOR 24” CONCRETE PIPE	1	07/01/2001	617.10K	PERMANENT CONCRETE TRAFFIC BARRIER	*	11	07/01/2017
604.12E	PIPE CULVERT HEADWALL – ENERGY DISSIPATOR FOR 30” CONCRETE PIPE	1	07/01/2001	617.20D	TEMPORARY CONCRETE TRAFFIC BARRIER	*	8	10/01/2015
604.13E	PIPE CULVERT HEADWALL – ENERGY DISSIPATOR FOR 36” CONCRETE PIPE	1	07/01/2001	619.10J	PAVEMENT EDGE TREATMENT	*	1	10/01/2017
604.14E	PIPE CULVERT HEADWALL – ENERGY DISSIPATOR FOR 42” CONCRETE PIPE	1	07/01/2001	620.00L	PAVEMENT MARKING		5	10/01/2016
604.15E	PIPE CULVERT HEADWALL – ENERGY DISSIPATOR FOR 48” CONCRETE PIPE	1	07/01/2001	620.10G	TEMPORARY PAVEMENT MARKING		5	07/01/2017
604.29C	DROP INLET – TYPE X	2	04/01/1983	625.00	HOLE PATTERN FOR PAVEMENT SLAB STABILIZATION		1	10/01/1998
604.30G	CONCRETE MANHOLES	2	02/01/2009	626.00H	RUMBLE STRIPS		2	04/01/2009
604.40F	PIPE COLLARS	2	10/01/2000					
604.70	SLOTTED DRAIN	2	03/01/1994					
605.10I	PAVEMENT UNDERDRAINAGE	4	06/01/2013					
606.00AY	GUARDRAIL	7	01/01/2017					
606.01F	MEDIAN PIER PROTECTION	9	08/01/2012					
606.22U	BRIDGE ANCHOR SECTION – SAFETY BARRIER CURB ON BRIDGE	6	07/01/2016					
606.23J	BRIDGE ANCHOR SECTION (THRIE BEAM RAIL ON BRIDGE)	5	07/01/2016					
606.30K	GUARDRAIL – TERMINAL ANCHOR ENDS	7	04/01/2017					
606.31	CRASHWORTHY END TERMINALS – TYPE A – GRADING LIMITS	1	01/01/2017					
606.40D	ONE-STRAND ACCESS RESTRAINT CABLE	2	07/01/2004					
606.41L	THREE-STRAND GUARD CABLE	*	7					
606.50C	MIDWEST GUARDRAIL SYSTEM (MGS)		8					
606.51	MIDWEST GUARDRAIL SYSTEM (MGS) – MEDIAN PIER PROTECTION	*	2					
				* REVISED OR ADDED SINCE JULY 2017				
				SHEET 1 OF 2				

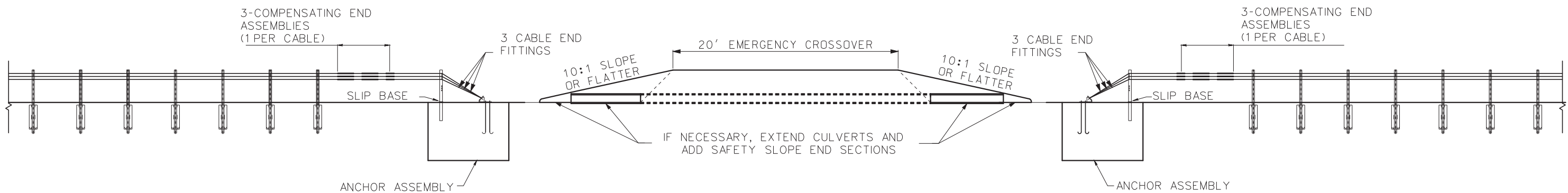
IF A SEAL IS PRESENT ON THIS SHEET IT HAS BEEN ELECTRONICALLY SEALED AND DATED.

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION								EFFECTIVE: 01/01/2018	
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703.10J	CONCRETE SINGLE BOX CULVERT – STRAIGHT WINGS (SQUARED)	3	07/01/2015	901.80D	HIGHWAY LIGHTING – POWER SUPPLY ASSEMBLY – SECONDARY SERVICE	2	04/01/2002		
703.11J	CONCRETE SINGLE BOX CULVERT – FLARED WINGS (SQUARED)	3	07/01/2015	901.85A	HIGHWAY LIGHTING SYMBOLS	1	01/01/2003		
703.12J	CONCRETE SINGLE BOX CULVERT – STRAIGHT WINGS (LEFT ADVANCE)	3	07/01/2015	902.00P	TRAFFIC SIGNALS	2	07/01/2017		
703.13J	CONCRETE SINGLE BOX CULVERT – FLARED WINGS (LEFT ADVANCE)	3	07/01/2015	902.10Q	TRAFFIC SIGNALS – CONTROLLERS CONDUIT LOCATION	1	04/01/2005		
703.14J	CONCRETE SINGLE BOX CULVERT – STRAIGHT WINGS (RIGHT ADVANCE)	3	07/01/2015	902.15K	TRAFFIC SIGNALS – POWER SUPPLY ASSEMBLY	3	07/01/2004		
703.15E	CONCRETE SINGLE BOX CULVERT – FLARED WINGS (RIGHT ADVANCE)	3	07/01/2015	902.20G	TRAFFIC SIGNALS – CONCRETE PULL BOXES	3	11/01/2010		
703.16	CONCRETE SINGLE BOX CULVERT – CUT SECTION	1	04/01/2011	902.21C	TRAFFIC SIGNALS – TELEPHONE INTERCONNECT	1	03/01/1996		
703.17	CONCRETE SINGLE BOX CULVERT – MEMBER SIZES AND REINFORCEMENT	14	04/01/2011	902.30P	TRAFFIC SIGNALS – POST BASES	* 2	02/01/2008		
703.37C	CONCRETE BOX CULVERT – EXTERIOR WING REINFORCEMENT	2	04/01/2011	902.40Q	TRAFFIC SIGNALS – TUBULAR STEEL POSTS	3	02/01/2008		
703.38A	CONCRETE BOX CULVERT – CUTTING DETAILS	2	10/01/2009	902.50L	TRAFFIC SIGNALS – INDUCTION LOOP DETECTORS	2	06/01/2009		
703.40H	CONCRETE DOUBLE BOX CULVERT – STRAIGHT WINGS (SQUARED)	3	10/01/2011	902.70P	TRAFFIC SIGNALS – RIGID SPAN WIRE DETAILS	2	02/01/2008		
703.41H	CONCRETE DOUBLE BOX CULVERT – FLARED WINGS (SQUARED)	3	10/01/2011	902.80L	TRAFFIC SIGNALS – TRAFFIC SIGNAL SYMBOLS	1	07/01/2017		
703.42H	CONCRETE DOUBLE BOX CULVERT – STRAIGHT WINGS (LEFT ADVANCE)	3	10/01/2011	903.01J	STANDARD ARROW DETAILS	2	10/01/2016		
703.43H	CONCRETE DOUBLE BOX CULVERT – FLARED WINGS (LEFT ADVANCE)	3	10/01/2011	903.02AN	HIGHWAY SIGNING	8	01/01/2017		
703.44H	CONCRETE DOUBLE BOX CULVERT – STRAIGHT WINGS (RIGHT ADVANCE)	3	10/01/2011	903.03BL	POST INSTALLATIONS AND SIGN MOUNTING DETAILS	* 16	07/01/2017		
703.45C	CONCRETE DOUBLE BOX CULVERT – FLARED WINGS (RIGHT ADVANCE)	3	10/01/2011	903.04F	HIGHWAY SIGNING – WEIGH STATION	1	02/01/2012		
703.46	CONCRETE BOX CULVERT – CUT SECTION	1	10/01/2011	903.05J	HIGHWAY SIGNING – TUBULAR SUPPORT STEEL – TYPE S, ONE TUBE	2	10/01/2016		
703.47	CONCRETE BOX CULVERT – MEMBER SIZES AND REINFORCEMENT	27	10/01/2011	903.06J	HIGHWAY SIGNING – TUBULAR SUPPORT STEEL – TYPE S, TWO TUBE	2	10/01/2016		
703.60E	CONCRETE BOX STRUCTURE – PIPE INLET	1	07/01/2001	903.07J	HIGHWAY SIGNING – TUBULAR SUPPORT STEEL – TYPE C	2	10/01/2016		
703.80H	CONCRETE TRIPLE BOX CULVERT – STRAIGHT WINGS (SQUARED)	3	12/01/2011	903.08H	HIGHWAY SIGNING – TUBULAR SUPPORT STEEL – TYPE B	2	10/01/2016		
703.81H	CONCRETE TRIPLE BOX CULVERT – FLARED WINGS (SQUARED)	3	12/01/2011	903.10BC	OVERHEAD SIGN TRUSSES – ALUMINUM	6	10/01/2016		
703.82H	CONCRETE TRIPLE BOX CULVERT – STRAIGHT WINGS (LEFT ADVANCE)	3	12/01/2011	903.12Z	OVERHEAD SIGN TRUSSES – BUTTERFLY AND CANTILEVER STRUCTURAL STEEL	7	10/01/2016		
703.83H	CONCRETE TRIPLE BOX CULVERT – FLARED WINGS (LEFT ADVANCE)	3	12/01/2011	903.60AB	OVERHEAD SIGN TRUSSES – STRUCTURAL STEEL	5	10/01/2016		
703.84H	CONCRETE TRIPLE BOX CULVERT – STRAIGHT WINGS (RIGHT ADVANCE)	3	12/01/2011						
703.85C	CONCRETE TRIPLE BOX CULVERT – FLARED WINGS (RIGHT ADVANCE)	3	12/01/2011						
703.86	CONCRETE TRIPLE BOX CULVERT – CUT SECTION	1	12/01/2011						
703.87	CONCRETE TRIPLE BOX CULVERT – MEMBER SIZES AND REINFORCEMENT	27	12/01/2011						
706.35H	BAR SUPPORTS FOR CONCRETE REINFORCEMENT	1	07/01/2004						
712.40K	STEEL DAMS AT EXPANSION DEVICES	1	04/01/2016						
725.00C	CORRUGATED METAL PIPE INSTALLATION METHODS	5	04/01/2011						
725.31C	METAL CURTAIN WALL AND METAL INLETS	1	07/01/2004						
726.30J	RIGID CULVERT INSTALLATION METHODS	2	04/01/2015						
730.00E	THERMOPLASTIC PIPE INSTALLATION METHODS	1	04/01/2015						
731.00U	PRECAST MANHOLES	2	07/01/2016						
731.10S	PRECAST DROP INLET	8	07/01/2016						
732.00S	FLARED END SECTION	3	04/01/2016						
732.05C	BEVELED PIPE END TREATMENT	2	07/01/2004						
732.10H	SAFETY SLOPE END SECTION	3	06/01/2013						
806.10J	TEMPORARY EROSION CONTROL MEASURES	6	04/01/2015						
808.00	TYPICAL PLANTING ILLUSTRATIONS	3	07/01/2004						
901.00AA	HIGHWAY LIGHTING – POLES, FOUNDATIONS & APPURTENANCES FOR 30’ M.H.	4	12/01/2013						
901.01AH	HIGHWAY LIGHTING – POLES, FOUNDATIONS & APPURTENANCES FOR 45’ M.H.	6	12/01/2013						
901.02B	HIGHWAY LIGHTING – CABLE, CONDUIT AND TRENCHING	1	04/01/2002						
901.30F	HIGHWAY LIGHTING – BASE MOUNTED CONTROL STATION	2	04/01/2005						
								* REVISED OR ADDED SINCE JULY 2017	
								SHEET 2 OF 2	

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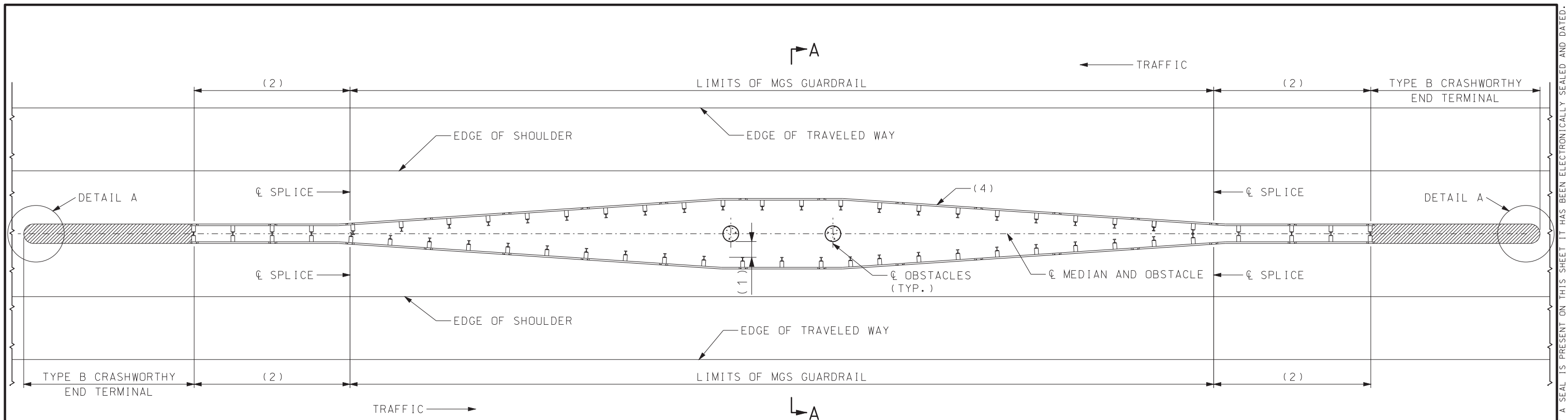
PLAN



PROFILE

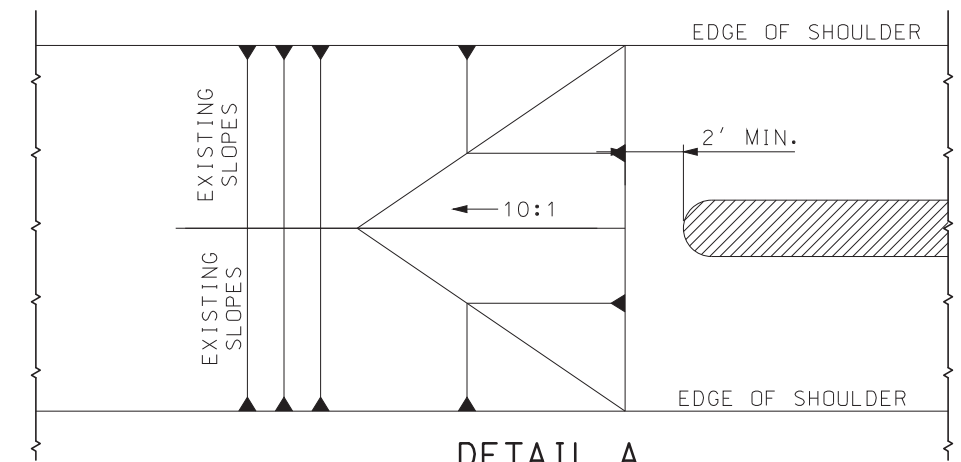
 <b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	<b>THREE-STRAND GUARD CABLE TRANSITION AT MEDIAN OPENING</b>
DATE EFFECTIVE: 10/01/2017 DATE PREPARED: 8/8/2017	SHEET NO. <b>7 OF 7</b>

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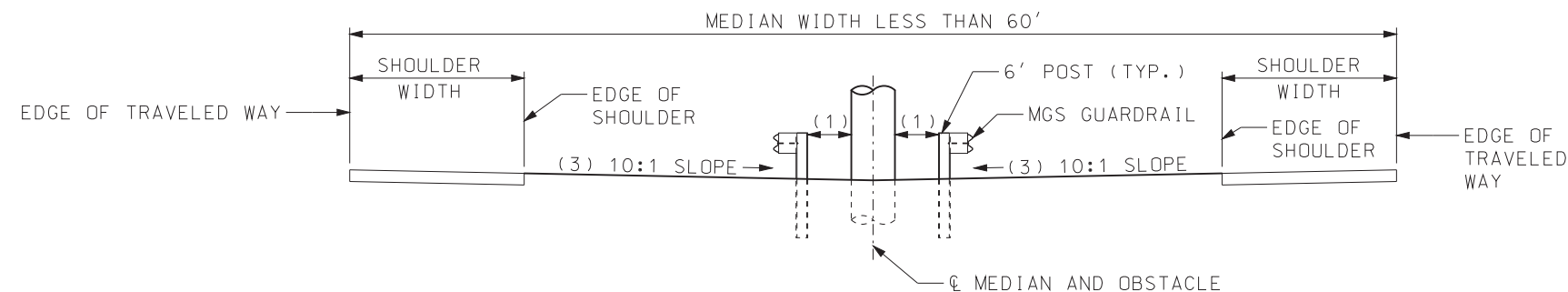


### PIER AT CL MEDIAN

- (1) 3'-0" MINIMUM CLEARANCE TO THE FACE OF OBSTACLE WITH 6'-3" POST SPACING IS PREFERRED  
2'-0" MINIMUM CLEARANCE USE 3'-1 1/2" POST SPACING  
1'-6" MINIMUM CLEARANCE USE 1'-6 3/4" POST SPACING  
SEE STD. PLANS 606.50 FOR POST SPACING DETAILS.
- (2) TRANSITION DOUBLE FACED GUARDRAIL HEIGHT AND WIDTH IF NEEDED FOR TYPE B CRASHWORTHY END TERMINAL PER MANUFACTURER'S REQUIREMENTS. SEE STD. PLANS 606.50 FOR HEIGHT TRANSITION DETAILS.
- (3) CONTINUE 10:1 SLOPE TO OBSTACLE OR A MINIMUM OF 2' PAST THE BACK OF THE GUARDRAIL POST.
- (4) 15:1 FLARE RATE OR AS RECOMMENDED BY TABLE 5-9 OF THE LATEST VERSION OF THE "ROADSIDE DESIGN GUIDE".



DETAIL A  
(GRADING LIMITS)

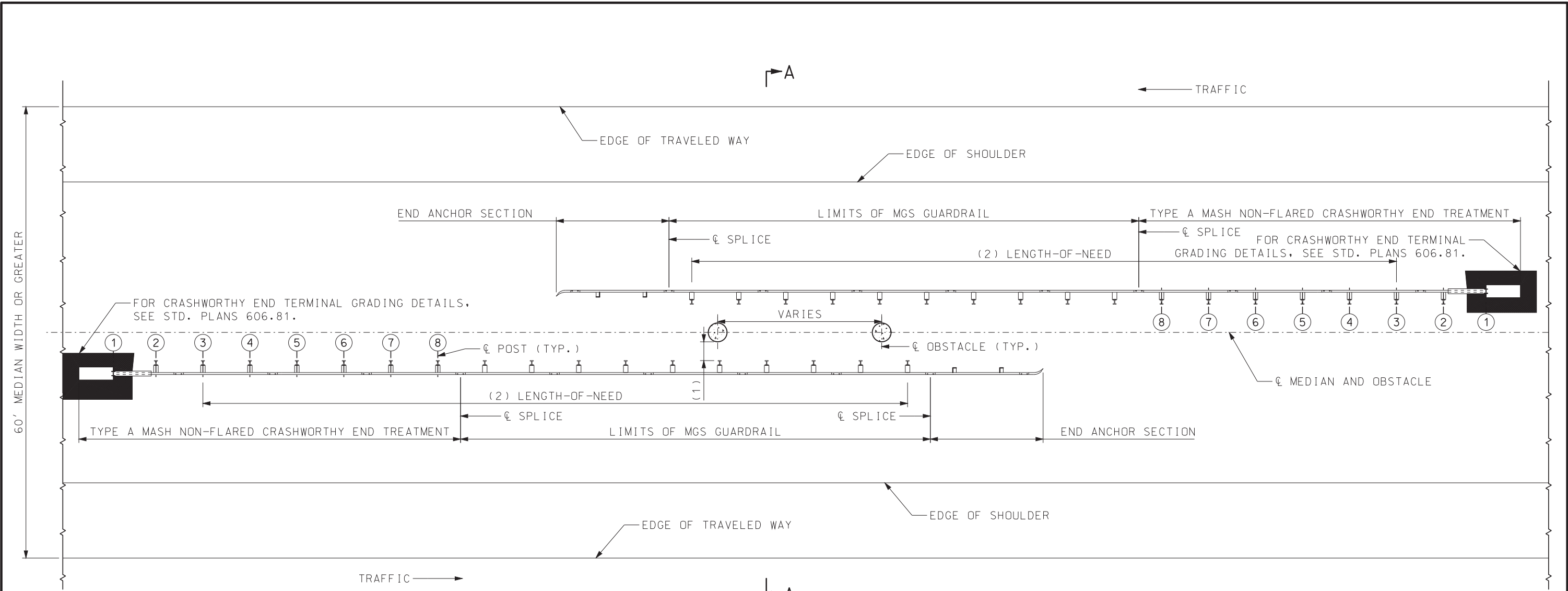


SECTION A-A

#### GENERAL NOTE:

TYPE B CRASHWORTHY END TERMINAL SHALL BE MGS COMPATIBLE, LATEST VERSION AND SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.

 <b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	<b>MGS GUARDRAIL MEDIAN PIER PROTECTION</b>  MEDIAN LESS THAN 60'
DATE EFFECTIVE: 10/01/2017 DATE PREPARED: 8/8/2017	<b>606.51</b>
SHEET NO. 1 OF 2	

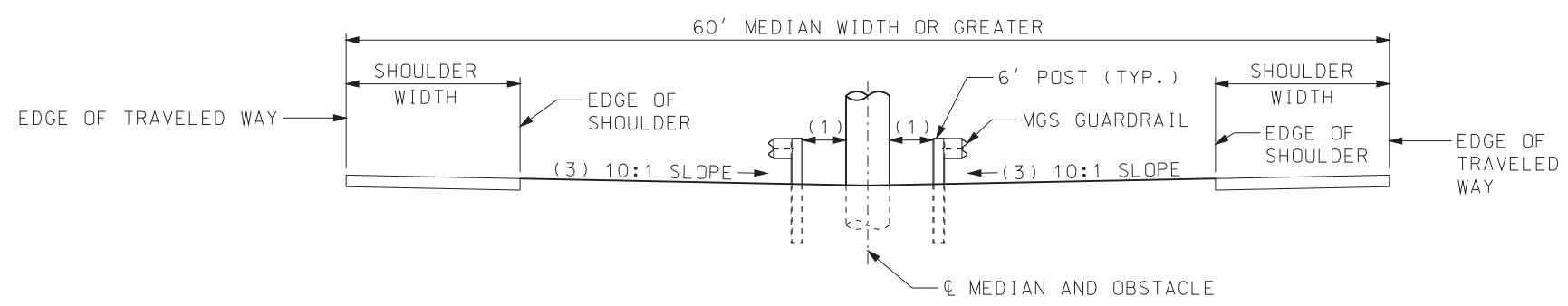


### PIER AT CL MEDIAN


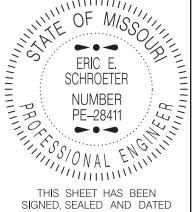
- (1) 3'-0" MINIMUM CLEARANCE TO THE FACE OF OBSTACLE WITH 6'-3" POST SPACING IS PREFERRED  
2'-0" MINIMUM CLEARANCE USE 3'-11#2" POST SPACING  
1'-6" MINIMUM CLEARANCE USE 1'-63#4" POST SPACING  
SEE STD. PLANS 606.50 FOR POST SPACING DETAILS.
- (2) FOR LENGTH-OF-NEED, SEE THE LATEST VERSION OF THE "ROADSIDE DESIGN GUIDE 5.6.4 LENGTH-OF-NEED".
- (3) CONTINUE 10:1 SLOPE TO OBSTACLE OR A MINIMUM OF 2' PAST THE BACK OF THE GUARDRAIL POST.

**GENERAL NOTE:**  
 MEDIAN WIDTHS GREATER THAN 60' THAT THE PIER OBSTACLES ARE BEYOND THE CLEAR-ZONE DO NOT REQUIRE MEDIAN PIER PROTECTION. FOR CLEAR-ZONE DISTANCES, SEE THE LATEST VERSION OF THE "ROADSIDE DESIGN GUIDE 3.1 THE CLEAR-ZONE CONCEPT".

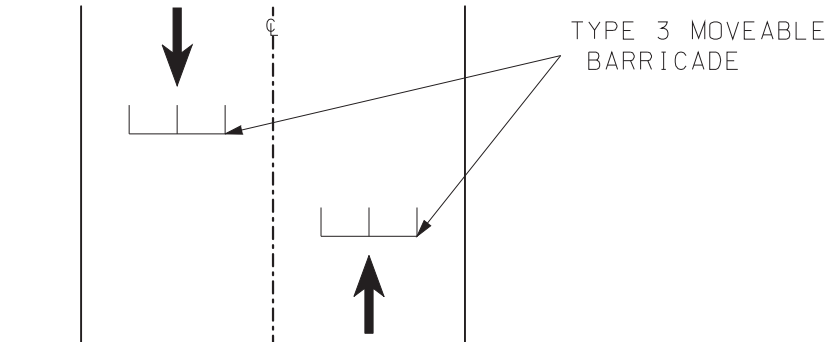
TYPE A NON-FLARED CRASHWORTHY END TERMINAL SHALL BE THE LATEST VERSION AND SHALL BE INSTALLED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.



SECTION A-A

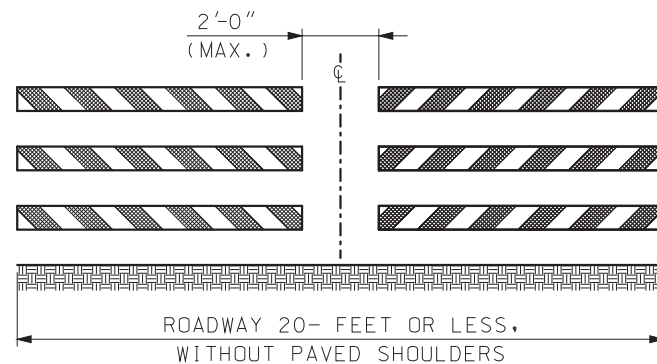
 <b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	<b>MGS GUARDRAIL          MEDIAN PIER          PROTECTION</b> 60' MEDIAN OR GREATER
DATE EFFECTIVE: 10/01/2017 DATE PREPARED: 8/8/2017	<b>606.51</b>
SHEET NO. 2 OF 2	

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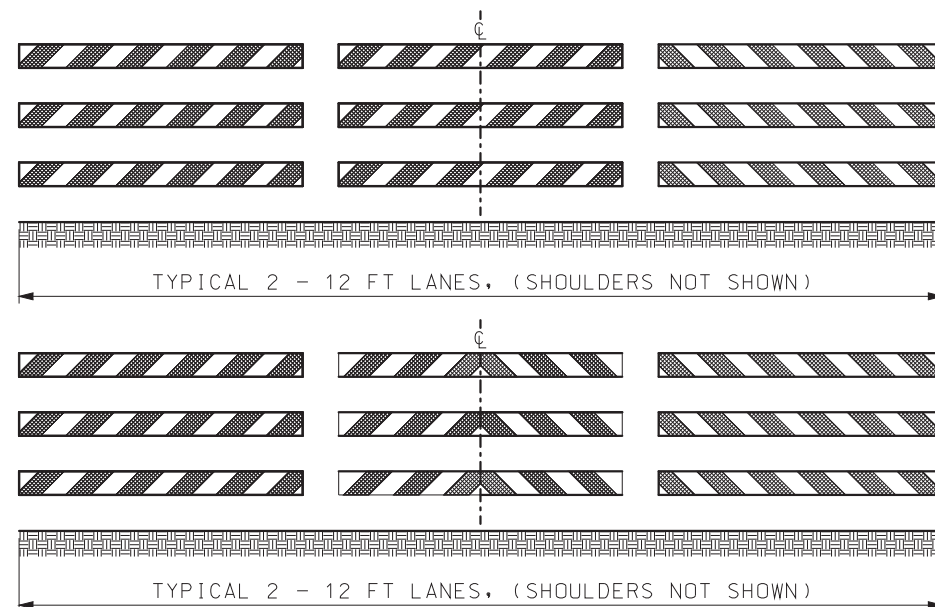


RETROREFLECTIVE MARKING ON TYPE 3 BARRICADES SHALL BE ON BOTH SIDES OF EACH RAIL AND DIRECT TRAFFIC MOVEMENT APPROPRIATELY TO ALLOW VEHICLES TO PASS THROUGH

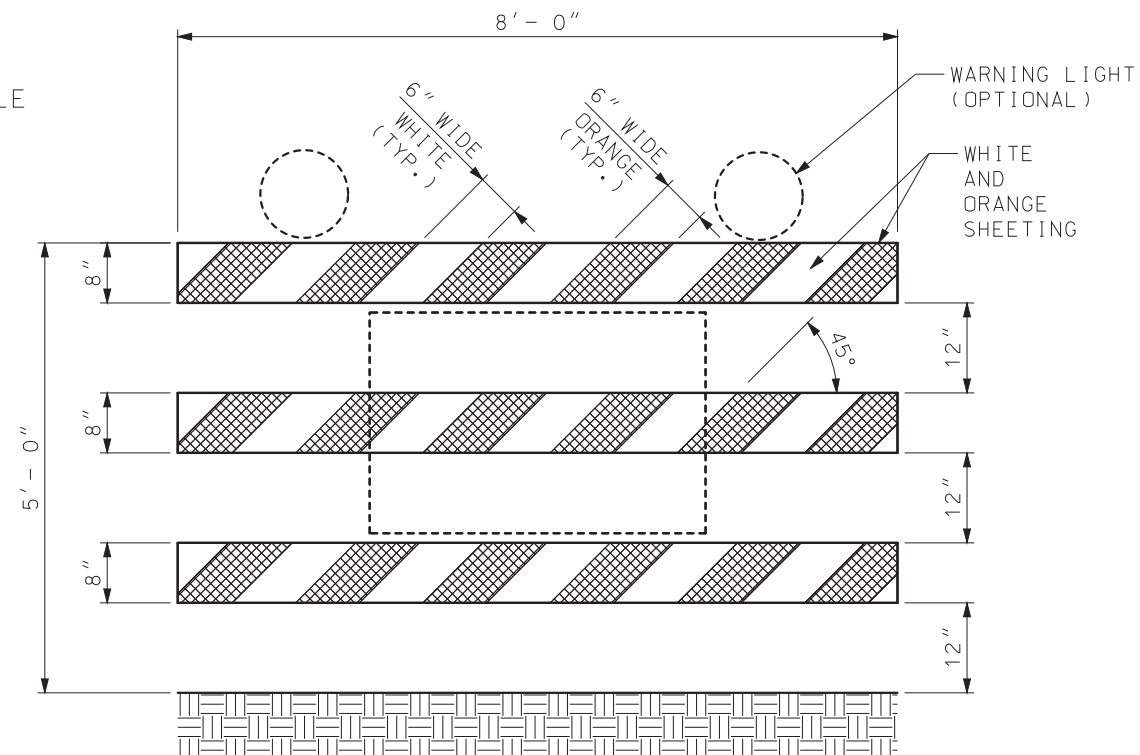
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PLAN VIEW



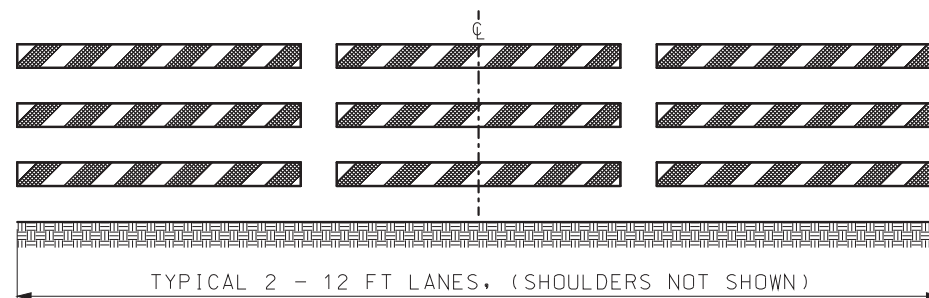
EXAMPLE 2



EXAMPLE 4

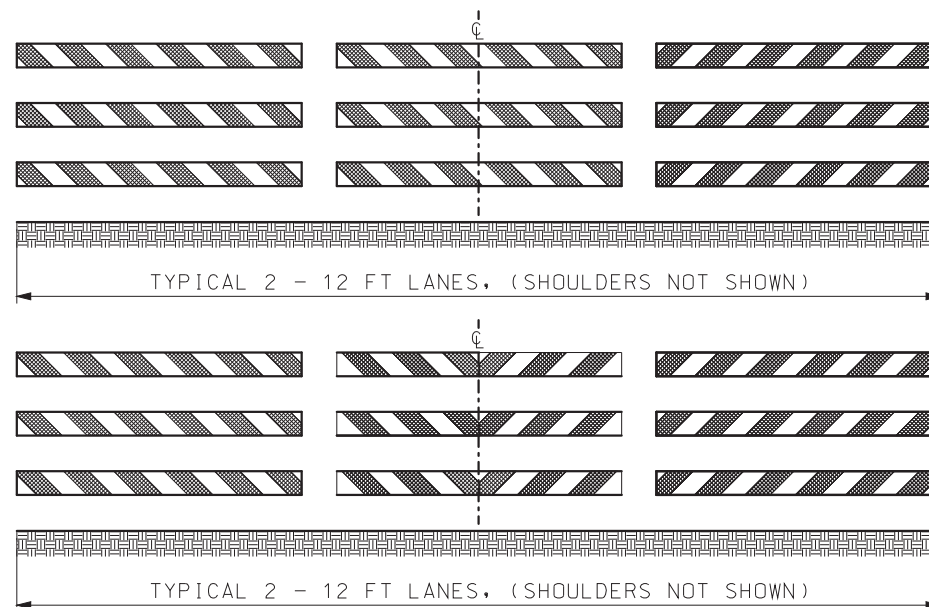


EXAMPLE 1



EXAMPLE SHOWS STRIPES SLOPING TO DIRECT VEHICULAR MOVEMENT TOWARD THE LEFT

EXAMPLE 3



EXAMPLE 5

EXAMPLE 1 – ONE TYPE 3 MOVABLE BARRICADE WILL BE REQUIRED TO COMPLETELY CLOSE EACH 8' OF PAVEMENT. PAVED SHOULDERS SHALL BE INCLUDED IN THE AREA TO BE CLOSED.

SIGNS SHALL BE LIGHT WEIGHT (ROLL-UP OR PLASTIC) AND SHOULD NOT OBSCURE MORE THAN 50 PERCENT OF THE TOP 2 RAILS OR 33 PERCENT OF ALL THREE RAILS.

WARNING LIGHTS SHALL BE LIGHT WEIGHT (3.3 LBS. OR LESS) OR HAVE BATTERY PACK MOUNTED NO HIGHER THAN 18-INCH AND SHALL NOT COVER ANY PORTION OF THE BARRICADE FACE.

IF WARNING LIGHTS ARE USED, THE LIGHT SHOULD BE INSTALLED ON THE BARRICADES IN THE DIRECTION OF TRAFFIC.

IF SIGNS OR LIGHTS CANNOT MEET THE ABOVE REQUIREMENTS, THEY SHALL BE MOUNTED ON SEPARATE CRASHWORTHY DEVICES AT HEIGHTS SPECIFIED FOR POST MOUNTED SIGNS, LOCATED IN TABLE A ON SHEET 1. THE BARRICADE SHALL BE LOCATED IN FRONT OF THE SIGNS OR LIGHTS WITH 7 TO 10 FEET SEPARATING THE DEVICES.

TYPE 3 MOVABLE BARRICADES SHALL BE ENTIRELY FREE STANDING AND PORTABLE. MARKING SHALL ONLY BE APPLIED TO THE FRONT OF EACH RAIL OR MAY BE APPLIED TO BOTH THE FRONT AND THE BACK OF EACH RAIL PROVIDED THE MARKING ON THE BACK DOES NOT CONFLICT WITH INTENDED OPPOSING TRAFFIC MOVEMENT.


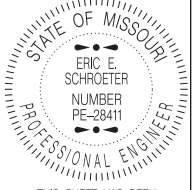
WHITE AND ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 104.2.7.3.

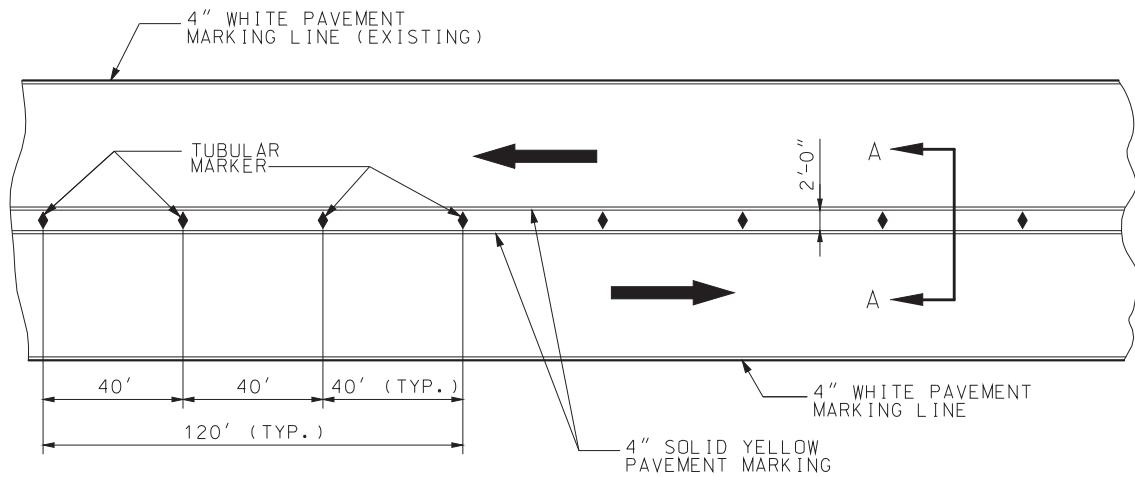
EXAMPLE 2 – FOR PAVED ROADWAYS WITH A WIDTH OF 20- FEET OR LESS AND WITHOUT PAVED SHOULDERS, TWO BARRICADES ARE ACCEPTABLE.

EXAMPLE 3 – WHERE BARRICADES EXTEND ENTIRELY ACROSS A ROADWAY, STRIPES SLOPE DOWNWARD IN THE DIRECTION TOWARD WHICH ROAD USERS MUST TURN.

EXAMPLE 4 – WHERE BOTH RIGHT AND LEFT TURNS ARE PROVIDED, STRIPES SLOPE DOWNWARD IN BOTH DIRECTIONS FROM THE CENTER OF THE BARRICADE OR BARRICADES.

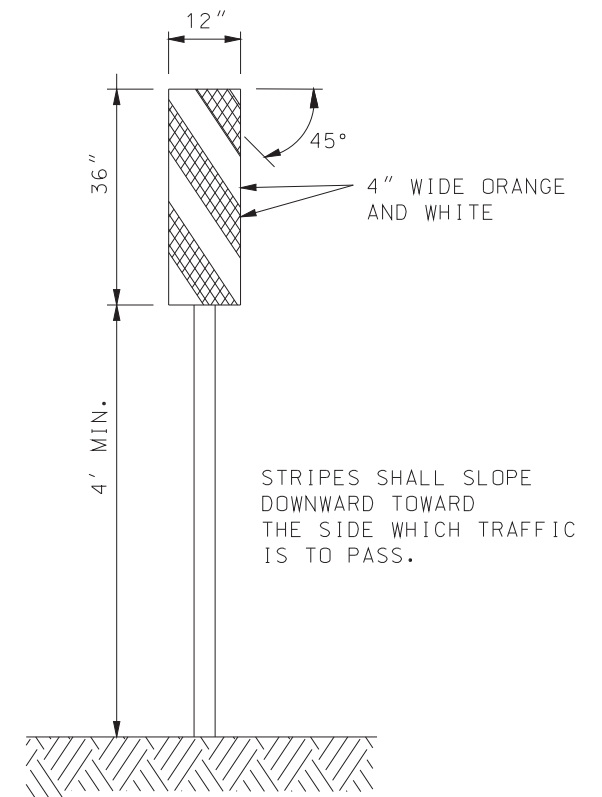
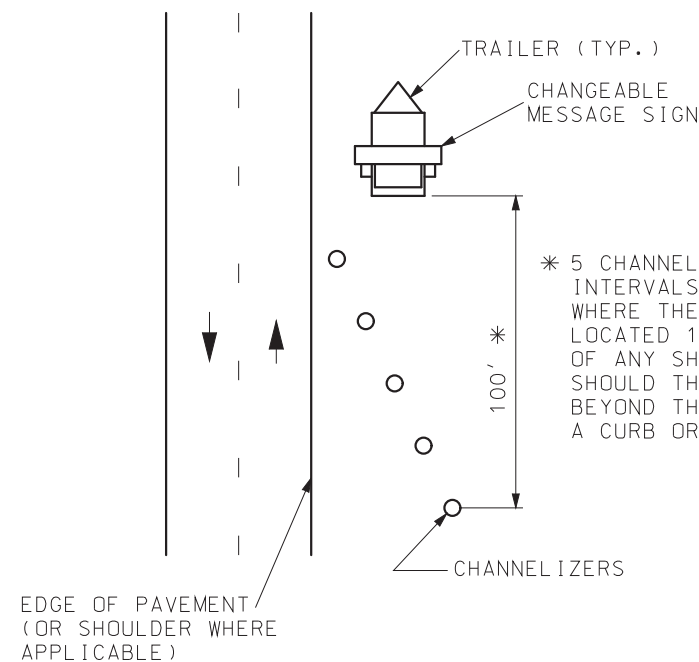
EXAMPLE 5 – WHERE NO TURNS ARE INTENDED, STRIPES POSITIONED TO SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.

 <b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b>	
105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
 <p>STATE OF MISSOURI ERIC E. SCHROETER NUMBER PE-28411 PROFESSIONAL ENGINEER</p> <p>THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.</p>	<b>TEMPORARY TRAFFIC CONTROL DEVICES TYPE 3 MOVABLE BARRICADE</b>
DATE EFFECTIVE: 01/01/2018 DATE PREPARED: 10/23/2017	SHEET NO. 616.10AU 4 OF 9



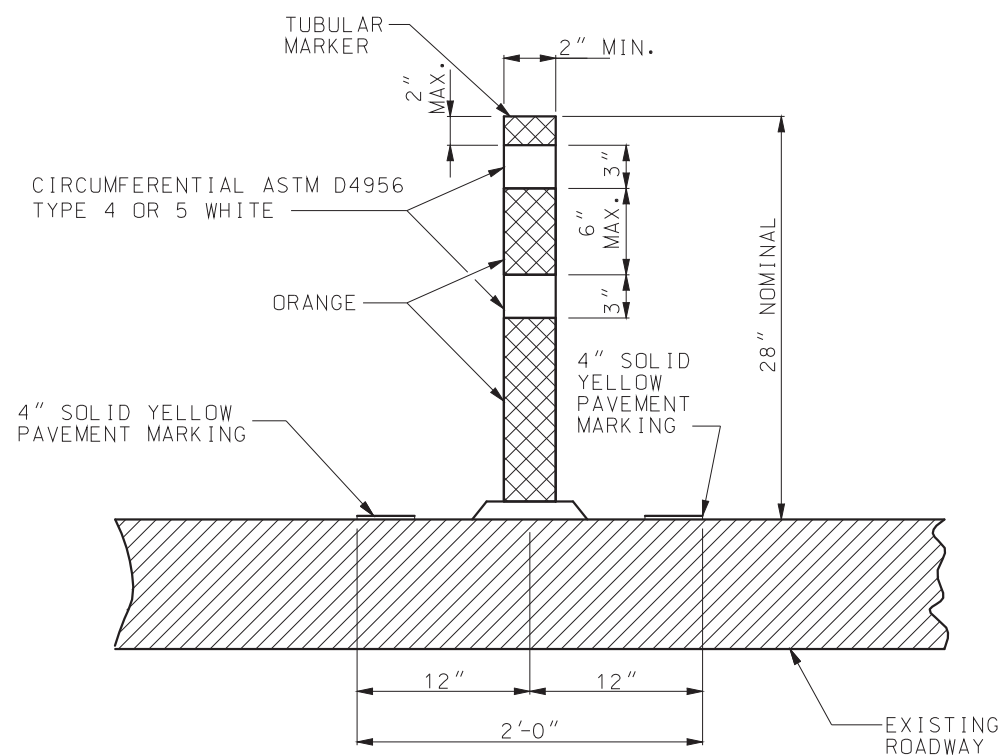
## TWO LANE / TWO WAY TRAFFIC DELINEATION PLAN FOR DIVIDED HIGHWAY

IF RAISED PAVEMENT MARKERS ARE PRESENT, THE LENSES SHALL BE REMOVED OR COVERED TO THE SATISFACTION OF THE ENGINEER.



## TYPE 3 OBJECT MARKERS

WHITE AND ORANGE REFLECTIVE SHEETING SHALL BE IN ACCORDANCE WITH SEC 1042.2.7.3.

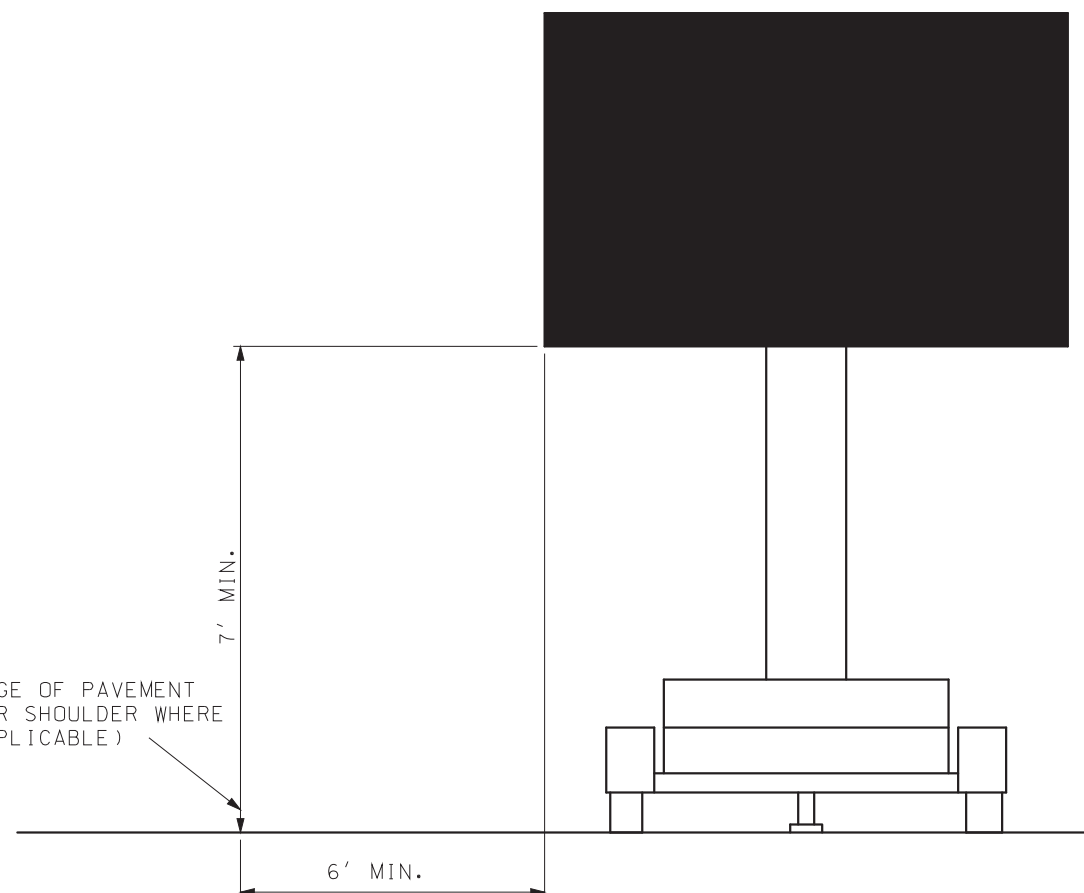


## SECTION A-A TUBULAR MARKER DETAIL

AN ADHESIVE, IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, SHALL BE USED TO APPLY THE TUBULAR MARKER TO THE ROADWAY SURFACE. THE ADHESIVE SHALL PERMIT EASY REMOVAL OF THE TUBULAR MARKER WITHOUT DAMAGE TO THE ROADWAY SURFACE.

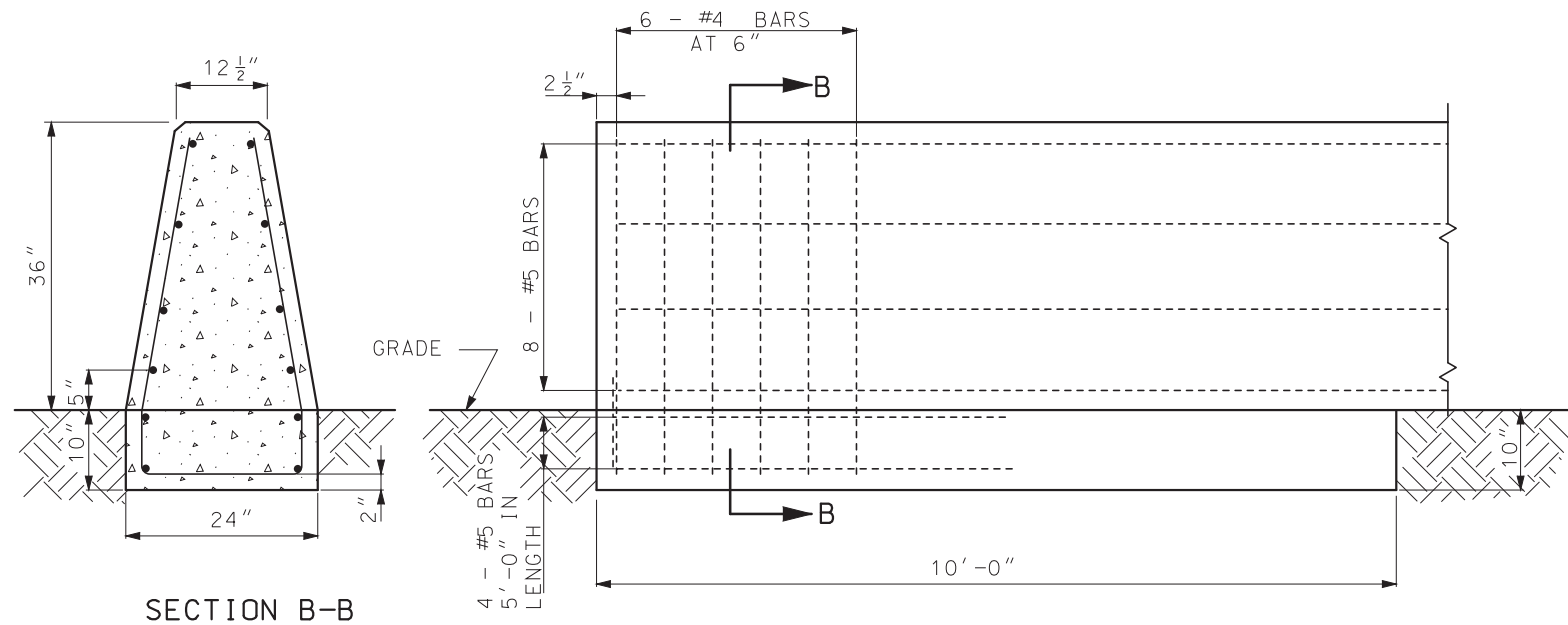
REFLECTIVE SHEETING APPLIED TO TUBULAR MARKERS SHALL BE REBOUNDBLE MEETING ASTM D4956.

EDGE OF PAVEMENT  
(OR SHOULDER WHERE  
APPLICABLE)



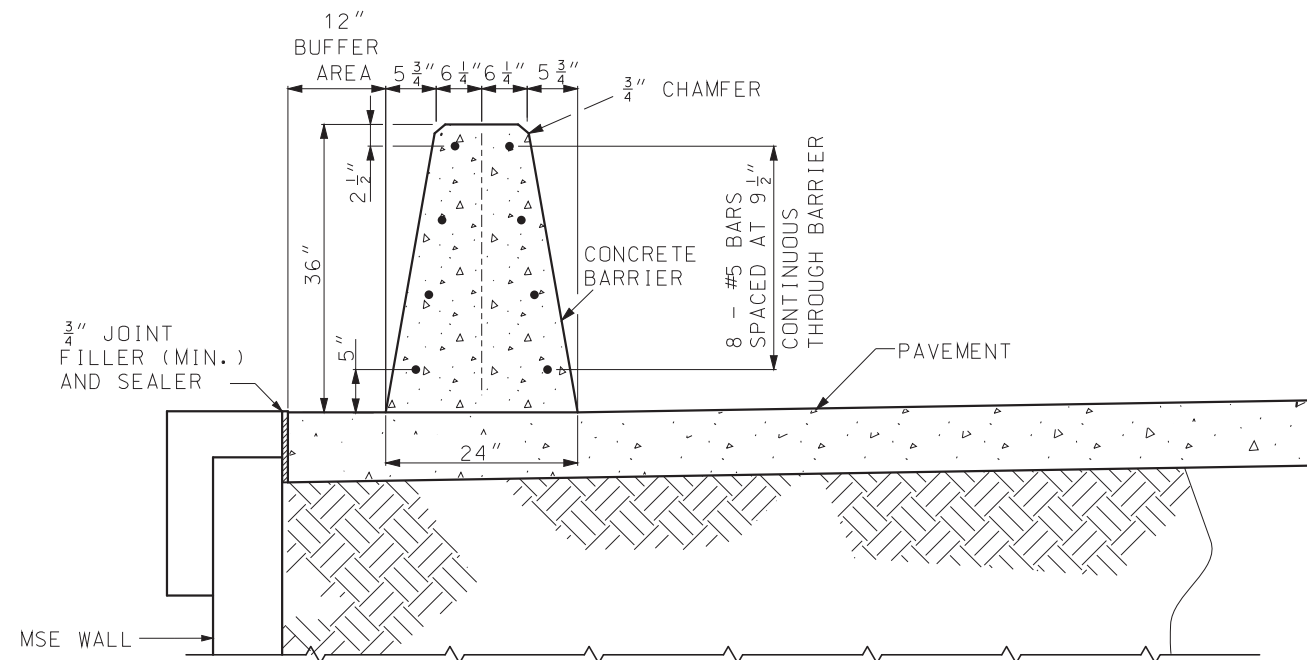
## CHANGEABLE MESSAGE SIGN

<b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	<b>TEMPORARY TRAFFIC CONTROL DEVICES</b>
DATE EFFECTIVE: 10/01/2017 DATE PREPARED: 8/8/2017	SHEET NO. <b>616.10AU</b> <b>5 OF 9</b>



SECTION B-B

CONCRETE BARRIER END ANCHORAGE ON GRADE



TRAFFIC BARRIER ON TOP OF MSE WALL

GENERAL NOTES:

ALL REINFORCEMENT SHALL BE GRADE 60 EPOXY COATED.

MINIMUM CLEARANCE TO REINFORCING STEEL SHALL BE  $1\frac{1}{2}$ ", UNLESS OTHERWISE SHOWN.

A 12" BUFFER REQUIRED WITHIN THE LIMITS OF THE TRAFFIC BARRIER EXCLUDING THE END ANCHORAGE SECTIONS.

FOR CONCRETE TRAFFIC BARRIER DELINEATION DETAILS SEE STD PLAN 903.03.

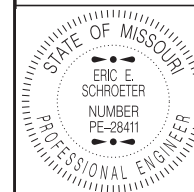
PAVEMENT SURFACE DIFFERENTIAL SHALL NOT EXCEED  $1\frac{1}{2}$ ".

BAR SPLICES SHALL BE A MINIMUM OF 24 TIMES THE NOMINAL DIAMETER OF THE BAR.



**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**

105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



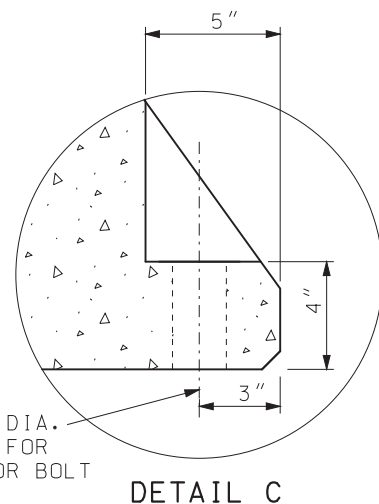
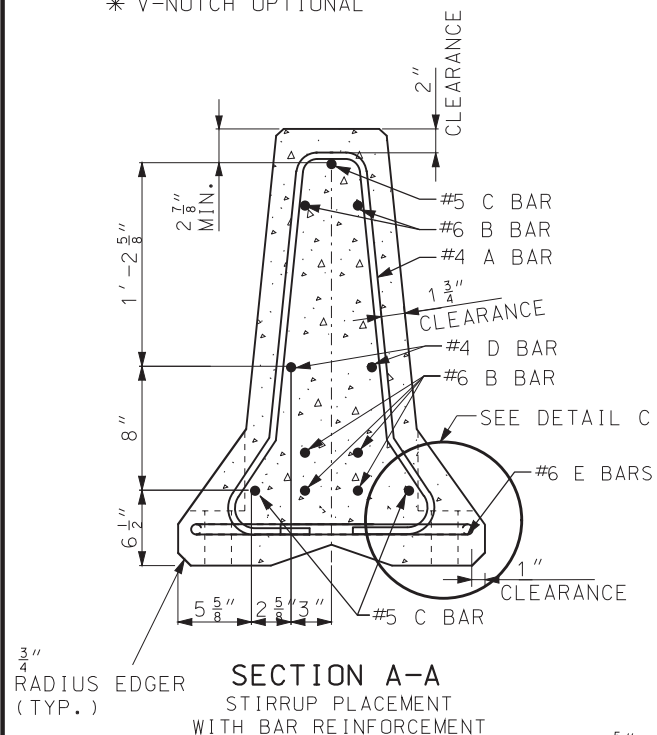
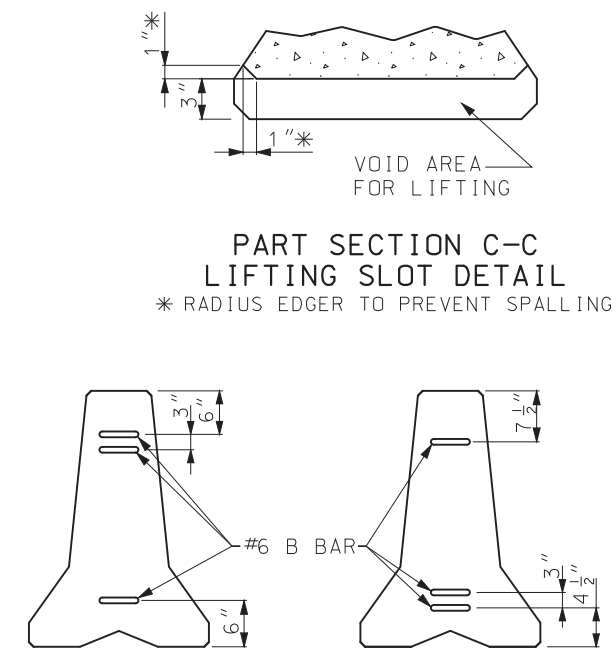
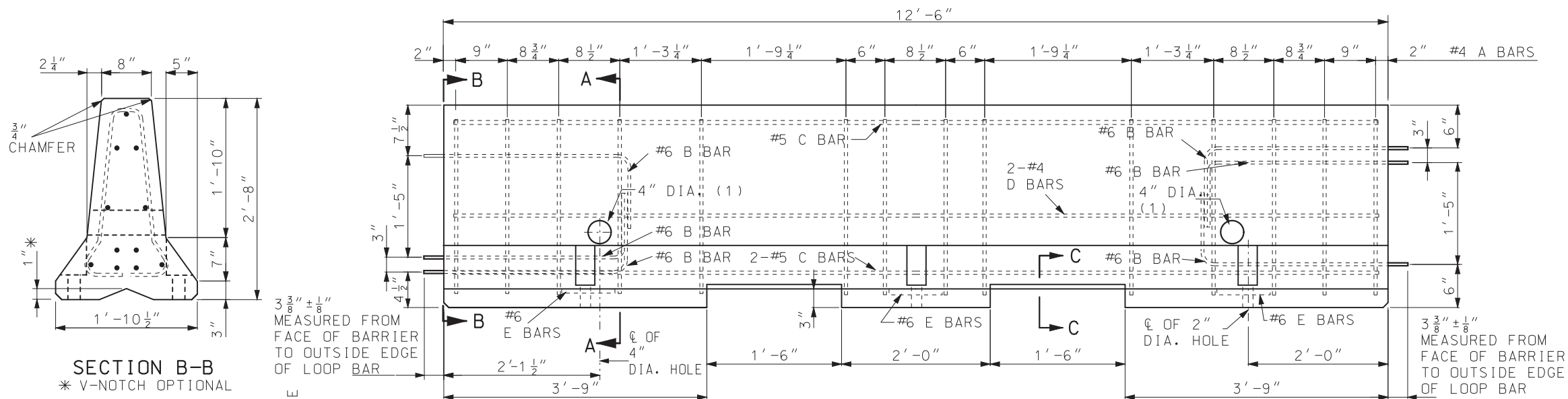
THIS SHEET HAS BEEN  
SIGNED, SEALED AND DATED  
ELECTRONICALLY.

**PERMANENT CONCRETE  
TRAFFIC BARRIER  
TYPE E ATOP MSE WALL**

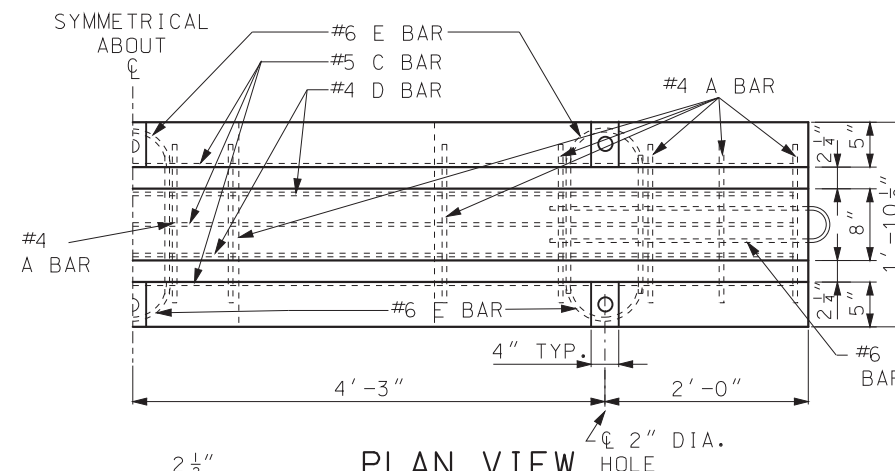
DATE EFFECTIVE: 01/01/2018  
DATE PREPARED: 10/23/2017

617.10K

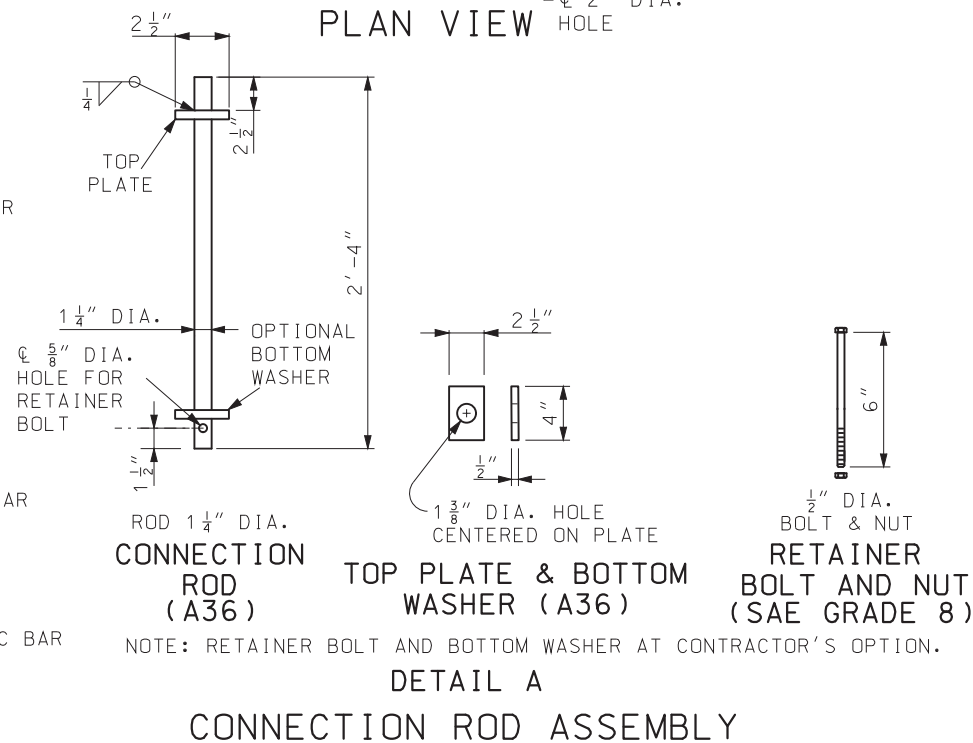
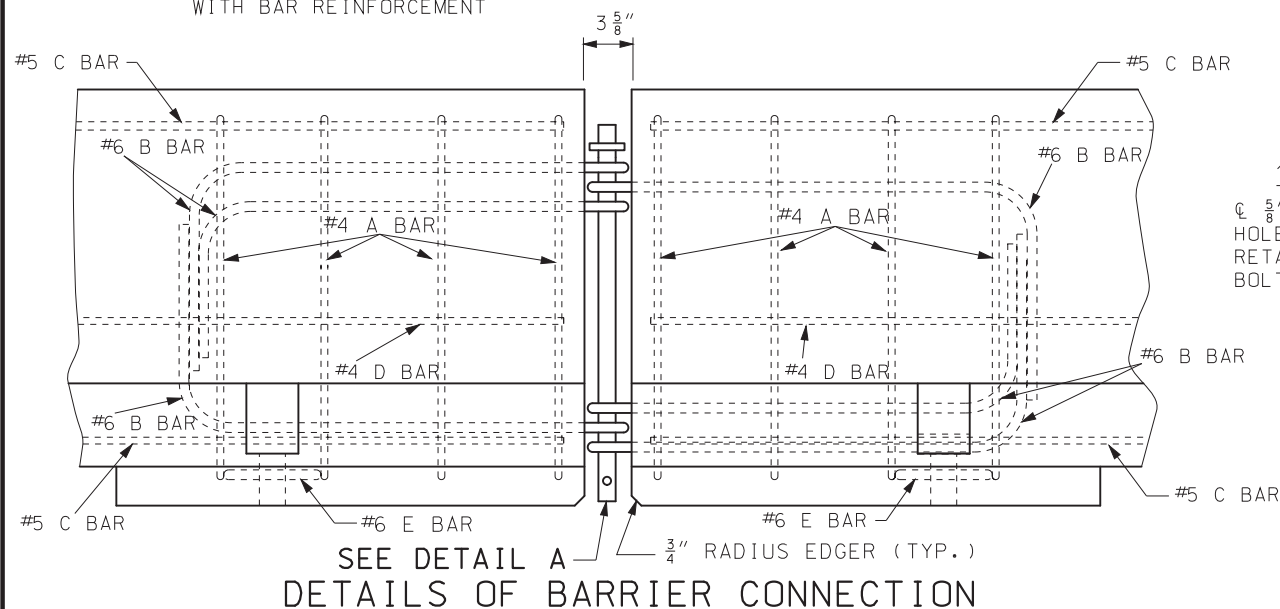
SHEET NO.  
11 OF 11



ELEVATION VIEW



ALTERNATING END VIEWS FOR BARRIER LOOP CONNECTION



GENERAL NOTES:

ALL REINFORCING SHALL MEET REQUIREMENTS OF CRSI EXCEPT WHERE SHOWN ON PLANS.






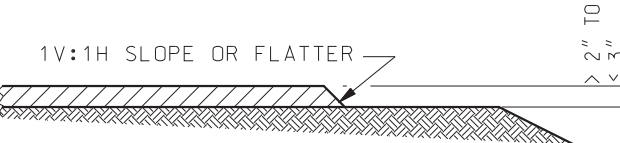



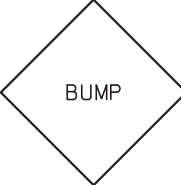
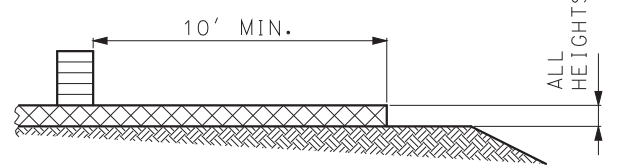
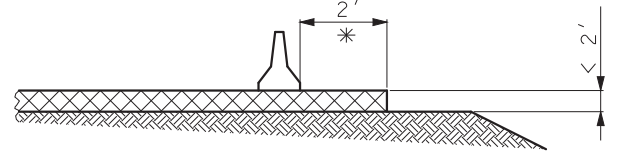
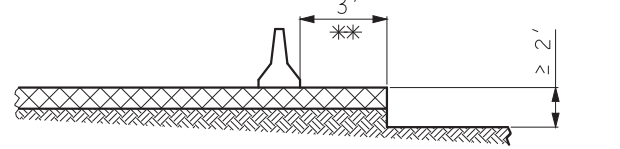
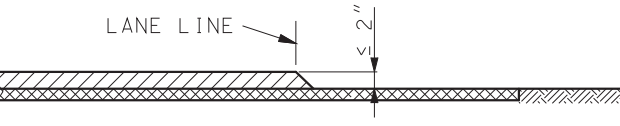

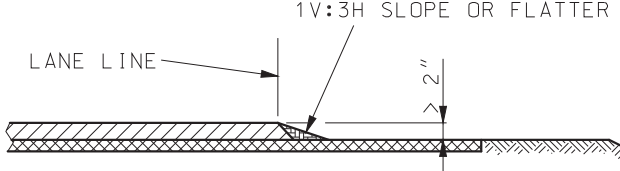
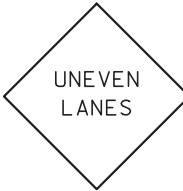
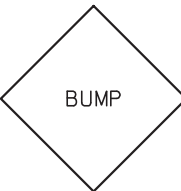
REINFORCING STEEL CLEARANCE TO EDGE OF CONCRETE SHALL BE 1 3/4" UNLESS OTHERWISE SHOWN.


AT NO TIME SHALL THE BARRIERS BE LIFTED OR MOVED BY USE OF THE LOOP BARS.


THE SECTION FURNISHED SHALL COMPLY WITH DIMENSIONS SHOWN, AS APPROVED BY THE ENGINEER.

SEE SHEET 3 FOR DELINEATOR DETAILS.

<p><b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b></p> <p>105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)</p>	
	<p><b>TEMPORARY CONCRETE TRAFFIC BARRIER</b></p> <p>TYPE F</p>
<p>DATE EFFECTIVE: 01/01/2018</p> <p>DATE PREPARED: 10/23/2017</p>	<p><b>617.20D</b></p> <p>SHEET NO. 1 OF 8</p>

CROSS SECTION		CONDITION		TREATMENT	SIGN		
		DIFFERENTIAL	TIME		MAINLINE (1)	SIDE ROAD (2)	
EDGE DROP-OFF		PAVEMENT EDGE DIFFERENTIAL > 2" TO ≤ 3"	NON-WORKING HOURS	WEDGE SLOPE TO 1V:1H OR FLATTER	 SHOULDER DROP-OFF W08-17 (3)(4) W08-17p (6)	NO SIGNS REQUIRED	<p>(1) SIGNS SHALL BE SPACED AT APPROXIMATELY ONE MILE INTERVALS AND LOCATED WITHIN 150 FT. BEYOND ANY STATE ROADS. WHEN A SIGN PLACED AT THE ONE MILE INTERVAL FALLS WITHIN 1/2 MILE OF A SIGN PLACED AFTER AN INTERSECTION, THE SIGN PLACED AT THE 1/2 MILE INTERVAL MAY BE OMITTED. WHEN SHOULDER DROP-OFF SIGNS WITH UNEVEN LANES ARE BOTH SPECIFIED, ALTERNATING SIGN MESSAGES SHALL BE USED AT 1 MILE SPACINGS.</p> <p>(2) ON SIDE ROADS WITH POSTED SPEED OF 45 MPH OR GREATER, SIGNS SHALL BE PLACED 150 FT. IN ADVANCE OF INTERSECTION WITH MAINLINE.</p> <p>(3) SIGNS SHALL BE LOCATED ON THE SIDE OF THE ROADWAY WHERE THE PAVEMENT EDGE DIFFERENTIAL EXISTS.</p> <p>(4) SIGNS TO REMAIN VISIBLE UNTIL SHOULDER SHAPING IS COMPLETE.</p> <p>(5) SIGNS SHALL BE LOCATED ON RIGHT SIDE OF NON-DIVIDED HIGHWAYS AND ON BOTH SIDES OF DIVIDED HIGHWAYS WHERE A LANE LINE DIFFERENTIAL EXISTS.</p> <p>(6) WHEN THE SHOULDER DROP-OFF SIGNS ARE IN PLACE FOR GREATER THAN THREE DAYS, THE SHOULDER DROP-OFF PLAQUE SHOULD BE USED IN ADDITION WITH THE SHOULDER DROP-OFF SIGN.</p> <p>LEGEND</p> <p> - RIGID PAVEMENT</p> <p> - FLEXIBLE PAVEMENT</p> <p> - ALL PAVEMENT TYPES</p> <p>GENERAL NOTES:</p> <p>SIGNS SHALL BE VISIBLE TO TRAFFIC ONLY WHEN AND WHERE CONDITIONS EXIST.</p> <p>FOR ADDITIONAL SIGN SPACING AND DETAILS SEE STANDARD PLAN 620.10.</p>
	WORKING HOURS		NO EDGE TREATMENT REQUIRED				
		PAVEMENT EDGE DIFFERENTIAL > 2" TO ≤ 3"	NON-WORKING HOURS	WEDGE SLOPE TO 1V:1H OR FLATTER	 SHOULDER DROP-OFF W08-17 (3)(4) W08-17p (6)	NO SIGNS REQUIRED	
	WORKING HOURS		NO EDGE TREATMENT REQUIRED				
		PAVEMENT EDGE DIFFERENTIAL > 3"	NON-WORKING HOURS	WEDGE SLOPE TO 1V:3H OR FLATTER	 SHOULDER DROP-OFF W08-17 (3)(4) W08-17p (6)	 W08-1 (3)	
	WORKING HOURS		DELINEATE DIFFERENTIAL WITH CHANNELIZERS				
		ANY PAVEMENT EDGE OR LANE LINE DIFFERENTIAL	NON-WORKING AND WORKING HOURS WHERE PLANS REQUIRE ADJACENT LANE CLOSURE WITH CHANNELIZATION OR PARTIAL LANE CLOSURE WITH BARRIER.	NO EDGE TREATMENT REQUIRED	NO SIGNS REQUIRED	NO SIGNS REQUIRED	
							
							
LANE DIFFERENTIAL		LANE LINE DIFFERENTIAL ≤ 2"	NON-WORKING AND WORKING HOURS	NO EDGE TREATMENT REQUIRED	 W08-11 (5)	NO SIGNS REQUIRED	
		LANE LINE DIFFERENTIAL > 2"	NON-WORKING AND WORKING HOURS WHERE LANES OPEN TO TRAFFIC	WEDGE SLOPE TO 1V:3H OR FLATTER	 W08-11 (5)	 W08-1	
			NON-WORKING AND WORKING HOURS WHERE LANE CLOSED TO TRAFFIC	DELINEATE DIFFERENTIAL WITH CHANNELIZERS			

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**  
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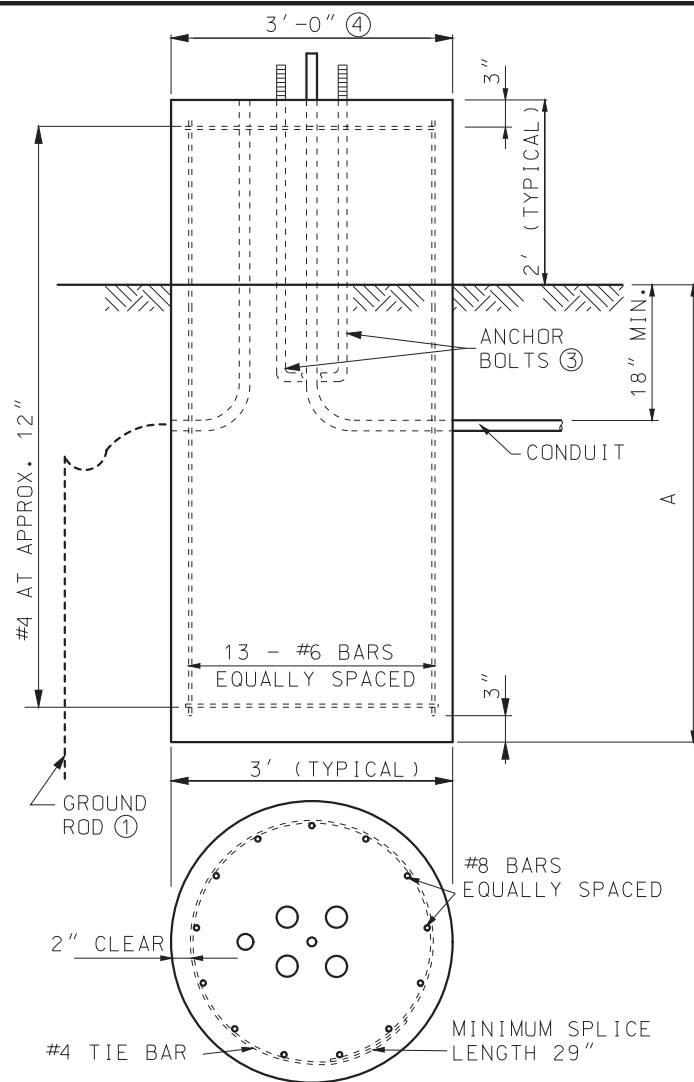
THIS SHEET HAS BEEN SIGNED, SEALED AND DATED ELECTRONICALLY.

DATE EFFECTIVE: 10/01/2017  
DATE PREPARED: 8/8/2017

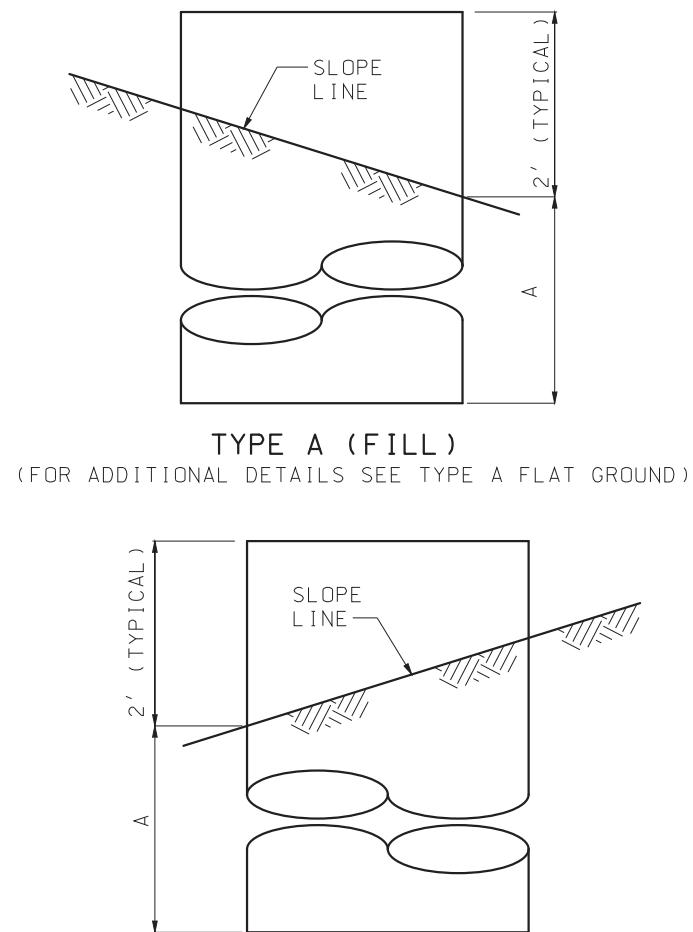
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SHEET NO.  
1 OF 1

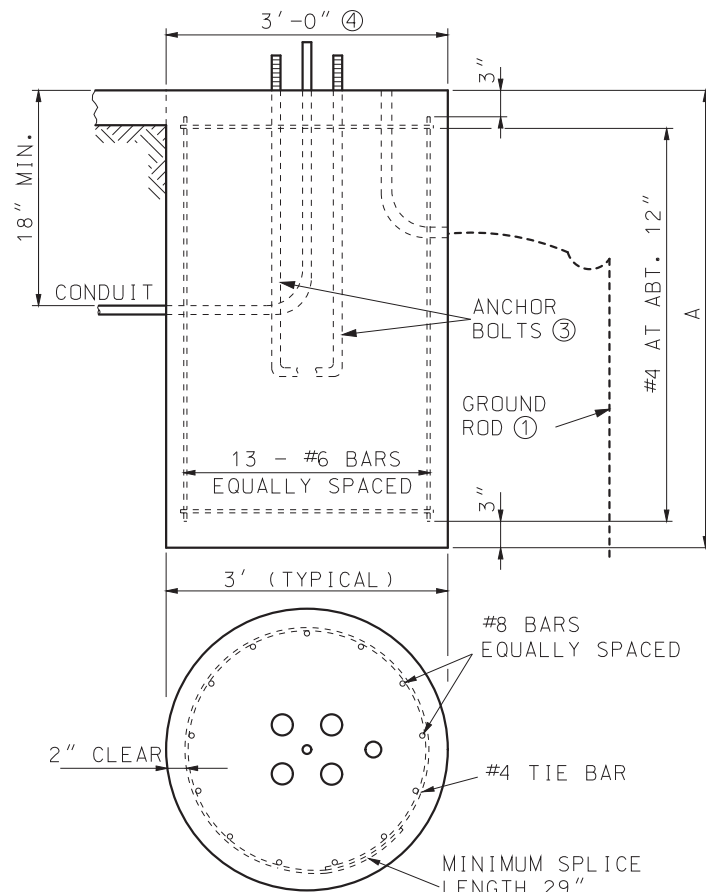
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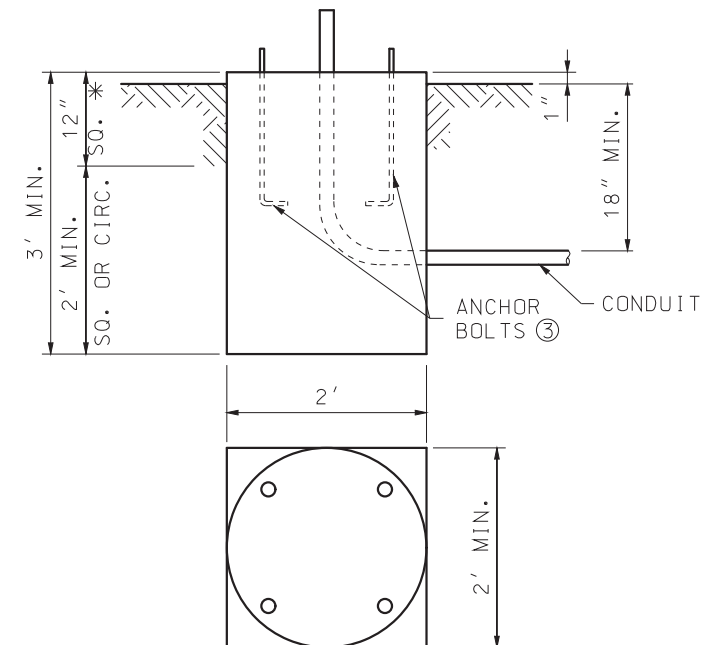
TYPE A (FLAT GROUND)



TYPE A (CUT)  
(FOR ADDITIONAL DETAILS SEE TYPE A FLAT GROUND)



TYPE F



\* SURFACE OF BASE TO BE CONSTRUCTED SQUARE FOR A DEPTH OF 12".

TYPE C


- ① APPLICABLE ONLY WHERE CONTROLLER IS MOUNTED TO A SIGNAL POLE.
- ② BASE PLATE SHALL STAY WITHIN THE TOP OF THE POST BASE DIAMETER.
- ③ ANCHOR BOLT DIMENSIONS ARE SHOWN ON THE MANUFACTURER'S APPROVED DRAWINGS.
- ④ MAXIMUM BOLT CIRCLE DIAMETER IS 26". BASE PLATE SHALL STAY WITHIN THE TOP OF THE POST BASE DIAMETER.
- ⑤ ARM LENGTH DETERMINED BY LENGTH OF LONGEST ARM FOR TYPE B & BL SIGNAL POSTS.
- ⑥ BASE TYPE A OR F DETERMINED BY LOCATION OF POST BASE.
- ⑦ SOIL DEPTH, NO ROCK.
- ⑧ WEIGHT INCLUDES #4 TIE BARS.
- ⑨ WHEN CONCRETE BASE IS LOCATED WITHIN 8" CONCRETE DIVISIONAL ISLAND, EMBEDMENT LENGTH MAY BE REDUCED BY 1/2 DIAMETER OF THE DRILLED SHAFT.

POST BASES		
POST TYPE	ARM LENGTH (FEET) ⑤	BASE TYPE ⑥
C OR CL	15 - 25	A-9 OR F-9
C OR CL	30 - 35	A-9.5 OR F-9.5
C OR CL	40 - 55	A-10.5 OR F-10.5
B OR BL	15 - 25	A-10 OR F-10
B OR BL	30 - 35	A-11 OR F-11
B OR BL	40 - 55	A-12 OR F-12

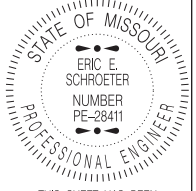
STEEL AND CONCRETE REQUIREMENTS FOR POST BASES ⑨				
BASES		#6 STEEL BAR		CONC. C.Y.
TYPE	A ⑦	LENGTH	WEIGHT LBS. ⑧	
A-9	9'-0"	10'-6"	300	2.88
A-9.5	9'-6"	11'-0"	310	3.01
A-10	10'-0"	11'-6"	320	3.14
A-10.5	10'-6"	12'-0"	330	3.27
A-11	11'-0"	12'-6"	350	3.40
A-12	12'-0"	13'-6"	380	3.67
F-9	9'-0"	8'-6"	240	2.36
F-9.5	9'-6"	9'-0"	250	2.49
F-10	10'-0"	9'-6"	270	2.62
F-10.5	10'-6"	10'-0"	280	2.75
F-11	11'-0"	10'-6"	300	2.88
F-12	12'-0"	11'-6"	320	3.14
C*				0.44

\* SURFACE OF BASE TO BE CONSTRUCTED SQUARE FOR A DEPTH OF 12".

BASE EMBEDMENT IN SOLID ROCK	
SOLID ROCK ENCOUNTER POINT	REQUIRED EMBEDMENT FOR BASE TYPE
	A-10 F-10
AT SURFACE	4'-9"
AT ONE-FOURTH NORMAL DEPTH	4'-0"
AT ONE-HALF NORMAL DEPTH	3'-3"
AT THREE-FOURTHS NORMAL DEPTH	1'-3"
<p>1. REQUIRED EMBEDMENT DEPTHS CAN BE INTERPOLATED BETWEEN ENCOUNTER POINTS FOR OTHER SOLID ROCK ENCOUNTER DEPTHS.</p> <p>2. NORMAL LENGTHS FOR ANCHOR BOLTS AND REINFORCING STEEL WILL BE REQUIRED.</p> <p>3. CORE DRILL HOLES FOR ANCHOR BOLTS AND REINFORCING STEEL IN SOLID ROCK SHALL BE PROVIDED. CORE DRILL HOLES SHALL BE TWICE THE DIAMETER OF THE ANCHOR BOLT AND REINFORCING STEEL DIAMETER AND TO WITHIN 3 INCHES OF THE NORMAL BASE DEPTH.</p> <p>4. IF SOIL, SHALE, GRAVEL, FRACTURED ROCK, OR VOIDS ARE ENCOUNTERED DURING CORE DRILLING, THE ROCK SHALL BE REMOVED TO THE POINT OF ENCOUNTER.</p> <p>5. ANCHOR BOLTS AND REINFORCING STEEL SHALL BE GROUTED IN THE CORE DRILL HOLES WITH NON-SHRINK GROUT HAVING A MINIMUM STRENGTH OF 9,000 POUNDS IN 24 HOURS.</p> <p>6. STRAIGHT ANCHOR BOLTS OF THE LENGTH SHOWN IN THE ANCHOR BOLT TABLE UNDER THE COLUMN "BOLT LENGTH" ARE ADEQUATE FOR USE IN GROUTED CORE DRILLED HOLES.</p>	



**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**  
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)



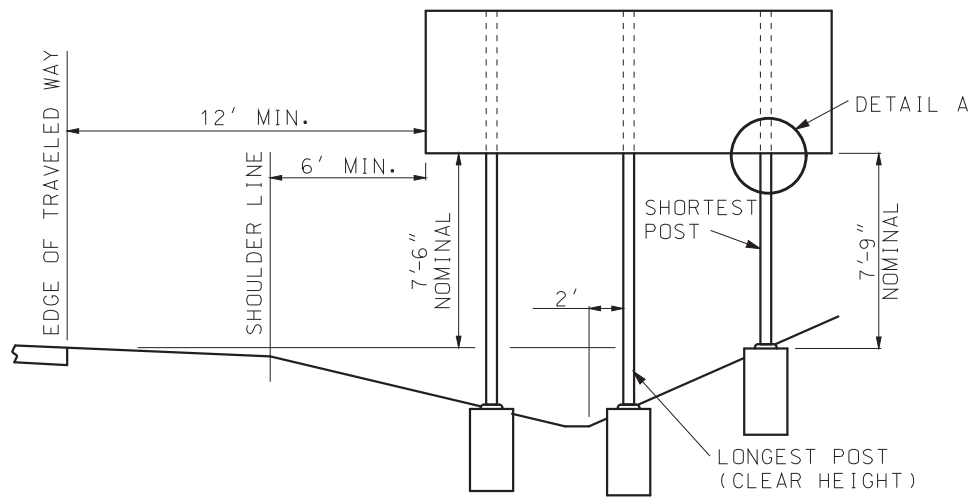
**TRAFFIC SIGNALS**  
POST BASES

DATE EFFECTIVE: 01/01/2018  
DATE PREPARED: 10/23/2017

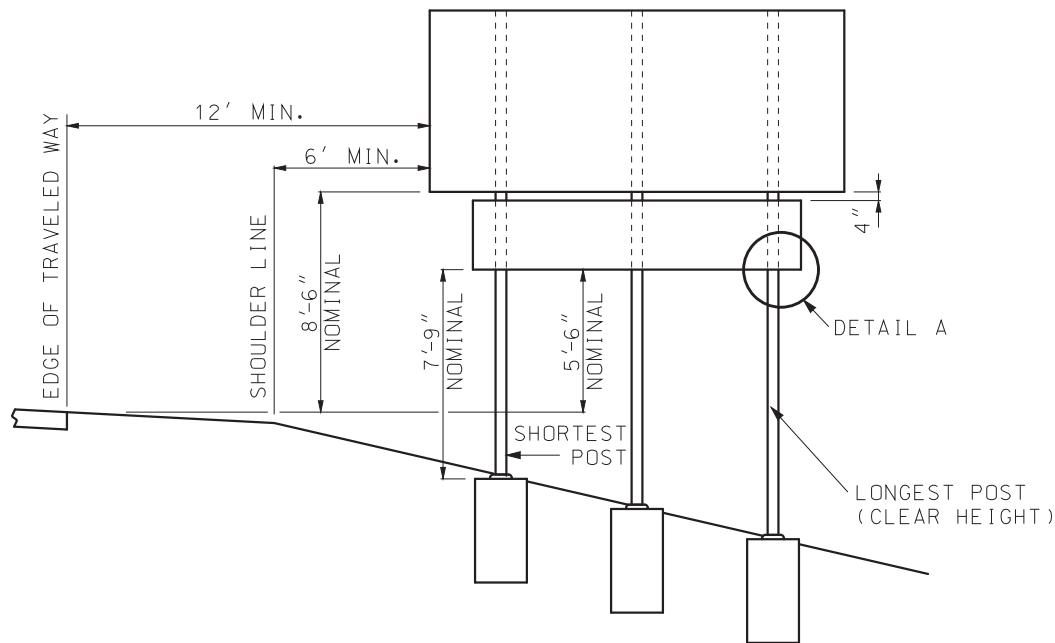
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SHEET NO.  
1 OF 2

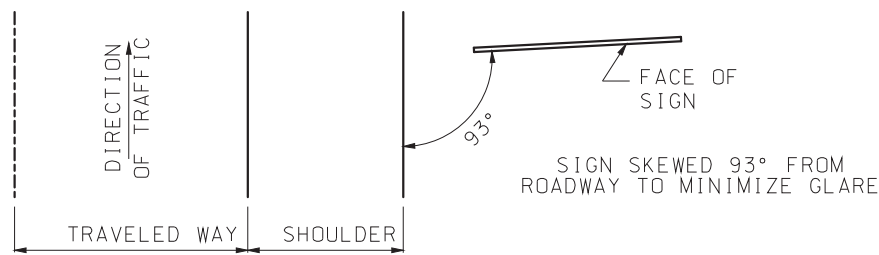
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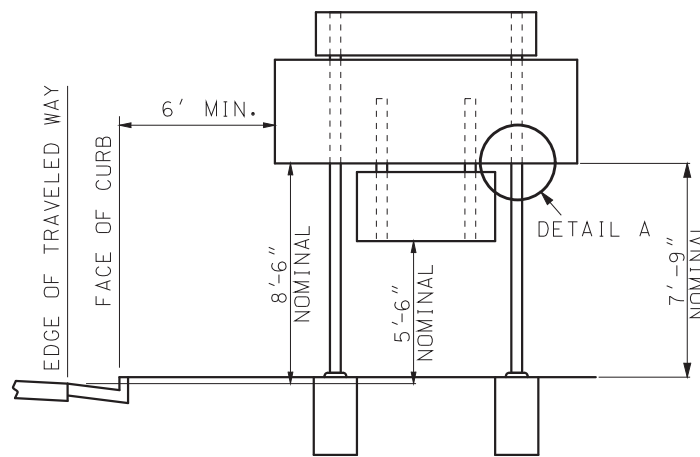
DITCH SECTION



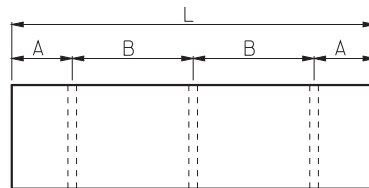
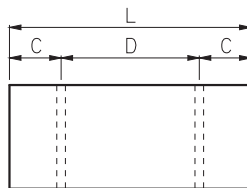
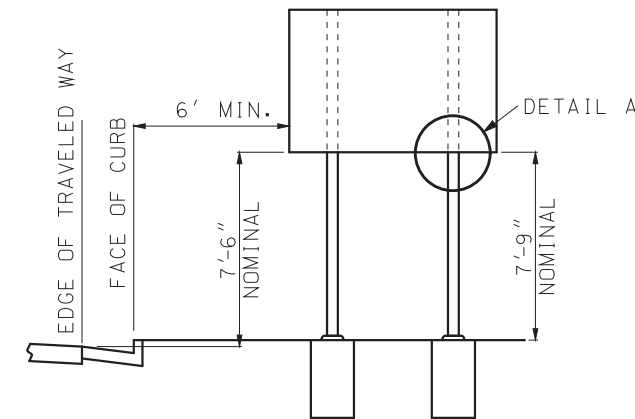
FILL SECTION



SIGN ORIENTATION



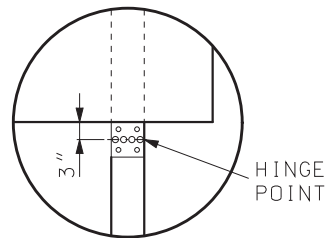
BARRIER CURB SECTIONS



$$A = 1/6(L) \quad C = 1/5(L)$$

$$B = 1/3(L) \quad D = 3/5(L)$$

POST SPACING



DETAIL A

NOTE: SEE SHEET 2 FOR FUSE PLATE DETAILS.

FOR POST DESIGNS NUMBERS 3, 4, 5 AND 6 HAVING WEIGHTS GREATER THAN 18LBS./FT., POSTS SHALL BE SPACED AT LEAST 7' APART.

FOR POST DESIGNS NUMBERS 1 AND 2, POSTS MAY BE SPACED LESS THAN 7' APART.

DO NOT USE THREE NUMBER 1 OR 2 POSTS FOR L LESS THAN 11'.

FOR L GREATER THAN 11' AND LESS THAN 17', 3 POSTS MAY BE USED DEPENDING ON SOIL CONDITIONS.

FOR L OF 6' TO 17' TYPICALLY USE 2 POSTS.


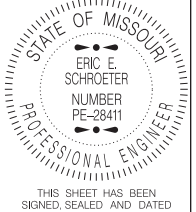
FOR L GREATER THAN 17' TYPICALLY USE 3 POSTS.

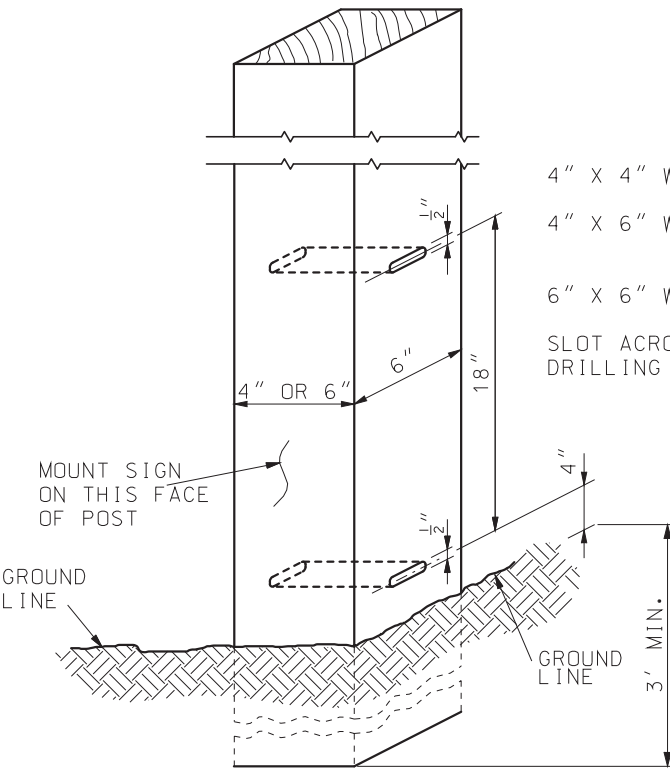
GENERAL NOTES:

FOR GENERAL NOTES, SEE SHEET 1 OF 16.

VERTICAL CLEARANCE FROM THE ROADWAY SHALL BE MET AND INCREASED ONLY TO MEET THE 7'9" MINIMUM VERTICAL CLEARANCE FROM THE GROUND.

POST SIZE IS DETERMINED USING SIGN HEIGHT, SIGN WIDTH AND CLEAR HEIGHT. THE CLEAR HEIGHT IS EQUAL TO THE LENGTH OF THE LONGEST POST MEASURED FROM THE GROUND TO THE BOTTOM OF THE SIGN.

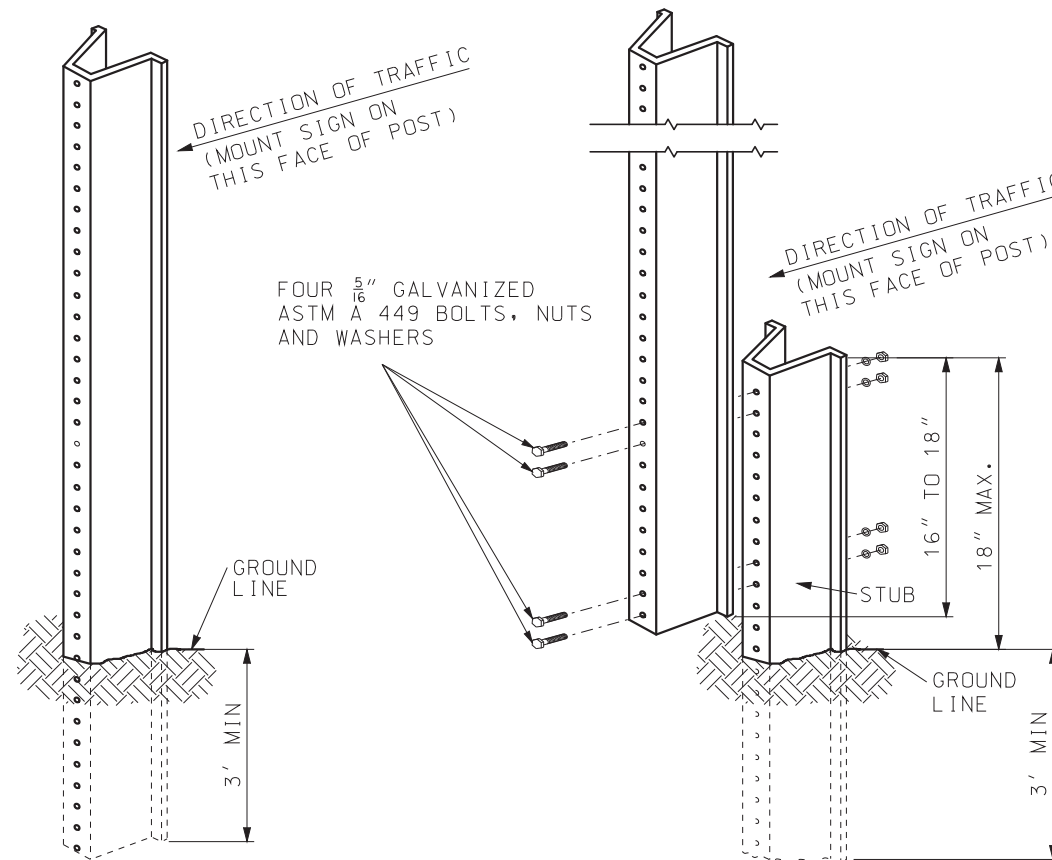
 <b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	<b>POST INSTALLATION DETAILS</b> <b>TYPICAL SECTION, MOUNTING HEIGHT AND POST SPACING WIDE FLANGE (WF) POSTS</b>
DATE EFFECTIVE: 07/01/2017 DATE PREPARED: 10/23/2017	<b>903.03BL</b>
SHEET NO. <b>3 OF 16</b>	



WOOD POST DETAIL

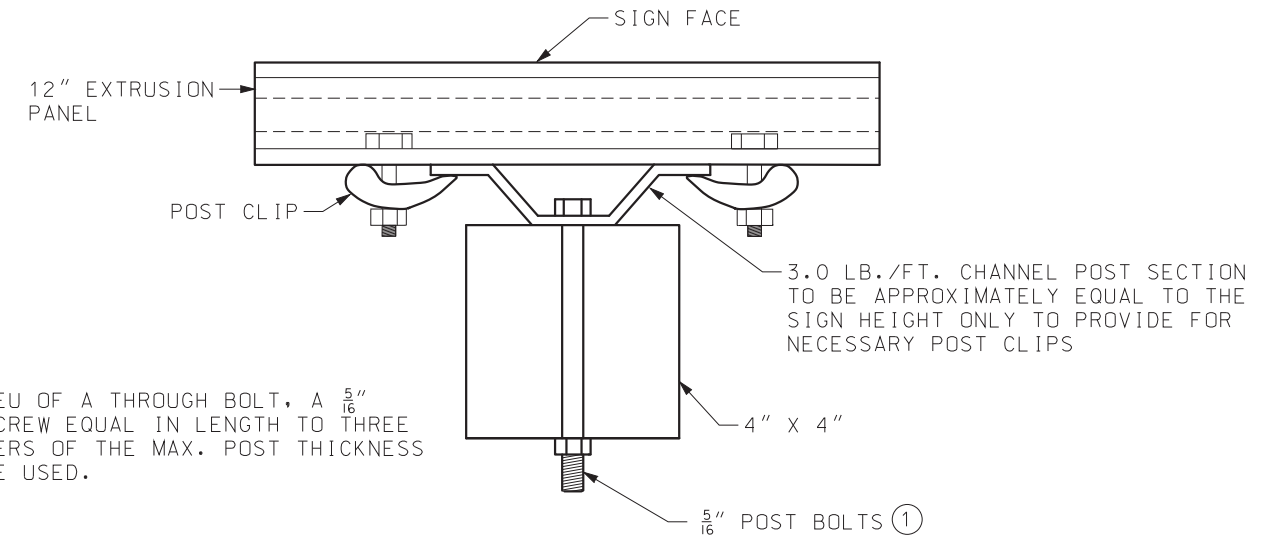
4" X 4" WOOD POST - NO SLOTS OR HOLES REQUIRED  
 4" X 6" WOOD POST - 1 1/2" X 1/2" SLOT ON 6" SIDE OR 1 1/2" DIA. HOLE ON 6" SIDE  
 6" X 6" WOOD POST - 2" X 1/2" SLOT OR 2" DIA. HOLE  
 SLOT ACROSS NEUTRAL AXIS FORMED BY SUCCESSIVE DRILLING WITH 1/2" BIT.

NUMBER OF BOLTS TO ATTACH STEEL CHANNEL TO WOOD POST	
SIGN HEIGHT	NO. OF BOLTS PER WOOD POST USED
1'	2
2'	3
3'	4
4'	5
5'	6
6'	7
7'	8



U-CHANNEL POST-STUB DETAIL

U-CHANNEL POST DETAIL  
OPTIONAL INSTALLATION



PLAN VIEW

MOUNTING DETAILS FOR EXTRUDED  
PANELS ON WOOD POST

① IN LIEU OF A THROUGH BOLT, A 5/16" LAG SCREW EQUAL IN LENGTH TO THREE QUARTERS OF THE MAX. POST THICKNESS MAY BE USED.

NOTES:

FOR GENERAL NOTES, SEE SHEET 1 OF 16.

ALL POSTS SHALL BE EMBEDDED A MINIMUM OF 3 FEET INTO THE GROUND.

U-CHANNEL POST-STUB OVERLAP SHALL BE POSITIONED ENTIRELY BETWEEN GROUND LINE AND 18" ABOVE GROUND LINE.

FOR POST SIZING SEE ENGINEERING POLICY GUIDE.

FOR POST CLIP DETAILS, SEE STANDARD PLANS 903.02 SHEET 4 OF 7.

FOR MOUNTING HEIGHT AND OFFSET DETAILS, SEE SHEET 10 OF 16.

SIGN AREA (SQ.FT.)	POST TYPE	
	U-CHANNEL	WOOD
≤ 10	1 - 3.0 LB./FT.*	1 - 4" X 4"*
> 10 ≤ 16	2 - 3.0 LB./FT.	2 - 4" X 4" 1 - 4" X 6"*
> 16 ≤ 24	2 - 3.0 LB./FT.	2 - 4" X 6"
> 24 ≤ 30	3 - 3.0 LB./FT.	2 - 4" X 6"
> 30 ≤ 50	N/A	2 - 6" X 6"

\* SIGNS GREATER THAN 4 FEET IN WIDTH REQUIRE TWO POSTS, EXCEPT DIAMOND SHAPED WARNING SIGNS, YIELD SIGNS, AND ONE WAY SIGNS.

POST SIZE REQUIREMENTS

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**

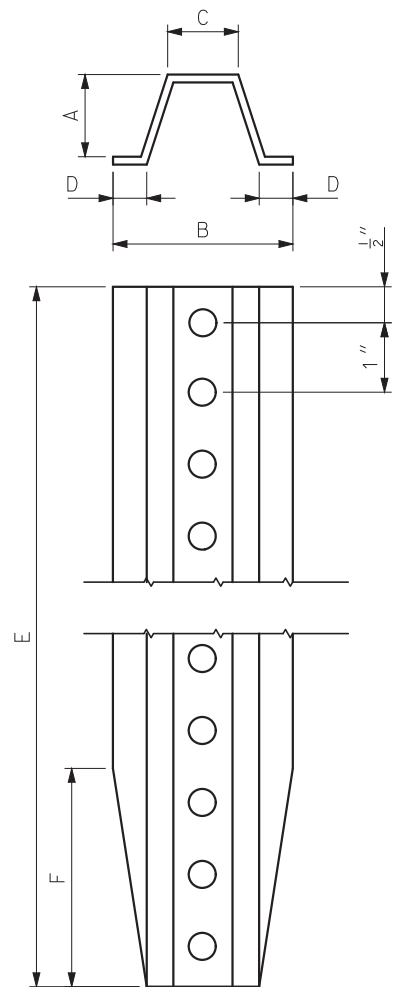
105 WEST CAPITOL  
JEFFERSON CITY, MO 65102  
1-888-ASK-MODOT (1-888-275-6636)

**SIGN MOUNTING DETAILS**  
WOOD AND  
U-CHANNEL POST

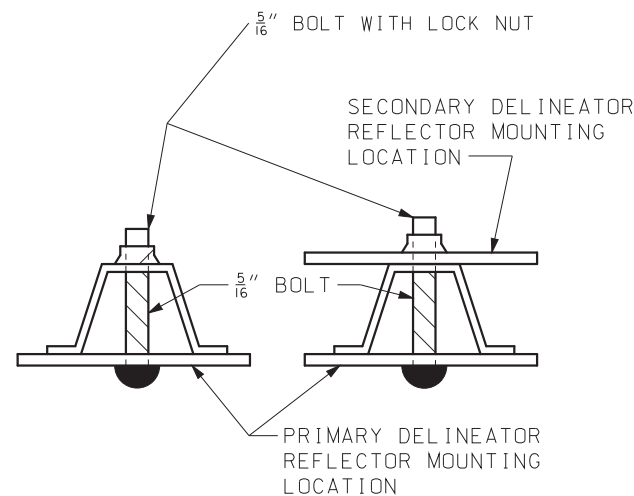
DATE EFFECTIVE: 01/01/2018  
DATE PREPARED: 10/23/2017

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SHEET NO.  
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GROUND MOUNT  
U-CHANNEL



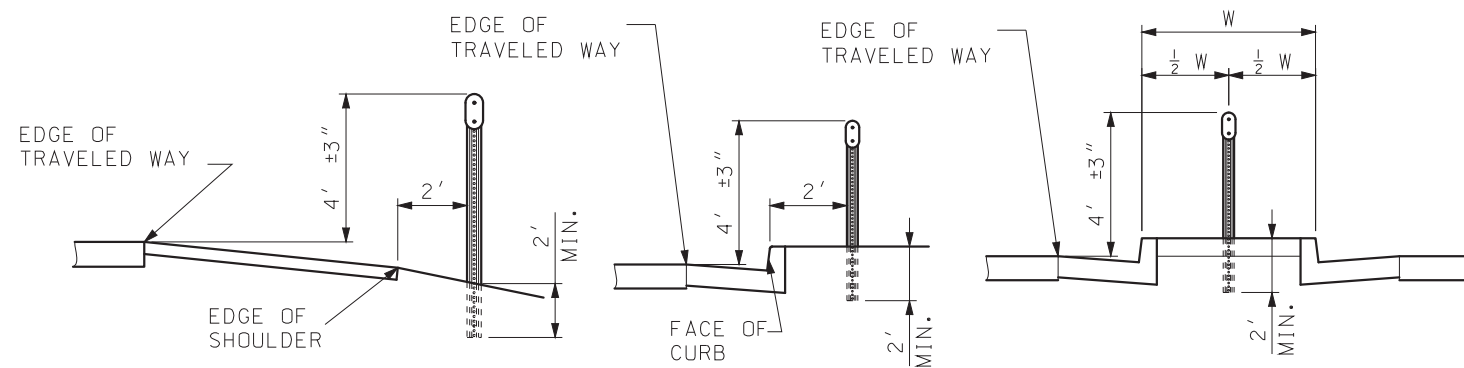
HOLE PUNCHING TO EQUAL  $\frac{3}{8}$ " DIAMETER HOLES, ONE INCH CENTER TO CENTER, BEGINNING ONE-HALF INCH FROM THE END AND CONTINUING THE ENTIRE LENGTH OF THE POST.

DELINEATOR POST							
LIMITS	LBS/FT (2)	DIMENSIONS - INCHES					
		A	B	C	D	E	F
NOMINAL	1.12	1	$2\frac{1}{4}$	$\frac{7}{8}$	$\frac{3}{8}$	84	1
TOLERANCE	± 5%	± $\frac{1}{8}$	± $\frac{1}{8}$	± $\frac{1}{8}$	± $\frac{1}{8}$	± 1	± $\frac{1}{4}$

(2) WEIGHT BEFORE GALVANIZING OR PUNCHING.

THE CHANNEL POST FOR DELINEATORS SHALL BE MANUFACTURED FROM DUCTILE ASTM A 36 OR ASTM A 1011 GR 60.

## DELINEATOR POST AND FASTENER DETAILS

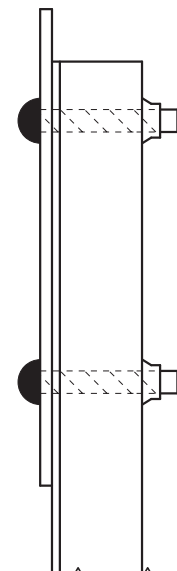


SHOULDER MOUNTED

OUTSIDE  
BARRIER CURB

NARROW  
PAVED MEDIAN

## DELINEATOR MOUNTING DETAILS

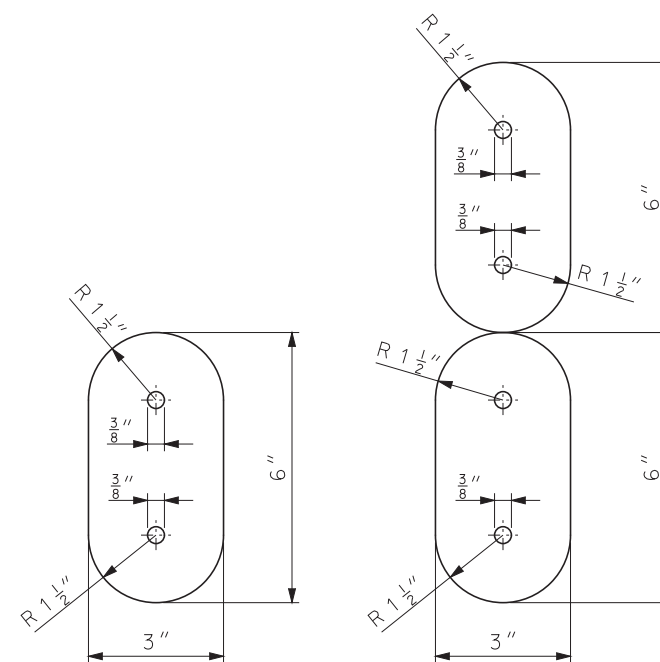


DELINEATOR PLACEMENT LOCATED  
AT THE RADIUS POINTS

## DELINEATOR PLACEMENT FOR ISLANDS



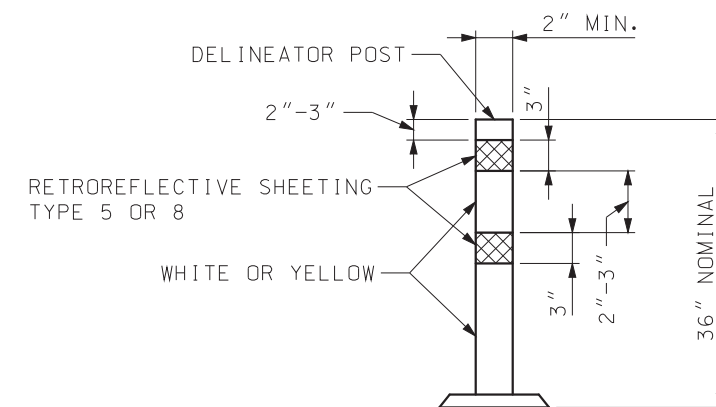
## DELINEATOR PLACEMENT FOR MEDIAN STRIPS



SINGLE

DOUBLE STACKED

## CHANNEL POST DELINEATOR REFLECTOR



## 36 INCH SURFACE-MOUNT DELINEATOR POST DELINEATOR POST DETAIL

COLOR OF DELINEATOR POST AND REFLECTIVE SHEETING SHALL MATCH THE COLOR OF THE CLOSEST PAVEMENT MARKING OR CURB MARKING.


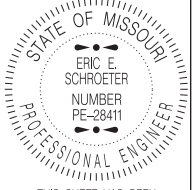
DELINEATOR POST SHAPE MAY BE ROUND OR T-SHAPED. DELINEATOR POST SHALL BE PERMANENTLY MOUNTED TO THE PAVEMENT SURFACE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

### NOTES:

RETROREFLECTIVE YELLOW, WHITE OR RED SHEETING IN ACCORDANCE WITH ASTM D4956 TYPE 5 OR 8 SHALL BE APPLIED TO ONLY ONE SIDE OF THE DELINEATOR REFLECTOR BODY.

RETROREFLECTIVE SHEETING SHALL FOLLOW GUIDELINES OUTLINED IN SEC 1042.2.7 FOR CORRECT APPLICATION OF SHEETING TO DELINEATOR BODY. THE COLOR OF THE SHEETING SHALL MATCH THE CLOSEST ADJACENT PAVEMENT MARKING.

3" X 6" DELINEATOR BODY SHALL BE MADE FROM 0.080 INCH ALUMINUM.

 <b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
	<b>SIGN MOUNTING DETAILS DELINEATORS</b>
DATE EFFECTIVE: 01/01/2018 DATE PREPARED: 10/23/2017	<b>903.03BL</b>
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