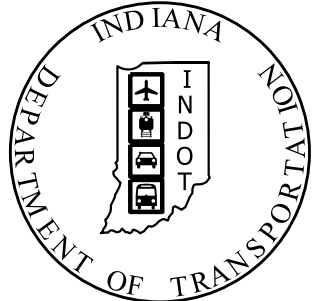


PROJECT	DESIGNATION
2001922	2001922
CONTRACT	
R-43253	

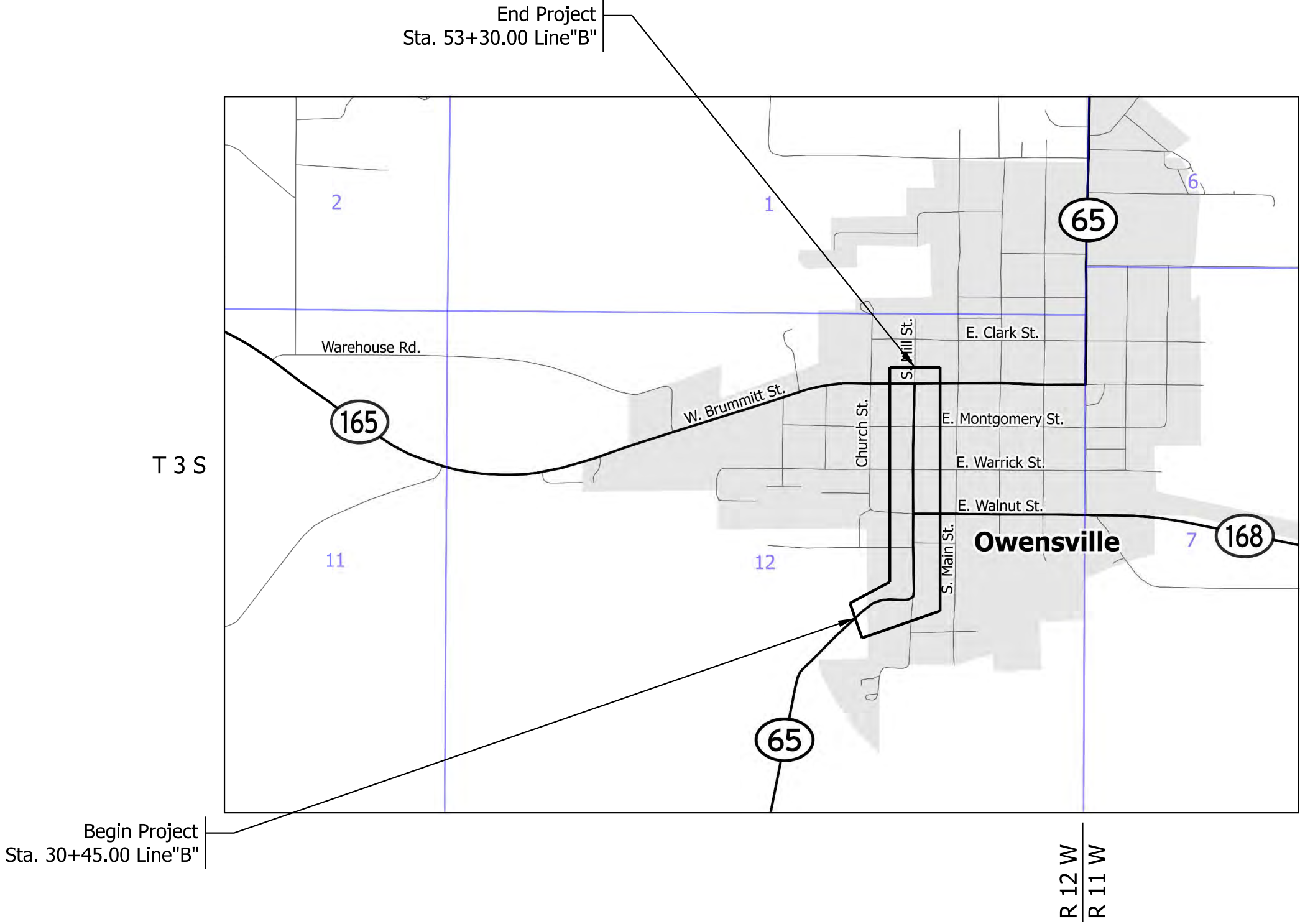
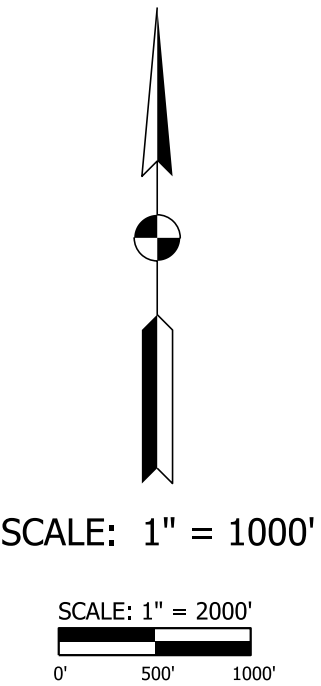
INDIANA DEPARTMENT OF TRANSPORTATION



RIGHT OF WAY PLANS

ROUTE: SR 65 FROM: RP 19+85 TO: RP 20+27
PROJECT NO. 2001922 P.E. 2001922 R/W CONST.

HMA Overlay Minor Structural
From: 0.26 mi. S. SR 168 (S. Limits Owensville) To: SR 165
Section 12, T-3-S, R-12-W, Montgomery Township, Gibson County, Indiana

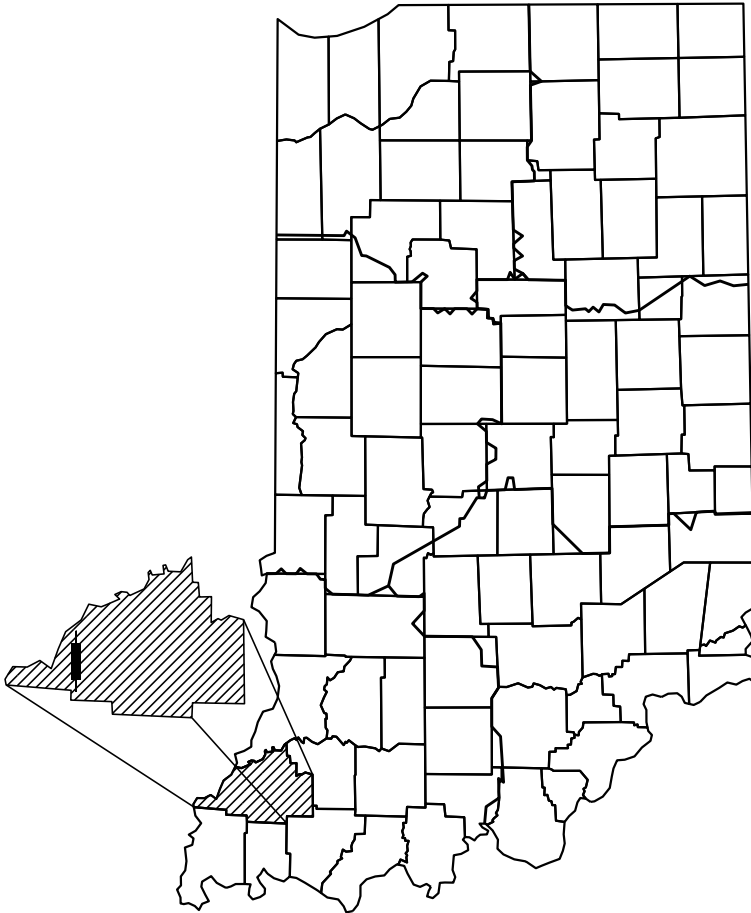


TRAFFIC DATA

A.A.D.T.	(2025)	2620	V.P.D.
A.A.D.T.	(2045)	3668	V.P.D.
D.H.V	(2045)	454	V.P.H.
DIRECTIONAL DISTRIBUTION		51/49	%
TRUCKS		10 %	A.A.D.T.
		4.5 %	D.H.V.

DESIGN DATA

DESIGN SPEED	20, 25, 30, 35	M.P.H.
PROJECT DESIGN CRITERIA	3R	(NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	MAJOR	COLLECTOR
RURAL/URBAN	URBAN/RURAL	
TERRAIN		LEVEL
ACCESS CONTROL		NONE



PROJECT LOCATION SHOWN BY
GIBSON COUNTY, INDIANA

LATITUDE: 36° 16' 10" N LONGITUDE: 87° 41' 34" W

GROSS LENGTH: 0.46 MI.
NET LENGTH: 0.46 MI.
MAX. GRADE: N/A %

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2024
TO BE USED WITH THESE PLANS



WSP USA Inc.
115 W. Washington Street
Suite 1270S
Indianapolis, IN 46204
TEL: 317-972-1706

APPROVED: CHIEF, DIVISION OF REAL ESTATE DATE

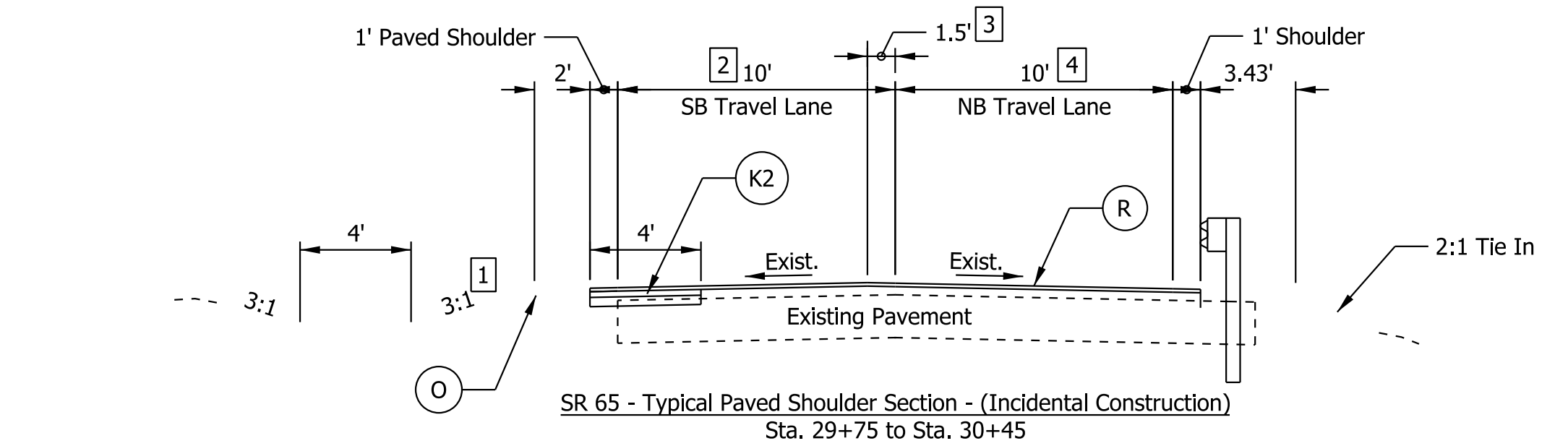
RECOMMENDED FOR APPROVAL: MANAGER, R/W ENGINEERING SECTION DATE

SURVEY BOOK	SHEETS
CONTRACT	PROJECT
R-43253	2001922

- 1

Ditch Slope
Varies - See Ditch Profile
- 2

SB Travel Lane
10' to 12' - Sta. 30+05 to Sta. 30+45



- 3

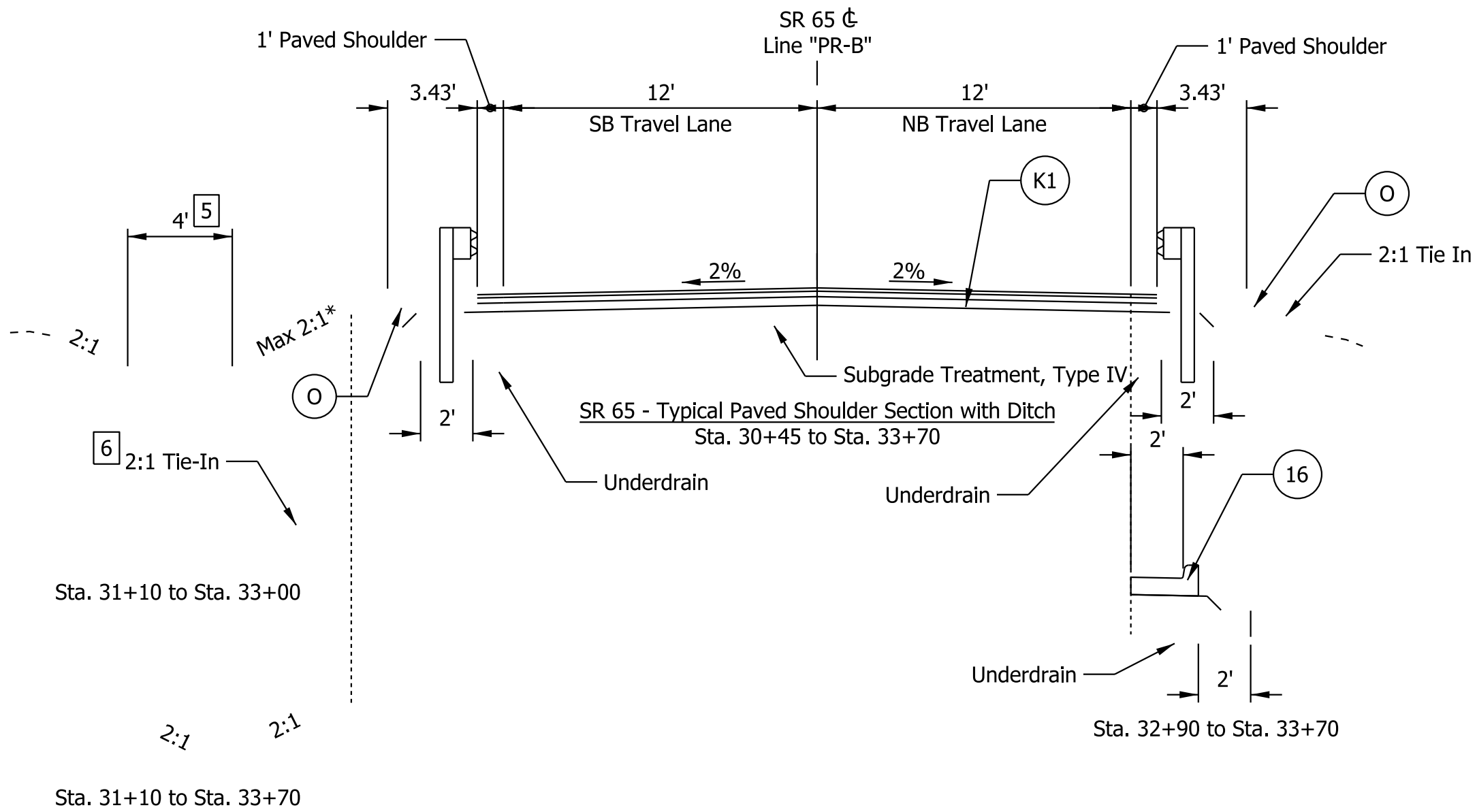
Crown Shift Right
Varies 1.5' to 0' - Sta. 29+75 to Sta. 30+05
- 4

NB Travel Lane
10' to 12' - Sta. 30+05 to Sta. 31+45

- 5

Ditch Width
4' to 8' - Sta. 30+80 to Sta. 31+10
- 6

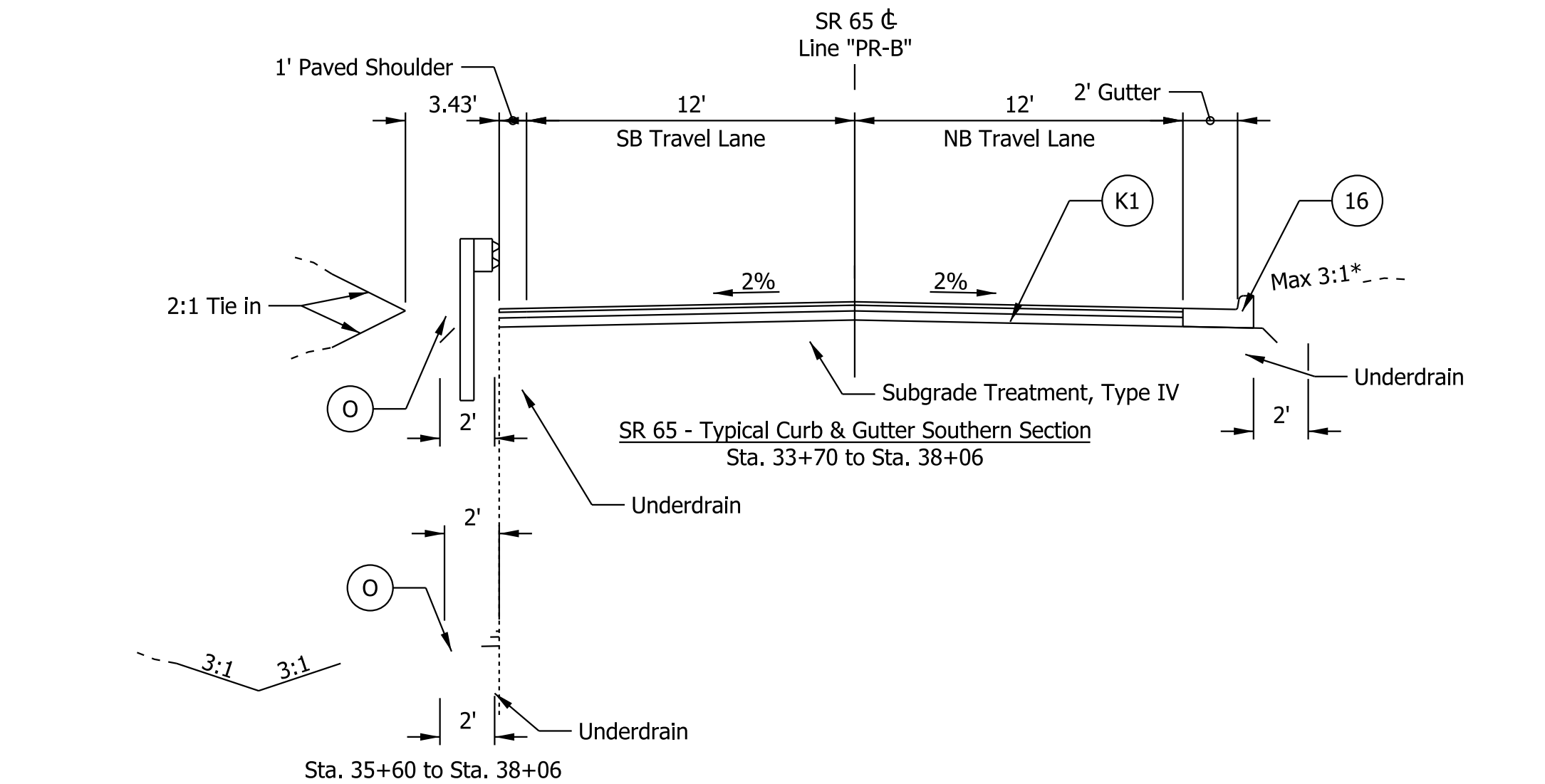
Ditch Slope
Varies for Pond Tie-In - See Cross Sections



- 1

Crown Shift Right
Varies 1' to 0.50' - Sta. 30+45 to Sta. 31+45
- 3

NB Travel Lane
10' to 12' - Sta. 30+45 to Sta. 30+86



*Varies. Max. Value Provided. See Cross Sections for additional details.

LEGEND		
(F) Sidewalk, Concrete	(K1) Full Depth Reconstruction with HMA: 165 lb/sys QC/QA-HMA, 3, 58H, Surface, 9.5 mm on 275 lb/sys QC/QA-HMA, 3, 58H, Intermediate, 19.0 mm on 440 lb/sys QC/QA-HMA, 3, 58S, Base, 19.0 mm on Drainage Layer Consisting of 250 lb/sys QC/QA-HMA, 4, 58E, Intermediate, OG, 19.0 mm on Separation Layer Consisting of 4.0 in. Compacted Aggregate, No. 53 on Subgrade Treatment, Type IV	(K2) HMA for Shoulder Widening: 165 lb/sys QC/QA-HMA, 3, 58H, Surface, 9.5 mm on 275 lb/sys QC/QA-HMA, 3, 58H, Intermediate, 19.0 mm on 440 lb/sys QC/QA-HMA, 3, 58S, Base, 19.0 mm on
(13) Curb, Concrete		(O) Compacted Aggregate, No. 53
(16) Curb and Gutter, Concrete		(R) Mill and Overlay for Incidental Construction 1.5" Asphalt Milling 165 lb/sys QC/QA-HMA, 3, 58H, Surface, 9.5 mm on existing pavement
(26) Sodding, Nursey		

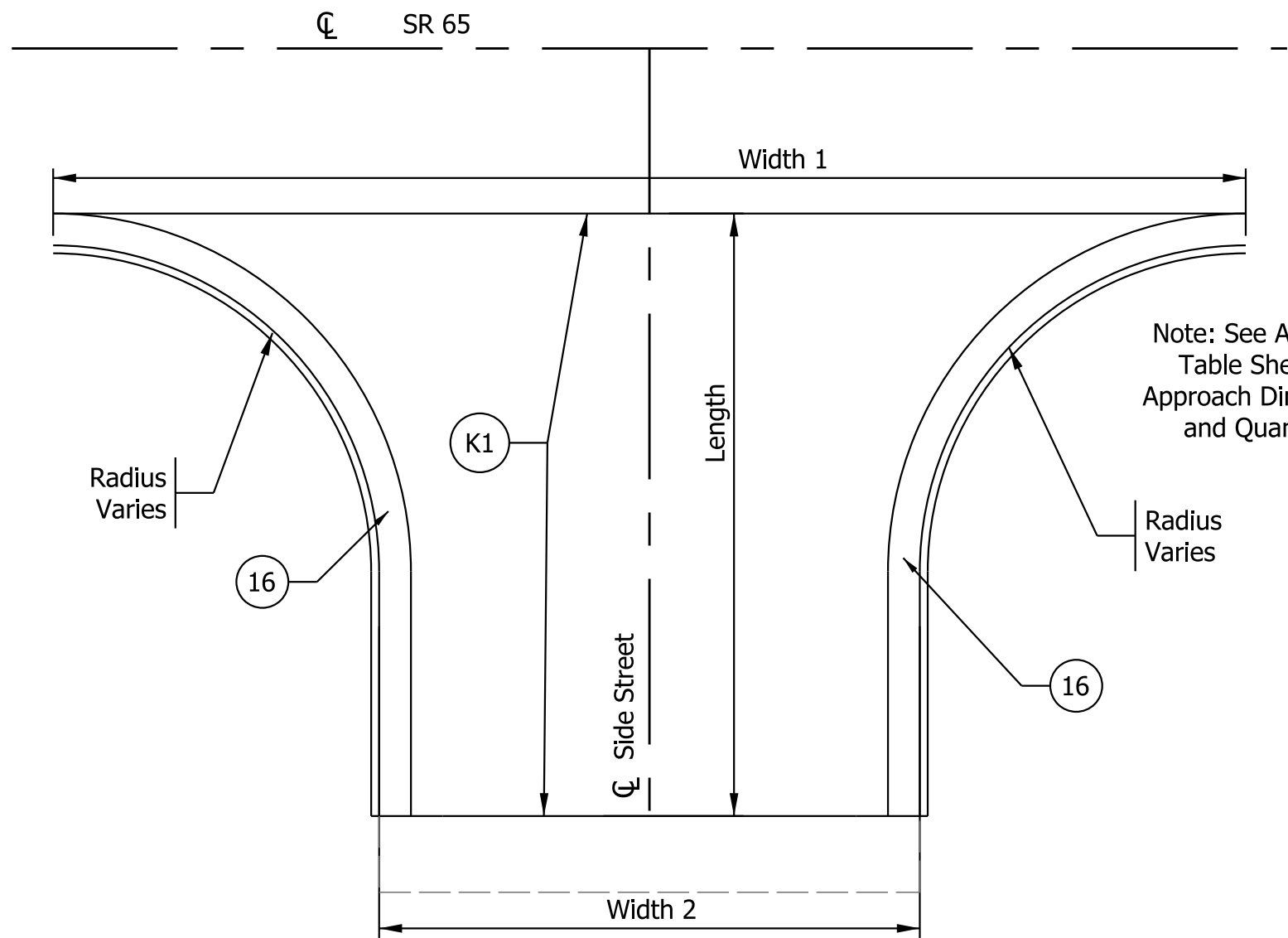
NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: EPF	DRAWN: EPF
CHECKED: BEA	CHECKED: BEA

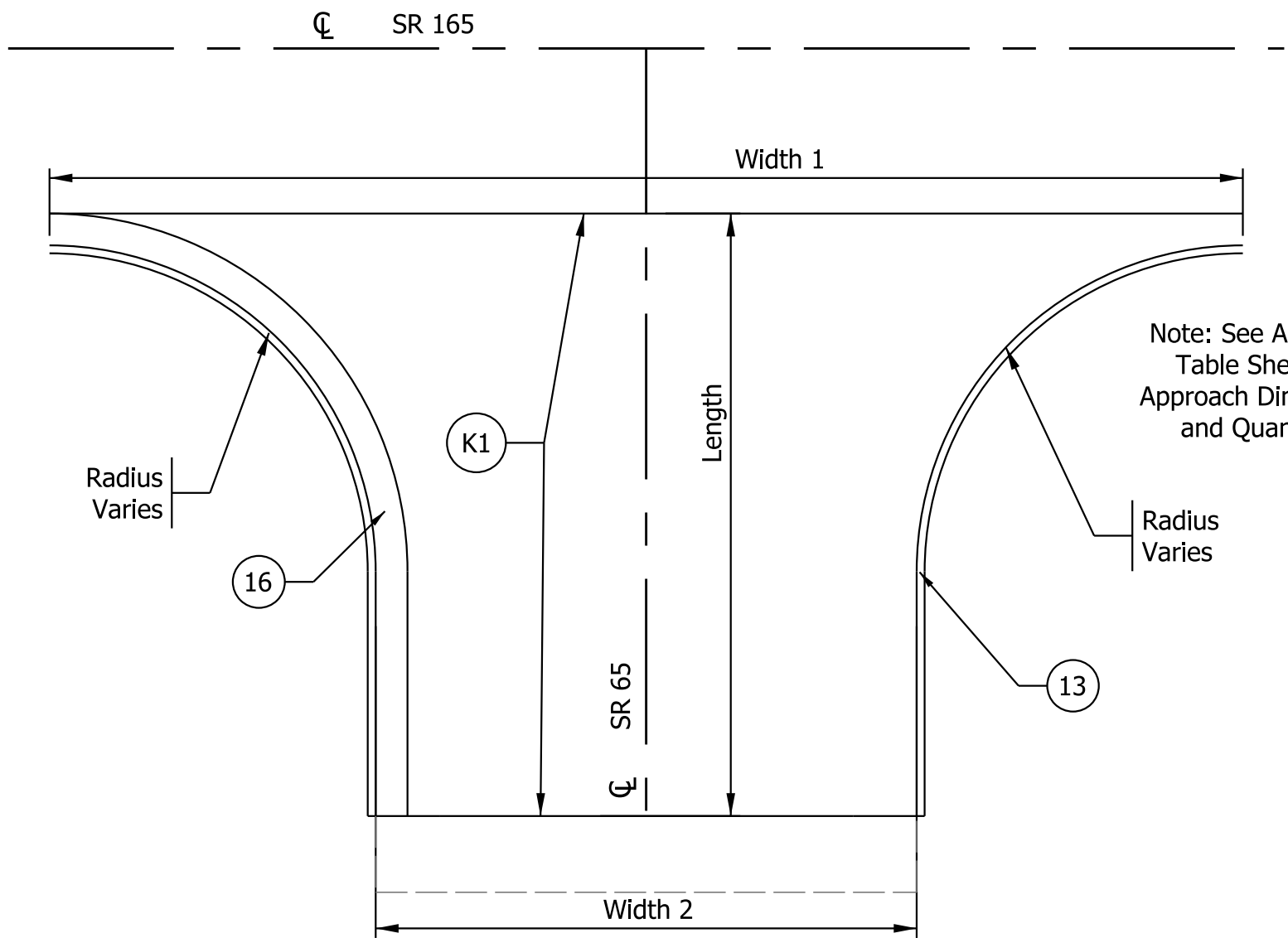
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

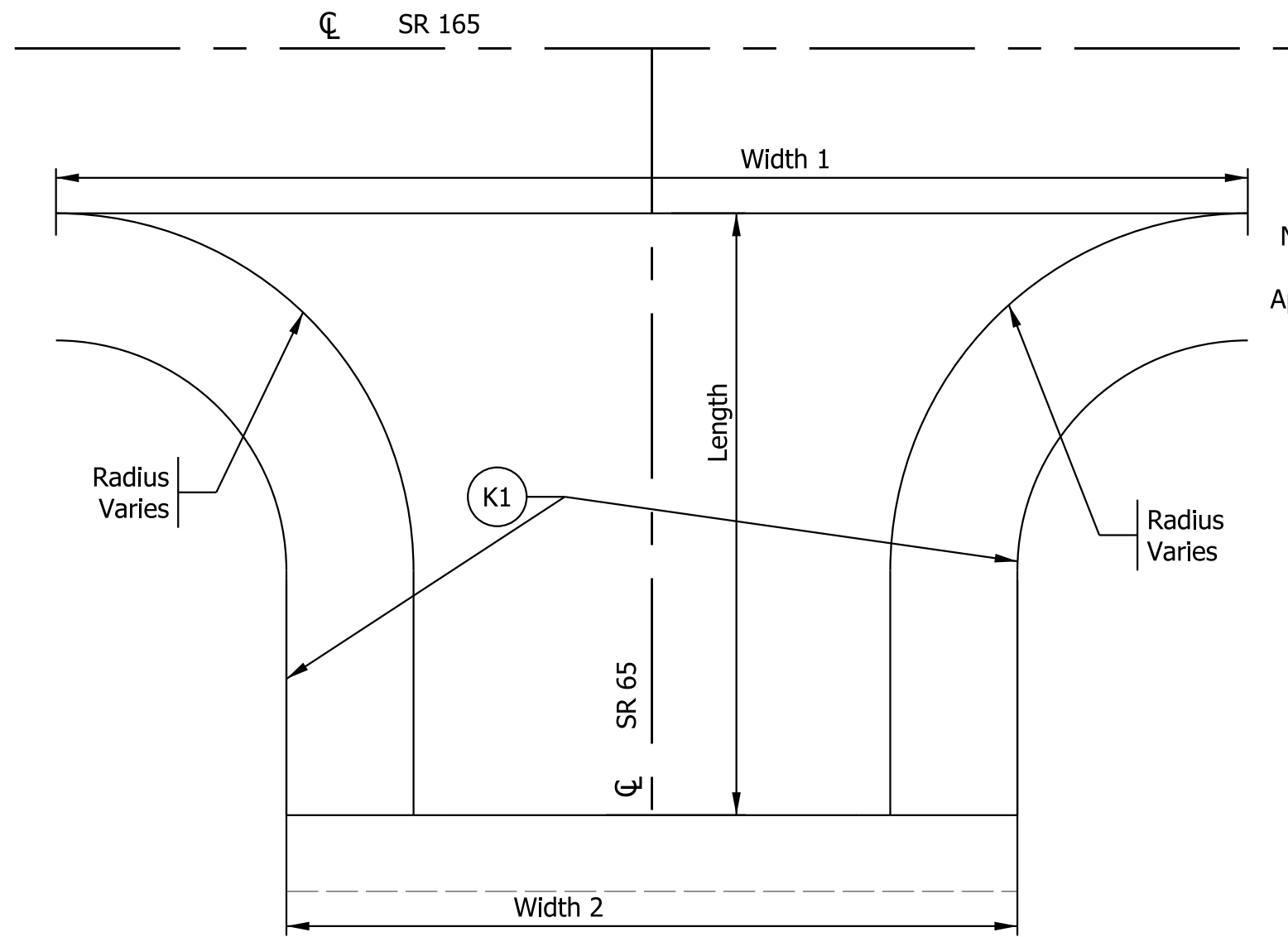
HORIZONTAL SCALE		BRIDGE FILE	
1" = 5'			
VERTICAL SCALE		DESIGNATION	
N/A		2001922	
SURVEY BOOK		SHEETS	
		3 of 20	
CONTRACT		PROJECT	
R-43253		2001922	



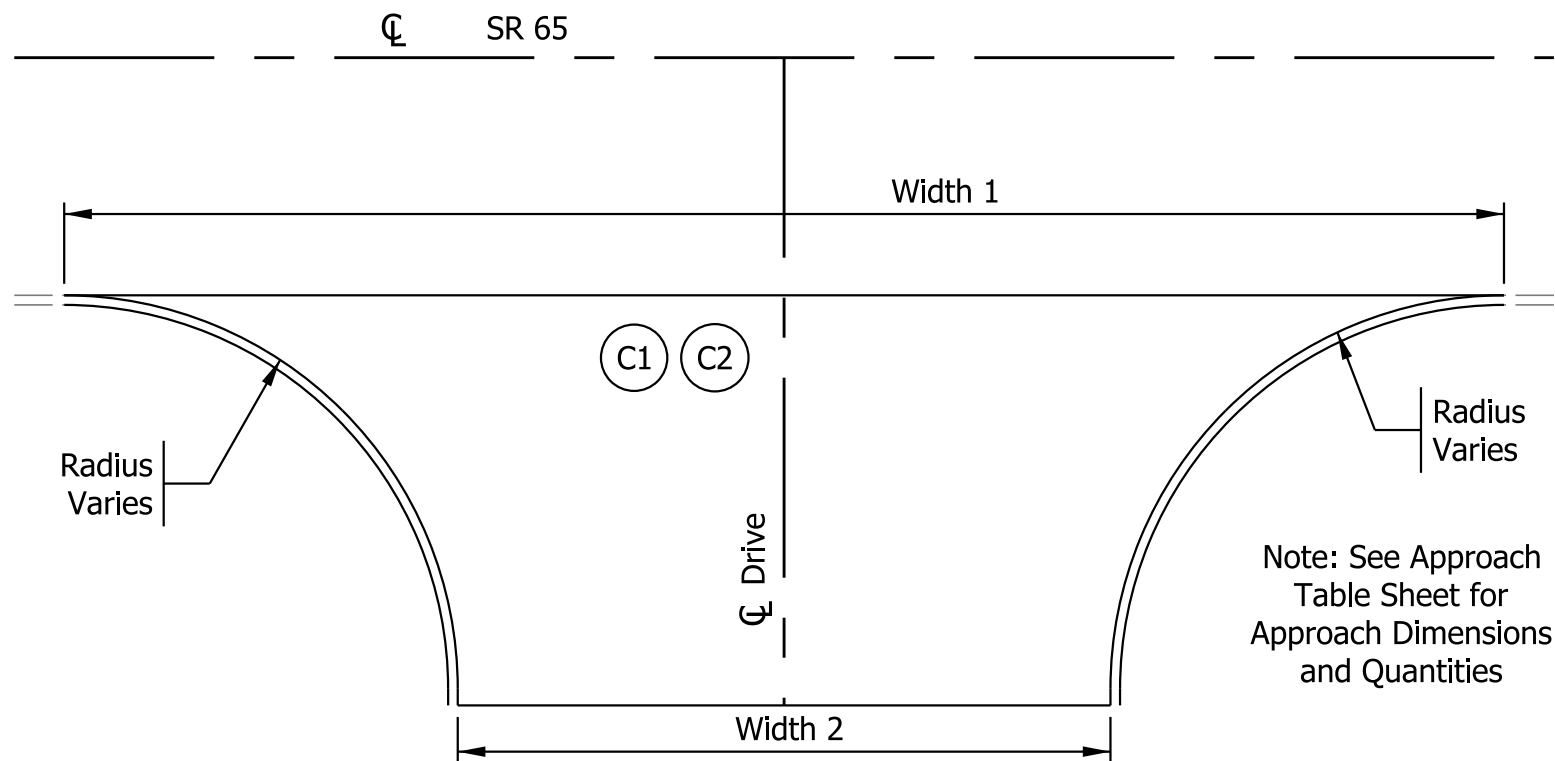
TYPICAL SIDE STREET APPROACH DETAIL
(NOT TO SCALE)



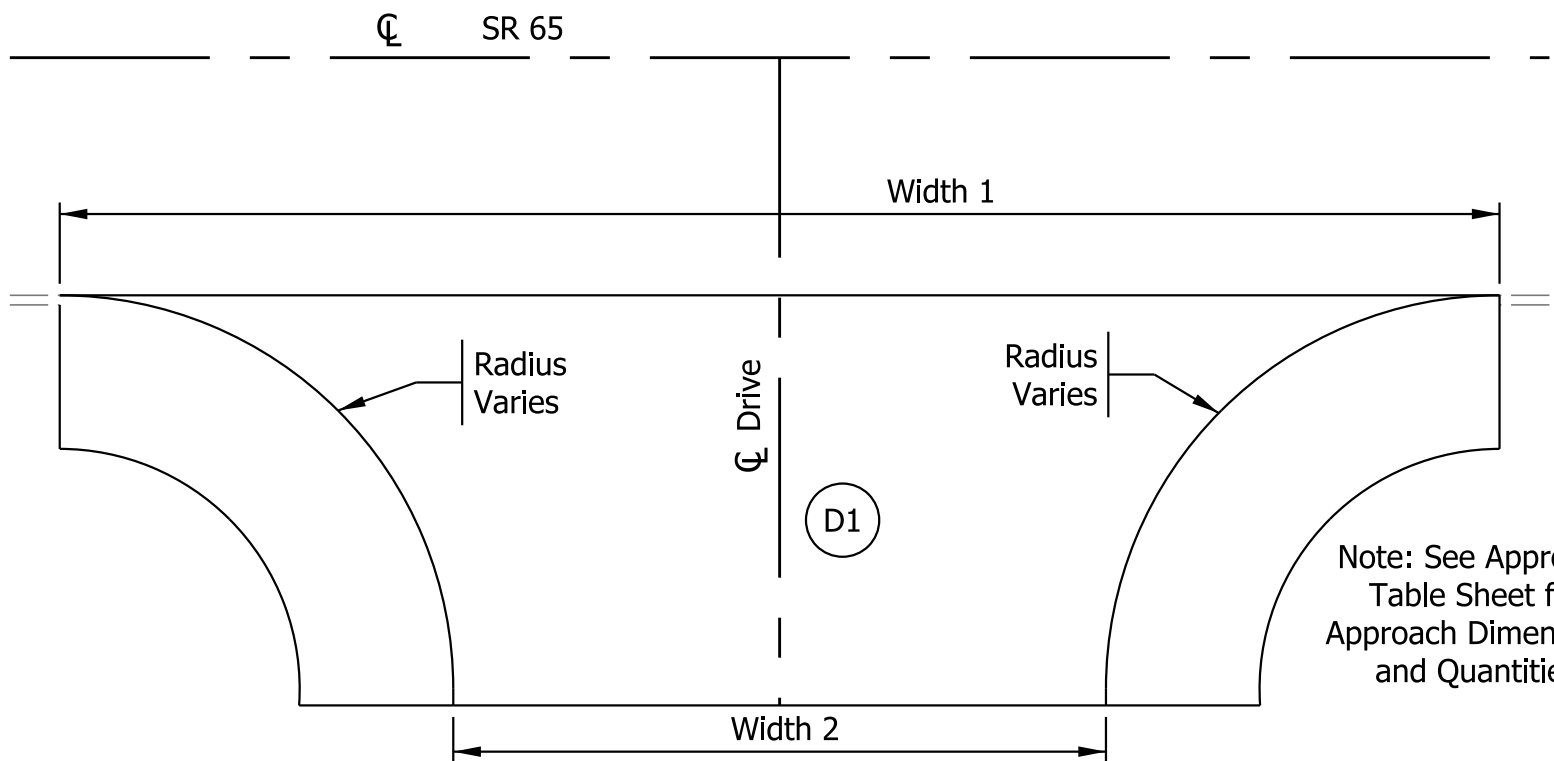
TYPICAL SIDE STREET APPROACH DETAIL
(NOT TO SCALE)



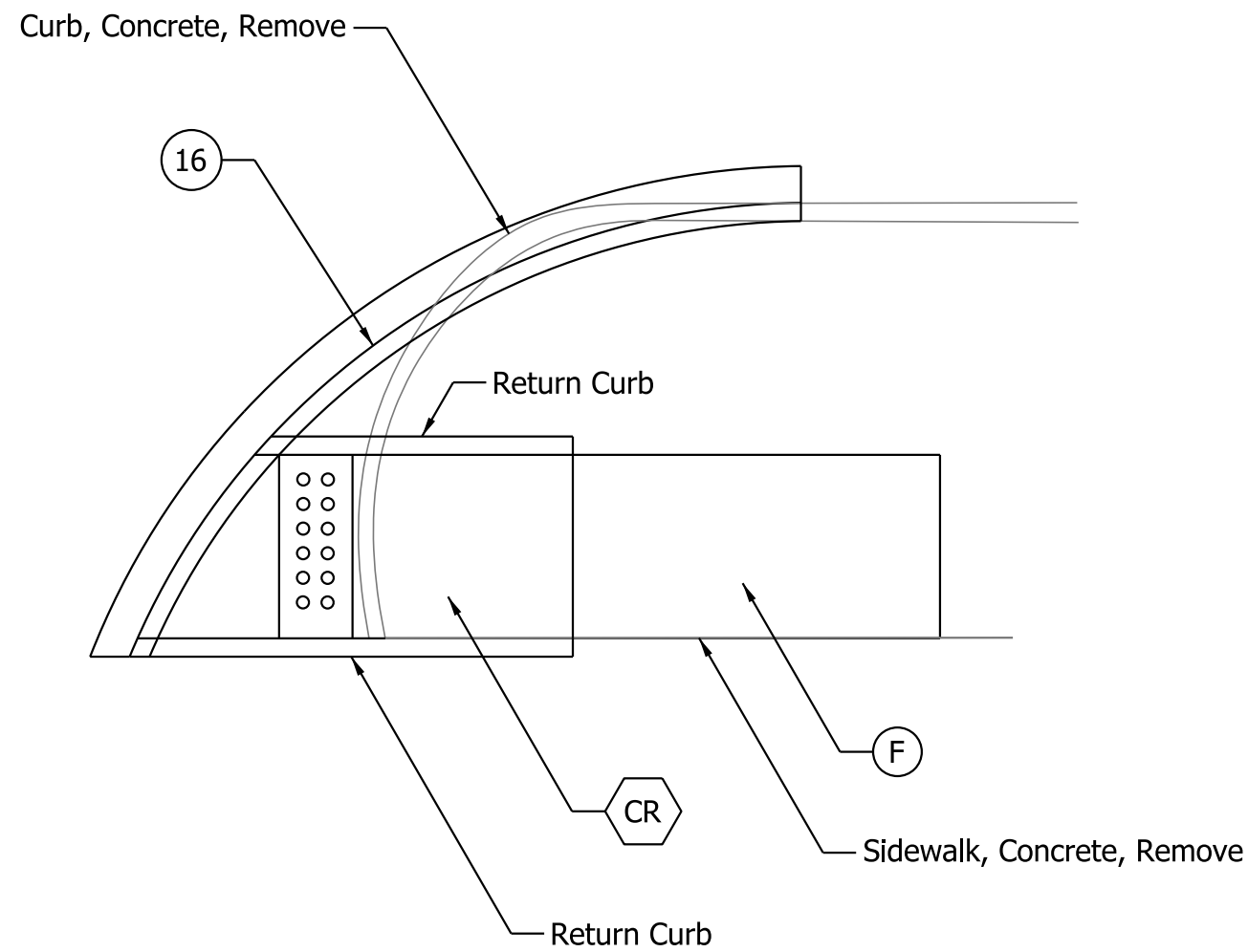
TYPICAL SIDE STREET APPROACH DETAIL
(NOT TO SCALE)



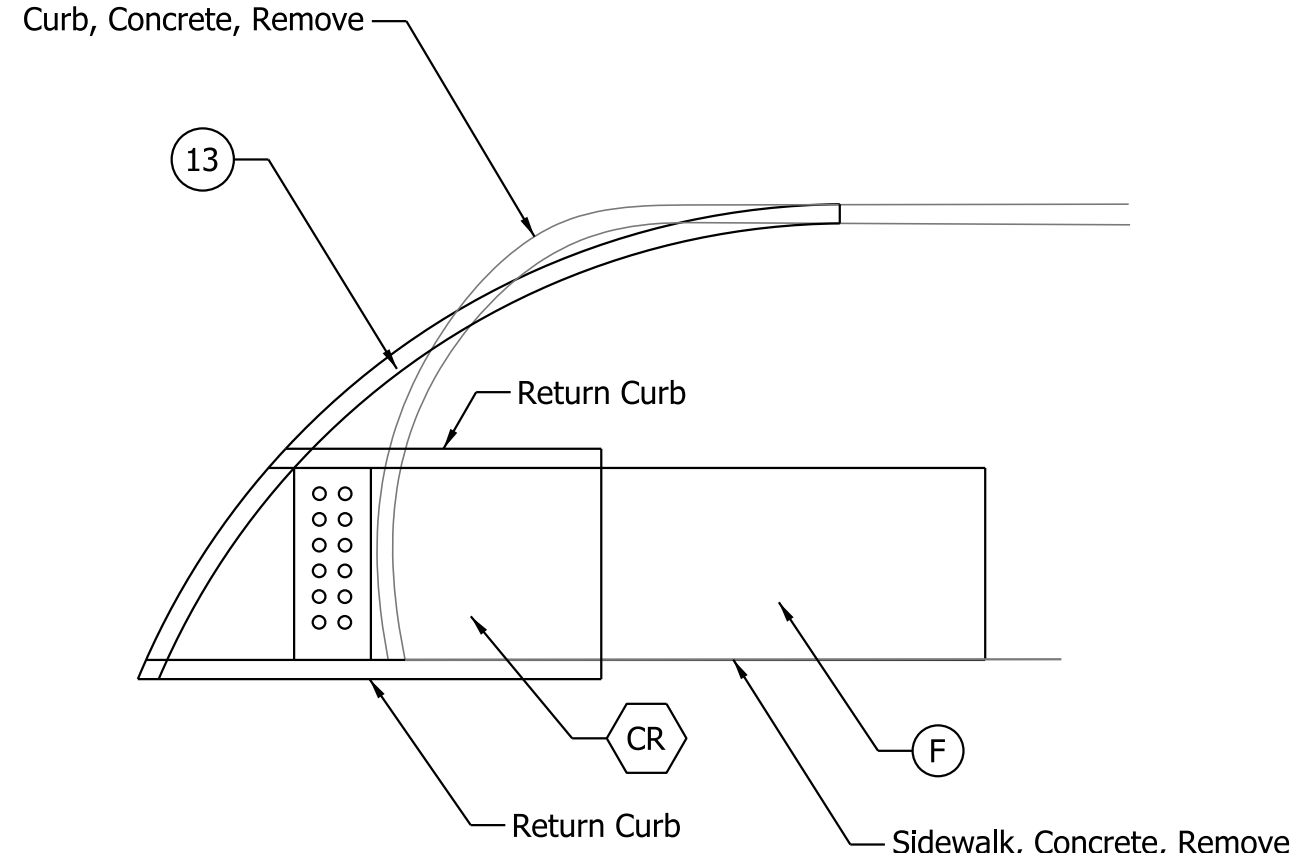
TYPICAL DRIVEWAY APPROACH DETAIL
(NOT TO SCALE)



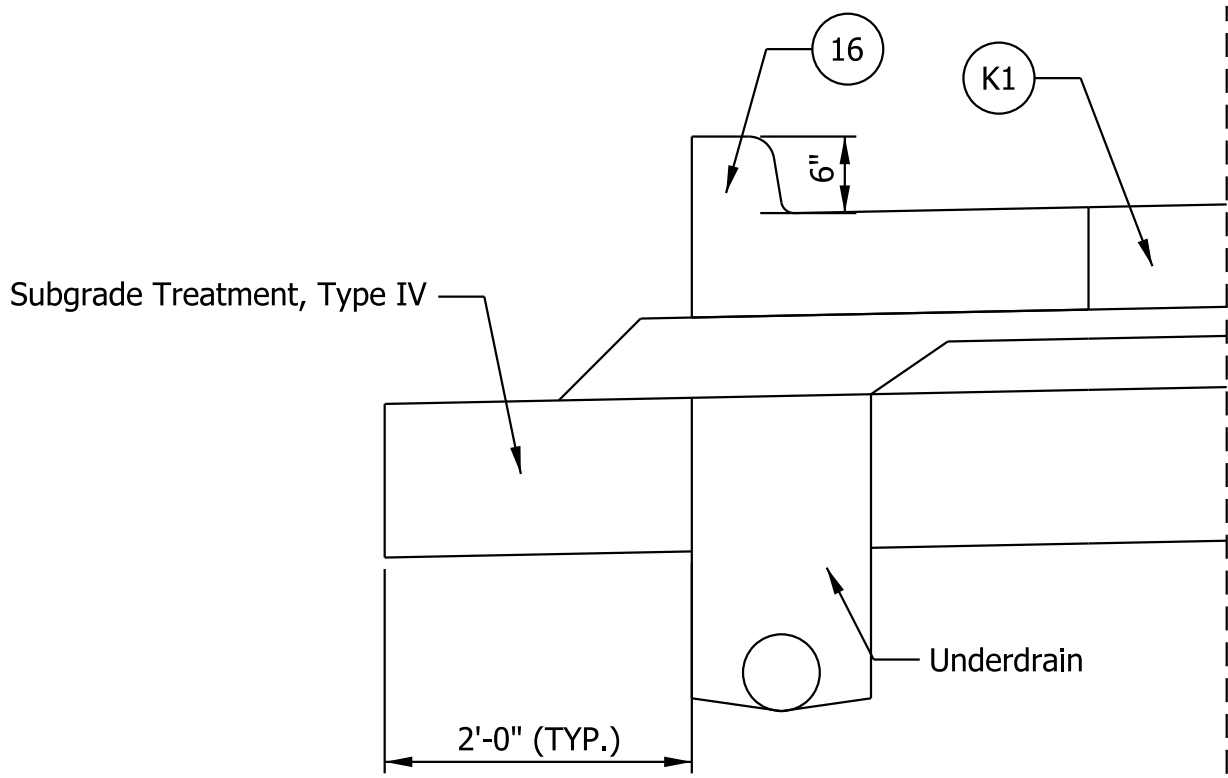
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(NOT TO SCALE)



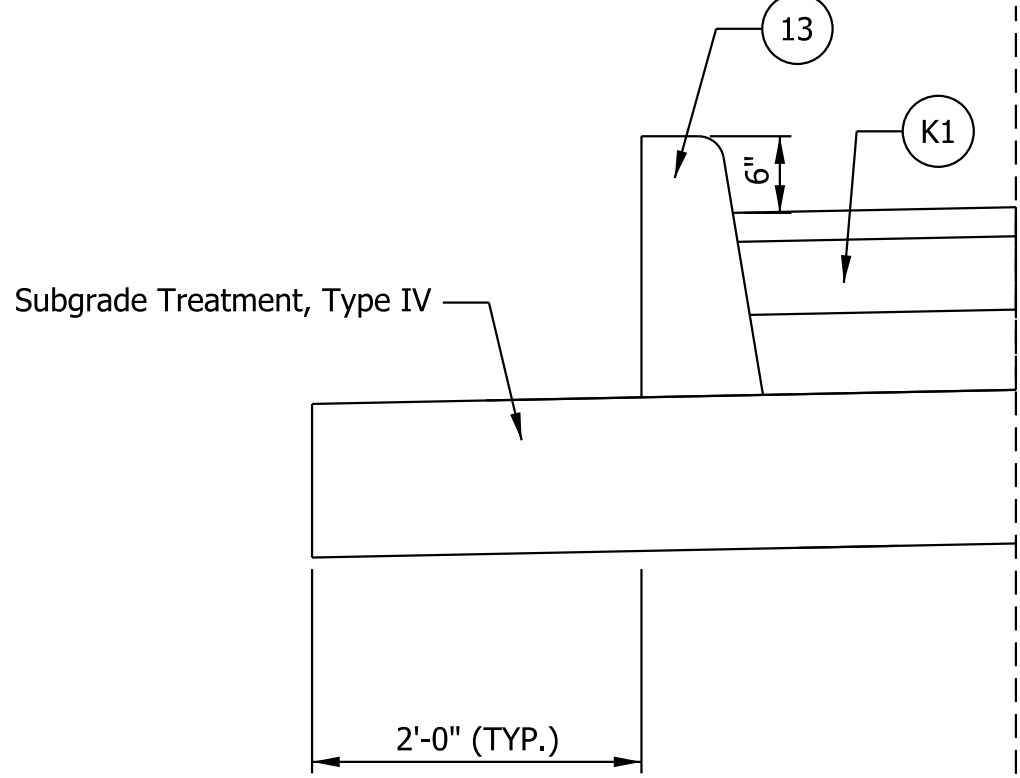
TYPICAL CURB RAMP DETAIL
(NOT TO SCALE)



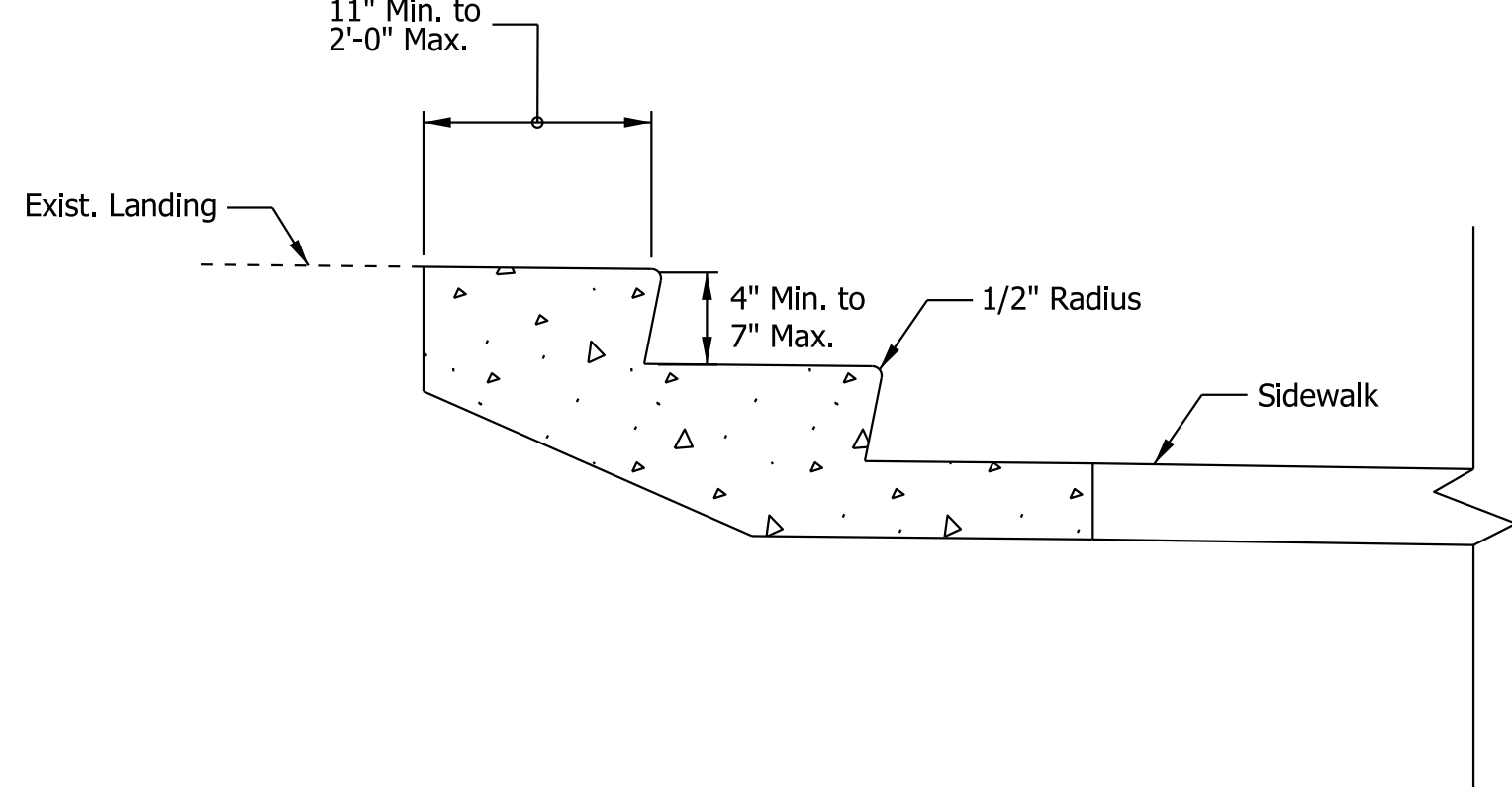
TYPICAL CURB RAMP DETAIL
(NOT TO SCALE)



CURB AND GUTTER, CONCRETE - HMA ADJACENT
(NOT TO SCALE)



CURB, CONCRETE - HMA ADJACENT
(NOT TO SCALE)



CONCRETE STEPS DETAIL
(NOT TO SCALE)

- LEGEND**
- (F) Sidewalk, Concrete
 - (13) Curb, Concrete
 - (16) Curb and Gutter, Concrete

(K1) Full Depth Reconstruction with HMA:
165 lb/sys QC/QA-HMA, 3, 58H, Surface, 9.5 mm on
275 lb/sys QC/QA-HMA, 3, 58H, Intermediate, 19.0 mm on
440 lb/sys QC/QA-HMA, 3, 58S, Base, 19.0 mm on
Drainage Layer Consisting of
250 lb/sys QC/QA-HMA, 4, 58E, Intermediate, OG, 19.0 mm on
Separation Layer Consisting of
4.0 in. Compacted Aggregate, No. 53 on
Subgrade Treatment, Type IV

(C1) PCCP for Approaches, 6 IN. on
Dense Graded Subbase, 6" on
Subgrade Treatment, Type II

(C2) PCCP for Approaches, 9 IN. on
Dense Graded Subbase, 6" on
Geogrid, Type IB
Subgrade Treatment, Type II

(D1) HMA for Approaches, Type B composed of:
165 lb/syd HMA Surface Type B, on
275 lb/syd HMA, Intermediate, Type B, on
660 lb/syd HMA Base, Type B, on
Subgrade Treatment, Type II on
Geogrid, Type IB

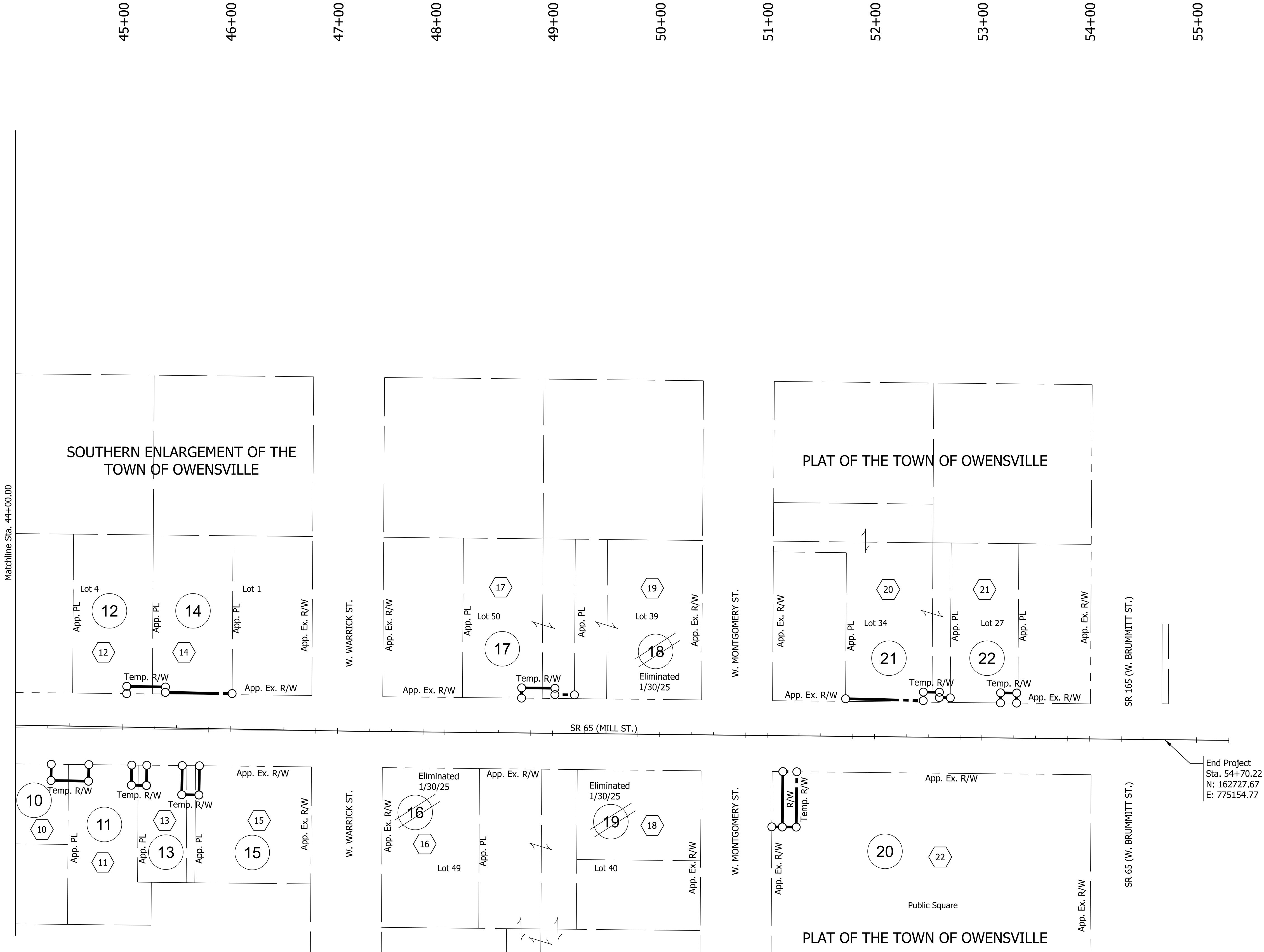
NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: HEW	DRAWN: HEW
CHECKED: BEA	CHECKED: BEA

INDIANA
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
N/A		DESIGNATION	
VERTICAL SCALE		2001922	
N/A		SHEETS	
SURVEY BOOK		4	of 20
CONTRACT		PROJECT	
R-43253		2001922	



SECTION 12
TOWNSHIP 3 SOUTH
RANGE 12 WEST
MONTGOMERY TOWNSHIP
GIBSON COUNTY

- 10 BRIAN K. AND LESA D. PRATER
- 11 DENNIS A. AND ANDREA R. MILLS
- 12 KEVIN E. AND SANDRA M. MOORE
- 13 WOODROW TINDLE
- 14 DENNIS A. & ANDREA R. MILLS
- 15 MATTHEW R. & NICOLE D. BILDERBACK
- 16 JONATHAN A. AND AMY M. PRITCHETT
- 17 DANNY R. AND MONA L. TAYLOR
- 18 MONTGOMERY MANUFACTURING CO INC.
- 19 ROBIN KUMAR CHAUDHURI
- 20 WILLIAM T. JOHNSON
- 21 EARLAINE DUNIGAN
- 22 BOARD OF TRUSTEES OF THE OWENSVILLE CARNEGIE LIBRARY

End Project
Sta. 54+70.22
N: 162727.67
E: 775154.77

NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER _____ DATE _____	
DESIGNED: _____	DRAWN: _____
CHECKED: _____	CHECKED: _____

INDIANA DEPARTMENT OF TRANSPORTATION
S.R. 65 RECONSTRUCTION PLAT NO. 1

HORIZONTAL SCALE 1"=50'	BRIDGE FILE
VERTICAL SCALE N/A	DESIGNATION 2001922
SURVEY BOOK	SHEETS \$PAGE\$ of \$TOTAL\$
CONTRACT R-43253	PROJECT 2001922

FOR INDIANA DEPARTMENT OF TRANSPORTATION
STATE ROAD 65 ,TOWN OF OWENSVILLE
GIBSON COUNTY, INDIANA
DES 2001922

SEE SHEET NO. 2 FOR CONTINUATION

SURVEYORS REPORT

P.I. = STA. 43+61.59 "B"

THE OWENSVILLE MONTGOMERY
TOWNSHIP PARK AND
RECREATION DISTRICT
INSTR. NO. 199300006777

LOT 5

LOT 8

P.I. = STA. 42+01.95 "B"

**SOUTHERN
ENLARGEMENT
PLAT BOOK 1
PAGE 46**

LOT 9

RITA J. ANGLE
INSTR. NO. 20030001207

NEPL

P.I. = STA. 39+21.24 "B"

LOT 10

209

APP. P.L.

SR 65 (MILL STREET)

SR 65 = 36+00

SEE SURVEYORS
REPORT

LOT 13

CURVE DATA - LINE "B"
P.I. STA. = 36+62.25
DELTA = 90°32'42"
R = 63.54 ft
T = 64.15 ft
L = 100.41 ft

1253

1401

APP. R/W

35+00

SR 65 = 36+00

1503

589° 17' 52"E 144.15'

504

1251

1250

211

P.C. = STA. 35+98.10 "B"

CURVE DATA - LINE "B"
P.I. STA. = 33+48.87
DELTA = 44°30'02"
R = 285.89 ft
T = 116.96 ft
L = 222.04 ft

**SUPERIOR AG RESOURCES
COOPERATIVE, INC.**
INSTR. NO. 2008-092

WALNUT ST.

509

43+00

N02° 07' 35"E 159.64'

508

42+00

41+00

280.71'

40+00

N01° 03' 02"W

507

39+00

222.72'

N00° 09' 26"E

37+00

506

505

1252

1250

211

**DONALD W. BARRET AND
BARBARA K. BARRETT**
INSTR. NO. 200600005914

APP. P.L.

**DONAL KEITH AND
WILMA JEAN NEWCOME**
INSTR. NO. 200400003904

**RUSS E. AND
CHRISTINE E. ENNULAT**
INSTR. NO. 201700004085

APP. P.L.

S. & G. ENTERPRISE, INC
INSTR. NO. 201500001389

APP. P.L.

SCOTT ST. CLAIR, SR.
INSTR. NO. 201400004379

APP. P.L.

**SUPERIOR AG RESOURCES
COOPERATIVE, INC.**
INSTR. NO. 200800000092

P.T. = STA. 36+98.52 "B"

NEPL

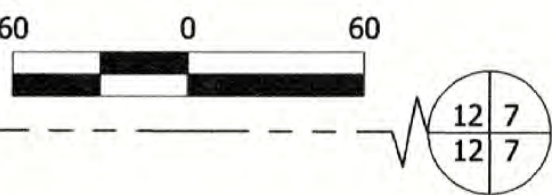
**SUPERIOR AG RESOURCES
COOPERATIVE, INC.**
INSTR. NO. 200800000092

SCALE

60 0 60

APPARENT PROPERTY LINE NOTE (OUTSIDE LIMITS)
ADJOINING SURVEY TRACTS' APPARENT PROPERTY LINES THAT FALL OUTSIDE THESE SURVEY LIMITS WERE NOT ESTABLISHED AND THEREFORE ARE TYPICALLY NOT SHOWN ON THIS LCRS. IF SAID "BACK" OR "REAR" APPARENT PROPERTY LINES ARE SHOWN ON THIS SURVEY, THEY ARE SHOWN FOR REFERENCE AND ILLUSTRATION ONLY.

APPARENT PROPERTY LINE NOTE (OUTSIDE LIMITS)
ADJOINING SURVEY TRACT'S APPARENT PROPERTY LINES THAT FALL OUTSIDE THESE SURVEY LIMITS WERE NOT ESTABLISHED AND THEREFORE ARE TYPICALLY NOT SHOWN ON THIS LCORS. IF SAID "BACK" OR "REAR" APPARENT PROPERTY LINES ARE SHOWN ON THIS SURVEY, THEY ARE SHOWN FOR REFERENCE AND ILLUSTRATION ONLY.



SCALE	BRIDGE FILE		
SEE ABOVE	---		
COUNTY	DESIGNATION		
GIBSON	2001922		
SURVEY BOOK	SHEETS		
---	7		20
CONTRACT	ETICA PROJECT NUMBER		
---	210045.03		

INDIANA DEPARTMENT OF TRANSPORTATION
LOCATION CONTROL ROUTE SURVEY

STATE ROAD 65 - LINE "B"

PREPARED BY: <u>Rodney J. Kelly</u> _____ RODNEY J. KELLY	03/29/2022
LEAD CREW: _____ BLC	CHECKED: _____ CLC
DRAWN: _____ CDM	

FIELD SURVEYOR STATEMENT

THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF TITLE 865 I.A.C. 1-12-20 THROUGH 1-12-25 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.

FIELD SURVEYOR STATEMENT

Redact Statement:
I affirm, under the penalties of perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law.

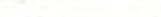
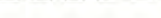
Signature: [Signature]
Printed Name: RODNEY J. KELLY

PREPARED BY:

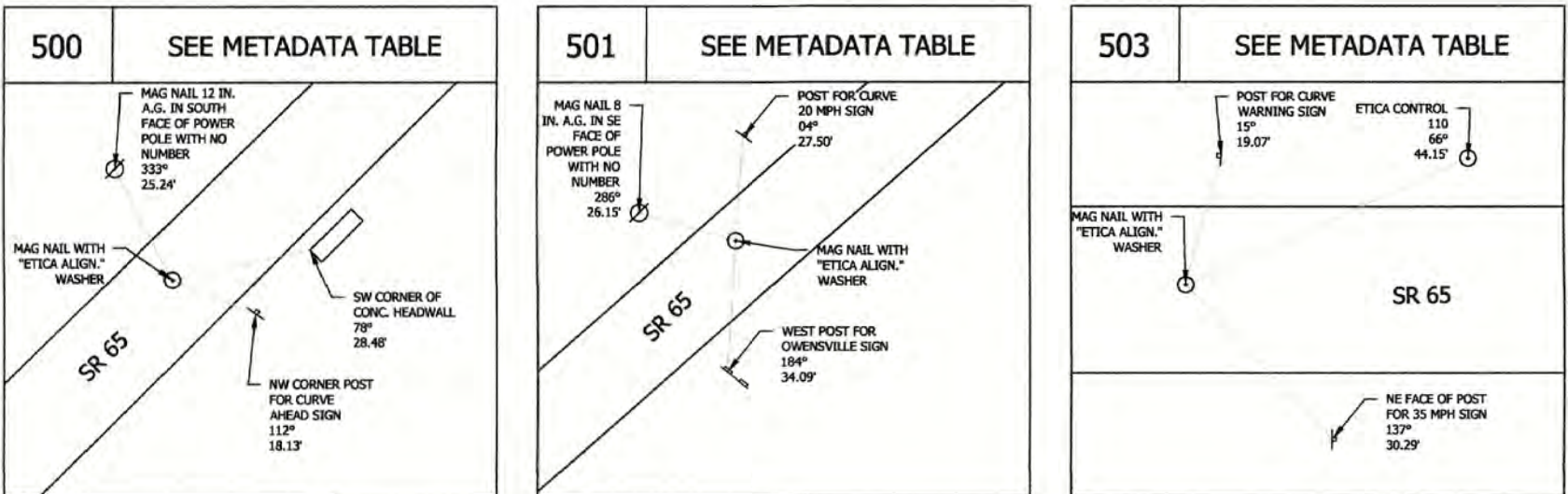
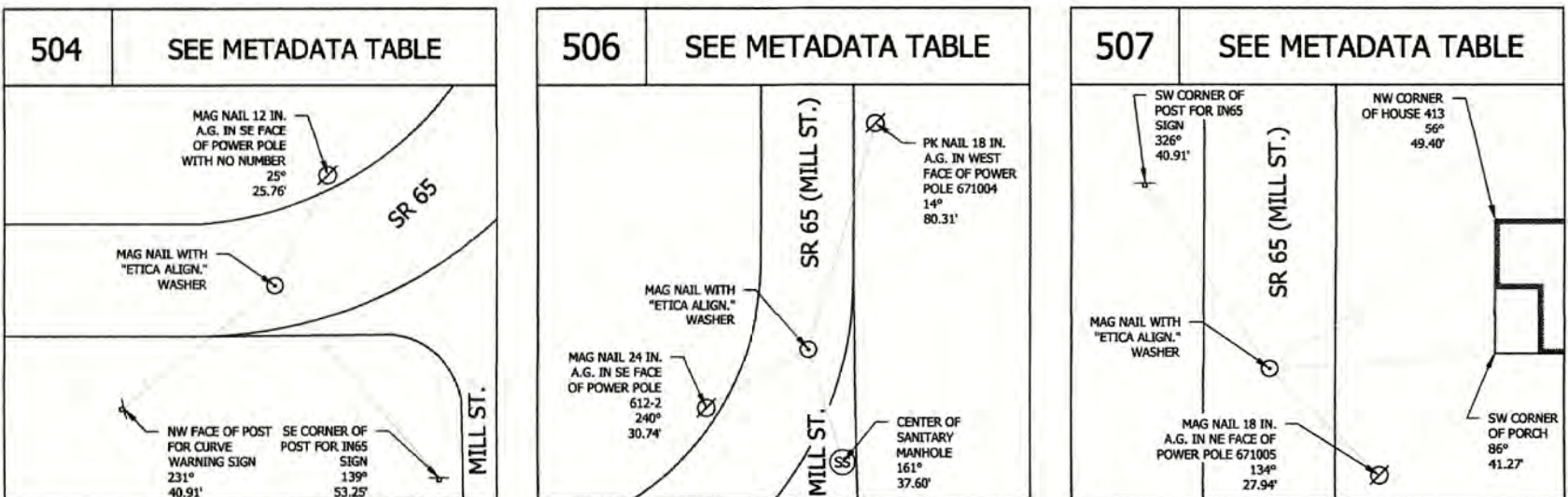
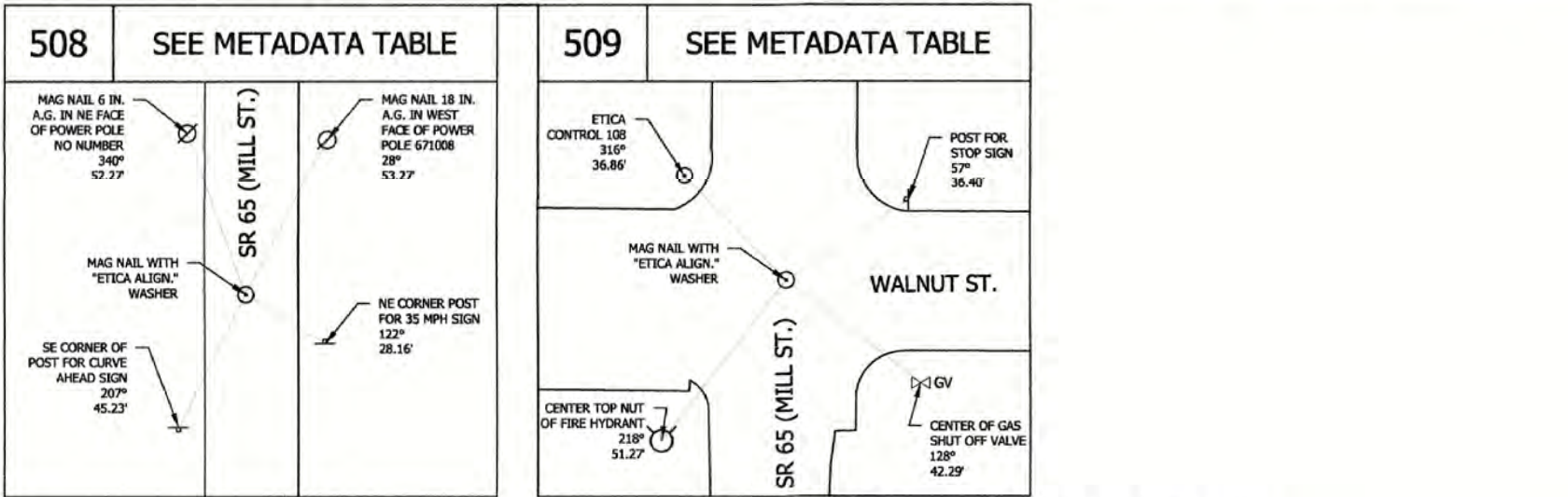
Etica
GROUP

8720 CASTLE CREEK PARKWAY EAST DR. SUITE 400
INDIANAPOLIS, IN 46250

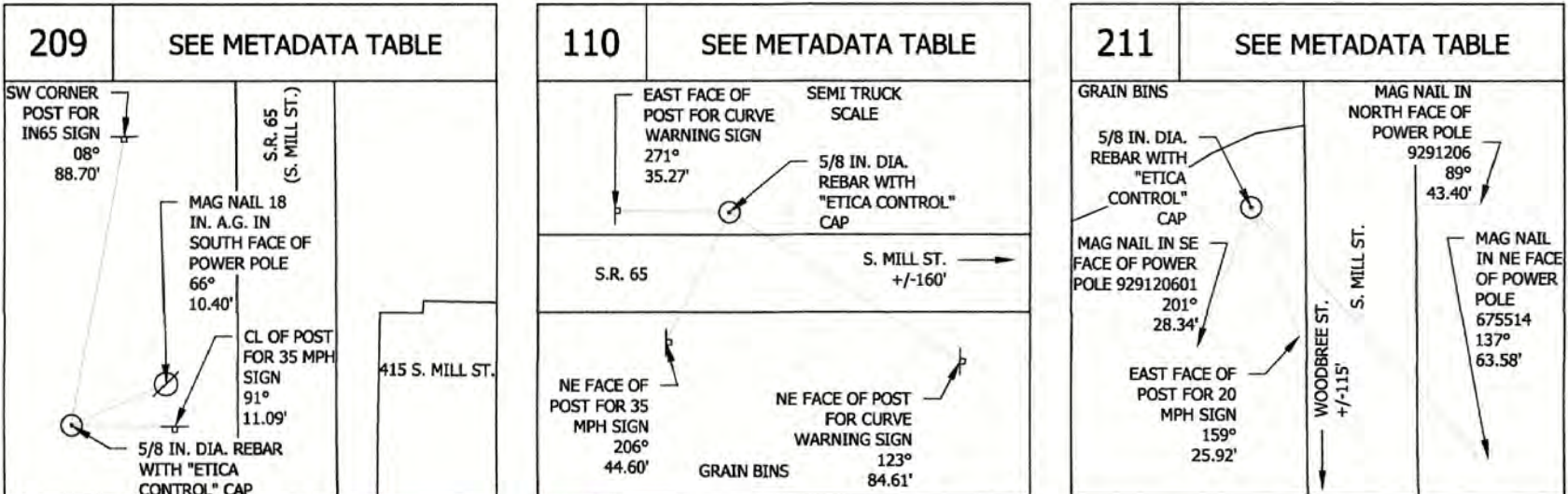
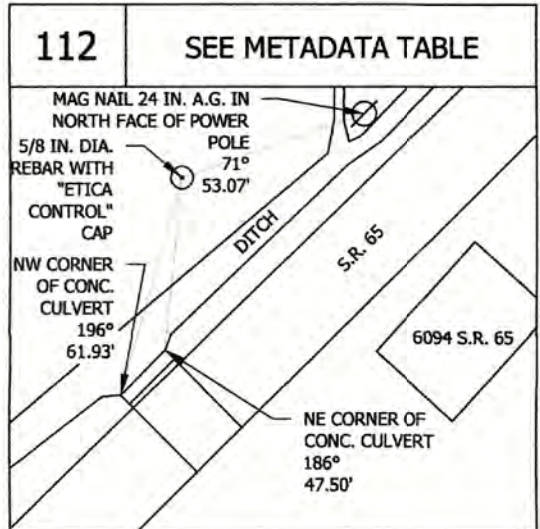
SURVEY STARTED		
02/18/2022		
SURVEY COMPLETED		
03/29/2022		
ROUTE PLAT SHEETS		
1	OF	3

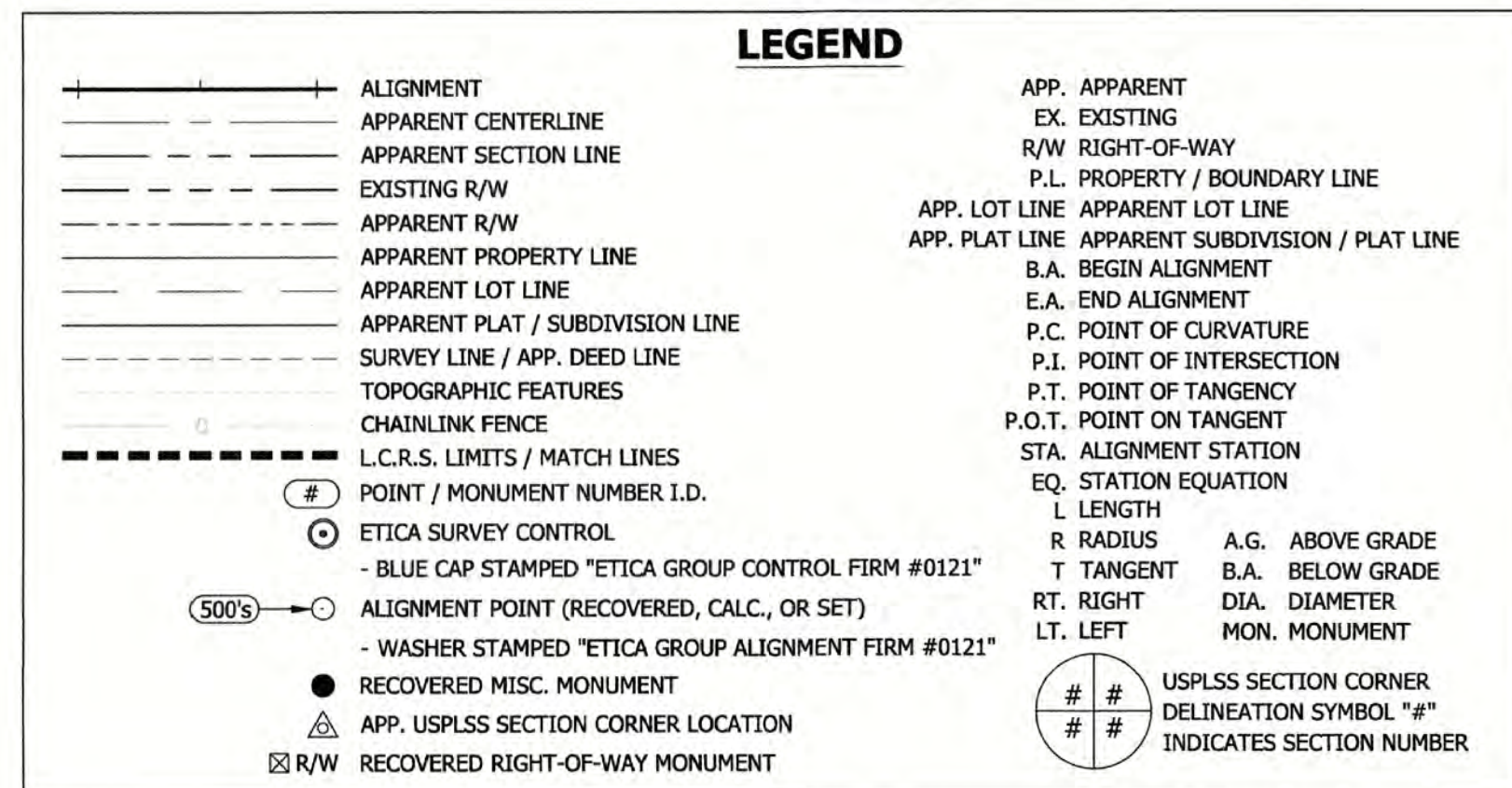
LEGEND	
	ALIGNMENT
	APPARENT CENTERLINE
	APPARENT SECTION LINE
	EXISTING R/W
	APPARENT R/W
	APPARENT PROPERTY LINE
	APPARENT LOT LINE
	APPARENT PLAT / SUBDIVISION LINE
	SURVEY LINE / APP. DEED LINE
	TOPOGRAPHIC FEATURES
	CHAINLINK FENCE
	L.C.R.S. LIMITS / MATCH LINES
	POINT / MONUMENT NUMBER I.D.
	ETICA SURVEY CONTROL
	- BLUE CAP STAMPED "ETICA GROUP CONTROL FIRM #0121"
	ALIGNMENT POINT (RECOVERED, CALC., OR SET)
	- WASHER STAMPED "ETICA GROUP ALIGNMENT FIRM #0121"
	RECOVERED MISC. MONUMENT
	APP. USPLSS SECTION CORNER LOCATION
	R/W RECOVERED RIGHT-OF-WAY MONUMENT
	APP. APPARENT
	EX. EXISTING
	R/W RIGHT-OF-WAY
	P.L. PROPERTY / BOUNDARY LINE
	APP. LOT LINE APPARENT LOT LINE
	APP. PLAT LINE APPARENT SUBDIVISION / PLAT LINE
	B.A. BEGIN ALIGNMENT
	E.A. END ALIGNMENT
	P.C. POINT OF CURVATURE
	P.I. POINT OF INTERSECTION
	P.T. POINT OF TANGENCY
	P.O.T. POINT ON TANGENT
	STA. ALIGNMENT STATION
	EQ. STATION EQUATION
	L LENGTH
	R RADIUS
	T TANGENT
	DT. DIAMETER
	LT. RIGHT
	A.G. ABOVE GRADE
	B.A. BELOW GRADE
	MON. MONUMENT
	USPLSS SECTION CORNER
	DELINEATION SYMBOL "#"
	INDICATES SECTION NUMBER

ALIGNMENT POINT REFERENCES
(NOT TO SCALE)



CONTROL POINT REFERENCES
(NOT TO SCALE)





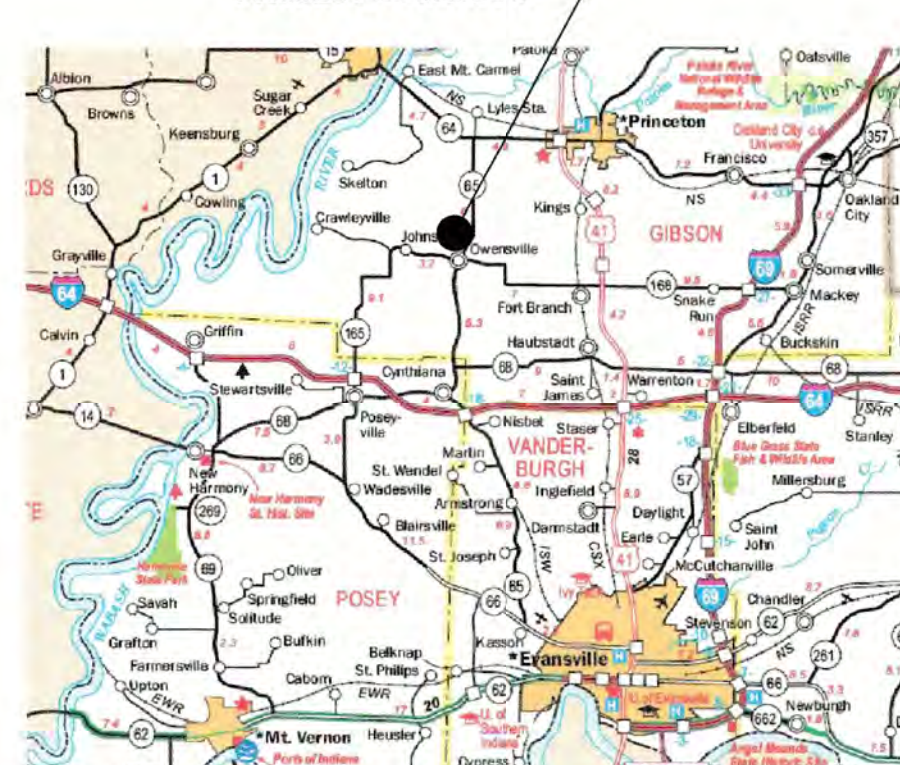
LOCATION CONTROL ROUTE SURVEY

FOR INDIANA DEPARTMENT OF TRANSPORTATION
STATE ROAD 65, TOWN OF OWENSVILLE
GIBSON COUNTY, INDIANA
DES 2001922

APPARENT PROPERTY LINE NOTE (OUTSIDE LIMITS)

ADJOINING SURVEY TRACT'S APPARENT PROPERTY LINES THAT FALL OUTSIDE THESE SURVEY LIMITS WERE NOT ESTABLISHED AND THEREFORE ARE TYPICALLY NOT SHOWN ON THIS L.C.R.S. IF SAID "BACK" OR "REAR" APPARENT PROPERTY LINES ARE SHOWN ON THIS SURVEY, THEY ARE SHOWN FOR REFERENCE AND ILLUSTRATION ONLY.

PROJECT LOCATION

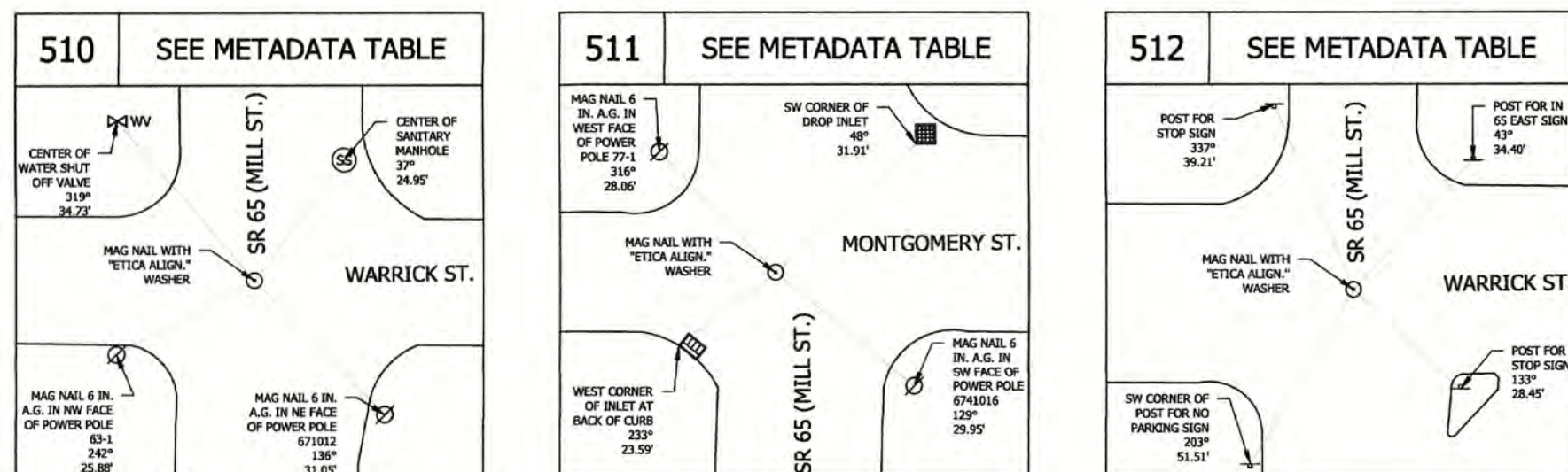


VICINITY MAP

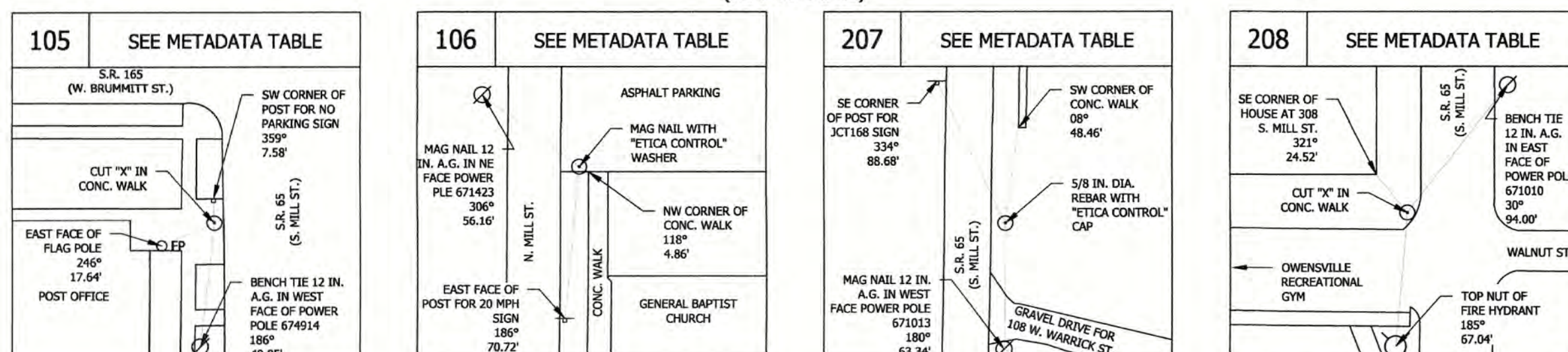
(NOT TO SCALE)

STATE MAP
(NOT TO SCALE)

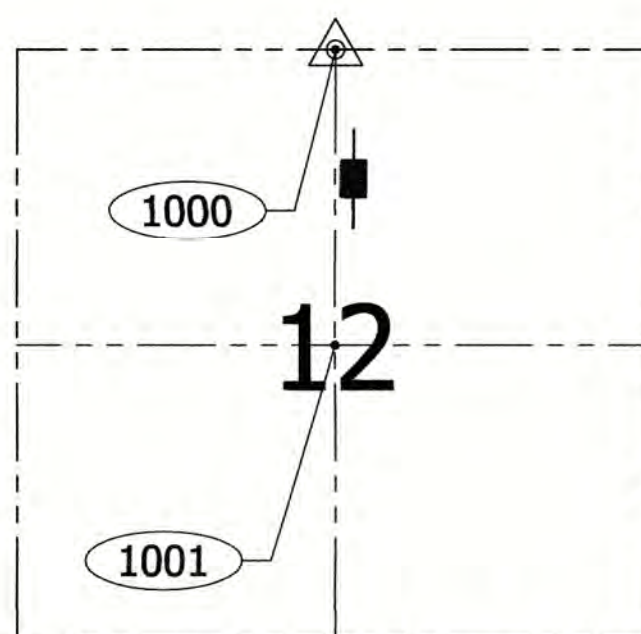
ALIGNMENT POINT REFERENCES (NOT TO SCALE)



CONTROL POINT REFERENCES (NOT TO SCALE)



SURVEY POINT METADATA TABLE (SEE SURVEYOR'S REPORT FOR COORDINATE SYSTEM INFORMATION)					
POINT NO.	NORTHING	EASTING	LATITUDE	LONGITUDE	POINT DESCRIPTION
105	162632.5848	775134.0594	N038°16'20.0891"	W087°41'33.8055"	ETICA SURVEY CONTROL
207	162128.2540	775169.6309	N038°16'15.1038"	W087°41'33.3566"	ETICA SURVEY CONTROL
208	161625.2008	775117.3868	N038°16'10.1309"	W087°41'34.0087"	ETICA SURVEY CONTROL
510	161966.4086	775146.8083	N038°16'13.5039"	W087°41'33.6418"	STA. 47+29.23, P.I. LINE "B"
511	162328.4831	775150.6179	N038°16'17.0831"	W087°41'33.5961"	STA. 50+91.33, P.I. LINE "B"
512	162687.4350	775154.3481	N038°16'20.6314"	W087°41'33.5514"	STA. 54+50.30, P.O.T. LINE "B"
1257	162073.4886	775114.9975	N038°16'14.5622"	W087°41'34.0413"	STA. 48+35.97, 32.94' LT
1428	162725.1170	775047.0510	N038°16'21.0034"	W087°41'34.8971"	STA. 35+45.06, 1,852.10 LT

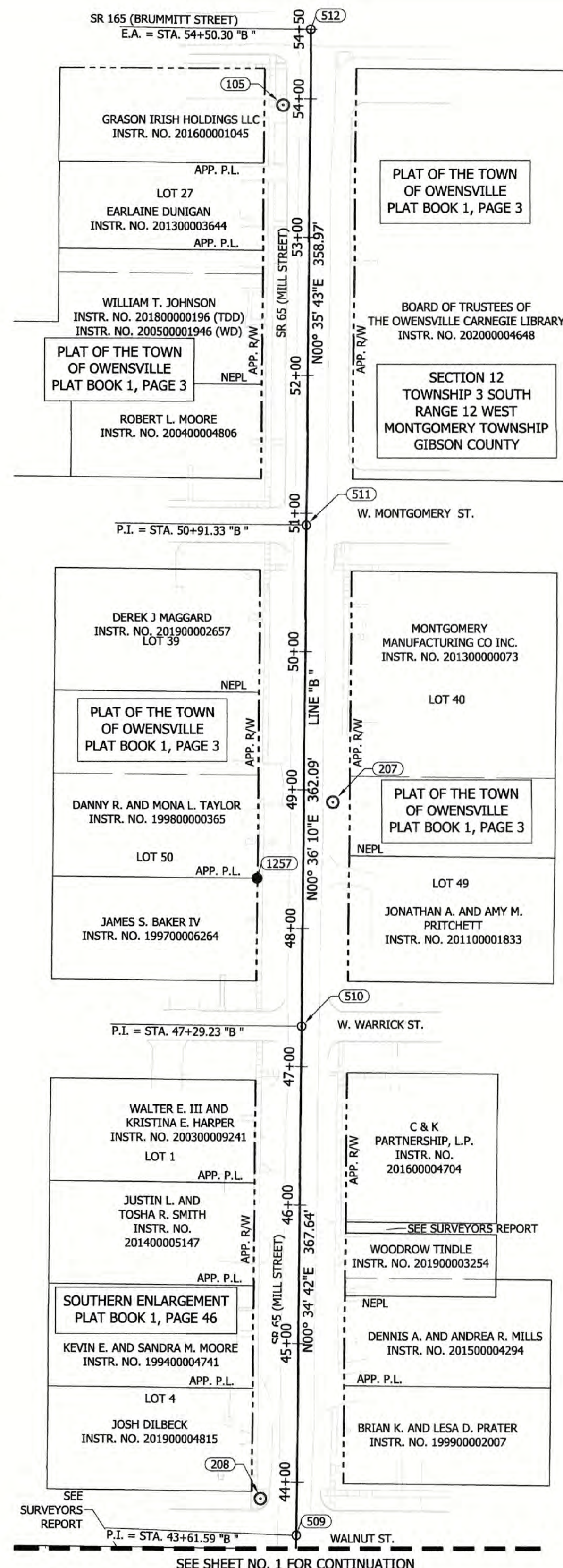


TOWNSHIP 3 SOUTH
RANGE 12 WEST

= PROJECT LOCATION

USPLSS SECTION MAP

(MAP NOT TO SCALE)



SEE SHEET NO. 1 FOR CONTINUATION

SURVEY STARTED 02/18/2022 SURVEY COMPLETED 03/29/2022 ROUTE PLAT SHEETS 2 OF 3		PREPARED BY: Etica GROUP 8720 CASTLE CREEK PARKWAY EAST DR. SUITE 400 INDIANAPOLIS, IN 46250		Redact Statement: I affirm, under the penalties of perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law. Signature: <i>Rodney J. Kelly</i> Printed Name: <u>RODNEY J. KELLY</u>		FIELD SURVEYOR STATEMENT THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF TITLE 865 I.A.C. 1-12-20 THROUGH 1-12-25 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.		PREPARED BY: <i>Rodney J. Kelly</i> RODNEY J. KELLY 03/29/2022 LEAD CREW: BLC CHECKED: CLC DRAWN: CDM		INDIANA DEPARTMENT OF TRANSPORTATION LOCATION CONTROL ROUTE SURVEY STATE ROAD 65 - LINE "B"		SCALE SEE ABOVE COUNTY GIBSON SURVEY BOOK --- CONTRACT ---		BRIDGE FILE --- DESIGNATION 2001922 SHEETS 8 20 ETICA PROJECT NUMBER 210045.03	
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LOCATION CONTROL ROUTE SURVEY

FOR INDIANA DEPARTMENT OF TRANSPORTATION
STATE ROAD 65 ,TOWN OF OWENSVILLE
GIBSON COUNTY, INDIANA
DES 2001922

Surveyor's Report

The Etica Group, Inc. (Etica Group) Project No. 210045.03

General Description and Location:

In the town of Owensville, a route within Section 12, Township 3 South, Range 12 West, Montgomery Township, Gibson County, Indiana along State Road 65.

Intent of Survey:

The purpose of this survey was to provide the client (WSP USA) a Location Control Route Survey (LCRS) plat as defined in Title 865 of the Indiana Administrative Code as a "Route Survey" using the Indiana Geospatial Coordinate System (InGCS). This is NOT a boundary survey (as defined in Title 865 as an "original survey" or a "retracement survey") and should therefore not be treated as such. The survey limits, along State Road 65, beginning approximately 450 feet west of the intersection of State Road 65 and South Mill Street and ending approximately 2,400 linear feet to the intersection of State Road 65 and State Road 165 (Brummitt Street).

Project Control and Basis of Bearings:

InGCS "Gibson" zone:
Unless noted otherwise, all bearings, distances, areas, and coordinates shown hereon are based upon the Indiana Geospatial Coordinate System's (InGCS) "Gibson" zone per NAD 83 (2011) epoch 2010.00 and are reported in U.S. Survey Feet and decimal parts thereof. The zone was developed to minimize the differences between ground-measured horizontal distances and the corresponding grid coordinate (map) distances within the counties bearing these zone names.

The InGCS zone coordinates and associated metadata are listed to facilitate a seamless workflow between various geospatial industries (surveying, civil engineering, construction, environmental, GIS, etc.), to provide a means by which to enable the re-establishment of the survey lines, I.e. alignments (should any monuments on them be destroyed), and to provide a mechanism for the perpetuation of any boundary corner monuments included in this survey, e.g., USPLS, Grant, Donations, local subdivisions and/or tracts. To preserve the relative positional relationships of these surveyed lines and/or boundary corner monuments in future surveying, construction, maintenance, etc. activities, it is recommended to utilize the positions associated with the physical "Survey Network Control Points" listed in the "Reported Project Points Metadata Table" that were set and/or found during this survey.

Metadata:

(N.A.D 1983) InGCS "Gibson" Zone Parameters

Geometric Datum: NAD 83(2011) epoch 2010.00

Units: U.S. Survey Feet

Projection Type: Transverse Mercator

Central Meridian: 87°39'00" west longitude

Central Meridian scale factor: 1.000013

Latitude of Grid Origin: 38°09'00" north latitude

False Northing: 36,000,000 m (118,110.00 U.S. Ft)

False Easting: 240,000,000 m (787,400.00 U.S. Ft)

The control system parameters used for this survey were provided by INDOT. Etica Group verified the system with an GPS observation on NGS / InGCS Monument PID "JA1598" (Des. L 356).

Published Coordinates	Observed Coordinates	Delta(Δ) Value
Northing: 126,343.1877	Northing: 126,343.1916	+ 0.0039
Easting: 839,428.1639	Easting: 839,428.1959	+ 0.0320

The monument was verified utilizing the INDOT Continuously Operating Reference Station (INCOBS) a real-time kinematic (RTK) correction service over the internet.

Referenced Documents, Surveys, and Plans:

All record descriptions, recorded documents, and platted land (plats and subdivisions) were obtained from the Office of the Recorder of Gibson County, Indiana, unless noted otherwise. Resources and referenced documents found or obtained for this survey that were used to help establish the apparent boundary lines, plat lines, survey lines, alignments, and / or right-of-way lines for this survey are as follows:

- Construction, Road, and Right-of-Way Plans
- County Surveyor's Section Corner Records, References and Misc. Documents.
- Recorded Surveys
- Subdivision Plats
- Deeds (as referenced on LCRSP)
- Gibson County GIS
- Google Earth

*This may not be a comprehensive list of all documents researched for or found for this project.

INDOT Research and Documentation:

- The Indiana Department of Transportation (INDOT) research request form was submitted (said request included construction plans, right-of-way plans, and grant/deeds) for this survey per INDOT's website.

- Indiana Department of Transportation Location Route Survey
 - Instrument No. 200600005769, performed by USI, Consultants (RW-4897)*

*No right-of-way transfer documents (grants or warranty deeds) were received from INDOT upon multiple requests.

Alignments:

The bearing of Line B per project Indiana Department of Transportation Location Route Survey Instrument No. 200600005769, performed by USI, Consultants (RW-4897)* North 00 Degrees 55 Minutes 02 Seconds East equates/translates to North 00 Degrees 36 Minutes 10 Seconds East between Warrick Street and Montgomery Street. Stationing was established at Points 510 being held P.I. 47+29.23 "Line B" and 511 being held at P.I. 50+91.33 "Line B". A best fit between the right-of-way plan geometric points as referenced from this alignment and the recovered monuments

to correlate Line "D" into this survey's coordinate system / basis of bearing. There were minimal discrepancies between this information stated and the monuments/bearing of the USI Location Control Route Survey "Line B".

Right-of-way monuments recovered overall fell within reason of the right-of-way lines based on recovered monuments and physical possession and therefore Line "B" was held. See the "Observations and Opinions - Availability and Condition of Reference Monuments" section of this report and the metadata tables regarding the information pertaining to the recovered right-of-way monuments.

General Notes:

Etica Group is a sub consultant to WSP USA.

Existing monuments recovered and discussed within this report (said points depicted on the plat pages, alignment, and control references and in the coordinate table) represent true and accurate locations as depicted, corresponding with distances and/or azimuths/bearings (if referenced).

All control points set were referenced in accordance with Indiana Department of Transportation Design Manual for Location Surveys Part III. Other points recovered but not shown, may be close, but were not within the estimated uncertainty nor did they have any impact on the establishment of lines as shown herein. Secondary control points may have been set for the use in locating or validating other evidence when establishing rights of way or apparent property/boundary lines.

As used in this survey, the term "certify" means to state or declare a professional opinion of conditions regarding those facts or findings which are the subject of the certification and does not constitute a warranty or guarantee, either expressed or implied. The surveyor can only certify to those items that are visible and/or things that can be observed, measured, or counted.

US Public Land Survey System (USPLSS) Section Line Determination and Recovered Monuments:

The recovery of apparent section corner monuments for Section 12, Township 3 South, Range 12 West, worthy of mention are as follows:

Point No. 1000: A Stone Monument was recovered 30" below grade per Township 3 South Range 12 West Index for Section Corner Perpetuation Program tie sheet. There is minimal uncertainty with this point and fit generally well in relationship to survey and deed descriptions obtained near the section line for which this monument was utilized.

Point No. 1001: A 2" Diameter Iron Pipe was recovered 12" above grade per Township 3 South Range 12 West Index for Section Corner Perpetuation Program tie sheet. There is minimal uncertainty with this point and fit generally well in relationship to survey and deed descriptions obtained near the section line for which this monument was utilized.

The apparent south line of the northwest corner of Section 12 was established by utilizing the geometry in the legal descriptions describing Instrument 201800002139 (Newton), 201300003658 (Roberts), and the surveys recorded as instrument no. 202100003071, 202100004266, and 199900009066, along with physical monuments as noted on the survey with respect to those parcels.

Lines of Possession / Right-of-way Notes

Regarding "lines of occupation or possession" in the above section, this term refers to lines which are marked by visible, obvious, well-defined, and maintained, man-made or placed objects or limits, such as, but not limited to fences, hedges, mow lines, field-divide lines, woods lines, retaining walls, etc. The uncertainty cited for a line of occupation is general in nature and in not intended to be specific for every point along the line. Therefore, portions of the occupation lines may vary from the surveyed lines by distances greater or less than the uncertainty cited in this report or shown on the plat of survey.

The existing right-of-way lines, parcel ownership lines, and ownership information shown on this plat are preliminary and subject to change based on verification/validation of title. This information is shown only to help orient the user of this plat as it relates to project centerlines and is not intended to establish existing right-of-way lines or ownership lines. The source used to plot apparent right-of-way lines and depict (not define) land ownership shown on this plat is from the last/current deeds of record obtained from the appropriate County Recorder's Office or other state agencies when the research was performed, as well as from other sources cited on this plat. Where no record right-of-way could be found, the edge of pavement shown may possibly act as an easement by prescription. The designer/consultant responsible for Right-of-way Engineering is to complete the final determination of this information. It is always presumed that there are rights associated to all areas where right-of-way monuments or possession exist; however, documentation is not always provided to show the extent of those rights. No title search or encumbrance report was performed for this project.

Any depiction of possible intrusion, trespass, invasion, and/or possible encroachment into the possessions or rights of another is not a matter of this survey. An attorney and/or title company should be consulted in all matters with respect to any rights of possession, matters of title, and all things with respect to any encumbrances if depicted on this survey.

Apparent Boundary Lines / Lines of Possession / Right-of-Way Notes:

The recorded last deed of record descriptions of nearby tracts located within the survey limits, recorded subdivision plats, and supplemental documents (as listed on the LCRS) were used to establish the apparent boundary lines and right-of-way lines.

Regarding "lines of occupation or possession" in the above section, this term refers to lines which are marked by visible, obvious, well-defined, and maintained, man-made or placed objects or limits, such as, but not limited to fences, hedges, mow lines, field-divide lines, woods lines, retaining walls, etc. The uncertainty cited for a line of occupation is general in nature and in not intended to be specific for every point along the line. Therefore, portions of the occupation lines may vary from the surveyed lines by distances greater or less than the uncertainty cited in this report or shown on the plat of survey. When fences or other lines of occupation are shown on the plat, they have been located only at the ends or specific locations noted; therefore, for the purpose of this survey, such lines are assumed to run straight between said locations but may vary slightly from such straight line.

The existing right-of-way lines, parcel ownership lines, and ownership information shown on this plat are preliminary and subject to change based on verification/validation of title. This information is shown only to help orient the user of this plat

as it relates to project centerlines and is not intended to establish existing right-of-way lines or ownership lines. The source used to plot existing right-of-way lines and ownership lines shown on this plat is from the last/current deeds of record obtained from the appropriate County Recorder's Office or other state agencies when the research was performed, as well as from other sources cited on this plat. Where no record right-of-way could be found, the edge of pavement shown may possibly act as an easement by prescription. The designer/consultant responsible for Right-of-Way Engineering is to complete the final determination of this information. It is always presumed that there are rights associated to all areas where right-of-way monuments or possession exist; however, documentation is not always provided to show the extent of those rights. No title search or encumbrance report was performed for this project.

Observation and Opinions:

In accordance with Title 865, Article 1, Rule 12, Sections 1 through 30 of the Indiana Administrative Code, the following observations and opinions are submitted regarding the various uncertainties in the locations of the lines and corners established on this survey because of A.) availability and condition of reference monuments, B.) occupation or possession lines, C.) clarity or ambiguity of record descriptions and the relationship between their common lines, and D.) the relative positional accuracy of the measurements.

A) - Availability and condition of reference monuments:

The following is a discussion on what monuments were recovered and found in relation to establishing the apparent boundary lines of the subject tracts, deed lines, roadway centerlines and alignments, apparent plat lines, and/or existing right-of-way (if any), hereon referred to as "survey lines". The number and/or letter associated with each monument represents their monument I.D. as depicted on the survey plat.

- Point No. 510: A railroad spike 0.40' below grade was recovered.

- Point No. 511: A mag spike without a washer was recovered.

- Point No. 1250: A 5/8" diameter rebar with a cap that reads "Greg Kissel 2070076" was recovered.

- Point No. 1251: A 5/8" diameter rebar with a cap that reads "Greg Kissel 2070076" was recovered.

- Point No. 1252: A 5/8" diameter rebar with a cap that reads "Greg Kissel 2070076" was recovered.

- Point No. 1253: A 5/8" diameter rebar with a cap that reads "Greg Kissel 2070076" was recovered.

- Point No. 1257: A 5/8" diameter rebar 0.20 below grade.

- Point No. 1401: A 5/8" diameter rebar with a destroyed cap 0.1' above grade.

- Point No. 1402: A 5/8" diameter rebar with a cap that reads "Hennese" 0.1' below grade.

- Point No. 1404: A 5/8" diameter rebar with a cap that reads "Kuester" 0.1' below grade was recovered.

- Point No. 1428: A 5/8" diameter rebar with a cap that reads "Kuester" 0.1' below grade was recovered.

Bearing and/or distance relationships to recovered monuments on the adjoining properties, roadways, or as located outside the survey limits are shown on this survey for the purpose of establishing a history of monuments and to assist in establishing the "survey lines" as located within the survey limits or subject tracts only. This survey does not represent a survey of any type of said adjoining properties, roadways, or corridors.

B) - Occupation of possession lines:

Regarding "lines of occupation or possession", this term refers to lines which are marked by visible, obvious, well-defined, and maintained, manufactured or placed objects or limits, such as, but not limited to fences, hedges, mow lines, field-division lines, woods lines, retaining walls, etc. The uncertainty cited for a line of occupation is general in nature and in not intended to be specific for every point along the line. Therefore, portions of the occupation lines may vary from the surveyed lines by distances greater or less than the uncertainty cited in this report or shown on the plat of survey. When fences or other lines of occupation are shown on the plat, they have been located only at the ends or specific locations noted; therefore, for the purpose of this survey, such lines are assumed to run straight between said locations but may vary slightly from such straight line.

Lines of possession or lack thereof are denoted with No Evidence of Possession Line (NEPL) or Apparent Possession Line (App. PL).

C) - Clarity or ambiguity of record descriptions:

There is uncertainty and ambiguity between the adjacent tracts of the alignment, particularly in two areas.

The southeast corner of Lot 8 of the Southern Enlargement Plat, Plat Book 1, Page 46 was established by a recovered 5/8" iron rod with a "Kuester" cap (Point No. 1404). The southeast corner of Lot 13 of the Southern Enlargement Plat, Plat Book 1, Page 46 also Superior AG Resources Cooperative, Inc. instrument no. 200800000092 was held to a 5/8" iron rod with a "Greg Kissel #2070076" cap (Point No. 1253). This creates an uncertainty of approximately 18.8 feet on east side and 20.4 feet on west side of Lot 9 (Rita J. Angle, Instr. No. 200300001207). Lot 9 on plat is shown as 66 feet. This also creates an error for the right of way of Walnut Street. The platted width is shown as 66 feet. The calculated width is 41.23 feet at Walnut Street and Mill Street. Lot 5 of the Southern Enlargement Plat appears to be a parking lot off the south side of Walnut Street which would fall inside the 66 foot right of way. No other evidence or documents were recovered to firmly establish these lots and rights-of-way.

There is uncertainty between Walnut Street and Warrick Street. The properties of C&K Partnership, L.P. instrument no. 201600004704 and Woodrow Tindle, instrument no. 201900003254. C&K Partnership, L.P. property begins 4 poles (66 feet) south of the southwest corner of Lot 49 of the Original Plan of the Town of Owensville. Woodrow Tindle property is stated as beginning 182 feet south of southwest corner of Lot 49 of the Original Plan of the Town of Owensville. The south deed line of C&K Partnership, L.P. property is 108 feet south of north deed line. This discrepancy places the mathematical location the southwest corner of C&K Partnership, L.P. property at 174 feet causing a gap of 8 feet between said properties. This scenario physically causes a shift in the blocks on the east side at Walnut Street and Warrick, not agreeing

with platted right-of-way as depicted on westerly approached of the same roads.

D) - The relative positional accuracy of the measurements

The relative positional accuracy of this survey is within the specifications for an Urban Survey: 0.07 feet (21 millimeters) plus 50 parts per million as defined in IAC 865 1-12 and not exceeding 0.5 feet.

Existing Right-of-Way:

There are sections of right-of-way as shown within the survey limits that is considered "existing" and denoted as such on the LCRS. The existing right-of-way was based Highway Plans coupled with monuments recovered and observed with field evidence.

Apparent Right-of-Way:

There are sections of right-of-way denoted within the survey limits that is considered "apparent." Apparent right-of-way is right-of-way established by documents that may not be formal or legal regarding public dedications or transfer of land or title or established by field observed evidence distinguishing use and rights of the public way. The apparent right-of-way as shown on this LCRS was determined based upon Highway, Bridge and / or Right-of-Way plans as listed and documented throughout this report. Apparent right-of-way was established by station and offset referenced from Line "D".

Easements and Regulated Drainage Note:

Locations of any easements shown are based on the last/current deeds of record or recorded plats as obtained from the appropriate County Recorder's Office, as well as from other sources cited on this plat, and should not be interpreted that all possible easements have been recovered because of an exhaustive title search. This LCRS was prepared without benefit of current evidence of source of title (Title Work or Encumbrance Report not performed) for the survey area and therefore subject to any statement of facts revealed by examination of such documents. Easements, legal drains, covenants, right-of-way, etc. shown hereon does not constitute all encumbrances upon these surveyed tracts.

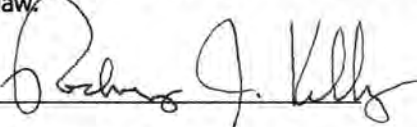
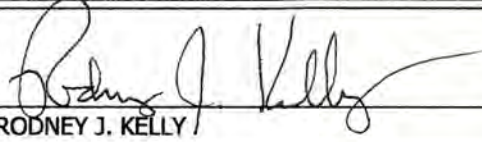
Per the Gibson County Surveyor's Office, GIS Division, no regulated drain is located along the SR 165 route of our project location.

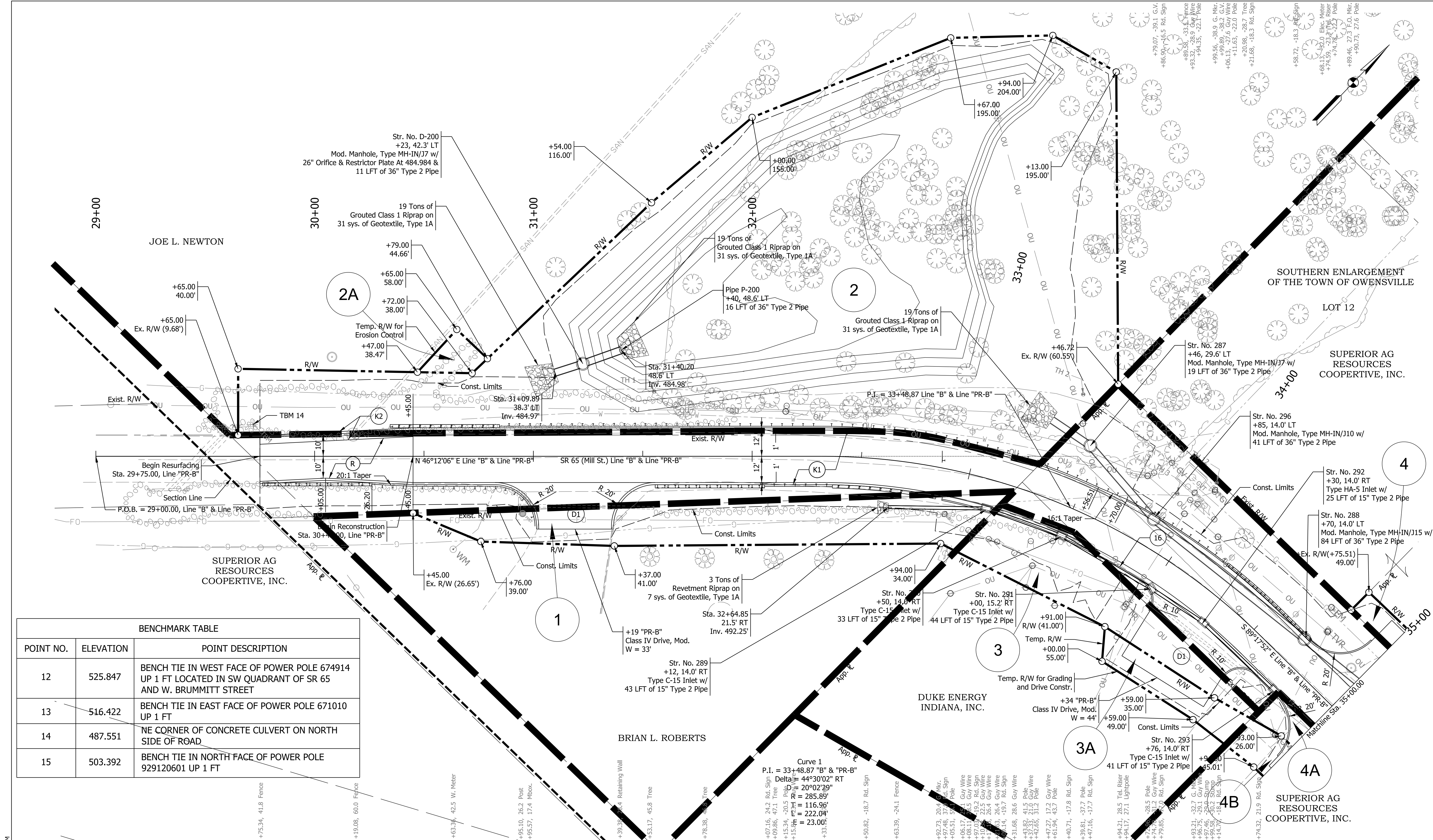
Field Measurements:

Field measurements for this survey were made in accordance with specifications outlined in 865 I.A.C. 1-12. The decimal places shown hereon for measurements and coordinates do not necessarily indicate the precision of the work, but to allow for closure and adjustment by others if desired.

Certificate of Survey:

This survey, to the best of my knowledge and belief, is executed per the provision of Title 865 I.A.C. 1-12-20 through 1-12-25 regarding route surveys, except that any data shown regarding the location or description of the existing parcels is not a part of this survey. Data and information were collected from February 18 to March 29, 2022. The data collected was gathering using electronic total stations applying standard radial surveying techniques and by global positioning equipment, utilizing the INDOT Continuously Operating Reference Station (INCOBS).

SURVEY STARTED 02/18/2022			<div>PREPARED BY:  8720 CASTLE CREEK PARKWAY EAST DR. SUITE 400 INDIANAPOLIS, IN 46250</div>			Redact Statement: I affirm, under the penalties of perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law. Signature:  Printed Name: <u>RODNEY J. KELLY</u>			FIELD SURVEYOR STATEMENT THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF TITLE 865 I.A.C. 1-12-20 THROUGH 1-12-25 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.						PREPARED BY:  RODNEY J. KELLY 03/29/2022			INDIANA DEPARTMENT OF TRANSPORTATION LOCATION CONTROL ROUTE SURVEY			SCALE SEE ABOVE			BRIDGE FILE ---		
SURVEY COMPLETED 03/29/2022																		COUNTY GIBSON			DESIGNATION 2001922					
ROUTE PLAT SHEETS															SURVEY BOOK ---			SHEETS 9 20								
3 OF 3															DRAWN: CDM			SURVEYOR'S REPORT AND CERTIFICATION			CONTRACT ---			ETICA PROJECT NUMBER 210045.03		



BENCHMARK TABLE		
POINT NO.	ELEVATION	POINT DESCRIPTION
12	525.847	BENCH TIE IN WEST FACE OF POWER POLE 674914 UP 1 FT LOCATED IN SW QUADRANT OF SR 65 AND W. BRUMMITT STREET
13	516.422	BENCH TIE IN EAST FACE OF POWER POLE 671010 UP 1 FT
14	487.551	NE CORNER OF CONCRETE CULVERT ON NORTH SIDE OF ROAD
15	503.392	BENCH TIE IN NORTH FACE OF POWER POLE 929120601 UP 1 FT

Plot: 2/10/2025 1:29 PM

LEGEND

F

Sidewalk, Concrete

13

Curb, Concrete

16

Curb and Gutter, Concrete

CR

Curb Ramp, Concrete

26

Sodding, Nursery

K1

Full Depth Reconstruction

K2

HMA for Shoulder Widening

R

Mill and Overlay

C1

PCCP for Approaches, 6"

C2

PCCP for Approaches, 9"

D1

HMA for Approaches, Type B

22

Curb Center, Concrete D

AC

Adjust Casting To Grade

DND

Do Not Disturb

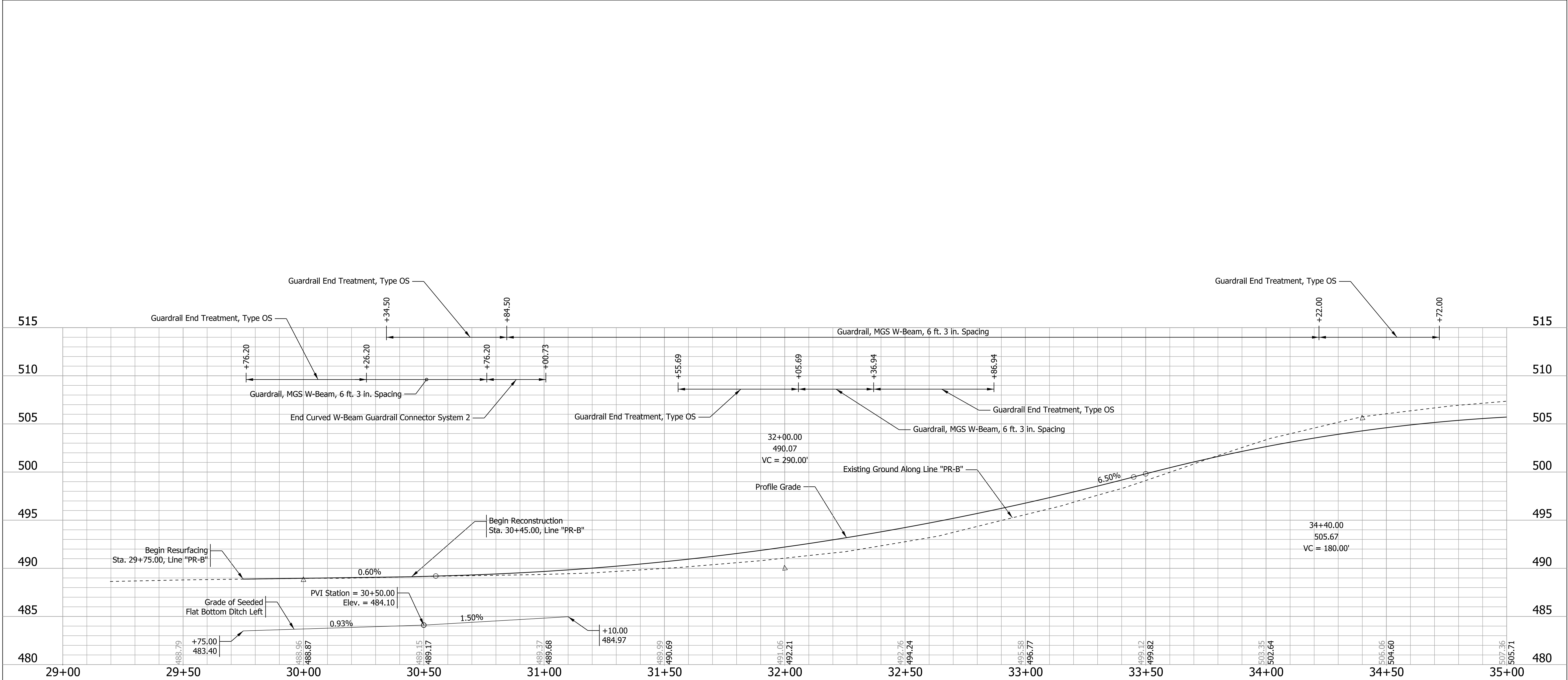
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	
DESIGNED: HEW	DRAWN: HEW
CHECKED: BEA	CHECKED: BEA

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "PR-B"
STA. 30+45.00 TO STA. 35+00.00

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'			
VERTICAL SCALE		DESIGNATION	
1" = 5'		2001922	
SURVEY BOOK		SHEETS	
		10 of 20	
CONTRACT		PROJECT	
R-43253		2001922	



Note: Guardrail North of SR 65 plotted higher than Guardrail South of SR 65.

Plot: 2/10/2025 1:29 PM

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NOT FOR
CONSTRUCTION

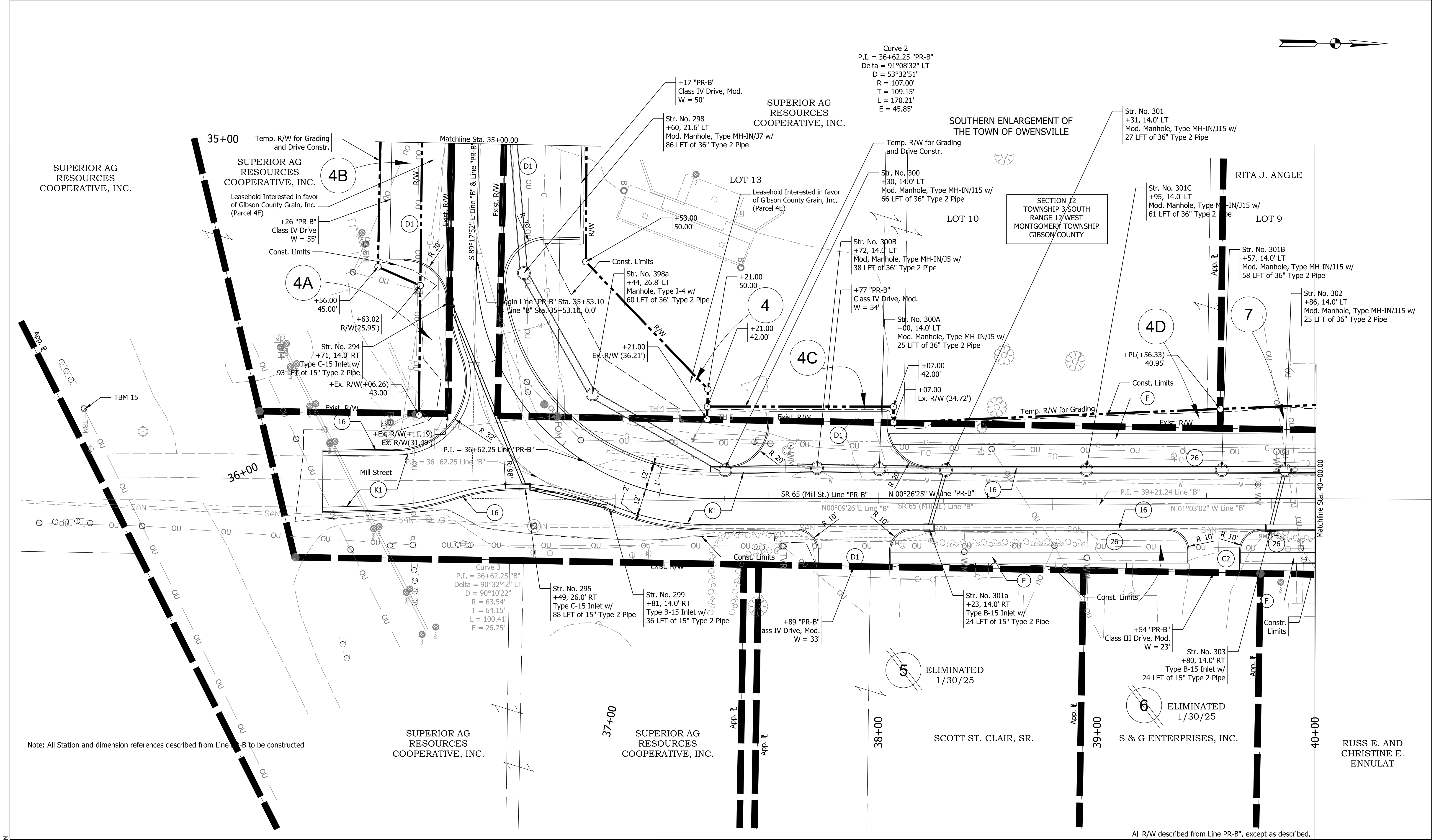
RECOMMENDED
FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: HEW DRAWN: HEW
CHECKED: BEA CHECKED: BEA

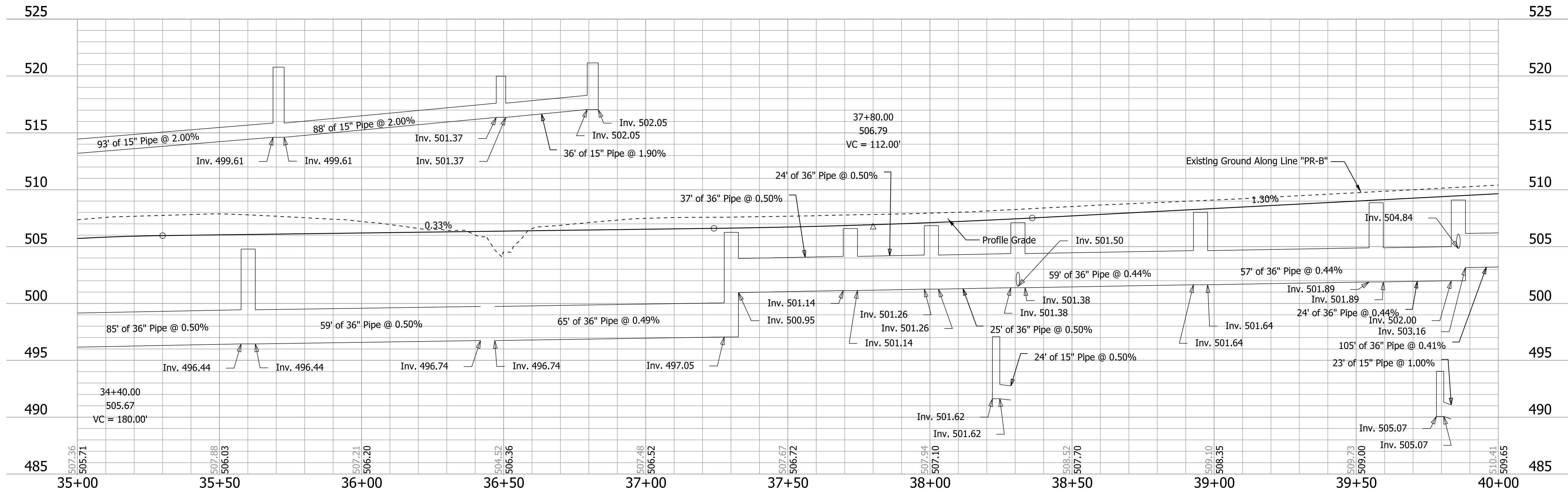
INDIANA
DEPARTMENT OF TRANSPORTATION

PROFILE SHEET
LINE "PR-B"
STA. 30+45.00 TO STA. 35+00.00

HORIZONTAL SCALE	BRIDGE FILE	
1" = 20'		
VERTICAL SCALE	DESIGNATION	
1" = 5'	2001922	
SURVEY BOOK	SHEETS	
	11	of 20
CONTRACT	PROJECT	
R-43253	2001922	



Plot: 2/10/2025 1:30	LEGEND				NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 20'		BRIDGE FILE			
	(F)	Sidewalk, Concrete	(CR)	Curb Ramp, Concrete		(R)	Mill and Overlay	(D1)	HMA for Approaches, Type B	VERTICAL SCALE 1" = 5'		DESIGNATION 2001922			
	(13)	Curb, Concrete	(26)	Sodding, Nursery		(C1)	PCCP for Approaches, 6"	(22)	Curb Center, Concrete D						
	(16)	Curb and Gutter, Concrete	(K1)	Full Depth Reconstruction		(C2)	PCCP for Approaches, 9"	(AC)	Adjust Casting To Grade	DESIGNED: SAC _____ DRAWN: SAC _____		PLAN SHEET LINE "PR-B"			
			(K2)	HMA for Shoulder Widening				DND	Do Not Disturb	CHECKED: BEA _____ CHECKED: BEA _____		STA. 35+00.00 TO STA. 40+00.00			
											SURVEY BOOK		SHEETS 12 of 20		
											CONTRACT R-43253		PROJECT 2001922		
IP_PWP:d0443604\RW Sht RD Plan_02.dgn															



Plot: 2/10/2025 1:30 PM

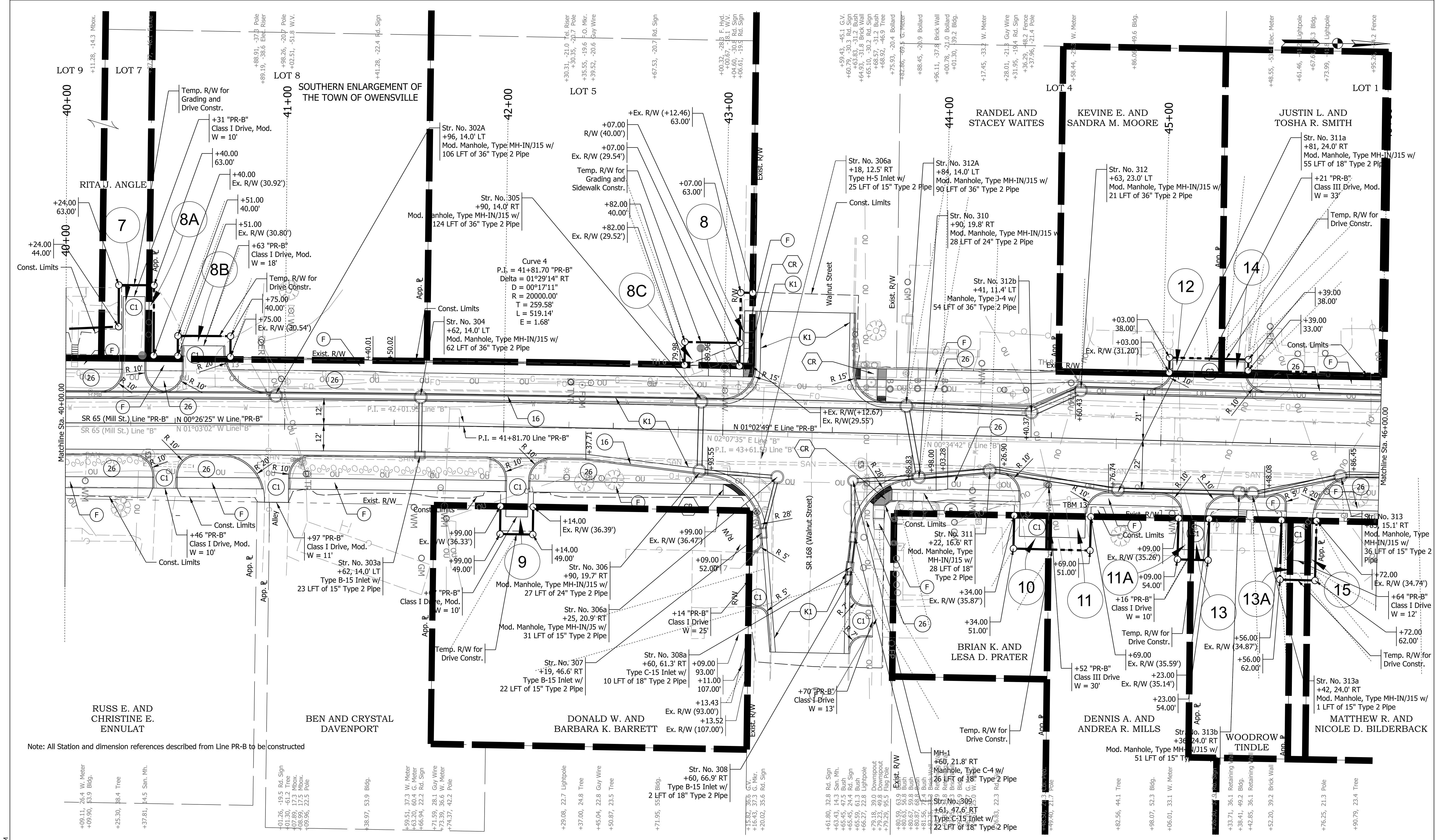
IP_PWP:d0443604\RW Sht RD Profile_02.dgn

NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	
DESIGNED: SAC	DRAWN: SAC
CHECKED: BEA	CHECKED: BEA

INDIANA DEPARTMENT OF TRANSPORTATION	
PROFILE SHEET LINE "PR-B" STA. 35+00.00 TO STA. 40+00.00	

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE 1" = 5'	DESIGNATION 2001922
SURVEY BOOK	SHEETS 13 of 20
CONTRACT R-43253	PROJECT 2001922



LEGEND

(F)	Sidewalk, Concrete	(CR)	Curb Ramp, Concrete	(R)	Mill and Overlay	(D1)	HMA for Approaches, Type B
(13)	Curb, Concrete	(26)	Sodding, Nursery	(C1)	PCCP for Approaches, 6"	(22)	Curb Center, Concrete D
(16)	Curb and Gutter, Concrete	(K1)	Full Depth Reconstruction	(C2)	PCCP for Approaches, 9"	(AC)	Adjust Casting To Grade
		(K2)	HMA for Shoulder Widening			(DND)	Do Not Disturb

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: HEW	DRAWN: HEW	
CHECKED: BEA	CHECKED: BEA	

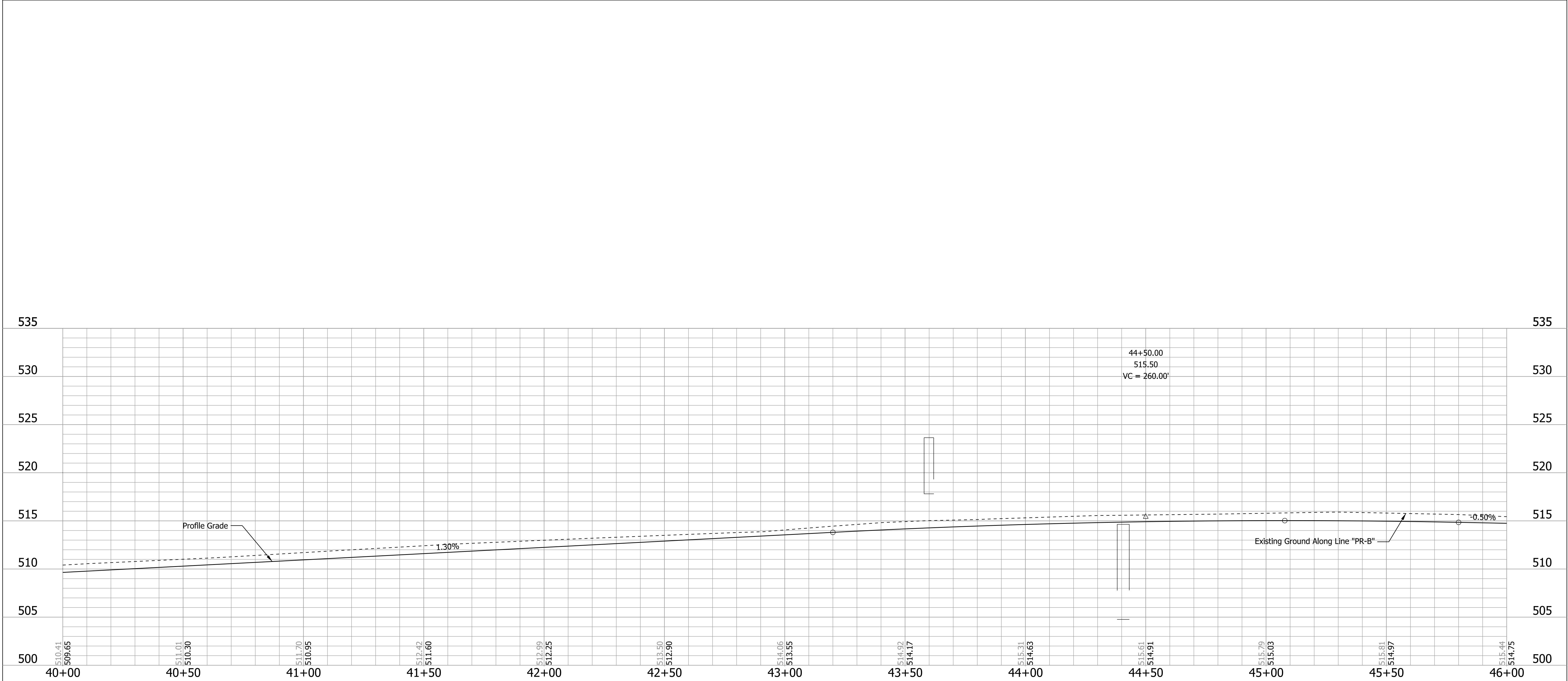
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "PR-B"
STA. 40+00.00 TO STA. 46+00.00

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE 1" = 5'	DESIGNATION 2001922
SURVEY BOOK	SHEETS 14 of 20
CONTRACT R-43253	PROJECT 2001922

Plot: 2/10/2025 1:30 PM

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Plot: 2/10/2025 1:31 PM

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NOT FOR
CONSTRUCTION

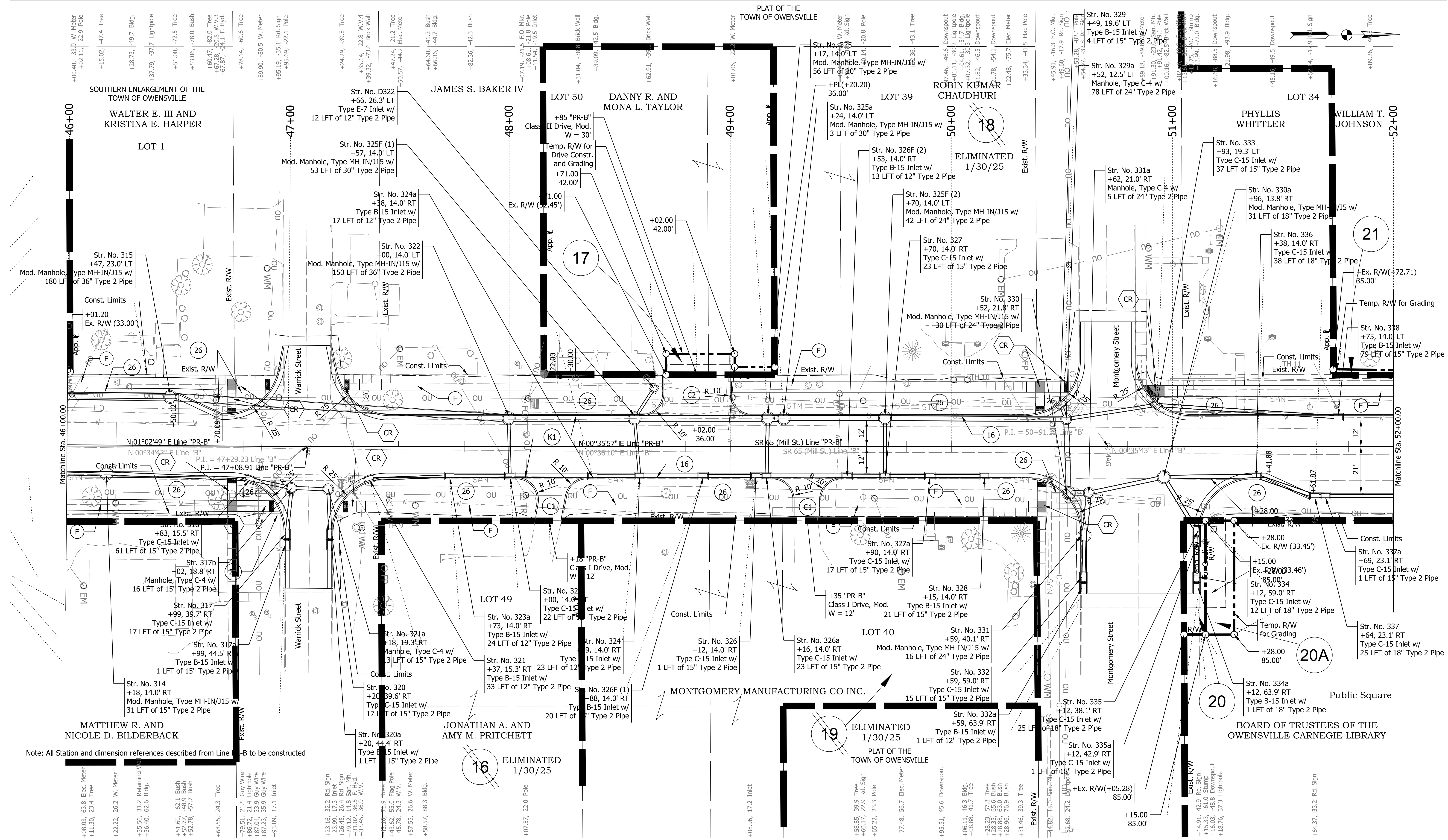
RECOMMENDED
FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: HEW DRAWN: HEW
CHECKED: BEA CHECKED: BEA

INDIANA
DEPARTMENT OF TRANSPORTATION

PROFILE SHEET
LINE "PR-B"
STA. 40+00.00 TO STA. 46+00.00

HORIZONTAL SCALE	BRIDGE FILE	
1" = 20'		
VERTICAL SCALE	DESIGNATION	
1" = 5'	2001922	
SURVEY BOOK	SHEETS	
	15	of 20
CONTRACT	PROJECT	
R-43253	2001922	



PLOT: 2/10/2025 1:31 PM

LEGEND

F

Sidewalk, Concrete

13

Curb, Concrete

16

Curb and Gutter, Concrete

CR

Curb Ramp, Concrete

26

Sodding, Nursery

K1

Full Depth Reconstruction

K2

HMA for Shoulder Widening

R

Mill and Overlay

C1

PCCP for Approaches, 6"

C2

PCCP for Approaches, 9"

D1

HMA for Approaches, Type B

22

Curb Center, Concrete D

AC

Adjust Casting To Grade

DND

Do Not Disturb

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: HEW

DRAWN: HEW

CHECKED: BEA

CHECKED: BEA

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN SHEET LINE "PR-B" STA. 46+00.00 TO STA. 52+00.00

HORIZONTAL SCALE

1" = 20'

VERTICAL SCALE

1" = 5'

SURVEY BOOK

16 of 20

CONTRACT

R-43253

BRIDGE FILE

2001922

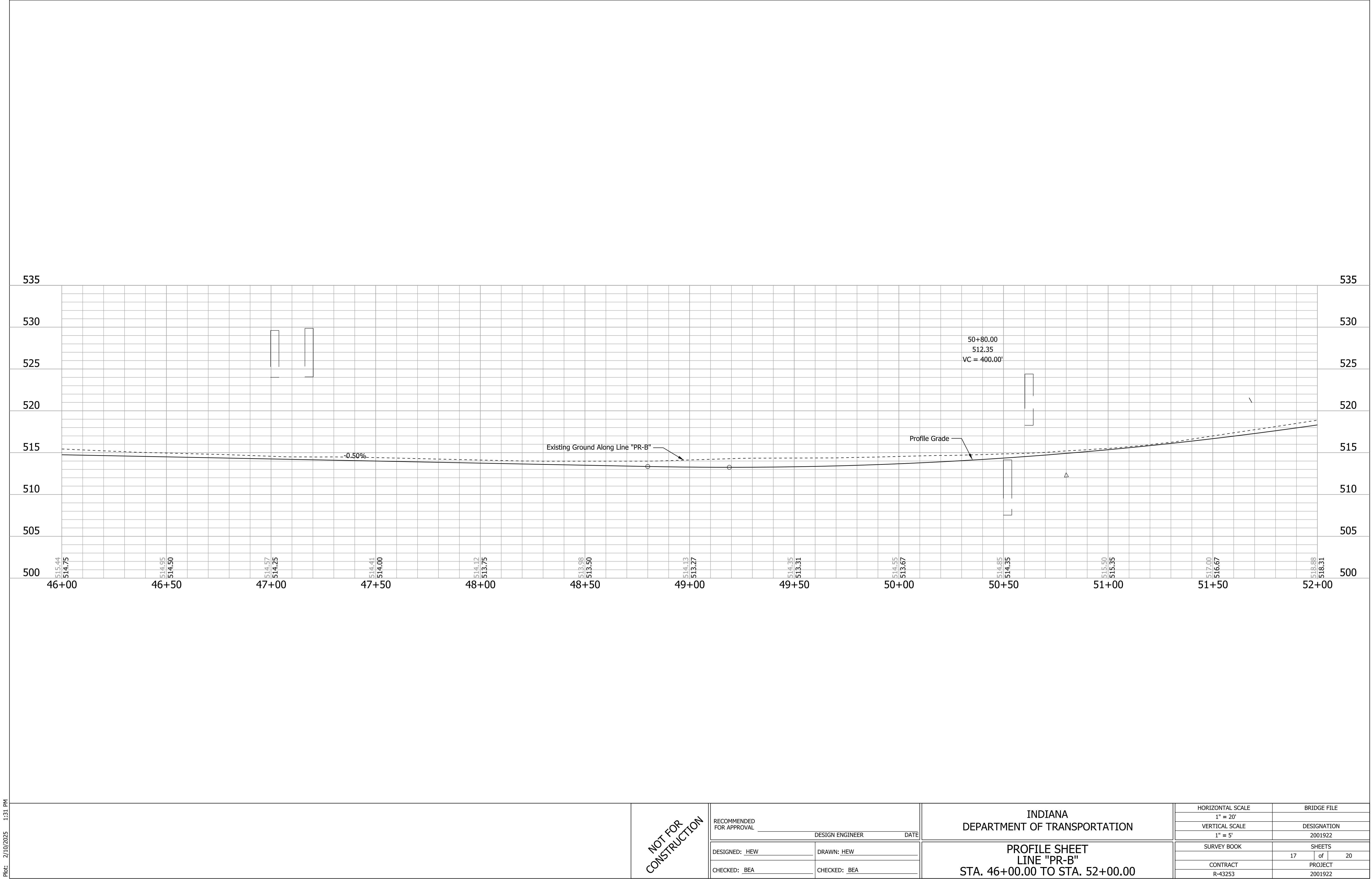
DESIGNATION

2001922

SHEETS

PROJECT

2001922



Plot: 2/10/2025 1:31 PM

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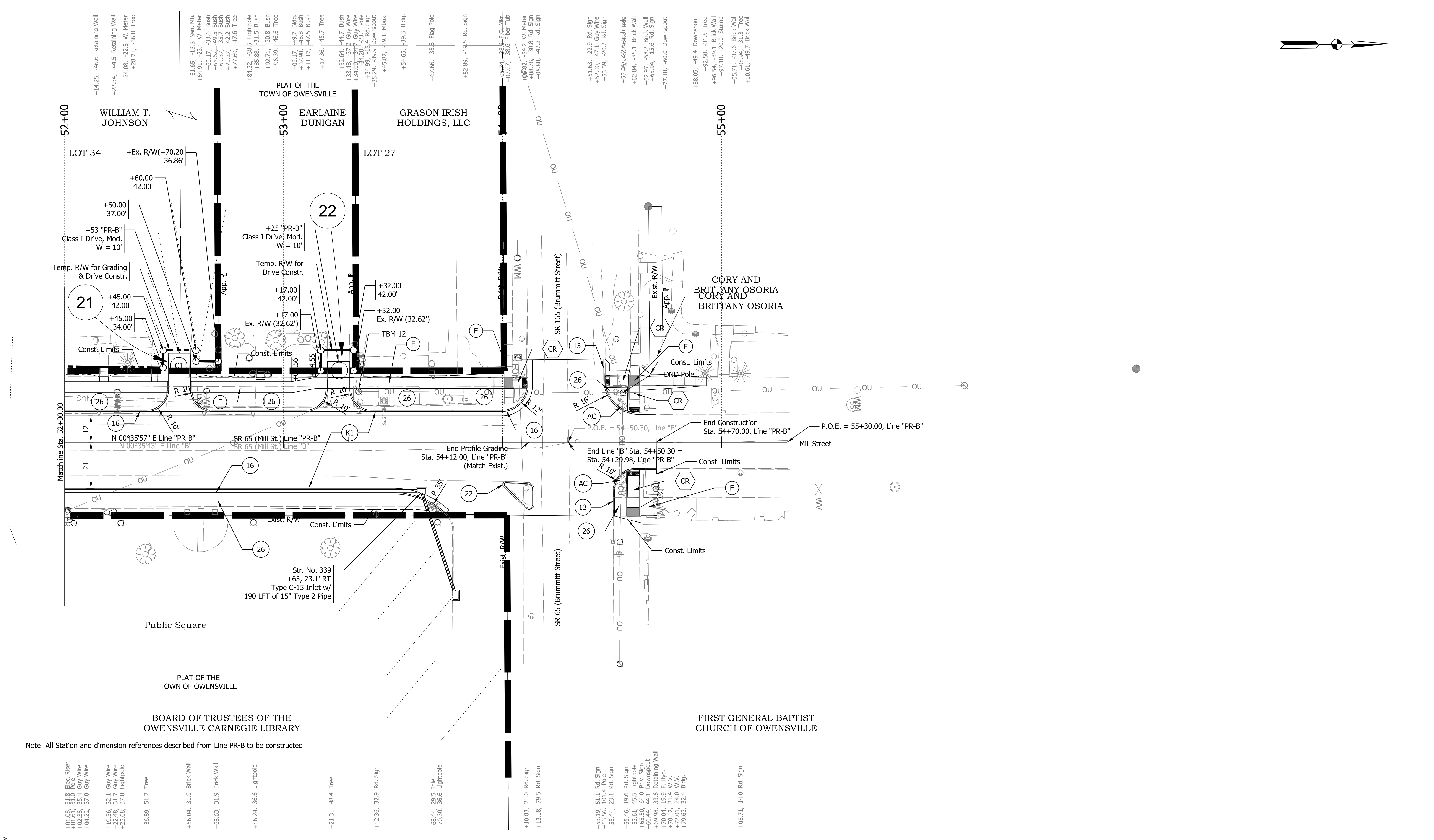
NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	
DESIGNED: HEW	DRAWN: HEW
CHECKED: BEA	CHECKED: BEA

INDIANA
DEPARTMENT OF TRANSPORTATION

PROFILE SHEET
LINE "PR-B"
STA. 46+00.00 TO STA. 52+00.00

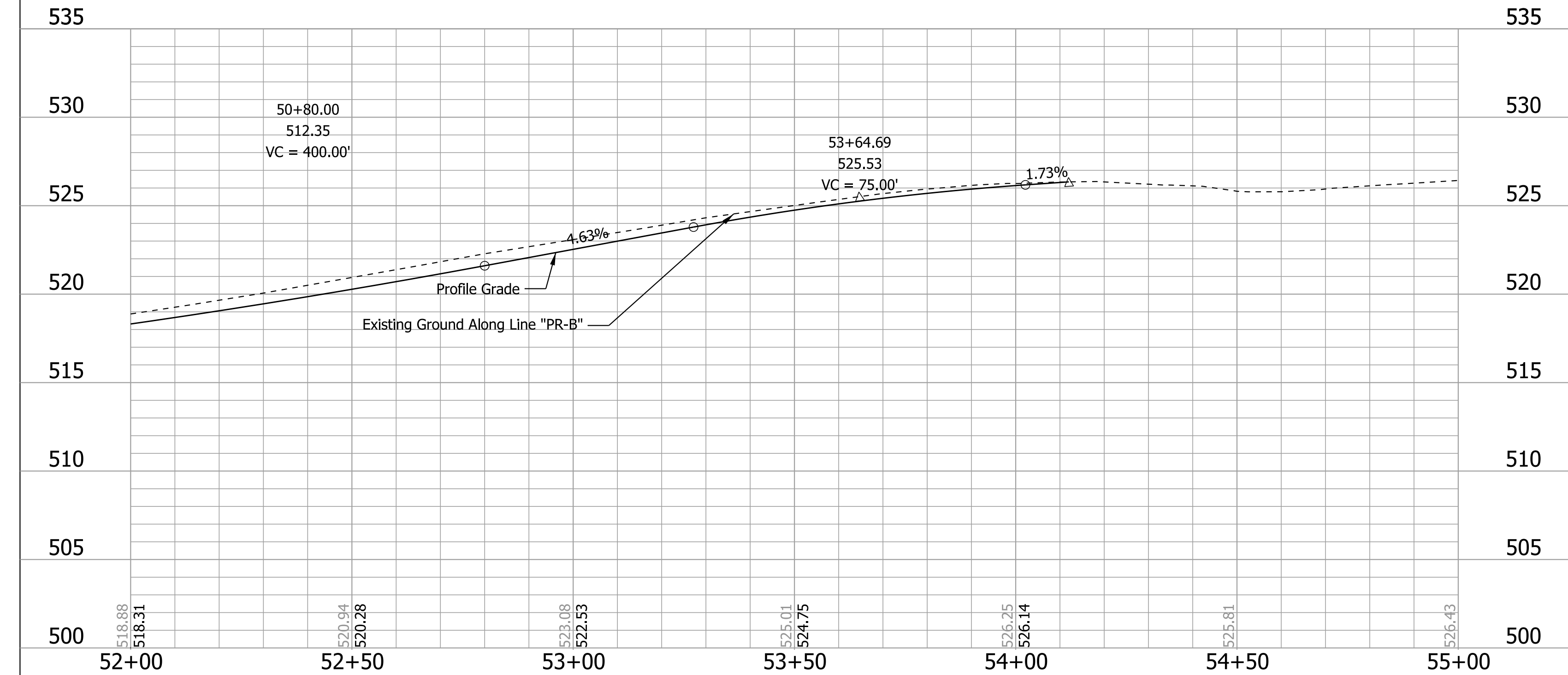
HORIZONTAL SCALE 1" = 20'	BRIDGE FILE	
VERTICAL SCALE 1" = 5'	DESIGNATION 2001922	
SURVEY BOOK	SHEETS	
CONTRACT R-43253	17	of 20
	PROJECT 2001922	



Note: All Station and dimension references described from Line PR-B to be constructed

Plot: 2/10/2025 1:34 PM

LEGEND		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 20'		BRIDGE FILE	
(F)	Sidewalk, Concrete	(CR)	Curb Ramp, Concrete	(R)	Mill and Overlay	(D1)	HMA for Approaches, Type B
(13)	Curb, Concrete	(26)	Sodding, Nursery	(C1)	PCCP for Approaches, 6"	(22)	Curb Center, Concrete D
(16)	Curb and Gutter, Concrete	(K1)	Full Depth Reconstruction	(C2)	PCCP for Approaches, 9"	(AC)	Adjust Casting To Grade
		(K2)	HMA for Shoulder Widening			DND	Do Not Disturb
NOT FOR CONSTRUCTION		RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
		DESIGNED: HEW		DRAWN: HEW			
		CHECKED: BEA		CHECKED: BEA			
		PLAN SHEET LINE "PR-B"		STA. 52+00.00 TO STA. 55+30.00		SHEETS 18 of 20	
						PROJECT 2001922	



Plot: 2/10/2025 1:32 PM

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NOT FOR
CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	
DESIGNED: HEW _____	DRAWN: HEW _____
CHECKED: BEA _____	CHECKED: BEA _____

INDIANA
DEPARTMENT OF TRANSPORTATION

PROFILE SHEET
LINE "PR-B"
STA. 52+00.00 TO STA. 55+30.00

HORIZONTAL SCALE 1" = 20'		BRIDGE FILE	
VERTICAL SCALE 1" = 5'		DESIGNATION 2001922	
SURVEY BOOK		SHEETS	
CONTRACT R-43253		19 of 20	PROJECT 2001922

PAVEMENT QUANTITIES AND APPROACH TABLE																					
LOCATION	BEGIN STATION	END STATION	DESCRIPTION	Existing Material Type	WIDTH 1	WIDTH 2	LENGTH	RADI	AREA	HMA FOR APPROACHES, TYPE B SURFACE			ASPHALT FOR TACK COAT	JOINT ADHESIVE, SURFACE	JOINT ADHESIVE, INTERMEDIATE	LIQUID ASPHALT SEALANT	PCCP FOR APPROACHES, 6 IN.	PCCP FOR APPROACHES, 9 IN.	DENSE GRADED SUBBASE 6 IN.	GEOGRID, TYPE IB	SUBGRADE TREATMENT, TYPE II
										HMA SURFACE 165 LBS/SYS	HMA INTERMEDIATE 275 LBS/SYS	HMA BASE 605 LBS/SYS									
					LFT	LFT	LFT	LFT	SYS	TONS	TONS	TONS	TONS	LFT	LFT	LFT	SYS	SYS	CYD	SYS	SYS
Line "PR-B"																					
RT	36+00	36+79	Mill Street	HMA	141	24	93	30/100	364	30.0	50.0	110.1	0.25	165	165	329					
RT	37+49	38+16	Class I Drive	Gravel	54	32	21	25/10	84								84		14		78.1
LT	37+49	38+29	Class III Drive	Gravel	70	40	25	15/25	130									130	22	130	122.4
RT	39+22	39+74	Class I Drive	HMA	52	22	20	20/10	75								75		13		60.6
LT	40+16	40+45	Class I Drive	Gravel	30	10	39	10/10	57								57		9		59.4
RT	40+20	40+61	Class I Drive	Gravel	40	10	20	20/10	46								46		8		37.3
LT	40+45	40+87	Class I Drive	HMA	43	13	24	10/20	59								59		10		49.7
RT	40+72	41+12	Class I Drive	HMA	40	10	20	20/10	46								46		8		37.3
LT	43+02	43+72	Walnut Street	HMA	70	42	72	13/13	333	27.4	45.7	100.6	0.23	112	112	224					
RT	42+53	44+18	Walnut Street	HMA	167	32	93	28/28	464	38.3	63.8	140.3	0.32	199	199	398					
RT	44+34	44+51	Class I Drive	Gravel	19	13	15	15	31								31		5		27.1
RT	44+51	44+75	Class I Drive	Concrete	24	14	15	10	32								32		5		20.9
LT	44+95	45+47	Class I Drive	Gravel	52	32	14	10/10	67								67		11		48.9
RT	45+01	45+31	Class I Drive	Gravel	30	10	27	10/10	43								43		7		41.2
LT	46+86	47+31	Warrick Street	HMA	45	17	36	10/10	88	7.2	12.0	26.5	0.06	62	62	124					
RT	46+84	47+35	Warrick Street	HMA	51	17	32	15/15	74	6.1	10.2	22.4	0.05	68	68	136					
RT	48+04	48+35	Class I Drive	Gravel	31	10	35	10/10	53								53		9		54.5
LT	48+63	49+07	Class I Drive	Gravel	44	24	26	10/10	86								86		14		77.3
RT	49+20	49+50	Class I Drive	HMA	30	10	19	10/10	35								35		6		29.8
LT	50+48	50+93	Montgomery Street	HMA	45	21	27	10/10	70	5.8	9.6	21.1	0.05	66	66	132					
RT	50+47	51+27	Montgomery Street	HMA	79	49	62	12/15	343	28.3	47.1	103.7	0.23	128	128	256					
LT	52+38	52+68	Class I Drive	Concrete	30	10	26	10/10	43								43		7		40.9
LT	54+00	54+58	SR 165	HMA	59	31	56	12/12	199	16.4	27.4	60.2	0.14	90	90	180					
RT	53+73	54+61	SR 165	HMA	78	73	77	15/10	589	48.6	81.0	178.1	0.40	151	151	302					
Mainline	30+45	55+30		HMA					7968	657.4	90.4	2410.3	5.42	7455	7455	7455					9713
Paved Shoulder	30+45	37+84							1287	106.2	14.6	389.4	0.88								1565.4
TOTAL									12665	972	452	3563	9.0	8496	8496	9536		130	148	130	12064

* Match Existing Side Road and Driveway Dimensions. Contractor to Field Verify Existing Dimensions Prior to Construction. See Details in Typical Sections.
** Contractor to Field Verify Existing Material Type Prior to Construction.

Plot: 2/10/2025 1:32 PM

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED:

DRAWN:

CHECKED:

CHECKED:

INDIANA
DEPARTMENT OF TRANSPORTATION

HORIZONTAL SCALE

BRIDGE FILE

VERTICAL SCALE

DESIGNATION

2001922

SURVEY BOOK

SHEETS

20 of 20

CONTRACT

PROJECT

R-43253

2001922