

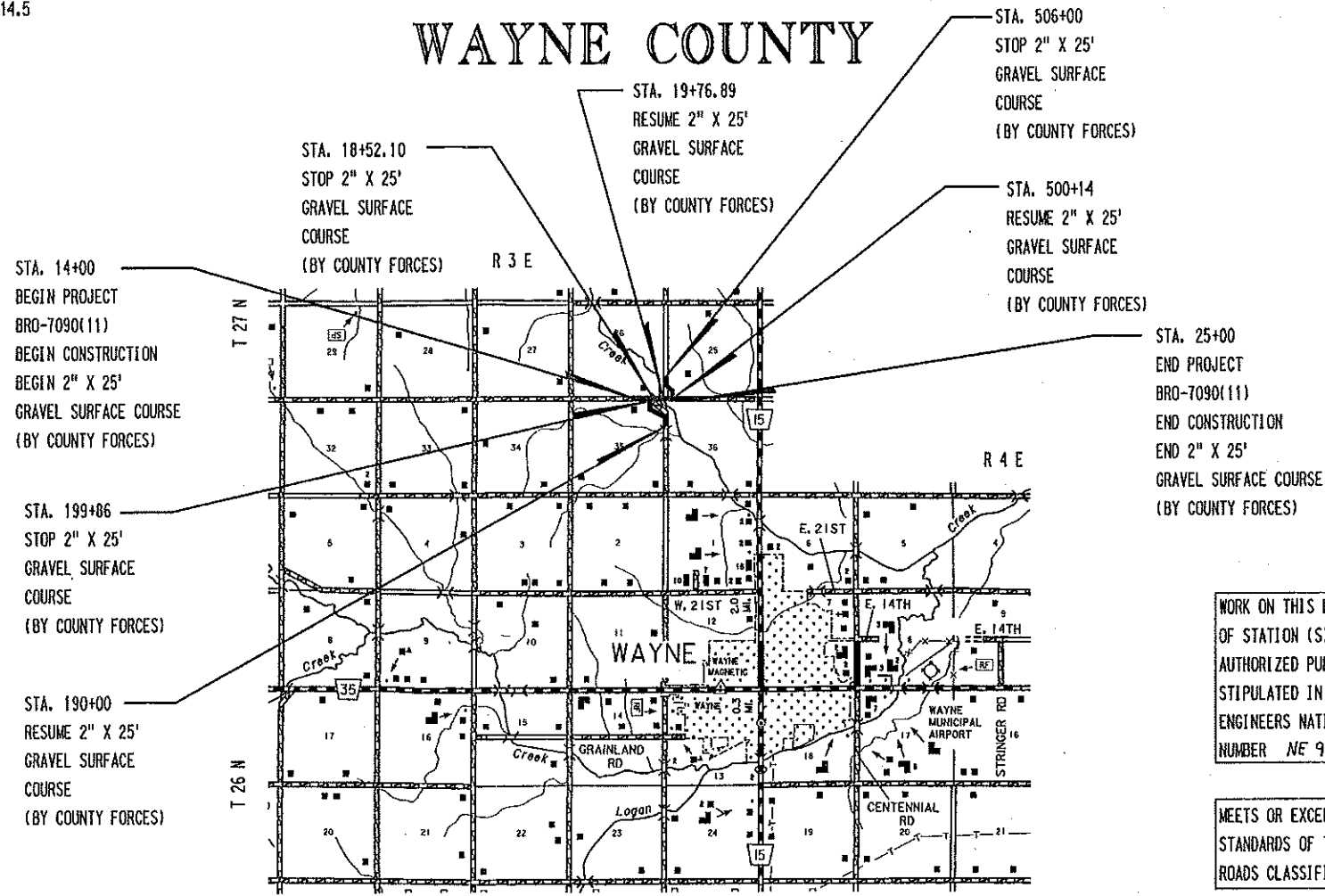
INDEX OF SHEETS

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2-S	SUMMARY OF QUANTITIES
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STANDARD PLANS

STANDARD PLAN NO. 410-R2 (2 SHEETS)	FLARED END SECTION FOR CULVERT PIPES
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STANDARD PLAN NO. 921-R4	TRAFFIC CONTROL
STANDARD PLAN NO. 923	ROAD CLOSURE

**STATE OF NEBRASKA
DEPARTMENT OF ROADS
PLANS FOR CONSTRUCTION
WAYNE NORTHWEST
WAYNE COUNTY**



PROJECT NO.	SHEET NO.
BRO-7090(11)	1
▲ CONTROL NO.	32006
▲ CONTROL NO.	
■ CONTROL NO.	

THE 1997 ENGLISH EDITION OF THE NEBRASKA STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS APPLY TO THIS PROJECT.

THE WORK ON THIS PROJECT CONSISTS OF GROUPS	
1 - GRADING,	10 - GENERAL
4 - CULVERTS,	
6 - BRIDGE,	
7 - GUARDRAIL	
▲ GROUPS 1,4,6,7,10	ARE INCLUDED IN THE LETTING OF February 17, 2000
▲ GROUPS	ARE INCLUDED IN THE LETTING OF
■ GROUPS	ARE INCLUDED IN THE LETTING OF

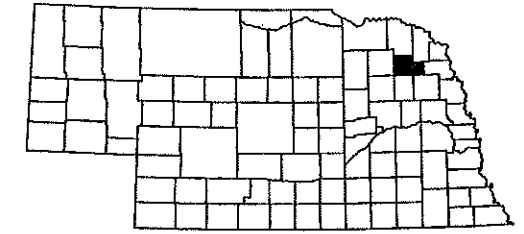
DESIGN DESIGNATION	
YEAR:	1999 2019
ADT:	100 140
DHV:	15 20
T= 15 % D= 6D %	
DESIGN NO. RC2 & RL3	

WORK ON THIS PROJECT IN THE VICINITY OF STATION (S) 19+14.5 : AUTHORIZED PURSUANT TO THE CONDITIONS STIPULATED IN THE ARMY CORP OF ENGINEERS NATION WIDE PERMIT NUMBER NE 99-11102

MEETS OR EXCEEDS MINIMUM DESIGN STANDARDS OF THE BOARD OF PUBLIC ROADS CLASSIFICATION AND STANDARDS.

PLANS PREPARED BY:

SPEECE LEWIS ENGINEERS
LINCOLN, NEBRASKA



CONVENTIONAL SIGNS

FENCE R.O.W. OR WIRE	— x —
GUARDRAIL	— — — — —
TRAVELED WAY	=====
DIKE	XXXXXXXXXXXX
CULVERT	— — — — —
POWER POLE	•
TELEPHONE POLE	•
MAILBOX	□
RAILROAD TRACKS	— — — — —
MARSH	
TREE - CONIFEROUS	•••••
TREE - DECIDUOUS	•••••

R.O.W. LEGEND

NEW CONTROLLED ACCESS	— — — — —
PREVIOUS CONTROLLED ACCESS	— — — — —
LIMITS OF CONSTRUCTION	— — — — —
PREVIOUS R.O.W.	— — — — —
NEW R.O.W.	— — — — —
EXISTING PERMANENT EASEMENT	— — — — —
TEMPORARY EASEMENT	— — — — —
EXCESS TAKING	— — — — —
PERMANENT EASEMENT	— — — — —
EXISTING RAILROAD EASEMENT	— — — — —
NEW RAILROAD PERMANENT EASEMENT	— — — — —
NEW RAILROAD TEMPORARY EASEMENT	— — — — —

REFERENCE POST NO. N/A TO REFERENCE POST NO. N/A
EXCEPTIONS: FROM STA. NONE TO STA. NONE
TOTAL NET LENGTH OF PROJECT: 1,100 FEET 0.200 MILES

APPROVED November 12 19 99

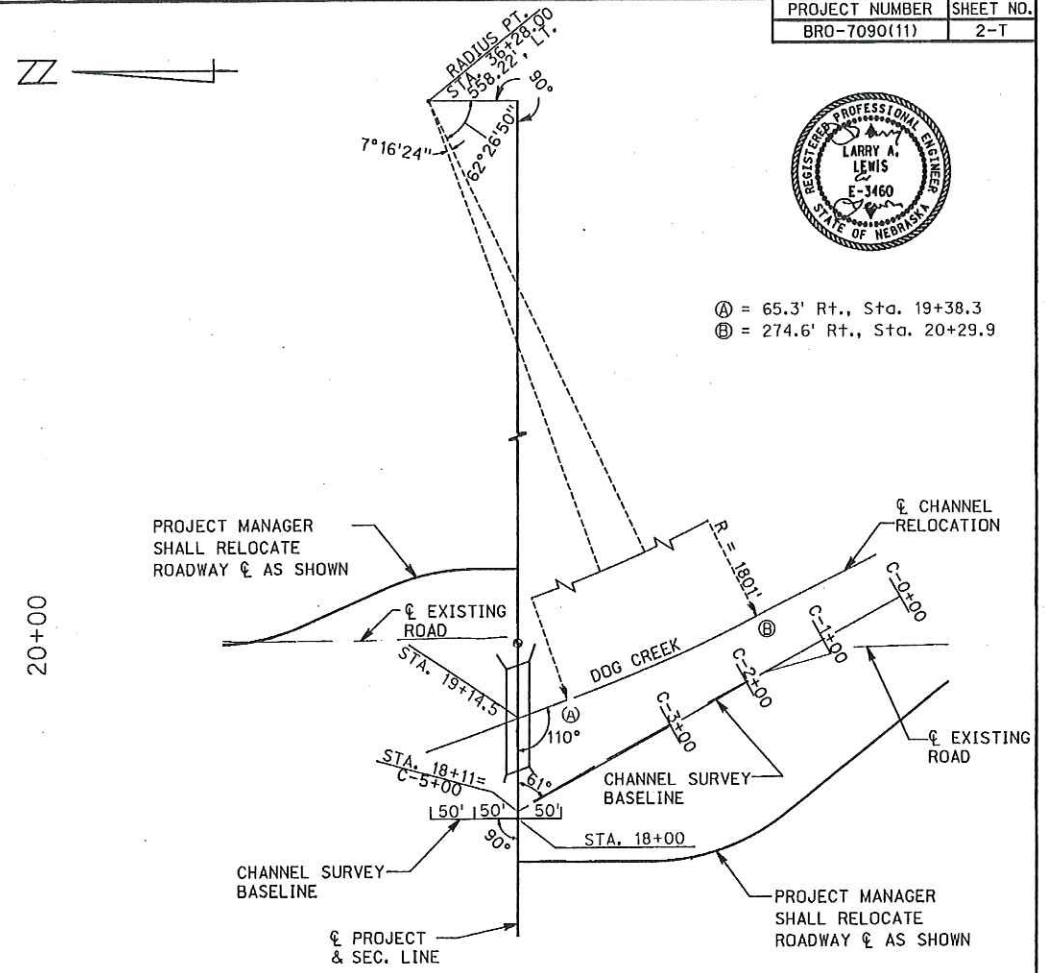
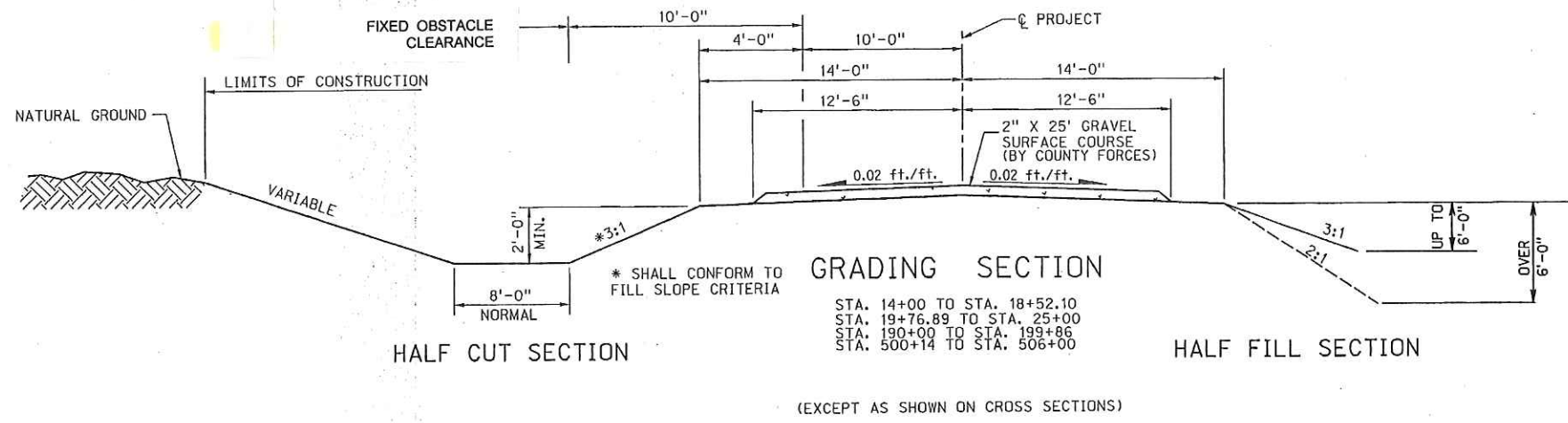
L. Ray Jungel
SECONDARY ROADS ENGINEER

WAYNE COUNTY
APPROVED: Robert Mieser May 6, 1999
CHAIRMAN OF BOARD DATE

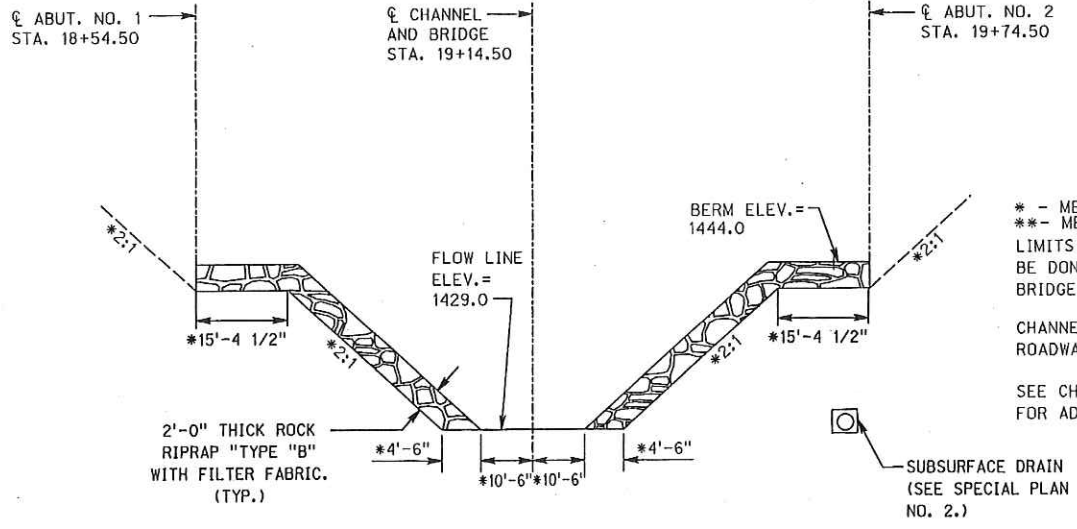
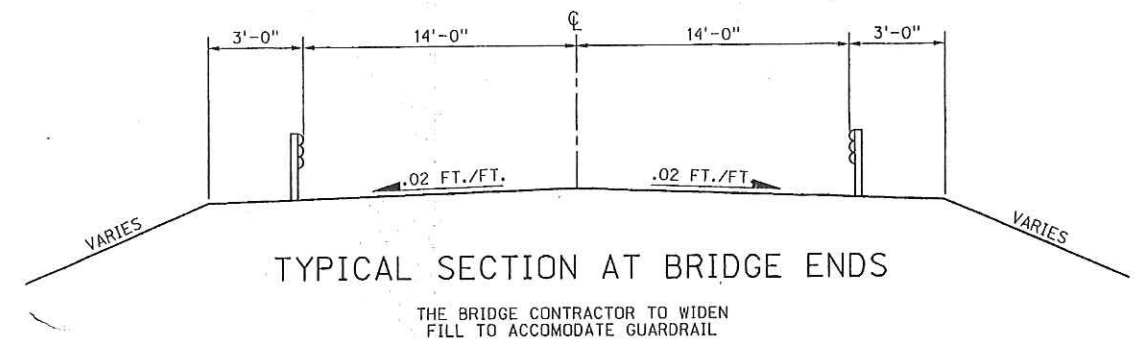
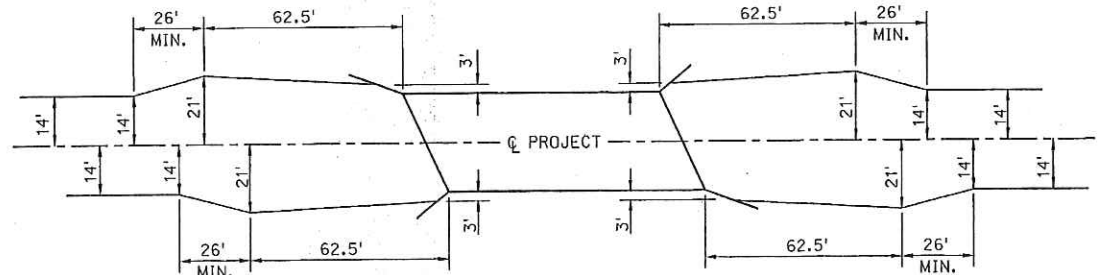


Ⓐ = 65.3' Rt., Sta. 19+38.3
 Ⓑ = 274.6' Rt., Sta. 20+29.9

TYPICAL CROSS SECTIONS OF IMPROVEMENT



FOR INFORMATION ONLY
 EXC. = 3737 CU. YDS.
 EMB. = 5862 CU. YDS.



* - MEASURED PERPENDICULAR TO Ⓐ CHANNEL
 ** - MEASURED ALONG Ⓐ CHANNEL
 LIMITS OF GRADING THROUGH THE BRIDGE WHICH SHALL BE DONE BY THE GRADING CONTRACTOR BEFORE THE BRIDGE IS BUILT. (**106' LT. & **452' RT.)
 CHANNEL EXCAVATION SHALL BE CLASSIFIED AS ROADWAY EXCAVATION.
 SEE CHANNEL CROSS SECTIONS AND BRIDGE PLANS FOR ADDITIONAL DETAILS.



SUMMARY OF QUANTITIES PROJECT NO. BR0-7090(11)

GRADING ITEMS GROUP 1

ITEM	QUANTITY	UNITS
SEEDING, TYPE A	6.000	ACRE
SEEDING, TYPE B	2.000	ACRE
COVER CROP SEEDING	8.000	ACRE
MULCH	18.000	TON
MOBILIZATION	1.000	LS
GENERAL CLEARING AND GRUBBING	1.000	LS
EXCAVATION (ESTABLISHED QUANTITY)	13,347.000	CY
WATER	33.000	MGAL
24" DRIVEWAY CULVERT PIPE	62.000	LF
12" CORRUGATED METAL PIPE	20.000	LF
6" PERFORATED P.V.C. PIPE UNDERDRAIN	273.000	LF
6" P.V.C. SEWER PIPE	72.000	LF

CULVERT ITEMS GROUP 4

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
REMOVE CULVERT PIPE	158.000	LF
REMOVE STRUCTURE AT STA. 20+07 27' LT.	1.000	EACH
EXCAVATION FOR PIPE, PIPE-ARCH CULVERTS, AND HEADWALLS	1,301.000	CY
CLASS 47B-3000 OR AX-3000 CONCRETE FOR HEADWALL	14.100	CY
REINFORCING STEEL FOR HEADWALL	1,470.000	LB
24" CULVERT PIPE	136.000	LF
36" CULVERT PIPE	264.000	LF
48" CULVERT PIPE	272.000	LF
36" ROUND EQUIVALENT CULVERT PIPE	132.000	LF
24" FLARED-END SECTION	2.000	EACH
36" FLARED-END SECTION	2.000	EACH
36" ROUND EQUIVALENT FLARED-END SECTION	3.000	EACH

BRIDGE ITEMS GROUP 6

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
RIPRAP FILTER FABRIC	2,642.000	SY
ABUTMENT NO.1 EXCAVATION	1.000	LS
ABUTMENT NO.2 EXCAVATION	1.000	LS
BENT NO.1 EXCAVATION	1.000	LS
BENT NO.2 EXCAVATION	1.000	LS
CLASS 47B-3000 CONCRETE FOR BRIDGE	161.100	CY
CLASS 47BD-4000 CONCRETE FOR BRIDGE	232.000	CY
REINFORCING STEEL FOR BRIDGE	52,675.000	LB
REMOVE STRUCTURE AT STA. 19+14.5	1.000	EACH
STRUCTURAL STEEL FOR SUBSTRUCTURE	2,915.000	LB
ROCK RIPRAP, TYPE B	2,176.000	TON
HP 10"X42# STEEL PILING	2,040.000	LF
STEEL SHEET PILING	3,163.000	SF

GENERAL ITEMS GROUP 10

ITEM	QUANTITY	UNITS
BARRICADE, TYPE III	2,448.000	EDAY
TYPE B HIGH INTENSITY WARNING LIGHT	621.000	LDAY
SIGN DAY	4,096.000	EACH
MOBILIZATION	1.000	LS

GUARDRAIL ITEMS GROUP 7

ITEM	QUANTITY	UNITS
MOBILIZATION	1.000	LS
BRIDGE APPROACH SECTIONS	4.000	EACH
BREAKAWAY CABLE TERMINAL	4.000	EACH



Compaction Requirements	
Roadway Embankment	Class II
Embankment for Intersecting Public Roads	Class II
Private Drives	Class I
(See Sec. 205 in the 1997 English Specifications)	

* EARTHWORK QUANTITIES						
STATION TO STATION		DESCRIPTION	EXC. (cu yds)	EMB. (cu yds)	BALANCE FACTOR	(+) LONG (-) SHORT
14+00	18+52.1	Roadway	1,890	565	1.43	1,082
19+76.89	25+00	Roadway	1,340	906	1.43	44
190+00	199+86	Sideroad	2,749	1,504	1.43	598
500+14	506+00	Sideroad	3,631	447	1.43	2,992
18+00, 100' LT.	C0+00	Channel	3,737	5,862	1.43	-4,646
TOTALS			13,347	9,284	1.43	71

* Earthwork required for drive and dike construction is not included in the embankment quantities.

The locations of all aerial and underground utility facilities may not be indicated in these plans. Underground utilities, whether indicated or not will be located and flagged by the Utilities at the request of the Contractor.

No excavation will be permitted in the area of underground utility facilities until all such facilities have been located and identified to the satisfaction of all parties. The excavation must be accomplished with extreme care in order to avoid any possibility of damage to the utility facility.

Upon completion of the grading operations permanent seeding of the disturbed areas created by the grading operations and permanent seeding of a 30' wide buffer strip along each side of the new channel will be performed by the Contractor as directed by the Project Manager.

Backfill at abutments shall be made and compacted by the Grading Contractor, to the limits indicated, as prescribed in Paragraph 3 of Subsection 702.03 in the 1997 English Standard Specifications after the bridge has been built.

All Signing and Pavement Marking will be in conformance with the latest edition of the "Manual on Uniform Traffic Control Devices."

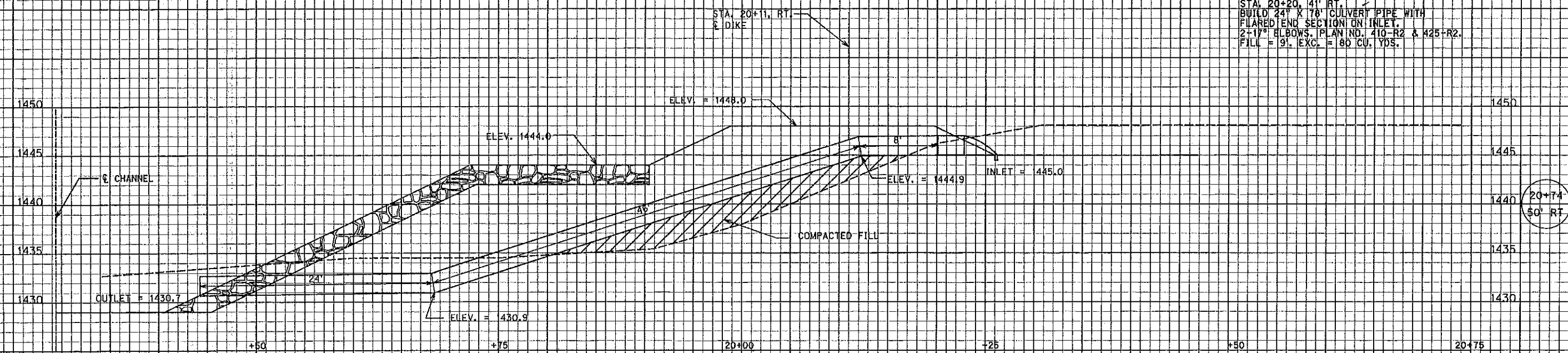
The Contractor will not be required to furnish Borrow on this Project.

The Contractor may close the road to all but local traffic subject to the conditions prescribed in the 1997 English Standard Specifications.

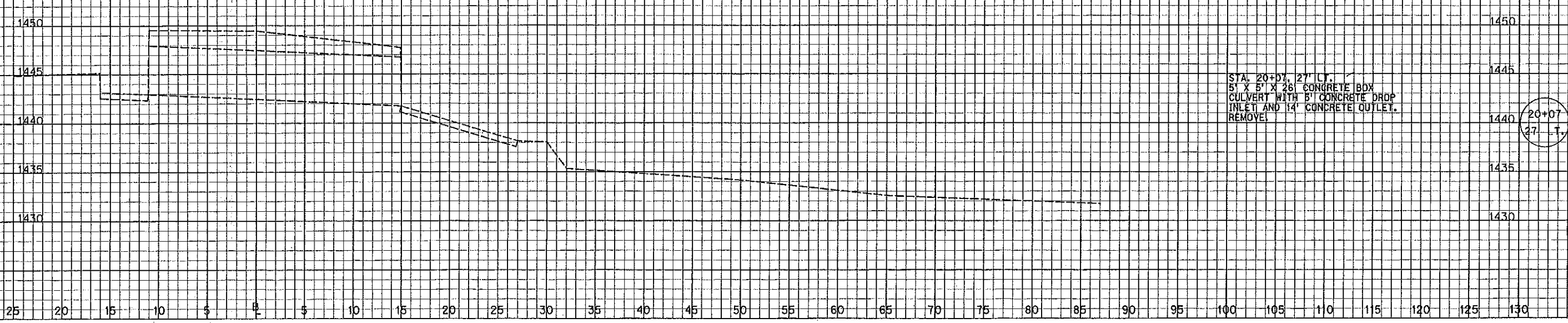
The County shall provide for routing through traffic around the Project if deemed necessary.

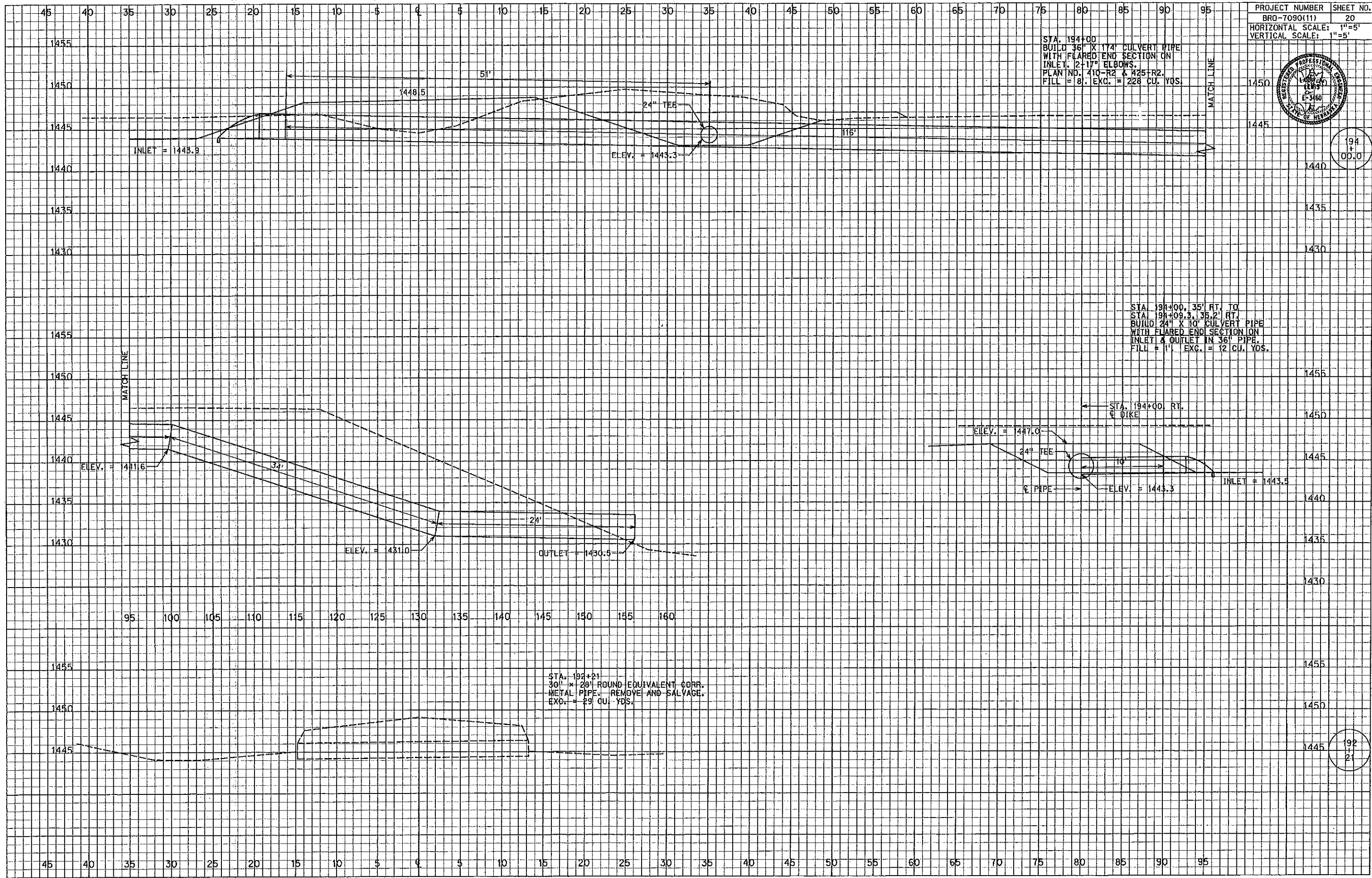


STA. 19+44, 41' RT. TO
 STA. 20+20, 41' RT.
 BUILD 24" X 176" CULVERT PIPE WITH
 FLARED END SECTION ON INLET.
 2-17" ELBOWS, PLAN NO. 410-R2 & 425-R2.
 FILL = 9'. EXC. = 80 CU. YDS.



STA. 20+07, 27' LT.
 5' X 5' X 26' CONCRETE BOX
 CULVERT WITH 8' CONCRETE DROP
 INLET AND 14' CONCRETE OUTLET.
 REMOVE





STA. 194+00
 BUILD 36" X 174' CULVERT PIPE
 WITH FLARED END SECTION ON
 INLET. 2-17" ELBOWS.
 PLAN NO. 410-R2 & 425-R2.
 FILL = 8'. EXC. = 226 CU. YDS.

STA. 194+00, 35' RT. TO
 STA. 194+09.3, 35.2' RT.
 BUILD 24" X 10' CULVERT PIPE
 WITH FLARED END SECTION ON
 INLET & OUTLET IN 36" PIPE.
 FILL = 1'. EXC. = 12 CU. YDS.

STA. 192+21
 30" x 20" ROUND EQUIVALENT CORR.
 METAL PIPE. REMOVE AND SALVAGE.
 EXC. = 29 CU. YDS.

194
 +
 00.0

192
 +
 21

WAYNE - NORTHWEST

BR0-7090(11)

-NOTES-

This structure is designed in accordance with the 16th edition of the AASHTO "Standard Specifications for Highway Bridges".

The superstructure of this bridge is designed by load factor design method.

Concrete for slab and rails shall be Class "47BD", with a minimum 28-day strength of 4,000 p.s.i..

All other cast-in-place concrete shall be Class "47B" concrete, with a 28-day strength of 3,000 p.s.i..

The minimum clearance, measured from the face of the concrete to the surface of any reinforcing bar, shall be 3", except where otherwise noted.

The contractor may substitute any one of the alternate designs shown on the plans for the original design. All quantities are based on the original design and no additions or deductions will be allowed for the use of an alternate design.

All other structural steel shall conform to the requirements of ASTM A709, Grade 36.

All reinforcing steel shall conform to the requirements of ASTM A-615 or ASTM A-617, Grade 60 steel.

The rods and hardware shall conform to ASTM A709, Grade 36 Steel. Turnbuckles shall conform to ASTM A-668 Class C.

The item, "Structural Steel for Substructure", shall include tie rods and hardware, turnbuckles, nose angles and armor angles at end floor.

All dimensions shown are in horizontal plane only. No allowances have been made for vertical curve or roadway cross slope.

All details are not to scale unless otherwise noted.

-QUANTITIES-

ABUTMENT NO. 1 EXCAVATION.....	1	Lump Sum
BENT NO 1 EXCAVATION.....	1	Lump Sum
BENT NO. 2 EXCAVATION.....	1	Lump Sum
ABUTMENT NO. 2 EXCAVATION.....	1	Lump Sum
CLASS 47B-3000 CONCRETE FOR BRIDGES.....	161.1	Cu. Yds.
ABUTMENTS.....	51.1	Cu. Yds.
BENTS.....	110.0	Cu. Yds.
CLASS 47BD-4000 CONCRETE FOR BRIDGES.....	232.0	Cu. Yds.
SLAB.....	214.5	Cu. Yds.
CONCRETE RAIL.....	17.5	Cu. Yds.
REINFORCING STEEL FOR BRIDGES.....	52,675	Lbs.
SLAB.....	38,785	Lbs.
CONCRETE RAIL.....	4,105	Lbs.
ABUTMENTS.....	4,370	Lbs.
BENTS.....	4,405	Lbs.
STRUCTURAL STEEL FOR SUBSTRUCTURE.....	2,915	Lbs.
HP 10X42 STEEL PILING.....	2,040	Lin. Ft.
STEEL SHEET PILING.....	3,163	Sq. Ft.
ROCK RIPRAP, TYPE "B".....	2,176	Tons
RIPRAP FILTER FABRIC.....	2,642	Sq. Yds.

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BENT PLAN AND ELEVATION.....	5
ROADWAY CROSS-SECTION AND END OF FLOOR PLAN.....	6
RAIL DETAILS AND ROCK RIPRAP LAYOUT.....	7
BILL OF BARS.....	8

120'-0" 3-SPAN CONCRETE SLAB BRIDGE INDEX, GENERAL NOTES AND QUANTITIES

LOCATION WAYNE NORTHWEST
SKEW 20' LHB
ROADWAY 28'-0"
DESIGN LIVE LOAD HS20

COUNTY WAYNE
HWY. NO.
REF. POST.
STA. 15+45

DESIGNED BY: C.L.
CHECKED BY: R.H.



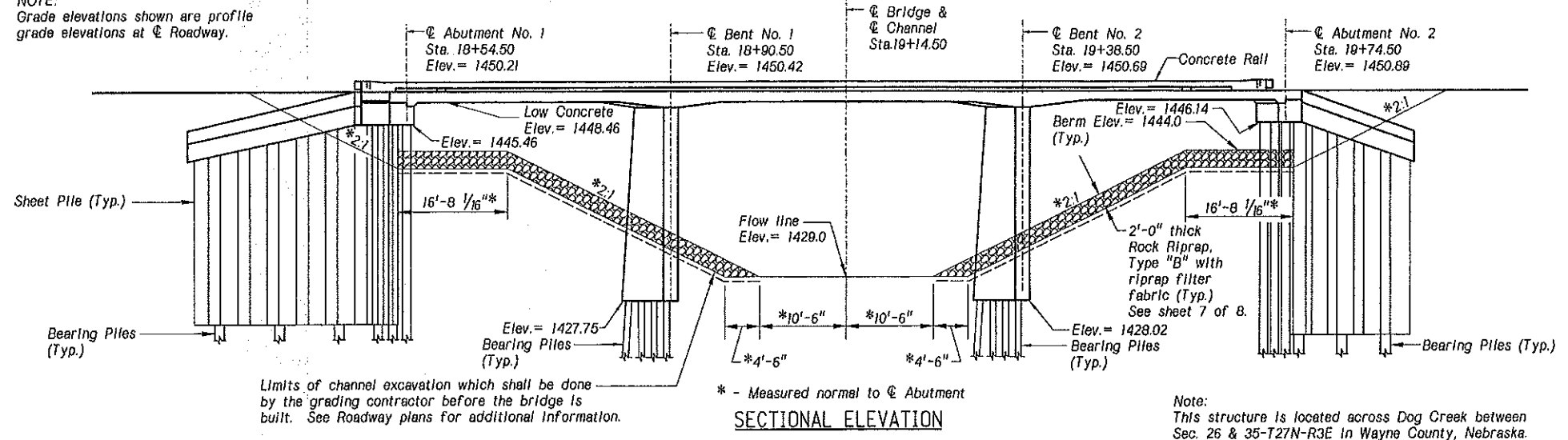
DATE: MARCH 1999

LINCOLN, NEBRASKA

SPEECE-LEWIS ENGINEERS

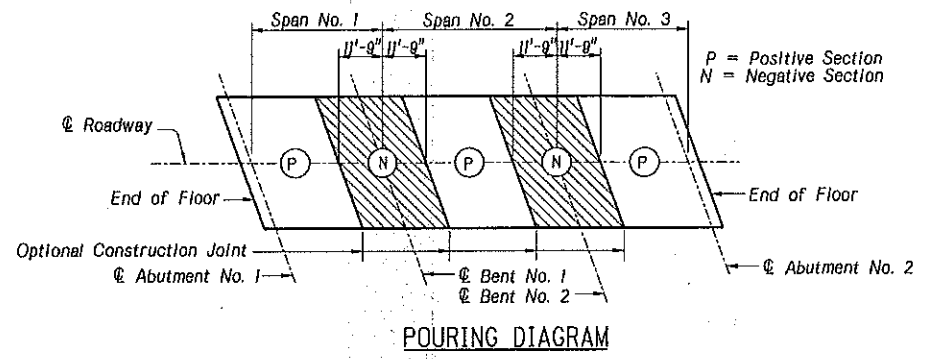
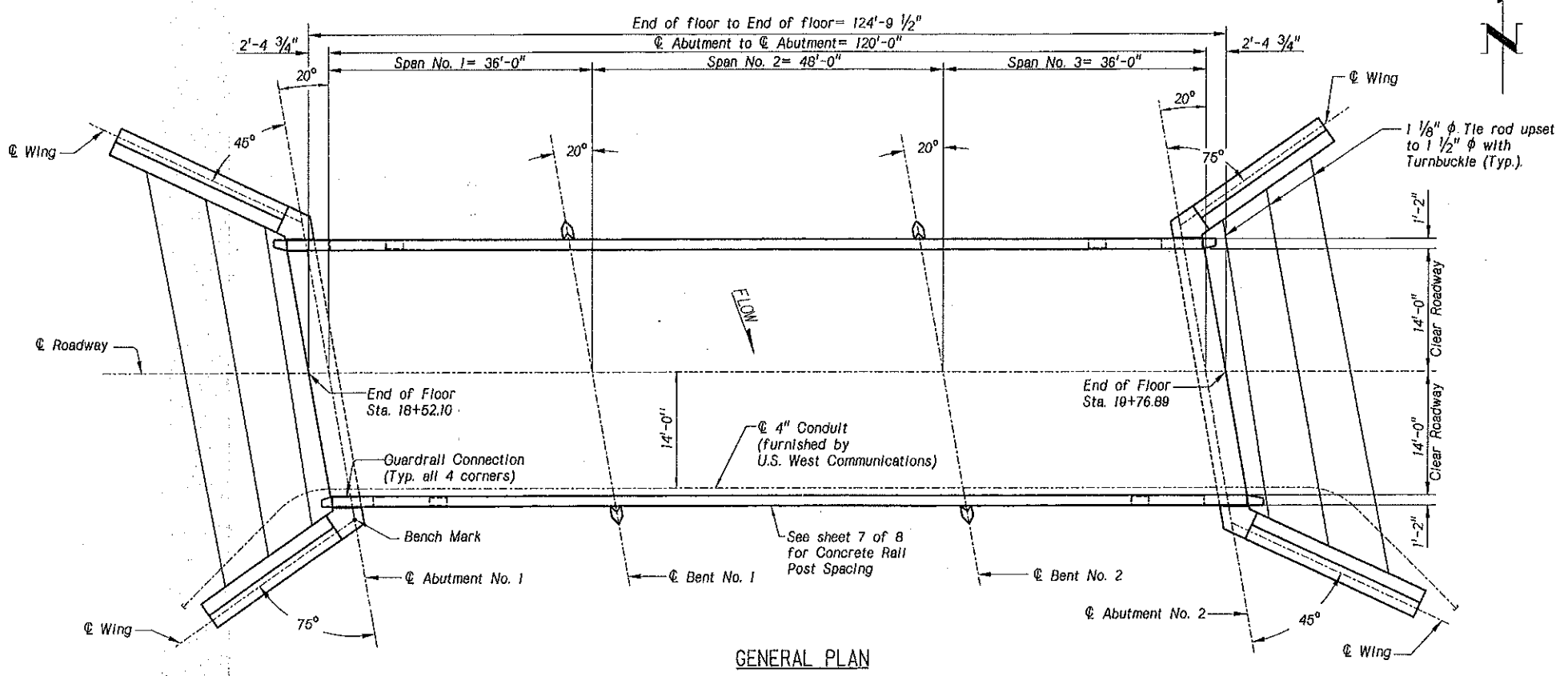
Mar 24 1999
SPECIAL PLAN NO. 1/8

NOTE:
Grade elevations shown are profile
grade elevations at \odot Roadway.



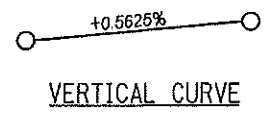
BRIDGE HYDRAULIC INFORMATION

STREAM: DOG CREEK
D.A. = 45.2 SQ. MI.
Q100 = 8,500 CFS (DESIGN FLOOD)
H.W. = 1446.9 FT. DS SIDE
F.L. = 1429.0 FT.
LOW ROAD ELEV. = 1448.4 FT.
GENERAL SCOUR = 1 FT.
LOCAL SCOUR = 4 FT.
MIN. BRIDGE GRADE = 1450.1



P.I. Sta. 15+50.00
Elev. = 1448.50
V.C. = 300'

P.I. Sta. 23+50.00
Elev. = 1453.00
V.C. = 300'



120'-0" 3-SPAN
CONCRETE SLAB BRIDGE
GENERAL PLAN AND ELEVATION

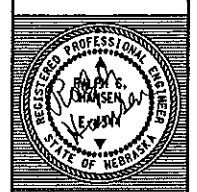
DATE: MARCH 1999

LOCATION WAYNE NORTHWEST
SKEW 20' LHB
ROADWAY 28'-0"
DESIGN LIVE LOAD HS20

DESIGNED BY: C.L.
CHECKED BY: R.H.

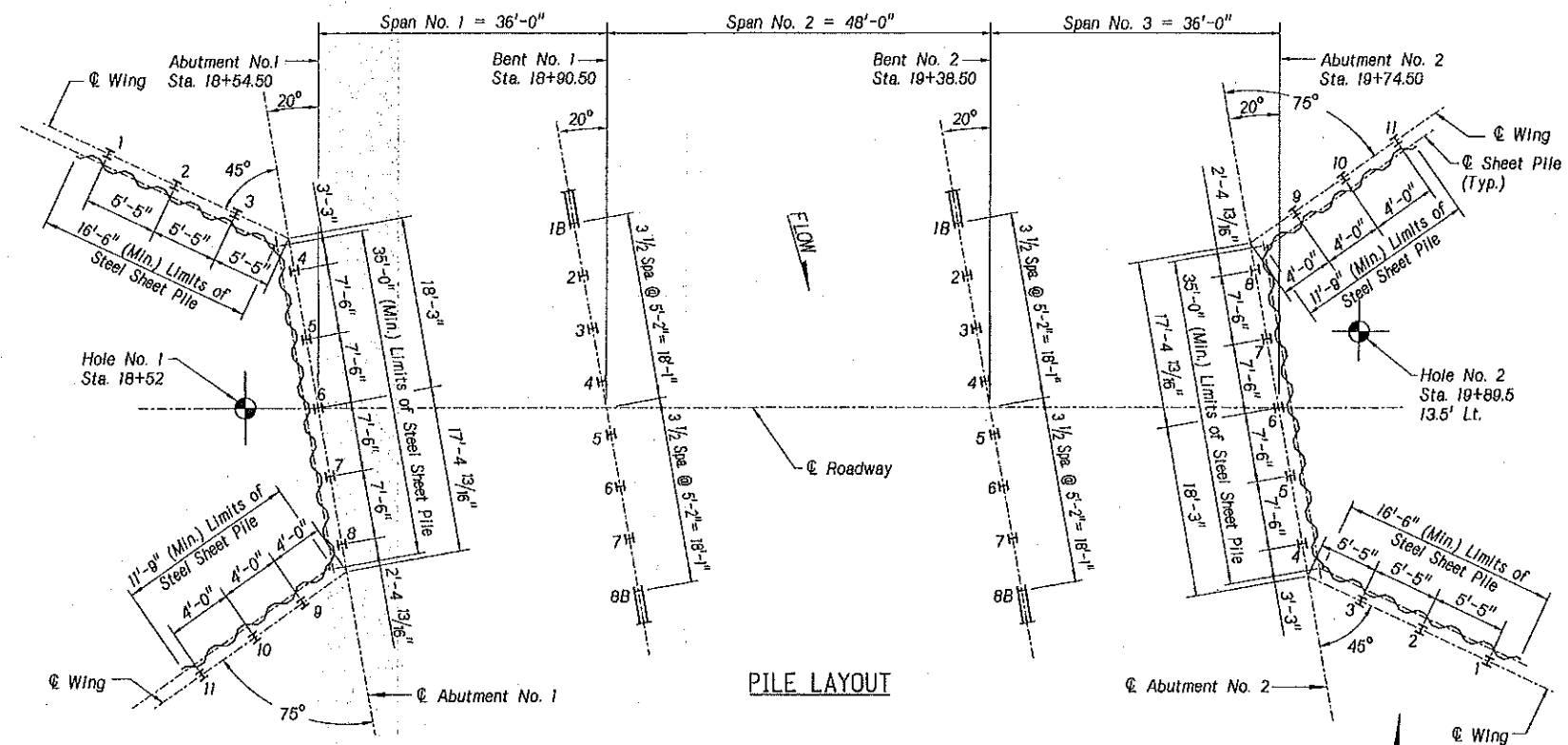
COUNTY WAYNE
HWY. NO.
REF. POST.
STA. 19+45

SPEECE LEWIS ENGINEERS

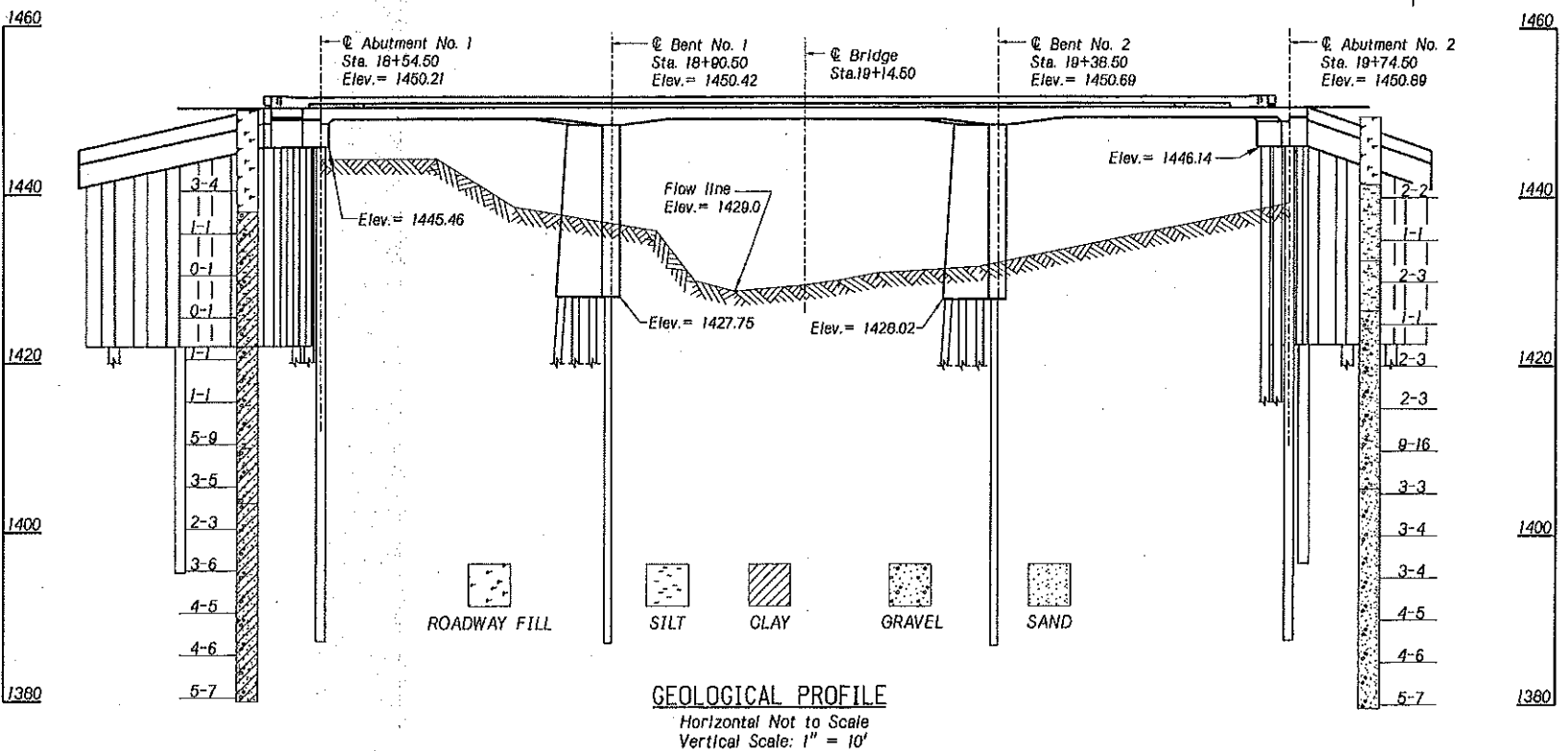


Mar 29 1999
SPECIAL PLAN NO. 2
1/8

LINCOLN, NEBRASKA
SPEECE-LEWIS ENGINEERS



PILE DATA						
LOCATION	PILE NO.	CUT OFF ELEVATION	MIN. PENETRATION BELOW CUT-OFF	PILE ORDER LENGTH	DESIGN PILE BEARING	PILE TYPE
ABUTMENT NO. 1	1	1444.30	46'	50'	15 TONS	HP10 X 42
	2	1445.18	46'	50'	15 TONS	HP10 X 42
	3	1446.07	46'	50'	15 TONS	HP10 X 42
	4-8	1446.96	56'	60'	41 TONS	HP10 X 42
	9	1446.07	46'	50'	15 TONS	HP10 X 42
	10	1445.18	46'	50'	15 TONS	HP10 X 42
BENT NO.1	1B, 4, 5 & 8B	1446.75	56'	60'	52 TONS	HP10 X 42
	2, 3, 6 & 7	1431.75	41'	45'	52 TONS	HP10 X 42
BENT NO.2	1B, 4, 5 & 8B	1447.02	56'	60'	52 TONS	HP10 X 42
	2, 3, 6 & 7	1432.02	41'	45'	52 TONS	HP10 X 42
ABUTMENT NO. 2	1	1444.98	46'	50'	15 TONS	HP10 X 42
	2	1445.86	46'	50'	15 TONS	HP10 X 42
	3	1446.75	46'	50'	15 TONS	HP10 X 42
	4-8	1447.64	56'	60'	41 TONS	HP10 X 42
	9	1446.75	46'	50'	15 TONS	HP10 X 42
	10	1445.86	46'	50'	15 TONS	HP10 X 42
	11	1444.97	46'	50'	15 TONS	HP10 X 42



Bents are designed for scour to Elev. = 1427.75.
All pile spacing is measured at bottom of concrete.
Pier/Bent pile followed by the letter "B" shall be battered 1/2 to 12.

The length of all sheet piling shall be 25 ft.

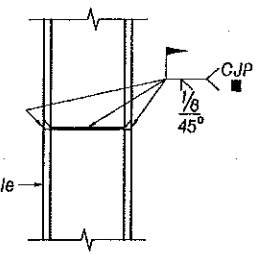
All sheet piling shall be steel. As an alternate, another type of steel sheet pile may be substituted. The contractor shall submit for approval a sheet pile layout showing all pertinent dimensions, details and section properties. The layout shall provide for a tight fit between sheet pile at abutment to wing corners with a minimum of 6" overlap.

- Steel sheet piles shall meet the following minimum requirements.
- Section Modulus 8.0 cubic inches/foot
 - Minimum Thickness 0.31 inches
 - Maximum depth 10.0 inches
 - ASTM Steel A328

The quantities are based on the minimum limits of steel sheet piles shown. No allowance will be made for the use of alternate sheet piling.

The borings, as logged on the plans, represent the character of the subsol at the location indicated. No guarantee is made that the subsol conditions vary uniformly between or outside the given location.

Figures beside the column of borings indicate the number of blows required to drive a standard penetrometer, of 2" O. D., the second and third six inches using a 140 lb. weight falling 30", in accordance with A.S.T.M. D1586 procedures.



STANDARD PILE SPLICE

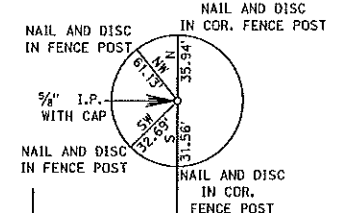
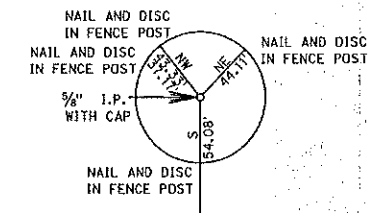
Note:
Standard Pile Splice is for 8", 10", 12", & 14" steel bearing pile.

Grind welds flush if splice is exposed.



SEC. 26-T27N-R3E

SEC. 25-T27N-R3E



TRACT NO. 1
 FREDERICK A. TEMME AND JOANN LUCILLE TEMME,
 HUSBAND AND WIFE, AS TENANTS IN COMMON.
 SE 1/4 OF SEC. 26-T27N-R3E.
 PERM. EASE. = 1.09 AC.

TRACT NO. 2
 GLENDA M. ANDERSON AND CURTIS H. EVANS,
 AS TENANTS IN COMMON, SUBJECT TO THE LIFE
 ESTATE OF HAROLD G. EVANS.
 SW 1/4 OF SEC. 25-T27N-R3E
 PERM. EASE. = 0.87 AC.

P.I. STA. = 197+66.88
 $\Delta = 39^{\circ}00'56''$
 T = 88.22
 R = 249.11
 L = 169.56
 P.C. STA. = 196+78.66
 P.T. STA. = 198+48.22
 e = 0.02

P.I. STA. = 501+00.00
 $\Delta = 24^{\circ}16'25''$
 T = 53.57
 R = 249.11
 L = 105.54
 P.C. STA. = 500+46.43
 P.T. STA. = 501+51.97
 e = 0.02

PAST. SEC. LINE ANGLES
 (A) $90^{\circ}24'42''$
 (B) $89^{\circ}55'43''$
 (C) $89^{\circ}47'27''$

SEC. 35-T27N-R3E

SEC. 36-T27N-R3E

TRACT NO. 3
 FREDERICK A. TEMME AND JOANN LUCILLE TEMME,
 HUSBAND AND WIFE, AS TENANTS IN COMMON.
 NE 1/4 OF SEC. 35-T27N-R3E.
 PERM. EASE. = 1.95 AC.
 TEMP. EASE. = 0.02 AC.

TRACT NO. 4
 CLARENCE E. BOECKENHAUER AND DONNA F. BOECKENHAUER,
 HUSBAND AND WIFE, AS TENANTS IN COMMON.
 NW 1/4 OF SEC. 36-T27N-R3E.
 PERM. EASE. = 2.03 AC.

P.I. STA. = 193+80.05
 $\Delta = 39^{\circ}12'45''$
 T = 88.74
 R = 249.11
 L = 170.49
 P.C. STA. = 192+91.31
 P.T. STA. = 194+61.80
 e = 0.02

DATE	
BY	
PLAN	SHRIVER, LUTHEGGER, AND ASSOCIATES, INC.
NOTED	NO. 10

DATE	
BY	
PROFILE	SHRIVER, LUTHEGGER, AND ASSOCIATES, INC.
NOTED	NO. 10

LEGEND

- NEW CONTROLLED ACCESS
- PREVIOUS CONTROLLED ACCESS
- LIMITS OF CONSTRUCTION
- PREVIOUS R.O.W.
- NEW R.O.W.
- EXISTING PERMANENT EASEMENT
- TEMPORARY EASEMENT
- EXCESS TAKING
- PERMANENT EASEMENT EXCEPT CHANNEL
- EXISTING RAILROAD EASEMENT
- NEW RAILROAD PERMANENT EASEMENT
- NEW RAILROAD TEMPORARY EASEMENT

- ① Permanent Easement for Construction Access, Channel Construction, Culvert Construction, Seeding of a 30' wide Buffer Strip, and Maintenance.
- ② Permanent Easement for Ditch and Backslope Construction, Construction Access, Channel Construction, and Seeding of a 30' wide Buffer Strip.
- ③ Permanent Easement for Ditch and Backslope Construction and Construction Access.

TRACT NO.	OWNER	DESCRIPTION	TOTAL AREA	TOTAL TAKING	NEW TAKING	EXCESS LAND	EASEMENT		REMAINDER	
							PERM.	TEMP.	LT.	RT.
1	FREDERICK A. TEMME AND JOANN LUCILLE TEMME, HUSBAND AND WIFE, AS TENANTS IN COMMON.	SE 1/4 SECTION 26-T27N-R3E					1.09 AC.			
2	GLENDA M. ANDERSON AND CURTIS H. EVANS, AS TENANTS IN COMMON, SUBJECT TO THE LIFE ESTATE OF HAROLD G. EVANS.	SW 1/4 SECTION 25-T27N-R3E					0.87 AC.			
3	FREDERICK A. TEMME AND JOANN LUCILLE TEMME, HUSBAND AND WIFE, AS TENANTS IN COMMON.	NE 1/4 SECTION 35-T27N-R3E					1.95 AC.	0.02 AC.		
4	CLARENCE E. BOECKENHAUER AND DONNA F. BOECKENHAUER, HUSBAND AND WIFE, AS TENANTS IN COMMON.	NW 1/4 SECTION 36-T27N-R3E					2.03 AC.			

TIES:

- NE CORNER OF SEC. 35-T27N-R3E STA. 20+00, 5/8" I.P. WITH CAP NW 71.61' NAIL AND DISK IN C.F.P. HE 47.91' NAIL AND DISK IN C.F.P. SE 50.40' NAIL AND DISK IN P.P. NNW 42.34' CHISELED "X" IN CONC. WING WALL
- P.I. STA. 500+99.97, 5/8" REBAR NW 53.55' NAIL IN P.P. SW 79.40' NAIL IN TOP OF T.P.B. SSW 72.45' NAIL IN TOP T.P.B. (U.S. WEST)
- P.I. STA. 503+10.43, 5/8" REBAR ESE 31.95' FLAGGED STEEL F.P. SE 73.15' NAIL IN F.P. E 4.00' E ROAD
- NE CORNER OF SEC. 26-T27N-R3E NW 48.00' P.W. SE 43.50' P.W. SW 47.00' P.W. W 578.50' SW CORNER OF SCHOOL
- E 1/4 CORNER OF SEC. 35-T27N-R3E 5/8" I.B. E 56.07' NAIL & DISK IN FENCE POST NW 33.69' NAIL & DISK IN FENCE POST W 29.37' NAIL & DISK IN POWER POLE SW 44.18' NAIL & DISK IN FENCE POST
- P.O.T. STA. 44+39.83, R.R. SPIKE NE 49.95' NAIL IN FENCE POST NW 38.20' NAIL IN FENCE POST SE 52.65' TOP OF PAINTED STEEL FENCE POST
- P.I. STA. 193+80.05, 5/8" REBAR NW 65.95' NAIL IN FENCE POST SW 58.50' NAIL IN FENCE POST
- P.I. STA. 197+66.89, 5/8" REBAR NO TIES SET

