A Brief Guide to finding Project History Maps:

Project history maps are available on-line through the MoDOT web-site: http://www.modot.org/business/contractor_resources/ProjectHistoryMaps.htm.

Scroll through the list and select the appropriate county:

<table>
<thead>
<tr>
<th>Adair</th>
<th>Andrew</th>
<th>Atchison</th>
<th>Audrain</th>
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<td>Barry</td>
<td>Barton</td>
<td>Bates</td>
<td>Benton</td>
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<td>Caldwell</td>
<td>Callaway</td>
<td>Chariton</td>
<td>Camden</td>
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<td>Cooper</td>
<td>Dade</td>
<td>Dallas</td>
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<td>Franklin</td>
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<td>Gasconade</td>
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<td>Jackson</td>
<td>Jasper</td>
<td>Jefferson</td>
<td>Johnson</td>
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The files will open as pdf files, with all the maps for the county as one file, unless noted on the list.
You will get the project history maps for that county. The yellow notes box shows what route(s) are covered by that page. Use the Adobe page navigation to get to the page that has the route you need (some routes are on more than one page).

Some examples of how historic and old routes are depicted:
The maps will show the project history of a segment of road including previous job numbers, years of construction, length of project and type of project—usually width and surface treatment. An explanation of the abbreviations commonly used in project numbers and in project types follows.

There can be several layers of these numbers showing all the resurfacing and widening jobs that have occurred on the route.
Sections of roadway that have been abandoned are shown with “X” marks through them. Projects on these sections are usually identified. If no project is shown, it is usually a section of road that was abandoned when the first state highway was routed in the area.

Labels and Abbreviations on Project History Maps and Plan Sheets

Route Labels

The first line identifying the project is generally the project or job number. The older ones start with letters like FAP for Federal Aid Primary; newer ones start with the federal aid funding category like F-BRF. In this case F for Primary and BRF would be for Bridge on Primary system. It could also be I or IS (Interstate), RS for Rural Secondary, etc. The letter S is sometimes used before some projects denoting the state road name, such as SMM meaning State Road MM. Generally, the second number is the route number. For example F - BRF - 50 - 3(33) would be a pavement project involving a bridge on a primary route (50) on the 3rd segment and the 33rd project in that segment. Newer projects might just have numbers like J5P0123. That is a job number, District 5 primary job, no federal money. Really old state jobs have only numbers, i.e., 50-37B. The number in parentheses is the project date.

There are both project numbers and job numbers for records. There are project numbers (for construction) that have most variation, probably denoting federal tracking numbers from various funding programs throughout history. There are also job numbers (for design) that are basically the same format through history with dashes or without, with route names preceding or not.

BRS, BHS, BRF, BHM associated with Bridge funding

C042 is C for County and then a 3 digit code for the county; maybe the FIPS Code, all 0s are zeros although some may appear as letter O. Usually these are resurfacing projects, some were microfilmed, some were not.
DR is for Defense Roads, associated with Minuteman Missile Silos. US Dept of Defense paid State DOTs to administer projects for culverts, widening, and surfacing for roads needed to transport missiles to silos.

EXT  Extension

F, FA, FAP, FAM, FAGH
The F is for Federal, as in Federal Aid Program or Project, as are the variations FA and FAP is probably for Highway, M is probably for Municipality

FI, FAI  F is for federal, I is usually for Interstate

HES  Could be associated with lighting projects

I, IG, IR, ID  I for Interstate, G may be for Grading, R may be for reconstruction, D ???

LSI  Landscaping Interstate

M  Usually for maintenance, but not always

NRM, NRH, NRHM, NRS
NR stands for National Recovery (e.g., National Recovery Act), the last letter identifies the project “subtype,” so NRH is for highways outside of towns on state routes other than supplementary routes; NRM is for projects within municipal limits other than supplementary routes; NRS is for secondary routes

REF  Refund

RS  Rural Secondary

S, SU  probably Supplementary

SEC  SEC for Section number of a project built in stages

SNFA FA  probably for Federal Aid, SN ???

STP  Surface Transportation Program

TR  Traffic Relief

U  Could be for urban

WPH, WPSS  Works Progress Highway, Works Progress Supplementary System
WPGH, WPGN, WPSO US Works Progress Administration, Works Program Highway Funds, Works Program Grade Crossing Funds (separate than other WPA funding received), the G indicates grade separations

Treatment Abbreviations:

Res.  resurfacing
AC   asphaltic concrete
PCC  portland cement concrete
GE   graded earth
GE and BRS  grading and bridges (pavement done at a later time)
Br   bridge
BSE  Base Widening(?)
DG   deck girder
Wid. widening
Grav. gravel
Gran. granular material
Oil Agg  oil aggregate surfacing
Bit. Mat. bituminous material
Oil Agg Tr oil aggregate treatment
Surf. Lev. surface leveling (contract level course, thin overlay)
U.I.P. use in place
LBC  lengthened by correction
SBR  shortened by relocation
Absorb: a piece of one roadway is absorbed into another (piece of route X becomes part of route Y by relocation)
Aband. a piece of one roadway is given away or abandoned (cut off) on our right of way