

MAPA Meeting - May 5, 2021  
Recent and Upcoming Policy Changes

**1. New EPG article: 606.1.3.2.1 Crashworthy End Terminals with Curb**

606.1.3.2.1 Crashworthy End Terminals with Curb

When curb is present in front of and parallel to a crashworthy end terminal (CET), the potential exists the CET will not perform as designed (i.e. will not redirect the vehicle).

When installing CETs, for new construction and roadway upgrades, the need for the curb and the curb height at the location of the CET shall be considered. See EPG 749 Hydrologic Analysis and EPG 640.1 Pavement Drainage to calculate the drainage needs in and around CETs. Gutters might be able to be spread out or curb heights reduced in the vicinity of the CET while still accommodating drainage needs and the installation of the CET. Drainage calculations shall be documented in eProjects.

When curb is present in front of and parallel to the CET, the project file should have documentation regarding the design selected and considered in the following priority order:

1. Eliminate the curb or do not install new curb for the entire length of the CET with an additional 30'-50' of curb removed upstream of the CET.
2. Reduce the curb or install new curb to a height of two (2) inches for the entire length of the CET with an additional 30'-50' upstream of the CET.
3. Reduce the curb or install new curb to a height of four (4) inches for the entire length of the CET with an additional 30'-50' upstream of the CET.

If a two (2) inch curb is not adequate for the drainage needs, a four (4) inch curb may be installed but is the maximum curb height allowed when installing a CET.

Watch for curb removal in the Removal of Improvements list on the plan sheets.

Added to EPG 04/29/21

**2. Revision to table note in Section 401.4.4.1 regarding the increased VMA when RAP, RAS, or a combination of RAP and RAS is greater than 40% of the effective virgin binder. Effective July 1, 2021**

401.4.4 Mixture Characteristics.

401.4.4.1 Base, BP-1, BP-2 and BP-3 mixtures shall have the following properties, when tested in accordance with AASHTO T 245 or AASHTO T 312. The number of blows with the compaction hammer shall be 35 or the number of gyrations shall be 35 with the gyratory compactor. BP-1 and BP-2 mixtures shall have between 60 and 80 percent of the VMA filled with asphalt binder and dust to effective binder ratio of 0.8 to 1.6. BP-3 mixtures shall be compacted with the gyratory compactor to 35 gyrations and shall have a minimum 75 percent of the VMA filled with asphalt binder and dust to effective binder ratio of 0.9 to 2.0.

Mix Type	Percent Air Voids	AASHTO T 245 Stability lb	Voids in Mineral Aggregate (VMA) <sup>b</sup>
BB	3.5	750	13.0 <sup>a</sup>
BP-1	3.5	750	13.5
BP-2	3.5	750	14.0
BP-3	3.5	750	15.0

<sup>a</sup> Bituminous base mixtures that would require 12.0 percent VMA following Asphalt Institute MS-2 will have a minimum 12.0 percent requirement.

<sup>b</sup> If the effective virgin binder replacement from RAP, RAS, or any combination of RAP and RAS is greater than 40 percent; then the minimum VMA required shall be increased by 0.5.

**3. Section 201.2.5.1 is being updated to remove the DNR permit requirements for opening burning. This also includes a new EPG article and new JSP. Effective July 1, 2021**

201.2.5.1 Open Burning. The contractor is encouraged to harvest marketable timber, utilize mulched timber for erosion control and utilize excess mulch for composting. Open burning of trees and other brushy material is allowed unless prohibited elsewhere in the contract or disallowed by federal, state or local laws or ordinances. Any required permits, licenses, fees or other compliance requirements of open burning shall be the responsibility of the contractor in accordance with Sec 107. The contractor shall not be allowed to conduct open burning except for small quantities as approved by the engineer or as described in the contract. In lieu of open burning the contractor shall make efforts to harvest marketable timber, utilize mulched timber for erosion control and utilized excess mulch for composting. Open burning in incorporated areas will be permitted only under a permit or waiver from MDNR. The contractor shall obtain all necessary permits and approvals before open burning is initiated, and shall comply with permit conditions, MDNR regulations, and all laws in accordance with Sec 107. A contractor representative shall be present during all burning. Measures shall be taken to ensure that structures or vegetation on adjacent property, or items designated to remain on the right of way, shall not be jeopardized. Fires set for the purpose of training fire fighters and industrial employees in fire fighting methods may be permitted after coordination with MDNR or local fire departments, and shall be in strict accordance with NFPA standards.

### 3. continued from page 2

Add new EPG 201.2.5.1 article:

**201.2.5.1 Open Burning.** Open burning of trees/brush is generally allowed by law and per Sec 201.2.5.1. If a project includes clearing, the project manager should consult with the core team, including a representative from Environmental/Historic Preservation, to consider whether open burning of the trees/brush should be disallowed. Factors in the decision should include: acreage to be cleared (i.e. is it practical to require mobilization of mulching equipment), density of forest, marketability of timber, terrain (i.e. it is difficult to stage a mulching operation on hilly terrain), desired project completion time (mulching takes additional time), negative impact of smoke to the general area (i.e. neighbors, bat roosting, endangered species, etc. ), local ordinances, etc. For more information on restrictions, consult the MoDNR publication, [Facts on Open Burning Under Missouri Regulations](#). If the core team concludes it is in MoDOT's best interest to disallow open burning, insert NJSP: JSP-XX-XX.

Add the following as a new Non-Standard JSP:

No Open Burning. NJSP-XX-XX

**Delete Sec 201.2.5.1 and substitute with the following:**

**201.2.5.1 No Open Burning.** The contractor is encouraged to harvest marketable timber, utilize mulched timber for erosion control and utilize excess mulch for composting. Open burning of trees and other brushy material shall not be allowed on the project site or on a tract immediately adjacent to the project site. No additional payment will be made for compliance with this provision.

### 4. Revisions to JSP-03-05 Liquidated Damages/Liquidated Savings Specified and JSP-03-06 Liquidated Savings Specified, to clarify time extension adjustments should a delay be directly caused by the Commission. **Effective July 1, 2021**

**From JSP-03-05**

**3.1** In the event of an excusable delay, including differing site conditions, an extension of the contract completion time will not extend the date-time specified for determining any liquidated savings or incentive, except that, in its discretion, the Commission may extend the time specified should the delay be directly caused by the Commission. Further, in the event of an excusable delay, if the contractor completes the work providing for liquidated savings or incentive on or before the milestone or other date, that shall not constitute a basis to claim acceleration costs in addition to the liquidated savings or incentive that may be earned.

**From JSP-03-06**

**2.1** In the event of an excusable delay, including differing site conditions, an extension of the contract completion time will not extend the date-time specified for determining any liquidated savings or incentive, except that, in its discretion, the Commission may extend the time specified should the delay be directly caused by the Commission. Further, in the event of an excusable delay, if the contractor completes the work providing for liquidated savings or incentive on or before the milestone or other date, that shall not constitute a basis to claim acceleration costs in addition to the liquidated savings or incentive that may be earned.

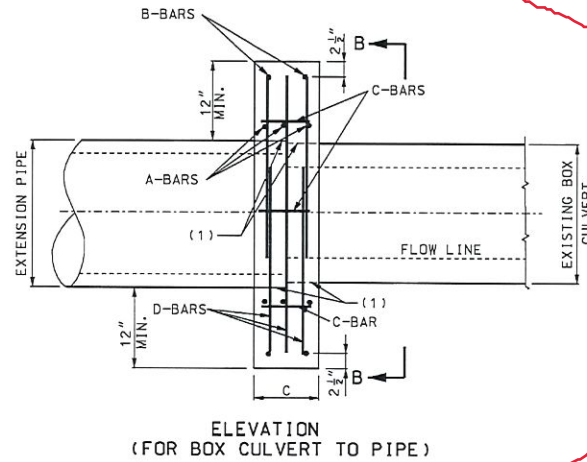
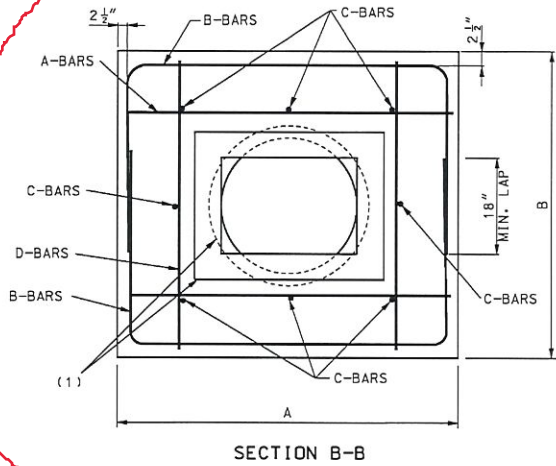
**5. Revisions to Section 604.40.3.1 to include box culverts; Std. Plan 604.40 to remove Type B collars; bid items to remove Type B collars (see standard plans at the end of this document). Effective July 1, 2021**

**604.40.3.1** Pipe collars shall be provided for the following purposes:

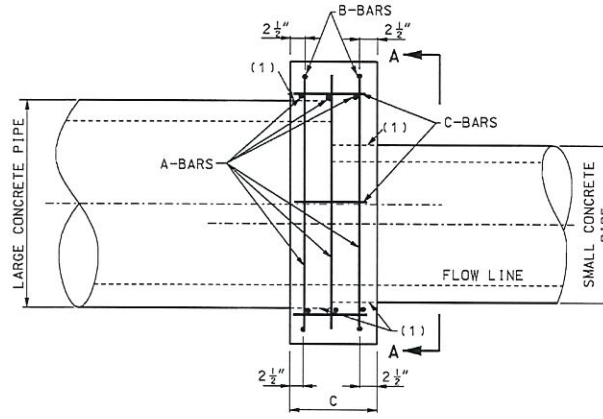
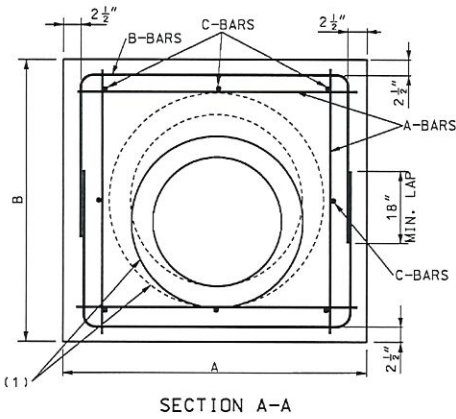
- (a) Extending existing pipes where the pipe required for the extension will not form a normal joint with the pipe in place.
- (b) Connecting two different sizes of pipe
- (c) Connecting two pipes of different material.
- (d) Connecting a box culvert to a pipe.

**6. New Std. Plan 616.20 for temporary traffic control of two-lane two-way roadways; currently identified for CLC and Seal Coat type projects (see standard plans at the end of this document). Pending comments from FHWA will be effective July 1, 2021.**

Move to sheet 2 of 2



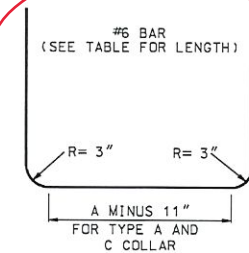
TYPE C COLLAR



TYPE A COLLAR

(FOR PIPES OF DISSIMILAR SIZE OR MATERIAL)

General Note:  
For pipe extensions that are 5 feet in length or shorter, a smooth tapered sleeve may be used in lieu of a Type A Collar, if approved by the engineer. See Smooth Tapered Sleeve Detail in Standard Plan 732.00.



Leave here and copy this note on sheet 2.

(1) ONE LAYER COMMERCIALY AVAILABLE 55-POUND ROLL ROOFING.

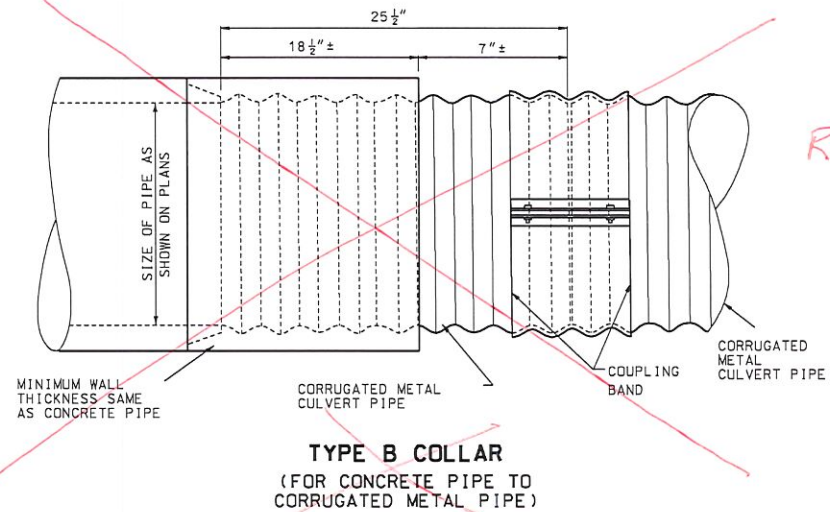
		<b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
		<b>PIPE COLLARS</b> <b>Type A</b>	
DATE EFFECTIVE:	10/01/2000	<b>604.40F</b>	SHEET NO.
DATE PREPARED:	8/21/2009		1 OF 2

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

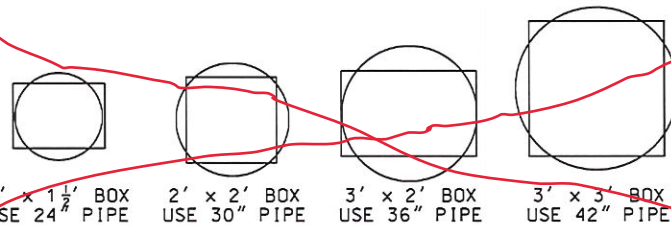
TABLE OF DIMENSIONS									
SIZE OF PIPE		DIMENSIONS		LENGTH OF BARS			QUANTITIES		
LARGE (IN.)	SMALL (IN.)	A & B (FT.-IN.)	C (FT.-IN.)	A (#5) 12 REQUIRED (FT.-IN.)	B (#6) 4 REQUIRED (FT.-IN.)	C (#4) 8 REQUIRED (FT.-IN.)	CONCRETE (CU. YD.)	STEEL (LBS.)	
12	12	2-8	1-0	2-5	5-10	0-9	0.21	70	
15	12	3-0	1-0	2-9	6-6	0-9	0.27	77	
	15						0.25		
18	12	3-3	1-0	3-0	7-0	0-9	0.33	84	
	15						0.32		
	18						0.30		
21	12	3-6	1-0	3-3	7-6	0-9	0.36	90	
	15						0.34		
	18						0.33		
24	15	3-10	1-0	3-6	8-2	0-9	0.44	97	
	18						0.40		
	24						0.36		
30	18	4-5	1-4	4-2	9-4	1-0	0.71	114	
	24						0.66		
	30						0.60		
36	24	5-0	1-4	4-9	10-6	1-0	0.88	128	
	30						0.79		
	36						0.76		
42	30	5-7	1-4	5-4	11-8	1-0	1.05	142	
	36						0.98		
	42						0.89		
48	36	6-2	1-4	6-0	12-10	1-0	1.22	158	
	42						1.13		
	48						1.03		
54	42	7-1	1-8	6-9	14-8	1-6	2.02	181	
	48						1.90		
	54						1.76		
60	48	7-8	1-8	7-5	15-10	1-6	2.27	196	
	54						2.13		
	60						1.97		
66	54	8-3	2-0	8-0	17-0	1-9	3.04	210	
	60						2.85		
	66						2.65		
72	60	8-10	2-0	7-7	18-2	1-9	3.36	225	
	66						3.16		
	72						2.93		

Move this table to sheet 1 of 2.

TABLE OF DIMENSIONS										
BOX SIZE (FT.)	PIPE SIZE (IN.)	DIMENSIONS			LENGTH OF BARS				QUANTITIES	
		A (FT.-IN.)	B (FT.-IN.)	C (FT.-IN.)	A (#5) 6 REQUIRED (FT.-IN.)	B (#6) 4 REQUIRED (FT.-IN.)	C (#4) 8 REQUIRED (FT.-IN.)	D (#5) 6 REQUIRED (FT.-IN.)	CONCRETE (CU. YD.)	STEEL (LBS.)
2 x 1 1/2	24	5-1	4-9	1-0	4-10	10-4	0-9	4-6	0.65	124
2 x 2	30	5-3	5-3	1-4	5-0	11-0	1-0	5-0	0.93	134
3 x 2	36	6-1	5-10	1-4	5-10	12-5	1-0	5-7	1.16	151
3 x 3	42	6-5	6-5	1-4	6-0	13-4	1-0	6-0	1.29	162

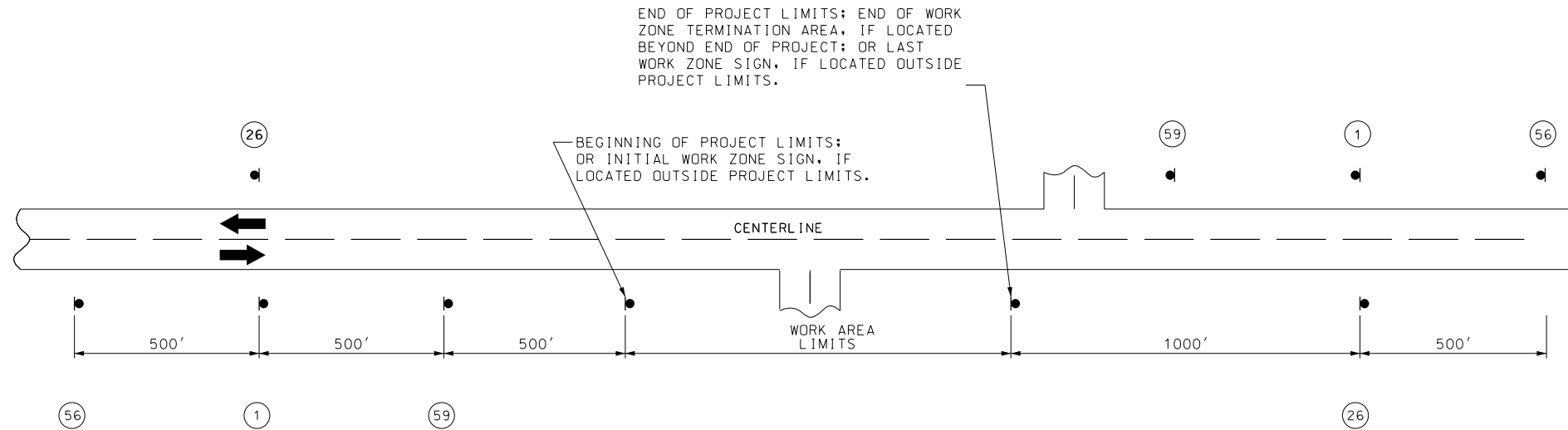


Add Bending Diagram for B-Bars from sheet 1.



Remove this detail.

	<b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MDDOT (1-888-275-6636)	
		<b>PIPE COLLARS</b> Type C
DATE EFFECTIVE: 10/01/2000 DATE PREPARED: 8/21/2009	<b>604.40F</b>	SHEET NO. <b>2 OF 2</b>

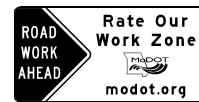


NOTES:

SIGN (1) AND (26) ARE ONLY USED ON PROJECT LENGTHS 2 MILES OR GREATER.

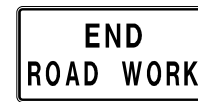
PROVIDE SIGNS IN EACH DIRECTION ON TWO-WAY HIGHWAY.

DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS.



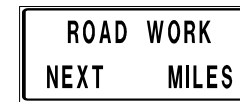
CONST-7-48

(56)



G020-2

(26)



G020-1

(1)



CONST-8

(59)

THIS TEMPORARY TRAFFIC CONTROL IS FOR USE ON THE FOLLOWING PAVEMENT TREATMENT PROJECTS AND IS NOT INTENDED FOR USE WHEN ADDITIONAL CONSTRUCTION ITEMS SUCH AS SHOULDER WIDENING, PIPE REPLACEMENT OR EXTENSIONS, GUARDRAIL CONSTRUCTION OR REPAIR, AND/OR SIGN INSTALLATIONS ARE PART OF THE PROJECT:

- ASPHALTIC RESURFACING (SECTIONS 401 AND 402)
- SEAL COAT
- SCRUB SEAL/SAND SEAL

NOT TO SCALE

 <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 PLANS</b> <b>PAVEMENT TREATMENTS FOR TWO-LANE ROADWAYS</b>	
"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."	DATE EFFECTIVE: 07/01/2021 DATE PREPARED: 4/7/2021
<b>616.20</b>	SHEET NO. <b>1 OF 5</b>



W020-1  
2

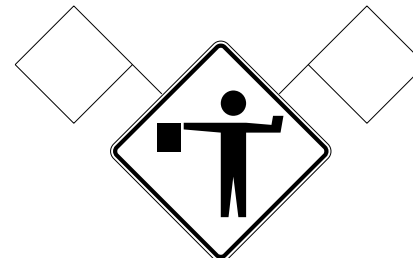


G020-4  
53

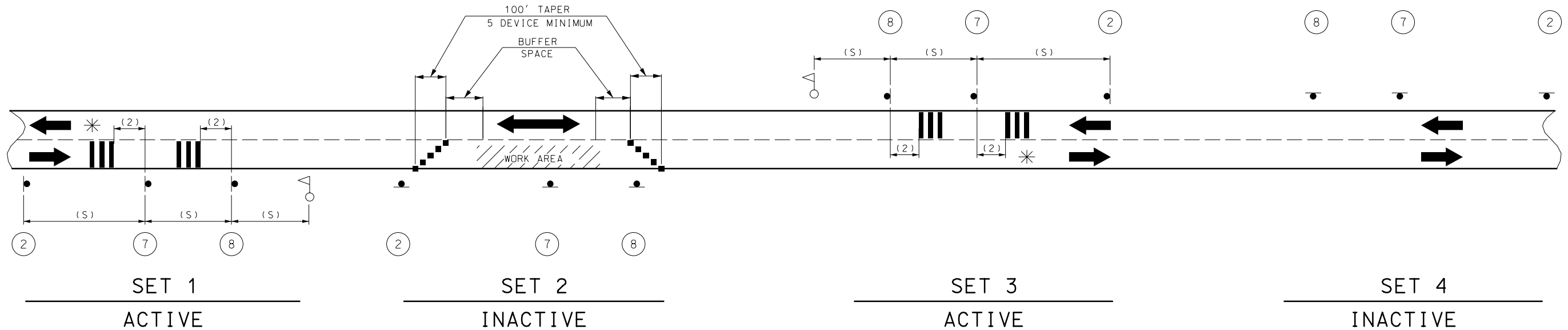
SIGN 53. "PILOT CAR FOLLOW ME" SHALL BE THE CONTRACTOR'S RESPONSIBILITY WHEN IN USE DURING OPERATION.



W020-4  
7



W020-7a  
8



NOTES:

DAYLIGHT FLAGGING OPERATIONS ONLY.

SHORT-TERM TEMPORARY RUMBLE STRIPS ARE NOT USED ON SEAL COAT OR SCRUB/SAND SEAL PROJECTS. A MINIMUM OF TWO SETS OF SHORT-TERM TEMPORARY RUMBLE STRIPS, ONE PER EACH LANE, ARE REQUIRED ON ALL OTHER PROJECT TYPES LISTED ON SHEET 1.

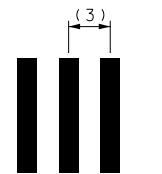
CHANNELIZING DEVICES LOCATED DOWNSTREAM OF THE ONE-LANE, TWO-WAY TAPER ARE OPTIONAL. THESE DEVICES SHOULD BE ELIMINATED WHEN THEIR USE WILL REDUCE THE USABLE LANE WIDTH, INCLUDING ANY ACCEPTABLE SHOULDERS, TO LESS THAN 10' OR WILL SIGNIFICANTLY AFFECT THE RESURFACING OPERATION.

SIGN SETS 1 AND 3 ARE ACTIVE AND (I.E., SIGNS FACE ONCOMING TRAFFIC) SIGN SETS 2 AND 4 ARE INACTIVE (I.E., SIGNS DO NOT FACE EITHER DIRECTION OF TRAFFIC) WHEN THE RESURFACING OPERATION IS LOCATED BETWEEN SIGN SETS 1 AND 3.

WHEN SIGN SETS 2 AND 4 ARE ACTIVE, SIGN SETS 1 AND 3 BECOME INACTIVE AND ARE ADVANCED TO BECOME SETS 2 AND 4 WITH SIGN LEGENDS TURNED AWAY FROM BOTH DIRECTIONS OF TRAFFIC. WHEN THE RESURFACING OPERATION ADVANCES TO BETWEEN SIGN SETS 2 AND 4, SIGN SETS 2 AND 4 BECOME ACTIVE (I.E., NEW SIGN SETS 1 AND 3) AND SIGN SETS 1 AND 3 ADVANCED IN THE DIRECTION OF THE OPERATION (I.E., NEW SIGN SETS 2 AND 4).

SHORT-TERM RUMBLE STRIPS		
SPEED MPH	DISTANCE (2)	SPACING (3)
0-45 (OPTIONAL)	120 FT	10 FT
50-55	160 FT	20 FT
60-70	200 FT	35 FT

\* SECOND SET OF TEMPORARY RUMBLES OPTIONAL



SPACING EXAMPLE

SPEED	SIGN SPACING (FT.) (1)
PERMANENT POSTED (MPH)	NON-DIVIDED HIGHWAYS (S)
0-35	200
40-45	350
50-55	500
60-70	1000

PERMANENT POSTED SPEED LIMIT (MPH)	BUFFER SPACE LENGTH (FT)
0 - 35	280
40 - 45	400
50 - 55	560
60 - 70	840

NOTES:

(1) SPACING BETWEEN SIGNS, BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER OR SIGNED CONDITION.

SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS.

NOT TO SCALE

- - CHANNELIZERS
- - FLAGGER
- ▬ - TEMPORARY SHORT TERM RUMBLE STRIPS

**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**

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

**TEMPORARY TRAFFIC CONTROL PLANS**

**PAVEMENT TREATMENTS FOR TWO-LANE ROADWAYS**

"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."

**616.20**

SHEET NO.  
**2 OF 5**

DATE EFFECTIVE: 07/01/2021  
DATE PREPARED: 4/26/2021

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

SPEED	SIGN SPACING (FT.)
PERMANENT POSTED (MPH)	NON-DIVIDED HIGHWAYS (S)
0-35	200
40-45	350
50-55	500
60-70	1000

DISTANCE MAY BE ADJUSTED ACCORDING TO FIELD CONDITIONS.

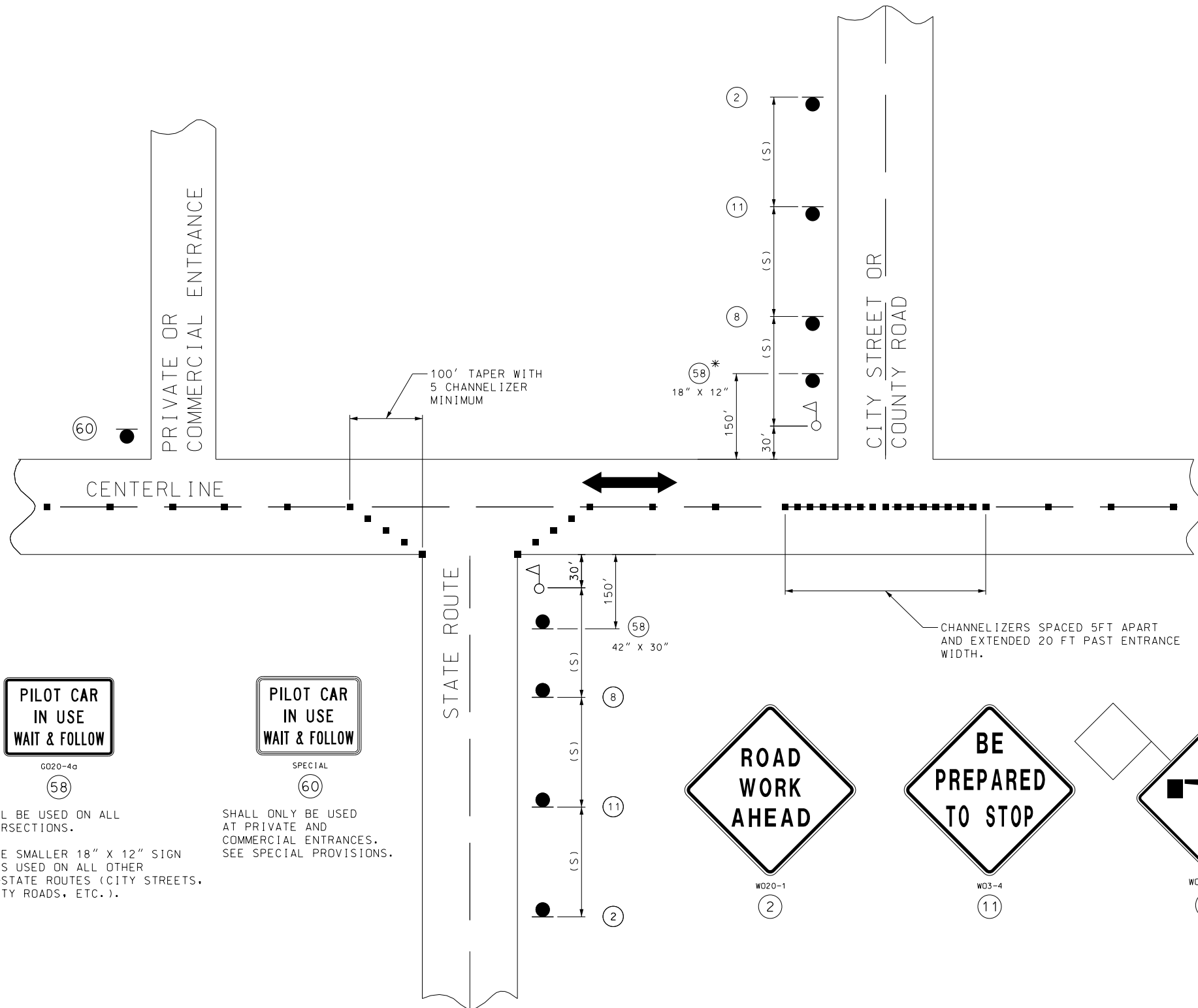
NOTES:  
WARNING SIGNS SHALL BE ERECTED AT EACH INTERSECTION WITH ANOTHER STATE HIGHWAY WITHIN THE WORK ZONE.

ADDITIONAL WARNING SIGNS SHALL BE ERECTED AT OTHER INTERSECTIONS WITHIN THE WORK ZONE, AS DIRECTED BY THE ENGINEER.

■ - CHANNELIZERS (AS SPECIFIED)

△ - FLAGGER

NOT TO SCALE



**PILOT CAR  
IN USE  
WAIT & FOLLOW**

6020-4a  
(58)

SHALL BE USED ON ALL INTERSECTIONS.

\* THE SMALLER 18" X 12" SIGN 58 IS USED ON ALL OTHER NON-STATE ROUTES (CITY STREETS, COUNTY ROADS, ETC.).

**PILOT CAR  
IN USE  
WAIT & FOLLOW**

SPECIAL  
(60)

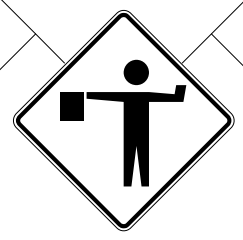
SHALL ONLY BE USED AT PRIVATE AND COMMERCIAL ENTRANCES. SEE SPECIAL PROVISIONS.

**ROAD  
WORK  
AHEAD**

W020-1  
(2)

**BE  
PREPARED  
TO STOP**

W03-4  
(11)



W020-7a  
(8)

SIDE ROADS ENTERING WORK ZONES

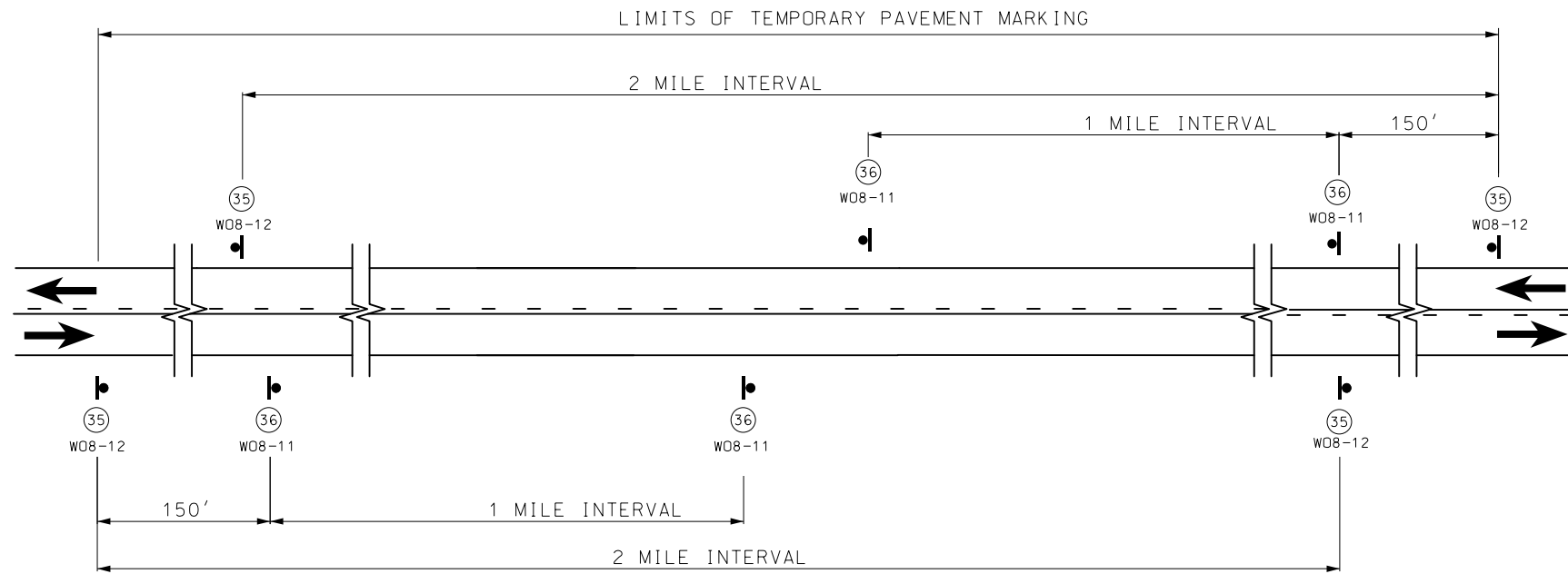
**MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION**  

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

**TEMPORARY TRAFFIC CONTROL PLANS**  
 PAVEMENT TREATMENTS FOR TWO-LANE ROADWAYS

DATE EFFECTIVE: 07/01/2021  
 DATE PREPARED: 3/25/2021  
**616.20**  
 SHEET NO. 3 OF 5

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



SIGN SPACING AND TEMPORARY STRIPING FOR MAINLINE



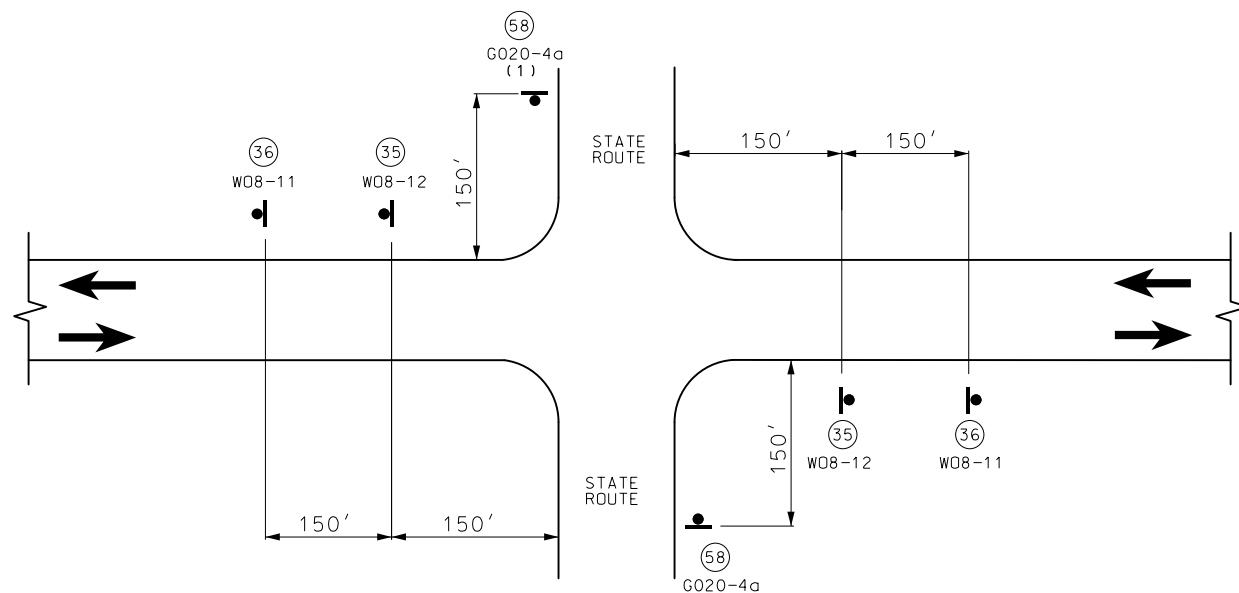
G020-4a  
58



W08-12  
35



W08-11  
36



SIGN SPACING AT STATE ROUTE INTERSECTIONS SHOWING TEMPORARY STRIPING FOR MAINLINE

NOTES:

SIGN (35) AND TEMPORARY RAISED PAVEMENT MARKING (SEE STANDARD PLAN 620.10) INSTALLED WHERE CENTERLINE STRIPING HAS BEEN COVERED OR REMOVED. SIGNS ARE TO REMAIN IN PLACE UNTIL THE PERMANENT CENTERLINE PAVEMENT MARKINGS ARE IN PLACE. SIGNS SHALL BE COVERED OR REMOVED WHEN PAVEMENT CENTERLINE MARKING HAS BEEN INSTALLED.

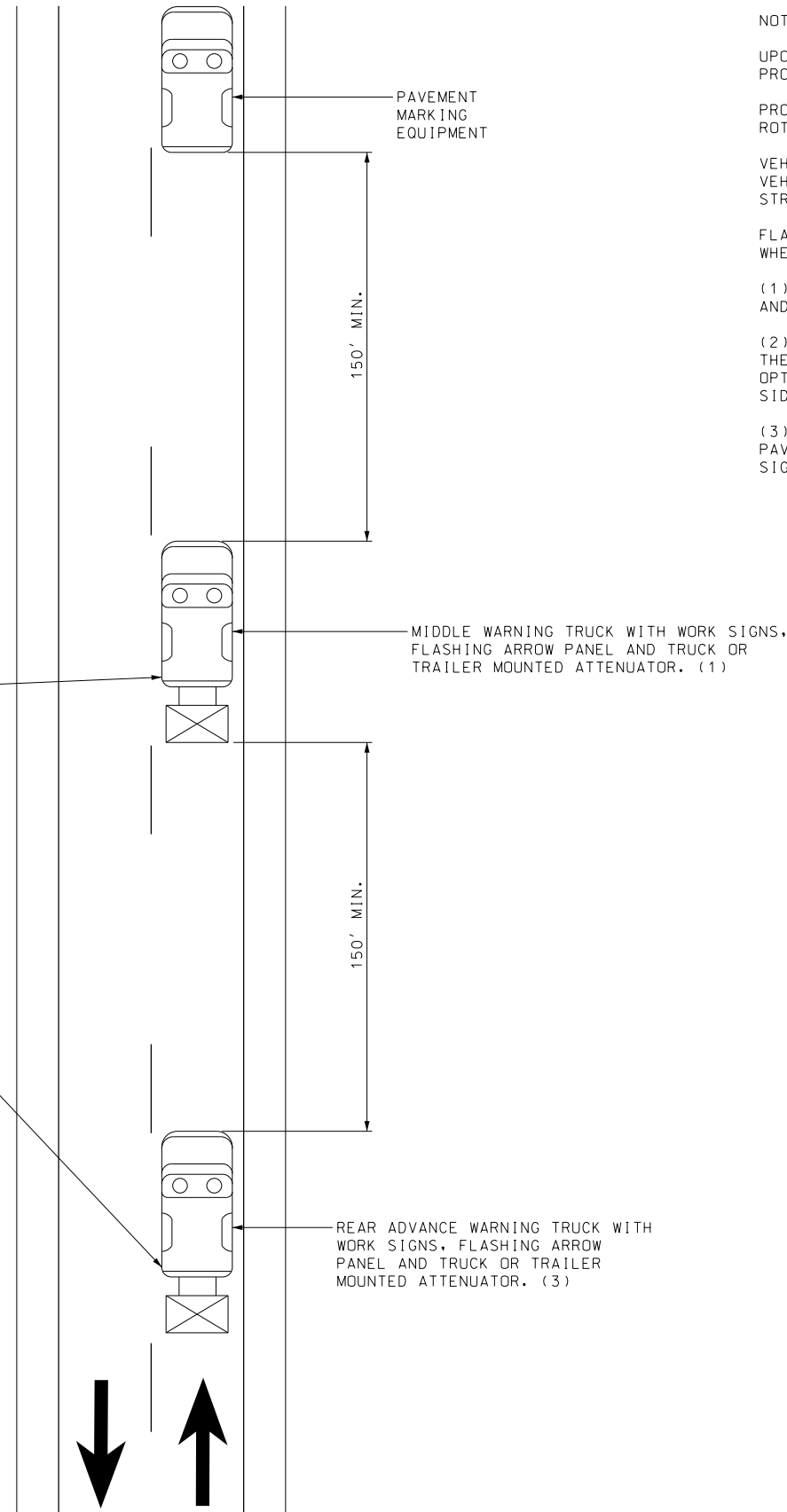
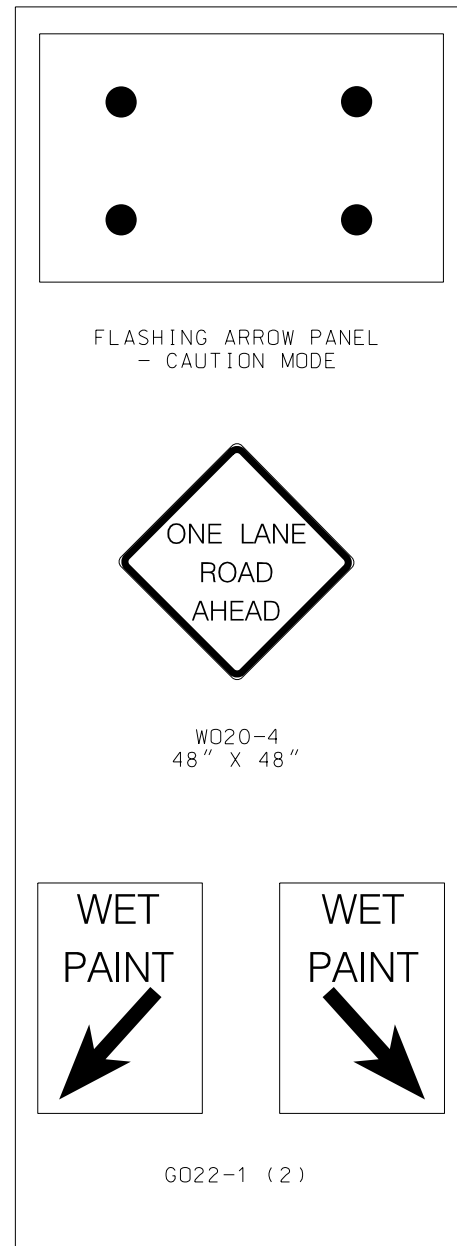
SIGN (35) IS PLACED AT APPROXIMATELY TWO-MILE INTERVALS AND AT STATE ROUTE JUNCTIONS. WHEN THE INSTALLATION AT A JUNCTION IS WITHIN ONE-EIGHTH MILE OF THE NORMAL MAINLINE SIGN (35), THE LATTER MAY BE ELIMINATED.

ALL SIGNS SHALL BE POST MOUNTED AND IN ACCORDANCE WITH STANDARD PLAN 616.10 AND 903.03.

SEE STANDARD PLAN 620.10 FOR ALL TEMPORARY PAVEMENT MARKING.

	<b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b>	
	105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."	<b>TEMPORARY TRAFFIC CONTROL PLANS</b>	
	<b>PAVEMENT TREATMENTS FOR TWO-LANE ROADWAYS</b>	
DATE EFFECTIVE: 07/01/2021 DATE PREPARED: 3/25/2021	<b>616.20</b>	SHEET NO. <b>4 OF 5</b>

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



NOTES:

UPON APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY PROVIDE ADDITIONAL PROTECTIVE TRUCK EQUIPPED WITH PROPER WARNING DEVICES.

PROTECTIVE TRUCK AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.

FLASHING ARROW PANELS SHALL BE INCIDENTAL TO TRUCK MOUNTED ATTENUATORS, WHEREVER USED. NO ADDITIONAL PAYMENT SHALL BE MADE.

(1) TRUCK IS OPTIONAL ON TWO-LANE UNDIVIDED HIGHWAYS IF SIGNING AND ARROW BOARD IS MOUNTED ON THE PAVEMENT MARKING EQUIPMENT.

(2) WET PAINT SIGNS ARE INSTALLED TO INDICATE THE SIDE IN WHICH THE PAVEMENT MARKING MATERIAL IS BEING APPLIED. AT THE CONTRACTOR'S OPTION, A FRONT FACING WET PAINT SIGN MAY BE INSTALLED ON THE LEFT SIDE OF THE PAVEMENT MARKING EQUIPMENT.

(3) REAR ADVANCE WARNING TRUCK IS POSITIONED AT THE NO TRACK POINT OF THE PAVEMENT MARKING MATERIAL, OR VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE, OR SPACING SHOWN.

CENTERLINE/EDGE LINE STRIPING ON TWO-LANE HIGHWAYS

 <b>MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION</b> 105 WEST CAPITOL JEFFERSON CITY, MO 65102 1-888-ASK-MODOT (1-888-275-6636)	
"THIS MEDIA SHOULD NOT BE CONSIDERED A CERTIFIED DOCUMENT."	<b>TEMPORARY TRAFFIC CONTROL PLANS</b> <b>PAVEMENT TREATMENTS FOR TWO-LANE ROADWAYS</b>
DATE EFFECTIVE: <u>07/01/2021</u> DATE PREPARED: <u>3/25/2021</u>	<b>616.20</b>
SHEET NO. <b>5 OF 5</b>	

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