

10 TMB TURN UP CALICO ROCK

JX
OP

N89° 12'23" W 1338.87'
NW 1/16 COMPUTED BETWEEN MONUMENT TO THE WEST AND CN 1/16 TO THE EAST AND CASTLEBERRY ADDITION LOT DISTANCES

CN 1/16 CORNER AS COMPUTED FROM ICC 2015-7

NO 1° 33' 32" E 1322.54'

Estimated cost for the work indicated below:
Field crew: 35 hours @ \$120.00/hour = \$4375.00
Data analysis & plat: 12 hours @ \$ 75.00/hour = \$ 900.00
Total = \$5275.00

NO 1° 47' 18" E 2641.24'

APPROXIMATE SPRING BRANCH LOCATION

BOUNDARY HERE YIELDS TO ADJOINER DEEDS TO AVOID OVERLAPS

SURVEY LINES COMPUTED FROM ICC 6-95 #8 NOT ACCEPTED

C 1/4 corner

CE 1/16 CORNER SECTION 23 STONE IN FENCE COMPUTED FROM ICC H-109

1/4 CORNER SECTIONS 23 & 24 COMPUTED FROM ICC H-109

SURVEY LOCATION

1/2" REBAR WITH 10 CAP PS 1413 IS NOT ACCEPTED IS 502° 58' 51" E 12.49'

N89° 2'29" W 1314.31'

N89° 12'29" W 1303.02'

The dashed red line indicate the boundary to be marked (blazed and painted) and the red circles indicate corner monuments to be set.

existing road

620.13
Cut out

834.84

WHITE RIVER

SW 1/4 FRL

APPROXIMATE TOTAL BOUNDARY EXCLUDING LOTS IN THOMAS MADDOX ADDITION HAS NOT BEEN SURVEYED

E 1/2 SE

W 1/2 SE FRL

NO 1° 33' 11" E 2721.75'

SURVEY LINES COMPUTED FROM ICC 4-99 #18 NOT ACCEPTED

NO 1° 00' 51" E 2710.74'

2095.62

1/2" REBAR COMPUTED FROM ICC H-109

CE 1/16 CORNER TO SECTIONS 23 & 24 1/2" REBAR COMPUTED FROM ICC H-109

CORNER TO SECTIONS 23, 24, 25, & 26 1/2" REBAR COMPUTED FROM ICC H-109

N89° 40'25" W 854.73'

N89° 40'25" W 1328.71'

These 2 corner monuments will be verified before marking the lines.

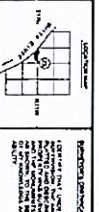
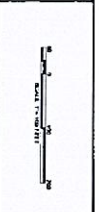


CONSOLIDATED LAND SERVICES, INC.
 1175 Highway 10, Suite 112
 Houston, Texas 77058
 Phone: 281-461-1111

STEVE DAVIS
 PROJECT MANAGER

1. SITE
 The site is located in the County of Harris, State of Texas, and is bounded by the following:

2. PROJECT
 The project consists of the following:



3. NOTES
 The following notes apply to the site plan and aerial map:

NO.	DESCRIPTION	DATE
1	PRELIMINARY	11/11/11
2	REVISED	11/11/11
3	REVISED	11/11/11
4	REVISED	11/11/11
5	REVISED	11/11/11
6	REVISED	11/11/11
7	REVISED	11/11/11
8	REVISED	11/11/11
9	REVISED	11/11/11
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45	REVISED	11/11/11
46	REVISED	11/11/11
47	REVISED	11/11/11
48	REVISED	11/11/11
49	REVISED	11/11/11
50	REVISED	11/11/11

LEGEND
 O - Survey Point
 --- - Survey Line
 --- - Proposed Building Footprint
 --- - Proposed Parking Area
 --- - Proposed Access Road
 --- - Proposed Utility Line
 --- - Proposed Fencing
 --- - Proposed Landscaping
 --- - Proposed Retention Wall
 --- - Proposed Stormwater Management
 --- - Proposed Security System
 --- - Proposed Fire Protection
 --- - Proposed Life Safety
 --- - Proposed Accessibility
 --- - Proposed Sustainability
 --- - Proposed Energy Efficiency
 --- - Proposed Water Conservation
 --- - Proposed Air Quality
 --- - Proposed Noise Abatement
 --- - Proposed Traffic Management
 --- - Proposed Pedestrian Access
 --- - Proposed Bicycle Access
 --- - Proposed Public Art
 --- - Proposed Community Amenities
 --- - Proposed Security Features
 --- - Proposed Fire Features
 --- - Proposed Life Safety Features
 --- - Proposed Accessibility Features
 --- - Proposed Sustainability Features
 --- - Proposed Energy Efficiency Features
 --- - Proposed Water Conservation Features
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 --- - Proposed Noise Abatement Features
 --- - Proposed Traffic Management Features
 --- - Proposed Pedestrian Access Features
 --- - Proposed Bicycle Access Features
 --- - Proposed Public Art Features
 --- - Proposed Community Amenities Features

NOTES
 1. The site is located in the County of Harris, State of Texas, and is bounded by the following:
 2. The project consists of the following:
 3. The following notes apply to the site plan and aerial map:

GENERAL NOTES
 1. The site is located in the County of Harris, State of Texas, and is bounded by the following:
 2. The project consists of the following:
 3. The following notes apply to the site plan and aerial map:

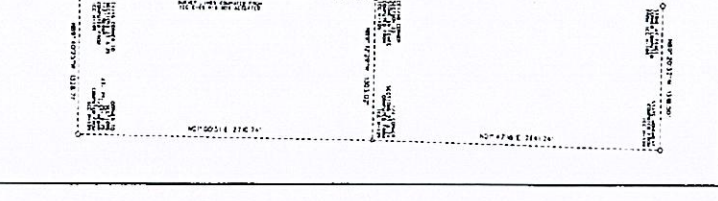
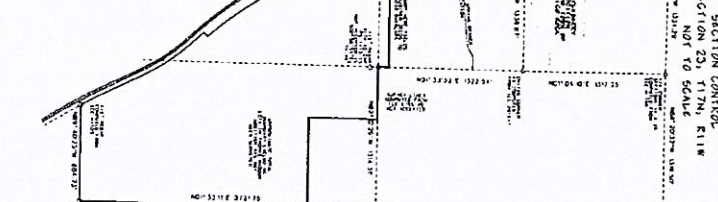
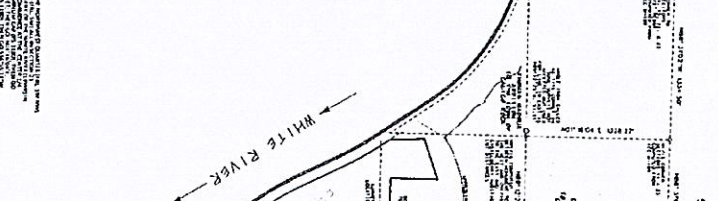
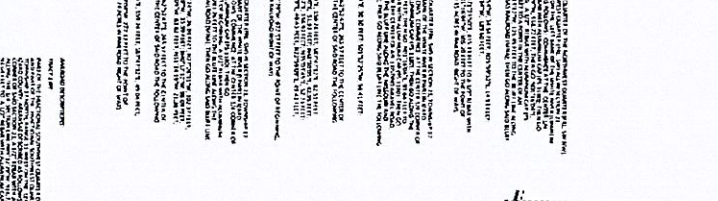
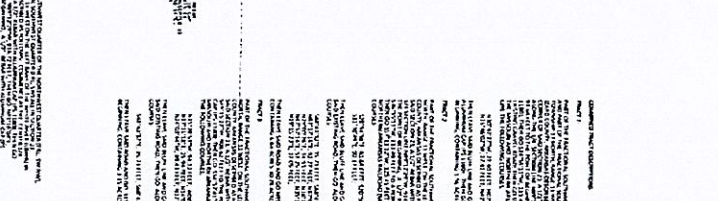
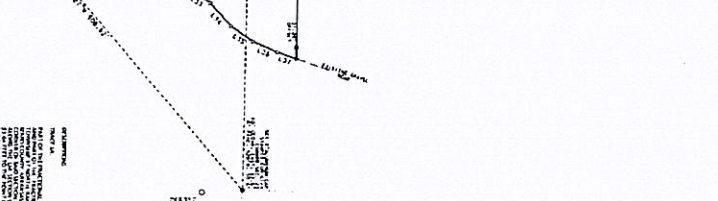
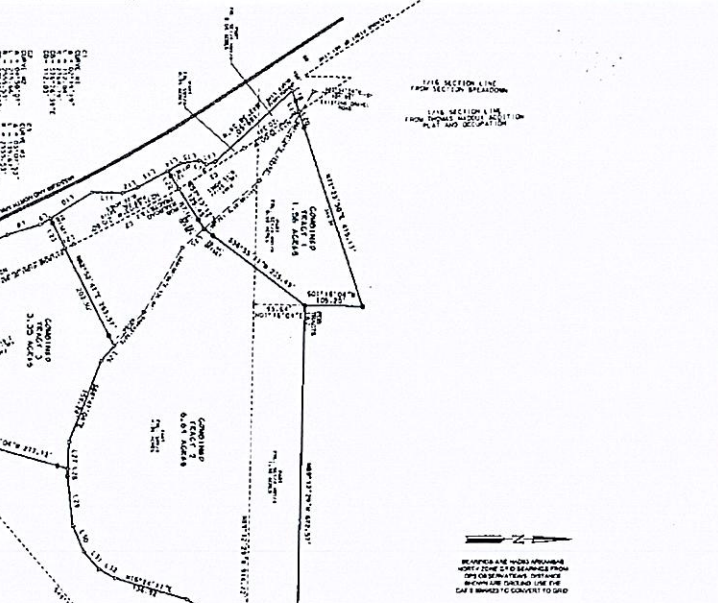
CONTRACTOR NOTES
 1. The site is located in the County of Harris, State of Texas, and is bounded by the following:
 2. The project consists of the following:
 3. The following notes apply to the site plan and aerial map:

PLANNING NOTES
 1. The site is located in the County of Harris, State of Texas, and is bounded by the following:
 2. The project consists of the following:
 3. The following notes apply to the site plan and aerial map:

INSURANCE NOTES
 1. The site is located in the County of Harris, State of Texas, and is bounded by the following:
 2. The project consists of the following:
 3. The following notes apply to the site plan and aerial map:

CONTRACT NOTES
 1. The site is located in the County of Harris, State of Texas, and is bounded by the following:
 2. The project consists of the following:
 3. The following notes apply to the site plan and aerial map:

PLANNING NOTES
 1. The site is located in the County of Harris, State of Texas, and is bounded by the following:
 2. The project consists of the following:
 3. The following notes apply to the site plan and aerial map:



SECTION CONTROL
 SECTION 23, 17th, R1W
 NOT TO SCALE

18-29-15

Remainder Tract

Part of the Fractional W1/2 of the SE1/4 and the Fractional SW1/4, Section 23, Township 17 North, Range 11 West, Left Bank of the White River, IZARD County, Arkansas, being more specifically described as follows:

BEGINNING at a 1/2" Rebar with Aluminum Cap (PS1180) being used as the C1/4 Corner of said Section 23: then go, along the north line of the said SW1/4, N89°12'46"W 280.50 feet to a point in the centerline of an existing road; then go, along said centerline, the following courses and distances: S35°13'19"W 33.98 feet; S47°57'14"W 57.25 feet; S35°03'45"W 52.71 feet; S16°24'17"W 136.92 feet; S29°00'26"W 34.93 feet; S48°30'05"W 42.95 feet; S67°07'00"W 51.93 feet; S83°17'16"W 92.27 feet and N87°47'12"W 13.47 feet to the Northeast Corner of "Combined Tract 3" as shown on a survey filed in the records of IZARD County, Arkansas as Document Number SB2016/2; then, leaving said centerline and following the east line of said Tract, go S15°40'04"W 277.12 feet to a 1/2" Rebar with Aluminum Cap (PS1180) which bears S49°15'27"W 908.62 feet from the C1/4 Corner of said Section 23; then continue, along the east line of said Tract, S34°57'41"W 213.82 feet to a point on the Northeastern Right of Way of the Missouri and North Arkansas Railroad (MNA) and a point on a 02°04'20" degree curve with a radius of 2764.79 feet; then go, along said Right of Way and said curve, through a central angle of 04°44'41" to the left, an arc length of 228.96 feet, with a chord bearing of S29°58'39"E and a chord distance of 228.90 feet to the point of tangency; then continue, along said Right of Way, S32°21'00"E 297.20 feet to the point of curvature of a 02°04'20" degree curve with a radius of 2764.79 feet; then go, along said Right of Way and said curve, through a central angle of 08°50'38" to the left, an arc length of 426.76 feet, with a chord bearing of S36°46'19"E and a chord distance of 426.34 feet to the point of tangency; then continue, along said Right of Way, S41°11'38"E 9.30 feet; then continue, along said Right of Way, S48°48'22"W 50.00 feet; then continue, along said Right of Way, S41°11'38"E 157.40 feet to the point of curvature of a 02°55'24" degree curve with a radius of 1959.86 feet; then go, along said curve, through a central angle of 16°38'00" to the right, an arc length of 568.96 feet, with a chord bearing of S32°52'38"E and a chord bearing of 566.96 feet to the point of tangency; then continue, along said Right of

Way, S24°33'38"E 223.50 feet to the point of curvature of a 00°50'22" degree curve with a radius of 6825.49 feet; then go, along said curve, through a central angle of 03°09'03" to the left, an arc length of 375.37 feet, with a chord bearing of S26°08'10"E and a chord distance of 375.32 feet to a point on the south line of the said W1/2 of the SE1/4; then, leaving said Right of Way and along said south line, go S89°40'42"E 884.81 feet to a 1/2" Rebar being used as the E1/16 Corner of said Section 23; then, leaving said south line and along the east line of the said W1/2 of the SE1/4, go N01°32'54"E 2095.62 feet to the Southeast Corner of a tract described in a Warranty Deed filed in the records of IZARD County, Arkansas in Book 168, Page 160; then go, along the south line of said tract, N89°12'46"W 834.84 feet to the Southwest Corner of said tract; then go, along the west line of said tract, N01°32'54"E 626.13 feet to a point on the north line of the said W1/2 of the SE1/4; then go, along the said north line, N89°12'46"W 479.47 feet to the **POINT OF BEGINNING**. The above-described tract containing approximately 89.81 Acres and being subject to the existing road, the Right of Way for the Missouri and North Arkansas Railroad (MNA) and any other existing easements.

168-160

SECTION CONTROL
SECTION 23, T17N, R11W
NOT TO SCALE

UNBLENDED TRACT DESCRIPTIONS

TRACT 1

PART OF THE FRACTIONAL SOUTHWEST QUARTER OF THE NORTHWEST QUARTER (FRL SW NW), PART OF THE FRACTIONAL SOUTHWEST QUARTER (FRL SW) ALL IN SECTION 23, TOWNSHIP 17 NORTH, RANGE 11 WEST ON THE LEFT BANK OF THE WHITE RIVER (LWR) IN GARLAND COUNTY, ARKANSAS DESCRIBED AS FOLLOWS: COMMENCE AT THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

N30°42'27"W, 27.40 FEET; N07°50'54"W, 34.54 FEET; N25°59'32"E, 14.83 FEET; N15°46'02"W, 17.41 FEET; N42°38'34"W, 189.60 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 71° 23' 50" E, 65.13 FEET TO A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, CONTAINING 1.56 ACRES (0.15 ACRES IN RAILROAD RIGHT OF WAY).

TRACT 2

PART OF THE FRACTIONAL SOUTHWEST QUARTER (FRL SW) IN SECTION 23, TOWNSHIP 17 NORTH, RANGE 11 WEST ON THE LEFT BANK OF THE WHITE RIVER (LWR) IN GARLAND COUNTY, ARKANSAS DESCRIBED AS FOLLOWS: COMMENCE AT THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

S 29° 54' 36" E, 50.86 FEET; S 20° 50' 33" E, 30.30 FEET; S 01° 32' 25" W, 56.41 FEET; S 31° 50' 49" E, 30.37 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 62° 52' 47" E, 83.57 FEET TO THE CENTER OF EXISTING ROAD, THEN GO ALONG THE CENTER OF SAID ROAD THE FOLLOWING COURSES:

S 48° 43' 32" E, 35.75 FEET; S 68° 47' 04" E, 159.24 FEET; S 47° 47' 17" E, 62.51 FEET; N 83° 17' 16" E, 92.27 FEET; N 67° 04' 00" E, 51.93 FEET; N 48° 10' 05" E, 42.95 FEET; N 20° 07' 26" E, 34.93 FEET; N 16° 10' 11" E, 136.93 FEET; N 85° 03' 45" E, 22.73 FEET; N 47° 57' 14" E, 57.25 FEET; N 35° 12' 19" E, 40.48 FEET; N 22° 52' 02" E, 45.41 FEET; N 19° 15' 23" E, 37.25 FEET;

THEN LEAVE SAID ROAD AND GO N 89° 12' 29" W, 67.25 FEET TO THE POINT OF BEGINNING, CONTAINING 6.54 ACRES (0.18 ACRES IN RAILROAD RIGHT OF WAY).

TRACT 3

PART OF THE FRACTIONAL SOUTHWEST QUARTER (FRL SW) IN SECTION 23, TOWNSHIP 17 NORTH, RANGE 11 WEST ON THE LEFT BANK OF THE WHITE RIVER (LWR) IN GARLAND COUNTY, ARKANSAS DESCRIBED AS FOLLOWS: COMMENCE AT THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

N 85° 28' 53" W, 94.12 FEET; N 08° 29' 24" W, 26.09 FEET; N 07° 28' 11" W, 102.37 FEET; N 17° 11' 18" E, 25.94 FEET; N 14° 08' 48" W, 35.59 FEET; N 40° 17' 27" E, 88.03 FEET; N 24° 03' 44" W, 69.41 FEET; N 17° 00' 09" W, 63.68 FEET; N 31° 14' 39" W, 21.95 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 62° 52' 47" E, 83.57 FEET TO THE CENTER OF EXISTING ROAD, THEN GO ALONG THE CENTER OF SAID ROAD THE FOLLOWING COURSES:

S 48° 43' 32" E, 35.75 FEET; S 68° 47' 04" E, 159.24 FEET; S 47° 47' 17" E, 62.51 FEET;

THEN LEAVE SAID ROAD AND GO S 10° 40' 04" W, 277.32 FEET TO THE POINT OF BEGINNING, CONTAINING 3.35 ACRES (0.74 ACRES IN RAILROAD RIGHT OF WAY).

RAILROAD DESCRIPTIONS:

TRACT 1 RR

PART OF THE FRACTIONAL SOUTHWEST QUARTER OF THE NORTHWEST QUARTER (FRL SW NW), PART OF THE FRACTIONAL SOUTHWEST QUARTER (FRL SW) ALL IN SECTION 23, TOWNSHIP 17 NORTH, RANGE 11 WEST ON THE LEFT BANK OF THE WHITE RIVER (LWR) IN GARLAND COUNTY, ARKANSAS DESCRIBED AS FOLLOWS: COMMENCE AT THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

N 30° 42' 27" W, 27.40 FEET; N 07° 50' 54" W, 34.54 FEET; N 25° 59' 32" E, 14.83 FEET; N 15° 46' 02" W, 17.41 FEET; N 42° 38' 34" W, 189.60 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 71° 23' 50" E, 65.13 FEET TO THE SAID MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) EASTERLY RIGHT OF WAY, THEN GO ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES:

S 33° 15' 02" E, 120.34 FEET; S 31° 41' 03" E, 139.65 FEET ALONG THE CHORD OF A CURVE TO THE POINT WITH A RADIUS OF 3555.53 FEET AND A DELTA ANGLE OF 09° 07' 51"

TO THE POINT OF BEGINNING, CONTAINING 0.15 ACRES.

TRACT 2 RR

PART OF THE FRACTIONAL SOUTHWEST QUARTER (FRL SW) IN SECTION 23, TOWNSHIP 17 NORTH, RANGE 11 WEST ON THE LEFT BANK OF THE WHITE RIVER (LWR) IN GARLAND COUNTY, ARKANSAS DESCRIBED AS FOLLOWS: COMMENCE AT THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

S 29° 54' 36" E, 50.86 FEET; S 20° 50' 33" E, 30.30 FEET; S 01° 32' 25" W, 56.41 FEET; S 31° 50' 49" E, 30.37 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 62° 52' 47" E, 83.57 FEET TO THE SAID MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) EASTERLY RIGHT OF WAY, THEN GO ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES:

N 25° 17' 00" W, 18.55 FEET; N 27° 42' 03" W, 215.50 FEET ALONG THE CHORD OF A CURVE TO THE LEFT WITH A RADIUS OF 2555.53 FEET AND A DELTA ANGLE OF 04° 50' 07"

TO THE POINT OF BEGINNING, CONTAINING 0.23 ACRES.

TRACT 3 RR

PART OF THE FRACTIONAL SOUTHWEST QUARTER (FRL SW) IN SECTION 23, TOWNSHIP 17 NORTH, RANGE 11 WEST ON THE LEFT BANK OF THE WHITE RIVER (LWR) IN GARLAND COUNTY, ARKANSAS DESCRIBED AS FOLLOWS: COMMENCE AT THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

N 85° 28' 53" W, 94.12 FEET; N 08° 29' 24" W, 26.09 FEET; N 07° 28' 11" W, 102.37 FEET; N 17° 11' 18" E, 25.94 FEET; N 14° 08' 48" W, 35.59 FEET; N 40° 17' 27" E, 88.03 FEET; N 24° 03' 44" W, 69.41 FEET; N 17° 00' 09" W, 63.68 FEET; N 31° 14' 39" W, 21.95 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 62° 52' 47" E, 83.57 FEET TO THE SAID MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) EASTERLY RIGHT OF WAY, THEN GO ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES:

S 33° 15' 02" E, 120.34 FEET; S 31° 41' 03" E, 139.65 FEET ALONG THE CHORD OF A CURVE TO THE LEFT WITH A RADIUS OF 2555.53 FEET AND A DELTA ANGLE OF 04° 50' 07"

TO THE POINT OF BEGINNING, CONTAINING 0.24 ACRES.

T QUARTER (FRL SW NW), SECTION 23, WHITE RIVER (LWR) IN THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

N 30° 42' 27" W, 27.40 FEET; N 07° 50' 54" W, 34.54 FEET; N 25° 59' 32" E, 14.83 FEET; N 15° 46' 02" W, 17.41 FEET; N 42° 38' 34" W, 189.60 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 71° 23' 50" E, 65.13 FEET TO THE SAID MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) EASTERLY RIGHT OF WAY, THEN GO ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES:

S 33° 15' 02" E, 120.34 FEET; S 31° 41' 03" E, 139.65 FEET ALONG THE CHORD OF A CURVE TO THE POINT WITH A RADIUS OF 3555.53 FEET AND A DELTA ANGLE OF 09° 07' 51"

TO THE POINT OF BEGINNING, CONTAINING 0.15 ACRES.

T QUARTER (FRL SW NW), SECTION 23, WHITE RIVER (LWR) IN THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

S 29° 54' 36" E, 50.86 FEET; S 20° 50' 33" E, 30.30 FEET; S 01° 32' 25" W, 56.41 FEET; S 31° 50' 49" E, 30.37 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 62° 52' 47" E, 83.57 FEET TO THE CENTER OF EXISTING ROAD, THEN GO ALONG THE CENTER OF SAID ROAD THE FOLLOWING COURSES:

S 48° 43' 32" E, 35.75 FEET; S 68° 47' 04" E, 159.24 FEET; S 47° 47' 17" E, 62.51 FEET;

THEN LEAVE SAID ROAD AND GO S 10° 40' 04" W, 277.32 FEET TO THE POINT OF BEGINNING, CONTAINING 3.35 ACRES (0.74 ACRES IN RAILROAD RIGHT OF WAY).

T QUARTER (FRL SW NW), SECTION 23, WHITE RIVER (LWR) IN THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

N 85° 28' 53" W, 94.12 FEET; N 08° 29' 24" W, 26.09 FEET; N 07° 28' 11" W, 102.37 FEET; N 17° 11' 18" E, 25.94 FEET; N 14° 08' 48" W, 35.59 FEET; N 40° 17' 27" E, 88.03 FEET; N 24° 03' 44" W, 69.41 FEET; N 17° 00' 09" W, 63.68 FEET; N 31° 14' 39" W, 21.95 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 62° 52' 47" E, 83.57 FEET TO THE CENTER OF EXISTING ROAD, THEN GO ALONG THE CENTER OF SAID ROAD THE FOLLOWING COURSES:

S 48° 43' 32" E, 35.75 FEET; S 68° 47' 04" E, 159.24 FEET; S 47° 47' 17" E, 62.51 FEET;

THEN LEAVE SAID ROAD AND GO S 10° 40' 04" W, 277.32 FEET TO THE POINT OF BEGINNING, CONTAINING 3.35 ACRES (0.74 ACRES IN RAILROAD RIGHT OF WAY).

T QUARTER (FRL SW NW), SECTION 23, WHITE RIVER (LWR) IN THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

N 30° 42' 27" W, 27.40 FEET; N 07° 50' 54" W, 34.54 FEET; N 25° 59' 32" E, 14.83 FEET; N 15° 46' 02" W, 17.41 FEET; N 42° 38' 34" W, 189.60 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 71° 23' 50" E, 65.13 FEET TO THE SAID MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) EASTERLY RIGHT OF WAY, THEN GO ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES:

S 33° 15' 02" E, 120.34 FEET; S 31° 41' 03" E, 139.65 FEET ALONG THE CHORD OF A CURVE TO THE LEFT WITH A RADIUS OF 3555.53 FEET AND A DELTA ANGLE OF 09° 07' 51"

TO THE POINT OF BEGINNING, CONTAINING 0.15 ACRES.

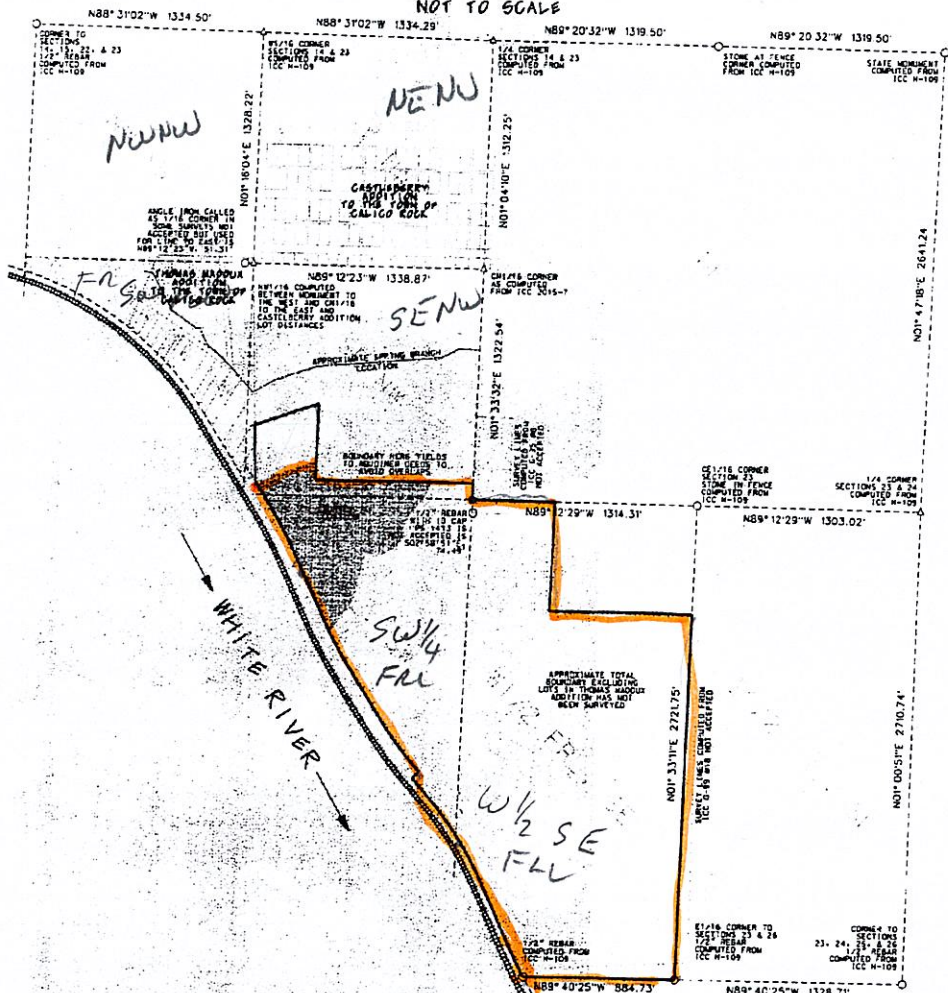
T QUARTER (FRL SW NW), SECTION 23, WHITE RIVER (LWR) IN THE CENTER 1/4 CORNER OF SAID SECTION 23, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO THE POINT OF BEGINNING, A 1/2 REBAR WITH ALUMINUM CAP (PS 1180); THEN GO S 85° 11' 17" W, 233.49 FEET TO A POINT IN THE CENTER OF AN EXISTING GRAVEL ROAD, THEN GO S 57° 13' 12" W, 125.45 FEET TO THE BLUFF LINE ALONG THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY AND THE FOLLOWING COURSES:

N 30° 42' 27" W, 27.40 FEET; N 07° 50' 54" W, 34.54 FEET; N 25° 59' 32" E, 14.83 FEET; N 15° 46' 02" W, 17.41 FEET; N 42° 38' 34" W, 189.60 FEET;

THEN LEAVE SAID BLUFF LINE AND GO N 71° 23' 50" E, 65.13 FEET TO THE SAID MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) EASTERLY RIGHT OF WAY, THEN GO ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES:

S 33° 15' 02" E, 120.34 FEET; S 31° 41' 03" E, 139.65 FEET ALONG THE CHORD OF A CURVE TO THE LEFT WITH A RADIUS OF 3555.53 FEET AND A DELTA ANGLE OF 09° 07' 51"

TO THE POINT OF BEGINNING, CONTAINING 0.15 ACRES.



SURVEY NOTES:
THE FRACTIONAL SECTION BREAKDOWN FOR THE EXTERIOR AND CENTER OF SECTION FOR SECTION 23, TOWNSHIP 17 NORTH, RANGE 11 WEST IS BASED ON TIES TO, AND COMPUTED FROM THE ORIGINAL SURVEY FOR SAID SECTION, PS NO. 1355, AND DATED MARCH 19, 2002. THERE ARE NUMEROUS OTHER SURVEYS REFERENCED AND REFERENCED TO WHICH SOME WERE ACCEPTED AND USED AND OTHERS WERE NOT.
THE MISSOURI AND NORTHERN ARKANSAS RAILROAD (MNA) RIGHT OF WAY WAS DETERMINED FROM THE ORIGINAL SURVEY FOR SAID SECTION, PS NO. 1355, AND DATED MARCH 19, 2002. THE CENTER OF THE RAILROAD AND RIGHT OF WAY LOCATION ARE BASED FROM THE CALICO CREEK BRIDGE CROSSING, AERIAL PHOTOGRAPHY, AND MANUAL TIES TO THE CENTER OF THE TRACKS BY PREVIOUS SURVEYS.
THE REFERENCED SURVEYS ARE LISTED EITHER BY THEIR GARLAND COUNTY COURT-HOUSE (ICC) RECORDATION, OR THE ARKANSAS STATE LAND SURVEY DIVISION (SLSD) DOCUMENT NUMBERS.
SURVEY REFERENCES:
GENERAL LAND OFFICE (GLO) SURVEYS AND PLATS: ICC THOMAS MADDOX ADDITION TO CALICO ROCK; ICC CASTLEBERRY ADDITION TO CALICO ROCK; RAILROAD PLANS (NOTED ABOVE).
ICC #118; ICC #65 #3; ICC #65 #8; ICC #65 #8; ICC #65 #10; ICC #65 #14; ICC #65 #8; ICC #65 #17; ICC #65 #18; ICC #65 #20; ICC #65 #21; ICC #65 #22; ICC #65 #23; ICC #65 #24; ICC #65 #25; ICC #65 #26; ICC #65 #27; ICC #65 #28; ICC #65 #29; ICC #65 #30; ICC #65 #31; ICC #65 #32; ICC #65 #33; ICC #65 #34; ICC #65 #35; ICC #65 #36; ICC #65 #37; ICC #65 #38; ICC #65 #39; ICC #65 #40; ICC #65 #41; ICC #65 #42; ICC #65 #43; ICC #65 #44; ICC #65 #45; ICC #65 #46; ICC #65 #47; ICC #65 #48; ICC #65 #49; ICC #65 #50; ICC #65 #51; ICC #65 #52; ICC #65 #53; ICC #65 #54; ICC #65 #55; ICC #65 #56; ICC #65 #57; ICC #65 #58; ICC #65 #59; ICC #65 #60; ICC #65 #61; ICC #65 #62; ICC #65 #63; ICC #65 #64; ICC #65 #65; ICC #65 #66; ICC #65 #67; ICC #65 #68; ICC #65 #69; ICC #65 #70; ICC #65 #71; ICC #65 #72; ICC #65 #73; ICC #65 #74; ICC #65 #75; ICC #65 #76; ICC #65 #77; ICC #65 #78; ICC #65 #79; ICC #65 #80; ICC #65 #81; ICC #65 #82; ICC #65 #83; ICC #65 #84; ICC #65 #85; ICC #65 #86; ICC #65 #87; ICC #65 #88; ICC #65 #89; ICC #65 #90; ICC #65 #91; ICC #65 #92; ICC #65 #93; ICC #65 #94; ICC #65 #95; ICC #65 #96; ICC #65 #97; ICC #65 #98; ICC #65 #99; ICC #65 #100; ICC #65 #101; ICC #65 #102; ICC #65 #103; ICC #65 #104; ICC #65 #105; ICC #65 #106; ICC #65 #107; ICC #65 #108; ICC #65 #109; ICC #65 #110; ICC #65 #111; ICC #65 #112; ICC #65 #113; ICC #65 #114; ICC #65 #115; ICC #65 #116; ICC #65 #117; ICC #65 #118; ICC #65 #119; ICC #65 #120; ICC #65 #121; ICC #65 #122; ICC #65 #123; ICC #65 #124; ICC #65 #125; ICC #65 #126; ICC #65 #127; ICC #65 #128; ICC #65 #129; ICC #65 #130; ICC #65 #131; ICC #65 #132; ICC #65 #133; ICC #65 #134; ICC #65 #135; ICC #65 #136; ICC #65 #137; ICC #65 #138; ICC #65 #139; ICC #65 #140; ICC #65 #141; ICC #65 #142; ICC #65 #143; ICC #65 #144; ICC #65 #145; ICC #65 #146; ICC #65 #147; ICC #65 #148; ICC #65 #149; ICC #65 #150; ICC #65 #151; ICC #65 #152; ICC #65 #153; ICC #65 #154; ICC #65 #155; ICC #65 #156; ICC #65 #157; ICC #65 #158; ICC #65 #159; ICC #65 #160; ICC #65 #161; ICC #65 #162; ICC #65 #163; ICC #65 #164; ICC #65 #165; ICC #65 #166; ICC #65 #167; ICC #65 #168; ICC #65 #169; ICC #65 #170; ICC #65 #171; ICC #65 #172; ICC #65 #173; ICC #65 #174; ICC #65 #175; ICC #65 #176; ICC #65 #177; ICC #65 #178; ICC #65 #179; ICC #65 #180; ICC #65 #181; ICC #65 #182; ICC #65 #183; ICC #65 #184; ICC #65 #185; ICC #65 #186; ICC #65 #187; ICC #65 #188; ICC #65 #189; ICC #65 #190; ICC #65 #191; ICC #65 #192; ICC #65 #193; ICC #65 #194; ICC #65 #195; ICC #65 #196; ICC #65 #197; ICC #65 #198; ICC #65 #199; ICC #65 #200; ICC #65 #201; ICC #65 #202; ICC #65 #203; ICC #65 #204; ICC #65 #205; ICC #65 #206; ICC #65 #207; ICC #65 #208; ICC #65 #209; ICC #65 #210; ICC #65 #211; ICC #65 #212; ICC #65 #213; ICC #65 #214; ICC #65 #215; ICC #65 #216; ICC #65 #217; ICC #65 #218; ICC #65 #219; ICC #65 #220; ICC #65 #221; ICC #65 #222; ICC #65 #223; ICC #65 #224; ICC #65 #225; ICC #65 #226; ICC #65 #227; ICC #65 #228; ICC #65 #229; ICC #65 #230; ICC #65 #231; ICC #65 #232; ICC #65 #233; ICC #65 #234; ICC #65 #235; ICC #65 #236; ICC #65 #237; ICC #65 #238; ICC #65 #239; ICC #65 #240; ICC #65 #241; ICC #65 #242; ICC #65 #243; ICC #65 #244; ICC #65 #245; ICC #65 #246; ICC #65 #247; ICC #65 #248; ICC #65 #249; ICC #65 #250; ICC #65 #251; ICC #65 #252; ICC #65 #253; ICC #65 #254; ICC #65 #255; ICC #65 #256; ICC #65 #257; ICC #65 #258; ICC #65 #259; ICC #65 #260; ICC #65 #261; ICC #65 #262; ICC #65 #263; ICC #65 #264; ICC #65 #265; ICC #65 #266; ICC #65 #267; ICC #65 #268; ICC #65 #269; ICC #65 #270; ICC #65 #271; ICC #65 #272; ICC #65 #273; ICC #65 #274; ICC #65 #275; ICC #65 #276; ICC #65 #277; ICC #65 #278; ICC #65 #279; ICC #65 #280; ICC #65 #281; ICC #65 #282; ICC #65 #283; ICC #65 #284; ICC #65 #285; ICC #65 #286; ICC #65 #287; ICC #65 #288; ICC #65 #289; ICC #65 #290; ICC #65 #291; ICC #65 #292; ICC #65 #293; ICC #65 #294; ICC #65 #295; ICC #65 #296; ICC #65 #297; ICC #65 #298; ICC #65 #299; ICC #65 #300; ICC #65 #301; ICC #65 #302; ICC #65 #303; ICC #65 #304; ICC #65 #305; ICC #65 #306; ICC #65 #307; ICC #65 #308; ICC #65 #309; ICC #65 #310; ICC #65 #311; ICC #65 #312; ICC #65 #313; ICC #65 #314; ICC #65 #315; ICC #65 #316; ICC #65 #317; ICC #65 #318; ICC #65 #319; ICC #65 #320; ICC #65 #321; ICC #65 #322; ICC #65 #323; ICC #65 #324; ICC #65 #325; ICC #65 #326; ICC #65 #327; ICC #65 #328; ICC #65 #329; ICC #65 #330; ICC #65 #331; ICC #65 #332; ICC #65 #333; ICC #65 #334; ICC #65 #335; ICC #65 #336; ICC #65 #337; ICC #65 #338; ICC #65 #339; ICC #65 #340; ICC #65 #341; ICC #65 #342; ICC #65 #343; ICC #65 #344; ICC #65 #345; ICC #65 #346; ICC #65 #347; ICC #65 #348; ICC #65 #349; ICC #65 #350; ICC #65 #351; ICC #65 #352; ICC #65 #353; ICC #65 #354; ICC #65 #355; ICC #65 #356; ICC #65 #357; ICC #65 #358; ICC #65 #359; ICC #65 #360; ICC #65 #361; ICC #65 #362; ICC #65 #