

OKLAHOMA DEPARTMENT OF TRANSPORTATION
Survey Division (405)521-2621

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Date: January 13, 2021

To: Mr. Kyle King, Chief of Surveys

From: James W. Percer, Professional Land Surveyor

Subject: SWO 5534(1) - J/P 34333(04)

US 259 McCurtain County

From U.S. 259 and the South S.H. 259A intersection,
extend Northerly approximately 6 miles to U.S. 259 and the
Golf Course Road Intersection.

HISTORICAL LETTER AND WRITTEN REPORT

Method of Survey - Conventional Survey Methods

Units of Measurement - U.S. Survey Foot.

Survey Began - June 01, 2021

Survey Completed - January 13, 2022

1. General

Previous Surveys and plans used on this project.

Plans:

FAP-002(3)

FAP-002(5)

FAP-002(7)

Surveys:

SWO 2107(1)

2. Survey Assignment:

This project was assigned to the Antlers Survey Crew, under my direct supervision by Jeff King, Assistant Chief of Surveys.

3. Purpose of Survey:

The purpose of this survey is to obtain adequate information for an alignment study of U.S. 259.

4. Survey Limits:

From U.S. 259 and the South S.H. 259A intersection, extend Northerly approximately 6 miles to U.S. 259 and the Golf Course Road Intersection. The survey extended 150' right and 150' left of Centerline.

5. Alignment:

The alignment for this survey is along existing Centerline of Survey of U.S. 259 as shown on plans listed above, which were obtained from Print

Services at the Central Office. Centerline was established using calculated centerline data obtained from the previously referenced plans and surveys, and tied to found reference monuments.

On SH 259A, no previous plans or surveys were available. Centerline for SH 259 A was established as a "best-fit" alignment along the physical centerline.

6. Stationing

Stationing for this project along the centerline of U.S. 259 is from FAP 002 plans. The beginning station for U.S. 259 alignment is 318+00.00. Stationing continues Northerly, following previous survey and plans stationing without equation.

Stationing along SH 259A begins at the Centerline of US 259, being station 0+00.00, and continues Easterly without equation.

7. Horizontal Control:

Horizontal Control for this survey is the Oklahoma State Plane Coordinate System, South Zone. Control points were set for this project. Static GPS data was collected on those points and a fully constrained horizontal adjustment was performed using OPUS Projects to establish X and Y coordinate values.

8. Vertical Control:

Level datum for this survey is (NGS) N.A.V.D. 88, with the primary benchmark being NGS Benchmark EK0294 (V 165).

Additional benchmarks were set on this project, established by a double run of differential levels. The complete Benchmark List containing descriptions and amount of adjustment can be found in the project archive and as graphics in the Survey Data Sheets. This survey meets the requirements of N.G.S. 3rd order standards as a minimum.

9. Topography:

Topographic information was obtained by conventional field methods as necessary, using Leica RTK GPS and total station. The field data have been combined and the digital file has been archived as SW05534_1_V1 TOPO per Department policies and instructions.

10. Surface features:

The surface features on this project were obtained by conventional field methods, using Leica RTK GPS and total station, as well as mobile Lidar and USDA surface information. The field data have been combined with the Lidar and USDA data. A Surface File (SFF), which is an Open Roads Designer Design File containing breaklines and random ground points as well as triangles for contouring and quantity computations has been created and archived as per instructions.

11. Land and Property Ties

Complete land ties were prepared as part of this survey on Sections 18, in Township 5 South, Range 25 East, Sections 13, 12 and 1 in Township 5 South, Range 24 East and Sections 35, 26, 27 and 22 in Township 4 South, Range 24 East of the Indian Base and Meridian. New Oklahoma Certified Corner Record forms were prepared as part of this survey, and were placed in the Corner database to be filed with the Oklahoma Department of Libraries.

12. Right-of-Way:

Right-of-Way for this project was computed along US 259 using previously referenced Plans and surveys and right-of-way deeds obtained at the McCurtain County Clerk's office. No plans or right-of-way deeds were found for SH 259A, nor was occupied right-of-way evident. No right-of-way is shown along US 259A.

13. Utilities:

Guy Engineering was contacted during this project and marked the location of said utilities for us to locate. This information can be found in the project TOPO file.

14. Environmental Concerns:

There were no hazardous waste sites found during this survey. There were no abandoned underground storage tanks found on this project. No W.P.A. structures were found on this project.

15. Drainage Information:

Drainage areas were not calculated as part of this project.

16. Submission of Survey Data:

All digital survey data has been placed in the appropriate project

folder on the ODOT Intranet storage system as per archiving instruction dated May 20, 2003.

For a complete listing of computer files created and archived on this project see:

http://intranet/survey/data/SW05534_1/index.txt

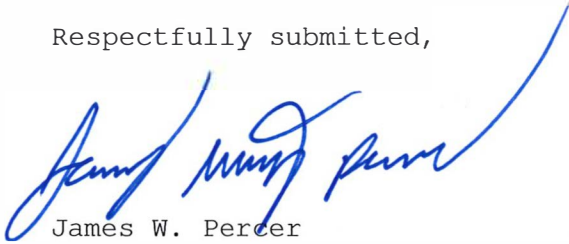
In addition to the computer files submitted, Adobe .PDF files of the following have been placed in the archive in the ProjectWise folder:

- A. Historical Letter & Written Report
- B. Form SD-41, Surveyor's Certification.
- C. Cogo Data (coordinate list with alignments).
- D. Benchmarks & Check Levels list, including the SWO and description of the project
- E. OSSDA Test Points record
- F. Form SD-7, Public and Privately Owned Utilities List
- G. Form SD-9, Final Cost of Survey

Personnel:

James W. Percer, Proj. Land Surveyor I
Clayton R. Mack - Transportation Spec. VI
Joseph Springfield - Transportation Spec. V
Anthony Priddy - Transportation Spec. V

Respectfully submitted,



James W. Percer

Professional Land Surveyor