

Engineering Drawings for the Dry Stack Tailings Facility (DSTF) Expansion Construction, Pogo Mine, Alaska, USA

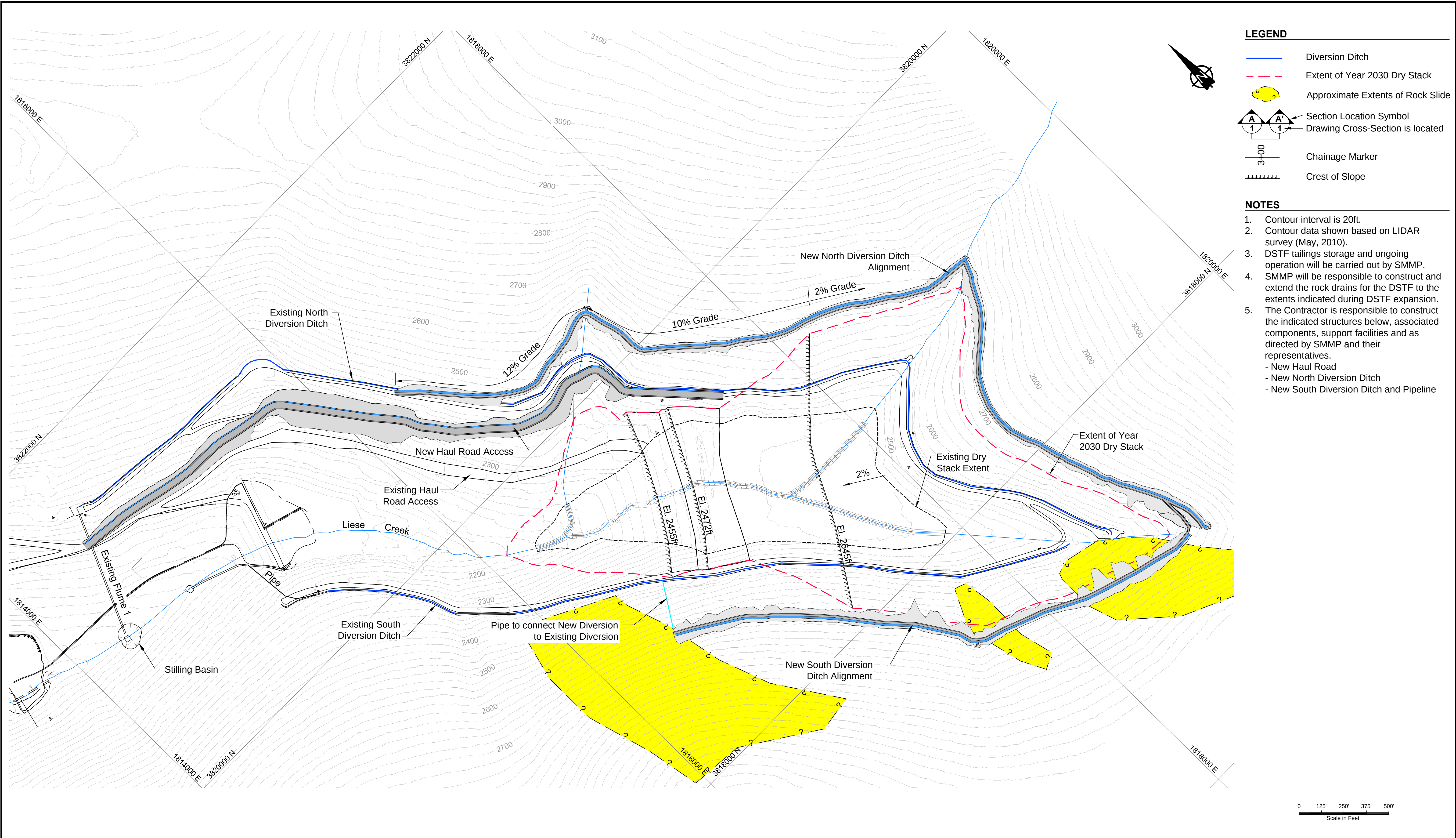
ACTIVE DRAWING STATUS

DWG NUMBER	DRAWING TITLE	REVISION	DATE	STATUS
1	Engineering Drawings for the Dry Stack Tailings Facility Expansion Detailed Design	3	Feb. 10, 2012	Issued for Tender
2	Mine Site Plan	2	Dec. 20, 2011	Issued for Tender
3	Expanded DSTF General Arrangement	2	Dec. 20, 2011	Issued for Tender
4	New Haul Road Plan View	3	Feb. 10, 2012	Issued for Tender
5	New Haul Road Profile and Stakeout Tables	2	Dec. 20, 2011	Issued for Tender
6	New Haul Road Sections	2	Dec. 20, 2011	Issued for Tender
7	New South Diversion Ditch Plan and Profile	3	Feb. 10, 2012	Issued for Tender
8	New North Diversion Ditch Plan and Profile Sheet 1 of 2	3	Feb. 10, 2012	Issued for Tender
9	New North Diversion Ditch Plan and Profile Sheet 2 of 2	3	Feb. 10, 2012	Issued for Tender
10	Typical Diversion Channel Sections	2	Dec. 20, 2011	Issued for Tender
11	Existing Diversion Channel Sections and North Diversion Tie-In Detail	2	Dec. 20, 2011	Issued for Tender
12	Typical Inlet Plan and Sections	2	Dec. 20, 2011	Issued for Tender
13	South Diversion Flume Plan and Profile	2	Dec. 20, 2011	Issued for Tender
14	South Diversion Flume Intake Details	3	Feb. 10, 2012	Issued for Tender
15	North and South Diversion Channel Stakeout Tables	2	Dec. 20, 2011	Issued for Tender

Sumitomo Metal Mining LLC (Pogo)



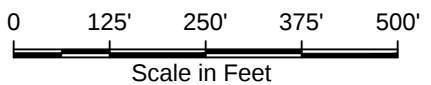
PROJECT NO: 1US048.001
ISSUED FOR TENDER
Revision 3
Feb. 10, 2012
DRAWING 1



LEGEND

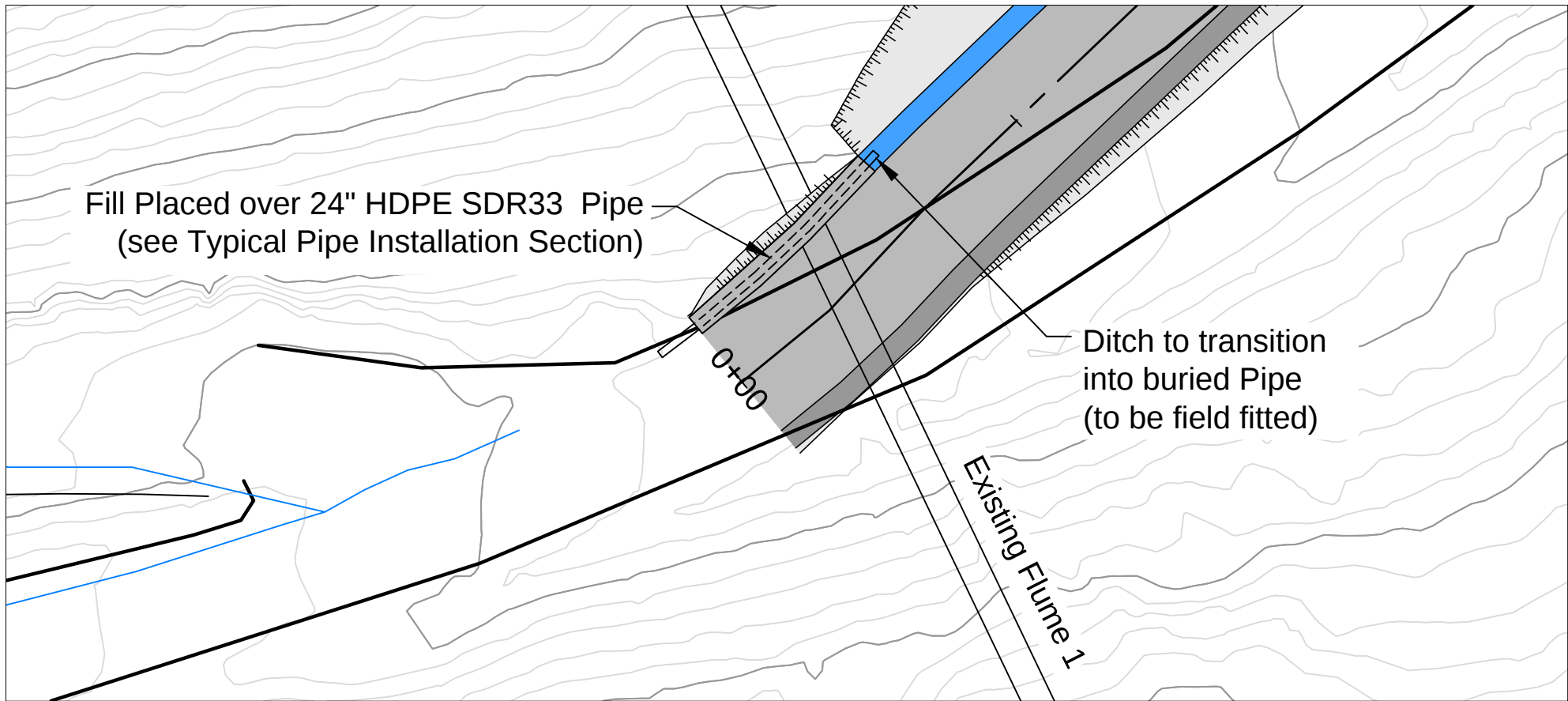
- Diversion Ditch
- Extent of Year 2030 Dry Stack
- Approximate Extents of Rock Slide
- Section Location Symbol
- Drawing Cross-Section is located
- Chainage Marker
- Crest of Slope

- NOTES**
- Contour interval is 20ft.
 - Contour data shown based on LIDAR survey (May, 2010).
 - DSTF tailings storage and ongoing operation will be carried out by SMMP.
 - SMMP will be responsible to construct and extend the rock drains for the DSTF to the extents indicated during DSTF expansion.
 - The Contractor is responsible to construct the indicated structures below, associated components, support facilities and as directed by SMMP and their representatives.
 - New Haul Road
 - New North Diversion Ditch
 - New South Diversion Ditch and Pipeline

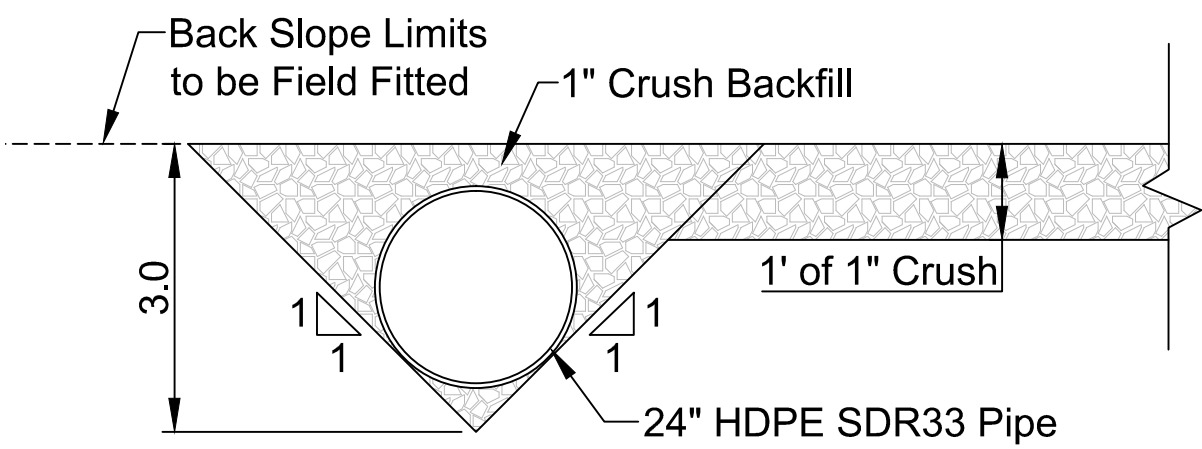
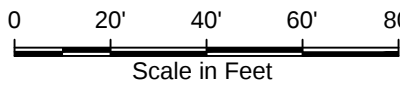


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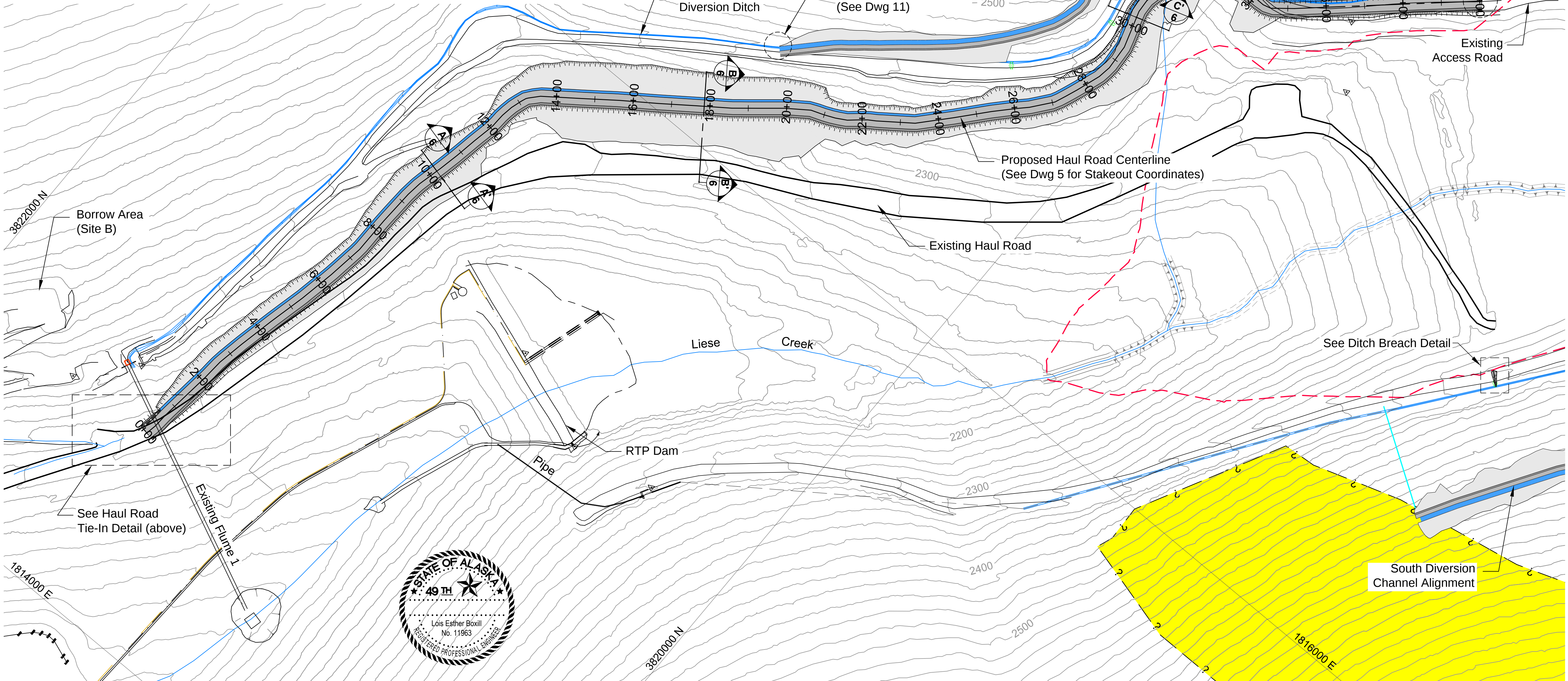
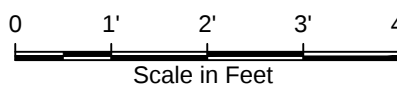
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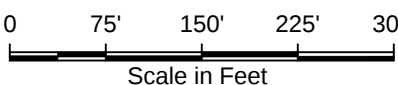
PROPOSED HAUL ROAD TIE-IN DETAIL



TYPICAL PIPE INSTALLATION SECTION



PROPOSED HAUL ROAD PLAN VIEW

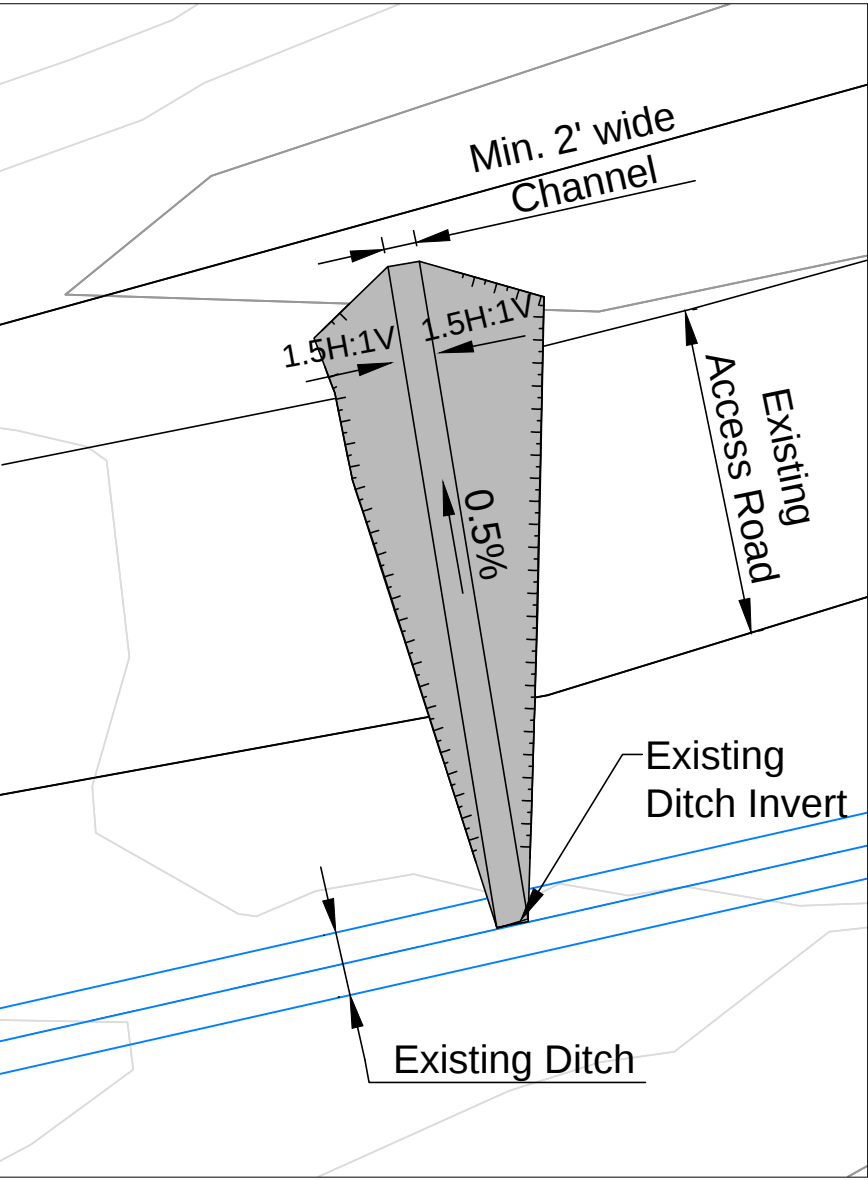


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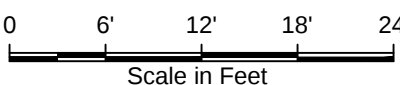
- Existing Diversion Ditch
- Extent of Year 2030 Dry Stack
- Haul Road Design Driving Surface
- Haul Road Drainage Channel
- Haul Road Safety Berm
- Haul Road Cut / Fill Slope
- Approximate Extents of Rock Slide
- Ditch Breach Location

NOTES

- Contour interval is 20ft.
- Contour data shown based on LIDAR survey (May, 2010).
- Cut and fill lines shown are approximated based on the LIDAR survey indicated. The actual cut and fill footprint will be determined by as-built conditions.
- Topsoil and overburden shall be excavated and hauled to Overburden Stockpile Area as indicated on Drawing 2 or as directed by SMMP.
- The Contractor is responsible for the construction process and to ensure cut and fill material balance throughout the alignment.
- The Contractor shall work with SMMP to ensure safety throughout construction of the Works and coordinates operation of the existing haul road.
- Road fill shall be constructed and compacted according to the Technical Specifications.
- Tie-in detail between new haul road ditch at intersection with existing ditch shall be field fitted as directed by SMMP.



DITCH BREACH DETAIL



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DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE	NO.	DESCRIPTION	CHK'D	APP'D	DATE
				3	Issued for Tender	LEB	CCS	10Feb12
				2	Issued for Tender	LEB	CCS	20Dec11
				1	Issued for Discussion	LEB	CCS	7Dec11
				0	Issued for Construction	LEB	CCS	8Nov11
REFERENCE DRAWINGS					REVISIONS			



DESIGN: AT
CHECKED: LEB

DRAWN: NV
APPROVED: CCS

REVIEWED: LEB
DATE: FEB. 2012

FILE NAME: 1US048-001_006-Haul Road.dwg

Sumitomo Metal Mining LLC (Pogo)

DRAWING NO.: 4

SHEET: 4 OF 15

REVISION NO.: 3

POGO DSTF
Expansion Detailed Design

DRAWING TITLE:
New Haul Road Plan View

DRAWING NO.: 4

SHEET: 4 OF 15

REVISION NO.: 3

Station	Northing	Easting	Elevation
0+00	3,821,410	1,814,504	2,084.2
0+20	3,821,406	1,814,523	2,086.6
0+40	3,821,403	1,814,543	2,089.0
0+60	3,821,402	1,814,563	2,091.5
0+80	3,821,400	1,814,583	2,093.9
1+00	3,821,398	1,814,603	2,096.3
1+20	3,821,396	1,814,623	2,098.7
1+40	3,821,394	1,814,643	2,101.1
1+60	3,821,391	1,814,662	2,103.6
1+80	3,821,389	1,814,682	2,106.0
2+00	3,821,387	1,814,702	2,108.4
2+20	3,821,385	1,814,722	2,110.8
2+40	3,821,383	1,814,742	2,113.2
2+60	3,821,382	1,814,762	2,115.7
2+80	3,821,379	1,814,782	2,118.1
3+00	3,821,375	1,814,801	2,120.5
3+20	3,821,371	1,814,821	2,122.9
3+40	3,821,368	1,814,841	2,125.3
3+60	3,821,363	1,814,860	2,127.7
3+80	3,821,359	1,814,880	2,130.0
4+00	3,821,355	1,814,899	2,132.4
4+20	3,821,351	1,814,919	2,134.8
4+40	3,821,346	1,814,938	2,137.2
4+60	3,821,342	1,814,958	2,139.6
4+80	3,821,337	1,814,977	2,142.0
5+00	3,821,332	1,814,997	2,144.4
5+20	3,821,328	1,815,016	2,146.8
5+40	3,821,323	1,815,036	2,149.2
5+60	3,821,319	1,815,055	2,151.6
5+80	3,821,316	1,815,075	2,154.0
6+00	3,821,312	1,815,095	2,156.4
6+20	3,821,308	1,815,114	2,158.8
6+40	3,821,304	1,815,134	2,161.2
6+60	3,821,301	1,815,154	2,163.6
6+80	3,821,298	1,815,173	2,166.0
7+00	3,821,296	1,815,193	2,168.4
7+20	3,821,293	1,815,213	2,170.8
7+40	3,821,291	1,815,233	2,173.1
7+60	3,821,291	1,815,253	2,175.5
7+80	3,821,290	1,815,273	2,177.9
8+00	3,821,290	1,815,293	2,180.3
8+20	3,821,290	1,815,313	2,182.7
8+40	3,821,289	1,815,333	2,185.1
8+60	3,821,289	1,815,353	2,187.5
8+80	3,821,288	1,815,373	2,189.9
9+00	3,821,287	1,815,393	2,192.2
9+20	3,821,286	1,815,413	2,194.7
9+40	3,821,284	1,815,433	2,197.1
9+60	3,821,281	1,815,452	2,199.5
9+80	3,821,277	1,815,472	2,201.9
10+00	3,821,272	1,815,491	2,204.3
10+20	3,821,267	1,815,511	2,206.7

Station	Northing	Easting	Elevation
10 + 40	3,821,263	1,815,530	2,209.1
10 + 60	3,821,258	1,815,550	2,211.5
10 + 80	3,821,254	1,815,569	2,213.9
11 + 00	3,821,251	1,815,589	2,216.3
11 + 20	3,821,247	1,815,609	2,218.7
11 + 40	3,821,244	1,815,628	2,220.9
11 + 60	3,821,240	1,815,648	2,222.8
11 + 80	3,821,236	1,815,668	2,224.8
12 + 00	3,821,232	1,815,687	2,226.8
12 + 20	3,821,230	1,815,707	2,228.7
12 + 40	3,821,230	1,815,727	2,230.7
12 + 60	3,821,227	1,815,747	2,232.6
12 + 80	3,821,223	1,815,767	2,234.6
13 + 00	3,821,217	1,815,786	2,236.6
13 + 20	3,821,210	1,815,804	2,238.5
13 + 40	3,821,197	1,815,820	2,240.6
13 + 60	3,821,184	1,815,834	2,243.0
13 + 80	3,821,168	1,815,846	2,245.4
14 + 00	3,821,152	1,815,858	2,247.8
14 + 20	3,821,136	1,815,870	2,250.2
14 + 40	3,821,120	1,815,882	2,252.6
14 + 60	3,821,103	1,815,894	2,255.0
14 + 80	3,821,088	1,815,906	2,257.4
15 + 00	3,821,072	1,815,918	2,259.8
15 + 20	3,821,056	1,815,930	2,262.2
15 + 40	3,821,040	1,815,942	2,264.6
15 + 60	3,821,024	1,815,954	2,267.0
15 + 80	3,821,007	1,815,966	2,269.4
16 + 00	3,820,991	1,815,978	2,271.8
16 + 20	3,820,975	1,815,989	2,274.2
16 + 40	3,820,959	1,816,001	2,276.6
16 + 60	3,820,942	1,816,012	2,279.0
16 + 80	3,820,926	1,816,024	2,281.4
17 + 00	3,820,910	1,816,036	2,283.9
17 + 20	3,820,894	1,816,048	2,286.3
17 + 40	3,820,878	1,816,060	2,288.7
17 + 60	3,820,862	1,816,072	2,291.1
17 + 80	3,820,845	1,816,083	2,293.5
18 + 00	3,820,829	1,816,095	2,296.0
18 + 20	3,820,813	1,816,107	2,298.4
18 + 40	3,820,797	1,816,119	2,300.8
18 + 60	3,820,781	1,816,130	2,303.2
18 + 80	3,820,765	1,816,143	2,305.6
19 + 00	3,820,750	1,816,156	2,308.1
19 + 20	3,820,735	1,816,169	2,310.5
19 + 40	3,820,719	1,816,182	2,312.9
19 + 60	3,820,704	1,816,194	2,315.3
19 + 80	3,820,689	1,816,207	2,317.8
20 + 00	3,820,673	1,816,220	2,320.2
20 + 20	3,820,657	1,816,231	2,322.5
20 + 40	3,820,641	1,816,243	2,324.8
20 + 60	3,820,624	1,816,255	2,327.2

Station	Northing	Easting	Elevation
20+80	3,820,606	1,816,263	2,329.5
21+00	3,820,587	1,816,270	2,331.8
21+20	3,820,569	1,816,278	2,334.1
21+40	3,820,551	1,816,287	2,336.4
21+60	3,820,534	1,816,297	2,338.8
21+80	3,820,519	1,816,309	2,341.1
22+00	3,820,503	1,816,322	2,343.4
22+20	3,820,488	1,816,335	2,345.7
22+40	3,820,471	1,816,346	2,348.0
22+60	3,820,455	1,816,358	2,350.4
22+80	3,820,439	1,816,370	2,352.7
23+00	3,820,423	1,816,381	2,355.0
23+20	3,820,407	1,816,393	2,357.3
23+40	3,820,391	1,816,405	2,359.7
23+60	3,820,377	1,816,420	2,362.1
23+80	3,820,364	1,816,435	2,364.5
24+00	3,820,351	1,816,450	2,366.9
24+20	3,820,337	1,816,465	2,369.3
24+40	3,820,324	1,816,480	2,371.7
24+60	3,820,311	1,816,495	2,374.1
24+80	3,820,298	1,816,510	2,376.5
25+00	3,820,285	1,816,525	2,378.9
25+20	3,820,271	1,816,540	2,381.3
25+40	3,820,258	1,816,555	2,383.7
25+60	3,820,245	1,816,570	2,386.1
25+80	3,820,231	1,816,585	2,388.5
26+00	3,820,217	1,816,599	2,391.0
26+20	3,820,203	1,816,613	2,393.4
26+40	3,820,189	1,816,628	2,395.8
26+60	3,820,177	1,816,643	2,398.3
26+80	3,820,164	1,816,659	2,400.7
27+00	3,820,152	1,816,675	2,403.1
27+20	3,820,143	1,816,692	2,405.5
27+40	3,820,135	1,816,711	2,408.0
27+60	3,820,128	1,816,729	2,410.4
27+80	3,820,121	1,816,748	2,412.8
28+00	3,820,115	1,816,767	2,415.2
28+20	3,820,108	1,816,786	2,417.6
28+40	3,820,102	1,816,805	2,420.0
28+60	3,820,099	1,816,825	2,422.4
28+80	3,820,097	1,816,845	2,424.9
29+00	3,820,098	1,816,864	2,427.3
29+20	3,820,100	1,816,884	2,429.7
29+40	3,820,101	1,816,904	2,432.1
29+60	3,820,107	1,816,923	2,434.5
29+80	3,820,113	1,816,943	2,436.9
30+00	3,820,119	1,816,962	2,439.2
30+20	3,820,125	1,816,981	2,441.5
30+40	3,820,131	1,817,000	2,443.8
30+60	3,820,132	1,817,020	2,446.1
30+80	3,820,133	1,817,040	2,448.4
31+00	3,820,128	1,817,059	2,450.7

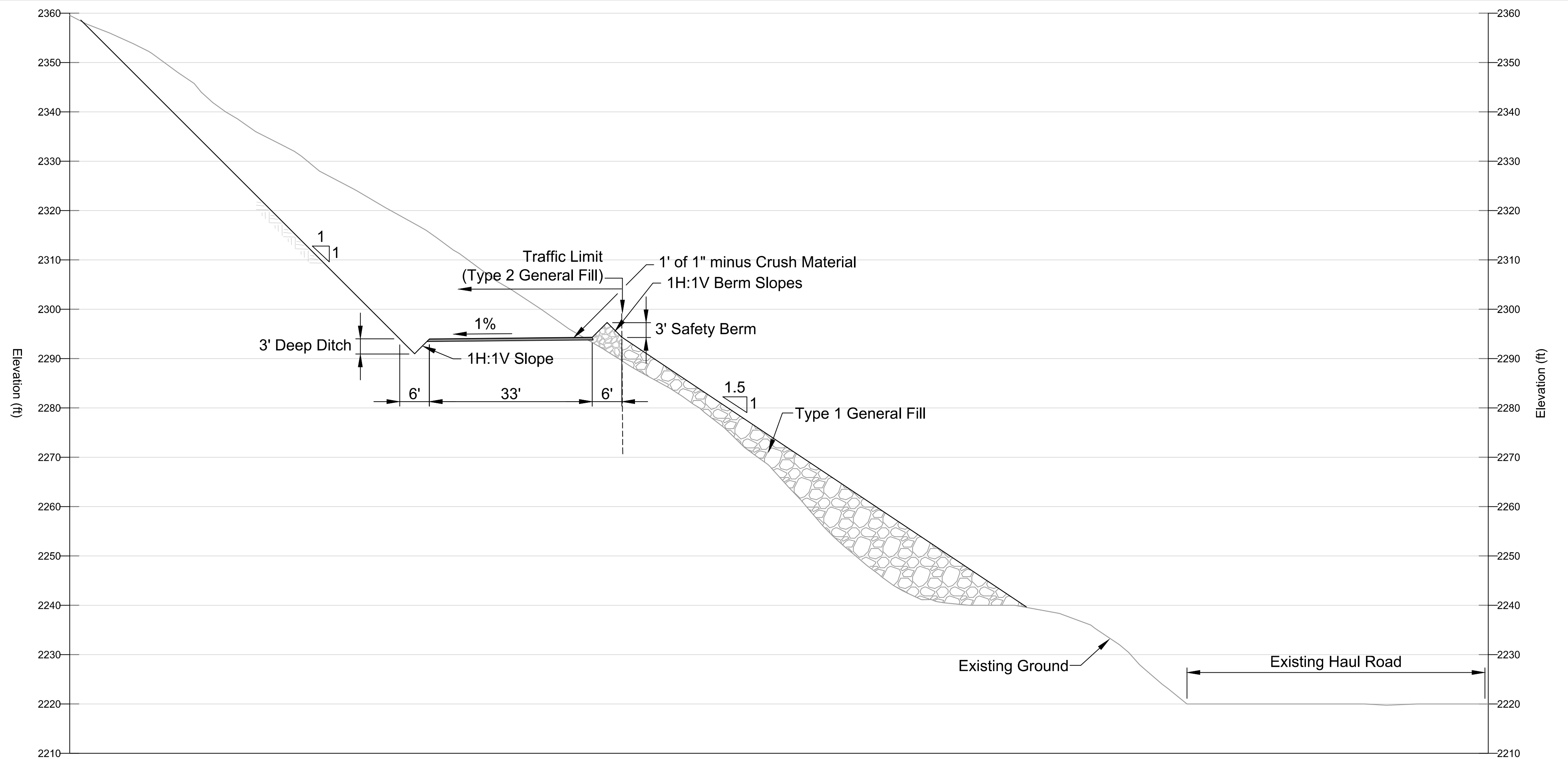
Station	Northing	Easting	Elevation
31+20	3,820,122	1,817,078	2,453.0
31+40	3,820,113	1,817,096	2,455.3
31+60	3,820,108	1,817,115	2,457.6
31+80	3,820,103	1,817,135	2,459.8
32+00	3,820,098	1,817,154	2,461.6
32+20	3,820,091	1,817,173	2,463.4
32+40	3,820,080	1,817,189	2,465.2
32+60	3,820,066	1,817,203	2,467.0
32+80	3,820,048	1,817,210	2,469.1
33+00	3,820,028	1,817,213	2,471.5
33+20	3,820,008	1,817,216	2,473.9
33+40	3,819,988	1,817,218	2,476.4
33+60	3,819,968	1,817,221	2,478.8
33+80	3,819,948	1,817,222	2,480.9
34+00	3,819,928	1,817,222	2,482.6
34+20	3,819,908	1,817,222	2,484.4
34+40	3,819,889	1,817,223	2,486.1
34+60	3,819,870	1,817,230	2,487.8
34+80	3,819,855	1,817,243	2,489.5
35+00	3,819,839	1,817,255	2,491.2
35+20	3,819,824	1,817,268	2,492.9
35+40	3,819,809	1,817,281	2,494.6
35+60	3,819,794	1,817,295	2,495.5
35+80	3,819,779	1,817,308	2,496.4
36+00	3,819,764	1,817,322	2,497.3
36+20	3,819,749	1,817,335	2,498.2
36+40	3,819,735	1,817,348	2,499.1
36+60	3,819,720	1,817,362	2,500.0
36+80	3,819,705	1,817,375	2,500.9
37+00	3,819,690	1,817,389	2,501.8
37+20	3,819,675	1,817,402	2,502.7
37+40	3,819,660	1,817,416	2,503.6
37+60	3,819,646	1,817,429	2,504.5
37+80	3,819,631	1,817,442	2,505.4
38+00	3,819,616	1,817,456	2,506.2
38+20	3,819,601	1,817,469	2,506.8
38+40	3,819,586	1,817,483	2,507.3
38+60	3,819,571	1,817,496	2,507.9
38+80	3,819,557	1,817,510	2,508.5
39+00	3,819,542	1,817,523	2,509.1
39+20	3,819,527	1,817,536	2,509.7
39+40	3,819,512	1,817,550	2,510.2
39+60	3,819,497	1,817,563	2,510.3
39+80	3,819,483	1,817,577	2,510.4
40+00	3,819,468	1,817,590	2,510.5
40+05	3,819,464	1,817,593	2,510.5

1. Elevations shown on the stakeout are associated with the final road surface the Contractor is responsible for their own measurement to achieve cutting and filling measurements.
2. The maximum grade for the haul road is 12%.
3. Temporary works might be required at Station 0+00 to ensure operation on the existing Haul Road.

[illegible]

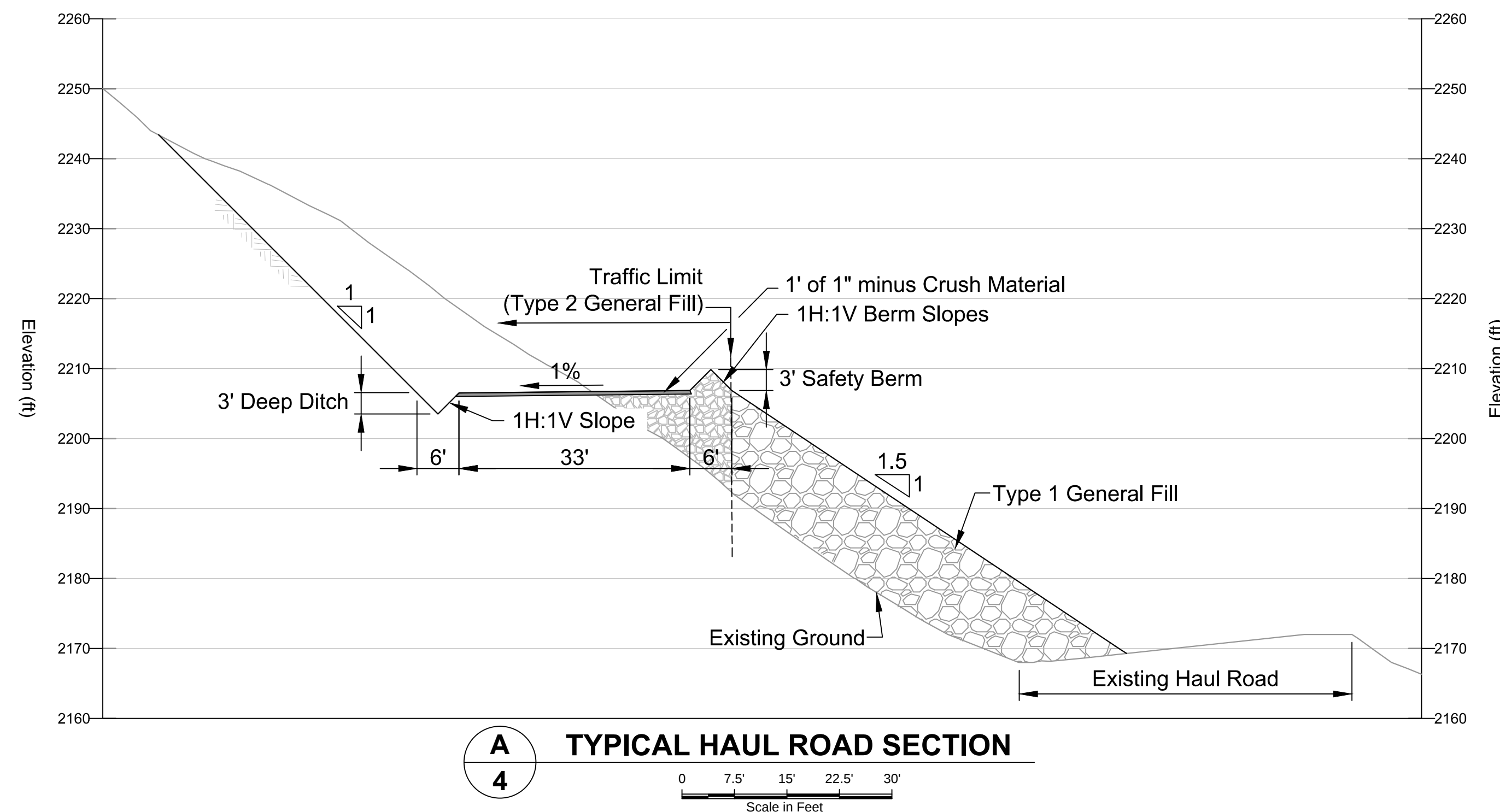
1. The existing ground shown is based on the LIDAR survey. The Contractor is responsible for verifying for the actual topography and terrain conditions.
2. General fill shall be generated from the cut operation and must be placed and compacted according to the Specifications.
3. The Contractor is responsible for producing the 1" crushed material required for road surfacing on site. The material source shall be from the cut and fill balance of all the works, including the New Haul Road, New North and South Diversion Ditches.
4. The safety berm on the road shall be constructed from general fill.
5. General fill within traffic limits is considered structural and shall be compacted according to the Specifications.

	Road Surface Material
	Type 1 - General Fill
	Type 2 - General Fill



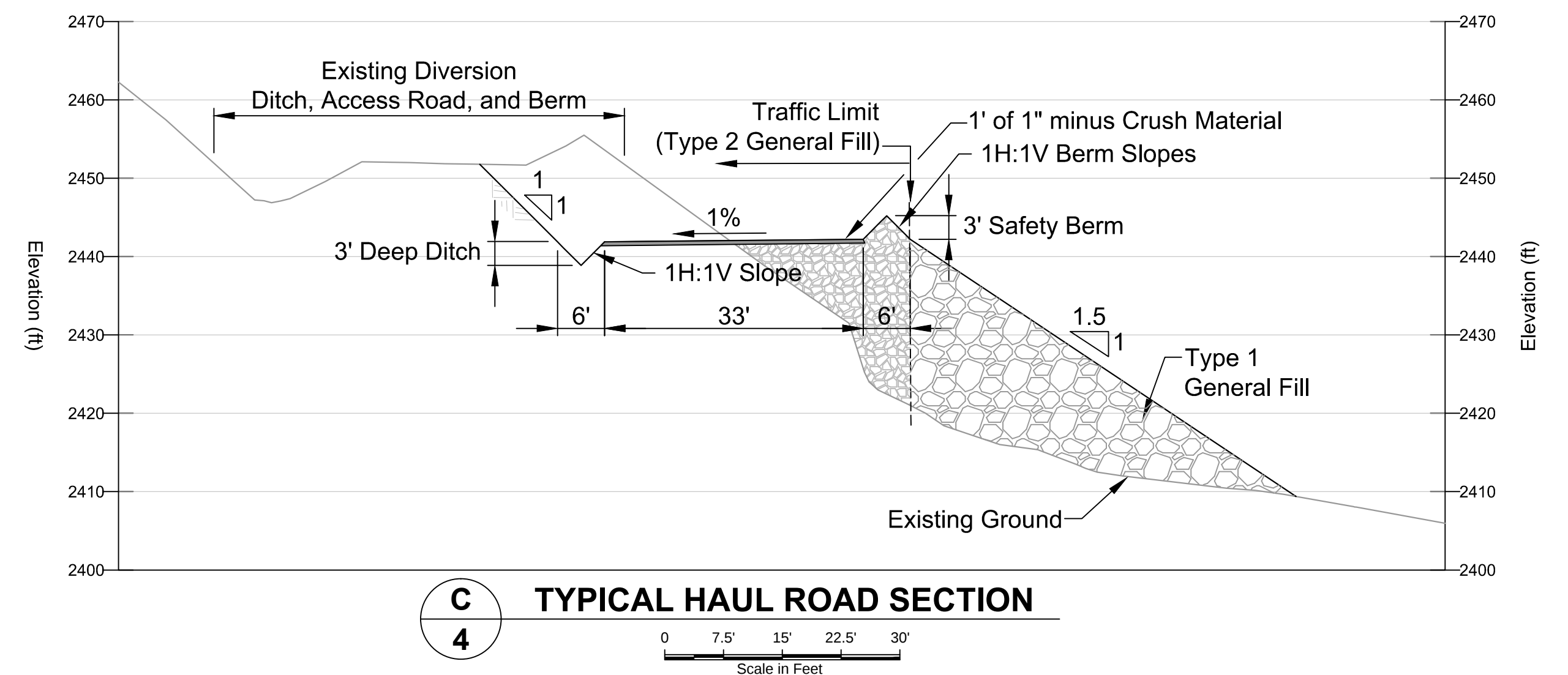
B **TYPICAL HAUL ROAD SECTION**

4 0 7.5' 15' 22.5' 30'



A **TYPICAL HAUL ROAD SECTION**

4 0 7.5' 15' 22.5' 30'

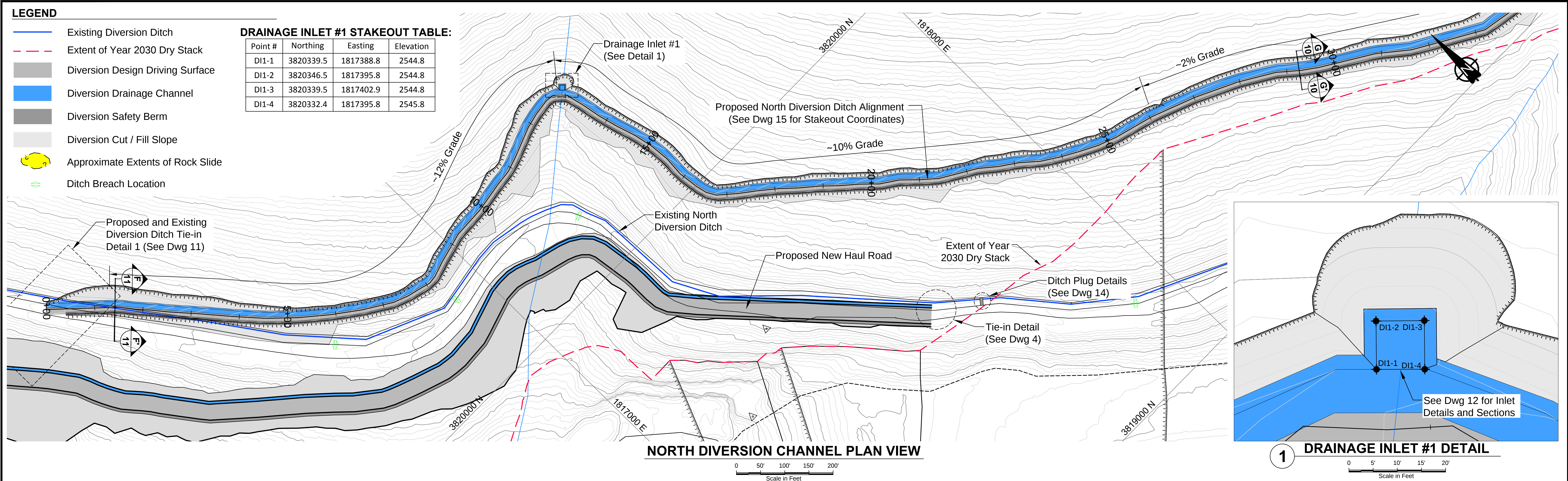


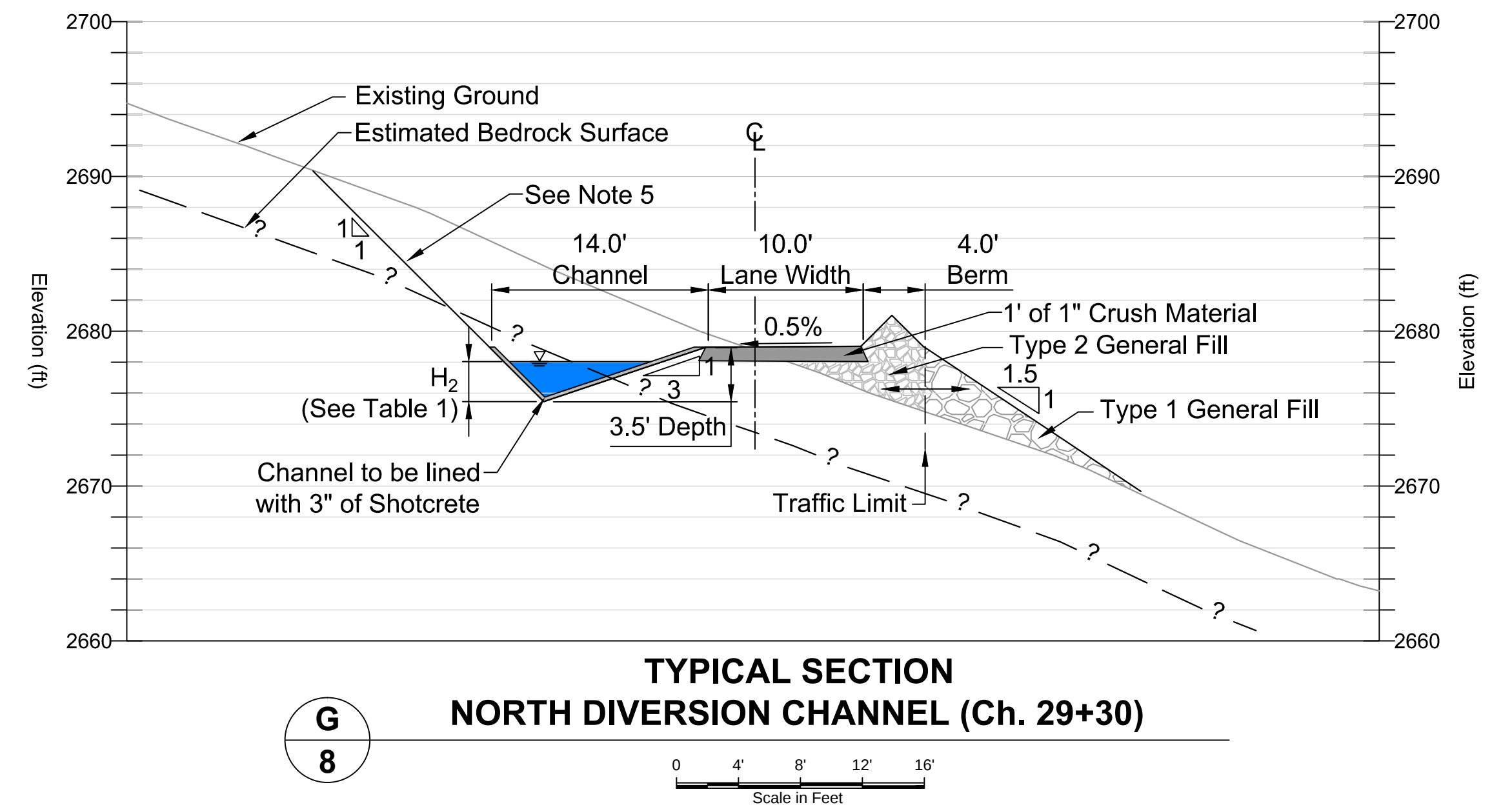
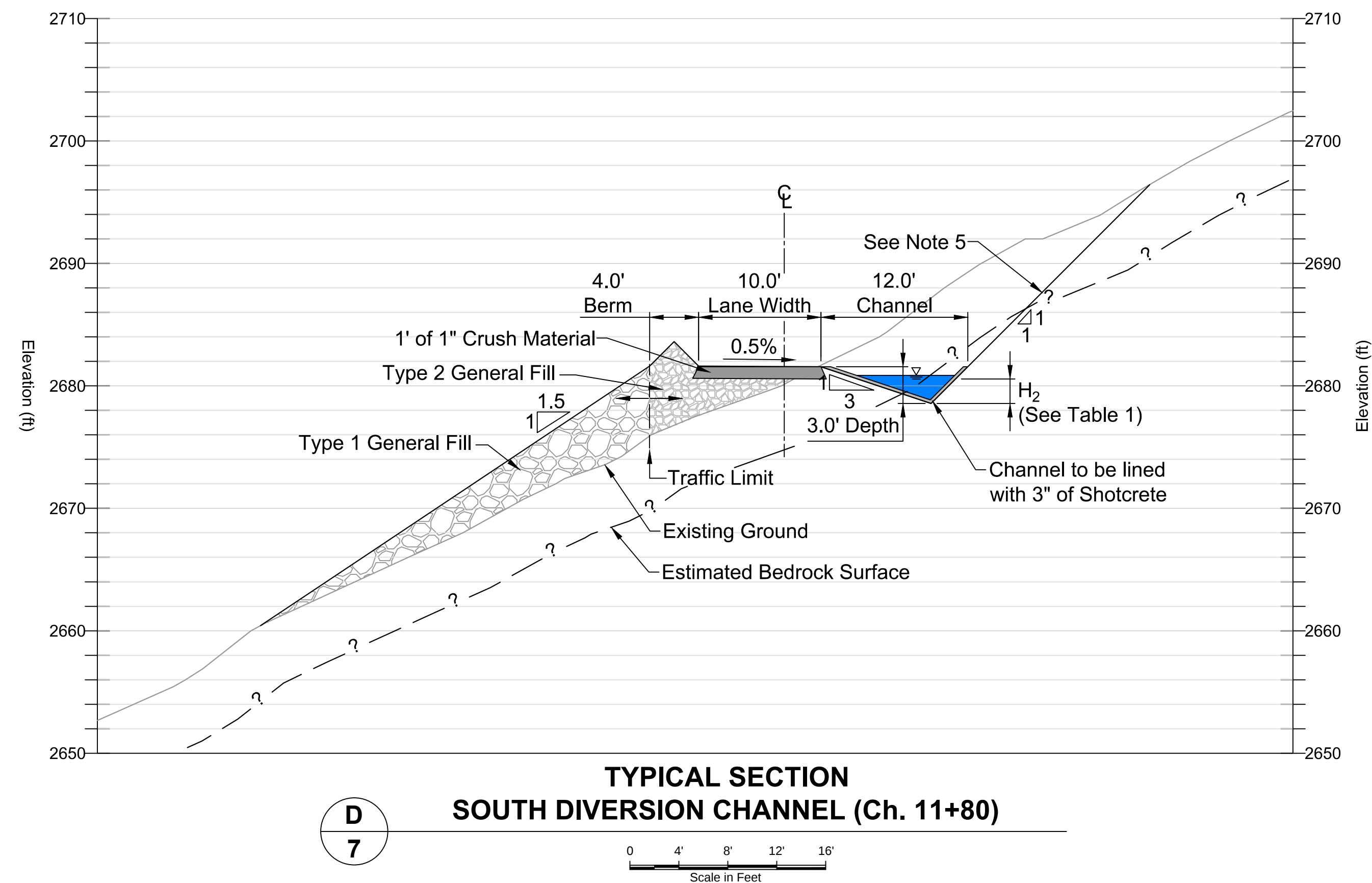
C **TYPICAL HAUL ROAD SECTION**

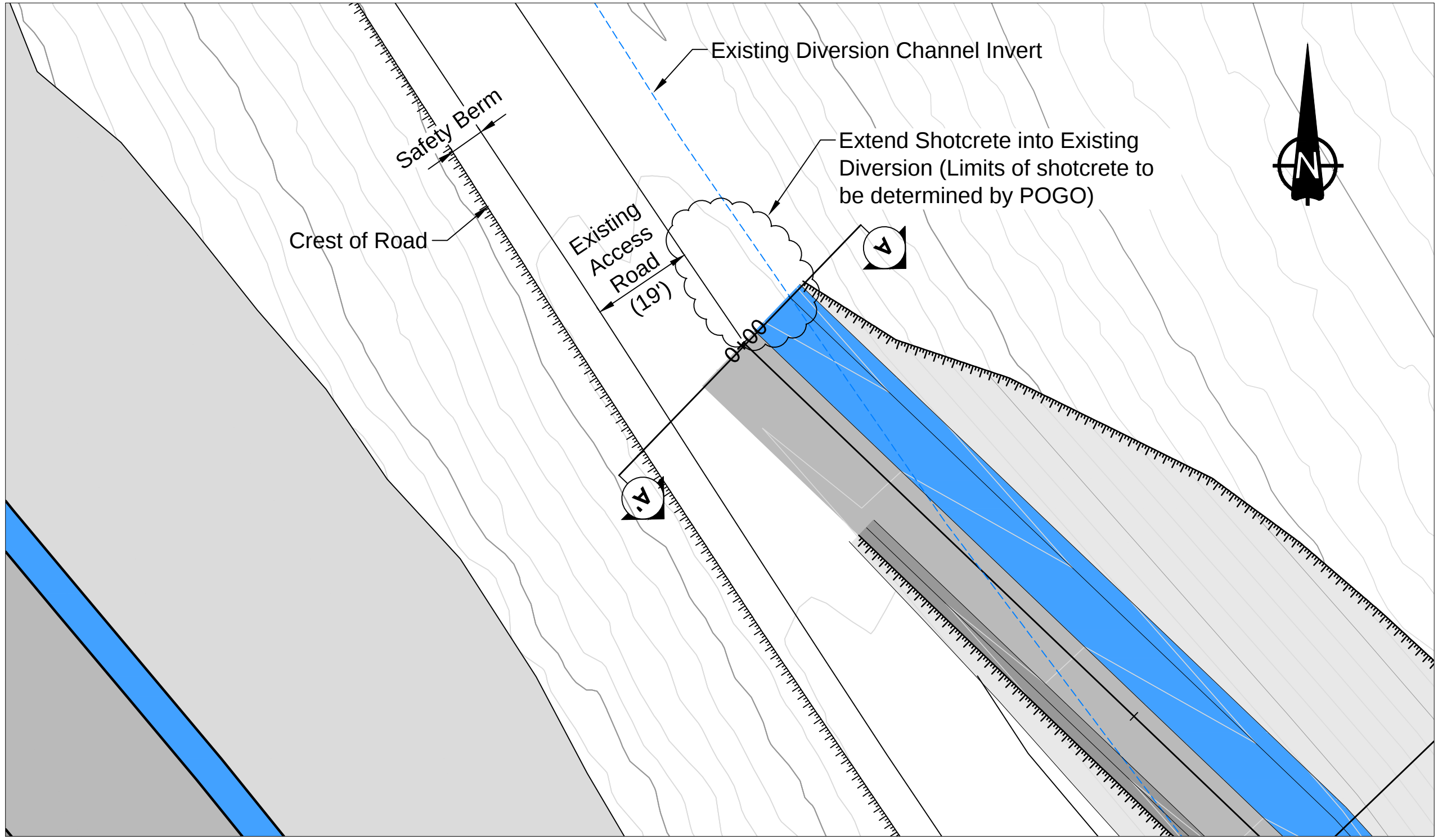
4 0 7.5' 15' 22.5' 30'

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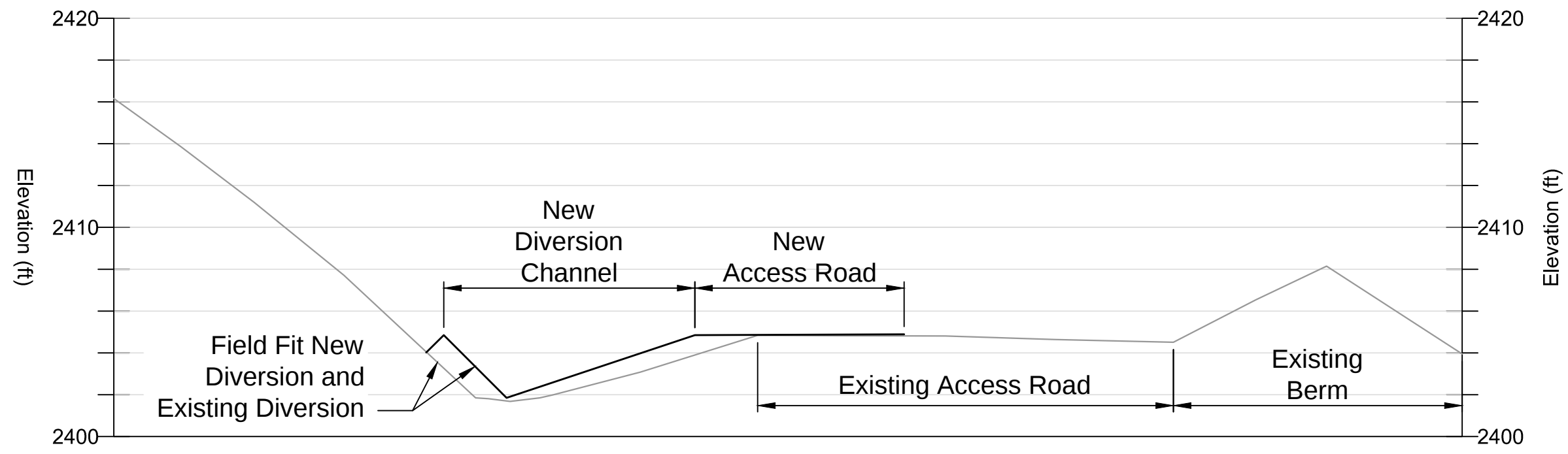




1
8

**EXISTING DIVERSION CHANNEL / NEW
NORTH DIVERSION CHANNEL TIE-IN DETAIL**

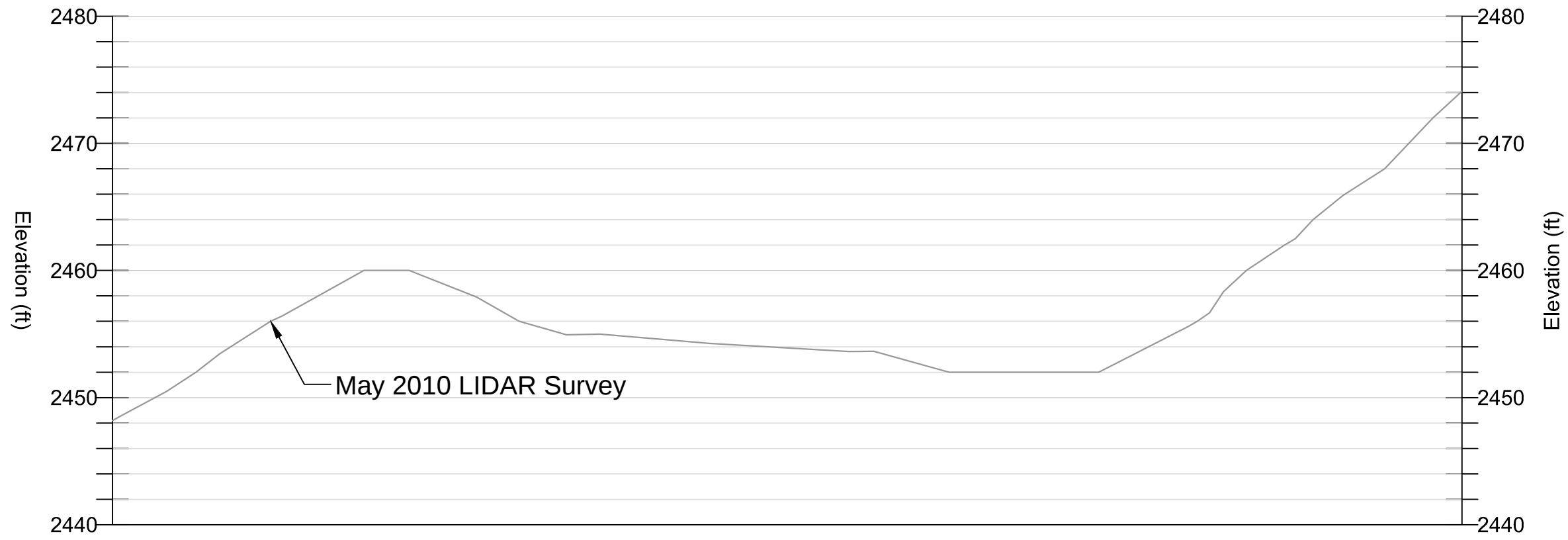
0 10' 20' 30' 40'
Scale in Feet



A

**EXISTING DIVERSION CHANNEL /
NEW NORTH DIVERSION CHANNEL TIE-IN SECTION**

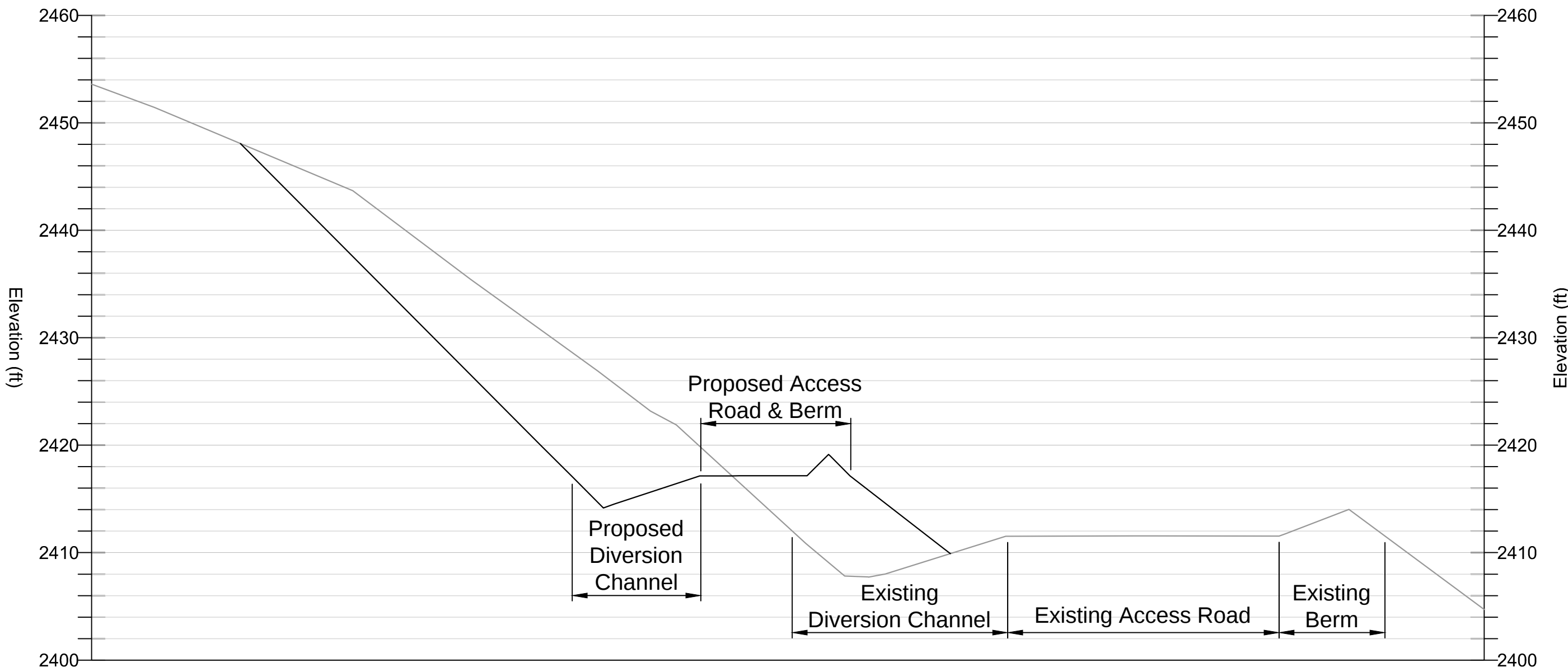
0 3' 6' 9' 12'
Scale in Feet



E
7

**EXISTING SOUTH DIVERSION CHANNEL
NEAR PROPOSED FLUME DISCHARGE**

0 5' 10' 15' 20'
Scale in Feet



F
8

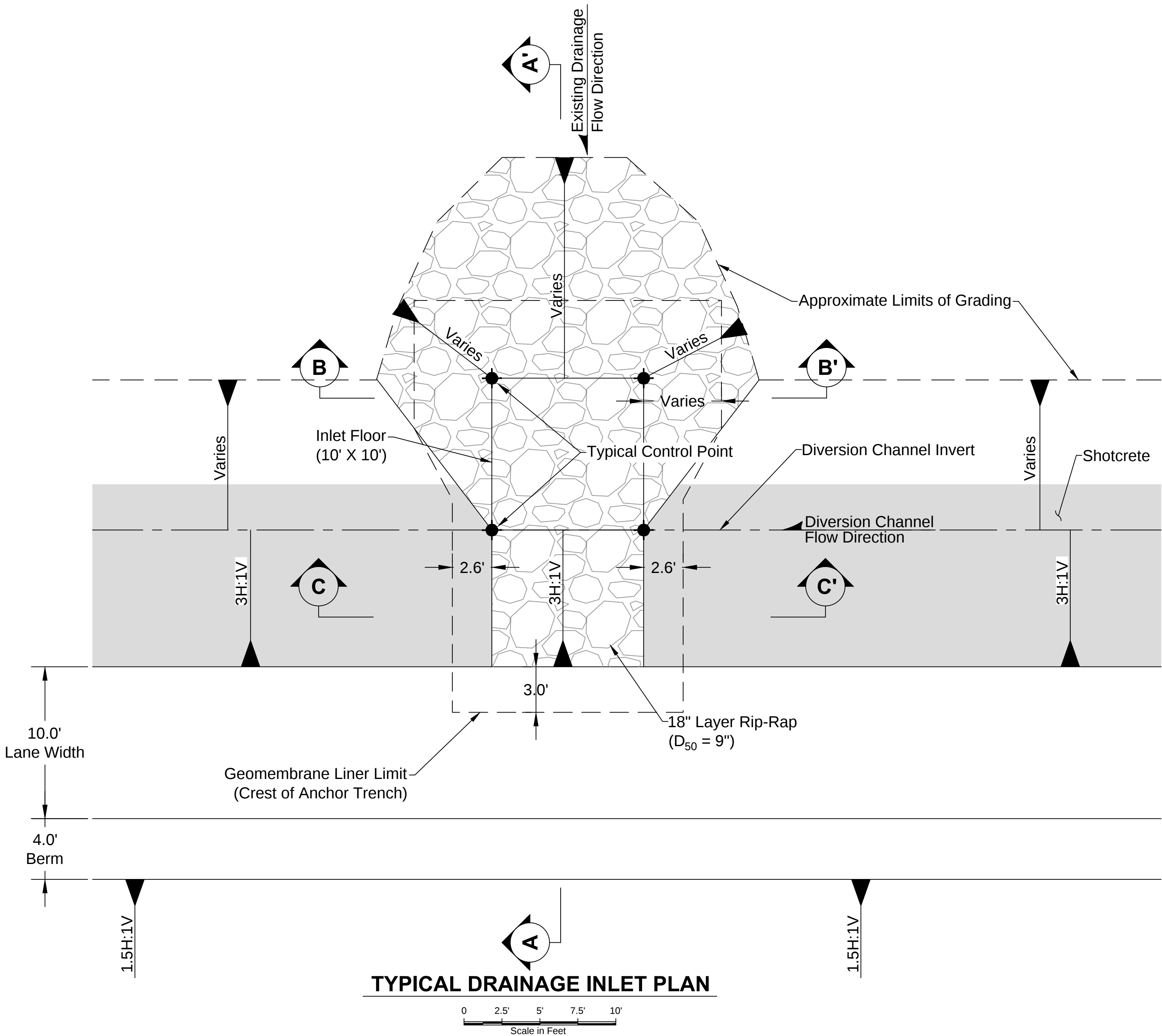
EXISTING NORTH DIVERSION CHANNEL SECTION

0 5' 10' 15' 20'
Scale in Feet

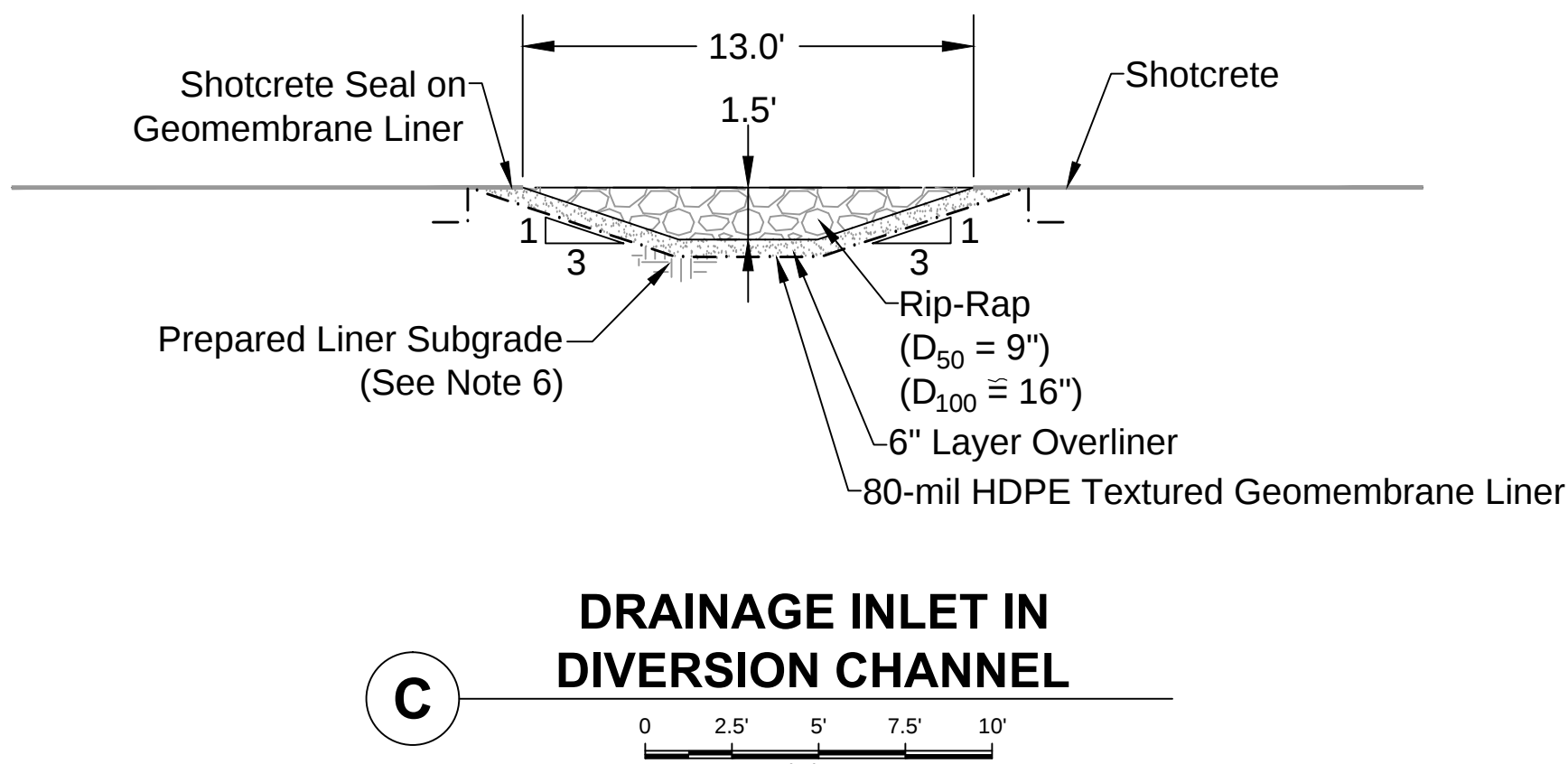
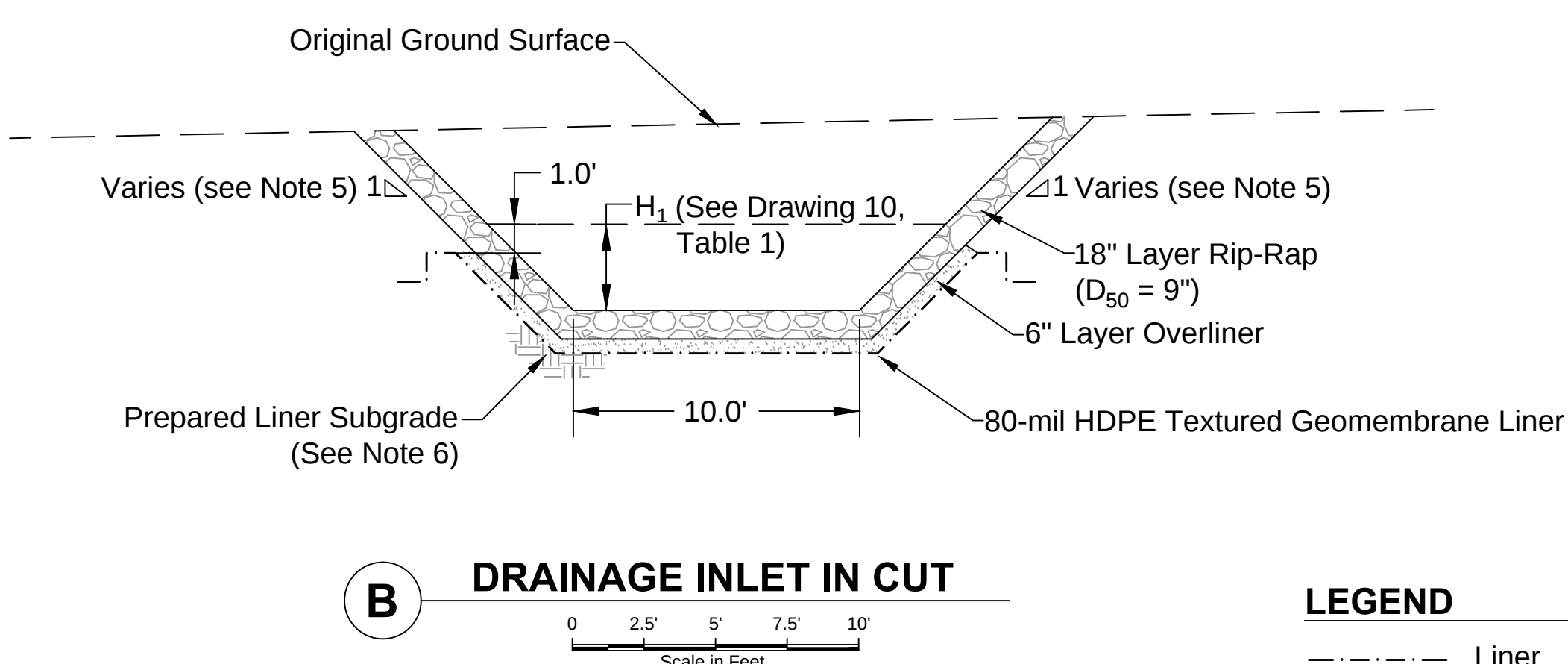
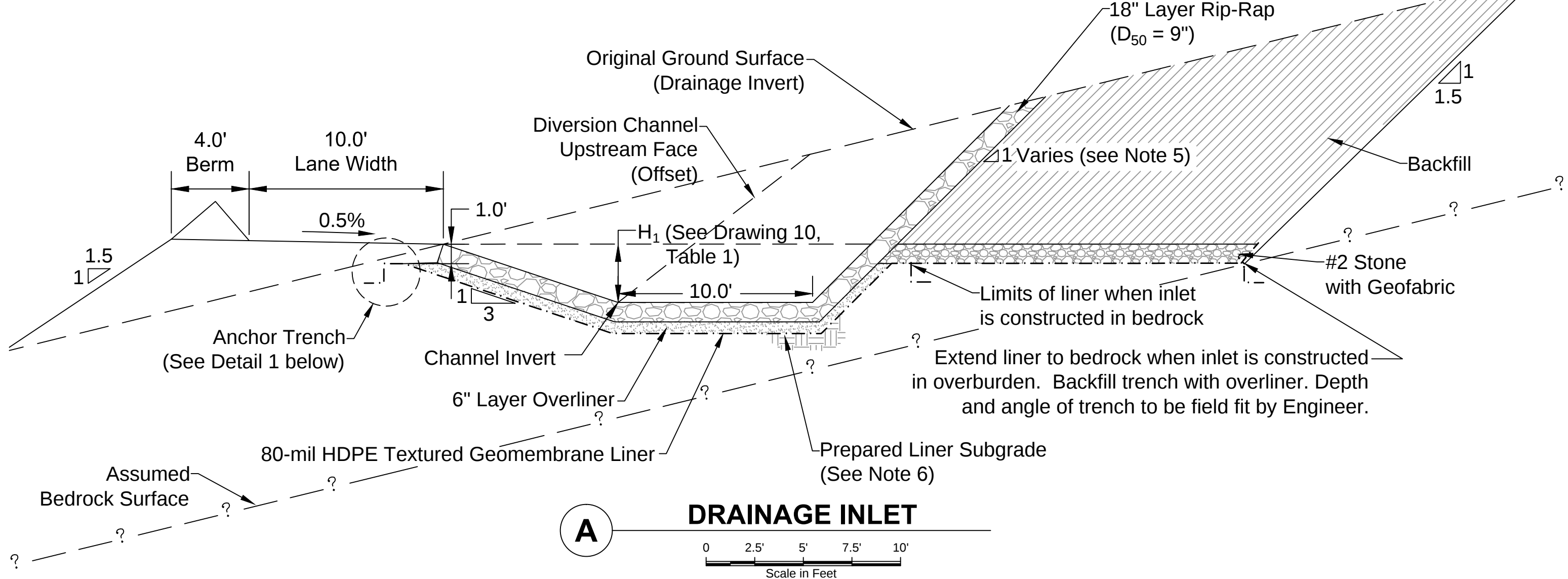
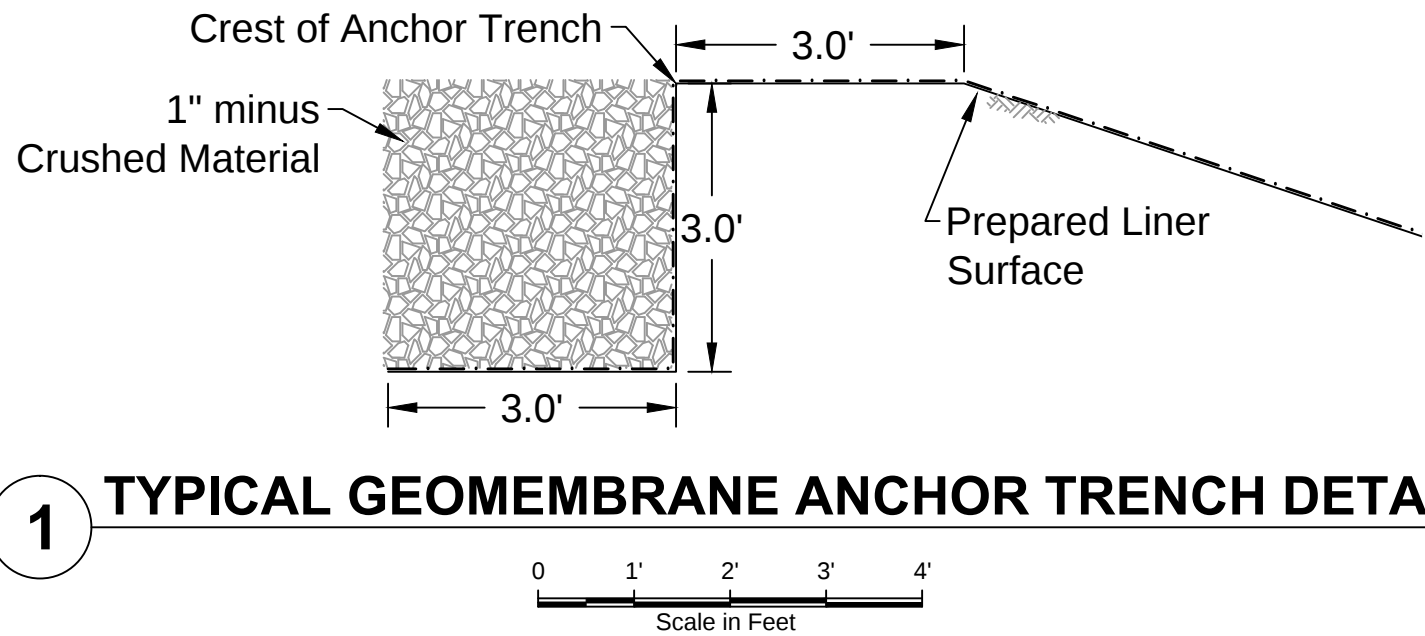


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																																								POGO DSTF Expansion Detailed Design																																																	
																														DRAWING TITLE: Existing Diversion Channel Sections and North Diversion Tie-In Detail																																																											
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DRAWING NO.										DRAWING TITLE										DRAWING NO.										DRAWING TITLE										NO.										DESCRIPTION										CHK'D										APP'D										DATE									
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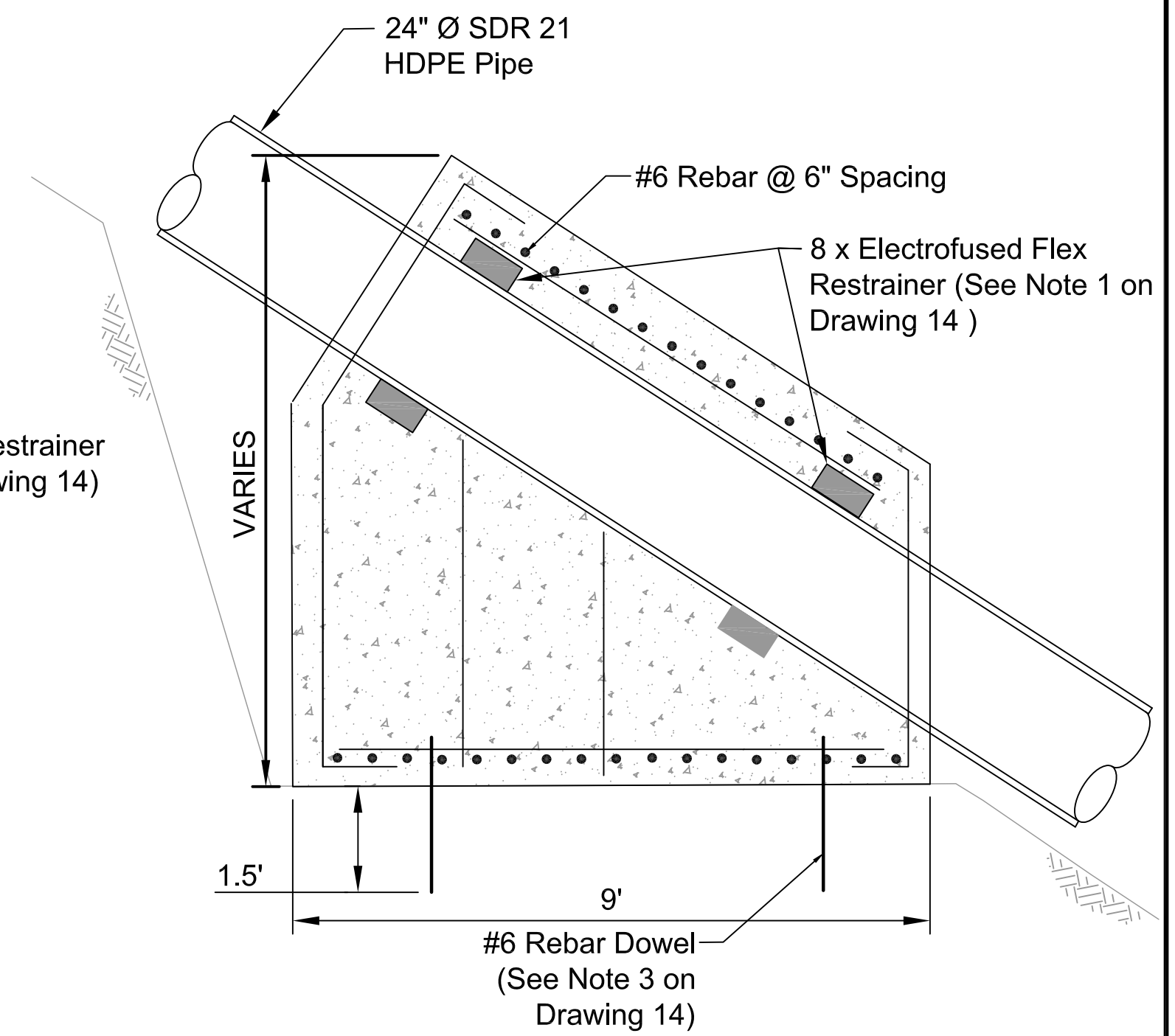
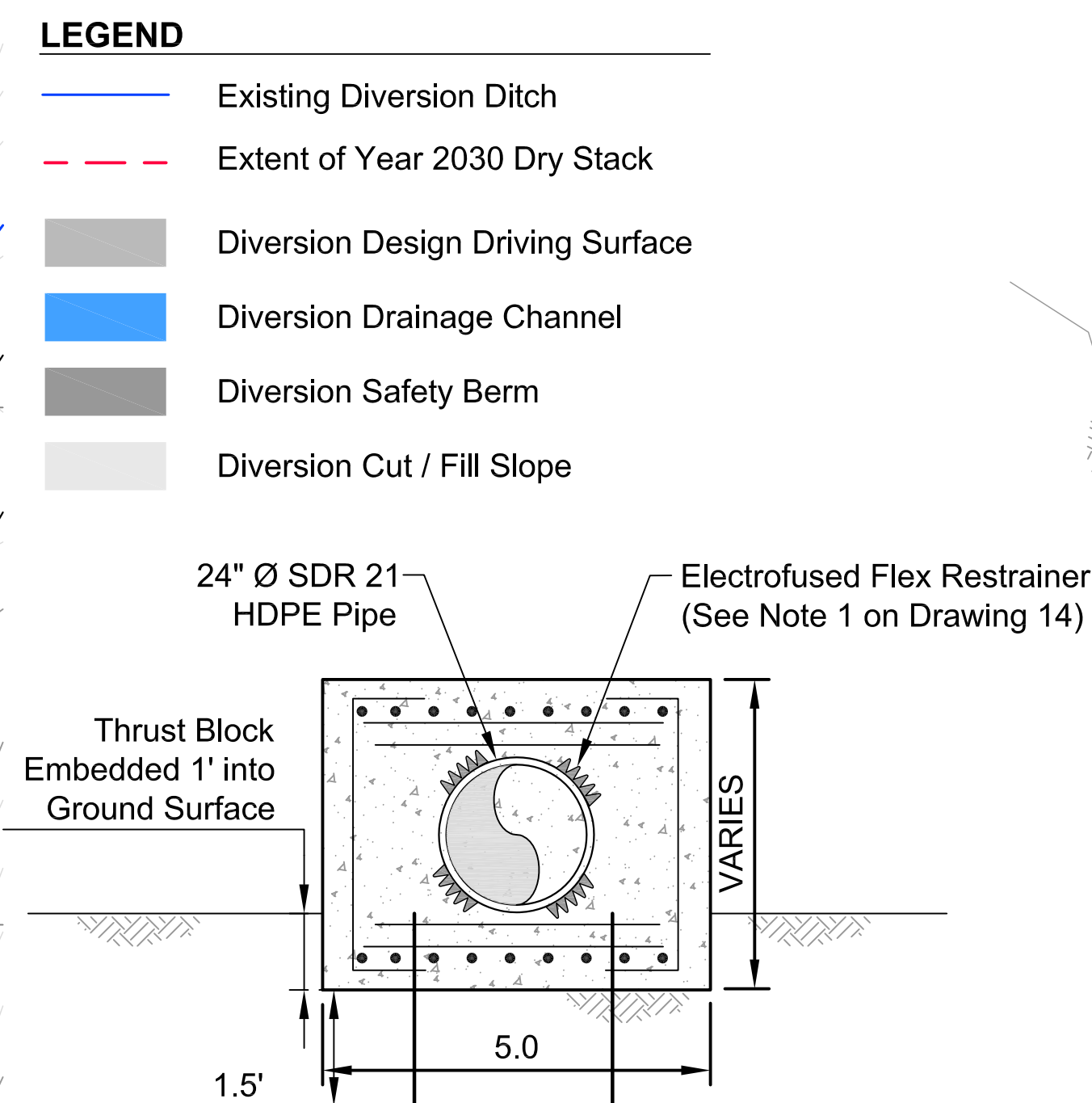
- NOTES**
1. Bedrock surface may not be reached in all areas particularly along south-facing slopes. Bedrock will likely not be intersected in drainage draws.
 2. Section depths are indicative of typical conditions. Maintenance control of ice/aufeis anticipated in stewardship of diversion ditch.
 3. The Contractor is responsible for excavation support during construction in soil, rock and slide conditions.
 4. All stream inlets will be lined with 80mil HDPE textured liner.
 5. The slope in overburden might require flattening to 1V:1.5H to suit site conditions at locations where loose soil overburden is countered. The Engineer will review the site conditions and provide directions as necessary.
 6. Prepared liner subgrade surface shall be a firm, smooth surface area that is free of debris and other objects that could damage the liner. The subgrade must be approved by SMMP.



- LEGEND**
- Liner
 - 6" Overliner
 - Rip Rap
 - 1" Crushed Material

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A **THRUST BLOCK SECTION**



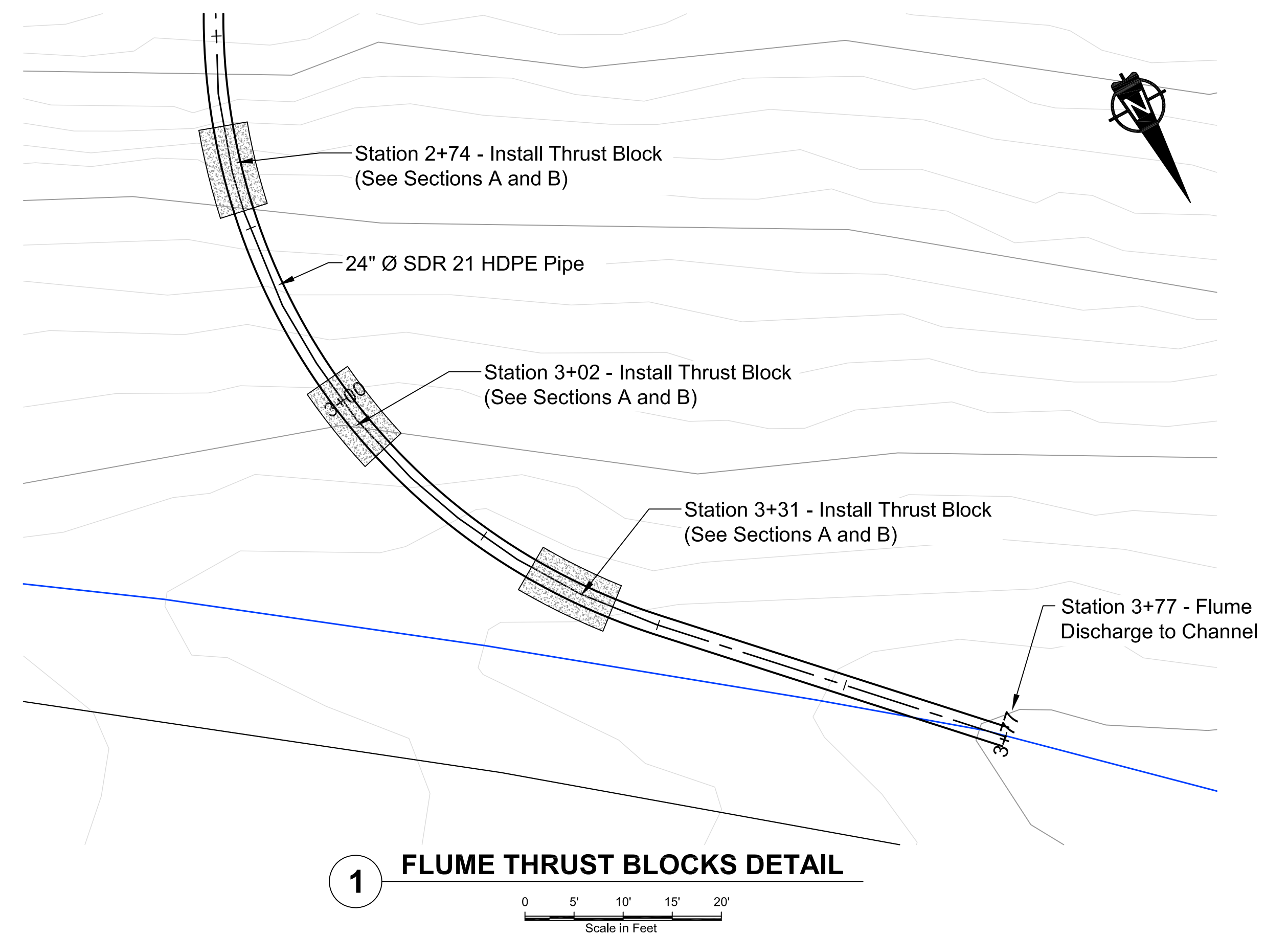
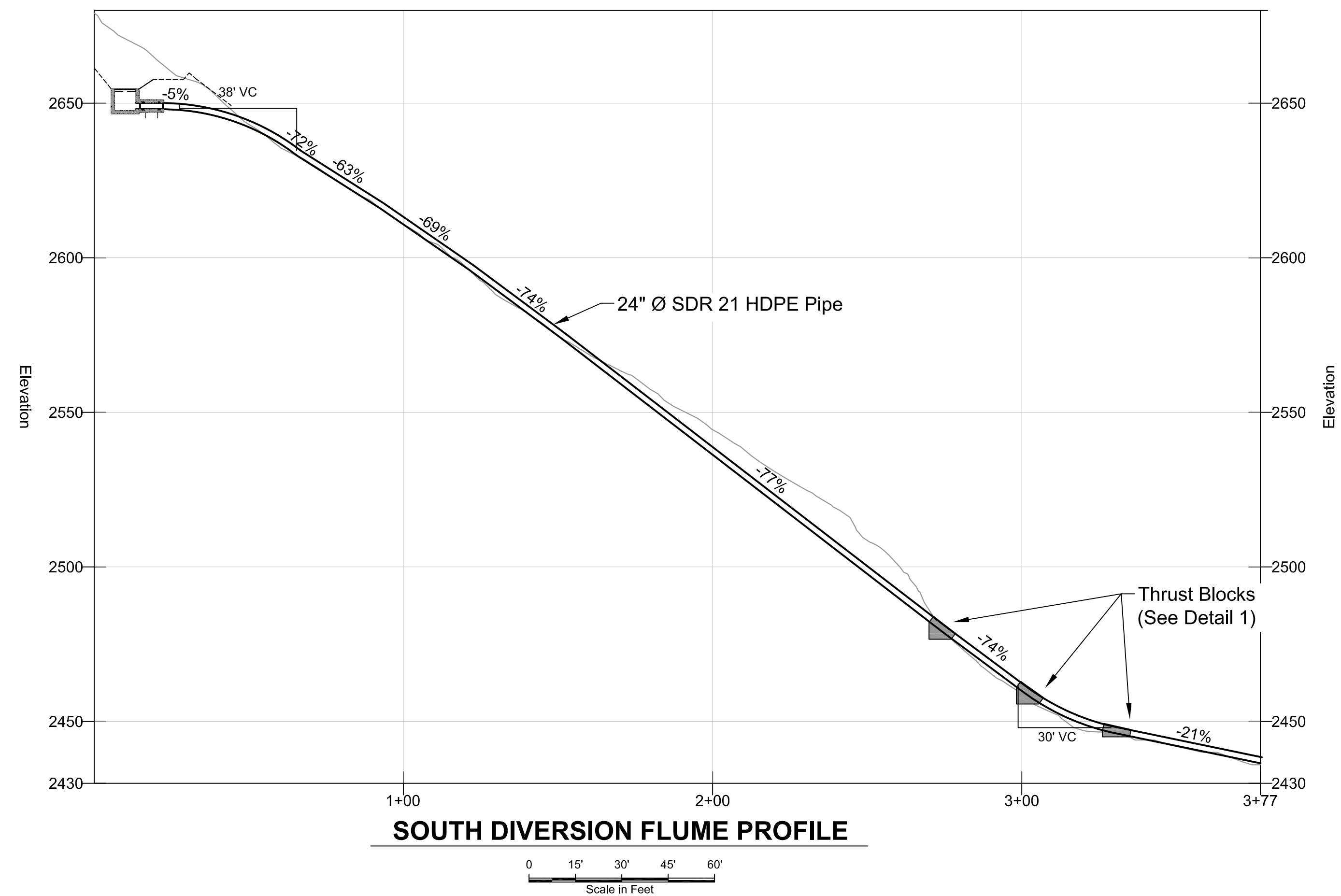
0 1' 2' 3' 4'

Scale in Feet

B **THRUST BLOCK PROFILE**

0 1' 2' 3' 4'

Scale in Feet



1 FLUME THRUST BLOCKS DETAIL



0 5' 10' 15' 20'

Scale in Feet

[illegible]

DESIGN: AT	DRAWN: NV	REVIEWED: LEB
CHECKED: LEB	APPROVED: CCS	DATE: DEC. 2011

P FILE NAME: 1US048-001_006-Flume1.dwg



Sumitomo Metal Mining LLC (Pogo)

SRK JOB NO.:	1US048.001
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POGO DSTF Expansion Detailed Design

DRAWING TITLE:

South Diversion Flume Plan and Profile

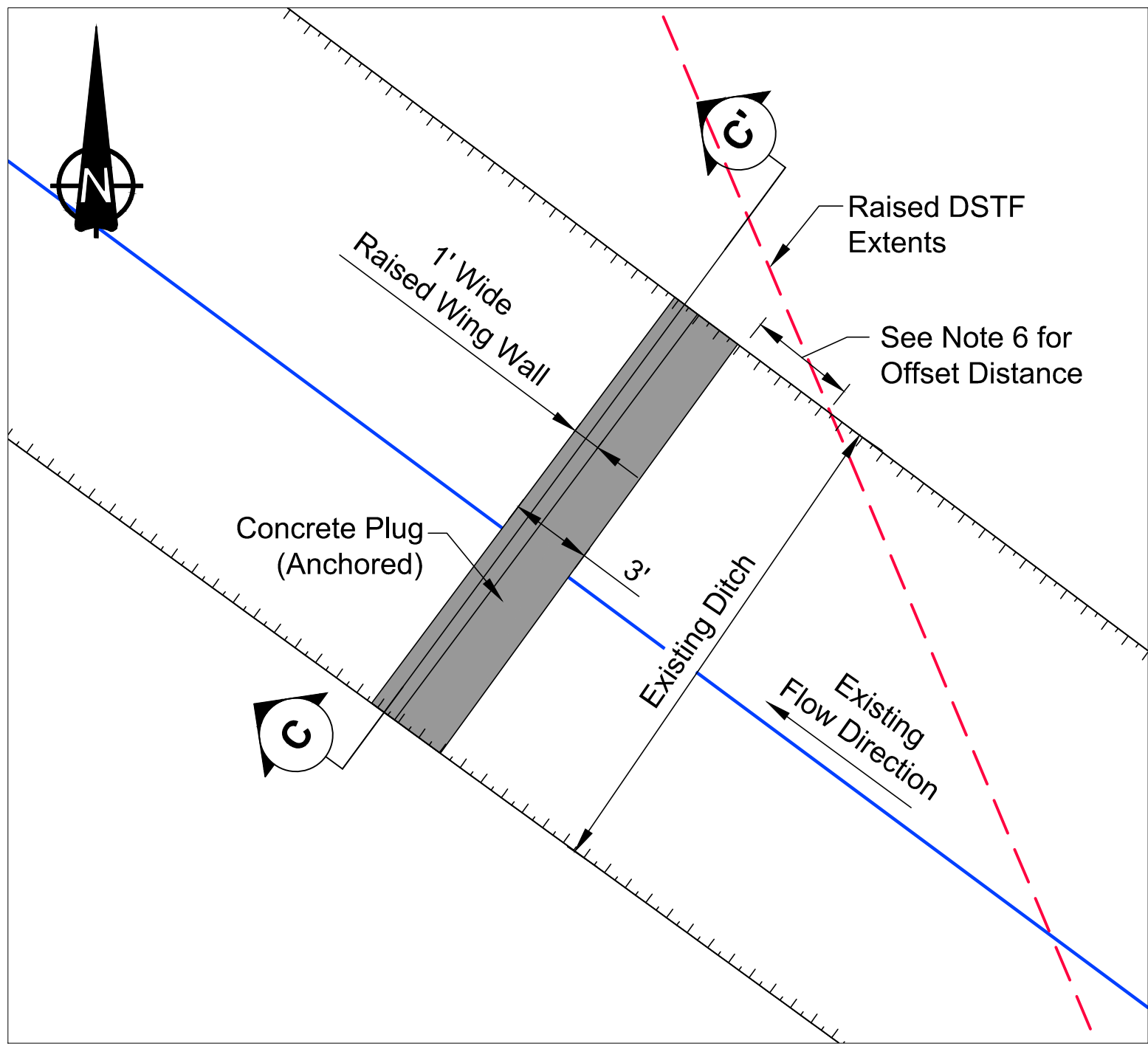
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13

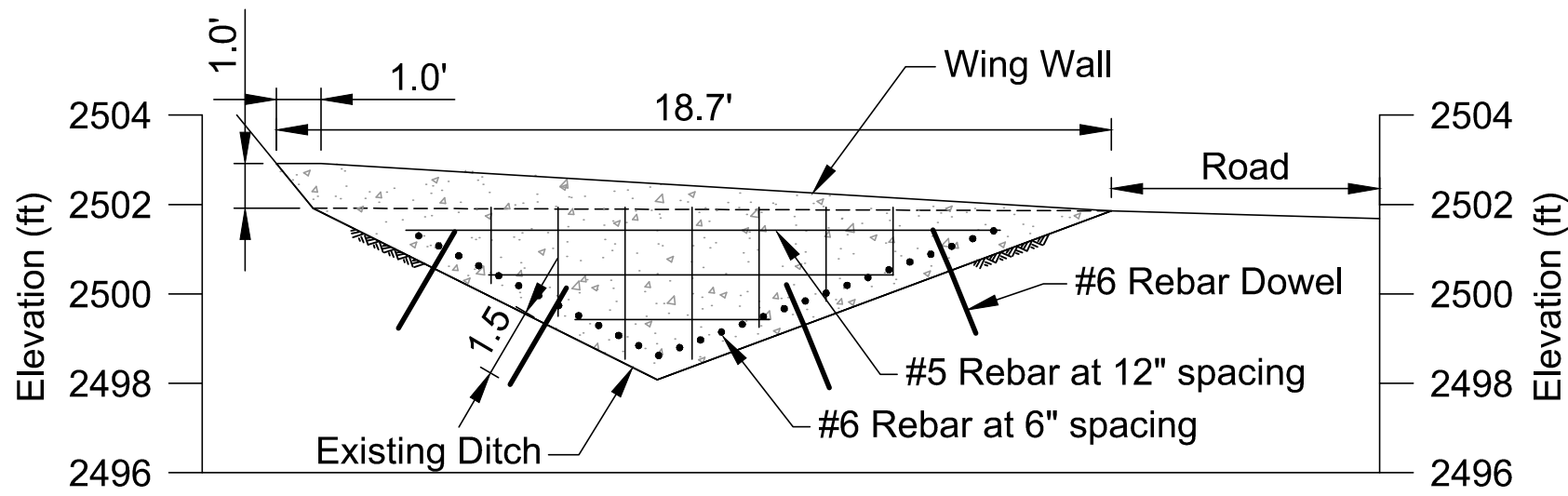
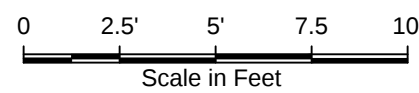
SHEET	REVISION NO.
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SHEET 13 OF 15

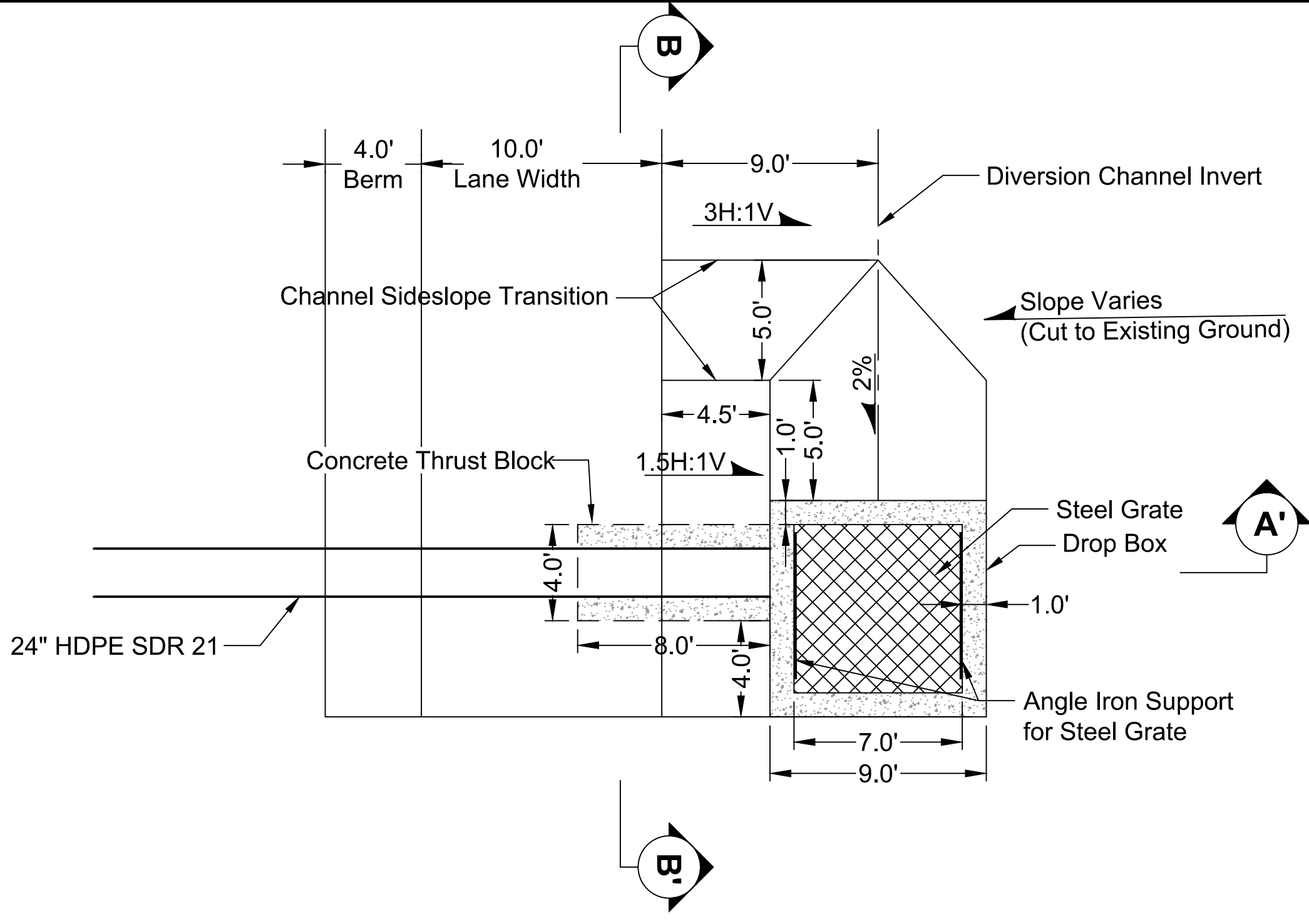
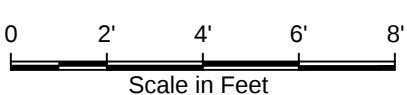
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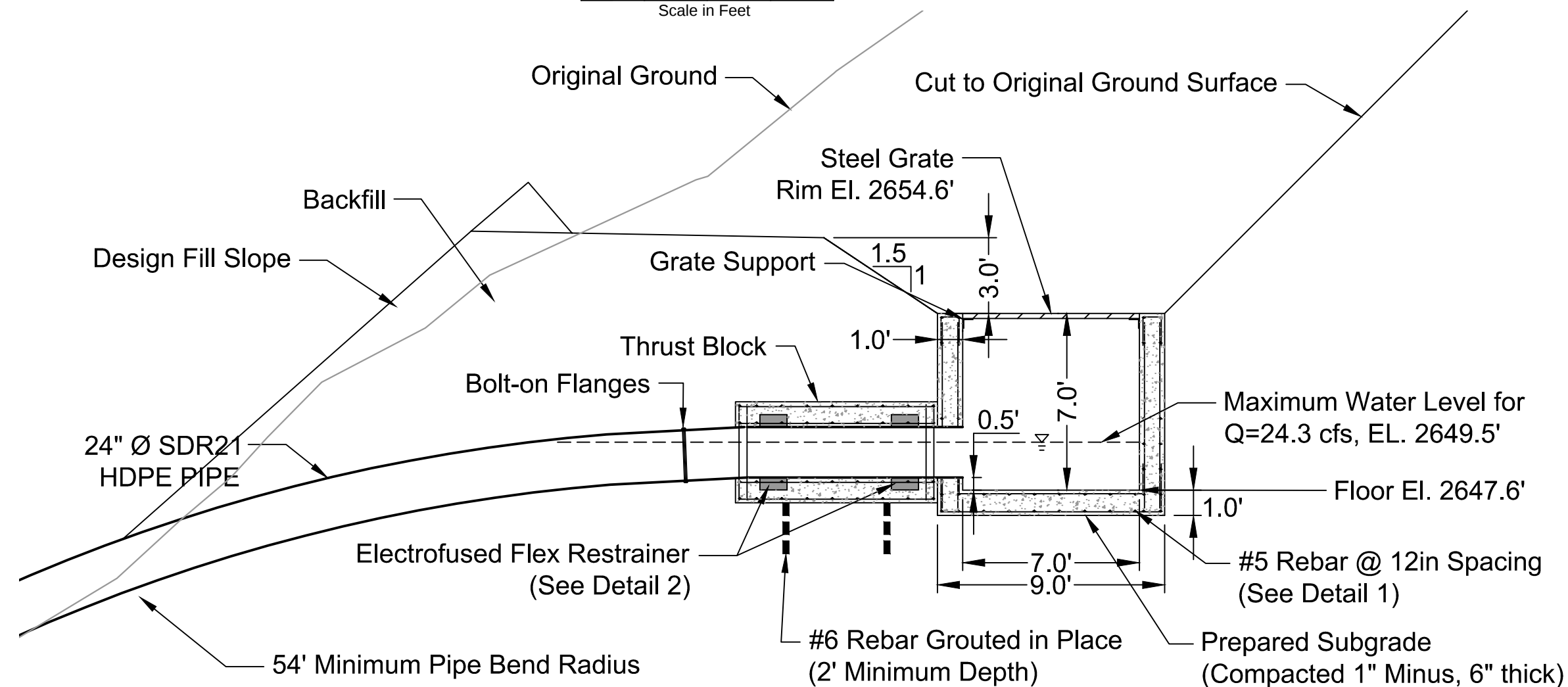
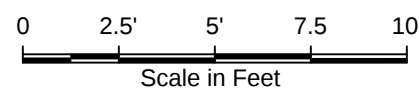
SOUTH DITCH PLUG - PLAN VIEW



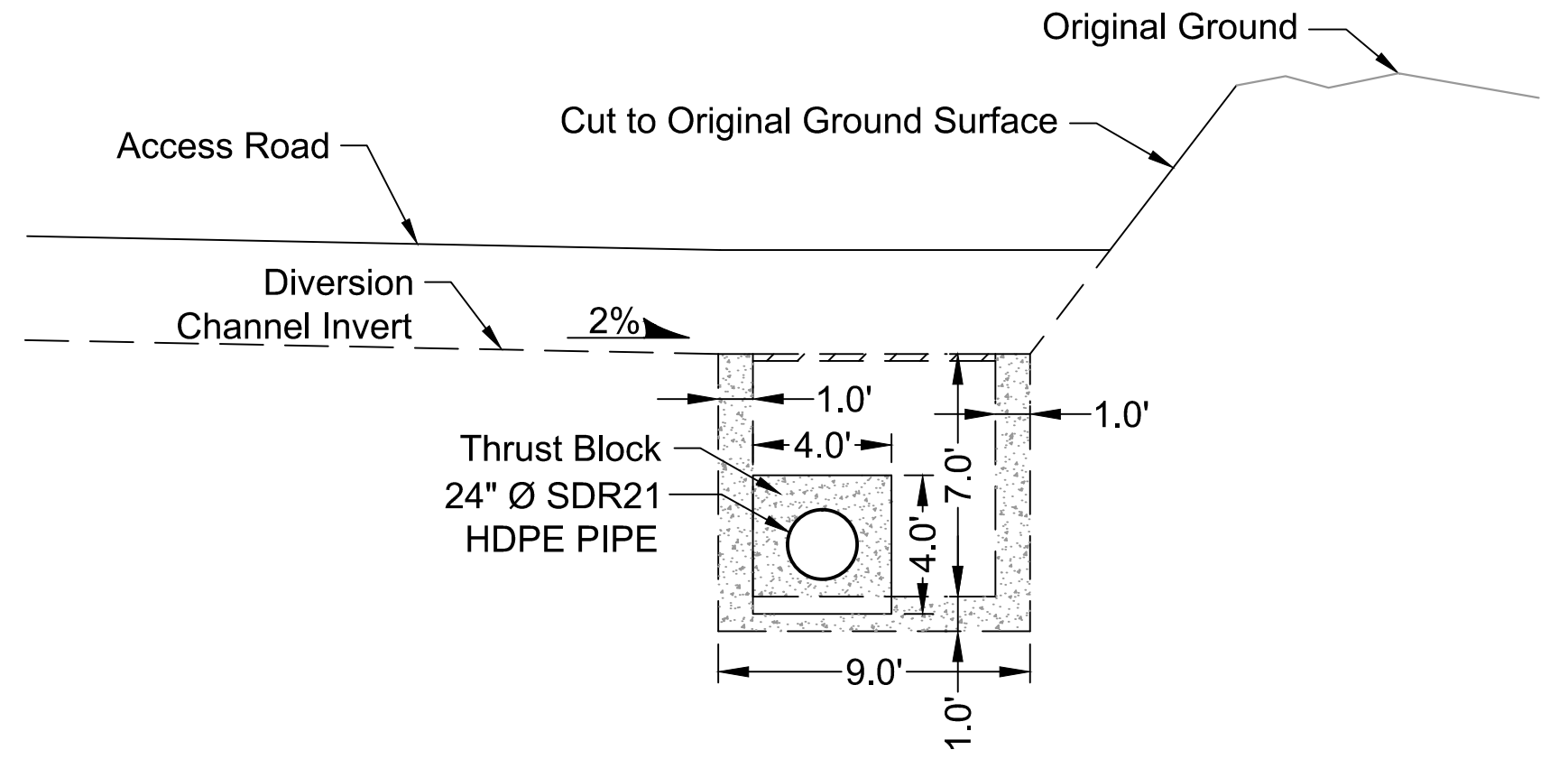
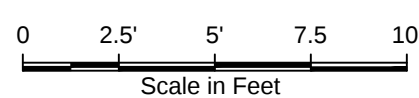
SECTION C
DITCH PLUG



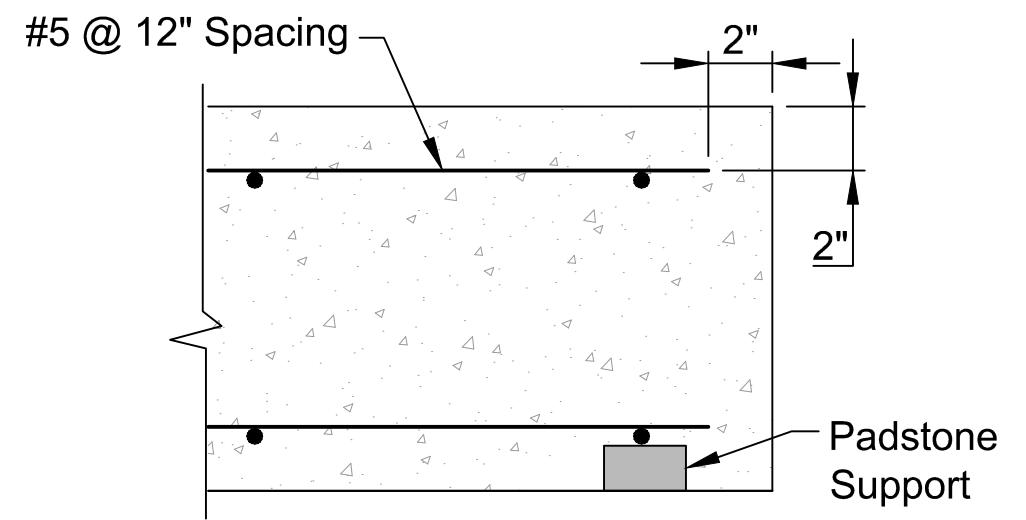
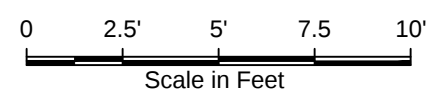
DIVERSION INTAKE FLUME - PLAN VIEW



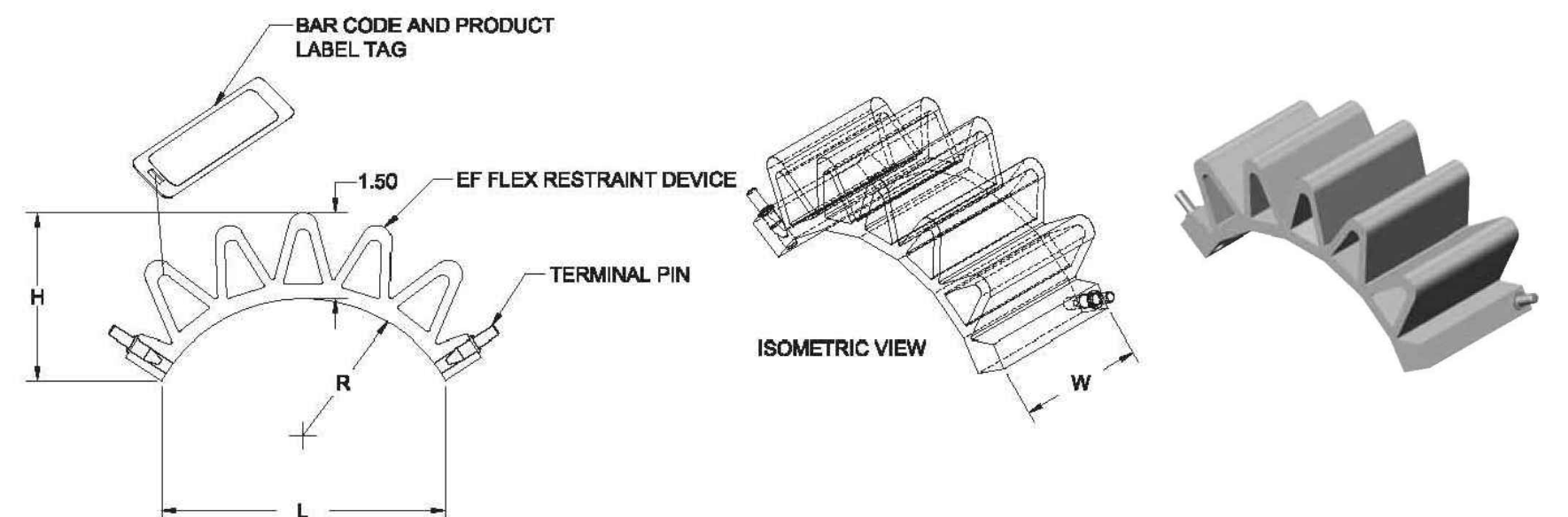
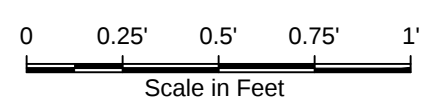
SECTION A
DIVERSION INTAKE FLUME



SECTION B
DIVERSION INTAKE FLUME



TYPICAL CONCRETE REINFORCEMENT
IN DROP BOX AND THRUST BLOCK DETAIL



ELECTROFUSION FLEX RESTRAINT DIMENSIONS			
Nominal Base Size	H	W	L
6"-63"	2.91	2.56	4.92

[PE3408/PE4710] ELECTROFUSION FLEX RESTRAINTS

Main Size	Axial Resistance	Description	Pin Type	Clamp Type	Part Number	Pack. Qty.	Wt.
6"-63"	9,000 lbs.	Flexible Restraint	4.7 S	N	10004637	40	0.42

ELECTROFUSION FLEX
RESTRAINER DETAIL

Not to Scale

NOTES

- Minimum of eight 6" long flex restrainers or suitable shall be fused to the pipe for anchorage. The Contractor shall prepare the pipe surfaces and fuse the restrainer according to manufacturers' specifications.
- The contractor shall submit shop drawings to POGO for items such as bolt-on flanges used to connect the pipe sections to the Thrust Blocks. The Contractor is responsible for determining the sizes and bolt pattern of the flanges, and the necessary hardware to ensure the strength of the connection, to prevent corrossions and leakage.
- Thrust blocks shall be embedded 0.5' below surface or down to competent soil. Four #6 rebar dowels shall be grouted in place 1.5' below surface for each block. The holes for the dowels shall be 2" in diameter can be drilled with a hand held Pionjar drill, or equivalent determined by the Contractor. The rebar dowels shall be tied to the rebar reinforcement inside the blocks.
- Thrust block subgrade shall consist of a 6" leveling course of free draining 1" minus.
- Diversion channel transitions from triangular to trapezoidal.
- Ditch plug shall be constructed immediately downstream of the point where the downstream shell of the raised DSTF will intersect the existing north and south diversion ditches.
- Locations where plugs will be installed shall be free of all debris to enable development of sealed bond between the plug and the existing ditch.
- Eight #6 Rebar dowels shall be grouted in place 1.5' below the existing ditch surface. The holes for the dowels shall be 2" in diameter using a Pionjar drill or equivalent selected by the Contractor. Rebar dowels shall be tied to the rebar reinforcement located inside the plugs. Rebar reinforcement shall be offset from outer plug edges by 2 inches.
- Edge contacts between the ditch plug and the existing ditch shall be coated with a brushable non-fibrated asphalt to provide additional seal protection.



C:\01_SITES\POGO\Drawings\Design\US048_001_006-Flume2.dwg

DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE	NO.	DESCRIPTION	CHK'D	APP'D	DATE
				3	Issued for Tender	LEB	CCS	10Feb12
				2	Issued for Tender	LEB	CCS	20Dec11
				1	Issued for Discussion	LEB	CCS	7Dec11
				0	Issued for Construction	LEB	CCS	8Nov11
REFERENCE DRAWINGS				REVISIONS				

PROFESSIONAL ENGINEERS STAMP	
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srk consulting			
DESIGN:	AT	DRAWN:	NV
CHECKED:	LEB	APPROVED:	CCS
FILE NAME:	1US048-001_006-Flume2.dwg		

Sumitomo Metal Mining LLC (Pogo)	
SRK JOB NO.:	1US048.001

POGO DSTF Expansion Detailed Design		
DRAWING TITLE: South Diversion Flume Intake Details		
DRAWING NO. 14	SHEET 14 OF 15	REVISION NO. 3

SOUTH DIVERSION CENTERLINE STAKEOUT TABLES:

Station	Northing	Easting	Elevation
0+00	3,818,728	1,816,460	2,657.6
0+20	3,818,718	1,816,478	2,658.0
0+40	3,818,708	1,816,495	2,658.4
0+60	3,818,698	1,816,512	2,658.8
0+80	3,818,688	1,816,530	2,659.2
1+00	3,818,678	1,816,547	2,659.6
1+20	3,818,668	1,816,564	2,660.0
1+40	3,818,657	1,816,581	2,660.4
1+60	3,818,646	1,816,598	2,660.9
1+80	3,818,636	1,816,615	2,661.3
2+00	3,818,625	1,816,631	2,661.7
2+20	3,818,614	1,816,648	2,662.1
2+40	3,818,604	1,816,665	2,662.5
2+60	3,818,593	1,816,682	2,662.9
2+80	3,818,582	1,816,699	2,663.3
3+00	3,818,571	1,816,716	2,663.7
3+20	3,818,561	1,816,733	2,664.1
3+40	3,818,550	1,816,750	2,664.5
3+60	3,818,539	1,816,767	2,664.9
3+80	3,818,529	1,816,784	2,665.3
4+00	3,818,517	1,816,799	2,665.7
4+20	3,818,503	1,816,814	2,666.1
4+40	3,818,490	1,816,829	2,666.5
4+60	3,818,475	1,816,843	2,666.9
4+80	3,818,460	1,816,856	2,667.4
5+00	3,818,446	1,816,870	2,667.8
5+20	3,818,433	1,816,885	2,668.2
5+40	3,818,420	1,816,901	2,668.6
5+60	3,818,407	1,816,916	2,669.0
5+80	3,818,393	1,816,930	2,669.4
6+00	3,818,379	1,816,944	2,669.8
6+20	3,818,364	1,816,958	2,670.2
6+40	3,818,350	1,816,972	2,670.6
6+60	3,818,335	1,816,985	2,671.0
6+80	3,818,321	1,816,999	2,671.4
7+00	3,818,307	1,817,013	2,671.8
7+20	3,818,292	1,817,027	2,672.2
7+40	3,818,277	1,817,040	2,672.6
7+60	3,818,263	1,817,054	2,673.0
7+80	3,818,248	1,817,067	2,673.4
8+00	3,818,233	1,817,081	2,673.9
8+20	3,818,218	1,817,094	2,674.3
8+40	3,818,203	1,817,107	2,674.7
8+60	3,818,188	1,817,121	2,675.1
8+80	3,818,173	1,817,134	2,675.5
9+00	3,818,158	1,817,147	2,675.9
9+20	3,818,142	1,817,159	2,676.3
9+40	3,818,126	1,817,171	2,676.7
9+60	3,818,110	1,817,183	2,677.1
9+80	3,818,094	1,817,196	2,677.5
10+00	3,818,079	1,817,208	2,677.9
10+20	3,818,063	1,817,220	2,678.3
10+40	3,818,047	1,817,232	2,678.7
10+60	3,818,031	1,817,244	2,679.1
10+80	3,818,015	1,817,257	2,679.5
11+00	3,817,999	1,817,269	2,679.9
11+20	3,817,984	1,817,281	2,680.4
11+40	3,817,968	1,817,293	2,680.8
11+60	3,817,952	1,817,305	2,681.2
11+80	3,817,936	1,817,318	2,681.6
12+00	3,817,922	1,817,331	2,682.0
12+20	3,817,907	1,817,345	2,682.4
12+40	3,817,892	1,817,358	2,682.8
12+60	3,817,877	1,817,372	2,683.2
12+80	3,817,862	1,817,385	2,683.6
13+00	3,817,847	1,817,398	2,684.0
13+20	3,817,832	1,817,411	2,684.4
13+40	3,817,817	1,817,425	2,684.8
13+60	3,817,802	1,817,438	2,685.2
13+80	3,817,785	1,817,448	2,685.6
14+00	3,817,768	1,817,459	2,686.0
14+20	3,817,751	1,817,470	2,686.4
14+40	3,817,734	1,817,481	2,686.9
14+60	3,817,718	1,817,491	2,687.3
14+80	3,817,701	1,817,502	2,687.7
15+00	3,817,684	1,817,513	2,688.1
15+20	3,817,667	1,817,524	2,688.5

NORTH DIVERSION CENTERLINE STAKEOUT TABLES:

Station	Northing	Easting	Elevation
15+40	3,817,650	1,817,534	2,688.8
15+60	3,817,633	1,817,545	2,689.2
15+80	3,817,616	1,817,556	2,689.6
16+00	3,817,599	1,817,567	2,690.0
16+20	3,817,581	1,817,573	2,690.4
16+40	3,817,562	1,817,578	2,690.8
16+60	3,817,542	1,817,583	2,691.2
16+80	3,817,524	1,817,588	2,691.6
17+00	3,817,509	1,817,603	2,692.0
17+20	3,817,496	1,817,618	2,692.4
17+40	3,817,483	1,817,633	2,692.8
17+60	3,817,471	1,817,649	2,693.2
17+80	3,817,466	1,817,668	2,693.6
18+00	3,817,460	1,817,687	2,694.0
18+20	3,817,454	1,817,706	2,694.4
18+40	3,817,448	1,817,725	2,694.8
18+60	3,817,442	1,817,745	2,695.2
18+80	3,817,436	1,817,764	2,695.6
19+00	3,817,429	1,817,782	2,696.0
19+20	3,817,421	1,817,801	2,696.4
19+40	3,817,414	1,817,819	2,696.8
19+60	3,817,406	1,817,838	2,697.2
19+80	3,817,399	1,817,856	2,697.6
20+00	3,817,391	1,817,875	2,698.0
20+20	3,817,384	1,817,893	2,698.4
20+40	3,817,377	1,817,912	2,698.7
20+60	3,817,370	1,817,931	2,699.1
20+80	3,817,363	1,817,950	2,699.5
21+00	3,817,356	1,817,968	2,699.9
21+20	3,817,349	1,817,987	2,700.3
21+40	3,817,340	1,818,005	2,700.7
21+60	3,817,330	1,818,022	2,701.2
21+80	3,817,321	1,818,040	2,701.6
22+00	3,817,311	1,818,058	2,702.0
22+20	3,817,302	1,818,075	2,702.4
22+40	3,817,292	1,818,093	2,702.8
22+60	3,817,283	1,818,110	2,703.2
22+80	3,817,273	1,818,128	2,703.6
23+00	3,817,264	1,818,146	2,704.0
23+20	3,817,254	1,818,163	2,704.4
23+40	3,817,245	1,818,181	2,704.8
23+60	3,817,236	1,818,199	2,705.2
23+80	3,817,229	1,818,217	2,705.6
24+00	3,817,221	1,818,236	2,706.0
24+20	3,817,215	1,818,255	2,706.4
24+40	3,817,209	1,818,274	2,706.8
24+60	3,817,203	1,818,293	2,707.2
24+80	3,817,196	1,818,312	2,707.6
25+00	3,817,190	1,818,331	2,708.0
25+20	3,817,184	1,818,350	2,708.5
25+40	3,817,178	1,818,369	2,708.9
25+60	3,817,172	1,818,388	2,709.3
25+80	3,817,166	1,818,408	2,709.7
26+00	3,817,160	1,818,427	2,710.0
26+20	3,817,154	1,818,446	2,710.4
26+40	3,817,148	1,818,465	2,710.8
26+60	3,817,142	1,818,484	2,711.2
26+80	3,817,136	1,818,503	2,711.6
27+00	3,817,132	1,818,522	2,712.0
27+20	3,817,127	1,818,542	2,712.4
27+40	3,817,122	1,818,561	2,712.8
27+60	3,817,117	1,818,581	2,713.2
27+80	3,817,112	1,818,600	2,713.6
28+00	3,817,107	1,818,619	2,714.0
28+20	3,817,102	1,818,639	2,714.4
28+40	3,817,097	1,818,658	2,714.8
28+60	3,817,092	1,818,677	2,715.2
28+80	3,817,086	1,818,696	2,715.6
29+00	3,817,081	1,818,716	2,715.9
29+20	3,817,076	1,818,735	2,716.3
29+40	3,817,071	1,818,755	2,716.6
29+60	3,817,072	1,818,774	2,716.9
29+80	3,817,073	1,818,794	2,717.2
30+00	3,817,074	1,818,814	2,717.5
30+20	3,817,077	1,818,834	2,717.8
30+40	3,817,079	1,818,854	2,718.0
30+47	3,817,080	1,818,861	2,718.1

Station	Northing	Easting	Elevation
15+00	3,820,130	1,817,438	2,567.7
15+20	3,820,111	1,817,440	2,569.6
15+40	3,820,091	1,817,442	2,571.5
15+60	3,820,071	1,817,442	2,573.4
15+80	3,820,051	1,817,440	2,575.2
16+00	3,820,031	1,817,441	2,577.1
16+20	3,820,011	1,817,443	2,578.9
16+40	3,819,991	1,817,446	2,580.8
16+60	3,819,972	1,817,451	2,582.6
16+80	3,819,955	1,817,461	2,584.4
17+00	3,819,942	1,817,477	2,586.3
17+20	3,819,929	1,817,492	2,588.2
17+40	3,819,916	1,817,508	2,590.0
17+60	3,819,904	1,817,523	2,591.9
17+80	3,819,891	1,817,539	2,593.8
18+00	3,819,879	1,817,554	2,595.7
18+20	3,819,865	1,817,569	2,597.7
18+40	3,819,851	1,817,584	2,599.7
18+60	3,819,838	1,817,598	2,601.7
18+80	3,819,825	1,817,614	2,603.6
19+00	3,819,812	1,817,629	2,605.6
19+20	3,819,798	1,817,643	2,607.6
19+40	3,819,784	1,817,657	2,609.6
19+60	3,819,771	1,817,672	2,611.5
19+80	3,819,757	1,817,687	2,613.5
20+00	3,819,743	1,817,701	2,615.5
20+20	3,819,730	1,817,716	2,617.4
20+40	3,819,718	1,817,732	2,619.4
20+60	3,819,707	1,817,749	2,621.4
20+80	3,819,693	1,817,763	2,623.4
21+00	3,819,679	1,817,777	2,625.3
21+20	3,819,665	1,817,792	2,627.3
21+40	3,819,652	1,817,807	2,629.3
21+60	3,819,642	1,817,824	2,631.3
21+80	3,819,631	1,817,841	2,633.1
22+00	3,819,621	1,817,858	2,634.9
22+20	3,819,611	1,817,875	2,636.7
22+40	3,819,598	1,817,891	2,638.5
22+60	3,819,585	1,817,906	2,640.3
22+80	3,819,573	1,817,922	2,642.1
23+00	3,819,562	1,817,939	2,643.9
23+20	3,819,549	1,817,954	2,645.8
23+40	3,819,536	1,817,969	2,647.6
23+60	3,819,524	1,817,984	2,649.4
23+80	3,819,512	1,818,001	2,651.2
24+00	3,819,502	1,818,018	2,653.0
24+20	3,819,492	1,818,036	2,654.8
24+40	3,819,482	1,818,053	2,656.6
24+60	3,819,473	1,818,071	2,658.4
24+80	3,819,464	1,818,088	2,660.2
25+00	3,819,456	1,818,107	2,662.0
25+20	3,819,449	1,818,126	2,663.8
25+40	3,819,444	1,818,145	2,665.6
25+60	3,819,439	1,818,164	2,667.5
25+80	3,819,433	1,818,184	2,669.4
26+00	3,819,428	1,818,203	2,671.2
26+20	3,819,421	1,818,222	2,672.2
26+40	3,819,414	1,818,240	2,672.7
26+60	3,819,406	1,818,259	2,673.1
26+80	3,819,399	1,818,278	2,673.5
27+00	3,819,392	1,818,296	2,674.0
27+20	3,819,383	1,818,314	2,674.4
27+40	3,819,374	1,818,332	2,674.8
27+60	3,819,366	1,818,350	2,675.2
27+80	3,819,357	1,818,368	2,675.7
28+00	3,819,348	1,818,386	2,676.1
28+20	3,819,337	1,818,403	2,676.5
28+40	3,819,327	1,818,420	2,677.0
28+60	3,819,317	1,818,437	2,677.4
28+80	3,819,306	1,818,454	2,677.8
29+00	3,819,293	1,818,469	2,678.3
29+20	3,819,280	1,818,484	2,678.8
29+40	3,819,267	1,818,500	2,679.4
29+60	3,819,255	1,818,516	2,680.0
29+80	3,819,244	1,818,533	2,680.5