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3. Survey Limits (Cont):

XI. "Union Pacific R.R." (R001):

This survey began 3242.06' north of the EW 164.0 Section Line and 511.65' east of the NS 258.0 Section Line, thence on a curve to the left having a radius of 5729.65' on a chord direction S7°49'59.66"W a curve distance of 1330.18', thence S01°10'56.68"W 4564.04' to end of survey.

XII. "Stillwater Central R.R." (R002):

This survey began 3223.90' north of the EW 164.0 Section Line and 661.36' west of the NS 258.0 Section Line, thence on a curve to the left having a radius of 5729.65' on a chord direction S7°49'59.66"W a curve distance of 1330.18', thence S01°10'56.68"W 4545.59' to end of survey.

4. Alignment:

I. U.S. 62 & Rogers Lane Main Survey (C001):

The centerline of this survey is along and identical to the EW 164.0 Section Line and centerline of SWO 2811(1) Survey as established by J.P. Andrews and Dewayne Walden, and identical to FAP No. MAM 7780(002) and FAP No. MAM 7780(003) Plans.

II. I-44 Main Survey (C002):

The centerline of this survey is along and identical to the centerline of existing I-44 and FAP No. U-F-232 (6)(32) Plans.

III. "Frontage Road" Stub Survey (C008):

The centerline of this survey is along and identical to the Frontage Road alignment as shown on FAP No. F-U-232(32) Plans.

IV. Ramp "D" Stub Survey (C009):

The centerline of this survey is along and identical to the centerline of FAP No. F-U-232(32) Plans.

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4. Alignment (Cont):

V. "Entrance Ramp" Stub Survey (C010):

The centerline of this survey is along and identical to the centerline of FAP No. F-U-232(32) Plans Entrance Ramp.

VI. "Exit Ramp" Stub Survey (C011):

The centerline of this survey is along and identical to the centerline of FAP No. F-U-232(32) Plans Exit Ramp.

VII. Ramp "C" Stub Survey (C012):

The centerline of this survey is along and identical to the centerline of FAP No. F-U-232(32) Plans Ramp - C.

VIII. "Centerline of Construction Reference Line" Stub Survey (C014):

The centerline of this survey is along and identical to the "Centerline of Construction Reference Line" as shown on FAP No. MAM 7780(002) and FAP No. MAM 7780(003) Plans.

IX. "Off Ramp" Stub Survey (C024):

The centerline of this survey is along and identical to the "Off Ramp" alignment as shown on FAP No. IMDY-0044-1(089) 043 ID Plans.

X. "Access Road" Stub Survey (C025):

The centerline of this survey is along and identical to the "Access Road" alignment as shown on FAP No. IMDY-0044-1(089) 043 ID Plans.

XI. "Union Pacific R.R." (R001):

The centerline of this survey is along and identical to the centerline of existing CRI & P. Railroad, F.A.P. No. F-U-232(6) Plans & US Army Corps of Engineers Contract No. DACA56-02-G-2000 Plans.

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4. Alignment (Cont):

XIII. "Stillwater Central R.R." (R002):

The centerline of this survey is along and identical to the centerline of existing SL & SF Railroad. Beginning of Survey was taken from SL & SF Railroad Station Yard Map and carried forward or south to identical to US Army Corps of Engineers Contract No. DACA56-02-G-2000 Plans to end of survey.

5. Stationing:

I. U.S. 62 & Rogers Lane Main Survey (C001):

Station 100+00.00 was assigned to the PI & Sec. Cor. at the SW Cor. of Sec. 17, T-2-N, R-12-W, 1.M. (Intersection of U.S. 62 & 82nd Street) and was carried east to end of this survey without equation except with existing surveys and plans.

II. I-44 Main Survey (C002):

P.C. Sta. 23+87.34, Beginning of Survey, was taken from FAP No. U-F-232 (6)(32) Plans and carried north along I-44 with an equation at POT Sta. 71+37.11 Equation Back & 71+36.29 Equation Ahead and thence carried north to POT. Sta. 80+99.05, End of Survey.

III. "Frontage Road" Stub Survey (C008):

Station 44+61.45, Beginning of Survey, was taken from FAP No. F-U-232(32) Plans, thence carried north along centerline without equation to POT Sta.74+53.31, End of Survey.

IV. Ramp "D" Stub Survey (C009):

A station value of 39+22.64 was assigned to the Beginning of Survey, thence carried north along centerline without equation to POT Sta.53+12.85, End of Survey.

V. "Entrance Ramp" Stub Survey (C010):

A station value of 0+00.00 was assigned to the Beginning of Survey, thence carried northwesterly along centerline without equation to POT Sta.3+15.61, End of Survey.