

#39

#39

Route # S-E

Pro # NRS-514(A)

GENTRY  
CO.

Route # S-E

Pro # NRS-514(A)

#39

#39



# INDEX

Title Sheet "1"  
Typical Section Sheet "2"

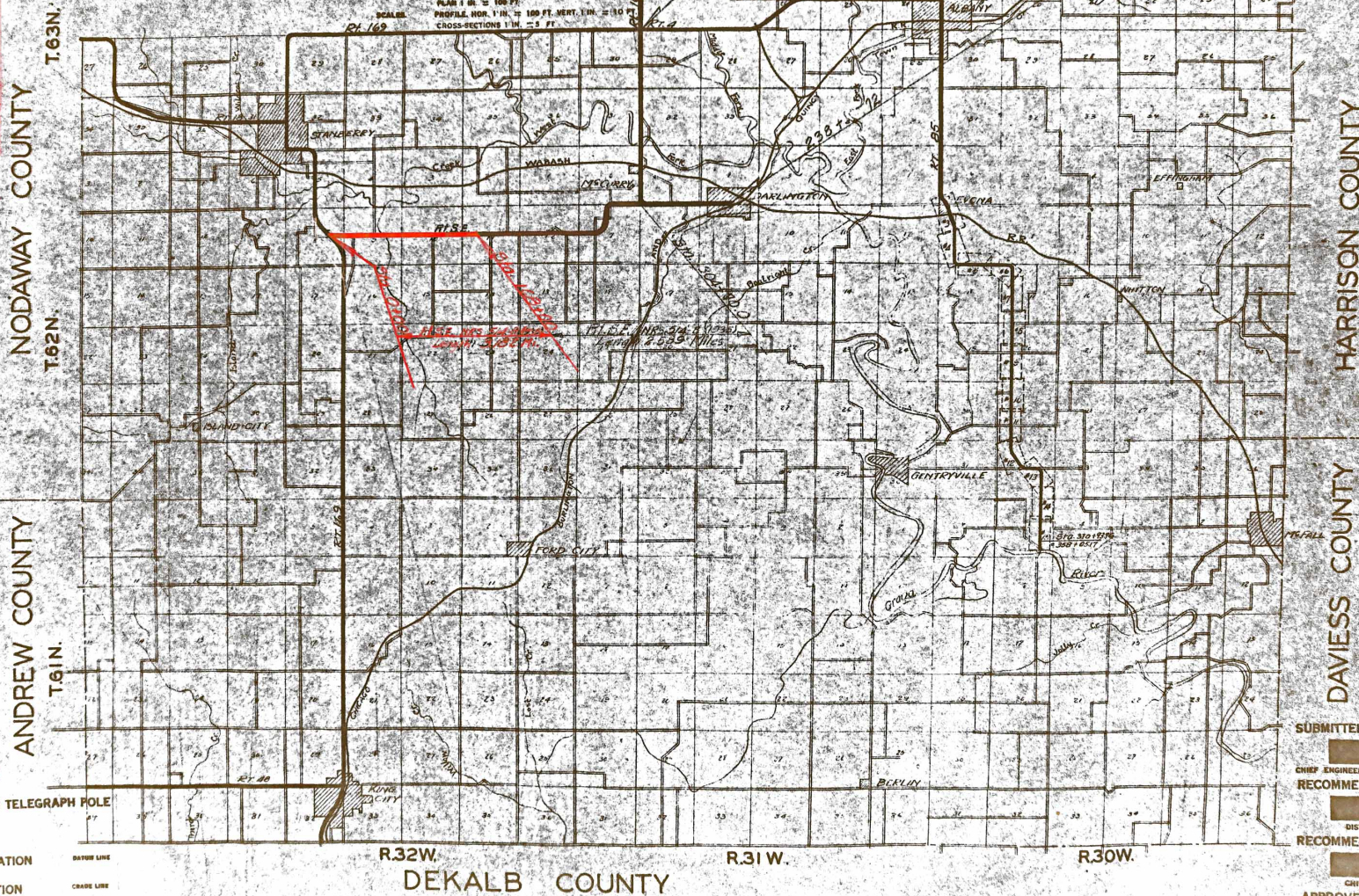
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## MISSOURI STATE HIGHWAY COMMISSION PLAN AND PROFILE OF PROPOSED STATE ROAD

SUPPLEMENTARY  
GENTRY COUNTY

FINAL PLANS

1	GENTRY	SE 4	SH-1
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### CONVENTIONAL SIGNS

STATE AND NATIONAL LINE  
COUNTY LINE  
CITY, VILLAGE OR BOROUGH  
TOWNSHIP LINE  
SECTION LINE  
GRANT LINE  
FENCE LINE  
GUARD RAIL  
UNFENCED PROPERTY  
RIGHT OF WAY LINE  
TRAVELED WAY  
RAILROADS  
RETAINING WALL  
BASE OR SURVEY LINE

LEVEE  
CULVERTS  
DROP INLET  
TROLLEY POLE  
POWER POLE  
TELEPHONE OR TELEGRAPH POLE  
MARSH  
HEDGE  
  
GROUND ELEVATION  
GRADE ELEVATION  
SURFACE LINE  
GRADE LINE

SUBMITTED  
CHIEF ENGINEER NO. STATE HIGHWAY COMMISSION  
RECOMMENDED FOR APPROVAL  
DISTRICT ENGINEER - DISTRICT NO. 9  
RECOMMENDED FOR APPROVAL  
CHIEF ENGINEER BUREAU PUBLIC ROADS  
APPROVED  
DIRECTOR BUREAU OF PUBLIC ROADS



of Road Route 162 East to Route 54  
of Improvement Gravel Surface on 24' G.E.

# MISSOURI STATE HIGHWAY COMMISSION

## ESTIMATE SHEET

County of Gentry

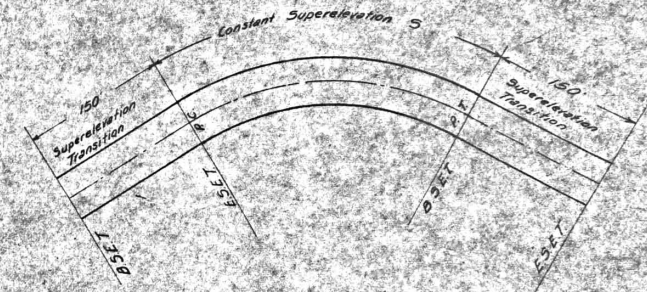
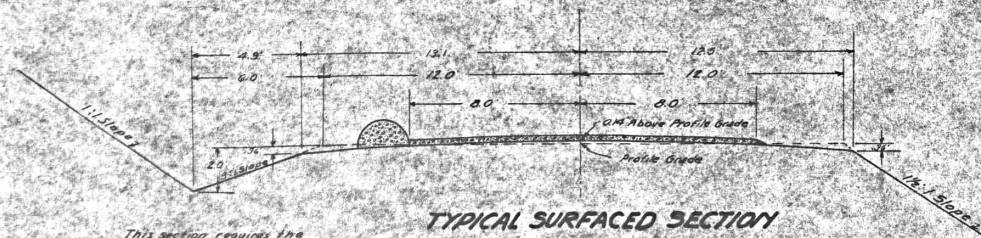
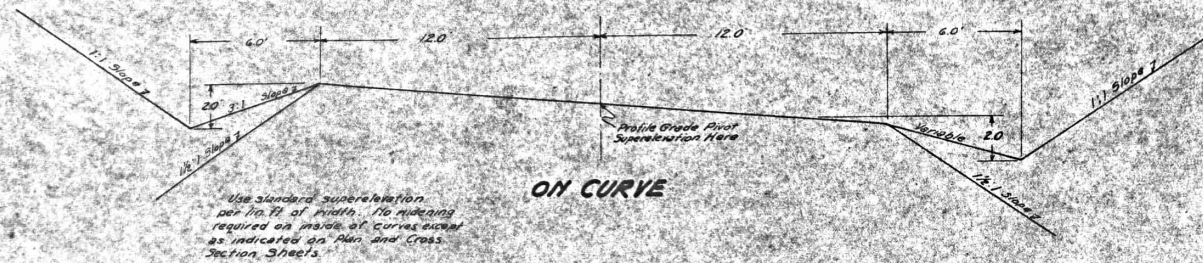
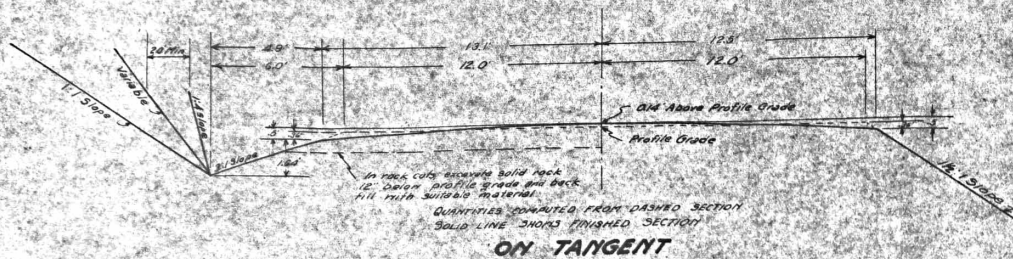
State Length 3.182 Miles  
Fed Aid Length 3.172 Miles

FED. ROAD DIST. No.	STATE PROJECT No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
5	MO. 6231	1955	24	54
DIV. No.	COUNTY	ROUTE	SHEET No.	
1	Gentry	54		

EXCAVATION										REINFORCED CONCRETE BOX CULVERTS										STATE LENGTH OF PROJECT										SUMMARY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Sta.	Ch.	Ch.	Ch.	Ch.	Ch.	Ch.	Ch.	Ch.	Ch.	Station	Standard	Size	Length	Concrete	Reinf.	Excav.	Remarks	Ch. Ch.	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	Station	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SUPERELEVATION PER FOOT OF WIDTH						
Degree	1°	2°	3°	4°	5°	5°50' up
5 in ft	0.0143	0.0286	0.0429	0.0571	0.0716	0.0833



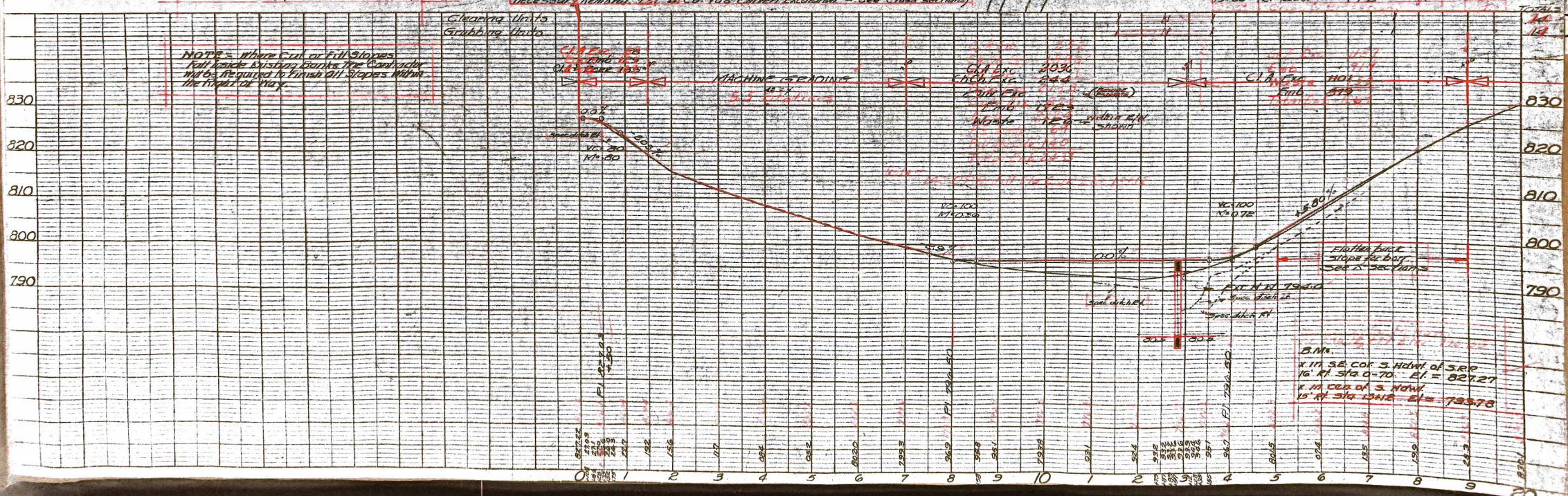
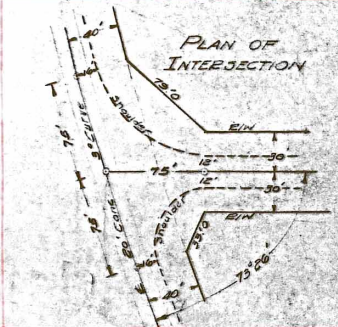
#### GENERAL NOTES

For variations from the typical sections as indicated on this sheet, see notes on plan and profile sheets and templates as shown on cross section sheets.

All ditches on curves shall be constructed so as to drain properly. In some places it may be necessary for the Engineer to revise ditch grades during construction in order to provide adequate drainage around curves.

TYPICAL SECTIONS FOR  
24 FT. GRADED EARTH-SURFACED SECTION









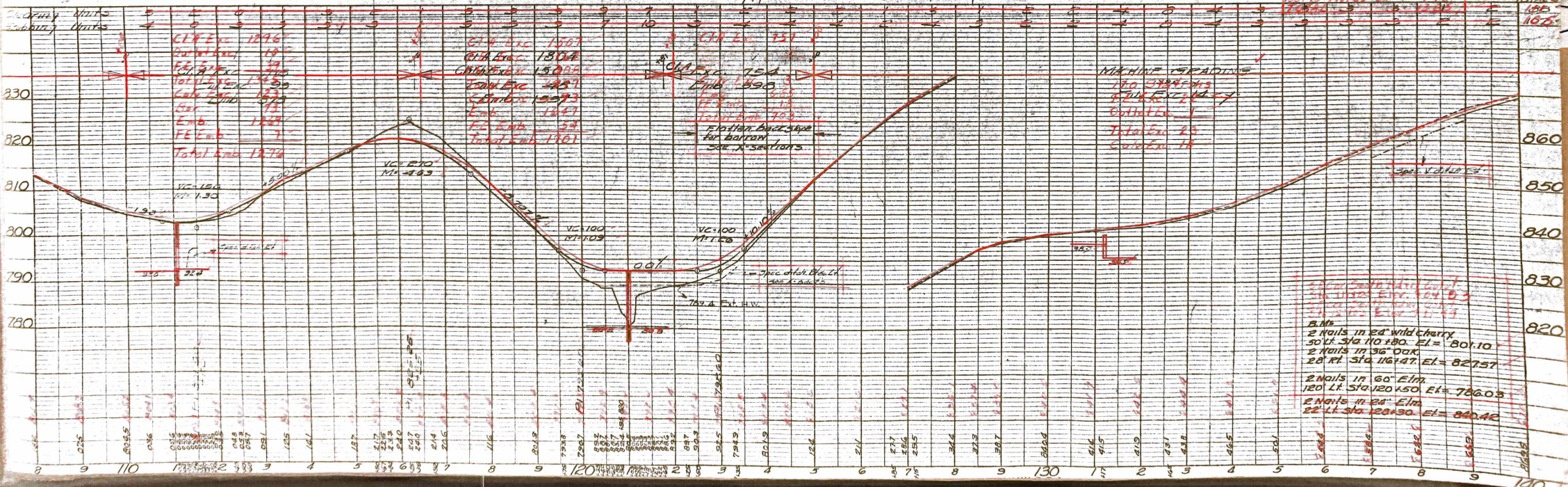














RUFF CHAPPELL EST.

#15

140

TCM McLAIN

#16

R. P. DUNCAN

#17

CEN. SEC.

T. 62 N.  
S. 1/4 157.12  
CEN. SEC. 11, T. 62 N.

R. 32 W.

CHESTER SLOCUM

#18. Condemned

W. B. THOMAS

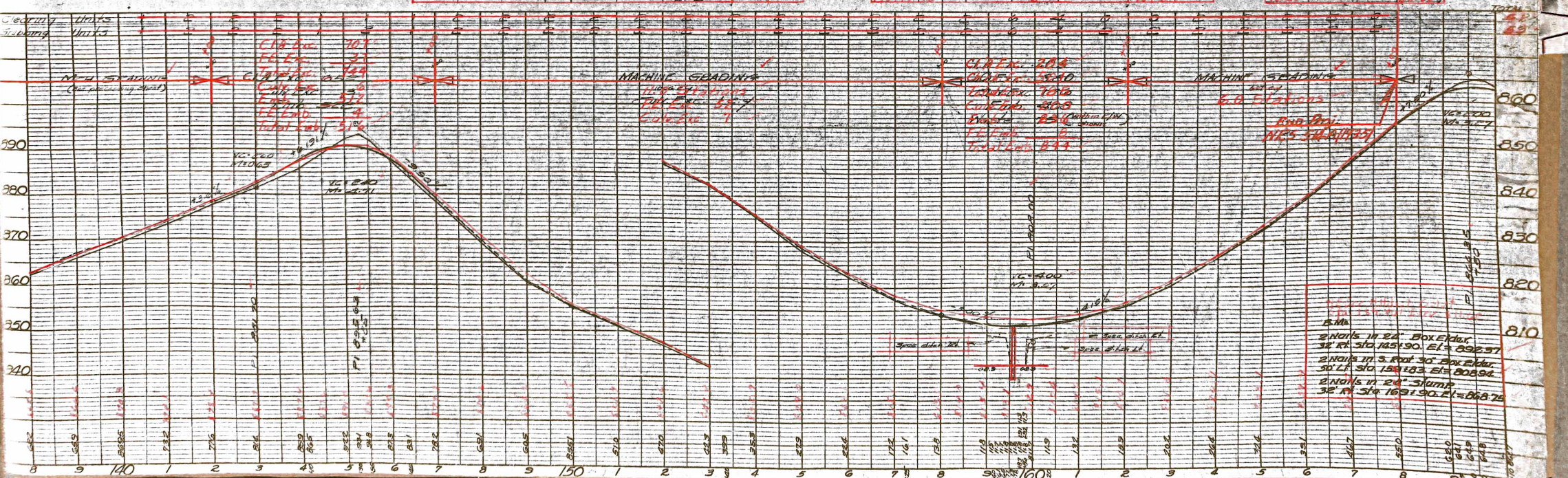
#19

FED. ROAD DIST. NO.	STATE	FED. AID FISCAL YEAR	SHO. NO.	ROUTE	SEC. NO.
5	MC.				
1	COUNTY				
	Gentry			5-E	
N.P.S. 314 A 1935					

STANDARD CONCRETE BOX CULVERTS					
Sta	Sta	Size	Lght	Remarks	Notes
153+61	C-404	10x12	27'	5.61	17.82
153+61	C-404	10x12	27'	5.61	17.82

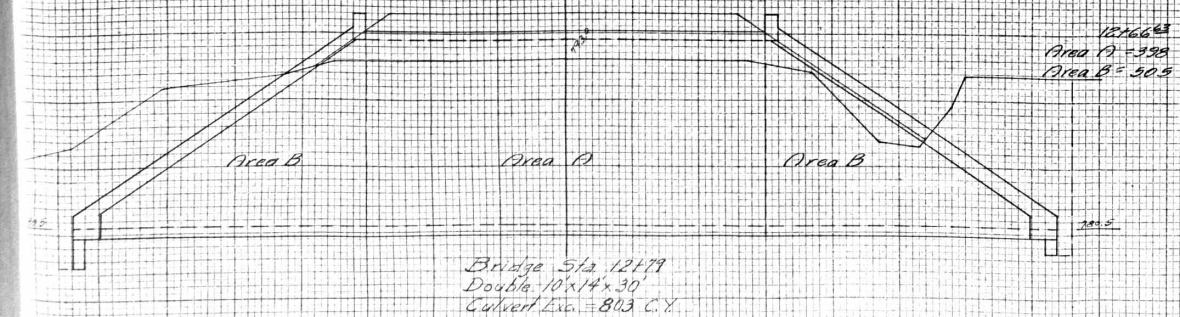
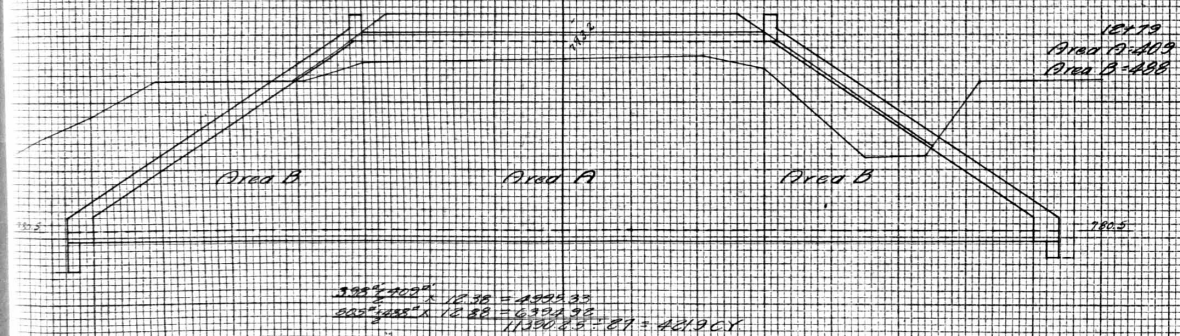
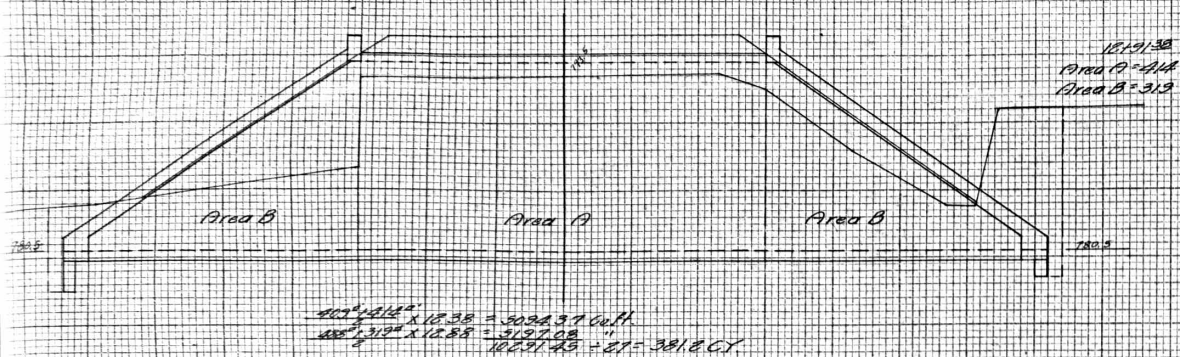
FE & S.E. APPROACHES					
Sta	15+10	15+10	15+10	15+10	15+10
15+10	13	13	13	13	13
15+10	13	13	13	13	13
15+10	13	13	13	13	13
15+10	13	13	13	13	13
15+10	13	13	13	13	13

HEDGE PULLING			
Sta	10+51a	Side	100 FT
140+00	153+00	LT	19.00
161+10	163+00	LT	16.90
140+00	144+32	LT	4.15
146+53	155+00	LT	8.52
10+51a			38.57



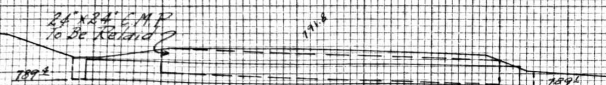


FINAL PLANS





FINAL PLANS



Sta 109+03 18' x 32' CMP  
26' x 3' x 27' = 3 CY Culvert Exc.

Sta 102+40 30' x 26' (140 RH)  
132' x 4' x 27' = 22 CY Culvert Exc.

El. of Stream

Includes Removal  
of 18' x 25' CMP

Sta 106+14 18' x 36' CMP  
170' x 3' x 27' = 15 CY Culvert Exc.

18' x 24' CMP  
To Be Retained

Sta 104+83 30' x 26' CMP  
170' x 4' x 27' = 16 CY  
170' x 2' x 27' = 2 CY  
186.5' x 27' = 18 CY Culvert Exc.

Includes Removal  
of 18' x 30' CMP

Sta 101+12 24' x 44' CMP  
170' x 4' x 27' = 20 CY Culvert Exc.

Sta 101+25 15' x 36' (Side Road)  
98' x 3' x 27' = 12 CY Culvert Exc.



Sta 111+00 52' x 5' x 27' C&G  
415' x 8' = 183 CY Culvert Exc.

Sta 100+69 18' x 38' CMP 30' x 5 corr  
92' x 3' x 27' = 13 CY Culvert Exc.

18' x 24' CMP  
To Be Retained

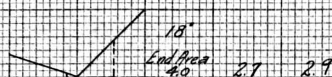
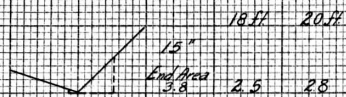
Sta 98+35 18' x 32' CMP  
66' x 3' x 27' = 2 CY  
46' x 4' x 27' = 5 CY  
196.5' x 27' = 5 CY Culvert Exc.

Includes Removal  
of 24' x 24' CMP

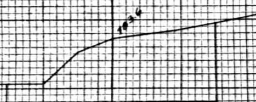
Sta 18+67 24' x 38' CMP  
156' x 4' x 27' = 23 CY Culvert Exc.



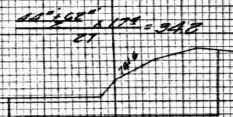
FINAL PLANS



Top Walls 12.33 x 3.22 x 1.83 = 34.67



01600  
C-68



01610  
C-68

11.14 x 1.14 = 12.60

01620  
C-68



11.14 x 1.14 = 12.60

01630  
C-68

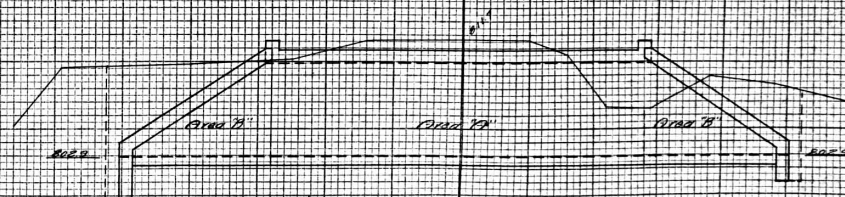


11.14 x 1.14 = 12.60

01640  
C-68



Sta 121103 12' x 10' x 30' C.C.B.  
Culv. Exc. = 93 CY



Sta 129161 10' x 17' x 27' Conc. Box

19' x 13' x 1.14' = 3.40 Cu. ft.  
13' x 1.14' = 1.48  
3.40 + 1.48 = 4.88  
4.88 x 27 = 132.36 CY Exc.



Sta 131117 24' x 38' C.C.P.  
148' x 4' = 592 Cu. ft.  
80' x 2.3 = 184  
592 + 184 = 776  
776 / 27 = 28.74 CY Culv. Exc.



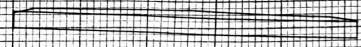
Sta 151+25 RL Remove 6'x12' Plank  
 1 Cu Yd. Culv. Exc.



Sta 105+00 RL Remove 12'x40' CMP  
 13'x3'-27 = 8 Cu Yds. Culv. Exc.



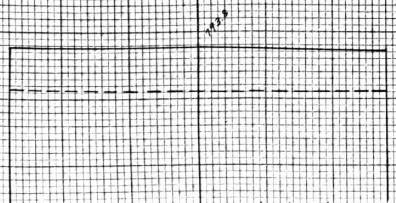
Sta 46+22.4 Remove 18'x16' CMP  
 30'x3.5'-27 = 4 Cu Yds. Culv. Exc.



Sta 40+20 RL Remove 48'x26' CMP  
 48'x3.25'-27 = 5 Cu Yds. Culv. Exc.



Sta 3+138 LF Remove 1'x1'x18' Wood Box  
 17'x3'-27 = 2 Cu Yds. Culv. Exc.



Sta 131+0 Remove 12'x11'x29' RCB  
 Break in top and walls only  
 90'x16' = 1440 Cu Yd.  
 NL (WW) 9'x7'x1' = 8 " "  
 MW (WW) 10'x7'x1' = 112 " "  
 SL (WW) 12'x10'x1' = 120 " "  
 SH (WW) 2'x6'x1' = 12 " "  
 1909 + 27 = 21 Cu Yds. Culv. Exc.



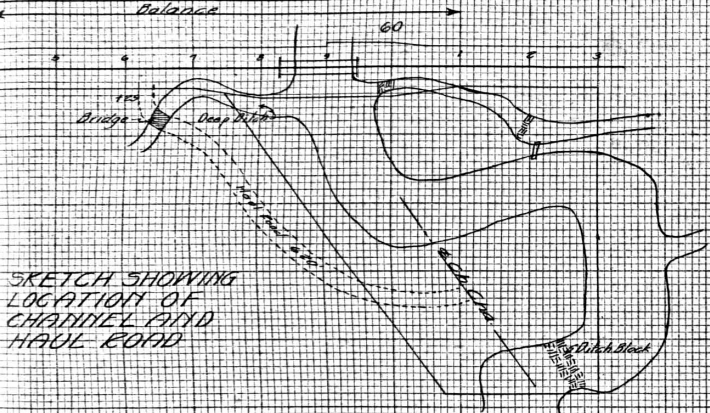
Station	Cut	Fill	Fill + Shrink	Diff	Sum
58+00	0	0	0	0	0
58+50	18	17	22	10	10
59+00	18	26	60	26	56
59+50	18	37	74	56	112
60+00	18	70	91	77	189
56+25	3	27	61	58	247
	247	0	0	247	0

Shrinkage Factor 30.6%

Balance

Station	Cut	Fill	Fill + Shrink	Diff	Sum
61+00	0	0	0	0	0
61+50	0	118	128	128	128
62+00	27	228	237	260	415
59+25	0	339	442	442	857
58+25	23	0	0	-53	801
58+00	0	160	208	208	1009
57+50	0	344	447	447	1456
57+00	0	263	352	352	1808
56+50	0	166	215	215	2023
56+25	0	26	60	57	2080
	2080	0	0	2080	0

Shrinkage Factor 30.6%



SKETCH SHOWING LOCATION OF CHANNEL AND HAUL ROAD

600' Measured haul from Channel Change

