Drawing No. 1

The notes found in F.BK. 525; page 20 show that the degree of curvature for this curve was changed from 10° to 5° (F.BK. 525, pg. 67) This is the curve data that is found on right of way plans L-27 which have been filed in the Map Room for many years. I can only assume that at that time, plans were being made to flatten this curve out. In my opinion, it never happened. The concrete roadway which was present in the 1930's still exists in the same place under the present day asphalt. Also no additional right of way was acquired. As this drawing shows, the curve data shown on R/W plan L-27 doesn't fit the pavement. The second drawing was made using the old curve data shown on page 20 of F.BK. 525 (10° curve-chord definition). It fits the pavement better.

When this problem came up, I contacted Bob Stevens of O.D.O.T. to see if he could find any information on C.R. 130. He sent me a set of right of way plans with different curve data for these curves. The third drawing represents this information. This data fits the pavement well.

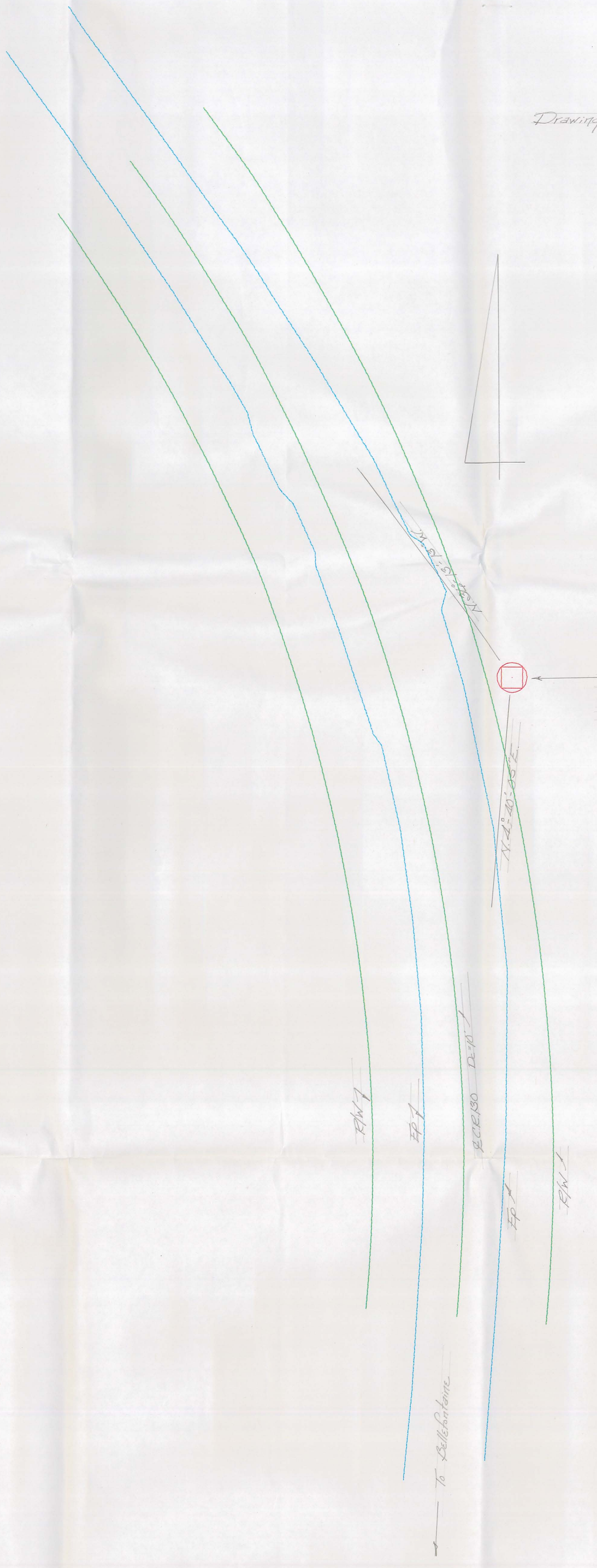
I think that the right of way plans obtained from O.D.O.T. are correct.

C.D.D.

4 Feb. 02

Scale: 1" = 20'

Drawing No. 2



P.I.
34+96.8 (Ref: R/W plan L-27)
3/4" I.D. Pipe fd.
40°-53'-18" Lt. (meas.)

Curve Data
10° Curve (chord definition) as per
F.BK. 525, pg. 20

Δ = 40°-53'-18"
D_c = 10°
R. = 573.69'
T. = 213.86'
CCL = 408.88'
L.C. = 400.77'
E. = 38.56'

Scale: 1" = 20'

P.I.
22+68.3 (ref. R/W plan L-27)
7/8" ϕ bar w/ 1¼" nut on bottom
end over Concrete mon.
34°-40'-05" Rt. (meas.)

Curve Data
5° Curve as per R/W plan L-27

Δ = 34°-40'-05" Rt
Da = 5°
R. = 1145.92'
T. = 357.66'
L. = 693.36'
L.C. = 682.83'
E. = 54.52'

The notes found in F.Bk. 525, page 18 show that the degree of curvature for this curve was changed from 10° to 5° (F.Bk. 525, pg. 66). This is the curve data that is found on right of way plans L-27 which have been filed in the Map Room for many years. I can only assume that at that time, plans were being made to flatten this curve out. In my opinion, it never happened. The concrete roadway which was present in the 1930's still exists in the same place under the present day asphalt. Also no additional right of way was acquired. As this drawing shows, the curve data shown on R/W plans L-27 doesn't fit the pavement. The second drawing was made using the old curve data shown on page 18 of F.Bk. 525 (10° curve - chord definition). It fits the pavement better.

When this problem came up, I contacted Bob Stevens of O.D.O.T. to see if he could find any information on C.R. 130. He sent me a set of right of way plans with different curve data for these curves. The third drawing represents this information. This data fits the pavement well.

In all three cases I looked at a 1926 Wright survey of 5.00 acres (Index # 591). This survey fits the information from O.D.O.T. the best.

I think that the right of way plans obtained from O.D.O.T. are correct.

C.D.D.
4 Feb. 02

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