



MEMORANDUM

Missouri Department of Transportation Right of Way Southwest District

TO: Stacy Reese
Assistant District Engineer

CC: Central Office Right of Way

FROM: Andy Ellsworth
Southwest District Right of Way Manager

DATE: January 24, 2023

SUBJECT: Request for ADA Ownership and Responsibility Determination
Project: Fairview, MO - ADA
County: Newton
Routes: T

Per the guidance provided in the EPG, section 236.4.4, included with this memo please find documentation pertaining to the ownership of the right of way for the above-mentioned county, Town, routes, and projects. The district right of way staff has conducted a thorough ownership and ADA responsibility determination, including researching roadway plans, deeds, dedicated subdivision plats, CRSR's, maintenance/urban/municipal agreements, and other documentation defining the ownership and responsibility for the ADA improvements for the locations identified on the attached maps.

All the MHTC ownership deeds and plan sheets were researched. Also, platted subdivisions in the Town of Fairview were included in our research. Deeds were found along Route T that revealed partial ownership in the Missouri Highways and Transportation Commission (MHTC). The CRSR, Urban and maintenance agreement records were also researched. There were no agreements and/or other documentation that were found that covered Route T in the Town of Fairview.

Our findings and determinations are listed and explained below.

ROUTE T – (formerly Route B Spur)

Both Sides of Route T - From the intersection of Route T and Route 86 in the northern portion of the Town of Fairview southwesterly to the northern boundary of Main Street in the Town of Fairview, in Section 8, Township 24 North, Range 29 West –

Partial ownership on both sides of Route T (Pioneer Avenue - formerly Route B Spur) is vested by deeds to MHTC. The right of way was acquired under project SB-Section 1, around 1931. The right of way owned by MHTC is mostly 5 five feet wide on each side of Route T, but increases slightly in width at the intersection of Route T and Route 86. The highway plans and deeds are included in the supporting SharePoint folder that show the right of way widths. The original road (Pioneer Avenue) was platted as a 50 foot wide street in 1907 to the Town of Fairview by the Original Town Plat. The right of way was then widened 5 feet on each side of the road in 1931 by MHTC, making the total width of the right of way 60 feet wide. When the road was widened by MHTC to 60 feet wide, the deeds only added the additional five feet on each side - so the middle 50 feet of the right of way technically is still owned by the Town of Fairview. No maintenance agreements or Change in Route Status Reports were found, however, MHTC does maintain the entire roadway. **MHTC holds ownership to the right of way by deeds for the 5 feet**


on each side of the road through the above described section of Route T and would have full ADA compliance responsibility for the sidewalks in this section. The only area that appears to have some old sections of sidewalk is located around the intersection of Route T and Main Street in the central portion of the Town of Fairview. Main Street is owned by the Town of Fairview and was platted as a 60 foot wide street in the Original Town Plat in 1907. Also, MHTC may have responsibility for any ADA sidewalk requirements and/or barriers (curb cuts, crosswalk connections, etc.) that connect to the roadway that MHTC maintains.

The district right of way staff is requesting concurrence to the recommended actions for the subject project for ADA improvements based on the research.



Andy Ellsworth, District ROW Manager

Date: 1. 24. 2023



Stacy Reese, Assistant District Engineer

Date: January 24, 2023

Recommendation by District Engineer: (drafters note: provide details of the district engineers determination and recommendation based on the support documents. Submit fully executed memo and support documents to central office right of way if subject section should be removed from the transition plan).

ADA Ownership Map - Route T
(formerly Route B Spur)
Fairview, MO
Newton County

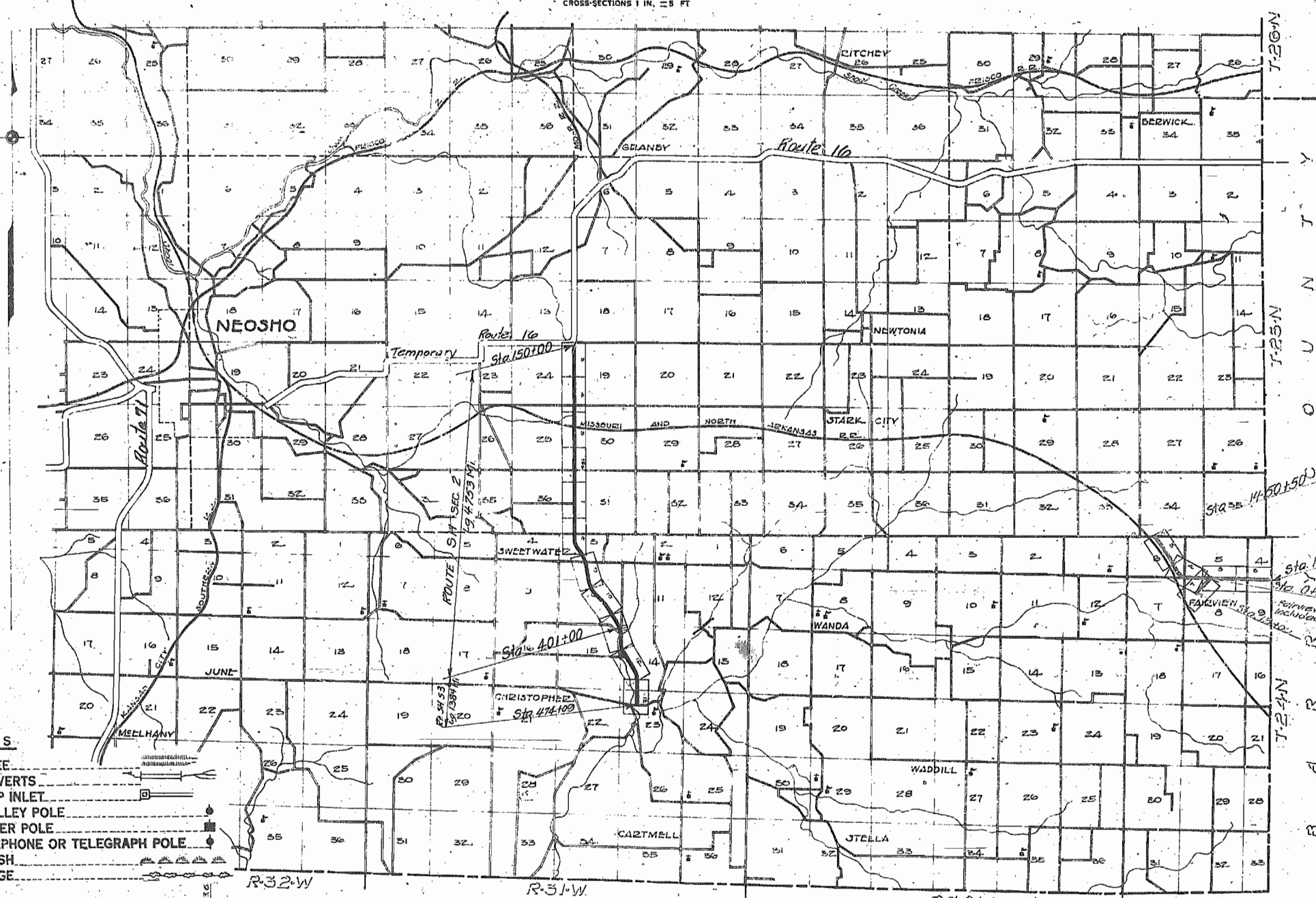


MHTC owns 5 feet along
both sides of Route T
(Pioneer Avenue)- From
Route 86 to Main Street

MISSOURI
STATE HIGHWAY COMMISSION
PLAN AND PROFILE
OF PROPOSED
STATE ROAD
FEDERAL AID PROJECT
NEWTON COUNTY

DIV. NO.	COUNTY	ROUTE	SECTION
7	NEWTON	10	10

PLAN 1 IN. = 100 FT.
PROFILE, HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.
CROSS-SECTIONS 1 IN. = 5 FT.



SHIPPING POINTS
Rt. 9B, Sec. 1 Fairview on Mo.-N. Ark. R.R.
Rt. 9B, Sec. 2 Granby on Mo. Pac. or Frisco R.R.
Rt. 9B, Sec. 3 Granby on Mo. Pac. or Frisco R.R.

CONVENTIONAL SIGNS

- | | |
|--------------------------|-----------------------------|
| STATE AND NATIONAL LINE | LEVEE |
| COUNTY LINE | CULVERTS |
| CITY, VILLAGE OR BOROUGH | DROP INLET |
| TOWNSHIP LINE | TROLLEY POLE |
| SECTION LINE | POWER POLE |
| GRANT LINE | TELEPHONE OR TELEGRAPH POLE |
| FENCE LINE | MARSH |
| GUARD RAIL | HEDGE |
| UNFENCED PROPERTY | GROUND ELEVATION |
| RIGHT OF WAY LINE | GRADE ELEVATION |
| TRAVELED WAY | SURFACE LINE |
| RAILROADS | GRADE LINE |
| RETAINING WALL | |
| BASE OR SURVEY LINE | |

SUBMITTED
CHIEF ENGINEER MO. STATE HIGHWAY COMMISSION
RECOMMENDED FOR APPROVAL
DISTRICT ENGINEER - DISTRICT NO. 5
RECOMMENDED FOR APPROVAL
CHIEF ENGINEER BUREAU PUBLIC ROADS
APPROVED

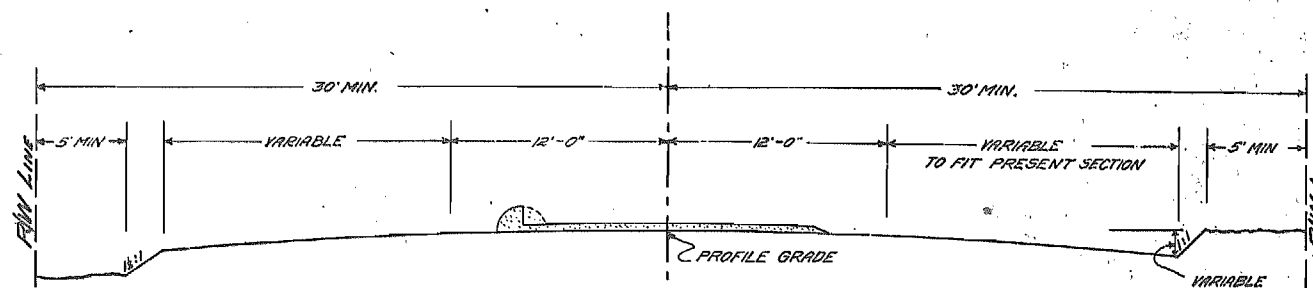
SCALE - 1 IN. = 1 MILE

FINAL PLANS



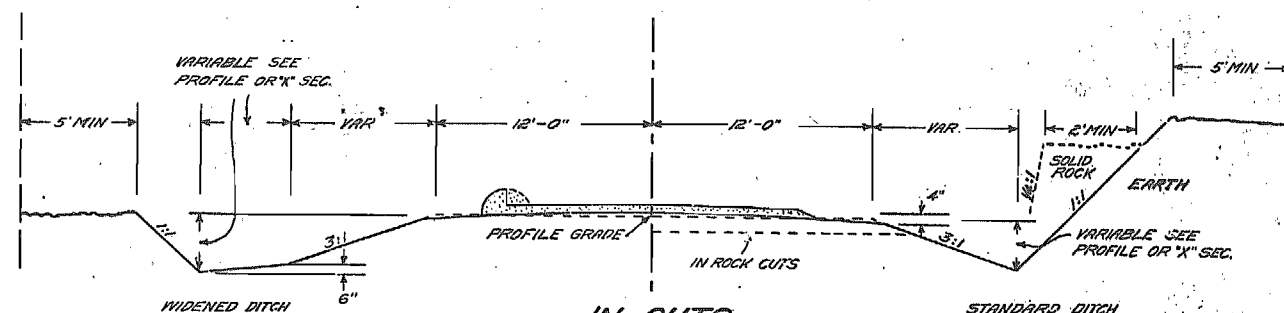
NOTE
A UNIFORM THICKNESS OF 2 IN. SHALL BE SPREAD OVER SUBGRADE FROM WINDROW ON ONE SHOULDER TO POINT 4 FT. FROM OPPOSITE SHOULDER AND SHALL BE BLADED AND MAINTAINED DAILY AT EXPENSE OF CONTRACTOR FREE FROM HOLES, RUTS OR BUMPS UNTIL FINAL ACCEPTANCE OF WORK. UPON FINAL ACCEPTANCE OF WORK, AMOUNT OF GRAVEL OR CHATS NOT NECESSARY TO SPREAD AND MAINTAIN 2 IN. THICKNESS, SHALL BE LEFT BY CONTRACTOR ON ONE SHOULDER IN A NEAT AND SYMMETRICAL WINDROW AS A STOCK PILE.

THIS SECTION REQUIRES THE AMOUNT OF SURFACING MATERIAL PER STATION AS INDICATED ON 2A SHEET.

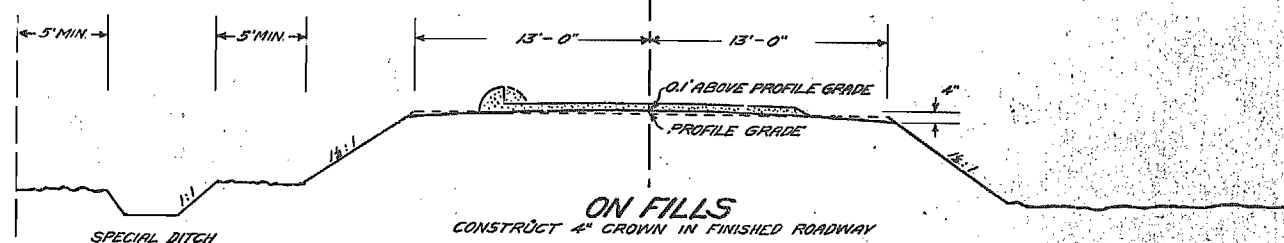


This section requires the amount of surfacing material per station as indicated on 2A sheet.

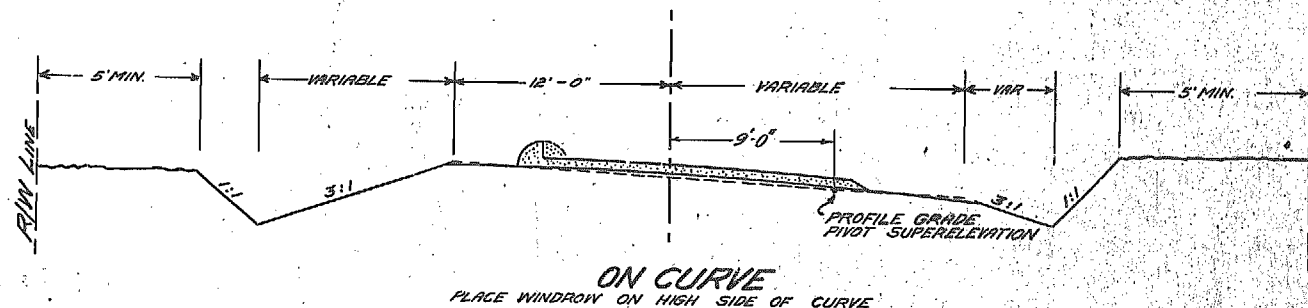
VILLAGE SECTION



IN CUTS
CONSTRUCT 4" CROWN IN FINISHED ROADWAY



ON FILLS
CONSTRUCT 4" CROWN IN FINISHED ROADWAY



ON CURVE
PLACE WINDROW ON HIGH SIDE OF CURVE

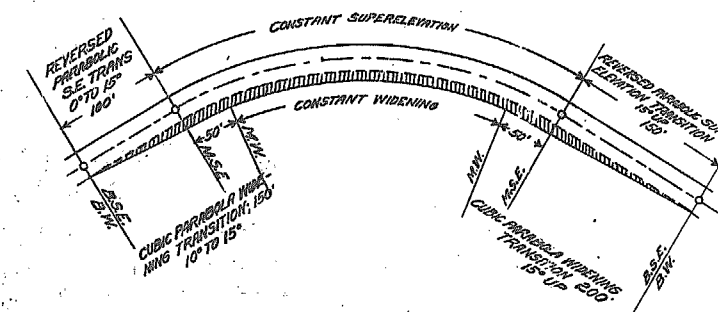
SUPERELEVATION PER FOOT OF WIDTH

$$S = \frac{0.067V^2}{R} \quad V = 25 \text{ M.P.H.} \quad R = \text{RAD.}$$

DEGREE	1	2	3	4	5	6	7	8	9	10	11	12
S IN FT.	.0073	.0146	.0219	.0292	.0365	.0438	.0511	.0585	.0658	.0731	.0804	.0877

VALUE OF W

DEGREE	0-9	10	11	12	13	14	15	16	17	18	19	UP
W IN FT.	0	2	2.5	3	3.5	4	4.5	5	5.5	6	6.5	



SCHEME OF WIDENING AND SUPERELEVATION TRANSITION

16 FT. GRAVEL, CHATS
— OR —
TYPE OF SURFACING INDICATED ON 2A
— SHEET —

171

MISSOURI STATE HIGHWAY COMMISSION

ESTIMATE SHEET

County of NEWTON
Length 2.626 Miles

FED. ROAD DIST. NO.	STATE	FED. AID PROJECT YEAR	SHEET NO.	TOTAL SHEETS
5	MO.		24	
DIV. NO.	COUNTY	ROUTE	SHEET NO.	
7	NEWTON	5B	1	

Type of Improvement 24' GRADED EARTH AND 16' GRAVEL SURFACE

Prepared by F. J. BUTLEDGE

Date MAY 29, 1937

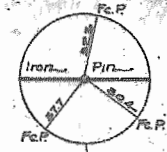
Name of road FAIRVIEW - EAST & WEST

EXCAVATION										R.C. BOX CULVERTS										SUMMARY									
Station	Side	Exc.	Back	Fill	Rem. Co.	Exc.	Back	Fill	Rem. Co.	Station	Side	Exc.	Back	Fill	Rem. Co.	Exc.	Back	Fill	Rem. Co.	Item	Description	Unit	No. Units						
1450+00	Lt.	1200	1903	2792	24	16	16	16	16	1450+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	CLEARING	ACRE	4.8						
1451+00	Lt.	1200	1903	2792	24	16	16	16	16	1451+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	GRUBBING	ACRE	4.8						
1452+00	Lt.	1200	1903	2792	24	16	16	16	16	1452+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	BRIDGE PILING	100 FT.	26.90						
1453+00	Lt.	1200	1903	2792	24	16	16	16	16	1453+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	CLASS "A" EXCAVATION	Cu. Yd.	120.44						
1454+00	Lt.	1200	1903	2792	24	16	16	16	16	1454+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	CULVERT EXCAVATION	Cu. Yd.	147						
1455+00	Lt.	1200	1903	2792	24	16	16	16	16	1455+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	FOREMAN EXCAVATION	Cu. Yd.	20.44						
1456+00	Lt.	1200	1903	2792	24	16	16	16	16	1456+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	CLASS "B" EXCAVATION	Cu. Yd.	24						
1457+00	Lt.	1200	1903	2792	24	16	16	16	16	1457+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	MASSIVE GRADING	STA.	68.28						
1458+00	Lt.	1200	1903	2792	24	16	16	16	16	1458+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	GRAVEL SURFACE (2)	Cu. Yd.	1991						
1459+00	Lt.	1200	1903	2792	24	16	16	16	16	1459+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	GRAVEL IN STOCK PILES	Cu. Yd.	394						
1460+00	Lt.	1200	1903	2792	24	16	16	16	16	1460+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	CLASS "B" CONCRETE MASONRY	Cu. Yd.	40.68						
1461+00	Lt.	1200	1903	2792	24	16	16	16	16	1461+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	15" PIPE CULVERTS	Lin. Ft.	90						
1462+00	Lt.	1200	1903	2792	24	16	16	16	16	1462+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	16" PIPE CULVERTS	Lin. Ft.	202						
1463+00	Lt.	1200	1903	2792	24	16	16	16	16	1463+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	24" PIPE CULVERTS	Lin. Ft.	282						
1464+00	Lt.	1200	1903	2792	24	16	16	16	16	1464+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	RAILROAD CONC. STRUCT.	Lbs.	5093						
1465+00	Lt.	1200	1903	2792	24	16	16	16	16	1465+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	RAILROAD CONC. STRUCT.	Cu. Yd.	163						
1466+00	Lt.	1200	1903	2792	24	16	16	16	16	1466+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1467+00	Lt.	1200	1903	2792	24	16	16	16	16	1467+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1468+00	Lt.	1200	1903	2792	24	16	16	16	16	1468+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1469+00	Lt.	1200	1903	2792	24	16	16	16	16	1469+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1470+00	Lt.	1200	1903	2792	24	16	16	16	16	1470+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1471+00	Lt.	1200	1903	2792	24	16	16	16	16	1471+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1472+00	Lt.	1200	1903	2792	24	16	16	16	16	1472+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1473+00	Lt.	1200	1903	2792	24	16	16	16	16	1473+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1474+00	Lt.	1200	1903	2792	24	16	16	16	16	1474+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1475+00	Lt.	1200	1903	2792	24	16	16	16	16	1475+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1476+00	Lt.	1200	1903	2792	24	16	16	16	16	1476+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1477+00	Lt.	1200	1903	2792	24	16	16	16	16	1477+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1478+00	Lt.	1200	1903	2792	24	16	16	16	16	1478+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1479+00	Lt.	1200	1903	2792	24	16	16	16	16	1479+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1480+00	Lt.	1200	1903	2792	24	16	16	16	16	1480+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1481+00	Lt.	1200	1903	2792	24	16	16	16	16	1481+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1482+00	Lt.	1200	1903	2792	24	16	16	16	16	1482+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1483+00	Lt.	1200	1903	2792	24	16	16	16	16	1483+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1484+00	Lt.	1200	1903	2792	24	16	16	16	16	1484+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1485+00	Lt.	1200	1903	2792	24	16	16	16	16	1485+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1486+00	Lt.	1200	1903	2792	24	16	16	16	16	1486+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1487+00	Lt.	1200	1903	2792	24	16	16	16	16	1487+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1488+00	Lt.	1200	1903	2792	24	16	16	16	16	1488+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1489+00	Lt.	1200	1903	2792	24	16	16	16	16	1489+00	Lt.	1566	2161	19	19	19	19	19	19	1-0	PAINTING HAND RAIL ON BRIDGE	100 FT.	13.41						
1490+00	Lt.																												

FINAL PLANS



STA 1451+10 CONC. BOX
12' x 12'
Extend Present Culv.
See Sheet No 19



POT. STA 1470+60

Mrs. Snare
Sta. 1456+00
Build 24" x 24" Pipe
F.E. on Lt.
Emb. 43 cy. incl. in bal.

H. Nagels.
Sta. 1466+00
Build 18" x 18" Pipe
F.E. on Lt.
Exc. 4 cy.
Emb. 5 cy.
Bor. 5 cy.
Included in Road Gr.

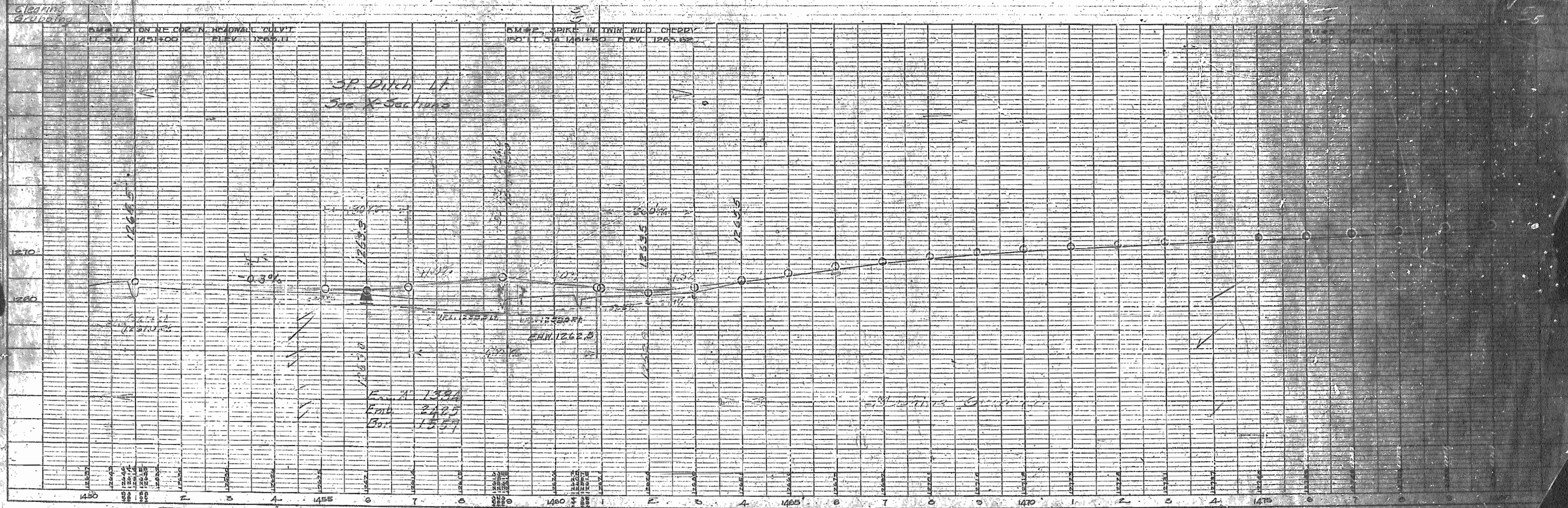
Hedge Pulling Lt.
At Sta. 1470+25 - 0.35 Sta.
0.35 Stations

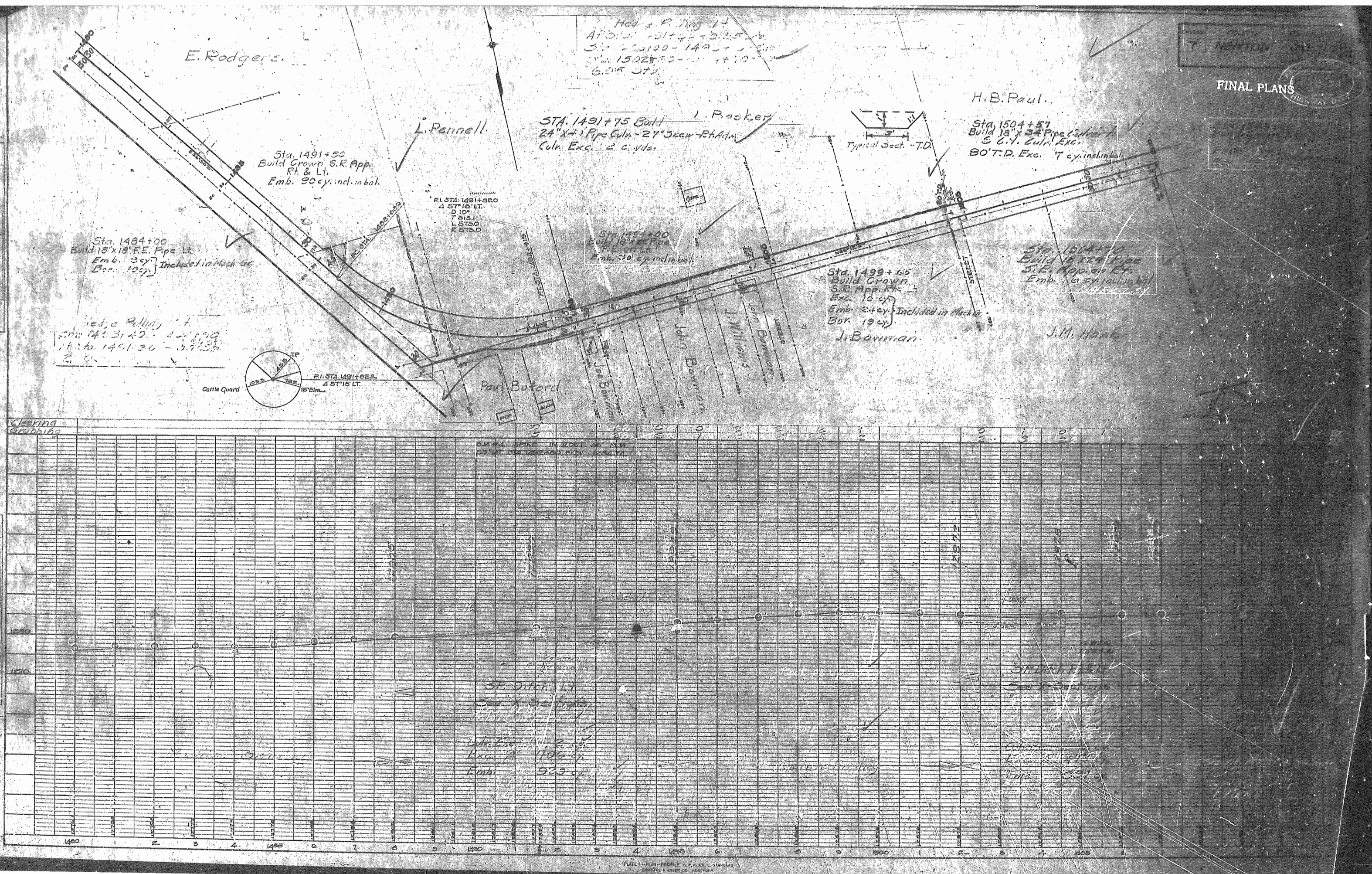
MISSOURI NORTH ARKANSAS R.R.

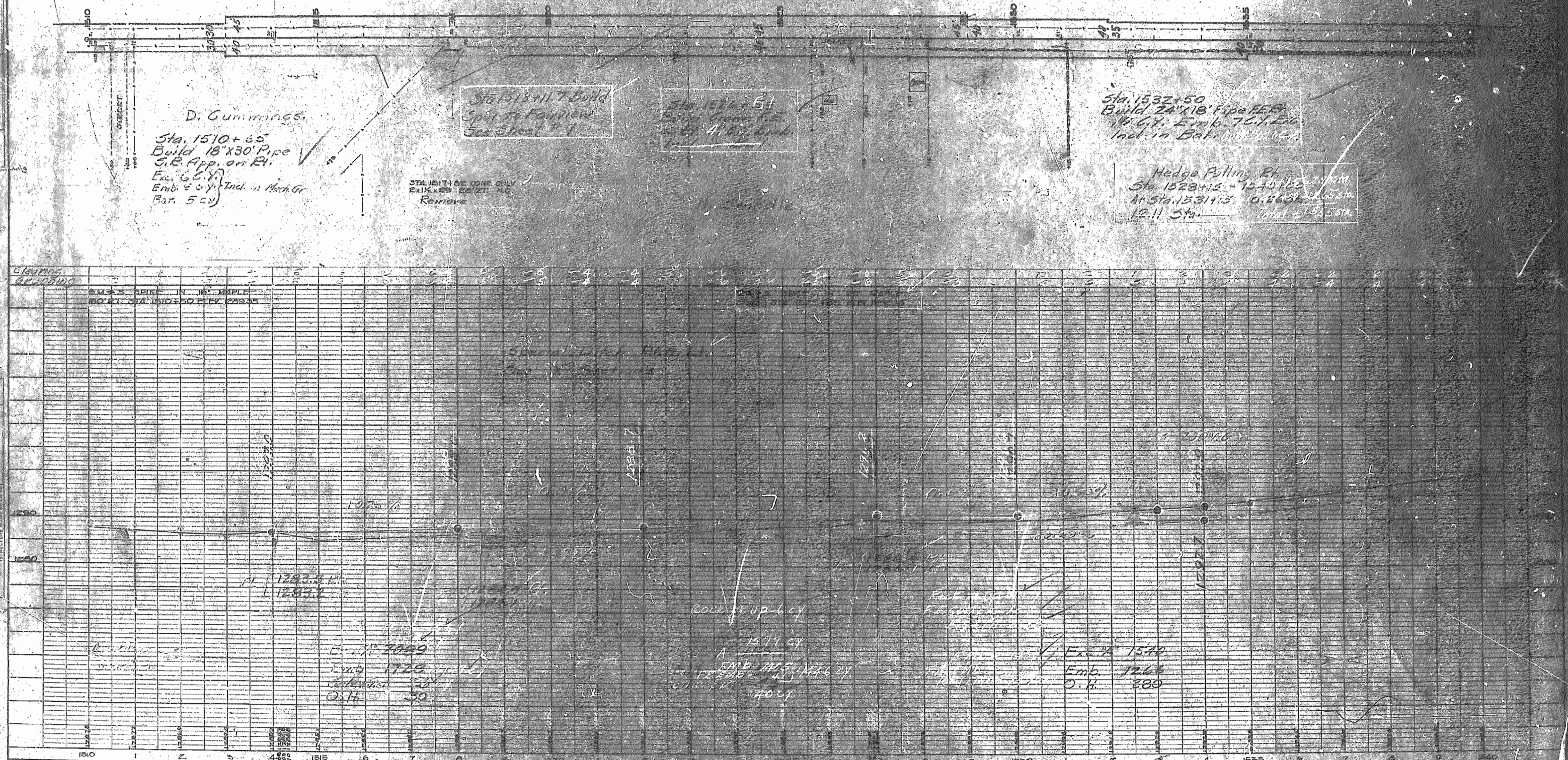
Revised Sec. 1

STA 1459+10 Build
Triple 8" x 5" 21.3% - 5' x 20"
Bridge Dr No. 5.85

Hedge Pulling Lt.
At Sta. 1470+25 - 0.20 Sta.
0.35 Stations









H.B. Paul
Sta. 1541+00
Build 24"x18" Pipe
Exc. 6 CY, Emb. 14 CY
Incl. in Bal.

STA 1544+55 CIP
15' x 15' 25' LT
Remove & Build
24"x28" Pipe
Exc. 24 CY, Emb. 38 CY
Incl. in Bal.

Sta 1551+00
Crown FE LT
Emb. 8 CY, incl. M.G.

Sta 1569+00
Build Crown FE LT
Exc. 2 CY, Emb. 14 CY
Incl. in Bal.

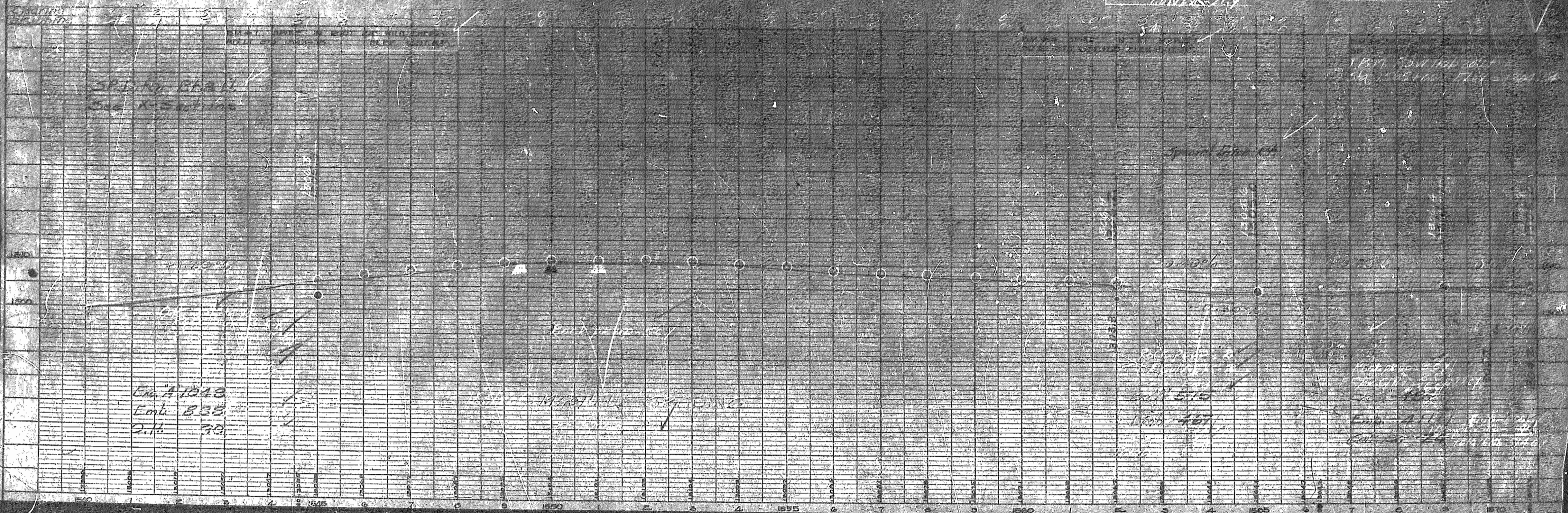
N. Swindle

STA 1544+55 CONC BOX
5' x 15' 50' ET
Remove & Build
24"x28" Pipe
Exc. 5 CY, Emb. 38 CY
Incl. in Bal.

STA 1549+00
Grave, 10' x 10' x 10' Pile
14' x 5'

Sta 1552+00
24"x18" Pipe FE LT
Exc. 3 CY, Emb. 12 CY
Incl. in Bal.

Sta 1566+35
Build
Double 24"x18" Pipe
Exc. 35 CY, Emb. 14 CY
Cul. Emb. 14 CY



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STA 6+25 CULV
2 x 18" R.R.
NG.
Remove.

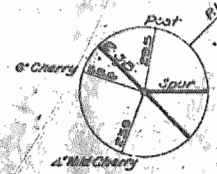
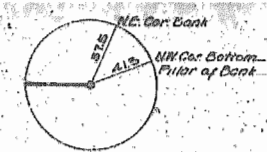
Sta. 2+00
Build 18"x30" Pipe
S.R. App on Lt.
Exc. 11 cy. } Incl in Mach. Gr.
Emb. 11 cy.
Cut. 12 cy.

Sta. 10+00
Build 15"x30" Pipe
S.R. App on Lt.
S.R. Chain App on Rt.
Exc. 2 cy. } Incl in Mach. Gr.
Emb. 20 cy.
Bot. 21 cy.

Sta. 3+00
Build 15"x30" Pipe
S.R. App on Lt.
Exc. 11 cy. } Incl in Mach. Gr.
Bot. 20 cy.

Sta. 7+00
Build Crown S.R. App on Lt.
15"x30" Pipe S.R. App on Rt.
Exc. 2 cy. } Incl in Mach. Gr.
Emb. 20 cy.
Bot. 16 cy.

DIVISION	COUNTY	ROUTE	SHEET
T	NEWTON	35	1
Spur to Fairview		SHEET NO. 1	

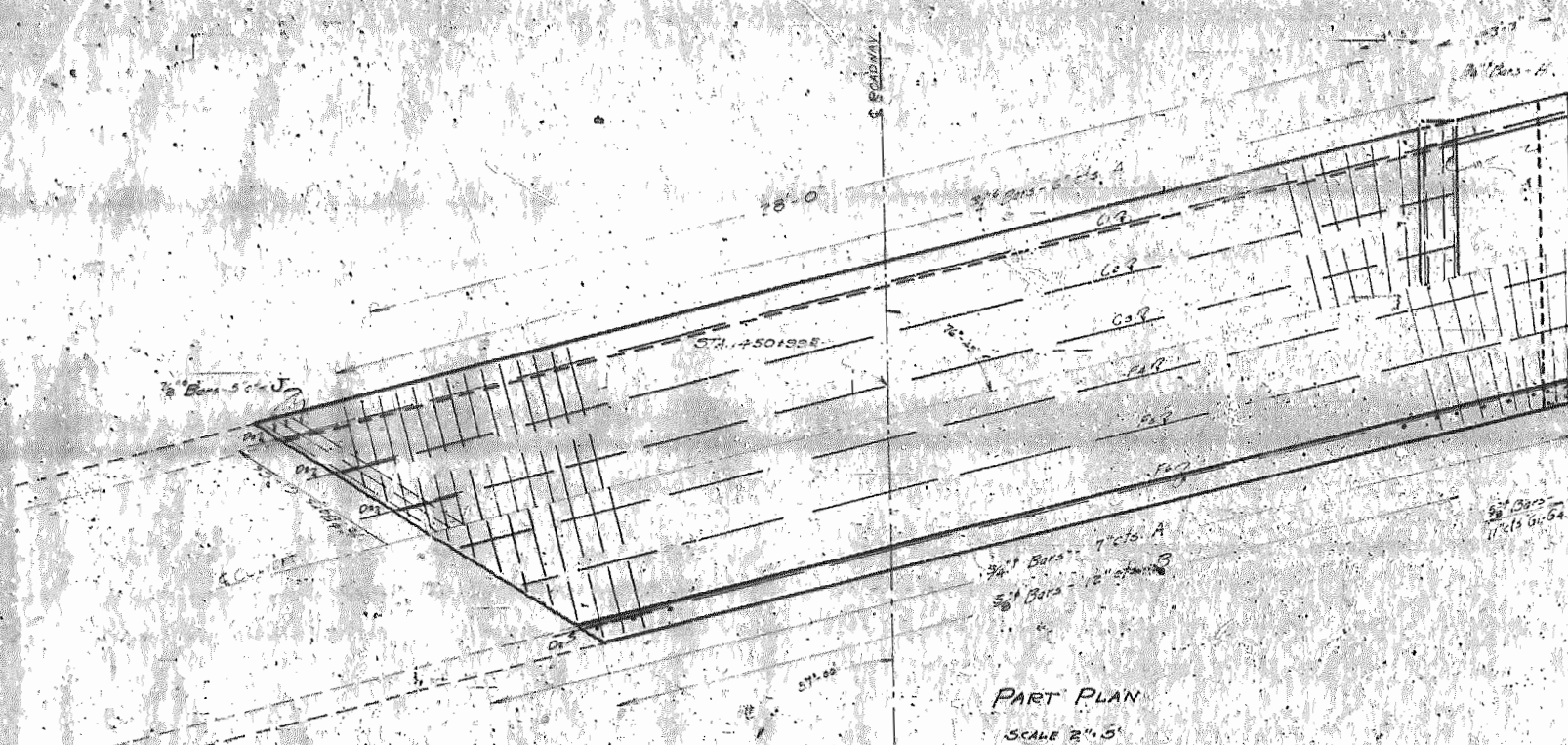


R. STA 0+00 TO 15+00
4 124' 21" RT.

514.55 SPIKE IN 20" MAPLE
55' 2" STA 15+35.55 ELEV. 1260.15

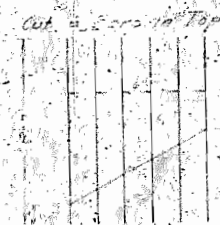
514.55 IN EAST END CONCRETE FOUNDATION GAS PUMP
50' 12" STA 17+80 ELEVATION 1202.55

24' Village Section

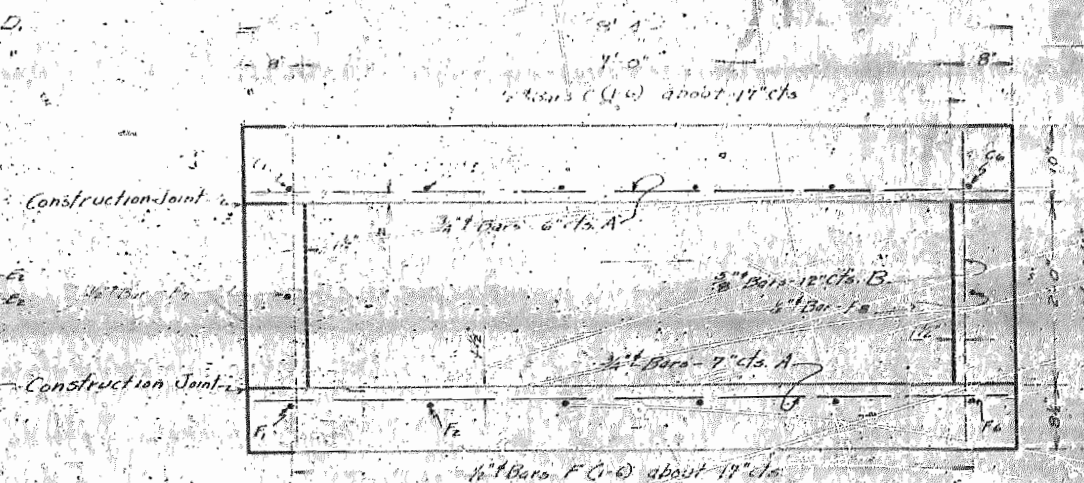


Note: - Dowel D₂ Bars at least 6"
 into old Culvert and lap with G Bars
 and F Bars in side walls and top
 6/40.

CUTTING DIAGRAM FOR A BARS

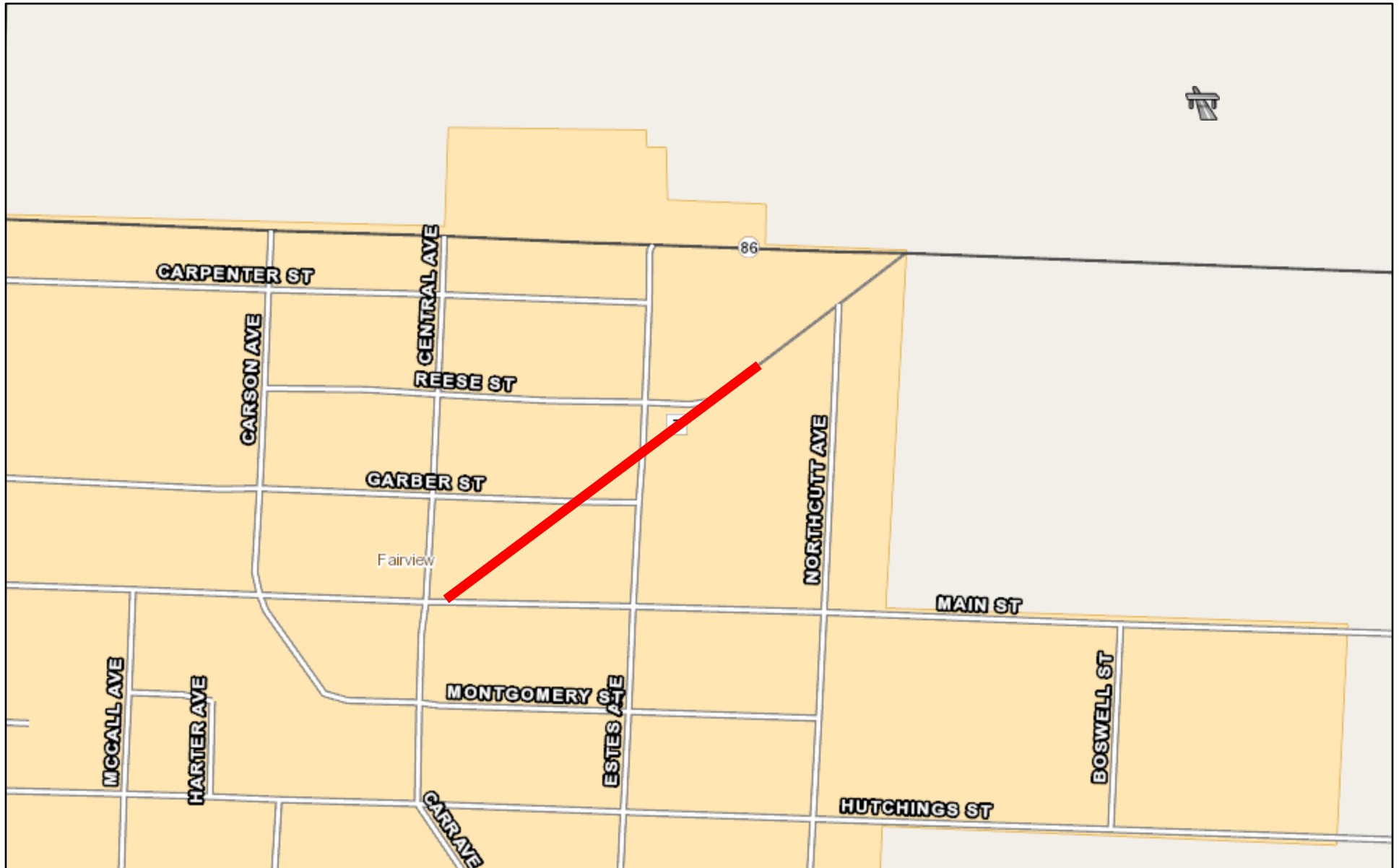


MARK	NUMBER	SIZE	LENGTH
A	17	3/4"	8' 0"
B	6	3/4"	9' 3"
C	1	1/2"	17' 3"
D	1	1/2"	8' 6"
E	1	1/2"	24' 9"
F	1	1/2"	24' 9"
G	1	1/2"	24' 9"
H	1	1/2"	24' 9"
I	1	1/2"	24' 9"
J	1	1/2"	24' 9"
K	1	1/2"	24' 9"
L	1	1/2"	24' 9"
M	1	1/2"	24' 9"
N	1	1/2"	24' 9"
O	1	1/2"	24' 9"
P	1	1/2"	24' 9"
Q	1	1/2"	24' 9"
R	1	1/2"	24' 9"
S	1	1/2"	24' 9"
T	1	1/2"	24' 9"
U	1	1/2"	24' 9"
V	1	1/2"	24' 9"
W	1	1/2"	24' 9"
X	1	1/2"	24' 9"
Y	1	1/2"	24' 9"
Z	1	1/2"	24' 9"



PLAN OF EXTENSION
 SKEWED CULVERT
 STATION 12.50+30.5

J7S3506 - City of Fairview



January 28, 2023

— = PROJECT LIMITS (Route T)

