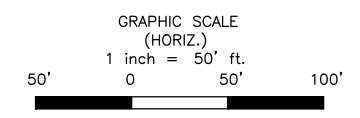
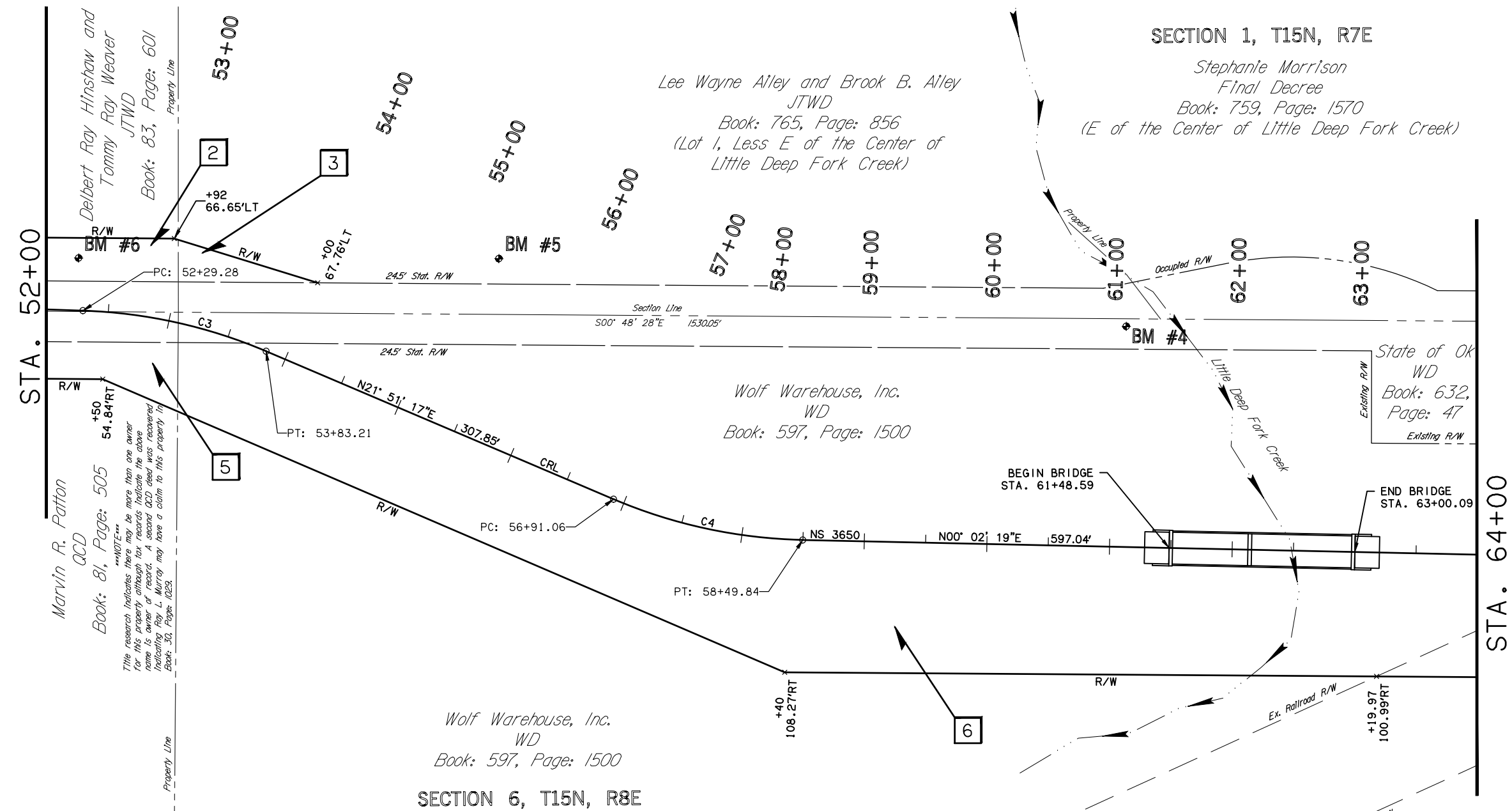


Benchmark - *4 Sta. 61+09.76, 179.78' Lt. Ch. *X* on Wingwall ELEV-814.77 N-298918 E-2409612	Benchmark - *5 Sta. 55+28.27, 143.78' Lt. 60d w/ Brace In 8' Elm ELEV-813.76 N-298905 E-2409568	Benchmark - *6 Sta. 52+24.36, 42.76' Lt. 80d In 2" Pecan ELEV-813.87 N-2989062 E-2409574
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DESCRIPTION	REVISIONS	DATE
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CRL ALIGNMENT TABLE (NS3650)

ALIGNMENT P.T.	STATION	BEARING	DISTANCE	NORTHING	EASTING
BEGIN PROJECT	39+67.69			296813.2467	2409610.0711
P.C.	42+04.97	N10°19'49"E	237.28	297046.6799	2409652.6209
P.I.	43+39.52	N10°19'49"E	134.55	297179.0466	2409676.7486
P.T.	44+71.82	N07°45'50"W	134.55	297312.3609	2409658.5723
P.C.	46+41.65	N07°45'50"W	169.83	297480.6329	2409635.6298
P.I.	48+13.44	N07°45'50"W	171.79	297650.8446	2409612.4229
P.T.	49+84.60	N00°42'20"E	171.79	297822.6181	2409614.5386
P.C.	52+29.28	N00°42'20"E	244.68	298067.2827	2409617.5520
P.I.	53+07.13	N00°42'20"E	77.85	298145.1239	2409618.5108
P.T.	53+83.21	N21°51'17"E	77.85	298217.3763	2409647.4896
P.C.	56+91.06	N21°51'17"E	307.85	298503.1071	2409762.0897
P.I.	57+71.42	N21°51'17"E	80.36	298577.6939	2409792.0047
P.T.	58+49.84	N00°02'19"E	80.36	298658.0563	2409792.0587
BEGIN BRIDGE	61+48.59	N00°02'19"E	298.75	298956.8059	2409792.2593
END BRIDGE	63+00.09	N00°02'19"E	151.50	299108.3059	2409792.3611
P.C.	64+46.88	N00°02'19"E	146.79	299255.0938	2409792.4597
P.I.	65+04.33	N00°02'19"E	57.46	299312.5497	2409792.4982
P.T.	65+60.48	N21°05'42"W	57.46	299366.1552	2409771.8188
END PROJECT	67+50.00	N21°05'42"W	189.52	299542.9699	2409703.6090

CRL CURVE DATA TABLE (NS3650)

CURVE NO.	P.I. STATION	Δ	D	R	T	L	E	P.C.		P.I.		C.C.		P.T.		DESIGN V MPH	FULL SUPER
								NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING	NORTHING	EASTING		
C1	43+39.52	18°05'39.46"	06°46'50.04"	845.00	134.55	266.86	10.65	297046.6799	2409652.621	297179.0466	2409676.749	297198.2085	2408821.318	297312.3609	2409658.5723	35	3.60%
C2	48+13.44	08°28'10.48"	02°28'10.72"	2,320.00	171.79	342.95	6.35	297480.6329	2409635.6298	297650.8446	2409612.4229	297794.0456	2411934.3626	297822.6181	2409614.5386	45	2.60%
C3	53+07.13	21°08'56.31"	13°44'23.90"	417.00	77.85	153.92	7.20	298067.2827	2409617.5520	298145.1239	2409618.5108	298062.1471	2410034.5204	298217.3763	2409647.4896	45	7.60%
C4	57+71.42	21°48'58.03"	13°44'23.90"	417.00	80.36	158.78	7.67	298503.1071	2409762.0897	298577.6939	2409792.0047	298658.3363	2409375.0588	298658.0563	2409792.0587	45	7.60%
C5	65+04.33	21°08'01.00"	18°36'09.00"	308.00	57.46	113.61	5.31	299255.0938	2409792.4597	299312.5497	2409792.4982	299255.3006	2409484.4597	299366.1552	2409771.8188	35	6.20%

DESIGN	BSF	11/16	OKLAHOMA DEPARTMENT OF TRANSPORTATION GUY ENGINEERING SERVICES, INC.
DRAWN	BLP	11/16	
CHECKED	PAE	11/16	
APPROVED	JRW	11/16	
SQUAD			

ALIGNMENT DATA

STATE JOB NO. 29407(04) SHEET NO. R004

F:\13-850 Br 181A Little Deep Fork Ck - Creek 3\CIV3D\PLANS\850-ALIGNMENT DATA SHEETS.dwg
 Friday, July 28, 2017 10:16:17 AM