County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074

## FHWA-Indiana Environmental Document CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM GENERAL PROJECT INFORMATION

Road No./County:	SR 38, Tippecanoe and Clinton Counties	
Designation Number:	1601074	
Project Description/Termini:	HMA overlay minor structural replacement from 1.07 miles east of I-65 to US 421	
After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must		

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

X	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

ESM Signature	Date	ES Signature	Date
	FHWA Signature	Date	
Release for Public Involven	nent		
N/A			12-21-2020
ESM Initials	Date	ES Initials	Date
	Office of Public	c Involvement Dat	te
	Office of Public	c Involvement Dat	te al requirements have been satisfied.
Note: Do not approve until after INDOT ES/District Env.	Office of Public Section 106 public involvem	e Involvement Date of the Date	
Note: Do not approve until after	Office of Public	c Involvement Date ent and all other environmenta Date:	al requirements have been satisfied.
Note: Do not approve until after INDOT ES/District Env. Reviewer Signature:	Office of Public Section 106 public involvem Preparer: Tamra L. Reece and	c Involvement Date ent and all other environmenta Date:	al requirements have been satisfied.

County	Tippecanoe and Clinton	
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FHWA, SHPO, and the ACHP.

Route SR 38

Des. No. 1601074

# Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. The level of public involvement should be commensurate with the proposed action.

Does the project have a historic bridge processed under the Historic Bridges PA\*? If No, then: Opportunity for a Public Hearing Required? Yes No X

No

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Yes

\*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT,

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project. Remarks: Notice of Entry letters were mailed to potentially affected property owners near the project area on

emarks:	Notice of Entry letters were mailed to potentially affected property owners near the project area on September 29, 2020 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page 2.
	To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in <i>The Times</i> on October 3, 2020 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on November 3, 2020. The text of the public notice and the affidavit of publication appear in Appendix D, pages 2 and 3. No comments from the public were received during the 30-day comment period.
	The project will meet the minimum requirements described in the current <i>Indiana Department of</i> <i>Transportation (INDOT) Public Involvement Manual</i> which requires the project sponsor to offer the public an opportunity to submit comment and/or request a public hearing. Because the project involves the acquisition of right-of-way from 108 parcels, INDOT has opted to hold a public hearing for this project. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

## Public Controversy on Environmental Grounds

Will the project involve substantial			
W//III the project involve cubetantial	controverey concerning	community and/or natural	racalirea impacte?
		community and/or natural	
		· · · · · · · · · · · · · · · · · · ·	

Remarks:

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

# Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: Local Name of the Facility:	INDOT SR 38	INDOT District: Crawfordsville	-
Funding Source (mark all that appl	y): Federal X State X Local Other	*	
*If other is selected, please indenti	y the funding source:		
This is page 2 of 37 Project n	ame:SR 38 HMA Overlay Minor Structural	Date: December 21,	2020

Form Version: June 2013 Attachment 2

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## PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

#### Need:

The project needs (or deficiencies) include the poor structural, physical, and operational condition of the existing pavement. The pavement has moderate to severe transverse and longitudinal cracking, moderate rutting and raveling at random locations throughout the travel lanes. The poor roadway condition is exacerbated due to the inadequate shoulder widths. In addition to the roadway deficiencies the current sidewalk and curb ramp areas are in poor condition in various locations within the town of Mulberry and do not meet the American with Disabilities Act (ADA) standards.

#### **Purpose:**

The purpose of the project is to enhance the long-term integrity of the roadway pavement, improve lateral structural support of the travel lanes, improve pedestrian access within the Town of Mulberry, and address rutting of the pavement on the SR 38 corridor.

## PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: <u>Tippecanoe and C</u>	Clinton	Municipality:	Dayton and Mulberr	У	
Limits of Proposed Work:	SR 38 from	1.07 mi east of I-65 to US 4	21 west junction in Ti	ppecanoe and C	linton Counties, Indiana
Total Work Length:	10.75	Mile(s)	Total Work Area:	83.9	Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? If yes, when did the FHWA grant a conditional approval for this project?

Yes <sup>1</sup>	No
	Χ
Date <sup>.</sup>	

<sup>1</sup>If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

#### Location:

SR 38 from 1.07 miles east of I-65 to north junction of SR38/US 421 junction in Tippecanoe County: Township 22 North, Range 3 West, Sections 2, 3, 4, 9, 10, 11, 12, 13, Clinton County: Township 22 North, Range 2 West, Sections 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, and Township 22 North, Range 1 West, Sections 18, 19 (Appendix B, page 2).

#### **Existing Conditions:**

SR 38 has a single travel lane in each direction. Pavement width is approximately 24 feet consisting of two 12-foot lanes and 0-10 feet wide shoulders with various materials. This section of SR 38 is classified as a two-lane Rural Minor Arterial and Collector on non-National Highway System route. The project limits located within the town of Dayton are designated as an urban area boundary. Posted speed limits along the project corridor range from 30 to 55 mph.

The minimum useable shoulder width for this project varies from 8 feet to 3 feet in width. Existing side slopes vary from 2:1 to 4:1 with roadside ditches. The rural cross section along SR 38 consists of two 11-foot to 12-foot lanes bordered by 3-foot to 6-foot paved shoulders (3-6 foot useable). The roadside drainage ditches are intermittent along the north and south sides of the SR 38 corridor. The ditches are u-shaped with variable v-shaped ditches of varying depth and slope.

This is page 3 of 37 Project name:

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074

The south fork of the Wildcat Creek is within the project limits of the town of Dayton. Adjacent land uses are residential, agricultural, and light industrial.

#### Preferred Alternative:

The project is split up into six sections depending on existing conditions, traffic counts, INDOT route classifications and surrounding uses. The preferred alternative will meet the project's purpose and need to address the long-term integrity of the roadway pavement, improve lateral structural support of the travel lanes, improve pedestrian access within the Town of Mulberry, and address rutting of the pavement on the SR 38 corridor. Logical termini are from Adams Road within the eastern limits of the town of Dayton to US 421. This roadway corridor has common roadway conditions as identified in the purpose and need and provides independent utility from other potential transportation improvements.

Section 1: Station 392+50 to Station 394+50, see Appendix B, page 22 (Adams Road to east edge of Dayton Cemetery) The preferred alternative for Section 1 is full depth reclamation of the travel lanes and construct 2' paved and 1' aggregate shoulders. 4:1 foreslopes, a 4' ditch, and 3:1 backslopes tying into the exiting ground will also be constructed. This alternative will improve the lateral support of the roadway.

Section 2: Station 394+50 to Station 491+10, see Appendix B, pages 22 to 29 (east edge of Dayton Cemetery to 50 feet east of E 350 S) broken up into two parts. Part 1, Station 394+50 to Station 403+70, see Appendix B, page 22 and Part 2, Station 403+70 to Station 491+10, see Appendix B, pages 22 to 29.

The preferred alternative for Section 2 Part 1 is full depth reclamation of the travel lanes and construct 2' paved and 1' aggregate shoulders. 4:1 foreslopes, a 4' ditch, and 3:1 backslopes tying into the existing ground will also be constructed. This will reduce right-of-way needs and allow for improved lateral support of the roadway and improved drainage. For Part 2, the preferred alternative is to mill and overlay the travel lanes and both shoulders. This alternative is low cost and will have minimal inconvenience to the travelling public.

Section 3: Station 491+10 to Station 662+00, see Appendix B, pages 29 to 41 (50 feet east of E 350 S to 200 feet west of West St., Mulberry)

The preferred alternative for Section 3 is full depth reclamation of the travel lanes and construct 2' paved and 1' aggregate shoulders. 4:1 foreslopes, a 4' ditch, and 3:1 backslopes tying into the existing ground will also be constructed. The exception for this is Station 512+48.20 to Station 515+54.40, Station 560+20.50 to Station 563+26.80, and Station 631+79.80 to Station 635+42.80. At these stations 4' shoulders will be constructed, and guardrail will be placed. This alternative will reduce right-of-way needs and will allow for improved lateral support of the roadway and improved drainage.

Section 4: Station 662+00 to Station 710+00, Appendix B, pages 41 to 44 (200 feet west of West Street, Mulberry to 750 feet. east of Park Street, Mulberry) broken up into two parts. Part 1 (residential) from Station 662+00 to Station 684+00, Appendix B, pages 41 to 42, and Station 689+00 to Station 710+00, Appendix B, pages 43 to 44, and Part 2 (commercial) from Station 684+00 to Station 689+00, Appendix B, page 44.

The preferred alternative for Section 4 is to mill and overlay the travel lanes and both shoulders. This alternative will cause minimal inconvenience to the travelling public. Lateral support is not an issue at this location because the support already exists from the adjacent aggregate parking/parkway urban layout.

Section 5: Station 710+00 to Station 858+50, Appendix B, pages 44 to 55 (750 feet east of Park Street., Mulberry to 800 feet east of N 500 W)

The preferred alternative for section 5 is full depth reclamation of the travel lanes and construct 2' paved and 1' aggregate shoulders. 4:1 foreslopes, a 4' ditch, and 3:1 backslopes tying into the existing ground will also be constructed. This alternative is preferred because it will reduce right-of-way needs and allow for improved lateral support of the roadway and improved drainage.

Section 6: Station 858+50 to Station 960+00, Appendix B, pages 55 to 62 (800 feet east of N 500 W to North Junction of SR 38/US 421)

The preferred alternative for Section 6 is full depth reclamation of the travel lanes and construct 2' paved and 1' aggregate shoulders. 2:1 foreslopes to existing ground will also be included. The exception for this is at Station

This is page 4 of 37 Project name:

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074
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862+42.90 to Station 865+33.70, Appendix B, page 55 and Station 871+24.60 to Station 875+11.00, Appendix B, page 55. At these locations there will be full depth reclamation of the travel lanes and 4' paved shoulders and guardrail will be constructed. This alternative will reduce right-of-way needs, improve drainage, and reduce environmental impacts to farmland, trees, and streams.

## OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

Discarded alternatives for Section 1 include mill and overlay travel lanes and construct 2' paved and 6' aggregate shoulders with minimum 3R design requirements, mill and overlay travel lanes and construct 10' paved shoulders, and mill and overlay travel lanes and both shoulders. These were discarded as these alternatives would require additional right-of-way, and some alternatives did not meet the project's purpose and need of addressing the pavement edge deterioration.

Discarded alternatives for Section 2 Parts 1 and 2 include mill and overlay travel lanes and construct 4' paved and 4' aggregate shoulders with minimum 3R design requirements and mill and overlay travel lanes. These alternatives were discarded due to increased right-of-way needs and not meeting the purpose and need of addressing the pavement edge deterioration.

Discarded alternatives for Section 3 include mill and overlay travel lanes and construct 4' paved and 2' to 4' aggregate shoulders with minimum 3R design requirements, mill and overlay travel lanes and construct 6' paved and 2' aggregate shoulders with desirable 3R requirements, and mill and overlay travel lanes and both shoulders. These alternatives were discarded because of increased right-of-way needs and not meeting the purpose and need of addressing the pavement edge deterioration.

Discarded alternatives for Section 4 Part 1 include mill and overlay travel lanes and curb and gutter, mill and overlay travel lanes and construct paved shoulders and street parking. These were discarded because of cost and potential runoff problems. The only discarded alternative for Section 4 Part 2 was the do nothing alternative.

Discarded alternatives for Section 5 include mill and overlay travel lanes and construct 4' paved and 4' aggregate shoulders with desirable 3R requirements and to mill and overlay travel lanes and both shoulders. Both alternatives were discarded because of increased right-of-way needs and not meeting the purpose and need of addressing the pavement edge deterioration.

Discarded alternatives for Section 6 include mill and overlay travel lanes and construct 4' paved and 4' aggregate shoulders with desirable 3R design requirements and mill and overlay travel lanes and both shoulders. These were discarded due to increased right-of-way needs and not meeting the purpose and need of addressing the pavement edge deterioration.

#### Full Depth Reclamation Alternative

Full depth reclamation was recommended in some areas but not the entire project. The pavement design for Des. No 1601074 was received from INDOT in May 2020. In the areas with proposed shoulder widening (see Preferred Alternatives), it was determined by the pavement designer that a full-depth reclamation pavement treatment would be most beneficial to addressing the deteriorating pavement/subbase condition while providing the needed 1.5 ft – 2 ft. of widening proposed. No widening of the shoulders is proposed in Section 2 Part 2 or Section 4 (Town of Mulberry). Section 2 Part 2 already has been widened to 10 ft. shoulders from a previous project and no widening was desired throughout the Town of Mulberry due to the presence of curb and sidewalk. Therefore, the Full Depth Reclamation Alternative for the entire corridor was dismissed from further consideration.

#### **Do Nothing Alternative**

This is page 5 of 37 Project name:

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074
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The other alternative considered was the "Do Nothing" alternative. This alternative would cost nothing, but it would not meet the standard purpose and need to enhance the long term integrity of the roadway pavement, provide lateral structural support of the travel lanes, seal the pavement from water infiltration, improve pedestrian access within the Town of Mulberry, and address rutting of the pavement on the SR 38 corridor.

No further alternatives were considered.

#### The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe)

#### ROADWAY CHARACTER: SR 38 (at various points)

#### Sta. 392+20 - 395+50

Functional Classification:	Rural Mine	or Arterial			
Current ADT:	6770	De	sign Year ADT:	8026	
Design Hour Volume (DHV):	10.62%	Truck Percentage (%)	16.31		
Designed Speed (mph):	40	Legal Speed (mph):	40		

Existing

Proposed

Number of Lanes:	2		2		
Type of Lanes:	Through		Through		
Pavement Width:	12	ft.	12	ft.	
Shoulder Width:	1.5	ft.	3	ft.	
Median Width:	N/A	ft.	N/A	ft.	
Sidewalk Width:	N/A	ft.	N/A	ft.	

#### Sta. 395+50 – 403+70, 491+10 – 596+75

Functional Classification:	Rural Minor Arterial						
Current ADT:	4332-6770	[	Design Year ADT:	5296-8026			
Design Hour Volume (DHV):	10.20- 10.62%	Truck Percentage (%)	) 16.31-16.97				
Designed Speed (mph):	55	Legal Speed (mph):	55				

Existing

Proposed

Number of Lanes:	2		2	
Type of Lanes:	Through		Through	
Pavement Width:	12	ft.	12	ft.
Shoulder Width:	1 - 1.5	ft.	3	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

This is page 6 of 37 Project name:

SR 38 HMA Overlay Minor Structural

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County Tippecanoe and C	linton	Route	SR 38		Des. No.	1601074
<b>Sta 403+70 – 463+50</b> Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph):	Rural Min 5646-677 9.19- 10.62% 55	nor Arterial 0 Truck Percen Legal Speed	<b>.</b> ,	-16.31	6693-8026	
	Existing	g	Proposed			
Number of Lanes:	2		2			
Type of Lanes:	Through		Through			
Pavement Width:	12	ft.	12 ft.			
Shoulder Width:	10	ft.	10 ft.			
Median Width:	N/A	ft.	N/A ft.			
Sidewalk Width:	N/A	ft.	N/A ft.			
Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph):	5646-577 9.09- 9.19% 50 Existing	Truck Percen	<b>.</b> ,		6693-7220	
Number of Lanes:	2		2			
Type of Lanes:	Through		Through			
Pavement Width:	12	ft.	12 ft.			
Shoulder Width:	10	ft.	10 ft.			
Median Width:	N/A	ft.	N/A ft.			
Sidewalk Width:	N/A	ft.	N/A ft.			
<b>Sta. 596+75 – 652+50</b> Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph):	Rural Ma 4050 10.86% 55	jor Collector Truck Percen Legal Speed		00	4989	
	Existing	g	Proposed			
Number of Lanes:	2		2			

Number of Lanes:	2		2	
Type of Lanes:	Through		Through	
Pavement Width:	12	ft.	12	ft.
Shoulder Width:	1	ft.	3	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.
	•	-		

This is page 7 of 37 Project name:

County Tippecanoe and C	linton Route	SR 38	Des. No.	1601074
<b>Sta. 652+50 – 662+00</b> Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph):	Rural Major Collector405010.86%4040Legal Speed (m		4989	
	Existing	Proposed		
Number of Lanes:	2	2		
Type of Lanes:	Through	Through		
Pavement Width:	12 ft.	12 ft.		
Shoulder Width:	<u>1</u> ft.	<u> </u>		
Median Width:	N/A ft.	N/A ft.		
Sidewalk Width:	N/A ft.	N/A ft.		
<b>Sta. 662+00 – 684+00, 689+</b> Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph):	Rural Major Collector 2405		2962	
	Existing	Proposed		
Number of Longo:	Existing	Proposed		
Number of Lanes:	2	2		
Type of Lanes:	2 Through	2 Through		
Type of Lanes: Pavement Width:	2 Through 12 ft.	2 Through 12 ft.		
Type of Lanes: Pavement Width: Shoulder Width:	2 Through 12 ft. 1-3 ft.	2 Through 12 ft. 1-3 ft.		
Type of Lanes: Pavement Width:	2 Through 12 ft.	2 Through 12 ft.		
Type of Lanes: Pavement Width: Shoulder Width: Median Width:	2           Through           12         ft.           1-3         ft.           N/A         ft.           N/A         ft.           N/A         ft.           Quark         Structure           2405         Structure	2 Through 12 ft. 1-3 ft. N/A ft. N/A ft. Design Year ADT: ge (%) 5.95		
Type of Lanes: Pavement Width: Shoulder Width: Median Width: Sidewalk Width: Sta. 684+00 – 689+00 Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph):	2         Through         12       ft.         1-3       ft.         N/A       ft.         N/A       ft.         N/A       ft.         N/A       ft.         2405       10.02%         30       Legal Speed (m         Existing	2           Through           12         ft.           1-3         ft.           N/A         ft.           N/A         ft.           N/A         ft.           Oesign Year ADT:         ge (%)           5.95         30           Proposed         Proposed		
Type of Lanes: Pavement Width: Shoulder Width: Median Width: Sidewalk Width: Sta. 684+00 – 689+00 Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph):	2           Through           12         ft.           1-3         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           10.02%         Truck Percentage           30         Legal Speed (m           Existing         2	2 Through 12 ft. 1-3 ft. N/A ft. N/A ft. Design Year ADT: ge (%) 5.95 nph): 30 Proposed 2		
Type of Lanes: Pavement Width: Shoulder Width: Median Width: Sidewalk Width: Sta. 684+00 – 689+00 Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph): Number of Lanes: Type of Lanes:	2         Through         12       ft.         1-3       ft.         N/A       ft.         N/A       ft.         N/A       ft.         N/A       ft.         10.02%       Truck Percentage         30       Legal Speed (m         Existing       2         Through       1	2           Through           12         ft.           1-3         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           See (%)         5.95           nph):         30           Proposed         2           Through         100		
Type of Lanes:         Pavement Width:         Shoulder Width:         Median Width:         Sidewalk Width:         Sta. 684+00 – 689+00         Functional Classification:         Current ADT:         Design Hour Volume (DHV):         Designed Speed (mph):         Number of Lanes:         Type of Lanes:         Pavement Width:	2           Through           12         ft.           1-3         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           2405         Truck Percentage           30         Legal Speed (m           Existing         2           Through         12           12         ft.	2           Through           12         ft.           1-3         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           Proposed         2           Through         12           12         ft.		
Type of Lanes:         Pavement Width:         Shoulder Width:         Median Width:         Sidewalk Width:         Sta. 684+00 – 689+00         Functional Classification:         Current ADT:         Design Hour Volume (DHV):         Designed Speed (mph):         Number of Lanes:         Type of Lanes:         Pavement Width:         Shoulder Width:	2           Through           12         ft.           1-3         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           2405         Truck Percentar           30         Legal Speed (m           Existing         2           Through         12           12         ft.           12         ft.           12         ft.	2           Through           12         ft.           1-3         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           Proposed         2           Through         12           12         ft.           12         ft.           12         ft.		
Type of Lanes:         Pavement Width:         Shoulder Width:         Median Width:         Sidewalk Width:         Sta. 684+00 – 689+00         Functional Classification:         Current ADT:         Design Hour Volume (DHV):         Designed Speed (mph):         Number of Lanes:         Type of Lanes:         Pavement Width:	2           Through           12         ft.           1-3         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           2405         Truck Percentage           30         Legal Speed (m           Existing         2           Through         12           12         ft.	2           Through           12         ft.           1-3         ft.           N/A         ft.           N/A         ft.           N/A         ft.           N/A         ft.           Proposed         2           Through         12           12         ft.		

County <u>Tippecanoe and C</u>	linton Route	SR 38	Des. No. 1601074
<b>Sta. 704+50 – 710+00</b> Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph):	Rural Major Collector240510.02%40Legal Speed (m	<b>-</b>	2962
	Existing	Proposed	
Number of Lanes:	2	2	
Type of Lanes:	Through	Through	
Pavement Width:	12 ft.	12 ft.	
Shoulder Width:	1-3 ft.	1-3 ft.	
Median Width:	N/A ft.	N/A ft.	
Sidewalk Width:	N/A ft.	N/A ft.	
<b>Sta. 710+00 – 715+00</b> Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph):	Rural Major Collector240510.02%4040Legal Speed (m	<u> </u>	2962
	Existing	Proposed	
Number of Lanes:	2	2	
Type of Lanes:	Through	Through	
Pavement Width:	12 ft.	12 ft.	
Shoulder Width:	1 ft.	<u>3</u> ft.	
Median Width:	N/A ft.	N/A ft.	
Sidewalk Width:	N/A ft.	N/A ft.	
<b>Sta. 715+00 – 960+00</b> Functional Classification: Current ADT: Design Hour Volume (DHV): Designed Speed (mph):	Rural Major Collector2405-243310.02- 10.03%55Legal Speed (m	• · · ·	2962-2997
	Existing	Proposed	
Number of Lanes:	2	2	
Type of Lanes:	Through	Through	
Pavement Width:	12 ft.	12 ft.	
Shoulder Width:	1 ft.	<u> </u>	
Median Width:	N/A ft.	N/A ft.	
Sidewalk Width:	N/A ft.	N/A ft.	
Setting: Topography:	Urban   Suburba     X   Level   Rolling	an X Rural Hilly	

If the proposed action has multiple roadways, this section should be filled out for each roadway.

This is page 9 of 37 Project name:

County Tipp	becanoe and	Clinton	Route	SR 38		Des. No.	1601074	
ESIGN CRITE	RIA FOR	BRIDGES:						
<b>Des. 2000800</b> Structure/NBI Nu	umber(s):	Small Structur	re CV 038-079-0	7.58 Sufficien	cy Rating: _	N/A (Rating, So	ource of Info	prmation)
		Existing	9	Proposed				
Bridge Type:		Reinforced C Corrugated N	Concrete Box wit Metal Pipe	h a Precast Reinfo Sided Structur		Four-		
Number of Spans Weight Restrictic Height Restrictio Curb to Curb Wid	ons: ns:		ton ft. ft.	to ft. ft.				
Outside to Outsid Shoulder Width: Length of Chann	de Width:	1	ft. ft.	4         ft.           80         ft.				
				t rise. Riprap will b				
Will the structure	structure B, page 6 Designati	is located appr 3). on number 200	roximately 0.1 r	nile east of the inte	ersection of S	R 38 and CI		
Des. 2000802	structure B, page 6 Designati	is located appr 3). <u>on number 200</u> tated or replac	roximately 0.1 r	nile east of the inte used solely for trac he project?	ersection of S	R 38 and Cf <u>s.</u> Yes X N/A	R 950 E. (A	ppendix N/A
Des. 2000802	structure B, page 6 Designati	is located appr 3). <u>on number 200</u> tated or replac	roximately 0.1 r 00800 is being ced as part of th re CV 038-079-8	nile east of the inte used solely for trac he project?	ersection of S	R 38 and Cf <u>s.</u> Yes X N/A	No	ppendix N/A
Will the structure <b>Des. 2000802</b> Structure/NBI Nu Bridge Type:	structure B, page 6 Designati be rehabili umber(s):	is located appr 3). on number 200 tated or replac _Small Structur	roximately 0.1 r 00800 is being ced as part of th re CV 038-079-8 g el Elliptical	nile east of the inte used solely for trac e project? .88 Sufficien	ersection of S king purpose cy Rating:	R 38 and CF <u>s.</u> <u>Yes</u> <u>X</u> <u>N/A</u> (Rating, Se	No	.ppendix N/A
<b>Des. 2000802</b> Structure/NBI Nu	structure i B, page 6 Designati e be rehabili umber(s): s: ons: ns: dth: de Width:	is located appr 3). on number 200 tated or replac <u>Small Structur</u> Existing Double Barro	roximately 0.1 r 00800 is being ced as part of th re CV 038-079-8 g el Elliptical	nile east of the inter used solely for trac e project? .88 Sufficien Proposed Precast Reinfo	ersection of S king purpose cy Rating: preed Concrete re on	R 38 and CF <u>s.</u> <u>Yes</u> <u>X</u> <u>N/A</u> (Rating, Se	No	.ppendix N/A
Des. 2000802 Structure/NBI Nu Bridge Type: Number of Spans Weight Restrictio Height Restrictio Curb to Curb Wid Dutside to Outsid Shoulder Width: Length of Chann	structure i B, page 6 Designati be rehabili umber(s): s: ons: ns: dth: de Width: ridges and s ridges and s span and s	is located appr 3). on number 200 tated or replace <u>Small Structur</u> Existing Double Barry Corrugated N 1 1 structures; pro ing structure is tructure will b 3-foot rise. Rij	coximately 0.1 r 00800 is being ced as part of th re CV 038-079-8 el Elliptical Metal Pipe ton ft. ft. ft. ft. ft. ft. ft. ft. ft. grappic for the second se	nile east of the inter used solely for trac he project? .88 Sufficien Proposed Precast Reinfor Sided Structur to ft. ft. ft. ft. 4 ft.	ersection of S king purpose cy Rating: prced Concrete prced Concrete concent c	R 38 and CF s. Yes X N/A (Rating, So Four- Four- borrugated m ed RCB stru thet. The stru	No No ource of Info	Dymation)

County	Tippecanoe	and Clinton	Route S	SR 38	Des. No.	1601074	
	Desig	nation number 2000802	is being use	d solely for tracking purport	ses.		
Will the st	ructure be reh	abilitated or replaced as	part of the p	roject?	Yes X	No	N/A
Des. 1902 Structure/I	0 <b>42</b> NBI Number(s	:): _Small Structure CV 0	38-012-10.20	) Sufficiency Rating:	N/A (Rating, S	ource of Inform	nation)
		Existing		Proposed			
Bridge Typ	pe:	Corrugated Metal P	ipe Arch	Corrugated Metal Pipe Arc	h		
Number of	f Spans:						
Weight Re		ton		ton			
Height Re		ft.		ft.			
Curb to Cu		ft.		ft.			
	Outside Widt			ft.			
Shoulder \		<u>1</u> ft.		4 ft.			
Length of	Channel Work	(:		25 ft.			
	-	r Lane. (Appendix B, pa nation number 1902042		d solely for tracking purpos	ses.		
Will the st	ructure be reh	abilitated or replaced as	part of the p	roject?	Yes X	No	N/A
Des. 2001 Structure/I	<b>746</b> NBI Number(s	:): _Small Structure CV 0	38-012-11.86	5 Sufficiency Rating:	N/A (Rating, S	ource of Inform	nation)
		Existing		Proposed			
Bridge Typ	pe:	Corrugated Metal P	ipe	Precast Reinforced Concre Sided Structure	te Four-		
Number of	f Spans:						
Weight Re	estrictions:	ton		ton			
Height Re		ft.		ft.			
Curb to Cu		ft.		ft.			
	Outside Widt			ft.			
Shoulder V		<u>1</u> ft.		3 ft.			
Length of	Channel Work	(:		65 ft.			
Προγ	crihe bridaes e	and structures: provide sr	pecific locati	on information for small stru	ictures		
				The existing structure will b		d replaced w	ith a
Kelli		Aristing structure is a 50-1				iu icpiaceu w	iui a
This is	page 11 of 37	Project name: SR	38 HMA Ov	erlay Minor Structural		Date: De	cember 21, 2020

County <u>Tipp</u>	becanoe and (	Clinton	Route	SR 38	[	Des. No.	1601074	
	structure i	ur-sided RCB struc inlet and outlet. The R 700 W. (Appendi	e structure i	is located approxim			placed at the e intersection of SI	R
	Designation	on number 2001746	5 is being u	ised solely for track	king purposes	•		
Will the structure	e be rehabili	tated or replaced as	s part of the	e project?		Yes X	No N	I/A
Des. 1902043 Structure/NBI No	umber(s):	Small Structure CV	038-012-14	.60 Sufficienc	cy Rating:	N/A (Rating, So	ource of Information)	
		Existing		Proposed				
Bridge Type:		Corrugated Metal Headwalls	Pipe with	Corrugated Me Headwalls	tal Pipe Arch v	with		
Number of Span	s:							
Weight Restriction		ton		tor	1			
Height Restriction	ons:	ft.		ft.				
Curb to Curb Wi	dth:	ft.		ft.				
Outside to Outsi	de Width:	ft.		ft.				
Shoulder Width:		1 ft.		4 ft.				
Length of Chanr	el Work:			101 ft.				
<i>Describe b</i> Remarks:	The existi and replace the structu and CR 50	ced with a CMP wit are outlet. The struct 00 W. (Appendix B	foot by 4-fo h headwall ture is loca , page 67).	bot CMP with head ls with a 95-inch sp ated approximately	walls. The ex oan and 67-in 0.15 mile we	isting struc ch rise. Rip est of the in	ture will be remove rap will be placed a tersection of SR 38	at
	Designation	on number 1902043	3 is being u	used solely for track	king purposes	•		
Will the structure Des. 1902044 Structure/NBI No		tated or replaced as <u>Small Structure CV</u>			cy Rating:	Yes X N/A (Rating, Se	No N	I/A
		Existing		Proposed				
Bridge Type:		Reinforced Concre	ete Box	Precast Reinfor Sided Structure		Four-		
Number of Span								
Weight Restriction		ton		tor	1			
Height Restriction		ft.		ft.				
Curb to Curb Wi		ft.		ft.				
Outside to Outsi	de Width:	ft.		ft.				
Shoulder Width:		1 ft.		4 ft.				
Length of Chanr	el Work:			71 ft.				
Describe b	ridges and s	structures; provide s	specific loc	ation information fo	or small struct	ures.		

This is page 12 of 37 Project name: <u>SR 38 HMA Overlay Minor Structural</u>

County	Tippecanoe and (	Clinton	Route	SR 38	Des. No.	1601074	
Remar	Remarks: The existing structure is a 7-foot by 5-foot RCB. The existing structure will be removed and replaced with a precast four-sided RCB structure with an 8-foot span and 6-foot rise. Riprap will be placed at the structure inlet and outlet. The structure is located approximately 100 feet east of the intersection of SR 38 and CR 500 W. (Appendix B, page 68).						
	Designati	on number 1902044	4 is being u	sed solely for tracking purp	ooses.		
		tated or replaced as	s part of the	project?	Yes X	No N/	' <b>A</b>
Des. 200174 Structure/NE	BI Number(s):	Small Structure CV	038-012-15.	38 Sufficiency Rating			
					(Rating, So	ource of Information)	
		Existing		Proposed			
Bridge Type	:	Corrugated Metal	Pipe	Corrugated Metal Pipe w Headwalls and CIPP Lin			
Number of S							
Weight Rest		ton		ton			
Height Rest		ft.		ft.			
Curb to Curb	Dutside Width:	ft. ft.		ft. ft.			
Shoulder Wi		1 ft.		3 ft.			
	nannel Work:	1 10		11 ft.			
			·r· /				
Remar				tion information for small s The existing structure will		and be lined	
Roma				pipe. The structure is locat			;
				. (Appendix B, page 69).			
	Designation	on number 200174′	7 is being u	sed solely for tracking purp	ooses.		
		tated or replaced a n has multiple bridg		project? structures, this section sho	Yes X puld be filled out	No N/	'A
MAINTEN	ANCE OF TRA	FFIC (MOT) DU	RING CON	STRUCTION:			
<u>r</u>							
Is a tempora Will the proje Provision Provision Provision Will the prop	is will be made f is will be made f is will be made t posed MOT subs	bosed? se of a detour or re or access by local t or through-traffic de o accommodate an stantially change the	raffic and se ependent bu y local spece e environme				VO X X X X X X X

This is page 13 of 37 Project name: <u>SR 38 HMA Overlay Minor Structural</u>

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074
Remarks:		If there is a US 421/SR 3 US 421/SR 3	need for a closure of SR 38, t 39 (approximately 21.1 miles) 39 (approximately 24.3 miles)	he official deto	our (going west to
	buses and emergency services); cease upon project completion. completion.	however, no	significant delays are anticip	ated, and all in	conveniences will

## ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 385,000	Right-of-Way: \$ <u>600,000</u>	Construction: \$ <u>6,686,294.00</u>
Anticipated Start Date of Construction:	2022	(Note: TIP/STIP amount to be updated at a later date)
Date project incorporated into STIP	2, 2019 (2020-2024 STIP)	
Is the project in an MPO Area?	No	
If yes,		
Name of MPO Area Plan Commission o	of Tippecanoe County	
Location of Project in TIP 2020-2024 pg.	24	
Date of incorporation by reference into the	e STIP July 2, 2019	

## **RIGHT OF WAY:**

	Amount	t (acres)
Land Use Impacts	Permanent	Temporary
Residential	18.10	
Commercial/Religious Facility	0.14	
Agricultural	32.55	
Forest		
Wetlands		
Other: Cemetery	0.04	0.04
Other:		
TOTAL	50.83	0.04

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks: The project requires approximately 50.83 acres of permanent right-of-way (ROW) in residential, commercial,

This is page 14 of 37 Project name:

ne: SR 38 HMA Overlay Minor Structural

Date: December 21, 2020

 County
 Tippecanoe and Clinton
 Route
 SR 38
 Des. No.
 1601074

agricultural, and cemetery properties. The project requires approximately 0.04 acre of temporary ROW from the Dayton Cemetery at the west end of the project within the Town of Dayton. The typical proposed ROW width is 40 feet. The maximum proposed ROW width is 65 feet. The existing typical ROW width is the edge of pavement and the maximum existing ROW width is 150 feet; therefore, additional ROW is recommended for the preferred alternative to widen the shoulders. The project requires approximately 50.83 acres of permanent ROW in residential, commercial, agricultural, and cemetery properties. The need for this amount of ROW stems from the placement of the existing ROW lines as well as the proposed work types. During the preliminary engineering phases, the existing ROW was set at the edge of pavement for long stretches within the project's limits.

If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

# Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A – ECOLOGICAL RESOURCES

	Presence	<u>Imp</u>	acts
		Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches	X	X	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana	X		Χ
Navigable Waterways			

Remarks: Based on a desktop review, a site visit on June 18 and 20, 2019 by Hanson, the aerial map of the project area (Appendix B, pages 4-7), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, pages 16-17), there are forty-four (44) rivers and streams located within the 0.5-mile search radius. There are twelve (12) streams, rivers, and watercourses present within or adjacent to the project area. There are no Federal, Wild and Scenic Rivers, State Natural, Scenic and Recreational Rivers, navigable waterways or National Rivers Inventory waterways present in the project area. The South Fork of Wildcat Creek, which is in the project area just east of Dayton, is listed as an Outstanding River for Indiana, but will not be impacted by the project.

Thirty-five (35) 303d Listed (impaired) Stream segments are located within the 0.5-mile search radius. Seven (7) segments are located within the project area.

- South Fork of Wildcat Creek is approximately 0.63 mile east of the Town of Dayton. The creek is listed as impaired for E. coli, Dissolved Oxygen (DO) and PCBs in fish tissue.
- Unnamed tributary (UNT) to South Fork of the Wildcat Creek is approximately 3.54 miles east of the Town of Dayton. The UNT is listed as impaired for Impaired Biotic Communities (IBC).
- Middle Fork of the Wildcat Creek is approximately 1.01 miles west of North Main Street in the Town of Mulberry. The creek is listed as impaired for E. coli.
- Kilmore Creek and Hog Run are listed as impaired for E. coli at various approximate locations: 0.28, 1.67, 1.81, 2.35 and 6.17 miles west of US 421.

Workers who are working in or near water with E. coli should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. Concerning Impaired Biotic Communities (IBC) and Dissolved Oxygen (DO), Best

This is page 15 of 37 Project name: <u>SR 38 HMA Overlay Minor Structural</u>

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074

Management Practices (BMPs) will be used to avoid further degradation to streams. Concerning PCBs in fish tissue, exposure to PCBs is fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. Coordination with INDOT SAM will occur prior to any site activities.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on May 11, 2020. Please refer to Appendix F for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that thirteen (13) jurisdictional streams are located in the project area including the South Fork of Wildcat Creek, eight (8) unnamed tributaries to Kilmore Creek, three (3) unnamed tributaries to the South Fork of Wildcat Creek, and one (1) unnamed tributary to Hog Run. Because the thirteen streams had a defined bed, bank, and connection to downstream waters, all were considered likely Waters of the U.S. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

The largest of these stream features, South Fork of Wildcat Creek, is tributary to Wildcat Creek. It is identified as a permanent river on the USGS topographic mapping, flowing north under SR 38. It is labeled as R2UBH (riverine, lower perennial, unconsolidated bottom, permanently flooded) on the NWI map. SR 38 is carried over the South Fork of Wildcat Creek via Structure No. 420, a 450-foot bridge (Appendix B, page 24). The ordinary high water mark (OHWM) measured at the bridge location is approximately 42 inches in depth and the OHWM width of the creek was measured at approximately 35 feet. Based on the USGS StreamStats, the upstream drainage area for South Fork Wildcat Creek at Structure No. 420 is 230.7 square miles. No impacts to the South Fork of Wildcat Creek are expected as the scope of the project does not include work on Structure No. 420.

UNT 1 is an ephemeral tributary to South Fork Wildcat Creek. It is not depicted as a blue line on the USGS topographic mapping or labeled on the NWI map. UNT 1 flows south under SR 38 via Structure No. 478, a 36-inch by 48-inch concrete box culvert (Appendix B, page 28). The OHWM measured at the culvert location is approximately 12 inches in depth, and the OHWM width of the creek was measured at approximately 6 feet. No impacts to UNT 1 are expected as Structure No. 478 is to remain in place.

UNT 2 is an ephemeral tributary to South Fork Wildcat Creek. It is not depicted as a blue line on the USGS topographic mapping or labeled on the NWI map. UNT 2 flows north under SR 38 via Structure No. 514, a 36-inch box culvert with a 24-inch corrugated metal pipe (CMP) inside (Appendix B, page 30). The OHWM measured at the CMP location is approximately 12 inches in depth, and the OHWM width of the stream was measured at approximately 3.5 feet. Impacts to UNT 2 are expected as Structure No. 514 is to be replaced with an 8-foot by 3-foot box culvert per Des. No. 2000800 (Appendix B, page 63).

UNT 3 is an intermittent tributary to Hog Run, which ultimately drains to Wildcat Creek. It is depicted as an intermittent stream on the USGS topographic mapping but is not labeled on the NWI map. UNT flows north under SR 38 via Structure No. 634, an 87-inch by 71-inch corrugated metal pipe arch (Appendix B, page 39). The OHWM measured at the CMP location is approximately 12 inches in depth, and the OHWM width of the stream was measured at approximately 3.5 feet. The upstream drainage area based on the USGS StreamStats is 0.44 square mile. Impacts to UNT 3 are expected as Structure No. 634 will have headwalls constructed per Des. No. 1902042 (Appendix B, page 65).

UNT 4 is an intermittent tributary to South Fork Wildcat Creek. It is depicted as an intermittent stream on the USGS topographic mapping but is not labeled on the NWI map. UNT 4 flows north under SR 38 via Structure No. 749, a 115-foot-long bridge (Appendix B, page 47). The OHWM measured at the bridge location is approximately 18 inches in depth and the OHWM width of the stream was measured at approximately 6 feet. The upstream drainage area based on the USGS StreamStats is 1.83 square miles. No impacts to UNT 4 are expected as work to Structure No. 749 is not included in the project scope.

UNT 5 is an ephemeral tributary to Kilmore Creek, which ultimately drains to Wildcat Creek. It is not

This is page 16 of 37 Project name: SR 38 HMA

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074
-				-	

depicted as a blue line on the USGS topographic mapping or labeled on the NWI map. UNT 5 flows south under SR 38 via Structure No. 837, an 18-inch CMP (Appendix B, page 53). The OHWM measured at the CMP location is less than 12 inches in depth, and the OHWM width of the stream was measured at approximately 1 foot. Impacts to UNT 5 are expected as Structure No. 837 will be extended.

UNT 6 is an intermittent tributary to Kilmore Creek. It is depicted as a blue line on the USGS topographic mapping but is not labeled on the NWI map. UNT 6 flows south under SR 38 via Structure No. 864, a 48-inch diameter CMP (Appendix B, page 55). The OHWM measured at the CMP location is approximately 18 inches in depth, and the OHWM width of the stream was measured at approximately 5 feet. Impacts to UNT 6 are expected as Structure No. 864 will be removed and replaced with a 95-inch by 67-inch corrugated metal pipe arch with headwalls (Appendix B, page 67).

UNT 7 is an intermittent tributary to Kilmore Creek. It is depicted as an intermittent stream on the USGS topographic mapping but is not labeled on the NWI map. UNT 7 flows south under SR via Structure No. 871, a 24-inch CMP (Appendix B, page 56). The OHWM measured at the CMP location is approximately 24 inches in depth, and the OHWM width of the stream was measured at approximately 4 feet. The upstream drainage area based on the USGS StreamStats is 0.43 square miles. Impacts to UNT 7 are expected as Structure No. 871 will be extended.

UNT 8 is a perennial tributary to Kilmore Creek. It is depicted as an intermittent stream on the SGS topographic mapping but is not labeled on the NWI map. UNT 8 flows south under SR 38 via Structure No. 873, a 7-foot by 5-foot reinforced concrete box (Appendix B, page 56). The OHWM measure at the culvert location is approximately 18 inches in depth, and the OHWM width of the stream was measured at approximately 4 feet. The upstream drainage area based on the USGS StreamStats is 1.23 square miles. Impacts to UNT 8 are expected as Structure No. 873 will be removed and replaced with an 8-foot by 6-foot precast reinforced concrete four-sided structure per Des. 1902044 (Appendix B, page 68).

UNT 9 is an intermittent tributary to Kilmore Creek. It is not depicted as a blue line on the USGS topographic mapping or labeled on the NWI map. UNT 9 flows south under SR 39 via Structure No. 913, a 36-inch CMP (Appendix B, page 59). The OHWM measured at the CMP location is approximately 12 inches in depth, and the OHWM witdth of the stream was measured at approximately 6.5 feet. Impacts to UNT 9 are expected as Structure No. 913 will be lined per Des. 2001747 (Appendix B, page 69).

UNT 10 is an ephemeral tributary to Kilmore Creek. It is not depicted as a blue line on the USGS topographic mapping or labeled on the NWI map. UNT 10 flows south under SR 38 via Structure No. 922, a twenty-three-inch by twenty-one-inch elliptical CMP (Appendix B, page 59). The OHWM measured at the CMP location is approximately 12 inches in depth, and the OHWM width of the stream was measured at approximately 2 feet. Impacts to UNT 10 are expected as Structure No. 922 will be extended.

UNT 11 is an ephemeral tributary to Kilmore Creek. It is not depicted as a blue line on the USGS topographic mapping or labeled on the NWI map. UNT 11 flows south under SR 38 via Structure No. 933, a 14-inch CMP (Appendix B, page 60). The OHWM measured at the RCP location is approximately 12 inches in depth, and the OHWM width of the stream was measured at approximately 1.5 feet. Impacts to UNT 11 are expected as Structure No. 933 will be extended.

UNT 12 is an intermittent tributary to Kilmore Creek. It is depicted as an intermittent stream on the USGS topographic mapping but is not labeled on the NWI map. UNT 12 flows south under SR 38 via Structure No. 947, a 24-inch CMP (Appendix B, page 61). The OHWM measured at the CMP is approximately 12 inches in depth, and the OHWM width of the stream was measured at approximately 5 feet. The upstream drainage area based on the USGS StreamStats is 0.08 square mile. Impacts to UNT 12 are expected as Structure No. 947 will be extended.

Seventeen (17) roadside ditches (RSDs) were observed throughout the study area. Flow was not observed in

This is page 17 of 37 Project name: SR 38 HMA Overlay Minor Structural

Date: December 21, 2020

CountyTippecanoe and ClintonRouteSR 38Des. No.160107	4
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any of the ditches during the site visit. The ditches lacked an OHWM and did not have a defined bed and bank area; therefore, they would likely be considered non-jurisdictional.

Total impacts include 429 linear feet to jurisdictional streams. A 401 and 404 Regional General Permit will be required. UNT 8 will require a Construction in a Floodway (CIF) Permit.

Jurisdictional Stream	Permanent Impacts (LFT)	Impact
South Fork of Wildcat Creek	-	-
UNT 1	-	-
UNT 2	80	Replace structure, riprap
UNT 3	26	Riprap
UNT 4	-	-
UNT 5	16	Extend structure
UNT 6	101	Replace structure, raprap
UNT 7	10	Extend structure
UNT 8	71	Replace structure, riprap
UNT 9	11	Line structure, riprap
UNT 10	54	Extend structure, riprap
UNT 11	52	Extend structure, riprap
UNT 12	8	Extend structure

Early coordination letters were sent on April 10, 2019 (Appendix C, page 2). The U.S. Fish and Wildlife Service (USFWS) responded on April 11, 2019 with standard recommendations to minimize impacts to active stream channels (Appendix C, page 16). The Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR-DFW) responded on May 10, 2019 with recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible (Appendix C, page 6). An early coordination environmental review was requested from the Indiana Department of Environmental Management (IDEM) through the automatic website (http://www.in.gov/idem/5284.htm) on April 10, 2019. An automated letter was generated from the IDEM's website on April 10, 2019. Applicable recommendations from the Proposed Roadway Letter include limited stream disturbance and coordinating with the appropriate permitting agencies (Appendix C, page 18). All applicable USFWS and IDNR recommendations are included in the Environmental Commitments section of this CE document.

	Presence	Im	oacts
Other Surface Waters		Yes	No
Reservoirs			
Lakes	X		Χ
Farm Ponds			
Detention Basins			
Storm Water Management Facilities			
Other:			

Remarks:

arks: Based on a desktop review, a site visit on June 18 and 20, 2020 by Hanson, the aerial map of the project area (Appendix B, pages 4-7), and the water resource map in the RFI report (Appendix E, page 16), there are fourteen (14) lakes within the 0.5-mile search radius. No other surface waters are present within the project area; therefore, no impacts are expected.

	Presence	<u>Impacts</u> Yes No
Wetlands	X	

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074
-					

Total wetland area: 0.007 acre(s) Total wetland area impacted: 0.007 acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
C	PEM1A	0.007	0	Wetland C represents an area along the south of SR 38 and west of North County Road 400 West where the presence of standing water and cattails were observed. It is believed that the construction of an access road by the property owner restricted the flow of water into the ditch. The vegetation in the area was comprised entirely of common cattail ( <i>Typha</i> <i>latifolia</i> ), which is a hydric species. Hydric soil was present due to the indicator of redox dark surface (F6). Standing water was observed on the site at a depth of approximately two inches.

#### **Documentation**

Wetlands (*Mark all that apply*) Wetland Determination Wetland Delineation USACE Isolated Waters Determination Mitigation Plan

Χ	
Χ	

May 11, 2020	
May 11, 2020	

ES Approval Dates

# Improvements that will not result in any wetland impacts are not practicable because such avoidance

would result in (Mark all that apply and explain):

Substantial adverse impacts to adjacent homes, business or other improved properties;	
Substantially increased project costs;	
Unique engineering, traffic, maintenance, or safety problems;	
Substantial adverse social, economic, or environmental impacts, or	
The project not meeting the identified needs.	Χ

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks:

Based on a review of the National Wetlands Inventory (NWI) online mapper (<u>https://www.fws.gov/wetlands/data/Mapper.html</u>), a site visit on June 18 and 20, 2019 by Hanson, the USGS topographic map (Appendix B, page 3), and the RFI report (Appendix E), there are ninety-two (92) wetlands located within the 0.5 mile search radius. There is one wetland present within or adjacent to the project area.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by the INDOT Ecology and Waterway Permitting Office on May 11, 2020. Please refer to Appendix F for the Waters of the U.S. Determination / Wetland Delineation Report. The USACE makes all final determinations regarding jurisdiction.

One (1) wetland, Wetland C, was identified in the project area. Wetland C is located along the south of SR 38 and west of North Country Road 400. Wetland C is approximately 0.007 acre in size and exhibits a surface connection to UNT 10, an ephemeral tributary to Kilmore Creek. During the site visit on June 18 and 20, 2019 the presence of standing water and cattails was observed. It is believed that the construction of an access road by the property owner restricted the flow of water into the ditch. The quality of the wetland was

This is page 19 of 37 Project name: SI	R 38 HMA Overlay Minor Structural
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Indiana Department of	f Transportation
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County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074

found to be poor due to its monoculture plant community, its apparently artificial nature, and its small capacity for flood storage. The wetland type is PEM1A (palustrine emergent persistent wetland, temporarily flooded).

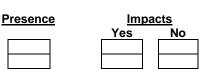
Approximately 0.007 acre of Wetland C will be impacted by extending and adding end sections to Structure No. 922, a 23-inch by 21-inch elliptical CMP, as well as the installation of downstream riprap protection (Appendix B, page 59). Avoidance alternatives would not be practicable because it would not meet the purpose and need of addressing the poor structural, physical, and operational condition of the existing pavement. Mitigation is not anticipated because impacts total less than 0.1 acre, which is the threshold for mitigation.

There is no practicable alternative to the proposed new construction in wetlands and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Early coordination letters were sent on April 10, 2019 (Appendix C, page 2). The USFWS responded on April 11, 2019 without specific recommendations concerning wetlands (Appendix C, page 16). The IDNR-DFW responded on May 10, 2019 with recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible and to coordinate with the appropriate permitting agencies (Appendix C, page 6). An early coordination environmental review was requested from the IDEM through the automatic website (http://www.in.gov/idem/5284.htm) on April 10, 2019. An automated letter was generated from the IDEM's website on April 10, 2019. Applicable recommendations from the Proposed Roadway Letter include coordinating with the appropriate permitting agencies (Appendix C, page 18). All applicable IDNR recommendations are included in the Environmental Commitments section of this CE document.

# Terrestrial Habitat

Unique or High Quality Habitat



Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks: Based on a desktop review, a site visit on August 20, 2020 by Green 3, LLC, the aerial map of the project area (Appendix B, pages 4-7), and the topographic map (Appendix B, page 3), there are small, forested areas, landscape trees within residential lawns, street trees within the Town of Mulberry, and trees surrounding the banks of some streams. Dominant tree species include sugar maple (*Acer saccharum*), silver maple (*Acer saccharinum*), black walnut (*Juglans nigra*), slippery elm (*Ulmus rubra*), hackberry (*Celtis occidentalis*), and boxelder (*Acer negundo*). 3.03 acres of trees are scheduled for removal within 100 feet of the roadway. Avoidance alternatives would not be practicable because it would not meet the purpose and need of addressing the poor structural, physical, and operational condition of the existing pavement.

Early coordination letters were sent on April 10, 2019 (Appendix C, page 2). In order to minimize impacts to terrestrial habitat for construction of the project, the recommendations by the USFWS received April 11, 2019 (Appendix C, page 16) and the IDNR-DFW received May 10, 2019 (Appendix C, page 6) in their early coordination response will be considered for implementation. These recommendations regarded tree and understory clearly and sediment and erosion control measures. All applicable USFWS and IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document. An early coordination environmental review was requested from the IDEM through the automatic website (http://www.in.gov/idem/5284.htm) on April 10, 2019. An automated letter was generated from the IDEM's website on April 10, 2019. Applicable recommendations from the Proposed Roadway Letter include sediment and erosion control measures (Appendix C, page 18). All applicable recommendations are included in the Environmental C, page 18). All applicable recommendations are included in the Environmental C, page 18). All applicable recommendations are included in the Environmental C, page 18).

This is page 20 of 37 Project name: <u>SR 38 HMA Overlay Minor Structural</u>

County	Tippecanoe and Clinton	Route	SR 38	Des. No	<b>b.</b> 1601074	

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

#### Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana? Are karst features located within or adjacent to the footprint of the proposed project?

If yes, will the project impact any of these karst features?



Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks: Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, page 3) and the RFI report (Appendix E), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, page 10). Geological hazards include a high liquefaction potential and a floodway. Mineral resources include a high potential of bedrock resource and a high potential of sand and gravel resource. There are no active or abandoned mineral resources extraction sites documented in the area. Response from IGS has been communicated with the designer on June 11, 2019. No impacts are expected.

	Presence	Impa	<u>cts</u>
Threatened or Endangered Species Within the known range of any federal species Any critical habitat identified within project area Federal species found in project area (based upon informal consultation) State species found in project area (based upon consultation with IDNR)		Yes X	No
Ye Is Section 7 formal consultation required for this action?	No X		

Remarks: Based on a desktop review and the RFI report (Appendix E) completed by Hanson on April 17, 2020, the IDNR Tippecanoe and Clinton Counties Endangered, Threatened and Rare (ETR) Species List has been checked and is included in (Appendix E, page 27). The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated May 10, 2019 (Appendix C, page 6), the Natural Heritage Program's Database has been checked. The state endangered round hickorynut (*Obovaria fasciola*), state special concern wavyrayed lampmussel (*Lampsilis fasciola*), and state special concern American badger (*Taxidea taxus*) have all been documented within a half-mile of the project area. No impacts to the mussel species are expected as long as erosion control measures are implemented near any waterways along the project route. Impacts to the badgers are unlikely as a result of this project because they are wide ranging species that prefer an open, prairie-type habitat.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page 42). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and NLEB.

This is page 21 of 37 Project hame. SK 38 HMA Overlay I	This is page 21 of 37	Project name:	SR 38 HMA Overlay Minor Structural
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County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on September 8, 2020, and based on the responses provided, the project was found to not likely adversely affect the Indiana bat or the NLEB. INDOT reviewed and verified the effect finding on September 15, 2020 and requested USFWS's review of the finding (Appendix C, page 27). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the *Environmental Commitments* section of this document.

Structure No. 873 (Appendix B, page 56) has shown evidence of use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the August 8, 2020 inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure Unique Special Provision". This firm commitment is included in the *Environmental Commitments* of this document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

## **SECTION B – OTHER RESOURCES**

Drinking Water Resources Wellhead Protection Area Public Water System(s) Residential Well(s) Source Water Protection Area(s) Sole Source Aquifer (SSA)	Presence	Impacts       Yes     No       Impacts     Impacts       X     Impacts
If a SSA is present, answer the following:	Yes	Νο
Is the Project in the St. Joseph Aquifer System? Is the FHWA/EPA SSA MOU Applicable? Initial Groundwater Assessment Required? Detailed Groundwater Assessment Required?		

### Remarks: Sole Source Aquifer

The project is located in Tippecanoe and Clinton Counties, which are not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. Therefore, a detailed groundwater assessment is not needed and no impacts are expected.

#### Wellhead Protection Area

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website

This is page 22 of 37 Project name: SR 38 HMA Overlay Minor Structural

Date: December 21, 2020

 County
 Tippecanoe and Clinton
 Route
 SR 38
 Des. No.
 1601074

(<u>http://www.in.gov/idem/cleanwater/pages/wellhead/</u>) was accessed on August 25, 2020 by Hanson. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

#### Water Wells

The Indiana Department of Natural Resources Water Well Record Database website

(https://www.in.gov/dnr/water/3595.htm) was accessed on October 16, 2020 by Hanson. The nearest well is mapped within the project area approximately 65 feet west of the intersection of SR 38 and CR 900 E. The features will not be affected because the structure at that location is to remain in place. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

#### In an Urban Area Boundary Location

Based on a desktop review of the INDOT MS4 website (<u>https://entapps.indot.in.gov/MS4/</u>) by Hanson on October 16, 2020, and the RFI report; this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on November 12, 2020, to the Dayton MS4 coordinator. The MS4 coordinator responded via phone call and stated that there were no concerns with the project as there will not be work within the town of Dayton MS4 boundary.

#### In a Public Water System Location

Based on a desktop review, a site visit on June 18 and 20, 2020 by Hanson, the aerial map of the project area (Appendix B, pages 4-7), and a review of the preliminary plan sheets in Appendix B, this project is located where there are two public water systems. The public water system within the Town of Dayton is serviced by the Lafayette Waterworks. The Town of Mulberry is serviced by Mulberry Water Works. The public water systems will not be affected because the scope of work and the depth of excavation within Dayton and Mulberry will not require water line relocations. Early coordination letters were sent on April 10, 2019. Continued coordination with all public utilities will occur in accordance with the Environmental Commitments at the end of the document to minimize impacts.

Flood Plains	Presenc	<u>e</u>	<u>Impa</u> Yes	<u>acts</u> No
Longitudinal Encroachment				
Transverse Encroachment	Х		Х	
Project located within a regulated floodplain				
Homes located in floodplain within 1000' up/downstream from project				

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks: Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) by Hanson on November 16, 2020, and the RFI report; this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F). An early coordination letter was sent on April 10, 2019, to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame. This project qualifies as a Category 3 per the current INDOT CE Manual, which states, "The modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial."

	Presence	Impacts
Farmland		Yes No
Agricultural Lands	X	X
Prime Farmland (per NRCS)	X	X

This is page 23 of 37 Project name:

SR 38 HMA Overlay Minor Structural

Date: December 21, 2020

Form Version: June 2013 Attachment 2

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074	

Total Points (from Section VII of CPA-106/AD-1006\* 149 \*/f 160 or greater, see CE Manual for guidance.

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: Based on a desktop review, a site visit on June 18 and 20, 2020 by Hanson, and the aerial map of the project area (Appendix B, pages 4-7), the project will convert 38.6 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on April 10, 2019, to Natural Resources Conservation Services (NRCS). Coordination with NRCS resulted in a score of 149 on the *NRCS-CPA-106* (Appendix C, page 13). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

# SECTION C – CULTURAL RESOURCES

	Category Ty	vpe INDOT Appro	oval Dates	N/A
Minor Projects PA Clearance				X
	Eligible and/ Resource			
Results of Research				
Archaeology NRHP Buildings/Site(s) NRHP District(s) NRHP Bridge(s)	X X X			
Project Effect				
No Historic Properties Affected X	No Adverse	Effect Adve	erse Effect	
	Documentation Prepared	<u>1</u>		
Documentation (mark all that apply)	riepareu	ES/FHWA Approval Date(s)	SHPO Approval Date(s)	
Historic Properties Short Report Historic Property Report	X	4/30/2020	5/29/2020	
Archaeological Records Check/ Review	X	4/30/2020	5/29/2020	
Archaeological Phase Ia Survey Report Archaeological Phase Ic Survey Report Archaeological Phase II Investigation Re	port	4/8/2020	5/29/2020	
Archaeological Phase III Data Recovery APE, Eligibility and Effect Determination 800.11 Documentation	X X	10/1/2020 10/1/2020	<u>10/26/2020</u> 10/26/2020	_
Memorandum of Agreement (MOA)		MOA Signature Dates	(List all signatories)	_
This is page 24 of 37 Project nam	e: <u>SR 38 HM</u>	A Overlay Minor Structural	Date:	December 21, 2020

County	Tippecanoe and Clinton	Route	SR 38	 Des. No.	1601074
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Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

	further Section 106 work which must be completed at a	later date, such as mitigation or deep trenching.				
Remarks:	Full Section 106					
	Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires that federal agencies identify					
		and actions on historic resources. This includes projects				
	that are supported by federal funds. The Section 106 process was managed by Green 3, who is listed on the IDNR Department of Historic Preservation and Archaeology's (DHPA) Roster of Qualified Professionals.					
	IDNR Department of Historic Preservation and Arch	aeology's (DHPA) Roster of Qualified Professionals.				
	The APE of the project includes all properties adjace viewshield of the project. Urban development of the Throughout the project alignment, the APE extends of centerline of SR 38. Refer to Appendix D, page 26 for	town of Mulberry and along SR 38 limited the APE. out approximately 0.05 mile and 0.18 mile from the				
	A Cemetery Development Plan will be required for w known as Fairfield Cemetery, which is adjacent to th Resources occurred. A Cemetery Development Plan	e project area. Coordination with INDOT Cultural will be completed by Green 3 who is listed on the				
	IDNR DHPA Roster of Qualified Professionals prior Plan was discussed with the INDOT Project Manage					
	Plan was discussed with the INDOT Project Manage					
	Plan was discussed with the INDOT Project Manage Coordination with Consulting Parties: On July 19. (see Appendix D, page 45): Consulting Party	rr (PM) and Design Engineer. , 2019, the following parties were sent early coordination Response				
	Plan was discussed with the INDOT Project Manage Coordination with Consulting Parties: On July 19. (see Appendix D, page 45):	rr (PM) and Design Engineer.				
	Plan was discussed with the INDOT Project Manage Coordination with Consulting Parties: On July 19. (see Appendix D, page 45): Consulting Party	rr (PM) and Design Engineer. , 2019, the following parties were sent early coordination Response				
	Plan was discussed with the INDOT Project Manage         Coordination with Consulting Parties: On July 19,         (see Appendix D, page 45):         Consulting Party         Indiana Landmarks, Western Regional Office         Clinton County Historian         Clinton County Historical Society and Museum	r (PM) and Design Engineer. , 2019, the following parties were sent early coordination           Response           No Response				
	Plan was discussed with the INDOT Project Manage         Coordination with Consulting Parties: On July 19.         (see Appendix D, page 45):         Consulting Party         Indiana Landmarks, Western Regional Office         Clinton County Historian         Clinton County Historical Society and Museum         Tippecanoe County Historian	rr (PM) and Design Engineer. , 2019, the following parties were sent early coordination Response No Response No Response				
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County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074

Note: INDOT CRO is acting on behalf of FHWA. FHWA is the lead federal agency. The IDNR Historic Preservation Officer (SHPO) is an automatic consulting party.

**Archaeology:** An Indiana Archaeological Literature Review and Phase 1a Reconnaissance (Jackson, March 2020) was approved by INDOT CRO and made available for review to consulting parties on April 30, 2020 (Appendix D, page 55). The report concluded that three sites have the potential to provide information that would increase knowledge of the history of the region and therefore are recommended to be potentially eligible for listing in the National Register of Historic Places (NRHP) and should be avoided by the proposed construction activities (Appendix D, page 65).

A hard copy of the approved report was mailed to SHPO for review and concurrence on April 30, 2020. SHPO concurred with the findings in the report in their letter dated May 29, 2020.

**Historic Properties:** An Historic Property Report (HPR) was completed for this project (Wood, September 2020). This HPR was written as part of the Section 106 process and included the boundaries of the APE for this project. INDOT CRO approved the HPR for distribution to SHPO and Consulting Parties on April 30, 2020. The HPR was made available to SHPO and Consulting Parties for review on April 30, 2020 (Appendix D, page 55).

There are two resources eligible for listing in the NRHP:

**Trinity Reformed Church (IHSSI # 023-440-23038)** – is a representative example of the Romanesque Revival style of architecture, exhibiting a three-story tower, large half-round arches above stained-glass windows, and a steeply-pitched hipped roof. It is the only example of this style of architecture in the Town of Mulberry and in Madison Township. It is recommended eligible for listing in the NRHP under Criterion C due to its distinct Romanesque Revival architecture.

**Mulberry Commercial Historic District (IHSSI #s 023-440-21001-025)** – encompasses mostly commercial properties that demonstrate Italianate, I-House, and several commercial/vernacular styles. Construction dates for the historic structures within the district range from the 1870s through the 1940s. The district is recommended eligible for listing in the NRHP under Criterion A for its association with the transportation and commercial development of Mulberry and under Criterion C for its association with distinct architecture.

No other properties within the APE are listed in or recommended eligible for listing in the NRHP.

**Documentation Finding:** On October 1, 2020, the INDOT, acting on FHWA's behalf, determined a "No Adverse Effect" finding is appropriate for this undertaking and requested written concurrence from the SHPO with the Section 106 determination of effect. The Determination of Effect finding is shown in Appendix D, page 5. The SHPO concurred with the Section 106 finding on October 26, 2020 (Appendix D, pages D12 and D13).

**Public Involvement:** A public notice was advertised in *The Times*, a daily newspaper of Frankfort, Clinton County, Indiana on October 3, 2020 (Appendix D, page 2 and 3). The notice offered the public an opportunity to comment on the Section 106 finding. The public had a 30-day comment period to respond to the notice. The comment period expired on November 3, 2020, and no comments were received.

The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled. If changes to the existing construction plans are implemented, or if work is necessary beyond the existing designated construction limits, then these impacts will need to be evaluated. If any previously unidentified intact archaeological deposits or human remains are uncovered during construction, demolition, or earthmoving activities, work within the area will stop and the IDNR Department of Historic Preservation and Archaeology will be notified of the discovery within two business days as required by IC 14-21-1-27 and 29.

This is page 26 of 37 Project name:

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074
SECTION	I D – SECTION 4(f) RESOURCE	S/ SECTI	ON 6(f) RESOURCES		
Parks & O Public Public	f) Involvement (mark all that apply) ther Recreational Land ly owned park ly owned recreation area (school, state/national forest, bikewa	y, etc.)	Presence	Yes No	
"D	rogrammatic Section 4(f)* e minimis" Impact* dividual Section 4(f)		Evaluations Prepared	<u>FHWA</u> Approval date	]
Nation Nation State	<b>Waterfowl Refuges</b> aal Wildlife Refuge aal Natural Landmark Wildlife Area Nature Preserve		Presence	Yes No	
"D	ogrammatic Section 4(f)* e minimis" Impact* dividual Section 4(f)		Evaluations Prepared	<u>FHWA</u> Approval date	]
Historic P Sites e	roperties eligible and/or listed on the NRHP		Presence X	Yes No	]
"D	ogrammatic Section 4(f)* e minimis" Impact* dividual Section 4(f)		Evaluations Prepared	<u>FHWA</u> Approval date	]

\*FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks: Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, a site visit on June 18 and 20, 2020 by Hanson, the aerial map of the project area

This is page 27 of 37 Project name: <u>SR 38 HMA Overlay Minor Structural</u>

Date: December 21, 2020

#### County Tippecanoe and Clinton

Route SR 38

Des. No. 1601074

No

(Appendix B, pages 4-7), the Federal Highway Administration's Section 4(f) Compliance Requirements (for historic properties) and Section 106 Findings and Determinations Area of Potential Effect Eligibility Determinations Effect Finding (Appendix D, page 14) and the RFI report (Appendix E), there are five (5) 4(f) resources located within the 0.5-mile search radius. There are two (2) located within or adjacent to the project area. These two resources are eligible for listing in the NRHP. These include the Trinity Reformed Church and the Mulberry Commercial Historic District. Trinity Reformed Church is recommended eligible for listing in the NRHP under Criterion A for its association with the transportation and commercial development of Mulberry and under Criterion C for its association with distinct architecture. INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding for both resources. The project will not use these resources by taking permanent right of way and will not alter the environment in such a way as to constitute constructive use of these resources.

Presence

#### Section 6(f) Involvement

#### Section 6(f) Property

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks: The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the LWCF website at <u>https://www.lwcfcoalition.com/tools</u> revealed a total of fourteen (14) properties in Tippecanoe County and no properties in Clinton County (Appendix I, page 2). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

## **SECTION E – Air Quality**

#### Air Quality

<b>Conformity Status of the Project</b> Is the project in an air quality non-attainment or maintenance area? If YES, then:	Yes	No X			
Is the project in the most current MPO TIP? Is the project exempt from conformity? If the project is NOT exempt from conformity, then:					
Is the project in the Transportation Plan (TP)? Is a hot spot analysis required (CO/PM)?					
Level of MSAT Analysis required?					
Level 1a X Level 1b Level 2 Level 3 Level 4	Level 5				

This is page 28 of 37 Project name: SF

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074
Remarks:	1 5		• •	4 Area Plan Commission of	
	Transportation Improveme (STIP) (Appendix H, page	•	PO TIP) and Sta	tewide Transportation Impr	ovement Program
	1 5	EM's map of Cu	urrent Nonattain	s, which are currently in atta ment Areas dated Septembe lo not apply.	
		ir Act conformit		on (Group 1) under 23 CFR CFR 93.126, and as such, a	

SECTION	F - NOISE			
<b>Noise</b> Is a noise a	analysis required in accorda	nce with	FHWA regulations and INDOT's traffic no	Yes No ise policy? X
ES Review	v of Noise Analysis	No	Yes/ Date	
Remarks:	This project is a Type III		In accordance with 23 CFR 772 and the <i>lysis Procedure</i> , this action does not requ	
SECTION	G – COMMUNITY IMPA	CTS		

#### Regional, Community & Neighborhood Factors

	,	,		0	
Will	the	proposed	action	comply with the local/regional development patterns for the ar	ea?
Will	the	proposed	action	result in substantial impacts to community cohesion?	
Will	the	proposed	action	result in substantial impacts to local tax base or property value	əs?
Will	con	struction a	activitie	es impact community events (festivals, fairs, etc.)?	
Doe	s th	e commur	hity hav	ve an approved transition plan?	
	If No	, are step	s beind	g made to advance the community's transition plan?	

Does the project comply with the transition plan? (explain in the remarks box)

s?

Yes

Х

No

Х

Remarks: The project consists of improvements to existing SR 38 through a portion of the towns of Dayton and Mulberry, Indiana in Tippecanoe, and Clinton Counties. The project is not in conflict with local planning and development.

Early coordination letters were sent to various agencies on April 10, 2020 (Appendix C, page 2). No responses were received from local agencies.

The project will not substantially impact the tax base or property values. The project requires a total of approximately 50.65 acres of permanent ROW from adjacent property owners (18.10 acres from residential and 32.55 acres in agricultural).

This is page 29 of 37 Project name: SR 38 HMA Overlay Minor Structural

Form Version: June 2013
Attachment 2

Indiana	Department of	Transportation
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County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074
	In 2012 the Town of Dayton	n implemented ar	n Americans w	ith Disabilities Act (ADA) T	ransition Plan for
	Public Right-of-Way within	the Town of Da	yton. The proj	ect conforms to the plan as the	ne project scope does
	not include sidewalks along	the SR 38 corrid	dor within the	Town of Dayton.	
				ww.fairsandfestivals.net) did	•
	for the Dayton or Mulberry	areas. The contra	actor will be re	sponsible for contacting scho	ol districts and
	emergency services in accor	rdance with the I	ndiana Design	Manual guidelines. Due to th	e scope of the
	project, and because the pro	ject includes a tr	raffic detour pla	an, it is concluded that the pro-	oject will not impact
	community cohesion nor ad	versely impact lo	ocal events.		

## Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

Remarks: Indirect impacts are effects that are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate. Cumulative impacts are effects that result from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

> The project is limited to pavement replacement and small structure replacement. The project will occur on the SR 38 roadway alignment and does not involve new roadway sections. Land use adjacent to the project is a mix of previously developed rural residential and agricultural. The project is not anticipated to induce changes in patterns of land use, the population density, or the growth rate of the area. Nor is the project anticipated to result in indirect effects on air, water or natural systems. Based on these reasons, the project will likely not result in substantial indirect or cumulative impacts.

## **Public Facilities & Services**

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? Discuss how the maintenance of traffic will affect public facilities and services.

Remarks: Based on a desktop review, a site visit on June 18 and 20, 2019 by Hanson, the aerial map of the project area (Appendix B, pages 4-7), and the RFI report (Appendix E), there are four (4) religious facilities, one (1) airport, four (4) cemeteries, one (1) hospital, one (1) school, and three (3) recreational facilities located within the 0.5 mile of the project. The Gloria Dei Lutheran Church, Trinity Church of Mulberry, and Dayton Cemetery are within or adjacent to the project area. A Cemetery Development Plan will be needed for Dayton Cemetery because the project is within 100 feet of the cemetery. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

> Early coordination letters were sent to the Tippecanoe County Emergency Management Agency, Clinton County Emergency Management Agency, Clinton County Emergency Management Service, Tippecanoe County Sheriff's Department, Tippecanoe County School Corporation, Clinton County Sheriff's Department, and the Clinton Central School Corporation on April 10, 2019. The agencies did not respond to the early coordination letter. All applicable recommendations are included in the Environmental Commitments section of this CE document.

<b>Environmental Justice (</b>	EJ) (Presidential	EO 12898)	Yes	No
During the development c	of the project were	EJ issues identified?		Χ
Does the project require a	n EJ analysis?		X	
If YES, then:				
Are any EJ population	ons located within	the project area?		Χ
This is page 30 of 37	Project name:	SR 38 HMA Overlay Minor Structural	Date:	December 21, 202

Date: December 21, 2020



No

Yes

Yes No Х

	Indiana	a Depa	artment of Transpo	rtation	
County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074
Will t	he project result in adversely high or di	sproport	ionate impacts to EJ popula	ations?	X
Remarks:	Under FHWA Order 6640.23A, FH from FHWA, are responsible to disproportionately high and adverse Categorical Exclusion Manual, an two or more relocations or 0.5 acre two relocations. However, the pro- temporary right-of-way; therefore, a	ensure e effect Environ of addit oject wi	that their programs, po on minority or low-incom- mental Justice (EJ) Analy- tional permanent right-of-v 11 require more than 0.5	licies, and activit e populations. Per sis is required for way. This project	ies do not have a the current INDOT any project that has will have fewer than
	Potential EJ impacts are detected by population to determine if population high and adverse impacts to them. T community of comparison (COC). I The community that overlaps the pr is <i>Census Tract 9503, Clinton Co</i> AC has a population of concern for low-income or minority population (ACS) 5-year estimates data <u>https://factfinder.census.gov/</u> on <i>Ju</i> minority and low-income population	ons of EJ The refer in this pr oject lin punty, Ind r EJ if th n is 125 (2010) une 26, 2	concern exists and whether ence population may be a conject, the COC is comprise inits is called the affected con- diana and Census Tract 10 he population is more than % of the COC. Data from was obtained from 2019 by Hanson Profession	er there could be discounty, city or town ed of Clinton and T ommunity (AC). In 09.02, <i>Tippecanoe</i> ( 50% minority or 1 om the American ( the US Census onal Services. Th	sproportionately n and is called the Tippecanoe Counties. n this project, the AC <i>County, Indiana.</i> An low-income or if the Community Service Bureau Website
					diana
		CO Tip	<u>C 1&amp;2, Clinton and Tippe</u> C 1&2 - (Clinton and opecanoe Counties, liana)		C1-Census on County,
	Percent Minority	17.	88%	3.60%	
	125% of COC	22.	35%	AC < 125% COC	·
	EJ Population of Concern			No	
	Percent Low-Income	18	50%	8.44%	
	125% of COC		17 %	AC < 125% COC	
	EJ Population of Concern			No	
	*Refer to the INDOT EJ gu AC-1&2, which includes Census Th County, Indiana, has a percent m threshold. Therefore, AC-1&2 do no	ract 950 inority	3, Clinton County, Indiana of 3.60%, which is below	and Census Tract v 50% and is belo	
	AC-1&2, which includes Census The County, Indiana, has a percent low threshold. Therefore, AC-1&2 do not the census data sheets, map, and ca	ract 950 v-income ot contai	3, Clinton County, Indiana e of (8.44%) which is belon n low-income populations	a and Census Tract ow 50% and is be of EJ concern.	low the 125% COC
	analysis is warranted.				j
	n of People, Businesses or Farms oposed action result in the relocation of	people,	businesses, or farms?		Yes No

This is page 31 of 37 Project name: <u>SR 38 HMA Overlay Minor Structural</u> Dat	This is page 31 of 37	Project name:	SR 38 HMA Overlay Minor Structural	Date
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December 21, 2020

		Indiana Department of T	ransportation			
County	Tippecanoe and Clinton	Route SR 38	Des. No.	1601074		
Is a Concep	a Business Information Survey (BIS) required?Xa Conceptual Stage Relocation Study (CSRS) required?Xas utility relocation coordination been initiated for this project?X					
Number of	lumber of relocations: Residences: Businesses: Farms: Other:					
Remarks:	<ul> <li>a BIS or CSRS is required, discuss the results in the remarks box.</li> <li>Remarks: No relocations of people, businesses, or farms will take place as a result of this project. Initial utility notice letters were sent on March 27, 2019, verification letters sent on March 24, 2020, conflict analysis letters sent on August 27, 2020, and a work plan request letter will be sent in December 2020.</li> </ul>					
SECTION	H – HAZARDOUS MATI	ERIALS & REGULATED SUBS	TANCES			
Red Flag In Phase I Env Phase II En	Documentation         Mazardous Materials & Regulated Substances (Mark all that apply)         Red Flag Investigation       X         Phase I Environmental Site Assessment (Phase I ESA)       —         Phase II Environmental Site Assessment (Phase II ESA)       —         Design/Specifications for Remediation required?       —					
ES Review	of Investigations	No Yes/ Date October 2, 2018				
Implicit of the project area.       Implicit of the project area.         UST: Crop Production Services, 9491 West State Road 38, Agency ID No. 14823, is adjacent to the project area.						

area. There is no closure documentation available, and excavation associated with culvert replacement activities for CV 038-012-10.20 are occurring adjacent to the site; therefore, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination with the IDEM Project Manager will occur.

UST/LUST: RMD Marketing, 202 East Jackson Street, Agency ID No. 3148, is adjacent to the ADA curb ramp work within the Town of Mulberry. IDEM issued a No Further Action Determination Pursuant to RISC letter, dated September 8, 2007, following the recording of an environmental restrictive covenant on the deed of the property. Residual absorbed and dissolved contaminants of concern remain adjacent to and likely extend into the project area. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. In regard to the ERC, coordination with the IDEM Project Manager will occur.

Brownfield: Horn's Auto Repair, 107 West Jackson Street, Agency ID No. 106110, is located adjacent to the project area within the town of Mulberry and adjacent to the ADA curb ramp work. Closure documentation or sampling was not completed. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary.

This is page 32 of 37 Project name: SR 38 HMA Overlay Minor Structural

#### County Tippecanoe and Clinton Route SR 38 Des. No. 1601074 Institutional Controls: Three (3) institutional controls are associated with the RMD Marketing #184 located at 202 East Jackson Street, Mulberry within the project area and adjacent to the proposed ADA curb ramp work. An ERC restricts groundwater usage and excavation of soil below six (6) feet below the ground surface (ft-bgs). Coordination with the IDEM Project Manager will occur. SECTION I – PERMITS CHECKLIST Permits (mark all that apply) Likely Required Army Corps of Engineers (404/Section10 Permit) Individual Permit (IP) Nationwide Permit (NWP) Regional General Permit (RGP) Х Pre-Construction Notification (PCN) Other Wetland Mitigation required Stream Mitigation required **IDEM** Section 401 WQC Х Isolated Wetlands determination Х Rule 5 Other Wetland Mitigation required Stream Mitigation required IDNR Construction in a Floodway Х Navigable Waterway Permit Lake Preservation Permit Other Mitigation Required **US Coast Guard Section 9 Bridge Permit** Others (Please discuss in the remarks box below) Remarks: Permits likely needed include a Rule 5 for over an acre of land disturbance, a 401/404 Regional General Permit based on impacts to jurisdictional resources, and a Construction in a Floodway permit for UNT 8 that

Indiana Department of Transportation

Applicable recommendations provided by permitting agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.

## SECTION J- ENVIRONMENTAL COMMITMENTS

has 1.25 square miles of drainage.

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s) and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks: FIRM

1) If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted

This is page 33 of 37 Project name: <u>SR 38 HMA Overlay Minor Structural</u>

Date: December 21, 2020

County	Tippecano	be and Clinton	Route	SR 38	Des. No.	1601074
		immediately. (II	NDOT ESD)			
	2)				otify school corporations and ould block or limit access. (IN	
	3)		are found on the str ESD must occur. (I		ng the site visit, coordination	with INDOT
	4)	personal protect washing, and lin Dissolved Oxyg degradation to s considered low, body. If there w	ive equipment (PPI nit personal exposu gen (DO), Best Man treams. Concerning assuming workers vill be sediment and	E), observe pro- re. Concernin agement Prac pCBs in fish are not eating l/or soils distu	E. coli should take care to we oper hygiene procedures, inclu g Impaired Biotic Communiti tices (BMPs) will be used to a tissue, exposure to PCBs is fi biota surrounding or associat rbed by construction, additior will occur prior to any site acti	uding regular hand es (IBC) and avoid further sh tissue is ed with the water nal investigation may
	5)	presumed bat ha		all FHWA/FR.	s, and contractors working in A/FTA (Transportation Agen USFWS)	
	6)	Lighting AMM (USFWS)	1: Direct temporary	v lighting away	y from suitable habitat during	the active season.
	7)		MM 1: Modify all woid tree removal.		s of the project (e.g., tempora	ry work areas,
	8)	be present, or lin of existing road,	mit tree removal to /rail surface and out	10 or fewer tr tside of docun	ctions for tree removal when ees per project at any time of nented roosting/foraging habit no bats observed. (USFWS)	year within 100 feet
	9)	that contractors	understand clearing	g limits and ho	mited to that specified in projection with the marked in the field of the start of	d (e.g. install bright
	10)		sting, or within 0.25		ted Indiana bat or NLEB roos ats, or documented foraging ha	
	11)	No. 14823, is ac excavation asso- adjacent to the s	ljacent to the project ciated with culvert r ite; therefore, prope	et area. There a replacement a er handling, re	ion Services, 9491 West State is no closure documentation a ctivities for CV 038-012-10.2 emoval, and disposal of soil an Project Manager will occur. (1	vailable, and 0 are occurring nd/or groundwater
		202 East Jackso Town of Mulber September 8, 20 absorbed and di excavation occu may be necessar (INDOT ESD)	n Street, Agency II rry. IDEM issued a 007, following the ro ssolved CoCs rema rs in this area, prop ry. In regard to the l	O No. 3148, is No Further A ecording of ar in adjacent to er handling, r ERC, coordina	d Storage Tank (UST/LUST): adjacent to the ADA curb rar ction Determination Pursuant h ERC on the deed of the prop and likely extend into the pro emoval, and disposal of soil a ation with the IDEM Project N	np work within the to RISC letter, dated erty. Residual ject area. If nd/or groundwater Manager will occur.
	13)	Brownfield: Ho	rn's Auto Repair, 10	07 West Jacks	on Street, Agency ID No. 106	o110, is located

This is page 34 of 37 Project name: SR 38 HMA Ove

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074

adjacent to the project area within The Town of Mulberry and adjacent to the ADA curb ramp work. Closure documentation or sampling was not completed. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Before proper removal and disposal of soil and/or groundwater, analysis for lead will be necessary (INDOT ESD).

- 14) Institutional Controls: Three (3) institutional controls are associated with the RMD Marketing #184 located at 202 East Jackson Street, Mulberry within the project area and adjacent to the proposed ADA curb ramp work. An ERC restricts groundwater usage and excavation of soil below six (6) feet below the ground surface (ft-bgs). Coordination with the IDEM Project Manager will occur. (INDOT ESD)
- 15) Structure No. 873 (Appendix B, page 56) has shown evidence of use (i.e., nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the August 8, 2020 inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure Unique Special Provision. (INDOT ESD)

## FOR CONSIDERATION

- If box or pipe culverts are used, the bottoms should be buried to a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width/length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR)
- 2) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to nonwetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR)
- 3) Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting from April 1 through September 30. [RSP 107-B-040] (IDNR)
- 4) Do not construct any temporary runarounds or causeways. (IDNR)
- 5) Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR)
- 6) Protect the area around and below any concentrated discharge points, down to the waterway's normal flow level, with appropriate structural armament such as riprap. (IDNR)
- 7) Restrict below low-water work in streams to placement of culverts, piers, pilings, and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
- 8) Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch

County	Tippecanoe and Clinton	Route SR 38	Des. No. 160	01074
	or arch is used in a boulders, the existi	stream, which has a good natu	essentially flat slope. When an oper and bottom substrate, such as grave isturbed beneath the culvert to pro	el, cobbles, and
	· · · · · · · · · · · · · · · · · · ·	. If riprap is utilized for bank st	k stabilization by using bioenginee tabilization, extend it below low-w	0 1
	(April 1 through Ju that were installed	ine 30); except for work within prior to the spawning season. N	ream channel during the fish spawn sealed structures such as caissons No equipment shall be operated bel hinery is within the caissons or on	or cofferdams low Ordinary
	crossings include f	5	projects in appropriate situations. S the with suitable ground cover, high sing. (USFWS)	

## SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks:

Early Coordination letters were sent on April 10, 2019, to the following agencies and local government offices. Responses received from agencies are listed below.

Agency	Early Coordination Response Dates
U.S. Fish and Wildlife Service	April 11, 2019
Natural Resources Conservation Service	June 4, 2019
Indiana Geological Survey	June 11, 2019
Indiana Department of Natural Resources	May 10, 2019
Indiana Department of Environmental Management	April 10, 2019
U.S. Department of Housing & Urban Development	No Response
U.S. Army Corps of Engineers – Louisville District	No Response
Tippecanoe County Highway Department	No Response
Clinton County Highway Department	No Response
Tippecanoe County Area Planning Commission	No Response
Clinton County Area Plan Commission	No Response
Tippecanoe County Building Commission	No Response
Tippecanoe County Emergency Management Agency	No Response
Clinton County Emergency Management Agency	No Response
Clinton County Emergency Management Service	No Response
Tippecanoe County School Corporation	No Response
Tippecanoe County Sheriff's Department	No Response
Clinton County Sheriff's Department	No Response
Tippecanoe County Surveyor	No Response

#### Indiana Department of Transportation

County	Tippecanoe and Clinton	Route	SR 38	Des. No.	1601074
				-	

Clinton County Surveyor	No Response
Clinton Central School Corporation	No Response

SR 38 HMA Overlay Minor Structural

#### TABLE OF CONTENTS

<b>Appendix A – INDOT Supporting Documentation</b> CE Level Threshold Chart	<u>PAGE</u> A-1 A-2
Appendix B - Graphics	B-1
Project Location	B-2
USGS Topographic Map	B-3
Aerial Map	B-4 to B-7
Photo Location Map	B-8 to B-9
Site Photographs	B-10 to B-15
Plan Sheets	B-16 to B-69
Appendix C – Early Coordination	C-1
Sample Review Agency Letter and Mailing List	C-2 to C-5
Indiana Department of Natural Resources Response	C-6 to C-9
Indiana Geological Survey Response	C-10 to C-12
Natural Resources Conservation Service Response	C-13 to C-15
US Fish and Wildlife Response	C-16 to C-17
Indiana Department of Environmental Management Response	C-18 to C-26
Information Planning and Consultation	C-27 to C-50
Appendix D – Section 106 of the NHPA Section 106 Documentation	<b>D-1</b> D-2 to D-67
Appendix E – Red Flag and Hazardous Materials	E-1
Red Flag Investigation	E-2 to E-30
	L-2 to L-30
Appendix F – Water Resources	<b>F-1</b>
Waters Report	F-2 to F-121
Appendix G – Public Involvement	G-1
Sample Notice of Entry Letter	G-2
Appendix H – Air Quality	H-1
STIP FY 2020-2024	H-2
Area Plan Commission of Tippecanoe County TIPFY 2020-2024	H-3
Appendix I – Additional Studies	I-1
LWCF Project List	I-2
Environmental Justice Documentation	I-3 to I-13

## **APPENDIX A**

## **INDOT Supporting Documentation**

#### **Categorical Exclusion Level Thresholds**

	РСЕ	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement <sup>2</sup>
Stream Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	$\geq 1$ acre
Right-of-way <sup>3</sup>	Property acquisition for preservation only or none	< 0.5 acre	$\geq 0.5$ acre	-	-
Relocations	None	-	-	< 5	$\geq$ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)	"No Effect", "Not likely to Adversely Affect" (Without AMMs <sup>4</sup> or with AMMs required for all projects <sup>5</sup> )	"Not likely to Adversely Affect" (With any other AMMs)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	"No Effect", ""Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential <sup>6</sup>
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Coastal Zone Consistency</b>	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes <sup>7</sup>
Approval Level	Concurrence by INDOT District				
<ul> <li>District Env. Supervisor</li> <li>Env. Services Division</li> <li>FHWA</li> </ul>	Environmental or Environmental Services	Yes	Yes	Yes Yes	Yes Yes Yes

<sup>1</sup>Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup>Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup>Permanent and/or temporary right-of-way.

<sup>4</sup>AMMs = Avoidance and Mitigation Measures.

<sup>5</sup>AMMs determined by the IPAC decision key to be needed that are listed in the USFWS User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat as "required for all projects". <sup>6</sup>Potential for causing a disproportionately high and adverse impact.

<sup>7</sup>Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\*Substantial public or agency controversy may require a higher-level NEPA document.

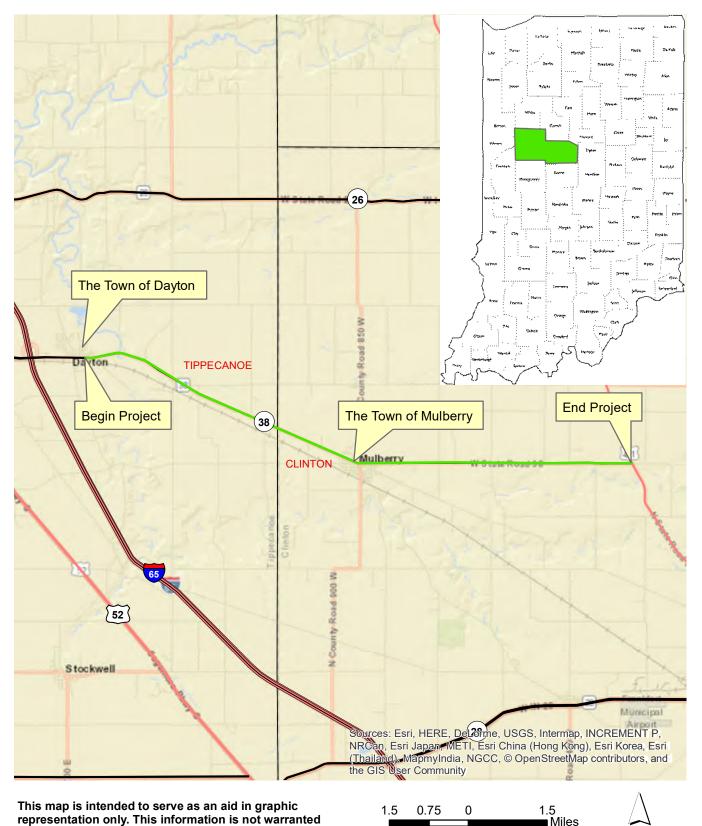
## **APPENDIX B**

## Graphics



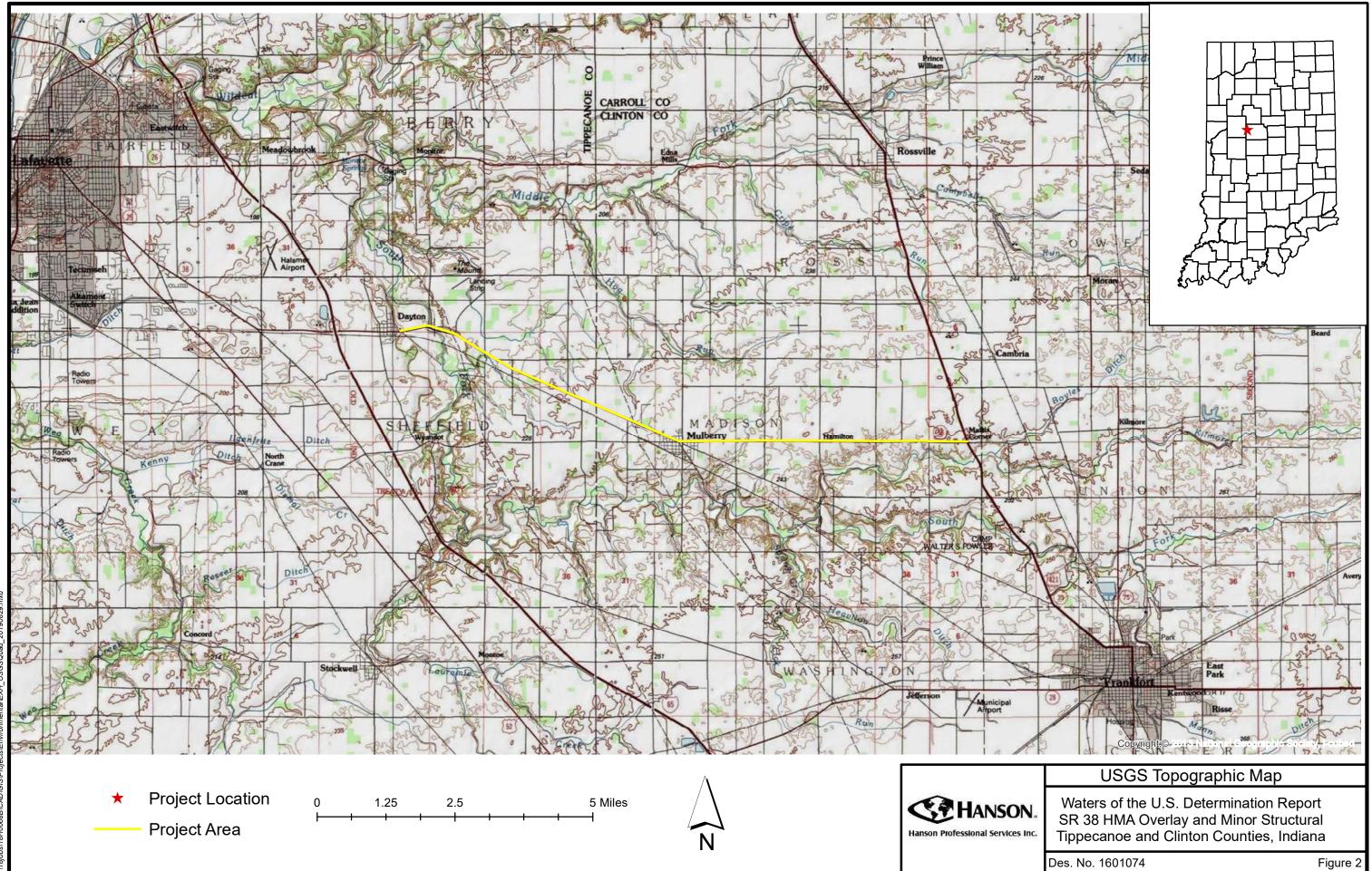
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#### Figure 1 Project Location



Hanson Professional Services Inc.

for accuracy or other purposes.



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В-3



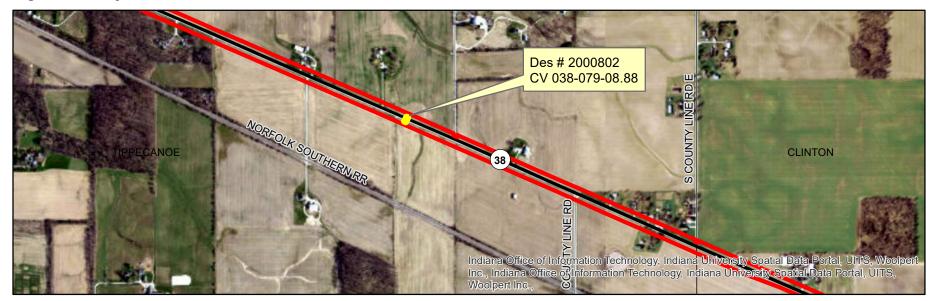
#### Figure 1A Project Site and Structure Location







#### Figure 1B Project Site and Structure Location







#### Figure 1C Project Site and Structure Location



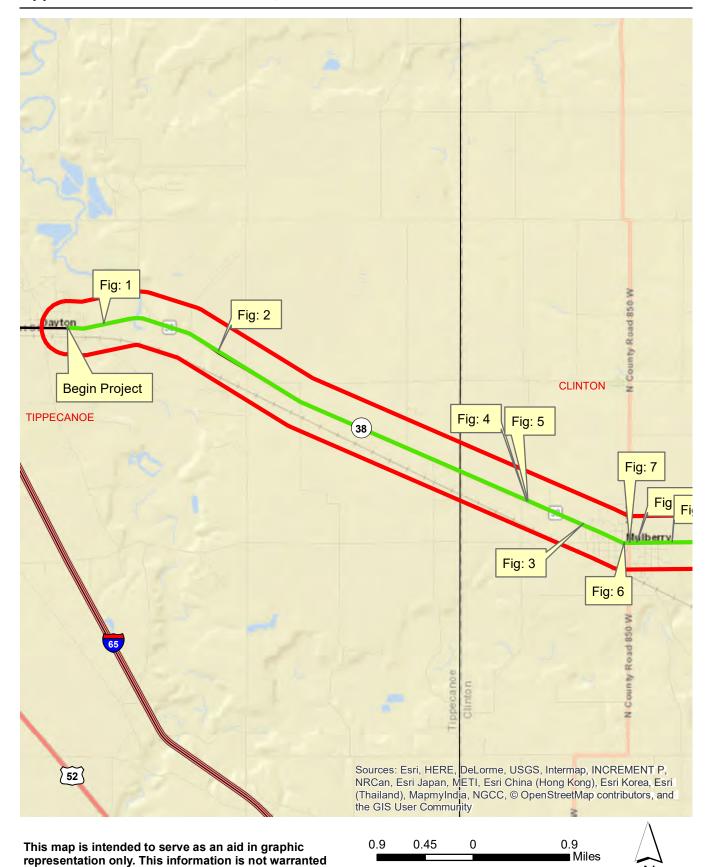


#### Figure 1D Project Site and Structure Location





Ν



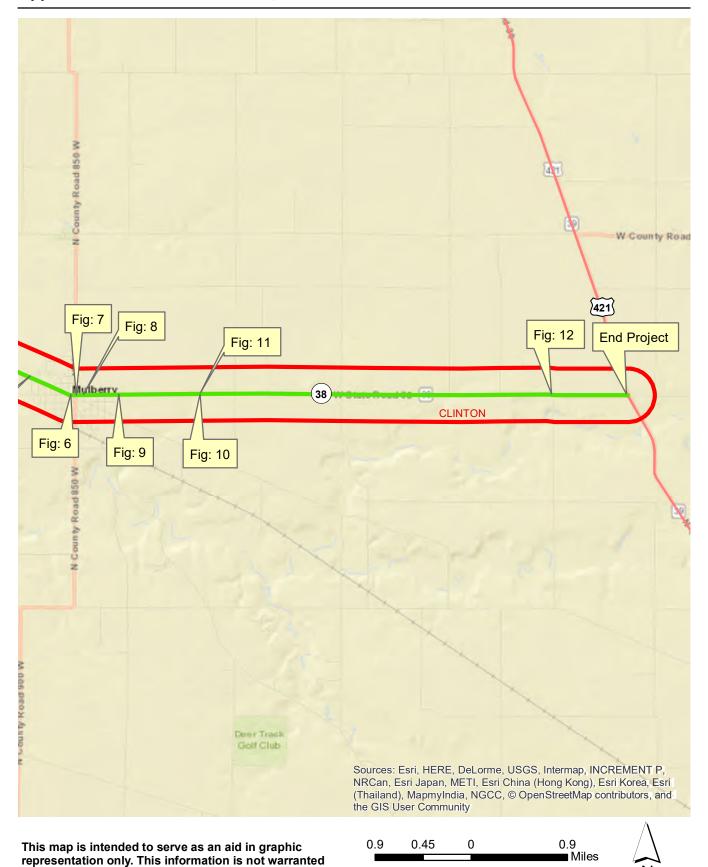
Hanson Professional Services Inc.

for accuracy or other purposes.

#### Early Coordination Photo Locations East Segment Des. No. 1601074 SR 38 HMA Overlay Minor Structural Tippecanoe and Clinton Counties, Indiana



Ν



for accuracy or other purposes.



#### Fig: 1, SR 38 east of Dayton, viewing west



#### Fig: 2, SR 38 west of 900 E, viewing west





#### Fig: 3, SR 38 in Mulberry viewing east



Fig: 4, SR 38 Small Structure N CR 500 West, viewing north





#### Fig: 5, SR 38 Small Structure west of Seager Lane, viewing east



#### Fig: 6, SR 38 in Mulberry viewing west





#### Fig: 7, SR 38 in Mulberry, viewing east



#### Fig: 8, SR 38 in Mulberry, viewing east





#### Fig: 9, SR 38 in Mulberry viewing west



Fig: 10, SR 38 west of N CR 700 W, viewing east





#### Fig: 11, SR 38 west of N CR 700 W viewing west



#### Fig: 12, SR 38 N CR 400 W viewing east



PROJECT	BRIDGE FILE
1601074	
CONTRACT	ROAD DESIGNATION
RS-40528	1601074

## KIN PROJECT INFORMATION

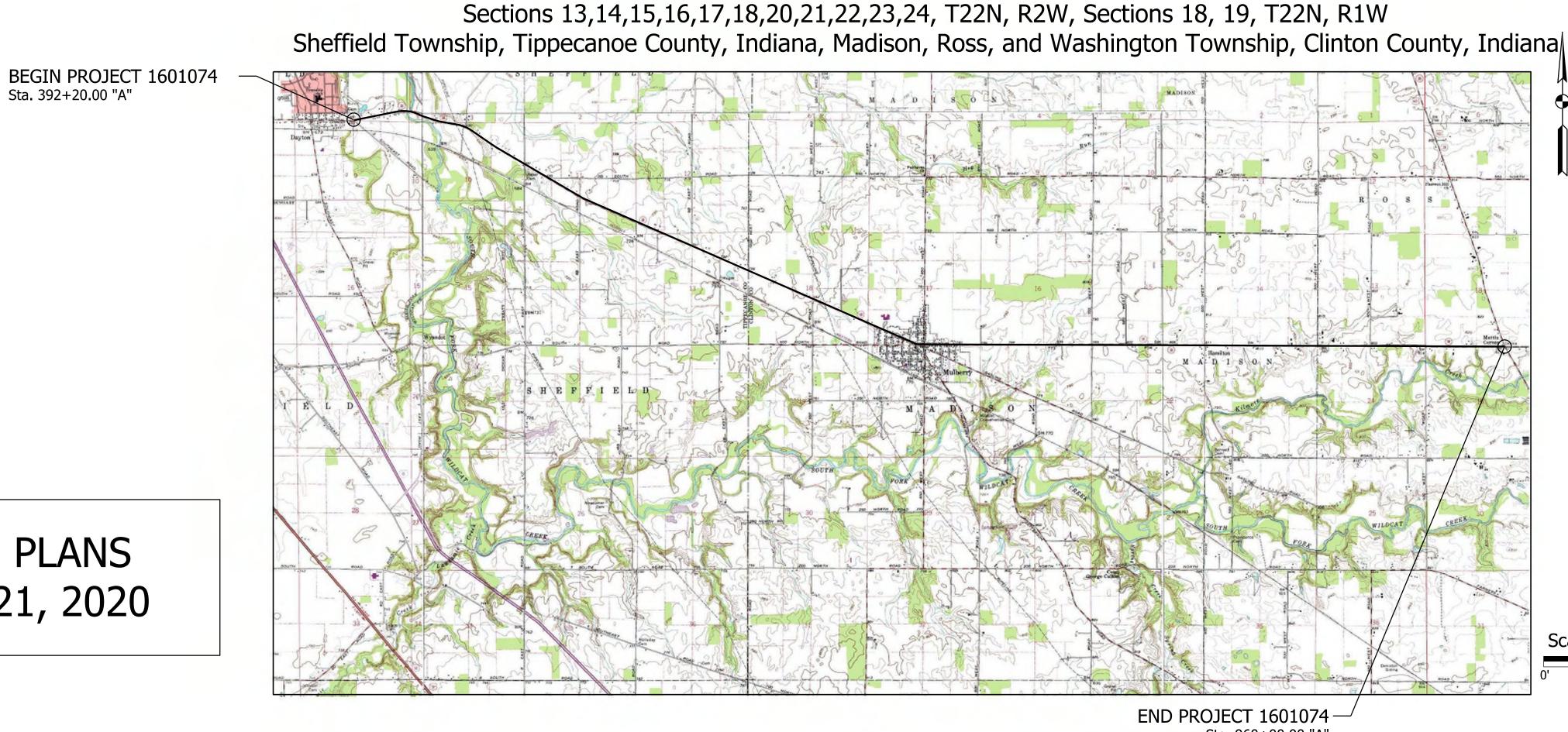
DESIGNATION	PROJECT DESCRIPTION
1601073	SR 38 Small Town Reconstruction in the Town of Dayton
1902042	SR 38 Small Structure Pipe Liner - CV 038-012-10.20 - Str. No. 634
1902043	SR 38 Small Structure Replacement - CV 038-012-14.60 - Str. No. 864
1902044	SR 38 Small Structure Replacement - CV 038-012-14.70 - Str. No. 873
2000800	SR 38 Small Structure Replacement - CV 038-079-07.58 - Str. No. 514
2000802	SR 38 Small Structure Replacement - CV 038-079-08.88 - Str. No. 561
2001746	SR 38 Small Structure Replacement - CV 038-012-11.86 - Str. No. 721
2001747	SR 38 Small Structure Replacement - CV 038-012-15.38 - Str. No. 913

# ROUTE: SR 38

# PROJECT NO.

## ADDITIONAL RIGHT OF WAY REQUIRED FOR THIS PROJECT

Full Depth Reclamation with HMA Overlay on SR 38 Located Approximately from 1.07 miles E. of I-65 to N. Jct of SR 39/US 421 In Sections 3, 4, 10, 11, 12, 13, T22N, R3W



## STAGE 2 PLANS AUGUST 21, 2020

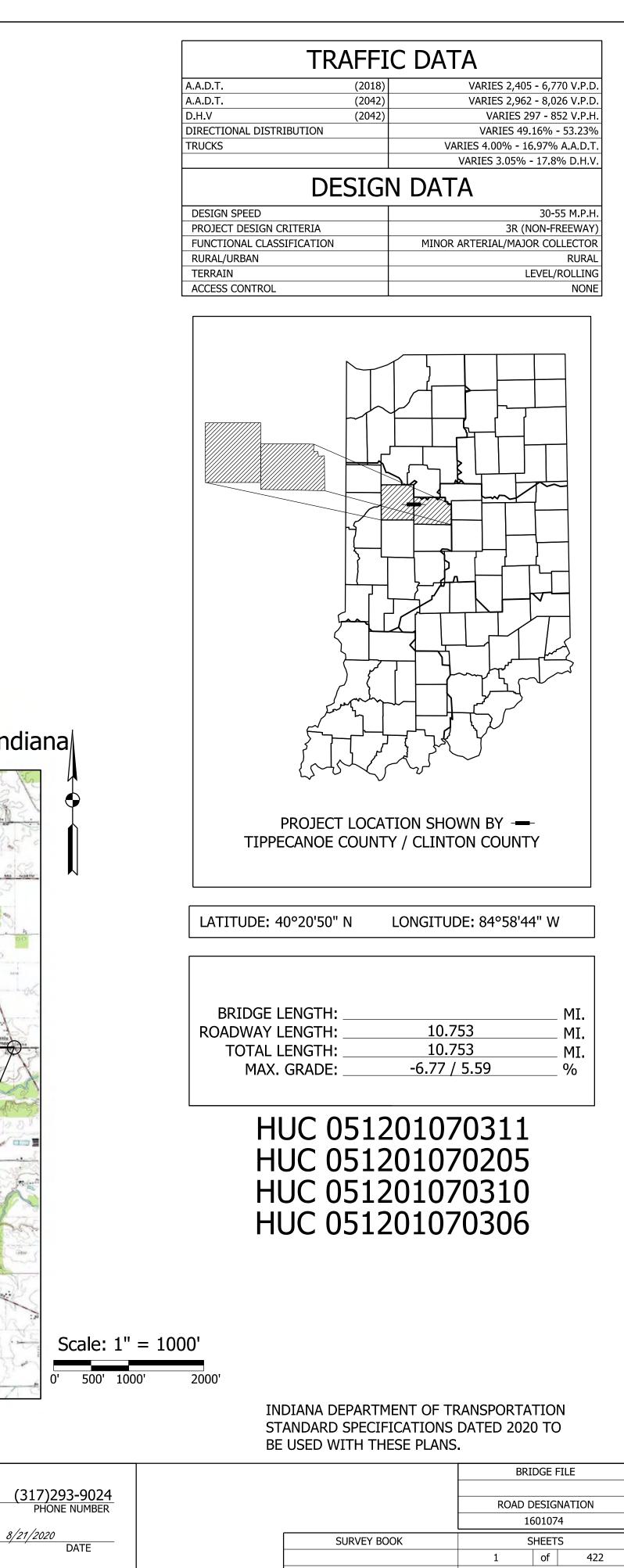
# **INDIANA DEPARTMENT OF TRANSPORTATION**

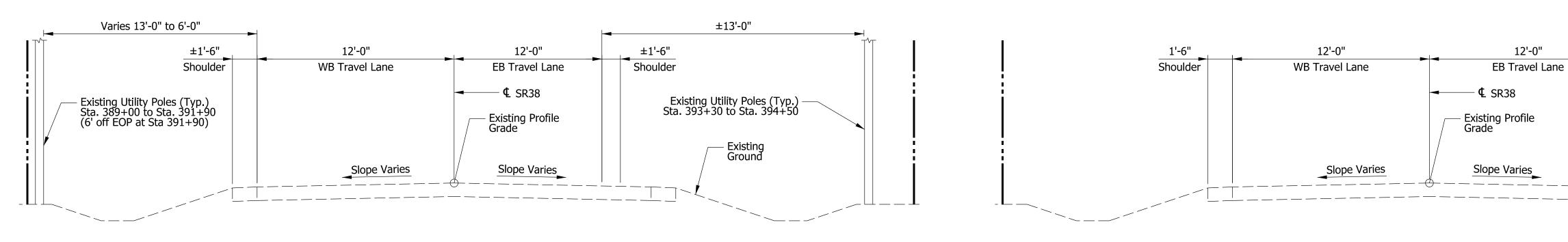


# **ROAD PLANS** FROM: RP 5+53 TO: RP 16+43 1601074 P.E. 1601074 R/W 1601074 CONST.

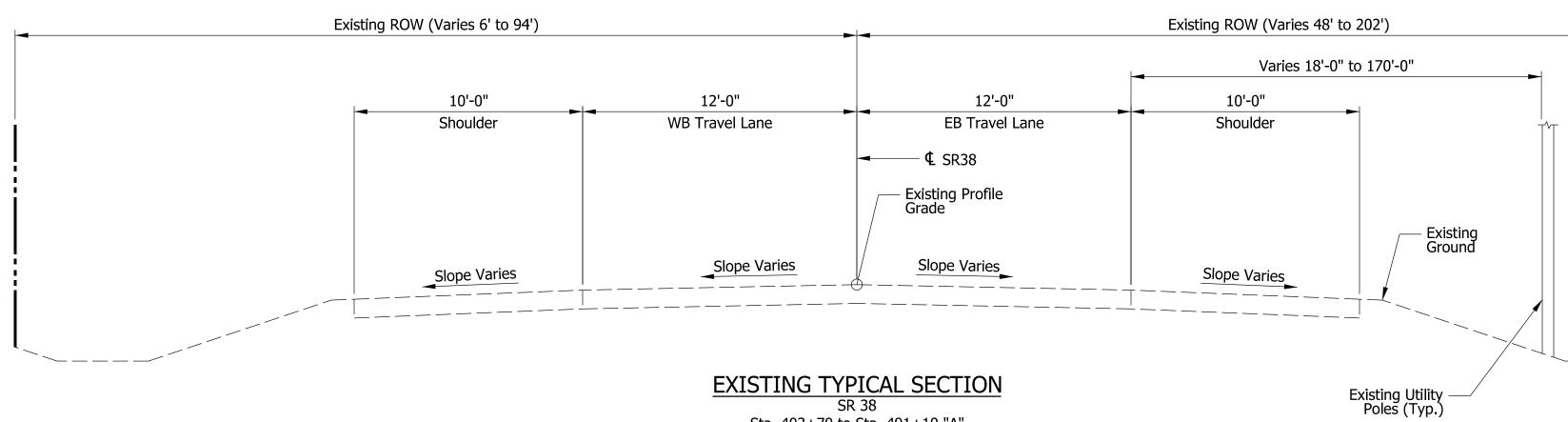
Sta. 960+00.00 "A"

	PLANS PREPARED BY:	HANSON
	CERTIFIED BY:	
	APPROVED FOR LETTING:	
		INDIANA DEPARTMENT OF TRANSPORTATION





EXISTING TYPICAL SECTION SR 38 Sta. 392+20 to Sta. 394+50 "A"





±13'-0"

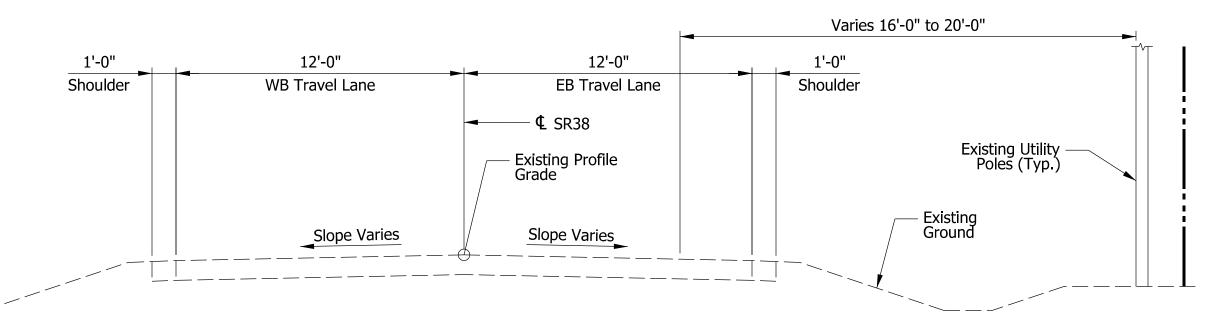
- Existing Ground Existing Utility
 Poles (Typ.)

1'-6"

Shoulder

SR 38 Sta. 394+50 to Sta. 403+70 "A"

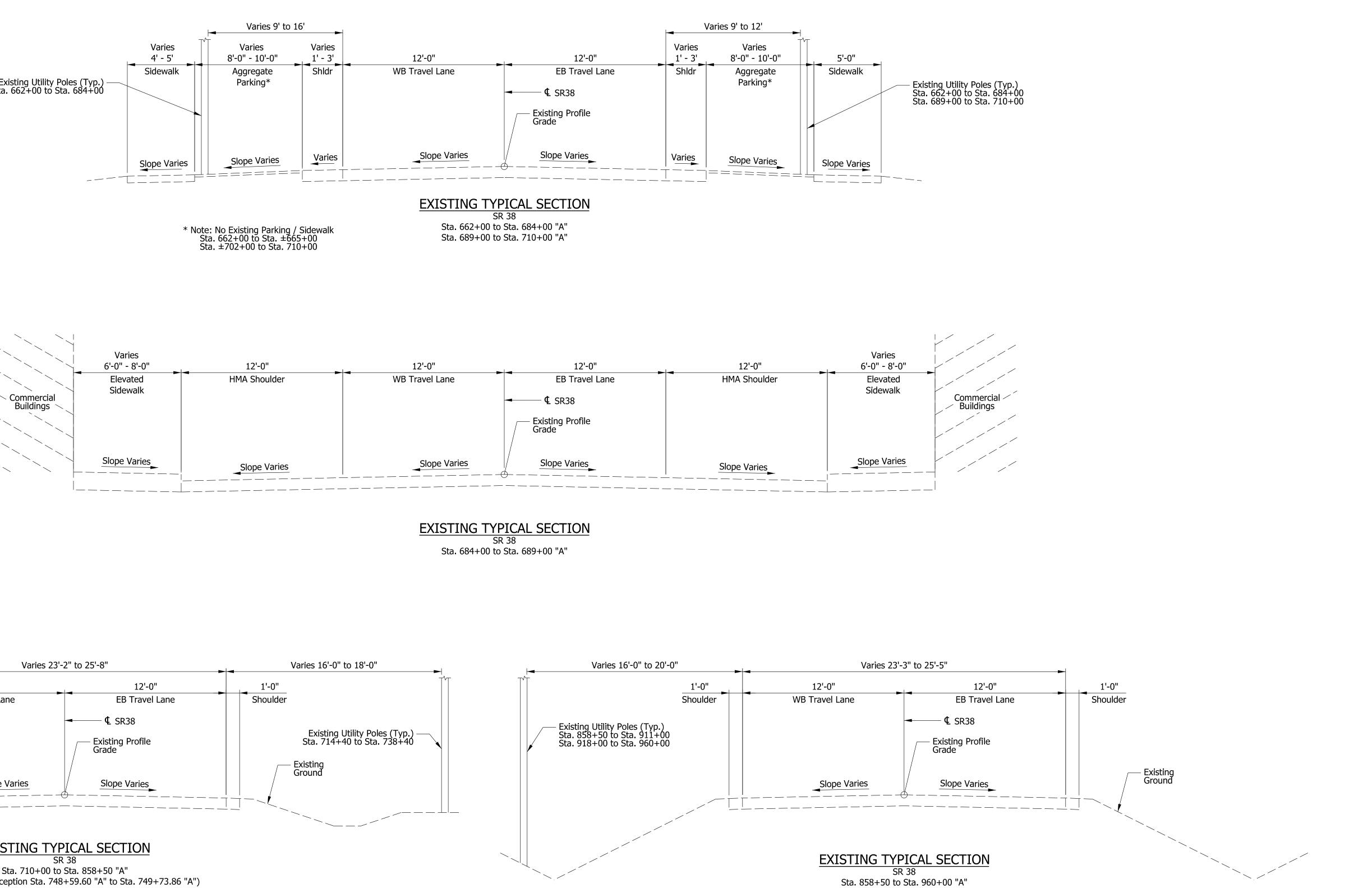
SR 38 Sta. 403+70 to Sta. 491+10 "A" (Bridge Paving Exception Sta. 417+85.14 "A" to Sta. 421+63.62 "A")

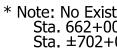


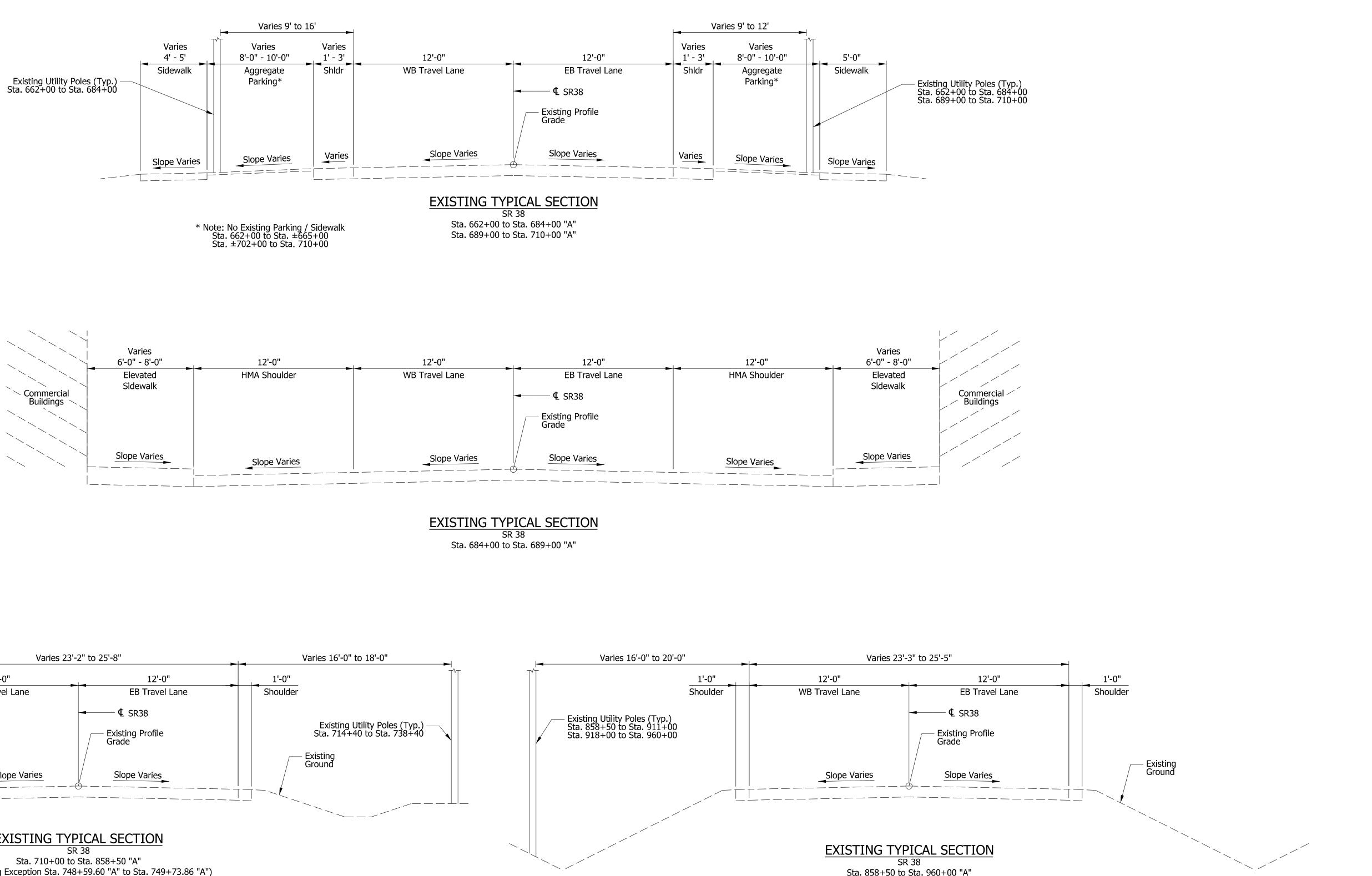
### EXISTING TYPICAL SECTION

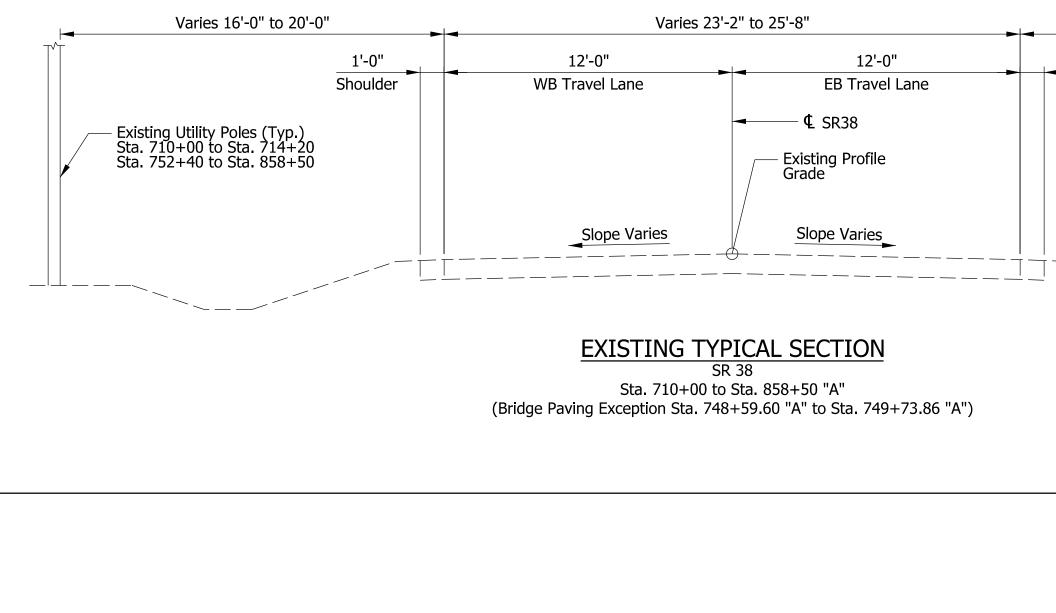
SR 38 Sta. 491+10 to Sta. 662+00 "A"

RECOMMENDED FOR APPROVAL	<i>8/21/2020</i> I ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 50'	BRIDGE FILE DESIGNATION 1601074
DESIGNED: KS	DRAWN: MH	EXISTING TYPICAL SECTIONS	SURVEY BOOK	SHEETS
				3 of 422
		STA. 392+50 "A" TO STA. 662+00 "A"	CONTRACT	PROJECT
CHECKED: JR	CHECKED: <u>KS</u>	JIA: JJZ I JU A I U JIA: 002 I 00 A	RS-40528	1601074
B-17			•	



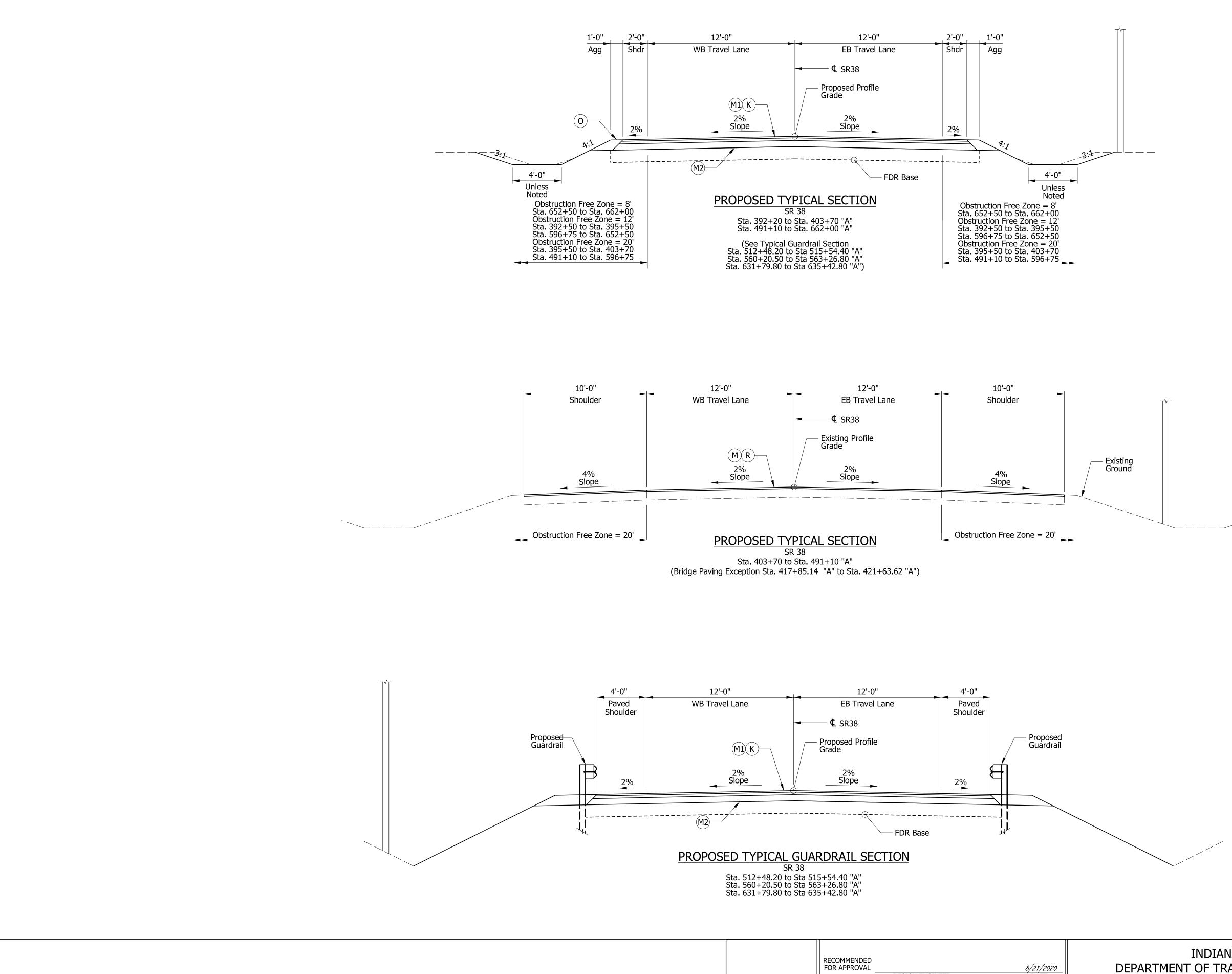






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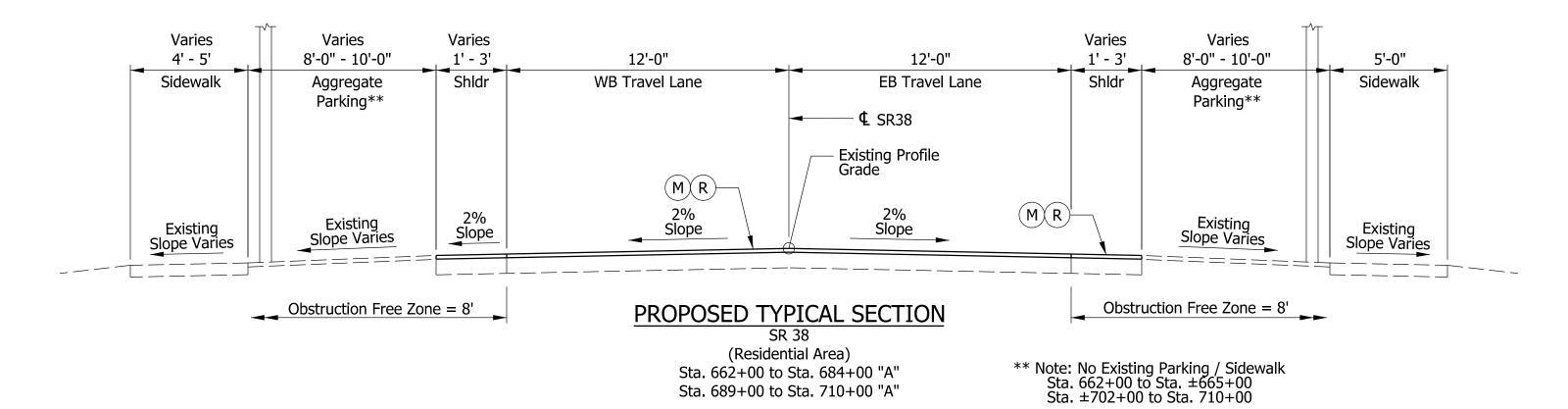
						BRIDGE FILE
	RECOMMENDED FOR APPROVAL		<i>8/21/2020</i> DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE	DESIGNATION
		DESIGN ENGINEER	DÁTE		1" = 50'	1601074
	DESIGNED: KS	DRAWN: MH		EVICTING TYDICAL CECTIONS	SURVEY BOOK	SHEETS
	DESIGNED. KS	DRAWN. <u>MH</u>		EXISTING TYPICAL SECTIONS		4 of 422
	CHECKED: JR	CHECKED: KS		STA. 662+00 "A" TO STA. 960+00 "A"	CONTRACT	PROJECT
		CHECKED. <u>K5</u>		5171 002 100 71 10 5171 500 100 71	RS-40528	1601074
B-18						

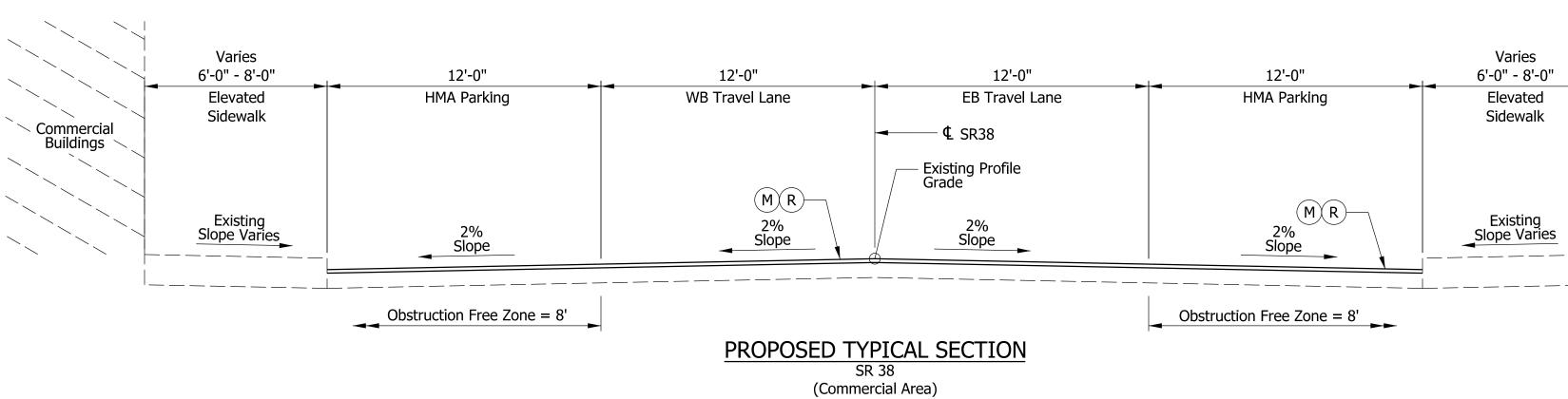


	RECOMMENDED FOR APPROVAL	<u>8/21/2020</u> EER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 50'	BRIDGE FILE DESIGNATION 1601074
	DESIGNED: KS	DRAWN: <u>MH</u>	TYPICAL SECTIONS	SURVEY BOOK	SHEETS 5 of 422
	CHECKED: JR	CHECKED: KS	STA. 392+50 "A" TO STA. 662+00 "A"	CONTRACT RS-40528	PROJECT 1601074
B-19					

### <u>LEGEND</u>

- K 165 LB/SYD QC/QA-HMA, 3, 70, Surface 9.5mm, on 275 LB/SYD QC/QA-HMA, 3, 70, Intermediate 19mm, on 6 in. Cold Central Plant Recycling on 12 in. Full Depth Reclamation (FDR)
- (K1) 220 LB/SYD QC/QA-HMA, 3, 70, Surface 9.5mm, on 6 in. Cold Central Plant Recycling on
- 12 in. Full Depth Reclamation (FDR)
- O Variable Depth Compacted Aggregate, No. 53
- (R) 165 LB/SYD QC/QA-HMA, 3, 70, Surface 9.5mm
- ${ig(M)}$  Milling, Asphalt, 1.5 in
- (M1) Milling, Asphalt, 8.0 in
- (M2) Milling, Scarification

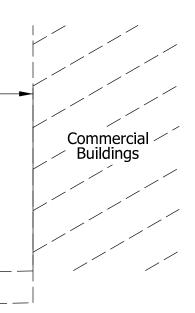




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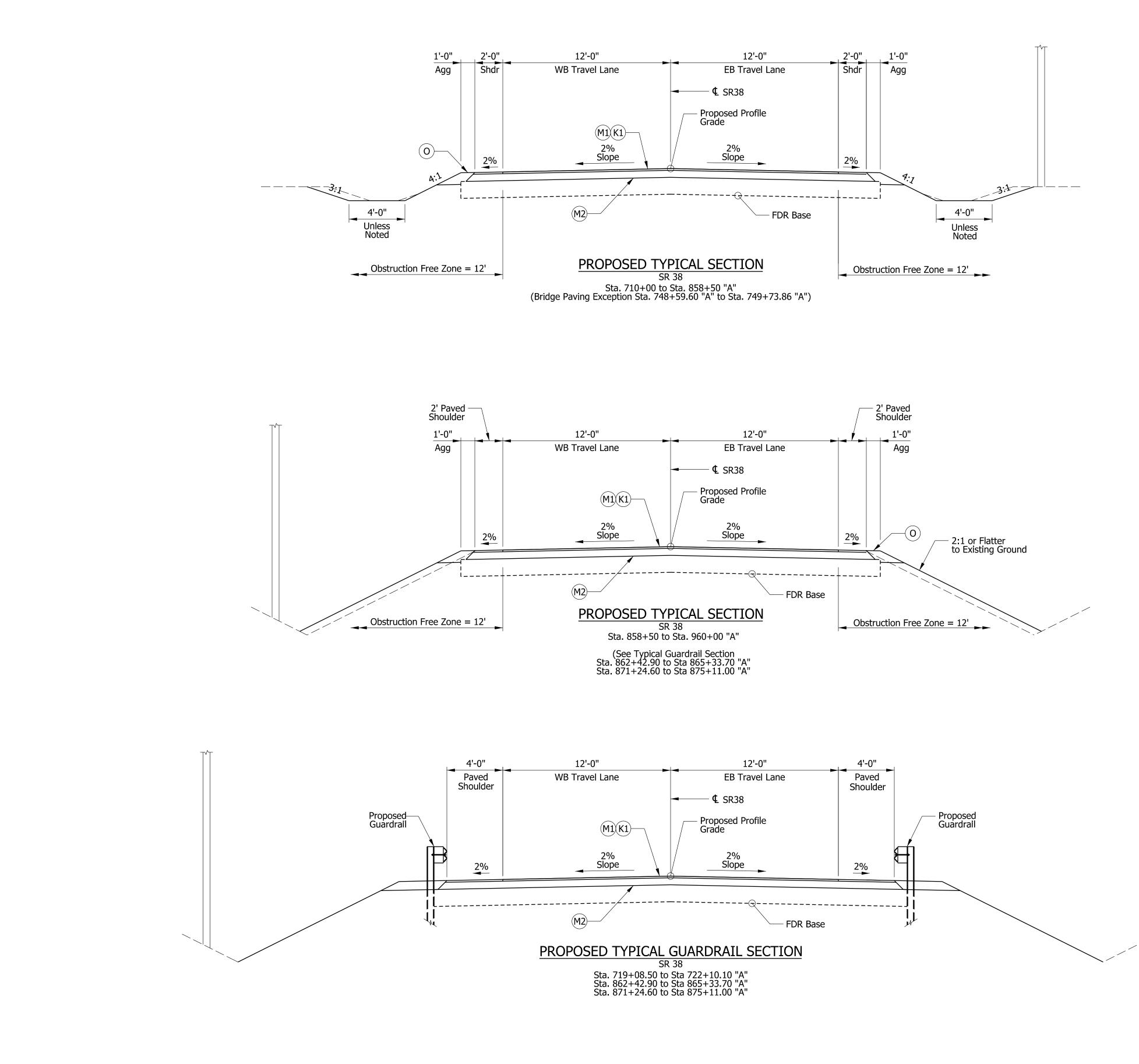
Sta. 684+00 to Sta. 689+00 "A"

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	<i>8/21/2020</i> DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 50'	BRIDGE FILE DESIGNATION 1601074
DESIGNED: KS	DRAWN: MH			SURVEY BOOK	SHEETS
DESIGNED. KS			TYPICAL SECTIONS		6 of 422
			STA. 662+00 "A" TO STA. 710+00 "A"	CONTRACT	PROJECT
CHECKED: JR	CHECKED: KS		JIA UUZIUU A IU JIA / IU UU A	RS-40528	1601074



### LEGEND

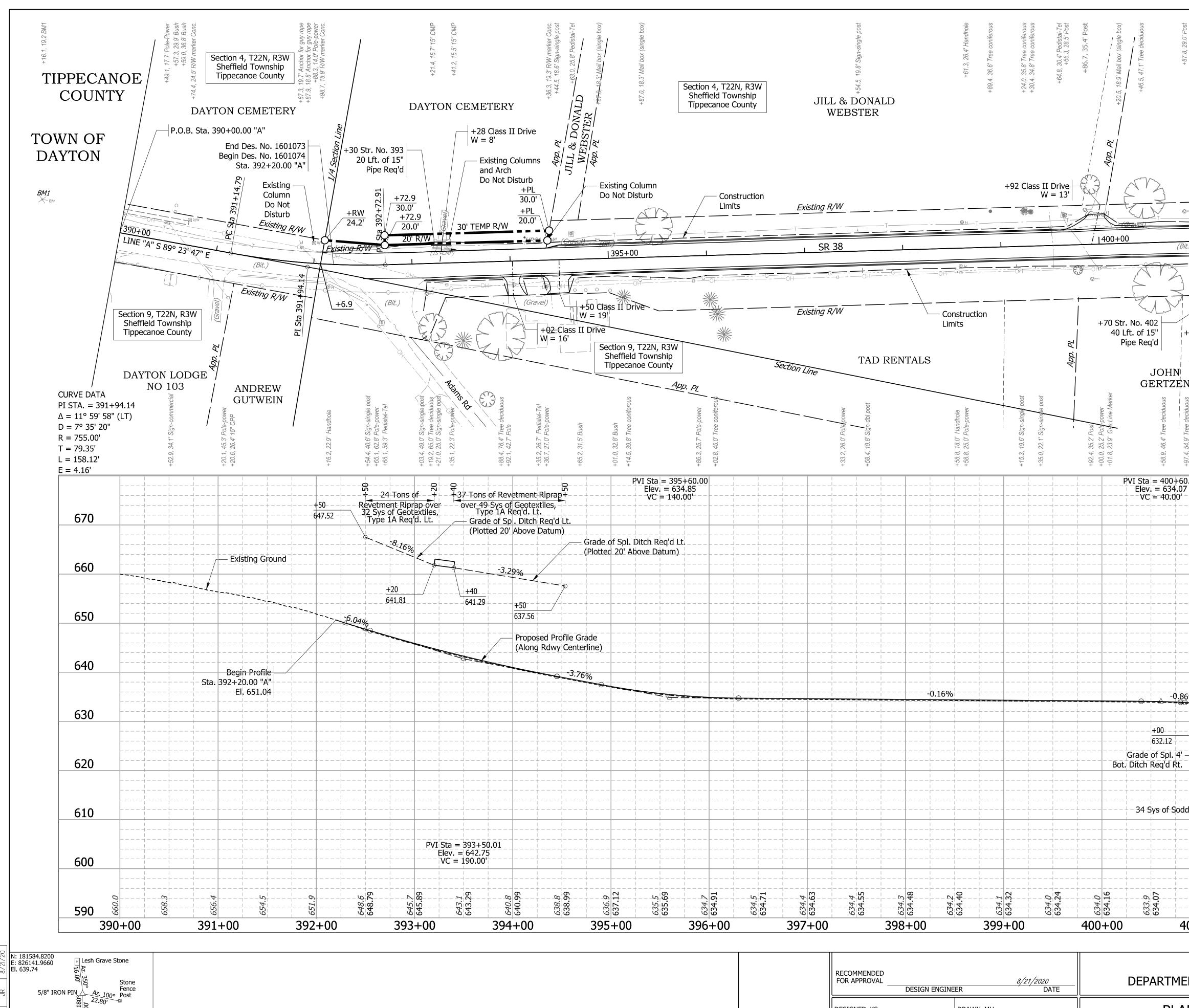
- K 165 LB/SYD QC/QA-HMA, 3, 70, Surface 9.5mm, on 275 LB/SYD QC/QA-HMA, 3, 70, Intermediate 19mm, on 6 in. Cold Central Plant Recycling on
- 12 in. Full Depth Reclamation (FDR) (K1) 220 LB/SYD QC/QA-HMA, 3, 70, Surface 9.5mm, on 6 in. Cold Central Plant Recycling on
- 12 in. Full Depth Reclamation (FDR)
- O Variable Depth Compacted Aggregate, No. 53
- (R) 165 LB/SYD QC/QA-HMA, 3, 70, Surface 9.5mm
- M Milling, Asphalt, 1.5 in
- M1 Milling, Asphalt, 8.0 in
- M2 Milling, Scarification



	RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	<i>8/21/2020</i> DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 50'	BRIDGE FILE DESIGNATION 1601074
	DESIGNED: KS	DRAWN: MH		TYPICAL SECTIONS	SURVEY BOOK	SHEETS 7 of 422
	CHECKED: JR	CHECKED: <u>KS</u>		STA. 710+00 "A" TO STA. 960+00 "A"	CONTRACT RS-40528	PROJECT 1601074
B-21					K5-40526	16010/4

### LEGEND

- K 165 LB/SYD QC/QA-HMA, 3, 70, Surface 9.5mm, on 275 LB/SYD QC/QA-HMA, 3, 70, Intermediate 19mm, on 6 in. Cold Central Plant Recycling on 12 in. Full Depth Reclamation (FDR)
- K1 220 LB/SYD QC/QA-HMA, 3, 70, Surface 9.5mm, on 6 in. Cold Central Plant Recycling on 12 in. Full Depth Reclamation (FDR)
- O Variable Depth Compacted Aggregate, No. 53
- (R) 165 LB/SYD QC/QA-HMA, 3, 70, Surface 9.5mm
- ${ig(\mathsf{M})}$  Milling, Asphalt, 1.5 in
- (M1) Milling, Asphalt, 8.0 in
- (M2) Milling, Scarification



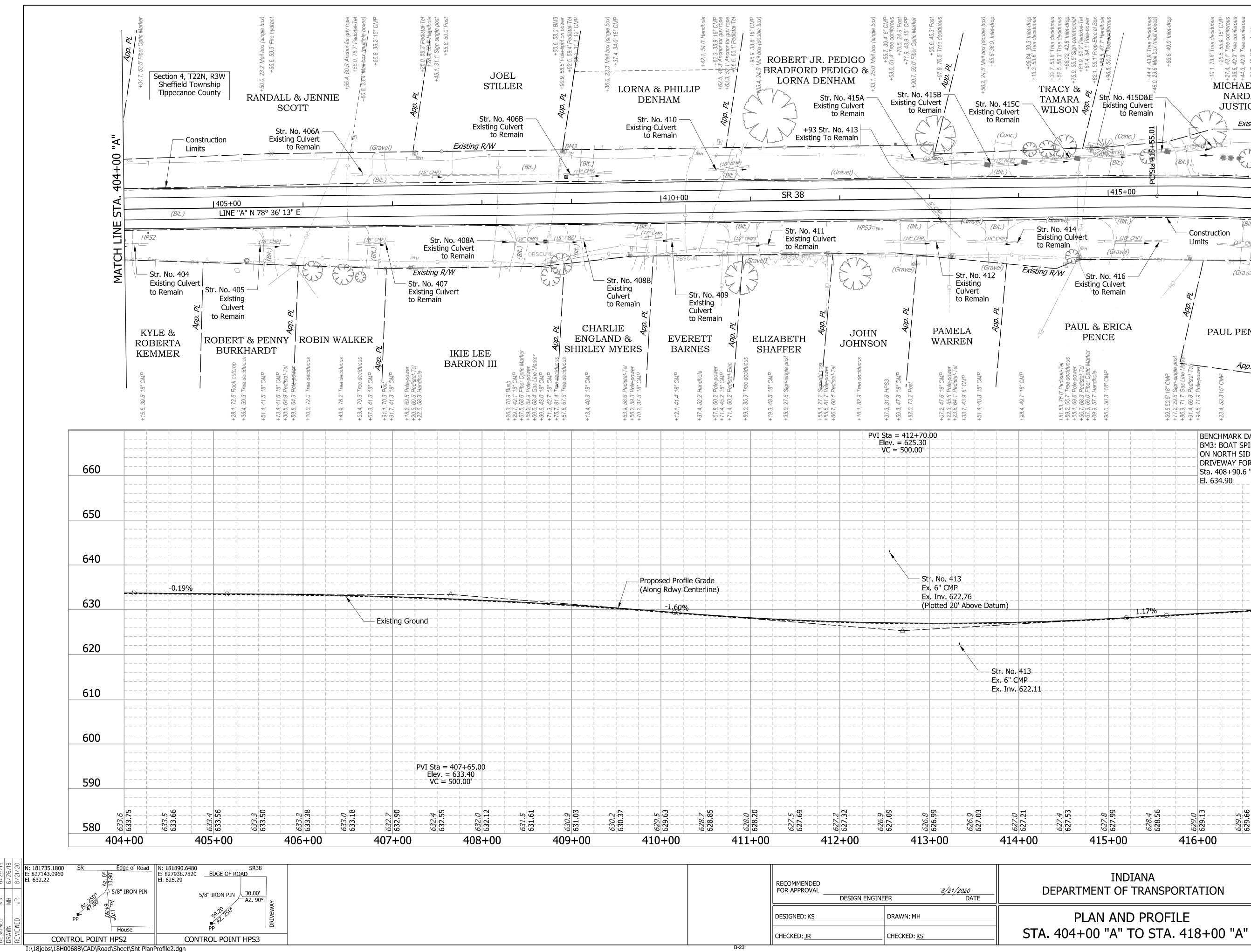


Edge of Road

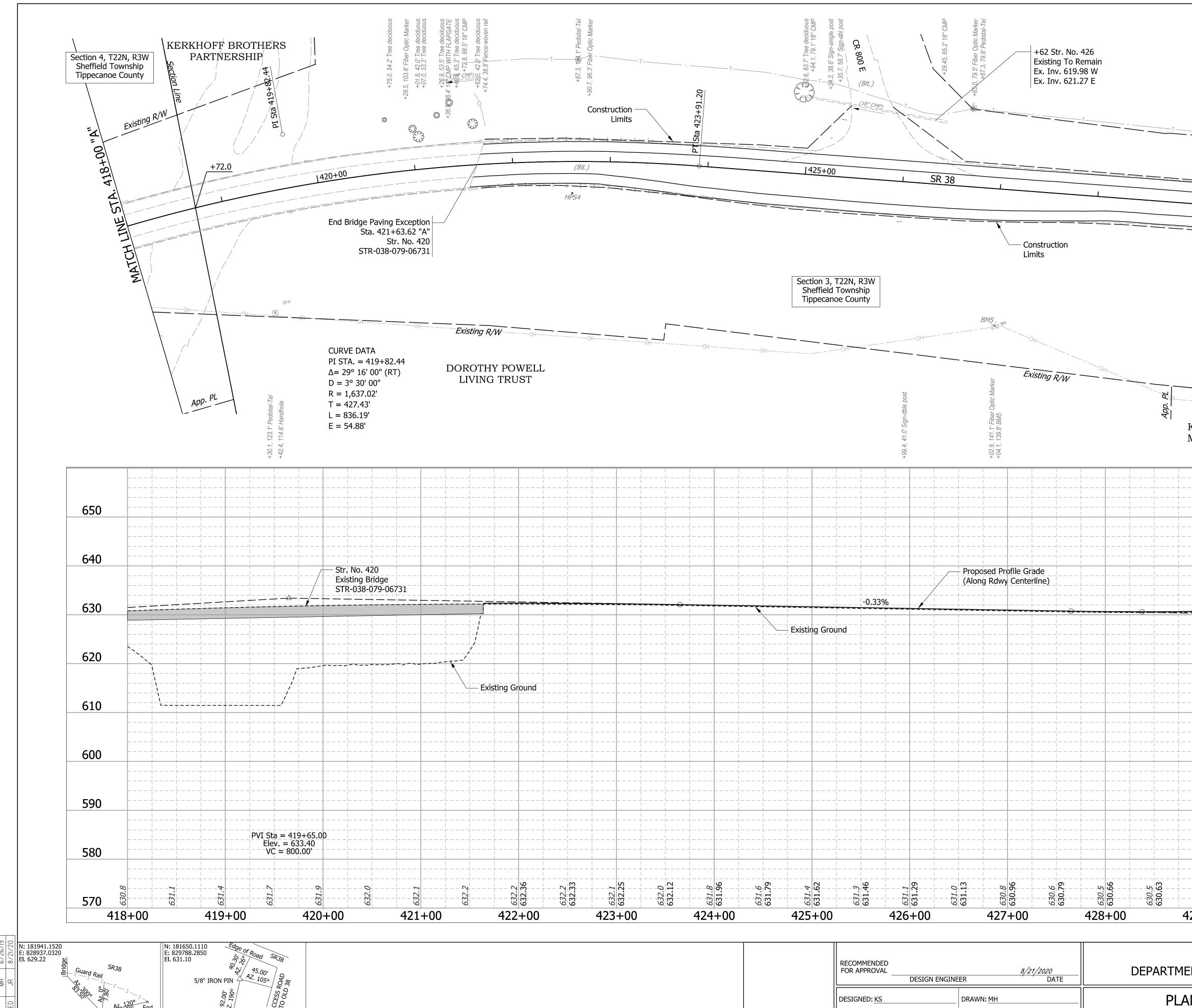
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SR38

(single box) voi Section 4, T22N, R3W Sheffield Township Tippecanoe County	+54.5, 19.8' Sign-single post +61.3, 26.4' Handhole +89.4, 36.6' Tree coniferous	+24.0, 35.8' Tree coniferous +30.4, 34.8' Tree coniferous +30.4, 34.8' Tree coniferous +64.8, 30.4' Pedistal-Tel +66.3, 28.5' Post +86.7, 35.4' Post +86.7, 35.4' Post +86.7, 35.4' Post +86.7, 35.4' Post +86.7, 35.4' Post +87.8, 29.0' Post +64.1, 19.2' Mail box (single box) +64.1, 19.2' Mail box (single box)	+94.2, 34.0' Handhole +1.0, 33.7' Pole-power +1.2, 45.3' Anchor for guy rope +1.6, 48.3' Anchor for guy rope +65.0, 52.4' Post +89.1, 23.1' Mail box (double box)
ting Column lot Disturb Construction Limits 95+00 I II Drive	Existing R/W       Image: Construction         Image: SR 38       Image: Construction	+92 Class II Drive $W = 13^{\circ}$ (Grave)	
on 9, T22N, R3W	TAD RENTALS TAD RENTALS interviewer +28.8, 18.0, Handhole +28.8, 25.0, Pole-bower +58.8, 25.0, Pole-bower	+15.3, 19.6' Sign-single post +35.0, 22.1' Sign-single post h01.8, 23.9' G4s Line Marker +20 Zt. Vor 403 ADD ADD ADD ADD ADD ADD ADD ADD ADD AD	+95.2, 73.9' Tree decidral-Tel +94.0, 26.7' Gas Line Marker +95.2, 73.9' Tree decidrouus +53.9, 36.3' Headwall He3.6, 38.3' 18" CMP +89.6, 56.6' Pole-power +89.9, 55.5' Pedistal-Tel He9.9, 55.5' Pedistal-Tel
PVI Sta = 395+60.00 Elev. = 634.85 VC = 140.00' Spl. Ditch Req'd Lt. 20' Above Datum)			OUTH FACE OF POWER POLE SR38 AND DELAWARE ST
			650 640
		-0.86% -1.20% -0.30% -0.30% -0.30% -0.30% +60 630.19 -0.30% -	-0.28% 630 +45 629.95 Grade of Spl. 4' 620 Bot. Ditch Req'd Rt.
		Bot. Ditch Req'd Rt.	610 610 600
-00 <u>63</u> <u>4</u> .7 <u>63</u> <u>4</u> .2 <u>63</u> <u>63</u> .2 <u>63</u> <u>63</u> .2 <u>63</u> <u>63</u> .2 <u>7</u> .2 <u>63</u> .2 <u>7</u>	634         634           634         634           634         634	634.1 634.0 634.0 634.0 634.0 634.0 634.0 634.0 634.0 634.0 633.3 633.3 633.3 633.3 633.3 633.3 633.3 633.3 633.3 633.3 633.3 633.3 633.3 633.3 60+00 633.3 60 60 633.3 60 60 60 60 60 60 60 60 60 60	403+00 404+00 BRIDGE FILE
	RECOMMENDED         FOR APPROVAL         DESIGN ENGINEER         DESIGNED: KS         DRAWN: MH         CHECKED: JR		SCALE         DESIGNATION           1" = 50' H 1" = 10' V         1601074           SURVEY BOOK         SHEETS           48         of         422           CONTRACT         PROJECT



All the decide out of the second terms of t	NARDA JUSTICE Existing	Sta. 417+85.14 "A" Str. No. 420 STR-038-079-06731	418+00 "A"
415+00			
( <i>Bit.</i> ) ( <i>Gravel</i> )	Construction	Str. No. 417 Existing Culvert to Remain	TAICH LINE STA.
& ERICA NCE	/ PAUL PENC	E	
+69.9, 57.7 <sup>,</sup> Handhole +95.0, 50.3 <sup>,</sup> "18" CMP	+59.6 50.5' 18" CMP +77.2, 29.8' Sign-single post +86.9, 71.7' Gas Line Marken +91.4, 69.8' Pedistal-Tel +94.5, 71.9' Pole-power +23.4, 53.3'15" CMP	+79.7, 54.5' Stump +92.9, 54.5' 15" CMP +13.0, 28.3' Sign-dbl post +36.9, 66.7' Hanghole +47.5, 26.3' Sign-single post +49.9, 67.5' Pedistah-Tel +51.7, 68.6' Pole-power +73.3, 52.4' 12" CMP	
		IN SOUTH FACE OF POWER POLE F SR38 +/-25 FEET WEST OF OUSE #7814	660
			650
			640
		Existing Bridge	-
1.17%	0 		630
			620
			610
			600
			590
628.4 628.4 628.4	628.56 629.13 629.66 629.66 629.66		580 3+00
			BRIDGE FILE
INDIANA ENT OF TRAN	NSPORTATION	SCALE 1" = 50' H 1" = 10' V	DESIGNATION 1601074
AN AND PR		SURVEY BOOK	SHEETS 49 of 422 PROJECT
U A IUS	STA. 418+00 "A"	RS-40528	1601074

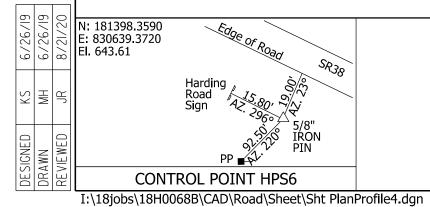


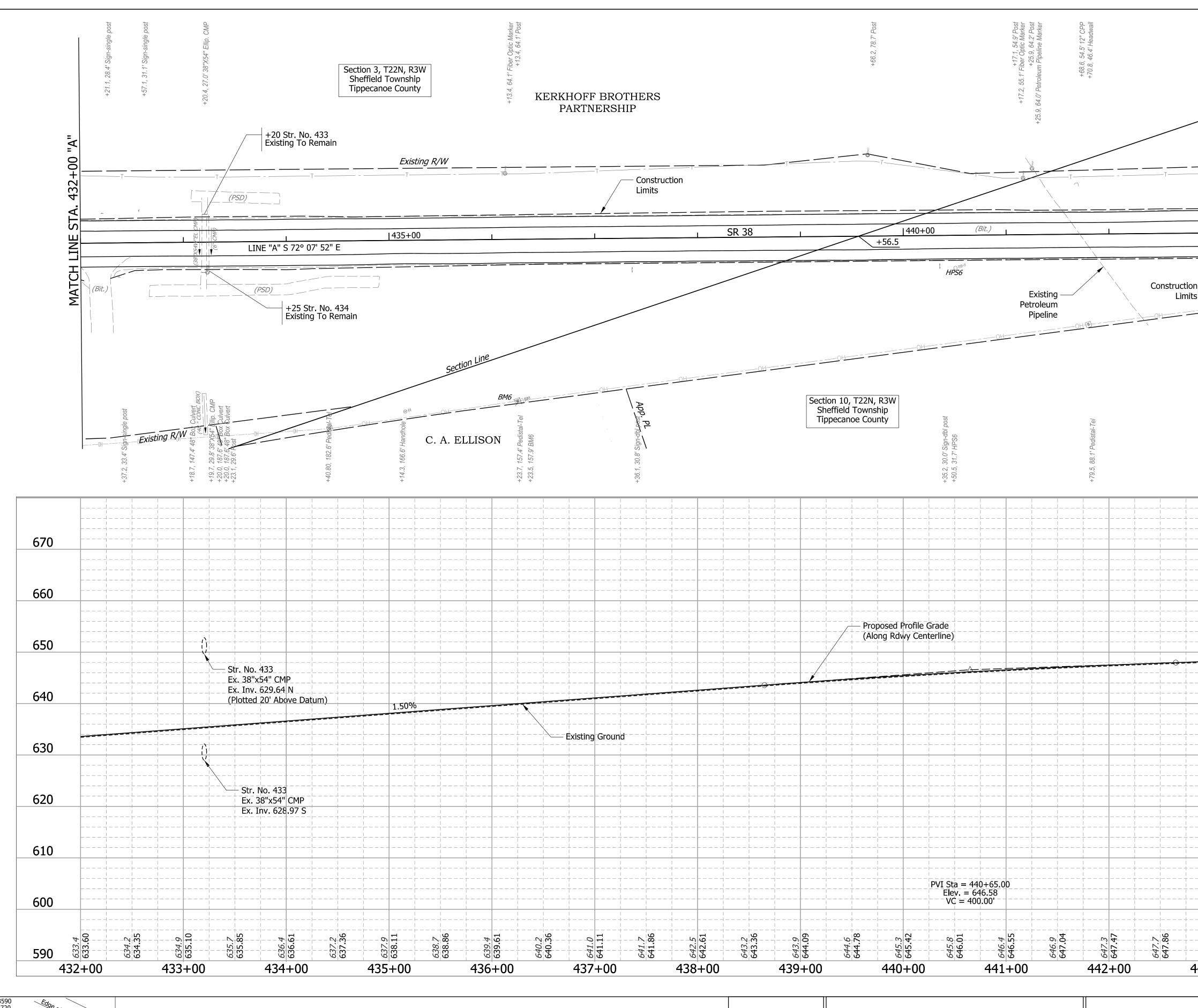
CONTROL POINT HPS4 CONTROL POINT HPS5 \18jobs\18H0068B\CAD\Road\Sheet\Sht PlanProfile3.dgn

5/8" IRON PIN

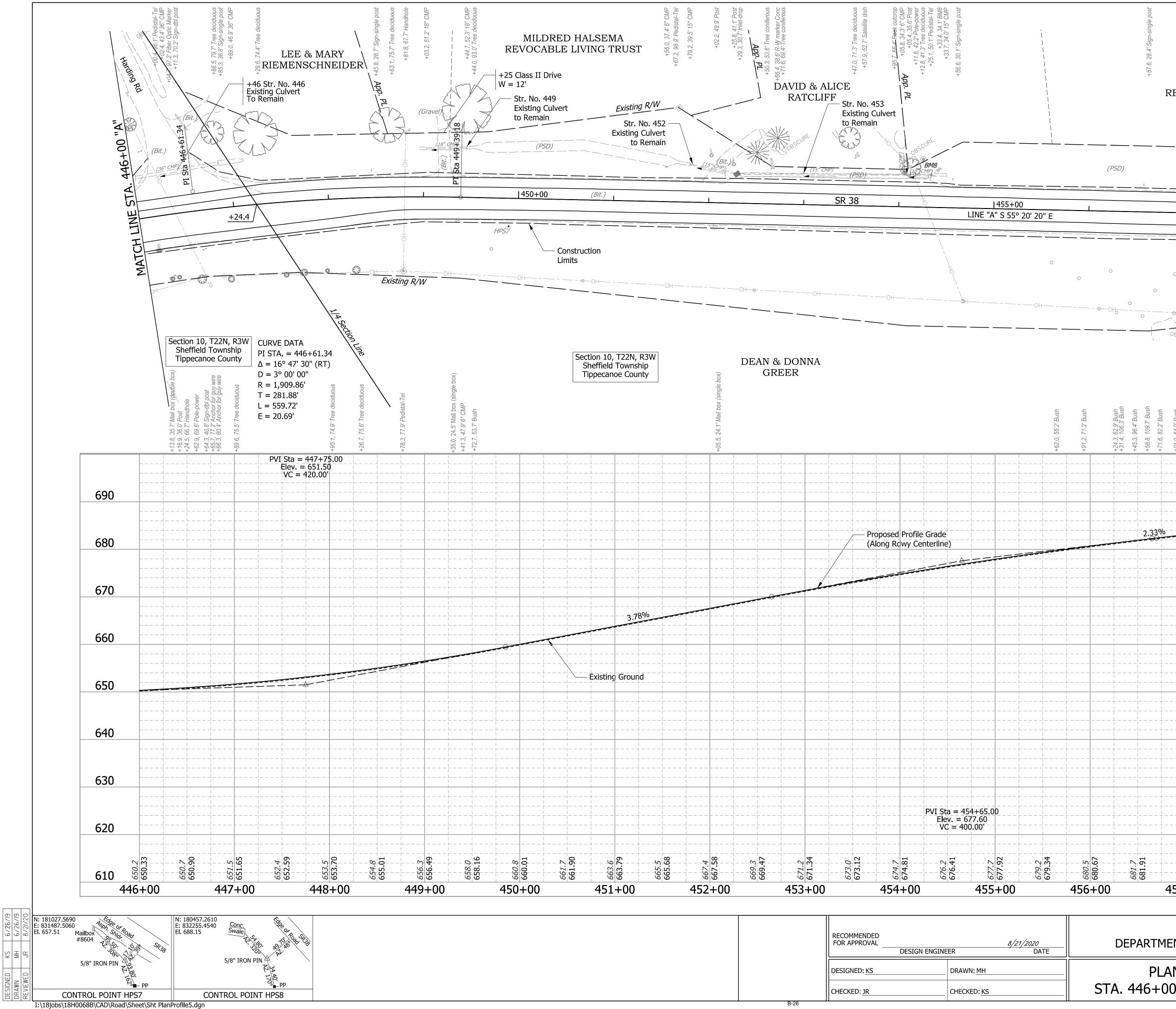
I		DESIGN ENGINE	.ER	DATE	
		DESIGNED: KS	DRAWN: MH		
		CHECKED: JR	CHECKED: KS		
	B-24				

		PARTNERSHI 	Existing R/V Existing R/V "A" S 72° 07' 52" E "PSD HPS5 <sub>O RB</sub> 0	MATCH LINE STA. 432+00 "A"
	KRIZELDA MONTERO	BENCHMARK DATA BM5: BOAT SPIKE ON SOUTH SIDE C	A: IN NORTH FACE OF POWER PC DF SR38 +/-150 FEET EAST OF	DLE
	Elev. =	800E ROAD Sta. 427+04.1 "A" El. 625.81 429+65.00 630.08 400.00'	, 139.8' RT.	650
				640 
				630    620
				 610
				  600
				  590
				  580
630.66 630.5 630.5 630.5 630.5	12.06 6.30.7 6.30.7 45.06 6.30.7 6.30.7 6.30.7 6.30.7	631.5 631.5 631.5 631.5	431+00 4	
	INDIANA			BRIDGE FILE
DEPARTI	MENT OF TRANS	PORTATION	SCALE 1" = 50' H 1" = 10' V	DESIGNATION
			1" = 50" H         1" = 10" V           SURVEY BOOK	1601074 SHEETS
	LAN AND PRO	FILE A. 432+00 "A"	CONTRACT	50         of         422           PROJECT
JIA. 410+			RS-40528	1601074

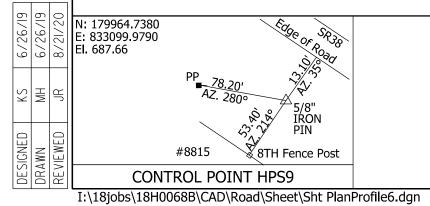




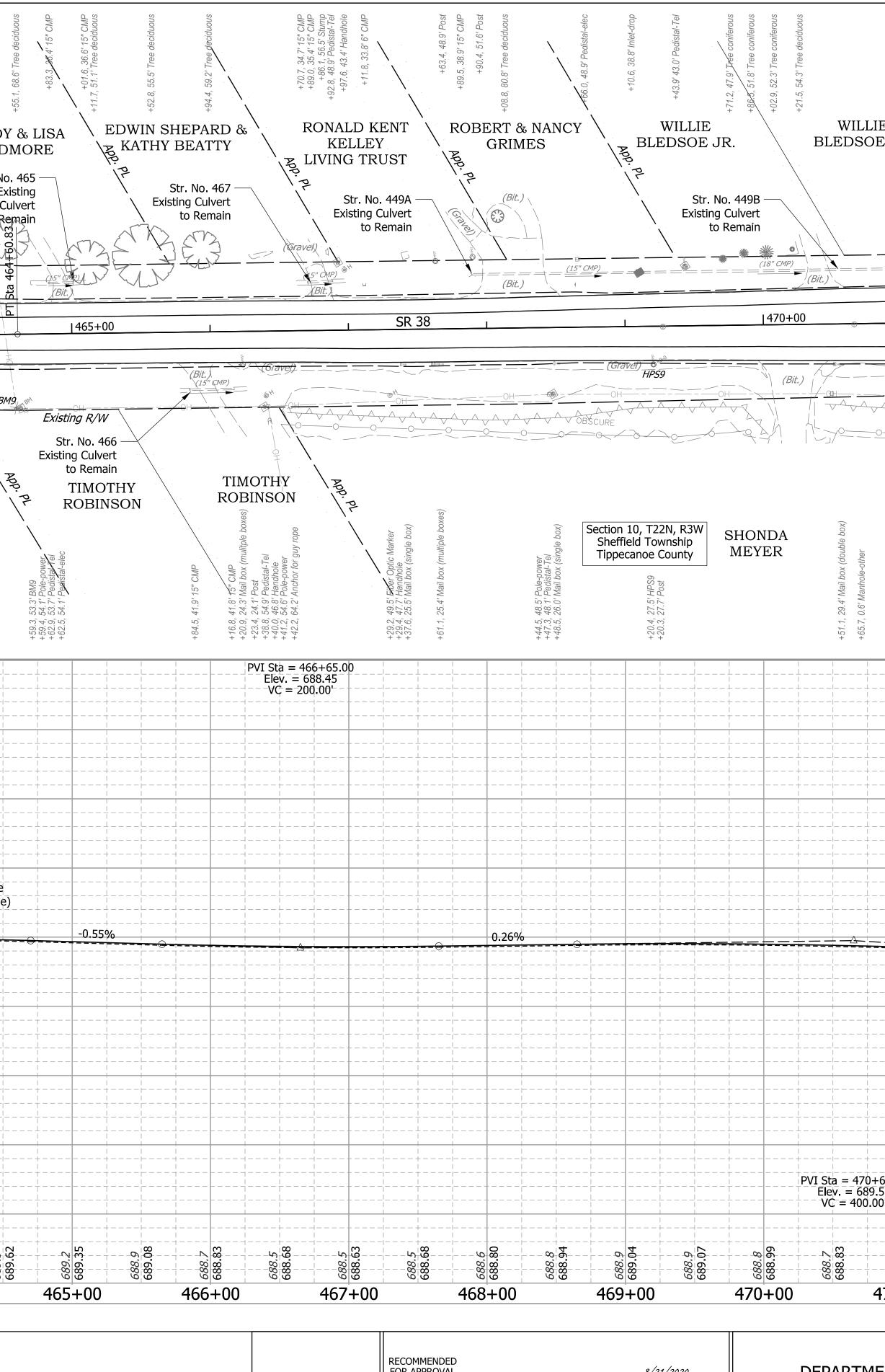
CRS	+66.2, 78.7' Post	+17.1, 54.9' Post +17.2, 55.1' Fiber Optic Marker +25.9, 64.0' Petroleum Pipeline Marker	+68.6, 54.5' 12" CPP +70.8, 46.4' Headwall	RA A		+63,9,69,09,007 +12.8,77.6,Anchor for guy rope +12.9, 75.0'Anchor for guy rope	+66.0, 59.0' Post
nits					Contracting R/W	× 	A. 446+00 "A"
	<u>   440-</u> +56.5	HPS6 Existing —	Со	nstruction Limits		445+00 (Bit.) (Gra (Bit.) (Gra (18" CMP)	MATCH LINE ST
	0H <u></u> 0	Petroleum Pipeline	<u>0H</u> <u>0</u> 	Existing R/W	Str. Existing To	No. 445 Culvert Remain	
, , ,	Section 10, T22N, R3W Sheffield Township Tippecanoe County	+35.2, 30.0' Sign-dbl post +50.5, 31.7' HPS6	+79.5, 88.1' Pedistal-Tel	+37.4, 89.5' Petroleum Pipeline Ma	+63.1, 66.2' Pole-power +75.4, 67.7' Bush +81.1, 65.4' Bush	+12.9, 62.4' Pole-power +14.1, 62.1' Fiber Optic Marker +16.6, 64.3' Tree coniferous +21.5, 54.5' 18" CMP +61.2, 66.2' Anchor for guy ropoe +66.6, 81.3' Pole-light	+66.6, 80.4' Pedistal-Tel +98.3, 55.6' 18" CMP
					BENCHMARK DA BM6: BOAT SPIK ON SOUTH SIDE FOR HOUSE #82 Sta. 436+23.5 "A El. 636.8	E IN NORTH FACE OF POW OF SR38 +/-75' EAST OF D 25	ER POLE PRIVEWAY 670
	Proposed Profile (Along Rdwy Ce				0.69%		660 660 650 650
							630 
		PVI Sta = 440+65.00 Elev. = 646.58 VC = 400.00'					610 610 600
641 642. 643. 643.	00+00444.09 644.78 645.3 645.3 645.3	645.8 646.01 646.9 646.9 647.04	442+00		648.55 648.7 648.7 649.1 649.1 649.1	442+00	
	RECOMMENDED FOR APPROVAL	<i>8/21/2020</i> GN ENGINEER DATE	_ DEP/	INDIANA ARTMENT OF TRA		SCALE 1" = 50' H 1" = 10	BRIDGE FILE DESIGNATION
B-25	DESIGNED: <u>KS</u> CHECKED: <u>JR</u>	DRAWN: <u>MH</u> CHECKED: <u>KS</u>	_	PLAN AND PR 32+00 "A" TO S	OFILE STA. 446+00 "A"	SURVEY BOOK CONTRACT RS-40528	SHEETS           51         of         42           PROJECT         1601074         1601074



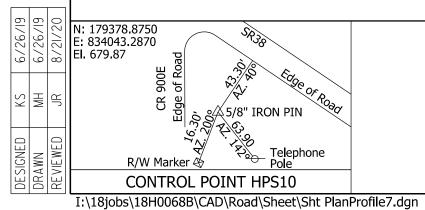
MA TRUST <sup>4, 0</sup> , <sup>2, 1</sup>	+79.2, 39.5' 15" CMP	+02.2, 49.9' Post +25.8, 41.1' Post +29.3, 30.7' Inlet-drop	+50.3, 53.6' Tree coniferous +66.4, 38.6' R-W marker Conc	÷	$\int$ Str. No.	453	<b>Td 'ddV</b> +05.4, 35.6' Post +11.6, 42.2' Pole-power +12.8, 41.3' Tree deciduous +25.1, 50.1' Pedistal-Tel +33.4, 34.0' 15" CMP +56.6, 30.1' Sign-single post						+57.6, 28.4' Sign-single post BB	MILDRE		G TRUST				App. pl	
Str. No. 452 — Existing Culvert to Remain		Rit		ABSCURE	Existing to Rema	Culvert	OBSCURE							Existing	7 <u>_R/W</u>	Str. No Existing to Rem	g Culvert			"A" 00+(	
					<sup>5" (MP)</sup> (PSD) SR 38		BM8 (15) CMP) &		455+00			(PSD)			(15" CMł	<u></u>		Construct	ion 	 STA. 460	
		ÛMB/						LINE "A 	" S 55° 20' 	20" E											
OH		OH-					, EO			0	0	0	0			TPSD			° <sup>२४०</sup> HPS8	MATC	
					лн = =	OH				-OH		° ₹—0H_—			0	(PSD) Exis	ting R/W	<u>     0</u> H	<del>01</del> /k		
22N, R3W ownship e County		D	EAN & GRE		A								, 063	SCURE /				JONATHAN ACKINNISS			
		Mail box (single b								Bush	Bush	Bush ' Bush Bush	" Bush Bush Bush	'Bush 'Bush	Bush Bush	, Pole-power			HPS8		
		+05.5, 24.1'						1		+62.0, 55.2'	+91.2, 71.2'		+58.8, 109.7 +71.6, 82.2' +91.9, 64.9'	+92.0, 105.6 +08.5, 102.3		- +77.6, 108.1			+46.2, 61.8'		
																					690
						Proposed	Profile Grade wy Centerline)				·		2.33%	·							680
3.78%																FOR LARG GRATE, DI OUT OF IN SR38 +/-2 HOUSE #8	Seled SQ E Concr Rectly / NLET, Loc 25 Feet   8806	Uare on top ( Ete inlet wit Above 12" cmf Cated on nor East of drive	H METAL FLOWING TH SIDE OF		670 660
Ground																Sta. 454+3 El. 674.28	33.4 "A",	34.1' LT.			650
											·										640
																					630
							PVI Sta = 45 Elev. = 6 VC = 40	54+65.0 77.60 0.00'	0 												620
665.5 665.5	452-	 	669.3	671.34 671.34	673.12 673.12	454-	674.8 676	677.	<b>6</b> 77.92	679.24	456+	681. 681.		683.0 683.0 7+00	<i>684.0</i> 684.13	458+00	685.8 685.8 685.99	<sup>62.989</sup> 459+00	687.3 687.49	688.11 688.11 688.11	610 )
					RECOMMENI FOR APPRO	DED /AL			8/21/20.	20		DFPA	RTMFN	INDIAI		RTATION			SCALE		BRIDGE FILE
				B-26	DESIGNED: <u>k</u> CHECKED: <u>J</u>	S	DESIGN ENGINEER DRAW CHECK	N: <u>MH</u> KED: <u>KS</u>	8/21/202	DATE			PLAN	I AND F	PROFI		'A''	1" = 50	' H 1" = 10' V /EY BOOK NTRACT 5-40528		1601074           SHEETS           52         of         42           PROJECT           1601074

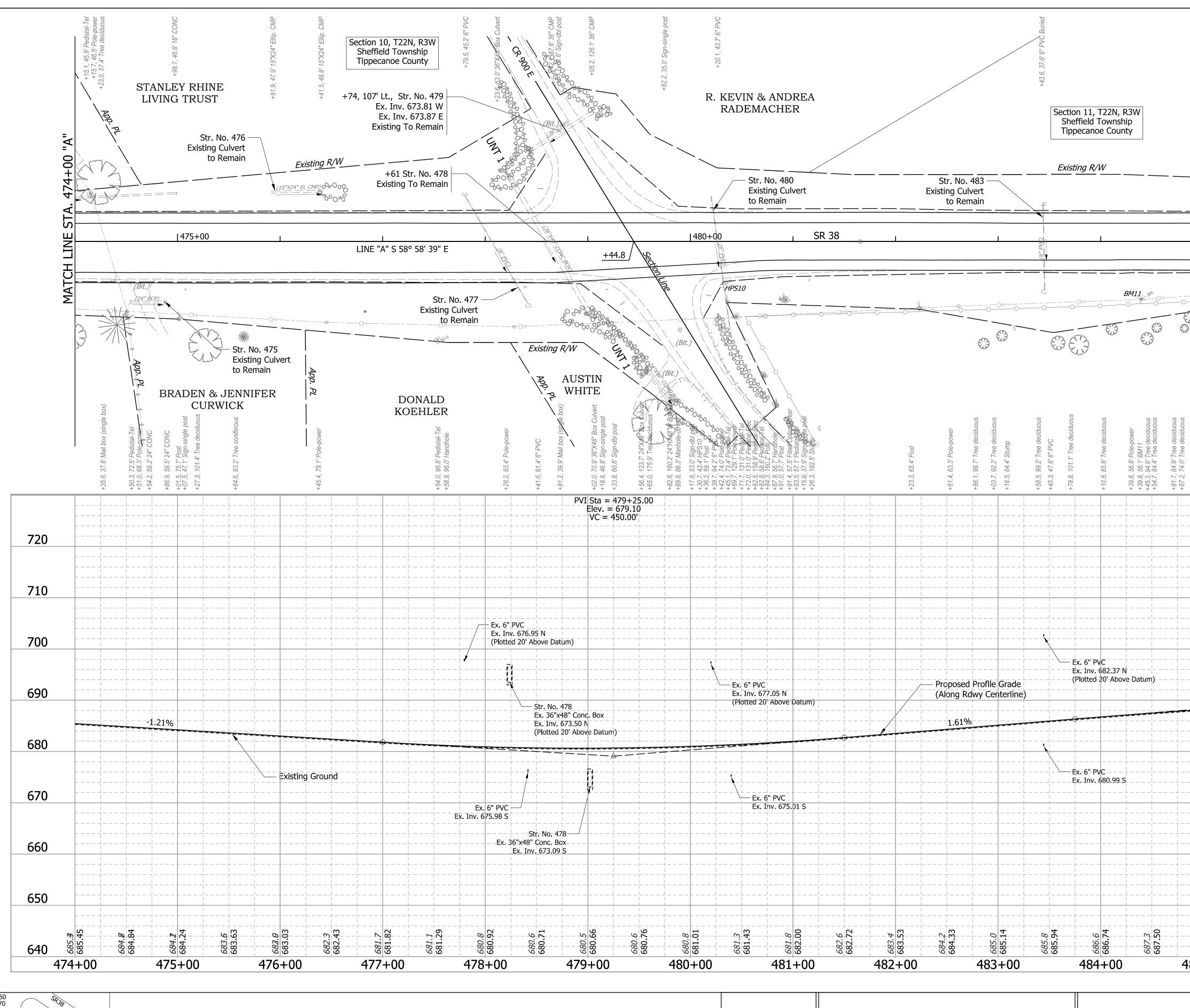


		+63.7, 82.1' Pedistal-Tel	· · · · · · · · · · · · · · · · · · ·	6.2, 37.4' 1 4.5, 35.9' 1 M	= 3° 39' 30" (LT) = 1° 00' 00" = 5,729.58' = 182.98'	R/W mark	+15.1, 45.4' Handhole		<sup>+65.8,</sup> 69.9' Stump 36.9' Edge of Conc	+41.2, 65.0' Pole-power +44.0, 52.2' Pedistal-Tel
	APP. PP.	EVE	CRETT JR. DOKE TRU	E St.		**************************************	FREI	DERICK REGAN	&	RANE
	"A"				GRANDI	GAN LIENARD		DLIENA	RD \	SKI
	460+00 "		8		APP (Grav	el)				to
			460+95.00		r. No. 461 kisting Culvert		Construction	<u> </u>	م <i>isting R/W</i>	
	ATS ====================================				Remain	(Bit.)	Limits 		<i>p</i>	
	LINE "A"	S 55° 20'	20" E					(Bit.)	I	
		Str. No Existing C		(Bit) <u>5" (MR)</u>		(Bit.)	Sta 462 ( <i>PSD</i> )%			
			anain			nstruction		0H		
			IONATHAN ⁄ICKINNISS		App. PL			NE PI	EDRO & OI	LGA
		Ν					/IARGARE7 FLER	ζų.	GOMEZ	
			24.8' Mail box (double box) 39.5' 15" CMP	CMP istal-Tel -power	box (mult b		istal-Tel dhole	-single post	-single post	
		X	7, 24.8' Mail box 8, 39.5' 15" CMP	+45.6, 40.2' 15" CMP +59.8, 60.2' Pedistal-Tel +60.7, 62.2' Pole-power	+16.0, 24.2' Mail box (mult <u></u>	$\setminus$	+84.3, 55.9' Pedistal-Tel +13.2, 48.5' Handhole	7, 26.2' Sign-single	+78.4, 29.2' Sign-single post	
		1	+98.7,	+45.+59.+60.	+16.	1	+84.3, +13.2, +13.2,	+42.7,	+78	
720										
						 				_ <u> </u>
710										
710										
710 700										
700									- Proposed Prof	
									Proposed Prof	
700									- Proposed Prof (Along Rdwy (	-       -
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700 690 680 670 660	683.11 683.11	PVI Sta =				round			- Proposed Prof (Along Rdwy ( Along Rdwy ( 	

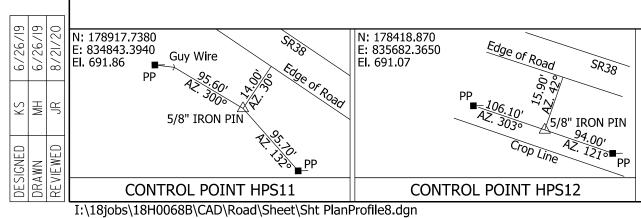


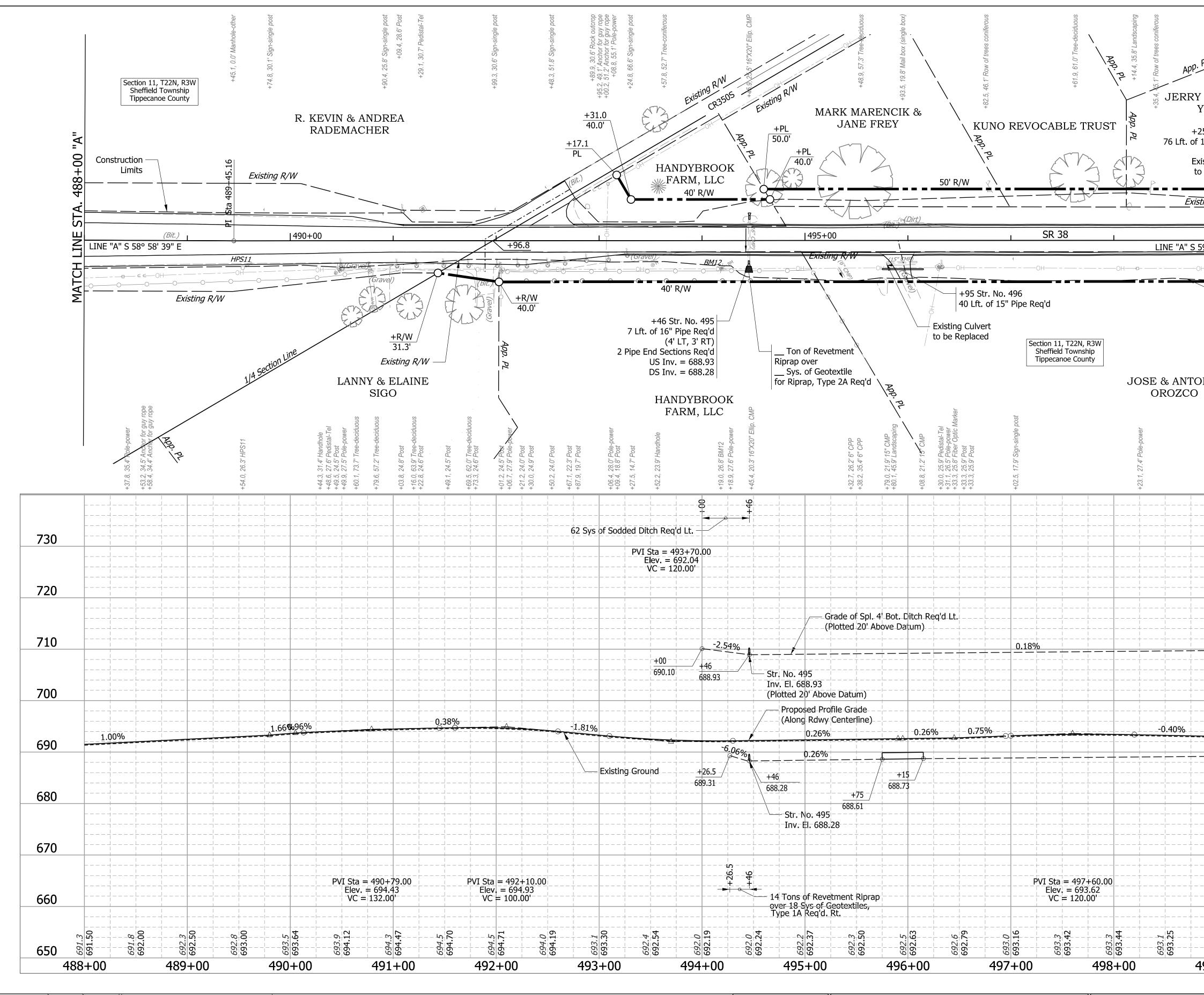
A Str. No. Existing Cutone KATHY BEA Str. No. Existing Cutone to Re	ARD & ROM TTY . 467 Ilvert	₽ NALD KI KELLEY ING TRU Str. No. Existing C	JST \ट्र्	COBERT & 190.4, 51.6, Post GRIME (Bit.)			JR. No. 449B ing Culvert to Remain	Exist (Bit.)		(Bit.)	KENNETH TAYLOR (Gravel) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.)	74+00 "A"
sting R/W Str. No. 466 ting Culvert to Remain TIMOTHY ROBINSON ON	+16.8, 41.8' f5" CMP +20.9, 24.3' Mail box (multiple boxes) +23.4, 24.1' Post +38.8, 54.9' Pedistal-Tel +41.2, 54.6' Pole-power +42.2, 64.2' Anchor for guy rope	App. PL	+29.2, 49.5' Exer Optic Marker +29.4, 47.7' Handhole +37.6, 25.5' Mail box (single box) +61.1, 25.4' Mail box (multiple boxes)			ction 10, T22N, R3W Sheffield Township Tippecanoe County	(Bit. OH SHONDA MEYER		Str. No. 472	et al. 20.5, 30.3' Mail box (single box) Str. No. 423 Existing Culvert to Remain 20.6' Pedistal-Tel +55.8, 65.0' Pedistal-Te	25 25 25 25 25 25 25 25 25 25 25 25 25 2	Hand any any any any any And
	PVI Sta = 466+6 Elev. = 688.4 VC = 200.00	55.00 15 									NORTH FACE OF POWER POL SR38 +/-30' WEST OF JSE #8740	E 720
												- 710   - 700
-0.55%				0.26%								
								PVI Sta = 470+65.00 Elev. = 689.50 VC = 400.00'				
	6 <del>88</del> 688 698 698 698 698 698 698 698 698 698	<sup>638.2</sup> 688 <sup>63</sup> 67+00	688.5 688.68	<sup>988.89</sup> 9889 468+00	688 <u>88888</u>	688.9 688.9 688.9 689.07	66.889 470+00	£8889 6889 6889 6889 6889 689 689 689 689		472+00		040 682.3 12 12 12 12 12 12 12 12 12 12
			RECOMMENDED FOR APPROVAL	DESIGN EN		<u>8/21/2020</u> DATE		DEPARTMENT			SCALE 1" = 50' H 1" = 10' V SURVEY BOOK	BRIDGE FILE DESIGNATION 1601074 SHEETS
	B	-27	DESIGNED: <u>KS</u> CHECKED: <u>JR</u>		DRAWN: <u> </u> CHECKED		STA		and prof A" to sta	ILE . 474+00 "A"	CONTRACT RS-40528	53         of         422           PROJECT         1601074



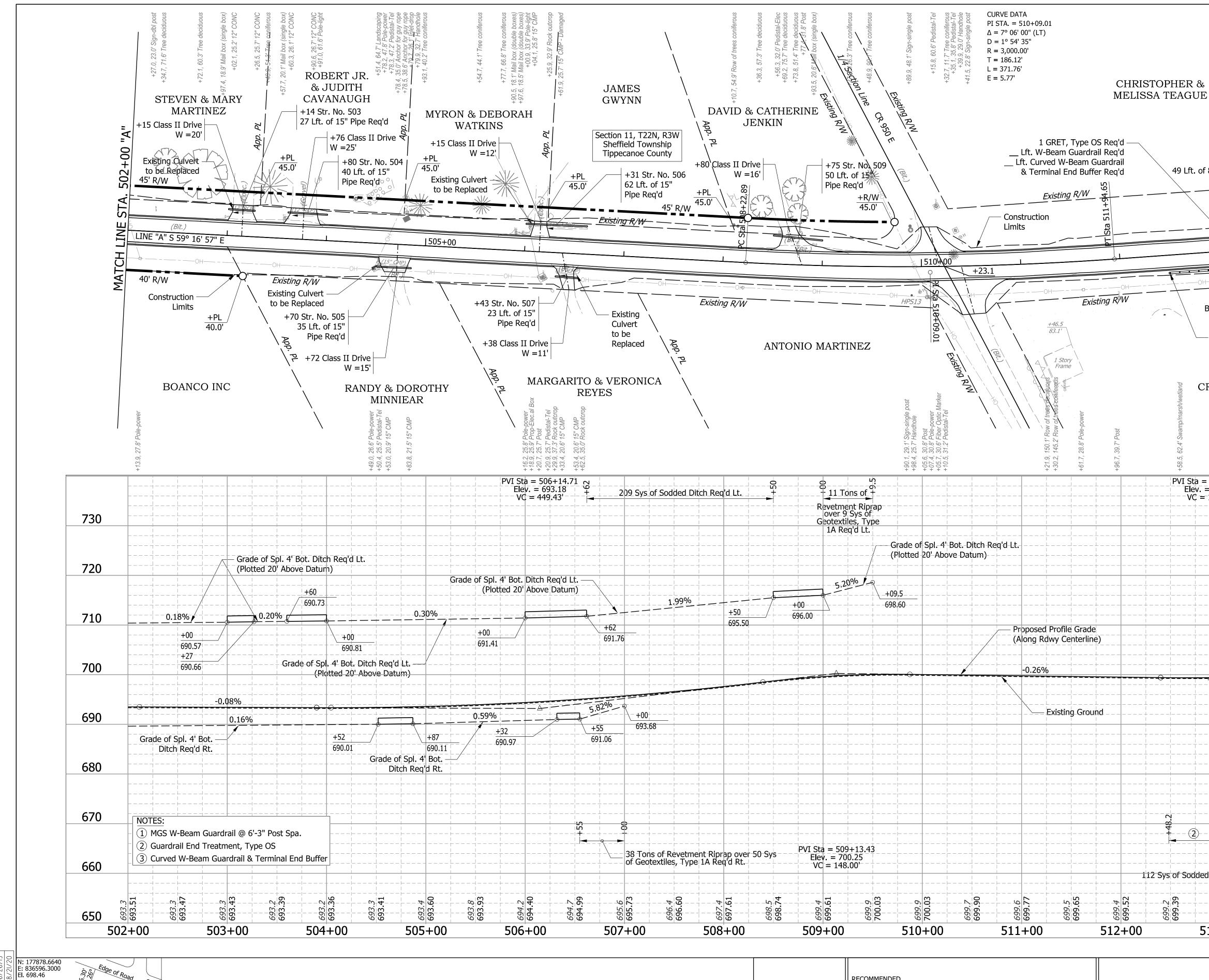


+82.2, 35.0' Sign-single post	R	KEVIN & J RADEMA						+43.6, 37.6' 6" PVC Buried IS I	tion 11, <sup>-</sup> heffield 1 ippecano	T22N, R Fownshi e Count	R3W ip ty			KEVIN & RADEMA	ACHER H17.8, 51.3' Pole-power +17.8, 51.3' Pole-power +23.1, 57.6' Anchor for guy rope		Str. No. 486 Existing Culv to Remain			"A" (	
			o. 480 ng Culvert main		 E>	Str. No. 4 kisting Culv to Rem	vert 📃	<u>Ex</u> i	isting R/I	W			<u> </u>	<u></u>				Construc Limits	tion 	. 488+00	
	480+(	0		GR 38			- <u> </u>		·				485+00							INE STA	
44.8 Section	(Bit.)	HPS10		- <u>0</u> -0H0(					OH-	(			Ex	oH o isting R/W		Construc	tion mits		0H0-	MATCH	
+33.8, 60.6' Sign-dbl post +56.4, 123.7' 24"X48" box Ulivert +65.0, 175.9' Tree Pociduous +82.6, 160.2' 24"HX48"W Box Box Box 199 +89.8 B6.3' Manhole-Ontree	+89.6, 36.3 Mannole-otney	+42.4, 74.0' Pole-pole +42.4, 74.0' Pole-pole +45.1, 73.4' Pedhal-Tel +69.7, 73.4' Pedhal-Tel +771.7, 131.0' Pedhal-Tel +771.7, 131.0' Pedhal-Tel +722.5, 158.9' Pedhal-Piec +822.8, 158.9' Pedhal-Piec	+87.9, 56.7' Handhole +91.0, 57.7' Post +91.4, 57.5' Fiber Option of ther +93.5, 57.1' Pedista Star +15.9, 37.9' Sign, solete p68t +26.3, 182.5' Stughp		+23.3, 65.4' Post	+61.4, 63.3' Pole-power	+86.1, 99.7' Tree deciduous +03.7, 92.2' Tree deciduous +16.5, 84.4' Stump	+58.5, 99.2' Tree deciduous +45.3, 47.8' 6" PVC	+78.8, 101.1' Tree deciduous	+10.8, 85.8' Tree deciduous	+39.6, 56.8' Pole-power +39.8, 56.1' BM11 +45.3, 94.9' Tree deciduous +54.7, 84.4' Tree deciduous	+81.7, 84.9' Tree deciduous +87.2, 74.0' Tree deciduous		& ELAINE GO snonpisep eesit 4.9.08 '6.65+	+17.1, 49.0' Pedistal-Tel +25.4, 43.9' Pole-power						
479+25.00 = 679.10 450.00'															BM11: ON SC	)UTH SIDE :WAY FOR I 84+39.8 "A	KE IN NORTH OF SR38 +/- HOUSE #910 ", 56.1' RT.	-170 FEE	F POWER P		720
																					710
																				 	700
		Ex. 6" PVC Ex. Inv. 677 (Plotted 20	.05 N Above Datum)				Profile Grade wy Centerline		Ex. 6" P\ Ex. Inv. (Plotted	682.37 N	e-Datum)									  	690
						1.61%															680
		Ex. 6	PVC v. 675.01 S						Ex6"-P\ Ex-Inv/ 	680.99 S											670
																				  	660
												PV	I Sta = $48$ Elev. = $6$ VC = $30$	85+25.00 88.76 0.00'						  	650
9 <u>90.6</u> 680.76 48	680.8 681.01 681.01	<i>681.3</i> 681.43	681.8 681.8 681.8 681.8	682.6	182+00	684.2 684.33	483-10 685.0 685.14	<i>685.8</i> 685.94		<b>+00</b> + 686.74	687.3 687.3		688.20 688.20 600+2	688.85 688.85	689.45 689.45 689.45 689.45 689.45	689.8 690.00	487+0		690.8 691.01 691.01 4	<b>691.50</b>	640
				RECOMMENDED FOR APPROVAL	DESIGN ENG	GINEER	8/2	<i>1/2020</i> DATE	_		DEPAF	RTMEN	INDI. T OF T		RTATIO	N		SCAL " = 50' H 3	1" = 10' V		BRIDGE FILE DESIGNATION 1601074
			B-28	DESIGNED: <u>KS</u> CHECKED: <u>JR</u>		DRAWN	N: <u>MH</u>			ST				PROFI O STA.	LE 488+0	0 "A"		SURVEY E CONTR RS-405	ACT	54	SHEETS           of         422           PROJECT         1601074





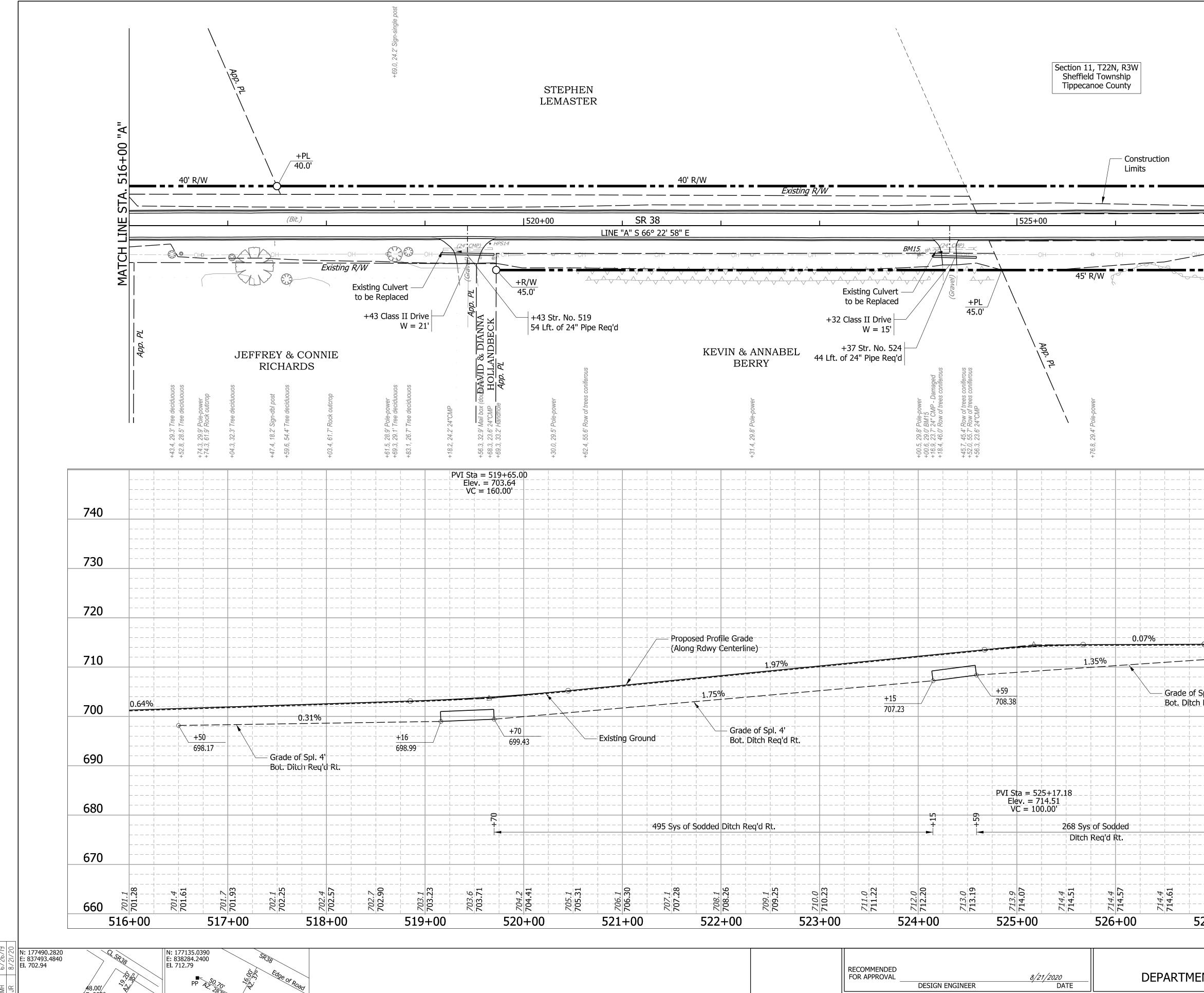
10.25, 49.1' Anchor for guy rope +95.2, 49.1' Anchor for guy rope +00.2, 51.2' Anchor for guy rope +08.8, 55.1' Pole-power +24.8, 66.6' Sign-single post	HANDYBROOF FARM, LLC 40' R/W	$\frac{+PL}{50.0'}$	ARK MARENCIK JANE FREY	Λ	D REVOCABLE TI	RUST	App. PL App. PL App. PL 1900 100	+84.6, 26.4' Post +84.6, 26.4' Post +85.3, 24.7' Post +85.7, 25.9' 15" CMP +8.7, 25.9' 15" CMP +13.5, 25.9' 15" CMP	₽ ₽ Existi	ES & ROSE +86.2, 45.7' Tree-deciduous +87.4, 34.3' Anchor for guy rope +87.6, 30.5' Anchor for guy rope	
				Dirt)							STA
		495+	-00	l	SR 38	LINE "	I A" S <u>59° 16' 57"</u> E	i500+ <sup>+</sup> 00	<u> </u>		
	<u>BM12, </u> → → → → → → → → → → → → → → → → → → →			он—	4 	— – — OH — = — – – – – – – – – – – – – – – – – –	ОН <i>HPS12</i>	•OH		DH	<b>DH</b>
	40' R/W			+95 Str. No 40 Lft. of 1	o. 496 5" Pipe Req'd		Constru Limits		4	0' R/W	TAM
	+46 Str. No. 495 ft. of 16" Pipe Req'd (4' LT, 3' RT) e End Sections Req'd US Inv. = 688.93 DS Inv. = 688.28 HANDYBROOF FARM, LLC	I	vetment otextile vpe 2A Req'd	Existing Culvert to be Replaced	Section 11, T22N, F Sheffield Townsh Tippecanoe Coun	<sup>R3W</sup> ip ty JOSE & A OROZ	NTONIA			BOANCO INC	
+06.4, 28.0' Pole-power +09.4, 18.8' Post +27.5, 14.7' Post	+52.2, 23.9' Handhole +19.0, 26.8' BM12	+ 16.3, 21.0 Pole-power +45.4, 20.3' 16"X20" Elliț	- +32.7, 26.2' 6" CPP +32.2, 35.4' 6" CPP +38.2, 35.4' 6" CPP +79.0, 21.9' 15" CMP +80.1, 45.9' Landscaping	+08.8, 21.2' 15" CMP +30.0, 25.9' Pedistal-Tel +31.1, 26.5' Pole-power +33.3, 25.9' Post +33.3, 25.9' Post +33.3, 25.9' Post	+02.5, 17.9' Sign-single p	- +23.1, 27.4' Pole-power	+ 29.5, 26.6' Sign-single p	400 00 00 00 00 00 00 00 00 00 00 00 00		\`, ``	
	Ditch Req'd Lt. VI Sta = 493+70.00 Elev. = 692.04 VC = 120.00'							ON SOUTH DRIVEWAY	K DATA: F SPIKE IN NORTH SIDE OF SR38 +/-1 FOR HOUSE #9301 9.0 "A", 26.8' RT.		730
											720
			Grade of Spl. 4' Bot. D (Plotted 20' Above Da				Gr	ade of Spl. 4' Bot. Ditch (Plotted 20' Above			
	+00 		ove Datum)		0.18%						710 710 700
<u>%</u>		(Along-Rdwy	y Centerline)	-0.26%0.75%		0.404	/ <u> </u>		0.37%		
											690
– Existing Gr	round	+46				·	· - +		Grade of S Bot. Ditch	pi. 4 Req'd Rt.	
			<u>+75</u> /								680
		2			PVI Sta = 497- Elev. = 693 VC = 120.0	-60.00 .62 .00'				PVI Sta = 501+60.0 Elev. = 693.54 VC = 103.00 <sup>+</sup>	670 670 660
6 <u>9</u> 3.1 6 <u>9</u> 3.30 00+60	692.4 692.4 692.0 692.19 692.19		692.5 692.5 692.5	692.6 692.6 692.6 692.7 692.6 692.7 6 692.6 6 6 7 6 6 7 6 6 7 6 6 7 6 6 7 6 6 7 6 6 7 6 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7 7 6 7	693.0 693.16 693.3 693.3 693.42		692.8 692.8 692.8 692.8 692.8	692.88 692.98 00+002		6 <u>9</u> 3.3 6 <u>9</u> 3.3 693.47	
											BRIDGE FILE
			RECOMMENDED FOR APPROVAL		8/21/2020	DEPAR	INDIANA TMENT OF TRAN	SPORTATION		SCALE	DESIGNATION
			DESIGNED: KS	DESIGN ENGINEER DRAWN: MH	DATE		PLAN AND PRO	OFILE		= 50' H 1" = 10' V SURVEY BOOK	1601074           SHEETS           55         of         422
			CHECKED: JR	CHECKED: KS	S	STA. 488	+00 "A" TO ST	FA. 502+00 "/	۹"	CONTRACT RS-40528	PROJECT 1601074



SIGNE AWN CONTROL POINT HPS13 I:\18jobs\18H0068B\CAD\Road\Sheet\Sht PlanProfile9.dgn

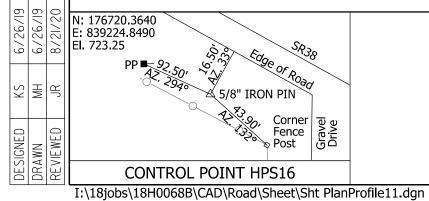
5/8" IRON PIN

MES / DAVID & CA	THERINE 193.5, 20.6, 48 +48.9, 96 111, 100, 15, 20.6, 48 +48.9, 96 +15.8 +15.8	CURVE DATA PI STA. 22'V, 11.7' Tree coniferous +32'V, 32'8' Pedistal-Tel +32'S' 32'8' Pedistal-Tel +33'9, 29'0' Handhole +34'1.5' 22'8' Sign-single post +44'1.5' 25'8' Sign-single post +44'1.5' Sign-single post	CHRISTOPHER & MELISSA TEAGUE +975.6, 29.7' Anchor for guy rope +68 Str. No. 512 +68 Str. No. 515	+97.7, 60.8' Edge of gravel +06.6, 21.2' 12" CPP ANGLED 45 DOWN
$\begin{array}{c} \begin{array}{c} & & \\ n \ 11, \ T22N, \ R3W \\ field \ Township \\ ecanoe \ County \\ \end{array} \\ +31 \ Str. \ No. \ 506 \\ 62 \ Lft. \ of \ 15'' \\ Pipe \ Req'd \\ 45' \ R/W \\ \end{array} \\ \begin{array}{c} +PL \\ \hline 45.0' \\ \end{array} \\ \begin{array}{c} \begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \end{array} \\ \begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$	+75 Str. No. 509 50 Lft. of 15 Pipe Req'd +R/W 45.0'	1 GRET, Type OS Lft. W-Beam Guardrail Lft. Curved W-Beam Gua & Terminal End Buffer <u>Existing R/W</u> Construction Limits	85 Lft. of 15" Pipe Req'd Req'd Des. No. 2000800 +23 Str. No. 514 49 Lft. of 8'x3' Box Culvert Req'd BM14 BM14 CI2 RCP CI2 RCP	+R/W 40.0' Existing Culvert to be Replaced 40' R/W 1515+00
xisting ulvert o be eplaced	ANTONIO MARTINEZ	5, 31.2' Pedistal-Tel <i>Existin</i> <i>H46.5</i> <i>Bill</i> <i>1 Story</i> <i>Lange</i> <i>1 25</i> , 145.2' Row of trees Secription <i>All</i> <i>1 25</i> , 145.2' Row of trees Secription <i>Bill</i> <i>1 25</i> , 145.2' Row of trees Secription <i>Bill</i> <i>1 22</i> , Row of trees Secription <i>Bill</i> <i>1 23</i> , 145.2' Story of trees Secription <i>Bill</i> <i>1 23</i> , 145.2' Row of trees Secription <i>Bill</i> <i>1 25</i> , 145.2' Row of trees Secription <i>Bill</i> <i>1 20</i> , 145.2' Row of trees Secription <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>Bill</i> <i>B</i>	Image: Site of the second s	End Des. No. 2000800 Sta. 514+34.50 "A" Existing Culvert to be Replaced Section 11, T22N, R3W Sheffield Township Tippecanoe County
209 Sys of Sodded Ditch Req'd Lt.	05 + 11 Tons of + Revetment Riprap over 9 Sys of Geotextiles, Type 1A Reg'd Lt.	+ 100 + 100		N SOUTH FACE OF POWER POLE SR38 JUST WEST OF DRIVEWAY
	Grade of Spl.	-4' BotDitch Req'd Lt. Above Datum)		$\begin{array}{c} 3 \\ - 100 \text{ Sys of Sodded} \\ - 100 \text$
		Proposed Profile Grade (Along Rdwy Centerline) -0.26%	697.10         Str. No. 514         Inv. El. 694.33         Grade of Spl.         (Plotted 20'         Above Datum)	
693.68				+80 696.64 
- 38 Tons of Revetment Riprap over 50 S of Geotextiles, Type 1A Req'd Rt.	PVI Sta = 509+13.43 Elev. = 700.25 VC = 148.00'		Inv. El. 694.82 $ \begin{array}{c} \end{array} $ $ \end{array} $ $ \begin{array}{c} \end{array} $ $ \begin{array}{c} \end{array} $ $ \begin{array}{c} \end{array} $ $ \end{array} $ $ \begin{array}{c} \end{array} $ $ \begin{array}{c} \end{array} $ $ \end{array} $ $ \begin{array}{c} \end{array} $ $ \begin{array}{c} \end{array} $ $ \end{array} $ $ \end{array} $ $ \end{array} $	
	VC - 148.00 509+00 VC - 148.00 E0.00 509+00 510+0	0 511+00 5	112 Sys of Sodded Ditch Req'd Rt.       Revetment Riprap of 48 Sys of Geotextile Type 1A Req'd. RT         112 Sys of Sodded Ditch Req'd Rt.       48 Sys of Geotextile Type 1A Req'd. RT         112 Sys of Sodded Ditch Req'd Rt.       48 Sys of Geotextile Type 1A Req'd. RT         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       48 Sys of Geotextile Type 1A Req'd. RT         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       56 Sodded Ditch Req'd Rt.         112 Sys of Sodded Ditch Req'd Rt.       513 Hott Rt.         112 Sys of Sodded Ditch Req'd Rt.       513 Hott Rt.         112 Sys of Sodded Ditch Req'd Rt.       513 Hott Rt.         112 Sys of Sodded Di	ver 660 s, 5, 5, 5, 5, 5, 5, 5, 5, 5, 5
	RECOMMENDED FOR APPROVAL DESIGNED: <u>KS</u>	<u>8/21/2020</u> GN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE	BRIDGE FILE           2000800           SCALE         DESIGNATION           1" = 50' H 1" = 10' V         1601074           SURVEY BOOK         SHEETS
	CHECKED: <u>JR</u> B-30	CHECKED: KS	STA. 502+00 "A" TO STA. 516+00 "A"	56         of         422           CONTRACT         PROJECT           RS-40528         1601074

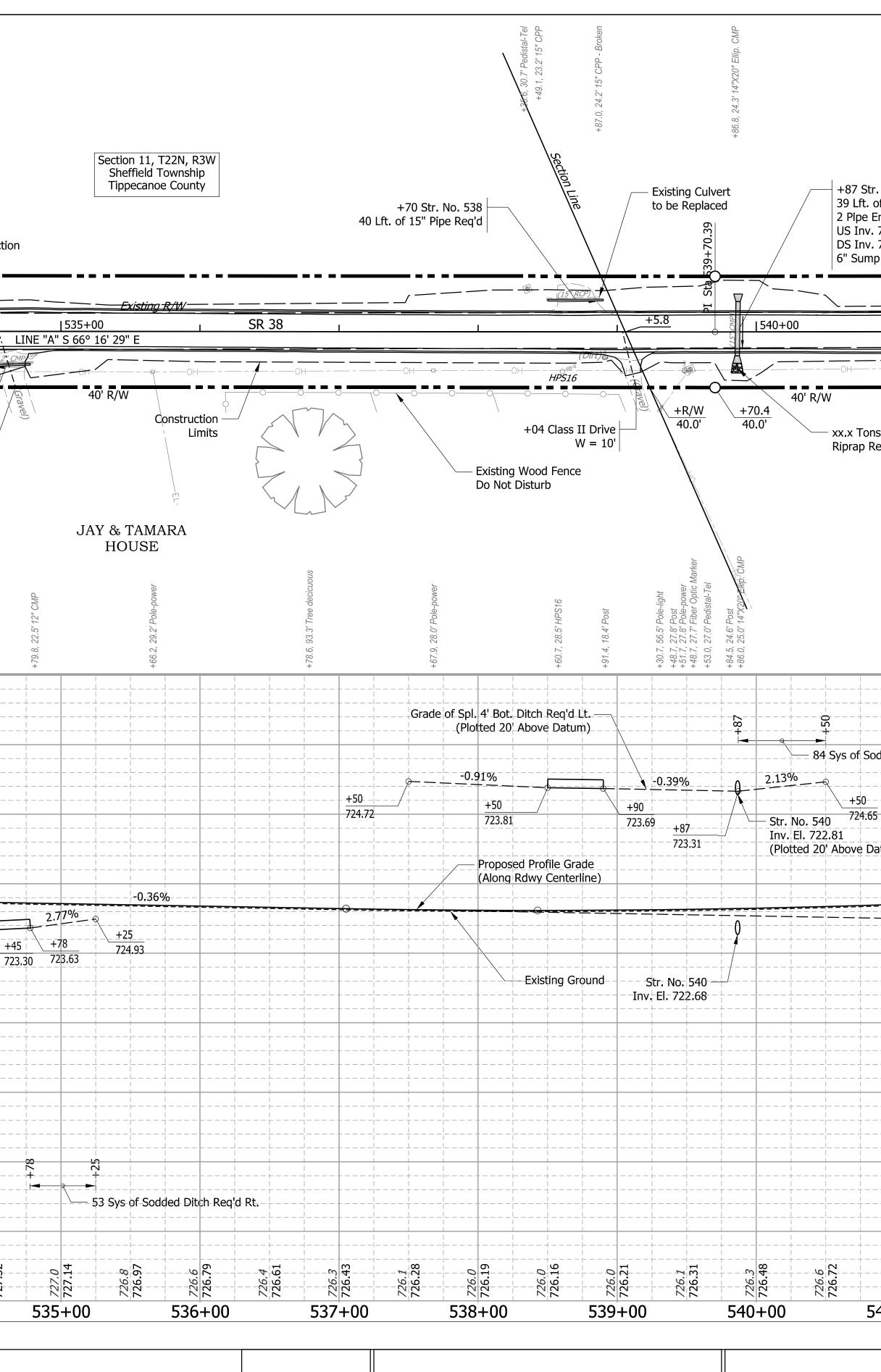




			``````````````````````````````````````			Seu	ction 11, T22N Sheffield Town Fippecanoe Co	, R3W ship unty				+56.7, 24.7' Pole		App. PL	
40' R		sting <u>R/W</u>						– Construct Limits	on	<b>-</b>			<b>-</b>	40' R/W	STA. 530+00 "A"
<u>S 66° 22' 58" E</u>			B	M15,_8N -24* CMP		1525+00					Existin	<u>g_R∕</u> ₩			
			Existing Culvert — to be Replaced	(Jeravel)	+PL 45.0'	 	45' R/W				- Construction Limits	HPS15			MATC
	KEVIN & ANNABE		Class II Drive W = 15 +37 Str. No. 524 of 24" Pipe Req'd			App. [					& TAMARA HOUSE				
	+31.4, 29.8' Pole-power			+00.5, 29.8' Pole-power +00.6, 29.0' BM15 +16.9, 23.7' 24" CMP - Damaged +18.4, 46.0' Row of trees coniferous	+43. /, 43.4 Kow of trees confierous +52.0, 55.7' Row of trees conferous +56.3, 23.6' 24"CMP	\₽ \ \	+76.8, 29.4' Pole-power		+04.7, 60.6' Row of trees deciduous		+72.7, 29.8' Handhole +79.5, 29.8' Fiber Optic Marker +79.7, 29.9' Post +81.3, 29.4' Pole-power +82.6, 28.9' Pedistal-Tel			+61.8, 29.4' Pole-power	
											BM15 ON SC PRIVA DRIVE	OUTH SIDE OF ATE DRIVE AN EWAY FOR HO 24+00.6 "A", 0.91	IN NORTH FA SR38 JUST W D +/-450 FEE USES #9671 A 29.0' RT.	T EAST OF	E 740
												PVI Sta = Elev. = VC = 3	528+70.00 714.77 360.00'		730
															720
Propos	ed Profile Grade Rdwy Centerline) 1,97%						1.35%	0.07%-		+00					710
	<u>1.75%</u>		$\begin{array}{c}+++++15 \\++++15 \\+++++15 \\+++++15 \\+++++15 \\++++++++++$		+59 708.38				- Grade of Spl. 4' Bot. Ditch Req'd F	711.64					
round	Grade of Spl. 4' Bot. Ditch Req'd R														690
	Sodded Ditch Req'd Rt.			+	PVI S Ele V S + - +		18 268 Sys of Sod Ditch Req'd F								
<u>707.1</u> 707.28	<i>8.1</i> 3.26 9.1	0.0	<u>1.22</u>	712.20	713.19		4.4		714.65	714.7 714.81	5.0	5.5	5.2	717.0	670
<u> </u>	522+00	012 523+00		24+00		+00	<sup>*</sup> <sup>μ</sup> 526		527+0		528+00	715.	<u>19</u> 529+00		0660 0+00
	RECOMMENDED FOR APPROVAL					8/21/2020 DATE							SCALE 50' H 1" = 10' V	BRIDGE FILE DESIGNATION 1601074	
		B-31	DESIGNED: <u>KS</u> CHECKED: <u>JR</u>		DRAWN: <u>MH</u> CHECKED: <u>KS</u>			STA. 5	PLAN AN 516+00 "A'			0 "A"	C	RVEY BOOK CONTRACT RS-40528	SHEETS 57 of PROJECT 1601074



670	718.23	719.3 719.44	720.6	<b>20./1</b>	721.9 	  	723.34	724.5	725.94	726.99	727.42	
680										PVI Sta = 533+ Elev. = 727 VC = 120.0	-65.00 .63 .0'	
690												
700												
710									3 	Grade of Sp Bot. Ditch F	ol. 4' Req'd Rt.	
720					2 2 2	.60%						   + + 
730												
740												
750												
	+09.5, 60.3' Row of trees deciduous				<u>1</u> <u>1</u> <u>1</u>	+74.5, 29.2' Pole-power +87.7, 59.8' Row of trees deciduous			+07.6, 59.4' Row of trees deciduous			
	¥ 45'	<b>₹/₩</b>	+56.1 40.0' +56.1 45.0'			7				+62 33 Lft. of 15	sting Culvert be Replaced Str. No. 535 " Pipe Req'd lass II Drive W = 16'	5  - 1   2  -
		0H		0H	(Bit.)		<u></u>	Existing	<b> </b> <b>?/W</b> <u>0</u> H		۱ 6	
	"A" 00+00 "A"		+PL 40.0'	<b></b>				40'	R/W			Ca Lii
	"Philos	р Р			Ĩ	+//					IAMES IOUSE	
		+54.3, 27.1' Post				+10.1, 30.1 RVW Marker Conc						



RECOMMENDED FOR APPROVAL	<i>8/21/2020</i> EER DATE	INDIANA DEPARTMENT OF TRANSPORTATION				
DESIGNED: KS	_ DRAWN: MH	PLAN AND PROFILE				
CHECKED: JR	CHECKED: KS	STA. 530+00 "A" TO STA. 544+00 "A"				

		Section 12, T Sheffield T	ownship		+53.4, 31.7' Pedistal-Tel			
End Section 722.81 722.68	RCHEP Pipe I s Req'd	Tippecano JAMI Req'd	ES			544+00 "A"		
np Req'd	<u>Existing R/W</u>	40' R/W	<u> </u>		@ 	STA. 54		
	0H	I <i>Ехі</i> . он	sting R/W					
ns of Revetr	nent					MATCH		
Req'd	nent							
ſ	JAY & TAI HOUS							
	+61.3, 26.3' Pole-power	)E			+61.1, 27.1' Pole-power			
		BM16: B ON SOU DRIVEW	Th side of SF Ay for Hous	R38 +/-100   E #10001	e of power poi	_E 750		
odded Ditch	Req'd Lt P'	Sta. 535 El. 727.2 VI Sta = 542+05 Elev. = 724.62 VC = 1000.00'		+ KI.				
5 atum)						740		
						730		
						710		
						700		
						<b>700</b>		
						<b>690</b>		
				· +		680		
00 1 1 V	727.2	2727.2 727.82 727.82	728.2					
541+00		542+00	<del>ح</del>	43+00	54	4+00 BRIDGE FIL	F	
	IANA TRANSPO	ORTATION			SCALE ' H 1" = 10' V	DESIGNATIO 1601074		
	) PROF	ILE			/EY BOOK	SHEETS           58         of         422		

of

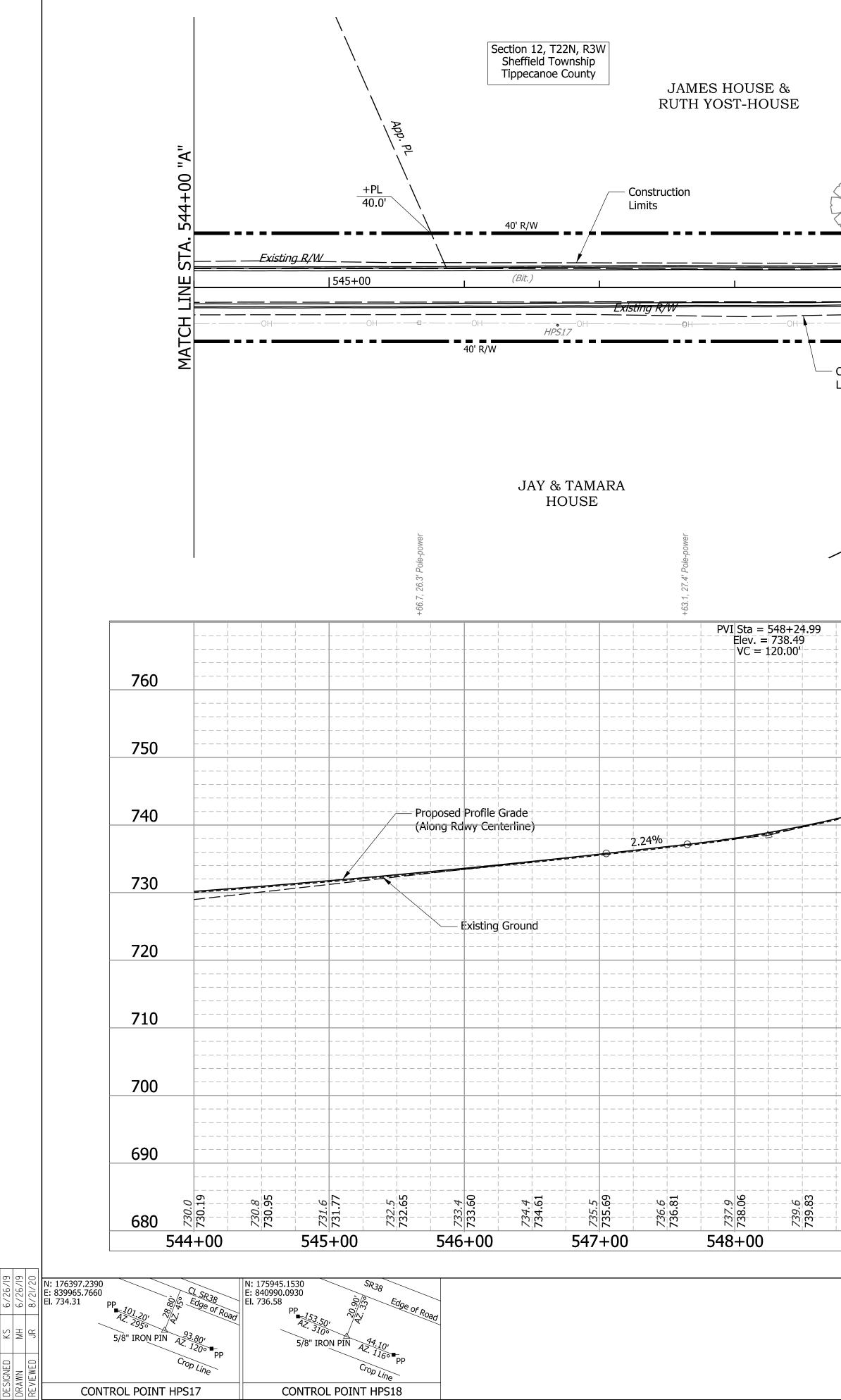
PROJECT

1601074

422

CONTRACT

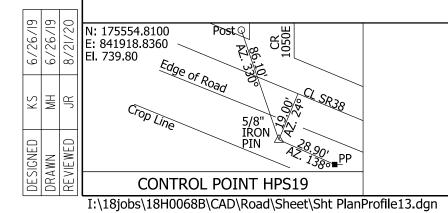
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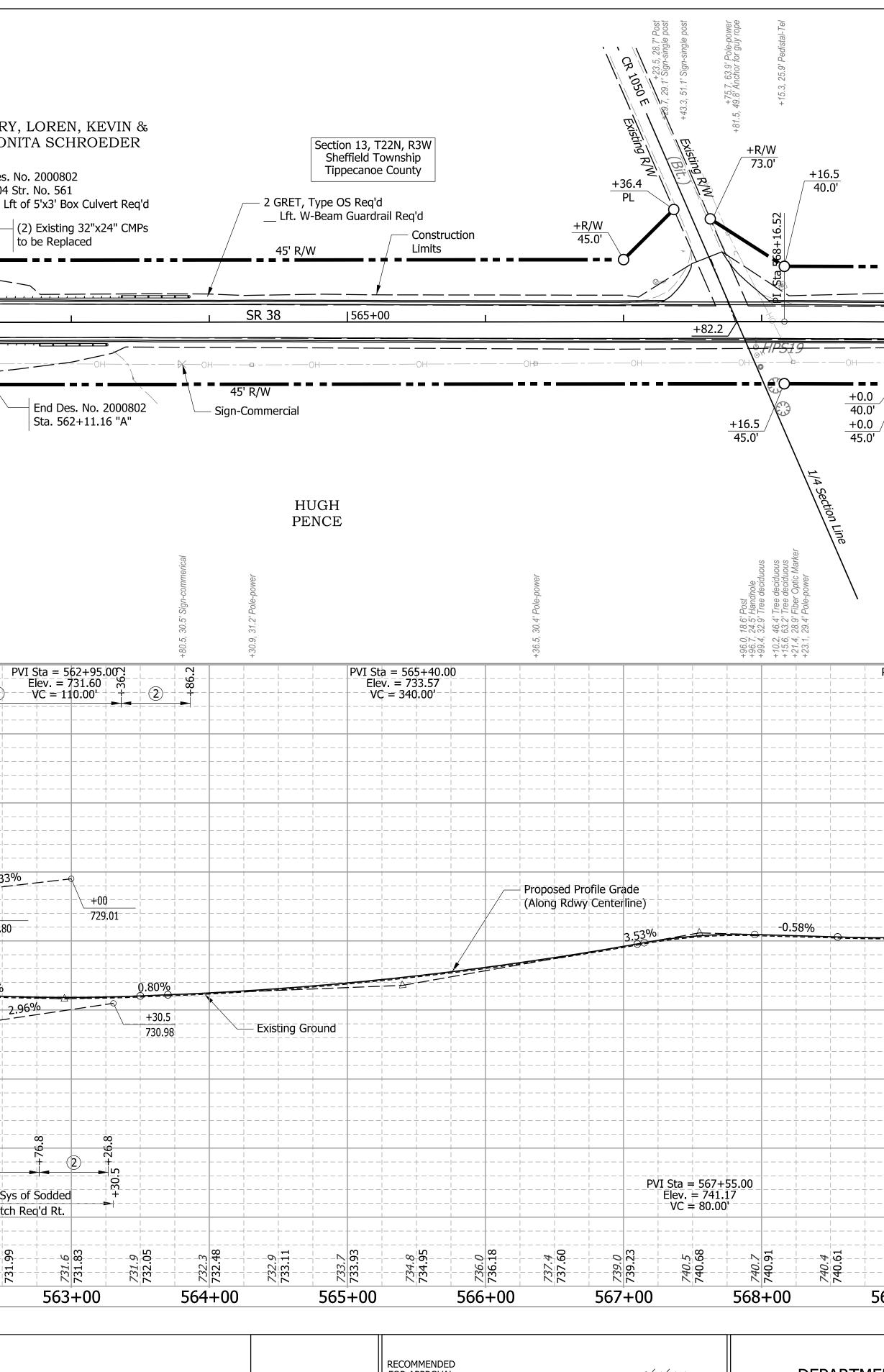
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+13.4, 31.6' R/W marker Conc +30.4, 52.2' Pole-power +32.3, 43.3' Anchor for guy rope	<b>7d 'ddV</b> +94.5, 31.5' R/W marker Conc +99.4, 30.1' Pedistal-Tel	JAMES HOUSE	+28.9, 30.9' R/W marker Conc DC	Additional states of gravel states of gr	N & CR	GAR DO	Y, LOREN, KEVIN & NITA SCHROEDER	
+58 Class II Drive W = 12' +28 Class II Drive W = 10' I = 10'	+PL 40.0' 40.0' SR 3	+PL 40' R/W	+PL 45.0' +89.4 LINE "A'	€ - - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - OH - - OH - - OH - - OH - - - OH - - - OH - - - - OH - - - - - - - - - - - - -		45' R/W	I 	TCH LINE STA. 558+00 "A"
Construction Limits +21 Class II Drive W = 13' Section Line		+ <u>R/W</u> 40.0'			ng R/W Section 13, T22N, R3W Sheffield Township Tippecanoe County STACY, LLC			MA
IV9	Provide the second seco	+ - + - + - + - + - + - + - + - + - + -	Poon-Preodilia 33.3' Billboard-wood	+49.2, 29.2, Pole-power	BENCHMARK DATA: BM18: ON SOUTH SIDE OF SR38 Sta. 552+76.8 "A", 27.6' R	+/-225 FEET EAST OF EAS	ACE OF POWER POLE ST DRIVEWAY FOR HOUSE #10230	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$								760
								- 730 - 730 - 720
PVI Sta = 549+65.00							PVI Sta = 557+65.0	710 7700
$\begin{array}{c c} PVI Sta = 549+65.00\\ Elev. = 745.28\\ VC = 70.00'\\ 0.252\\ \hline & & & & & & & \\ \hline & & & & & & & \\ \hline & & & &$	743.1 743.1 743.1 743.3 743.1 742.3 742.3 742.44	741.79 741.16 741.16 740.4 740.4 740.4 740.4 739.8 222+00 223+	-00-	738.85 738.85 738.85 738.85	238.50 738.50 738.50 728.5 738.50 738.50 738.50	738.1 738.1 738.1 738.1 738.1 738.1 738.1	PVI Sta = 557+65.0 Elev. = 738.00 VC = 160.00' 0.00 2.00 2.00 2.00 2.00 2.00 2.00	<sup>2899</sup> 680 8+00
		MMENDED APPROVAL 	<i>8/21/2020</i> DATE		INDIANA TMENT OF TRANSPO PLAN AND PROF		SCALE 1" = 50' H 1" = 10' V SURVEY BOOK	BRIDGE FILE DESIGNATION 1601074 SHEETS 59 of 422

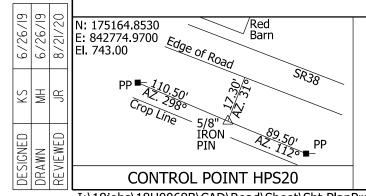
+13.4, 31.6' R/W marker Conc +30.4, 52.2' Pole-power +32.3, 43.3' Anchor for guy rope	<b>7d 'dd∀</b> +94.5, 31.5' R/W marker Conc +99.4, 30.1' Pedistal-Tel	JAMES HOUSE		A49.5, 22.2' Edge of gravel A49.5, 22.2' Edge of gravel		, LOREN, KEVIN & ITA SCHROEDER	
-OHOH	.2'   +Pl	SR 38			45' R/W <i>Existing R/W</i> )I 	AATCH LINE STA. 558+00 "A"	
on +21 Class II Drive W = 13			<u>+R/W</u> 40.0'	Section 13, Sheffield Tippecan	, T22N, R3W Township loe County		
Section Line	+09.0, 25.0' Handhole	1.7, 26.8' Pedistal-Tel	+39.4, 29.6' R/W marker Conc +76.7, 28.4' Pole-power <b>+76.8, 27.6' BM18</b> +44.4, 33.3' Billboard-wood	JERRY & STACY, LLC	4.9, 29.1' Pole-power		
	PVI Sta = 550+65.00 Elev. = 742.86 VC = 110.00'	-     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     - <th>PVI Sta</th> <th>= 738.89 ON SOUTH SID</th> <th>ATA: BM18: BOAT SPIKE IN NORTH FAC DE OF SR38 +/-225 FEET EAST OF EAST "A", 27.6' RT., El. 741.23</th> <th></th> <th></th>	PVI Sta	= 738.89 ON SOUTH SID	ATA: BM18: BOAT SPIKE IN NORTH FAC DE OF SR38 +/-225 FEET EAST OF EAST "A", 27.6' RT., El. 741.23		
						750	
					-0.23%	<u>740</u>	
						720	
						710 710 700	_
PVI Sta = $549+65.00$ Elev. = $745.28$ VC = $70.00^{\circ}$ VC = $70.00^{\circ}$	2.44 2.44 2.44	<u>1.16</u>	0.54 0.54 0.54	739.0 739.15 738.85 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.63 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 738.65 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75 740.75	8.50 8.50 8.38 8.38 8.38 8.27 8.27	PVI Sta = $557+65.00$ Elev. = $738.00$ VC = $160.00^{\circ}$ 690	_
) 550+0	0 551+0	74	<u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>66.</u> <u>67.</u> <u>66.</u> <u>67.</u> <u>66.</u> <u>77.</u> <u>66.</u> <u>77.</u> <u>66.</u> <u>77.</u> <u>66.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>76.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u> <u>77.</u>	554+00 555+00 INDI DEPARTMENT OF 1	ANA	80 557+00 558+00 BRIDGE SCALE DESIGNA	
	B-33	DESIGNED: KS CHECKED: JR	B/21/2020           NGINEER         DATE            DRAWN: MH            CHECKED: KS	PLAN AND		IIII         IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	074 ETS f 4 IECT



		GARY, LOREN, LOREN, DONITA SCHROEDE	+87.5, 39.4' Anchor for guy rope +90.8, 33.3' Anchor for guy rope +91.6, 22.7' 10" CONC	+18.5, 23.4' 10" CONC	+45.3, 29.0' Pedistal-Tel +48.6, 20.7' Sign-single post										+00.6, 22.3' 24"x32" CMP +07.0 22.2' 24"x32" CMP	GAF
		HROE		\	+10 Class W = 15'	II Driv	e									DC
	"A"		TIN 88			Str. No									/	
	558+00	t			35 L	ft of 15	" Pipe Ig Culv		Begi	n Des.	No. 20	000802	L			45
	258		(Graven			to be l				Sta. 56	51+96.	16 "A"				<u> </u>
	STA.			T R		`	Existi	n <u>g R/N</u>				/ ~ 	/ 			]
		= "A" 5⁄66° 24	1' 33" E				560+	00	(Bit	t.)		Evistia	- D /14/	1100-1110-1111	2411 CM	
			(	Dirt) <sup>™</sup>						Gra	<u>vel</u> )		<b>д-ку и</b> ——он-			BM19
	MATCH				g R/W				+PL 45.0'				-93 Str	. No. 5	60	
		Lf			/pe OS Req'd Iardrail Req'd	/			45.0	$\setminus$	N				Pipe Req	l'd
											Ň,	App. PL				
					JERRY	& ST.	ACY,	LLC				۲. ۲.				
		Je		+20.1, 17.5' Mail box (single box)	2			ər	, 26.8' 8" CPP , 11.2' Pole-joint power/Tel. , 31.3' RAM marker Conc	5					MP MP	2. 7' Anchor for guy rope 3.3' BM19 3.9' Pole-power
		Pole-powe Post		Mail box (s				7' Pole-power	8" CPP Pole-joint   R/M mark	Post		\	<b>`</b>		22.6' 24"x32" CMP 22.6' 24"x32" CMP	Anchor for BM19 Pole-powe
		+33.0, 29.0' Pole-power +41.0, 27.7' Post		0.1, 17.5'				+36.2, 29.7'	+60.6, 26.8' 1 +64.3, 11.2' 1 +74.2, 31.3' 1	9.5, 38.4'1					, 2, 2, , 2, 2,	4,000 9,000
			ц о					+ 	99 K +++ 	80.0		30.0	   	- <u> </u>	+00.	+ 35. + 35.
			ns of	prap		-     -		 	+   +		2	-  -+	   	· 		+( <b>1</b> )
770		Revetment	af Geot	bytiles-	i 	 -	PVI St	a = 56	0+40.0	0			 			i + i
770		<sup>−</sup> Revetment over 39 Sys o Type 1A	of Geoto Req'd I	extiles, _t.			PVI St Ele V(	a = 56 v. = 73 2 = 260	0+40.0 30.40 0.00'	00						
		Revetment over 39 Sys ( Type 1A	of Geoto	extiles,			PVI St Ele V(	a = 56 v. = 73 2 = 260	0+40.0 30.40 0.00'							
770 760		Revetment over 39 Sys ( Type 1A	of Geote	extiles,			Grade	v. = 73 C = 260 of Spl	30.40 0.00' 	Ditch						
760				extiles,			Grade	v. = 73 C = 260 of Spl	30.40 0.00' 	Ditch						
	<u>+50</u> 733.57		2 		<u>0.62%</u>	φ	Ele Vo Grade (Plott	v. = 73 C = 260 of Spl	30.40 0.00' 	Ditch		Lt.		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
760						φ +7!	Ele Vo Grade (Plott	v. = 73 C = 260 of Spl	30.40 0.00' 	Ditch	)   40		<b></b>   	1 1 1 1 1 1 1 1 1 1 1 1 1 1		++05
760		7 +85 730.76	20 			φ +7!	Ele Vo Grade (Plott	v. = 73 C = 260 of Spl	30.40 0.00' 	Ditch	) 40 28.38 St Inv. (1	r. No. 5 El. 726.	61 80 20'	13%		++05
760 750 740		7 +85 730.76				φ +7!		v. = 7: = 260	30.40 0.00' 	Ditch	) 40 28.38 St Inv. (1	r. No. 5 El. 726.	561 80 20' m)	1 1 1 1 1 1 1 1 1 1 1 1 1 1		- +05
760		7 +85 730.76	20 			φ +7!	Ele Vo Grade (Plott	v. = 7: = 26( of Spl ed 20'	30.40 0.00' 	Ditch	) 40 28.38 St Inv. (1	r. No. 5 El. 726. Plotted ve Datu	561 80 20' m)	9%		+05
760 750 740 730		7 +85 730.76	20 		<u>0.62%</u>			v. = 7: = 26( 	30.40 0.00' 	Ditch	) 40 28.38 St Inv. (1	r. No. 5 El. 726. Plotted ve Datu	61 80 20' m) 1.1	9%		- +05
760 750 740		7 +85 730.76	20 		- <u>-0.62%</u>			v. = 7: = 26( 	30.40 0.00' 	Ditch	) 40 28.38 St Inv. (1	r. No. 5 El. 726. Plotted ve Datu	61 80 20' m) 1.1	9%		- +05 - 726. -0.85% +03
760 750 740 730		7 +85 730.76	20 		0.62%			v. = 7: = 26( 	30.40 0.00' 	Ditch	) 40 28:38 St Inv. (1 Abov	r. No. 5 El. 726. Plotted ve Datu	61 80 20' m) <u>1.1</u> 0.30%	9%		
760 750 740 730		7 +85 730.76	20 		0.62%			v. = 7: = 26( 	30.40 0.00' 4' Bot Above 4' Bot Above		) 40 28:38 St Inv. (1 Abov	r. No. 5 El. 726. Plotted ve Datu 	61 80 20' m) 1.1 0.30%	9% 9% VI Sta Elev.		-+05 -726.1 -0.85% +03 727.20 05.00 37
760 750 740 730 720		7 +85 730.76	20 		<u>0.62%</u>			v. = 7: = 260 of Spl ed 20'	30.40 0.00' 4' Bot Above 4' Bot Above 727.63 727.63		) 40 28:38 St Inv. (1 Abov	r. No. 5 El. 726. Plotted ve Datu 	61 80 20' m) <u>1.1</u> 0.30%	9% 9% VI Sta Elev.	= 562+ = 732. = 60.00	+03 727.20 05.00 37
760 750 740 730		7 +85 730.76	20 		<u>0.62%</u>		Ele Va Grade (Plott	v. = 7: = 26( 	30.40 0.00' 4' Bot Above 4' Bot 4' Bot 4	Ditch	) 40 28:38 St Inv. (1 Abov	r. No. 5 El. 726. Plotted ve Datu 	61 80 20' m) 1.1 0.30%	9% 9% VI Sta Elev.	= 562+ = 732. = 60.00	- +05 - 726. -0.85% +03 727.20 05.00 37 0' 
760 750 740 730 720		7 +85 730.76	20 		<u>0.62%</u>	+	Ele Va Grade (Plott	v. = 7: = 26( 	30.40 0.00' 4' Bot Above 4' Bot 4' Bot 4	Ditch Datum)	) 40 28:38 St Inv. (1 Abov	r. No. 56 El. 726. Plotted ve Datu 	61 80 20' m) 1.1 0.30%	9% 9% VI Sta Elev. VC	= 562+ = 732. = 60.00	-0.85% -0.85% -0.85% -0.00 

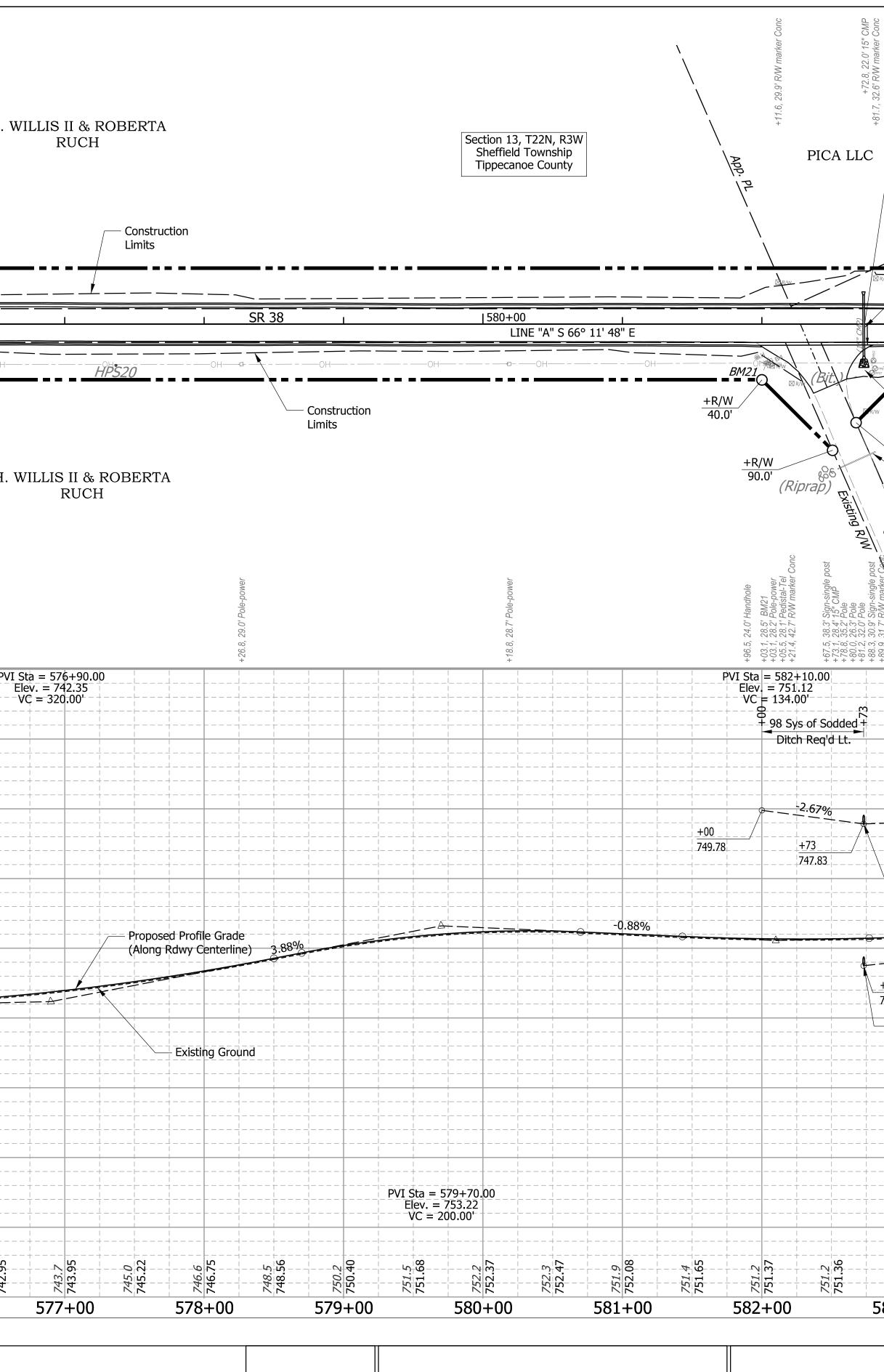


, KEVIN & ROEDER Culvert Req'd 32"x24" CMPs		– 2 GRET, Type Lft. W-Bea	ction 13, T2 Sheffield Tov Tippecanoe ( e OS Req'd am Guardrai	wnship County		+36.4 +R/W 45.0'	43.3, 51.1' Sign-single	+15.52	+16.5	Sheffi	13, T22N, R3 eld Township canoe County	BW ,	/ILLIS II & R RUCH	OBERTA	
No. 2000802 +11.16 "A"	<u> </u>	45' R/W	 	• <u> </u>	I 		+82.2		- — - — Он  	<u> </u>	40' R/W	570+00 		S 66° 11' 48" E	MAICH LINE SIA. 37
	gn-commerical Je-nower	HUG PENC			ole-power			sst andhole ee deciduous ee deciduous ber Ontic Marker	1/4 Section Line Jamod-alc	Λ	gn-single post	H. N Jsp	WILLIS II & R RUCH		
2+95.00 1.60 × .00 + - + 2 2 2			PVI Sta Elev	= 565+40.00 .= 733.57 = 340.00'				+96.0, 18.6' PC +96.0, 18.6' PC +96.7, 24.5' HE +99.4, 32.9' Tr +10.2, 46.4' Tr +15.6, 63.2' Tr	+ 23.1, 29.4' PC	PVI Sta = 1 Elev. = VC = 1	569+25.09 740.18 40.00'	BENCHMARK DATA BM19: BOAT SPIKE ON SOUTH SIDE O DRIVEWAY FOR HO Sta. 562+35.0 "A", El. 731.76	E IN NORTH FACE F SR38 +/-330 FE DUSE #10412	OF POWER POLE ET EAST OF	770
					Propose (Along	ed Profile Grade									760 750
0.80%		Existing Groun	nd						8%					<u>1.09%</u>	740 730
							Sta = 567+ Elev. = 741. VC = 80.00	55.00 17				<u>NOTES:</u>	570+75.00 742.28 90.00' Beam Guardrail @		720 710
7 <u>3</u> 1.9	232.3 732.3 00++995	<u>732.9</u> 733.11	- <u>233.7</u> -233.7 		736.18 736.18 737.4 737.4		740.5 86.05 88.00	240.5 740.91	740.4 740.61	240.47 740.47	740.5		il End Treatment,		-00
		B		RECOMMENDED FOR APPROVAL DESIGNED: <u>KS</u>			/2020 DATE		P	MENT OF	) PROF	ORTATION [LE . 572+00 "A"	1" = 50' H SURVE	CALE H 1" = 10' V Y BOOK TRACT 40528	BRIDGE FILE       2000802       DESIGNATION       1601074       60     of       42       PROJECT       1601074

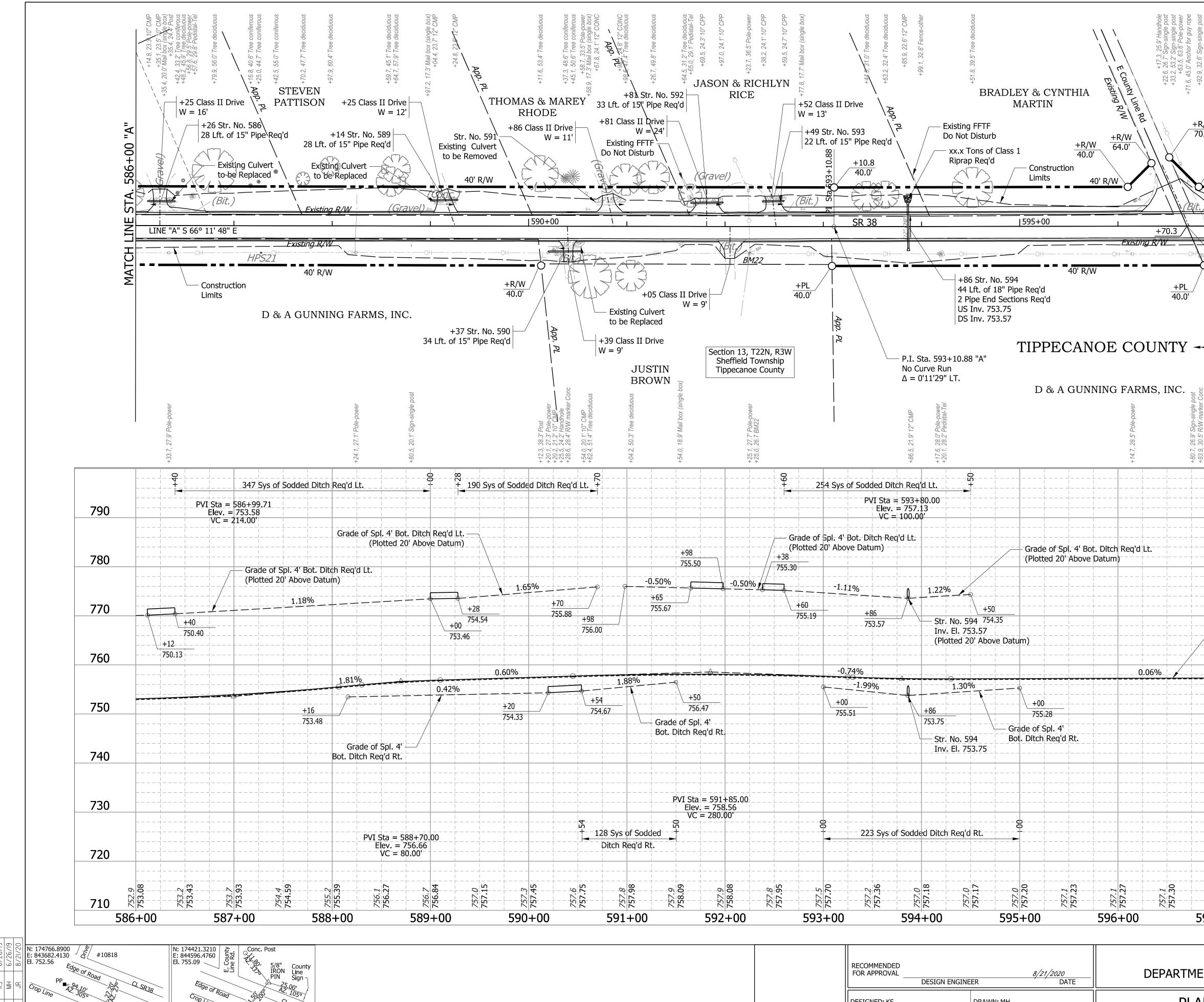


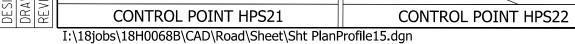
H. V H. V	700	710	720	730		740	750		760	770	, 00	780					
41 LL to 287-248         44 LL to 287-248         454 Class II Drive         464 Class II Drive         407 R/V         407 R/V </th <th></th> <th>+</th> <th></th> <th></th> <th></th> <th> </th> <th></th> <th></th> <th></th> <th></th> <th></th> <th> <b>[</b>  </th> <th>PVI</th> <th>MATC</th> <th></th> <th>₋∣━━</th> <th></th>		+				 						<b>[</b> 	PVI	MATC		₋∣━━	
H. V 40 573 8 6024 8 602 8 6024 8 602 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7					00			<u>+-</u>				lev. = 740.4 VC = 110.00	sta = 572.0, 30.1 +24.1, 30.1 +24.1, 30.1 +31.3, 29.6 sta = 242.4	<b>₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩</b>		44 Lft. of 3 RCHEP Pipe e End Sectior US Inv. =	
H. V H. V					1.93%			<b>0</b>	(Plott	     		4	5.00		ting R/W	8"x24" e Req'd n Req'd 736.98	
H. V         +64 Class II Drive           Riprap Req1d         +67 Str. No. 574           Str. V. 105 Pip Req1d         -Existing Lights           To be Relocated         -Existing Lights           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1           1         1 </td <td>÷</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>4' Bot. Di ed 20' At</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>+22.6, 19.4' 12" CMP</td>	÷								4' Bot. Di ed 20' At								+22.6, 19.4' 12" CMP
Fin. V     +64 Class II Drive       ap Req/d     W = 13'       ap Req/d     +67 Str. No. 574       ap Req/d     Existing Lights       role Relocated	740.7 740.85			Str. No	+23	(P otteo	— Str. No		tch Req'd pove Datur	       		170 Sy				Ripr Existi To Be F	
Het Class II Drive       W = 13'       +67 Str. No. 574       35 Lf. of 15" Pipe Regid       Existing Lights       To be Relocated       40' R/W       Het Class II Drive       W       I 575+00       I 575+00 <td>1</td> <td></td> <td></td> <td></td> <td></td> <td>1_20' Abc</td> <td></td> <td><u>1.00%</u></td> <td><b>n)</b> </td> <td>-   -      </td> <td></td> <td></td> <td></td> <td>40'  </td> <td></td> <td>ap Req'd</td> <td>+76.2, 47.8' Pole-power +77.0, 35.5' Pedistal-Tel</td>	1					1_20' Abc		<u>1.00%</u>	<b>n)</b> 	-   -     				40'		ap Req'd	+76.2, 47.8' Pole-power +77.0, 35.5' Pedistal-Tel
H. V H. V				E	<del>`</del>			+50						₩			
H. V H. V H	741.1 741.32			Grade of S Bot. Ditch	8	n)							+31.2		(Bra		+46.6, 68.3' Tree deciduous 55.1, 26.1' Private lamp post
+64 Class II Drive W = 13' +67 Str. No. 574 35 Lft. of 15" Pipe Req'd Existing Lights To Be Relocated 40' R/W 575+00 	741			Spl. 4' Req'd Rt.									1	<u></u>			76.2, 26.1' Private lamp post 30.0, 28.2' R/W marker Conc
Ass II Drive r. No. 574 of 15" Pipe Req'd sting Lights Be Relocated 40' R/W 	741								1.92%					<del>(Pint)</del>	575+00	W = 13 -   +67 Sti   35 Lft. Exis	
e Req'd s.ed 40' R/W 	741.6 741.77									       		f+	-0		<u> </u>	s' r. No. 574 of 15" Pipe sting Lights	
742.8 742.95 742.95 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.757 1.12.7577 1.12.7577 1.12.7577 1.12.7577 1.12.7577 1.12.757							         			     				UII		e Req'd s	
H													27.5 27.5			0' R/W	
	742.8 742.95							 		        			+26.6, 29.2 +28.1, 28.7	—-OH—		н. \	

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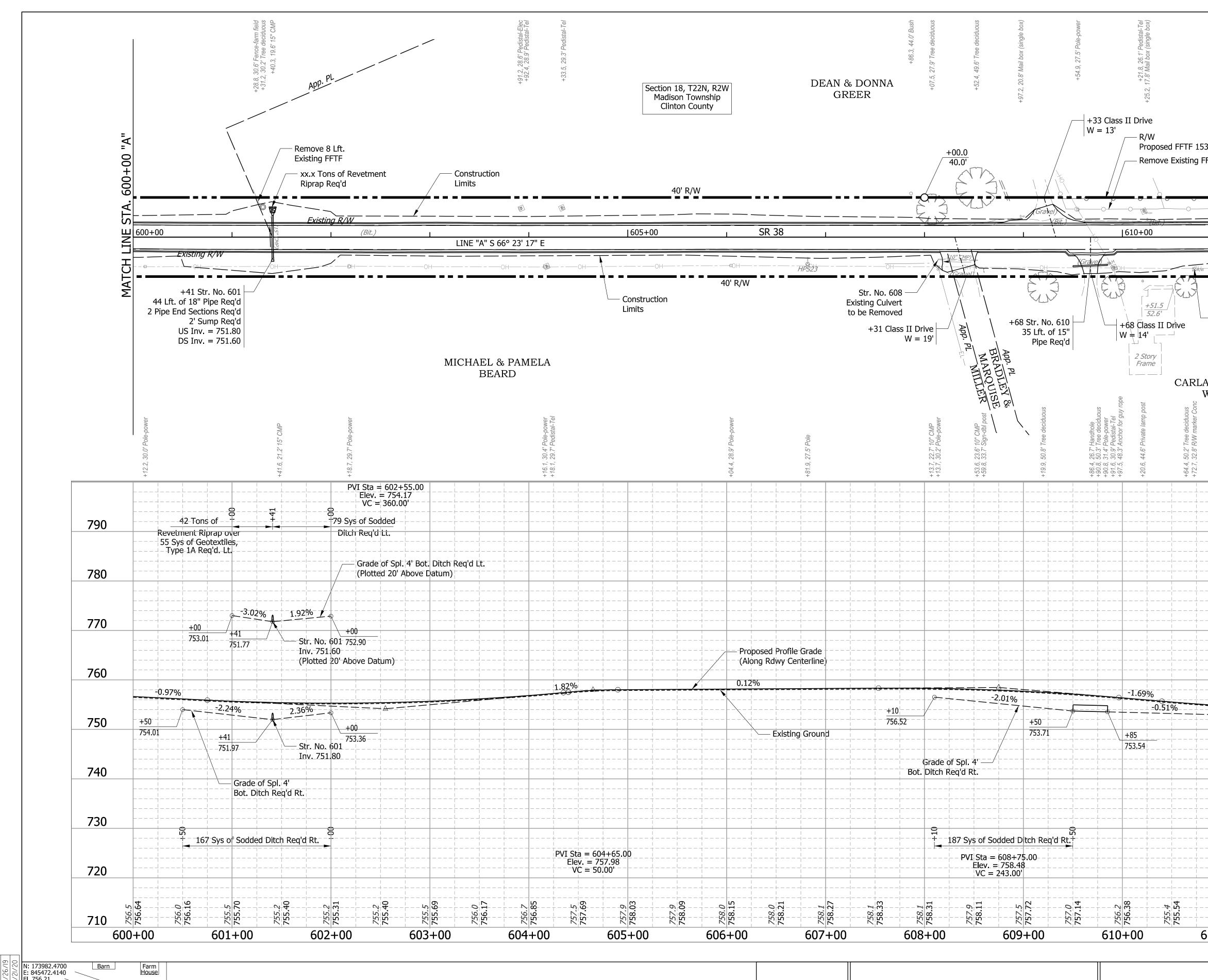
LIS II & ROB RUCH	3ERTA	4					Sect Sh Tij	ion 13, T heffield To opecanoe	22N, R3W ownship e County				App. PL	+11.6, 29.9' RW marker Conc bId	CA LL	C +73 Str. I +44 Lft. of 2 Pipe En US Inv. = DS Inv. =	15" Pipe Req'd d Sections Req'o 747.83	d App. PL		+70.8, 38.3' Tree coniferous +7.1' Tree coniferous +57.8, 56.7' Tree deciduous +70.8, 38.3' Tree coniferous	0 "A"
	Constru Limits	ction											\	\	•••		Existing Culver	rt d			586+00
/ 			SR 3	 38	- <u></u>		<u> </u>	 580+00							(dwo			Existing F	<u>R/W</u> 585-	+00	
HPS2	20	OH				OH-			-OH		OH		BM21		it.			— — — — — — — — — — — — — — — — — — —	<b>xistin<u>g</u> R/W</b> OH	OH-	
				Cons Limi	struction ts							<u>+R/</u> 40.	W		d	+R/W 40.0'		40' R/W			Μ
LIS II & ROE RUCH	BERTA	Ą	+26.8, 29.0' Pole-power					+18.8, 28.7' Pole-power					+96.5, 24.0' Handhole	1, 28.5' BM21 1, 28.2' Pole-power 5, 28.1' Pedistal-Tel 4, 42.7' R/W marker Conc 5, 28.2' Sinn cinclo poet	72.3, 28.4, 19, 19, 19, 19, 19, 19, 19, 19, 19, 19	3, 30.9' Sign-single post 9, 31.7' R/W marker Cont CV TOLI Exist Existing B/M Builtsire	xx.x Tons of Rev Riprap Req'd ting Culvert emain	+19.9, 27.8' Pole-power			
= 576+90.00 = 742.35 = 320.00'													PVI Sta Elev VC	= 582+10.00 = 751.12 = 134.00'	. ~				) SPIKE IN SOL	JTH FACE OF POWER JUST WEST OF	
														98 Sys of S	dded dLt.			Sta. 582+03.1 "/ El. 750.19	A", 28.5' RT.		780
													+ +	 				0.70%			770
												<u>+00</u> 749.78	<u>⊥</u> / 3¦ +	<u>+73</u> 747.83			Plotte	Bot. Ditch Req'd d 20' Above Datı	l Lt um)		760
		 									.88%					Str. No. 582 Inv. El. 747 (Plotted 20)	83 Above Datum)	0.50%			
	(Along	Rdwy Center	line)	3.88%								·				+73	+50		·		<b>750</b>
A																747.50 5tr. No. 582 Inv. El. 747.50	- 749,11	of Spl. 4' tch Req'd Rt.			740
		Existing Gr	ound													Inv. El. 747.50					
																					720
						PVI Sta = 1 Elev. = VC = 2	579+70.0 753.22 00.00'														
243.95 743.95 277 743.95	745.0	746.75 746.75			750.2 750.40	751.5 751.68	580-	/27.	752.3	581	<b>00+</b>	751.65	<i>2:12</i> 582	<b>751.37</b>	751.36	283+00	751.82 751.9 172.73		752.57 752.57 00+585		80. 223.08 53.08 6+00
						RECOMMEND FOR APPROV	ED					,									BRIDGE FILE
						FOR APPROV	C	DESIGN EN	GINEER	N: <u>MH</u>	8/21/2	2020 DATE		DEP		AN AND PF		I ION		SCALE = 50' H 1" = 10' V SURVEY BOOK	DESIGNATION           1601074           SHEETS           61         of         4
				B-3		CHECKED: JR				(ED: <u>KS</u>			-	STA. 5		00 "A" TO S		+00 "A"		CONTRACT RS-40528	61         of         4           PROJECT         1601074

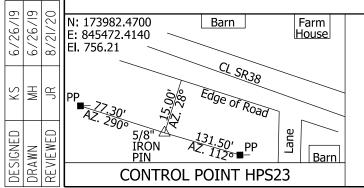




Crop Line

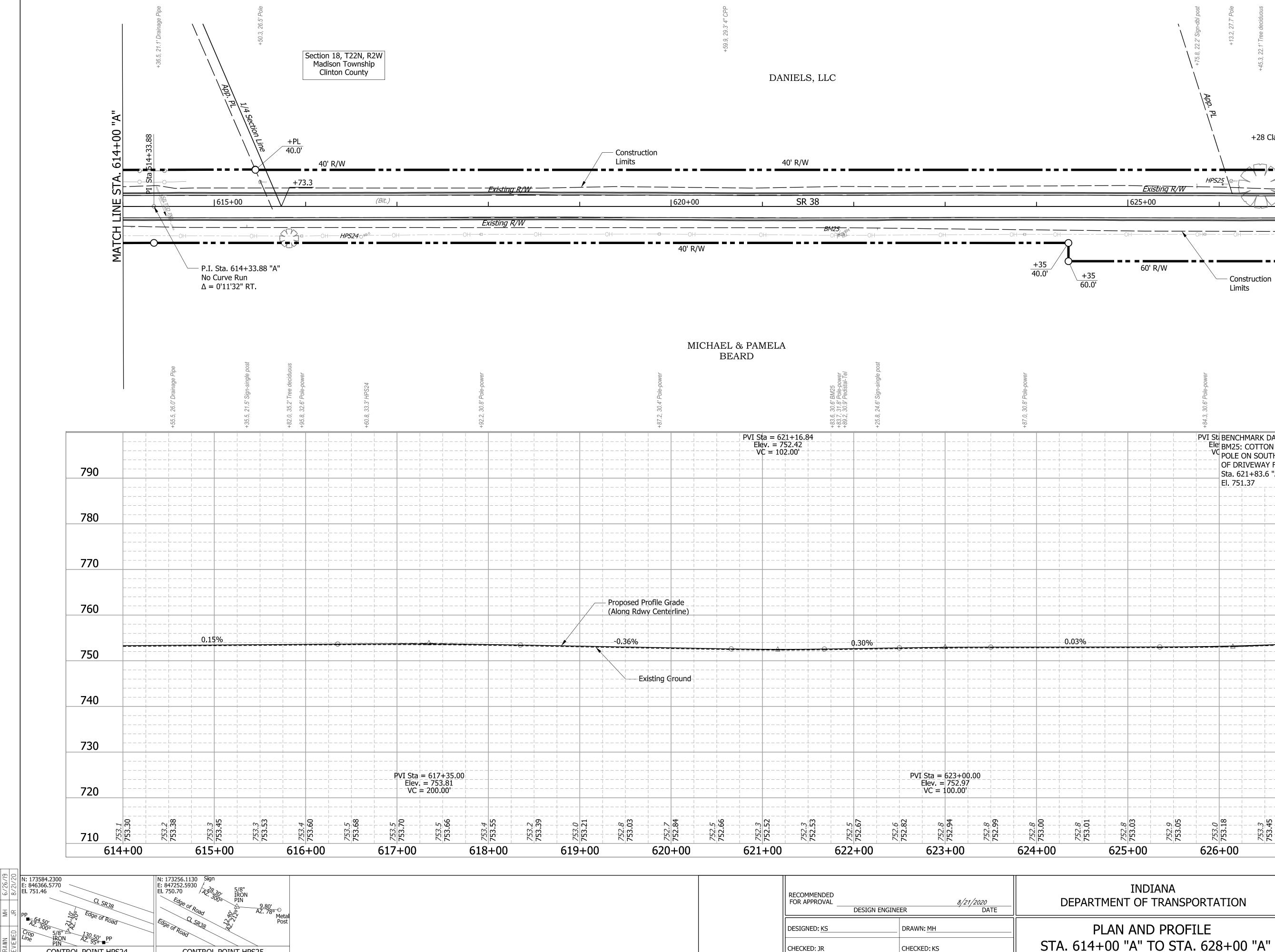
sound and a set of the	+68.1, 23.0' Sign-dbl post
(Bit.) 5 (Bit.) 7 (Bi	STA.
SR 38     I     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00     1595+00	6° 23' 17" E
$\frac{BM22}{40' \text{ R/W}}$ $\frac{+\text{PL}}{40.0'}$ $+\text{PL$	
<sup>39</sup> Class II Drive = 9' JUSTIN BROWN Section 13, T22N, R3W Sheffield Township Tippecanoe County MICHAEL & PAMELA D & A GUNNING FARMS, INC. 58 € CLINTON COUNTY No Curve Run Δ = 0'11'29" LT. MICHAEL & PAMELA D & A GUNNING FARMS, INC. 58 €	
+04.2, 50.3' Tree deciduous +54.0, 18.9' Mail box (single +54.0, 18.9' Mail box (single +25.1, 28.5' Pole-power +25.1, 28.3' Pole-power +25.1, 28.3' Pole-power +22.1, 28.8' Pole-power +22.1, 28.8' Pole-power +22.1, 28.8' Pole-power +22.1, 28.8' Pole-power +22.1, 28.8' Pole-power +38.5, 21.9' 12" CMP +03.1, 28.3' Pole-power +22.1, 28.8' Pole-power +22.1, 28.8' Pole-power +22.1, 28.8' Pole-power +22.1, 28.8' Pole-power +38.5, 21.9' 12" CMP +38.5, 12"	
BENCHMARK DATA: BM22: RAILROAD SPIKE IN NORTH FACE PVI Sta = 593+80.00 Elev. = 757.13 VC = 100.00' Grade of Spl. 4' Bot. Ditch Reg'd Lt.	
Here a clique of spl. 4 bot. Ditch Req'd Lt. 	780
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	<b>770</b>
	760
$-\frac{1.8676}{-1.99\%}$	750
Grade of Spl, 4' Bot. Ditch Req'd Rt. Inv. El. 753.75 Grade of Spl. 4' 	740
PVI Sta = 591+85.00   Elev = 758.56	730
VC = 280.00' $C = 280.00'$ $C = 223  Sys of Sodded Ditch Req'd Rt.$ $C = 757.47$ $VC = 160.00'$ $VC = 160.00'$	<b>720</b>
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	1227.06 129.02 129.05 10 129.05 10 10 10 10 10 10 10 10 10 10 10 10 10
INDIANA	BRIDGE FILE
RECOMMENDED FOR APPROVAL       8/21/2020 DESIGN ENGINEER       DEPARTMENT OF TRANSPORTATION       SCALE         1" = 50' H 1" =       1" = 50' H 1" =       SURVEY BOD	
DESIGNED: KS DRAWN: MH PLAN AND PROFILE	62 of 422





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Section 18, Madison T Clinton (	Township			& DONNA REER	+86.3, 44.0' Bush +07.5, 27.9' Tree deciduous	+52.4, 49.6' Tree deciduous	+97.2, 20.8' Mail box (single box)		+54.9, 27.5' Pole-power	+21.8, 26.1' Pedistal-Tel +25.2, 17.8' Mail box (single box)								
40' R 	R/W					+00.0 40.0'		(Gravel) (Bit.)	+33 C W = 1	R/W	V posed FFTF nove Existing	153 Lft. Req'd 9 FFTF		Remove a Existing Ff			I LINE STA. 614+00 "A"	
Construction imits	<b></b>	=OH	4PS23	Str. No. 60 Existing Culver to be Remove +31 Clas	t	App. PL MILLET	+68 App. PL TEY	Str. No. 610 Str. of 15" Pipe Req'd	KGraven (	W = 14'	] [77] [2] [2]	Remove & Re Marker & Flag	App. PL			OH	ОНФ МАТСН	
	 +04.4.28.9' Pole-	+04.4, 20.9 Pole-power				+53.6, 23.6' 10" CMP +59.8, 33.7' Sign-dbl post	ET & 19	+19.9, 50.8' Tree deciduous		0 20				MICHAEL & BEAR BEAR +97.1, 31.6' BM24 +97.1, 31.6' BM54 BENCHMARK	D		+92.4, 32.7' Fiber Optic Marke +96.2, 32.3' Tree deciduous +98.7, 32.3' Pole-power	
														BM24: COTT	on spindle Uth side of Ay for hous	SR38 +/-230 E #9787		790
														VC = 320.00'				780 770
		- Proposed Profile (Along Rdwy Cer 0.12%	Grade				<u> </u>											760
		<b>Existing</b>	Ground			e of Spl. 4'		+50 753.71		+85	-0.51%	+00						750
					Bot. Ditch	Req'd Rt												740 730
						187 Sys of So PVI Sta = Elev. VC =												720
757.9 758.09	+909 758.0 778 15		0+209	758.1	00+809 758.31 758.31	<b>)</b>		I		<sup>756.2</sup> 10+00	755.4	<u>754.6</u> 754.6 00+119	754.0	753.2 753.74 753.74		<b>753.1</b>	<sup>753.23</sup> 753.30 753.30 753.40 753.40	710
			B-37	RECOMMENDE FOR APPROVA DESIGNED: <u>KS</u> CHECKED: <u>JR</u>			VN: <u>MH</u> KED: <u>KS</u>	<i>8/21/2020</i> DAT	E		PL	INDIAN MENT OF TR AN AND P 00 "A" TO	PROF		\"	SCALE 1" = 50' H 1" SURVEY BO CONTRAC RS-4052	' = 10' V DOK CT	BRIDGE FILE DESIGNATION 1601074 SHEETS 63 of 42 PROJECT 1601074



CONTROL POINT HPS25

CONTROL POINT HPS24

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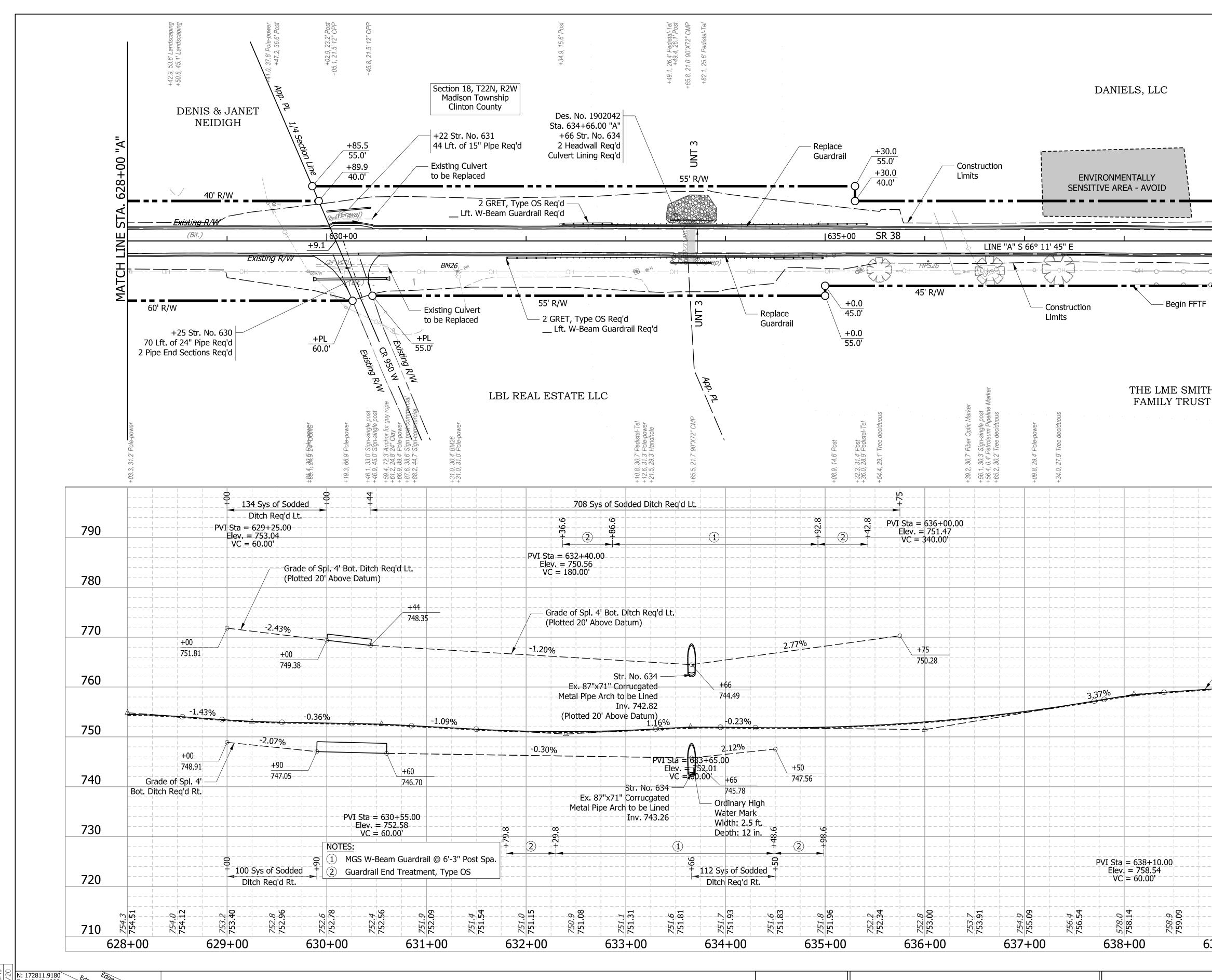


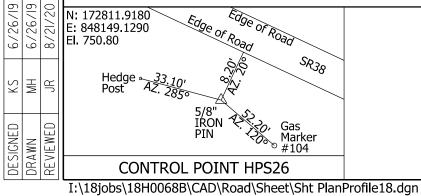
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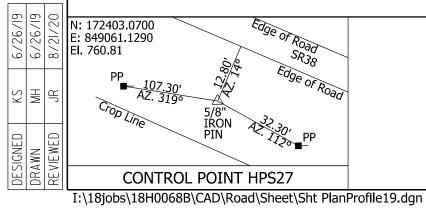
		<u>-</u>					"A"	
	\		+28 Class	II Drive W = 15'	(Gravel.)	~	628+00 "A"	
<i>Existing K</i> 625+00	 R/₩	525 • POM					INE STA.	
				0H=		6° 11' 45" E	MATCH LII	
60' R/W		Cons Limit	truction				Σ	
			-					
	+84.3, 30.6' Pole-power							
			MARK DATA					
		e BM25: ( C POLE O OF DRI	COTTON SP	INDLE IN IDE OF SF & HOUSE ;	¥9552	ce of Power Feet West	790	
		El. 751.			·			
+ +						+	_	
							780	
							780	
							770	
					0.96%		-	
					0.96%		770	
					0.96%		770	
					<u>0.96</u> %		770 760 750	
					0.96%		770 760 750	
					PVI Sta	= 628+00.11 = 110.00'	770 760 750 740 730	

RS-40528

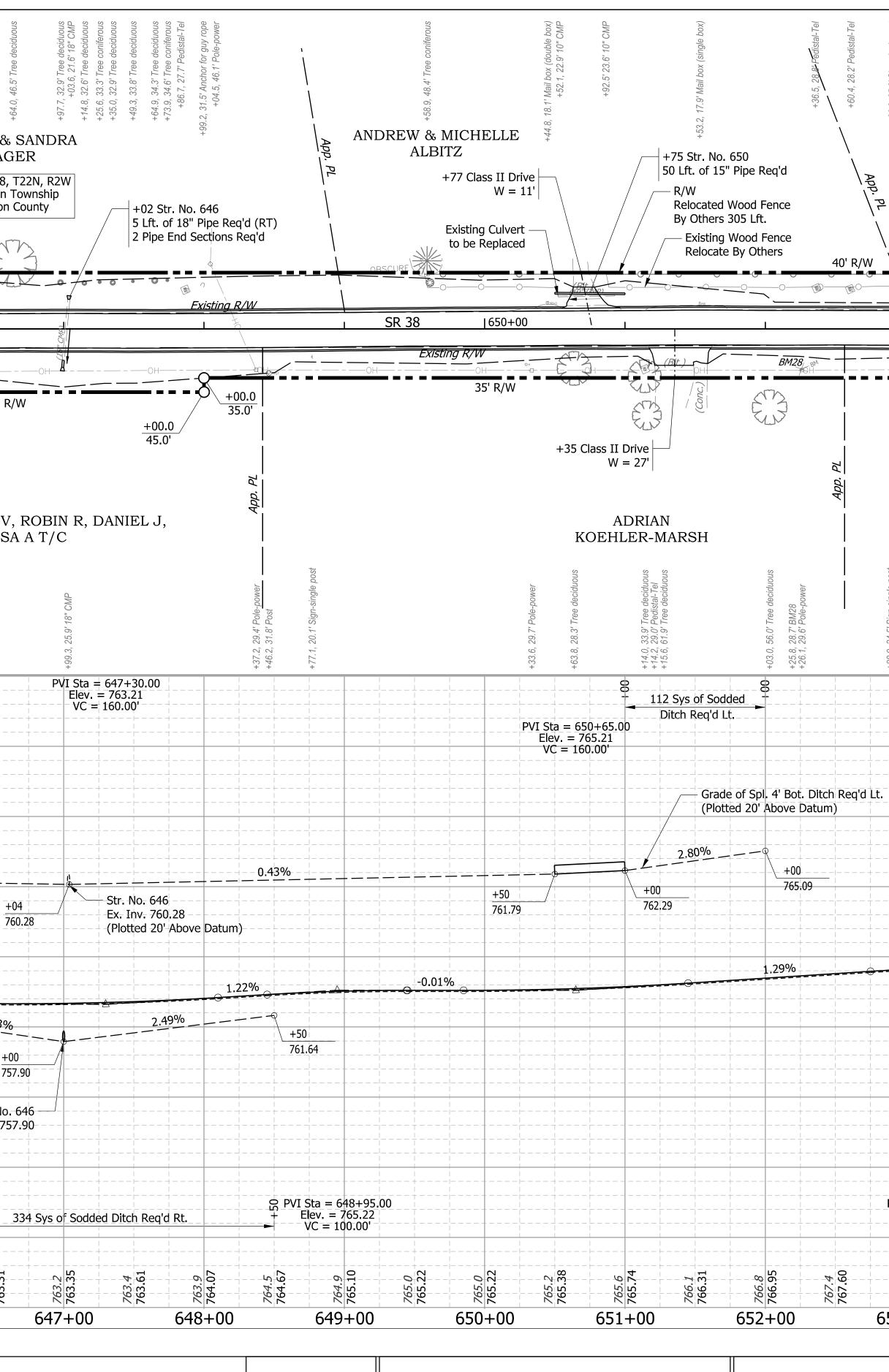




-49.1, 26.4' Pedistal-Tel +49.1, 26.4' Pedistal-Tel +49.4, 26.1' Post +65.8, 21.0' 90"X72" CMP +82.1, 25.6' Pedistal-Tel		∕— Replace						DANIELS,					R/W F 74 Lft. Req'd Existing FFTF	+60 4, 25.3' Pedistal-Tel
sg Req'd			55.0 +30.0 40.0'	/	Construction Limits		EN		LY		40' R/W	<u>Existing R/W</u>	+81.7 40.0' +83.9 35.0'	E STA. 642+00 "
OS Req'd m Guardrail Req'd	OH Replace Guardrail		+0.0 45.0' +0.0 55.0'	45' R/W			1' 45" E		Begin F			Remove Existing R/W Proposed FFTF 227 Lft. Req'd	  FFTF	
+10.8, 30.7' Pedistal-Tel +12.6, 31.3' Pole-power +21.5, 29.3' Handhole +65.5, 21.7' 90"X72" CMP		3.9, 14.6' Post	2.3. 31.4' Post 5.0, 28.9' Pedistal-Tel 1.4, 29.1' Tree deciduous		0.2, 30.7' Fiber Optic Marker 0.1, 30.3' Sign-single post 0.4, 0.4' Petroleum Pipeline Marker 0.2, 30.2' Tree deciduous	).8, 29.4' Pole-power	1.0, 27.9' Tree deciduous		E LME SN MILY TRU				3.0, 30.1' Pole-power	1.4, 30.2' Tree deciduous
Sys of Sodded Ditch Req'd Lt.		+ + - - - - - - - - - - - - - - - - - -	+42.8 +33 +5 +5 +5 +5 +5	Sta = 636+00. ev. = 751.47 /C = 340.00	++2( ++2( ++2( ++2( ++2( ++2( ++2( ++2(								ke in North Face of Po Side of Sr38 +/-110 fee Oad	
4' Bot. Ditch Req'd Lt. Above Datum)		<u> </u>									Proposed Pr	rofile Grade		
Str. No. 634 	.23%			750.28				3.37%				1.38%		760
PVI Sta = $683+65.00$ Elev. = $52.01$ VC = $50.00'$ Str. No. $634$ 7' 87"x71" Corrucgated Pipe Arch to be Lined Inv. 743.26 Widt	15.78 hary High er Mark h: 2.5 ft. h: 12 in. 👷	<u>-50</u> 47.56 2 2												740
751.1 751.31 751.81 751.6 751.7	of Sodded + Req'd Rt.	751.96	752.2		753.91	754.9 757.09	756.54	PVI Sta = 638 Elev. = 75 VC = 60. 0.825 0.825 0.825 0.825 0.825	758.9 759.09	<u>759.6</u> 759.6	760.3	761.0 761.6 761.84 761.84		720 720 <u>16:59</u> 710
633+00 634+		635+00	RECOMMENDED FOR APPROVAL	636+00		637+00 	/ <i>21/2020</i> DATE	638+00	DEPART	MENT OF	DIANA TRANSPC	640+00 DRTATION	641+00 CULVERT ID CV 038-012-10.2 SCALE 1" = 50' H 1" = 1 SURVEY BOOK	DESIGNATION 10' V 1601074
		B-39	DESIGNED: <u>KS</u> CHECKED: <u>JR</u>		DRAWN			ST			D PROFI TO STA.	LE 642+00 "A"	CONTRACT RS-40528	65 of PROJECT 1601074



			+61.3, 34.0' Pole +64.1, 27.7' Pole-flag	+90.9, 62.2' Tree deciduous	+05.6, 40 <mark>.</mark> 2' Private lamp post	+35.9, 41 3' Private lamp post +41.6, 20.3' Mail box (single box)	1/4 Section A	70	51	+10.1, 21.8 Pealstal-Tel +35.4, 149.9' Tree deciduous +37.0, 21.8' 10" CMP +49.9, 111.1' Tree deciduous	+65.1, 40.9' Pole-power +69.0, 36.3' Handhole +69.8, 29.2' Sign-single post	10.12, 31.3 Antonio for guy rope +77.8, 22.8' 10" CMP +82.6, 64.4' Tree deciduous 19.1' Mail box (multiple boxes)	+03.7, 38.4' Tree deciduous +11.0, 22.4' Sign-single post	+30.8, 36.3' Tree deciduous +39.5, 36.1' Tree deciduous +42.8. 35.6' Tree deciduous	34.9' 35.6'	+14.9, 34.0 Tree deciduous +82.7, 33.8' Tree deciduous +92.0, 33.7' Tree deciduous	+21.0, 32.9' Tree deciduous	+44.5, 32.6' Tree deciduous
	00 "A"	Ň		PPS   +83	3 Class = 14'	II Driv ──	npp. pr	ss II Dri	ve	e en un (Dead Eno)		++82.7,		Str. No.	o. 645 5" Pipe	Req'd		RAIG & SEAG ection 18, Madison Clinton
	STA	' R/W	(Grave	KI		<u>+</u> 3! • ■	40.0' •PL 5.0'	X A			ravel e		 	to t	sting Cu be Repla	ulvert aced	40' F	₹/₩ •
			-0H			"A" S 6	6° 11'	45" E		49.3 /		OH		OH		H	IPS27	
	MATCH	45' I	R/W		- T		Remo	ve Exist	ing FF	TF	╸╸┥			(		+50.1 45.0'		45' R/
								sed FFT ft. Req'o				APP	PL		LA	HRM	IAN, (	GARY V, & LISA
					+09.4, 30.2' Pole-power						+65.0, 30.8' Fiber Optic Marker	+95.2, 30.4' Pole-power						+36.4, 30.6' Pole-power +36.9, 30.1' Pedistal-Tel
800					Rip	rap ov	er 40 S	Reg'd. PVI St Ele	F	53.60								
790							 			 	               	 				 		
780						+0i	)	+30		 -		tted 20		Req'd L e Datun — — -		<u> </u>	.32%	
770		             							.28	-	       +   		61.03			└		+( 76
760						1	31%		<u>_</u>					-0.1	+00			<u></u>
750															_760.83 f Spl. 4' eq'd Rt.			+0 75; - Str. No. - Inv. 75;
740																		
		İ					+				+	·	1	·			1+	
730			L E	ita = 64 ev. = 7 VC = 60	65.19	28												



	RECOMMENDED FOR APPROVAL	ESIGN ENGINEER	<i>8/21/2020</i> DATE	INDIANA DEPARTMENT OF TRANSPORTATION
	DESIGNED: KS	DRAWN: MH		PLAN AND PROFILE
	CHECKED: JR	CHECKED: KS		STA. 642+00 "A" TO STA. 656+00 "A"
B·	40			

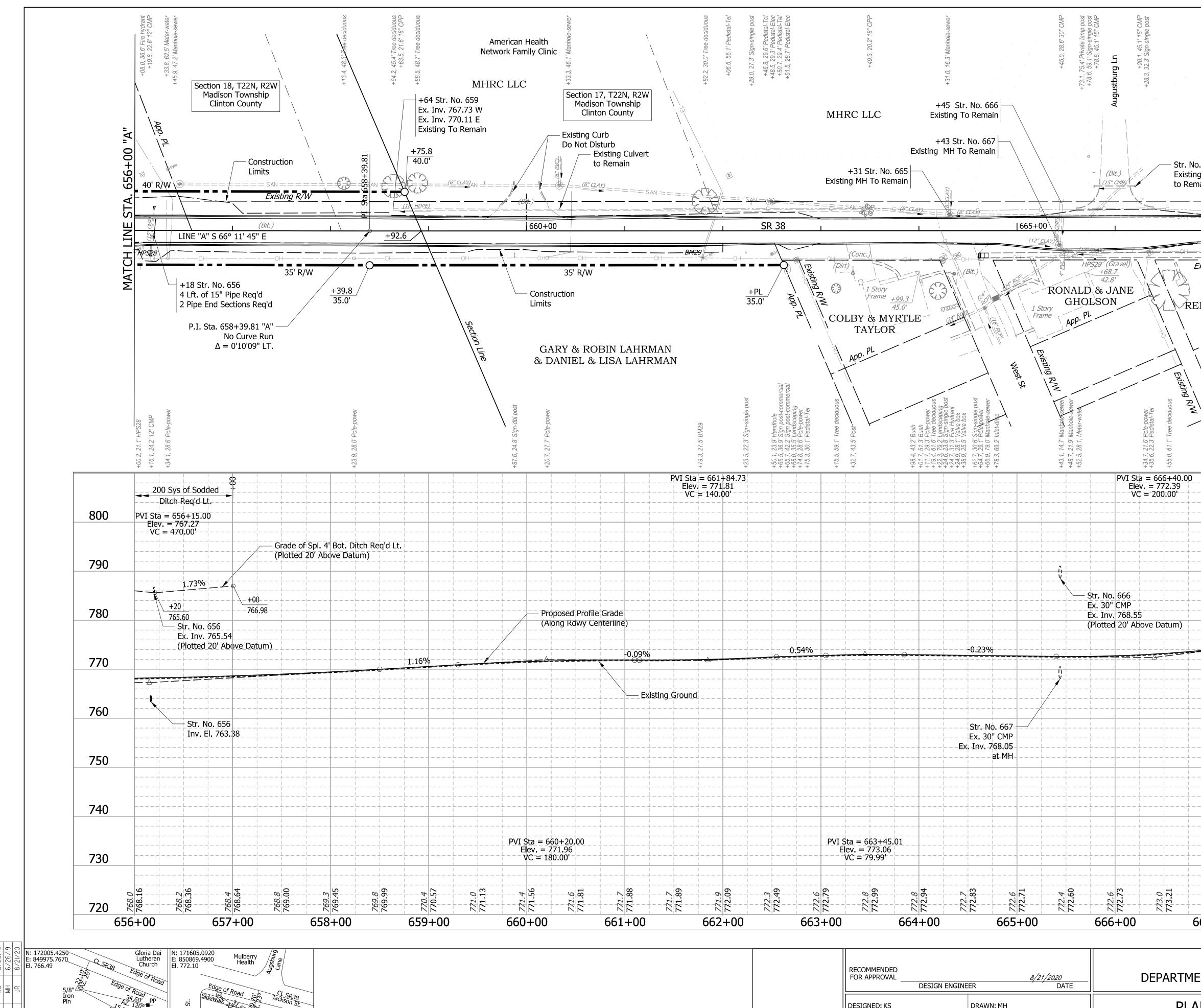
+90.3, 25.2' Sign-single post						App. PL	
			AN CHUR ULBERRY				
	Const Limits	ruction	(Bit.)	+55 Class IV W = 34'		E STA. 656+00 "A"	
		<u> </u>	isting R/W				
		<ul> <li>Construction</li> <li>Limits</li> </ul>				MATO	
too.y, z4.0 aigit-siriyie post		GARY & RO					
		BM28: POLE 0 DRIVE Sta. 65	IMARK DATA: BOAT SPIKE DN SOUTH SI WAY FOR HO 52+25.8 "A",	IN NORTH F DE OF SR38 USE #9145	ACE OF POWE +/-85 FEET E		)0
		El. 766 Grade of Sp (P	o.15 ol. 4' Bot. Ditc lotted 20' Abc	h Req'd Lt. – ve Datum)	SO	Sys of dded Req'd Lt. 79	90
				<u>+50</u> 766.		1 <u>.91%</u> <b>7</b> 8	
				posed Profile ong Rdwy Ce			
	-0.	45%					<u>′0</u>
				Existin	g Ground	<b>7</b> 6	50
						<b>75</b>	50
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PVI Sta = Elev. = VC = 1	653+25.00 768.57 .00.00'					73	80
23+00	768.2 768.40	<sup>768.1</sup> 768.24 924+00	768.09	<sup>8.292</sup> 655+00	767.9 768.06	<sup>91</sup> 656+00	
	IANA					E	RIDGE FILE
		ORTATION	I		SCALE	D	ESIGNATION

PROJECT

1601074

CONTRACT

RS-40528



 CONTROL POINT HPS28
 CONTROL POINT HPS29

 I:\18jobs\18H0068B\CAD\Road\Sheet\Sht PlanProfile20.dgn

	RECOMMENDED FOR APPROVAL	<i>8/21/2020</i> ER DATE	INDIANA DEPARTMENT OF TRANSPORTATION
	DESIGNED: KS	DRAWN: MH	PLAN AND PROFILE
	CHECKED: JR	CHECKED: KS	STA. 656+00 "A" TO STA. 670+00 "A"
B-41			

	+74.7, 13.9' Manhole-sewer	+75.3, 40.5' Edge of Conc +95.9, 44.6' Anchor for guy rope +98.6, 20.5' Pedistal-Tel +08.6, 30.1' Pole-power	BEAV BEAV	EL XX +84-4, 30.9' Meter-water +84-4, 30.9' Meter-water +84-4, 30.9' Tree deciduous	TSNAL WWW LANDEN 12 LANDEON 10 +53.1, 30.5' Meter-water	+81.8, 31.8' Private lamp post +97.3, 25.0' Pole-power	
668 Culvert ain <u>Existing R/W</u>				+77.6 45.1' 47.1' 	2 Story Frame 48.0 G 66° 21' 54" E	INE STA. 670+00 "A"	
isting R/W <u>+59.9</u> 33.0' LORD JAN NOVATION	\	Bit.	+68.4 43.8' 2 S Fra	NELLII NEAL		(Gravel)	
Existing R/W	+59.8, 21.0' Fire Hydrant +63.5, 32.4' Sign post-commeroal +63.5, 30.3' Sign post-commercial	30.4' Sign-commercial 49.5' Manhole-sewer	+18.9, 38.2' Sign-single post +21.3, 21.3' Pole-power +21.0, 38.5' Tree-decriduous 35 Puellinn 5		+31.5, 56.4' Tree deciduous		
		BM PO OF IN Sta	LE ON SOUTH	KE IN NORTH F SIDE OF SR38 OR HOUSE #60	+/-160 FEET W	VEST	800
							790
							780
	.56%						770
							760
							750
	  PVI	Sta = 668	B+00.00				740
		Elev. = 77 VC = 100					730
6.273.9 774.04	775.0	0+899 776.0	00 776.5	669+00	776.8	<u>98:</u> 2777 670+00	720
INDIA	NA						BRIDGE FILE
NT OF TR	XANSPC	ORTATI	ON		SCALE 50' H 1" = 10' V		DESIGNATION 1601074 SHEETS

SURVEY BOOK

CONTRACT

RS-40528

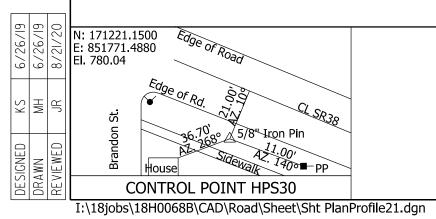
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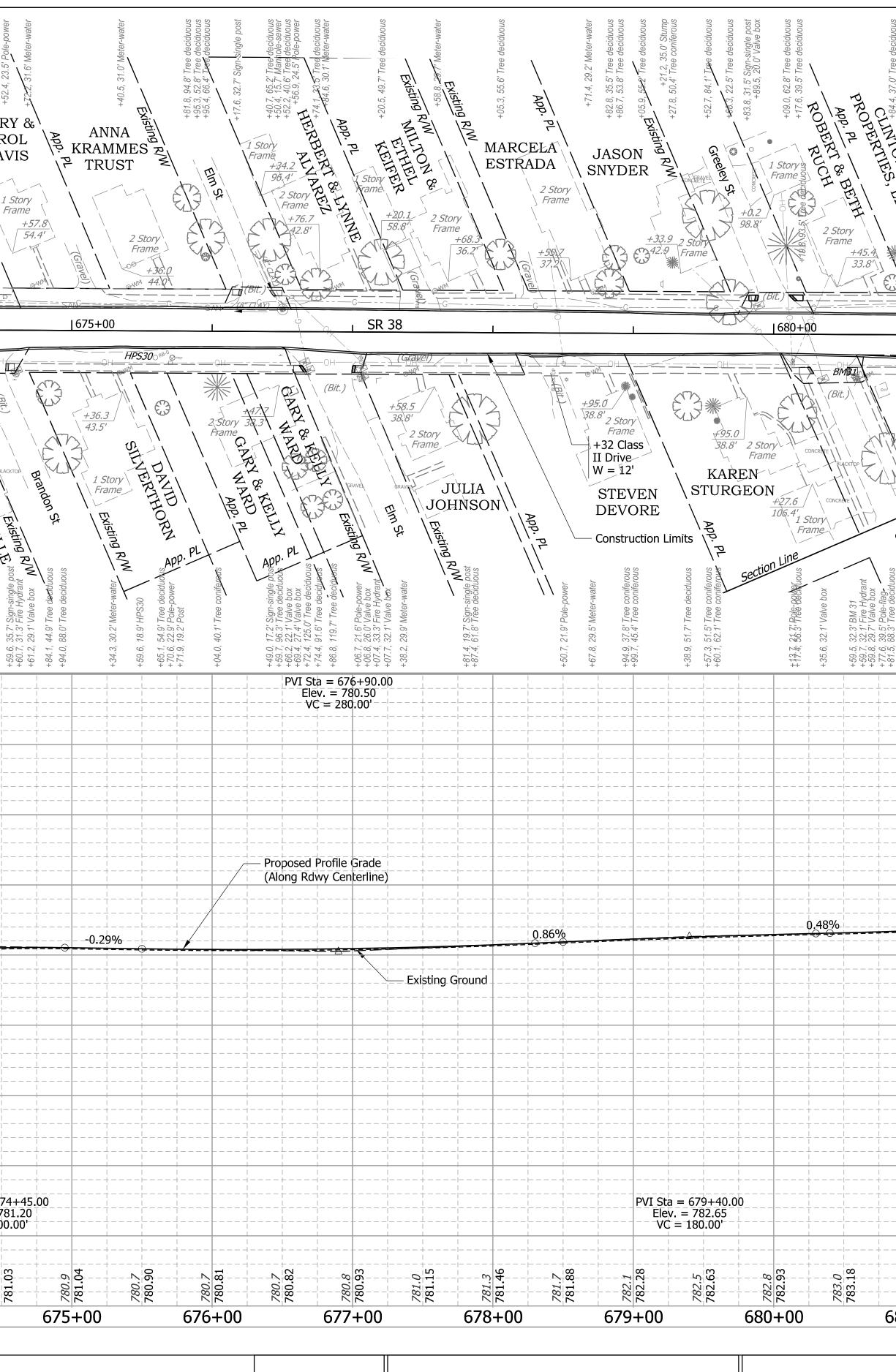
PROJECT

1601074

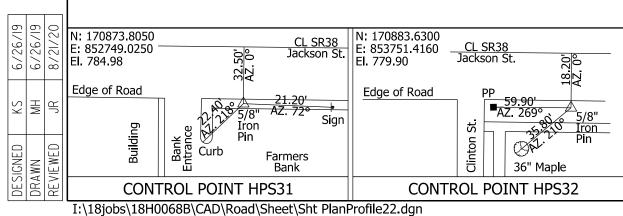
422

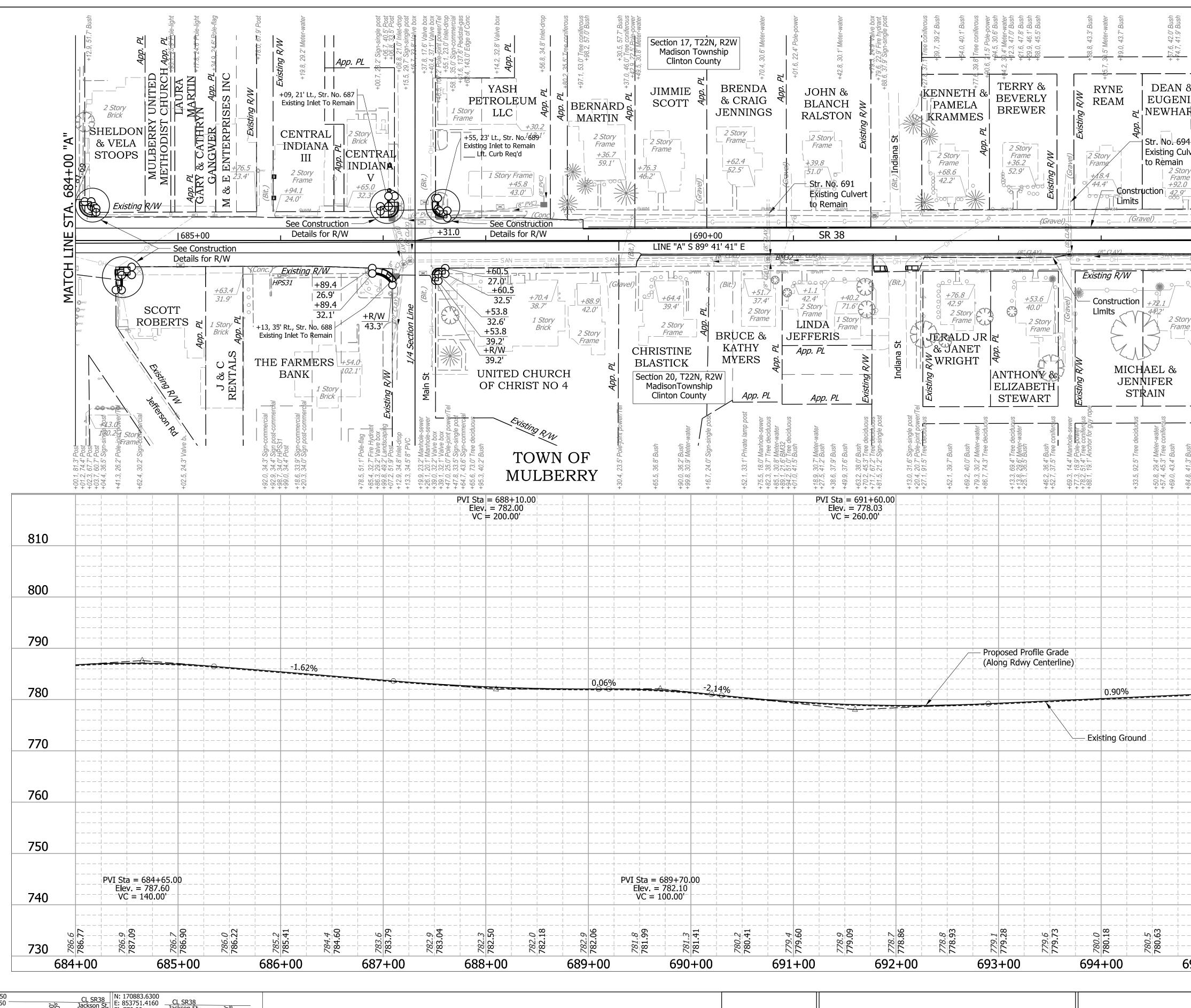


Societion 12, 722, N, R2AW         Particular Limits         Parits         Parits         Partit		00+0 <sup>0</sup>	777.(	$\sim$		+00		778.		+00	2		9 <u>.</u> 622 9 <b>+00</b>		780.	674	780.	
No         Point         Po		39636	 	81	     	36		   + 	   -	21			e2					
Sector 17, 122N, R2W       Particle       Particle <td>740</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Ele</td> <td>v. = 77</td> <td>79.11</td> <td>0</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Ele</td> <td>ev. :</td>	740						Ele	v. = 77	79.11	0							Ele	ev. :
Section 17. T22N, R2W         Maticson Township         Construction Units         MARK Son Township         TIMMONS         Mark Son Township         Growton         Units         Construction Units         Decision Rowthip	750				     			     	,         									
Image: Section 17, T22N, R2W       Madison Township       Construction Limits       Image: Section RAW       Image: Section RAW <td< td=""><td>/00</td><td></td><td></td><td></td><td>     </td><td></td><td></td><td>      +   +</td><td>     </td><td></td><td></td><td></td><td> </td><td></td><td>       </td><td></td><td></td><td></td></td<>	/00				   			     +   +	   						     			
Non-         Section 17, 1220, R2W         Pull         Pull         Pull           Section 17, 1220, R2W         Construction Limits         Pull         Pull         Pull           Modelson Tommship         TIMMONS         Pull         Pull         Pull         Pull           Gottom County         Pull         Pull         Pull         Pull         Pull         Pull           MORNISON         TIMMONS         Pull	760																	
Number         Station 17, 122N, R2W         Particle         Particle </td <td>770</td> <td></td> <td></td> <td></td> <td>J        </td> <td></td> <td></td> <td>⊥        </td> <td>- [</td> <td></td> <td></td> <td></td> <td> </td> <td>-</td> <td></td> <td></td> <td></td> <td></td>	770				J       			⊥       	- [				 	-				
August and a section 17, 722N, R2W       Section 17, 722N, R2W       Betton 17, 722N, R2W         Madison Township       Batton 17, 722N, R2W       Batton 17, 722N, R2W         Madison Township       Batton 17, 722N, R2W       Batton 17, 722N, R2W         Matkin & Batton 17, 722N, R2W       Matkin & Batton 17, 722N, R2W         Matkin & Batton 17, 722N, R2W       Batton 17, 722N, R2W         Matkin & Batton 17, 722N, R2W       Batton 17, 722N, R2W         Matkin & Batton 17, 722N, R2W       Batton 17, 722N, R2W         Matkin & Batton 17, 722N, R2W       Batton 17, 722N, R2W         Matkin & Batton 17, 722N, R2W       Batton 17, 722N, R2W         Matkin & Batton 17, 722N, R2W       Batton 17, 722N, R2W         Matkin & Batton 17, 722N, R2W       Batton 17, 722N, R2W         Matkin & Batton 17, 722N, R2W       Batton 17, 722N,	/ 00				1.	<u>5%</u>				0.	32%		<u></u>					
No.         Open production         Construction	700																	
Note         Section 17, T22N, R22V         Participation         Partipation         Participation         Participat	790				       			+   +     	-    -    									
Note         Section 17, T22N, R2W         Madison Township Middison Township Clinton County         PAUL Participation         PAUL Participation         PAUL Participation           Very OUTO         Very OUTO         Mark & & BRENDA TIMMONS         PAUL Participation         PAUL Participation         PAUL Participation         PAUL Participation           Very OUTO           Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very OUTO         Very O	OUU									 								·
Image: State Stat	000																	
No. Children	810				   	 		   	- 						- - - - - - - - - - - - - - - - - - -			
TE Section 17, T22N, R2W Madison Township Clinton County Section 17, T22N, R2W Madison Township Clinton County Section 17, T22N, R2W HUTT & Section		+			• •	+		r +	, +	+ -	 				-	+	, + + +           	
TE Section 17, T22N, R2W Madison Township Clinton County MARK & Frame HULL Frame Frame GORDEN & VIVIAN GORDEN & VIVIAN HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HULL HU		-13.2, 74.1' Ea	.42.6, 60.1' Tr <sub>i</sub>		-80.1, 39.2' Tr ·84.1, 28.6' Mt	18.1, 33.1' Tre	-28.8, 22.4' Pc -34.6, 33.5' Ve 51.7.25.5' Va	-59.8, 26.8' Vé 64.2, 30.8' Fir		-15.2, 76.6' Tn		-79.8, 22.2' Pc .86.5, 30.5' Me		31.8 44.7'	ð,	97.3, 30.1' Me	12.4, 22.0' Pc 13.1, 60.6' Tr 15.5, 37.3' Tr 21.7 67.0' Tr	-33.7, 78.6' Th
TE Section 17, T22N, R2W Madison Township Clinton County Section 17, T22N, R2W Madison Township Clinton County MARK & Frame Frame Frame Frame Frame Frame Gorbel Construction Limits Section 17, T22N, R2W MARK & Frame Frame Frame Gorbel Construction Limits Frame Frame Gorbel Construction Limits Frame Frame Gorbel Construction Limits Frame Frame Gorbel Construction Limits Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame F		lge of Conc	coniferous	4	2	se deciduous	ile-power Nve box	alve box e Hydrant	ee deciduous	se coniferous	gir-single posi	vle-power ster-water		ock-outcrop ee deciduous	ster-water	ster-water	ole-power ee coniferous se deciduous	ee coniferous
TEC Section 17, T22N, R2W Madison Township Clinton County Section 17, T22N, R2W Madison Township Clinton County MARK & BRENDA 1 story Frame 49.3 TIMMONS GORDEN & VIVIAN Section 17, T22N, R2W HULL HULL AB Frame BRENDA TIMMONS Construction Limits Frame Frame Gornel Care Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come Come			isting R/W					<u>S</u>	,	١	ND R/W	App. P	ي ب		R BURN	NEV Sa	App. PL	NS
TEC Section 17, T22N, R2W Madison Township Clinton County BRENDA 1 Story Frame HUL HUL HUL HUL HUL HUL HUL HUL			ramé	D. PL	+ <u>+</u> 81	5 <u>0.2</u> 1.6'	<u>+3.6</u> 45.4' ע	ting R/	Hop		ROPERT		RENTA		JEFF		WILLI	う & ひ
TE Section 17, T22N, R2W Madison Township Clinton County Age Frame HULL Frame Frame Clinton County MARK & BRENDA TIMMONS Galact Construction Limits Frame Frame Construction Limits Frame Construction Limits Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame Frame	-	$\sim$	M	ARLI	N 1 Sto							2 Story		•	N N	+1.0 51.5 2 St Fra	tory of me	<b>)</b> 勝
TE Section 17, T22N, R2W Madison Township Clinton County HARK & HARK & H			A GAG	N 8		EU		<u>- 40</u>	R R R R R R R R R R R R R R R R R R R				1			- <u>57.3</u>		
Libert All Section 17, T22N, R2W All Section 17, T22N, R2W Madison Township Clinton County Frame +19:0 HUTLER Section 17, T22N, R2W Madison Township Clinton County Frame +19:0 HUTLER App. PL HUTLER App. PL Frame +19:0 HUTLER App. PL HUTLER App. PL Frame +19:0 HUTLER App. PL HUTLER App. PL HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER HUTLER			00					Ì	_INE "A	I " S <u>66</u> 9	21' 54" E			<b>1</b>	8.0		ž	-0 <sup>1</sup>
TE Section 17, T22N, R2W Madison Township Clinton County HUTLAR Section 17, T22N, R2W Madison Township Clinton County HUTLAR Section 17, T22N, R2W Madison Township Clinton County Frame HUTLAR Section 17, T22N, R2W MARK & HUTLAR Section 17, T22N, R2W MARK & HUTLAR Story Frame HUTLAR MARK & HUTLAR MARK & HUTLAR Story Frame HUTLAR MARK & HUTLAR MARK & HUTLAR MARK & HUTLAR MARK & HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUTLAR HUT	ł	Υ				Exis	ting R/			 	C C C					<u>pww</u> p ~		\ \` !'_ <u>CLA</u> (
APP. PRCHARE APP. CLINTON COUNTY APP. CLINTON		I STOP	+19.0 P		,	BRE	NDA		56.4'	 ((		PĄ	UL	N		$\sum$	53//	
19.3, 31.2 19.3, 31.2 19.3, 31.2 19.3, 31.2 19.5, 45 19.5, 45 19.5, 45 19.5, 31.2 19.3, 31.2 19.3, 31.2 19.3, 31.2 19.3, 31.2 19.3, 31.2 19.3, 31.2 19.3, 31.2 19.3, 31.2 19.5, 71 19.5, 71	:		A SHIP	C	linton (	County ructior	/ n Limits	là r	3 × Q	Story		Section Lin			199. PL	ECHN		App.
$(3290)^{2}$		NDREP	App. PL	Sectio	on 17, <sup>-</sup>	T22N,	R2W	SCHU	IICHAE	$\backslash$	+54	1/4					$\tilde{q}\tilde{q}$	C
		45 24	<b>Z</b> 3.0, 3U.	, 31.2' Pri	+82.9, 33 +95.7, 30.	.9, 16.2' N	$\backslash$		+ \+		526			33.0, 30.(		+74.6, 31.	1, 56 7, 19 09.7,	



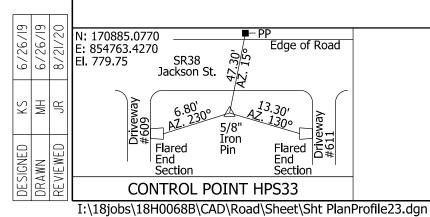
AND ST Start	Em St	2:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7:05+ 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	R & Ya	KEIHO T			A PACK AND A PACK AND A PACK A	TONCREAVEL IN	2 8 +0,2 98.8'	1 Story monoula Frame UCH BETTH 2 Story Frame +45.4 33.8	ADDREED NO. 43.9, 46.4' Pole-flag	+77.9, 39.5' Pc	2 Story Frame +28.2 87.2	CRRY Existing RIVIE	Gi	ta 6834 cH LINE A" MATCH LINE A" MATCH LOO A +97.7, 42.1' Valve box	
)0		arrian Arrian	<u> </u>	SR 38						Bit.)			G	G	GRAVEL	Id Id	P.I. Sta. 683+81.69 "A"
HPS30	<sup>280</sup> ⊗ <sup>ppst</sup> QH				<u>+</u> (			OH				∩⊔	Existing R/V		CRAVE		No Curve Run $\Delta = 23'19'47''$ LT.
SILVER	-71.9, 19.2' Post And Charles and Contensors and Charles and Charl	49.0, 17.2' Sign-single posed -59.7, 91.7' Sign-single posed -59.7, 29.1' Valve box -59.4, 27.4' Valve box -27.4' Valve box	-74.4, 91.6' Tree decidueds -86.8, 119.7' Tree decidueds -06.7, 21.6' Pole-power -06.7, 21.6' Pole-power		-91.4, 19.7' Sign-single post -97.4, 61.8' Tree deciduous	App	5.0 7.8' 2 Story Frame +32 Class II Drive W = 12' STEVEN DEVORE Construction L snoughter of the store	\STUR	Fran	CONCRATE CONCRATE PREACKTOP		Z Story			$\frac{+54.9}{30.7'} \frac{+60.0}{33.7'} \frac{+R}{35}$	W 20, T22N, R2W sen Township nton County	GREG & CHRISTINE BLASTICK MULBERRY LODGE NO 618 618 51 51 51 51 51 51 51 51 51 51 51 51 51
			Sta = 676+9 lev. = 780.9		++						PVI Sta	a = 681 + 60.00 E $v_{1} = 783.70$ E $a = 240.00^{-1} - 60^{-1}$	BENCHMARK [ BM31: CHISEL	DATA: _ED "X" ON 1	top of North	CAP BOLT	+ + + + +
									-+ + +					CORNER OF .	OUTH SIDE OF S JACKSON HIGH	R38 AT	810
									   		·		ita. 680+59.5 I. 784.50		RT.		
																	800
		/ Proposed (Along R	l Profile Gra dwy Center														790
			·						- <del> </del> - <u> </u>	; ,,,,,,,,,,,	·				1.28%		
9%						0.86%											780
				Existing (	Ground												770
															++-		760
			·						· - + - +								
									- <u> </u> - <u> </u>   		·						750
							PVI St Ele	a = 679+40. v. = 782.65 L = 180.00 <sup>1</sup>									740
780.90 780.90	676+00	<b>7</b> 80.7 780.82	677+0	00	<b>678</b> 1.3 781.46	<b>7</b> 81.88	<b>678</b> 2.1 782.28 <b>782.28</b>	782.5 782.63		0+00 00+0		783.85 783.85 685+ 685+	-00		286.0 786.0 786.0	/200-13 786.6 684+0	730
				RECOMMENDE FOR APPROVA		IN ENGINEER	8/2	<i>1/2020</i> DATE	_	DEPARTMENT	INDIAN OF TRA		TON		SCALE 1" = 50' H 1" =	= 10' V	BRIDGE FILE DESIGNATION 1601074
				DESIGNED: KS		DRAW	/N: <u>MH</u>			PLAN /	AND PF	ROFILE			SURVEY BOC		SHEETS           68         of         422
			B-42	CHECKED: JR		CHEC	KED: <u>KS</u>		_	STA. 670+00 "/	4" TO :	STA. 684	+00 "A'	•	CONTRACT RS-40528		PROJECT 1601074



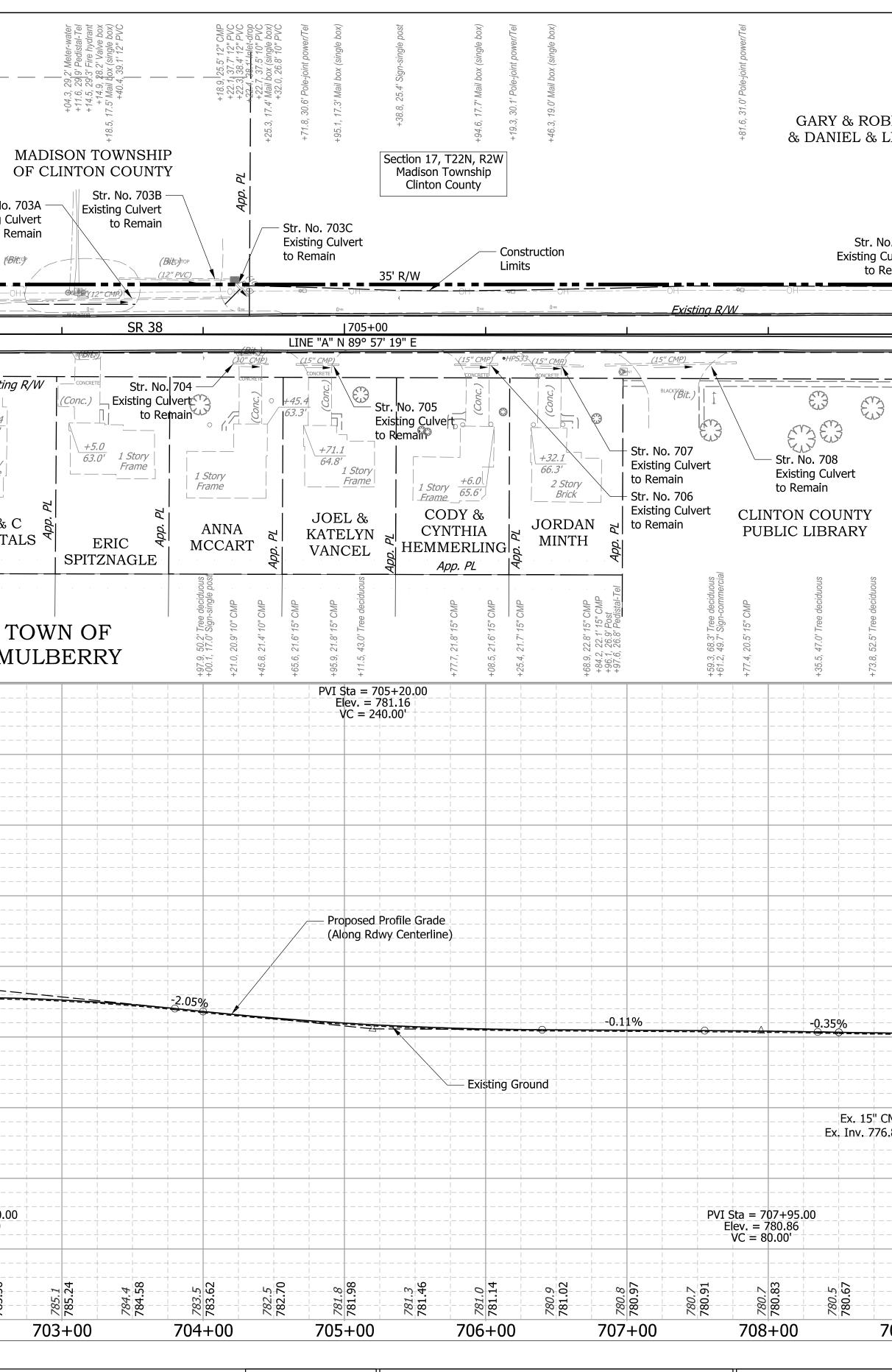


		INDIANA		BRIDGE FILE
RECOMMENDED FOR APPROVAL	8/21/2020	DEPARTMENT OF TRANSPORTATION	SCALE	DESIGNATION
	DESIGN ENGINEER DAT		1" = 50' H 1" = 10' V	1601074
			SURVEY BOOK	SHEETS
DESIGNED: KS	DRAWN: MH	PLAN AND PROFILE		69 of 422
		STA. 684+00 "A" TO STA. 698+00 "A"	CONTRACT	PROJECT
CHECKED: JR	CHECKED: KS	-	RS-40528	1601074

Lexistring     L V     A	AVID & a ELISSA & JONES <i>Pry</i> +78.6 <i>102.2'</i> JEF <i>2. Story</i> Frame	pp. PL     0:57     0:57       Id     0:57     0:74       Id     0:74     0:74       Id <td< th=""><th>"A"</th></td<>	"A"
	+59.2 43.9' 	<i>H</i> <i>H</i> <i>H</i> <i>H</i> <i>H</i> <i>H</i> <i>H</i> <i>H</i>	MATCH LINE STA. 697+75.65
17.5' Sign-single post 30.5' Sign-single post 16.9' Pole-joint power 16.9' Pole-joint power 16.9' Pole-joint power	DOMINIC 8 CONSTANCE LETO P.I. Sta. 697+75.65 "/ No Curve Ru $\Delta = 0'21'00"$ L	T. JULIE SIMS T. SIMS T. SIMS For a control of the second string R/W	28.1'Meter-water App. PL 66.2' Tree decidueus 40.6' Tree coniterous 10.6' Tree coniterou
+87.8, +43.7, +51.2,	+76.5 +21.8 +27.4	+05.2, +11.7,	+ 64.3, + 69.5, + 82.4, + 82.4,
	BENCHMARK BM32: BOAT POLE ON SOU HOUSE #225 #229 JACKSC Sta. 690+89.	DATA: SPIKE IN NORTH FACE OF PO JTH SIDE OF SR38 IN BETWE JACKSON HIGHWAY AND	OWER
	BENCHMARK BM32: BOAT POLE ON SOU HOUSE #225 #229 JACKSC	DATA: SPIKE IN NORTH FACE OF PO JTH SIDE OF SR38 IN BETWE JACKSON HIGHWAY AND N HIGHWAY	OWER EEN
	BENCHMARK BM32: BOAT POLE ON SOU HOUSE #225 #229 JACKSC Sta. 690+89.	DATA: SPIKE IN NORTH FACE OF PO JTH SIDE OF SR38 IN BETWE JACKSON HIGHWAY AND N HIGHWAY	OWER EEN 810
	BENCHMARK BM32: BOAT POLE ON SOU HOUSE #225 #229 JACKSC Sta. 690+89.	DATA: SPIKE IN NORTH FACE OF PO JTH SIDE OF SR38 IN BETWE JACKSON HIGHWAY AND N HIGHWAY	DWER EEN       810         810         800         800         790
	BENCHMARK BM32: BOAT POLE ON SOU HOUSE #225 #229 JACKSC Sta. 690+89.	DATA: SPIKE IN NORTH FACE OF PO JTH SIDE OF SR38 IN BETWE JACKSON HIGHWAY AND N HIGHWAY 1 "A", 21.6' RT.	OWER EEN       810         800       800         790       790
	BENCHMARK BM32: BOAT POLE ON SOU HOUSE #225 #229 JACKSC Sta. 690+89.	DATA: SPIKE IN NORTH FACE OF PO JTH SIDE OF SR38 IN BETWE JACKSON HIGHWAY AND N HIGHWAY 1 "A", 21.6' RT.	DWER EEN       810         800       800         790       790         780       780
	BENCHMARK BM32: BOAT POLE ON SOU HOUSE #225 #229 JACKSC Sta. 690+89.	DATA: SPIKE IN NORTH FACE OF PO JTH SIDE OF SR38 IN BETWE JACKSON HIGHWAY AND N HIGHWAY 1 "A", 21.6' RT.	DWER EN       810         800       800         790       790         780       780         770       770         760       760
	BENCHMARK BM32: BOAT POLE ON SOU HOUSE #225 #229 JACKSC Sta. 690+89.	DATA: SPIKE IN NORTH FACE OF PO JTH SIDE OF SR38 IN BETWE JACKSON HIGHWAY AND N HIGHWAY 1 "A", 21.6' RT.	DWER EN       810         800       800         790       790         780       780         770       770



	+26.7, 20.6' Anchor for guy rope +26.4 35.2' Tree deciduous +36.3, 20.4' Pole-power	+89.8, 30.5' 10" CPP +97.9, 21.5' Fire hydrant +98.2, 23.5' Valve box		<ul> <li>5.9, 29.6' Anchor for guy rope</li> <li>5.6, 29.2' Anchor for guy rope</li> <li>5.9, 42.8' Anchor for guy rope</li> <li>5.9, 42.2' Anchor for guy rope</li> <li>441.4, 29.7' BM33</li> <li>441.6, 30.6' Pole-power</li> </ul>	+09.9, 19.7' Mail box (single box) +18.9, 26.3' Meter-water +28.0, 59.7' Tree deciduous	+53.9, 28.9' Pole-joint power/Tel +67.6, 26.6' Sign-single post +70.4, 30.4' Pedistal-Tel +70.4, 30.4' Post	+01.0, 42.6' Sign-commercial +10.1, 42.6' Sign-commercial +10.1, 32.6' Manhole-sewer +18.6, 32.8' Valve box +41.1_23.6' 12" CMP
		& DANIEL &	BIN LAHRMAN LISA LAHRMA ing Wood Fence — Do Not Disturb		2 Story Frame N	MARK IELSON	400. H
	STA. 698+00	/ 55.0 / Exi	No. 699 sting Culvert Remain	С С ВМикалиец (	Existing (		
				700+00	BLACKTOP	AY) (6"	
	ATCI	(Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.) (Bit.)	AN S RENTAI				Park St Existing R/W
	+07.8, 14.9' Manhole-sewer +16.7, 19.9' Meter-water +33.0, 33.8' Tree deciduous +35.7 80.8' Tree deciduous	+ + + + + + + + + + + + + + + + + + +	+40.9, 34.1' Tree coniferous +57.9, 49.4' Tree deciduous +71.7, 28.2' Meter-water	+03.8, 93.9' Tree deciduous Existing K	37.3' Tree <del>deci</del> 27.4' Tree deci	+35.7, 40.3' Bush +52.7, 30.5' Tree decidudus +63.2, 14.1' Manhole-sewer +63.9, 30.6' Tree decidudus +70.6, 29.6' Post	+94.4, 54.6' Valve box +03.6, 26.0' Pole-power +05.1, 24.1' Post +05.2, 22.3' Handhol <del>e</del> +10.7, 55.2' Tree deciduous
		Elev	= 699+35.00 . = 781.35 = 240.00'				
820							
810							
800							
790							
				1.95%	6		A
780							
770							
760							
760							
750							PVI Sta = 702 Elev. = 78 VC = 300
740	781.65 781.65 781.4	781.59 781.6 781.75	782.0 782.14 782.56	782.75 783.4 783.59	784.4 784.54	785.0	785.4



	RECOMMENDED FOR APPROVAL	/ /	<i>/2020</i> DATE	INDIANA DEPARTMENT OF TRANSPORTATION
	DESIGNED: KS	DRAWN: MH		PLAN AND PROFILE
	CHECKED: JR	CHECKED: KS		STA. 698+00 "A" TO STA. 712+00 "A"
B-44				

BIN LAH LISA LA	+36.1, 30.8' Pole-power +49.6, 24.1' 15" CMP		+03.6, 30.1' Pole-power	
0. 710		ЭНОН	35' R/W 	H LINE STA. 712+00 "A"
E S		+PL 35.0'	35' R/W Construction Limits	MATCH
snon	luous Ann. Pl	ROY & J	JOY WOODRUFF & Y WOODRUFF	
+03.6, 50.5' Tree deciduous	+37.4, 66.1' Tree deciduous +50.5, 21.5' 15" CMP +68.6, 25.1' Handhole			
		POLE ON NORTH S DRIVEWAY FOR H Sta. 700+41.4 "A" El. 783.86 PVI Sta = 710+30.00	E IN SOUTH FACE OF POWER SIDE OF SR38 JUST WEST OF OUSE #604 JACKSON HWY. ', 29.7' LT.	820
		Elev. = 780.05 VC = 360.00'		810
				800
-     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -       -     -     -     -     -     -		Ex. 15"-CMP Ex. 1nv. 777.78 (Plotted 20' Above Datum)		<b>790</b>
				- 780
MP				<b>770</b>
				760
00+60 <sup>2</sup> 780.54 780.54	780.50	780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5 780.5		750 750 29. 19. 19. 19. 740 2+00
ΤΝΓ	DIANA			BRIDGE FILE
		ORTATION	SCALE 1" = 50' H 1" = 10' V SURVEY BOOK	DESIGNATION 1601074 SHEETS

SURVEY BOOK

CONTRACT

RS**-**40528

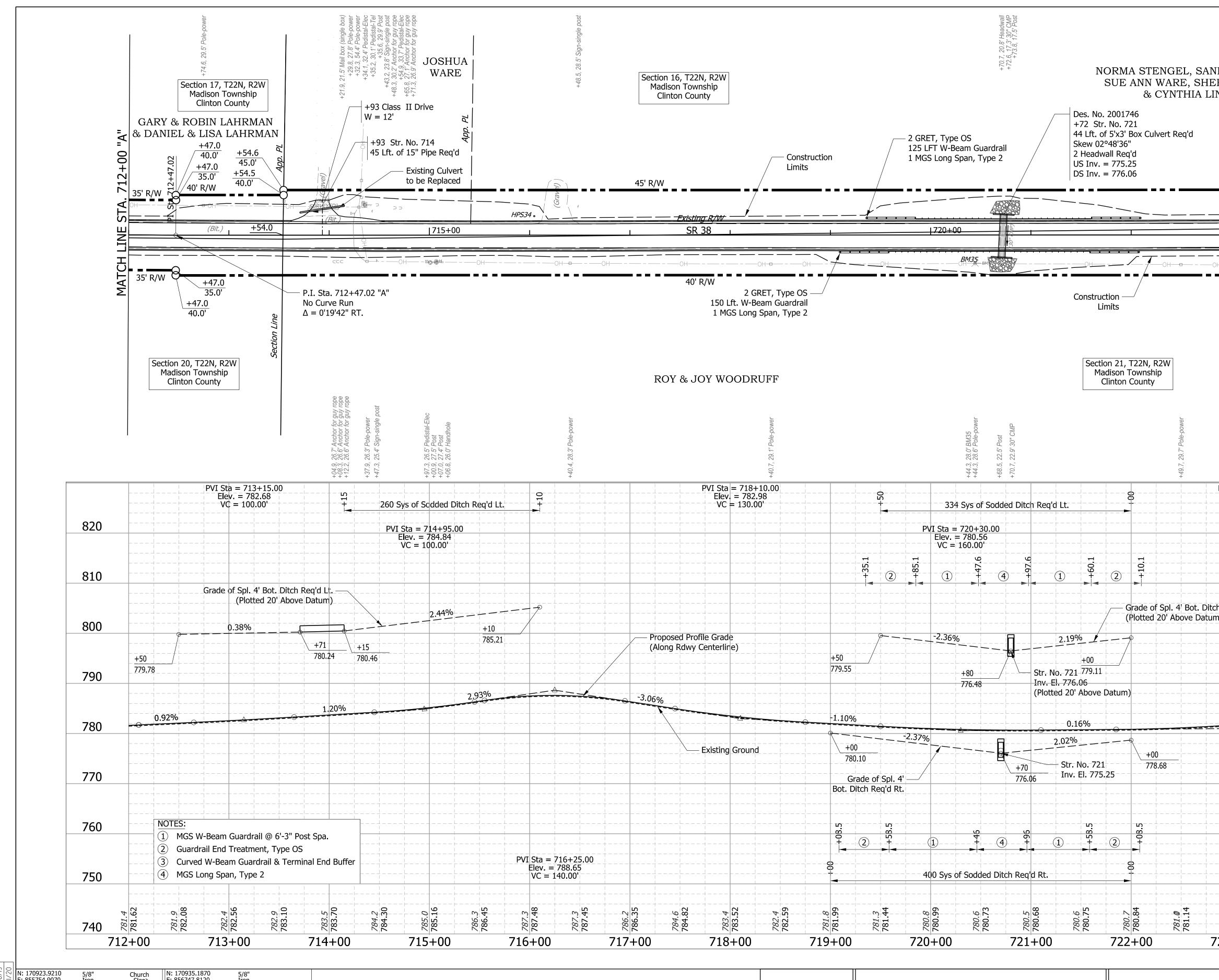
SHEETS

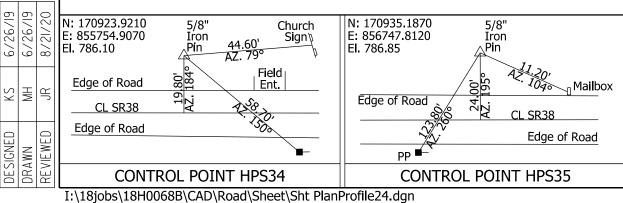
of

PROJECT

1601074

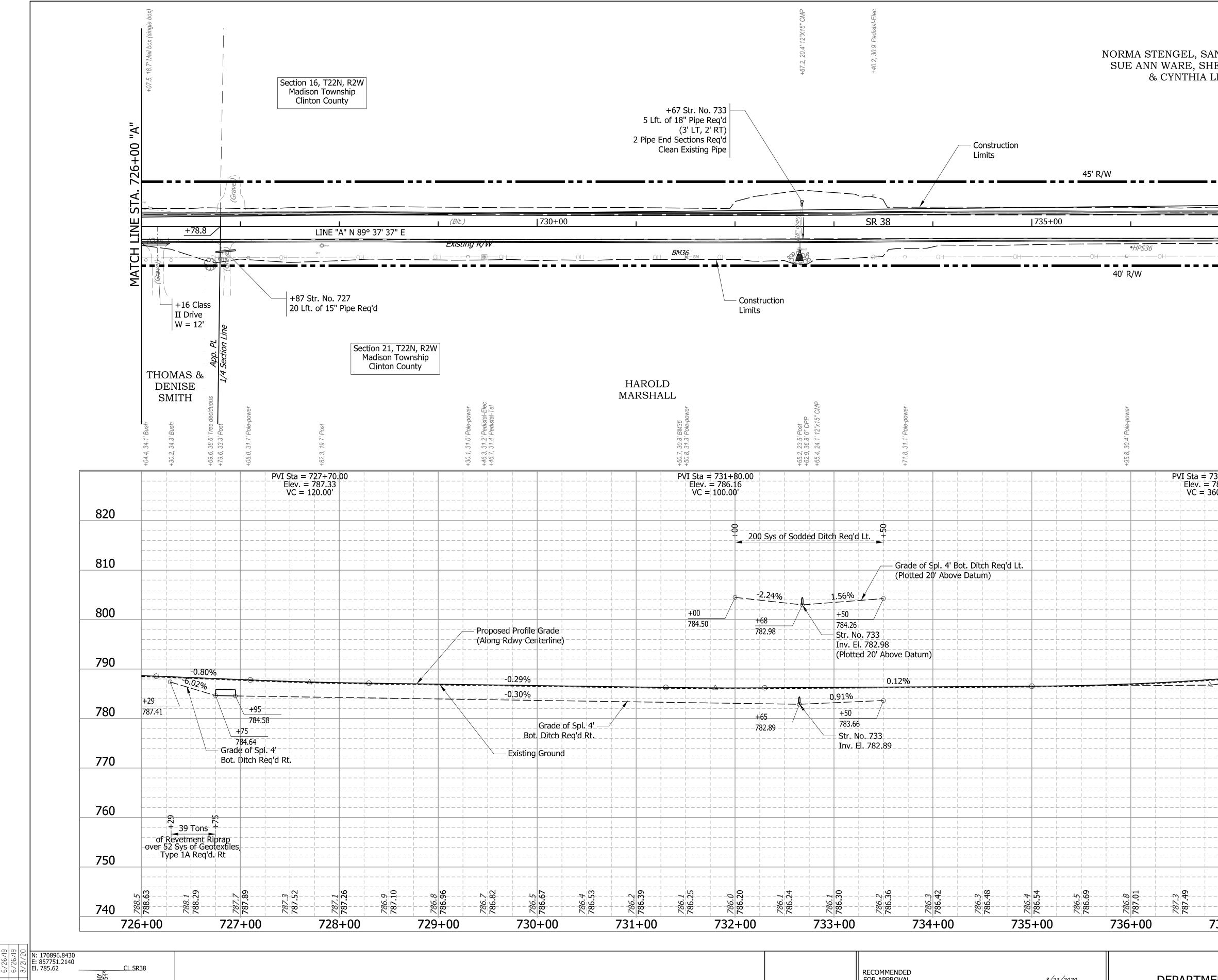
422

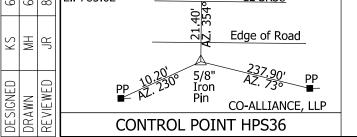




RECOMMENDED FOR APPROVAL	<i>8/21/2020</i> ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 50' H 1" = 10' V	BRIDGE FILE DESIGNATION 1601074
DESIGNED: KS	DRAWN: MH		SURVEY BOOK	SHEETS
DESIGNED. KS		PLAN AND PROFILE		71 of 422
		STA. 712+00 "A" TO STA. 726+00 "A"	CONTRACT	PROJECT
CHECKED: JR	CHECKED: <u>KS</u>		RS-40528	1601074
B-45	· · ·	· · · · ·	· · · · · · · · · · · · · · · · · · ·	

			<i>,                                    </i>				, 23				, 20		
→00 200 200	782.3	782 <u>-</u> 5	<b>∨C</b> 283.4		784.8	784.9	77E	<b>00</b> <sup>+</sup>	787.9	288 <mark>.</mark> – – – – – – – – – – – – – – – – – – –	788.5 788.5	<b>1</b> 788.6	740
+- +- 0	+ +		           	51	~	<u>ک</u>	 			      		33	
									PVI Sta Elev. VC	= 725+ = 788 = 80.0	-75.00 .89 0'		750
							       						760
										         			760
										·   ·   ·   			770
							 			·   ·			
						<del>-</del> 0				·   ·			780
	             						 	4%					790
										·   ·			
q'd Lt.		 			 		-			·   ·   ·			800
							 			·       			810
				EI. 778.	.98					·			
vc = 280	J.00'  			POLE O WEST ( Sta. 72	)n soi Df dr 0+44.	JTH SI IVEWA	DE OF Y For	SR38 - HOUSI	+/-570 I	EET			820
lev. = 78	31.03	.00	     			DATA:	1						
						7, 30.9' Post	1, 29.7 Han <u>o</u> 9, 31.9' Pole-r 4, 31.0' Pedist 5, 38.0' Tree d	,	2, 76.2' Tree a 1.37.9' Tree d			I	
						-	nole nower al-Tel eciduous		eciduous	2			
							TH				SE		
						App. PL							
									En al	)		<b></b>	
		——OH——			— OH—			- ——OH		3	OH	MATCH	
	Exist	ing R/	W							9° 37' 3			
										<i>H</i>	HPS35⊗		
												726+0	
												"A" 0	
DN													
A KINS Y WINT											т		
											+97.5, 24.1' Post		Λ
	Sta = 72 lev. = 78 // - 7 // - 7 /	Sta = 723+25 lev. = 781.03 VC = 280.00' a b b b b b b b b b b b b b b b b b b	Sta = 723+25.00 Existing R7 OH Sta = 723+25.00 lev. = 781.03 VC = 280.00' A A A A A A A A A A A A A	Sta = 723+25.00         Existing R/W         OH         OH	Sta = 723+25.00       BENCH	Sta = 723+25.00       BENCHMARK         Existing R/W	Image: State of the second	Image: Star = 723+25.00         BENCHMARK DATA:           BW = 781.03         BUST SPIKE IN NOUC           VC = 280.00         WEST OF DRIVEWAY FOR           Sta 720+44.3 "X", 28.0" R         EI. 778.98           Id It.         Id It.           Id It.         Id It.	Image: State 2723+25.00         BEINCHMARK DATA:           State 2723+25.00         BEINCHMARK DATA:           BM35: BOAT SPIKE IN NORTH FA           POLE ON SOUTH SIDE OF SR38           VC = 280.00°           POLE ON SOUTH 4.3 "A", 28.0" RT.           EI, 778.98           Id Lt.           I	Image: State = 723+25.00         BENCHMARK DATA:           State = 723+25.00         BENCHMARK DATA:           BM35: BOAT SPIKE IN NORTH FACE OF         State = 723+25.00           Iew = 781.03         PVIE DRIVEWAY FOR HOUSE #7763           State = 723+25.00         BENCHMARK DATA:           BM35: BOAT SPIKE IN NORTH FACE OF           Iew = 781.03         PVIE IN SPICE           VC = 280.00         POIL ON SOUTH SIDE OF SPISE #7763           State = 723+25.00         PVIE NORTH FACE OF           Iew = 781.03         PVIE ON SOUTH SIDE OF SPISE #7763           Iew = 781.03         PVIE State = 723+25.00           Iew = 781.03         PVIE State = 720+744.3 "A", 28.0 "RT.           Iew = 781.03         PVIE State = 720+744.3 "A", 28.0 "RT.           Iew = 781.03         PVIE State = 720+744.3 "A", 28.0 "RT.           Iew = 781.03         PVIE State = 720+744.3 "A", 28.0 "RT.           Iew = 781.03         PVIE State = 720+744.3 "A", 28.0 "RT.           Iew = 781.03         PVIE State = 720+744.3 "A", 28.0 "RT.           Iew = 781.03         PVIE State = 720	Image: Start Plant of the start is start of the star	Image: State of the second	Image: State of the s





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	+67.2. 20.4' 12"X15" CMP	ς.	+40.2, 30.9' Pedistal-Elec		-	NORMA STENGEL, SANI SUE ANN WARE, SHER & CYNTHIA LIN	RY WINTER		
+67 Str. No. 733 5 Lft. of 18" Pipe Req'o (3' LT, 2' RT) 2 Pipe End Sections Req'o Clean Existing Pipe				Constru Limits	iction 45' R/	/W		740+00 "A"	
			SR 38	<u> </u>	735+00			<u>Existing R/W — (Gravel)</u>	
 		ат 6				• <i>HPS36</i> 	— — — — — — — — — — — — — — — — — — —		
	Construction Limits					40' R/W	Remove Existing FFTF R/W Proposed FFTF 101 Lft. Req'd	+66 Class IV Drive W = 31' CO-ALLIANCE, LLP	
HAROLD MARSHALL +20.8, 30.8, BM36 +20.8, 31.3, Pole-bower	+ 655.2	+62.9, 36.8° 6" CPP +65.4, 24.1' 12"x15" CMP	+71.8, 31.1' Pole-power			+95.8, 30.4' Pole-power		+63.9, 30.0' Anchor for guy rope +74.4, 29.6' Anchor for guy rope +79.5, 29.5' Anchor for guy rope +706.8, 30.4' Post +06.5, 29.0' Handhole +11.4, 29.7' Pedistal-Elec +30.5, 21.8' Post +84.4, 41.8' Gate post	
PVI Sta = 73 Elev. = 78 VC = 100	1+80.00 36.16 ).00'					PVI Sta = 736+ Elev. = 786. VC = 360.0	EAST OF DRIV Sta. 731+50.7	PIKE IN NORTH FACE OF POWER TH SIDE OF SR38 +/-535 FEET EWAY FOR HOUSE #7763	820
	8200 Sys of Sodo	led Ditch Reg'd	 ∕ Grade of S	Spl. 4' Bot. Ditch Re 0' Above Datum)			El. 785.21		810
+00 +00 +00 +00 +00 +00 +00 +00	<u>+68</u> 782.98	1.56% +50 784.26 Str. No							800
		(Plotte	d 20' Above Datum)					2.58%	790
	+65	0.91% +50 783.66 Str. N	0733						780
			I. 782.89						770
									760
								PVI Sta = 739+45.00 Elev. = 793.61 VC = 100.00'	750
786.1 786.2 786.2 786.2 786.2 786.2	786.1 786.1 786.1	7286.1 786.1 786.1	786.	786.3	<b>786.5</b> 786.69		791.0 791.0 791.6	792. 792. 792.	740
731+00 73	32+00	733+00	/ 34	+00	735+00	736+00 737	738+00	739+00 740+0	
			RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	<i>8/21/2020</i> DATE	DEPARTMEN	INDIANA T OF TRANSPORTATION	SCALE 1" = 50' H 1" = 10' V	BRIDGE FILE DESIGNATION 1601074
									SHEETS

SURVEY BOOK

CONTRACT

RS-40528

SHEETS

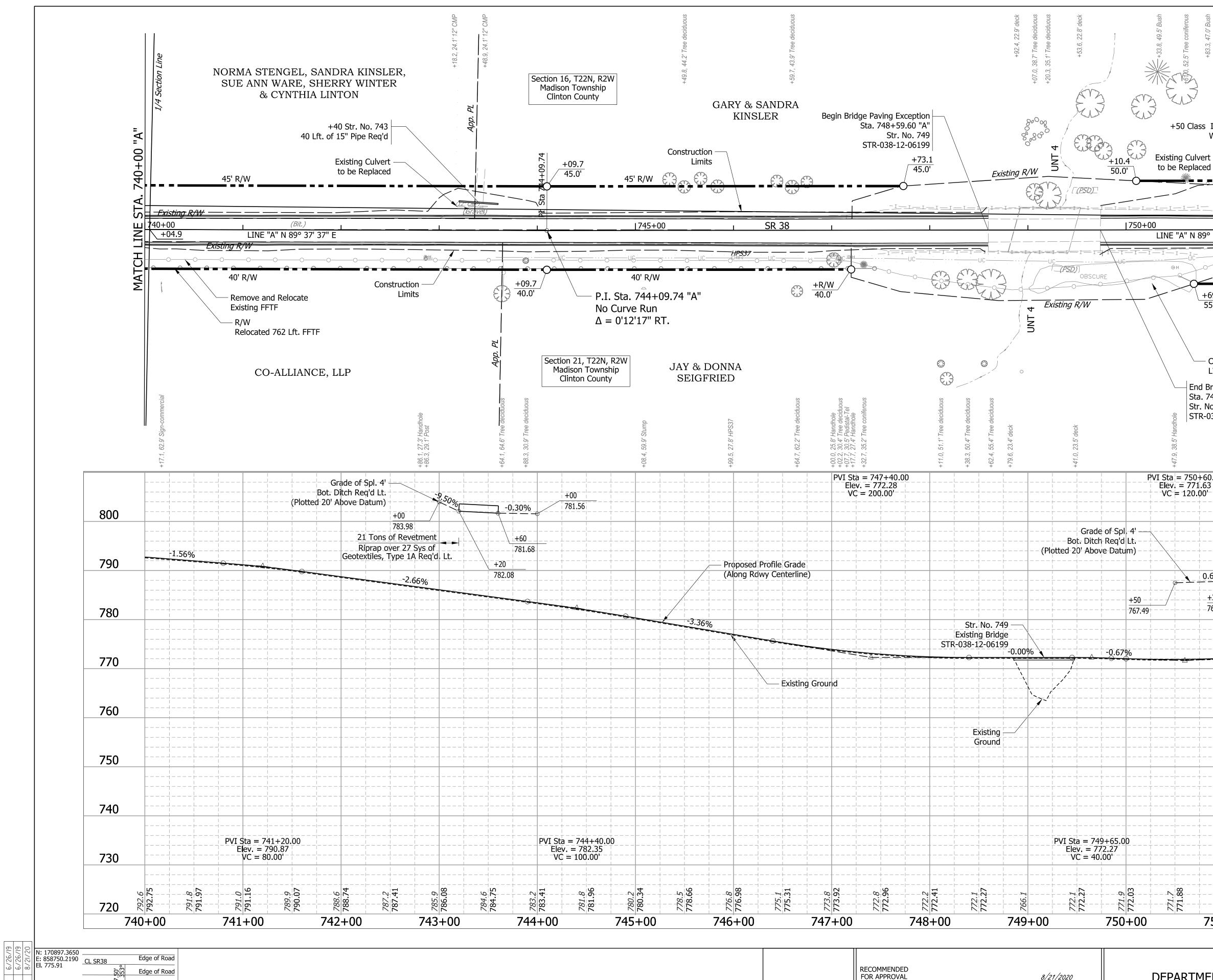
of

PROJECT

1601074

422

	RECOMMENDED FOR APPROVAL	<u>8/21/2020</u> ER DATE	INDIANA DEPARTMENT OF TRANSPORTATION
	DESIGNED: KS	DRAWN: MH	PLAN AND PROFILE
	CHECKED: JR	CHECKED: KS	STA. 726+00 "A" TO STA. 740+00 "A"
B-46			



6/26	/26	/21,	E: 858750.2190 El. 775.91	CL SR38	Edge of Road	
ف	6,	ŵ	EI. 775.91	20,	Edge of Road	
KS	ΗМ	JR		5/8" Iron Pin -200	97.60' AZ. 62° + Fiber	
DESIGNED	RAWN	VIEWED		Fe <u>nce</u>	Optic Sign 	
DES	DRA	REV	CON	FROL POINT H	PS37	

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	RECOMMENDED FOR APPROVAL	<i>8/21/2020</i> EER DATE	INDIANA DEPARTMENT OF TRANSPORTATION
	DESIGNED: KS	DRAWN: MH	PLAN AND PROFILE
	CHECKED: JR	CHECKED: KS	STA. 740+00 "A" TO STA. 754+00 "A"
B-47			

N. BUSN	ciduous	" Plastic outcrop ciduous	outerup 5' BM38 6" Conc	ole pux) ciduous uy rope	.9' Bush uy rope ble box)	istal-Tel .3' Post istal-Tel	1' Bush ciduous	ciduous		niferous					
+83.3, 41.0' BUSN	+04.9, 51.6' Tree deciduous	+31.7, 24.1' 36" Plastic +34.1, 39.2' Rock outcrop +42.5, 62.1' Tree deciduous	++2:3, 0+:0 NUCK UNICIDD +65.8, 26.5' BM38 +67.1, 24.3' 36"X36" Conc	+ 14. 1, 17.5 Mail box (double box) +85.4, 38.9' Tree deciduous +96.0, 30.0' Anchor for guy rope	+08.7, 57.9' Bush 3, 29.3' Anchor for guy rope 17.5' Mail box (double box)	+39.4, 27.1' Pedistal-Te) +41.3, 27.3' Post +41.0, 26,7' Pedistal-Te)	+42.4, 56.1' Bush +68.7, 53.9' Tree deciduous	+93.5, 55.8' Tree deciduous		+29.1, 68.6' Tree coniferous				Å	
÷	1.9, 51.6	+31.7, +34.1, 39 42.5, 62.1	77.1,24	. 3 INIAII 1 5.4, 38.9 30.0' Anc	+ 29.3' Anc .5' Mail I	+39.4, 2 +41.0.2	.7, 53.9	3.5, 55.8		.1, 68.6					
	70+	+ + +		-14.1, 11 +8; +96.0, 3	+13.6, 1		+68	+		+26					
				+	+49	) Str. N									
II D W =								oe Req' ons Req	q'd +(	0.0			"A		
+	<b>-</b> 1								50	0.0'	+00	0	'' OC		
נ d	ang)	E.J		50' R/W	/ ° `\	0	Sr.	2057			40.0		754+00 "A"		
				0			XL.	N'EL	\$		40'	R/W	_		
			BN	⊃ 138 			C	)H			0H		STA		
° 25'	20" E							I					LINE		
					(15" CMP) (Gravel)			<u>/</u>							
			` ~						$\sim$		40' R/	Ŵ	MATCH		
69.2			,		╵┩╼╷╼	$\sum$	55' R	x/W	$\langle \rangle$	+00.0 40.0'	-		2		
55.0'			ove and ng FFT	l Reloca F	ate \					+00.0	_				
		– R/W Reloc	ated 1	39 Lft.	FFTF	$\langle \rangle$			ing Cul e Repla						
Cons	structio							+18	3 Str. N	lo. 752					
Limit Brida			ntion							15" Pipe	e Req'd				
	73.86	ng Exce "A"						+16 Cla W = 12		Drive					
	12-061		t ndhole listal-Tel	' Pedistal-Elec ' Post ' 15" CMP	CMP t	listal-Tel e-power			-						
			28.4' Post 27.0' Hand 26.7' Pedii 27.3' Pedii	22.8' 15"	22.8' 15" 45.3' Pos	45.2' Pole-power 40.7' Handhole									
				+90.4, +96.7, +99.6,	+28.0, 2 +34.1 z	+34.2, 4 +35.0, 4	, , , , , , , , , , , , , , , , , , ,								
0.00			 	 	BENCH BM38:				ON TO	P OF T	HE NW				
		+	   	+         	CORNE OF THE	r of t	THE CO	NCRET	E HEA	DWALL					
		† — — — —     	L L L	0 N	Sta. 75 El. 773	1+65.8								800	
		 		┝ ┥┫╴╴┍╴╴ ┥╶╴╴╴╶	► +11 37 10	ons of	Reveti	ment e	Elev. =	753+25	5.00				
		     <b>[</b>		4.226		es, Typ	be 1A	/s of Req'd.	vc = 1 _t.	40.00    +	   			790	
. <u>64%</u> 	<b>)</b> 	 	<u> </u>			+11.5				 	 				
+30_ 768.0	/ 0	//     +	' 		8.45	769.99	·			     +	 			780	
											     			/00	_
		<u> </u>		1.11%			5.36%	 - Q = -							
			<u> </u>	<u>6%</u>	  				+88 773.51	+    +   	     			770	_
	+00 770.55	$\overline{\mathbf{b}}$	+00 770.83	3-7		<del> </del> <del> </del> 	771.1	0			     				
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<u>, 7 T</u>	i⁻UU			1 52				100				1 24	ΓUU		
		IANA												BRIDGE	FILE
ΞΝΤ				ORTA	TION					SCALE				DESIGN	
										50' H 1"				16010	

SURVEY BOOK

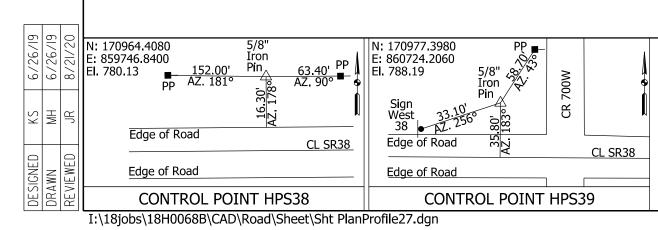
CONTRACT RS-40528 SHEETS

of

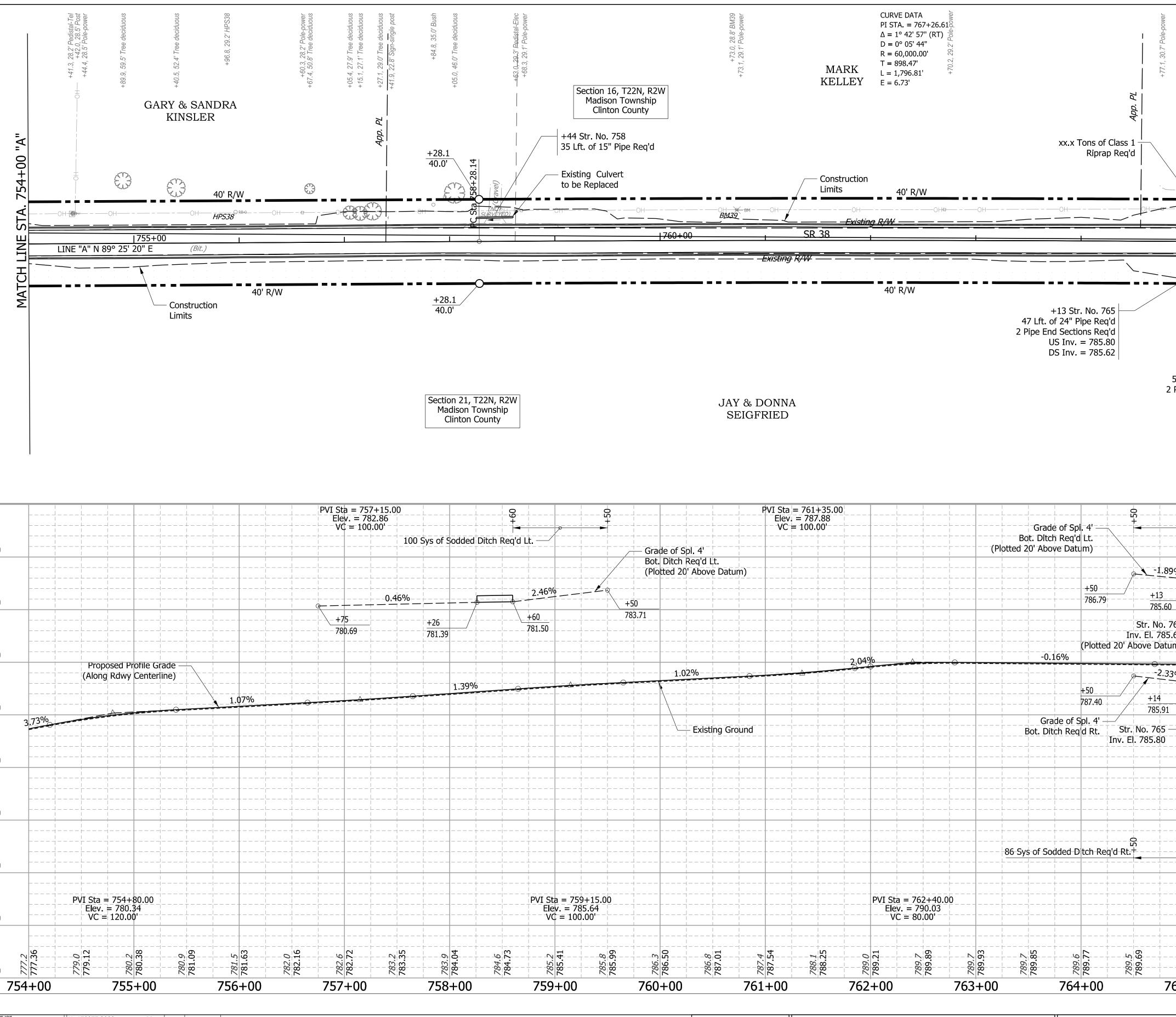
PROJECT

1601074

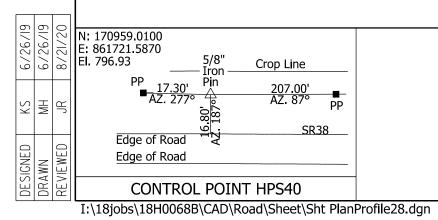
422



	754+00		+00	756+00		757+00	1	758+	
730			780.38 780.9 781.09		782.0	782.6	783.2	783.9	
740	+  +  +  +	PVI Sta = 754+ Elev. = 780. VC = 120.00	80.00 34 )'						
750	)								
760									
770	3.73%								
780		Proposed Pr (Along Rdwy		1.07%					
790	)					+75		+26 781.39	
800							0.46%		
810						PVI Sta = 757+ Elev. = 782. VC = 100.0		Sys of So	dded Ditc



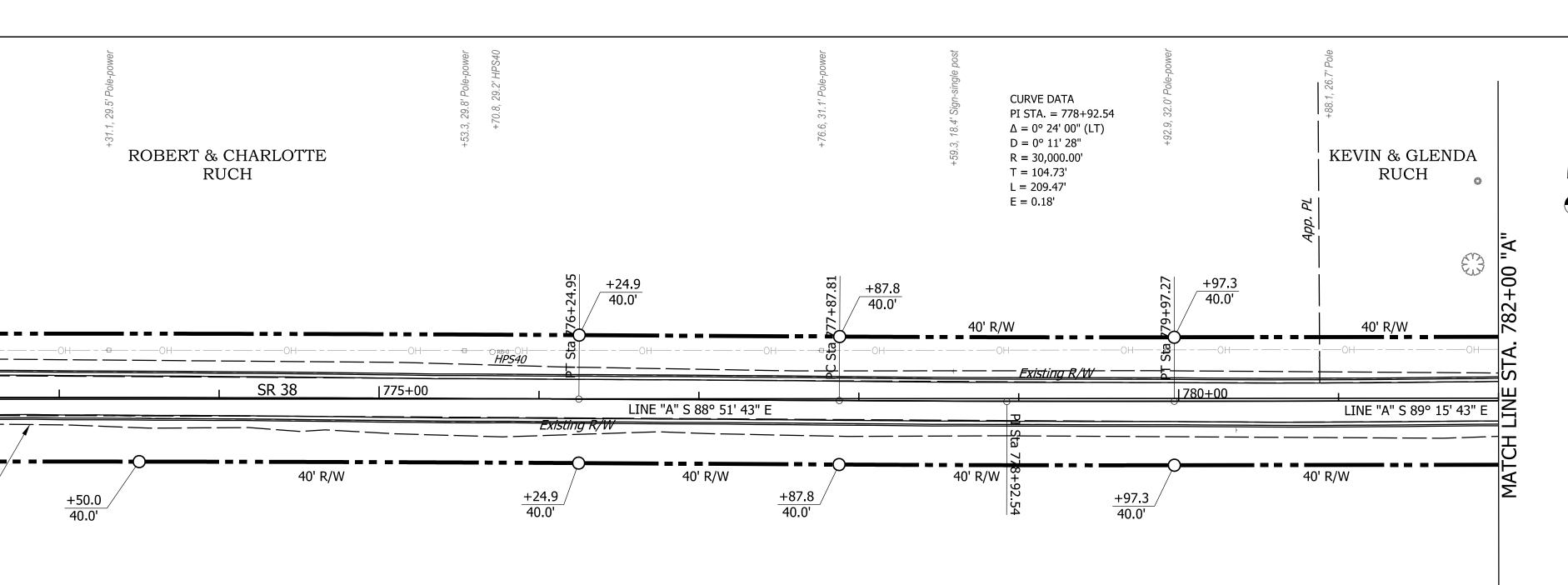
Section 16, T22N, R2W Madison Township Clinton County +44 Str. No. 758 35 Lft. of 15" Pipe Req'd	CURVE DATA PI STA. = $767+26.610-900$ $\Delta = 1^{\circ} 42' 57" (RT)$ $D = 0^{\circ} 05' 44"$ R = 60,000.00' T = 898.47' L = 1,796.81' E = 6.73'		* 42.0, 27.1' Sign-single post         * A3.5' Pole-power         * F12.0, 34.1' Sign-single post         * 16.1, 46.5' Sign-single post         * 5ection Line         + 71.6, 30.3' Pedistal-Elec	Section 15, T22N, R2W Madison Township Clinton County
Existing Culvert to be Replaced	Construction Limits 40' R/W OHOHOH =OH =		+R/W 40.0' *HP539 (Bit.) +31.4	ATCH LINE STA. 768+00
JAY & DC SEIGFR	ONNA	+13 Str. No. 765 47 Lft. of 24" Pipe Req'd 2 Pipe End Sections Req'd US Inv. = 785.80 DS Inv. = 785.62 +34 51 Lft. of 21 2 Pipe End Se US In	Str. No. 766 –	
	/I Sta = 761+35.00 Elev. = 787.88 - VC = 100.00'	Grade of Spi. 4'	Sodded	Sta = 767+10.00 ev. = 790.59 /C = 100.00'
Grade of Spl. 4' Bot. Ditch Req'd Lt. (Plotted 20' Above Datum) 2.46% +50 60 81.50		(Plotted 20' Above Datum) -1.89% +50 -1.89% +50 -1.89% +13 -786.79 -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.89% -1.	<u>2.75%</u> <u>-</u>	810 810 800
		Inv. El. 785.62 (Plotted 20' Above Datum) -0.16% +50 787.40 (Plotted 20' Above Datum) -10.16% +50 787.40 (Plotted 20' Above Datum) -2.33% +14 785.91	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	790 <u>38%</u> 790 <u>+50</u> 789.25 789.25 780
Existing Ground		Grade of Spl. 4' Bot. Ditch Req d Rt. Str. No. 765	765+30.00 789.56 120.00'	770
			PVI Sta = 766+20.00 Elev. = 790.73 VC = 40.00'	<b>760</b>
VI Sta = 759+15.00 Elev. = 785.64 VC = 100.00'	PVI Sta = 762+40.00 Elev. = 790.03 VC = 80.00'		-105 Sys of Sodde d Ditch Req'd Rt. BENCHMARK DATA: BM39: BOAT SPIKE IN S POLE ON NORTH SIDE ( WEST OF 700W ROAD Sta. 760+73.0 "A", 28.8 El. 784.35	DF SR38 +/-560 FEET
285.99 785.41 785.41 785.50 785.65 785.99 786.50 786.50 786.50 786.50 787.01 787.01 787.01 787.01 787.01 787.01	789. 789. 789. 789. 789. 789. 789. 789.	56.682 28.682 28.682 28.682 28.682 28.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 26.682 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	RECOMMENDED FOR APPROVAL	INDI 8/21/2020 DEPARTMENT OF 1		SCALE DESIGNATION
B-48	DESIGN ENGINEER       DESIGNED: KS       CHECKED: JR       CHECKED: KS	PLAN AND		1" = 50' H 1" = 10' V $1601074$ SURVEY BOOK       SHEETS         74       of       422         CONTRACT       PROJECT         RS-40528 $1601074$

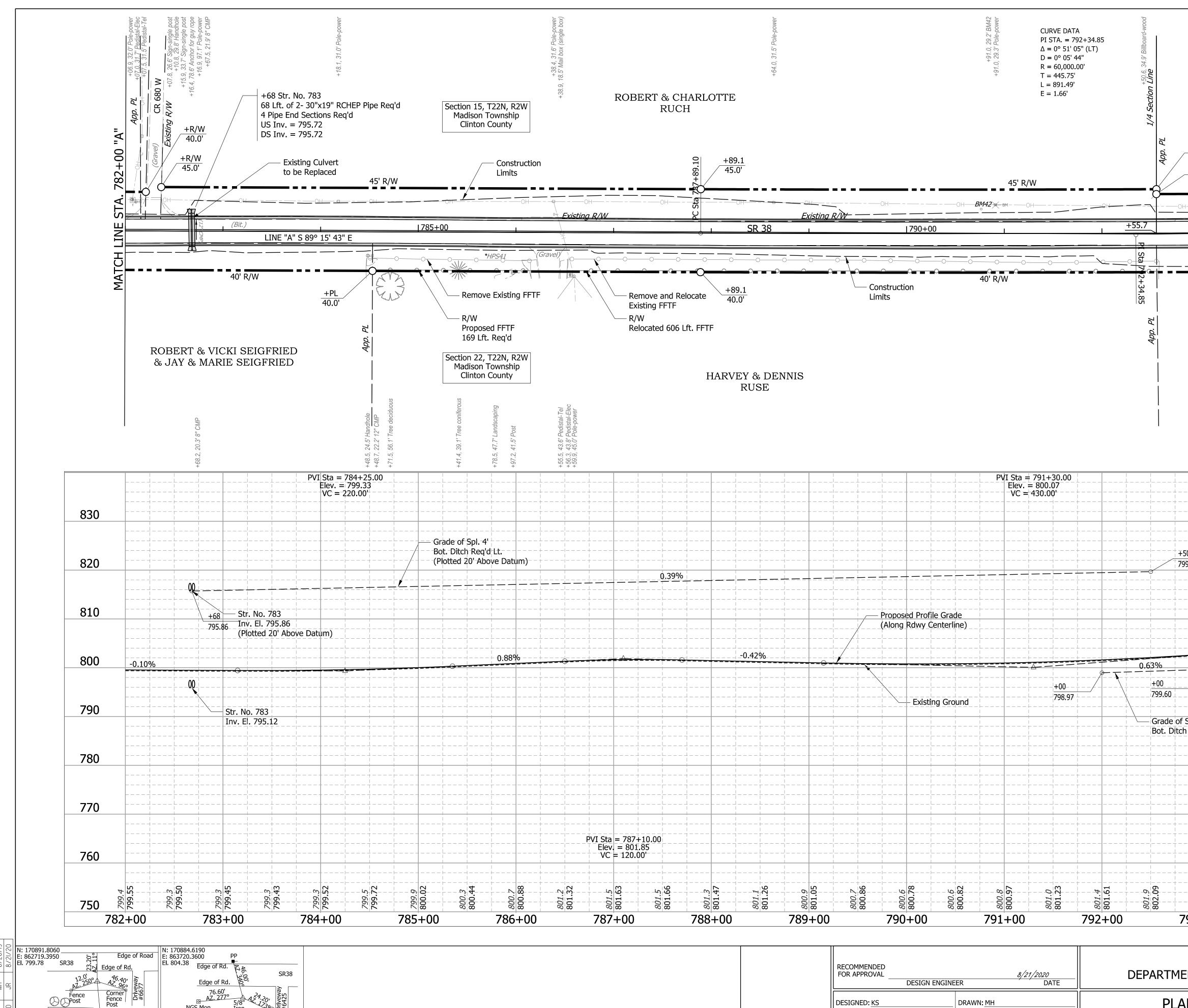


A. 768+00 "A				ROBERT & CHARLO RUCH	DTTE	+ + 53.3	+76.6, 3 8	PI STA. = 778+92.54 $\Delta = 0^{\circ} 24' 00'' (LT)$ D = 0° 11' 28'' R = 30,000.00' T = 104.73' L = 209.47' E = 0.18'		N & GLENDA RUCH o
			40' R/W H	он————————————————————————————————————	он————————————————————————————————————	40 +7 	ОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОНОН	+87.8 40.0' -OHOHOHOH 		D' R/W 
. тем Тем	40' R/W		Construction — Limits	<u>+50.0</u> 40.0'	40' R/W	+24.9 40.0'	40' R/W +87.8 40.0'	40' R/W + 92 54 +9 40' R/W + 92 40	97.3 0.0'	
		Section 22, T22N, R2W Madison Township Clinton County	+ + + +	ROBERT & VICKI SEI & JAY & MARIE SEIC	GFRIED				+ 35.9, 18.3' Sign-single post	
30		ta = 770+10.00 ev. = 793.28 C = 100.00'							BM40: BOAT SPIKE IN SOUTH FA POLE ON NORTH SIDE OF SR38 EAST OF 700W ROAD Sta. 771+12.2 "A", 28.7' LT.	ACE OF POWER +/-480 FEET
20									VC = 120.00'	
LO					rofile Grade					
00					0.10%		1.70%			
90 0.90%										
80					Existing-Ground -;     Existing-Ground -;     I					
70			PVI Sta = 772+45.00 Elev. = 798.26					PVI Sta = 778+40 00		
<u>11.85</u> <u>11.85</u> <u>11.85</u> <u>11.85</u>		<u>33.29</u> 33.29 34.0 41.0 5.0 5.19 5.0	8.06 8.06 8.06 9.7 9.7 9.7 9.7 9.7 9.7 9.7 9.7	88.32 98.32 98.2 98.2 98.2 98.2			8.66 99.2 90.20 0.20 0.20 0.20	Elev. = $801.73$ VC = $60.00'$ 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10 70.10		9.55 99.55

				BRIDGE FILE
RECOMMENDED FOR APPROVAL	8/21/2020	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE	DESIGNATION
	DESIGN ENGINEER DATE		1" = 50' H 1" = 10' V	1601074
			SURVEY BOOK	SHEETS
DESIGNED: KS	DRAWN: <u>MH</u>	PLAN AND PROFILE		75 of 422
		STA. 768+00 "A" TO STA. 782+00 "A"	CONTRACT	PROJECT
CHECKED: JR	CHECKED: <u>KS</u>	JIA /00/00 A 10 JIA /02/00 A	RS-40528	1601074







IGNED KS WN MH IEWED JR	Fence Post Shed House	42.96 96 00 00 Fence Post 5/8" Iron Pin	Edge of Rd. 76.60' AZ. 277° NGS Mon. #T 118, 1946	5/8" Pin Maple Tree
UES DRA REV	CONTROL POI	INT HPS41	CONTROL P	OINT HPS42
	I:\18jobs\18H0068B\CAD	\Road\Sheet\Sht Plan	Profile29.dgn	

INDIANA DEPARTMENT OF TRANSPORTATION	<i>8/21/2020</i> DATE	DESIGN ENGINEER	RECOMMENDED FOR APPROVAL
PLAN AND PROFILE	н	DRAWN: MH	DESIGNED: KS
STA. 782+00 "A" TO STA. 796+00 "A"	KS	CHECKED: K	CHECKED: JR

+10.4, 18.1' Mail box (single box) +25.1, 26.5' Pole-power		JANE RINEHA			+49.3, 30.1' Pole-power		
+PL 45.0' +PL 40.0' 	<b>40' R/V</b>	N	)H	0H 0H 1795+00			
		<ul> <li>Existing Culvert to be Replaced</li> <li>+12 Class II Dri W = 10'</li> <li>+18 Str. No. 793 30 Lft. of 15" Pip</li> </ul>	3	0		MATCH	
+02.0, 24.0' 15" CP	+29.1, 24.1 <sup>-15°</sup> CP +34.9, 39.4 <sup>°</sup> Tree deciduous	HELEN PAYTON	+58.4, 29.9' Post +58.6, 30.1' Fiber Optic Marker +59.0, 28.5' Handhole +70.4, 29.9' Post +70.6, 30.0' 18" CMP		+73.4, 45.6' Tree deciduous		
		BM42: BC POLE ON WEST OF	NORTH SIDE DRIVEWAY F -91.0 "A", 29	OF SR38 +, OR HOUSE			830
+- 68							820
							810
	1.51%	+50					800
DI. 4'	- + 30 800.10 						790
							780
	=====================================	Sys of Scdded Ditc	h Req'd Rt		/I Sta = 795+	  65.00	770
					Elev. = 806. VC = 430.0	)'	760
802.5 802.6 00+6	803.2 803.40	<b>794+00</b>	804.6 804.6 73	805.15 805.25 805.25	<u>805.5</u> 805.68	806:02 805:9 796+00	750
INDI	ANA						BRIDGE FILE
		PORTATION			SCALE ' H 1" = 10' V		DESIGNATION 1601074

SURVEY BOOK

CONTRACT RS-40528

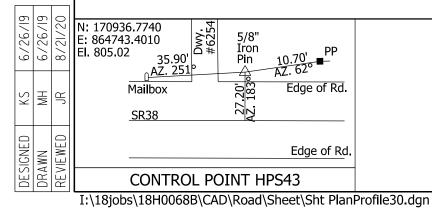
SHEETS

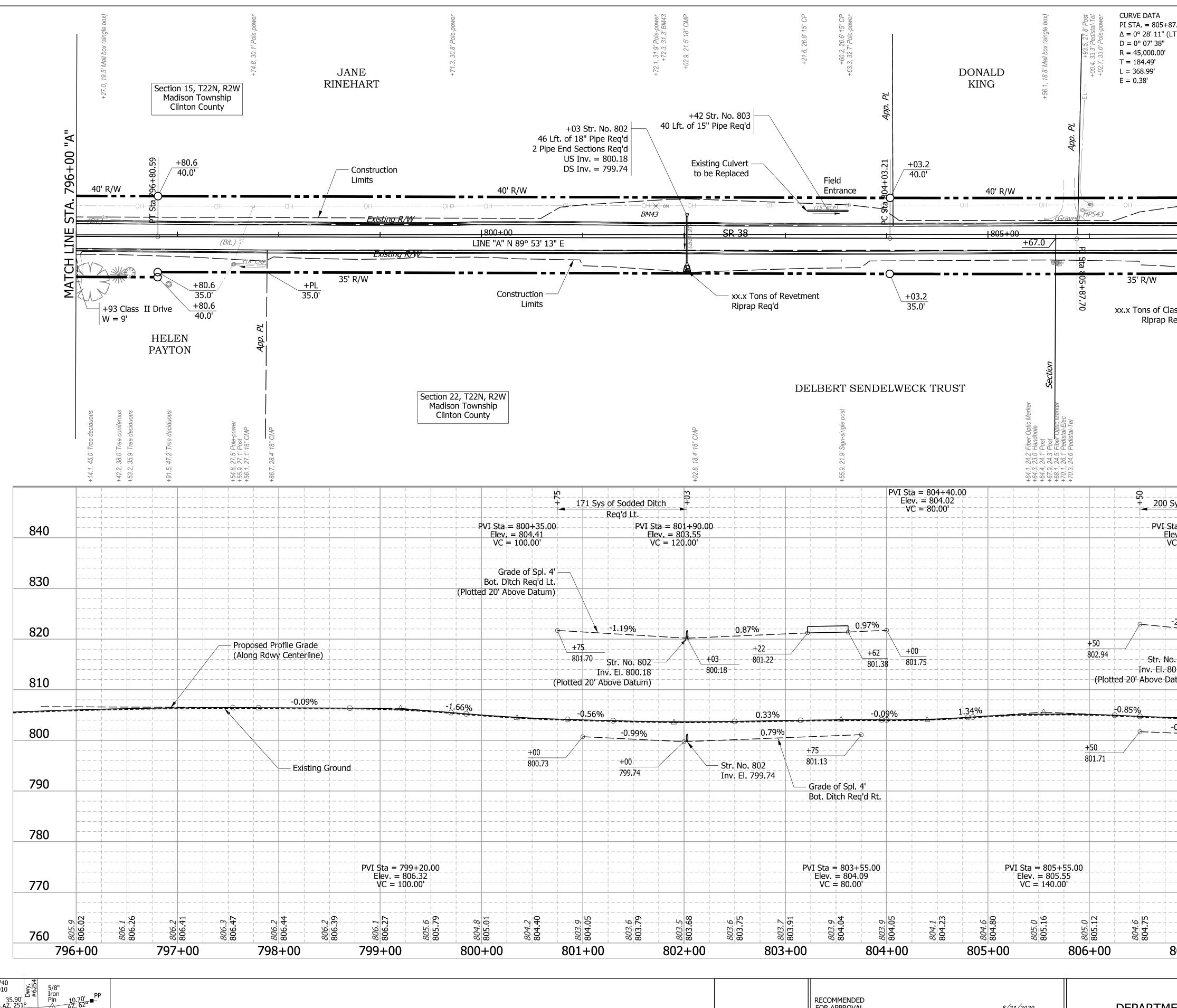
of

PROJECT

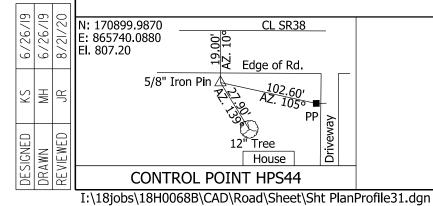
1601074

422

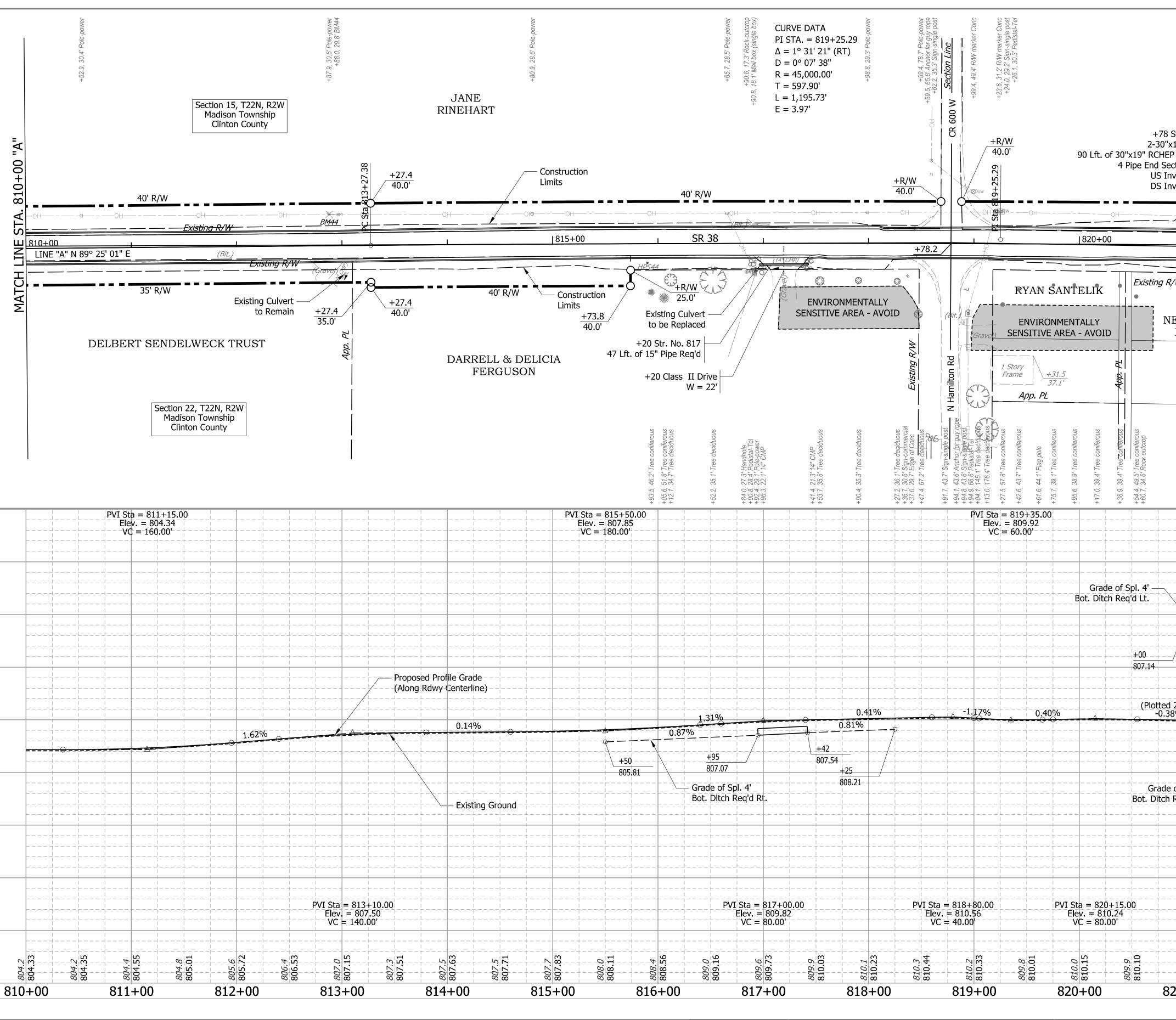




+72.1, 31.9' Pole-power +72.3, 31.3' BM43 +02.9, 21.5' 18" CMP	+21.6, 26.8' 15" CP +60.2, 26.6' 15" CP +63.3, 32.7' Pole-power H33.3, 32.7' Pole-power +63.1, 18.8' Mail box (single box)	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	
+42 Str. No. 803 +03 Str. No. 802 t. of 18" Pipe Req'd End Sections Req'd US Inv. = 800.18 DS Inv. = 799.74 OH OH OH	Field Entrance	Nd       Nd       82 Lft. of 30"x19" Pipe Req'd         4 Pipe End Sections Req'd       US Inv. = 801.20         DS Inv. = 801.04       DS Inv. = 801.04         40' R/W       40' R/W	A. 810+00 "A"
BM43 BM43 E SR 38 E		Agrave         HPS43	
xx.x Tons of R Riprap Req'd	evetment +03.2 35.0'	King Ny W       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1 </td <td>MATCH</td>	MATCH
02.8, 18.4' 18" CMP	55.9, 21.9' Sign-single post 64.1, 24.2' Fiber Optic Marker 64.3, 23.0' Handhole 64.4, 24.1' Post 67.9, 24.3' Post 67.9, 24.3' Post 67.9, 24.3' Post		
171 Sys of Sodded Ditch Req'd Lt. PVI Sta = 801+90.00 Elev. = 803.55 VC = 120.00'	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	++++ BENCHMARK DATA: BM43: BOAT SPIKE IN SOUTH FACE OF POWER POLE ON NORTH SIDE OF SR38 +/-410 FEET WEST OF DRIVEWAY FOR HOUSE #6254 Sta. 801+72.3 "A", 31.3' LT. EI. 803.75	840
		Grade of Spl. 4' Bot. Ditch Req'd Lt. (Plotted 20' Above Datum)	830
- <u>-</u> - <u>-</u> - <u>1.19%</u> <u>0.87%</u>	0 <u>.97%</u>	+50	820
+75 801.70 Str. No. 802 Inv. El. 800.18 tted 20' Above Datum) -0.56%	$+62 +00 \\ 801.38 801.75 \\ -0.09\% 1.34\% =$	802.94 Str. No. 807 Inv. El. 801.20 (Plotted 20' Above Datum)	810
	+	+50	800
+00 799.74 Inv. El. 799.74	+/75 801.13 Grade of Spl. 4' Bot. Ditch Req'd Rt.	+37 801.71 801.04 Str. No. 807 Grade of Spl. 4' Inv. El. 801.04 Bot. Ditch Req'd Rt.	<b>790</b>
			780
	PVI Sta = $803+55.00$ PVI Sta = $801.09$ Elev. = $804.09$ Elev. = $800.00$ VC = $80.00$ VC = $140$ $10 - 6, 5$ $6, 5$ $10 - 6, 5$ $6, 5$		 770
803.75 803.66 803.66 803.66 803.66 803.66 803.66 803.66 803.66 803.79 803.79 803.79 803.79 803.79		805.         804.           804.         804.           804.         804.           804.         804.           804.         804.           804.         804.	<u>810+00</u> 310+00
	RECOMMENDED FOR APPROVAL	INDIANA DEPARTMENT OF TRANSPORTATION	BRIDGE FILE DESIGNATION 1601074
	DESIGNED: KS DRAWN: MH	PLAN AND PROFILE	SHEETS           77         of         422



100	810+					812-			~ ~ ~ ~	+00			814	~ ~	
760	<i>804.2</i> 804.33	804.2 804.35	804.4	00+ <u>0</u> 0+	804.8 805.01 	805,6		806.53 806.53		807.15		807.51		807.63	807.5
770							·		PVI Sta Elev VC	= 813 = 807 = 140.	+10.00 7.50 00'				
780															
790															ng Gr
800						<del></del>	1.62%				· - - - - - - - - - - - - - - - - - - -			0.14%	D 
810												Propos (Along	sed Prof	ile Grad	e) – - – – – – – – – –
820															
830															
840				a = 811+15 /. = 804.34 = 160.00											



	RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	<i>8/21/2020</i> DATE	INDIANA DEPARTMENT OF TRANSPORTATION
	DESIGNED: KS	DRAWN: MH		PLAN AND PROFILE
	CHECKED: JR	CHECKED: KS		STA. 810+00 "A" TO STA. 824+00 "A"
B-52				

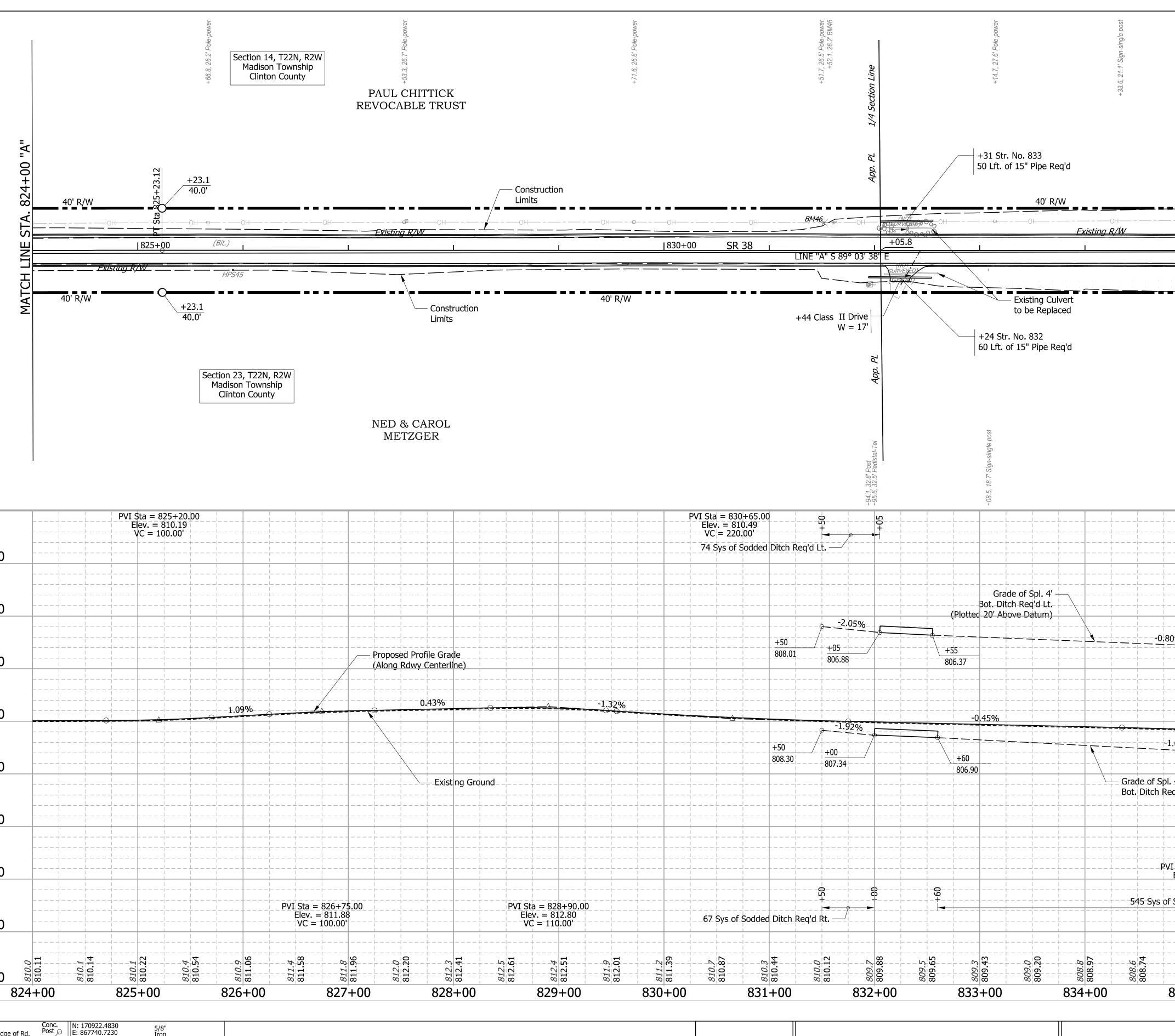
" CMP			power		
+49.3, 27.0' Pole-power +77.9, 19.3' 8" CMP			+61.9, 25.6' Pole-power		
49.3, 27. + 77.9,			31.9, 25.		
PAUL CHITTICK			+		
REVOCABLE TRUST	Section	on 14, T22N, R2W adison Township	/		
8 Str. No. 822		Clinton County			
"x19" EL CMP EP Pipe Req'd					
Sections Req'd				00+	
Inv. = 805.97		40' R/W		824+00 "A"	
	OH			STA.	
<u>Existing R/W</u>					
				LINE	
	Existing_R/W			H	
\ +R/W		40' R/W		MATCH	
25.0' NED & CAROL	<ul> <li>— xx.x Tons of Cla Riprap Req'd</li> </ul>	ass 1		≥	
METZGER +40.0 40.0'					
			-		
	Ma	on 23, T22N, R2W adison Township			
		Clinton County			
	NED & MET2				
19.1' Pos <del>t</del> 21.6' 8" CMP					
3, 19.1' Post 3, 21.6' 8" C					
+77.8, 5					
	1: BOAT SPIKE IN S				
	e on North Side ( T of Driveway FC		EET	040	
EI.8	812+88.0 "A", 29.8 )8.75	' LT.		840	
8 200 Sys of Sodded Ditch Req	d Lt.		     	_	
				830	
-1.28%01.89%			 		
+78	+ <u>+</u> -+50				
806.14				820	
Str. No. 822				-	
ed 20' Above Datum) 38% 0.49		0.02	 7% ∣	810	
	<del>} = = {} =   = = = + = =</del>			-	
+00+78		+	<mark> </mark>		
807,61 805.97	807,26	++-		800	
	-No- 822	++- +++-	 		
				790	
·	+		 		
				780	
		++-			
Elev	= 822+30.00 = 809.99 = 20.00	- +     - - +   + -	   	770	
809.92 809.92 809.78 809.78 809.85			<u> </u>		
	809.8	810.04 810.04 809.9	1	760	
821+00 822+00	82	23+00	824	+00	
			[	BRIDGE FIL	.E
INDIANA		SCALE		DESIGNATIO	
ENT OF TRANSPORTATIC		1" = 50' H 1" =		1601074	
AN AND PROFILE		SURVEY BOO	K	SHEETS 78 of	422
0 "A" TO STA 824+0	\∩ "∧"    <sup>_</sup>	CONTRACT		PROJECT	

1601074

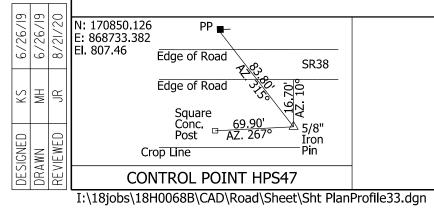
RS**-**40528

6/26/19 6/26/19 8/21/20	N: 170892.8530 PP Conc. E: 866740.0700 Edge of Rd.	N: 170922.4830 5/8" E: 867740.7230 Iron
8 6 6	El. 809.69	El. 806.27 PP AZ. 274° E AZ. 92°
KS MH AR	Edge of Rd.	PP AZ. 274° AZ. 92° AZ. 92° AZ. 92° Edge of Road
DESIGNED DRAWN REVIEWED	Crop Line	CL SR38 Edge of Road
DESIGNI DRAWN REVIEW	CONTROL POINT HPS45	CONTROL POINT HPS46
	I:\18jobs\18H0068B\CAD\Road\Sheet\Sht Plan	Profile32.dgn

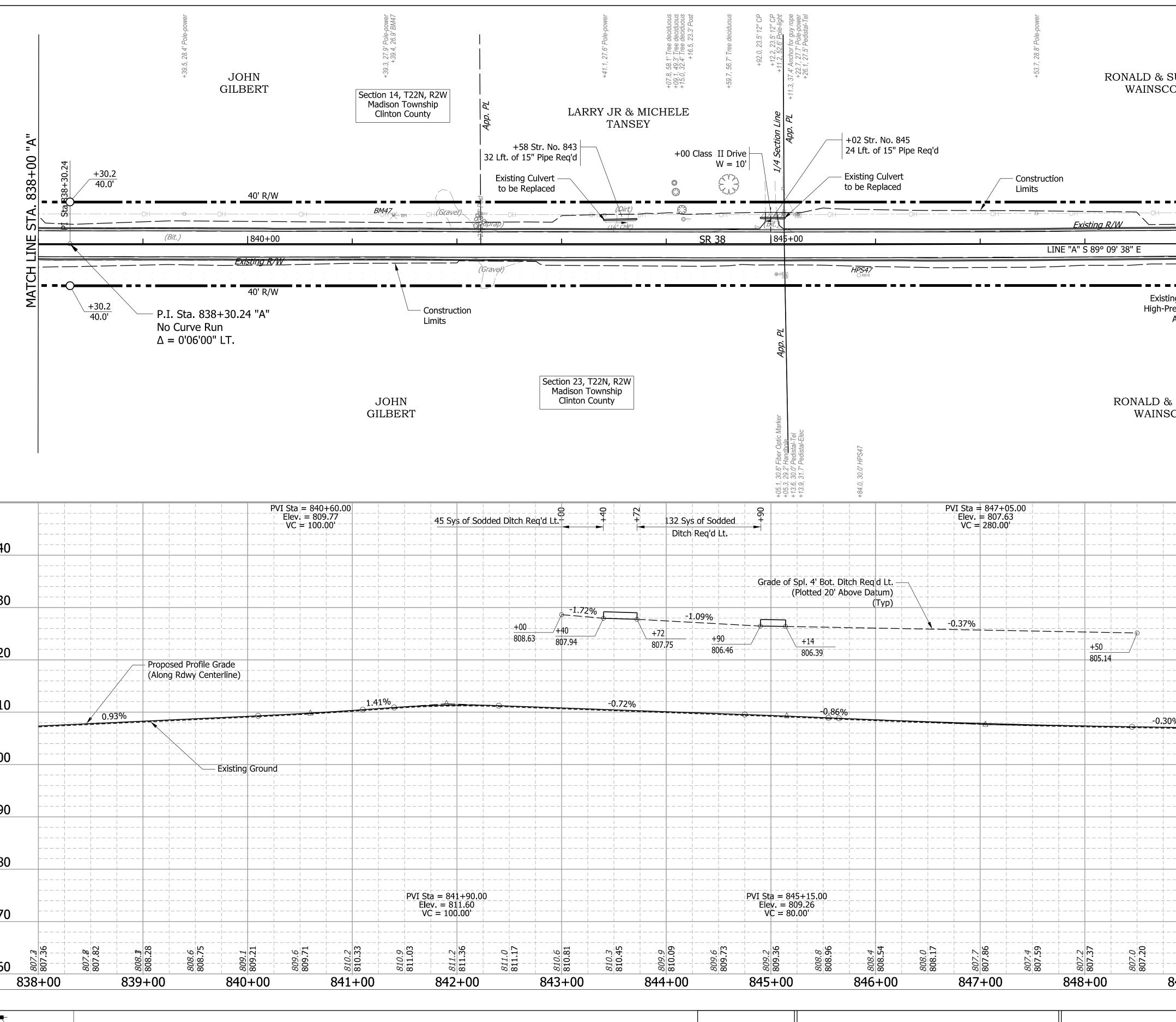
<i>0.011</i> 24+00	810.1 810.14	<i>1.018</i> 825+		810.54	810.9 810.9 26+00	811.4	Sta = Elev. = VC = 1 11 82	826+75 811.88 100.00 87118 827	811.96		812.20			<i>812.5</i> 812.61	[ S E  -\
						PVI	Sta = Elev. = VC = 1	826+75 811.88 100.00'	5.00					PVI	E
												1		l.	
	 				+	-  -  -	         		·	- - - - - - - - - - - - - - - - - - -	     	   		I I I	
					+		<u>-</u>		·			L			
							       		·			Exist	ing Grou	nd	
					<del> </del>		     		·						
		·			1.09%						0.	43%			 
										Propose (Along	ed Prof Rdwy (	ile Grai Centerl	deine)		
									·						
			7 = 825+20 7 = 810.19 = 100.00						·						_
			PVI Sta Elev 	PVI Sta = 825+20 Elev. = 810.19 VC = 100.00 <sup>-</sup>	PVI Sta = 825+20.00 Elev. = 810.19 VC = 100.00'	PVI Sta = 825+20.00 Elev. = 810.19 VC = 100.00 1.09% 1.09%					Propose (Along	Proposed Prof (Along Rdwy C	Proposed Profile Grav (Along Rdwy Center)	Proposed Profile Grade (Along Rdwy Centerline)	Proposed Profile Grade (Along Rdwy Centerline)



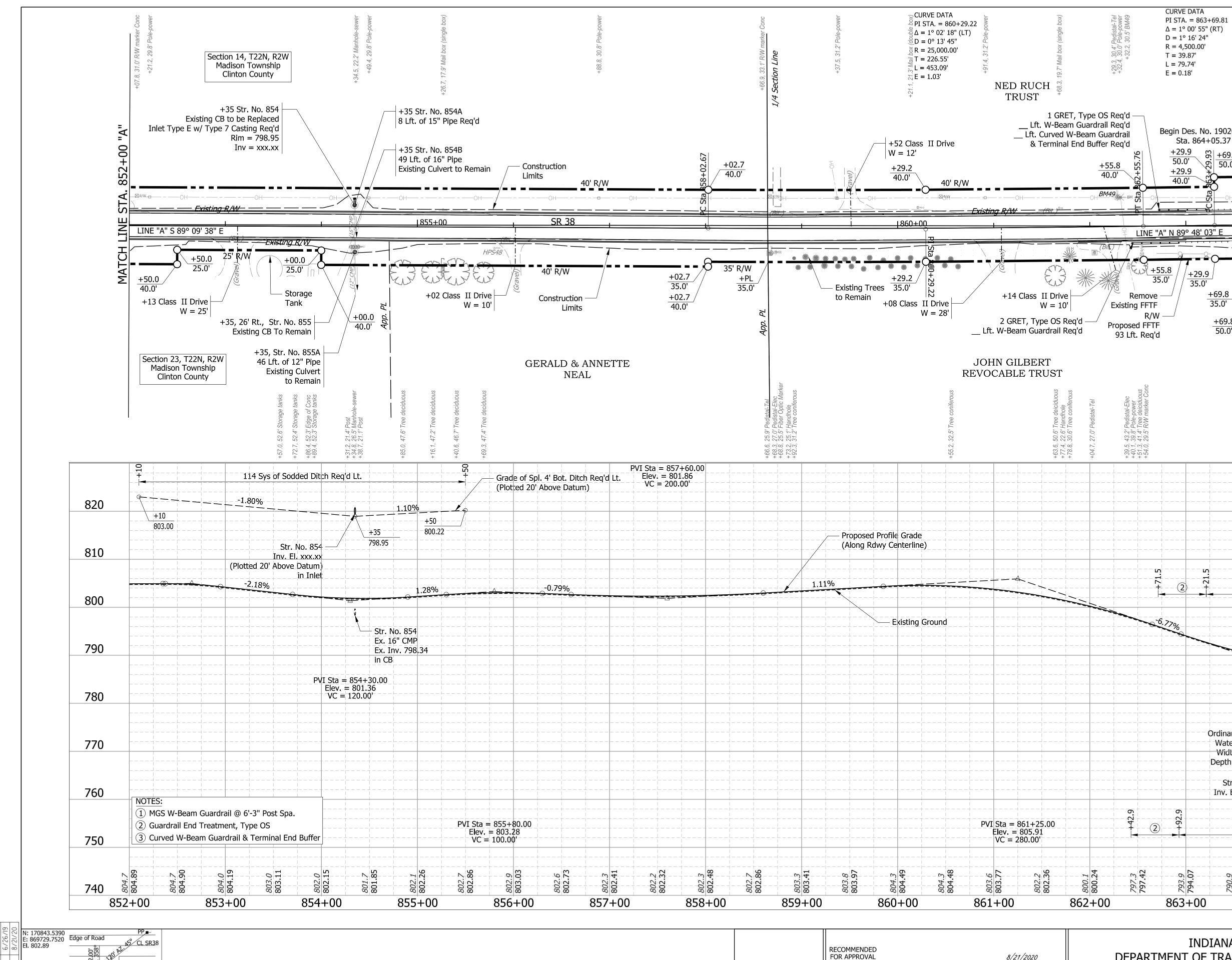
+71.6, 26.8' Pole-power +51.7, 26.5' Pole-power +52.1, 26.2' BM46	1/4 Section Line +14.7, 27.6' Pole-power	+33.6, 21.1' Sign-single post POIe-power +05.6, 28.2' Pole-power +90.4, 27.4' HPS46	+01.7, 21.5' Headwall +02.8, 21.2' 18" CMP +11.7, 28.2' Pole-power	
OH OH BM46 OH 1830+00 SR 38 1 LINE "A" S 89° 03 40' R/W +44 Class II Drive W = 17	Existing Culve	W	UNT S TNU <i>Existing R/W</i> 40' R/W	
	+94.1, 32.5' Post +95.6, 32.5' Pedistal-Tel +08.5, 18.7' Sign-single post	JOHN GILBERT	+98.7, 24.8' Headwall +01.1, 23.4' 18" CMP	
PVI Sta = 830+65.00	- └Ŷ + 	POLE ON NORTH OF 600W ROAD Sta. 831+52.1 "A El. 809.76	TA: KE IN SOUTH FACE OF POWER I SIDE OF SR38 +/- 1275 EAST N", 26.2' LT. 840 	
<u>+50</u> <u>+50</u> <u>808.01</u> <u>+05</u> <u>806.88</u>	Bot. Ditch Req'd Lt. (Plottec 20' Above Datum)	PVIS E 		
-1.32% -1.92% +50 808.30 +00 807.34	-0.45%		2.79 810 tum)	
		Grade of Spl. 4' Bot. Ditch Req'd Rt. Ditch Req'd Rt. Depth: 1 ft. Depth: <12 in.	+02 803.65 802.26 Str. No. 837 Inv. El. 802.26 <b>790</b>	
		PVI Sta = $835+10.00$ Elev. = $808.47$ VC = $150.00'$ 	780 	
	2+00 809.5 809.65 809.65 809.65 809.65 809.65 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7 809.7	838+00 808.6.6 808.6.6 808.75 808.70 808.70 808.70 808.70 808.70 807.35 807.35 806.6 807.35 806.75 806.75 806.75 806.75 806.75 806.75 806.75 807.35 806.75 806.75 807.35 806.75 806.75 807.35 806.75 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.35 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.55 807.5	837+00 837+00 838+00	
RECOMMENDED FOR APPROVAL DESIGNED: <u>KS</u> CHECKED: <u>JR</u>	8/21/2020         DESIGN ENGINEER       DATE         DRAWN: MH	INDIANA DEPARTMENT OF TRANSPORTATION PLAN AND PROFILE STA. 824+00 "A" TO STA. 838+00 "A"	SCALE         DESI           1" = 50' H         1" = 10' V         16           SURVEY BOOK         S           79         79           CONTRACT         PF	IDGE FILE SIGNATION 601074 SHEETS of 422 ROJECT 601074



	80	80	80	80		<sup>⊗</sup> +00	80	<sup>8</sup> 841		<i>81</i> 81		∺00
760	807.36	<i>807.8</i> 807.82	808.28 808.28	808.75 808.75	Ţ.6	809.21	<u>809.6</u> 80 <u>9.7</u>		810.33	<u>810.9</u> 811.03		811.36
770										PVI S	Sta = 84 lev. = 81 /C = 100	1+90.00 11.60 2.00' -
780												
790					- Existing	Ground						
800			)3%									
810			(Along	sed Profile Rdwy Cen						1%		
820												
830												
840						PV	/I Sta = 840 Elev. = 80 VC = 100	)+60.00 9.77 .00'			45 Sy	s of Sod



The deciduous 16.6, 23.3 Post 16.6, 23.3 Post 16.6, 23.3 Post	+59.7, 56.7' Tree deciduous +92.0, 23.5' 12" CP +92.0, 23.5' 12" CP +11.2, 52.6' Pole-light App. PL +11.3, 37.4' Anchor for guy rope +22.7, 27.7' Pole-power +26.1, 27.5' Pedistal-Tel	<b>1</b> +53.7, 28.8' Pole-power	RONALD & SUZANN WAINSCOTT	Section 14, T22N, R2W Madison Township Clinton County	+38.8, 24.4' 18" CMP +52.9, 21.6' Sign-dbl post MPP. PL
\	II Drive 24 Lft. of 15" P N = 10' T Existing Culvert to be Replaced	pe Req'd Construction Limits OH OH OH OH	40' R/W <u>Existing R/W</u> I I I I Existing NuStar 6" St High-Pressure Anhydro Ammonia Pipel	teel	
I, R2W iship ity	+05.1, 30.6' Fiber Optic Marker App. PL +05.3, 29.2' Handhole +13.6, 30.0' Pedistal-Elec +13.9, 31.7' Pedistal-Elec +84.0, 30.0' HPS47		Sec 1 RONALD & SUZANN WAINSCOTT	tion 23, T22N, R2W Madison Township Clinton County +60.8, 29.7' Pedistal-Tel	+41.1, 21.7' 18" CMP
L32 Sys of Sod		PVI Sta = 847+05.00 Elev. = 807.63 VC = 280.00'			.9' LT. 840 
+72 +72 807.75 				(Plotted 20' Above Da	
0.72%					Grade of Spl. 4' Bot. 810 Ditch Req'd Lt. (Plotted 20' Above Datum) (Typ) 
				Grade of Spl. 4' Inv. El. 799. Bot. Ditch Req'd Rt.	$51 +41 - 802.10 - 790$ $a = 851+00.00 - 790$ $a = 804.80 - 100.00^{10} - 790$
	PVI Sta = 845+15.00 Elev. = 809.26 VC = 80.00'		P	VI Sta = 849+70.00 Elev. = 806.84 VC = 120.00'	F Sodded Ditch Req'd Rt.       780         7770       770
810.45 809.6 809.6 810.09	809.73 809.73 808.88 808.88 809.73 809.73 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808.88 808 80	847+00	807.05 807.05 807.05 807.05 807.05 806.9 807.05 807.05 806.9 807.05	806.7 806.2 806.2 805.4 805.4 805.4 805.4 805.4	- <u>6,4,6</u> <u>804,7</u> 51+00 852+00 51+00
	RECOMMENDED FOR APPROVAL	8/21/2020         ENGINEER       DATE         DRAWN: MH	INDIA DEPARTMENT OF TR PLAN AND I STA. 838+00 "A" TC	RANSPORTATION PROFILE	BRIDGE FILESCALEDESIGNATION1" = 50' H 1" = 10' V $1601074$ SURVEY BOOKSHEETSSURVEY BOOKSHEETS80of42CONTRACTPROJECTRS-40528 $1601074$



CONTROL POINT HPS48 :\18jobs\18H0068B\CAD\Road\Sheet\Sht PlanProfile34.dgn

Shed

Farm House

Gray 8

-0H	+02.7 40.0'		40' R/W	& Terminal End B	+55.8 40.0' BM49 BM49 BM49 BM49 BM49 BM49 BM49 CH CBits CH CBits CH CBits CH CBits CH CBits CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CBITS CH CH CH CH CH CH CH CH CH CH CH CH CH	- +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +69.8 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +60.2 / +6		58 Lft. of 95"x6 Metal Pipe Arch 2 Headwall Rec <u>1865+</u> LINE <i>End Des. No.</i> Sta. 864+37.2	n Req'd g'd 50' R/W <i>Blt.</i> ) 00 "A" S 89° 11' 01" E <i>sting R/W</i> +0.0 45' R/W +0.0 50.0' 1902043	MATCH LINE STA. 866+00
E	+66.6, 25.9' Pedi <u>stal-Tel</u> +68.3, 27.0' Pedistal-Elec +68.8, 25.5' Fiber Optic Marker +73.2, 25.1' Handhole +92.3, 31.2' Tree coniferous		JOHN GIL REVOCABLE		+04.1, 21.0 Fealstal-Tel +39.5, 43.2' Pedistal-Elec +40.1, 39.8' Pole-power +51.3, 41.4' Tree deiciduous +54.0, 29.5' R/W marker Conc		+11.9, 27.7' abutment +29.5, 27.4' abutment +35.9, 25.6' Bush +42.9, 30.4' Bush	+57.5, 27.3' Bush	+49.3, 20.9' Rock outcrop	
PVI Sta = 857+60.00 Elev. = 801.86 VC = 200.00'							POLE ON NOR	SPIKE IN NORTH FA TH SIDE OF SR38 EAST DRIVEWAY F		820
		— Proposed Profile Grade (Along Rdwy Centerline)					PVI Sta = 86 Elev. = 78 VC = 300	4+45.00 34.25 ).00'		810
		.11%	nd					Str. No. 864		800
								Inv. El. 775.69 (Plotted 20' Above	Datum)	790
						Ordinary Hig Water Ma Width: 5 Depth: 18-i	rk 7 ft.			780
			PVI Sta = 80 Elev. = 8 VC = 28	51+25.00 05.91 0.00'	6. 6. 6. 6. 6. 7. 1.	Str. No. Inv. El. 77				760
802.22 802.32 802.48 802.48	0+658 802.86 803.3 803.41 803.41	803 804 804	804.48 804.48 803.77 803.77 803.77	802.2 802.36 800.1	800 7 <i>97</i> .	00+698 794.07 790.9 791.06	864+00 786.7 864+00	<sup>785.6</sup> 785.73 862+00	785.	<sup>222532</sup> +00
		RECOMMENDED FOR APPROVAL	8/21/		DEPARTN	INDIANA MENT OF TRANS		CV (	CULVERT ID 038-012-14.60 SCALE 50' H 1" = 10' V JRVEY BOOK	BRIDGE FILE 1902043 DESIGNATION 1601074 SHEETS
	B-55	CHECKED: JR	CHECKED: KS			AN AND PROF 00 "A" TO STA			CONTRACT RS-40528	81 of PROJECT 1601074

abt 48

25.( 27. 26.

+13.2 +22. +31.4

+09.7

App.

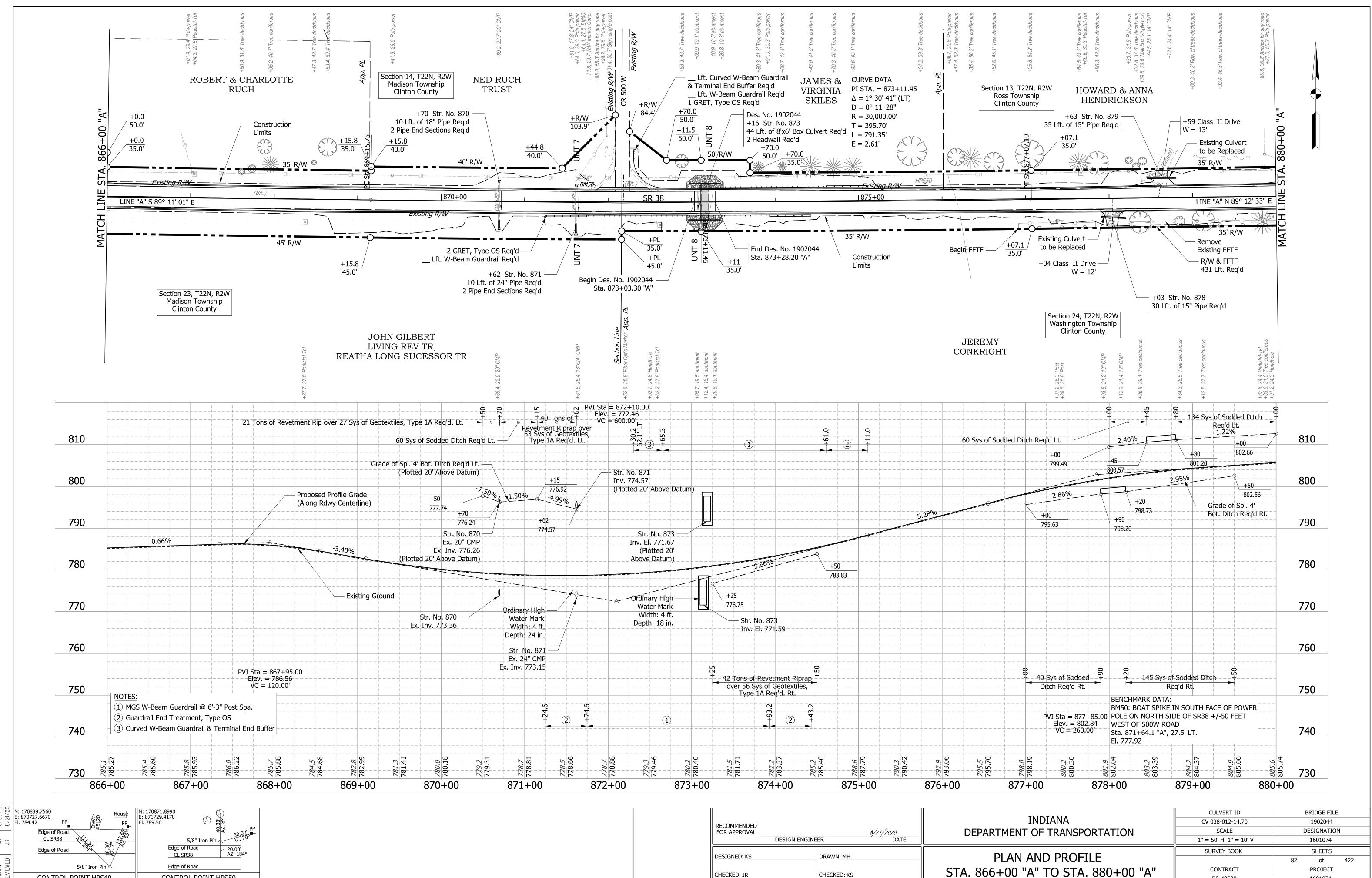
ROBERT &

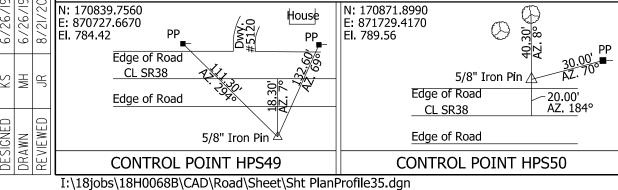
CHARLOTTE

RUCH

W = 11'

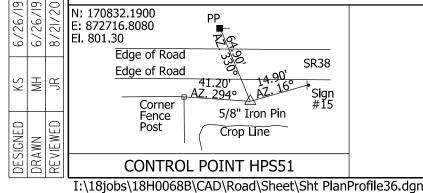
+60 Class II Drive

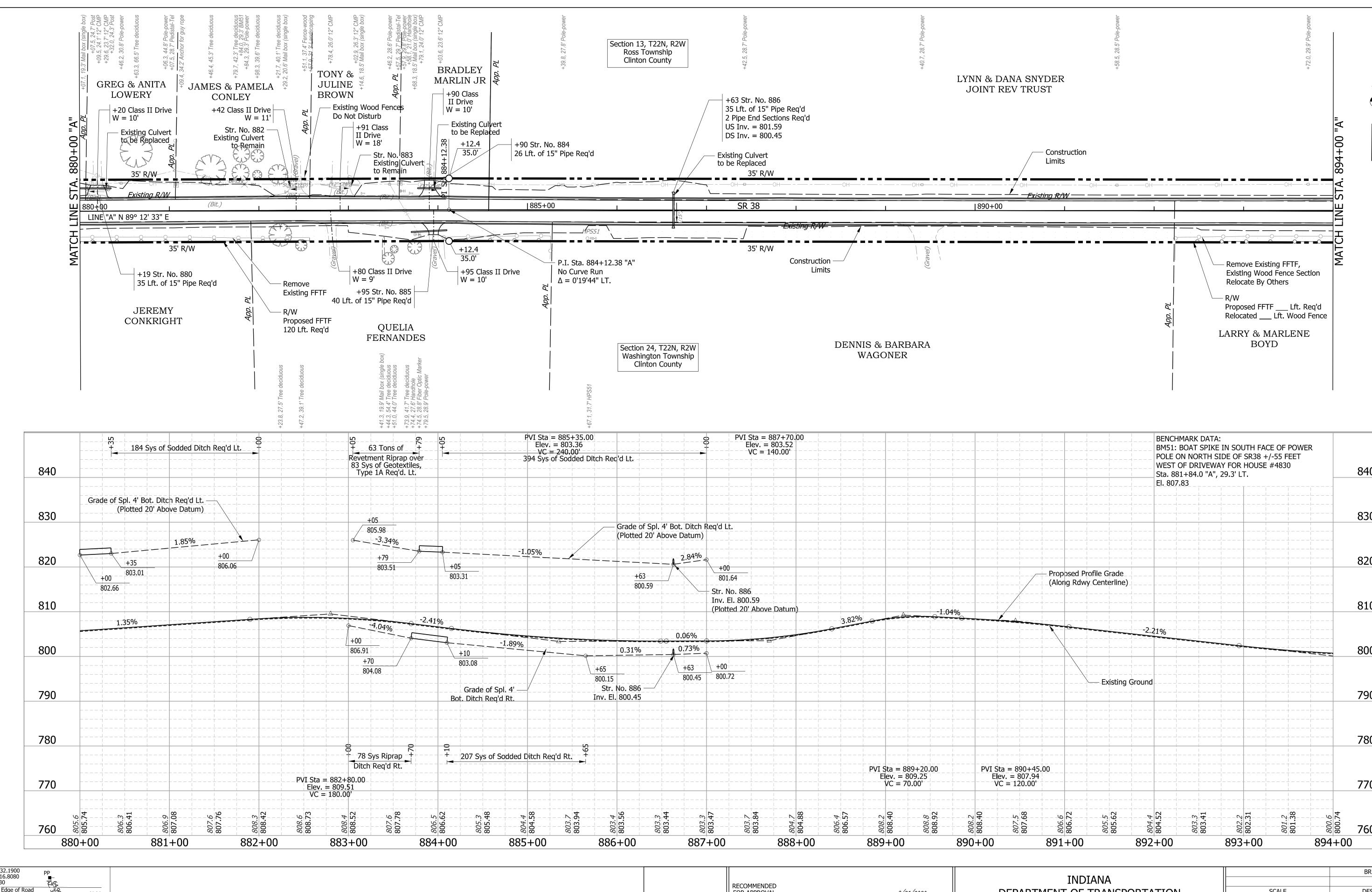


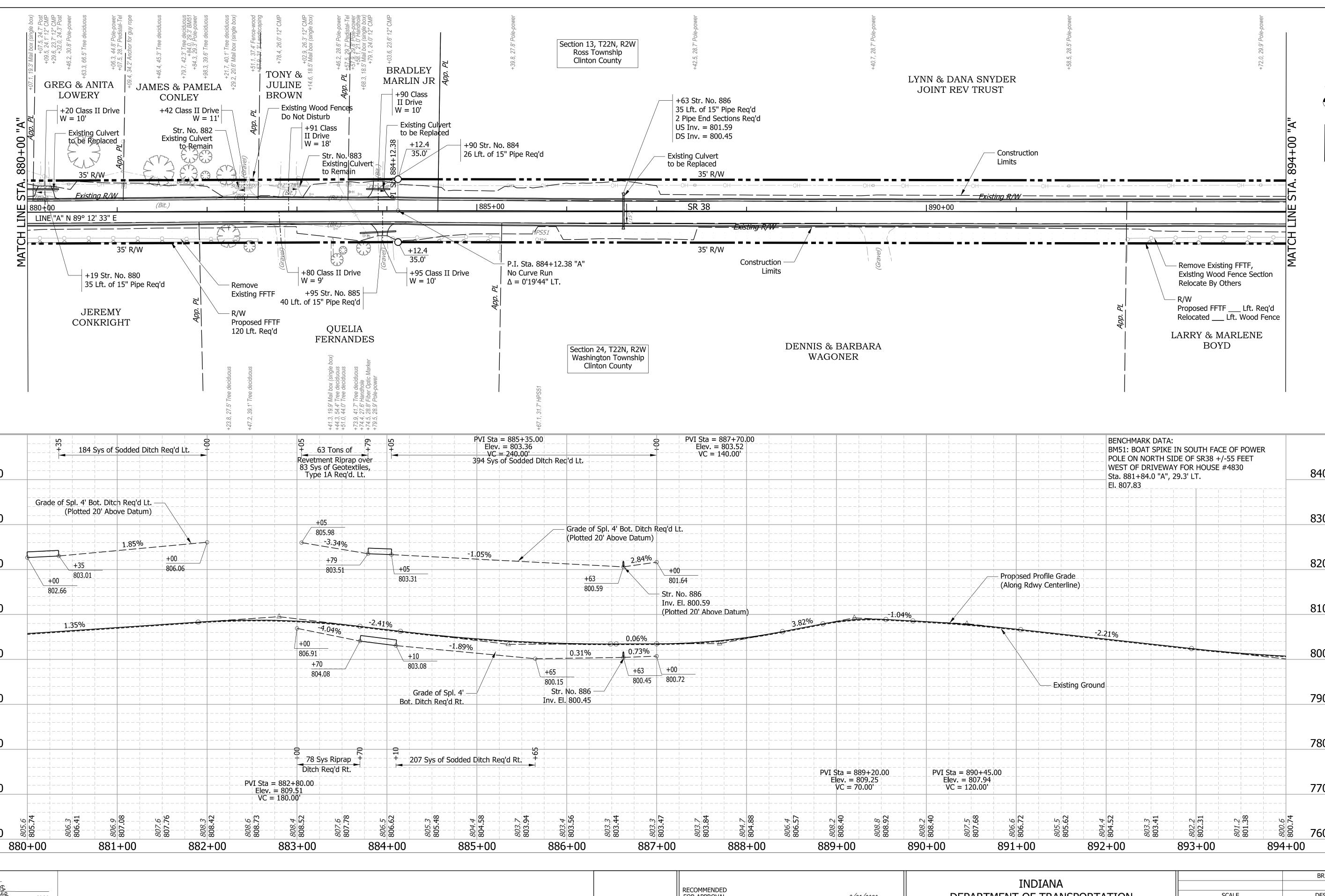


	RECOMMENDED FOR APPROVAL	<i>8/21/2020</i> ENGINEER DATE	
	DESIGNED: KS	DRAWN: <u>MH</u>	PLAN A
	CHECKED: JR	CHECKED: KS	STA. 866+00 "A
·	B-56		

RS-40528

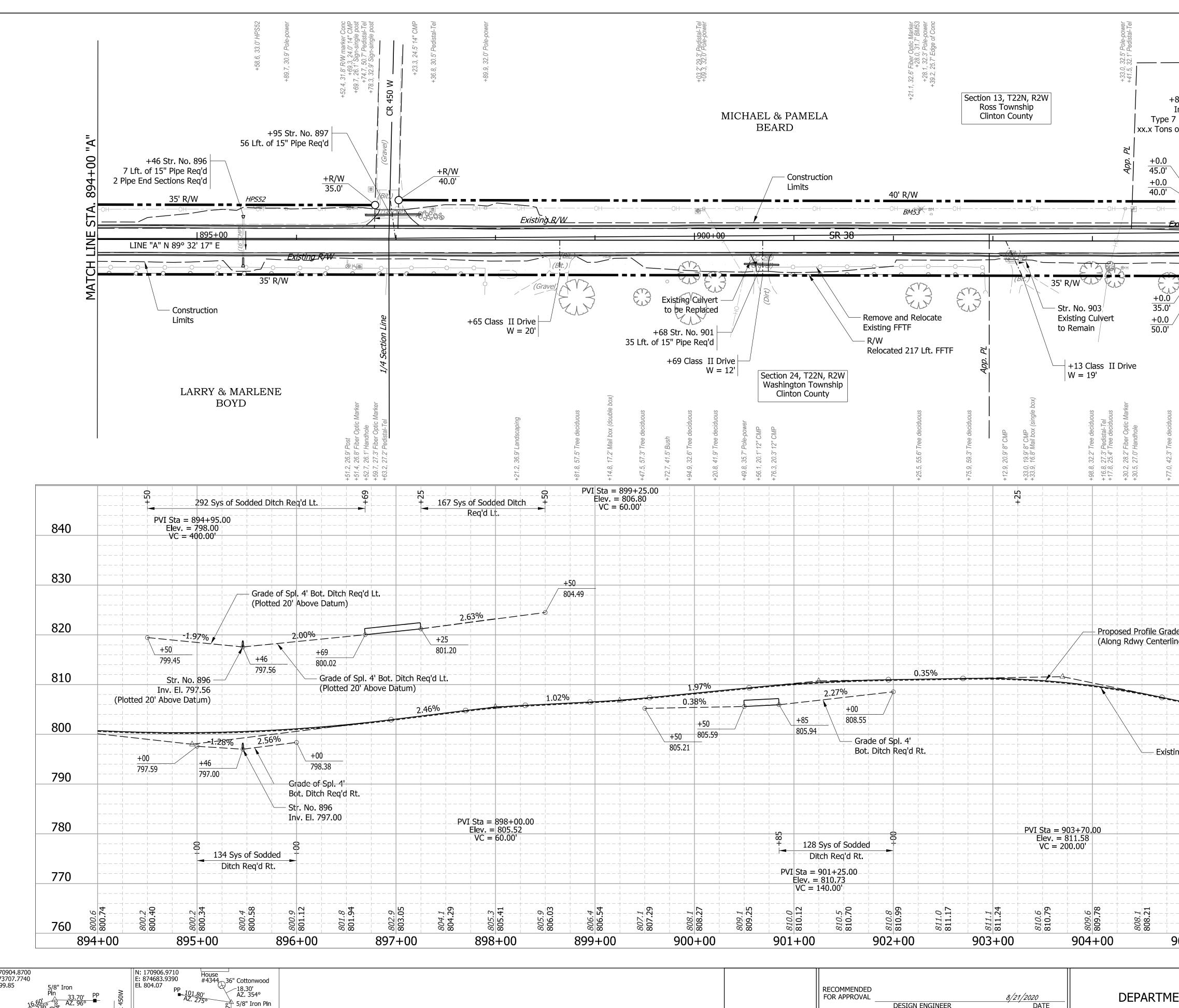


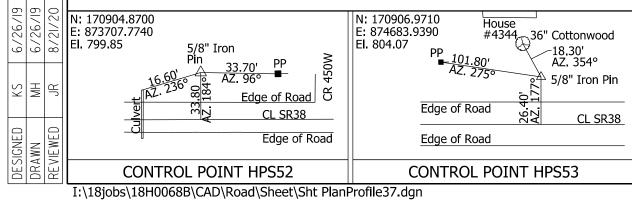




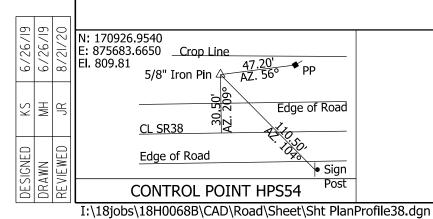
007100	000100	003100	050100	051100	052100	000100	031100
							BRIDGE FILE
	For Approval	<i>8/21/2020</i> SINEER DATE	DEPA			SCALE 1" = 50' H 1" = 10	DESIGNATION 0' V 1601074
	DESIGNED: KS	DRAWN: MH	_	PLAN AND PRO	OFILE	SURVEY BOOK	SHEETS           83         of         422
	CHECKED: JR	CHECKED: KS	STA. 88	30+00 "A" TO S <sup>-</sup>	TA. 894+00 "A"	CONTRACT RS-40528	PROJECT 1601074
			FOR APPROVAL     8/21/2020       DESIGN ENGINEER     DATE       DESIGNED:   KS       DRAWN:   MH	FOR APPROVAL     8/21/2020     DEPA       DESIGN ENGINEER     DATE       DESIGNED: KS     DRAWN: MH	RECOMMENDED       8/21/2020       DEPARTMENT OF TRAN         FOR APPROVAL       DESIGN ENGINEER       DATE         DESIGNED: KS       DRAWN: MH       PLAN AND PROVAL	FOR APPROVAL       8/21/2020       DEPARTMENT OF TRANSPORTATION         DESIGN ENGINEER       DATE       DEPARTMENT OF TRANSPORTATION         DESIGNED:       KS       DRAWN:       MH       PLAN AND PROFILE         DESIGNED:       KS       DRAWN:       MH       CTA       POOL       OO       WA	RECOMMENDED FOR APPROVAL       8/21/2020       DEPARTMENT OF TRANSPORTATION       SCALE         DESIGN ENGINEER       DATE       1" = 50' H 1" = 10         DESIGNED: KS       DRAWN: MH       PLAN AND PROFILE       SURVEY BOOK         CHECKED: IR       CHECKED: KS       CHECKED: KS       STAL 880+00 "A" TO STAL 894+00 "A"       CONTRACT

91-	+00		892+00		893+00		894+00	
806.6		<i>805.5</i> 805.62	<i>804.4</i> 804.52	<i>803.3</i> 803.41	802.2	<i>801.2</i> 801.38	<i>800.7</i> 4	760
	<u> </u>   					 		770
	+ + +			+	+	+ + +		
								780
 	+ 							
								790
		- Existing	Ground					
								800
	<u>⊖</u> <u>-</u>		-2.21%		+     +	 		
	+       					+		810
	g Rdwy C					 		
	osed Profil					+      +		820
								830
								~~~
	   	   		381+84.0 "A' )7.83	', 29.3' LT.			840
	+ +		POLE	ON NORTH	(e in south fac side of sr38 + vay for house	/-55 FEET	R	
		· L		HMARK DAT				

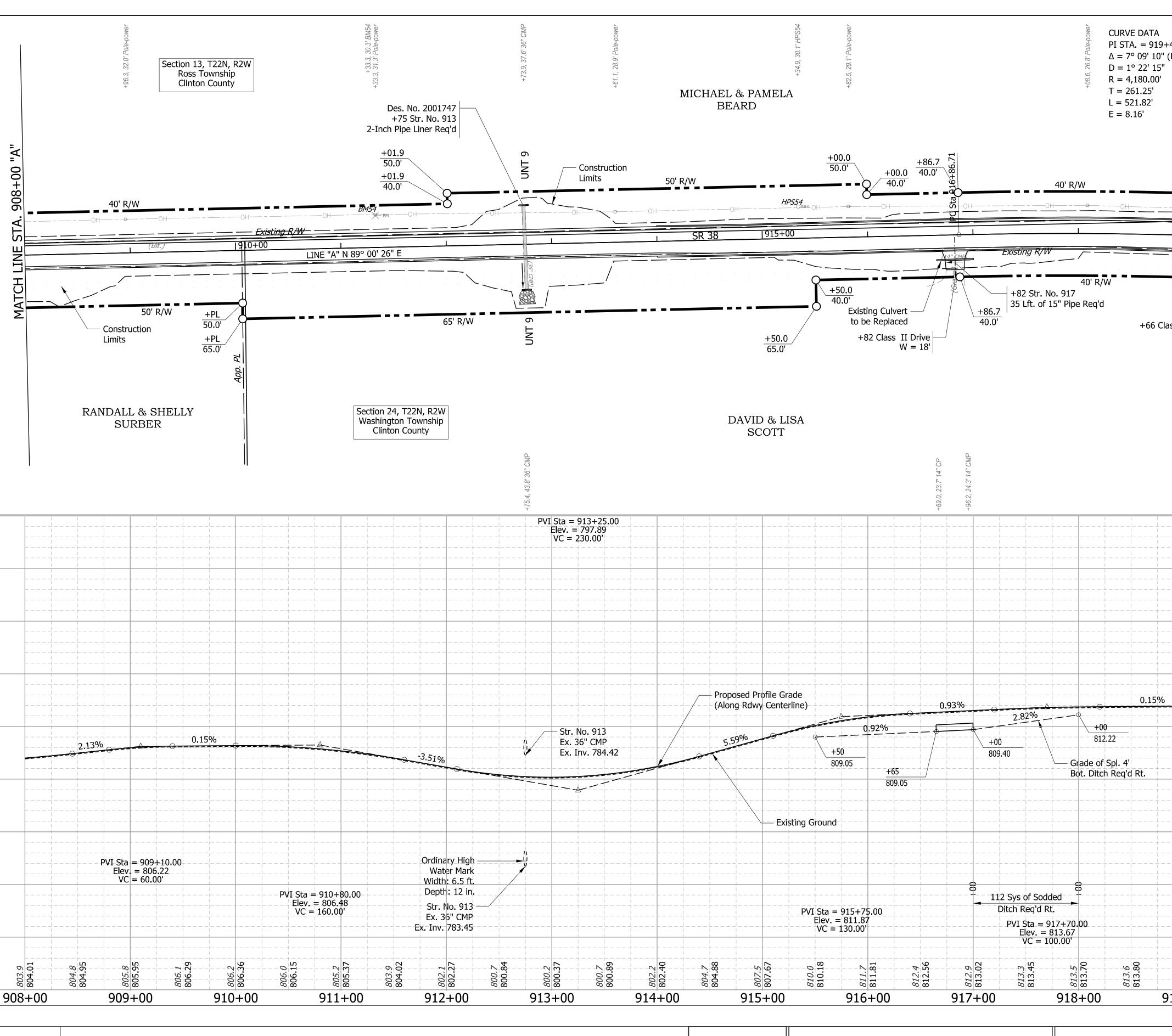




MICHAEL & PAMEL BEARD	A +21.1, 32.6' Fiber Optic Marker +28.1, 32.3' Pole-power +39.2, 25.7' Edge of Conc Clinton Connty	+33.0, 32.5' Pole-power +33.0, 32.5' Pole-power +41.5, 32.1' Pedistal-Tel Inlet Type E w/ Type 7 Casting Req'd xx.x Tons of Riprap Req'd Rim = 799.50	QUALKENBUSH Proposed FF 51 Lft. Rec Remove Existing FFT +29 Class II Drive	q'd F   =	
Construct Limits	40' R/W	$  Inv. = 793.50  $ $  \frac{+0.0}{45.0'} + \frac{+53.8}{45.0'} + \frac{+0.0}{40.0'} + \frac{+0.0}{40.0'} + \frac{+0.0}{HPS53} + \frac{-0.0}{HPS53} + \frac{-0.0}{10} + \frac{-0.0}{35.0'} + \frac$	$\frac{+50.0}{45.0'} W = 10'$ $\frac{+50.0}{40.0'} Str. No. 907$ Existing Culvert to Remain 45' R/W = 40' R/W	UNE "A" N 89° 00' 26" E 50' R/W	
to be Replaced +68 Str. No. 901 35 Lft. of 15" Pipe Req'd +69 Class II Drive W = 12' Section 24, T22N Washington Tow Clinton Count $H_{0}$ Str. 17, 17, 20, 17, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10	Remove and Relocate Existing FFTF R/W Relocated 217 Lft. FFTF Relocated 217 Lft. FFTF	kisting Culvert +0.0 Remain 50.0' +13 Class II Drive W = 19' RANDAL	$ \begin{array}{c} +53.8\\ 50.0' \end{array} $ P.I. Sta. 905+53.81 No Curve Run $\Delta = 0'31'51"$ LT.		
= 899+25.00 = 806.80 = 60.00' 			BENCHMARK DATA:         BM53: BOAT SPIKE IN SOUT         POLE ON NORTH SIDE OF S         WEST OF DRIVEWAY FOR H         Sta. 902+28.0 "A", 31.7' LT         El. 811.28         PVI Sta = 905+95.00         Elev. = 802.22         VC = 80.00'	SR38 +/-105 FEET HOUSE #4383	840 830
		Proposed Profile Grade (Along Rdwy Centerline)			820
<u>1.97%</u> <u>0.38%</u> +50 +85	0.35%	4.16%	- Str. No. 906 Ex. 24" PVC Ex. Inv. 793.90 (Plotted 20' Above Paturn		810
+50     805.94       805.21	Grade of Spl. 4' Bot. Ditch Req'd Rt.	Existing Ground	Str. No. 906 Ex. 24" PVC		800 790
	PVI Sta = 9         Sys of Sodded         Ch Req'd Rt.         901+25.00         810.73         40.00'	1       1       1       1       1       1         103+70.00       1       1       1       1       1         811.58       1       1       1       1       1         00.00'       1       1       1       1       1         1       1       1       1       1       1       1         1       1       1       1       1       1       1       1         1       1       1       1       1       1       1       1       1         1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1	Ex. 24 PVC Ex. Inv. 789.85		780 770
00+106 809.1 809.1 809.25 809.25 809.25 809.25 809.25 809.25 809.10 809.10 809.10 809.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10 800.10	810.5 810.5 810.70 810.8 811.17 811.24 811.24 811.24 811.24 811.24 811.24 811.24	004+00 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 808.1 8	-206 00+906 802.5 802.63 802.61 802.63 802.61 00	803.302. 804.	760
	RECOMMENDED FOR APPROVAL <u>8/21/2020</u> DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRAM		SCALE 1" = 50' H 1" = 10' V	BRIDGE FILE DESIGNATION 1601074
	DESIGNED: <u>KS</u> DRAWN: <u>MH</u> CHECKED: <u>JR</u> CHECKED: <u>KS</u>	PLAN AND PR STA. 894+00 "A" TO S		SURVEY BOOK 84 CONTRACT RS-40528	SHEETS of 422 PROJECT 1601074

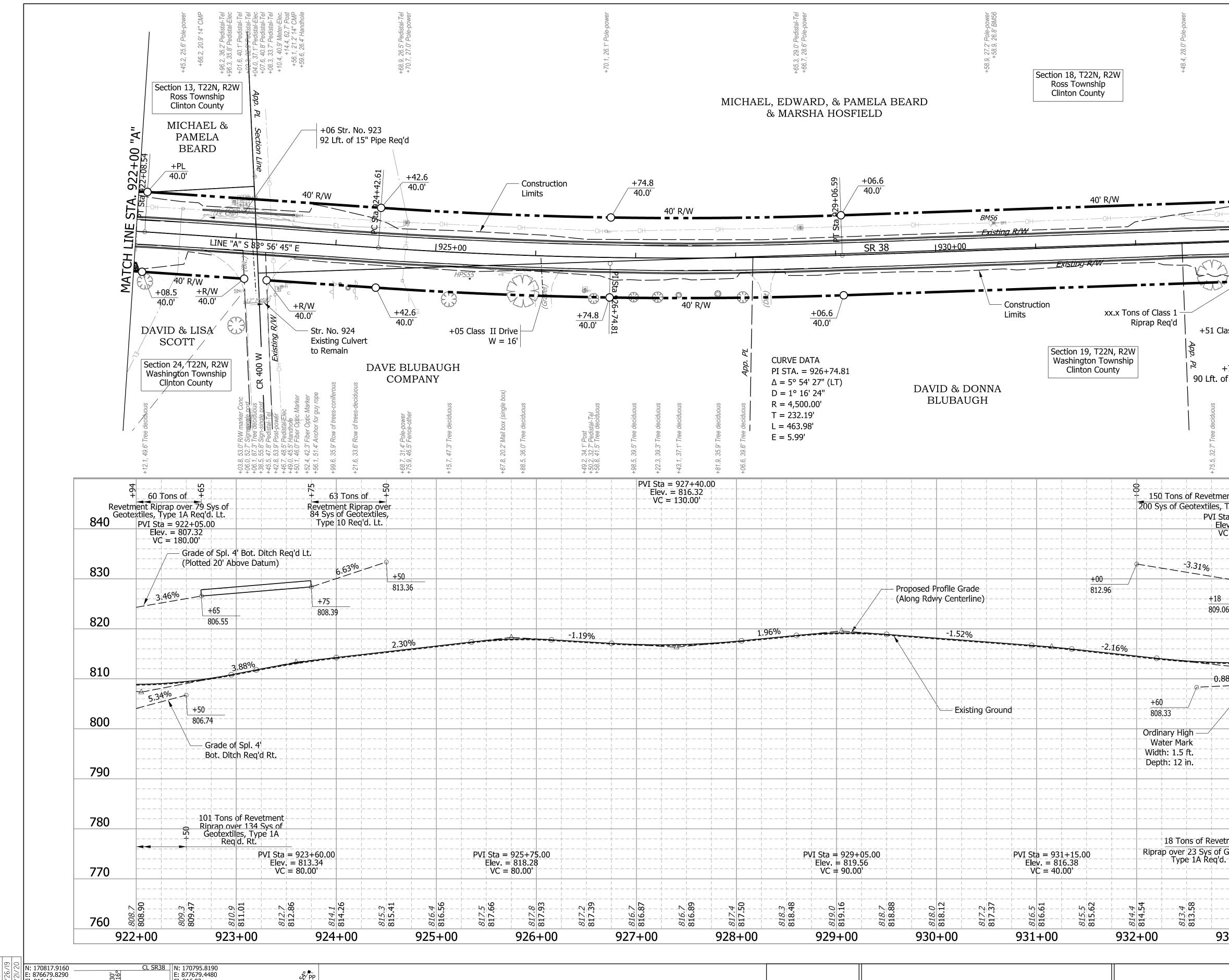


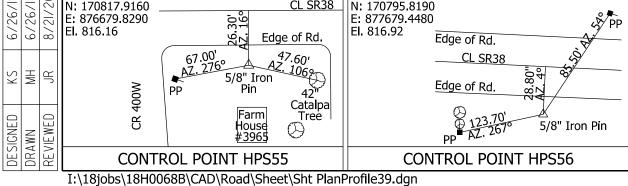
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<i>6:208</i>	804.01	804.8 804.95	805.8	02.95	<i>806.1</i> 806.29		806.4 806.4 806.4	806,0 806 15		805.2	805.37	<i>803.9</i> 804.02		802.27	
770									   					783.45	
					+ + +	   		PVI	Sta = =lev. = VC = 1	910+8 806.4 160.00	30.00		Dept	h: 12 in. No. 913 - 36" CMP	
780			PVI-Sta Elev. VC	= 909+ = 806. = 60.00	10.00¦ 22								Wa	ary High - ter Mark n: 6.5 ft.	
790															
800		2.13` 													
		2.139	2/0		0	.15%	-			<u> </u>					
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	RECOMMENDED FOR APPROVAL	<i>8/21/2020</i> DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	SCALE 1" = 50' H 1" = 10' V	DESIGNATIO 1601074	ION
	DESIGNED: KS	DRAWN: MH		PLAN AND PROFILE	SURVEY BOOK	SHEETS 85 of	422
	CHECKED: JR	CHECKED: KS		STA. 908+00 "A" TO STA. 922+00 "A"	CONTRACT RS-40528	PROJECT 1601074	
 B-59		· · · · · · · · · · · · · · · · · · ·					

With the section of the section sequence of the sectin section sequence of the section sequence of the section sequence	
1920+00       1         +48.0       +96 Str. No. 922         40.0'       2000         11 Drive       9001         W = 15'       303.84         JURISDICTIONAL WETLAND C       xx.x Tons of Class 1         NURISDICTIONAL WETLAND C       xx.x Tons of Class 1         NURISDICTIONAL WETLAND C       xx.x Tons of Class 1         8000 0000       8000000000000000000000000000000000000	
+48.0       +96 Str. No. 922         40.0'       +96 Str. No. 922         40.0'       49 Lf. 30" Pipe Req!d         11 Drive       2 Pipe End Sections Req!d         W = 15'       3" Sump Req!d         11 Drive       2 Pipe End Sections Req!d         W = 15'       3" Sump Req!d         12 Pipe End Sections Req!d       3" Sump Req!d         13" Sump Req!d       US Inv. = 803.84         DS Inv. = 803.57       DURISDICTIONAL WETLAND C         xx.x Tons of Class 1       Riproprove         149.1' 43.1' Tree decidnons       Signature         131 Drive       131 31 7 8 8 7.3 7 100000000000000000000000000000000000	
+04.1, 44.4 Tree deciduous +76.8, 48.1 "R/W marker Conc +87.4, 32.7" Pole-power +87.4, 32.7" Pole-power +87.4, 32.7" Pole-power +87.4, 32.7" Pole-power +87.4, 30.3" Pedistal-Elec +94.2, 30.9" Fiber Optic Marker +94.2, 30.9" Fiber Optic Marker +94.2, 30.9" Tree deciduous +94.5, 30.9" Tree deciduous +96.6, 37.9" Tree deciduous +96.5, 37.9" Tree deciduous +96.5, 46.7" Tree deciduous +97.2, 24.2" 21" X 23" CMP	
1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1	
POLE ON NORTH SIDE OF SR38 +/-410 FEET EAST OF DRIVEWAY FOR HOUSE #4344 Sta. 911+33.3 "A", 30.3' LT. EI. 808.09	0
105 Sys of Sodded Ditch Req'd Lt. +00 830	0
B06.75         Grade of Spl. 4' Bot.         Ditch Req'd Lt.         804.09         (Plotted 20' Above Datum)         Str. No. 922	0
	0
Bot. Ditch Req'd Rt. +50 805.72 +00 800 800	0
Ordinary High     0rdinary High       Water Mark       Width: 2 ft.       Depth: 12 in.       Str. No. 922       Inv. 803.57	
	0
PVI Sta = 919+95.00       Riprap over 134 Sys. of         Elev. = 814.02       Geotextiles, Type 1A Req'd. Rt.         VC = 150.00'       770	0
00+05 813.31 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 813.37 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810.57 810	I
	0
INDIANA         SCALE         DES           IT OF TRANSPORTATION         1" = 50' H 1" = 10' V         1"	



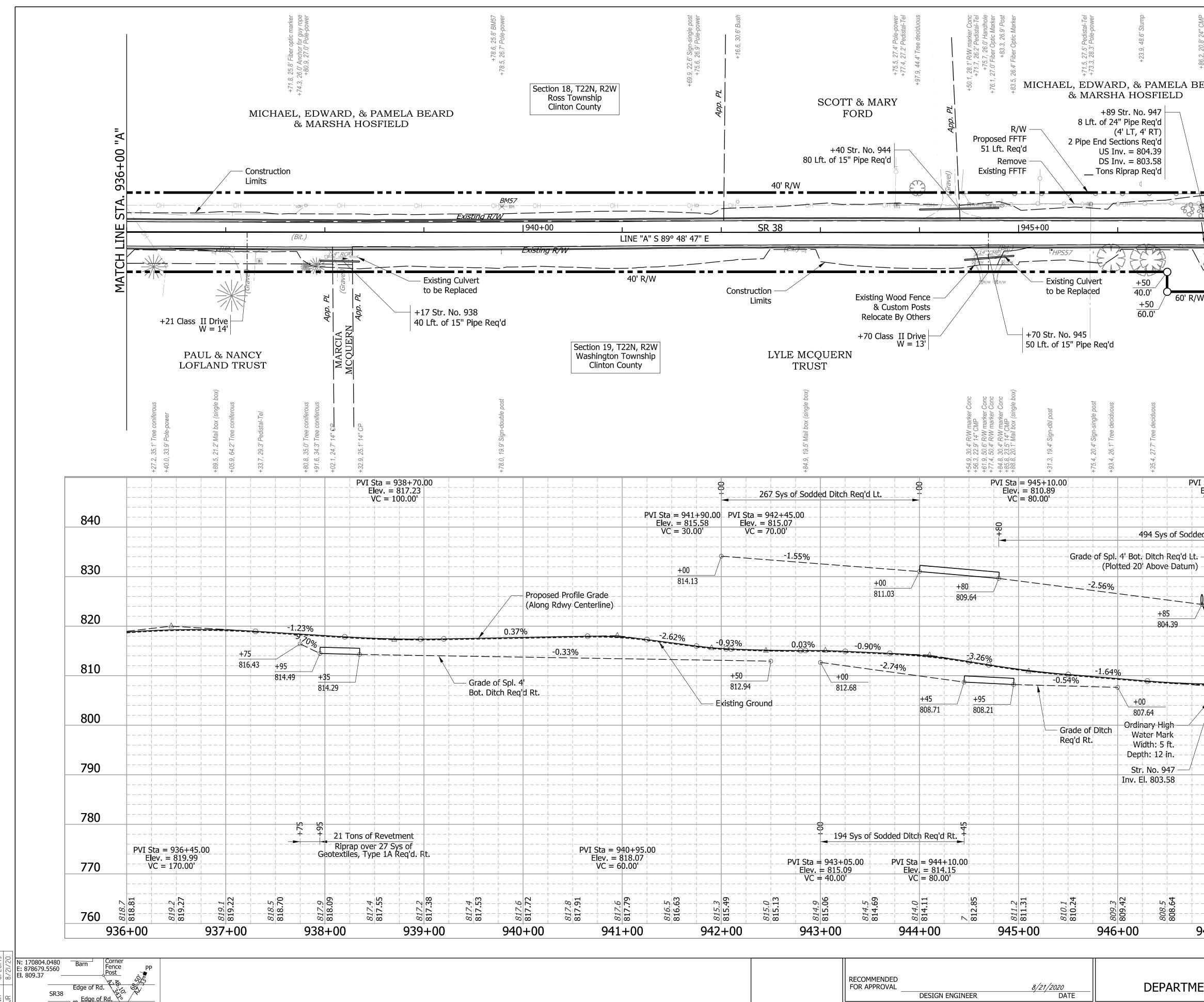


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	<i>8/21/2020</i> DATE	INDIANA DEPARTMENT OF TRANSPORTATION
DESIGNED: KS	DRAWN: MH		PLAN AND PROFILE
CHECKED: JR	CHECKED: KS		STA. 922+00 "A" TO STA. 936+00 "A"
B-60			

+17.6, 20.0' 14" CP +13.8, 27.3' Handhole +14.0, 28.5' Post +14.0, 28.6' Fiber Optic Marker +30.2, 27.5' Pole-power		+ 30.4, ZI.1 FOIE-pOWEL
+15 Str. No. 933 42 Lft. of 30" Pipe Req'd 2 Pipe End Sections Req'd 3" Sump Req'd US Inv. = 808.81 DS Inv. = 808.59		TA. 936+00 "A"
1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011.) 1011	<u>1935+00</u> LINE "A" S 89° 48' 47" E <u>HPŞ56</u> II Drive	MATCH LINE S
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	PAUL & NANCY LOFLAND	
nent Riprap over + BENCHMARK DATA: , Type 1A reg'd. Lt. POLE ON NORTH SID	N SOUTH FACE OF POWER DE OF SR38 +/-300 FEET VEWAY FOR HOUSE #3803 6.8' LT., El. 817.07	840
0.06 Str. No. 933 Inv. El. 808.81 (Plotted 20' Above Datum) 2.27	2.57%	
88% 8:36 +35 +35 810.26 +18	Grade of Spl. 4'	
Str. No. 933	Bot. Ditch Req'd Rt	- <u>800</u>
etment + + + - 234 Sys	of Sodded Ditch Req'd Rt.	- 780 8 - 770
00+656 813.3 815.56 815.4 815.56 813.3 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.56 815.5		770 18.818 5+00
INDIANA ENT OF TRANSPORTATION	SCALE	BRIDGE FILE DESIGNATION
AN AND PROFILE	1" = 50' H 1" = 10' V SURVEY BOOK CONTRACT	1601074           SHEETS           86         of         422           PROJECT

RS-40528

1601074



RF	CONTROL POINT HPS57	
	I:\18jobs\18H0068B\CAD\Road\Sheet\Sht Planl	Profile40.da

Column

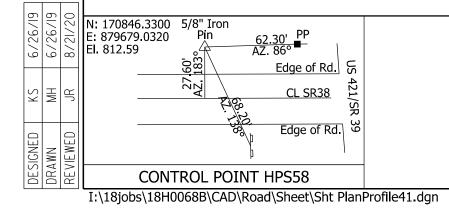
·/10]002/10 DI (CAD (Road (Si

	RECOMMENDED FOR APPROVAL	<i>8/21/2020</i> EER DATE	INDIANA DEPARTMENT OF TRANSPORTATION
	DESIGNED: KS	DRAWN: MH	PLAN AND PROFILE
	CHECKED: JR	CHECKED: KS	STA. 936+00 "A" TO STA. 950+00 "A"
B-61			

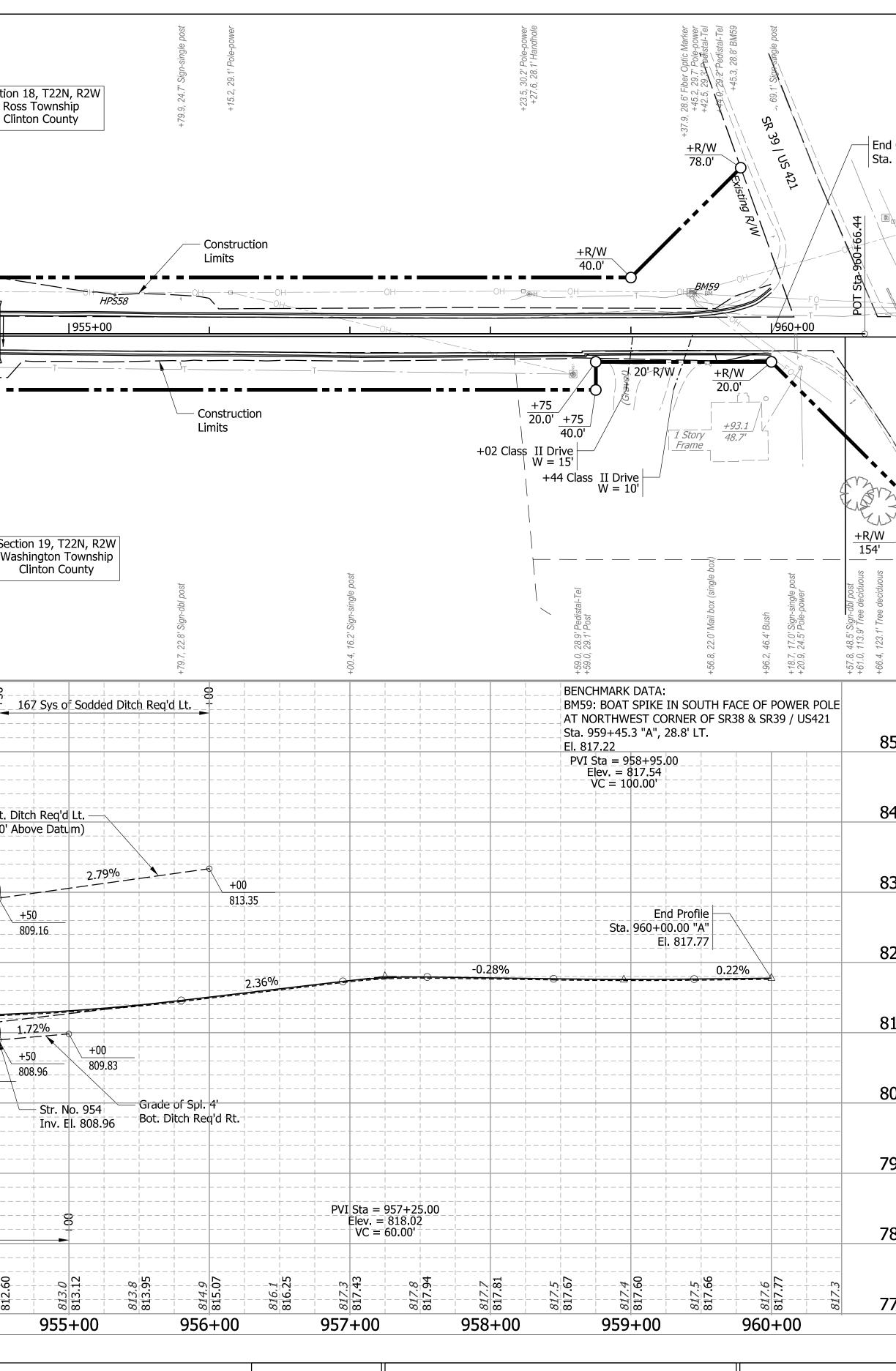
App. PL +86.2, 20.8' 24" CMP +84.6, 28.2' Pole-power	+23.1, 29.9' Fiber Optic Marker +23.2, 28.8' Handhole		+87.0, 30.4' Pole-power	
	LINDA CLE	OH	LINE STA. 950+00 "A"	
W CI W CI H H H H H H H H	R/W BAD. PL BAD. PL SHON & NICOLE LEBO Uble box) App. PL	Existing Culve to be Replace +53 Str. No. 948 33 Lft. of 15" Pip PHYLLIS AMICH	e Req'd	
dWD	BENCHMARK DATA: BM57: BOAT SPIKE I POLE ON NORTH SIE EAST OF DRIVEWAY Sta. 939+78.6 "A", 2 El. 818.07			840
2.41% Str. No. 947 Inv. El. 804.39 (Plotted 20' Above Dat			2.77%	820
→ → → → → → → → → → → → → → → → → → →	+70	21%		810 800 790
	ons of Revetment + ap over 34 Sys of es, Type 1A Req'd. Rt			780 770
	810.28 810.1 810.20	00+646 812.3 812.47 812.47	813.85 813.7 950+00	760 BRIDGE FILE
INDIANA ENT OF TRANSPORTA AN AND PROFILE		SCALE 1" = 50' H 1" = 1 SURVEY BOOK CONTRACT	0' V 87	DESIGNATION 1601074 SHEETS

1601074

RS-40528



		+33.4, 22.3' Sign-dbl post						+00 1 30 7' Dolo onome						+00.8, 29.9' Pole-power	
		+33.4, 22.						C + 00+				NDA /ELANI	D	+00.8, 2	
	950+00 "A"									37 Lft.	of 30"x19" 2 Pipe E	RCHEP Pi nd Sectic US Inv. :	ns Req'd		
	 0	) -		0	H			-0H		<b>40' R/W</b> —он— –		OH	<b></b>	0H	
	S 1950+	00		<i>E</i>	<u>xisting F</u>			47" E		(Bit.)			 SR 3	<u> </u>	
									-	40' R/W			<u>Existing</u>	<u>, R/W</u> @	
				-single post								YLLIS MICH		stal-Tel	
				+81.3, 17.6' Sign-single post	                 			 			R	51 To	ons of Rev r 67 Sys c	t Geotext +99.6, 23.6' Pedistal-Tel +99.7, 22.9' Post +99.7, 22.9' Post	+
850		+       											P	$/I Sta = 95^{4}$ Elev. = 81 VC = 360	4+00.00 0.36 0.00
840									   					Grade c	+ + 
830										ed Profile Rdwy Cer					-3.429
820								2	17%			(Pl		Str. No. 9 nv. El. 809. Above Datu	16
810															- <b>1</b> .20
800	 						L			     	Existing Gro	und			
790			· · · · · · · · · · · · · · · · · · ·												
			P	/I Sta = Elev. VC =	= 951+0 = 816.7 160.00	15.00 6			  			Sys of So	odded Dito	ch Req'd Rt.	
780		   _	   	 			-	-		+-		<u>-</u> -			+



Township 66 + 67 + 67 + 67 + 67 + 67 + 67 + 67	+R/W $-$ End Construction
Construction Limits	+ R/W     + R/W     + R/W       + H/W     + H/W       + H/W       + H/W
<u>HP\$58</u>	
+02 Class I V	$\frac{20' \text{ R/W}}{20.0'} + \frac{1}{20.0'}$ $\frac{1}{48.7'}$ $\frac{1}{48.7'}$ $\frac{1}{48.7'}$ $\frac{1}{48.7'}$ $\frac{1}{77}$ $1$
n 19, T22N, R2W ngton Township nton County +00.4, 10.2, Sign-single bost +00.4, 10.2, Sign-single bost	+56.8, 22.0' Mail box (single box) +56.8, 22.0' Mail box (single box) +56.8, 22.0' Mail box (single box) +57.8, 48.5' Sign-single post +66.4, 117.0' Sign-single post +66.4, 110.7' Tree deciduous +66.4, 110.7' Tree deciduous
Z Sys of Sodded Ditch Req'd Lt.	BENCHMARK DATA:         BM59: BOAT SPIKE IN SOUTH FACE OF POWER POLE         AT NORTHWEST CORNER OF SR38 & SR39 / US421         Sta. 959+45.3 "A", 28.8' LT.         EI. 817.22         PVI Sta = 958+95.00
h Req'd Lt	PVI Sta = 958+95.00
2.79% - +00 +00 813.35 0 2.16	End Profile       830         Sta. 960+00.00 "A"       830
2% +00	<u>810</u>
9       +00         809.83         3.96         Str. No. 954         Grade of Spl. 4'         Inv. El. 808.96	
PVI Sta = 957+25.00 Elev. = 818.02 VC = 60.00'	
813.0     813.0       813.0     813.0       813.12     813.0       813.12     813.95       817.3     816.1       817.3     817.3       817.3     817.3       817.81     817.3	817.5         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.6         817.7         817.6         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7         817.7
RECOMMENDED FOR APPROVAL	BRIDGE FILE           BRIDGE FILE           BRIDGE FILE           DEPARTMENT OF TRANSPORTATION         SCALE         DESIGNATION           NGINEER         DATE         1" = 50' H 1" = 10' V         1601074
DESIGNED: <u>KS</u> CHECKED: <u>JR</u> B-62	DRAWN: MH         PLAN AND PROFILE         SURVEY BOOK         SHEETS           CHECKED: KS         STA. 950+00 "A" TO STA. 960+50 "A"         CONTRACT         PROJECT           RS-40528         1601074