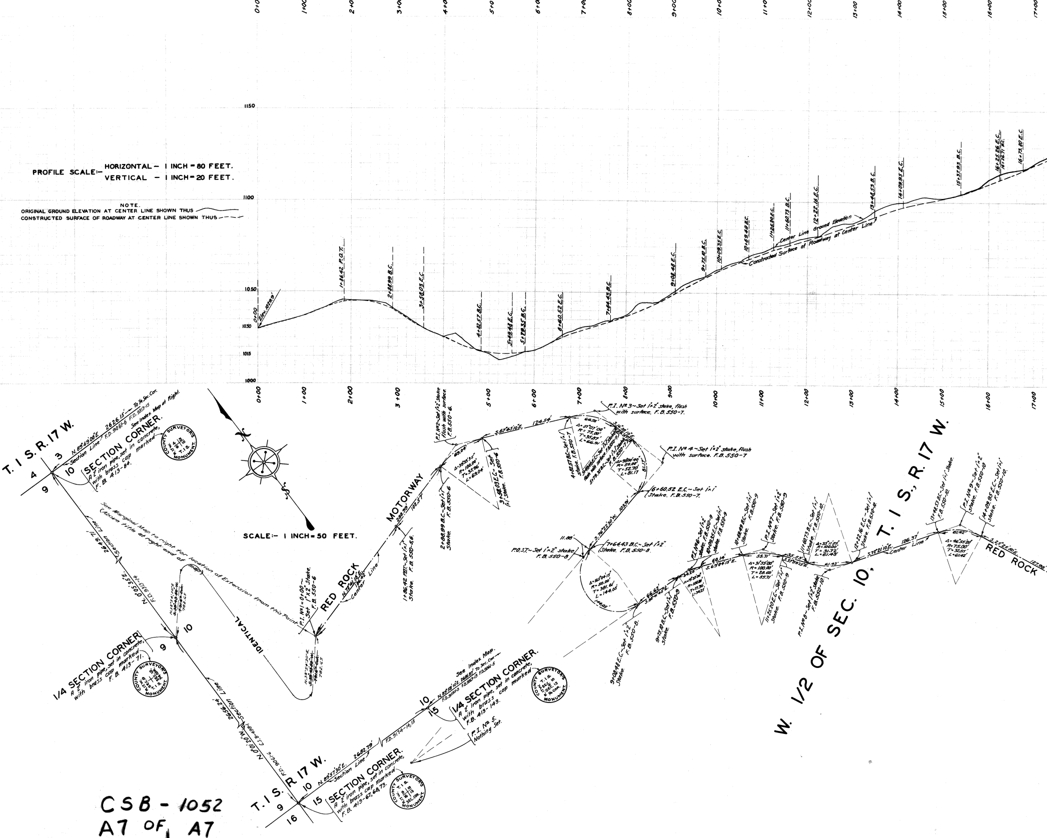


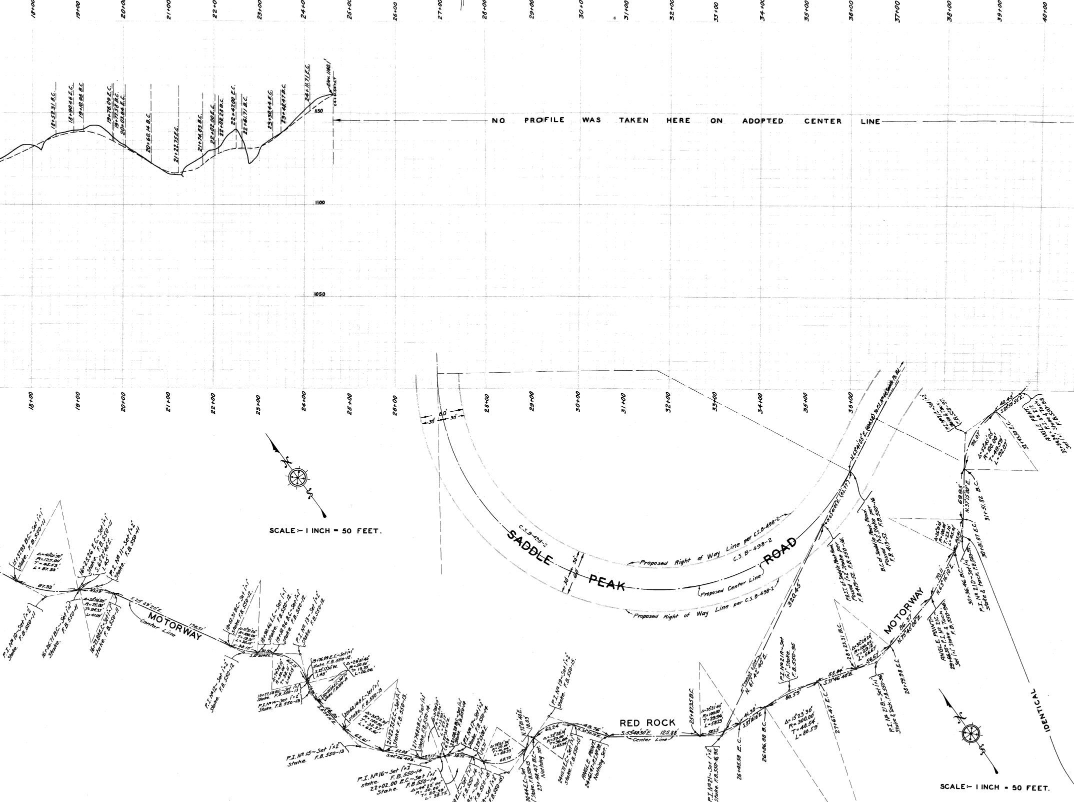
PROFILE SCALE:- HORIZONTAL - 1 INCH = 80 FEET.
VERTICAL - 1 INCH = 20 FEET.

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

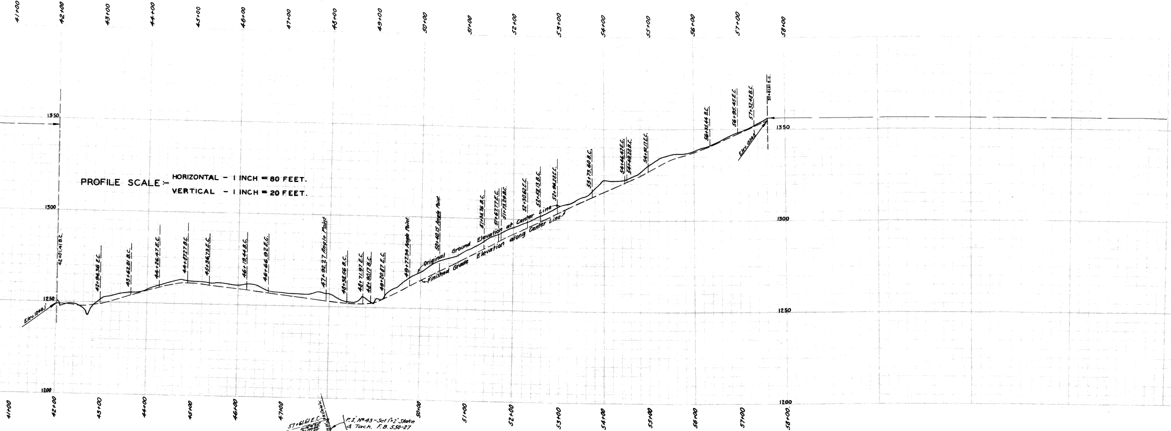
SCALE:- 1 INCH = 50 FEET.

0+00
1+00
2+00
3+00
4+00
5+00
6+00
7+00
8+00
9+00
10+00
11+00
12+00
13+00
14+00
15+00
16+00
17+00
1150
1100
1050
1030
1015
1000
0+00 Elev. 1029.9
1+86.42 P.O.T.
2+88.99 B.C.
3+58.03 E.C.
4+82.57 B.C.
5+49.48 E.C.
5+79.35 B.C.
6+60.52 E.C.
7+64.43 B.C.
9+08.48 E.C.
9+75.10 B.C.
10+09.35 E.C.
10+69.49 B.C.
11+25.20 E.C.
11+60.73 B.C.
12+22.16 E.C.
13+48.53 B.C.
14+09.95 E.C.
15+37.93 B.C.
16+25.86 E.C.
16+61.71 B.C.
16+73.80 E.C.
Center Line Ground Elevation
Constructed Surface of Roadway at Center Line
T. I S. R. 17 W.
4
3
9
10
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. T.1S. R.17W. 4 3 9 10
N
S
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
9
10
1/4 SECTION CORNER
A 2" iron pipe, set in concrete, with brass cap marked F.B. 413-71.
COUNTY SURVEYOR'S MONUMENT.
N.38°54'30"E.
S.38°43'50"W.
791.68 Calc.
782.65
IDENTICAL
P.I. No1 = 0+00 ~ Set 1"x2" Stake. F.B. 550-6
RED ROCK
N. 72°41'15"E. 186.42
Center Line
1+86.42 P.O.T. ~ Set 1x1" Stake. F.B. 550-6.6.
MOTORWAY
288.99
102.57'
2+88.99 B.C. ~ Set 1x1" Stake. F.B. 550-6
P.I. No2 ~ Set 1"x2" 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 1x1" Stake. F.B. 550-6
S. 67°45'10"E. 124.54'
P.I. No 3 ~ Set 1"x2" stake, flush with surface. F.B. 550-7.
66.91'
Δ = 51°07'00" R = 75.00' T = 35.87' L = 66.91'
4+82.57 B.C. ~ Set 1x1" stake. F.B. 550-7
5+49.48 E.C. ~ Set 1x1" Stake flush with surface. F.B. 550-7
5+79.35 B.C. ~ Set 1x1" Stake. F.B. 550-7
S. 16°38'10"E. 29.87'
P.I. No 4 ~ Set 1"x2" 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 1x1" Stake. F.B. 550-7.
103.91'
S. 76°22'30"W.
11.88'
P.O.S.T. ~ Set 1"x2" stake F.B. 550-8
7+64.43 B.C. ~ Set 1"x2" 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"x2" Stake F.B. 550-8.
66.62'
S. 86°41'45"E.
9+75.10 B.C. ~ Set 1"x1" Stake. F.B. 550-9
34.25
Δ = 19°37'30" R = 100.00' T = 17.30' L = 34.25
P.I. No6 ~ Set 1"x2" Stake. F.B. 550-9
10+09.35 E.C. ~ Set 1x1" Stake. F.B. 550-9
60.14'
S. 65°04'15"E.
10+69.49 B.C. ~ Set 1x1" Stake. F.B. 550-9
P.I. No7 ~ Set 1"x2" 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"x1" Stake. F.B. 550-9
35.53'
S. 37°09'15"E.
11+60.73 B.C. ~ Set 1"x1" Stake. F.B. 550-10.
Δ = 35°11'55" R = 100.00' T = 31.72' L = 61.43'
61.43'
P.I. No8 ~ Set 1"x2" stake F.B. 550-10.
12+22.16 E.C. ~ Set 1"x1" Stake. F.B. 550-10.
S. 72°21'10"E. 126.37'
Center Line
13+48.53 B.C. ~ Set 1x1" Stake. F.B. 550-10.
P.I. No9 ~ Set 1"x2" stake. F.B. 550-10
61.42'
Δ = 46°55'20" R = 75.00' T = 32.55' L = 61.42'
14+09.95 E.C. ~ Set 1x1" stake. F.B. 550-10.
S. 25°25'50"E. 127.98'
RED ROCK
W. 1/2 OF SEC. 10, T. I S., R. 17 W.
2656.24'
Section Line
N. 0°01'20"W.
C.S.B-498-1
F.D. 9061-6
T. I S. R. 17 W.
9
10
15
16
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.
COUNTY SURVEYOR'S MONUMENT. T.1S. R.17W. 9 10 16 15 SEC. COR.
10
15
N. 89°58'10"E. 2681.87' To Sec. Cor.
F.D. 9188-3
F.D. 9313-13
F.D. 9061-5
See Index Map.
1/4 SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked F.B. 413-143.
COUNTY SURVEYOR'S MONUMENT. T.1S. R.17W. SEC. 10 SEC. 15 ¼ COR.
P.I. No 5. Nothing Set.

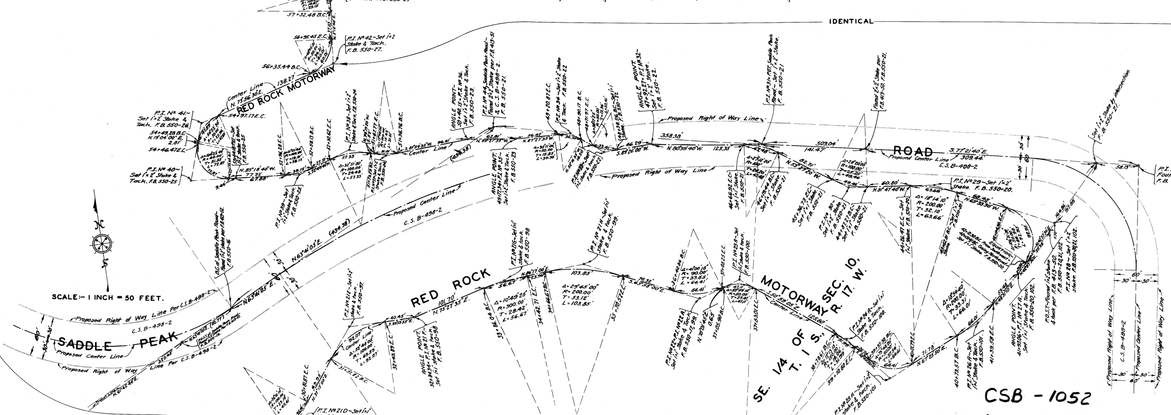
CSB - 1052
A7 OF A7


NO PROFILE WAS TAKEN HERE ON ADOPTED CENTER LINE
1150
1100
1050
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
37+00
38+00
39+00
40+00
Elev. 1160.1'
SADDLE PEAK ROAD
C.S.B-498-2
Proposed Right of Way Line per C.S.B-498-2
Proposed Center Line
60'
30'
MOTORWAY
Center Line
RED ROCK
Center Line
MOTORWAY
S.29°29'20"E. 176.51'
S.53°48'30"E. 125.88'
ANGLE POINT
IDENTICAL
320.45'
SCALE:- 1 INCH = 50 FEET.
SCALE:- 1 INCH = 50 FEET.

CSB - 1052
A6 OF A7

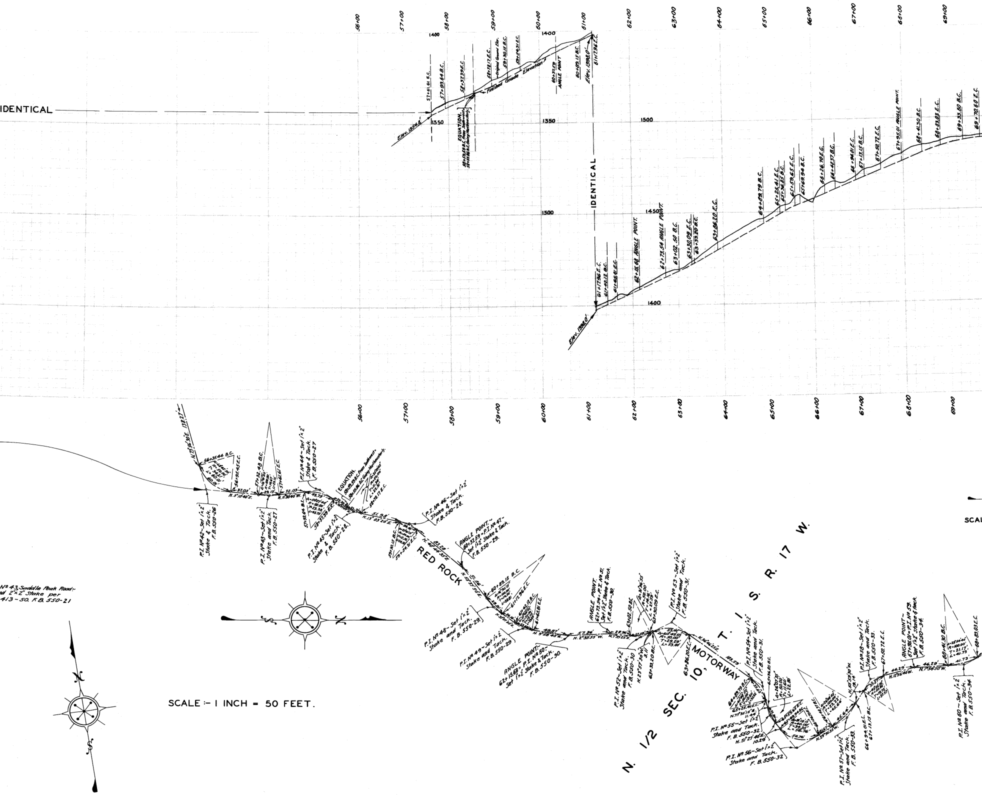


PROFILE SCALE:- HORIZONTAL - 1 INCH = 80 FEET.
VERTICAL - 1 INCH = 20 FEET.

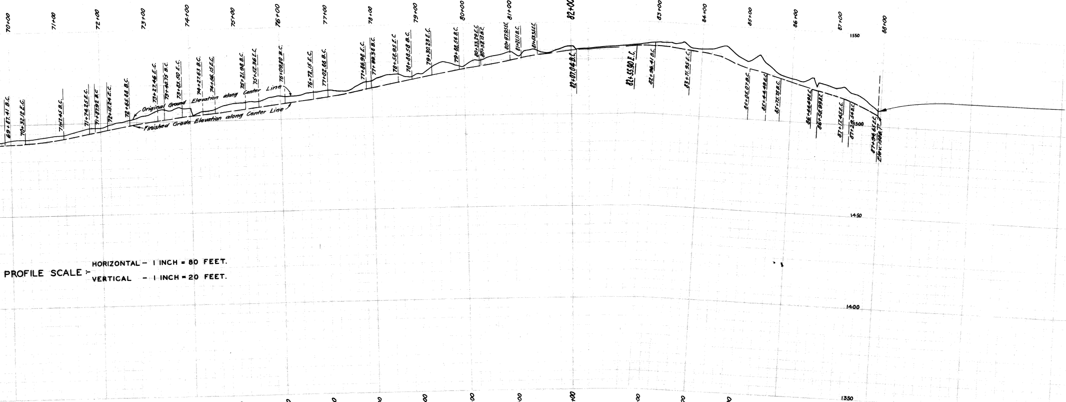

IDENTICAL
RED ROCK MOTORWAY
Center Line N. 73°56'30"E.
138.27'
P.I. Nº 43 ~ Set 1"x2" Stake & Tack. F.B. 550-27
57+61.61 E.C.
Δ=16°41'20" R=100.00' T=14.67' L=29.13'
57+32.48 B.C.
N. 51°10'40"E.
37.03'
56+95.45 E.C.
Δ=68°45'56" R=50.00' T=34.21' L=60.01'
P.I. Nº 42 ~ Set 1"x2 Stake & Tack. F.B. 550-27.
56+35.44 B.C.
P.I. Nº 41 ~ Set 1"x2" Stake & Tack. F.B. 550-26
54+97.17 E.C.
54+49.28 B.C.
N. 19°04'00" E. 2.81'
54+46.47 E.C.
Δ=54°52'36" R=50.00' T=25.96' L=47.89
Δ=104°22'46" R=40.00' T=51.55' L=72.87
P.I. Nº 40 ~ Set 1"x2" Stake & Tack. F.B. 550-25
9.44'
N. 85°18'40" W.
77.32'
67.88'
53+64.16 P.O.T. ~ Set 1"x2" Stake & Tack. F.B. 550-25
53+73.60 B.C.
52+96.28 E.C.
Δ=21°51'40" R=100.00' T=19.31' L=38.15'
38.15'
P.I. Nº 39 ~ Set 1"x2" Stake & Tack. F.B. 550-25
52+58.13 B.C.
27.51'
S. 72°49'40" W.
52+30.62 E.C.
57.33'
Δ=32°51'00" R=100.00' T=29.48 L=57.33'
P.I. Nº 38 ~ Set 1"x2" Stake & Tack. F.B. 550-24
N. 74°19'20" W. 5.52'
51+67.77 E.C.
Δ=17°46'05" R=100.00' T=15.63' L=31.01'
31.01'
51+73.29 B.C.
P.I. Nº 37 ~ Set 1"x2" Stake & Tack. F.B. 550-24
51+36.76 B.C.
S. 81°54'35" W.
96.61'
Center Line
(434.38')
ANGLE POINT ~ 50+40.15 = P.I. Nº 36. Set 1"x2" Stake & Tack. F.B. 550-23.
P.I. Nº 44 Saddle Peak Road ~ Found 2"x2" Stake per F.B. 413-51 & C.S. B-498-2. F.B. 550-21.
62.81'
N. 83°21'33" W.
ANGLE POINT. 49+77.34 = P.I. Nº 35 ~ Set 1"x2" Stake & Tack. F.B. 550-23
56.47'
N. 87°27'35" W.
Δ=35°11'00" R=50.00 T=15.85' L=30.70'
30.70'
49+20.87 E.C.
P.I. Nº 34 ~ Set 1"x2" Stake & Tack. F.B. 550-22
48+90.17 B.C.
48+71.97 E.C.
Δ=38°17'25" R=50.00' T=17.36' L=33.41'
33.41'
N. 52°16'35" W. 18.20'
P.I. Nº 33 ~ Set 1"x2" Stake & Tack. F.B. 550-22
48+38.56 B.C. ~ Set 1"x1" Stake. F.B. 550-22
46.29'
S. 89°26'00" W.
ANGLE POINT. 47+92.27 = P.I. Nº 32 ~ Set 1"x2" Stake. F.B. 550-22.
Proposed Right of Way Line
358.38'
N. 80°39'40" W.
125.35'
P.I. Nº 31 = P.O.T. Saddle Peak Road ~ Set 1"x2" Stake F.B. 550-21
47.48'
Δ=27°12'20" R=100' T=24.20' L=47.48'
46+66.92 E.C. ~ Set 1"x1" Stake. F.B. 550-21
46+19.44 B.C. ~ Set 1"x1" Stake. F.B. 550-21
N. 53°27'20" W.
82.71'
509.04'
141.47'
Found 2"x2" Stake per F.B. 413-50. F.B. 550-21.
ROAD
S. 77°21'40" E.
309.44'
Proposed Center Line
C.S. B-498-2
Δ=28°20'20" R=100.00' T=25.25' L=49.46'
49.46'
45+36.73 E.C. ~ Set 1"x1" Stake. F.B. 550-21
P.I. Nº 30 ~ Set 1"x2" Stake. F.B. 550-21
44+87.27 B.C. ~ Set 1"x1" Stake. F.B. 550-21.
60.80'
N. 81°47'40" W.
44+26.47 E.C. ~ Set 1"x1" Stake. F.B. 550-20
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.
43+62.81 B.C. ~ Set 1"x1" Stake. F.B. 550-20
68.43'
N. 63°33'30" W.
42+94.36 E.C.
Δ=106°23'18" R=50.00' T=66.95' L=92.95'
92.95'
EQUATION:- 42+12.30 B.C. From Southwest = 42+01.41 B.C. Going Northeast ~ Set 1"x1" Stake. F.B. 550-20.
N. 48°51'30" E.
164.86'
97.88'
58.13'
P.I. Nº 28 ~ Set 1"x2" Stake. F.B. 550-20, 21, 102.
P.O.S.T. ~ Found 1"x2" Stake & tack per F.B. 413-50. F.B. 550-20, 21, 102.
60'
30'
30'
Set 1"x2" Stake by intersection. F.B. 550-21.
P.I.
Fou
F.B.
Proposed Right of Way Line
C.S. B-498-2
Proposed Center Line
SADDLE PEAK
Proposed Center Line
Proposed Right of Way Line Per C.S. B-498-2
Proposed Right of Way Line Per C.S. B-498-2
C.S. B-498-2
60'
30'
30'
320.45'
Transit Line
N. 61°42'48" E.
P.O.S.T. of Saddle Peak Road ~ Found 1"x1" Stake Per F.B. 413-52. F.B. 550-16.
N. 63°41'05" E. (81.77')
B.C. of Saddle Peak Road ~ Found 1"x2" stake per F.B. 413-52. F.B. 550-16
N. 63°41'05" E.
N. 63°41'05" E. (434.38')
Proposed Center Line
C.S. B-498-2
N
S
30'
30'
RED ROCK
30+81.87 E.C.
Δ=26°01'10" R=100.00' T=23.16' L=45.41'
63.95'
N. 37°15'00" E.
P.I. Nº 21D ~ Set 1"x1"
31+51.82 B.C.
92.07'
Center Line
Δ=52°45'05" R=100.00' T=49.59 L=92.07'
P.I. Nº 21E ~ Set 1"x2" Stake & tack. F.B. 550-97.
32+43.89 E.C.
40.45'
S. 89°33'55" E.
ANGLE POINT. 32+84.34 = P.I. Nº 21 F. ~ Set 1"x1" stake & tack. F.B. 550-98
101.70'
N. 75°27'35" E.
33+86.04 B.C.
Δ=10°49'25" R=300.00' T=28.42' L=56.67'
56.67'
P.I. Nº 21G ~ Set 1"x1" stake & tack. F.B. 550-98
34+42.71 E.C.
N. 86°17'00" E.
23.56'
34+66.67 B.C.
103.85'
Δ=29°45'00" R=200.00' T=53.12' L=103.85'
P.I. Nº 21H ~ Set 1"x1" stake & tack. F.B. 550-99.
35+70.52 E.C.
70.32'
S. 63°58'00" E.
36+40.84 B.C.
Δ=41°00'16" R=90.00' T=33.65' L=64.41'
64.41'
P.I. Nº 22 = P.I. Nº 22 A. Set 1"x1" Stake & Tack. F.B. 550-17, 99.
N. 75°01'45" E. 0.65'
37+05.90 B.C.
37+05.25 E.C.
P.I. Nº 23 A ~ Set 1"x1" Stake & tack. F.B. 550-100.
Δ=53°59'10" R=50.00' T=25.47 L=47.11
47.11
37+53.01 E.C.
MOTORWAY
S. 50°59'05" E.
Center Line
125.60'
SE. 1/4 OF SEC. 10, T. 1 S., R. 17 W.
P.I. Nº 24 A ~ Set 1"x1" Stake & Tack. F.B. 550-100.
38+78.61 B.C.
Δ=12°13'15" R=150.00' T=16.06' L=31.99'
31.99'
26.78'
39+10.60 E.C.
39+37.38 B.C.
Δ=73°48'20" R=50.00' T=37.54' L=64.41'
64.41'
P.I. Nº 25 A ~ Set 1"x2" stake & tack. F.B. 550-101
40+01.79 E.C.
71.78'
N. 67°25'50" E.
40+73.57 B.C.
Δ=18°54'40" R=200.00' T=33.31' L=66.01'
66.01'
P.I. Nº 26 A ~ Set 1"x1" Stake & Tack. F.B. 550-101.
41+39.58 E.C.
53.48'
N. 48°31'10" E.
ANGLE POINT. 41+93.06 = P.I. Nº 27 A. Set 1"x1" Stake & Tack. F.B. 550-20, 102.

SCALE:- 1 INCH = 50 FEET.

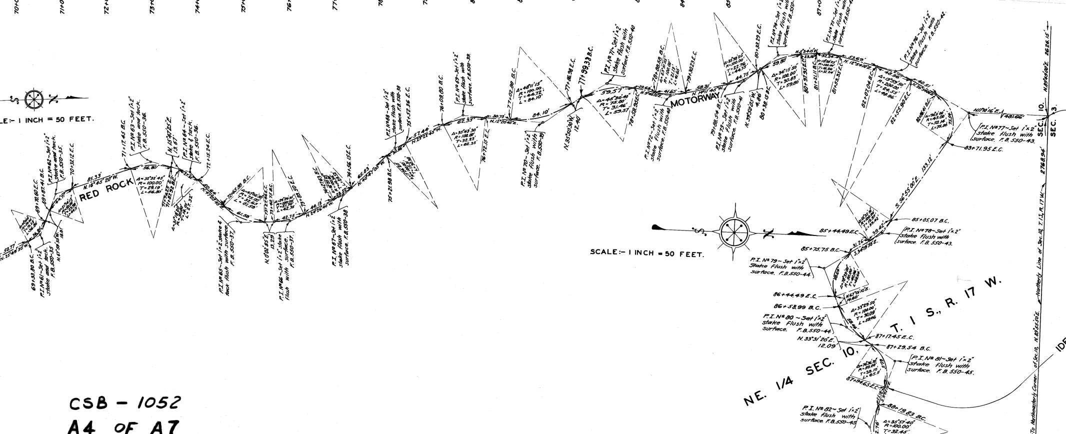
CSB - 1052


IDENTICAL
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
1400
1400
1350
Elev. 1354.6
Elev. 1398.0'
Elev. 1398.0'
57+61.61 E.C.
57+83.64 B.C.
58+37.39 E.C.
58+78.17 E.C.
59+30.15 B.C.
59+54.31 E.C.
60+37.59 ANGLE POINT
60+89.15 B.C.
61+17.96 E.C.
Finished Grade Elevation
Original Ground Elev.
EQUATION
61+17.96 E.C.
61+49.12 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+22.41 E.C.
65+36.85 B.C.
65+59.65 E.C.
65+69.94 B.C.
66+26.70 E.C.
66+48.37 B.C.
66+94.01 E.C.
67+13.15 B.C.
67+50.72 E.C.
67+93.01 ANGLE POINT.
68+41.30 B.C.
68+83.03 E.C.
69+33.80 B.C.
69+70.60 E.C.
P.I. Nº 42 ~ Set 1x2 Stake & Tack. F.B. 550-26
P.I. Nº 43 ~ Set 1x2 Stake and Tack. F.B. 550-27
P.I. Nº 44 ~ Set 1x2 Stake & Tack. F.B. 550-27
P.I. Nº 45 ~ Set 1x2 Stake & Tack. F.B. 550-28.
P.I. Nº 46 ~ Set 1x2 Stake & Tack. F.B. 550-28.
ANGLE POINT ~ 60+37.59 = P.I. Nº 47 ~ Set 1x2 Stake & Tack. F.B. 550-29.
P.I. Nº 48 ~ Set 1x2 Stake and Tack. F.B. 550-29.
P.I. Nº 49 ~ Set 1x2 Stake and Tack. F.B. 550-29
ANGLE POINT ~ 62+15.68 = P.I. Nº 50 ~ Set 1x2 Stake & Tack. F.B. 550-30.
ANGLE POINT. 62+73.54 = P.I. Nº 51. Set 1x2 Stake & Tack. F.B. 550-30.
P.I. Nº 52 ~ Set 1x2 Stake and Tack. F.B. 550-30
P.I. Nº 53 ~ Set 1x2 Stake and Tack. F.B. 550-31.
P.I. Nº 54 ~ Set 1x2 Stake and Tack. F.B. 550-31.
P.I. Nº 55 ~ Set 1x2 Stake and Tack. F.B. 550-32
P.I. Nº 56 ~ Set 1x2 Stake and Tack. F.B. 550-32
P.I. Nº 57 ~ Set 1x2 Stake & Tack. F.B. 550-33.
P.I. Nº 58 ~ Set 1x2 Stake & Tack. F.B. 550-33.
ANGLE POINT ~ 67+93.01 = P.I. Nº 59. Set 1x2 Stake & Tack. F.B. 550-34.
P.I. Nº 60 ~ Set 1x2 Stake and Tack. F.B. 550-34
EQUATION. 58+53.59 B.C. (From Southwest) = 58+36.86 B.C. (Going Northeasterly)
N. 5°10'40" E.
N. 11°30'40" W.
N. 13°03'20" E.
N. 40°44'55" E.
N. 2°35'55" W.
N. 17°55'15" E.
N. 31°27'40" E.
N. 54°46'21" E.
N. 7°54'50" W.
RED ROCK
MOTORWAY
N. 1/2 SEC. 10, T. 1 S. R. 17 W.
Nº 43, Saddle Peak Road:-
nd 2"x2" Stake per
413-50. F.B. 550-21
S
N
N
S
SCAI

SCALE :- 1 INCH = 50 FEET.

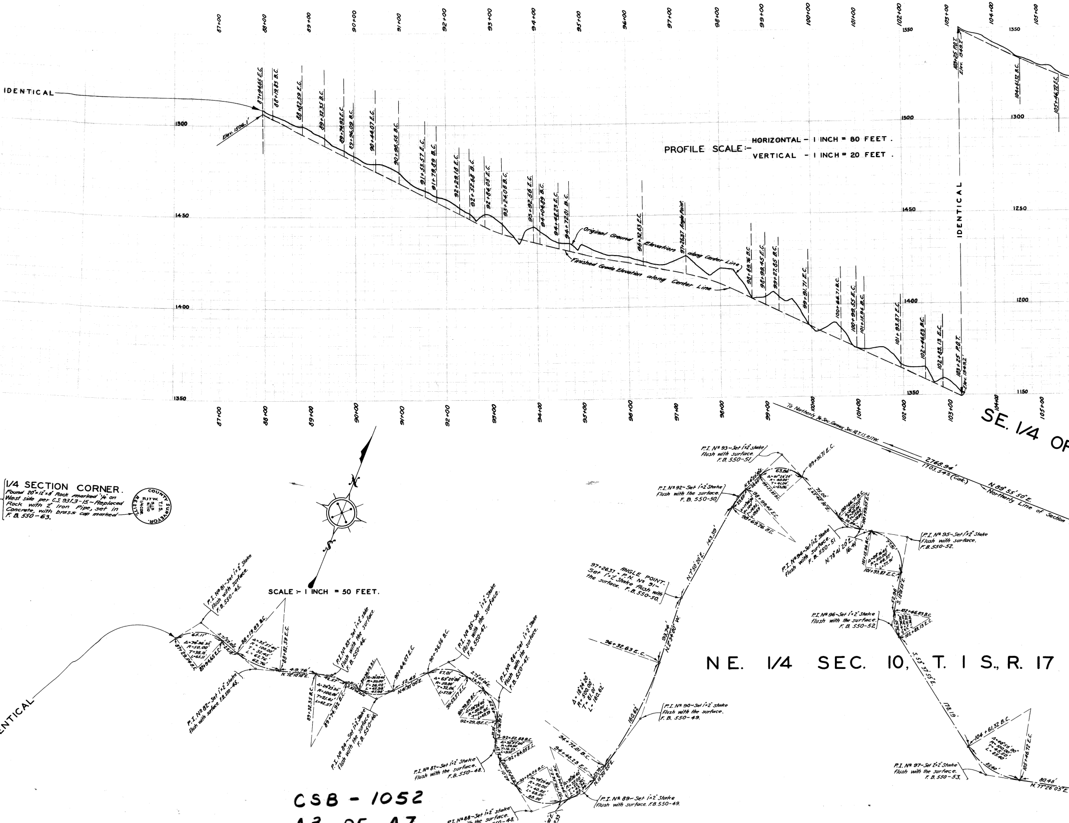


PROFILE SCALE :- HORIZONTAL - 1 INCH = 80 FEET.
VERTICAL - 1 INCH = 20 FEET.


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
RED ROCK
MOTORWAY
N. 16°45'20" W.
85.33'
56.80'
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
Δ=32°32'45" R=100.00' T=29.19' L=56.80'
Δ=35°43'30" R=100.00' T=32.23' L=62.35'
Δ=48°11'15" R=100.00' T=44.72' L=84.10'
Δ=45°30'40" R=75.00' T=31.46' L=59.57
Δ=34°15'50" R=100.00' T=30.83' L=59.80
Δ=35°23'50" R=100.00' T=30.09' L=58.46
Δ=35°51'40" R=100.00' T=32.45'
N. 35°30'30" W. 12.40'
N. 12°20'40" E.
N. 0°10'16" E.
481.66'
S. 56°55'00" E. 133.12'
N. 33°31'26" E. 12.09'
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.
83+71.95 E.C.
NE. 1/4 SEC. 10,
T. 1 S., R. 17 W.
SEC. 10.
SEC. 3.
N. 89°46'00" E. 2626.15'
2768.94'
Northerly Line of Sec. 10, T. 1 S., R. 17 W.
To Northeasterly Corner of Sec. 10, N. 89°55'50" E.

SCALE:- 1 INCH = 50 FEET.

CSB - 1052
A4 OF A7


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.
90+44.07 E.C.
90+96.56 B.C.
91+33.57 E.C.
91+79.89 B.C.
92+29.18 E.C.
92+84.05 E.C.
93+24.06 B.C.
93+92.56 E.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+65.76 B.C.
98+98.45 E.C.
99+57.85 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.
IDENTICAL
1300
1450
1400
1350
1550
1500
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
To Northerly 1/4 Sec. Corner, Sec. 10, T. 1 S., R. 17 W.
2768.94'
1703.34± (Calc.)
N 89°55'50" E.
Northerly Line of Section
SE. 1/4 OF
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.
P.I. Nº 83~Set 1"x2" Stake flush with the surface. F.B. 550-46.
P.I. Nº 84~Set 1"x2" Stake flush with the surface. F.B. 550-46.
P.I. Nº 85~Set 1"x2" Stake flush with the surface. F.B. 550-47.
P.I. Nº 86~Set 1"x2" Stake flush with the surface. F.B. 550-47.
P.I. Nº 87~Set 1"x2" Stake flush with the surface. F.B. 550-48.
P.I. Nº 88~Set 1"x2" stake flush with the surface. F.B. 550-48.
P.I. Nº 89~Set 1"x2" Stake flush with surface. F.B. 550-49.
P.I. Nº 90~Set 1"x2" stake flush with the surface. F.B. 550-49.
97+26.37 ANGLE POINT. P.N. Nº 91~Set 1"x2" Stake flush with the surface. F.B. 550-50.
P.I. Nº 92~Set 1"x2" Stake Flush with the surface. F.B. 550-50.
P.I. Nº 93~Set 1"x2" Stake Flush with surface. F.B. 550-51
P.I. Nº 94~Set 1"x2" Stake flush with surface. F.B. 550-51
P.I. Nº 95~Set 1"x2" Stake flush with surface. F.B. 550-52.
P.I. Nº 96~Set 1"x2" Stake flush with the surface. F.B. 550-52
P.I. Nº 97~Set 2"x2" Stake flush with the surface. F.B. 550-53.
N. 72°10'10" E.
49.76'
N. 41°30'00" E.
N. 8°50'20" E.
N. 7°50'20" E.
143.39'
N. 2°34'00" W.
93.74'
160.62'
Δ= 18°24'20"
R= 500.00'
T= 81.01'
L= 160.62'
Δ= 93°53'40"
R= 50.00'
T= 40.85'
L= 68.50'
N. 78°41'20" E.
S. 23°40'10" E.
75.00'
S. 12°01'55" E.
S. 53°37'55" E.
178.19'
N. 77°26'05" E.
80.46'
Δ= 48°58'00"
R= 100.00'
T= 45.50'
L= 85.40'
N

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

SCALE :- 1 INCH = 50 FEET.

1/4 SECTION CORNER.

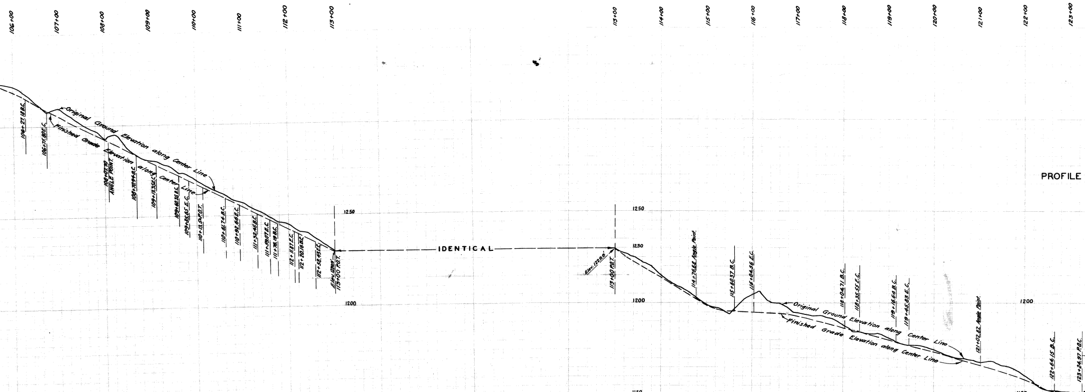
Found 20"x12"x8" Rock marked "1/4" on West side per C.S. 9313-15.~Replaced Rock with 2" Iron Pipe, set in Concrete, with brass cap marked F. B. 550-63.

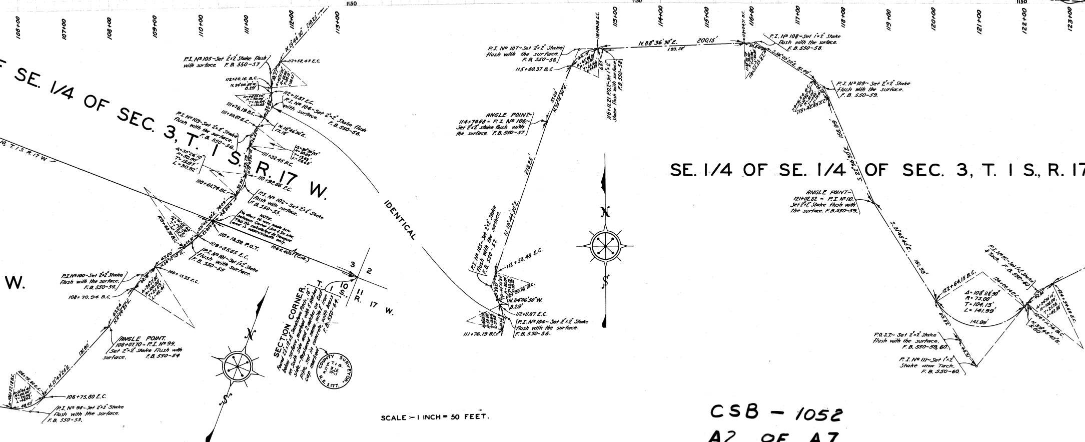
COUNTY SURVEYOR. R.17W. T.1S. 1/4 COR. R.E. 2177.

N E. 1/4 SEC. 10, T. 1 S., R. 17

CSB - 1052

PROFILE




106+00
107+00
108+00
109+00
110+00
111+00
112+00
113+00
113+00
114+00
115+00
116+00
117+00
118+00
119+00
120+00
121+00
122+00
123+00
SE. 1/4 OF SEC. 3, T. 1 S. R. 17 W.
T. 1 S. R. 17 W.
W.
P.I. Nº 105~Set 2"x2" 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'
112+11.87 E.C.
P.I. Nº 104~Set 2"x2" Stake flush with surface. F.B. 550-56.
111+76.19 B.C.
111+59.07 E.C.
N. 18°46'30" E. 17.12'
P.I. Nº 103~Set 2"x2" Stake flush with the surface. F.B. 550-56.
Δ=35°26'10" R=50.00' T=15.97' L=30.92'
111+32.45 B.C.
110+92.66 E.C.
110+61.74 B.C.
P.I. Nº 102~Set 2"x2" Stake flush with surface. F.B. 550-55.
NOTE. No attempt has been made here between Center Line & Sec. Line. This tie calculated by traverse and is approximate only.
110+13.54 P.O.T.
109+85.65 E.C.
P.I. Nº 101~Set 1"x2" Stake flush with surface. F.B. 550-55
109+13.35 E.C.
P.I. Nº 100~Set 2"x2" Stake flush with the surface. F.B. 550-54.
108+70.94 B.C.
ANGLE POINT. 108+07.70 = P.I. Nº 99. Set 2"x2" Stake flush with surface. F.B. 550-54
131.90'
N. 31°43'25" E.
106+75.80 E.C.
106+27.18 B.C.
P.I. Nº 98~Set 2"x2" Stake flush with the surface. F.B. 550-53.
3
2
10
11
T. 1 S.
R. 17 W.
SECTION CORNER. Found 2 1/2"x12"x8" Sandstone Rock, 1/2 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.E. 2177
IDENTICAL
N
S
P.I. Nº 107~Set 2"x2" Stake flush with the surface. F.B. 550-58.
115+60.37 B.C.
116+04.36 E.C.
116+11.21 P.O.T.~Set 1"x2" Stake flush with surface. F.B. 550-58
N. 88°36'30" E. 200.15'
193.50'
P.I. Nº 108~Set 1"x2" Stake flush with the surface. F.B. 550-58.
118+04.71 B.C.
118+35.53 E.C.
S. 56°03'20" E. 81.09'
P.I. Nº 109~Set 2"x2" Stake flush with the surface. F.B. 550-59.
119+16.64 B.C.
119+45.83 E.C.
N. 25°18'30" E.
ANGLE POINT~ 114+76.68 = P.I. Nº 106~ Set 2"x2" stake flush with the surface. F.B. 550-57
218.25'
N. 19°44'30" E.
P.I. Nº 105~Set 2"x2" 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"x2" Stake flush with the surface. F.B. 550-56.
111+76.19 B.C.
N
S
SE. 1/4 OF SE. 1/4 OF SEC. 3, T. 1 S., R. 17
S. 22°56'30" E. 156.99'
ANGLE POINT~ 121+02.82 = P.I. Nº 110. Set 2"x2" Stake flush with the surface. F.B. 550-59.
S. 37°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.
P.I. Nº 112~Set 1"x2" Stake & Tack. F.B. 550-60
N. 38°45'45" E.
P.O.S.T.~ Set 2"x2" Stake flush with the surface. F.B. 550-59, 60.
P.I. Nº 111~Set 1"x2" Stake and Tack. F.B. 550-60.

SCALE :- 1 INCH = 50 FEET.

CSB – 1052

A2 OF A7

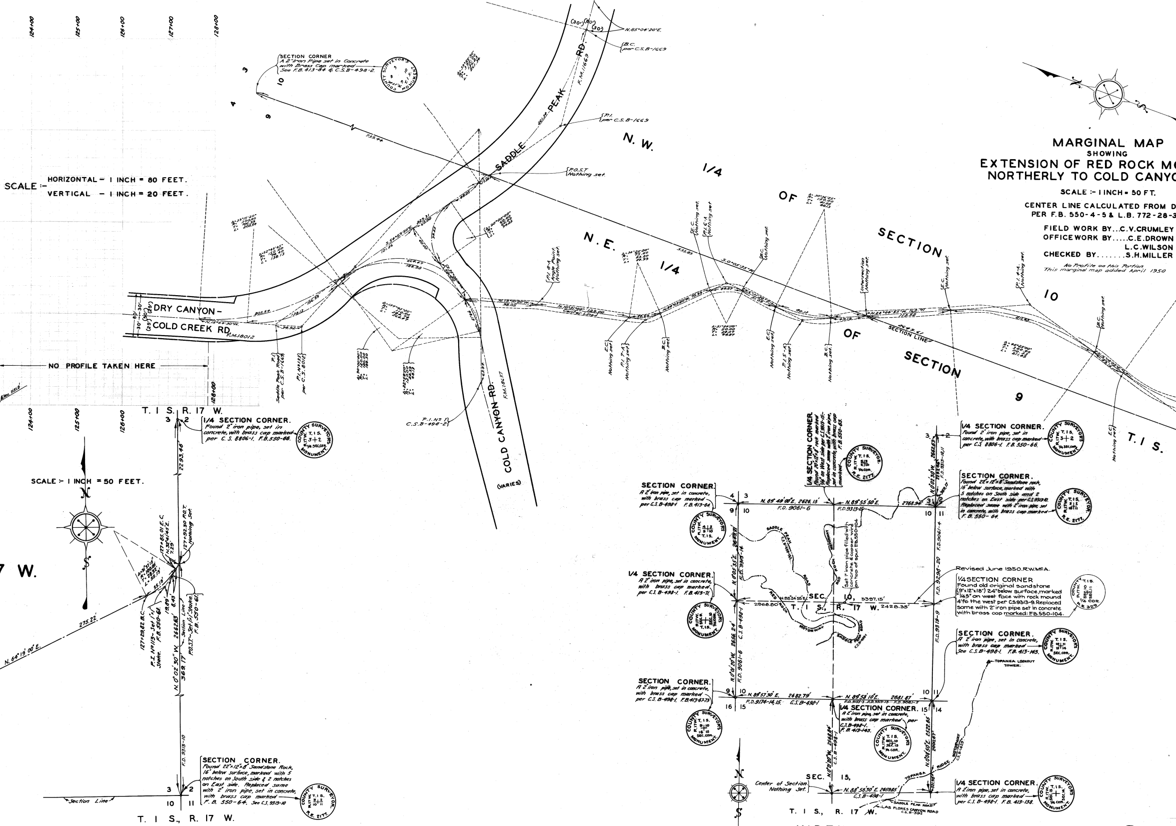
MARGINAL MAP
SHOWING
EXTENSION OF RED ROCK MO
NORTHERLY TO COLD CANYO

SCALE :- 1 INCH = 50 FT.

CENTER LINE CALCULATED FROM D
PER F.B. 550-4-5 & L.B. 772-28-3

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

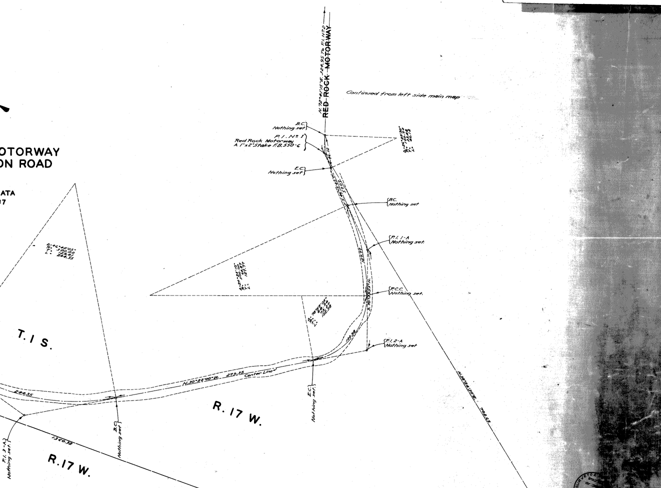
No Profile on this Portion
This marginal map added April 1950


124+00
125+00
126+00
127+00
128+00
SCALE :- HORIZONTAL - 1 INCH = 80 FEET.
VERTICAL - 1 INCH = 20 FEET.
NO PROFILE TAKEN HERE
Elev. 1151.0'
SECTION CORNER
A 2" Iron Pipe set in Concrete with Brass Cap marked See F.B. 413-84 & C.S.B-498-2.
COUNTY SURVEYOR'S MONUMENT
3
10
4
9
735.44
(30') (60') (30')
N.85°04'20"E.
B.C. per C.S.B-1669
P.I. per C.S.B-1669
SADDLE PEAK RD.
F.M.11669
P.O.S.T Nothing set.
N. W. 1/4 OF SECTION 10
N. E. 1/4 OF SECTION 9
DRY CANYON - COLD CREEK RD.
F.M.18012
COLD CANYON RD.
F.M.18637
(VARIES)
P.I. Nº 1 C.S.B-498-2
P.I. Saddle Peak Road per C.S.B-1669
P.I. Nº 113 per C.S.B-8012
P.I. 6-A Angle Point Nothing set.
E.C. Nothing set.
P.I. C-1 Nothing set.
B.C. Nothing set.
P.I. 7-A Nothing set.
P.I. 5-A Nothing set.
Intersection Nothing set.
P.I. 4-A Nothing set.
SECTION LINE
Center Line
T. I S.
7 W.
T. I S. R. 17 W.
1/4 SECTION CORNER.
Found 2" iron pipe, set in concrete, with brass cap marked per C.S. 8806-1. F.B. 550-66.
COUNTY SURVEYORS MONUMENT T.1S. R.17W. 3+2 1/4 SEC.COR.
SCALE :- 1 INCH = 50 FEET.
N
S
2293.46'
127+85.01 E.C. N.32°41'45"E. 7.29'
127+92.30 P.O.T. Nothing Set.
Δ=31°37'15" R=100.00' T=28.32' L=55.19'
55.19'
127+29.82 B.C.
P.I. Nº 113 ~ Set 1"x1" Stake. F.B. 550-61.
19.89'
8.43'
N.0°02'30"W. 2662.63'
369.17'
Section Line
P.O.S.T. ~ Set 1"x1" Stake. F.B. 550-61.
275.22'
N. 64°19'00"E.
F.D. 9313-10
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
COUNTY SURVEYOR. T.1S. R.17W. 3+2 10+11 R.E. 2177.
Section Line
3 2 10 11
T. I S., R. 17 W.
SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked per C.S. B-498-1 F.B. 413-84.
COUNTY SURVEYORS MONUMENT R.17W. 4+3 9+10 T.1S.
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.
COUNTY SURVEYOR. T.1S. R.17W. S3 S10 1/4 COR. R.E. 2177.
N. 89°49'00"E. 2626.15'
F.D. 9061-6
N. 89°55'50"E. 2768.94'
F.D. 9313-15
N.0°02'30"W. 2662.63'
2293.46'
F.D. 9313-10,11
369.17'
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.
COUNTY SURVEYOR. T.1S. R.17W. 3+2 10+11 R.E. 2177.
SADDLE PEAK C.S.B-498-1 ROAD
RED ROCK MOTORWAY
Set 1" iron pipe filled with concrete & copper wire on top of spur. F.B. 550-104
N. 0°05'35"E. 2649.71'
F.D. 9313-14
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.
COUNTY SURVEYORS MONUMENT R.17W. SEC.9 SEC.10 1/4 COR. T.1S.
N.88°24'55"E. SEC. 10, 5397.15'
2968.80'
T. 1 S., R. 17 W.
2428.35'
F.D. 9061-4
F.D. 9298-20
F.D. 9319-9
Revised June 1950. R.W.McA.
1/4 SECTION CORNER
Found old original sandstone (9"x12"x18") 24" below surface, marked "1/4 S" on west face with rock mound 4' to the west per C.S. 9313-9. Replaced same with 2" iron pipe set in concrete with brass cap marked: F.B. 550-104.
COUNTY T.1S. R.17W. SEC.10 SEC.11 1/4 COR. R.E. 329
N.0°01'20"W. 2656.24'
C.S. B-498-1
F.D. 9061-6
SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked per C.S. B-498-1. F.B. 413-67-73
COUNTY SURVEYORS MONUMENT T.1S. R.17W. 9+10 16+15 SEC. COR.
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. 9133-3 F.D. 9313-13 F.D. 9061-3
SECTION CORNER.
A 2" iron pipe, set in concrete, with brass cap marked See C.S. B-498-1. F.B. 413-143.
COUNTY SURVEYORS MONUMENT T.1S. R.17W. 10+11 15+14 SEC. COR.
TOPANGA LOOKOUT TOWER.
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.
COUNTY SURVEYORS MONUMENT T.1S. R.17W. SEC.10 SEC.15 1/4 COR.
N.0°21'20"W. 2568.84'
C.S. B-498-1
N.0°08'50"E. 2522.85'
2000.67'
521.98'
TOPANGA RIDGE MOTORWAY C.S.B-1429
SEC. 15,
Center of Section Nothing Set.
N. 88°58'30"E. 2659.85'
C.S.B-498-1
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.
COUNTY SURVEYORS MONUMENT T.1S. R.17W. SEC.15 SEC.14 1/4 COR.
SADDLE PEAK ROAD
LAS FLORES CANYON ROAD C.S.B-397
T. 1 S., R. 17 W.

INDEX MAP.

SCALE:- 1 INCH = 1000 FT.

CSB


N.72°41'15"E. 324.95 To P.I. No 2
RED ROCK MOTORWAY
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
E.C. Nothing set
B.C. Nothing set
P.I. 3-A Nothing set
N.30°26'00"W. 273.35 Center Line
1360.32
T. 1 S.
R. 17 W.
R. 17 W.
OTORWAY
ON ROAD
ATA
7
1/4 SECTION CORNER A 2" Iron Pipe set in Concrete with Brass Cap marked
COUNTY SURVEYOR

MAP AND PROFILE OF

RED ROCK MOTORWAY

FROM

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

TO

EAST LINE OF S.E. 1/4 OF S.E. 1/4 OF SEC. 3, T. 1 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 – 1-67; 95 - 102. L.B. 772 - 1-111.

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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