STATE OF NEBRASKA
DEPARTMENT OF ROADS
BUREAU OF HIGHWAYS
PLAN OF RIGHT OF WAY
STATE HIGHWAY

DRAWN R. E. B.
DATE OCT. 27, 1967

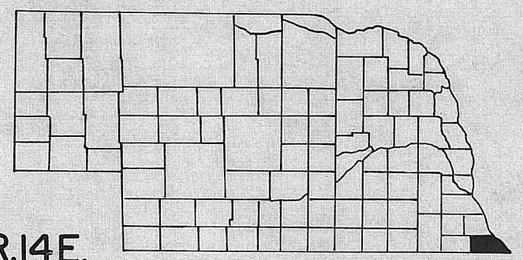
F-246(16)

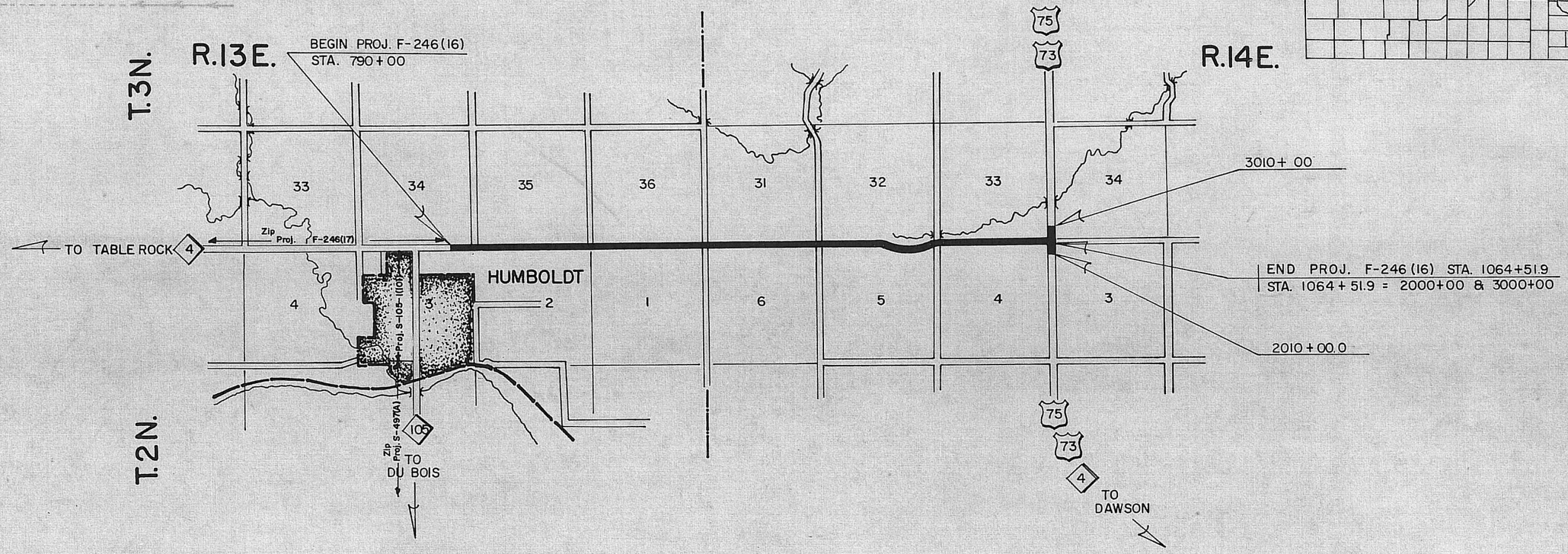
HUMBOLDT – EAST

FEDERAL AID PRIMARY

CONVENTIONAL SIGNS

- SECTION LINE
- CITY OR VILLAGE LIMITS
- FENCE LINE
- RAILROADS
- RAILROAD R.O.W.
- DIKE
- CULVERTS
- POWER POLE
- TELEPHONE POLE
- MARSH
- HEDGE
- TREES
- FLOW LINE





EQUATION
1018+15.09 = 1018+05.29

EXCEPTIONS

FROM STA.	TO STA.	INCLUDED IN THIS LAYOUT

TOTAL LENGTH OF EXCEPTIONS FEET
TOTAL NET LENGTH OF PROJ. F-246(16) 27451.90 FEET 5.199 MILES

APPROVED MARCH 1967

D.C. COFFEY
DESIGN ENGINEER

JOHN W. HOSSACK
STATE ENGINEER

LEGEND

- PREVIOUS R.O.W.
- NEW R.O.W., NON-CONTROLLED ACCESS
- NEW R.O.W., CONTROLLED ACCESS
- LIMITS OF CONSTRUCTION
- CHANNEL
- DIKE
- FILL ENCROACHMENT
- TEMPORARY EASEMENTS: BORROW-CONSTRUCTION-HAUL ROAD-DETOUR-WASTE DISPOSAL-ETC.
- P.R. EASEMENT
- ACCESS ROAD

SCALE 1" = 200' UNLESS OTHERWISE NOTED

RICHARDSON CO.	
F-246(16)	3

SEC. 34-T3N-R13E

SEC. 35-T3N-R13E

TRACT 1
LEONARD R. MANN
S2 SE4 SEC. 34

TRACT 3
CHARLES A. STALDER
SW4 SEC. 35

792+59 LT. 18'x28' C.M.P. REMOVE

792+50 134.4' ℄

792+80 134.4' ℄

Corn Crib

791+00 90' ℄ & ℄

790+00 90' ℄

795+00 75' ℄ 75.6' ℄

796+30 95' ℄

Conc. Ret. Wall

SEC. COR. 16' RT. ℄

75' ℄ 76.6' ℄

804+188 D.A. 34 ac 4'x3'x28.3' C.B.C.'s REMOVE ENDWALLS

809+67 LT. 18"x18' C.M.P. REMOVE

808+00 95' ℄ 95.8' ℄

HQ.

809+50 20' W

811+00 95' ℄ 95.4' ℄ 20' W

811+50

814+00 LT. 24"x21' C.M.P. CULV.

818+08 LT. DA. 2 ac 18"x20' C.M.P. CULV.

820

790+00 80' ℄

791+00 85' ℄ 85.01' ℄

P.I. 791+43.7
Δ = 0°01' RT.

793+00 80' ℄ 79.7' ℄

796+47 D.A. 1ac. 24"x32.8' C.P.C. REMOVE

800+71 D.A.=15ac. 36"x76' C.P.C. REMOVE & RELAY 76' @ 800+50

800+83.3 SEC. LINE 78.4' ℄ 80' ℄

805+76 RT. D.A. 1ac. 18"x30' C.P. REMOVE LAY

808+00 89.3' ℄ 90' ℄

814+46 D.A. 1.060 ac. Twin 8'x8'x50' CBC. ON 9°20' Skew

813+99.9 94.9' ℄ 95' ℄

1/16 SEC. LINE

TRACT 2
THOMAS D. CARSH
NE4 NE4 SEC. 3

TRACT 4
DON L. STALDER
W2 NW4 SEC. 2

TRACT 6
LEONARD R. MANN
NE4 NW4 SEC. 2

SEC. 3-T2N-R13E

SEC. 2-T2N-R13E

RICHARDSON CO.	
F-246(16)	4

SEC. 35-T3N-R13E

823+38 LT. 12"x50" C.M.P.

820+56.50 80' ℄

822+47.0 149.1' ℄ 150' ℄

831+00 100' ℄ 98.1' ℄

840+00

841+50

834+18 RT. D.A. 1ac. 12"x30' C.M.P.

847+50.9 D.A. 6.10 ac. Twin 10'x5'x34' C.B.C.

850

827+16.5 1/4 SEC. LINE 964' ℄ 95' ℄ 85' ℄

830+89.4 DA. 29ac 5'x2'x38' C.B.C.

836+17 RT. DA. 1ac. 18x16 C.M.P.

836+17 80' ℄ 82.5' ℄

839+00 105' ℄ 107.8' ℄

842+44.99 105' ℄ 108.2' ℄

842+76.23

849+00 254.1' ℄ 250' ℄

849+74.59 250' ℄ 254.1' ℄

850+18.97

TRACT 5
LOUP RIVER PUBLIC POWER DIST.
S2 SW4 SEC. 35

TRACT 6
LEONARD MANN
NE4 NW4 SEC. 2

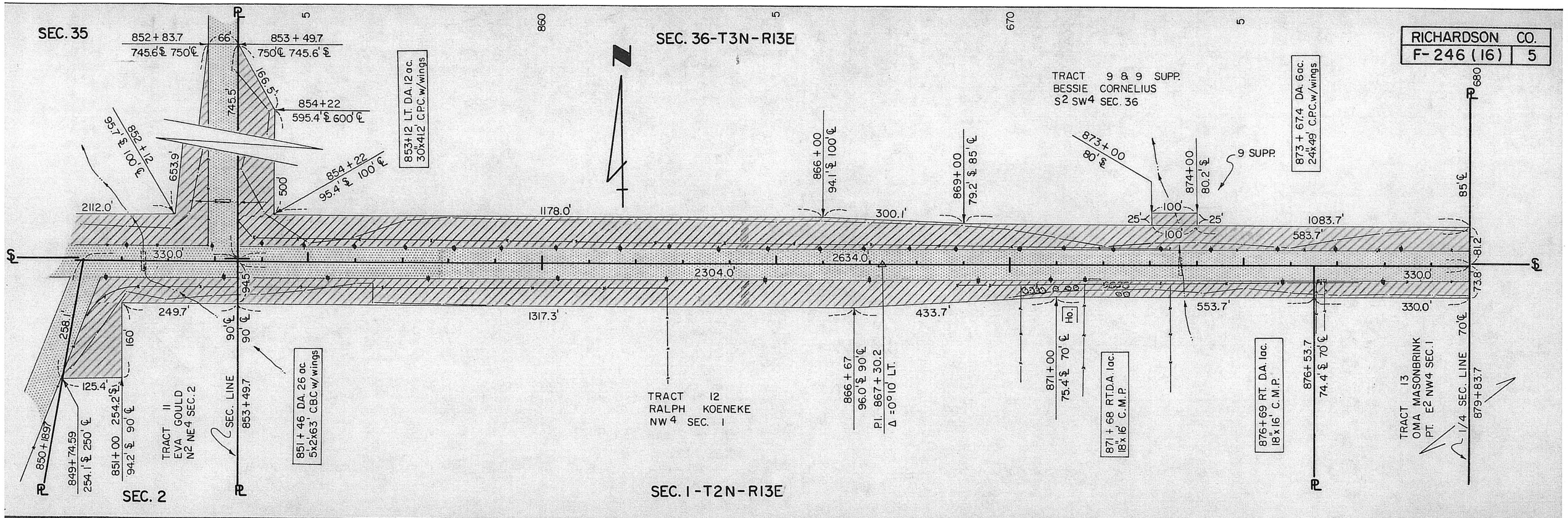
Old Ho.

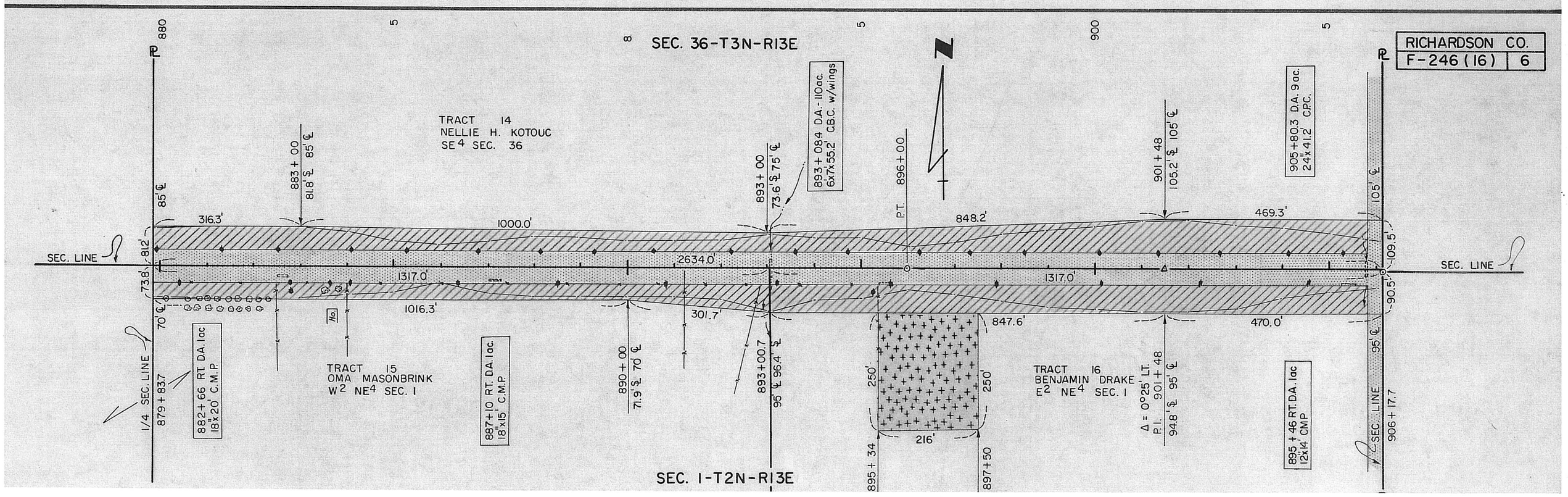
TRACT 8
EVA GOULD
PT. N2 NE4 SEC. 2

TRACT 7
ARBEN ANGUS INC.
SE4 SEC. 35

TRACT 10
OTTO KOTOUC
PT. NE4 SEC. 2

SEC. 2-T2N-R13E


RICHARDSON CO.
F-246 (16) 5
SEC. 35
SEC. 36-T3N-R13E
SEC. 2
SEC. 1-T2N-R13E
852+83.7
745.6'℄ 750'℄
853+49.7
750'℄ 745.6'℄
854+22
595.4'℄ 600'℄
852+12
95.7'℄ 100'℄
854+22
95.4'℄ 100'℄
853+12 LT. D.A. 12 ac.
30"x41.2' C.P.C. w/wings
866+00
94.1'℄ 100'℄
869+00
79.2'℄ 85'℄
873+00
80'℄
874+00
80.2'℄
9 SUPP.
873+67.4 DA. 6 ac.
24"x49' C.P.C. w/wings
TRACT 9 & 9 SUPP.
BESSIE CORNELIUS
S2 SW4 SEC. 36
2112.0'
1178.0'
300.1'
1083.7'
583.7'
330.0'
2634.0'
2304.0'
330.0'
249.7'
1317.3'
433.7'
553.7'
330.0'
TRACT 11
EVA GOULD
N2 NE4 SEC. 2
SEC. LINE
853+49.7
851+46 DA. 26 ac.
5'x2'x63' C.B.C. w/wings
TRACT 12
RALPH KOENEKE
NW4 SEC. 1
866+67
96.0'℄ 90'℄
P.I. 867+30.2
Δ = 0°10' LT.
871+00
75.4'℄ 70'℄
871+68 RT. D.A. 1ac.
18"x16' C.M.P.
876+69 RT. D.A. 1ac.
18"x16' C.M.P.
876+53.7
74.4'℄ 70'℄
TRACT 13
OMA MASONBRINK
PT. E2 NW4 SEC. 1
1/4 SEC. LINE
879+83.7
850+18.97
849+74.59
254.1'℄ 250'℄
851+00 254.2'℄
94.2'℄ 90'℄
125.4'
258.1'
160'
90'℄
90'℄
94.5'
500'
653.9'
745.5'
166.5'
85'℄
81.2'
73.8'
70'℄
680
860
670
880
900


RICHARDSON CO.
F-246 (16) 6
SEC. 36-T3N-R13E
SEC. 1-T2N-R13E
TRACT 14
NELLIE H. KOTOUC
SE4 SEC. 36
883+00
81.8'℄ 85'℄
893+00
73.6'℄ 75'℄
893+08.4 D.A.-110ac.
6'x7'x55.2' C.B.C. w/wings
P.T. 896+00
901+48
105.2'℄ 105'℄
905+80.3 D.A. 9 ac.
24"x41.2' C.P.C.
316.3'
1000.0'
848.2'
469.3'
SEC. LINE
2634.0'
1317.0'
1317.0'
1016.3'
301.7'
847.6'
470.0'
TRACT 15
OMA MASONBRINK
W2 NE4 SEC. 1
TRACT 16
BENJAMIN DRAKE
E2 NE4 SEC. 1
1/4 SEC. LINE
879+83.7
882+66 RT. D.A. 1ac.
18"x20' C.M.P.
887+10 RT. D.A. 1ac.
18"x15' C.M.P.
890+00
71.9'℄ 70'℄
893+00.7
95'℄ 96.4'℄
Δ = 0°25' LT.
P.I. 901+48
94.8'℄ 95'℄
895+46 RT. D.A. 1ac
12"x14' CMP
895+34
897+50
216'
250'
250'
SEC. LINE
906+17.7
85'℄
81.2'
73.8'
70'℄
105'℄
109.5'
90.5'
95'℄
880
900

RICHARDSON CO
F-246 (16) | 7

SEC. 31-T3N-R14E

910 | 5 | 920 | 930

906+52 D.A. 2ac
24"x41.2' C.P.C.

914+28.3 D.A 60ac.
4'x4'x54' C.B.C. w/wings

920+46 LT. D.A.3ac
18"x26' C.M.P. CULV.

TRACT 17
RAYMOND GERGENS
S2 SW4 SEC. 31

P.T. 912+00

P.T. 929+00

Ho.

2645.7'

2645.7'

SEC. LINE

75' ℄

79.5'

65.5'

70' ℄

1322.8'

1322.8'

1322.8'

Pump

Grape Vines

Ho.

906+17.7

910+92 RT. D.A.1ac.
18"x16' C.M.P. CULV.

TRACT 18
RALPH C. HAYS
W2 NW4 SEC. 6

1/16 SEC LINE
919+40.55

65.2' ℄

TRACT 19
RICHARD R. STEFFEN
E2 NW4 SEC. 6

80.1'

64.9'

1/4 SEC. LINE
932+63.4

SEC. 6-T2N-R14E

RICHARDSON CO.
F-246 (16) | 8

SEC. 31-T3N-R14E

5 | 940 | 950 | 5

TRACT 20
DONALD L. STALDER
SE4 SEC. 31

Δ=0°09' RT.
941+44.8 100' P.I.
105.6' ℄

952+47 D.A. 25ac.
4'x4'x46.05' C.B.C.

955+86 RT. D.A.1ac.
18"x32' C.M.P. CULV.

75' ℄

80.1'

64.9'

881.7'

881.1'

2638.0'

2638.0'

1757.4'

1205.3'

151.3'

401.4'

Ho.

60' ℄

62'

48'

50' ℄

70' ℄

SEC. LINE

P.I. 70'
64.4' ℄

943+00 RT. D.A.1ac.
18"x17' C.M.P. CULV.

TRACT 21
RICHARD R. STEFFEN
NE4 SEC. 6

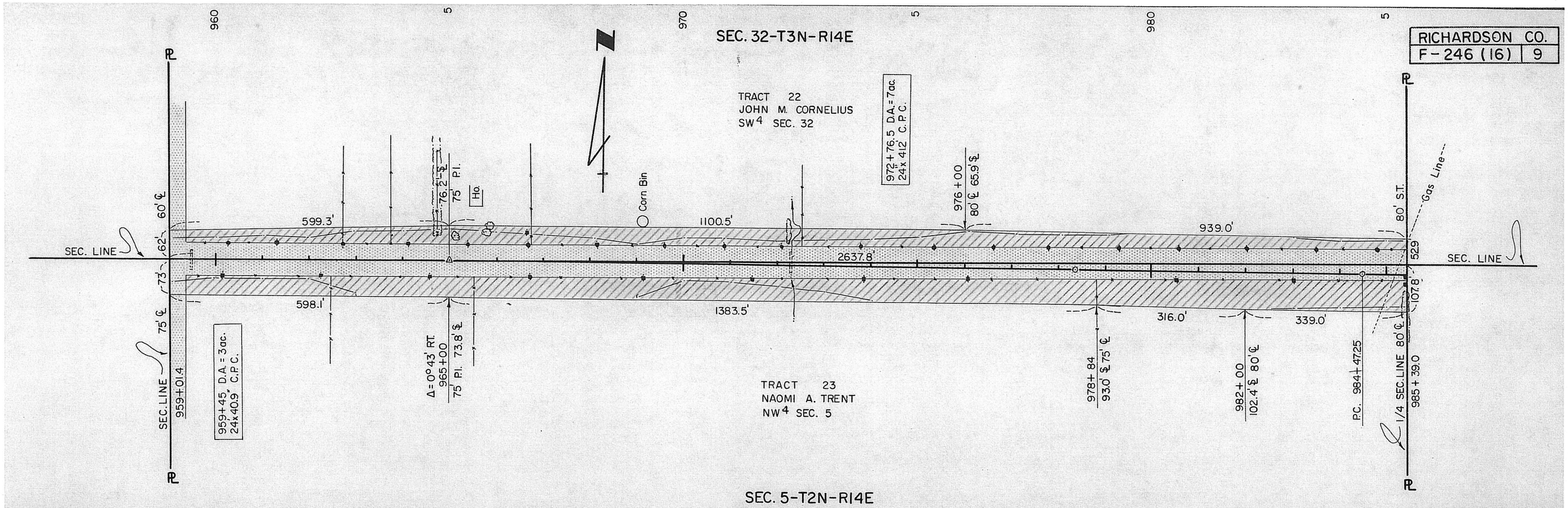
953+50 70' ℄
66.9' ℄

955+00 50' ℄
47.2' ℄

1/4 SEC. LINE
932+63.4

959+01.4

SEC. 6-T2N-R14E



RICHARDSON CO.
F-246 (16) 9
SEC. 32-T3N-R14E
TRACT 22
JOHN M. CORNELIUS
SW4 SEC. 32
972+76.5 D.A.=7ac.
24"x 41.2' C.P.C.
976+00
80' ℄ 65.9' ℄
Corn Bin
Ho.
76.2' ℄
75' P.I.
599.3'
1100.5'
939.0'
80' S.T.
Gas Line
SEC. LINE
2637.8'
598.1'
1383.5'
316.0'
339.0'
107.8'
529'
60' ℄
62'
73'
75' ℄
SEC. LINE
959+01.4
959+45 D.A.=3ac.
24"x40.9' C.P.C.
Δ=0°43' RT.
965+00
75' P.I. 73.8' ℄
TRACT 23
NAOMI A. TRENT
NW4 SEC. 5
978+84
93.0' ℄ 75' ℄
982+00
102.4' ℄ 80' ℄
P.C. 984+47.25
1/4 SEC. LINE 80' ℄
985+39.0
SEC. 5-T2N-R14E
RICHARDSON CO.
F-246 (16) 10
SEC. 32-T3N-R14E
P.I. = 986+51.5
Δ = 4°05' RT.
D = 1°00'
T = 204.25'
L = 408.33
986+75 L.T. D.A. 1ac
24x16 C.M.P. CULV.
989+09.83 ±
50.98' ℄
989+71.19 56.2' ℄
TRACT 24(1)(2)&(3)
ISAIAH CORNELIUS
SE4 SEC. 32 & NE4
SEC. 5
P.I. = 1000+59.2
Δ = 10°08' 30" LT.
D = 1°00'
T = 508.41'
L = 1014.17'
1003+58.90
45' ℄
6°30'
1004+00
40' ℄
R=5649.58'
1005+00
80' ℄
45' ℄
R=5649.58'
80' ℄
45' ℄ P.T. 1005+64.5
1005+37 D.A.=40ac.
4x4x34 C.B.C. w/wings
1010+93.63
53.5' ℄
1011+90.68
55' ℄
NO TAKING
School
SEC. LINE
765.6'
61.6'
229.2'
01°28'
992+00
993+00
72.6' ℄ to 84.4' ℄
01°59'
996+70 S.T.
82' S.T. 116.2' S.T.
94°54'
34.2'
1191.7'
1484.7' ± ALONG OLD R.O.W.
R=5809.58'
141.6'
42.7'
90°55'
531.7'
5°40'
749.5'
94.1'
9.3'
39.8'
374.0'
370.1'
310.9'
695.2'
2650' ±
1028.3'
614.2'
66.2'
85°08'
1011+79.19
80' ℄
1/4 SEC. LINE
985+39.0
985+57 RT. D.A. 2ac
18x16" C.M.P. CULV.
R=5649.58'
988+55.58 P.T.
80' ℄
P.C. 995+50.79
80' ℄
995+81 D.A.=190ac.
12x5x35' C.B.C. w/wings
P.I. 1000+59.2
TRACT 25 A
HALLEY M. FISHWOOD
NE4 SEC. 5
1005+64.96
80' ℄
1011+68 D.A. 7ac
24"x50' C.B.C. w/wings
SEC. LINE
1011+86.0
SEC. 5-T2N-R14E

RICHARDSON CO.
F-246(16) | 11

SEC. 33-T3N-R14E

1012+15 24'x50' C.P.C. w/wings
15°17'
1015+00 60'℄
P.I.=1015+71.9
R=5789.58
P.T. 1018+15.09 = 1018+05.29 Equation 60'℄
1022+00 60'℄ 54.2' ℄
2°52'
1024+00 70'℄ 65.7'℄
4°18'
1026+00 65'℄ 62.1'℄
1°26'
1027+43.6 D.A.=19ac. 30'x49.2' C.P.C.
TRACT 26
LEAH R. STAPPENBECK
SW4 SEC. 33
SEC. LINE
150'℄
104.6'
146.3'
316.8'
318.4'
394.7'
200.2'
200.1'
1214.7'
65'℄
70.9'
94.1'
2637.5'
603.8'
400.3'
375.0'
1039.7'
222.4'
SEC. LINE 100'℄
1011+86.0
P.C. 1013+28.4
8°30'
1014+00 80'℄
3°33'
1020+00 80'℄ 87.2'℄
1019+32.7 D.A.=30 ac. 4x3x45' C.B.C. w/wings
1°23'
1024+00 95'℄ 99.3'℄
0°46'
1027+75 100'℄ 101.6'℄
TRACT 25 B
LOREN D. & BEVERLY NOA
NW4 SEC. 4
1036+62.9 D.A.=13ac. 30'x45' C.P.C.
1/4 SEC. LINE 100'℄
1038+14.7

SEC. 4-T2N-R14E

RICHARDSON CO.
F-246(16) | 12

SEC. 33-T3N-R14E

TRACT 27
BESS McMAHAN
S2 SE4 SEC. 33
1685.3' to C.A. Along ℄
85'℄
90°30'
1041+15.7 85'℄ 93.0'℄
1°44'
1045+00 70'℄ 80.7'℄
01°44'
1055+00 70'℄
02°52'
1057+00 60'℄
04°23'
SEC. LINE
90.9'
84.1'
301.0'
384.6'
1000.0'
200.2'
563.8'
2637.'
1318.5'
1318.6'
384.5'
400.5'
533.3'
1081.7'
90'℄
HQ.
1042+00 90'℄ 82.1'℄
1046+00 70'℄ 62.8'℄
1051+33.30 63.7'℄ 70'℄
1052+84.1 D.A. 425 ac. 10x6x43.9' C.B.C.
1055+00 Begin C.A 70'℄
1058+60
Restricted Access Per Q.D., Bk. 198, Pg. 557, Filed 7-27-98
1060+00 70'℄
TRACT 25 C
FIRST CONTINENTAL NATIONAL BANK
W2 NW4 SEC. 4
TRACT 28
HUGH B. RILEY
E2 NE4 SEC. 4
1/4 SEC. LINE
1038+14.7

SEC. 4-T2N-R14E

RICHARDSON CO.
F-246 (16) | 13

SEC. 34-T3N-R14E

SEC. 3-T2N-R14E

TRACT 29
OLIVER WILKINSON
SW 4 SEC. 34

TRACT 30
LUCILLE MEYER
N 2 NW 4 SEC. 3

SEC. LINE

1064 + 51.9

3008+00
75' ℄ 74.3' ℄

3006+00
95' ℄ 94.1' ℄

2999+95.90 SEC. LINE

2000+04.10

80' ℄

92°26'

2001+00
50' W.

50' W.

2001+50

2008+00
60' ℄ 58.5' ℄

60' ℄

200.6'

201.0'

604.1'

796.2'

200.0'

59.4'

60.6'

93.6'

78.6'

95.9'

58.5'

61.5'

1004.1'

995.9'

SEC. LINE

300.2'

501.8'

215.0'

400.8'

200.0'

3010+00
60' ℄

3007+00
70' ℄

28°11'

3001+98.25
70' ℄

R=317.0'

170.9'

29°44'

1062+63.61
75' ℄

2637.1'

186.5'

2001+85
85' ℄

53°15'

2004+00
85' ℄

2005+65
TYPE 'B' DR.

30°35'

2008+00
60' ℄

30°35'

2010+00
60' ℄

1062+15
70' ℄

37°35'

563.8'

1060+74.0
TYPE 'B' DR.

715.0'

1081.7'

1060+00
70' ℄

1055'

1060

HO.

TRACT 27
BESS McMAHAN
S 2 SE 4 SEC. 33

1063+10.45 LT. DA. = 2ac
24'x 45.8' C.P.C. REMOVE

1063+0.85 D.A 1ac.
24'x 40.8 C.P.C. REMOVE

TRACT 28
HUGH B. RILEY
E 2 NE 4 SEC. 4

SEC. LINE

1318.6'

SEC. 33-T3N-R14E

SEC.-4-T2N-R14E