

Received July 27 1960 Time 10:45 a.m.  
Recorded July 27-1960  
Plat Book Page 25  
Signed [Signature] Recorder, Guernsey County, Ohio  
Fee \$4.22 Paid July 27-1960

# LOCATION PLAN

## GUE.-40-5.61 - GUERNSEY COUNTY

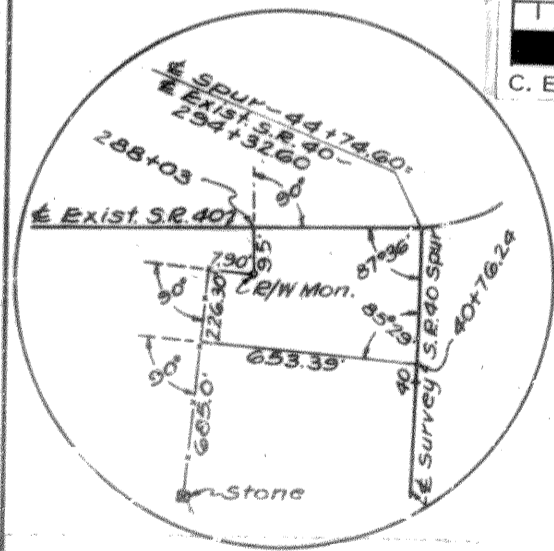
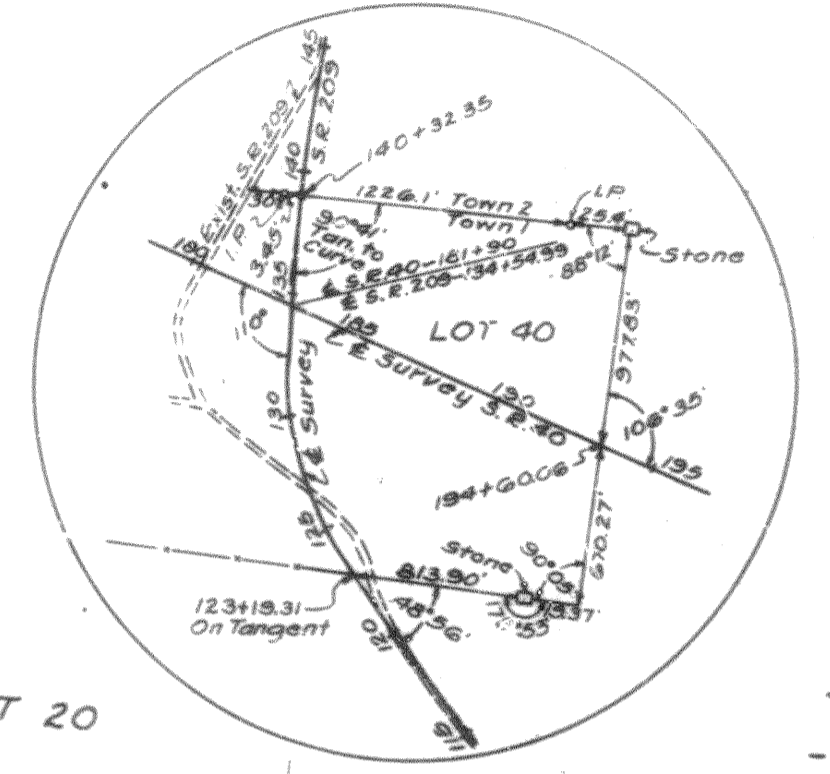
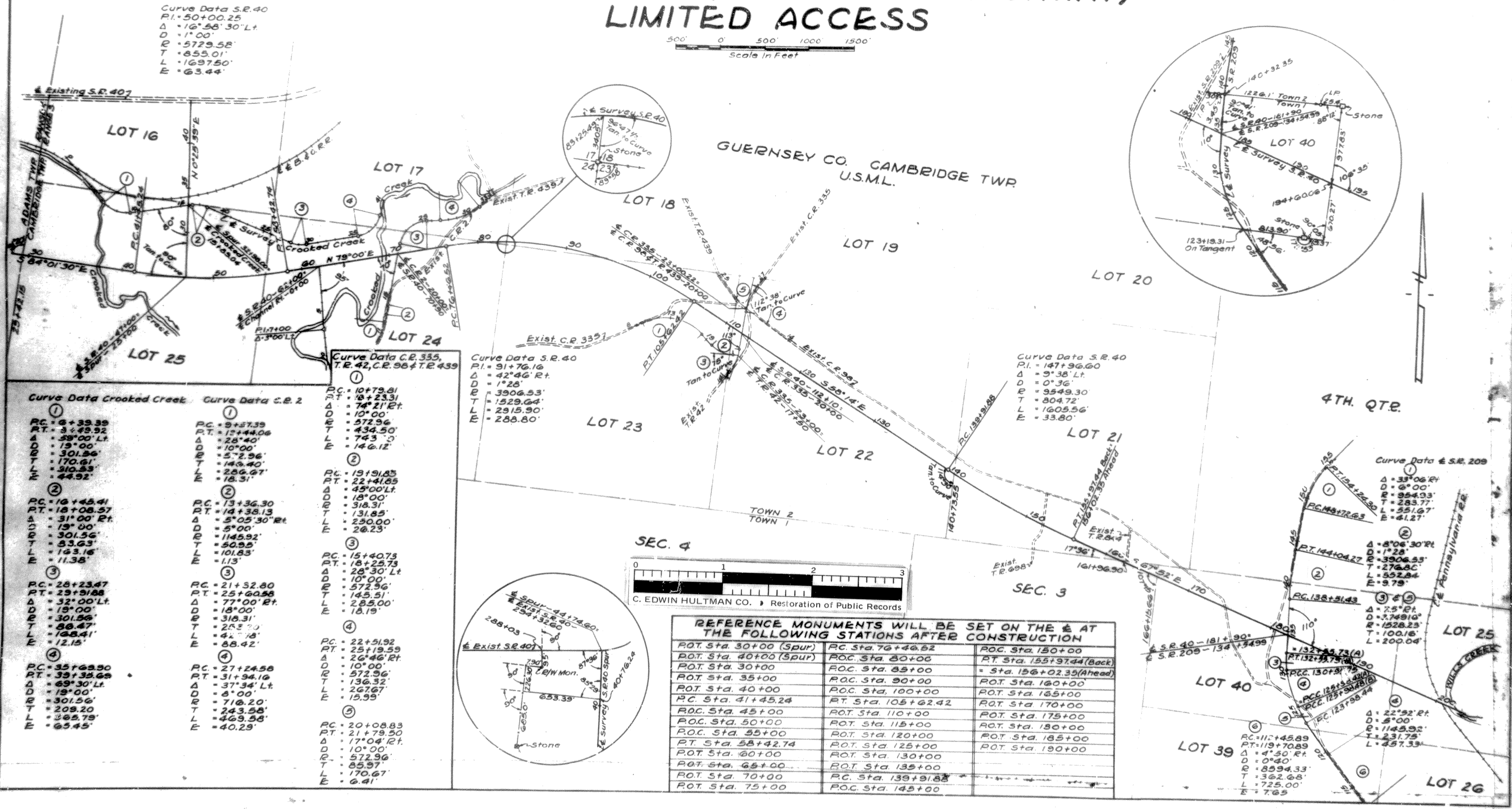
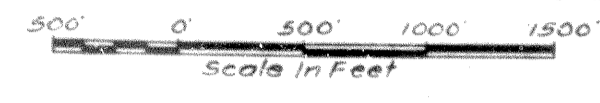
## GUE.-40-5.68 - GUERNSEY COUNTY

### NATIONAL ROAD (INTERSTATE HIGHWAY)

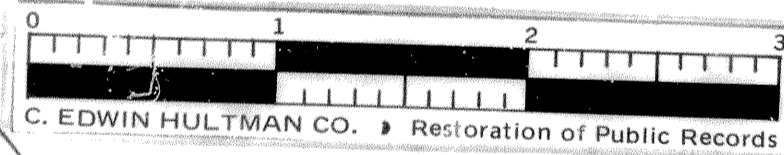
### LIMITED ACCESS

Note: - This Instrument Prepared by the Ohio  
Dep't. of Hwys., under the Supervision  
of Harry P. Brannon, P.E. No. 15394  
Signed: [Signature]  
Registered Surveyor No. 2694  
Resident Division Deputy Director  
Date: [Signature]

1800



Curve Data Crooked Creek	Curve Data C.R. 2	Curve Data C.R. 335	Curve Data S.R. 40
① PC = 9+39.39 PT = 3+49.92 Δ = 33°00' Lt D = 19'00" R = 301.56' T = 170.61' L = 310.53' E = 44.92'	① PC = 9+37.39 PT = 13+44.06 Δ = 28°40' D = 10'00" R = 572.56' T = 146.40' L = 286.47' E = 16.31'	① PC = 10+79.81 PT = 18+23.31 Δ = 74°21' Rt D = 10'00" R = 572.56' T = 743.33' L = 146.12'	① PC = 91+76.16 PT = 42°46' Rt D = 1'28" R = 3906.53' T = 1529.64' L = 2915.90' E = 288.80'
② PC = 16+45.41 PT = 18+08.57 Δ = 31°00' Rt D = 13'00" R = 301.56' T = 83.63' L = 163.16' E = 11.38'	② PC = 13+36.30 PT = 14+38.13 Δ = 5°05'30" Rt D = 5'00" R = 1145.92' T = 50.95' L = 101.83' E = 1.13'	② PC = 13+91.85 PT = 22+41.85 Δ = 45°00' Lt D = 18'00" R = 318.31' T = 131.85' L = 290.00' E = 26.23'	② PC = 91+76.16 PT = 147+96.60 Δ = 9°38' Lt D = 0'36" R = 9549.30' T = 804.72' L = 1605.56' E = 33.80'
③ PC = 28+23.47 PT = 29+91.88 Δ = 32°00' Lt D = 18'00" R = 301.56' T = 86.47' L = 168.41' E = 12.15'	③ PC = 21+32.80 PT = 25+60.58 Δ = 77°00' Rt D = 18'00" R = 318.31' T = 253.20' L = 427.18' E = 88.42'	③ PC = 15+40.73 PT = 18+25.73 Δ = 28°30' Lt D = 10'00" R = 572.56' T = 145.51' L = 285.00' E = 18.19'	③ PC = 147+96.60 PT = 152+97.44 (Back) = Sta. 156+02.35 (Ahead) D = 0'36" R = 9549.30' T = 276.60' L = 592.84' E = 9.79'
④ PC = 35+68.90 PT = 39+35.68 Δ = 69°30' Lt D = 19'00" R = 301.56' T = 209.20' L = 365.79' E = 65.45'	④ PC = 27+24.58 PT = 31+34.16 Δ = 37°34' Lt D = 4'00" R = 716.20' T = 243.58' L = 469.58' E = 40.29'	④ PC = 22+51.92 PT = 25+19.59 Δ = 26°46' Rt D = 10'00" R = 572.56' T = 136.32' L = 267.67' E = 15.99'	④ PC = 152+97.44 (A) PT = 132+59.75 (B) PC = 130+81.75 PT = 125+58.44 D = 22°52' Rt D = 5'00" R = 1145.92' T = 231.75' L = 357.33'
⑤ PC = 20+08.83 PT = 21+79.50 Δ = 17°04' Rt D = 10'00" R = 572.56' T = 85.97' L = 170.67' E = 6.41'	⑤ PC = 20+08.83 PT = 21+79.50 Δ = 17°04' Rt D = 10'00" R = 572.56' T = 85.97' L = 170.67' E = 6.41'	⑤ PC = 18+25.73 PT = 18+25.73 Δ = 10'00" R = 572.56' T = 145.51' L = 285.00' E = 18.19'	⑤ PC = 150+00 PT = 155+97.44 (Back) = Sta. 156+02.35 (Ahead) D = 0'36" R = 9549.30' T = 804.72' L = 1605.56' E = 33.80'



REFERENCE MONUMENTS WILL BE SET ON THE & AT THE FOLLOWING STATIONS AFTER CONSTRUCTION

ROT. Sta. 30+00 (Spur)	RC. Sta. 76+46.82	ROC. Sta. 150+00
ROT. Sta. 40+00 (Spur)	ROC. Sta. 85+00	RT. Sta. 155+97.44 (Back)
ROT. Sta. 30+00	ROC. Sta. 90+00	= Sta. 156+02.35 (Ahead)
ROT. Sta. 35+00	ROC. Sta. 100+00	ROT. Sta. 160+00
ROT. Sta. 40+00	RT. Sta. 105+62.42	ROT. Sta. 165+00
RC. Sta. 41+45.24	ROT. Sta. 110+00	ROT. Sta. 170+00
ROC. Sta. 45+00	ROT. Sta. 115+00	ROT. Sta. 175+00
ROC. Sta. 50+00	ROT. Sta. 120+00	ROT. Sta. 180+00
ROC. Sta. 55+00	ROT. Sta. 125+00	ROT. Sta. 185+00
RT. Sta. 58+42.74	ROT. Sta. 130+00	ROT. Sta. 190+00
ROT. Sta. 60+00	ROT. Sta. 135+00	
ROT. Sta. 65+00	RC. Sta. 139+91.88	
ROT. Sta. 70+00	ROC. Sta. 145+00	
ROT. Sta. 75+00		