

**INDIAN NATIONS TURNPIKE - HORIZONTAL ALIGNMENT**  
A002 Survey Baseline (SBL) and Construction Reference Line(CRL)

2926	N 35-22'24.9" W	N 562792.8561	E 2625026.7576	S 23+22.395
2965	N 35-22'24.9" W	N 563574.3620	E 2624471.9126	S 32+80.833 U.S. HIGHWAY 69
2928	N 35-22'24.9" W	N 564397.9609	E 2623887.1829	S 42+90.895

**U.S. HIGHWAY 270 - HORIZONTAL ALIGNMENT**  
A220 Survey Baseline (SBL) and Construction Reference Line(CRL)

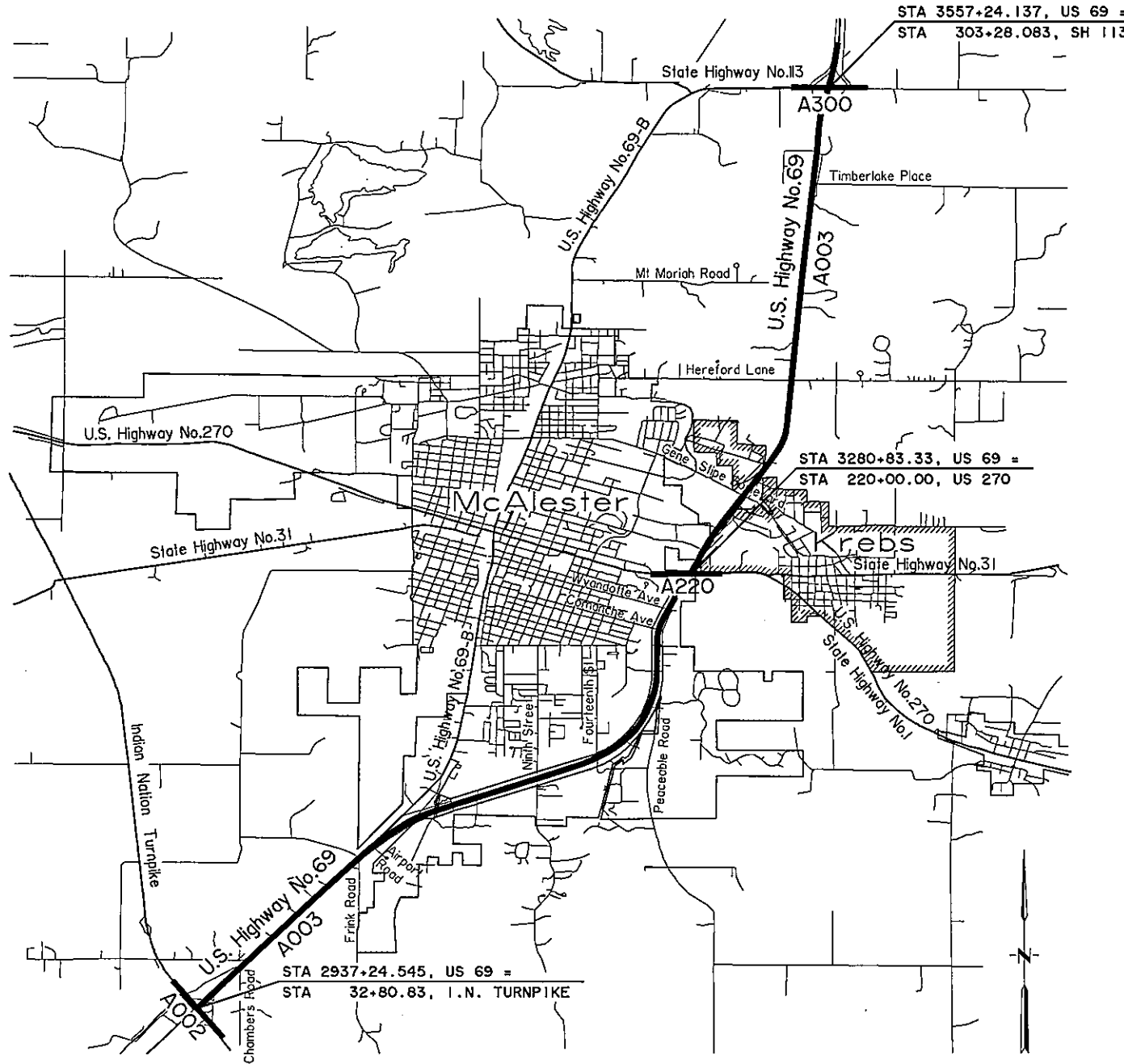
2500	N 88-30'11.3" E	N 587687.8991	E 2644443.3364	S 206+80.000
2502	N 88-30'11.3" E	N 587713.4608	E 2645421.5389	S 216+58.536
2934	N 88-30'11.3" E	N 587722.3807	E 2645762.8860	S 220+00.000 U.S. HIGHWAY 69
2503	N 88-30'11.3" E	N 587742.8618	E 2646546.6641	S 227+84.046
2501	N 88-30'11.3" E	N 587768.3561	E 2647522.2854	S 237+60.000

**STATE HIGHWAY 113 - HORIZONTAL ALIGNMENT**  
A300 Survey Baseline (SBL) and Construction Reference Line(CRL)

3277	N 89-07'05.3" E	N 614221.1548	E 2649762.6815	S 288+62.020
3208	N 89-07'05.3" E	N 614224.9418	E 2650008.7149	S 291+08.083
3267	N 89-07'05.3" E	N 614235.1972	E 2650674.9758	S 297+74.422
3209	N 89-07'05.3" E	N 614243.7184	E 2651228.5712	S 303+28.083 U.S. HIGHWAY 69
9095	N 88-49'22.5" E	N 614250.1150	E 2651644.1422	S 307+43.704
3234	N 88-49'22.5" E	N 614252.5604	E 2651763.1563	S 308+62.743
3210	N 88-49'22.5" E	N 614263.0450	E 2652273.4281	S 313+73.122
3278	N 88-49'22.5" E	N 614268.0998	E 2652519.4387	S 316+19.185

**U.S. HIGHWAY 69 - HORIZONTAL ALIGNMENT**  
A003 Survey Baseline (SBL) and Construction Reference Line(CRL)

2965	N 39-38'50.5" E	N 563574.3620	E 2624471.9126	S 2937+24.545 INDIAN NATIONS TURNPIKE
PC29	DB = N 39-38'50.5" E	N 564934.6655	E 2625599.1488	S 2954+91.205
P129	DC = N 40-25'32.0" E	N 565054.5136	E 2625698.4628	S 2956+46.855
PT29	DA = N 41-12'13.6" E	N 565171.6200	E 2625800.9954	S 2958+02.486
PC30	DB = N 41-12'13.6" E	N 566120.3103	E 2626631.6211	S 2970+63.419
P130	DC = N 40-25'32.0" E	N 566237.4167	E 2626734.1537	S 2972+19.068
PT30	DA = N 39-38'50.5" E	N 566357.2649	E 2626833.4677	S 2973+74.699
PC1	DB = N 39-38'50.5" E	N 573263.5471	E 2632556.4639	S 3063+44.059
P11	DC = N 55-38'35.7" E	N 574347.5660	E 2633454.7527	S 3077+51.901
PT1	DA = N 71-38'21.0" E	N 574791.0371	E 2634790.9237	S 3090+86.207
2969	N 71-38'21.0" E	N 574810.9944	E 2634851.0549	S 3091+49.564
PC6	DB = N 71-38'21.0" E	N 575202.2564	E 2636029.9210	S 3103+91.663
P16	DC = N 69-45'33.3" E	N 575379.9705	E 2636565.3705	S 3109+55.834
PT6	DA = N 67-52'45.7" E	N 575592.4135	E 2637088.0142	S 3115+19.600
PC2	DB = N 67-52'45.7" E	N 577329.9832	E 2641362.7139	S 3161+33.947
P12	DC = N 33-27'12.0" E	N 578597.4583	E 2644480.9056	S 3194+99.896
PT2	DA = N 00-58'21.7" W	N 581962.9223	E 2644423.7652	S 3220+35.541
PC3	DB = N 00-58'21.7" W	N 584120.6376	E 2644387.1306	S 3241+93.567
P13	DC = N 12-10'09.3" E	N 584789.4082	E 2644375.7759	S 3248+62.434
PT3	DA = N 25-18'40.3" E	N 585394.0633	E 2644661.7394	S 3255+07.758
2934	N 25-18'40.3" E	N 587722.3807	E 2645762.8860	S 3280+83.333 US HIGHWAY 270
PC9	DB = N 25-18'40.3" E	N 589778.3044	E 2646735.2076	S 3303+57.587
P19	DC = N 28-28'28.0" E	N 590159.9709	E 2646915.7116	S 3307+79.785
PT9	DA = N 31-38'15.8" E	N 590519.4224	E 2647137.1741	S 3312+01.125
PC5	DB = N 31-38'15.8" E	N 594329.0559	E 2649484.3354	S 3356+75.773
P15	DC = N 17-33'38.4" E	N 594967.2499	E 2649877.5344	S 3364+25.371
PT5	DA = N 03-29'01.0" E	N 595715.4627	E 2649923.0821	S 3371+44.681
PC8	DB = N 03-29'01.0" E	N 611421.4294	E 2650879.1883	S 3528+79.722
P18	DC = N 05-34'44.1" E	N 611839.9052	E 2650904.6631	S 3532+98.972
PT8	DA = N 07-40'27.3" E	N 612255.4006	E 2650960.6501	S 3537+17.849
2974	N 07-40'27.3" E	N 614243.7184	E 2651228.5712	S 3557+24.137 STATE HIGHWAY 113
PC10	DB = N 07-40'27.3" E	N 616474.3938	E 2651529.1494	S 3579+74.972
P110	DC = N 06-04'57.7" E	N 616632.1635	E 2651550.4085	S 3581+34.168
PT10	DA = N 04-29'28.1" E	N 616790.8703	E 2651562.8743	S 3582+93.281



**ALIGNMENT LOCATION MAP**  
Not to Scale

**SURVEY CONTROL DATA**

**Horizontal Control**

1. Horizontal control for this survey is the NGS Oklahoma State Plane Coordinate System NAD 83(1993), Lambert Projection (South Zone).
2. Accuracy - Third Order/Class I or better.

**Bearings**

The bearings shown are grid bearings derived from the NGS Oklahoma State Plane Coordinate System and are not Astronomical. The angle of variance between grid north (GN) and the astronomical true north (TN) is depicted diagrammatically.

**Vertical Control**

1. Level datum is Mean Sea Level (NGS), NAVD 1988.
2. Accuracy - Third Order or better.

Survey	CKS		OKLAHOMA DEPARTMENT OF TRANSPORTATION SURVEY DIVISION		
Drawn	CKD		U.S. HIGHWAY 69 - McALESTER		
Checked	RDS		SURVEY DATA SHEET		
Approved			SURVEY BASELINE AND ALIGNMENTS		
Plotted	7/14/16	SWO 375(1)	Job Piece No. 4999(04)	Sheet No. 52	