

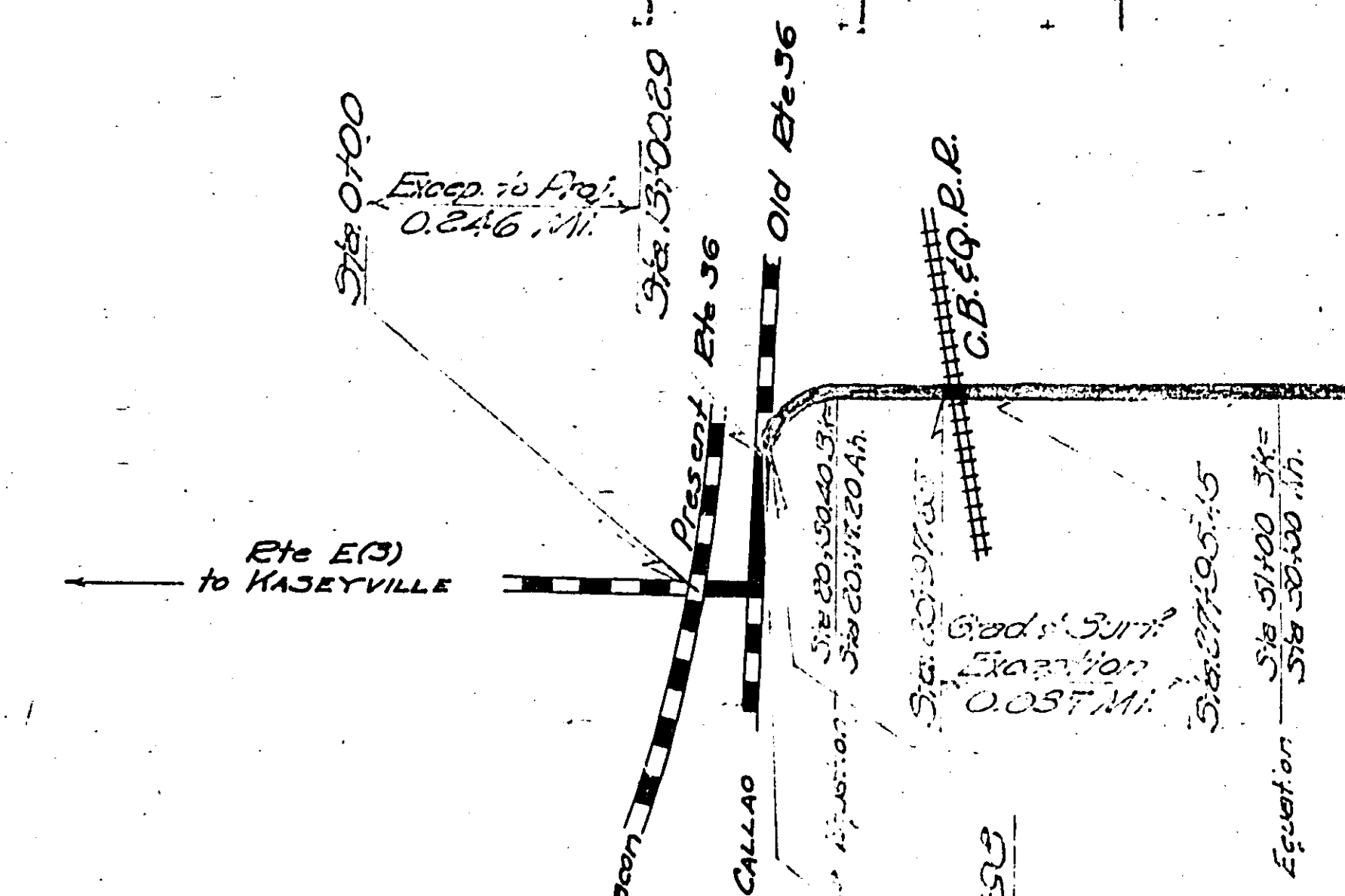
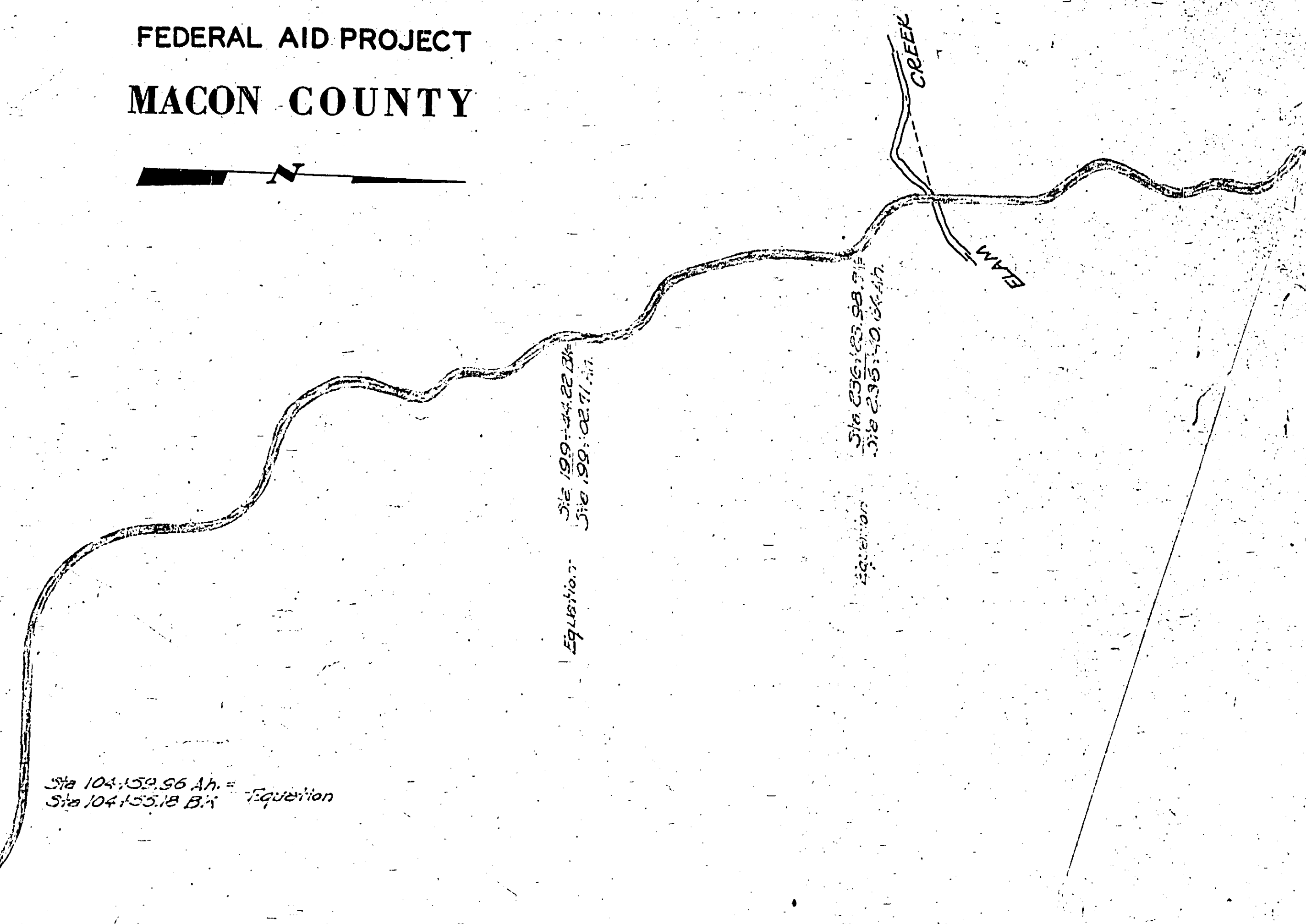
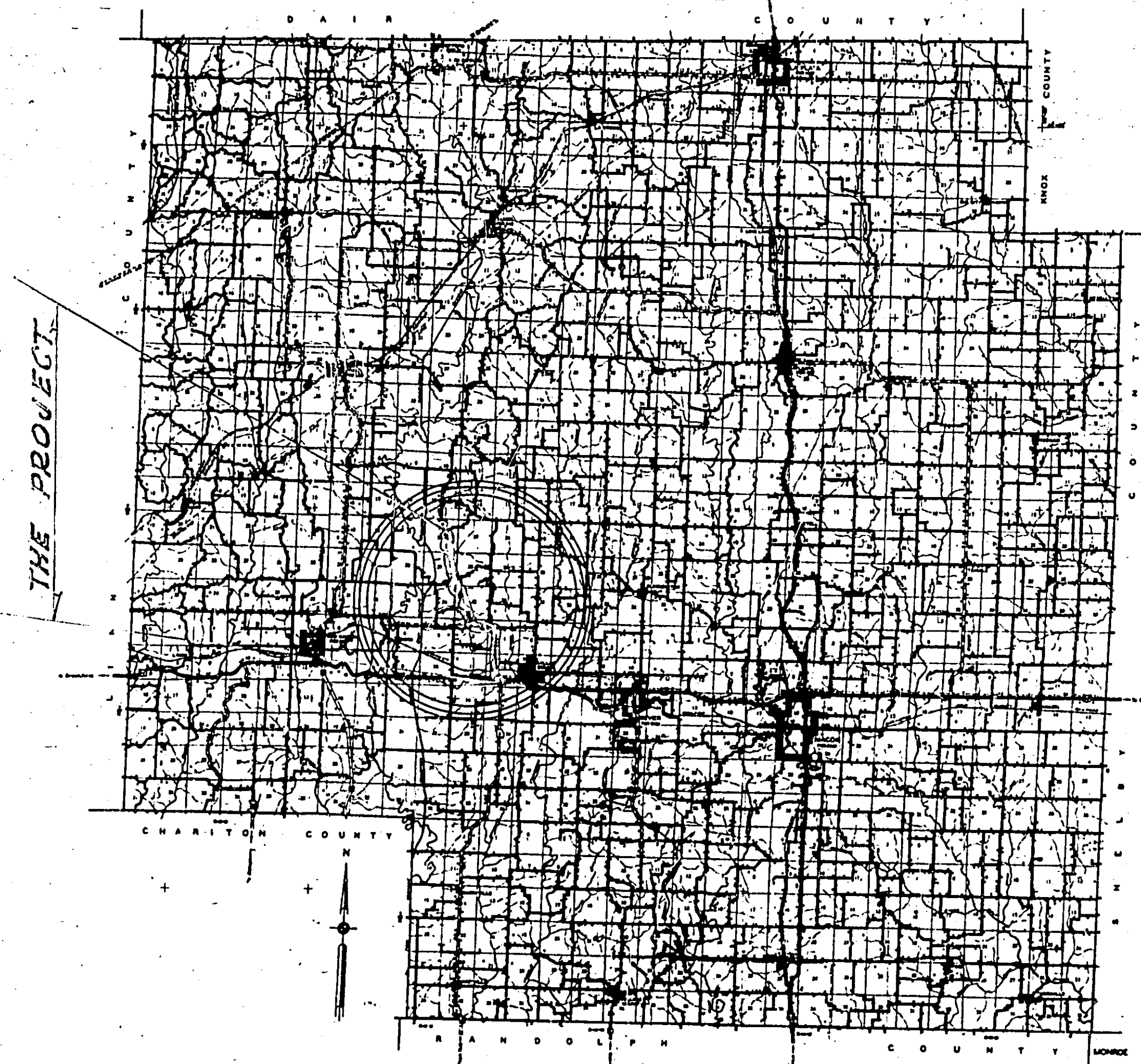
9-1-D
LOCATION MAP

MISSOURI STATE HIGHWAY COMMISSION PLAN AND PROFILE OF PROPOSED STATE ROAD

FEDERAL AID PROJECT
MACON COUNTY

COUNTY
MACON
STATE ROUTE NO.
500
PROJECT NO.
5-1966(1)

A & B



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	RAILROAD
TRAVELED WAY	GRADE ELEVATION
RAILROADS	SURFACE LINE
RETAINING WALL	GRADE LINE
BASE OR SURVEY LINE	

SUBMITTED BY _____ DATE _____

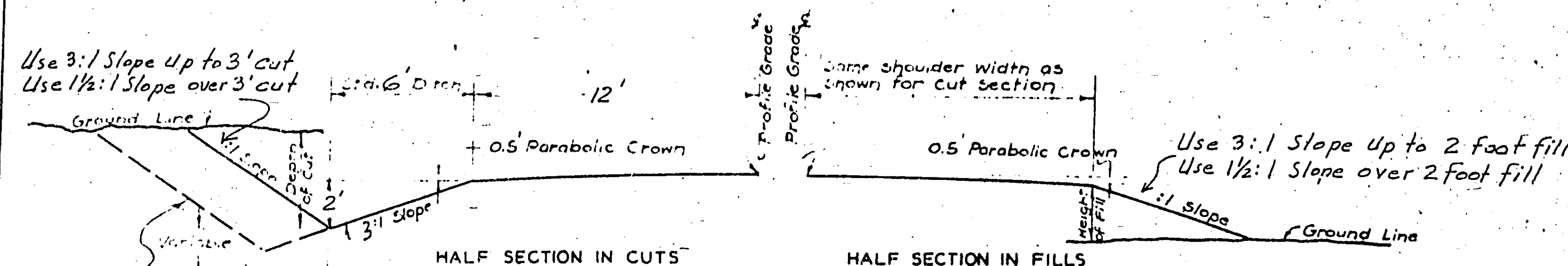
CHIEF ENGINEER
MISSOURI STATE HIGHWAY COMMISSION

RECOMMENDED BY _____

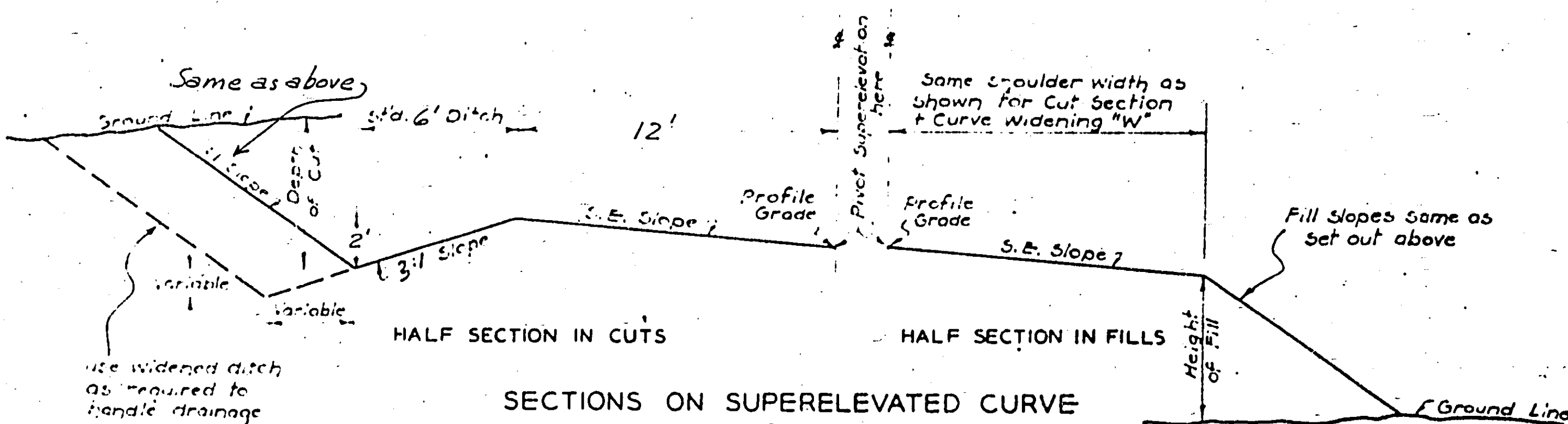
FEDERAL PROJ. 5-1966(1) Sec. A
STATE LENGTH 0.057 MILES

FEDERAL PROJ. 5-1966(1) Sec. B
STATE LENGTH 0.057 MILES

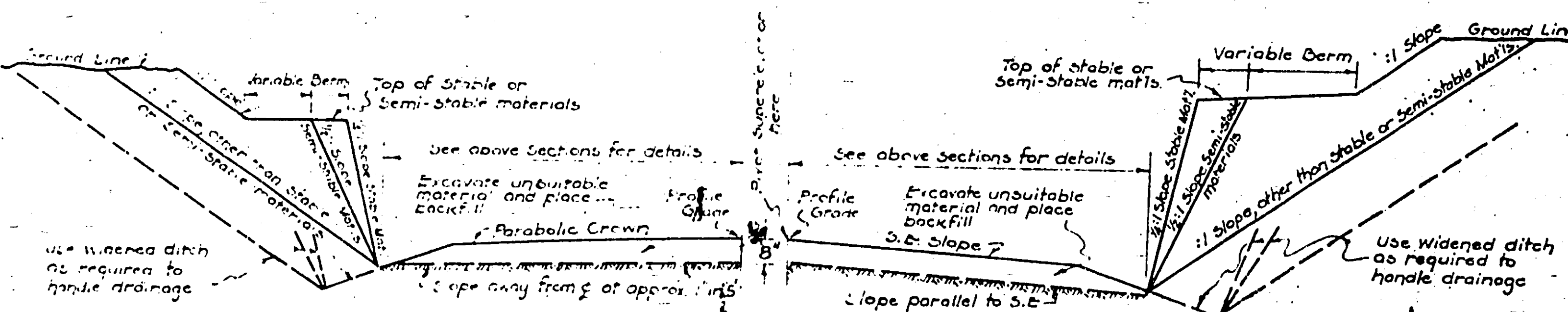
Revisions
 1-2-8-5-45
 5-7-50
 -6-11-50



SECTIONS ON TANGENT

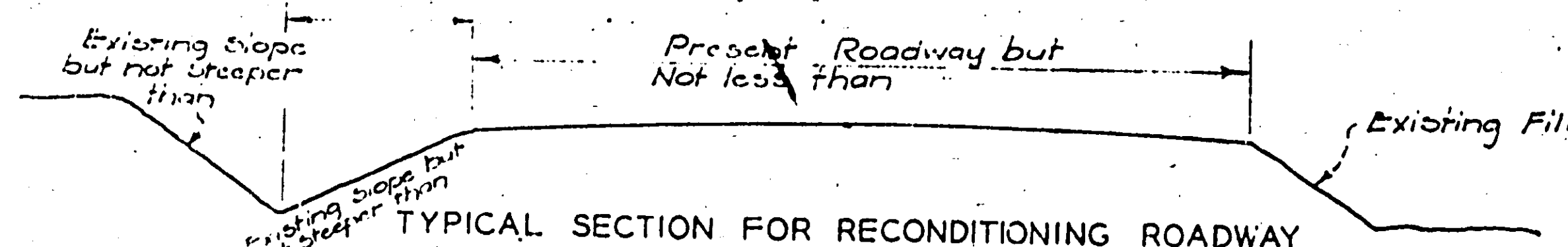


SECTIONS ON SUPERELEVATED CURVE



HALF SECTION ON TANGENT HALF SECTION ON SUPERELEVATED CURVE

SECTIONS IN UNDERGRADED CUTS



TYPICAL SECTION FOR RECONDITIONING ROADWAY

GENERAL NOTES:-

Machine Grading and Reconditioning Roadway 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 Roadway sections.

In transitioning from one slope to another, use a 25 foot length of transition.

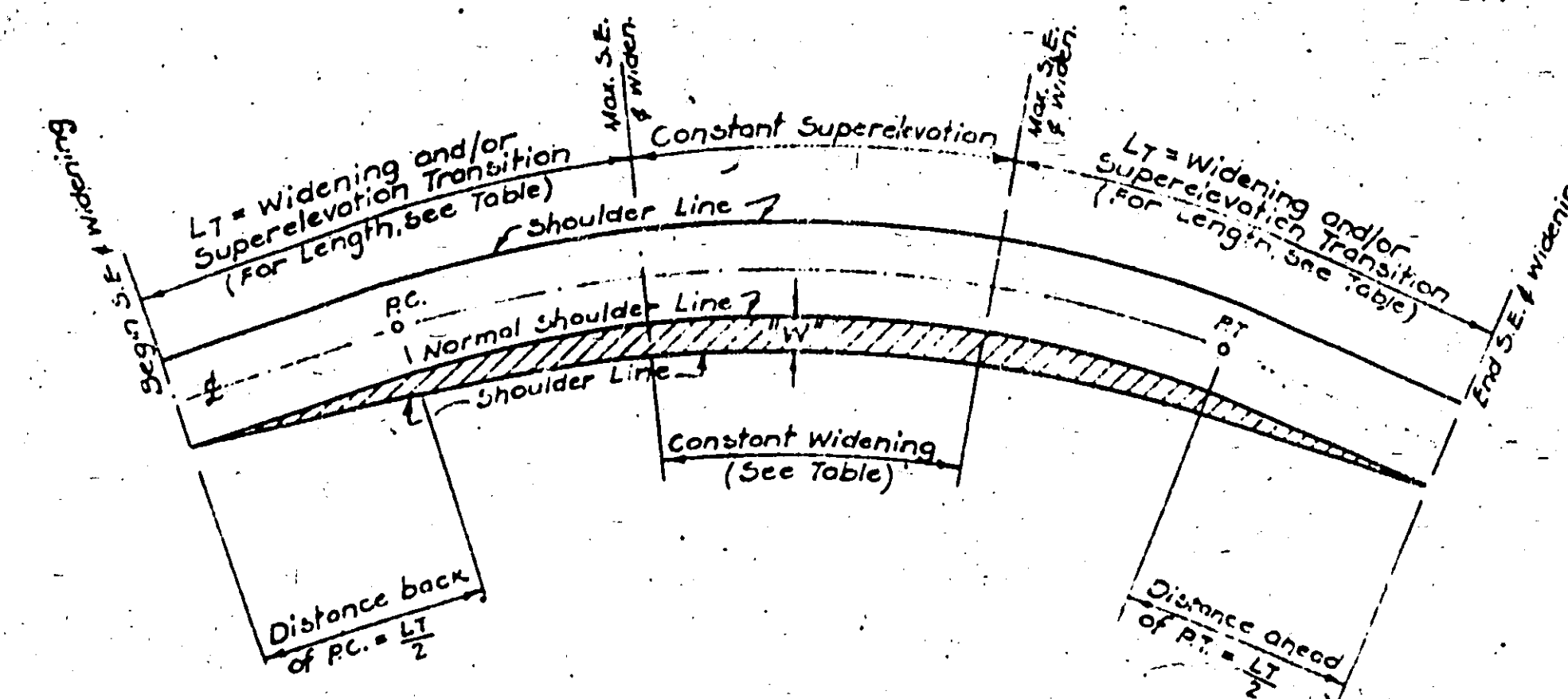
All information shown on these TYPICAL SECTIONS is for the purpose of indicating the required parabolic crown on tangent section, and general design and construction details. Actual construction of roadbed widths, slopes, depth and width of ditches, undergraded cuts and other features shall conform to the details shown on CROSS-SECTIONS and PLAN & PROFILE Sheets or as directed by the Engineer.

Hard finishing of side slopes of cuts and fills will not be required. Machine finishing to a smooth plane will be considered satisfactory.

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.

The cost of constructing Ditch Blocks in "Machine Grading" limits is to be included in the contract unit price for "Machine Grading".

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	.03	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	.03	0	150	.04	0	150	.05	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	2.0	150	.06	2.0	150	.07	2.0	150	.08	2.0	150
8°31' to 9°00'	.06	2.0	150	.07	2.0	150	.08	2.0	150	.09	2.0	150
9°01' to 9°30'	.06	2.0	150	.07	2.0	150	.08	2.0	150	.09	2.0	150
9°31' to 10°00'	.06	2.0	150	.07	2.0	150	.08	2.0	150	.09	2.0	150
10°01' to 10°30'	.07	2.0	150	.08	2.0	150	.09	2.0	150	.10	2.0	150
10°31' to 11°00'	.07	2.0	150	.08	2.0	150	.09	2.0	150	.10	2.0	150
11°01' to 11°30'	.07	2.0	150	.08	2.0	150	.09	2.0	150	.10	2.0	150
11°31' to 12°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
12°01' to 12°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
12°31' to 13°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
13°01' to 13°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
13°31' to 14°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
14°01' to 14°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
14°31' to 15°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
15°01' to 15°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
15°31' to 16°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
16°01' to 16°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
16°31' to 17°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
17°01' to 17°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
17°31' to 18°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
18°01' to 18°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
18°31' to 19°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
19°01' to 19°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
19°31' to 20°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
20°01' to 20°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
20°31' to 21°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
21°01' to 21°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
21°31' to 22°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
22°01' to 22°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
22°31' to 23°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
23°01' to 23°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
23°31' to 24°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
24°01' to 24°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
24°31' to 25°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
25°01' to 25°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
25°31' to 26°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
26°01' to 26°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
26°31' to 27°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
27°01' to 27°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
27°31' to 28°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
28°01' to 28°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
28°31' to 29°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
29°01' to 29°30'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150
29°31' to 30°00'	.08	2.0	150	.09	2.0	150	.10	2.0	150	.11	2.0	150

NOTES:-

S - denotes Superelevation in feet per foot

W - denotes Widening of surfacing and inside shoulder in feet

Lt - denotes length of Superelevation 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.

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

ROUTE: SUU COUNTY: MACON
 PROJ. OR SEC: S-1966 (1), SEC. A & B

APPROVED *[Signature]* APPROVED *[Signature]*
 ENGR. SURVEYS AND PLANS CHIEF ENGINEER

Revised
 1-11-46

1A6cB

LOCATION FROM ROUTE 36, ABOUT 1 MILE WEST OF CALLAO, NORTHERLY

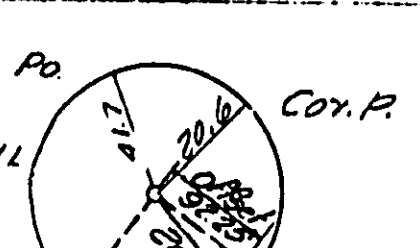
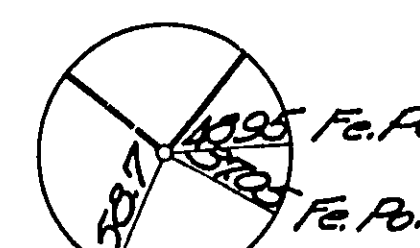
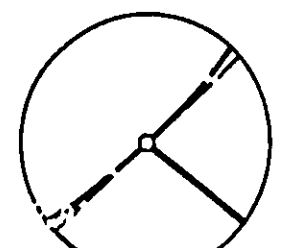
MISSOURI STATE HIGHWAY COMMISSION

TYPE 24' GRADED EARTH, CULVERTS, BRIDGE & CRUSHED STONE SURFACE

SUMMARY OF QUANTITIES

FED. ROAD DIST. No.	STATE	PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
5	MO.	S-1966(1)	1959	2A	15
DIST. No.	COUNTY	ROUTE	SEC. No.		
2	MACON	500			

EXCAVATION										FEDERAL LENGTH										LENGTH OF PROJECT										GENERAL SUMMARY				FINAL PLANS	
Sta. 100.29	Class A	Ch. Ch.	M.G. Cl. 1	M.G. Cl. 2						End of Federal Aid Improvement	Sta.	288+45	End of Project	Station	288+45																				
13100.29										Begin Federal Aid Improvement	Sta.	13198	Beginning of Project	Station	13100.29																				
25197.69				13.1						Apparent Length		274+100	Apparent Length		275+447.1	Feet																			
27195.45	Except (Bridge)									By Sta. 25197.69 to 27195.45		-197.8	Equations and Exceptions:																						
42100				14.0						Result of Equations: See State Length		1133.27	See Below																						
51100			10.0							Total Corrections		-64.53																							
124100				73.0						Net Federal Length		2538.27																							
130100	3068											5.186 Miles																							
136100	1082																																		
143100				7.0																															
165100			22.0																																
192100				27.0																															
198100			6.0																																
217100				19.1																															
223100			6.0																																
227181	2467																																		
238174	3469																																		
252100	5783	2272																																	
262114	3641																																		
270100	1056																																		
281100			11.0																																
288145	3048																																		
Subtotal	23614	2272	55.0	153.5																															
Ch. Ch.	2272		24.1	10.1																															
M.G. Ent.																																			
Total	25886		79.1	163.6																															
CLEARING & GRUBBING										CROSS ROAD PIPE CULVERTS (C.M.P.)										ENTRANCES (C.M.P.)										GENERAL SUMMARY				FINAL PLANS	
Sheet Clearing & Grubbing										Station										Station										GENERAL SUMMARY				FINAL PLANS	
No. Units										12" 15" 30" 36" C.I. C.I.2										12" 15" 30" 36" C.I. C.I.2										GENERAL SUMMARY				FINAL PLANS	
3 20 19										153125										153125										GENERAL SUMMARY				FINAL PLANS	
4 15 16										163100										163100										GENERAL SUMMARY				FINAL PLANS	
5 32 27										163100										163100										GENERAL SUMMARY				FINAL PLANS	
6 20 16										171140										171140										GENERAL SUMMARY				FINAL PLANS	
7 86 71										171140										171140										GENERAL SUMMARY				FINAL PLANS	
8 180 163										171140										171140										GENERAL SUMMARY				FINAL PLANS	
9 191 169										171140										171140										GENERAL SUMMARY				FINAL PLANS	
10 206 182										171140										171140										GENERAL SUMMARY				FINAL PLANS	
11 204 196										171140										171140										GENERAL SUMMARY				FINAL PLANS	
12 27 35										171140										171140										GENERAL SUMMARY				FINAL PLANS	
Total Units 981 894										171140										171140										GENERAL SUMMARY				FINAL PLANS	
Acres 11.3 10.3										171140										171140										GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	
																														GENERAL SUMMARY				FINAL PLANS	



FINAL PLANS

NOTE: ALL Points Referenced as shown unless otherwise noted.

NOTE: 15'3" extension each end of overhead bridge const. by railroad.

Sta. 26+12.9 - U.I.P. 24' x 16'3" Bridge. (1-42' E. Br. 3-16' creosoted timber spans. Timber floor & handrail. Asphalt black wearing surface, 1 1/2". Creosoted pile bents.)

NOTE: All ditches shown are 8' F.B. unless otherwise noted.

NOTE: Underground Telephone Cable to R.R. of E. (along R.R. line) Through out Proj. Property of. Chariton Valley Tele. Co.

PLAN
DESIGNED BY: J. H. H. & P. H. H.
NOTED BY: J. H. H. & P. H. H.
DATE: 12-57-16

Sta. 0+00 - Rte. UU = Sta. 6+43.1783 - New Rte. 36

P.I. Sta. 636+60.35 - Rte. 36
Δ = 11°00'00"
D = 0°30'

P.I. Sta. 3+04.95
= 643+83.35 - Rte. 36
Δ = 89°10'11"

P.I. Sta. 10+85.29
Δ = 8°37'00"
D = 2°

P.I. Sta. 635+44.0
(Old Rte. 36)
Δ = 14°20'11" D = 2°00'

P.I. Sta. 16+99.77
Δ = 79°44'00"
D = 12°

SW*NW*
12-57-16

Sta. 28+75
D.A. 7A.C.O.4
18" x 38" C.M.P.

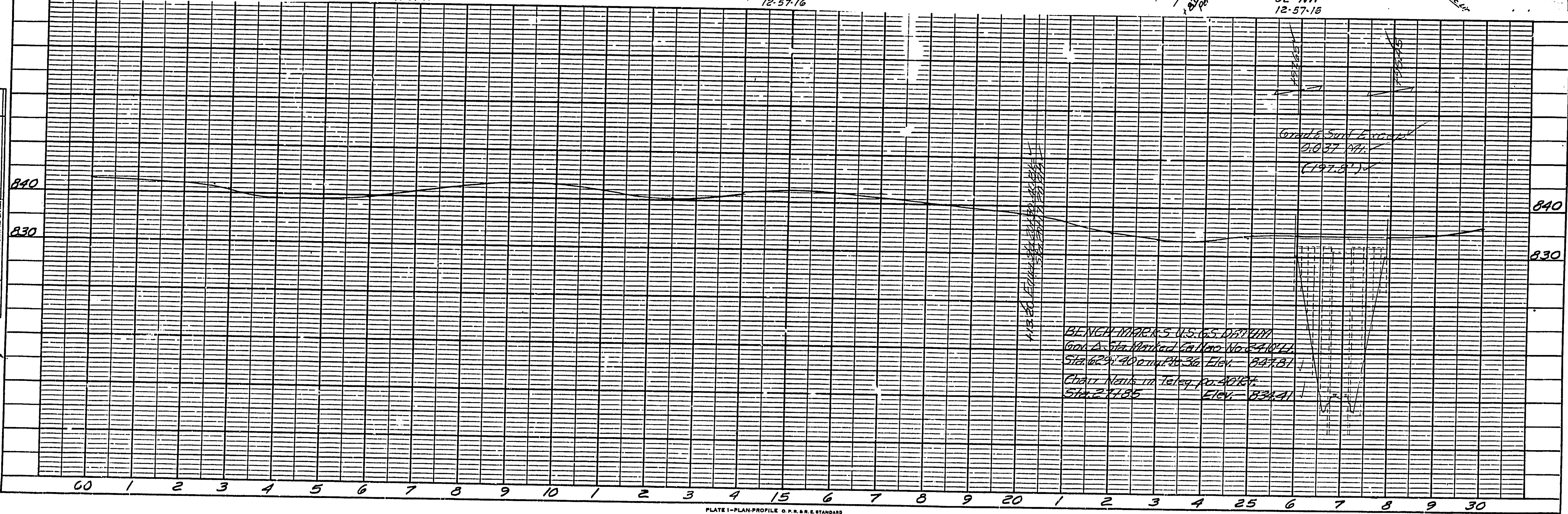
Sta. 25+24
D.A. 10A.C.O.4
18" x 54" C.M.P.

Sta. 13+00
D.A. 4A.C.O.4
15" x 40" C.M.P.

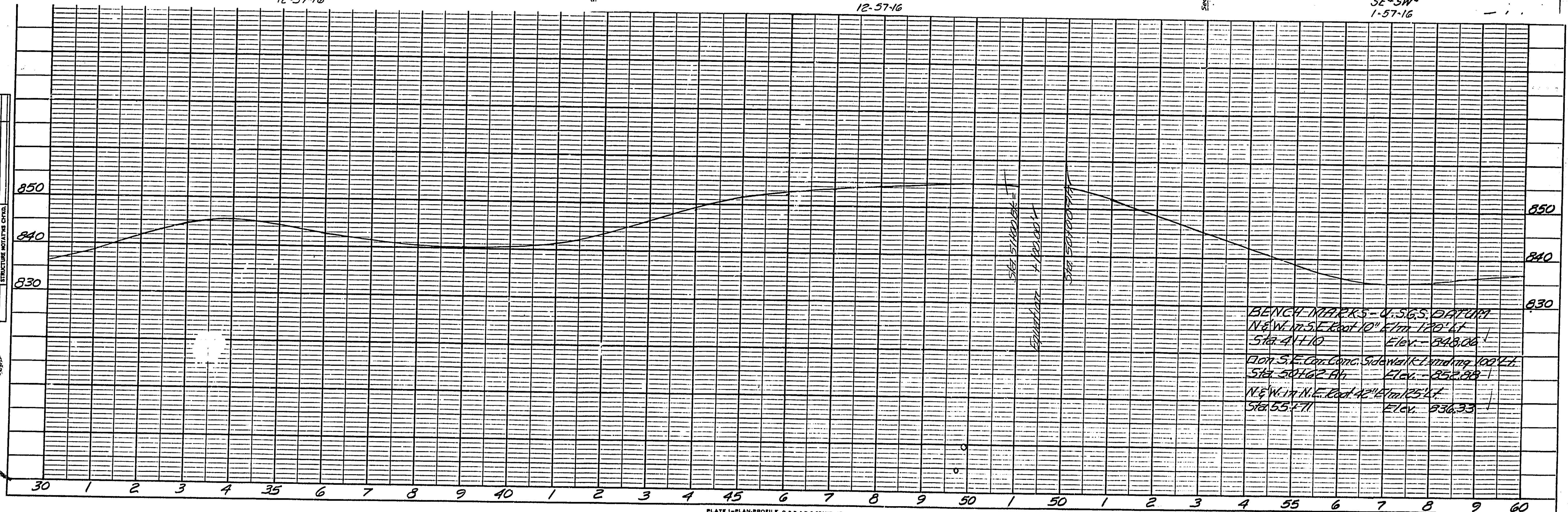
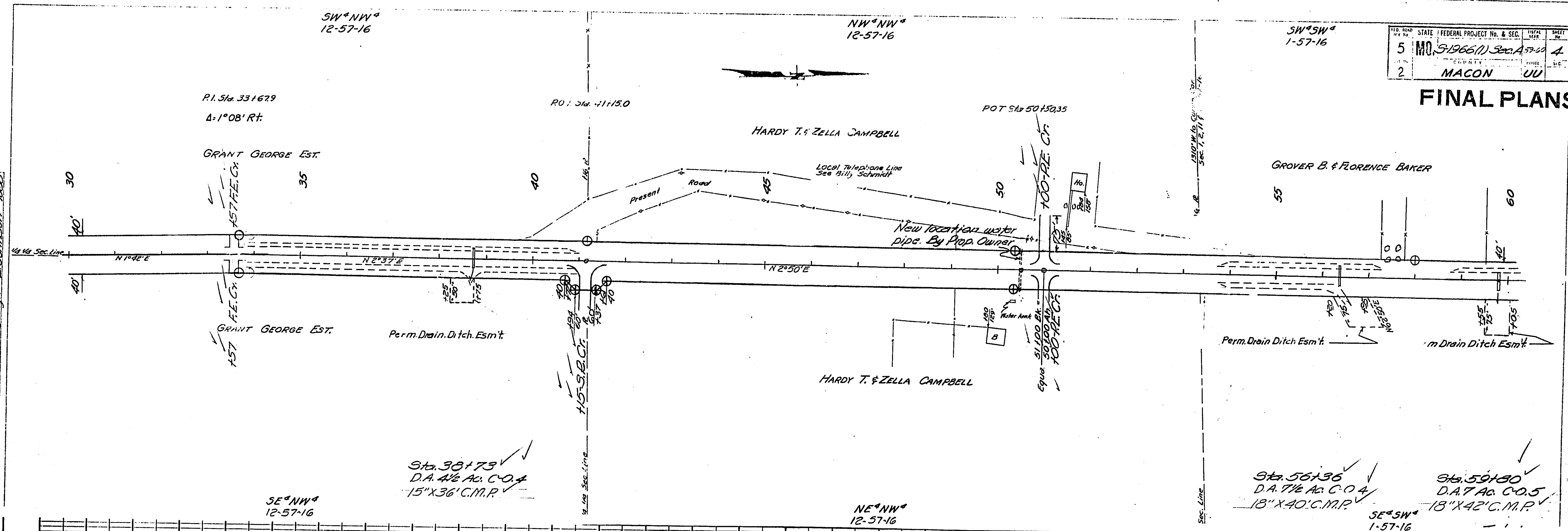
Sta. 12+36
D.A. 9A.C.O.4
U.I.P. 3' x 2' x 35' G' Box
NE*SW*
12-57-16

Sta. 5+61
D.A. 3 1/2 A.C.O.4
U.I.P. 2' x 18' x 37'
JOHN L. GREEN EST.
Ques. Box

U.I.P. 18' x 62" C.M.P.
Sta. 3+46.5
D.A. 16A.C.O.4
PEARL & EMMA MORROW
SW*SE*
12-57-16



FINAL PLANS

[illegible]

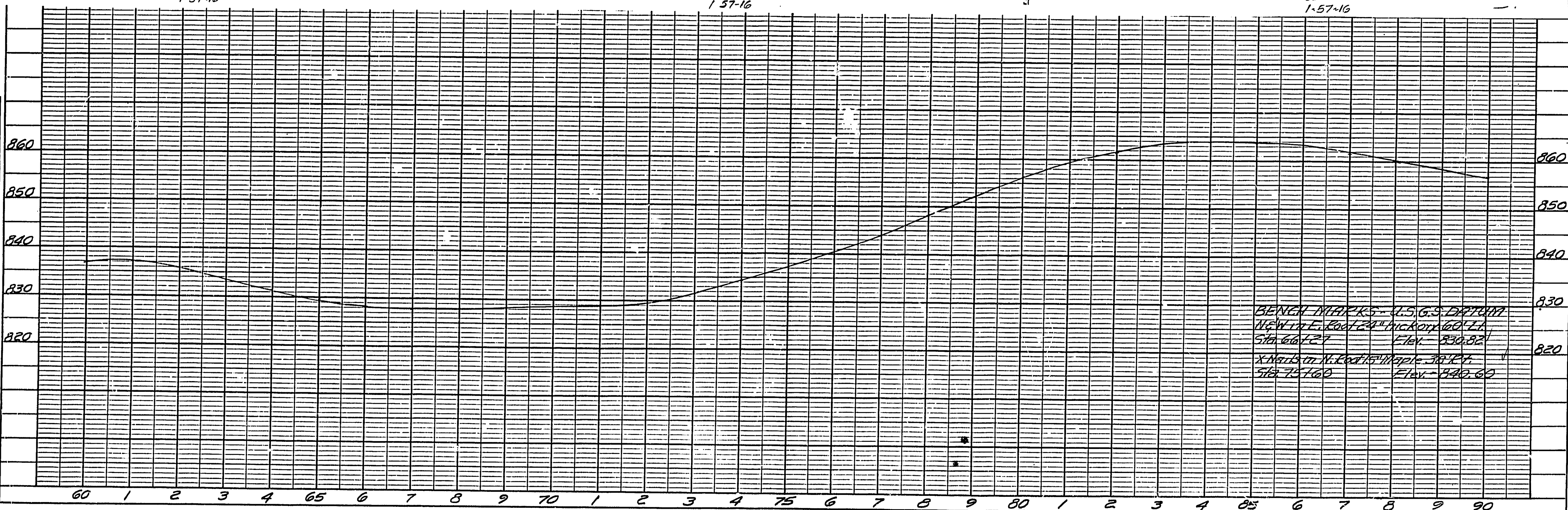
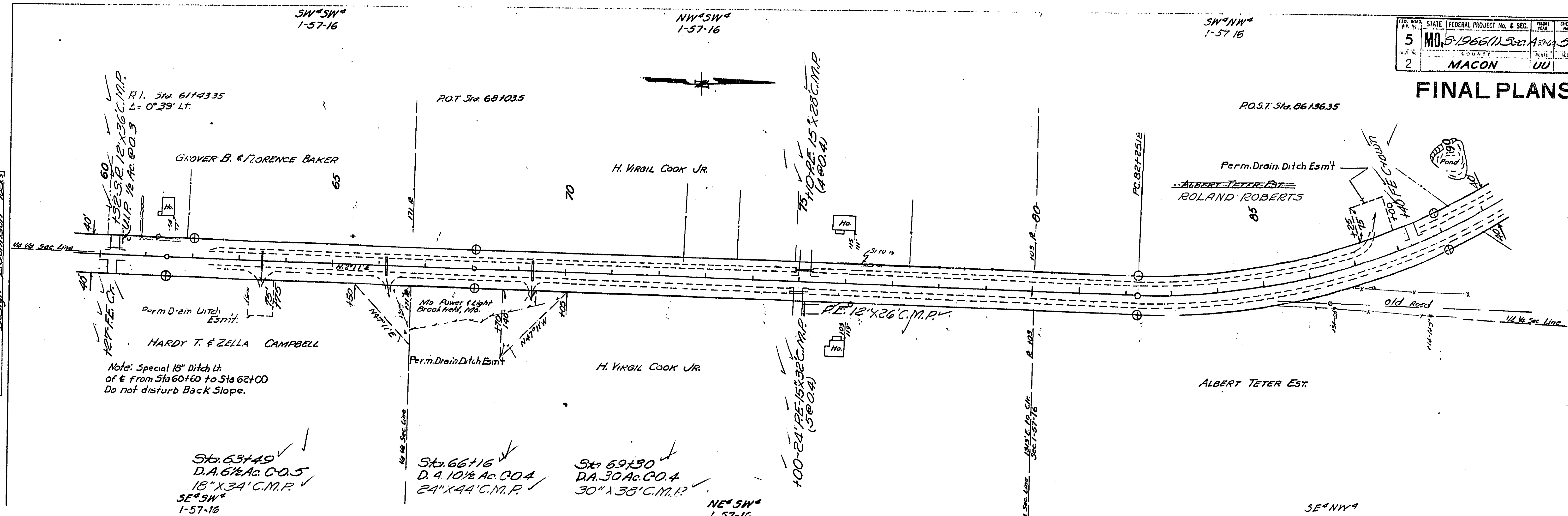
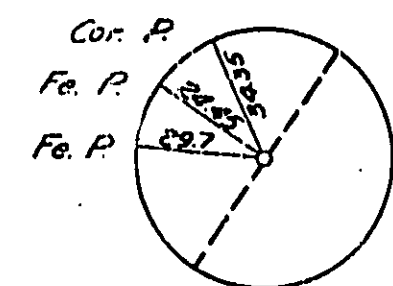


PLATE 1-PLAN-PROFILE O. P. R. & R. E. STANDARD
U. S. BLUE PRINT PAPER CO.-CHICAGO



P.O.S.T. Sta. 128+54.4

M.P. Sta. 130+19.7

P.I. Sta. 133+65.51

$\Delta = 06^\circ 48' 11''$

$5^\circ 02' 11''$

$W = 0$

NEAL S. & NETA BAKER

P.O.S.T. P.I. 196+67

P.T. Sta. 141+104.7

P.C. Sta. 146+164

P.O.S.T. Sta. 148+136.4

STATE	FEDERAL PROJECT NO. & SEC.	YEAR	SHEET NO.
MO.	5-1965(1) Sec. A-1B	7	7
COUNTY	ROUTE	SEC.	
MACON	UU		

FINAL PLANS

PLAN	DATE	BY	CHKD.
DESIGNED			
PLOTTED			
ALIGNED			
NOTE BOOK			
NO. 562/252			

JOHN & VIRGINIA E. AMEDEI

JOHN & VIRGINIA E. AMEDEI

LOUIS ROLAND & JAYNE ROBERTS

CHARLES A. & IDA RICHARDSON

CHARLES A. & IDA RICHARDSON

Perm. Drain Ditch Esm't.

PERM. DRAIN DITCH ESM'T.

Sta. 126+50

D.A. 4 A.C.O. 4

18" X 44' C.M.P.

Sta. 150+70

D.A. 4 A.C.O. 6

18" X 58' C.M.P.

NW 1/4

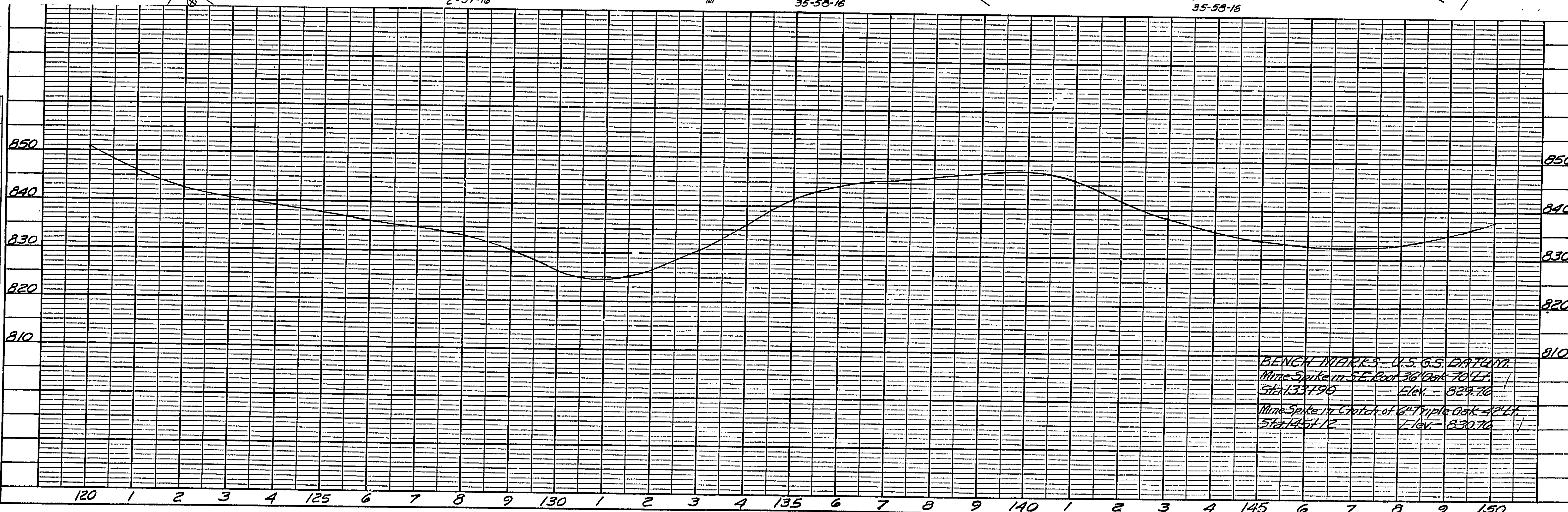
2-57-16

SW 1/4 SE 1/4

35-58-16

SE 1/4 SW 1/4

35-58-16



BENCH MARKS - U.S. G.S. DATA
Mine Spike in SE Root 36' Oak 70' LT.
Sta. 133+190 Elev. - 829.76
Mine Spike in Crotch of 6" Triple Oak 42' LT.
Sta. 145+112 Elev. - 830.76

DATE	BY	REVISION
2-56	W. H. H. & S. H. H.	1. PREPARED
2-56	W. H. H. & S. H. H.	2. CHECKED
2-56	W. H. H. & S. H. H.	3. APPROVED
2-56	W. H. H. & S. H. H.	4. REVISION

DATE	BY	REVISION
2-56	W. H. H. & S. H. H.	1. PREPARED
2-56	W. H. H. & S. H. H.	2. CHECKED
2-56	W. H. H. & S. H. H.	3. APPROVED
2-56	W. H. H. & S. H. H.	4. REVISION

PI. Sta. 153+15.71
Δ = 72° 16' 41"
D = 6"
S = 0.51' W = 0

POST-PI. 149269

P.T. Sta. 158120.57

POST-PI. 164165.1

P.I. Sta. 170162.86
Δ = 93° 59' 41"
D = 6° 30'

NW 1/4 SW 1/4 35-58-16

VIRGINIA E. AMEDEI

POST-PT. 292.37

P.T. Sta. 175103.27

SE NE 34-58-16

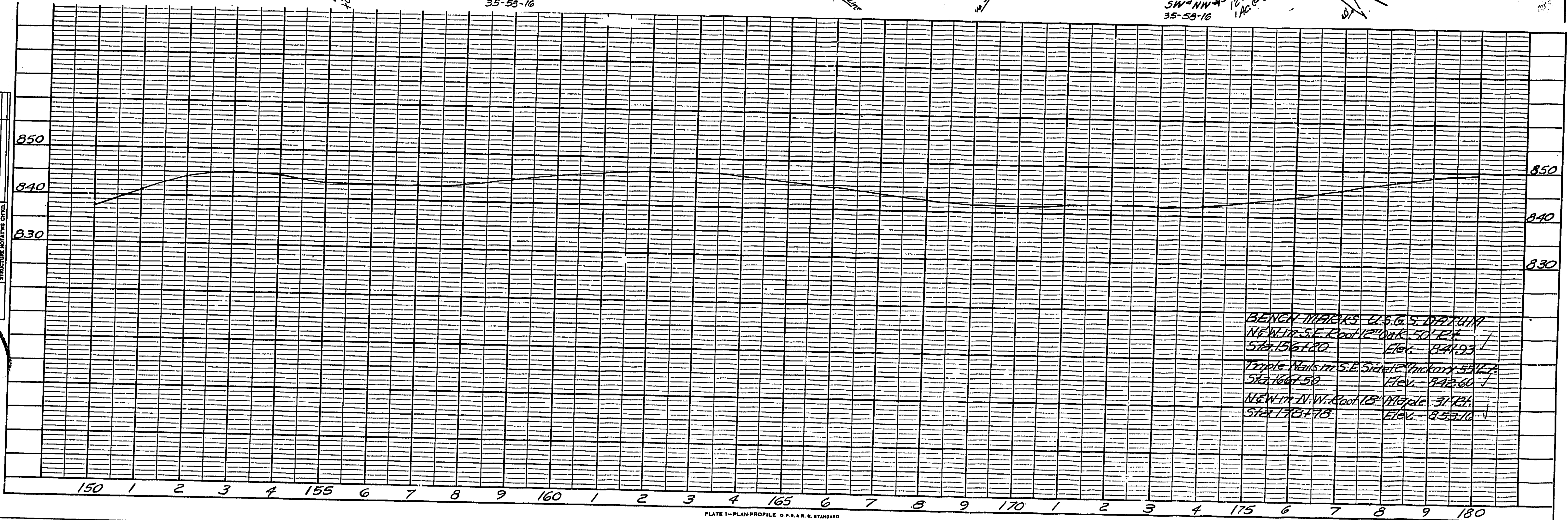
SE 1/4 SW 1/4 35-58-16

Perm. Drain Ditch Esmt. NE 1/4 SW 1/4 35-58-16

Sta. 163+50
D.A. 2 AC. CO. 4
12" X 36" C.M.P.

SW 1/4 NW 1/4 35-58-16

Sta. 178+40 to 179+50
13' ditch
12" X 36" C.M.P.



BENCH MARKS U.S.G.S. DATUM
NEW in S.E. Root 12" Oak 50' R.P.
Sta. 156+120 Elev. - 841.93
Triple New in S.E. Side 12" Hickory 55' L.P.
Sta. 166+50 Elev. - 842.60
NEW in N.W. Root 12" Maple 31' R.P.
Sta. 178+78 Elev. - 853.10

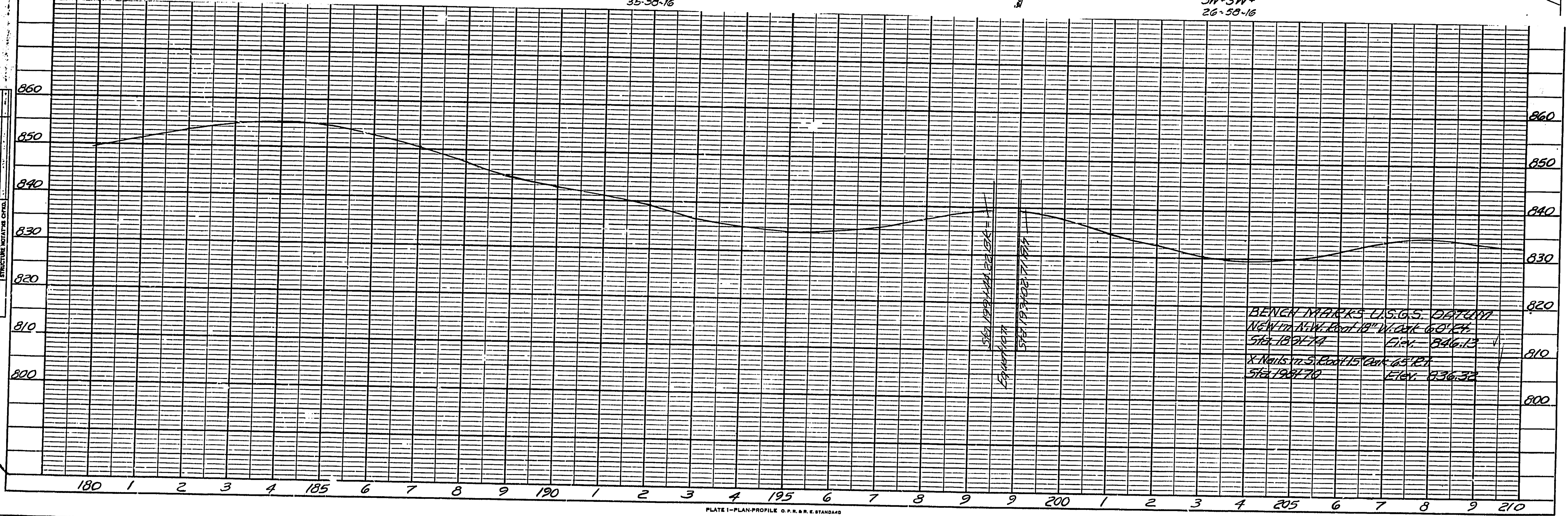
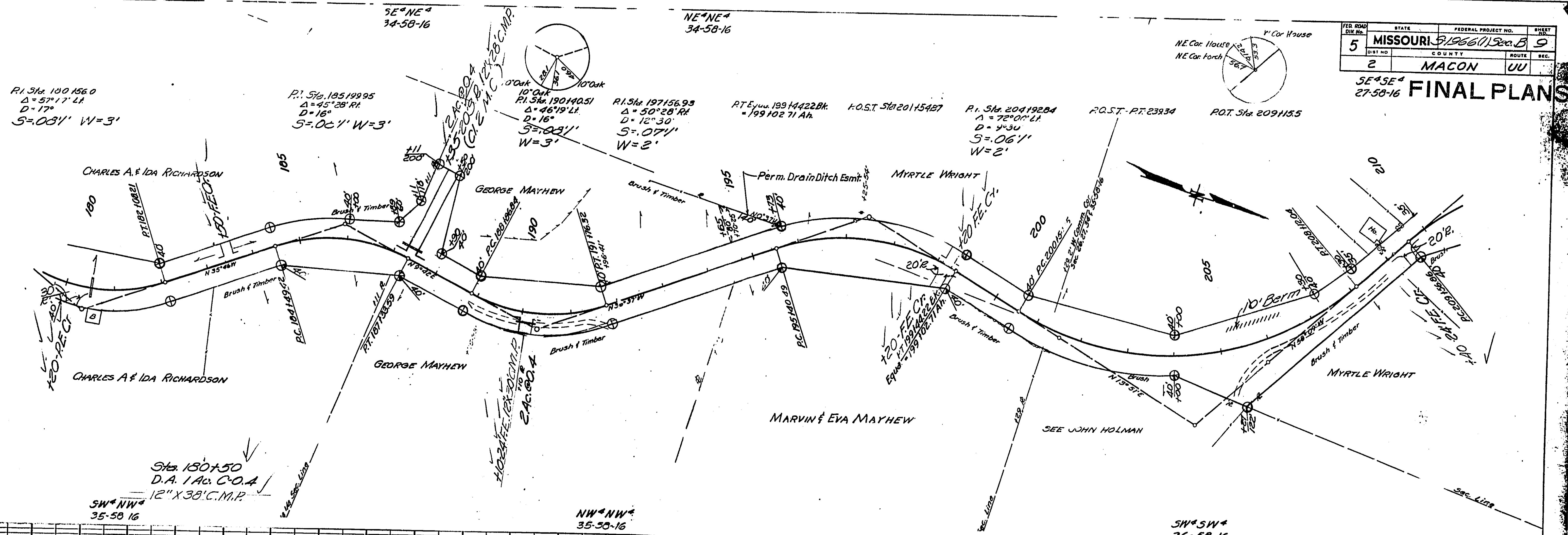
PLAN	DATE	BY	CHECKED
NOTE BOOK	10/1/58	W. J. H. H.	W. J. H. H.
NO. 100	10/1/58	W. J. H. H.	W. J. H. H.
NO. 101	10/1/58	W. J. H. H.	W. J. H. H.
NO. 102	10/1/58	W. J. H. H.	W. J. H. H.
NO. 103	10/1/58	W. J. H. H.	W. J. H. H.
NO. 104	10/1/58	W. J. H. H.	W. J. H. H.
NO. 105	10/1/58	W. J. H. H.	W. J. H. H.
NO. 106	10/1/58	W. J. H. H.	W. J. H. H.
NO. 107	10/1/58	W. J. H. H.	W. J. H. H.
NO. 108	10/1/58	W. J. H. H.	W. J. H. H.
NO. 109	10/1/58	W. J. H. H.	W. J. H. H.
NO. 110	10/1/58	W. J. H. H.	W. J. H. H.

PROFILE	DATE	BY	CHECKED
NOTE BOOK	10/1/58	W. J. H. H.	W. J. H. H.
NO. 100	10/1/58	W. J. H. H.	W. J. H. H.
NO. 101	10/1/58	W. J. H. H.	W. J. H. H.
NO. 102	10/1/58	W. J. H. H.	W. J. H. H.
NO. 103	10/1/58	W. J. H. H.	W. J. H. H.
NO. 104	10/1/58	W. J. H. H.	W. J. H. H.
NO. 105	10/1/58	W. J. H. H.	W. J. H. H.
NO. 106	10/1/58	W. J. H. H.	W. J. H. H.
NO. 107	10/1/58	W. J. H. H.	W. J. H. H.
NO. 108	10/1/58	W. J. H. H.	W. J. H. H.
NO. 109	10/1/58	W. J. H. H.	W. J. H. H.
NO. 110	10/1/58	W. J. H. H.	W. J. H. H.

FED. ROAD DIST. NO.	STATE	FEDERAL PROJECT NO.	SHEET NO.
5	MISSOURI	31966(1) Sec. B	9
DIST. NO.	COUNTY	ROUTE	SEC.
2	MACON	UU	

SE*SE* 27-58-16

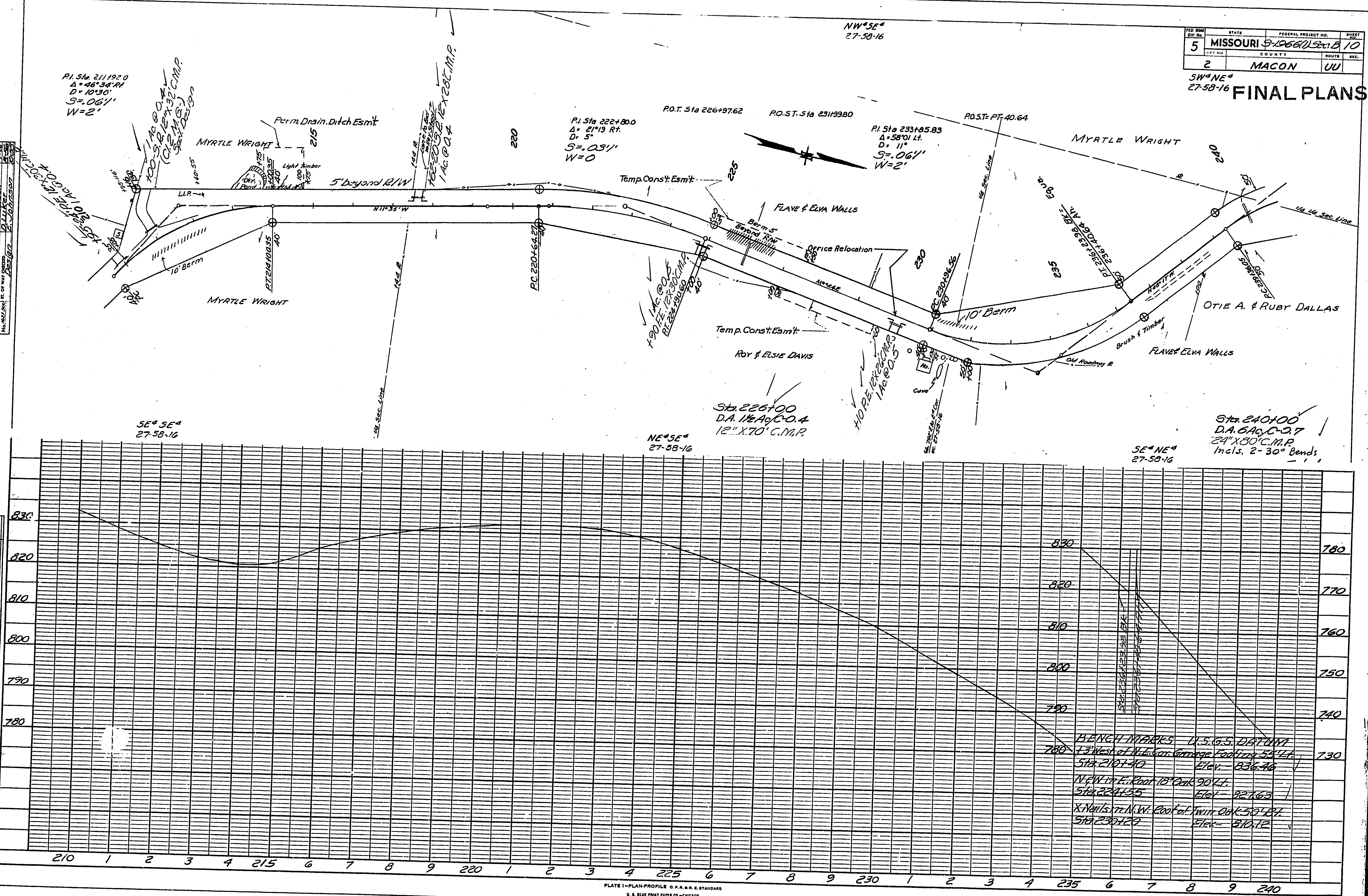
FINAL PLANS



BENCH MARKS U.S.G.S. DATUM
 NEW IN NW COR. 18" V. MARK 60' CH.
 STA 189+74 Elev. 846.13
 X Nails in S. Road 15' Cor. 65' RT.
 STA 196+70 Elev. 836.32

PLAN	DATE	BY	CHKD.
NOTE BOOK	2-5-58	W. J. H. H.	W. J. H. H.
NOTE BOOK	2-5-58	W. J. H. H.	W. J. H. H.
NOTE BOOK	2-5-58	W. J. H. H.	W. J. H. H.
NOTE BOOK	2-5-58	W. J. H. H.	W. J. H. H.

PROFILE	DATE	BY	CHKD.
NOTE BOOK	2-5-58	W. J. H. H.	W. J. H. H.
NOTE BOOK	2-5-58	W. J. H. H.	W. J. H. H.
NOTE BOOK	2-5-58	W. J. H. H.	W. J. H. H.
NOTE BOOK	2-5-58	W. J. H. H.	W. J. H. H.



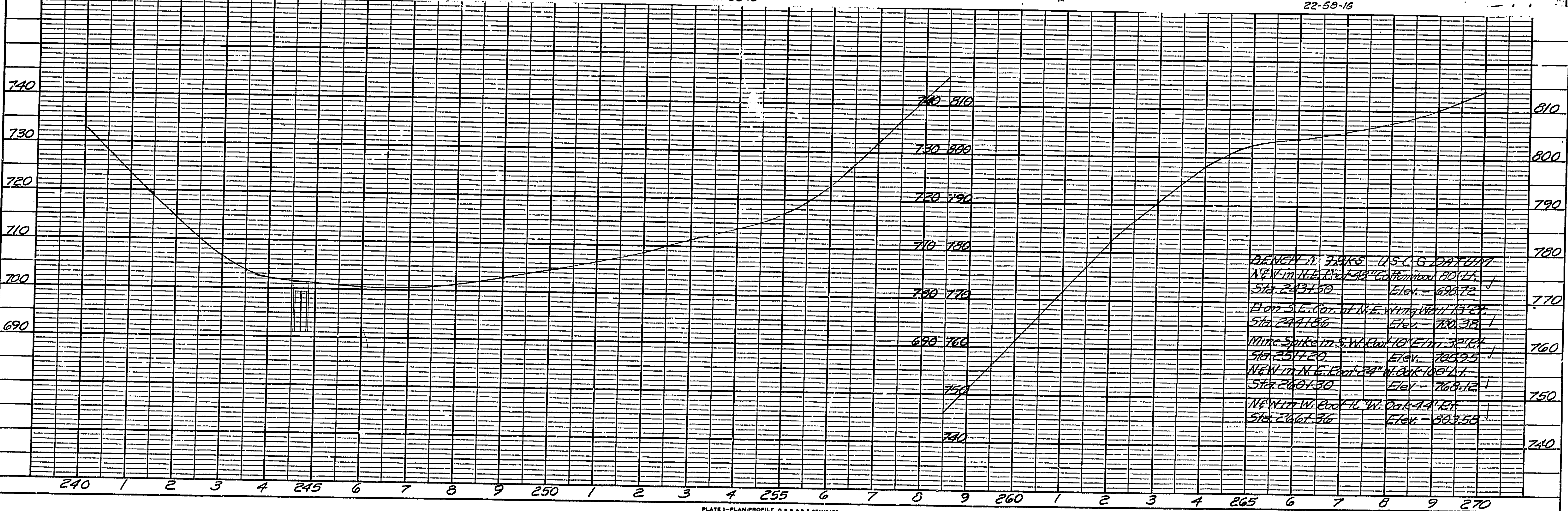
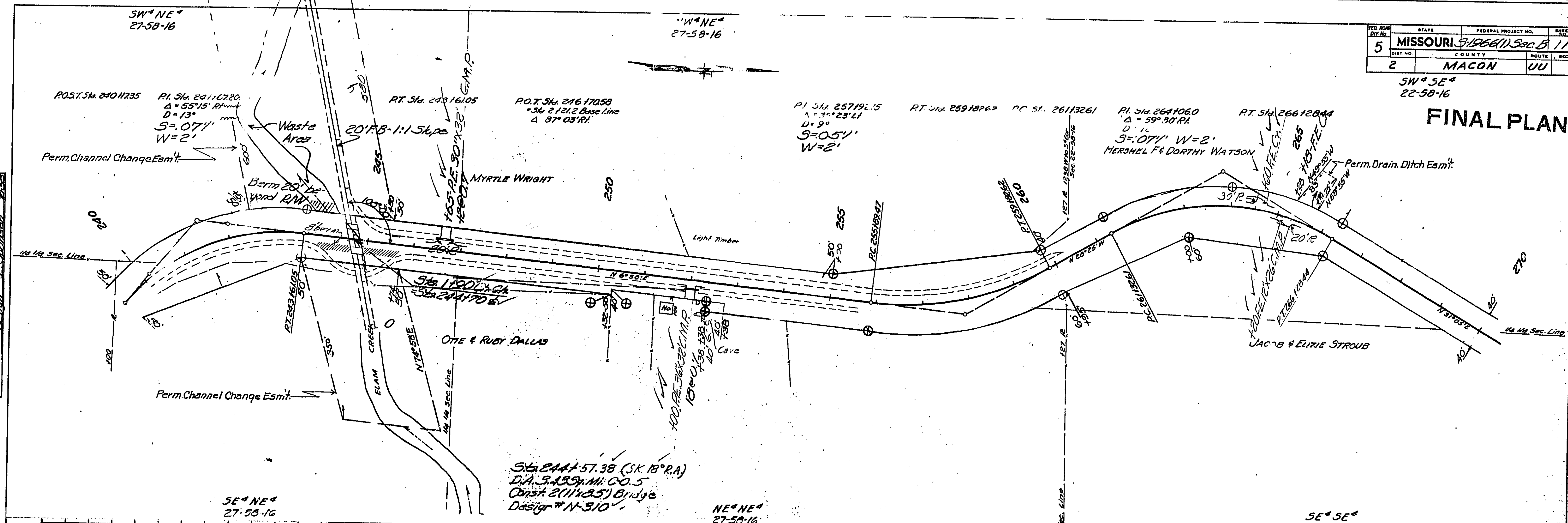
FINAL PLANS

SW 1/4 SE 1/4
22-58-16

W 1/4 NE 1/4
27-58-16

SW 1/4 NE 1/4
27-58-16

PLAN	DATE	BY	CHKD
DESIGNED	10/1/50	J. H. BERRY	J. H. BERRY
NOTED	10/1/50	J. H. BERRY	J. H. BERRY
NOTED	10/1/50	J. H. BERRY	J. H. BERRY
NOTED	10/1/50	J. H. BERRY	J. H. BERRY
NOTED	10/1/50	J. H. BERRY	J. H. BERRY
NOTED	10/1/50	J. H. BERRY	J. H. BERRY
NOTED	10/1/50	J. H. BERRY	J. H. BERRY
NOTED	10/1/50	J. H. BERRY	J. H. BERRY
NOTED	10/1/50	J. H. BERRY	J. H. BERRY
NOTED	10/1/50	J. H. BERRY	J. H. BERRY

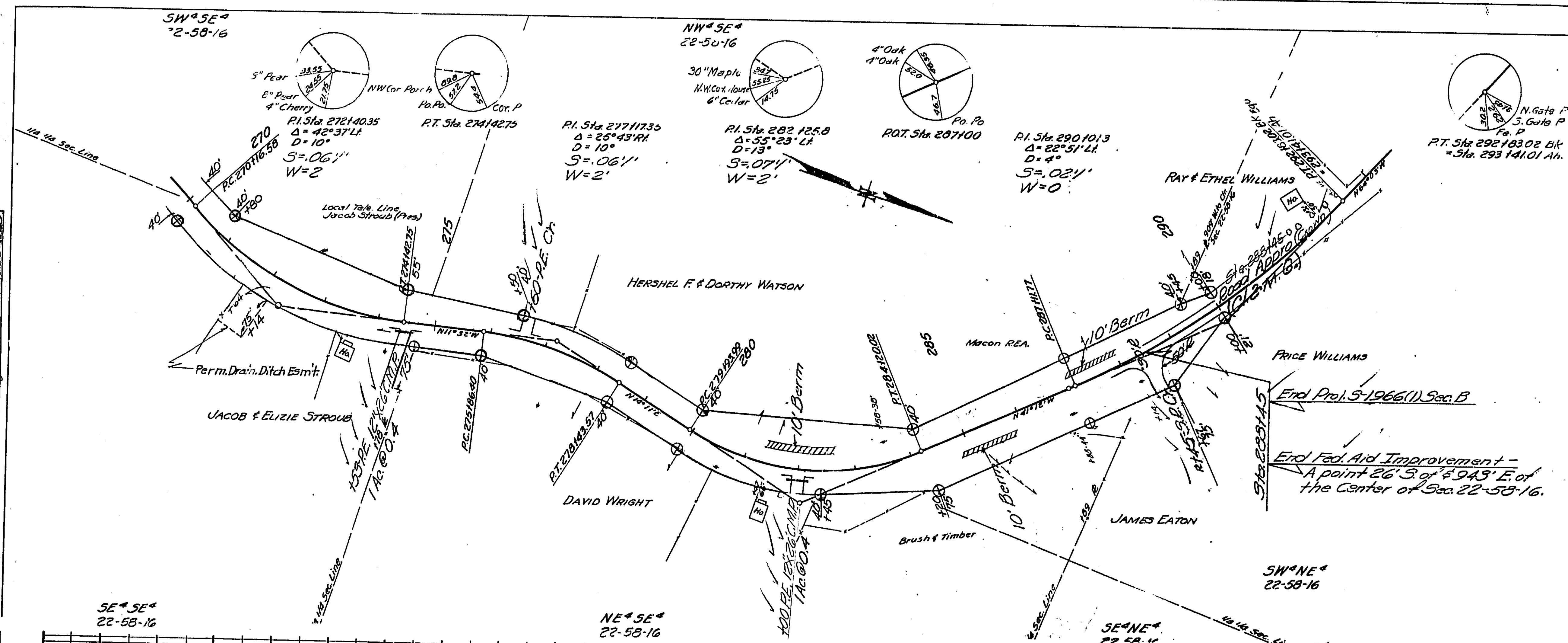


FINAL PLANS

PLAN

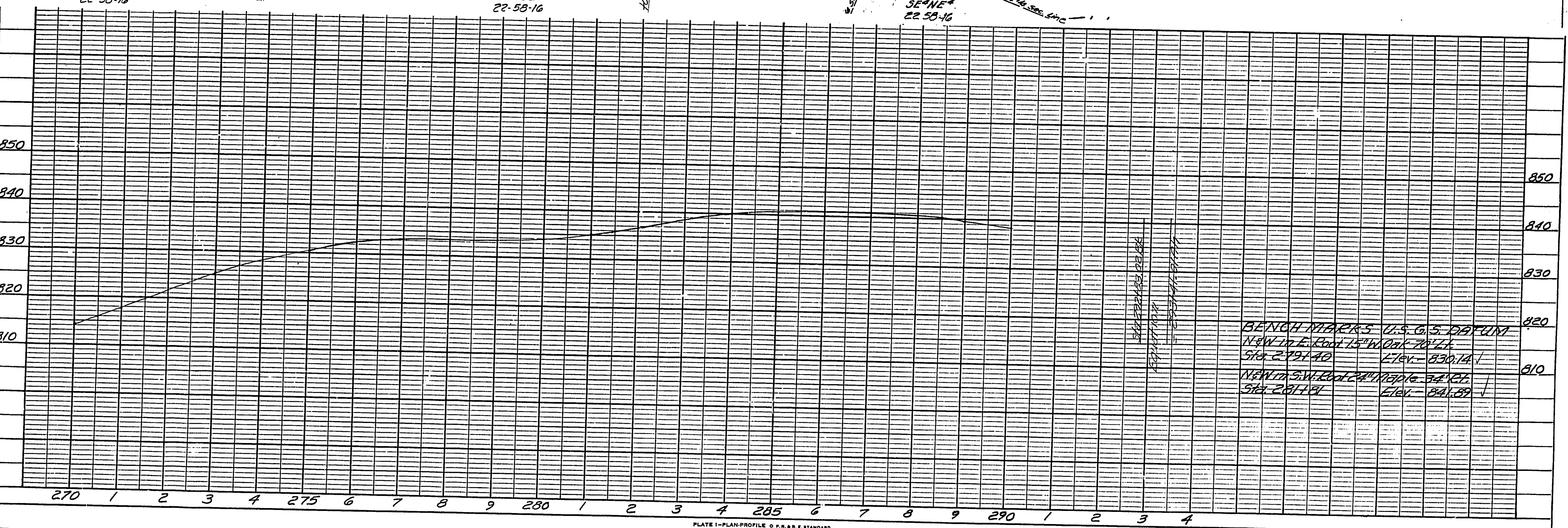
NOTED: 3-56
1-10-56
2-10-56
3-10-56
4-10-56
5-10-56
6-10-56
7-10-56
8-10-56
9-10-56
10-10-56
11-10-56
12-10-56

NOTE BOOK NO. 4922447 OF WAY CHG. 25397



End Proj. 5-1966(1) Sec. B

End Fed. Aid Improvement -
A point 26' S of & 94.3' E of
the Center of Sec. 22-58-16.



BENCH MARKS U.S. G.S. DATUM

NW 1/4 E. Road 15' W. Oak 70' Lk.
Sta 279+40 Elev. - 830.14 ✓

NW 1/4 S.W. Road 24' W. Maple 34' Lk.
Sta 281+81 Elev. - 841.59 ✓

LIST OF STANDARD PLANS

PROJ.	SHEET
S-1966 (1) AFB	13
CO.	RTE.
MACON	44

[illegible]