UKLAHUI	IA DEPA	ARTMENT OF	TRAN	SPUKTA	TION
FED. ROAD	STATE	PRO.I. NO.	FISCAL	SHEET	TOTA
DIST. NO.	STATE	PRUJ. NU.	YEAR	NO.	SHEE
	OKLA.				
		REVISIONS			
DESCRIPTION					DATE

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 44 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 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, 0DOT SW01454 Survey, Caddo County for SH41, dated 1948, 0DOT SW03181(1) Survey, Caddo County for SH152, completed July 26, 1973 and 0DOT SW03385(1) Survey, completed June 22, 1978, as per ODOT SW04864(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 0DOT Monument No. C-8-1230.

REF. 1 - SET MAG TOP COMMER POST 38. 83' S 15" 13"21" # 50.43' S 45"46"10" # 50.43' S 45"46"10" # 61" 50.43' S 45"46" S

9703

9034 2638.27' 2638.27' N 89'32'19.46" W N 89'32'19.46" W

260476 NOC*36'00.8

2646.98'

N 89°30′43.63" W

2640.92′ N 89°41′13.62″ W

REF. 1 - SET MAG TOP BRACE POST 31.09' 5 78"59"00' W

REF. 2 - SET MAG TOP BRACE POST 30.45' N 84"44"19' W

REF. 3 - SET MAG TOP BRACE POST 32.27' N 69"14"52" W

REF. 2 - FND "X" IN CONCRETE ISLAND 36.09" N 58"45"39" E REF. 3 - FND "X" IN CONCRETE ISLAND 24.45" N 58"45"

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

agree with local evidence and evidence or 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.

9403

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.

9503

REF. 2 - SET MAG TOP BRACE POST 50.43' S 36°55'11" E REF. 3 - SET MAG TOP CORNER POST 39.57' S 01°01'31" W 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.

REF. 1 - SET MAG TOP BRACE POST 77.22" N 42°07'1

REF. 2 - SET MAG TOP COR POST 72.41" N 45°53'3

REF. 3 - SET MAG TOP BRACE POST 77.34" N 49°32'4

REF. 4 - FOLDON FION PIN HIT LAP BERT 32.93" N 49°32'4

REF. 1 - FAD 'N' IN CENTER HEADMALL 47.9" N 16*20'35' E
REF. 2 - FAD 'N' IN CENTER HEADMALL 43.88" N 57*1909' E
REF. 3 - FAD 'N' IN CENTER HEADMALL 36.6" S 2*220'17' E
REF. 4 - FAD ON SIGE FORME FOLE 2.2" N 4.79" N 16*20'25' E
REF. 5 - FAD OD E SIGE MARKER POST 1'HI 68.92" N 32*19'17" N

9035

9602

2637.52

N 89°30′43.63″ W

2640,58′ N 89°51′35,18″ W 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

REF. 1 - FOUND 60 SE SIDE POWER POLE 0.3'DEEP 46.70' N 63"07"49" E
REF. 2 - FOUND 600 NAIL NE SIDE COMMER POST 2.2'HIGH 56.02' S 45"5013" N
REF. 3 - TOW PENT PIPE 70.60' S 55"0222" N
REF. 4 - SET MAD TOP TELEPHONE MARKER POST 57.66' N 65"2133" N
REF. 5 - FOUND AND RESET 60 D NAIL 0.2'DEEP 10.50' N 20"25"17" N

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.

SCAL 1"=5

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

PLS GSR OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION

CHECKED SURVEY DATA SHEET

APPROVED CREW EI Reno SWO 4864 (I) PROJECT NO. 24092(04) SHEET NO. 5026