

Found a Railroad Spike 0.4' below the surface of the asphalt and two of the references per CCR by Bill J. Casey, PLS 1122, dated July 2, 1986. Mr. Casey states that this monument was set by ODOT. Mr. Casey's references agree with the Railroad Spike. Also found a #4 Rebar 0.8' below the surface of the asphalt and two of the references per CCR by Randy Wayne Mosley, PLS 1082, dated March 14, 1990. Mr. Mosley states he found an 80d Nail and a Railroad Spike. The #4 Rebar found agrees with his references. Mr. Casey's references and Mr. Mosley's references are one and the same, based on CCR descriptions. The #4 Rebar found agrees with ODOT SWO3385(1) Survey for Cobb Creek Bridge to West, completed June 22, 1978, therefore I accepted the #4 Rebar for the corner and assigned it ODOT Monument No. C-8-1229.

Found a 60d Nail flush with surface of the asphalt road, by others, corner as found appears to agree with local evidence and evidence of occupation has viewed from 2010 NAIP Imagery. I accepted the 60d Nail for corner and assigned said corner ODOT Monument No. C-8-1177.

Found corners and or references to corner, east and south of this corner also per CCR's by Bill J. Casey, PLS 1122, dated March 20, 1981. I reset this corner in agreement with said CCR's. Corner appears to agree with local evidence has shown by Mr. Casey. Therefore I set a #4 Rebar with Cap 0.5' deep and assigned said corner ODOT Monument No. C-8-1175.

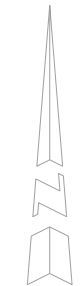
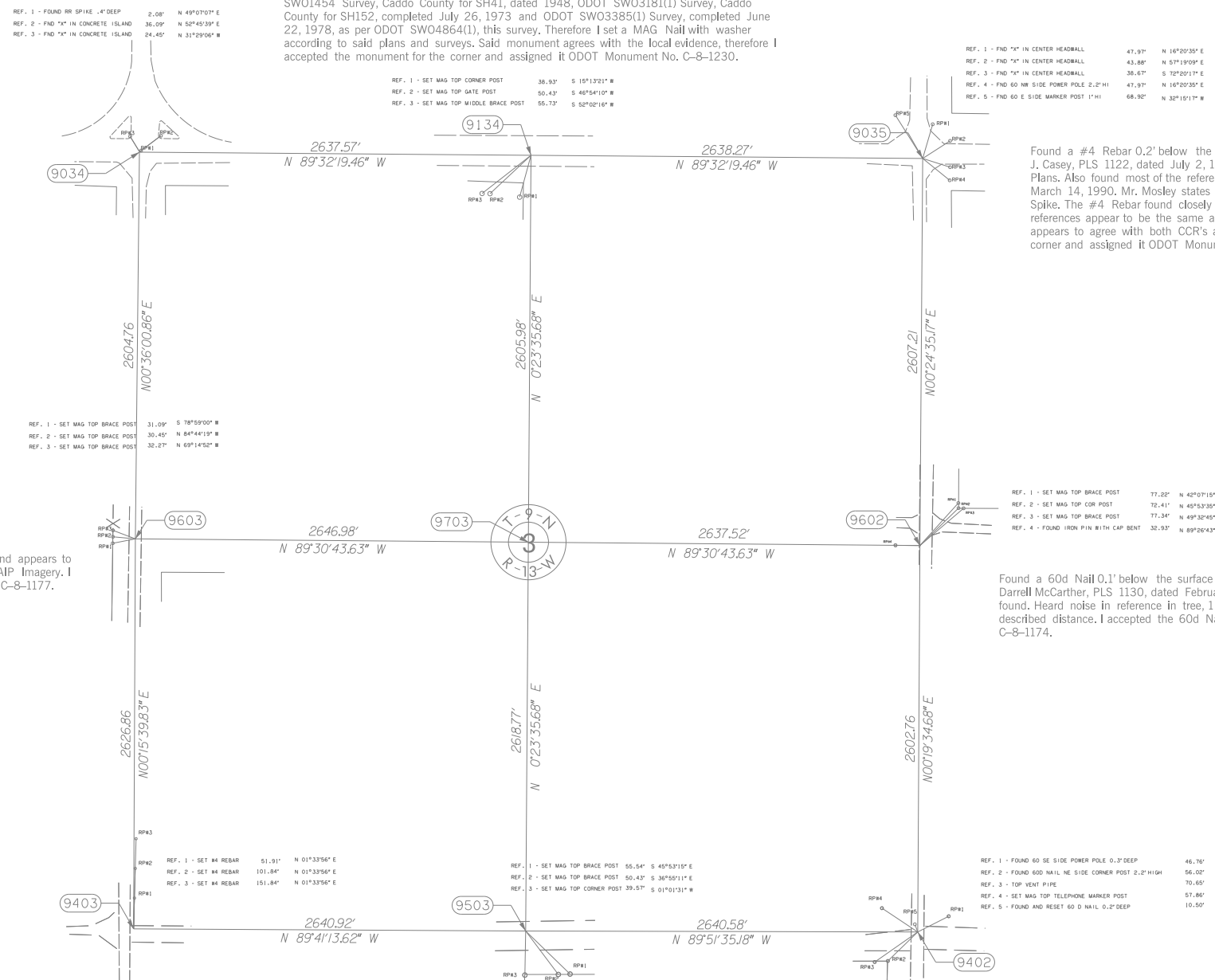
Found fences, structures, assorted references and centerline control for SH152 (Old SH41). I reestablished the centerline according to SAP No. 552(12) SH41 Plans, dated 1948, ODOT SWO1454 Survey, Caddo County for SH41, dated 1948, ODOT SWO3181(1) Survey, Caddo County for SH152, completed July 26, 1973 and ODOT SWO3385(1) Survey, completed June 22, 1978, as per ODOT SWO4864(1), this survey. Therefore I set a MAG Nail with washer according to said plans and surveys. Said monument agrees with the local evidence, therefore I accepted the monument for the corner and assigned it ODOT Monument No. C-8-1230.

Found a #4 Rebar 0.2' below the surface of the asphalt and two of the references per CCR by Bill J. Casey, PLS 1122, dated July 2, 1986. Mr. Casey states that he set a Railroad Spike per ODOT Plans. Also found most of the references per CCR by Randy Wayne Mosley, PLS 1082, dated March 14, 1990. Mr. Mosley states he found a Bent Railroad Spike and replaced it with a 4" Spike. The #4 Rebar found closely agrees with all references. Note some of Mr. Mosley's references appear to be the same as Mr. Casey's, based on CCR descriptions. Monument found appears to agree with both CCR's and ODOT Plans, therefore I've accepted said monument for corner and assigned it ODOT Monument No. C-8-1233.

Found a 60d Nail 0.1' below the surface of the asphalt and two of the references per CCR by Darrell McCarther, PLS 1130, dated February 8, 1998. Said monument closely fits references found. Heard noise in reference in tree, 1.5' high, east side of Elm. Distance was close to described distance. I accepted the 60d Nail for the corner and assigned it ODOT Monument No. C-8-1174.

Found a 60d Nail 0.1' below the surface of the asphalt and two of the references per CCR by Darrell McCarther, PLS 1130, dated February 8, 1998. Said monument closely fits references found. Heard noise in reference in tree, 1.5' high, east side of Elm. Distance was close to described distance. I accepted the 60d Nail for the corner and assigned it ODOT Monument No. C-8-1173.

Found a #3 Rebar 1.0' below the surface of the road. Could not find any of the references per CCR by Bill J. Casey, PLS 1122, dated March 20, 1981. Said monument closely agrees with distance to fence corner as noted on CCR, but fence corner is not the same size as noted. I accepted the #3 Rebar for the corner and assigned it ODOT Monument No. C-8-1176.



SCALE:
1" = 500'

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.