

# CENTERLINE SURVEY PLAT

RECEIVED JAN 4 1965  
RECORDED 8:40 A.M. JAN. 7, 1965  
BOOK 12 PAGE 106  
Nick Munnal  
COUNTY RECORDER

STATE ROUTE 7 - SEC. 20.74

BELMONT COUNTY, OHIO  
VILLAGE OF BRIDGEPORT  
& CITY OF MARTINS FERRY

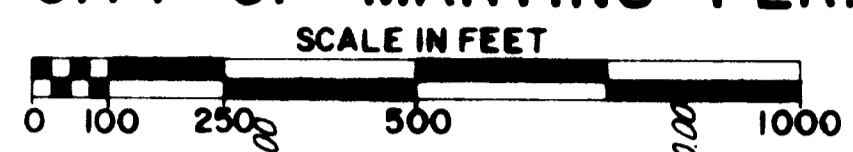
Approved for recording  
1/4/65 E. J. Baccabelli  
C. J. Baccabelli  
C. Engr.

\$2950 PAID

RAILROAD SPUR	CURVE DATA	CURVE DATA	CURVE DATA
CURVE 1	CURVE 2	CURVE 3	
PI STA 3389+66.52	PI STA 3388+29.79	PI STA 3382+53.79	
$\Delta = 08^{\circ}16'16''$ RT	$\Delta = 21^{\circ}24'42''$ RT	$\Delta = 33^{\circ}20'10''$ LT	
$D = 12^{\circ}18'20''$	$D = 12^{\circ}00'00''$	$D = 12^{\circ}00'00''$	
$R = 466.50'$	$R = 478.34'$	$R = 478.34'$	
$L = 67.21'$	$L = 178.43'$	$L = 277.80'$	
$T = 33.73'$	$T = 90.43'$	$T = 143.22'$	
$E = 1.22'$	$E = 8.47'$	$E = 20.98'$	

### SERVICE RD. CURVE DATA

PI STA 3+05.27
$\Delta = 85^{\circ}00'00''$ RT
$D = 28^{\circ}38'52''$
$R = 200.00'$
$L = 296.71'$
$T = 183.27'$



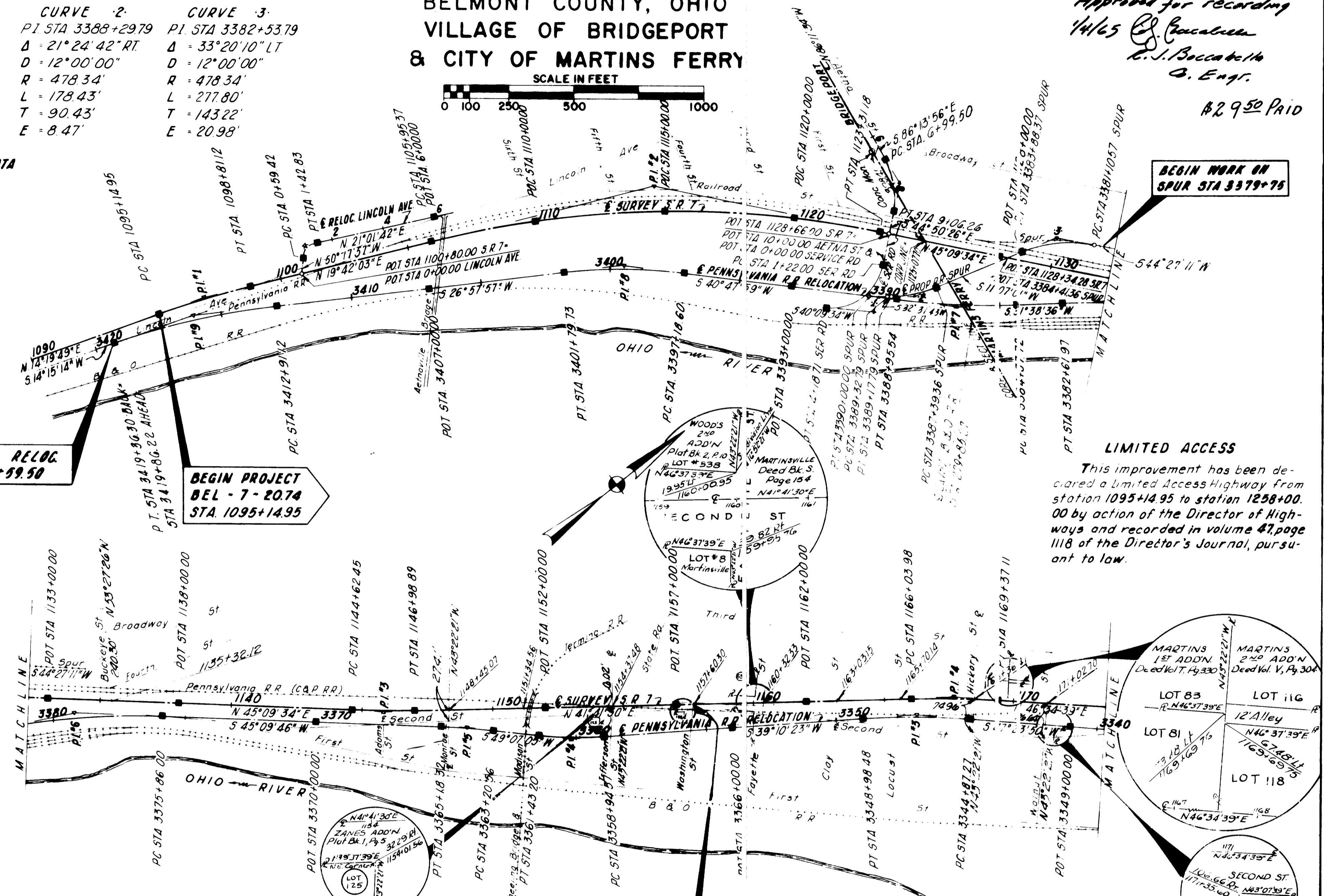
END R.R. RELOC. STA 3420+59.50

BEGIN PROJECT BEL - 7 - 2074 STA 1095+14.95

BEGIN WORK ON SPUR STA 3379+75

### LIMITED ACCESS

This improvement has been declared a Limited Access Highway from station 1095+14.95 to station 1258+00.00 by action of the Director of Highways and recorded in volume 47, page 1118 of the Director's Journal, pursuant to law.



### LINCOLN AVE. CURVE DATA

PI Sta 1+07.50
$\Delta = 71^{\circ}19'39''$ RT
$D = 85^{\circ}30'58''$
$R = 6700'$
$L = 83.41'$
$T = 48.08'$
$E = 15.47'$

### RELOCATED S. R. 7

PI #1 Sta 1096+98.17	PI #2 Sta 1114+77.84	PI #3 Sta 1145+80.71	PI #4 Sta 1167+70.64
$\Delta = 05^{\circ}22'14''$ RT	$\Delta = 25^{\circ}27'31''$ RT	$\Delta = 03^{\circ}28'04''$ LT	$\Delta = 04^{\circ}53'09''$ RT
$D = 01^{\circ}28'00''$	$D = 01^{\circ}28'00''$	$D = 01^{\circ}28'00''$	$D = 01^{\circ}28'00''$
$R = 3906.53'$	$R = 3906.53'$	$R = 3906.53'$	$R = 3906.53'$
$L = 366.17'$	$L = 1735.81'$	$L = 236.44'$	$L = 333.13'$
$T = 183.22'$	$T = 882.47'$	$T = 118.26'$	$T = 166.66'$
$E = 4.29'$	$E = 98.43'$	$E = 1.79'$	$E = 3.55'$

### CURVE DATA

### AETNA ST. CURVE DATA

PI Sta 2+07.50
$\Delta = 41^{\circ}21'03''$ RT
$D = 20^{\circ}00'00''$
$R = 286.48'$
$L = 206.76'$
$T = 108.21'$
$E = 19.71'$

### LEGEND

■ denote: Centerline Monument Assemblies

NOTE: Centerline Monument Assemblies will be set before or after construction.

I hereby certify that this plat is a true delineation of a survey made for the Ohio Department of Highways in 1962 by

Theodore L. Wallace  
Theodore L. Wallace,  
Notary 6/19/64 Registered Surveyor 4650

Earl W. Nelson

12-18-64

### PENNSYLVANIA RAILROAD CURVE DATA

PI #9 Sta 3416+10.24	PI #8 Sta 3399+50.32	PI #7 Sta 3386+67.13	PI #6 Sta 3379+25.58	PI #5 Sta 3364+19.49	PI #4 Sta 3360+19.22	PI #3 Sta 3346+20.00
$\Delta = 12^{\circ}42'43''$ LT	$\Delta = 13^{\circ}50'02''$ LT	$\Delta = 09^{\circ}09'23''$ RT	$\Delta = 13^{\circ}31'10''$ LT	$\Delta = 03^{\circ}57'19''$ LT	$\Delta = 09^{\circ}56'42''$ RT	$\Delta = 08^{\circ}15'27''$ RT
$D = 02^{\circ}00'00''$	$D = 03^{\circ}00'00''$	$D = 02^{\circ}00'00''$	$D = 02^{\circ}00'00''$	$D = 02^{\circ}00'00''$	$D = 04^{\circ}00'00''$	$D = 02^{\circ}00'00''$
$R = 2364.93'$	$R = 1910.08'$	$R = 2364.93'$	$R = 2864.93'$	$R = 2364.93'$	$R = 1232.00'$	$R = 2864.93'$
$L = 635.60'$	$L = 461.13'$	$L = 451.82'$	$L = 675.97'$	$L = 277.80'$	$L = 206.63'$	$L = 451.82'$
$T = 319.12'$	$T = 231.72'$	$T = 229.41'$	$T = 339.58'$	$T = 98.93'$	$T = 21.65'$	$T = 108.21'$
$E = 1.72'$	$E = 13.67'$	$E = 9.17'$	$E = 20.06'$	$E = 1.79'$	$E = 5.21'$	$E = 19.71'$