## OFFICE OF THE

## LOGAN COUNTY ENGINEER

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## Twp. Rd. 166 R/W

Cyril Woodard, a resident on T-166, was in our office on September 21, 1999 to discuss the right-of-way width of T-166 between T-171 and T-164. He said that in the 1960's the township trustees had all of the residents agree to widening the R/W from 30' to 40'. He said that the trustees are now claiming that the R/W is 60'. I explained that if there is no record of the R/W width, then by law it becomes 60'. By researching the road file, we found evidence of the intended right-of-way as follows:

- An unsigned right-of-way plat (X-166) for T-166 showing a 40' R/W from station 0+00 (at the intersection of T-171) to 113+00 (north of T-164) dated 1950.
- 1917 list of Road Names and Numbers, submitted to ODOT, indicated a rightof-way of 40' as well.
- In 1950, Field Book 689, page 30 41, indicates that T-166 R/W was staked at 40' by the authority of the Monroe Township Trustees from T-171 (station 0+00) to station 109+59.6 (north of intersection with T-164), and 60' from C-47 to C-165.
- In 1997, T-166 was staked at a 60' R/W from station 107+83.83 to 117+27.32 (horizontal curve at the intersection of T-164), see Field Book 710, pages 37-40.

Considering the above information, it is the opinion of the Logan County Engineer's Office that the intended right-of-way was to be 40' from T-171 (station 0+00) to station 109+59.6 (north of intersection with T-164). 60' R/W from C-47 to north of C-165 (log point 3.45). 66' R/W from log point 3.45 to the intersection with C-29. No record of the R/W was found for the section of T-166 from the county line to the intersection of t-171. Also, no record of the R/W was found for the section of T-166 from Station 109+59.6 to the intersection with C-47.

