

CONVENTIONAL SIGNS

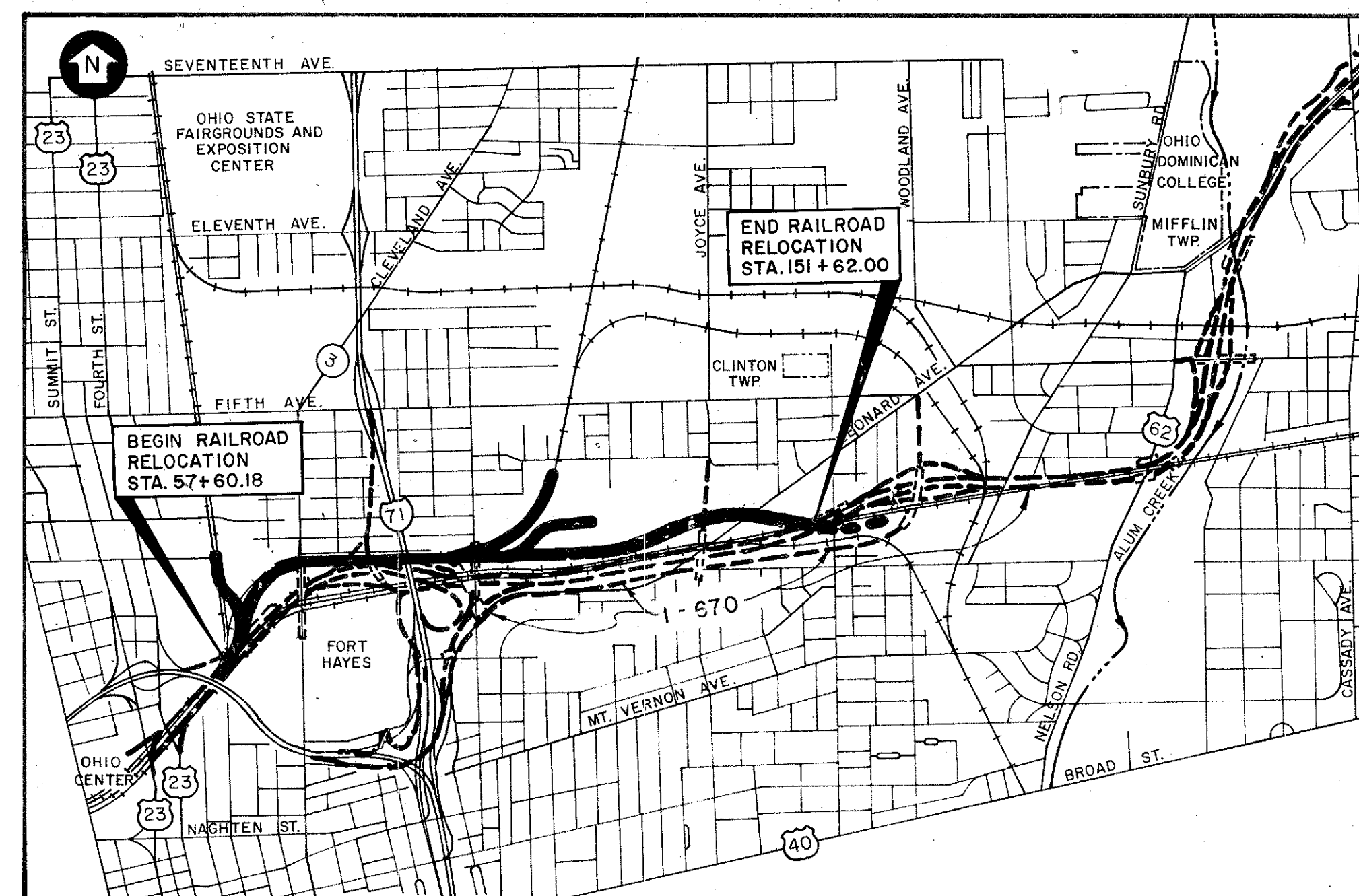
EXISTING RIGHT-OF-WAY		R/W	
PROPOSED RIGHT-OF-WAY		LA	
PROPOSED LIMITED ACCESS RIGHT-OF-WAY		LA-R/W	
PROPOSED LIMITED ACCESS AND RIGHT-OF-WAY			
CORPORATION LINE			
FENCE LINE (EXISTING)			
FENCE LINE (PROPOSED)			
GUARD RAIL (EXISTING)			
GUARD RAIL (PROPOSED)			
RAILROAD (LOCATION MAP)			
POWER POLES			
TELEPHONE POLES			
TREES OR STUMPS (EXISTING)			
PROPERTY LINE		P/L	
RAILROAD (PLAN AND PROFILE)			
WATER LINE (EXISTING)		W	
GAS LINE (EXISTING)		G	
STORM SEWER (EXISTING)		S	
SANITARY SEWER (EXISTING)		SAN	
UNDERGROUND TELEPHONE (EXISTING)		T	
MANHOLES (EXISTING)			
MANHOLES (PROPOSED)			
CATCH BASINS AND INLETS (EXISTING)			
CATCH BASINS AND INLETS (PROPOSED)			
PROPOSED ELECTRICAL SYSTEM - LINE		E	
LIGHTING (EXISTING)			
LIGHTING (PROPOSED)			
SIGNAL HEAD (EXISTING)			
SIGNAL HEAD (PROPOSED)			
JUNCTION BOX (EXISTING)			
JUNCTION BOX (PROPOSED)			

INDEX OF SHEETS

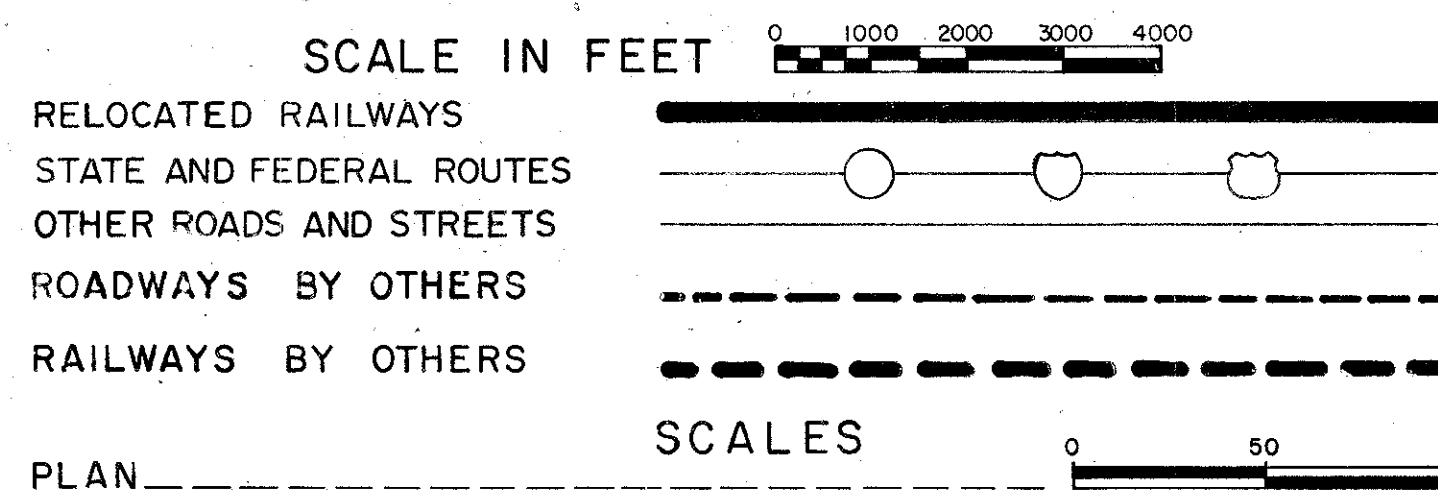
CENTERLINE PLAT	1-2
PROPERTY MAP	3-4
SUMMARY OF ADDITIONAL RIGHT OF WAY	5-6
CURVE DATA SHEET	7
RIGHT OF WAY, PLAN SHEETS	8-19

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
FRA 670-3.93 (L/M) (COLUMBUS)
CITY OF COLUMBUS
FRANKLIN COUNTY

THE NORFOLK & WESTERN RAILWAY CO.
THE BALTIMORE & OHIO RAILROAD CO.
THE CONSOLIDATED RAIL CORPORATION



LOCATION MAP



SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	

Plan Prepared By:
 Clyde E. Williams & Assoc. Inc.
 130 E. Wilson Bridge Rd.
 Worthington, Ohio 43085

Seal

FHWA REGION	STATE	PROJECT
5	OHIO	I-670-6(32)101

FRA - 670 - 3.93 (L/M)(COLUMBUS)

The Acquiring Agency is the City of Columbus
LIMITED ACCESS
 This improvement is especially designated 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 5511.02 of the Revised Code of Ohio.

1985 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 set forth on the plans and estimate.

FOR THE CITY OF COLUMBUS

DIRECTOR, DEPARTMENT OF RECREATION AND PARKS	DATE
APPROVED _____	_____
SUPERINTENDENT, DIVISION OF CONSTRUCTION	DATE
APPROVED _____	_____
HYDRANT SUPERVISOR, DIVISION OF FIRE (HYDRANT STRUCTURES ONLY)	DATE
APPROVED _____	_____
CHIEF ENGINEER, DIVISION OF ELECTRICITY (ELECTRICAL STRUCTURES ONLY)	DATE
APPROVED _____	_____
SUPERINTENDENT, DIVISION OF WATER (WATER STRUCTURES ONLY)	DATE
APPROVED _____	_____
ENGINEER-IN-CHARGE, DIVISION OF ENGINEERING	DATE
APPROVED _____	_____
SUPERINTENDENT, DIVISION OF SEWAGE AND DRAINAGE	DATE
APPROVED _____	_____
CITY ENGINEER	DATE
APPROVED _____	_____
DIRECTOR OF DEVELOPMENT	DATE
APPROVED _____	_____
DIRECTOR OF PUBLIC SERVICE	DATE
APPROVED _____	_____

FOR THE STATE OF OHIO

DISTRICT DEPUTY DIRECTOR OF TRANSPORTATION	DATE
APPROVED _____	_____
ENGINEER, BUREAU OF BRIDGES AND STRUCTURAL DESIGN	DATE
APPROVED _____	_____
ASSISTANT DEPUTY DIRECTOR, REAL ESTATE ADMINISTRATION	DATE
APPROVED _____	_____
DIRECTOR, DEPARTMENT OF TRANSPORTATION	DATE
APPROVED _____	_____

DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR

DATE

CENTERLINE PLAT

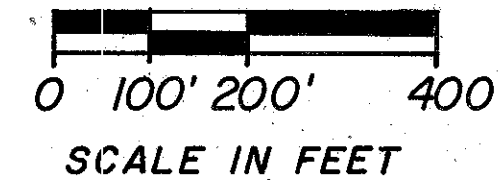
CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 3&4, T 5, R 22

FHWA REGION	STATE	PROJECT	
5	OHIO		

FRA - 670 - 3.93(4M)(Columbus)
I-670-6(32)101

130
148
1
19

PLAT BOOK 64 PAGE 36 Sheet 1 of 2



CURVE No. 2
P.I. Sta. 75+46.59
 $\Delta = 23^{\circ}19'14''$ $\Delta c = 19^{\circ}19'14''$
 $\theta s = 2^{\circ}00'$ $Dc = 4^{\circ}00'$
 $Ls = 100'$ $Rc = 1432.69'$
 $LT = 66.67'$ $Tc = 243.87'$
 $ST = 33.34'$ $Lc = 483.01'$
 $TS = 345.72'$ $Ec = 20.61'$
 $K = 50.00'$ $e = 1.5'$
 $P = 0.29'$
 $ES = 30.49'$

CURVE No. 23
P.I. Sta. 67+25.33
 $\Delta c = 5^{\circ}43'29''$
 $Dc = 11^{\circ}19'41''$
 $Rc = 506.61'$
 $Lc = 50.54'$
 $Tc = 25.33'$
 $Ec = 0.63'$

CURVE No. 24
P.I. Sta. 11+86.36
 $\Delta c = 10^{\circ}19'51''$
 $Dc = 6^{\circ}00'$
 $Rc = 955.37'$
 $Lc = 172.18'$
 $Tc = 86.36'$
 $Ec = 3.90'$

CURVE No. 6
P.I. Sta. 96+19.27
 $\Delta c = 8^{\circ}00'$
 $Dc = 5^{\circ}00'$
 $Rc = 1146.28'$
 $Lc = 160.00'$
 $Tc = 80.16'$
 $Ec = 2.80'$
 $e = 1''$

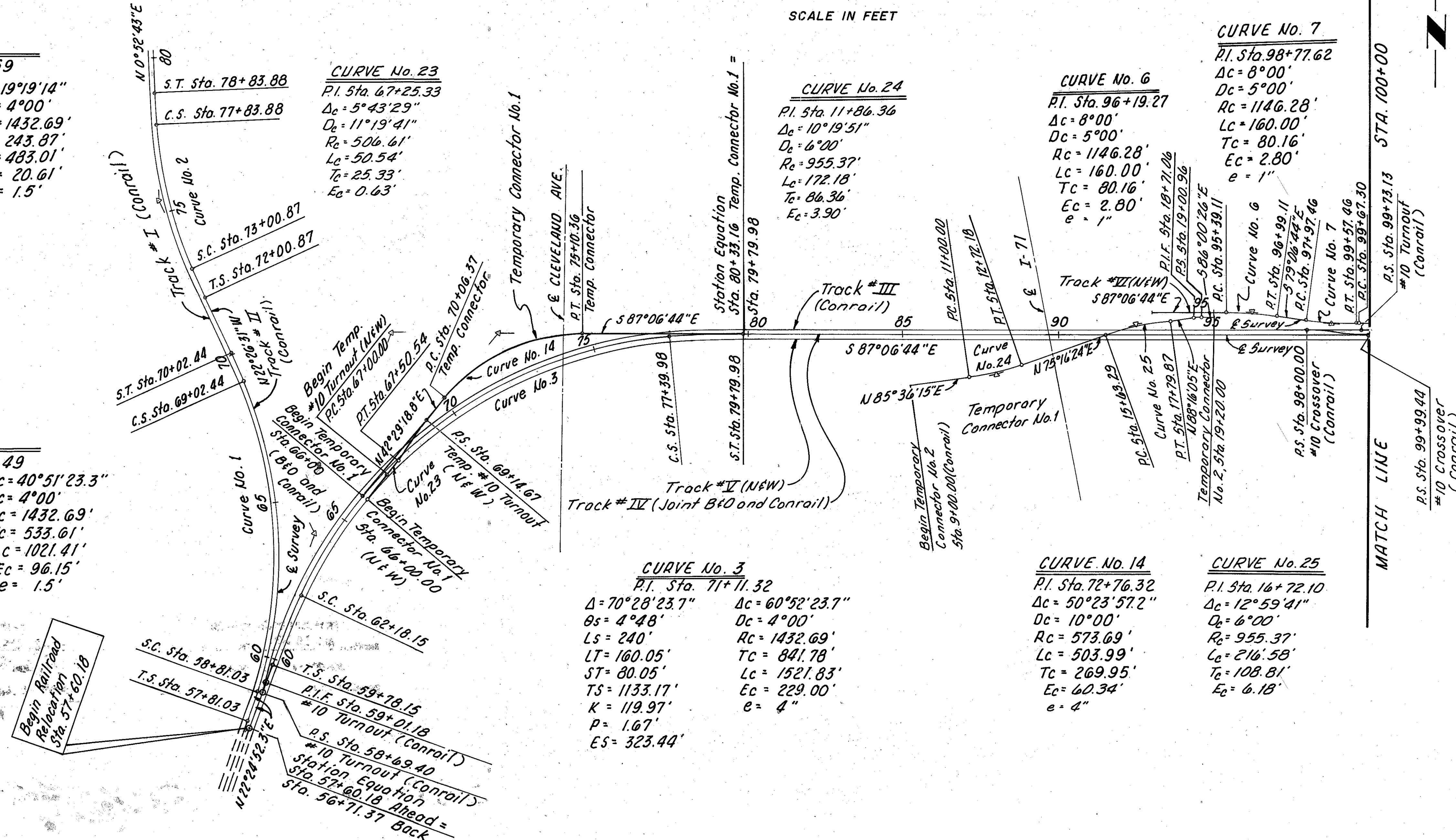
CURVE No. 7
P.I. Sta. 98+77.62
 $\Delta c = 8^{\circ}00'$
 $Dc = 5^{\circ}00'$
 $Rc = 1146.28'$
 $Lc = 160.00'$
 $Tc = 80.16'$
 $Ec = 2.80'$
 $e = 1''$

CURVE No. 1
P.I. Sta. 64+22.49
 $\Delta = 44^{\circ}51'23.3''$ $\Delta c = 40^{\circ}51'23.3''$
 $\theta s = 2^{\circ}00'$ $Dc = 4^{\circ}00'$
 $Ls = 100'$ $Rc = 1432.69'$
 $LT = 66.67'$ $Tc = 533.61'$
 $ST = 33.34'$ $Lc = 1021.41'$
 $TS = 641.46'$ $Ec = 96.15'$
 $K = 50.00'$ $e = 1.5'$
 $P = 0.29'$
 $ES = 117.55'$

CURVE No. 3
P.I. Sta. 71+71.32
 $\Delta = 70^{\circ}28'23.7''$ $\Delta c = 60^{\circ}52'23.7''$
 $\theta s = 4^{\circ}48'$ $Dc = 4^{\circ}00'$
 $Ls = 240'$ $Rc = 1432.69'$
 $LT = 160.05'$ $Tc = 841.78'$
 $ST = 80.05'$ $Lc = 1521.83'$
 $TS = 1133.17'$ $Ec = 229.00'$
 $K = 119.97'$ $e = 4''$
 $P = 1.67'$
 $ES = 323.44'$

CURVE No. 14
P.I. Sta. 72+76.32
 $\Delta c = 50^{\circ}23'57.2''$
 $Dc = 10^{\circ}00'$
 $Rc = 573.69'$
 $Lc = 503.99'$
 $Tc = 269.95'$
 $Ec = 60.34'$
 $e = 4''$

CURVE No. 25
P.I. Sta. 16+72.10
 $\Delta c = 12^{\circ}59'41''$
 $Dc = 6^{\circ}00'$
 $Rc = 955.37'$
 $Lc = 216.58'$
 $Tc = 108.81'$
 $Ec = 6.18'$

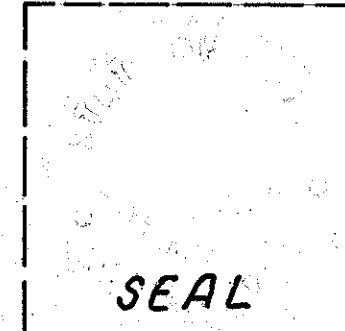


FRANKLIN COUNTY, OHIO
Recorded: APR 10 1986 Time: 10:55A
JOSEPH W. TESTA, Recorder INST.
Recorder's Fee \$ 79.22 # 33341

Received April 10 1986
Recorded April 10 1986
Book 64 Page 36 of 37
County Recorder

I Hereby Certify That This Plat is a True Delineation of a Survey For The Ohio Department of Transportation in Columbus, Ohio 1983. By Clyde E. Williams & Associates.

By: Paul Wadsworth A. Haidin Surveyor No. S-006350
Date 3/6/1986



Rev.	Date	Description

CENTERLINE PLAT

CENTERLINE PLAT

CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 3 & 4, T 5, R 22

PLAT BOOK 64 PAGE 37

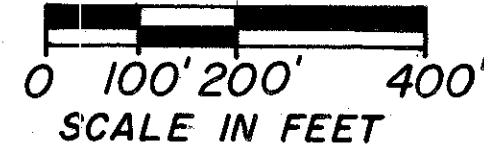
Sheet 2 of 2

CURVE No. 8
P.I. Sta. 103+98.89
Δc = 40°00'
Dc = 4°50'
Rc = 1185.78'
Lc = 827.59'
Tc = 431.59'
Ec = 76.10'

CURVE No. 10
P.I. Sta. 104+59.66
Δc = 34°16'31"
Dc = 5°00'
Rc = 1146.28'
Lc = 685.51'
Tc = 353.47'
Ec = 53.26'

CURVE No. 15
P.I. Sta. 117+14.22
Δc = 39°25'55"
Dc = 12°30'
Rc = 459.28'
Lc = 164.59'
Tc = 28.60'

CURVE No. 12
P.I. Sta. 104+65.04
Δc = 34°16'31"
Dc = 7°30'
Rc = 764.49'
Lc = 457.00'
Tc = 235.74'
Ec = 35.52'



CURVE No. 9
P.I. Sta. 114+77.57
Δc = 38°23'02"
Dc = 3°00'
Rc = 1910.08'
Lc = 1279.46'
Tc = 664.86'
Ec = 112.40'

CURVE No. 11
P.I. Sta. 114+95.72
Δc = 38°23'02"
Dc = 3°00'
Rc = 1910.08'
Lc = 1279.46'
Tc = 664.86'
Ec = 112.40'

CURVE No. 13
P.I. Sta. 115+14.67
Δc = 38°23'02"
Dc = 3°00'
Rc = 1910.08'
Lc = 1279.46'
Tc = 664.86'
Ec = 112.40'

Centerline Survey Monument Set
FRA-670-3.93-P
Sta. 26+74.23 St. Clair Ave.
Sta. 0+00.00 Reynolds Ave.

Sta. 100+45.12 Track # IV =
Sta. 23+61.56 St. Clair Ave.

P.I.F. Sta. 100+03.03
#10 Turnout (Conrail)

CURVE No. 16
P.I. Sta. 107+03.92
Δc = 43°30'36"
Dc = 8°00'
Rc = 716.78'
Lc = 543.88'
Tc = 286.04'
Ec = 54.97'

CURVE No. 17
P.I. Sta. 116+62.44
Δc = 11°10'58.5"
Dc = 5°00'
Rc = 1146.28'
Lc = 223.66'
Tc = 112.22'
Ec = 5.48'

CURVE No. 4
P.I. Sta. 121+91.11
Δ = 16°12'49" Δc = 14°12'49"
OS = 1°00' Dc = 2°00'
LS = 100' RC = 2864.93'
LT = 66.67' Lc = 710.68'
ST = 33.34' Tc = 357.19'
TS = 458.11' Ec = 22.18'
K = 50.00' e = 1 1/2"
P = 0.15'
ES = 29.07'

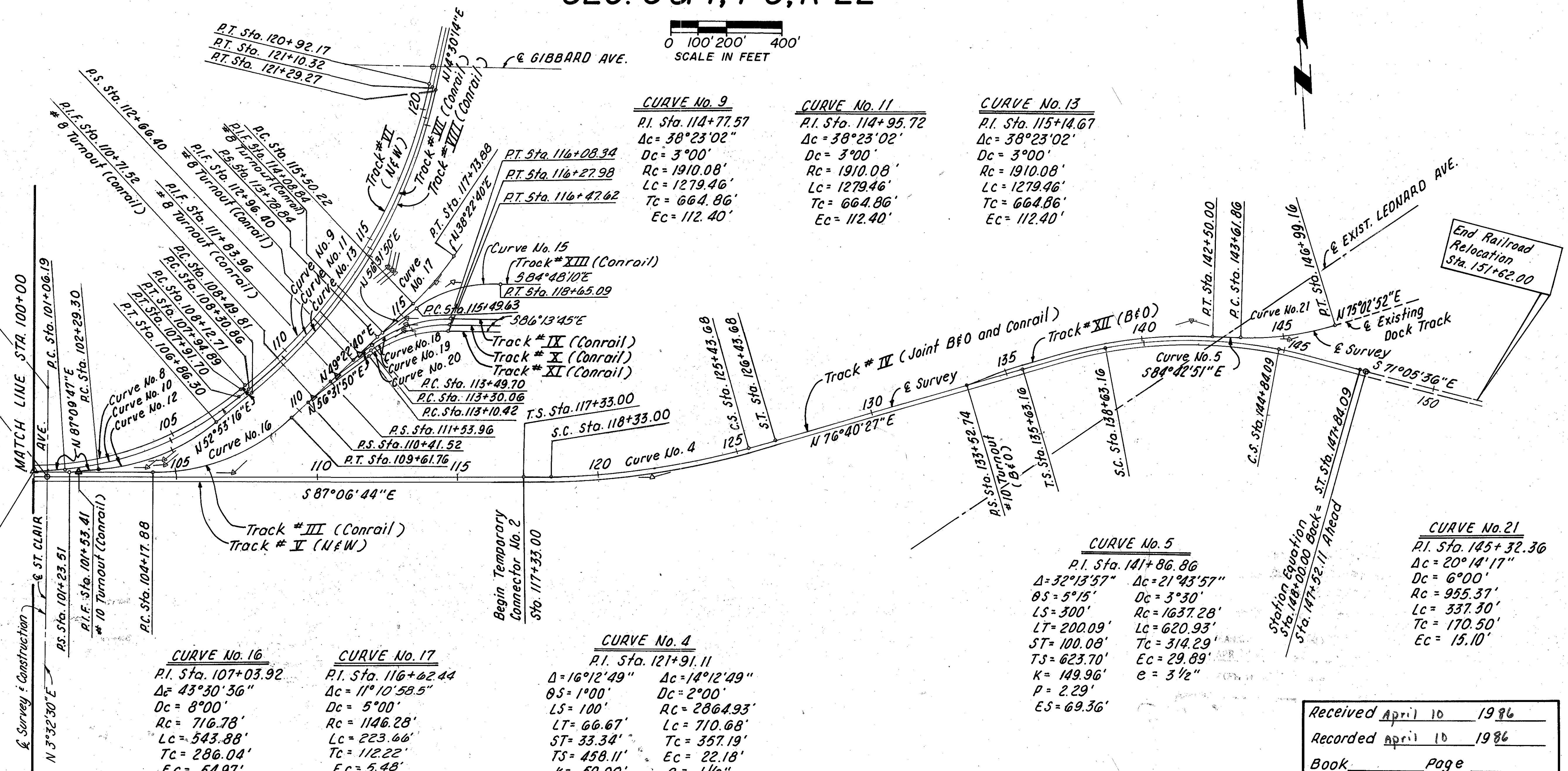
CURVE No. 5
P.I. Sta. 141+86.86
Δ = 32°13'57" Δc = 21°43'57"
OS = 5°15' Dc = 3°30'
LS = 300' RC = 1637.28'
LT = 200.09' Lc = 620.93'
ST = 100.08' Tc = 314.29'
TS = 623.70' Ec = 29.89'
K = 149.96' e = 3 1/2"
P = 2.29'
ES = 69.36'

CURVE No. 21
P.I. Sta. 145+32.36
Δc = 20°14'17"
Dc = 6°00'
Rc = 955.37'
Lc = 337.30'
Tc = 170.50'
Ec = 15.10'

CURVE No. 18
P.I. Sta. 115+04.44
Δc = 37°14'25"
Dc = 12°30'
Rc = 459.28'
Lc = 297.92'
Tc = 154.74'
Ec = 25.37'

CURVE No. 19
P.I. Sta. 114+84.80
Δc = 37°14'25"
Dc = 12°30'
Rc = 459.28'
Lc = 297.92'
Tc = 154.74'
Ec = 25.37'

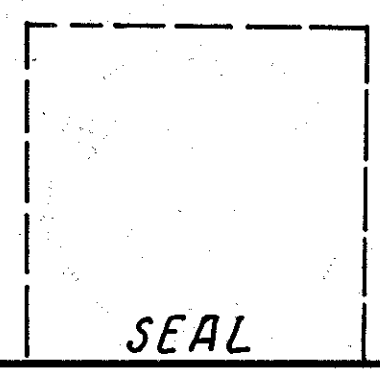
CURVE No. 20
P.I. Sta. 114+65.16
Δc = 37°14'25"
Dc = 12°30'
Rc = 459.28'
Lc = 297.92'
Tc = 154.74'
Ec = 25.37'



Received April 10 1986
Recorded April 10 1986
Book _____ Page _____
County Recorder

I Hereby Certify That This Plat is a True Delineation of a Survey For The Ohio Department of Transportation in Columbus, Ohio 1983. By Clyde E. Williams & Associates.

By: Arvid Wadland, A. Wadland Surveyor No. S-006350
Date 3/6/1986



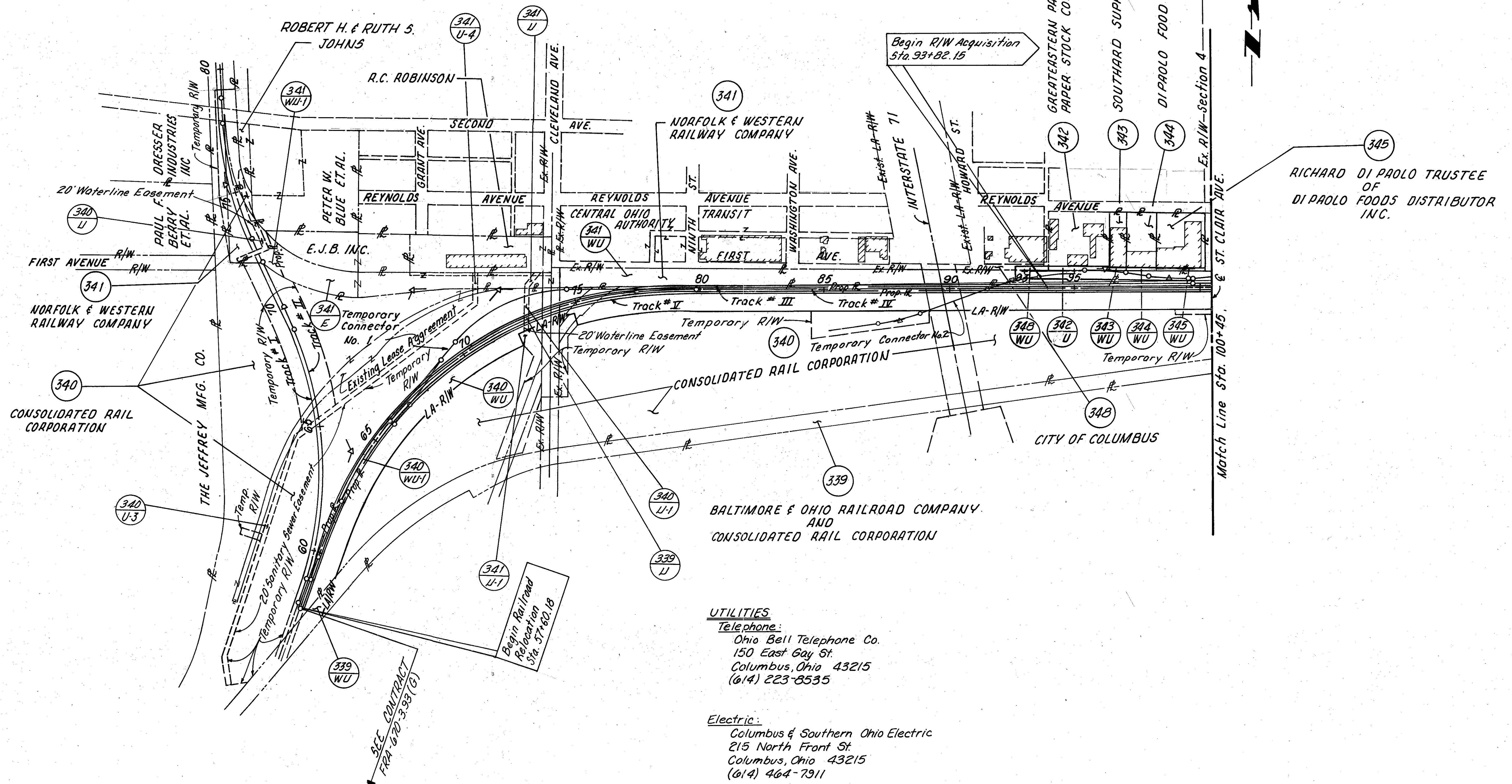
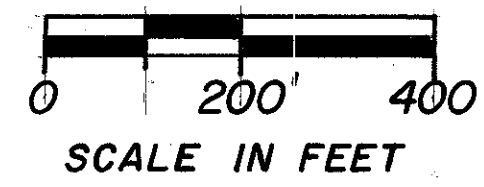
Rev.	Date	Description

PROPERTY MAP

FHWA REGION	STATE	PROJECT	
5	OHIO		

FRA - 670 - 3.93(L/M) (Columbus)
I-670-6(32)101

132
148
3
19

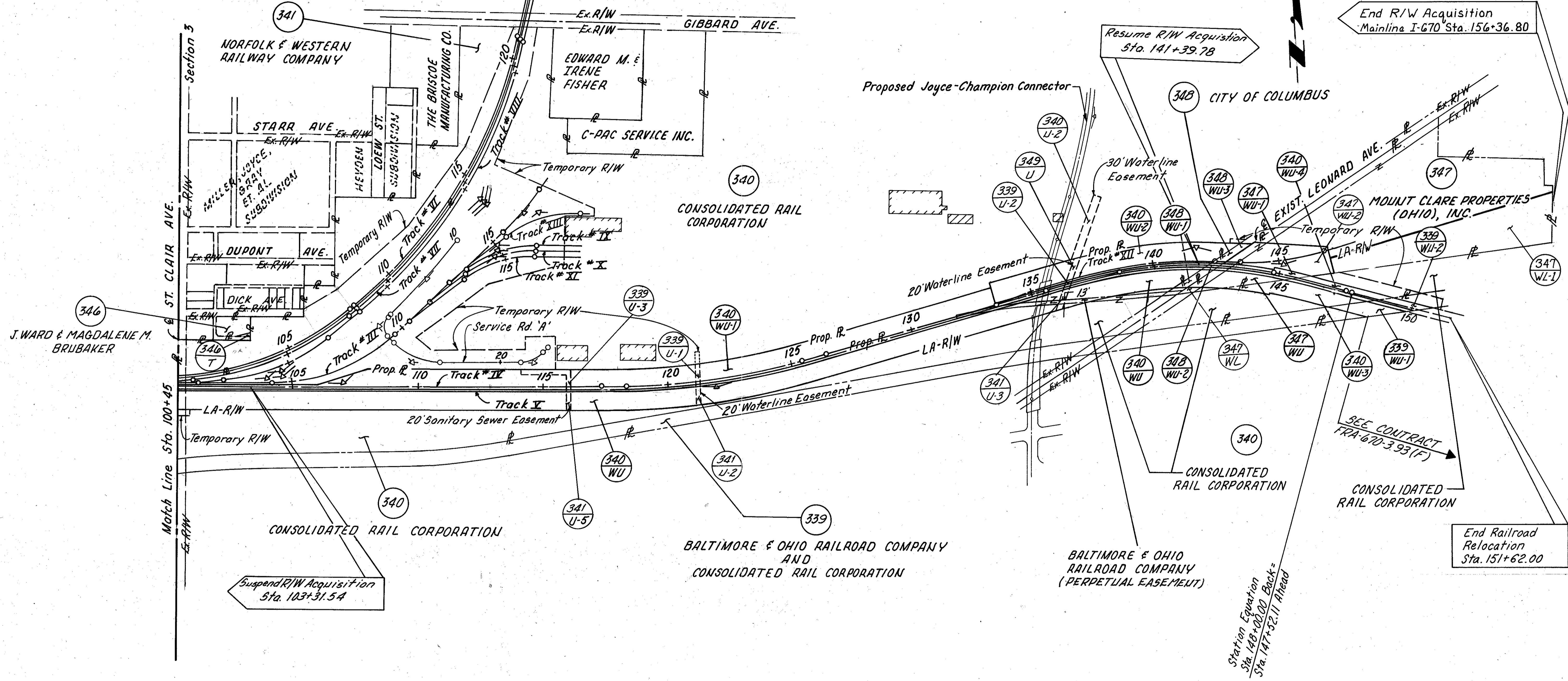
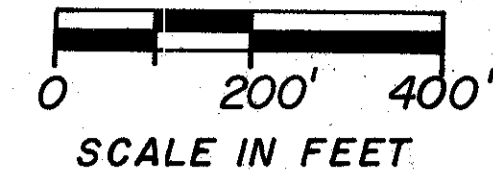


Rev.	Date	Description
9887		CHANGED 342WU TO 342U

PROPERTY MAP

PROPERTY MAP

FHWA REGION	STATE	PROJECT	133
5	OHIO		148
FRA -670-3.93(LIM)(Columbus)			4
I-670-6(32) 101			19



Rev.	Date	Description

TOTAL NUMBER OF ---
 6 OWNERSHIPS
 0 TOTAL TAKES
 0 OWNERSHIPS WITH STRUCTURES INVOLVED
 2 OWNERSHIPS WITH "P" ITEMS

STATE PROJECT	FHWA REGION	STATE	PROJECT
06892 (0)	5	OHIO	
CALC. BY J.F.C.		DATE 8/9/85	CHKD. BY A.A.H. DATE 8/9/85
FRA-670-3.93 (L/M) (Columbus)			
I-670-6(32)101			

134
148
5
19

SUMMARY OF ADDITIONAL RIGHT OF WAY

PARCEL NO.	OWNER	SHEET NO.	OWNERS			RECORD AREA	AUDITORS PARCEL NO.	GROSS TAKE	PRO. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS & PERSONALTY	PROPERTY DISTRIBUTION		AS ACQUIRED	
			BOOK	PAGE	DATE							LEFT	RIGHT			BOOK	PAGE	BOOK	PAGE
339	Baltimore & Ohio Railroad Company and Consolidated Rail Corporation																		
339 WU		8	1208	131	12/11/1942		66021	0.148 Ac.	—	0.148 Ac.									
339 WU-1		15	1208	131	12/11/1942		66018	0.254 Ac.	—	0.254 Ac.									
339 WU-2		15	1208	131	12/11/1942		66018	0.093 Ac.	—	0.093 Ac.									
339 U		9	—	—	—		—	0.007 Ac.	—	0.007 Ac.				*	To Be Aquired Under				
339 U-1		13	—	—	—		—	0.036 Ac.	—	0.036 Ac.				*	FRA-670-3.93 (R.R.)				
339 U-2		14	—	—	—		—	0.008 Ac.	—	0.008 Ac.				*					
339 U-3		13	—	—	—		—	0.118 Ac.	—	0.118 Ac.				**					
340	Consolidated Rail Corporation		3714	1	1/29/1979														
340 WU		8-15	3714	1	1/29/1979		66398	15.359 Ac.		15.359 Ac.									
340 WU-1		8-15	3714	1	1/29/1979		66254	6.637 Ac.		6.637 Ac.									
340 WU-2		14-15	3714	1	1/29/1979		66270	1.809 Ac.		1.809 Ac.									
340 WU-3		15	3714	1	1/29/1979		66270	0.626 Ac.		0.626 Ac.									
340 WU-4		15	3714	1	1/29/1979		66270	0.200 Ac.		0.200 Ac.									
340 U		16	—	—	—		—	0.213 Ac.		0.213 Ac.				*	FRA-670-3.93 (R.R.)				
340 U-1		9	3714	1	1/29/1979		66398	0.054 Ac.		0.054 Ac.				*					
340 U-2		14	3714	1	1/29/1979		66254	0.178 Ac.		0.178 Ac.				*					
340 U-3		8,9	3714	1	1/29/1979		66410	0.903 Ac.		0.903 Ac.				**					
341	Norfolk & Western Railway Company										S				Billboard				
341 WU		9,10,11	242	474	6/23/1892		66212	2.744 Ac.		2.744 Ac.									
341 WU-1		16	238	156	4/22/1892		66212	0.982 Ac.		0.982 Ac.									
341 U		9	242	474	6/23/1892		66212	0.036 Ac.		0.036 Ac.				*					
341 U-1		9	—	—	—		—	0.016 Ac.		0.016 Ac.				*	To Be Aquired Under				
341 U-2		13	—	—	—		—	0.038 Ac.		0.038 Ac.				*	FRA-670-3.93 (R.R.)				
341 U-3		14	—	—	—		—	0.046 Ac.		0.046 Ac.				*					
341 U-4		9	242	474	6/23/1892		66212	0.026 Ac.		0.026 Ac.				**					
341 U-5		13	—	—	—		—	0.038 Ac.		0.038 Ac.				**					
341 E		9-16	238	156	4/22/1892		66212												
			242	474	6/23/1892		66212												

* Water Line Easement
 ** Sanitary Sewer Easement

REV.	DATE	DESCRIPTION
	1-15-87	REVISED 3390-2, 3400-2 & 3410-3

TOTAL NUMBER OF _____
 OWNERSHIPS
 TOTAL TAKES
 OWNERSHIPS WITH STRUCTURES INVOLVED
 OWNERSHIPS WITH "P" ITEMS

SUMMARY OF ADDITIONAL RIGHT OF WAY

STATE PROJECT	FHWA REGION	STATE	PROJECT
06892(0)	5	OHIO	

CALC. BY D.F.C. DATE 8/9/85 CHKD BY A.A.H. DATE 8/9/85
 FRA-670-3.93(L/M)(Columbus)
 1-670-6(32)101

135
148
6
19

PARCEL NO.	OWNER	SHEET NO.	OWNERS RECORD			RECORD AREA	AUDITORS PARCEL NO.	GROSS TAKE	PRO. IN TAKE	NET TAKE	STRUC-TURE	NET RESIDUE		TYPE FUND	REMARKS & PERSONALTY	PROPERTY DISTRIBUTION	AS ACQUIRED	
			BOOK	PAGE	DATE							LEFT	RIGHT				BOOK	PAGE
342	Great Eastern Packing and Paper Stock Corporation					1.3223 Ac.												
342U		11	504	J 12	12/30/1980		36349 & 7287	0.0848 Ac.		0.0848 Ac.	5	1.2375 Ac.		Billboard	Great Eastern Packing to NFW			
343	Southard Supply Inc.					0.3652 Ac.												
343 WU		11	1781	476	11/28/1953		46034	0.0195 Ac.		0.0195 Ac.		0.3457 Ac.			Southard Supply to NFW			
344	Di Paolo Foods Ltd.					0.644 Ac.												
344 WU		11	340	D 03	11/6/1980		6804	0.0275 Ac.		0.0275 Ac.		0.6165 Ac.			Di Paolo Foods to NFW			
345	Richard Di Paolo, Trustee of Di Paolo Food Distributor Inc.					1.07 Ac.												
345 WU		11	2986	311	6/10/1969		28878	0.0456 Ac.		0.0456 Ac.		1.0244 Ac.			Richard Di Paolo to NFW			
346	J. Ward & Magdalene M. Brubaker					0.546 Ac.*												
346 T		12	2567	299	6/11/1964		56919	0.0107 Ac.		0.0107 Ac.		0.5353 Ac.		For Grading & Seeding				
347	Mount Clore Properties (OHIO), Inc.					10.293 Ac.												
347 WU		15	3857	A 13	2/11/1984		66001	0.462 Ac.	0.097 Ac.	0.365 Ac.					Mount Clore to NFW			
347 WU-1		15					66001	0.150 Ac.	0.016 Ac.	0.134 Ac.					Mount Clore to Joint use			
347 WU-2		15					66001	0.908 Ac.	0.110 Ac.	0.798 Ac.					Mount Clore to B&D			
347 WL		15					66001	0.055 Ac.	0.031 Ac.	0.024 Ac.								
347 WL-1		18 & 19					66001	2.661 Ac.	0.410 Ac.	2.251 Ac.		6.057 Ac.						
348	City of Columbus																	
348 WU		11						0.0345 Ac.	0.0345 Ac.	0.0345 Ac.					Columbus to NFW			
348 WU-1		15						0.1282 Ac.	0.1282 Ac.	0.1282 Ac.					To Be Aquired Under FRA 670-3.93 (R.R.)	Columbus to NFW		
348 WU-2		15						0.0168 Ac.	0.0168 Ac.	0.0168 Ac.				Columbus to Joint use				
348 WU-3		15						0.0962 Ac.	0.0962 Ac.	0.0962 Ac.				Columbus to B&D				
349	Baltimore & Ohio Railroad Company																	
349 U		14						0.046 Ac.		0.046 Ac.				To Be Aquired Under FRA 670-3.93 (R.R.)	B&D to Columbus			

* Calculated

REV.	DATE	DESCRIPTION
	9-8-87	CHANGED 342WU TO 342U
	1-15-87	REVISED AREA 349U

CURVE DATA

TRACK # II	TRACK # II	TRACK # IV	TRACK # IV	TRACK # IV	TRACK # VI	TRACK # VI	TRACK # VI	TRACK # VI	TRACK # VII	TRACK # VII	TRACK # VIII	TRACK # VIII
CURVE NO. 1	CURVE NO. 2	CURVE NO. 3	CURVE NO. 4	CURVE NO. 5	CURVE NO. 6	CURVE NO. 7	CURVE NO. 8	CURVE NO. 9	CURVE NO. 10	CURVE NO. 11	CURVE NO. 12	CURVE NO. 13
T.S. Sta. 57+81.03 S.C. Sta. 58+81.03 P.I. Sta. 64+22.49 C.S. Sta. 69+02.44 S.T. Sta. 70+02.44 Δ = 44°51'23.3" θs = 2°00' Ls = 100' LT = 66.67' ST = 33.34' Ts = 641.46' K = 50.00' P = 0.29' Es = 117.55' Δc = 40°51'23.3" Dc = 4°00' Rc = 1432.69' Tc = 533.61' Lc = 1021.41' Ec = 96.15' e = 1.5" (Conrail)	T.S. Sta. 72+00.87 S.C. Sta. 73+00.87 P.I. Sta. 75+46.59 C.S. Sta. 77+83.88 S.T. Sta. 78+83.88 Δ = 23°19'14" θs = 2°00' Ls = 100' LT = 66.67' ST = 33.34' Ts = 345.72' K = 50.00' P = 0.29' Es = 30.49' Δc = 19°19'14" Dc = 4°00' Rc = 1432.69' Tc = 243.87' Lc = 483.01' Ec = 20.61' e = 1.5" (Conrail)	T.S. Sta. 59+78.15 S.C. Sta. 62+18.15 P.I. Sta. 71+11.32 C.S. Sta. 77+39.98 S.T. Sta. 79+79.98 Δ = 70°28'23.7" θs = 4°48' Ls = 240' LT = 160.05' ST = 80.05' Ts = 1133.17' K = 119.97' P = 1.67' Es = 323.44' Δc = 60°52'23.7" Dc = 4°00' Rc = 1432.69' Tc = 841.78' Lc = 1521.83' Ec = 229.00' e = 4" (B&O and Conrail) e = 1" (NEW)	T.S. Sta. 117+33.00 S.C. Sta. 118+33.00 P.I. Sta. 121+91.11 C.S. Sta. 125+43.68 S.T. Sta. 126+43.68 Δ = 16°12'49" θs = 1°00' Ls = 100' LT = 66.67' ST = 33.34' Ts = 458.11' K = 50.00' P = 0.15' Es = 29.07' Δc = 14°12'49" Dc = 2°00' Rc = 2864.93' Lc = 710.68' Tc = 357.19' Ec = 22.18' e = 1 1/2" (B&O and Conrail) e = 1" (NEW)	T.S. Sta. 135+63.16 S.C. Sta. 138+63.16 P.I. Sta. 141+86.86 C.S. Sta. 144+84.09 S.T. Sta. 147+84.09 Δ = 32°13'57" θs = 5°15' Ls = 300' LT = 200.09' ST = 100.08' Ts = 623.70' K = 149.96' P = 2.29' Es = 69.36' Δc = 21°43'57" Dc = 3°30' Rc = 1637.28' Lc = 620.93' Tc = 314.29' Ec = 29.89' e = 3 1/2" (B&O and Conrail) e = 1" (NEW)	P.C. Sta. 95+39.11 P.I. Sta. 96+19.27 P.T. Sta. 96+99.11 Δc = 8°00' Dc = 5°00' Rc = 1146.28' Lc = 160.00' Tc = 80.16' Ec = 2.80'	P.C. Sta. 97+97.46 P.I. Sta. 98+77.62 P.T. Sta. 99+57.46 Δc = 8°00' Dc = 5°00' Rc = 1146.28' Lc = 160.00' Tc = 80.16' Ec = 2.80'	P.C. Sta. 99+67.30 P.I. Sta. 103+98.89 P.T. Sta. 107+94.89 Δc = 40°00' Dc = 4°50' Rc = 1185.78' Lc = 827.59' Tc = 431.59' Ec = 76.10'	P.C. Sta. 108+12.71 P.I. Sta. 114+77.57 P.T. Sta. 120+92.17 Δc = 38°23'02" Dc = 3°00' Rc = 1910.08' Lc = 1279.46' Tc = 664.86' Ec = 112.40'	P.C. Sta. 101+06.19 P.I. Sta. 104+59.66 P.T. Sta. 107+91.70 Δc = 34°16'31" Dc = 5°00' Rc = 1146.28' Lc = 685.51' Tc = 353.47' Ec = 53.26'	P.C. Sta. 108+30.86 P.I. Sta. 114+95.72 P.T. Sta. 121+10.32 Δc = 38°23'02" Dc = 3°00' Rc = 1910.08' Lc = 1279.46' Tc = 664.86' Ec = 112.40'	P.C. Sta. 102+29.30 P.I. Sta. 104+65.04 P.T. Sta. 106+86.30 Δc = 34°16'31" Dc = 7°30' Rc = 764.49' Lc = 457.00' Tc = 235.74' Ec = 35.52'	P.C. Sta. 108+49.81 P.I. Sta. 115+14.67 P.T. Sta. 121+29.27 Δc = 38°23'02" Dc = 3°00' Rc = 1910.08' Lc = 1279.46' Tc = 664.86' Ec = 112.40'
P.I. Coordinates N 720,903.1205 E 1,861,917.758	P.I. Coordinates N 721,998.9405 E 1,861,465.155	P.I. Coordinates N 721,534.5664 E 1,862,193.353	P.I. Coordinates N 721,265.3178 E 1,867,530.869	P.I. Coordinates N 721,726.5913 E 1,869,478.274	P.I. Coordinates N 721,462.7068 E 1,864,967.599	P.I. Coordinates N 721,413.8476 E 1,865,221.612	P.I. Coordinates N 721,387.5700 E 1,865,742.540	P.I. Coordinates N 722,059.8961 E 1,866,631.120	P.I. Coordinates N 721,412.1366 E 1,865,802.354	P.I. Coordinates N 722,050.2029 E 1,866,645.655	P.I. Coordinates N 721,397.3839 E 1,865,807.716	P.I. Coordinates N 722,039.4446 E 1,866,656.296

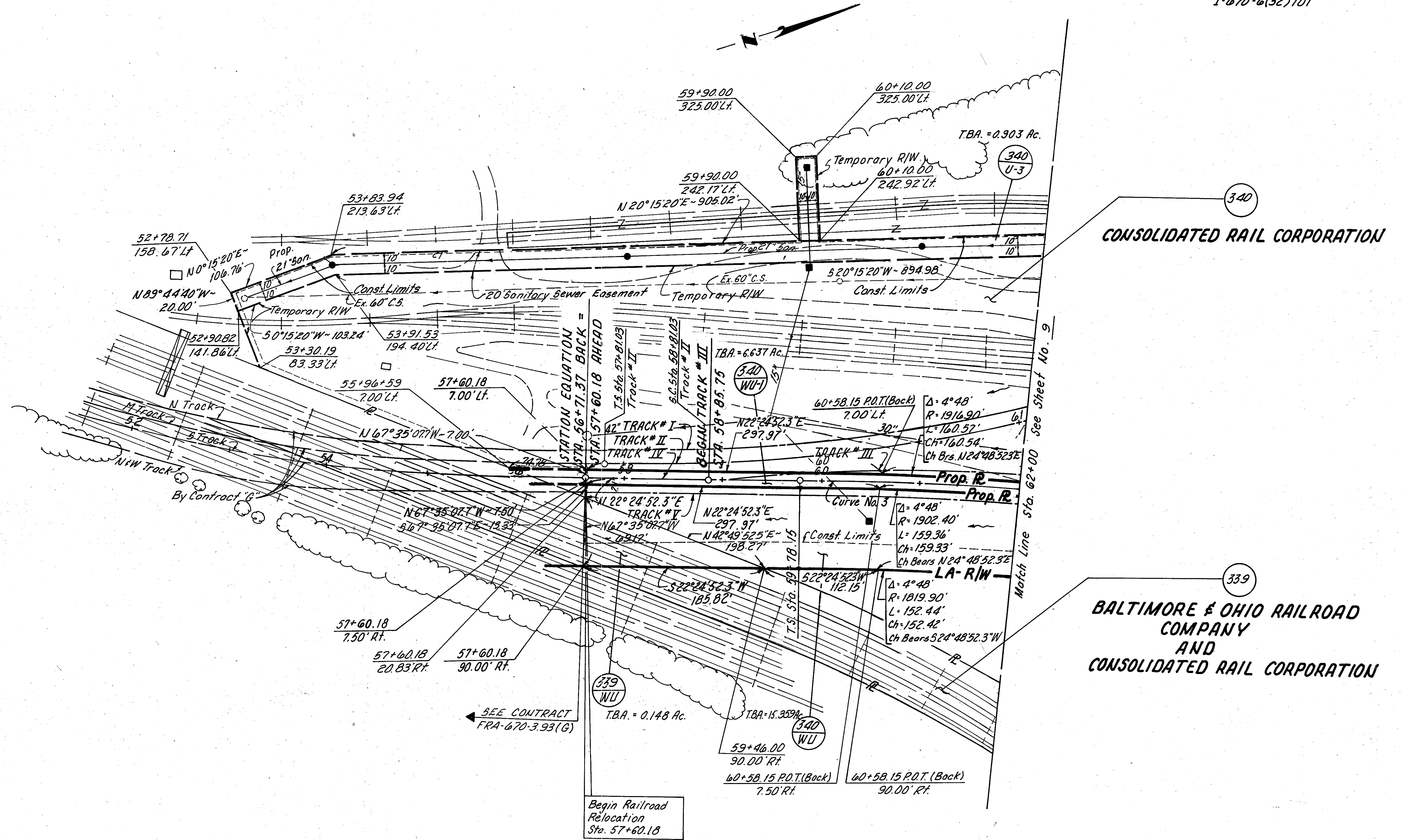
TEMPORARY TRACK NO. 1	TRACK # XIII	TRACK # III	TRACK # III	TRACK # IX	TRACK # X	TRACK # XI	TRACK # XII	TRACK # XIII	TEMPORARY TRACK NO. 1	TEMPORARY TRACK NO. 2	TEMPORARY TRACK NO. 2
CURVE NO. 14	CURVE NO. 15	CURVE NO. 16	CURVE NO. 17	CURVE NO. 18	CURVE NO. 19	CURVE NO. 20	CURVE NO. 21	CURVE NO. 22	CURVE NO. 23	CURVE NO. 24	CURVE NO. 25
P.C. Sta. 70+06.37 P.I. Sta. 72+76.32 P.T. Sta. 75+10.36 Δc = 50°23'57.2" Dc = 10°00' Rc = 573.69' Lc = 503.99' Tc = 269.95' Ec = 60.34' e = 4"	P.C. Sta. 115+49.63 P.I. Sta. 117+14.22 P.T. Sta. 118+65.09 Δc = 39°25'55" Dc = 12°30' Rc = 459.28' Lc = 315.46' Tc = 164.59' Ec = 28.60'	P.C. Sta. 104+17.88 P.I. Sta. 107+03.92 P.T. Sta. 109+61.76 Δc = 43°30'36" Dc = 8°00' Rc = 716.78' Lc = 543.88' Tc = 286.04' Ec = 54.97'	P.C. Sta. 115+50.22 P.I. Sta. 116+62.44 P.T. Sta. 117+73.88 Δc = 11°10'58.5" Dc = 5°00' Rc = 1146.28' Lc = 223.66' Tc = 112.22' Ec = 5.48'	P.C. Sta. 113+49.70 P.I. Sta. 115+04.44 P.T. Sta. 116+47.62 Δc = 37°14'25" Dc = 12°30' Rc = 459.28' Lc = 297.92' Tc = 154.74' Ec = 25.37'	P.C. Sta. 113+30.06 P.I. Sta. 114+84.80 P.T. Sta. 116+27.98 Δc = 37°14'25" Dc = 12°30' Rc = 459.28' Lc = 297.92' Tc = 154.74' Ec = 25.37'	P.C. Sta. 113+10.42 P.I. Sta. 114+65.16 P.T. Sta. 116+08.34 Δc = 37°14'25" Dc = 12°30' Rc = 459.28' Lc = 297.92' Tc = 154.74' Ec = 25.37'	P.C. Sta. 143+61.86 P.I. Sta. 145+32.36 P.T. Sta. 146+99.16 Δc = 20°14'17" Dc = 6°00' Rc = 955.37' Lc = 337.30' Tc = 170.50' Ec = 15.10'	P.C. Sta. 59+63.18 P.I. Sta. 60+91.92 P.C. Sta. 62+19.88 = S.C. Sta. 62+18.15, Lt. 15' Δc = 10°31'29" Dc = 4°06'00" Rc = 1397.76' Lc = 256.70' Tc = 128.74' Ec = 5.92'	P.C. Sta. 67+00.00 P.I. Sta. 67+25.33 P.T. Sta. 67+50.54 Δc = 5°43'29" Dc = 11°19'41" Rc = 506.61' Lc = 50.54' Tc = 25.33' Ec = 0.63'	P.C. Sta. 11+00.00 P.I. Sta. 11+86.36 P.T. Sta. 12+72.18 Δc = 10°19'51" Dc = 6°00' Rc = 955.37' Lc = 172.18' Tc = 86.36' Ec = 3.90'	P.C. Sta. 15+63.29 P.I. Sta. 16+72.10 P.T. Sta. 17+79.87 Δc = 12°59'41" Dc = 6°00' Rc = 955.37' Lc = 216.58' Tc = 108.81' Ec = 6.18'
P.I. Coordinates N 721,517.4151 E 1,862,533.344	P.I. Coordinates N 722,003.7355 E 1,866,854.613	P.I. Coordinates N 721,354.2255 E 1,866,046.275	P.I. Coordinates N 721,996.6480 E 1,866,795.214	P.I. Coordinates N 721,873.0619 E 1,866,690.924	P.I. Coordinates N 721,851.0357 E 1,866,682.994	P.I. Coordinates N 721,829.0095 E 1,866,675.064	P.I. Coordinates N 721,640.2246 E 1,869,828.474	P.I. Coordinates N 720,598.5563 E 1,861,786.699	P.I. Coordinates N 721,100.5201 E 1,862,172.732	P.I. Coordinates N 721,332.2192 E 1,864,125.977	P.I. Coordinates N 721,455.8363 E 1,864,596.282

CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 4, T5N, R22W

FHWA REGION	STATE	PROJECT
5	OHIO	

137
148
8
19

FRA 670-3.93(L/M)(Columbus)
I-670-6(32)101



CONSOLIDATED RAIL CORPORATION

BALTIMORE & OHIO RAILROAD COMPANY
AND
CONSOLIDATED RAIL CORPORATION

For E Survey Curve Data, See Sheet No. 7

Note:
All Stations and Offsets within the
Spiral of the curve are Referenced
to points on Tangent, Back and Ahead.

Rev.	Date	Description

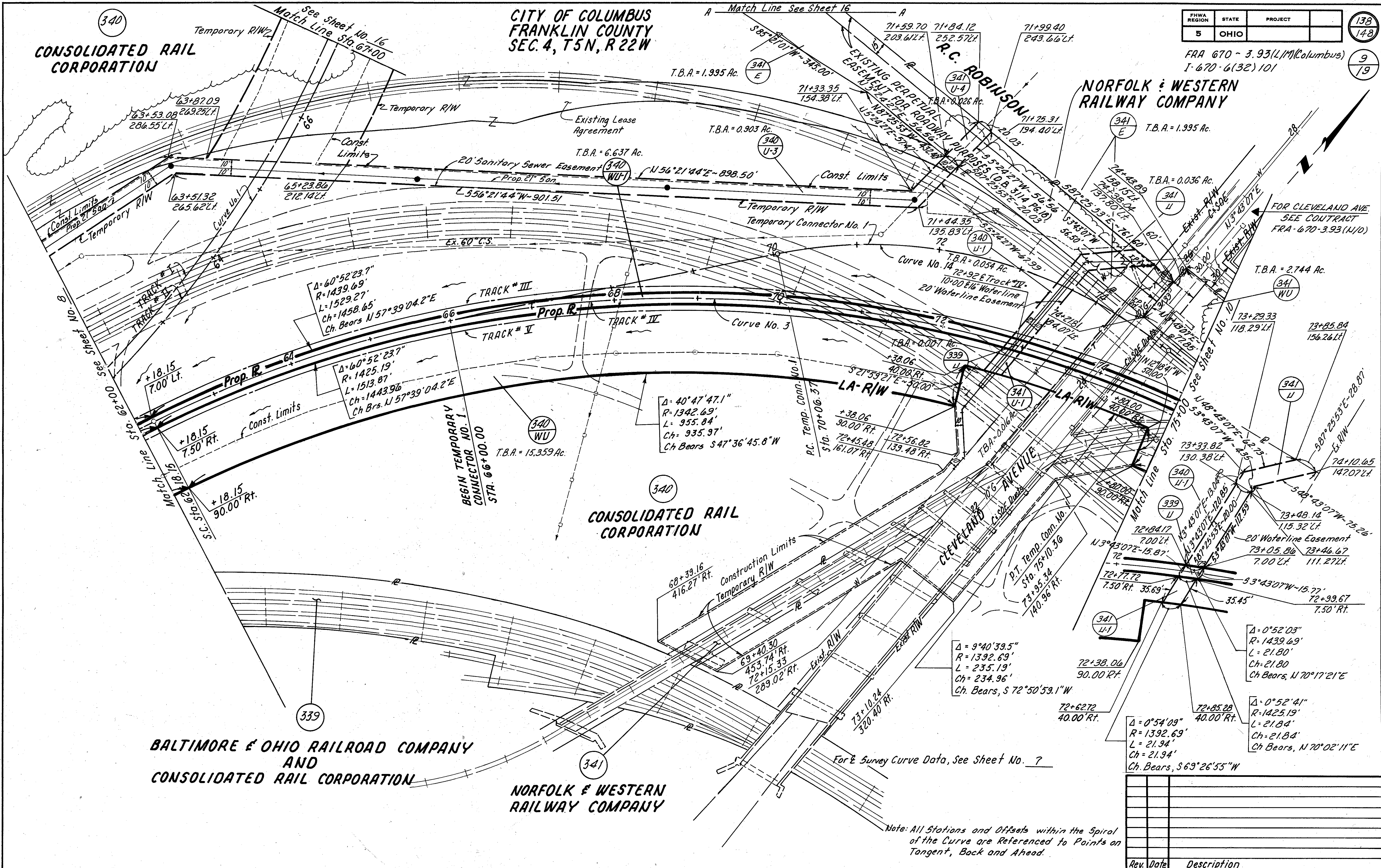
R/W- STA. 57+60.18 to STA. 62+00 TRACKS* III, IV & V

CONSOLIDATED RAIL CORPORATION

**CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 4, T5N, R 22W**

FHWA REGION	STATE	PROJECT	138
5	OHIO		148
FRA 670 - 3.93(L/M)(Columbus)			9
I-670-6(32)101			19

NORFOLK & WESTERN RAILWAY COMPANY



**BALTIMORE & OHIO RAILROAD COMPANY
AND
CONSOLIDATED RAIL CORPORATION**

NORFOLK & WESTERN RAILWAY COMPANY

Note: All Stations and Offsets within the Spiral of the Curve are Referenced to Points on Tangent, Back and Ahead.

Rev.	Date	Description

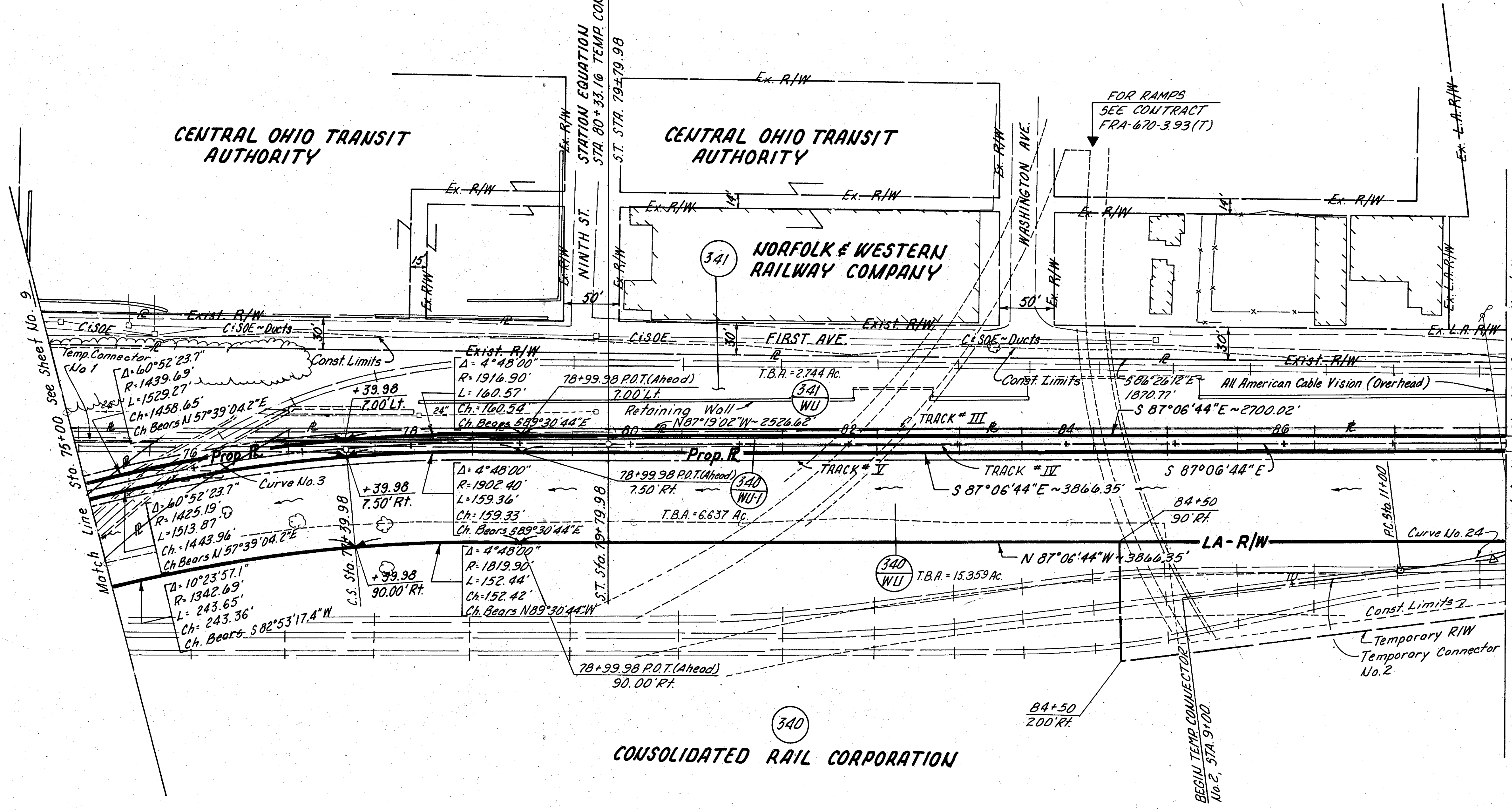
RIW - STA. 62+00 to STA. 75+00 TRACKS # III, IV & V

CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 4, T5N, R 22W

FHWA REGION	STATE	PROJECT	
5	OHIO		

FRA 670-3.93(L/M)(Columbus)
I-670-6(32)101

139
148
10
19



Match Line Sta. 88+00 See Sheet No. 11

Match Line Sta. 75+00 See Sheet No. 9

Note: All Stations and Offsets within the Spiral of the Curve are Referenced to Points on Tangent, Back and Ahead.

For Survey Curve Data, See Sheet No. 7

Rev.	Date	Description

R/W - STA. 75+00 to STA. 88+00 TRACKS # III, IV & V

CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 3 & 4, T5N, R22W

FHWA REGION	STATE	PROJECT
5	OHIO	

140
148

FRA 670-393(L/M)(Columbus)
I-670-6(32)101

11
19

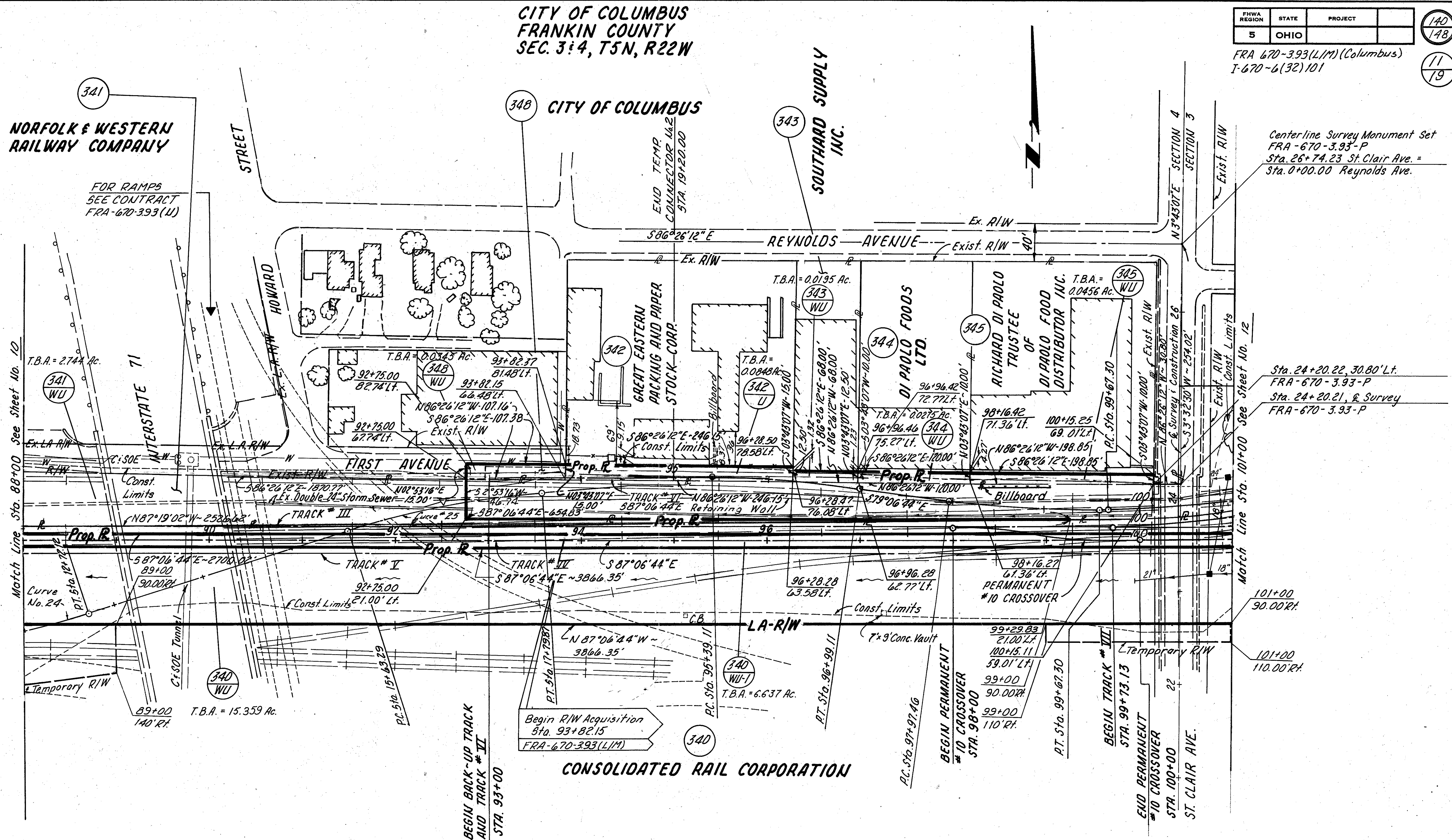
NORFOLK & WESTERN
RAILWAY COMPANY

FOR RAMP
SEE CONTRACT
FRA-670-393(U)

CITY OF COLUMBUS

SOUTHWEST
SUPPLY
INC.

Centerline Survey Monument Set
FRA-670-393-P
Sta. 26+74.23 St. Clair Ave. =
Sta. 0+00.00 Reynolds Ave.



Match Line Sta. 88+00 See Sheet No. 10

Match Line Sta. 101+00 See Sheet No. 12

Begin R/W Acquisition
Sta. 93+82.15
FRA-670-393(L/M)

For & Survey Curve Data, See Sheet No. 7

Rev.	Date	Description
1-8-87		CHANGED 342WU TO 342U

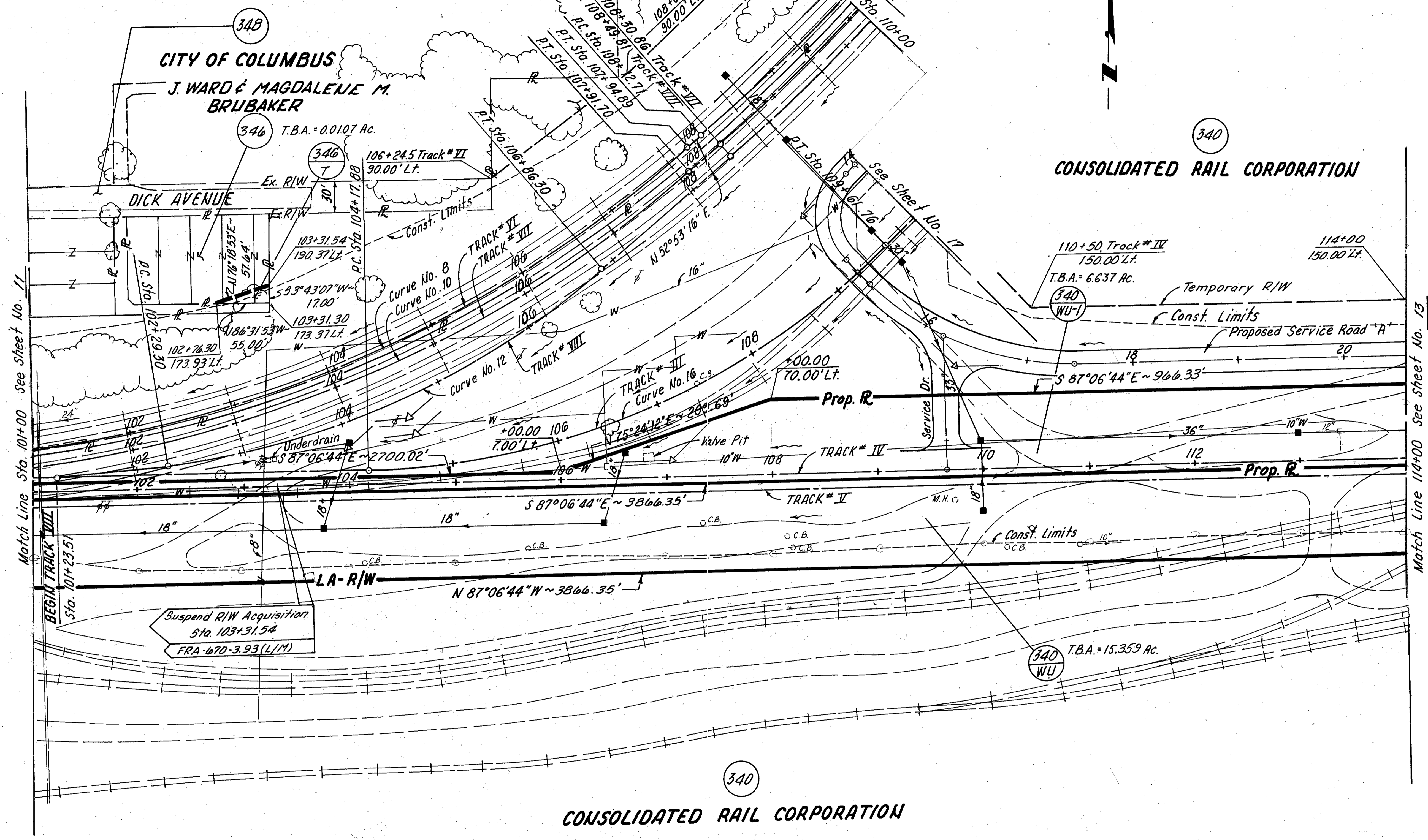
R/W - STA. 88+00 to STA. 101+00 TRACKS # III, IV & V

341
**NORFOLK & WESTERN
 RAILWAY COMPANY**

**CITY OF COLUMBUS
 FRANKLIN COUNTY
 SEC. 3, T 5 N, R 22 W**

FHWA REGION	STATE	PROJECT
5	OHIO	

FRA-670-3.93 (L/M) (Columbus)
 I-670-6(32) 101



340
CONSOLIDATED RAIL CORPORATION

For & Survey Curve Data, See Sheet No. ?

Rev.	Date	Description

RIW- STA. 101+00 to STA. 114+00 TRACKS # III, IV, V, VI, VII & VIII

CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 3, T5N, R22W

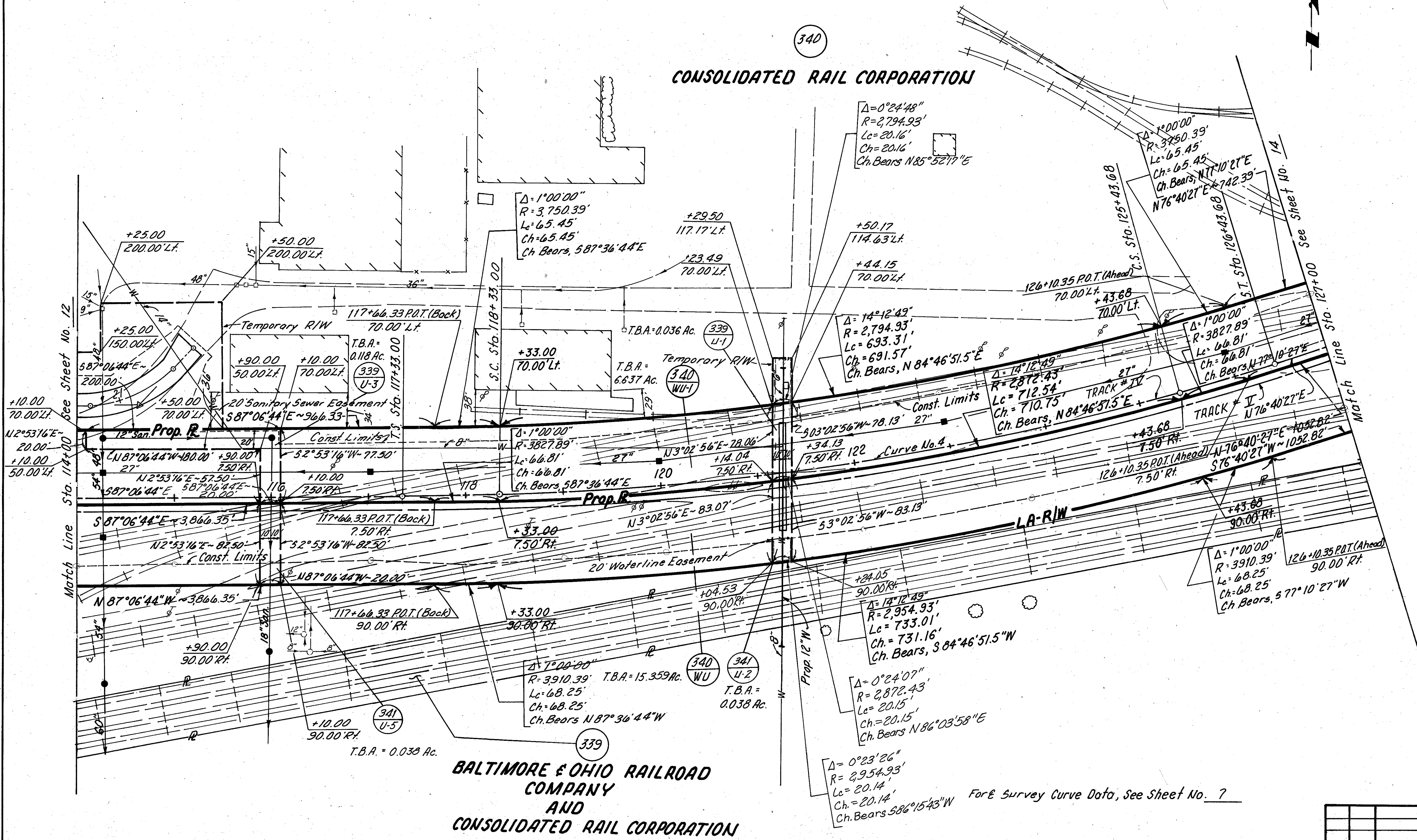
FHWA REGION	STATE	PROJECT
5	OHIO	

FRA-670-3.93(L17)(Columbus)
I-670-6(32)101

142
148
13
19

340

CONSOLIDATED RAIL CORPORATION



BALTIMORE & OHIO RAILROAD
COMPANY
AND
CONSOLIDATED RAIL CORPORATION

For & Survey Curve Data, See Sheet No. 7

Note: All Stations and Offsets within the Spiral of the Curve are referenced to Points on Tangent, Back & Ahead.

Rev.	Date	Description

RIW - STA. 114+00 to STA. 127+00 TRACKS # IV & V

CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 3, T5N, R22W

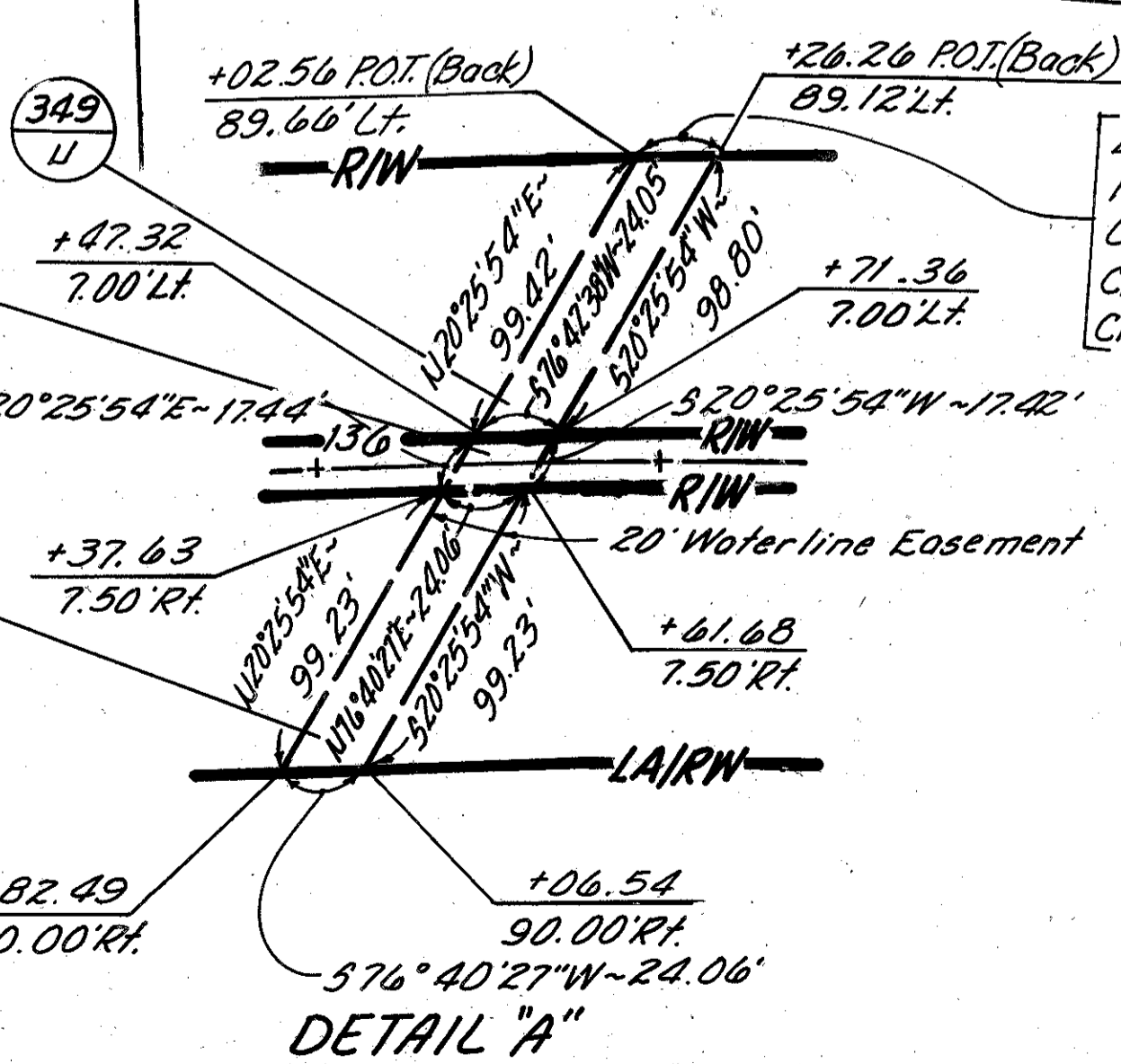
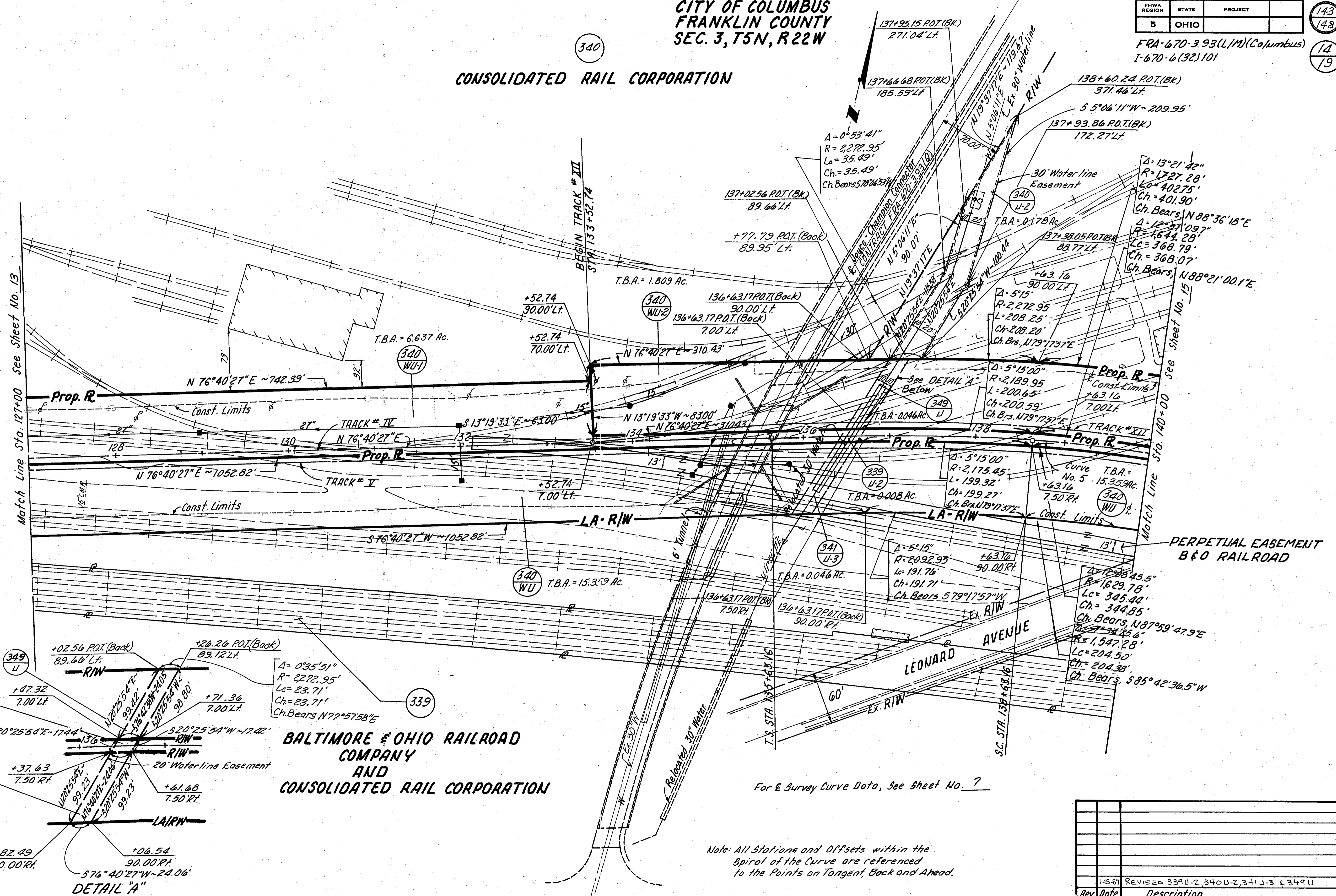
340

CONSOLIDATED RAIL CORPORATION

FHWA REGION	STATE	PROJECT
5	OHIO	

FRA-670-3.93(L/M)(Columbus)
I-670-6(32)101

143
148
14
19



BALTIMORE & OHIO RAILROAD
COMPANY
AND
CONSOLIDATED RAIL CORPORATION

Note: All Stations and Offsets within the Spiral of the Curve are referenced to the Points on Tangent, Back and Ahead.

For & Survey Curve Data, See Sheet No. 7

Rev.	Date	Description
15-87		REVISED 339U-2, 340U-2, 341U-3 & 349U

R/W - STA. 127+00 to STA. 140+00 TRACKS # IV, V & XII

CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 3, T5N, R22W

FHWA REGION	STATE	PROJECT	144
5	OHIO		148
			15
			19

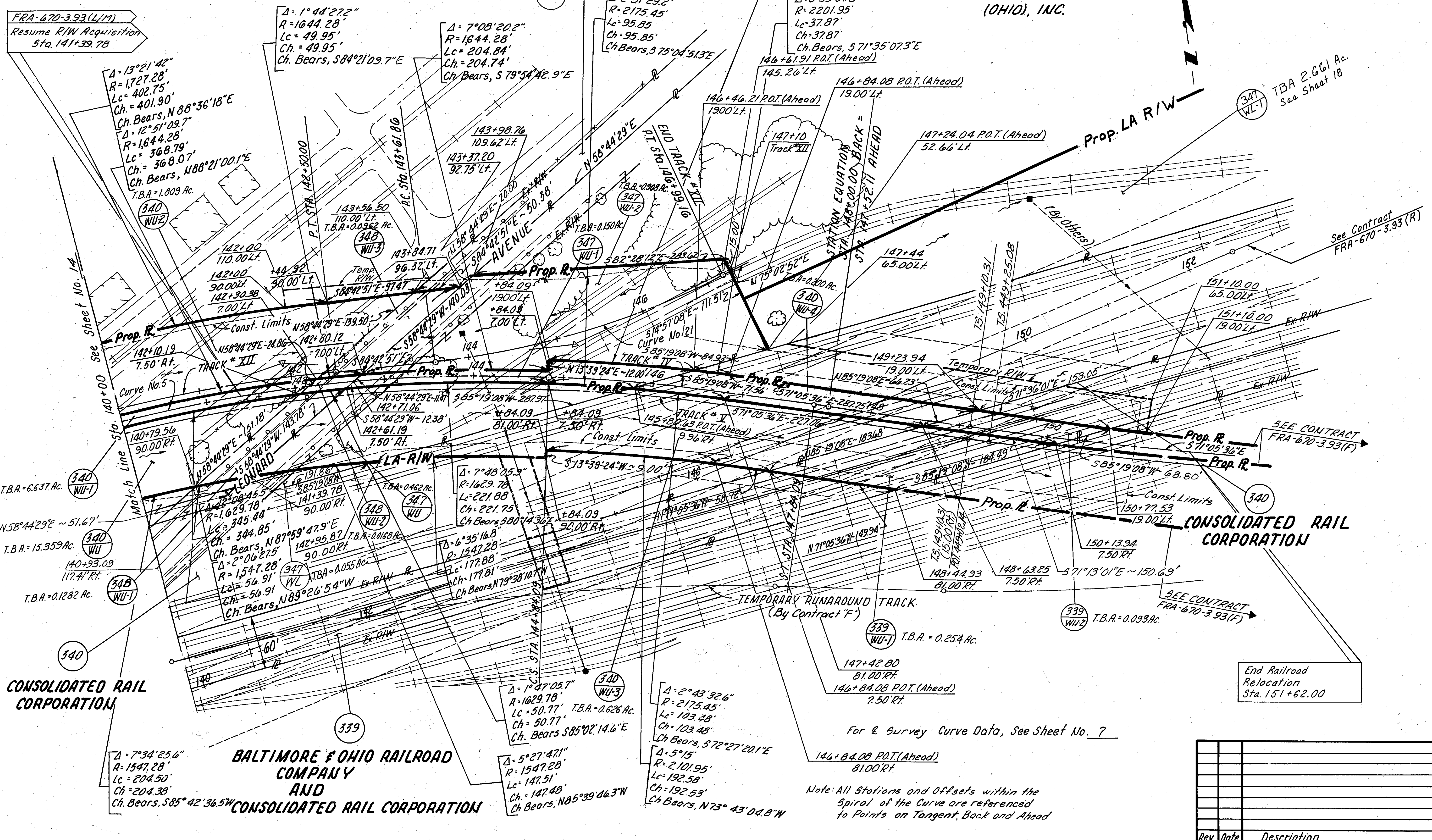
FRA-670-3.93(L/M)(Columbus)
I-670-6(32)101

CONSOLIDATED RAIL CORPORATION

CITY OF COLUMBUS

MOUNT CLARE PROPERTIES
(OHIO), INC.

FRA-670-3.93(L/M)
Resume R/W Acquisition
Sta. 141+39.78



CONSOLIDATED RAIL CORPORATION

BALTIMORE & OHIO RAILROAD COMPANY
AND
CONSOLIDATED RAIL CORPORATION

CONSOLIDATED RAIL CORPORATION

End Railroad Relocation
Sta. 151+62.00

Note: All Stations and Offsets within the Spiral of the Curve are referenced to Points on Tangent, Back and Ahead

For & Survey Curve Data, See Sheet No. 7

Rev.	Date	Description

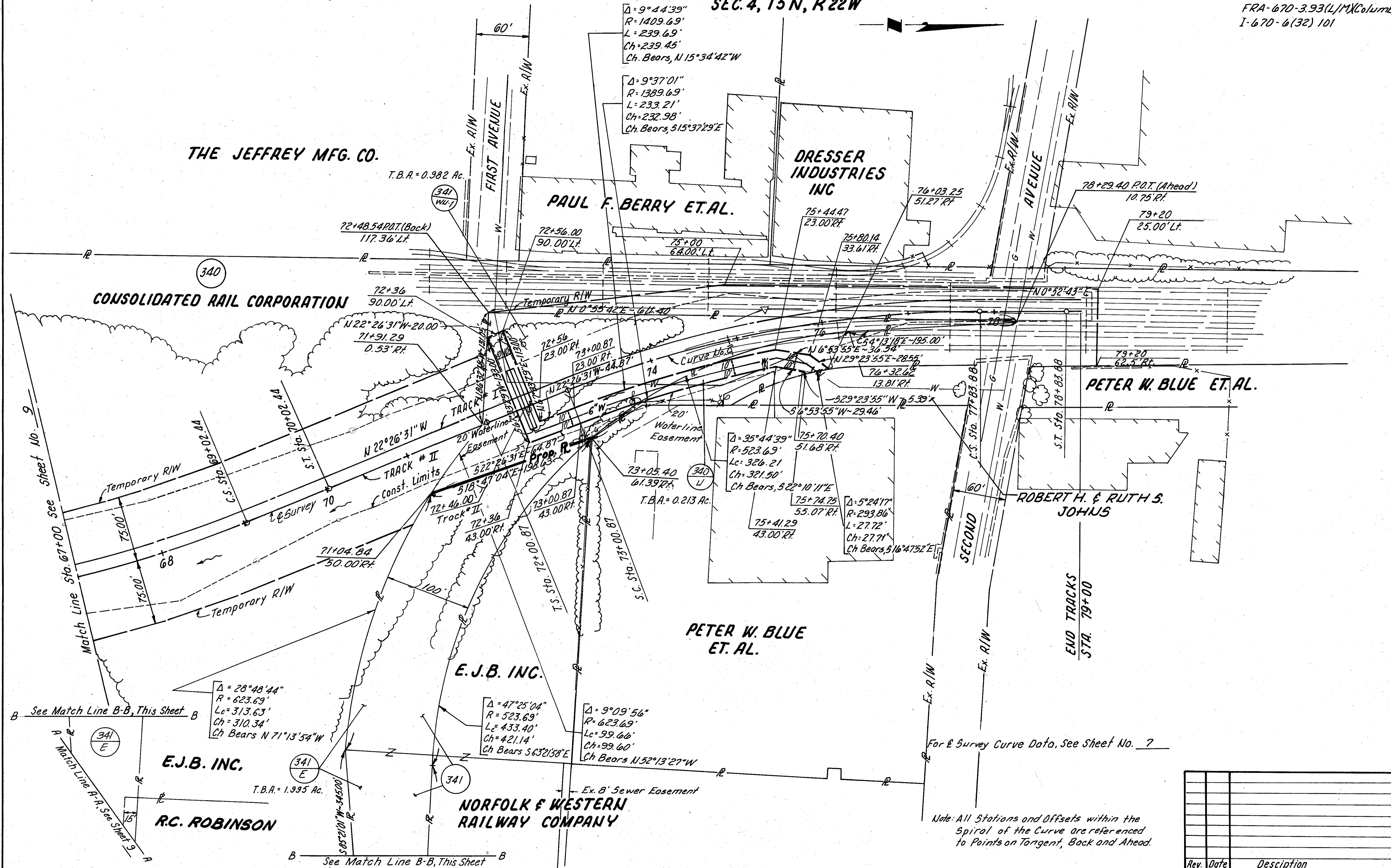
R/W - STA. 140+00 to STA. 148+00 TRACKS * IV, V & XII

CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 4, T5N, R22W

FHWA REGION	STATE	PROJECT
5	OHIO	

145
148
16
19

FRA-670-3.93(L/M)(Columbus)
I-670-6(32) 101



For E Survey Curve Data, See Sheet No. 7

Note: All Stations and Offsets within the Spiral of the Curve are referenced to Points on Tangent, Back and Ahead.

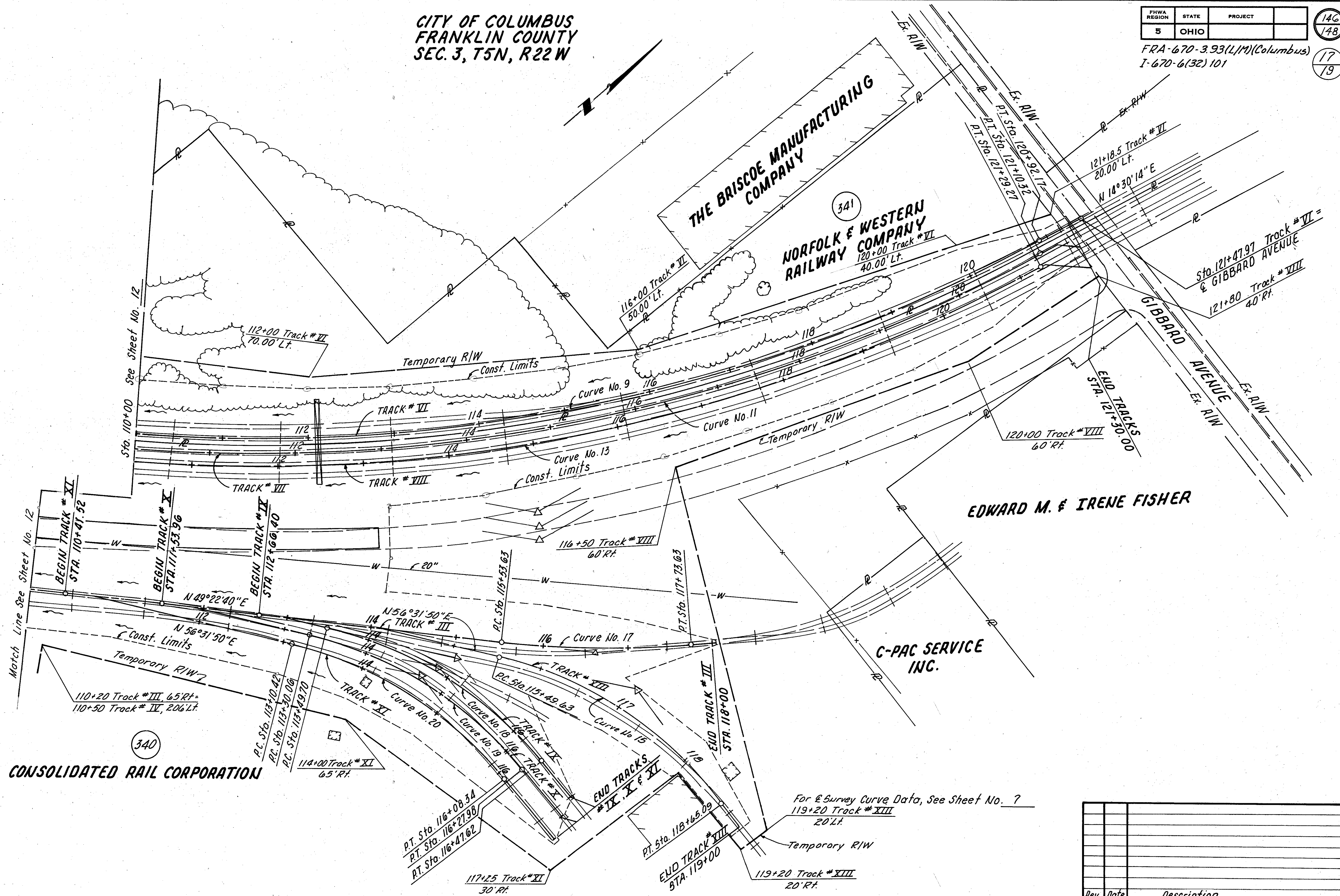
Rev.	Date	Description

R/W - STA. 68+00 to STA. 79+00 TRACKS # I & II

CITY OF COLUMBUS
FRANKLIN COUNTY
SEC. 3, T5N, R22W

FHWA REGION	STATE	PROJECT	146 148
5	OHIO		17 19

FRA-670-3.93(L/M)(Columbus)
I-670-6(32) 101



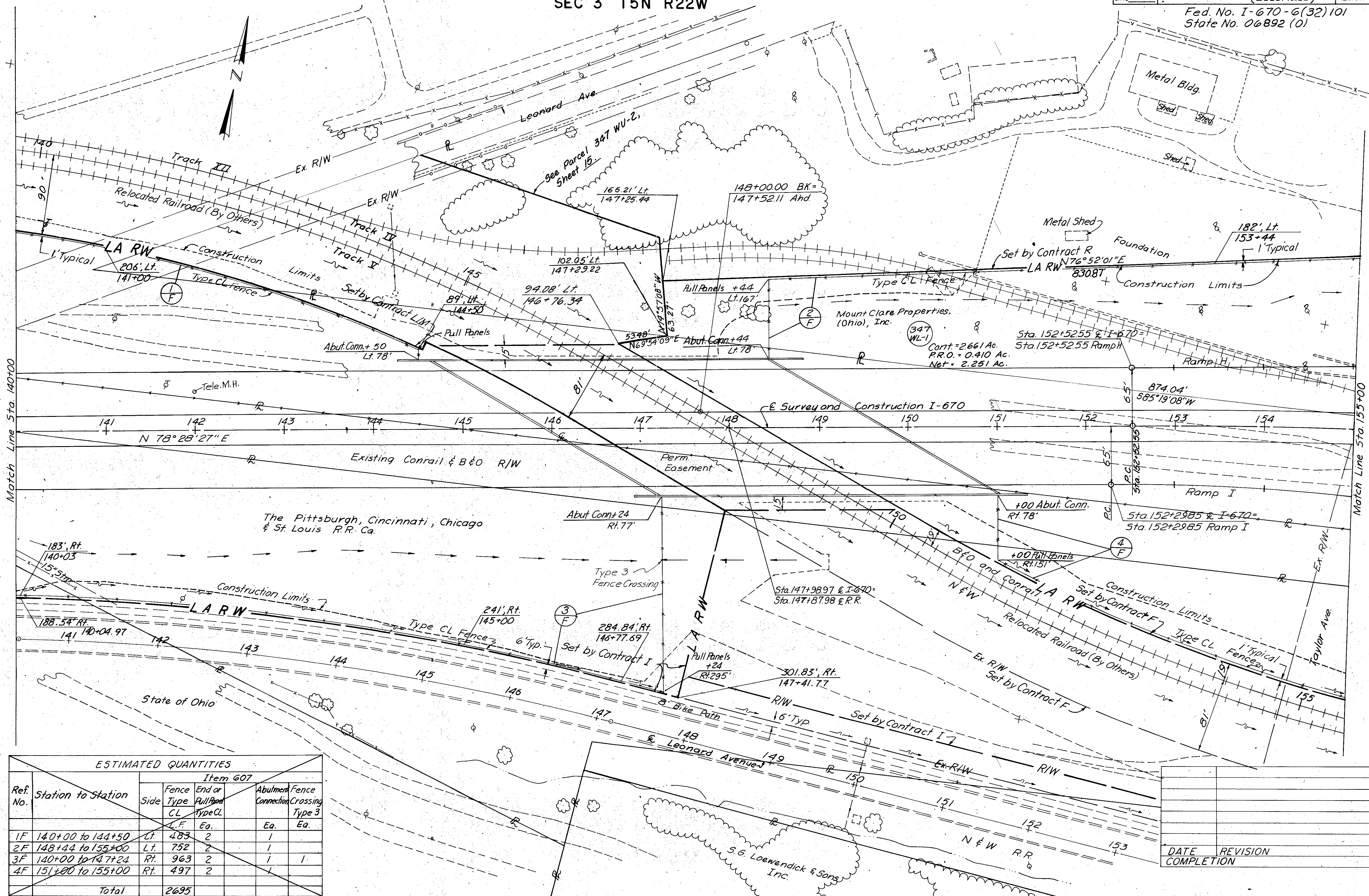
Rev.	Date	Description

R/W-STA. 110+00 to STA. 121+30.00 TRACKS # III, VI, VII, VIII, IX, X & XI

CITY OF COLUMBUS
SEC 3 T5N R22W

THIS SHEET TO BE USED FOR ACQUISITION OF
PARCEL 347 WL-1 ONLY

CALC BY: RES DATE: 5/85 CHD BY: DATE:	FRA-670-393-LJM (COLUMBUS) Fed. No. I-670-6(32)101 State No. 06892 (0)	OHIO FHWA REGION 5 147 148 18 19
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ESTIMATED QUANTITIES						
Ref. No.	Station to Station	Side	Item 607			
			Fence Type	End or Pull Panel Type	Abutment Connection	Fence Crossing Type 3
			CL	Ea.	Ea.	Ea.
1F	140+00 to 144+50	Lt.	483	2	1	
2F	148+44 to 155+00	Lt.	752	2	1	
3F	140+00 to 147+24	Rt.	963	2	1	1
4F	151+00 to 155+00	Rt.	497	2	1	
	Total		2695			

DATE	REVISION	BY

R/W PLAN STA. 140+00 to STA. 155+00

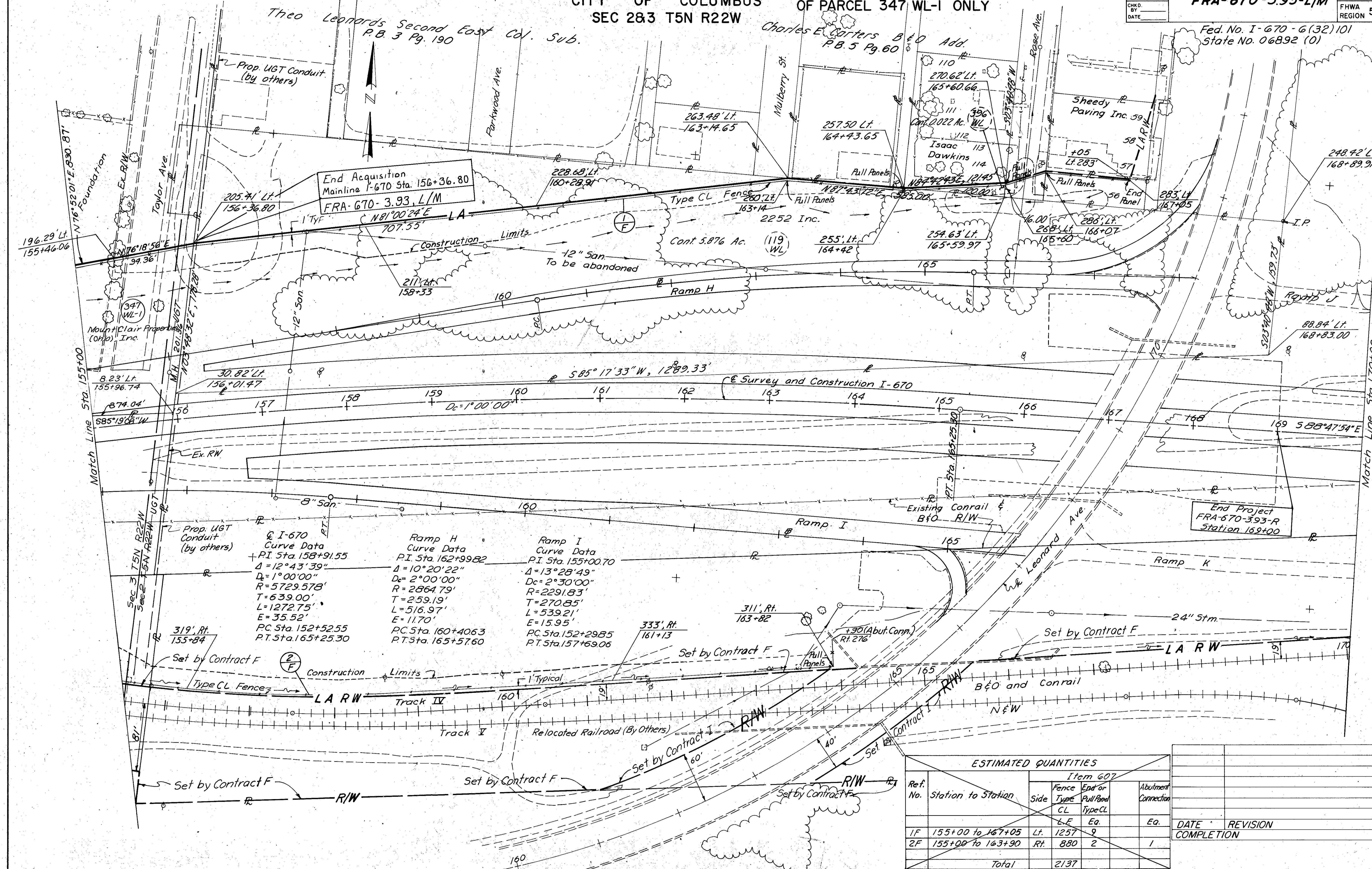
CITY OF COLUMBUS
SEC 283 T5N R22W

THIS SHEET TO BE USED FOR ACQUISITION
OF PARCEL 347 WL-1 ONLY

CALC. RES. BY DATE 5/85
 CHKD. BY DATE
 DATE

FRA-670-3.93-L/M
 Fed. No. I-670-6(32)101
 State No. 06892 (0)

OHIO
 FHWA REGION 5
 148
 148
 19
 19



Curve Data

Curve	PI Sta.	Δ	Dc	R	T	L	E	PC Sta.	PT Sta.
Q I-670	158+91.55	12°43'39"	1°00'00"	5729.57'	639.00'	1272.75'	35.52'	152+52.55	165+25.30
Ramp H	162+99.82	10°20'22"	2°00'00"	2864.79'	259.19'	516.97'	11.70'	160+40.63	165+57.60
Ramp I	155+00.70	13°28'49"	2°30'00"	2291.83'	270.85'	539.21'	15.95'	152+29.85	157+69.06

ESTIMATED QUANTITIES					
Ref. No.	Station to Station	Item 607			Abutment Connection
		Side	Fence Type	End or Pull Panel	
			CL	Type CL	
1F	155+00 to 167+05	Lt.	1257	9	
2F	155+00 to 163+90	Rt.	880	2	
Total			2137		

R/W PLAN STA. 155+00 to STA. 170+00