

SEE SHEET 4 OF 8

519+15.00
109.98' LT
R/W LT
AP BC 2013'

R/W LT
 $\Delta = 10^\circ 53' 00''$
R = 1,134.79'
L = 215.56'
DB = N $21^\circ 35' 12''$ W
DA = N $32^\circ 28' 13''$ W

516+87.10
64.99' LT
R/W LT
BC 2013'

516+00.00
139.97' LT
R/W LT
AP 2013'

N $21^\circ 35' 12''$ W
65.00'

515+35.00
139.97' LT
R/W LT
AP 2013'

N $60^\circ 52' 14''$

514+25.00
49.99' LT
R/W LT
AP 2013'

512+41.28 'C' MON
51.46' LT

512+34.94 EC
49.99' LT

512+34.94 EC
R/W CENTERLINE
N. 2,430.008.77
E. 6,835.044.92

R/W CL
 $\Delta = 22^\circ 03' 53''$
R = 1,199.79'
L = 462.04'

517+40.99 BC
76.43' RT

516+87.10 BC
R/W CENTERLINE
N. 2,430.429.21
E. 6,834.878.57

514+87.67
149.86' RT
R/W RT
AP 2013'

513+31.42 AP
96.50' RT

510+67.28

SECTION T-10-N, I

- CALCULATED POSITION, NOTHING FOUND OR SET
- FOUND 6" SQUARE CALTRANS CONCRETE "C" MONUMENT
- ◎ FOUND OR SET MONUMENT AS DESCRIBED
- Ⓣ FOUND CALTRANS T-BAR AS DESCRIBED
- ◆ FOUND LAND NET MONUMENT AS DESCRIBED
- SET 3/4" REBAR WITH CALTRANS ALUMINUM CAP
STAMPED "AP R/W", "R/W BC", "R/W EC", OR "R/W POT"

SECTION 34,
T-10-N, R-22-E

[A] 504.30.15 AP/POC
49.99° LT

R/W LT
△ • 2° 05' 25"
R • 649.88°
L • 23.71°
DB • N 45° 23' 38" W
DA • N 47° 29' 03" W

[C] 504.55.68 EC
49.99° LT

[D] 519.15.00 EC/AP
64.99° LT
*R/W LT
AP/EC 2013*

[E] S 57° 31' 47" W
44.99°

SECTION 3,
T-9-N, R-22-E

SECTION 35,
T-10-N, R-22-E

SECTION 2,
T-9-N. R-22-E

NOTE: THE RIGHT OF WAY SHOWN ON THIS SHEET WAS DERIVED FROM PAVEMENT SPLITS AND RECORD RIGHT OF WAY CURVE RADII. THERE WERE INSUFFICIENT 'C' MONUMENTS AVAILABLE TO DETERMINE A BEST-FIT CENTERLINE. THE DEEDED RIGHT OF WAY OF RECORD DOES NOT FIT THE AS-BUILT HIGHWAY NOR THE EXISTING R/W MONUMENTS.