

HORIZONTAL & VERTICAL CONTROL

Chain IL2 contains:
68 CUR 67 69

Beginning chain IL2 description
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Point 68 N 1,941,326.0525 E 2,521,953.6417 Sta 486+51.0683

Course from 68 to PC 67 N 1° 12' 43.6197" E Dist 3,882.9796

Curve Data

Curve 67
P.I. Station 531+06.7544 N 1,945,780.7416 E 2,522,047.8966
Delta = 89° 27' 47.0297" (RT)
Degree = 9° 54' 39.8550"
Tangent = 572.7065
Length = 902.6579
Radius = 578.0988
External = 235.6523
Long Chord = 813.7154
Mid. Ord. = 167.4103
P.C. Station 525+34.0479 N 1,945,208.1632 E 2,522,035.7817
P.T. Station 534+36.7058 N 1,945,773.9929 E 2,522,620.5633
C.C. = N 1,945,195.9342 E 2,522,613.7511
Back = N 1° 12' 43.6197" E
Ahead = S 89° 19' 29.3506" E
Chord Bear = N 45° 56' 37.1346" E

Course from PT 67 to 69 S 89° 19' 29.3506" E Dist 148.2005

Point 69 N 1,945,772.2465 E 2,522,768.7535 Sta 535+84.9063

Ending chain IL2 description
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Beginning profile IL2-PR description:
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	STATION	ELEV	GRADE	TOTAL L	BACK L	AHEAD L
VPI	1 507+50.0000	717.6700				
VPC	512+00.0013	730.4950	2.8500	K = 75.2	SSD = 402.7	
High Point	514+14.2043	733.5474				
VPI	2 514+95.0000	738.9025		589.9975	294.9987	294.9987
VPT	517+89.9987	724.1526	-5.0000			
VPC	520+88.6544	709.2198	-5.0000	K = 41.4		
VPI	3 521+58.6544	705.7198		140.0000	70.0000	70.0000
VPT	522+28.6544	704.5858	-1.6200			
VPI	4 522+50.0000	704.2400	-1.6200			

Ending profile IL2-PR description
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SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	1943471.2410	2522589.1770	699.4090	IL2	508+09.2208	590.0141' RT	TOPO SURVEY POINT
101	1943578.6670	2522025.2850	720.8950	IL2	509+04.6943	23.9758' RT	TOPO SURVEY POINT
102	1944415.6250	2522046.6600	721.8390	IL2	517+41.9171	27.6411' RT	TOPO SURVEY POINT
103	1944218.7070	2521887.8150	708.3340	IL2	515+41.6830	127.0027' LT	TOPO SURVEY POINT
104	1944212.9720	2522111.3440	700.9940	IL2	515+40.6778	96.5976' RT	TOPO SURVEY POINT
105	1943469.1330	2521905.6430	702.4220	IL2	507+92.6539	93.3224' LT	TOPO SURVEY POINT
106	1943756.4940	2522024.8170	724.7310	IL2	510+82.4716	19.7462' RT	TOPO SURVEY POINT
107	1943829.2270	2522025.7670	725.9470	IL2	511+55.2084	19.1574' RT	TOPO SURVEY POINT
108	1943913.0160	2522027.6450	727.0530	IL2	512+39.0184	19.2625' RT	TOPO SURVEY POINT
109	1943881.7740	2522153.1080	674.4720	IL2	512+10.4374	145.3583' RT	TOPO SURVEY POINT
110	1944082.7580	2521894.5900	701.1430	IL2	514+05.9078	117.3534' LT	TOPO SURVEY POINT
111	1944024.6480	2522042.8150	722.9480	IL2	513+50.9463	32.0677' RT	TOPO SURVEY POINT
112	1944483.0480	2522126.5590	699.0080	IL2	518+11.0152	106.0960' RT	TOPO SURVEY POINT
113	1944371.7450	2522179.1360	697.8680	IL2	517+00.8493	161.0157' RT	TOPO SURVEY POINT

REFERENCE TIES							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
501	1942360.9400	2522067.1020	693.3390	IL2	496+88.1243	91.5431' RT	SIGN
502	1942439.5470	2522040.4500	693.2440	IL2	497+66.1500	63.2342' RT	N END OF OREGON SIGN
503	1943783.6610	2521981.5280	725.0670	IL2	511+08.7168	24.1078' LT	GUARDRAIL POST
504	1943789.8780	2521981.2530	725.0940	IL2	511+14.9266	24.5143' LT	GUARDRAIL POST
505	1943802.2130	2521981.7210	725.3260	IL2	511+27.2687	24.3073' LT	GUARDRAIL POST
506	1943802.2130	2521981.7210	725.3260	IL2	511+27.2687	24.3073' LT	GUARDRAIL POST
507	1945179.0980	2522104.2190	699.9590	IL2	525+06.4369	69.0369' RT	INLET STRUCTURE
508	1945150.4220	2522153.4030	695.3510	IL2	524+78.8077	118.8165' RT	FENCE POST
509	1945144.1030	2522141.5620	695.8170	IL2	524+72.2397	107.1118' RT	NW C VAULT FIBER BOLT
2553	1944253.0300	2521988.4640	725.7840	IL2	515+78.1275	27.1023' LT	TOP OF WINGWALL
511	1944327.3920	2521993.5710	726.0510	IL2	516+52.5809	23.5695' LT	GATE POST
512	1944303.3750	2521947.7250	710.3770	IL2	516+27.5994	68.8972' LT	PP W/TRANSFORMER

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1942440.3380	2522041.7510	694.0640	IL2	497+66.9683	64.5182' RT	SIGN (APPROXIMATE SHOT)
402	1944021.3860	2521987.4030	728.4060	IL2	513+46.5129	23.2629' LT	CHISELED '□' ON CONCRETE FOUNDATION AT SOUTH ABUTMENT
404	1945167.6670	2522092.5570	701.0760	IL2	524+94.7618	57.6193' RT	CHISELED '□' ON FOUNDATION OF TRAFFIC SIGNAL WITH MAST ARM