OKLAHOMA DEPARTMENT OF TRANSPORTATION ODOT STATE JOB PIECE FISCAL SHEET TOTA No. YEAR No. SHEET OKLA 27092(04) 41 143

These benchmarks exceed the requirements for N.G.S. 3rd order leveling.

F Results:

The results of these level runs have been placed in a list in the project design file showing the BM number, elevation, run 1 and run 2 differences, description of each benchmark, and position by station and offset from the

9. Measurement Units:

The distances, coordinates, and elevations shown on this survey are in US SURVEY FEET. All angles and bearings shown are in degrees, minutes, and

10. Topography/Digital Terrain Model:

Topography on this project was obtained from conventional field level topography using Trimble S-6 Robotic Total Stations, Trimble R8 GPS receivers with Trimble TSC-2 data collectors, and using Carlson RTK GPS receivers with Carlson Surveyor+ data collectors. All paving, structures, and finished floor elevations were obtained with the total stations. GPS RTK surveying was used for land ties and miscellaneous topography. As a minimum, the coverage bandwidths fo topographic and/or surface features data obtained on this survey are as follows:

- . 100 feet right and 250 feet left of the Centerline of Survey from the Beginning of Survey to Station 854+52.07, thence;
- 250 feet right and left of Centerline of Survey from 854+52.07 to Station 869+62.09. thence;
- 100 feet right and 250 feet left of the Centerline of Survey from Station 869+62.09 to the End of Survey.

11. Land Ties:

Complete land tie information was obtained by a combination of conventional field methods and real-time kinematic (RTK) GPS as needed to purchase new right-of-way, including the bounding out of all sections through which the survey

West Quarter Corner of Section 25, T-29-N, R-15-E, I.M.

I set a 3/8" iron pin with a cap stamped "CA-1427" at a position established by using parol evidence, Mr. Brown, who resides in the southeast quarter of Section 26, T-29-N, R-15-E stated on February 22nd, 2013, that he recalled a survey

marker in the road bed directly east of a fence corner post. The location of this fence post suggests that the survey marker that Mr. Brown recalls was in the position of the obliterated quarter corner. This fence post has a fence line running west along the north side of Mr. Brown's drive and appears to be constructed along the east/west quarter line of Section 26. This fence post also has a fence line running north from it and it appears to be constructed along the statutory right-of-way west of the section line road. Also when measuring across the road from the post, 33' generally lines up with fence and tree lines that appear to be constructed and perpetuated on the right-of-way east of the section line road. This field evidence and testimony compelled me to re-establish the position of the obliterated quarter corner 16.5' east of the post.

12. Right-of-Way:

The existing rights-of-way shown on this survey are established by the direct relationship between field observation and descriptions found in a combination of easements and deeds found on file in the County Clerk's offices at the Nowata County Courthouse in Nowata, Oklahoma, along with the right-of-way depicted on FAP No. F-193 (12) plans. In addition, we requested and received plans for the St. Louis - Iron Mountain & Southern Railroad from Carla Hutchings, ODOT Survey Division, to identify and establish the railroad right-of-way which defines the western right-of-way line of the survey. These plans graphically depict a curve that begins somewhere south of the intersection of EW-5 section line and continues north beyond said intersection some distance. These plans do not provide any geometric definition to this curve. A "best fit" curve was applied to field measurements of the railroad and offset to best reflect the right-of-way in this area. All property divisions adjacent to the present right-of-way throughout the project limits have been properly established. This includes, as a minimum, the complete mathematical bounding of all parcels that fall partially or completely within the survey coverage limits. "Property division" includes present rights-ofway. The present rights-of-way have been tied to the centerline of survey and shown on the submitted survey notes.

13. Utilities:

Note: All utilities are shown as flagged by the utilities contacted or their representatives. All utilities serving the project area were contacted through OKIE One-Call. All utility locations are approximate, and depths and types are unknown. The utility locations shown on this survey are based on the flagged locations as performed by the utility owners or their contractors. Any inaccuracies or omissions are the responsibility of the utility owners and/or their contractors, and Guy Engineering Services accepts no responsibility for their failure to respond to the OKIE survey requests. Contact CALL OKIE at 1-800-522-OKIE.

14. Drainage:

Drainage areas for all drains crossing the Survey Centerline were taken from USGS quad maps scanned into a Microstation Design File.

15. Data Submitted:

Computer files:

SWO4744_1_v1.dgn -Survey Data Sheets
SWO4744_1_v1_TOPO.dgn -Topographic/Planimetric Data

3. SWO4744_1_v1_sff.dgn 4. SWO4744_1_v1_TRI.dgn -Surface Feature File

-DTM Triangle Drawing

5. SWO4744_1_v1_dra.dgn 6. SWO4744.txt -Drainage Area Map -Cogo Points

7. PDF versions of all hard copied documents

OKLAHOMA DEPARTMENT OF TRANSPORTATION PLS DMM DRAWN ARR **SURVEY DATA SHEET (3)** CHECKED VKM APPROVED DMM CREW GES, INC. SWO 4744(1) PROJECT NO. 27092(04) SHEET NO. 41