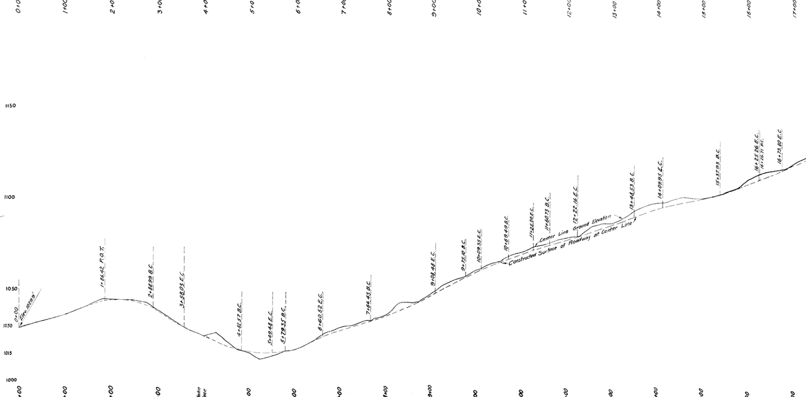
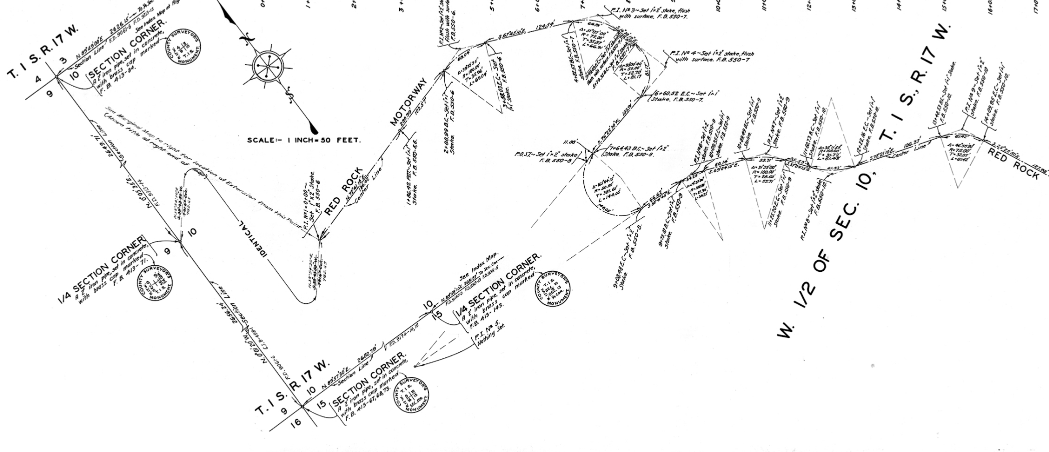
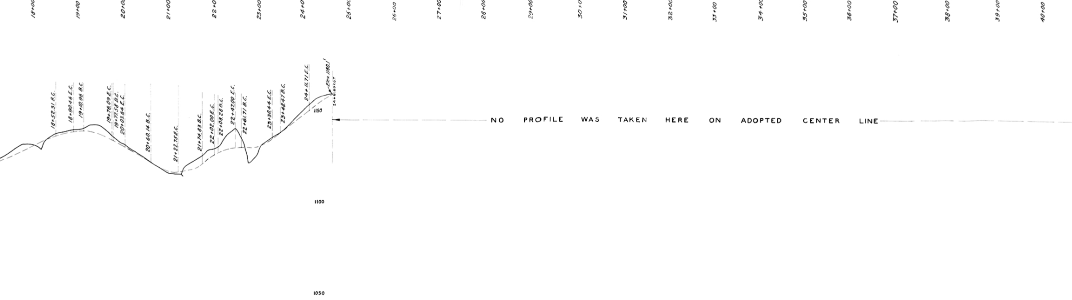
PROFILE SCALE:- HORIZONTAL - 1 INCH = 80 FEET.
VERTICAL - 1 INCH = 20 FEET.

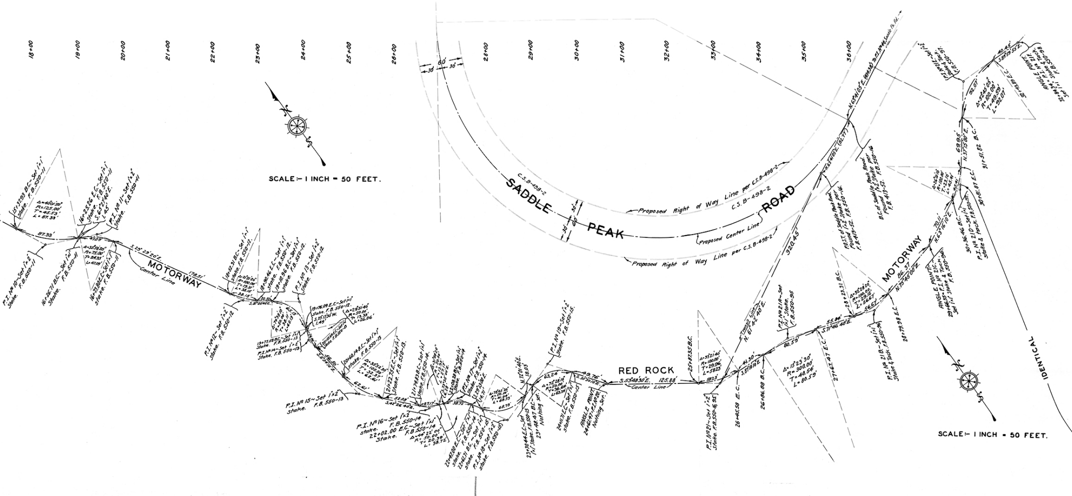
NOTE.
ORIGINAL GROUND ELEVATION AT CENTER LINE SHOWN THUS
CONSTRUCTED SURFACE OF ROADWAY AT CENTER LINE SHOWN THUS



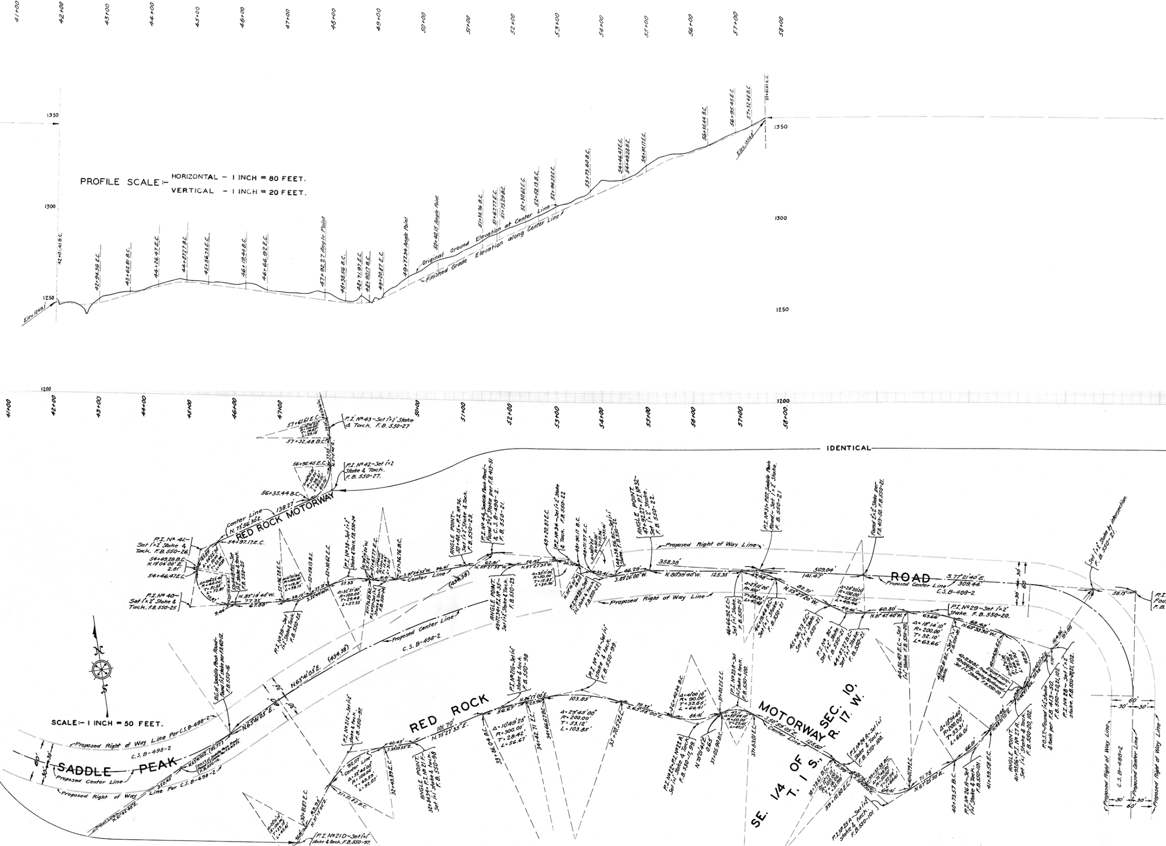

T. 1 S. R. 17 W.
3
4
10
9
N. 89°49'00"E. 2626.15' To ¼ Sec. Cor.
Section Line F.D. 9061-6 F.D. 9313-15
See Index Map at Right.
SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked
F.B. 413-84.
COUNTY SURVEYOR'S MONUMENT
See Marginal Map to right for location of Extension from this Point (Above title at right end of map)
2649.71'
Section Line
N. 0°05'35"E.
F.D. 9313-14
N.38°54'30"E.
S.38°43'50"W.
791.64 Calc.
782.65
1/4 SECTION CORNER
A 2" iron pipe, set in concrete, with brass cap marked
F.B. 413-71.
IDENTICAL
P.I. Nº 1 = 0+00 ~ Set 1"×2" Stake. F.B. 550-6
RED ROCK
N. 72°41'15"E. 186.42' Center Line
MOTORWAY
288.99'
102.57'
1+86.42 P.O.T. ~ Set 1×1 Stake. F.B. 550-5.6.
2+88.99 B.C. ~ Set 1×1 Stake. F.B. 550-6
P.I. Nº 2 ~ Set 1"×2" Stake flush with surface F.B. 550-6.
69.04'
Δ = 39°33'35" R = 100.00' T = 35.96' L = 69.04'
3+58.03 E.C. ~ Set 1×1 Stake. F.B. 550-6
S. 67°45'10"E.
124.54'
66.91'
Δ = 51°07'00" R = 75.00' T = 35.87' L = 66.91'
4+82.57 B.C. ~ Set 1×1 Stake. F.B. 550-7
5+49.48 E.C. ~ Set 1×1 Stake flush with surface. F.B. 550-7
5+79.35 B.C. ~ Set 1×1 Stake. F.B. 550-7
S. 16°38'10"E.
P.I. Nº 3 ~ Set 1×2" stake, flush with surface. F.B. 550-7.
P.I. Nº 4 ~ Set 1×2" stake, flush with surface. F.B. 550-7
Δ = 93°00'40" R = 50.00' T = 52.70' L = 81.17
81.17'
6+60.52 E.C. ~ Set 1×1 Stake. F.B. 550-7.
S. 76°22'30"W. 103.91'
11.88'
P.O.S.T. ~ Set 1"×2" stake. F.B. 550-8
7+64.43 B.C. ~ Set 1×2" Stake. F.B. 550-8.
Δ = 165°04'15" R = 50.00' T = 381.61' L = 144.05'
144.05'
9+08.48 E.C. ~ Set 1×2 Stake. F.B. 550-8.
66.62'
S. 88°41'45"E.
9+75.10 B.C. ~ Set 1×1 Stake. F.B. 550-9
34.25'
Δ = 19°37'30" R = 100.00' T = 17.30' L = 34.25
P.I. Nº 6 ~ Set 1×2 Stake. F.B. 550-9
10+09.35 E.C. ~ Set 1×1 Stake. F.B. 550-9
60.14'
S. 65°04'15"E.
10+69.49 B.C. ~ Set 1×1 Stake. F.B. 550-9
P.I. Nº 7 ~ Set 1×2 Stake. F.B. 550-9
55.71'
Δ = 31°55'00" R = 100.00' T = 28.60' L = 55.71'
11+25.20 E.C. ~ Set 1×1 Stake. F.B. 550-9
35.53'
S. 37°09'15"E.
11+60.73 B.C. ~ Set 1×1 Stake. F.B. 550-10.
Δ = 35°11'55" R = 100.00' T = 31.72' L = 61.43'
61.43'
P.I. Nº 8 ~ Set 1"×2" Stake. F.B. 550-10.
12+22.16 E.C. ~ Set 1×1 Stake. F.B. 550-10.
S. 72°21'10"E. 126.37' Center Line
13+48.53 B.C. ~ Set 1×1 Stake. F.B. 550-10.
61.42'
Δ = 46°55'20" R = 75.00' T = 32.55' L = 61.42'
P.I. Nº 9 ~ Set 1×2" Stake. F.B. 550-10
14+09.95 E.C. ~ Set 1×1 Stake. F.B. 550-10.
S. 25°25'50"E.
127.98'
RED ROCK
W. 1/2 OF SEC. 10, T. 1 S., R. 17 W.
2656.24'
Section Line
N. 0°01'20"W.
F.D. 9061-6 C.S.B. 4984
T. 1 S. R. 17 W.
9
10
16
15
N. 89°57'30"E. 2682.79'
Section Line
F.D. 9174-14, 15
SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked
F.B. 413-67, 68, 73.
See Index Map.
N. 89°58'10"E. 2681.87' To Sec. Cor.
F.D. 9155-3 F.D. 9313-13 F.D. 9061-5
1/4 SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked
F.B. 413-143.
P.I. Nº 5. Nothing Set.
N
S

SCALE:- 1 INCH = 50 FEET.





18+00
19+00
20+00
21+00
22+00
23+00
24+00
25+00
26+00
27+00
28+00
29+00
30+00
31+00
32+00
33+00
34+00
35+00
36+00
N
SCALE:- 1 INCH = 50 FEET.
MOTORWAY
Center Line
S.25°29'20"E.
178.51'
P.I. Nº 10~Set 1"x2" Stake. F.B. 550-11
P.I. Nº 11~Set 1"x2" Stake. F.B. 550-11
P.I. Nº 12~Set 1"x2" Stake. F.B. 550-12
P.I. Nº 13~Set 1"x2" Stake. F.B. 550-12
P.I. Nº 14~Set 1"x2" Stake. F.B. 550-13
P.I. Nº 15~Set 1"x2" Stake. F.B. 550-13
P.I. Nº 16~Set 1"x2" Stake. F.B. 550-14
P.I. Nº 17~Set 1"x2" Stake. F.B. 550-14
P.I. Nº 18~Set 1"x2" Stake. F.B. 550-15
P.I. Nº 19~Set 1"x2" Stake. F.B. 550-15
P.I. Nº 21~Set 1"x2" Stake. F.B. 550-16 & 56
P.I. Nº 21A~Set 1"x1" Stake. F.B. 550-56
P.I. Nº 21B~Set 1"x1" Stake & tack. F.B. 550-56
P.I. Nº 21C
P.I. Nº 21D~Set 1"x1" Stake & Tack. F.B. 550-57
P.I. Nº 21E~Set 1"x1" Stake & Tack. F.B. 550-57
Δ=48°01'50"
R=125.00'
T=55.53'
L=67.33'
Δ=35°59'20"
R=75.00'
T=24.35'
L=47.09'
87.33'
47.09'
38.15'
20.50'
62.61'
52.88
27.17
38.72
68.73
63.24
43.76'
RED ROCK
S.55°48'30"E.
125.88'
Center Line
ANGLE POINT 24+61.47 P.I. Nº 20 Nothing Set.
Δ=35°21'40"
R=100.00'
T=29.96
L=58.25
25+87.35 B.C.
26+45.58 E.C.
26+86.88 B.C.
27+67.47 E.C.
28+23.31 B.C.
28+79.98 E.C.
41.30'
S.81°01'01"E.
80.59'
Δ=15°23'30"
R=300.00'
T=40.54'
L=80.59'
55.84
S.71°46'40"E.
Δ=32°28'20"
R=100.00'
T=29.12
L=56.67
56.67
MOTORWAY
86.37
N.75°45'00"E.
ANGLE POINT 29+66.35 P.I. Nº 21C Set 1"x1" Stake & Tack. F.B. 550-56
70.11
N.63°16'10"E.
30+36.46 B.C.
30+81.81 E.C.
69.95'
N.37°15'00"E.
31+51.82 B.C.
32+43.89 E.C.
Δ=26°16'10"
Δ=52°45'05"
R=100.00'
T=49.59
L=92.07'
92.07'
40.45'
S.89°59'55"E.
ANGLE POINT 32+84.34 P.I. Nº 21F
N.61°42'40"E.
Transit Line
320.45
SADDLE
PEAK
ROAD
C.S.B.-498-2
Proposed Right of Way Line per C.S.B.-498-2
Proposed Center Line
30'
60'
30'
N.63°41'05"E.
P.O.S.T. of Saddle Peak Road Found 1"x2" Stake per F.B. 413-52. F.B. 550-16.
B.C. of Saddle Peak Road Found 1"x2" Stake per F.B. 413-52. F.B. 550-16
IDENTICAL
SCALE:- 1 INCH = 50 FEET.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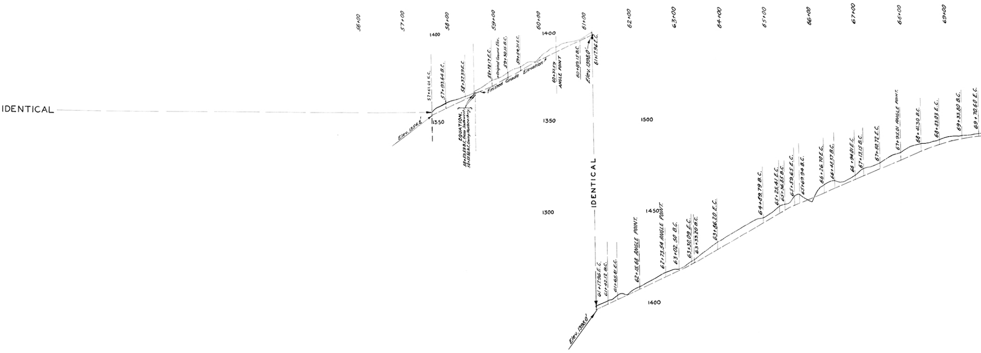
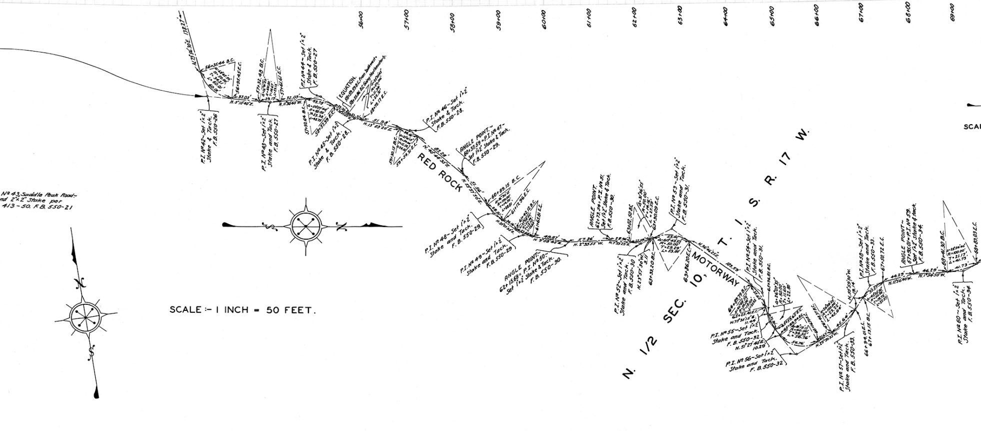
53+00
54+00
55+00
56+00
57+00
58+00
1350
1300
1250
1200
PROFILE SCALE:- HORIZONTAL - 1 INCH = 80 FEET.
VERTICAL - 1 INCH = 20 FEET.
Elev. 1249.1'
Elev. 1354.6'
42+01.41 B.C.
42+94.36 E.C.
43+62.81 B.C.
44+26.47 E.C.
44+87.27 B.C.
45+36.73 E.C.
46+19.44 B.C.
46+66.92 E.C.
47+92.27 Angle Point
48+38.56 B.C.
48+71.97 E.C.
48+90.17 B.C.
49+20.87 E.C.
49+77.34 Angle Point
50+40.15 Angle Point
51+36.76 B.C.
51+67.77 E.C.
51+73.39 B.C.
52+30.62 E.C.
52+58.13 B.C.
52+96.28 E.C.
53+73.60 B.C.
54+46.47 E.C.
54+49.28 B.C.
54+97.17 E.C.
56+35.44 B.C.
56+95.45 E.C.
57+32.48 B.C.
57+61.61 E.C.
Original Ground Elevation at Center Line
Finished Grade Elevation along Center Line
IDENTICAL
RED ROCK MOTORWAY
Center Line
N.73°56'30"E.
138.27'
P.I. Nº 43 ~ Set 1"x2" Stake & Tack. F.B. 550-27
P.I. Nº 42 ~ Set 1"x2" Stake & Tack. F.B. 550-27.
P.I. Nº 41 ~ Set 1"x2" Stake & Tack. F.B. 550-26.
P.I. Nº 40 ~ Set 1"x2" Stake & Tack. F.B. 550-25
N.19°04'00"E.
N.85°18'40"W.
77.32'
67.88'
Center Line
96.61'
N.85°21'35"W.
N.87°27'53"W.
62.81'
46.29'
S.89°26'00"W.
358.38'
N.80°39'40"W.
125.35'
509.04'
141.47'
92.71'
N.53°27'20"W.
ROAD
S.77°21'40"E.
309.44'
Proposed Center Line
C.S.B-498-2
Proposed Right of Way Line
60.80'
N.81°47'40"W.
63.66'
Δ = 18°14'10"
R = 200.00'
T = 32.10'
L = 63.66'
P.I. Nº 29 ~ Set 1"x2" Stake. F.B. 550-20.
N.63°39'30"W.
58.13'
Set 1"x2" Stake by intersection. F.B. 550-21.
ANGLE POINT 47+92.27 - P.I. Nº 32 ~ Set 1"x2" Stake. F.B. 550-22.
ANGLE POINT ~ 50+40.15 - P.I. Nº 36. Set 1"x2" Stake & Tack. F.B. 550-23.
ANGLE POINT. 49+77.34 = P.I. Nº 35 ~ Set 1"x2" Stake & Tack. F.B. 550-23
Proposed Center Line
C.S.B-498-2
(434.38)
N.63°41'05"E.
(434.38)
SCALE:- 1 INCH = 50 FEET.
Proposed Right of Way Line Per C.S.B-498-2
SADDLE PEAK
Proposed Center Line
Proposed Right of Way Line Per C.S.B-498-2
C.S.B-498-2
RED ROCK
101.70'
N.75°27'35"E.
36.67'
Δ = 10°49'25"
R = 300.00'
T = 28.42'
L = 56.67'
103.85'
Δ = 29°45'00"
R = 200.00'
T = 53.12'
L = 103.85'
70.32'
S.63°38'00"E.
Δ = 41°00'16"
R = 90.00'
T = 33.65'
L = 64.41'
MOTORWAY
S.50°39'05"E.
Center Line
125.60'
SEC. 10,
SE. 1/4 OF
T. 1 S., R. 17 W.
71.78'
N.67°25'50"E.
66.01'
Δ = 18°54'40"
R = 200.00'
T = 33.31
L = 66.01'
ANGLE POINT. 41+93.06 - P.I. Nº 27 R. Set 1"x1" Stake & Tack. F.B. 550-20, 102.
P.I. Nº 21 D ~ Set 1"x1" Stake & Tack. F.B. 550-97.
ANGLE POINT. 32+94.34 - P.I. Nº 21 F. Set 1"x1" Stake. F.B. 550-98
P.I. Nº 21 G ~ Set 1"x1" Stake & Tack. F.B. 550-98
P.I. Nº 21 H ~ Set 1"x1" Stake & Tack. F.B. 550-99.
P.I. Nº 21 E ~ Set 1"x1" Stake & Tack. F.B. 550-97.
P.I. Nº 24 R ~ Set 1"x1" Stake & Tack. F.B. 550-100.
P.I. Nº 25 R ~ Set 1"x1" Stake & Tack. F.B. 550-101
P.I. Nº 26 R ~ Set 1"x1" Stake & Tack. F.B. 550-101.
Proposed Right of Way Line
C.S.B-498-2
Proposed Center Line
Proposed Right of Way Line
60'
30'
30'
N
S


IDENTICAL
56+00
57+00
58+00
59+00
60+00
61+00
62+00
63+00
64+00
65+00
66+00
67+00
68+00
69+00
1400
1350
1300
1500
1450
Elev. 1354.8
57+61.61 E.C.
57+93.64 B.C.
58+37.39 E.C.
EQUATION.
Finished Grade Elevation
Original Ground Elev.
60+37.59 ANGLE POINT
60+89.15 B.C.
61+17.96 E.C.
Elev. 1398.0
61+17.96 E.C.
61+42.12 B.C.
61+65.81 E.C.
62+15.68 ANGLE POINT.
62+73.54 ANGLE POINT.
63+02.50 B.C.
63+30.09 E.C.
63+33.20 B.C.
63+86.20 E.C.
64+89.79 B.C.
65+25.41 E.C.
65+36.85 B.C.
65+59.65 E.C.
65+69.94 B.C.
66+26.70 E.C.
66+46.37 B.C.
66+94.61 E.C.
67+13.15 B.C.
67+50.72 E.C.
67+95.01 ANGLE POINT.
68+41.30 B.C.
68+83.03 E.C.
69+33.80 B.C.
69+70.60 E.C.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57+00
58+00
59+00
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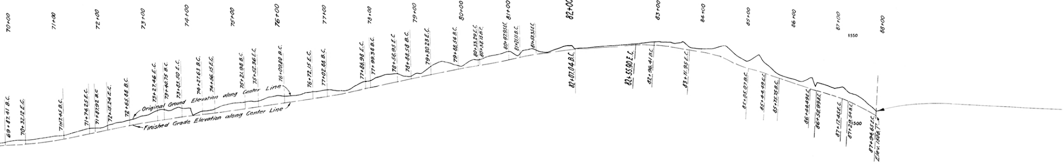
61+00
62+00
63+00
64+00
65+00
66+00
67+00
68+00
69+00
P.I. Nº 42-Set 1"x2" Stake & Tack. F.B. 550-26
P.I. Nº 43-Set 1"x2" Stake and Tack. F.B. 550-27
P.I. Nº 44-Set 1"x2" Stake & Tack. F.B. 550-27
P.I. Nº 45-Set 1"x2" Stake & Tack. F.B. 550-28.
P.I. Nº 46-Set 1"x2" Stake & Tack. F.B. 550-28.
ANGLE POINT.- 60+37.59=P.I. Nº 47- Set 1"x2" Stake & Tack. F.B. 550-29.
P.I. Nº 48-Set 1"x2" Stake and Tack. F.B. 550-29.
P.I. Nº 49-Set 1"x2" Stake and Tack. F.B. 550-29
ANGLE POINT.- 62+15.68=P.I. Nº 50- Set 1"x2" Stake & Tack. F.B. 550-30.
ANGLE POINT. 62+73.54=P.I. Nº 51. Set 1"x2" Stake & Tack. F.B. 550-30.
P.I. Nº 52-Set 1"x2" Stake and Tack. F.B. 550-30
P.I. Nº 53-Set 1"x2" Stake and Tack. F.B. 550-31.
P.I. Nº 54-Set 1"x2" Stake and Tack. F.B. 550-31.
P.I. Nº 55-Set 1"x2" Stake and Tack. F.B. 550-32
P.I. Nº 56-Set 1"x2" Stake and Tack. F.B. 550-32
P.I. Nº 57-Set 1"x2" Stake and Tack. F.B. 550-33.
P.I. Nº 58-Set 1"x2" Stake and Tack. F.B. 550-33.
ANGLE POINT- 67+95.01=P.I. Nº 59. Set 1"x2" Stake & Tack. F.B. 550-34.
P.I. Nº 60-Set 1"x2" Stake and Tack. F.B. 550-34
EQUATION.
RED ROCK
MOTORWAY
N. 1/2 SEC. 10, T. 1 S, R. 17 W.
N
S
SCAL

Nº 43, Saddle Peak Road:-
nd 2"x2" Stake per
413-50. F.B. 550-21

SCALE :- 1 INCH = 50 FEET.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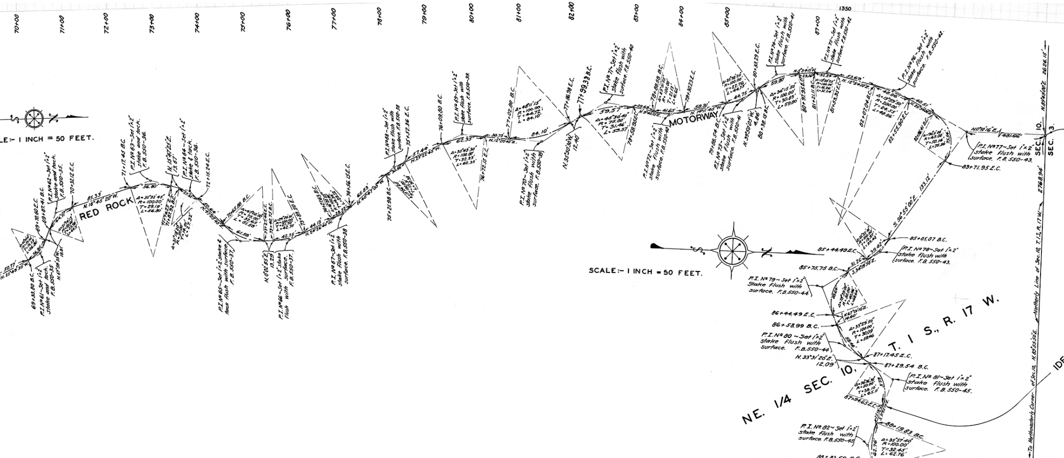
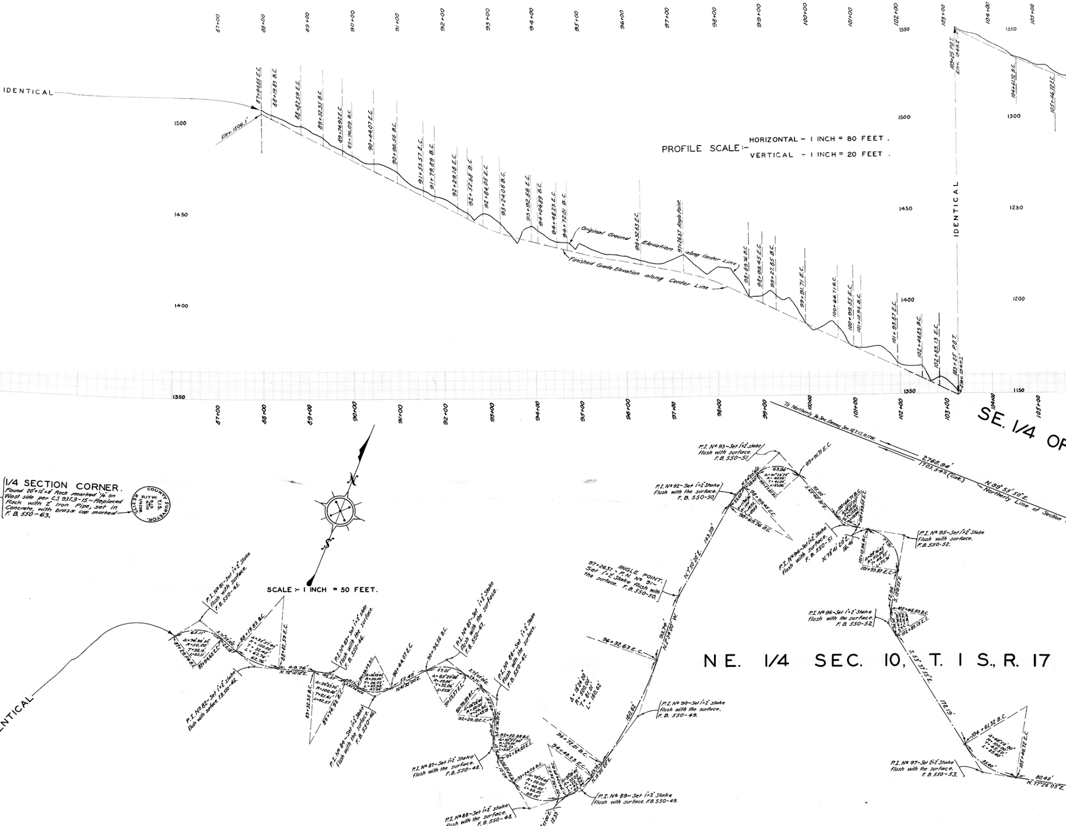
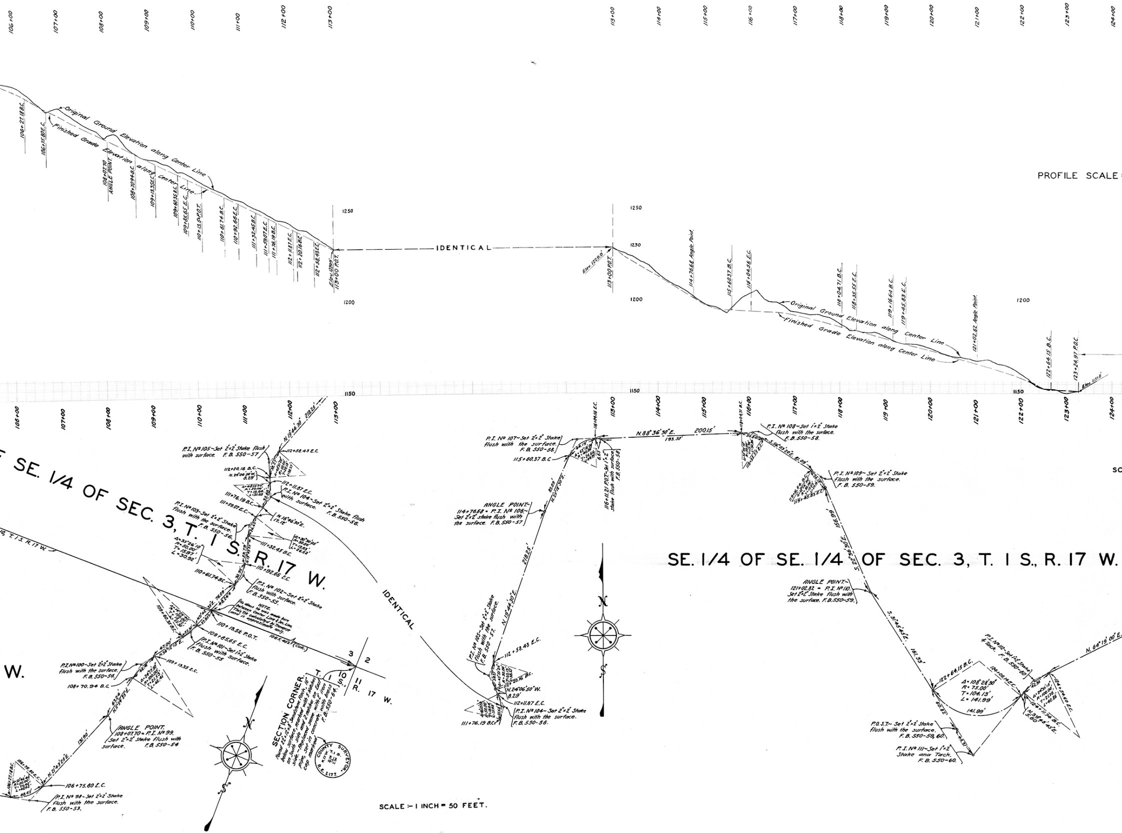
72+00
73+00
74+00
75+00
76+00
77+00
78+00
79+00
80+00
81+00
82+00
83+00
84+00
85+00
86+00
87+00
88+00
1550
1500
Original Ground Elevation along Center Line
Finished Grade Elevation along Center Line
69+87.41 B.C.
70+32.12 E.C.
71+17.45 B.C.
71+74.25 E.C.
71+87.92 B.C.
72+15.24 E.C.
72+65.88 B.C.
73+27.46 E.C.
73+40.75 B.C.
73+83.50 E.C.
74+27.63 B.C.
74+56.15 E.C.
75+21.98 B.C.
75+52.36 E.C.
76+09.80 B.C.
76+72.15 E.C.
77+02.88 B.C.
77+86.98 E.C.
77+99.38 B.C.
78+58.95 E.C.
78+88.58 B.C.
79+30.23 E.C.
79+88.54 B.C.
80+33.29 E.C.
80+97.95 E.C.
81+21.11 B.C.
81+53.35 E.C.
82+07.04 B.C.
82+55.90 E.C.
82+96.41 B.C.
83+71.95 E.C.
85+05.07 B.C.
85+44.49 E.C.
85+75.75 B.C.
86+44.49 E.C.
86+58.99 B.C.
87+17.45 E.C.
87+29.54 B.C.
87+94.65 E.C.
Elev. 1506.7

PROFILE SCALE :- HORIZONTAL - 1 INCH = 80 FEET.
VERTICAL - 1 INCH = 20 FEET.


1450
1400
1350
70+00
71+00
72+00
73+00
74+00
75+00
76+00
77+00
78+00
79+00
80+00
81+00
82+00
83+00
84+00
85+00
86+00
87+00
88+00
RED ROCK
MOTORWAY
N. 16°45'20" W.
85.33'
SCALE:- 1 INCH = 50 FEET.
P.I. Nº 61 ~ Set 1"x2" stake and tack. F.B. 550-35.
P.I. Nº 62 ~ Set 1"x2" stake and tack. F.B. 550-35.
P.I. Nº 63 ~ Set 1"x2" stake and tack. F.B. 550-36.
P.I. Nº 64 ~ Set 1"x2" stake & tack. F.B. 550-36.
P.I. Nº 65 ~ Set 1"x2" stake & tack flush with surface. F.B. 550-37.
P.I. Nº 66 ~ Set 1"x2" stake flush with surface. F.B. 550-37.
P.I. Nº 67 ~ Set 1"x2" stake flush with surface. F.B. 550-38.
P.I. Nº 68 ~ Set 1"x2" stake flush with surface. F.B. 550-38.
P.I. Nº 69 ~ Set 1"x2" stake flush with surface. F.B. 550-39.
P.I. Nº 70 ~ Set 1"x2" stake flush with surface. F.B. 550-39.
P.I. Nº 71 ~ Set 1"x2" stake flush with surface. F.B. 550-40.
P.I. Nº 72 ~ Set 1"x2" stake flush with surface. F.B. 550-40.
P.I. Nº 73 ~ Set 1"x2" stake flush with surface. F.B. 550-41.
P.I. Nº 74 ~ Set 1"x2" stake flush with surface. F.B. 550-41.
P.I. Nº 75 ~ Set 1"x2" stake flush with surface. F.B. 550-42.
P.I. Nº 76 ~ Set 1"x2" stake flush with surface. F.B. 550-42.
P.I. Nº 77 ~ Set 1"x2" stake flush with surface. F.B. 550-43.
P.I. Nº 78 ~ Set 1"x2" stake flush with surface. F.B. 550-43.
P.I. Nº 79 ~ Set 1"x2" stake flush with surface. F.B. 550-44.
P.I. Nº 80 ~ Set 1"x2" stake flush with surface. F.B. 550-44.
P.I. Nº 81 ~ Set 1"x2" stake flush with surface. F.B. 550-45.
P.I. Nº 82 ~ Set 1"x2" stake flush with surface. F.B. 550-45.
83+71.95 E.C.
85+05.07 B.C.
85+44.49 E.C.
85+75.75 B.C.
86+44.49 E.C.
86+58.99 B.C.
87+17.45 E.C.
87+29.54 B.C.
87+94.65 E.C.
88+19.83 B.C.
N. 33°31'20" E.
12.09'
S. 56°55'00" E.
N. 0°10'16" E.
481.66'
N. 89°56'02" E. 2626.15'
2768.94'
SEC. 10.
SEC. 3.
NE. 1/4 SEC. 10, T. 1 S., R. 17 W.
Northerly Line of Sec. 10, T. 1 S., R. 17 W.
To Northeasterly Corner of Sec. 10, N. 89°56'50" E.



PROFILE SCALE:- HORIZONTAL - 1 INCH = 80 FEET.
VERTICAL - 1 INCH = 20 FEET.
IDENTICAL
Elev. 1506.1'
87+94.65 E.C.
88+19.83 B.C.
88+82.59 E.C.
89+32.35 B.C.
89+74.92 E.C.
89+96.09 B.C.
90+44.07 E.C.
90+96.56 B.C.
91+53.57 E.C.
91+79.89 B.C.
92+29.18 E.C.
92+52.68 B.C.
92+84.05 E.C.
93+24.06 B.C.
93+92.56 E.C.
94+04.89 B.C.
94+48.23 E.C.
94+72.01 B.C.
96+32.63 E.C.
97+26.37 Angle Point.
Original Ground Elevation along Center Line
Finished Grade Elevation along Center Line
98+69.76 B.C.
98+99.45 E.C.
99+27.85 B.C.
99+91.71 E.C.
100+66.71 B.C.
100+99.55 E.C.
101+15.96 B.C.
101+93.87 E.C.
102+46.83 B.C.
102+83.13 E.C.
103+25 P.O.T.
Elev. 1349.2'
104+61.32 B.C.
105+46.72 E.C.
1500
1450
1400
1350
1550
1300
1250
1200
1150
87+00
88+00
89+00
90+00
91+00
92+00
93+00
94+00
95+00
96+00
97+00
98+00
99+00
100+00
101+00
102+00
103+00
104+00
105+00
1/4 SECTION CORNER.
Found 20"×12"×8" Rock marked "1/4" on West side per C.S. 9313-15.~Replaced Rock with 2" Iron Pipe, set in Concrete, with brass cap marked F. B. 550-63.
COUNTY SURVEYOR. T.1S. R.17W. 1/4 COR. S.3 S.10 R.E.2177.
N
S
SCALE:- 1 INCH = 50 FEET.
IDENTICAL
P.I. Nº 81-Set 1"×2" Stake flush with surface. F.B. 550-45.
P.I. Nº 82-Set 1"×2" stake flush with surface. F.B. 550-45.
P.I. Nº 83-Set 1"×2" stake flush with the surface. F.B. 550-46.
P.I. Nº 84-Set 1"×2" stake flush with the surface. F.B. 550-46.
P.I. Nº 85-Set 1"×2" stake flush with the surface. F.B. 550-47.
P.I. Nº 86-Set 1"×2" stake flush with the surface. F.B. 550-47.
P.I. Nº 87-Set 1"×2" stake flush with the surface. F.B. 550-48.
P.I. Nº 88-Set 1"×2" stake flush with the surface. F.B. 550-48.
P.I. Nº 89-Set 1"×2" Stake flush with surface. F.B. 550-49.
P.I. Nº 90-Set 1"×2" stake flush with the surface. F.B. 550-49.
97+26.37 ANGLE POINT. P.N. Nº 91~ Set 1"×2" Stake flush with the surface. F.B. 550-50.
P.I. Nº 92-Set 1"×2" Stake flush with the surface. F.B. 550-50.
P.I. Nº 93-Set 1"×2" stake flush with surface. F.B. 550-51.
P.I. Nº 94-Set 1"×2" Stake flush with surface. F.B. 550-51.
P.I. Nº 95-Set 1"×2" Stake flush with surface. F.B. 550-52.
P.I. Nº 96-Set 1"×2" Stake flush with the surface. F.B. 550-52.
P.I. Nº 97-Set 1"×2" Stake flush with the surface. F.B. 550-53.
65.11'
Δ=74°36'36" R=50.00' T=38.11 L=65.11
88+19.83 B.C.
88+82.59 E.C.
Δ=35°57'40" R=100.00' T=32.46 L=62.76
49.76'
N.72°10'10"E.
Δ=24°23'36" R=100.00' T=21.61 L=42.57
89+32.35 B.C.
89+74.92 E.C.
52.49'
N.41°35'00"E.
90+44.07 E.C.
90+96.56 B.C.
57.01'
Δ=65°20'00" R=50.00' T=32.06 L=57.01'
91+53.57 E.C.
91+79.89 B.C.
92+29.18 E.C.
92+52.68 B.C.
Δ=35°57'00" R=50.00' L=31.37
92+84.05 E.C.
93+24.06 B.C.
Δ=78°25'40" R=50.00' T=40.85 L=68.50
94+48.23 E.C.
94+72.01 B.C.
Δ=18°24'20" R=500.00' T=81.01 L=160.62
160.62'
93.74'
N.2°34'00"W.
96+32.63 E.C.
143.39'
N.7°50'20"E.
98+69.76 B.C.
98+99.45 E.C.
63.86'
99+91.71 E.C.
100+66.71 B.C.
101+15.96 B.C.
N.78°41'20"E.
16.41'
101+93.87 E.C.
52.96'
102+46.83 B.C.
102+83.13 E.C.
178.19'
S.55°37'25"E.
104+61.32 B.C.
Δ=48°56'30" R=100.00' T=45.50 L=85.40
105+46.72 E.C.
85.40'
80.46'
N.77°26'05"E.
To Northerly 1/4 Sec. Corner Sec. 10, T.1S. R.17W.
2768.94'
1703.54'(Calc.)
N.89°55'50"E.
Northerly Line of Section
SE. 1/4 OF
NE. 1/4 SEC. 10, T. 1 S., R. 17


106+00
107+00
108+00
109+00
110+00
111+00
112+00
113+00
114+00
115+00
116+00
117+00
118+00
119+00
120+00
121+00
122+00
123+00
124+00
PROFILE SCALE
Original Ground Elevation along Center Line
Finished Grade Elevation along Center Line
106+27.18 B.C.
106+75.80 E.C.
108+07.70 ANGLE POINT
108+70.94 B.C.
109+13.35 E.C.
109+60.35 B.C.
109+85.65 E.C.
110+13.5± P.O.T.
110+61.74 B.C.
110+92.66 E.C.
111+32.45 B.C.
111+59.07 E.C.
111+76.19 B.C.
112+11.87 E.C.
112+20.16 B.C.
112+58.43 E.C.
Elev. 1229.9
113+00 P.O.T.
1250
1230
1200
1150
IDENTICAL
114+76.68 Angle Point
115+60.37 B.C.
116+04.56 E.C.
118+04.71 B.C.
118+35.55 E.C.
119+16.64 B.C.
119+45.83 E.C.
121+02.82 Angle Point
122+64.15 B.C.
123+24.97 P.O.C.
Elev. 1151.6
P.I. Nº 105 - Set 2"×2" Stake flush with surface. F.B. 550-57
N. 19°44'30" E. 218.25'
112+58.43 E.C.
112+20.16 B.C.
N. 24°06'50" W. 8.29'
Δ=43°51'20" R=50.00' T=20.13' L=38.27'
38.27'
112+11.87 E.C.
Δ=40°53'20" R=50.00' T=18.64' L=35.68'
35.68'
P.I. Nº 104 - Set 2"×2" Stake flush with surface. F.B. 550-56.
111+76.19 B.C.
111+59.07 E.C.
N. 16°46'30" E. 17.12'
P.I. Nº 103 - Set 2"×2" Stake flush with the surface. F.B. 550-56.
26.62'
Δ=30°30'05" R=50.00' T=13.63' L=26.62'
111+32.45 B.C.
Δ=35°26'10" R=50.00' T=15.97' L=30.92'
110+92.66 E.C.
110+61.74 B.C.
30.92'
P.I. Nº 102 - Set 2"×2" Stake flush with surface. F.B. 550-55.
76.09'
48.24±
NOTE. No direct tie was made here between Center Line & Sec. Line. This tie calculated by Traverse and is approximate only.
110+13.5± P.O.T.
1065.40± (Calc.)
Δ=14°29'40" R=100.00' T=12.72' L=25.30'
109+60.35 B.C.
109+85.65 E.C.
P.I. Nº 101 - Set 1"×2" Stake flush with surface. F.B. 550-55
47.00'
N. 36°12'15" E.
109+13.35 E.C.
P.I. Nº 100 - Set 2"×2" Stake flush with the surface. F.B. 550-54.
108+70.94 B.C.
42.41'
Δ=24°17'50" R=100.00' T=21.53' L=42.41'
63.24'
N. 11°54'25" E.
ANGLE POINT. 108+07.70 = P.I. Nº 99. Set 2"×2" Stake flush with surface. F.B. 550-54
131.90'
N. 21°43'25" E.
106+27.18 B.C.
106+75.80 E.C.
Δ=55°42'40" R=50.00' T=26.42' L=48.62'
48.62'
P.I. Nº 98 - Set 2"×2" Stake flush with the surface. F.B. 550-53.
F SE. 1/4 OF SEC. 3, T. 1 S. R. 17 W.
W.
10, T. 1 S. R. 17 W.
3
2
10
11
T. 1 S., R. 17 W.
SECTION CORNER. Found 22×12×8 Sandstone Rock, 16" below surface, marked with 5 Notches on South side and 2 notches on East side. - Replaced same with 2" iron pipe, set in concrete, with brass cap marked F.B. 550-64.
COUNTY SURVEYOR. R.17 W. T.1 S. 3 | 2 / 10 | 11 R.E. 2177.
N
S
IDENTICAL
SCALE :- 1 INCH = 50 FEET.
P.I. Nº 105 - Set 2"×2" Stake flush with the surface. F.B. 550-57.
112+58.43 E.C.
112+20.16 B.C.
N. 24°06'50" W. 8.29'
112+11.87 E.C.
P.I. Nº 104 - Set 2"×2" Stake flush with the surface. F.B. 550-56.
111+76.19 B.C.
N. 19°44'30" E.
218.25'
ANGLE POINT - 114+76.68 = P.I. Nº 106 - Set 2"×2" stake flush with the surface. F.B. 550-57
83.69'
N. 23°18'30" E.
115+60.37 B.C.
P.I. Nº 107 - Set 2"×2" Stake flush with the surface. F.B. 550-58.
44.19'
Δ=63°18'00" R=40.00' T=24.66' L=44.19'
6.65'
116+04.56 E.C.
116+11.21 P.O.T. - Set 1"×2" stake flush with surface F.B. 550-58
N. 88°36'30" E.
200.15'
193.50'
118+04.71 B.C.
118+35.55 E.C.
30.84'
P.I. Nº 108 - Set 1"×2" Stake flush with the surface. F.B. 550-58.
S. 56°03'20" E. 81.09'
P.I. Nº 109 - Set 2"×2" Stake flush with the surface. F.B. 550-59.
119+16.64 B.C.
119+45.83 E.C.
156.99'
S. 22°36'30" E.
SE. 1/4 OF SE. 1/4 OF SEC. 3, T. 1 S., R. 17 W.
ANGLE POINT - 121+02.82 = P.I. Nº 110. Set 2"×2" Stake flush with the surface. F.B. 550-59.
S. 31°45'45" E.
161.33'
122+64.15 B.C.
Δ=108°28'30" R=75.00' T=104.13' L=141.99'
141.99'
124+06.14 E.C.
60.82'
P.O.S.T. - Set 2"×2" Stake flush with the surface. F.B. 550-59, 60.
43.31'
P.I. Nº 111 - Set 1"×2" Stake and Tack. F.B. 550-60.
P.I. Nº 112 - Set 1"×2" Stake & Tack. F.B. 550-60
42.86'
Δ=24°33'15" R=100.00' T=21.76' L=42.86'
124+11.74 B.C.
124+54.60 E.C.
N. 39°45'45" E. 5.60'
N. 64°19'00" E.
SC

MARGINAL MAP
SHOWING
EXTENSION OF RED ROCK MOT
NORTHERLY TO COLD CANYON

SCALE :- 1 INCH = 50 FT.

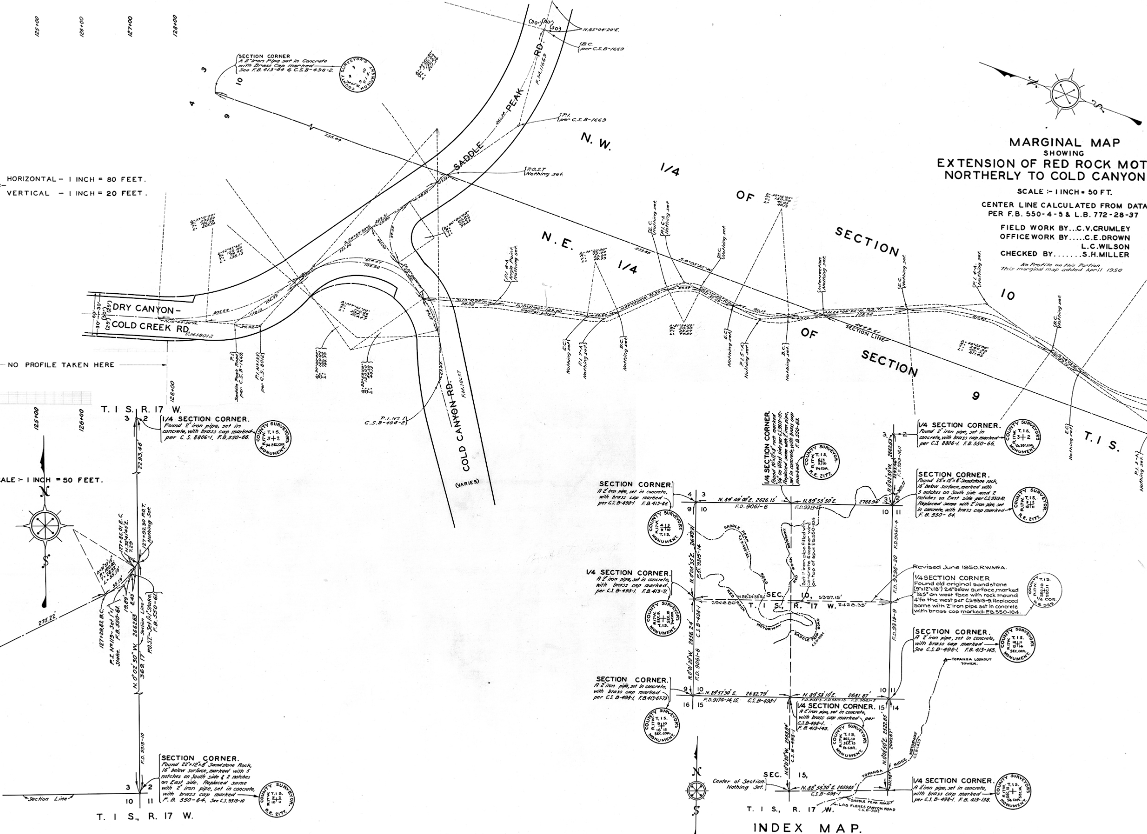
CENTER LINE CALCULATED FROM DATA
PER F.B. 550-4-5 & L.B. 772-28-37

FIELD WORK BY...C.V.CRUMLEY
OFFICE WORK BY.....C.E.DROWN
L.C.WILSON
CHECKED BY.......S.H.MILLER

No Profile on this Portion
This marginal map added April 1950

HORIZONTAL - 1 INCH = 80 FEET.
VERTICAL - 1 INCH = 20 FEET.

NO PROFILE TAKEN HERE



125+00
126+00
127+00
128+00
3
4
9
10
N.85°04'20"E.
(30') (60') (30')
B.C. per C.S.B-1669
P.I. per C.S.B-1669
P.O.S.T Nothing set.
SADDLE PEAK RD.
F.M.11669
735.44
N. W. 1/4 OF SECTION 10
N. E. 1/4 OF SECTION 9
SECTION LINE
533.85
DRY CANYON - COLD CREEK RD.
F.M.18012
60'
30'
(25')
(50')
N.15°44'30"W.
205.54
138.13
106.99
39.92
S.54°59'50"E.
121.26
223.31
60.00
48.05
264.47
184.50
P.I. Saddle Peak Road per C.S.B-1669
P.I. Nº 133 per C.S. 8012
P.I. Nº 1 C.S.B-498-2
COLD CANYON RD.
F.M.18637
(VARIES)
N.75°10'20"W.
98.05
N.10°31'00" 129.00
Center Line
P.I. 8-A Angle Point. Nothing set.
E.C. Nothing set.
P.I. 7-A Nothing set.
B.C. Nothing set.
P.I. 6-A Nothing set.
P.I. 5-A Nothing set.
P.I. 4-A Nothing set.
P.I. 3-A Nothing set.
Intersection Nothing set.
S.0°05'35"W.
T. I S.
T. I S. R. 17 W.
SCALE :- 1 INCH = 50 FEET.
N
S
2293.46'
127+92.30 P.O.T. Nothing Set.
127+85.01 E.C. N.32°41'45"E. 7.29'
Δ=31°31'15" R=100.00 T=28.32 L=55.19
55.19'
19.89'
8.43'
275.22'
127+29.82 B.C.
P.I. Nº 113 - Set 1"x1" Stake. F.B. 550-61.
N. 0°02'30" W. 2662.63' 369.17'
Section Line
P.O.S.T. - Set 1"x1" Stake. F.B. 550-61.
F.D. 9313-10
Section Line
3 2
10 11
T. I S., R. 17 W.
N. 89°49'00" E. 2626.15'
F.D. 9061-6
N. 89°55'50" E.
F.D. 9313-15
2768.94'
N. 0°02'30" W. 2662.63'
F.D. 9313-10,11
369.17
F.D. 9061-4
F.D. 9298-20
F.D. 9319-9
N. 0°05'35" E. 2649.71'
F.D. 9313-14
N. 0°01'20" W. 2656.24'
C.S. B-498-1
F.D. 9061-6
SADDLE PEAK ROAD C.S.B-498-1
RED ROCK MOTORWAY
SADDLE PEAK ROAD C.S.B-498-1
N.88°24'55"E.
SEC. 10, T. 1 S., R. 17 W.
5397.15'
2968.80'
2428.35'
N. 89°57'30" E. 2682.79'
F.D. 9174-14,15.
C.S. B-498-1
N. 89°58'10" E. 2681.87'
F.D. 9155-3 F.D. 9313-13 F.D. 9061-3
N. 0°21'20" W. 2568.84'
C.S. B-498-1
N. 0°06'50" E. 2522.65'
2000.67'
521.98'
N. 88°58'30" E. 2659.85'
C.S. B-498-1
SEC. 15,
T. I S., R. 17 W.
TOPANGA LOOKOUT TOWER.
TOPANGA RIDGE MOTORWAY C.S.B-1429
SADDLE PEAK ROAD
LAS FLORES CANYON ROAD C.S.B-392
9 10
16 15
10 11
15 14
4 3
9 10

SECTION CORNER
A 2" Iron Pipe set in Concrete with Brass Cap marked - See F.B. 413-84 & C.S.B-498-2.

1/4 SECTION CORNER.
Found 2" iron pipe, set in concrete, with brass cap marked - per C.S. 8806-1. F.B. 550-66.

SECTION CORNER.
Found 22"×12"×8" Sandstone Rock, 16" below surface, marked with 5 notches on South side & 2 notches on East side. Replaced same with 2" iron pipe, set in concrete, with brass cap marked - F.B. 550-64. See C.S. 9313-10

SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked - per C.S. B-498-1 F.B. 413-84.

1/4 SECTION CORNER
Found 20"×12"×8" rock marked "1/4" on West side per C.S. 9313-15. Replaced same with 2" iron pipe, set in concrete, with brass cap marked F.B. 550-63.

1/4 SECTION CORNER.
Found 2" iron pipe, set in concrete, with brass cap marked - per C.S. 8806-1. F.B. 550-66.

SECTION CORNER.
Found 22"×12"×8" Sandstone rock, 16" below surface, marked with 5 notches on South side and 2 notches on East side per C.S. 9313-10. Replaced same with 2" iron pipe, set in concrete, with brass cap marked - F.B. 550-64.

1/4 SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked per C.S. B-498-1. F.B. 413-71.

Set 1" iron pipe filled with concrete & copper wire on top of spur. F.B. 550-104

Revised June 1950. R.W.McA.

1/4 SECTION CORNER
Found old original sandstone (9"x12"x18") 24" below surface, marked "1/4S" on west face with rock mound 4' fo the west per C.S. 9313-9. Replaced same with 2" iron pipe set in concrete with brass cap marked: F.B. 550-104.

SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked - See C.S. B-498-1. F.B. 413-143.

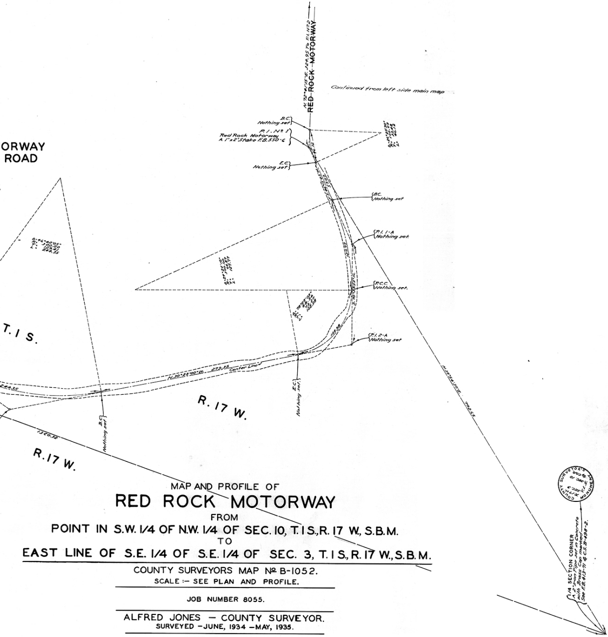
SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked per C.S. B-498-1. F.B. 413-67-73

1/4 SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked per C.S. B-498-1. F.B. 413-143.

Center of Section. Nothing set.

1/4 SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked - per C.S. B-498-1. F.B. 413-138.

INDEX MAP.
SCALE :- 1 INCH = 1000 FT.


RED ROCK MOTORWAY
N.72°41'15"E. 124.95 To P.I. No.2
Continued from left side main map
B.C. Nothing set
P.I. No. 1 Red Rock Motorway A 1"x2" Stake F.B. 550-6
E.C. Nothing set
B.C. Nothing set
P.I. 1-A Nothing set
P.C.C. Nothing set
P.I. 2-A Nothing set
ORWAY
ROAD
Δ: 46°40'05" R: 300.00 T: 129.41 L: 244.35
T. I S.
N.30°22'00"W. 279.35
Center Line
244.35
E.C. Nothing set
B.C. Nothing set
R. 17 W.
R. 17 W.
1320.32
1/4 SECTION CORNER A 2" Iron Pipe set in Concrete with Brass Cap marked See F.B. 413-71 & C.S. B-498-2.
COUNTY SURVEYOR'S MONUMENT
R.17 W. T.1 S. SEC. 9 SEC. 10 1/4 COR.

MAP AND PROFILE OF

RED ROCK MOTORWAY

FROM

POINT IN S.W. 1/4 OF N.W. 1/4 OF SEC. 10, T. I S., R. 17 W., S.B.M.

TO

EAST LINE OF S.E. 1/4 OF S.E. 1/4 OF SEC. 3, T. I S., R. 17 W., S.B.M.

COUNTY SURVEYORS MAP No B-1052.
SCALE :— SEE PLAN AND PROFILE.

JOB NUMBER 8055.

ALFRED JONES — COUNTY SURVEYOR.
SURVEYED — JUNE, 1934 — MAY, 1935.

BEARINGS ARE BASED ON THE BEARING OF
SADDLE PEAK ROAD PER C. S. B — 498-2.

F. B. 550-I-67; 95-102. L.B. 772 - I-III.

FIELD WORK BY .... T. J. STEVENSON.
.... L. S. HAMMOND.
.... C. V. CRUMLEY.
OFFICE WORK BY....... J. D. PRICE.
CHECKED BY....... A. A. ROESER.

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