

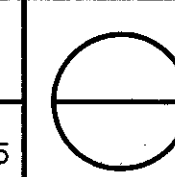
**DESIGN DESIGNATION**

CURRENT A.D.T. (1984 - ESTIMATE) = 56,886  
 DESIGN YEAR A.D.T. (2004) = 72,588  
 D.H.V. = 7,259  
 D = 65%  
 T = 6%  
 V = 60\*

STATE OF OHIO  
 DEPARTMENT OF TRANSPORTATION  
**FRA-670-3.93S**  
 CITY OF COLUMBUS  
 FRANKLIN COUNTY

I-670-6 (39) 100

CALC. ELM BY DATE 6/24/86	FRA-670-3.93S	OHIO
CHKD 7/1/86 BY DATE 7/1/86	I-670-6 (39) 100	FHWA REGION 5

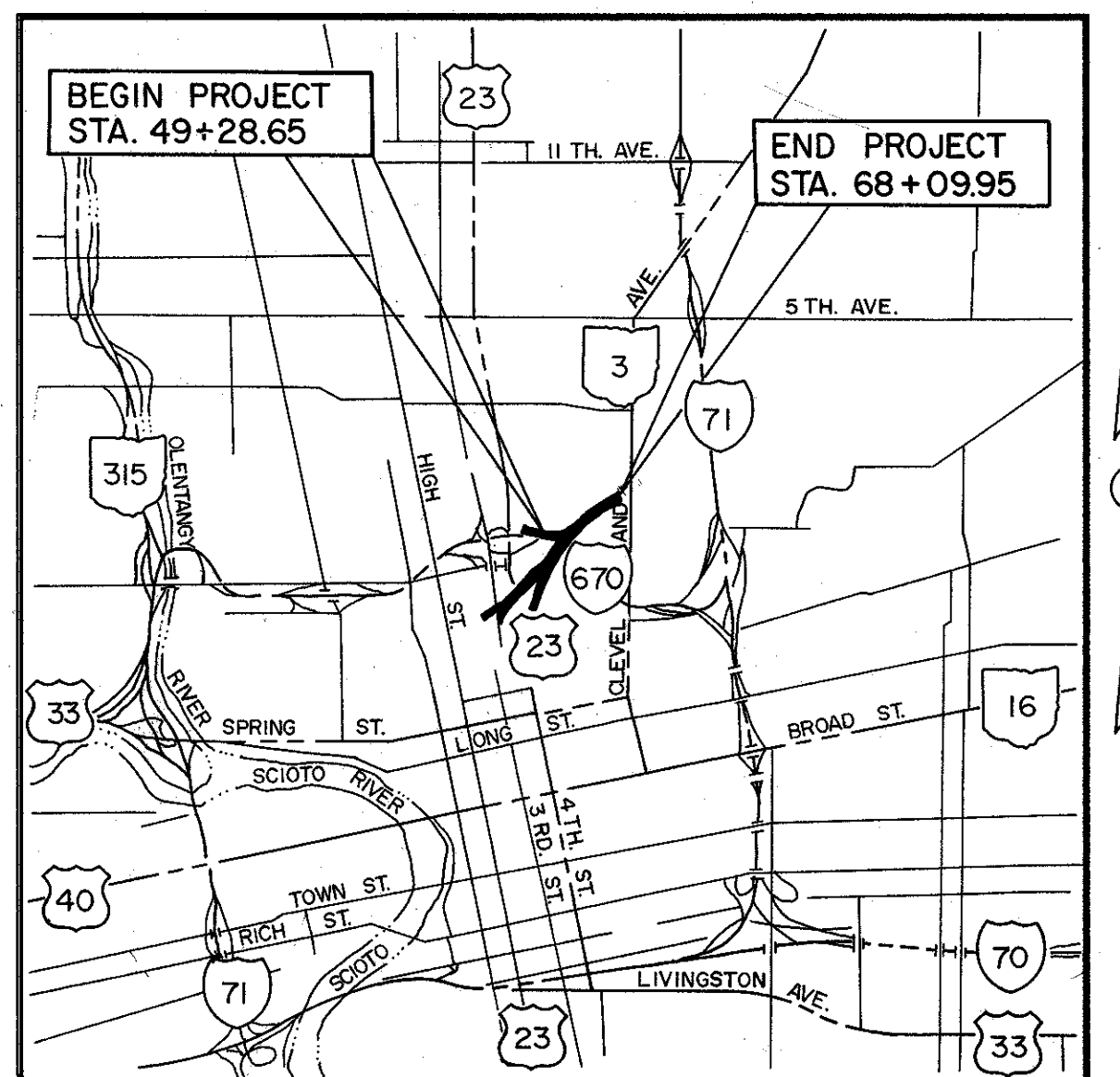


**CONVENTIONAL SIGNS**

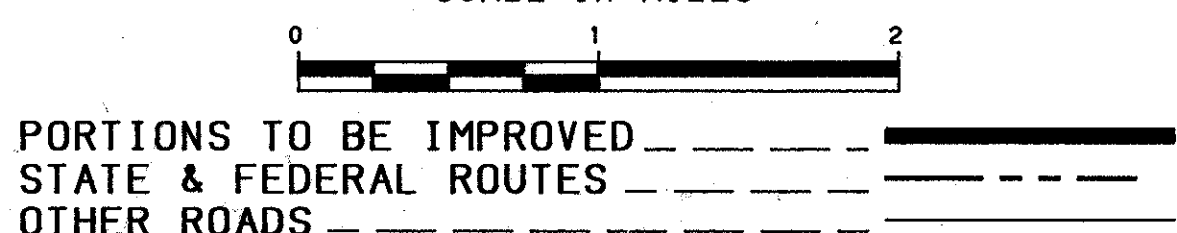
COUNTY LINE \_\_\_\_\_ LIMITED ACCESS (ONLY) \_\_\_\_\_ L/A \_\_\_\_\_  
 TOWNSHIP LINE \_\_\_\_\_ RIGHT OF WAY (ONLY) \_\_\_\_\_ R/W \_\_\_\_\_  
 SECTION LINE \_\_\_\_\_ LIMITED ACCESS & RIGHT OF WAY \_\_\_\_\_ L/A & R/W \_\_\_\_\_  
 CORPORATION LINE \_\_\_\_\_ OR \_\_\_\_\_ EXISTING RIGHT OF WAY \_\_\_\_\_  
 FENCE LINE (EXISTING) -x-x- (PROPOSED) -x-x-x-x- PROPERTY LINE -R- (IN EXISTING FENCE) -x-R-x-  
 CENTER LINE \_\_\_\_\_ 352 \_\_\_\_\_ 353 \_\_\_\_\_  
 TREES (TO BE REMOVED) (TO BE REMOVED)  
 UTILITY POLE: TELEPHONE (T), POWER (P), LIGHT (L) • - WITH EXCEPTIONS

**INDEX OF SHEETS**

TITLE SHEET \_\_\_\_\_  
 CENTERLINE SURVEY PLAT 1-2  
 PROPERTY MAP 3  
 SUMMARY OF ADDITIONAL RIGHT-OF-WAY 4  
 DETAILED RIGHT-OF-WAY PLAN SHEETS 5-10  
 TABULATION SHEETS 11-13



**LOCATION MAP**  
SCALE IN MILES



**LINE DATA**

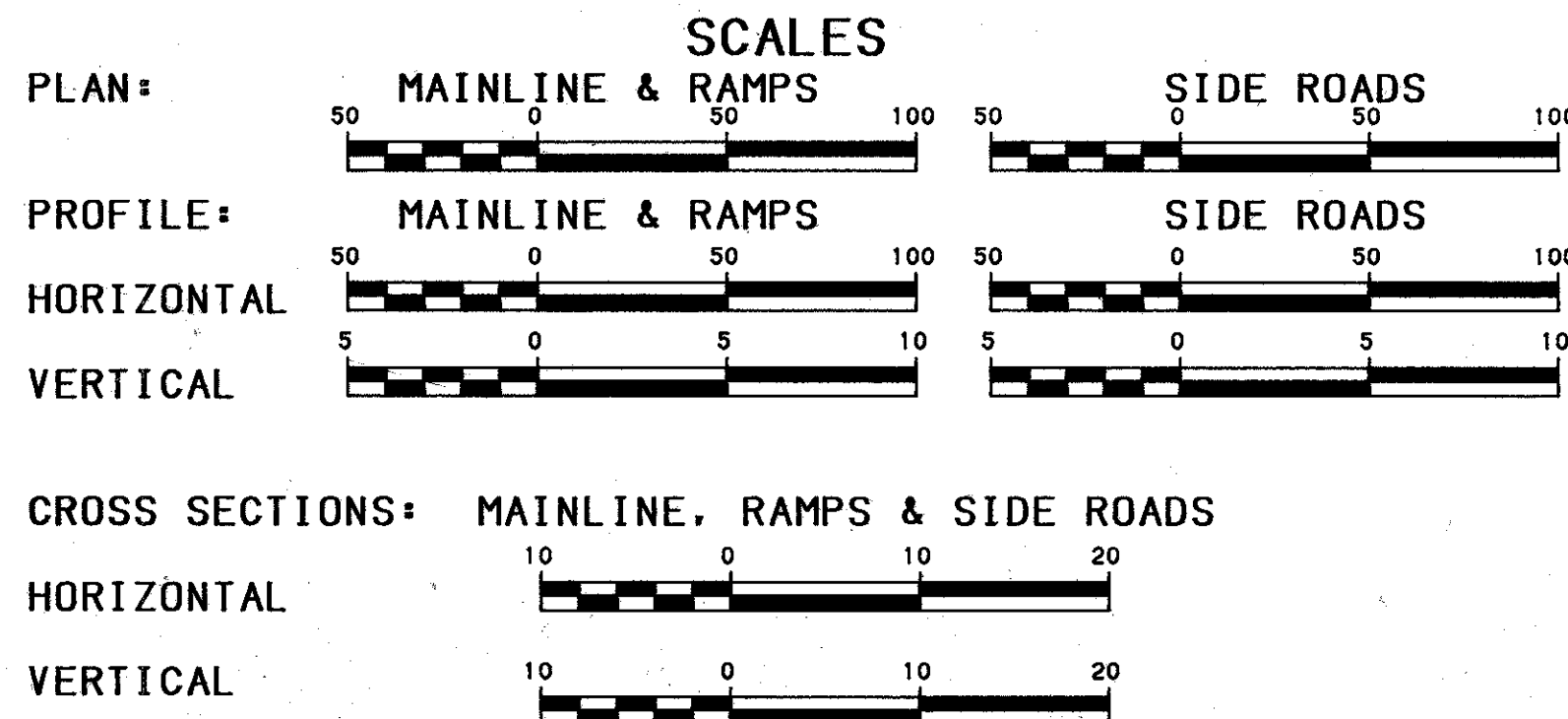
BEGIN PROJECT STA. 49+28.65  
 END PROJECT STA. 68+09.95  
 LENGTH OF PROJECT 1,881.30 L.F.  
 OR 0.356 MI.  
 ADD FOR APPROACHES:  
 I-670 MAINLINE  
 STA. 68+09.95 TO STA. 71+36.00 326.05 L.F.  
 ADD FOR WORK:  
 OHIO CENTER CONN.  
 STA. 37+63.99 TO STA. 57+92.56 2,028.57 L.F.  
 THIRD STREET CONN.  
 STA. 26+79.00 TO STA. 49+09.56 2,230.56 L.F.  
 FOURTH STREET CONN.  
 STA. 32+47.86 TO STA. 61+24.73 2,876.87 L.F.  
 WEST BOUND I-670  
 STA. 42+30.85 TO STA. 49+28.65 697.80 L.F.  
 RAMP "Q"  
 STA. 48+70.31 TO STA. 51+92.59 322.28 L.F.  
 TOTAL WORK 10,363.43 L.F.  
 OR 1.963 MI.

**PREPARED BY:**

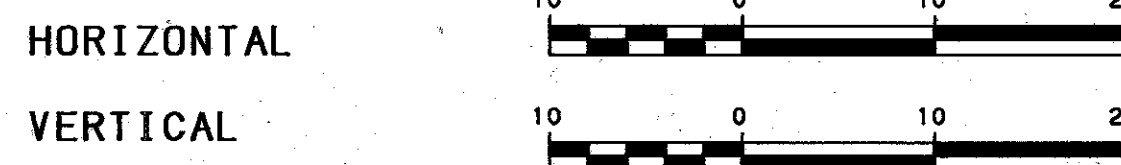
R.D. ZANDE & ASSOCIATES, LTD.  
 1237 DUBLIN ROAD  
 COLUMBUS, OHIO 43215

PROJECT: FRA - 670 - 3.93S

DATE OF LETTING \_\_\_\_\_ CONTRACT NO. \_\_\_\_\_



**CROSS SECTIONS: MAINLINE, RAMPS & SIDE ROADS**



**LIMITED ACCESS**

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.002 OF THE REVISED CODE OF OHIO.

**1989 SPECIFICATIONS**

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

ACQUIRING AGENCY: CITY OF COLUMBUS

APPROVED \_\_\_\_\_  
 DATE \_\_\_\_\_ ASSISTANT DEPUTY DIRECTOR, REAL ESTATE ADMINISTRATION

APPROVED \_\_\_\_\_  
 DATE \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTATION

CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATOR

APPROVED: \_\_\_\_\_  
 DIVISION ADMINISTRATOR \_\_\_\_\_ DATE \_\_\_\_\_

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS	
BP-2	1-11-85	GR-1	1-11-85	MC-9	1-30-84	HL-10	6-1-79	TC-32.11	3-21-79	814	1-1-69
BP-3	12-6-76	GR-2B	2-5-82	MC-9A	1-11-85	HL-11	6-1-79	TC-41.10	8-29-84	824	10-8-82
BP-4	1-11-85	GR-3	1-21-85	MC-10	5-1-76	HL-12	4-6-73	TC-41.20	3-26-79	836	11-12-85
BP-5	1-11-85	GR-4	2-5-82	MC-11	8-1-78	HL-15	1-21-76	TC-41.40	6-18-78	846	10-3-85
BP-7	12-6-76	GR-4A	1-30-84			HL-16	4-6-73	TC-41.41	8-2-79	847	10-17-83
BP-9	12-6-76	GR-5	2-5-82			HL-19	3-22-77	TC-41.50	3-26-79	848	2-17-83
BP-10	1-30-84	GR-6	2-5-82	MH-1	12-18-84	HL-22	11-9-77	TC-42.10	8-19-77	849	10-19-81
				MH-3	12-18-84			TC-42.20	3-26-79	851	8-31-79
								TC-51.10	1-20-84		
CB-2-2A & B	5-1-79	HW-1	6-1-65			TC-7.65	3-1-79	TC-51.11	1-20-84		
CB-4	11-10-83	HW-3	6-1-65	HL-1	9-6-73	TC-12.30	1-20-84	TC-52.10	4-3-79	947	10-17-83
CB-8	11-10-83	HW-4A	4-1-80	HL-2	7-27-73	TC-15.115	3-1-79	TC-52.20	4-3-79		
		HW-4B	4-1-80	HL-3	7-27-73	TC-18.26	5-31-79	TC-61.10	4-5-82		
				HL-4	1-21-76	TC-21.10	1-20-84	TC-65.10	2-26-82		
F-1	11-10-83	I-3A & B	4-1-80	HL-5	9-6-73	TC-21.20	1-20-84	TC-65.11	4-5-82		
F-3	5-1-76			HL-7	1-21-76	TC-21.40	3-1-79	TC-72.20	2-22-82		
F-4	11-10-83			HL-8	1-21-76	TC-22.10	3-1-79	TC-83.10	1-20-84		
F-5	5-1-76	MC-1	6-13-69	HL-9	3-22-77	TC-22.20	3-1-79	TC-83.20	1-20-84		
F-6	5-1-76	MC-4	7-26-76			TC-31.21	3-6-79	TC-84.20	1-20-84		
		MC-5	6-12-75			TC-32.10	3-8-79				

CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

CALC. ELM BY DATE 6/24/86 FRA-670-3.93S OHIO  
 CHKD 7/17/86 I-670-6(39)100 FHWA REGION 5  
 SHEET 1 OF 2

# CENTERLINE SURVEY PLAT

## FRA.-670-3.93-S

### CITY OF COLUMBUS FRANKLIN COUNTY

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.002 OF THE REVISED CODE OF OHIO.

RECEIVED 22nd OF June  
 RECORDED 10:40 A.M.  
 PLAT BOOK 75 PAGE 93  
 SIGNED Samuel Wimby  
 FEE \_\_\_\_\_ COUNTY RECORDER  
 SIGNED Samuel Wimby  
 DATE 6-22-92 COUNTY AUDITOR

I HEREBY CERTIFY THAT THIS PLAT IS A TRUE DELINEATION OF A SURVEY MADE FOR THE STATE OF OHIO IN 1984.

BY  
 R.D. ZANDE & ASSOCIATES, LTD.  
 CONSULTING ENGINEERS

*Thomas L. Wallace* DATE 8-20-86  
 REGISTERED SURVEYOR NO. 4650

● INDICATES EXISTING MONUMENT  
 ○ INDICATES PROPOSED MONUMENT

PROPOSED MONUMENTS		
STATION	LOCATION	
37+70.00	30.00' LT.	30.00' RT.
38+92.42	30.00' LT.	30.00' RT.
41+00.00	30.00' LT.	30.00' RT.
42+98.79	35.00' LT.	30.00' RT.
44+26.81	30.00' LT.	30.00' RT.
46+00.00	80.00' LT.	30.00' RT.
48+01.13	55.00' LT.	30.00' RT.

NO.	BEARING
B-1	N 81° 55' 37" E
B-2	N 31° 07' 47" E
B-3	N 46° 06' 09" E
B-5	N 07° 32' 32" E
B-6	N 06° 48' 50" W
B-7	N 49° 37' 11" E
B-8	N 46° 06' 09" E
B-9	N 03° 51' 45" E
B-10	N 36° 10' 41" E
B-13	N 72° 35' 15" E
B-14	N 89° 41' 54" E
B-16	S 42° 28' 15" E
B-18	N 55° 16' 51" E
B-19	N 52° 06' 52" E
B-20	N 44° 10' 13" E
B-24	N 60° 23' 50" E
B-26	N 05° 21' 09" E
B-27	N 07° 00' 49" W
B-28	N 03° 51' 45" E
B-29	N 31° 26' 29" W
B-30	N 03° 38' 00" E

NOTE:  
 FOR PROPOSED R/W MONUMENT  
 DETAIL SEE STANDARD DRAWING  
 NO. MC-1

COMPLETION DATE	
REV. DATE	DESCRIPTION
RDM 9-16-92	Added Recording data

**CURVE DATA**  
 CURVE #1 OHIO CENTER CONN.  
 P.I. STA. 41+10.05  
 $\Delta = 50^\circ 47' 50''$  LT.  
 $D = 12^\circ 30' 00''$   
 $R = 458.37'$   
 $T = 217.63'$   
 $L = 406.38'$   
 $E = 49.04'$   
 P.C. STA. 38+92.42  
 P.T. STA. 42+98.79

**CURVE DATA**  
 CURVE #2 OHIO CENTER CONN.  
 P.I. STA. 46+15.04  
 $\Delta = 14^\circ 58' 22''$  RT.  
 $D = 4^\circ 00' 00''$   
 $R = 1432.39'$   
 $T = 188.23'$   
 $L = 374.32'$   
 $E = 12.31'$   
 P.C. STA. 44+26.81  
 P.T. STA. 48+01.13

**CURVE DATA**  
 CURVE #1 3RD ST. CONN.  
 P.I. STA. 32+59.85  
 $\Delta = 14^\circ 21' 22''$  LT.  
 $D = 3^\circ 00' 00''$   
 $R = 1909.86'$   
 $T = 240.53'$   
 $L = 478.54'$   
 $E = 15.09'$   
 P.C. STA. 30+19.32  
 P.T. STA. 34+97.86

**CURVE DATA**  
 CURVE #2 3RD ST. CONN.  
 P.I. STA. 40+00.40  
 $\Delta = 26^\circ 26' 01''$  RT.  
 $D = 10^\circ 00' 00''$   
 $R = 572.96'$   
 $T = 134.56'$   
 $L = 264.33'$   
 $E = 15.59'$   
 P.C. STA. 35+60.52  
 P.T. STA. 44+24.86

**CURVE DATA**  
 CURVE #3 3RD ST. CONN.  
 P.I. STA. 47+89.69  
 $\Delta = 3^\circ 31' 02''$  LT.  
 $D = 1^\circ 28' 00''$   
 $R = 3906.53'$   
 $T = 119.94'$   
 $L = 239.81'$   
 $E = 1.84'$   
 P.C. STA. 46+69.75  
 P.T. STA. 49+09.56

**CURVE DATA**  
 CURVE #1 4TH ST. CONN.  
 P.I. STA. 44+85.85  
 $\Delta = 32^\circ 18' 56''$  RT.  
 $D = 11^\circ 00' 00''$   
 $R = 520.87'$   
 $T = 150.91'$   
 $L = 293.78'$   
 $E = 21.42'$   
 P.C. STA. 43+34.94  
 P.T. STA. 46+28.72

**CURVE DATA**  
 CURVE #2 4TH ST. CONN.  
 P.I. STA. 51+21.98  
 $\Delta = 8^\circ 29' 33''$  RT.  
 $D = 2^\circ 00' 00''$   
 $R = 2864.79'$   
 $T = 212.70'$   
 $L = 424.62'$   
 $E = 7.89'$   
 P.C. STA. 49+09.28  
 P.T. STA. 53+33.90

**SPIRAL DATA**  
 CURVE #2 3RD ST. CONN.  
 $L_s = 250'$   $L_e = 350'$   
 $\theta_s = 12^\circ 30' 00''$   $\theta_e = 17^\circ 30' 00''$   
 $S.T. = 83.71'$   $S.T. = 117.71'$   
 $L.T. = 167.08'$   $L.T. = 234.48'$   
 $T.S. STA. 35+60.52$   
 $S.C. STA. 38+10.52$   
 $C.S. STA. 40+74.86$   
 $S.T. STA. 44+24.86$

**CURVE DATA**  
 CURVE #1 W.B. I-670  
 P.I. STA. 45+18.17  
 $\Delta = 17^\circ 06' 39''$  RT.  
 $D = 3^\circ 00' 00''$   
 $R = 1909.86'$   
 $T = 287.32'$   
 $L = 570.36'$   
 $E = 21.49'$   
 P.C. STA. 42+30.85  
 P.T. STA. 48+01.21

**CURVE DATA**  
 CURVE #2 W.B. I-670  
 P.I. STA. 55+08.26  
 $\Delta = 14^\circ 44' 31''$  LT.  
 $D = 5^\circ 00' 00''$   
 $R = 1145.92'$   
 $T = 148.24'$   
 $L = 294.84'$   
 $E = 9.55'$   
 P.C. STA. 49+48.16  
 P.T. STA. 56+43.00

**SPIRAL DATA**  
 CURVE #2 W.B. I-670  
 $L_s = 400'$   
 $\theta_s = 10^\circ 00' 00''$   $\theta_e = 17^\circ 30' 00''$   
 $S.T. = 133.72'$   $S.T. = 117.71'$   
 $L.T. = 267.09'$   $L.T. = 234.48'$   
 $T.S. STA. 49+48.16$   
 $S.C. STA. 53+48.16$   
 $C.S. STA. 56+43.00$   
 $S.T. STA. 60+43.00$

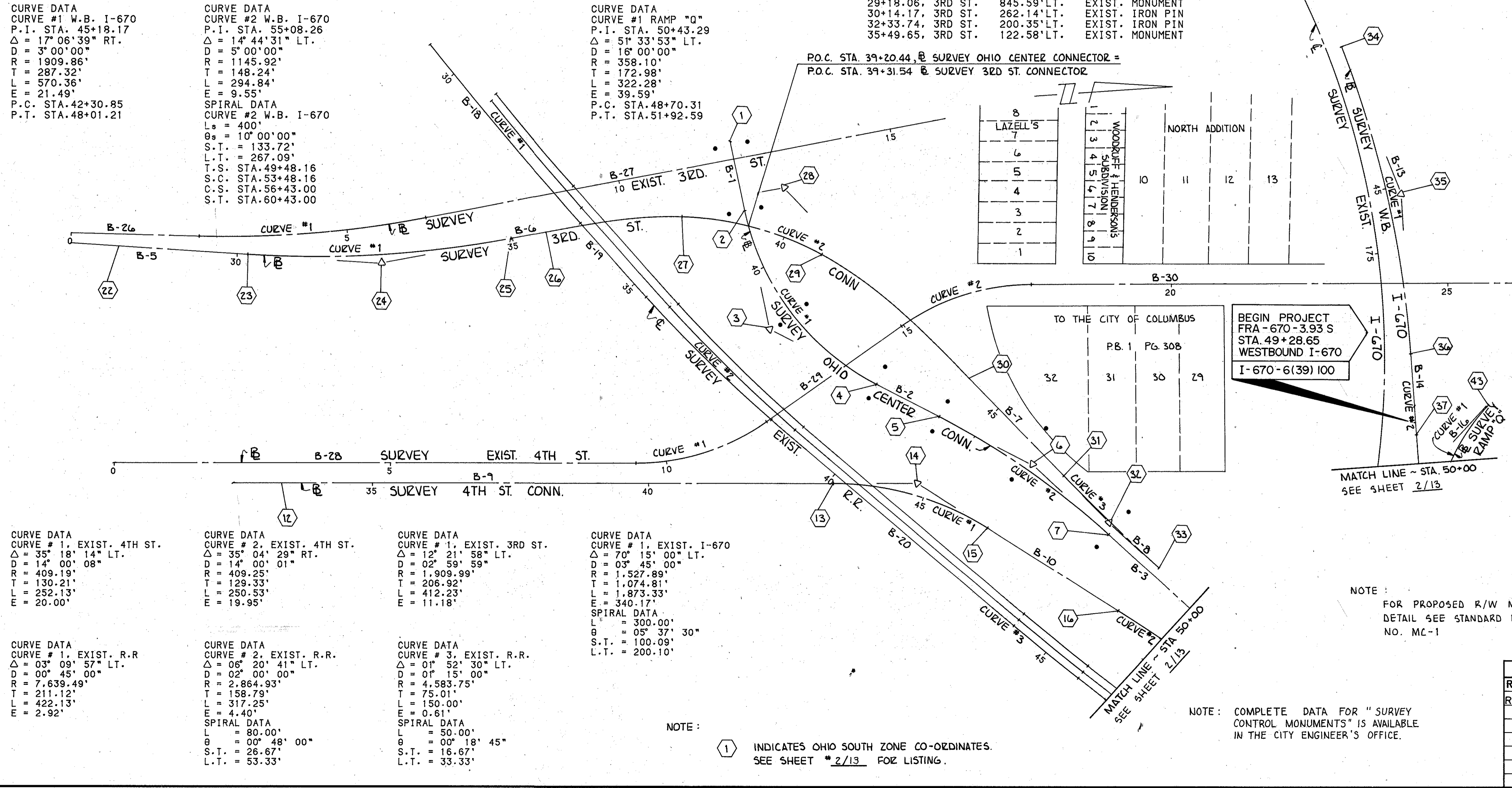
SECTION 9, TOWNSHIP 5-N,  
 RANGE 22 W, REFUGEE LANDS

SCALE IN FEET

100 0 100 200

**EXISTING MONUMENTS**

STATION	LOCATION	DESCRIPTION
29+18.06	3RD ST.	845.59' LT. EXIST. MONUMENT
30+14.17	3RD ST.	262.14' LT. EXIST. IRON PIN
32+33.74	3RD ST.	200.35' LT. EXIST. IRON PIN
35+49.65	3RD ST.	122.58' LT. EXIST. MONUMENT



**CURVE DATA**  
 CURVE #1, EXIST. 4TH ST.  
 $\Delta = 35^\circ 18' 14''$  LT.  
 $D = 14^\circ 00' 08''$   
 $R = 409.19'$   
 $T = 130.21'$   
 $L = 252.13'$   
 $E = 20.00'$

**CURVE DATA**  
 CURVE #2, EXIST. 4TH ST.  
 $\Delta = 35^\circ 04' 29''$  RT.  
 $D = 14^\circ 00' 01''$   
 $R = 409.25'$   
 $T = 129.33'$   
 $L = 250.53'$   
 $E = 19.95'$

**CURVE DATA**  
 CURVE #1, EXIST. 3RD ST.  
 $\Delta = 12^\circ 21' 58''$  LT.  
 $D = 02^\circ 59' 59''$   
 $R = 1,909.99'$   
 $T = 206.92'$   
 $L = 412.23'$   
 $E = 11.18'$

**CURVE DATA**  
 CURVE #1, EXIST. I-670  
 $\Delta = 70^\circ 15' 00''$  LT.  
 $D = 03^\circ 45' 00''$   
 $R = 1,527.89'$   
 $T = 1,074.81'$   
 $L = 1,873.33'$   
 $E = 340.17'$

**CURVE DATA**  
 CURVE #1, EXIST. R.R.  
 $\Delta = 03^\circ 09' 57''$  LT.  
 $D = 00^\circ 45' 00''$   
 $R = 7,639.49'$   
 $T = 211.12'$   
 $L = 422.13'$   
 $E = 2.92'$

**CURVE DATA**  
 CURVE #2, EXIST. R.R.  
 $\Delta = 06^\circ 20' 41''$  LT.  
 $D = 02^\circ 00' 00''$   
 $R = 2,864.93'$   
 $T = 158.79'$   
 $L = 317.25'$   
 $E = 4.40'$   
 SPIRAL DATA  
 $L = 80.00'$   
 $\theta = 00^\circ 48' 00''$   
 $S.T. = 26.67'$   
 $L.T. = 53.33'$

**CURVE DATA**  
 CURVE #3, EXIST. R.R.  
 $\Delta = 01^\circ 52' 30''$  LT.  
 $D = 01^\circ 15' 00''$   
 $R = 4,583.75'$   
 $T = 75.01'$   
 $L = 150.00'$   
 $E = 0.61'$   
 SPIRAL DATA  
 $L = 50.00'$   
 $\theta = 00^\circ 18' 45''$   
 $S.T. = 16.67'$   
 $L.T. = 33.33'$

NOTE:  
 (1) INDICATES OHIO SOUTH ZONE CO-ORDINATES.  
 SEE SHEET 2/13 FOR LISTING.

NOTE:  
 COMPLETE DATA FOR "SURVEY CONTROL MONUMENTS" IS AVAILABLE IN THE CITY ENGINEER'S OFFICE.

CURVE DATA  
 CURVE #3 I-670 & O.C.C.  
 P.I. STA. 59+36.96  
 $\Delta = 8^\circ 51' 15''$  RT.  
 $D = 1^\circ 00' 00''$   
 $R = 5729.58'$   
 $T = 443.59'$   
 $L = 885.41'$   
 $E = 17.15'$   
 P.C. STA. 54+93.37  
 P.T. STA. 63+78.78

CURVE DATA  
 CURVE #4 I-670  
 P.I. STA. 80+54.42  
 $\Delta = 42^\circ 01' 50''$  RT.  
 $D = 2^\circ 24' 00''$   
 $R = 2387.32'$   
 $T = 917.14'$   
 $L = 1751.27'$   
 $E = 170.11'$   
 SPIRAL DATA  
 CURVE #4 I-670  
 $L_s = 300'$   
 $\theta_s = 3^\circ 36' 00''$   
 $S.T. = 100.04'$   
 $L.T. = 200.04'$

CURVE DATA  
 CURVE #2 4TH ST. CONN.  
 P.I. STA. 51+21.98  
 $\Delta = 8^\circ 29' 33''$  RT.  
 $D = 2^\circ 00' 00''$   
 $R = 2864.79'$   
 $T = 212.70'$   
 $L = 424.62'$   
 $E = 7.89'$   
 P.C. STA. 49+09.28  
 P.T. STA. 53+33.90

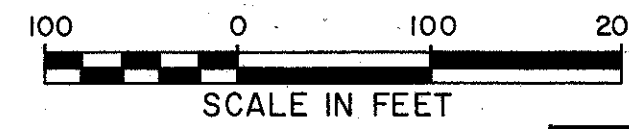
# CENTERLINE SURVEY PLAT

## FRA.-670-3.93-S

### CITY OF COLUMBUS

### FRANKLIN COUNTY

SECTION 9, TOWNSHIP 5 - N,  
 RANGE 22 W, REFUGEE LANDS



CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_

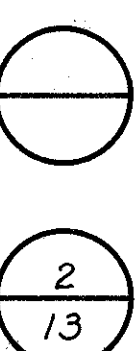
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

LIMITED ACCESS

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 HIGHWAY OR FREEWAY BY ACTION OF THE  
 DIRECTOR IN ACCORDANCE WITH THE  
 PROVISIONS OF SECTION 5511.002 OF  
 THE REVISED CODE OF OHIO.

CALC. E.L.M. BY DATE 6/24/86	FRA -670-393S	OHIO
CHKD BY DATE 7/1/86	I-670-6(39)100	FHWA REGION 5

SHEET 2 OF 2



CURVE DATA  
 CURVE #3 4TH ST. CONN.  
 P.I. STA. 58+04.97  
 $\Delta = 7^\circ 44' 44''$  RT.  
 $D = 1^\circ 12' 34''$   
 $R = 4737.84'$   
 $T = 320.74'$   
 $L = 640.50'$   
 $E = 10.84'$   
 P.C. STA. 54+84.23  
 P.T. STA. 61+24.73

CURVE DATA  
 CURVE #2 WEST BOUND I-670  
 P.I. STA. 55+08.26  
 $\Delta = 14^\circ 44' 31''$  LT.  
 $D = 5^\circ 00' 00''$   
 $R = 1145.92'$   
 $T = 148.24'$   
 $L = 294.84'$   
 $E = 9.55'$   
 SPIRAL DATA  
 CURVE #2 WEST BOUND I-670  
 $L_s = 400'$   
 $\theta_s = 10^\circ 00' 00''$   
 $S.T. = 133.72'$   
 $L.T. = 267.09'$   
 T.S. STA. 49+48.16  
 S.C. STA. 53+48.16  
 C.S. STA. 56+43.00  
 S.T. STA. 60+43.00

CURVE DATA  
 CURVE #1 RAMP "Q"  
 P.I. STA. 50+43.29  
 $\Delta = 51^\circ 33' 53''$  LT.  
 $D = 16^\circ 00' 00''$   
 $R = 358.10'$   
 $T = 172.98'$   
 $L = 322.28'$   
 $E = 39.59'$   
 P.C. STA. 48+70.31  
 P.T. STA. 51+92.59

CURVE DATA  
 CURVE #1, EXIST. I-670  
 $\Delta = 70^\circ 15' 00''$  LT.  
 $D = 03^\circ 45' 00''$   
 $R = 1,527.89'$   
 $T = 1,074.81'$   
 $L = 1,873.33'$   
 $E = 340.17'$   
 SPIRAL DATA  
 $L = 300.00'$   
 $\theta = 05^\circ 37' 30''$   
 $S.T. = 100.09'$   
 $L.T. = 200.10'$

CURVE DATA  
 CURVE #4, EXIST. R.R.  
 $\Delta = 09^\circ 39' 21''$  LT.  
 $D = 03^\circ 59' 57''$   
 $R = 1,432.69'$   
 $T = 121.01'$   
 $L = 241.44'$   
 $E = 5.10'$   
 SPIRAL DATA  
 $L = 240.00'$   
 $\theta = 04^\circ 47' 56''$   
 $S.T. = 80.05'$   
 $L.T. = 160.06'$

CURVE DATA  
 CURVE #5, EXIST. R.R.  
 $\Delta = 60^\circ 52' 31''$  RT.  
 $D = 03^\circ 59' 57''$   
 $R = 1,432.69'$   
 $T = 841.82'$   
 $L = 1,522.20'$   
 $E = 229.01'$   
 SPIRAL DATA  
 $L = 240.00'$   
 $\theta = 04^\circ 47' 56''$   
 $S.T. = 80.05'$   
 $L.T. = 160.06'$

	NORTH	EAST		NORTH	EAST
1	718,834.310	1,860,038.274	24	718,188.603	1,860,215.968
2	718,852.346	1,860,165.426	25	718,427.433	1,860,187.431
3	718,882.910	1,860,380.904	26	718,489.658	1,860,179.996
4	719,069.205	1,860,493.416	27	718,738.863	1,860,168.467
5	719,178.784	1,860,559.596	28	718,926.431	1,860,127.807
6	719,339.911	1,860,656.907	29	718,986.730	1,860,253.344
7	719,470.426	1,860,792.544	30	719,238.338	1,860,494.552
8	719,950.410	1,861,291.364	31	719,396.994	1,860,681.101
9	720,257.981	1,861,611.005	32	719,474.700	1,860,772.468
10	720,512.687	1,861,974.176	33	719,557.864	1,860,858.895
11	720,760.263	1,862,327.180	34	719,950.462	1,859,941.785
12	717,985.295	1,860,599.883	35	720,036.442	1,860,215.939
13	718,980.112	1,860,667.049	36	720,037.954	1,860,503.256
14	719,130.679	1,860,677.215	37	720,038.728	1,860,650.206
15	719,252.492	1,860,766.296	38	720,064.046	1,861,048.861
16	719,478.959	1,860,931.911	39	720,041.675	1,861,210.284
17	719,650.648	1,861,057.467	40	720,153.306	1,861,329.012
18	719,801.912	1,861,207.001	41	720,363.275	1,861,668.835
19	719,908.823	1,861,312.688	42	720,556.079	1,861,943.744
20	720,136.919	1,861,538.175	43	720,172.709	1,860,604.309
21	720,323.544	1,861,792.345	44	720,045.119	1,860,721.104
22	717,689.887	1,860,149.937	45	720,057.292	1,860,893.651
23	717,950.156	1,860,184.397			

OHIO SOUTH ZONE CO-ORDINATES OF  $\odot$  LOCATIONS

RECEIVED 22nd OF June  
 RECORDED 10:40 A.M.  
 PLAT BOOK 75 PAGE 94  
 SIGNED Samuel Wimby  
 FEE \_\_\_\_\_ COUNTY RECORDER  
 SIGNED Samuel Wimby  
 DATE 6-22-92 COUNTY AUDITOR

I HEREBY CERTIFY THAT THIS PLAT IS  
 A TRUE DELINEATION OF A SURVEY MADE  
 FOR THE STATE OF OHIO IN 1984.

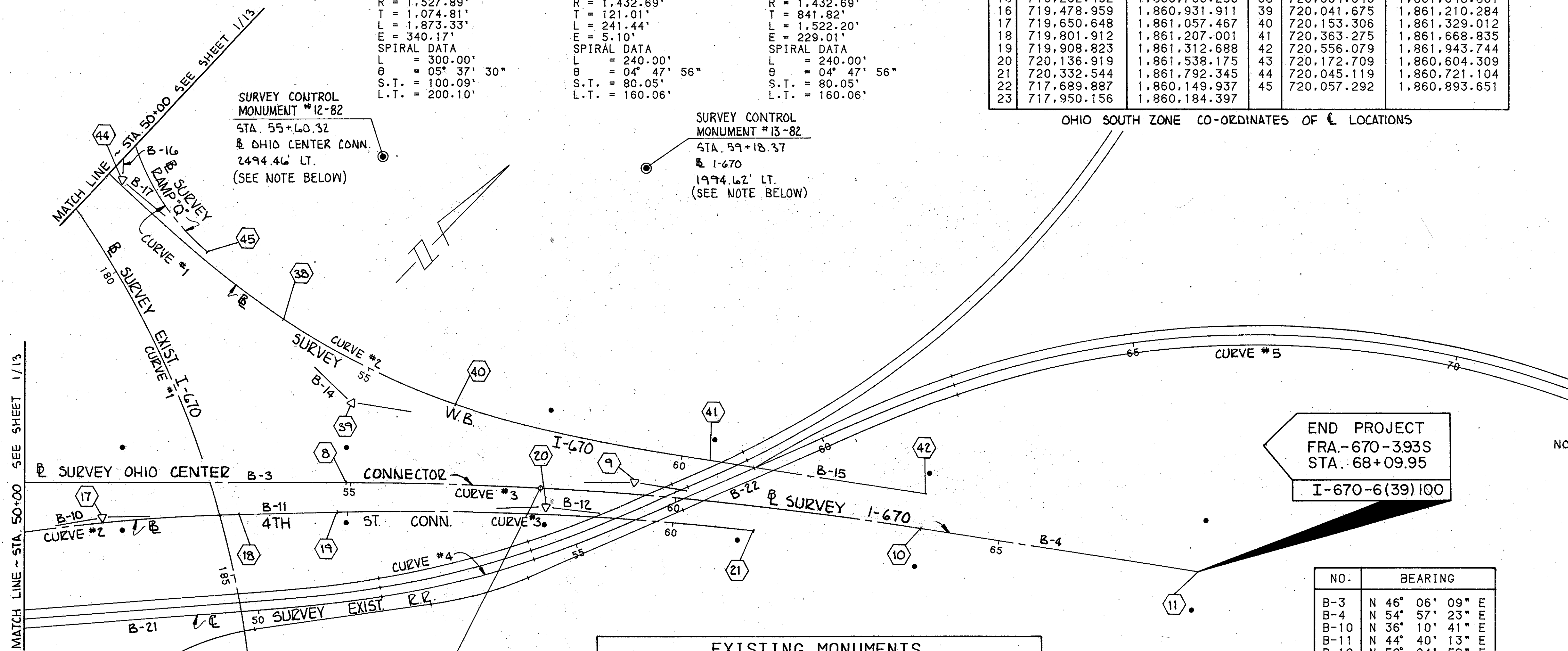
BY  
 R.D. ZANDE & ASSOCIATES, LTD.  
 CONSULTING ENGINEERS

*Thomas J. Wallace* DATE 8-20-86  
 REGISTERED SURVEYOR NO. 4650

PROPOSED MONUMENTS		
STATION	LOCATION	
51+50.00	55.00' LT.	70.00' RT.
54+93.37	55.00' LT.	60.00' RT.
58+00.00	120.00' LT.	55.00' RT.
60+50.00	95.00' LT.	
61+00.00		55.00' RT.
63+78.78	85.00' LT.	60.00' RT.
68+09.95	80.00' LT.	60.00' RT.

• INDICATES PROPOSED MONUMENT  
 ⊙ INDICATES EXISTING MONUMENT

NOTE:  
 FOR PROPOSED R/W MONUMENT  
 DETAIL SEE STANDARD DRAWING  
 NO. MC-1



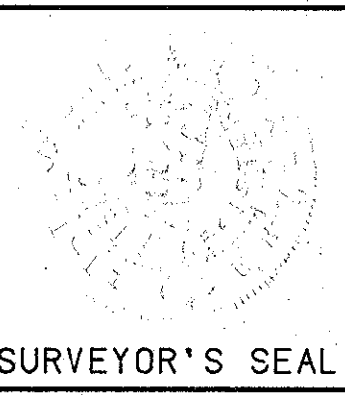
END PROJECT  
 FRA.-670-393S  
 STA. 68+09.95  
 I-670-6(39)100

EXISTING MONUMENTS		
STATION	LOCATION	DESCRIPTION
54+50.98	O.C.C.	627.69' RT. EXIST. IRON PIN
55+14.03	O.C.C.	718.99' RT. EXIST. IRON PIN
55+33.08	O.C.C.	623.50' RT. EXIST. IRON PIN
58+32.87	I-670	285.25' RT. EXIST. IRON PIN
60+21.75	I-670	233.07' RT. EXIST. IRON PIN
68+05.99	I-670	225.92' RT. EXIST. P.K. NAIL
69+70.38	TAN, I-670	167.89' RT. EXIST. MONUMENT
70+75.86	TAN, I-670	209.81' RT. EXIST. MONUMENT

NO.	BEARING
B-3	N 46° 06' 09" E
B-4	N 54° 57' 23" E
B-10	N 36° 10' 41" E
B-11	N 44° 40' 13" E
B-12	N 52° 24' 58" E
B-14	N 89° 41' 54" E
B-15	N 54° 57' 23" E
B-16	S 42° 28' 15" E
B-17	N 85° 57' 52" E
B-21	N 41° 40' 13" E
B-22	N 22° 24' 52" E

NOTE:  
 COMPLETE DATA FOR "SURVEY  
 CONTROL MONUMENTS" IS AVAILABLE  
 IN THE CITY ENGINEER'S OFFICE.

COMPLETION DATE	
REV. DATE	DESCRIPTION
RDM 9/16/92	Added Recording data

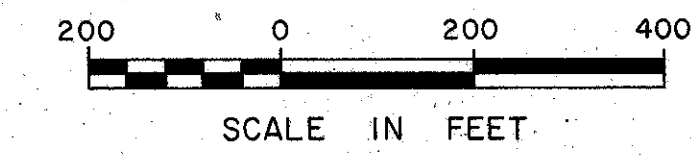


# PROPERTY MAP

## FRA.-670-3.93-S

CITY OF COLUMBUS  
FRANKLIN COUNTY

SECTION 9, TOWNSHIP 5-N, RANGE 22W  
REFUGEE LANDS



COLUMBIA GAS OF OHIO INC.  
920 W. GOODALE BLVD.  
COLUMBUS, OHIO 43215  
(614) 460-2222

AMERICAN TELEPHONE & TELEGRAPH  
2 NATIONWIDE PLAZA, ROOM 1235  
COLUMBUS, OHIO 43215  
(614) 460-5000

COLUMBUS SOUTHERN POWER CO.  
215 N. FRONT STREET  
COLUMBUS, OHIO 43215  
(614) 464-7111

U.S. SPRINT COMMUNICATIONS CO.  
3065 HARGROVE ROAD  
ATLANTA, GEORGIA 30339  
(800) 521-0579

CITY OF COLUMBUS  
SEWERS & DRAINAGE  
910 DUBLIN ROAD  
COLUMBUS, OHIO 43215  
(614) 222-8156

THE LOCATION OF THE UNDERGROUND UTILITIES  
SHOWN ON THESE PLANS ARE AS OBTAINED FROM  
THE OWNER OF THE UTILITIES AS REQUIRED BY  
SECTION 153.64 OF THE OHIO REVISED CODE.

CITY OF COLUMBUS  
DIVISION OF WATER  
910 DUBLIN ROAD  
COLUMBUS, OHIO 43215  
(614) 222-7788

CITY OF COLUMBUS  
DIVISION OF ELECTRICITY  
910 DUBLIN ROAD  
COLUMBUS, OHIO 43215  
(614) 222-7294

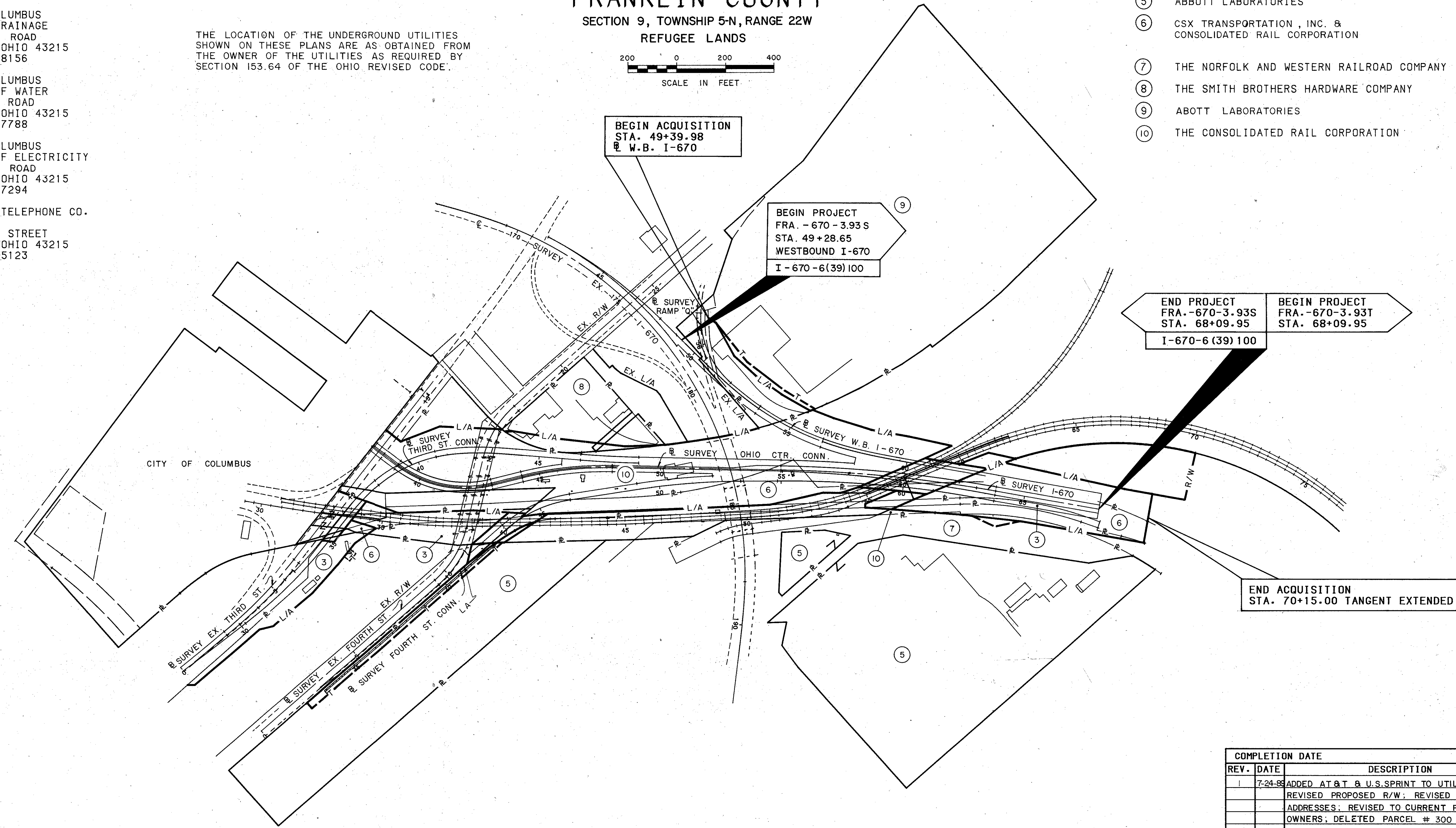
OHIO BELL TELEPHONE CO.  
11TH FLOOR  
150 E. GAY STREET  
COLUMBUS, OHIO 43215  
(614) 223-5123

CALC. BY DATE 6/24/86 CHKD BY DATE 7/1/86	FRA-670-3.93S I-670-6(39)100	OHIO FHWA REGION 5
--	---------------------------------	--------------------------

CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_ LIMITED ACCESS R/W PLANS  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

3  
13

- ③ CSX TRANSPORTATION, INC.
- ⑤ ABBOTT LABORATORIES
- ⑥ CSX TRANSPORTATION, INC. & CONSOLIDATED RAIL CORPORATION
- ⑦ THE NORFOLK AND WESTERN RAILROAD COMPANY
- ⑧ THE SMITH BROTHERS HARDWARE COMPANY
- ⑨ ABBOTT LABORATORIES
- ⑩ THE CONSOLIDATED RAIL CORPORATION



REV.	DATE	DESCRIPTION
I	7-24-88	ADDED AT & T & U.S. SPRINT TO UTILITY LIST;
		REVISED PROPOSED R/W; REVISED UTILITY
		ADDRESSES; REVISED TO CURRENT PROPERTY
		OWNERS; DELETED PARCEL # 300
RDM	11-29-90	Added Parcel 5T - Rev. Parcel 5WL
	6-15-93	REVISED L/A PARCEL 8

TOTAL NUMBER OF ...  
 OWNERSHIPS = 3  
 TOTAL TAKES = 0  
 OWNERSHIPS W/STRUCTURES INVOLVED = 0  
 OWNERSHIPS W/"P" ITEMS = 1

# SUMMARY OF ADDITIONAL RIGHT OF WAY

CALC. BY: RJM DATE: 6/24/86 FRA-670-3.93S OHIO  
 CHKD BY: MAL DATE: 7/1/86 I-670-6 (39) 100 FHWA REGION 5

CALCULATED BY: \_\_\_\_\_ DATE: \_\_\_\_\_ STATE JOB NO. 06930 (0)

CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

PARCEL	OWNER	AUDITOR'S PARCEL NO.	SHEET NO.	OWNER RECORD		RECORD AREA	TOTAL P.R.O.	GROSS TAKE	P.R.O. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUNDS	REMARKS	AS ACQUIRED	
				BOOK	PAGE							LEFT	RIGHT			BOOK	PAGE
3-WL	CSX TRANSPORTATION INC.		5					1.162	0.000	1.162					TO BE ACQUIRED UNDER FRA.-670-3.93 R.R.		
3-WL-1	" " " "		6					0.109	0.000	0.109							
3-WL-2	" " " "		8					0.585	0.000	0.585							
3-WL-3	" " " "		7					0.082	0.004	0.078							
3R	" " " "		6					0.331	0.000	0.331	YES				AERIAL EASEMENT FOR BRIDGE		
3-T	" " " "		5					0.020	0.000	0.020							
5-WL	ABBOTT LABORATORIES	66260	6	3677	107	12.798	0.000	0.219	0.000	0.219	P		12.452		BILLBOARD		
5-T	" " " "		6					0.397	0.000	0.397					ACCESS FOR RETAINING WALL CONSTRUCTION		
5	" " " "		6					0.127		0.127							
6-WL	CSX TRANSPORTATION INC. & CONSOLIDATION RAIL CORPORATION		5					0.113	0.016	0.097					TO BE ACQUIRED UNDER FRA.-670-3.93 R.R.		
6-WL-1	" " " "		6					2.273	0.286	1.987							
6-WL-2	" " " "		8					0.923	0.000	0.923							
6-R	" " " "		6					0.037	0.000	0.037					AERIAL EASEMENT FOR BRIDGE		
6-R-1	" " " "		8					0.219	0.000	0.219					AERIAL EASEMENT FOR BRIDGE		
7-WL	THE NORFOLK & WESTERN RAILWAY COMPANY		9					0.148	0.000	0.148					TO BE ACQUIRED UNDER FRA.-670-3.93 R.R.		
7-T	" " " "		9					0.077	0.000	0.077					FOR GRADING & SEEDING		
8-WL	THE SMITH BROTHERS' HARDWARE COMPANY	24068	7	2444	30	3.040*	0.000	0.457	0.000	0.457			2.583				
9-WL	ABBOTT LABORATORIES	210573	8	10634	I 17	33.0067	0.000	1.322	0.000	1.322			31.684				
9-T	" " " "		8					0.228	0.000	0.228					CONCRETE SLAB REMOVAL		
10-WL	THE CONSOLIDATED RAIL CORPORATION		5					0.169	0.104	0.065	YES&S				TO BE ACQUIRED UNDER FRA.-670-3.93 R.R.		
10-WL-1	" " " "		5					12.683	1.617	11.066							
10-WL-2	" " " "		8					0.750	0.000	0.750	YES						
10-WL-3	" " " "		9					1.266	0.000	1.266							
10-WD	" " " "		9					2.473	0.000	2.473							
10-WD-1	" " " "		5					0.093	0.093	0.000							
10-R	" " " "		5					0.087	0.000	0.087					AERIAL EASEMENT FOR BRIDGE		
10-R-1	" " " "		8					0.112	0.000	0.112					AERIAL EASEMENT FOR BRIDGE		
10-R-2	" " " "		8					0.674	0.000	0.674					AERIAL EASEMENT FOR BRIDGE		
10-EL	" " " "		7					1.554	0.558	0.996							
10-S	" " " "		9					0.174	0.000	0.174					FOR STORM SEWER		
10-S-1	" " " "		8					0.341	0.000	0.341					FOR SANITARY SEWER		

\* CALCULATED AREA

6-15-93 REVISED PARCEL 8 AREA & WL DEED

REV.	DATE	DESCRIPTION
1	7-24-89	REVISED No. OF OWNERSHIPS; ALL PARCELS REVISED TO CURRENT OWNERSHIP; REVISED ALL TAKES TO CONCUR WITH DETAIL SHEETS; REVISED RECORD AREA FOR PARCEL No. 9; DELETED PARCEL No. 300 WD
RDM	11-29-90	REV. PARC. 5WL & ADDED PARC. 5T
RDM	10-2-92	Add Parcel 5, Revised take area for parcel 5T

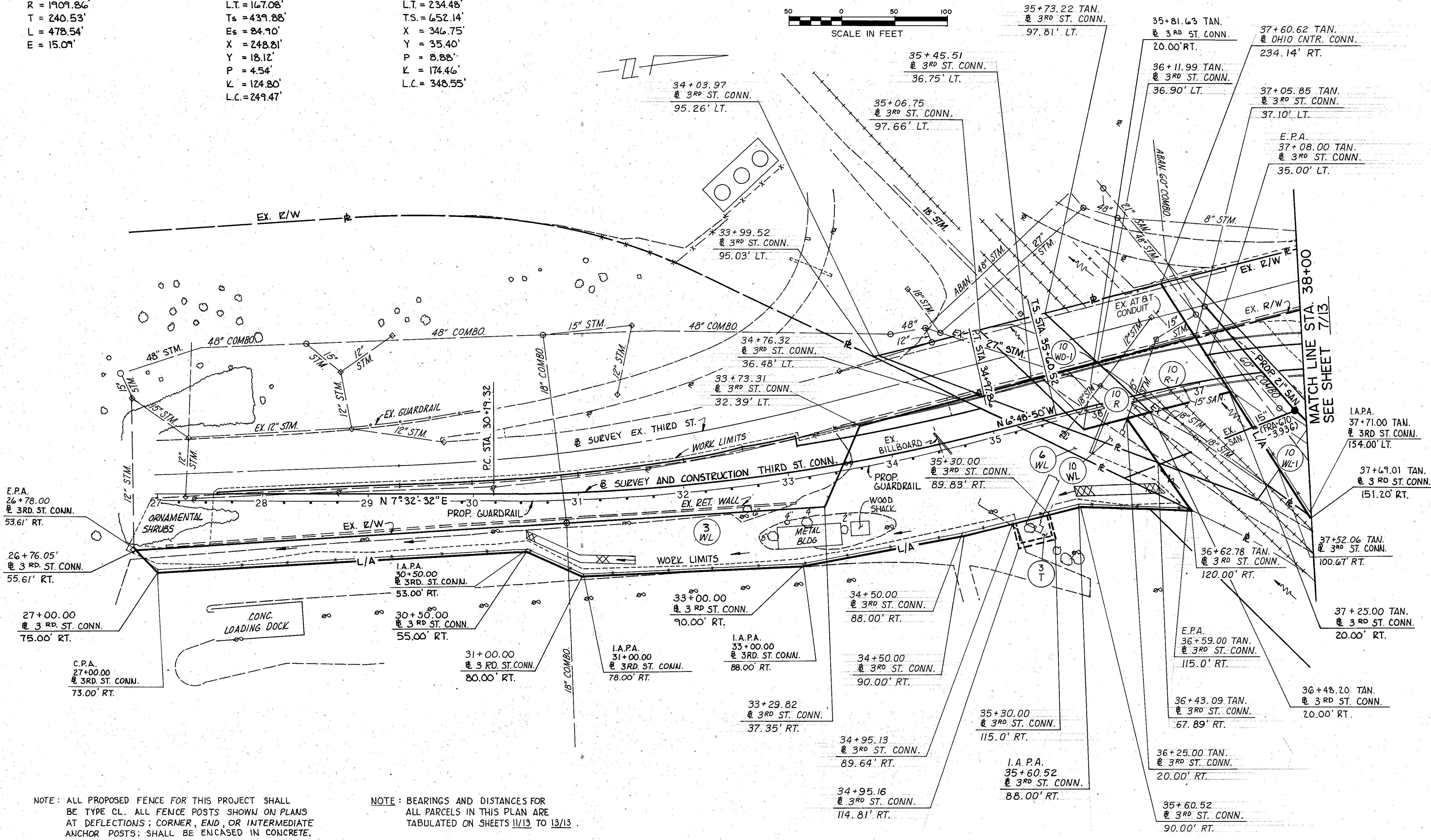
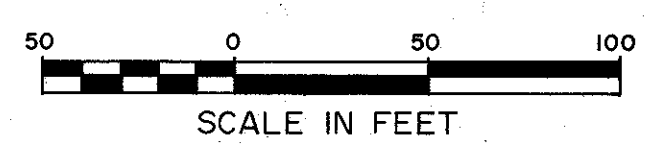
CITY OF COLUMBUS  
 FRANKLIN COUNTY  
 SECTION 9, TOWNSHIP 5-N,  
 RANGE 22 W, REFUGEE LANDS

CALCULATED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

**CURVE DATA**  
 CURVE #1 THIRD ST. CONN.  
 P.I. STA. 32+59.85  
 $\Delta = 14^\circ 21' 22''$  LT.  
 $D = 3^\circ 00' 00''$   
 $R = 1909.86'$   
 $T = 240.53'$   
 $L = 478.54'$   
 $E = 15.01'$

**SPIRAL DATA**  
 CURVE #2 THIRD ST. CONN.  
 $L_s = 250'$   
 $\theta_s = 12^\circ 30' 00''$   
 $S.T. = 83.71'$   
 $L.T. = 167.08'$   
 $T_s = 439.88'$   
 $E_s = 84.90'$   
 $X = 248.81'$   
 $Y = 18.12'$   
 $P = 4.54'$   
 $L_c = 124.80'$   
 $L.C. = 249.47'$

$L_s = 350'$   
 $\theta_s = 17^\circ 30' 00''$   
 $S.T. = 117.71'$   
 $L.T. = 234.48'$   
 $T_s = 652.14'$   
 $X = 346.75'$   
 $Y = 35.40'$   
 $P = 8.88'$   
 $L_c = 174.46'$   
 $L.C. = 348.55'$



- 3 WL NET TAKE = 1.162 Ac.  
P.R.O. IN TAKE = 0.000 Ac.  
GROSS TAKE = 1.162 Ac.
- 3 WL-1 SEE SHT. No. 6/13
- 3 WL-2 SEE SHT. No. 8/13
- 3 WL-3 SEE SHT. No. 7/13
- 3 R SEE SHT. No. 6/13
- 3 T GROSS TAKE = 0.020 Ac.

CSX TRANSPORTATION, INC. & CONSOLIDATED RAIL CORPORATION

- 6 WL NET TAKE = 0.097 Ac.  
P.R.O. IN TAKE = 0.016 Ac.  
GROSS TAKE = 0.113 Ac.
- 6 WL-1 SEE SHT. No. 6/13
- 6 WL-2 SEE SHT. No. 8/13

- 6 R SEE SHT. No. 6/13
- 6 R-1 SEE SHT. No. 8/13

- THE CONSOLIDATED RAIL CORPORATION
- 10 WL NET TAKE = 0.065 Ac.  
P.R.O. IN TAKE = 0.104 Ac.  
GROSS TAKE = 0.169 Ac.
  - 10 WL-1 NET TAKE = 11.066 Ac.  
P.R.O. IN TAKE = 1.617 Ac.  
GROSS TAKE = 12.683 Ac.
  - 10 WL-2 SEE SHT. No. 8/13
  - 10 WL-3 SEE SHT. No. 9/13
  - 10 WD SEE SHT. No. 9/13
  - 10 WD-1 NET TAKE = 0.000 Ac.  
P.R.O. IN TAKE = 0.093 Ac.  
GROSS TAKE = 0.093 Ac.
  - 10 R GROSS TAKE = 0.087 Ac.
  - 10 R-1 GROSS TAKE = 0.112 Ac.
  - 10 R-2 SEE SHT. No. 8/13
  - 10 EL SEE SHT. No. 7/13

NOTE: ALL PROPOSED FENCE FOR THIS PROJECT SHALL BE TYPE CL. ALL FENCE POSTS SHOWN ON PLANS AT DEFLECTIONS; CORNER, END, OR INTERMEDIATE ANCHOR POSTS; SHALL BE ENCASED IN CONCRETE, AS PER STD. DWG. NO. F-1. FOR ALL OTHER LINE POSTS, AN ALTERNATE METHOD (DRIVE ANCHOR) MAY BE USED, AS PER STD. DWG. NO. F-1.

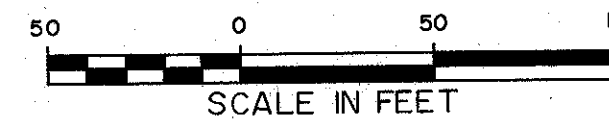
NOTE: BEARINGS AND DISTANCES FOR ALL PARCELS IN THIS PLAN ARE TABULATED ON SHEETS 11/13 TO 13/13.

- 10 S SEE SHT. No. 9/13
- 10 S-1 SEE SHT. No. 8/13

TYPE CL FENCE TOTAL = 7,961 LF.

COMPLETION DATE		
REV.	DATE	DESCRIPTION
1	7-24-89	ADDED PARCEL No. 10R-1 & 10WD-1; DELETED PARCEL No. 3R & 6R; PARCEL No. 3R-1
		REVISED TO 3R; 6R-1 REVISED TO 6R, 6R-2
		REVISED TO 6R-1, 10R-1 REVISED TO 10R-2;
		REVISED ACREAGES FOR PARCEL No. 3WL, 3R, 6WL, 10WL, 10WL-1 & 10R; OWNERSHIPS REVISED

CITY OF COLUMBUS  
FRANKLIN COUNTY  
SECTION 9, TOWNSHIP 5-N,  
RANGE 22 W, REFUGEE LANDS



CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

CALC. <i>ELM</i> BY DATE <i>6/24/86</i>	FRA-670-3.93S 1-670-6(39)100	OHIO FHWA REGION 5
CHK'D <i>WPL</i> BY DATE <i>7/7/86</i>		

CSX TRANSPORTATION INC.

- 3 WL SEE SHT. No. 5/13
- 3 WL-1 NET TAKE = 0.109 Ac.  
P.R.O. IN TAKE = 0.000 Ac.  
GROSS TAKE = 0.109 Ac.
- 3 WL-2 SEE SHT. No. 8/13
- 3 WL-3 SEE SHT. No. 7/13

- 3 R GROSS TAKE = 0.331 Ac.
- 3 T SEE SHT. No. 5/13

ABBOTT LABORATORIES

- 5 WL NET TAKE = 0.219 Ac.  
P.R.O. IN TAKE = 0.000 Ac.  
GROSS TAKE = 0.219 Ac.
- 5 T GROSS TAKE = 0.397 Ac.

THE CONSOLIDATED RAIL CORPORATION

- 10 WL SEE SHT. No. 5/13
- 10 WL-1 NET TAKE = 11.066 Ac.  
P.R.O. IN TAKE = 1.617 Ac.  
GROSS TAKE = 12.683 Ac.
- 10 WL-2 SEE SHT. No. 8/13
- 10 WL-3 SEE SHT. No. 9/13

- 10 WD SEE SHT. No. 9/13
- 10 WD-1 SEE SHT. No. 5/13
- 10 R SEE SHT. No. 5/13
- 10 R-1 SEE SHT. No. 5/13
- 10 R-2 SEE SHT. No. 8/13
- 10 EL SEE SHT. No. 7/13
- 10 S SEE SHT. No. 9/13
- 10 S-1 SEE SHT. No. 8/13

CSX TRANSPORTATION INC. &  
CONSOLIDATED RAIL CORPORATION

- 6 WL SEE SHT. No. 5/13
- 6 WL-1 NET TAKE = 1.987 Ac.  
P.R.O. TAKE = 0.286 Ac.  
GROSS TAKE = 2.273 Ac.
- 6 WL-2 SEE SHT. No. 8/13

TYPE CL FENCE ~ 1,056 LF

COMPLETION DATE		DESCRIPTION
REV.	DATE	
1	7-24-89	ADDED PARCEL No. 10R-1, & 10WD-1; DELETED PARCEL No. 3R & 6R; PARCEL No. 3R-1 REVISED TO 3R; 6R-1 TO 6R; 6R-2 REVISED TO 6R-1; 10R-1 REVISED TO 10R-2; REVISED ACRES FOR 3WL-1, 3R, 5WL, 5R, 10WL-1, 6WL-1 & 6R; OWNERSHIP'S REVISED
RDM	11-29-90	REV. PARC. 5 WL & ADDED PARC. 5 T

NET TAKE 0.127 Ac.  
P.R.O. INTAKE 0.000 Ac.  
Gross Take 0.127 Ac.

MATCH LINE STA. 43+50  
SEE SHEET 7/13

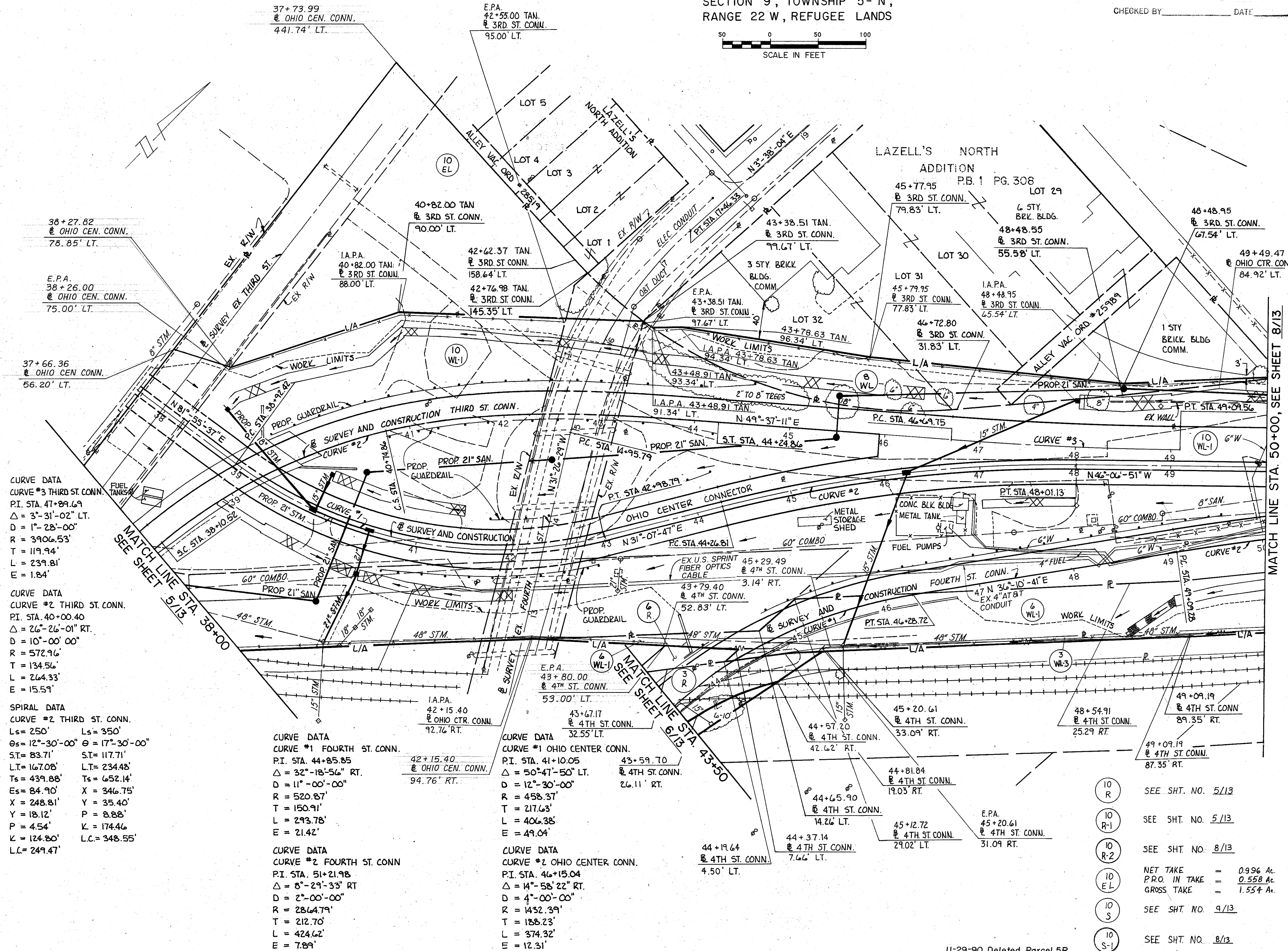
REV.	DATE	DESCRIPTION
6 R		GROSS TAKE = 0.037 Ac.
6 R-1		SEE SHT. No. 8/13

CITY OF COLUMBUS  
FRANKLIN COUNTY  
SECTION 9, TOWNSHIP 5-N,  
RANGE 22 W, REFUGEE LANDS



CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

CALC. 2/1/06 DATE 6/29/06	FRA-670-393S	OHIO
CHKD 7/17/06 DATE 7/17/06	1-670-6(39)100	FHWA REGION 5



**CURVE DATA**  
CURVE #3 THIRD ST. CONN.  
P.I. STA. 47+89.69  
 $\Delta = 3^{\circ}-31'-02''$  LT.  
D =  $1^{\circ}-28'-00''$   
R = 3906.53'  
T = 119.94'  
L = 239.81'  
E = 1.84'

**CURVE DATA**  
CURVE #2 THIRD ST. CONN.  
P.I. STA. 40+00.40  
 $\Delta = 26^{\circ}-26'-01''$  RT.  
D =  $10^{\circ}-00'-00''$   
R = 572.96'  
T = 134.56'  
L = 264.33'  
E = 15.59'

**SPIRAL DATA**  
CURVE #2 THIRD ST. CONN.  
Ls = 250' Ls = 350'  
 $\theta_s = 12^{\circ}-30'-00''$   $\theta = 17^{\circ}-30'-00''$   
S.T. = 83.71' S.T. = 117.71'  
L.T. = 167.08' L.T. = 234.48'  
Ts = 439.88' Ts = 652.14'  
Es = 84.90' X = 346.75'  
X = 248.81' Y = 35.40'  
Y = 18.12' P = 8.88'  
P = 4.54' K = 174.46'  
K = 124.80' L.C. = 348.55'  
L.C. = 249.47'

**CURVE DATA**  
CURVE #1 FOURTH ST. CONN.  
P.I. STA. 44+85.85  
 $\Delta = 32^{\circ}-18'-56''$  RT.  
D =  $11^{\circ}-00'-00''$   
R = 520.87'  
T = 150.91'  
L = 293.78'  
E = 21.42'

**CURVE DATA**  
CURVE #1 OHIO CENTER CONN.  
P.I. STA. 41+10.05  
 $\Delta = 50^{\circ}-47'-50''$  LT.  
D =  $12^{\circ}-30'-00''$   
R = 458.37'  
T = 217.63'  
L = 406.38'  
E = 49.04'

**CURVE DATA**  
CURVE #2 FOURTH ST. CONN.  
P.I. STA. 51+21.98  
 $\Delta = 8^{\circ}-29'-33''$  RT  
D =  $2^{\circ}-00'-00''$   
R = 2864.79'  
T = 212.70'  
L = 424.62'  
E = 7.89'

**CURVE DATA**  
CURVE #2 OHIO CENTER CONN.  
P.I. STA. 46+15.04  
 $\Delta = 14^{\circ}-58'-22''$  RT.  
D =  $4^{\circ}-00'-00''$   
R = 1432.39'  
T = 188.23'  
L = 374.32'  
E = 12.31'

- CSX TRANSPORTATION INC.
- 3 WL SEE SHT. NO. 5/13
  - 3 WL-1 SEE SHT. NO. 6/13
  - 3 WL-2 SEE SHT. NO. 8/13
  - 3 WL-3 NET TAKE = 0.078 Ac.  
P.R.O. IN TAKE = 0.004 Ac.  
GROSS TAKE = 0.082 Ac.
  - 3 R GROSS TAKE = 0.331 Ac.
  - 3 T SEE SHT. NO. 5/13
  - 5 WL ABBOTT LABORATORIES  
SEE SHT. NO. 6/13
- CSX TRANSPORTATION INC. & CONSOLIDATED RAIL CORPORATION
- 6 WL SEE SHT. NO. 5/13
  - 6 WL-1 NET TAKE = 1.987 Ac.  
P.R.O. IN TAKE = 0.286 Ac.  
GROSS TAKE = 2.273 Ac.
  - 6 WL-2 SEE SHT. NO. 8/13
  - 6 R GROSS TAKE = 0.037 Ac.
  - 6 R-1 SEE SHT. NO. 8/13
  - 8 WL THE SMITH BROTHERS' HARDWARE COMPANY  
NET TAKE = 0.457 Ac.  
P.R.O. IN TAKE = 0.000 Ac.  
GROSS TAKE = 0.457 Ac.
  - 10 WL THE CONSOLIDATED RAIL CORPORATION  
SEE SHT. NO. 5/13
  - 10 WL-1 NET TAKE = 11.066 Ac.  
P.R.O. IN TAKE = 1.617 Ac.  
GROSS TAKE = 12.683 Ac.
  - 10 WL-2 SEE SHT. NO. 8/13
  - 10 WL-3 SEE SHT. NO. 9/13
  - 10 WD SEE SHT. NO. 9/13
  - 10 WD-1 SEE SHT. NO. 5/13
- 6-15-93 REVISED L/A PARCEL 8 WL TYPE CL FENCE ~ 1,915 LF
- | REV. | DATE    | DESCRIPTION  |
|------|---------|--|
| 1    | 7-24-89 | ADDED PARCEL No. 10R-1 & 10WD-1, DELETED PARCEL No. 3R, 6R & 300 WD; PARCEL No. 3R-1 |
|      |         | REVISED TO 3R; 6R-1 REVISED TO 6R; 6R-2  |
|      |         | REVISED TO 6R-1; 10R-1 REVISED TO 10R-2;   |
|      |         | REVISED ACRES FOR PARCEL No. 3WL-3;  |
|      |         | 3R, 5R, 6WL-1, 6R, 10WL-1, 10EL; OWNERSHIPS REVISED.                                 |
- 11-29-90 Deleted Parcel 5R

R/W PLAN STA. 38+00 TO STA. 49+09.56 THIRD STREET  
STA. 44+00 TO STA. 50+00 FOURTH STREET  
STA. 37+63.99 TO STA. 50+00 OHIO CENTER CONN.



CURVE DATA  
 CURVE #2  
 W.B. I-670  
 P.I. STA. 55+08.26  
 $\Delta = 14^{\circ}-44'-31''$  LT.  
 $D = 5^{\circ}-00'-00''$   
 $R = 1,145.92'$   
 $T = 148.24'$   
 $L = 294.84'$   
 $E = 9.55'$

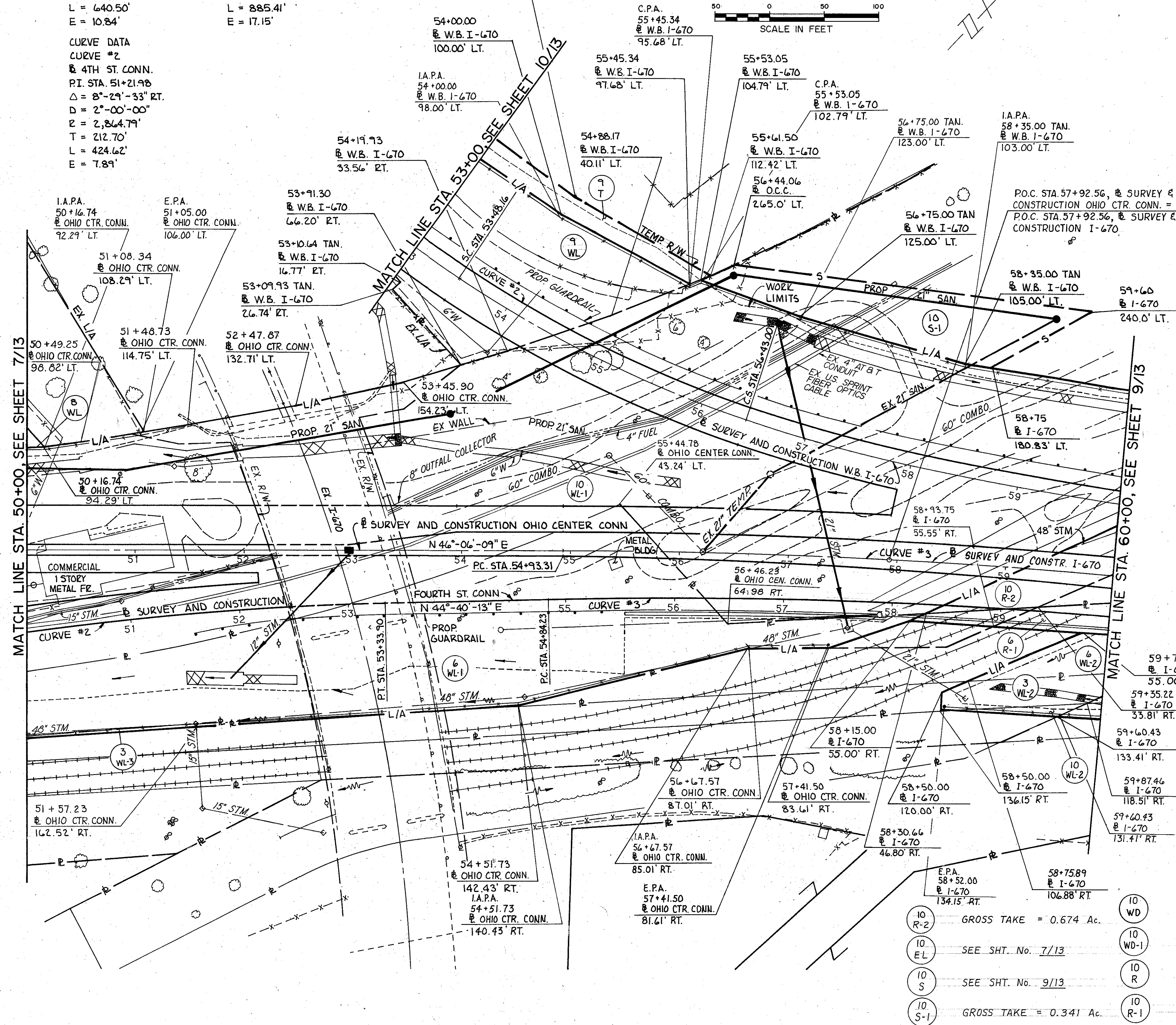
CURVE DATA  
 CURVE #3  
 4TH ST. CONN.  
 P.I. STA. 58+04.97  
 $\Delta = 7^{\circ}-44'-44''$  RT.  
 $D = 1^{\circ}-12'-34''$   
 $R = 4,737.84'$   
 $T = 320.74'$   
 $L = 640.50'$   
 $E = 10.84'$

CURVE DATA  
 CURVE #3  
 I-670 & OHIO CENTER CONN.  
 P.I. STA. 59+36.96  
 $\Delta = 8^{\circ}-51'-15''$  RT.  
 $D = 1^{\circ}-00'-00''$   
 $R = 5,729.58'$   
 $T = 443.58'$   
 $L = 885.41'$   
 $E = 17.15'$

SPIRAL DATA  
 CURVE #2  
 W.B. I-670  
 $L_s = 400.00'$   
 $\theta_s = 10^{\circ}-00'-00''$   
 $S.T. = 133.72'$   
 $L.T. = 267.09'$   
 $T_s = 560.09'$   
 $E_s = 60.85'$   
 $X = 398.78'$   
 $Y = 23.22'$   
 $P = 5.81'$   
 $K = 199.20'$   
 $L.C. = 399.46'$

CURVE DATA  
 CURVE #2  
 4TH ST. CONN.  
 P.I. STA. 51+21.98  
 $\Delta = 8^{\circ}-29'-33''$  RT.  
 $D = 2^{\circ}-00'-00''$   
 $R = 2,864.79'$   
 $T = 212.70'$   
 $L = 424.62'$   
 $E = 7.89'$

CITY OF COLUMBUS  
 FRANKLIN COUNTY  
 SECTION 9, TOWNSHIP 5-N,  
 RANGE 22 W, REFUGEE LANDS



CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

CALC. BY DATE 4/24/86 CHKD BY DATE 7/17/86	FRA-670-393S 1-670-6(39)100	OHIO FHWA REGION 5
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CSX TRANSPORTATION INC.

3 WL	SEE SHT. NO. 5/13
3 WL-1	SEE SHT. NO. 6/13
3 WL-2	NET TAKE = 0.585 AC. P.R.O. IN TAKE = 0.000 AC. GROSS TAKE = 0.585 AC.
3 WL-3	NET TAKE = 0.078 AC. P.R.O. IN TAKE = 0.004 AC. GROSS TAKE = 0.082 AC.

3 R	SEE SHT. NO. 6/13
3 T	SEE SHT. NO. 5/13

CSX TRANSPORTATION INC. &  
 CONSOLIDATED RAIL CORPORATION

6 WL	SEE SHT. NO. 5/13
6 WL-1	NET TAKE = 1.987 AC. P.R.O. IN TAKE = 0.286 AC. GROSS TAKE = 2.273 AC.
6 WL-2	NET TAKE = 0.923 AC. P.R.O. IN TAKE = 0.000 AC. GROSS TAKE = 0.923 AC.

6 R	SEE SHT. NO. 6/13
6 R-1	GROSS TAKE = 0.219 AC.

THE SMITH BROTHERS' HARDWARE COMPANY

8 WL	NET TAKE = 0.457 AC. P.R.O. IN TAKE = 0.000 AC. GROSS TAKE = 0.457 AC.
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ABBOTT LABORATORIES

9 WL	NET TAKE = 1.322 AC. P.R.O. IN TAKE = 0.000 AC. GROSS TAKE = 1.322 AC.
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9 T	GROSS TAKE = 0.228 AC.
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THE CONSOLIDATED RAIL CORPORATION

10 WL	SEE SHT. NO. 5/13
10 WL-1	NET TAKE = 11.066 AC. P.R.O. IN TAKE = 1.617 AC. GROSS TAKE = 12.683 AC.
10 WL-2	NET TAKE = 0.750 AC. P.R.O. IN TAKE = 0.000 AC. GROSS TAKE = 0.750 AC.

10 WL-3	SEE SHT. NO. 9/13
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TYPE CL FENCE ~1,640 LF

REV.	DATE	DESCRIPTION
1	7-24-89	ADDED PARCEL No. 10R-1 & 10WD-1; DELETED PARCEL No. 3R & 6R; PARCEL No. 3R-1 REVISED TO 3R; 6R-1 REVISED TO 6R; 6R-2 REVISED TO 6R-1; 10R-1 REVISED TO 10R-2; REVISED ACREAGES FOR PARCEL No. 3WL-3, 6WL-1, 6R-1, 10WL-1; OWNERSHIP'S REVISED

10 R-2	GROSS TAKE = 0.674 AC.	10 WD	SEE SHT. No. 9/13
10 EL	SEE SHT. No. 7/13	10 WD-1	SEE SHT. No. 5/13
10 S	SEE SHT. No. 9/13	10 R	SEE SHT. No. 5/13
10 S-1	GROSS TAKE = 0.341 AC.	10 R-1	SEE SHT. No. 5/13

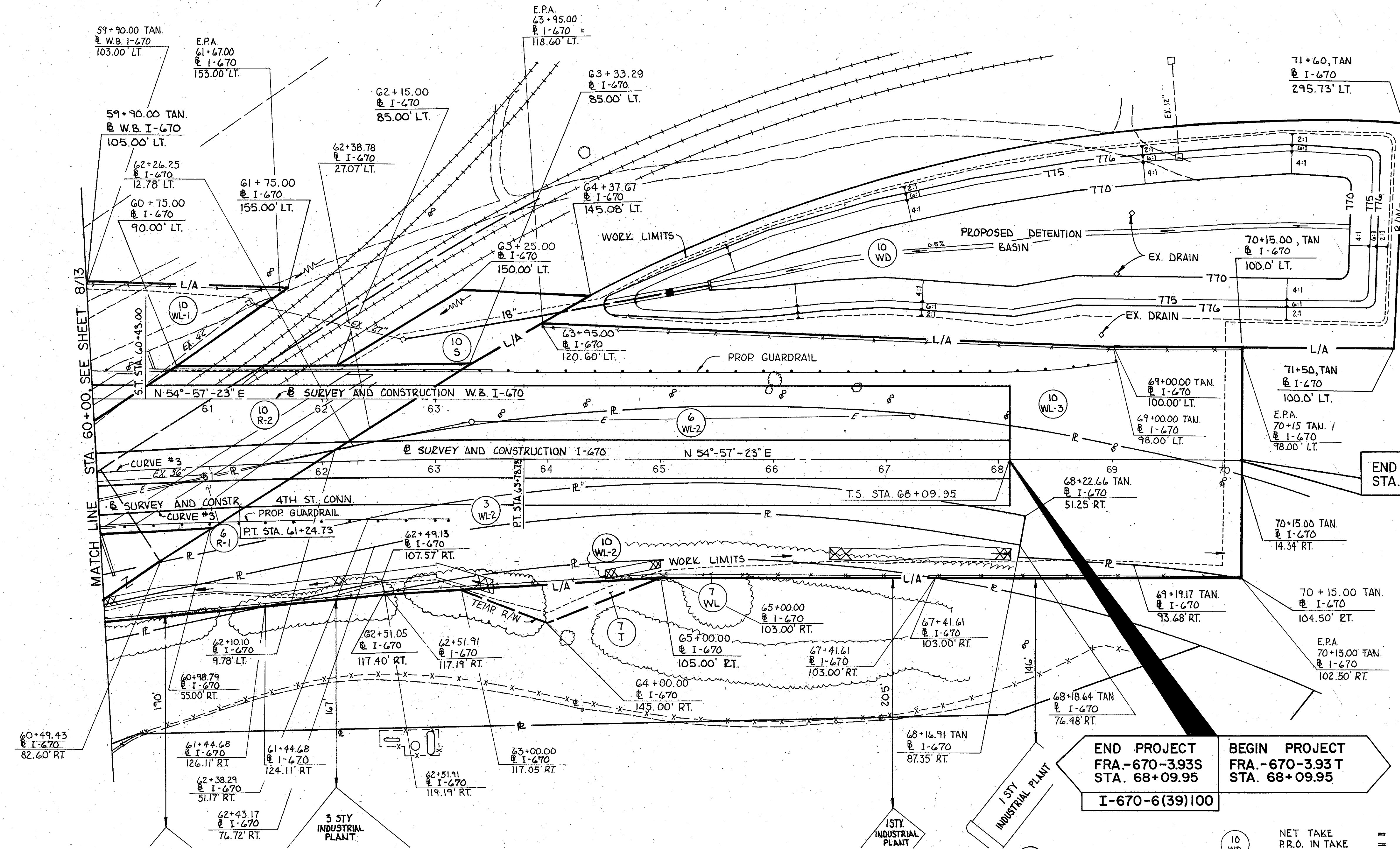
R/W PLAN STA. 50+00 TO STA. 60+00 FOURTH ST. STA. 53+50 TO STA. 60+00 W.B. I-670 STA. 50+00 TO STA. 57+92.56 OHIO CENTER CONN. STA. 57+92.56 TO STA. 60+00 I-670

CITY OF COLUMBUS  
FRANKLIN COUNTY  
SECTION 9, TOWNSHIP 5 - N,  
RANGE 22 W, REFUGEE LANDS



CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

CALC. E.L.M. BY DATE 6/24/86	FRA-670-3.93S I-670-6(39)100	OHIO FHWA REGION 5
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- 3 WL SEE SHT. NO. 5/13
- 3 WL-1 SEE SHT. NO. 6/13
- 3 WL-2 NET TAKE = 0.585 AC.  
P.R.O. IN TAKE = 0.000 AC.  
GROSS TAKE = 0.585 AC.
- 3 WL-3 SEE SHT. NO. 7/13
- 3 R SEE SHT. NO. 6/13
- 3 T GROSS TAKE = 0.020 AC.
- 6 WL CSX TRANSPORTATION INC. & CONSOLIDATED RAIL CORPORATION  
SEE SHT. NO. 5/13
- 6 WL-1 SEE SHT. NO. 6/13
- 6 WL-2 NET TAKE = 0.923 AC.  
P.R.O. IN TAKE = 0.000 AC.  
GROSS TAKE = 0.923 AC.
- 6 R SEE SHT. NO. 6/13
- 6 R-1 GROSS TAKE = 0.219 AC.
- 7 WL THE NORFOLK AND WESTERN RAILWAY COMPANY  
NET TAKE = 0.148 AC.  
P.R.O. IN TAKE = 0.000 AC.  
GROSS TAKE = 0.148 AC.
- 7 T GROSS TAKE = 0.077 AC.
- 10 WL THE CONSOLIDATED RAIL CORPORATION  
SEE SHT. NO. 5/13
- 10 WL-1 NET TAKE = 11.066 AC.  
P.R.O. IN TAKE = 1.617 AC.  
GROSS TAKE = 12.683 AC.
- 10 WL-2 NET TAKE = 0.750 AC.  
P.R.O. IN TAKE = 0.000 AC.  
GROSS TAKE = 0.750 AC.
- 10 WL-3 NET TAKE = 1.266 AC.  
P.R.O. IN TAKE = 0.000 AC.  
GROSS TAKE = 1.266 AC.

CURVE DATA  
CURVE #3  
4TH ST. CONN.  
Δ = 7°-44'-44" RT.  
D = 1°-12'-34"  
R = 4,737.84'  
T = 320.74'  
L = 640.50'  
E = 10.84'

CURVE DATA  
CURVE #3  
I-670 OHIO CENTER CONN.  
Δ = 8°-51'-15" RT.  
D = 1°-00'-00"  
R = 5,729.58'  
T = 443.59'  
L = 885.41'  
E = 17.15'

SPIRAL DATA  
CURVE #2  
W.B. I-670  
Ls = 400.00'  
Os = 10°-00'-00"  
S.T. = 133.72'  
L.T. = 267.09'  
Ts = 560.09'  
Es = 60.85'

X = 395.78'  
Y = 23.22'  
P = 5.81'  
K = 199.80'  
L.C. = 399.46'

SPIRAL DATA  
CURVE #4  
I-670  
Ls = 300.00'  
Os = 3°-36'-00"  
S.T. = 100.04'  
L.T. = 200.04'  
Ts = 1,067.72'  
Es = 171.78'  
X = 299.87'

Y = 6.28'  
P = 1.56'  
K = 149.98'  
L.C. = 299.94'

CURVE DATA  
CURVE #4  
I-670  
Δ = 42°-01'-50" RT.  
D = 2°-24'-00"  
R = 2387.32'  
T = 917.14'  
L = 1751.27'  
E = 170.11'

- 10 S-1 SEE SHT. NO. 8/13
- 10 R-2 GROSS TAKE = 0.674 AC.
- 10 EL SEE SHT. NO. 7/13
- 10 S GROSS TAKE = 0.174 AC.
- 10 WD NET TAKE = 2.473 AC.  
P.R.O. IN TAKE = 0.000 AC.  
GROSS TAKE = 2.473 AC.
- 10 WD-1 SEE SHT. NO. 5/13
- 10 R SEE SHT. NO. 5/13
- 10 R-1 SEE SHT. NO. 5/13

TYPE CL FENCE ~ 1,802 LF

REV.	DATE	DESCRIPTION
1	7-24-89	ADDED PARCEL No. 10R-1 & 10WD-1; DELETED PARCEL No. 3R & 6R; PARCEL No. 3R-1 REVISED TO 3R; 6R-1 REVISED TO 6R; 6R-2 REVISED TO 6R-1; 10R-1 REVISED TO 10R-2; REVISED ACRES FOR PARCEL No. 6R-1 & 10WL-1; OWNERSHIP'S REVISED

R/W PLAN STA. 60+00 TO STA. 61+24.73 FOURTH STREET  
STA. 60+00 TO STA. 63+78.78 W.B. I-670  
STA. 60+00 TO STA. 68+09.95 I-670

CURVE DATA  
 CURVE #1  
 @ W.B. I-670  
 P.I. STA. 45+18.17  
 $\Delta = 17^{\circ}-06'-39''$  RT.  
 D = 3'-00'-00"  
 R = 1,909.86'  
 T = 287.32'  
 L = 570.36'  
 E = 21.49'

SPIRAL DATA  
 CURVE #2  
 @ W.B. I-670  
 Ls = 400.00'  
 $\theta_s = 10^{\circ}-00'-00''$   
 S.T. = 133.72'  
 L.T. = 267.09'  
 Ts = 560.09'  
 Es = 60.85'  
 X = 398.78'  
 Y = 23.22'  
 P = 5.81'  
 K = 199.80'  
 L.C. = 399.46'

CURVE DATA  
 CURVE #1  
 @ RAMP Q  
 P.I. STA. 50+43.29  
 $\Delta = 51^{\circ}-33'-53''$  LT.  
 D = 16'-00'-00"  
 R = 358.10'  
 T = 172.98'  
 L = 322.28'  
 E = 39.59'

CITY OF COLUMBUS  
 FRANKLIN COUNTY  
 SECTION 9, TOWNSHIP 5-N,  
 RANGE 22 W, REFUGEE LANDS



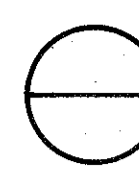
CALCULATED BY \_\_\_\_\_ DATE \_\_\_\_\_

CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

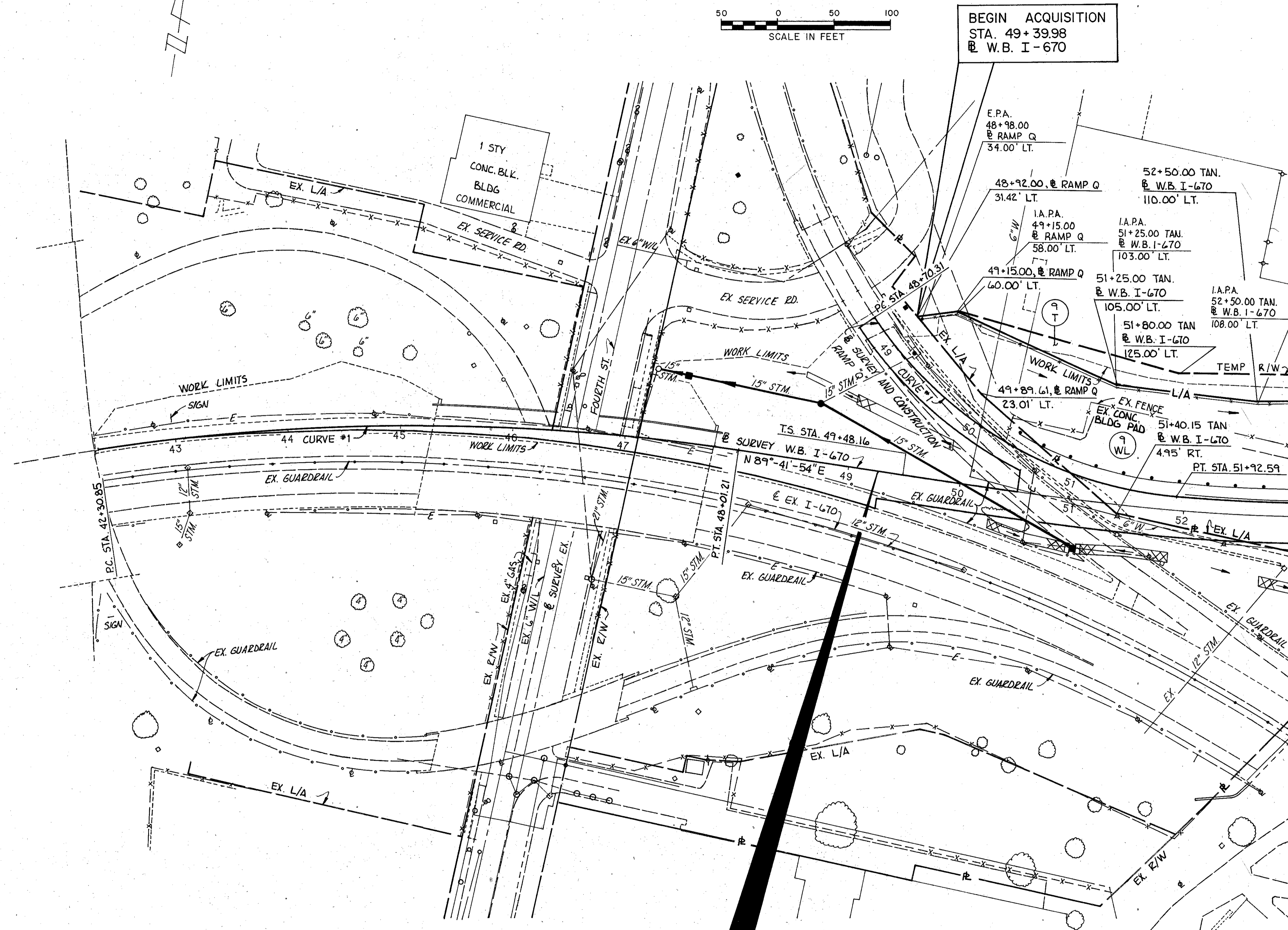
CALC. ELM  
 BY DATE 6/24/84  
 CHKD MML  
 BY DATE 7/17/86

FRA-670-393S  
 I-670-6(39)100

OHIO  
 FHWA  
 REGION 5



10  
 13



BEGIN ACQUISITION  
 STA. 49+39.98  
 @ W.B. I-670

BEGIN PROJECT  
 FRA-670-393S  
 STA. 49+28.65  
 WESTBOUND I-670  
 I-670-6(39)100

ABBOTT LABORATORIES

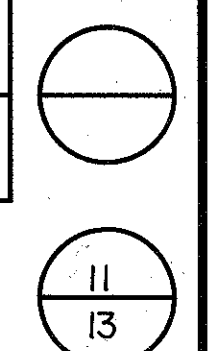
NET TAKE = 1.322 AC.  
 P.R.O. IN TAKE = 0.000 AC.  
 GROSS TAKE = 1.322 AC.  
 GROSS TAKE = 0.228 AC.

MATCH LINE STA. 53+00 SEE SHEET 8/13

TYPE CL FENCE ~ 348 LF

COMPLETION DATE		
REV.	DATE	DESCRIPTION
1	7-24-89	OWNERSHIPS REVISED

R/W PLAN STA. 48+70.31 TO STA. 51+92.59 RAMP "Q"  
 STA. 42+30.85 TO STA. 53+50 W.B. I-670



STATION	OFFSET	BEARING	DISTANCE
PARCEL NO. 3WL, CSX TRANSPORTATION INC.			
STA. 26+76.05 - 3RD ST. CONN.	55.61' RT.	N03° 50' 36"E	669.07'
STA. 33+29.82 - 3RD ST. CONN.	37.35' RT.	N60° 26' 29"W	82.21'
STA. 33+73.31 - 3RD ST. CONN.	32.39' LT.	N06° 56' 23"W	101.23'
STA. 34+76.32 - 3RD ST. CONN.	36.48'	N33° 16' 28"E	243.18'
STA. 36+62.78 TAN. - 3RD ST. CONN.	120.00' RT.	S09° 32' 14"W	106.55'
STA. 35+60.54 - 3RD ST. CONN.	90.00' RT.	S06° 29' 42"E	112.78'
STA. 34+50.00 - 3RD ST. CONN.	90.00' RT.	S03° 07' 41"E	157.03'
STA. 33+00.00 - 3RD ST. CONN.	90.00' RT.	S04° 51' 36"W	209.04'
STA. 31+00.00 - 3RD ST. CONN.	80.00' RT.	S31° 38' 53"W	57.49'
STA. 30+50.00 - 3RD ST. CONN.	55.00' RT.	S04° 14' 19"W	351.47'
STA. 27+00.00 - 3RD ST. CONN.	75.00' RT.	S38° 49' 53"W	38.82'
STA. 26+76.05 - 3RD ST. CONN.	55.61' RT.		
PARCEL NO. 3WL-1, CSX TRANSPORTATION INC.			
STA. 40+99.02 - 4TH ST. CONN.	3.17' RT.	N29° 23' 31"W	99.31'
STA. 41+82.07 - 4TH ST. CONN.	51.29' LT.	N40° 58' 52"E	107.66'
STA. 42+67.92 - 4TH ST. CONN.	13.67' RT.	△ = 00° 30' 04", R=977.00' CH=S09° 05' 55"W, L=8.54'	
STA. 42+59.41 - 4TH ST. CONN.	12.89' RT.	S09° 01' 24"W	108.14'
STA. 41+51.70 - 4TH ST. CONN.	3.17' RT.	S03° 51' 45"W	52.68'
STA. 40+99.02 - 4TH ST. CONN.	3.17' RT.		
PARCEL NO. 3WL-2, CSX TRANSPORTATION INC.			
STA. 58+75.89 - I-670	106.88' RT.	N42° 41' 58"E	172.39'
STA. 60+49.43 - I-670	82.60' RT.	N43° 02' 53"E	189.27'
STA. 62+38.29 - I-670	51.17' RT.	= 23° 51' 36", R=1410.41' CH=N54° 47' 50"E, L=583.11'	
STA. 68+22.66 - I-670	51.25' RT.	S25° 58' 57"E	25.55'

( CONTINUED NEXT COLUMN )

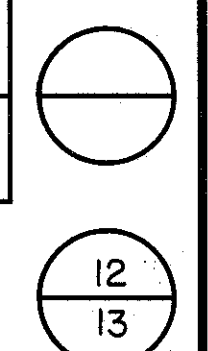
STATION	OFFSET	BEARING	DISTANCE
PARCEL NO. 3WL-3, CSX TRANSPORTATION INC.			
STA. 68+18.64 - I-670	76.49' RT.	S64° 01' 03"W	72.71'
STA. 67+46.84 - I-670	65.03' RT.	= 21° 09' 01", R=1367.69' CH=S53° 26' 32"W, L=502.01'	
STA. 62+43.17 - I-670	76.72' RT.	S42° 52' 54"W	390.34'
STA. 58+50.00 - I-670	136.15' RT.	N40° 19' 53"W	16.15'
STA. 58+50.00 - I-670	120.00' RT.	N22° 27' 28"E	28.55'
STA. 58+75.89 - I-670	106.88' RT.		
PARCEL NO. 3R, CSX TRANSPORTATION INC.			
STA. 44+81.84 - 4TH ST. CONN.	19.03' RT.	N37° 34' 25"E	46.92'
STA. 45+29.49 - 4TH ST. CONN.	31.14' RT.	N42° 49' 39"E	906.56'
STA. 54+51.73 - 4TH ST. CONN.	142.43' RT.	S42° 12' 00"W	530.18'
STA. 49+09.19 - 4TH ST. CONN.	89.35' RT.	S43° 01' 55"W	423.14'
STA. 44+81.84 - 4TH ST. CONN.	19.03' RT.		
PARCEL NO. 3R-1, CSX TRANSPORTATION INC.			
STA. 41+82.07 - 4TH ST. CONN.	51.29' LT.	N04° 01' 14"E	158.83'
STA. 43+40.37 - 4TH ST. CONN.	50.89' LT.	△ = 01° 25' 15", R=1381.19' CH=N38° 17' 03"E, L=34.25'	
STA. 43+67.17 - 4TH ST. CONN.	32.55' LT.	N37° 34' 25"E	126.76'
STA. 44+81.84 - 4TH ST. CONN.	19.03' RT.	N43° 01' 55"E	39.41'
STA. 45+20.61 - 4TH ST. CONN.	33.09' RT.	S11° 35' 46"W	59.53'
STA. 44+57.20 - 4TH ST. CONN.	42.62' RT.	△ = 14° 57' 46", R=354.86' CH=S22° 11' 46"W, L=92.41'	
STA. 43+59.70 - 4TH ST. CONN.	26.11' RT.	△ = 05° 21' 56", R=977.00' CH=S12° 01' 55"W, L=91.46'	

( CONTINUED NEXT COLUMN )

STATION	OFFSET	BEARING	DISTANCE
PARCEL NO. 3T, CSX TRANSPORTATION INC.			
STA. 42+67.92 - 4TH ST. CONN.	13.67' RT.	S40° 58' 52"W	107.66'
STA. 41+82.07 - 4TH ST. CONN.	51.29' LT.		
PARCEL NO. 5WL, ABBOTT LABORATORIES			
STA. 32+50.00 - 4TH ST. CONN.	3.17' LT.	N03° 51' 45"E	901.70'
STA. 41+51.70 - 4TH ST. CONN.	3.17' RT.	N09° 01' 24"E	92.62'
STA. 42+43.94 - 4TH ST. CONN.	11.50' RT.	S03° 51' 45"W	903.94'
STA. 33+40.00 - 4TH ST. CONN.	11.50' RT.	S86° 08' 15"E	18.50'
STA. 33+40.00 - 4TH ST. CONN.	30.00' RT.	S03° 51' 45"W	90.00'
STA. 32+50.00 - 4TH ST. CONN.	30.00' RT.	N86° 08' 15"W	26.83'
STA. 32+50.00 - 4TH ST. CONN.	3.17' RT.		
PARCEL NO. 5T, ABBOTT LABORATORIES			
STA. 42+67.92 - 4TH ST. CONN.	13.67' RT.	N44° 10' 13"E	25.24'
STA. 42+87.16 - 30.00' RT.		S03° 51' 45"W	947.16'
STA. 33+40.00 - 30.00' RT.		N86° 08' 15"W	18.50'
STA. 33+40.00 - 11.50' RT.		N03° 51' 43"E	903.94'
STA. 42+43.94 - 11.50' RT.		N09° 01' 24"E	15.53'
STA. 42+59.41 - 12.89' RT.		△ = 0° 30' 04", R=977.00' CH=N09° 05' 55"E, L=8.54'	
STA. 42+67.92 - 4TH ST. CONN.	13.67' RT.		
PARCEL NO. 6WL, CSX TRANSPORTATION INC. AND THE CONSOLIDATED RAIL CORPORATION			
STA. 33+99.52 - 3RD ST. CONN.	95.03' LT.	N06° 56' 23"W	4.24'
STA. 34+03.97 - 3RD ST. CONN.	95.26' LT.	N28° 23' 00"E	286.84'
STA. 36+43.09 TAN. - 3RD ST. CONN.	67.89' RT.	N62° 29' 33"E	55.71'
STA. 36+62.78 TAN. - 3RD ST. CONN.	120.00' RT.	S33° 16' 28"W	337.66'
STA. 33+99.52 - 3RD ST. CONN.	95.03' LT.		

STATION	OFFSET	BEARING	DISTANCE
PARCEL NO. 6WL-1, CSX TRANSPORTATION INC. AND THE CONSOLIDATED RAIL CORPORATION			
STA. 42+15.40 - OH. CTR. CONN.	94.76' RT.	N43° 18' 59"E	238.47'
STA. 44+65.90 - 4TH ST. CONN.	14.26' LT.	N04° 01' 14"E	50.93'
STA. 45+12.72 - 4TH ST. CONN.	29.02' LT.	N42° 51' 36"E	350.02'
STA. 48+54.91 - 4TH ST. CONN.	25.29' RT.	△ = 20° 58' 02", R=1943.05' CH=N32° 22' 35"E, L=707.09'	
STA. 55+44.78 - OH. CTR. CONN.	43.24' LT.	S85° 58' 13"E	148.21'
STA. 56+46.23 - OH. CTR. CONN.	64.98' RT.	N42° 52' 02"E	183.53'
STA. 58+30.66 - I-670	46.80' RT.	S21° 32' 57"W	17.56'
STA. 58+15.00 - I-670	55.00' RT.	S27° 26' 36"W	78.04'
STA. 57+41.50 - OH. CTR. CONN.	83.61' RT.	S45° 32' 38"W	72.91'
STA. 56+67.57 - OH. CTR. CONN.	87.01' RT.	S32° 11' 14"W	219.61'
STA. 54+51.73 - OH. CTR. CONN.	142.43' RT.	S42° 49' 39"W	906.56'
STA. 45+29.49 - 4TH ST. CONN.	31.14' RT.	S37° 34' 25"W	112.56'
STA. 44+19.64 - 4TH ST. CONN.	4.50' LT.	N04° 01' 14"E	17.97'
STA. 44+37.14 - 4TH ST. CONN.	7.66' LT.	S48° 22' 43"W	216.02'
STA. 42+15.40 - OH. CTR. CONN.	94.76' RT.		
PARCEL NO. 6WL-2, CSX TRANSPORTATION INC. AND THE CONSOLIDATED RAIL CORPORATION			
STA. 59+75.00 - I-670	55.00' RT.	N51° 32' 16"E	122.60'
STA. 60+98.79 - I-670	55.00' RT.	N22° 24' 52"E	128.40'
STA. 62+10.10 - I-670	9.78' LT.	N42° 52' 02"E	16.46'
STA. 62+26.25 - I-670	12.78' LT.	△ = 27° 49' 12", R=1642.00' CH=N56° 46' 38"E, L=789.47'	
PARCEL NO. 6WL-2 CONTINUED ON SHEET NO. 12			

TYPE FUNDS		
COMPLETION DATE		
REV.	DATE	DESCRIPTION
I	7-24-89	DESCRIPTION FOR PARCEL No. 3R DELETED
		DESCRIPTION FOR PARCEL No. 3WL, 3WL-1, 3R-1, 5WL, 5R & 6WL REVISED;
		PARCEL No. 3R-1 REVISED TO 3R;
		OWNERSHIPS REVISED
RDM	11-29-90	REV. PARC. 5WL & ADDED PARC. 5T



STATION	OFFSET	BEARING	DISTANCE
PARCEL NO. 6WL-2 CONTINUED, SEE SHEET NO.			
STA. 70+15.00 I-670	TAN. - 14.34' RT.		
STA. 70+15.00 I-670	TAN. - 104.50' RT.	S35° 02' 37" E	90.16'
STA. 69+19.17 I-670	TAN. - 93.68' RT.	Δ = 05° 47' 19", R=954.93' CH=S61° 23' 49" W, L=96.44'	
STA. 68+16.19 I-670	TAN. - 87.35' RT.	S58° 30' 10" W	102.46'
STA. 68+22.66 I-670	TAN. - 51.25' RT.	N25° 58' 57" W	36.55'
STA. 62+38.29 I-670	- 51.17' RT.	Δ = 23° 51' 36", R=1410.41' CH=S54° 47' 50" W, L=583.11'	
STA. 60+49.43 I-670	- 82.60' RT.	S57° 49' 56" W	698.98'
STA. 58+75.89 I-670	- 106.88' RT.	N72° 46' 35" E	361.81'
STA. 59+75.00 I-670	- 55.00' RT.	N22° 27' 28" E	110.63'
PARCEL NO. 6R, CSX TRANSPORTATION INC. AND THE CONSOLIDATED RAIL CORPORATION			
STA. 34+94.84 3RD ST. CONN.	- 21.33' LT.	N06° 47' 59" W	21.25'
STA. 35+16.12 3RD ST. CONN.	- 21.33' LT.	N28° 16' 40" E	71.88'
STA. 35+74.94 3RD ST. CONN.	TAN. - 20.00' RT.	S06° 48' 50" E	30.96'
STA. 35+43.98 3RD ST. CONN.	- 20.00' RT.	S33° 16' 28" W	64.18'
STA. 34+94.84 3RD ST. CONN.	- 21.33' LT.		
PARCEL NO. 6R-1, CSX TRANSPORTATION INC. AND THE CONSOLIDATED RAIL CORPORATION			
STA. 43+79.40 4TH ST. CONN.	- 52.83' LT.	N48° 22' 43" E	75.90'
STA. 44+37.14 4TH ST. CONN.	- 7.66' LT.	S04° 01' 14" W	17.97'
STA. 44+19.64 4TH ST. CONN.	- 4.50' LT.	S37° 34' 25" W	61.12'
STA. 43+67.17 4TH ST. CONN.	- 32.55' LT.	Δ = 01° 25' 15", R=1381.19' CH=S38° 17' 03" W, L=34.25'	
STA. 43+40.37 4TH ST. CONN.	- 50.89' LT.	N04° 01' 14" E	42.95'
STA. 43+79.40 4TH ST. CONN.	- 52.83' LT.		
PARCEL NO. 6R-2, CSX TRANSPORTATION INC. AND THE CONSOLIDATED RAIL CORPORATION			
STA. 58+30.66 I-670	- 46.80' RT.	N42° 52' 02" E	382.34'

( CONTINUED NEXT COLUMN )

STATION	OFFSET	BEARING	DISTANCE
STA. 62+10.10 I-670	- 9.78' LT.		
STA. 60+98.79 I-670	- 55.00' RT.	S22° 24' 52" W	128.40'
STA. 59+75.00 I-670	- 55.00' RT.	S51° 32' 16" W	122.60'
STA. 58+15.00 I-670	- 55.00' RT.	S50° 07' 07" W	158.46'
STA. 58+30.66 I-670	- 46.80' RT.	N21° 32' 57" E	17.56'
PARCEL NO. 7WL, THE NORFOLK AND WESTERN RAILROAD COMPANY			
STA. 61+44.68 I-670	- 126.11' RT.	N42° 52' 02" E	103.99'
STA. 62+49.13 I-670	- 107.57' RT.	S47° 07' 58" E	10.00'
STA. 62+51.05 I-670	- 117.40' RT.		
STA. 67+41.61 I-670	- 105.00' RT.	Δ = 20° 56' 28", R=1343.00' CH=N53° 20' 16" E, L=488.13'	
STA. 65+00.00 I-670	- 105.00' RT.	S54° 57' 23" W	241.61'
STA. 62+51.91 I-670	- 119.19' RT.	S51° 19' 42" W	245.94'
STA. 61+44.68 I-670	- 126.11' RT.	S49° 22' 30" W	105.16'
PARCEL NO. 7T, THE NORFOLK AND WESTERN RAILROAD COMPANY			
STA. 63+00.00 I-670	- 117.05' RT.	N51° 19' 42" E	198.79'
STA. 65+00.00 I-670	- 105.00' RT.	S33° 09' 18" W	107.70'
STA. 64+00.00 I-670	- 145.00' RT.	S70° 31' 46" W	102.14'
STA. 63+00.00 I-670	- 117.05' RT.		
PARCEL NO. 8WL, SMITH BROTHERS HARDWARE COMPANY			
STA. 43+78.63 3RD ST. CONN.	TAN. - 96.34' LT.	N54° 21' 19" E	200.00'
STA. 45+77.95 3RD ST. CONN.	- 79.83' LT.	N51° 23' 07" E	267.97'
STA. 48+48.95 3RD ST. CONN.	- 67.54' LT.	N42° 54' 44" E	167.00'
STA. 50+16.74 OH. CTR. CONN.	- 94.29' LT.	S38° 10' 16" W	67.92'
STA. 49+49.47 OH. CTR. CONN.	- 84.92' LT.	S39° 20' 16" W	100.75'
STA. 48+48.55 3RD ST. CONN.	- 55.58' LT.	S40° 30' 16" W	175.38'
STA. 46+72.80 3RD ST. CONN.	- 31.83' LT.	Δ = 39° 44' 13", R=485.00' CH=S60° 22' 22" W, L=329.67'	
STA. 43+48.91 3RD ST. CONN.	TAN. - 93.34' LT.	N 43° 51' 14" E	29.88'
STA. 43+78.63 3RD ST. CONN.	TAN. - 96.34' LT.		

STATION	OFFSET	BEARING	DISTANCE
PARCEL NO. 9WL, ABBOTT LABORATORIES			
STA. 48+92.00 RAMP "Q"	- 31.42' LT.		
STA. 49+15.00 RAMP "Q"	- 60.00' LT.	N77° 17' 51" E	34.91'
STA. 51+25.00 W.B. I-670	TAN. - 105.00' LT.	S74° 12' 17" E	157.09'
STA. 52+50.00 W.B. I-670	TAN. - 110.00' LT.	N87° 24' 28" E	125.10'
STA. 54+00.00 W.B. I-670	- 100.00' LT.	N80° 14' 53" E	127.71'
STA. 55+45.34 W.B. I-670	- 97.68' LT.	N74° 28' 26" E	132.73'
STA. 54+88.17 W.B. I-670	- 40.11' LT.	S24° 17' 57" W	78.72'
STA. 54+19.93 W.B. I-670	- 33.56' RT.	S27° 08' 20" W	100.26'
STA. 53+91.30 W.B. I-670	- 66.20' RT.	S29° 17' 37" W	44.25'
STA. 53+09.93 W.B. I-670	TAN. - 26.74' RT.	N86° 20' 09" W	93.52'
STA. 53+10.64 W.B. I-670	TAN. - 16.77' RT.	N03° 45' 37" E	10.00'
STA. 51+40.15 W.B. I-670	TAN. - 4.95' RT.	N86° 20' 09" W	170.90'
STA. 49+89.61 RAMP "Q"	- 23.01' LT.	N57° 28' 00" W	158.18'
STA. 48+92.00 RAMP "Q"	- 31.42' LT.	N48° 27' 13" W	90.29'
PARCEL NO. 9T, ABBOTT LABORATORIES			
STA. 49+15.00 RAMP "Q"	- 60.00' LT.		
STA. 51+80.00 W.B. I-670	TAN. - 125.00' LT.	S83° 45' 23" E	206.65'
STA. 54+00.00 W.B. I-670	- 120.00' LT.	N82° 08' 47" E	193.93'
STA. 56+61.50 W.B. I-670	- 112.42' LT.	N76° 03' 09" E	145.19'
STA. 55+45.34 W.B. I-670	- 97.68' LT.	S24° 17' 57" W	20.81'
STA. 54+00.00 W.B. I-670	- 100.00' LT.	S74° 28' 26" W	132.73'
STA. 52+50.00 W.B. I-670	TAN. - 110.00' LT.	S80° 14' 53" W	127.71'
STA. 51+25.00 W.B. I-670	TAN. - 105.00' LT.	S87° 24' 28" W	125.10'
STA. 49+15.00 RAMP "Q"	- 60.00' LT.	N74° 12' 17" W	157.09'
PARCEL NO. 10WL, THE CONSOLIDATED RAIL CORPORATION			
STA. 35+81.63 3RD ST. CONN.	TAN. - 20.00' RT.	N06° 48' 50" W	43.38'
STA. 36+25.00 3RD ST. CONN.	TAN. - 20.00' RT.	N62° 29' 33" E	51.19'

( CONTINUED NEXT COLUMN )

STATION	OFFSET	BEARING	DISTANCE
STA. 36+43.09 3RD ST. CONN.	TAN. - 67.89' RT.		
STA. 34+03.97 3RD ST. CONN.	- 95.26' LT.	S28° 23' 00" W	286.84'
STA. 35+06.75 3RD ST. CONN.	- 97.66' LT.	N06° 56' 23" W	98.06'
STA. 35+81.63 3RD ST. CONN.	TAN. - 20.00' RT.	N50° 42' 59" E	139.47'
PARCEL NO. 10WL-1, THE CONSOLIDATED RAIL CORPORATION			
STA. 37+66.36 OH. CTR. CONN.	- 56.20' LT.	N61° 41' 33" E	65.50'
STA. 38+27.82 OH. CTR. CONN.	- 78.85' LT.	N27° 23' 16" E	184.06'
STA. 40+82.00 3RD ST. CONN.	TAN. - 90.00' LT.	N47° 27' 40" E	256.69'
STA. 43+38.51 3RD ST. CONN.	- 99.67' LT.	Δ = 41° 10' 25", R=485.00' CH=N61° 05' 29" E, L=341.08'	
STA. 46+72.80 3RD ST. CONN.	- 31.83' LT.	N40° 30' 16" E	175.38'
STA. 48+48.55 3RD ST. CONN.	- 55.58' LT.	N39° 20' 16" E	100.75'
STA. 49+49.47 OH. CTR. CONN.	- 84.92' LT.	N38° 10' 16" E	100.75'
STA. 50+49.25 OH. CTR. CONN.	- 98.82' LT.	N37° 00' 16" E	100.75'
STA. 51+48.73 OH. CTR. CONN.	- 114.75' LT.	N35° 50' 16" E	100.75'
STA. 52+47.87 OH. CTR. CONN.	- 132.71' LT.	N33° 43' 03" E	100.36'
STA. 53+45.90 OH. CTR. CONN.	- 154.23' LT.	N29° 17' 37" E	100.00'
STA. 54+19.93 W.B. I-670	- 33.56' RT.	N27° 08' 20" E	100.26'
STA. 54+88.17 W.B. I-670	- 40.11' LT.	N24° 17' 57" E	88.72'
STA. 55+53.05 W.B. I-670	- 104.79' LT.	N66° 25' 32" E	94.32'
STA. 56+75.00 W.B. I-670	TAN. - 125.00' LT.	N62° 04' 54" E	161.24'
STA. 58+35.00 W.B. I-670	TAN. - 105.00' LT.	N54° 57' 23" E	155.00'
STA. 59+90.00 W.B. I-670	TAN. - 105.00' LT.	N57° 06' 02" E	179.66'
PARCEL NO. 10WL-1 CONTINUED ON SHEET NO.			

TYPE FUNDS

COMPLETION DATE		DESCRIPTION
REV.	DATE	
I	7-24-89	DESCRIPTION FOR PARCEL No. 6R DELETED;
		DESCRIPTION FOR PARCEL No. 6R-1, 10WL,
		10WL-1 REVISED;
		PARCEL No. 6R-1 REVISED TO 6R, 6R-2
		REVISED TO 6R-1; OWNERSHIPS' REVISED
	6-15-93	REVISED 8 WL DESCRIPTION

STATION	OFFSET	BEARING	DISTANCE
PARCEL NO. 10WL-1 CONTINUED, SEE SHEET NO.			
STA. 61+75.00 - I-670	155.00' LT.	S19° 56' 49"W	121.06'
STA. 60+75.00 - I-670	90.00' LT.	S21° 32' 57"W	280.80'
STA. 58+30.66 - I-670	46.80' RT.	S42° 52' 02"W	183.53'
STA. 56+46.23 - OH. CTR. CONN.	64.98' RT.	N85° 58' 13"W	148.21'
STA. 55+44.78 - OH. CTR. CONN.	43.24' LT.		$\Delta = 20^\circ 58' 02''$ , R=1943.05', CH=S32° 22' 35"W, L=707.09'
STA. 48+54.91 - 4TH ST. CONN.	25.29' RT.	S42° 51' 35"W	350.02'
STA. 45+12.72 - 4TH ST. CONN.	29.02' LT.	S04° 01' 14"W	50.93'
STA. 44+65.90 - 4TH ST. CONN.	14.26' LT.	S43° 18' 59"W	238.47'
STA. 42+15.40 - OH. CTR. CONN.	94.76' RT.	S43° 00' 45"W	307.23'
STA. 37+69.01 TAN. - 3RD ST. CONN.	151.02' RT.	S64° 38' 35"W	262.91'
STA. 37+60.62 - OH. CTR. CONN.	234.14' RT.	N06° 56' 23"W	290.39'
STA. 37+66.36 - OH. CTR. CONN.	56.20' LT.		
PARCEL NO. 10WL-2, THE CONSOLIDATED RAIL CORPORATION			
STA. 58+50.00 - I-670	136.15' RT.	N42° 52' 54"E	390.34'
STA. 62+43.17 - I-670	76.72' RT.		$\Delta = 21^\circ 09' 01''$ , R=1367.69', CH=N53° 26' 32"E, L=502.01'
STA. 67+46.84 - I-670	65.03' RT.	N64° 01' 03"E	72.71'
STA. 68+18.64 TAN. - I-670	76.48' RT.	S25° 58' 57"E	11.00'
STA. 68+16.91 TAN. - I-670	87.35' RT.	N58° 30' 10"E	102.46'
STA. 69+19.17 TAN. - I-670	93.68' RT.		$\Delta = 05^\circ 47' 19''$ , R=954.93', CH=N61° 23' 49"E, L=96.44'
STA. 70+15.00 TAN. - I-670	104.50' RT.	S54° 51' 07"W	273.39'
STA. 67+41.61 - I-670	105.00' RT.		$\Delta = 20^\circ 56' 28''$ , R=1343.00', CH=S53° 20' 16"W, L=488.13'
STA. 62+51.05 - I-670	117.40' RT.	N47° 07' 58"W	10.00'
STA. 62+49.13 - I-670	107.57' RT.	S42° 52' 02"W	103.99'
STA. 61+44.68 - I-670	126.11' RT.	S49° 22' 30"W	180.22'
STA. 59+60.43 - I-670	133.41' RT.	S48° 45' 52"W	107.86'
STA. 58+50.00 - I-670	136.51' RT.		

STATION	OFFSET	BEARING	DISTANCE
PARCEL NO. 10WL-3, THE CONSOLIDATED RAIL CORPORATION			
STA. 63+33.29 - I-670	85.00' LT.	N25° 07' 07"E	71.92'
STA. 63+95.00 - I-670	120.60' LT.	N57° 17' 34"E	505.42'
STA. 69+00.00 TAN. - I-670	100.00' LT.	N54° 57' 23"E	115.00'
STA. 70+15.00 TAN. - I-670	100.00' LT.	S35° 02' 37"E	114.34'
STA. 70+15.00 TAN. - I-670	14.34' RT.		$\Delta = 27^\circ 49' 12''$ , R=1642.00', CH=S56° 46' 38"W, L=789.47'
STA. 62+26.25 - I-670	12.78' LT.	S42° 52' 02"W	16.46'
STA. 62+10.10 - I-670	9.78' LT.	N22° 24' 52"E	33.58'
STA. 62+38.78 - I-670	27.07' LT.	N22° 46' 13"E	111.63'
STA. 63+33.29 - I-670	85.00' LT.		
PARCEL NO. 10WD, THE CONSOLIDATED RAIL CORPORATION			
STA. 63+95.00 - I-670	120.60' LT.	N25° 07' 07"E	49.19'
STA. 64+37.67 - I-670	145.08' LT.		$\Delta = 31^\circ 53' 50''$ , R=1342.69', CH=N43° 10' 31"E, L=737.87'
STA. 71+60.00 TAN. - I-670	295.73' LT.	S32° 07' 08"E	195.99'
STA. 71+50.00 TAN. - I-670	100.00' LT.	S54° 57' 23"W	250.00'
STA. 69+00.00 TAN. - I-670	100.00' LT.	S57° 17' 34"W	505.42'
STA. 63+95.00 - I-670	120.60' LT.		
PARCEL NO. 10WD-1, THE CONSOLIDATED RAIL CORPORATION			
STA. 35+06.75 - 3RD ST. CONN.	97.66' LT.	N06° 56' 23"W	66.46'
STA. 35+73.22 TAN. - 3RD ST. CONN.	97.81' LT.	N50° 42' 26"E	72.21'
STA. 36+11.99 TAN. - 3RD ST. CONN.	36.90' LT.	S06° 56' 23"E	66.47'
STA. 35+45.51 - 3RD ST. CONN.	36.75' LT.	S50° 42' 59"W	72.20'
STA. 35+06.75 - 3RD ST. CONN.	97.66'		
PARCEL NO. 10R, THE CONSOLIDATED RAIL CORPORATION			
STA. 35+45.51 - 3RD ST. CONN.	36.75' LT.	N06° 56' 23"W	66.47'
STA. 36+11.99 TAN. - 3RD ST. CONN.	36.90' LT.	N50° 42' 26"E	67.44'
STA. 36+48.20 TAN. - 3RD ST. CONN.	20.00' RT.	S06° 48' 50"E	66.58'
STA. 35+81.63 TAN. - 3RD ST. CONN.	20.00' RT.	S50° 42' 59"W	67.26'
STA. 35+45.51 - 3RD ST. CONN.	36.75' LT.		

STATION	OFFSET	BEARING	DISTANCE
PARCEL NO. 10R-1, THE CONSOLIDATED RAIL CORPORATION			
STA. 36+11.99 TAN. - 3RD ST. CONN.	36.90' LT.	N06° 56' 23"W	93.86'
STA. 37+05.85 TAN. - 3RD ST. CONN.	37.10' LT.	N64° 38' 35"E	60.23'
STA. 37+25.00 TAN. - 3RD ST. CONN.	20.00' RT.	S06° 48' 50"E	76.80'
STA. 36+48.20 TAN. - 3RD ST. CONN.	20.00' RT.	S50° 42' 26"W	67.44'
STA. 36+11.99 TAN. - 3RD ST. CONN.	36.90' LT.		
PARCEL NO. 10R-2, THE CONSOLIDATED RAIL CORPORATION			
STA. 58+30.66 - I-670	46.80' RT.	N21° 32' 57"E	280.80'
STA. 60+75.00 - I-670	90.00' LT.	N54° 38' 00"E	142.22'
STA. 62+15.00 - I-670	85.00' LT.	N53° 54' 36"E	120.04'
STA. 63+33.29 - I-670	85.00' LT.	S22° 46' 13"W	111.63'
STA. 62+38.78 - I-670	27.07' LT.	S22° 24' 52"W	33.58'
STA. 62+10.10 - I-670	9.78' LT.	S42° 52' 02"W	382.34'
STA. 58+30.66 - I-670	46.80' RT.		
PARCEL NO. 10EL, THE CONSOLIDATED RAIL CORPORATION			
STA. 37+66.36 - OH. CTR. CONN.	56.20' LT.	N06° 56' 23"W	385.62'
STA. 37+73.99 - OH. CTR. CONN.	441.74' LT.	S86° 06' 37"E	282.50'
STA. 42+62.37 TAN. - 3RD ST. CONN.	158.64' LT.		$\Delta = 11^\circ 23' 48''$ , R=485.00', CH=N87° 22' 35"E, L=96.31'
STA. 43+38.51 - 3RD ST. CONN.	99.67' LT.	S47° 27' 40"W	256.69'
STA. 40+82.00 TAN. - 3RD ST. CONN.	90.00' LT.	S27° 23' 16"W	184.06'
STA. 38+27.82 - 3RD ST. CONN.	78.85' LT.	S61° 41' 33"W	65.50'
STA. 37+66.36 - OH. CTR. CONN.	56.20' LT.		
PARCEL NO. 10S, THE CONSOLIDATED RAIL CORPORATION			
STA. 62+15.00 - I-670	85.00' LT.	N23° 47' 50"E	129.71'
STA. 63+25.00 - I-670	150.00' LT.	N57° 17' 54"E	114.17'
STA. 64+37.67 - I-670	145.08' LT.	S25° 07' 07"W	121.11'
STA. 63+33.29 - I-670	85.00' LT.	S53° 54' 36"W	120.04'
STA. 62+15.00 - I-670			

STATION	OFFSET	BEARING	DISTANCE
PARCEL NO. 10S-1, THE CONSOLIDATED RAIL CORPORATION			
STA. 55+53.05 - W.B. I-670	104.79' LT.	N24° 17' 57"E	10.81'
STA. 55+61.50 - W.B. I-670	112.42' LT.	N21° 19' 34"E	24.41'
STA. 56+44.06 - OH. CTR. CONN.	265.00' LT.	N53° 31' 20"E	330.76'
STA. 59+60.00 - I-670	240.00' LT.	S16° 27' 56"W	106.14'
STA. 58+75.00 - I-670	180.83' LT.	S54° 57' 23"W	24.77'
STA. 58+35.00 TAN. - W.B. I-670	105.00' LT.	S62° 04' 54"W	161.25'
STA. 56+75.00 TAN. - W.B. I-670	125.00' LT.	S66° 25' 32"W	94.32'
STA. 55+53.05 - W.B. I-670	104.75' LT.		

Parcel No. 5 Abbott Laboratories

STA. 42+67.92  
4TH STREET 13.67' RT.  
N44° 10' 13"E 5.91'

STA. 42+72.42  
4TH STREET 17.50' RT.  
S03° 51' 45"W 932.42'

STA. 33+40.00  
4TH STREET 17.50' RT.  
N86° 08' 15"W 6.00'

STA. 33+40.00  
4TH STREET 11.50' RT.  
N03° 51' 45"E 903.94

STA. 42+43.94  
4TH STREET 11.50' RT.  
N09° 01' 24"E 15.53'

STA. 42+59.41  
4TH STREET 12.89' RT.  
 $\Delta = 00^\circ 30' 04''$  R=977.00  
Ch=N09° 05' 55"E L=8.54'

STA. 42+67.92  
4TH STREET 13.67' RT.

TYPE FUNDS		
COMPLETION DATE		
REV.	DATE	DESCRIPTION
1	7-24-89	DESCRIPTION FOR PARCEL No. 300WD DELETED;
		DESCRIPTION FOR PARCEL No. 10WD-1 & 10R-1
		ADDED;
		DESCRIPTION FOR PARCEL No. 10WL-1, 10EL,
		10R & 10R-1 REVISED;
		PARCEL No. 10R-1 REVISED TO 10R-2;
		OWNERSHIP'S REVISED