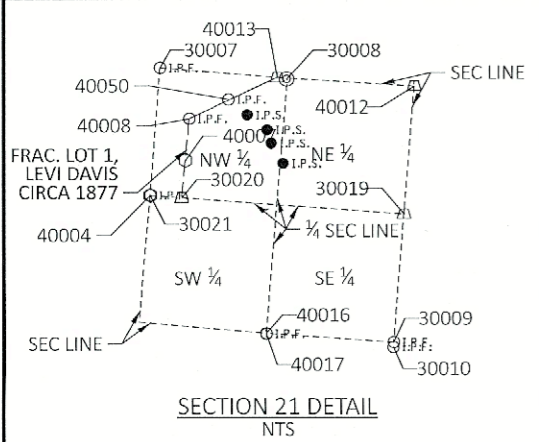


**SURVEYOR'S SEAL**

COMPASS INFRASTRUCTURE GROUP

Digitally signed by Andrew T. Jordan  
Date: 2024.09.20 10:51:21-0400'



**ESTABLISHMENT OF C/L AND R/W STATIONING:**  
THE STATIONING OF SR 664 WAS SET BY RE-ESTABLISHING PC STA 681+69.69 FROM HOC-664-12.88 (NKA) HOC-664-12.78 CIRCA 1990-1993) USING VARIOUS CONCRETE OFFSET MONUMENTS AND IRON PINS FROM THE AFOREMENTIONED PLAN SET.

THE STATIONING OF SAUER KRAUT ROAD (AKA TR 51) WAS DETERMINED USING STRAIGHT LINE MILEAGE FROM THE ROAD RECORD ORIGIN OF SAUER KRAUT ROAD AT THE INTERSECTION OF WHAT IS NOW SR 328 AND NICKEL PLATE ROAD (AKA CR 13) PER ROAD RECORD (RR) A, PG 31.

SR 664 WAS IMPROVED (NO PLANS FOUND) PER DB 69, PG 588; DB 69 PG 593; AND DB 76, PG 511. THE HIGHWAY EASEMENTS ARE AMBIGUOUS WITH CALLS TO A ROUTE NUMBER OR NAME. THE TITLE SEARCH RESOLUTION IDENTIFIED THESE AS THE CURRENT CONFIGURATION OF SR 664. THERE ARE CALLS TO AN "AS CONSTRUCTED" ROADWAY INDICATING VEHICULAR DESIGN STANDARDS WERE USED. THE ORIGINAL CENTERLINE WOULD HAVE BEEN BY TANGENTS TO POINTS OF INTERSECTION. THE IMPROVEMENTS (CIRCA 1930'S) WOULD INDICATED A CENTERLINE OF RIGHT OF WAY BASED ON A PROPOSED ALIGNMENT ESTABLISHED FROM AN EXISTING HISTORIC ALIGNMENT.

**BASIS OF R/W LIMITS:**  
**SOUTHWEST QUARTER SECTION 21**  
PORTIONS OF SR 664 (FKA ROAD'S ROAD) WEST OF SAUER KRAUT ROAD VARY PER RR B, PG 23, 267 & 356 (LOST OR DESTROYED). A 30' RIGHT OF WAY IS DEDICATED IN RR D, PG 488, CIRCA 1887. THE PORTIONS OF SR 664 IN THE SW 1/4 OF SEC 21 OF FALLS TOWNSHIP WAS WIDENED TO 60' IN DB 69, PG 593, WITH 40' ON THE WEST SIDE AND 20' ON THE EAST SIDE. DESCRIPTION IS AMBIGUOUS, BUT FITS OCCUPATION.

**NORTHWEST, NORTHEAST, SOUTHEAST QUARTERS SECTION 21**  
THE PORTION OF SR 664 (FKA SAUER KRAUT RD) BETWEEN SAUER KRAUT ROAD AND STARR ROUTE ROAD WAS COMMISSIONED AS SAUER KRAUT ROAD BY RR A, PG 31 CIRCA 1827, NO WIDTH SPECIFIED (60' PER OHIO LAW).

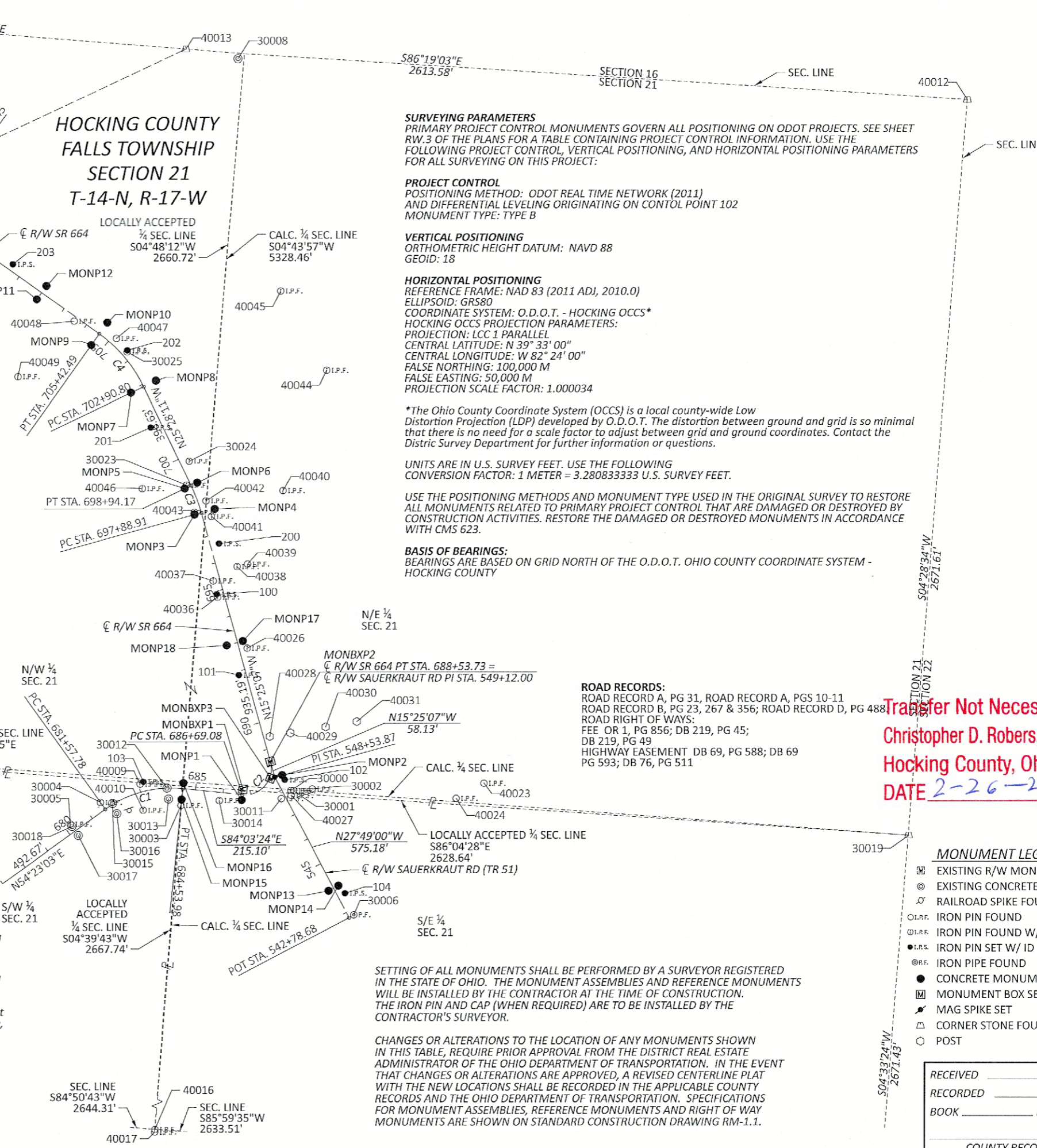
HOWEVER, THERE IS EVIDENCE (CIRCA 1956) FROM A SURVEY PERFORMED FOR THE DEPARTMENT OF HIGHWAYS FOR A SAUER KRAUT ROAD BRIDGE REPLACEMENT TO THE SOUTHEAST. THIS IS PORTRAYED ON A SURVEY THAT WAS PREPARED IN 2010 AND DATED 2013. THAT SHOWS A BALANCED 40' RIGHT OF WAY THAT WAS ACCEPTED AND APPROVED BY COUNTY OFFICIALS PREVIOUSLY.

PHYSICAL OCCUPATION IN THE AREA AND LOCAL BOUNDARY MONUMENTATION INDICATES 40' FEET IS LOCALLY ACCEPTED. PER DB 76, PG 511 THE ROAD WAS WIDENED ON THE EAST SIDE TO GET TO 60' LESS A PORTION IN FRONT OF THE RESIDENCE. DB 69, PG 588 ESTABLISHED A BALANCED WIDTH OF 60 FT, LESS THE PORTION IN FRONT OF THE RESIDENCE, 50' IN LENGTH; AND A PORTION IN FRONT OF THE BARN, 20' IN LENGTH. THIS IS FURTHER SUPPORT OF THE 40' OCCUPATION FOR SAUER KRAUT ROAD AS STATED ABOVE AND DEPICTED IN THE PLANS HEREIN.

SEC. LINE S04°18'23"W 2665.81'	SEC. LINE S05°05'44"W 2642.50'	LOCALLY ACCEPTED 1/4 SEC. LINE S85°16'55"E 2624.26'	LOCALLY ACCEPTED 1/4 SEC. LINE S85°44'05"E 5252.78'
<b>C1 CURVE DATA</b> P.I. = STA. 683+12.73 Δ = 41°33'33" RT Dc = 14°01'51" R = 408.36' T = 154.95' L = 296.2' E = 28.41'	<b>C2 CURVE DATA</b> P.I. = STA. 688+08.25 Δ = 111°21'44" LT Dc = 60°18'41" R = 95.00' T = 139.17' L = 184.65' E = 73.50'	<b>C3 CURVE DATA</b> P.I. = STA. 698+41.68 Δ = 10°03'04" LT Dc = 09°32'57" R = 600.00' T = 52.76' L = 105.25' E = 2.32'	<b>CURVE DATA</b> P.I. = STA. 704+19.37 Δ = 28°50'29" LT Dc = 11°27'33" R = 500.00' T = 128.57' L = 251.69' E = 16.27'

I, Andrew T. Jordan, P.S. No. 8759 have conducted a survey of the existing conditions for the Ohio Department of Transportation between March, 2024 and April 2024. The results of that survey are contained herein. See the Survey Parameters note affixed to these plans for the horizontal and vertical survey parameters used for this project. As a part of this project, I have reestablished the locations of the existing boundary lines, the existing centerline of Right of Way and the existing Right of Way limits as necessary for the property takes contained herein. As a part of this project I have established the proposed boundary lines, calculated the Gross Take, present road occupied (PRO), Net Take and Net Residue herein. As a part of this work, right of way monuments will be set at the locations shown herein per the Memorandum of Understanding between the Board of Registration for Engineers and Surveyors and the Ohio Department of Transportation dated 9-22-2010. All of my work contained herein was conducted in accordance with the Ohio Administrative Code Chapter 4733-37 Standards for Boundary Surveys unless so noted. The words "I and my" as used herein are to mean that either myself or someone working under my direct supervision.

**HOCKING COUNTY  
FALLS TOWNSHIP  
SECTION 21  
T-14-N, R-17-W**



**SURVEYING PARAMETERS**  
PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET RW.3 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION. USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING ON THIS PROJECT:

**PROJECT CONTROL**  
POSITIONING METHOD: ODOT REAL TIME NETWORK (2011)  
AND DIFFERENTIAL LEVELING ORIGINATING ON CONTROL POINT 102  
MONUMENT TYPE: TYPE B

**VERTICAL POSITIONING**  
ORTHOMETRIC HEIGHT DATUM: NAVD 88  
GEOID: 18

**HORIZONTAL POSITIONING**  
REFERENCE FRAME: NAD 83 (2011 ADI, 2010.0)  
ELLIPSOID: GRS80  
COORDINATE SYSTEM: O.D.O.T. - HOCKING OCCS\*  
HOCKING OCCS PROJECTION PARAMETERS:  
PROJECTION: LCC 1 PARALLEL  
CENTRAL LATITUDE: N 39° 33' 00"  
CENTRAL LONGITUDE: W 82° 24' 00"  
FALSE NORTHING: 100,000 M  
FALSE EASTING: 50,000 M  
PROJECTION SCALE FACTOR: 1.000034

\*The Ohio County Coordinate System (OCCS) is a local county-wide Low Distortion Projection (LDP) developed by O.D.O.T. The distortion between ground and grid is so minimal that there is no need for a scale factor to adjust between grid and ground coordinates. Contact the District Survey Department for further information or questions.

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

**BASIS OF BEARINGS:**  
BEARINGS ARE BASED ON GRID NORTH OF THE O.D.O.T. OHIO COUNTY COORDINATE SYSTEM - HOCKING COUNTY

**ROAD RECORDS:**  
ROAD RECORD A, PG 31, ROAD RECORD A, PGS 10-11  
ROAD RECORD B, PG 23, 267 & 356; ROAD RECORD D, PG 488  
ROAD RIGHT OF WAYS:  
FEE OR 1, PG 856; DB 219, PG 45;  
DB 219, PG 49  
HIGHWAY EASEMENT DB 69, PG 588; DB 69 PG 593; DB 76, PG 511

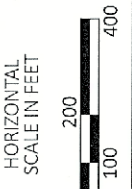
**Transfer Not Necessary**  
**Christopher D. Robers, Auditor**  
**Hocking County, Ohio**  
**DATE 2-26-25**

- MONUMENT LEGEND**
- ☐ EXISTING R/W MONUMENT BOX
  - ⊙ EXISTING CONCRETE MONUMENT
  - ⚡ RAILROAD SPIKE FOUND
  - ⊙ I.P.F. IRON PIN FOUND
  - ⊙ I.P.F. IRON PIN FOUND W/ ID CAP
  - ⊙ I.P.F. IRON PIN SET W/ ID CAP
  - ⊙ I.P.F. IRON PIPE FOUND
  - CONCRETE MONUMENT SET
  - ☑ MONUMENT BOX SET
  - ⚡ MAG SPIKE SET
  - ⊙ CORNER STONE FOUND
  - ⊙ POST

SETTING OF ALL MONUMENTS SHALL BE PERFORMED BY A SURVEYOR REGISTERED IN THE STATE OF OHIO. THE MONUMENT ASSEMBLIES AND REFERENCE MONUMENTS WILL BE INSTALLED BY THE CONTRACTOR AT THE TIME OF CONSTRUCTION. THE IRON PIN AND CAP (WHEN REQUIRED) ARE TO BE INSTALLED BY THE CONTRACTOR'S SURVEYOR.

CHANGES OR ALTERATIONS TO THE LOCATION OF ANY MONUMENTS SHOWN IN THIS TABLE, REQUIRE PRIOR APPROVAL FROM THE DISTRICT REAL ESTATE ADMINISTRATOR OF THE OHIO DEPARTMENT OF TRANSPORTATION. IN THE EVENT THAT CHANGES OR ALTERATIONS ARE APPROVED, A REVISED CENTERLINE PLAT WITH THE NEW LOCATIONS SHALL BE RECORDED IN THE APPLICABLE COUNTY RECORDS AND THE OHIO DEPARTMENT OF TRANSPORTATION. SPECIFICATIONS FOR MONUMENT ASSEMBLIES, REFERENCE MONUMENTS AND RIGHT OF WAY MONUMENTS ARE SHOWN ON STANDARD CONSTRUCTION DRAWING RM-1.1.

RECEIVED _____, 20__	DESIGN AGENCY	SUBSET 1	TOTAL 3
RECORDED _____, 20__	PROJECT ID	121180	
BOOK _____ PAGE _____	SUBSET RW.2	TOTAL RW.17	
COUNTY RECORDER			



CENTERLINE PLAT  
SR 664 AND SAUER KRAUT ROAD (TR51)