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DESIGN DESIGNATION

A.D.T. (1962) = 1510
 A.D.T. (1952) = 2720
 D.H.V. (1952) = 326
 D=50%
 T=16%
 V=70 m.p.h.

MISSOURI STATE HIGHWAY COMMISSION PLAN AND PROFILE OF PROPOSED STATE ROAD

LIMITED ACCESS HIGHWAY

This shall be a limited access highway between Sta. 940+38.7 and Sta. 1277+940. Except at locations and as otherwise specifically shown on these plans no abutter's rights in, or of direct access to, from, or across the highway or its right of way shall attach or belong to any property abutting on said section of highway or to any person merely because of ownership of such abutting property. There shall be the usual right of access over any location either (1) shown on these plans as a property entrance (P.E.), field entrance (F.E.), or private underpass, or (2) where and when any such entrance, underpass, or an open public highway is being maintained by the governmental agency having authority therefor. Whenever an adjacent outer roadway is so shown or maintained, there shall be the usual right of direct access between the abutting property and such outer roadway to which access is not specifically prohibited by the special symbol denoting "No Right of Access" as shown on the plans and along it to and from the nearest lane of the thruway or a public highway.

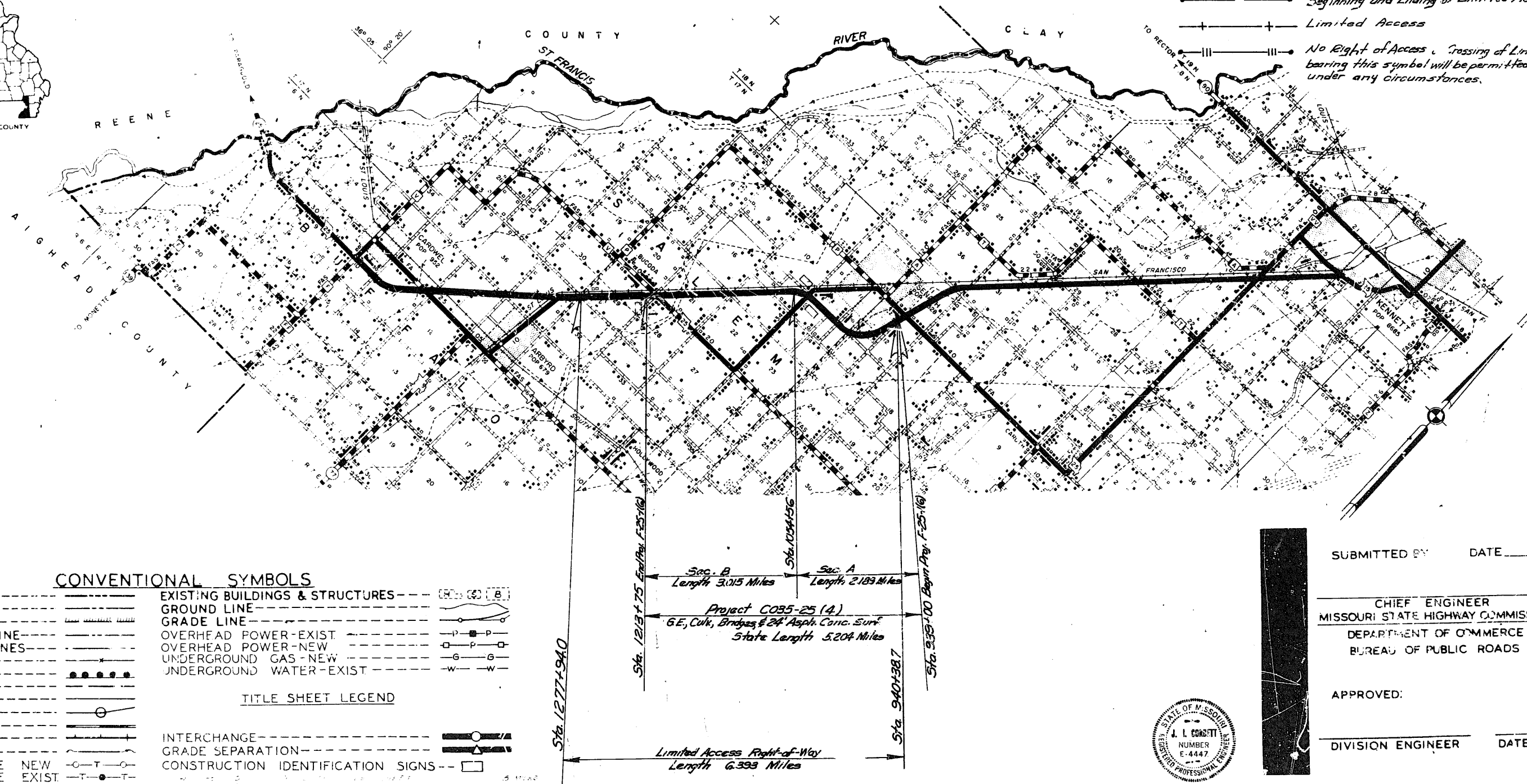
COUNTY	DUNKLIN
STATE ROUTE NO.	25
PROJECT NO.	C035-25 (4)

A+B

DUNKLIN COUNTY

LEGEND

- Beginning and Ending of Limited Access
- Limited Access
- No Right of Access. Crossing of Lines bearing this symbol will be permitted under any circumstances.



CONVENTIONAL SYMBOLS

STATE LINE	---	EXISTING BUILDINGS & STRUCTURES	--- (B) ---
COUNTY LINE	---	GROUND LINE	---
CITY LIMITS	---	GRADE LINE	---
TOWNSHIP OR RANGE LINE	---	OVERHEAD POWER-EXIST	---
OTHER LAND SURVEY LINES	---	OVERHEAD POWER-NEW	---
FENCE LINE	---	UNDERGROUND GAS-NEW	---
GUARD RAIL	---	UNDERGROUND WATER-EXIST	---
PROPERTY LINE	---		
RIGHT OF WAY LINE	---		
RIGHT OF WAY MARKER	---		
RAILROAD	---		
SURVEY CENTER-LINE	---		
CULVERT	---		
OVERHEAD TELEPHONE NEW	---		
OVERHEAD TELEPHONE EXIST.	---		

TITLE SHEET LEGEND

INTERCHANGE	---
GRADE SEPARATION	---
CONSTRUCTION IDENTIFICATION SIGNS	---

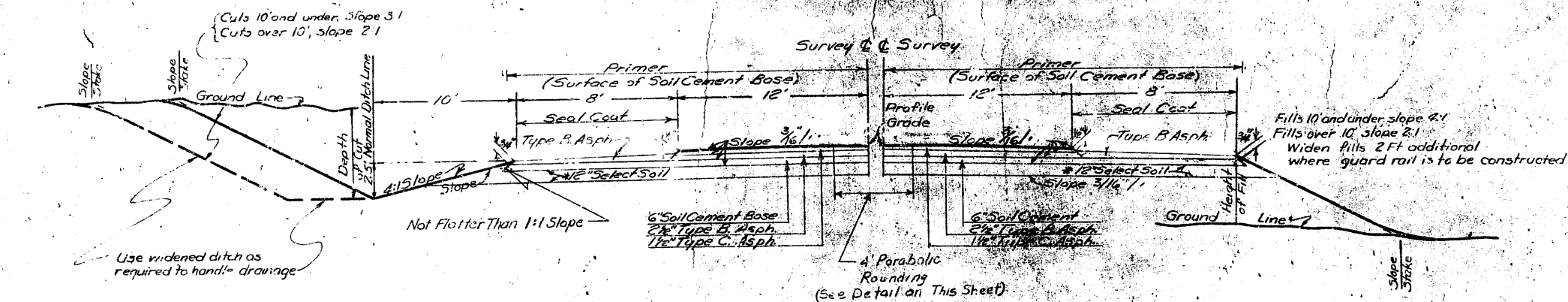
SUBMITTED BY _____ DATE _____

CHIEF ENGINEER
 MISSOURI STATE HIGHWAY COMMISSION
 DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

APPROVED:

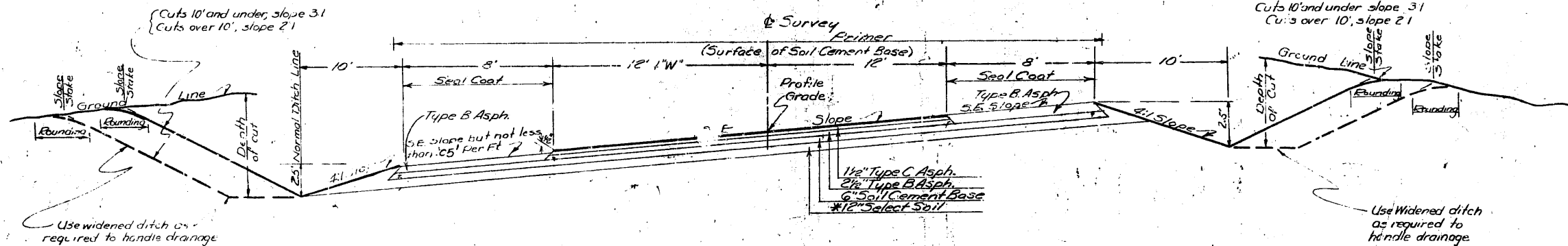
DIVISION ENGINEER _____ DATE _____





SECTION ON TANGENT

Sta. 939+00 to 1213+75
*SELECT SOIL THICKNESS
Sta. 939+00 to 974+00 0"
Sta. 974+00 to 1006+00 12"
Sta. 1006+00 to 1161+50 0"
Sta. 1161+50 to 1185+00 12"
Sta. 1185+00 to 1213+75 0"



STANDARD CROWN

GENERAL NOTES:

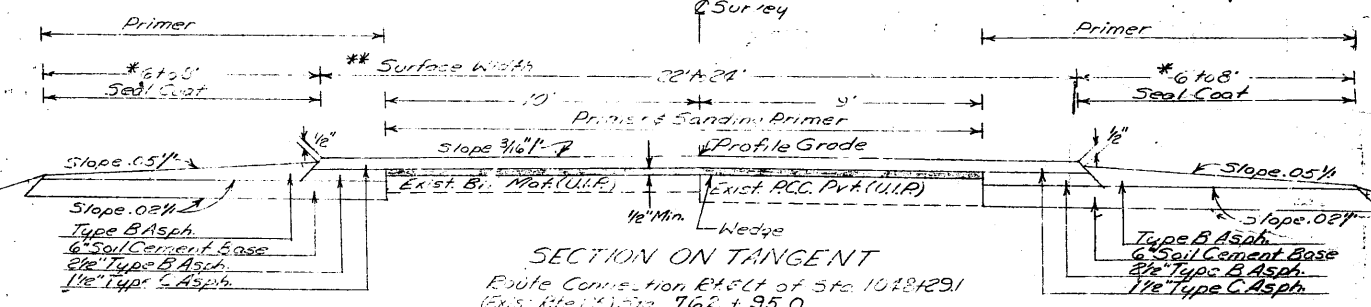
For details of super-elevation, widening of horizontal curves, undergrading, rounding, all pav. appurtenances, drainage items, etc., see other dwgs & Std. Dwg. 2140

In transitioning from one cut or fill slope to another, use a 25' transition beginning at a point 25' back along the which would normally be the flatter slope and ending the transition at the actual point where the steeper slope is required. If the actual limits requiring a steeper slope is less than 25' in length, do not change to the steeper slope.

All information shown on these Typical Sections is for the purpose of indicating general design and construction details. Actual construction of roadway widths, slopes, depths and type 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.

CUT SECTION ON SUPERELEVATED CURVE (ALL CURVES OVER 30 MINUTES)

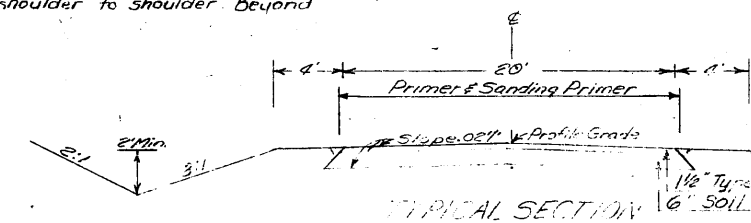
NOTE: Fill sections on super-elevated curve to be identical to this section from shoulder to shoulder. Beyond shoulders use same as shown for 'Section on Tangent'.



SECTION ON TANGENT

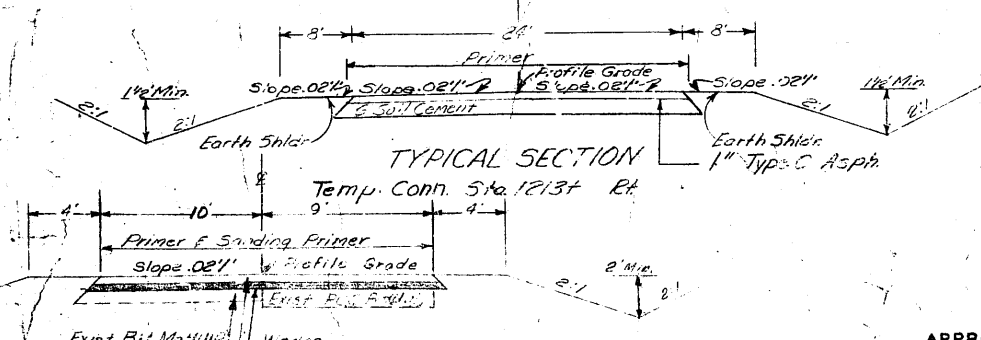
Route Connection Rt & Lt of Sta. 1048+29.1
(Exis. Grd. L.) Sta. 762+95.0

Station	Loc.	*Shldr. Width	*Surface Width
1048+29.1	Rt.	3'	24'
1048+29.1	Lt.	6'	24'



TYPICAL SECTION

Rt & V Sta. 1048+29.1
Sta. 355+06.2 to 358+50



TYPICAL SECTION

Temp. Conn. Sta. 1213+ Rt.

MISSOURI STATE HIGHWAY COMMISSION
PRIMARY SYSTEM

TYPICAL SECTIONS

FOR

40' GRADED EARTH

AND

24' FT. ASPH CONC. PVT. 8

SOIL CEMENT BASE (Full Width)

(DESIGN SPEED 70 M.P.H.)

ROUTE: 25 COUNTY: DUNKLIN

PROJ: C035-25 (4)

APPROVED *W. J. Hamilton*
ENGR. SURVEYS & PLANS

APPROVED *M. J. Spivey*
CHIEF ENGINEER

MISSOURI STATE HIGHWAY COMMISSION

SUMMARY OF QUANTITIES

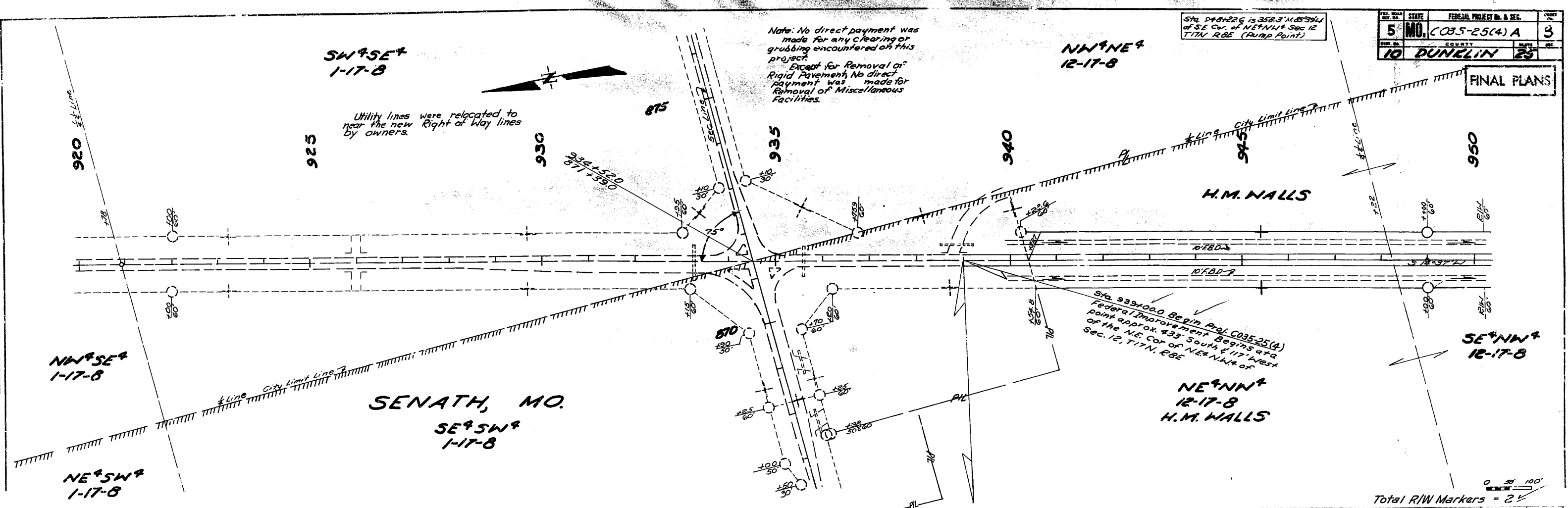
FED. ROAD DIST. No.	STATE	PROJECT	FISCAL YEAR	SHEET No.	TOTAL SHEETS
5	MO.	C035-25(4)		24	
DIST. No.	COUNTY			ROUTE	SEC. No.
10	DUNKLIN			25	A&B

GENERAL SUMMARY

EXCAVATION						LENGTH OF PROJECT											
Sta.	Cl. A	C.Comp.	F.Comp.	M.G.I	O.H.	Remarks	End of Project	Beginning of Project	Station	Length	Feet						
979+00						See Sheet No. 15			1213+75	2100'	Class A Excavation						
986+00	3944	1574	3615		95215	See Sheet No. 15			939+00	2120'	Compacting Embankment						
974+00	4514	1000	5818		93840	See Sheet No. 15			21214	21214	Compacting in Cut						
990+00	7146	555	6246		44800	See Sheet No. 15			21309	21309	Overhaul Station						
1006+00	12557	750	3854			See Sheet No. 15			21507	21507	Water for Soil Cement						
1020+00	15421	2800	1847			See Sheet No. 15			21801A	21801A	Machine Grading, Class I						
1039+00	14341	363	5712			See Sheet No. 15			24203	24203	Removal of Rigid Pavement						
1054-36	7506	564	7478		51637	See Sheet No. 15			24410	24410	Removal of Bldgs., Class I						
1074+00	5876	2304	7478		11425	See Sheet No. 15			3201C	3201C	Soil Cement Base						
1083+63	7904	2390	1127			See Sheet No. 15			35044	35044	Gravel (B) Surface						
1101+29	8327	916	4441			See Sheet No. 15			370151	370151	Banding Primer						
1111+00	4450	79	2899		9360	See Sheet No. 15			37307	37307	Primer (MC-O)						
1131+00	8688	1407	4892			See Sheet No. 15			43025	43025	Type B Asphaltic Concrete						
1140+05	4152	1073	1886			See Sheet No. 16			43035	43035	Type C Asphaltic Concrete						
1152+00	5248	1026	2861			See Sheet No. 16			43055	43055	Wedge Course						
1161+00	5119	2193	1679			See Sheet No. 16			44035	44035	Cover Aggregate (Gr. #6)						
1181+25	9065	722	8026		1753	See Sheet No. 16			44717	44717	But. Material (150-300 P.A.)						
1185+00	3574	389	694			See Sheet No. 16			50034	50034	Class 3 Exca. for Structures						
1192+70	7190	1825	467			See Sheet No. 16			53022	53022	Class B Concrete (Misc.)						
1212+70	9024	963	6935		13620	See Sheet No. 16			54001	54001	Reinforcing Steel						
1220+00	179	297	1842		15690	See Sheet No. 16			60612	60612	Corr. Metal Pipe Arch Culv. (Type B2)						
Sub Total	145423	23390	83797	0	337340				60604	60604	Corr. Metal Pipe Arch Culv. (Type B4)						
Rounding	4137		155						61518	61518	18" Class 3 Reinf. Conc. Pipe Culv.						
Entrances									61324	61324	18" Class 3 Reinf. Conc. Pipe Culv.						
TOTALS	149560	23390	83797	15.5	337340				67018	67018	18" Pipe Culvert (Group II)						
Temporary Borrow Easement Rt Sta. 1049+ - Floyd T. Karnes, Sr. Owner - Quantity of Borrow Was Not Measured (Used For Soil Cement).						CROSS ROAD PIPE CULVERT (CL III RCP)											
Sta.	Loc.	Type	CL B	Reinf.	CL 3	Remarks	Sta.	Loc.	Type	CL B	Reinf.	CL 3	Remarks				
1089+00	61	2-53.40C	2.6	240	54	Equilateral	1089+00	61	2-53.40C	2.6	240	54	Equilateral				
1101+00	58	2-53.40C	2.6	240	32	Equilateral	1101+00	58	2-53.40C	2.6	240	32	Equilateral				
1124+00	57	2-53.40C	2.6	240	45	Equilateral	1124+00	57	2-53.40C	2.6	240	45	Equilateral				
1208+00	55	2-53.40C	1.6	120	24	Equilateral	1208+00	55	2-53.40C	1.6	120	24	Equilateral				
TOTALS	35	176	94	840	155		TOTALS	35	176	94	840	155					
ENTRANCES						ROADWAY CONTINGENT ITEMS											
Sta.	Loc.	GROUP II	GROUP I	CMPA	P-A	M.G.I	CL 3	Remarks	Sta.	Loc.	GROUP II	GROUP I	CMPA	P-A	M.G.I	CL 3	Remarks
962+079	SR Rt	18	24	50	B-2	1.3		BCCMP - Skd 15" R.A.	962+079	SR Lt	18	24	50	B-2	1.3		BCCMP - Skd 15" R.A.
962+107	SR Lt			50		1.3		BCCMP - Skd 15" R.A.	962+107	FE Rt			30		0.5		BCCMP
982+150	FE Rt			30		0.5		BCCMP	982+150	FE Lt			30		0.5		BCCMP
994+175	SR Rt			54		40		BCCMP - Skd 18" 40' LA	994+175	SR Lt			66		44		BCCMP - Skd 18" 40' LA
994+175	SR Lt			66		44		BCCMP - Skd 18" 40' LA	994+175	FE Lt					0.3		No Pipe (Off 5R Lt 994+75)
1008+132	SR Rt			50		1.4		BCCMP	1008+132	SR Lt			46		0.3		BCCMP
1008+132	SR Lt			46		0.3		BC-MP	1008+132	FE Rt					0.4		30' Top
1021+577	SR Lt	48				38		30' Top	1021+577	FE Rt					1.7		Skd 20" R.A.
1021+577	FE Rt					1.7		Skd 20" R.A.	1021+577	SR Rt					0.6		28' Top - Skd 20" L.A.
1056+100	SR Rt	52				0.6		28' Top - Skd 20" L.A.	1056+100	FE Rt					0.4		30' Top
1080+170	FE Rt	48				0.4		30' Top	1080+170	FE Lt					1.3		Skd 43" 40' RA
1081+634	FE Lt	40				0.4		Skd 43" 40' RA	1081+634	SR Rt					0.9		No Pipe - Skd 43" 40' RA
1094+179	SR Rt	74				0.9		No Pipe - Skd 43" 40' RA	1094+179	SR Lt					1.3		Skd 46" 30' LA
1094+179	SR Lt					1.3		Skd 46" 30' LA	1094+179	FE Lt	28				1.3		No Pipe - Skd 46" 30' LA
1112+120	FE Lt	28				1.3		No Pipe - Skd 46" 30' LA	1112+120	SR Rt					0.6		Skd 20" R.A.
1119+143	SR Rt					0.6		Skd 20" R.A.	1119+143	SR Lt					0.4		(Off 5R Lt 1204+289)
1119+143	SR Lt					0.4		(Off 5R Lt 1204+289)	1119+143	FE Rt					0.3		(Off 5R Lt 1204+289)
1131+170	SR Rt	56				0.3		No Pipe (Off 5R Lt 1204+289)	1131+170	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1157+100	FE Rt	30				0.3		No Pipe (Off 5R Lt 1204+289)	1157+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1157+100	FE Lt	30				0.3		No Pipe (Off 5R Lt 1204+289)	1157+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1195+190	FE Lt	30				0.3		No Pipe (Off 5R Lt 1204+289)	1195+190	FE Lt	30				0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	FE Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Rt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)
1196+100	SR Lt					0.3		No Pipe (Off 5R Lt 1204+289)	1196+100	FE Rt					0.3		No Pipe (Off 5R Lt 1204+28

NO. 36-4
DATE OF SURVEY
12-5-97
BY: S. J. ZIEGLER

NO. 36-4
DATE OF SURVEY
12-5-97
BY: S. J. ZIEGLER



FINAL PLANS

1 SE⁴NW⁴
12-17-8
H.M. WALLS
New R/W - 6.27 Ac.
Remainder: Rt - 67.1 Ac.
Lt - 172 Ac.

2 NE⁴SW⁴
12-17-8
HERBERT WILSON
New R/W - 4.32 Ac.
Remainder: Rt - 4.9 Ac.
Lt - 24.7 Ac.

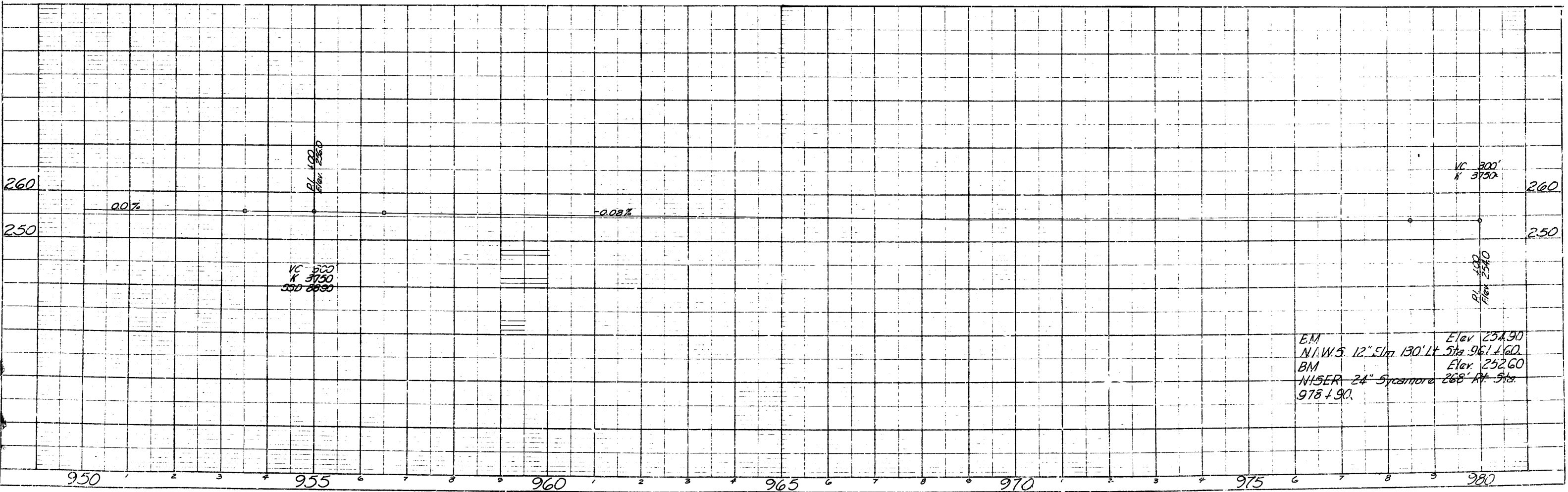
3 SE⁴SW⁴
12-17-8
ALTA WILSON SANDO
New R/W - 0.36 Ac.
Remainder: Lt - 39.6 Ac.

SW⁴SW⁴
12-17-8
EDNA L. WILSON

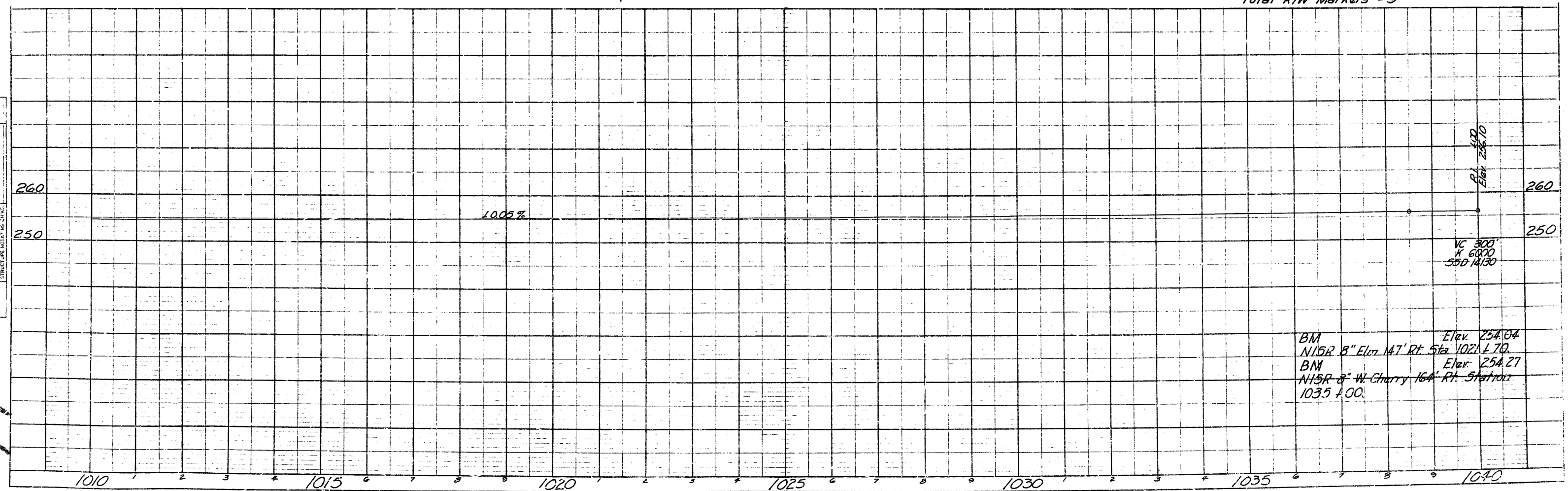
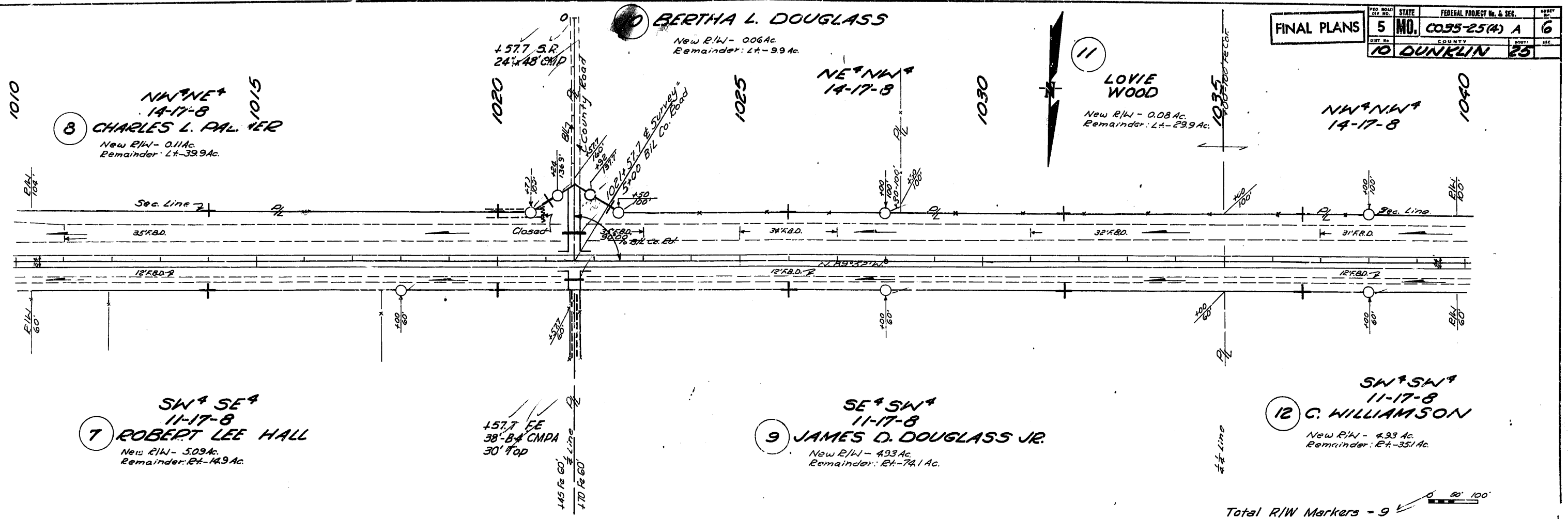
SENATH, MO.

City Waste Lagoon

Total R/W Markers - 13

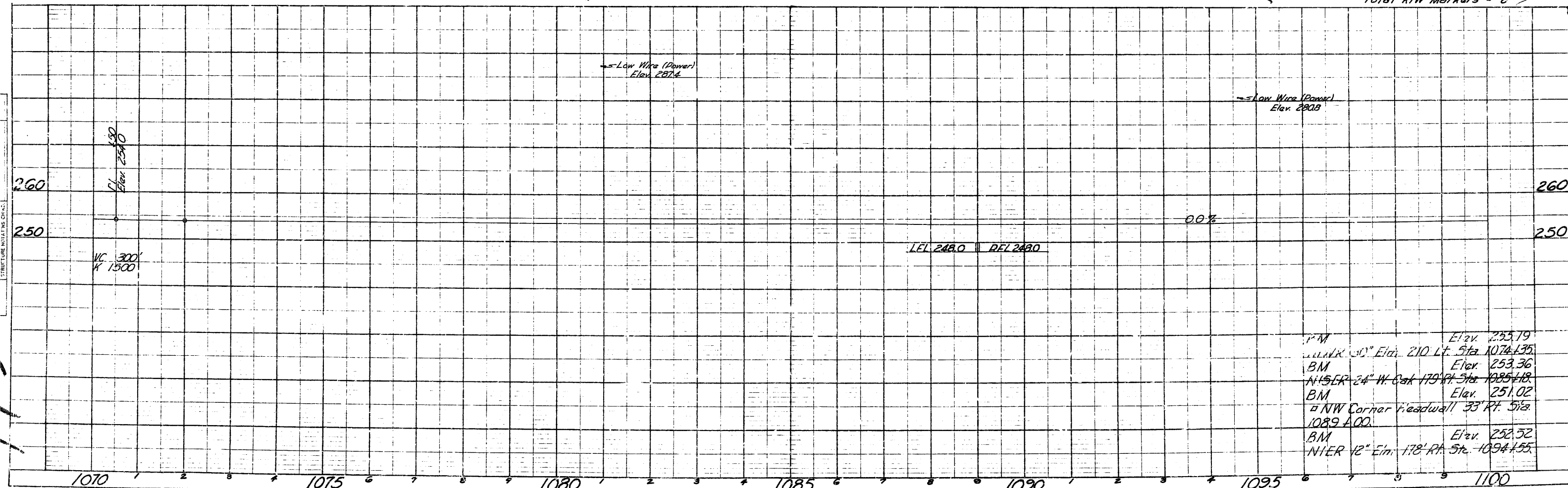
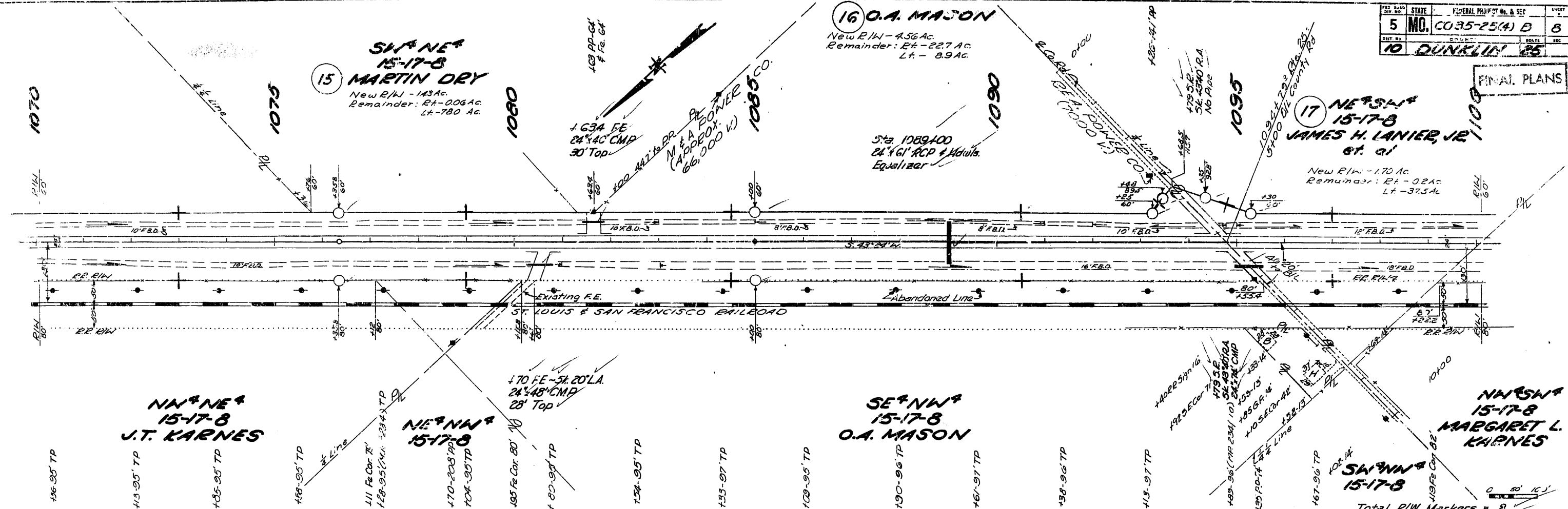


FINAL PLANS	FED. ROAD DIV. NO.	STATE	FEDERAL PROJECT No. & SEC.	SHEET OF
	5	MO.	CO35-25(4) A	6
	DIST. No.	COUNTY	SHEET	SEC.
	10	DUNKLIN	25	



FED. ROAD DIST. NO.	STATE	FEDERAL PROJECT No. & SEC.	SHEET
5	MO.	CO35-25(4) D	8
DIST. NO.	COUNTY	ROUTE	SEC.
10	DUNKLIN	25	

FINAL PLANS



BM	Elev. 253.19
ANISER 30" W. Oak 210' R/W	Sta. 1074+35
BM	Elev. 253.36
ANISER 24" W. Oak 179' R/W	Sta. 1085+18
BM	Elev. 251.02
SW Corner Roadwall 33' R/W	Sta. 1089+00
BM	Elev. 252.52
NIER 12" Elm 178' R/W	Sta. 1094+55

JAMES H. LANIER, JR.
et. al.

NE¹SW¹
15-17-8

Sta. 1101+00
24"x58" RCP
with Hdwl's
Equalizer

18 MARGARET L. KARNES

New R/W - 4.23 Ac.
Remainder: Lt - 7.8 Ac.
Rt - 24.4 Ac.

19 SW¹SW¹
15-17-8
ELLA MARIE PALMER

New R/W - 5.99 Ac.
Remainder: Rt - 18.58 Ac.
Lt - 64.0 Ac.

FINAL PLANS

FED. ROAD DIST. NO.	STATE	FEDERAL PROJECT No. & SEC.	SHEET NO.
5	MO.	CO35-25(4) B	9
CITY NO.	COUNTY	SOURCE	ACT.
10	DUNKLIN	25	

Sta. 1119+44.3 is
864.1' North of
Common Corner
Secs. 15, 16, 21 & 22
T. 17 N., R. 8 E.
2" Pump Pipe

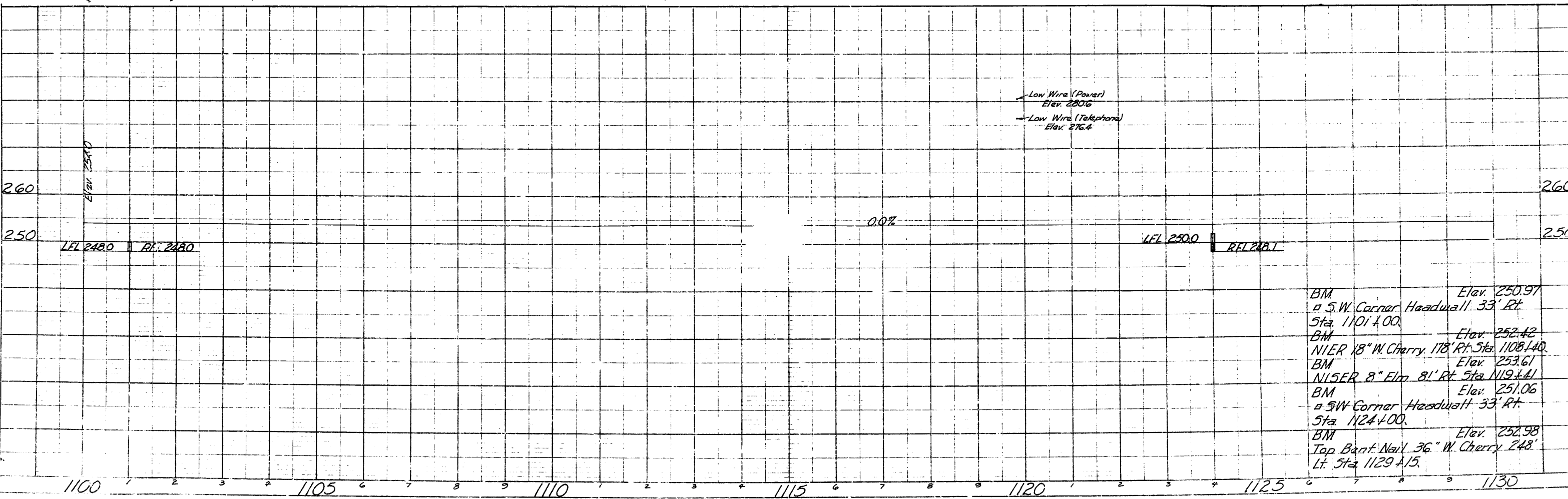
Sta. 1124+00
24"x57" RCP with Hdwl's
Equalizer

NW¹SW¹
15-17-8
MARGARET L. KARNES

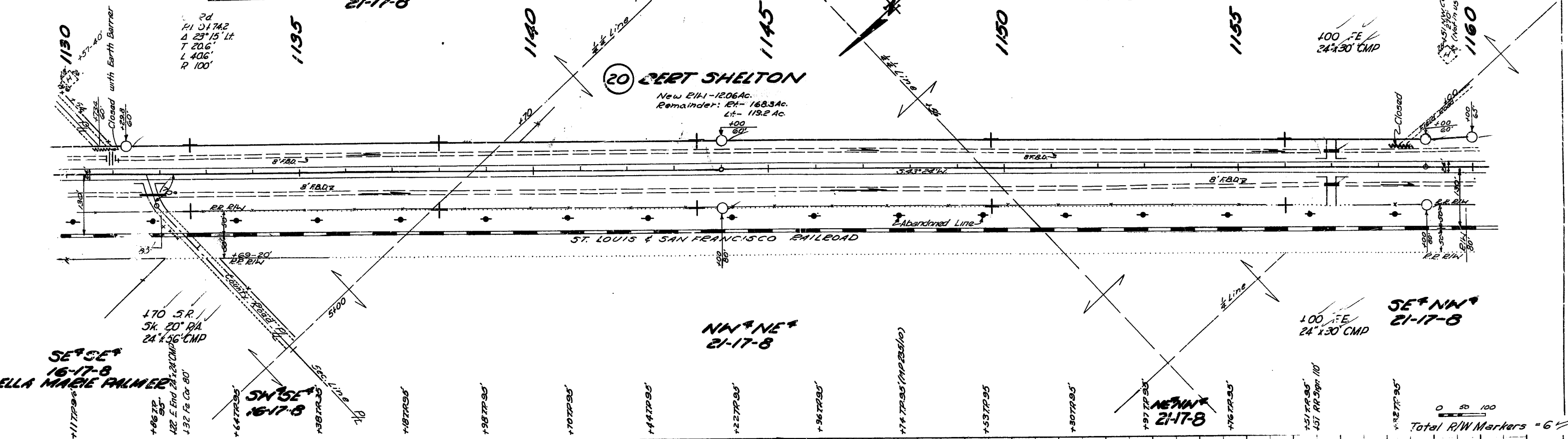
SE¹SE¹
16-17-8

NE¹SE¹
16-17-8

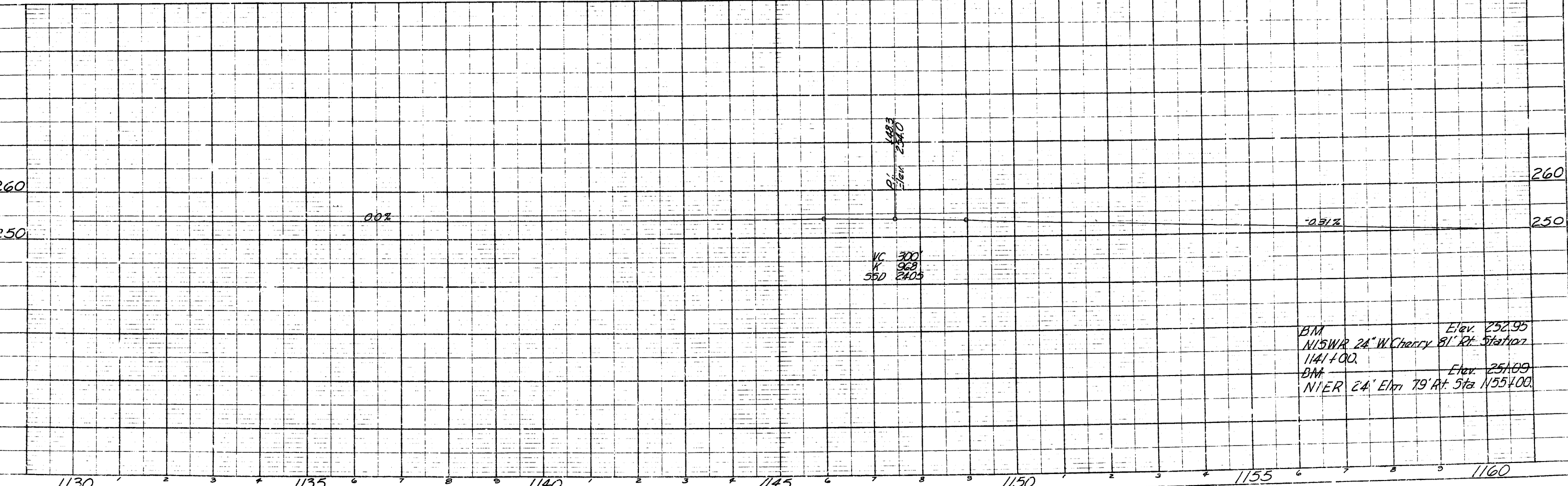
0 50 100
Total R/W Markers = 7



Sta. 1131+29.8 is
814' West of
Common Corner
Secs. 15, 16, 21 & 22
T. 17 N., R. 3 E.
(2" Dump Pipe)



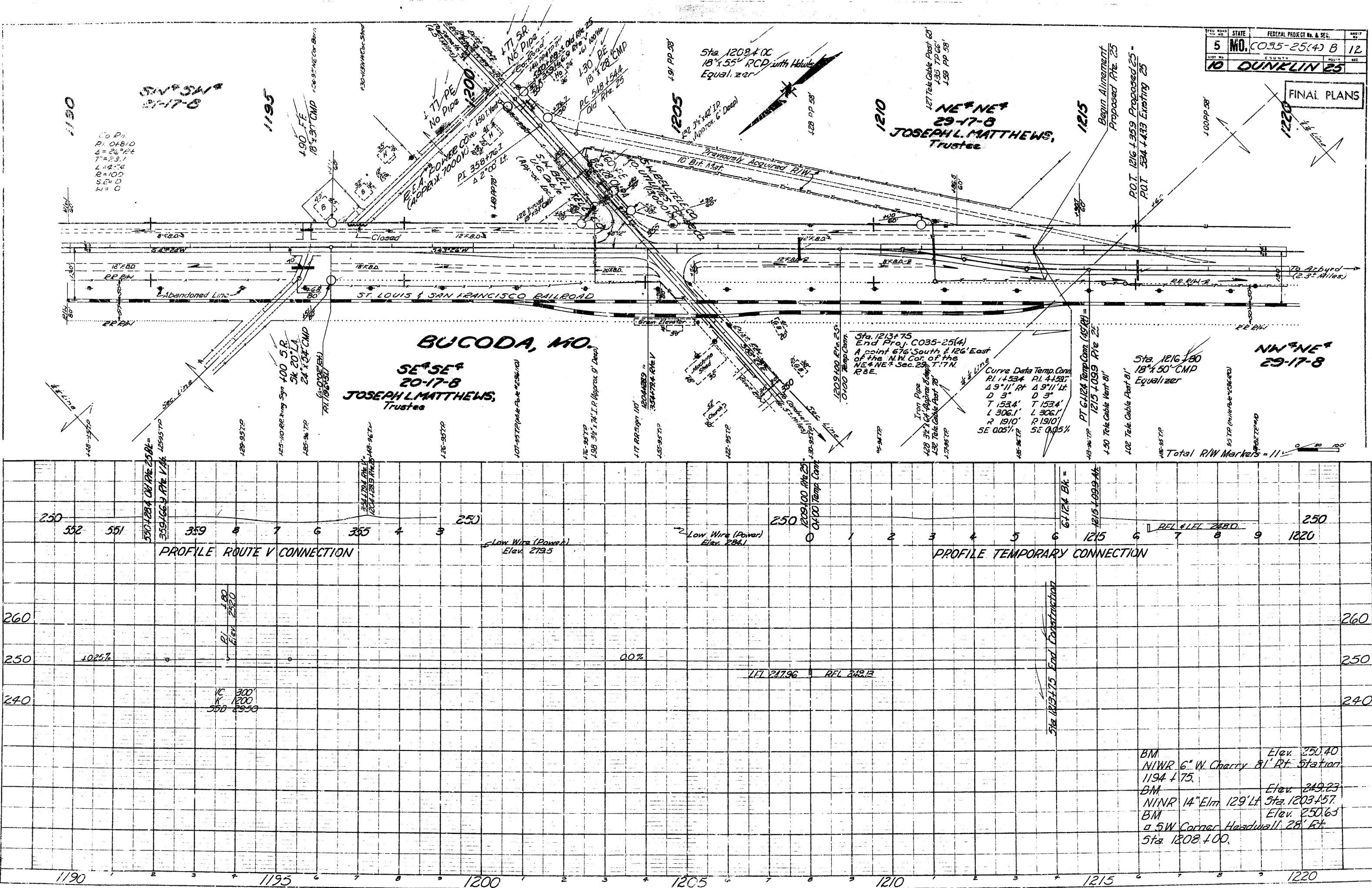
0 50 100
Total R/W Markers = 6



BM	Elev. 245.61
NISER 30" Sycamore	76' RT.
Sta. 1168+86	
BM	Elev. 248.81
□ NW Wing Bent #1 18" RT	Sta. 1172+60
BL	Elev. 245.61
NISER 24" Sycamore	239' RT.
Sta. 1173+25	
BM	Elev. 250.26
NWWR 6" W Cherry	81' RT. Sta. 1181
+ 90.	

FED ROAD DIV NO	STATE	FEDERAL PROJECT No. & SEC.	AREA No
5	MO.	CO35-25(4) B	12
DIST NO	COUNTY	ROUTE	SEC
10	DUNKLIN	25	

FINAL PLAN



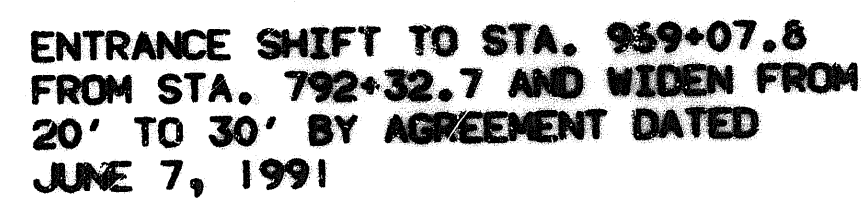
LIST OF STANDARD PLANS

PROJ.	SHEET
0035-25(4) A & B	13
CO.	RTE.
DUNKLIN	25

[illegible]

PP-4 ~ CON
PP-4 ~ FIN

ORIGINAL	DATE	BY	DATE
INVEST			
NOTES			
REPORT			
ADVIS			



COUNTY: DUNKLIN
ROUTE: 412
PROJECT: C035-20 (4)A
SHEET NO: 1 OF 1