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SHEET NO.	STD. REINF. CONC. CULV SLAB TOP TYPE UNDER FILL 1'-0" TO 5'-0" (10'-0" TO 20'-0" SPAN)
SHEET NO.	STD. REINF. CONC. CULVSLAB AND GIRDER WITHOUT FILL (20'-0" SPAN)
SHEET NO.	STD. REINF. CONC. CULVSLAB TOP TYPE WITHOUT FILL (10'-0" TO 20'-0" SPAN) 15° SKEW.
SHEET NO.	STD. REINF. CONC. CULV SLAB TOP TYPE UNDER FILL 1'-0" TO 5'-0" (10'-0" TO 20'-0" SPAN) 15° SKEW.
SHEET NO.	STD. REINF. CONC. CULVSLAB FOP TYPE WITHOUT FILL (10'-0" TO 20'-0" SPAN) 30° SKEW.
SHEET NO.	STD. REINF. CONC. CULV SEAB TOP TYPE UNDER FILD 1'-0" TO 5'-0" (10'-0" TO 20'-0" SPAN) 30° SKEW.
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SHEET NO. 64-65	STD. DETOUR SIGNS. SHT I REV. 211-54, SHT 2 REV 11-12-58
SHEET NO. 66-170	CROSS SECTIONS.

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SHEET NO.	j. n. 3 . mi	STANDAR	D 10" R	MP SEC	TION (REV.	4-23-59)				
SHEET NO.	3A-6	TYPICAL	CROSS	SECTION	NS		1. A.			
SHEET NO.	18-27	PLAN AN	ID PROF	FILE			2000 1000 1000			
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SHEET NO.	54	PLAT NO	P.I FOR	DESIGN	DEPARTMI					
SHEET NO.	55	PLAT NO	2 FOR	RIGHT -C	DF - WAY DEI	PARTMENT				1 Constraints of the second s

ALL OF THE ABOVE REQ'D ROAD STANDARDS APPROVED BY B. P.R. - 126-60 EXCEPT AS NOTED BELOW

	and the second se	A STATE OF A		
SHEET NO.	DESIGNATION	MPPDOVED BP.R.	DATE ADOPTED (A) or latest Revision	
8 56	Std Pavement Joints Sheet A Misc. Standards SHEET A	None	R 7-11-60 R 7-11-60	
 64	and the second s		R 1-11-60	

DESIGN DATA

A.D.T.- 1958

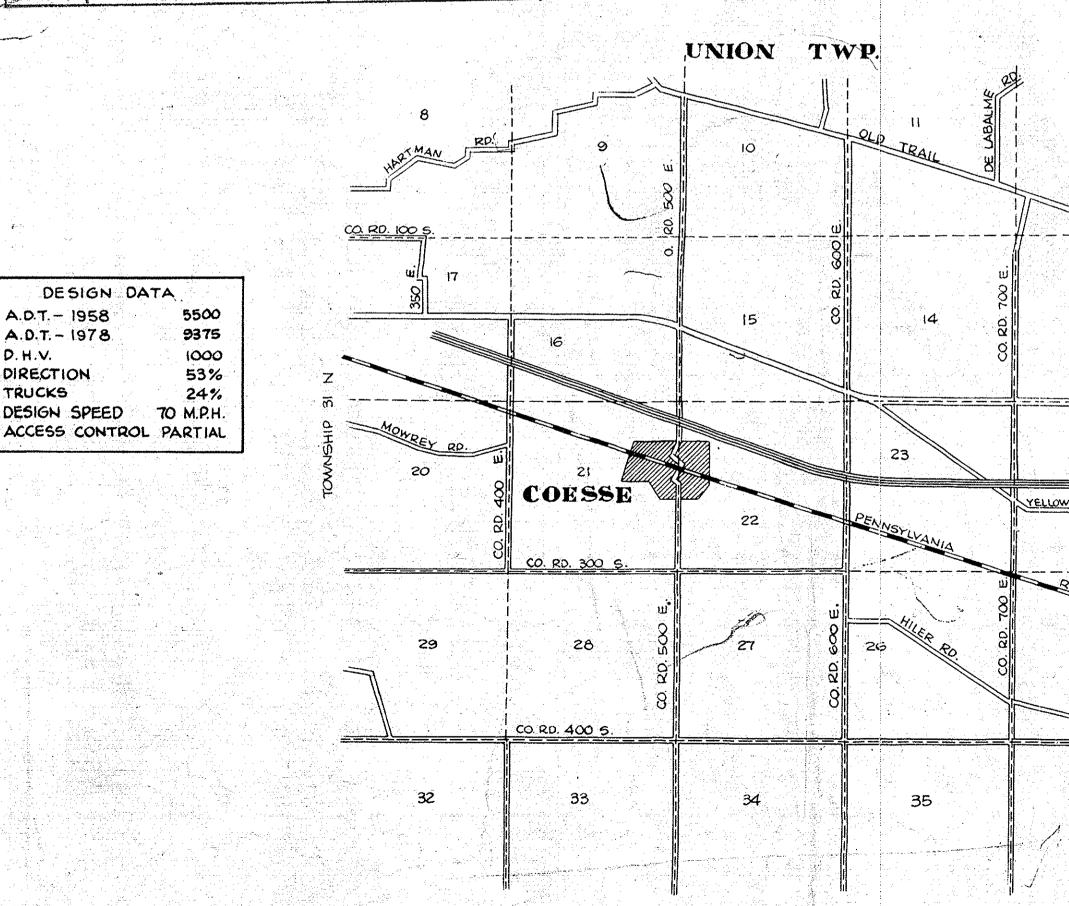
A.D.T. - 1978

DESIGN SPEED

DIRECTION

D.H.V.

TRUCKS



STATE HIGHWAY COMMISSION OF INDIANA. STANDARD SPECIFICATIONS DATED 1957 TO BE USED WITH THESE PLANS.

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STATE OF INDIANA **STATE HIGHWAY COMMISSION**

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY F. PROJECT NO. 870 (13) R/W (13) CONST. **UMBIA CITY-FORT WAYNE RD.**

BEGINNING AT A POINT APPROXIMATELY 507 FT. EAST OF THE WEST LINE OF SEC. 22, T 31 N, R 11 E, ALLEN COUNTY, AND APPROXIMATELY 78 FT. NORTH OF THE 1/4 SEC. LINE OF SAID SEC. 22; AND RUNNING IN AN EASTERLY DIRECTION A DISTANCE OF 25,650 FT. TO A POINT APPROXIMATELY 534 FT. EAST OF THE WEST LINE OF SEC. 21, T 31 N, R 12 E ALLEN COUNTY, AND APPROXIMATELY 74 FT. NORTH OF THE 1/4 SEC. LINE OF SAID SEC. 21

> GROSS LENGTH:- 4.857 MI. NET LENGTH:- 4.776 MI. SCALES:-LONG:- 1"=100" \HORIZ:-1"=100'

(TRANS:-1"=100' PROFILE { PLAN VERT:- 1"=10'

:9

16

R-10-E R-11-E

WHITLI ALLEN

13

24

25

36

بوها كالمهويك إسارك فتكر كالتكاب

RIVER RD

LEESBURG

18

UNDER SEPARATE MAX. GRADE +1.21 % CONTRACT F-PROJ. 870(14) STRUCTURE NO. 1 EXCEPTION STA. 865+80 TO STA. 870+10 SEPARATE CONTRACT STRUCTURE TO BE BUILT UNDER SEPARATE CONTRACT STA.865+80 STA. 870+10 R-11-E R-12-E LAKE TWP. 10 12 15. 18 -13 BEGINNING OF F-PROJ. 870(13) STA. 770+00.0 SEEGAK DRAIN

20 19 F-PROJ. 870(12) 23 19 EESBURG ARD. PL 30 29 28 27 26 25 30 ARCOLA ARCOLA RD. RIVER 32 33 35

SCALE 1" = 3000'

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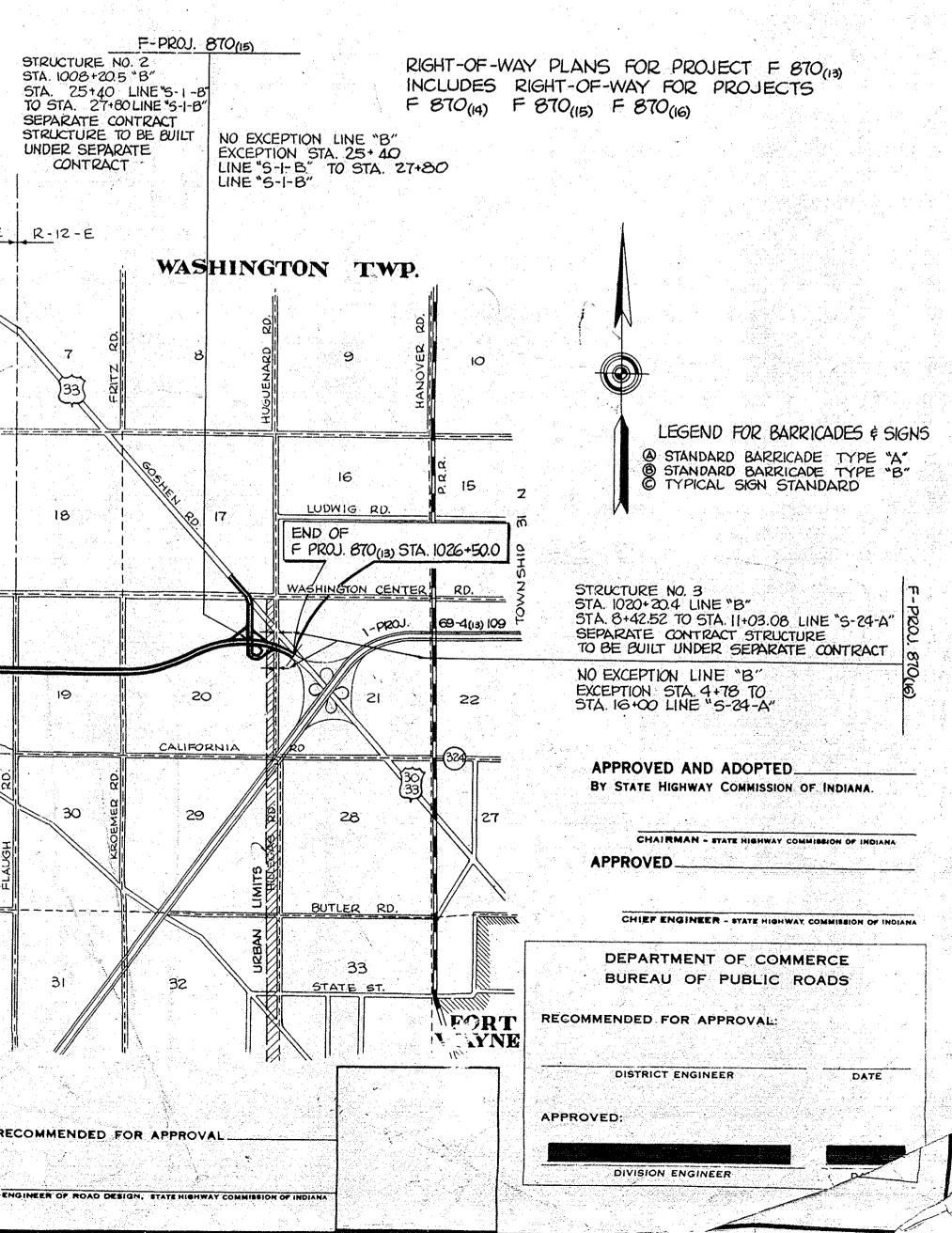
RECOMMENDED FOR APPROVAL

YEAR NO. IND. 870(13) CODE 0193

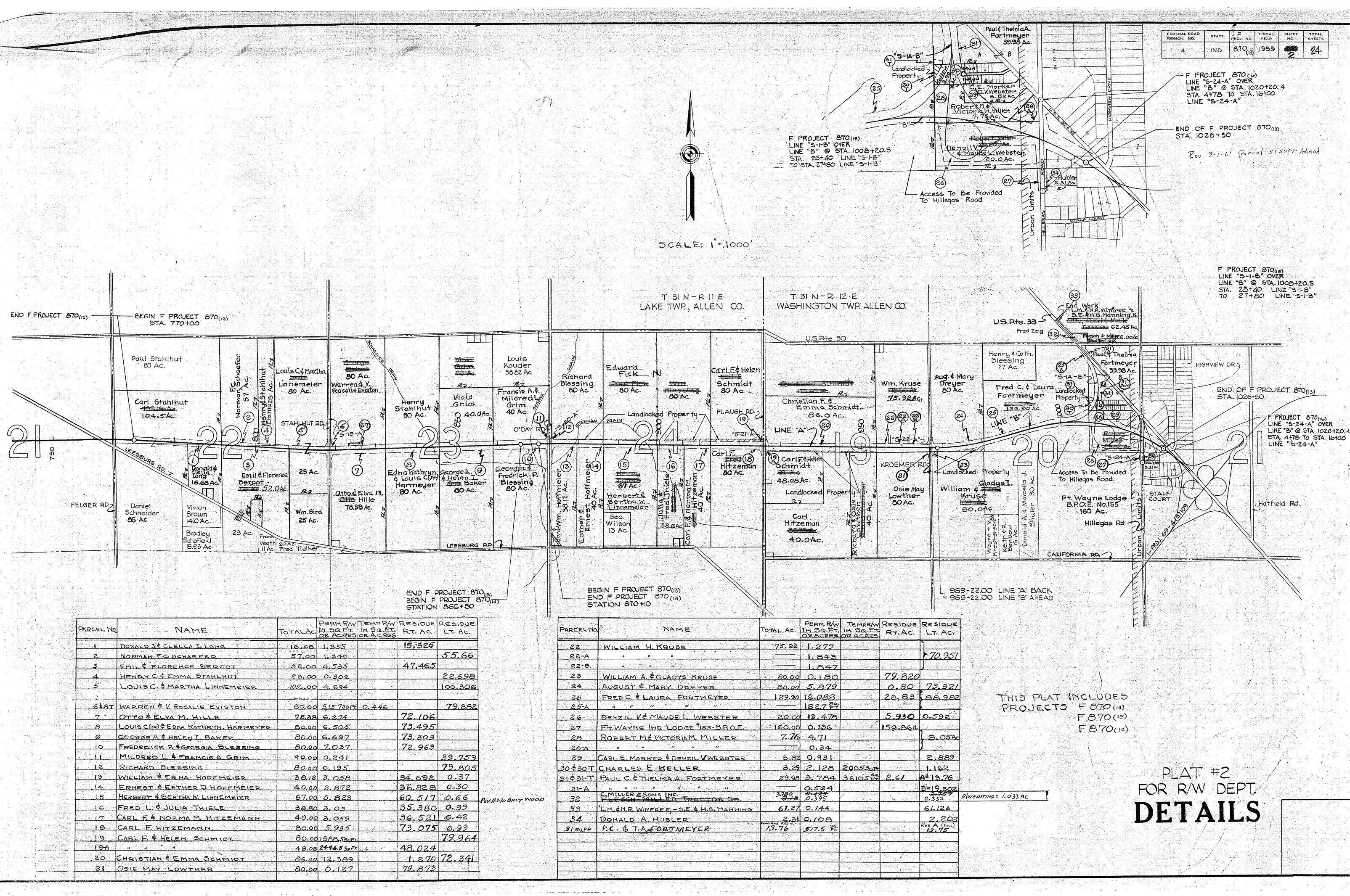
THESE PLANS PREPARED BY PACE ASSOCIATES

PLANNERS -ARCHITECTS - CONSULTING ENGINEERS

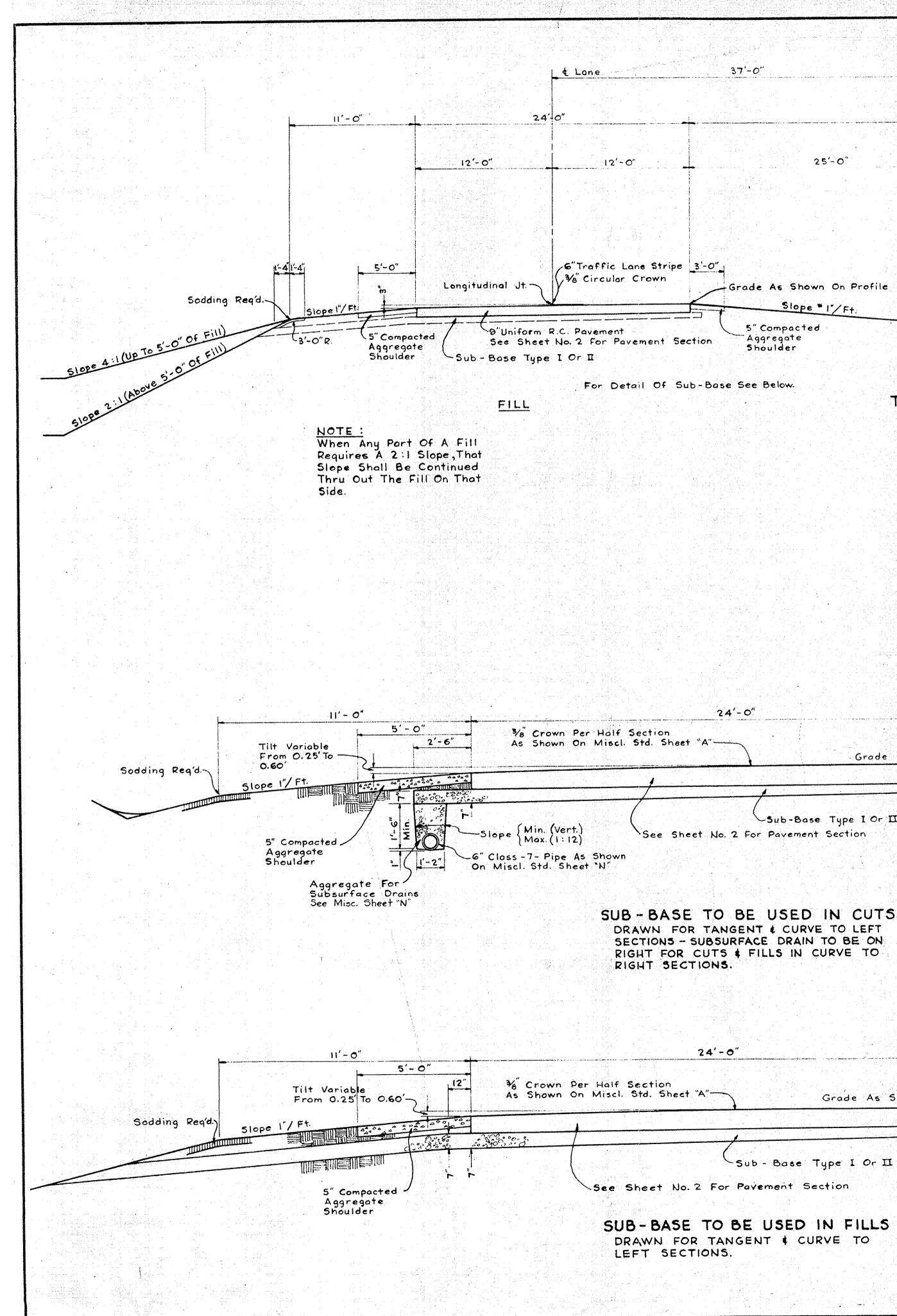
Date	Sheet No.		Rev	lsion	
2.5.60	26,51	RIW Revi	ised		
8-22-60	11541543	Structure)	No. 29,	5ta 844-12	
9-7-60	1,10,41,43	<i>u</i>	No. 15-A	Added to Plans	
9-15-60	11,41,43,85		No. 29	Sta. 844+12	·



- And a start



PARCEL NO	NAME	TOTALAC.	PERM R/W In SQLET, OR ACRES	TEMPR/W IN SQ.FT. OR ACRES	RESIDUE RT. AC.	RESIDUE LT. AC.
	DONALD J. & CLELLA I. LONG.	16.68	1.355		15,325	
2	NORMAN FC SCHAEFER	57.00	1.340			55.66
3	EMIL & FLORENCE BERCOT	52.00	4.535		47.465	
4	HENRY C. & EMMA STANLHUT	23.00	0.302			22.698
5	LOUISC. & MARTHA LINNEMEIER	105:00	4,694			100.306
6 <u></u> 6	WARREN & V. ROSALIE EVISTON	80.00	5,15730Fi:	0.446		79.882
7	OTTO É ELVA M. HILLE	78.38	6.2.74		72.106	
8	LOUIS C(JR) E EDNA KATHRYN HARMEYER	80.00	6.505		73.495	
9	GEORGE A & HELEH I. BAKER	80.00	6.697		73.303	
	FREDERICK P. & GEORGIA BLESSING	80,00	7.037		72.963	
	MILPRED L. & FRANCIS A. GRIM	40,00	0.241			39.759
12	RICHARD BLESSING	80,00	0.195			79,805
]3	WILLIAM & ERNA HOFFMELER	38.12	3.058		34.692	0.37
.14	ERHEST & ESTHER D. HOFFMEIER.	40.00	2.872		36.828	0.30
15	HERBERT & BERTHA W. LINNEMEIER	67.00	5.823		60.517	0.66
16	FRED L. & JULIA THIELE	38,80	3.03		35.380	0.39
. 17	CARL E & NORMA M. HITZEMANN	40.00	3.059		36.521	0.42
<u> </u>	CARL E. HITZEMANN.	80.00	5.935		73.075	0.99
.19	CARL F. & HELEN SCHMIDT	80.00	1588.550FT			79.964
19A	u	4 8.08	2446.5 Sq FT	24-4	48.024	
- 20	CHRISTIAN & EMMA SCHMIDT	86.00	12.389		1.270	72.341
51	OSIE MAY LOWTHER	80.00	0.127		79.873	



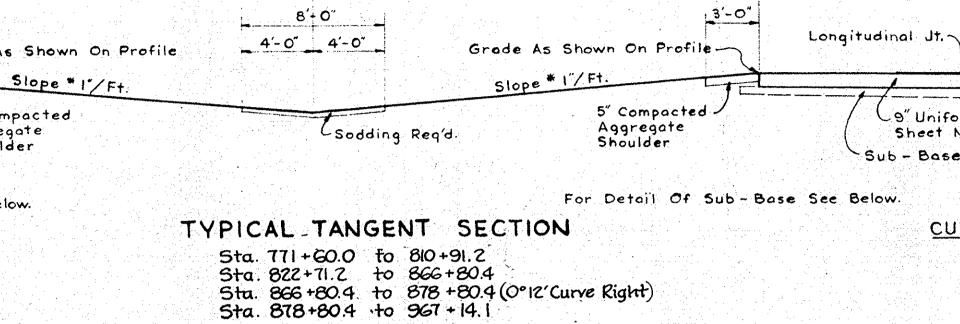
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12" Grade As Shown On Profile --Sub - Base Type I Or II 5" Compacted Aggregate Shoulder

3'-0"

12" Grade As Shown On Profile--Sub-Base Type I Or II 5" Compacted Aggregate Shoulder

3'-0"



25'-0"

Survey & Line "A"

* 3/4 Per Ft. Min. 1/4" Per Ft. Max. For Special

Center Ditch Grade

5040"

25'-0"

37'-0"

-----9" Uniform R.C. Pavement, See Sheet No. 2 For Pavement Section

4 Lane

12'-0"

G" Traffic Lone Stripe

3/8 Circular Crown

24'0"

12'-0"

Sub-Base Type I Or II

CUT

APPROVED CHIEF ENGINEER - STATE HIGHWAY DEPARTMENT OF INCOANA

IRMAN STATE HIGHWAY DEPARTMENT OF INDIANA

		FEDERAL ROAD REGION NO	STATE	F PRCJ NO	FISCAL	SHE!	TOTAL SHEETS
		4	IND	870(i3)	1959	38	24
andra Maria Maria Maria Maria Maria Maria Maria Maria Maria Maria							Salara anna 1995 ann 19
11'-0"	- 0 *						
				C D	identi (
		Slope Var Point 3'- Cut 5'-0"	O From	n 87 R	ight -0	f - Way	
			,0 10				
				a a de <u>1</u> Notae Alfante de sea			
"Compacted	Sodding Req'd. Slope 3"/Ft. 3'-0"R. Slope Slope			over		5'-0" R.	
Aggregate Shoulder			10-0	Y _	1		
<u>'-0") 1'-4 1'-4</u>		Cut O				5'-0" R.	
in μ	-Sodding Req'd. -Slope 3"/Ft.	2:11For Cut		0" + Und	er) (5'-0" R.	n ann an Airtean Anns an Airtean Airtean Anns an Airtean
Slope 1"/Ft) (3'-0"R. 510PE	A:1 (For Cut	07 -				
3'-0" R.	STOPE						

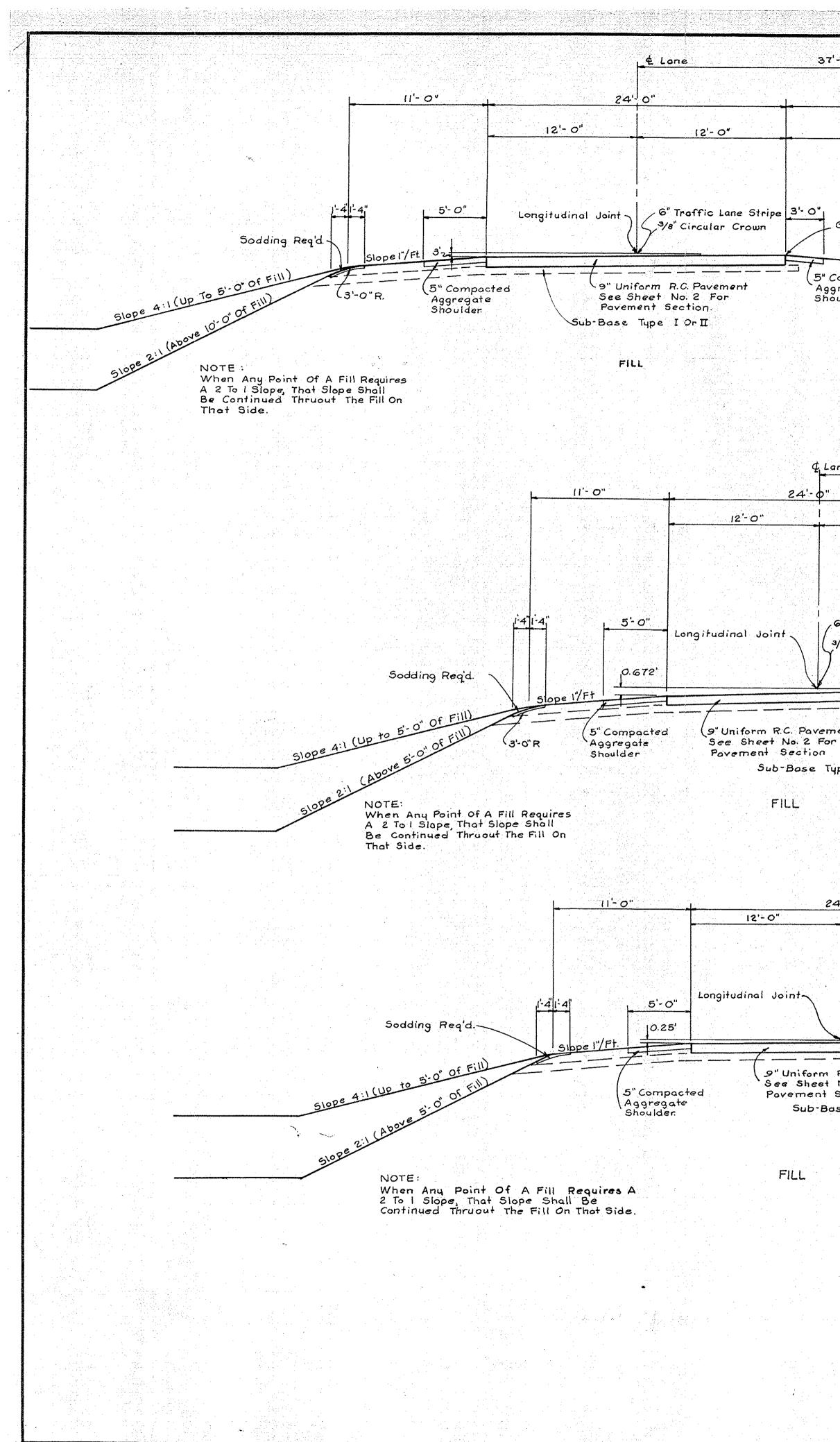
NOTE : Cut To Be Difference In Elevation Between Ditch Line And Original Ground Line At A Point 3'-O" From 87' Right-Of-Way Line.

TYPICAL CROSS SECTIONS

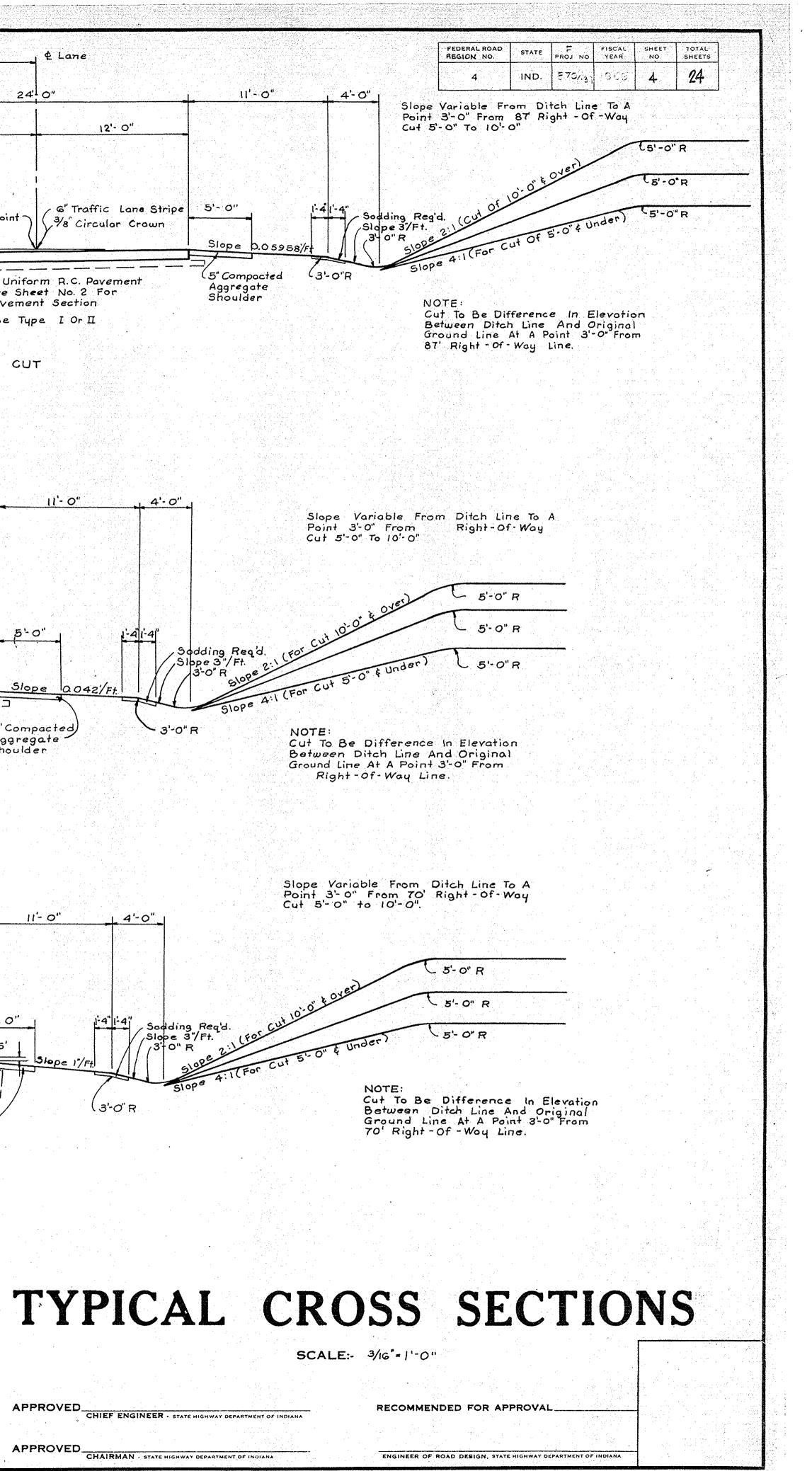
SCALE:- 3/8" = 1'-0" 3/16" = 1'-0"

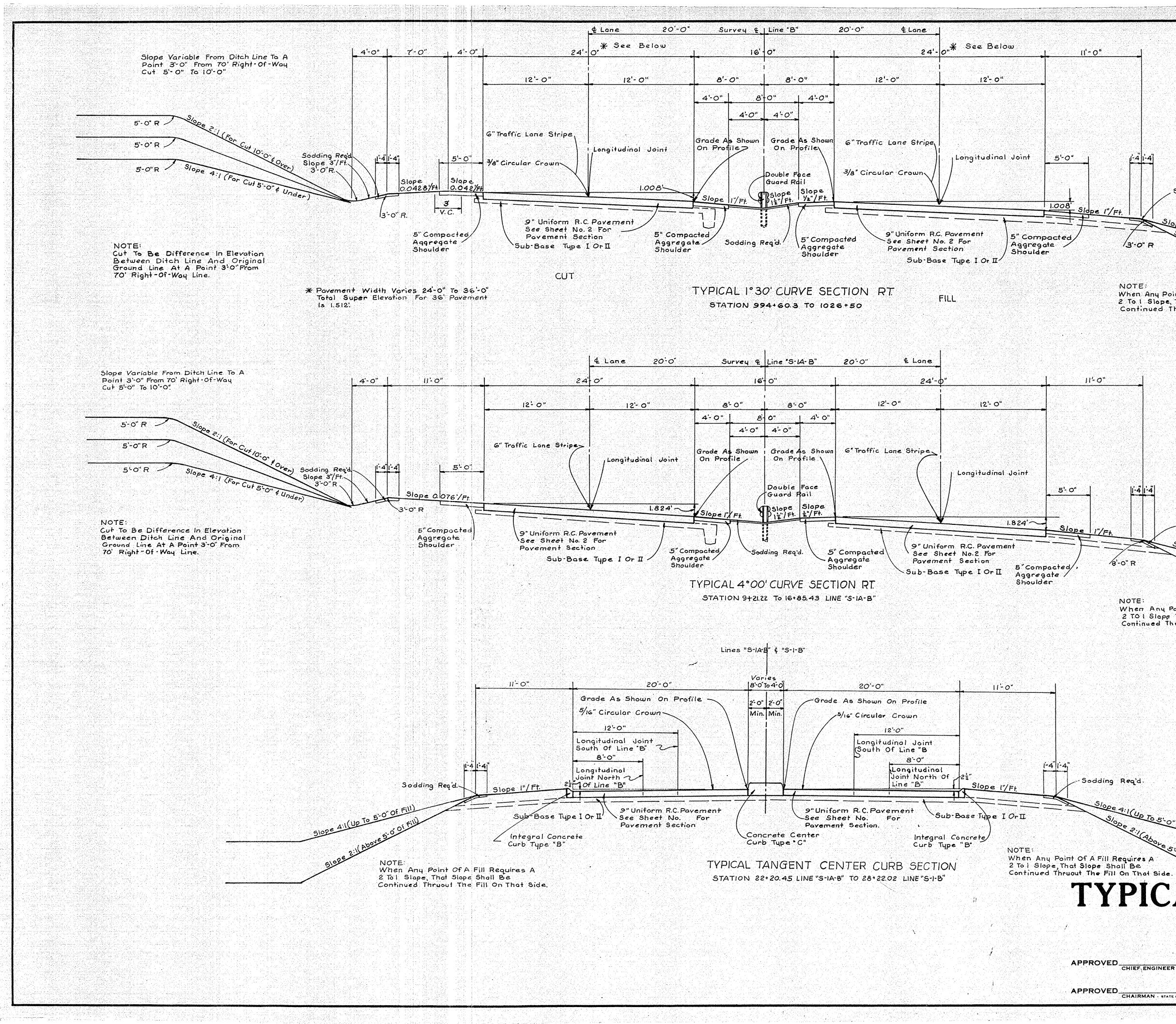
RECOMMENDED FOR APPROVAL

ENGINEER OF ROAD DESIGN, STATE HIGHWAY DEPARTMENT OF INDIANA

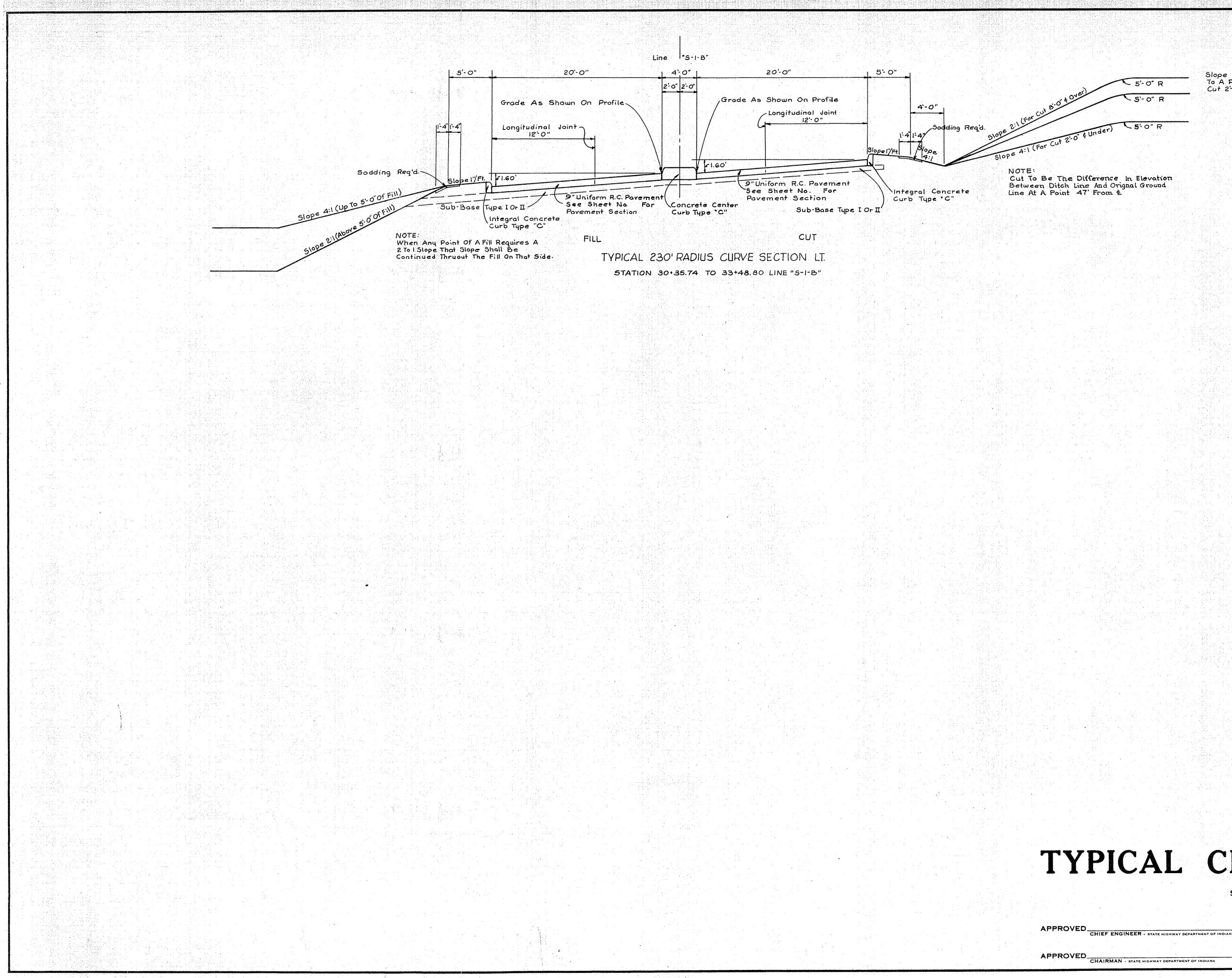


	Survey & Line "A"	37'- 0"		t Lane
50	o .			24 0"
25'- 0"		25'-0"	12; 0	o" 12'- O
8	*3/4" Per Ft. Min. 1'/4" Per Ft. Max, For Special Center Ditch		3'-0"	G" Traffic Le
Grade As Shown On Profile	4'- 0"	Grade As Shown. On Profile	Longitudir	al Joint G" Traffic La 3/8" Circular
Slope * 1' / Ft.	Slop	e * 1° / Ft. (
Compacted pregate pulder	Codding Regid.	5" Compact Aggregate	tedy	9" Uniform R.C. Paveme See Sheet No. 2 For Pavement Section
	ter en	Shoulder	\sim . The second secon	o-Base Type I Or II
TYPICAL O°21' C		RT		CUT
STATION 770+0 TYPICAL 0°30' C		N LT		
STATION 812+42	2.2 TO 821+21.2			
ane 23'0" to 37'0" Survey &	Line "B" 20'-0" to	э 35'-0" & Lane	▲ ▲	
	ło 48'-0"		140"	11'- 0"
12'-0" 11'-0" to 25'-0"	B'-0" to 23'-0" *-3/4" Per. Ft. Min.	12'- 0"	12'-0"	
	1 [/] 4"Per Ft Max, For Special Center Ditch			
Grade As Shown	Grode As Shown			
6" Traffic Lane Stripe 3'-0" B'		Longitudinal Joint -	6" Traffic Lane Stri	pe 5'-0"
3/8" Circular Crown	4'-0"		(*8" Circular Crown	
Slope *17/FY	Slope *1"/Ft.	50.672'		Slope Q042'/Ft
pent 5"Compacted Aggregate Shoulder Shoulder	ng Req'd. (5" Compac Aggregat Shoulder	ted See Shee	l Section	5"Compacted Aggregate Shoulder
TYPICAL 1°00' CURVE	SECTION	CUT		
STATION 970+41.0 T				
				andra ang sa
Q Lone 20'-0" & Paper Lo	Line "B" cation Line "S-1A-B"	20'-0" & Lone		
4'-0" 16'- 12'-0" 8'-0"	0" 8'~0"	<u> 2 4'- 0" </u>	15,-0	<u> 11'-0" 4</u>
Grade As Shown On Profile	On Profile			
G" Traffic Lane Stripe	<u>0"</u> 4'-0" 4'-0"			
3/8" Circular Grown	Double Foce	gitudinal Joint	6" Traffic Lane Stripe ~ ³ /8" Circular Crown	5'- 0"
Slope It Ft.	Guard Rail Slope i/Ft.			0.25'
R.C. Pavement Sodding Reg'd.		9" Uniform R.C		Stope 1/Ft
No. 2 For Section 5" Compacted	5" Compac	See Sheet No. Pavement Sec	2 For tion.	(3'-0")
se Type I Or II Aggregate / Shoulder.	Aggregat Shoulder	e Sub-Base Type	I Or II Aggregate Shoulder	
	SECTION 91+38.7 +18.73 "LINE S-1A-B"			

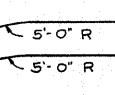




FEDERAL ROAD REGION NO. PROJ NO YEAR SHEET TOTAL STATE 870₍₁₃₎ 1959 **5** 24 IND. 4 Sodding Req'd. Slope 4:1 (Up to 5' 0" OF Fill) All Sie of Fills When Any Point Of A Fill Requires A 2 To 1 Slope, That Slope Shall Be Continued Thruout The Fill On That Side. odding Req'd. Slope 4:1 (Up To 5" O" Of Fill) 3100e 2:17 NOTE: When Any Point Of A Fill Requires A OF Fill 2 TO I Slope That Slope Shall Be Continued Thereast The Fill OF The State Continued Thruout The Fill On That Side. - (Up To 5'O" Of Fill > - 5'0. OF Fill) TYPICAL CROSS SECTIONS SCALE:- 3/16" = 1'-0" APPROVED CHIEF ENGINEER - STATE HIGHWAY DEPARTMENT OF INDIANA RECOMMENDED FOR APPROVAL APPROVED CHAIRMAN - STATE HIGHWAY DEPARTMENT OF INDIANA ENGINEER OF ROAD DESIGN, STATE HIGHWAY DEPARTMENT OF INDIANA



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FEDERAL ROAD	FISCAL	SHEET TOT	
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4 IND.	870(13) 1959	6 24	



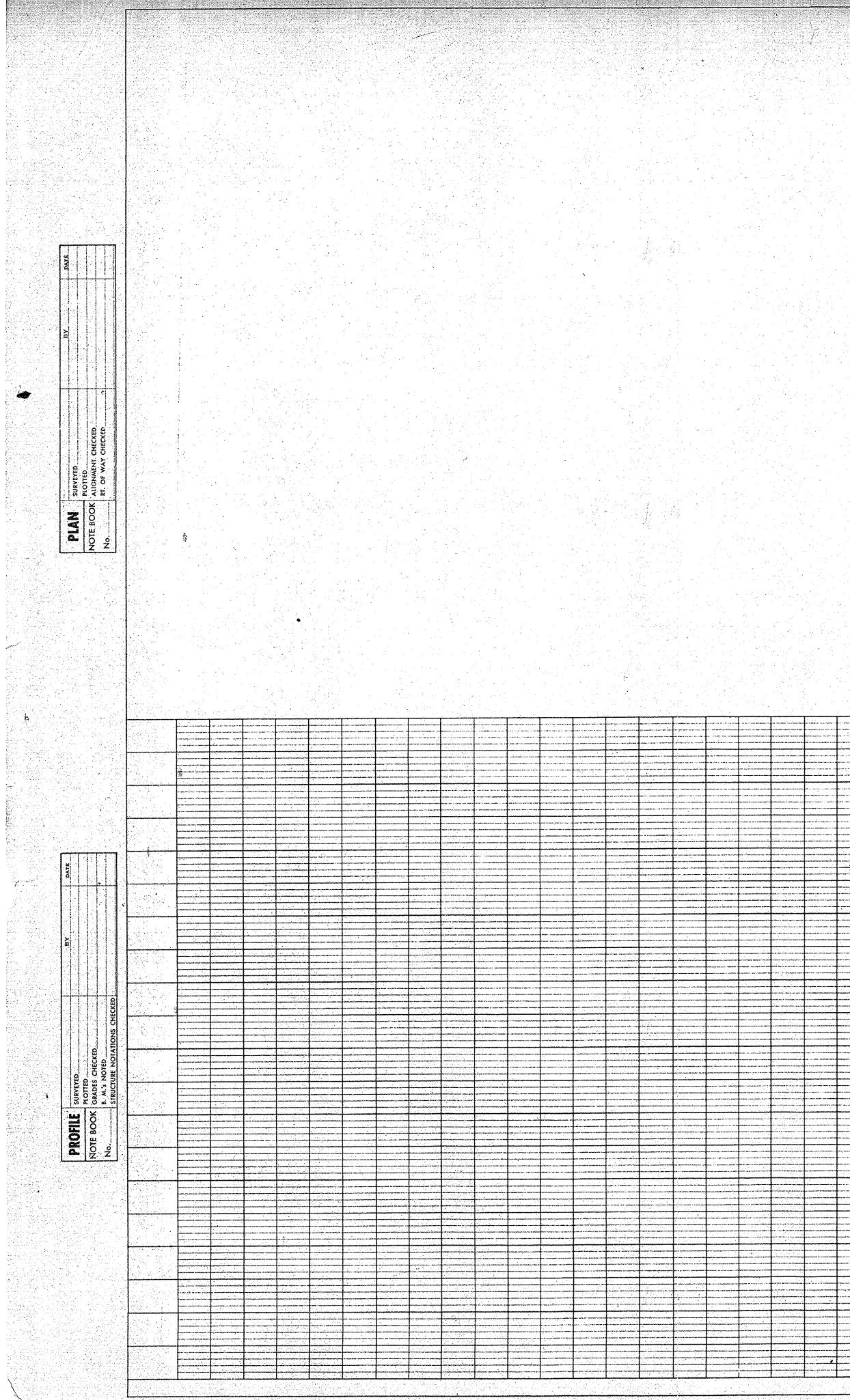
Slope Variable From Ditch Line To A Point 47' From & Cut 2-0" To 8-0."



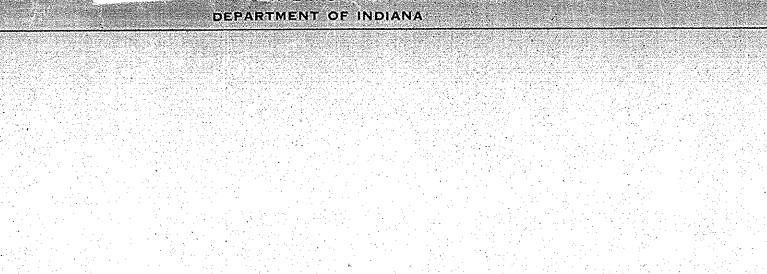
SCALE:- 3/16" = 1'-0"

RECOMMENDED FOR APPROVA

ENGINEER OF ROAD DESIGN, STATE HIGHWAY DEPARTMENT OF INDIA



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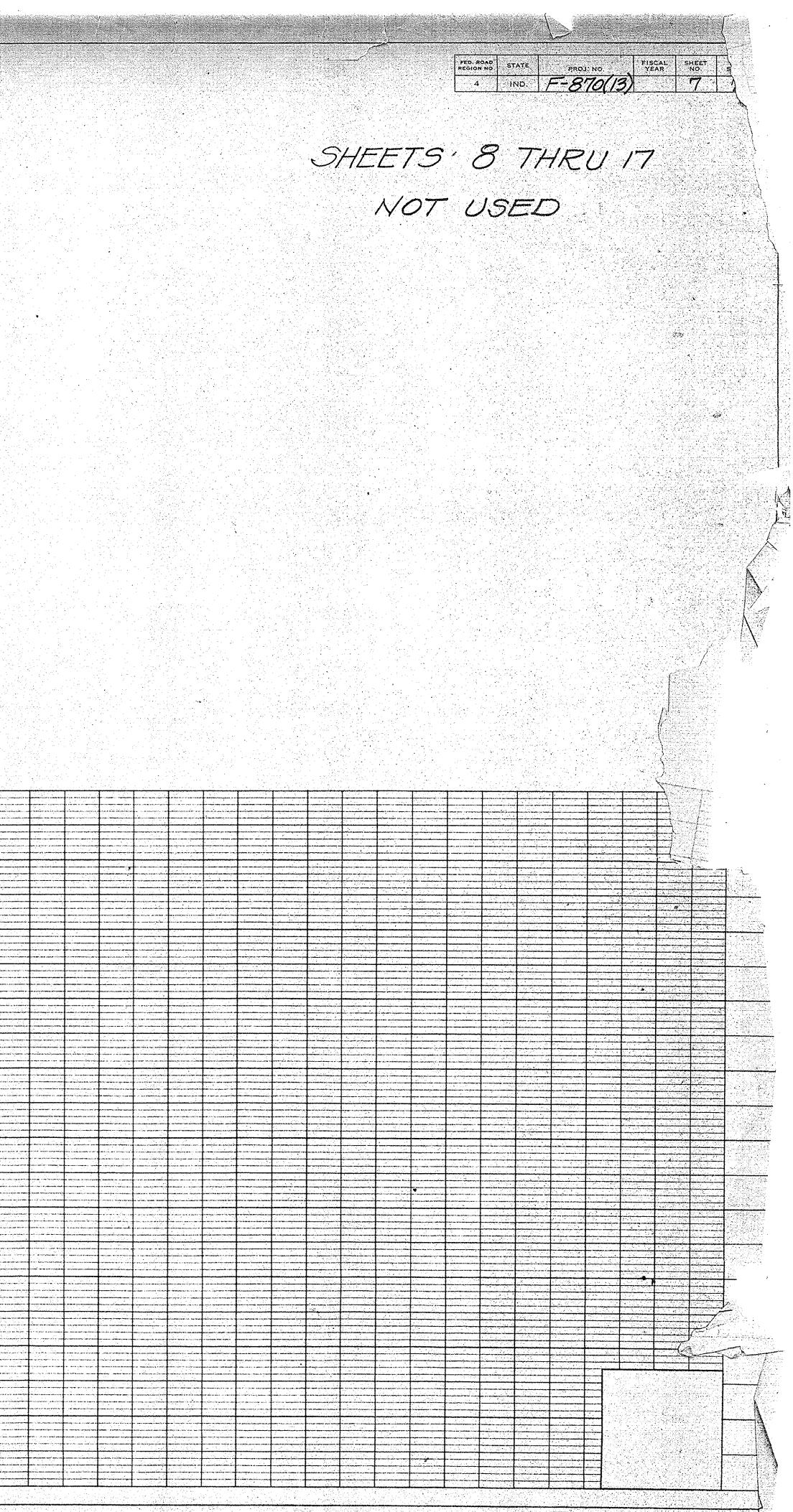
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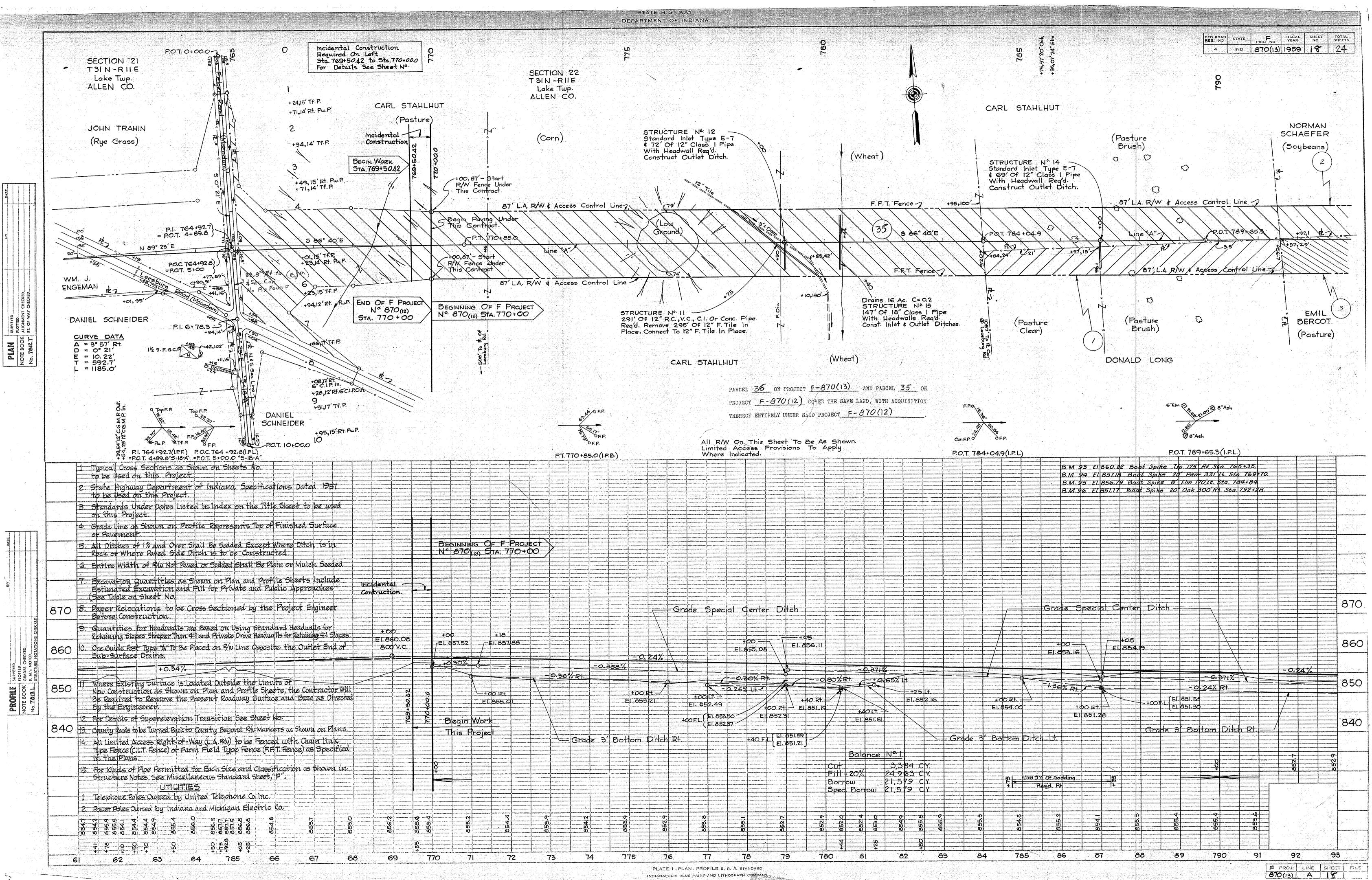
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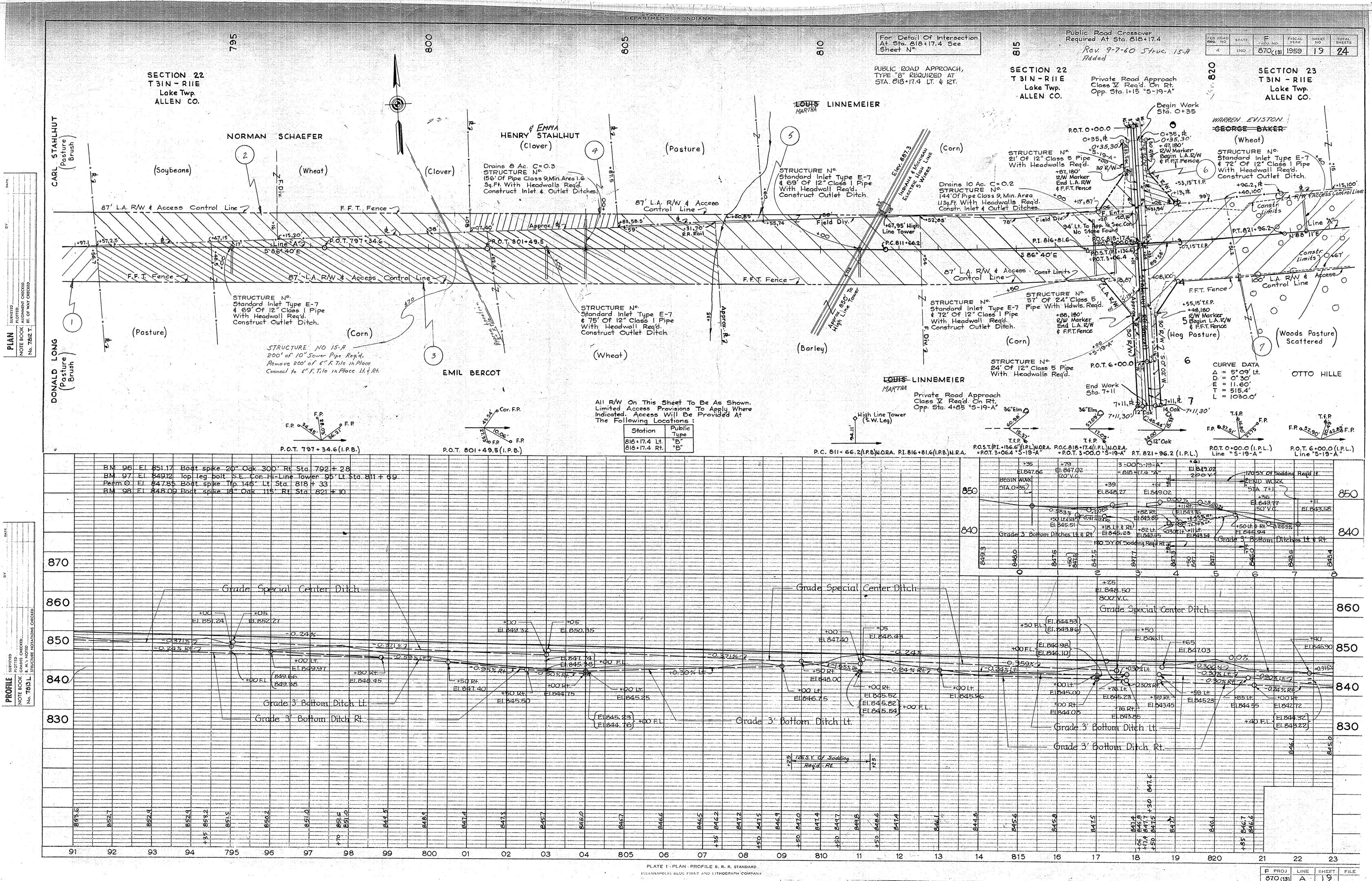
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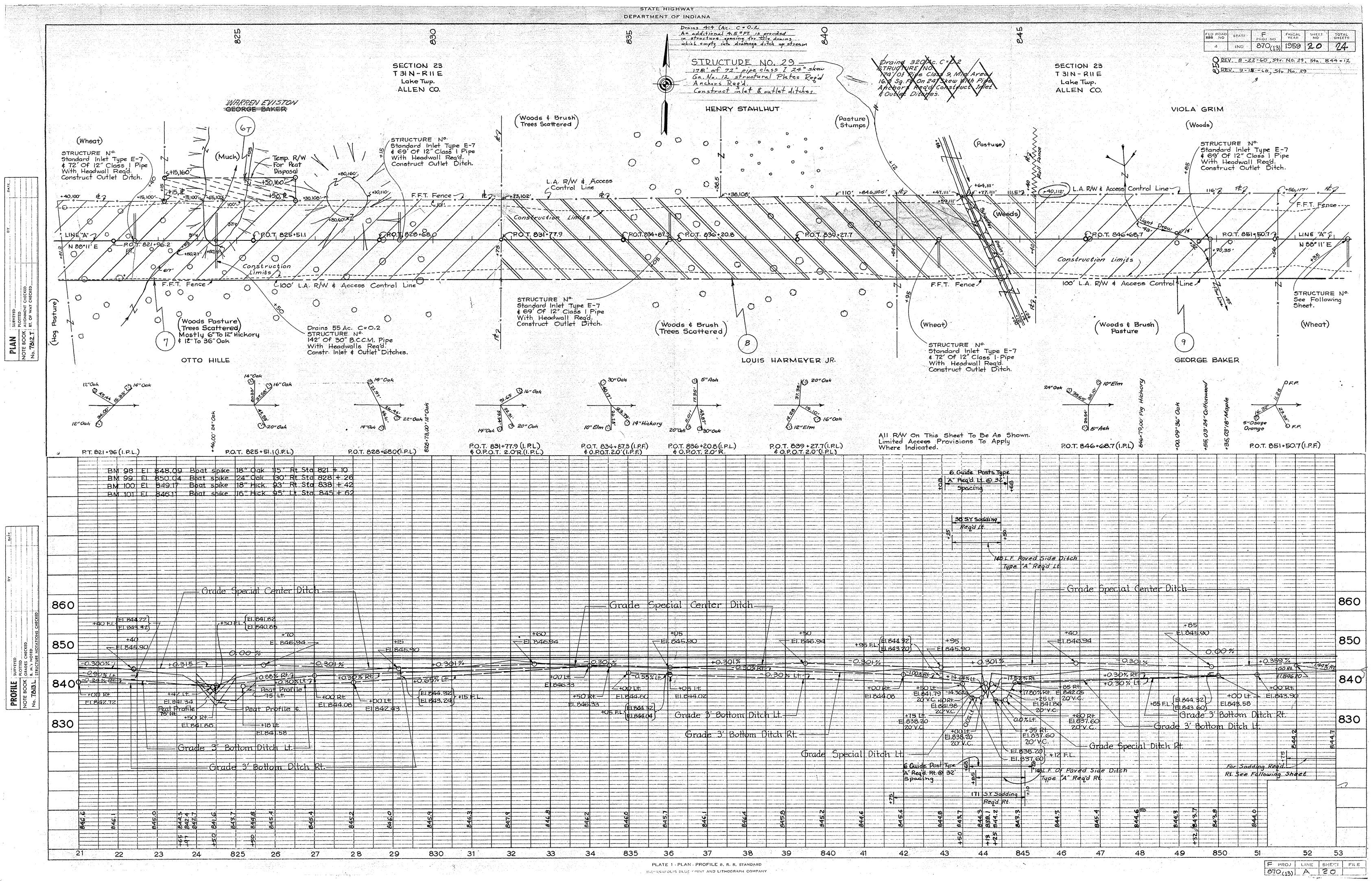
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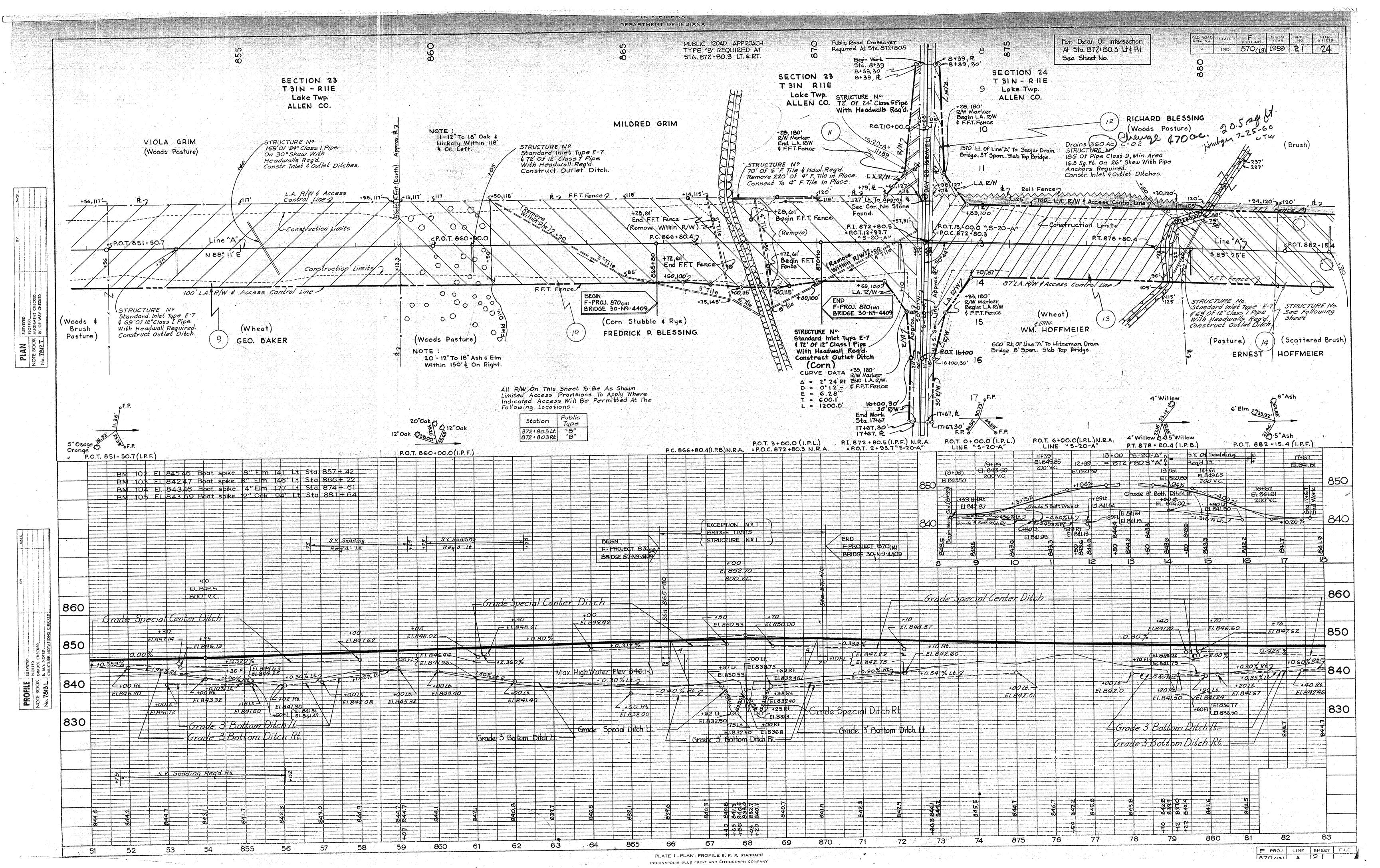


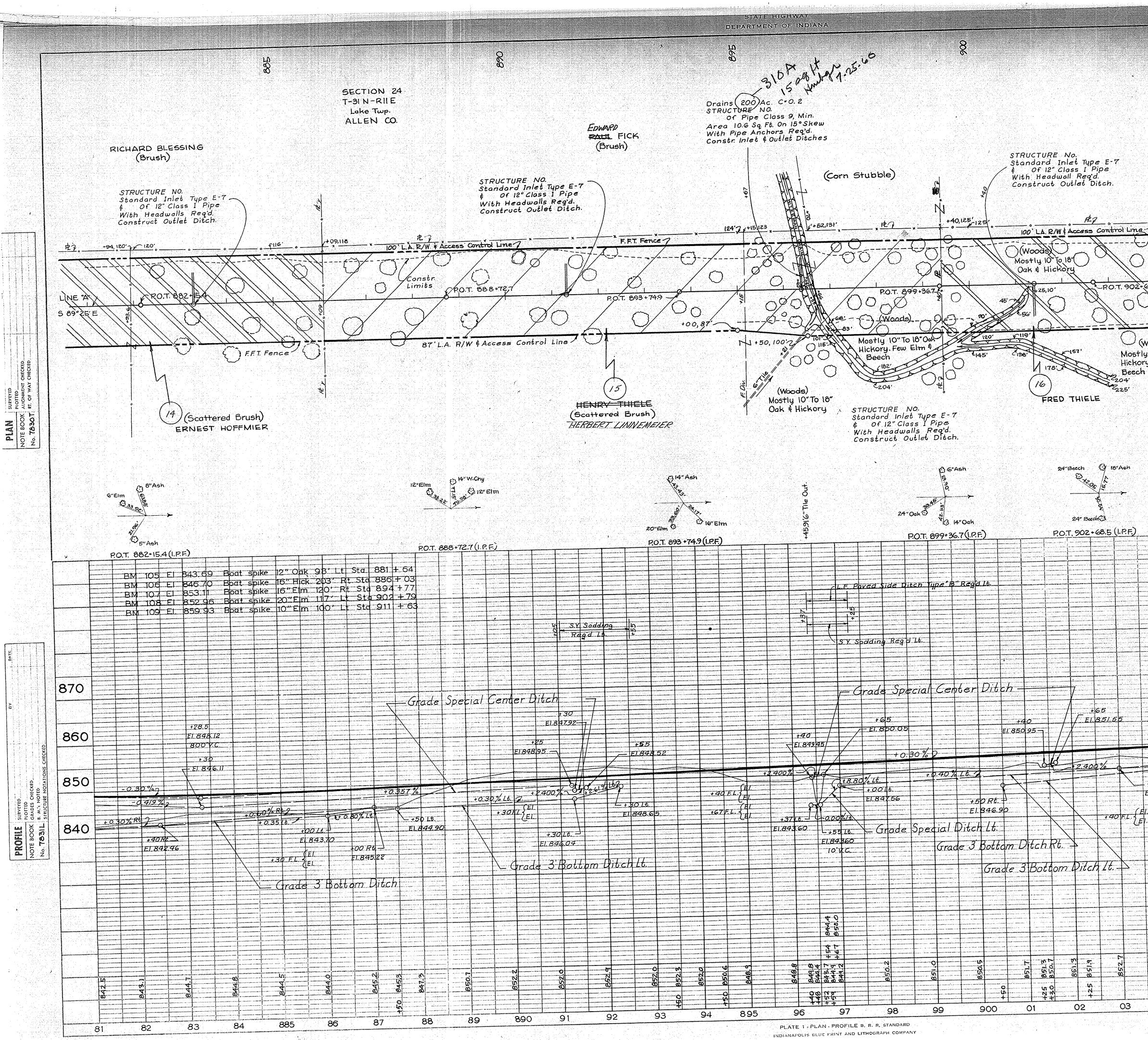
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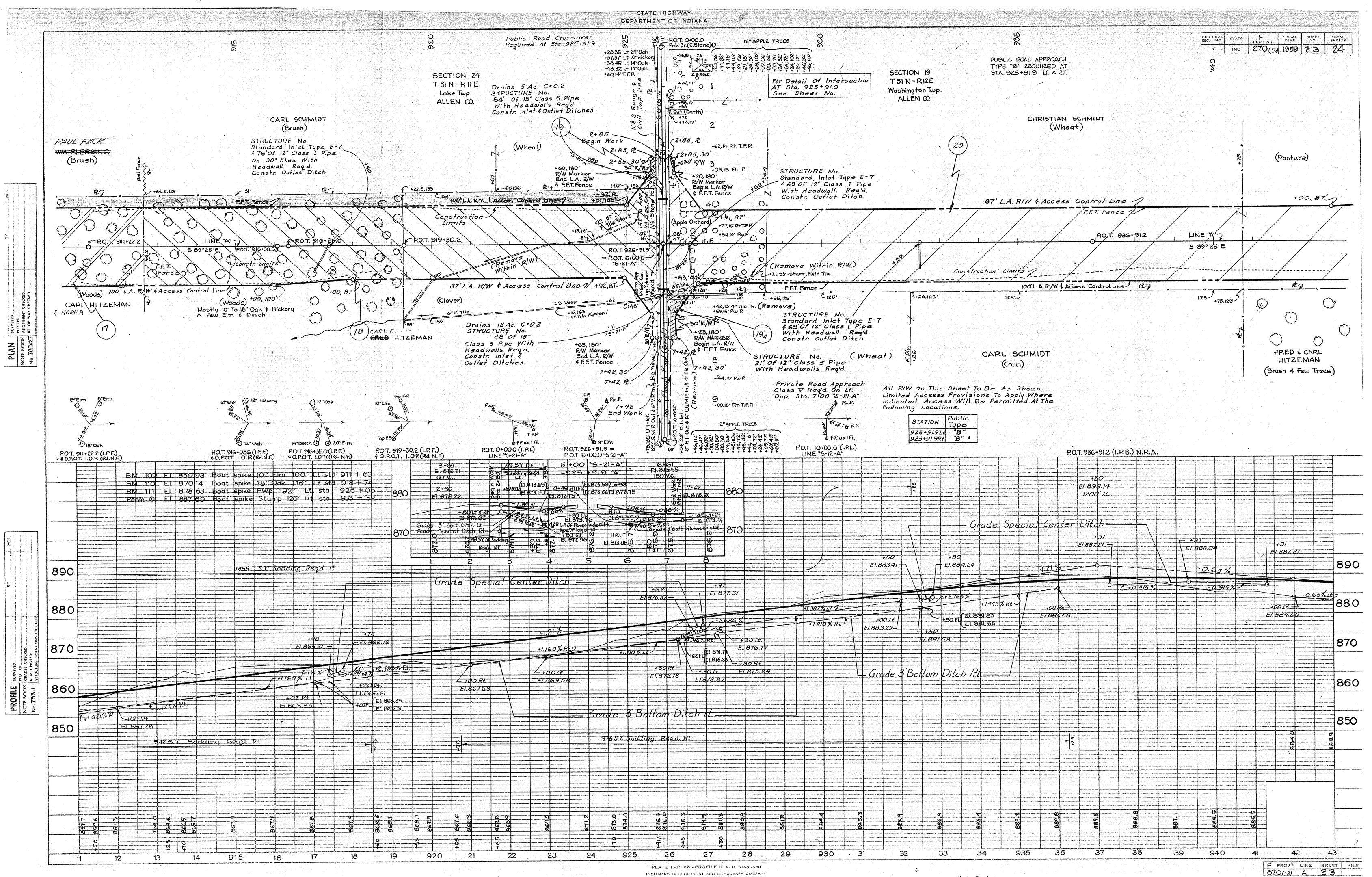


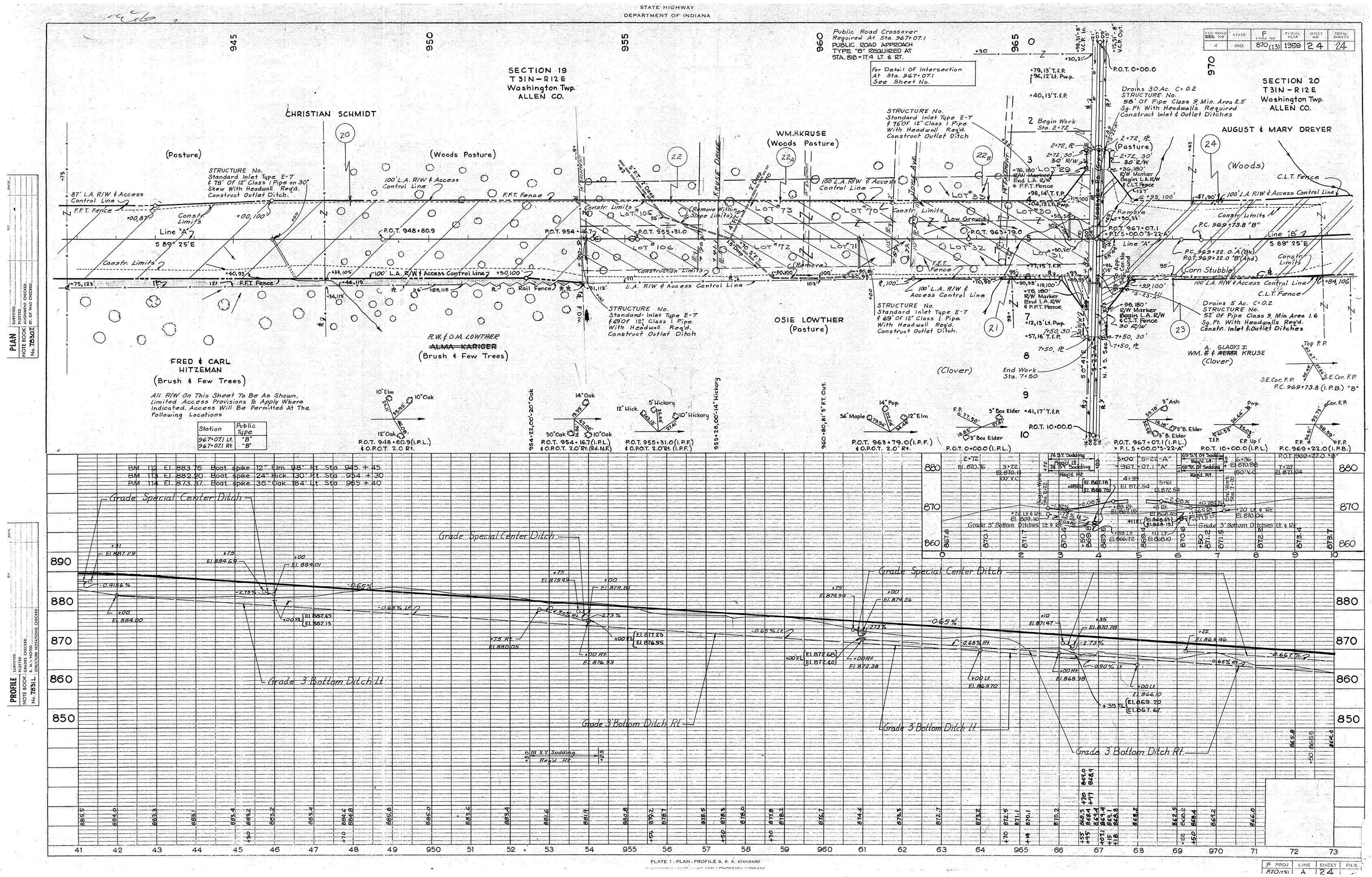


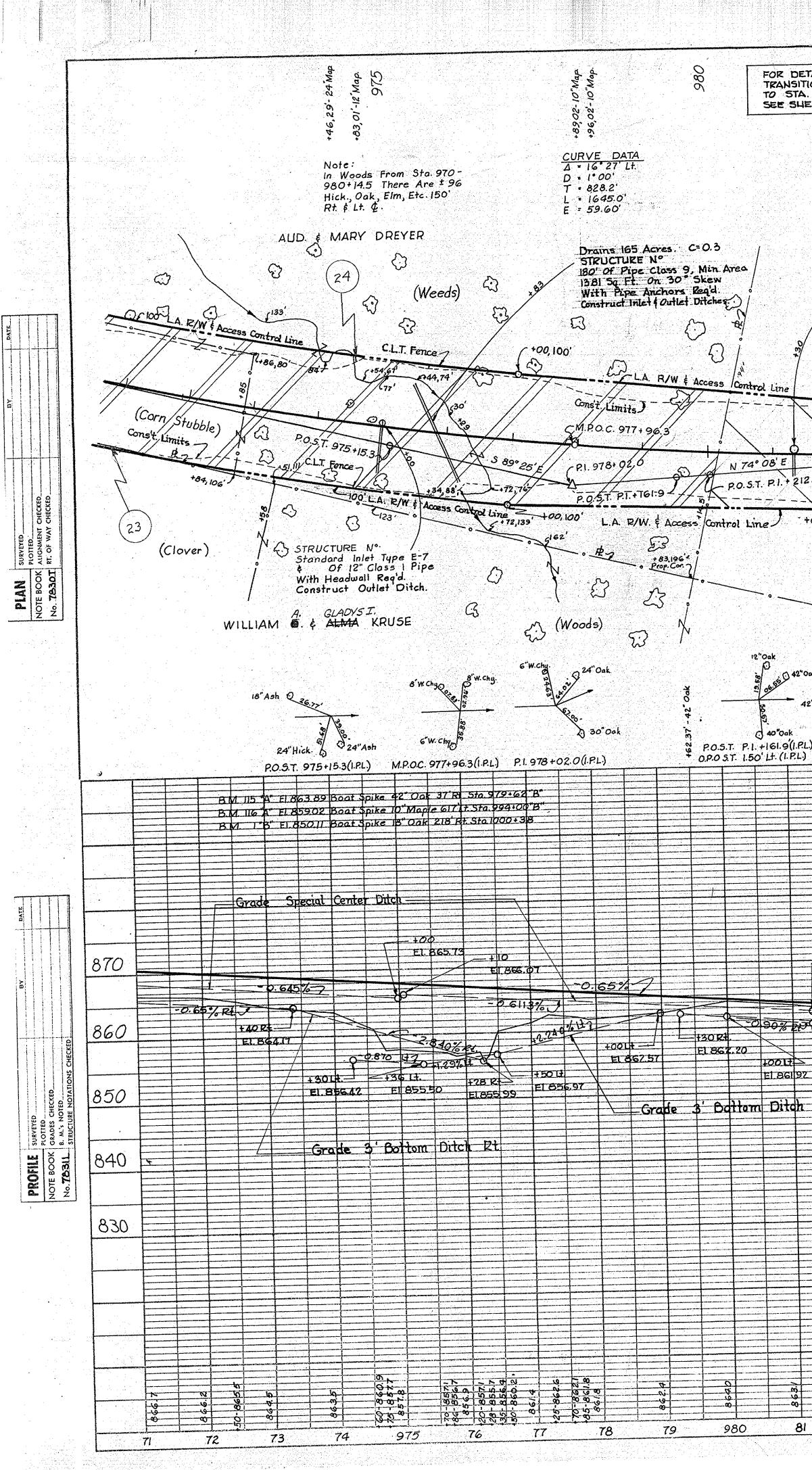




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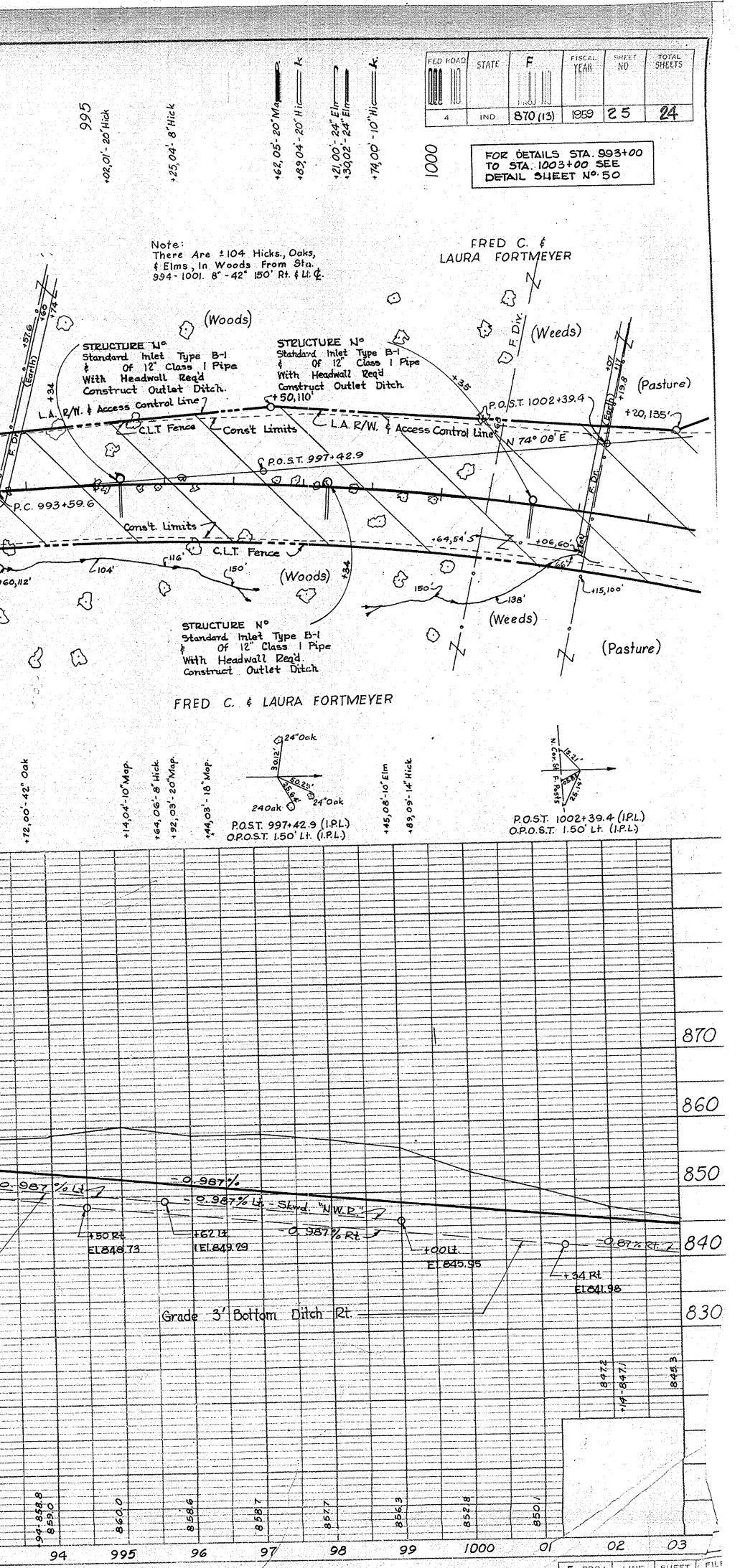




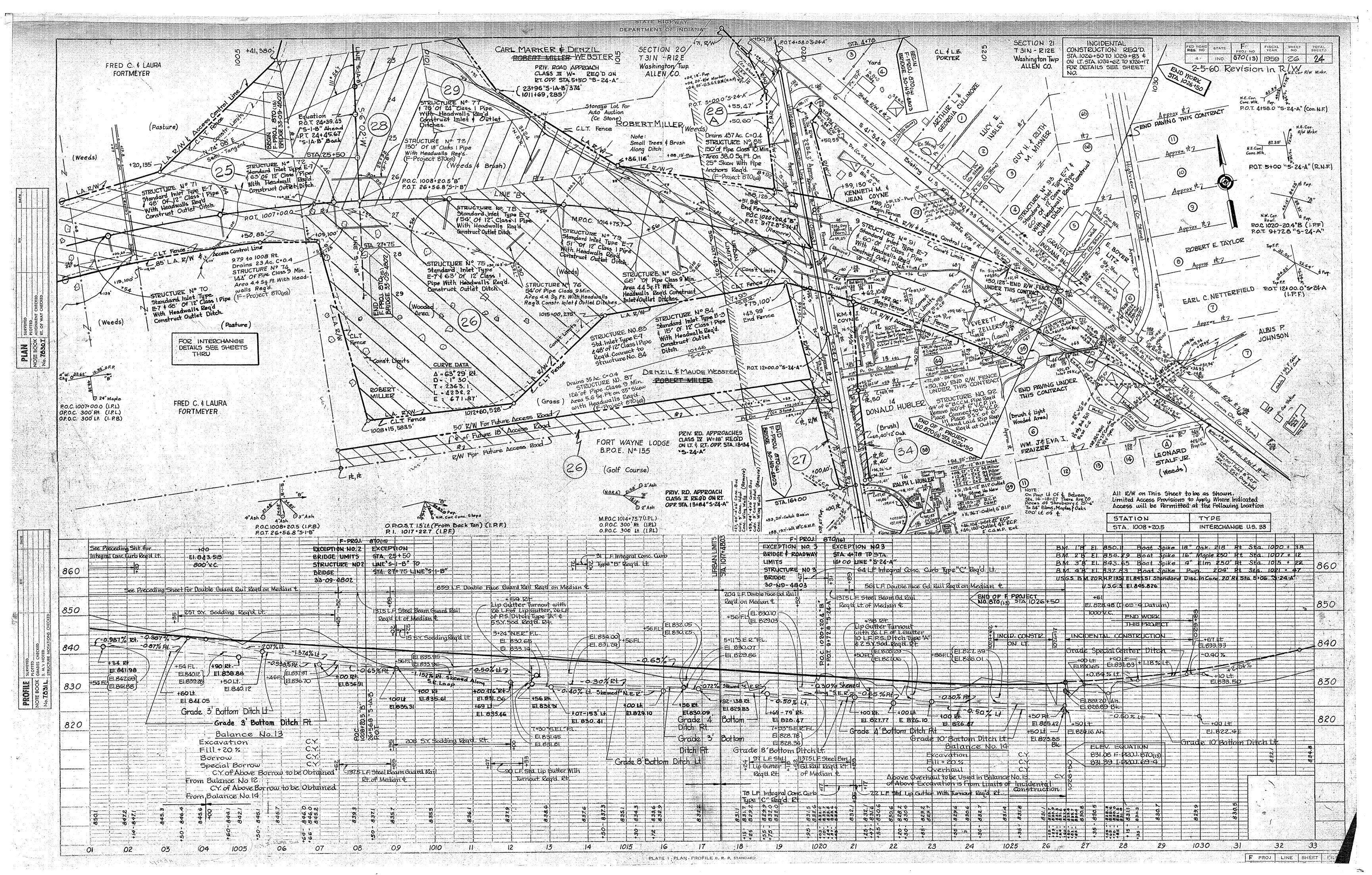


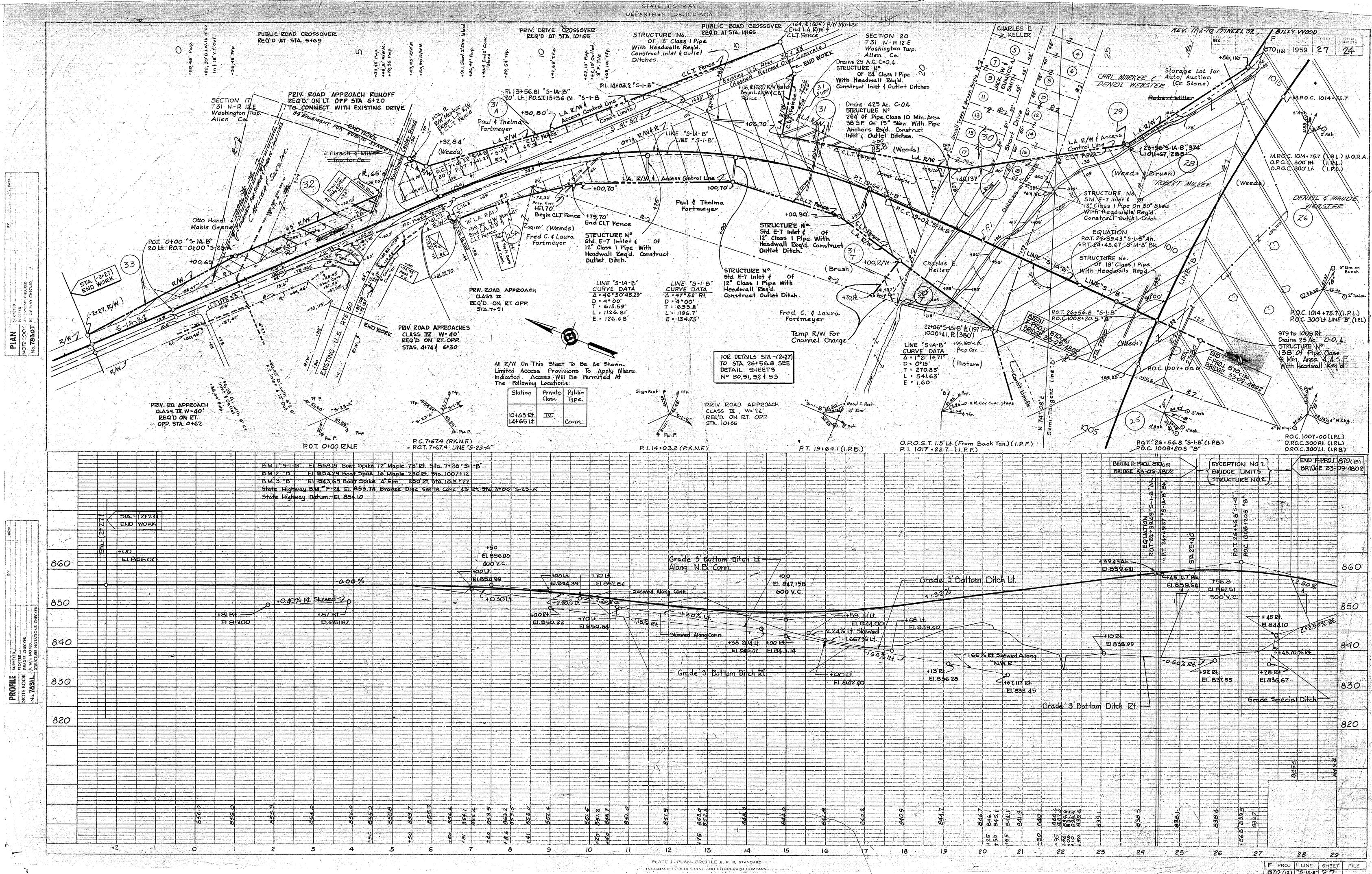
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STATE HIGHWAY DEPARTMENT OF INDIANA



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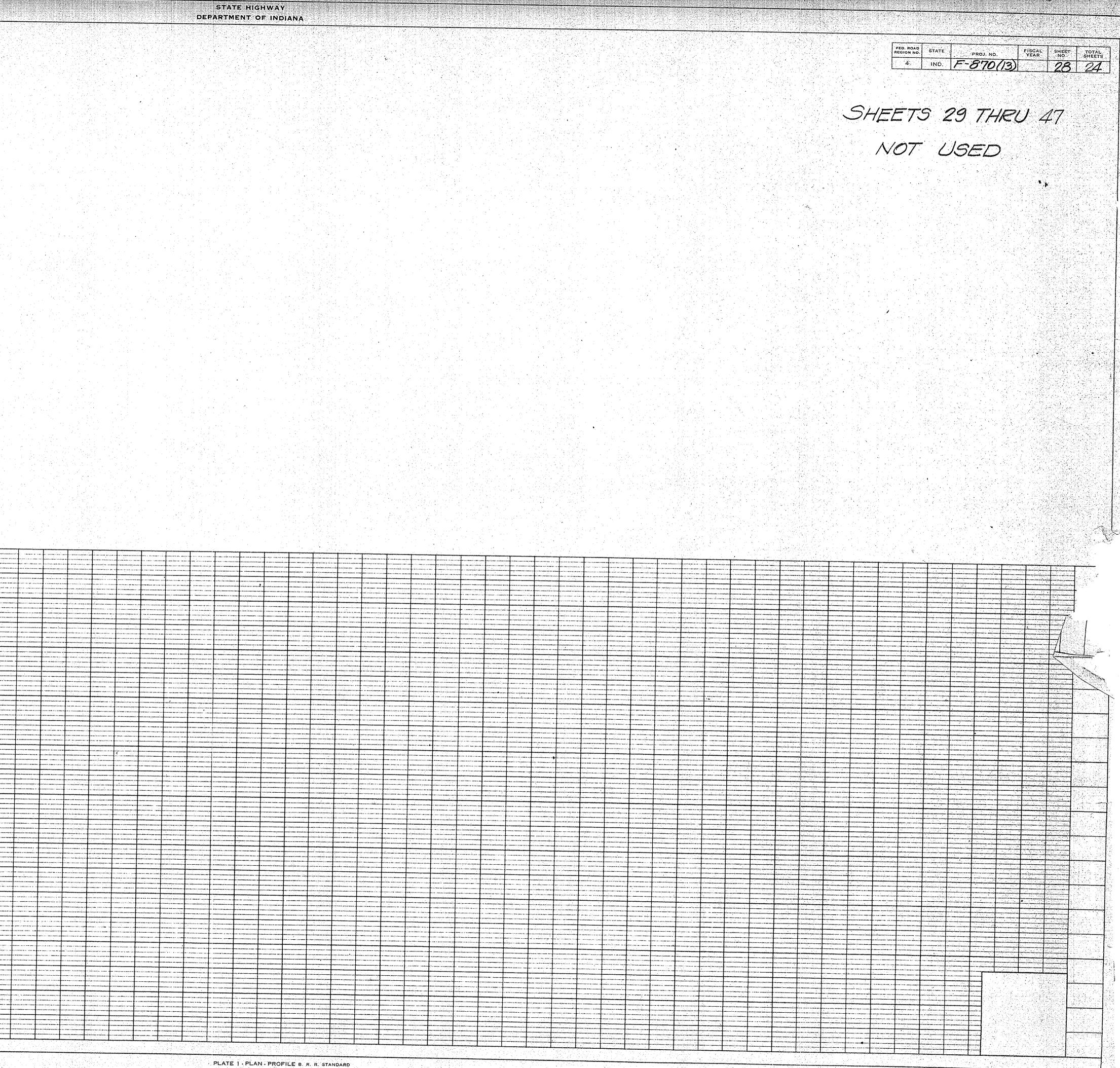
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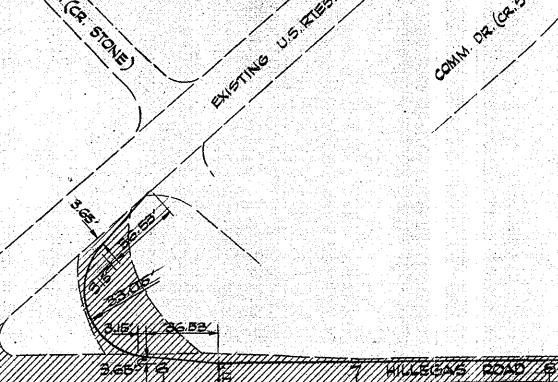
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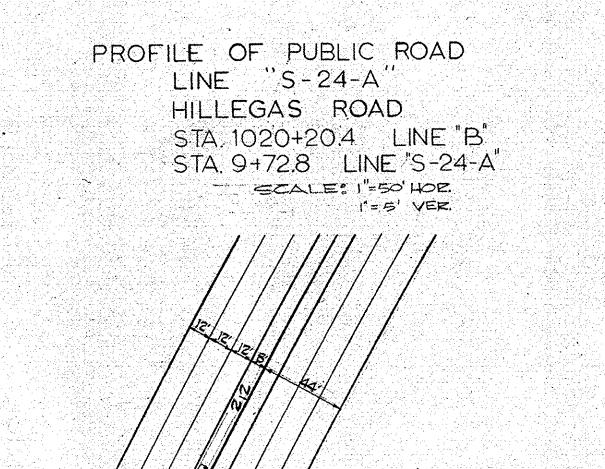
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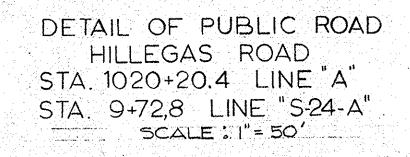


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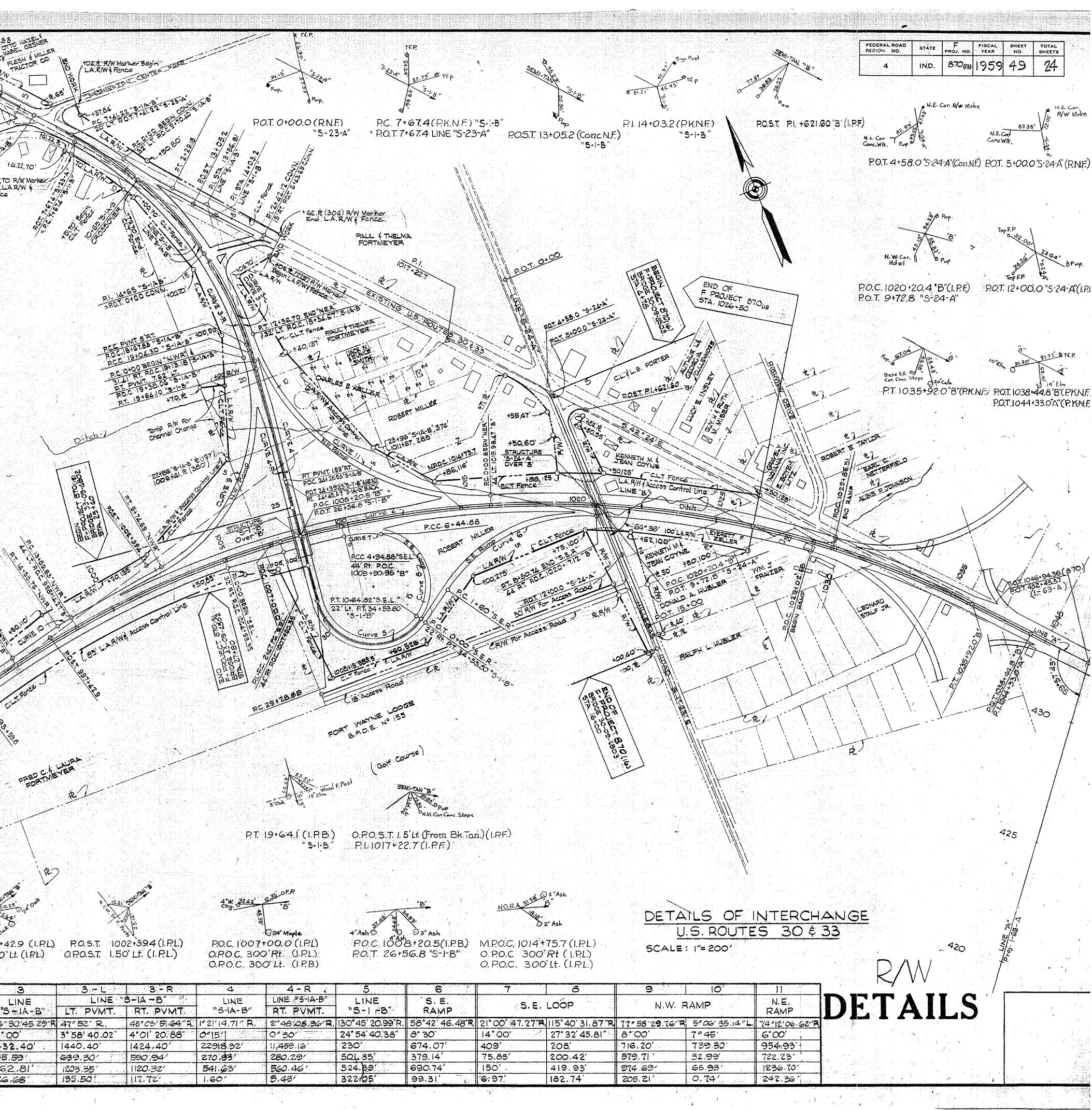


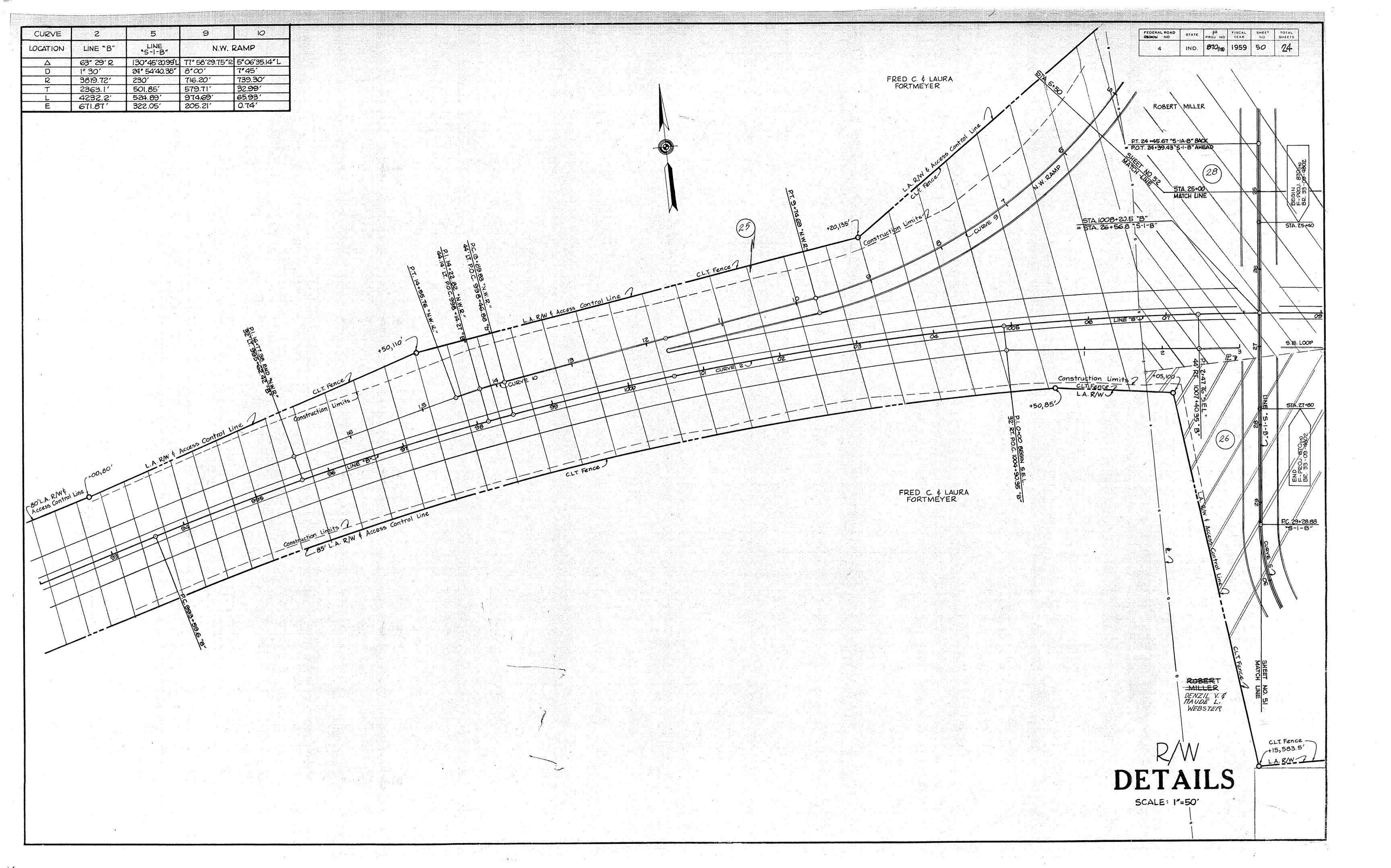


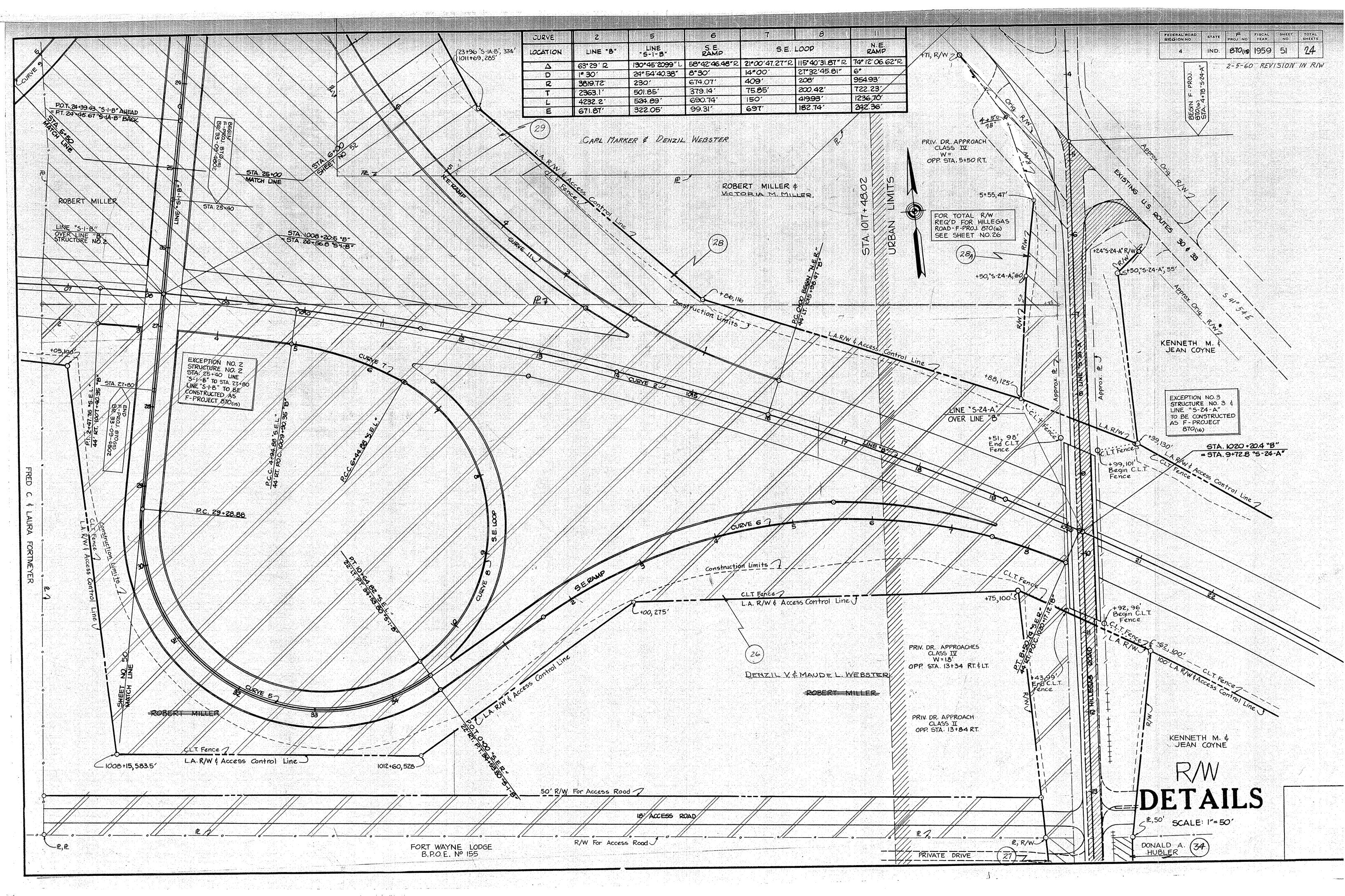


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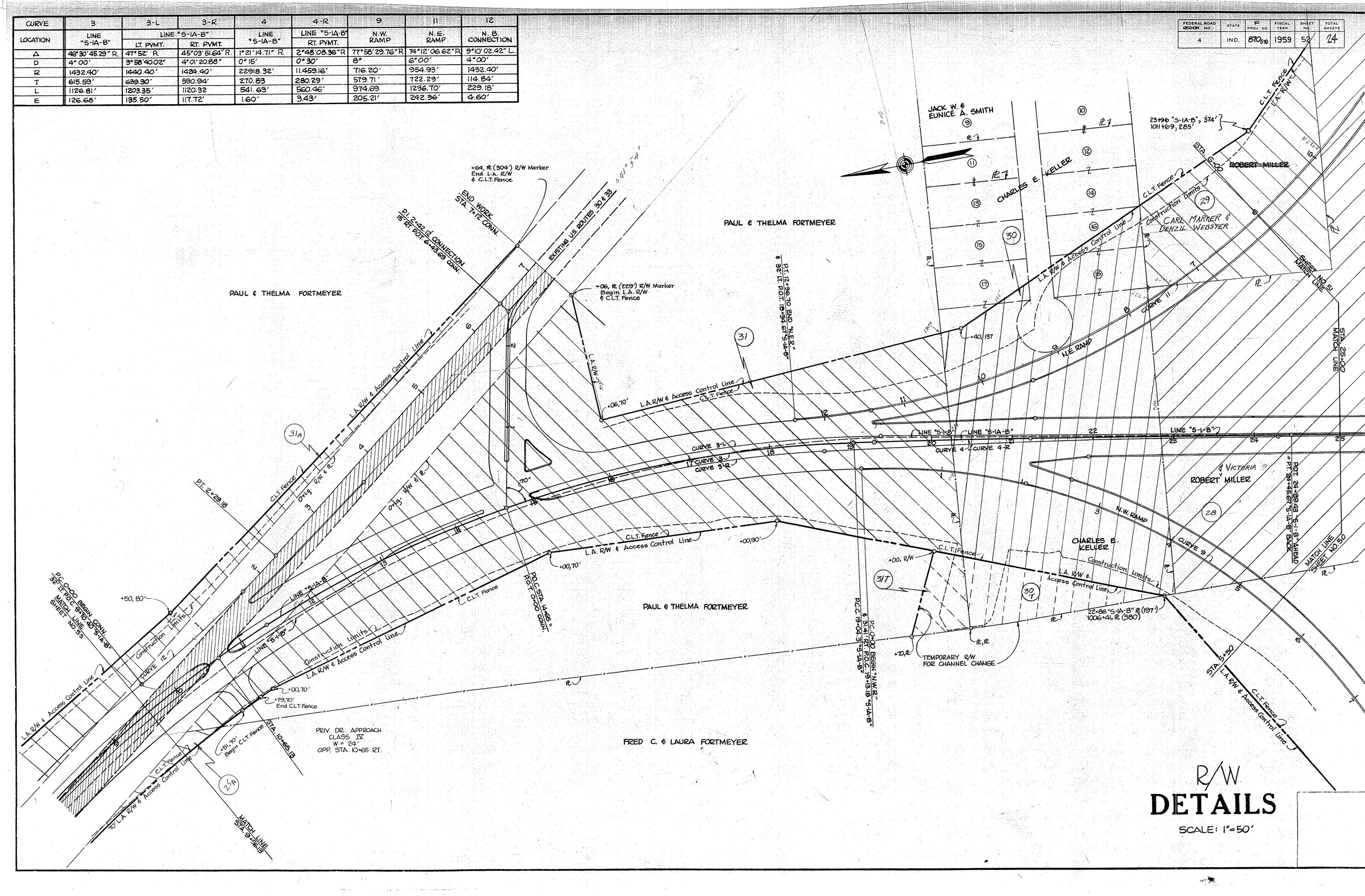
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P.C. 969+73.8(1.P.B.)"B" PI.978 18"Ash 2 24" Hick. 5 5EMI-TAN "B" 24" Hick. 5 524"Ash P.O.S.T. 975+15.3(1.P.L.) AUDRETER P.C. "A" BOCK 0 10 10 10 10 10 10 10 10 10	8+02.0 (I.P.L.) P.O.S.T. O.PO.S.T. P.T. 980 O.P.T. I.S 0.P.T. I.S	P.I. + 212.5' (I.P.L.) 1.50' Lt. (I.P.L.) 6 + 18.8 (I.P.B.) (N.R 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 50' Lt. (I.P.B.)	B. Force A.	BE INTER THE PARTY AREAS	POST 9	Oak State Stat
P.C. 969+73.8(I.P.B.)"B" PI.978 18"Ash 2 24" Hick. 5 5EMI-TAN "B" 24" Hick. 5 224"Ash P.O.S.T. 975+15.3(I.P.L.) AUDRETER P.C. "A" BOCK 0 10 10 10 10 10 10 10 10 10	8+02.0 (I.P.L.) P.O.S.T. O.PO.S.T. P.T. 980 O.P.T. I.S 0.P.T. I.S	P.I. + 212.5' (I.P.L.) 1.50' Lt. (I.P.L.) 6 + 18.8 (I.P.B.) (N.R 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 50' Lt. (I.P.B.)	B. Force A.	10- 10- 10- 10- 10- 10- 10- 10-	POST 9	oor Re-
PC. 969+73.8(I.P.B.)"B" PI.978 18"Ash Q 26 24" Hick. 0 224"Ash P.O.S.T. 975+15.3(I.P.L.) P.C. "A" Back P.O.S.T. 975+15.3(I.P.L.) P.C. "A" Back P.O.T. "B" Almood P.O.T. "B" Almo	8+02.0 (I.P.L.) P.O.S.T. O.PO.S.T. P.T. 980 O.P.T. I.S 0.P.T. I.S	P.I. + 212.5' (I.P.L.) 1.50' Lt. (I.P.L.) 6 + 18.8 (I.P.B.) (N.R. 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 50' Lt. (I.P.B.)	B. Force A.	10- 10- 10- 10- 10- 10- 10- 10-	POST 9	Oak State Stat
P.C. 969+73.8(1.P.B.)"B" PI.978 18"Ash Q 26 24"Hick. 6 224"Ash P.O.S.T. 975+15.3(1.P.L.) P.C. "A" Back P.O.S.T. 975+15.3(1.P.L.) P.C. "A" Back P.O.S.T. 969 + 15.3 (1.P.L.) P.C. "A" Back P.O.S.T. 975 + 15.3 (1.P.L.) P.C. "A" Back P.O.S.T. 969 + 15.3 (1.P.L.) P.C. "A" Back P.O.S.T. 975 + 15.3 (1.P.L.) P.C. "A" Back P.O.S.T. 975 + 15.3 (1.P.L.) P.C. "A" Back P.C. "A" P.C. "A"	8+02.0 (I.P.L.) P.O.S.T. O.PO.S.T. P.T. 980 O.P.T. I.S 0.P.T. I.S	P.I. + 212.5' (I.P.L.) 1.50' Lt. (I.P.L.) 6 + 18.8 (I.P.B.) (N.R. 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 50' Lt. (I.P.B.)	Billo Billo CLIT FORCE A BOOM		POST 9	Oak State Stat
PC. 969+73.8(I.P.B.)"B" PI.978 18"Ash 2 24" Hick. 5 24" Hick. 5 24" Hick. 5 24" Ash P.O.S.T. 975+15.3 (I.P.L.) P.C. "A" Back P.O.S.T. 975+15.3 (I.P.L.) P.C. "A" Back P.O.T. "Back P.O.T. "P.O.T. "Back P.O.T. "Back P.O.T. "P.O.T. "Back P.O.T. "P.O.T.	8+02.0 (I.P.L.) P.O.S.T. O.PO.S.T. P.T. 980 O.P.T. I.S 0.P.T. I.S	P.I. + 212.5' (I.P.L.) 1.50' Lt. (I.P.L.) 6 + 18.8 (I.P.B.) (N.R 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 1.00.8	Billo Billo	I I-R NE B	POST 9 OPOST 9 OPOST	Ook
PC. 969+73.8(I.P.B.)"B" PI.978 18"Ash 2 24" Hick. 5 24" Hick. 5 24" Hick. 5 24" Ash P.O.S.T. 975+15.3 (I.P.L.) P.C. "A" Back P.O.S.T. 975+15.3 (I.P.L.) P.C. "A" Back P.O.T. "Back P.O.T. "P.O.T. "Back P.O.T. "Back P.O.T. "P.O.T. "Back P.O.T. "P.O.T.	8+02.0 (I.P.L.) P.O.S.T. O.PO.S.T. P.T. 980 O.P.T. I.S 0.P.T. I.S	P.I. + 212.5' (I.P.L.) I.50' Lt. (I.P.L.) 8 + 18.8 (I.P.B.) (N.R. 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 6 + 18.8 (I.P.B.) (N.R. 50' Lt. (I.P.B.) 100 - 20	Ballo Ballo CLITT PERCENT BOOM	NE B' RT. PVMT.	POST S OPOST LINE "B"	00 ^x 97+42.9 (1.P.L.) 1.50'Lt. (1.P.L.) 1.50'Lt. (1.P.L.)
PC. 969+73.8(I.P.B.)"B" PI.978 18"Ash 2 24" Hick. 5 24" Hick. 5 24" Hick. 5 24" Ash P.O.S.T. 975+15.3 (I.P.L.) P.C. "A" Back P.O.S.T. 975+15.3 (I.P.L.) P.C. "A" Back P.O.T. "Back P.O.T. "P.O.T. "Back P.O.T. "Back P.O.T. "P.O.T. "Back P.O.T. "P.O.T.	8+02.0 (I.P.L.) P.O.S.T. O.PO.S.T. P.T. 980 O.P.T. I.S 0.P.T. I.S	P.I. + 212.5' (I.P.L.) I.50' Lt. (I.P.L.) 6 + 18.8 (I.P.B.) (N.R. 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 6 - 212 6 - 212 7 - 2 7 - 2	BILDI BILDI	NE '5' RT. PVMT. IG*27'L.	2 LINE "B"	00x 10 10 10 10 10 10 10 10 10 10
P.C. 969+73.8(I.P.B.)"B" PI.978 18"Ash Q 26 24"Hick. 6 224"Ash P.O.S.T. 975+15.3(I.P.L.) P.C. 'A" Back P.O.S.T. 975+15.3(I.P.L.)	8+02.0 (I.P.L.) P.O.S.T. O.PO.S.T. P.T. 980 O.P.T. I.S 0.P.T. I.S	P.I. + 212.5' (I.P.L.) I.50' Lt. (I.P.L.) 8 + 18.8 (I.P.B.) (N.R. 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 6 + 18.8 (I.P.B.) (N.R. 50' Lt. (I.P.B.) 100 - 20	Ballo Ballo CLITT PERCENT BOOM	NE B' RT. PVMT.	POST S OPOST LINE "B"	00 ^x 97+42.9 (1.P.L.) 150'Lt. (1.P.L.) 150'Lt. (1.P.L.)
P.C. 969+73.8(1.P.B.)"B" PI.978 18"Ash Q 26 24"Hick. 6 224"Ash P.O.S.T. 975+15.3(1.P.L.) P.C. "A" Back P.O.S.T. 975+15.3(1.P.L.) P.C. "A" Back P.O.S.T. 969 + 15.3 (1.P.L.) P.C. "A" Back P.O.S.T. 975 + 15.3 (1.P.L.) P.C. "A" Back P.O.S.T. 969 + 15.3 (1.P.L.) P.C. "A" Back P.O.S.T. 975 + 15.3 (1.P.L.) P.C. "A" Back P.O.S.T. 975 + 15.3 (1.P.L.) P.C. "A" Back P.C. "A" P.C. "A"	8+02.0 (I.P.L.) P.O.S.T. O.PO.S.T. P.T. 980 O.P.T. I.S 0.P.T. I.S	P.I. + 212.5' (I.P.L.) 1.50' Lt. (I.P.L.) 6 + 18.8 (I.P.B.) (N.R. 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 10' LINE 10' 20' 20' 20' 20' 20' 20' 20' 20' 20' 2	Billo Bi	I-R NE B" RT. PVMT. IG° 27' L. O° 55' 52.33' GI52.68' B89.38'	2 LINE "B" 63° 29' R 1° 30' 3819.72' 2363.1'	$\frac{3}{1432.40'}$
P.C. 969+73.8(1.P.B.)"B" PI.978 18"Ash Q 26 24"Hick. 0 2924"Ash P.O.S.T. 975+15.3(1.P.L.) P.C. "A" Back P.O.S.T. 975+15.3(1.P.L.) P.C. "A" Back P.O.S.T. 975+15.3(1.P.L.) P.C. "A" Back P.C. "A"	8+02.0 (I.PL.) P.O.S.T. O.PO.S.T. P.T. 980 O.PT. 1.S 0.PT. 1.S 0.P	P.I. + 212.5' (I.P.L.) 1.50' Lt. (I.P.L.) 6 + 18.8 (I.P.B.) (N.R. 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 	Billo Bi	RT. PVMT. 16°27'L 0°55'52.33' 6152.68' 889.38' 1766.53'	2 LINE B" 63° 29' R 1° 30' 3819.72' 2363.1' 4232.2'	$\frac{1}{9}$
PC. 969+73.8(1.P.B.)"B" PI.978 18"Ash Q 26 24"Hick. 6 224"Ash P.O.S.T. 975+15.3(1.P.L.) P.C. "A" Back P.O.S.T. 975+15.3(1.P.L.) P.C. "A" Back P.O.T. "Back P.O.T. "P.O.T. "P.O.T. "Back P.O.T. "P.O.T.	8+02.0 (I.P.L.) P.O.S.T. O.PO.S.T. P.T. 980 O.P.T. I.S 0.P.T. I.S	P.I. + 212.5' (I.P.L.) 1.50' Lt. (I.P.L.) 6 + 18.8 (I.P.B.) (N.R. 50' Lt. (I.P.B.) 50' Lt. (I.P.B.) 10' LINE 10' 20' 20' 20' 20' 20' 20' 20' 20' 20' 2	Billo Bi	I-R NE B" RT. PVMT. IG° 27' L. O° 55' 52.33' GI52.68' B89.38'	2 LINE "B" 63° 29' R 1° 30' 3819.72' 2363.1'	$\frac{3}{1432.40'}$







CURVE	3	3-L	3-R	4	4-R	9.000	terten in the states	51
	LINE "S-IA-B"	LINE "S-IA-B"		LINE	LINE "S-IA-B		N.E.	N. B.
LOCATION		LT. PYMT.	RT. PVMT.	*S-IA-B*	RT. PYMT.	RAMP	RAMP	CONNECTIO
Δ	46" 30' 45.29 " R.	47°52' R.	45°03'51.64" R.	1º21'14.71" R.	2*48'08.36"R	77°58'29.76" R	74°12'06.62"R	9"10'02.42'
D	4.00,	3° 58' 40.02"	4.01/20.88*	0° 15'	0° 30'	8°	6°00'	4•00'
2	1432.40'	1440.40'	1424.40'	22918.32	11.459.16'	716.20	954.93	1432.40'
-	615.59'	639.301	590.94'	270.83	280.29	579.71	722.23'	114.84
······	1126.81'	1203.35	1120.32	541.63	560.46'	974.69	1236.70'	229.18'
E	126.68'	135.50'	117.72'	1.60'	3.43'	205.21	242.36'	4.60'

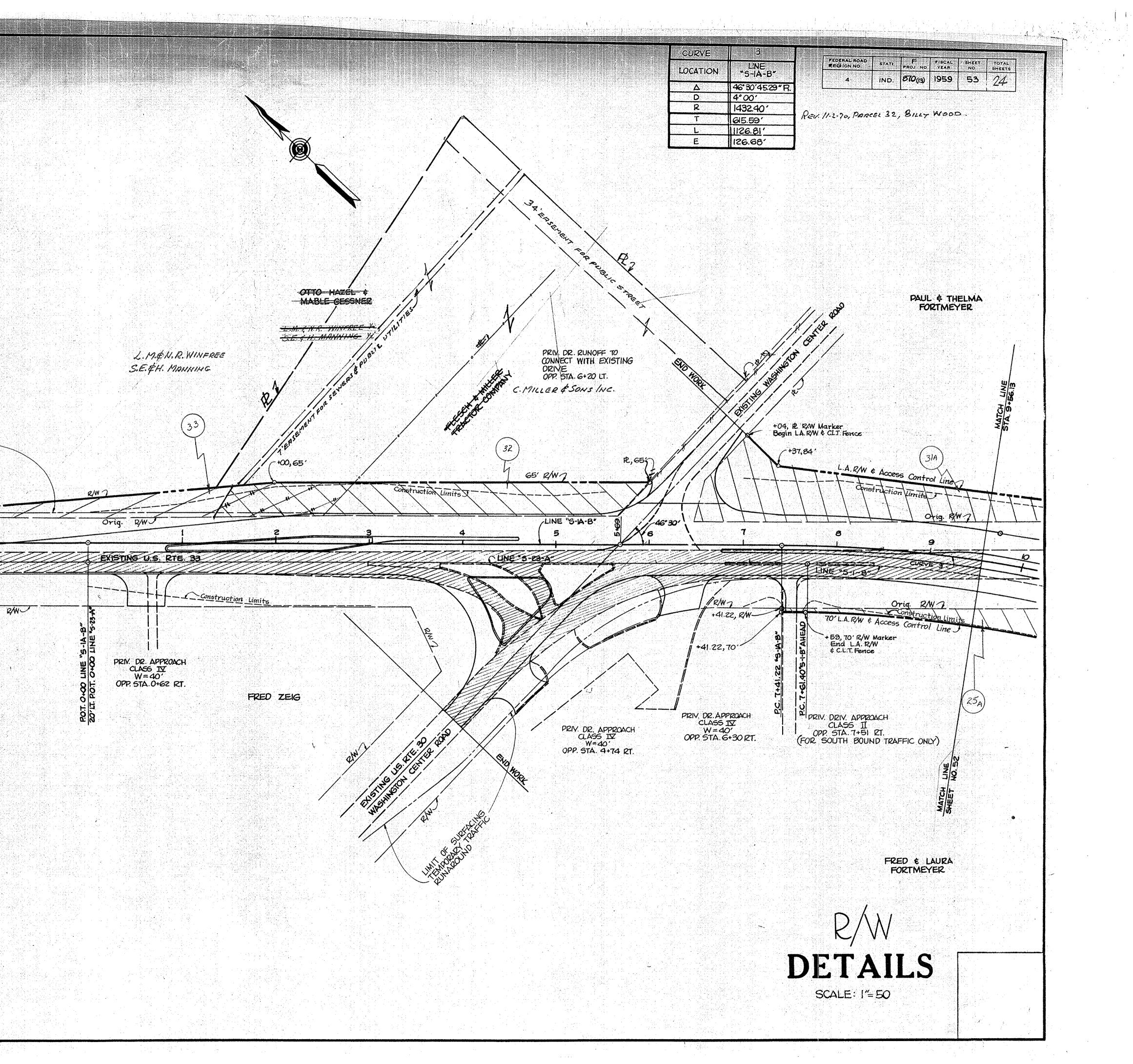


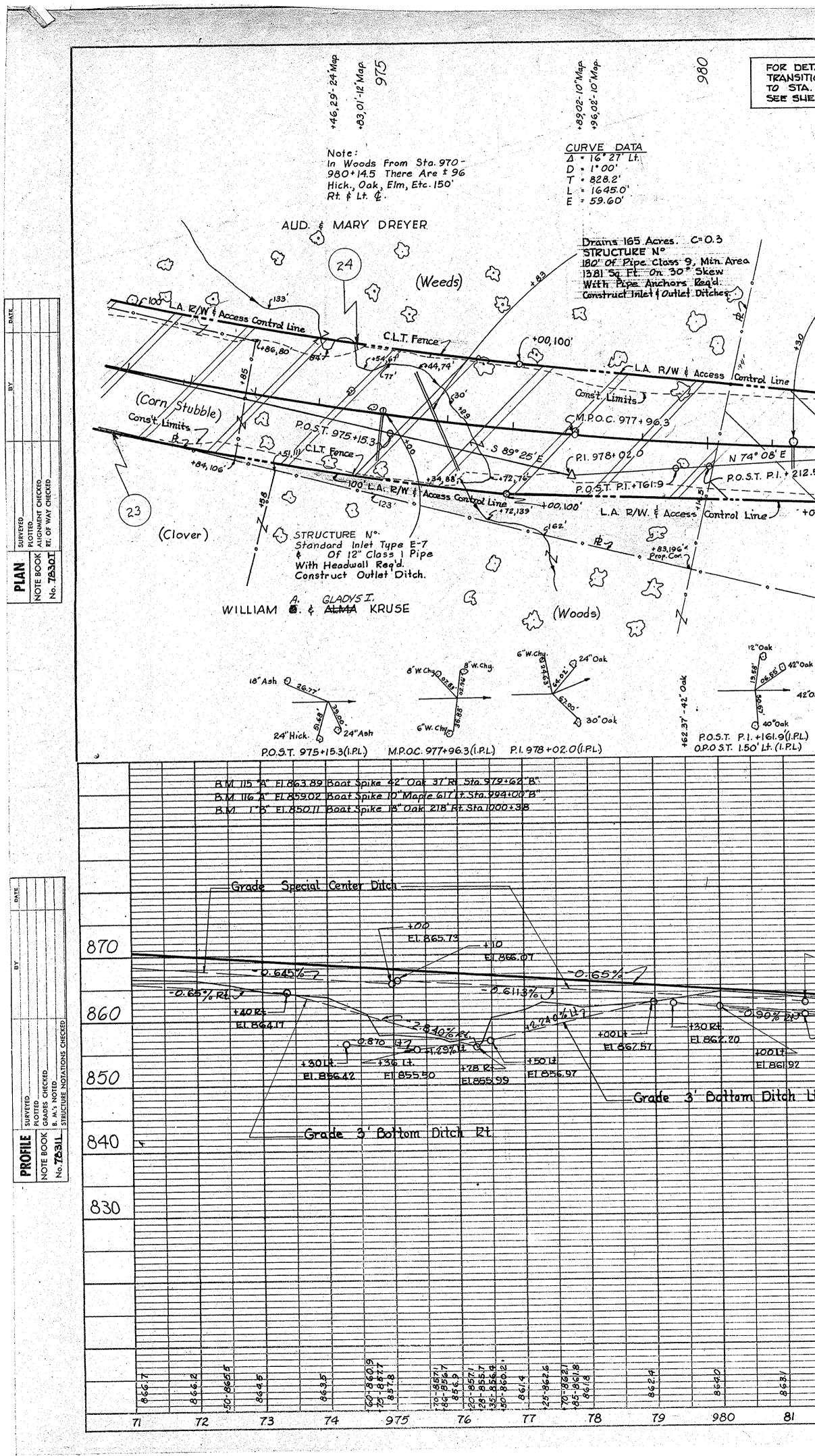
LIMIT OF SURFACING

BITUMINOUS RUNOFF -(2+21) END E STA

-(2+27),R/W

-2





	, DEPAR	TATE HIGHWAY	4	0	<u> </u>	
TAIL OF MEDIAN TON STA. 968+56.19 987+36.41 EET N°	985 985			66	+44,49'-20" Map +07,28'-12" Map +26,21'-12" Map +64,11'-TW. Mop	
				SECTION 20 T3IN - R12E Washington Twp. ALLEN CO.		
FRED C STRUCTURE N° Standard Inlet Type E-7 Of 12" Class With Headwall Regid Construct Outlet Ditch		NEYER	(Weeds)	(Grownd		
	C.L.T. Fence 7	80' LA. R/W.	Access Control Line		+00, 80'-	-0
	Consit. Limits	18.8	LINE 18			14' Gote J P.
.5	Const. Limi	\sim	C.L.T. Fe	R/W Access Control Line	, ,	
STRUCTURE N° Standard Inlet Type B-1 4 Of 12" Class I F With Headwall Regu Construct Outlet Ditch		ds)	& Of With Head	N° let Type B-1 12" Class 1 Pipe wall Reqd. Outlet Ditch		
° ° ° °	FRED C. & LAU	RA FORTMEYEI	R All R/W On Limited Ac Indicated	This Sheet To Be As SI Cess Provisions To Apply		°
k W Oak 44.26 N	A. GLADYS I IAM E. ¢ ALMA KI	• • • • • • • • • • • • • • • • • • •			N.E. Cor. St. F. Post 5	Soak 72
81, F.Post P.O.S.T. P.I. + 212.5'(1.P.L.) O.P.O.S.T. 1.50'Lt. (1.P.L.)		P.T. 986 + 18.8 (1.P.B.))P.T. 1.50 Lt. (1.P.B.)	(N.R.A.) D. A. & N (N.R.A.) SHULEF		12"00k () P.C. 993+59.6 (I.P.L. O.P.C. 1.50' Lt. (1.P.L.)) ⁶ ⁶ ⁶
Image: state			+0D EI 859.31			
			800 V.C.			
+30 EL 862.28						
- 130RH	-0.755% PT-	9745%47		<u> </u>		
			-+00 L±. =1.855 96	+ 30R EL 853.60	+00L± -/-/66 EI852 36	10 R1 7
	Grade 3' Bottom	Ditch 2t	Grade 3	Bottom Ditch Lt -		
0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	v 6, v 3, v 3, v 3, v 3, v 3, v 3, v 3, v 3		X X		N 4	
82 83	84 985	PLATE 1 - PLAN - PR	87 88 OFILE B, R. R. STANDARD T AND LITHOGRAPH COMPANY		91 92	93

