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5. **Stationing (Cont):**

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

A station value of 45+63.58 was assigned to the Beginning of Survey, thence carried northeasterly along centerline without equation to PT Sta.51+65.39, End of Survey.

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

A station value of 53+35.59 assigned to the Beginning of Survey, thence north along centerline without equation to PT Sta.79+98.49, End of Survey.

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

Station 195+27.98 was taken from U.S. 62 & Rogers Lane Main Survey and carried parallel right to the Beginning of Construction Reference Line Survey and thence carried east to end of this survey without equation except with existing surveys and plans.

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

Station 392+88.25 was assigned to the beginning of survey and carried northeasterly to end of survey without equation except with existing surveys and plans.

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

Station 0+00.00 was assigned to the beginning of survey and carried north to end of survey without equation except with existing surveys and plans.

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

POT Sta. 2549+31.1000, Beginning of Survey was taken from F.A.P. No. F-U-232(6) Plans, and carried forward or south, identical to US Army Corps of Engineers Contract No. DACA56-02-G-2000 Plans, to POT Sta. 2731+49.15, End of Survey.

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

P.C. Sta. 32956+65.32, Beginning of Survey was taken from SL & SF Railroad Station Yard Map and carried forward or south, identical to US Army Corps of Engineers Contract No. DACA56-02-G-2000 Plans, to POT Sta. 33147+37.54, End of Survey.

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6. **Horizontal Controls:**

Horizontal Control for this survey is Oklahoma State Plane Coordinate System, NAD 83 (1993), Lambert Projection, South Zone, derived from static observations on control points C-16-1079 (7404) and C-16-1078 (7405) and tied to control monuments HARN Mon. "TWO", and to ODOT Mon. No. C-16-763 established on SWO 3848(1) Survey.

Secondary horizontal control is along the Centerline of Survey.

The primary control network and the secondary control network for this survey are in compliance with NGS Second Order, Class II standards for horizontal control (1 : 20,000).

7. **Vertical Control:**

Vertical control on this project is mean sea level (NGS) NAVD 88 taken from BM #13, City of Lawton Mon. "06A1", Elev. = 1241.7298 and BM #15 Top of #5, rebar, Elev. = 1227.451 SWO 3848(1) Survey in Lawton, and tied to BM #3, HARN Mon. "TWO", Elev. = 1140.309 and BM #4 "IJ" N.E. corner west headwall of cross-drain on west side of I-44, Elev. = 1121.8510 SWO 3748(1) Survey in Lawton,

A complete line of Check Levels (3 sets) are shown for the entire length of this survey utilizing the LEICA NA 2002 Digital Level, with one hard copy submitted and one placed in computer file:
http://intranet/engrgrp/survey/fsvarch/swo4488_1_jp27050_4/dgn/swo4488_1_v1.dgn

Accuracy - 3rd order or better before adjustment.

8. **Photo Controls:**

A total of 42 photo control points were established for this survey. They were set, referenced and laid or painted with horizontal and vertical control and placed in computer file

http://intranet/engrgrp/survey/fsvarch/swo4488_1_unknown/dgn/photo_control/dgn/swo4488_1_v3_aer.dgn

An additional 71 OSSDA photo check points were located on this survey and placed in computer file:

http://intranet/engrgrp/survey/fsvarch/swo4488_1_unknown/dgn/photo_control/civil/swo4488_1_v2.txt

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9. **Topography:**

A. Aerial Survey Branch obtained topography along US 62 & Rogers Lane Main Survey from Sta. 382+50 to Sta. 421+40 and furnished to the field crew for topo identification.

B. Topography obtained by the conventional field method in areas topography was obtained by Aerial Survey Branch consist of the following :

1. All drainage structures
2. Gate widths
3. Underground utilities
4. Overhead wires/cables
5. Meters, valves, hydrants, etc.
6. Mail boxes
7. Underground storage tanks/hazardous waste sites

http://intranet/engrgrp/survey/fsvarch/swo4488_1_jp27050_4/dgn/swo4488_1_v1_topo.dgn

10. **Cross Sections:**

Cross-sections on this survey were obtained by Aerial Survey Branch placed in an Inroads DTM and Microstation Surface Feature DGN files. These files are archived as:
http://intranet/engrgrp/survey/fsvarch/swo4488_1_jp27050_4/civil/swo4488_1_v1.dtm
http://intranet/engrgrp/survey/fsvarch/swo4488_1_jp27050_4/dgn/swo4488_1_v1_sff.dgn

11. **Elevations:**

All drainage structures were obtained by the conventional field method, and placed in computer file:

http://intranet/engrgrp/survey/fsvarch/swo4488_1_jp27050_4/dgn/swo4488_1_v1_topo.dgn

12. **Land Ties:**

Land ties for this survey were established on SWO 3748(1) I-44 & Rogers Lane Survey for Sections 17, 18, 19, and 20, Township 2 North, Range 11 West, 1M. A search was made at all corner locations for any trace of original monuments and/or accessories. All filed Certified Corners received from the Oklahoma Department of Libraries were found and noted.