

At the Standards Meeting held this date, the question was raised about the significance of one-hundredth discrepancies between the alignment data (PC and PT stations and curve data information) shown on the Design Plans and that shown on the R/W Plans. It was felt that these kinds of discrepancies arise when the R/W Plans Consultant calculates the Construction Centerline from the PI coordinate data provided to him.

It was the decision of the R/W Plans Manager that the Construction Centerline data shown on the R/W Plans should match (exactly) the data shown on the Design Plans, unless, of course, the Design Plans are in error.

The general flow of information should begin with the Reviewer obtaining an alignment printout from the Design Consultant with the PI coordinates to at least five decimal places. This kind of printout must be specified when being requested, as there are several printout formats from InRoads, and not all show the PI coordinates. This printout should be transmitted to the On-Call R/W Plans Consultant for incorporation into the R/W Plans. Even if the printouts are to five decimal places, it is possible that when the On-Call enters this data into their computer, discrepancies of one hundredth will creep into the curve control stationing. The R/W Plans Consultant should not carry these discrepancies forward into the R/W Plans, but should enter the curve and station data from the printout received from Design. The goal here is to maintain consistency between the Design Plans and the R/W Plans.