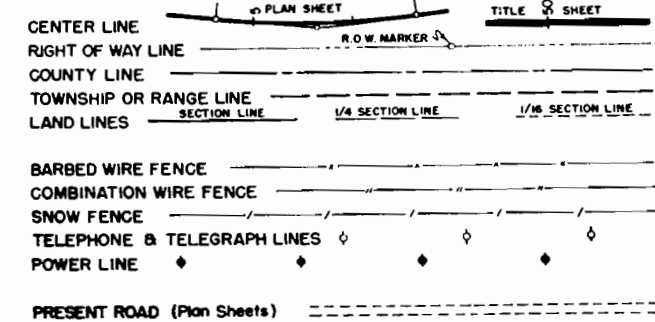


| FEDERAL ROAD DIVISION NO. | DISTRICT | PROJ NO       | SHEET NO | TOTAL SHEETS |
|---------------------------|----------|---------------|----------|--------------|
| 9                         | COLORADO | A - AA 15 (2) | 1        |              |

RIGHT OF WAY

CONVENTIONAL SIGNS

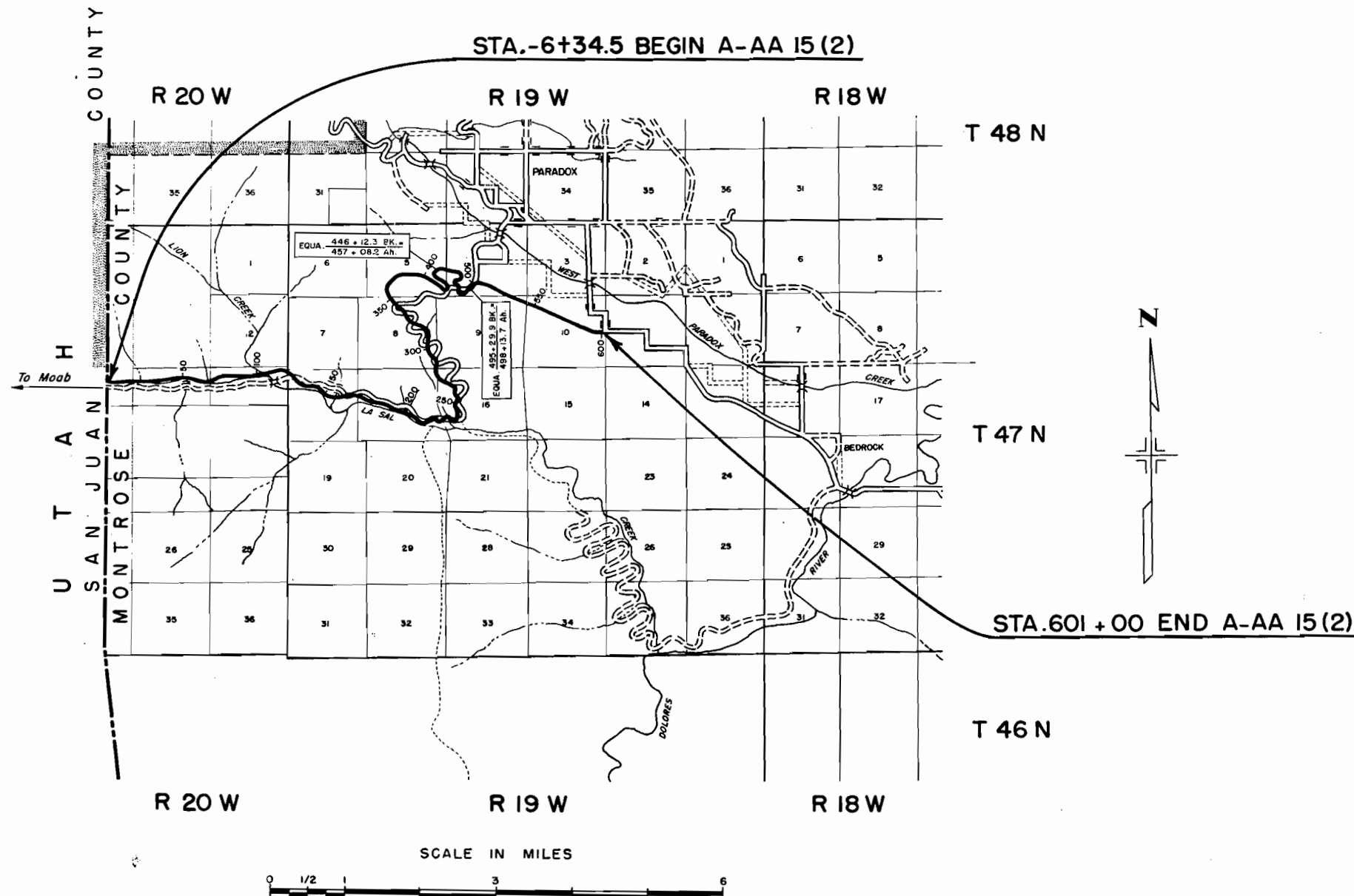


COLORADO  
DEPARTMENT OF HIGHWAYS  
PLAN AND PROFILE OF PROPOSED  
FEDERAL AID PROJECT NO. A-AA 15 (2)

MONTROSE COUNTY  
RIGHT OF WAY

SCALES OF ORIGINAL DRAWINGS

ON PLAN, 1 IN. = 100 FT.  
ON PROFILE, 1 IN. = 100 FT. HORIZONTAL  
1 IN. = 10 FT. VERTICAL  
GRADE LINE ON PROFILE IS SHOWN AS GRADE OF FINISHED ROAD  
GROSS LENGTH OF PROJECT  
NET LENGTH OF PROJECT



*Pinney*

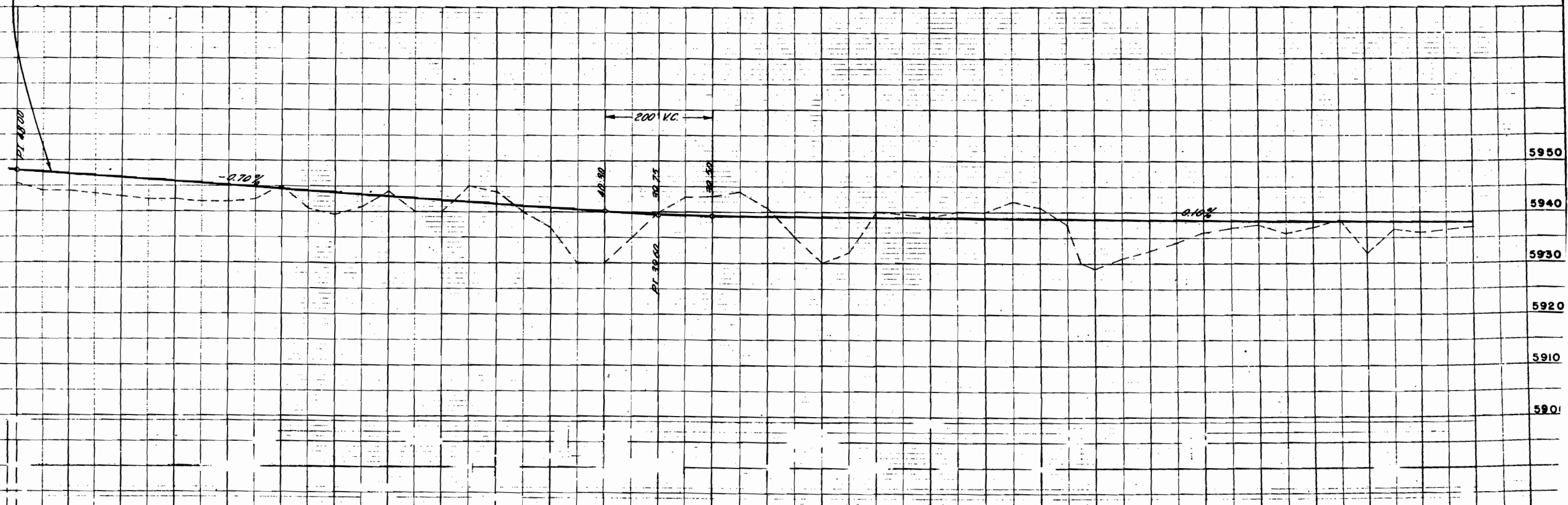
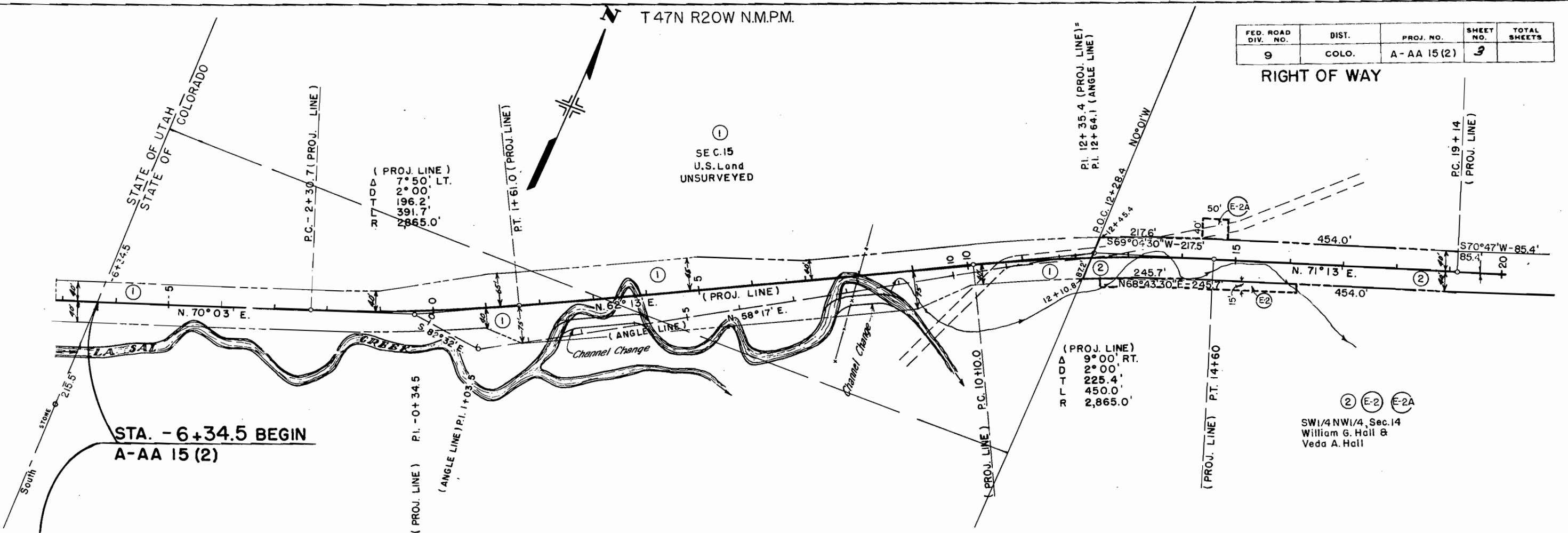
INDEX OF SHEETS

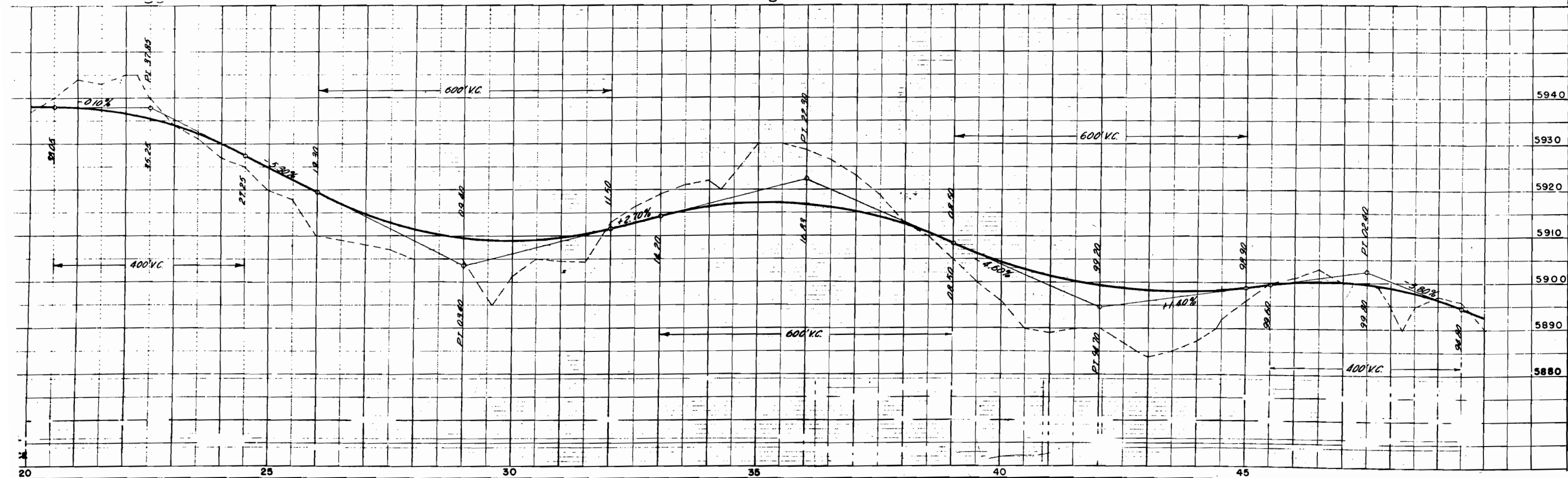
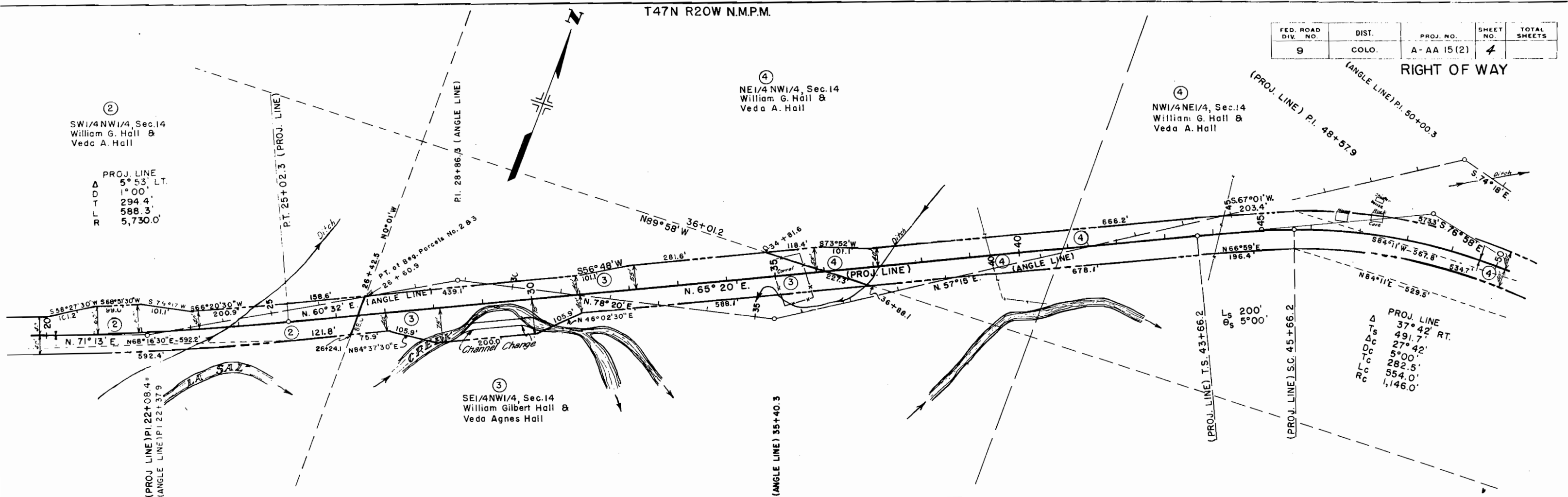
|       |                          |
|-------|--------------------------|
| 10. 1 | TITLE SHEET              |
| 2     | TABULATION OF PROPERTIES |
| 3-23  | PLAN AND PROFILE SHEETS  |
| 24-25 | SHOWING RIGHT OF WAY     |
|       | OWNERSHIP MAPS           |

PROJ. A-AA15-(2)

RIGHT OF WAY Rev. 4-2-56 S.W.Z. E 20

~~Easements — Void after construction~~



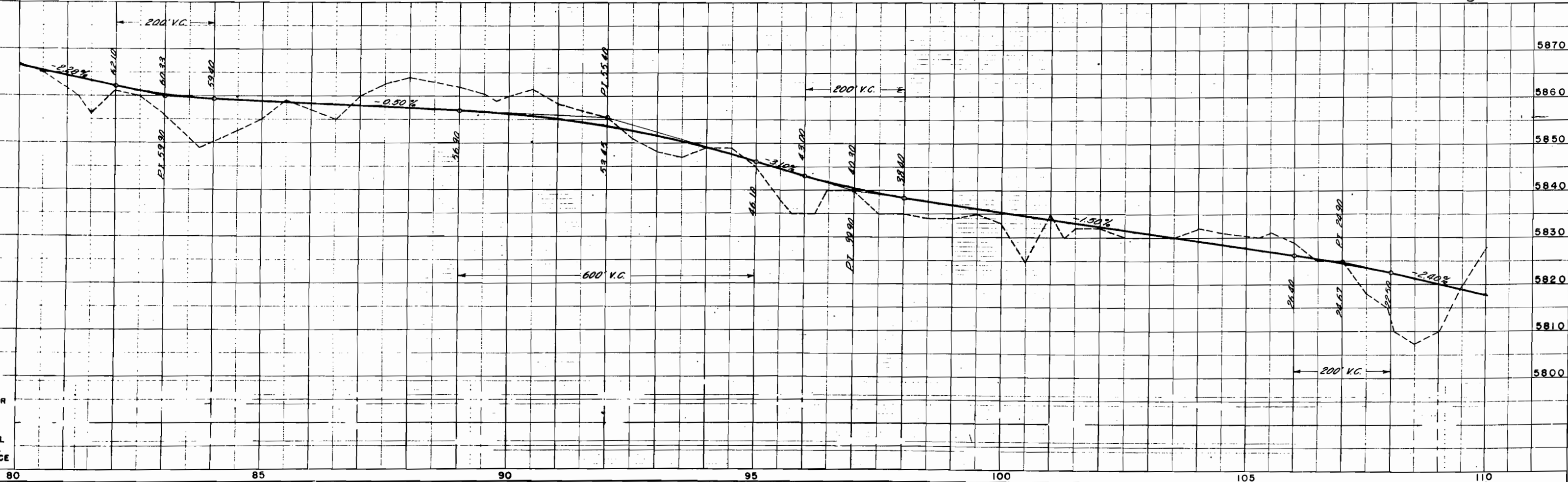
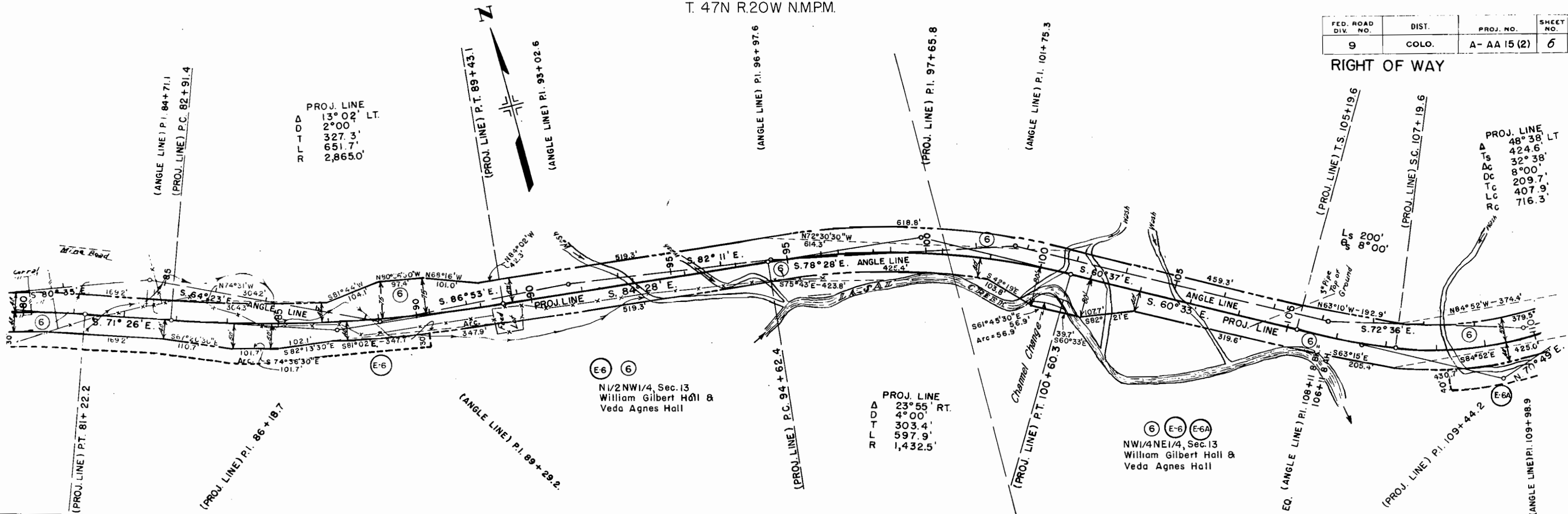




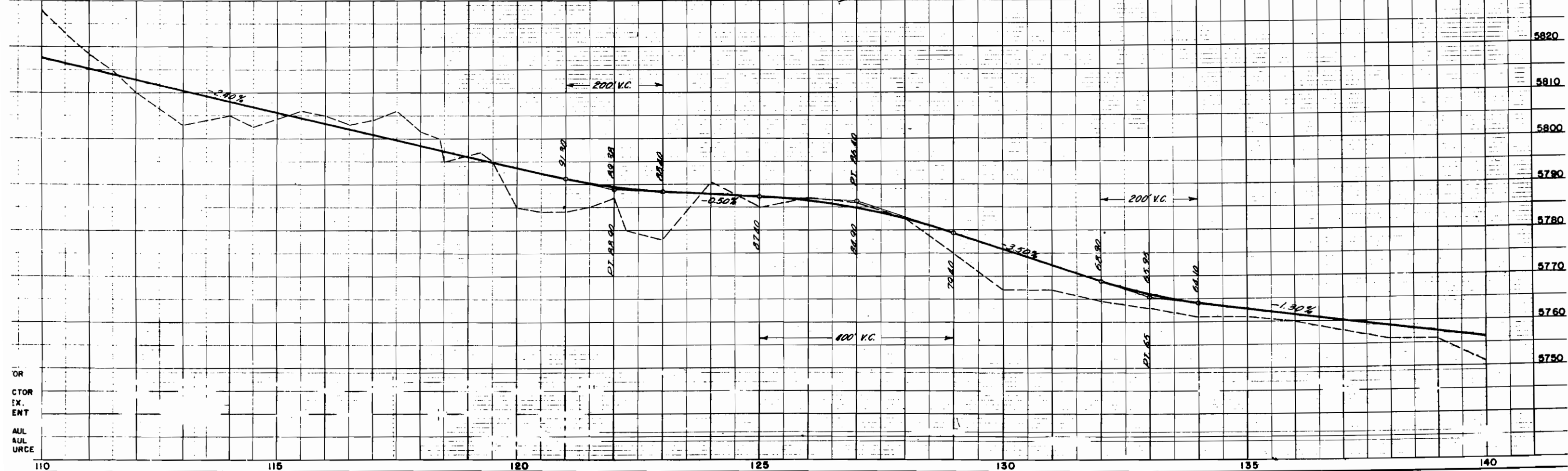
T. 47N R.20W N.M.P.M.

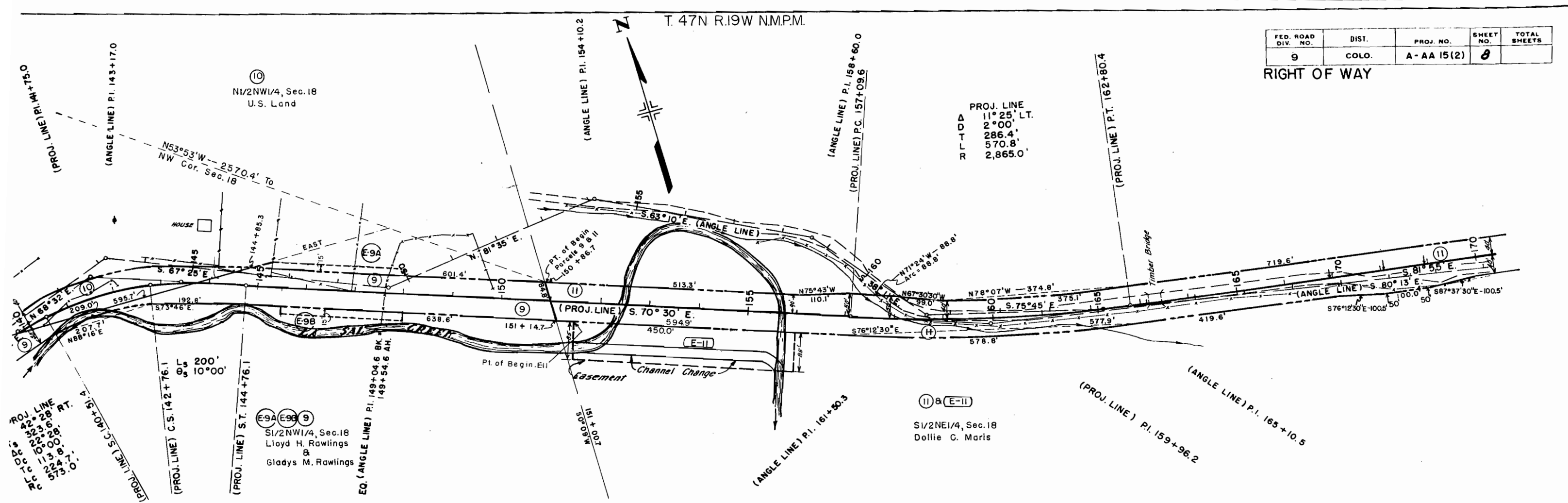
| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.    | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|--------------|--------------|-----------------|
| 9                     | COLO. | A- AA 15 (2) | 6            |                 |

RIGHT OF WAY



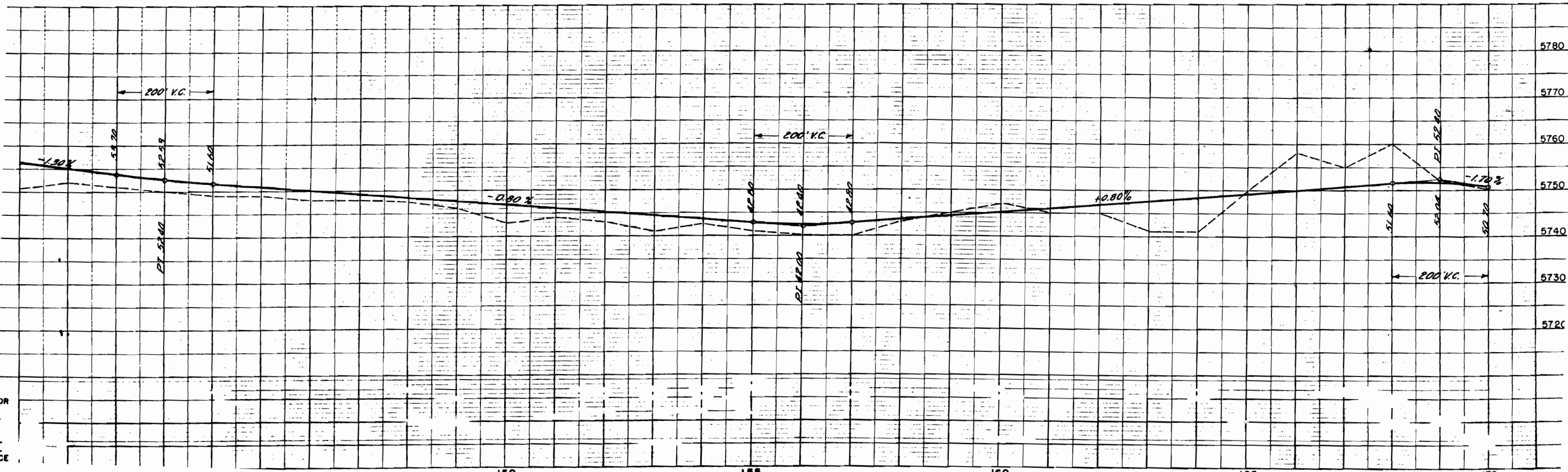
T. 47N R. 19W N.M.P.M.

RIGHT OF WAY



| FED. ROAD DIV. NO. | DIST. | PROJ. NO.  | SHEET NO. | TOTAL SHEETS |
|--------------------|-------|------------|-----------|--------------|
| 9                  | COLO. | A-AA 15(2) | 8         |              |

RIGHT OF WAY





|                       |       |             |              |                 |
|-----------------------|-------|-------------|--------------|-----------------|
| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.   | SHEET<br>NO. | TOTAL<br>SHEETS |
| 9                     | COLO. | A-AA 15 (2) | 10           |                 |

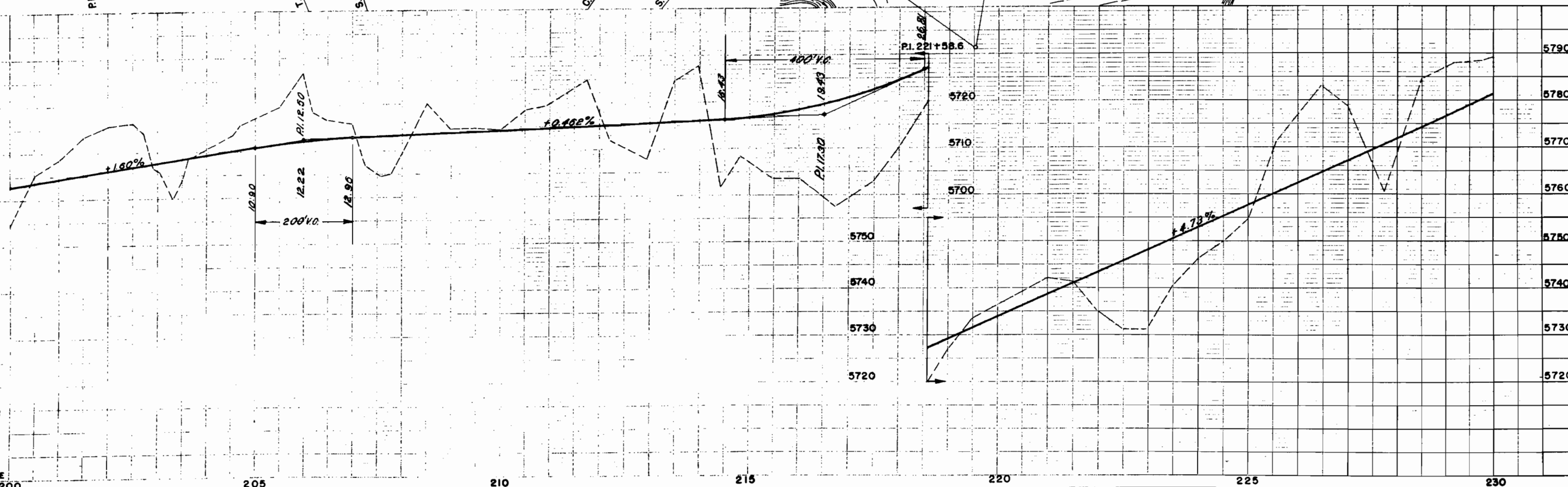
$\Delta = 27^{\circ}41' \text{ LT.}$   
 $T_s = 310.5'$   
 $D_c = 6^{\circ}00'$   
 $T_c = 157.1'$   
 $L_c = 311.4'$   
 $R_c = 955.0'$

$\Delta = 59^{\circ}02' \text{ RT.}$   
 $T_s = 616.2'$   
 $D_c = 50^{\circ}02'$   
 $T_c = 445.6'$   
 $L_c = 833.9'$   
 $R_c = 955.0'$

$\Delta = 118^{\circ}44' \text{ LT.}$   
 $T_s = 484.5'$   
 $D_c = 82^{\circ}44'$   
 $T_c = 210.2'$   
 $L_c = 344.7'$   
 $R_c = 238.75'$

$\Delta = 78^{\circ}24' \text{ RT.}$   
 $T_s = 222.7'$   
 $D_c = 24^{\circ}00'$   
 $T_c = 176.7'$   
 $L_c = 238.75'$

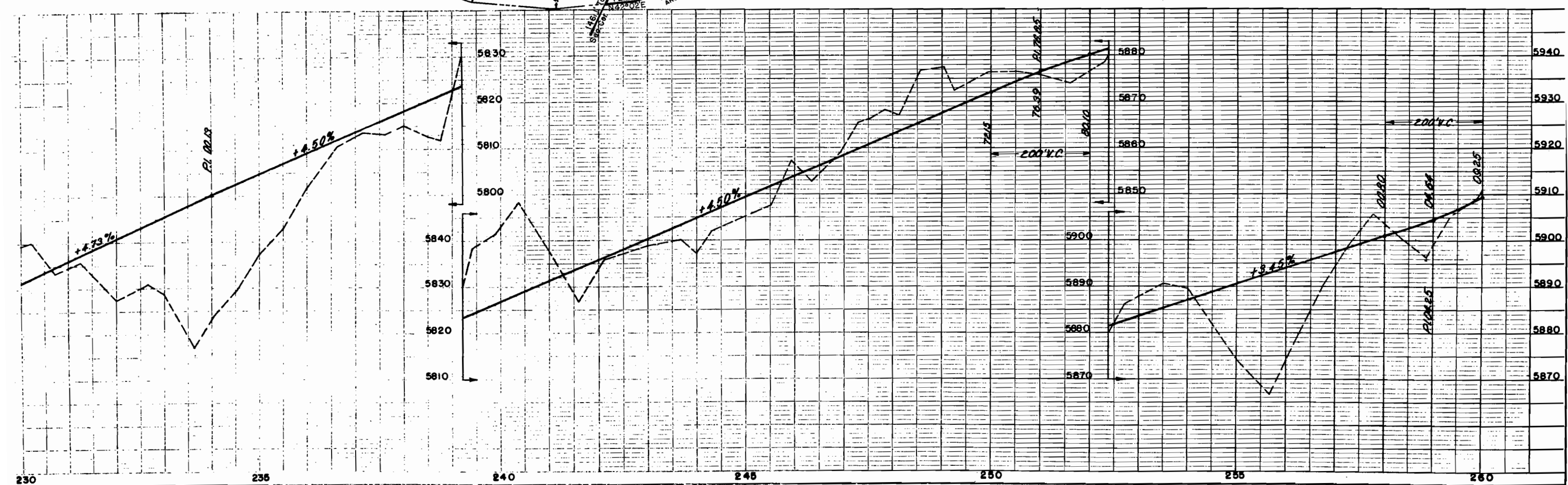
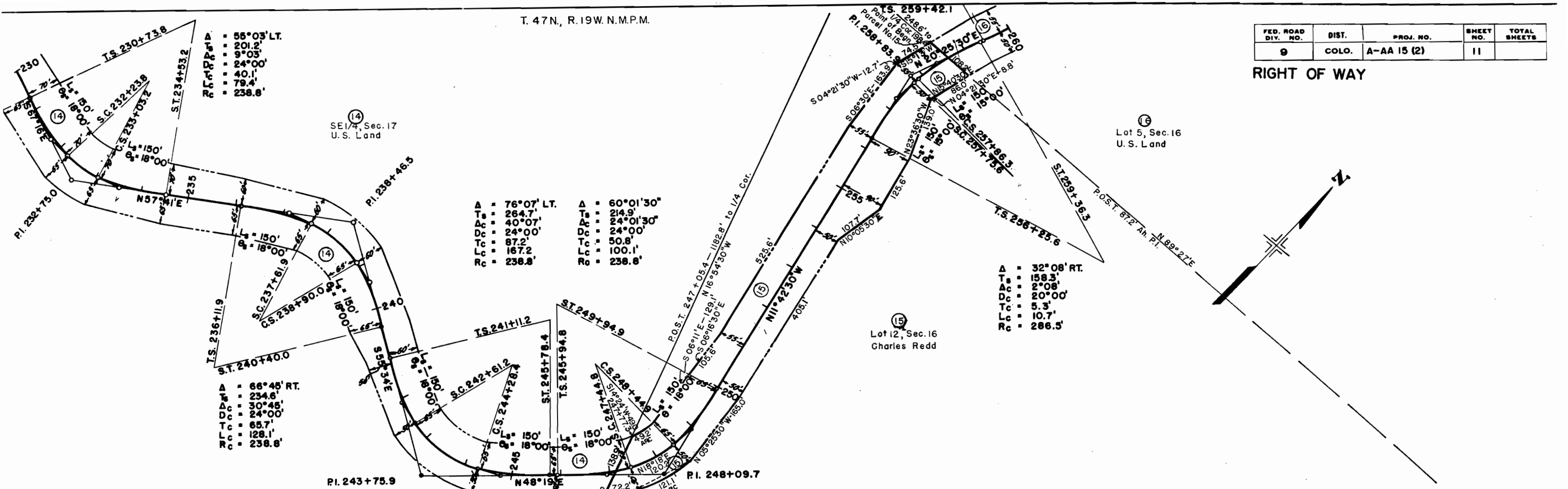
T. 47N. R. 19W. N.M.P.M.  
 NE 1/4 Sec. 17 U.S. Land  
 SE 1/4 Sec. 17 U.S. Land  
 RIGHT OF WAY  
 FED. ROAD DIV. NO. 9  
 DIST. COLO.  
 PROJ. NO. A-AA 15 (2)  
 SHEET NO. 10  
 TOTAL SHEETS



T. 47N, R. 19W. N.M.P.M.

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.   | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|-------------|--------------|-----------------|
| 9                     | COLO. | A-AA 15 (2) | 11           |                 |

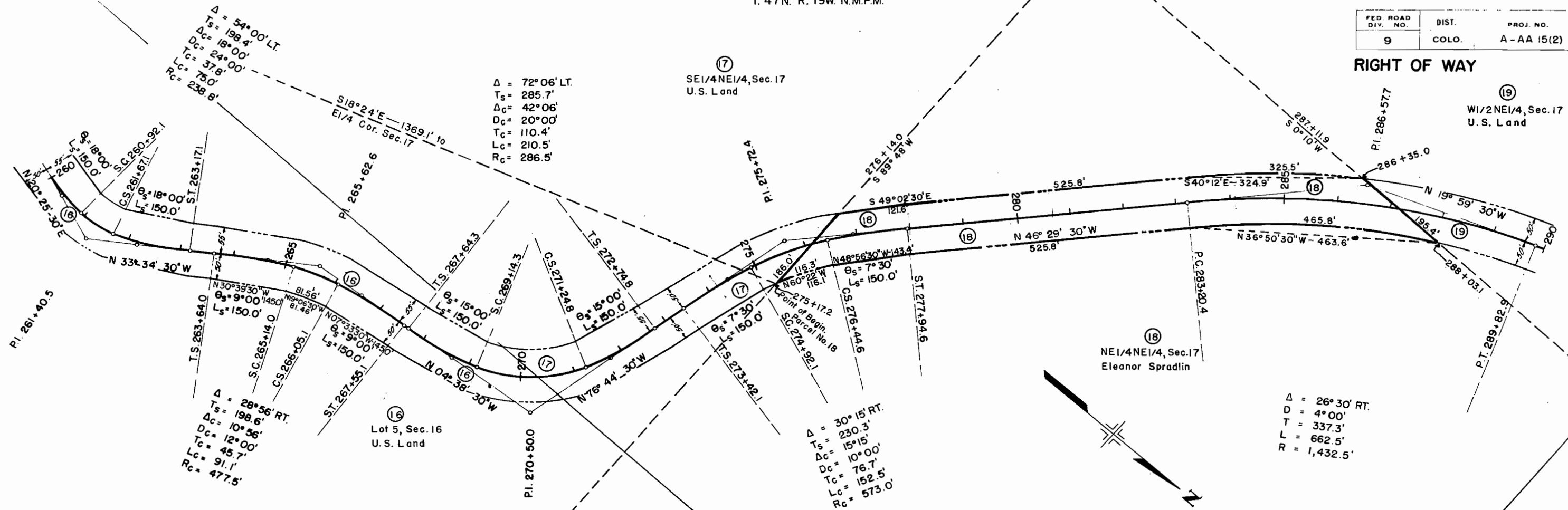
RIGHT OF WAY



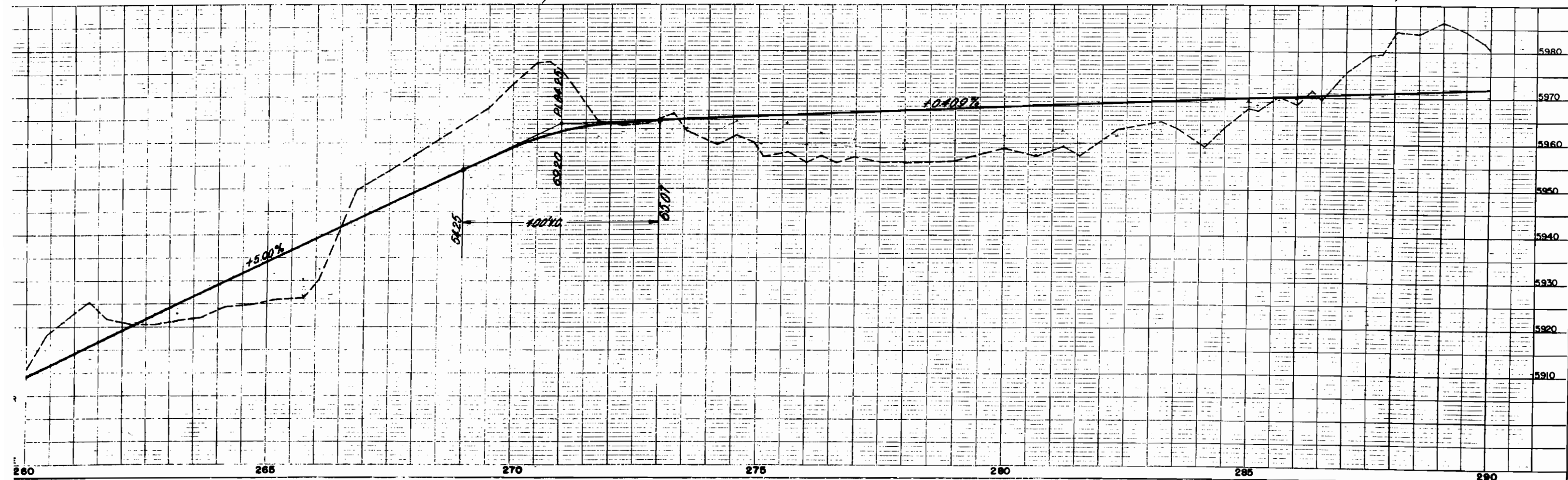
T. 47N. R. 19W. N.M.P.M.

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.  | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|------------|--------------|-----------------|
| 9                     | COLO. | A-AA 15(2) | 12           |                 |

RIGHT OF WAY



Δ = 26° 30' RT.  
D = 4° 00'  
T = 337.3'  
L = 662.5'  
R = 1,432.5'



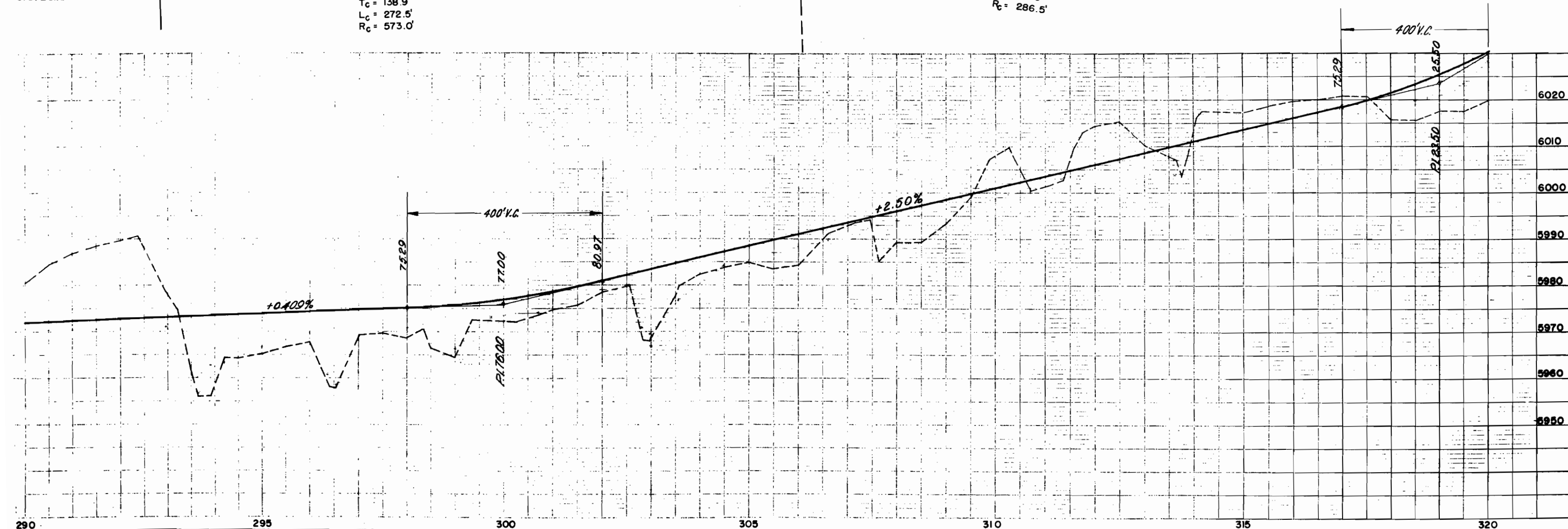
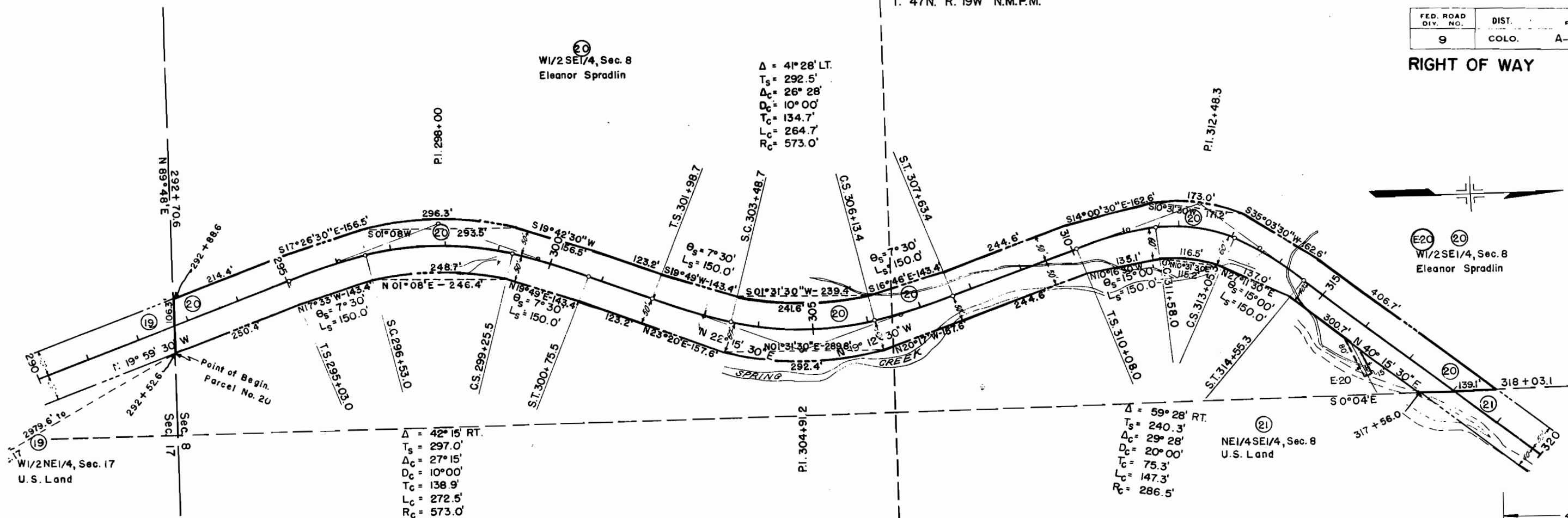
T. 47N. R. 19W N.M.P.M.

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.  | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|------------|--------------|-----------------|
| 9                     | COLO. | A-AA 15(2) | 13           |                 |

RIGHT OF WAY

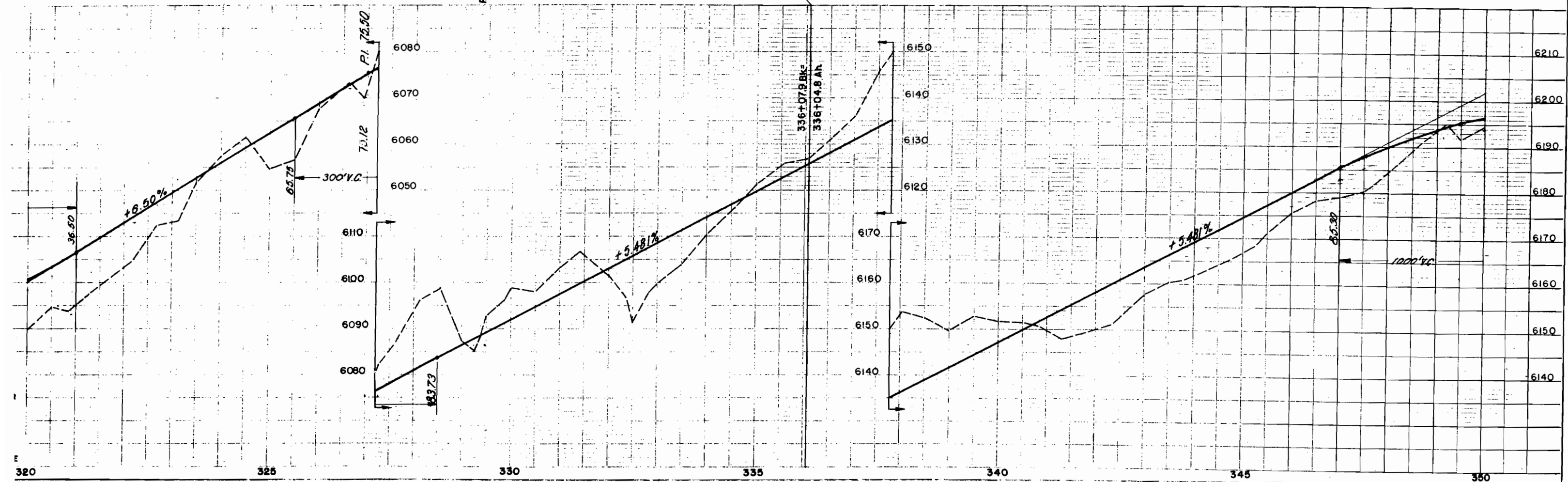
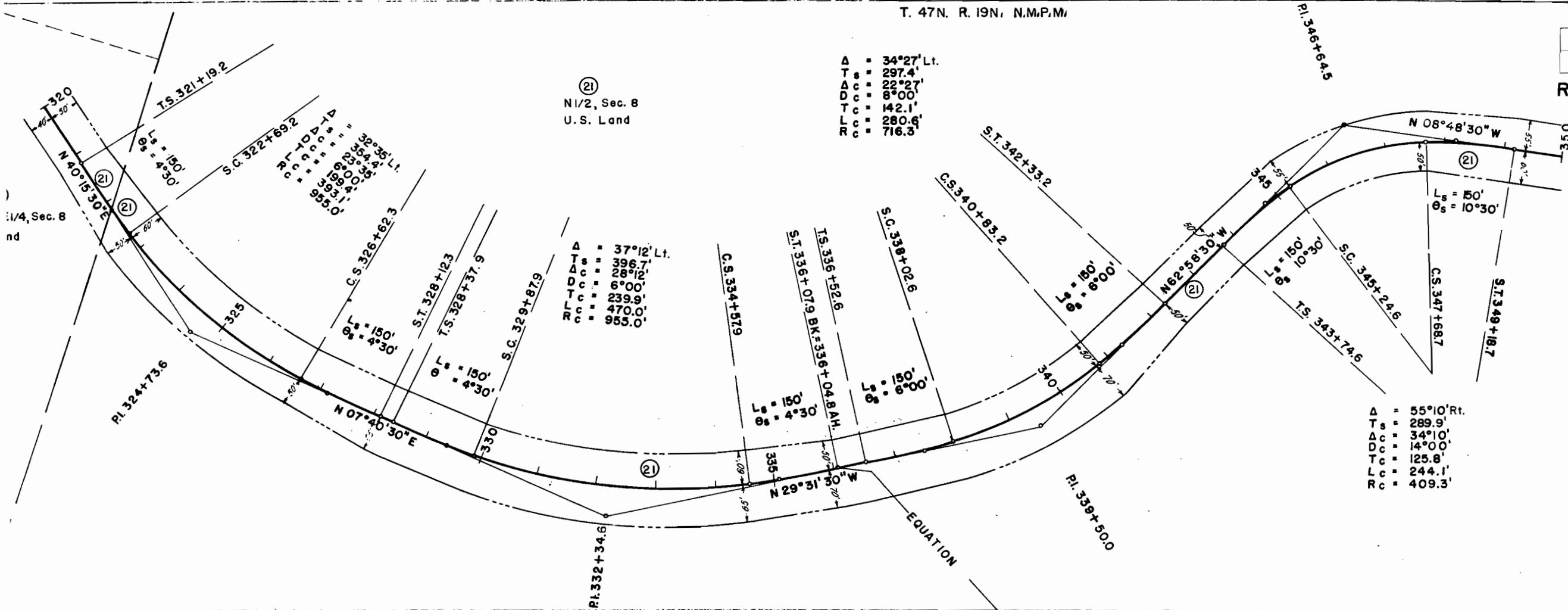


E20  
WI/2SE1/4, Sec. 8  
Eleanor Spradlin

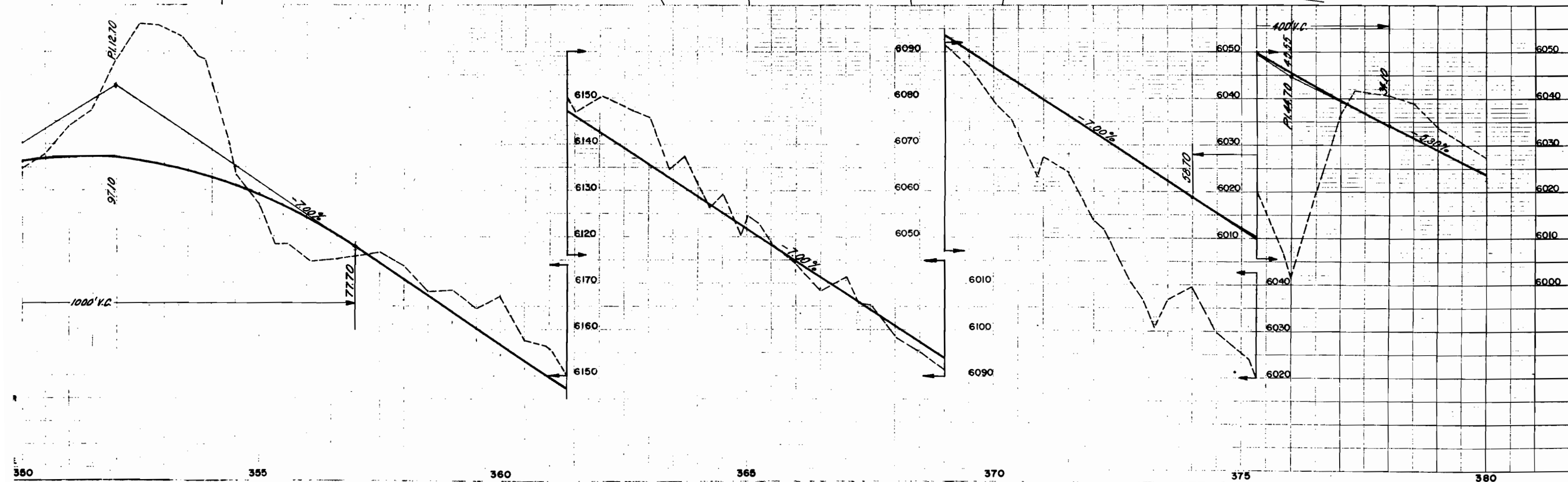
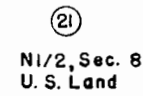


| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.   | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|-------------|--------------|-----------------|
| 9                     | COLO. | A-AA 15 (2) | 14           |                 |

RIGHT OF WAY



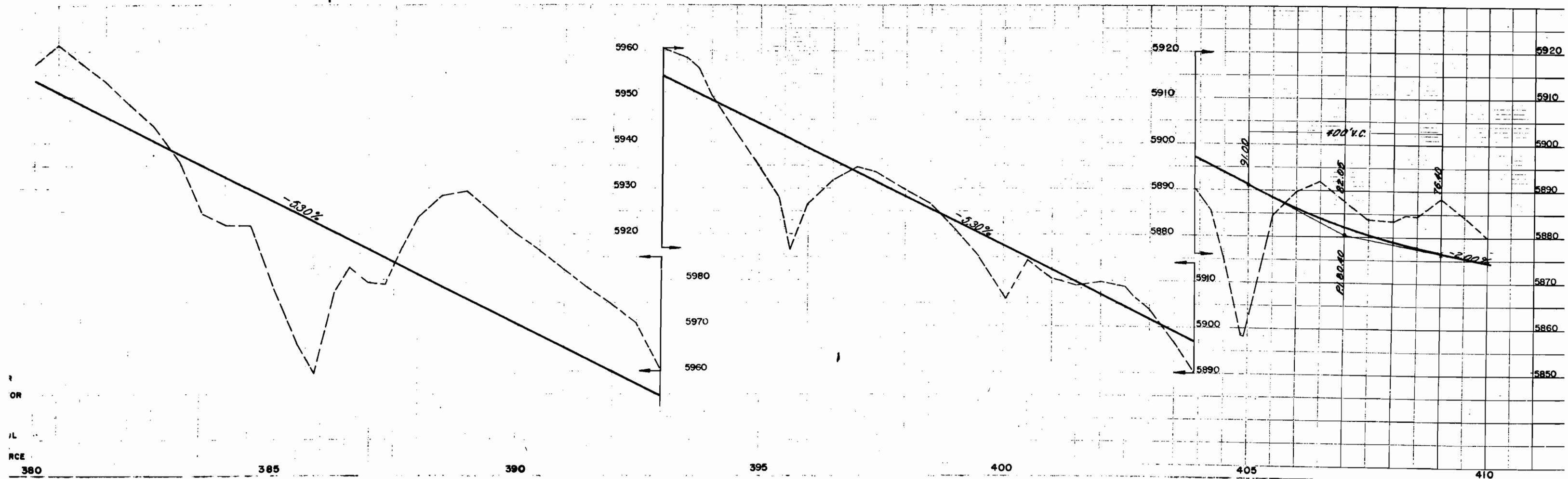
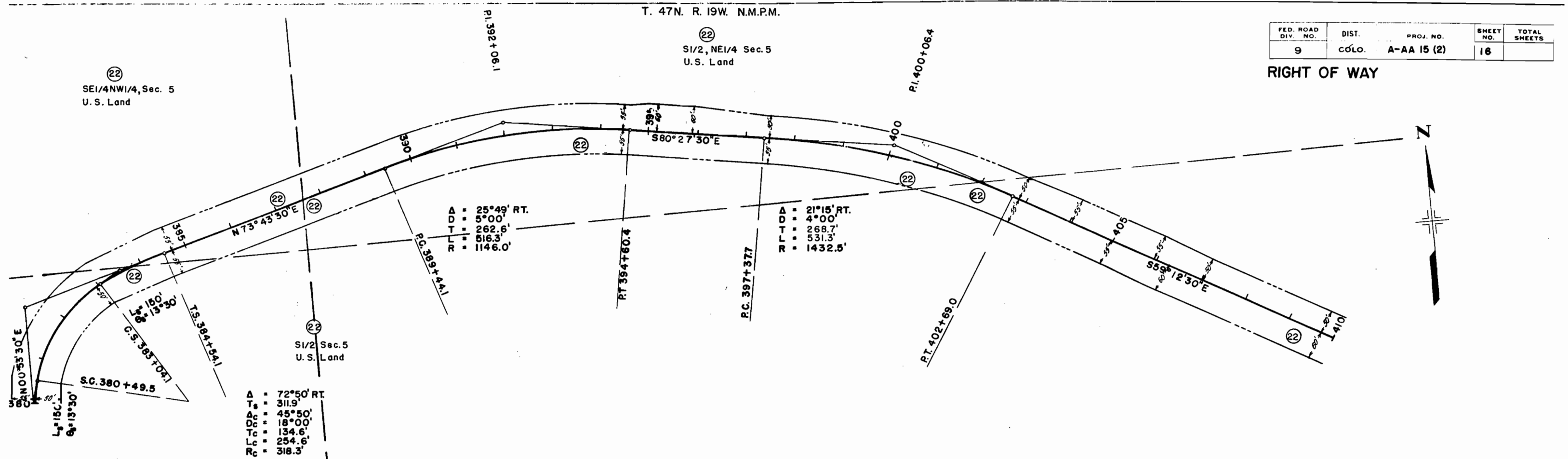
## RIGHT OF WAY



22

(22)  
SEI/4NW1/4, Sec. 5  
U. S. Land

## RIGHT OF WAY



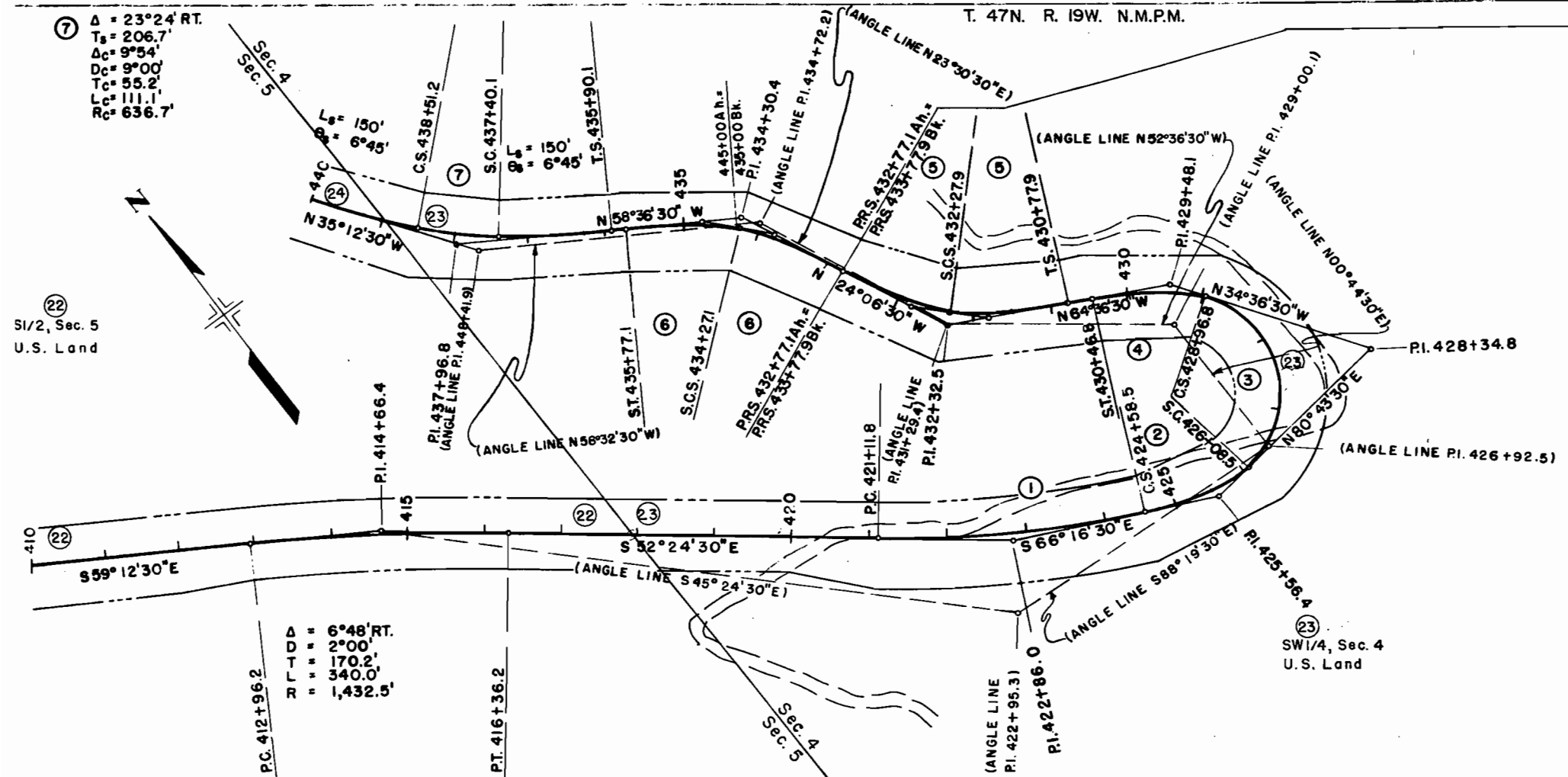
⑦  $\Delta = 23^\circ 24' \text{ RT.}$   
 $T_s = 206.7'$   
 $\Delta_c = 9^\circ 54'$   
 $D_c = 9^\circ 00'$   
 $T_c = 55.2'$   
 $L_c = 111.1'$   
 $R_c = 636.7'$

T. 47N. R. 19W. N.M.P.M.

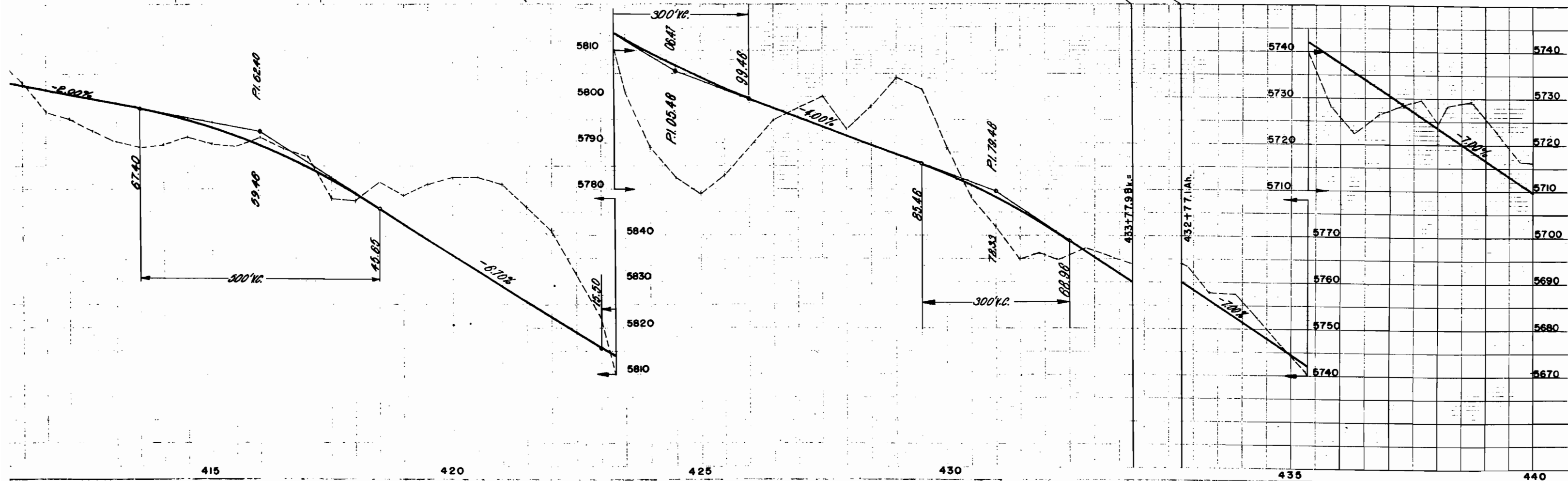
| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.   | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|-------------|--------------|-----------------|
| 9                     | COLO. | A-AA 15 (2) | 17           |                 |

RIGHT OF WAY

②  
 S1/2, Sec. 5  
 U.S. Land



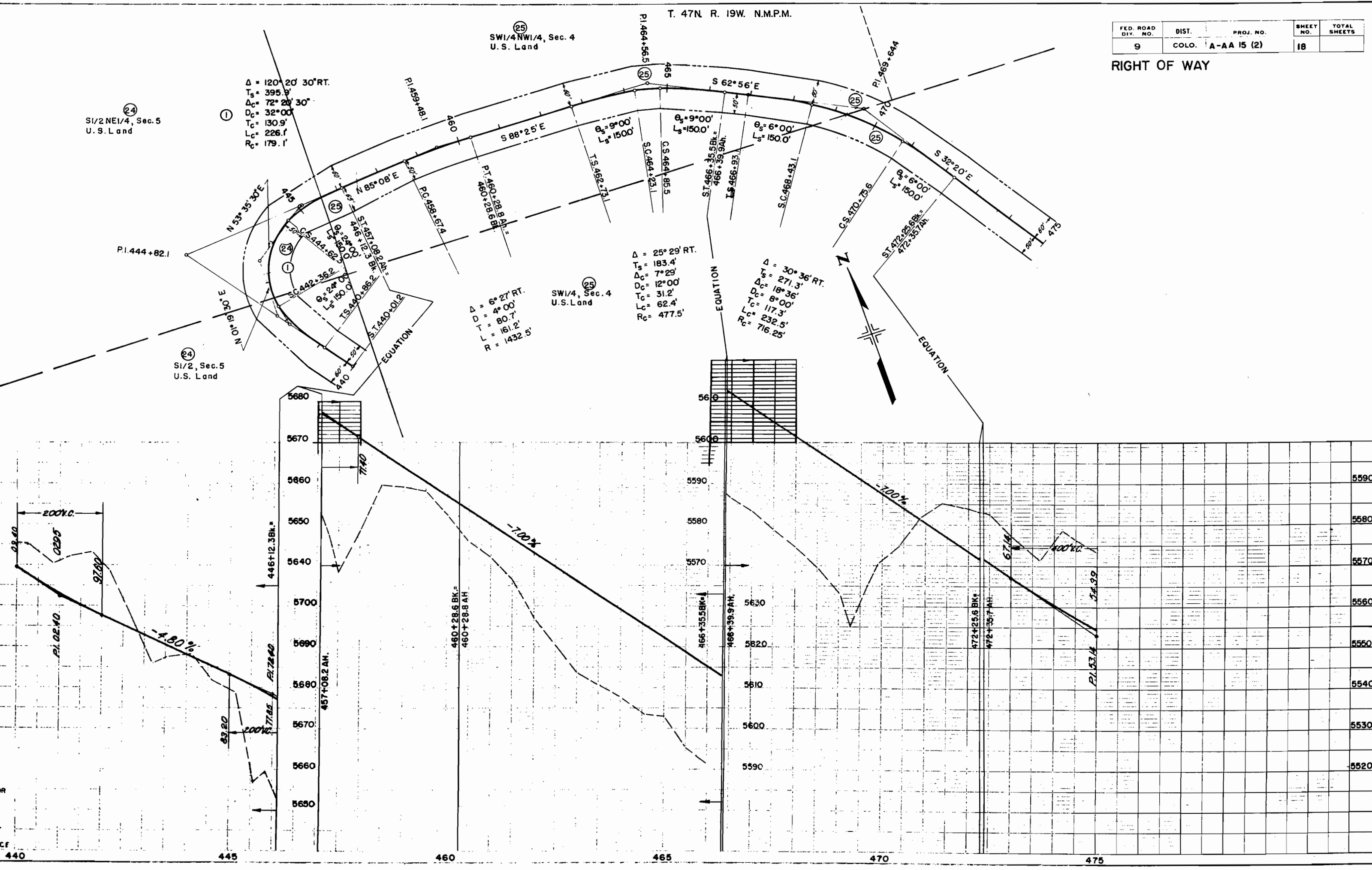
- EQUATION
- |                                                                                                               |                                                                                                      |
|---------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| ① $\Delta = 13^\circ 52' \text{ LT.}$<br>$D = 4^\circ 00'$<br>$T = 174.2'$<br>$L = 346.7'$<br>$R = 1,432.5'$  | ② $\Delta_1 + \Delta_2 = 33^\circ 00' \text{ LT.}$<br>$L_s = 150'$<br>$T_1 = 97.9'$<br>$T_2 = 56.4'$ |
| ③ $\Delta = 115^\circ 20' \text{ LT.}$<br>$D = 40^\circ 00'$<br>$T = 226.3'$<br>$L = 288.3'$<br>$R = 143.25'$ | ④ $L_s = 150'$<br>$\theta = 30^\circ 00' \text{ LT.}$                                                |
| ⑤ $L_s = 150'$<br>$\theta_s = 20^\circ 15' \text{ RT.}$<br>$T_s = 154.6'$                                     | ⑥ $L_s = 150'$<br>$\theta_s = 17^\circ 15' \text{ LT.}$                                              |



T. 47N. R. 19W. N.M.P.M.

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.   | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|-------------|--------------|-----------------|
| 9                     | COLO. | A-AA 15 (2) | 18           |                 |

RIGHT OF WAY

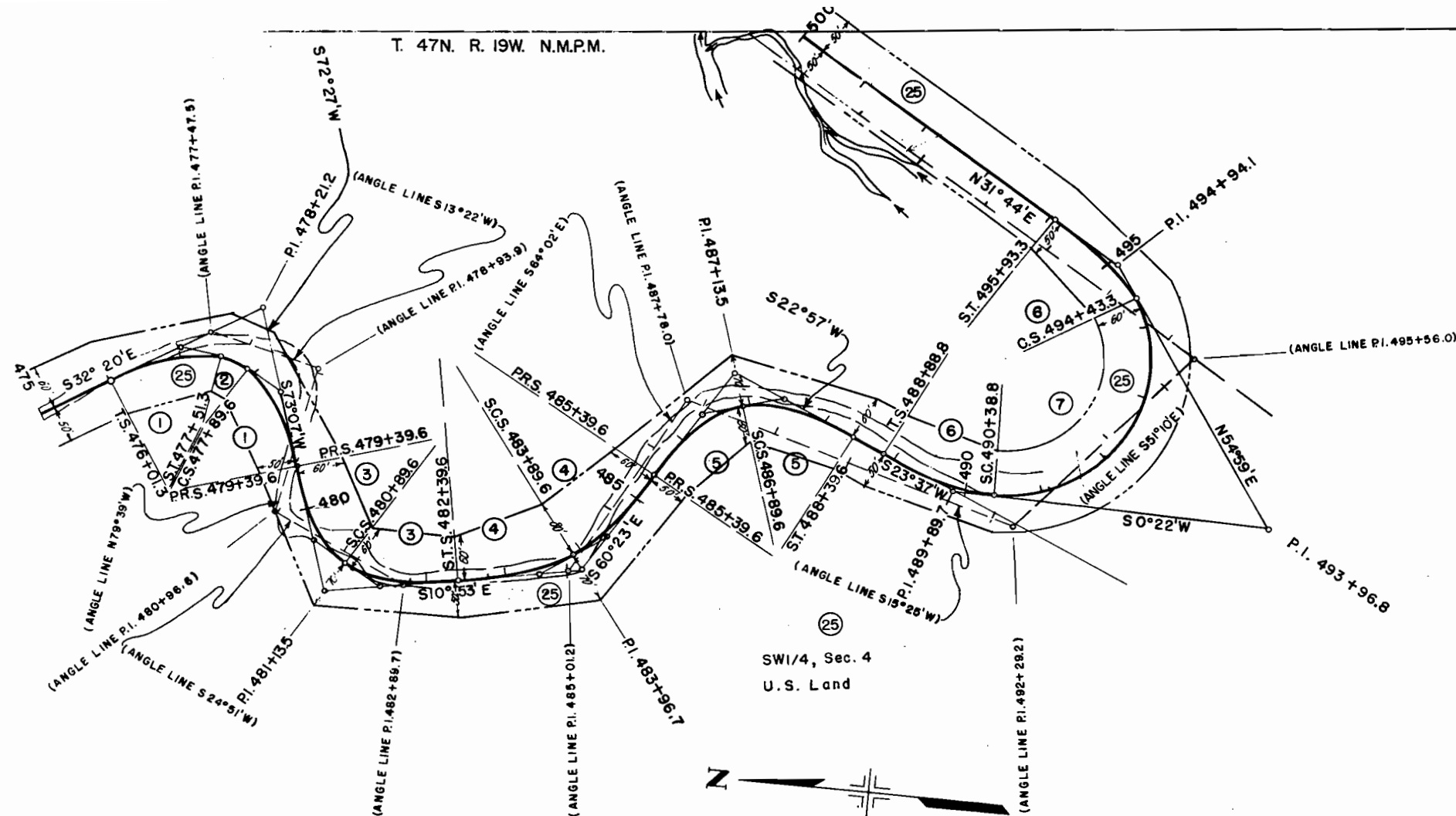


T. 47N. R. 19W. N.M.P.M.

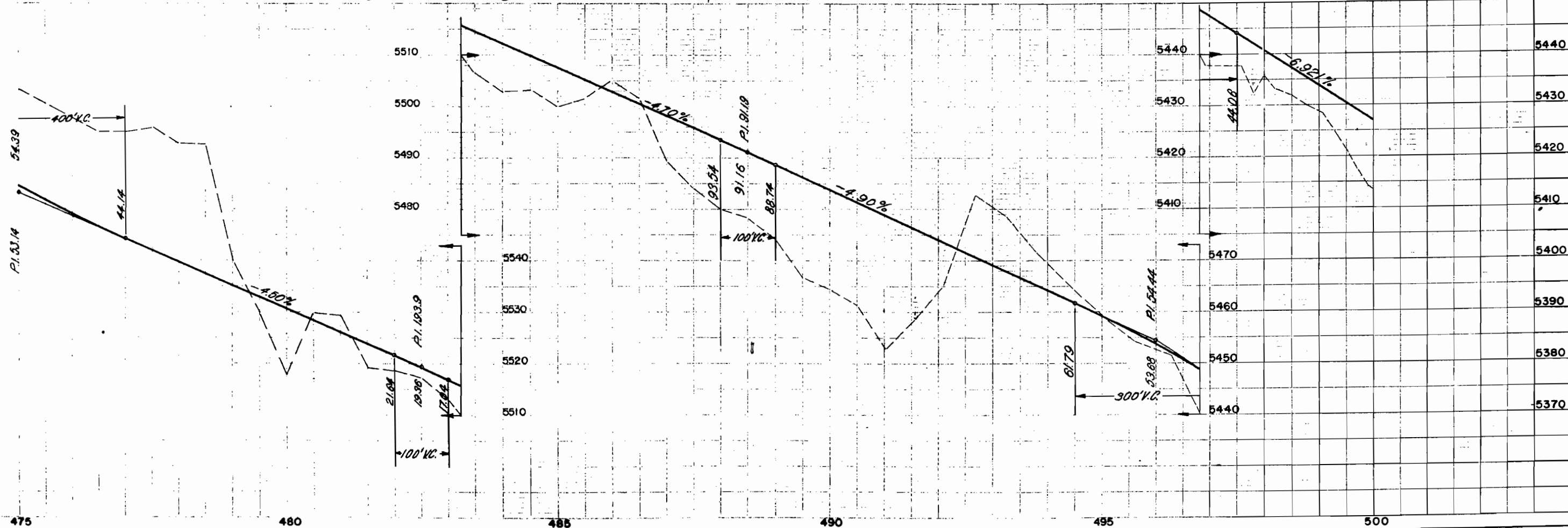
| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.   | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|-------------|--------------|-----------------|
| 9                     | COLO. | A-AA 15 (2) | 19           |                 |

# RIGHT OF WAY

- $L_s = 150'$   
 $\theta_s = 42^\circ 00'$   
 $\Delta = 105^\circ 27' \text{ RT.}$   
 $T_s = 219.9'$   
 $D_c = 21^\circ 27'$   
 $\Delta_c = 56^\circ 00'$   
 $T_c = 19.4'$   
 $R_c = 38.3'$   
 $L_c = 102.3'$

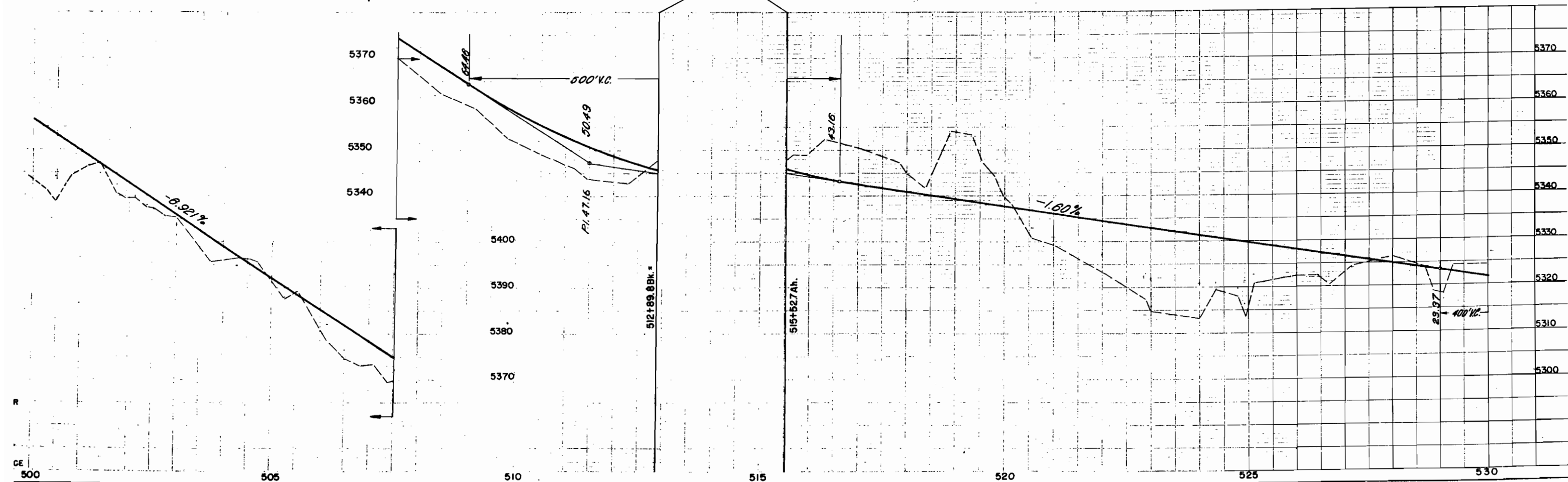


- $T_s = 157.1'$   
 $L_s = 150'$   
 $\theta_s = 24^\circ 45' \text{ LT.}$   
 $\Delta = 171^\circ 53' \text{ LT.}$   
 $T_c = 173.9'$   
 $D_c = 125^\circ 23'$   
 $T_s = 173.9'$   
 $\Delta_c = 125^\circ 23'$   
 $T_c = 358.0'$   
 $R_c = 184.8'$   
 $L_c = 404.5'$



T. 47N. R. 19W. N.M.P.M.

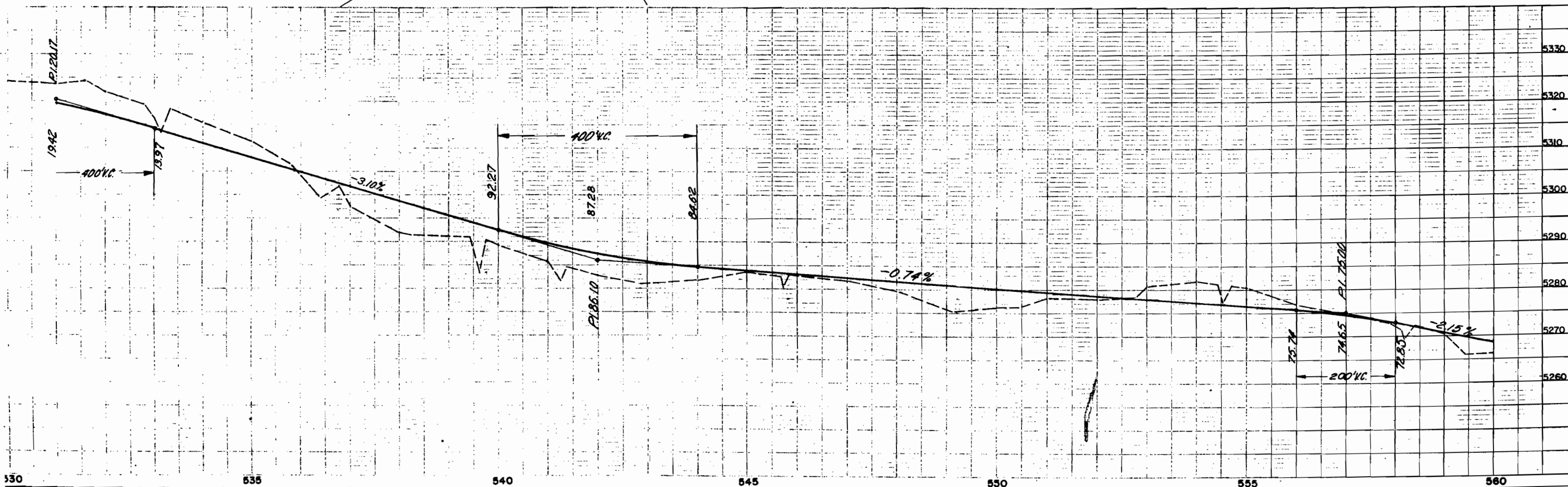
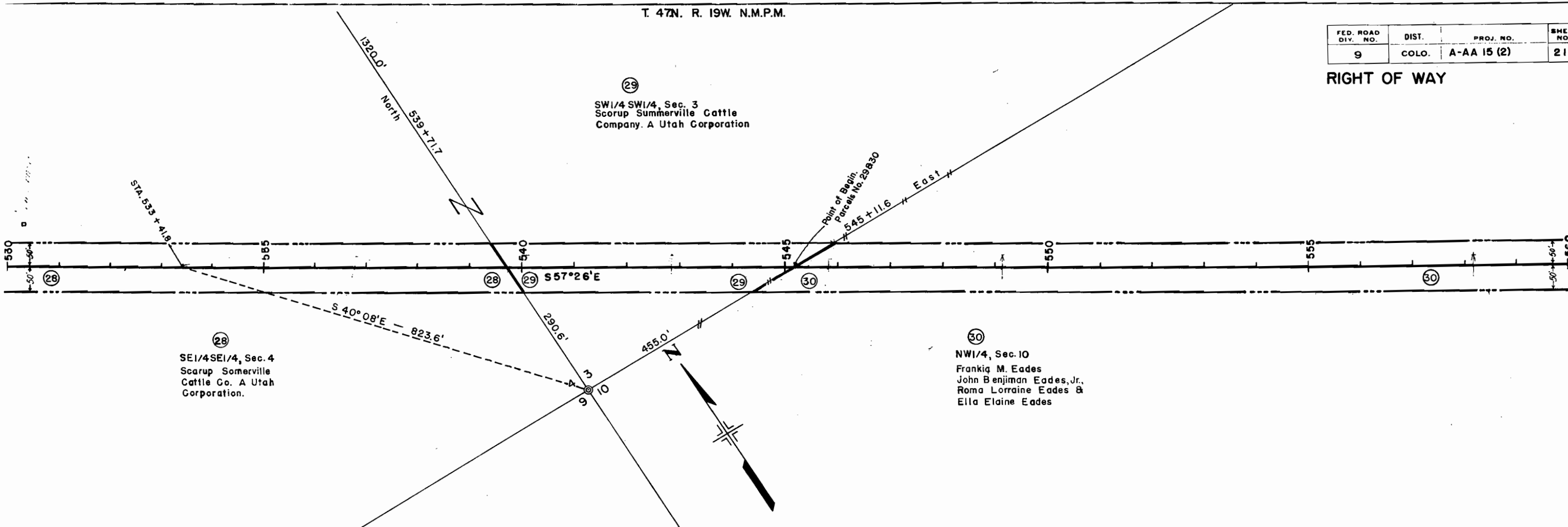
## RIGHT OF WAY



T. 47N. R. 19W. N.M.P.M.

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.   | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|-------------|--------------|-----------------|
| 9                     | COLO. | A-AA 15 (2) | 21           |                 |

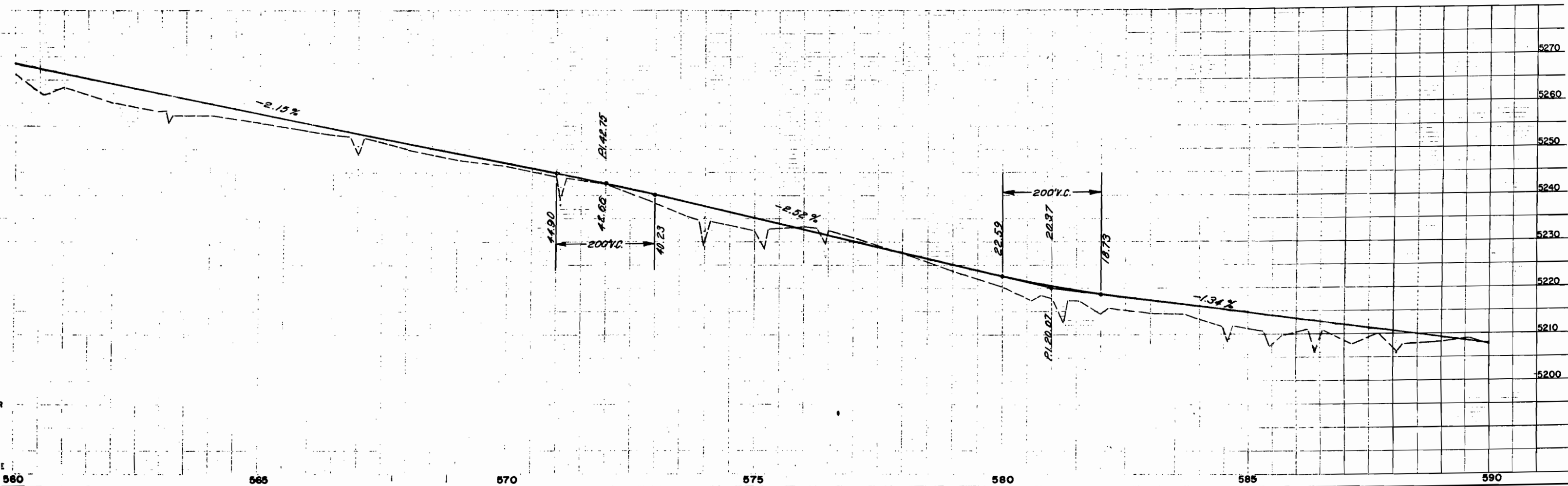
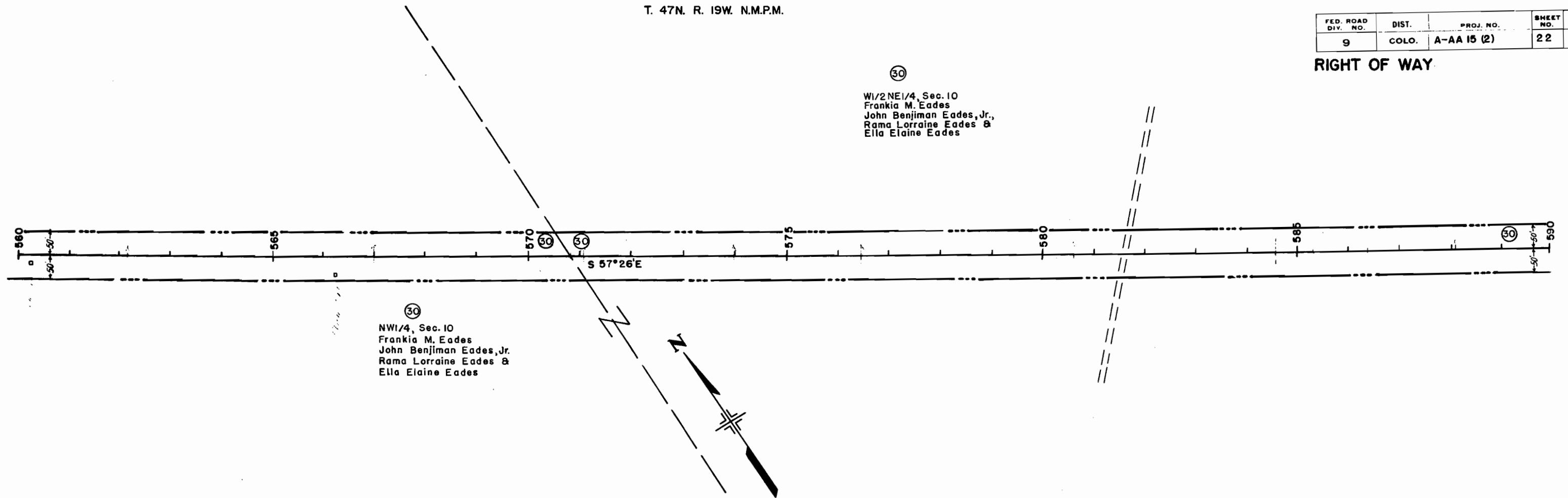
RIGHT OF WAY



T. 47N. R. 19W. N.M.P.M.

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.   | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|-------------|--------------|-----------------|
| 9                     | COLO. | A-AA 15 (2) | 22           |                 |

RIGHT OF WAY



T. 47N R. 19W. N.M.P.M.

| FED. ROAD<br>DIV. NO. | DIST. | PROJ. NO.   | SHEET<br>NO. | TOTAL<br>SHEETS |
|-----------------------|-------|-------------|--------------|-----------------|
| 9                     | COLO. | A-AA 15 (2) | 23           |                 |

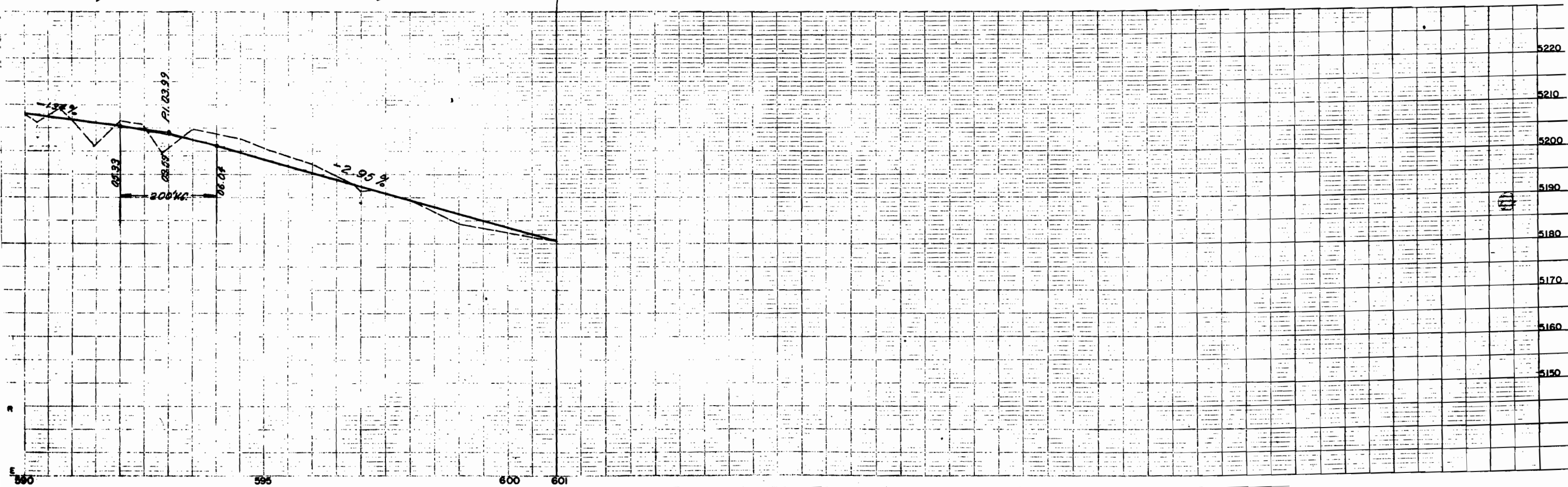
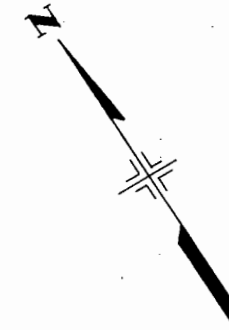
RIGHT OF WAY

A = 30°42' LT.  
D = 4°00'  
T = 393.2'  
R = 1432.5'  
L = 767.5'

SE1/4 NE1/4, Sec. 10

NE1/4 SE1/4, Sec. 10  
Frankie M. Eades  
John Benjamin Eades Jr.,  
Rama Lorraine Eades &  
Ella Elaine Eades.

STA. 601+00 END A-AA 15 (2)

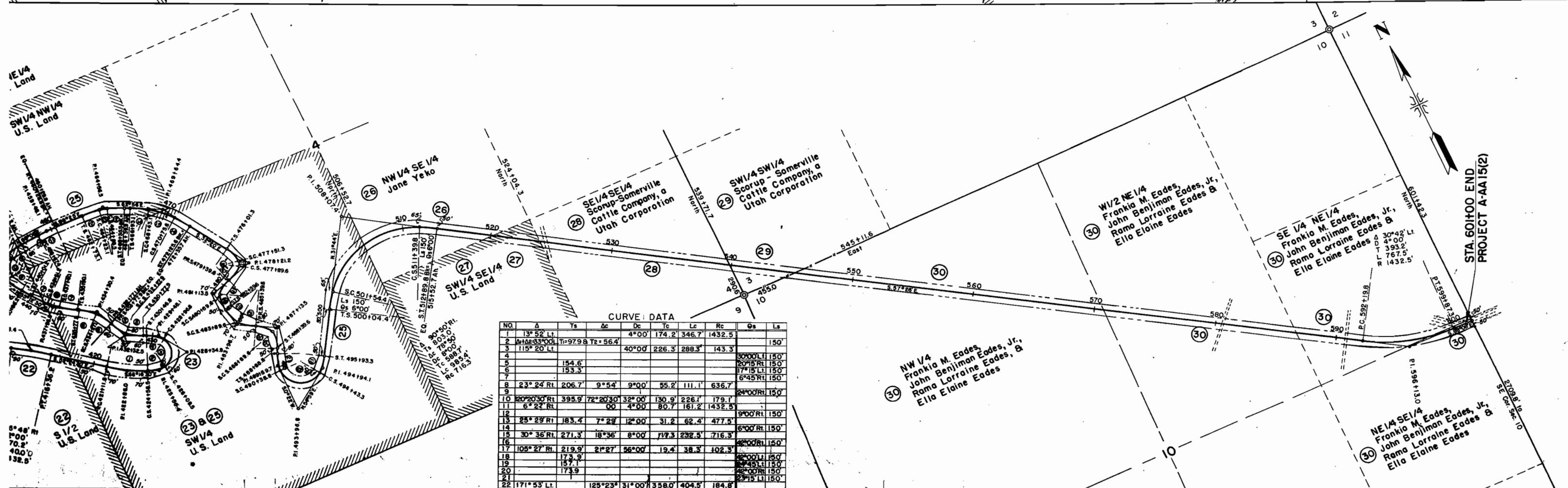
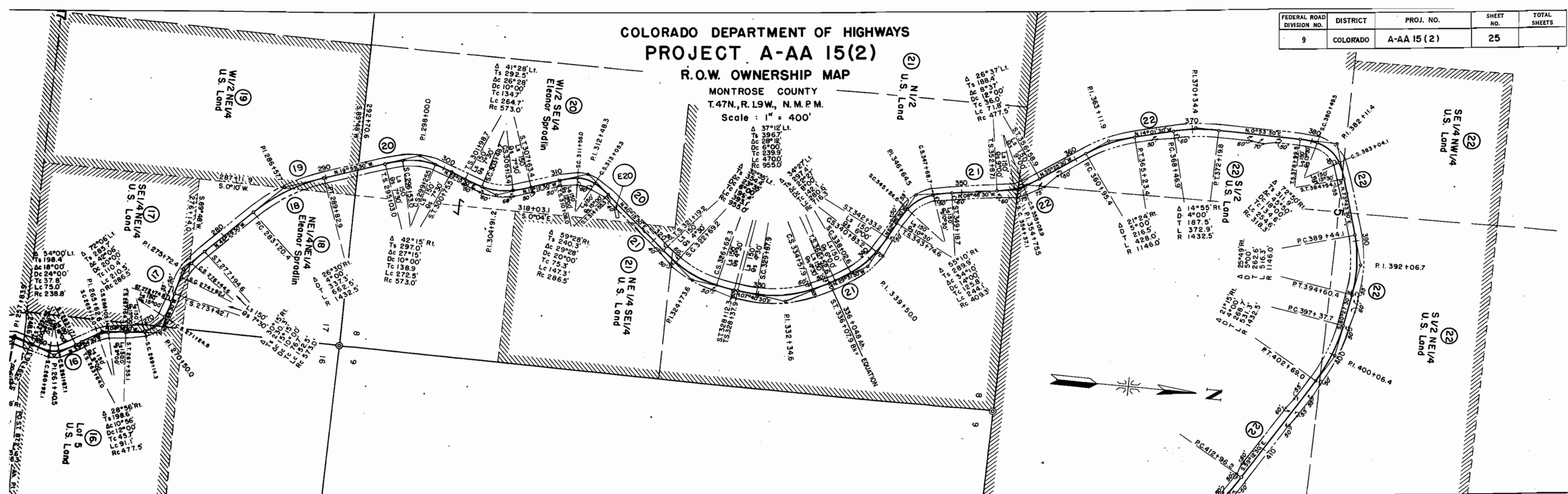




# COLORADO DEPARTMENT OF HIGHWAYS PROJECT A-AA 15(2)

R.O.W. OWNERSHIP MAP  
MONTROSE COUNTY  
T.47N., R.19W., N.M.P.M.  
Scale: 1" = 400'

| FEDERAL ROAD DIVISION NO. | DISTRICT | PROJ. NO.   | SHEET NO. | TOTAL SHEETS |
|---------------------------|----------|-------------|-----------|--------------|
| 9                         | COLORADO | A-AA 15 (2) | 25        |              |



| CURVE DATA |              |          |             |         |        |        |         |                  |      |
|------------|--------------|----------|-------------|---------|--------|--------|---------|------------------|------|
| NO.        | Δ            | Ts       | Δc          | Dc      | Tc     | Lc     | Rc      | Qs               | Ls   |
| 1          | 13° 52' Lt.  |          |             | 4° 00'  | 174.2' | 346.7' | 1432.5' |                  |      |
| 2          | 41° 28' Lt.  | Ts=979.8 | Tc=56.4'    |         |        |        |         |                  | 150' |
| 3          | 115° 20' Lt. |          |             | 40° 00' | 226.3' | 288.3' | 143.3'  |                  |      |
| 4          |              |          |             |         |        |        |         | 3000' Lt. 150'   |      |
| 5          |              | 154.6'   |             |         |        |        |         | 20° 15' Rt. 150' |      |
| 6          |              | 153.3'   |             |         |        |        |         | 17° 15' Lt. 150' |      |
| 7          |              |          |             |         |        |        |         | 6° 45' Rt. 150'  |      |
| 8          | 23° 24' Rt.  | 206.7'   | 9° 54'      | 9° 00'  | 55.2'  | 111.1' | 636.7'  | 24° 00' Rt. 150' |      |
| 9          |              |          |             |         |        |        |         |                  |      |
| 10         | 20° 20' Rt.  | 395.9'   | 72° 20' 30" | 32° 00' | 130.9' | 226.1' | 179.1'  |                  |      |
| 11         | 6° 22' Rt.   |          | 00          | 4° 00'  | 80.7'  | 161.2' | 1432.5' |                  |      |
| 12         |              |          |             |         |        |        |         | 9° 00' Rt. 150'  |      |
| 13         | 25° 29' Rt.  | 183.4'   | 7° 29'      | 12° 00' | 31.2'  | 62.4'  | 477.5'  | 6° 00' Rt. 150'  |      |
| 14         |              |          |             |         |        |        |         |                  |      |
| 15         | 30° 36' Rt.  | 271.3'   | 18° 36'     | 8° 00'  | 71.7'  | 232.5' | 716.3'  | 4° 00' Rt. 150'  |      |
| 16         |              |          |             |         |        |        |         |                  |      |
| 17         | 105° 27' Rt. | 219.9'   | 2° 27'      | 56° 00' | 19.4'  | 38.3'  | 102.3'  | 2° 00' Rt. 150'  |      |
| 18         |              | 173.9'   |             |         |        |        |         | 2° 00' Lt. 150'  |      |
| 19         |              | 157.1'   |             |         |        |        |         | 2° 45' Lt. 150'  |      |
| 20         |              | 173.9'   |             |         |        |        |         | 2° 00' Rt. 150'  |      |
| 21         |              |          |             |         |        |        |         | 23° 15' Lt. 150' |      |
| 22         | 171° 53' Lt. |          | 125° 23'    | 31° 00' | 358.0' | 404.5' | 184.8'  |                  |      |