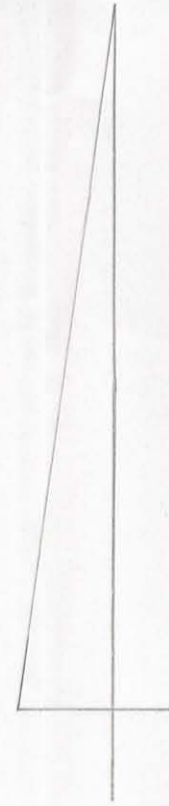


Drawing No. 1



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

Curve Data
 5° Curve as per R/W plan L-27
 $\Delta = 40^\circ 53' 18" \text{ Lt.}$
 $D_a = 5'$
 $R = 1145.92'$
 $T = 427.17'$
 $L = 817.77'$
 $L.C. = 800.52'$
 $E = 77.03'$

FM1

E.C.E.180 D=5'1"

FP1

FM1

FP1

The notes found in F.B.L. 525, page 20 show that the degree of curvature for this curve was changed from 10° to 5° (F.B.L. 525, pg. 47). 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 1930s 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.B.L. 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.E.180. 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.

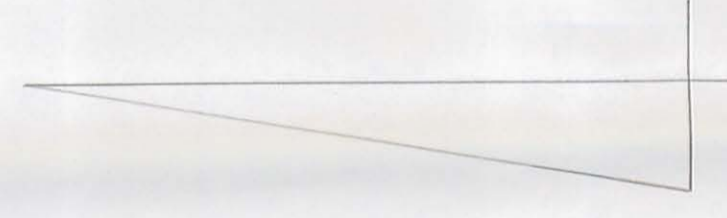
I think that the right of way plans obtained from O.D.O.T. are correct.

C.D.P.
 4 Feb. 02

Scale: 1"=20'

→ To Bellefontaine

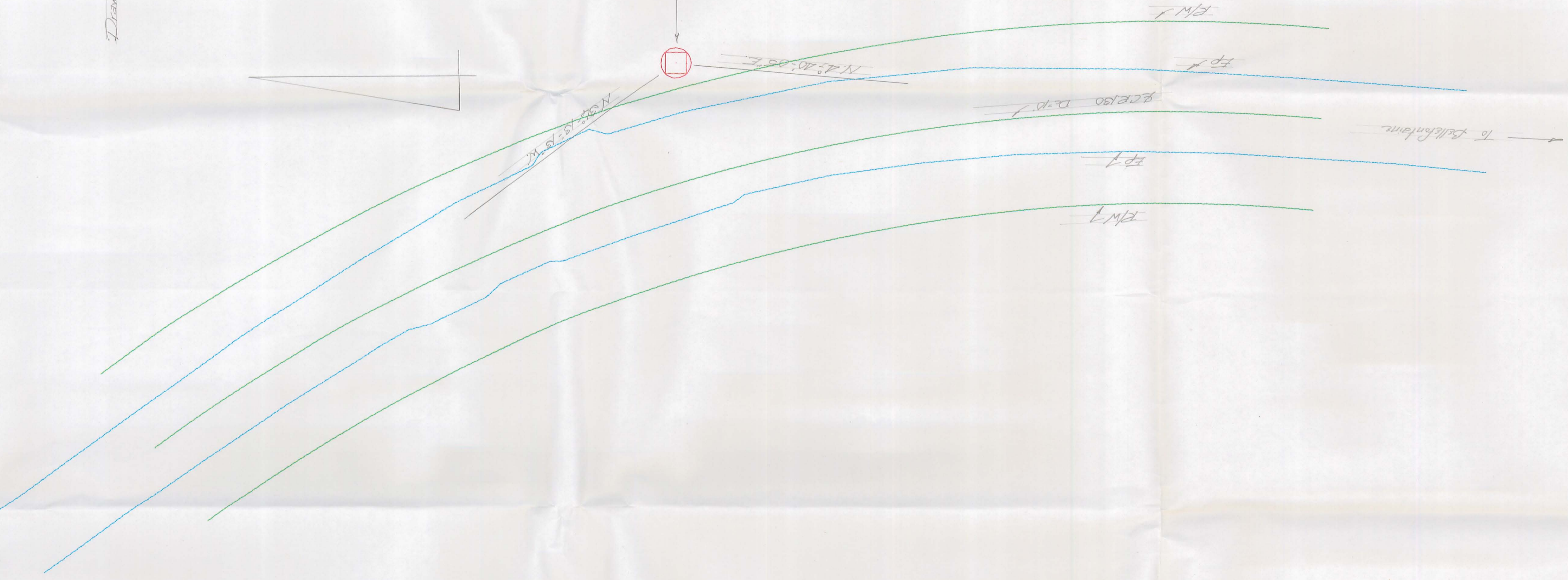
Drawing No. 2



PI
34476.8 (T&E, E.M. plan L-27)
3/4 I.D. Pipe Rd.
40° 53' 18" Lt. (mass)

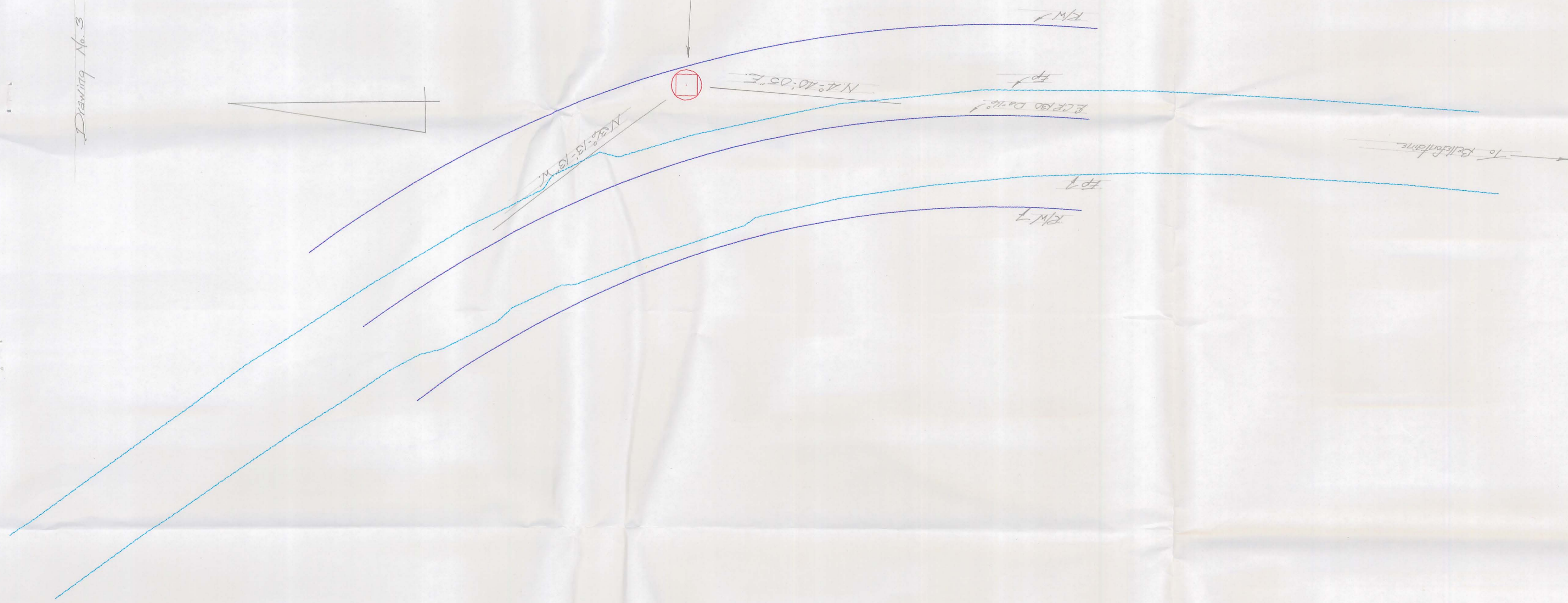
Curve Data
10' Curve (Chord definition) as per
TABLE 525, pg. 20
 $\Delta = 40^\circ 53' 18''$
 $D_c = 10'$
 $E = 573.09'$
 $T = 219.86'$
 $CEL = 488.88'$
 $L.C. = 100.77'$
 $E' = 38.56'$

Scale: 1" = 20'



INDEXED ON MAP
9420 IP-2

Drawing No. 3

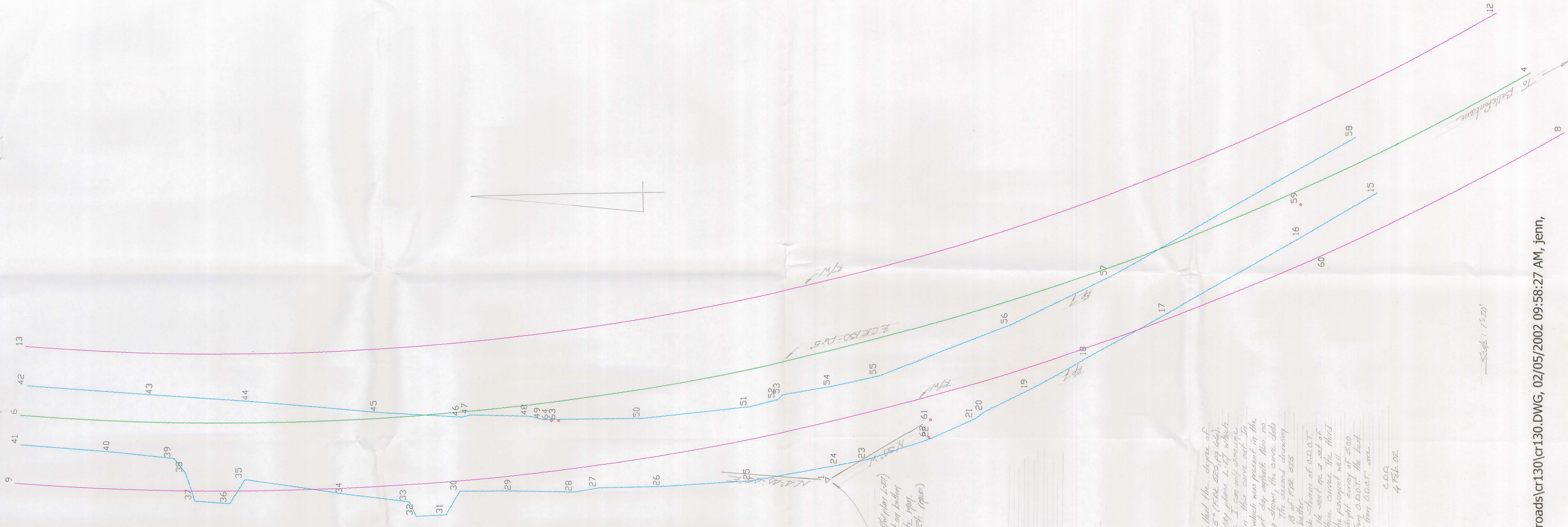


PI
 344.74.8 (CR. P/W plan L-27)
 1/4 I.D. Pipe R.
 40° 53' 13" L.F. (1988)

Curve Data
 As per P/W plans received
 from D.D.O.T.
 $\Delta = 41^\circ 53' 18''$
 $D_s = 1/2$
 $R = 508.10'$
 $T = 193.50'$
 $L = 255.66'$
 $L.C. = 220.16'$
 $E. = 24.07'$

Scale: 1" = 20'

INDEXED ON MAP
 9428 IP-3



F.I.
 22x4.8.3 (set 1/4" put on bottom
 side over concrete, 1/4"
 34° 40' 05" RT (1926)

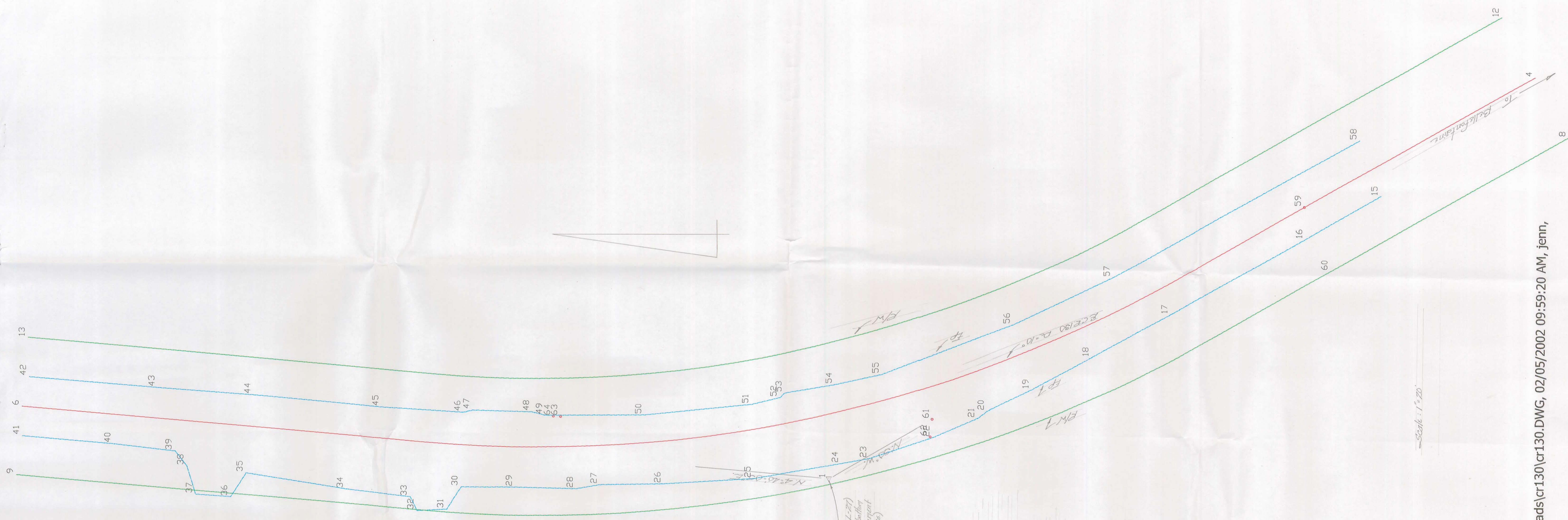
Curve Data
 5° curve as per E/W plan L-27
 $\Delta = 34^\circ 40' 05''$ RT
 $Pa = 9'$
 $R = 1145.92'$
 $T = 957.66'$
 $L = 493.96'$
 $LC = 482.88'$
 $E = 54.07'$

The notes found in F.B.L. 525, page 18 show that the degree of curvature for this curve was changed from 10° to 5° (F.B.L. 525, pp 46). 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 1920s 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 E/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.B.L. 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 CE 150. 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. For all three cases I looked at a 1926 Wright survey of 500 acres (Inlet # 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

INDEXED ON MAP
 9428 1p.4

Scale: 1"=20'

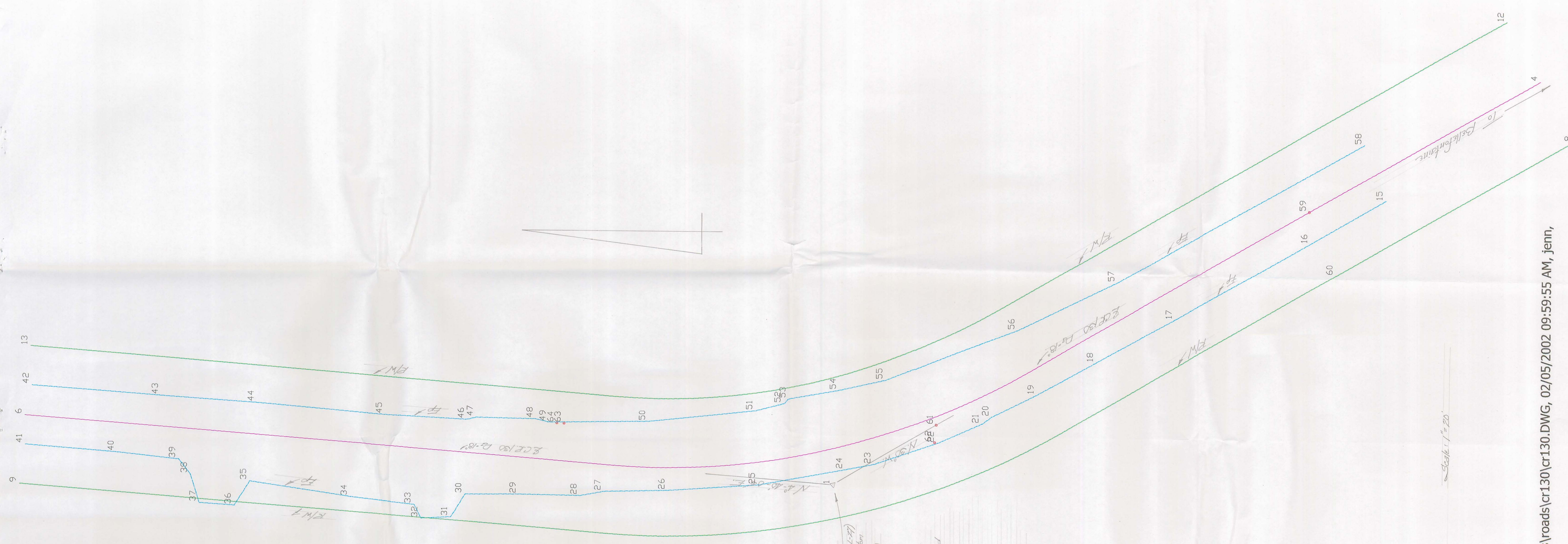


PT
 224.83 (ref. 19Mpbler L-27)
 1/8" bar w/ 1/8" nut on bottom
 and over concrete monument
 3.4°-40'-02" EA (1954)

Curve Data
 10' Curve (Road definition) ea per
 F 04 023 pp 18
 Δ = 34°-40'-02" EA
 R = 573.29'
 T = 177.06'
 L.C. = 341.85'
 C.C.L. = 346.40'
 E. = 27.21'
 D. = 10'

Scale: 1" = 20'

INDEXED ON MAP
94281P.5



P.I.
 22468.9 (1st RM plan 1-47)
 1/8" bar w/ 1/4" put on bottom
 end over concrete prop.
 34°-40'-05" E. (1966)

Curve Data
 As per RM plans received
 from D.D.T.
 A = 34°-40'-05" E.
 P₀ = 18'
 R = 918.91'
 T = 99.35'
 L = 192.48'
 E = 15.14'

INDEXED ON MAP
 9420 IP-U