

ROUTES
 G5 BUS.
 D
 K
 EE
 TT
 RB

097 SHEET 1 OF 16
SALINE

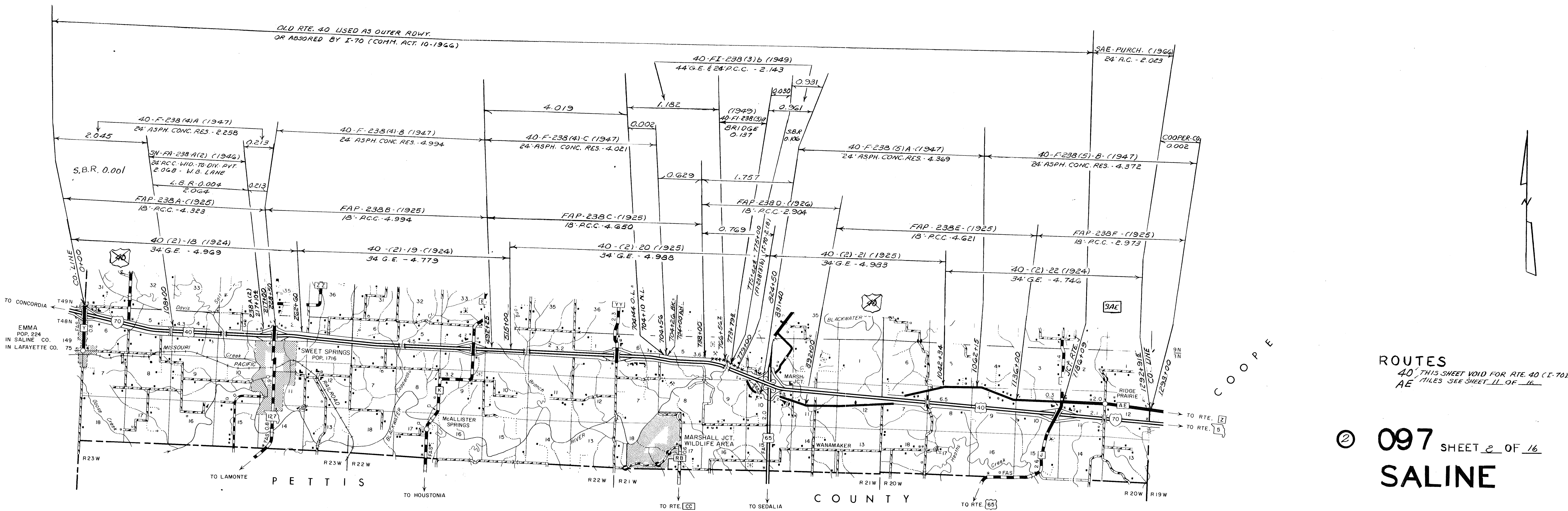
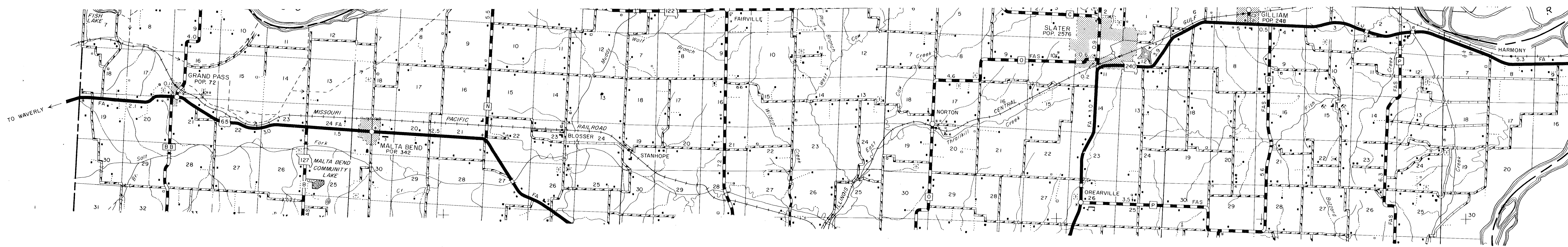
LAFAYETTE COUNTY

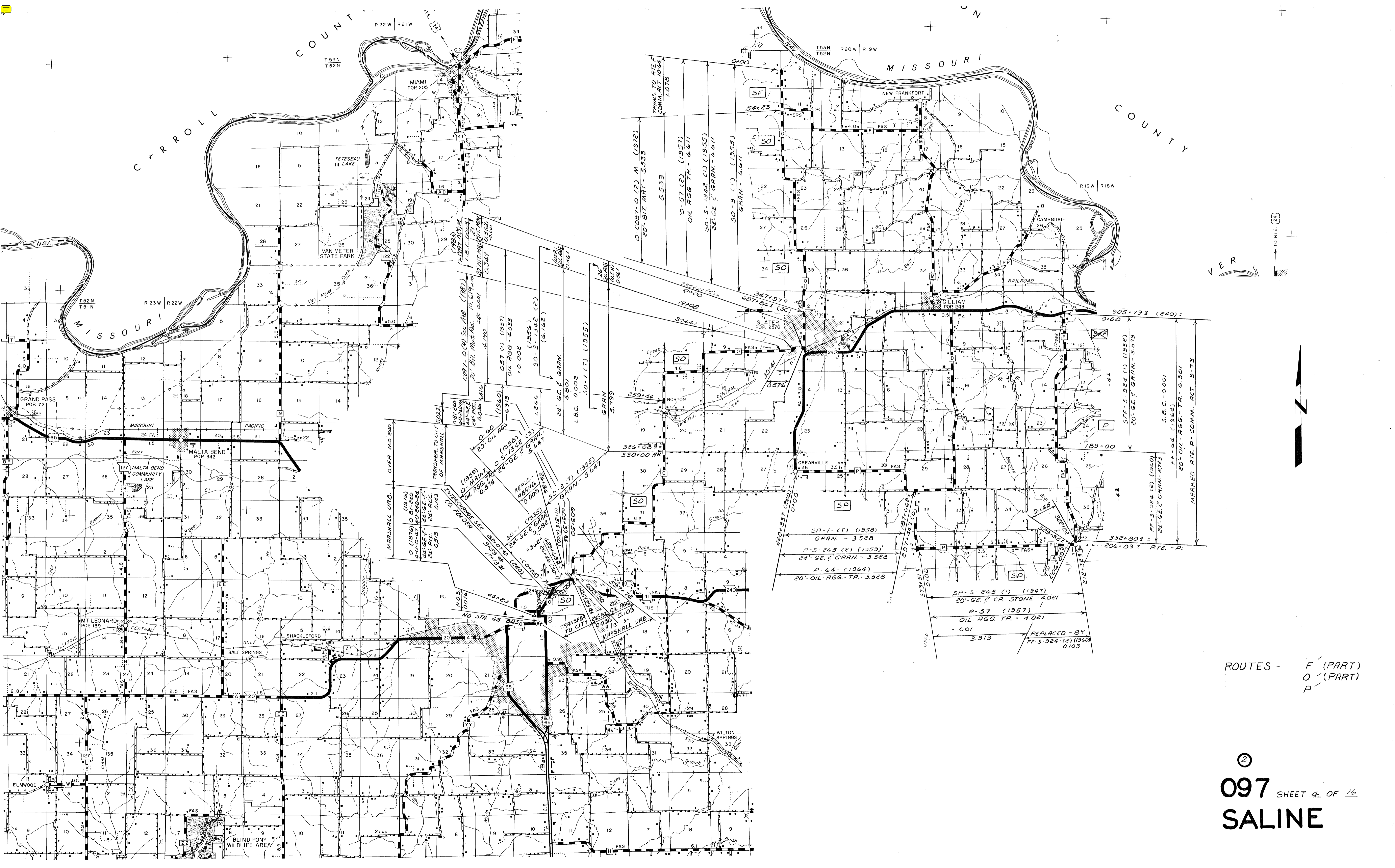
COOPER

EMMA
 POP. 224
 IN SALINE CO.
 IN LAFAYETTE CO.

TO WAVERLY
 TO RTE. 23
 T51N
 T50N
 T49
 T48

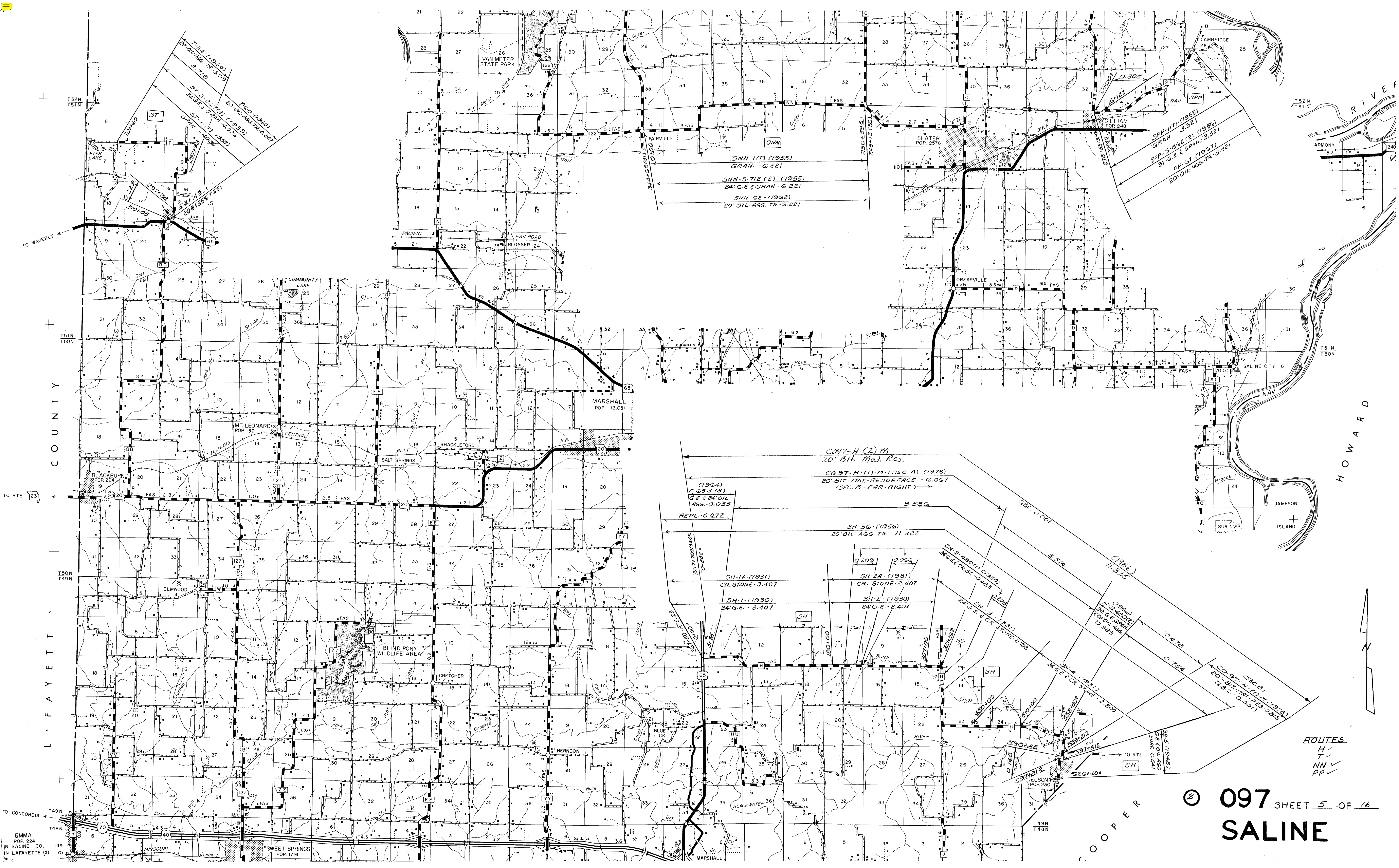
TO HOUSTONIA
 TO RTE. 65
 R22W R21W
 R20W R19W

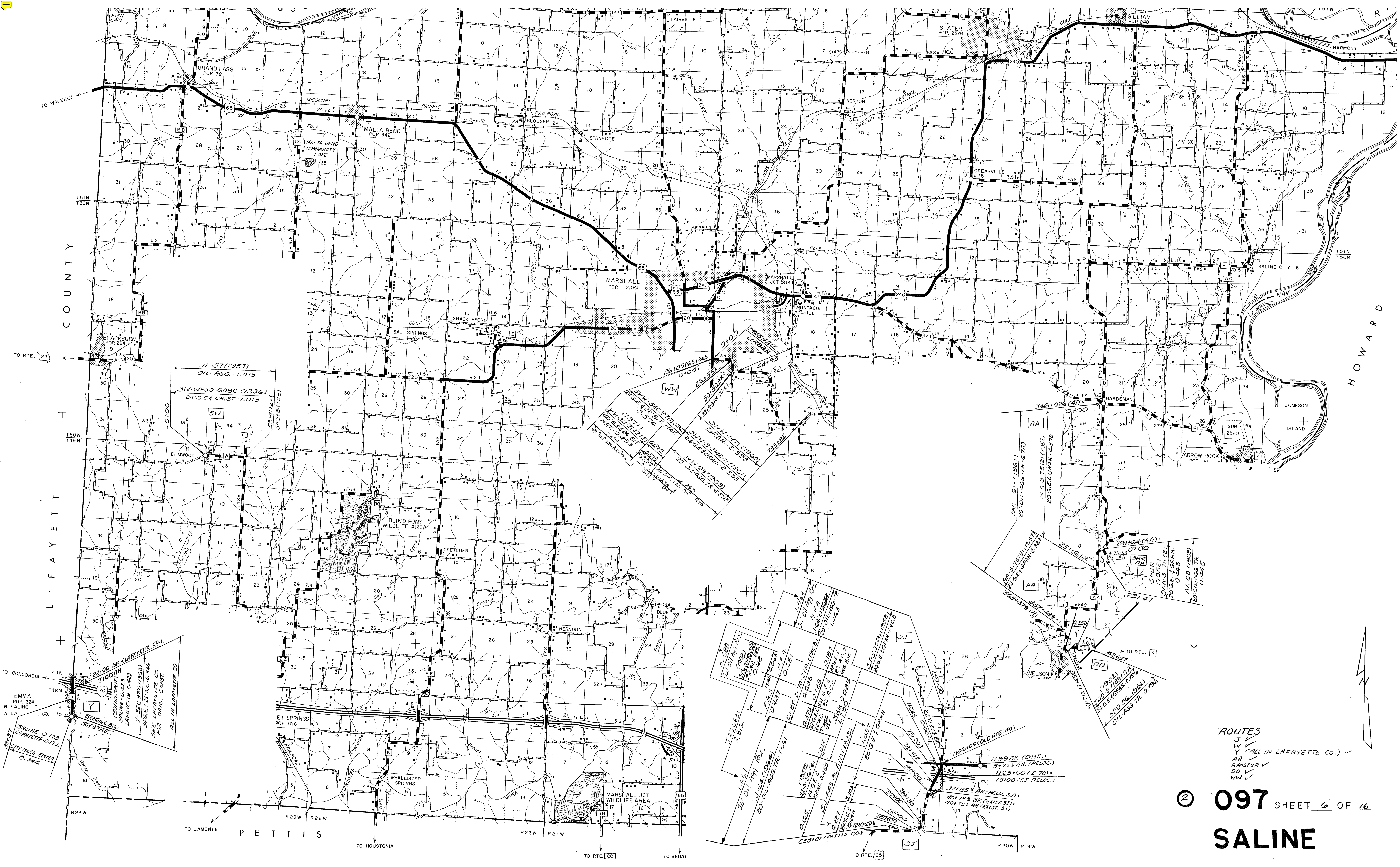




ROUTES - F (PART)
 O (PART)
 P

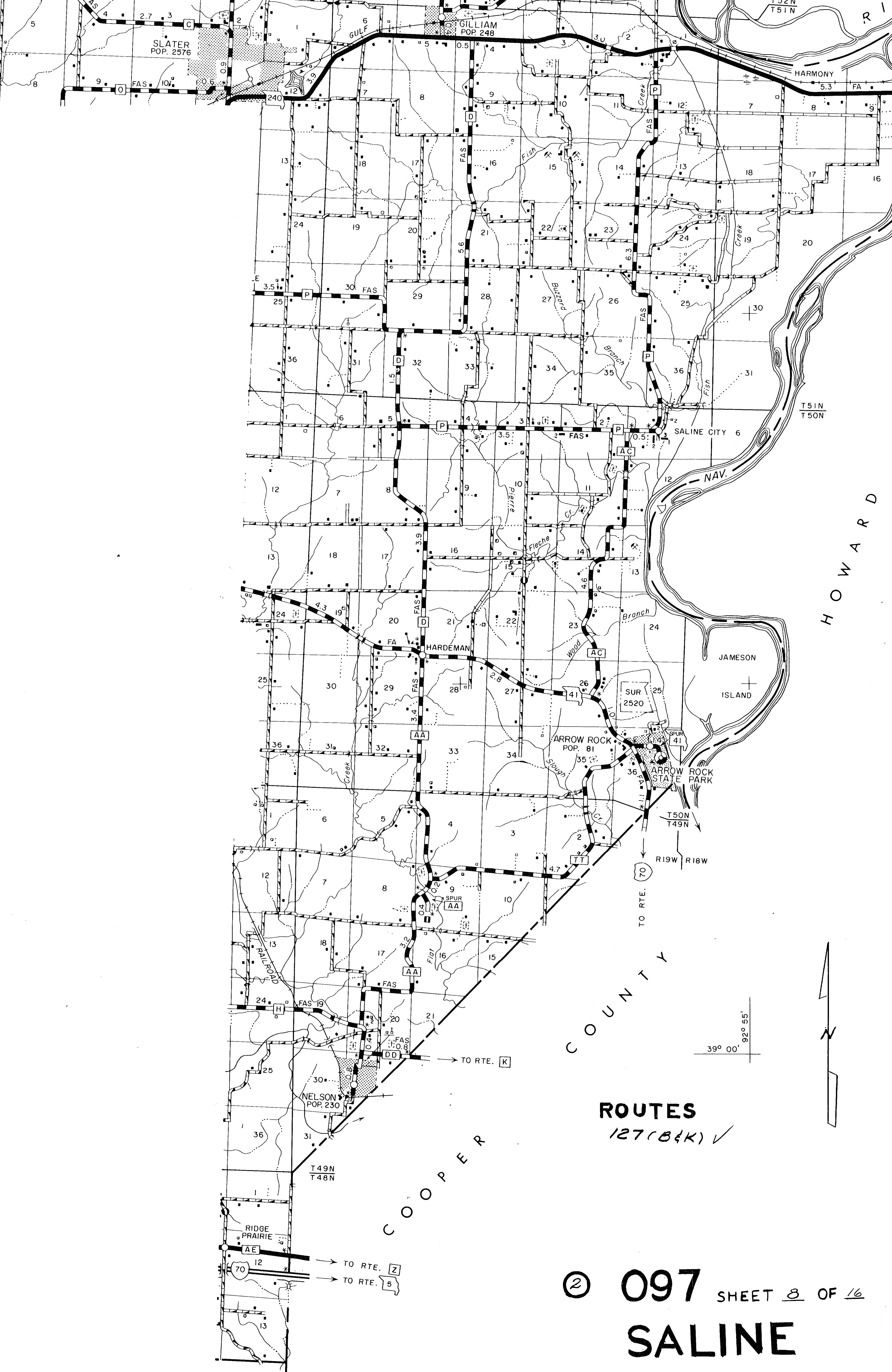
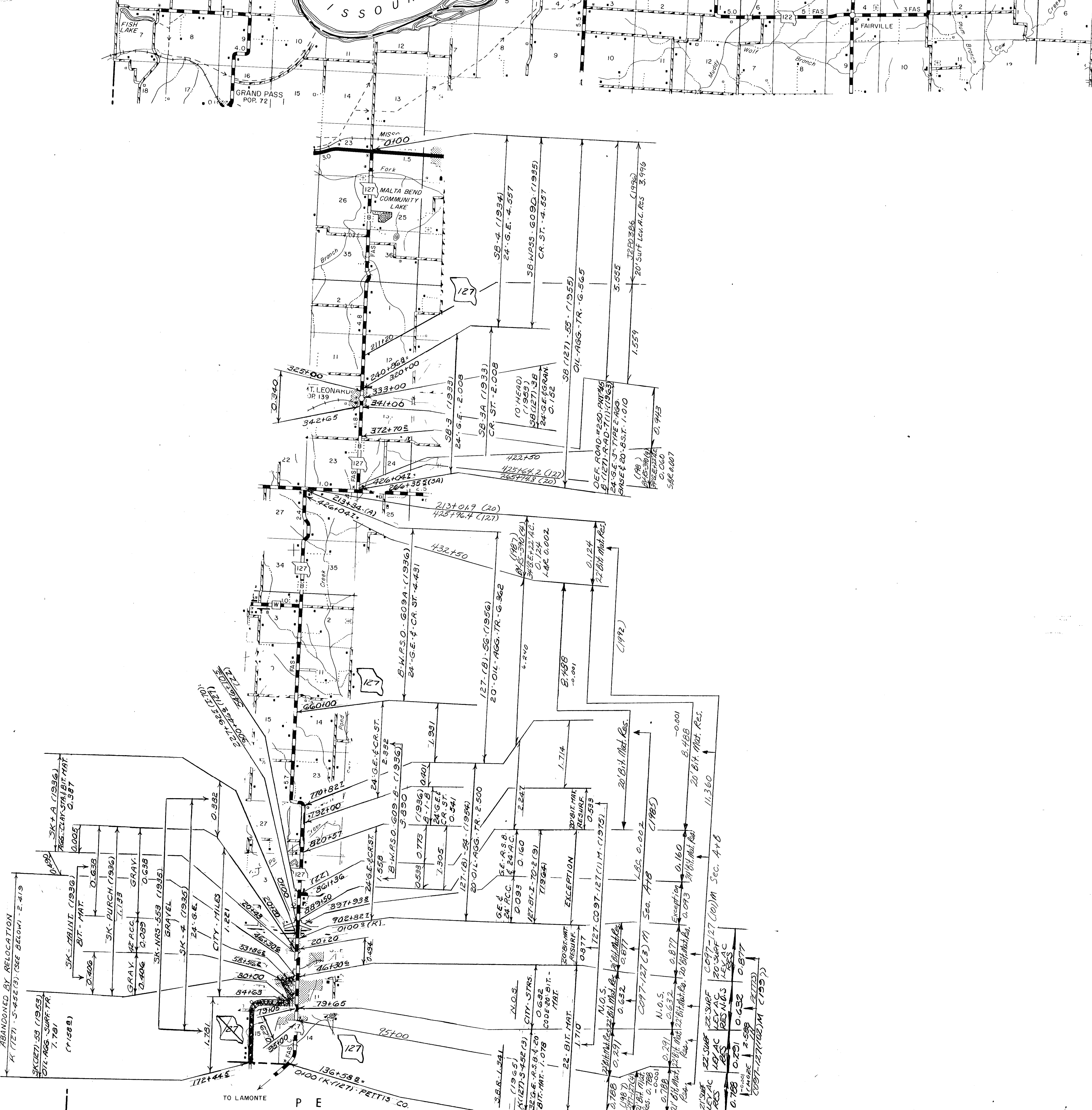
②
 097 SHEET 4 OF 16
 SALINE



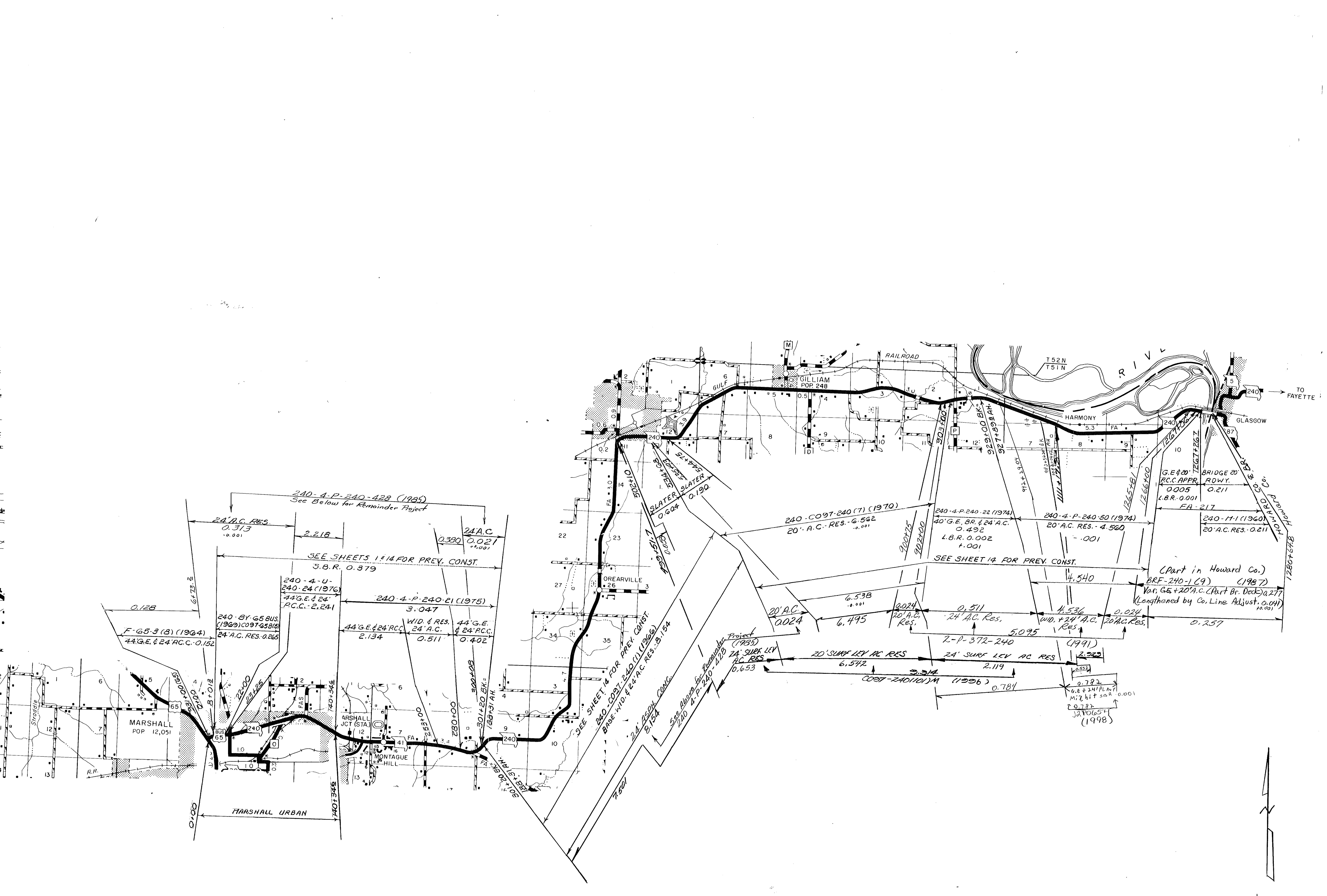


ROUTES
 J ✓ (ALL IN LAFAYETTE CO.)
 W ✓ (ALL IN LAFAYETTE CO.)
 Y ✓ (ALL IN LAFAYETTE CO.)
 AA ✓ AASPUR
 DD ✓
 WW ✓

② 097 SHEET 6 OF 16
SALINE



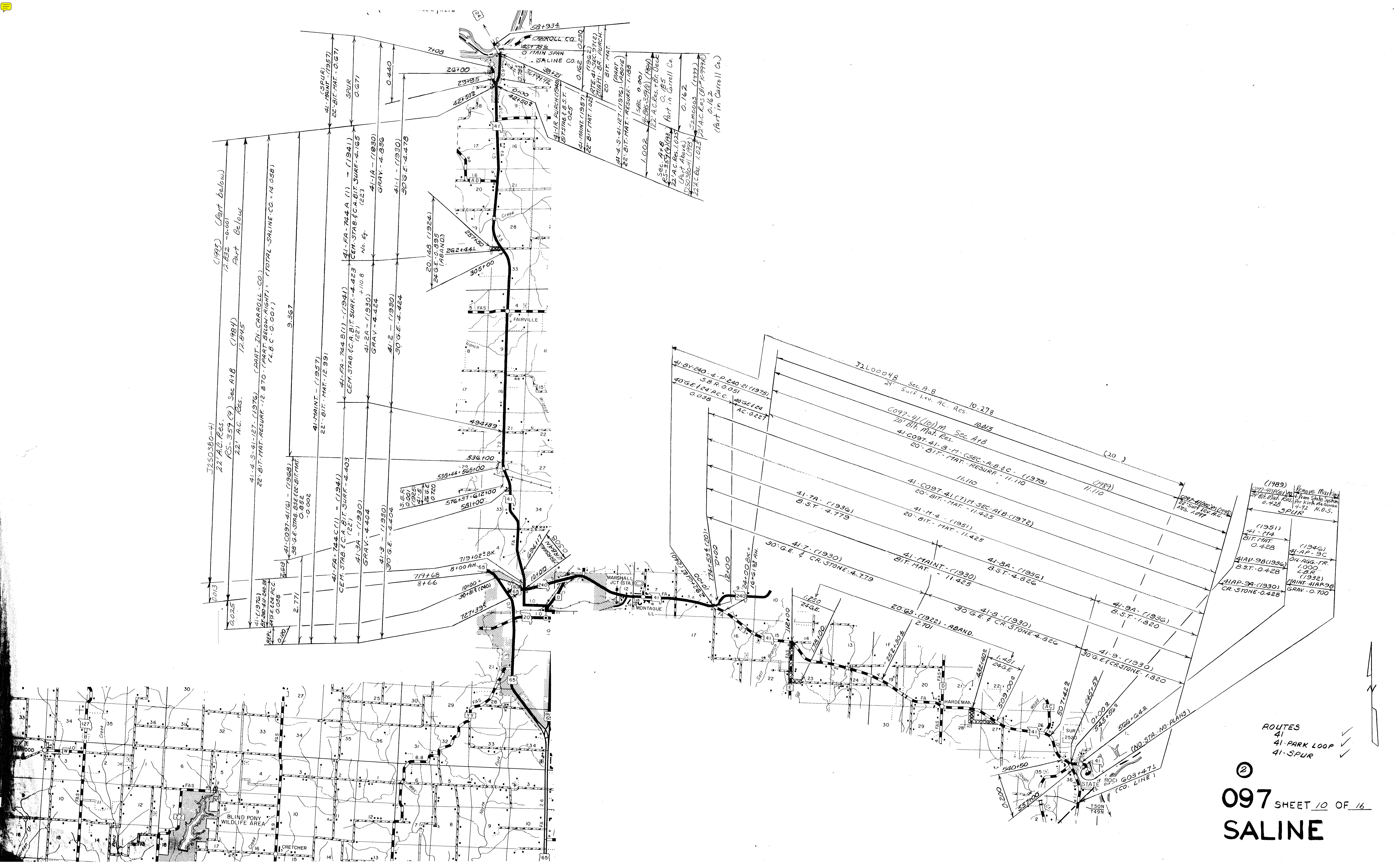
ROUTES
 127 (B&K) ✓
 097 SHEET 8 OF 16
 SALINE



ROUTE
240 (SEE SHEET 14 OF 16)

② 097 SHEET 9 OF 16

SALINE



(1993) (Part below)
 12.832 - 0.001
 Part Below

(1984) Sec A1B
 12.845
 22' A.C. Res.

J250380-4
 22' A.C. Res.
 RS-359 (P) Sec A1B
 12.845

41-4-S-41-127 - (1976) (PART - IN CARROLL CO.)
 22' BIT. MAT. RESURF - 12.870 (PART - BELOW RIGHT) (A.B.C. - 0.001)

41-CO97-41(6) - (1968)
 30' G.E. STAB. BSE (22' BIT. MAT.)
 0.852
 -0.002

41-MAINT - (1957)
 22' BIT. MAT. - 12.991

41-FA-744 C (1) - (1941)
 CEM. STAB. & C.A. BIT. SURF - 4.403

41-FA-744 A (1) - (1941)
 CEM. STAB. & C.A. BIT. SURF - 4.165
 No. 4

41-2A - (1930)
 GRAY - 4.424

41-3A - (1930)
 GRAY - 4.404

41-1A - (1930)
 GRAY - 4.836

41-2 - (1930)
 30' G.E. - 4.424

41-3 - (1930)
 30' G.E. - 4.404

41-1 - (1930)
 30' G.E. - 4.478

41-7 - (1930)
 30' G.E. & CR. STONE - 4.779

41-8 - (1930)
 30' G.E. & CR. STONE - 4.826

41-9 - (1930)
 30' G.E. & CR. STONE - 1.820

41-9A - (1936)
 B.S.T. - 1.820

41-9B - (1936)
 B.S.T. - 4.826

41-9C - (1936)
 B.S.T. - 4.826

41-9D - (1936)
 B.S.T. - 4.826

41-10 - (1930)
 30' G.E. - 4.424

41-11 - (1930)
 30' G.E. - 4.424

41-12 - (1930)
 30' G.E. - 4.424

41-13 - (1930)
 30' G.E. - 4.424

41-14 - (1930)
 30' G.E. - 4.424

41-15 - (1930)
 30' G.E. - 4.424

41-16 - (1930)
 30' G.E. - 4.424

41-17 - (1930)
 30' G.E. - 4.424

41-18 - (1930)
 30' G.E. - 4.424

41-19 - (1930)
 30' G.E. - 4.424

41-20 - (1930)
 30' G.E. - 4.424

41-21 - (1930)
 30' G.E. - 4.424

41-22 - (1930)
 30' G.E. - 4.424

41-23 - (1930)
 30' G.E. - 4.424

41-24 - (1930)
 30' G.E. - 4.424

41-25 - (1930)
 30' G.E. - 4.424

41-26 - (1930)
 30' G.E. - 4.424

41-27 - (1930)
 30' G.E. - 4.424

41-28 - (1930)
 30' G.E. - 4.424

41-29 - (1930)
 30' G.E. - 4.424

41-30 - (1930)
 30' G.E. - 4.424

41-31 - (1930)
 30' G.E. - 4.424

41-32 - (1930)
 30' G.E. - 4.424

41-33 - (1930)
 30' G.E. - 4.424

41-34 - (1930)
 30' G.E. - 4.424

41-35 - (1930)
 30' G.E. - 4.424

41-36 - (1930)
 30' G.E. - 4.424

41-37 - (1930)
 30' G.E. - 4.424

41-38 - (1930)
 30' G.E. - 4.424

41-39 - (1930)
 30' G.E. - 4.424

41-40 - (1930)
 30' G.E. - 4.424

41-41 - (1930)
 30' G.E. - 4.424

41-42 - (1930)
 30' G.E. - 4.424

41-43 - (1930)
 30' G.E. - 4.424

41-44 - (1930)
 30' G.E. - 4.424

41-45 - (1930)
 30' G.E. - 4.424

41-46 - (1930)
 30' G.E. - 4.424

41-47 - (1930)
 30' G.E. - 4.424

41-48 - (1930)
 30' G.E. - 4.424

41-49 - (1930)
 30' G.E. - 4.424

41-50 - (1930)
 30' G.E. - 4.424

41-51 - (1930)
 30' G.E. - 4.424

41-52 - (1930)
 30' G.E. - 4.424

41-53 - (1930)
 30' G.E. - 4.424

41-54 - (1930)
 30' G.E. - 4.424

41-55 - (1930)
 30' G.E. - 4.424

41-56 - (1930)
 30' G.E. - 4.424

41-57 - (1930)
 30' G.E. - 4.424

41-58 - (1930)
 30' G.E. - 4.424

41-59 - (1930)
 30' G.E. - 4.424

41-60 - (1930)
 30' G.E. - 4.424

41-61 - (1930)
 30' G.E. - 4.424

41-62 - (1930)
 30' G.E. - 4.424

41-63 - (1930)
 30' G.E. - 4.424

41-64 - (1930)
 30' G.E. - 4.424

41-65 - (1930)
 30' G.E. - 4.424

41-66 - (1930)
 30' G.E. - 4.424

41-67 - (1930)
 30' G.E. - 4.424

41-68 - (1930)
 30' G.E. - 4.424

41-69 - (1930)
 30' G.E. - 4.424

41-70 - (1930)
 30' G.E. - 4.424

41-71 - (1930)
 30' G.E. - 4.424

41-72 - (1930)
 30' G.E. - 4.424

41-73 - (1930)
 30' G.E. - 4.424

41-74 - (1930)
 30' G.E. - 4.424

41-75 - (1930)
 30' G.E. - 4.424

41-76 - (1930)
 30' G.E. - 4.424

41-77 - (1930)
 30' G.E. - 4.424

41-78 - (1930)
 30' G.E. - 4.424

41-79 - (1930)
 30' G.E. - 4.424

41-80 - (1930)
 30' G.E. - 4.424

41-81 - (1930)
 30' G.E. - 4.424

41-82 - (1930)
 30' G.E. - 4.424

41-83 - (1930)
 30' G.E. - 4.424

41-84 - (1930)
 30' G.E. - 4.424

41-85 - (1930)
 30' G.E. - 4.424

41-86 - (1930)
 30' G.E. - 4.424

41-87 - (1930)
 30' G.E. - 4.424

41-88 - (1930)
 30' G.E. - 4.424

41-89 - (1930)
 30' G.E. - 4.424

41-90 - (1930)
 30' G.E. - 4.424

41-91 - (1930)
 30' G.E. - 4.424

41-92 - (1930)
 30' G.E. - 4.424

41-93 - (1930)
 30' G.E. - 4.424

41-94 - (1930)
 30' G.E. - 4.424

41-95 - (1930)
 30' G.E. - 4.424

41-96 - (1930)
 30' G.E. - 4.424

41-97 - (1930)
 30' G.E. - 4.424

41-98 - (1930)
 30' G.E. - 4.424

41-99 - (1930)
 30' G.E. - 4.424

41-100 - (1930)
 30' G.E. - 4.424

41-101 - (1930)
 30' G.E. - 4.424

41-102 - (1930)
 30' G.E. - 4.424

41-103 - (1930)
 30' G.E. - 4.424

41-104 - (1930)
 30' G.E. - 4.424

41-105 - (1930)
 30' G.E. - 4.424

41-106 - (1930)
 30' G.E. - 4.424

41-107 - (1930)
 30' G.E. - 4.424

41-108 - (1930)
 30' G.E. - 4.424

41-109 - (1930)
 30' G.E. - 4.424

41-110 - (1930)
 30' G.E. - 4.424

41-111 - (1930)
 30' G.E. - 4.424

41-112 - (1930)
 30' G.E. - 4.424

41-113 - (1930)
 30' G.E. - 4.424

41-114 - (1930)
 30' G.E. - 4.424

41-115 - (1930)
 30' G.E. - 4.424

41-116 - (1930)
 30' G.E. - 4.424

41-117 - (1930)
 30' G.E. - 4.424

41-118 - (1930)
 30' G.E. - 4.424

41-119 - (1930)
 30' G.E. - 4.424

41-120 - (1930)
 30' G.E. - 4.424

41-121 - (1930)
 30' G.E. - 4.424

41-122 - (1930)
 30' G.E. - 4.424

41-123 - (1930)
 30' G.E. - 4.424

41-124 - (1930)
 30' G.E. - 4.424

41-125 - (1930)
 30' G.E. - 4.424

41-126 - (1930)
 30' G.E. - 4.424

41-127 - (1930)
 30' G.E. - 4.424

41-128 - (1930)
 30' G.E. - 4.424

41-129 - (1930)
 30' G.E. - 4.424

41-130 - (1930)
 30' G.E. - 4.424

41-131 - (1930)
 30' G.E. - 4.424

41-132 - (1930)
 30' G.E. - 4.424

41-133 - (1930)
 30' G.E. - 4.424

41-134 - (1930)
 30' G.E. - 4.424

41-135 - (1930)
 30' G.E. - 4.424

41-136 - (1930)
 30' G.E. - 4.424

41-137 - (1930)
 30' G.E. - 4.424

41-138 - (1930)
 30' G.E. - 4.424

41-139 - (1930)
 30' G.E. - 4.424

41-140 - (1930)
 30' G.E. - 4.424

41-141 - (1930)
 30' G.E. - 4.424

41-142 - (1930)
 30' G.E. - 4.424

41-143 - (1930)
 30' G.E. - 4.424

41-144 - (1930)
 30' G.E. - 4.424

41-145 - (1930)
 30' G.E. - 4.424

41-146 - (1930)
 30' G.E. - 4.424

41-147 - (1930)
 30' G.E. - 4.424

41-148 - (1930)
 30' G.E. - 4.424

41-149 - (1930)
 30' G.E. - 4.424

41-150 - (1930)
 30' G.E. - 4.424

41-151 - (1930)
 30' G.E. - 4.424

41-152 - (1930)
 30' G.E. - 4.424

41-153 - (1930)
 30' G.E. - 4.424

41-154 - (1930)
 30' G.E. - 4.424

41-155 - (1930)
 30' G.E. - 4.424

41-156 - (1930)
 30' G.E. - 4.424

41-157 - (1930)
 30' G.E. - 4.424

41-158 - (1930)
 30' G.E. - 4.424

41-159 - (1930)
 30' G.E. - 4.424

41-160 - (1930)
 30' G.E. - 4.424

41-161 - (1930)
 30' G.E. - 4.424

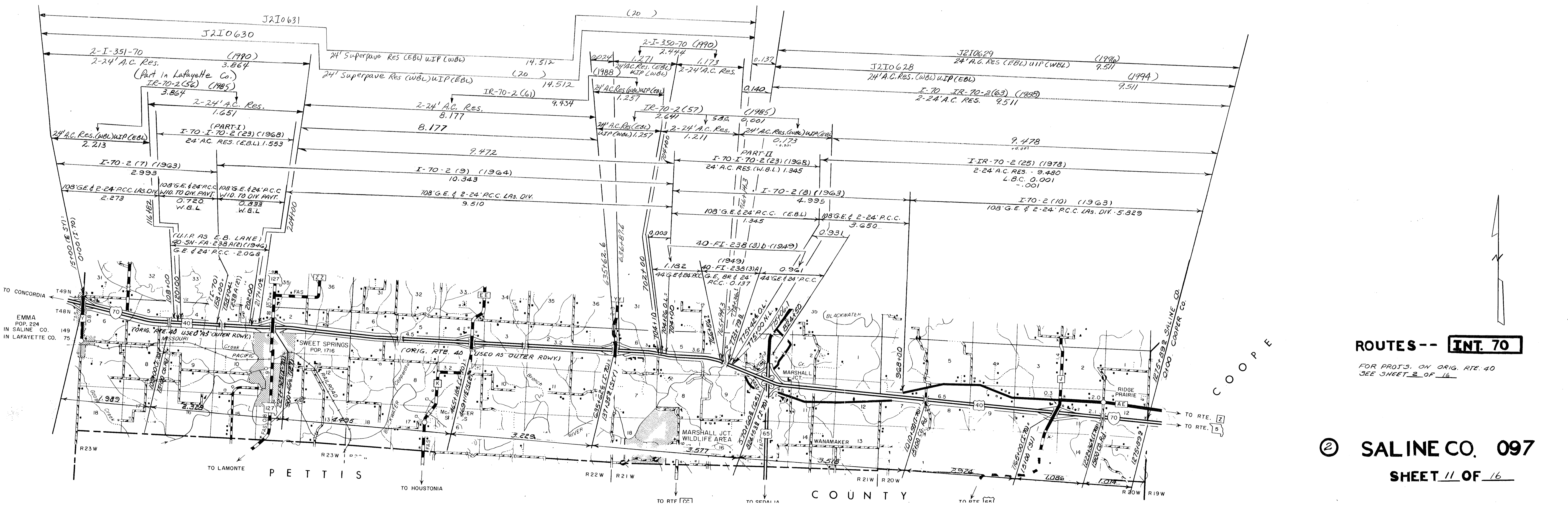
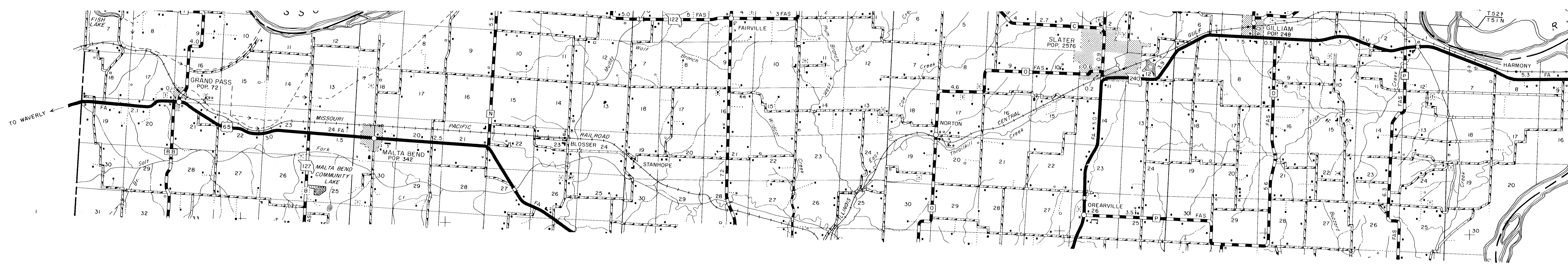
41-162 - (1930)
 30' G.E. - 4.424

41-163 - (1930)
 30' G.E. - 4.424

41-164 - (1930)
 30' G.E. - 4.424

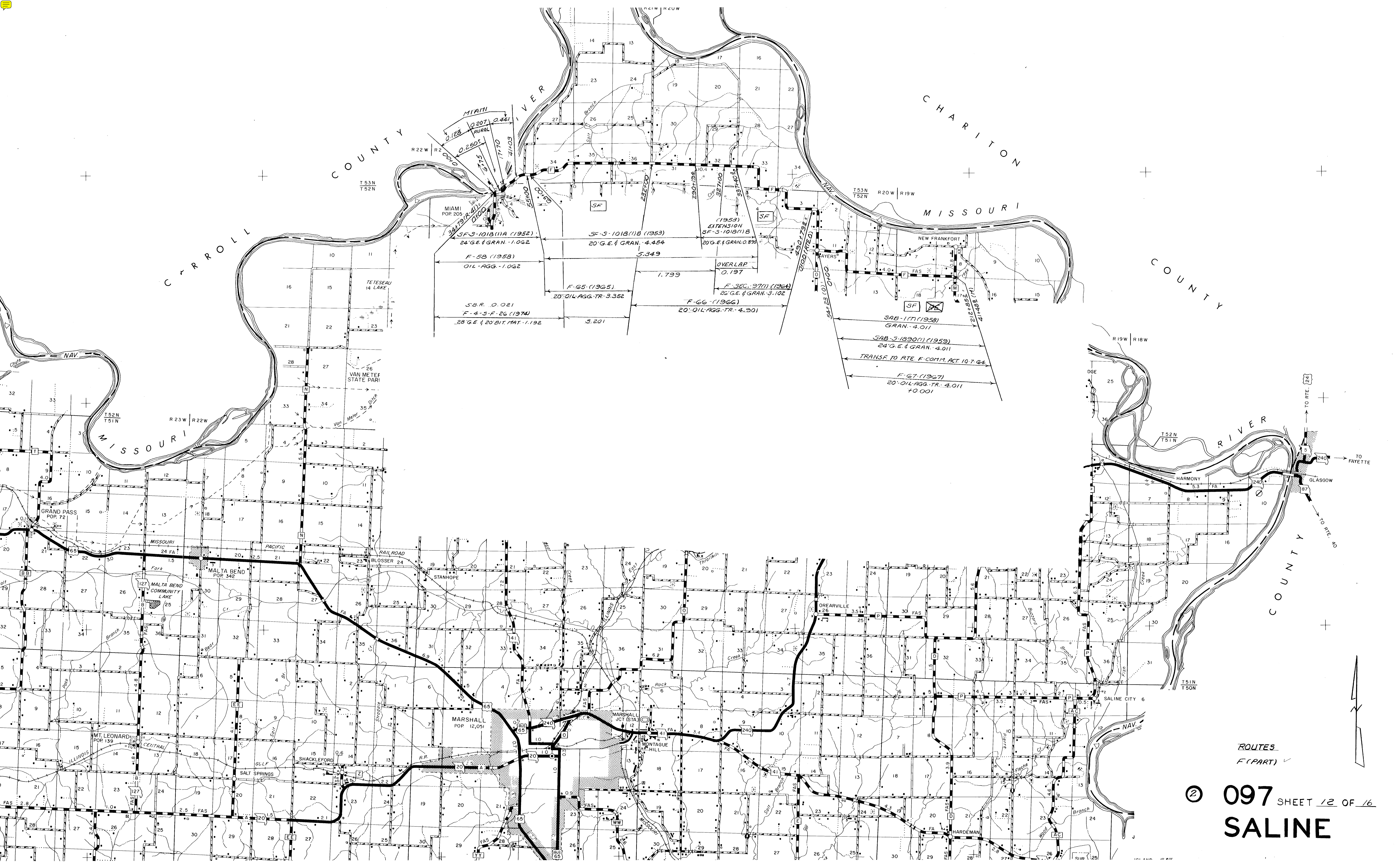
41-165 - (1930)
 30' G.E. - 4.424

41-166 - (1930)
 30' G.E. - 4.424



ROUTES -- INT. 70

FOR PROT'S. ON ORIG. RTE. 40
SEE SHEET 2 OF 16



C R P O L L
C O U N T Y

C O U N T Y

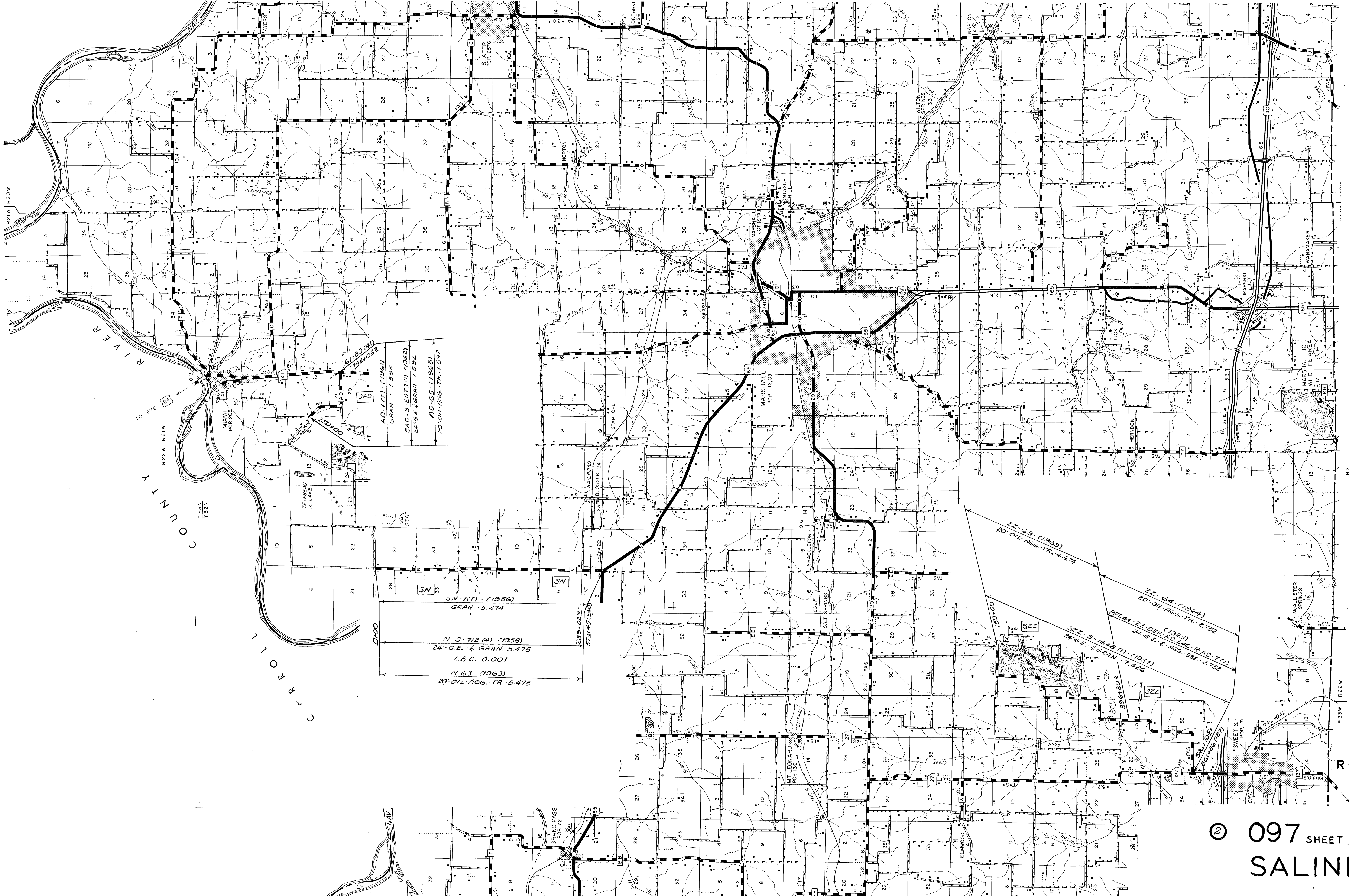
C H A R I T O N
M I S S O U R I

C O U N T Y

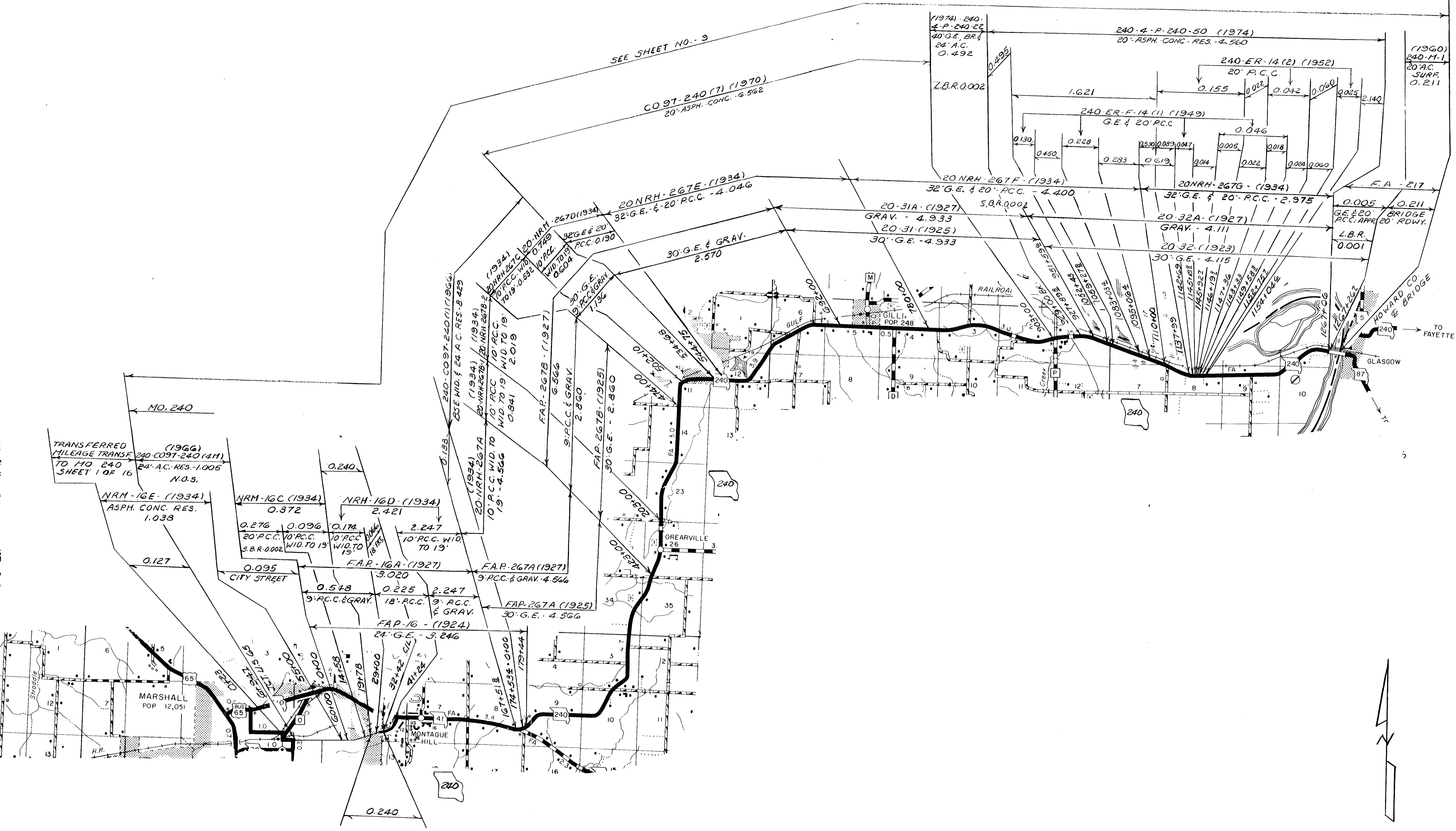
C O U N T Y

ROUTES
F (PART)

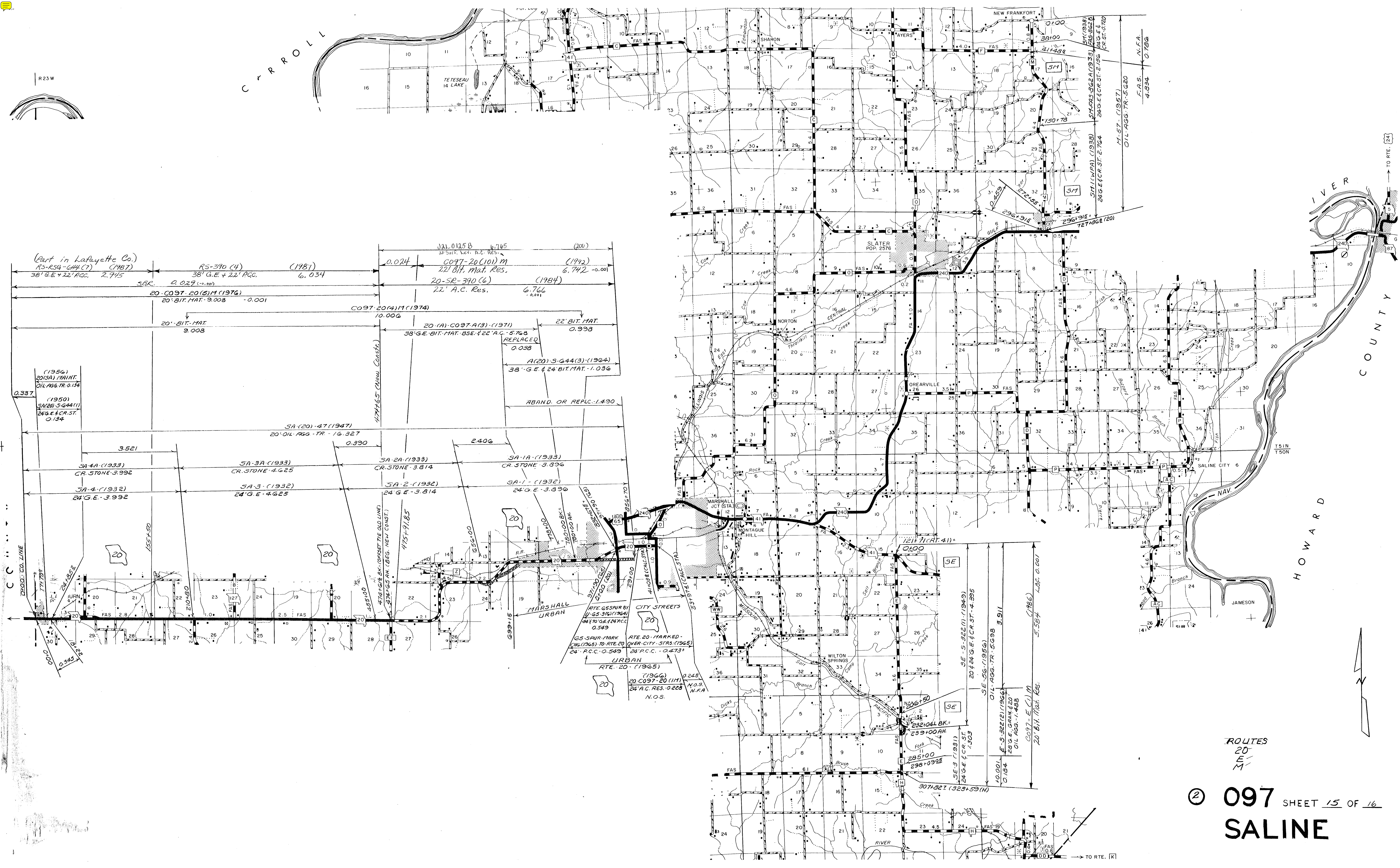
② 097 SHEET 12 OF 16
SALINE



ROUTES
 N
 ZZ
 AD



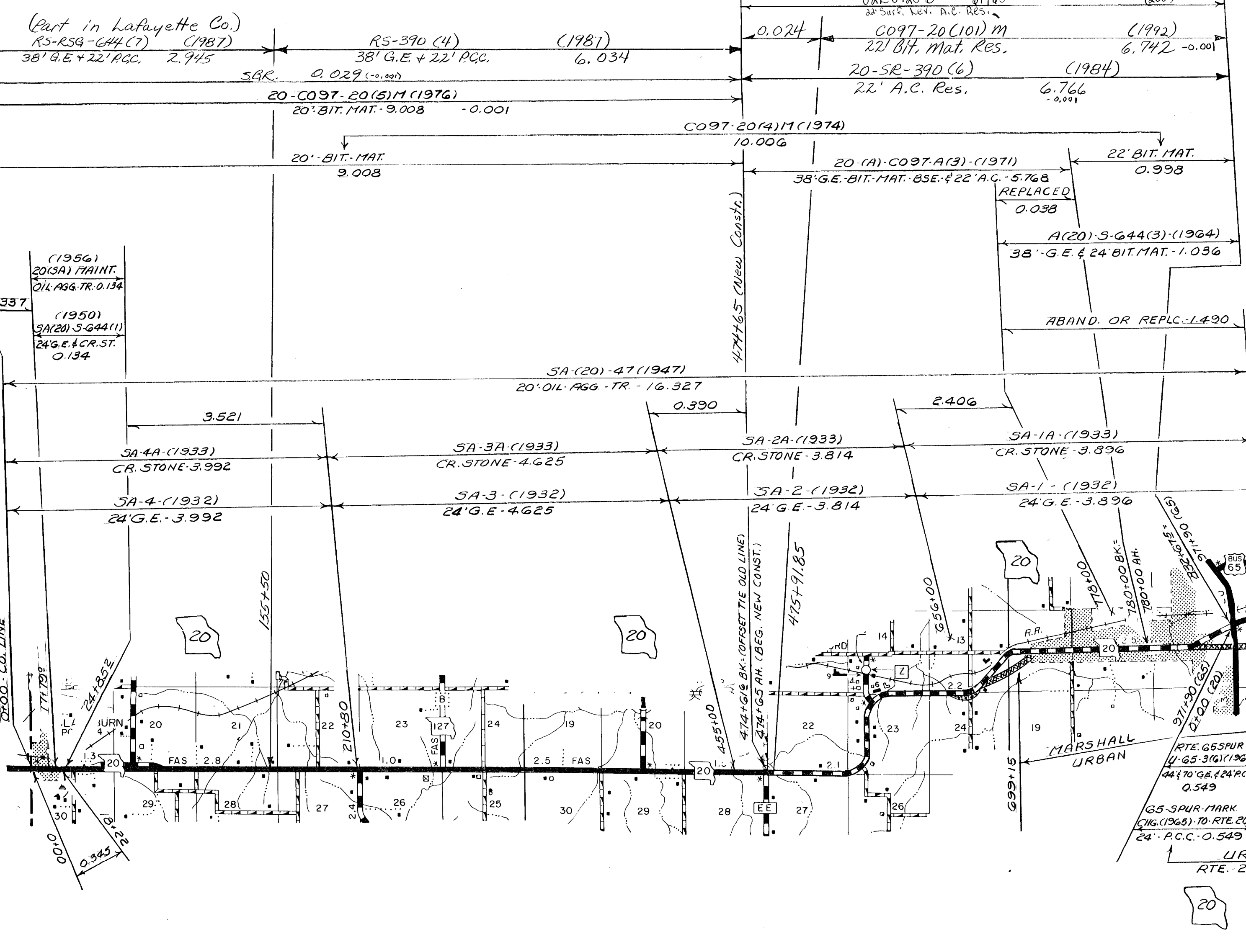
ROUTES HISTORY 240 (SEE SHEET 2 OF 16)



R23W

CARROLL

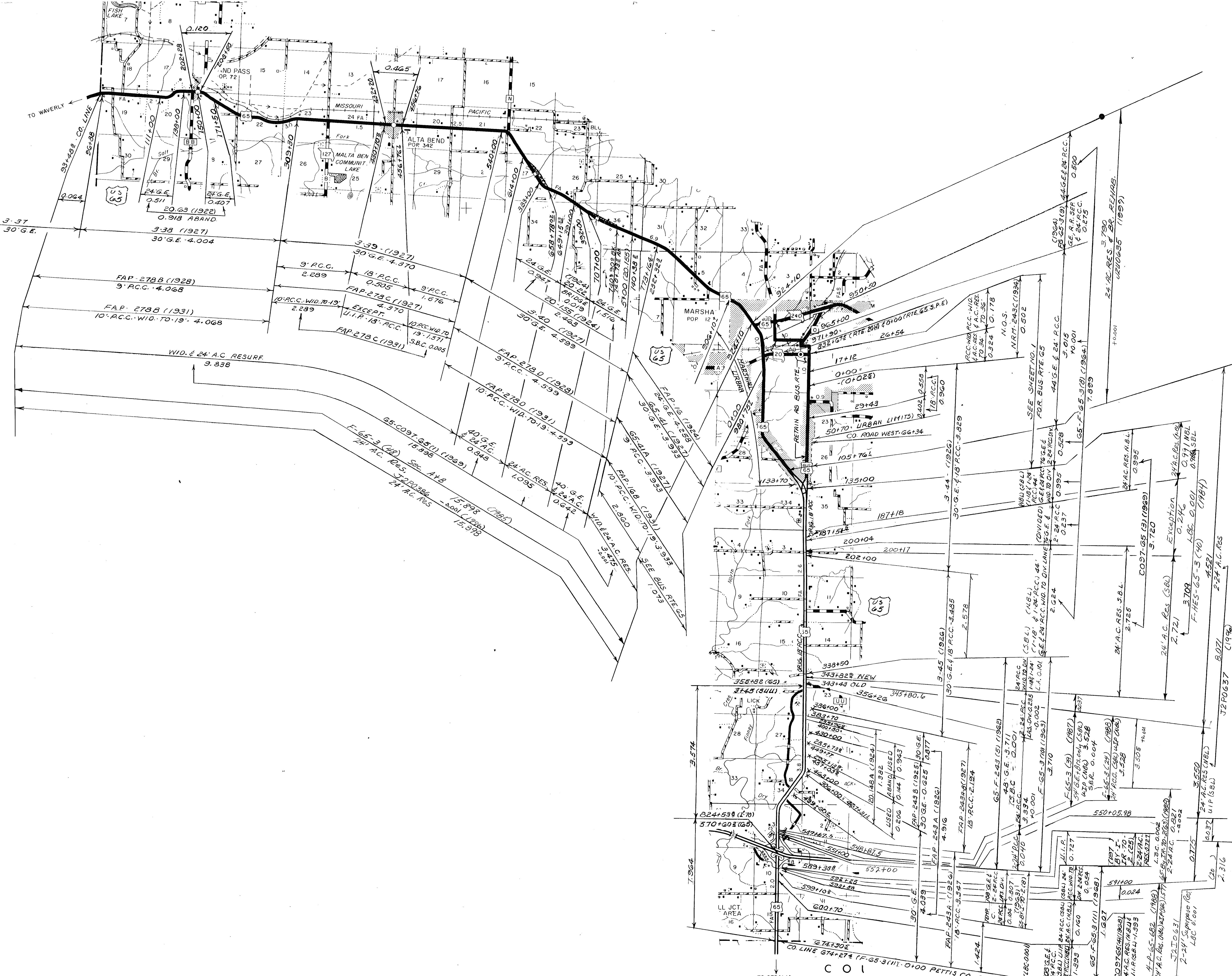
HOWARD COUNTY



ROUTES
20
E
M

097 SHEET 15 OF 16
SALINE

TO RTE. []



ROUTES-65
 (SEE SHT. 1 OF 16 FOR BUS. RTE. 65)

② **097** SHEET 16 OF 16
SALINE