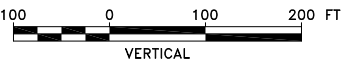
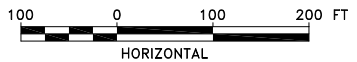
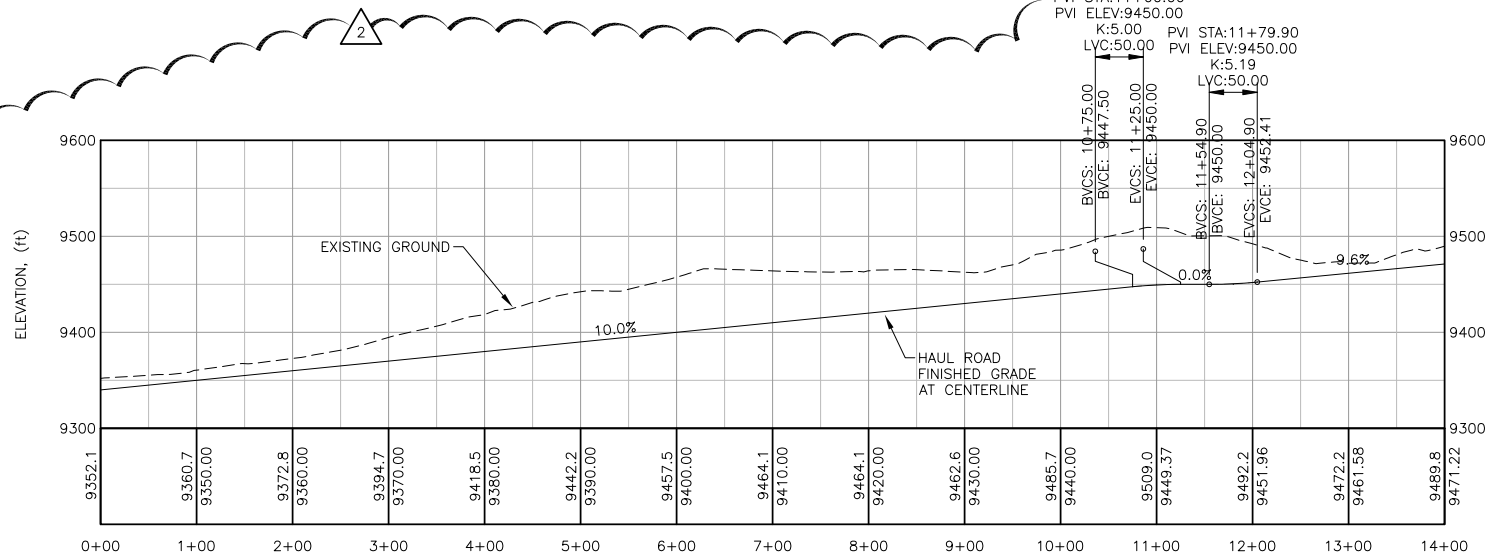
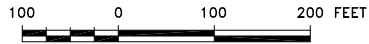
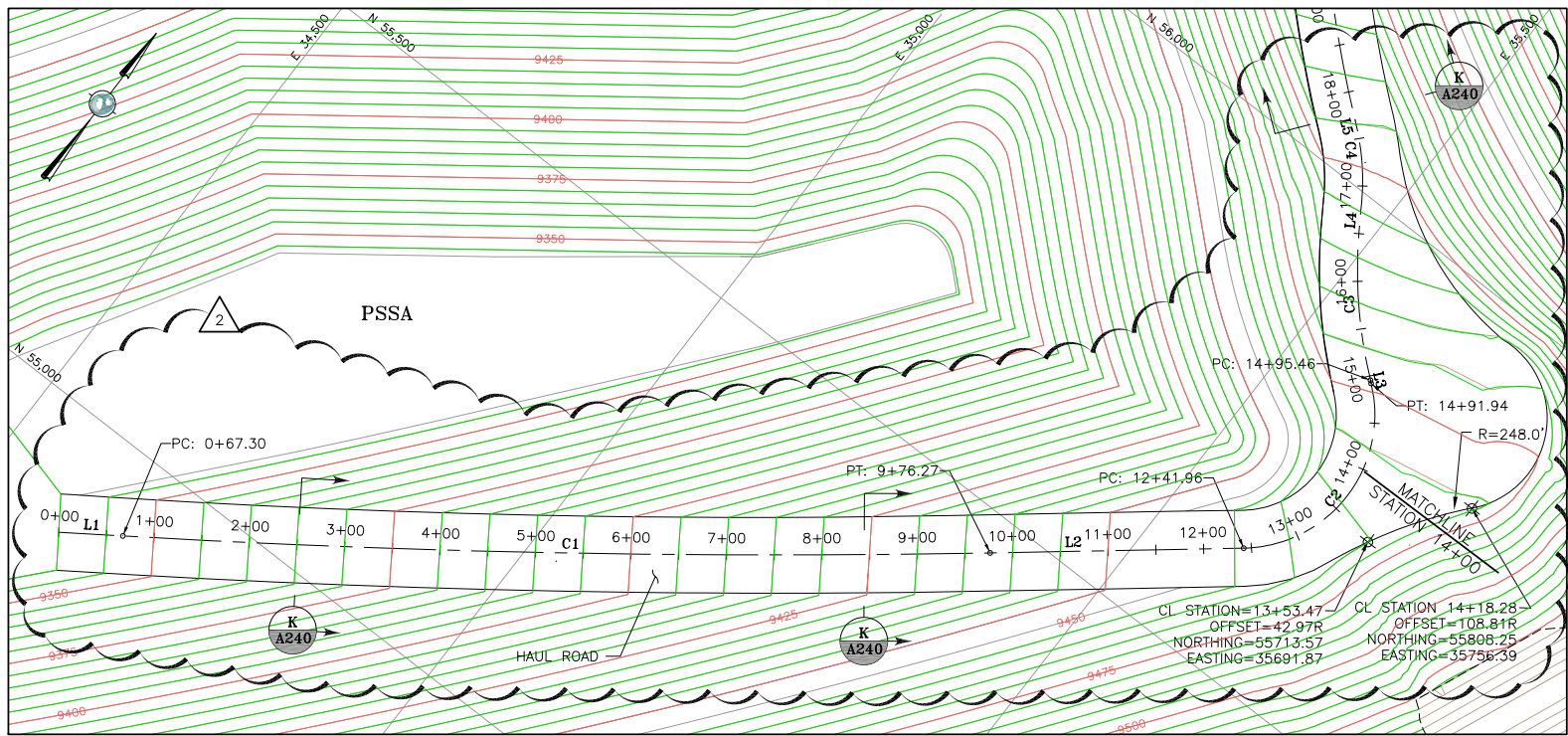
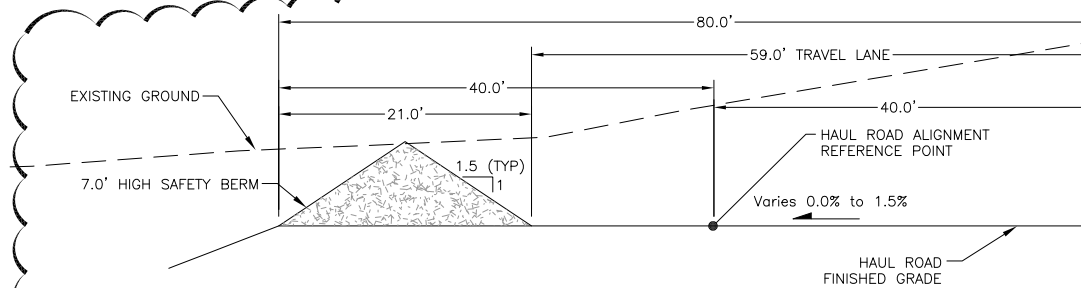


S:\CADD\1125G-Squaw VLF\Cadd\CADD Drawings\A240 A240-1125GP72.dwg 1/21/2013 2:41 PM



REFERENCE:

EXISTING GROUND TOPOGRAPHY WAS CREATED BY COMBINING THE FOLLOWING FILES
REC'D FROM FORESIGHT WEST SURVEYING, INC.:
SQUAW GULCH BASE TOPO - PHASE 1 - REVISED.DWG
(REV. MARCH 14, 2010)
SQUAW GULCH BASE TOPO - PHASE 2.DWG
(REV. APRIL 24, 2010)
SQUAW GULCH BASE TOPO - PHASE 3.DWG
(REV. MAY 4, 2010)
CCV TOPO EXPANSION 12-29-10 NORTH AREA.DWG
(REV. JANUARY 13, 2011)
CCV TOPO EXPANSION 01-28-11 SOUTH AREA.DWG
(REV. JANUARY 28, 2011)
SH67 TOPO 7-07-11.DWG
(REV. JULY 11, 2011)
VLF2 TOPO EXPANSION 8-05-11.DWG
(REV. AUGUST 9, 2011)
09028-COMPOSITE-TOPO MLE LIMITS.DWG
(REV. MAY 28, 2010 FROM CC&V)



K A200 K A240 K A241 TYPICAL PSSA HAUL ROAD SECTION
FROM STA. 0+00 TO STA. 32+50

HAUL ROAD SETOUT DATA CENTER OF DRIVE LANE

SEGMENT	STARTING STATION	NORTHING	EASTING	DELTA (D-M-S)	RADIUS (ft)	LENGTH (ft)
L1	0+00.00	54,880.85	34,602.09			
C1	0+67.30	54,918.96	34,657.56	4-24-47	11,801.60	908.97
L2	9+76.27	55,461.98	35,386.23			
C2	12+41.96	55,628.83	35,592.99	102-18-24	140.00	249.98
L3	14+91.94	55,846.90	35,592.79			
C3	14+95.46	55,849.10	35,590.04	18-36-16	500.00	162.35
L4	16+57.81	55,969.40	35,482.08			
C4	16+83.65	55,991.17	35,468.16	18-36-26	250.00	81.19
L5	17+64.84	56,051.33	35,414.17			
C5	17+69.56	56,054.28	35,410.49	19-22-32	1,350.00	456.53
L6	22+26.08	56,394.45	35,109.30			
C6	22+60.83	56,423.98	35,090.96	21-58-48	160.00	61.38
L7	23+22.21	56,468.72	35,049.50			
C7	23+40.54	56,479.54	35,034.70	11-38-45	1,560.00	317.08
L8	26+57.62	56,691.38	34,799.50			
C8	26+70.20	56,700.70	34,791.05	25-32-32	694.08	309.42
C9	29+79.62	56,876.81	34,539.76	23-03-43	756.00	304.29
L9	32+83.91	57,050.59	34,292.47			
C10	32+97.15	57,060.21	34,283.39	66-31-35	321.00	372.71
L10	36+69.86	57,406.87	34,221.58			
C11	38+02.20	57,528.55	34,273.62	56-20-07	300.00	294.97
L11	40+97.17	57,705.55	34,494.73			
C12	45+21.72	57,783.00	34,912.15	93-36-20	265.00	432.94
L12	49+54.65	57,554.30	35,223.57			
C13	49+62.19	57,546.82	35,224.48	35-45-39	985.00	614.78
L13	55+76.97	56,997.68	35,478.04			
C14	57+30.13	56,885.06	35,581.84	56-28-20	560.00	551.95
L14	62+82.08	56,711.69	36,082.55			
C15	65+40.17	56,752.68	36,337.36	10-45-58	790.00	148.44
L15	66+88.61	56,762.39	36,485.27			
C16	74+82.91	56,739.81	37,279.25	22-39-00	190.00	75.11
L16	75+58.02	56,723.09	37,351.97			
C17	79+37.96	56,566.87	37,698.32	27-02-22	190.00	89.67
L17	80+27.63	56,512.42	37,768.51			
C18	80+90.02	56,463.71	37,807.51	69-07-11	190.00	229.21
L18	83+19.23	56,248.71	37,823.00			
C19	83+29.24	56,240.09	37,817.94	8-46-46	1,269.00	194.45
L19	85+23.69	56,065.56	37,732.63			
C20	87+60.01	55,845.92	37,645.42	78-14-57	39.00	53.26
L20	88+13.27	55,798.97	37,660.19			

LEGEND:

9200 PROPOSED GROUND SURFACE
CONTOUR AND EL. FEET
CENTERLINE LINE



CLIENT CRIPPLE CREEK & VICTOR
GOLD MINING COMPANY

PROJECT SQUAW GULCH VLF

TITLE HAUL ROAD
PLAN AND PROFILE
SHEET 1 OF 4

DESIGNED BY CMT
DRAWN BY CMT
FILENAME 1125GP72

CHECKED BY MEN
APPROVED BY BRB
DRAWING No. A240
REV 2

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