

60-2A

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14-3-B
DESIGN DESIGNATION
A.D.T. (1961) = *105-85-125
A.D.T. (19) =
D.H.V. (19) =
D- x
T- x
V= m.p.h. - 30 & 35

*Sta 26+00 - Sta 79+00
Sta 79+00 - Sta 320+00
Sta 320+00 - Sta 372+64.3

MISSOURI STATE HIGHWAY COMMISSION PLAN AND PROFILE OF PROPOSED STATE ROAD

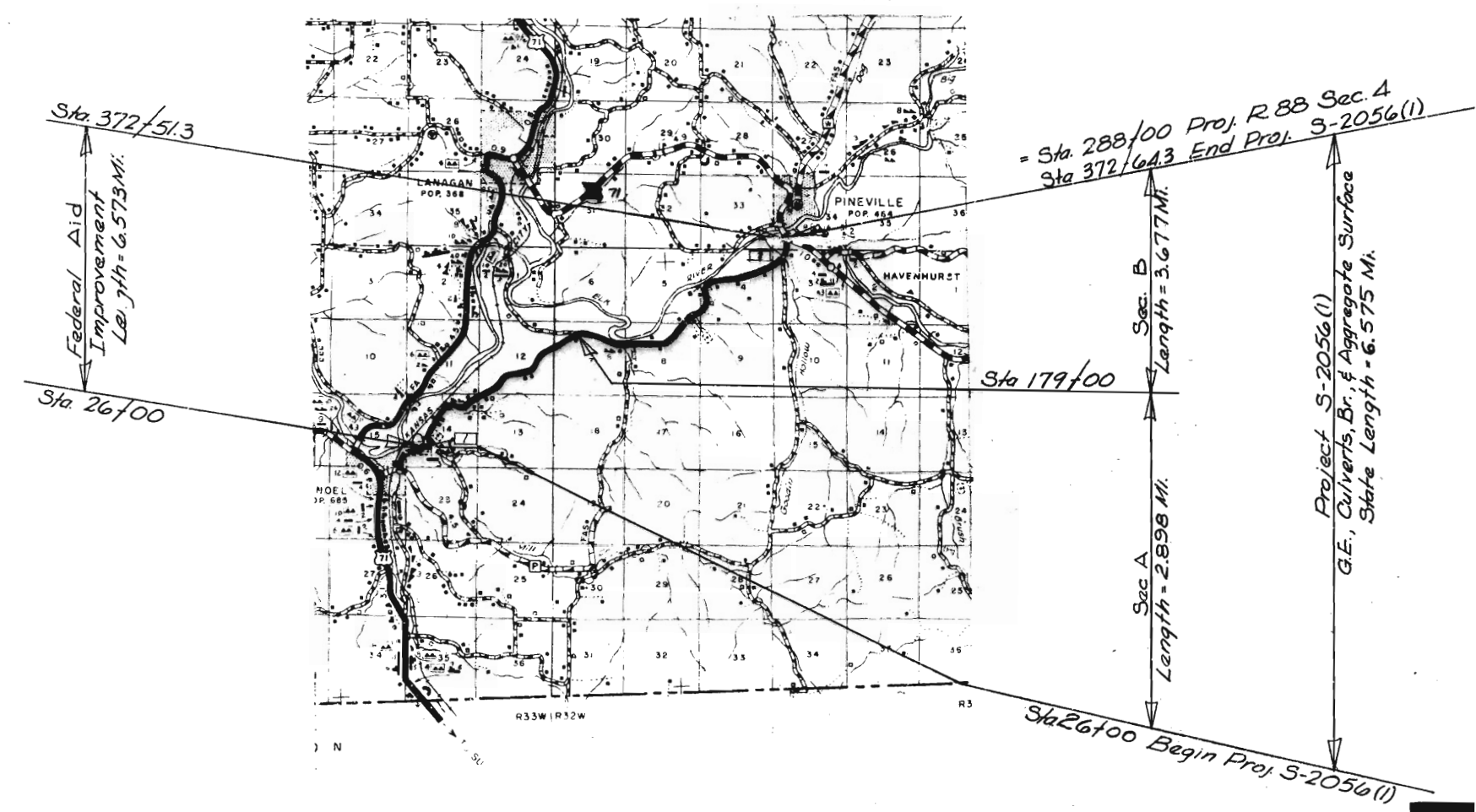
FEDERAL AID PROJECT
Mc DONALD COUNTY

COUNTY	Mc DONALD
STATE ROUTE NO.	H
PROJECT NO.	S-2056(1) A & B

FINAL PLANS

FOR FINAL PLANS

EQUATION
Sta 350+00 Bk = Sta 319+50 Ah.



CONVENTIONAL SYMBOLS

STATE LINE	---	EXISTING BUILDINGS & STRUCTURES	--- [Symbol] ---
COUNTY LINE	---	GROUND LINE	---
CITY LIMITS	---	GRADE LINE	---
TOWNSHIP OR RANGE LINE	---	OVERHEAD POWER-EXIST	---
OTHER LAND SURVEY LINES	---	OVERHEAD POWER-NEW	---
FENCE LINE	---	UNDERGROUND GAS-NEW	---
GUARD RAIL	---	UNDERGROUND WATER-EXIST	---
PROPERTY LINE	---		
RIGHT OF WAY LINE	---		
RIGHT OF WAY MARKER	---		
RAILROAD	---		
SURVEY CENTER-LINE	---		
CULVERT	---		
OVERHEAD TELEPHONE NEW	---		
OVERHEAD TELEPHONE EXIST	---		

TITLE SHEET LEGEND

INTERCHANGE	---
GRADE SEPARATION	---
CONSTRUCTION IDENTIFICATION SIGNS	---

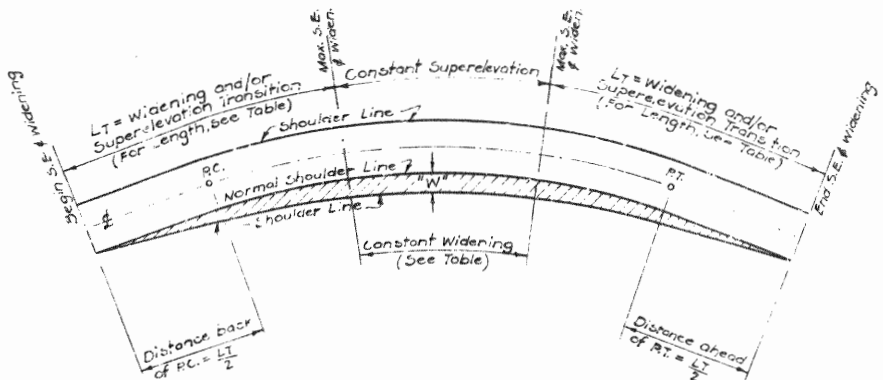


SUBMITTED BY	DATE
CHIEF ENGINEER MISSOURI STATE HIGHWAY COMMISSION DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	
DIVISION ENGINEER	DATE

REVISIONS
1-10-52 8-15-45
-3-
-5- 7-1-50
-6- 11-14-50

FINAL PLANS

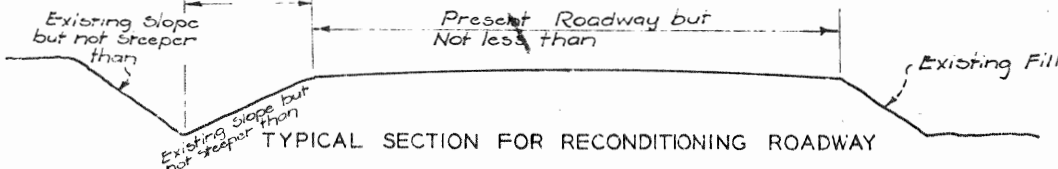
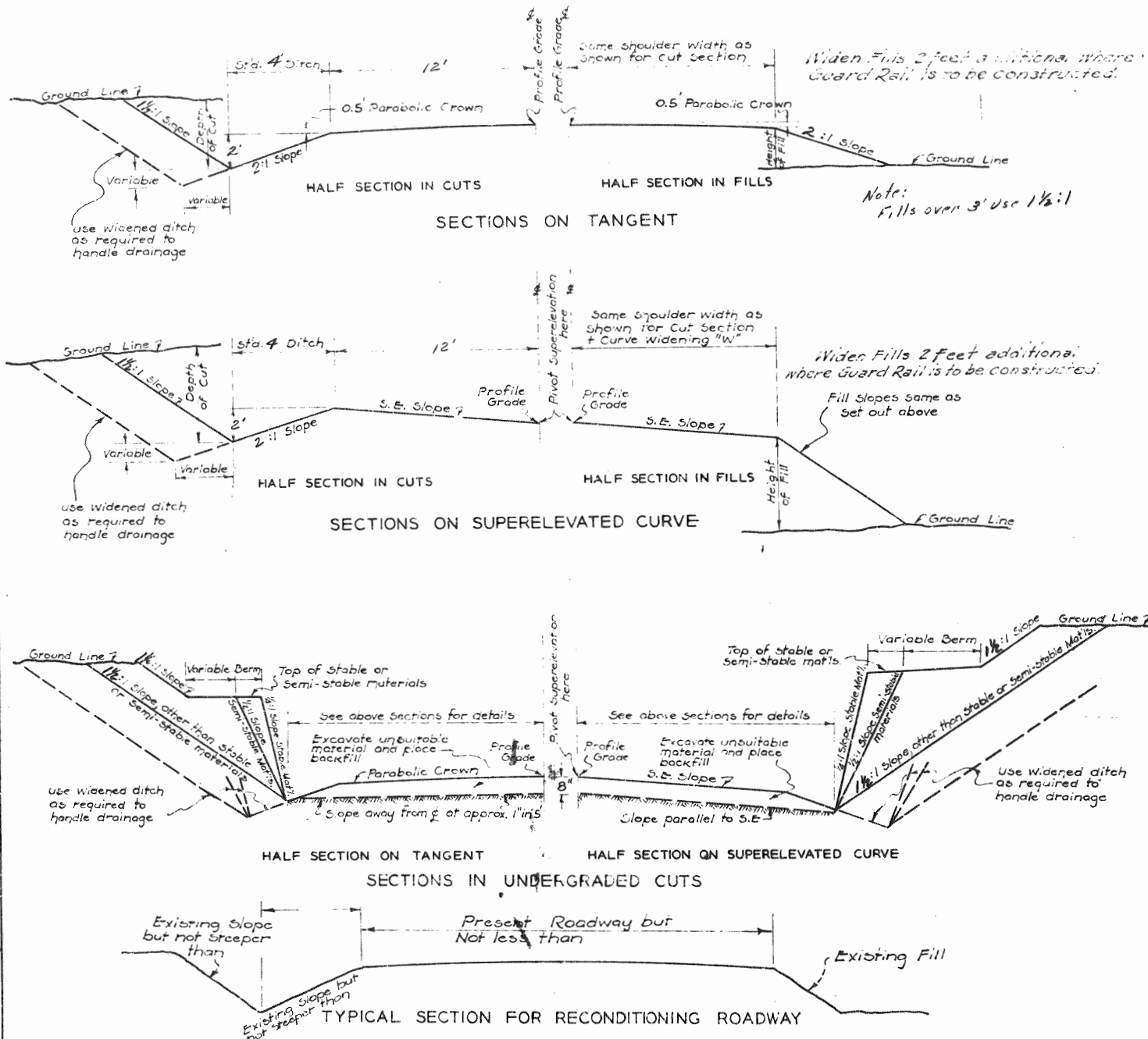
SCHEME OF WIDENING AND SUPERELEVATION TRANSITION



SUPERELEVATION AND WIDENING DATA

Degree of Curve Dc	Design Speeds											
	30 or less			35 M.P.H.			40 M.P.H.			45 M.P.H.		
	S	W	Lt	S	W	Lt	S	W	Lt	S	W	Lt
0° to 1°00'	0	0	0	0	0	0	0	0	0	0	0	0
1°01' to 1°30'	.01	0	150	.01	0	150	.02	0	150	.02	0	150
1°31' to 2°00'	.01	0	150	.02	0	150	.02	0	150	.03	0	150
2°01' to 2°30'	.01	0	150	.02	0	150	.03	0	150	.04	0	150
2°31' to 3°00'	.02	0	150	.02	0	150	.03	0	150	.04	0	150
3°01' to 3°30'	.02	0	150	.03	0	150	.04	0	150	.05	0	150
3°31' to 4°00'	.02	0	150	.03	0	150	.04	0	150	.05	0	150
4°01' to 4°30'	.02	0	150	.03	0	150	.04	0	150	.05	0	150
4°31' to 5°00'	.03	0	150	.04	0	150	.05	0	150	.06	0	150
5°01' to 5°30'	.03	0	150	.04	0	150	.05	0	150	.06	0	150
5°31' to 6°00'	.03	0	150	.04	0	150	.05	0	150	.06	0	150
6°01' to 6°30'	.04	0	150	.05	0	150	.06	0	150	.07	0	150
6°31' to 7°00'	.04	0	150	.05	0	150	.06	0	150	.07	0	150
7°01' to 7°30'	.05	0	150	.06	0	150	.07	0	150	.08	0	150
7°31' to 8°00'	.05	0	150	.06	0	150	.07	0	150	.08	0	150
8°01' to 8°30'	.05	0	150	.06	0	150	.07	0	150	.08	0	150
8°31' to 9°00'	.05	0	150	.06	0	150	.07	0	150	.08	0	150
9°01' to 9°30'	.05	0	150	.06	0	150	.07	0	150	.08	0	150
9°31' to 10°00'	.06	0	150	.07	0	150	.08	0	150	.09	0	150
10°01' to 10°30'	.06	0	150	.07	0	150	.08	0	150	.09	0	150
10°31' to 11°00'	.06	0	150	.07	0	150	.08	0	150	.09	0	150
11°01' to 11°30'	.07	0	150	.08	0	150	.09	0	150	.10	0	150
11°31' to 12°00'	.07	0	150	.08	0	150	.09	0	150	.10	0	150
12°01' to 12°30'	.07	0	150	.08	0	150	.09	0	150	.10	0	150
12°31' to 13°00'	.07	0	150	.08	0	150	.09	0	150	.10	0	150
13°01' to 13°30'	.07	0	150	.08	0	150	.09	0	150	.10	0	150
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14°01' to 14°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
14°31' to 15°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
15°01' to 15°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
15°31' to 16°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
16°01' to 16°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
16°31' to 17°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
17°01' to 17°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
17°31' to 18°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
18°01' to 18°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
18°31' to 19°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
19°01' to 19°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
19°31' to 20°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
20°01' to 20°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
20°31' to 21°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
21°01' to 21°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
21°31' to 22°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
22°01' to 22°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
22°31' to 23°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
23°01' to 23°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
23°31' to 24°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
24°01' to 24°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
24°31' to 25°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
25°01' to 25°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
25°31' to 26°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
26°01' to 26°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
26°31' to 27°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
27°01' to 27°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
27°31' to 28°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
28°01' to 28°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
28°31' to 29°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
29°01' to 29°30'	.08	0	150	.09	0	150	.10	0	150	.11	0	150
29°31' to 30°00'	.08	0	150	.09	0	150	.10	0	150	.11	0	150

NOTES:-
S - denotes Superlevation in feet per foot.
W - denotes Widening of Surfacing and inside Shoulder in feet.
Lt - denotes length of Superlevation and/or Widening transition in feet.
Crown is to be eliminated on all Superelevated Curves.
Values for degrees of curve not shown in above table shall be identical with those for the nearest tabulated curve. In case of tie, use values for next higher degree curve.



GENERAL NOTES:-

Machine Grading and Reconditioning Rdwy. shall be completed in accordance with these Typical Sections using the standard depth of ditch except as otherwise noted on Plan Sheets and as required to provide proper drainage. Covering of at least 1 foot will be required over all drainage structures located within machine and Reconditioning Rdwy Sections.
In transitioning from one slope to another, use a 25 foot length of transition.
All information shown on these TYPICAL SECTIONS is for the purpose of indicating the required parabolic crown on tangent section, and general design and construction details. Actual construction of roadbed widths, slopes, depth and width of ditches, undergraded cuts and other features shall conform to the details shown on CROSS-SECTIONS and PLAN & PROFILE Sheets or as directed by the Engineer.
Unless otherwise shown on the plans, the roadway ditch at all cross road culverts shall be widened to five (5) feet at the inlet with a fifty (50) foot transition to the standard roadway ditch. In "Machine Grading" limits the cost of this excavation, is to be included in the contract unit price for Machine Grading.

35 M.P.H. Sta 26+00 - Sta 79+00
30 M.P.H. Sta 79+00 - Sta 320+00
35 M.P.H. Sta 320+00 - Sta 372+64.3

MISSOURI STATE HIGHWAY COMMISSION
TYPICAL SECTIONS
FOR
24 FT. GRADED EARTH
FOR
SUPPLEMENTARY ROADS
(DESIGN SPEED 30-35 M.P.H.)

APPROVED *C. J. Davis* ENGR. SURVEYS AND PLANS
APPROVED *J. J. Lister* CHIEF ENGINEER
ROUTE: SH COUNTY: McDonald
PROJ. OR SEC.: S-2056(1)

21.00

REVISED		
11-12-54	10-55	1-1-61

MISSOURI STATE HIGHWAY COMMISSION

SUMMARY OF QUANTITIES

FINAL PLANS

FED. ROAD DIST. No.	STATE	PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
5	MO.	S-2056(1)		2A	38
DIST. No.	COUNTY		ROUTE	SEC. No.	
7	MC DONALD		34		

[illegible]

PROJECT ACCEPTED 4-17-64

Prepared By C.R. Baughen Date May 25 1964

Checked in Dist. Office By H. G. Hamm, Jr. Date 5/20 19 64

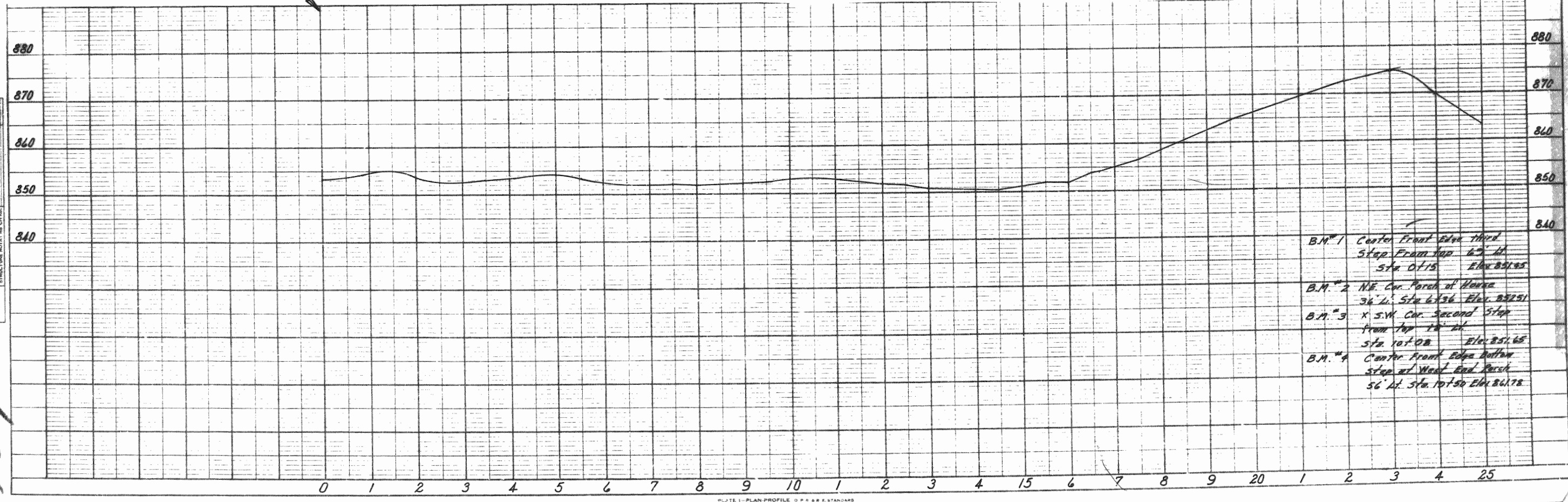
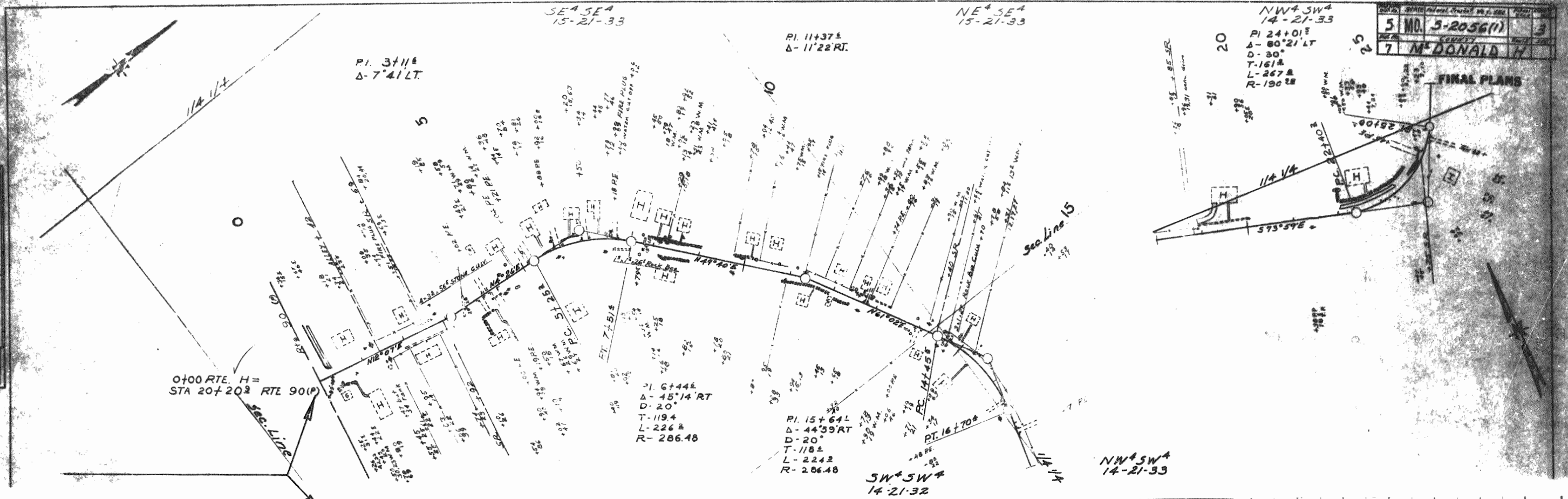
Checked in Central Office By J. T. Johnson Date 5-23-64

Revised By _____ Date _____ 19____

DATE	
BY	
PROJECT	
PLANNED	
DESIGNED	
CONSTRUCTED	
INSPECTED	
NO.	

DATE	
BY	
PROJECT	
PLANNED	
DESIGNED	
CONSTRUCTED	
INSPECTED	
NO.	

19



- B.M. #1 Center Front Edge Third Step From Top 6" h. Sta. 0+15 Elev. 851.95
- B.M. #2 NE Cor. Porch of House 36" h. Sta. 6+36 Elev. 852.91
- B.M. #3 X SW Cor. Second Step From Top 18" h. Sta. 10+08 Elev. 851.65
- B.M. #4 Center Front Edge Bottom Step at West End Porch 56" h. Sta. 10+50 Elev. 861.72

Lots 1 & 2 Block 2 James & Ethel Davis
 Lots 1 & 2 Block 2 Earl & Alta Wharton
 Lot 1 Block 3 & Block 4 Bill & Edna Logan

NW⁴SW⁴
 14-21-33

SE⁴NW⁴
 14-21-33

5 M032056 (1A)
 7 M⁰DONALD H

NE⁴NW⁴
 14-21-33

Charles E. & Maggie N. Davis

FINAL PLANS

PI-49+88E
 Δ-5°47'LT
 D-2°
 T-1442
 L-289E
 R-2864E
 SE-0.02
 W-0

NOTE
 STA. 48+62 4" Sewer Line
 STA. 48+63 1 1/4" Water Line E.L. 825.0
 STA. 48+68 1 1/2" Gas Line E.L. 825.0
 Property Owner Lowered lines
 to 30" below Const.

STA. 26+00
 Beg. Proj. 5-20560
 Fed. Improv. Begins
 At A Point Approx. 1075'
 E. And 1480' N. Of The
 SW Cor. Of Sec. 14,
 T21N, R33W,
 NE⁴SW⁴
 14-21-33

STA. 31+75 to STA. 33+23
 31'-65'-49" Simple I. Beam
 Span Bridge, 22' Rely, 30' sk L.R.
 Bridge Drawing E-303.
 3' Rock
 Blanket at N. end Bent Carrying
 30' Rld. on El. Rely. slope & 20' on L.

PI. 43+81E
 A-17°42' RT
 D-4°
 T-2231
 L-442E
 R-1482E
 SE .03
 W 0

B.M. 5 S.W. Cor. Cona. Porch 48' R.
 Sta. 25+35 Elev. 864.62
 B.M. 6 Cr. Front Edge Bottom Step
 of Porch to house 30' R.
 Sta. 29+36 Elev. 844.12
 B.M. 7A SE. Cor. of Curb 11' R.
 Sta. 31+70 Elev. 839.22
 B.M. 8 X in Conc. in Front of Door
 to Milk House 38' L.
 Sta. 48+56 Elev. 824.12

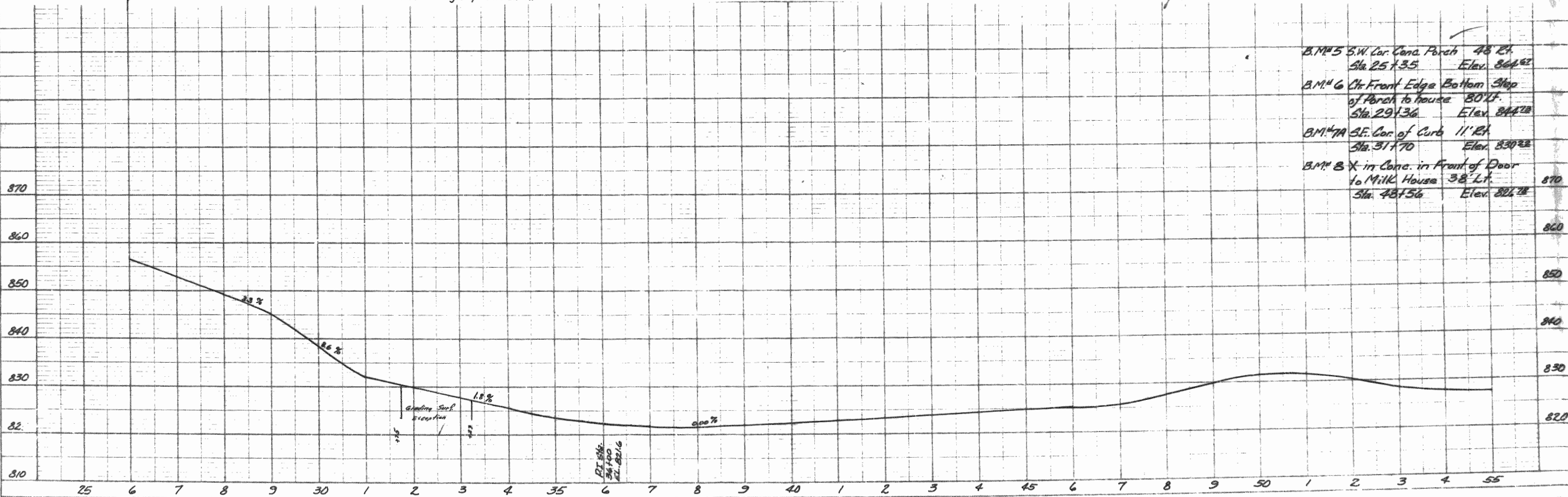
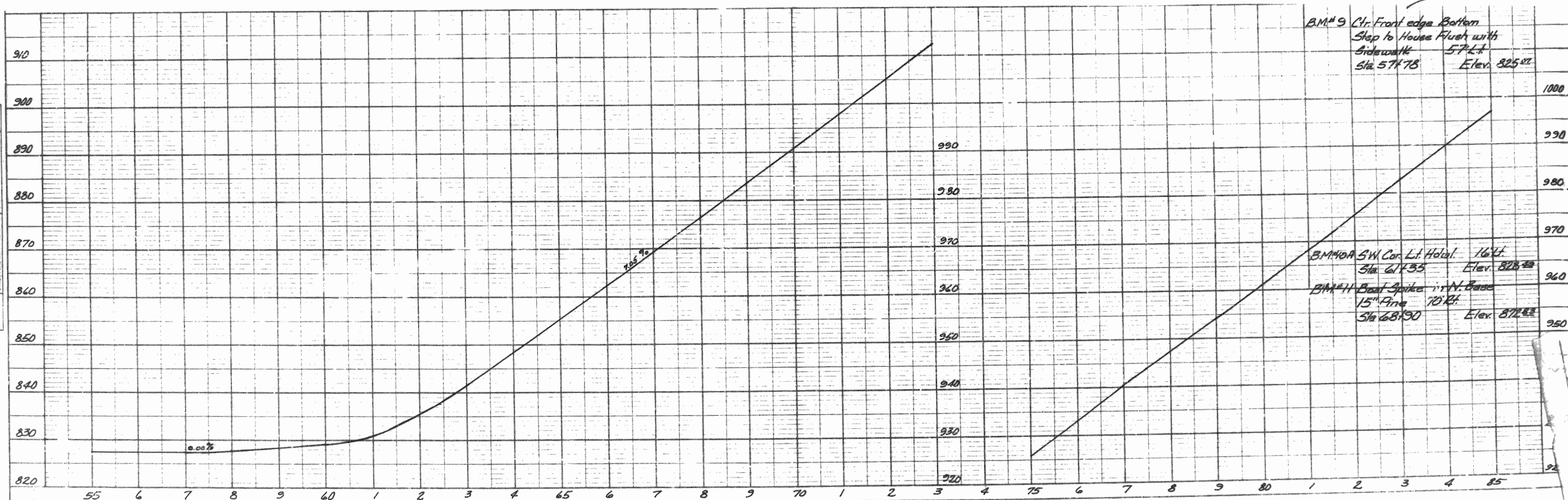
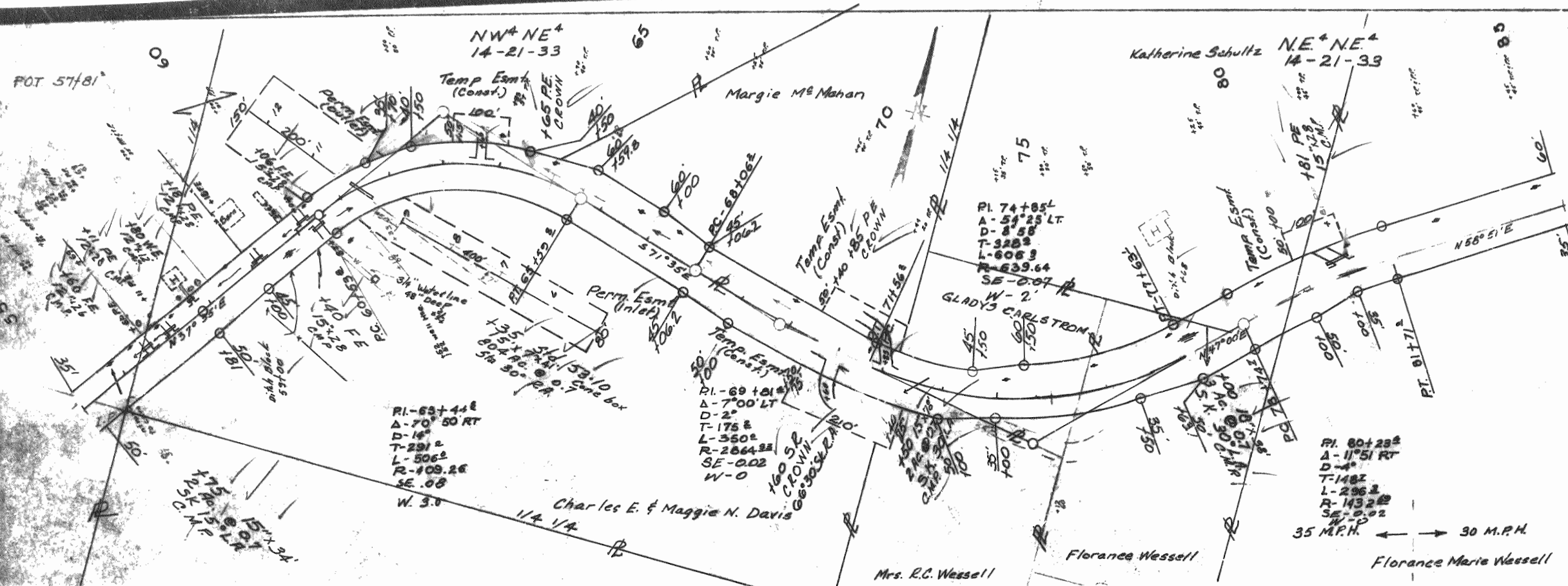


PLATE - PLAN PROFILE OF A BRIDGE - 13
 BLUE PRINT PAPER CO. - CHICAGO

DATE
 BY
 SURVEYED
 PLOTTED
 CHECKED
 NOTE BOOK
 STRUCTURE NOTATION CHASE

192

FINAL PLANS



SE⁴SE⁴
11-21-33
POT 87/20

CAUTION
3x 88/25 High-Voltage
Line Crossing

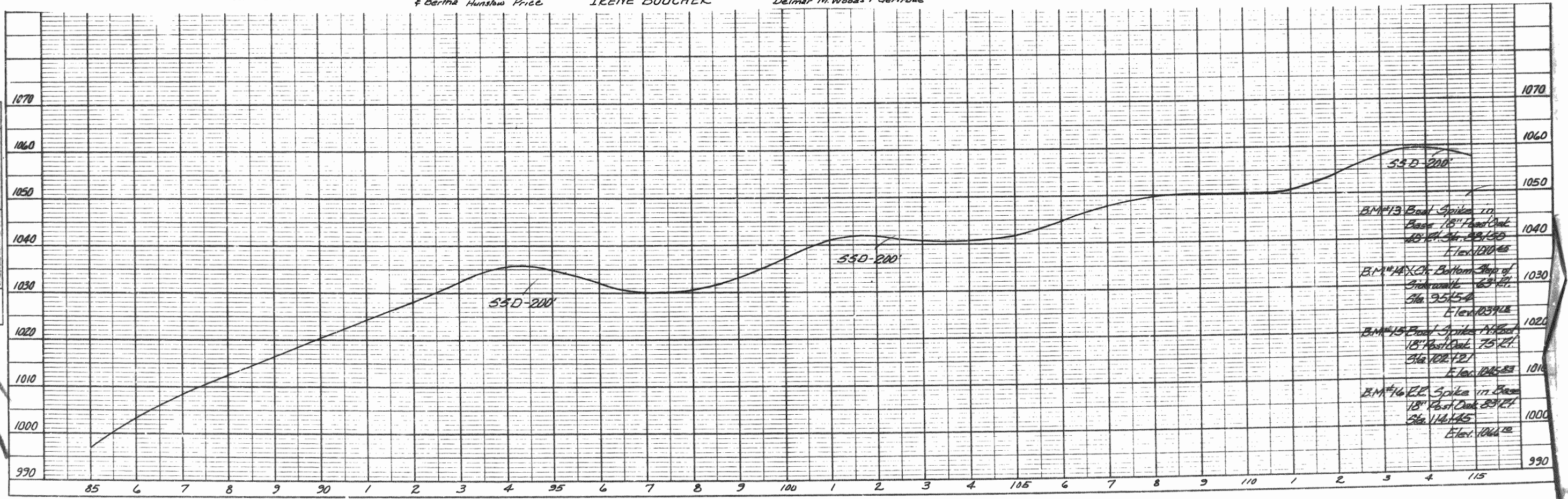
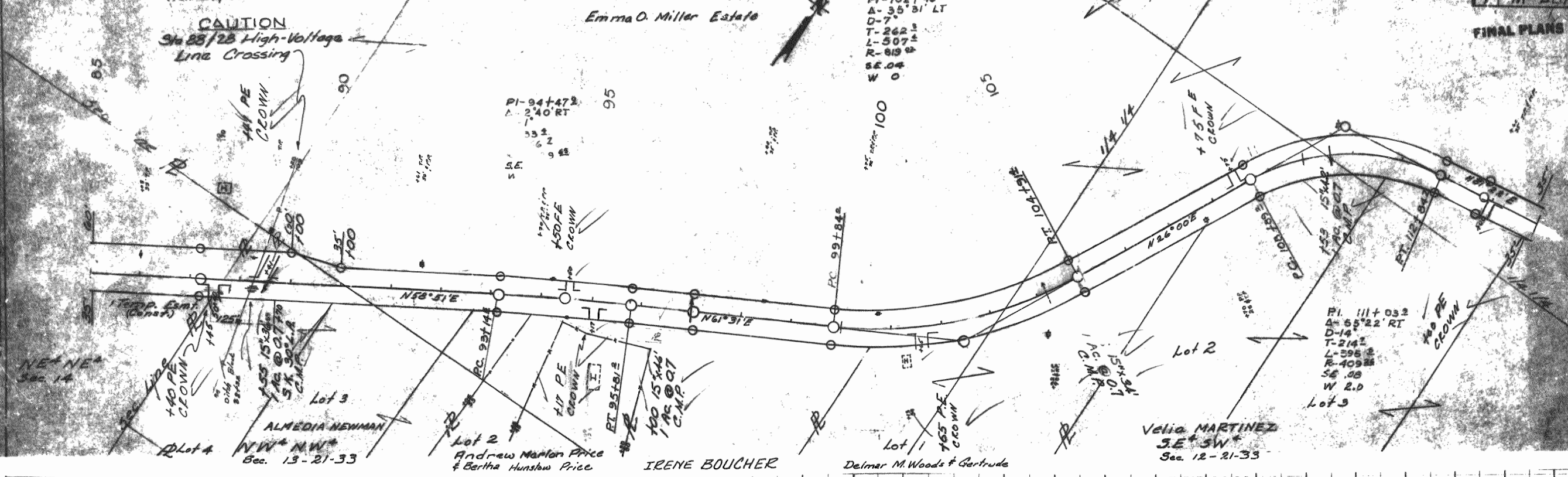
SW⁴SW⁴
Sec. 12-21-33
POT 97/05
Emma O. Miller Estate

PI-102+46
A-35'31" LT
D-7
T-262
L-507
R-819
SE.04
W 0

NE⁴SW⁴
Sec. 12-21-33
POT 113/81

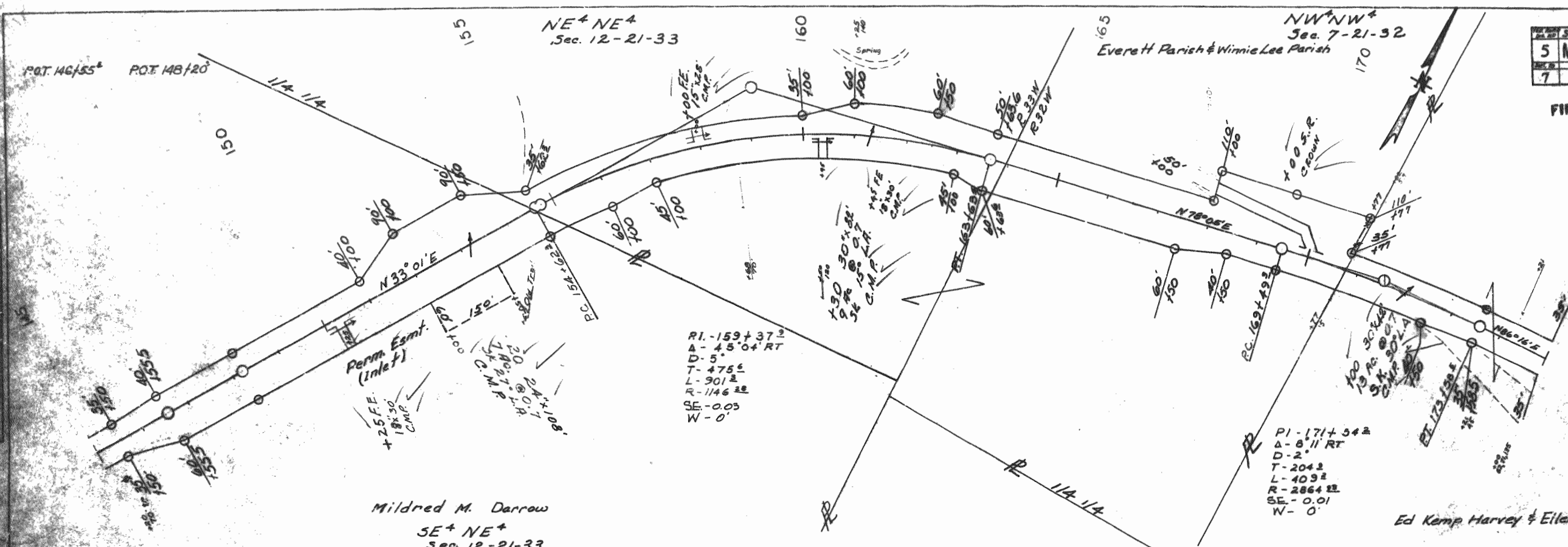
5 M0320560A
J M DONALD H

FINAL PLANS



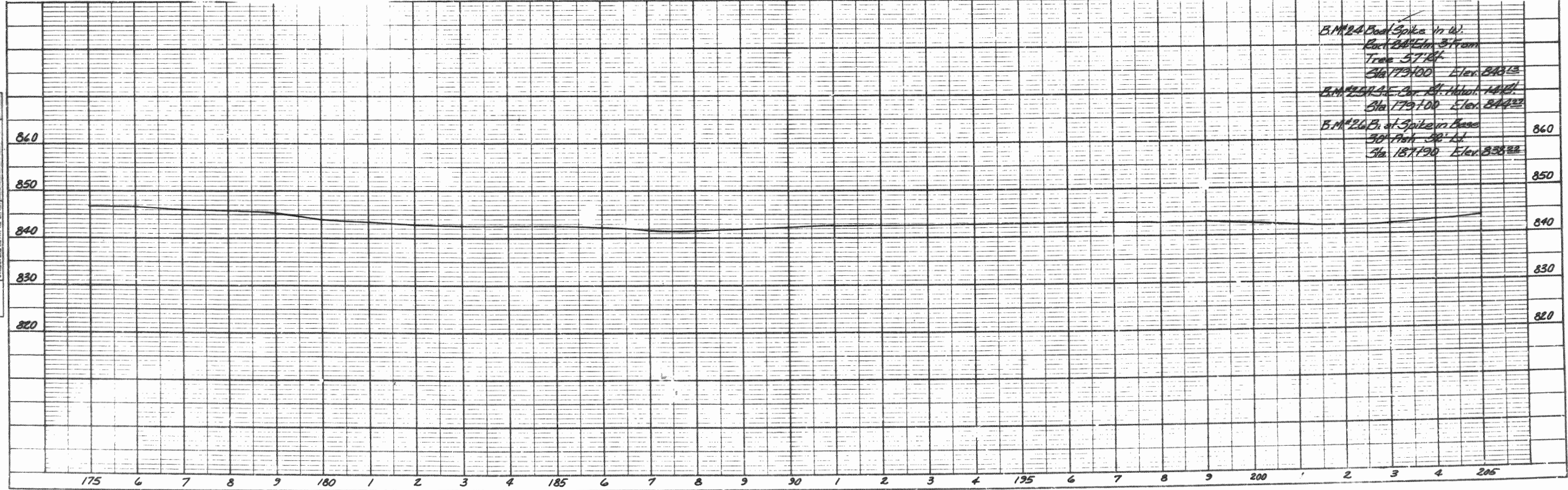
5	MO.S-2056(1A)
7	M ^{CDONALD}

FINAL PLANS

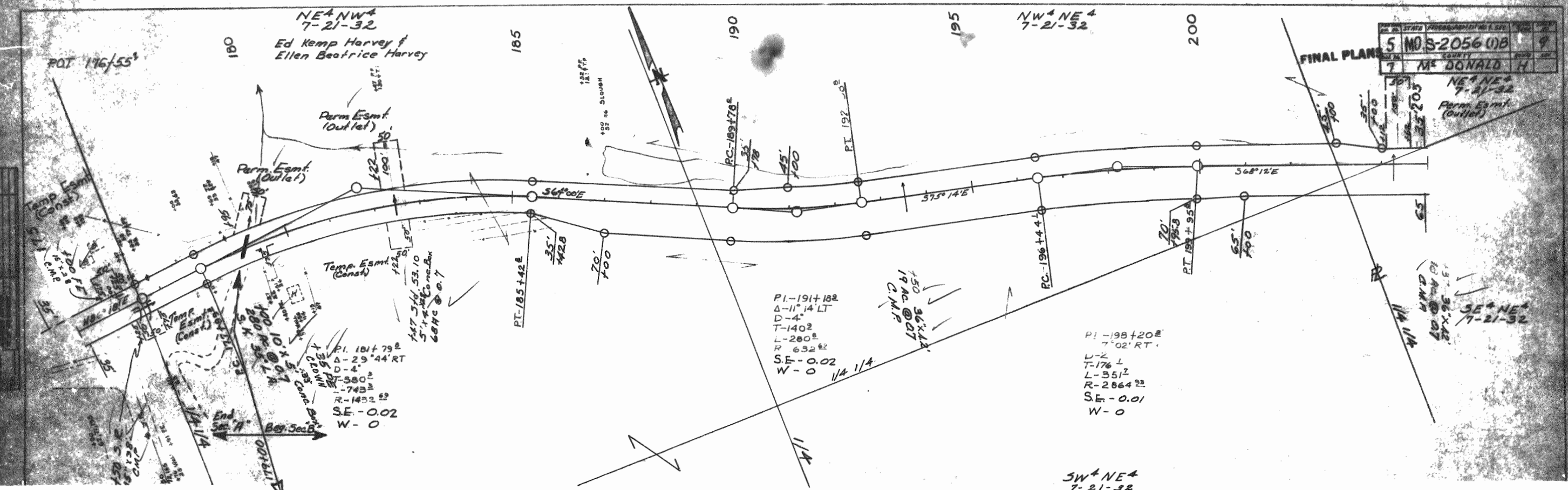


197

DATE	
BY	
PROJECT	
PLANNED	
NOTES	
NO.	



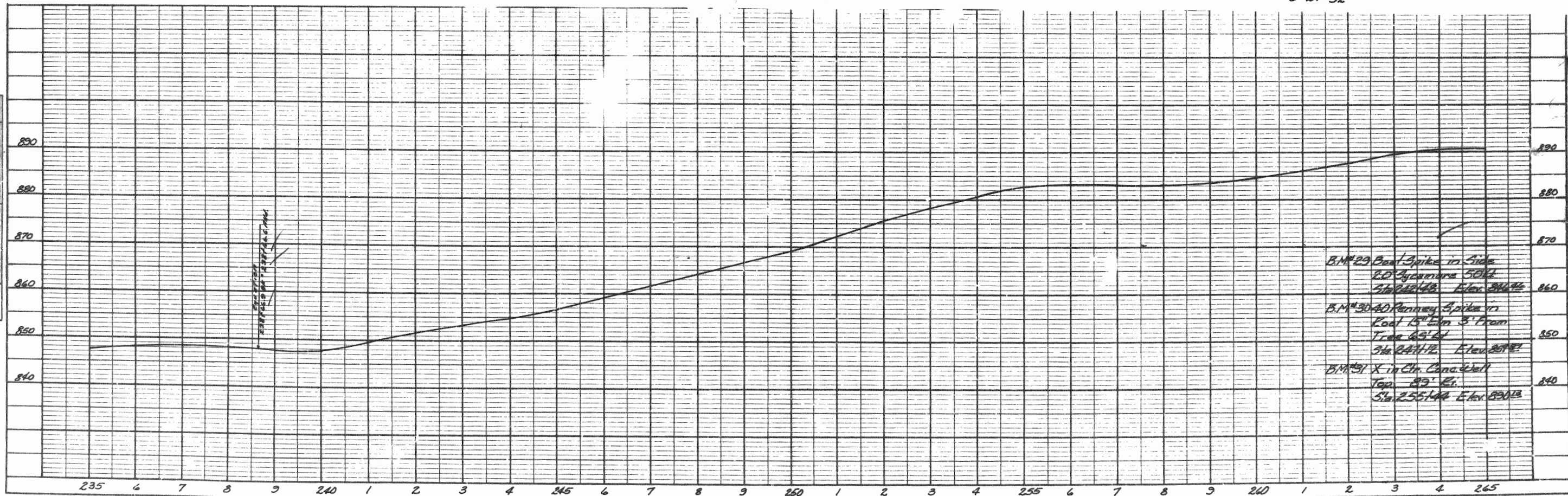
B.M. 24 Post Spike in W.
 Rock 24' E. 1/4 Sec. 37
 Tree 57' N. 1/4
 Sta 179+00 Elev. 843.13
 B.M. 25 Post Spike in W.
 Rock 25' E. 1/4 Sec. 37
 Sta 179+00 Elev. 844.23
 B.M. 26 Post Spike in W.
 Rock 26' E. 1/4 Sec. 37
 Sta 187+00 Elev. 835.22



NO.	STATE	PROJECT	DATE	BY
5	MO	S-2056 (1)B	7-21-32	H

199

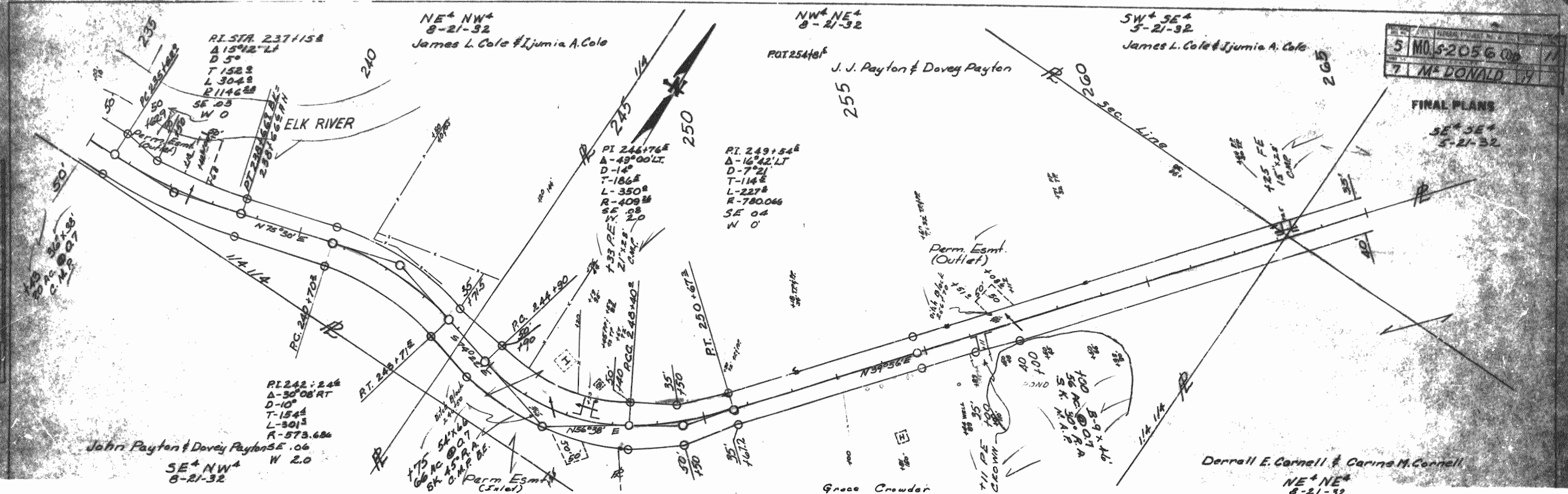
DATE	
BY	
REVIEWED	
DESIGNED	
NOTED	
NO.	



B.M. #29 Boat Spike in Side
20' by 20' 50' 1/2
36' 2 1/2' Elev. 846' 1/2

B.M. #30 40 Penny Spike in
Post 15' from 3' from
Tree 63' 1/2
Sta. 244 1/2 Elev. 851'

B.M. #31 X in Ctr. Conductor
Top 83' 1/2
Sta. 255 1/4 Elev. 850 1/2



5 MO. 52056 08
7 M. DONALD

FINAL PLANS

SE 1/4 SE 1/4
5-21-32

SW 1/4 SE 1/4
5-21-32
James L. Cole & Ijuria A. Cole

NW 1/4 NE 1/4
8-21-32
J. J. Payton & Dovey Payton

NE 1/4 NW 1/4
8-21-32
James L. Cole & Ijuria A. Cole

Derrall E. Cornell & Carine M. Cornell
NE 1/4 NE 1/4
8-21-32

5	NO 52056 (1)	13
7	M ^{CDONALD} H	

FINAL PLANS

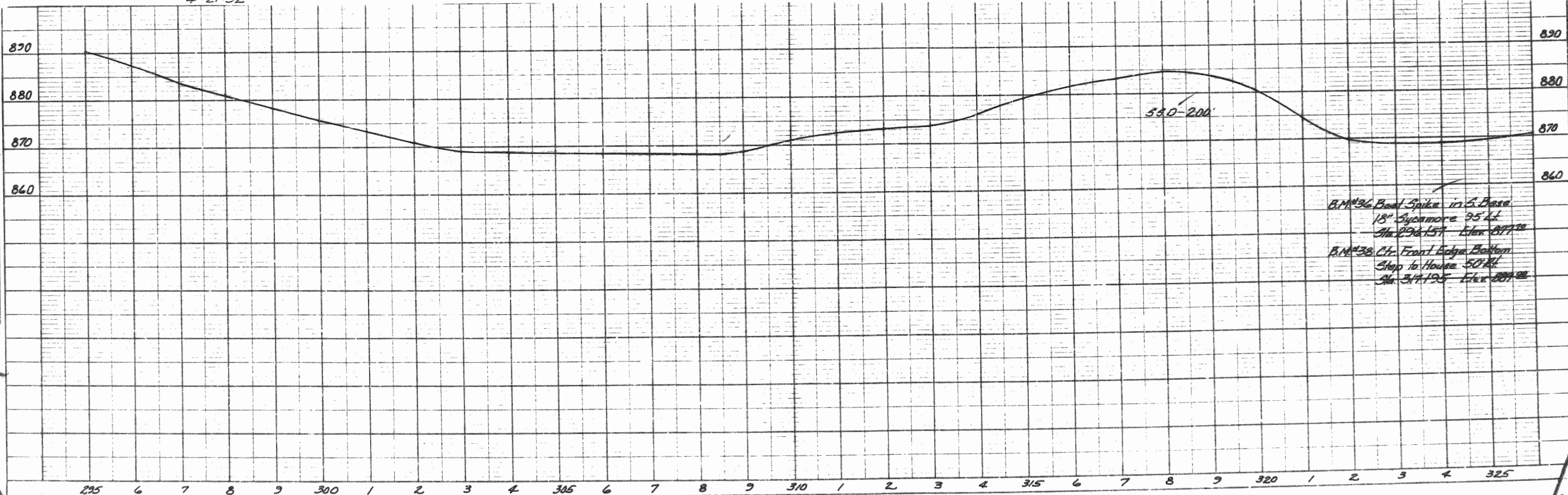
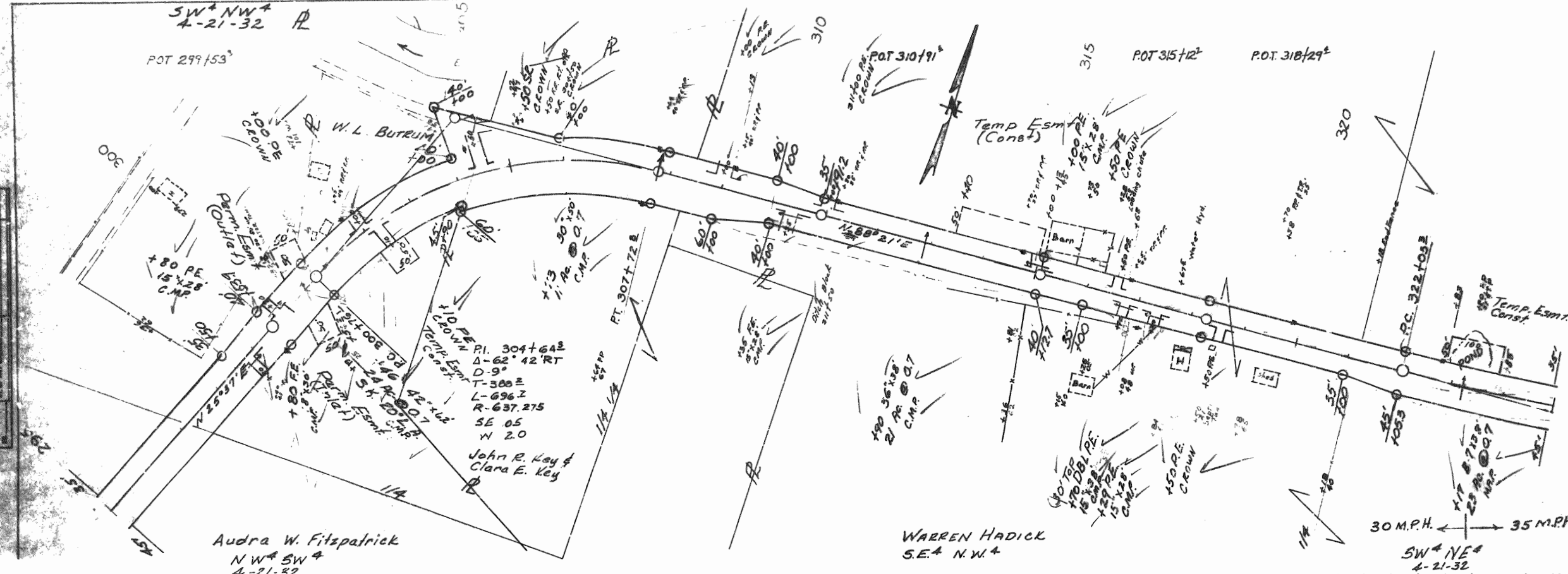


PLATE 1 PLAN PROFILE C.P. AND STANDARDS
1/4" = 100' HORIZ. 1" = 10' VERT.

201

LIST OF STANDARD PLANS

PROJ. S-2056(1)4#B	SHEET 16
CO. MCDONALD	RTE. H

[illegible]

204