

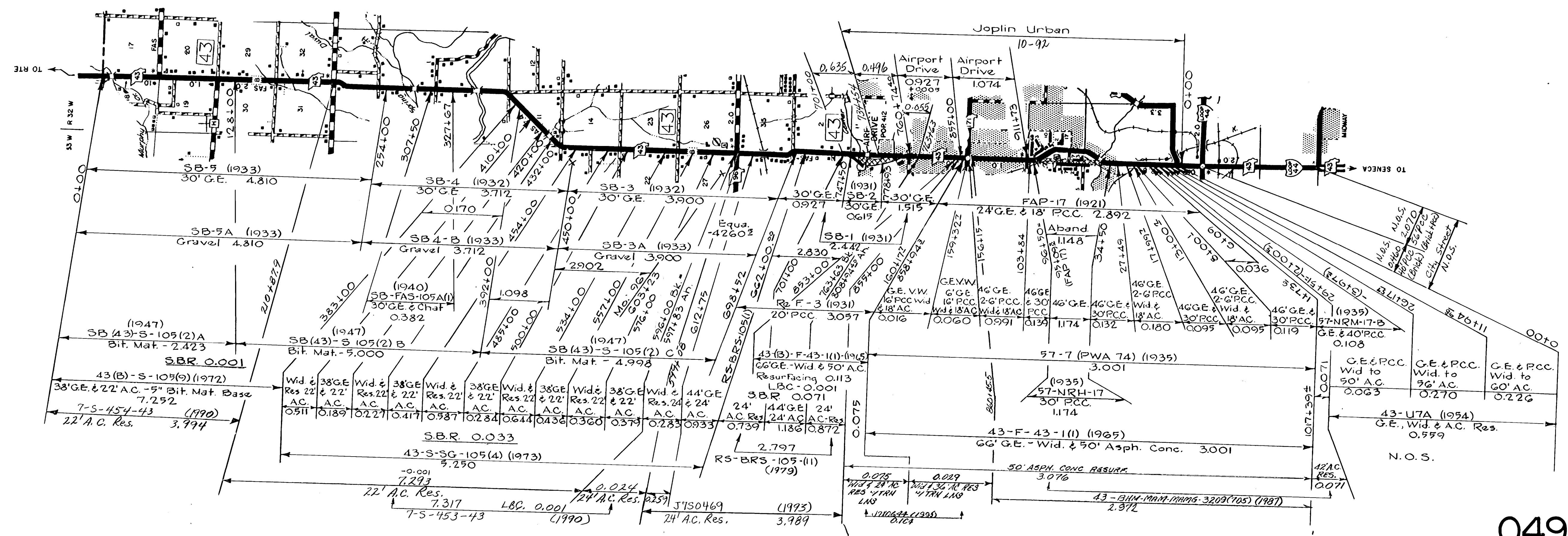
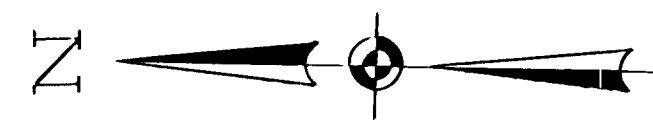
049

ROUTE: 37

JASPER

SHEET 1 OF 16

⑦



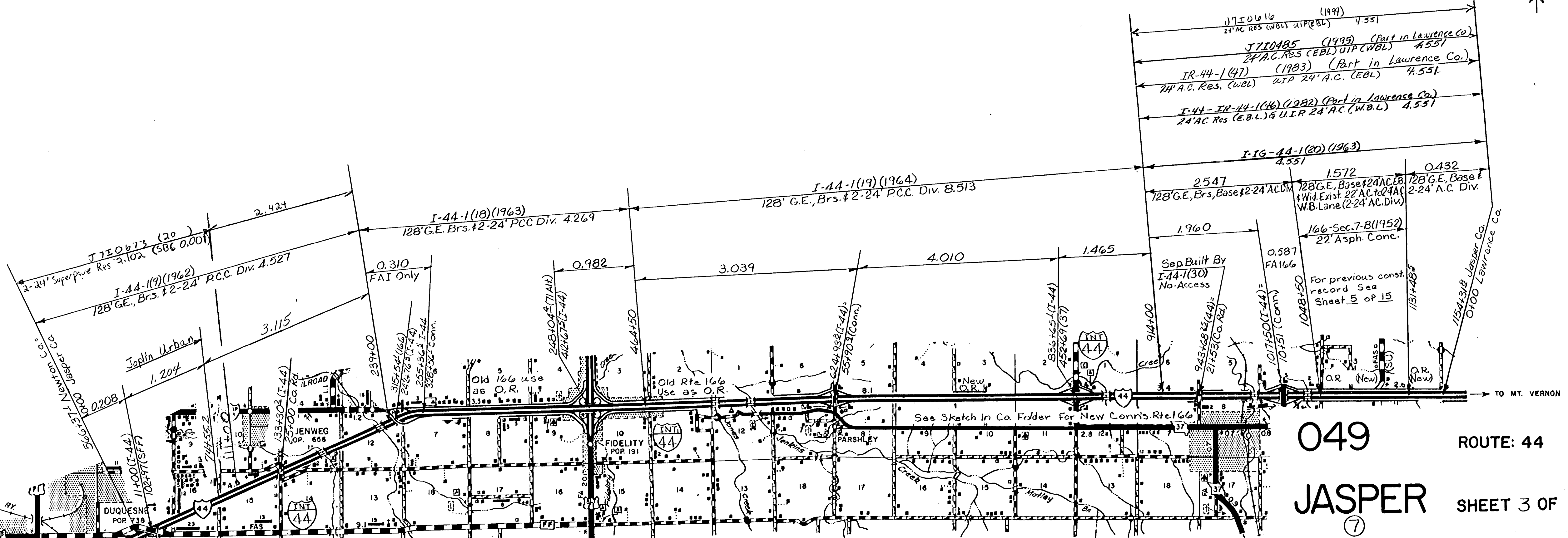
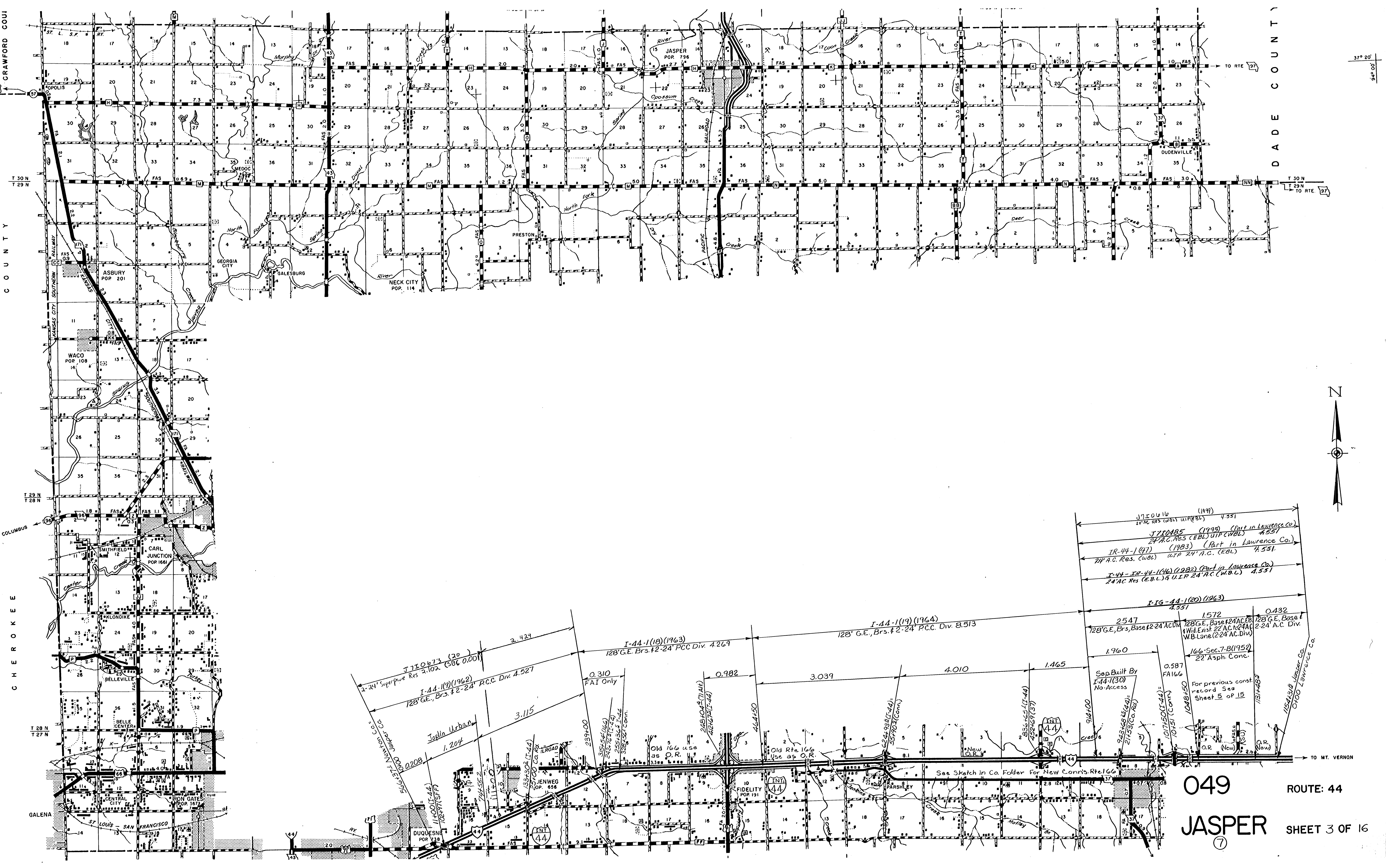
049

ROUTE: 43

JASPER

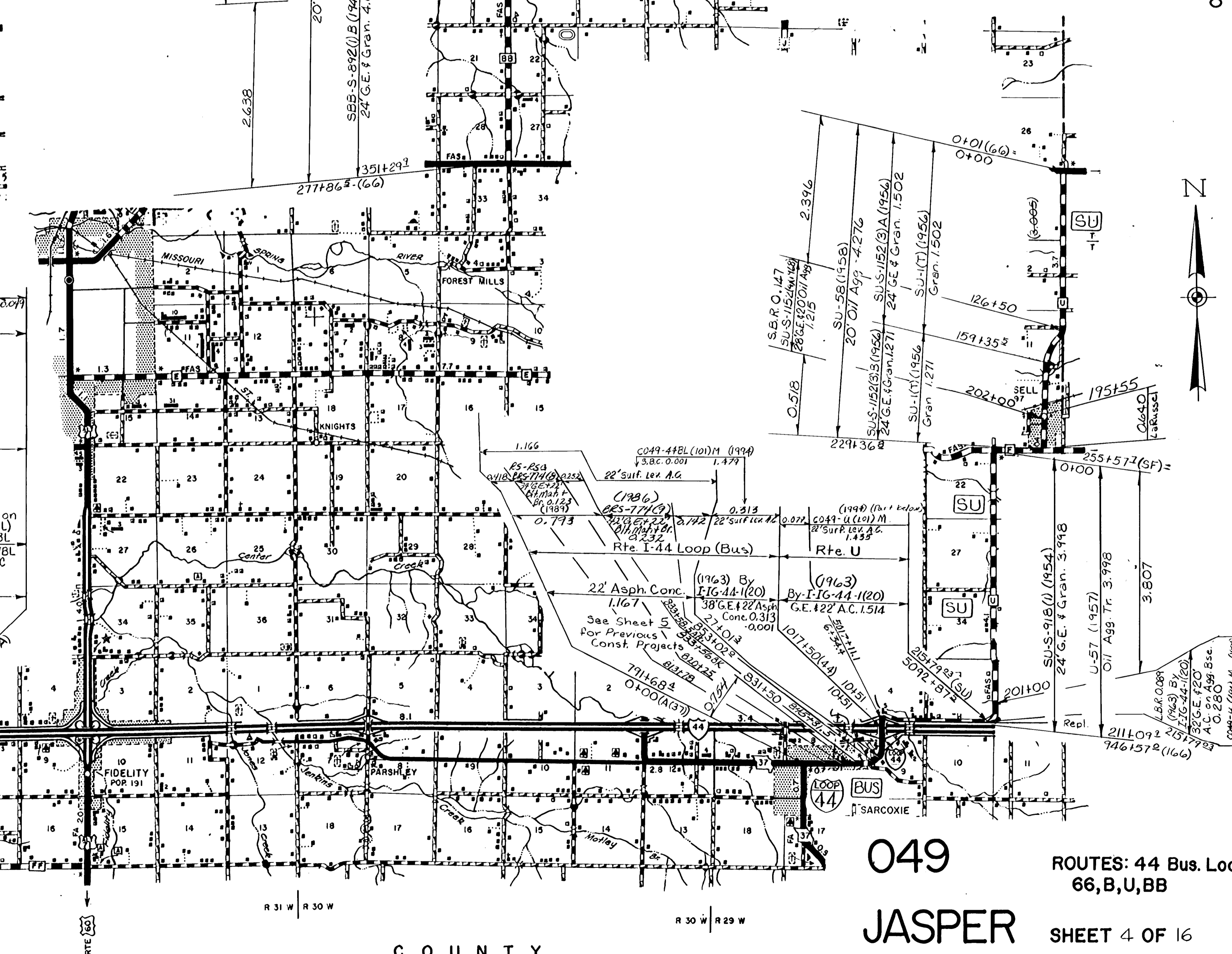
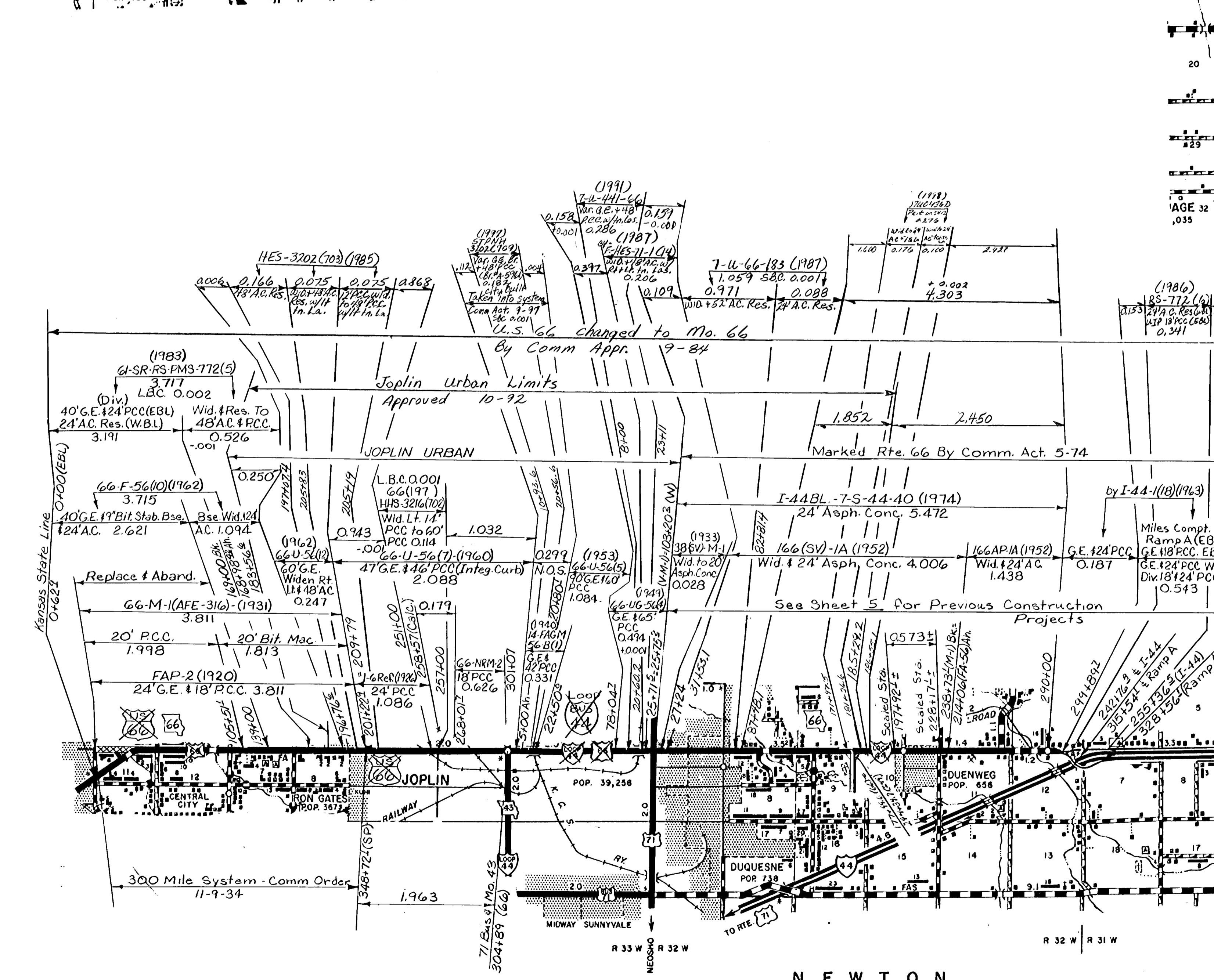
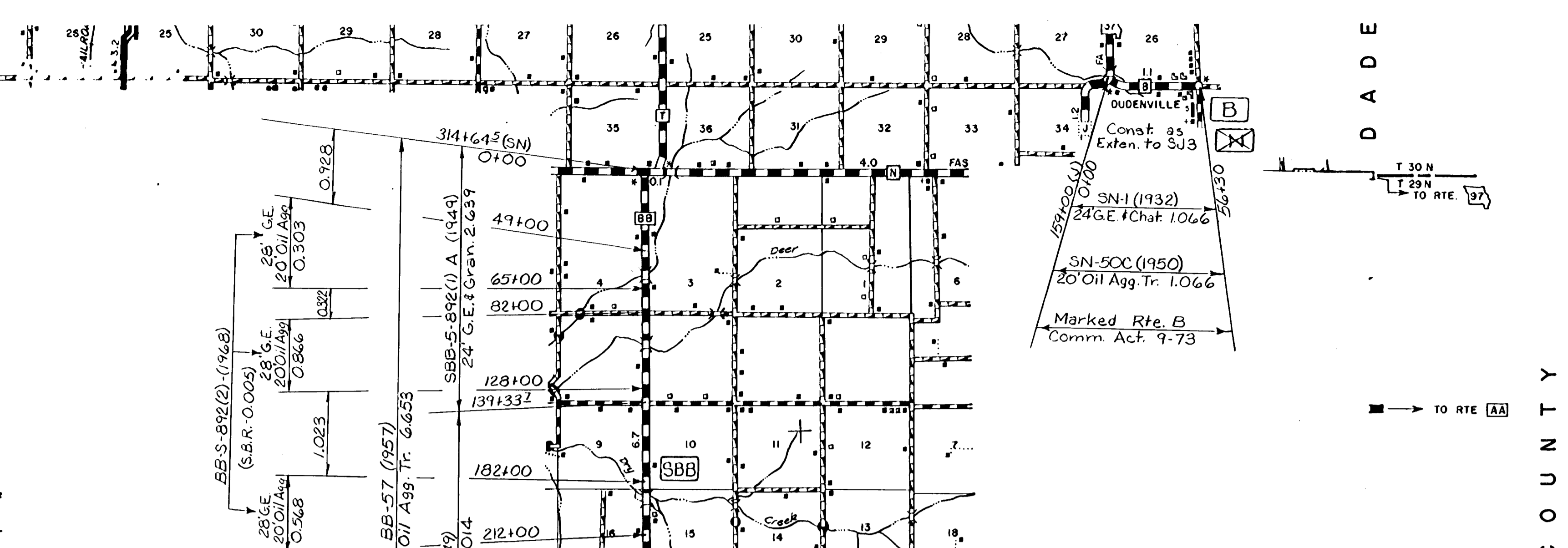
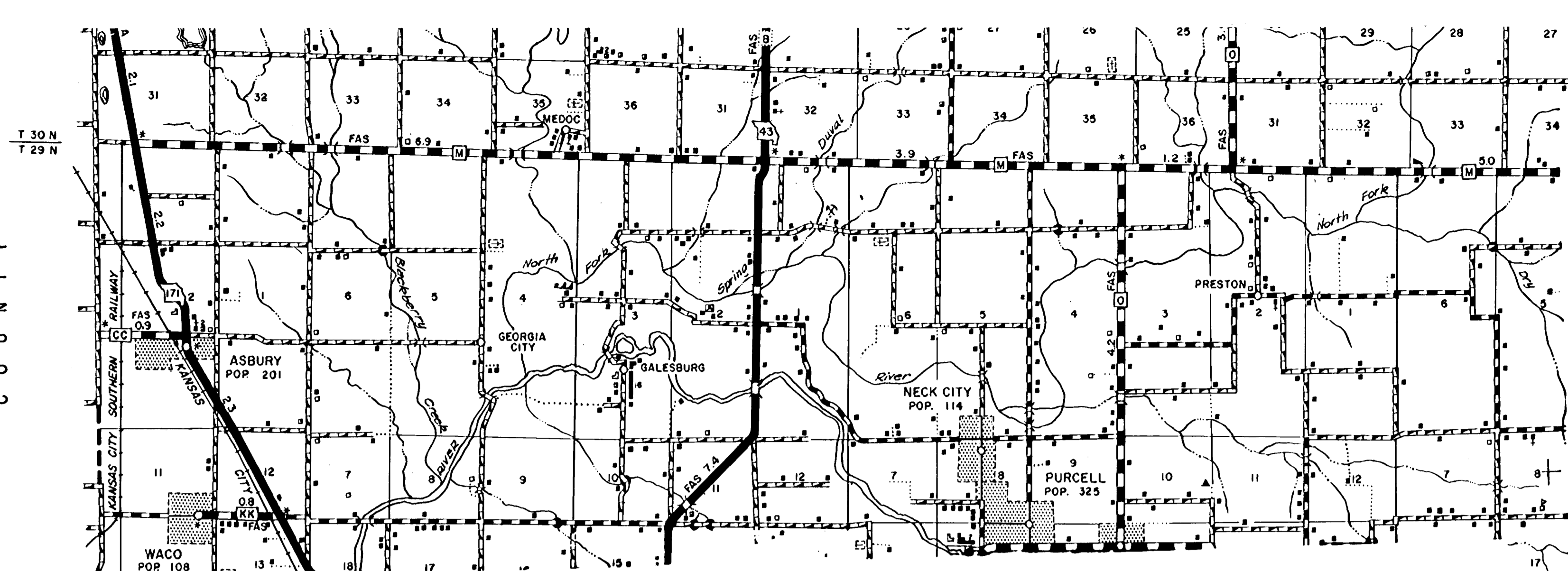
SHEET 2 OF 16

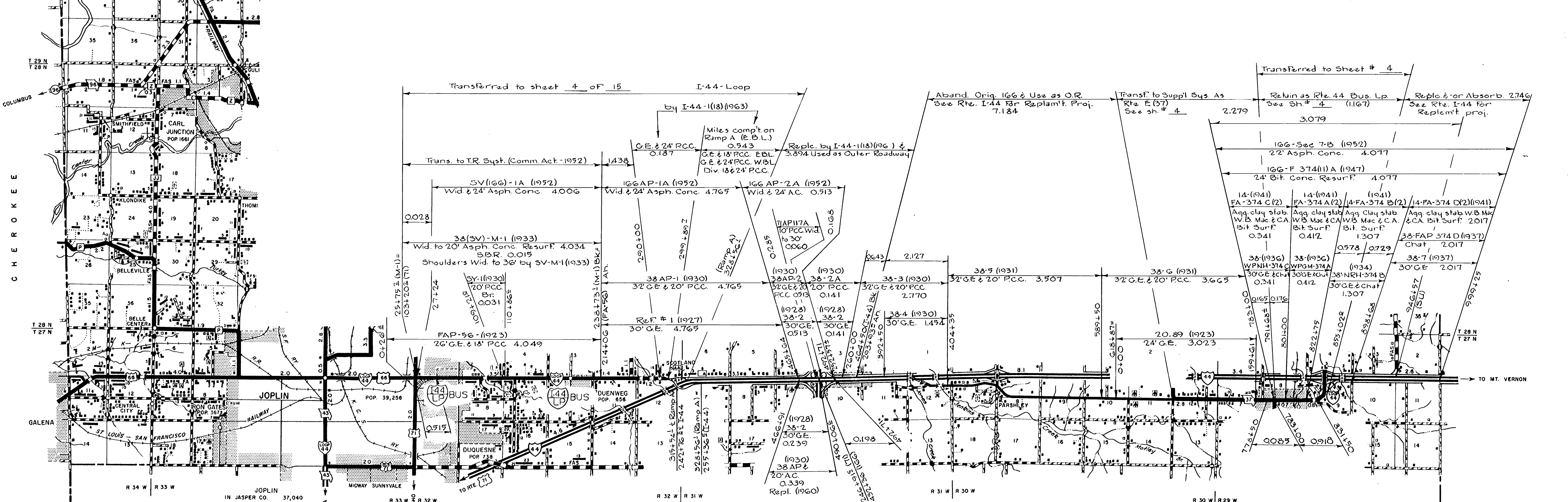
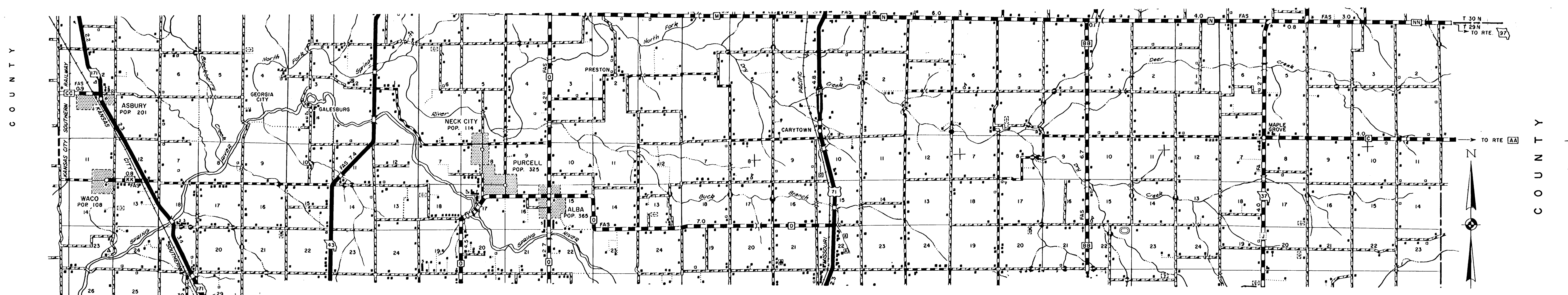
7



- J710616 (1991) 4.551
24' AC RES (WBL) UTP (EBL)
- J710485 (1995) (Part in Lawrence Co.) 4.551
24' AC RES (EBL) UTP (WBL)
- IR-44-1(47) (1983) (Part in Lawrence Co.) 4.551
24' AC RES (WBL) UTP 24' A.C. (EBL)
- I-44-IR-44-1(46) (1982) (Part in Lawrence Co.) 4.551
24' AC RES (EBL) 1/4 UTP 24' A.C. (WBL)
- I-16-44-1(20) (1963) 4.551
- 1572 0.432
128' G.E. Base #24 AC Div. 128' G.E. Base #24 AC Div.
- 0.432
128' G.E. Base #24 AC Div. 128' G.E. Base #24 AC Div.
- 166' Sec. 7-B (1952) 22' Asph. Conc.
For previous const. record see Sheet 5 of 15
- 0.587 FAI 166
- 1048.50
- 101750 (I-44) 10151 (Conn.)
- 11517483
- 11517483 Jasper Co. Lawrence Co.

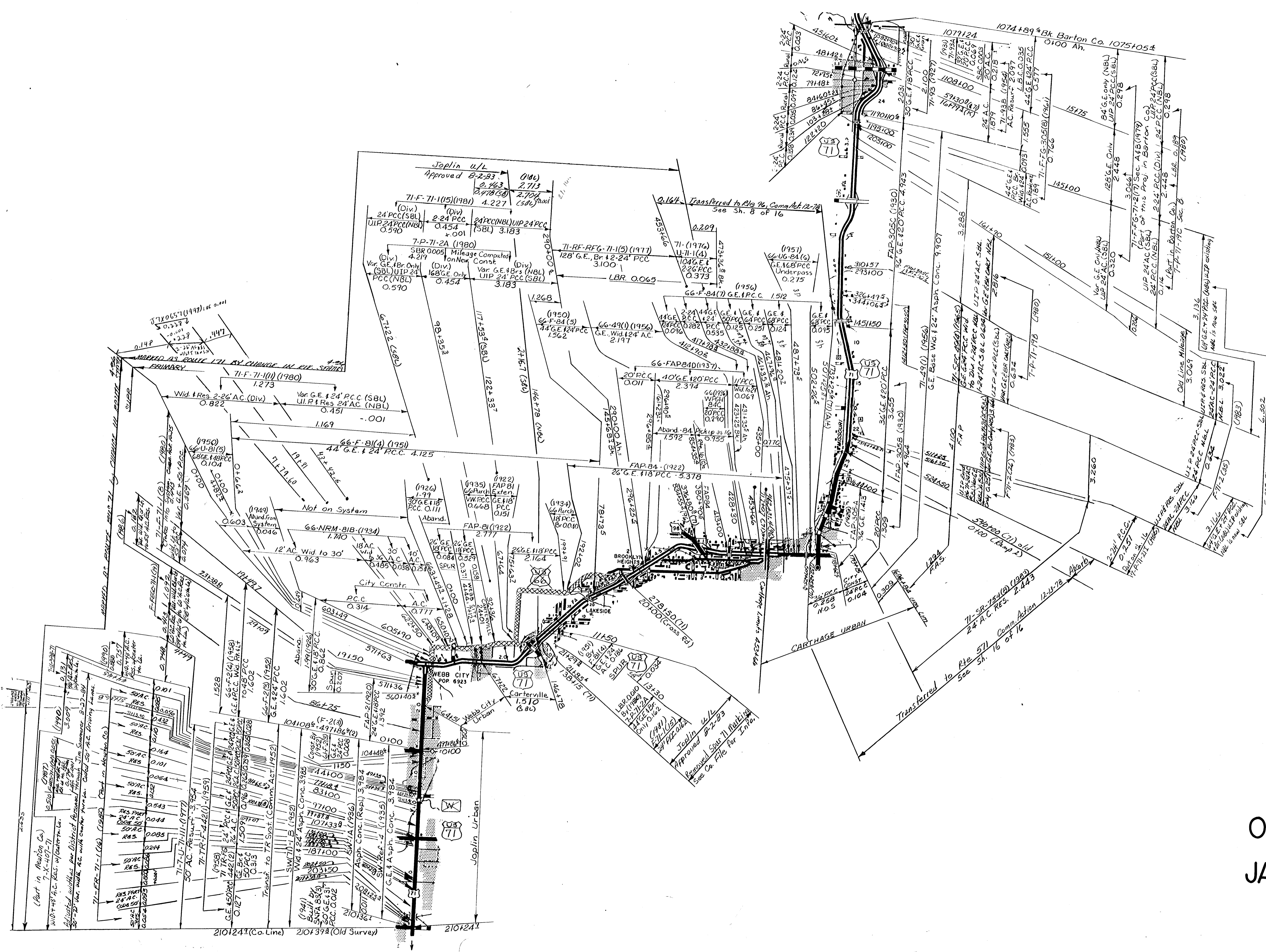
049 ROUTE: 44
 JASPER SHEET 3 OF 16
 ⑦





Stationing	Description	Material / Notes
1438	Trans. to T.R. Syst. (Comm. Act. -1952)	
0028	SV(166)-1A (1952)	Wid. & 24' Asph. Conc. 4.006
0028	38(SV)-M-1 (1933)	Wid. to 20' Asph. Conc. Resurf. 4.034 SBR. 0.015 Shoulders Wid. to 36' by SV-M-1(1933)
290+00	SV-1(1930)	20' P.C.C. B.F. 0031
299+89.2	38AP-1 (1930)	32' G.E. & 20' P.C.C. 4.765
299+89.2	38AP-2 (1930)	32' G.E. & 20' P.C.C. 0.913
299+89.2	38-2A (1930)	30' G.E. 0.141
299+89.2	38-2 (1928)	30' G.E. 0.513
299+89.2	38-3 (1930)	32' G.E. & 20' P.C.C. 2.770
299+89.2	38-4 (1930)	30' G.E. 1.494
299+89.2	38-5 (1931)	32' G.E. & 20' P.C.C. 3.507
299+89.2	38-6 (1931)	32' G.E. & 20' P.C.C. 3.665
299+89.2	20.89 (1923)	24' G.E. 3.023
299+89.2	106-Sec 7-B (1952)	22' Asph. Conc. 4.077
299+89.2	106-F 374(1)A (1947)	24' Bit. Conc. Resurf. 4.077
299+89.2	14-(1941) FA-374 C(2)	Agg. clay slab W.B. Mac & C.A. Bit Surf. 0.341
299+89.2	14-(1941) FA-374 A(2)	Agg. clay slab W.B. Mac & C.A. Bit Surf. 0.412
299+89.2	14-FA-374 B(2)	Agg. Clay slab W.B. Mac & C.A. Bit Surf. 1.307
299+89.2	14-FA-374 D(2)(1941)	Agg. clay slab W.B. Mac & C.A. Bit Surf. 2.017
299+89.2	38-FAP 374 D (1937)	Chat 2.017
299+89.2	38-7 (1937)	30' G.E. 2.017
299+89.2	38-(1936) WPNH-374 C	30' G.E. & chat 1.307
299+89.2	38-(1936) WPGM-374 A	30' G.E. & chat 1.307
299+89.2	38-NRH-374 B	30' G.E. & chat 1.307
299+89.2	38-10 (1934)	30' G.E. & chat 1.307
299+89.2	38-11 (1934)	30' G.E. & chat 1.307
299+89.2	38-12 (1934)	30' G.E. & chat 1.307
299+89.2	38-13 (1934)	30' G.E. & chat 1.307
299+89.2	38-14 (1934)	30' G.E. & chat 1.307
299+89.2	38-15 (1934)	30' G.E. & chat 1.307
299+89.2	38-16 (1934)	30' G.E. & chat 1.307
299+89.2	38-17 (1934)	30' G.E. & chat 1.307
299+89.2	38-18 (1934)	30' G.E. & chat 1.307
299+89.2	38-19 (1934)	30' G.E. & chat 1.307
299+89.2	38-20 (1934)	30' G.E. & chat 1.307
299+89.2	38-21 (1934)	30' G.E. & chat 1.307
299+89.2	38-22 (1934)	30' G.E. & chat 1.307
299+89.2	38-23 (1934)	30' G.E. & chat 1.307
299+89.2	38-24 (1934)	30' G.E. & chat 1.307
299+89.2	38-25 (1934)	30' G.E. & chat 1.307
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299+89.2	38-27 (1934)	30' G.E. & chat 1.307
299+89.2	38-28 (1934)	30' G.E. & chat 1.307
299+89.2	38-29 (1934)	30' G.E. & chat 1.307
299+89.2	38-30 (1934)	30' G.E. & chat 1.307
299+89.2	38-31 (1934)	30' G.E. & chat 1.307
299+89.2	38-32 (1934)	30' G.E. & chat 1.307
299+89.2	38-33 (1934)	30' G.E. & chat 1.307
299+89.2	38-34 (1934)	30' G.E. & chat 1.307
299+89.2	38-35 (1934)	30' G.E. & chat 1.307
299+89.2	38-36 (1934)	30' G.E. & chat 1.307
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299+89.2	38-38 (1934)	30' G.E. & chat 1.307
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299+89.2	38-47 (1934)	30' G.E. & chat 1.307
299+89.2	38-48 (1934)	30' G.E. & chat 1.307
299+89.2	38-49 (1934)	30' G.E. & chat 1.307
299+89.2	38-50 (1934)	30' G.E. & chat 1.307
299+89.2	38-51 (1934)	30' G.E. & chat 1.307
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299+89.2	38-58 (1934)	30' G.E. & chat 1.307
299+89.2	38-59 (1934)	30' G.E. & chat 1.307
299+89.2	38-60 (1934)	30' G.E. & chat 1.307
299+89.2	38-61 (1934)	30' G.E. & chat 1.307
299+89.2	38-62 (1934)	30' G.E. & chat 1.307
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299+89.2	38-72 (1934)	30' G.E. & chat 1.307
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299+89.2	38-79 (1934)	30' G.E. & chat 1.307
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299+89.2	38-89 (1934)	30' G.E. & chat 1.307
299+89.2	38-90 (1934)	30' G.E. & chat 1.307
299+89.2	38-91 (1934)	30' G.E. & chat 1.307
299+89.2	38-92 (1934)	30' G.E. & chat 1.307
299+89.2	38-93 (1934)	30' G.E. & chat 1.307
299+89.2	38-94 (1934)	30' G.E. & chat 1.307
299+89.2	38-95 (1934)	30' G.E. & chat 1.307
299+89.2	38-96 (1934)	30' G.E. & chat 1.307
299+89.2	38-97 (1934)	30' G.E. & chat 1.307
299+89.2	38-98 (1934)	30' G.E. & chat 1.307
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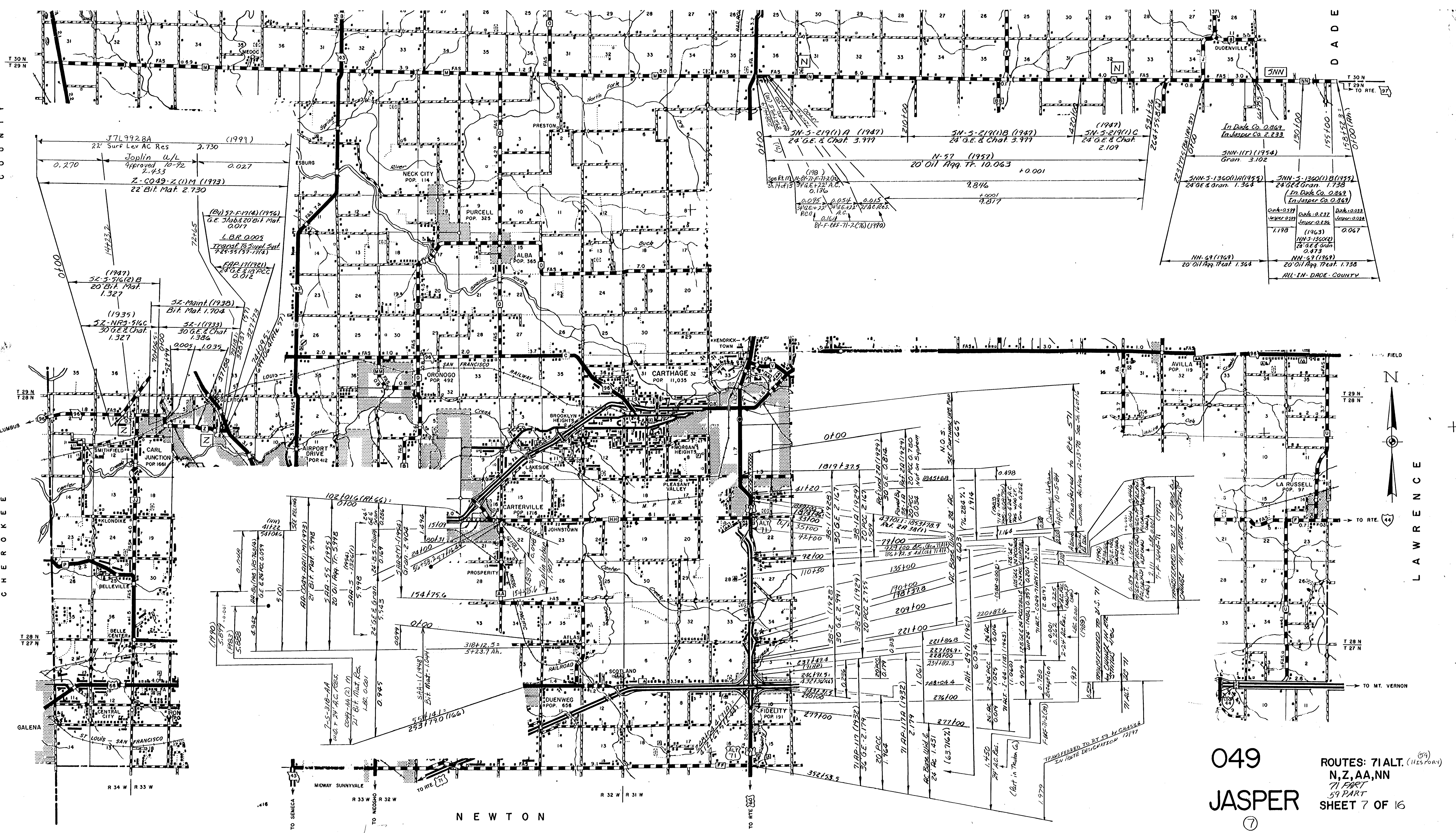
049
 ROUTE: Old U.S. 66
 JASPER SHEET 5 OF 16
 ⑦



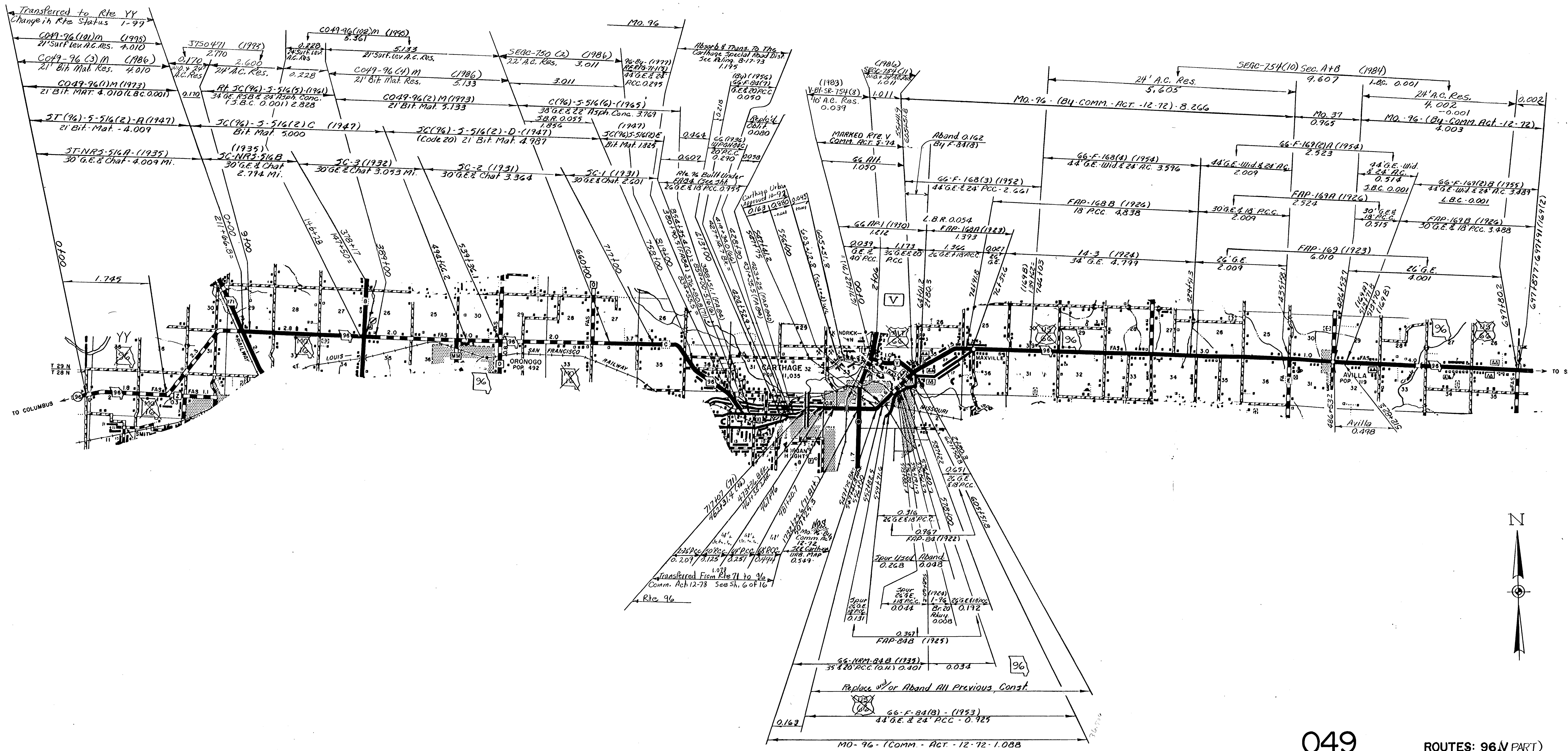
049
 JASPER

ROUTES: 71 BUS
 71 Spur History
 171 PART
 71 PART
 SHEET 6 OF 16

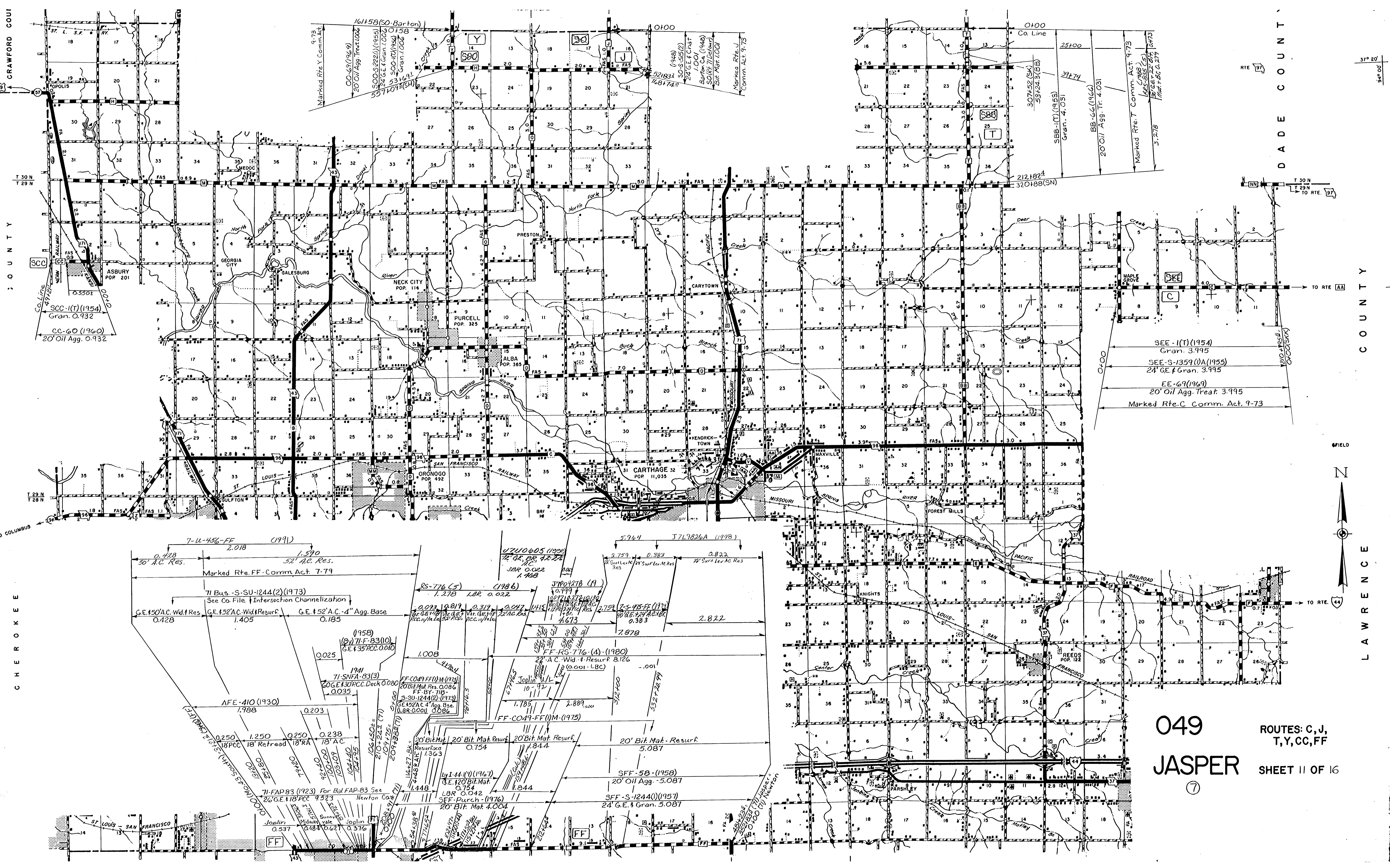
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049
 JASPER
 ROUTES: 71 ALT. (59)
 N, Z, AA, NN
 71 PART
 59 PART
 SHEET 7 OF 16
 ⑦



049 ROUTES: 96(V PART)
 JASPER " YY
 SHEET 8 OF 16
 ⑦



CRAWFORD COUNTY
 COUNTY
 CHEROKEE

DADE COUNTY
 COUNTY
 LAWRENCE



049

JASPER

⑦

ROUTES: C, J,
 T, Y, CC, FF

SHEET 11 OF 16

7-U-456-FF (1991)
 0.428 2.018 1.590
 50' A.C. Res. 52' A.C. Res.
 Marked Rte. FF Comm. Act. 7-79

71 Bus. S-SU-1244(2) (1973)
 See Co. File Intersection Channelization

G.E. 150' A.C. Wid. Res. 0.428
 G.E. 152' A.C. Wid. Resurf. 1.405
 G.E. 152' A.C. 4" Agg. Base 0.185

71-SNFA-83(3)
 20' G.E. 130' P.C. Deck 0.080
 0.035

AFE-410 (1930)
 1.988

0.250 1.250 0.250 0.238
 18" P.C. 18" Refroad 18" RA 18" A.C.

71-FAP-83 (1923) For Bal. FAP-83 See
 26' G.E. 118' P.C. 9.323
 Newton Co.

Joplin Midway Joplin
 0.537 0.184 0.627 0.376

106-450-4
 210-241 (77)
 207-138 (77)

14-27-BK
 4-48-2-AIT
 1.448

20' Bit. Mat. 20' Bit. Mat. Resurf. 20' Bit. Mat. Resurf.
 Resurf. 1.363 0.754 1.844

by I-44 (1) (1967)
 3.E. 120' Bit. Mat. 0.754
 LBR 0.042
 SFF-Purch. (1976)
 20' Bit. Mat. 4.004

5.964 5.719826A (1998)
 2.759 0.383 2.822
 21' Surf. Lev. Res. 21' Surf. Lev. Res.

RS-776 (5) (1986)
 1.278 LBR 0.022

370427B (A)
 0.199

7-S-415-FF (1974)
 2.159
 0.383

7.878

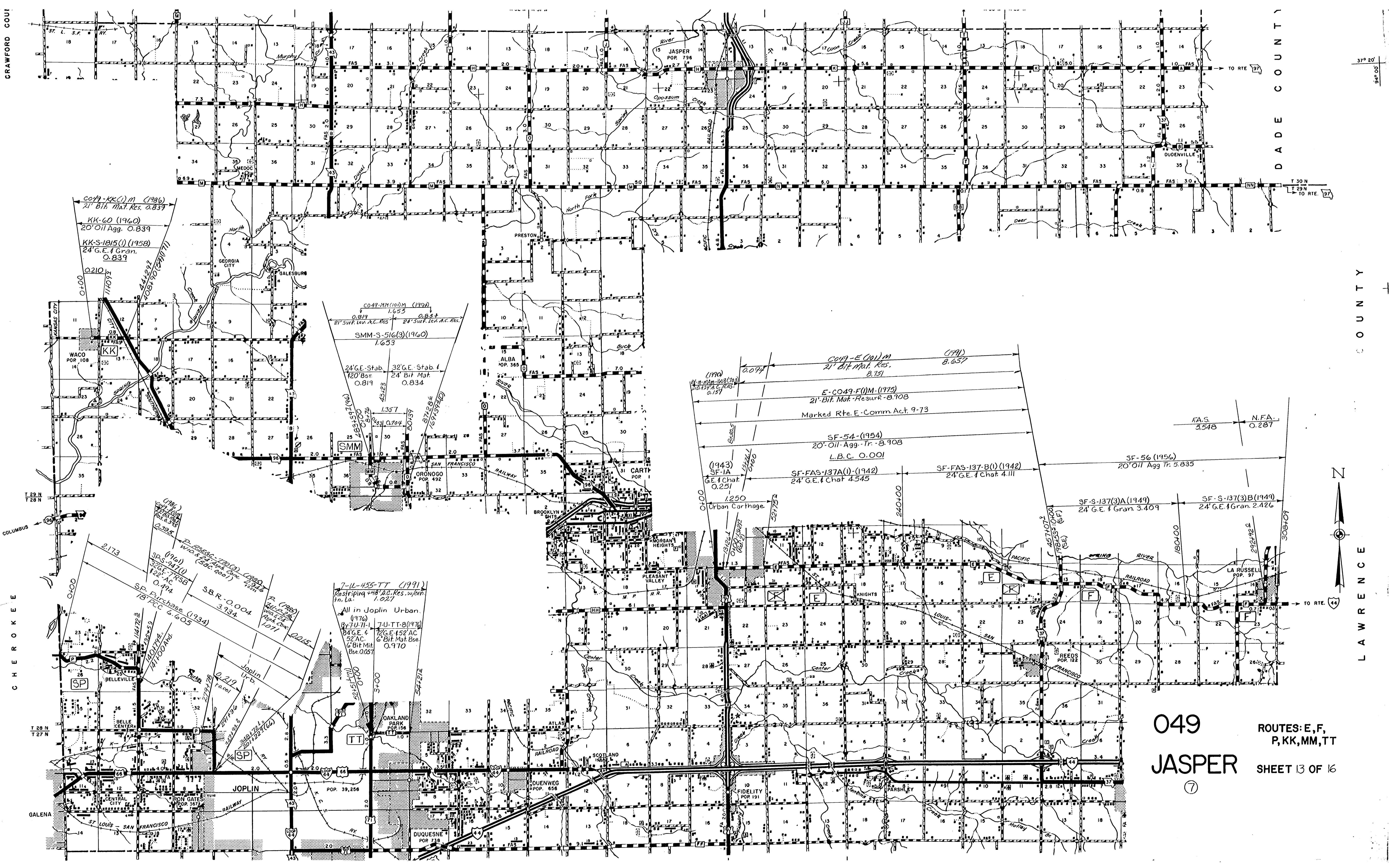
FF-RS-776 (4) (1980)
 22' A.C. Wid. 4" Resurf. 8.126
 (0.001-LBC)

2.822

33-27-20-79

SFF-58 (1958)
 20' Oil Agg. -5.087

SFF-S-1244(1) (1957)
 24' G.E. 4 Gran. 5.087



CO49-KK(1)M (1986)
21' Bit. Mat. Res. 0.839

KK-60 (1960)
20' Oil Agg. 0.839

KK-S-1815(1) (1958)
24' G.E. Gran. 0.839

CO49-MM(100M) (1972)
1.653 0.834

21' Surf. Lev. P.C. Res. 24' Surf. Lev. A.C. Res.

SMM-S-516(3) (1960)
1.653

CO49-E(001)M (1991)
21' Bit. Mat. Res. 8.151

8.657

E-CO49-F(1)M (1975)
21' Bit. Mat. Resurf. - 8.908

Marked Rte. E-Comm. Act. 9-73

SF-54 (1954)
20' Oil Agg. Tr. - 8.908

L.B.C. 0.001

SF-FAS-137A(1) (1942)
24' G.E. Chat. 4.545

SF-FAS-137B(1) (1942)
24' G.E. Chat. 4.111

SF-56 (1956)
20' Oil Agg. Tr. 5.835

SF-S-137(3)A (1949)
24' G.E. Gran. 3.409

SF-S-137(3)B (1949)
24' G.E. Gran. 2.426

SP-54(1) (1961)
3785' TRSB
122 AC. 0.494

SP Purchase (1934)
18' PCC 6.1005

SBR-0.004 (1988)
3.934

7-U-455-TT (1991)
Restr. Strip + 48' AC. Res. w/wh. In. La. 1.021

7-U-TT-8(1976)
84' G.E. & 72' G.E. 152' AC. 52' AC. 6' Bit. Mat. Bse. 0.970

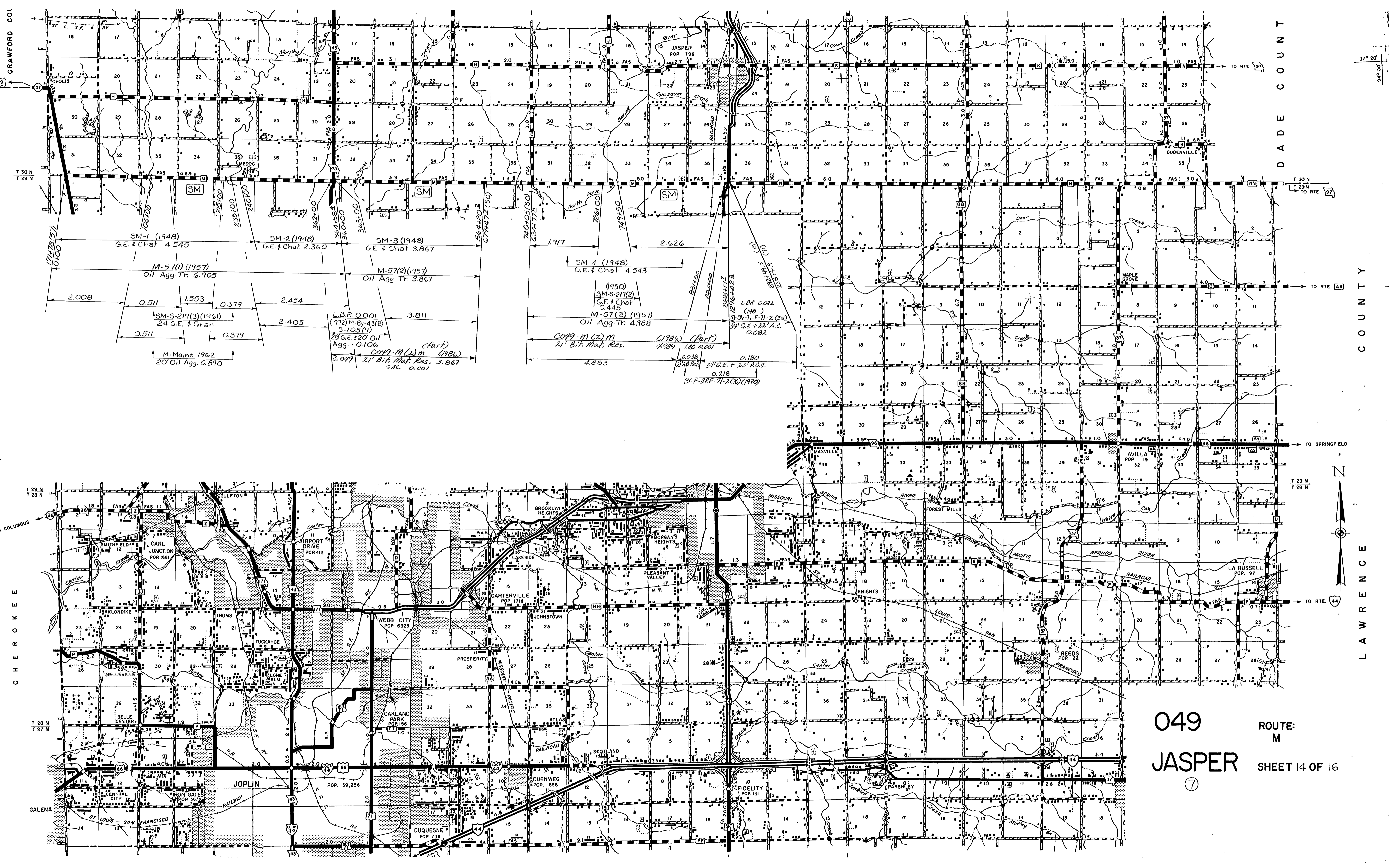
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JASPER

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ROUTES: E, F, P, KK, MM, TT

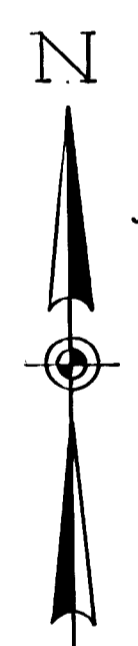
SHEET 13 OF 16



CRAWFORD CO. LAWRENCE COUNTY CHEROKEE COUNTY

DADE COUNTY

COUNTY



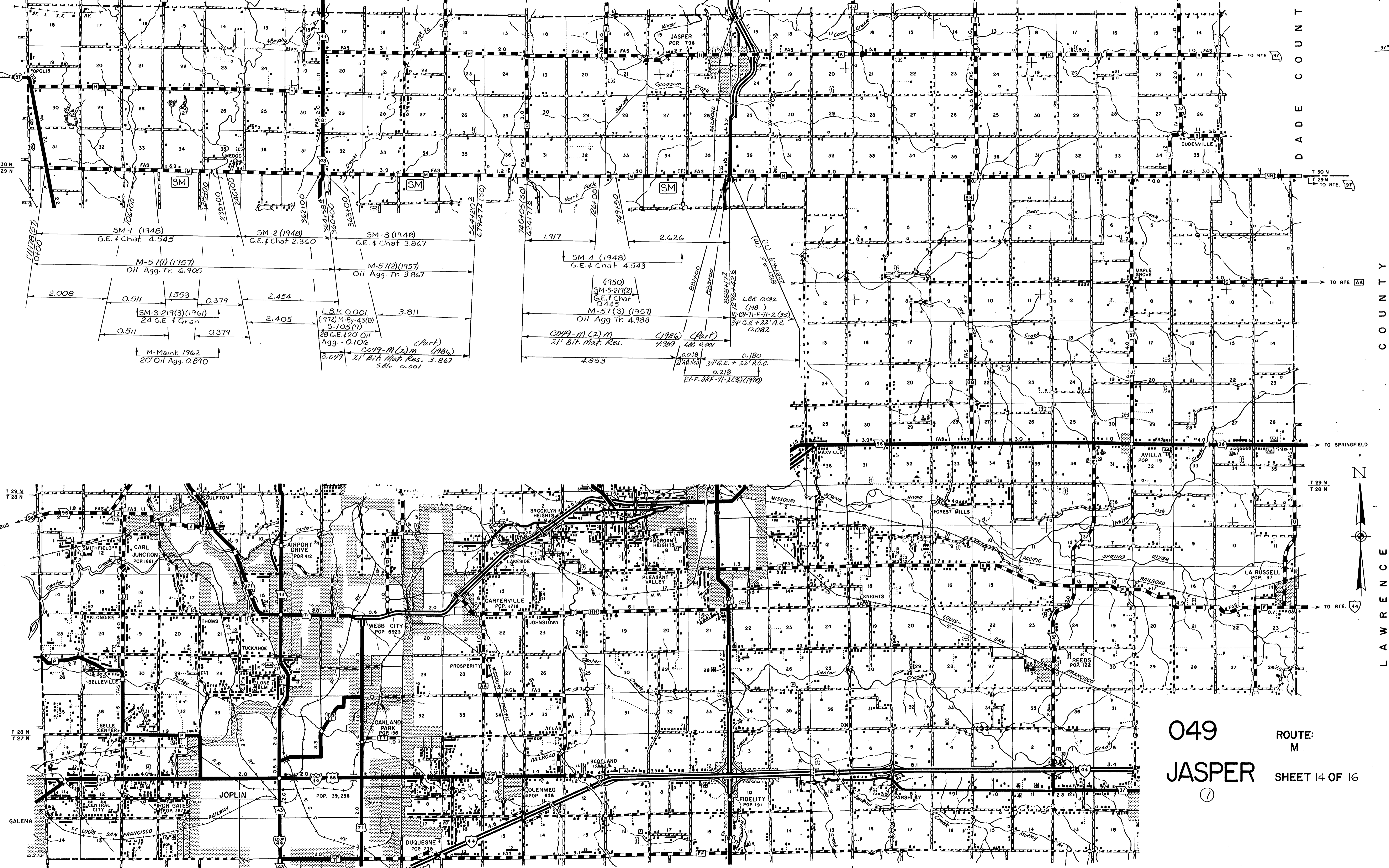
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JASPER

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ROUTE: M

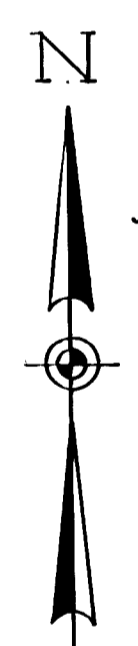
SHEET 14 OF 16



CRAWFORD CO. LAWRENCE COUNTY CHEROKEE COUNTY

DADE COUNTY

COUNTY



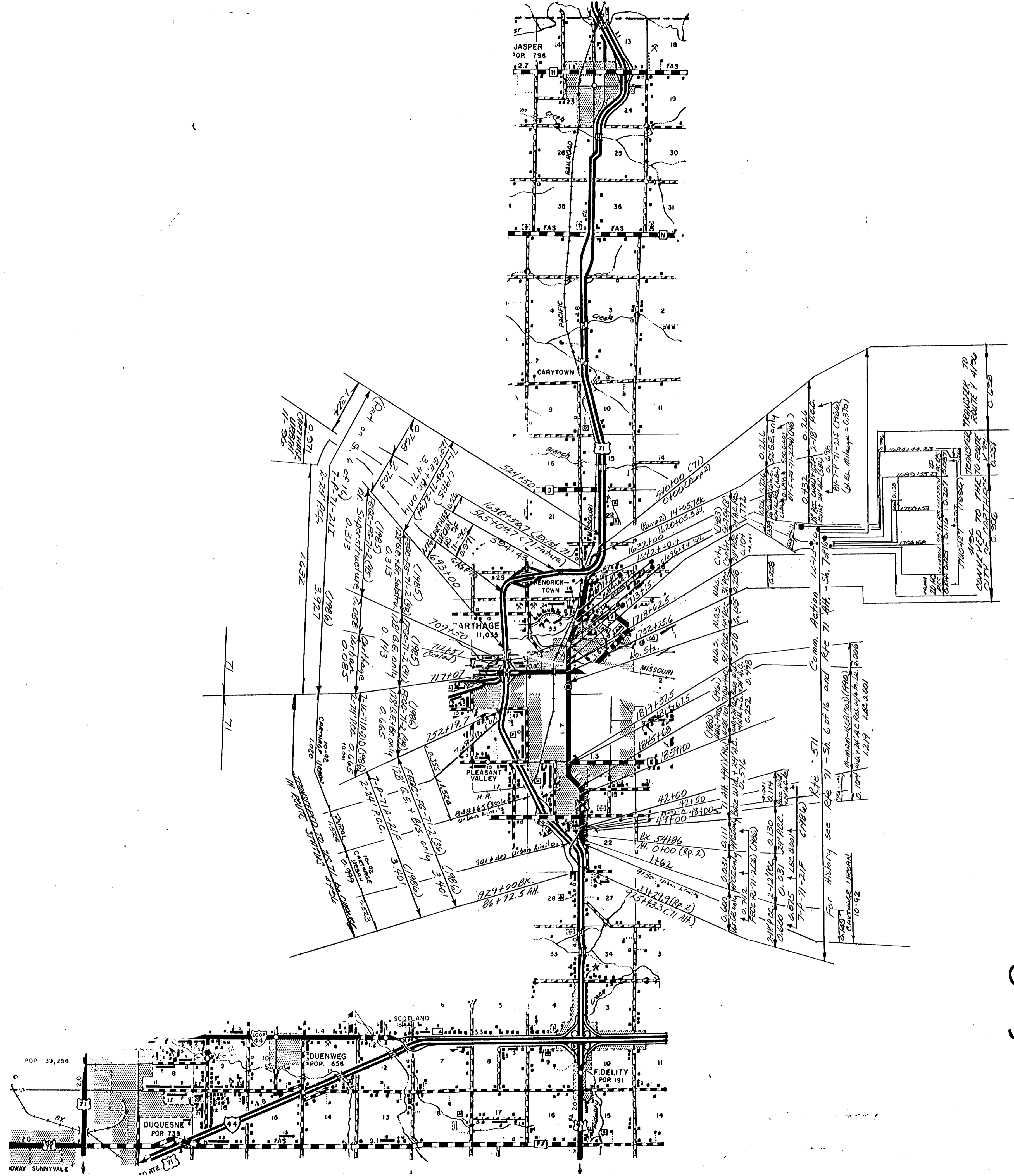
049

JASPER

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ROUTE: M

SHEET 14 OF 16



049 ROUTES: 71 (Part)
 JASPER 571
 ⑦ V PART SHEET 16 OF 16