

RIGHT OF WAY PLANS

CODE NO. 1985

STATE OF INDIANA INDIANA DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY PROJECT NO. F-170-1

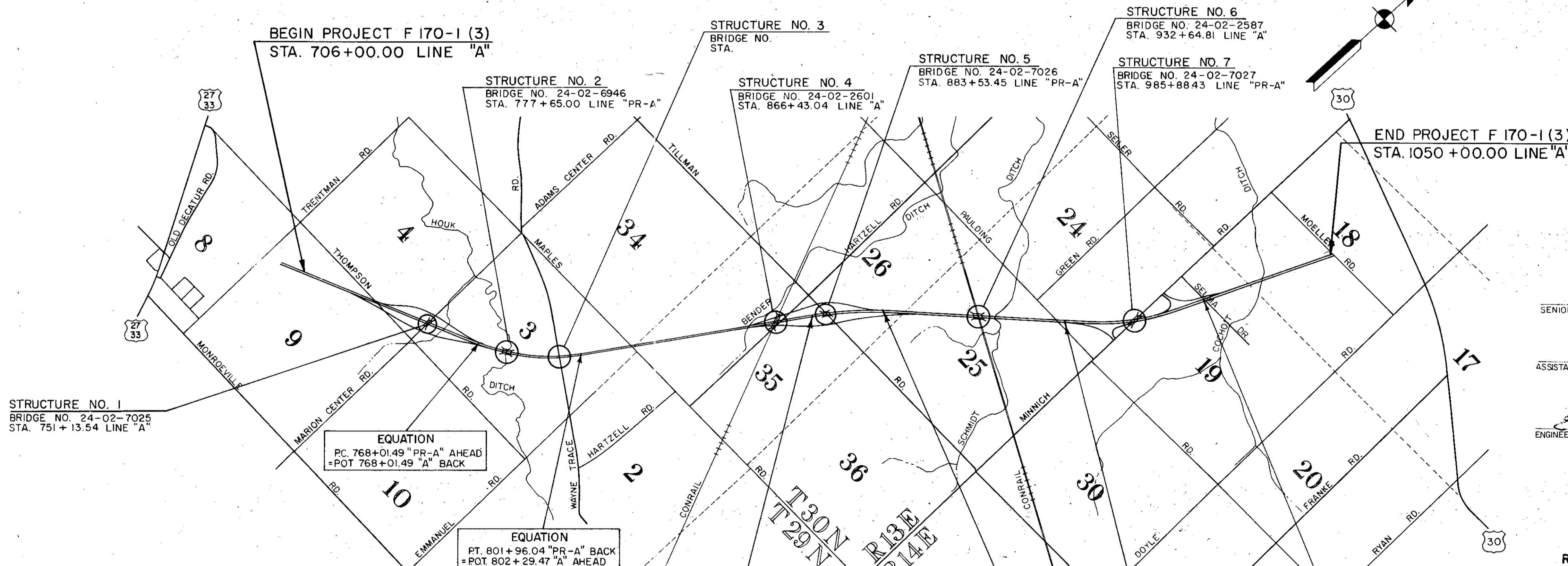
(3) P.E.
(3) R/W
() CONST.
() UTIL.

BEGINNING AT A POINT APPROXIMATELY 1,596 FEET SOUTH AND APPROXIMATELY 3,501 FEET EAST OF THE CENTERLINE INTERSECTION OF EXISTING THOMPSON ROAD WITH EXISTING TRENTMAN ROAD IN THE NW 1/4 SEC. 9, T-29-N, R-13-E AND EXTENDING IN A NORTHEASTERLY DIRECTION A DISTANCE OF 34,322 FEET TO A POINT APPROXIMATELY 3,290 FEET EAST AND APPROXIMATELY 6,265 FEET SOUTH OF THE CENTERLINE INTERSECTION OF EXISTING MOELLER ROAD WITH EXISTING MINNICH ROAD IN THE S.E. 1/4 SEC. 18, T-30-N, R-14-E, ALL IN ALLEN COUNTY.

GROSS LENGTH:- 6.500 MI.
NET LENGTH:- 6.375 MI.

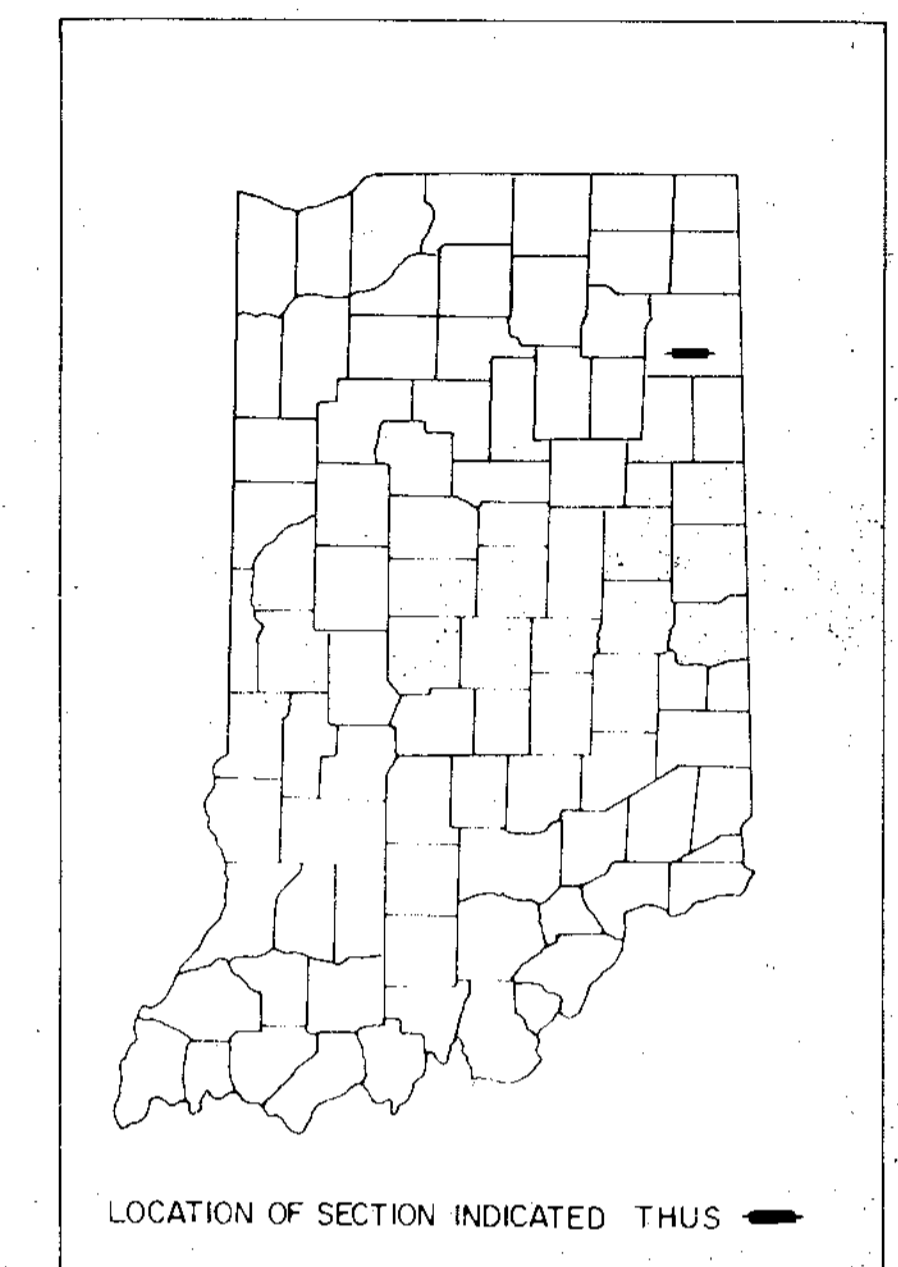
SCALES:-
PLAN { LONG:- 1"=100' { HORIZ:- 1"=100'
 { TRANS:- 1"=100' { VERT:- 1"=10'

MAX. GRADE 2.000 %



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1 (3)	1985	1	75

DESIGN DATA			
A.D.T. (1980)	9,191	V.P.D.	
A.D.T. (2000) PROJECTED	12,637	V.P.D.	
D.H.V. (2000)	1,137	V.P.H.	
DIRECTIONAL DISTRIBUTION			
TRUCKS	D.H.V. 7	A.D.T.	52 %
DESIGN SPEED			70 M.P.H.
ACCESS CONTROL			FULL



LEGEND

- (A) BARRICADE TYPE "A"
- (B) BARRICADE TYPE "B"
- (C) CONSTRUCTION SIGN TYPE "A"
- (D) CONSTRUCTION IDENTIFICATION SIGN
- (A) PERMANENT BARRICADE TYPE "A"

DESIGNED BY _____

SENIOR DESIGNER _____

RECOMMENDED FOR APPROVAL _____

ASSISTANT ENGINEER OF ROAD DESIGN _____

RECOMMENDED FOR APPROVAL 9-10-85

E. S. Moon *per*

ENGINEER OF ROAD

APPROVED 9-10-85

E. Wayne Wallace

CHIEF ENGINEER

PLANS PREPARED BY
FLOYD E. BURROUGHS & ASSOCIATES, INC.
CONSULTING ENGINEERS
INDIANAPOLIS, INDIANA



ALLEN CO.
SCALE: 1"=2000'

INDIANA STATE HIGHWAY COMMISSION
STANDARD SPECIFICATIONS DATED 1978
TO BE USED WITH THESE PLANS

CERTIFIED Stephen J. Christian DATE May 14, 1984

EQUATION
PC. 879+60.13 "PR-A" AHEAD
= POT 879+60.13 "A" BACK

EQUATION
PT. 801+96.04 "PR-A" BACK
= POT 802+29.47 "A" AHEAD

EQUATION
PC. 879+60.13 "PR-A" AHEAD
= POT 879+60.13 "A" BACK

EQUATION
PT. 902+13.46 "PR-A" BACK
= POT. 902+17.10 "A" AHEAD

EQUATION
PC. 960+98.70 "PR-A" AHEAD
= POT. 960+98.70 "A" BACK

EQUATION
PT. 1006+71.48 "PR-A" BACK
= POT. 1007+12.59 "A" AHEAD

RECOMMENDED FOR APPROVAL 9-9-85

John J. ...
CHIEF DIVISION OF LAND ACQUISITION

RIGHT OF WAY PLANS ONLY

FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

APPROVED _____

DIVISION ADMINISTRATOR _____ DATE _____

ROAD FILE:-

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1 (3)		1	75	

UTILITIES

UTILITY	OWNER	ADDRESS
TELEPHONE	GENERAL TELEPHONE Co. OF INDIANA INC.	501 TECUMSEH ST., P.O. Box 1201 FORT WAYNE, INDIANA 46801
ELECTRIC	INDIANA & MICHIGAN ELECTRIC COMPANY R.E.A. POWER	2101 SPY RUN AVENUE FORT WAYNE, INDIANA 46801 RURAL ROUTE 3 PAULDING, OHIO
GAS	NORTHERN INDIANA PUBLIC SERVICE Co.	5265 HOHMAN AVENUE HAMMOND, INDIANA 46325

GENERAL NOTES

Standard divided lane sections for Federal Aid _____ Projects _____ as shown on Sheet No. _____ to be used on this project.

Standard ramp section _____ to be used on this project. Pavement thickness shall be _____ inches.

Standard single lane pavement sections _____ as shown on Sheet No. _____ to be used on this project.

A _____ inch _____ pavement shall be used.

Typical cross-section as shown on Sheets No. _____ to be used on this project.

Standards under dates as listed in the index on this sheet to be used on this project.

All Ditches of 1% grade and over shall be sodded except where ditch is in rock cut or where Paved Side Ditch is to be constructed.

Sodding shall be placed as shown on Standard and Typical Cross-Sections and on Miscellaneous Standard Sheet "MB".

All Earth Shoulders, Median Area, Cut and Fill slopes shall be plain or mulched seeded except where Sodding is specified.

Overhaul and Added Haul Quantities as shown in the Balances are for information only.

Excavation Quantities as shown include estimated excavation for Public and Private Approaches. See Table on Sheet No. _____.

The final Cross-Sections of the "Grading Contract" shall be the original cross-sections of the "Paving Contract" except that partial or complete cross-sections shall be taken if necessary to determine the actual quantities of Excavation.

Paper Relocation is to be cross-sectioned by the Project Engineer before construction.

Where existing surface is located outside the limits of new construction between Station _____ and Station _____, the Contractor will be required to remove the present roadway surface and base as directed by the Engineer.

For Kinds of Pipe permitted for each size and classification as shown on the Structure Data Sheet, see Miscellaneous Standard Sheets "MP" and "MP-1".

Such part of existing downspout drains that are disturbed by either adding or replacing the curb, shall be replaced and connected as directed by the Engineer. Payment for this work shall be included in the Contract unit price for _____ Curb.

The Contractor must accept the plan quantities of Subbase as given on the Estimate of Quantities Sheet subject to the conditions as set out in 304.07 of the Standard Specifications.

The minimum grade for Underdrains shall be 0.20%. Where the profile grade is less than 0.20% special grades for Underdrains shall be established by the Engineer.

County Road _____ shall have 4 "Edge Lines" and "Skip Center Lines" as set out in "Special Provisions" and "Yellow Barrier Lines" shall be placed as shown on plans.

All Limited Access R/W (L.A. R/W) to be fenced with Chain Line Type Fence (C.L.T.F.) or Farm Field Type Fence (F.F.T.F.) as specified in the plans.

Curves shall be Superelevated according to the Standards of _____ (Except Special "Super-Transitions" shall be detailed on Sheet No. _____).

A Keyway Joint is to be constructed on Median side of each pavement.

Contraction Joints shall be placed at all manholes within pavement limits.

Contraction Joints shall be placed at the beginning and end of all radii, at Street and alley intersections.

All Highway Drainage Structures 42" dia. and over have been designed on the basis of a 10 year storm frequency. (Except Structure Numbers _____, which have been designed for a _____ year storm frequency). The elevations of the design headwater for each culvert having a design flood of more than 500 cubic feet per second, are shown on the Plan-Profile Sheets at the culvert locations.

The quantity Crown-Vetch Seeding, shown on the Estimate of Quantities Sheet is to be used at those locations where the slopes are 3:1 or steeper or in an area requiring sand cut or sand fills or as directed by the Engineer.

The quantity of Peat Excavation as shown the plans has been estimated on the basis of theoretical cross-sections by using Method "A" where it applies and Method "B" where it applies.

Preformed Joint Material for Cross-overs, Drives, Road Approaches and Sidewalk will not be paid for directly, the cost thereof to be included in the contract unit price for the various items in the contract.

For Paved side ditch and Sodding Quantities see table on Sheet No. _____.

When Guard Rail Type "A" is called for on this project the Contractor shall use the Steel Beam section only.

When Guard Rail Type "B" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi-Ellipse Aluminum Tubular Section or the Steel Tubular Section.

When Guard Rail Type "C" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi-Ellipse Aluminum Tubular Section or the Steel Tubular Section.

When Guard Rail Type "D" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, or the Semi-Ellipse Aluminum Tubular Section.

When Guard Rail Type "E" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi-Ellipse Aluminum Tubular Section or the Steel Tubular Section.

When Guard Rail Type "F" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi-Ellipse Aluminum Tubular Section or the Steel Tubular Section.

When Guard Rail Type "G" is called for on this project the Contractor shall have the option of using either, the Semi-Ellipse Aluminum Tubular Section or the Steel Tubular Section.

The Engineer may Change the Type of Fence Shown on the Plans upon Receipt of Reasonable, Written Justification from the Property Owner.

Prior to extending existing pipe structures, headwall in place on extended end shall be removed.

Unless otherwise specified the contractor shall have the option of using either Hot Asphaltic Concrete (HAC) or Hot Asphaltic Emulsion (HAE) on all Bituminous items.

Movement of excavation s shown on Mass Haul Diagram on Sheet No. _____, with the entire project being one balance.

INDEX

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	2	75

SHEET NO.	DESIGNATION	F.H.W.A. APPROVAL	DATE ADOPTED or LATEST REVISION
1	TITLE SHEET		
2	INFORMATION SHEET		
	TYPICAL CROSS SECTION		
	PLAT NO 1		
	PLAN AND PROFILE		
	DETAILS		
	TABLE OF QUANTITIES		
	STRUCTURE DATA		
	AERIAL MOSAIC		
	ESTIMATE OF QUANTITIES		
	ST'D DIVIDED LANE SECTION ()		
	ST'D SINGLE LANE SECTION		
	ST'D RAMP SECTION		
	ST'D PAVEMENT JOINT SHEET "A"		
	ST'D PAVEMENT JOINTS SHEET "B"		
	MISCELLANEOUS STANDARDS, SHEET "MA"		
	MISCELLANEOUS STANDARDS, SHEET "MA-1"		
	MISCELLANEOUS STANDARDS, SHEET "MA-2"		
	MISCELLANEOUS STANDARDS, SHEET "MB"		
	MISCELLANEOUS STANDARDS, SHEET "MB-1"		
	MISCELLANEOUS STANDARDS, SHEET "MB-2"		
	MISCELLANEOUS STANDARDS, SHEET "MC"		
	MISCELLANEOUS STANDARDS, SHEET "MC-1"		
	MISCELLANEOUS STANDARDS, SHEET "MC-2"		
	MISCELLANEOUS STANDARDS, SHEET "MD-1"		
	MISCELLANEOUS STANDARDS, SHEET "MD-2"		
	MISCELLANEOUS STANDARDS, SHEET "MD-3"		
	MISCELLANEOUS STANDARDS, SHEET "MD-4"		
	MISCELLANEOUS STANDARDS, SHEET "ME"		
	MISCELLANEOUS STANDARDS, SHEET "ME-1"		
	MISCELLANEOUS STANDARDS, SHEET "ME-2"		
	MISCELLANEOUS STANDARDS, SHEET "MH"		
	MISCELLANEOUS STANDARDS, SHEET "MH-1"		
	MISCELLANEOUS STANDARDS, SHEET "MH-2"		
	MISCELLANEOUS STANDARDS, SHEET "MI"		
	MISCELLANEOUS STANDARDS, SHEET "MI-1"		
	MISCELLANEOUS STANDARDS, SHEET "MI-2"		
	MISCELLANEOUS STANDARDS, SHEET "MJ"		
	MISCELLANEOUS STANDARDS, SHEET "MJ-1"		
	MISCELLANEOUS STANDARDS, SHEET "MJ-2"		
	MISCELLANEOUS STANDARDS, SHEET "MJ-2A"		
	MISCELLANEOUS STANDARDS, SHEET "MJ-3"		
	MISCELLANEOUS STANDARDS, SHEET "MN"		
	MISCELLANEOUS STANDARDS, SHEET "MP"		
	MISCELLANEOUS STANDARDS, SHEET "MP-1"		
	MISCELLANEOUS STANDARDS, SHEET "MO"		
	MISCELLANEOUS STANDARDS, SHEET "MR"		

REVISIONS

SHEET NO.	DATE	REVISED
22	7/24/85	Added East 1/2 Parcel 59 "A" Approx Sta. 1045+50 to Sta. 1051+75 Rt. per T&E Report
21	7/24/85	Added 1/2 "A" Approx Sta. 1011+00 to Sta. 1016+00 Rt. per T&E Report
11	1/4/85	CHANGED R/W's: Changed 1/2 per T&E Report
17,42	4/4/85	Changed R/W to +33.37' (from Line A) per T&E Report
11,12	2/6/85	ADDED R/W's: Added 1/2 Btw. Approx. Sta. 731+38 & 733+00 Rt. per T&E Report
16	3/6/85	Added 1/2 LSR "A" Sta. 861+60.75 Lt. per T&E Report
23,32	2/11/85	Added 1/2 per T&E Report (Marion Twp. prop.)
52	4/24/85	Added 1/2 "S-11-A" Sta. 31+00 to 34+00 Lt. per T&E Report
11	1/4/85	CORRECTED R/W Pts.: Corrected R/W Pt. "LSR 1" Sta. 721+00 40 Rt.
14	2/12/85	Corrected R/W Pt. Sta. 800+00 "A" to Sta. 800+00 "PRA" 120 Lt.
28	3/22/85	Corrected R/W Pt. "S-10-A", Sta. 61+40, 260 Rt. to 280 Rt.
30	4/26/85	Corrected R/W Pt. "S-11-A", Sta. 56+25 to Sta. 56+75
32	2/12/85	Corrected R/W Pt. "NER", Sta. 8+00, 110 Rt. to 150 Rt.
52	4/24/85	Corrected R/W Pts. "SWR" to read SWR
11	1/4/85	CHANGED R/W Pts.: Changed R/W Pts. "LSR 2" Sta. 719+00 to 718+94.53 30 Lt. & Rt.
16	3/6/85	Changed R/W Pt. "LSR 4" Sta. 861+50, 20 Lt. to 1/2 R/W (Sta. 861+60.75, 2564 Lt.)
16	3/6/85	Changed R/W Pt. "LSR 4" Sta. 861+50, 20 Rt. to 24.38 Rt.
16	3/6/85	Changed R/W Pt. "A" Sta. 872+25 1/2 to +1/2 205 Lt.
52	4/24/85	Changed R/W Pts. "NER" Sta. 6+95 75 Rt. to +1/2 L.A. R/W + 1/2 R/W
16	2/28/85	CHANGED R/W: Changed R/W 40 to 50 Hartzell Rd.
32	12/18/84	Changed Temp R/W "T-80-A" Sta. 51+50 to 51+80 Rt.
11	1/15/85	Changed Temp R/W to R/W "A" Approx. Sta. 713+00 to Sta. 715+50 Rt.
11,19,21	1/15/85	Changed Temp R/W to Temp R/W for Drive Construction "LSR 1" "LSR 6" "LSR 8"
20	5/3/85	Corrected R/W Offset, "PRA" 245 to 225 Rt.
22	5/6/85	Corrected Distances 1/4 Sec. Line
22	4/23/85	Extend L.A. R/W to 1/4 Sec. Line
15,21,22,52	5/14/85	ADDED Perpetual Easement for Legal Drain

R/W INDEX

SHEET NO.	DESIGNATION
1	TITLE SHEET
2	INDEX
3,13A	PARCEL LISTING FOR LAND ACQUISITION
4-8	TYPICAL CROSS SECTIONS
9,10	PLAT No. 1
11-30	PLAN AND PROFILE
31	(MARION CENTER ROAD) I.C. GEOMETRICS
32	I.C. R/W
33	I.C. DRAINAGE
34-36	I.C. DETAILS
37-40	I.C. RAMP GRADES
41	(TILLMAN ROAD) I.C. GEOMETRICS
42	I.C. R/W
43	I.C. DRAINAGE
44-46	I.C. DETAILS
47-50	I.C. RAMP GRADES
51	(MINNICH ROAD) I.C. GEOMETRICS
52	I.C. R/W
53	I.C. DRAINAGE
54-56	I.C. DETAILS
57-60	I.C. RAMP GRADES
61-62A	DETAILS
63-66	STRUCTURE DATA
67,68	APPROACH TABLE
69-73	PLAT No. 3
	CROSS SECTIONS

REVISIONS CONT.

SHEET NO.	DATE	REVISED
3,9,13,23 & 70	11-8-85	NAME CHANGE PARCEL 15
16	11-18-85	Added 2 Story frame House
3A,7,10,19,24,27,28,71 & 72	11-12-85	DELETED L.S.R. #6, ADDED CIV. OR ELIM. PARCELS 469 & 40E.
3A,10,20,21,22,29,52,72 & 73	3-10-86	ELIM. PARCEL 57, COMBINED WITH PARCEL 54 & NAME CHG.
3,9,25,32,49 & 70	3-12-86	NAME CHANGE PARCELS 10 & 22 & ADDED CONTR. BUYER 22
3,3A,42 & 71	3-12-86	TOTAL TAKE PARCEL 38
3,42 & 71	3-13-86	L.A. R/W PARCEL 34
3,3A,32 & 69	3-24-86	TOTAL TAKE PARCEL 9
3A,17,18 & 71	3-31-86	CHANGE TEMP. R/W to PERM. R/W, ELIM. PARCEL 43A
3,3A,9,16,70 & 71	4-15-86	NAME CHANGE, RES. A to EXCESS LAND PARCEL 28
3,9,11,12,16,49 & 71	4-17-86	NAME CHANGES PARCELS 5 & 30
3A,10,19 & 71	4-17-86	ELIM. PARCEL 50, COMBINED W/ PARCEL 49 NEW OWNERSHIP
3,3A,13 & 70	5-14-86	ELIM. EXCESS LAND ON PARCEL 14.
3A,42 & 72	5-19-86	ELIM. EXCESS LAND ON PARCEL 41
3,10,17,18,28,42 & 71	5-29-86	ELIM. CONTR. BUYER & NAME CHANGE PARCEL 42
3A,10,21,22,66,73	6-19-86	PARCEL 54 & 57 AND PERPETUAL Esmnt. for legal drain
3,31,15 & 70	6-24-86	ELIM. EXCESS LAND ON PARCEL 21
42 & 71	7-3-86	ELIM. EXCESS LAND ON PARCEL 38; ADDED PARCEL 38B.
3,23,32,469	7-19-86	Name Change Parcel 8
19	8-6-86	Added "C.I. II DRIVE
3,3A,11,15,47,68,69 & 70	8-12-86	CHANGED R/W PARCELS 3 & 26
3,3A,9,12,13,23,32 & 69	8-19-86	CHANGED PARCEL 7, ADDED PARCELS 60,61 & 62
15,18,70	8-20-86	ELIM. PARCEL 58, CHANGED PARCEL 25

SHEET NO.	DATE	REVISED
3A,18 & 19	9-24-86	ADDED PARCELS 4 & EXCESS - 46A EXCESS, ELIM. PARCEL 46C
3A	2-11-87	REV. AREA, TOTAL & RES. C & RES. D
30 & 172	11-29-88	CHANGED L.A. R/W PARCEL 48
9,16,70	9-19-91	QUITCLAIM PARCEL B STA. 812+00 TO 861+00
11 & 69	12-30-91	PARCEL 3 EXCESS LAND SOLD N.B. STA. 722+00 R.O.
14 & 70	3-17-93	ADDED EXCESS LAND PAR. 16
42	7-19-93	SALE OF LAND PAR. 38

ROAD USR 24 COUNTY-ALLEN PROJECT F-170-1(3) L.A. CODE 1985 DATE 09/06/85

PARCEL LISTING FOR LAND ACQUISITION INDIANA DEPARTMENT OF HIGHWAYS

PARCEL NUMBER	GRANTOR	CENTER LINE	FROM TO PLAN STA.	TO PLAN STA.	BRIDGE	TOTAL AREA	R/M EXISTING	MATURE OF TITLE	LAND TO BE ACQUIRED	RESIDUE AREA	BLDG.
1	PARCEL 1 ON PROJECT F-170-1(3) AND PARCEL ACQUISITION THEREOF ENTIRELY UNDER SAID PROJECT F-170-1(4)										
2	GABLE, WILLIAM R.	A	708 722	9+11+69		77.579AC	0.575AC	FS	8.258AC	A= 53.605AC B= 15.141AC	
2A		LSR1	718 719	9+11+69				TE	0.055AC	A= 53.605AC B= 15.141AC	
3	WERLING, OSCAR C.	A	722 735	11+12+32		114.696AC	0.750AC	FS	0.077AC	A= 1.535AC B= 103.274AC	ELIMINATED
4	EVANS, THOMAS J. ET UX. MARTIN, E.	A	727 728	9+11+69		1.000AC	0.096AC	FS	0.037AC	A= 0.847AC	
5	SHULER, KENNETH	A	729 731	11+12+69		1.000AC	0.096AC	FS	0.262AC	A= 0.642AC	
6	ROHRBACH, KENNETH	A	730 733	11+12+69		79.799AC	0.658AC	FS	1.407AC	A= 77.734AC	
6A		A	732 733	11+12+69				TE	0.055AC		
7	LEPPER, MILDAN A. TRUSTEE	A	734 750	12+13+23		30.791AC	1.182AC	FS	22.931AC	A= 3.405AC B= 27.286AC	ELIMINATED
7A		ELIMINATED	8-12-86								ELIMINATED
7B		T80A	53 54	9+32+69				FS	0.021AC		
7C		T80A	53 54	9+32+69				TE	0.012AC		
7D		ELIMINATED	8-12-86								ELIMINATED
7E		ELIMINATED	8-12-86								ELIMINATED
7F		ELIMINATED	8-12-86								ELIMINATED
7G		ELIMINATED	8-12-86								ELIMINATED
8	LEPPER, ALVIN C. ET UX. S8A	A	741 745	23+32+69		3.324AC	0.199AC	FS	1.521AC	A= 1.604AC	
9	MARION TOWNSHIP ET AL. S8A	A	56 58	23+32+69		0.500AC	0.152AC	FS	0.048AC	A= 0.452AC	ELIMINATED
10	HARRISON, JAMES W. ET UX. T80A	A	51 53	9+32+69		3.000AC	0.192AC	FS	0.025AC	A= 2.783AC	
11	KOENEMANN, KEN. ET UX. S8A	A	58 61	23+32+69		1.000AC	0.240AC	FS	0.132AC	A= 0.628AC	
11A		S8A	59 60	23+32+69				TE	0.008AC		
12	BERCOT, PAUL E. ET UX. S8A	A	58 60	9+32+69		79.000AC	1.493AC	FS	0.285AC	A= 77.222AC	
13	BERCOT, PAUL E.	A	766 781	13+32+70		75.000AC	0.422AC	FS	8.690AC	A= 43.173AC B= 22.725AC	
14	ROHRBACH, GERALD ET UX. PRA	A	782 787	13+14+70		103.400AC	0.896AC	FS	3.912AC	A= 97.262AC B= 1.530AC	
14A		S83A	63 64	9+26+70				TE	0.025AC		
15	HOWARD, JAMES O. ET UX. PRA	A	789 791	13+14+25		4.000AC	0.118AC	FS	0.092AC	A= 3.796AC	
16	HILL, EARL L. ET UX. PRA	A	789 792	13+14+26		7.000AC	0.281AC	FS	3.288AC	A= 3.431AC	
17	DIETRICH, THOMAS ET UX. PRA	A	793 795	14+26+70		2.000AC	0.183AC	FS	0.474AC	A= 1.343AC	
17A		S9A	51 52	14+26+70				TE	0.025AC		
18	DOCTOR, DAVID E. ET AL. PRA	A	795 800	14+25+26		73.568AC	1.914AC	FS	7.038AC	A= 46.016AC B= 11.947AC	
18A		A	805 820	14+15+70				FS	6.653AC		
19	SCHLAUDROFF, J.A. ET AL. S9A	A	51 62	14+26+70		42.160AC	1.023AC	FS	3.589AC	A= 0.716AC B= 33.171AC	
19A		A	798 806	14+26+70				FS	3.661AC		
20	KLEINMIGHT, JOHN ET UX. S9A	A	37 41	9+25+70		10.000AC	0.395AC	FS	0.428AC	A= 9.179AC	
21	DIENER, MELVIN J. ET UX. S9A	A	39 40	9+25+70		4.000AC	0.106AC	TE	0.011AC	A= 3.894AC	
22	MELVIN, MELVIN J. ET UX. S9A	A	37 40	9+25+70		7.000AC	0.077AC	TE	0.014AC	A= 6.903AC	
23	HUBER, FRANK F. ET UX. S9A	A	35 38	9+25+70		3.499AC	0.185AC	TE	0.011AC	A= 3.310AC	
24	HERICK, RAY P. ET UX. S9A	A	36 37	9+25+70		3.450AC	0.194AC	TE	0.023AC	A= 3.262AC	
24A	LEPPER, DAVID E. ET UX. S9A	A	818 823	14+15+70		98.270AC	0.872AC	FS	1.804AC	A= 96.589AC	
25	DOCTOR, DEWAYNE ET AL. A	A	818 823	14+15+70				SP CONTR-SALE			
26		A	820 845	14+15+70		92.055AC	0.679AC	FS	12.583AC	A= 22.479AC B= 51.218AC	
26A		A	951 855	9+16+70				FS	1.626AC		
26B		ELIMINATED	8-20-86								ELIMINATED
26C	GAGE, THOMAS G. ET UX. A	A	829 843	9+15+70		30.160AC	0.486AC	SP	3.470AC	A= 24.884AC B= 0.666AC	
27	LEPPER, DAVID E. ET UX. A	A	845 851	15+16+70				SP	0.252AC		
27A		A	841 844	9+15+70				FS	14.281AC	A= 14.281AC	ELIMINATED
28	BLEKE, EMILIE	A	854 865	9+16+70		57.500AC	0.598AC	FS	14.281AC	A= 57.500AC B= 3.090AC C= 5.090AC	
29	MILLER, THOMAS ET UX. A	A	862 866	9+16+70		2.040AC	0.088AC	FS	0.978AC	A= 0.853AC	
29A		LSR4	861 864	9+16+70				FS	0.119AC		
29B		LSR4	862 863	9+16+70				TE	0.008AC		
30	HOGAN, LESTER E. ET UX. LSR4	A	861 863	9+16+71		2.600AC	0.548AC	FS	0.021AC	A= 3.031AC	
31	FRITCHA, RICHARD ET UX. A	A	866 871	16+42+71		1.430AC		FS	1.630AC	A= 1.437AC	
32	RICHARDS, CHARLEY ET UX. A	A	870 872	16+42+71		1.450AC		TE	0.011AC		
32A		T81A	45 46	16+42+71				FS	0.290AC	A= 30.076AC B= 1.083AC C= 12.944AC D= 7.584AC	
33	ISCH, THOMAS F. ET AL. T81A	A	46 53	16+42+71		93.416AC	4.479AC	FS	0.050AC	A= 0.475AC	
33A		A	870 883	16+42+71				FS	19.797AC		
33B		A	884 895	10+42+71				FS	17.435AC		
33C		T81A	35 36	10+42+71				TE	0.033AC		
33D		NMR	6 7	10+42+71				TE	0.200AC		
34	DRESSLER, EARL ET UX. S10A	A	42 43	21+42+71		1.251AC	0.149AC	FS	0.022AC	A= 0.618AC B= 0.460AC	
35	BEARMAN, HOWARD ET UX. S10A	A	43 45	21+42+71		0.608AC		FS	0.133AC	A= 0.475AC	
35A		S10A	44 45	21+42+71				TE	0.605AC		
36	NIEMEYER, WALTER ET UX. LSR4	A	880 950	28+42+71		76.604AC	0.708AC	FS	7.546AC	A= 67.270AC B= 0.990AC	
36A		S10A	59 62	28+42+71				FS	0.050AC		
36B		LSR4	888 890	28+42+71				TE	0.094AC		
36C		LSR4	889 890	28+42+71				TE	0.006AC		
37	MESSMANN, ROBERT ET UX. S10A	A	55 58	9+42+71		1.300AC		FS	0.208AC	A= 1.092AC	
37A		LSR4	884 886	9+42+71				TE	0.010AC		
38	MESSMANN, GRANT ET UX. S10A	A	58 59	27+42+71		0.470AC		FS	0.022AC	A= 0.448AC B= 0.022AC	ELIMINATED
38A		ELIMINATED	9/12/86					TE	0.008AC		ELIMINATED
38B		S10A	58 58	27+42+71				TE	0.008AC		ELIMINATED
39	MESSMANN, GREGORY ET UX. S10A	A	61 63	28+42+71		1.286AC	0.184AC	FS	0.052AC	A= 1.010AC	
39A		LSR4	890 891	28+42+71				TE	0.021AC		
40	ORNECK, BRUCE D. ET UX. S10A	A	65 66	9+28+71		69.700AC	0.379AC	FS	0.031AC	A= 69.296AC	
41	WOOD ACRES GOLF COURSE A	A	895 901	17+42+71		63.870AC	0.298AC	FS	3.778AC	A= 59.428AC B= 0.365AC	
41A		A	890 891	10+42+71				TE	0.137AC		
42	OEHLE, JERALD E. ET UX. A	A	901 909	17+18+42		35.691AC		FS	4.723AC	A= 20.687AC B= 10.085AC	
42A		S10A	61 66	28+42+71				FS	0.196AC		
42B		A	902 910	17+18+42				TE	0.377AC		
42C		A	907 908	10+17+71				TE	0.030AC		
42D		ELIMINATED	05/29/86					SP CONTR-SALE			ELIMINATED
42E		ELIMINATED	05/29/86					SP CONTR-SALE			ELIMINATED

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	3A	75

PARCEL NUMBER	GRANTOR	CENTER LINE	FROM APPROX STA.	TO APPROX STA.	BRIDGE	TOTAL AREA	R/W EXISTING	NATURE OF TITLE ACQUIRED	LAND TO BE ACQUIRED	RESIDUE AREA	BLOG.
42F	ELIMINATED 05/29/86	A	902	932	11+18+71	72.369AC	0.759AC	FS 5.908	5.908	65.703	
42G	ELIMINATED 05/29/86	A	903	908	11+18+71			FS 5.908	5.908	65.703	
43	VAN METER, ALVERA	A	909	917	11+18+71		0.759AC	FS 5.908	5.908	65.703	
43A	ELIMINATED 3/31/86	A	909	917	11+18+71			FS 5.908	5.908	65.703	
44	IND. & MICH. ELECT. CO.	A	916	920	10+18+71	UNKNOWN	UNKNOWN	FS 2.283AC	2.283AC	UNKNOWN	
45	KOHLBERG, ERNEST EST.	A	920	928	10+18+71	66.568AC	0.298AC	FS 6.530AC	6.530AC	35.027AC	
46	KOEREMANN, T. ET UX.	A	927	932	10+18+71	78.152AC	0.457AC	FS 2.283AC	2.283AC	24.713AC	
46A		A	932	946	18+19+71			FS 3.205AC	3.205AC	UNKNOWN	
46B	ELIMINATED 11/12/85	A	932	932	18+19+71			SP EASMT RTS		UNKNOWN	
46C	ELIMINATED 03/27/86	A	932	946	18+19+71			SP EASMT RTS		UNKNOWN	
46D		A	932	946	18+19+71			FS 0.183AC	0.183AC	UNKNOWN	
46E	ELIMINATED 11/12/85	A	946	958	10+19+71	196.366AC	2.941AC	FS 0.183AC	0.183AC	35.027AC	
47	NAHRNOLD, LARRY M.	A	957	966	10+19+72	102.196AC	2.305AC	FS 5.089AC	5.089AC	70.869AC	
47A		PRA	961	962	10+19+71			FS 0.007AC	0.007AC	UNKNOWN	
47B		PRA	964	985	19+20+52			FS 27.055AC	27.055AC	UNKNOWN	
47C		SMR	3	8	10+52+72			TE 0.217AC	0.217AC	UNKNOWN	
47D		PRA	972	986	20+52+71			TE 0.688AC	0.688AC	UNKNOWN	
47E		A	946	958	10+19+71			SP EASMT RTS		UNKNOWN	
48	ROBICK, MILLIAN ET UX.	A	957	966	10+19+72	102.196AC	2.305AC	FS 5.089AC	5.089AC	70.869AC	
48A		S11A	56	64	30+52+72			FS 0.913AC	0.913AC	UNKNOWN	
49	KLINGENBERGER, M. ET AL.	A	960	961	10+19+71	0.864AC	0.078AC	TE 0.014AC	0.014AC	0.786AC	
50	ELIMINATED 4-17-86	A	960	961	10+19+71			TE 0.014AC	0.014AC	0.786AC	
50A	ELIMINATED 4-17-86	A	960	961	10+19+71			TE 0.014AC	0.014AC	0.786AC	
51	DEHLER, ORLEAN	S11A	26	40	29+52+71	80.000AC	2.258AC	FS 3.257AC	3.257AC	74.445AC	
52	ROBICK, DONALD E. ET UX.	S11A	54	56	29+52+71	1.500AC	0.655AC	FS 0.661AC	0.661AC	0.744AC	
53	PROPHET, HAZEL F.	PRA	980	992	20+52+72	0.760AC	0.760AC	FS 0.020AC	0.020AC	81.220AC	
54	HEINE, GAYLOR C. ET AL.	PRA	992	1006	20+21+52	0.760AC	0.760AC	FS 19.983AC	19.983AC	12.846AC	
54A		S11A	28	31	29+52+72			FS 0.412AC	0.412AC	5.181AC	
54B		PRA	1000	1007	21+52+72			SP 1.982AC	1.982AC	1.280AC	
54C		PRA	995	997	20+52+72			TE 0.074AC	0.074AC	1.280AC	
54D		NER	3	7	21+52+72			TE 0.349AC	0.349AC	1.280AC	
54E		T84A	41	42	29+52+72			TE 0.034AC	0.034AC	1.280AC	
55	N. I. P. S. CO.	A	731	733	11+12+69	0.344AC	0.657AC	FS 0.287AC	0.287AC	0.915AC	
56	PETERS, GREGORY ET UX.	S11A	31	34	10+52+72	1.400AC	0.112AC	FS 0.453AC	0.453AC	UNKNOWN	
56A		NER	8	8	10+52+72			TE 0.672AC	0.672AC	UNKNOWN	
57											
57A											
57B	ELIMINATED 3/10/86										
57C											
57D											
57E											
58	WERLING, ERNEST ET UX.	A	1015	1023	10+21+73	168.500AC		FS 2.281AC	2.281AC	166.309AC	
59	HEINE, ESTHER L.	A	1032	1051	10+22+73	52.000AC	0.541AC	FS 9.541AC	9.541AC	20.855AC	
59A		A	1032	1040	10+22+73			SP 1.627AC	1.627AC	0.690AC	
54F		A	1007	1032	21+22+72			FS 16.276AC	16.276AC	UNKNOWN	
54G		S11A	26	28	29+52+72			FS 0.211AC	0.211AC	UNKNOWN	
54H		A	1009	1012	10+21+72			SP 0.767AC	0.767AC	UNKNOWN	
54J		A	1026	1032	21+22+72			SP 1.373AC	1.373AC	UNKNOWN	
54K		A	1007	1020	10+21+72			TE 0.506AC	0.506AC	UNKNOWN	
54L		A	1022	1024	10+21+72			TE 0.094AC	0.094AC	UNKNOWN	

LIST OF EXCESS LANDS TO BE ACQUIRED AND A SEGNEGATION BY PROJECTS OF RIGHT OF WAY AREAS AND AREAS LYING IN TWO OR MORE PROJECTS SHOWING DIFFERENT FEDERAL PARTICIPATING RATIOS

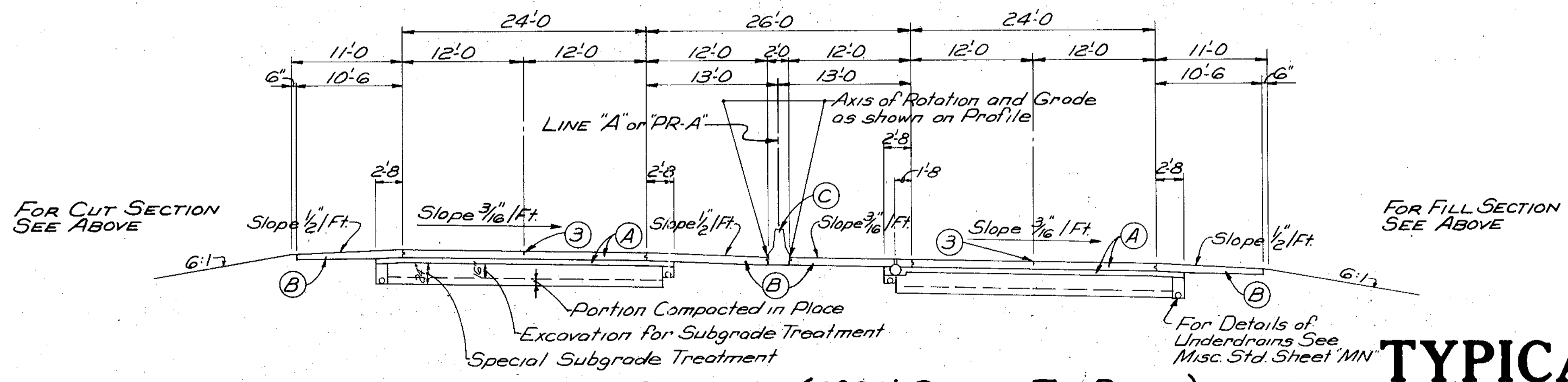
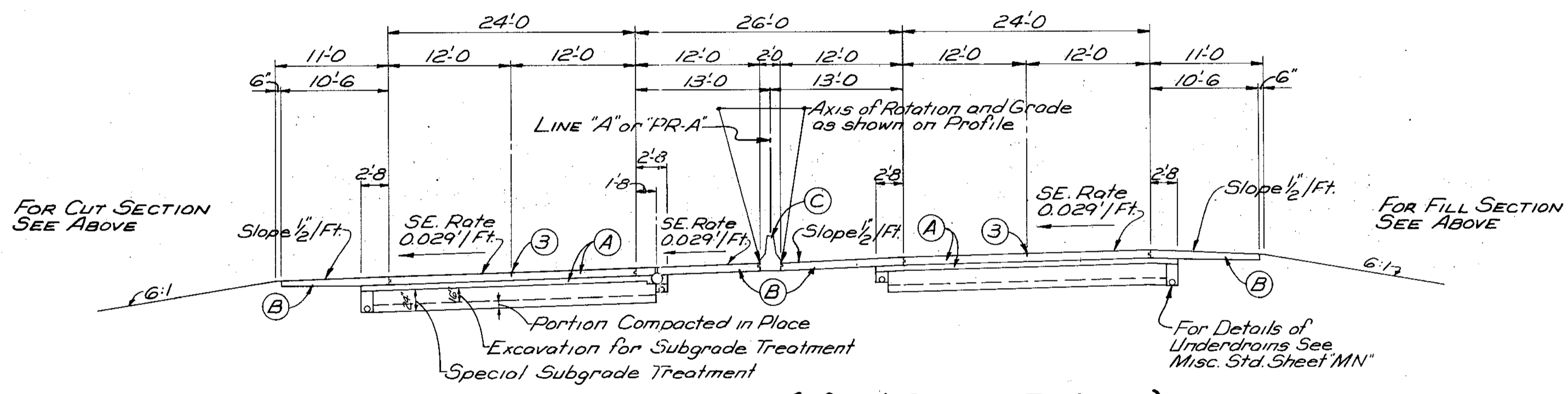
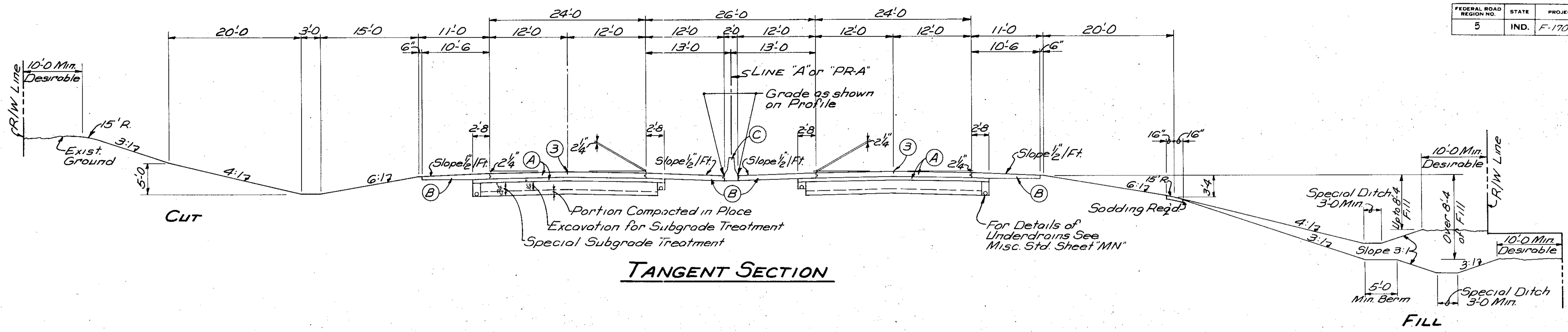
PARCEL NUMBER	LAND TO BE ACQUIRED	PROJECT
16	EXCESS-P 0.530AC	C.530AC
19	EXCESS-P 0.654AC	0.654AC
31	EXCESS-P 0.442AC	0.442AC
33	EXCESS-P 0.057AC	0.057AC
43	EXCESS-P 1.605AC	1.605AC
45	EXCESS-P 0.789AC	0.789AC
46	EXCESS-P 27.134AC	27.134AC
48	EXCESS-P 0.193AC	0.193AC
9	EXCESS-P 0.193AC	0.193AC
28	EXCESS-P 5.425AC	5.425AC
3	EXCESS-P 1.262AC	1.262AC

* (ASTERISK) IN THE BRIDGE COLUMN INDICATES THE PARCEL IS PARTIALLY OR COMPLETELY WITHIN THE LIMITS OF A BRIDGE PROJECT. * (DASH) IN THE BLOG. COLUMN INDICATES A BUILDING TO BE REMOVED OR COMPLETELY WITHIN THE R/W REQUIRED.

EASMT RTS = CLEARANCE OF PRIVATE EASEMENT WHICH ENCUMBERS THE TAKING
 CONTR-SALE = RELEASE OF CONTRACT INTERESTS
 FS = FEDERAL SHARE TITLE
 TE = FEDERAL TITLE
 EXCESS-P = EXCESS LAND ACQUISITION UNDER TITLE 49, CODE OF FEDERAL REGULATIONS, SEC. 25.2531A(1)(6), ELIGIBLE FOR FEDERAL AID

NO.	LEPPER, ALVIN C.	58A	97	41	14.250AC <th>0.900AC <th>FS <th>1.431AC <th>A=12.459AC </th></th></th></th>	0.900AC <th>FS <th>1.431AC <th>A=12.459AC </th></th></th>	FS <th>1.431AC <th>A=12.459AC </th></th>	1.431AC <th>A=12.459AC </th>	A=12.459AC
61	DOYER, RICHARD ET UX.	A	151	163	40.00 AC	1.357 AC	FS	16.195AC	A=22.148 AC
62	DETTMER, EVELYN	A	155	165	40.00 AC	0.406 AC	FS	4.102 AC	A=35.750 AC
62A		58A	38	30	23+32+65		TE	0.047AC	
62B		58A	41	44	23+69		TE	0.356AC	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1965	5	75



- LEGEND**
- (A) 9" Plain Concrete OVER 6" Special Subbase #53 B
 - (B) Plain Concrete Shoulder
 - (C) Concrete Median Barrier
 - (3) Longitudinal Joint

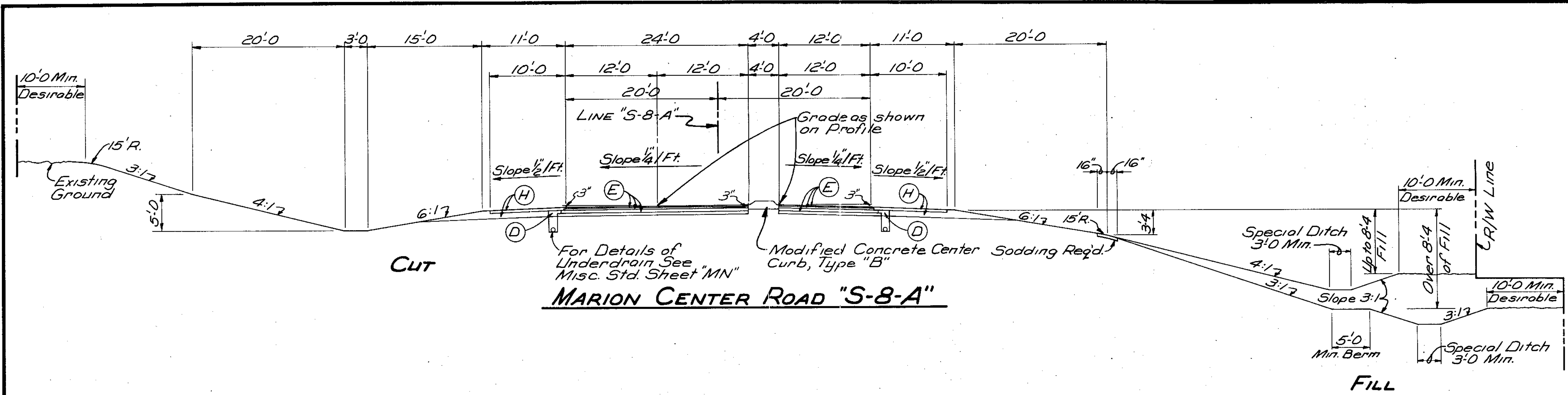
TYPICAL CROSS SECTIONS

SCALE: 1/8" = 1'-0"

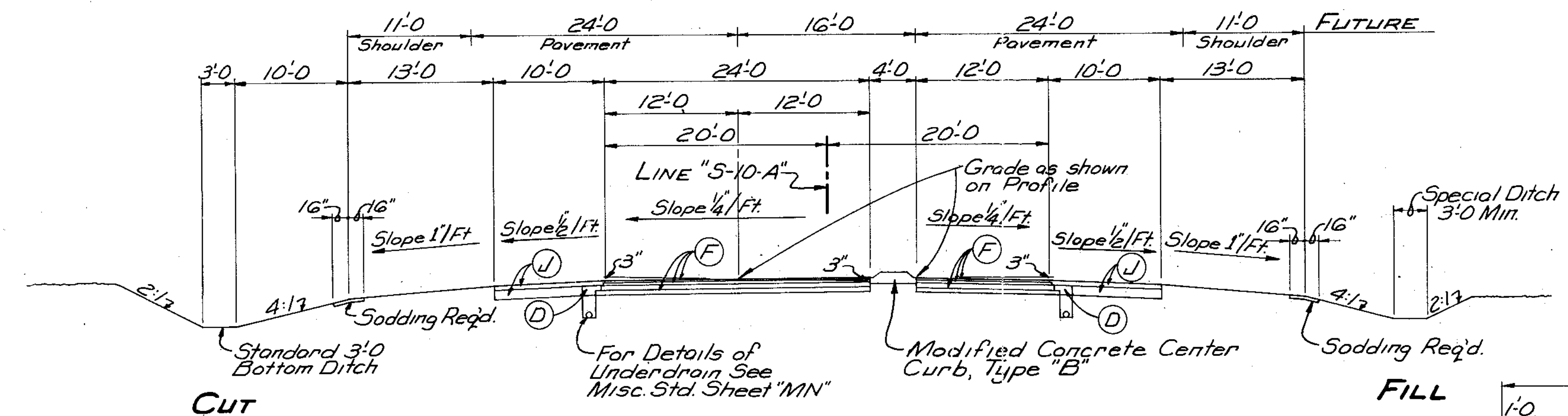
RECOMMENDED FOR APPROVAL

ENGINEER OF ROAD DESIGN

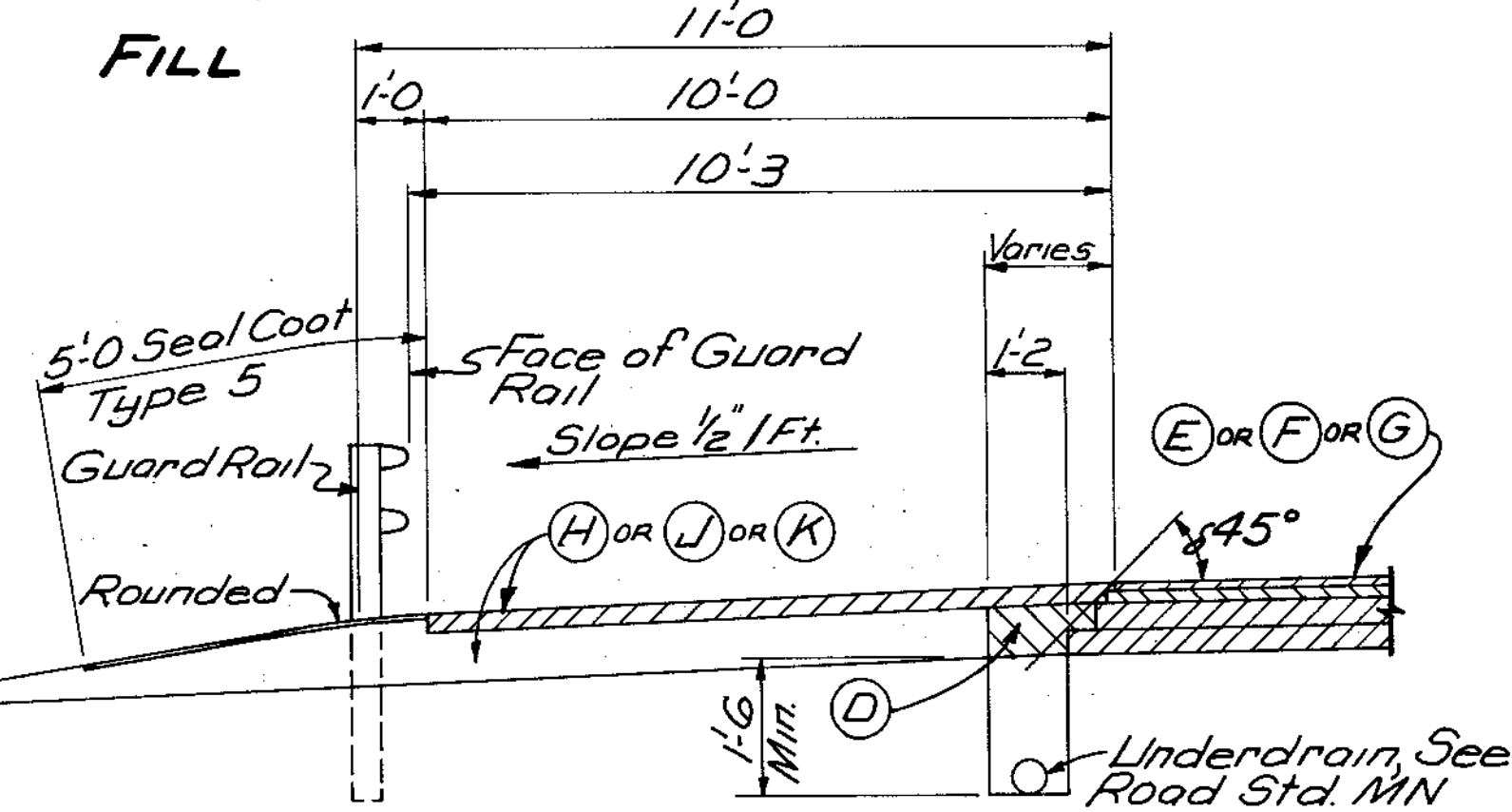
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1(3)		5	75	



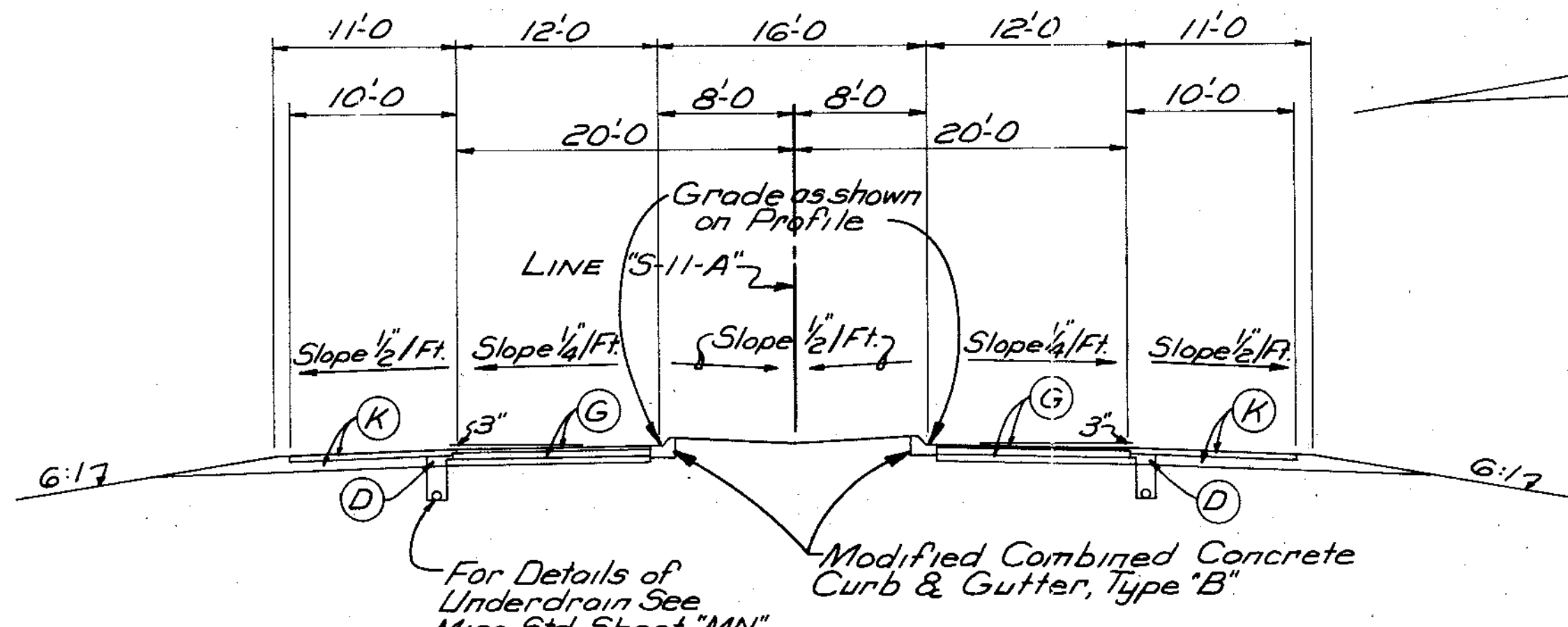
MARION CENTER ROAD "S-8-A"



TILLMAN ROAD "S-10-A"



OUTSIDE SHOULDER Scale: $\frac{3}{8}'' = 1'-0''$
MARION CENTER ROAD
TILLMAN ROAD
MINNICH ROAD
RAMPS



MINNICH ROAD "S-11-A"

FOR CUT SECTION SEE LINE "S-8-A"

FOR FILL SECTION SEE LINE "S-8-A"

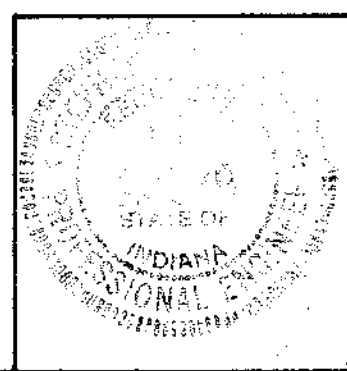
LEGEND

- (D) Open Graded Bituminous Base #5
- (E) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
220#/SY Bituminous Binder
OVER
495#/SY Bituminous Base
OVER
495#/SY Bituminous Base (#5D)
- (F) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
220#/SY Bituminous Binder
OVER
660#/SY Bituminous Base
OVER
440#/SY Bituminous Base (#5D)
- (G) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
495#/SY Bituminous Base
OVER
495#/SY Bituminous Base (#5D)
- (H) 330#/SY Bituminous Base (#5D)
OVER
9" Compacted Aggregate Base (#53D)
- (J) 330#/SY Bituminous Base (#5D)
OVER
10" Compacted Aggregate Base (#53D)
- (K) 330#/SY Bituminous Base (#5D)
OVER
7" Compacted Aggregate Base (#53D)

TYPICAL CROSS SECTIONS

SCALE: $\frac{1}{8}'' = 1'-0''$, UNLESS NOTED

RECOMMENDED FOR APPROVAL _____

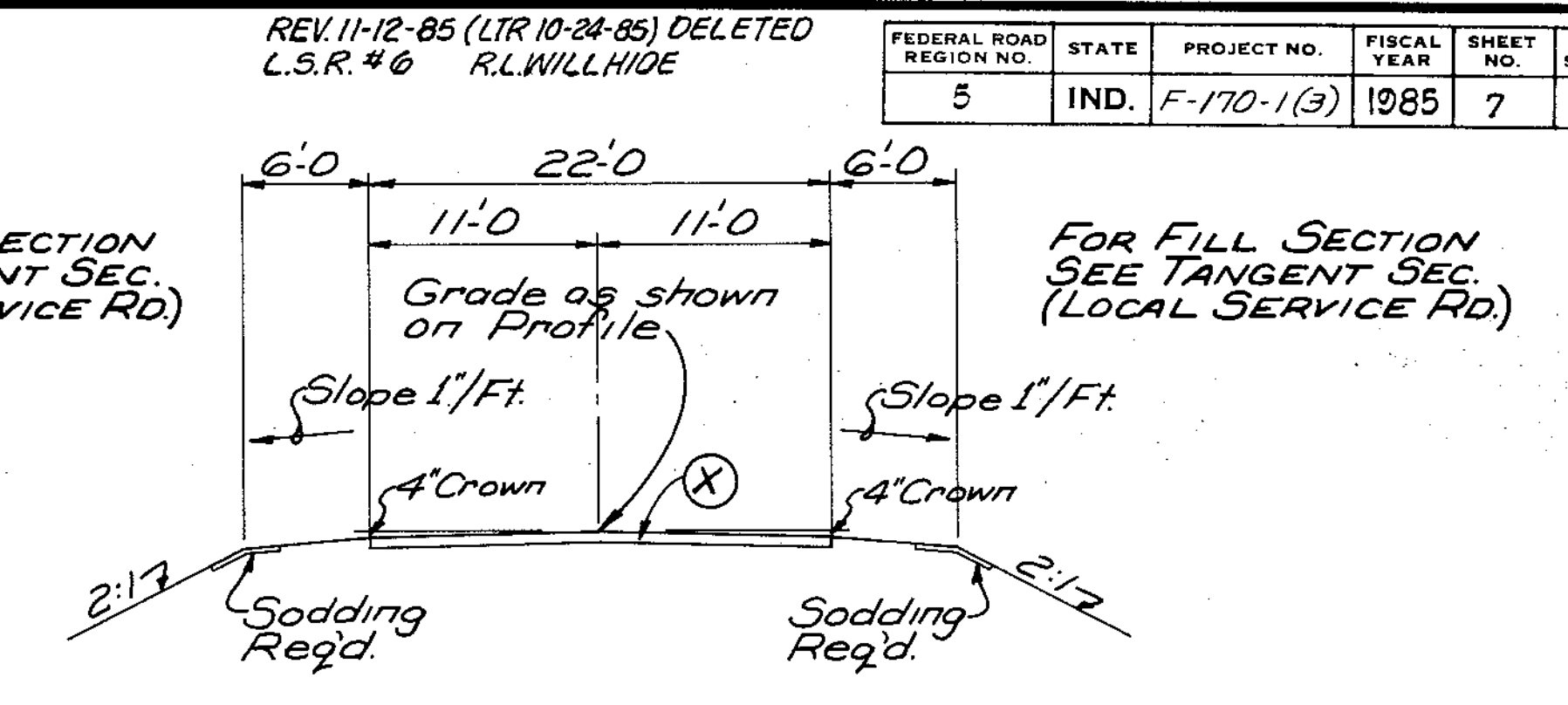
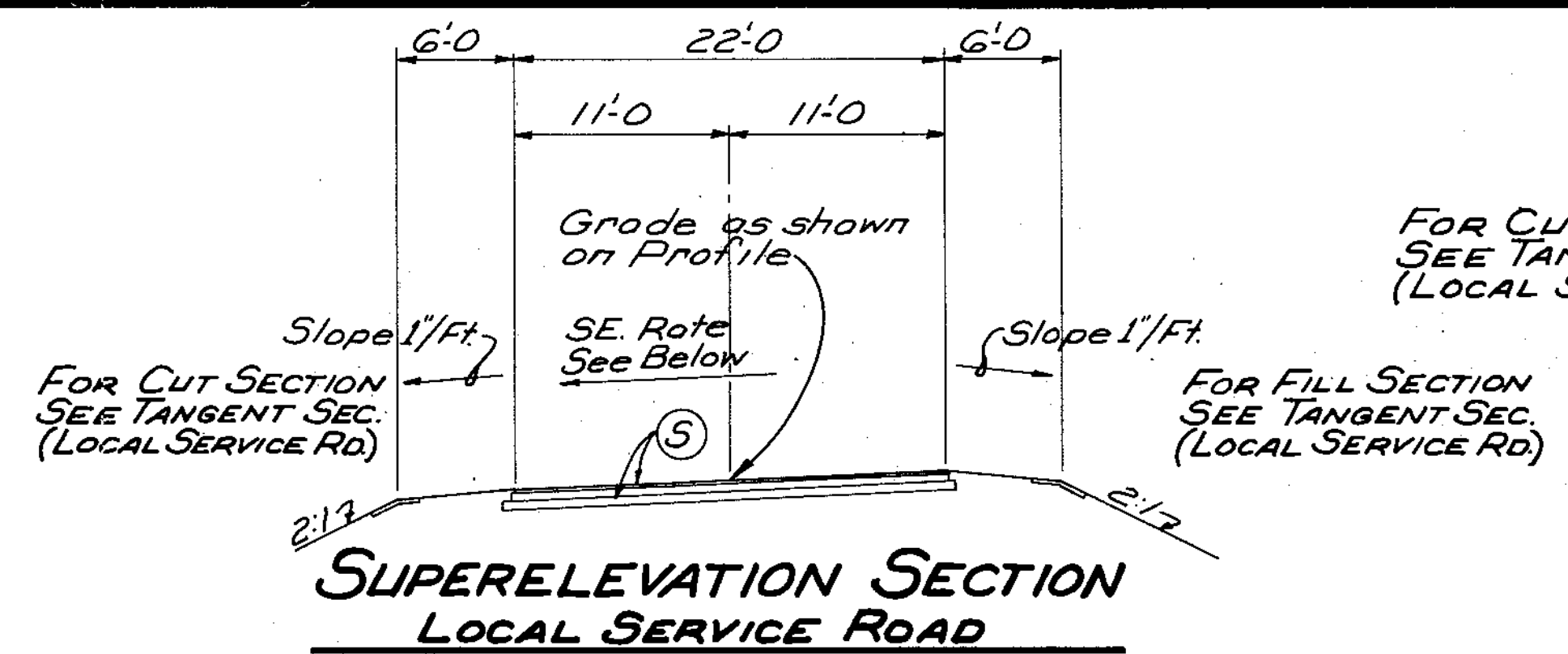
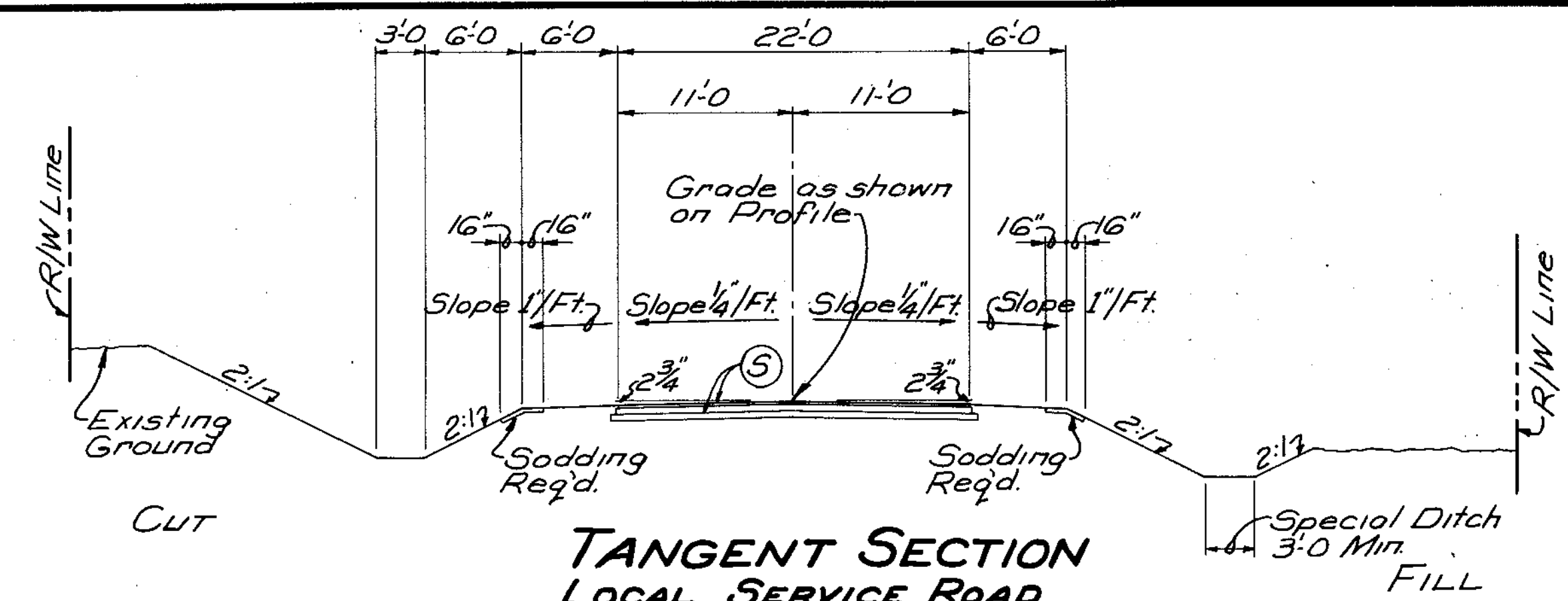


ENGINEER OF ROAD DESIGN - INDIANA DEPARTMENT OF HIGHWAYS

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1(3)		6	75	

REV. 11-12-85 (LTR 10-24-85) DELETED
L.S.R. #6 R.L. WILLHOIE

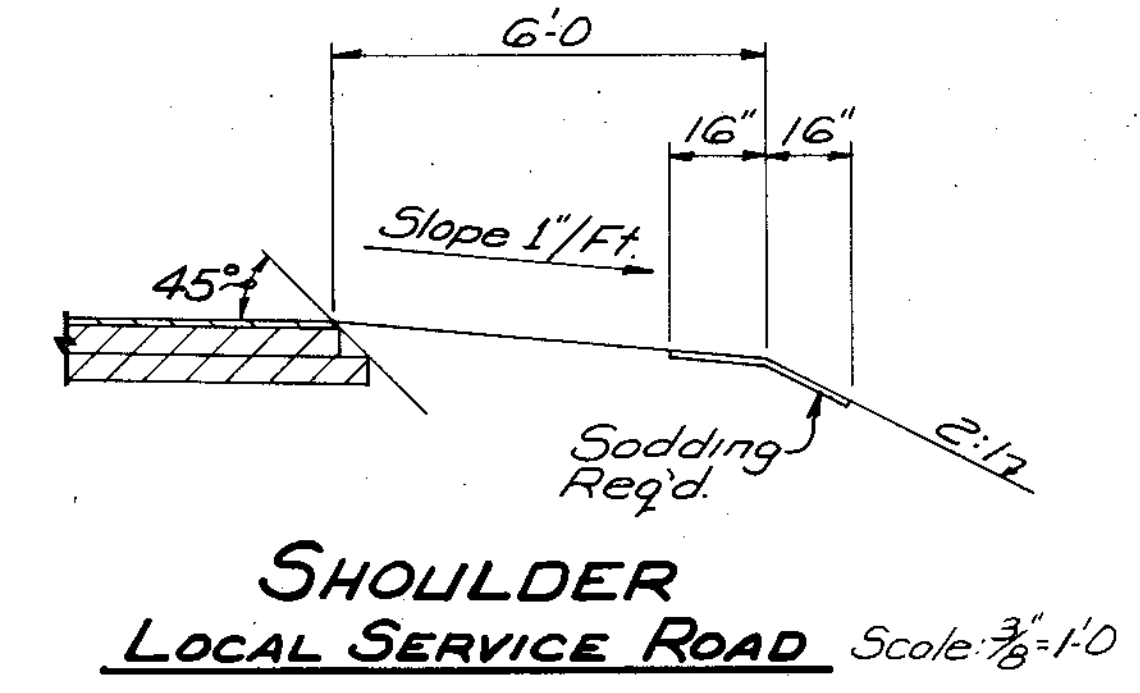
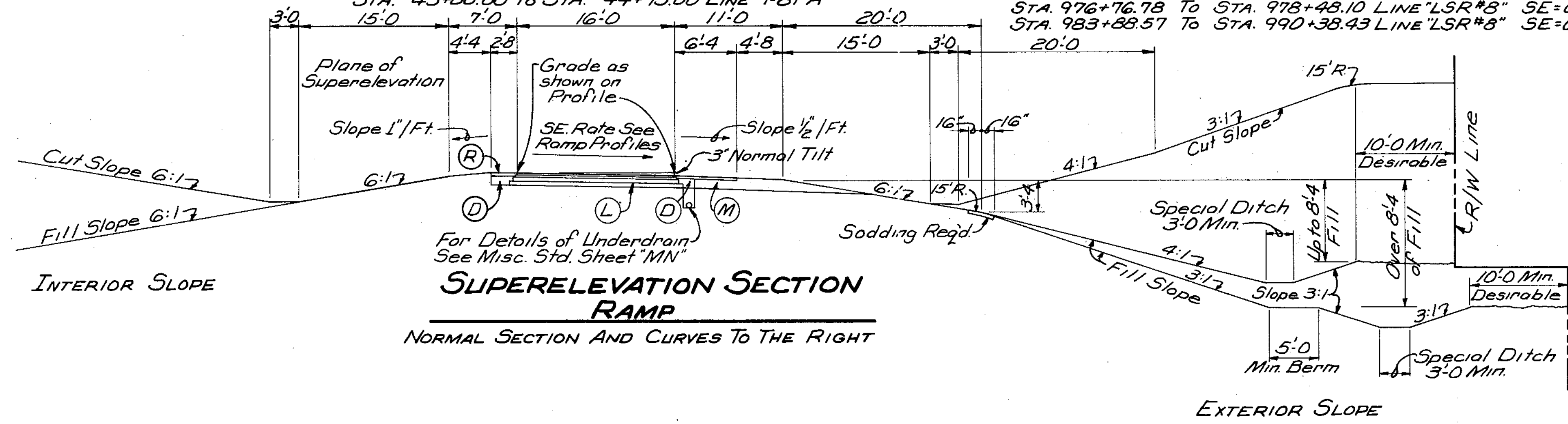
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	7	75



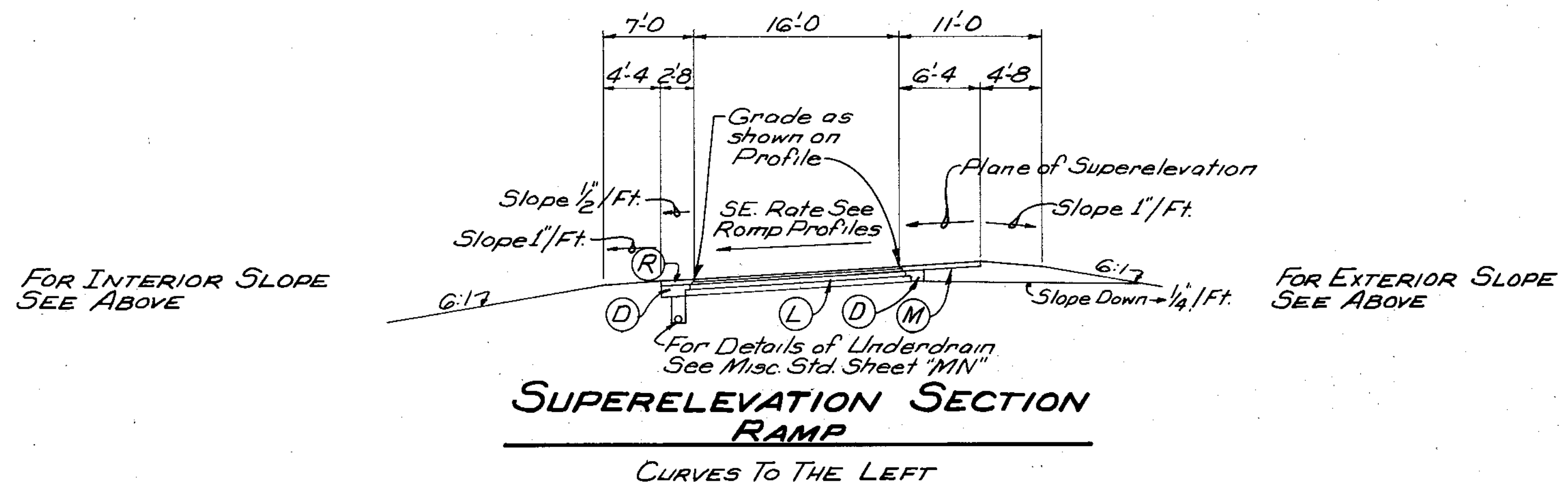
- STA. 719+00.00 To STA. 720+36.07 LINE "LSR*1"
 STA. 722+72.91 To STA. 723+84.25 LINE "LSR*1"
 STA. 725+57.88 To STA. 734+65.77 LINE "LSR*1"
 STA. 735+63.90 To STA. 736+00.00 LINE "LSR*1"
 STA. 728+00.00 To STA. 728+19.61 LINE "LSR*2"
 STA. 729+17.75 To STA. 737+98.88 LINE "LSR*2"
 STA. 740+98.63 To STA. 751+40.61 LINE "LSR*2"
 STA. 753+32.38 To STA. 757+55.21 LINE "LSR*2"
 STA. 759+12.29 To STA. 759+60.59 LINE "LSR*2"
 STA. 816+50.00 To STA. 817+31.98 LINE "LSR*3"
 STA. 819+50.96 To STA. 822+80.06 LINE "LSR*3"
 STA. 862+00.00 To STA. 863+73.53 LINE "LSR*4"
 STA. 866+52.70 To STA. 872+44.29 LINE "LSR*4"

- STA. 875+31.79 To STA. 883+73.84 LINE "LSR*4"
 STA. 886+42.76 To STA. 891+60.59 LINE "LSR*4"
 STA. 893+97.38 To STA. 895+54.60 LINE "LSR*4"
 STA. 41+63± To STA. 44+50.00 LINE "LSR*5"
 STA. 956+00.00 To STA. 956+41.58 LINE "LSR*7"
 STA. 958+15.43 To STA. 980+06.77 LINE "LSR*7"
 STA. 986+76.02 To STA. 993+91.72 LINE "LSR*7"
 STA. 995+67.56 To STA. 996+09.45 LINE "LSR*7"
 STA. 976+28.56 To STA. 976+76.78 LINE "LSR*8"
 STA. 978+48.10 To STA. 983+88.57 LINE "LSR*8"
 STA. 990+38.43 To STA. 1006+71.48 LINE "LSR*8"
 STA. 1007+12.59 To STA. 1008+80.00 LINE "LSR*8"
 STA. 48+00.00 To STA. 52+00.00 LINE "F-80-A"
 STA. 43+00.00 To STA. 44+75.00 LINE "F-81-A"

- CURVES TO THE RIGHT REVERSED
 STA. 720+36.07 To STA. 722+72.91 LINE "LSR*1" SE=0.08'/FT.
 STA. 723+84.25 To STA. 725+57.88 LINE "LSR*1" SE=0.08'/FT.
 STA. 734+65.77 To STA. 735+63.90 LINE "LSR*1" SE=0.08'/FT.
 STA. 728+19.61 To STA. 729+17.75 LINE "LSR*2" SE=0.08'/FT.
 STA. 737+98.88 To STA. 740+98.63 LINE "LSR*2" SE=0.043'/FT.
 STA. 751+40.61 To STA. 753+32.38 LINE "LSR*2" SE=0.08'/FT.
 STA. 757+55.21 To STA. 759+12.29 LINE "LSR*2" SE=0.08'/FT.
 STA. 817+31.98 To STA. 819+50.96 LINE "LSR*3" SE=0.08'/FT.
 STA. 863+73.53 To STA. 866+52.70 LINE "LSR*4" SE=0.066'/FT.
 STA. 872+44.29 To STA. 875+31.79 LINE "LSR*4" SE=0.052'/FT.
 STA. 883+73.84 To STA. 886+42.76 LINE "LSR*4" SE=0.066'/FT.
 STA. 891+60.59 To STA. 893+97.38 LINE "LSR*4" SE=0.08'/FT.
 STA. 956+41.58 To STA. 958+15.43 LINE "LSR*7" SE=0.08'/FT.
 STA. 980+06.77 To STA. 986+76.02 LINE "LSR*7" SE=0.038'/FT.
 STA. 993+91.72 To STA. 995+67.56 LINE "LSR*7" SE=0.08'/FT.
 STA. 976+76.78 To STA. 978+48.10 LINE "LSR*8" SE=0.08'/FT.
 STA. 983+88.57 To STA. 990+38.43 LINE "LSR*8" SE=0.032'/FT.



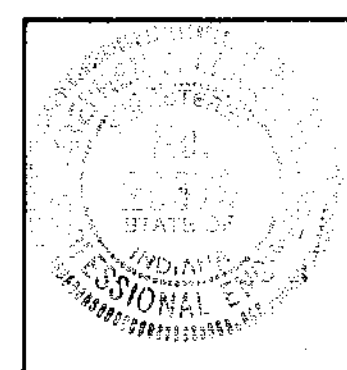
- LEGEND**
- (D) Open Grade Bituminous Base #5
 - (L) Use "S" LINE Sections (E) or (F) or (G) See Sheet No.5
 - (M) Use "S" LINE Sections (H) or (J) or (K) See Sheet No.5
 - (R) 330*/5Y Bituminous Base (#5D)
 - (S) 110*/5Y Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
495*/5Y Bituminous Base
OVER
495*/5Y Bituminous Base (#5D)
 - (X) 6" Type "P" Compacted Aggregate Surface #73



TYPICAL CROSS SECTIONS

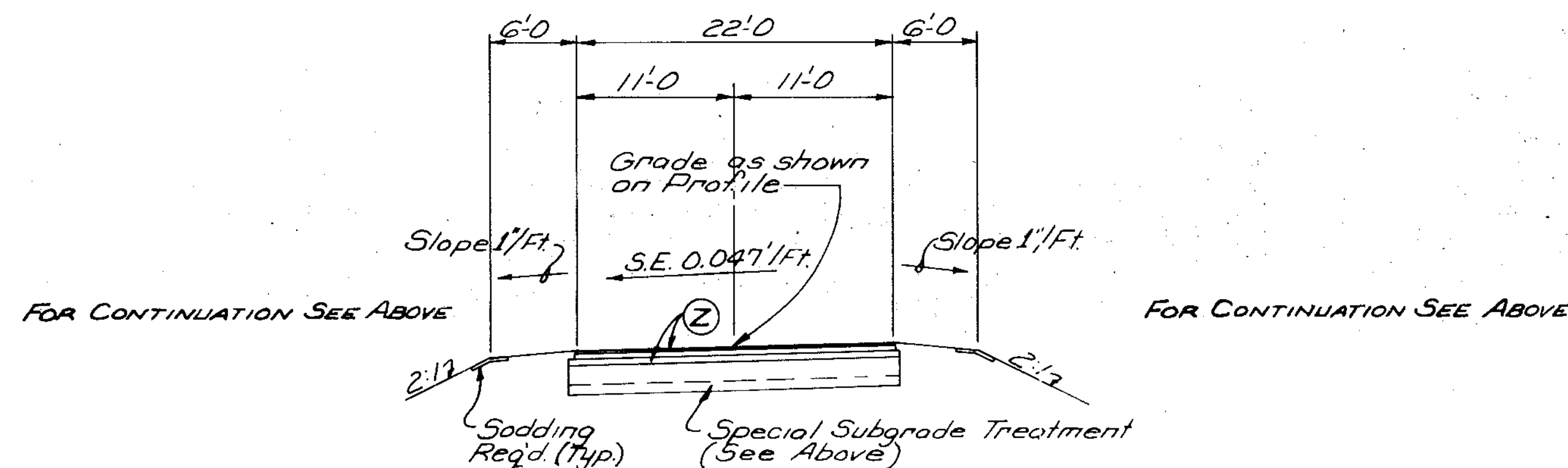
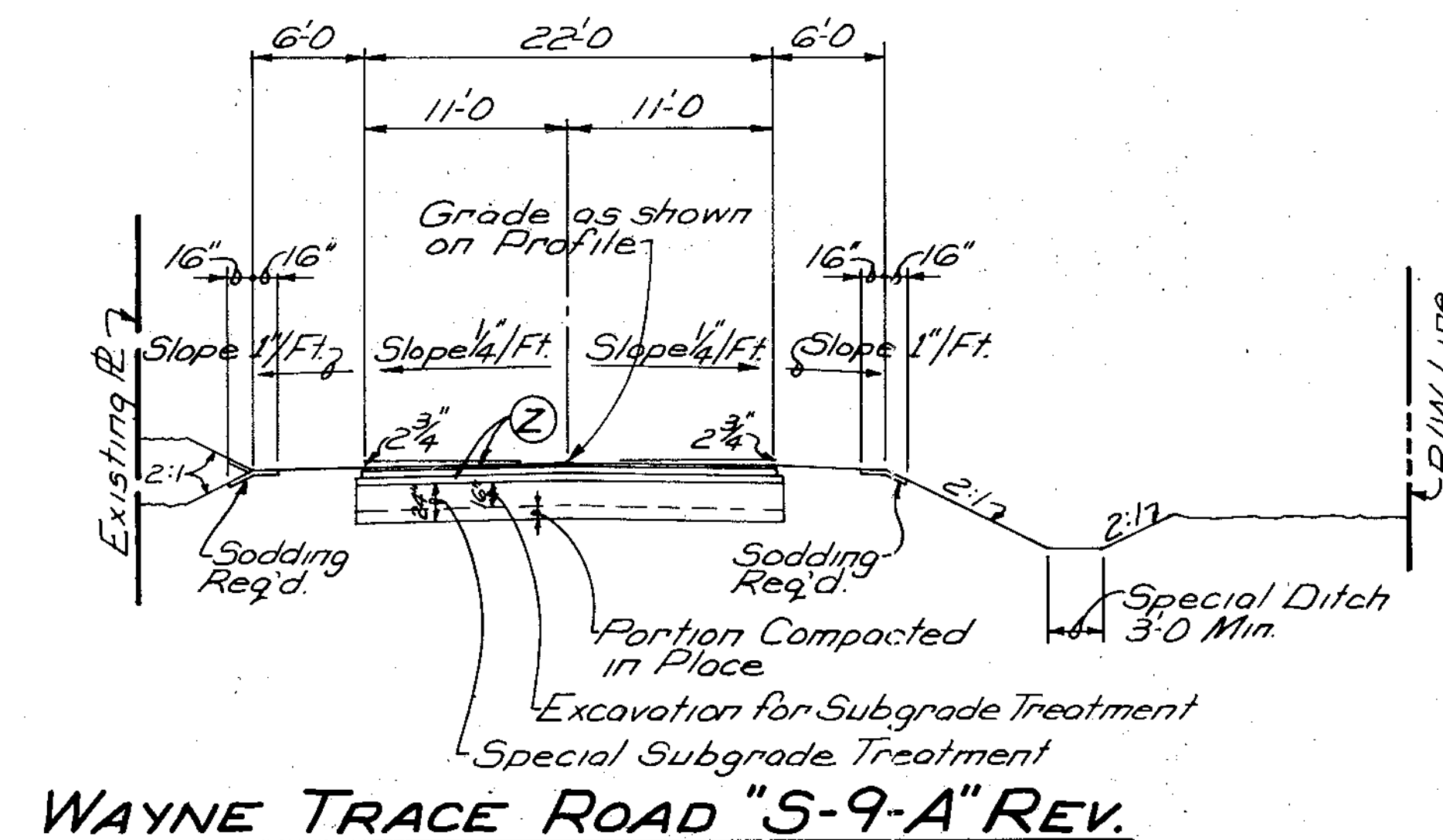
SCALE: - 1/8" = 1'-0", UNLESS NOTED

RECOMMENDED FOR APPROVAL _____



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1(3)		7	75	

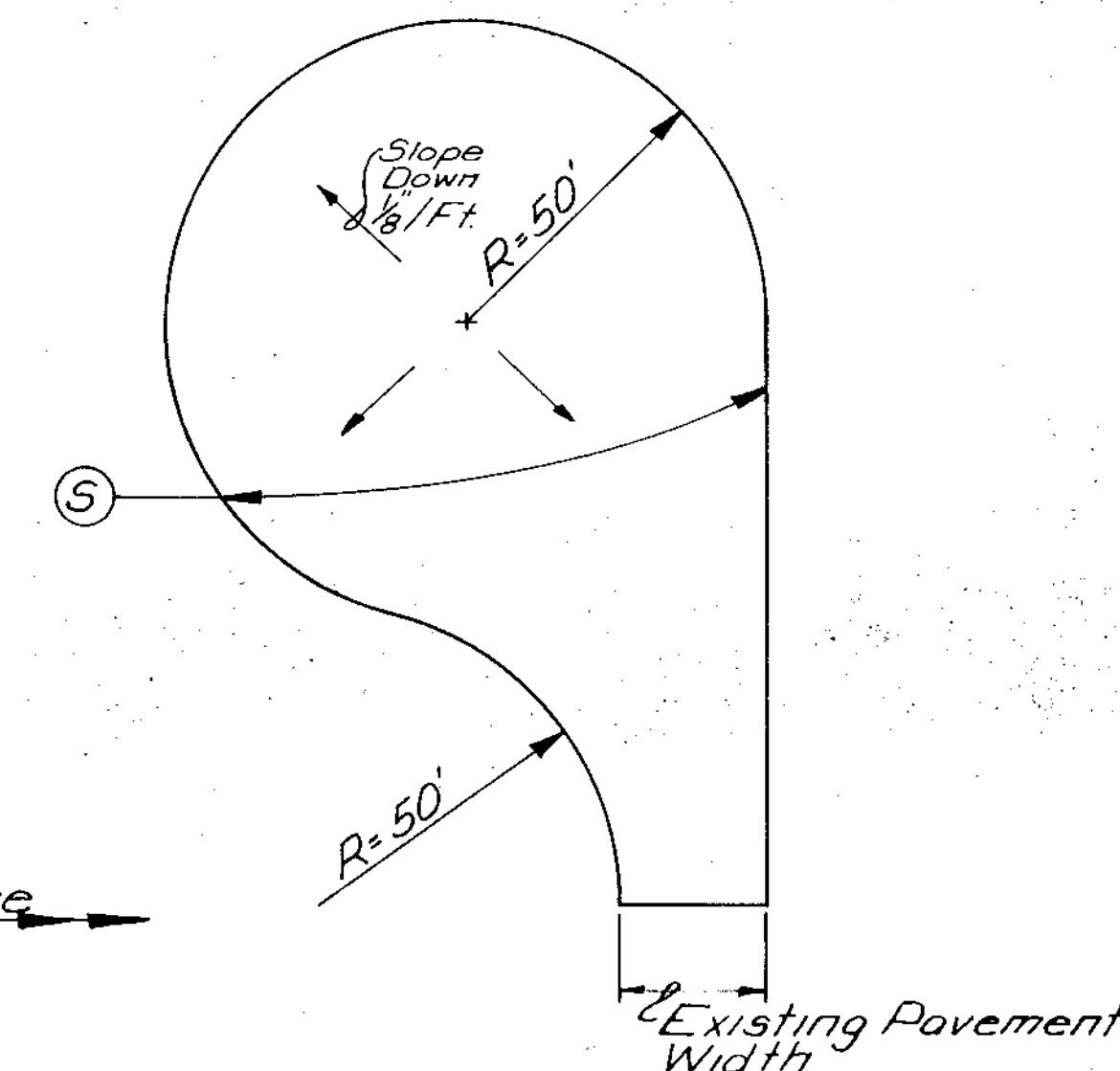
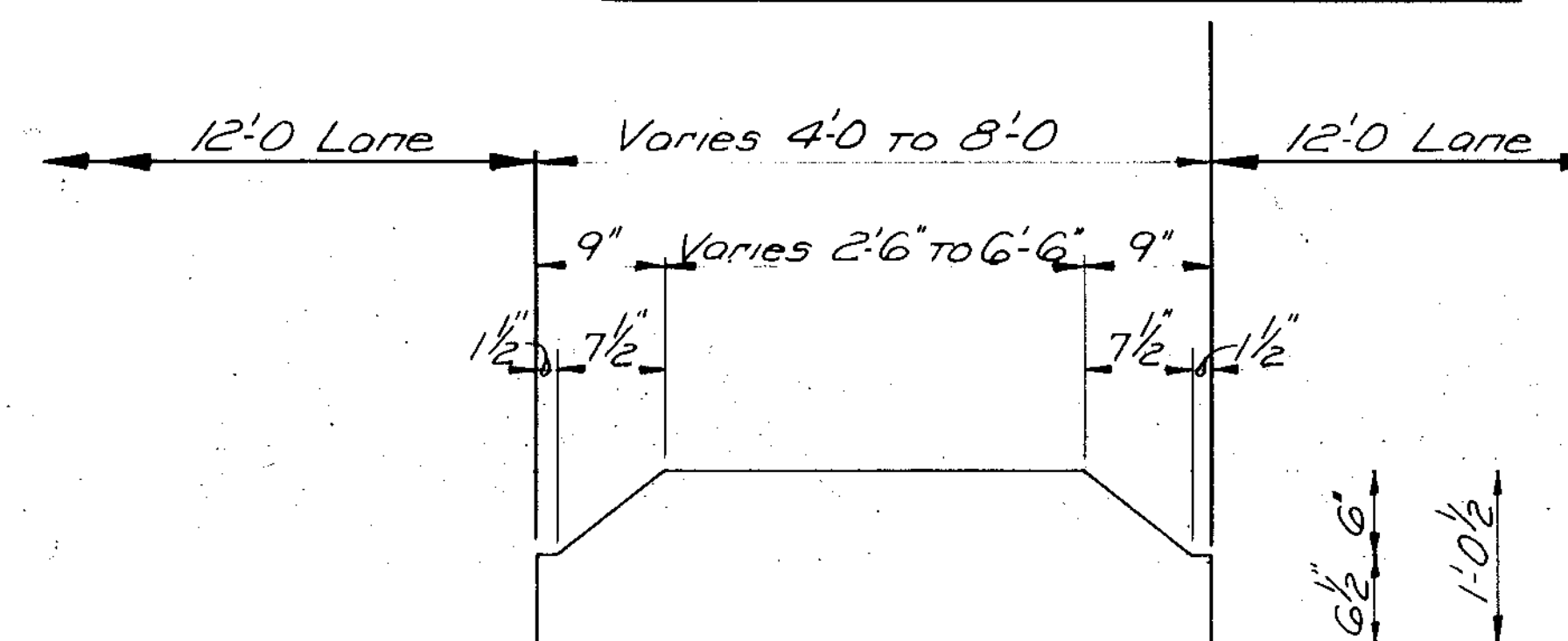
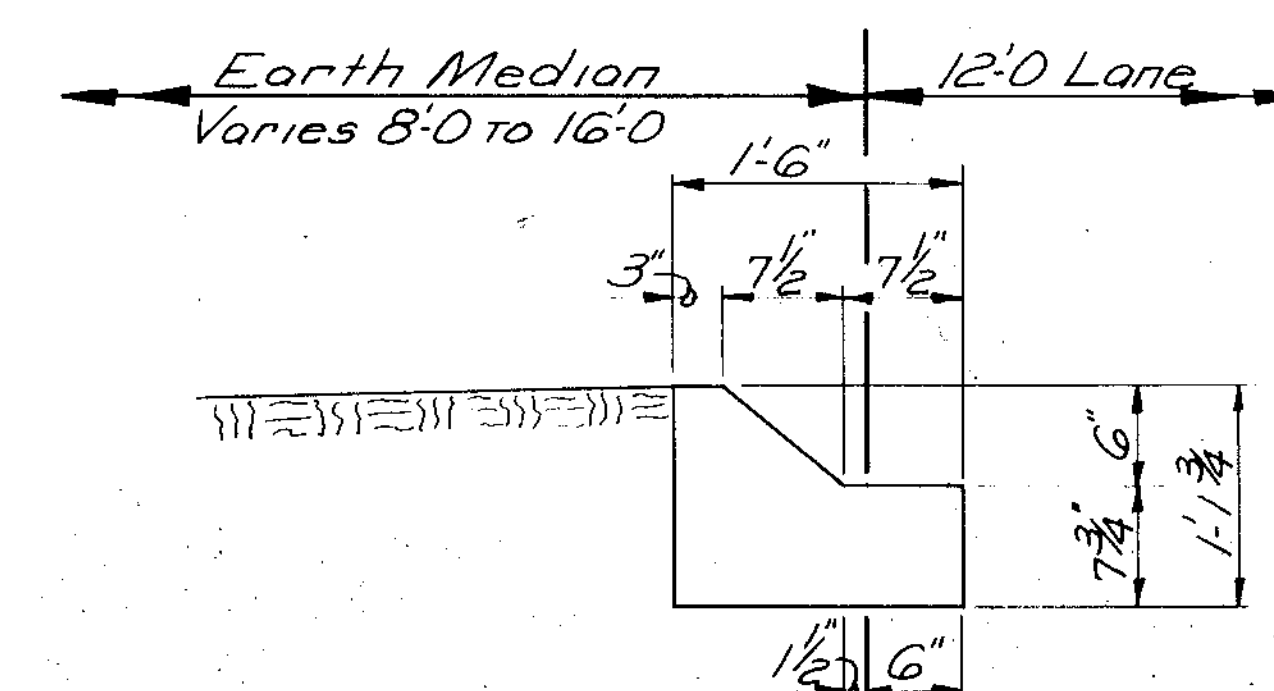
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	8	75



LEGEND

- (Z) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
440#/SY Bituminous Base
OVER
440#/SY Bituminous Base (*5D)

- (S) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
495#/SY Bituminous Base
OVER
495#/SY Bituminous Base (*5D)



CUL-DE-SAC
Scale: 1"=30'

TYPICAL CROSS SECTIONS

SCALE: 1/8"=1'-0, UNLESS NOTED

RECOMMENDED FOR APPROVAL _____

ENGINEER OF ROAD DESIGN INDIANA DEPARTMENT OF HIGHWAYS

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1(3)		8	75	

- SECTION 34**
- ① THOMAS D. & SANDRA J. BAUERMEISTER
 - ② ARTHUR & MELLIE LEPPER

- SECTION 4**
- ① DAVID A. & JOAN B. HOMAN
 - ② JAMES E. & PAMELA K. THOMAS
 - ③ THOMAS J. & JANE E. EVANS
 - ④ ELMER & MARTHA A. SHULER
 - ⑤ ~~NATHAN ALAN~~
~~REBECCAH & LEPPER - TRUSTEE~~
~~MERLE & EVELYN DETTMER~~
~~RICHARD & DELORES BOYER~~
 - ⑥ ALVIN C. & MARIAM LEPPER
 - ⑦ MARION TWP
 - ⑧ KENNETH & JENNIFER PURVIS

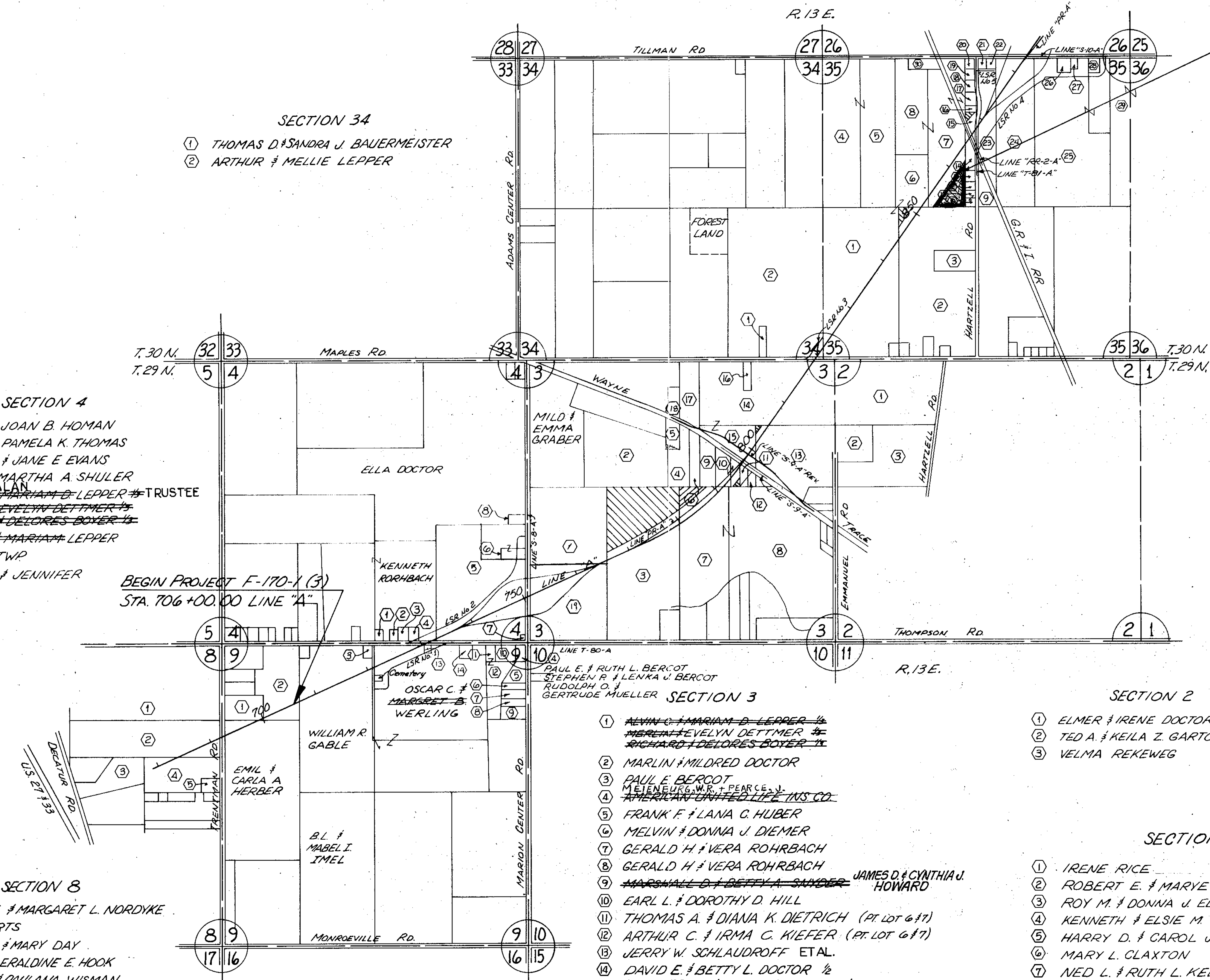
- SECTION 8**
- ① WILLIAM E. & MARGARET L. NORDYKE
 - ② SADIE CORTS
 - ③ MELVIN D. & MARY DAY
 - ④ PAUL W. & GERALDINE E. HOOK
 - ⑤ BRUCE P. & PAULANA WISMAN

- SECTION 3**
- ① ~~ALVIN C. & MARIAM D. LEPPER~~
~~MERLE & EVELYN DETTMER~~
~~RICHARD & DELORES BOYER~~
 - ② MARLIN & MILDRED DOCTOR
 - ③ PAUL E. BERCOT
 - ④ ~~MELVIN W. & PEARCE J.~~
~~AMERICAN UNITED LIFE INS. CO.~~
 - ⑤ FRANK F. & LANA C. HUBER
 - ⑥ MELVIN & DONNA J. DIEMER
 - ⑦ GERALD H. & VERA ROHRBACH
 - ⑧ GERALD H. & VERA ROHRBACH
 - ⑨ ~~MARSHALL D. & BETTY A. SANDER~~
JAMES D. & CYNTHIA J. HOWARD
 - ⑩ EARL L. & DOROTHY D. HILL
 - ⑪ THOMAS A. & DIANA K. DIETRICH (PT. LOT 6 & 7)
 - ⑫ ARTHUR C. & IRMA C. KIEFER (PT. LOT 6 & 7)
 - ⑬ JERRY W. SCHLAUDROFF ET AL.
 - ⑭ DAVID E. & BETTY L. DOCTOR 1/2
 - ⑮ KENNETH W. & IRENE H. DOCTOR 1/2
 - ⑯ DAVID E. & BETTY L. DOCTOR 1/2
 - ⑰ KENNETH W. & IRENE H. DOCTOR 1/2
 - ⑱ DAVID J. & DIANNA L. GALENTINE
 - ⑳ JOHN R. & PHYLLIS ANN KLEINKNIGHT
 - ㉑ RAY P. EMERICK ET UX.
 - ㉒ RICHARD BOYER ET UX.

- SECTION 2**
- ① ELMER & IRENE DOCTOR
 - ② TED A. & KEILA Z. GARTON
 - ③ VELMA REKEWEG

- SECTION 9**
- ① IRENE RICE
 - ② ROBERT E. & MARYETTA E. SHIVE
 - ③ ROY M. & DONNA J. ELWOOD
 - ④ KENNETH & ELSIE M. KOENEMANN
 - ⑤ HARRY D. & CAROL J. MEARS
 - ⑥ MARY L. CLAXTON
 - ⑦ NED L. & RUTH L. KELSEY
 - ⑧ CARL A. & DOROTHY GROMEALUX
 - ⑨ JAMES H. & INGRID SHEETS
 - ⑩ ~~JAMES M. & ZELDA Z. HARRISON~~
 - ⑪ WALTER & MARJORIE HOBBS
 - ⑫ WALTER & MARJORIE HOBBS

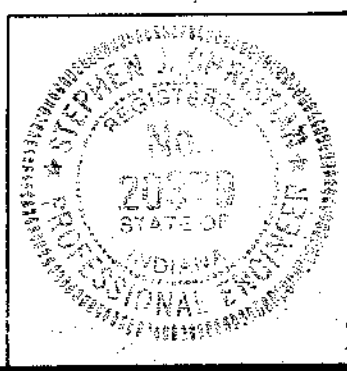
- SECTION 35**
- ① DEWAYNE L. & ~~JUDITH E.~~ DOCTOR ET AL.
 - ② DELLA LEPPER
 - ③ THOMAS G. & BARBARA G. GAGE
 - ④ DONALD C. & MARY A. EMENHISER
 - ⑤ DONALD C. & MARY A. EMENHISER
 - ⑥ DEWAYNE L. & ~~JUDITH E.~~ DOCTOR ET AL.
 - ⑦ ~~CARL J. & E. BLEKE~~
 - ⑧ ~~CARL J. & E. BLEKE~~
 - ⑨ LESTER E. & ~~ROSE M.~~ HOGAN
 - ⑩ JERRY R. & BARBARA A. MOISTNER
 - ⑪ JERRY R. & BARBARA A. MOISTNER
 - ⑫ NEAL E. & GARNETT G. WISSMAN
 - ⑬ JAMES FERD & LINDA SUSAN JOHNSON
 - ⑭ THOMAS & MARY E. MILLER
 - ⑮ RICHARD K. & GEORGEANNA FRITCHA
 - ⑯ CHARLEY L. & MARY L. RICHARDS
 - ⑰ CHARLEY L. & MARY L. RICHARDS
 - ⑱ WILLARD P. & PATRICIA A. MASON
 - ⑲ ROBERT L. & LANA S. FOX
 - ⑳ EARL & IRMA DRESSLER
 - ㉑ EARL & IRMA DRESSLER
 - ㉒ HOWARD F. & WILMA E. BEARMAN
 - ㉓ THOMAS F. ISCH ET AL.
 - ㉔ THOMAS F. ISCH ET AL.
 - ㉕ WALTER L. & HELEN NIEMEYER
 - ㉖ ROBERT G. & ALICE MESSMANN
 - ㉗ GRANT N. & LINDA L. MESSMANN
 - ㉘ GREGORY K. & MARIANNE W. MESSMANN
 - ㉙ BRUCE D. & HAZEL I. OHNECK
 - ㉚ ELMER C. & LORIENE M. BLEKE



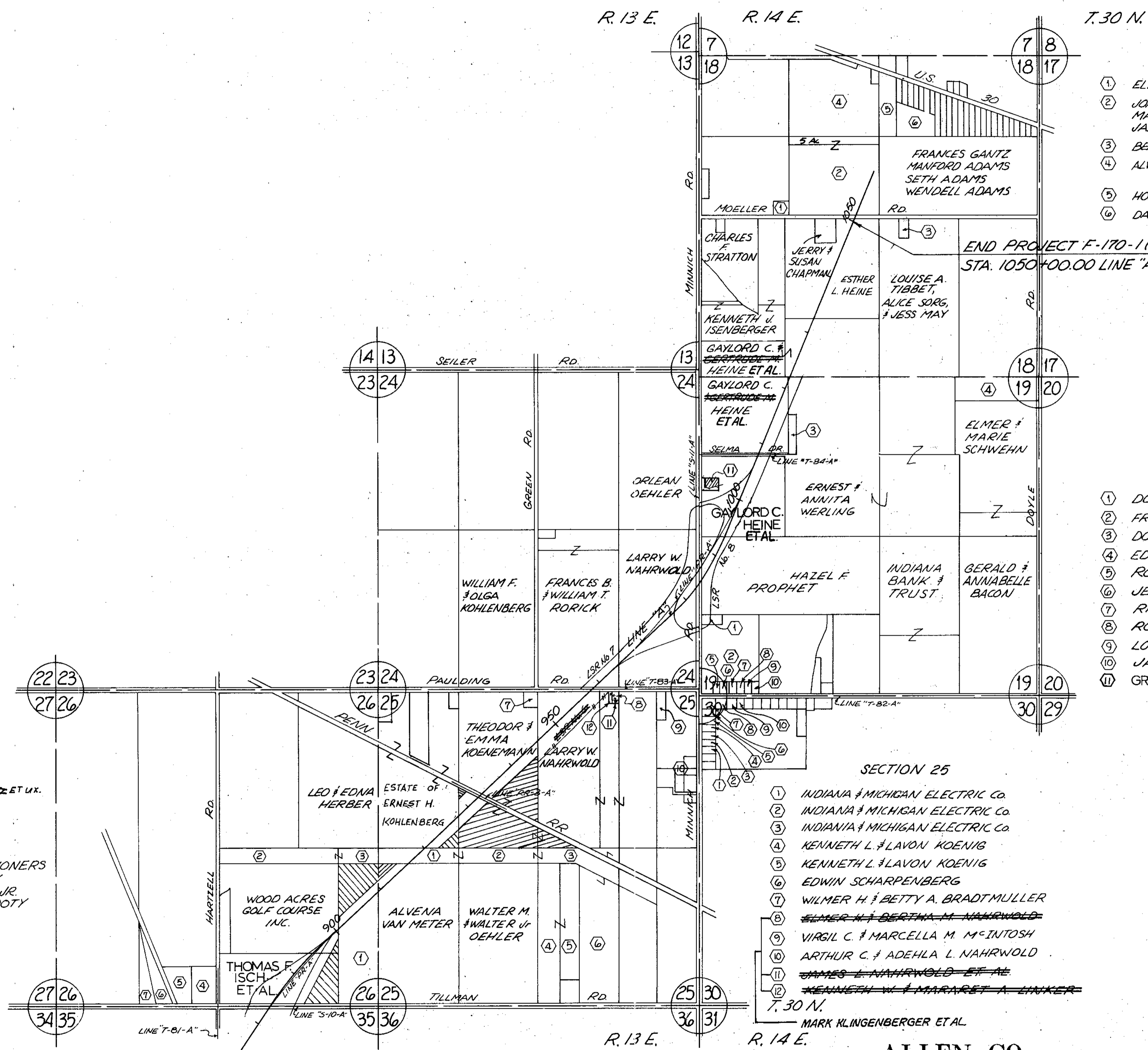
ALLEN CO.

INDICATES LAND LOCKED PARCELS

**DETAILS
PLAT NO. 1**
SCALE: 1" = 1000'



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	10	75



SECTION 18

- ① ELI ADAMS JR
- ② JOAN R. REIKHART
MAXINE E. KNIPSTEIN
JANIE M. BROWN
- ③ BERNADINE M. MAY
- ④ ALVIN HEINE & A.H. HEINE
IMPLEMENT CO. INC.
- ⑤ HOMER & EVELYN KISSENGER
- ⑥ DAVID D. & ETHEL L. BADE

SECTION 19

- ① DONALD E. & KAREN A. RORICK
- ② FRANCIS B. & WILLIAM T. RORICK
- ③ DONALD F. & ANNETTE WERLING
- ④ EDWARD & JANESE SCHWEHN
- ⑤ RONALD EUGENE & SANDRA KAY REUILLE
- ⑥ JERRY F. & NANCY U. KIRK
- ⑦ RICHARD E. & VERVE S. JOHNSTON
- ⑧ ROGER D. & JEANETTA A. BENZINGER
- ⑨ LOUIS S. & KITTEN A. SHANNON
- ⑩ JAMES R. & ANITA S. WISE
- ⑪ GREGORY & COLLEEN PETERS

SECTION 30

- ① ELMER W. & GERALDINE M. WALTERS
- ② DUANE L. & LAVERA LINKER
- ③ JOHN C. & LINDA K. BURKE
- ④ MELVIN A. & GLORIA U. VACHON
- ⑤ JOHN C. & ANNA E. BOWERS
- ⑥ CHARLES U. JR. & LINDA SMITH
- ⑦ ELWOOD & NANCY M. JACKEMEYER
- ⑧ RONALD & JAYNE BAILEY
- ⑨ LARRY W. & CAROL ANN SMITH
- ⑩ BETTY JEAN SALZBRENNER

SECTION 26

- ① JERALD & LEO OEHLER ET UX.
- ② INDIANA & MICHIGAN ELECTRIC CO.
- ③ INDIANA & MICHIGAN ELECTRIC CO.
- ④ ROY BLEKE
BOARD OF COMMISSIONERS
OF ALLEN COUNTY
- ⑤ CARL U. MISKOTTEN JR.
- ⑦ EARL R. & JUNE I. DOTY

SECTION 25

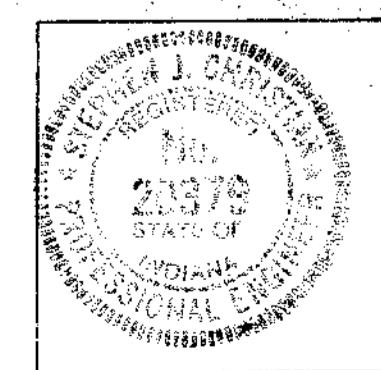
- ① INDIANA & MICHIGAN ELECTRIC CO.
- ② INDIANA & MICHIGAN ELECTRIC CO.
- ③ INDIANA & MICHIGAN ELECTRIC CO.
- ④ KENNETH L. & LAVON KOENIG
- ⑤ KENNETH L. & LAVON KOENIG
- ⑥ EDWIN SCHARPENBERG
- ⑦ WILMER H. & BETTY A. BRADTMULLER
- ⑧ ~~ELMER W. & BERTHA M. NAHRWOLD~~
- ⑨ VIRGIL C. & MARCELLA M. MINTOSH
- ⑩ ARTHUR C. & ADEHLA L. NAHRWOLD
- ⑪ ~~JAMES L. NAHRWOLD ET AL~~
- ⑫ ~~KENNETH W. & MARGARET A. LINKER~~

INDICATES LAND LOCKED PARCELS

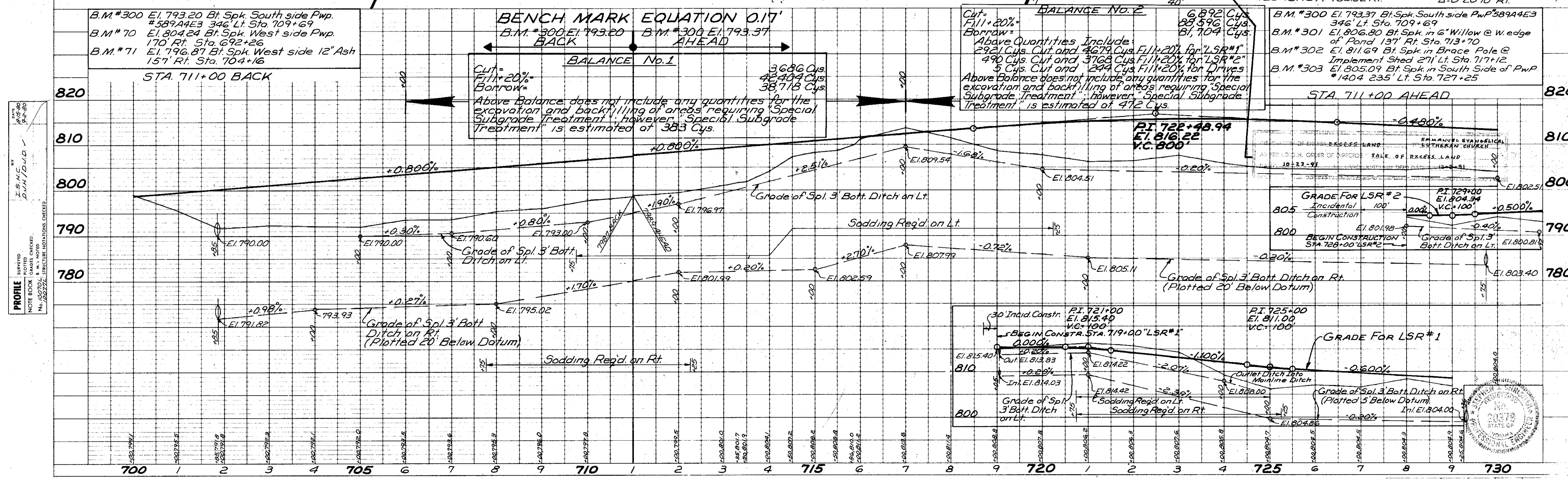
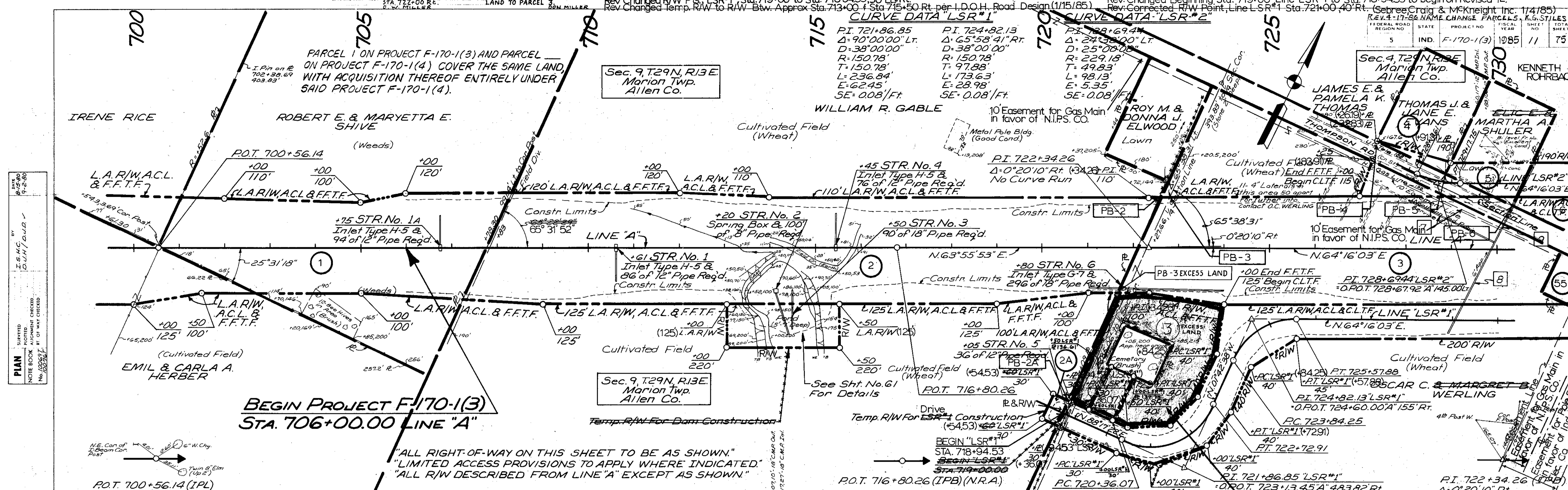
ALLEN CO.

DETAILS
PLAT NO. 1

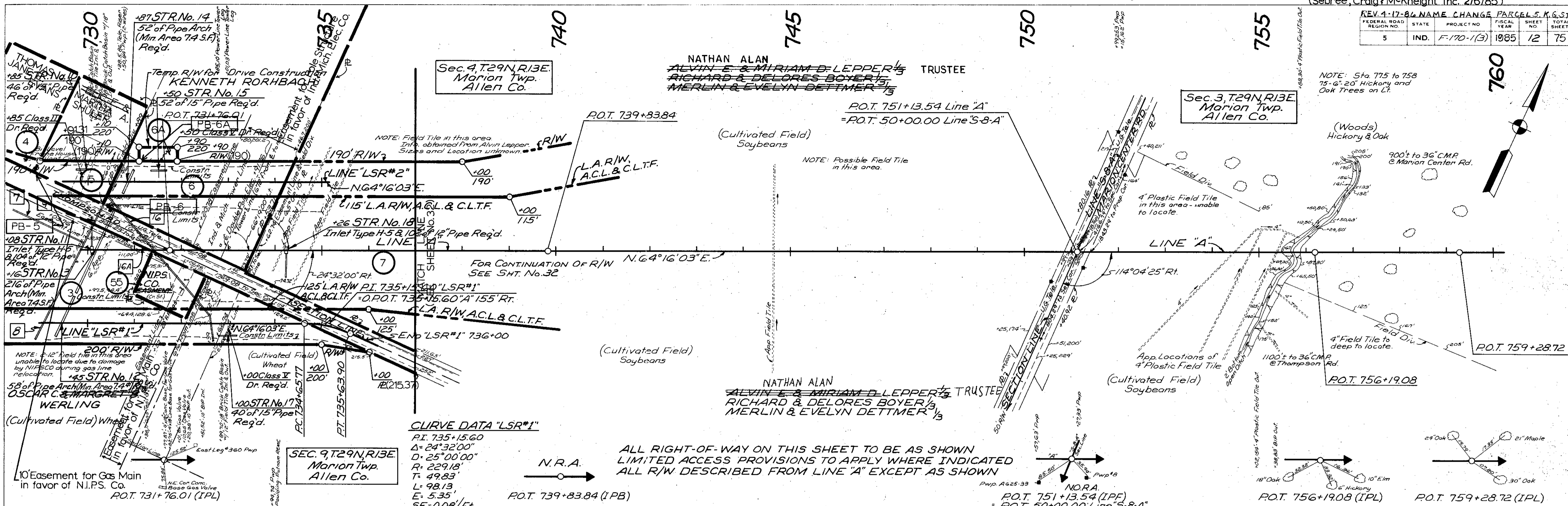
SCALE: 1" = 1000'



PROJECT NO.	SHEET NO.	TOTAL SHEETS
F-170-1(3)	10	75

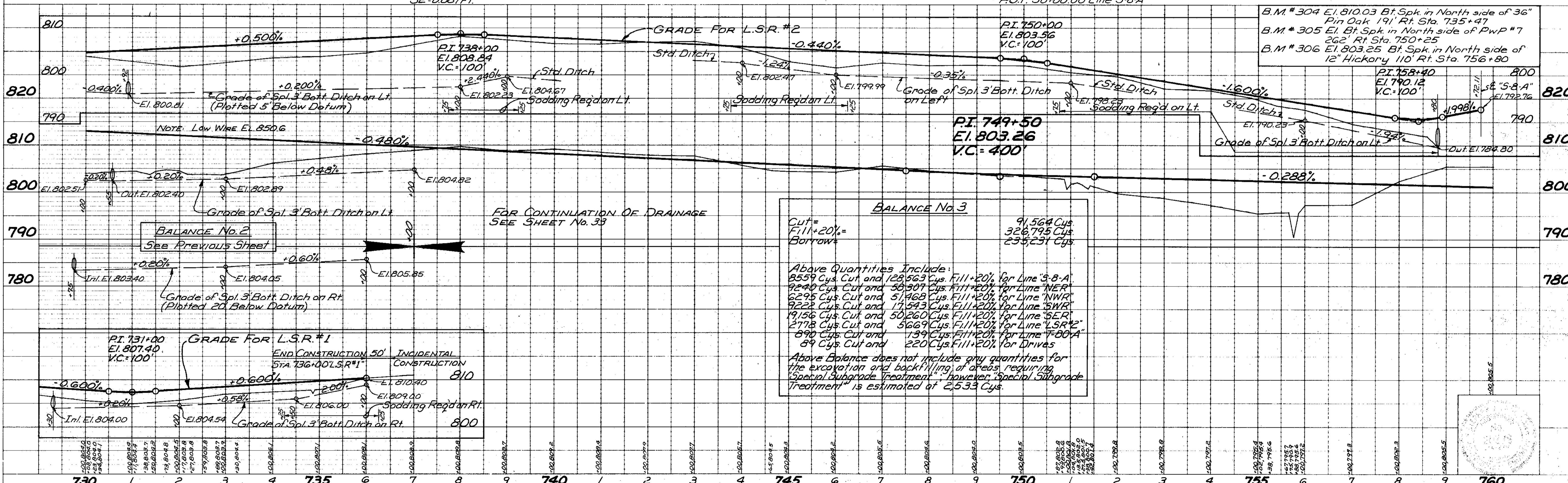


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	TOTAL SHEET NO.	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	12	75



CURVE DATA "LSR#1"
 P.I. 735+15.60
 $\Delta = 24^{\circ}32'00''$
 $D = 25^{\circ}00'00''$
 $R = 229.18'$
 $T = 49.83'$
 $L = 98.13'$
 $E = 5.35'$
 $SE = 0.08'/ft$

ALL RIGHT-OF-WAY ON THIS SHEET TO BE AS SHOWN
 LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED
 ALL R/W DESCRIBED FROM LINE "A" EXCEPT AS SHOWN



B.M. # 304 El. 810.03 Bt. Spk. in North side of 36" Pin Oak 191' Rt. Sta. 735+47
 B.M. # 305 El. Bt. Spk. in North side of PwP #7 262' Rt. Sta. 750+25
 B.M. # 306 El. 803.25 Bt. Spk. in North side of 12" Hickory 110' Rt. Sta. 756+80

BALANCE No. 3
 Cut = 91,564 Cys.
 Fill+20% = 326,795 Cys.
 Borrow = 235,231 Cys.

Above quantities include:
 8559 Cys. Cut and 128,563 Cys. Fill+20% for Line S-B-A;
 9240 Cys. Cut and 50,307 Cys. Fill+20% for Line 'NER';
 6295 Cys. Cut and 5,468 Cys. Fill+20% for Line 'NWR';
 8223 Cys. Cut and 17,543 Cys. Fill+20% for Line 'SWR';
 19,156 Cys. Cut and 30,260 Cys. Fill+20% for Line 'SER';
 2778 Cys. Cut and 3669 Cys. Fill+20% for Line 'LSR#2';
 870 Cys. Cut and 1,594 Cys. Fill+20% for Line 'S-B-A';
 89 Cys. Cut and 220 Cys. Fill+20% for Drives.

Above balance does not include any quantities for the excavation and backfilling of areas requiring special subgrade treatment; however, special subgrade treatment is estimated at 2,533 Cys.

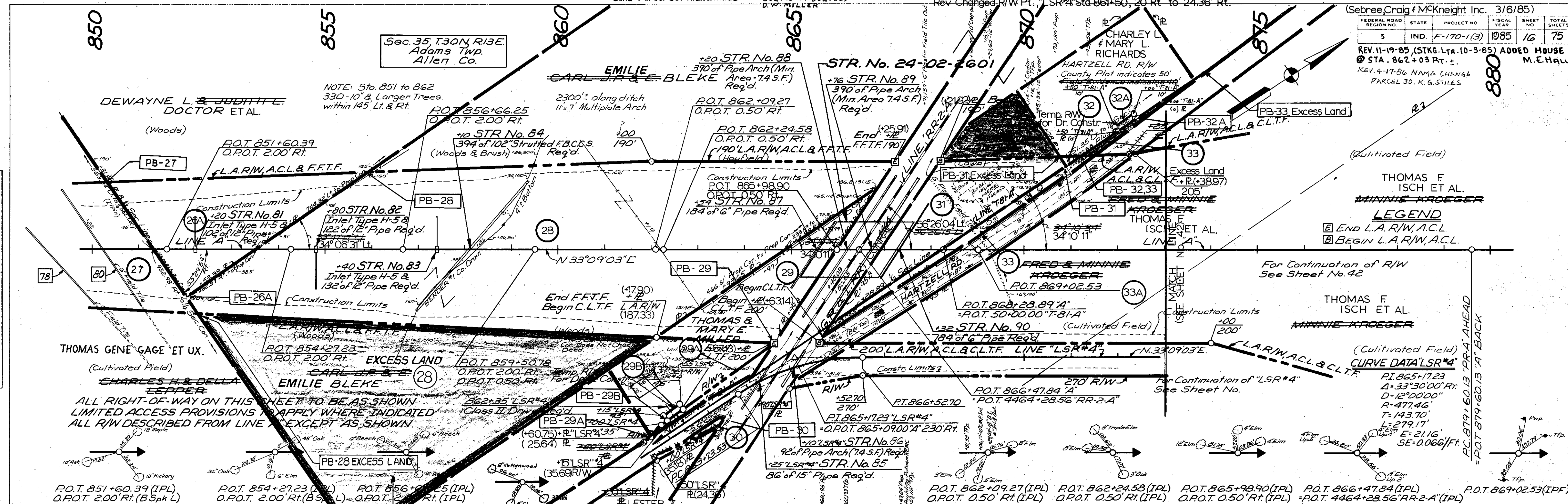
PLAN SURVEYED BY I.S.H.C. BY D.J.H./D.V.D. 8/15/80 9/3/80
 NOTE BOOK NO. 17 OF WAY CHECKED

PROFILE SURVEYED BY I.S.H.C. BY D.J.H./D.V.D. 8/15/80 9/3/80
 NOTE BOOK NO. 17 OF WAY CHECKED

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	16	75

REV. 11-19-85 (STKG. Ltr. 10-3-85) ADDED HOUSE @ STA. 862+03 Rt. s. M.E. Hall
REV. 4-17-86 NAME CHANGE PARCEL 30. K.G. STILES

(Sebree, Craig & McKnight Inc. 3/6/85)

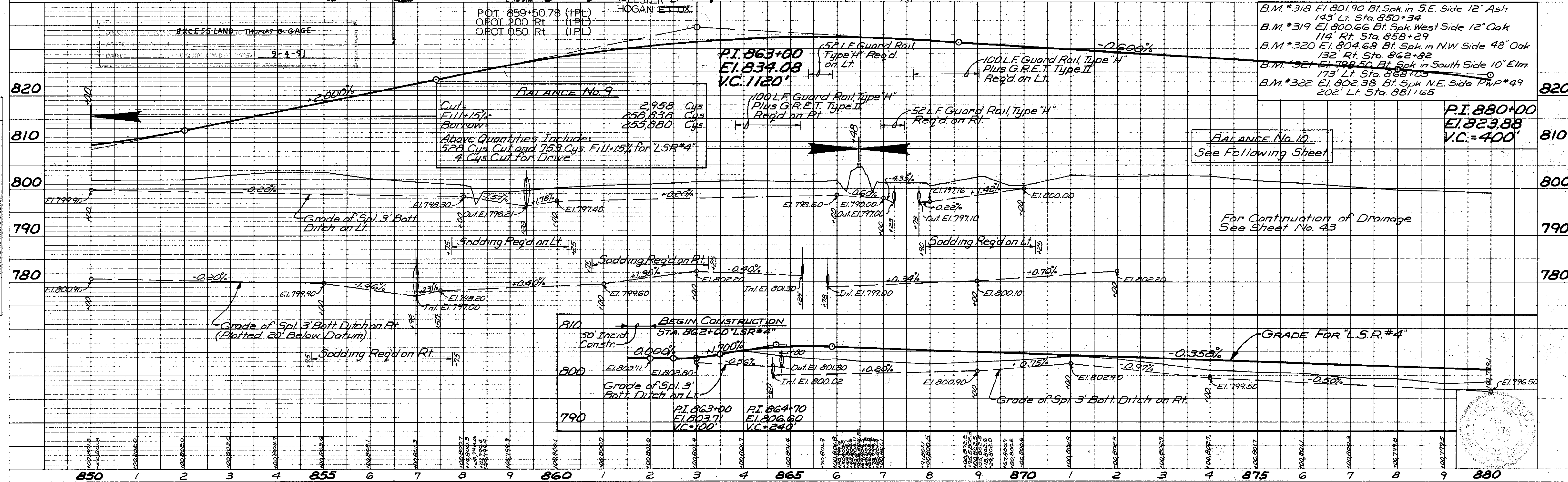


ALL RIGHT-OF-WAY ON THIS SHEET TO BE AS SHOWN
LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED
ALL R/W DESCRIBED FROM LINE "A" EXCEPT AS SHOWN

LEGEND

END L.A.R/W, A.C.L.
BEGIN L.A.R/W, A.C.L.

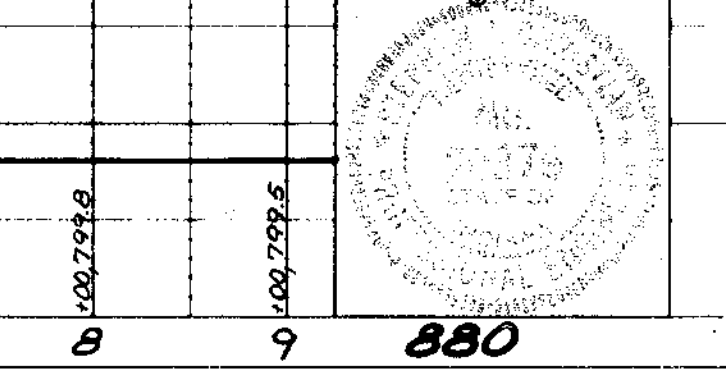
CURVE DATA "LSR#4"
 P.I. 865+17.23
 Δ=33°30'00"
 D=12°00'00"
 R=477.46'
 T=143.70'
 L=279.17'
 E=2.116'
 SE=0.066'/ft.



BALANCE No. 9
 Cut: 2,958 Cys.
 Fill: 253,535 Cys.
 Borrow: 255,830 Cys.
 Above Quantities Include:
 528 Cys. Cut and 753 Cys. Fill, 15% for "LSR#4"
 4 Cys. Cut for Drive

BALANCE No. 10
 See Following Sheet

For Continuation of Drainage
 See Sheet No. 43



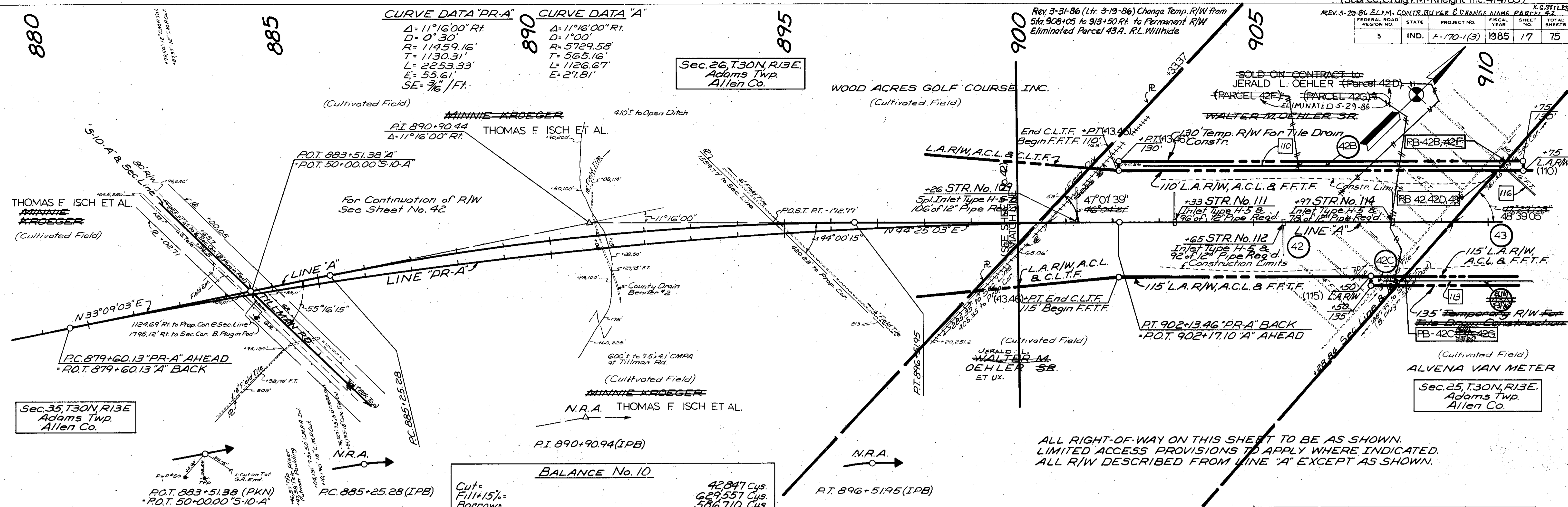
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
F-170-1(3)	"A"	16	75

On Lt. 871+00 to 883+10 d/s. 9 Ac. C=0.3 Reg. 1.6" Opening @ 883+10
 On Lt. Sideditch @ 883+90 d/s. 4 Ac. C=0.3 Reg. 1.6" Pipe @ 883+90
 Total Area County Tile Bender #2 d/s. 285 Ac. C=0.3 (Surface Water Only) Reg. 2" Opening @ 891+05 on 15" Shew

Rev. Changed R+ to +33.37 (Tan. from Line "A") per Evaluation of T&E Report (Sebree, Craig & McKnight Inc. 4/4/85)
 REV. 5-29-81 E.L.M. CONTR. BUYER & CHANGE NAME PARCEL 42
 K.G. STILES
 FEDERAL ROAD REGION NO. STATE PROJECT NO. FISCAL YEAR SHEET NO. TOTAL SHEETS
 5 IND. F-170-1(3) 1985 17 75

CURVE DATA "PR-A"	CURVE DATA "A"
$\Delta = 11^{\circ}16'00''$ Rt.	$\Delta = 11^{\circ}16'00''$ Rt.
$D = 0^{\circ}30'$	$D = 1^{\circ}00'$
$R = 11459.16'$	$R = 5729.58'$
$T = 1130.31'$	$T = 565.16'$
$L = 2253.33'$	$L = 1126.67'$
$E = 55.61'$	$E = 27.81'$
$SE = \frac{3}{16}''/Ft.$	

Sec. 26, T30N, R13E, Adams Twp, Allen Co.



ALL RIGHT-OF-WAY ON THIS SHEET TO BE AS SHOWN. LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED. ALL R/W DESCRIBED FROM LINE "A" EXCEPT AS SHOWN.

BALANCE No. 10

Cut = 42,847 Cys.
 Fill + 15% = 629,557 Cys.
 Borrow = 586,710 Cys.

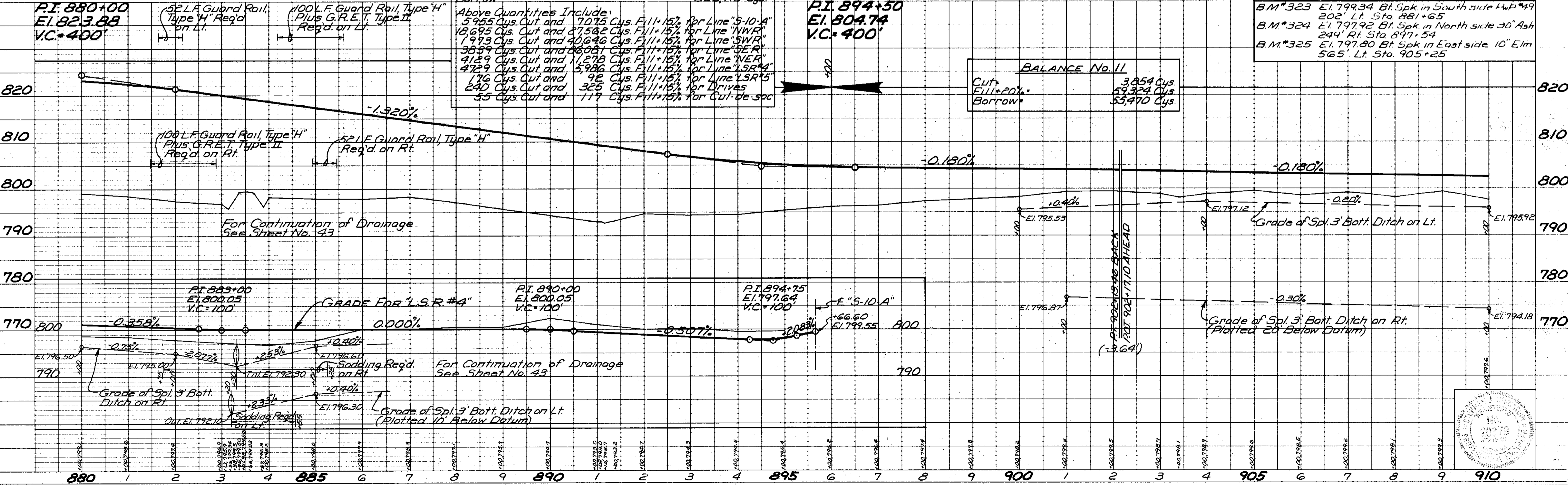
Above Quantities Include:

- 5,955 Cys. Cut and 70,715 Cys. Fill + 15% for Line "S-10-A"
- 18,695 Cys. Cut and 275,622 Cys. Fill + 15% for Line "NWR"
- 1,973 Cys. Cut and 40,646 Cys. Fill + 15% for Line "SWR"
- 38,599 Cys. Cut and 46,081 Cys. Fill + 15% for Line "SER"
- 41,299 Cys. Cut and 11,278 Cys. Fill + 15% for Line "NER"
- 47,299 Cys. Cut and 5,986 Cys. Fill + 15% for Line "LSR #4"
- 176 Cys. Cut and 92 Cys. Fill + 15% for Line "LSR #5"
- 240 Cys. Cut and 325 Cys. Fill + 15% for Drives
- 55 Cys. Cut and 117 Cys. Fill + 15% for Cut-de-sac

BALANCE No. 11

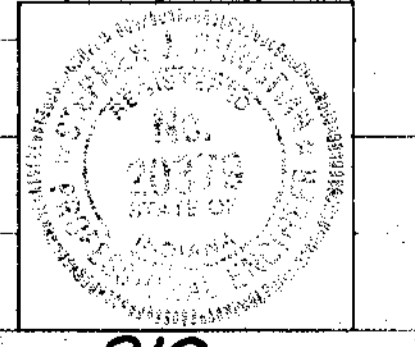
Cut = 3,254 Cys.
 Fill + 20% = 59,324 Cys.
 Borrow = 55,970 Cys.

B.M. #323 El. 799.34 Bl. Spk. in South side PWP #49 202' Lt. Sta. 881+65
 B.M. #324 El. 797.92 Bl. Spk. in North side 30' Ash 249' Rt. Sta. 897+54
 B.M. #325 El. 797.80 Bl. Spk. in East side 10' Elm 565' Lt. Sta. 905+25



PLAN
 SURVEYED BY J.S.M.C. DATE 6/27/80
 NOTE BOOK GRADES CHECKED G.M.H./D.L.O. - 17/80
 # OF WAY CHECKED 17/80

PROFILE
 SURVEYED BY J.S.M.C. DATE 6/27/80
 NOTE BOOK GRADES CHECKED G.M.H./D.L.O. - 17/80
 STRUCTURE NOTATIONS CHECKED



On Lt. 909+00 to 925+00
 Drs. 5.9 Ac. C=0.3 Flat & Pockets;
 Reg's. 4.0" @ 931+00 @ 30" Straw

925+00 DD

On Lt. 925+00 to 932+70
 Drs. 11 Ac. C=0.25
 Reg. 16" Pipe @ 932+70

132+70 DD

On Rt. 932+70 to 968+70
 Drs. 11 Ac. C=0.3
 Reg's. 10.5" Opening at 939+05 Cut Inlet
 & Outlet Ditches, if necessary.

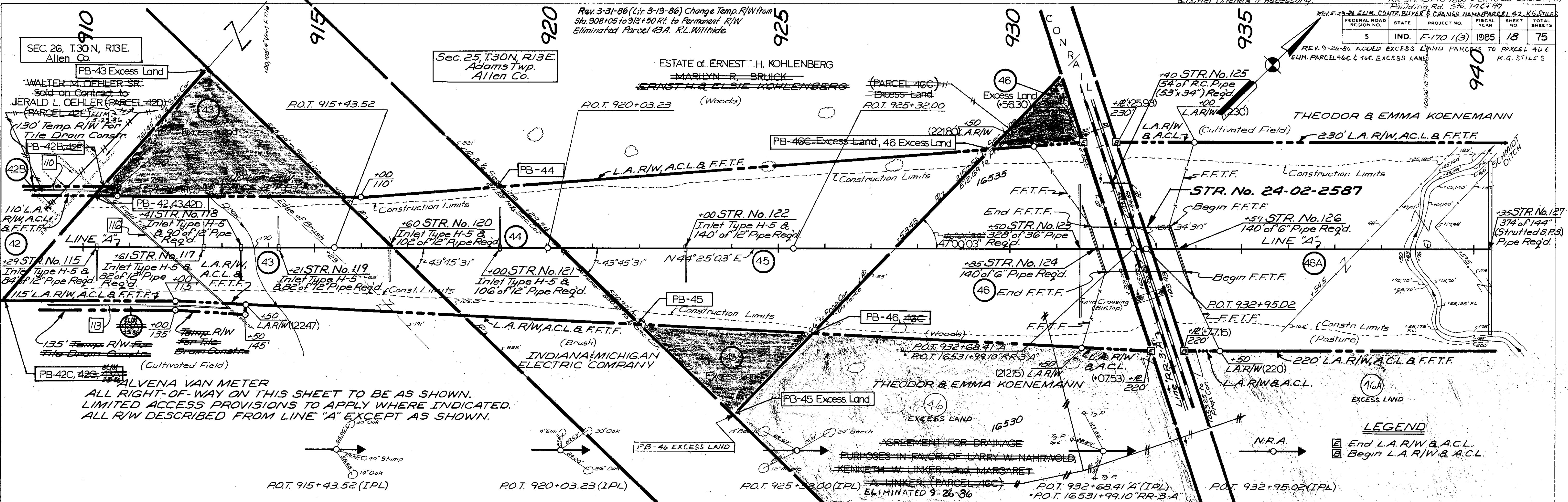
On Profile and Co. Areas used for SCHMIDT DITCH
 Grade of Line "A" 776.0 (Sta. 78+80 on Schmidt
 ditch) 3390.12 Rt. to 8' Stone Arch 117.4 of Penn
 RR Sta. 95+40 1800' Lt. to 26' Conc. Str. of

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	18	75

DATE: 8-27-80
 9:17 AM
 BY: I.S.H.C.
 D.W.M./D.V.D.

NO. OF WAY CHECKED

NO. OF STRUCTURE NOTATIONS CHECKED



DATE: 8-27-80
 9:17 AM
 BY: I.S.H.C.
 D.W.M./D.V.D.

NO. OF WAY CHECKED

NO. OF STRUCTURE NOTATIONS CHECKED

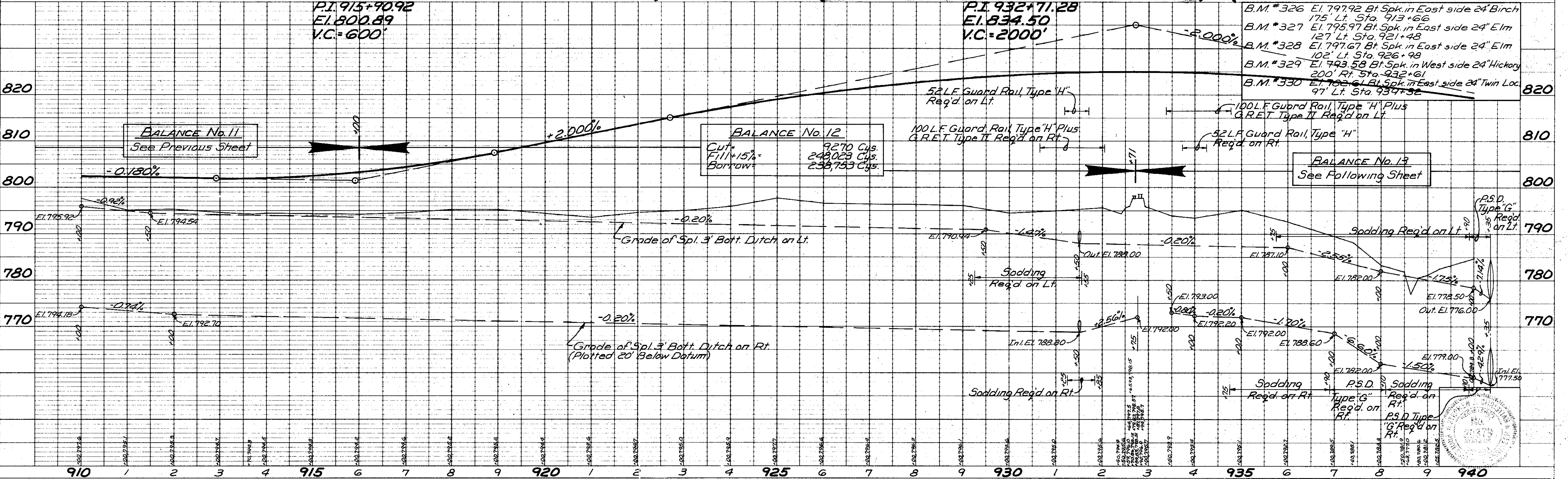
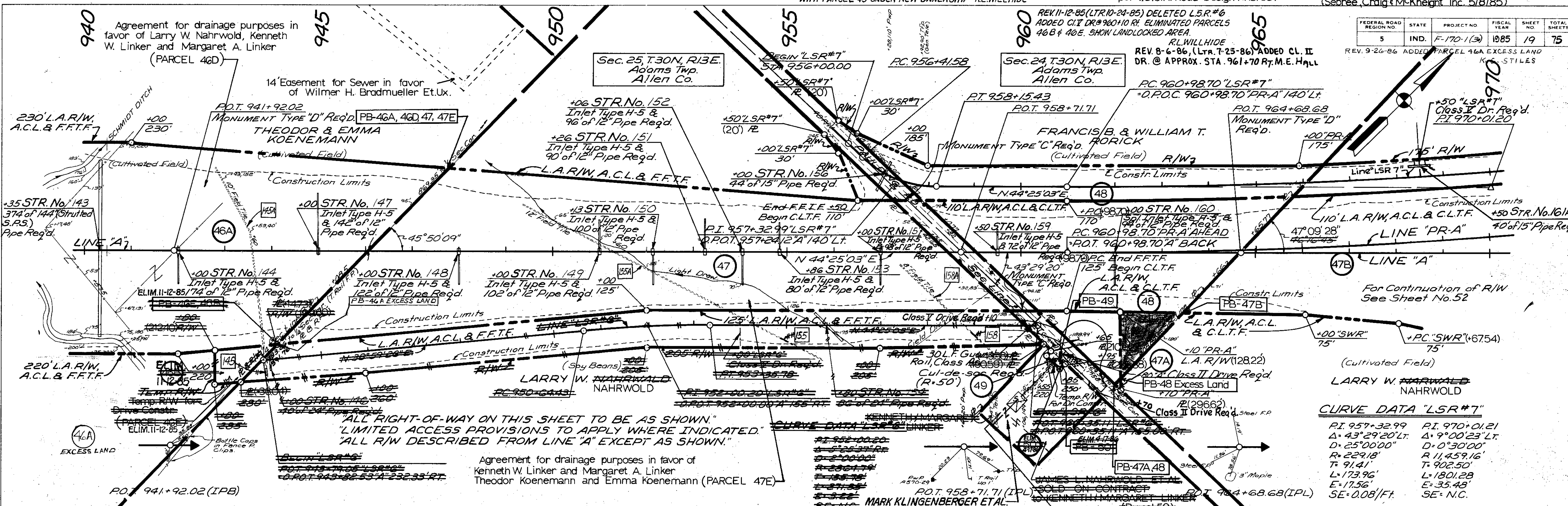


PLATE 1 - PLAN - PROFILE - STANDARD
 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1(3)	"A"	18	75	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	19	75

DATE: 8-27-80
 9:20-9:40
 SURVEYED BY: F.S.M.C.
 D.W.H./D.L.D.
 NOTE BOOK GRADES CHECKED BY: B.A. INOTER
 STRUCTURE NOTATIONS CHECKED BY: [Signature]



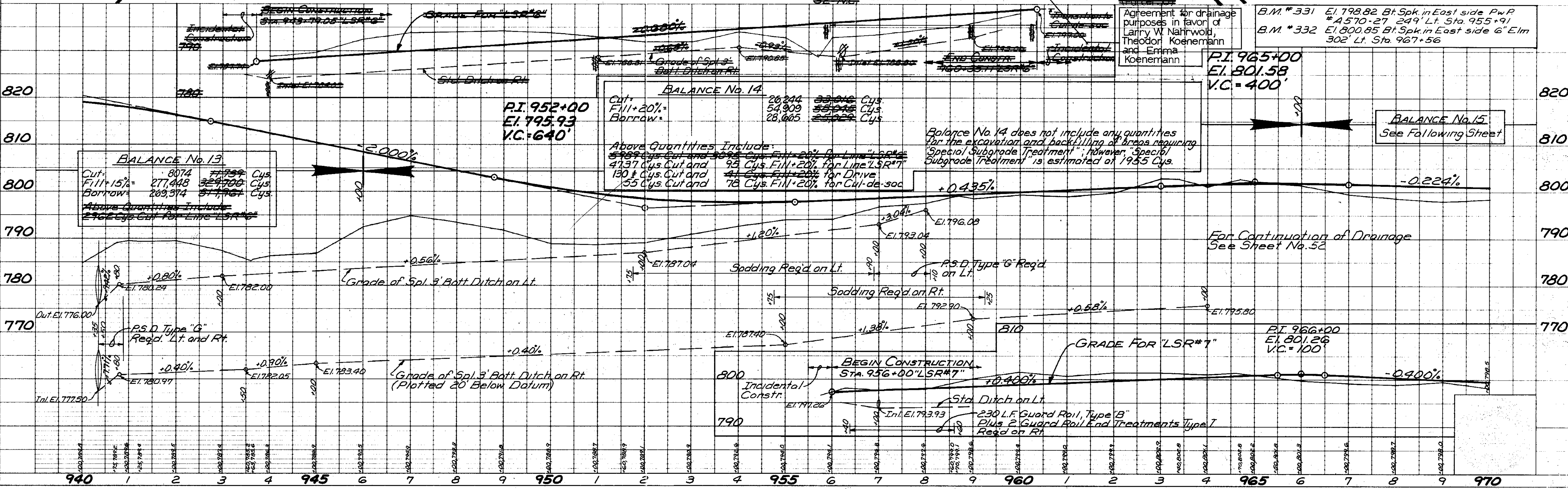
"ALL RIGHT-OF-WAY ON THIS SHEET TO BE AS SHOWN."
 "LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED."
 "ALL R/W DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

Agreement for drainage purposes in favor of Kenneth W. Linker and Margaret A. Linker Theodor Koehnemann and Emma Koehnemann (PARCEL 47E)

CURVE DATA "LSR#7"

PI 957+32.99	PI 970+01.21
Δ=43°29'20"LT.	Δ=9°00'23"LT.
D=25'00'00"	D=0'30'00"
R=229.18'	R=11,459.16'
T=91.41'	T=902.50'
L=173.96'	L=1801.28'
E=17.56'	E=35.48'
SE=0.08'/FT.	SE=N.C.

DATE: 8-27-80
 3:20-3:40
 SURVEYED BY: F.S.M.C.
 D.W.H./D.L.D.
 NOTE BOOK GRADES CHECKED BY: B.A. INOTER
 STRUCTURE NOTATIONS CHECKED BY: [Signature]



BALANCE No. 14

Cut:	26,244 Cys
Fill+20%:	54,909 Cys
Borrow:	28,665 Cys

BALANCE No. 13

Cut:	8074 Cys
Fill+15%:	277,448 Cys
Borrow:	203,374 Cys

B.M. #331 El. 798.82 Bt. Spk. in East side PwP #4570-27 249' Lt. Sta. 955+91
 B.M. #332 El. 800.85 Bt. Spk. in East side 6" Elm 302' Lt. Sta. 967+56

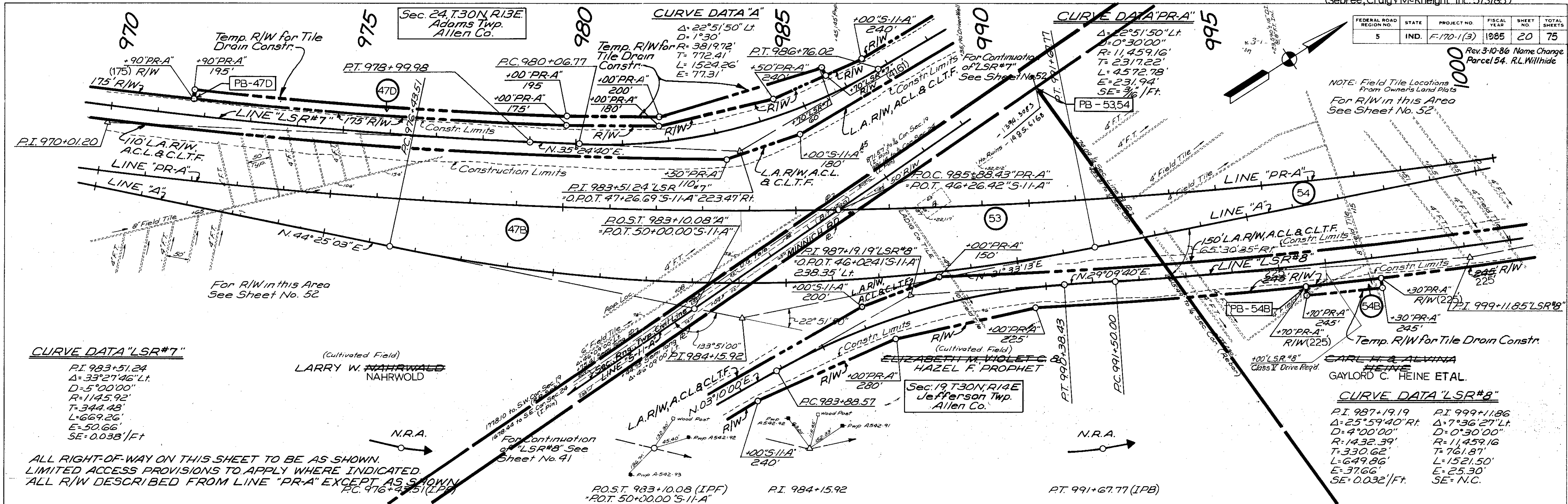
PLATE I - PLAN - PROFILE S. R. R. STANDARD
 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1(3)	"A"	19	75	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	20	75

Rev. 3-10-86 Name Change Parcel 54, R.L. Willhide

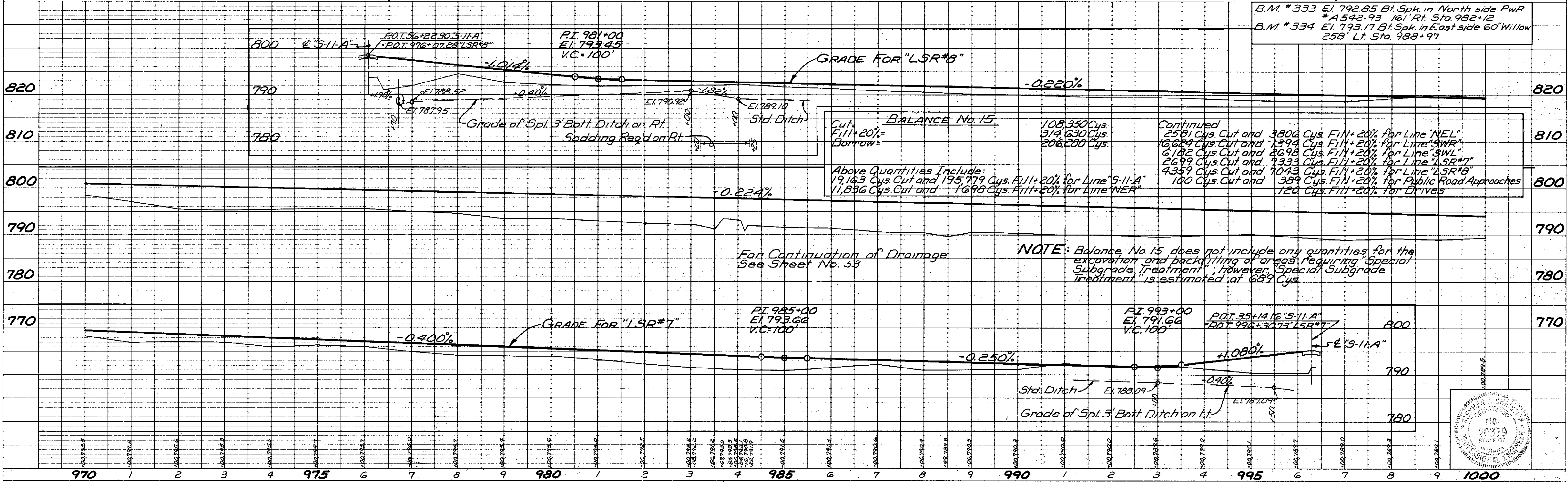
NOTE: Field Tile Locations From Owner's Land Plats For R/W in this Area See Sheet No. 52



CURVE DATA "LSR#7"
 P.I. 983+51.24
 $\Delta = 33^{\circ}27'46''$ Lt.
 $D = 5^{\circ}00'00''$
 $R = 1145.92'$
 $T = 344.48'$
 $L = 669.26'$
 $E = 50.66'$
 $SE = 0.038'/ft$

CURVE DATA "LSR#8"
 P.I. 987+19.19
 $\Delta = 25^{\circ}59'40''$ Rt.
 $D = 4^{\circ}00'00''$
 $R = 1432.39'$
 $T = 330.62'$
 $L = 649.86'$
 $E = 37.66'$
 $SE = 0.032'/ft$

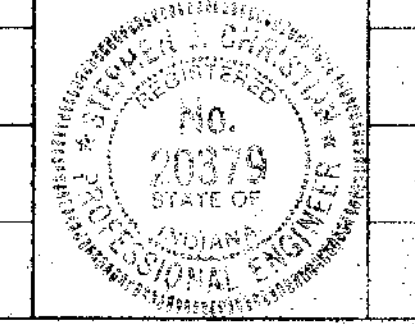
ALL RIGHT-OF-WAY ON THIS SHEET TO BE AS SHOWN.
 LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED.
 ALL R/W DESCRIBED FROM LINE "PR-A" EXCEPT AS SHOWN



NOTE: Balance No. 15 does not include any quantities for the excavation and backfilling of areas requiring Special Subgrade Treatment; however, Special Subgrade Treatment is estimated at 689 Cys.

PLAN
 SURVEYED BY I.S.H.C. D.W.H./D.W.D.
 NOTED BY I.S.H.C. D.W.H./D.W.D.
 CHECKED BY I.S.H.C. D.W.H./D.W.D.
 DATE 8/27/80

PROFILE
 SURVEYED BY I.S.H.C. D.W.H./D.W.D.
 NOTED BY I.S.H.C. D.W.H./D.W.D.
 CHECKED BY I.S.H.C. D.W.H./D.W.D.
 DATE 8/27/80



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	23	75

PLAN

DATE: 12/28/84

BY: J.S.H.C. / D.U.H.

NO. 6281

REVISIONS:

1. AS NOTED

2. AS NOTED

3. AS NOTED

4. AS NOTED

5. AS NOTED

6. AS NOTED

7. AS NOTED

8. AS NOTED

9. AS NOTED

10. AS NOTED

11. AS NOTED

12. AS NOTED

13. AS NOTED

14. AS NOTED

15. AS NOTED

16. AS NOTED

17. AS NOTED

18. AS NOTED

19. AS NOTED

20. AS NOTED

21. AS NOTED

22. AS NOTED

23. AS NOTED

24. AS NOTED

25. AS NOTED

26. AS NOTED

27. AS NOTED

28. AS NOTED

29. AS NOTED

30. AS NOTED

31. AS NOTED

32. AS NOTED

33. AS NOTED

34. AS NOTED

35. AS NOTED

36. AS NOTED

37. AS NOTED

38. AS NOTED

39. AS NOTED

40. AS NOTED

41. AS NOTED

42. AS NOTED

43. AS NOTED

44. AS NOTED

45. AS NOTED

46. AS NOTED

47. AS NOTED

48. AS NOTED

49. AS NOTED

50. AS NOTED

51. AS NOTED

52. AS NOTED

53. AS NOTED

54. AS NOTED

55. AS NOTED

56. AS NOTED

57. AS NOTED

58. AS NOTED

59. AS NOTED

60. AS NOTED

61. AS NOTED

62. AS NOTED

63. AS NOTED

64. AS NOTED

65. AS NOTED

66. AS NOTED

67. AS NOTED

68. AS NOTED

69. AS NOTED

70. AS NOTED

71. AS NOTED

72. AS NOTED

73. AS NOTED

74. AS NOTED

75. AS NOTED

PROFILE

DATE: 12/28/84

BY: J.S.H.C. / D.U.H.

NO. 6281

REVISIONS:

1. AS NOTED

2. AS NOTED

3. AS NOTED

4. AS NOTED

5. AS NOTED

6. AS NOTED

7. AS NOTED

8. AS NOTED

9. AS NOTED

10. AS NOTED

11. AS NOTED

12. AS NOTED

13. AS NOTED

14. AS NOTED

15. AS NOTED

16. AS NOTED

17. AS NOTED

18. AS NOTED

19. AS NOTED

20. AS NOTED

21. AS NOTED

22. AS NOTED

23. AS NOTED

24. AS NOTED

25. AS NOTED

26. AS NOTED

27. AS NOTED

28. AS NOTED

29. AS NOTED

30. AS NOTED

31. AS NOTED

32. AS NOTED

33. AS NOTED

34. AS NOTED

35. AS NOTED

36. AS NOTED

37. AS NOTED

38. AS NOTED

39. AS NOTED

40. AS NOTED

41. AS NOTED

42. AS NOTED

43. AS NOTED

44. AS NOTED

45. AS NOTED

46. AS NOTED

47. AS NOTED

48. AS NOTED

49. AS NOTED

50. AS NOTED

51. AS NOTED

52. AS NOTED

53. AS NOTED

54. AS NOTED

55. AS NOTED

56. AS NOTED

57. AS NOTED

58. AS NOTED

59. AS NOTED

60. AS NOTED

61. AS NOTED

62. AS NOTED

63. AS NOTED

64. AS NOTED

65. AS NOTED

66. AS NOTED

67. AS NOTED

68. AS NOTED

69. AS NOTED

70. AS NOTED

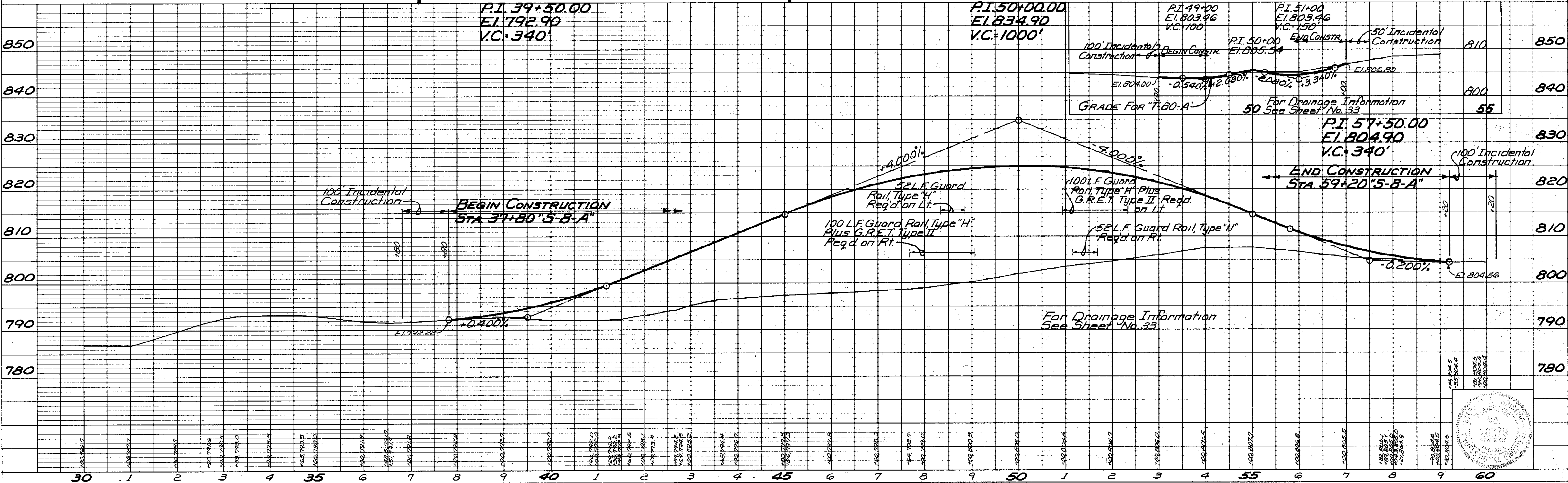
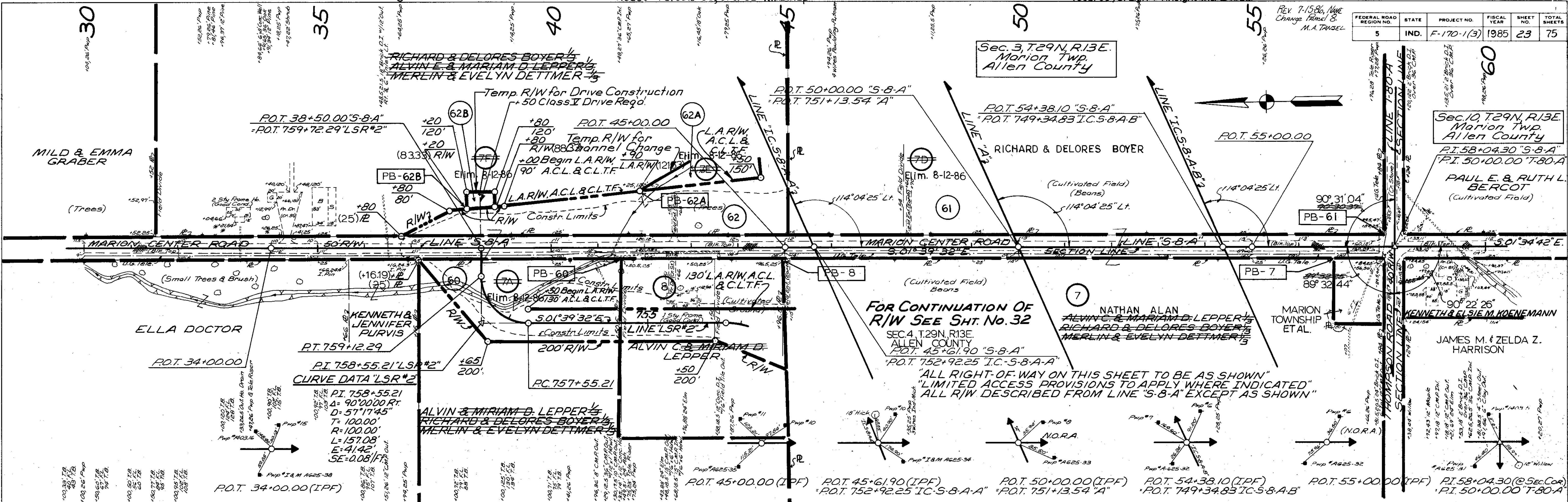
71. AS NOTED

72. AS NOTED

73. AS NOTED

74. AS NOTED

75. AS NOTED



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1(3)	S-B-A	23	75	

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	25	75

CURVE DATA

PI 37+87.66 "S-9-A" REV.
 $\Delta = 16^{\circ}00'00"$
 $D = 4^{\circ}45'00"$
 $R = 1206.23'$
 $T = 169.52'$
 $L = 336.84'$
 $E = 11.85'$
 $SE = 0.047'/ft.$

CURVE DATA

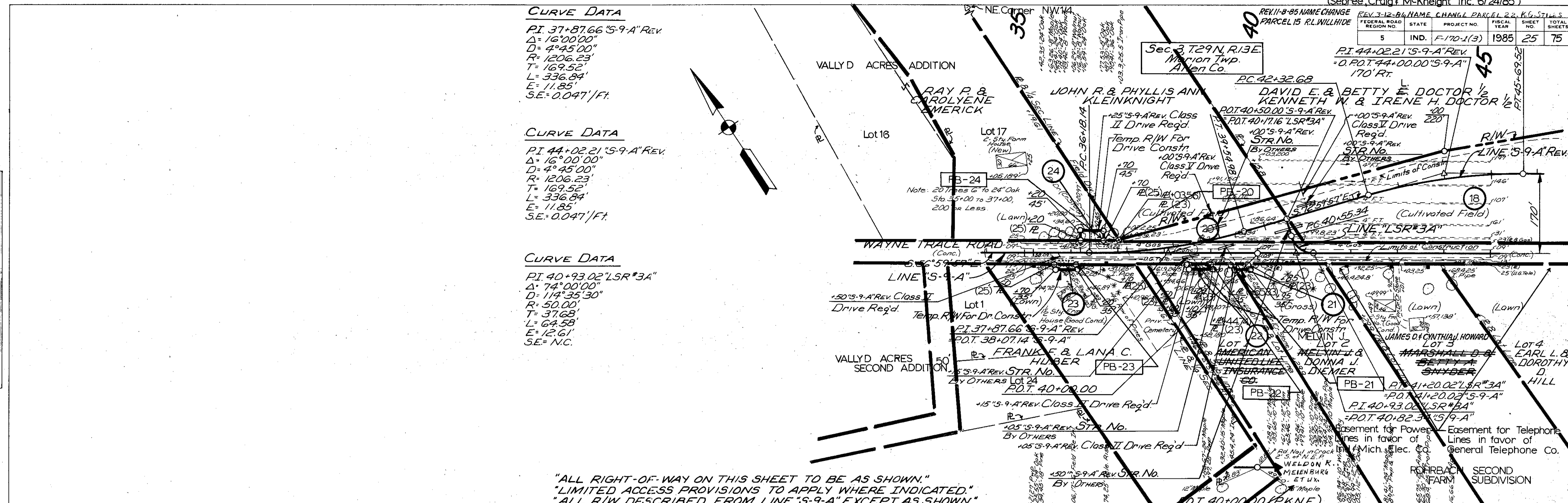
PI 44+02.21 "S-9-A" REV.
 $\Delta = 16^{\circ}00'00"$
 $D = 4^{\circ}45'00"$
 $R = 1206.23'$
 $T = 169.52'$
 $L = 336.84'$
 $E = 11.85'$
 $SE = 0.047'/ft.$

CURVE DATA

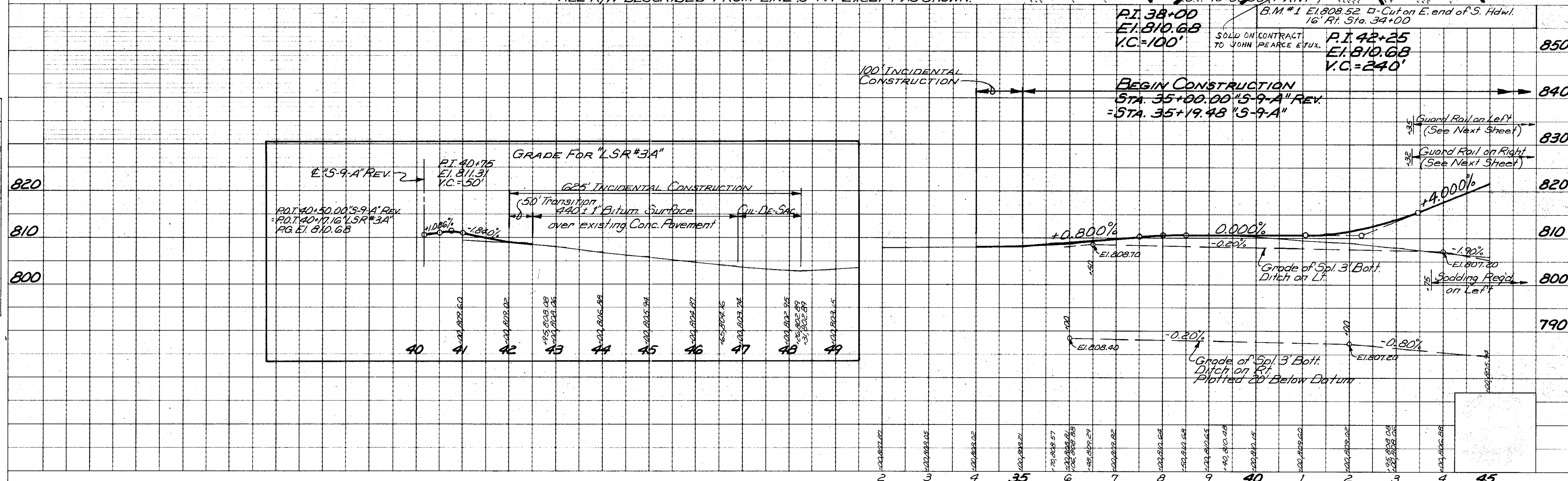
PI 40+93.02 "LSR#3A"
 $\Delta = 74^{\circ}00'00"$
 $D = 114^{\circ}35'30"$
 $R = 50.00'$
 $T = 37.68'$
 $L = 64.58'$
 $E = 12.61'$
 $SE = N.C.$

PLAN
 SURVEYED BY: J.S.H.G.
 DRAWN BY: J.S.H.G.
 CHECKED BY: J.S.H.G.
 DATE: 5/28/84

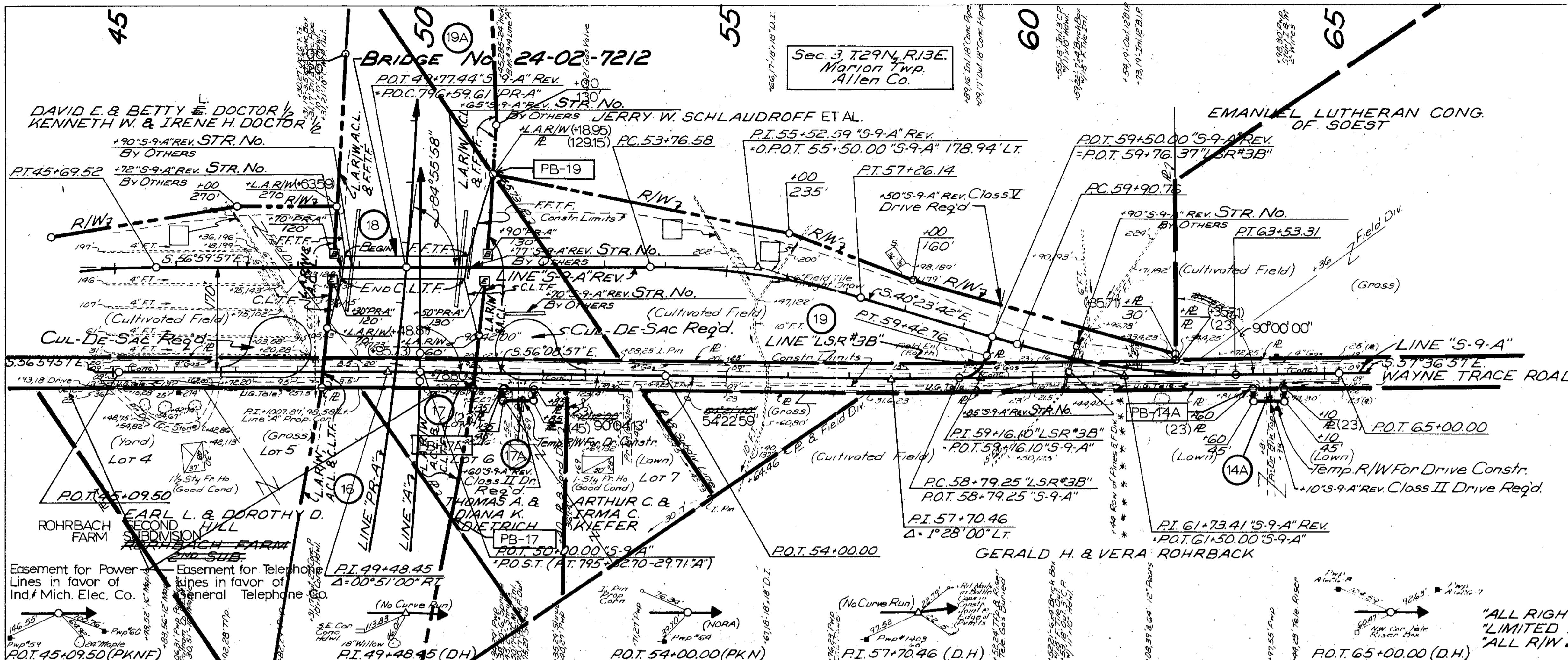
PROFILE
 SURVEYED BY: J.S.H.G.
 GRADES CHECKED BY: J.S.H.G.
 DATE: 5/28/84



"ALL RIGHT-OF-WAY ON THIS SHEET TO BE AS SHOWN."
 "LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED."
 "ALL R/W DESCRIBED FROM LINE 'S-9-A' EXCEPT AS SHOWN."



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	26	75



CURVE DATA

PI 55+52.59 "S-9-A" REV.
 $\Delta = 16^{\circ}36'15"$
 $D = 4^{\circ}45'00"$
 $R = 1206.23'$
 $T = 176.01'$
 $L = 349.56'$
 $E = 12.77'$
 $SE = 0.047'/FT.$

CURVE DATA

PI 61+73.41 "S-9-A" REV.
 $\Delta = 17^{\circ}13'15"$
 $D = 4^{\circ}45'00"$
 $R = 1206.23'$
 $T = 162.65'$
 $L = 362.54'$
 $E = 13.75'$
 $SE = 0.047'/FT.$

CURVE DATA

PI 59+16.10 "LSR#3B"
 $\Delta = 72^{\circ}46'45"$
 $D = 114^{\circ}35'30"$
 $R = 50.00'$
 $T = 36.85'$
 $L = 63.51'$
 $E = 12.11'$
 $SE = N.C.$

LEGEND

- END L.A. R/W & A.C.L.
- BEGIN L.A. R/W & A.C.L.

"ALL RIGHT-OF-WAY ON THIS SHEET TO BE AS SHOWN."
 "LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED."
 "ALL R/W DESCRIBED FROM LINE "S-9-A" EXCEPT AS SHOWN."

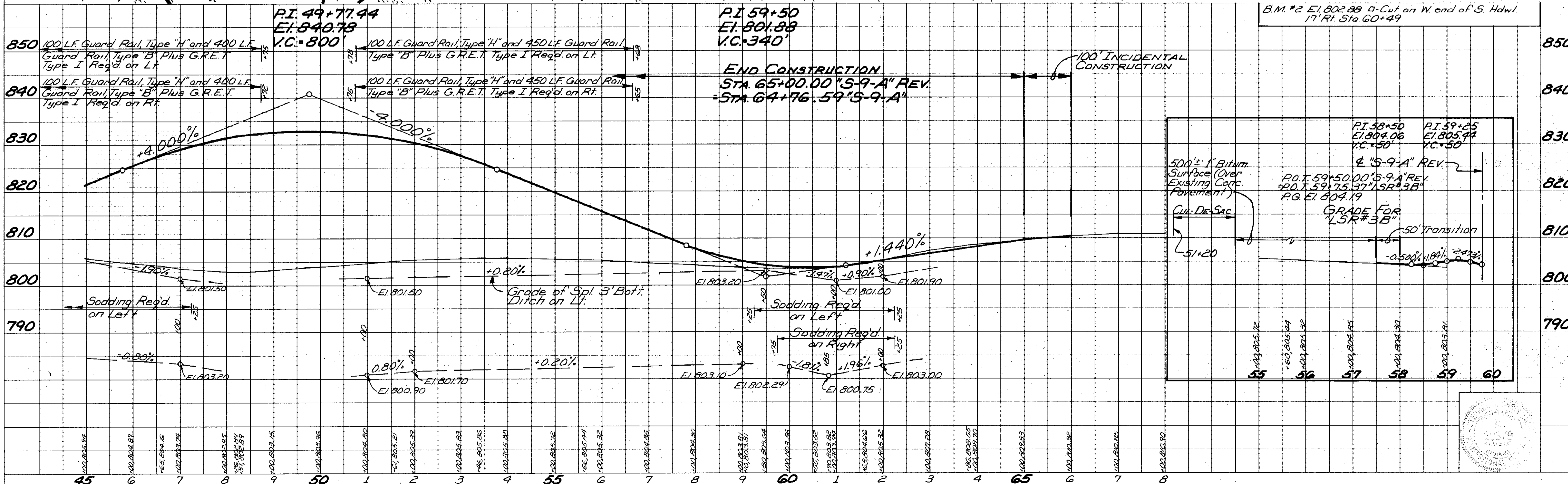


PLATE I - PLAN PROFILE R-R STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1(3)	S-9-A"	26	75	

PLAN SURVEYED BY I.S.M. & D. HOFFMAN
 NOTE BOOK ADJUSTMENT CHECKED BY I.S.M.
 BY OF WAY CHECKED BY I.S.M.

PROFILE SURVEYED BY I.S.M. & D. HOFFMAN
 NOTE BOOK GRADE CHECKED BY I.S.M.
 STRUCTURE NOTATIONS CHECKED BY I.S.M.

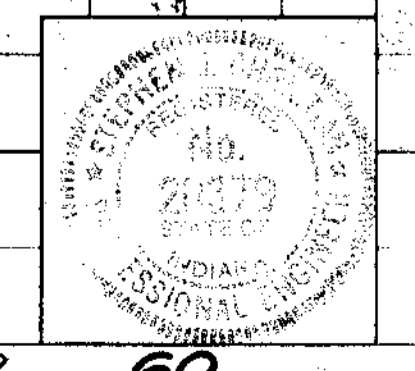
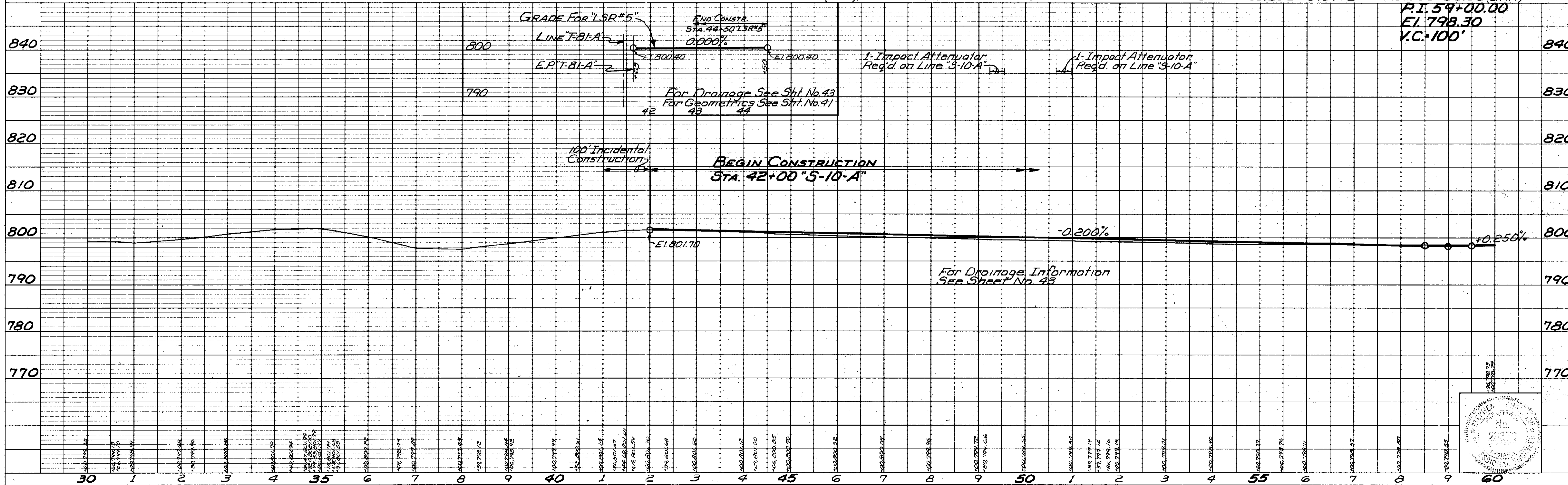
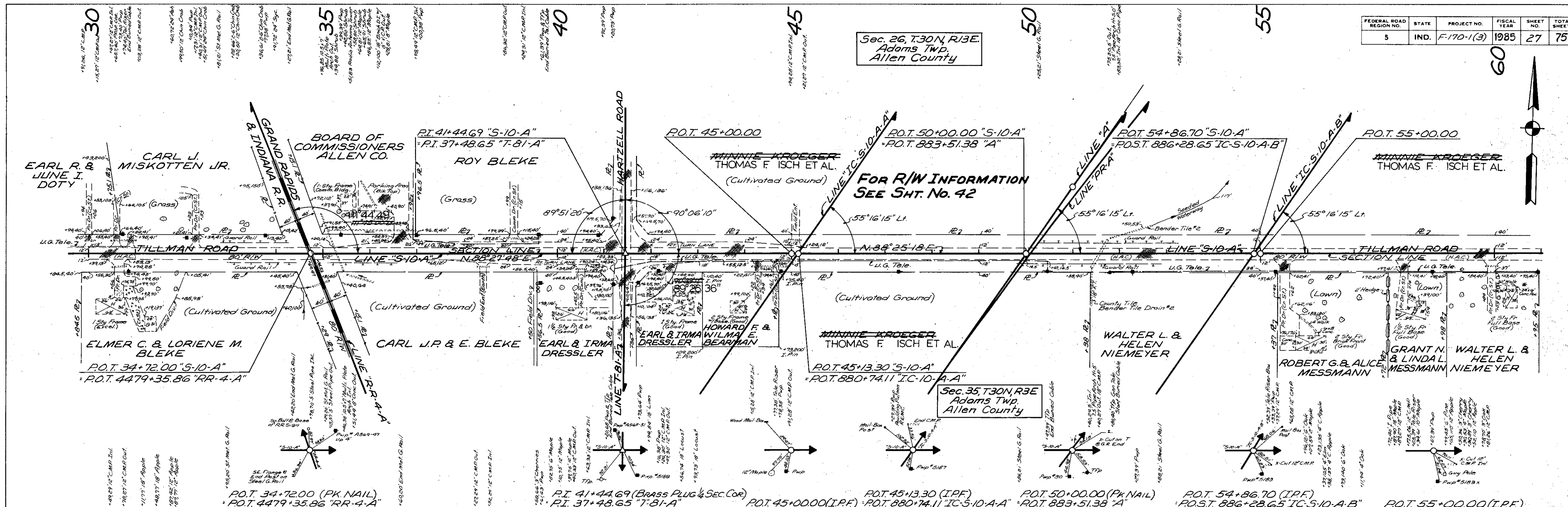


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	27	75

Sec. 26, T.30N, R.3E.
Adams Twp.
Allen County

PLAN
SURVEYED BY: J.S.P.C.
DATE: 5-8-81
NOTE BOOK: D.M.H.
ALIGNMENT CHECKED: []
STAKE NOTATIONS CHECKED: []

PROFILE
SURVEYED BY: J.S.P.C.
DATE: 5-8-81
NOTE BOOK: D.M.H.
GRADES CHECKED: []
STAKE NOTATIONS CHECKED: []



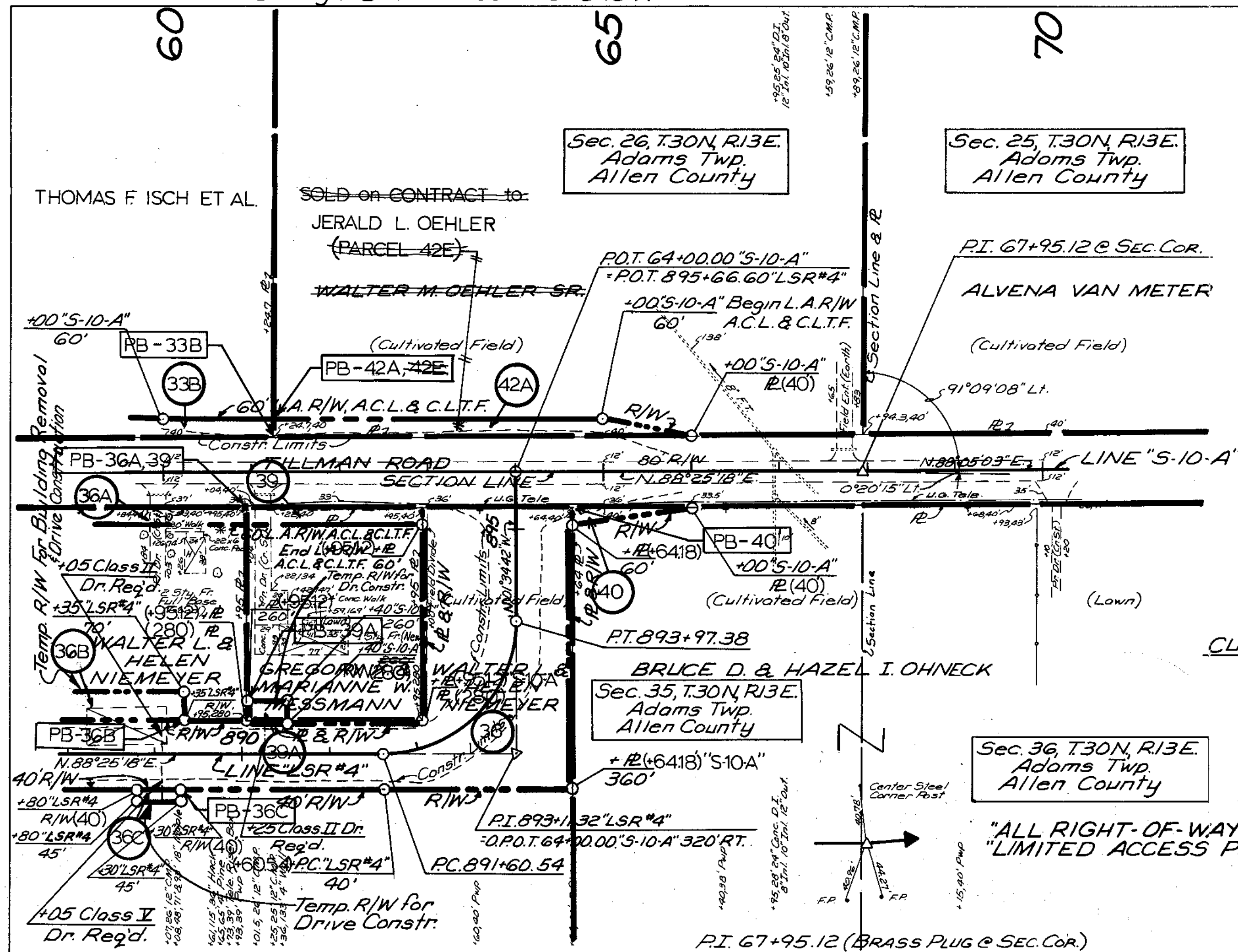
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	28	75

DATE	BY
6-9-87	Z.S.H.C.

PLAN
NOTE BOOK GRADES CHECKED
BY: D.L.H.
DATE: 6-9-87

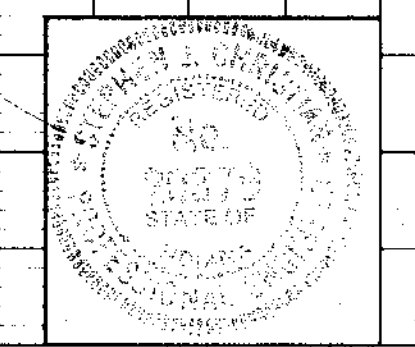
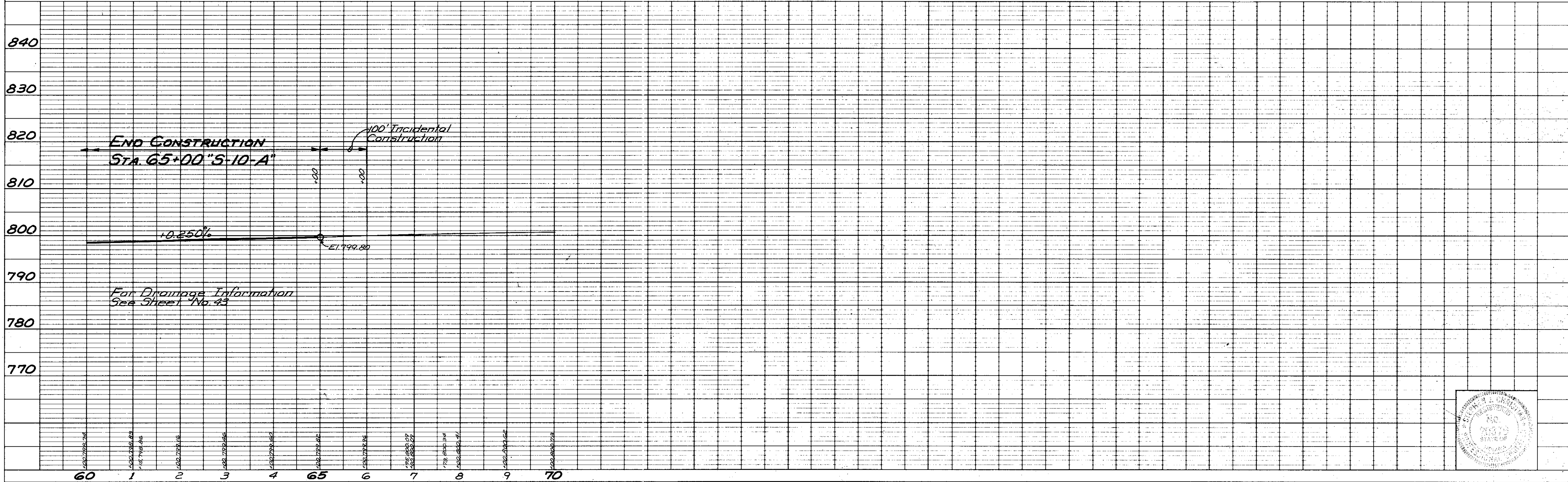
DATE	BY
6-9-87	Z.S.H.C.

PROFILE
NOTE BOOK GRADES CHECKED
BY: D.L.H.
DATE: 6-9-87



CURVE DATA 'LSR #4'
 P.I. 893+11.32
 Δ: 90°00'00" LT.
 D: 38°00'00"
 R: 150.78'
 T: 150.78'
 L: 236.84'
 E: 62.46'
 SE: 0.08'/Ft.

"ALL RIGHT-OF-WAY ON THIS SHEET TO BE AS SHOWN"
 "LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED"



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1(3)	S-10-A	28	75	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	30	75

DATE: 6/1/85
BY: T.S.H.C. D.L.H.
SUPPORTED: []
NOTE BOOK: []
NOTE: []
REVISIONS: []

DATE: 6/1/85
BY: T.S.H.C. D.L.H.
SUPPORTED: []
NOTE BOOK: []
NOTE: []
REVISIONS: []

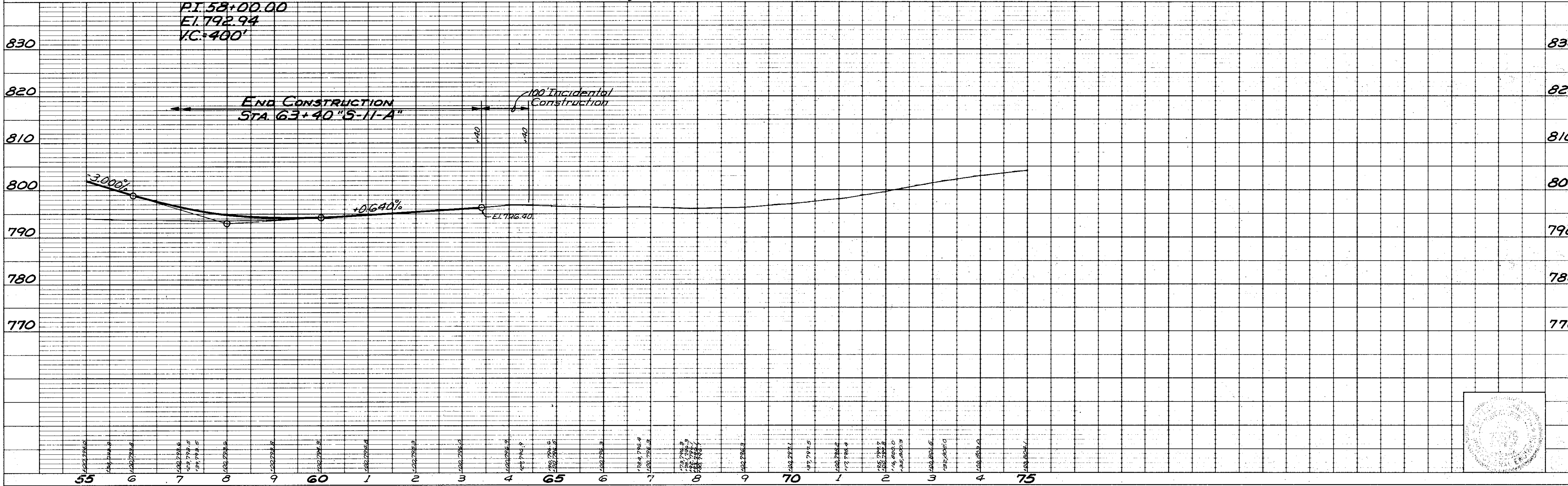
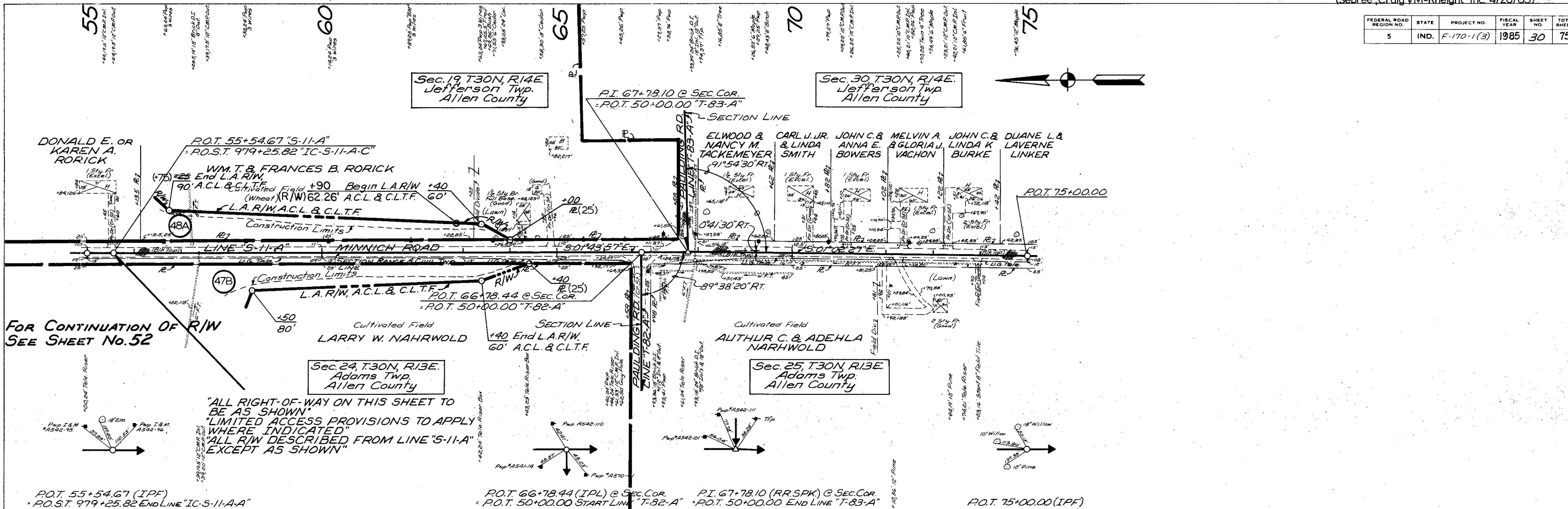
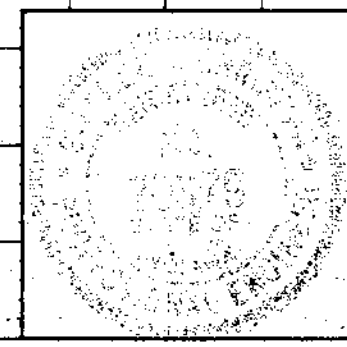


PLATE 1 - PLAN - PROFILE & R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
F-170-1(3)	S-11-A	30	75	



For Continuation of Geometrics See Sht. #23

CONTROL POINTS COORDINATES

POINT No.	NORTH	EAST	POINT No.	NORTH	EAST
1	10,000.00	10,000.00	13	10,549.86	11,267.55
2	8,749.90	7,406.26	14	10,683.54	11,250.10
3	10,732.86	11,520.56	15	10,572.07	10,993.02
4	11,149.52	9,966.71	16	10,210.04	9,692.34
5	9,196.31	10,023.28	17	9,651.50	9,090.82
6	10,328.44	9,990.49	18	9,484.05	8,799.36
7	9,671.56	10,009.51	19	9,450.14	8,732.45
8	9,316.46	8,749.90			
9	9,427.93	9,006.97			
10	9,789.96	10,307.66			
11	10,348.50	10,909.18			
12	10,515.95	11,200.64			

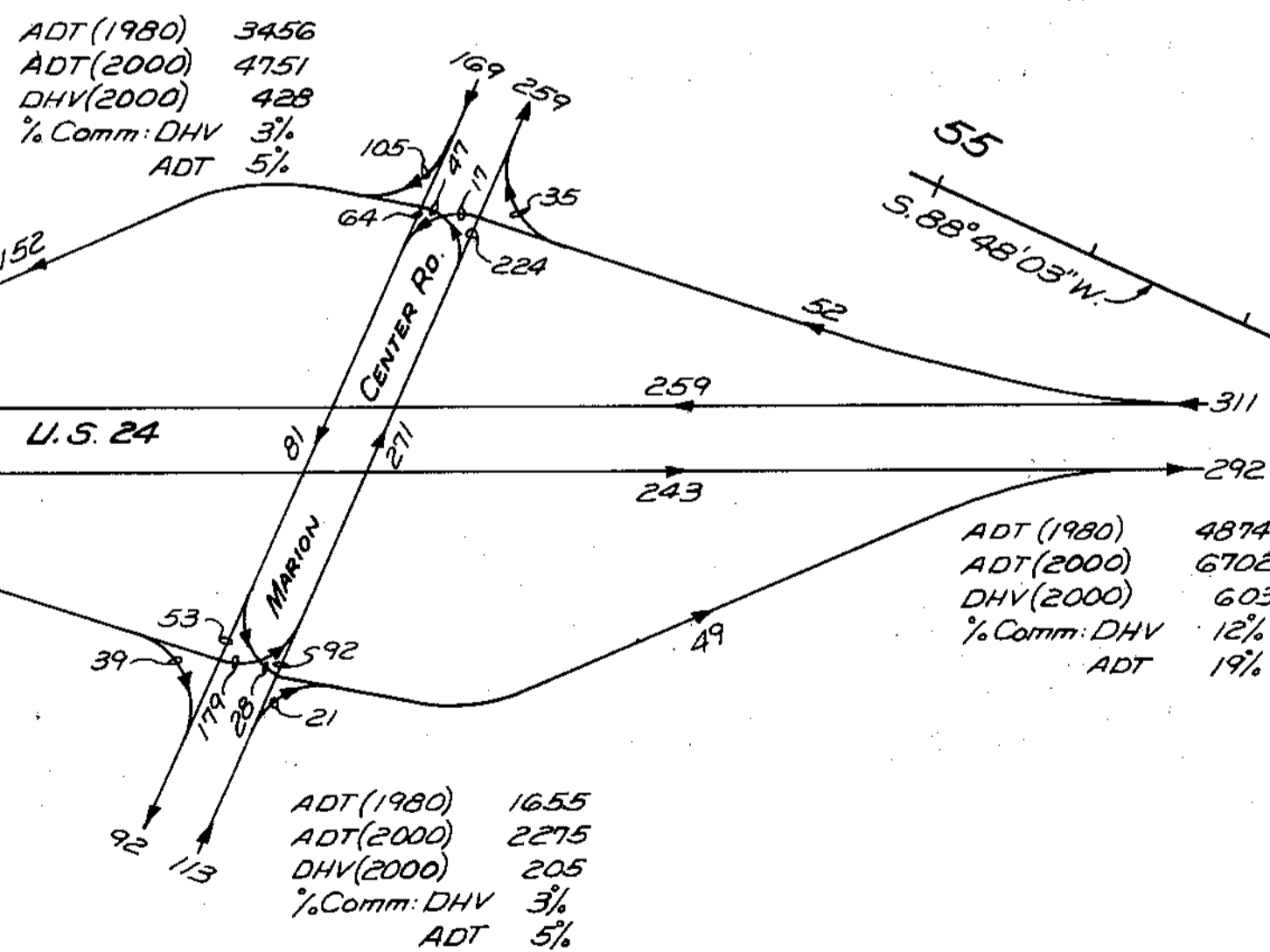
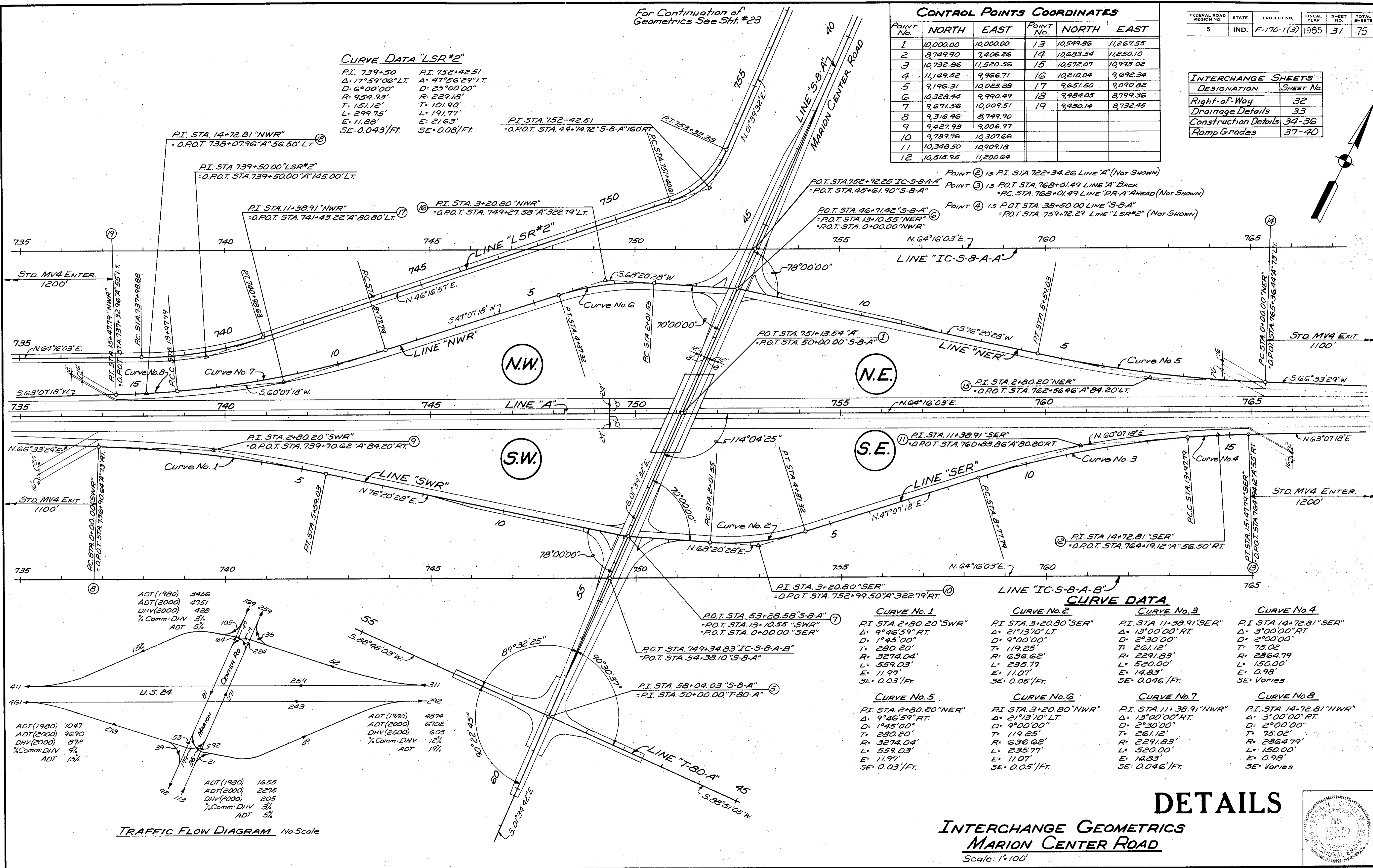
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	31	75

INTERCHANGE SHEETS

DESIGNATION	SHEET No.
Right-of-Way	32
Drainage Details	33
Construction Details	34-36
Ramp Grades	37-40

CURVE DATA "LSR#2"

PI. STA. 739+50	PI. STA. 752+42.51
$\Delta: 17^{\circ}59'06''$ LT.	$\Delta: 47^{\circ}56'29''$ LT.
D: 6°00'00"	D: 25°00'00"
R: 954.93'	R: 229.18'
T: 151.12'	T: 101.90'
L: 299.75'	L: 191.77'
E: 11.88'	E: 21.63'
SE: 0.043'/FT.	SE: 0.08'/FT.



CURVE DATA

CURVE No.	PI. STA.	Δ	D	R	T	L	E	SE
1	2+80.20 "SWR"	9°46'59" RT.	1°45'00"	280.20'	3274.04'	559.03'	11.97'	0.03'/FT.
2	3+20.80 "SER"	21°13'10" LT.	9°00'00"	119.25'	636.62'	235.77'	11.07'	0.05'/FT.
3	11+38.91 "SER"	13°00'00" RT.	2°30'00"	261.12'	2291.83'	520.00'	14.83'	0.046'/FT.
4	14+72.81 "SER"	3°00'00" RT.	2°00'00"	75.02'	2864.79'	150.00'	0.98'	Varies
5	2+80.20 "NER"	9°46'59" RT.	1°45'00"	280.20'	3274.04'	559.03'	11.97'	0.03'/FT.
6	3+20.80 "NWR"	21°13'10" LT.	9°00'00"	119.25'	636.62'	235.77'	11.07'	0.05'/FT.
7	11+38.91 "NWR"	13°00'00" RT.	2°30'00"	261.12'	2291.83'	520.00'	14.83'	0.046'/FT.
8	14+72.81 "NWR"	3°00'00" RT.	2°00'00"	75.02'	2864.79'	150.00'	0.98'	Varies

DETAILS

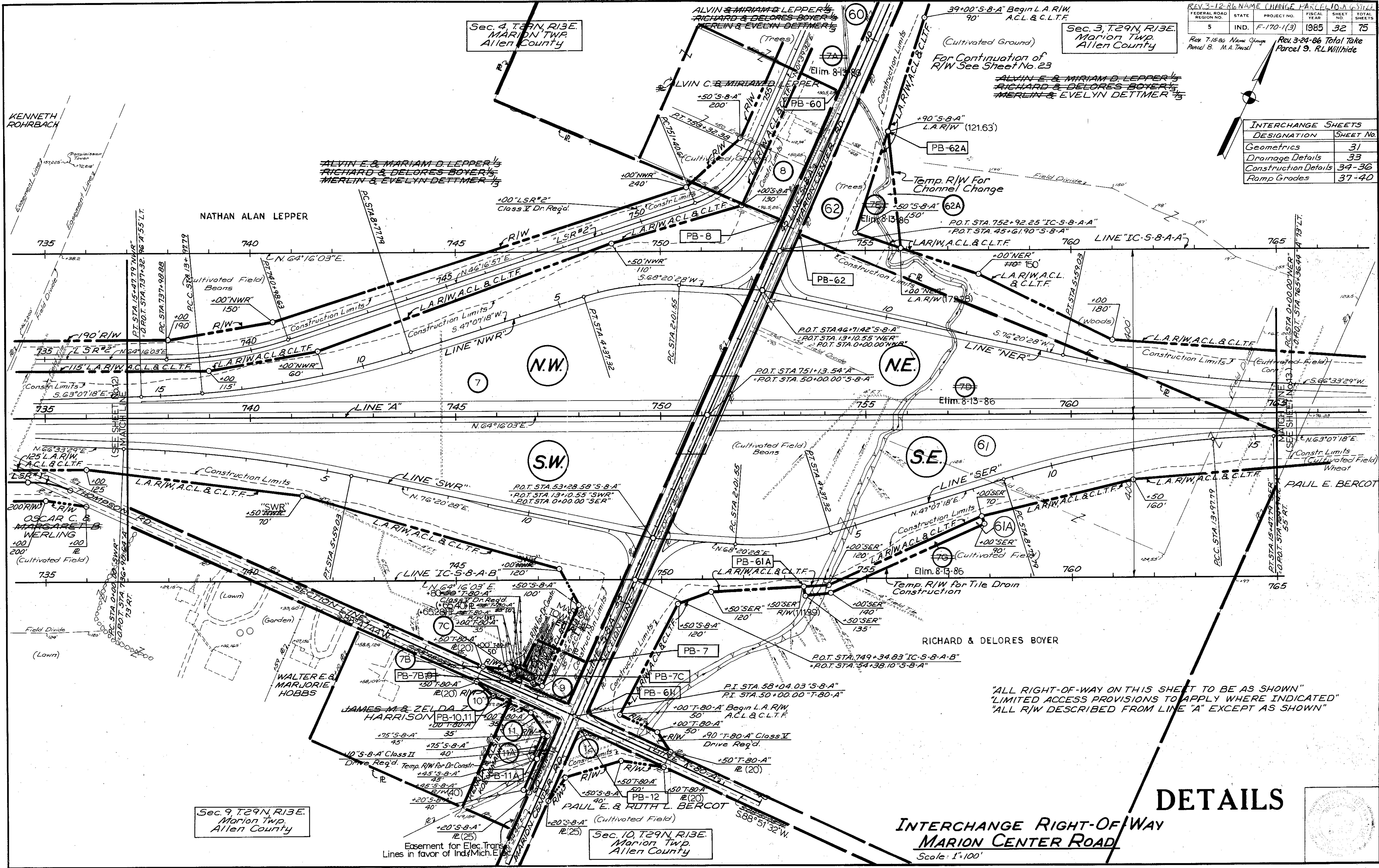
INTERCHANGE GEOMETRICS
MARION CENTER ROAD
 Scale: 1"=100'



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	32	75

Rev. 7-15-86 Name Change Parcel 8. M.A. Trussel
 Rev. 3-24-86 Total Take Parcel 9. R.L. Willhide

INTERCHANGE SHEETS	
DESIGNATION	SHEET NO.
Geometrics	31
Drainage Details	33
Construction Details	34-36
Ramp Grades	37-40



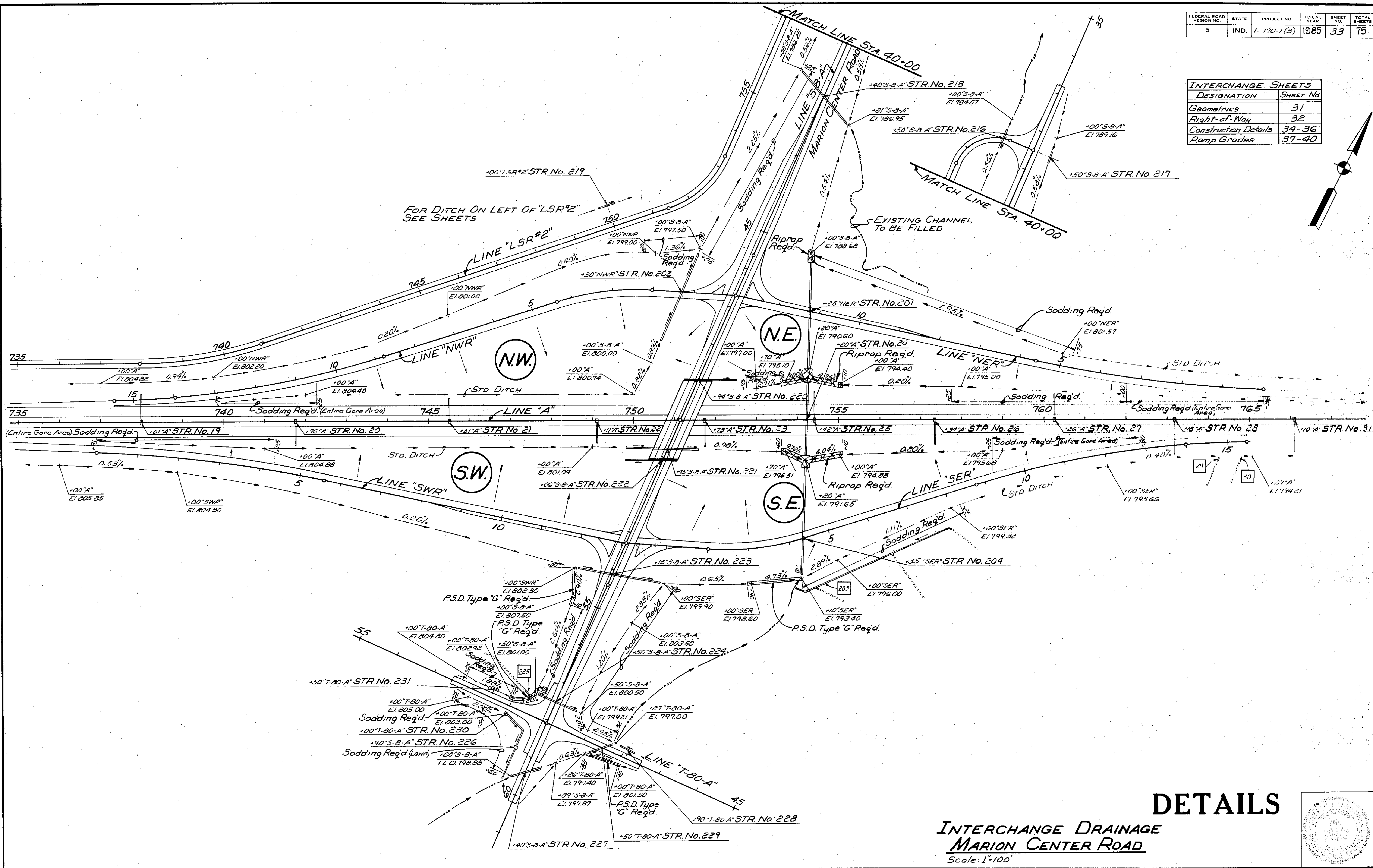
"ALL RIGHT-OF-WAY ON THIS SHEET TO BE AS SHOWN"
 "LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED"
 "ALL R/W DESCRIBED FROM LINE "A" EXCEPT AS SHOWN"

DETAILS

INTERCHANGE RIGHT-OF-WAY
MARION CENTER ROAD
 Scale: 1"=100'

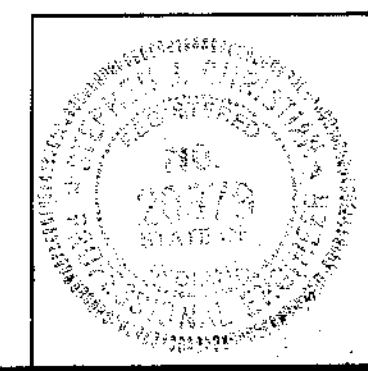
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	33	75

INTERCHANGE SHEETS	
DESIGNATION	SHEET NO.
Geometrics	31
Right-of-Way	32
Construction Details	34-36
Ramp Grades	37-40



DETAILS

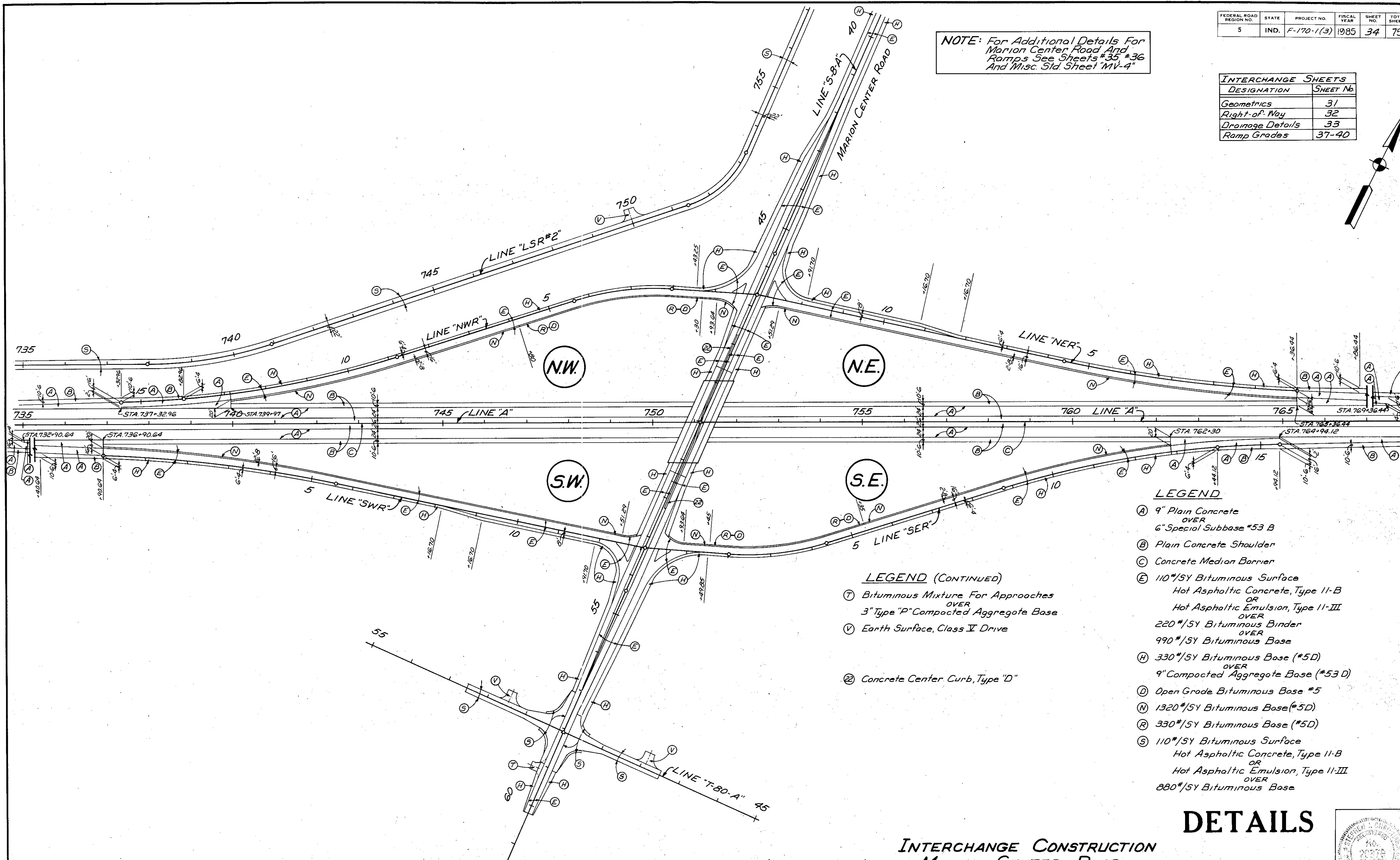
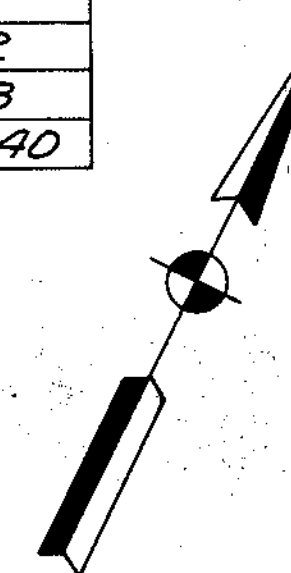
INTERCHANGE DRAINAGE
 MARION CENTER ROAD
 Scale: 1"=100'



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	34	75

NOTE: For Additional Details For Marion Center Road And Ramps See Sheets #35 #36 And Misc. Std. Sheet "MV-4"

INTERCHANGE SHEETS	
DESIGNATION	SHEET No
Geometrics	31
Right-of-Way	32
Drainage Details	33
Ramp Grades	37-40

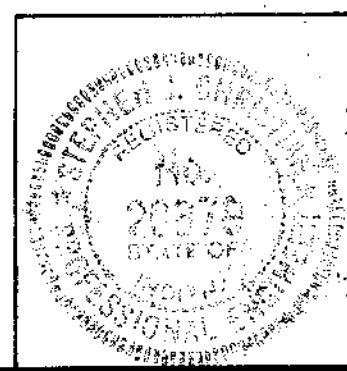


- LEGEND (CONTINUED)**
- (T) Bituminous Mixture For Approaches
OVER
3" Type "P" Compacted Aggregate Base
 - (V) Earth Surface, Class V Drive
 - (2) Concrete Center Curb, Type "D"

- LEGEND**
- (A) 9" Plain Concrete
OVER
6" Special Subbase #53 B
 - (B) Plain Concrete Shoulder
 - (C) Concrete Median Barrier
 - (E) 110#/5Y Bituminous Surface
Hot Asphaltic Concrete, Type 11-B
OR
Hot Asphaltic Emulsion, Type 11-III
OVER
220#/5Y Bituminous Binder
OVER
990#/5Y Bituminous Base
 - (H) 330#/5Y Bituminous Base (#5D)
OVER
9" Compacted Aggregate Base (#53 D)
 - (D) Open Grade Bituminous Base #5
 - (N) 1320#/5Y Bituminous Base (#5D)
 - (R) 330#/5Y Bituminous Base (#5D)
 - (S) 110#/5Y Bituminous Surface
Hot Asphaltic Concrete, Type 11-B
OR
Hot Asphaltic Emulsion, Type 11-III
OVER
880#/5Y Bituminous Base

**INTERCHANGE CONSTRUCTION
MARION CENTER ROAD**
Scale: 1"=100'

DETAILS



40

41

42

43

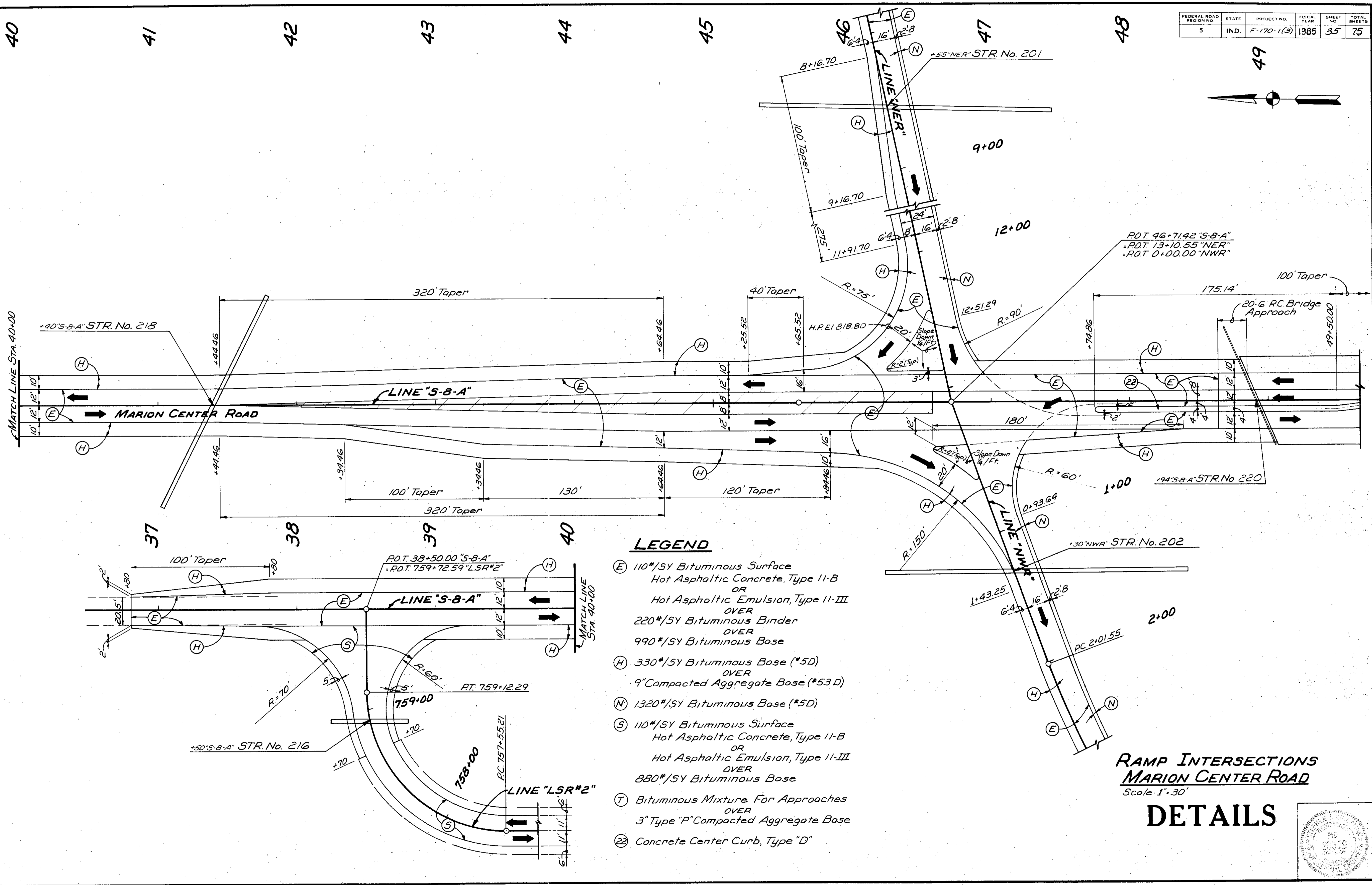
44

45

48

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	35	75

49

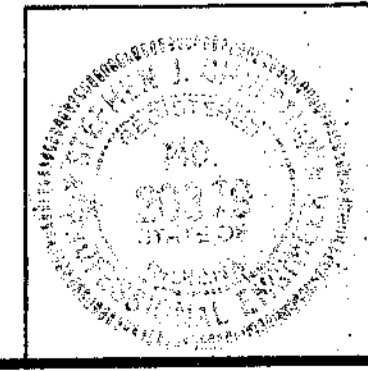


LEGEND

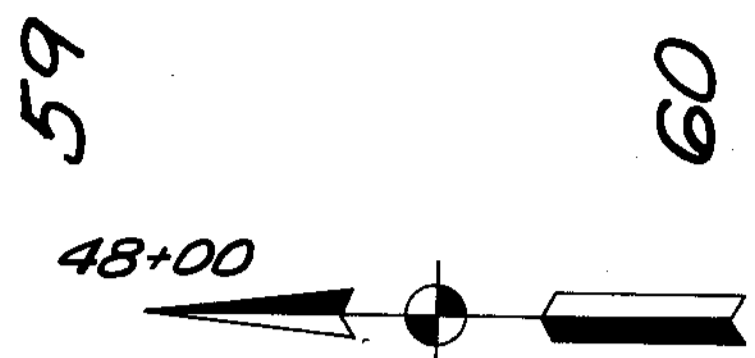
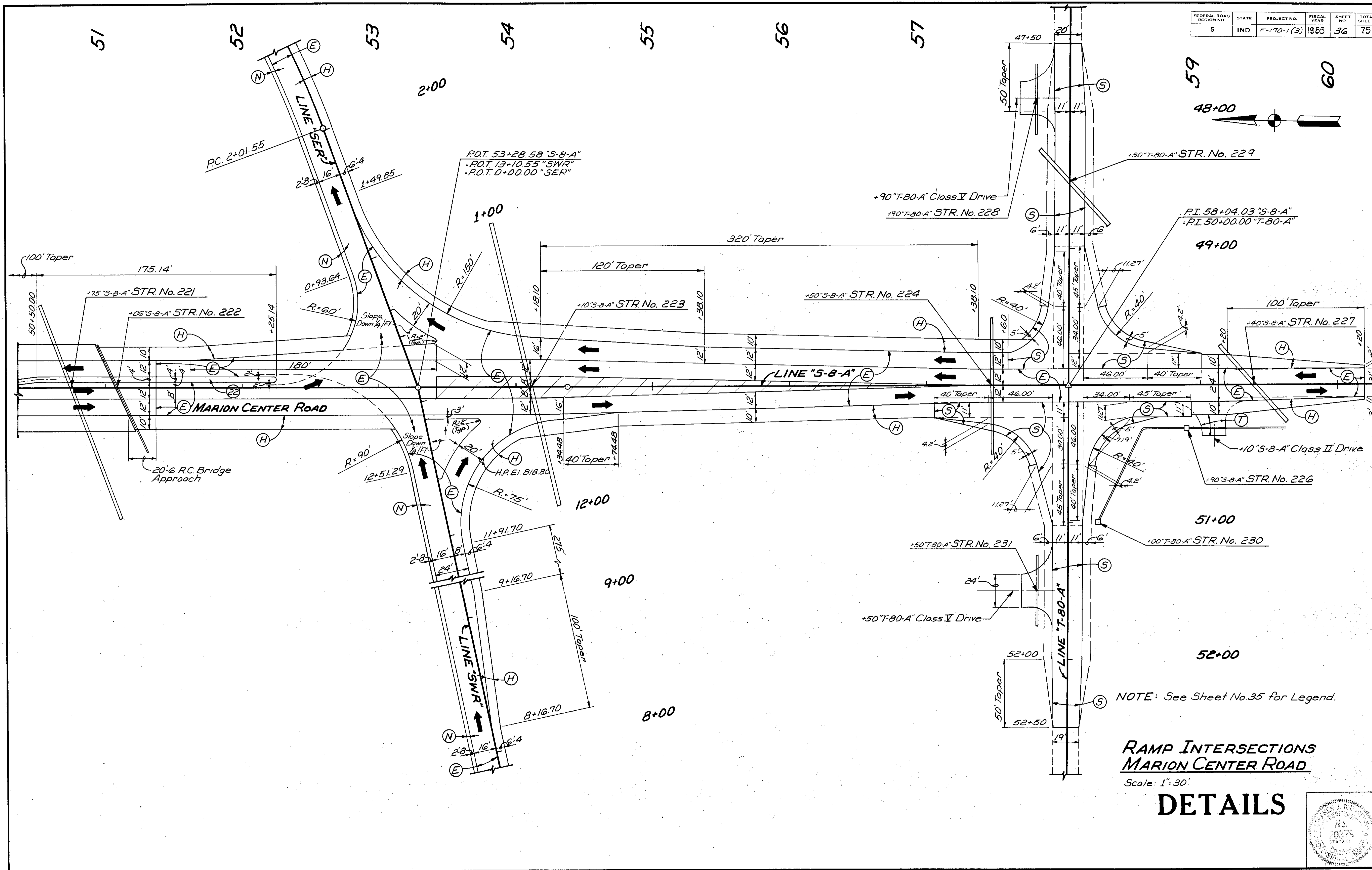
- (E) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
220#/SY Bituminous Binder
OVER
990#/SY Bituminous Base
- (H) 330#/SY Bituminous Base (*5D)
OVER
9" Compacted Aggregate Base (*53D)
- (N) 1320#/SY Bituminous Base (*5D)
- (S) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
880#/SY Bituminous Base
- (T) Bituminous Mixture For Approaches
OVER
3" Type "P" Compacted Aggregate Base
- (22) Concrete Center Curb, Type "D"

**RAMP INTERSECTIONS
MARION CENTER ROAD**
Scale: 1"=30'

DETAILS



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	36	75

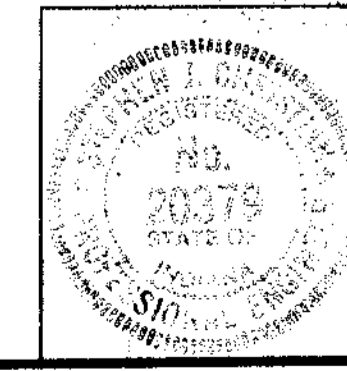


NOTE: See Sheet No. 35 for Legend.

**RAMP INTERSECTIONS
MARION CENTER ROAD**

Scale: 1"=30'

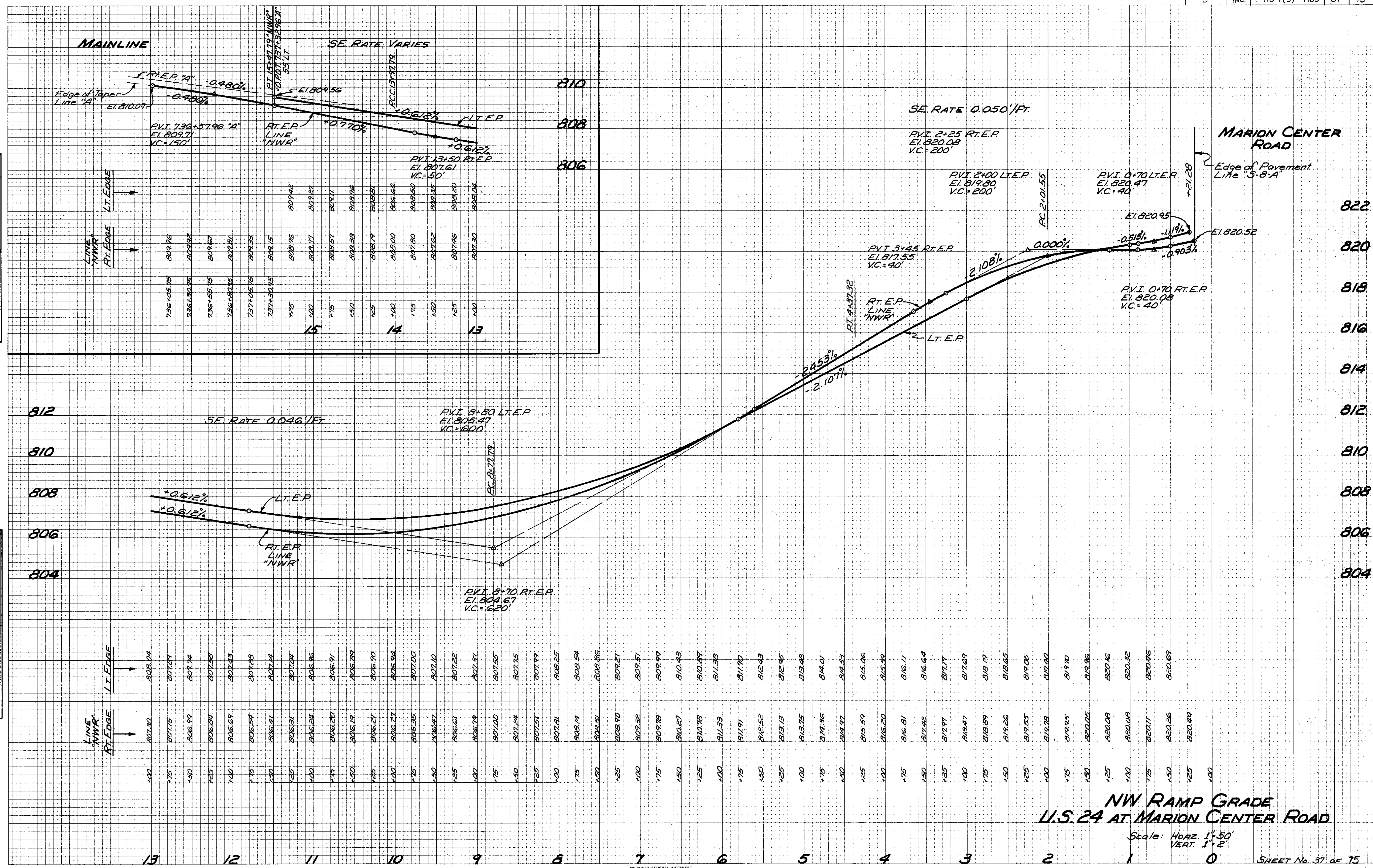
DETAILS

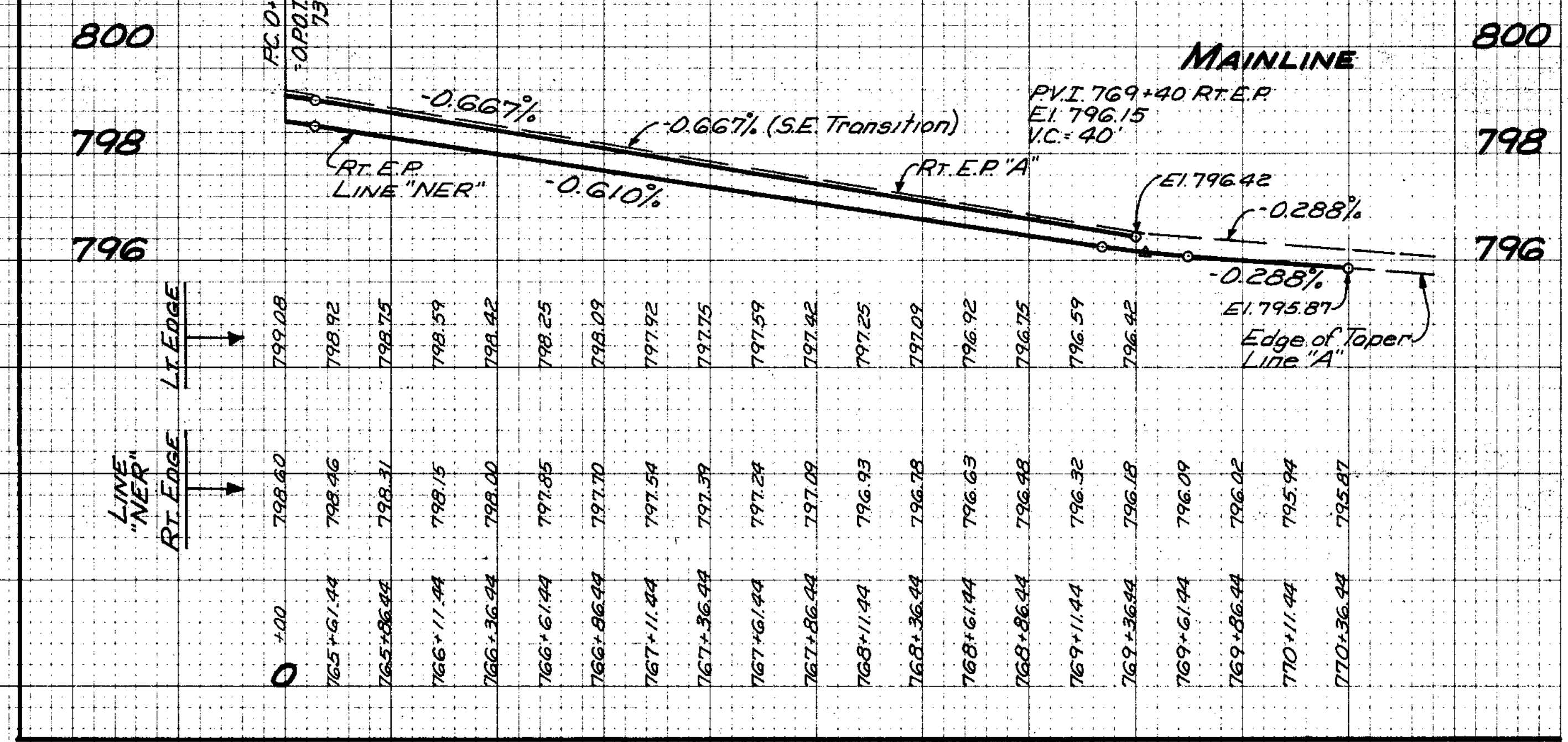
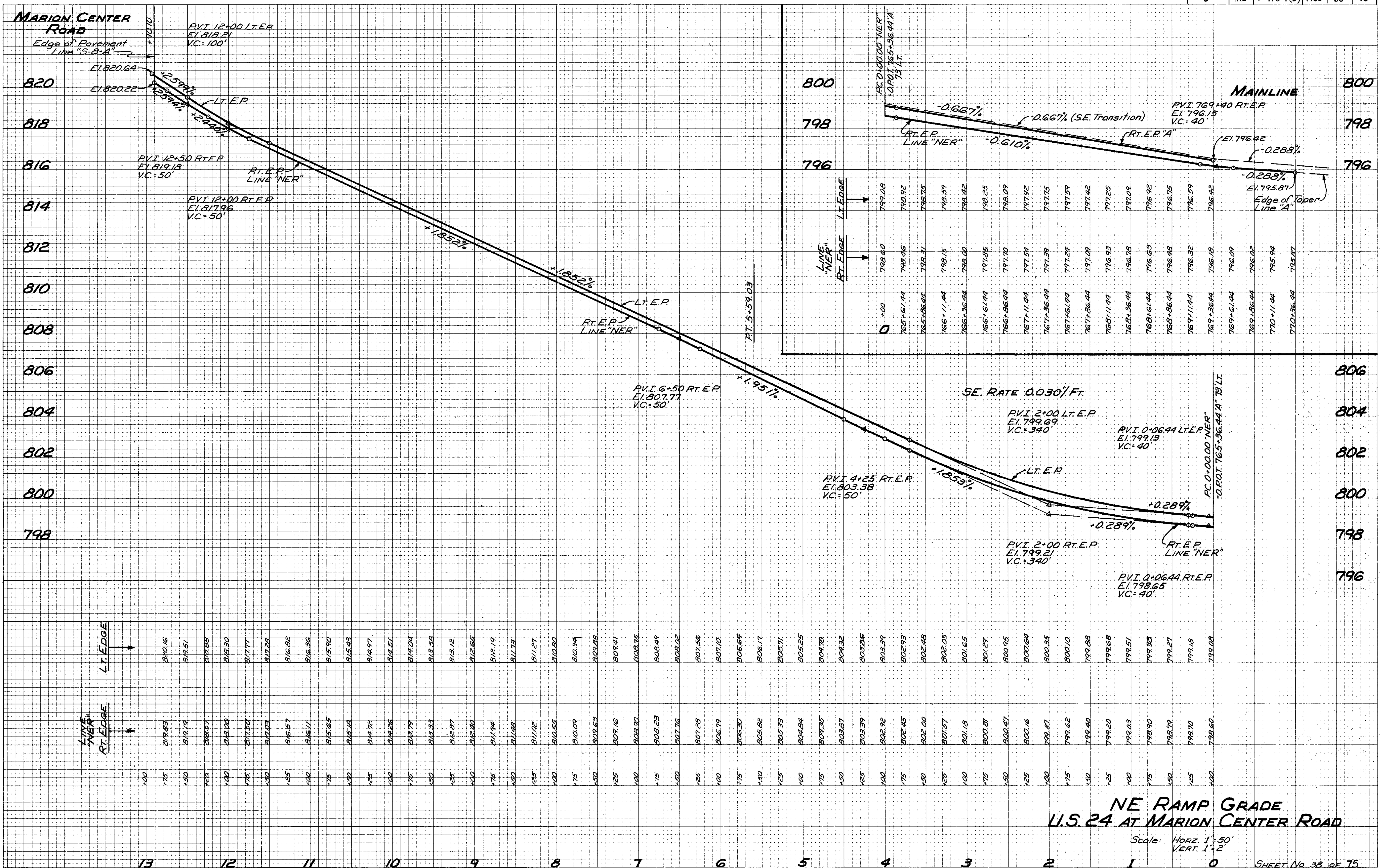


PROJECT NO.	SHEET NO.	TOTAL SHEETS
F-170-1(3)	36	75

FINAL SURVEY DATE: _____ BY: _____
 SURVEYED BY: _____
 CHECKED BY: _____
 NOTE BOOK NO. _____
 AREA CHECKED: _____

ORIGINAL SURVEY DATE: _____ BY: _____
 SURVEYED BY: _____
 CHECKED BY: _____
 NOTE BOOK NO. _____
 AREA CHECKED: _____





LINE "NER" RT. EDGE	LINE "NER" LT. EDGE
820.16	819.83
819.57	819.19
818.88	818.57
818.20	817.90
817.77	817.50
817.28	817.03
816.82	816.57
816.36	816.11
815.90	815.65
815.43	815.18
814.97	814.72
814.51	814.26
814.04	813.79
813.58	813.33
813.12	812.87
812.65	812.40
812.19	811.94
811.73	811.48
811.27	811.02
810.80	810.55
810.34	810.09
809.88	809.63
809.41	809.16
808.95	808.70
808.49	808.23
808.02	807.76
807.56	807.28
807.10	806.82
806.64	806.30
806.17	805.82
805.71	805.33
805.25	804.84
804.78	804.35
804.32	803.87
803.86	803.39
803.39	802.92
802.93	802.45
802.49	802.00
802.05	801.57
801.61	801.13
801.17	800.68
800.73	800.24
800.29	800.47
800.84	800.16
800.35	799.87
800.10	799.62
799.88	799.40
799.68	799.20
799.51	799.03
799.33	798.90
799.27	798.79
799.18	798.70
799.08	798.60

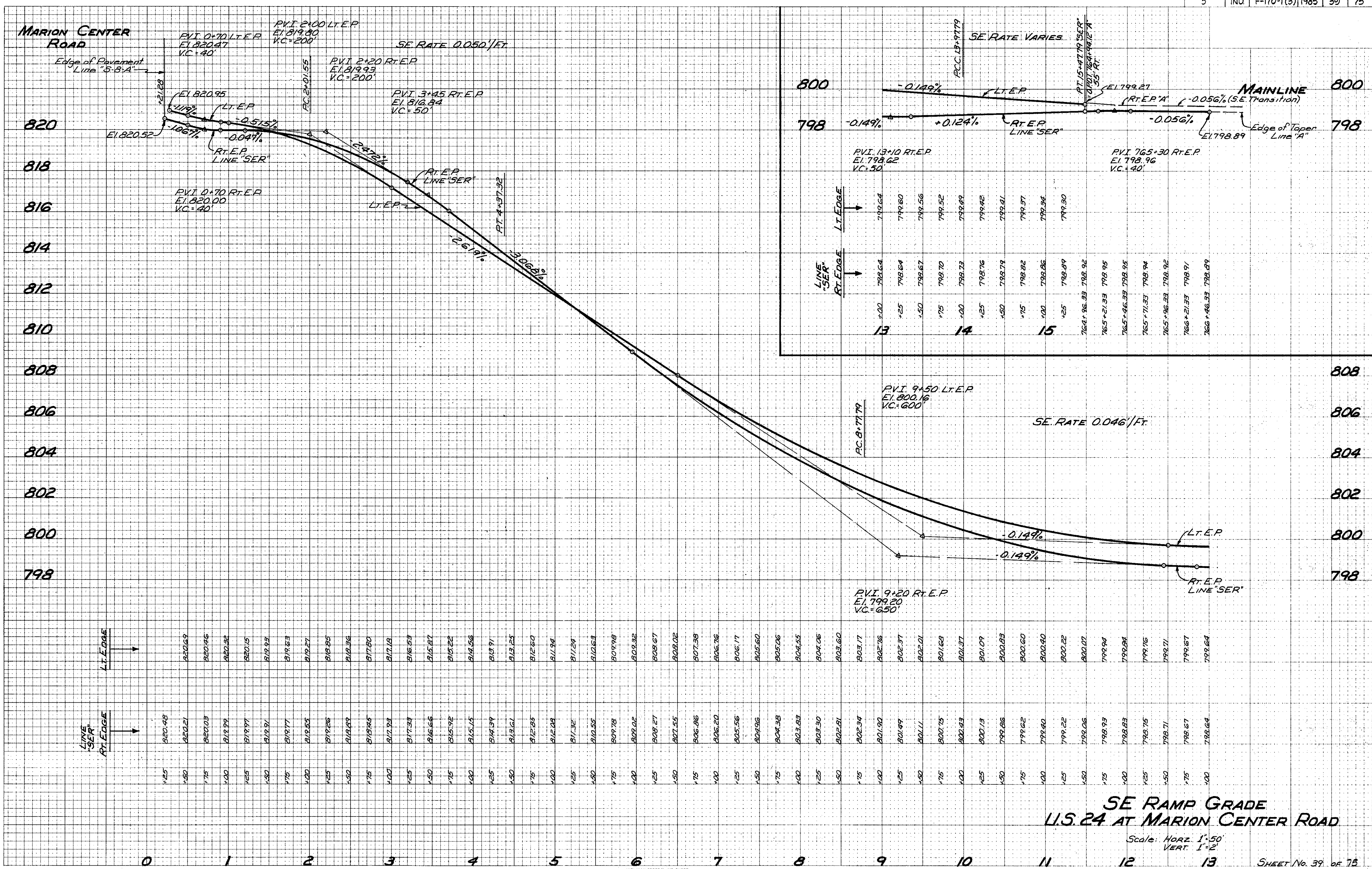
NE RAMP GRADE
U.S. 24 AT MARION CENTER ROAD
Scale: HORIZ. 1"=50'
VERT. 1"=2'
SHEET No. 38 OF 75

FINAL SURVEY
DATE: _____
BY: _____
SURVEYED: _____
PLOTTED: _____
NOTE BOOK: _____
NO. _____
AREAS CHECKED: _____

ORIGINAL SURVEY
DATE: _____
BY: _____
SURVEYED: _____
PLOTTED: _____
NOTE BOOK: _____
NO. _____
AREAS CHECKED: _____

FINAL SURVEY SURVIVED PLOTTED
NOTE BOOK TEMPLATE NO. 1000
DATE BY

ORIGINAL SURVEY SURVIVED PLOTTED
NOTE BOOK TEMPLATE NO. 1000
DATE BY

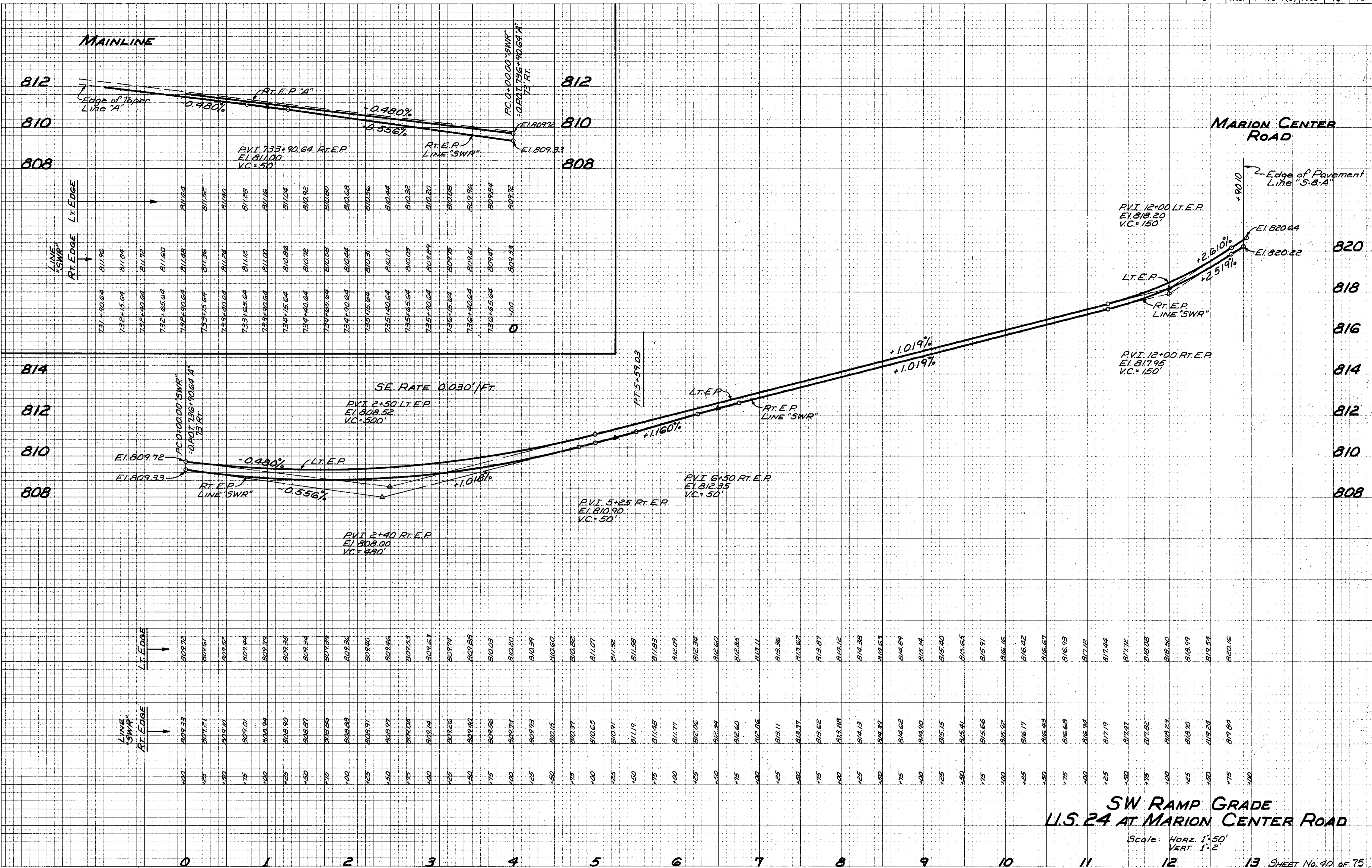


STATION	LINE 'SER' RT. EDGE	LINE 'SER' LT. EDGE
13 +00	798.64	799.64
13 +25	798.64	799.60
13 +50	798.67	799.56
13 +75	798.70	799.52
13 +100	798.73	799.49
14 +25	798.76	799.42
14 +50	798.79	799.31
14 +75	798.82	799.34
14 +100	798.86	799.30
15 +00	798.89	799.22
15 +25	798.89	799.16
15 +50	798.92	799.07
15 +75	798.94	799.04
15 +100	798.95	799.01
15 +125	798.95	798.97
15 +150	798.95	798.94
15 +175	798.94	798.91
15 +200	798.92	798.89

STATION	LINE 'SER' RT. EDGE	LINE 'SER' LT. EDGE
0 +25	820.48	820.48
0 +50	820.21	820.49
0 +75	820.03	820.46
1 +00	819.99	820.32
1 +25	819.97	820.15
1 +50	819.91	819.93
1 +75	819.77	819.63
2 +00	819.55	819.27
2 +25	819.26	818.85
2 +50	818.83	818.34
2 +75	818.46	817.80
3 +00	817.93	817.18
3 +25	817.23	816.53
3 +50	816.66	815.87
3 +75	815.92	815.22
4 +00	815.13	814.56
4 +25	814.39	813.91
4 +50	813.62	813.25
4 +75	812.85	812.60
5 +00	812.08	811.94
5 +25	811.32	811.24
5 +50	810.55	810.63
5 +75	809.78	809.98
6 +00	809.02	809.32
6 +25	808.27	808.67
6 +50	807.55	808.02
6 +75	806.86	807.38
7 +00	806.20	806.76
7 +25	805.56	806.17
7 +50	804.96	805.60
7 +75	804.38	805.06
8 +00	803.83	804.55
8 +25	803.30	804.06
8 +50	802.81	803.60
8 +75	802.34	803.17
9 +00	801.90	802.76
9 +25	801.49	802.37
9 +50	801.11	802.01
9 +75	800.75	801.68
10 +00	800.43	801.37
10 +25	800.13	801.09
10 +50	799.86	800.83
10 +75	799.62	800.60
11 +00	799.40	800.40
11 +25	799.22	800.22
11 +50	799.06	800.07
11 +75	798.93	799.94
12 +00	798.83	799.84
12 +25	798.75	799.76
12 +50	798.71	799.71
12 +75	798.67	799.67
13 +00	798.64	799.64

FINAL SURVEY DRAWING DATE
 SURVEY PLOTTED BY
 NOTE BOOK TEMPLATE NO. AREA CHECKED

ORIGINAL SURVEY DRAWING DATE
 SURVEY PLOTTED BY
 NOTE BOOK TEMPLATE NO. AREA CHECKED



SW RAMP GRADE
U.S. 24 AT MARION CENTER ROAD
 Scale: Horz. 1"=50'
 Vert. 1"=2'

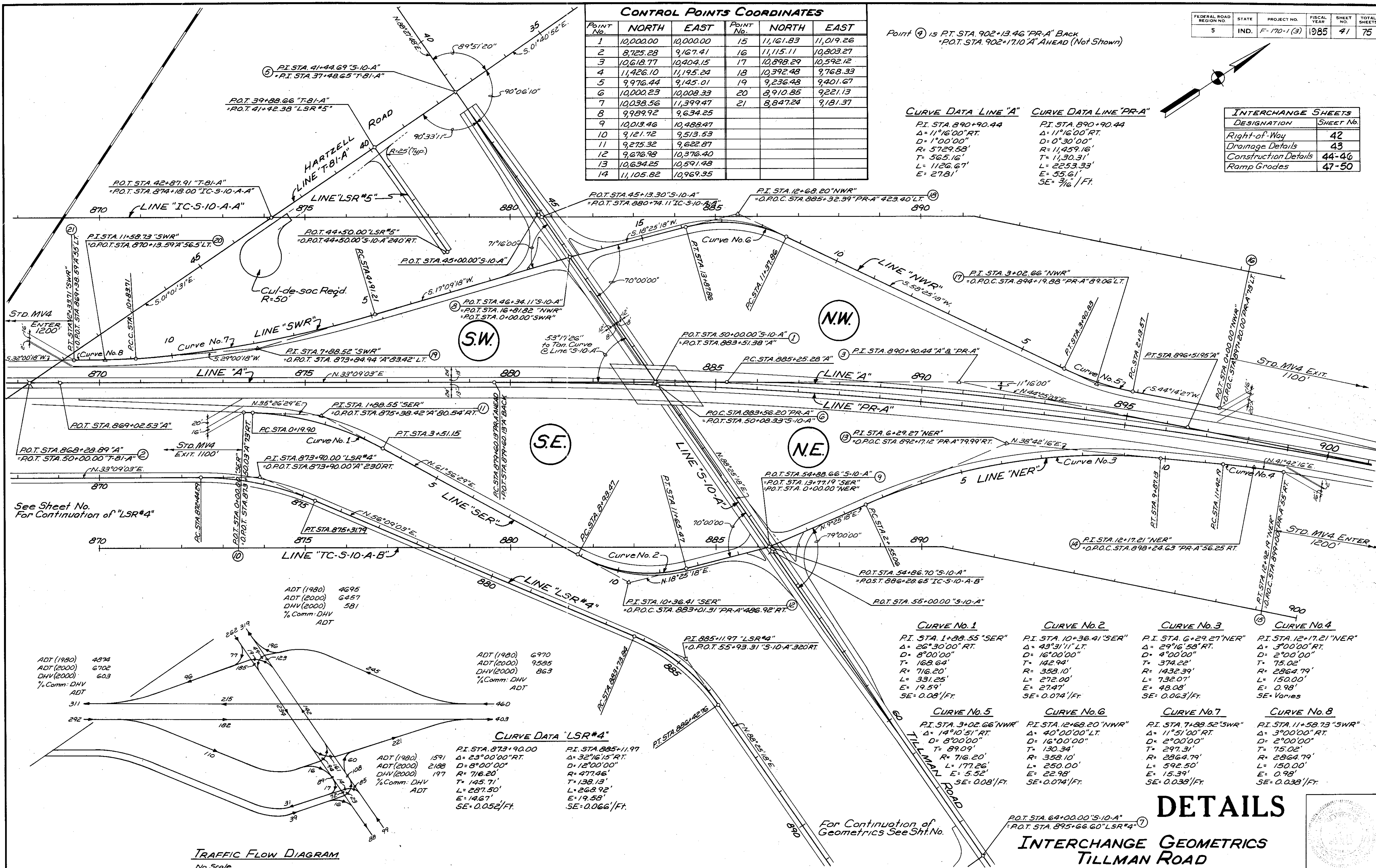
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	41	75

CONTROL POINTS COORDINATES					
POINT No.	NORTH	EAST	POINT No.	NORTH	EAST
1	10,000.00	10,000.00	15	11,161.83	11,019.26
2	8,725.28	9,167.41	16	11,115.11	10,803.27
3	10,618.77	10,404.15	17	10,898.29	10,592.12
4	11,426.10	11,195.24	18	10,392.48	9,768.33
5	9,976.44	9,145.01	19	9,236.48	9,401.67
6	10,000.23	10,008.33	20	8,910.85	9,221.13
7	10,038.56	11,399.47	21	8,847.24	9,181.37
8	9,989.92	9,634.25			
9	10,013.46	10,488.47			
10	9,121.72	9,513.53			
11	9,275.32	9,622.87			
12	9,676.98	10,376.40			
13	10,634.25	10,591.48			
14	11,105.82	10,969.95			

Point ④ is P.T. STA. 902+13.46 "PR-A" BACK
 P.T. STA. 902+17.10 "A" AHEAD (Not Shown)

CURVE DATA LINE "A"		CURVE DATA LINE "PR-A"	
PI. STA. 890+90.44	PI. STA. 890+90.44	PI. STA. 890+90.44	PI. STA. 890+90.44
Δ = 11°16'00" RT.	Δ = 11°16'00" RT.	Δ = 11°16'00" RT.	Δ = 11°16'00" RT.
D = 1°00'00"	D = 0°30'00"	D = 0°30'00"	D = 0°30'00"
R = 5729.58'	R = 11,459.16'	R = 11,459.16'	R = 11,459.16'
T = 565.16'	T = 11,30.31'	T = 11,30.31'	T = 11,30.31'
L = 1126.67'	L = 2253.33'	L = 2253.33'	L = 2253.33'
E = 27.81'	E = 55.61'	E = 55.61'	E = 55.61'
	SE = 7/16" / FT.		

INTERCHANGE SHEETS	
DESIGNATION	SHEET No.
Right-of-Way	42
Drainage Details	43
Construction Details	44-46
Ramp Grades	47-50



See Sheet No. For Continuation of "LSR#4"

ADT (1980) 4695
 ADT (2000) 6457
 DHV (2000) 381
 % Comm: DHV
 ADT

ADT (1980) 4874
 ADT (2000) 6702
 DHV (2000) 603
 % Comm: DHV
 ADT

ADT (1980) 6970
 ADT (2000) 9585
 DHV (2000) 863
 % Comm: DHV
 ADT

CURVE DATA "LSR#4"	
PI. STA. 873+90.00	PI. STA. 885+11.97
Δ = 23°00'00" RT.	Δ = 32°16'15" RT.
D = 8°00'00"	D = 12°00'00"
R = 716.20'	R = 477.46'
T = 145.71'	T = 138.13'
L = 287.50'	L = 268.92'
E = 14.67'	E = 19.58'
SE = 0.052" / FT.	SE = 0.066" / FT.

CURVE No. 1	CURVE No. 2	CURVE No. 3	CURVE No. 4
PI. STA. 1+88.55 "SER"	PI. STA. 10+36.41 "SER"	PI. STA. 6+29.27 "NER"	PI. STA. 12+17.21 "NER"
Δ = 26°30'00" RT.	Δ = 43°31'11" LT.	Δ = 29°16'58" RT.	Δ = 3°00'00" RT.
D = 8°00'00"	D = 16°00'00"	D = 2°00'00"	D = 2°00'00"
T = 168.64'	T = 142.94'	T = 374.22'	T = 75.02'
R = 716.20'	R = 358.10'	R = 2864.79'	R = 2864.79'
L = 331.25'	L = 272.00'	L = 732.07'	L = 150.00'
E = 19.59'	E = 27.47'	E = 48.08'	E = 0.98'
SE = 0.08" / FT.	SE = 0.074" / FT.	SE = 0.063" / FT.	SE = Varies

CURVE No. 5	CURVE No. 6	CURVE No. 7	CURVE No. 8
PI. STA. 3+02.66 "NWR"	PI. STA. 12+68.20 "NWR"	PI. STA. 7+88.52 "SWR"	PI. STA. 11+58.73 "SWR"
Δ = 14°10'51" RT.	Δ = 40°00'00" LT.	Δ = 11°51'00" RT.	Δ = 3°00'00" RT.
D = 8°00'00"	D = 16°00'00"	D = 2°00'00"	D = 2°00'00"
T = 89.09'	T = 130.34'	T = 297.31'	T = 75.02'
R = 716.20'	R = 358.10'	R = 2864.79'	R = 2864.79'
L = 177.26'	L = 250.00'	L = 592.50'	L = 150.00'
E = 5.52'	E = 22.98'	E = 15.39'	E = 0.98'
SE = 0.08" / FT.	SE = 0.074" / FT.	SE = 0.038" / FT.	SE = 0.038" / FT.

TRAFFIC FLOW DIAGRAM
 No Scale

DETAILS

INTERCHANGE GEOMETRICS

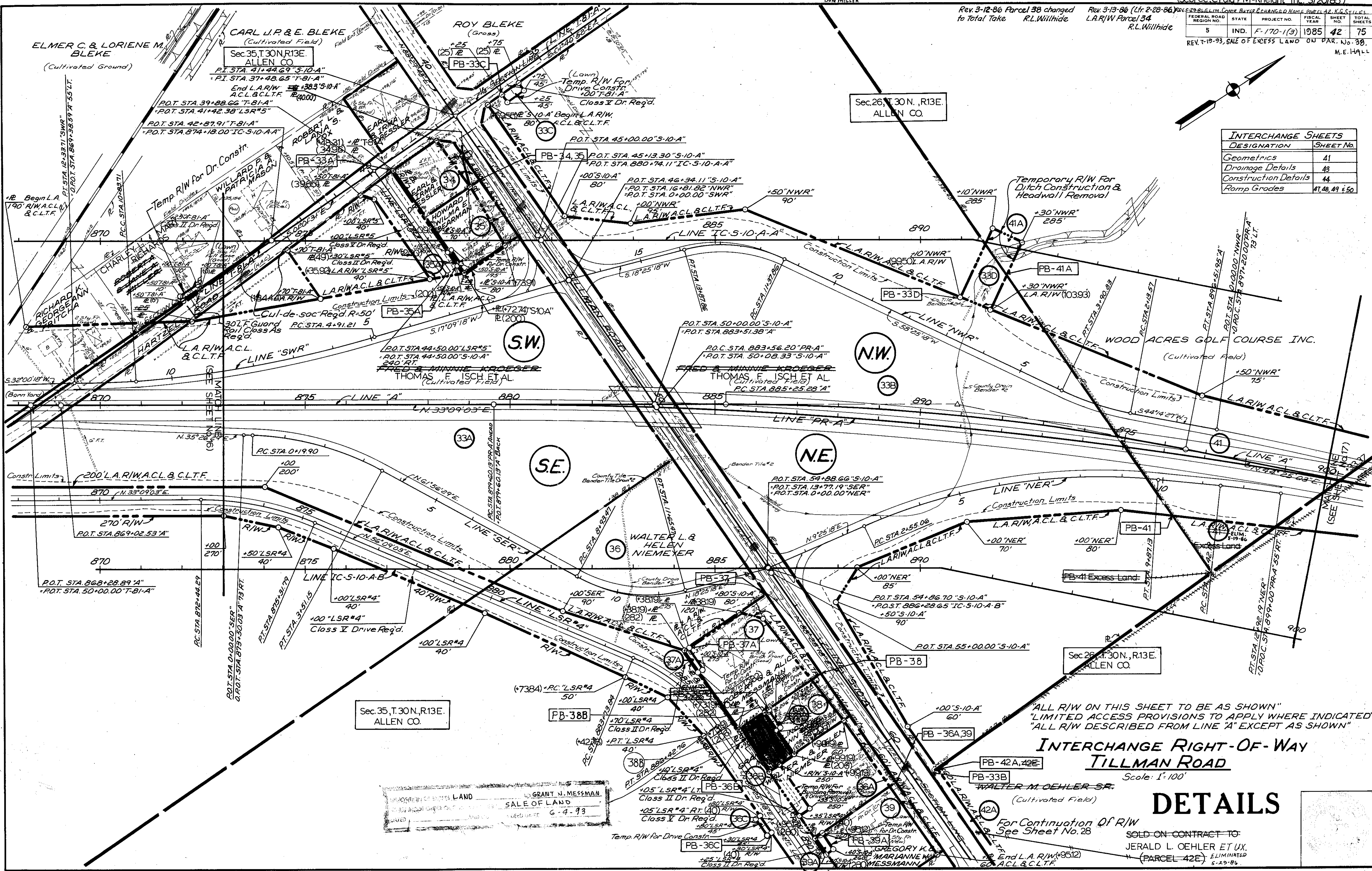
TILLMAN ROAD

For Continuation of Geometrics See Sht. No.

P.T. STA. 64+00.00 "S-10-A"
 P.T. STA. 895+66.60 "LSR#4"

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	42	75

DESIGNATION	SHEET No.
Geometrics	41
Drainage Details	43
Construction Details	44
Ramp Grades	47, 48, 49 & 50



"ALL R/W ON THIS SHEET TO BE AS SHOWN"
 "LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED"
 "ALL R/W DESCRIBED FROM LINE 'A' EXCEPT AS SHOWN"

**INTERCHANGE RIGHT-OF-WAY
 TILLMAN ROAD**
 Scale: 1"=100'

DETAILS

For Continuation of R/W See Sheet No. 28
 SOLD ON CONTRACT TO:
 JERALD L. OEHLER ET UX.
 (PARCEL 42E) ELIMINATED 5-23-86

Sec. 35, T. 30N, R. 13E.
 ALLEN CO.

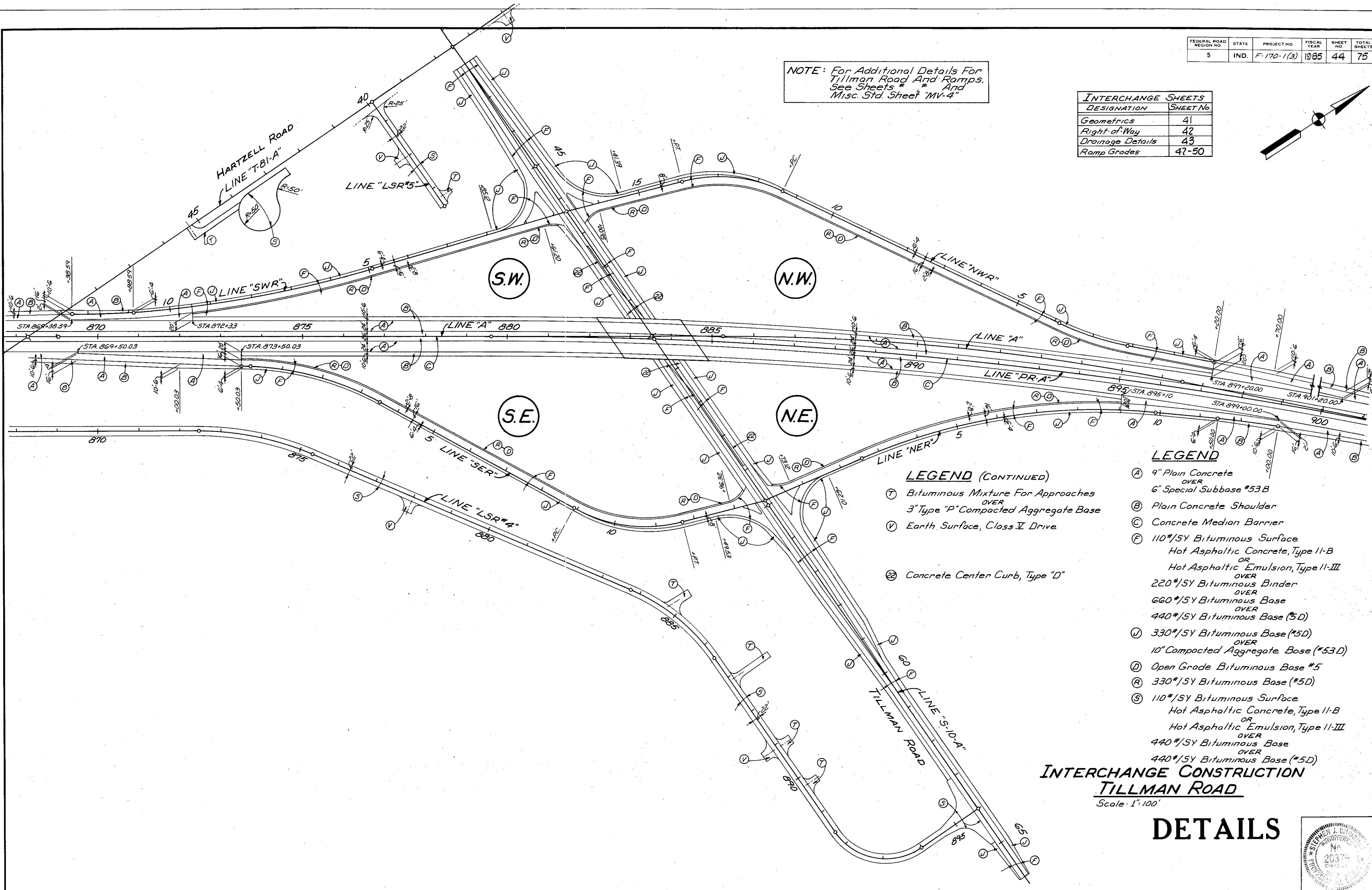
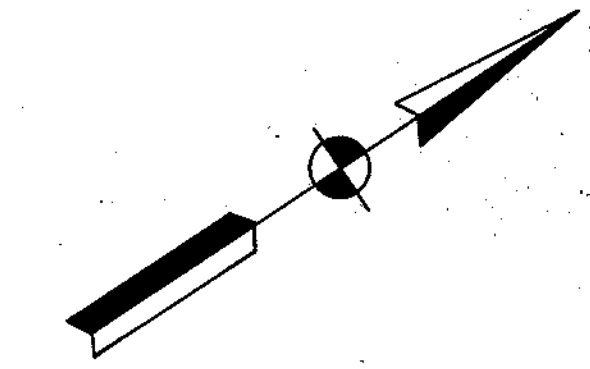
Sec. 26, T. 30N, R. 13E.
 ALLEN CO.

GRANT N. MESSMAN
 SALE OF LAND
 6-4-93

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	44	75

NOTE: For Additional Details For Tillman Road And Ramps, See Sheets # " " And Misc. Std. Sheet "MV-4"

INTERCHANGE SHEETS	
DESIGNATION	SHEET No.
Geometrics	41
Right-of-Way	42
Drainage Details	43
Ramp Grades	47-50



LEGEND (CONTINUED)

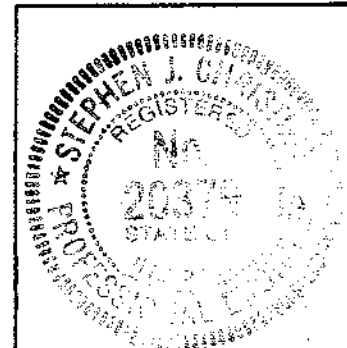
- (T) Bituminous Mixture For Approaches
- (3) 3" Type "P" Compacted Aggregate Base
- (V) Earth Surface, Class V Drive
- (Z) Concrete Center Curb, Type "D"

LEGEND

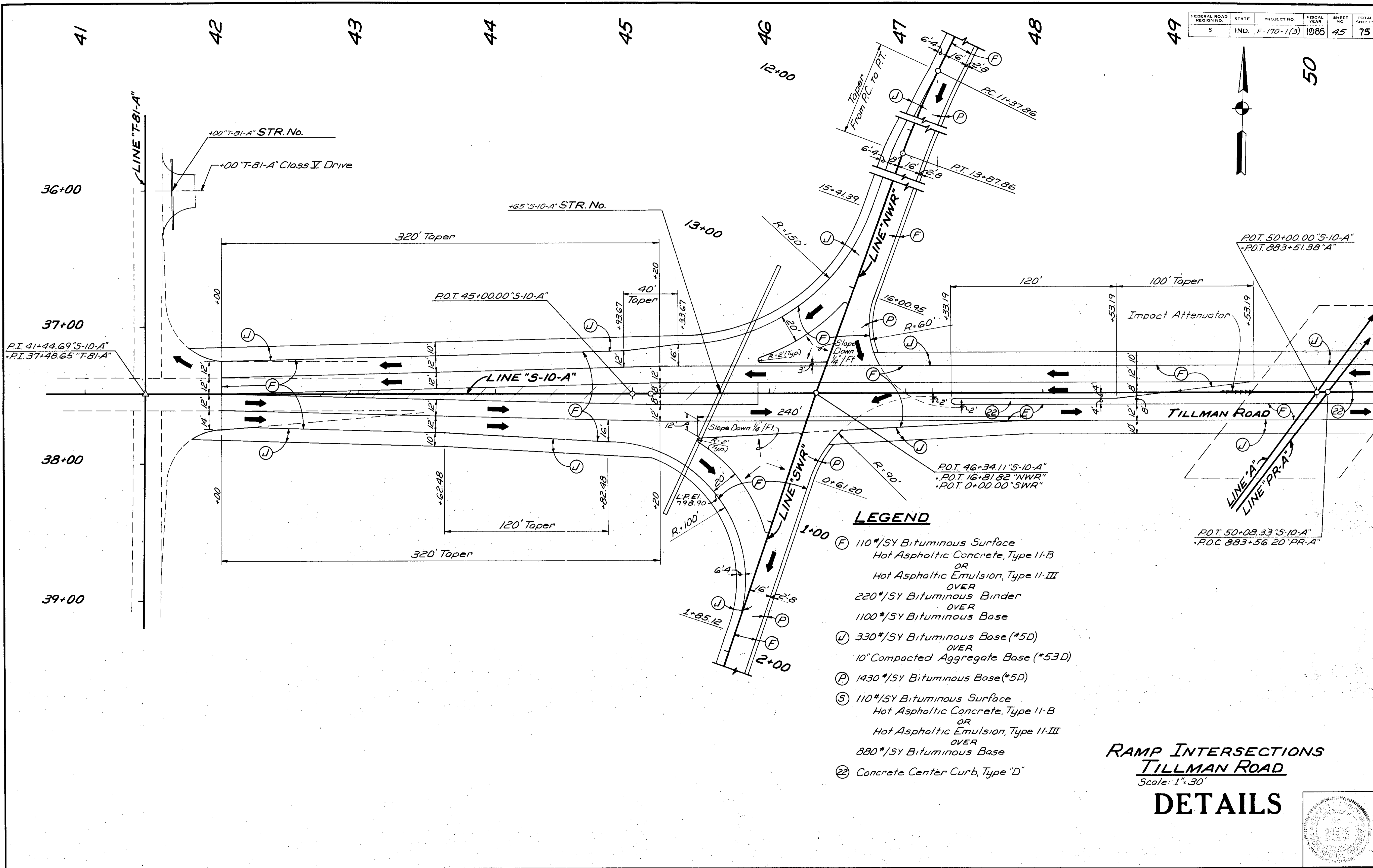
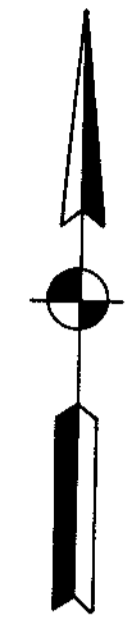
- (A) 9" Plain Concrete OVER 6" Special Subbase #53B
- (B) Plain Concrete Shoulder
- (C) Concrete Median Barrier
- (F) 110*/5Y Bituminous Surface Hot Asphaltic Concrete, Type II-B OR Hot Asphaltic Emulsion, Type II-III OVER 220*/5Y Bituminous Binder OVER 660*/5Y Bituminous Base OVER 440*/5Y Bituminous Base (#5D)
- (U) 330*/5Y Bituminous Base (#5D) OVER 10" Compacted Aggregate Base (#53D)
- (D) Open Grade Bituminous Base #5
- (R) 330*/5Y Bituminous Base (#5D)
- (S) 110*/5Y Bituminous Surface Hot Asphaltic Concrete, Type II-B OR Hot Asphaltic Emulsion, Type II-III OVER 440*/5Y Bituminous Base OVER 440*/5Y Bituminous Base (#5D)

**INTERCHANGE CONSTRUCTION
TILLMAN ROAD**
Scale: 1" = 100'

DETAILS



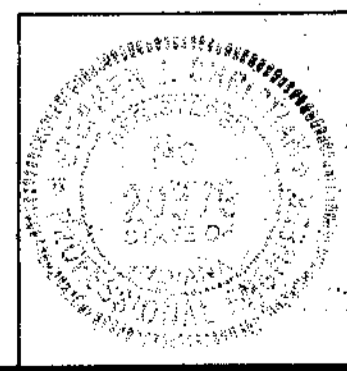
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	45	75



LEGEND

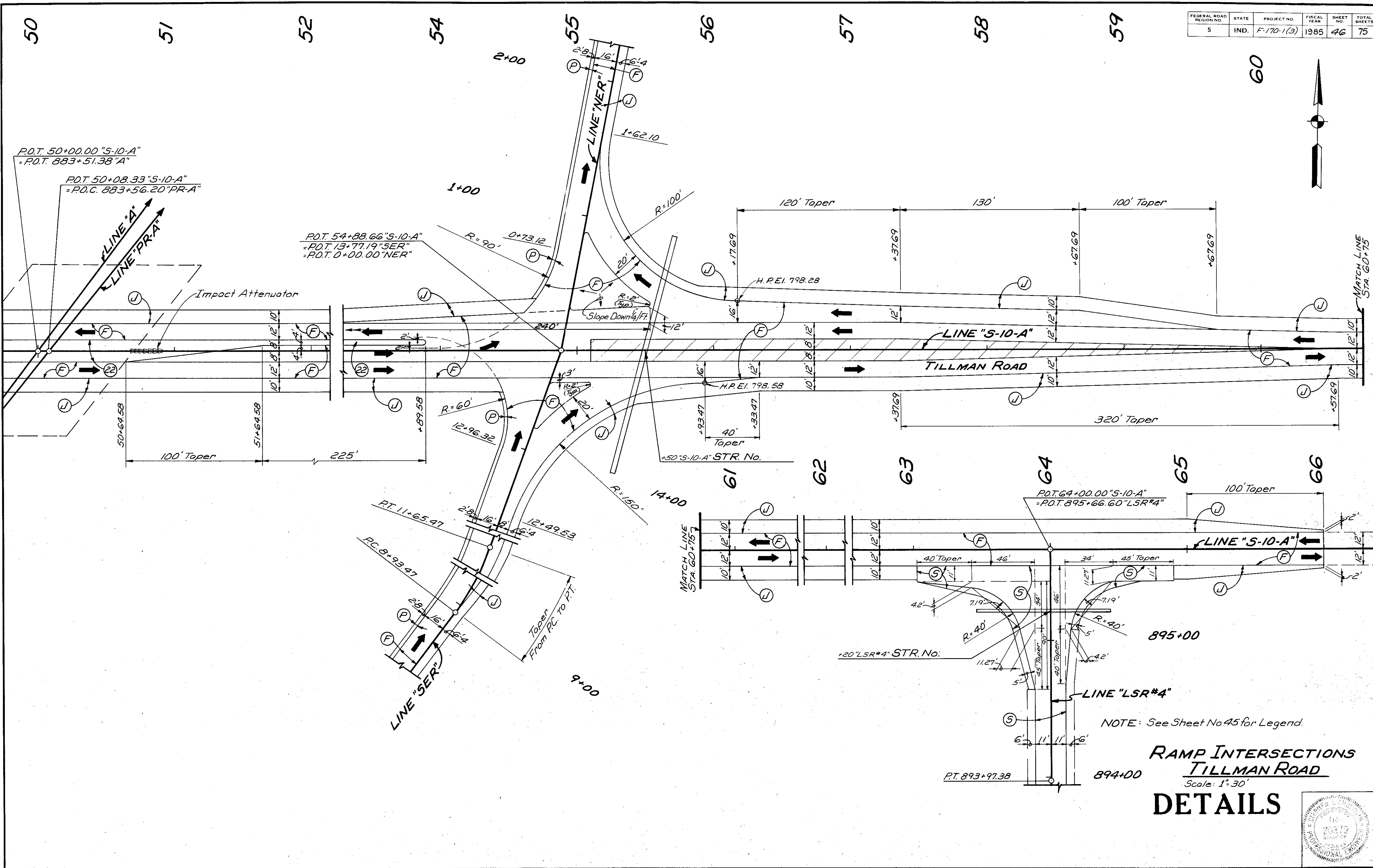
- (F) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
220#/SY Bituminous Binder
OVER
1100#/SY Bituminous Base
- (U) 330#/SY Bituminous Base (#5D)
OVER
10" Compacted Aggregate Base (#53D)
- (P) 1430#/SY Bituminous Base (#5D)
- (S) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
880#/SY Bituminous Base
- (C) Concrete Center Curb, Type "D"

**RAMP INTERSECTIONS
TILLMAN ROAD
Scale: 1"=30'
DETAILS**



PROJECT NO.	SHEET NO.	TOTAL SHEETS
F-170-1(3)	45	75

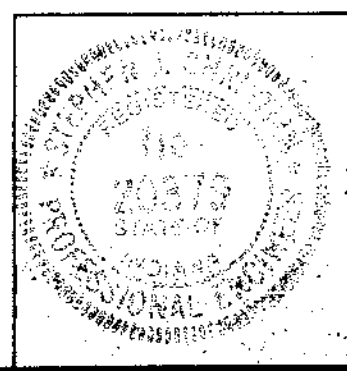
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	46	75



**RAMP INTERSECTIONS
TILLMAN ROAD**
Scale: 1"=30'

DETAILS

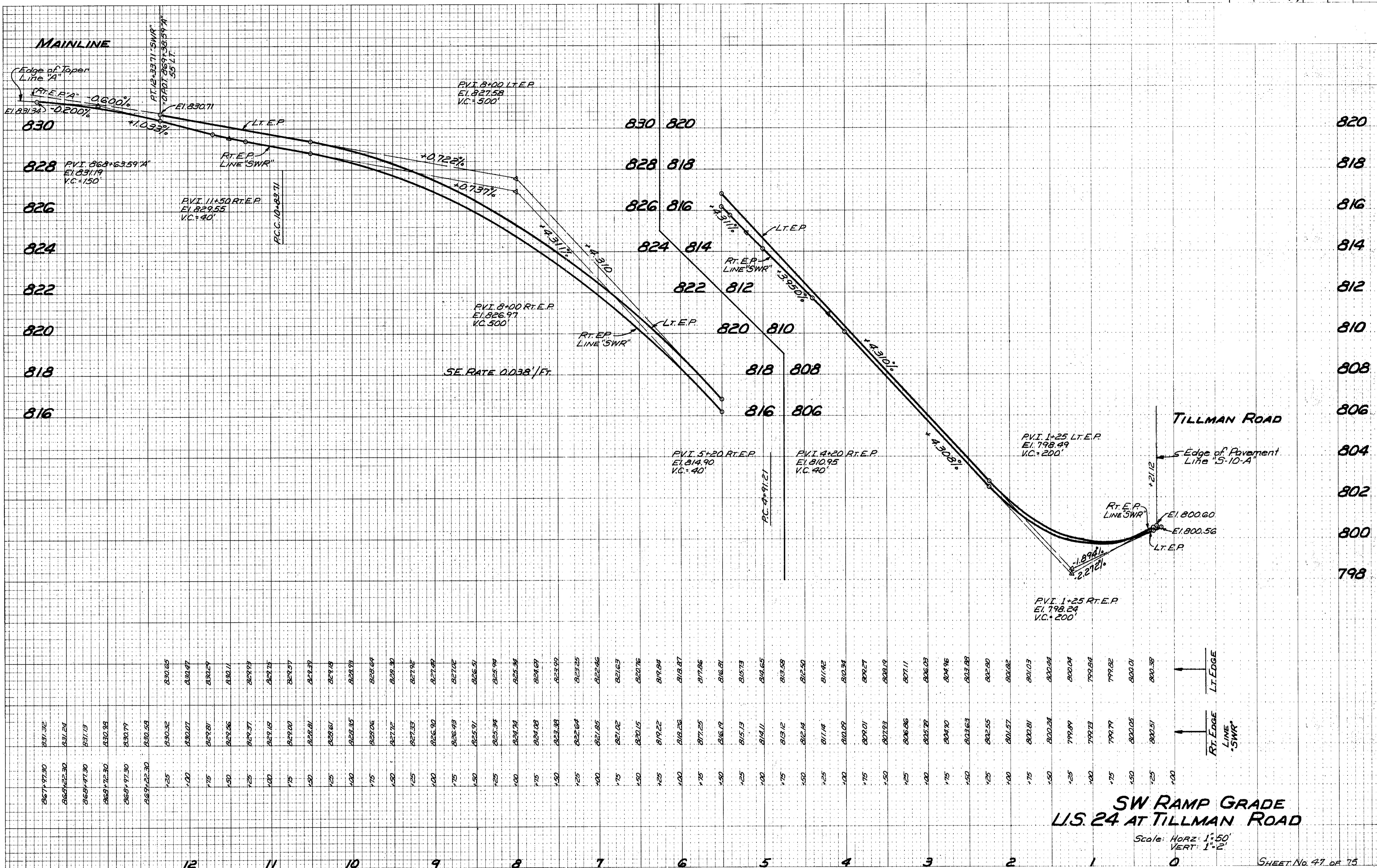
NOTE: See Sheet No 45 for Legend.



PROJECT NO.	SHEET NO.	TOTAL SHEETS
F-170-1(3)	46	75

FINAL SURVEY PLOTTED BY DATE
 NO. AREAS CHECKED

ORIGINAL SURVEY PLOTTED BY DATE
 NO. AREAS CHECKED

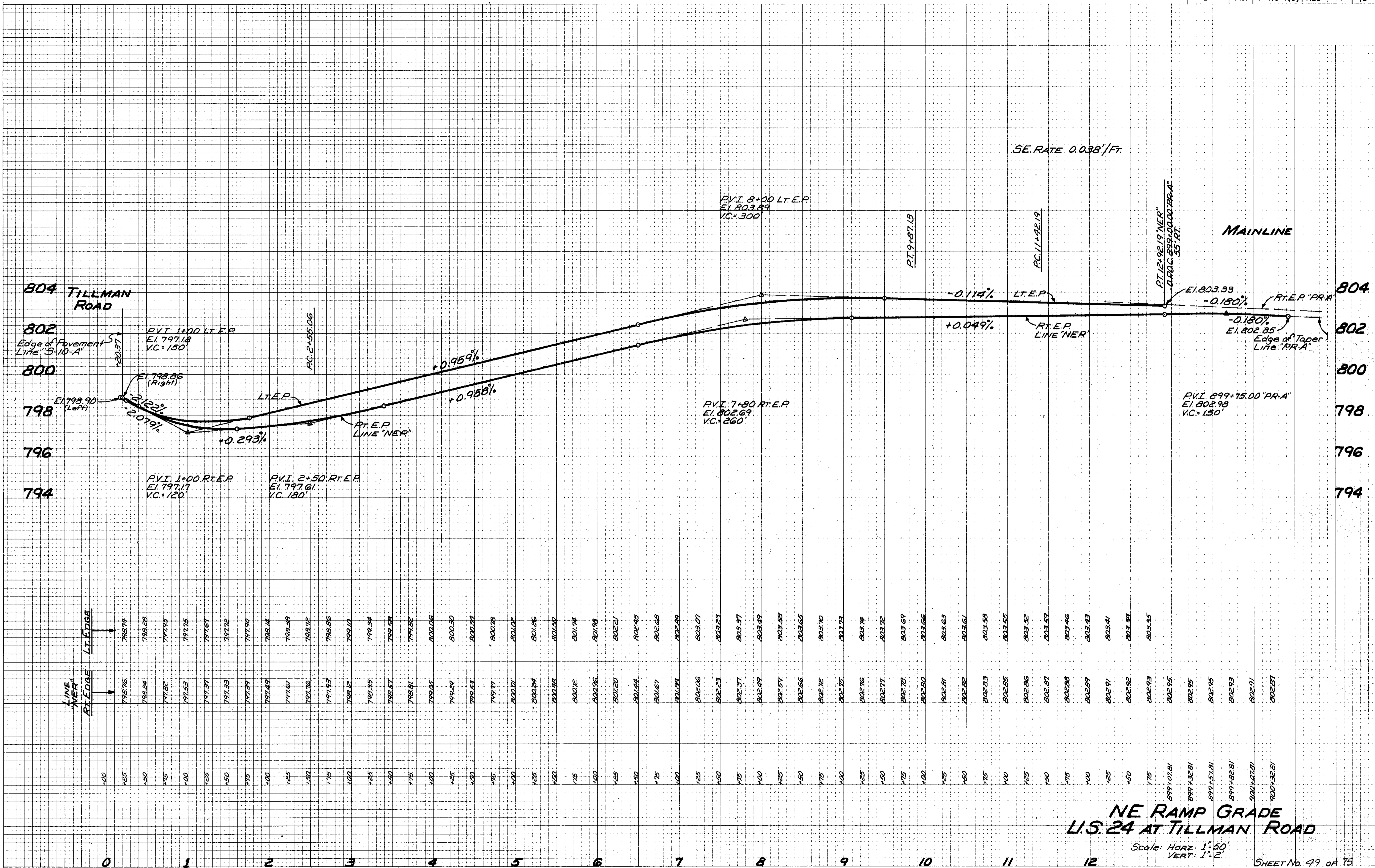


**SW RAMP GRADE
 L/S. 24 AT TILLMAN ROAD**

Scale: HORIZ. 1"=50'
 VERT. 1"=2'

FINAL SURVEY DATE
 BY
 CHECKED
 NO. AREAS CHECKED

ORIGINAL SURVEY DATE
 BY
 CHECKED
 NO. AREAS CHECKED



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	51	75

CONTROL POINTS COORDINATES

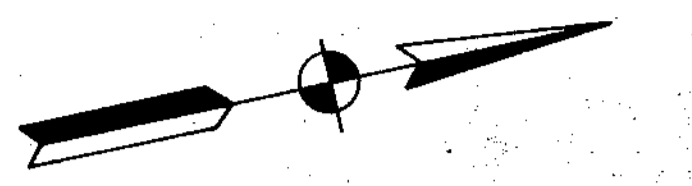
POINT No.	NORTH	EAST	POINT No.	NORTH	EAST
1	10,000.00	10,000.00	15	11,452.29	9,960.20
2	8,420.50	8,452.30	16	11,560.60	10,238.98
3	10,075.60	10,074.08	17	11,338.32	10,450.72
4	12,230.78	10,925.36	18	11,125.19	10,355.75
5	10,373.41	9,988.71	19	11,058.35	10,321.68
6	9,344.41	10,019.83	20	11,518.26	9,958.78
7	8,965.22	9,074.49	21	11,786.59	10,649.47
8	8,737.36	8,849.53	22	12,122.58	10,803.13
9	9,410.36	10,017.83			
10	9,296.71	9,732.73			
11	9,547.37	9,519.53			
12	9,755.83	9,644.61			
13	9,818.04	9,686.52			
14	10,980.69	9,970.34			

CURVE DATA LINE "LSR #7"

PI. STA. 983+51.24 Δ: 33°27'46" LT. D: 5°00'00" R: 1145.92' T: 344.48' L: 669.26' E: 50.66' SE: 0.038'/FT.	PI. STA. 994+91.18 Δ: 66°49'13" RT. D: 38°00'00" R: 150.78' T: 99.46' L: 175.84' E: 29.85' SE: 0.08'/FT.
---	---

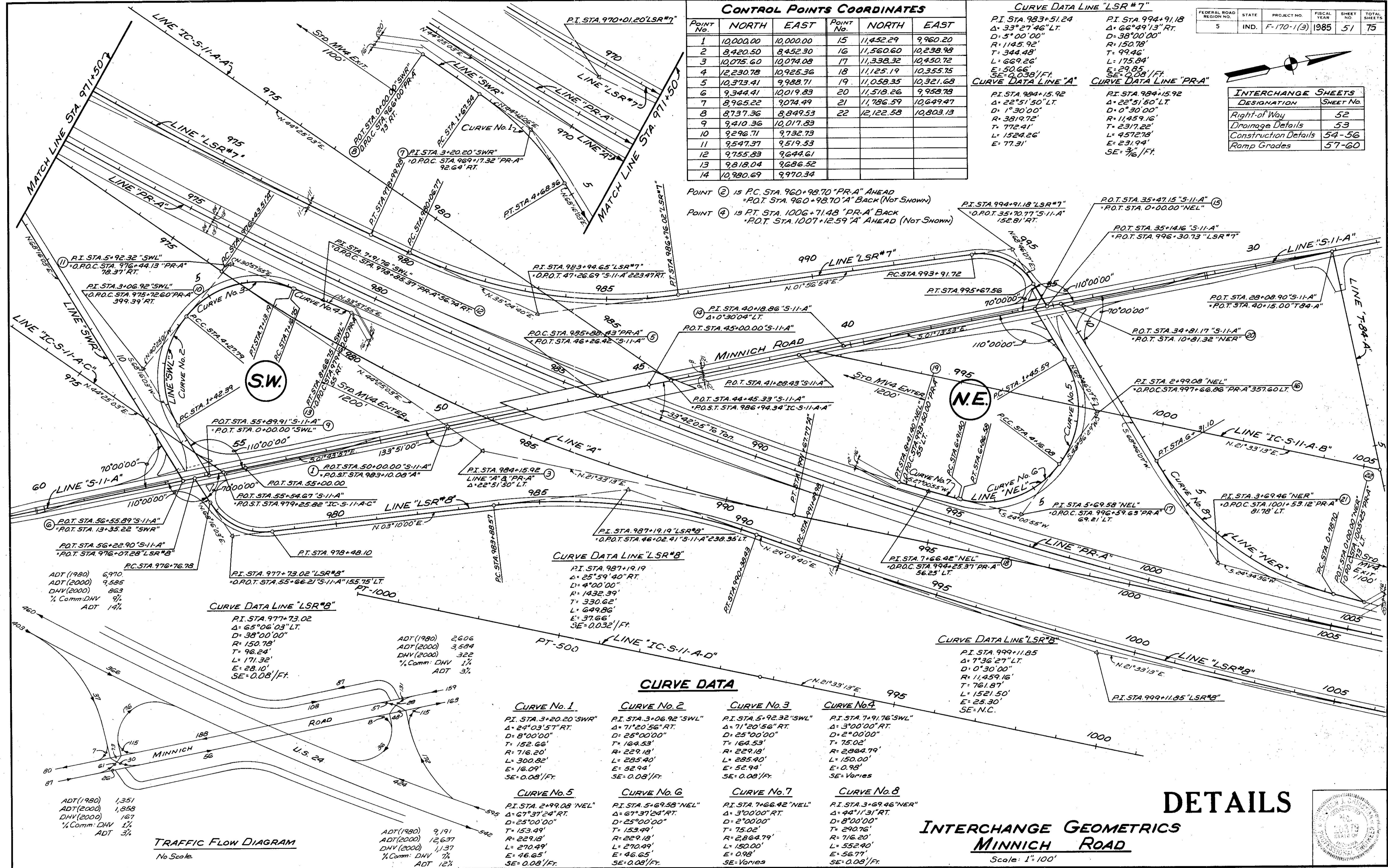
CURVE DATA LINE "A"

PI. STA. 984+15.92 Δ: 22°51'50" LT. D: 1°30'00" R: 3819.72' T: 772.41' L: 1524.26' E: 77.31'	PI. STA. 994+15.92 Δ: 22°51'50" LT. D: 0°30'00" R: 11459.16' T: 2317.22' L: 4572.78' E: 231.94' SE: 3/6'/FT.
--	---



INTERCHANGE SHEETS

DESIGNATION	SHEET NO.
Right-of-Way	52
Drainage Details	53
Construction Details	54-56
Ramp Grades	57-60



CURVE DATA

CURVE No. 1	CURVE No. 2	CURVE No. 3	CURVE No. 4
PI. STA. 3+20.20 "SWR" Δ: 24°03'57" RT. D: 8°00'00" T: 152.66' R: 716.20' L: 300.82' E: 16.09' SE: 0.08'/FT.	PI. STA. 3+06.92 "SWL" Δ: 71°20'56" RT. D: 25°00'00" T: 164.53' R: 229.18' L: 285.40' E: 52.94' SE: 0.08'/FT.	PI. STA. 5+92.32 "SWL" Δ: 71°20'56" RT. D: 25°00'00" T: 164.53' R: 229.18' L: 285.40' E: 52.94' SE: 0.08'/FT.	PI. STA. 7+91.76 "SWL" Δ: 3°00'00" RT. D: 2°00'00" T: 75.02' R: 2884.79' L: 150.00' E: 0.98' SE: Varies
CURVE No. 5	CURVE No. 6	CURVE No. 7	CURVE No. 8
PI. STA. 2+99.08 "NEL" Δ: 67°37'24" RT. D: 25°00'00" T: 153.49' R: 229.18' L: 270.49' E: 46.65' SE: 0.08'/FT.	PI. STA. 5+69.58 "NEL" Δ: 67°37'24" RT. D: 25°00'00" T: 153.49' R: 229.18' L: 270.49' E: 46.65' SE: 0.08'/FT.	PI. STA. 7+66.42 "NEL" Δ: 3°00'00" RT. D: 2°00'00" T: 75.02' R: 2884.79' L: 150.00' E: 0.98' SE: Varies	PI. STA. 3+69.46 "NER" Δ: 3°00'00" RT. D: 8°00'00" T: 290.76' R: 716.20' L: 552.40' E: 56.77' SE: 0.08'/FT.

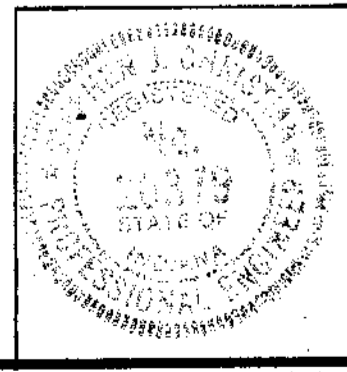
TRAFFIC FLOW DIAGRAM
No Scale.

DETAILS

INTERCHANGE GEOMETRICS

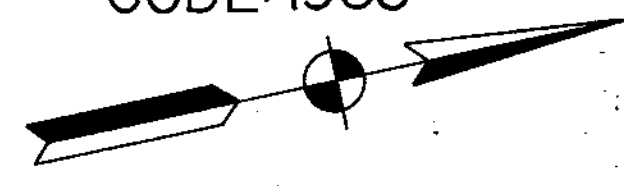
MINNICH ROAD

Scale: 1" = 100'



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	52	75

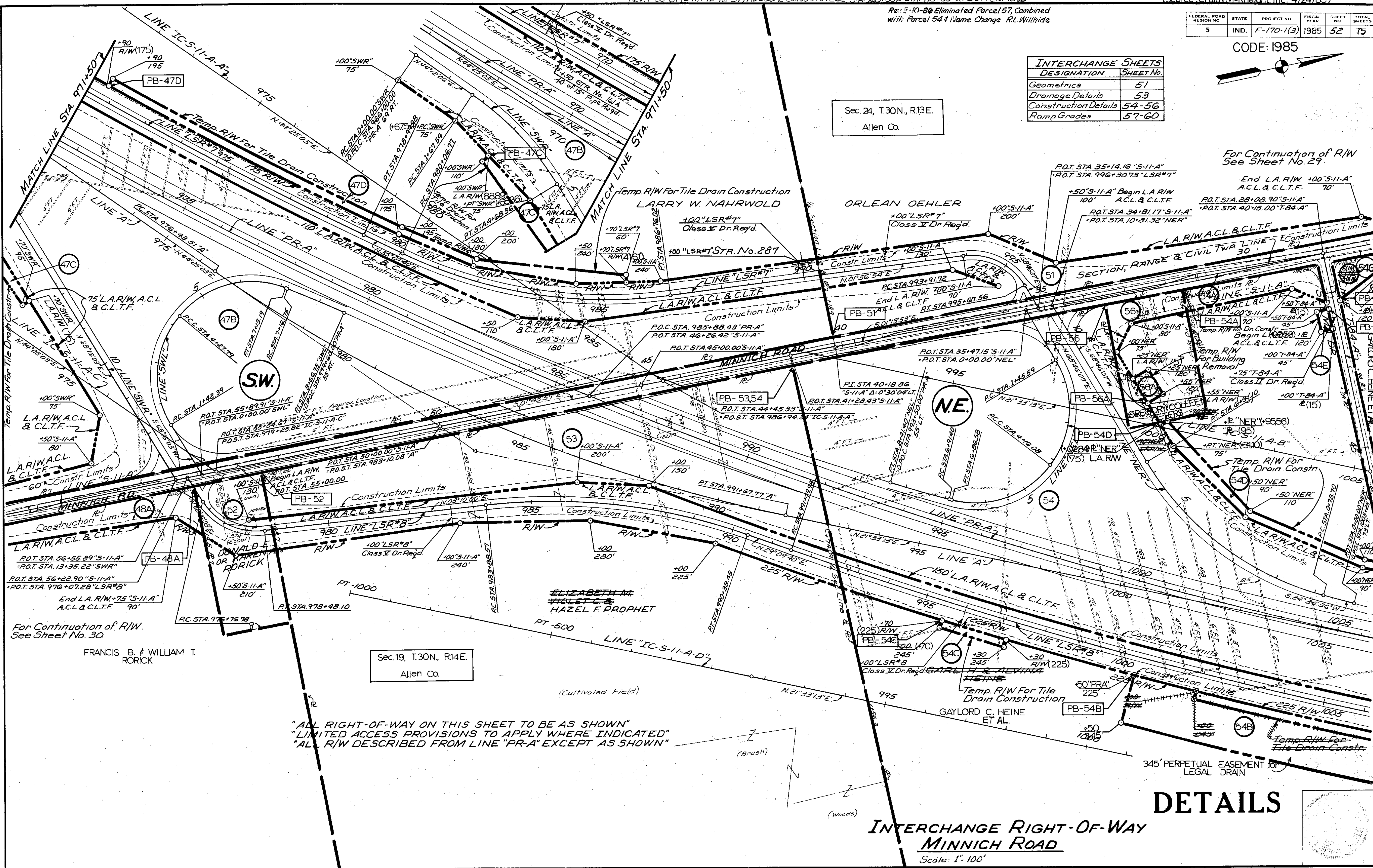
CODE: 1985



INTERCHANGE SHEETS	SHEET No.
Geometrics	51
Drainage Details	53
Construction Details	54-56
Ramp Grades	57-60

Sec. 24, T.30N, R.13E.
Allen Co.

For Continuation of R/W See Sheet No. 29.



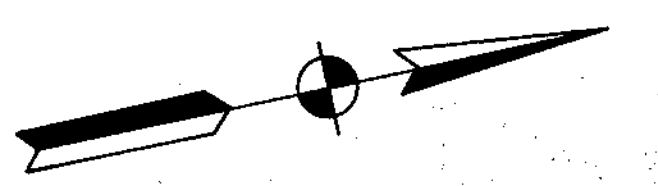
"ALL RIGHT-OF-WAY ON THIS SHEET TO BE AS SHOWN"
 "LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED"
 "ALL R/W DESCRIBED FROM LINE "PR-A" EXCEPT AS SHOWN"

INTERCHANGE RIGHT-OF-WAY
MINNICH ROAD
 Scale: 1"=100'

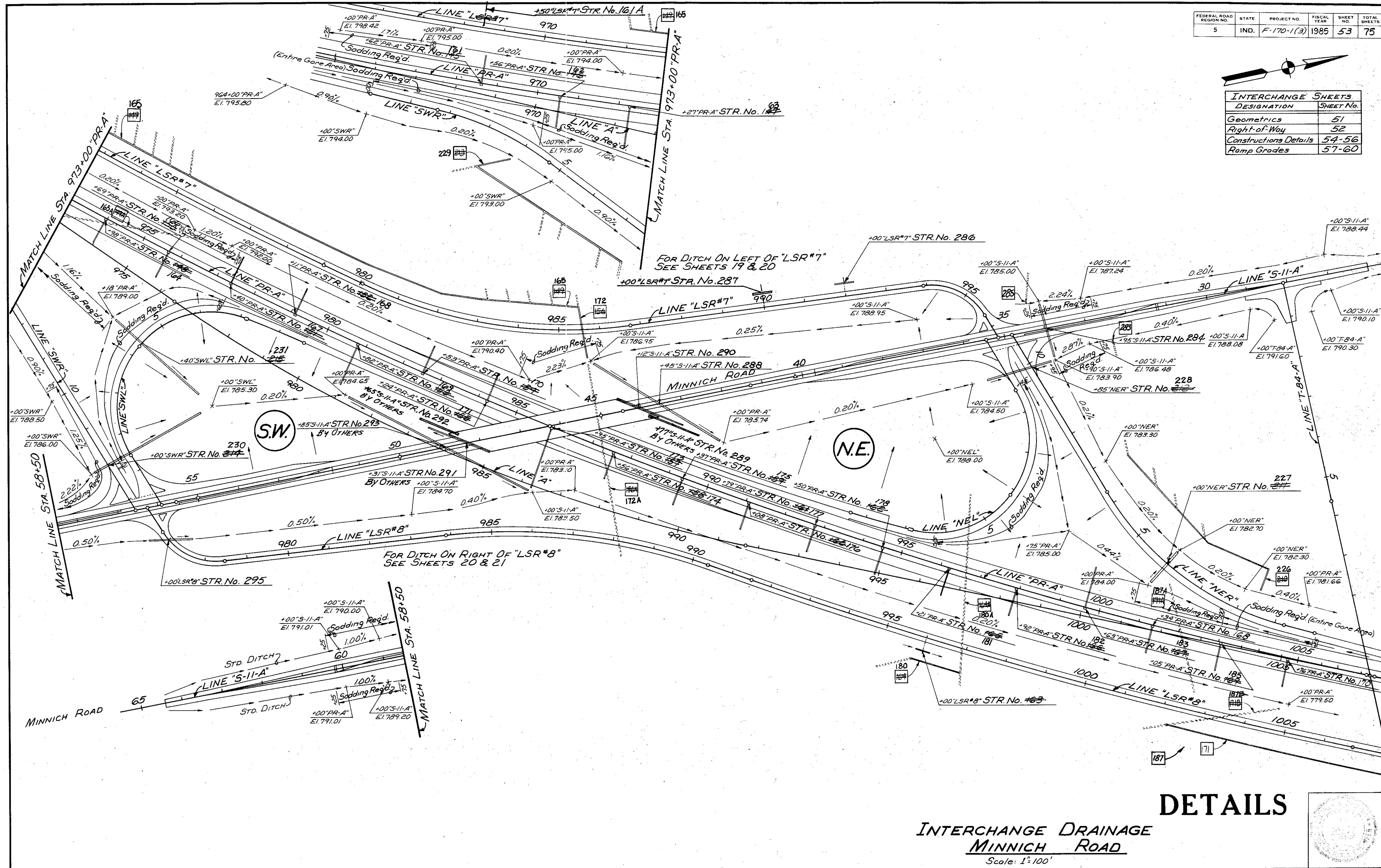
DETAILS

PROJECT NO.	SHEET NO.	TOTAL SHEETS
F-170-1(3)	52	75

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	53	75



INTERCHANGE SHEETS	
DESIGNATION	SHEET No.
Geometrics	51
Right-of-Way	52
Construction Details	54-56
Ramp Grades	57-60



DETAILS

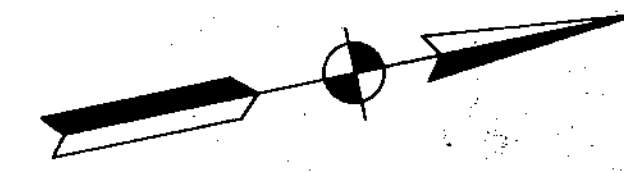
INTERCHANGE DRAINAGE MINNICH ROAD

Scale: 1"=100'

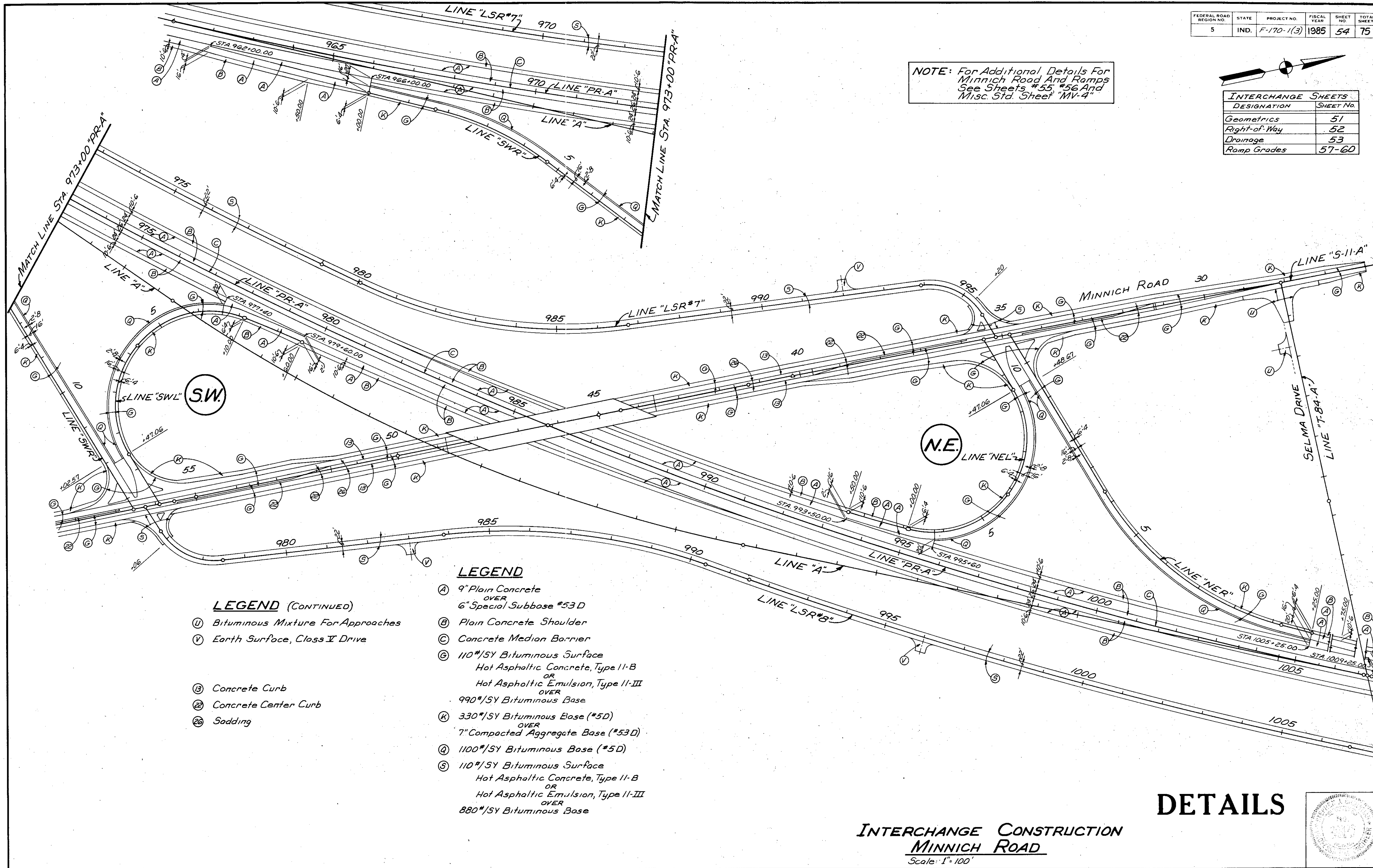
PROJECT NO.	SHEET NO.	TOTAL SHEETS
F-170-1(3)	53	75

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	54	75

NOTE: For Additional Details For Minnich Road And Ramps See Sheets #55 #56 And Misc. Std. Sheet "MV-4"



INTERCHANGE SHEETS	
DESIGNATION	SHEET NO.
Geometrics	51
Right-of-Way	52
Drainage	53
Ramp Grades	57-60

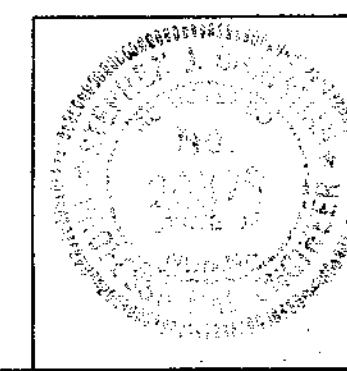


- LEGEND (CONTINUED)**
- (U) Bituminous Mixture For Approaches
 - (V) Earth Surface, Class I Drive
 - (B) Concrete Curb
 - (Z) Concrete Center Curb
 - (26) Sodding

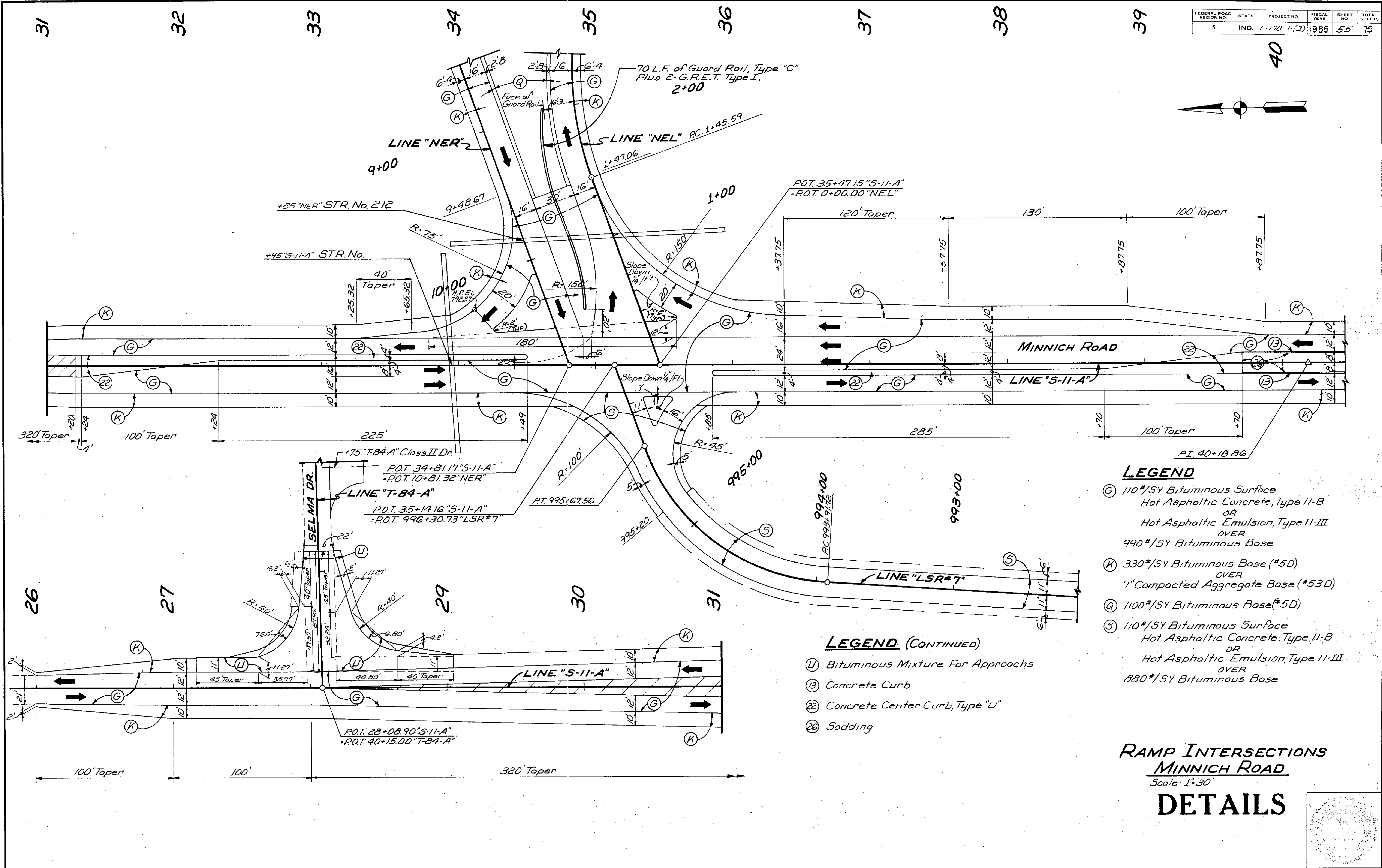
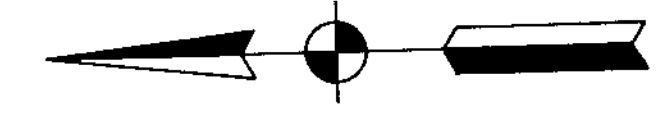
- LEGEND**
- (A) 9" Plain Concrete
OVER
6" Special Subbase #53 D
 - (B) Plain Concrete Shoulder
 - (C) Concrete Median Barrier
 - (G) 110*/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
990*/SY Bituminous Base
 - (K) 330*/SY Bituminous Base (*5D)
OVER
7" Compacted Aggregate Base (*53 D)
 - (Q) 1100*/SY Bituminous Base (*5D)
 - (S) 110*/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
880*/SY Bituminous Base

DETAILS

INTERCHANGE CONSTRUCTION
MINNICH ROAD
Scale: 1" = 100'



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	55	75



LEGEND

- (G) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
990#/SY Bituminous Base
- (K) 330#/SY Bituminous Base (#5D)
OVER
7" Compacted Aggregate Base (#53D)
- (Q) 1100#/SY Bituminous Base (#5D)
- (S) 110#/SY Bituminous Surface
Hot Asphaltic Concrete, Type II-B
OR
Hot Asphaltic Emulsion, Type II-III
OVER
880#/SY Bituminous Base

LEGEND (CONTINUED)

- (U) Bituminous Mixture For Approachs
- (B) Concrete Curb
- (C) Concrete Center Curb, Type "D"
- (D) Sodding

**RAMP INTERSECTIONS
MINNICH ROAD
Scale: 1"=30'**

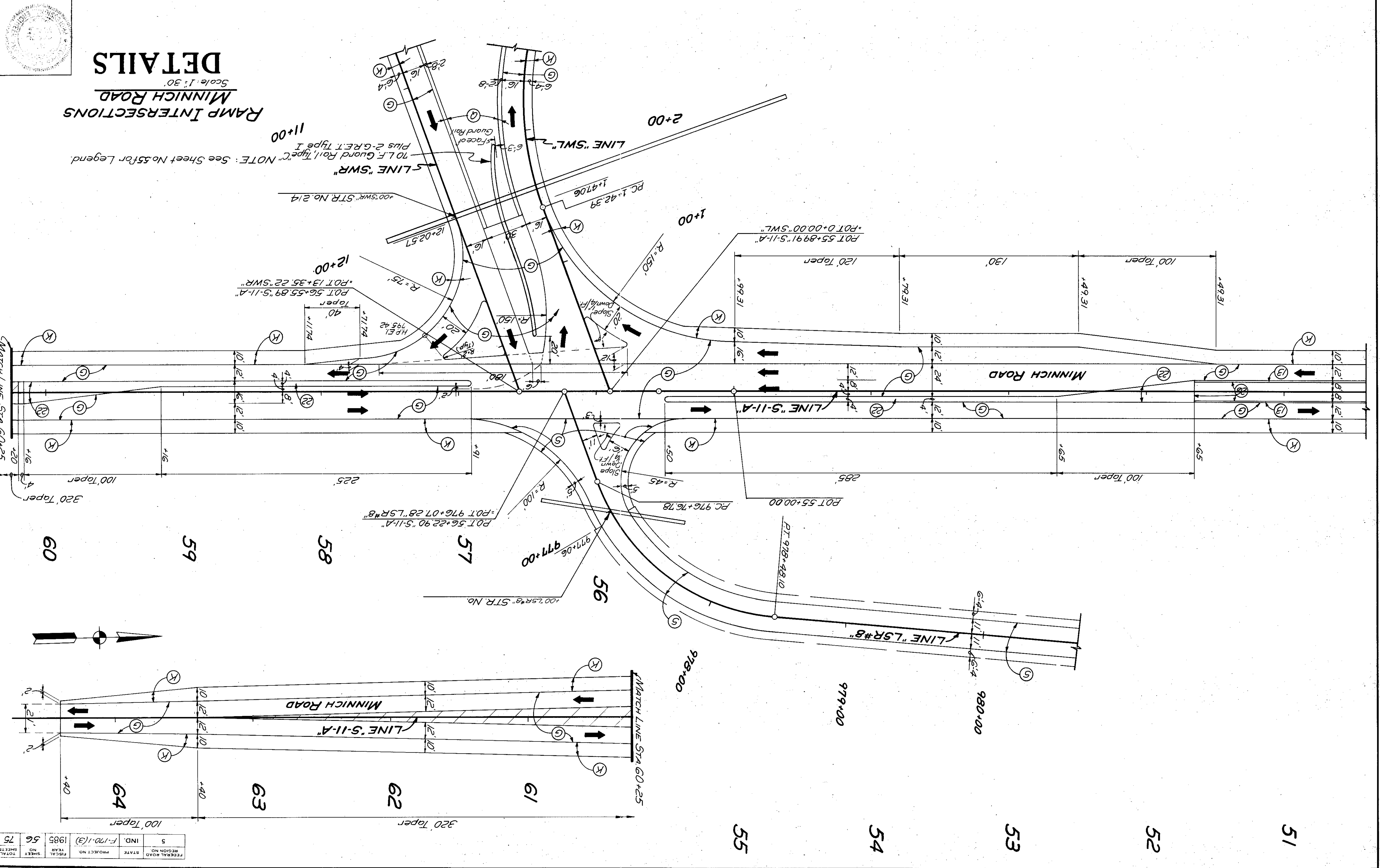
DETAILS



56	56	56
75	75	75

1976

1P107



RAMP INTERSECTIONS
MINNICH ROAD
 Scale: 1" = 30'

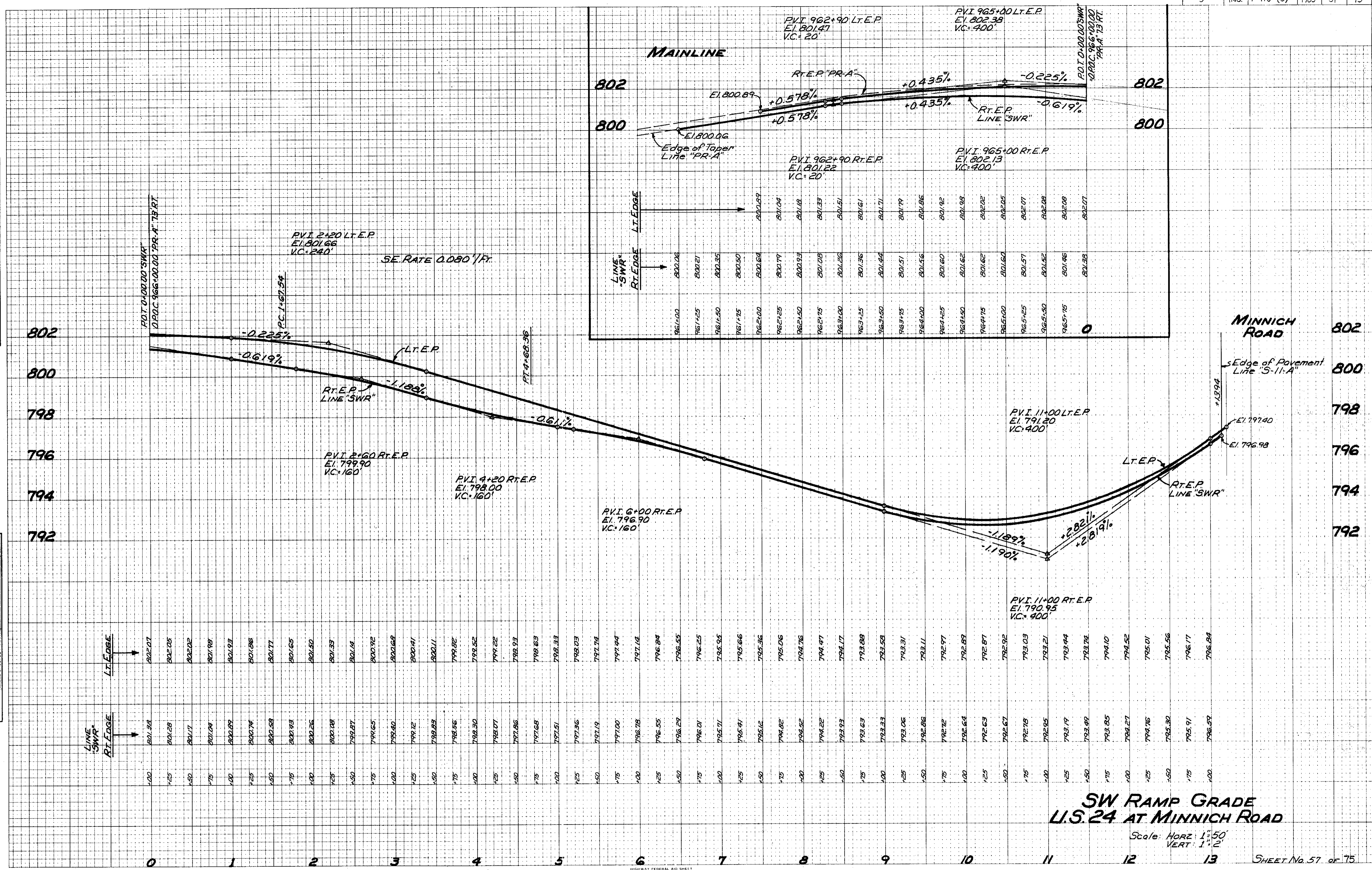
NOTE: See Sheet No. 55 for Legend.
 70 L.F. Guard Rail, Type "C"
 Plus 2-G.R.E.T. Type I

56	56	56
75	75	75

5	IND.	F-170-(3)	1985
56	STATE	PROJECT NO.	YEAR
75	REGION NO.	SHEET NO.	FISCAL YEAR
	TOTAL SHEETS	TOTAL SHEETS	TOTAL SHEETS

FINAL SURVEY
 BY _____ DATE _____
 PLOTTED _____
 NOTE BOOK NO. _____
 AREA CHECKED _____

ORIGINAL SURVEY
 BY _____ DATE _____
 PLOTTED _____
 NOTE BOOK NO. _____
 AREA CHECKED _____

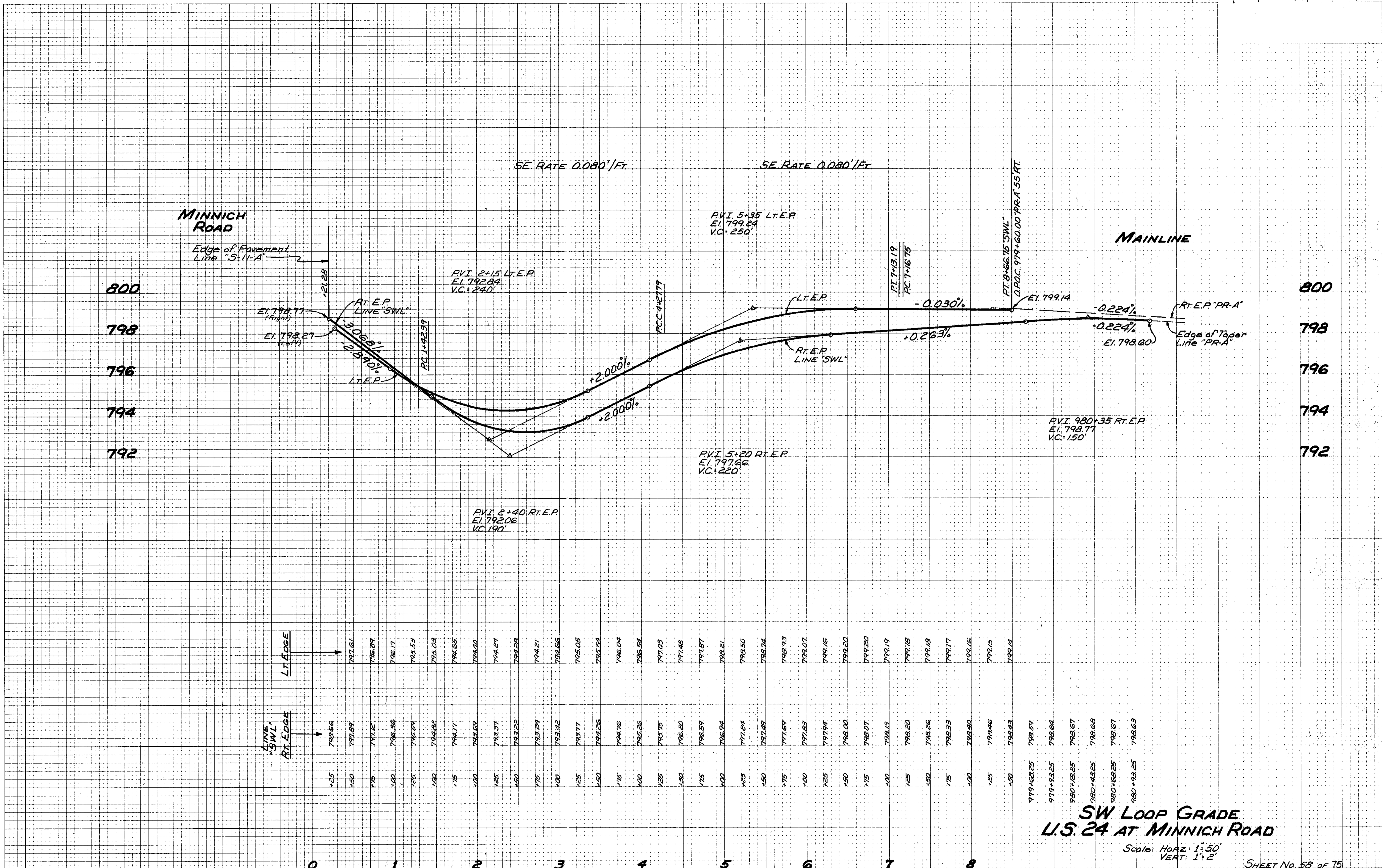


**SW RAMP GRADE
 U.S. 24 AT MINNICH ROAD**

Scale: HORIZ 1"=50'
 VERT 1"=2'

FINAL SURVEY PLOTTED DATE
 NOTE BOOK NO. DATE
 AREAS CHECKED

ORIGINAL SURVEY PLOTTED DATE
 NOTE BOOK NO. DATE
 AREAS CHECKED

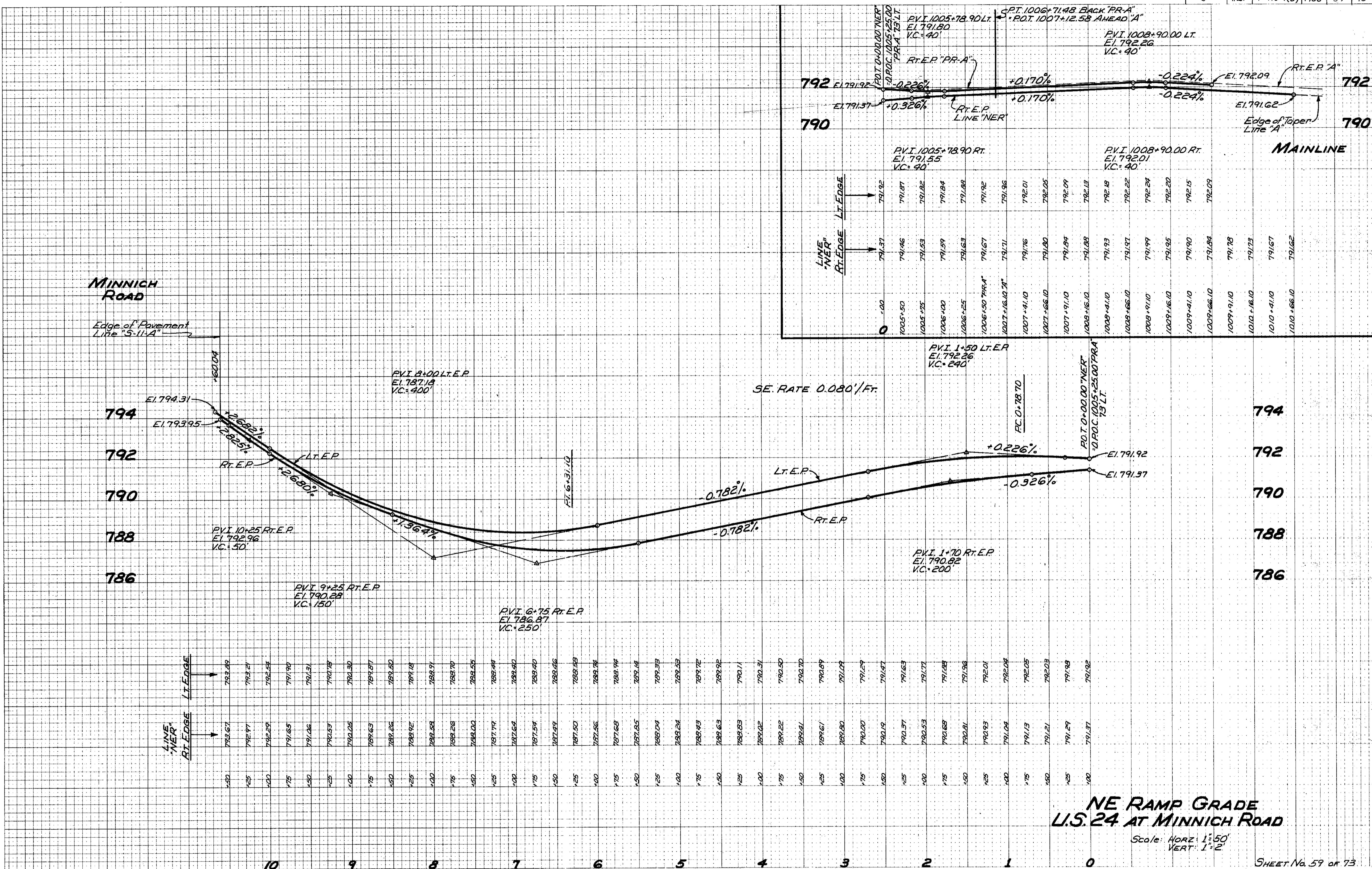


**SW LOOP GRADE
 U.S. 24 AT MINNICH ROAD**

Scale: HORZ: 1"=50'
 VERT: 1"=2'

FINAL SURVEY SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO. DATE
 AREAS CHECKED

ORIGINAL SURVEY SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO. DATE
 AREAS CHECKED



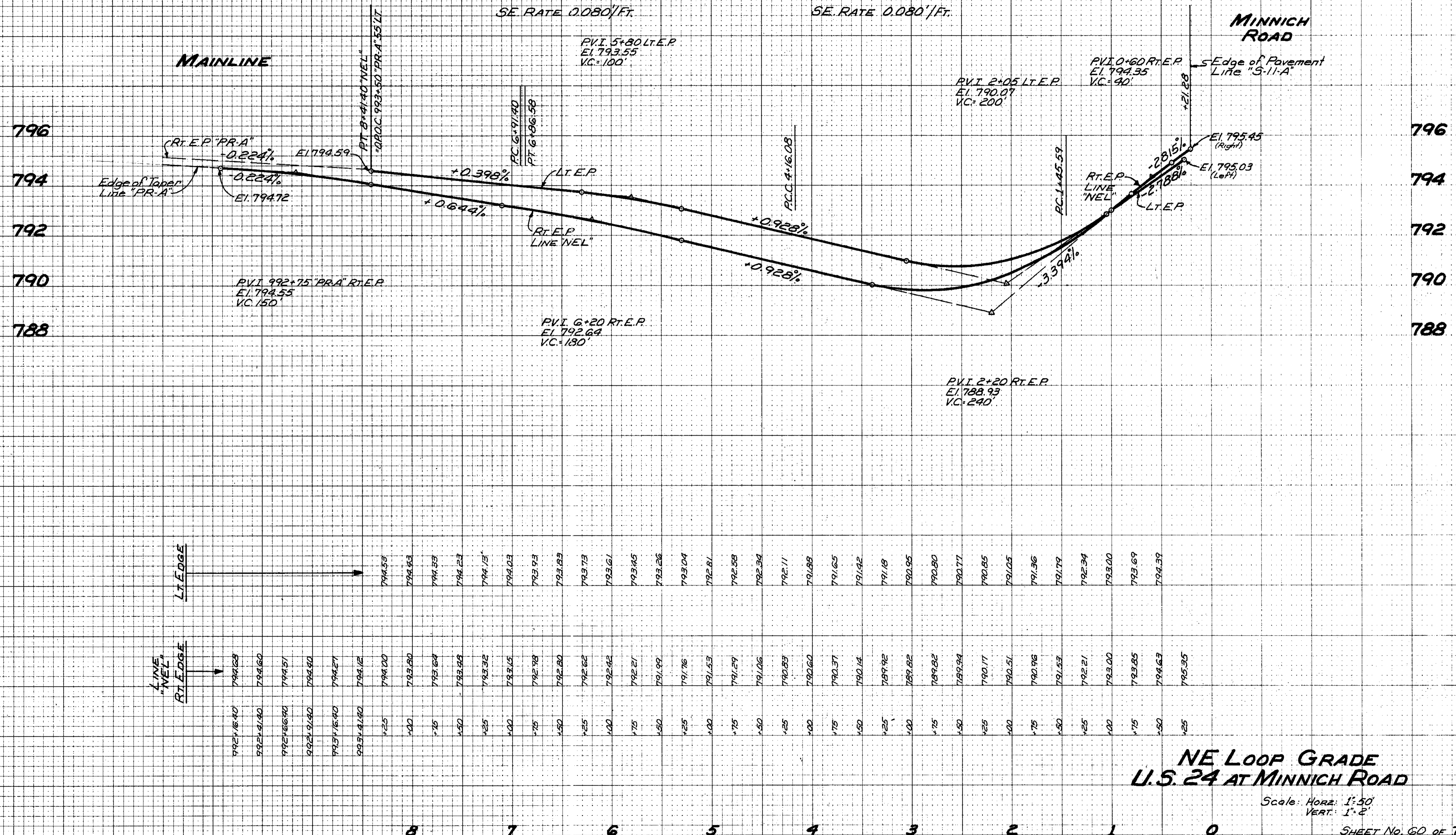
LINE "NER"	Rt. Edge	Lt. Edge
0	791.37	791.92
10005+50	791.96	791.87
10005+75	791.53	791.82
10006+00	791.59	791.84
10006+25	791.63	791.83
10006+50 "PRA"	791.67	791.82
10007+16.10 "A"	791.71	791.86
10007+41.10	791.76	792.01
10007+66.10	791.80	792.05
10007+91.10	791.84	792.09
10008+16.10	791.88	792.13
10008+41.10	791.93	792.18
10008+66.10	791.97	792.22
10009+91.10	791.99	792.24
10009+16.10	791.95	792.20
10009+41.10	791.90	792.15
10009+66.10	791.84	792.09
10009+91.10	791.78	792.03
1010+16.10	791.73	791.98
1010+41.10	791.67	791.92
1010+66.10	791.62	791.87

NE RAMP GRADE
L.S. 24 AT MINNICH ROAD

Scale: Horz. 1"=50'
 Vert. 1"=2'

FINAL SURVEY SUBMITTED BY DATE
 SURVEY PLOTTED BY DATE
 NOTE BOOK NO. DATE CHECKED
 NO. DATE CHECKED

ORIGINAL SURVEY SUBMITTED BY DATE
 SURVEY PLOTTED BY DATE
 NOTE BOOK NO. DATE CHECKED
 NO. DATE CHECKED



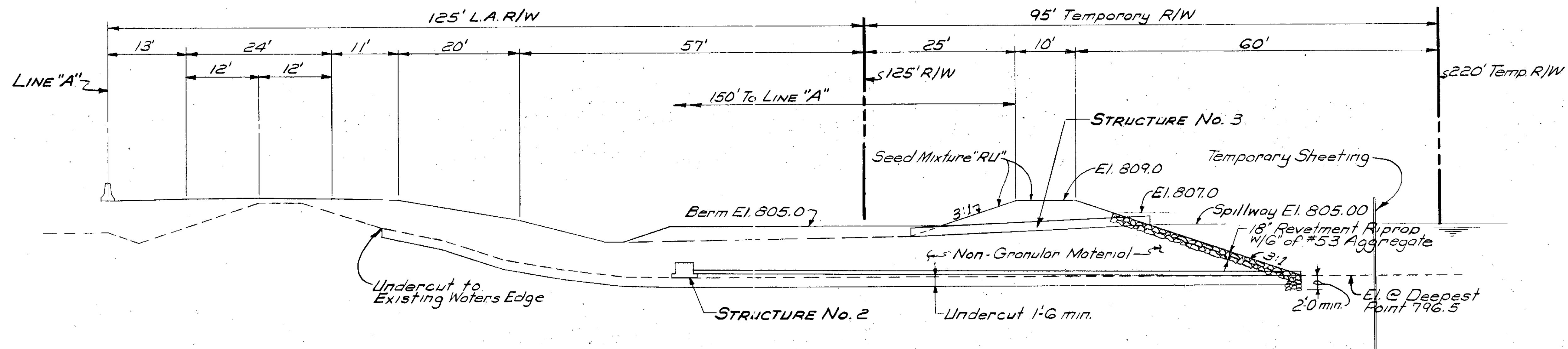
LINE "NEL"	RT. EDGE	LT. EDGE
992+16.40	794.23	794.53
992+31.40	794.60	794.63
992+46.40	794.57	794.53
992+61.40	794.40	794.23
992+76.40	794.27	794.15
992+91.40	794.12	794.03
+25	794.00	793.93
+40	793.80	793.83
+75	793.64	793.73
+110	793.43	793.61
+145	793.32	793.45
+180	793.15	793.26
+215	792.98	793.04
+250	792.80	792.81
+285	792.62	792.58
+320	792.42	792.34
+355	792.21	792.11
+390	791.99	791.85
+425	791.76	791.65
+460	791.53	791.42
+495	791.29	791.19
+530	791.06	790.95
+565	790.83	790.80
+600	790.60	790.71
+635	790.37	790.65
+670	790.14	790.51
+705	789.92	790.36
+740	789.62	790.19
+775	789.34	790.05
+810	790.17	790.85
+845	790.51	791.05
+880	790.96	791.36
+915	791.53	791.79
+950	792.21	792.34
+985	793.00	793.00
+1020	793.85	793.69
+1055	794.63	794.37
+1090	795.35	795.05

NE LOOP GRADE
U.S. 24 AT MINNICH ROAD

Scale: Horz: 1"=50'
 Vert: 1"=2'

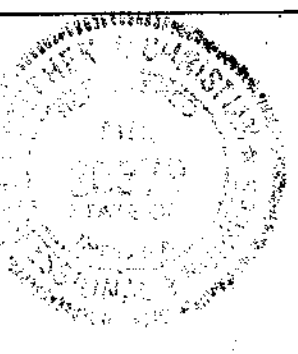
SHEET No. 60 of 75

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	61	75



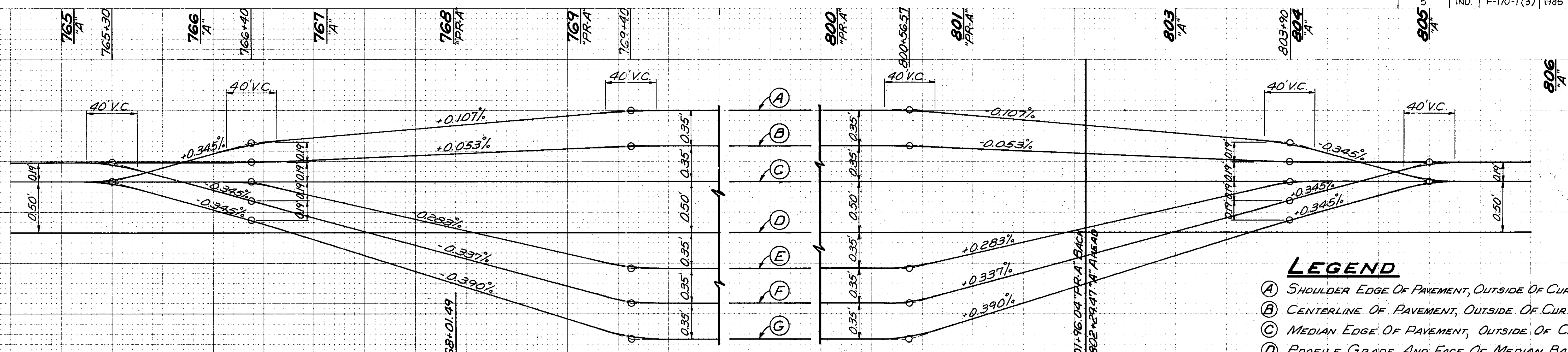
SECTION AT FARM POND
STA. 714+50 ± LINE "A" Scale: 1"=10'-0"

DETAILS

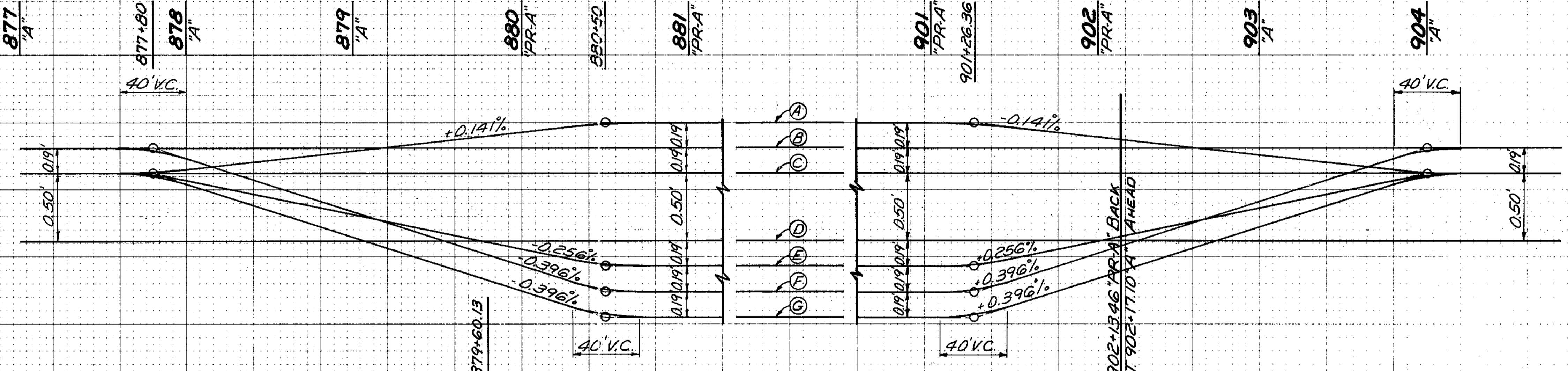


FINAL SURVEY PLOTTED
NOTE BOOK TEMPLATE NO. 1000-1000-1000

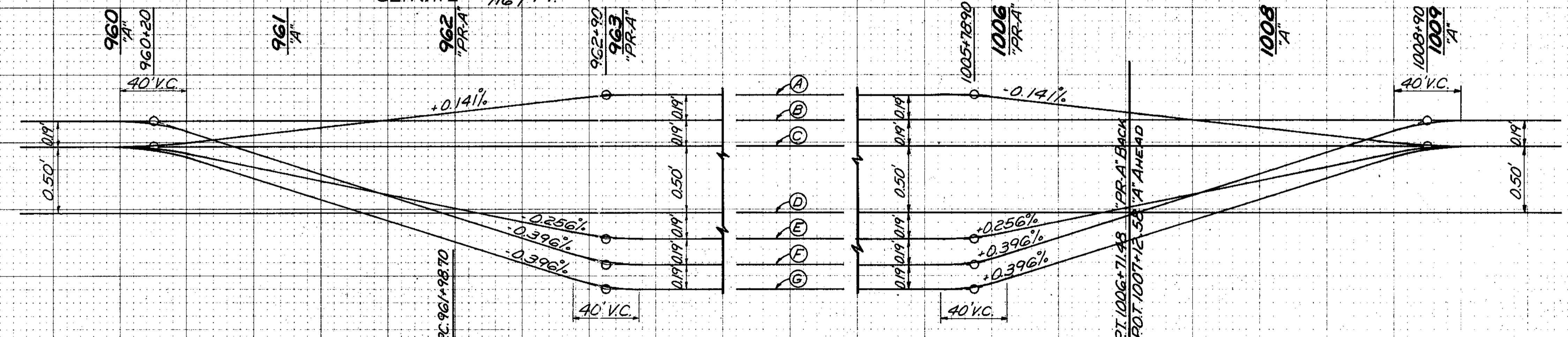
ORIGINAL SURVEY PLOTTED
NOTE BOOK TEMPLATE NO. 1000-1000-1000



SUPERELEVATION DIAGRAM FOR 0°55' CURVE TO LEFT
SE. RATE = 0.029 Ft./Ft.



SUPERELEVATION DIAGRAM FOR 0°30' CURVE TO RIGHT
SE. RATE = 3/16 Ft./Ft.

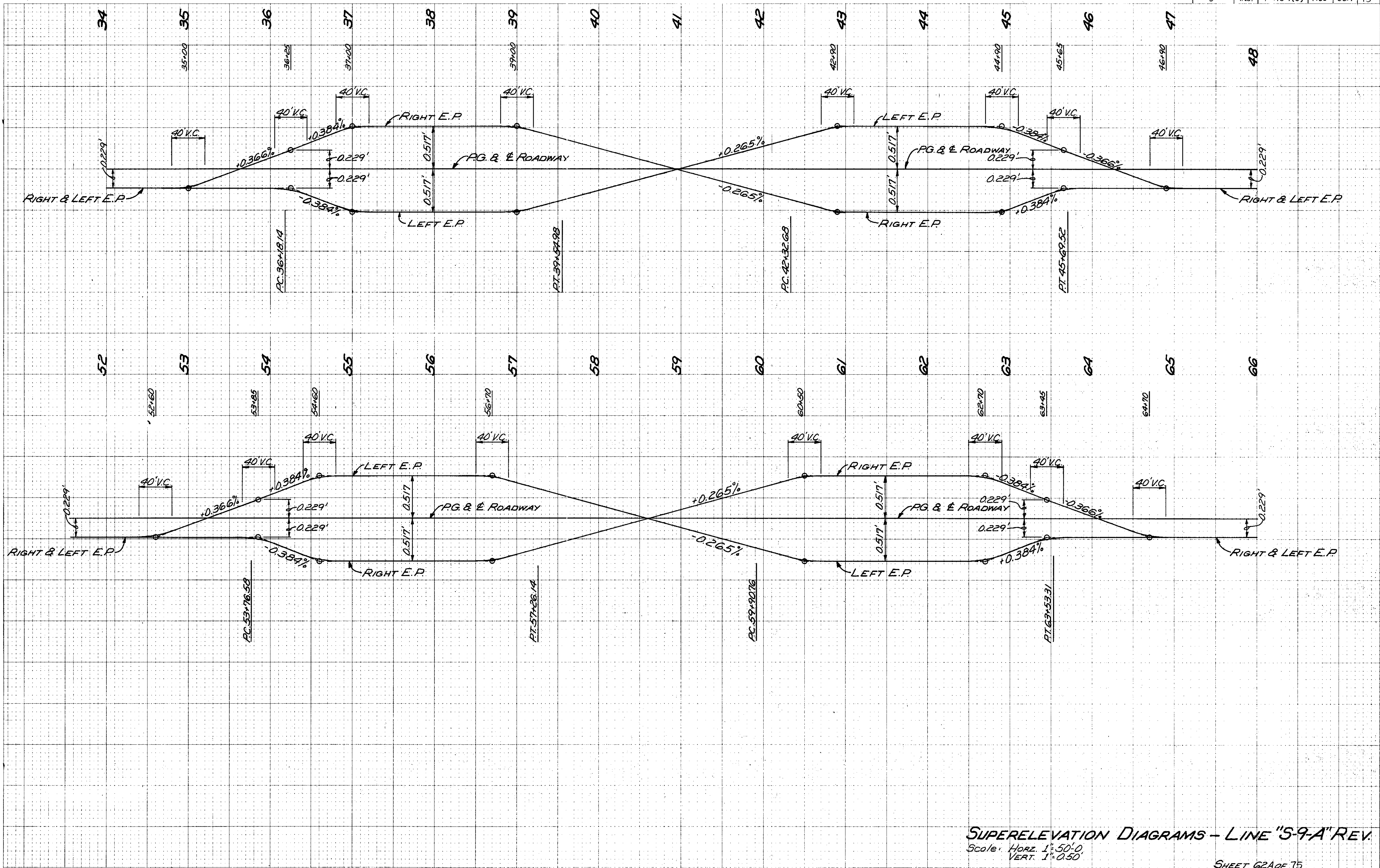


SUPERELEVATION DIAGRAM FOR 0°30' CURVE TO LEFT
SE. RATE = 3/16 Ft./Ft.

SUPERELEVATION DIAGRAMS - LINE "A"
Scale: Horiz. 1" = 40'-0"
VERT. 1" = 0.50'

FINAL SURVEY PLOTTED BY DATE

ORIGINAL SURVEY PLOTTED BY DATE



SUPERELEVATION DIAGRAMS - LINE "S-9-A" REV.
 Scale: Horz. 1" = 50'-0"
 Vert. 1" = 0.50'

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

STRUCTURE DATA

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	63	75

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP.	LENGTH	SKEW	FLOW LINE				GAGES OR THICKNESS		VELOCITY	RIPRAP	PIPE END SECTION	REINF. STEEL	REMARKS			
									UP	DOWN	DOWN	STREAM	CONCRETE CLASS "A"	NO. BORROW FOR STR. BACKFILL						BACKFILL METHOD	STEEL	ALUM.
LINES "A" & "PR-A"																						
1A	706+75				12	A Pipe, Inlet H-5	94	4														
1	710+61				12	A Pipe, Inlet H-5	86	5														
2	714+20				8	D Pipe, Spring Box	100	9														
3	714+50				18	D Pipe	90	4	805.00	802.49										Pipe for Pond Spillway		
4	715+45				12	A Pipe, Inlet H-5	76	4														
5	719+05 LSR1				12	D Pipe	36	1	814.03	813.83												
6	721+00 to 724+00				18	D Pipe, Inlet G-7	296	4														
7	729+00				6	L Pipe	210													Replace existing field tile within R/W & Connect to Str *9		
8	729+50				6	L Pipe	226													Replace existing field tile within R/W & Connect to Str *9		
9	730+50				18	L Pipe	190													Replace existing field tile from Str 7&8 to R/W Line Requires 1" Inceaser G" to 18" 1'-6" to 18" tee 1'-18" x 12" Wye		
10	729+85 LSR2				15	D Pipe	46	2	801.98	800.81												
11	730+08				12	A Pipe, Inlet H-5	104	4														
12	729+45 LSR1				H1	Min Area - 7.45F	58	20	804.00	803.40	2.1											
13	730+16				G2	Min Area - 7.45F	216	20	803.40	802.40	2.1											
14	730+81 LSR2				H1	Min Area - 7.45F	52	20	802.40	800.81	2.1											
15	731+50 LSR2				15	D Pipe	52	3	802.23	800.81												
16	731+40				12	L Pipe	390													Replace existing field tile & connect to Str 9 Requires 1" Galv		
17	733+00 LSR1				15	D Pipe	40	1	806.00	804.54												
18	734+26				12	A Pipe, Inlet H-5	102	3														
19	738+01				12	A Pipe, Inlet H-5	102	2														
20	741+76				12	A Pipe, Inlet H-5	62	2												Decrease Inlet Depth 3"		
21	745+51				12	A Pipe, Inlet H-5	62	2												Decrease Inlet Depth 3"		
22	749+11				12	A Pipe, Inlet H-5	62	2												Decrease Inlet Depth 3"		
23	751+73				12	A Pipe, Inlet H-5	74	3														
24	754+20				66	A F.B.C.C.S./R.I. or R.C.	182	5	791.65	790.60	3.9											
25	754+42				12	A Pipe, Inlet H-5	94	4														
26	757+34				12	A Pipe, Inlet H-5	82	4														
27	760+26				12	A Pipe, Inlet H-5	66	2												Decrease inlet Depth 3"		
28	763+18				12	A Pipe, Inlet H-5	98	2														
29	764+20				6	F.B.C.C.S.	10													Intercept existing field tile and outlet into ditch		
30	764+70				6	F.B.C.C.S.	10													Intercept existing field tile and outlet into ditch		
31	766+10				12	A Pipe, Inlet H-5	88	3														
32	768+00				12	A Pipe, Inlet R-13	48	2														
33	768+04				12	A Pipe, Inlet H-5	86	4														
34	769+98				12	A Pipe, Special Inlet H-5	90	5														
35	771+92				12	A Pipe, Special Inlet H-5	88	5														
36	773+86				12	A Pipe, Special Inlet H-5	82	4														
37	775+80				12	A Pipe, Special Inlet H-5	84	5														
38	776+96				12	A Pipe, Special Inlet H-5	92	6														
39	777+18				6	F.B.C. Perf. C.S.	122													Plug right end, drain to left		
40	778+12				6	F.B.C. Perf. C.S.	122													Delineator post req'd Plug right end, drain to left Delineator post req'd		
41	778+34				12	A Pipe, Special Inlet H-5	100	4														
42	780+00				12	A Pipe, Special Inlet H-5	98	4														
43	780+84				12	A Pipe, Special Inlet H-5	96	4														
44	781+68				12	A Pipe, Special Inlet H-5	96	4														

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP.	LENGTH	SKEW	FLOW LINE				GAGES OR THICKNESS		VELOCITY	RIPRAP	PIPE END SECTION	REINF. STEEL	REMARKS			
									UP	DOWN	DOWN	STREAM	CONCRETE CLASS "A"	NO. BORROW FOR STR. BACKFILL						BACKFILL METHOD	STEEL	ALUM.
45	782+59				12	A Pipe, Special Inlet H-5	94	4														
46	783+85				12	A Pipe, Special Inlet H-5	86	6														
47	786+10				12	A Pipe, Special Inlet H-5	72	4														
48	788+35				12	A Pipe, Special Inlet H-5	72	4														
49	790+60				12	A Pipe, Special Inlet H-5	72	4														
50	792+50				G2	Min Area - 7.45F	182	30	799.81	796.60	2.1											
51	792+85				12	A Pipe, Special Inlet H-5	86	4														
52	795+10				12	A Pipe, Special Inlet H-5	86	6														
53	795+40				6	P Pipe	40													Intercept existing field tile and outlet into ditch, requires 1" Galv		
					6	F.B.C.C.S.	10															
54	791+35				12	A Pipe, Special Inlet H-5	94	4														
55	798+40				6	F.B.C.C.S.	10													Intercept existing field tile and outlet into ditch		
56	801+50				6	F.B.C.C.S.	10													Intercept existing field tile and outlet into ditch		
57	802+70				12	A Pipe, Inlet H-5	70	4														
58	803+90				12	A Pipe, Inlet H-5	70	2														
59	814+04				12	A Pipe, Inlet H-5	74	3														
60	817+37				12	A Pipe, Inlet H-5	76	4														
61	820+41				12	A Pipe, Inlet H-5	78	4														
62	821+00 LSR3				15	D Pipe	44	3	810.00	809.28												
63	823+45				12	A Pipe, Inlet H-5	78	4														
64	826+49				12	A Pipe, Inlet H-5	78	4														
65	829+53				12	A Pipe, Inlet H-5	82	4														
66	832+57				12	A Pipe, Inlet H-5	86	5														
67	835+00				15	D Pipe	20															
68	835+61				12	A Pipe, Inlet H-5	84	5														
69	838+65				12	A Pipe, Inlet H-5	90	5														
70	839+00				6	F.B.C.C.S.	10													Intercept existing field tile and outlet into ditch		
71	841+00				6	F.B.C.C.S.	10													Intercept existing field tile and outlet into ditch		
72	841+69				12	A Pipe, Inlet H-5	90	5														
73	844+60				92x65 91x58	G2 S.P.S.A. or RC.	312	55	799.30	798.54										Bury invert 2'-0" below FL.		
74	844+13				12	A Pipe, Inlet H-5	82	4														
75	846+03				12	A Pipe, Inlet H-5	92	5														
76	846+83				12	A Pipe, Inlet H-5	76	4														
77	847+63				12	A Pipe, Inlet H-5	80															

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

STRUCTURE DATA

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	64	75

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION GROUP SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE			CONCRETE CLASS "A"	"B" BORROW FOR STR. BACKFILL	BACKFILL METHOD	GAGES OR THICKNESS		VELOCITY	RIPRAP	PIPE END SECTION	REINF. STEEL	REMARKS	
									UP	DOWN	DOWN				STEEL	ALUM.						
									ELEV.	ELEV.	ELEV.				CU.YDS.	CU.YDS.						
85	864+25LR4				15	D Pipe	86	60	2	802.10	801.80											
86	865+10LSR4				H1	Min. Area = T45F	92	50	4	800.02	799.00	2.1										
87	865+54				G	F.B.C. Perf. C.S.	184															Plug left end, drain to right Delineator Post Req'd
88	866+20				G2	Min. Area = T45F	390			801.30	797.00	2.1										
89	866+76				G2	Min. Area = T45F	390			799.00	797.10	2.1										
90	867+32				G	F.B.C. Perf. C.S.	184															Plug right end, drain to left Delineator Post Req'd
91	873+67				12	A Pipe, Inlet H-5	178		5													
92	877+80				12	A Pipe, Inlet H-5	132		4													
93	879+10				12	A Pipe, Inlet H-5	132		4													
94	881+95				12	A Pipe, Special Inlet H-5	122		4													
95	882+48				G	F.B.C. Perf. C.S.	166															Plug left end, drain to right Delineator post req'd
96	884+58				G	F.B.C. Perf. C.S.	166															Plug left end, drain to right Delineator post req'd
97	887+00				12	A Pipe, Special Inlet H-5	128		4													
98	889+50				12	A Pipe, Special Inlet H-5	124		4													
99	890+30				78 72	A F.B.C.C.S. or R.C.	260	15	19	788.50	787.14											Bury invert 2'-0" below F.L.
100	892+00				12	A Pipe, Special Inlet H-5	96		4													
101	893+50				12	A Pipe, Special Inlet H-5	78		5													
102	895+00				12	A Pipe, Special Inlet H-5	138		4													
103	895+20				G	L Pipe	520															Replace existing field within RW
104	896+10				12	A Pipe, Special Inlet H-5	134		4													
105	896+97				12	A Pipe, Special Inlet H-5	130		4													
106	898+40				12	A Pipe, Special Inlet H-5	114		3													
107	898+50				12	A Pipe, Inlet R-13	76		4													
108	899+94				12	A Pipe, Special Inlet H-5	110		4													
109	901+26				12	A Pipe, Special Inlet H-5	106		5													
110	902+50																					Intercept existing field tile and connect to Str. 116, Requires 10'-6" Wyes
111	903+33				12	A Pipe, Inlet H-5	96		5													
112	905+65				12	A Pipe, Inlet H-5	92		4													
113	907+60																					Intercept existing field tile and connect to Str. 116, Requires 1'-6" Elbow
114	907+97				12	A Pipe, Inlet H-5	78		4													
115	910+29				12	A Pipe, Inlet H-5	84		5													
116	911+65				G	L Pipe	380															Replace existing field tile Requires 2'-6" Wyes
117	912+61				12	A Pipe, Inlet H-5	82		5													
118	913+41				12	A Pipe, Inlet H-5	90		5													
119	914+21				12	A Pipe, Inlet H-5	82		4													
120	916+60				12	A Pipe, Inlet H-5	102		4													
121	919+00				12	A Pipe, Inlet H-5	106		4													
122	923+00				12	A Pipe, Inlet H-5	140		4													
123	931+50				36	C Pipe	328	33		788.90	788.00											
124	931+85				G	F.B.C. Perf. C.S.	140															Plug right end, drain to left Delineator post req'd
125	932+40				53+34	Class V R.C. Pipe	54	20	7	788.00	787.10	2.4										Jacking req'd
126	933+51				G	F.B.C. Perf. C.S.	140															Plug left end, drain to right Delineator post req'd
127	940+35				144	Strutted S.P.S.	314	33		777.50	776.00											Bury invert 2'-0" below F.L.

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION GROUP SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE			CONCRETE CLASS "A"	"B" BORROW FOR STR. BACKFILL	BACKFILL METHOD	GAGES OR THICKNESS		VELOCITY	RIPRAP	PIPE END SECTION	REINF. STEEL	REMARKS	
									UP	DOWN	DOWN				STEEL	ALUM.						
									ELEV.	ELEV.	ELEV.				CU.YDS.	CU.YDS.						
128	942+00				12	A Pipe, Inlet H-5	174		4													
129	943+00				10	F.B.C.C.S.																Intercept existing field tile and outlet into ditch
130	944+00				24	D Pipe	40		2	784.08												
131	945+00				12	A Pipe, Inlet H-5	142		4													
132	948+00				12	A Pipe, Inlet H-5	122		4													
133	951+00				12	A Pipe, Inlet H-5	102		4													
134	952+13				12	A Pipe, Inlet H-5	100		6													
135	953+26				12	A Pipe, Inlet H-5	90		5													
136	954+06				12	A Pipe, Inlet H-5	96		6													
137	954+86				12	A Pipe, Inlet H-5	80		4													
138	955+00				24	D Pipe	86	50	5	788.80												
139	954+00				12	F.B.C.C.S.	10															Intercept existing field tile and outlet into ditch
140	957+00LSR7				15	D Pipe	44		3	793.73												
141	957+00				12	A Pipe, Inlet H-5	98		5													
142	958+00				8	F.B.C.C.S.	10															Intercept existing field tile and outlet into ditch
143	959+50				12	A Pipe, Inlet H-5	72		3													
144	962+00				12	A Pipe, Special Inlet H-5	94		4													
145	968+62				12	A Pipe, Special Inlet H-5	78		3													
146	970+62				12	A Pipe, Special Inlet H-5	98		4													
147	972+27				12	A Pipe, Special Inlet H-5	120		4													
148	973+98				12	A Pipe, Special Inlet H-5	168		4													
149	972+00 to 985+00LSR7				8	P Pipe	1360															Intercept existing field tile and connect to Str. 156 Requires 1' increaser 4' to 8' 1-8" elbow 21-8" x 4" wyes
150	975+69				12	A Pipe, Special Inlet H-5	88		4													
151	977+40				12	A Pipe, Special Inlet H-5	80		3													
152	979+11				12	A Pipe, Special Inlet H-5	80		3													
153	980+82				12	A Pipe, Special Inlet H-5	124		4													
154	982+53				12	A Pipe, Special Inlet H-5	82		3													
155	984+24				12	A Pipe, Special Inlet H-5	84		3													
156	985+00LSR7				8	P Pipe	130															Replace existing field tile and outlet into ditch
157	985+95				12	A Pipe, Special Inlet H-5	154		7													
158	987+56				12	A Pipe, Special Inlet H-5	118		4													
159	989+37				12	A Pipe, Special Inlet H-5	114		4													
160	991+08				12	A Pipe, Special Inlet H-5	108		4													
161	992+79				12	A Pipe, Special Inlet H-5	108		4													
162	994+50				12	A Pipe, Special Inlet H-5	108		4													
163	996+00LSR8				15	D Pipe	38		1													
164	995+75 to 997+00LSR8				G	P Pipe	125															Replace existing field tile Requires 2-18" elbows
165	996+21				12	A Pipe, Special Inlet H-5	108		4													
166	997+92				12	A Pipe, Special Inlet H-5	108		4													
167	999+63				12	A Pipe, Special Inlet H-5	126		3													
168	1001+34				12	A Pipe, Special Inlet H-5	108		4													

LEGEND FOR ABBREVIATION

F.B.C.C.S./R.I.--FULLY BITUMINOUS COATED CORRUGATED STEEL WITH PAVED INVERT.	F.B.C.S.A./R.I.--FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH WITH PAVED INVERT.
F.B.C.C.A.A./R.I.--FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY WITH PAVED INVERT.	F.B.C.C.A.A./R.I.--FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ARCH WITH PAVED INVERT.
F.B.C.C.S.--FULLY BITUMINOUS COATED CORRUGATED STEEL.	F.B.C.C.A.--FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH.
C.S.--CORRUGATED STEEL.	F.B.C.C.A.A.--FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ARCH.
C.A.A.--CORRUGATED ALUMINUM	C.S.A.--CORRUGATED STEEL ARCH.
S.P.S.--STRUCTURAL PLATE STEEL	C.A.A.--CORRUGATED ALUMINUM ARCH.
	S.P.S.A.--STRUCTURAL PLATE STEEL ARCH

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

STRUCTURE DATA

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	65	75

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE				GAGES OR THICKNESS		VELOCITY	REINFORCING STEEL	REMARKS		
									COVER	UP STREAM	DOWN STREAM	CONCRETE CLASS "A"	"B" BORROW FOR STR. BACKFILL	METHOD				STEEL	ALUM.
169	1003+05				12	A Pipe, Special Inlet H-5	108	4											
170	1004+76				12	A Pipe, Special Inlet H-5	108	4											
171	1002+10 to 1011+00LSRB				18	P Pipe	890										Replace existing field tile Requires 2-18" Elbows		
172	1006+00LSRB				10 1/2	P Pipe	48	4	784.26										
173	1006+47				12	A Pipe, Special Inlet H-5	106	4											
174	1008+93				12	A Pipe, Inlet H-5	126	4											
175	1009+20				12	A Pipe, Inlet R-13	80	5											
176	1010+10				58x36 53x34	G2 F.B.C.S.A./P.I. or R.C.	272	35	10	779.99	778.46	2.4							
177	1011+49				12	A Pipe, Inlet H-5	104	4											
178	1011+50LSRB				15	D Pipe	54	5	782.40										
179	1014+05				12	A Pipe, Inlet H-5	108	4											
180	1005+60 to 1018+60				10	F.B.C.C.S.	10										Intercept existing field tile and outlet into ditch. Requires 1-10" tee 1-increaser 5" to 10" 1-increaser 4" to 10" 2-10" elbows 5-10"x4" wyes 2-10"x6" wyes 1-10"x8" wyes		
181	1016+61				12	A Pipe, Inlet H-5	108	4											
182	1019+17				12	A Pipe, Inlet H-5	106	4											
183	1021+50LSRB				15	D Pipe	50	5	782.90										
184	1021+73				12	A Pipe, Inlet H-5	78	4											
185	1024+29				12	A Pipe, Inlet H-5	108	4											
186	1026+85				12	A Pipe, Inlet H-5	88	5											
187	1028+05				156	Strutted S.P.S.	256	20	5	771.80	771.70						Bury invert 2'-0" below F.L.		
188	1027+30 to 1031+10				24	P Pipe	370										Intercept existing field tile and outlet into Cochoit Drain Requires 1-increaser 18" to 24" 1-24" elbow 1-24"x12" wye 2-24"x6" wyes		
189	1029+00				12	A Pipe, Inlet H-5	112	4											
190	1030+11				12	A Pipe, Inlet H-5	100	4											
191	1031+00				12	A Pipe, Inlet H-5	110	4											
192	1032+06				12	A Pipe, Inlet H-5	102	4											
193	1034+48				12	A Pipe, Inlet H-5	98	4											
194	1036+50				10	F.B.C.C.S.	10										Intercept existing field tile and outlet into ditch		
195	1036+90				12	A Pipe, Inlet H-5	82	4											
196	1039+32				12	A Pipe, Inlet H-5	80	4											
197	1041+14				12	A Pipe, Inlet H-5	82	4											
198	1044+16				12	A Pipe, Inlet H-5	70	3											
199	1046+58				12	A Pipe, Inlet H-5	80	4											
200	1049+00				12	A Pipe, Inlet H-5	62	2									Decrease Inlet Depth 3"		

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE				GAGES OR THICKNESS		VELOCITY	REINFORCING STEEL	REMARKS		
									COVER	UP STREAM	DOWN STREAM	CONCRETE CLASS "A"	"B" BORROW FOR STR. BACKFILL	METHOD				STEEL	ALUM.
	Field tile to be removed and backfilled with 8' borrow shoulder to shoulder (8' or larger pipe)																		
1GA	731+40				12														
99A	891+10				18														
129A	943+60				10														
139A	951+60				12														
142A	957+00				8														
149A	974+30				8														
156A	987+25				10														
164A	990+60				8														
171A	1002+10				8														
171B	1008+60				16														
171C	1010+02				16														
188A	1029+53				12														
188B	1030+09				18														
194A	1034+35				10														
206A	6+80 "NWR Tillman Rd				18														
208A	10+30 "SER" Tillman Rd				18														

LEGEND FOR ABBREVIATION

F.B.C.C.S./R.I.--FULLY BITUMINOUS COATED CORRUGATED STEEL WITH PAVED INVERT.	F.B.C.S.A./R.I.--FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH WITH PAVED INVERT.
F.B.C.C.A.A./R.I.--FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY WITH PAVED INVERT.	F.B.C.C.A.A./R.I.--FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ARCH WITH PAVED INVERT.
F.B.C.C.S.--FULLY BITUMINOUS COATED CORRUGATED STEEL.	F.B.C.C.A.--FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH.
C.S.--CORRUGATED STEEL.	F.B.C.C.A.A.--FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ARCH.
C.A.A.--CORRUGATED ALUMINUM	C.S.A.--CORRUGATED STEEL ARCH.
S.P.S.--STRUCTURAL PLATE STEEL	C.A.A.--CORRUGATED ALUMINUM ARCH.
	S.P.S.A.--STRUCTURAL PLATE STEEL ARCH.

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

STRUCTURE DATA

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-170-1(3)	1985	66	75

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE			GAGES OR THICKNESS	VELOCITY	RIPRAP (18")	PIPE END SECTION	REINF. STEEL	AGGREGATE (BASE #63)	REMARKS
									UP	DOWN	STREAM							
									ELEV.	ELEV.	CU.YDS.							
181	996 + 21				12	MODIFIED INLET H-5 PIPE	108	4	794.59	792.09	781.26	A	0.064	7.8	1			
182	997 + 92				12	MODIFIED INLET H-5 PIPE	108	4	794.21	791.71	780.92	A	0.064	7.8	1			
183	999 + 63				12	MODIFIED INLET H-5 PIPE	126	3	793.82	791.32	784.61	A	0.064	5.7	1			
184	1001 + 34				12	MODIFIED INLET H-5 PIPE	108	4	793.44	790.94	780.23	A	0.064	7.7	1			
185	1003 + 05				12	MODIFIED INLET H-5 PIPE	108	4	793.06	790.56	779.89	A	0.064	7.7	1			
186	1004 + 76				12	MODIFIED INLET H-5 PIPE	108	4	792.67	790.17	779.55	A	0.064	7.7	1			
187	1002+10 to 1011 + 00 (LSR 8)				18	DRAIN TILE STD. CLASS	930											REPLACE EXISTING FIELD TILE REQUIRES 2-18" ELBOWS
188	1006 + 00 (LSR 8)				15	D PIPE	48	4	784.26			B	0.064	0.060	6.4	2		
189	1006 + 47				12	MODIFIED INLET H-5 PIPE	106	4	792.29	789.79	779.21	A	0.064	7.8	1			
190	1008 + 93				12	INLET H-5 PIPE	126	4	791.83	789.33	780.29	A	0.064	6.6	1			
191	1009 + 20				12	INLET R-13 PIPE	80	5	791.49	788.43	780.19	A	0.064	7.9	1			
192	1010 + 10				58 x 36 G2 53 x 34	F.B.C.S.A./P.I. OR R.C.	272	35	779.99	778.46	778.46	A	0.064	4.9				
193	1011 + 49				12	INLET H-5 PIPE	104	4	791.26	788.76	778.28	A	0.064	7.8	1			
194	1011 + 50 (LSR 8)				15	D PIPE	54	5	782.40			B	0.064	0.060	5.8	2		
195	1014 + 05				12	INLET H-5 PIPE	108	4	790.68	788.17	777.77	A	0.064	7.6	1			
196	1005+60 to 1018 + 60				10	F.B.C.C.S.	10					B	0.052					INTERCEPT EXISTING FIELD TILE & OUTLET INTO DITCH REQUIRES 1-10" TEE, 1-INCREASER 5" TO 10", 1-INCREASER 4" TO 10", 2-10" ELBOWS, 5-10" x 4" WYES, 2-10" x 6" WYES, 1-10" x 8" WYES
197	1016 + 61				12	INLET H-5 PIPE	108	4	790.11	787.61	777.26	A	0.064	7.6	1			
198	1019 + 17				12	INLET H-5 PIPE	106	4	789.54	787.04	776.75	A	0.064	7.7	1			
199	1021 + 50 (LSR 8)				15	D PIPE	50	5	782.90			B	0.064	0.060	7.3	2		
200	1021 + 73				12	INLET H-5 PIPE	78	4	788.96	786.46	782.31	A	0.064	5.7	1			
201	1024 + 29				12	INLET H-5 PIPE	108	4	788.39	785.89	775.72	A	0.064	7.5	1			
202	1026 + 85				12	INLET H-5 PIPE	88	5	787.82	785.82	779.22	A	0.064	6.7	1			
203	1028 + 05				156	STRUTTED S.P.S.	256	20	771.80	771.70		A	0.064	8.1	166	56		BURY INVERT 2'-0" BELOW FL. 6"x 2" CORRUGATION
204	1027+30 to 1031 + 10				24	DRAIN TILE STD. CLASS	370					B						INTERCEPT EXISTING FIELD TILE & OUTLET COCHOIT DRAIN. REQUIRES 1-INCREASER 18" TO 24", 1- 24" ELBOW, 1- 24"x12" WYE, 2-24"x6" WYES.
205	1029 + 00				12	INLET H-5 PIPE	112	4	787.39	784.89	773.20	A	0.064	7.9	1			
206	1030 + 11				12	INLET H-5 PIPE	100	4	787.32	784.82	775.62	A	0.064	7.5	1			
207	1031 + 00				12	INLET H-5 PIPE	110	4	787.36	784.86	773.60	A	0.064	7.9	1			
208	1032 + 06				12	INLET H-5 PIPE	102	4	787.52	785.02	776.01	A	0.064	7.3	1			

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE			GAGES OR THICKNESS	VELOCITY	RIPRAP (18")	PIPE END SECTION	REINF. STEEL	AGGREGATE (BASE #63)	REMARKS
									UP	DOWN	STREAM							
									ELEV.	ELEV.	CU.YDS.							
209	1034 + 48				12	INLET H-5 PIPE	98	4	788.01	785.51	776.50	A	0.064	7.5	1			
210	1035 + 30				12	DRAIN TILE STD	820											
210B	1036 + 85				12	L PIPE	250											
211	1036 + 90				12	INLET H-5 PIPE	82	4	788.49	785.99	781.32	A	0.064	5.9	1			
212	1039 + 32				12	INLET H-5 PIPE	80	4	788.97	786.47	782.16	A	0.064	5.7	1			
213	1041 + 74				12	INLET H-5 PIPE	82	4	789.46	786.96	782.55	A	0.064	5.7	1			
214	1044 + 16				12	INLET H-5 PIPE	70	3	789.94	787.44	784.40	A	0.064	5.1	1			
215	1046 + 58				12	INLET H-5 PIPE	80	4	790.43	787.93	785.26	A	0.064	4.5	1			
216	1049 + 00				12	INLET H-5 PIPE	62	2	788.66	788.45		A	0.064	1.3	1			DECREASE INLET DEPTH 3"
FIELD TILE TO BE REMOVED AND BACKFILLED WITH "B" BORROW SHOULDER TO SHOULDER (8" OR LARGER PIPE)																		
27A	731 + 40				12							A						
113A	891 + 10				18							A						
145A	943 + 60				10							A						
155A	951 + 60				12							A						
158A	957 + 00				8							A						
165A	974 + 30				8							A						
172A	987 + 25				10							A						
180A	996 + 60				8							A						
187A	1002 + 10				8							A						
187B	1008 + 60				16							A						
187C	1010 + 02				16							A						
204A	1029 + 53				12							A						
204B	1030 + 09				18							A						
210A	1034 + 35				12							A						
210C	1036 + 65				12							A						
222A	6+80 NWR				18							A						
224A	10+30 SER				18							A						

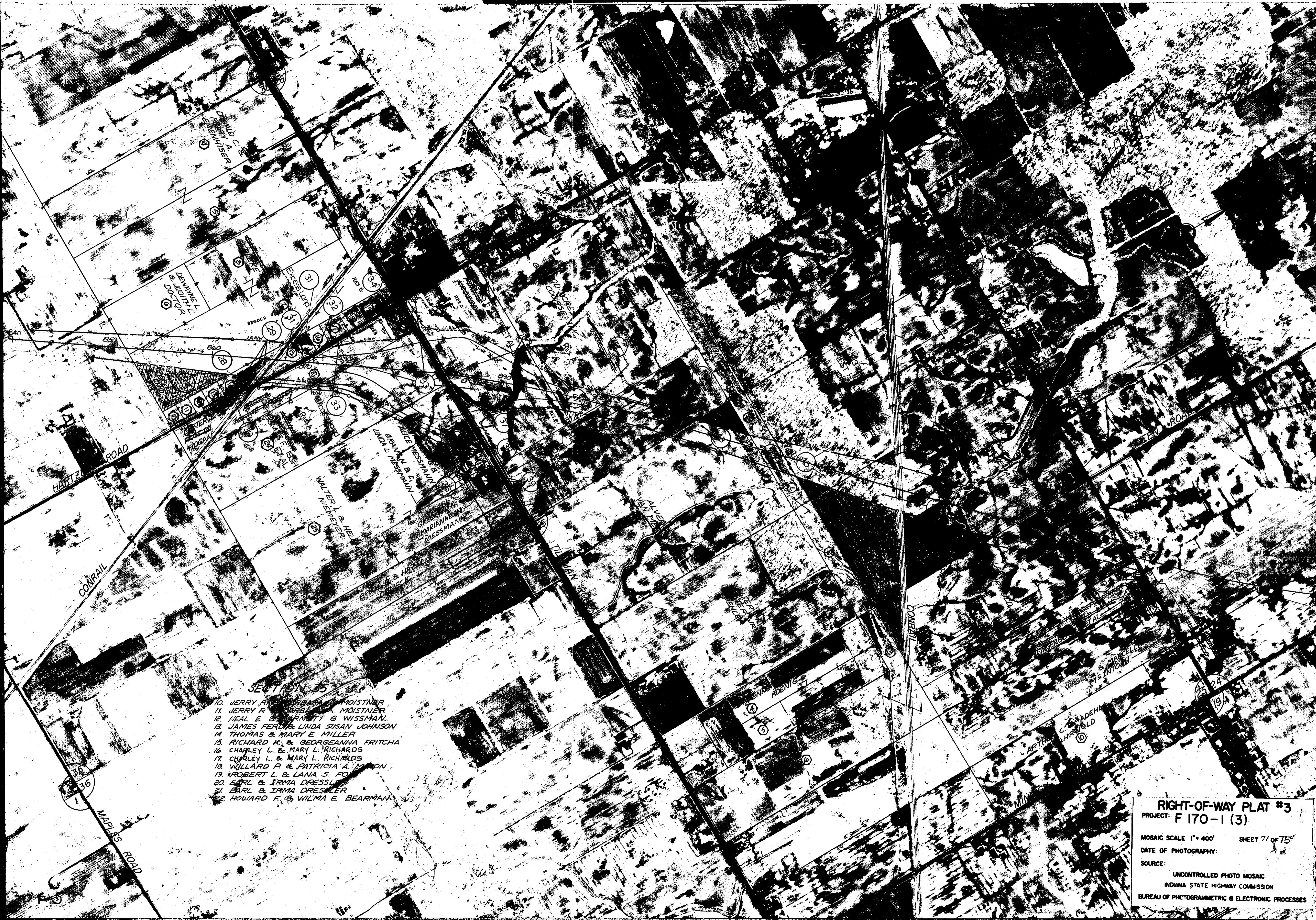
LEGEND FOR ABBREVIATION

F.B.C.C.S./P.I.-----FULLY BITUMINOUS COATED CORRUGATED STEEL WITH PAVED INVERT.	F.B.C.S.A./P.I.-----FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH WITH PAVED INVERT.
F.B.C.C.A.A./P.I.-----FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY WITH PAVED INVERT.	F.B.C.C.A.A./P.I.-----FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ARCH WITH PAVED INVERT.
F.B.C.C.S.-----FULLY BITUMINOUS COATED CORRUGATED STEEL.	F.B.C.C.A.-----FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH.
C.S.-----CORRUGATED STEEL.	F.B.C.C.A.A.-----FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ARCH.
C.A.A.-----CORRUGATED ALUMINUM	C.S.A.-----CORRUGATED STEEL ARCH.
S.P.S.-----STRUCTURAL PLATE STEEL	C.A.A.-----CORRUGATED ALUMINUM ARCH.
	S.P.S.A.-----STRUCTURAL PLATE STEEL ARCH.

BEGIN PROJECT F-170-1 (3)
STA 706+00 LINE "A"

RIGHT-OF-WAY PLAT #3
PROJECT: F 170-1 (3)
MOSAIC SCALE 1" = 400' SHEET 69 OF 75
DATE OF PHOTOGRAPHY:
SOURCE:
UNCONTROLLED PHOTO MOSAIC
INDIANA STATE HIGHWAY COMMISSION
BUREAU OF PHOTOGRAMMETRIC & ELECTRONIC PROCESSES





- SECTION 35**
- 10. JERRY R. & BARBARA A. MOISTNER
 - 11. JERRY R. & BARBARA A. MOISTNER
 - 12. NEAL E. & BARNETT G. WISSMAN
 - 13. JAMES FERD. & LINDA SUSAN JOHNSON
 - 14. THOMAS & MARY E. MILLER
 - 15. RICHARD K. & GEORGEANNA FRITCHA
 - 16. CHARLEY L. & MARY L. RICHARDS
 - 17. CHARLEY L. & MARY L. RICHARDS
 - 18. WILLARD R. & PATRICIA A. MANN
 - 19. ROBERT L. & LANA S. FO
 - 20. EARL & IRMA DRESSLER
 - 21. EARL & IRMA DRESSLER
 - 22. HOWARD F. & WILMA E. BEARMAN

RIGHT-OF-WAY PLAT #3
 PROJECT: F 170-1 (3)
 MOSAIC SCALE 1" = 400' SHEET 71 of 75'
 DATE OF PHOTOGRAPHY:
 SOURCE:
 UNCONTROLLED PHOTO MOSAIC
 INDIANA STATE HIGHWAY COMMISSION
 BUREAU OF PHOTOGRAMMETRIC & ELECTRONIC PROCESSES

