

LOCATION PLAN AUGLAIZE COUNTY

ESTABLISHED AS LIMITED ACCESS
HIGHWAY - ENTRY JOURNAL OF DIRECTOR
OF HIGHWAYS - VOL. 42, P. 971 OCT. 24, 1957

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	

AUGLAIZE COUNTY
AUG-33-(11.50)(16.49)
AUG-25-4.92
LIMITED ACCESS
1957

Note: Location Plan Sheet No. 2
previously recorded in Vol. 1,
P. 24, 10-2-57.

CURVE DATA
P.I. Sta. 24+34.72 Exist. Kohler Rd.
Sta. 24+43.17 Kohler Rd. Connection
 $\Delta = 32^\circ 01' 01.9''$ Lt.
D = 12'
R = 477.46'
Ls = 250'
 $\theta_s = 15^\circ$
p = 5.44'
K = 124.72'
Xc = 248.29'
yc = 21.71'
 $\Delta c = 17^\circ 01' 01.9''$
Lc = 141.81'
Ts = 253.01'
Back Tan = 147.25'



CURVE DATA
P.I. Sta. 17+34.25
 $\Delta = 48^\circ 27' 28.1''$ Lt.
D = 12'
R = 477.46'
Ls = 250'
 $\theta_s = 15^\circ$
p = 5.44'
K = 124.72'
Xc = 248.29'
yc = 21.71'
 $\Delta c = 33^\circ 27' 28.1''$
Lc = 278.82'
Ts = 334.77'
Fwd. Tan = 222.14'

MOULTON
DUCHOUQUET
PUSHETA

TOWNSHIP
TOWNSHIP
TOWNSHIP

SCALE 1" = 500'

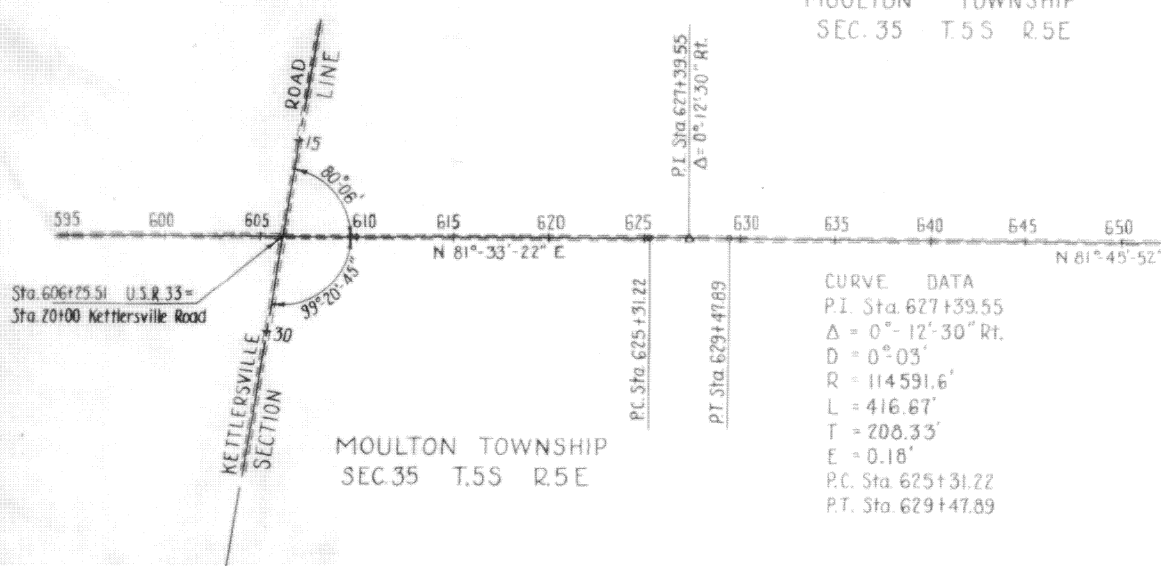
SCALE 1" = 200'

DETAIL "A"
KOHLER ROAD-EXIST. U.S.R. 33 WEST CONNECTION

MOULTON TOWNSHIP
SEC. 35 T. 5 S. R. 5 E

CURVE DATA
P.I. Sta. 667+03.41
 $\Delta = 0^\circ 36' 30''$ Lt.
D = 0'-08'
R = 42971.85'
L = 456.25'
T = 228.13'
E = 0.60'
P.C. Sta. 664+75.28
P.T. Sta. 669+31.53

MOULTON TOWNSHIP
SEC. 36 T. 5 S. R. 5 E



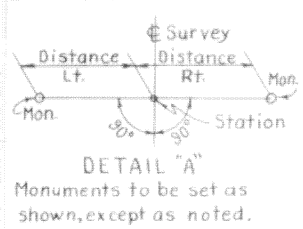
CURVE DATA
P.I. Sta. 667+03.41
 $\Delta = 0^\circ 36' 30''$ Lt.
D = 0'-08'
R = 42971.85'
L = 456.25'
T = 228.13'
E = 0.60'
P.C. Sta. 664+75.28
P.T. Sta. 669+31.53

MOULTON TOWNSHIP
SEC. 36 T. 5 S. R. 5 E

CURVE DATA
P.I. Sta. 686+72.12
 $\Delta = 31^\circ 36' 00''$ Rt.
D = 2'
R = 2864.79'
Ls = 250'
 $\theta_s = 25^\circ$
p = 0.91'
K = 124.99'
Xc = 249.95'
yc = 3.64'
Lc = 166.68'
 $\Delta c = 26^\circ 36' 00''$
S.T. = 83.35'
L.C. = 249.90'
Lc = 1330.00'
Ts = 935.90'
Es = 113.43'
T.S. = Sta. 677+36.22
S.C. = Sta. 679+86.22
C.S. = Sta. 693+16.22
S.T. = Sta. 695+66.22

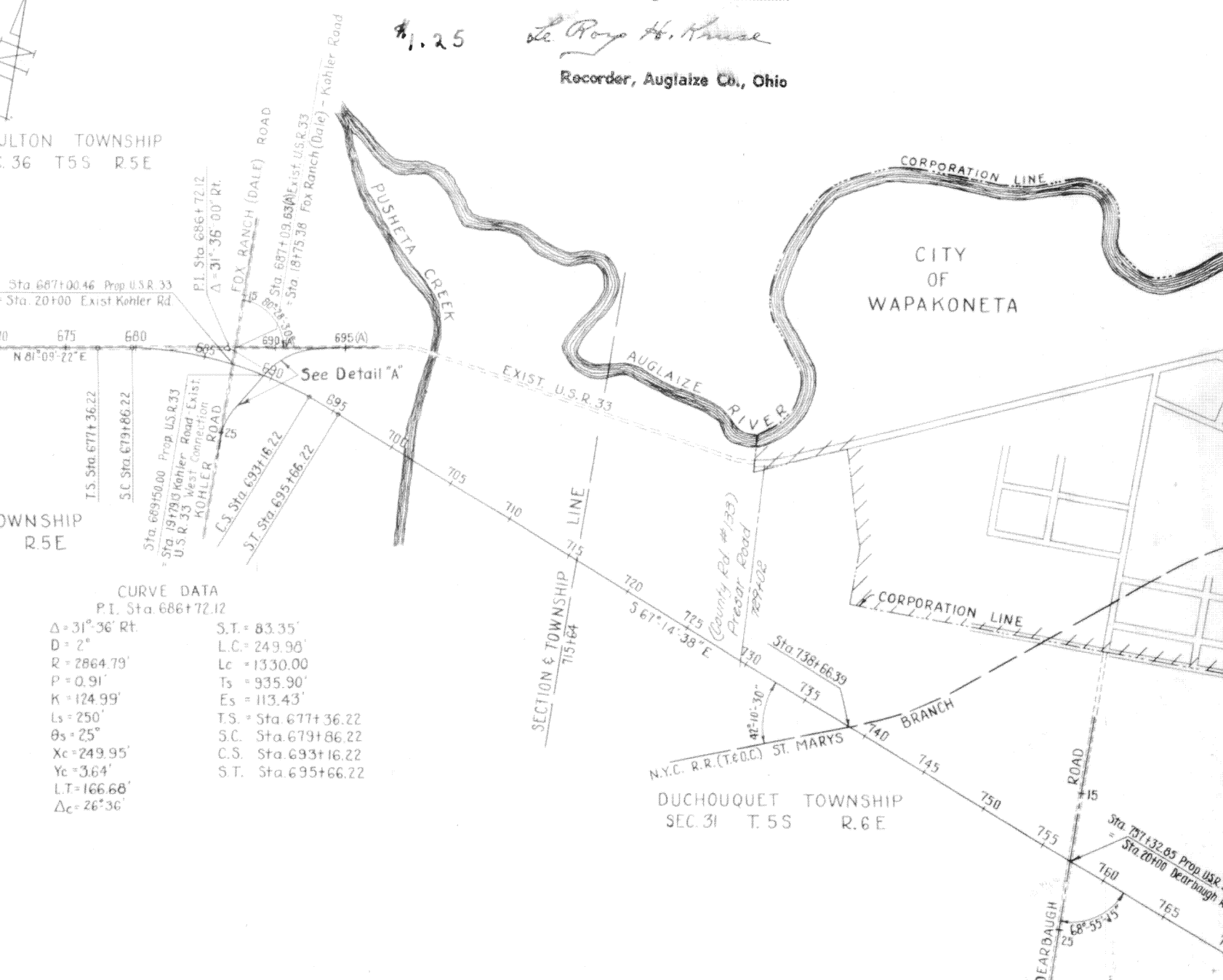
Reference Points to be set After Construction - Proposed U.S.R. 33 & Road Approaches

Station	Distance from	Station	Distance from	Station	Distance from	Station	Distance from	Station	Distance from
	Left	Right	Left	Right	Left	Right	Left	Right	Left
605+00	18'	18'	735+00	20'	20'	164+50	30'	20'	KETTLESVILLE ROAD
610+00	20'	20'	740+00	20'	20'	P.I. 170+65.68	Set on Point		
616+00	20'	20'	745+00	20'	20'	175+00	24'	20'	
620+00	20'	20'	750+00	20'	20'	180+00	24'	20'	KOHLER ROAD-EXIST.
P.C. 625+31.22	20'	20'	755+00	20'	20'	P.T. 182+31.10	20'	58'	U.S.R. 33 CONNECTION
P.T. 629+47.89	20'	20'	760+00	20'	20'	187+62.89	20'	23'	
635+00	20'	20'	765+00	20'	20'	P.C. 190+45.14	20'	20'	
640+00	20'	20'	770+00	20'	20'	P.I. 195+11.16	Set on Point		
645+00	20'	20'	T.S. 772+75.38	20'	20'	P.T. 199+75.14	26'	20'	
650+00	20'	20'	S.C. 777+73.23	20'	20'	204+50	20'	20'	
655+00	20'	20'	M.R. 82+07.40	20'	20'	206+50	20'	20'	
660+00	20'	20'	C.S. 86+14.56	20'	20'				
P.C. 664+75.28	20'	20'	S.T. 88+91.56	20'	20'				
P.T. 669+31.53	20'	20'	95+00	20'	20'				
675+00	20'	20'	101+50	18'	18'				
T.S. 677+36.22	20'	20'	106+00	20'	20'				
S.C. 679+86.22	20'	20'	110+50	20'	20'				
M.P. 686+51.22	20'	32'	114+50	20'	20'				
C.S. 693+16.22	20'	20'	119+00	20'	20'				
S.T. 695+66.22	20'	20'	124+00	20'	20'				
700+00	20'	20'	129+00	20'	20'				
705+00	20'	20'	134+00	20'	20'				
710+00	20'	20'	139+00	20'	20'				
715+00	20'	20'	P.C. 141+84.62	23'	20'				
720+00	20'	20'	P.I. 149+33	Set on Point					
725+00	20'	20'	P.T. 156+72.95	30'	20'				
730+00	20'	20'	P.C. 158+66.10	30'	20'				



DETAIL "A"
Monuments to be set as
shown, except as noted.

DEARBROUGH ROAD
HARDIN PIKE
WAPAK-FISHER ROAD
EXISTING U.S.R. 33 (East)
* Monuments will have to be removed and re-set upon construction of future proposed Eastbound U.S.R. 33.



RECORDED
DATE 7-15-58
VOL. 1
PAGE 24
APPROVED
DATE 23 May 1958
RIGHT OF WAY ENGINEER FOR DIVISION No. 7
REGISTERED PROFESSIONAL LAND SURVEYOR No. 3128

Amended Location Plan - Addition of Presar Road
Approved - Carl E. Keyser
Registered Surveyor No. 3783
Recorded - Date: Volume: Page: