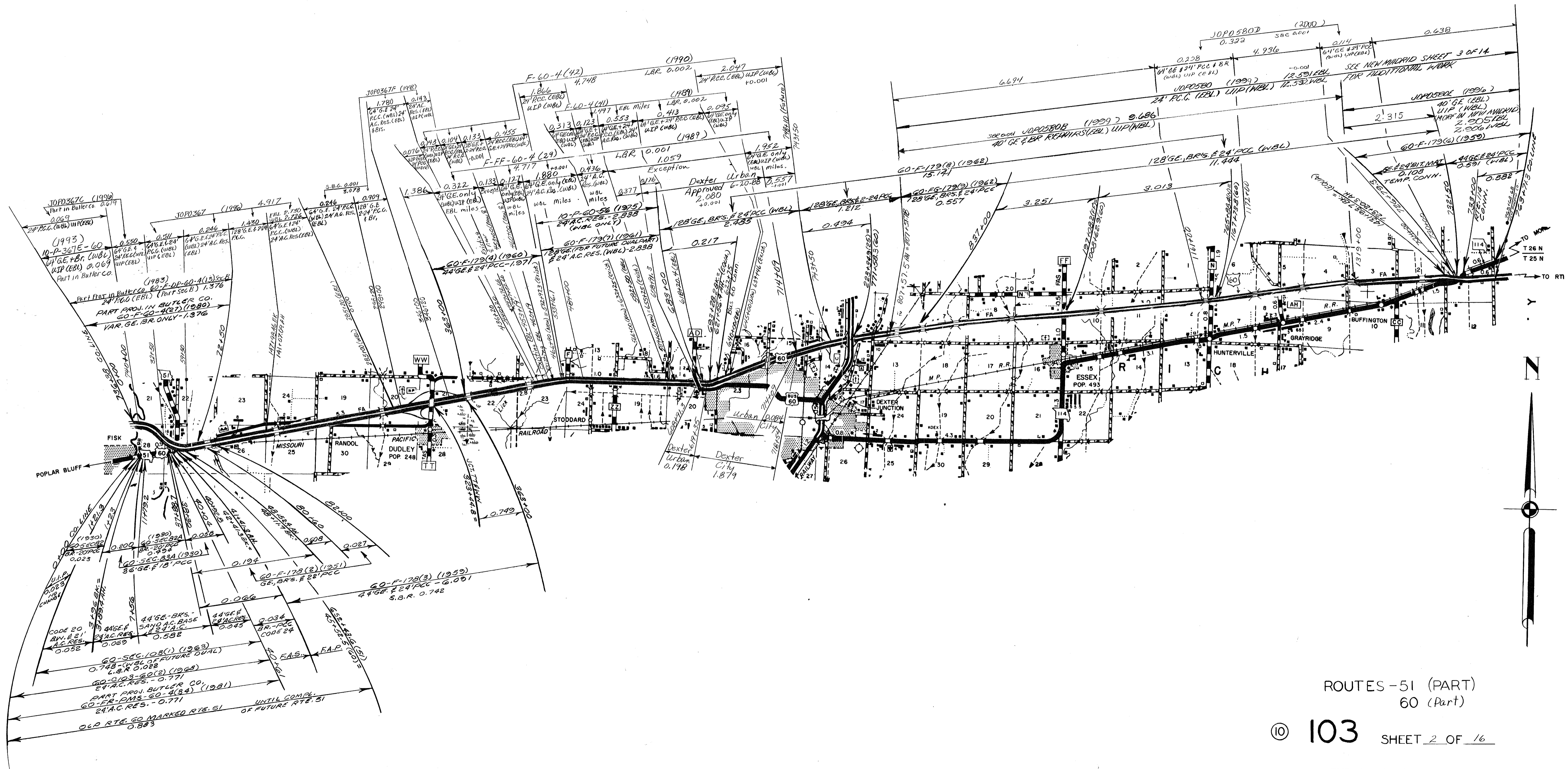


ROUTE - 25

103 SHEET 1 OF 16

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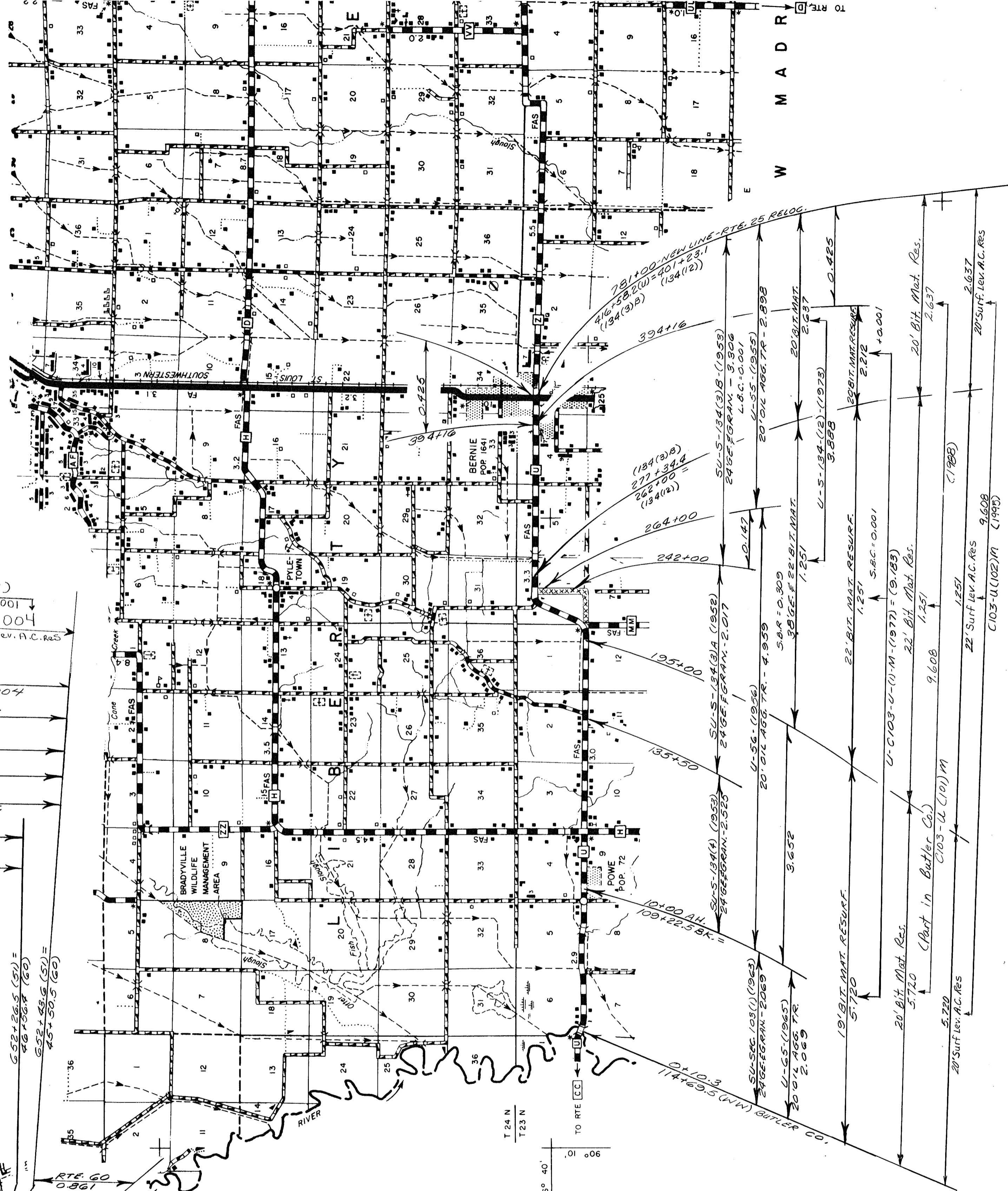


ROUTES -51 (PART)
 60 (Part)
 103 SHEET 2 OF 16
 STODDARD

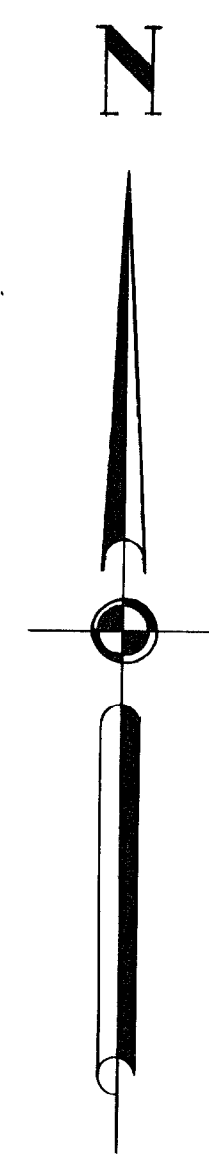


ROUTES - 51
U

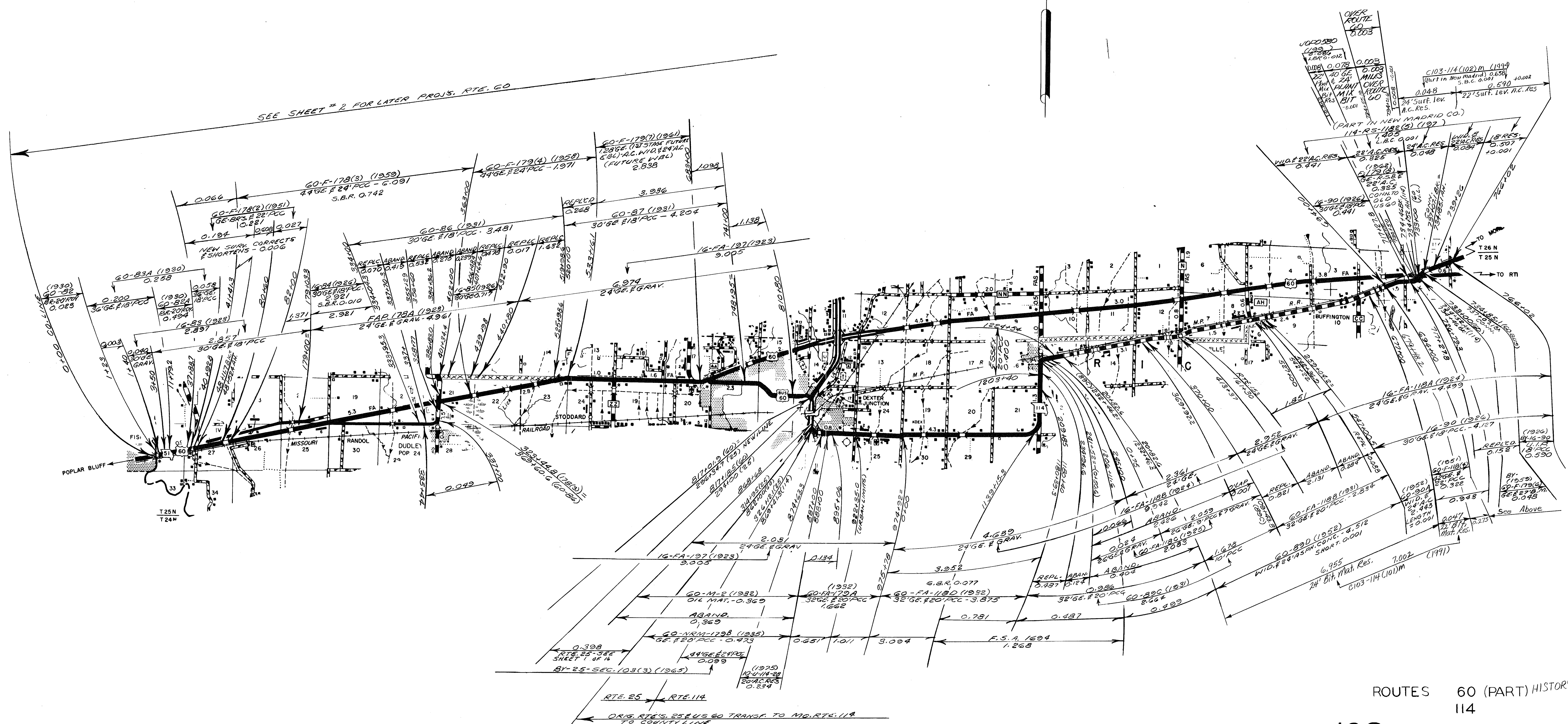
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W M A D R

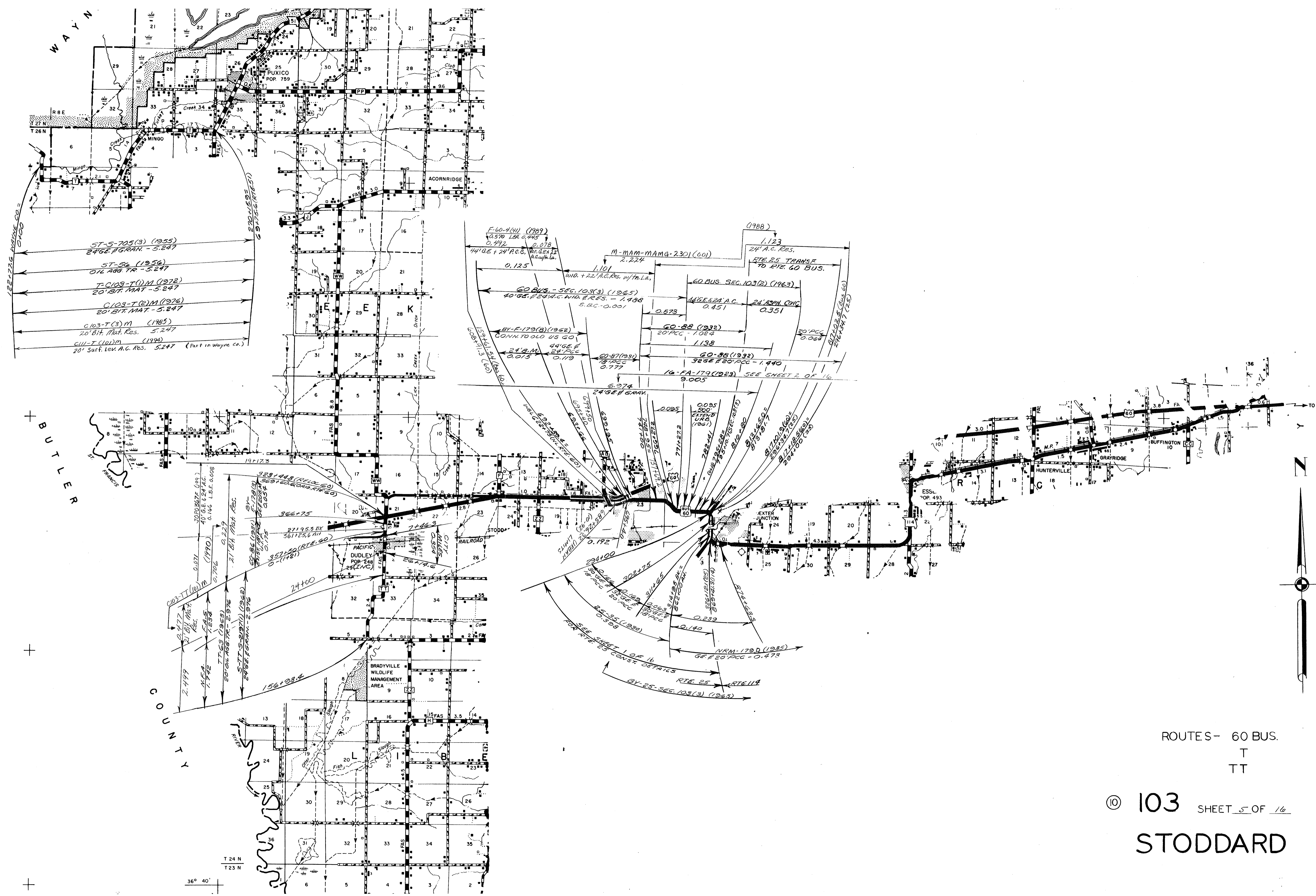


SEE SHEET # 2 FOR LATER PROJ. RTE. 60



ROUTES 60 (PART) HISTORY
114

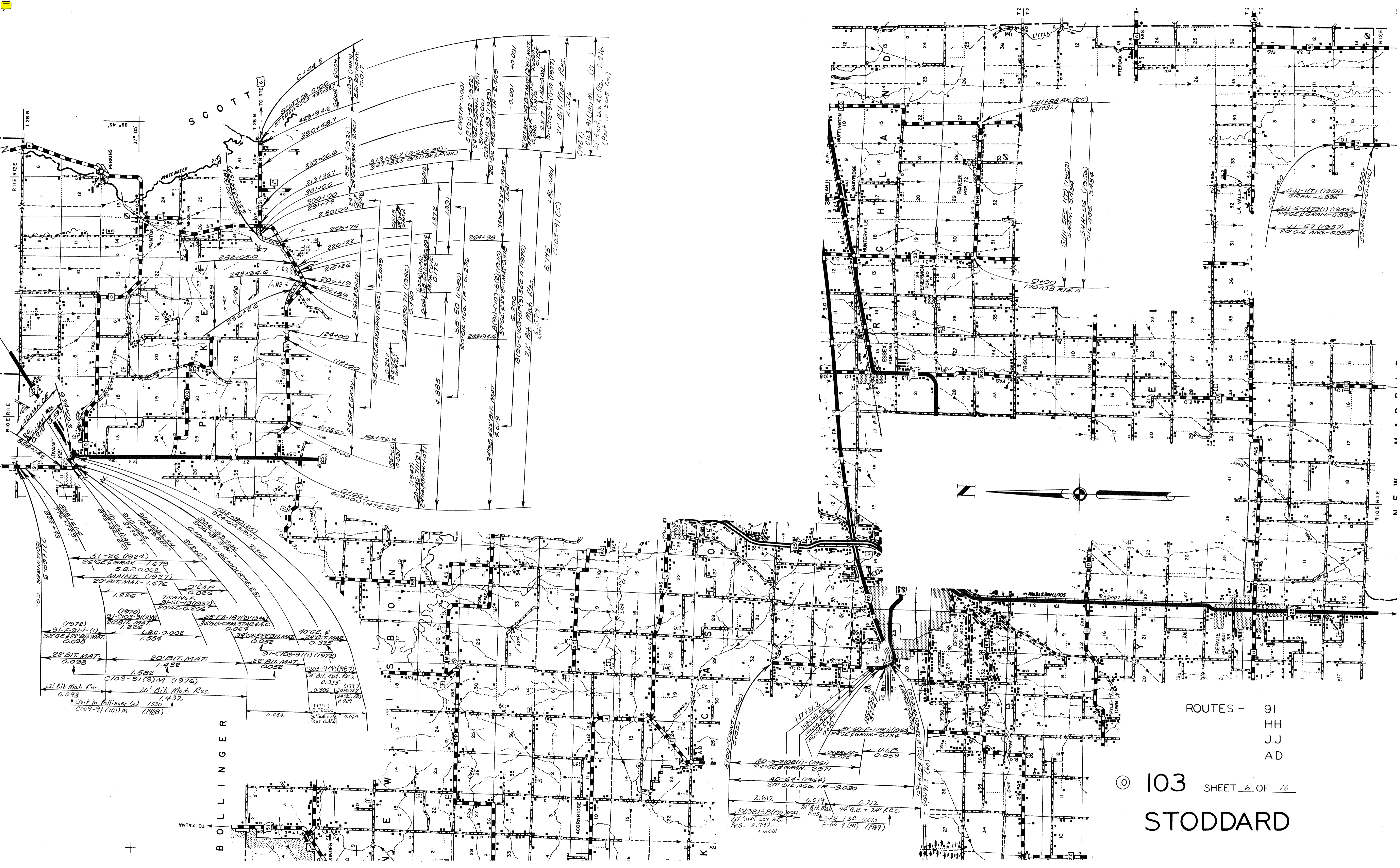
⑩ 103 SHEET 4 OF 16
STODDARD



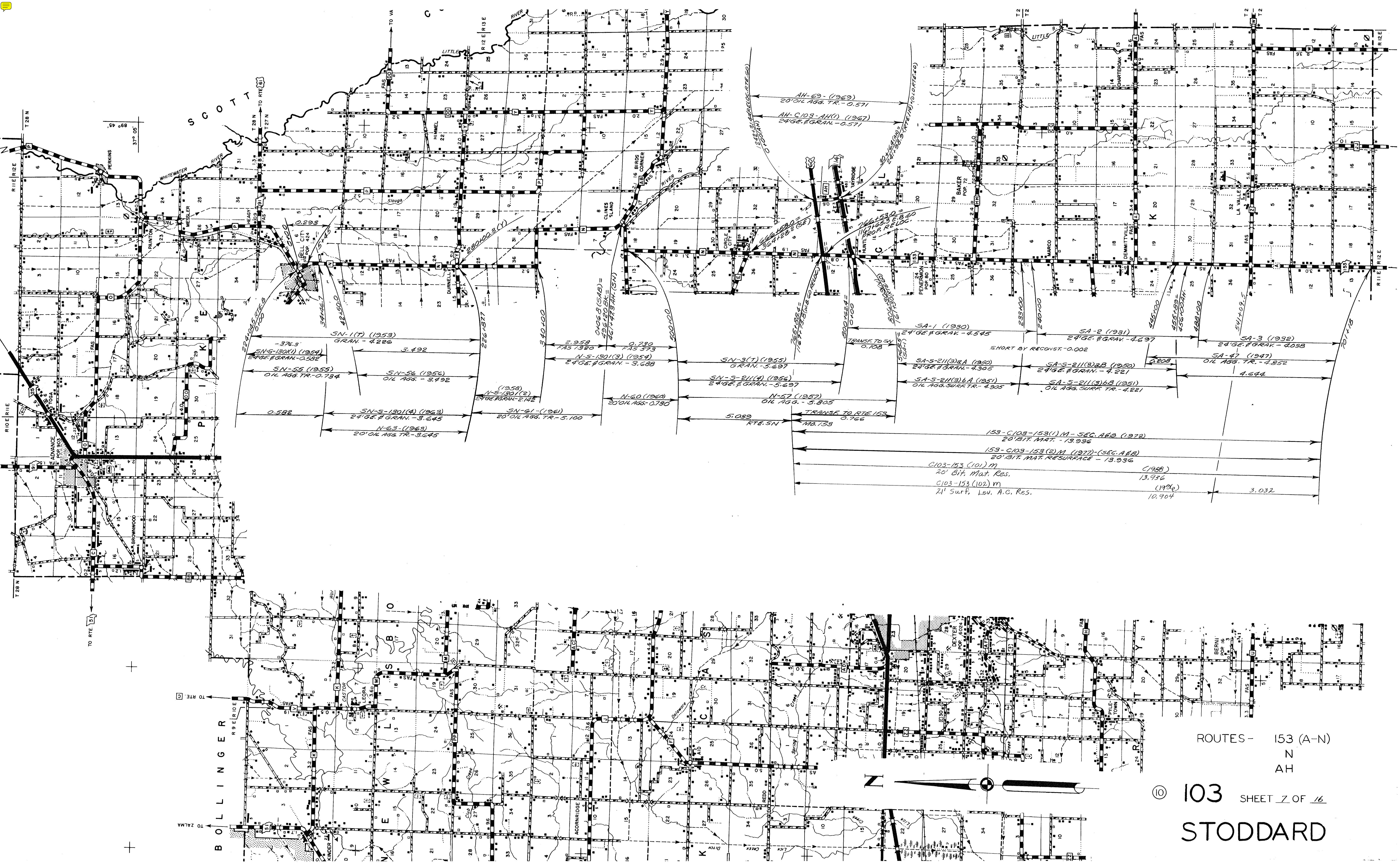
ROUTES- 60 BUS.
T
TT

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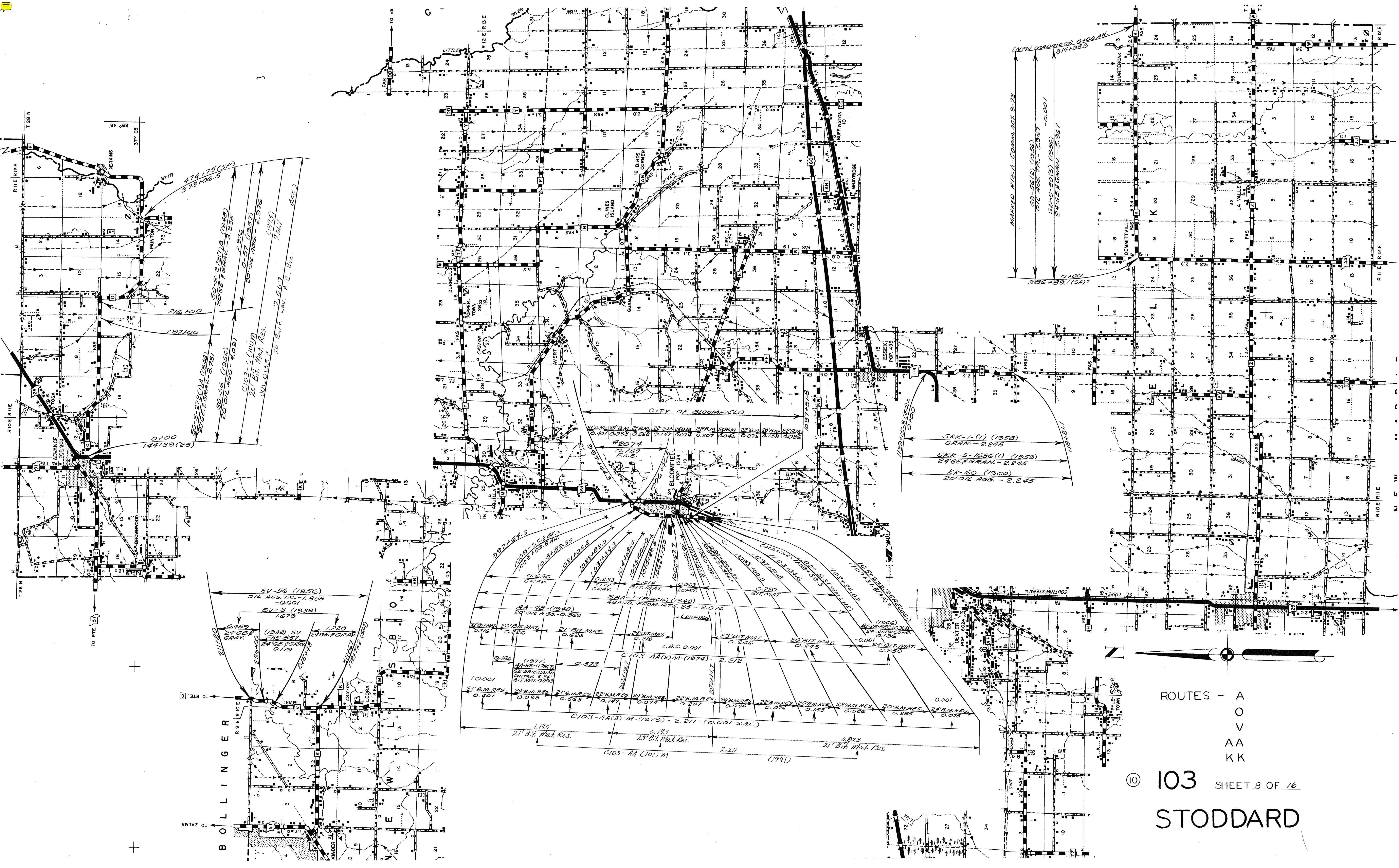
ROUTES - 91
 HH
 JJ
 AD



ROUTES- 153 (A-N)
N
AH

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MARKED RTE. A - COMM. ACT. 9-23
 SD-56(E) (1956) 0.100 AH
 012 AGG. TR. - 5.967
 SD-5-50(S) (1958) - 0.001
 2462' FGRAN. - 5.967

SKK-1-7 (1958)
 GRAN. - 2.245
 SKK-5-1686(1) (1959)
 2462' FGRAN. - 2.245
 KK-60 (1960)
 20' 0" 1/4 AGG. - 2.245

CITY OF BLOOMFIELD

21' B.M. RES. 0.411
 22' B.M. RES. 0.093
 23' B.M. RES. 0.568
 24' B.M. RES. 0.147
 25' B.M. RES. 0.074
 26' B.M. RES. 0.207
 27' B.M. RES. 0.046
 28' B.M. RES. 0.076
 29' B.M. RES. 0.153
 30' B.M. RES. 0.086

1009+05.28K
 1009+09.37K
 1018+22.30
 1021+09.2
 1023+20.0
 1031+18.5
 1044+8.4
 1052+20.0
 1062+25.8
 1067+22.0

SV-56 (1956)
 014 AGG. TR. - 1.858
 - 0.001
 SV-3 (1939)
 1.679

AA-48 (1948)
 20' 0" 1/4 AGG. - 0.869

AA-RS-1178(2)
 02' BR. ENDS IN
 CONTRA 8' 24"
 BIT. MAT. - 0.093

SAH-1 (DORCH.) (1940)
 ABAND. FROM RTE. 25 - 2.074

C103-AA(2)M-(1974) - 2.212

C103-AA(3)M-(1979) - 2.211 - (0.001 - S.E.C.)

C103-AA (101)M (1991)

21' BIT. MAT. 0.216
 21' BIT. MAT. 0.226
 21' BIT. MAT. 0.226
 23' BIT. MAT. 0.266
 20' BIT. MAT. 0.349
 24' BIT. MAT. 0.250

1.195
 21' BIT. Mat. Res.

0.193
 23' BIT. Mat. Res.

0.823
 21' BIT. Mat. Res.

474.175 (SP)
 373+06.5

SD-S-272(A) (1948)
 20' 0" 1/4 AGG. - 5.781

SD-S-272(L)B (1948)
 20' 0" 1/4 AGG. - 5.388

SD-56 (1956)
 20' 0" 1/4 AGG. - 4.091

C103-0 (101)M
 20' BIT. Mat. Res.

SD-S-272 (1993)
 7.0147
 (1967) (R.C.)

216+00
 197+00

0+00
 144+39 (25)

SV-56 (1956)
 014 AGG. TR. - 1.858
 - 0.001
 SV-3 (1939)
 1.679

1.220
 2462' FGRAN.

21' BIT. MAT. 0.226

21' BIT. MAT. 0.226

21' BIT. MAT. 0.226

23' BIT. MAT. 0.266

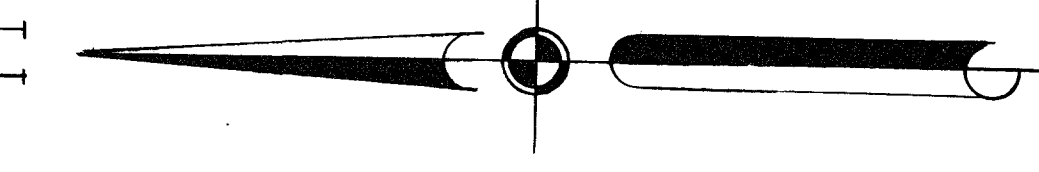
20' BIT. MAT. 0.349

24' BIT. MAT. 0.250

1.195
 21' BIT. Mat. Res.

0.193
 23' BIT. Mat. Res.

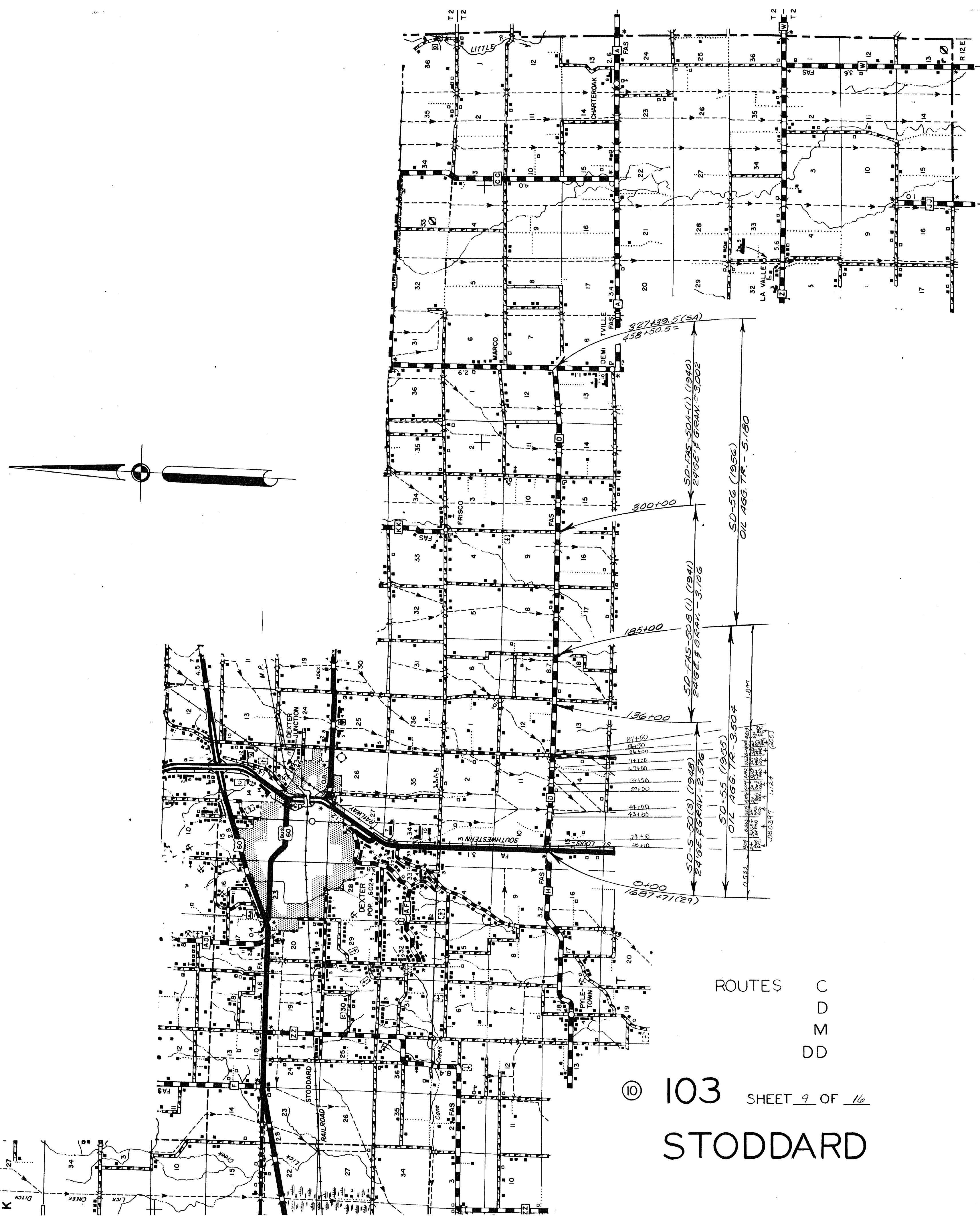
0.823
 21' BIT. Mat. Res.



ROUTES - A
 O
 V
 AA
 KK

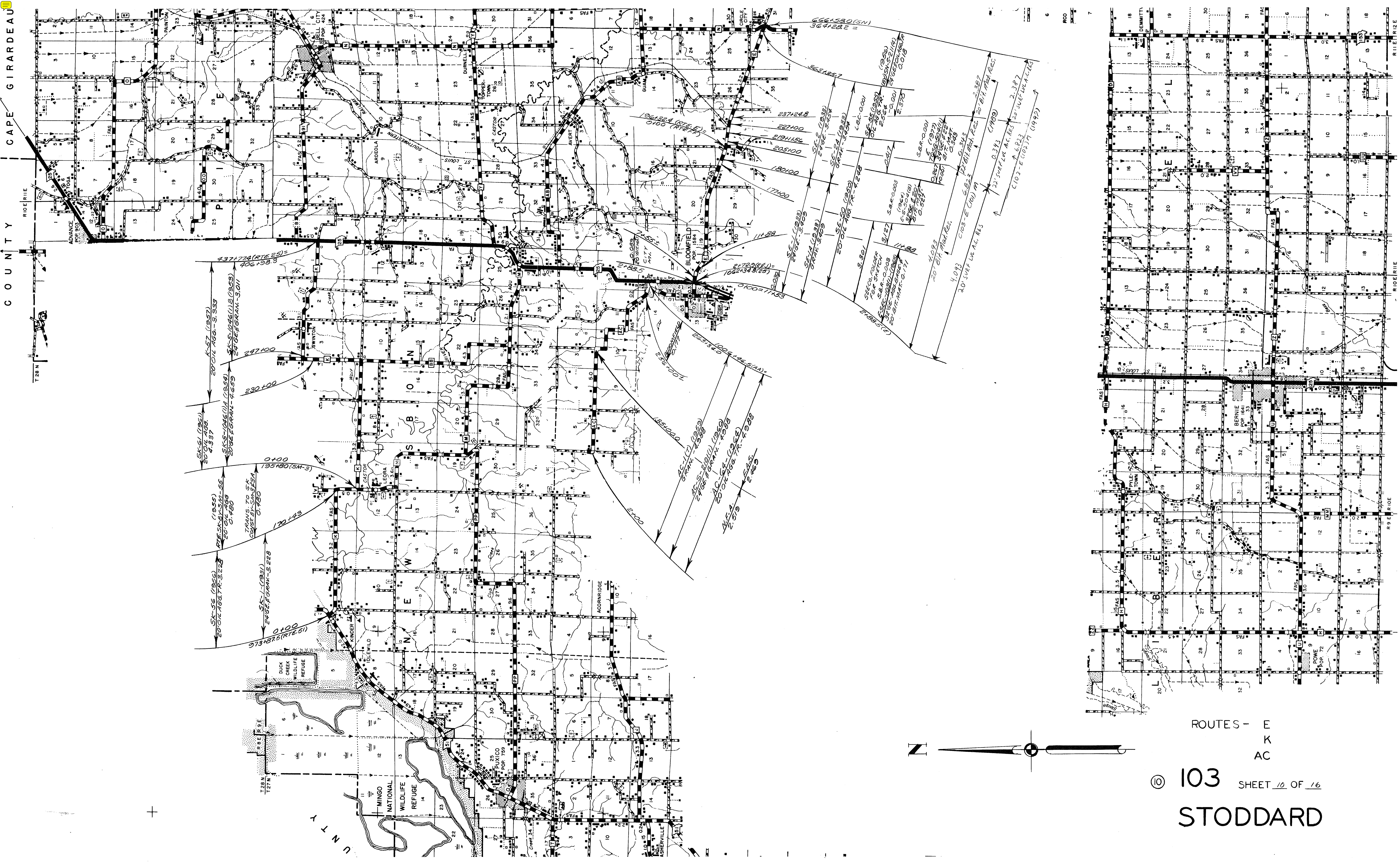
103 SHEET 8 OF 16

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ROUTES C
D
M
DD

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CAPE GIRARDEAU COUNTY

CAPE GIRARDEAU COUNTY

T 28 N

R 10 E

R 9 E

R 10 E

R 11 E

R 12 E

R 13 E

R 14 E

R 15 E

R 16 E

R 17 E

R 18 E

R 19 E

R 20 E

R 21 E

R 22 E

R 23 E

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R 292 E

R 293 E

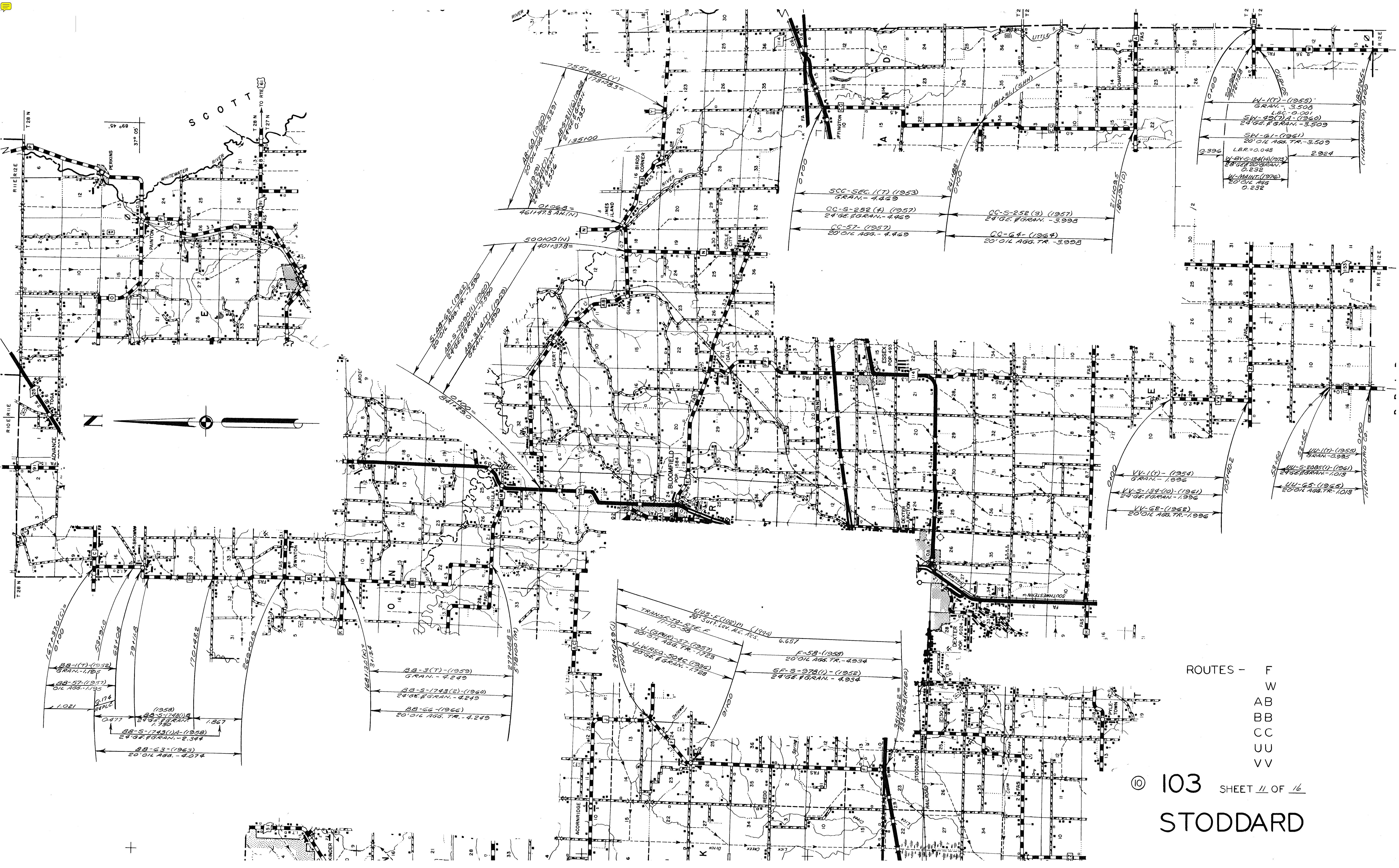
R 294 E

R 295 E

R 296 E

R 297 E

R 298 E



ROUTES - F
 W
 AB
 BB
 CC
 UU
 VV

103 SHEET 11 OF 16
 STODDARD

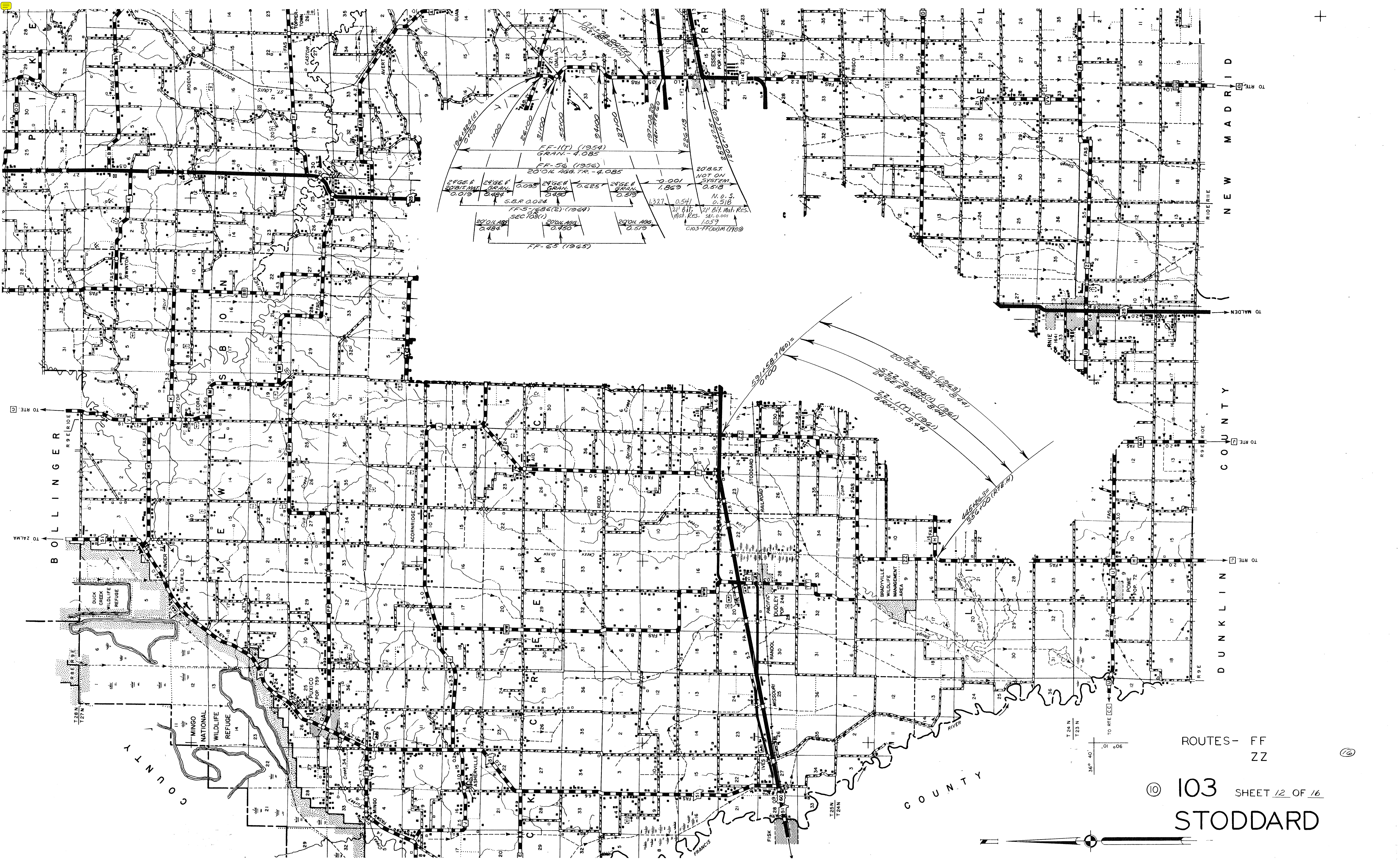
BB-1(T)-1952
 GRAN.-1,105
 BB-57(1957)
 OIL AGG.-1,195
 BB-5-1243(1A)-1958
 24' GE. #GRAN.-2,344
 BB-63-(1963)
 20' OIL AGG.-4,074
 BB-3(T)-1959
 GRAN.-4,249
 BB-5-1749(2)-1960
 24' GE. #GRAN.-4,249
 BB-66-(1966)
 20' OIL AGG. TR.-4,249

TRANSF. TO RTE. F
 7-10-58
 J-SPUR-57-(1957)
 20' OIL AGG. TR.-1,728
 J-WISSA-504C-(1964)
 20' GE. #GRAN.-1,728
 F-58-(1958)
 20' OIL AGG. TR.-4,934
 SF-5-978(1)-(1952)
 24' GE. #GRAN.-4,934

UU-1(T)-1959
 GRAN.-0,995
 UU-5-2085(1)-(1961)
 24' GE. #GRAN.-1,018
 UU-65-(1965)
 20' OIL AGG. TR.-1,018
 VV-1(T)-1954
 GRAN.-1,096
 VV-5-134(10)-(1961)
 24' GE. #GRAN.-1,996
 VV-62-(1962)
 20' OIL AGG. TR.-1,996

SCC-SEC. 1(T)-1953
 GRAN.-4,469
 CC-9-252(4)-1957
 24' GE. #GRAN.-4,469
 CC-57-(1957)
 20' OIL AGG.-4,469
 CC-5-252(3)-1957
 24' GE. #GRAN.-3,998
 CC-64-(1964)
 20' OIL AGG. TR.-3,998

W-1(T)-1955
 GRAN.-3,509
 L.R.-0.00
 SW-90(2)A-(1960)
 24' GE. #GRAN.-3,509
 SW-61-(1961)
 20' OIL AGG. TR.-3,509
 L.R.-0.048
 W-8V-5-184(10)1972
 28' GE. #GRAN.-0,238
 W-MOUNT-(1976)
 20' OIL AGG
 0.232



10633(1) 0.000
 1000
 26500
 31100
 35100
 34000
 32100
 19710A 20
 19710B 20
 19710C 20
 226519
 253125
 126071(60)
 FF-117 (1954)
 GRAN-4.085
 FF-56 (1956)
 20' OIL AGG. TR. - 4.085
 2466 & 2467 MAT. 0.019
 2466 & 2467 GRAN. 0.484
 0.085
 2466 & 2467 GRAN. 0.625
 2466 & 2467 GRAN. 0.518
 0.001
 1.869
 1327
 0.54
 N.O.S.
 0.518
 21 B.H. Mat. Res.
 385,000
 1,059
 1103-FF(60)M (1989)

50158.7 (60)
 0.000
 22-69 (1943)
 20' OIL AGG. TR. - 8.44
 522-5-1940 (1944)
 2466 & 2467 GRAN. 8.44
 22-171 (1944)
 GRAN-8.44
 4451233
 366100 (REV.)

ROUTES- FF
 ZZ

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T 24 N
 T 23 N
 36° 40'



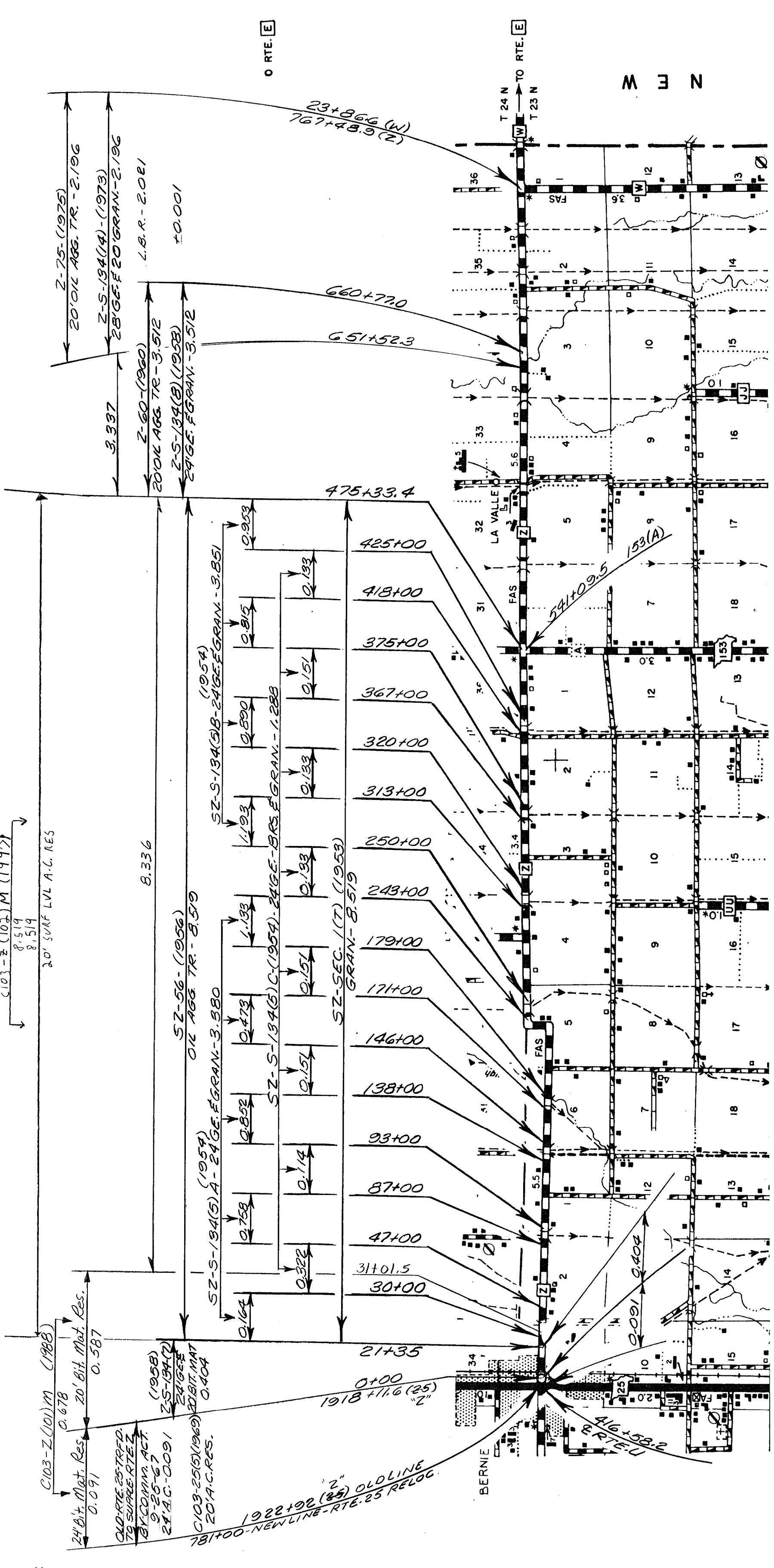
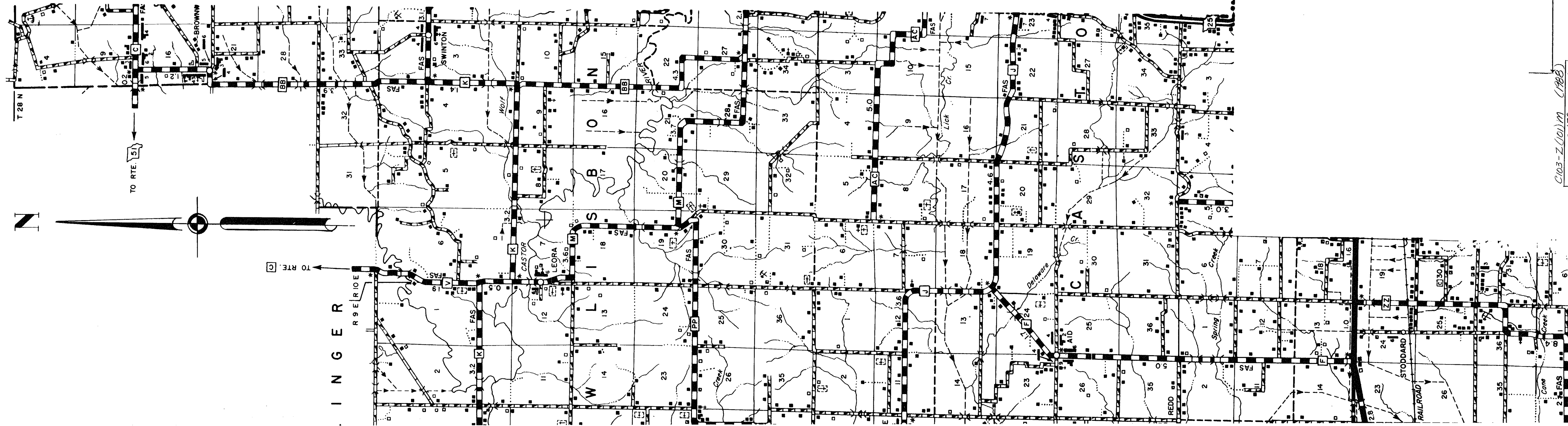
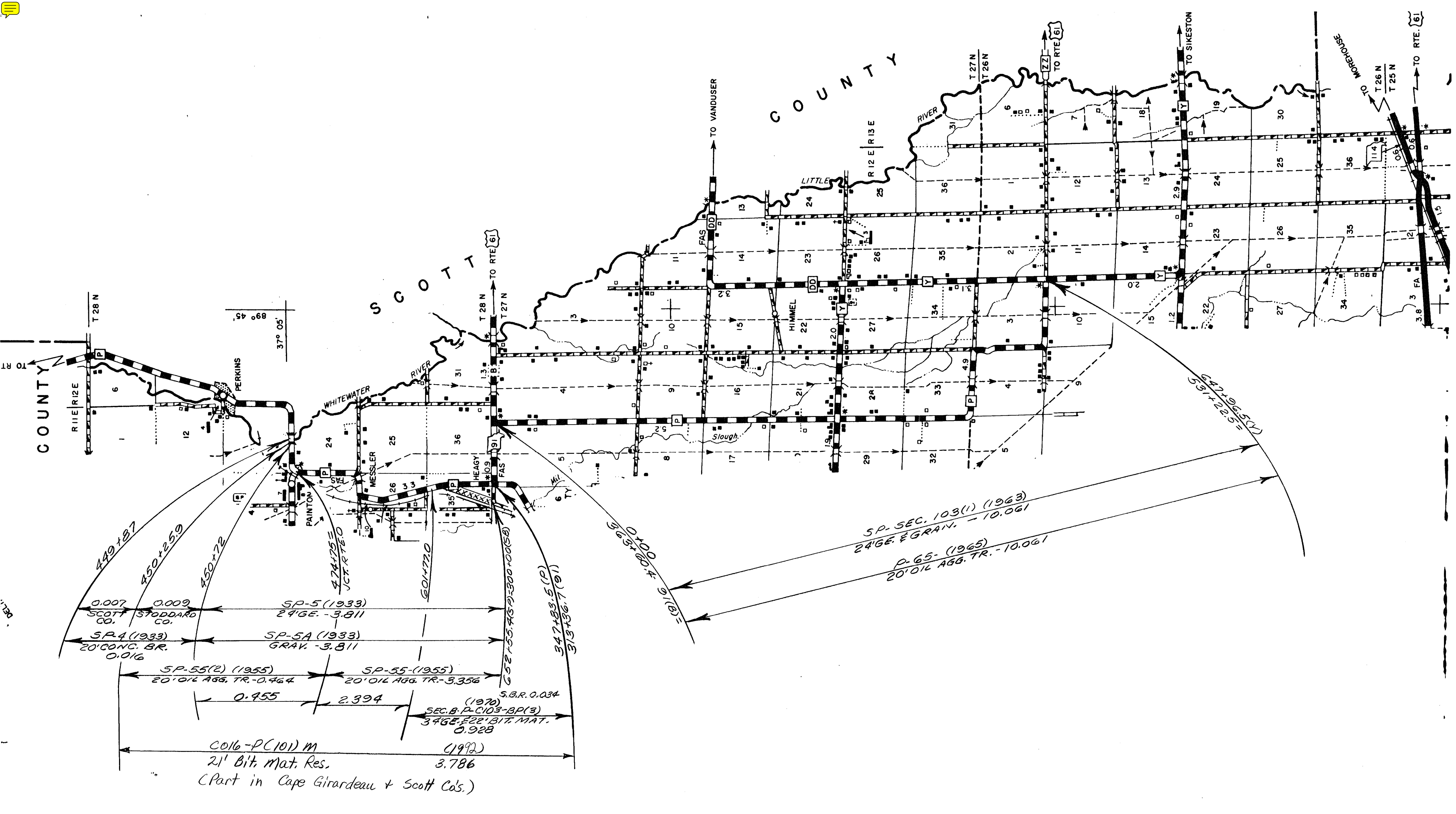


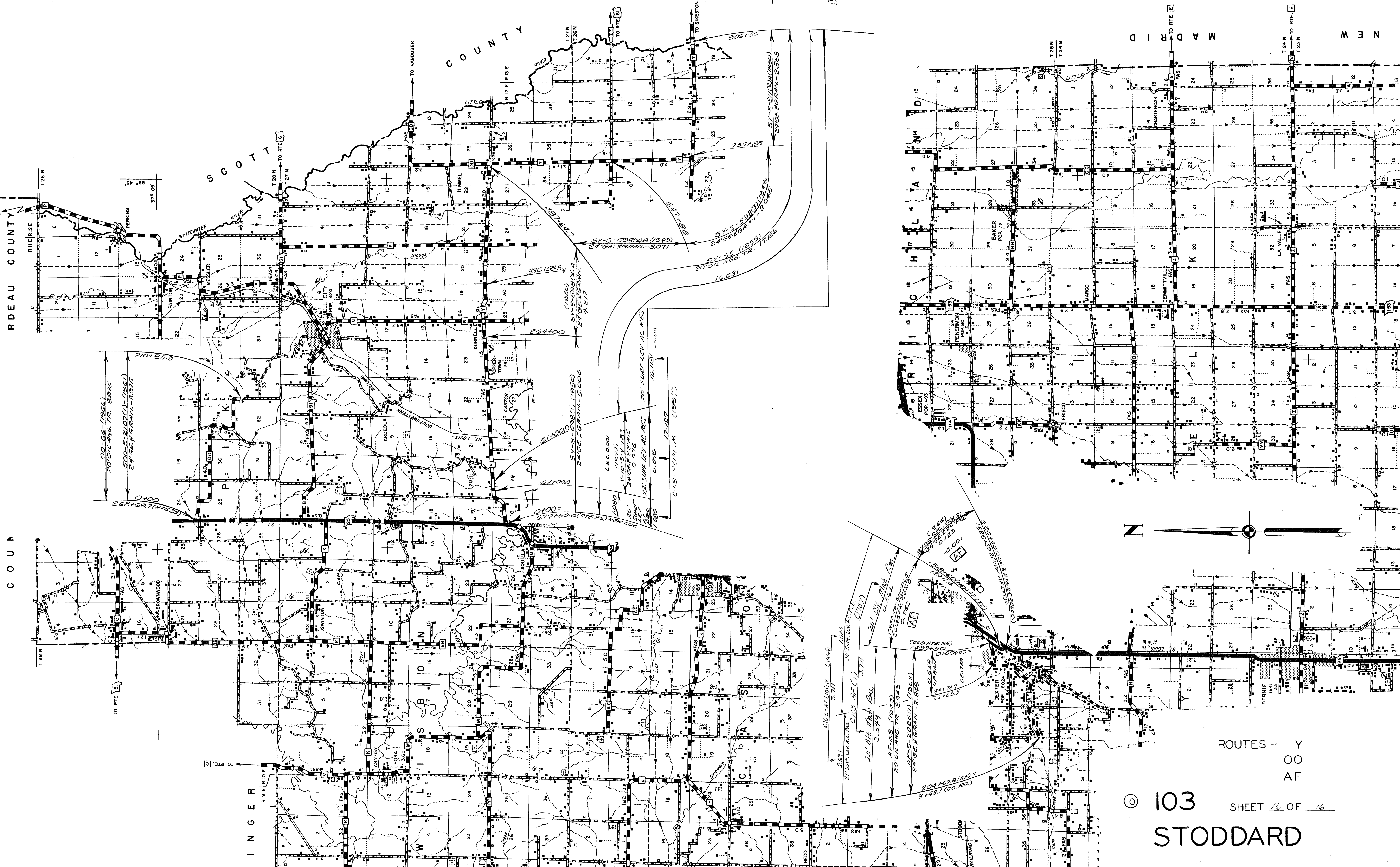
C103-J(103)M
 20' B/H Mat. Res. (1992)
 14,883
 C103-J-C4) M Sec A+B
 20' B/H Mat. Res. (1985)
 14,883

172+78.00 (FF)
 102+85.30 (NN)
 NN-17 (1954)
 GRAN-1967
 NN-18 (1956-57) (1961)
 24' GE. FORAN-1967
 NN-62 (1962)
 20' 0" L. AGG. TR-7-1967
 0100.00
 1062+95 (AA)
 0100 =
 1073+70.5 (AA)
 0100 =
 211.41
 264+100
 274+799
 293+1270
 306+100
 316+100
 356+100
 600+100
 677+100
 1538
 SU-54 (1964)
 0% AGG. TR-3-677
 SU-FAS-504D (1962)
 24' GE. FORAN-4-802
 SU-FAS-504B (1963)
 24' GE. FORAN-7-742
 SU-FAS-504C (1963)
 24' GE. FORAN-4-802
 SU-FAS-504E (1963)
 24' GE. FORAN-3-537
 786+86.5 (S)
 184+58.8 (S)
 SU-50 (1967) (1963)
 24' GE. FORAN-3-546
 U-55 (1965)
 20' 0" L. AGG. TR-3-546
 C103-J(103)M
 20' B/H Mat. Res. (1989)
 C103-J(103)M
 20' B/H Mat. Res. (1994)
 20' Surf. Lev. Ac. Res. 3-546
 195+182 (RT-51)
 187+20.8 (S)
 0100 (SU)
 1037632 (ST)

1689+180 (S)
 0100
 H-57 (1957)
 0% AGG. TR-3-592
 SH-2A (1959)
 GRAN-3-355
 SH-2 (1959)
 20' GE. 3-355
 173+50
 184+100
 360+100
 SH-5-134(G) (1957)
 24' GE. FORAN-G-391
 H-60 (1960)
 20' 0" L. AGG. TR.-G-391
 6291+427
 0100 SH DUKC RT

ROUTES - H
 J
 NN





RIDEAU COUNTY

COUNTY

INGER

SCOTT

COUNTY

WILSON

STODDARD

CHILLICOTHE

MADRID

NEW

00-56-(1956)
20'01/4 AGG. TR. - 5975
500-S-5107(L)-(1956)
24 GE. F. GRAN. - 5975

0100
268+69.7 (RTE 25)

264+00

330+58.54

57+000

0100 =
677+50.0 (RTE 25) NEW LOC.

1080
4.8 C. 0.001
(1977)
Y-1-152-188
34 GE. F. GRAN. - 1080
22' SURF. LEV. AC RES.
12.081 - 0.001
12.287
C103-4(101)M (1997)

16,031
5Y-55 (1969)
20'01/4 AGG. TR. - 17,066

755+88
5Y-S-211(2)(1990)
24 GE. F. GRAN. - 2853

204+72 (AP) =
3+49.1 (OO. RD.)

20' B.H. (M.A.) RES.
3,349

AF-69-(1969)
20'01/4 AGG. TR. - 3,949

AF-S-2086(L)-(1952)
24 GE. F. GRAN. - 3,949

ROUTES - Y
OO
AF

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