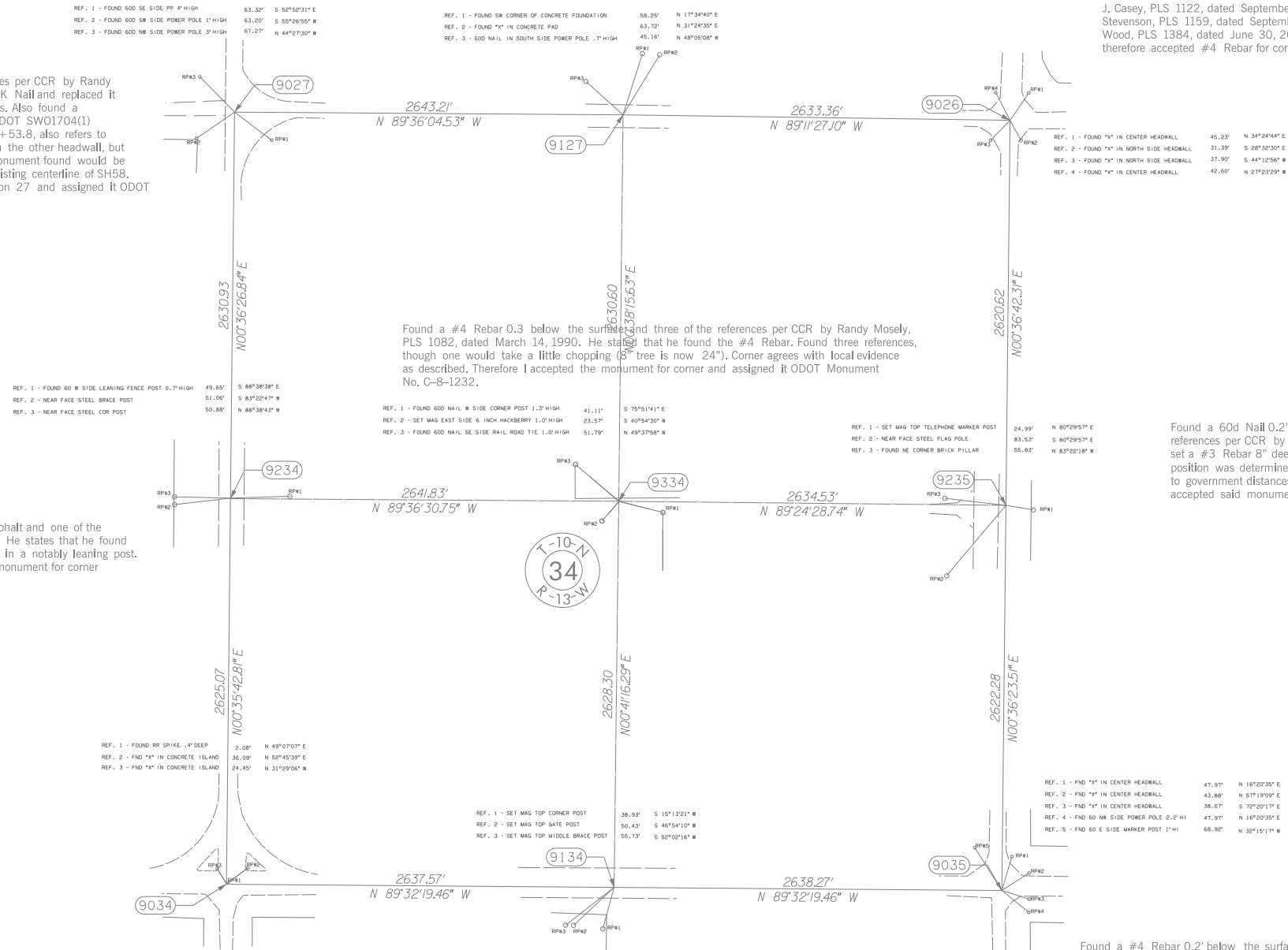


OKLAHOMA DEPARTMENT OF TRANSPORTATION					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	OKLA.				
DESCRIPTION			REVISIONS	DATE	

Found a 60d Nail 0.1' below the surface of the asphalt and two of the references per CCR by Randy Mosley, PLS 1082, dated January 31, 1990. Found all of references per CCR by Miles M. Wood, PLS 1384, dated June 30, 2003. Mr. Wood stated that he found a 60d Nail in the location of 120d Nail, as noted per Mr. Mosley. Monument found closely agrees with said references, I therefore accepted 60d Nail for corner and assigned it ODOT Monument No. C-8-1221.

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 September 30, 1982, found all of the references per CCR by Phillip Stevenson, PLS 1159, dated September 13, 1994 and all the references per CCR by Miles M. Wood, PLS 1384, dated June 30, 2003. Monument found closely agrees with said references, I therefore accepted #4 Rebar for corner and assigned it ODOT Monument No. C-8-1218.

Found a PK Nail on the surface of the asphalt and three of the references per CCR by Randy Mosley, PLS 1082, dated March 31, 1990. He states that he found a PK Nail and replaced it with a large spike. The PK Nail found closely fits his recorded references. Also found a reference, an "X" on top of a headwall, taken from the field book for ODOT SW01704(1) Survey, Project SAP775(2), completed in February 2, 1951 at Station 71+53.8, also refers to WPA Plans 7-84A dated 1919. Could not find the corresponding "X" on the other headwall, but if the one "X" found is per the above information, it appears that said monument found would be within less than 1.0 foot of the intersection of said reference and the existing centerline of SH58. Therefore I accepted the PK Nail found for the Southwest Corner of Section 27 and assigned it ODOT Monument No. C-8-1220.



Found what appears to be a #4 Rebar 0.3 below the surface of the asphalt and one of the references per CCR by Randy Mosley, PLS 1082, dated March 14, 1990. He states that he found a PK Nail and replaced it with a large spike. The one reference found is in a notably leaning post. Corner agrees with local evidence as described. Therefore I accepted the monument for corner and assigned it ODOT Monument No. C-8-1231.

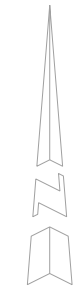
Found a #4 Rebar 0.3 below the surface of the asphalt and three of the references per CCR by Randy Mosley, PLS 1082, dated March 14, 1990. He states that he found the #4 Rebar. Found three references, though one would take a little chopping (8" tree is now 24"). Corner agrees with local evidence as described. Therefore I accepted the monument for corner and assigned it ODOT Monument No. C-8-1232.

Found a 60d Nail 0.2' below the surface of the asphalt, did not pull and listen, and two of the references per CCR by Bill J. Casey, PLS 1122, dated August 10, 1986. Mr. Casey states that he set a #3 Rebar 8" deep and put a #5 Rebar on top of #3 Rebar for corner. He further states that position was determined by collateral evidence gathered in the area and distances were prorated to government distances. Monument found closely agrees with found references, therefore I accepted said monument for corner and assigned it ODOT Monument No. C-8-1234.

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 SW03385(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, ODOT SW01454 Survey, Caddo County for SH41, dated 1948, ODOT SW03181(1) Survey, Caddo County for SH152, completed July 26, 1973 and ODOT 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 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.



SCALE:
1" = 500'

NOTE: REFERENCE'S SHOWN ARE NOT TO SCALE.

OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION			
PLS	GSR		
DRAWN	JMW		
CHECKED			
APPROVED			
CREW	E I Reno	SWO 4864 (1)	PROJECT NO. 24092(04) SHEET NO. 5028

SURVEY DATA SHEET