14

LOCATION PLAN

AUGLAIZE COUNTY
PUSHETA TOWNSHIP
DUCHOUQUET TOWNSHIP

SCALE : 1" = 1000'

0 1000 2000

RELOCATION & ESTABLISHMENT OF LIMITED ACCESS GRANTED 30 APRIL, 1956. JR. OF DIV OF HIGHWAYS VOL. 41 PG 278

FED. RD. DIVISION	STATE	PROJECT	
2	OHIO		

AUGLAIZE COUNTY
AUG-25- 5.05
LIMITED ACCESS
1956

Note : For revision of centerline data ahead of Sta. 137+08.96, Prop. Future U.S.R. 33, see location plan for AUG-33-(11.50)(16.49), Vol. 1, Page 24.

Note : For revised reference point locations on Prop. U.S.R. 33, see Location Plan for AUG-33-(11.50)(16.49), Vol. 1 Page 24

CITY OF WAPAKONETA

AUGLAIZE RIVER

CANNING FACTORY ROAD

CEMETERY

MIDDLE PIKE

BLANK PIKE

HENGSTLER ROAD

SEITZ ROAD

FREYMUTH ROAD

NATIONAL ROAD

BUCKLAND-BINGVILLE-HOLDEN ROAD

VILLAGE OF CRIDERSVILLE

Exist. U.S.R. 25

Exist. U.S.R. 33

Exist. U.S.R. 25 Truck Route

Exist. S.R. 67

Prop. U.S.R. 33

Prop. U.S.R. 25

Prop. U.S.R. 33 (Future)

Exist. U.S.R. 33 Truck Route

PUSHETA TWP. SEC. 4 - T6S - R6E.

DUCHOUQUET TWP. SEC. 28 - T5S - R6E.

DUCHOUQUET TWP. SEC. 33 - T5S - R6E.

PUSHETA TWP. SEC. 3 - T6S - R6E.

DUCHOUQUET TWP. SEC. 34 - T5S - R6E.

DUCHOUQUET TWP. SEC. 21 - T5S - R6E.

DUCHOUQUET TWP. SEC. 27 - T5S - R6E.

DUCHOUQUET TWP. SEC. 15 - T5S - R6E.

DUCHOUQUET TWP. SEC. 10 - T5S - R6E.

DUCHOUQUET TWP. SEC. 14 - T5S - R6E

DUCHOUQUET TWP. SEC. 11 - T5S - R6E.

DUCHOUQUET TWP. SEC. 2 - T5S - R6E.

DUCHOUQUET TWP. SEC. 1 - T5S - R6E.

DUCHOUQUET TWP. SEC. 35 - T4S - R6E.

DUCHOUQUET TWP. SEC. 36 - T4S - R6E.

ALLEN COUNTY

SHAWNEE TOWNSHIP

AUGLAIZE CO. COUNTY LINE

SECTION LINE

CURVE DATA "A"
P.I. Sta. 145+80.30
Δ = 22°-55'-30" L = 1719.36'
D = 1°-20' T = 871.34'
R = 4297.18' E = 87.45'
P.C. Sta. 137+08.96
P.T. Sta. 154+28.34

CURVE DATA "B"
P.I. Sta. 167+16.71 Δ = 36°-00' Lt.
T.S. Sta. 156+85.70 C.S. Sta. 174+85.70
S.C. Sta. 158+85.70 S.T. Sta. 176+85.70
Dc = 2°-00' Xc = 199.98'
Lc = 1600' Yc = 2.33'
Ts = 1031.01' R = 2864.79'
Ls = 200' K = 100'
Es = 148' LT = 133.34'
Bs = 2°-00' ST = 66.67'
L.C. = 199.99'

CURVE DATA "C"
P.I. Sta. 186+14.09 P.C. Sta. 191+02.63
Δ = 13°-34'-30" Rt. P.T. Sta. 201+20.73
D = 1°-20' L = 1018.12'
R = 4297.18' T = 511.46'
E = 30.33'

CURVE DATA
P.I. Sta. 367+85.80
Δ = 20°-38' Rt.
D = 1°-0'
T = 1060.19'
L = 2096.66'
E = 97.26'
R = 5729.58'

CURVE DATA
P.I. Sta. 491+66.75
Δ = 6°-26' Rt.
D = 0°-30'
T = 644.01'
L = 1288.67'
E = 18.06'
R = 11,459.16'

CURVE DATA
P.I. Sta. 651+14.45
Δ = 27°-14' Lt.
D = 1°-0'
T = 1387.9'
L = 2729.33'
E = 165.70'
R = 5729.58'

DETAIL "A"
℄ Survey Prop. U.S.R. 25
Sta. to be Monumented
℄ Mon.

℄ Reference Points to be Set After Construction
Proposed U.S.R. 25 - AUG-25-5.05

* 290+00	P.T. 398+22.27	510+00	615+00
* 295+00	405+00	515+00	620+00
* 300+00	410+50	520+00	625+00
* 305+00	415+00	525+00	630+00
* 310+00	420+00	530+00	P.C. 637+26.55
* 315+00	425+00	535+00	640+00
* 320+00	430+50	540+00	644+50
325+00	435+00	545+00	650+00
330+00	440+00	550+00	655+00
335+00	445+00	555+00	660+00
340+50	451+00	560+50	P.I. 664+28.26 = Back
345+50	455+50	565+00	66+47.66 Ahead
350+00	460+00	570+00	665+00
355+50	465+00	575+00	670+00
360+00	470+00	580+00	675+00
365+00	475+00	585+00	680+00
370+00	480+00	588+00	683+00
P.C. 377+25.61	P.C. 485+22.74	595+00	690+00
383+00	490+50	600+00	695+50
390+00	P.T. 498+09.41	605+00	700+00
395+00	505+00	610+00	705+00

* ℄ Reference Monuments Will have to be Moved and Reset Upon Construction of Future Proposed U.S.R. 25

DETAIL "B"
℄ Survey
Distance Lt. Distance Rt.
Mon. Mon.
Station

℄ Reference Points to be Set After Construction

EXISTING U.S.R. 33

Station	Distance from ℄ Rt.	Lt.
858+00	20	20
862+00	33	18
867+00	18	18
870+00	18	18
875+00	18	32
880+00	20	20

MIDDLE PIKE

Station	Distance from ℄ Rt.	Lt.
7+00	15	15
13+00	16	16
17+50	16	16
22+50	15	15

STATE ROUTE 67

Station	Distance from ℄ Rt.	Lt.
106+00	18	18
112+00	24	23
117+00	32	28
122+50	32	22
127+50	18	18

HENGSTLER ROAD

Station	Distance from ℄ Rt.	Lt.
7+00	10	15
13+00	16	16
18+00	16	16
23+00	16	14

BUCKLAND-BINGVILLE-HOLDEN RD.

Station	Distance from ℄ Rt.	Lt.
8+00	15	15
13+00	16	16
17+00	16	16
23+00	15	15

NATIONAL ROAD

Station	Distance from ℄ Rt.	Lt.
4+03.37	See Detail	"C"
10+00	27	35
13+00	24	38
17+70	26	20
22+00	12	12

EXISTING U.S.R. 25

Station	Distance from ℄ Rt.	Lt.
7+00	16	18
19+00	See Detail	"C"
18+00	16	16

DETAIL "C"
Sta. 15+00 Ex. U.S.R. 25
Sta. 4103.37 National Road
℄ Ex. U.S.R. 25
℄ National
Mon. Mon.

DETAIL "D"
℄ Reference Point to be set after Construction on Proposed future U.S.R. 33

100+00
105+00
110+00
T.S. 158+85.70
S.C. 160+85.70
P.I. 167+16.71
C.S. 174+85.70
S.T. 176+85.70
180+00

VOID

The Above ℄ Reference Monument Will have to be Moved and reset upon Construction of Future Proposed U.S.R. 33.

SEE NOTE ABOVE

℄ Reference Points to be Set after Construction on Proposed future U.S.R. 33 as per Detail "E"

115+00
121+00
126+00
131+00
P.C. 137+08.96
141+00
146+00
P.T. 154+28.34

VOID

The Above ℄ Reference Monuments Will Not have to be Moved and reset upon Construction of Future Proposed U.S.R. 33

DETAIL "E"
℄ Survey - Sta. to be Monumented
Mon.
23.08'
60°
20'
23.08'
Mon.

P.I. Sta. 5+18.35 Blank Pike
Sta. 0+00 Cemetery Road
℄ Survey Cemetery Road
90°-04'-30"
Sta. 8+00 Cemetery Road
Mon. 10' Rt - 10' Lt.
Sta. 15+00 Blank Pike
Mon. 10' Rt - 12' Lt.
℄ Survey Blank Pike
Mon.

RECORDED
DATE 11-7-56
VOL. 1
PAGE 14

APPROVED Geo. M. Bareu
DATE 19 Oct. 1956
RIGHT-OF-WAY ENGINEER FOR DIVISION NO. 7
REGISTERED PROFESSIONAL SURVEYOR NO. 3128

LOCATION PLAN